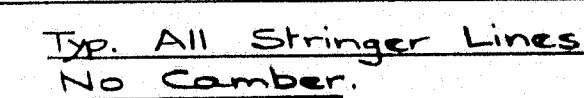




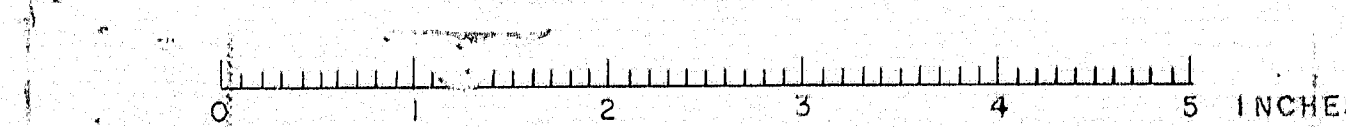
All Dimensions Horizontal.
Diaph. Dims. To $\frac{3}{8}$ th. Fin Plates

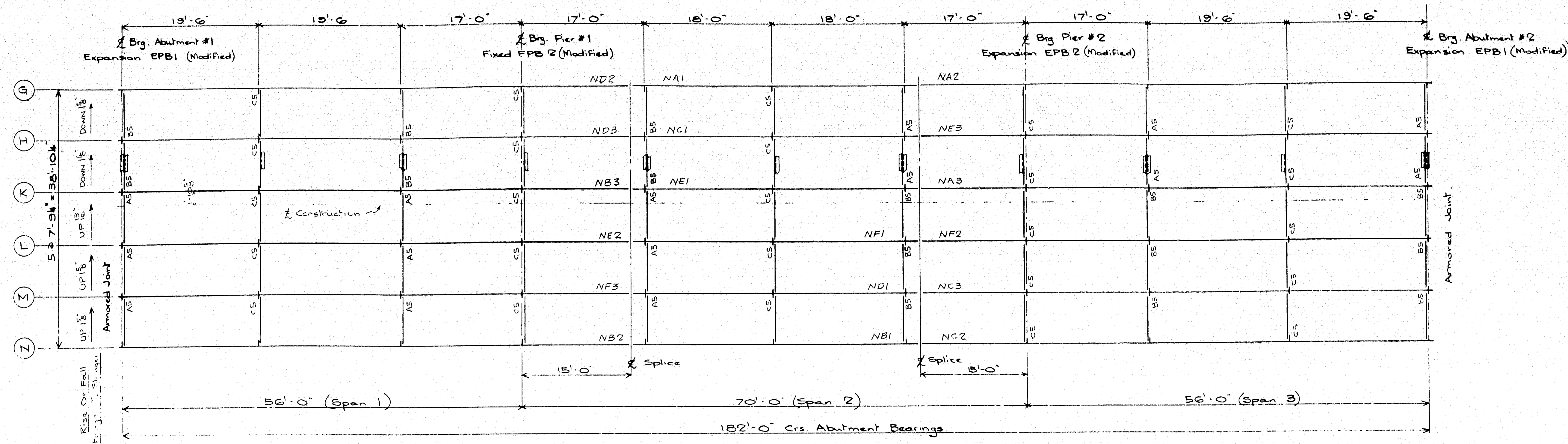
ALL MEMBERS ARE TO BE ERECTED SO THAT
MARKED END IS IN THE SAME LOCATION AS
SHOWN ON THIS DRAWING.



- 1/ All Steel To Be A.S.T.M. A36
- 2/ Stringers Fabricated With Natural Camber Up.
- 3/ Diaphragms Are Alternate Lines Of 15 I 33" @ 16 WF 36. 16 WF 36 @ Abutments.
- 4/ Paint One Shop Coat Red Lead & Oil As Per Specs. (No Paint Within 2" Of Open Holes For Splices).

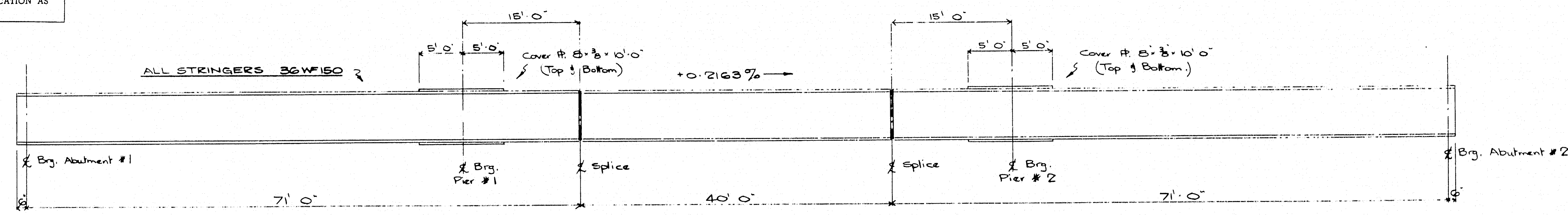
REVISIONS	DESCRIPTION:	Erection Diagram - Southbound	
A	JOB:	DRAWN BY	DATE
B	Interstate 95 Over Pushaw Stream	<i>Phg</i>	25 June
C	Old Town - Maine	CHECKED BY	DATE
D	(State Highway Commission)	<i>h</i>	29 June
E		SHEET	E1
F	CUSTOMER:	Callahan Bros.	
G	AUGUSTA IRON WORKS		ORDER
H	AUGUSTA, MAINE		1384
J			



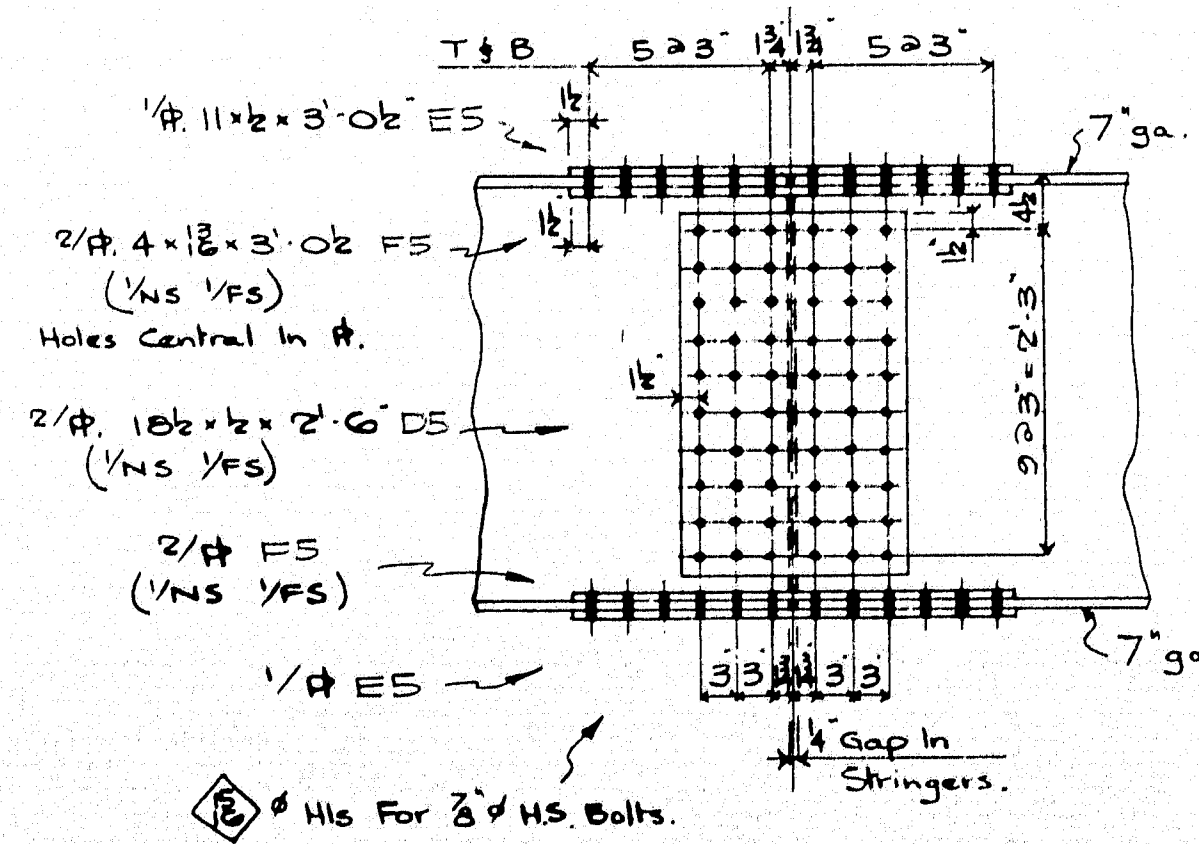
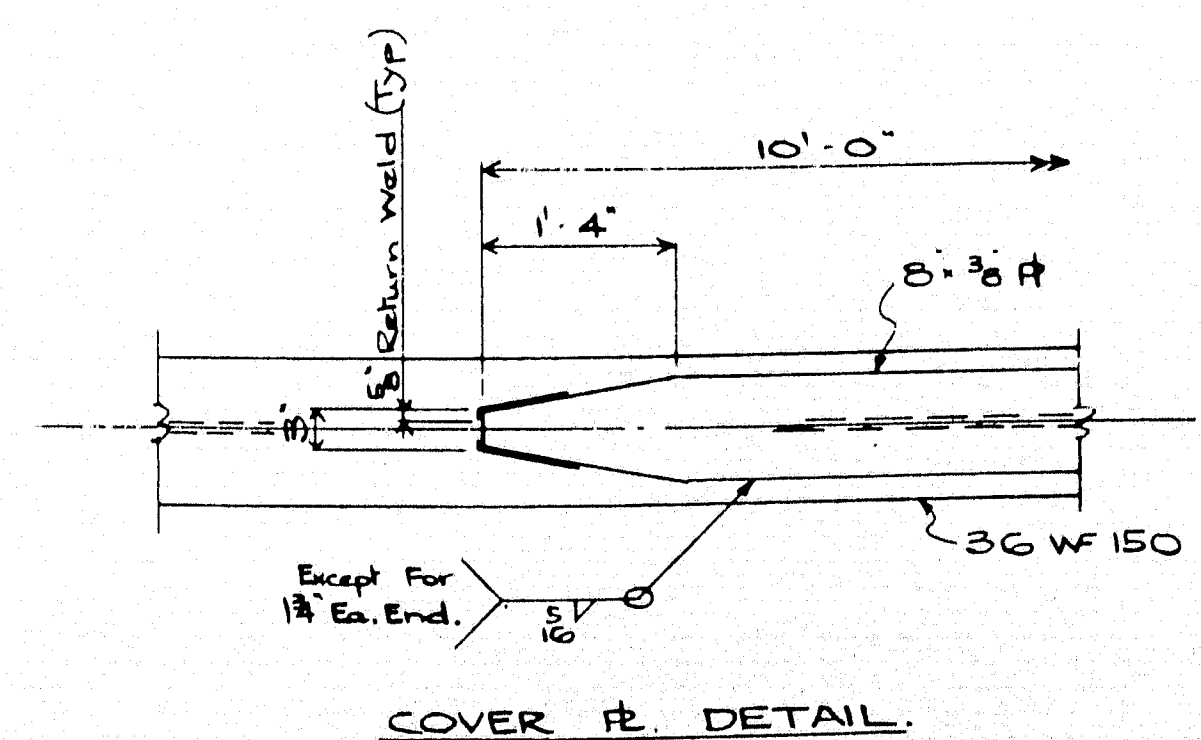


ERECTOR NOTE
ALL MEMBERS ARE TO BE ERECTED SO THAT MARKED END IS IN THE SAME LOCATION AS SHOWN ON THIS DRAWING.

ERECTOR DIAGRAM - NORTHBOUND
All Dimensions Horizontal.
Diaph. Dims. To $\frac{1}{2}$ Ht. Fr. Plates.



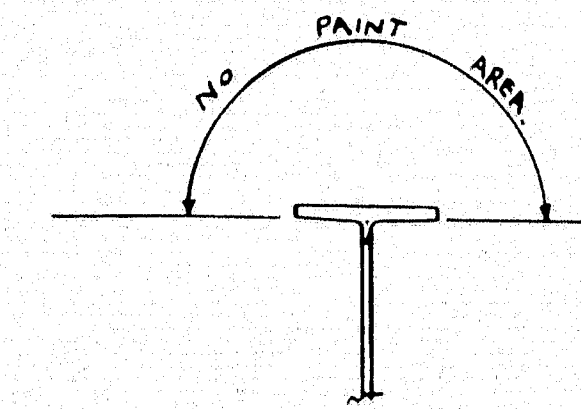
ELEVATION ON STRINGERS
Top: All Stringer Lines.
No Camber.



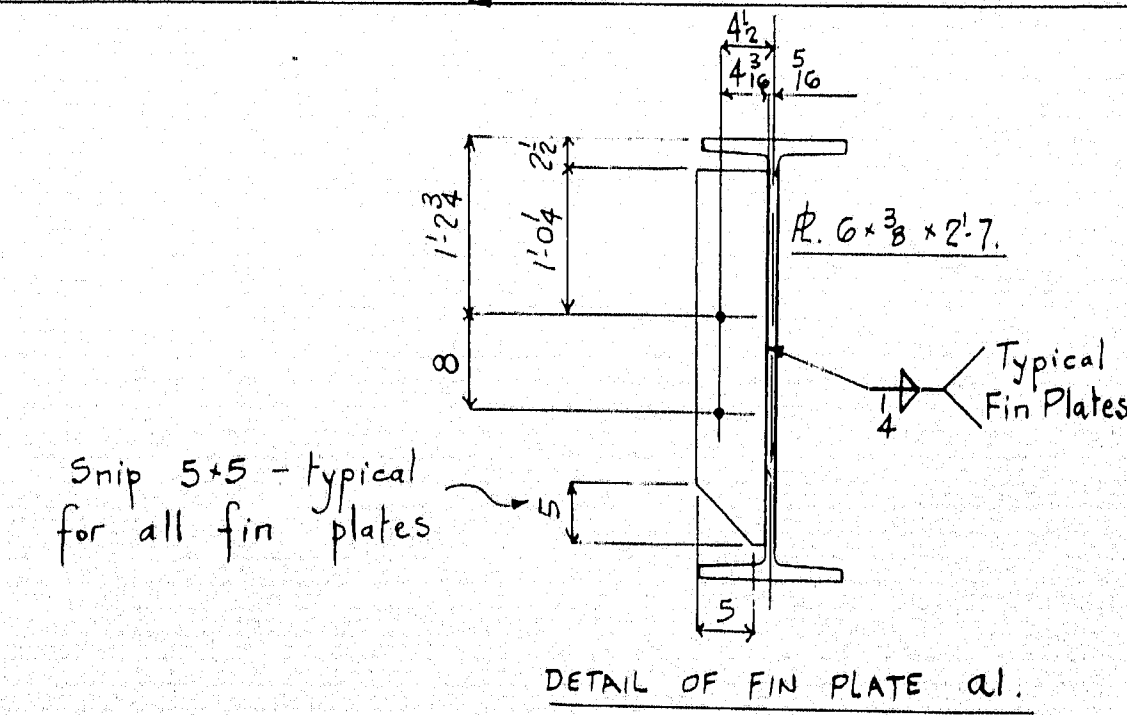
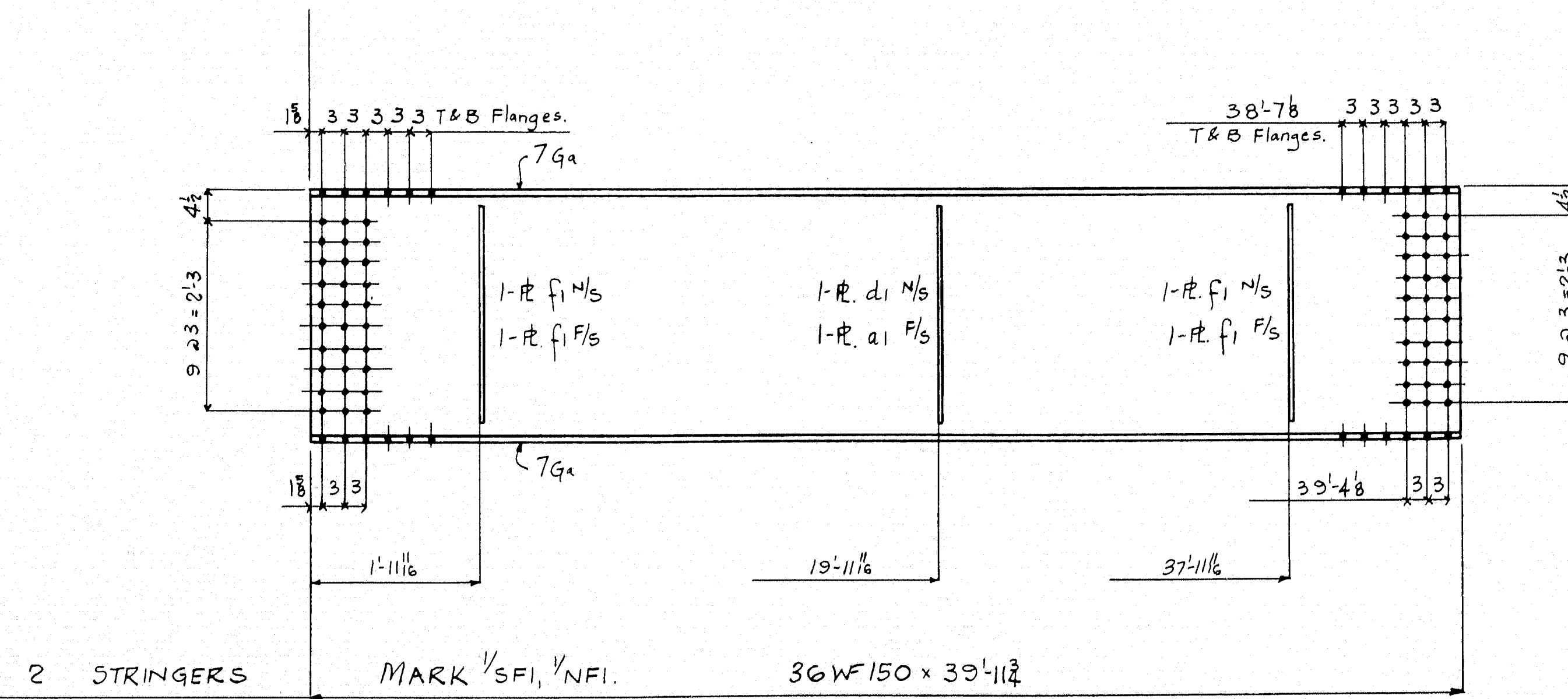
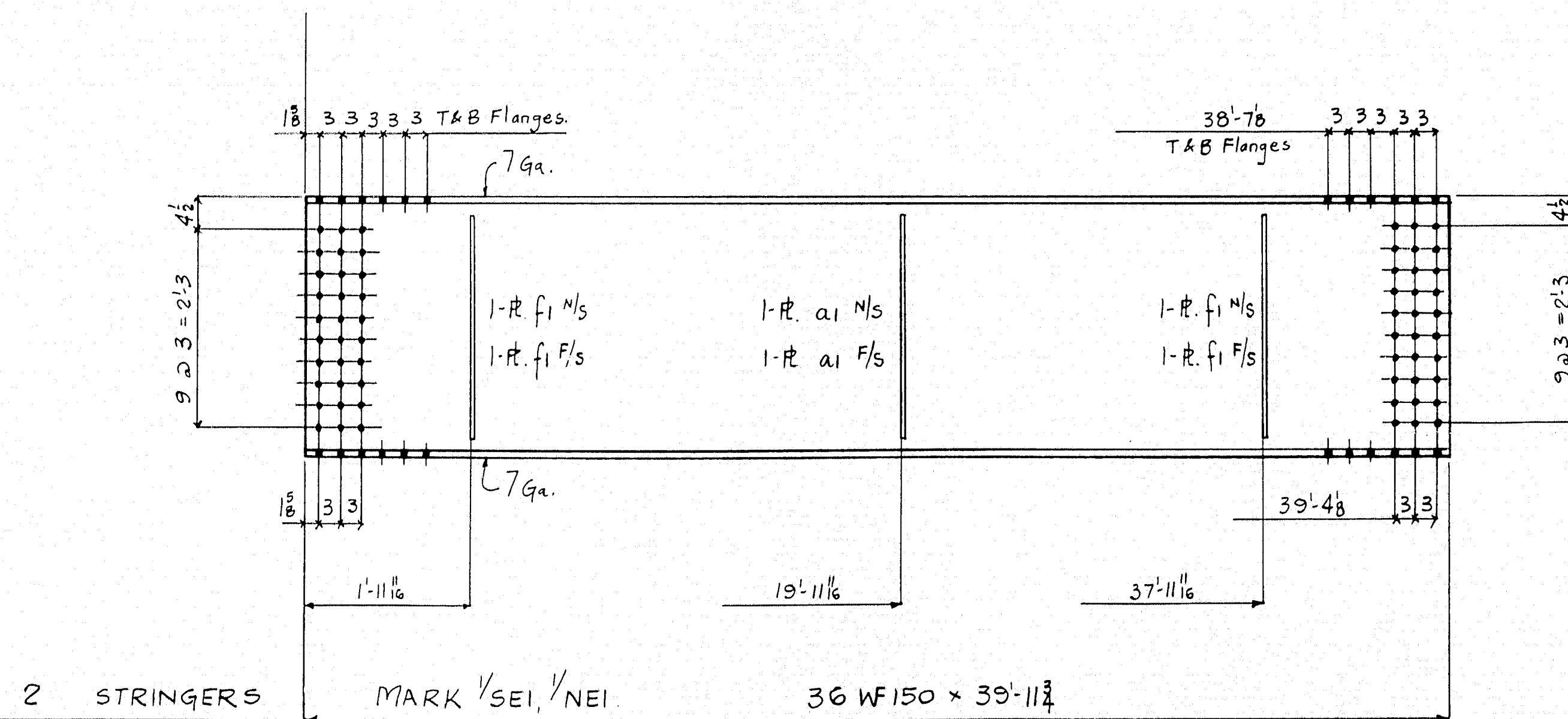
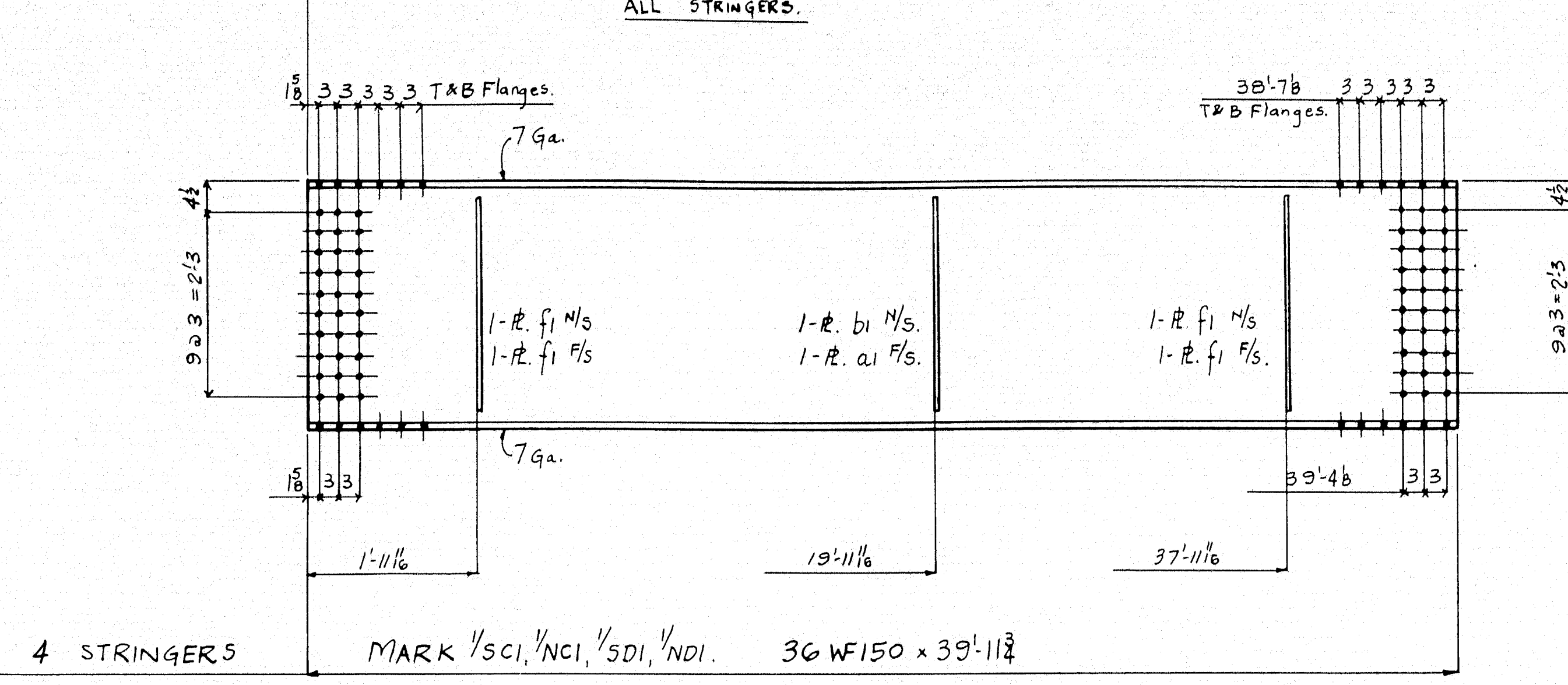
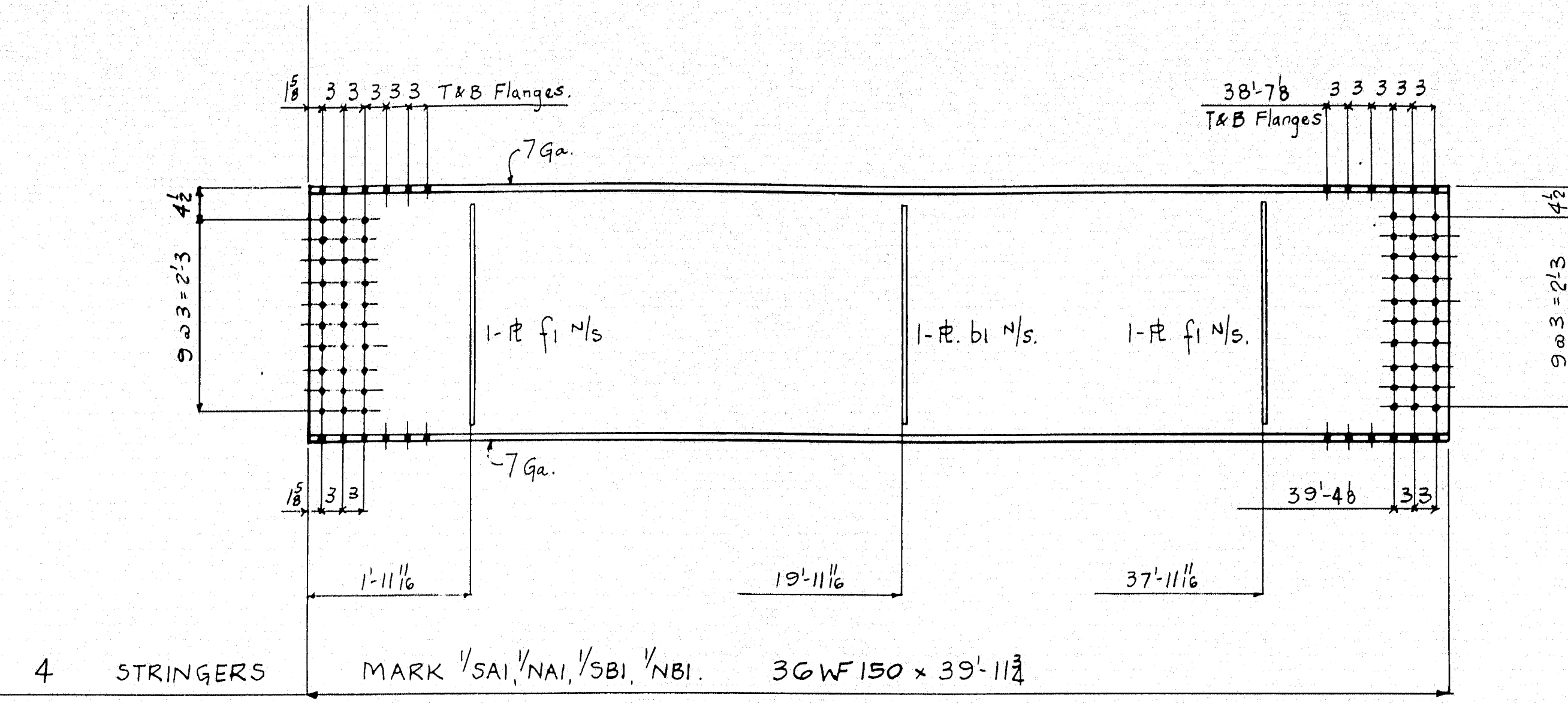
SPRICE DETAIL
See Sheet 'X' For Matchmarking

- Notes**
- 1/ All Steel To Be A.S.T.M. A36
 - 2/ Stringers Fabricated With Natural Camber Up.
 - 3/ Diaphragms Are Alternate Lines OF 15 C 33.3
16 W 36. 16 W 36 @ Abutments.
 - 4/ Paint One Shop Coat Red Lead & Oil As Per Specs.
(No Paint Within 2' Of Open Holes For Splices)

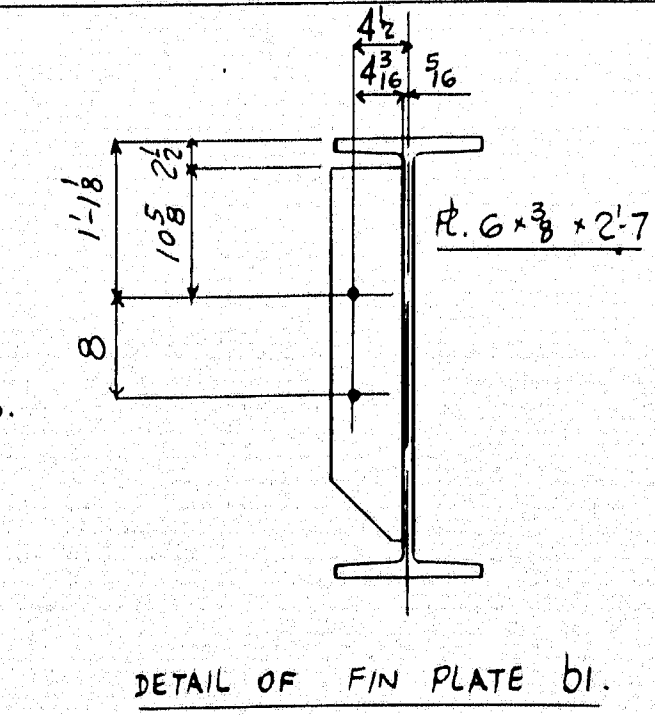
REVISIONS	DESCRIPTION	DATE
A	Job: Int. State 25 Over. Pushpan Stream	125 June
B	Old Town, N.Y.	125 June
C	(State Highway Commission)	125 June
D	CUSTOMER: Collahan Bros.	
E		
F		
G		
H		
J		



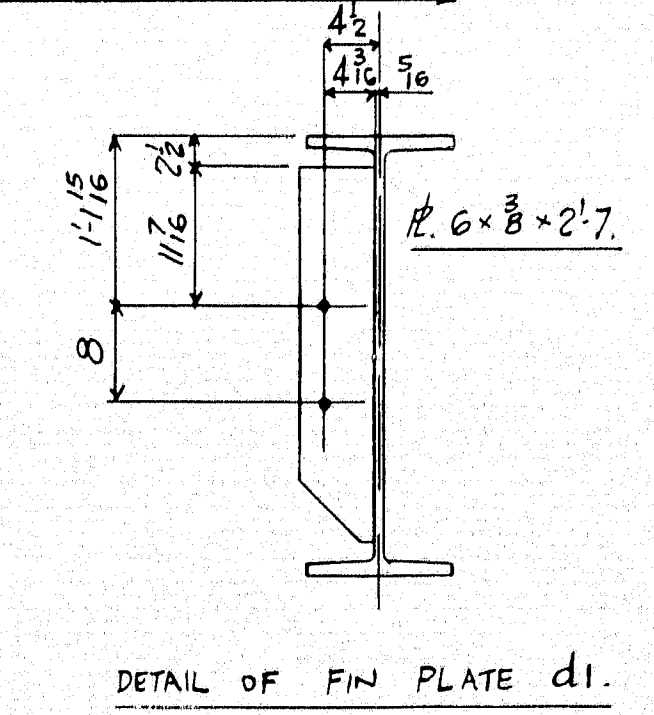
TYPICAL SECTION THRU
ALL STRINGERS.



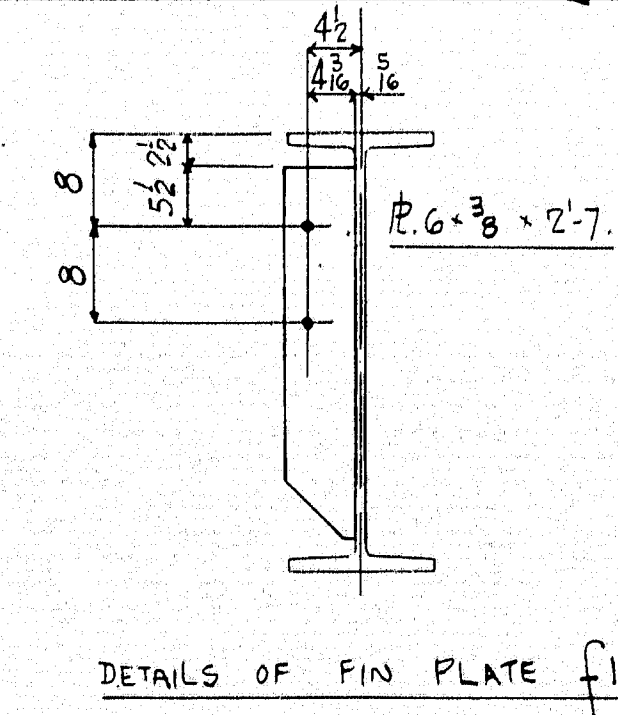
DETAIL OF FIN PLATE a1.



DETAIL OF FIN PLATE b1.



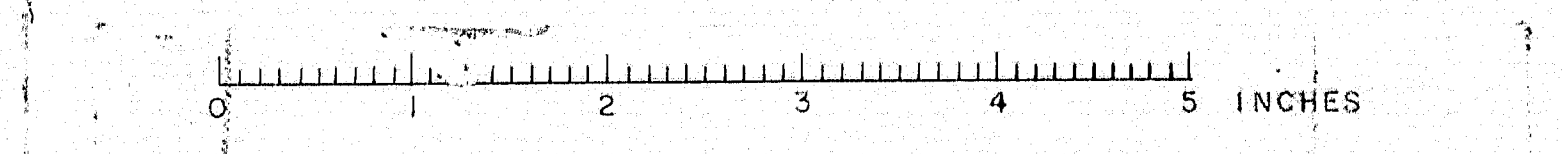
DETAIL OF FIN PLATE d1.

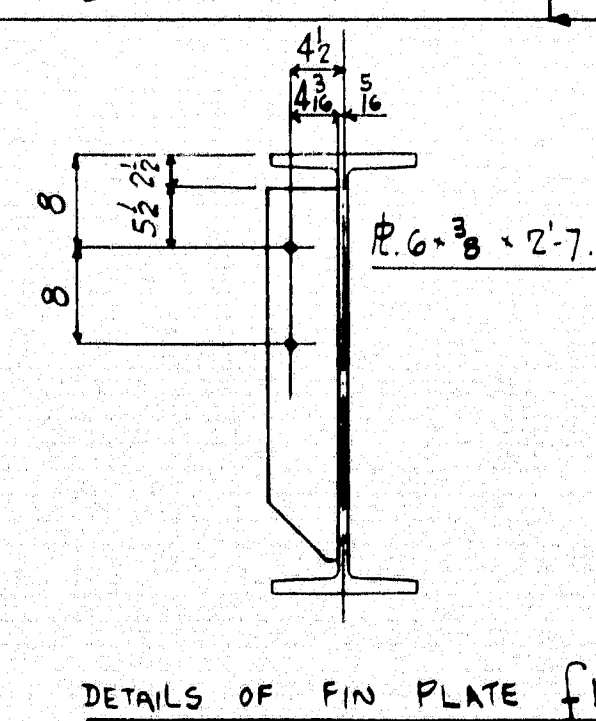
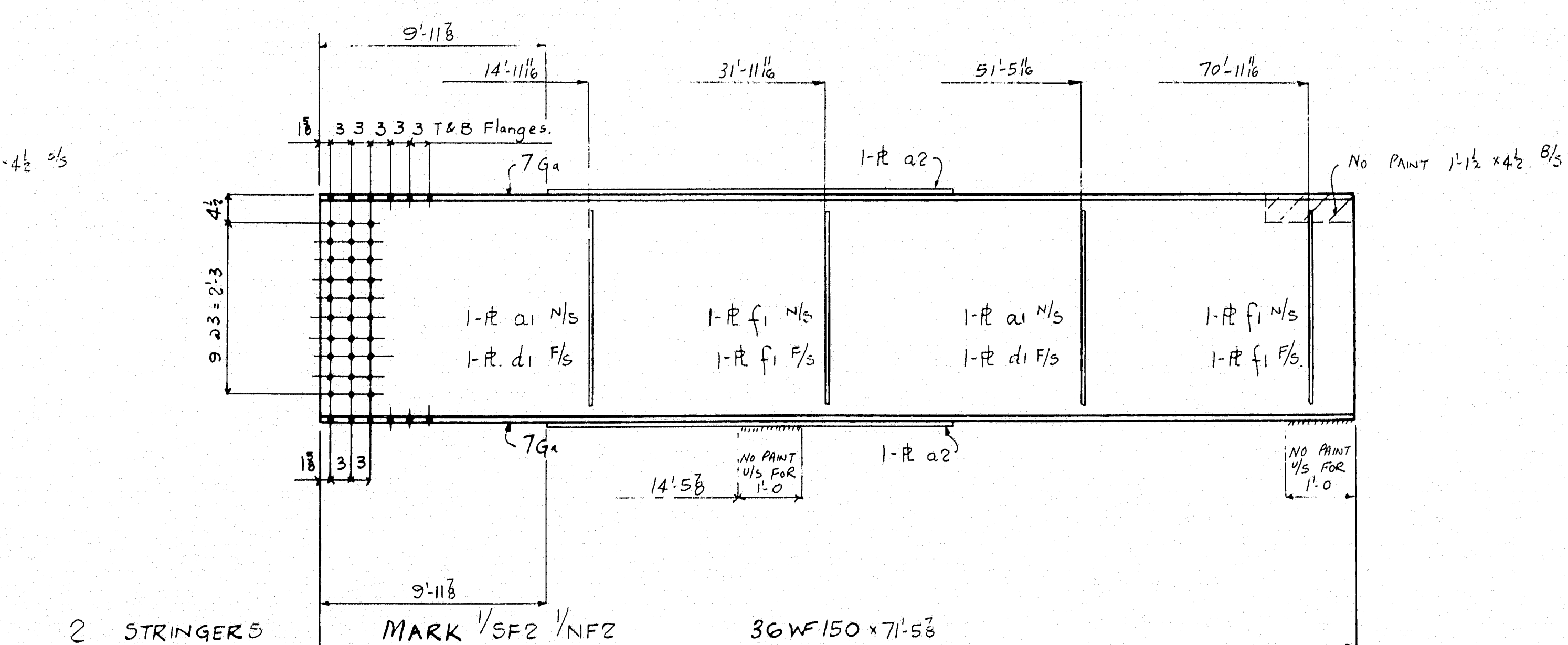
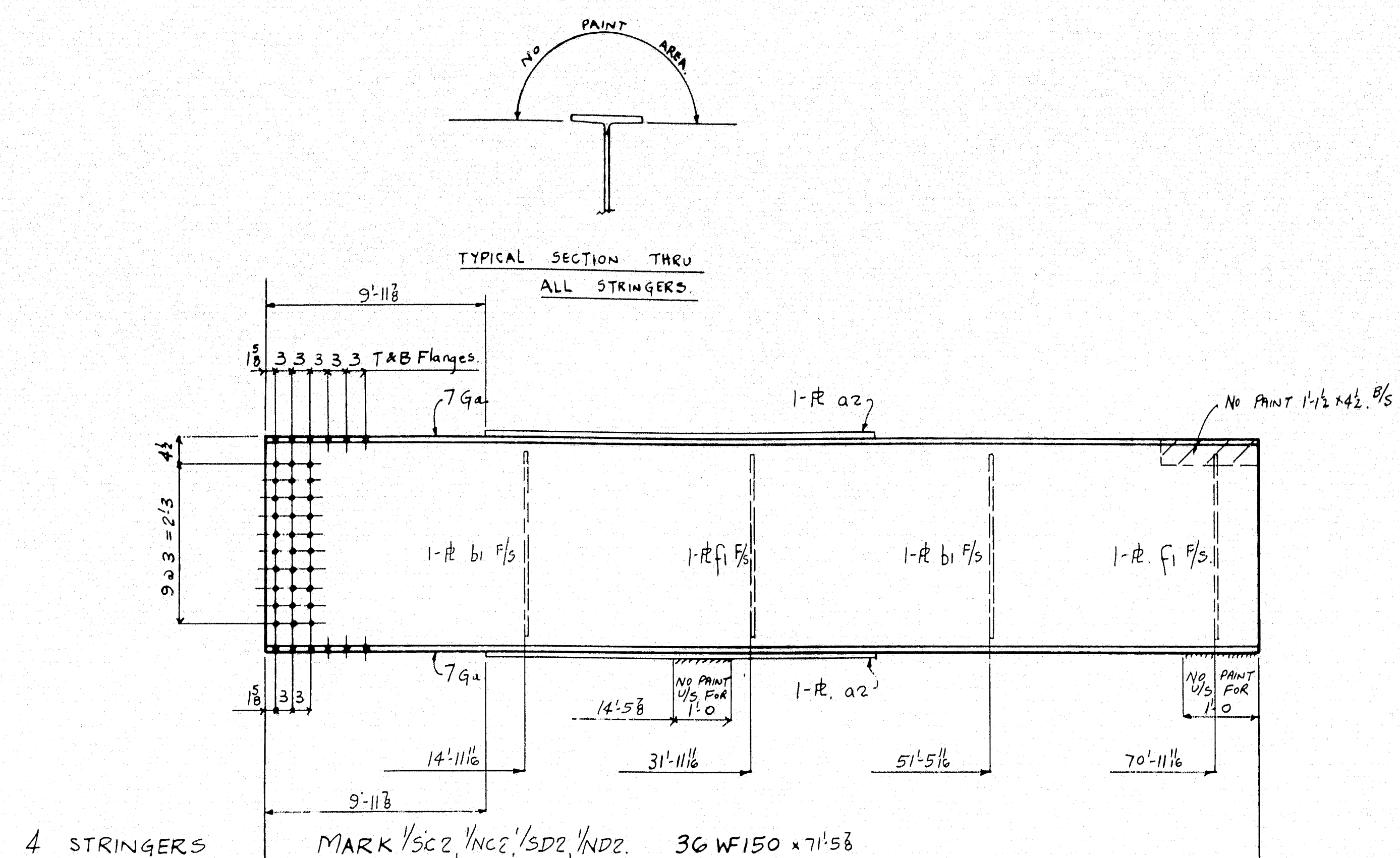


DETAILS OF FIN PLATE f1.

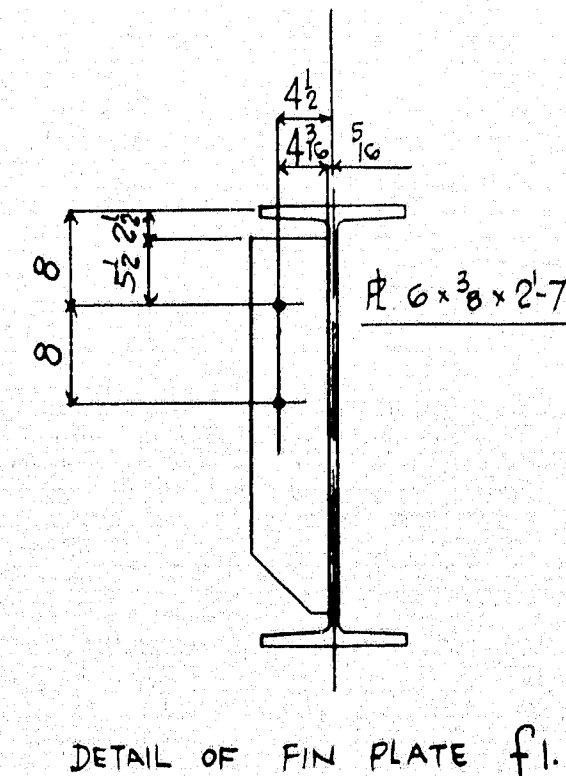
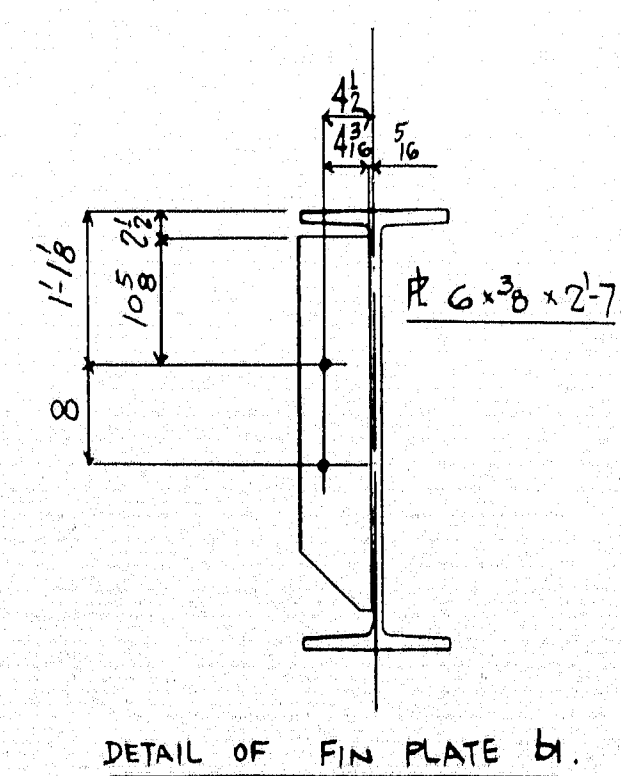
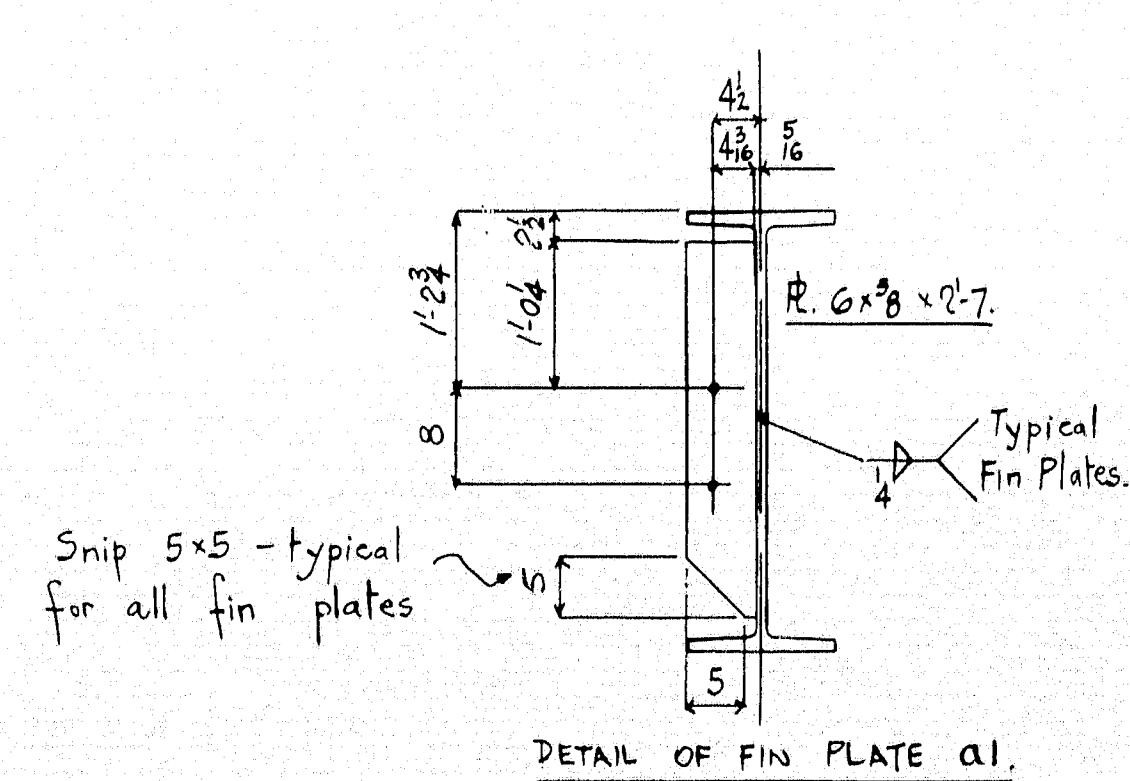
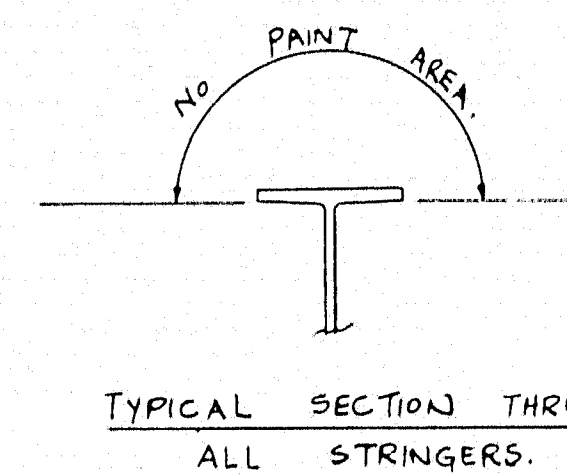
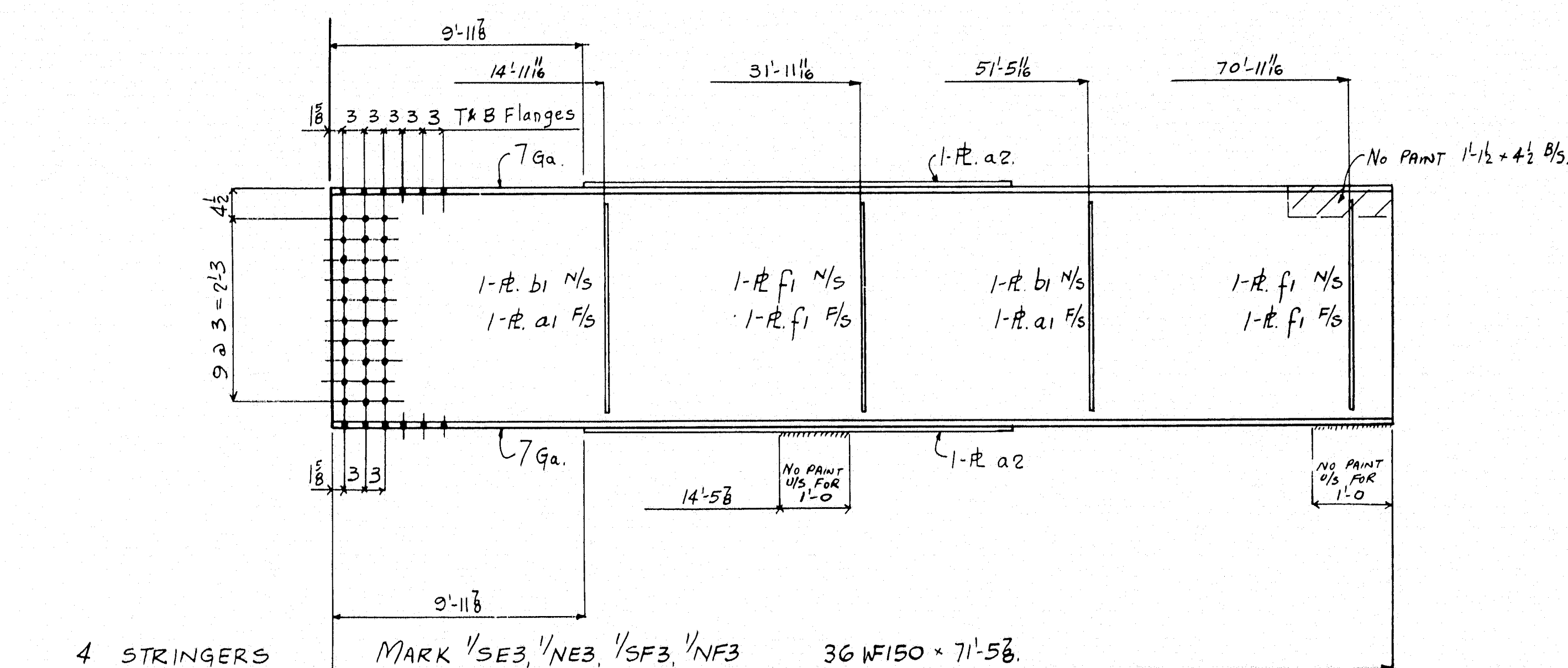
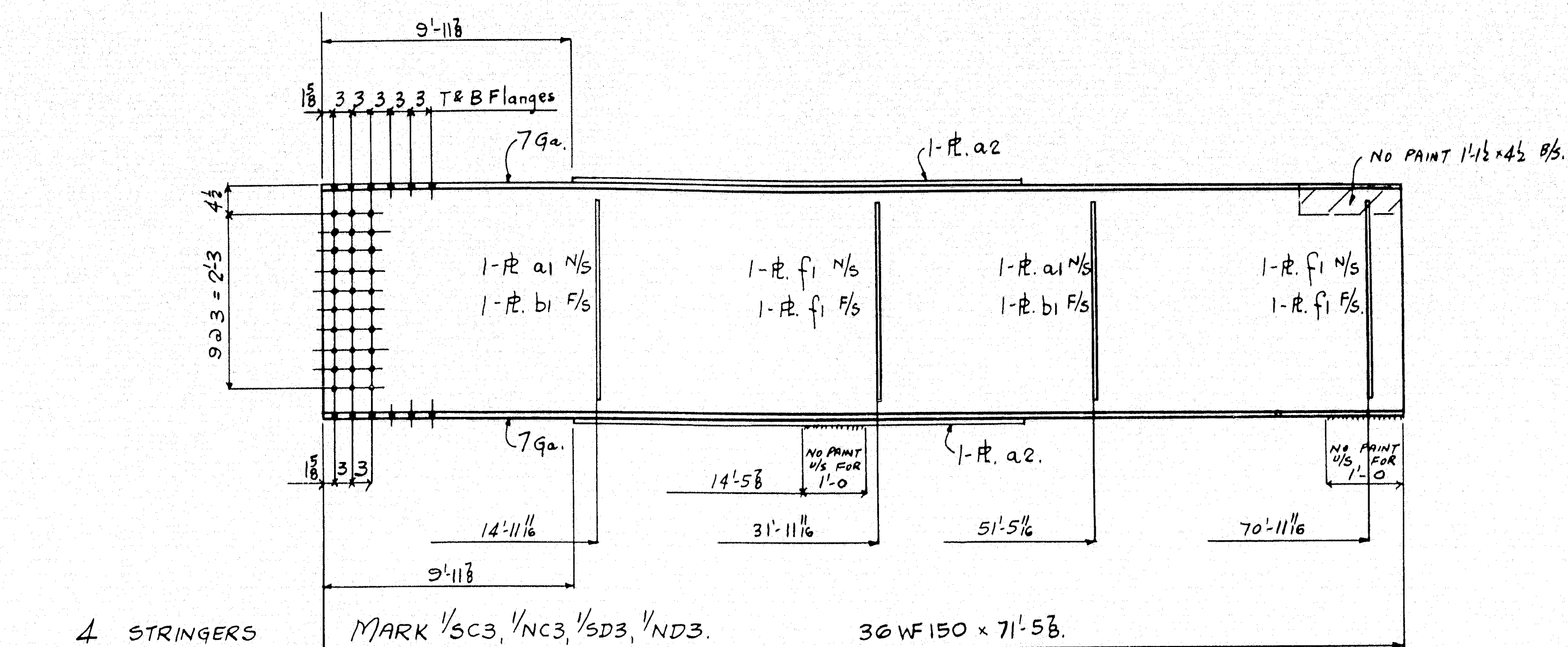
All holes 1/8" dia.
All splices to be match marked - See Sheet X.
Paint: - One shop coat Red Lead & Oil as per Specs, except that:-
1) No paint within 2" of splice holes.
2) No paint on fin plates.
3) No paint where noted.

REVISIONS	DESCRIPTION	DETAILS OF STRINGERS	DRAWN BY	DATE
1	JOB: INTERSTATE 95 OVER PUSMAN STREAM.		RNS	JUN 25/64
2	OLD TOWN - MAINE.		CHECKED BY	DATE
3	(STATE HIGHWAY COMMISSION.)		2	30 June 64
4	CUSTOMER: CALLAHAN BROS.		SHEET	1
5	AUGUSTA IRON WORKS		ORDER	1384
6	AUGUSTA, MAINE			





<p> <u>INTERSTATE 95 OVER PUSHAW STREAM</u> <u>OLD TOWN - MAINE</u> <u>(STATE HIGHWAY COMMISSION.)</u> <u>CALLAHAN BROS.</u> </p>	<p> <u>DETAILS OF STRINGERS</u> <u>INTERSTATE 95 OVER PUSHAW STREAM</u> <u>OLD TOWN - MAINE</u> <u>(STATE HIGHWAY COMMISSION.)</u> <u>CALLAHAN BROS.</u> </p>	<p> <u>ORDER</u> <u>DATE</u> <u>QUANTITY</u> <u>PRICE</u> <u>TOTAL</u> <u>REMARKS</u> </p>
<p> <u>INTERSTATE 95 OVER PUSHAW STREAM</u> <u>OLD TOWN - MAINE</u> <u>(STATE HIGHWAY COMMISSION.)</u> <u>CALLAHAN BROS.</u> </p>	<p> <u>DETAILS OF STRINGERS</u> <u>INTERSTATE 95 OVER PUSHAW STREAM</u> <u>OLD TOWN - MAINE</u> <u>(STATE HIGHWAY COMMISSION.)</u> <u>CALLAHAN BROS.</u> </p>	<p> <u>ORDER</u> <u>DATE</u> <u>QUANTITY</u> <u>PRICE</u> <u>TOTAL</u> <u>REMARKS</u> </p>



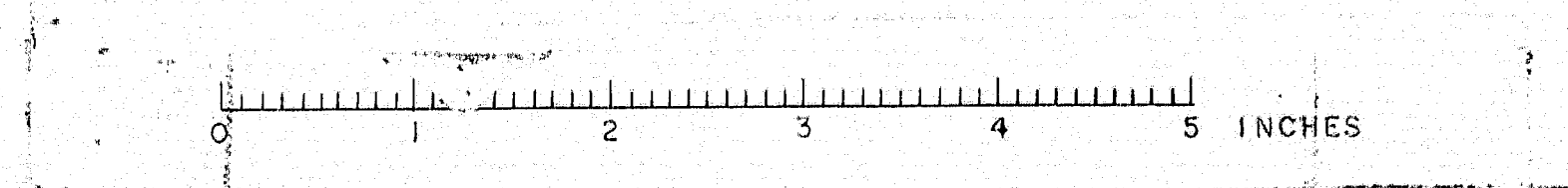
All holes $\frac{1}{8}$ dia.

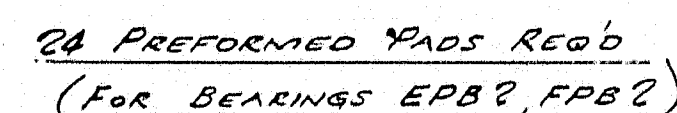
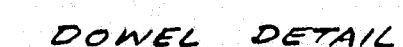
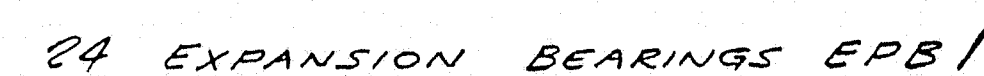
All splices to be match marked - See Sheet X.

Paint:- One shop coat Red Lead & Oil as per Specs. except that:-

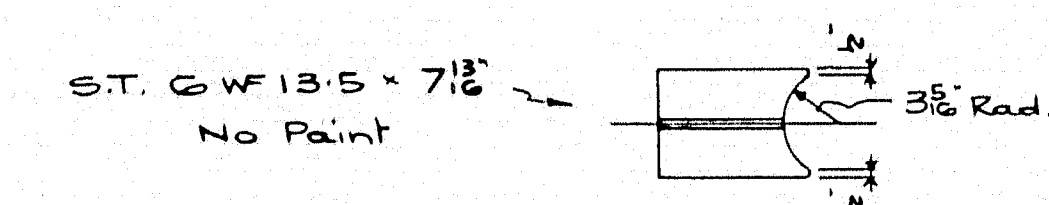
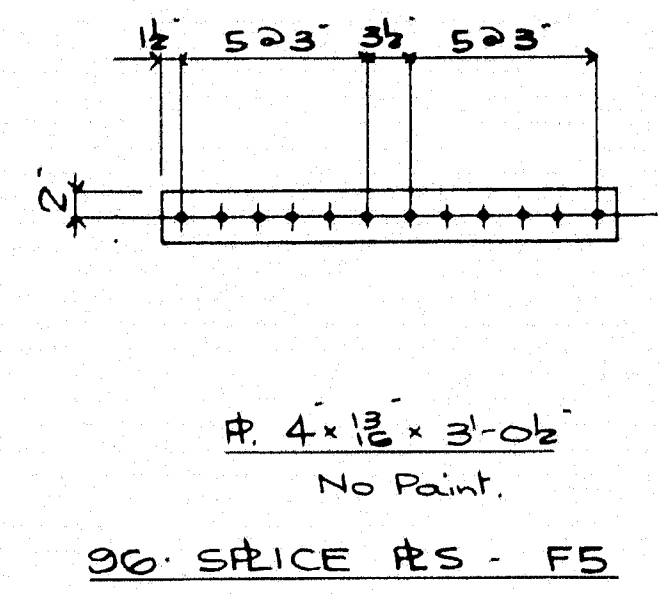
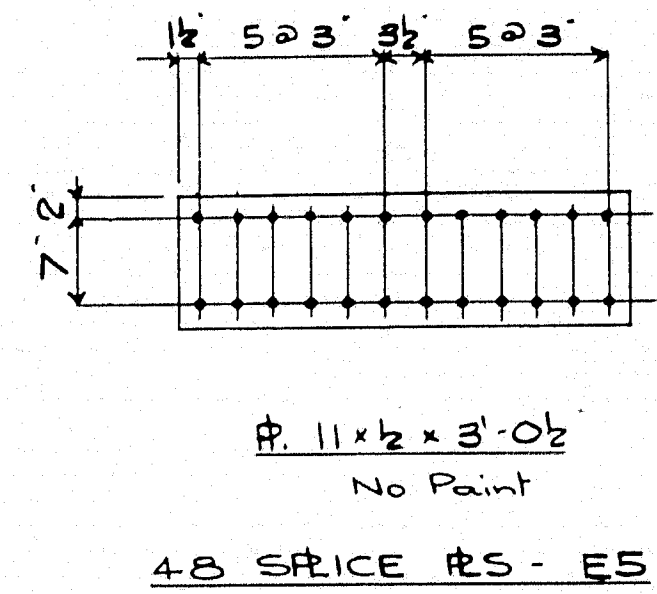
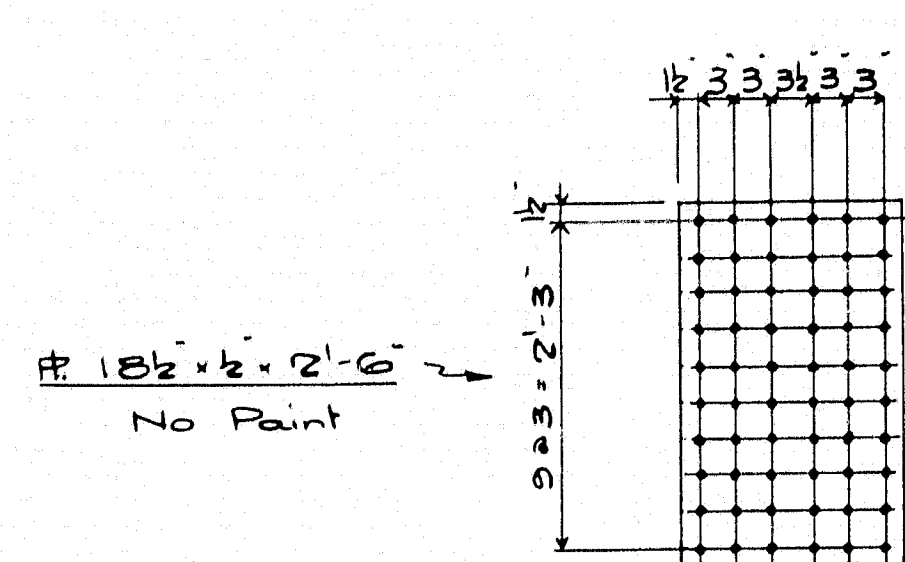
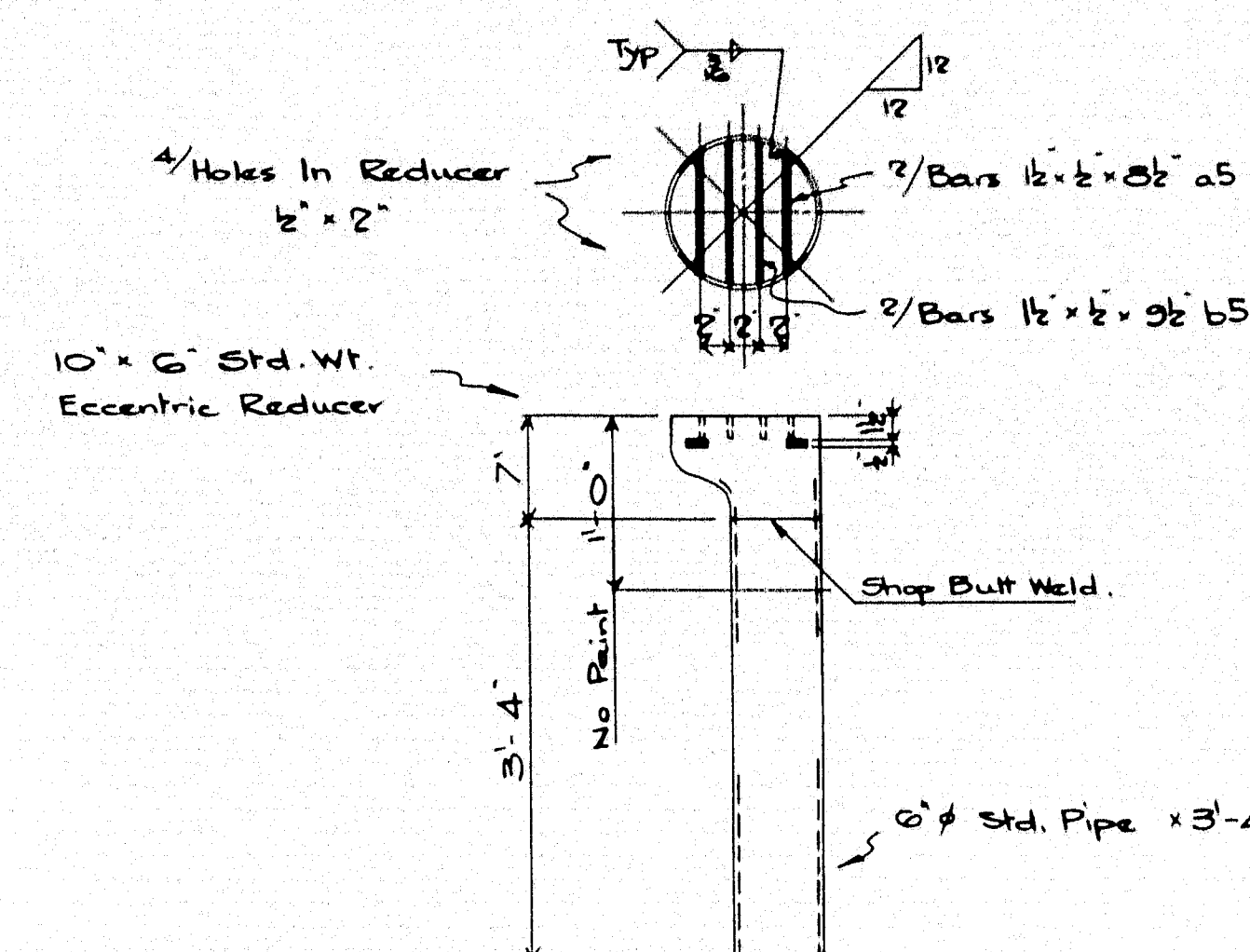
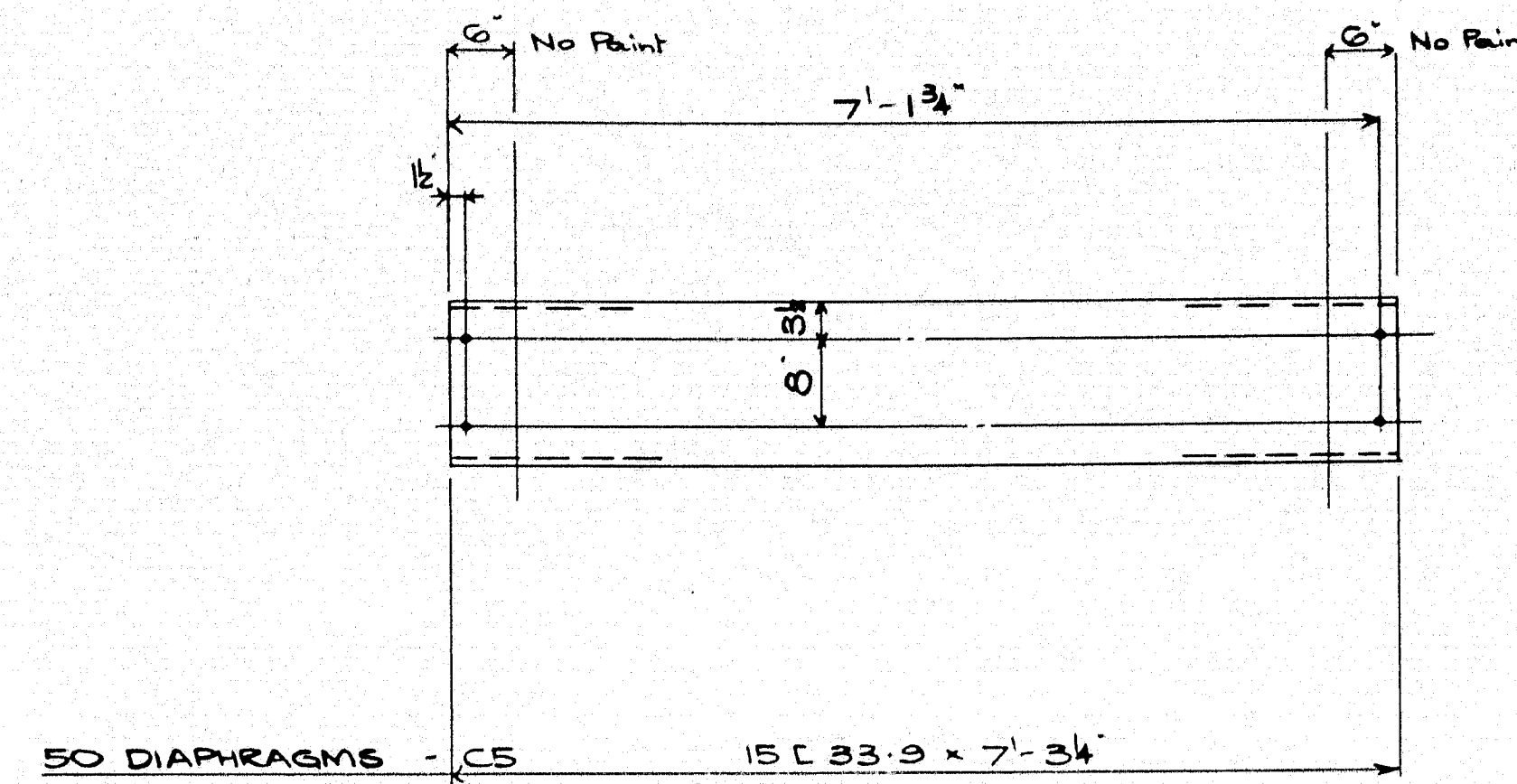
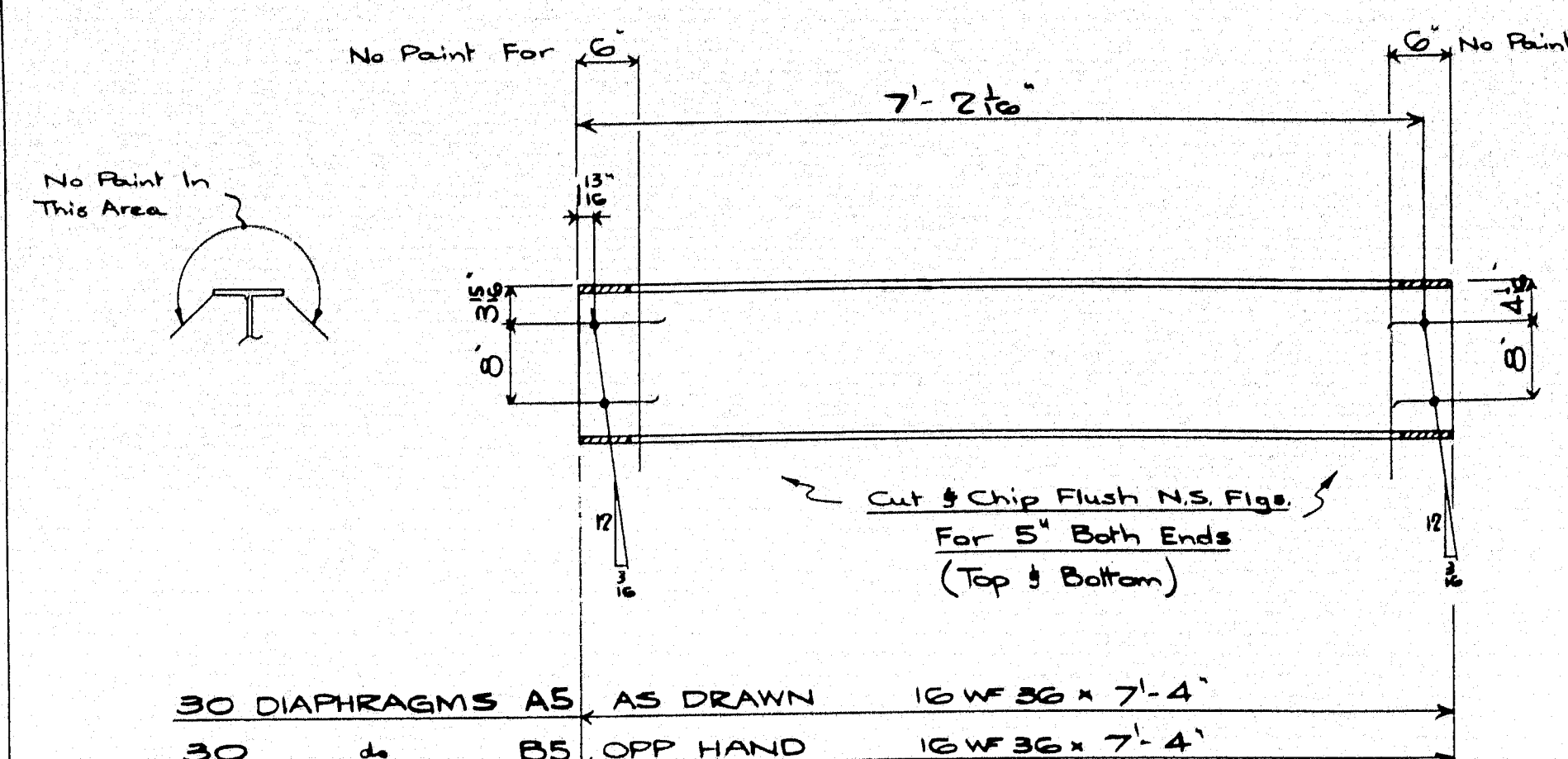
- 1) No paint within 2" of splice holes.
- 2) No paint on fin plates.
- 3) No paint where noted.

REVIEWS		DESCRIPTION:	DETAILS OF STRINGERS	
A	JOB:	INTERSTATE 95 OVER PUSHAW STRDM. OLD TOWN - MAINE (STATE HIGHWAY COMMISSION)	DRAWN BY	DATE
B			RWS	June 30 / 04
C			CHECKED BY	DATE
D				30 JUNE 04
E				
F	CUSTOMER:	CALLAHAN BROS.	SHEET	3
G	AUGUSTA IRON WORKS AUGUSTA, MAINE		ORDER	1384
H				
I				
J				





REVISIONS		DESCRIPTION		BEARINGS	
A		JOB:	DRAWN BY		
B		INTERSTATE 95 OVER PUSHAN STREAM	DATE		
C		OLD TOWN - MAINE	28 June		
D		(STATE HIGHWAY COMMISSION)	CHECKED BY	DATE	
E			DWG	30 June 68	
F		CUSTOMER: CALLAHAN BROS.	SHEET 4		
G		AUGUSTA IRON WORKS AUGUSTA, MAINE	ORDER 1384		
H					
I					
J					



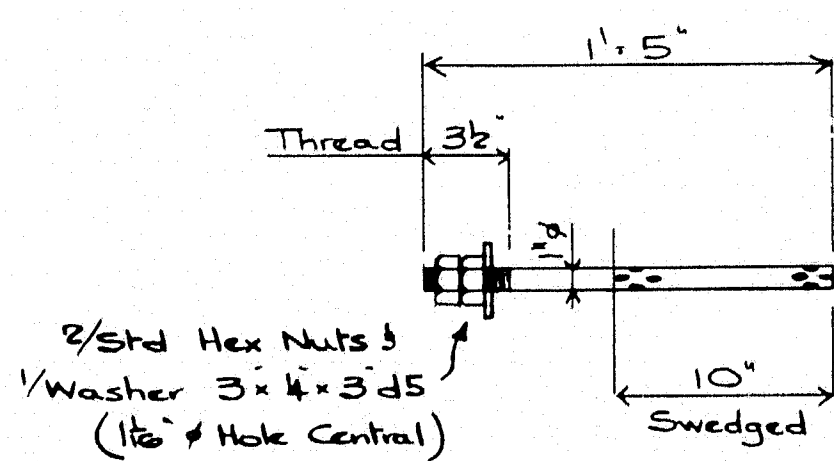
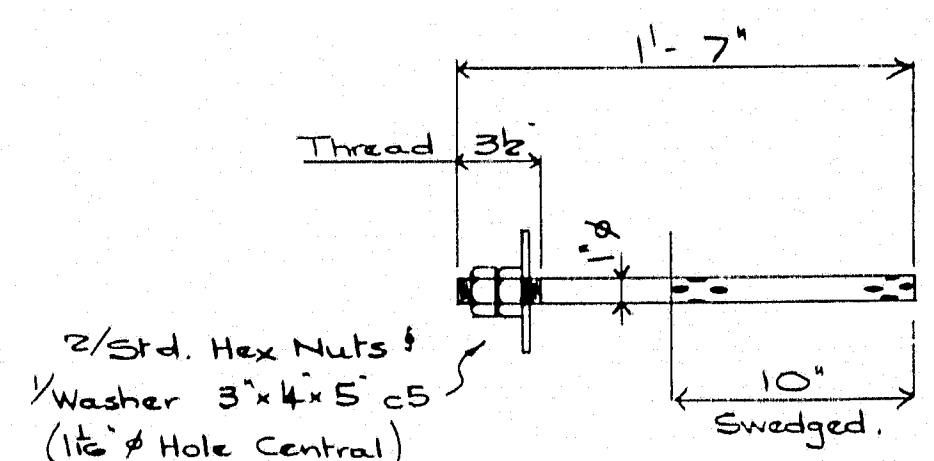
48 SPICE RS - D5

48 SPICE RS - E5

36 SPICE RS - F5

20 DRAINS - G5

20 DRAIN SPACERS - H5



72 BOLTS - K5
(For Use With Bearings EPB1 Modified & EPB2 Modified)

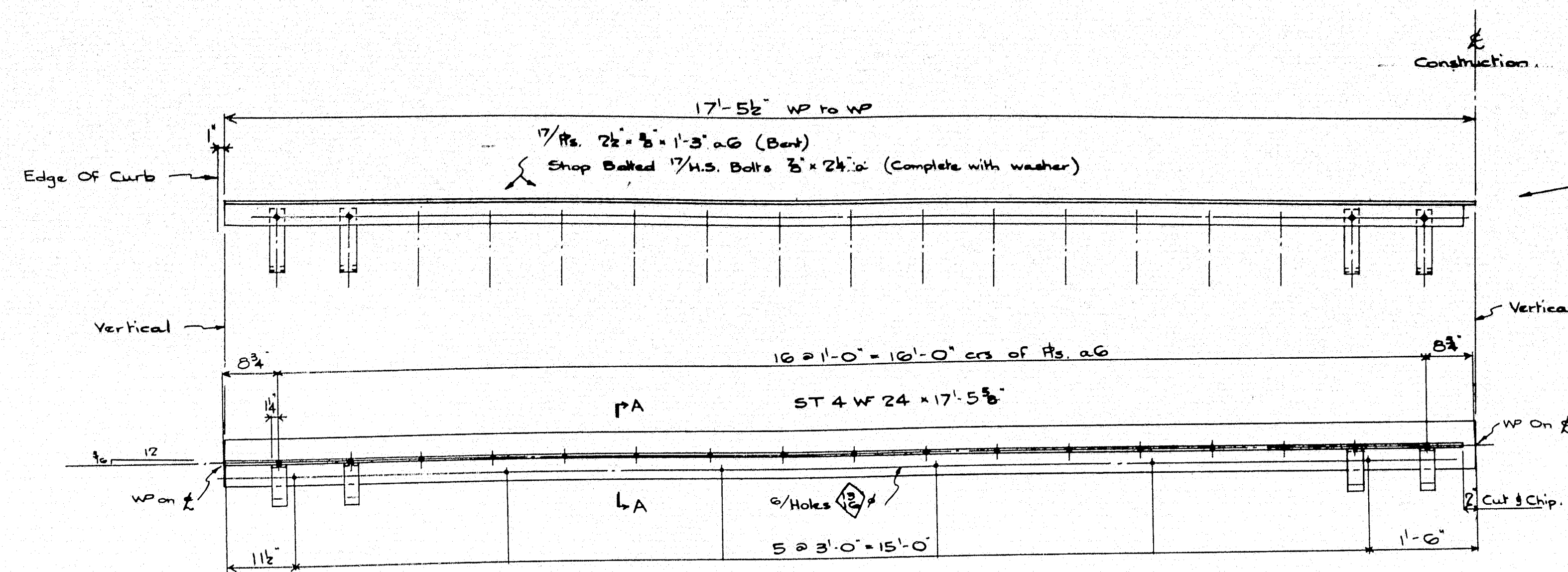
24 BOLTS - M5
(For Use With Bearings FPD2 Modified)

No Paint On Anchor Bolts.

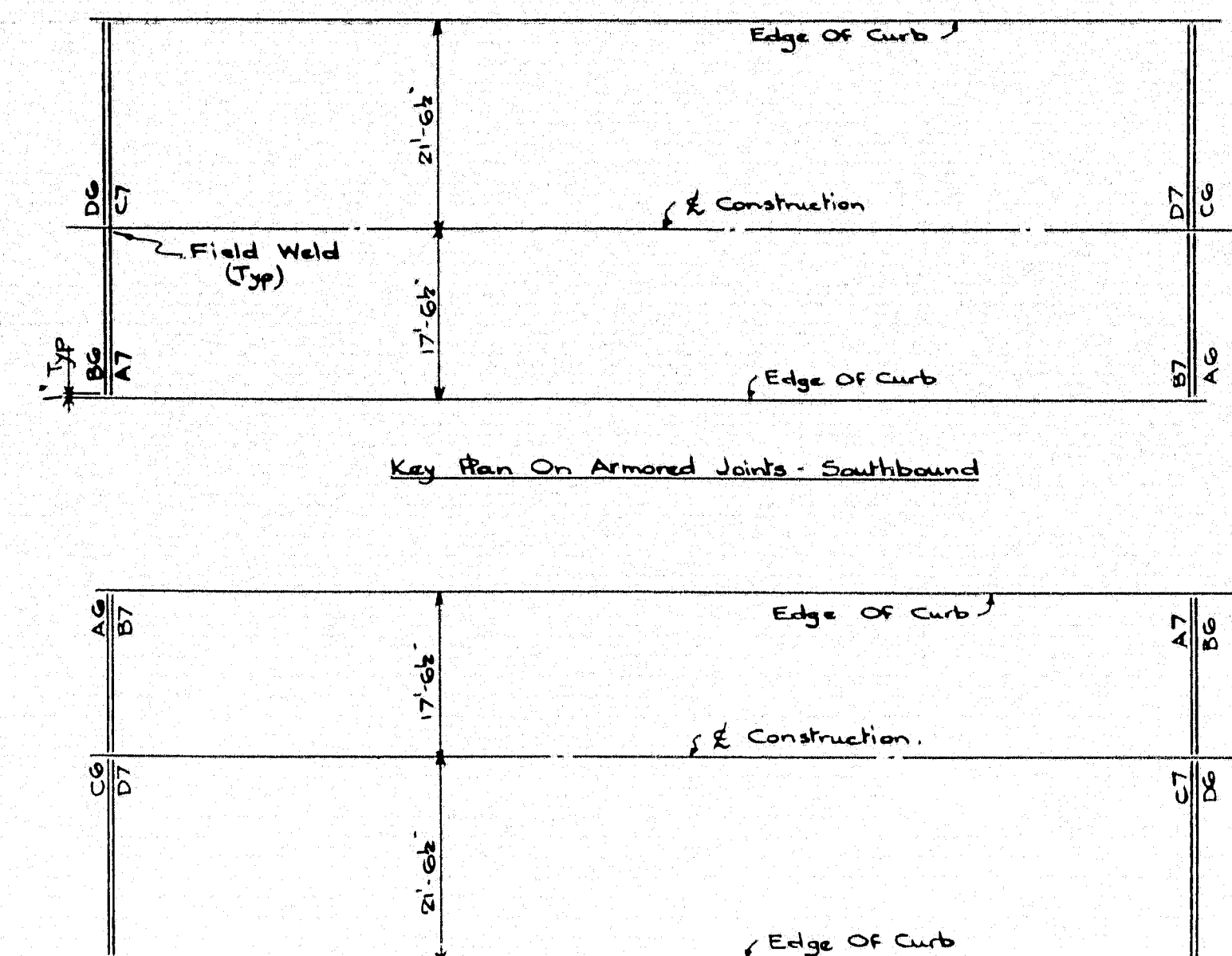
Holes 1/8" U/N.
Paint: One Shop Coat Red Lead
& Oil As Per Specs. U/N.

REVISIONS	DESCRIPTION	Diaphragms, Splice Rts., Drains, Anch. Bolts
A	JOB:	Interstate 95 Over Rushaw Stream.
B	DRAWN BY:	Quigley
C	CHECKED BY:	Rus
D	CUSTOMER:	Callahan Bros.
E		
F		
G		
H		
J		

91-41

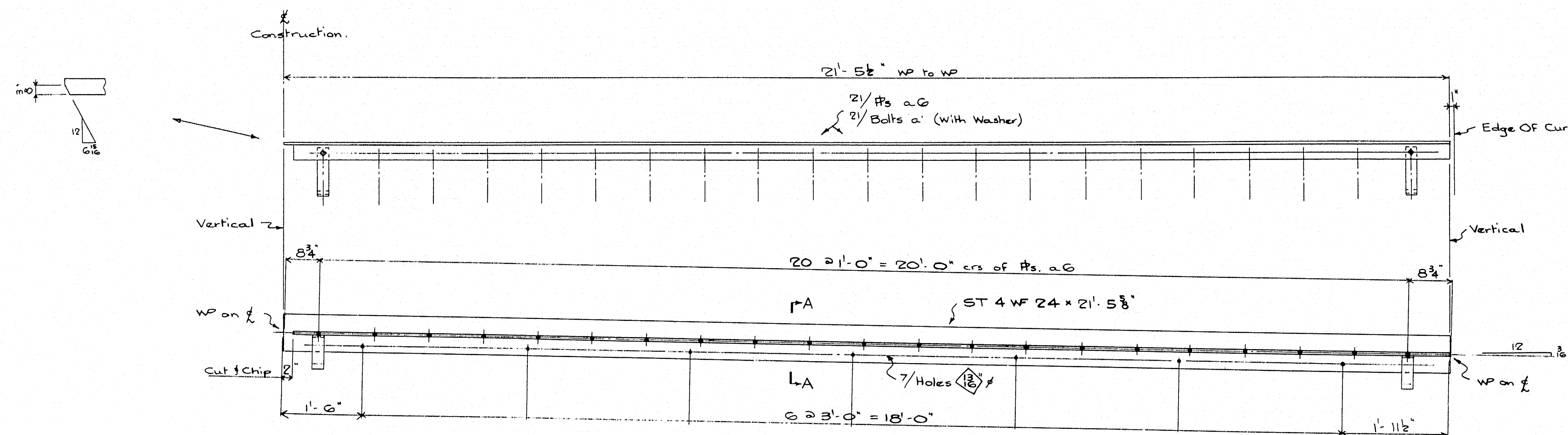


2 ARMORED JOINTS REQ'D AS DRAWN - MARK A G
2 do do do OPP HAND - MARK B G

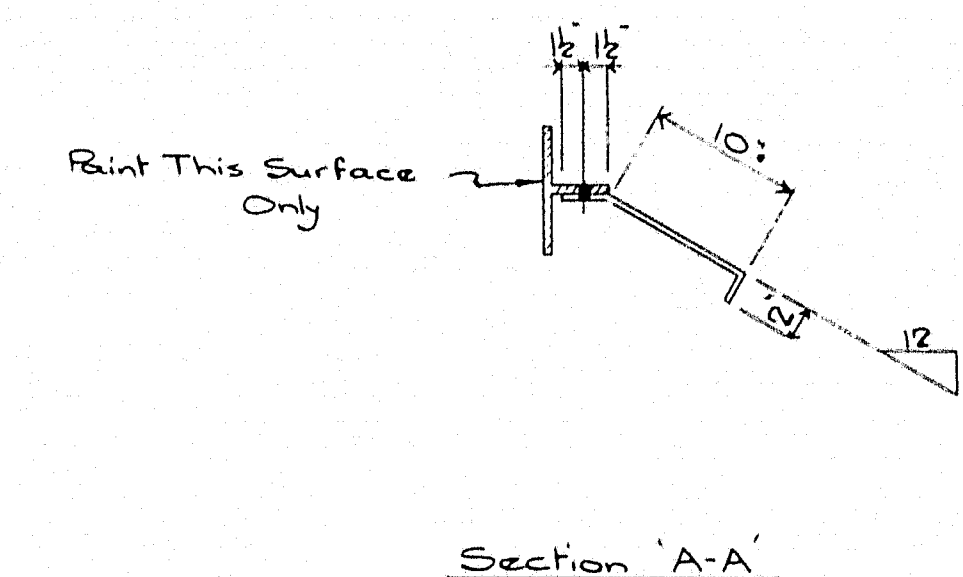


Key Plan On Armored Joints - Northbound

ERECTOR NOTE
ALL MEMBERS ARE TO BE ERECTED SO THAT MARKED END IS IN THE SAME LOCATION AS SHOWN ON THIS DRAWING.

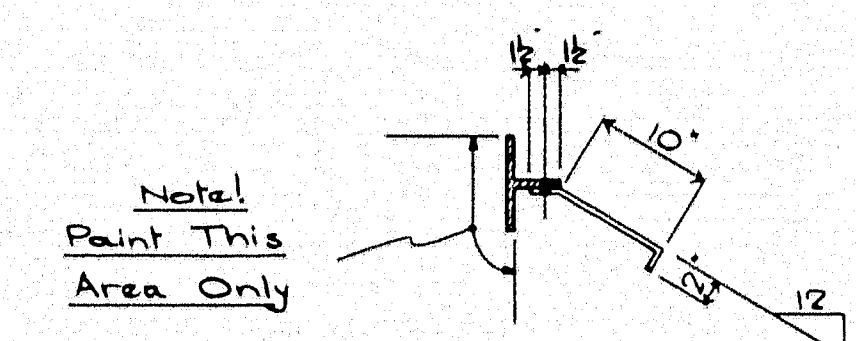
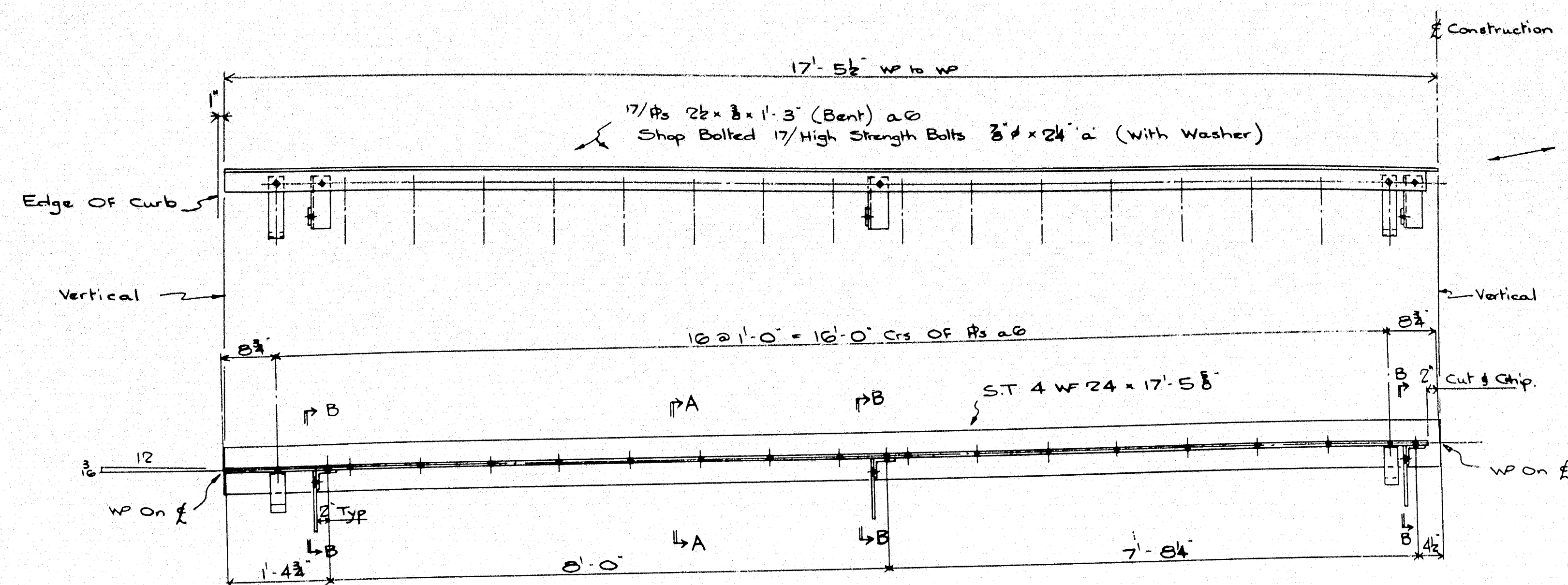


2 ARMORED JOINTS REQ'D AS DRAWN - MARK C G
2 do do do OPP HAND - MARK D G

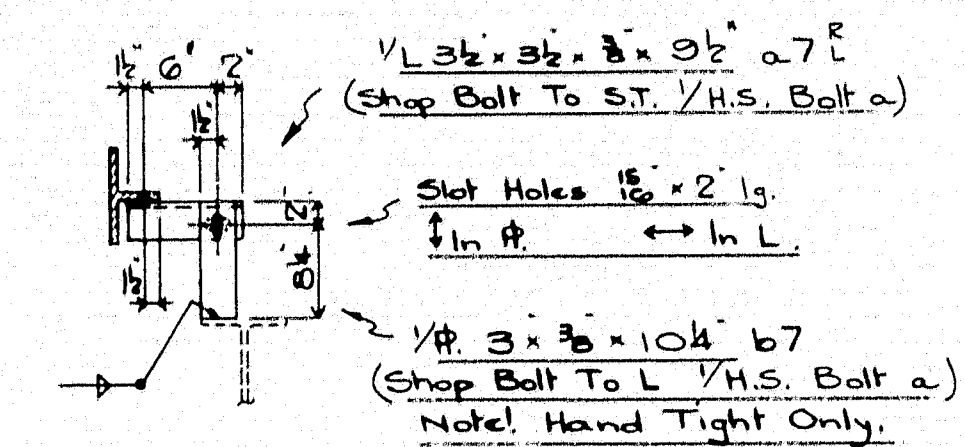


Paint: One Shop Coat Red Lead
\$ Oil As Per Specs Only The Surface
Shown In Section 'A-A'
Holes 1/2" Ø U/N

REVISIONS	DESCRIPTION	DATE
A	ARMORED JOINTS	
B	JOB: Interstate 95 Over Pushaw Stream	
C	Old Town - Maine	
D	(State Highway Commission)	
E	CUSTOMER: Callahan Bros.	
F	AUGUSTA IRON WORKS	
G	AUGUSTA, MAINE	
H	ORDER 1384	
J		

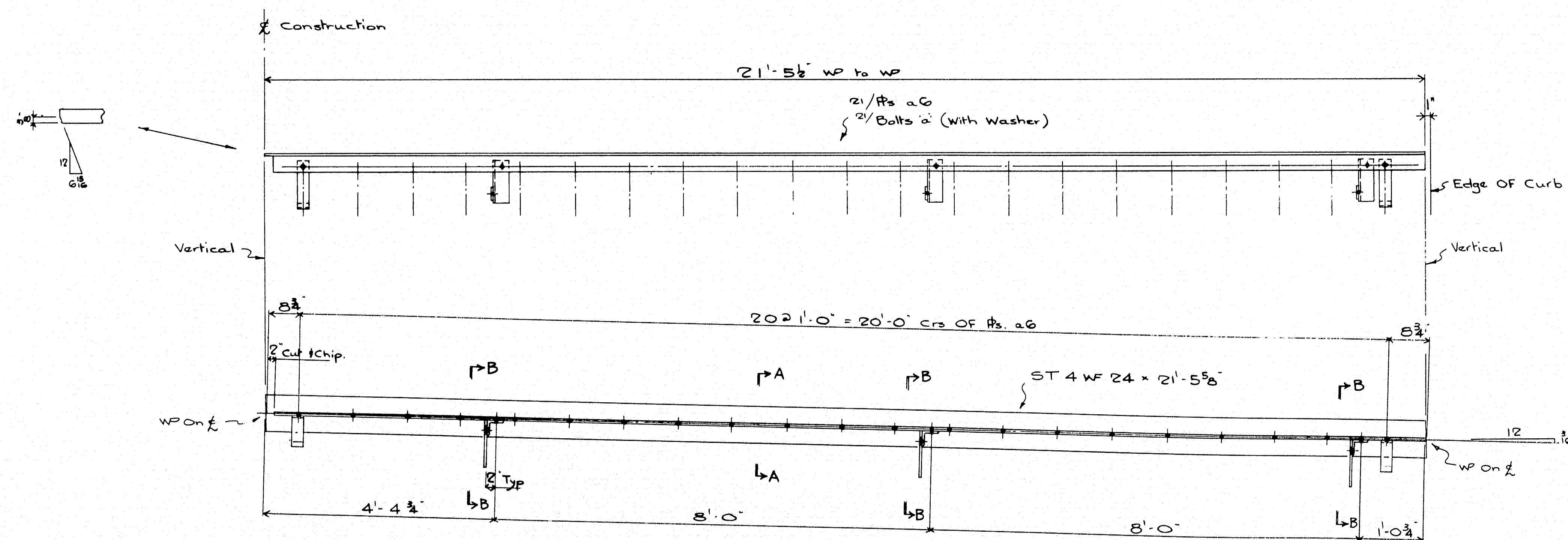


Section A-A



Section B-B

2 ARMORED JOINTS REQ'D AS DRAWN MARK A7
2 do do do OFF HAND MARK B7



2 ARMORED JOINTS REQ'D AS DRAWN MARK C7
2 do do do OFF HAND MARK D7

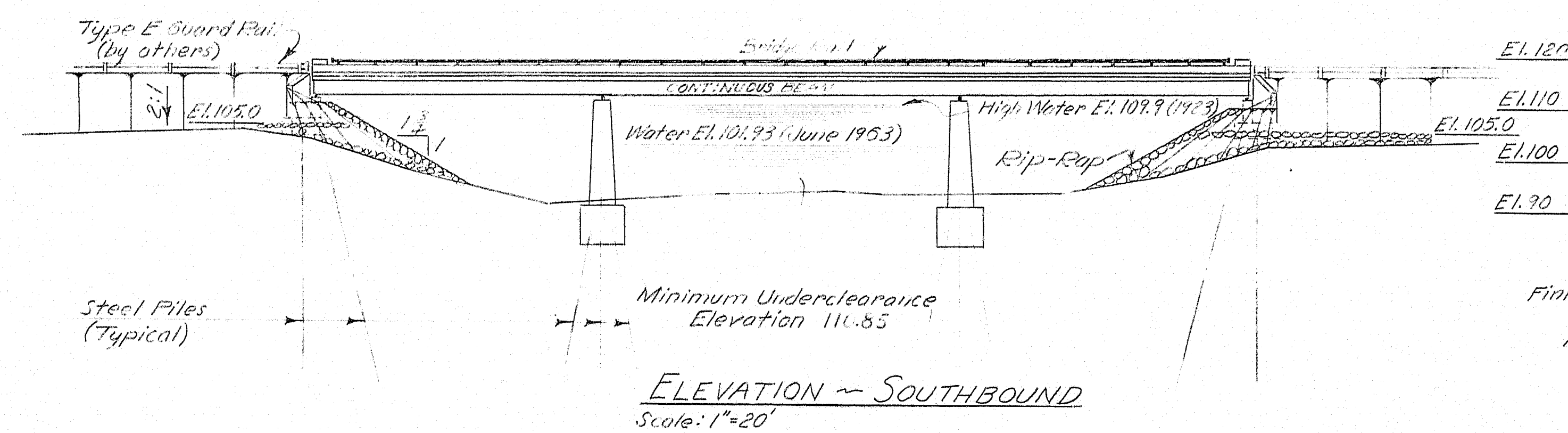
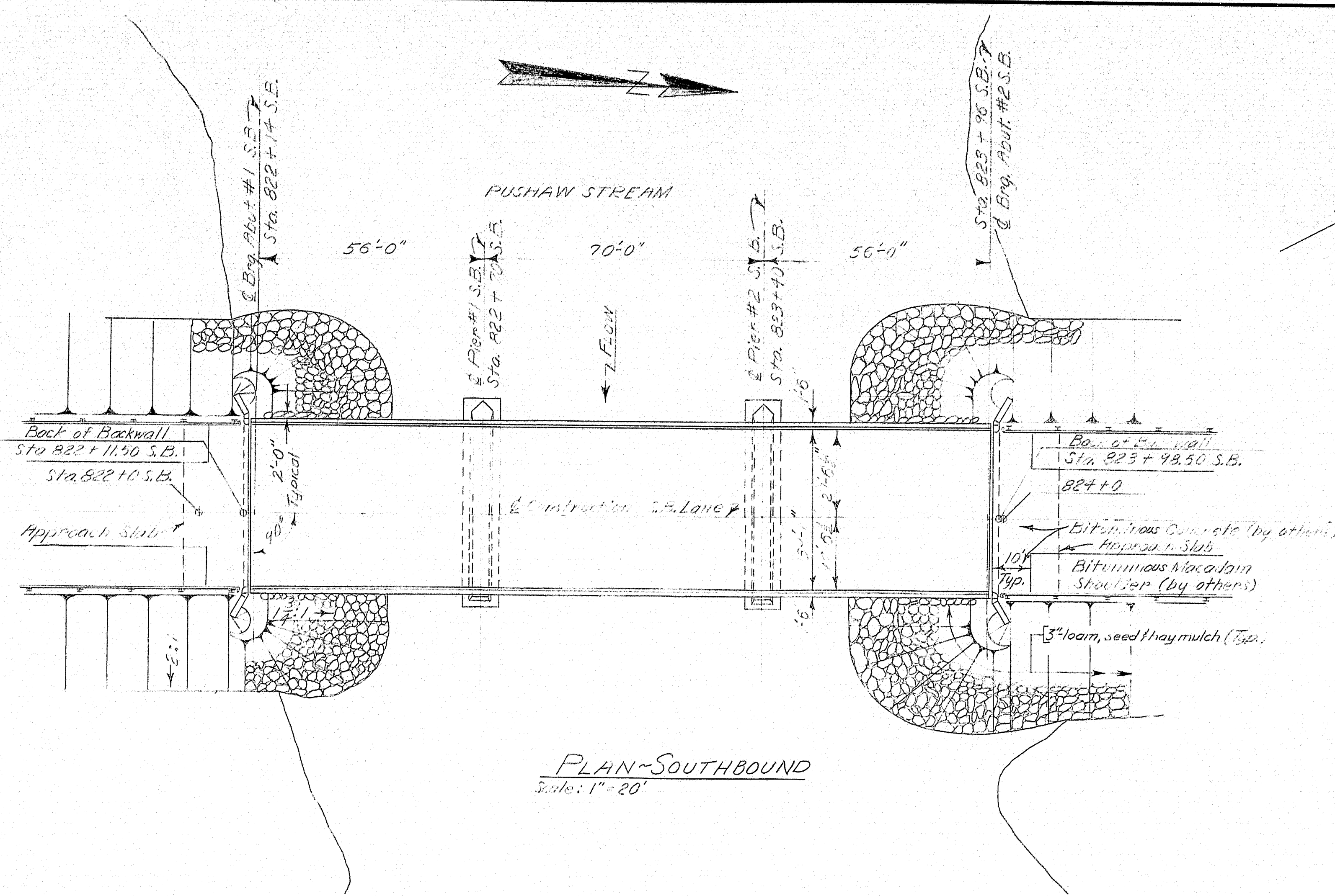
See Dwg 1384/G For Key Plan.

Holes 1 1/2" U/N.

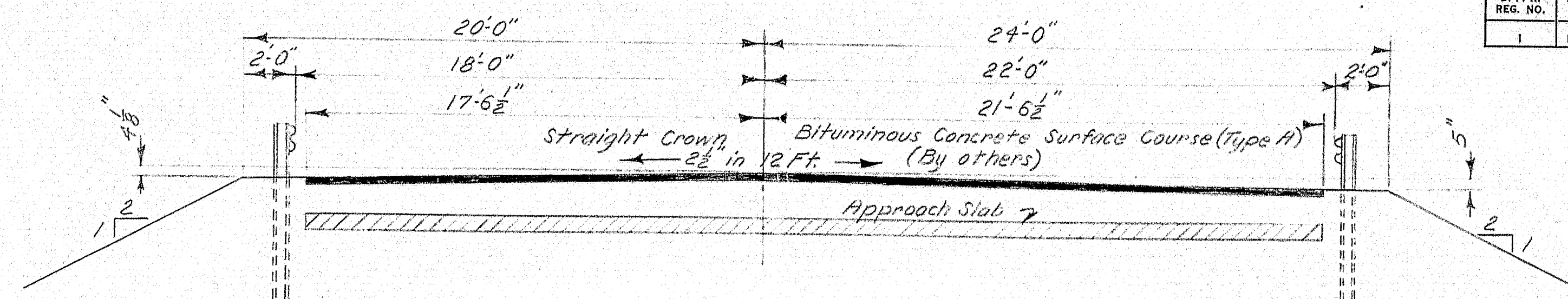
Paint: One Shop Coat Red Lead & Oil
As Per Specs Only On Surfaces Shown
In Section A-A

REVISIONS	DESCRIPTION	ARMORED JOINTS	DRAWN BY	DATE
A	JOB:			
B	Interstate 95 Over Pushaw Stream			28 June 64
C	Old Town - Maine			
D	(State Highway Commission)			30 June 64
E	CUSTOMER:	Callahan Bros.	SHEET	7
F				
G	AUGUSTA IRON WORKS		ORDER	1384
H	AUGUSTA, MAINE			
J				

91-43



SOUTHBOUND INDEX	
General Plan & Elevation	1
Survey Scale 1"=30' Horiz. 1"=5' Vert.	2
Foundation Survey	3, 4
Abutments	5, 6
Piers	7
Structural Steel	8
Superstructure	9, 10
Reinforcing Steel & Approach Slab	11
STANDARD DETAIL	
BD 101-64 Bearing Pedestals	
BD 102-64 Bridge Rail	
BD 103-64 Beam Splices	
BD 104-64 Diaphragms, Armored Joint, Shear Connectors and Drain	



- Items not a part of this contract
- Estimated quantity of Structural Steel including drains = 220,000 lbs.

Note: The Controlled Density Method shall be used for placing embankment between Sta. 821+50 and 824+50 South bound.

ESTIMATE OF SOUTHBOUND BRIDGE QUANTITIES		
Description	Unit	Quantity
Structural Earth Excav-Piers	Cu. Yds.	240
Gravel Borrow-In Place Mens.	Cu. Yds.	2200
1. Bituminous Concrete Surface Course Type A	Tons	90
2. Portland Cement Concrete Abut. & Retaining Walls	Cu. Yds.	170
Portland Cement Concrete Pier	Cu. Yds.	255
Portland Cement Concrete Piers Placed under water	Cu. Yds.	335
Portland Cement Concrete R.I.P. & S.B. Slabs on Steel Bridges	Cu. Yds.	225
Curing Box for Concrete Cylinders	Each	1
Portland Cement for Rip-Rap Grout	Each	10
2. Structural Steel Fabricated and Delivered	L.S.	—
2. Structural Steel Erection	L.S.	—
2. Structural Steel Field Painting	L.S.	—
Reinforcing Steel Delivered	Lbs.	67,300
Reinforcing Steel Placing	Lbs.	67,300
Steel H-Beam Piles 42 #11's	Lin. Ft.	1,100
Steel H-Beam Pile 53 #11's	Lin. Ft.	1,370
Cutterdams, Pier #1 (S.B.) Pushaw Stream	L.S.	—
Cutterdams, Pier #2 (S.B.) Pushaw Stream	L.S.	—
Bridge Rail	Lin. Ft.	355
1. Membrane Waterproofing	Sq. Yds.	800
Epoxy Resin Surface Sealant	Sq. Yds.	80
Vertical Bridge Curb Type I	Lin. Ft.	378
Plain Rip-Rap	Cu. Yds.	450
Hand Laid Rip-Rap	Cu. Yds.	270

SPECIFICATIONS

Design: H. H. H. O. Standard Specifications for Highway Bridges, 1961, with Interim Specifications, 1961 & 62.
Contract: State of Maine, State Highway Commission, Standard Specifications for Highways and Bridges, Revision of January 1950, and Supplemental Specifications, February 1960.

LIVE LOADING

H-20-S16-44 as modified for Interstate Highways

ALLOWABLE STRESSES

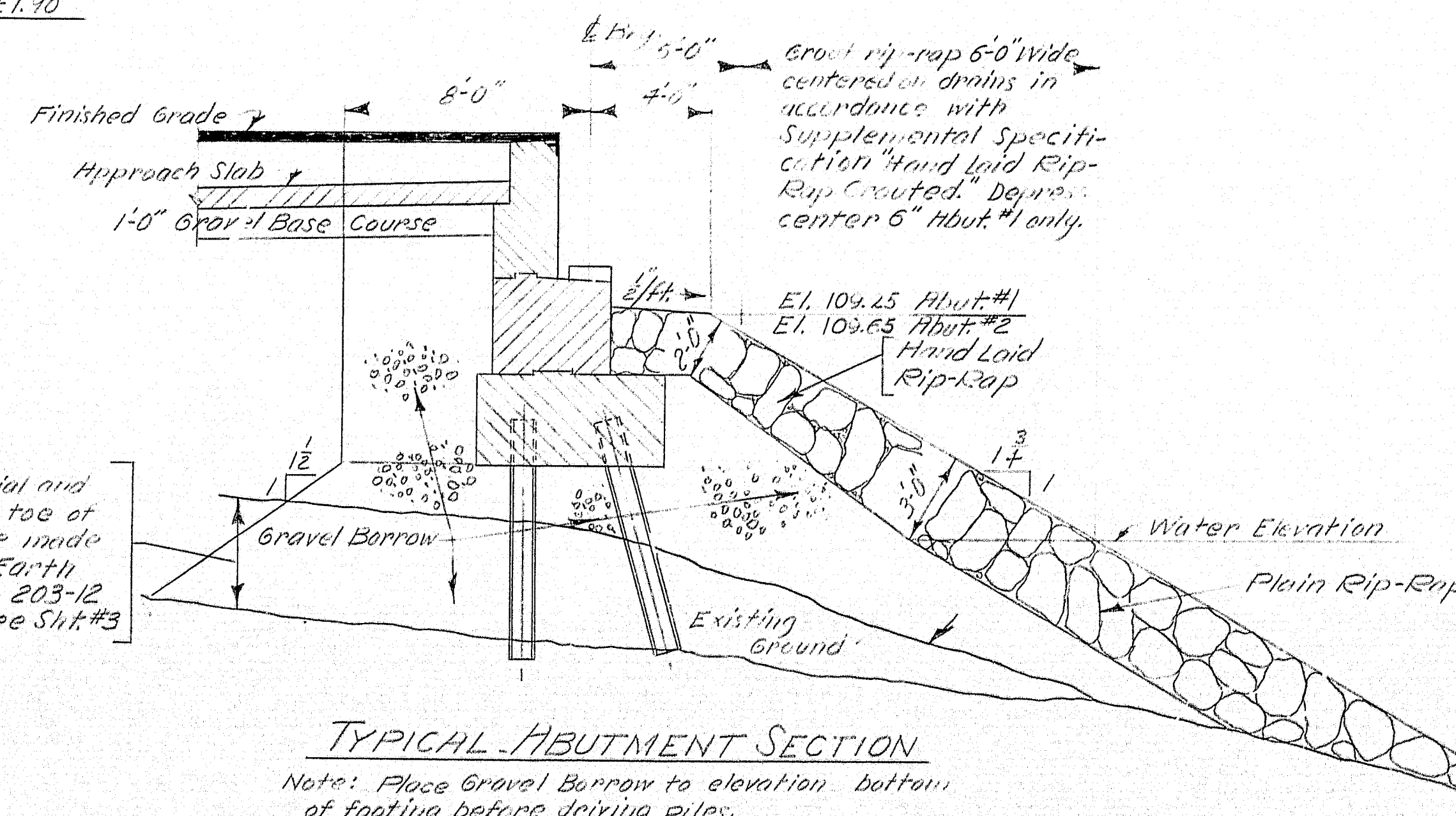
Concrete
Reinforcing Steel, Intermediate Grade — $f = 12,000$ p.s.i. $n = 10$
Structural Steel, A.S.T.M. A 36 — $f = 20,000$ p.s.i.
— $f = 22,000$ p.s.i.

CONCRETE CLASSIFICATION

Piers (Cast Concrete, placed under water) — Class S
Piers (Above Seal Concrete) — Class B
All others — Class A

STRUCTURAL STEEL CLASSIFICATION

All Structural Steel shall conform to the latest revision of the Specification A.S.T.M. A 36, unless otherwise noted on the Standard Details.

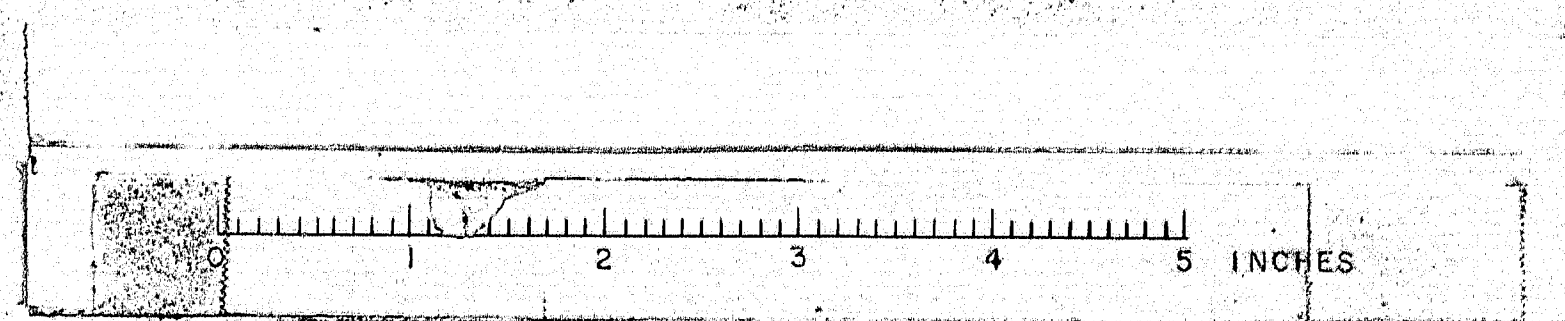


TYPICAL ABUTMENT SECTION

Note: Place Gravel Borrow to elevation bottom of footing before driving piles.
Gravel Borrow to contain no stones exceeding 6" max. dimensions in area where piles are to be driven. Concentration of stones shall be avoided.

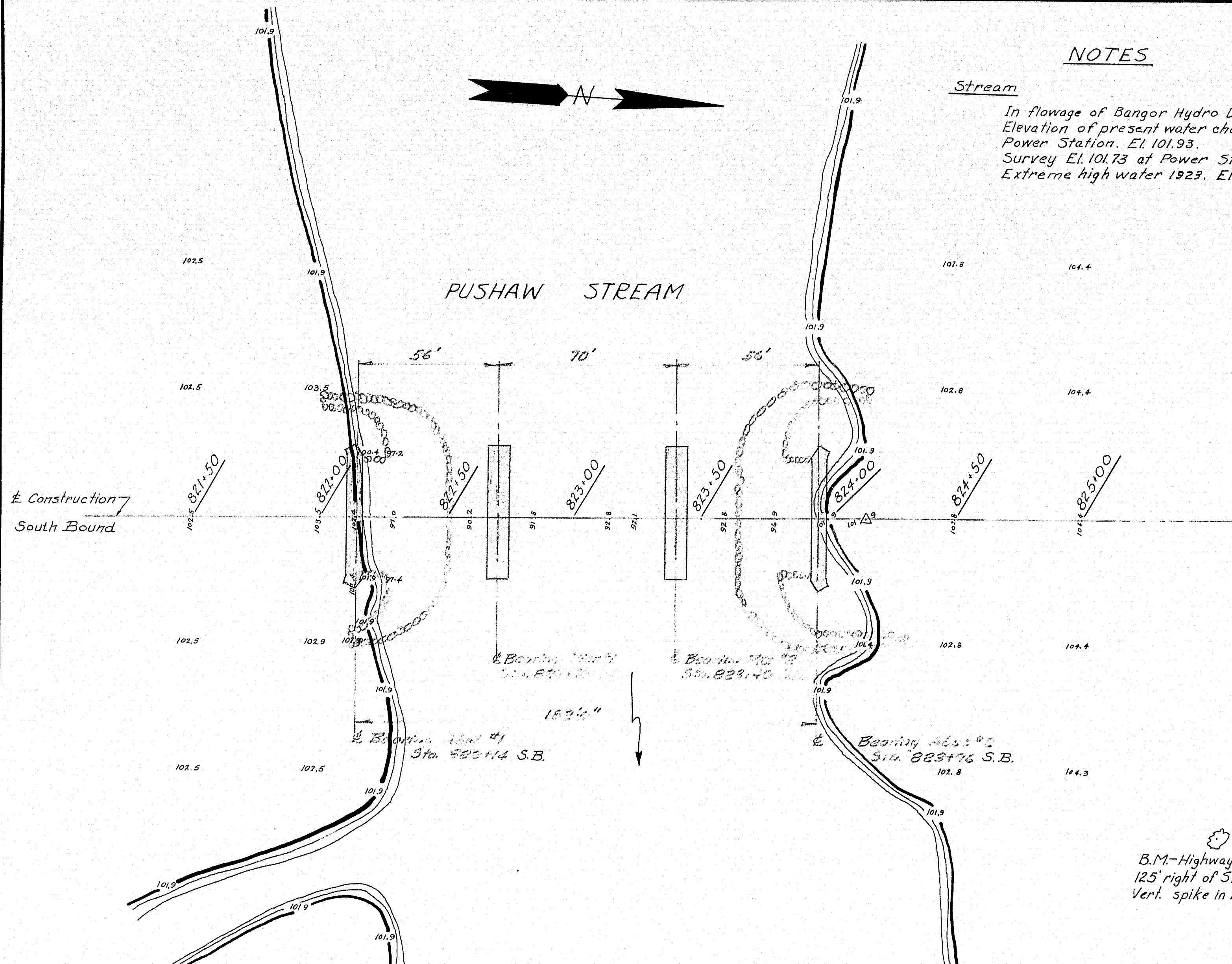
DESIGN—McDOUGAL	DET. WISWELL	BRIDGE NO.
TRACE—SMITH	CHECK—E. SPENCER	SURVEY—
STATE HIGHWAY COMMISSION		BRIDGE DIVISION
INTERSTATE 95		
OVER		
PUSHAW STREAM		
IN THE CITY OF		
OLD TOWN		
PENOBSCOT COUNTY		
GENERAL PLAN (S.B.)		
SHEET 1 OF 21 AUGUSTA, MAINE JANUARY 1964		

M-2081

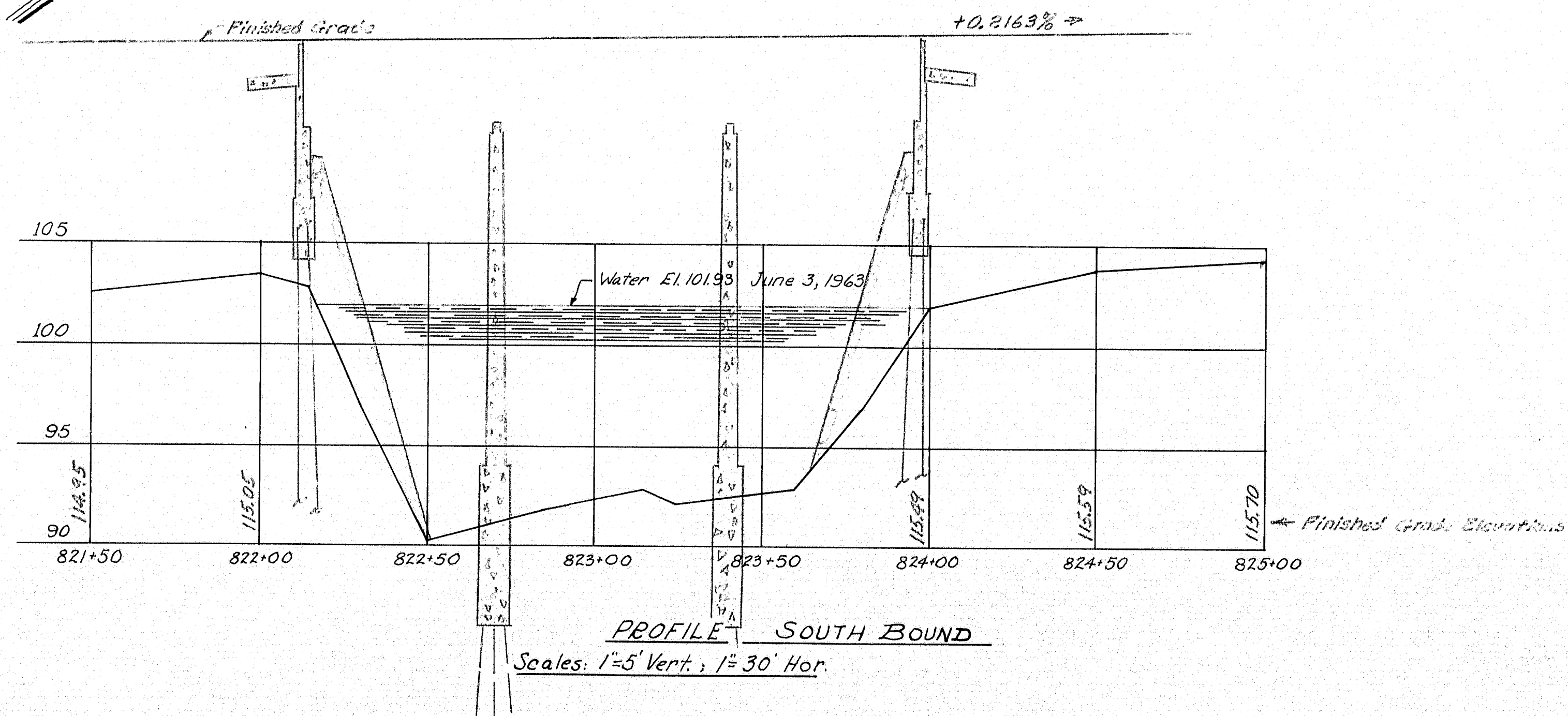
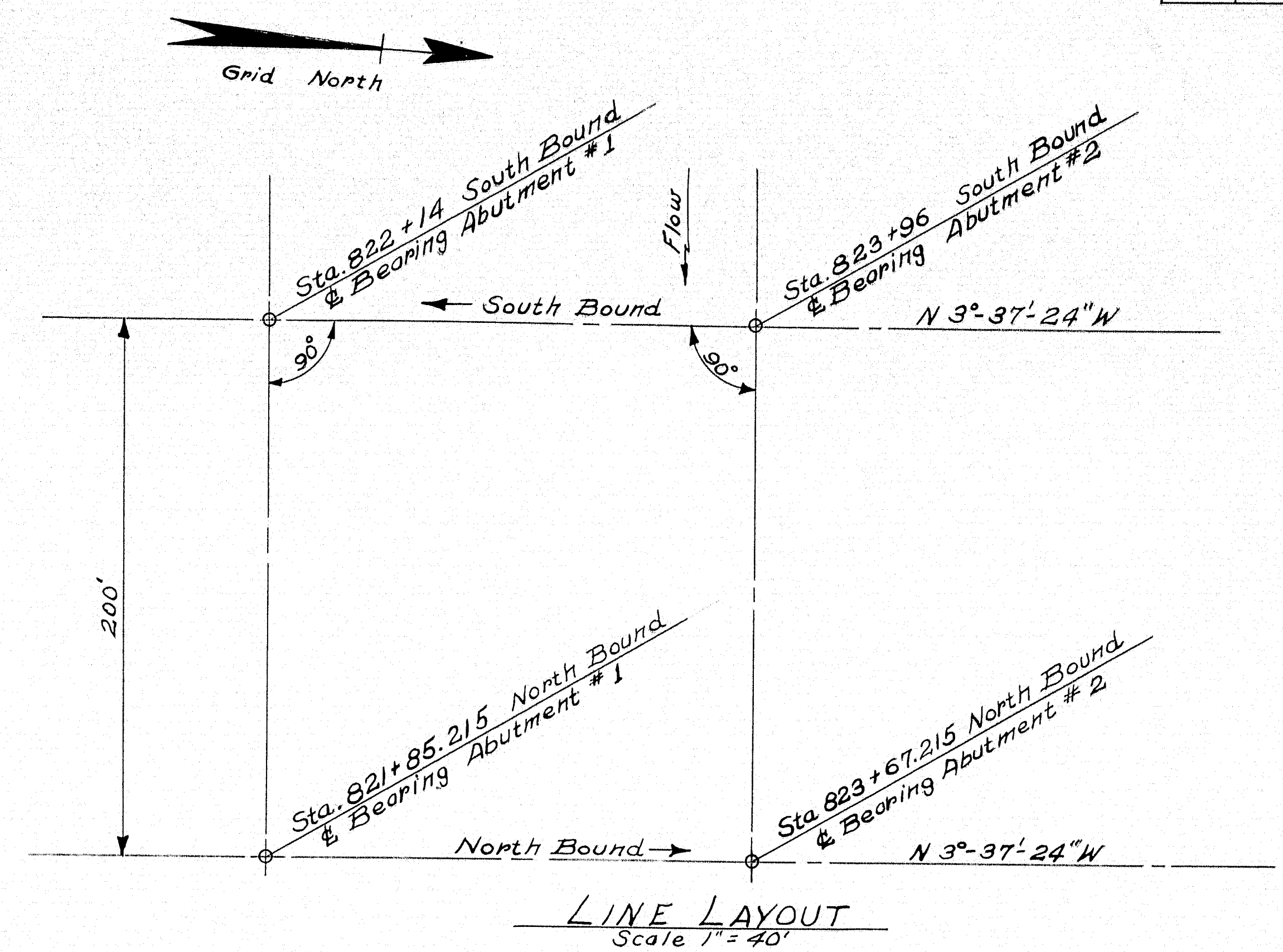


NOTES

Stream
In flowage of Bangor Hydro Dam at Old Town
Elevation of present water checks gage at
Power Station, El. 101.93.
Survey El. 101.73 at Power Station
Extreme high water 1923, El. 109.9.



B.M. - Highway B.M. #20
125' right of Sta. 827+17.5 B.
Vert. spike in 10" Maple



DESIGN -
TRACE - G.O.T.
CHECK - A.H.P.

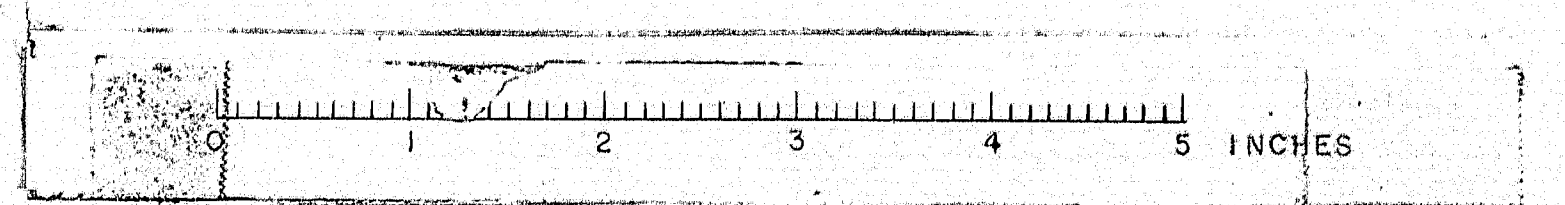
BRIDGE NO.
SURVEY - BLAKE
PLOT - G.O.T.

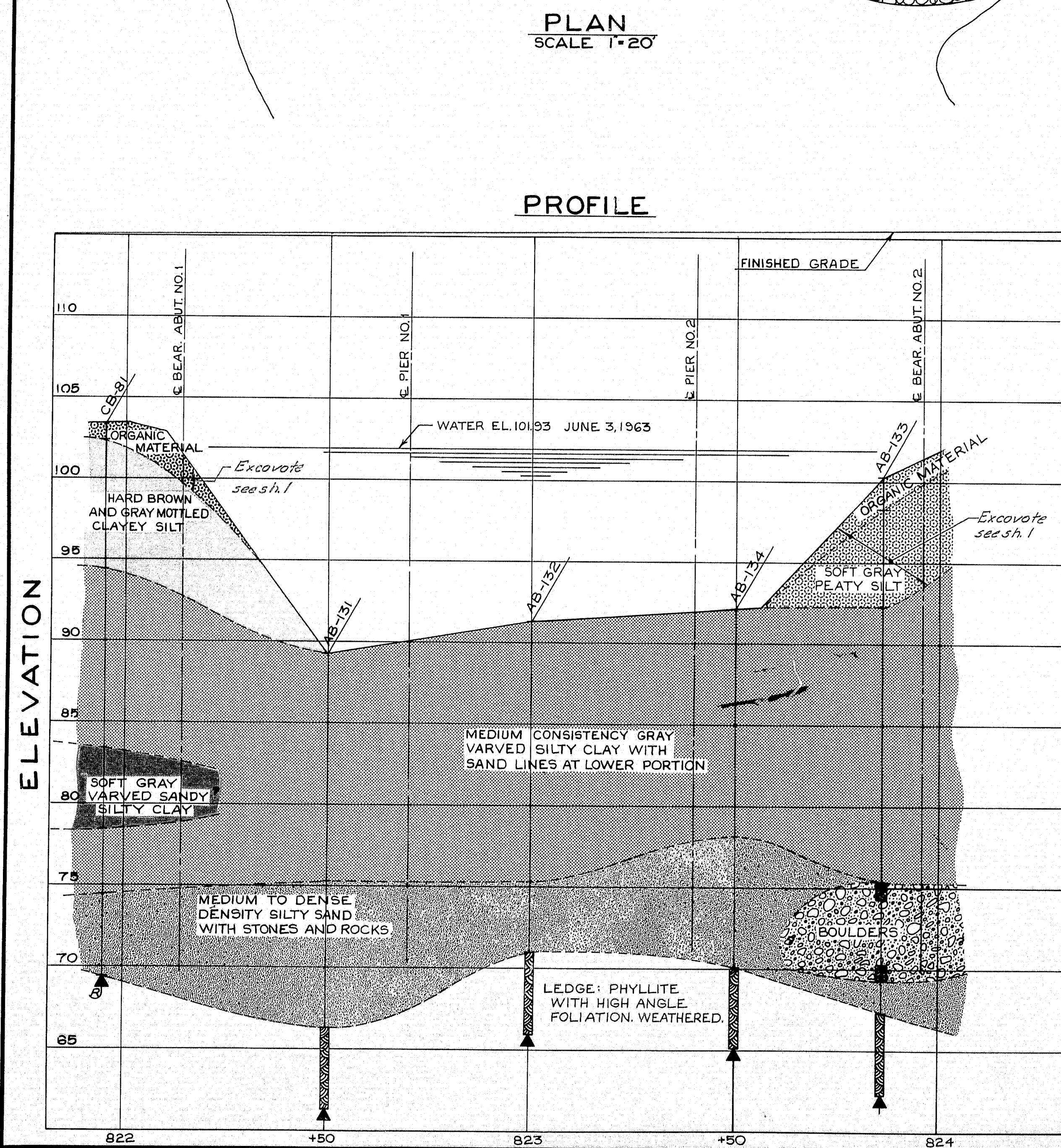
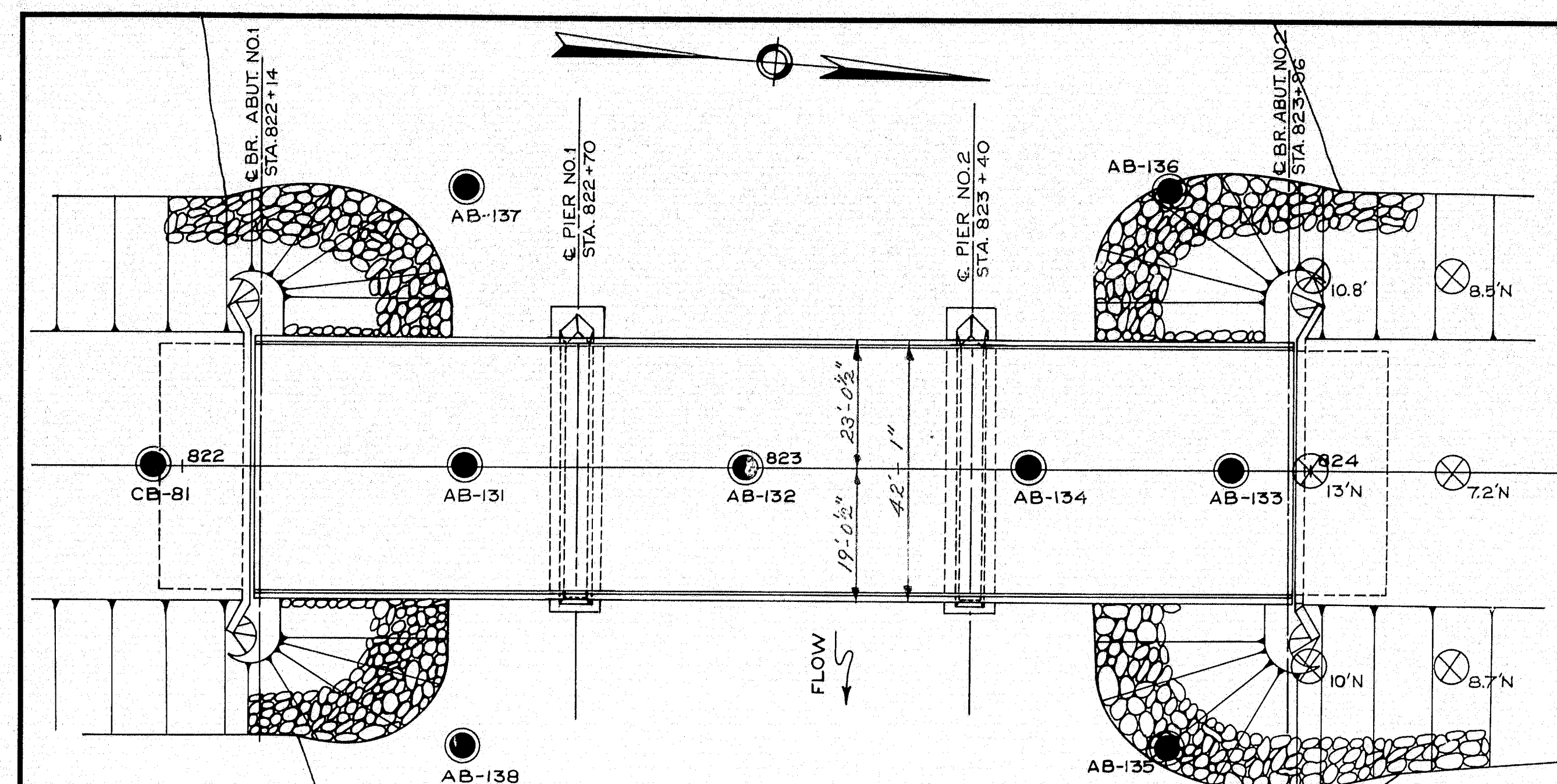
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
PUSHAW STREAM
IN THE CITY OF
OLD TOWN
PENOBSCOT COUNTY
SURVEY (S.B.)

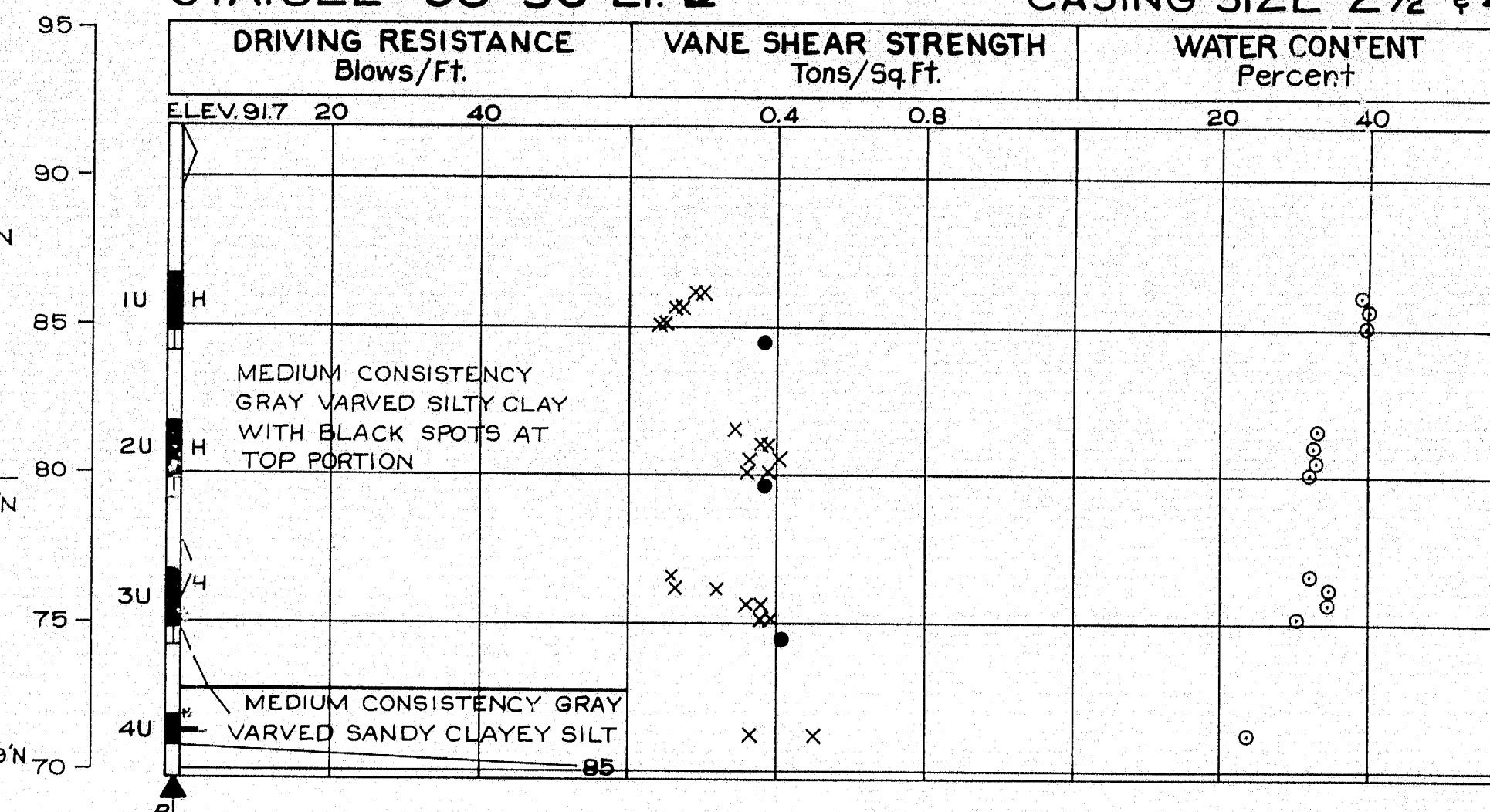
SHEET 2 OF 21 AUGUSTA, MAINE JUNE, 1963

M-2082

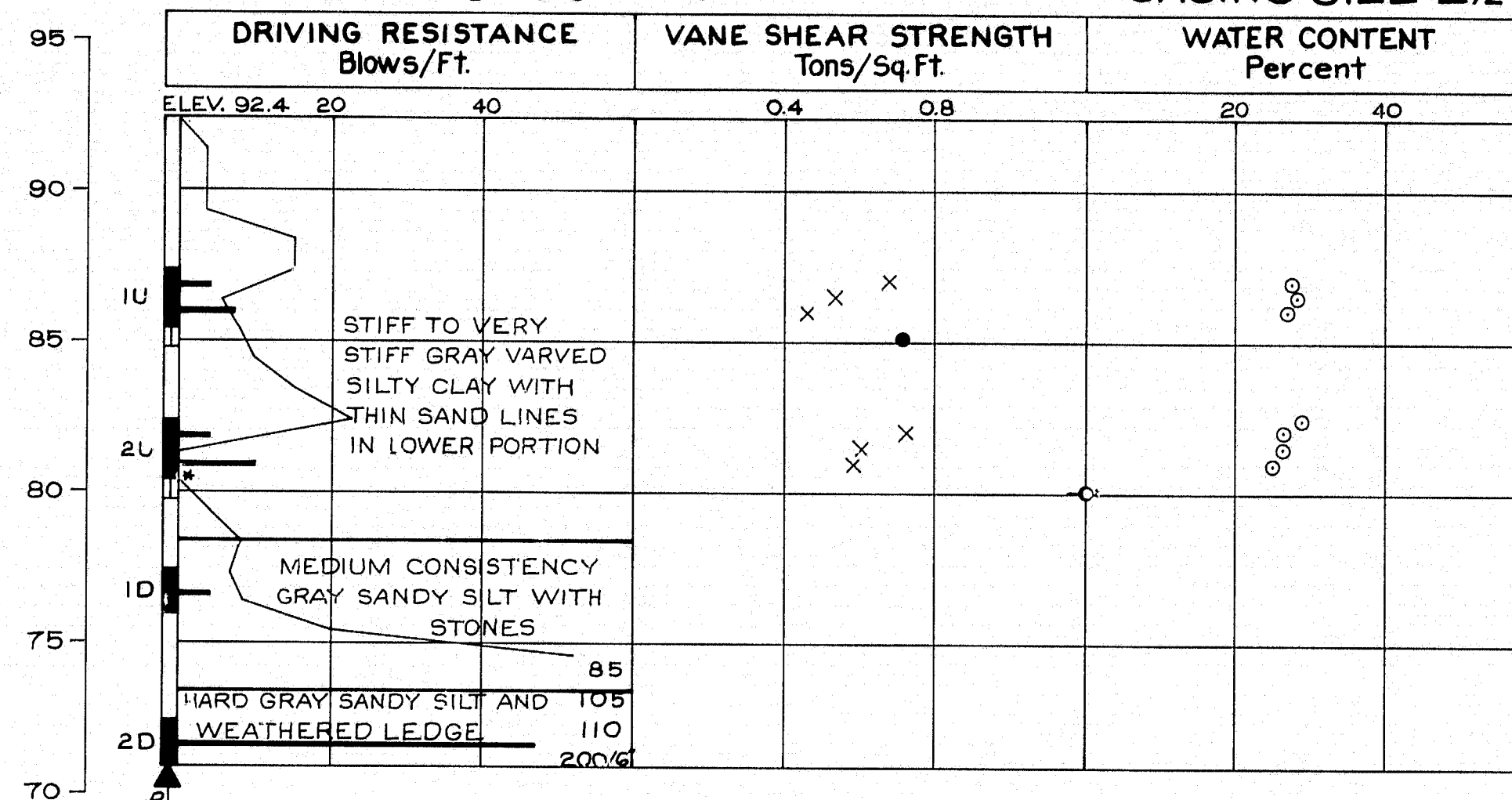




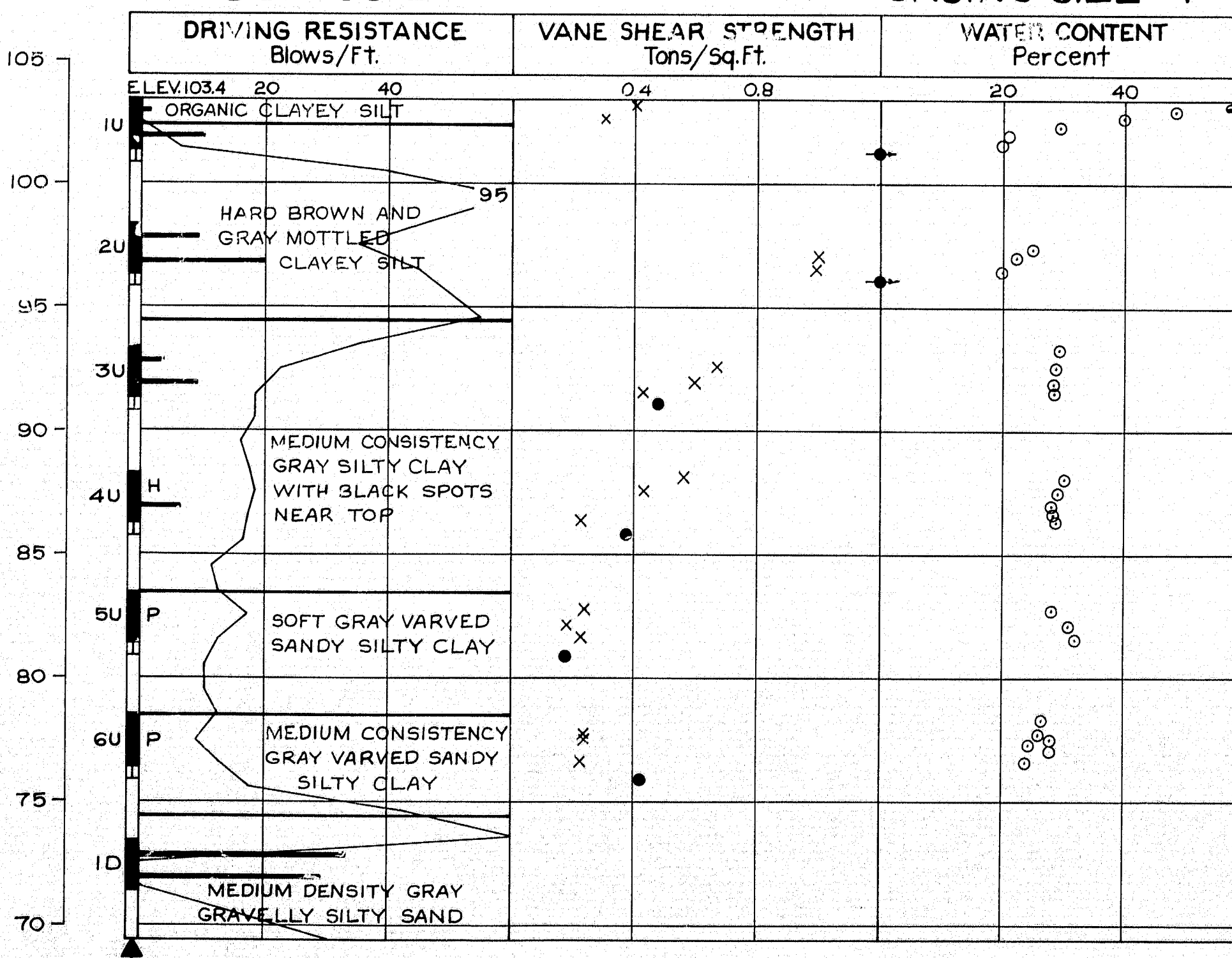
BORING NO. AB-137 STA. 822+50 50' LT. C CASING SIZE 2 1/2" x 4"



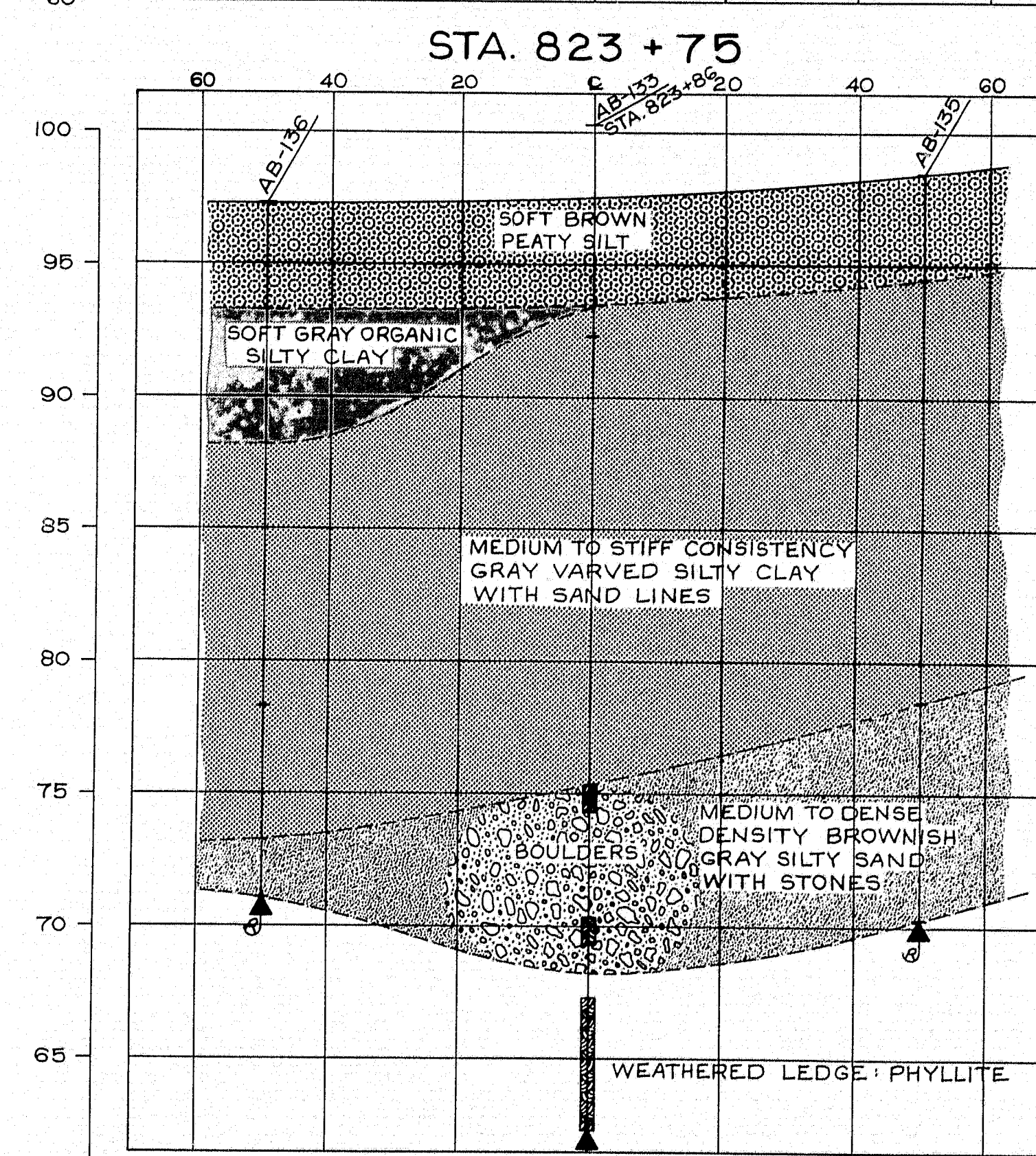
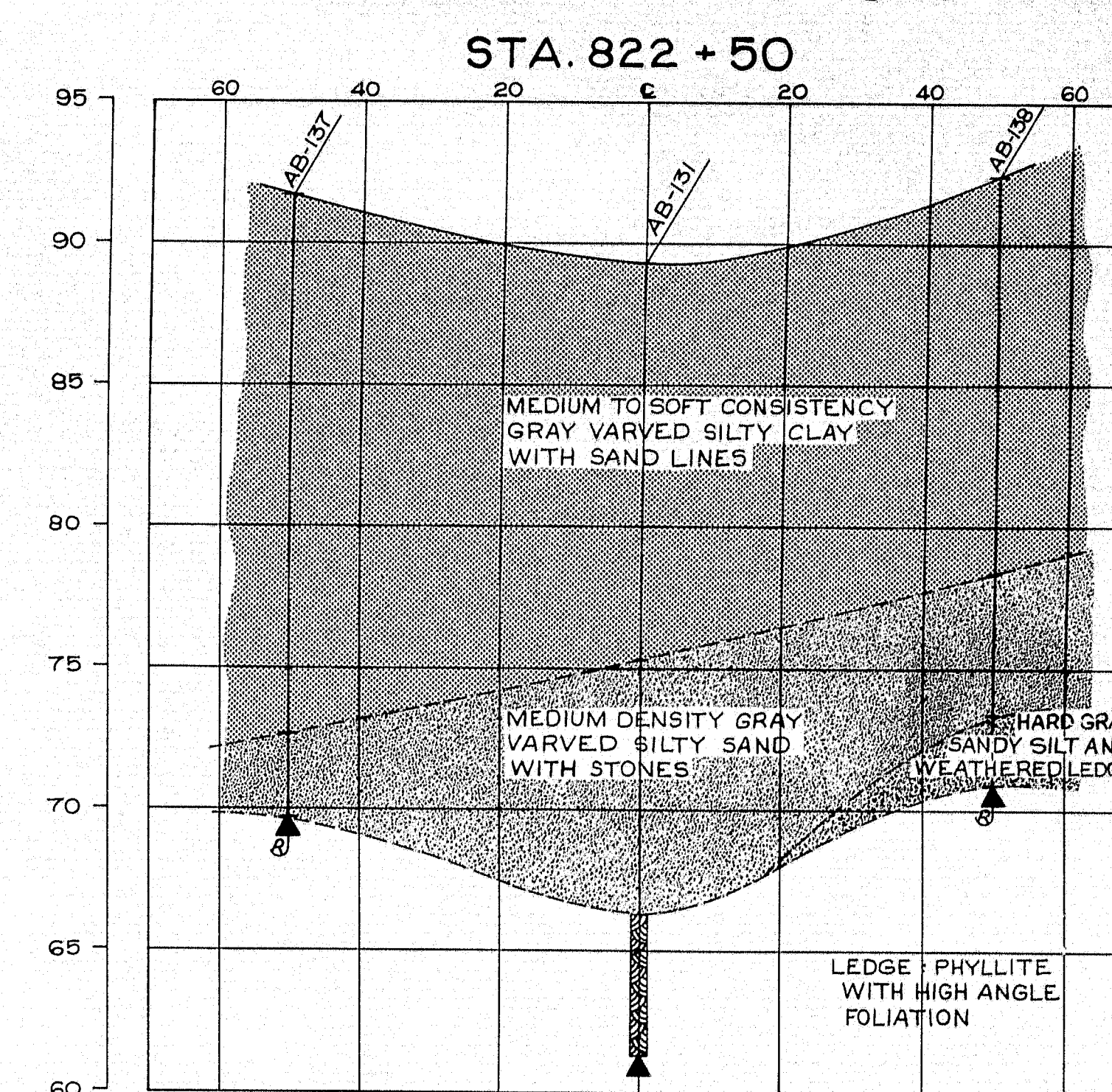
BORING NO. AB-138 STA. 822+50 50' RT. C CASING SIZE 2 1/2" x 4"



BORING NO. CB-81 STA. 821+95 C CASING SIZE 4"



TRANSVERSE SECTIONS



Note: An artesian flow of water 18 inches above the ground surface was noted on Boring CB-81 with the bottom of the casing at Elev. 74. Boring CB-81 was made in February.

DESIGN—
TRACE—
CHECK—

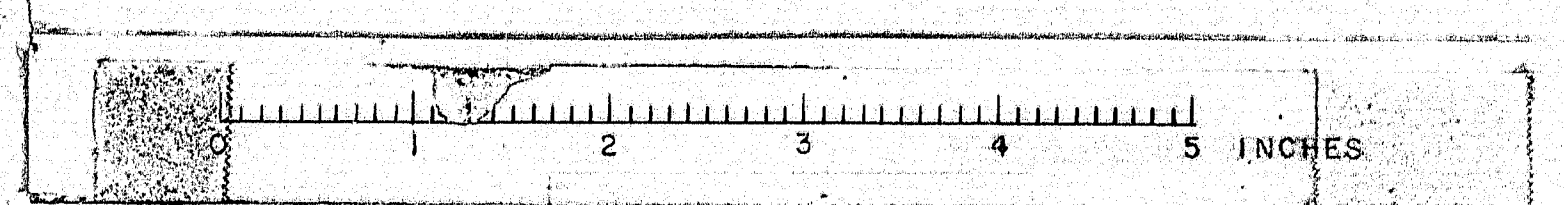
SOILS DIVISION

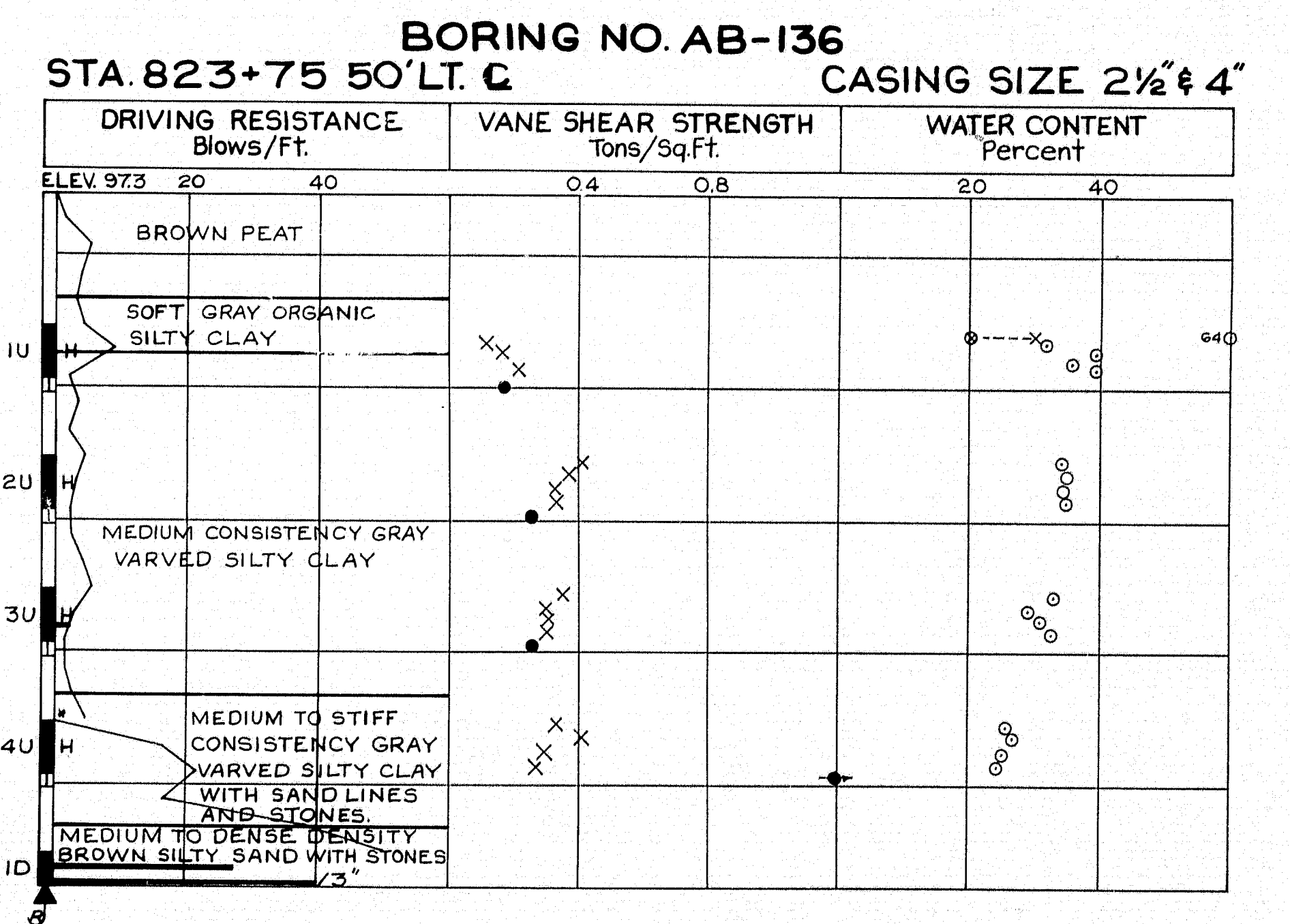
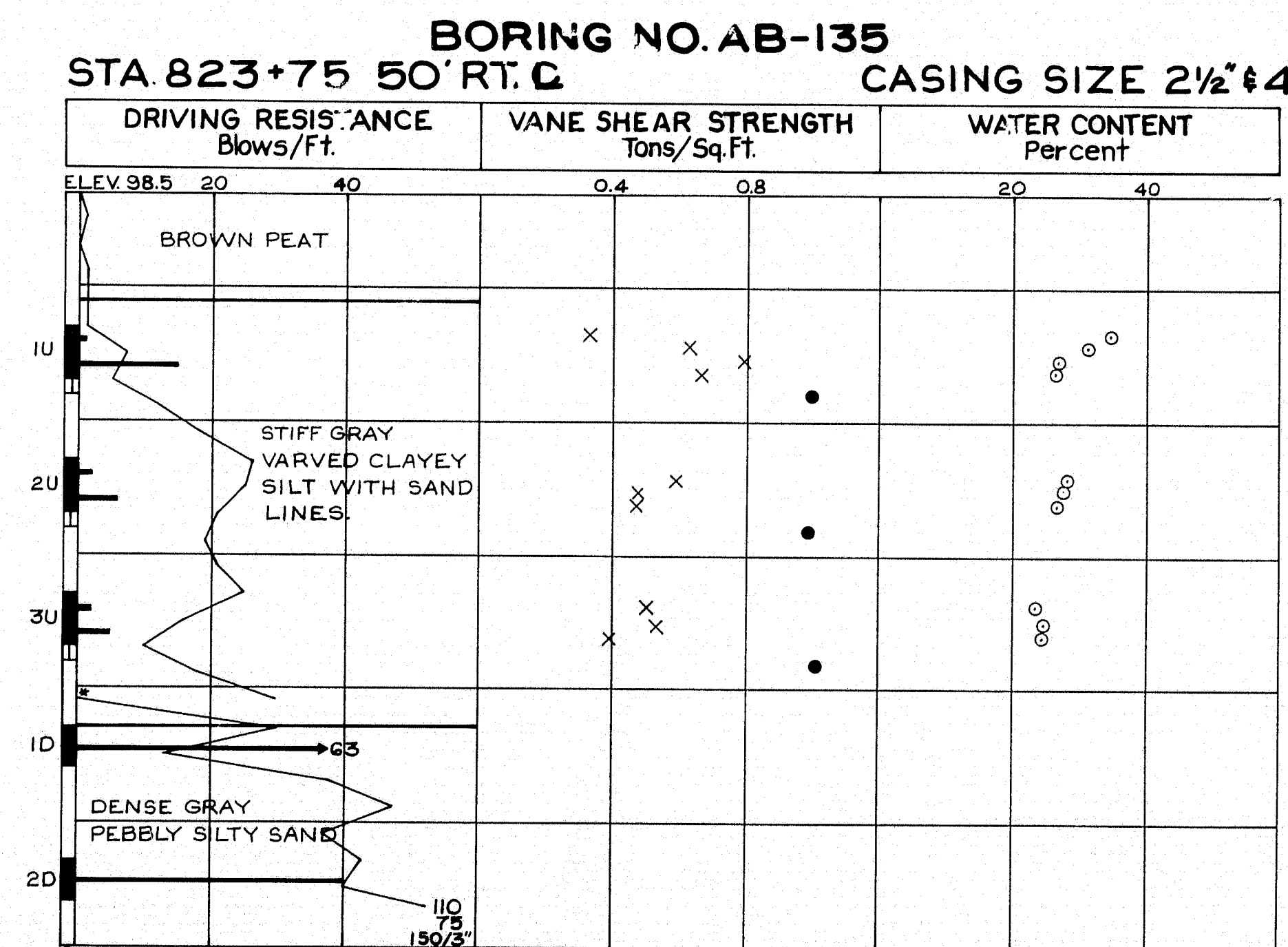
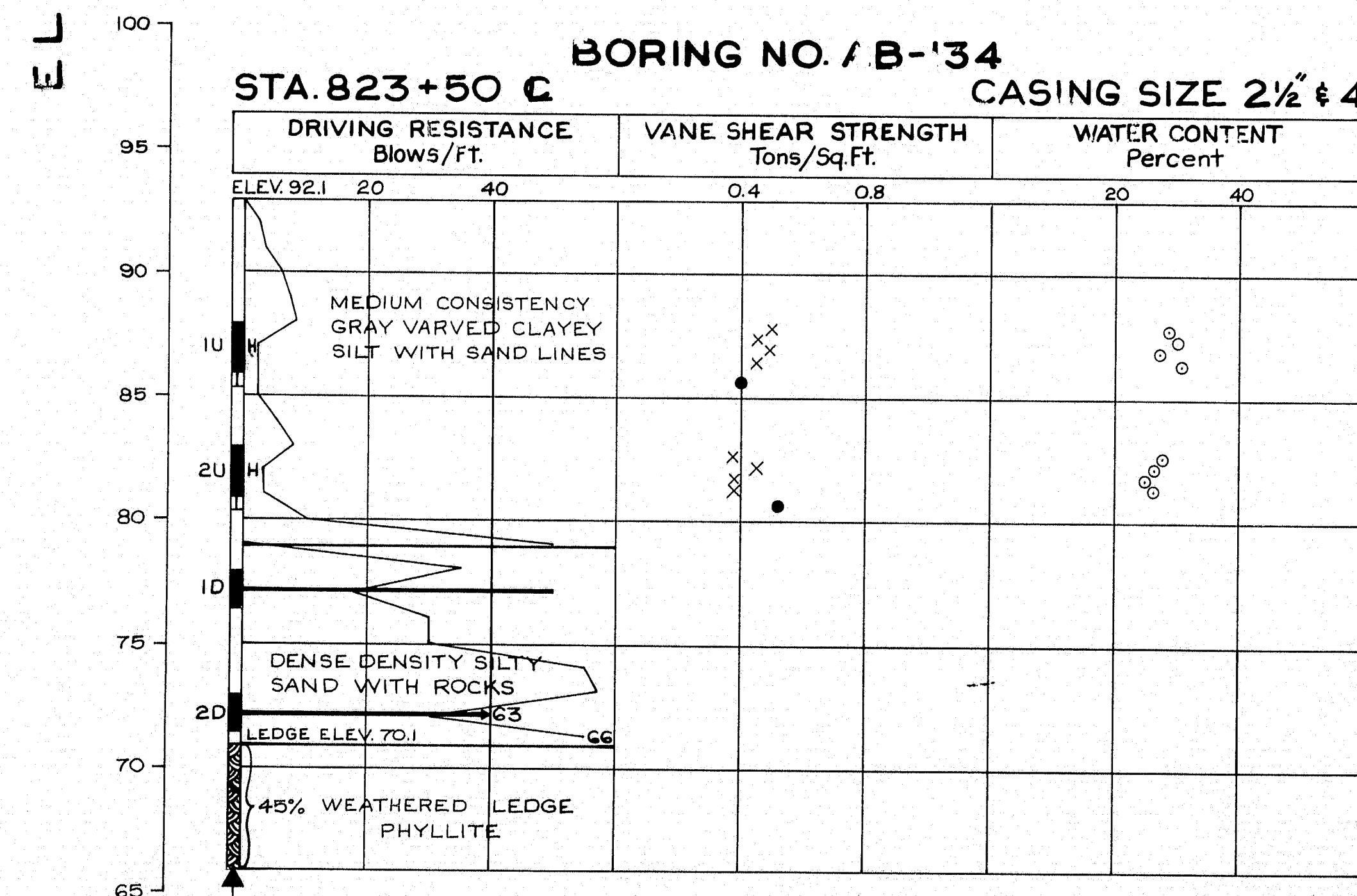
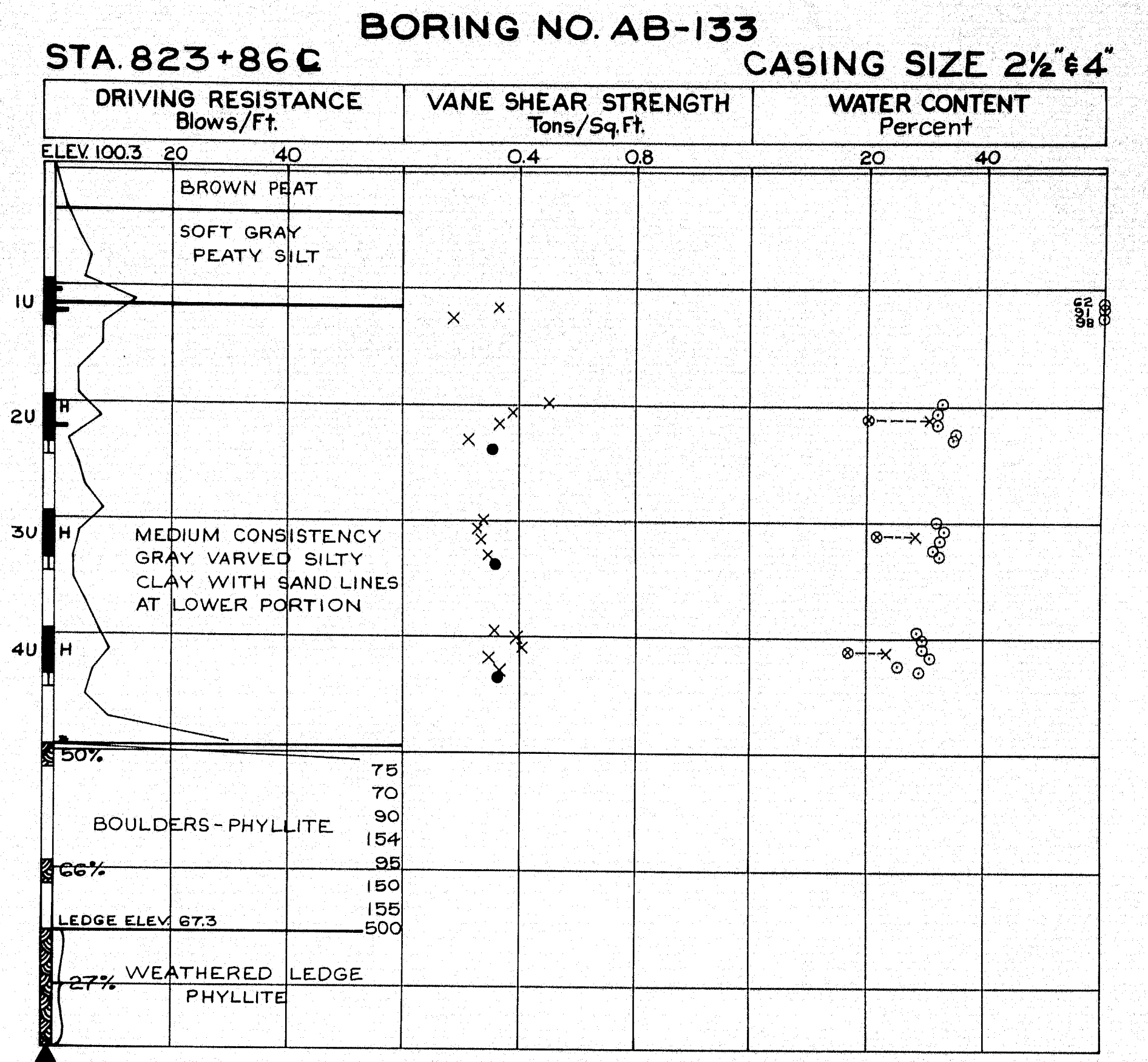
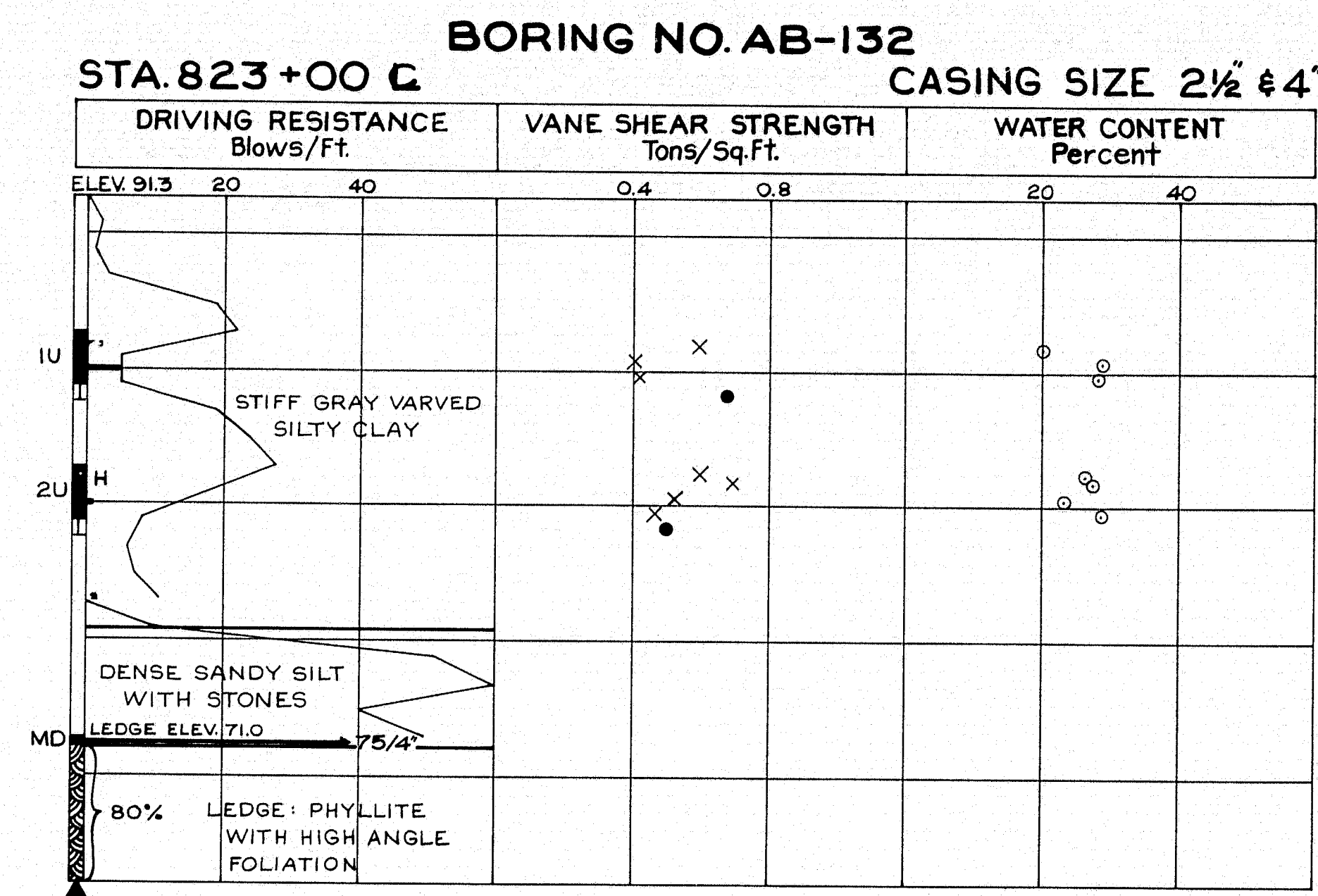
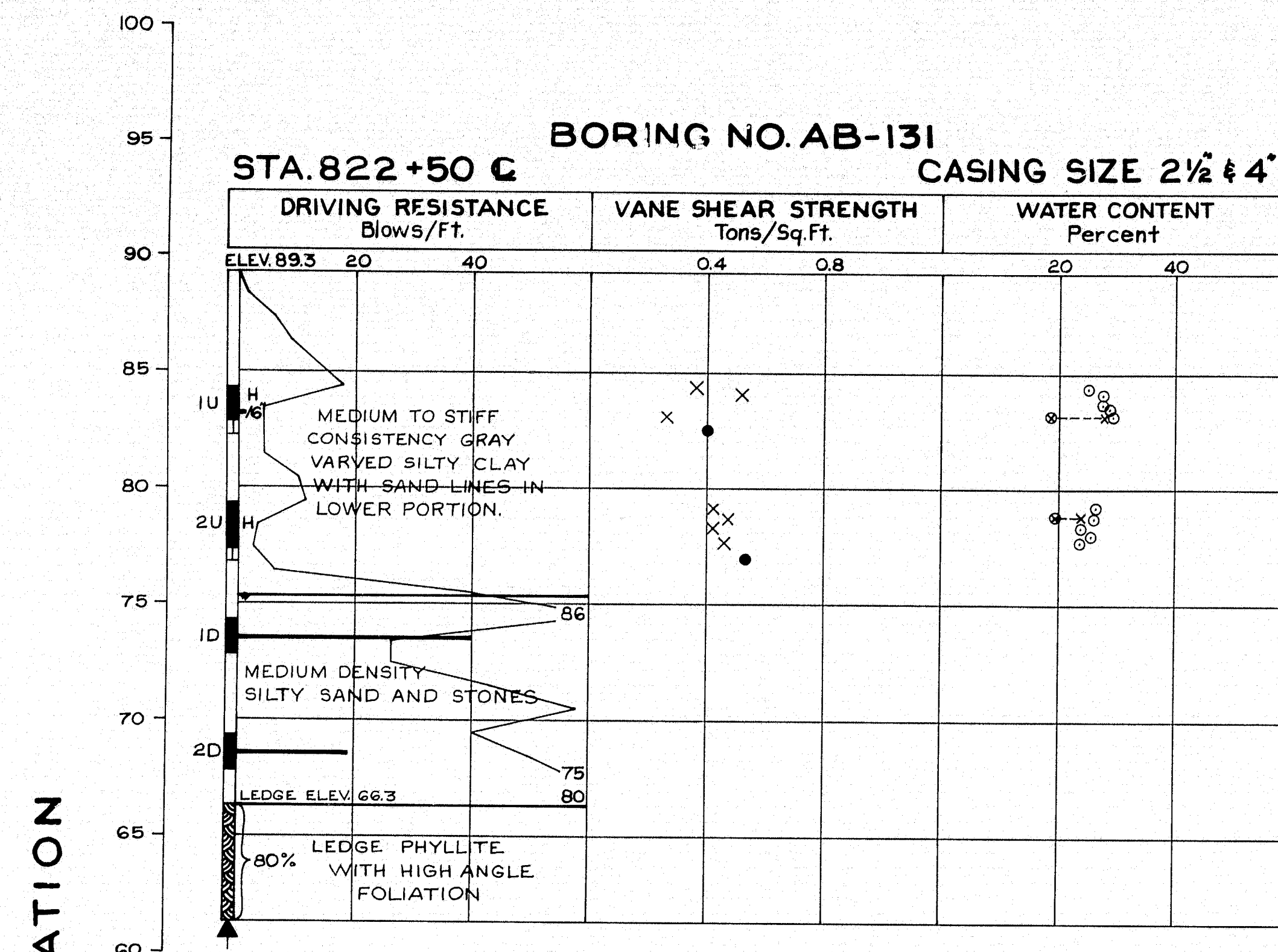
BRIDGE NO. SURVEY—
PLOT—

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
PUSHAW STREAM
IN THE CITY OF
OLD TOWN
PENOBSCOT COUNTY
FOUNDATION SURVEY (S.B.)

M-2083





BORING NOTES

ALL SAMPLES AND VANES ARE MADE AHEAD OF CASING
NUMBER OF BLOWS REQUIRED TO DRIVE EXTRA HEAVY CASING ONE
FOOT WITH 400 FT. LBS. OF ENERGY PER BLOW
LOCATION OF SAMPLE OR SAMPLE ATTEMPT.
NUMBER AND TYPE OF DRY SAMPLE
5 1/4" SAMPLER #1290'S
3 1/2" O.D. 16 GA. SEAMLESS TUBING
UNSUCCESSFUL SAMPLE ATTEMPT AND TYPE OF SAMPLER
NUMBER OF BLOWS REQUIRED TO DRIVE SPOON OR TUBING ONE
FOOT WITH 350 FT. LBS. OF ENERGY PER BLOW
SAMPLING SPOON OR SEAMLESS TUBING DRIVEN BY STATIC WEIGHT OF
DRILL RODS AND HAMMER.
FIELD VANE TEST
BOTTOM OF BORING (MAY NOT BE BOTTOM OF SOIL STRATA).
REFUSAL OF DRILL RODS OR CASING (MAY NOT BE LEDGE)
LOCATIONS CORED BY DIAMOND BIT AND PER CENT RECOVERY OF CORE.

SHEAR NOTES

• FIELD VANE SHEAR STRENGTH
X LABORATORY VANE SHEAR STRENGTH
→ SHEAR STRENGTHS IN EXCESS OF CAPACITY OF EQUIPMENT.

WATER CONTENT NOTES

○ NATURAL WATER CONTENTS GIVEN AS PER CENT OF DRY WEIGHT
○-X PLASTIC AND LIQUID LIMITS

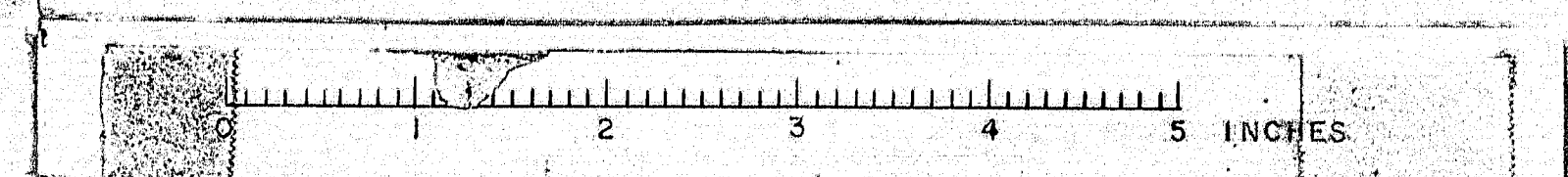
• CHANGED TO 2½" CASING

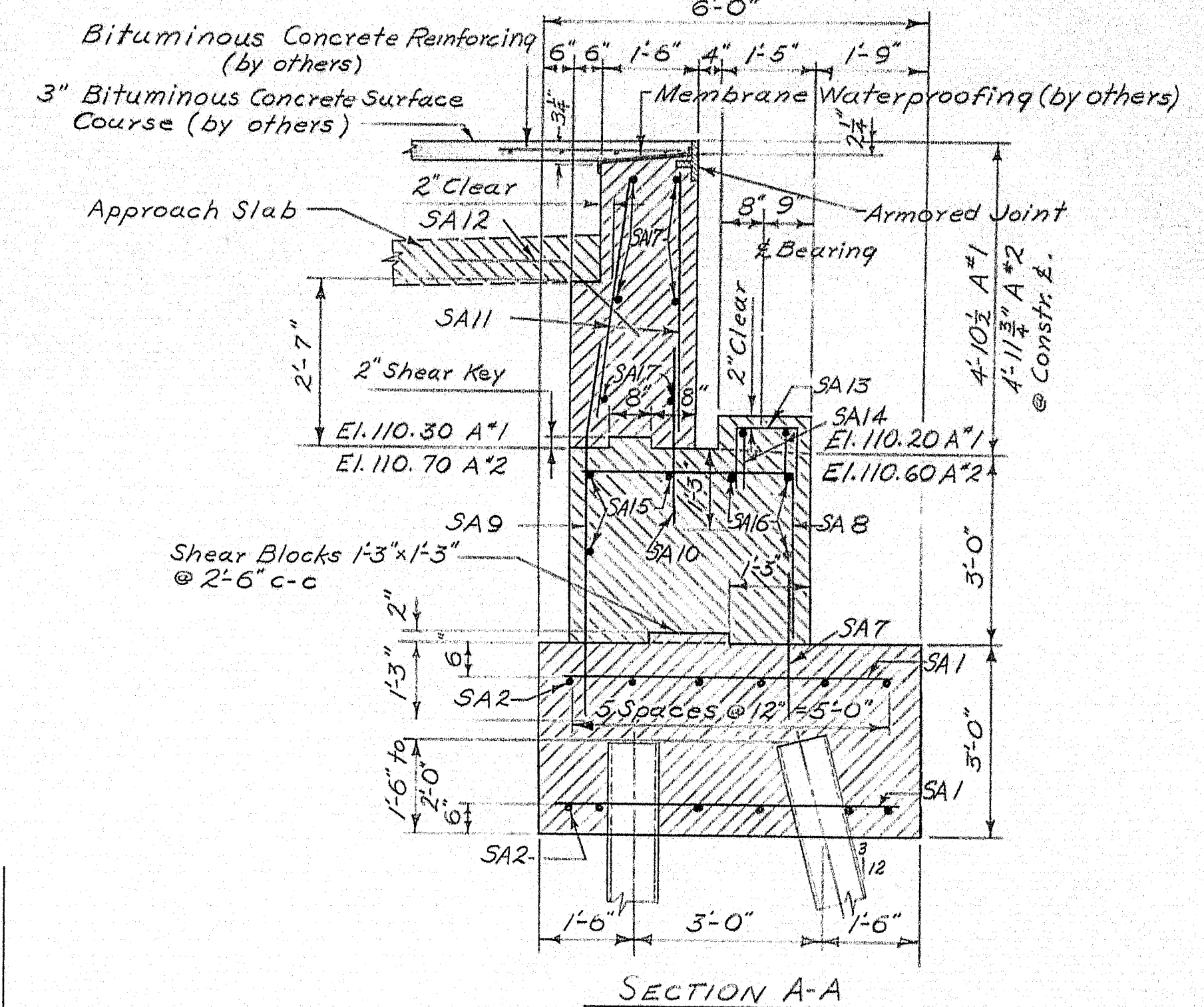
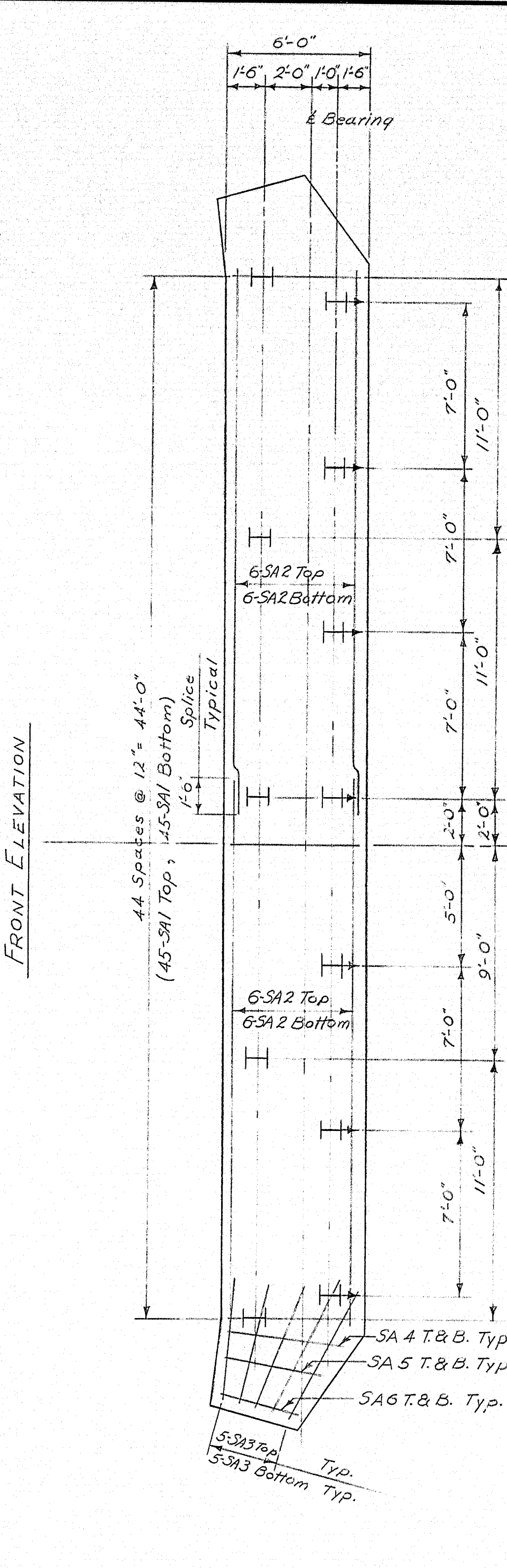
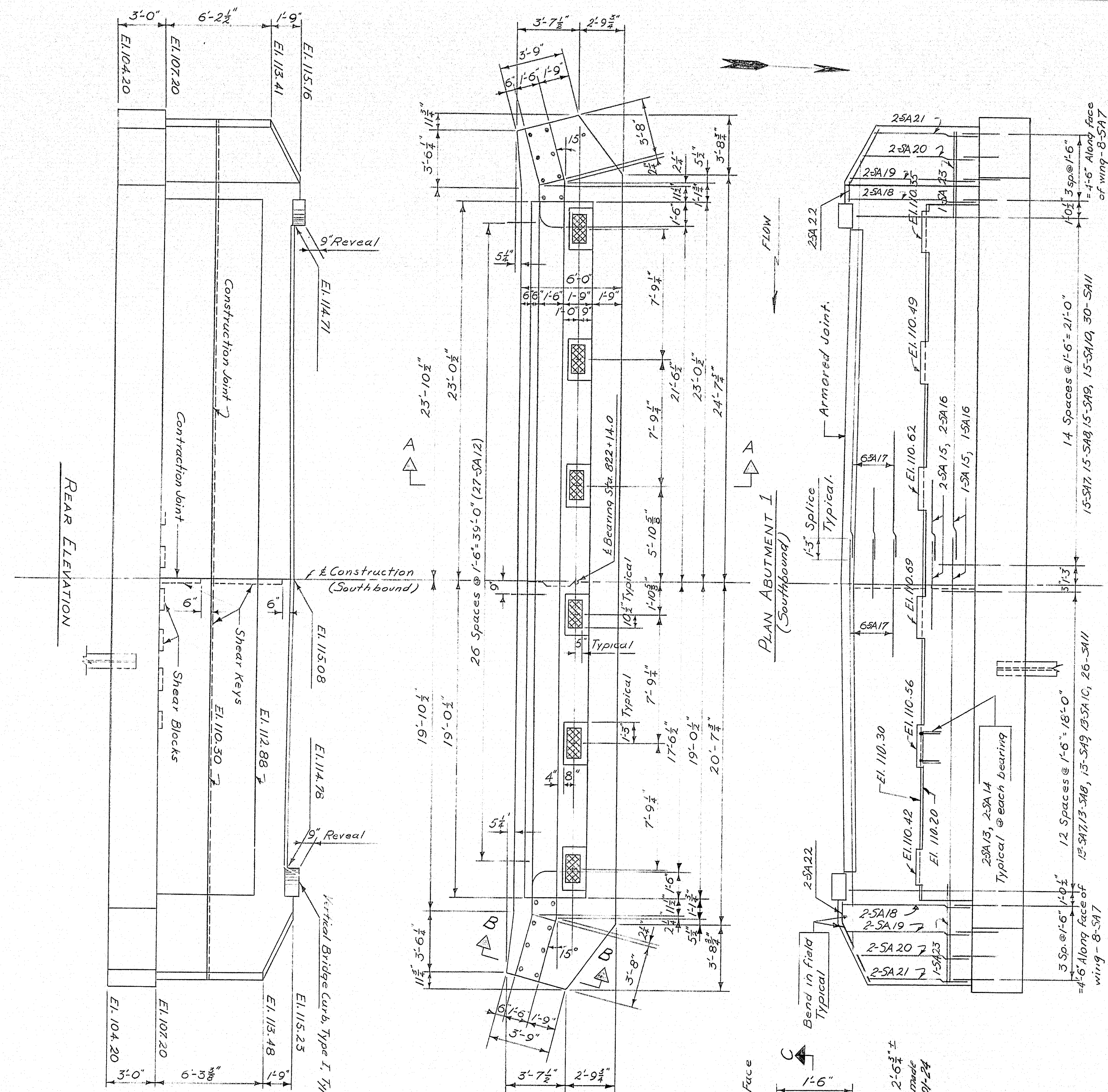
DESIGN—
TRACE—
CHECK—

SOILS DIVISION

BRIDGE NO.
SURVEY—
PLOT—

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
PUSHAW STREAM
IN THE CITY OF
OLD TOWN
PENOBSCOT COUNTY
BORING DETAILS (S.B.)





PILE NOTE

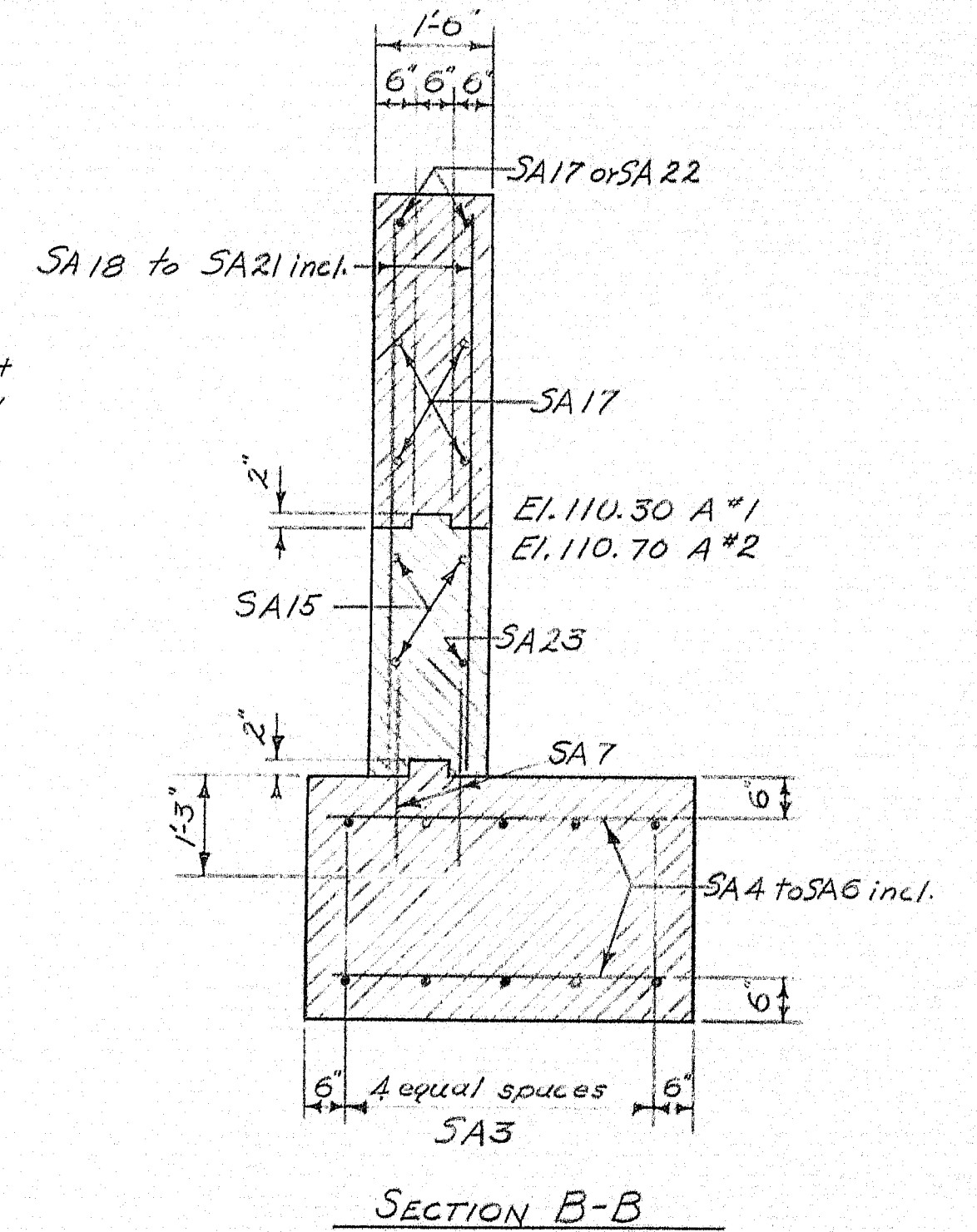
Abutment piles to be 108P42 steel piles driven to ledge or practical refusal. Allowable load 37 tons per pile. Batter front row 37 ft. as indicated by arrows.

12 piles required per abutment.

Estimated length

Abutment #1 - 45'

Abutment #2 - 45'



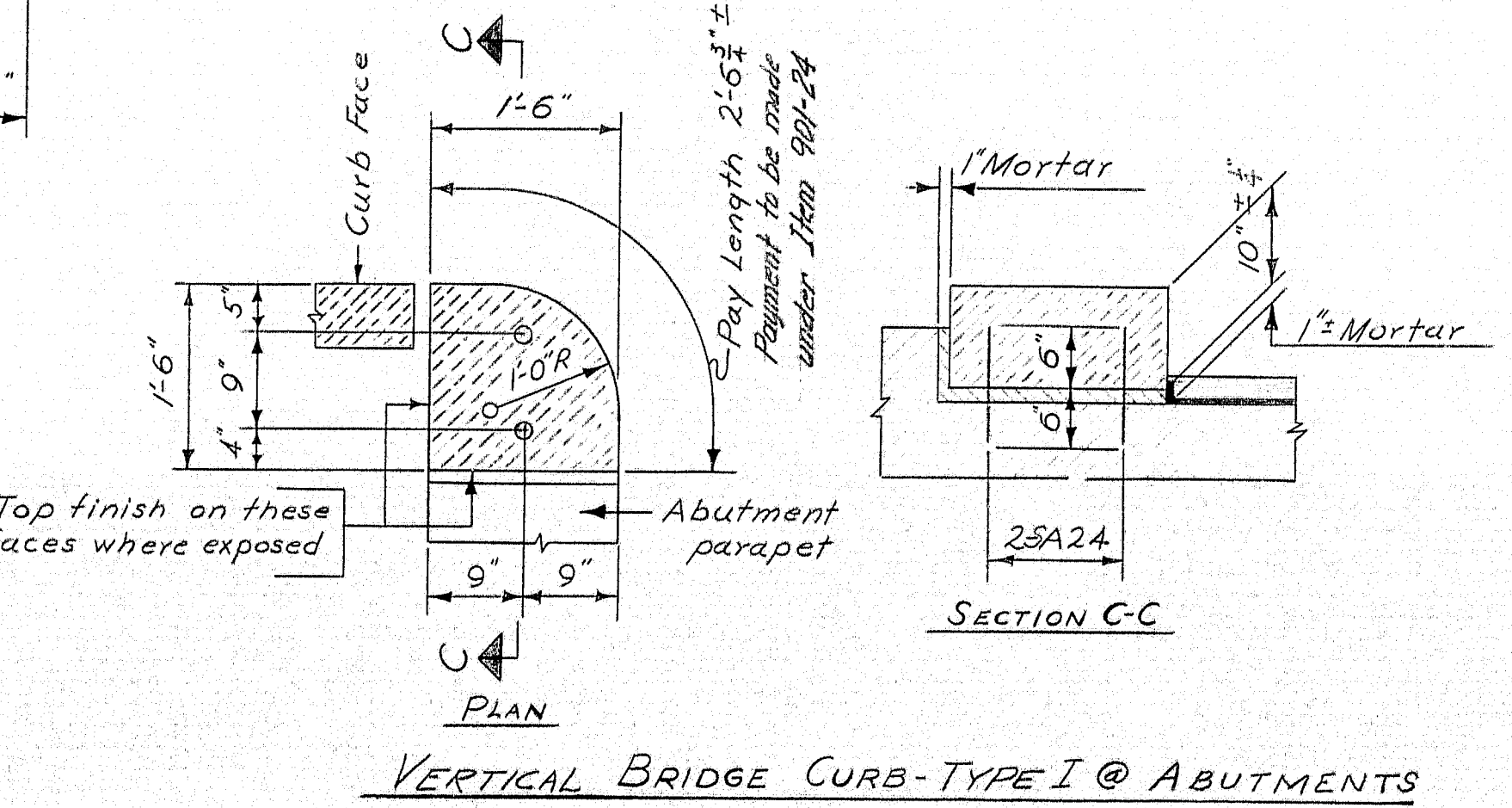
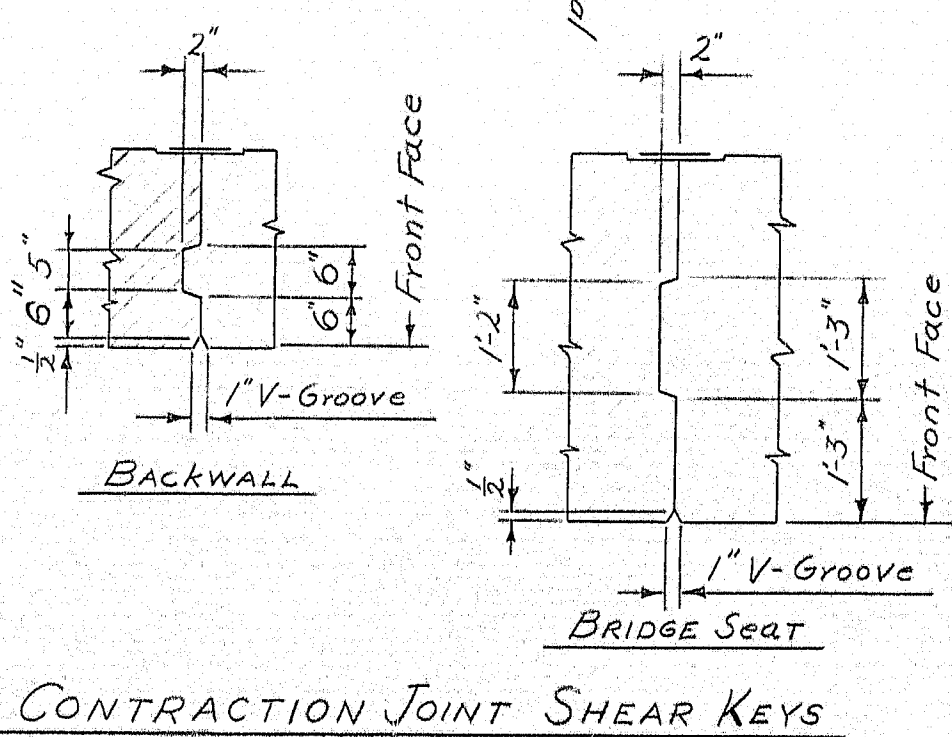
NOTE:

See sh. "6" for references and general notes.

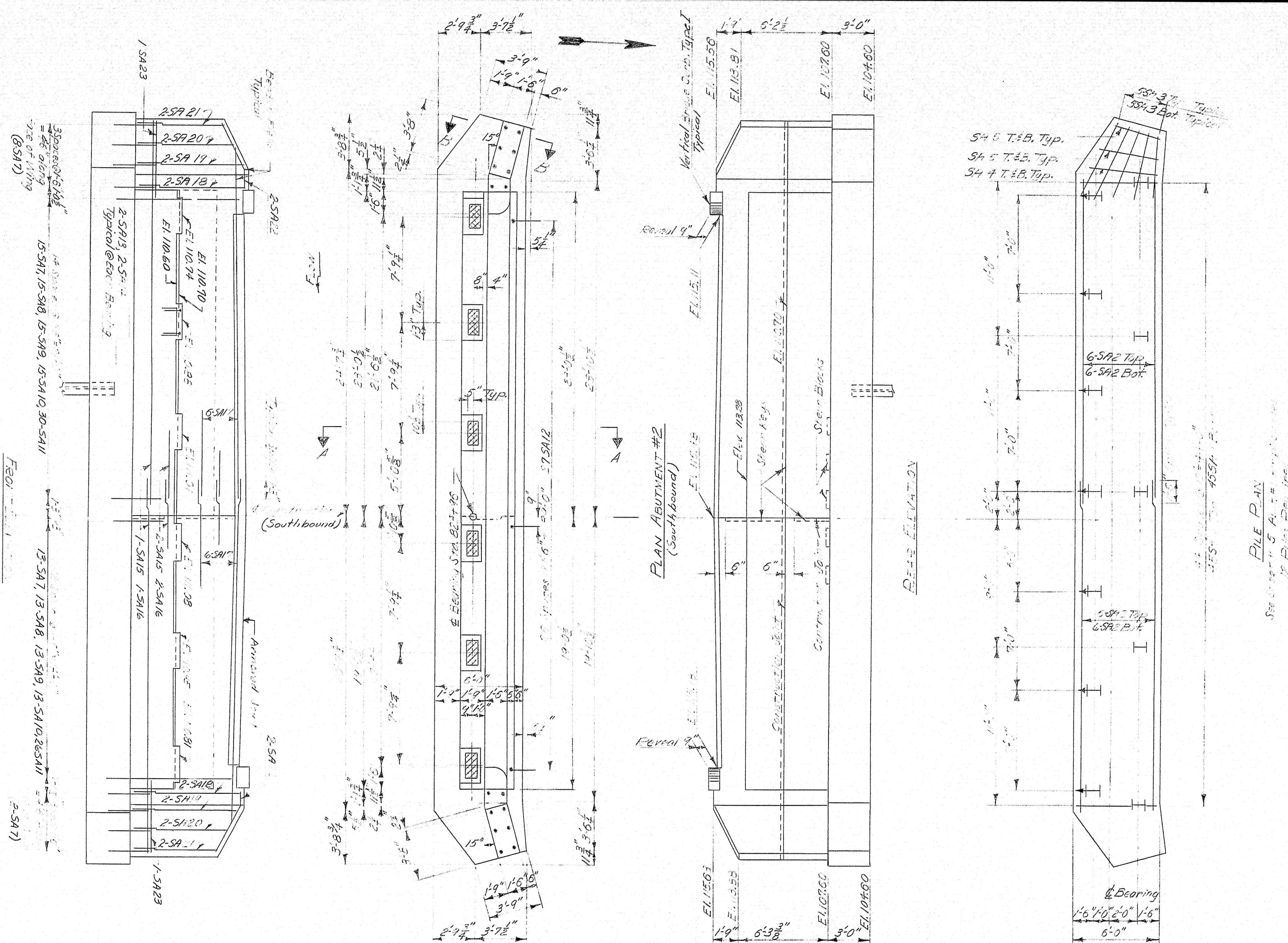
NOTES:

Grout bars SA24 into $\frac{1}{4}$ " holes in stone prior to setting stones on backwall. Drill $\frac{1}{4}$ " holes in backwall to suit SA24 bars.

Payment for drilling for and grouting of SA24 bars to be included in the price for Item 105-14, Reinforcing Steel, Placing.



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-8(47)	18	145



GENERAL ABUTMENT NOTES

See sheet # 5 for section details at construction and construction joints and vertical curve details.

Cover the back side of the construction joint with two layers of heavy roofing 10" wide bonded to concrete and to each other with a suitable grade of roofing cement. Backing to be covered.

Cover surface of joint with cement paint to bond bond. Have reinforcement steel extend to clear joint on both.

Iron cranked bearing area 1" under all around from bearing plates to each elevation shown on front elevation of abutment #1 and abutment #2.

For plan view, see sheet # 10 of abutment, see sheet #11.

Reinforcing steel cover 4" under notes.

For approach joint, see sheet # 11.

For approach slab, see sheet # 11.

Coat the front of the abutment, the top surface of the bridge seat and the front and side surface of the front wall of both abutments down to within 1" of top of footing on the center of the abutment with 1" of concrete reinforcement.

For front elevation, see sheet # 10 of abutment, see sheet #11.

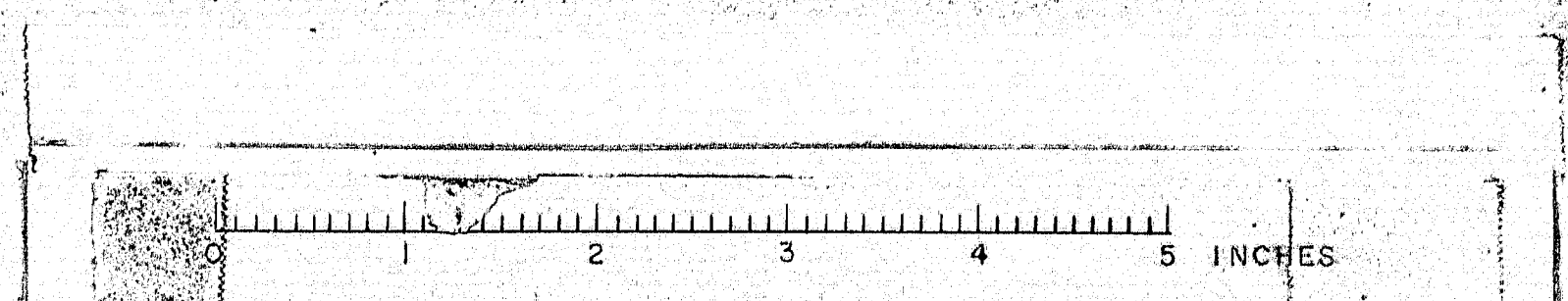
Work shall be completed in accordance with the contract.

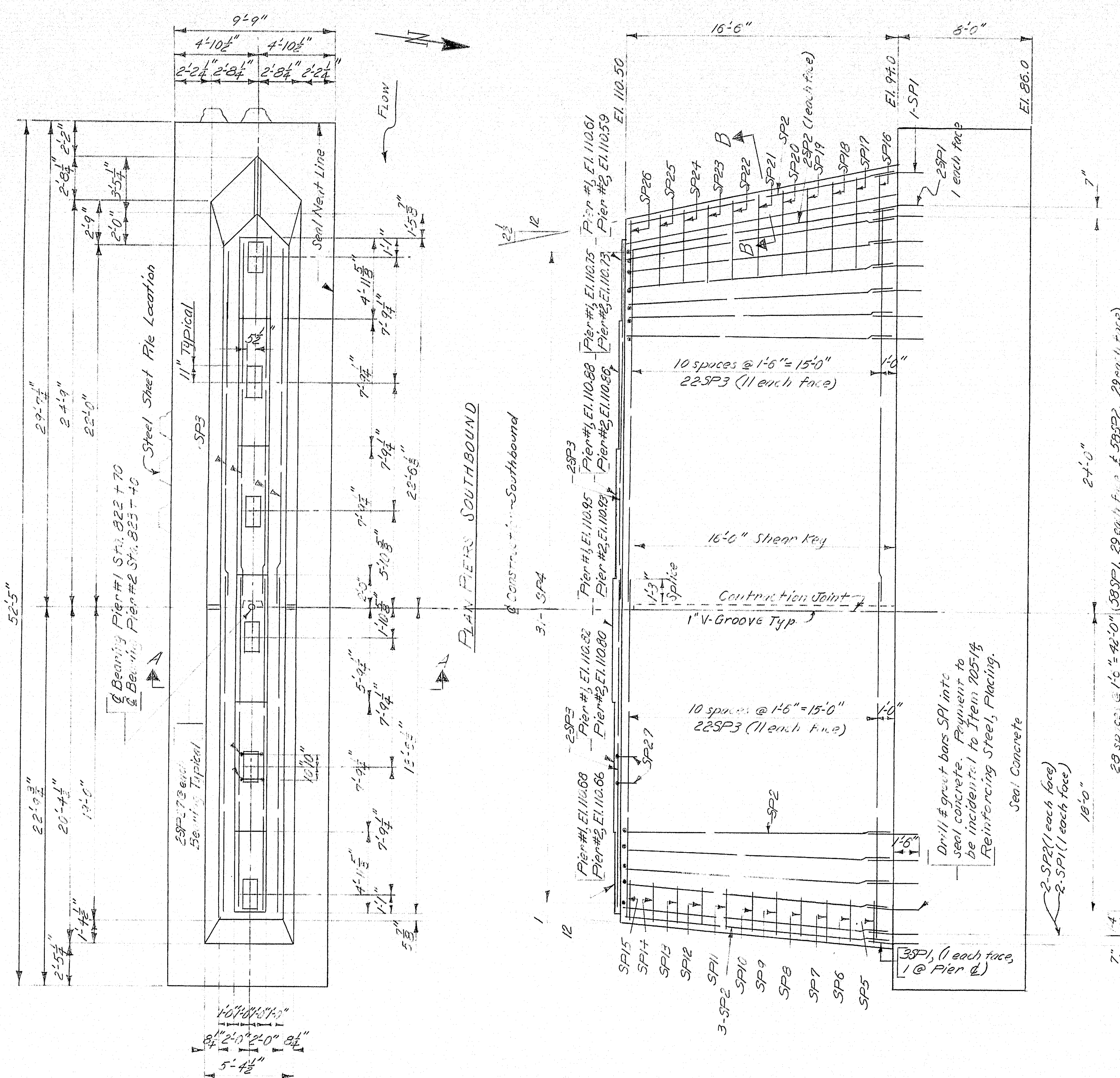
DESIGN-MCDUGAL	DET-WIS-	BRIDGE NO.
TRACE-SMITH	WELL	SURVEY-
CHECK-1775		PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
PUSHAW STREAM
IN THE CITY OF
OLD TOWN
PENOBSCOT COUNTY
ABUTMENT NO. 2 (S.B.)

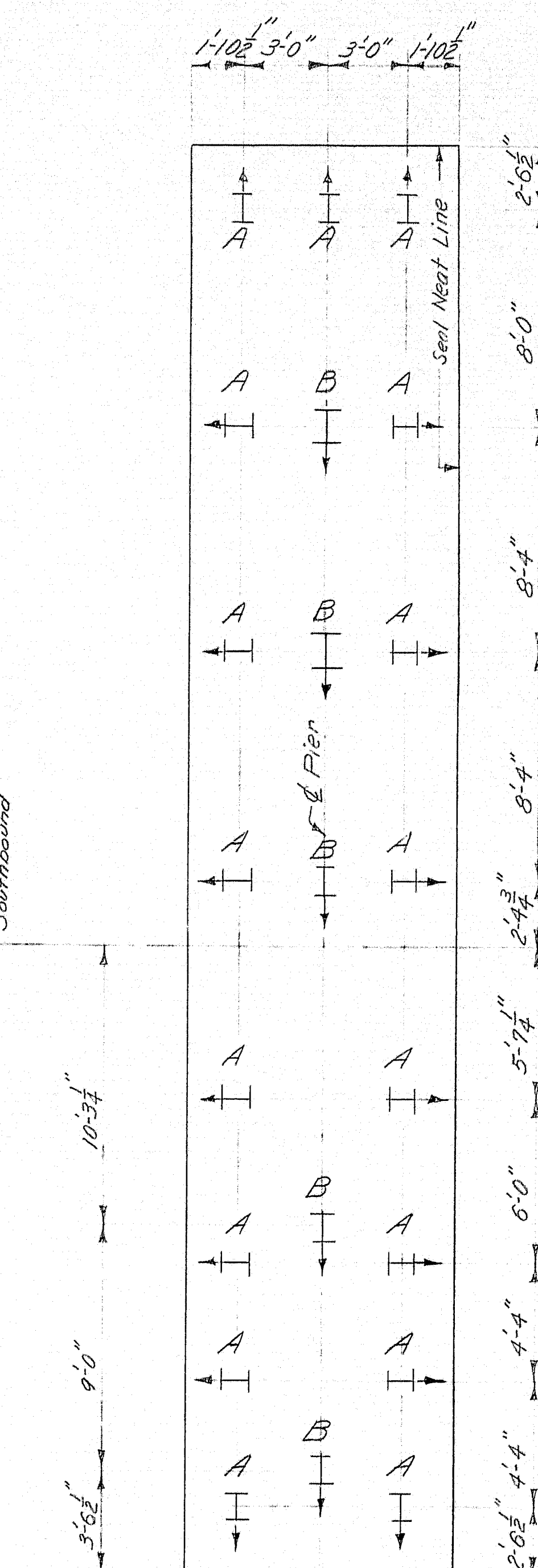
SHEET 6 OF 21 AUGUSTA, MAINE JANUARY 1964

M-2086

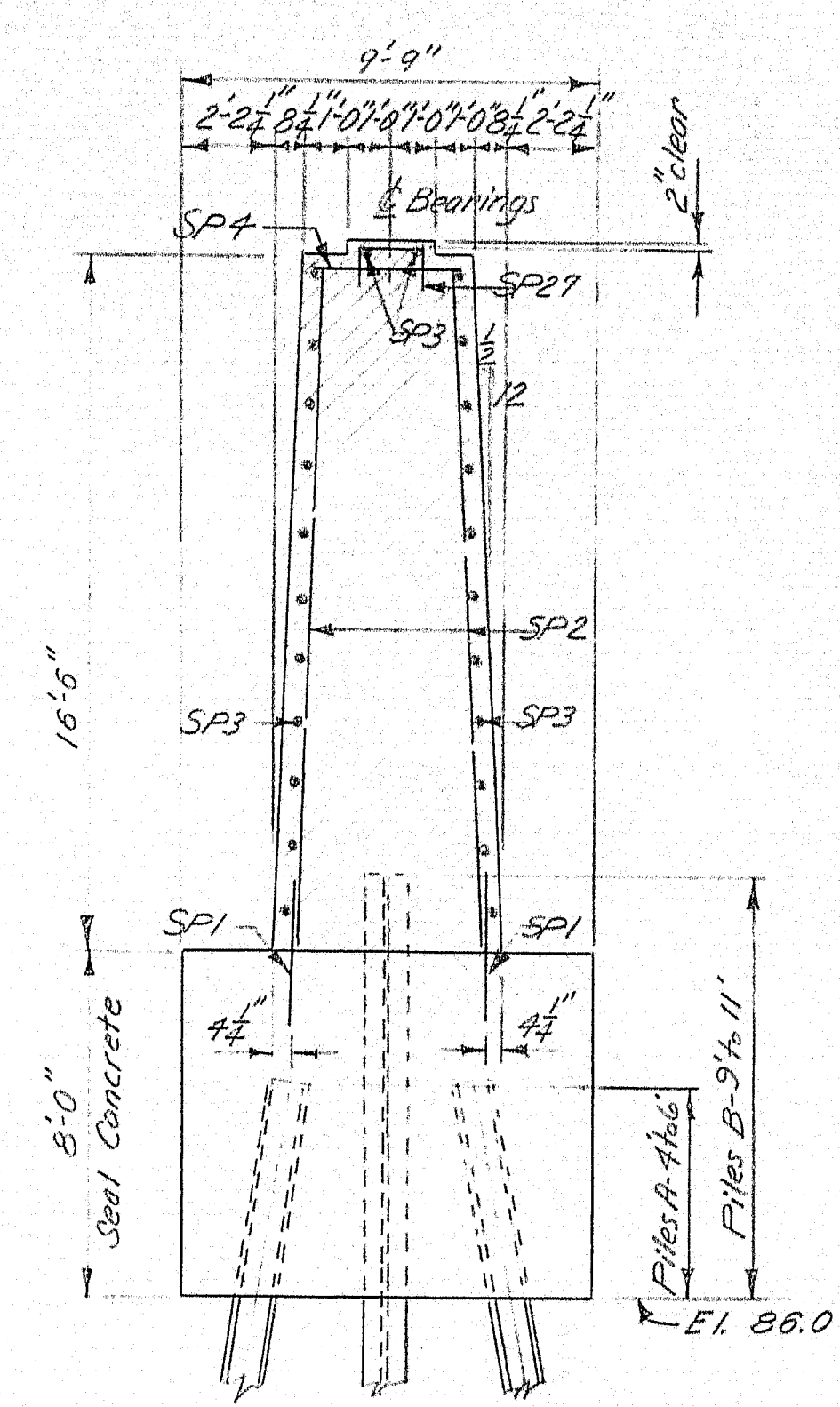




SIDE ELEVATION PERS



PILE PLAN-PIERS
Pile location shown at elevation 86.0



SECTION A-A

REFERENCES AND GENERAL PIER NOTES

For 1" V-Groove See Sheet # 9.

Reinforcing Cover 3" unless otherwise noted.

Place Reinforcing Steel to clear anchor bolts.

Press crosshatched bearing areas to exact elevations shown on Side Elevation.

Seal concrete is intended to be placed under water and to be put for under Item 701-36. Seals may be unwatered when water elevation outside of catwalk is in excess of Elevation 105.0.

Seal concrete dimensions are predicated on use of MP-116, DP-2, I-27 or equivalent steel sheet piling with standard rolled corners. Buy dimensions for seal concrete shall be to neat lines plus 5" all around.

Pier design based on a 1' thickness of ice at El. 108.0 and a stream velocity of 70 ft. per second.

Piers 142 identical except as noted.

PILE NOTES-SOUTHBOUND

Pier piles to be 12 BP-53

Steel piles driven to ledge or practical refusal.

Allowable load 46.7 tons per pile. Batten piles 2" per ft. as indicated by arrows.

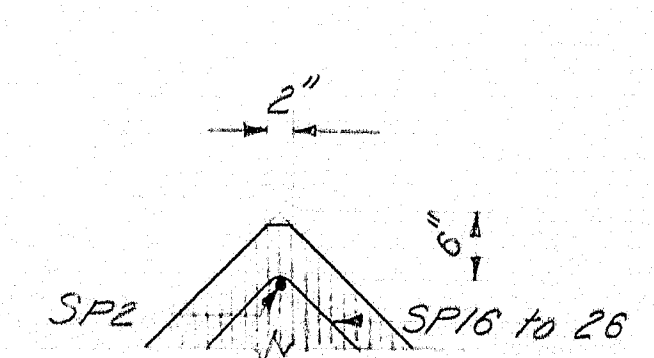
Number and estimated lengths

Pier #1, Piles A 17 Required 30'

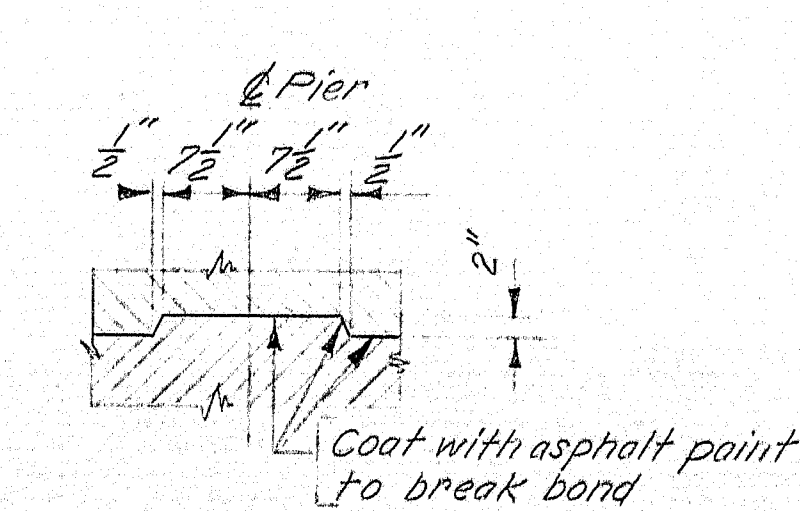
B 5 Required 35'

Pier #2, Piles A 17 Required 30'

B 5 Required 35'



SECTION B-B



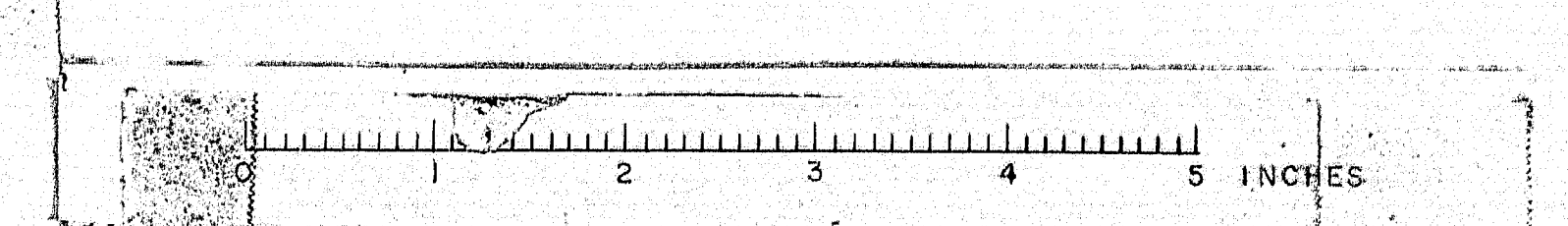
CONTRACTION JOINT SHEAR KEY

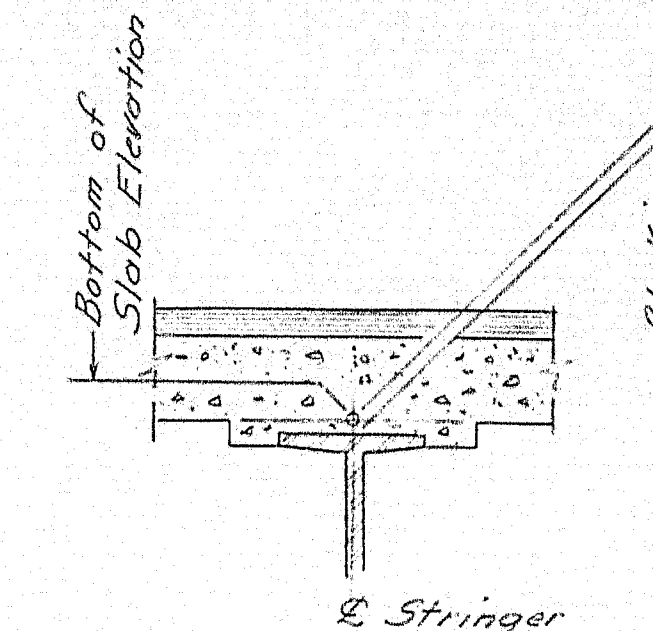
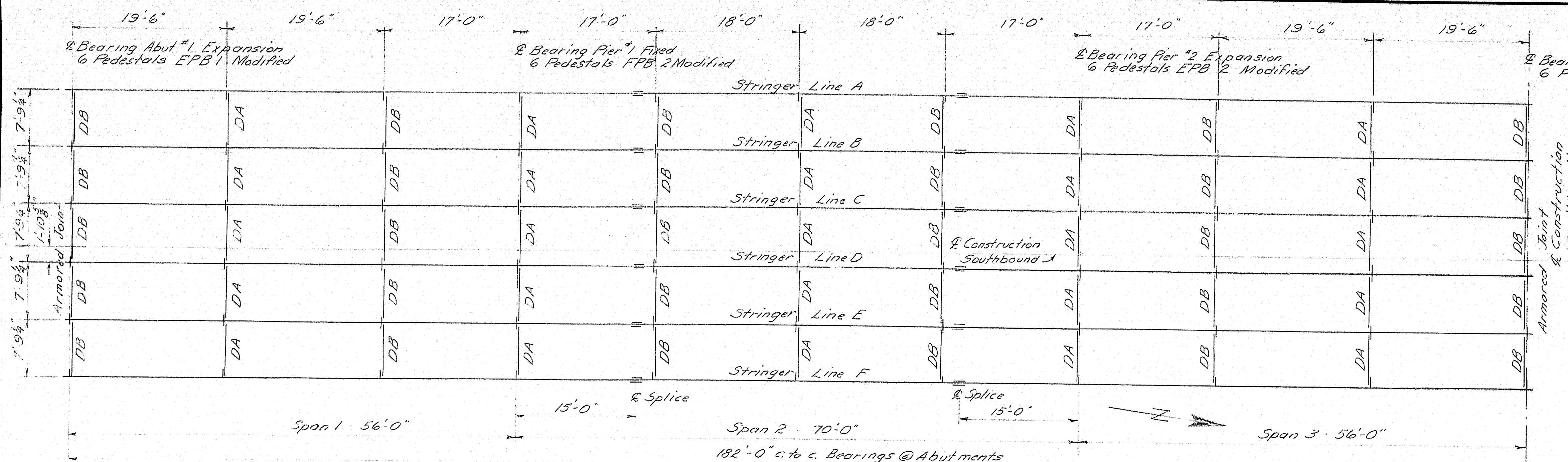
DESIGN-McDOUGAL	DET. WIS.	BRIDGE NO.
TRACE-SMITH	WELL	SURVEY
CHECK-ZHIF		PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
PUSHAW STREAM
IN THE CITY OF
OLD TOWN
PENOBSCOT COUNTY
PIERS (S.B.)

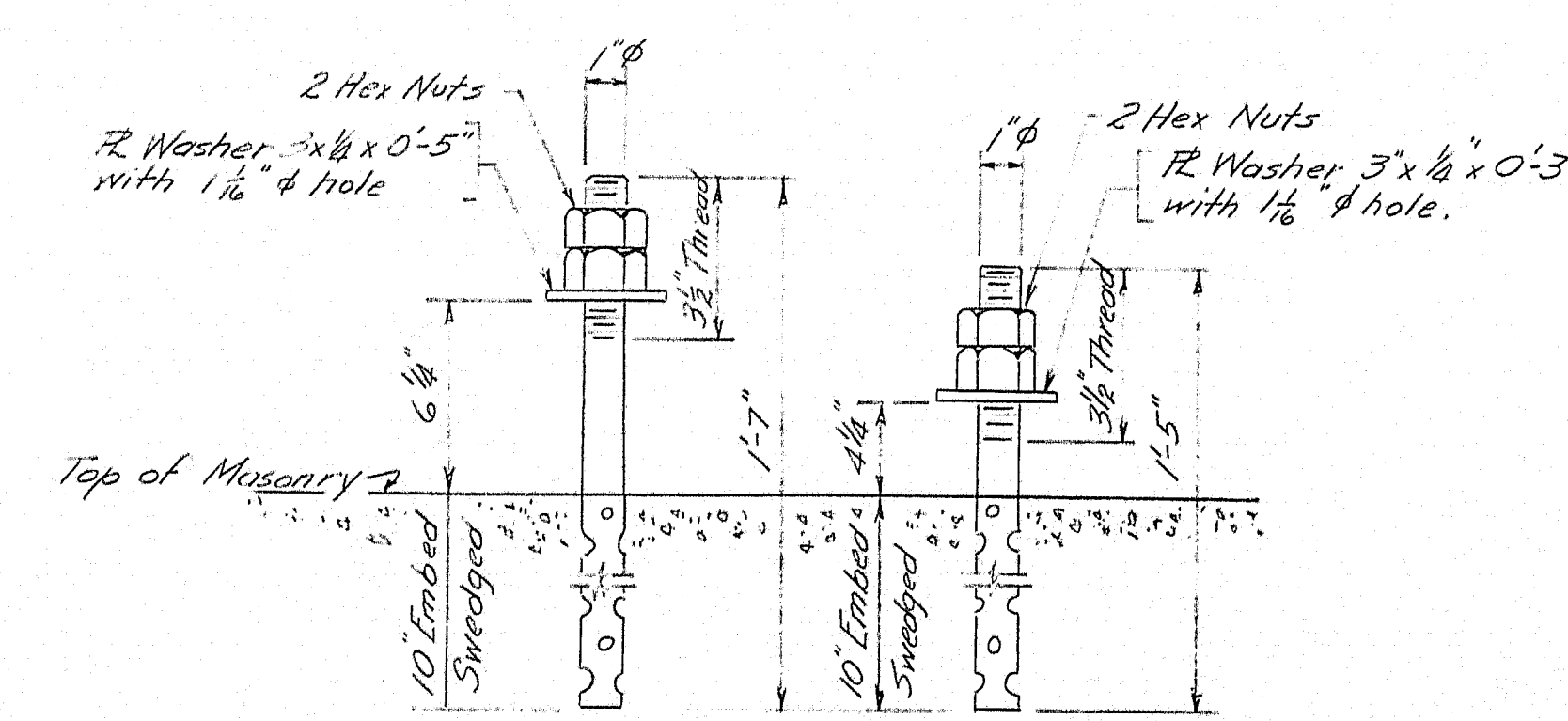
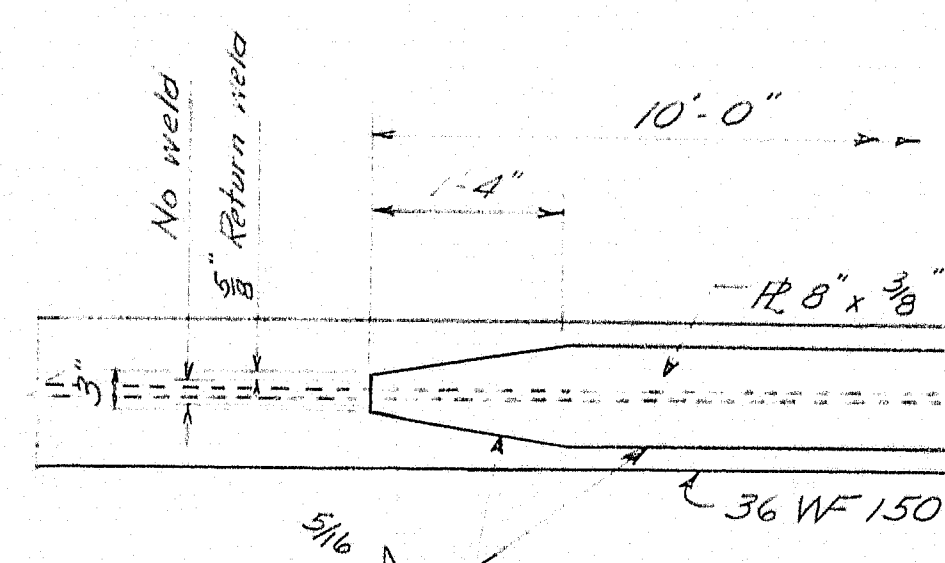
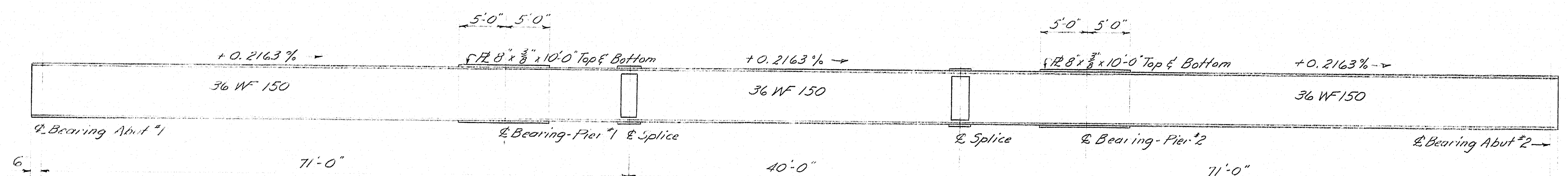
M-2007





BOTTOM OF SLAB ELEVATIONS (S.B.)

Point	Str. A	Str. B	Str. C	Str. D	Str. E	Str. F
2 Brg Abut #1	113.92	114.06	114.19	114.26	114.13	113.95
+14'	113.38	114.11	114.25	114.32	114.18	114.05
+28'	114.01	114.15	114.28	114.35	114.21	114.08
+42'	114.02	114.16	114.29	114.36	114.23	114.09
2 Brg Pier #1	114.04	114.13	114.21	114.38	114.25	114.11
+14'	114.08	114.22	114.36	114.42	114.28	114.15
+28'	114.13	114.27	114.40	114.47	114.34	114.20
+42'	114.16	114.30	114.43	114.50	114.37	114.23
156'	114.17	114.31	114.45	114.51	114.38	114.24
2 Brg Pier #2	114.19	114.33	114.46	114.53	114.40	114.26
+14'	114.23	114.37	114.50	114.57	114.44	114.30
+28'	114.28	114.42	114.55	114.62	114.49	114.35
+42'	114.31	114.45	114.58	114.64	114.51	114.37
2 Brg Abut #2	114.31	114.45	114.58	114.65	114.52	114.38



STANDARD PEDESTAL MODIFICATIONS
EPB-1 and EPB-2: Dimension "C" to be same as dimension "D" with slotted holes 1 3/8" x 3" in rocker plate. Anchor bolts as detailed on this sheet.
FPB-2: Dimension "C" to be same as dimension "D" with slotted holes 1 3/8" x 2" in rocker plate. Anchor bolts as detailed on this sheet.

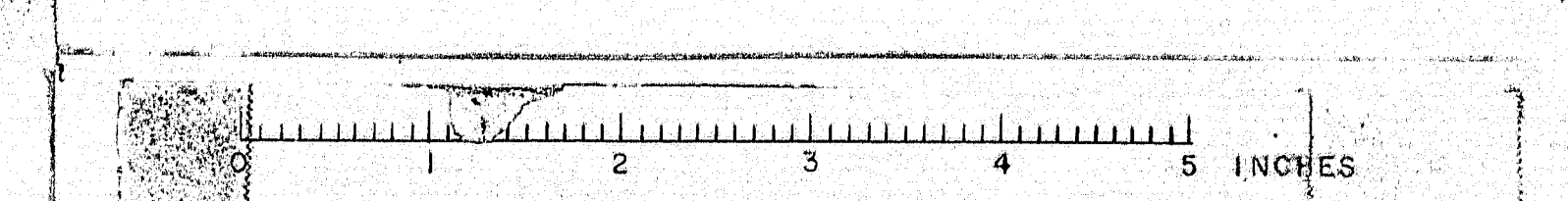
REFERENCES
Structural Steel Construction: See Sh. 1
Bearing Pedestals EPB-1, mod. fixed, EPB-2, mod. fixed and FPB-2, mod. fixed: See Standard Details SD 101-64 and Standard Pedestals Mod. fixed: this sheet.
Beam Splices: See Standard Details SD 103-64
Diaphragms: Diaphragms 14 are Type A Diaphragms and Diaphragms 15 are Type B Diaphragms. See Standard Details SD 104-64
Armored Joints: 2 required. See Standard Details SD 104-62.
Drains: 10 required. See Standard Details SD 104-64 and Sh. 3
S.B. = Southbound

DESIGN - McDUGAL DET. - WISWELL
TRACE - PLAUT SURVEY - PLOT -
CHECK - AHR

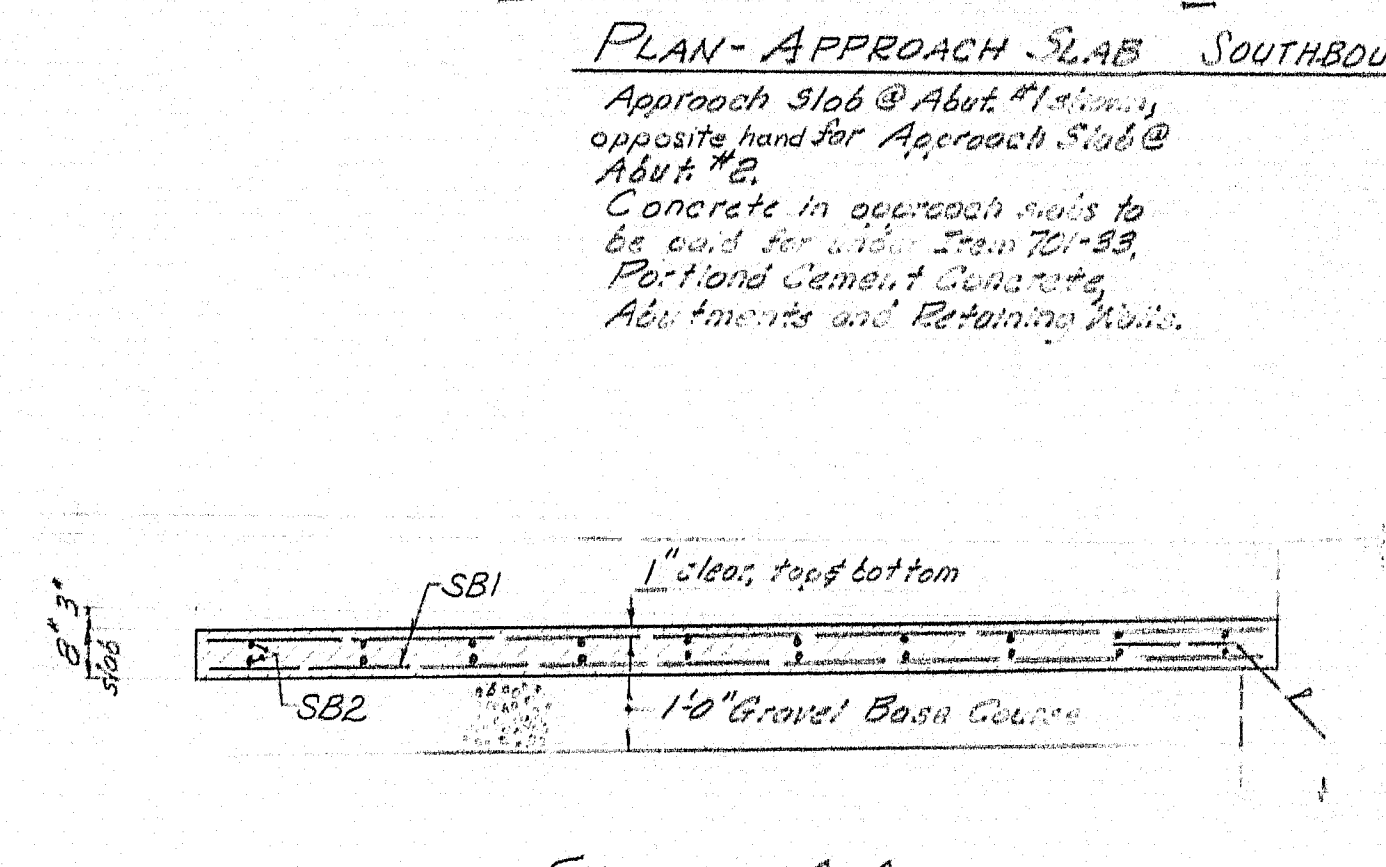
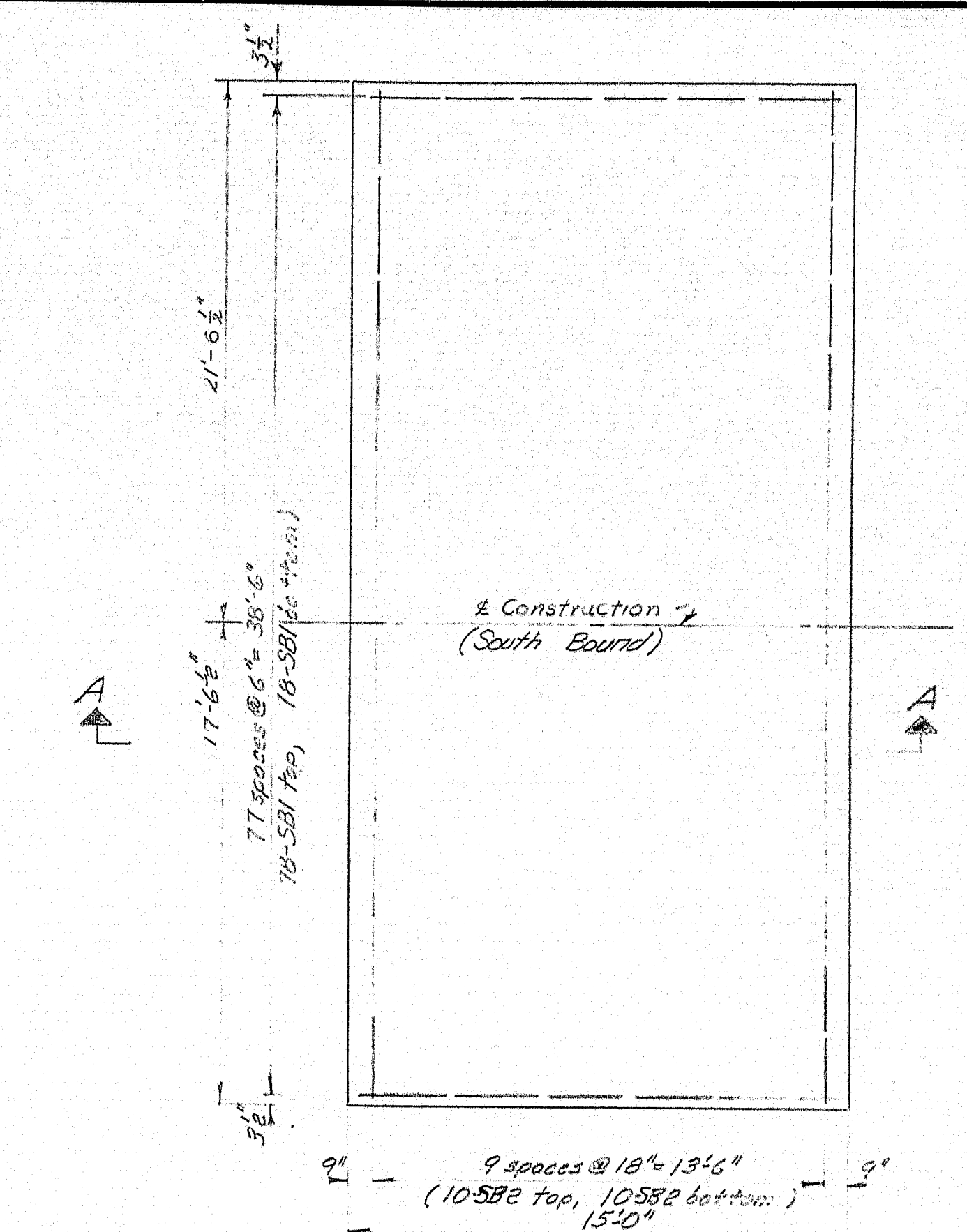
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
PUSHAW STREAM
IN THE CITY OF
OLD TOWN
PENOBSCOT COUNTY
STRUCTURAL STEEL (S.B.)

SHEET 8 OF 21 AUGUSTA, MAINE JANUARY 1964

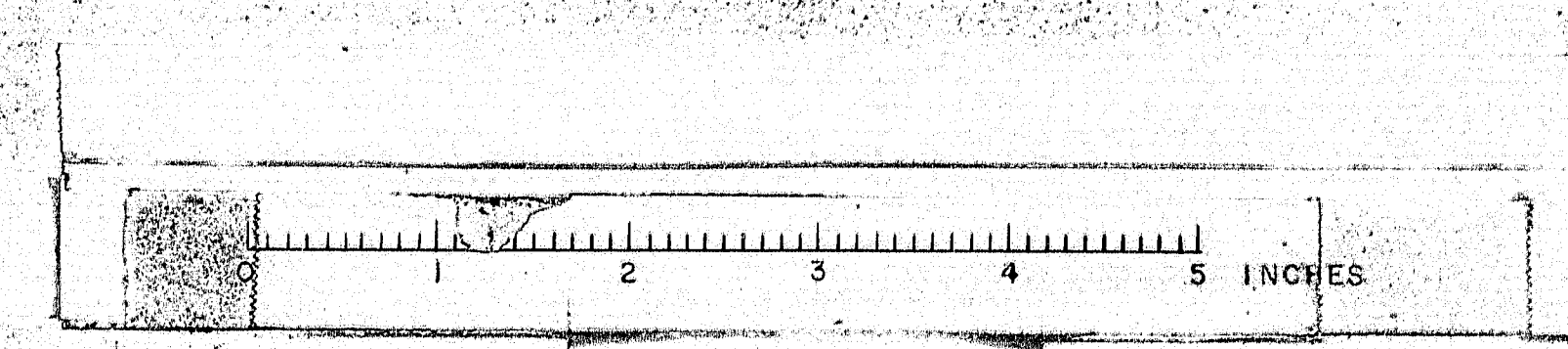


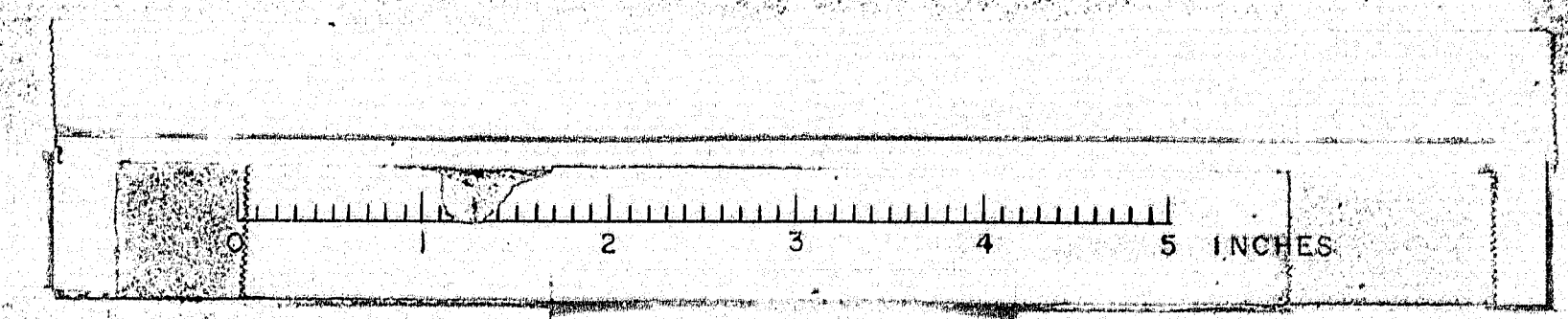
REINFORCING STEEL SCHEDULE															
ABUTMENTS & APPROACH SLABS					PIERS		SUPERSTRUCTURE								
Mark	Size	Number	Length	Location	Mark	Size	Number	Dim. A	Dim. B	Length	Mark	Size	Number	Length	Location
SA12	#5	56	6'-0"	Breast Wall	SP5	#5	2	4'-8 3/4"	2'-6"	9'-9"	SF2	#5	207	43'-2"	Slab-transverse
SA13	#6	54	3'-6"	Back Wall	SP6	#5	1	4'-7 1/4"	2'-4 1/2"	9'-4"	SF1	#5	422	41'-9"	Slab-transverse
SA14	#4	24	3'-0"	Bearing Areas	SP7	#5	1	4'-5 3/4"	2'-3"	9'-0"	SL1	#5	154	39'-6"	Slab-longitudinal
SA15	#4	24	4'-1"	"	SP8	#5	1	4'-4 1/4"	2'-1 1/2"	8'-7"	SL2	#5	154	33'-9"	"
					SP9	#5	1	4'-2 3/4"	2'-0"	8'-3"	SL3	#5	77	33'-9"	"
					SP10	#5	1	4'-1 1/4"	1'-10 1/2"	7'-10"	SL4	#5	50	20'-0"	"
					SP11	#5	1	3'-11 3/4"	1'-9"	7'-6"	SC1	#4	32	12'-2"	Curb & Rail Parapet
					SP12	#5	1	3'-10 1/4"	1'-7 1/2"	7'-1"	SC2	#4	16	14'-6"	"
					SP13	#5	1	3'-8 3/4"	1'-6"	6'-9"	SC3	#4	64	8'-3"	"
					SP14	#5	1	3'-7 1/4"	1'-4 1/2"	6'-4"	SC4	#4	24	11'-8"	"
					SP15	#5	1	3'-5 3/4"	1'-3"	6'-0"	SR1	#4	8	2'-8"	Rail Parapet-End Post
					SP16	#5	1	3'-4 1/4"	3'-9"	14'-2"					
					SP17	#5	1	3'-3"	3'-6"	13'-6"					
					SP18	#5	1	3'-2"	3'-3"	12'-10"					
					SP19	#5	1	3'-1"	3'-0"	12'-2"					
					SP20	#5	1	2'-11 3/4"	2'-9"	11'-6"					
					SP21	#5	1	2'-10 1/4"	2'-6"	10'-10"					
					SP22	#5	1	2'-9 3/4"	2'-3"	10'-2"					
					SP23	#5	1	2'-8 1/4"	2'-0"	9'-6"					
					SP24	#5	1	2'-7 1/4"	1'-9"	8'-9"					
					SP25	#5	1	2'-6 1/4"	1'-6"	8'-1"					
					SP26	#5	2	2'-5 3/4"	1'-3"	7'-5"					
					SP27	#5	24	-	-	3'-5"					



Note: Dimensions to top of Reinforcing Bars.
All Reinforcing to be Intermediate Grade.

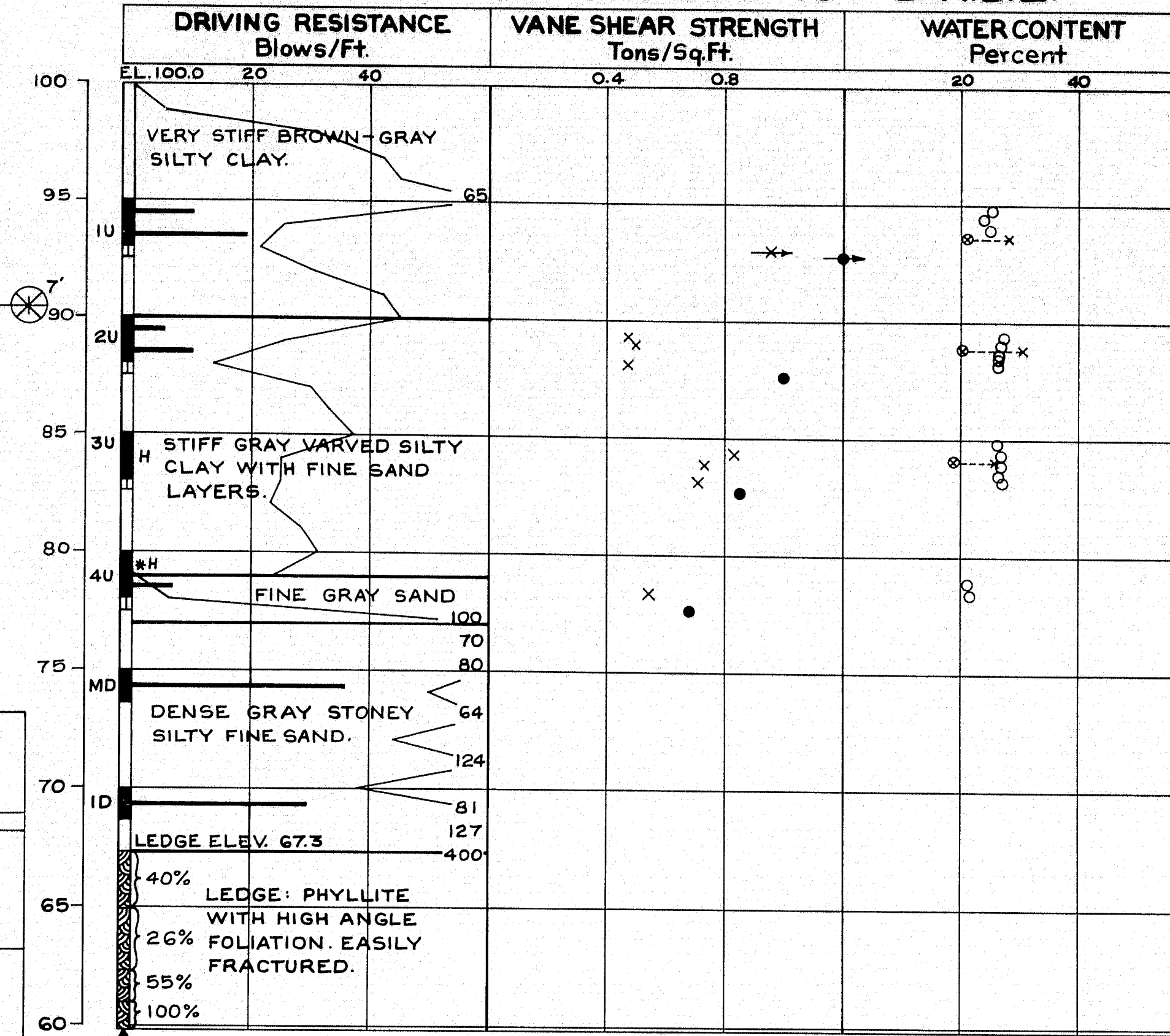
DESIGN - McDUGAL	DET. WIS	BRIDGE NO.
TRACE - BARTON	WELL	SURVEY -
CHECK -	PLAT	PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
INTERSTATE 95 OVER PUSHAW STREAM IN THE CITY OF OLD TOWN PENOBSCOT COUNTY		
REINFORCING STEEL & APPROACH SLAB (SB.)		
SHEET 11 OF 21 AUGUSTA, MAINE FEB. 1964		



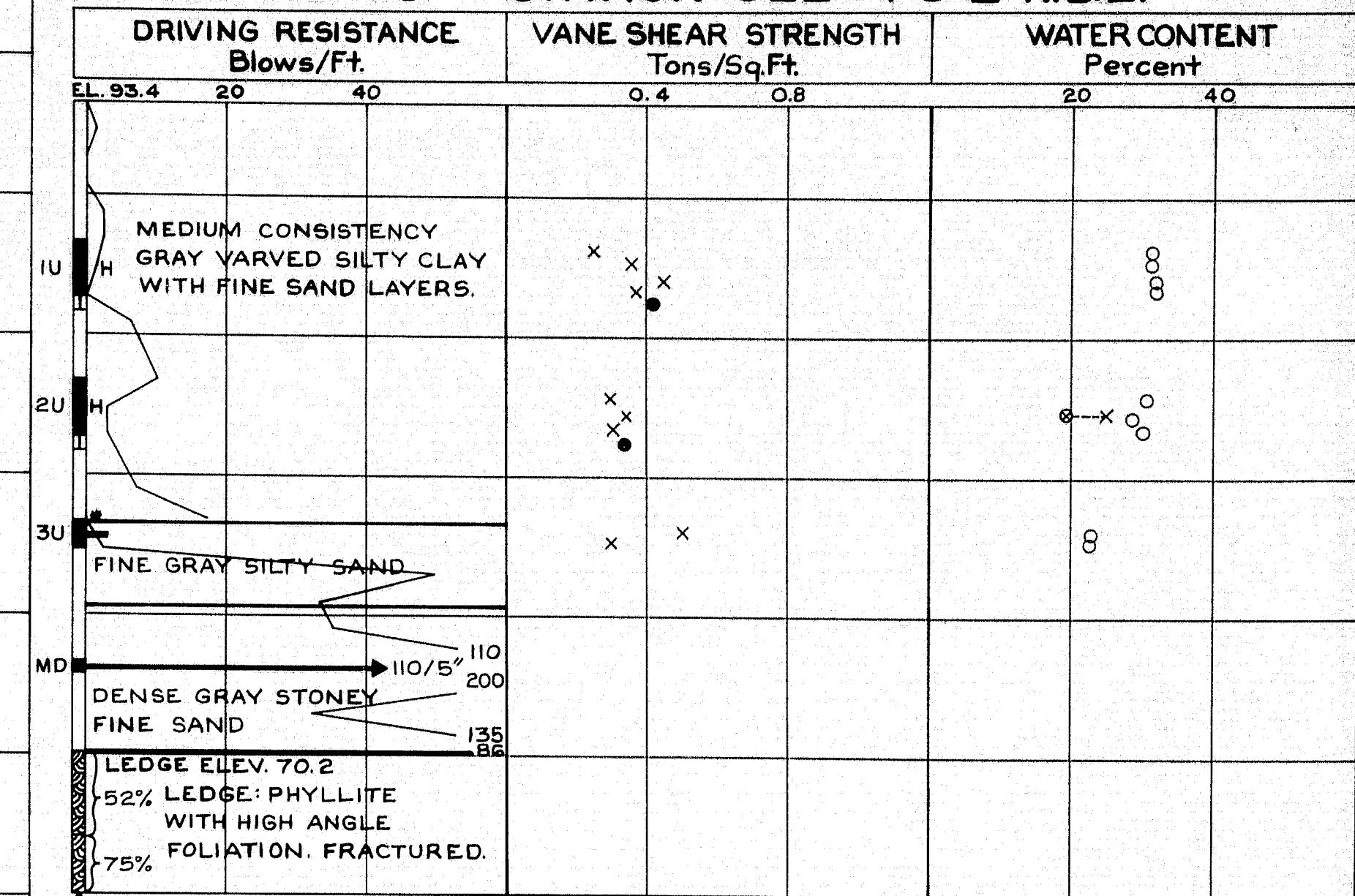


BORING DETAILS

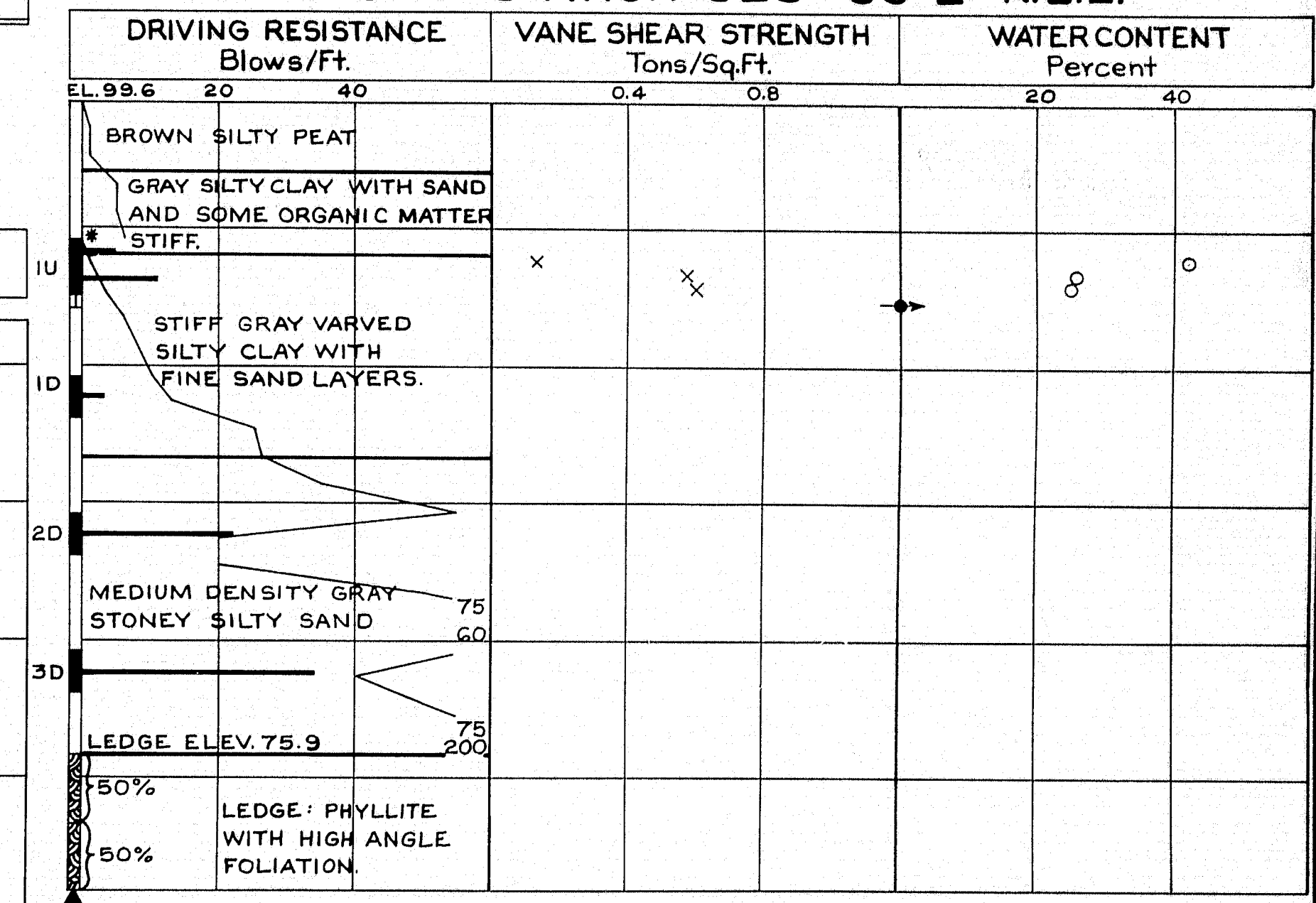
BORING AB-64 STATION 822+10± E N.B.L.



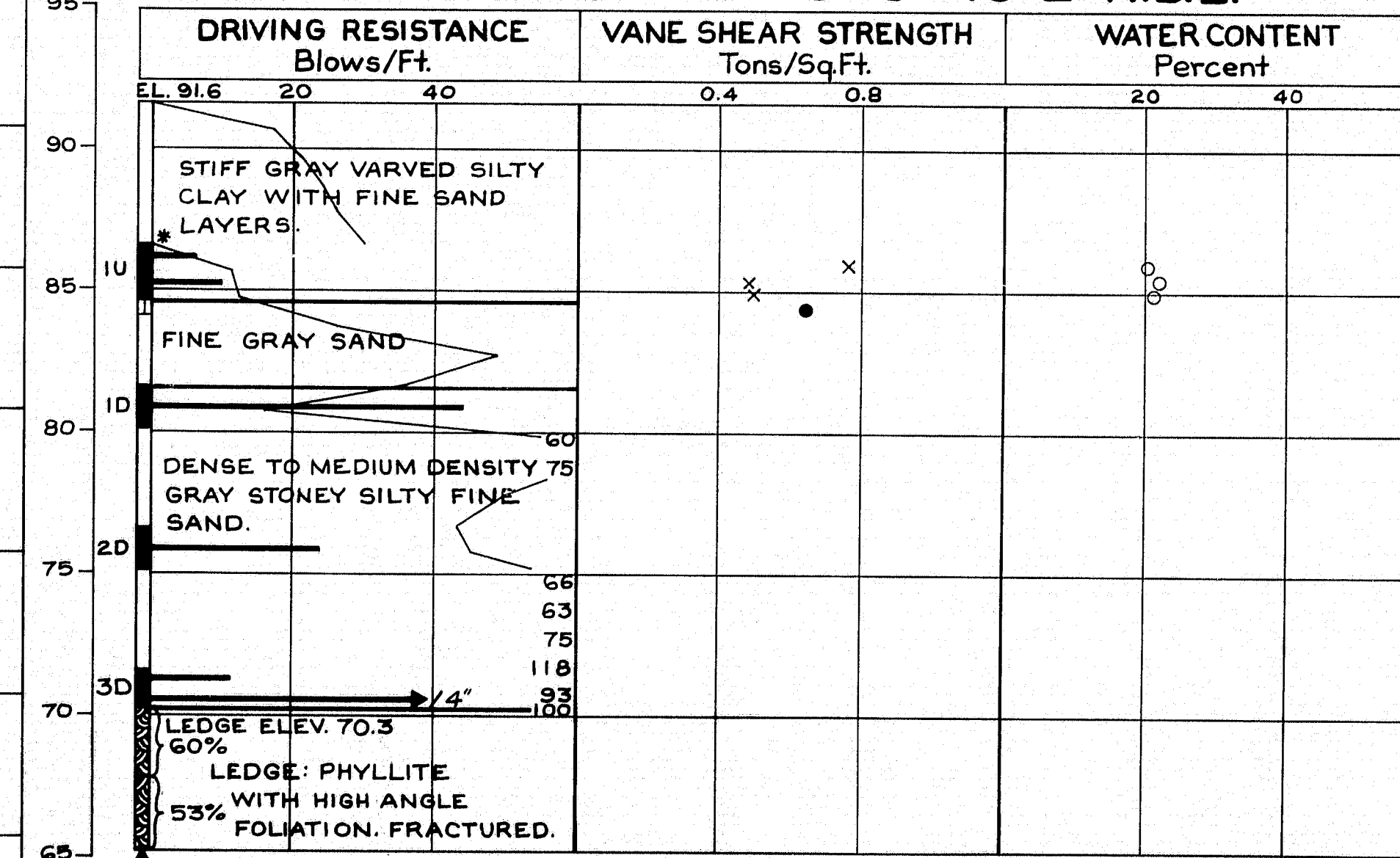
BORING AB-65 STATION 822+70± E N.B.L.



BORING AB-67 STATION 823+96± E N.B.L.



BORING AB-66 STATION 823+40± E N.B.L.



BORING NOTES

- CASING SIZE 4" 2 1/2" ALL BORINGS STARTED WITH 4" CHANGED TO 2 1/2" CASING
- ALL SAMPLES AND VANS ARE TAKEN AHEAD OF CASING.
- NUMBER OF BLOWS REQUIRED TO DRIVE EXTRA HEAVY CASING ONE FOOT WITH 400 FT. LBS. OF ENERGY PER BLOW.
- LOCATION OF SAMPLE OR SAMPLE ATTEMPT.
- NUMBER AND TYPE OF DRY SAMPLE.
- 5 1/2" H SAMPLER #1230'S
- 3 1/2" O.D. 16 GA. SEAMLESS TUBING.
- UNSUCCESSFUL SAMPLE ATTEMPT AND TYPE OF SAMPLER.
- NUMBER OF BLOWS REQUIRED TO DRIVE SPOON OR SEAMLESS TUBING ONE FOOT WITH 350 FT. LBS. OF ENERGY PER BLOW.
- SAMPLING SPOON OR SEAMLESS TUBING DRIVEN BY STATIC WEIGHT OF DRILL RODS AND HAMMER.
- FIELD VANE TEST.
- BOTTOM OF BORING (MAY NOT BE BOTTOM OF SOIL STRATA).
- LOCATIONS CORED BY DIAMOND BIT AND PER CENT RECOVERY OF ROCK.

SHEAR NOTES

- FIELD VANE SHEAR STRENGTHS
- × LABORATORY VANE SHEAR STRENGTHS.
- SHEAR STRENGTHS IN EXCESS OF CAPACITY OF EQUIPMENT.

WATER CONTENT NOTES

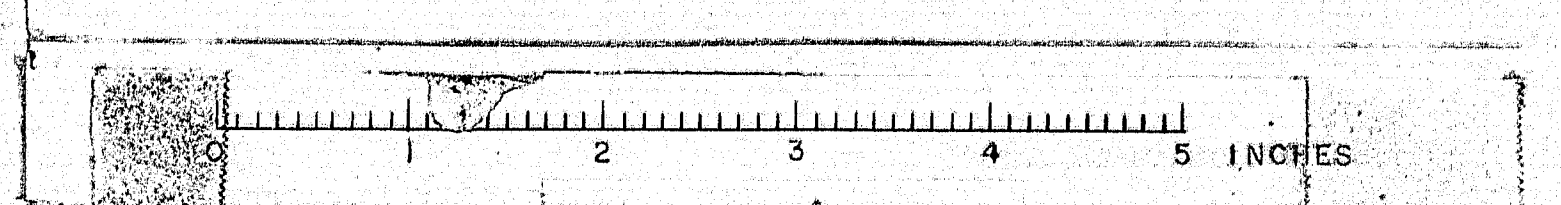
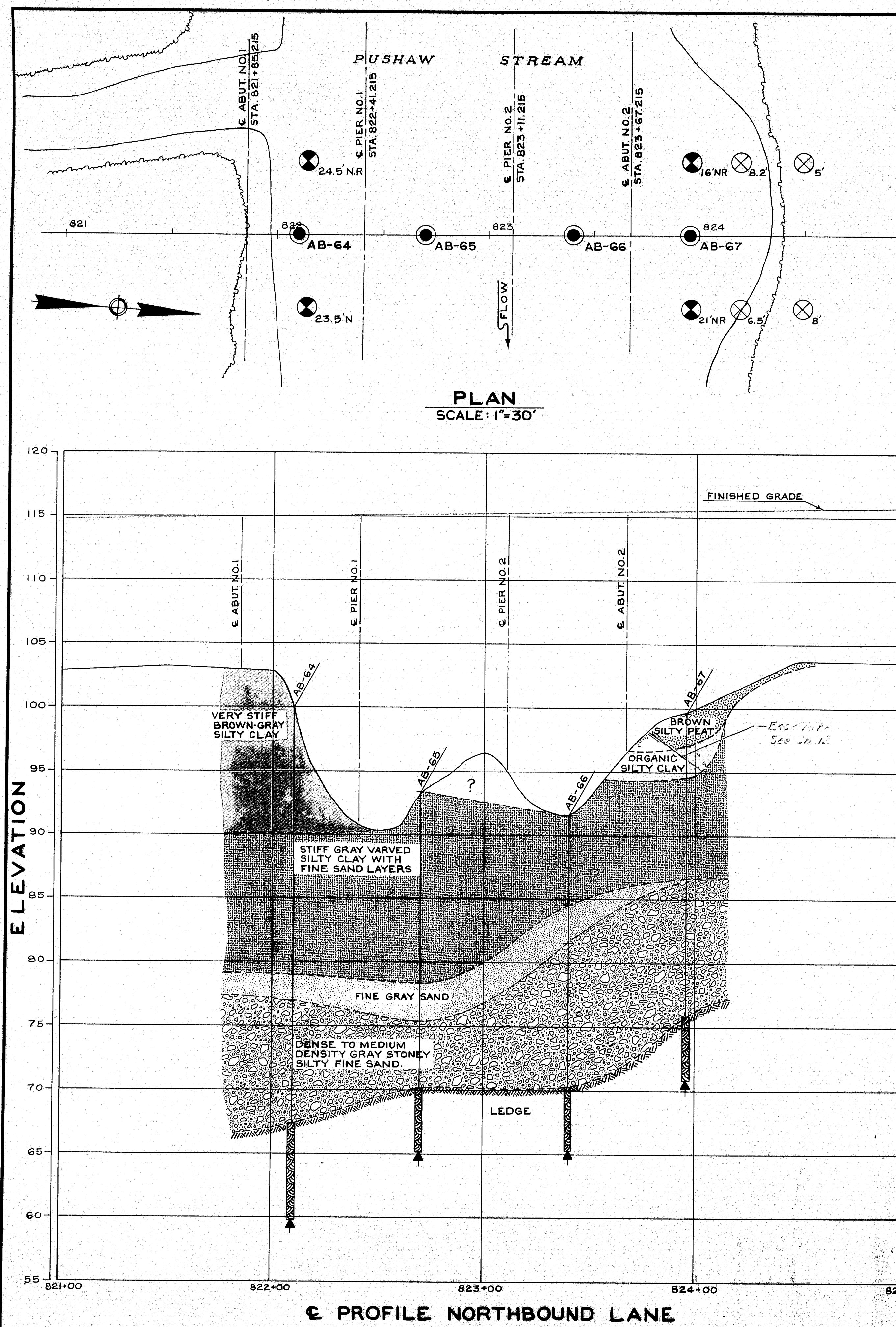
- NATURAL WATER CONTENTS, GIVEN AS PER CENT OF DRY WEIGHT.
- × PLASTIC AND LIQUID LIMITS

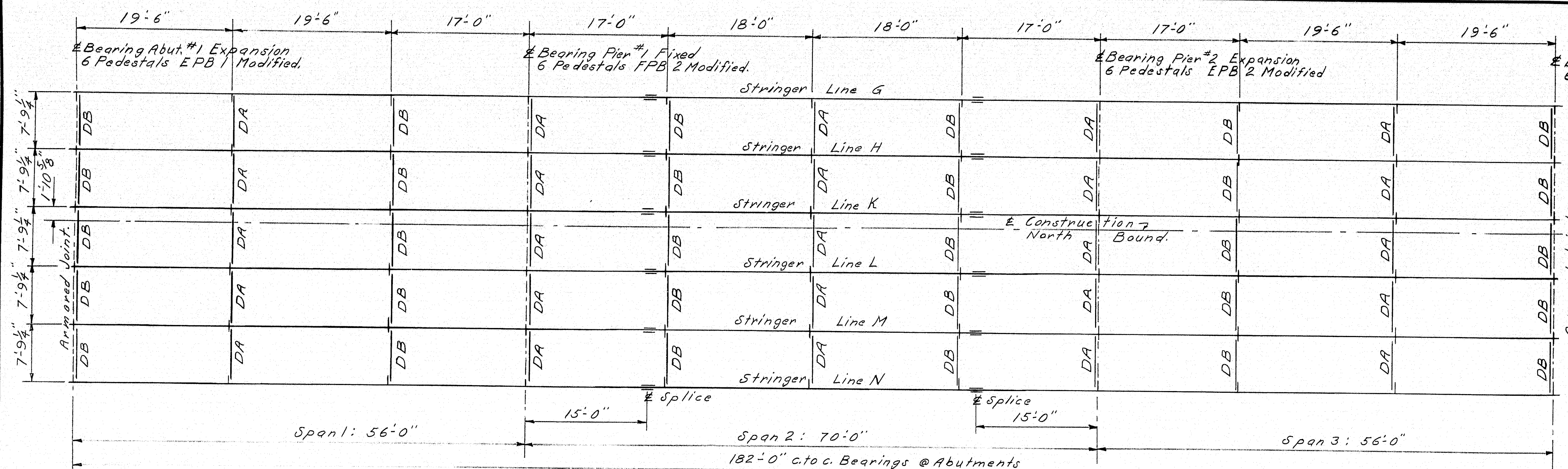
PLAN NOTES

- ⊗ AUGER BORING
- ⊙ BORING AND SOUNDING
- ⊙ WASH BORING

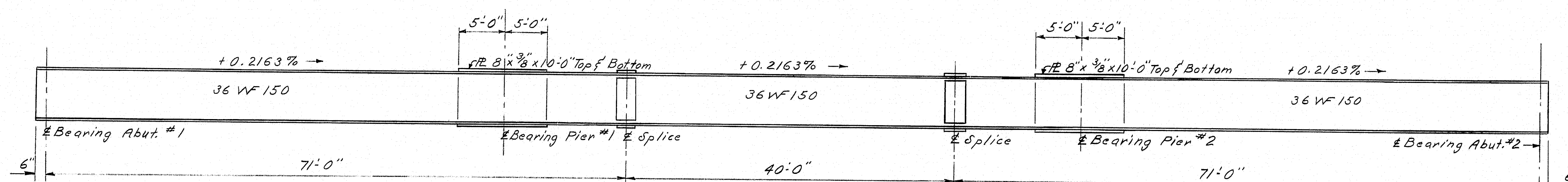
DESIGN- TRACE- CHECK-	SOILS DIVISION	BRIDGE NO. SURVEY- PLOT-
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
PUSHAW STREAM BRIDGE		
IN THE TOWN OF OLD TOWN		
PENOBSCOT COUNTY		
FOUNDATION SURVEY (N.B.)		
SHEET 14 OF 21 AUGUSTA, MAINE MARCH 1964		

M-2094



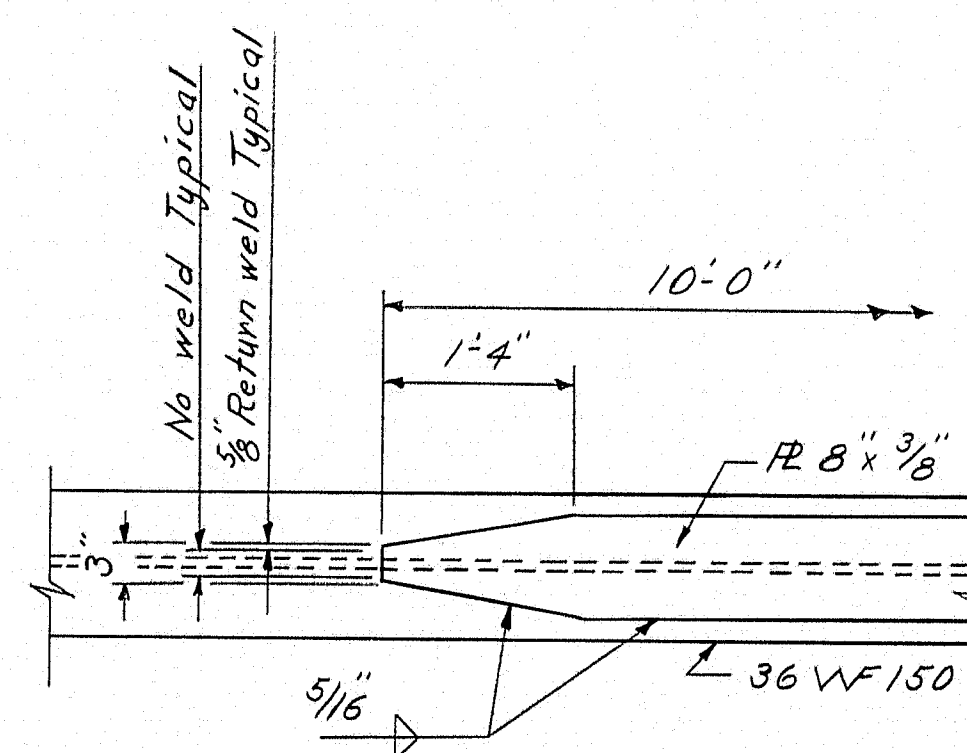


ERECTION PLAN NORTH BOUND
All dimensions are horizontal
Diaphragms dimensioned to E of $\frac{3}{8}$ " connection plates

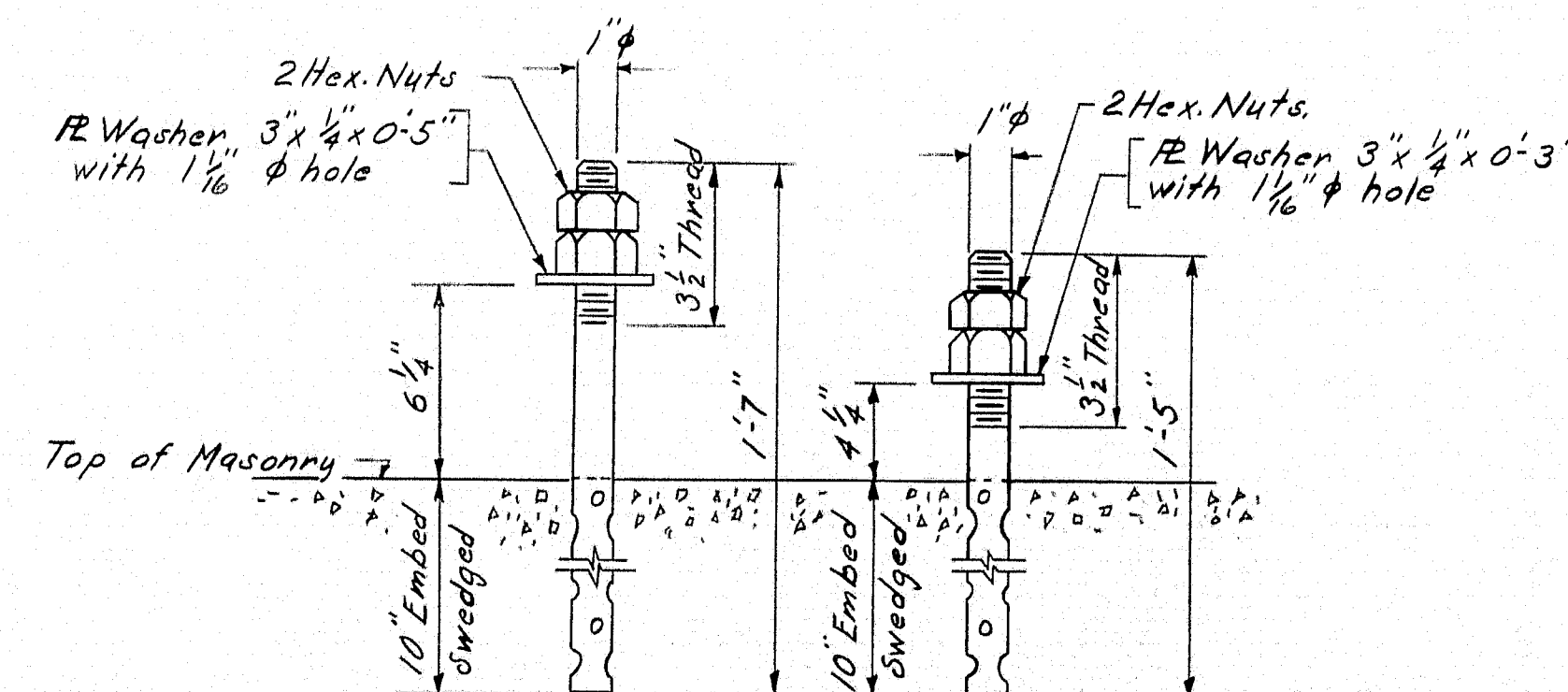


STRINGER ELEVATION NORTH BOUND

Typical all stringers
All dimensions along stringer
No camber



COVER PLATE DETAIL

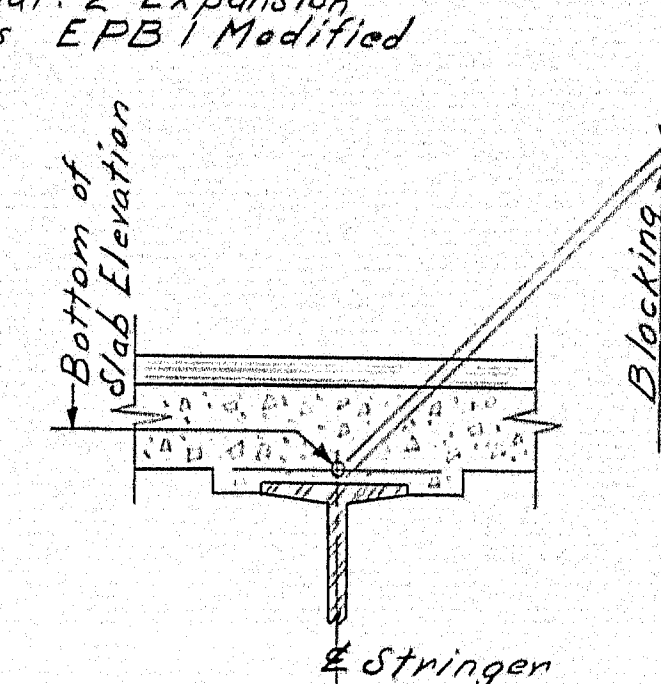


For EPB-1 modified For EPB-2 modified 36 required 12 required.

ANCHOR BOLTS

STANDARD PEDESTAL MODIFICATIONS

EPB-1 and EPB-2: Dimension "C" to be same as dimension "D" with slotted hole 1/8" x 3" in rocker plate. Anchor bolts as detailed on this sheet.
FPB-2: Dimension "C" to be same as dimension "D" with slotted holes 1/8" x 2" in rocker plate. Anchor bolts as detailed on this sheet.



STRINGER SECTION

Note: Blocking is 1" at bearings
Do not use for setting forms.

BOTTOM OF SLAB ELEVATIONS NORTH BOUND

Point	Stn. G	Stn. H	Stn. K	Stn. L	Stn. M	Stn. N
EBrg. Abut. #1	113.99	114.13	114.26	114.19	114.06	113.92
+14'	114.05	114.18	114.32	114.25	114.11	113.98
+28'	114.08	114.21	114.35	114.28	114.15	114.01
+42'	114.09	114.23	114.36	114.29	114.16	114.02
EBrg. Pier #1	114.11	114.25	114.38	114.31	114.18	114.04
+14'	114.15	114.29	114.42	114.36	114.22	114.08
+28'	114.20	114.34	114.47	114.40	114.27	114.13
+42'	114.23	114.37	114.50	114.43	114.30	114.16
+56'	114.24	114.38	114.51	114.45	114.31	114.17
EBrg. Pier #2	114.26	114.40	114.53	114.46	114.33	114.19
+14'	114.30	114.44	114.57	114.50	114.37	114.23
+28'	114.35	114.48	114.62	114.55	114.42	114.28
+42'	114.37	114.51	114.64	114.58	114.44	114.31
EBrg. Abut. #2	114.38	114.52	114.65	114.58	114.45	114.31

BLOCKING

REFERENCES

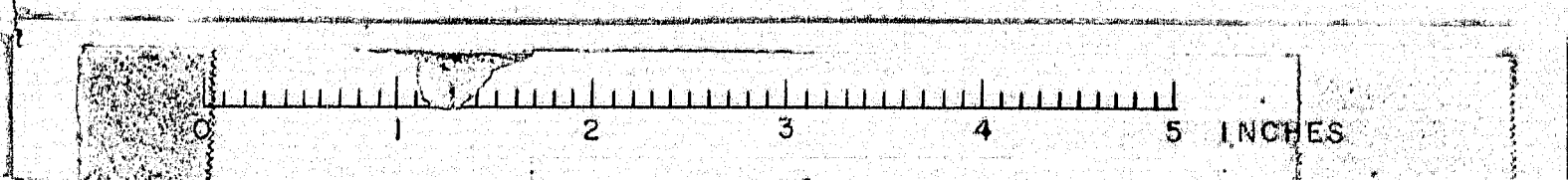
Structural Steel Classification: See Sh #12
Bearing Pedestals: EPB-1 modified, EPB-2 modified, and FPB-2 modified. See Standard Details BD101-64 and Standard Pedestals Modified this sheet.
Beam Splices: See Standard Details BD103-64
Diaphragms: Diaphragms DA are Type A Diaphragms and Diaphragms DB are Type B Diaphragms. See Standard Details BD104-64
Armored Joints: 2 Required. See Standard Details BD104-62, 1/2" opening at 45°
Drains: 10 Required. See Standard Details BD104-64 and Sh #13
N.B. = North Bound

DESIGN-Mc DOUGAL, DET. WIS. BRIDGE NO. 1
TRACE-N.E. BILODEAU, WELL SURVEY-
CHECK-THP, P.M. PLOT-

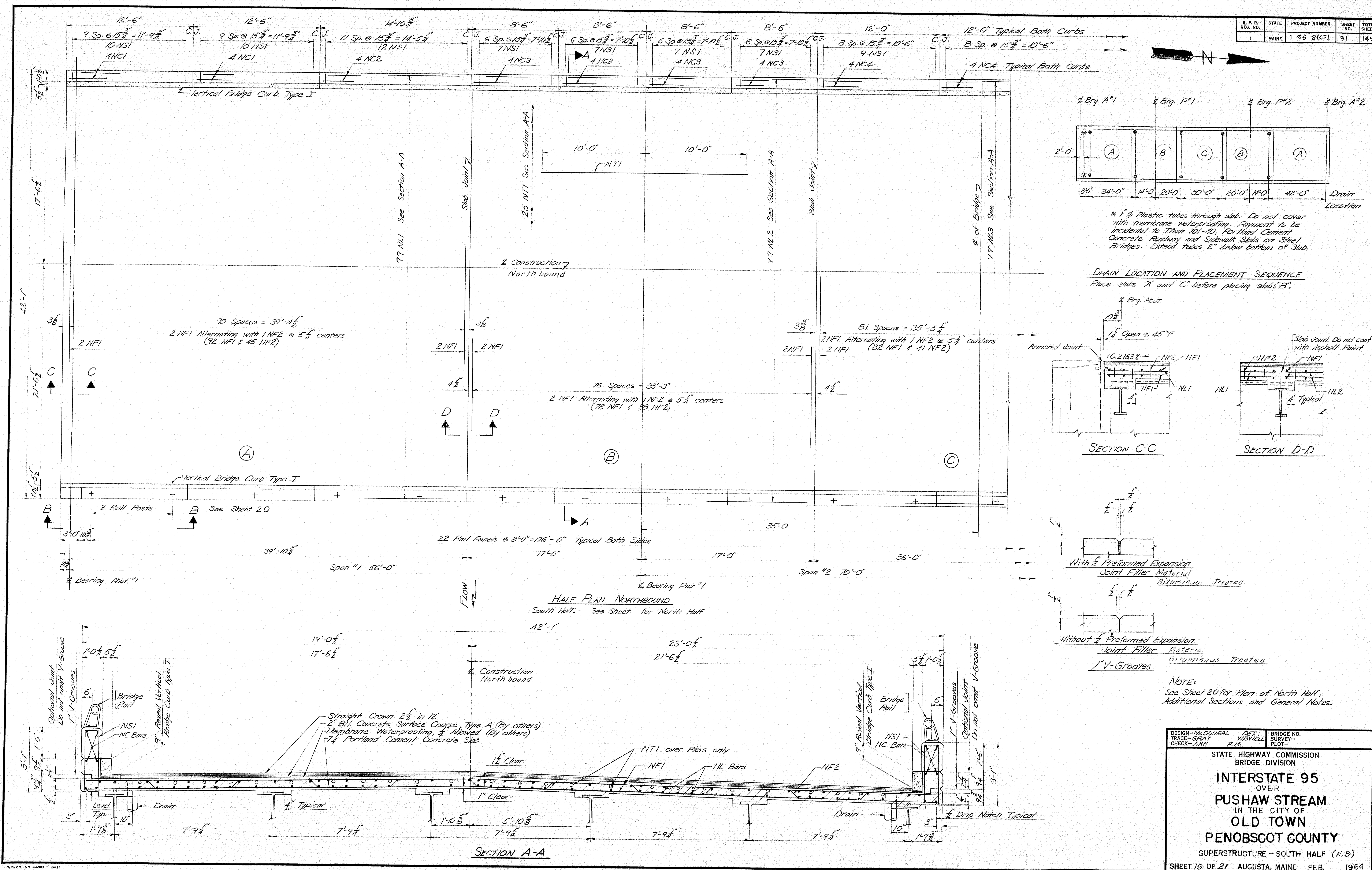
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
PUSHAW STREAM
IN THE CITY OF
OLD TOWN
PENOBSCOT COUNTY
STRUCTURAL STEEL (N.B.)

SHEET 18 OF 21 AUGUSTA, MAINE FEB. 1964



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEET
1	MAINE	95 3(47)	31	145



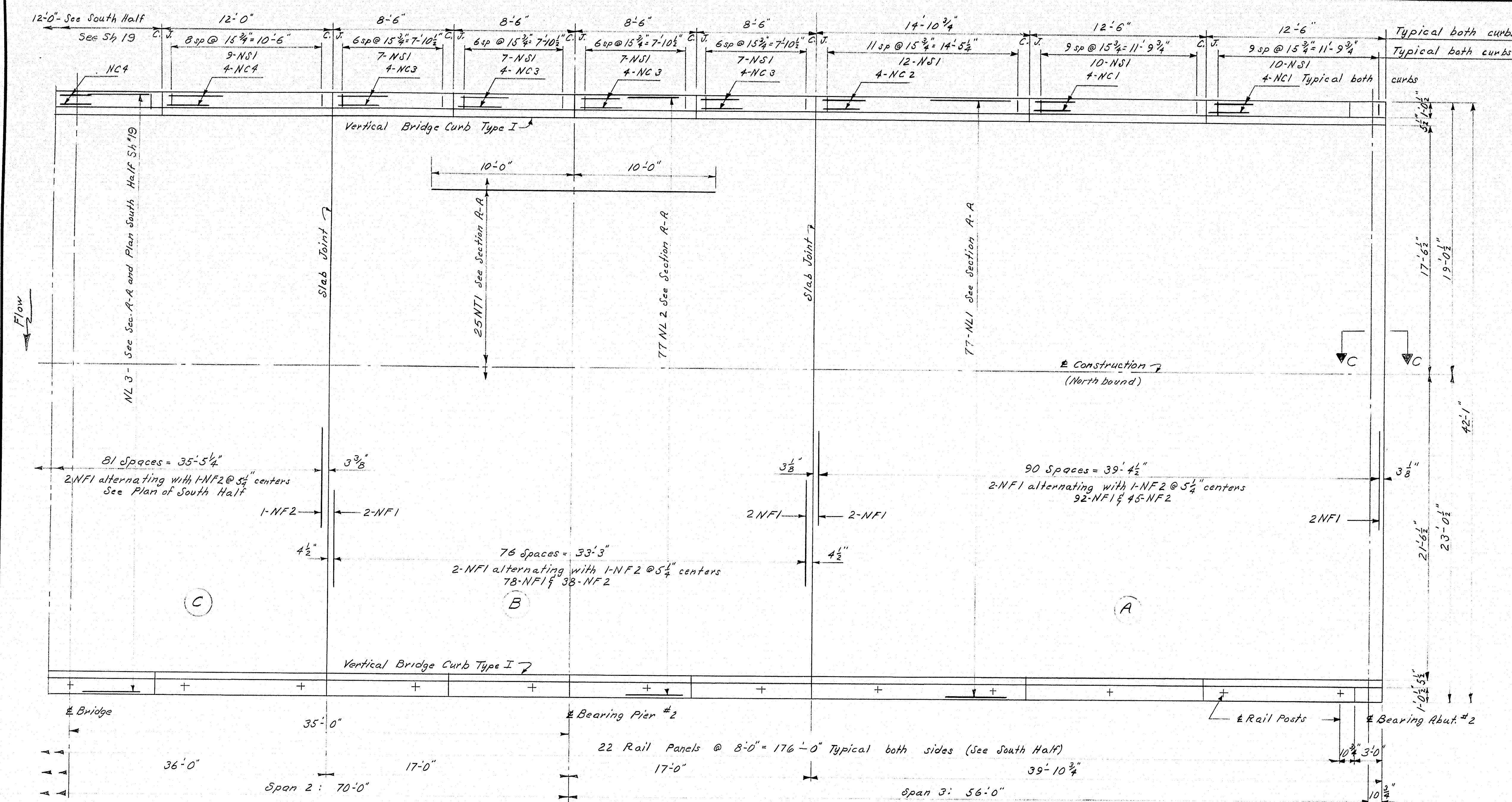
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
PUSHAW STREAM
IN THE CITY OF
OLD TOWN
PENOBSCOT COUNTY

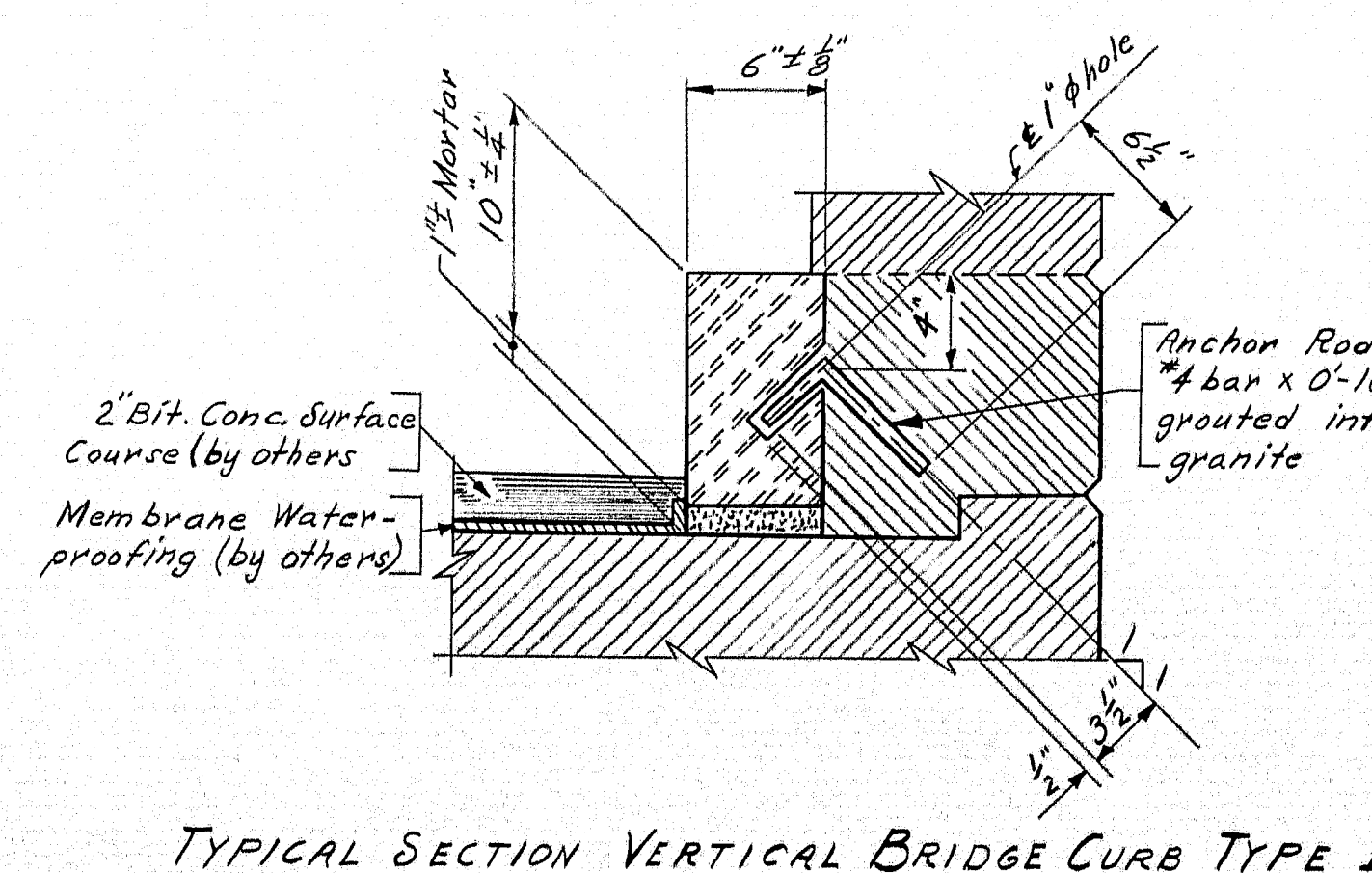
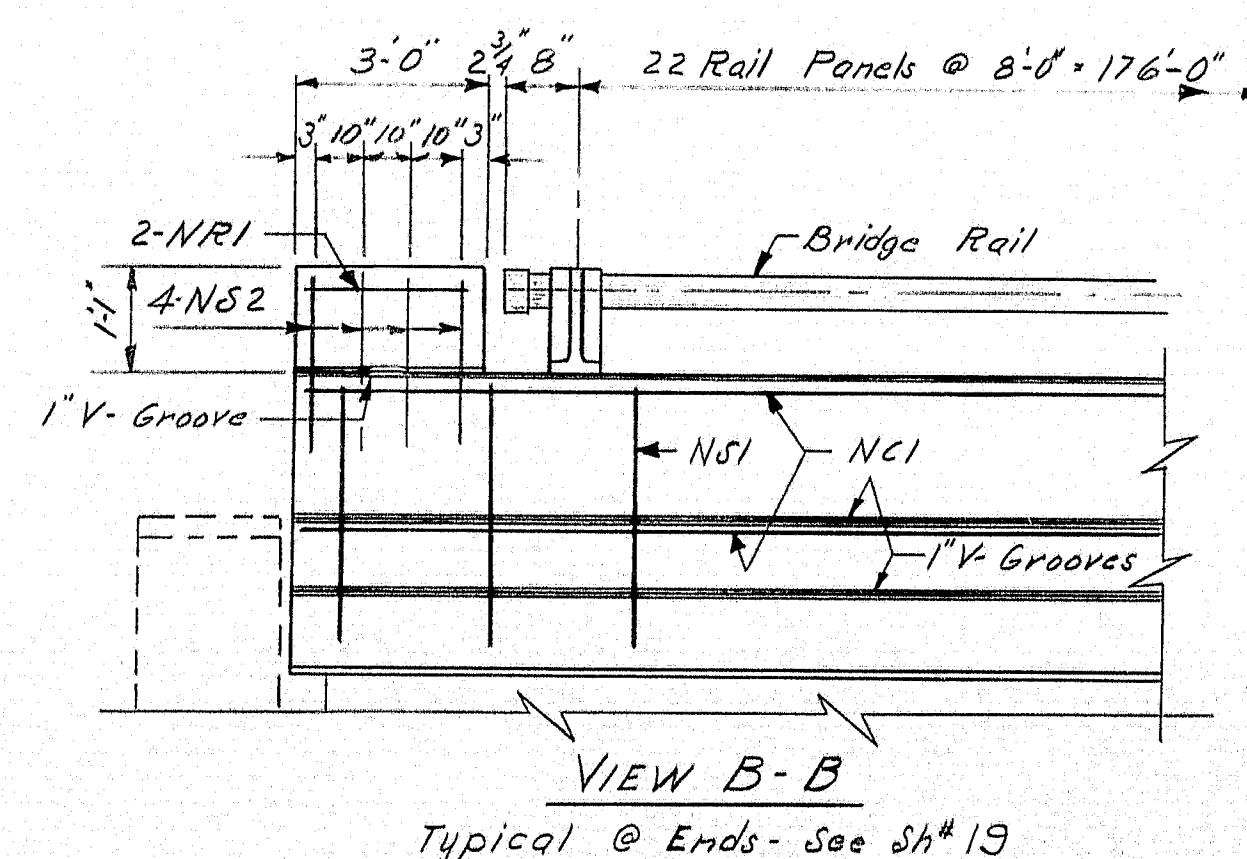
SUPERSTRUCTURE - SOUTH HALF (N.B.)

SHEET 19 OF 21 AUGUSTA, MAINE FEB. 1951

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195 0(47)	32	145



HALF PLAN - NORTH BOUND
North half shown - For South half See Sh. #



REFERENCES AND GENERAL SUPERSTRUCTURE NOTES

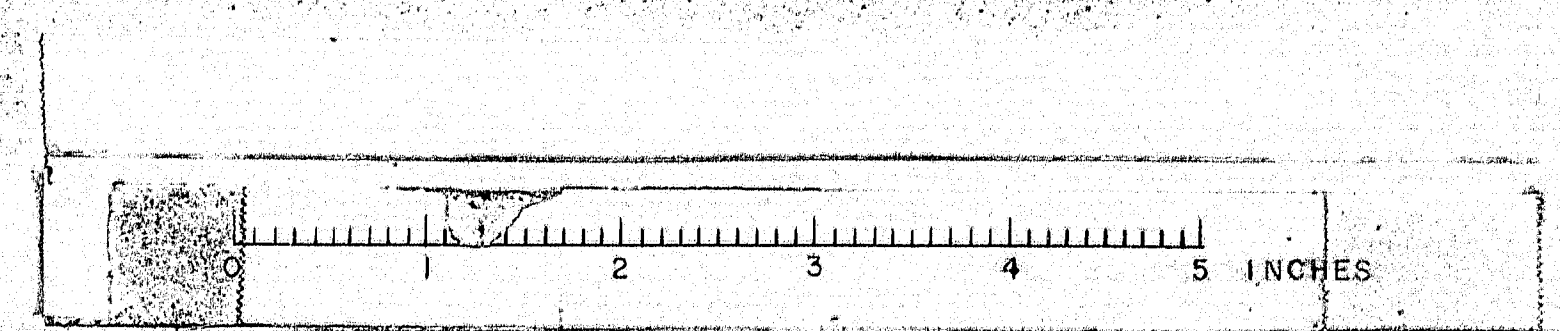
For Armored Joint see Standard Details BD 104-64 sh. #18
For Drain see sh. #19 Standard Details BD 104-64
For Bridge Rail see Standard Details BD 102-64
C.J. on Half Plans indicate a vertical contraction joint in curb and rail parapet.
At contraction joints over piers provide 1/4" preformed expansion joint filler material, bit. treated, between contact surfaces of concrete curb, vertical bridge curb and rail parapets. At all other contraction joints in concrete curb and rail parapet break the bond between the concrete surfaces by coating the contact surface with a suitable grade of asphalt paint. Form a 1" V-Groove on top, inside and outside faces of rail parapet and outside face of curb and slab at each contraction joint.
Provide a joint in the Vertical bridge curb at each contraction joint in the concrete curb and rail parapets.
For Blocking see sh. #18
Reinforcing cover 2" unless otherwise noted.
Use this sheet with sheet #19 for additional sections, rail details, placing sequences, and incidental details.

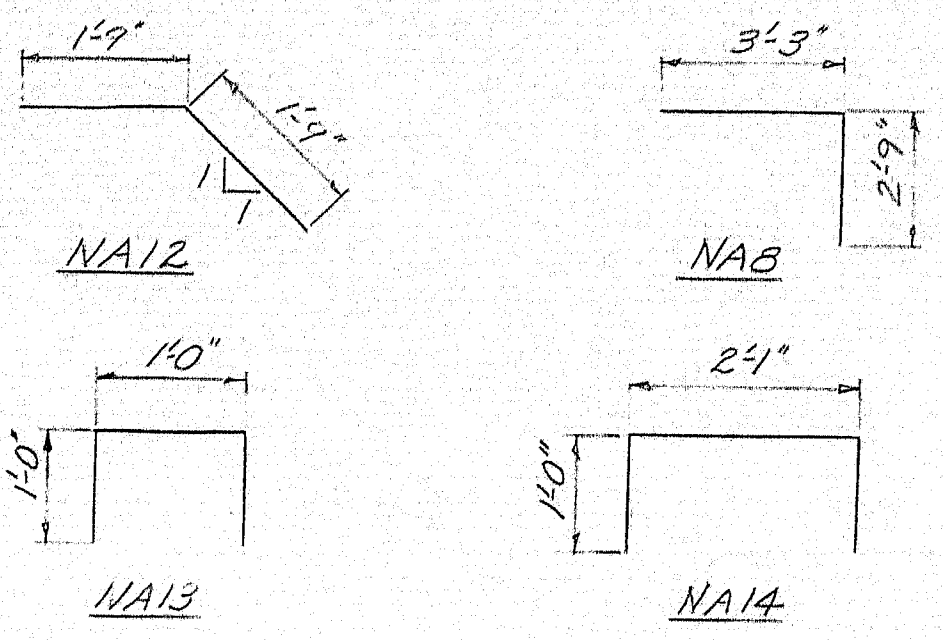
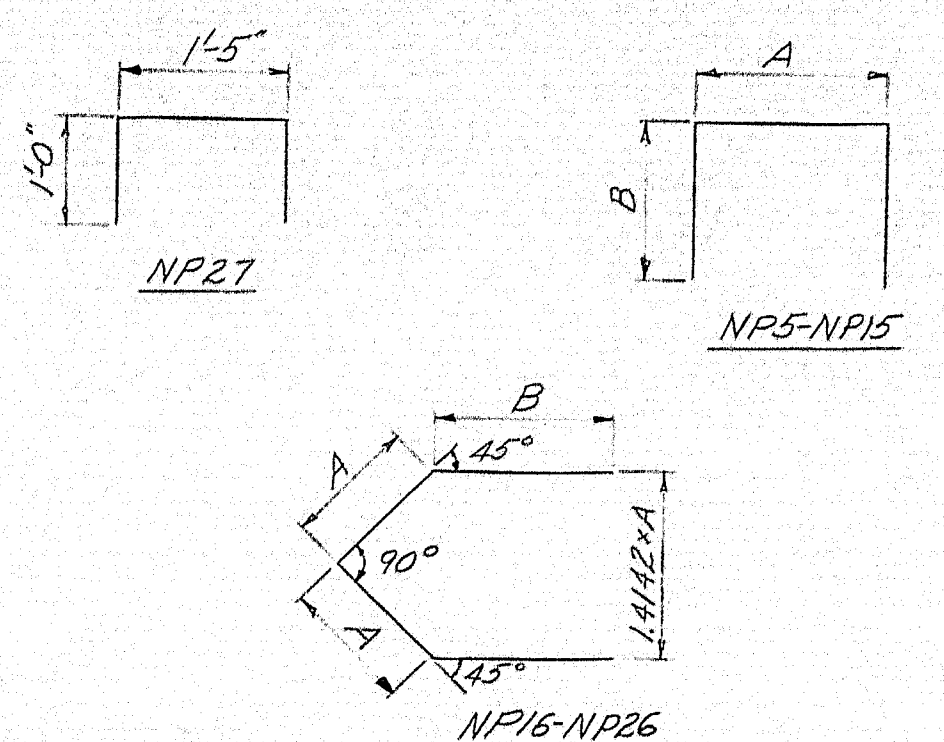
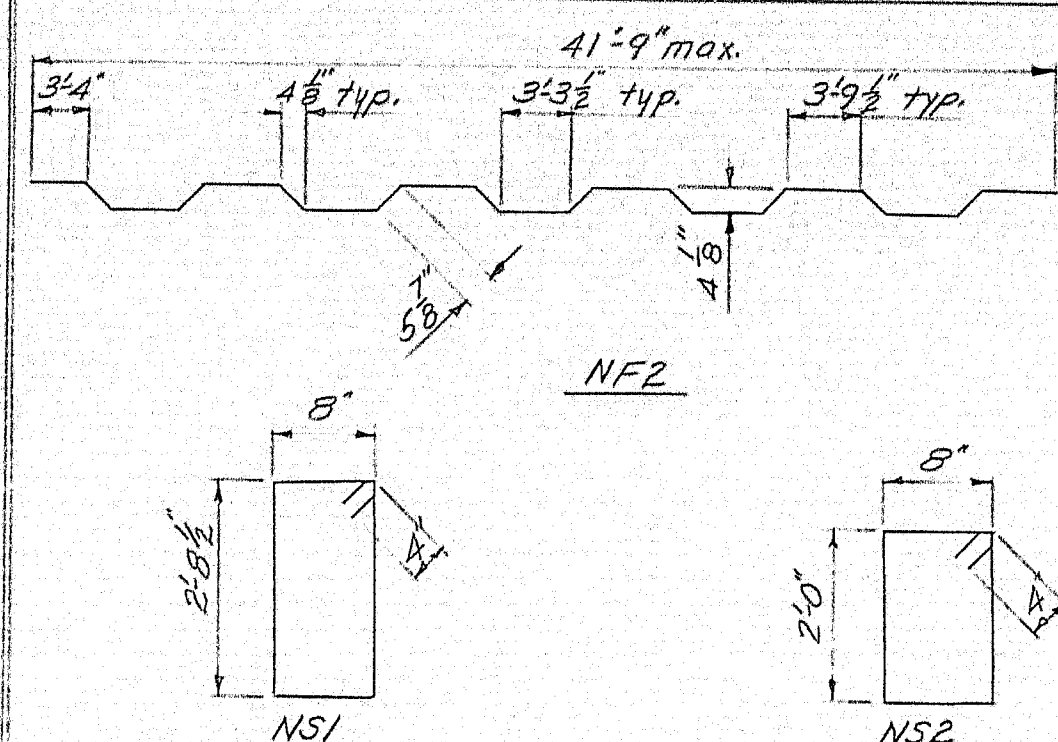
DESIGN - M. DOUGLAS DET. WIS. BRIDGE NO. 195 0(47)
TRACE - M. E. BILLOREAU SURVEY -
CHECK - AMH P.M. PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

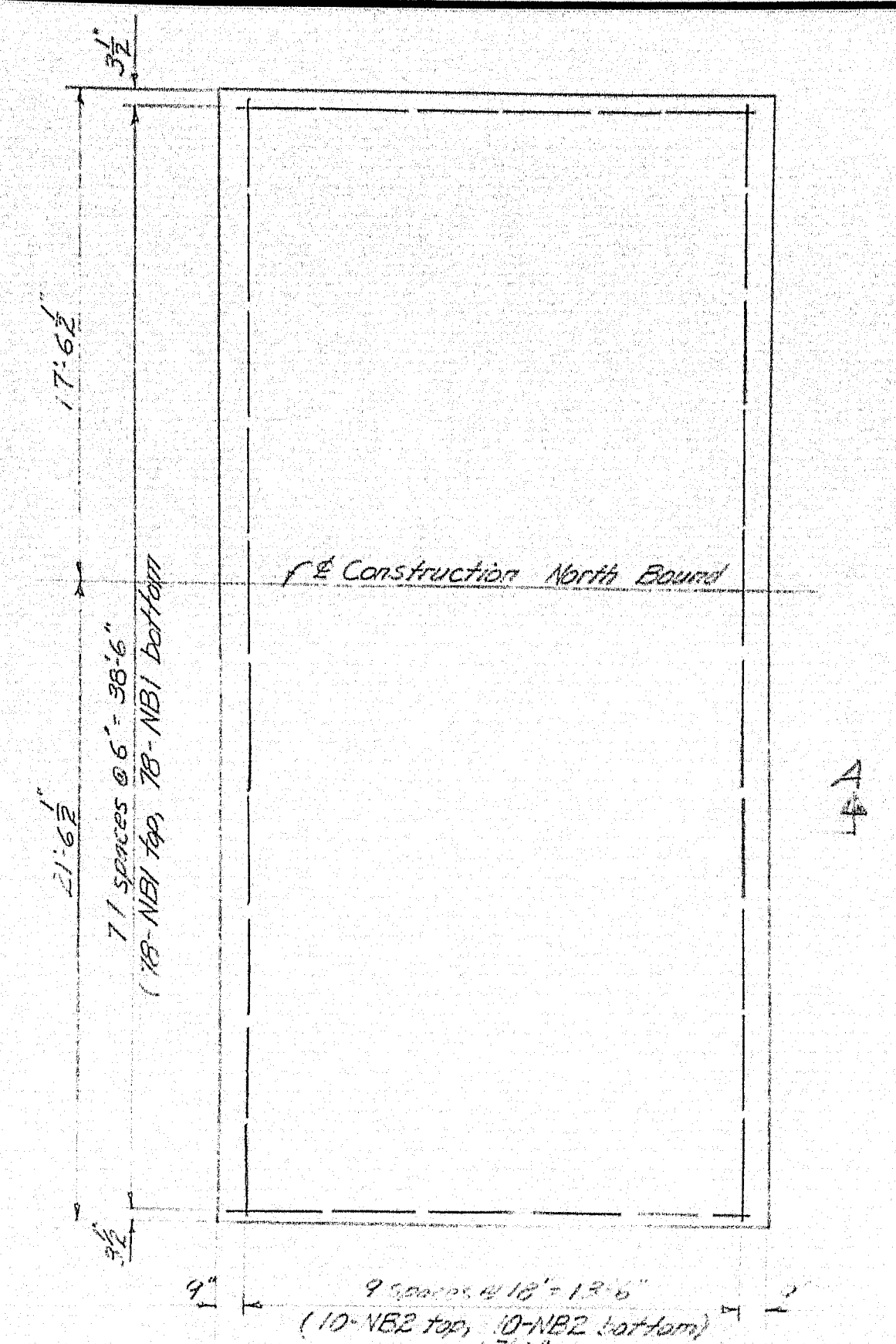
INTERSTATE 95
OVER
PUSHAW STREAM
IN THE CITY OF
OLD TOWN
PENOBSCOT COUNTY
SUPERSTRUCTURE - NORTH HALF (N.B.)

SHEET 20 OF 21 AUGUSTA, MAINE FEB. 1964



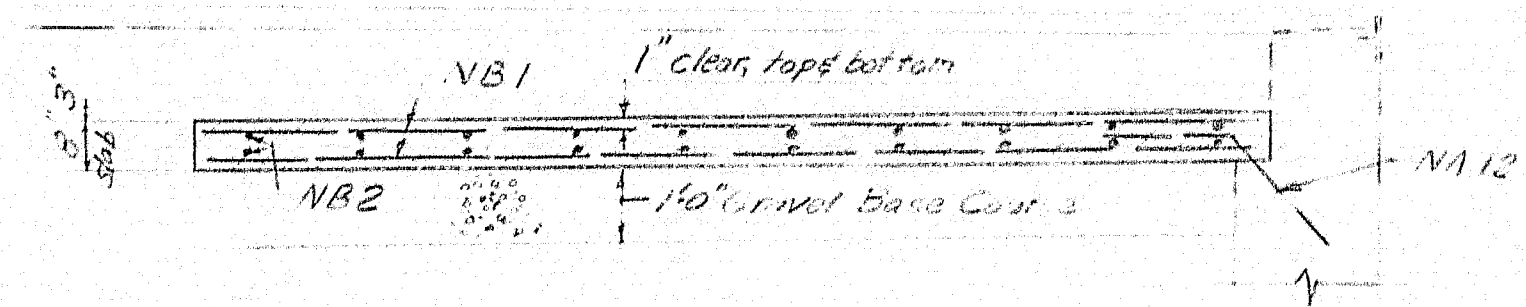
NORTH BOUND REINFORCING STEEL SCHEDULE															
ABUTMENTS & APPROACH SLABS					PIERS					SUPERSTRUCTURE					
															
BENT BARS					BENT BARS					BENT BARS					
Mark	Size	Number	Length	Location	Mark	Size	Number	Dim. A	Dim. B	Length	Mark	Size	Number	Length	Location
NA8	#5	56	6'-0"	Breast Wall	NP5	#5	2	4'-8 3/4"	2'-6"	9'-9"	NF2	#5	207	43'-2"	Slab-transverse
NA12	#6	51	3'-6"	Back Wall	NP6	#5	2	4'-7 1/4"	2'-4 1/2"	7'-4"	NS1	#4	294	7'-5"	Slab-Curb
NA13	#4	24	3'-0"	Bearing Areas	NP7	#5	2	4'-5 1/2"	2'-3"	9'-0"	NS2	#4	16	6'-0"	Rail Parapet-End Post
NA14	#4	24	4'-1"	"	NP8	#5	2	4'-4 1/4"	2'-1 1/2"	8'-7"					
					NP9	#5	2	4'-2 3/4"	2'-0"	8'-3"					
					NP10	#5	2	4'-1 1/4"	1'-10 1/2"	7'-10"					
					NP11	#5	2	3'-11 3/4"	1'-9"	7'-6"					
					NP12	#5	2	3'-10 1/4"	1'-7 1/2"	7'-1"					
					NP13	#5	2	3'-9 3/4"	1'-6"	6'-9"					
					NP14	#5	2	3'-7 1/4"	1'-4 1/2"	6'-4"					
					NP15	#5	2	3'-5 1/2"	1'-3"	6'-0"					
					NP16	#5	2	3'-4"	3'-9"	14'-2"					
					NP17	#5	2	3'-3"	3'-6"	13'-6"					
					NP18	#5	2	3'-2"	3'-5"	12'-10"					
					NP19	#5	2	3'-1"	3'-0"	12'-2"					
					NP20	#5	2	2'-11 1/2"	2'-9"	11'-6"					
					NP21	#5	2	2'-10 3/4"	2'-6"	10'-10"					
					NP22	#5	2	2'-9 1/4"	2'-3"	10'-2"					
					NP23	#5	2	2'-8 1/4"	2'-0"	9'-6"					
					NP24	#5	2	2'-7 1/2"	1'-9"	8'-9"					
					NP25	#5	2	2'-6 1/2"	1'-6"	8'-1"					
					NP26	#5	2	2'-5 1/2"	1'-5"	7'-5"					
					NP27	#5	24	-	-	3'-5"					

Note: Dimensions to $\frac{1}{2}$ of Reinforcing Bars.
All Reinforcing to be Intermediate Grade.



PLAN-APPROACH SLAB NORTH BOUND

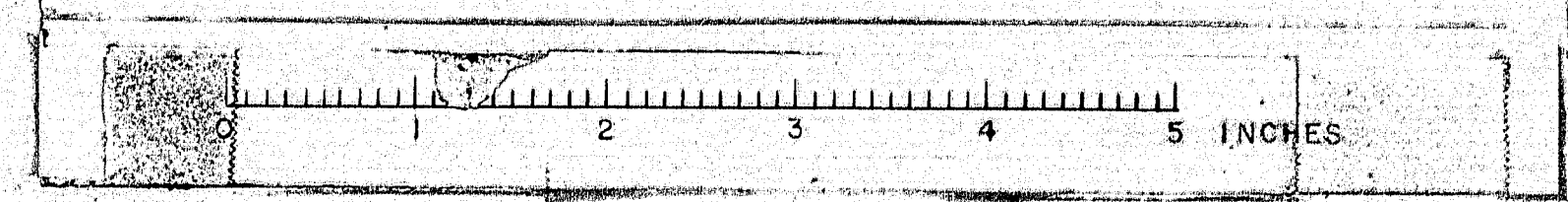
Approach Slab is about 9' above ground for approach slab is about 12' above ground in approach slabs to be paid for under Item 701-35, Portland Cement Concrete, Abutments and Retaining Walls.

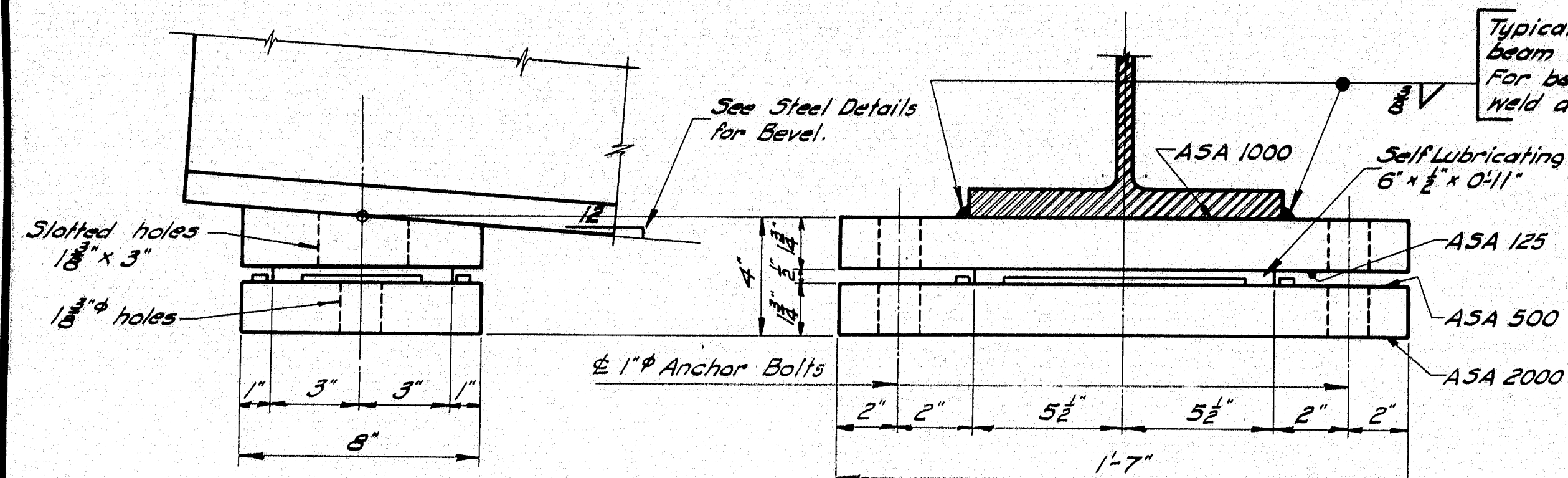


SECTION A-A

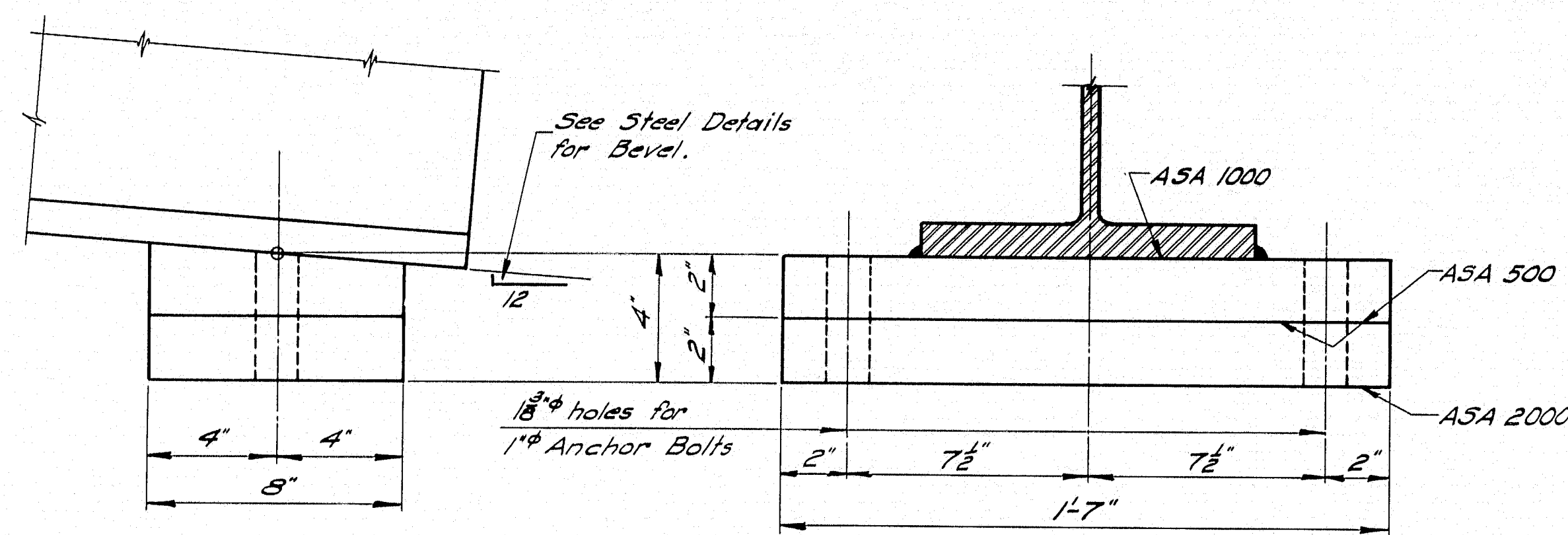
DESIGN- <i>McDougal</i>	CHECK- <i>WISWELL</i>	BRIDGE NO.
TRACE- <i>WISWELL</i>	PLOT- <i>WISWELL</i>	
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
INTERSTATE 95 OVER PUSHAW STREAM IN THE CITY OF OLD TOWN PENOBSCOT COUNTY		
REINFORCING STEEL & APPROACH SLABS (N.B.) SHEET 21 OF 21 AUGUSTA, MAINE FEB. 1964		

M-2100-A

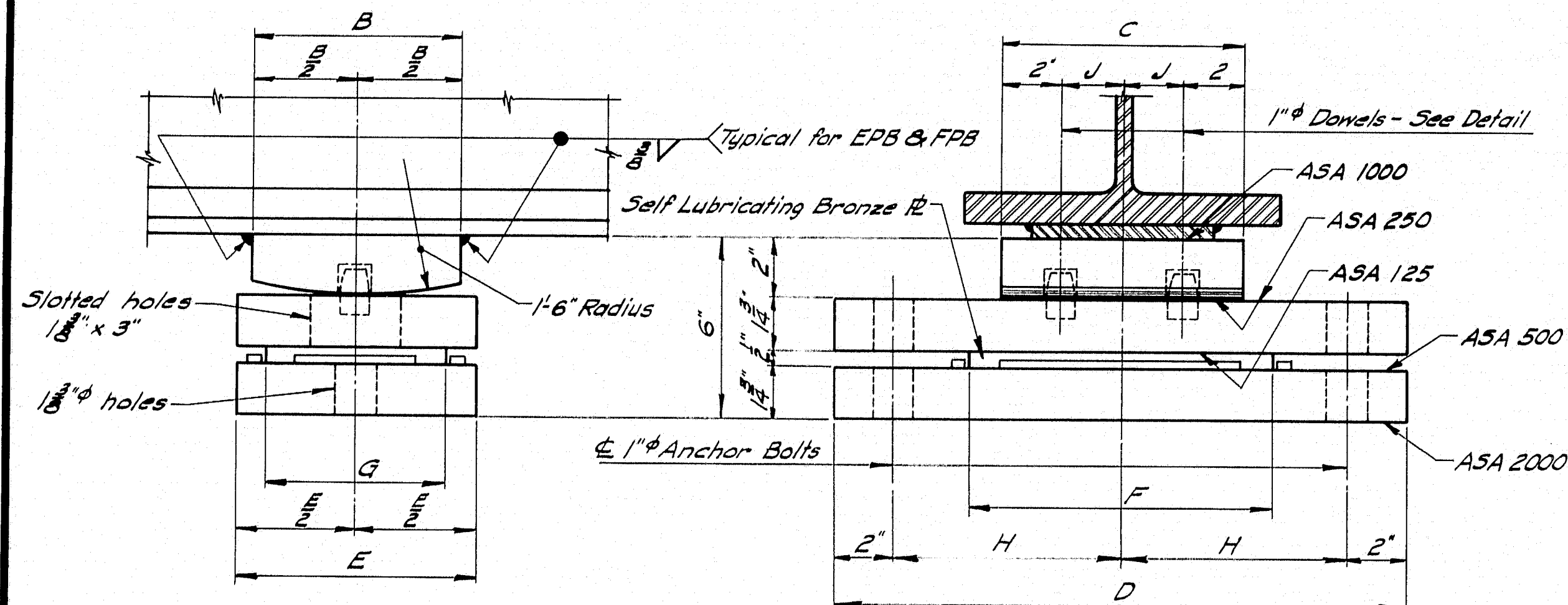




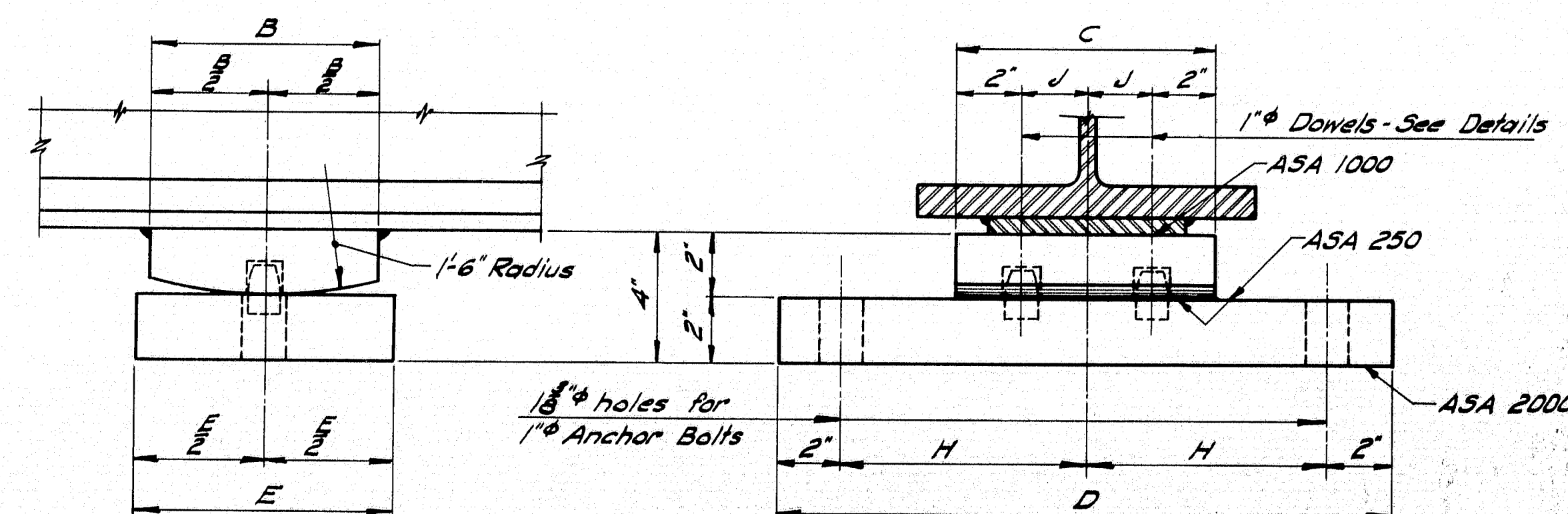
EXPANSION PEDESTAL - EPA



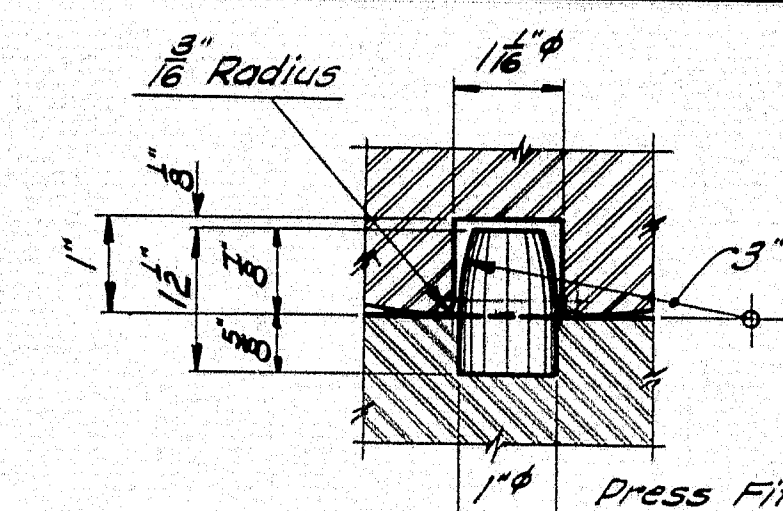
FIXED PEDESTAL - FPA



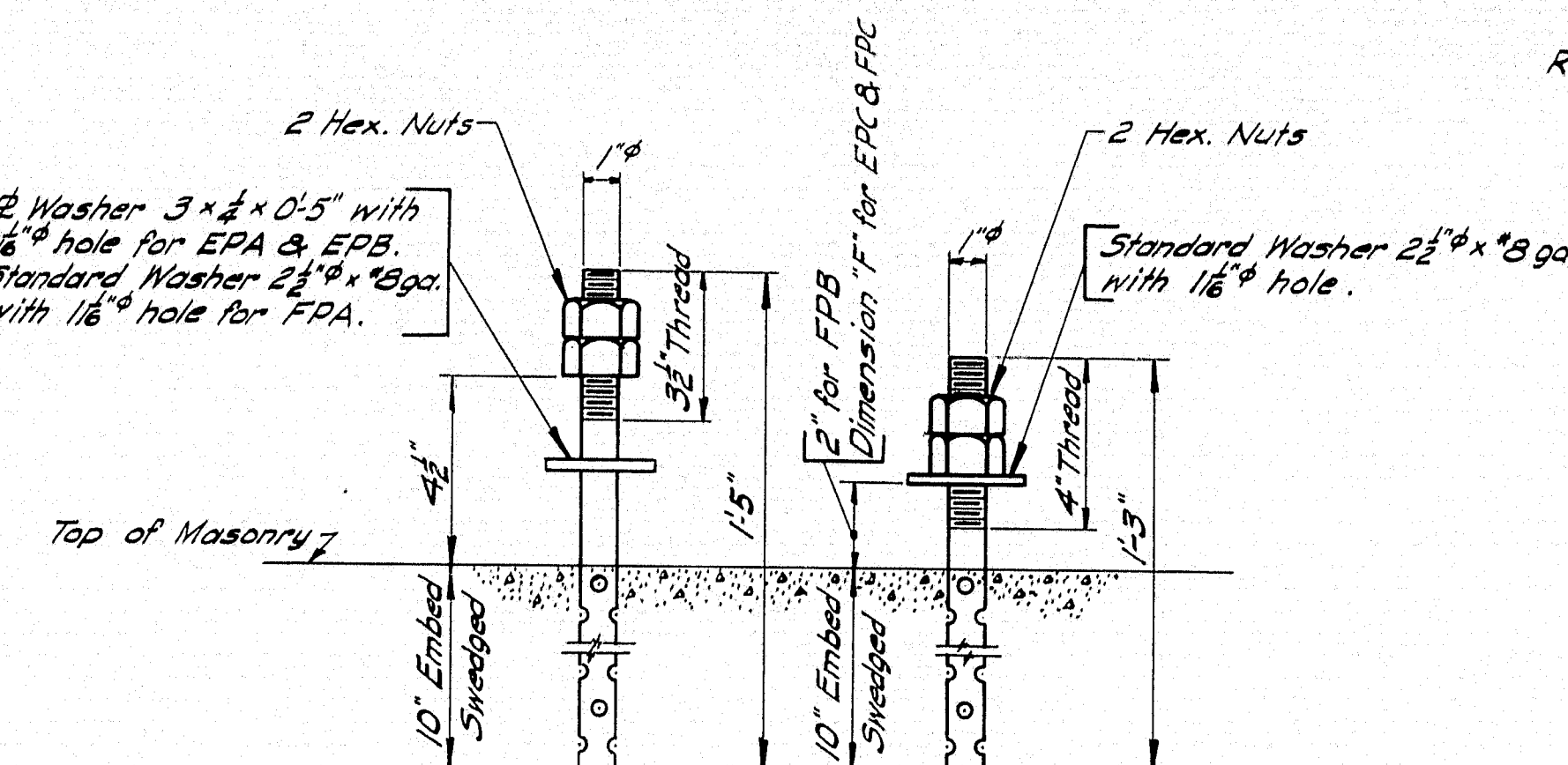
EXPANSION PEDESTAL - EPB



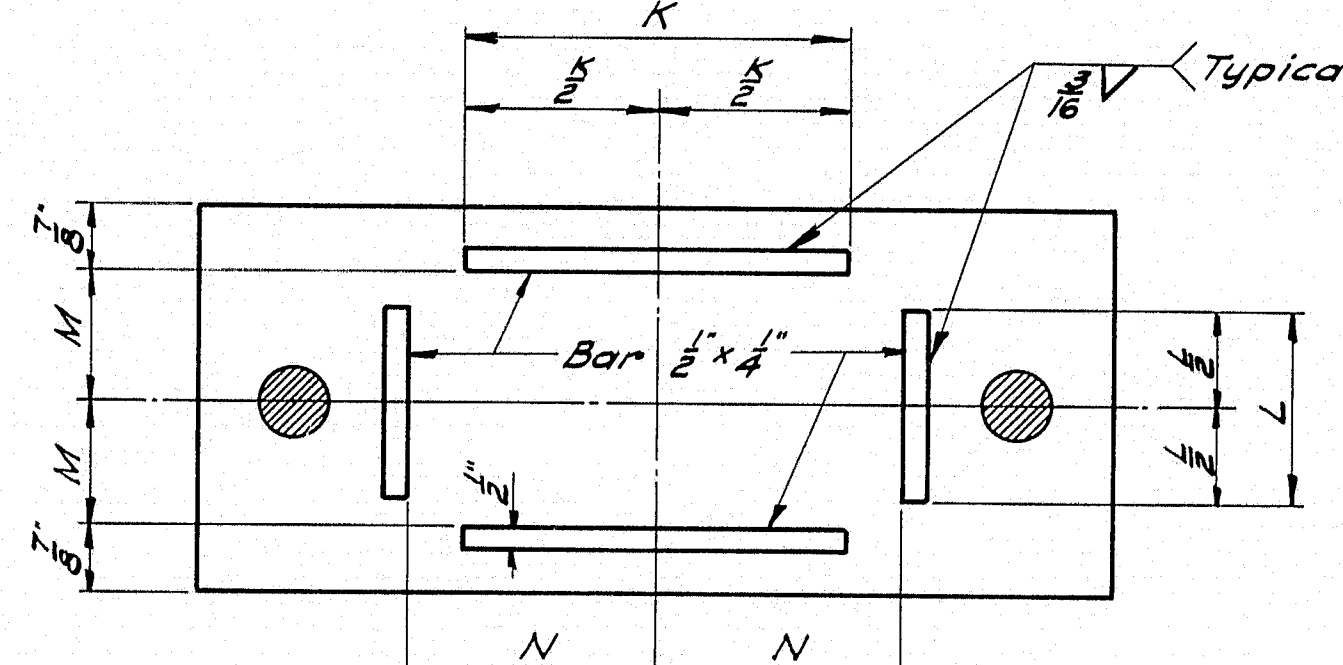
FIXED PEDESTAL - FPB



DOWEL DETAIL

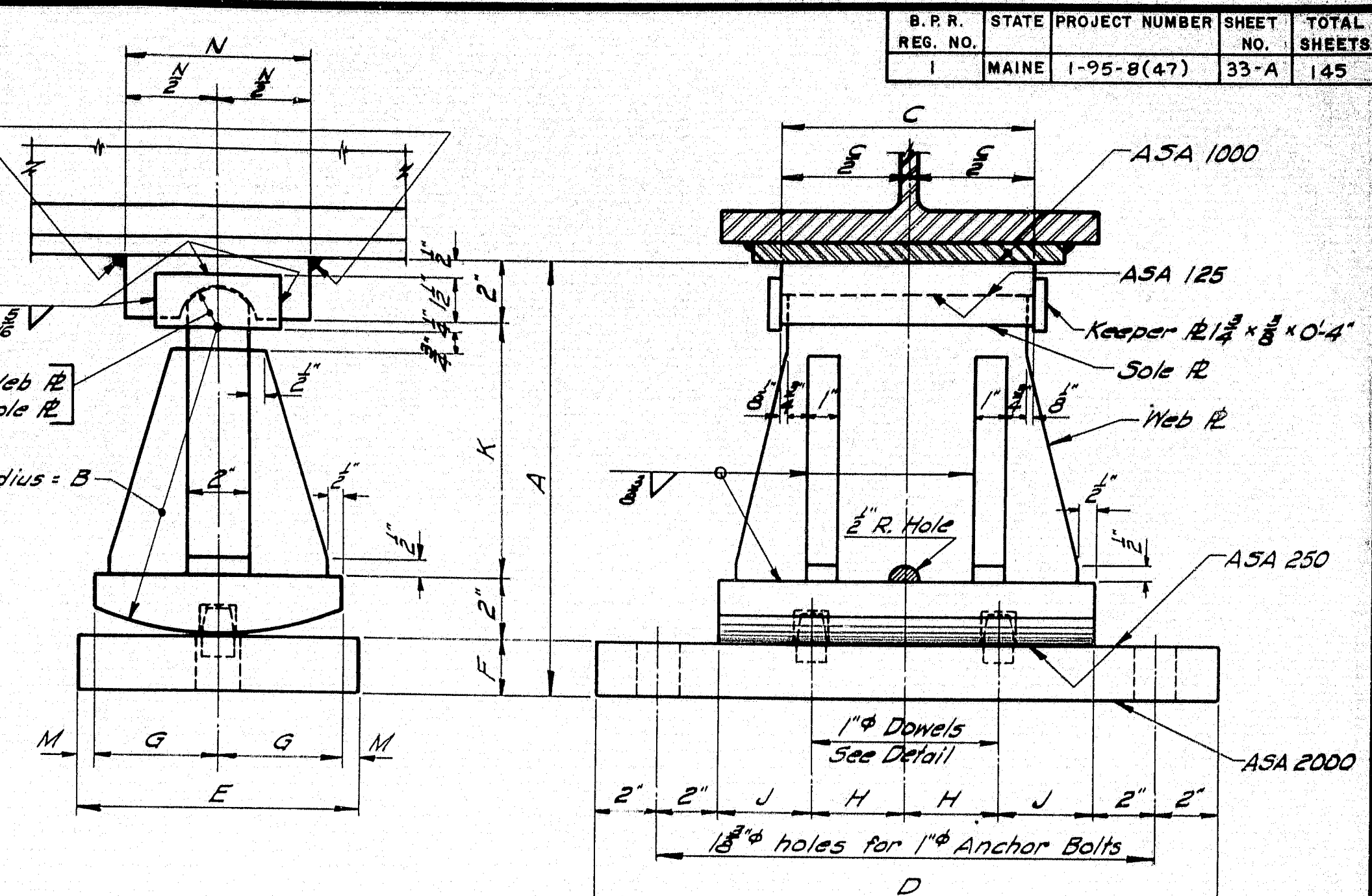


ANCHOR BOLT DETAIL

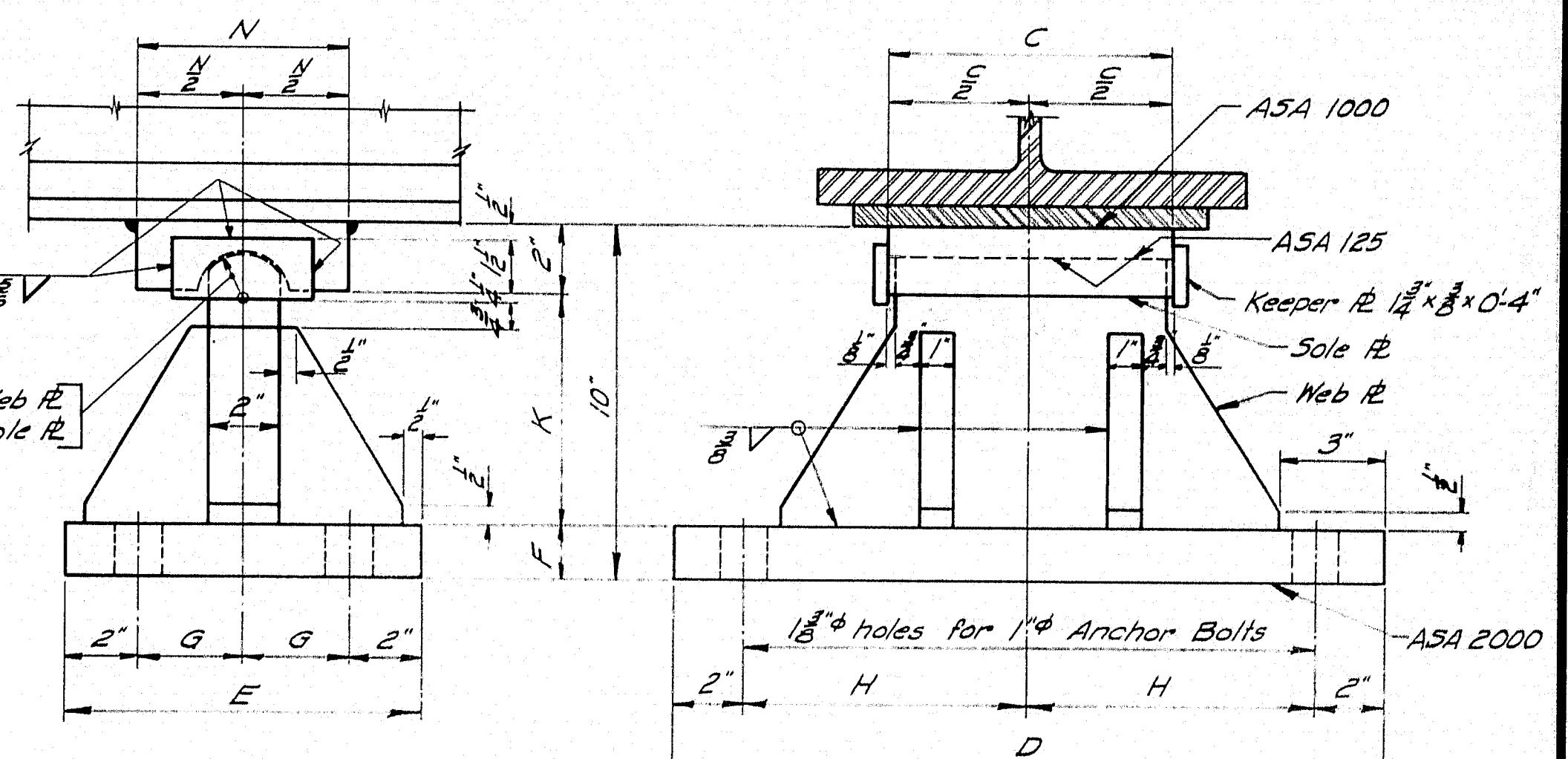


For EPA & EPB
MASONRY PLATE

PEDESTALS - ALLOWABLE LOADS & DIMENSIONS													
Pedestal	Load	A	B	C	D	E	F	G	H	J	K	L	N
EPA	132K	-	-	-	-	-	-	-	-	-	8"	4"	5 1/2"
FPA	130K	-	-	-	-	-	-	-	-	-	-	-	-
EPB-1	120K	-	6"	8"	1-7"	8"	10"	6"	7 1/2"	2"	8"	4"	5 1/2"
EPB-2	165K	-	7"	10"	1-8"	9"	1-0"	7"	8"	3"	10"	5"	6 1/2"
EPB-3	224K	-	8"	1-1"	2-0"	10"	1-4"	7"	10"	4 1/2"	1-2"	5"	6 1/2"
FPB-1	120K	-	6"	8"	1-7"	8"	-	-	7 1/2"	2"	-	-	-
FPB-2	165K	-	7"	10"	1-8"	9"	-	-	8"	3"	-	-	-
FPB-3	224K	-	8"	1-2"	2-0"	10"	-	-	10"	5"	-	-	-
EPC-1	70K	9 1/2"	6"	8"	1-8"	8"	1-1/2"	3 1/2"	3"	3"	4 1/2"	-	6"
EPC-2	100K	1-1/4"	8"	8"	1-8"	8"	1-1/2"	3 1/2"	3"	3"	6 1/2"	-	6"
EPC-3	130K	1-1/2"	10"	8"	1-8"	9"	1-1/2"	4"	3"	3"	8 1/2"	-	7"
EPC-4	160K	1-1/2"	10"	8"	1-10"	9"	1-1/2"	4"	4"	3"	8 1/2"	-	7"
EPC-5	190K	1-1/2"	10"	9"	2-0"	10"	2"	4 1/2"	5"	3"	8 1/2"	-	8"
EPC-6	220K	1-1/2"	1-0"	10"	2-0"	1-0"	2 1/4"	5"	5"	3"	10 1/2"	-	8"
EPC-7	250K	1-1/2"	1-0"	10"	2-2"	1-0"	2 1/4"	5"	5"	4"	10 1/2"	-	8"
FPC-1	100K	-	8"	1-8"	9"	1-1/2"	2 1/2"	8"	-	6 1/2"	-	-	6"
FPC-2	160K	-	8"	1-8"	10"	1-1/2"	3"	8"	-	6 1/2"	-	-	7"
FPC-3	190K	-	9"	2-0"	10"	1-1/2"	3"	10"	-	6 1/2"	-	-	8"
FPC-4	220K	-	1-0"	2-0"	1-0"	1-1/2"	4"	10"	-	6 1/2"	-	-	8"
FPC-5	250K	-	1-0"	2-0"	1-0"	2"	4"	10"	-	6"	-	-	8"



EXPANSION PEDESTAL - EPC



FIXED PEDESTAL - FPC

NOTE: At the location of bearing pedestals the concrete bridge seats shall be dressed one inch larger all around than size of masonry plates and to exact elevations shown on the plans. If dressed areas are below the surface of the surrounding bridge seat a small channel shall be cut to the edge of the bridge seat for drainage where required by the Engineer. Channels shall have a min. width of 2" and min. slope of 1/8" inch per foot. No separate payment for this work will be made as it shall be considered incidental to contract items.

DESIGN SPECIFICATIONS

A.A.S.H.O., Standard Specifications for Highway Bridges, 1961, with Interim Specifications, 1961 & 1962

A.S.T.M. STEEL CLASSIFICATION

Anchor Bolts - A7, A36, or A307
All other - A36.

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

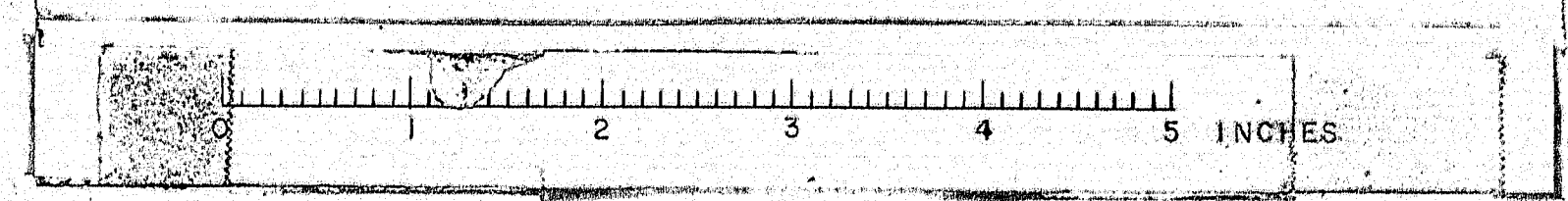
STANDARD DETAILS

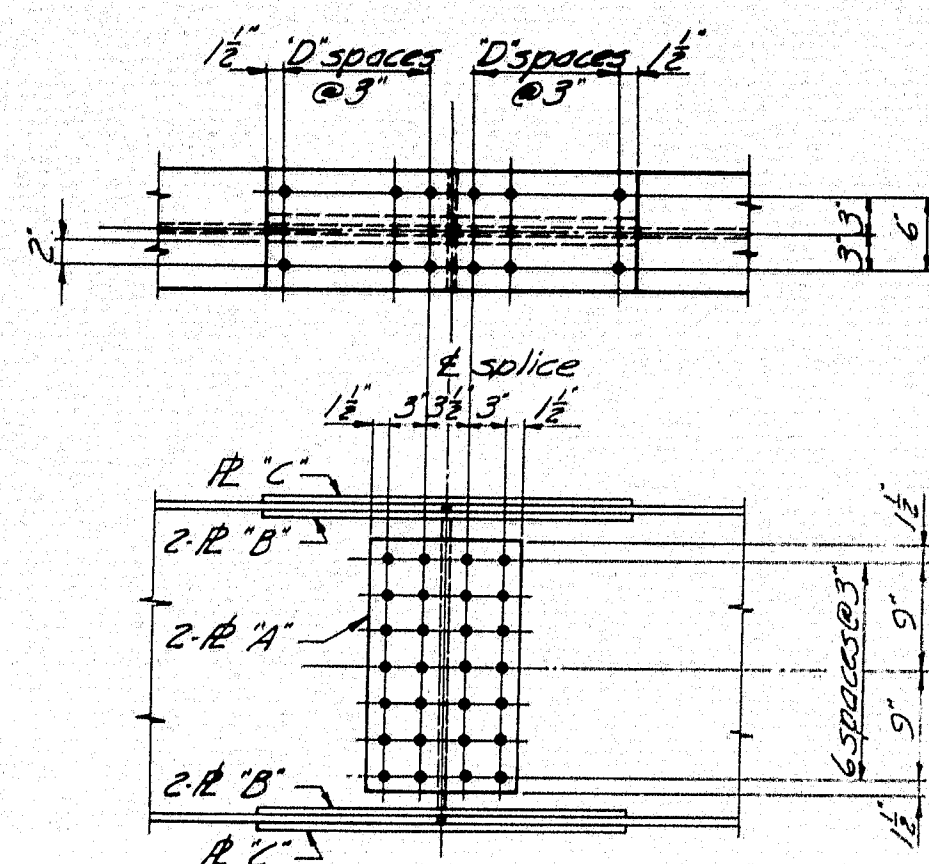
(BD 101-64)

BEARING PEDESTALS

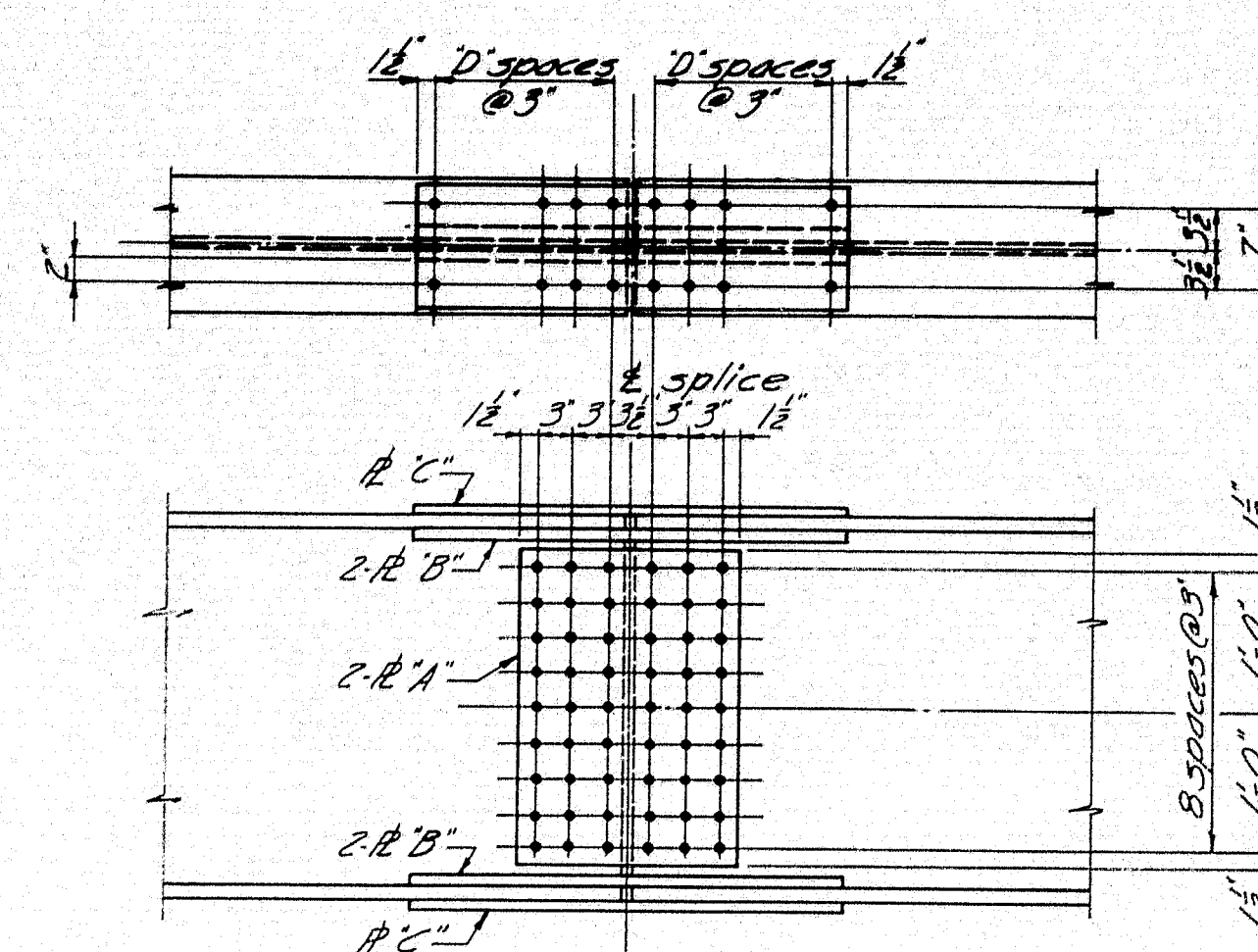
JANUARY 1964

M-2100B

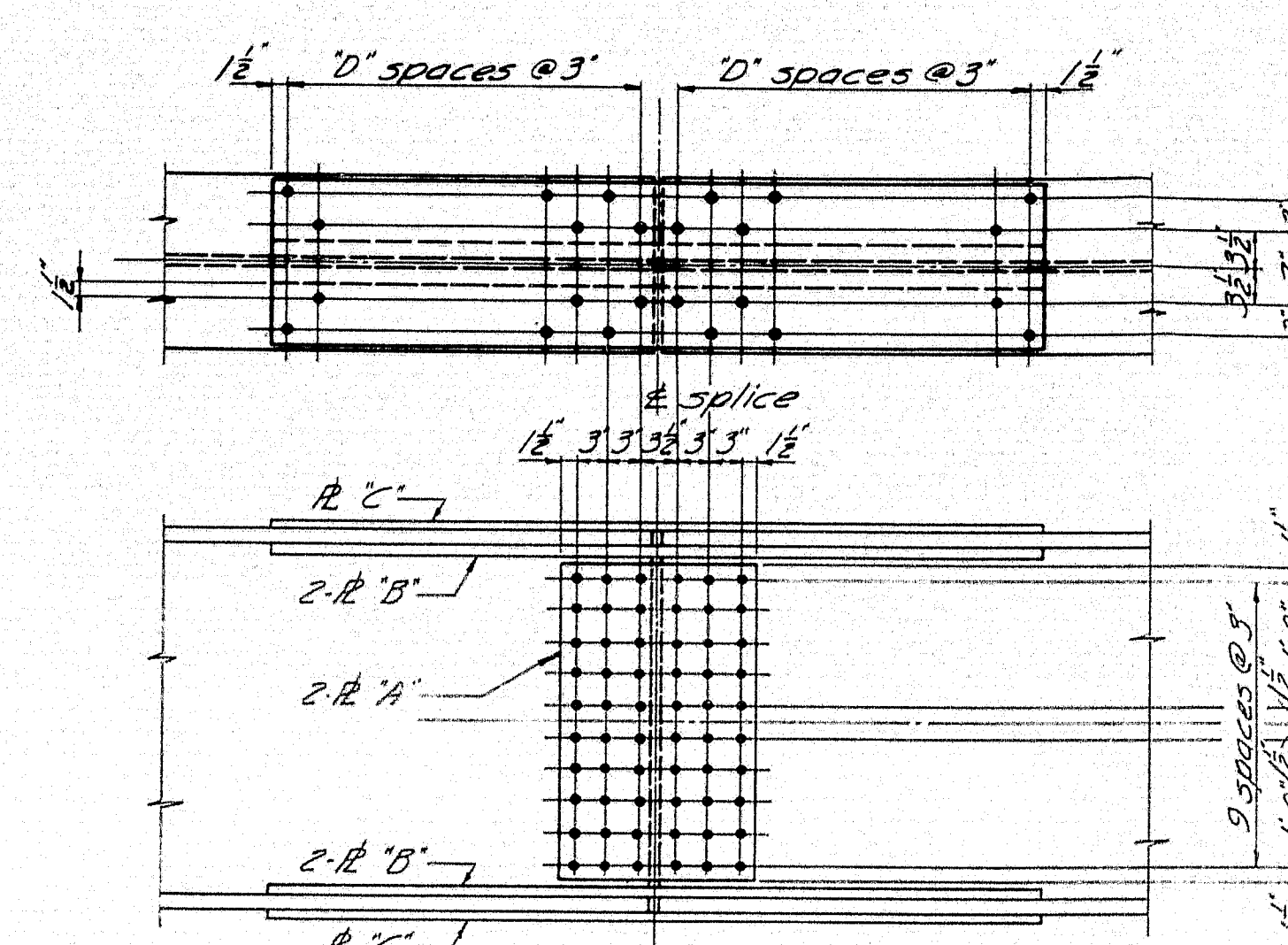




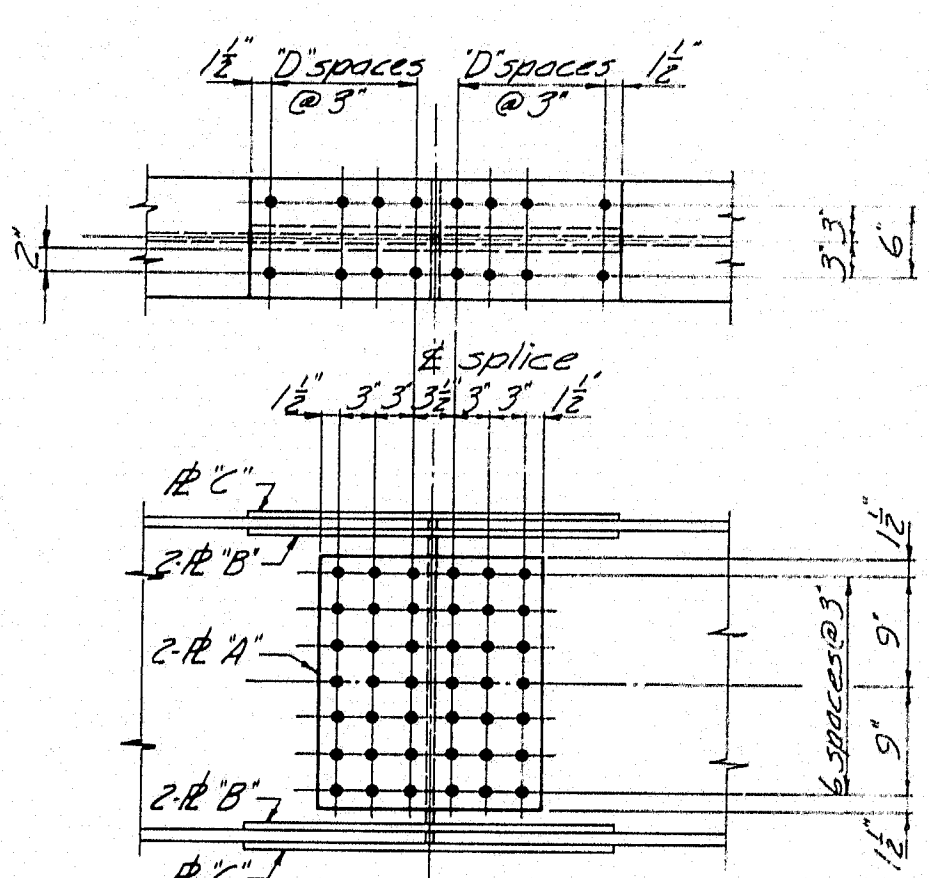
27 WF 84



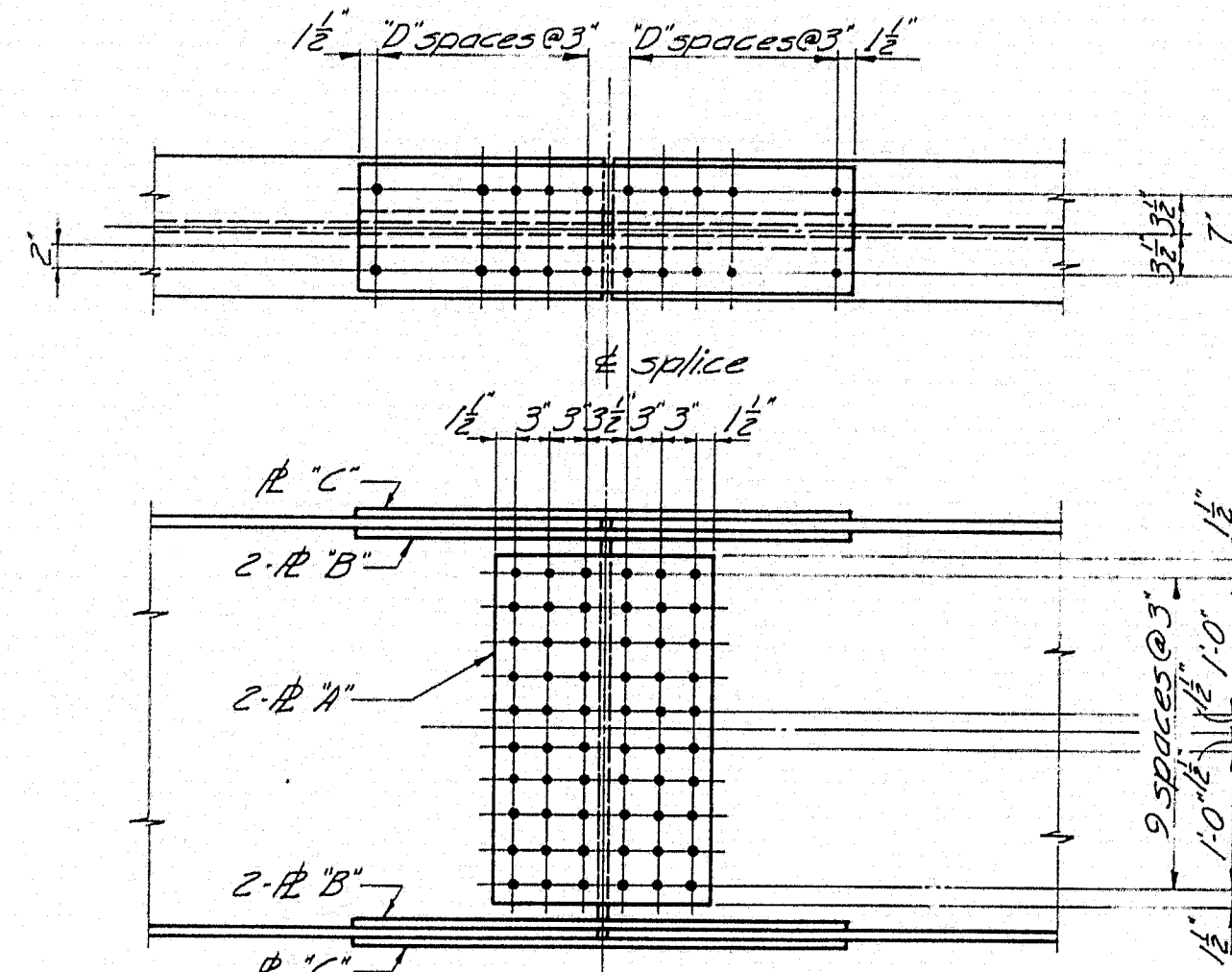
33 WF 118, 130, 141, 152



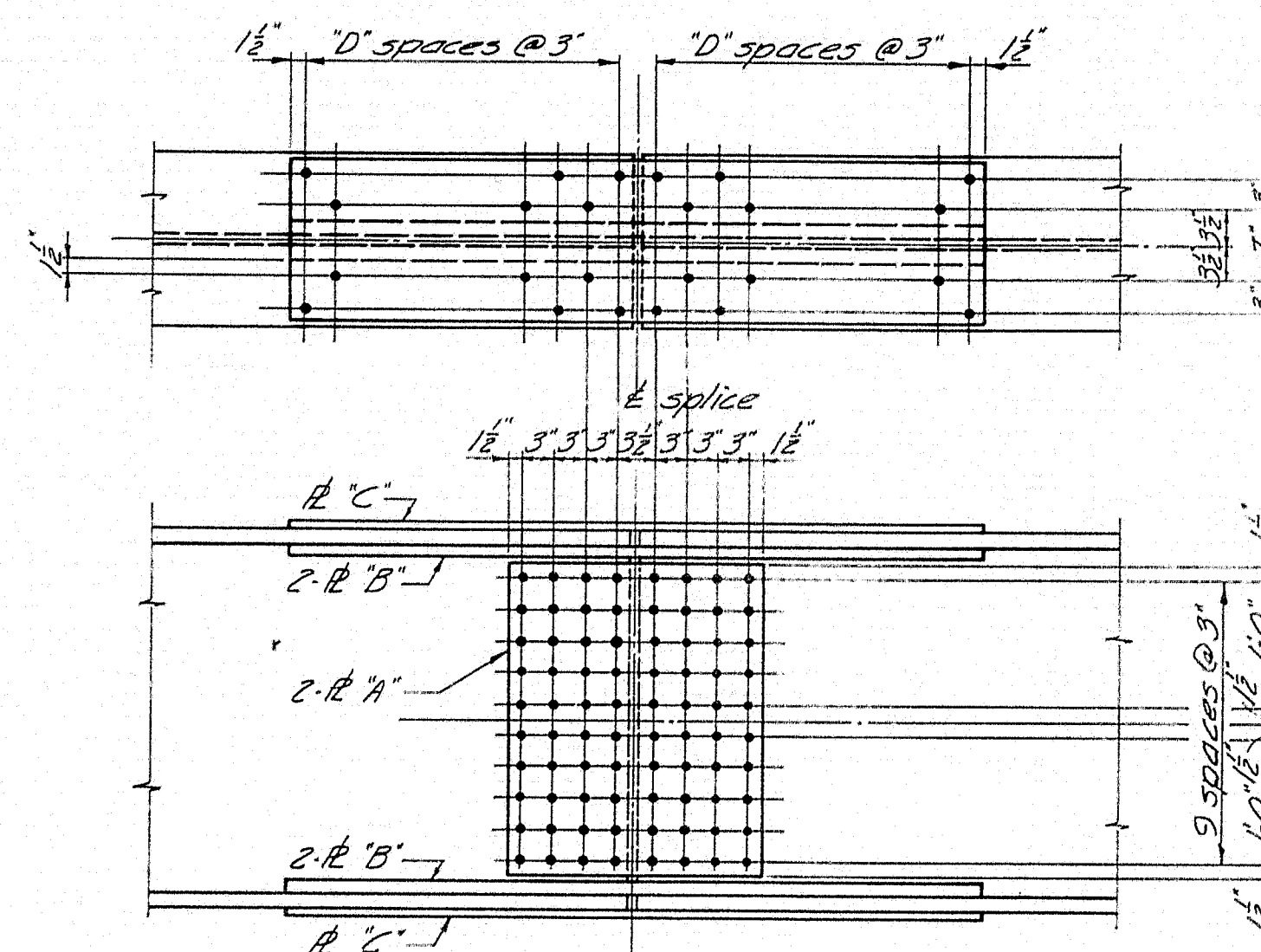
36 WF 245, 280



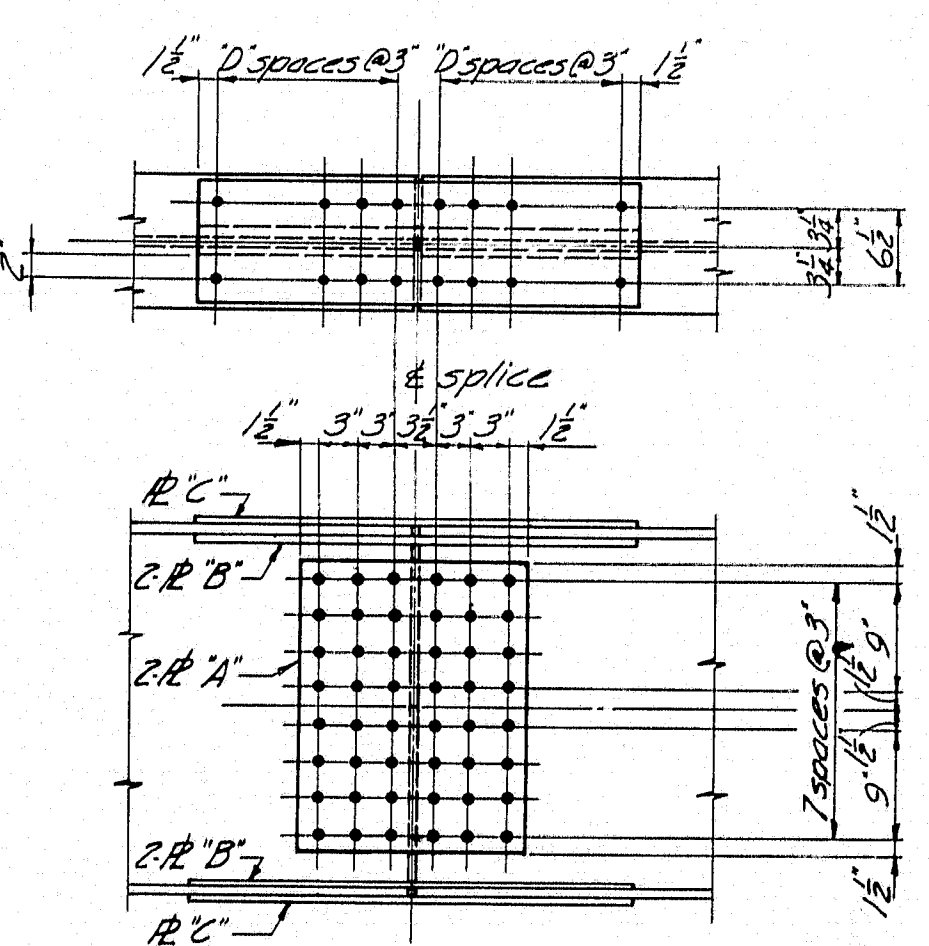
27 WF 94, 102, 114



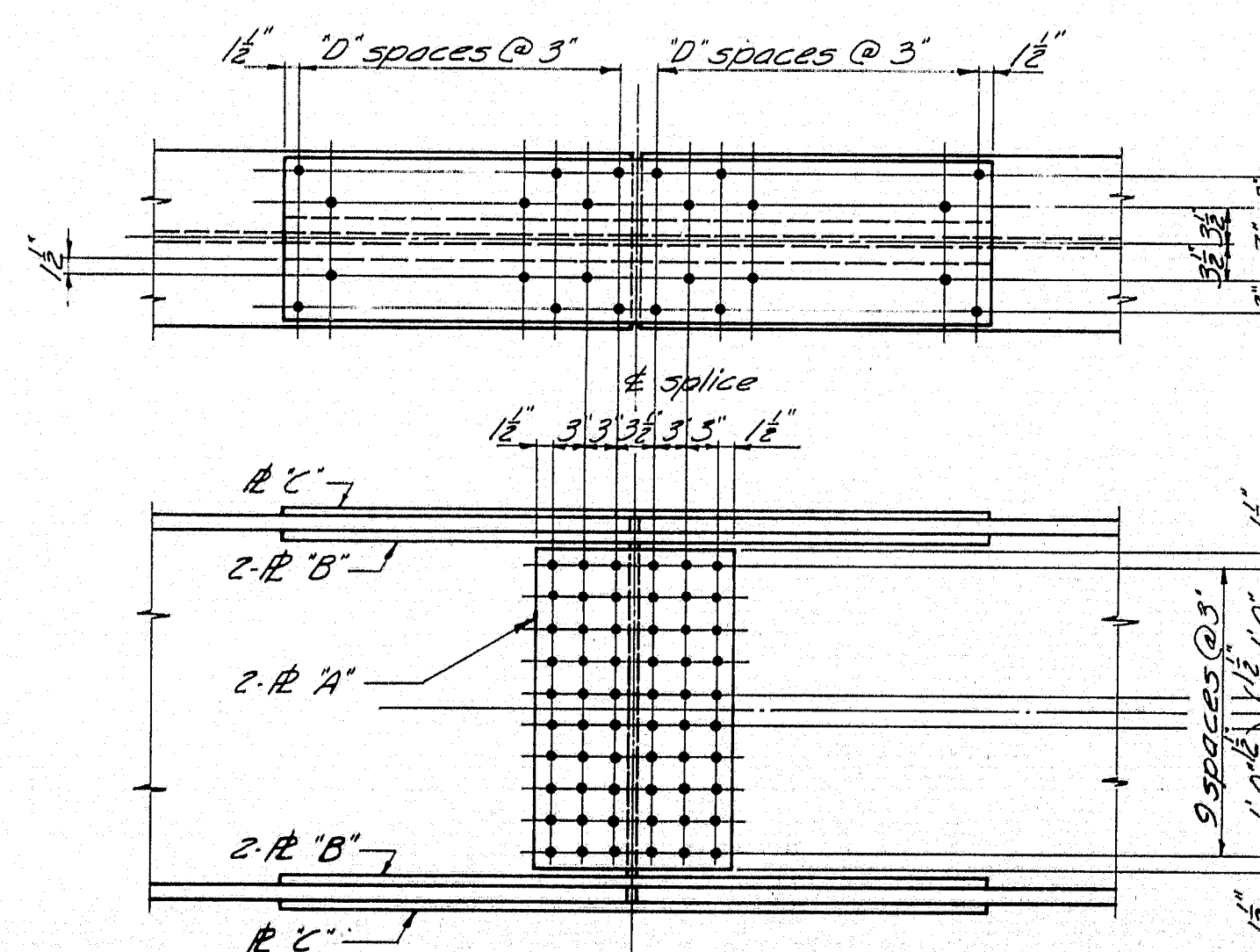
36 WF 135, 150, 160, 170, 182, 194



36 WF 300



30 WF 99, 108, 116, 124, 132



36 WF 230, 260

SPlice DESIGN, PLATES AND FLANGE HOLES						
BEAM	BEND. M.	SHEAR	PLATE "A"	PLATE "B"	PLATE "C"	"D"
27 WF 84	3070*	111*	12 1/2 x 1/2	4 x 1/2	10 x 1/2	3
27 WF 94	3520*	119*	13 1/2 x 1/2	4 x 1/2	10 x 1/2	3
27 WF 102	3862*	126*	14 1/2 x 1/2	4 x 1/2	10 x 1/2	4
27 WF 114	4341*	140*	16 1/2 x 1/2	4 x 1/2	10 x 1/2	4
30 WF 99	3921*	139*	15 1/2 x 1/2	4 x 1/2	10 x 1/2	3
30 WF 108	4360*	147*	16 1/2 x 1/2	4 x 1/2	10 x 1/2	4
30 WF 116	4780*	152*	17 1/2 x 1/2	4 x 1/2	10 x 1/2	4
30 WF 124	5170*	159*	18 1/2 x 1/2	4 x 1/2	10 x 1/2	4
30 WF 132	5539*	168*	19 1/2 x 1/2	4 x 1/2	10 x 1/2	5
33 WF 118	5287*	164*	18 1/2 x 1/2	4 x 1/2	11 x 1/2	4
33 WF 130	5978*	173*	19 1/2 x 1/2	4 x 1/2	11 x 1/2	5
33 WF 141	6604*	181*	20 1/2 x 1/2	4 x 1/2	11 x 1/2	5
33 WF 152	7193*	191*	21 1/2 x 1/2	4 x 1/2	11 x 1/2	6
36 WF 135	6473*	191*	18 1/2 x 1/2	4 x 1/2	11 x 1/2	4
36 WF 150	7436*	202*	19 1/2 x 1/2	4 x 1/2	11 x 1/2	5
36 WF 160	8005*	212*	20 1/2 x 1/2	4 x 1/2	11 x 1/2	6
36 WF 170	8574*	221*	21 1/2 x 1/2	4 x 1/2	11 x 1/2	6
36 WF 182	9204*	237*	22 1/2 x 1/2	4 x 1/2	11 x 1/2	7
36 WF 194	9838*	253*	23 1/2 x 1/2	4 x 1/2	11 x 1/2	8
36 WF 230	12574*	247*	24 1/2 x 1/2	6 x 1/2	16 x 1/2	10
36 WF 245	13441*	260*	25 1/2 x 1/2	6 x 1/2	16 x 1/2	11
36 WF 260	14330*	276*	26 1/2 x 1/2	6 x 1/2	16 x 1/2	12
36 WF 280	15551*	291*	28 1/2 x 1/2	6 x 1/2	16 x 1/2	13
36 WF 300	16676*	312*	30 1/2 x 1/2	6 x 1/2	16 x 1/2	14

GENERAL NOTES

1. Splice connections to be made with 5/8" high tensile strength bolts. Holes to be 1/8" ϕ .
2. The design bending moment is 90% of the net resisting moment of the beam with an allowable stress of 20,000 p.s.i. The design shear is 75% of the shear strength of the gross section of the web with an allowable stress of 12,000 p.s.i.
3. If beams of different sizes are to be spliced, use splice details shown for the smaller of the beams being spliced unless otherwise directed by design details. See design details for filler thickness. Place fillers to limits of splice plates only, with no extensions.
4. See design details for slopes of beams in order to correctly fabricate bevels at the splices.

A.S.T.M. STEEL CLASSIFICATION

High Tensile Strength Bolts A-325
Splice Plates A-36

DESIGN SPECIFICATIONS

AA540 Standard Specifications for Highway Bridges, 1961 with Interim Specifications, 1961 & 1962

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS
(BD 103-64)

BEAM SPLICES

JANUARY 1964

M-2100D

