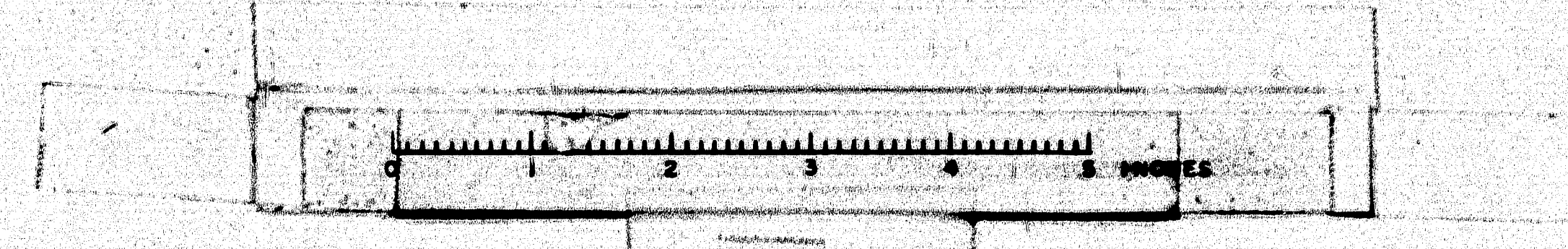
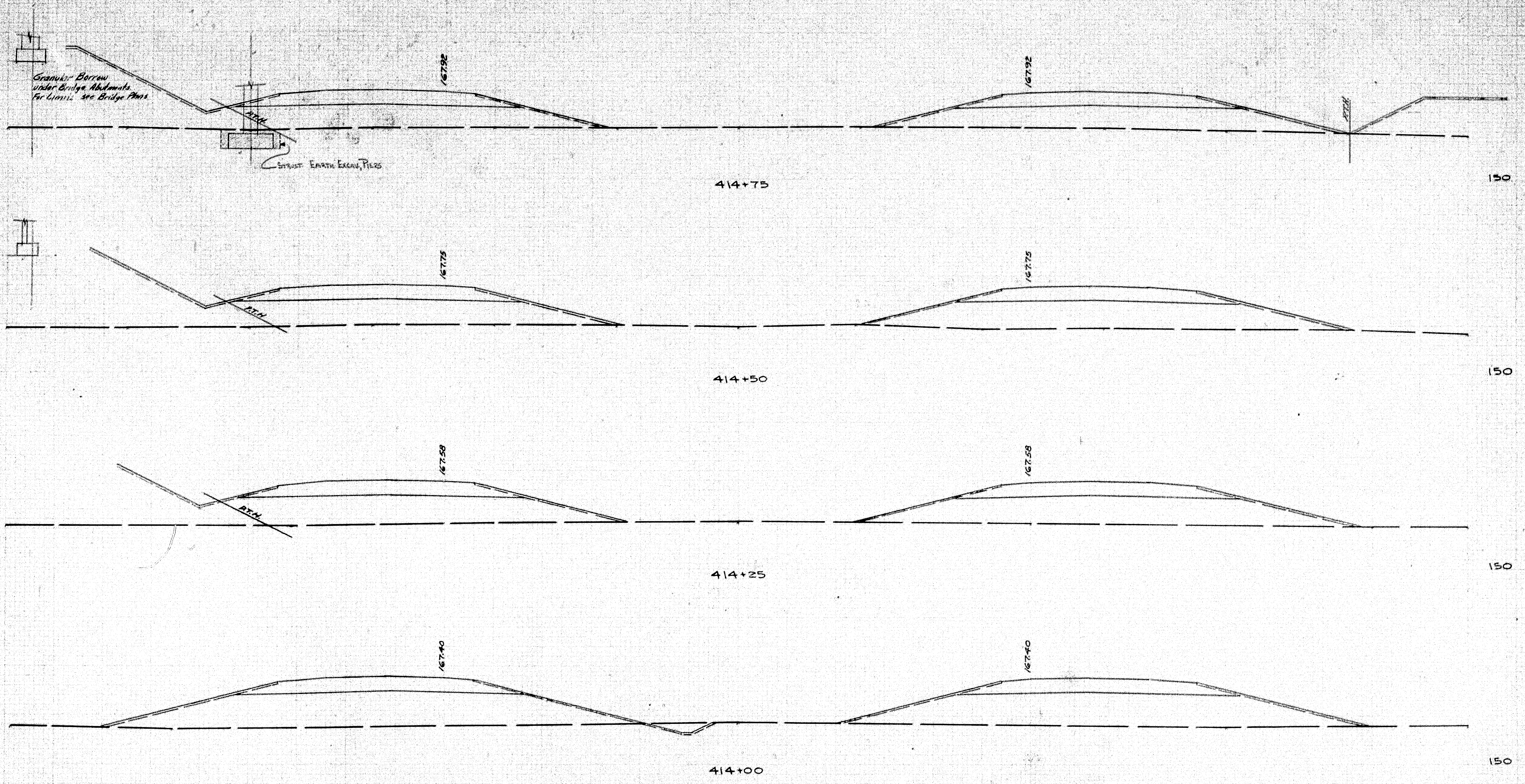
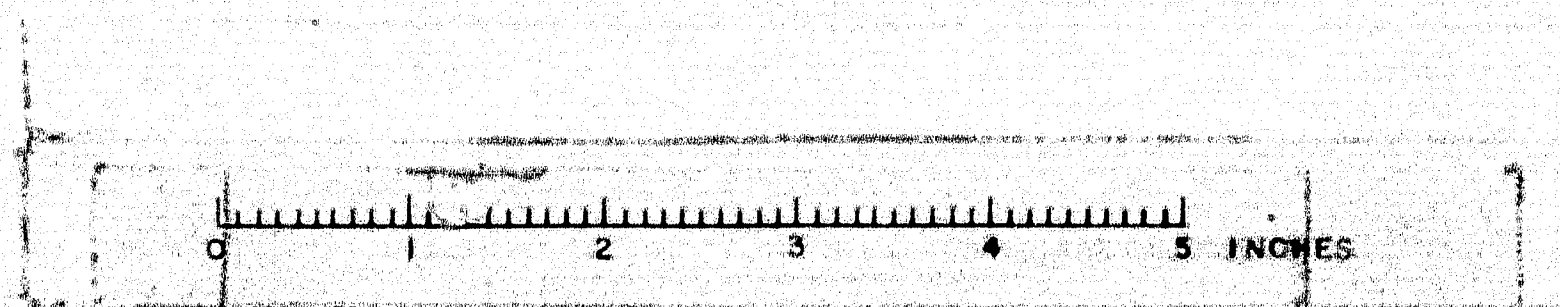
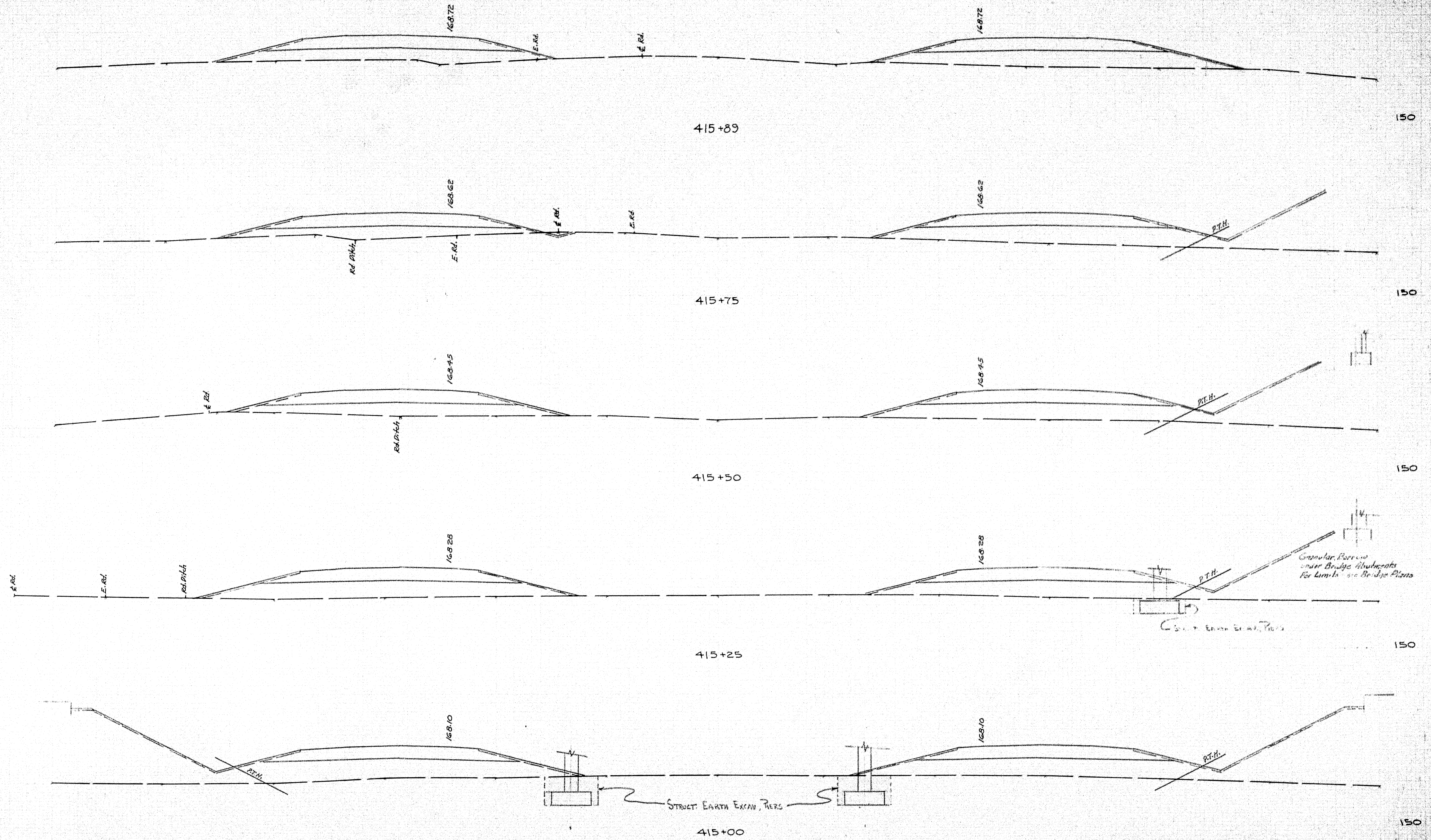


DIV. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-8(9)	23	32



SHEET NO.	STATE	PROJECT NO.	SHEET TOTAL
1	MAINE	1-95-8(9)	24 32



S.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	2-95-8(9)	25	32

BANGOR INTERSTATE

GENERAL NOTES

FOUNDATION:

Foundations may be altered, if necessary, to suit conditions encountered in construction.

DESIGN:

In accordance with the specifications of the American Association of State Highway Officials for H20-44 loading (1957 Edition).

Design Stresses: Structural Steel $f_s = 18,000$ psi
Reinforcing Steel $f_s = 18,000$ psi
Concrete (at 28) $f_c = 1,200$ psi

CONSTRUCTION:

State of Maine Standard Specifications to be followed except as noted in Special Provisions.

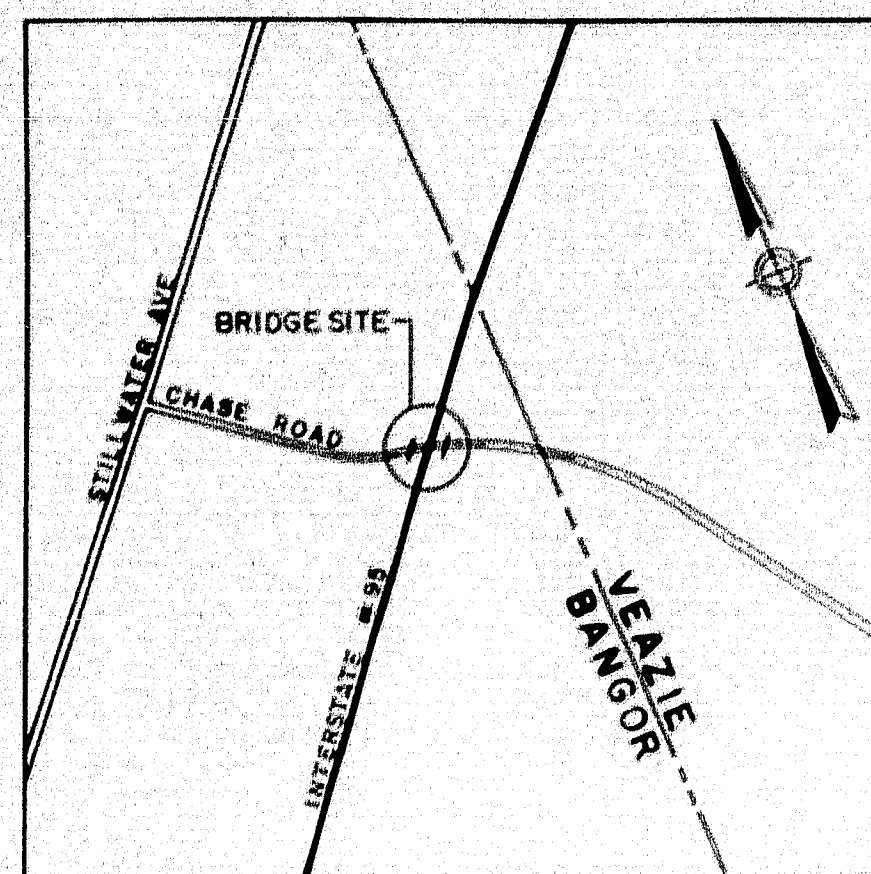
BENCH MARK:

B.M. S-6 Vertical "T" bar in 18" pine 30' west of Stillwater Ave at intersection with Chase Road.
Elevation 173.00 U.S.G.S. Datum.

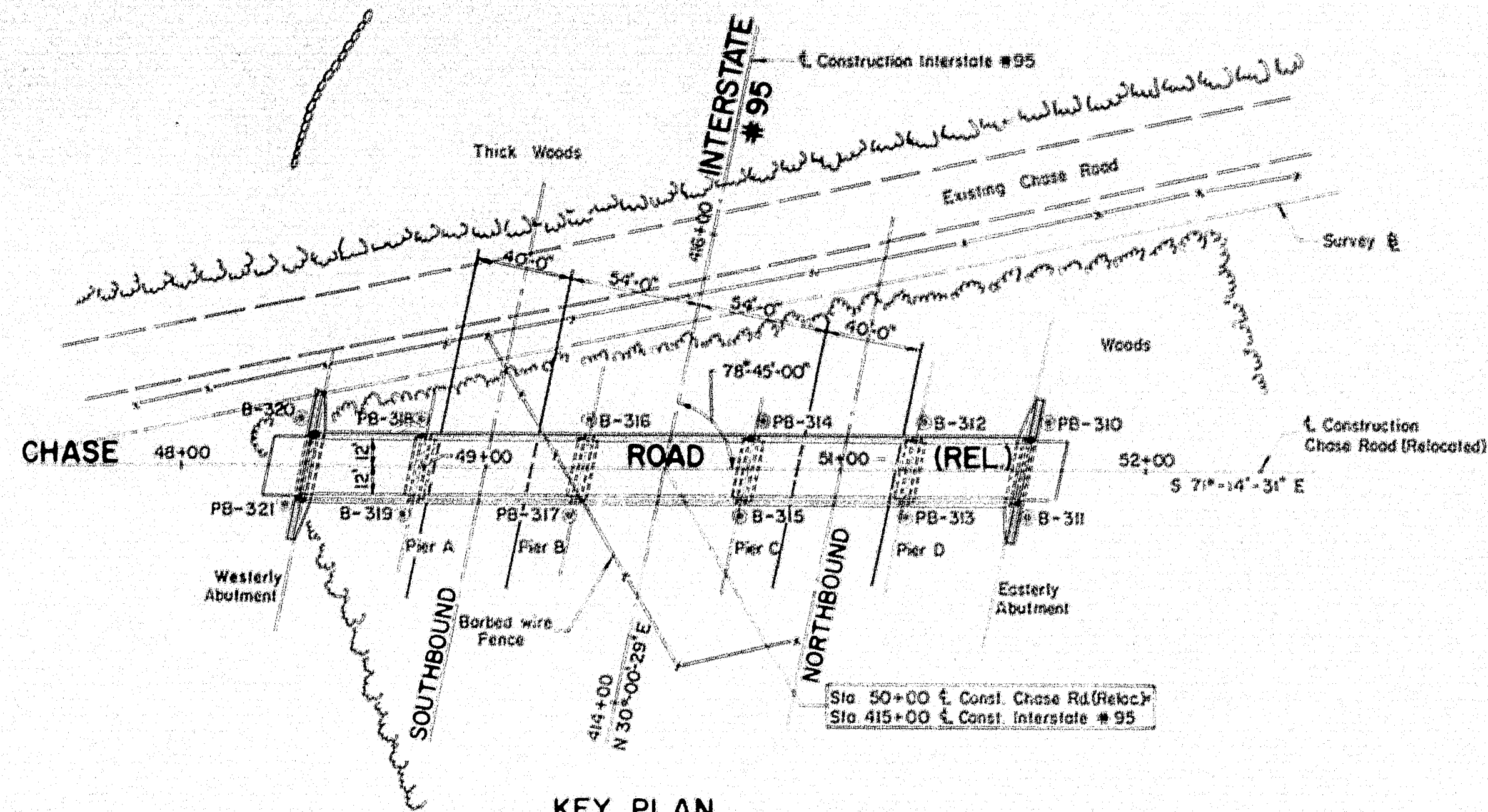
ESTIMATED QUANTITIES

(NOT GUARANTEED)

STRUCTURAL EARTH EXCAVATION, PIERS	250 CU. YDS.
GRANULAR BORROW	5,900 CU. YDS.
BITUMINOUS CONCRETE SURFACE COURSE, TYPE "A"	96 TONS
MEMBRANE WATERPROOFING (3 PLY)	800 SQ. YDS.
PORTLAND CEMENT CONCRETE, ABUTMENTS AND RETAINING WALLS	120 CU. YDS.
PORTLAND CEMENT CONCRETE, PIERS	207 CU. YDS.
PORTLAND CEMENT CONCRETE, ROADWAY AND SIDEWALK SLABS	
ON STEEL BRIDGES	326 CU. YDS.
PORTLAND CEMENT	987 BBL.
BRIDGE DRAINAGE	1 LUMP SUM
STRUCTURAL STEEL, FABRICATED AND DELIVERED	254,000 LBS.
STRUCTURAL STEEL, ERECTION	254,000 LBS.
REINFORCING STEEL, DELIVERED	95,600 LBS.
REINFORCING STEEL, PLACING	95,600 LBS.
SHEAR CONNECTORS, DELIVERED AND PLACED	1 LUMP SUM
STEEL H-BEAM PILES 42 LBS / FOOT	1,020 LIN. FT.
FRENCH DRAINS	50 CU. YDS.
ALUMINUM RAILING	598 LIN. FT.
SLOPE PAVING FOR BRIDGES	360 SQ. YDS.
STRUCTURAL STEEL, FIELD PAINTING	254,000 LBS.

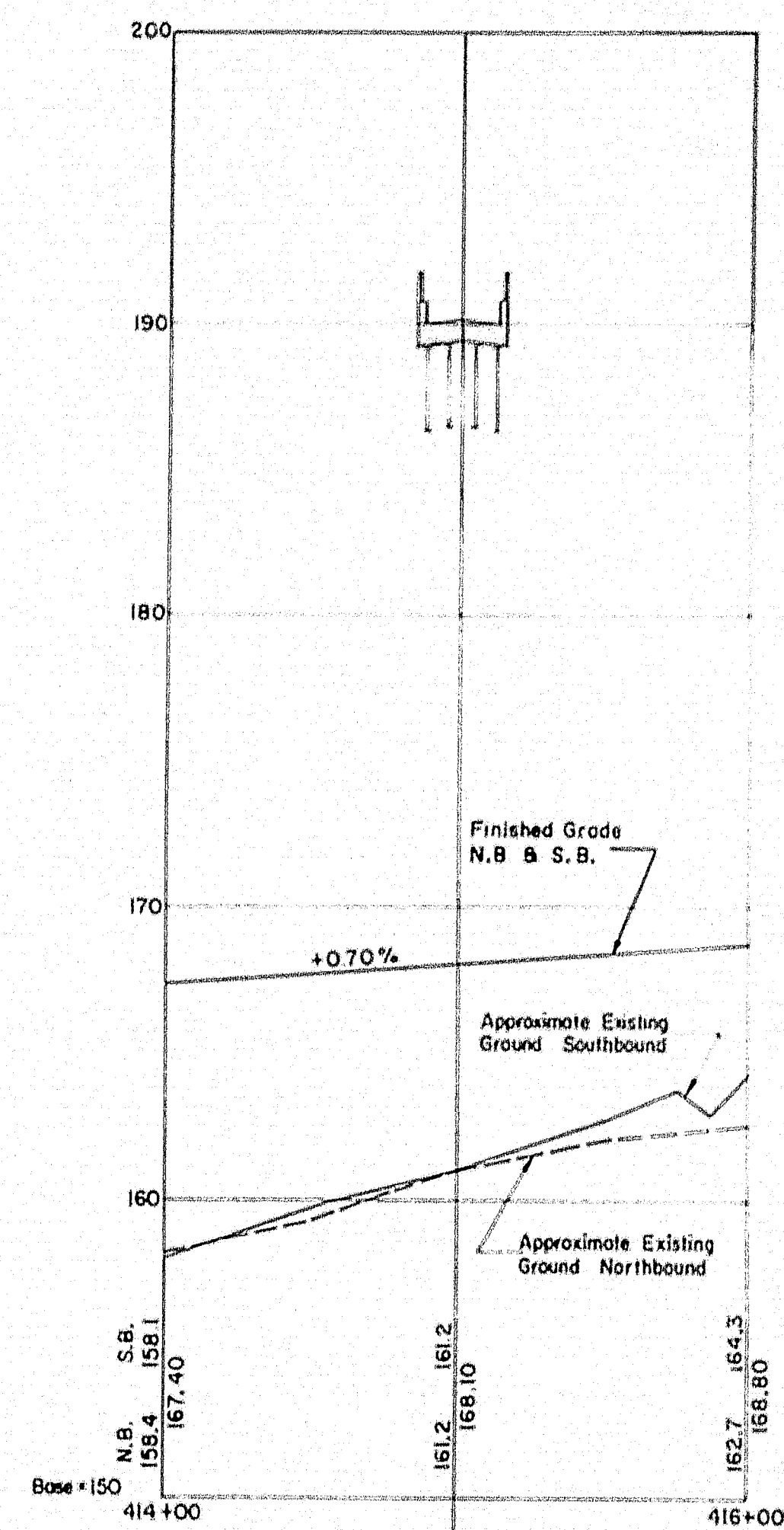


LOCATION MAP
No Scale



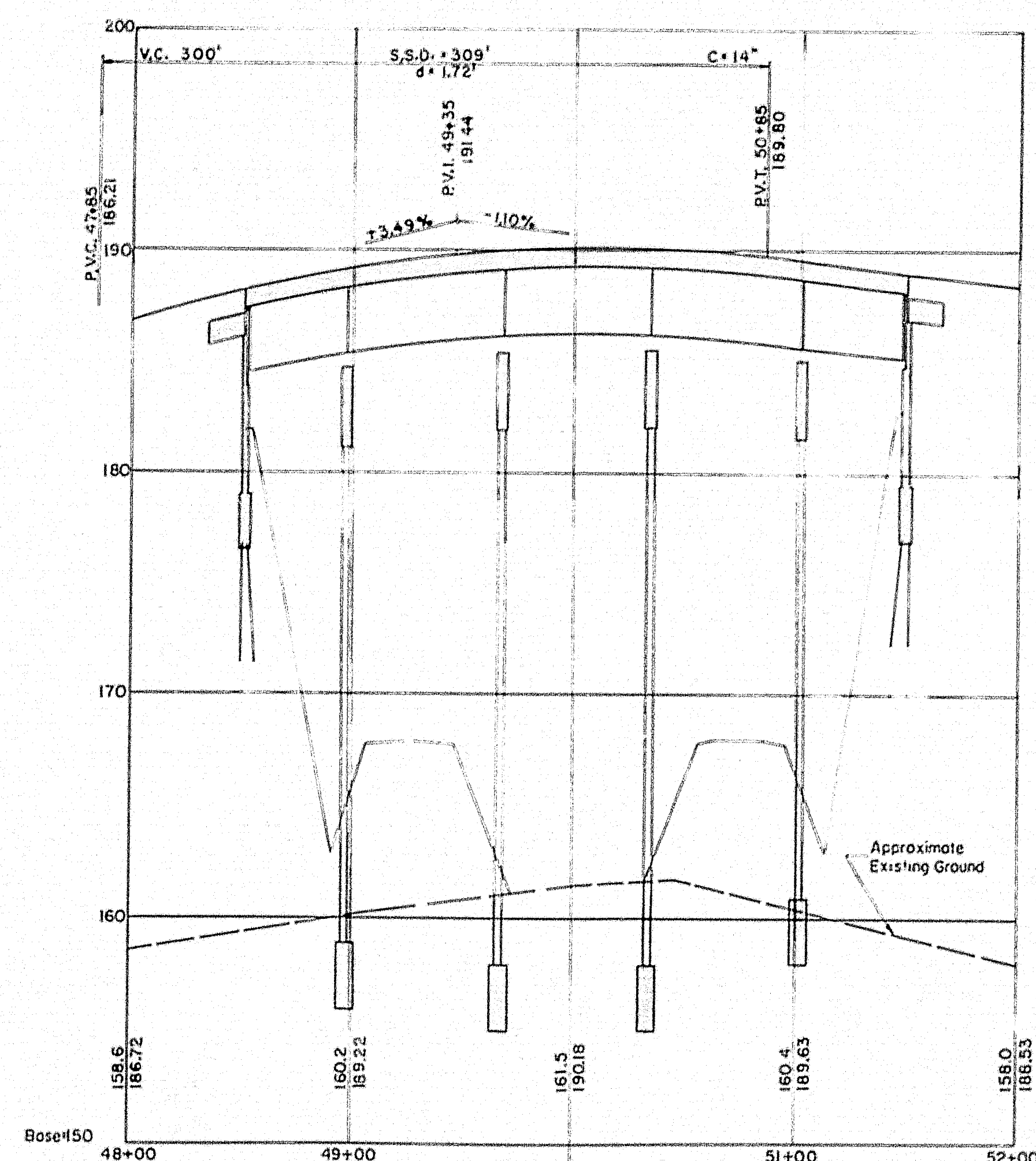
KEY PLAN

Scale 1" = 50'-0"



PROFILE ALONG INTERSTATE #95

Scales: Hor. 1" = 50'-0"
Vert. 1" = 5'-0"



PROFILE ALONG CHASE ROAD (RELOCATED)

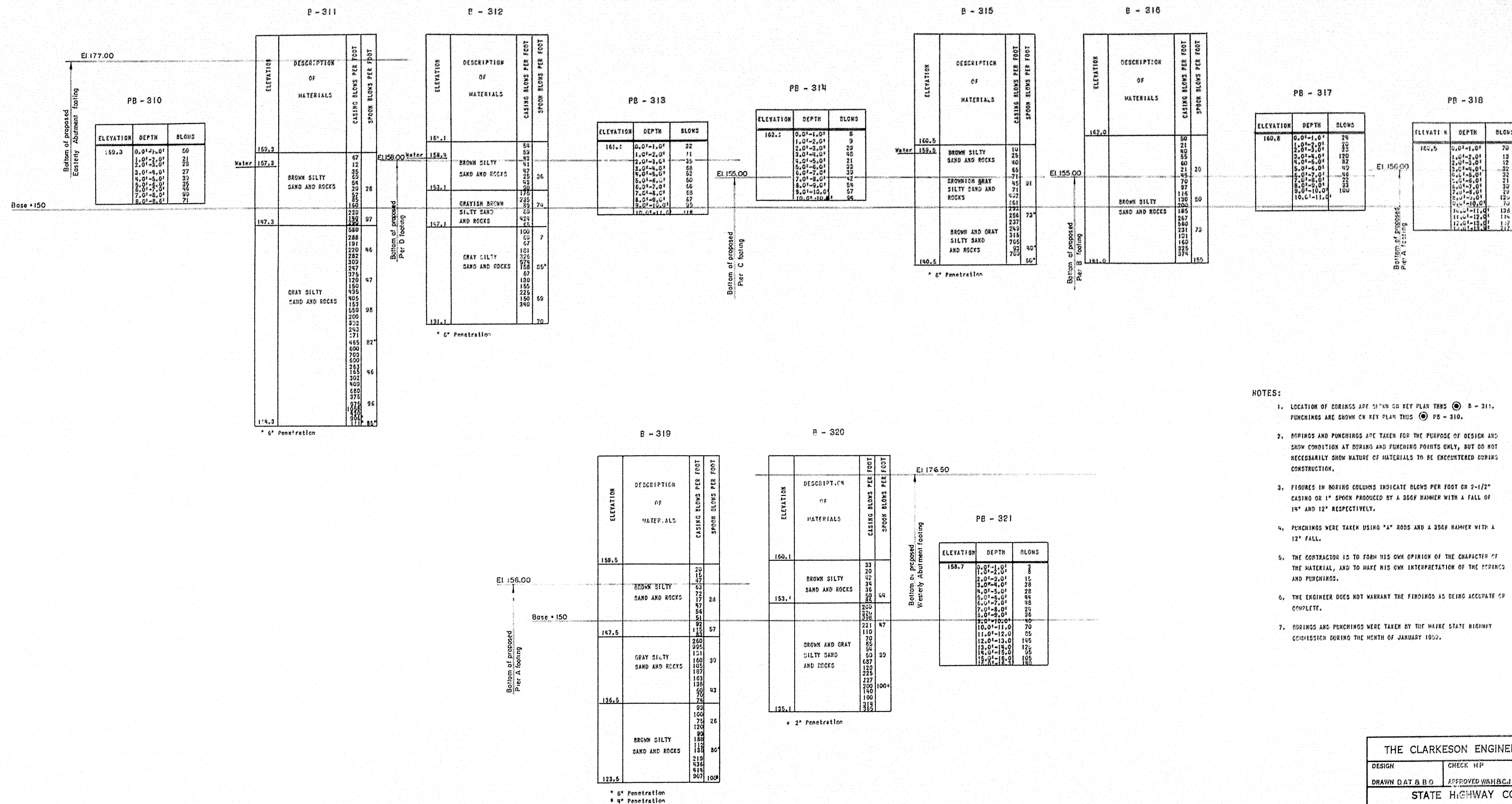
Scales: Hor. 1" = 50'-0"
Vert. 1" = 5'-0"

APPROVED BY *H. A. Anderson* DATE 6-12-59
THE CLARKESON ENGINEERING CO., INC.
CONSULTING ENGINEERS
BOSTON MASSACHUSETTS

DESIGN	CHASE RD. & I-95	BRIDGE NO.
DRAWN	A.L.	SURVEY
STATE HIGHWAY COMMISSION		
CHASE ROAD (RELOCATED)		
OVER		
INTERSTATE #95		
IN THE CITY OF		
BANGOR		
PENOBSCOT COUNTY		
KEY PLAN & PROFILES		
SHEET 1 OF 8 SHEETS	AUGUSTA, MAINE	

79-61

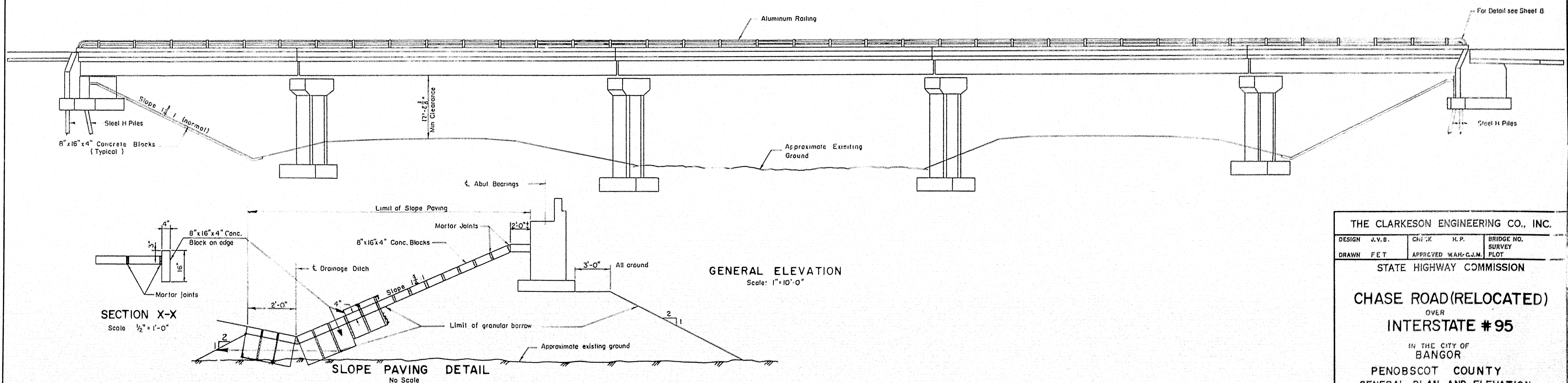
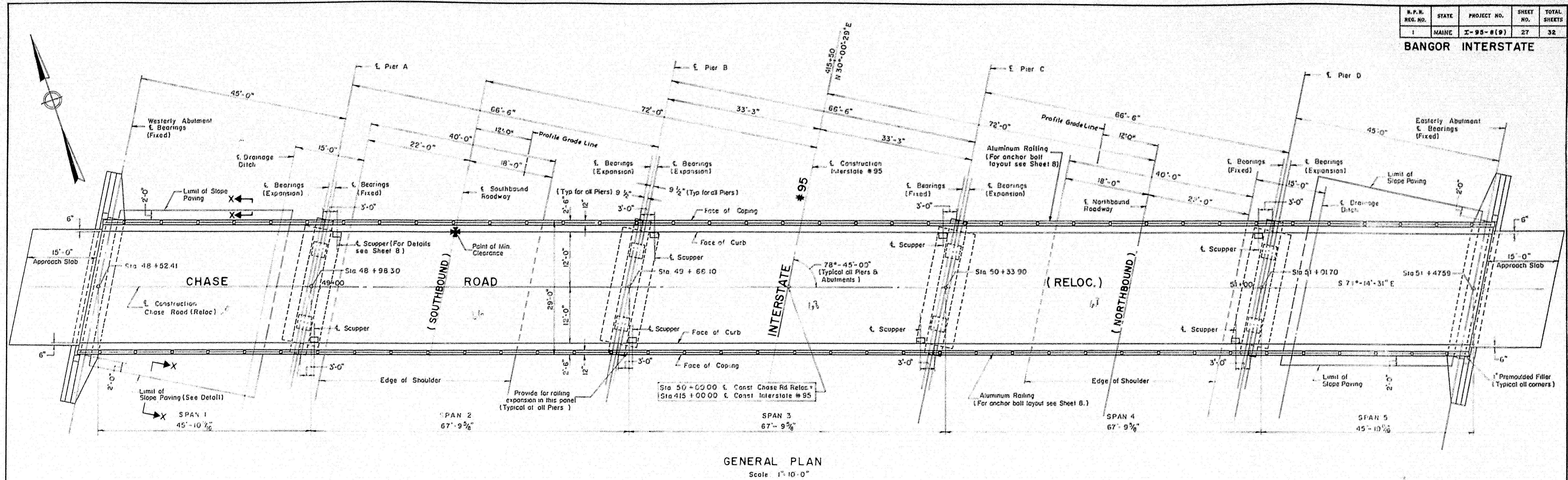
BANGOR INTERSTATE



THE CLARKESON ENGINEERING CO., INC.		
DESIGN	CHECK H.P.	BRIDGE NO.
DRAWN D.A.B.O.	APPROVED W.A.B.C.J.M.	SURVEY PLOT
STATE HIGHWAY COMMISSION		
CHASE ROAD(RELOCATED)		
OVER		
INTERSTATE #95		
IN THE CITY OF		
BANGOR		
PENOBSCOT COUNTY		
BORING LOG		
SHEET 2 OF 8 SHEETS		AUGUSTA, MAINE

N.P.N. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	X-95-8(9)	27	32

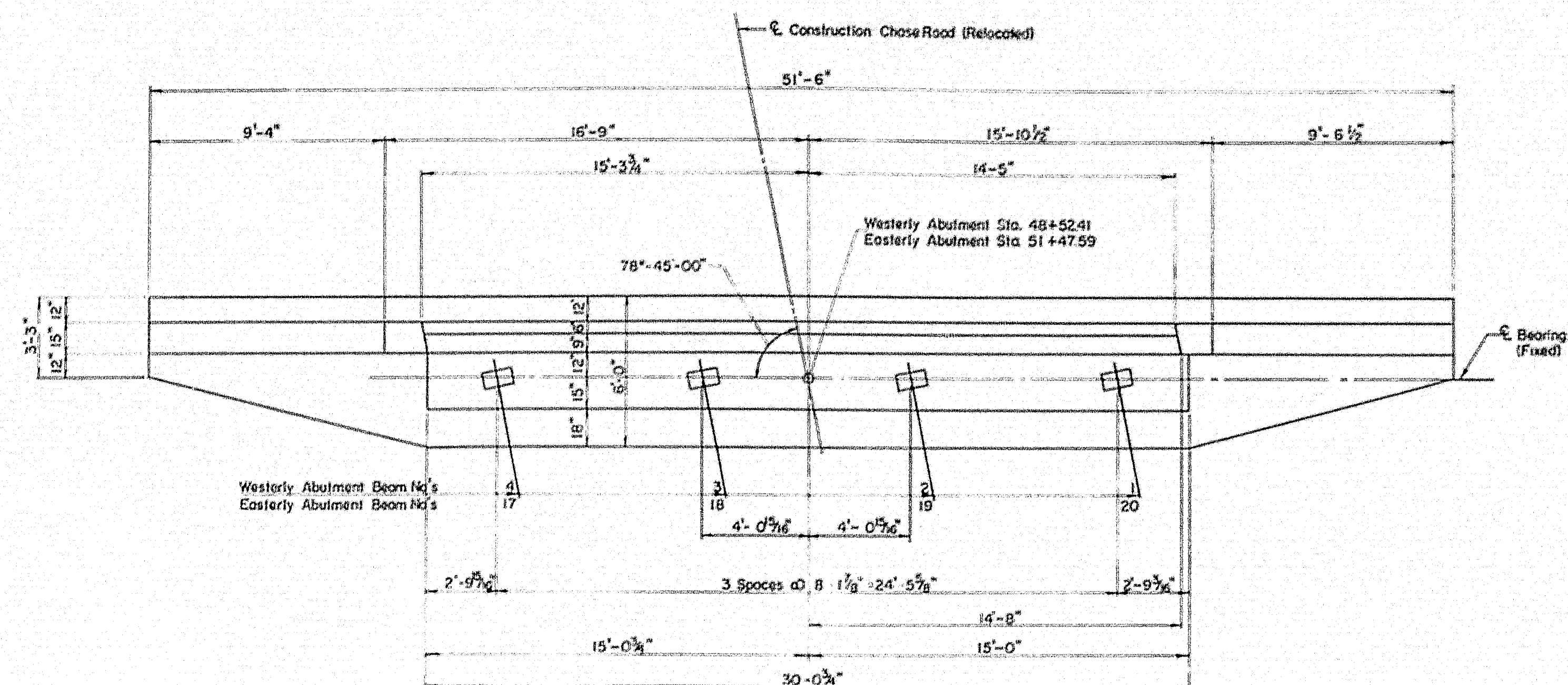
BANGOR INTERSTATE



THE CLARKSON ENGINEERING CO., INC.			
DESIGN J.V.B.	CHECK H.P.	BRIDGE NO. SURVEY	PLOT
DRAWN F.E.T.	APPROVED W.A.L.C.J.M.		
STATE HIGHWAY COMMISSION			
CHASE ROAD(RELOCATED) OVER INTERSTATE # 95 IN THE CITY OF BANGOR PENOBSCOT COUNTY GENERAL PLAN AND ELEVATION SHEET 3 OF 8 SHEETS AUGUSTA, MAINE			

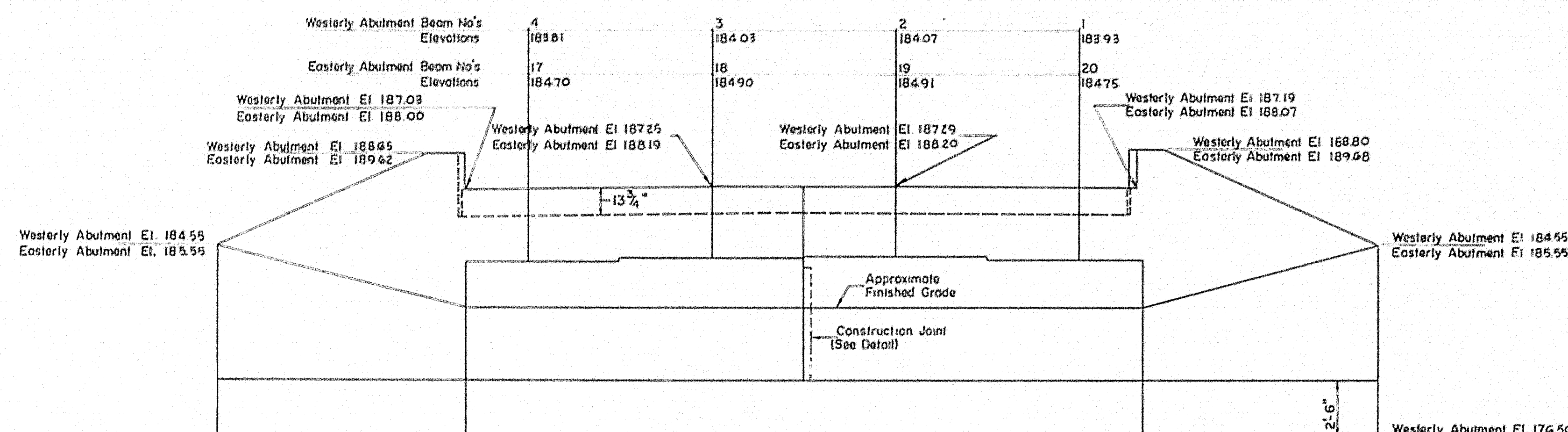
R.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-8(9)	28	32

BANGOR INTERSTATE

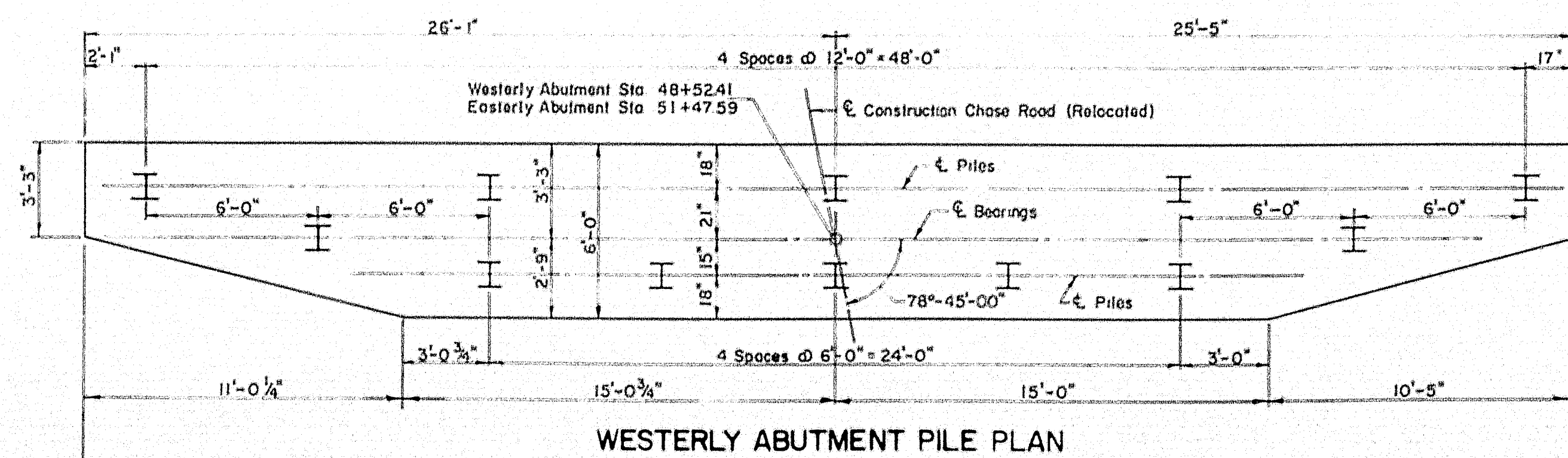


**WESTERLY ABUTMENT PLAN
EASTERLY ABUTMENT PLAN (SIMILAR)**
Scale: 1/4" = 1'-0"

Note
Provide sleeves for utilities through abutment backwall.
Location of sleeves to be determined in field.

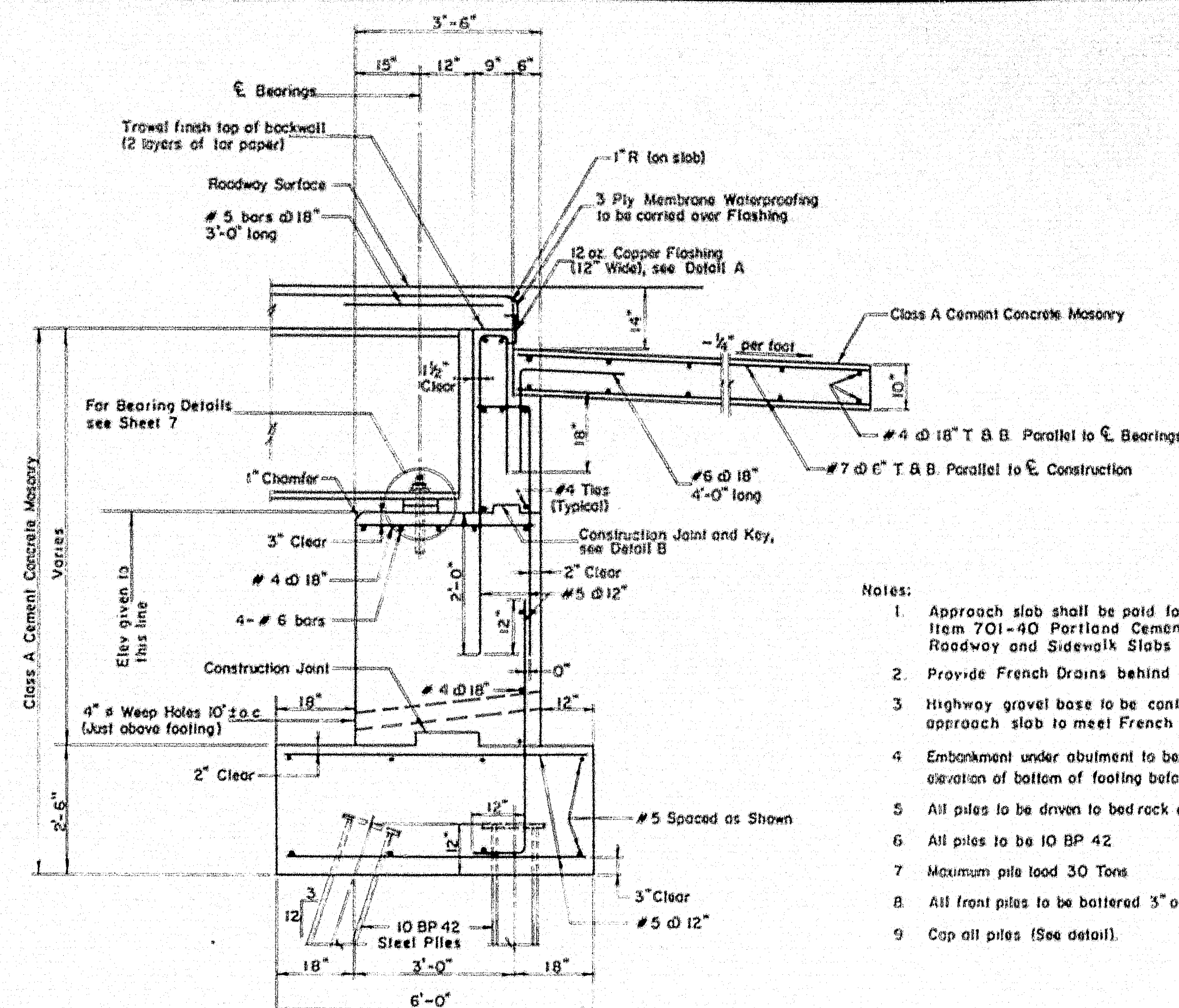


**WESTERLY ABUTMENT ELEVATION
EASTERLY ABUTMENT ELEVATION (SIMILAR)**
Scale: 1/4" = 1'-0"



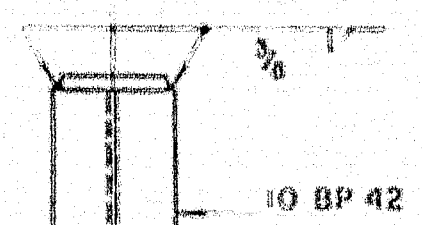
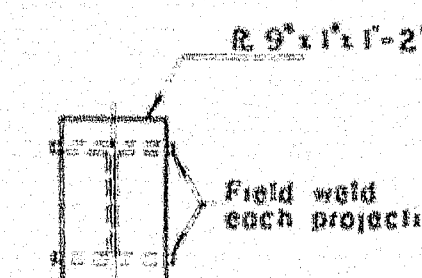
**WESTERLY ABUTMENT PILE PLAN
EASTERLY ABUTMENT PILE PLAN (SIMILAR)**
Scale: 1/4" = 1'-0"

12 Piles in Westerly Abutment
12 Piles in Easterly Abutment

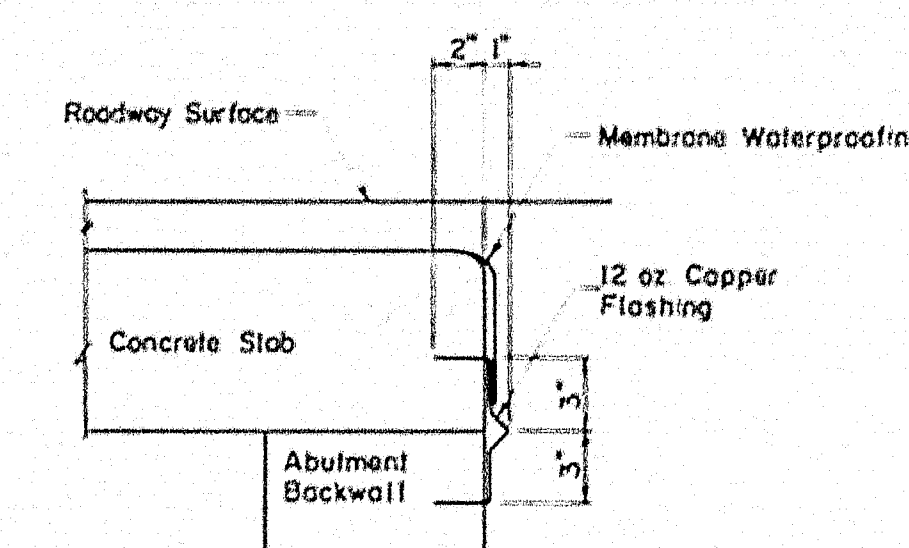


TYPICAL ABUTMENT SECTION
Scale: 1/2" = 1'-0"

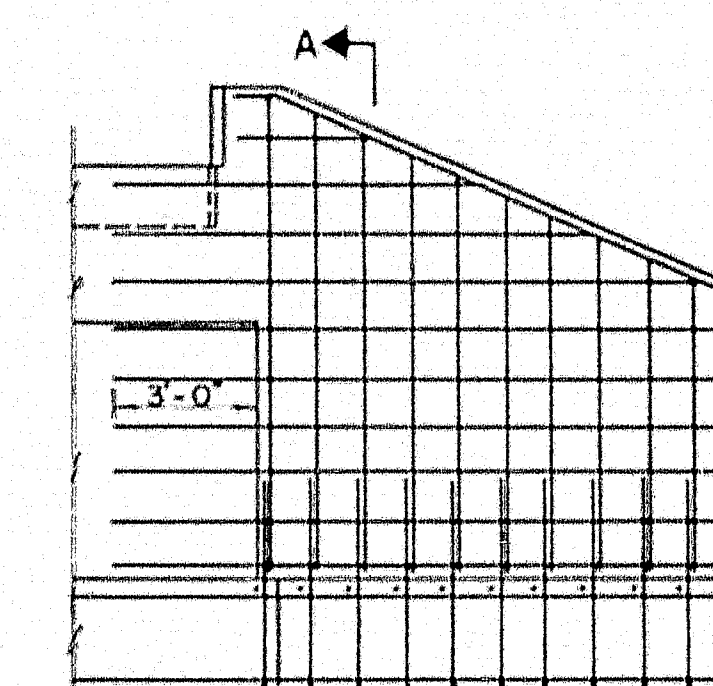
- Notes:
1. Approach slab shall be paid for under Item 701-40 Portland Cement Concrete Roadway and Sidewalk Slabs on Steel Bridges.
 2. Provide French Drains behind abutments.
 3. Highway gravel base to be continued under approach slab to meet French Drains.
 4. Embankment under abutment to be constructed to elevation of bottom of footing before piles are driven.
 5. All piles to be driven to bed rock or practical refusal, in existing ground.
 6. All piles to be 10 BP 42.
 7. Maximum pile load 30 Tons.
 8. All front piles to be battered 3" on 12".
 9. Cap all piles (See detail).



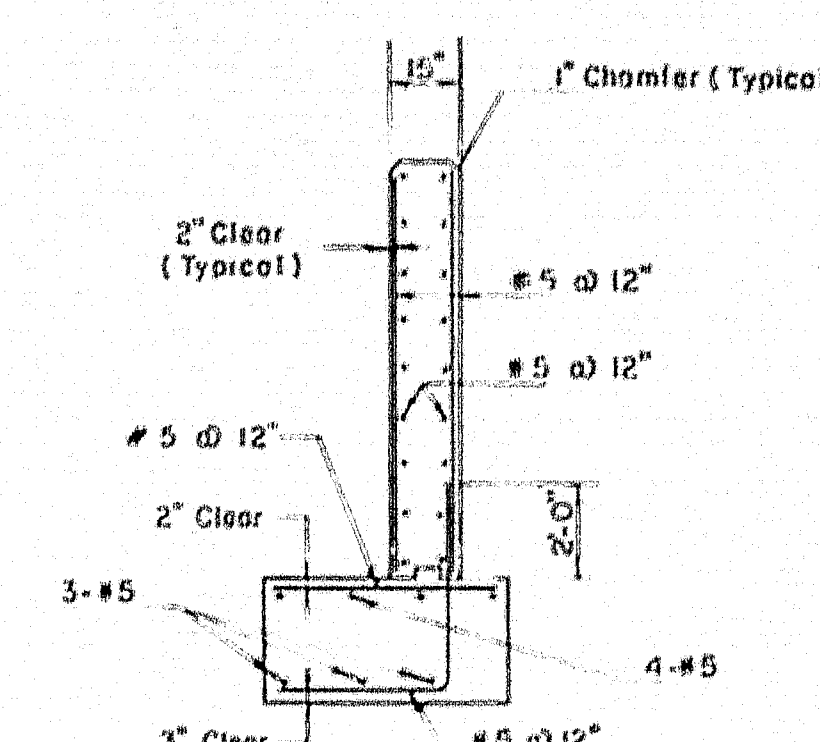
PILE CAP DETAIL
Scale: 3/4" = 1'-0"



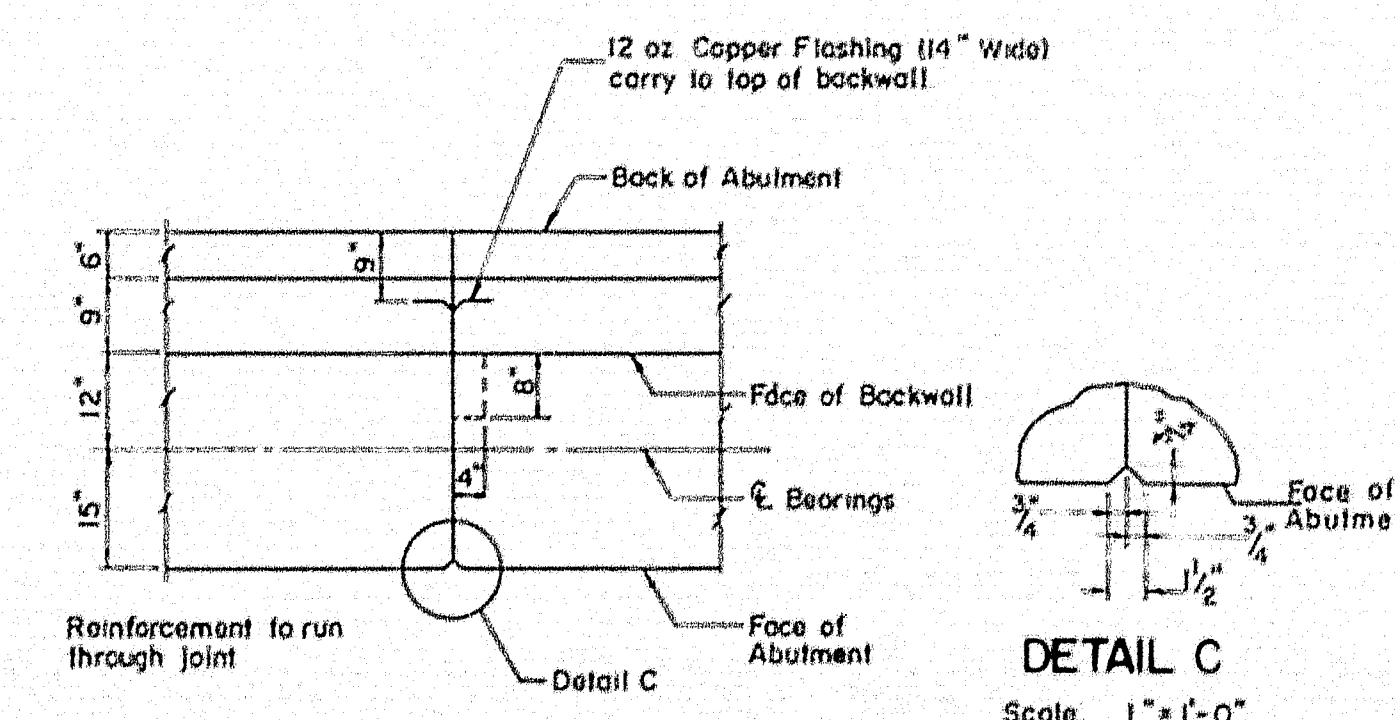
DETAIL A
Scale: 1 1/2" = 1'-0"



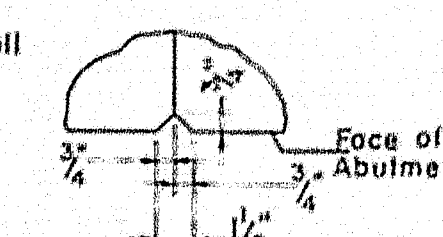
WING REINFORCING LAYOUT
Scale: 1/4" = 1'-0"



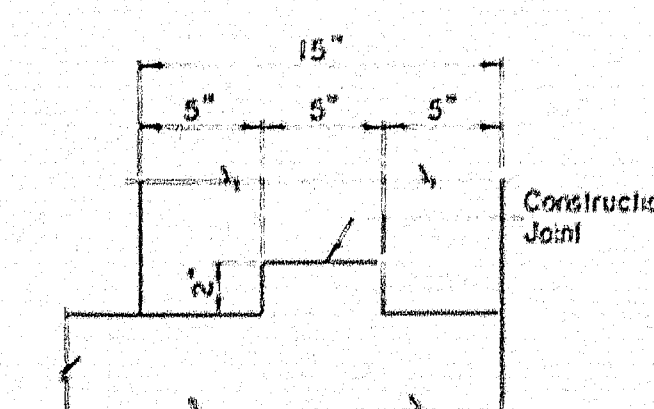
SECTION A-A
Scale: 1/4" = 1'-0"



ABUTMENT CONSTRUCTION JOINT
Scale: 1/2" = 1'-0"



DETAIL C
Scale: 1" = 1'-0"



DETAIL B
Scale: 1 1/2" = 1'-0"

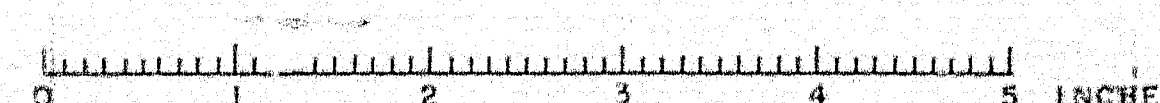
- Notes:
1. Concrete in backwall not to be placed until Structural Steel has been erected.
 2. Construction joint to be at or above Bridge Seat Elevations.

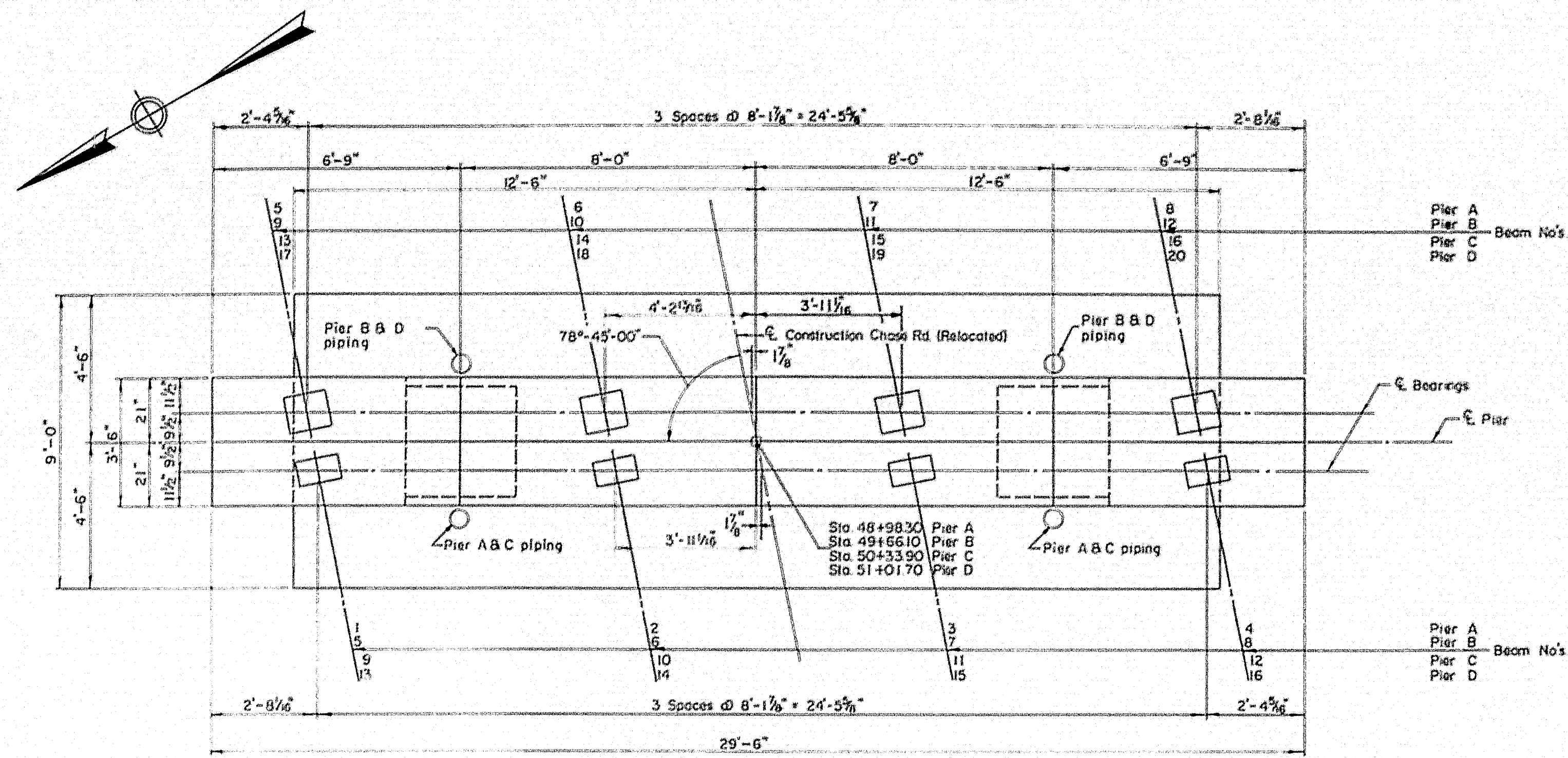
THE CLARKSON ENGINEERING CO., II			
DESIGN J.V.B.	CHECK W.M. & H.P.	BRIDGE NO. SURVEY	
DRAWN S.A.L.	APPROVED W.A.H.-C.J.M.	PLOT	
STATE HIGHWAY COMMISSION			
CHASE ROAD (RELOCATED)			
OVER			
INTERSTATE #95			
IN THE CITY OF			
BANGOR			
PENOBSCOT COUNTY			
ABUTMENTS			

SHEET 4 OF 8 SHEETS

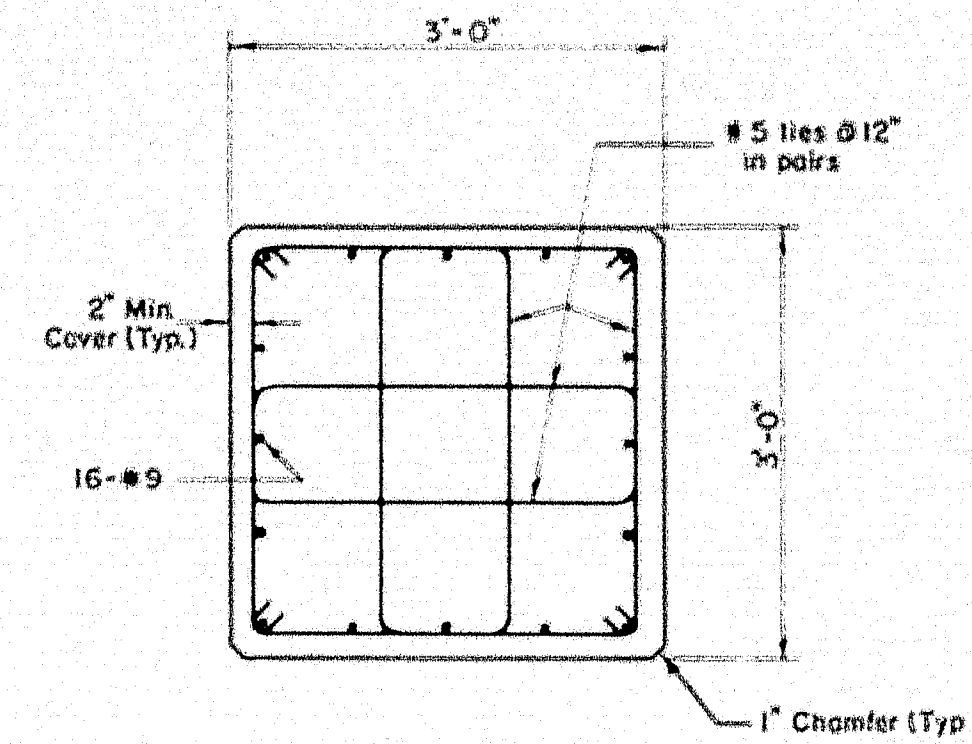
AUGUSTA, MAINE

79-64

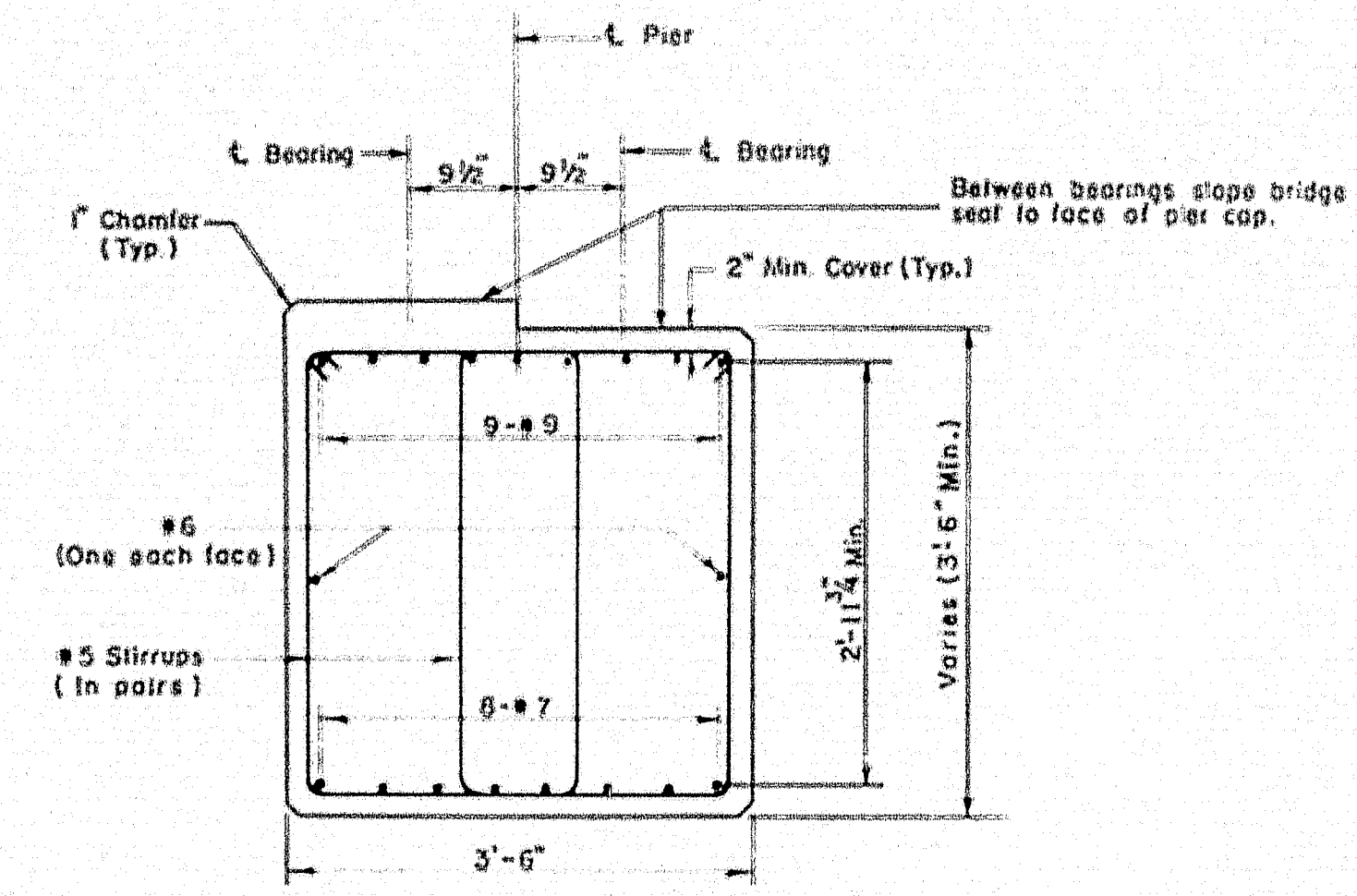




PLAN PIER A
PLAN PIERS B, C & D (SIMILAR)
Scale: 3/8" = 1'-0"

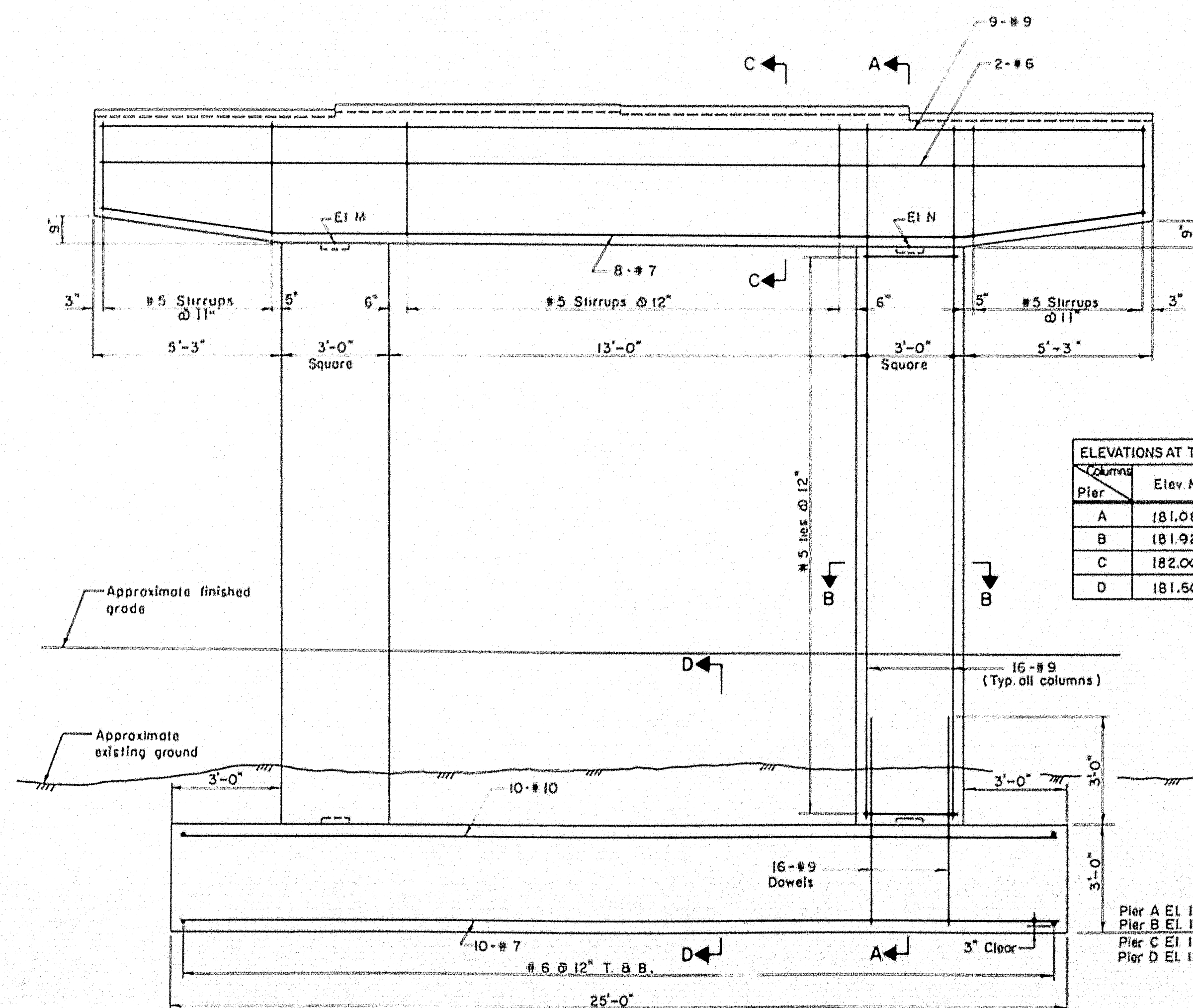


SECTION B-B
Scale: 3/4" = 1'-0"



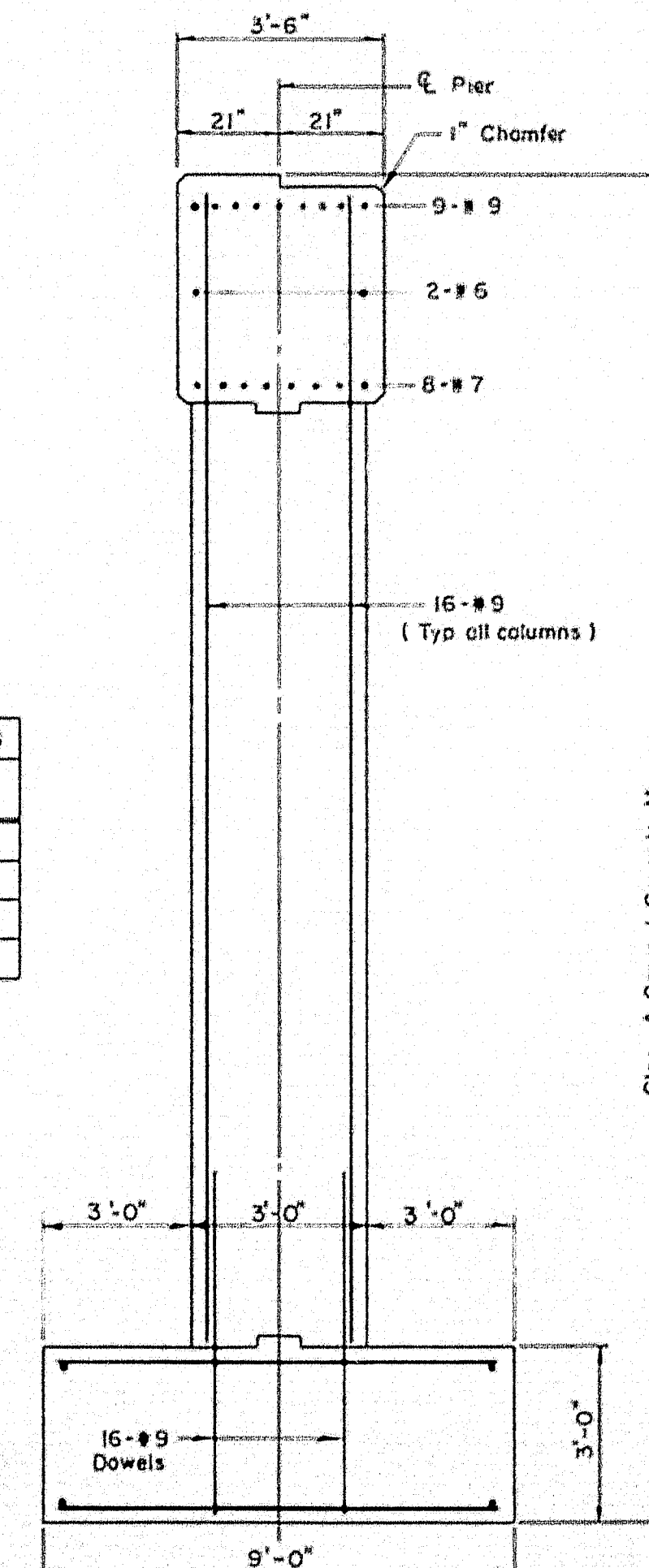
SECTION C-C
Scale: 3/4" = 1'-0"

Note: Reinforcing steel to be placed to clear anchor bolts.



ELEVATION PIER A
ELEVATION PIERS B, C & D (SIMILAR)
Scale: 3/8" = 1'-0"

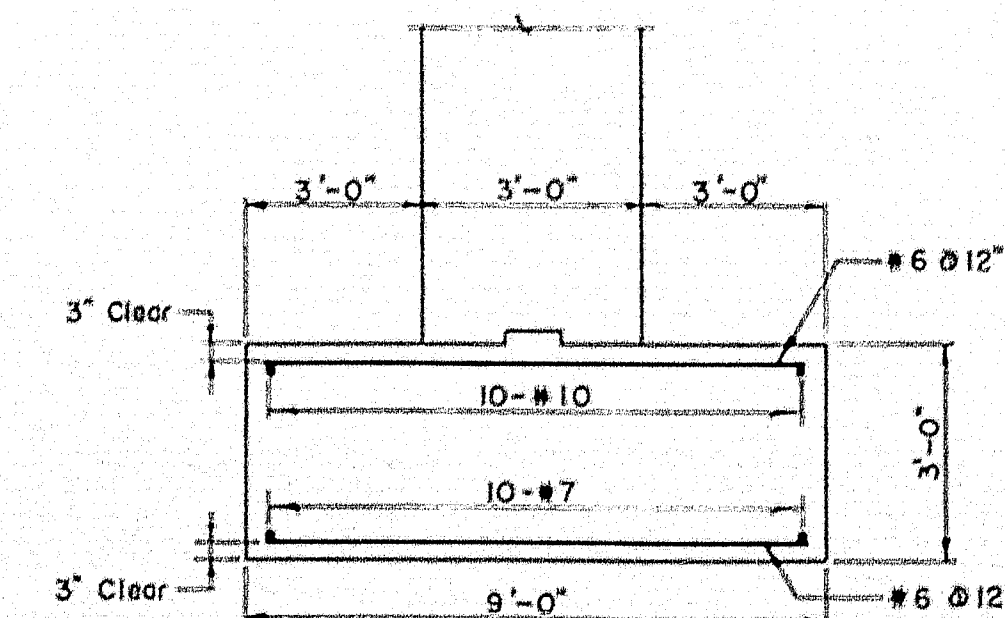
Column	Elev. M	Elev. N
A	181.08	181.08
B	181.92	181.92
C	182.06	182.06
D	181.56	181.56



SECTION A-A
Scale: 3/8" = 1'-0"

Max. Soil Pressure: 5,000 p.s.f.

Beam No.	Pier A	Beam No.	Pier B	Beam No.	Pier C	Beam No.	Pier D	Beam No.
1	184.87	5	185.46	9	185.54	13	185.00	17
2	185.02	6	185.68	10	185.75	14	185.20	18
3	184.99	7	185.61	11	185.76	15	185.22	19
4	184.78	8	185.42	12	185.58	16	185.08	20



SECTION D-D
Scale: 3/8" = 1'-0"

THE CLARKSON ENGINEERING CO., INC.

DESIGN: JVB	CHECK: W.M.D.H.P.	BRIDGE NO.:
DRAWN: S.A.L.	APPROVED: W.M.D.H.P.	SURVEY PLOT:

STATE HIGHWAY COMMISSION

CHASE ROAD (RELOCATED)

OVER

INTERSTATE #95

IN THE CITY OF

BANGOR

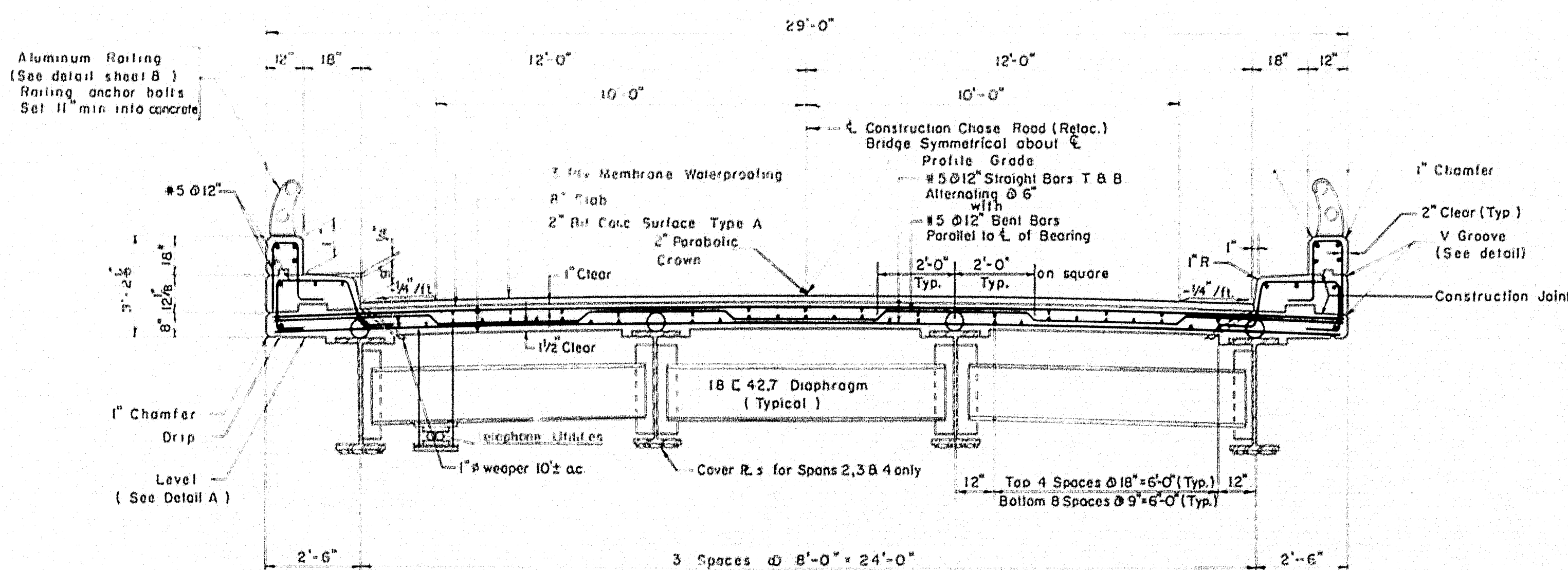
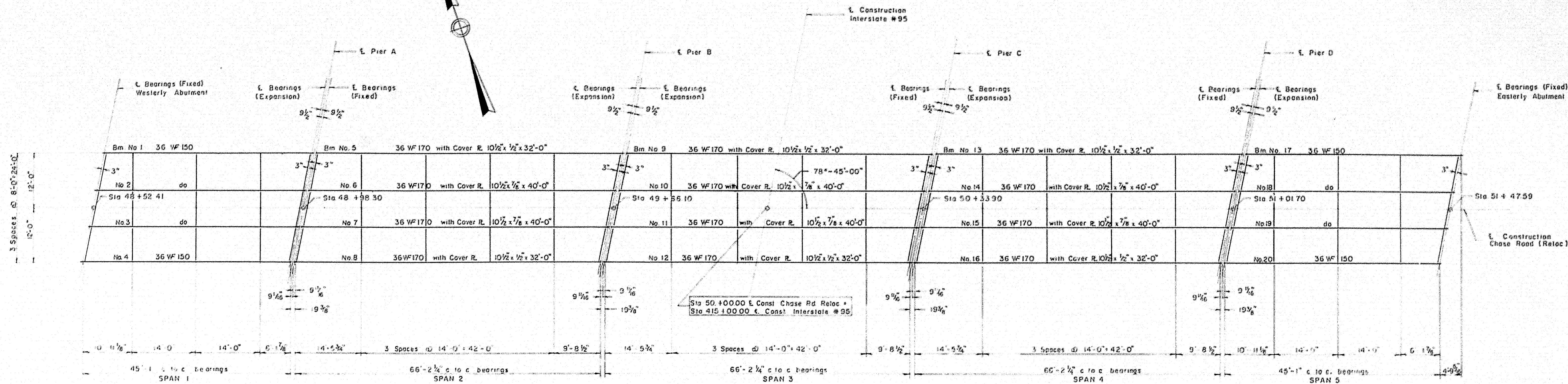
PENOBSCOT COUNTY

PIERS

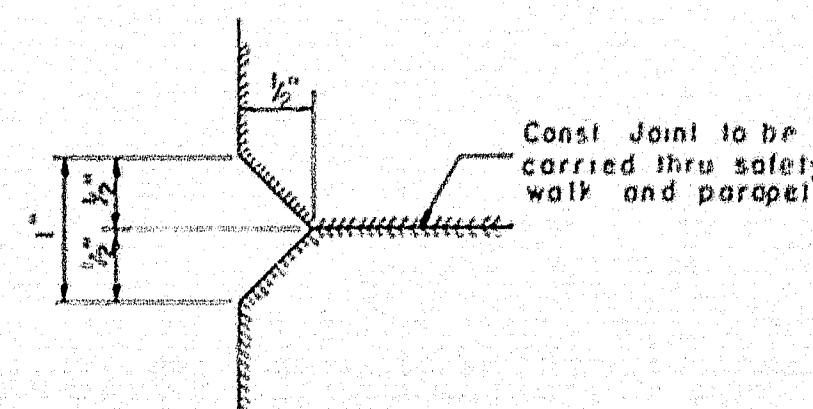
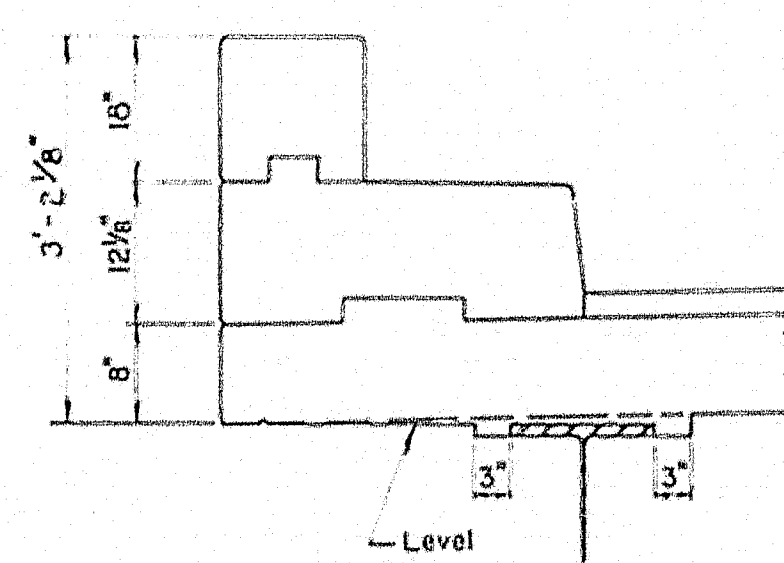
SHEET 5 OF 8 SHEETS

AUGUSTA, MAINE

BANGOR INTERSTATE



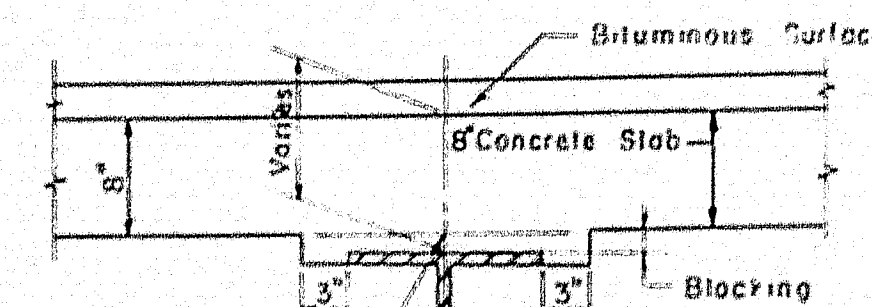
- Notes:
- All longitudinal reinforcing to be #4 spaced as shown (Parallel to ℓ of construction.)
 - All concrete in deck to be Class A.
 - 1" Weepers shall be paid for under Item 701-40, Portland Cement Concrete, Roadway and Sidewalk Slabs on Steel Bridges.
 - Utilities & fastenings to be furnished & placed by others.



Beam	1/4 Point	1/2 Point	3/4 Point	End
1	187.21	187.51	187.76	187.97
2	187.35	187.65	187.91	188.13
3	187.52	187.81	188.07	188.27
4	187.69	187.99	188.24	188.44
5	187.84	188.14	188.39	188.59
6	187.99	188.29	188.54	188.74
7	188.14	188.44	188.69	188.89
8	188.29	188.59	188.84	189.04
9	188.44	188.74	188.99	189.19
10	188.59	188.89	189.14	189.34
11	188.74	189.04	189.29	189.49
12	188.89	189.19	189.44	189.64
13	189.04	189.34	189.59	189.79
14	189.19	189.49	189.74	189.94
15	189.34	189.64	189.89	190.09
16	189.49	189.79	190.04	190.24
17	189.64	189.94	190.19	190.39
18	189.79	190.09	190.34	190.54
19	189.94	190.24	190.49	190.69
20	190.09	190.39	190.64	190.84

Notes:

- All intermediate diaphragms to be 18 C 42.7. For detail see Sheet 7.
- All end diaphragms to be 15 C 33.9. For detail see Sheet 7.
- For Cover Plates and Shear Connector details see Sheet 7.
- All beams to be cambered to the extent that the bridge deck under full dead load will follow as nearly as practicable the design profile, and in no case with less camber than is likely to remain permanent. The proposed camber diagram shall be submitted to the Engineer for approval.
- Parapets and safety walls to have transverse construction joints "0" to on centers. Joints are not to be located under existing points. Contact surfaces of joints to be painted with a bituminous material. Exposed surfaces are to be chamfered 1/2" flaring steel to be carried thru joints.
- All concrete in the deck slab of each span shall be placed in one continuous operation.
- Top flange of stringer to be cut parallel to ℓ of bearings. Wherever cover plates and/or shear connectors are welded to beams, bolts and plates shall be weldable Structural Steel A 57M designation A 375.



THE CLARKSON ENGINEERING CO., INC.

DESIGN J.V.B.	CHECK W.M.B. H.P.	BRIDGE NO. SURVEY
DRAWN F.E.T.	APPROVED W.A.B. C.J.M.	PLOT

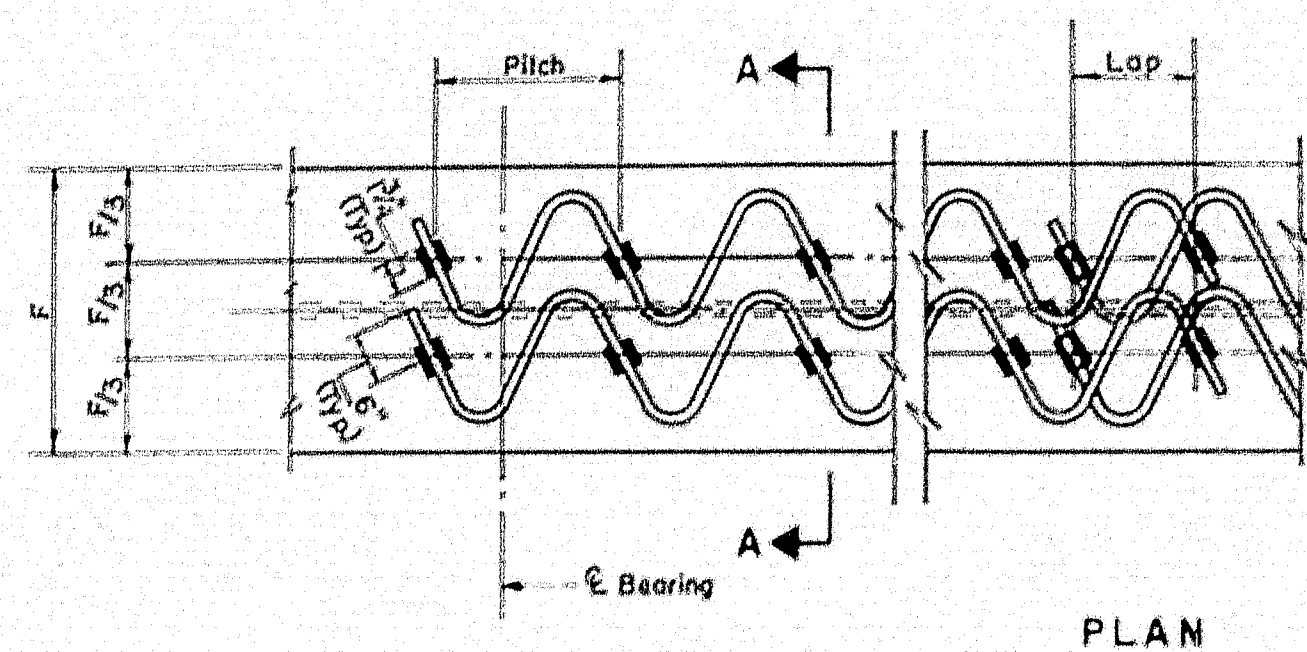
STATE HIGHWAY COMMISSION

CHASE ROAD(RELOCATED)
OVER
INTERSTATE #95
IN THE CITY OF
BANGOR
PENOBSCOT COUNTY

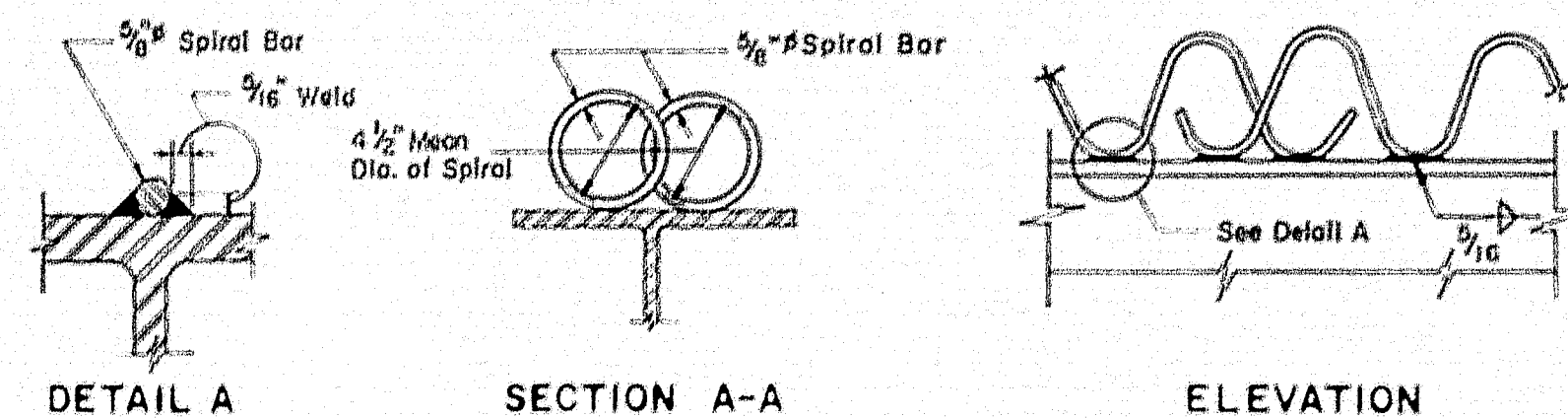
FRAMING PLAN & TYPICAL CROSS SECTION
SHEET 6 OF 8 SHEETS AUGUSTA, MAINE

S.P.R.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-8(9)	31	32

BANGOR INTERSTATE



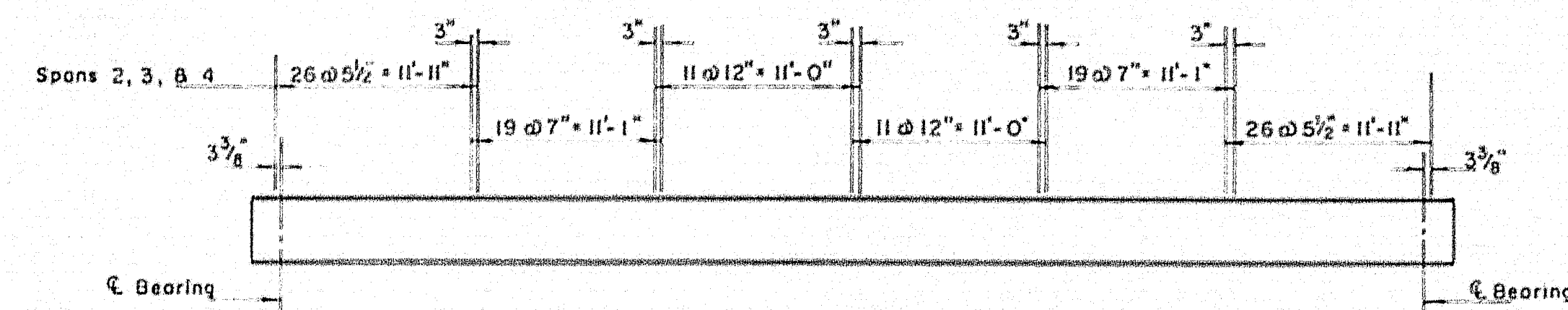
PLAN



DETAIL A

SECTION A-A

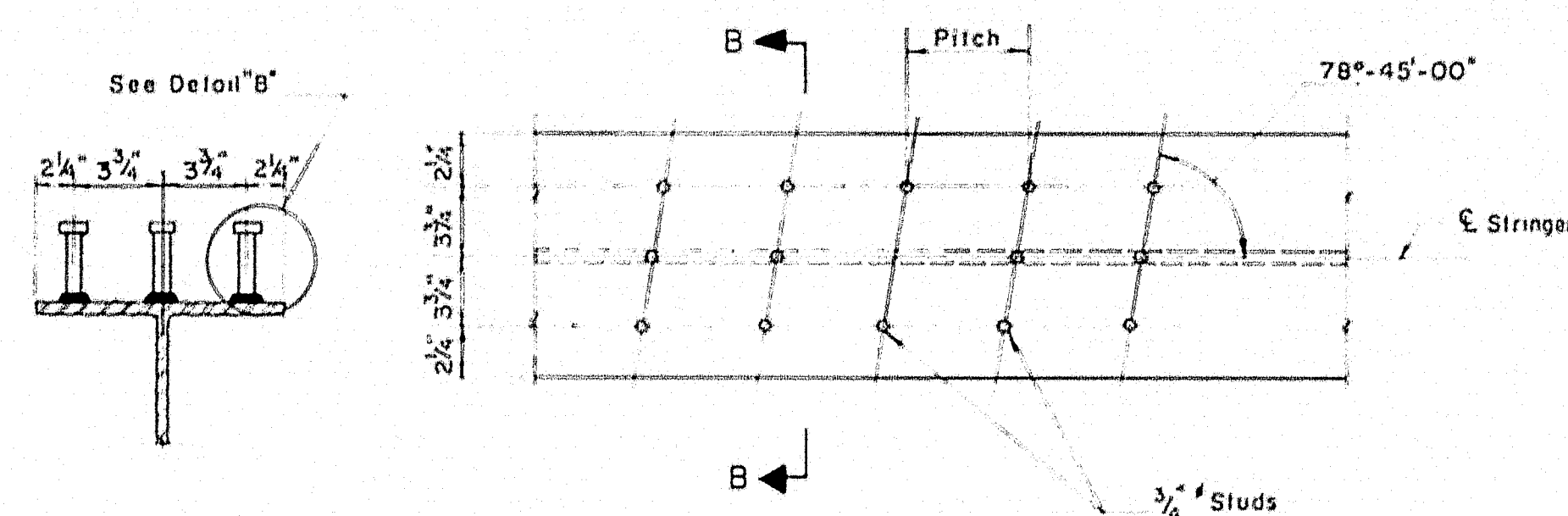
ELEVATION



TYPICAL SPIRAL SHEAR CONNECTORS

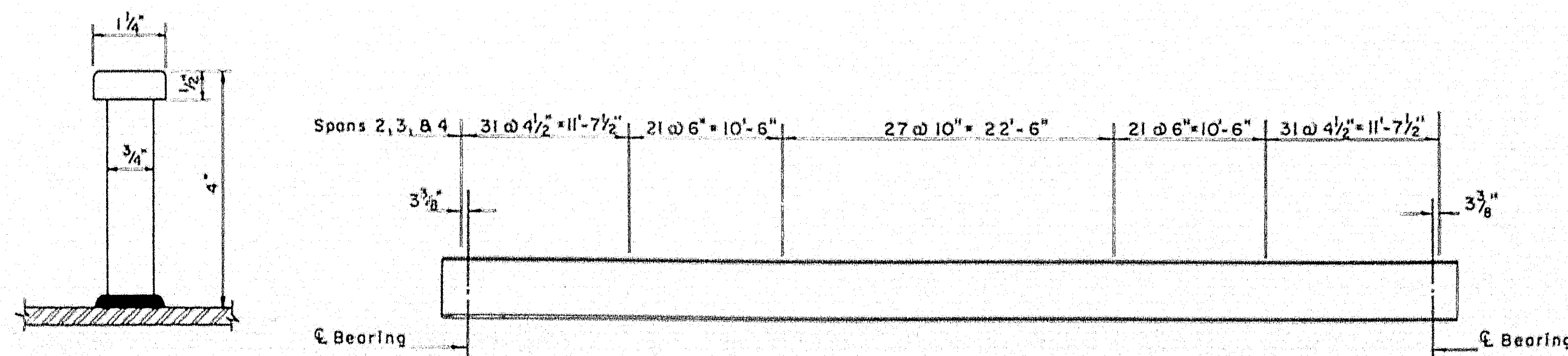
(DETAILS & LAYOUT)

NOT TO SCALE
Spans 2, 3 & 4 only



SECTION B-B

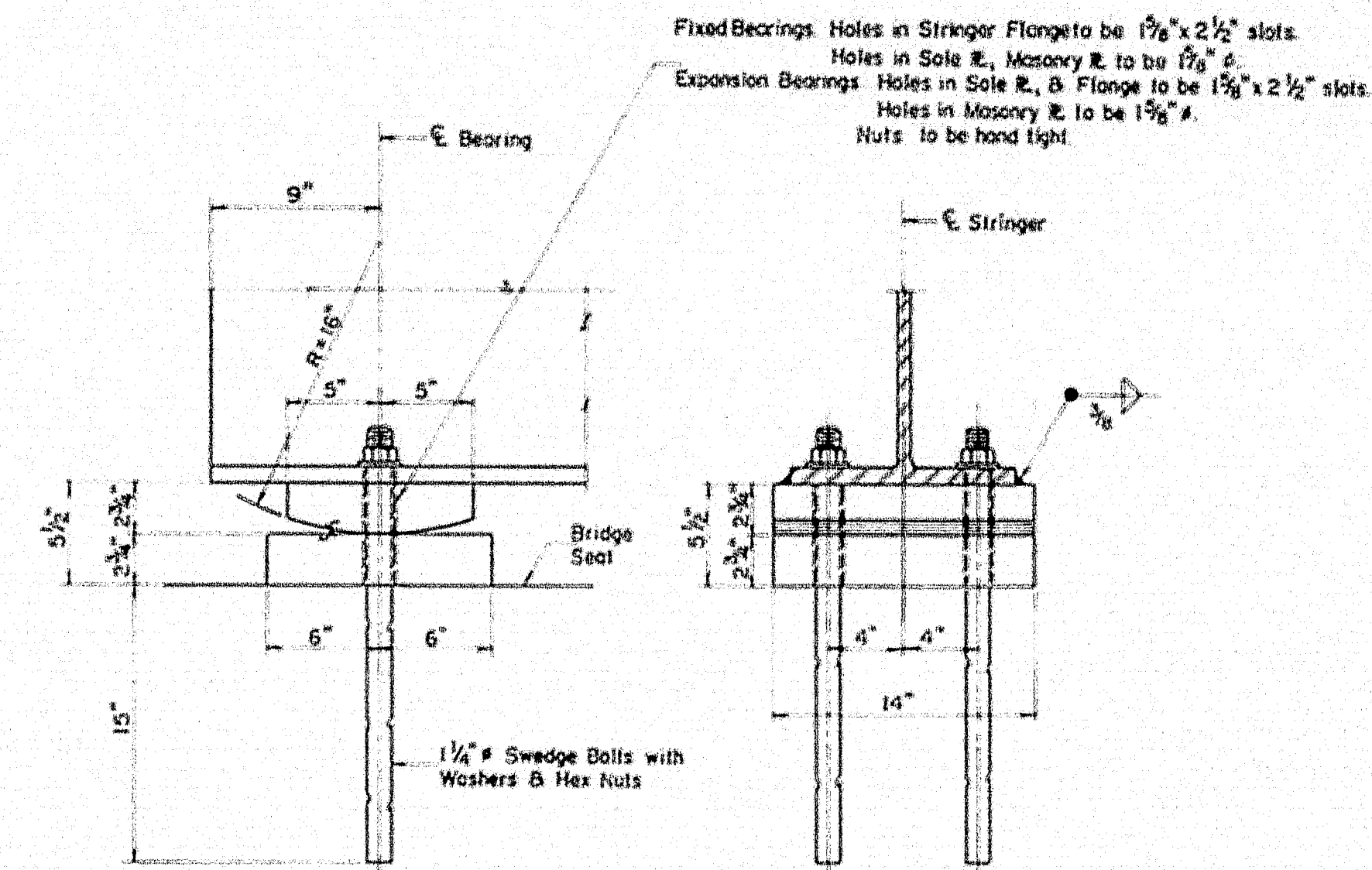
PLAN



TYPICAL STUD SHEAR CONNECTORS

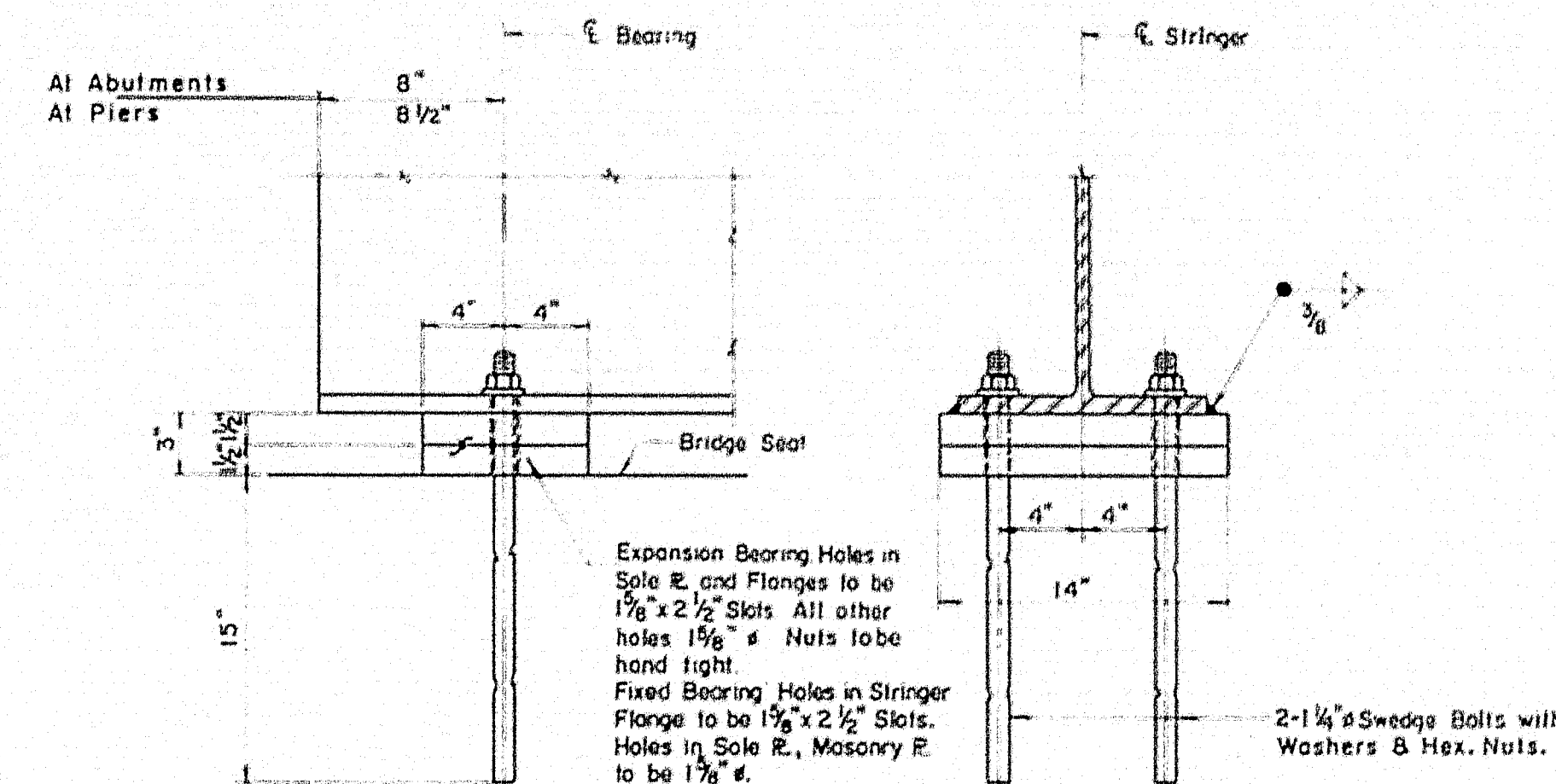
(DETAILS & LAYOUT)

NOT TO SCALE
Spans 2, 3 & 4 only.



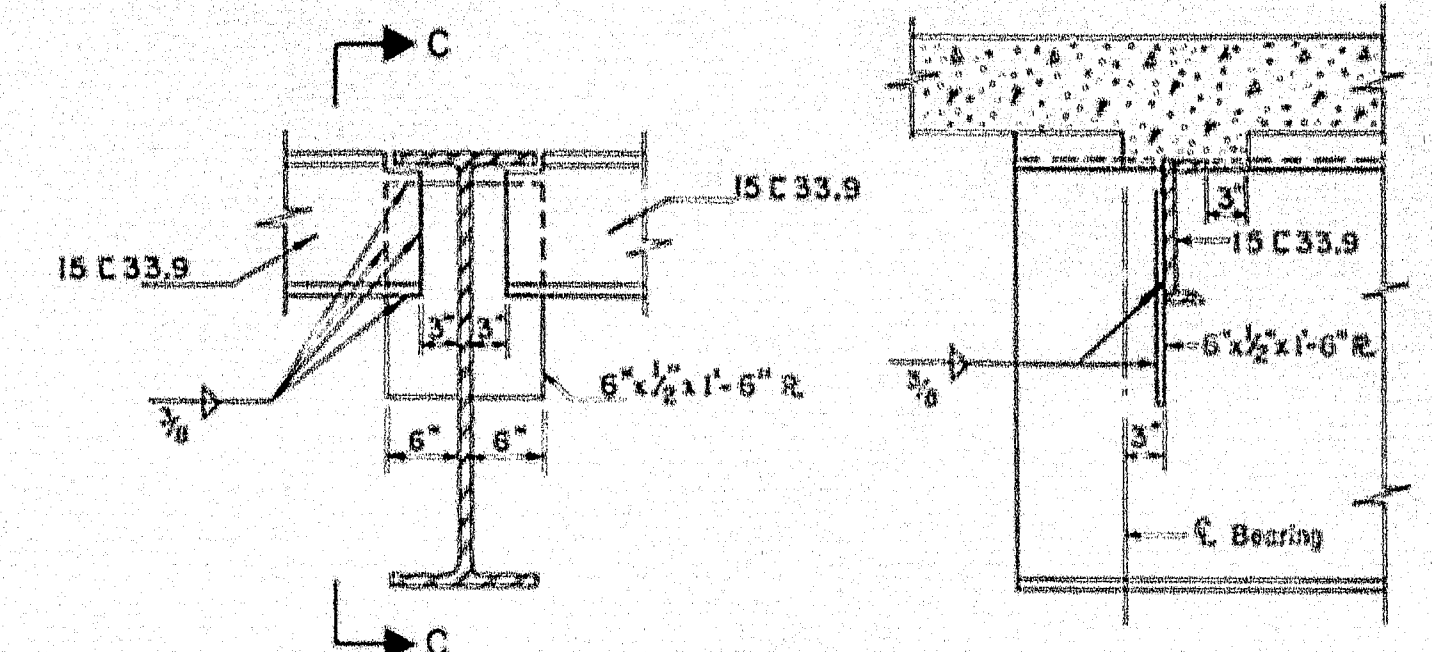
FIXED AND EXPANSION BEARING DETAILS
FOR SPANS 2, 3, & 4

Scale: 1/2" = 1'-0"



FIXED AND EXPANSION BEARING DETAILS
FOR SPANS 1 & 5

Scale: 1/2" = 1'-0"

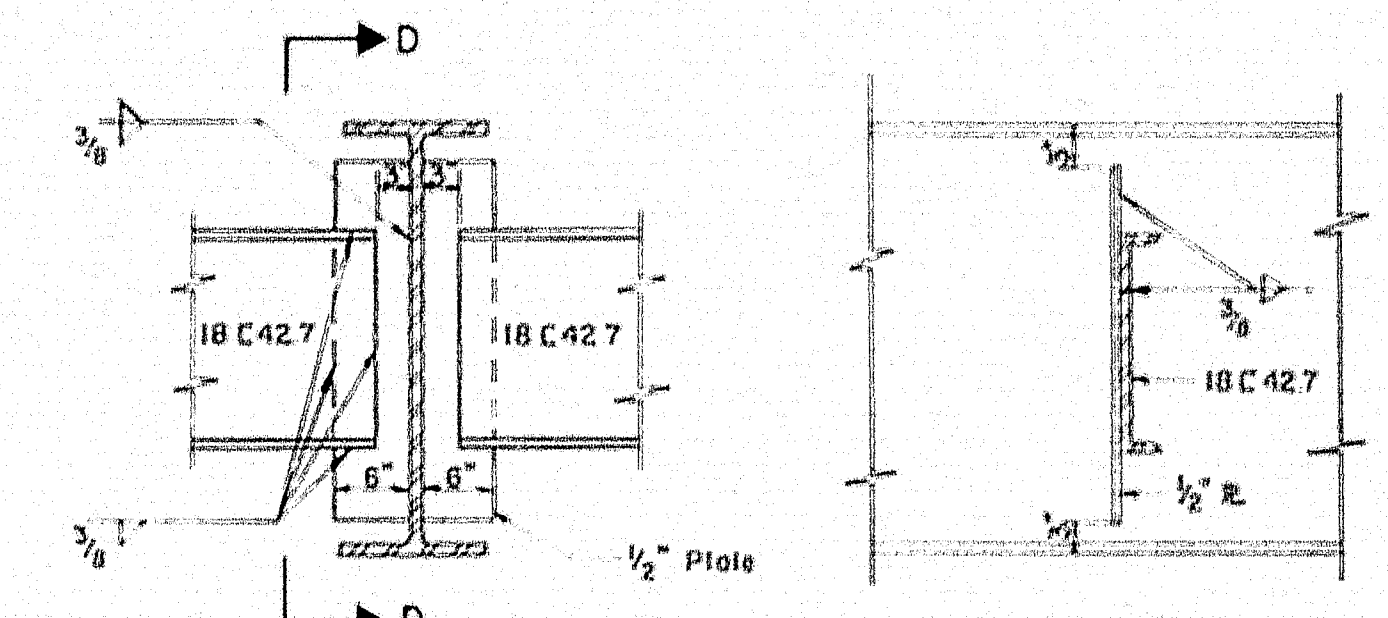


SECTION C-C

WELDED END DIAPHRAGM CONNECTION

Scale: 3/4" = 1'-0"

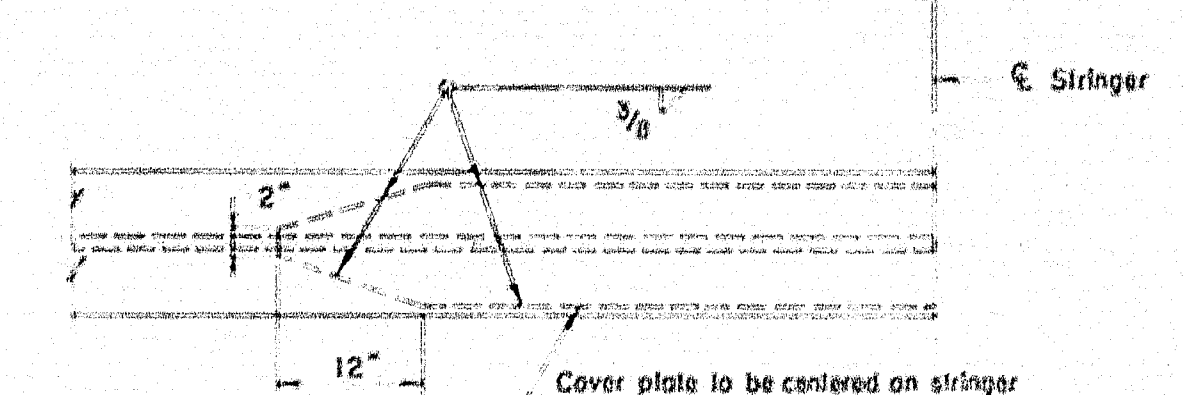
Note: Welds to be shop or field welded.



SECTION D-D

WELDED INTERMEDIATE DIAPHRAGM CONNECTION

Scale: 3/4" = 1'-0"



COVER PLATE DETAIL

NOT TO SCALE

THE CLARKESON ENGINEERING CO., INC.

DESIGN	JVB	CHECK	HP	BRIDGE NO.
DRAWN	S.A.L.	APPROVED	WAH-CJM	SURVEY
				PLOT

STATE HIGHWAY COMMISSION
CHASE ROAD(RELOCATED)

INTERSTATE #95

IN THE CITY OF
BANGOR
PENOBSCOT COUNTY
SUPERSTRUCTURE DETAILS

SHEET 7 OF 8 SHEETS

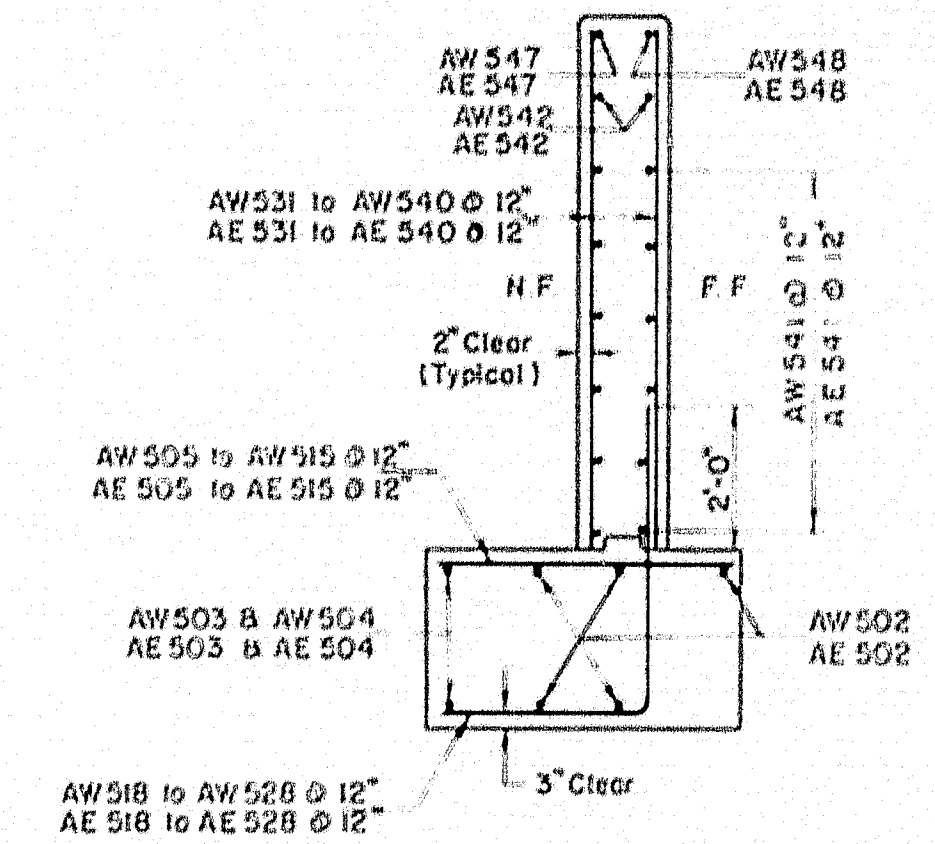
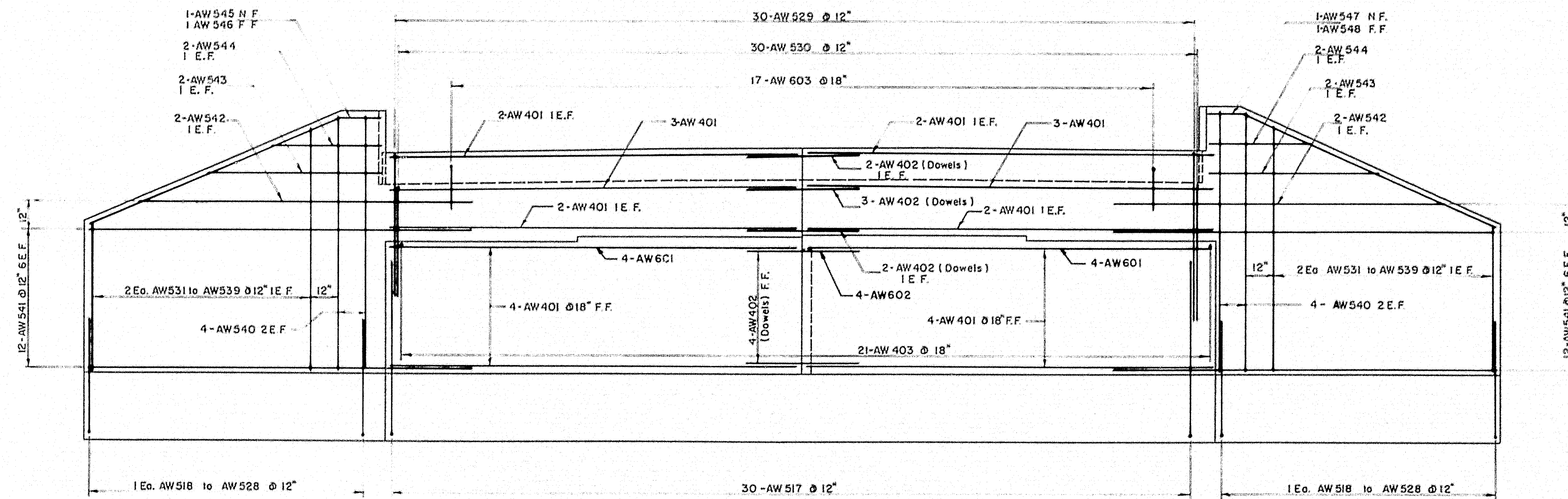
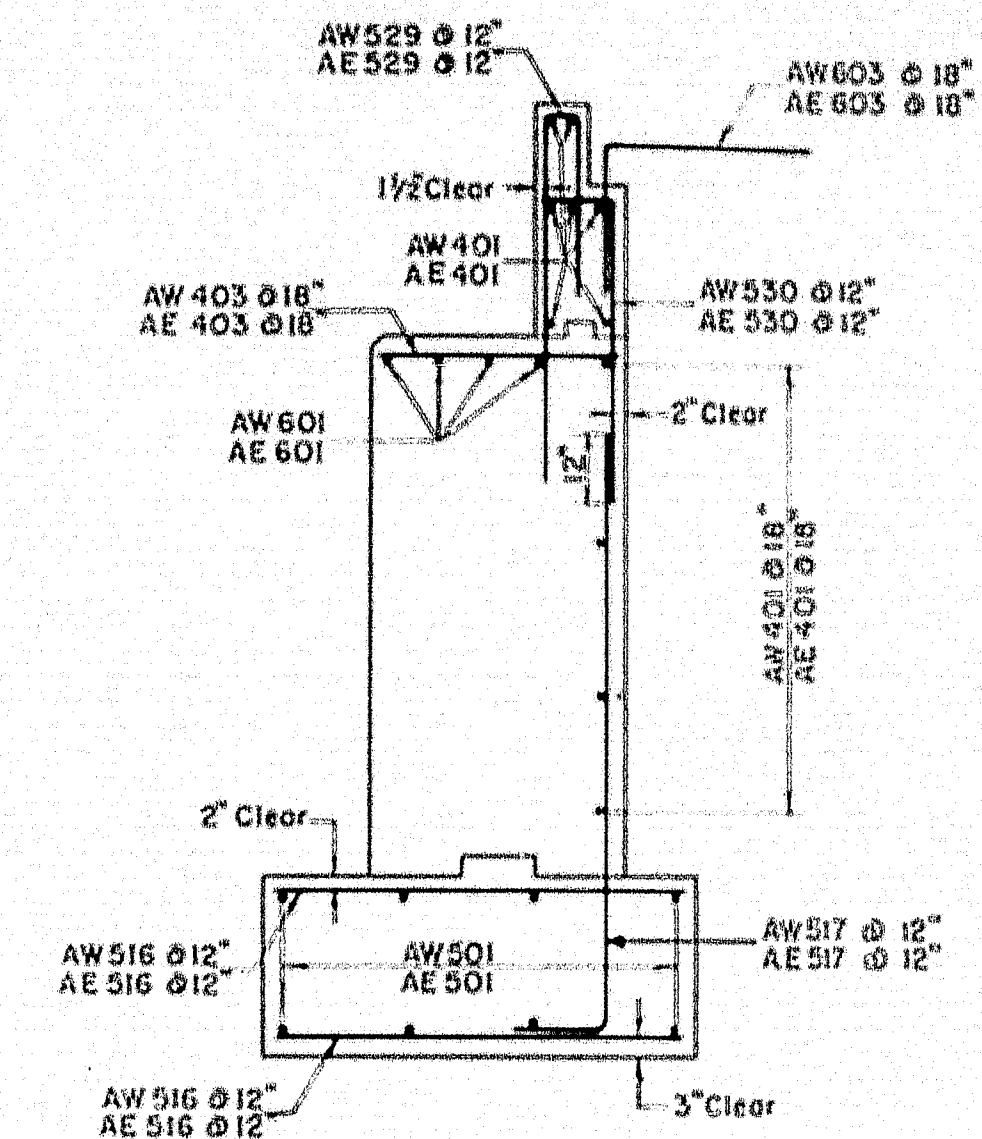
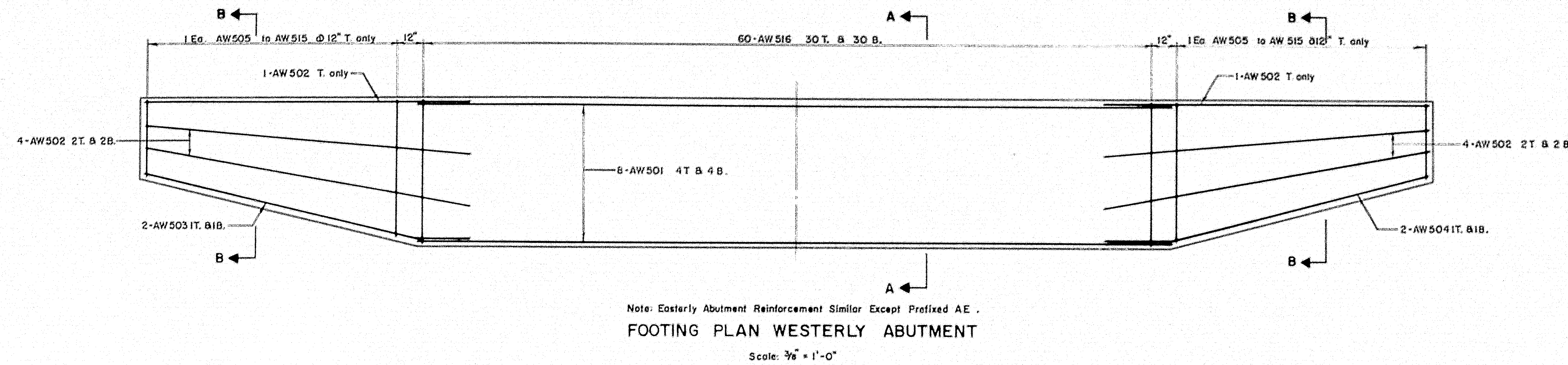
AUGUSTA, MAINE

79-67

0 1 2 3 4 5 INCHES

S.P.R.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-010	32-4	32

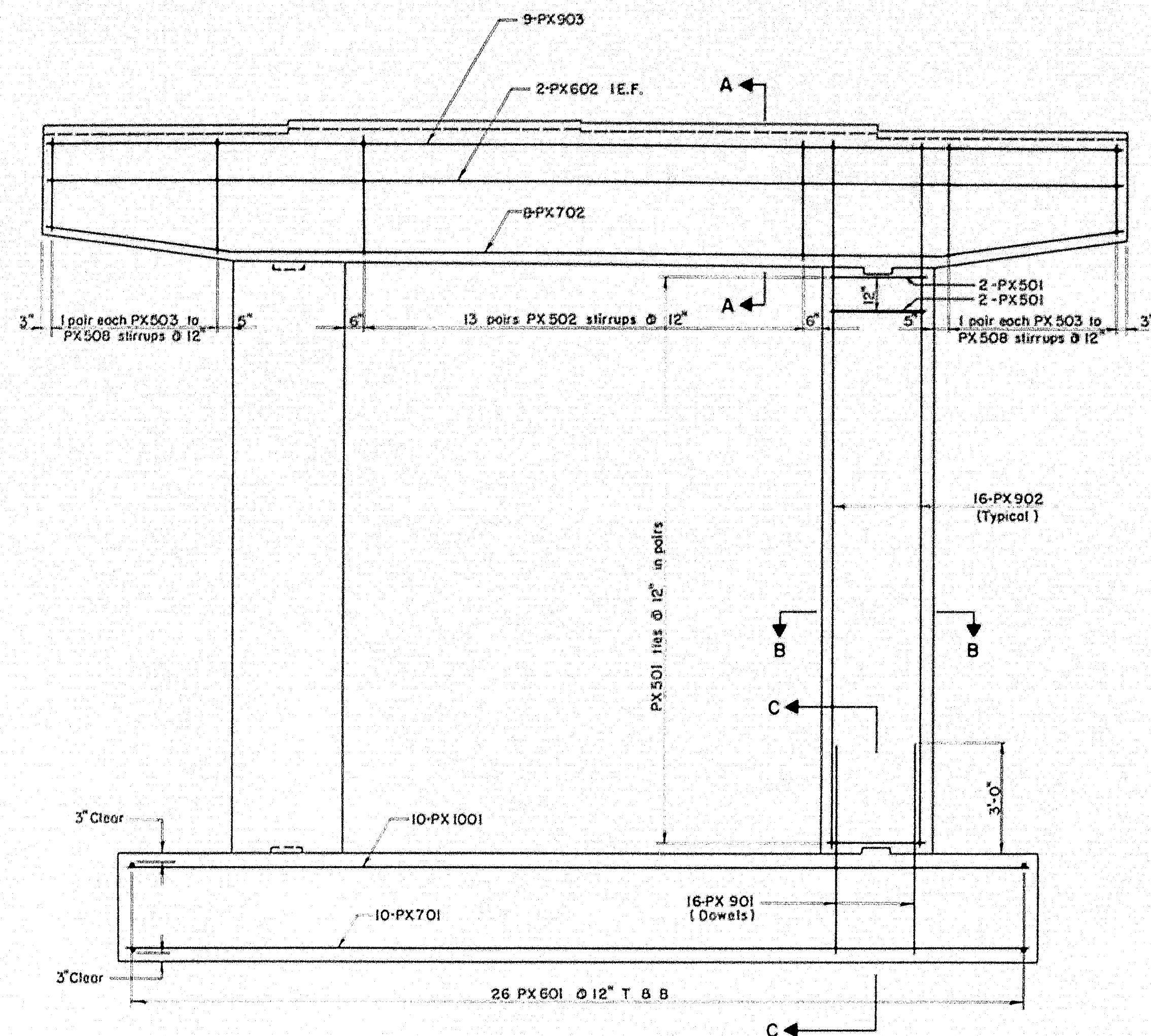
BANGOR INTERSTATE



THE CLARKE ENGINEERING CO., INC.			
DESIGN	J. V. B.	CHECK	H. P.
DRAWN	E. K.	APPROVED	WAH-CJM
STATE HIGHWAY COMMISSION			
CHASE ROAD (RELOCATED)			
OVER			
INTERSTATE # 95			
IN THE CITY OF			
BANGOR			
PENOBSCOT COUNTY			
ABUTMENT REINFORCEMENT			
SHEET 1 OF 5 SHEETS		AUGUSTA, MAINE	

U.P.N.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MASS.	1-95-B(9)	32-B	32

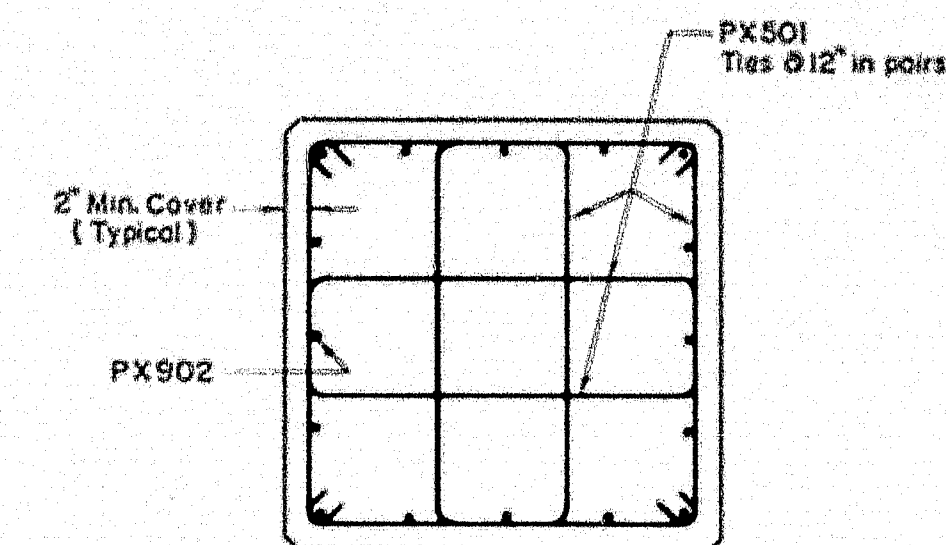
BANGOR INTERSTATE



TYPICAL PIER ELEVATION

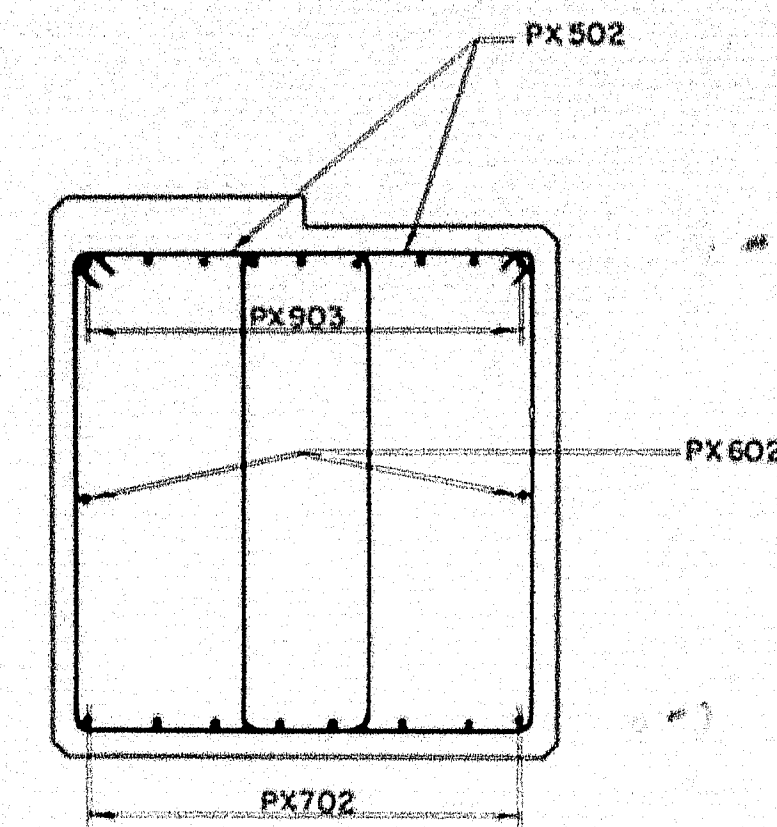
Scale: $\frac{3}{8}$ " = 1'-0"

Note: In bar number, letter X to be replaced by Pier letter
Ex: PA, PB, etc.



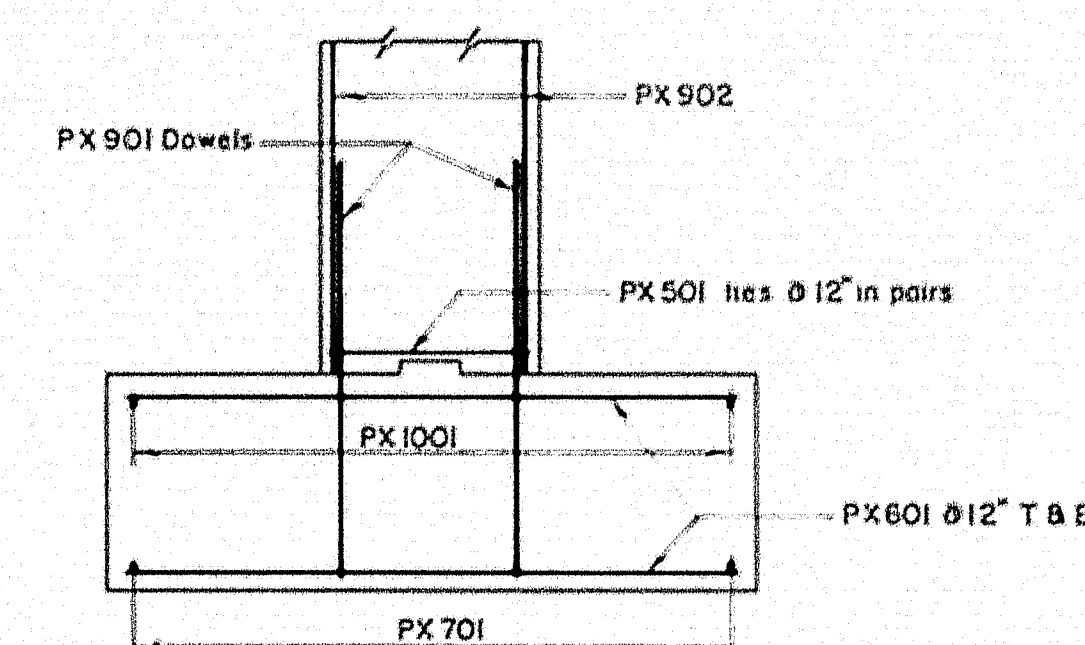
SECTION B-B

Scale: $\frac{3}{8}$ " = 1'-0"



SECTION A-A

Scale: $\frac{3}{8}$ " = 1'-0"



SECTION C-C

Scale: $\frac{3}{8}$ " = 1'-0"

THE CLARKSON ENGINEERING CO., INC.			
DESIGN J.V.B.	CHECK H.P.	BRIDGE NO.	SURVEY
DRAWN S.A.L.	APPROVED WAH-C.J.M.	PLOT	
STATE HIGHWAY COMMISSION			
CHASE ROAD (RELOCATED)			
OVER			
INTERSTATE # 95			
IN THE CITY OF			
BANGOR			
PENOBSCOT COUNTY			
PIER REINFORCEMENT			
SHEET 2 OF 5 SHEETS		AUGUSTA, MAINE	

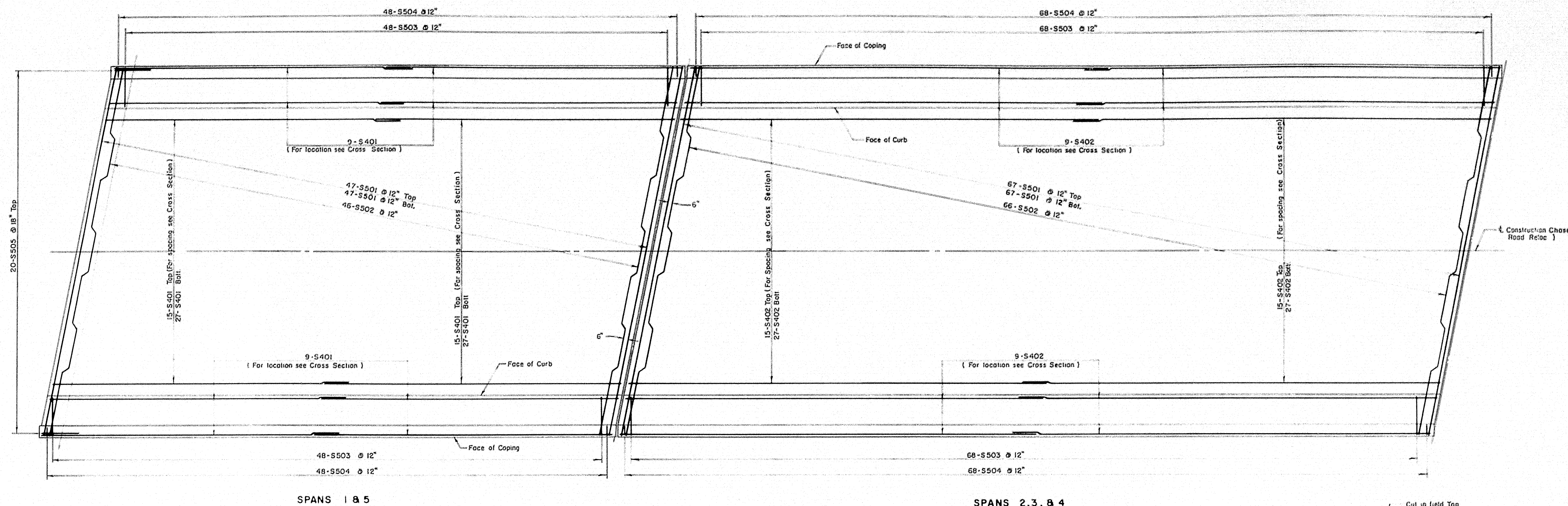
HE PROTECT BLUE 100 10100

79-70

0 1 2 3 4 5 INCHES

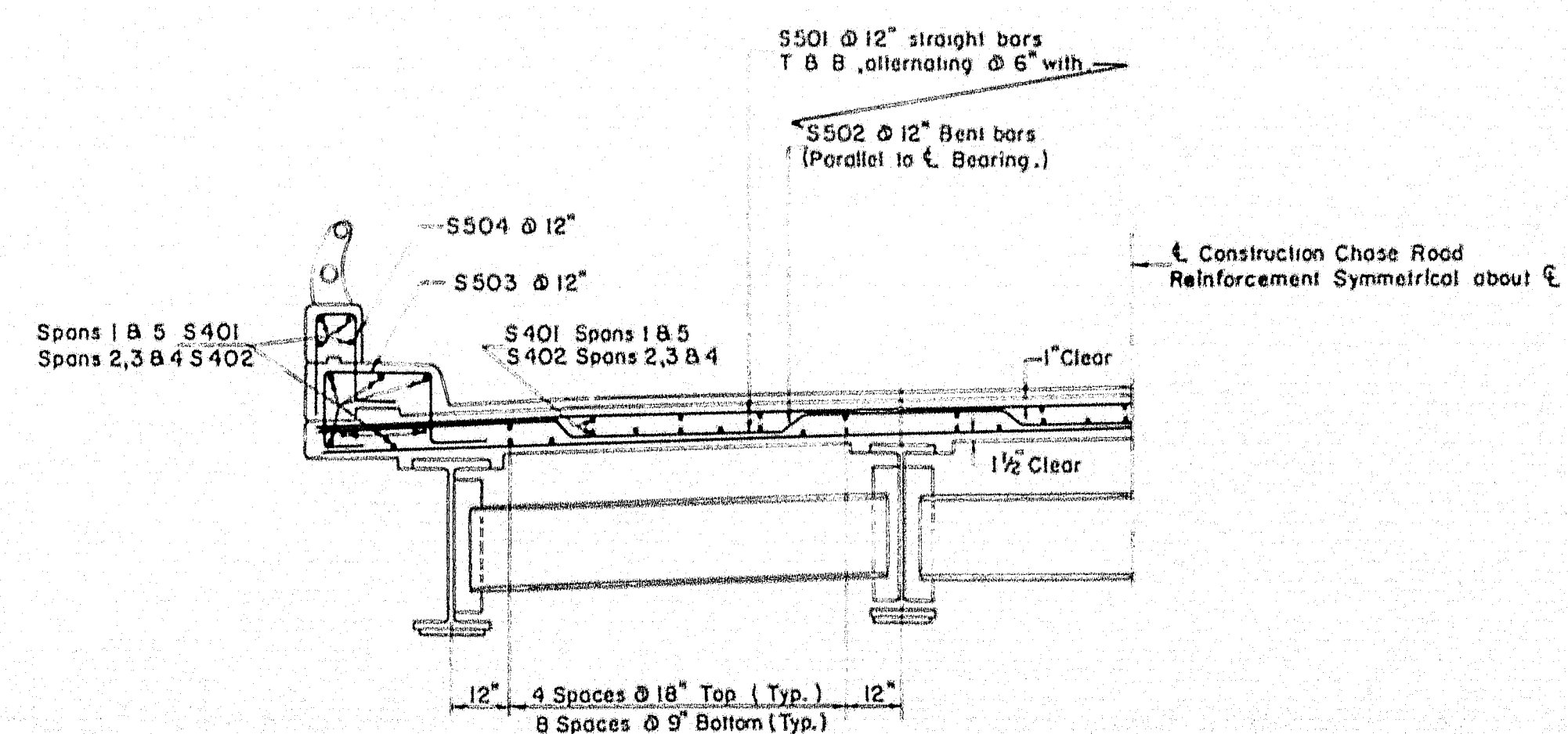
U.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6(9)	32-C	32

BANGOR INTERSTATE



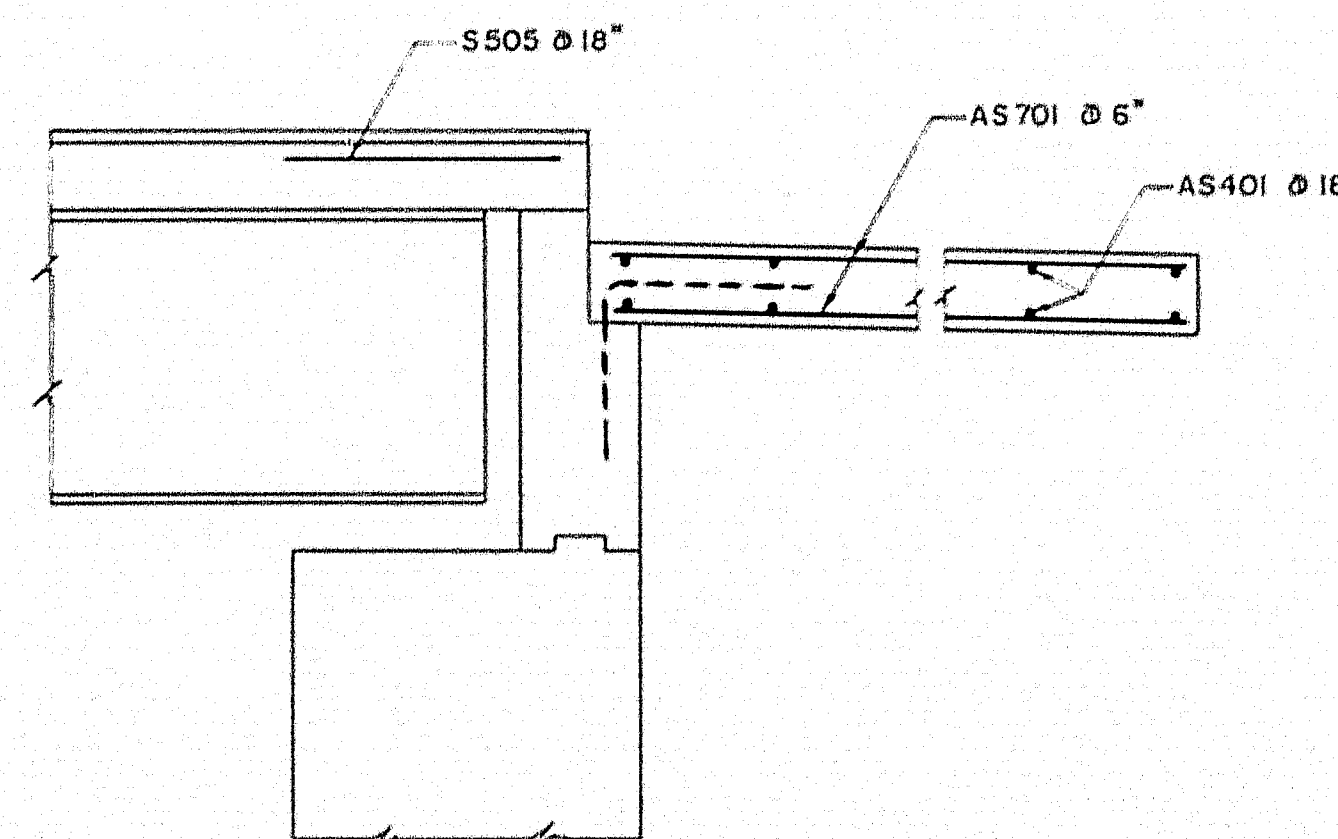
DECK SLAB REINFORCEMENT

Scale: 1/4" = 1'-0"



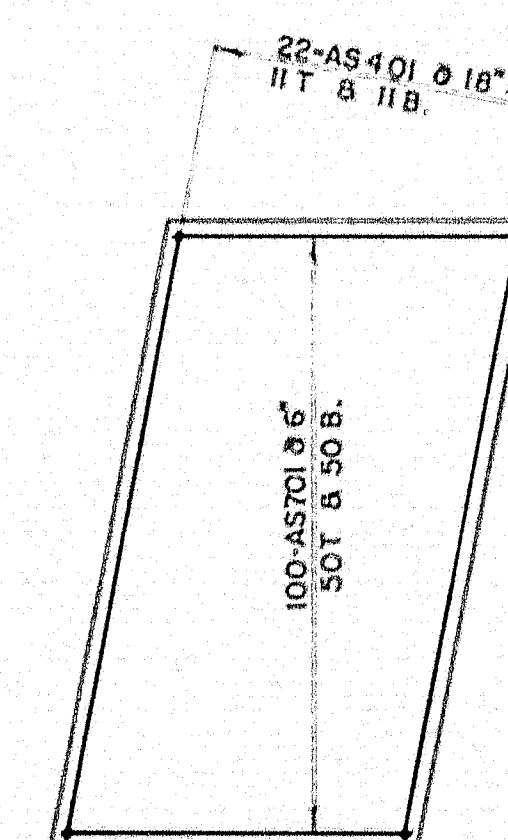
TYPICAL CROSS SECTION

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



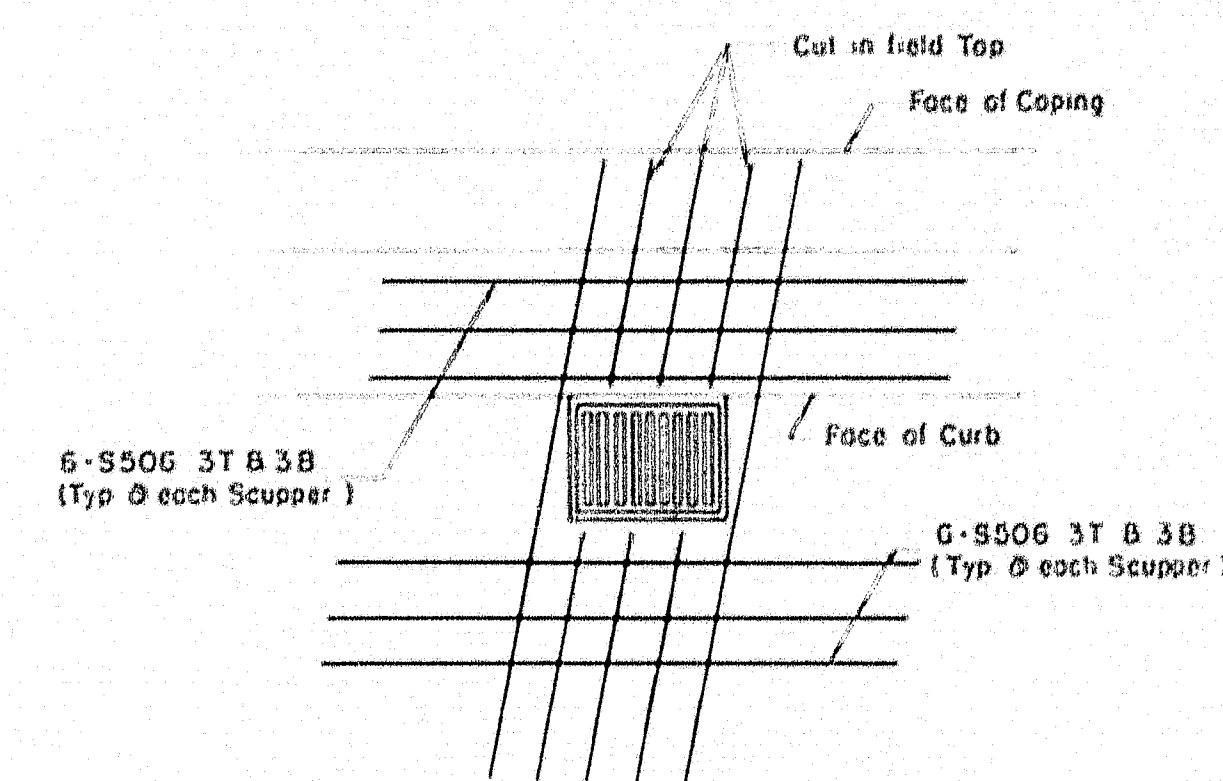
TYPICAL CROSS SECTION (APPROACH SLAB)

Scale: 1/2" = 1'-0"



APPROACH SLAB REINFORCEMENT

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



SCUPPER REINFORCEMENT

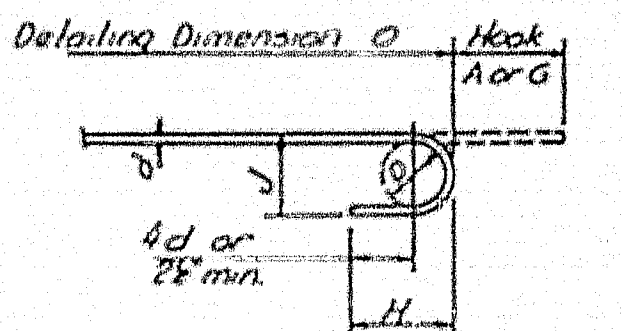
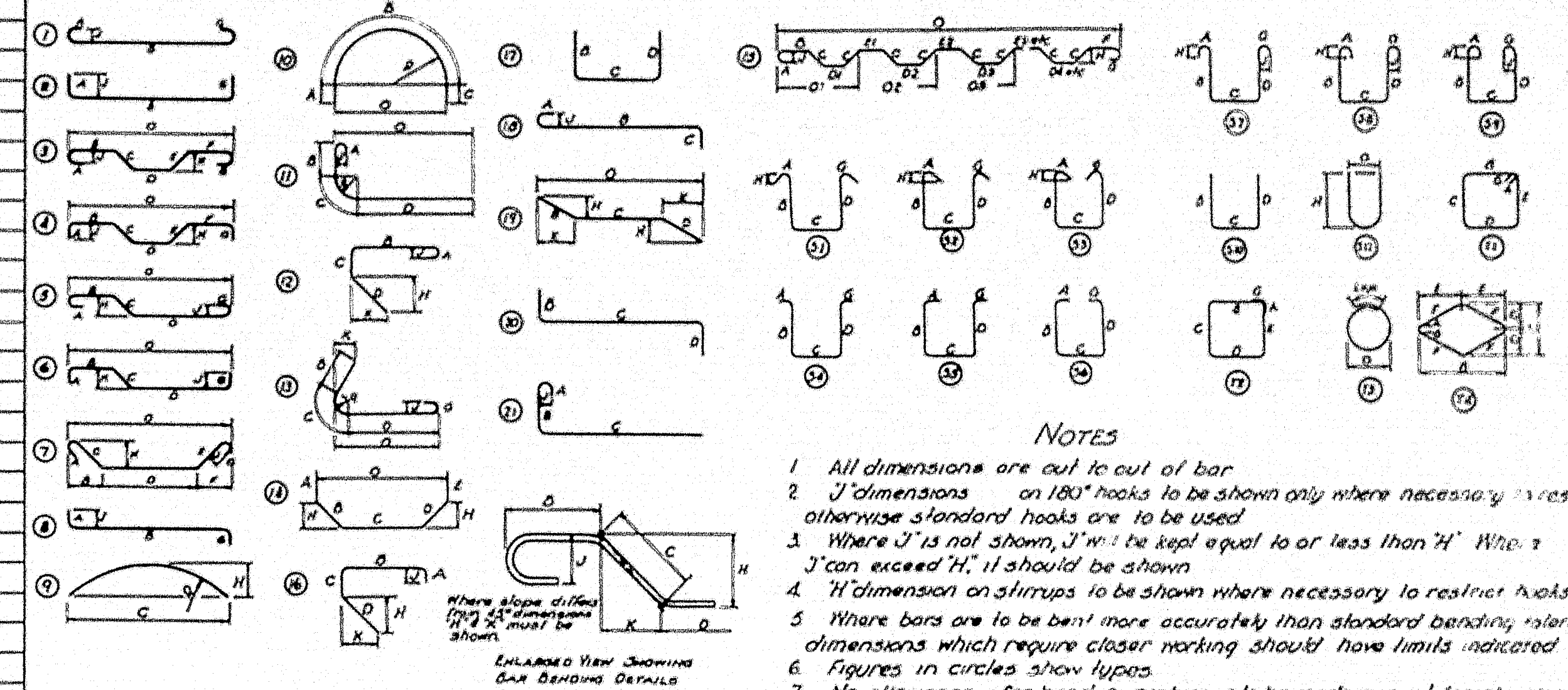
8 Required
Scale: 1/2" = 1'-0"

THE CLARKESON ENGINEERING CO., INC.			
DESIGN	J. V. B.	CHECK	H. P.
DRAWN	E. K.	APPROVED	W. H. C. J. M.
STATE HIGHWAY COMMISSION			
CHASE ROAD (RELOCATED)			
OVER			
INTERSTATE # 95			
IN THE CITY OF			
BANGOR			
PENOBSCOT COUNTY			
DECK SLAB REINFORCEMENT			
SHEET 3 OF 5 SHEETS			
AUGUSTA, MAINE			

79-71

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
WESTERLY ABUTMENT																	
1				ABUTMENT FOOTING													
2	1	#5	20'-0"	AM-501	Str.												
3	16		13'-0"	AM-502	Str.												
4	2		13'-11"	AM-503	19					2'-0"	11'-11"			6"		11'-11"	
5			12'-6"	AM-504	19					2'-0"	10'-6"						
6			2'-11"	AM-505	Str.												
7			3'-2"	AM-506													
8			3'-5"	AM-507													
9			3'-8"	AM-508													
10			3'-11"	AM-509													
11			4'-2"	AM-510													
12			4'-5"	AM-511													
13			4'-8"	AM-512													
14			4'-11"	AM-513													
15			5'-2"	AM-514													
16	2		5'-5"	AM-515													
17	60		5'-8"	AM-516	Str.												
18	30		7'-3"	AM-517	20					1'-0"	6'-3"						
19	2		6'-2"	AM-518	20					1'-11"	4'-3"						
20			6'-5"	AM-519						2'-2"							
21			6'-8"	AM-520						2'-5"							
22			6'-11"	AM-521						2'-8"							
23			7'-2"	AM-522						2'-11"							
24			7'-5"	AM-523						3'-2"							
25			7'-8"	AM-524						3'-5"							
26			7'-11"	AM-525						3'-8"							
27			8'-2"	AM-526						3'-11"							
28			8'-5"	AM-527						4'-2"							
29	2	#5	8'-8"	AM-528	20					4'-5"	4'-3"						
30																	
31				ABUTMENT STEM													
32	22	#4	14'-10"	AE-401	Str.												
33	11	#4	4'-0"	AE-402	Str.												
34	21	#4	3'-2"	AE-403	Str.												
35	30	#5	8'-11"	AE-404	310					2'-6"	6'-6"	5'-11"					
36	30	#5	4'-10"	AE-405	20					0'-11"	3'-11"						
37	8	#6	14'-10"	AE-406	Str.												
38	4	#6	4'-0"	AE-407	Str.												
39	17	#6	4'-0"	AE-408	20					2'-0"	2'-0"						
40																	
41				WING WALL STEM													
42	4	#5	5'-4"	AE-531	Str.												
43			5'-8"	AE-532													
44			6'-3"	AE-533													
45			6'-8"	AE-534													
46			7'-2"	AE-535													
47			7'-7"	AE-536													
48			8'-1"	AE-537													
49			8'-6"	AE-538													
50	4		9'-0"	AE-539													
51	8		9'-5"	AE-540													
52	24		14'-0"	AE-541													
53	4		12'-0"	AE-542													
54	4		6'-4"	AE-543													
55																	
56																	
57	4		4'-2"	AE-544	Str.												
58	1		11'-5"	AE-545	19					9'-10"	1'-7"			0'-8"		1'-6"	
59	1		11'-2"	AE-546	19					9'-4"	1'-4"			0'-7"		1'-3"	
60	1		11'-3"	AE-547	19					10'-1"	1'-2"			0'-6"		1'-1"	
61	1	#5	11'-0"	AE-548	19					10'-1"	0'-11"			0'-7"		1'-4"	
62																	
63																	
64																	
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77																	
78																	
79																	
80																	
81																	

TYPICAL BAR BENDS



STANDARD HOOK DETAIL

Equivalent Size	Present (Numbers)
1/4"	#2
3/8"	#3
1/2"	#4
5/8"	#5
3/4"	#6
7/8"	#7
1"	#8
1 1/8"	#9
1 1/4"	#10
1 3/4"	#11

WESTERLY ABUTMENT	Footings	1288
	Stem	1001
	Wing	839
		3128
EASTERLY ABUTMENT	Footings	1298
	Stem	1001
	Wing	869
		3168

Bar reinforcement metal shall conform to the requirements of the Standard Specifications for new Billet-Steel Concrete Reinforcement Bars (Intermediate Grade) Serial Designation AAS, H.C. M31-49 or its latest revision. All bars shall be deformed to conform with AAS, H.C. Specifications A 305-49.

THE CLARKSON ENGINEERING CO., INC.

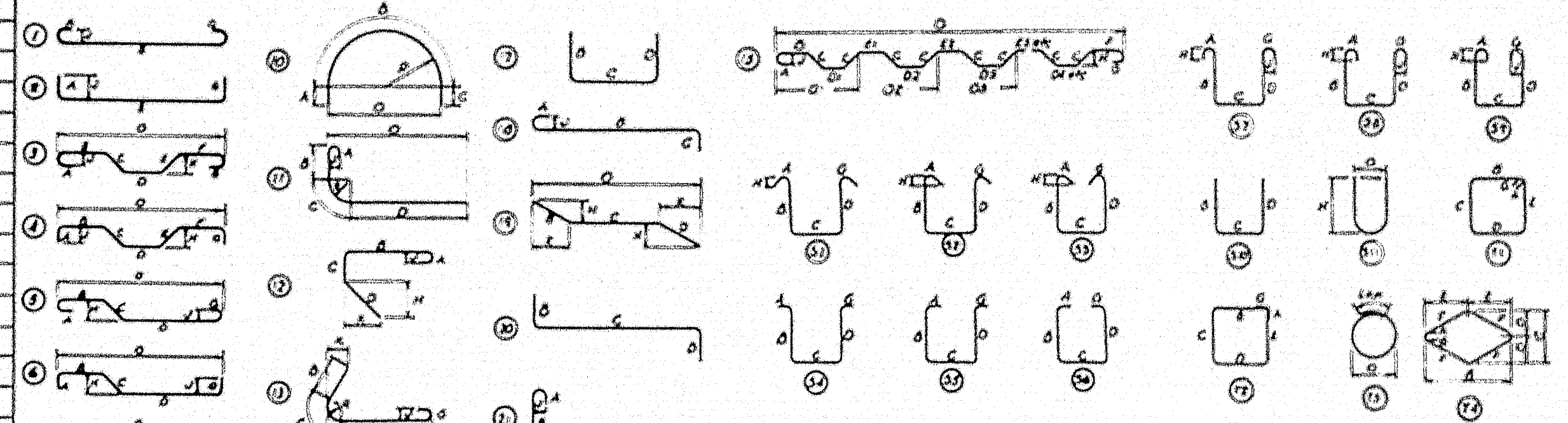
DESIGN J.V.B. CHECK H.P. BRIDGE NO. SURVEY
DRAWN APPROVED W.A.H.-C.J.M. PLOT

STATE HIGHWAY COMMISSION
CHASE ROAD (RELOCATED)
OVER
INTERSTATE # 95
IN THE CITY OF
BANGOR
PENOBSCOT COUNTY
REINFORCEMENT SCHEDULE

SHEET 4 OF 5 SHEETS AUGUSTA, MAINE

BANGOR INTERSTATE

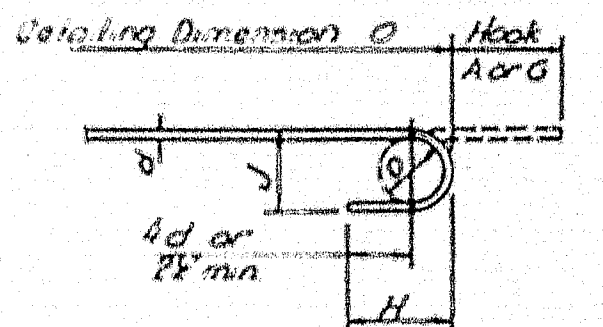
TYPICAL BAR BENDS



NOTES

- All dimensions are out to cut of bar.
- J dimensions on 180° hooks to be shown only when necessary to restrict hook size, otherwise standard hooks are to be used.
- Where J is not shown, J' is to be kept equal to or less than H. Where J can exceed H, it should be shown.
- Dimension on stirrups to be shown where necessary to restrict hooks.
- Where bars are to be bent more accurately than standard bending tolerances, bending dimensions which require closer marking should have limits indicated.
- Figures in circles show types.
- No allowance for bend curvature is to be made except for standard hook & radii in excess of same.

ENLARGED VIEW SHOWING BAR BENDING DETAILS



STANDARD HOOK DETAIL

BAR SIZES

Equivalent Size	Present (Numbers)
1/2"	#2
3/8"	#3
2"	#4
2 1/2"	#5
3"	#6
3 1/2"	#7
4"	#8
4 1/2"	#9
5"	#10
5 1/2"	#11

8. Bar reinforcement metal shall conform to the requirements of the Standard Specifications for new Billet-Steel Concrete Reinforcement Bars (Intermediate Grade) Serial Designation AAS.HQ.M31-48 or its latest revision. All bars shall be deformed to conform with A.S.T.M. Specifications A305-A9.

THE CLARKESON ENGINEERING CO., INC.

DESIGN J.V.B.	CHECK H.P.	BRIDGE NO. 3925
DRAWN	APPROVED W.A.H.-C.J.M.	SURVEY PLOT

STATE HIGHWAY COMMISSION
CHASE ROAD (RELOCATED)
OVER

INTERSTATE # 95
IN THE CITY OF
BANGOR

PENOBSCOT COUNTY
REINFORCEMENT SCHEDULE

SHEET 5 OF 5 SHEETS AUGUSTA, MAINE

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
1					PIER A												
2					FOOTING												
3	52	86	8'-6"	PA-601	Str.												
4	10	87	24'-6"	PA-701	Str.												
5	32	89	5'-9"	PA-901	Str.												
6	10	810	24'-6"	PA-1001	Str.												
7																	
8					COLUMN												
9	88	85	9'-8"	PA-501	TI	0'-5"	1'-9"	2'-8"	1'-5"	2'-8"							
10	32	89	25'-3"	PA-602	Str.												
11																	
12					CAP												
13	26	85	11'-6"	PA-502	TI	0'-5"	2'-0"	3'-4"	2'-0"	3'-4"							
14	4																
15																	
16																	
17																	
18																	
19	8	85	11'-1"	PA-503	TI	0'-5"	2'-0"	3'-1 1/2"	2'-0"	3'-1 1/2"							
20	2	86	24'-2"	PA-602	Str.												
21	8	87	24'-2"	PA-702	Str.												
22	9	89	25'-3"	PA-903	Str.												
23																	
24																	
25																	
26																	
27																	
28																	
29					PIER B												
30																	
31					FOOTING												
32	52	86	8'-6"	PB-601	Str.												
33	10	87	24'-6"	PB-701	Str.												
34	32	89	5'-9"	PB-901	Str.												
35	10	810	24'-6"	PB-1001	Str.												
36																	
37					COLUMN												
38	96	85	9'-8"	PB-501	TI	0'-5"	1'-9"	2'-8"	1'-5"	2'-8"							
39	32	89	25'-3"	PB-602	Str.												
40																	
41					CAP												
42	26	85	11'-6"	PB-502	TI	0'-5"	2'-0"	3'-4"	2'-0"	3'-4"							
43	4																
44																	
45																	
46																	
47																	
48	4	85	11'-1"	PB-503	TI	0'-5"	2'-0"	3'-1 1/2"	2'-0"	3'-1 1/2"							
49	2	86	24'-2"	PB-602	Str.												
50	8	87	24'-2"	PB-702	Str.												
51	9	89	25'-3"	PB-903	Str.												
52																	
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80																	
81																	

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
163					DECK SLAB												
164																	
165	256	84	24'-6"	AS601	Str.												
166	384	84	34'-6"	AS602	Str.												
167	596	85	29'-2"	AS603	Str.												
168	290		30'-2 1/2"	AS604	Str.												
169	600		3'-1"	AS605	Str.												
170	600		5'-7"	AS606	Str.												
171	40		3'-0"	AS607	Str.												
172	96	85	6'-0"	AS608	Str.												
173																	
174																	
175																	
176																	
177																	
178																	
179					APPROACH SLABS												
180																	
181	44	84	25'-2"	AS701	Str.												
182	200	87	19'-5"	AS702	Str.												
183																	
184																	
185																	
186																	
187																	
188																	
189																	
190																	

PIER A

Footings 2846
Columns 3434
Cap 2033
8515

PIER B

Footings 2846
Columns 3925
Cap 2033
8804

PIER C

Footings 2846
Columns 3943
Cap 2033
8822

PIER D

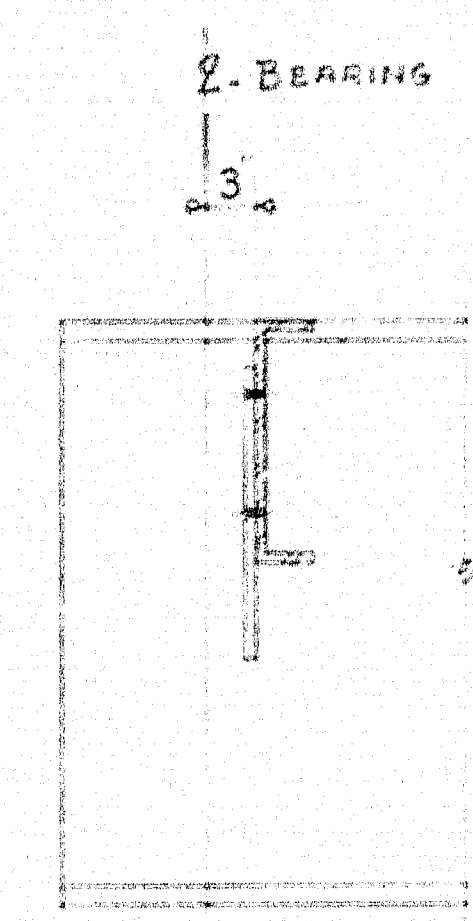
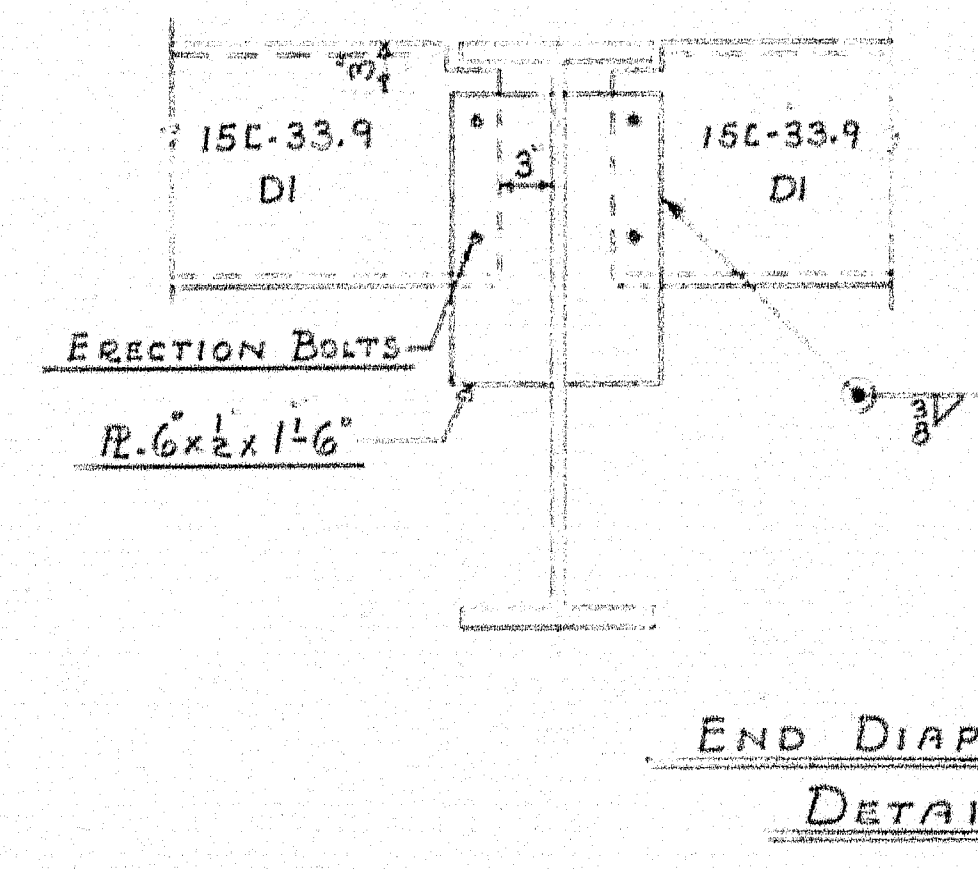
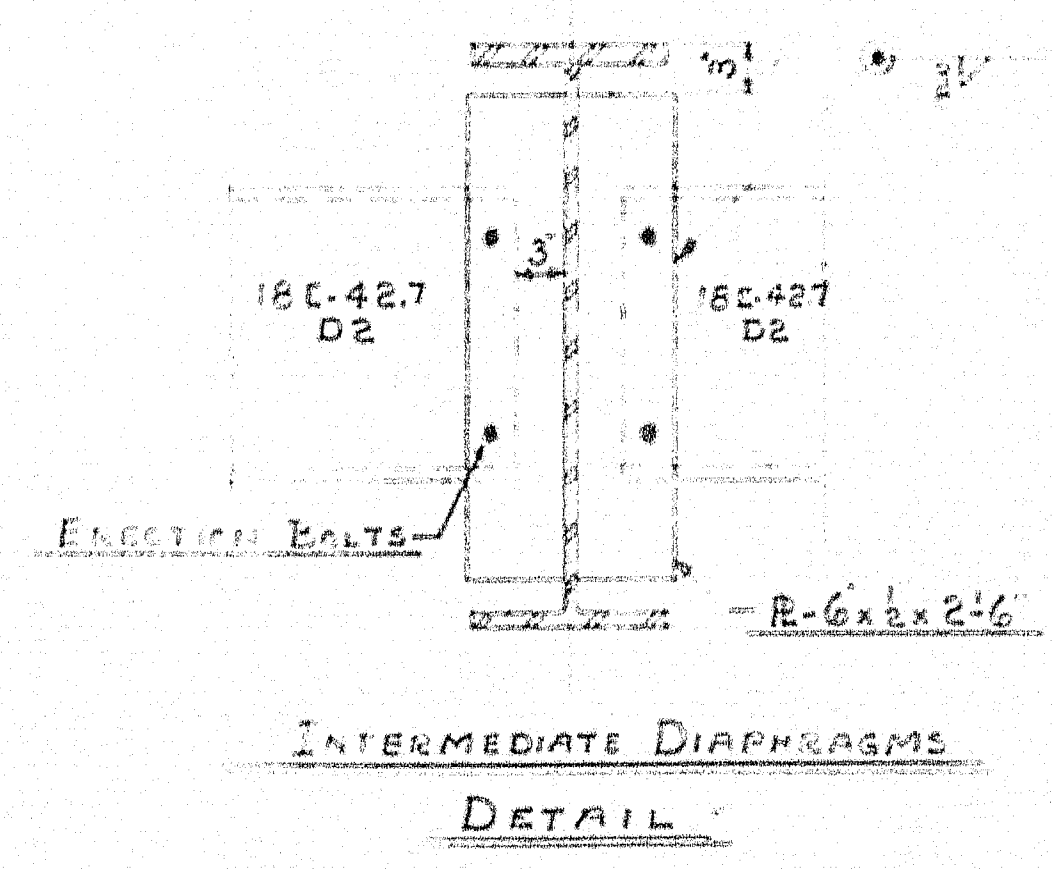
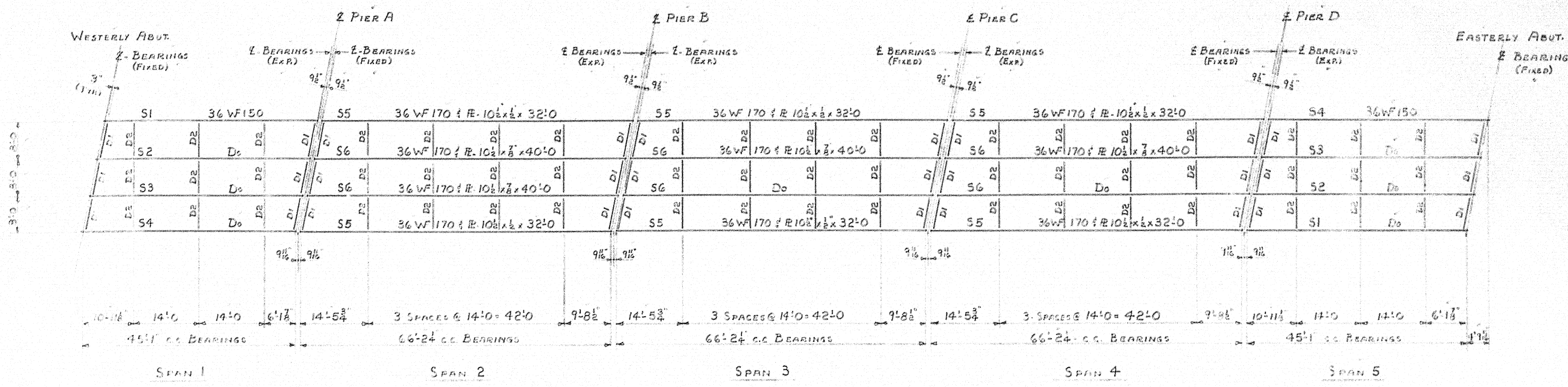
Footings 2846
Columns 3432
Cap 2033
8311

DECK

48,147

APPROACH SLABS

6737



NOTES:
 See Sheet B-100-12 For Eng. Det.
 SHAW COOK'S WORK
 FIELD COOK'S WORK
 POINT: STATION 10+00.00

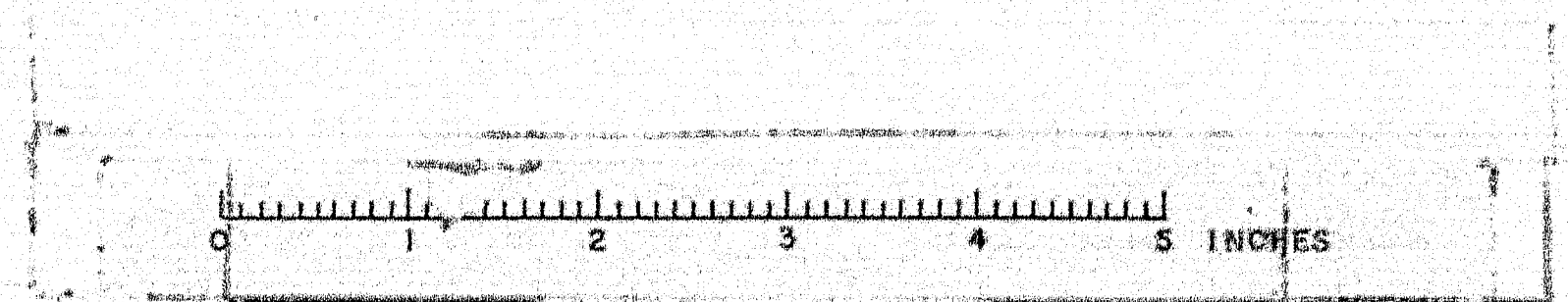
3-FIELD 1-4-60
 1-5-60 1-4-60
 2-FA 12-17-59

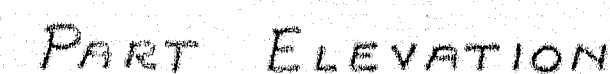
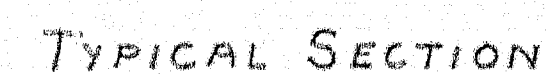
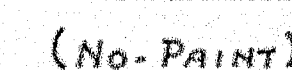
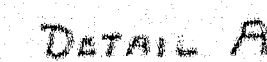
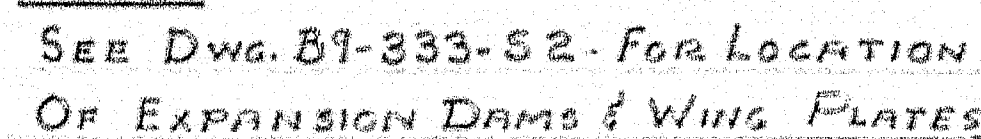
DRAWN	12-4-53	D.C.
REVISION		
REVISION		
REVISION		

APP'D. 12-31-51

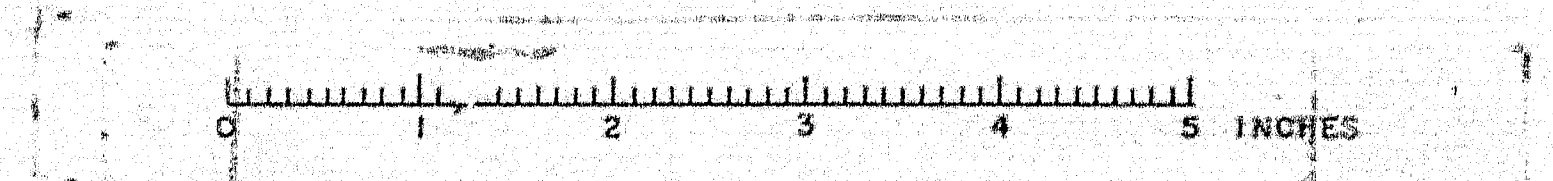
Framing Plan	
Bancroft & Martin, Portland, Maine	
CHASE ROAD BRIDGE OVER INTERSTATE 10, 95 BANGOR, MAINE	
CUSTOMER	Joe McEachern
DESIGNER	The Greenberg Eng. Co.
ORDER	VERBAL
DWG.	89-333-B1

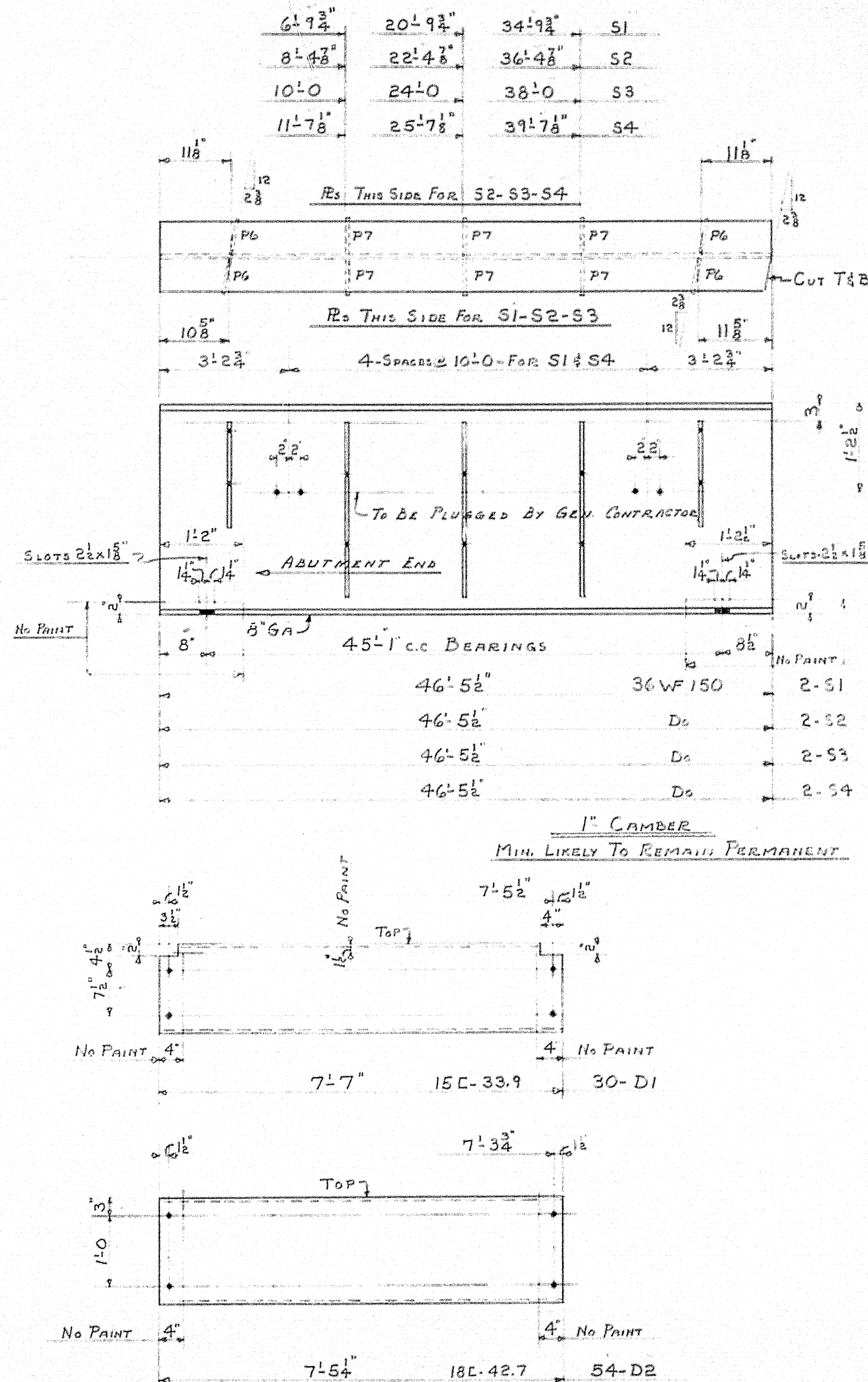
79-73A





DRAWN	12-3-59	D.C.
REVISION	1-4-60	D.C.
REVISION		
REVISION		





SHOP CONNECTIONS: *Weld*
FIELD CONNECTIONS: *Weld*
HOLES: *1 1/2" & Unless Noted*
PAINT: *State Of Me. Spag's*

APP'D AS NOTED 12-29-59

STRINGERS & DIAPHRAGMS

Bancroft & Martin Rolling Mills Company
Brewer, Maine

CHASE ROAD BRIDGE OVER
INTERSTATE No 95
BANGOR-VEAZIE, MAINE

CUSTOMER JOE McEACHERN
DESIGNER THE CLARKESON ENG. CO.

ORDER <u>VERBAL</u>	DWG. <u>B9-333-53</u>
---------------------	-----------------------

3. FIELD 1-4-60
4. SHOP 1-4-60
2. F.A. 12-17-59

DRAWN	12-7-59	D.
REVISION	1-4-60	D.
REVISION		
REVISION		

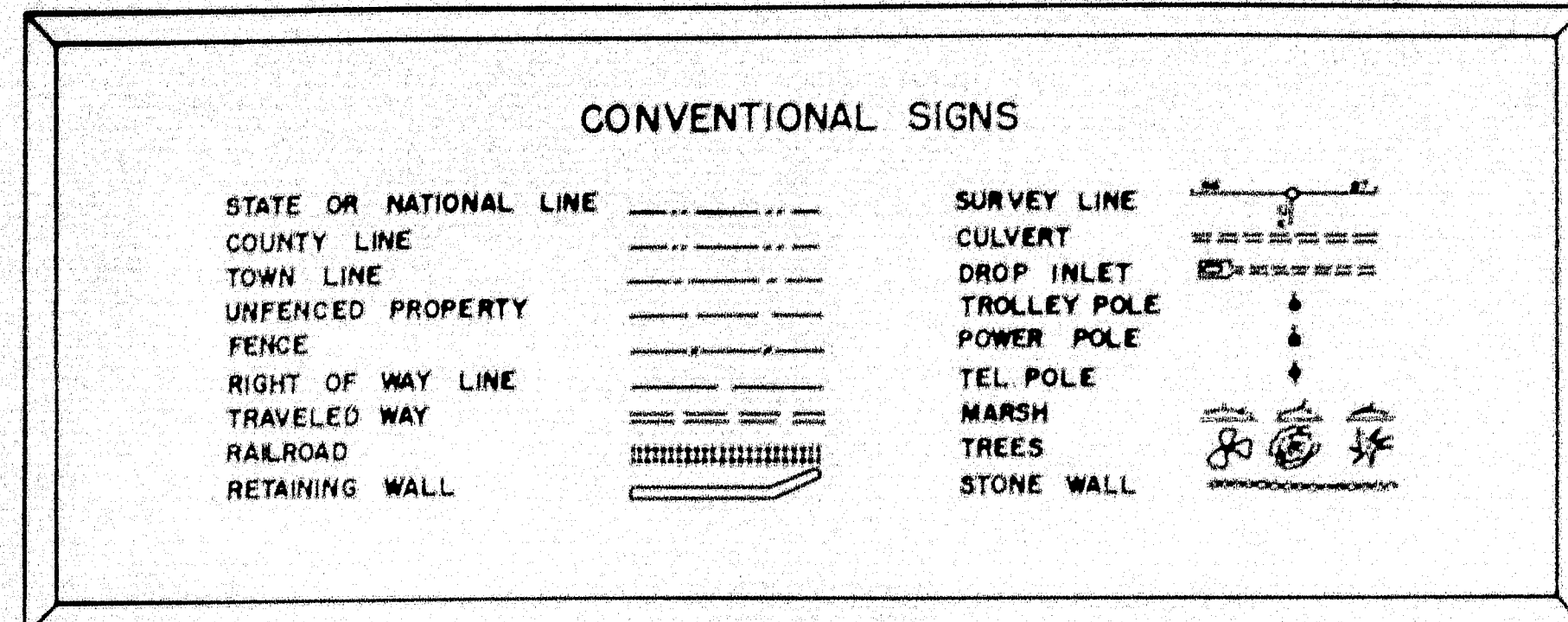
ORDER <u>VERBAL</u>	DWG. <u>B9-333-53</u>
---------------------	-----------------------

STATE OF MAINE STATE HIGHWAY COMMISSION

PLANS BANGOR-VEAZIE PENOBSCOT COUNTY CHASE ROAD AND BRIDGE OVER INTERSTATE #95 MAINE FEDERAL AID INTERSTATE #95 PROJECT NO. I-95-8(9)182

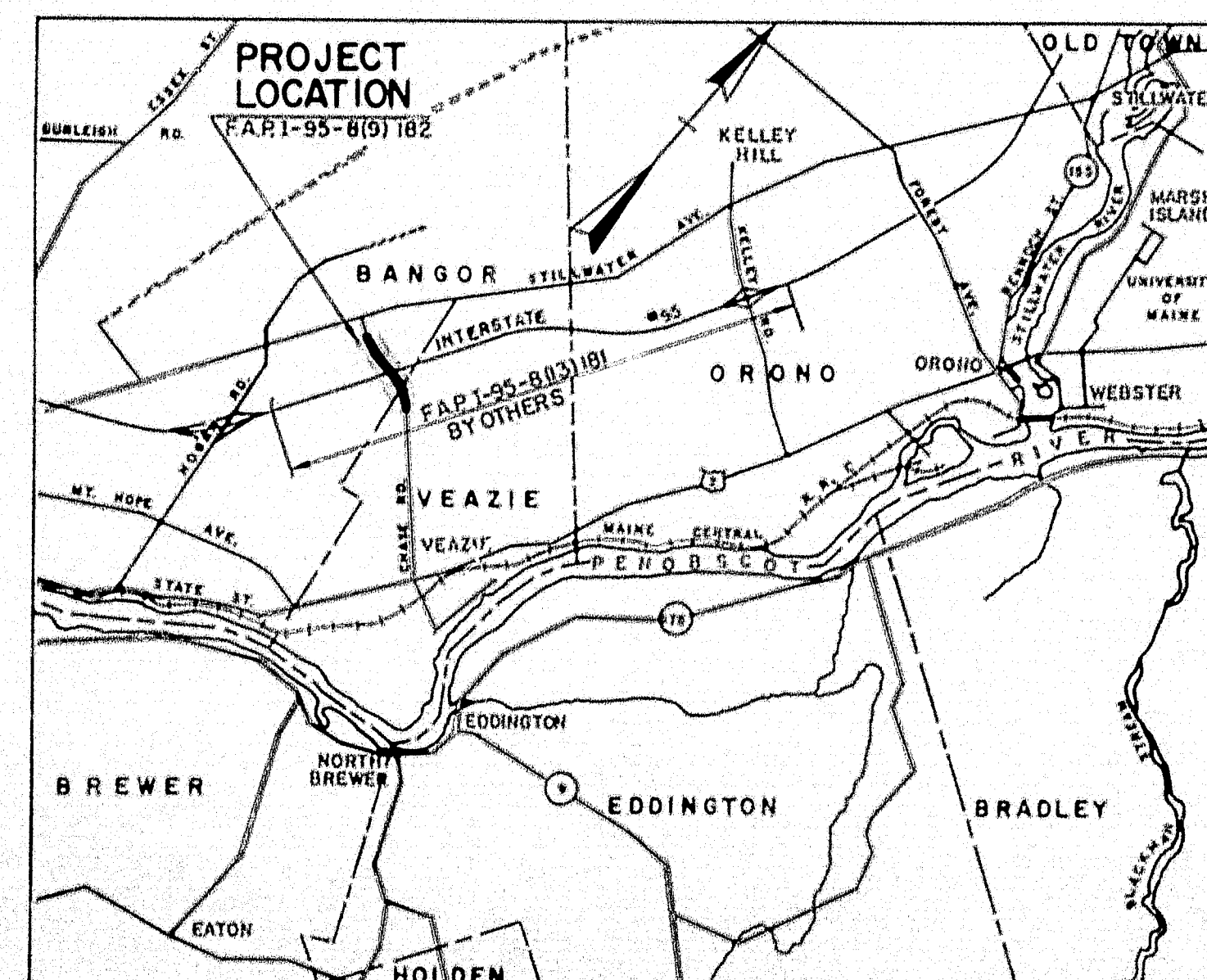
TOTAL LENGTH 0.00 MILES

SCALES { PLAN 1 IN = 50 FT. OR AS NOTED
PROFILE { HOR. 1 IN = 50 FT.
VER. 1 IN = 5 FT.
CROSS SECTIONS 1 IN = 10 FT.

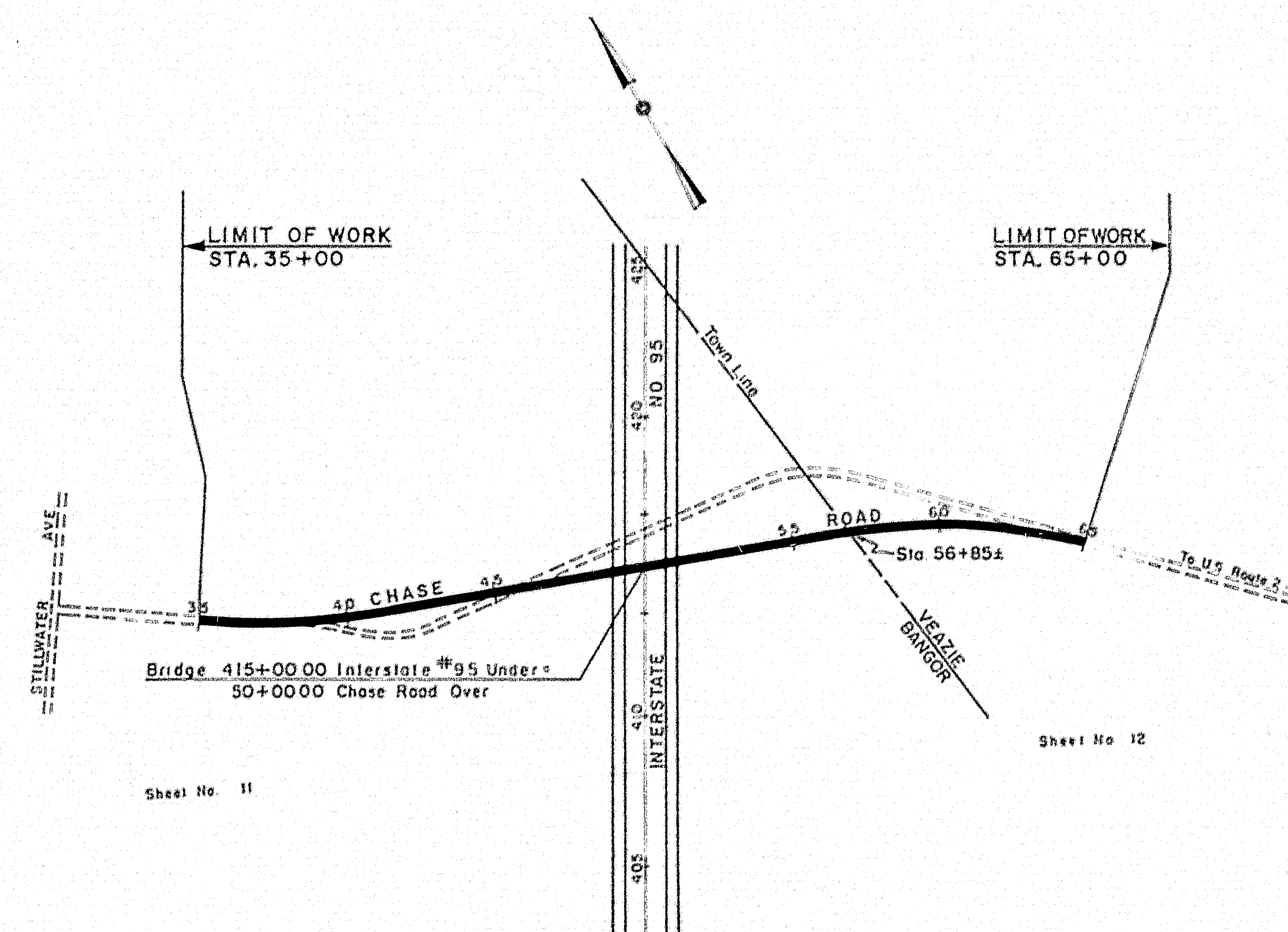


All work contemplated under this contract to be governed by and in conformity with the standard specifications, Highways and Bridges, revision of Jan. 1956, except as modified on these plans and by the special provisions.

F.A.P. I-95-8(13)181 (an Interstate #95 grading contract) is a concurrent contract by others in the vicinity of the limits of this project.



A PORTION OF PENOBSCOT COUNTY
APPROX. SCALE 1 IN. = 1 MILE



Sheet No. 11

Sheet No. 12

LAYOUT PLAN
Scale: 1" = 400'

A.D.T.(1960) = 80
A.D.T.(1980) = 110
D.H.V.(1980) = 15
D.(1980) = 60%
T.(1980) = 10%
V.(M.P.H) = 45-50

APPROVED:
MAINE STATE HIGHWAY COMMISSION

David H. Stinson
James E. Stinson
R. L. Wilkins
Tracy M. Stinson

CONSULTING ENGINEERS
THE CLARKSON ENGINEERING COMPANY, INC.
BOSTON MASS
DATE

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION 1
APPROVED:
DIVISION ENGINEER DATE

79-37

3" BITUMINOUS CONCRETE SURFACE COURSE

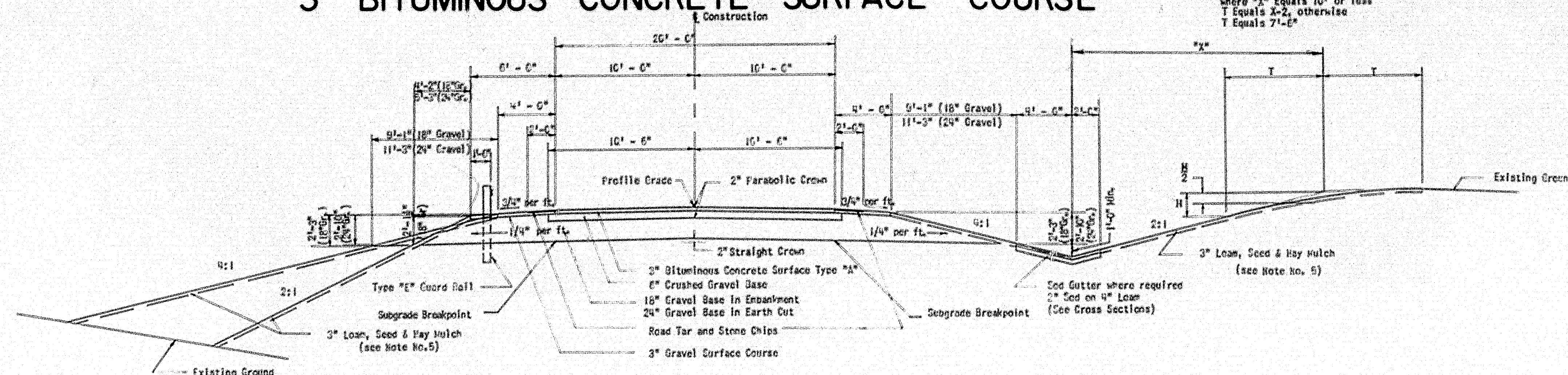
S.P.R. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(9)	2	32

BANGOR - VEAZIE INTERSTATE
CHASE ROAD

20' PAVEMENT	C.Y./100 L.F.
3" Bituminous Concrete Surface	18.52
6" Crushed Gravel Base (21")	38.89
18" Gravel Base	111.11
24" Gravel Base	148.15

14' SHOULDER	C.Y./100 L.F.
3" Gravel Surface	3.70
18" Gravel Base	54.52
24" Gravel Base	72.74

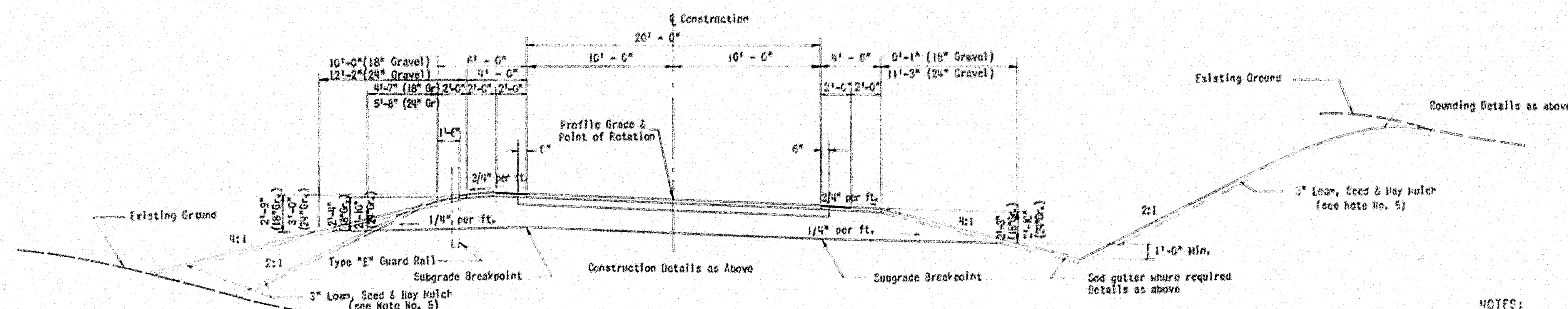
6' SHOULDER	C.Y./100 L.F.
3" Gravel Surface	6.56
18" Gravel Base	52.2



CHASE ROAD - NORMAL

Scale: 1" = 5'

14' SHOULDER (Superelevated)	C.Y./100 L.F.
18" Gravel Base	53.44
24" Gravel Base	85.37



CHASE ROAD - SUPERELEVATED

Showing 0.042' per ft. superelevation for D = 3' - 00'
Full superelevation Sta. 36 + 00 to Sta. 40 + 50 (Rt.)
Full superelevation Sta. 57 + 00 to Sta. 64 + 00 (Lt.)
Transitions = 150'
Scale: 1" = 5'

NOTES:

1. Use 4:1 slopes on all side slopes for fills up to 10' or as shown on Sections.
2. Use 2:1 slopes on all side slopes for fills over 10' or as shown on Sections.
3. Bituminous Concrete Surface Type "A" to consist of 1" Surface and 2" Binder.
4. Steel posts for Type "E" Guard Rail to be 4" x 6" by 5'-0" long (8.5') unless otherwise indicated or specified.
5. Side slopes of Chase Road between Sta. 47+00 & Sta. 53+00 to have 6" Loam, Seed & Hay Mulch. All other slopes as indicated above.

MAINE STATE HIGHWAY COMMISSION
AUGUSTA MAINE

TYPICAL SECTIONS

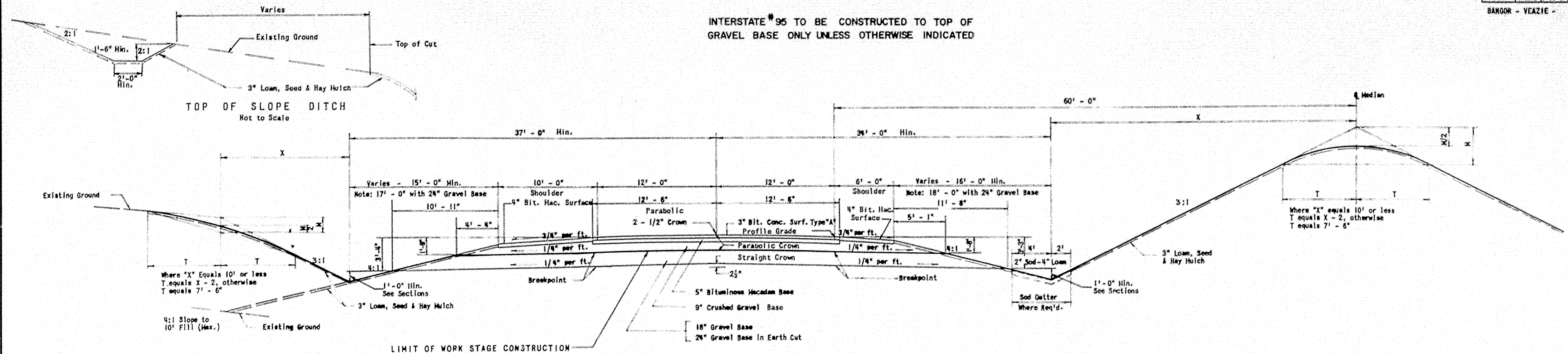
THE CLARKSON ENGINEERING CO., INC.
CONSULTING ENGINEERS
BOSTON MASSACHUSETTS

79-38

0 1 2 3 4 5 INCHES

GRADING CONTRACT — STAGE CONSTRUCTION

INTERSTATE #95 TO BE CONSTRUCTED TO TOP OF GRAVEL BASE ONLY UNLESS OTHERWISE INDICATED



10' PAVED SHOULDER	CY/100 L.F.
4\" Bituminous Macadam Surface	12.19
Crushed Gravel Base (to 4:1 Slope)	36.33
18\" Gravel Base (to 4:1 Slope)	91.92
24\" Gravel Base (to 4:1 Slope)	130.64

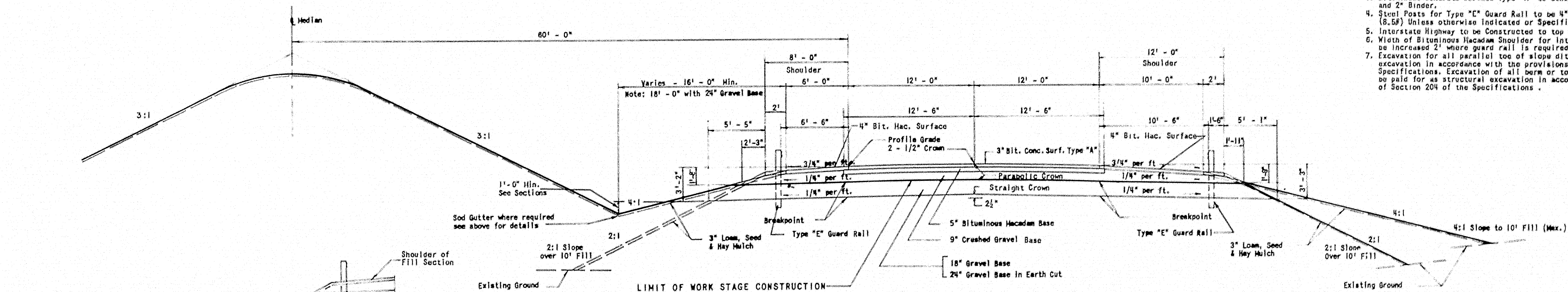
TYPICAL SECTION - NORMAL

Scale: 1\" = 5'

24\" PAVEMENT	CY/100 L.F.
3\" Bituminous Concrete Surface	22.22
5\" Bituminous Macadam Base (25' Wide)	38.58
9\" Crushed Gravel Base	66.67
18\" Gravel Base	136.42
24\" Gravel Base	180.87

6\" PAVED SHOULDER	CY/100 L.F.
4\" Bituminous Macadam Surface	7.25
Crushed Gravel Base (to 4:1 Slope)	27.46
18\" Gravel Base (to 4:1 Slope)	73.74
24\" Gravel Base (to 4:1 Slope)	106.40

- NOTES:
1. Use 4:1 Slopes on all side slopes for fills up to 10'.
 2. Use 2:1 Slopes on all side slopes for fills over 10'.
 3. Bituminous Concrete Surface Type \"A\" to consist of 1\" Surface and 2\" Binder.
 4. Steel Posts for Type \"C\" Guard Rail to be 4\"x6\" by 5'-0\" long (8.58') Unless otherwise Indicated or Specified.
 5. Interstate Highway to be Constructed to top of Gravel Base only.
 6. Width of Bituminous Macadam Shoulder for Interstate Highway to be increased 2' where guard rail is required.
 7. Excavation for all parallel toe of slope ditches will be paid for as excavation in accordance with the provisions of Section 203 of the Specifications. Excavation of all berm or top of slope ditches will be paid for as structural excavation in accordance with the provisions of Section 204 of the Specifications.



8\" PAVED SHOULDER	CY/100 L.F.
4\" Bituminous Macadam Surface	9.72
Crushed Gravel Base (to 2:1 Slope)	29.23
18\" Gravel Base (to 2:1 Slope)	62.80

TYPICAL SECTION - NORMAL

Scale: 1\" = 5'

12\" PAVED SHOULDER	CY/100 L.F.
4\" Bituminous Macadam Surface	14.66
Crushed Gravel Base (to 2:1 Slope)	38.14
18\" Gravel Base (to 2:1 Slope)	83.09

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

TYPICAL SECTIONS

THE CLARKESON ENGINEERING CO., INC.
CONSULTING ENGINEERS
BOSTON MASSACHUSETTS

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201-5	Clearing	4	Acres
202-6	Removing Trees (Over 24")	1	Each
202-9	Earth Excavation	8,600	C.Y.
202-10	Rock Excavation	1,800	C.Y.
202-11	Structural Earth Excavation - Drainage	900	C.Y.
202-12	Structural Earth Excavation - Piers	250	C.Y.
202-13	Structural Rock Excavation - Fencing	100	L.F.
205-6	Common Borrow	42,000	C.Y.
205-9	Granular Borrow	18,000	C.Y.
207-10	Machine Grading	100	Hour
302-7	Gravel Base Course - In Place Measurement	7,100	C.Y.
302-8	Gravel for Foundations	125	C.Y.
302-9	Crushed Gravel Base Course - In Place Measurement	1,020	C.Y.
302-5	Overhaul (In Place Measure)	59,500	Ton
302-6	Overhaul (Pit Measure)	36,000	Ton
302-5	Stripping Pile	2,600	C.Y.
310-6	Scraping	20	Unit
311-6	Calcium Chloride	10	Ton
401-11	Gravel Surface Course	245	C.Y.
402-10	Stone Chips	42	Ton
404-21	Olivine Concrete Surface Course - Type "A"	1,100	Ton
501-7	Road Tar	1,850	Gal.
507-6	Membrane Waterproofing	800	S.Y.
602-11	15" Asphalt Coated Corrugated Metal Pipe	140	L.F.
602-12	12" Asphalt Coated Corrugated Metal Pipe	14	L.F.
603-16	12" Reinforced Concrete Pipe	100	L.F.
603-25	12" Extra Strength Reinforced Concrete Pipe	40	L.F.
607-7	Manhole Endwall for 42" Pipe	2	Each
701-24	Portland Cement Concrete, Abutments & Retaining Walls	120	C.Y.
701-25	Portland Cement Concrete, Piers	217	C.Y.
701-26	Portland Cement Concrete, Parkway & Sidewalk Slabs on Steel Bridges	326	C.Y.
701-47	Portland Cement	957	Bols.
702-103	Structural Steel, Fabricated and Delivered	254,000	Lbs.
702-104	Structural Steel, Erection	254,000	Lbs.
705-13	Reinforcing Steel, Delivered	95,600	Lbs.
705-14	Reinforcing Steel, Placing	43,600	Lbs.
708-10	Steel Joist Girders, 42 lbs./ft.	1,020	L.F.
708-5	Bridge Drainage	1	L.S.
710-5	Shear Connectors, Delivered and Placed	1	L.S.
702-105	Structural Steel, Field Painting	254,000	LBS.
809-6	French Drains	40	C.Y.
809-15	Aluminum Paving	558	L.F.
901-8	Granite Curb - Type "A"	100	L.F.
905-27	Guard Rail - Type "E"	2,500	L.F.
905-37	Guard Rail - Type "E" - Terminal Section	16	Each
906-18	Fencing - Metal Posts	1,430	L.F.
906-21	Drive Gateways - 12 ft.	1	Each
908-6	Loam Excavation	1,200	C.Y.
908-9	Loam Borrow	1,500	C.Y.
908-7	Sodding	2,025	Unit
910-10	Sodding - Parkway Mixture	196	Unit
912-6	Hay Patch	23	Ton
915-5	Right of Way Monuments	12	Each
917-5	Traffic Officers	100	Hour
929-10	Portable Barricades	2	Each
933-6	Slope Paving for Bridges	360	S.Y.

CLEARING		
STATION TO STATION	SIDE	REMARK
35 + 20 to 38 + 10	Lt.	
38 + 05 to 47 + 30	Lt.	
48 + 20 to 48 + 30	Rt.	
48 + 45 to 48 + 55	Rt.	
48 + 20 to 52 + 65	Lt.	
48 + 30 to 52 + 60	Rt.	
53 + 50 to 57 + 30	Lt.	
53 + 65 to 57 + 60	Rt.	
61 + 50 to 65 + 00	Lt.	

TREES REMOVED			
STATION	SIDE	OFFSET	DESCRIPTION
Chase Road	Lt.	50'	24" Pine

GRAVEL BASE	
STATION TO STATION	DESCRIPTION
Chase Road	
36 + 00 to 39 + 00	24" Gravel Base
39 + 00 to 39 + 50	24" 15" " "
39 + 50 to 48 + 50	15" " "
41 + 50 to 48 + 00	18" " "
48 + 00 to 48 + 50	18" 24" " "
48 + 50 to 64 + 00	24" " "

GRANITE CURB - TYPE I			
STATION TO STATION	SIDE	LENGTH	REMARK
Chase Road			
48 + 22 to 48 + 47	Rt.	25'	
48 + 28 to 48 + 53	Lt.	25'	
51 + 47 to 51 + 72	Rt.	25'	
51 + 53 to 51 + 78	Lt.	25'	

GUARD RAIL - TYPE "E"			
STATION TO STATION	SIDE	LENGTH	REMARK
Chase Road			
42 + 97 to 48 + 47	Rt.	598'	
48 + 28 to 48 + 53	Lt.	538'	
51 + 47 to 57 + 22	Rt.	575'	
51 + 53 to 57 + 28	Lt.	600'	

GUARD RAIL - TYPE "E" - TERMINAL SECTION			
STATION	SIDE	STATION	SIDE
Chase Road			
42 + 97	Rt.	51 + 47	Rt.
48 + 28	Lt.	51 + 53	Lt.
48 + 53	Lt.	57 + 22	Rt.

FENCING - METAL POSTS		
STATION TO STATION	LENGTH	REMARK
Chase Road		
48 + 45 to 47 + 80 Rt.	335'	
51 + 85 to 57 + 60 Rt.	578'	
57 + 60 to 57 + 72 Rt.	12'	Drive Gateway
57 + 72 to 65 + 00 Rt.	715'	

LOAM EXCAVATION			
STATION TO STATION	AVERAGE DEPTH	AVERAGE WIDTH	LENGTH
Chase Road			
46 + 50 to 48 + 50	0.5'	71'	200'
57 + 00 to 64 + 50	0.5'	63'	750'

SODDING		
STATION TO STATION	SIDE	REMARK
Chase Road		
38 + 50 to 39 + 85	Rt.	
40 + 00 to 42 + 85	Lt.	
40 + 15 to 48 + 60	Rt.	
42 + 15 to 48 + 40	Lt.	
48 + 21	Rt.	
48 + 27	Lt.	
51 + 72	Rt.	
51 + 78	Lt.	
52 + 85 to 60 + 25	Lt.	
57 + 50 to 61 + 00	Rt.	

PORTABLE BARRICADES	
DESCRIPTION	LOCATION
2 Portable Barricades	Undetermined Locations

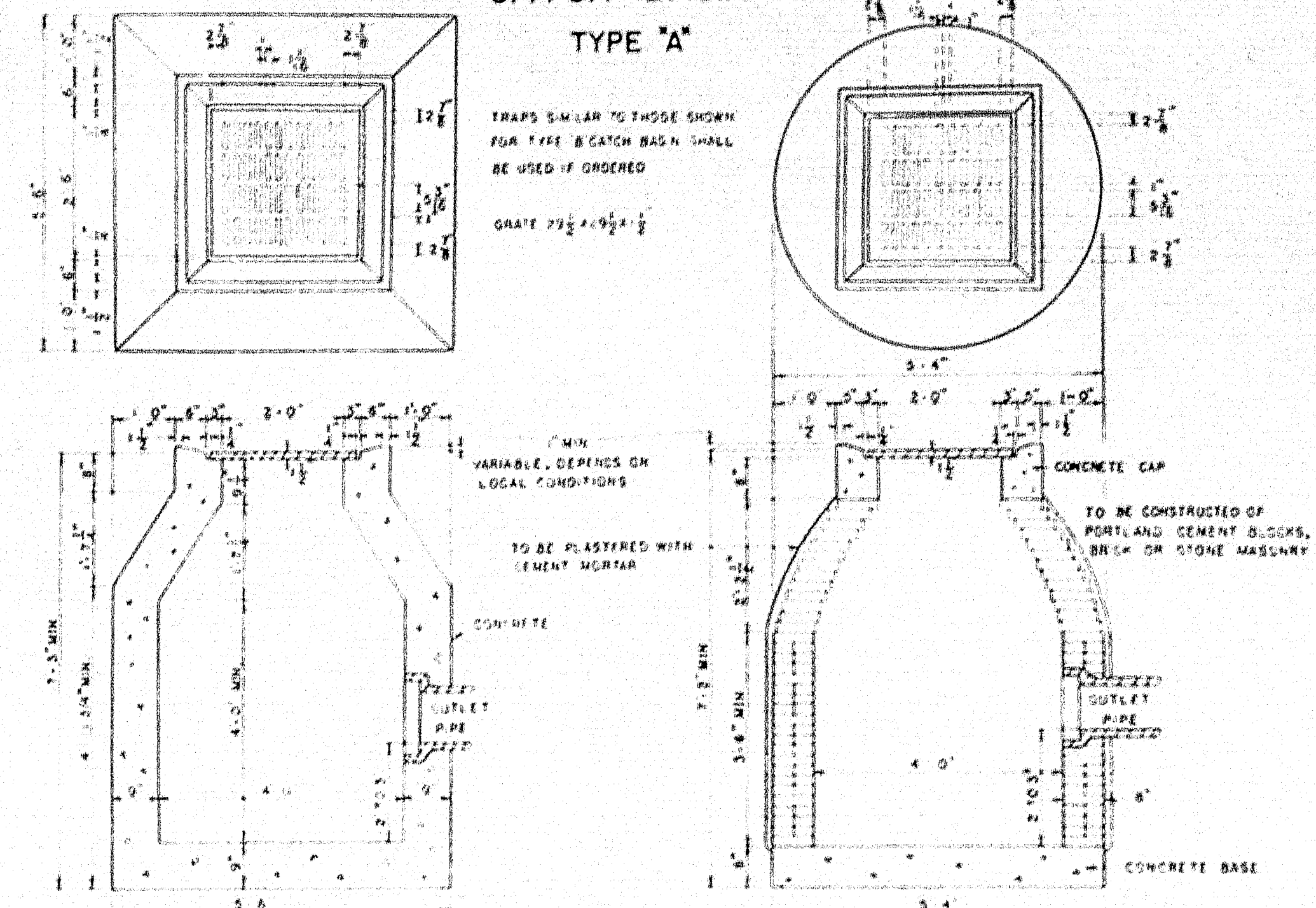
ROADWAY CULVERTS						
STATION	SIZE	A.C.C.H.P. LT.	R.C.P.	A.C.C.H.P. RT.	PIPE CON.	
Chase Road						
38 + 85 to 40 + 15	15"			30'		Driveway Culvert
42 + 85 to 43 + 15	15"	30'				
46 + 50	42"	16'	76'	18"	1	R.C.P. Extra Strength with Metal Endwall
52 + 75	42"	12'	96'	20'	1	With Metal Endwall
57 + 65 to 57 + 85	15"			30'		Driveway Culvert
60 + 75 to 61 + 25	15"	50'				

SUMMARY OF CLASSIFIED EXCAVATION AND BORROW	
Total Earth Excavation from Cross Sections	11,500 C.Y.
Less Loam Excavation in Cuts	715
Sub-Total	10,785 C.Y.
Less 15% Estimated Loose	1,482
Sub-Total Earth Excavation	9,303 C.Y. x 1.02 = 9,495 C.Y.
Less Estimated Earth Shrinkage Factor (15%)	1,400
Available Earth Fill from Cross Sections	7,141 C.Y.
Available Rock Fill from Ledge	1,482 C.Y.
Total Earth Embankment from Cross Sections	8,623 C.Y.
Less Granular Borrow under Bridge Abutments	5,900
Sub-Total	2,723 C.Y.
Plus Loam Excavation in Fills	426
Total Embankment Required	3,149 C.Y.
Less Estimated Loose	1,482
Embankment Sub-Total	1,667 C.Y.
Less 20% Granular Borrow	12,140 + 3,900 (Bridges) = 16,040 C.Y.
Earth Embankment Required	48,588 C.Y.
Less Available Earth Fill from Cross Sections	7,141
Common Borrow	41,447 C.Y. x 1.15 = 47,664 C.Y.

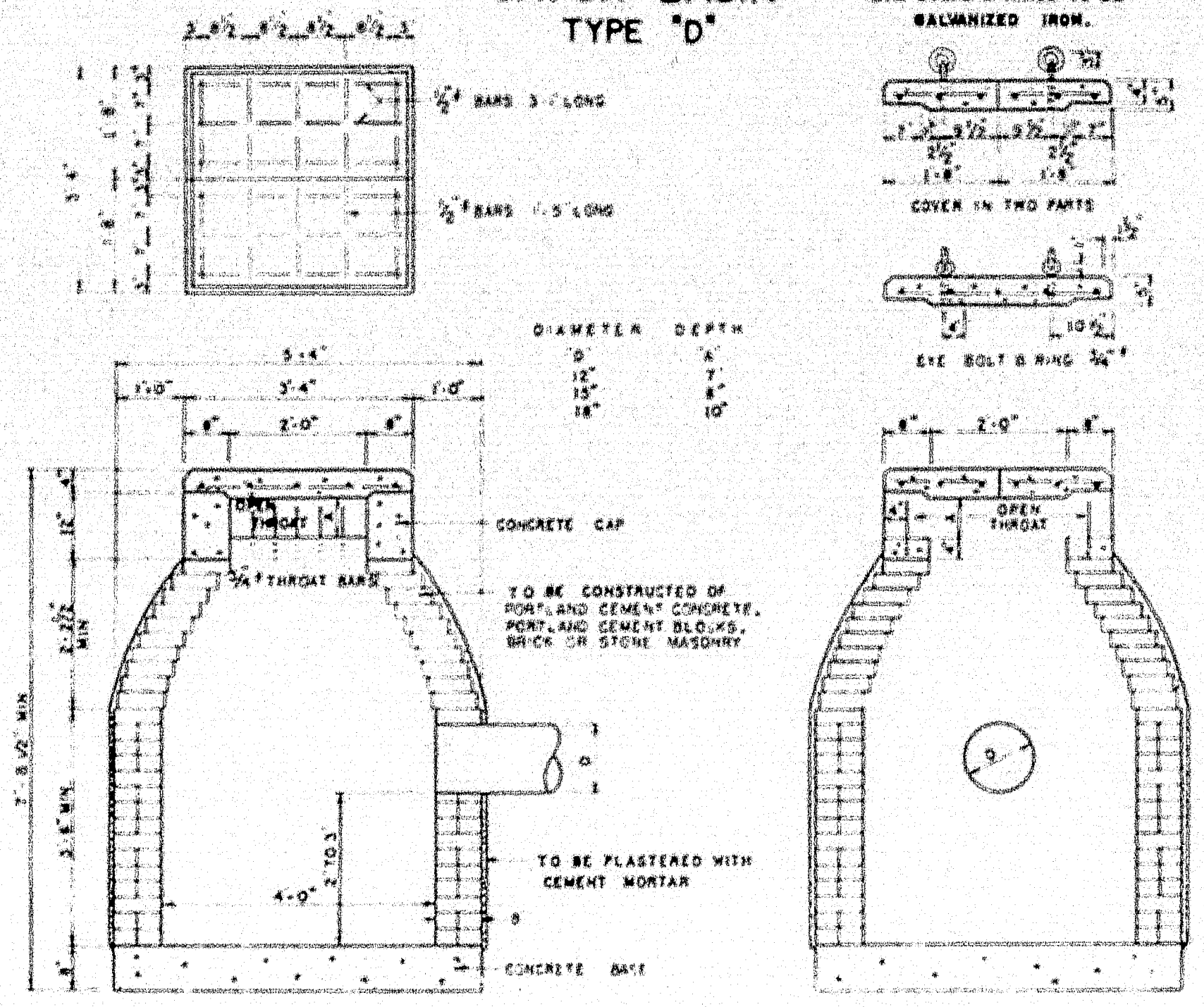
S.P. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-B(19)	5	32

BANGOR-VEAZIE INTERSTATE

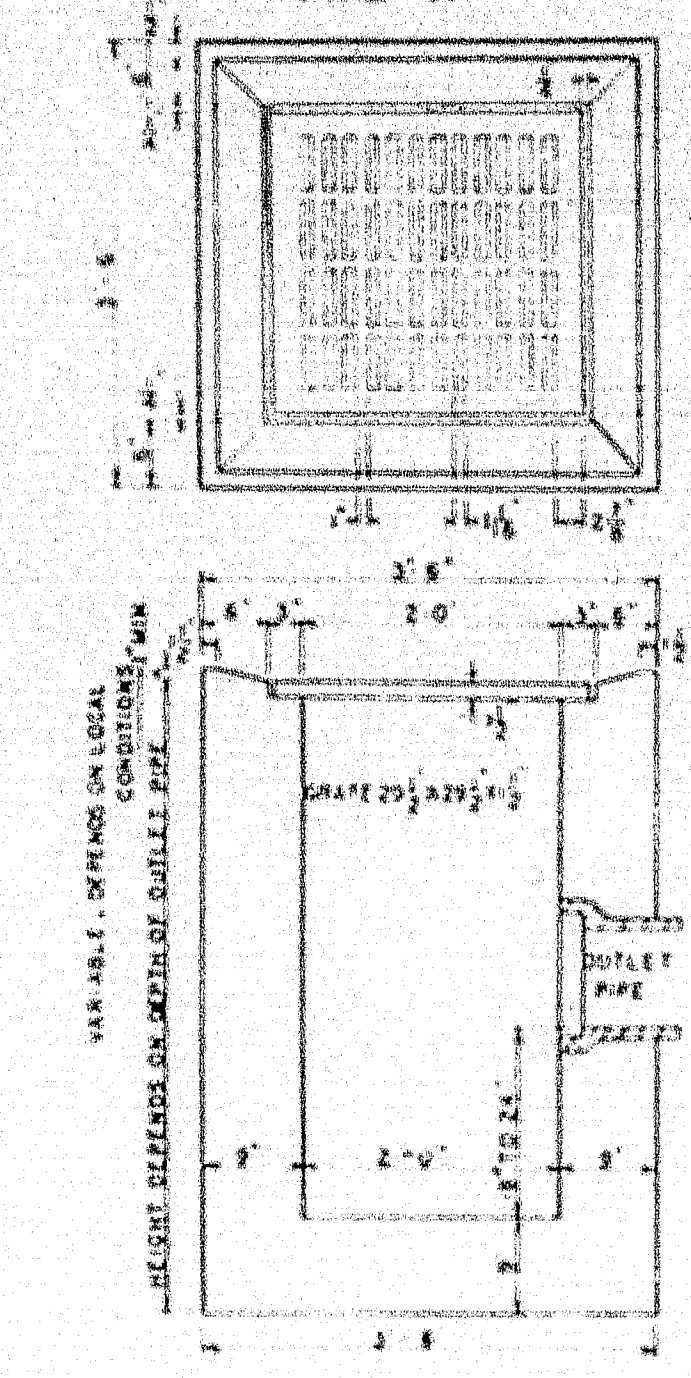
CATCH BASIN TYPE "A"



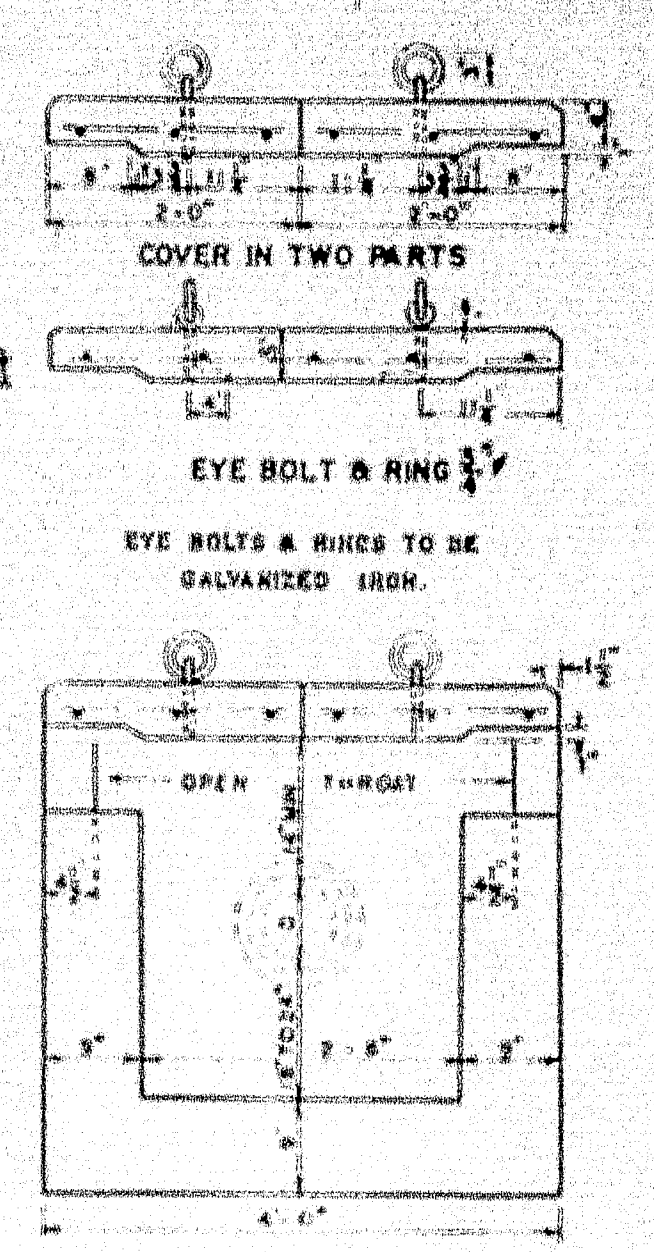
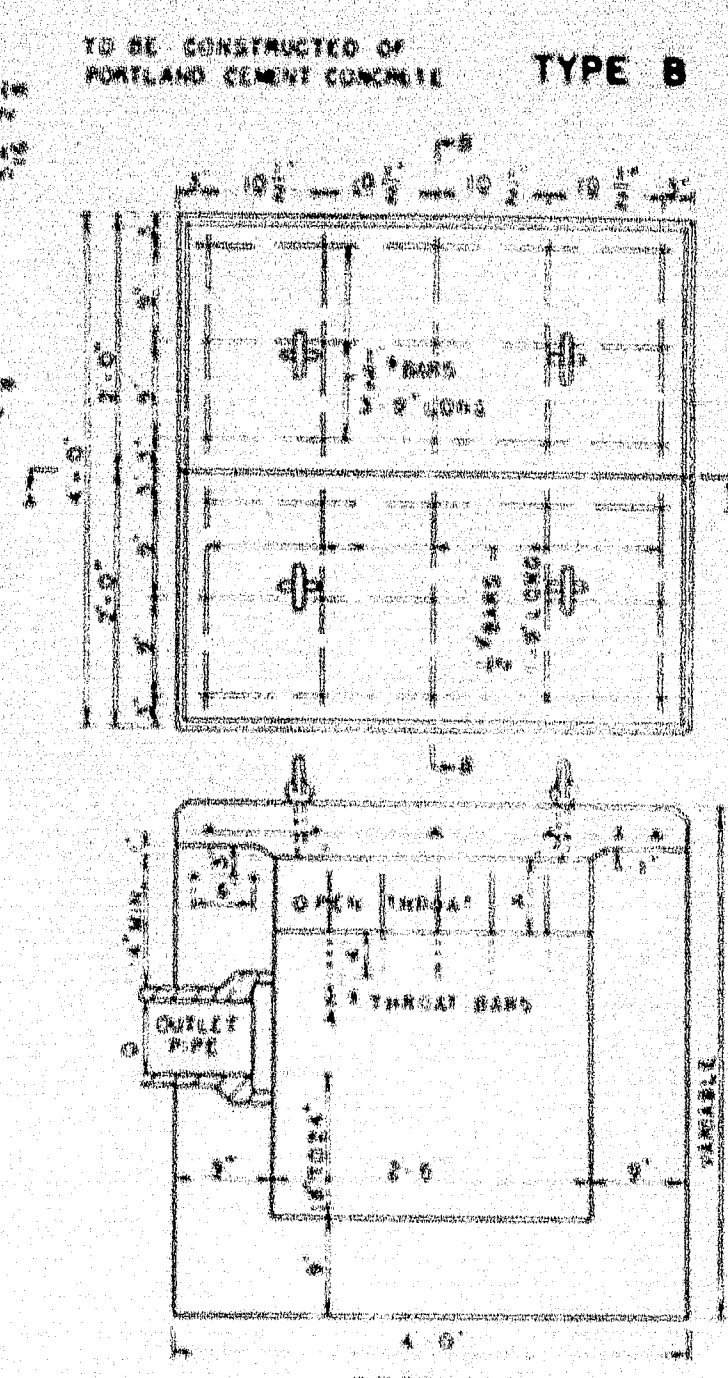
CATCH BASIN TYPE "D"



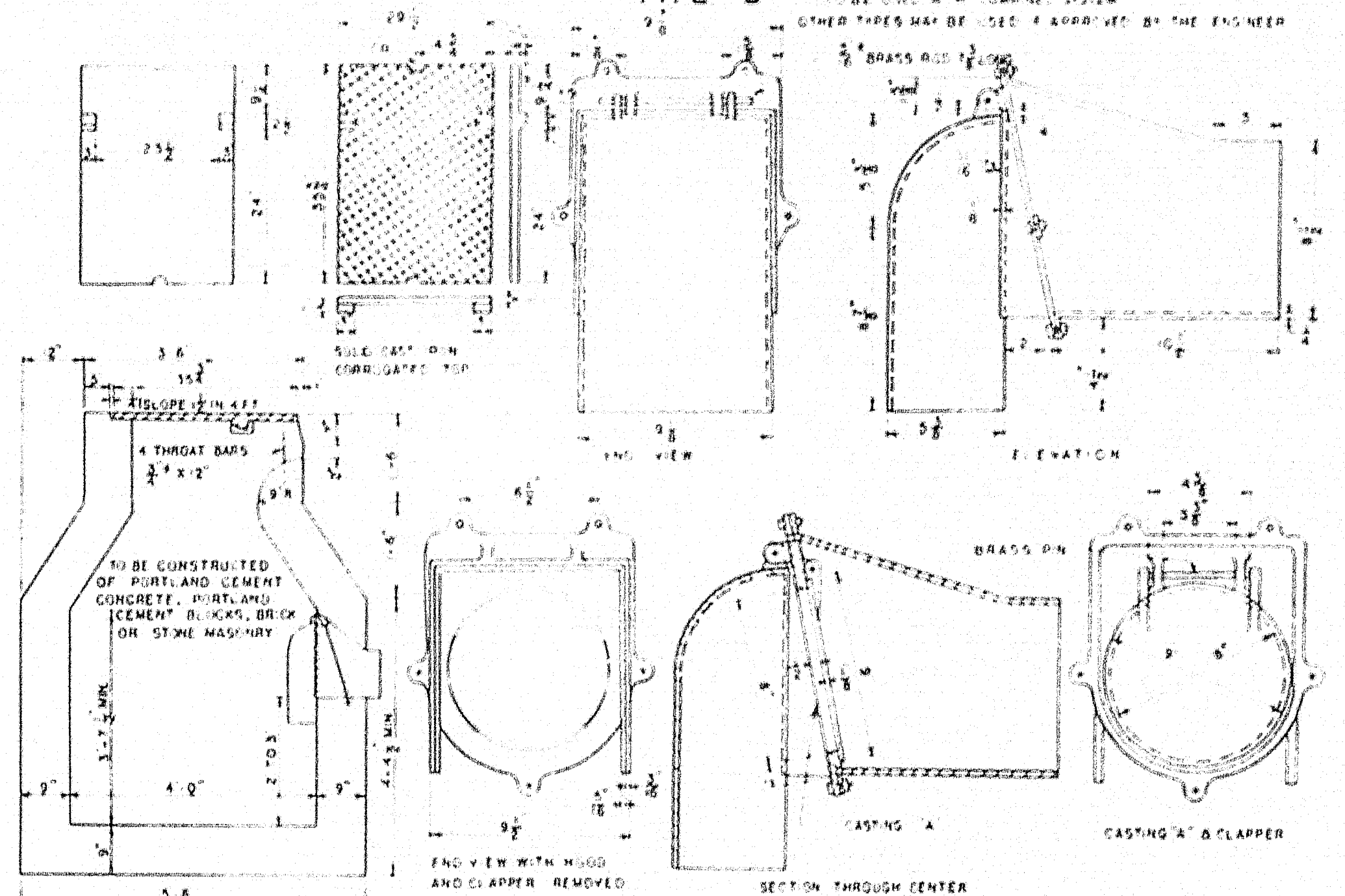
TYPE A



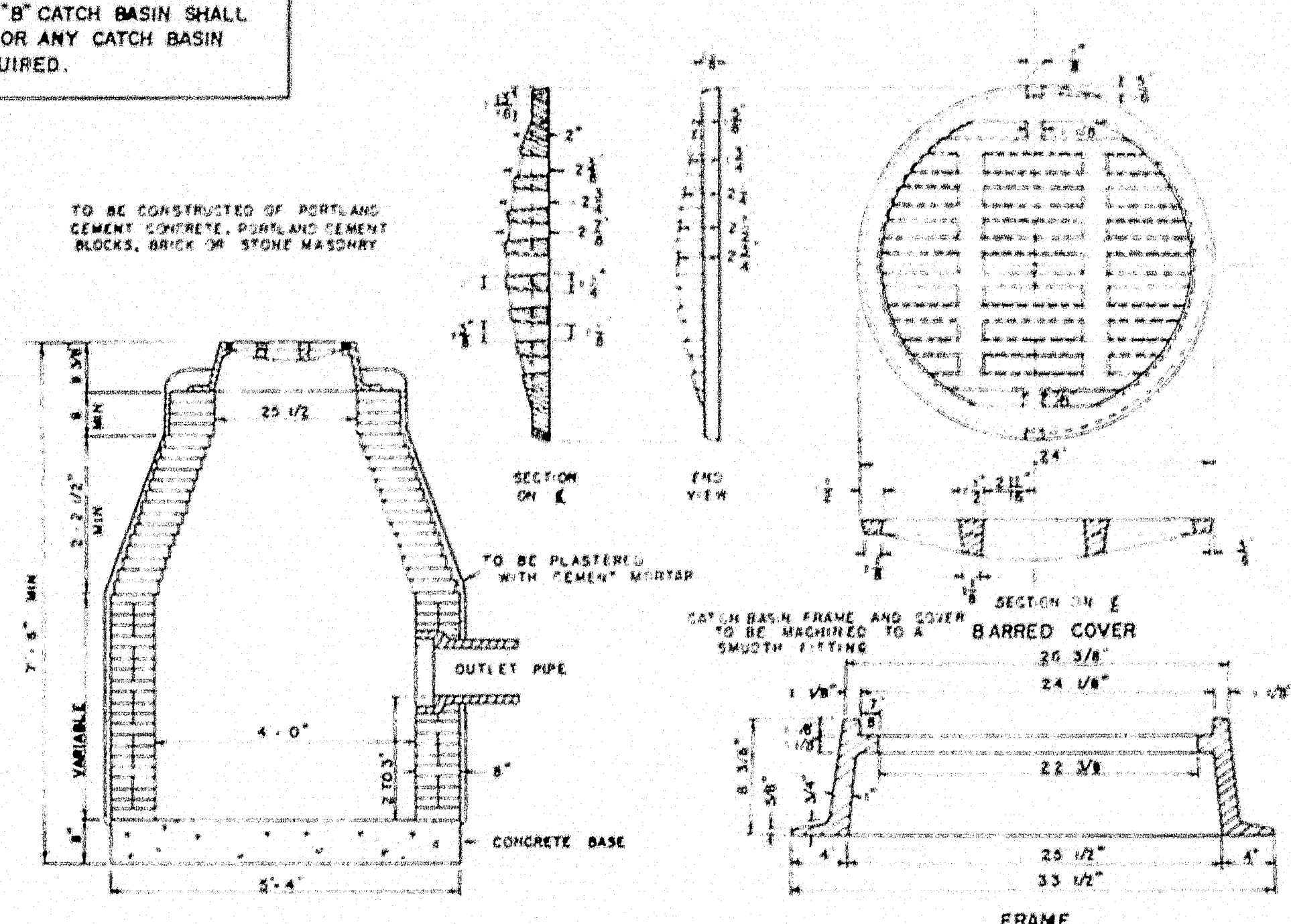
DROP INLET TYPE B



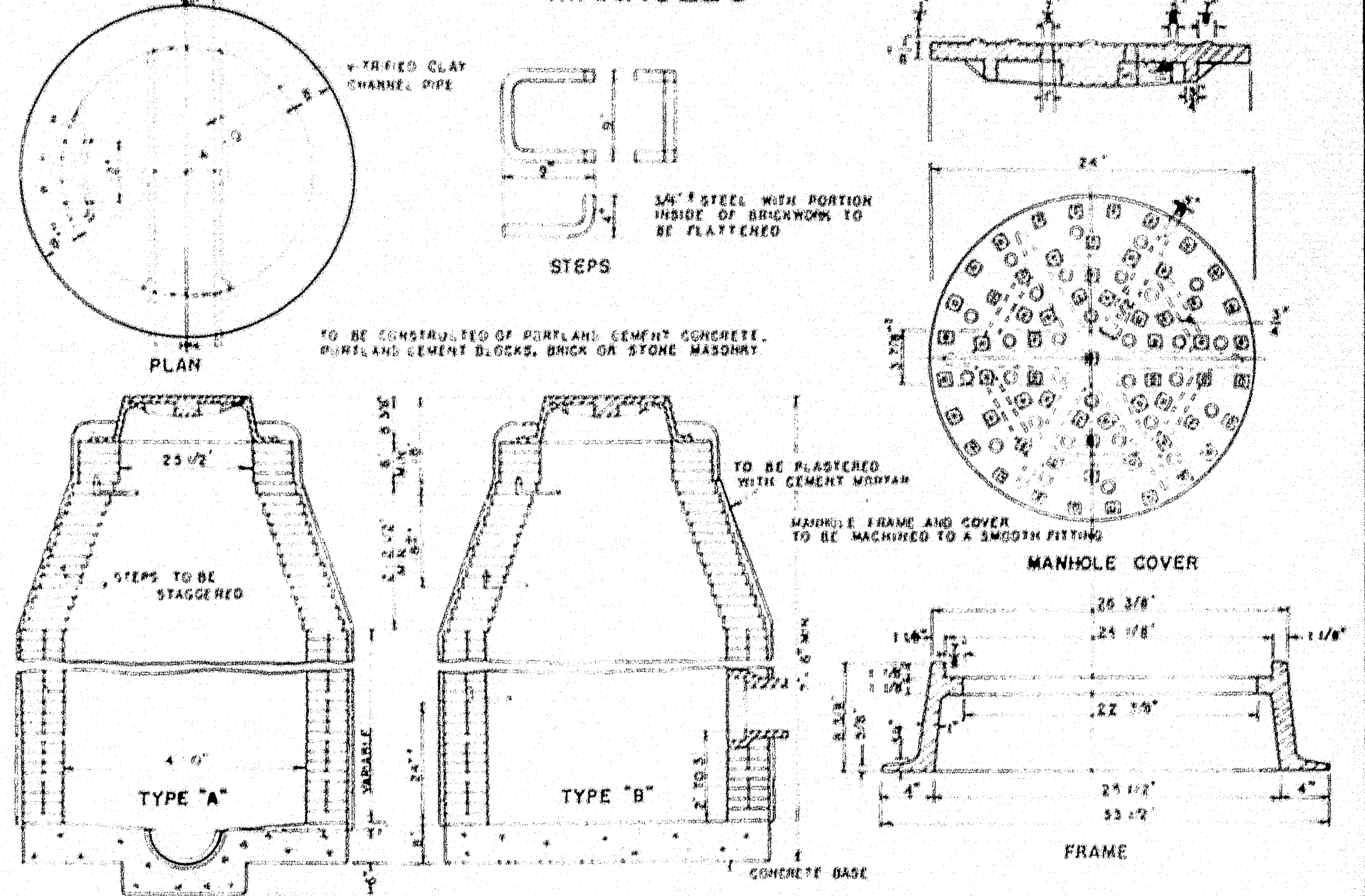
CATCH BASIN TYPE "B"



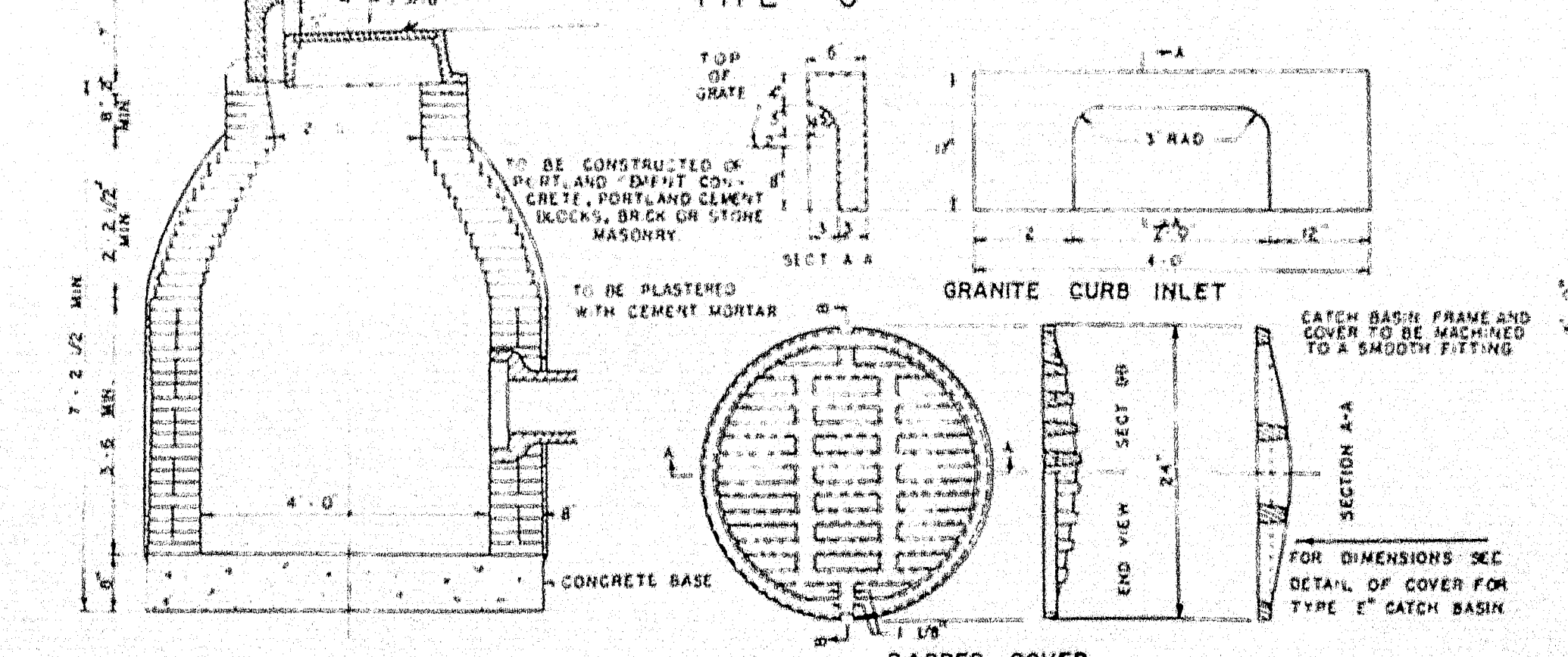
CATCH BASIN TYPE "E"



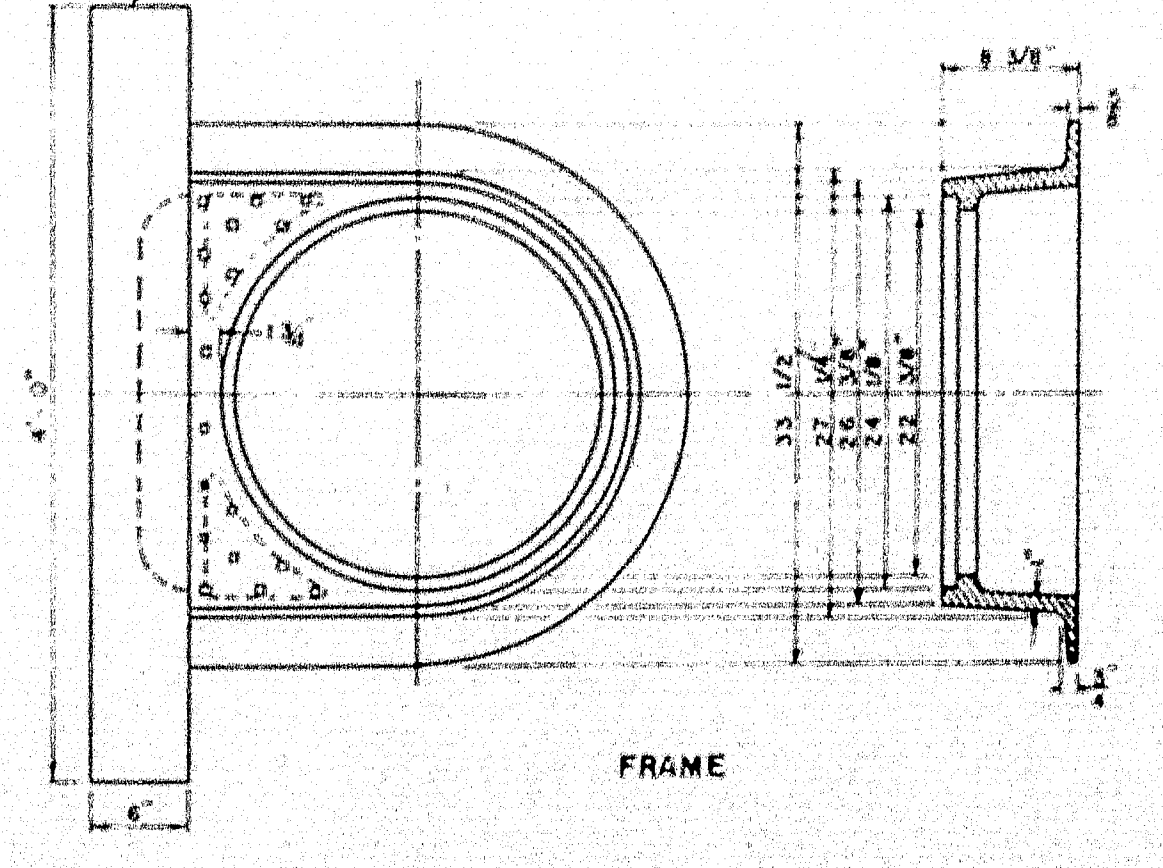
MANHOLES



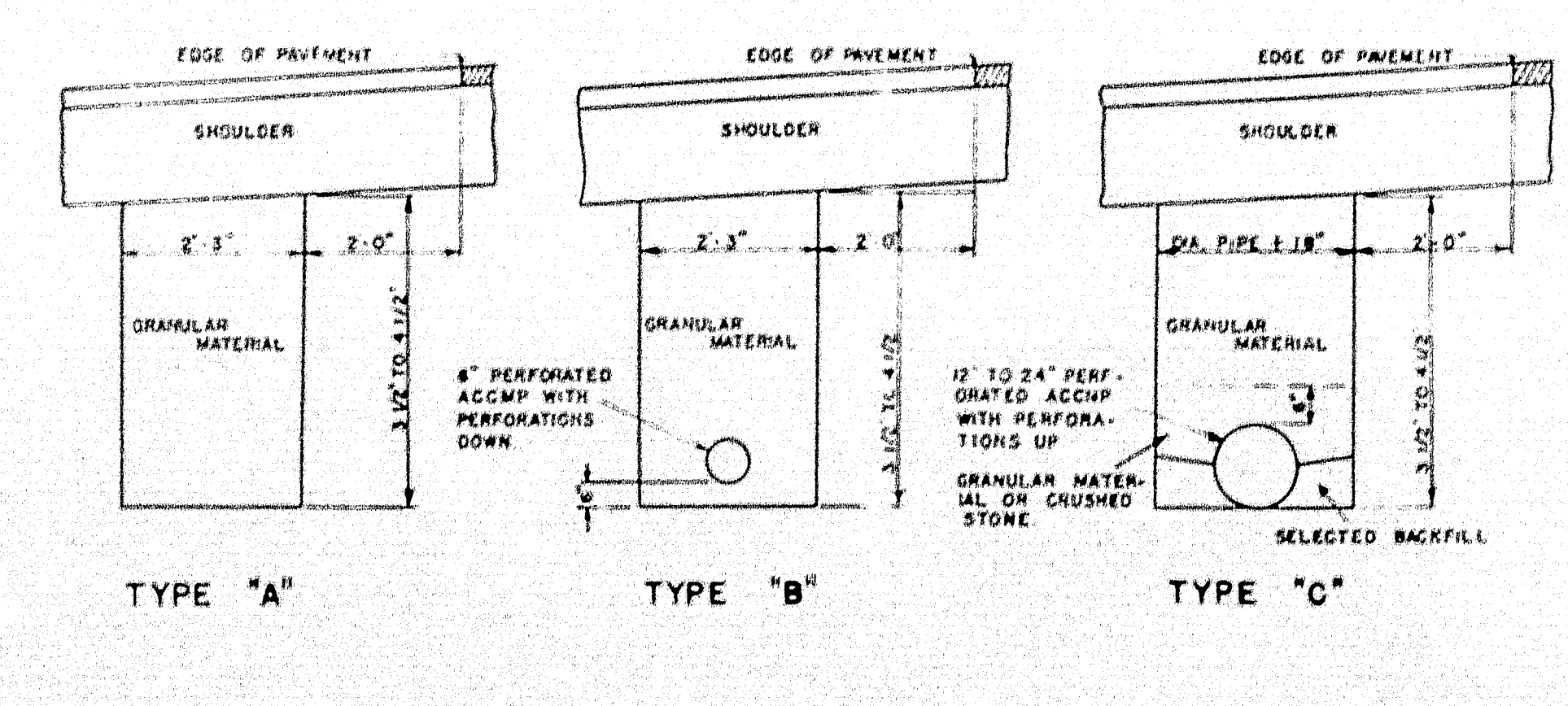
CATCH BASIN TYPE "C"



GRANITE CURB INLET



UNDERDRAIN

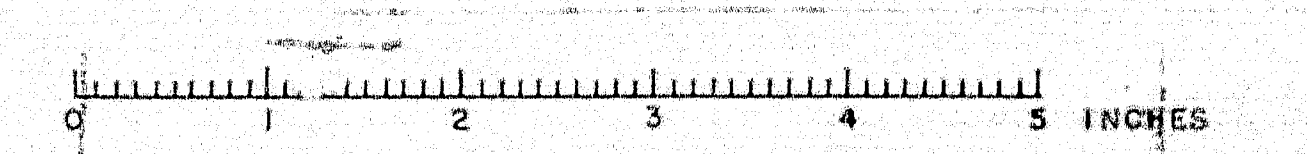


NOTE:
ALL CATCH BASINS AND MANHOLES CONSTRUCTED OF PORTLAND CEMENT BLOCKS, BRICK OR STONE MASONRY SHALL BE CYLINDRICAL IN SHAPE.

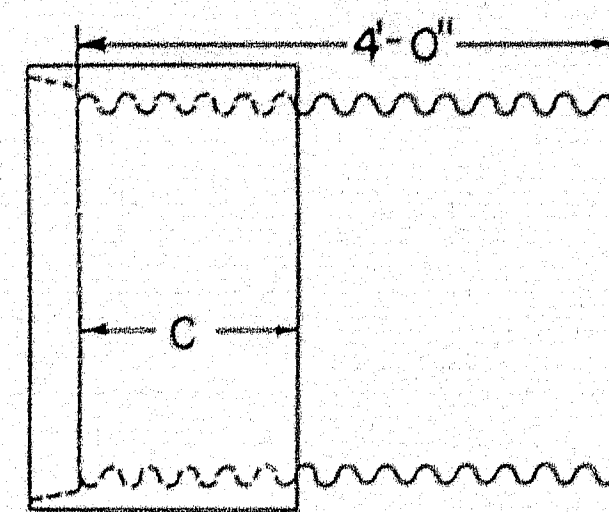
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

CATCH BASINS, MANHOLES,
DROP INLETS AND
UNDERDRAINS



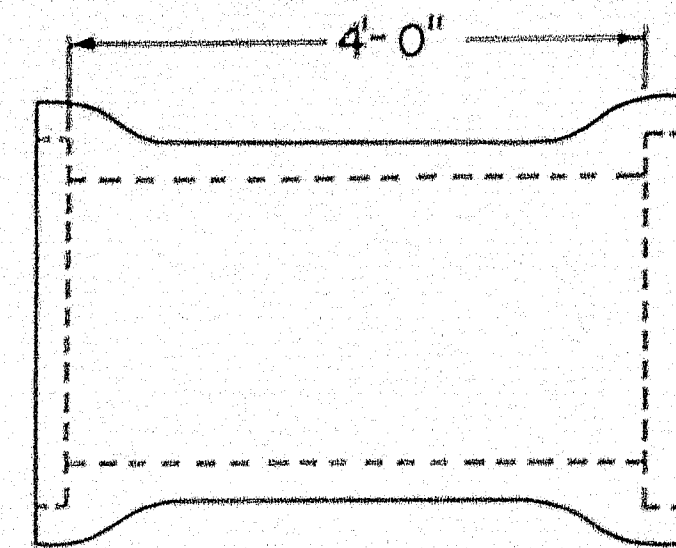
PIPE CONNECTIONS



GROOVE END COMBINATION
For 30" to 72" inclusive, diameter connection
between concrete and metal pipe

"C" = 17" min. for sizes 30" to 48" incl.
"C" = 23" min. for sizes over 48"

Asphalt coated corrugated metal pipe
shall conform to the latest
standard specifications

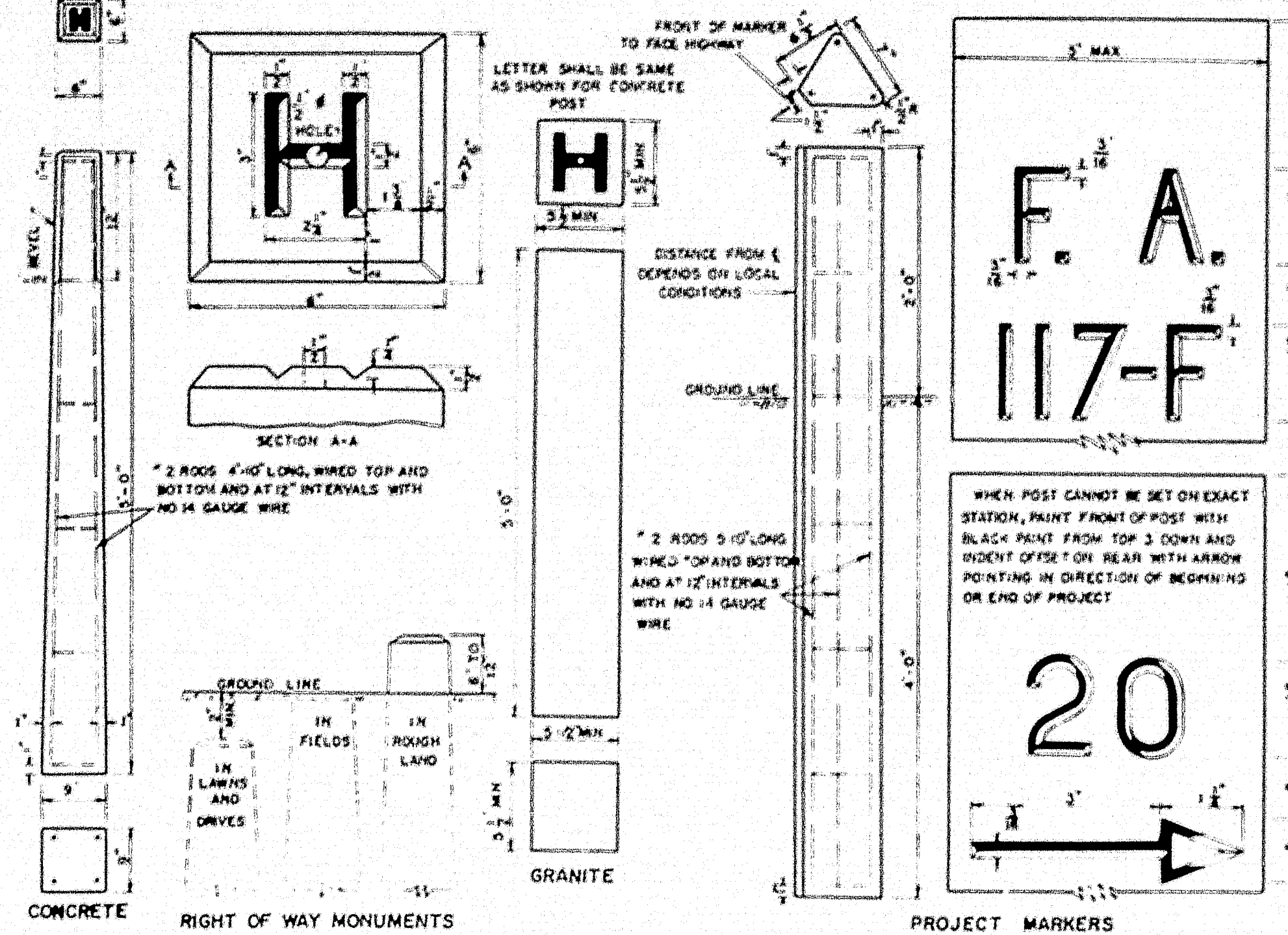


REINFORCED CONCRETE PIPE CONNECTOR
DOUBLE BELL

For 12" to 24" inclusive, diameter connection
between concrete and metal pipe

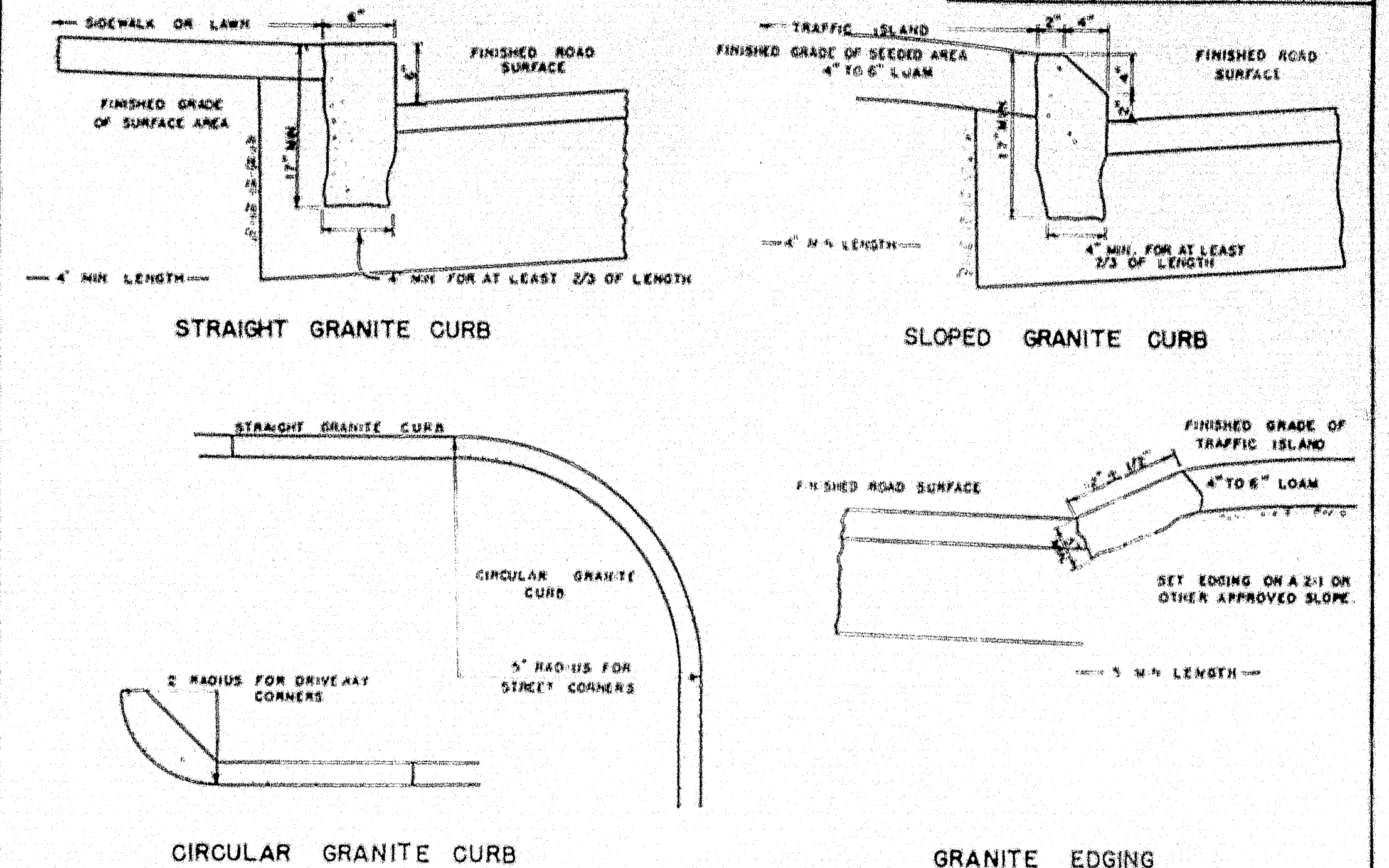
Reinforced concrete pipe shall
conform to the latest standard
specifications

RIGHT OF WAY MONUMENTS & PROJECT MARKERS

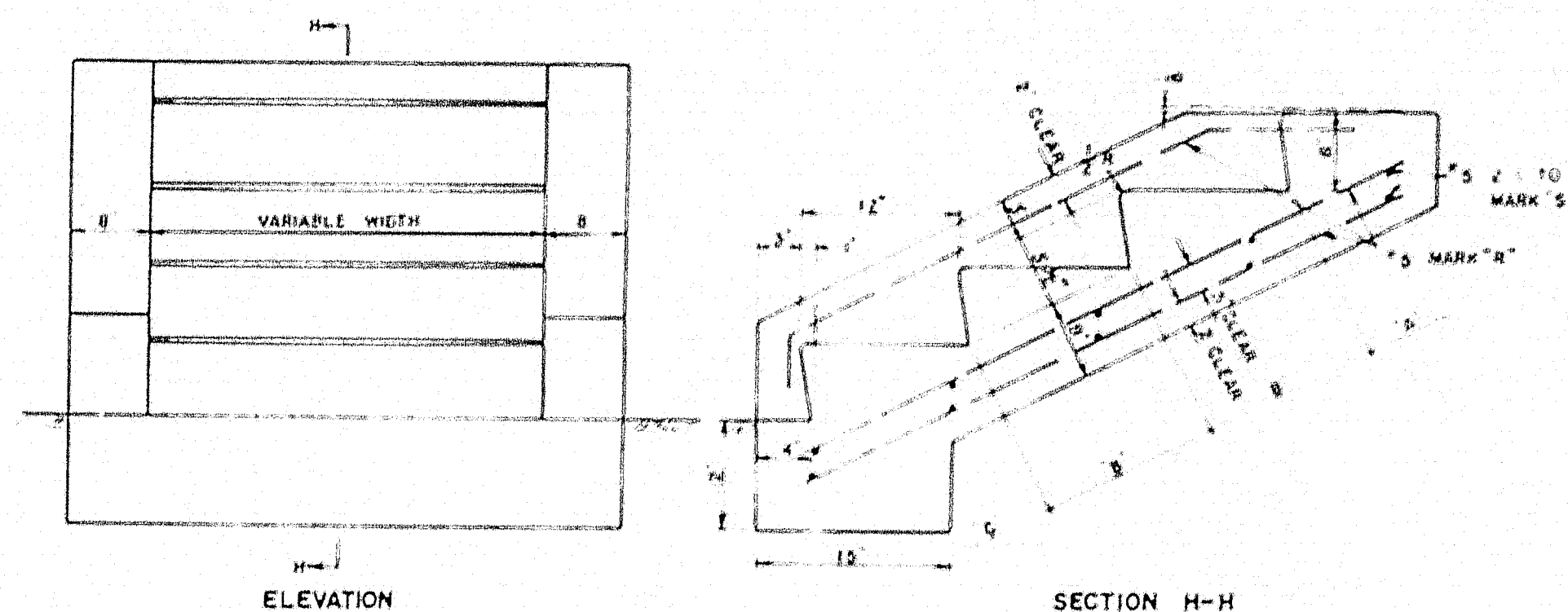


GRANITE CURB & EDGING

B. P. R.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-B(9)	7	32



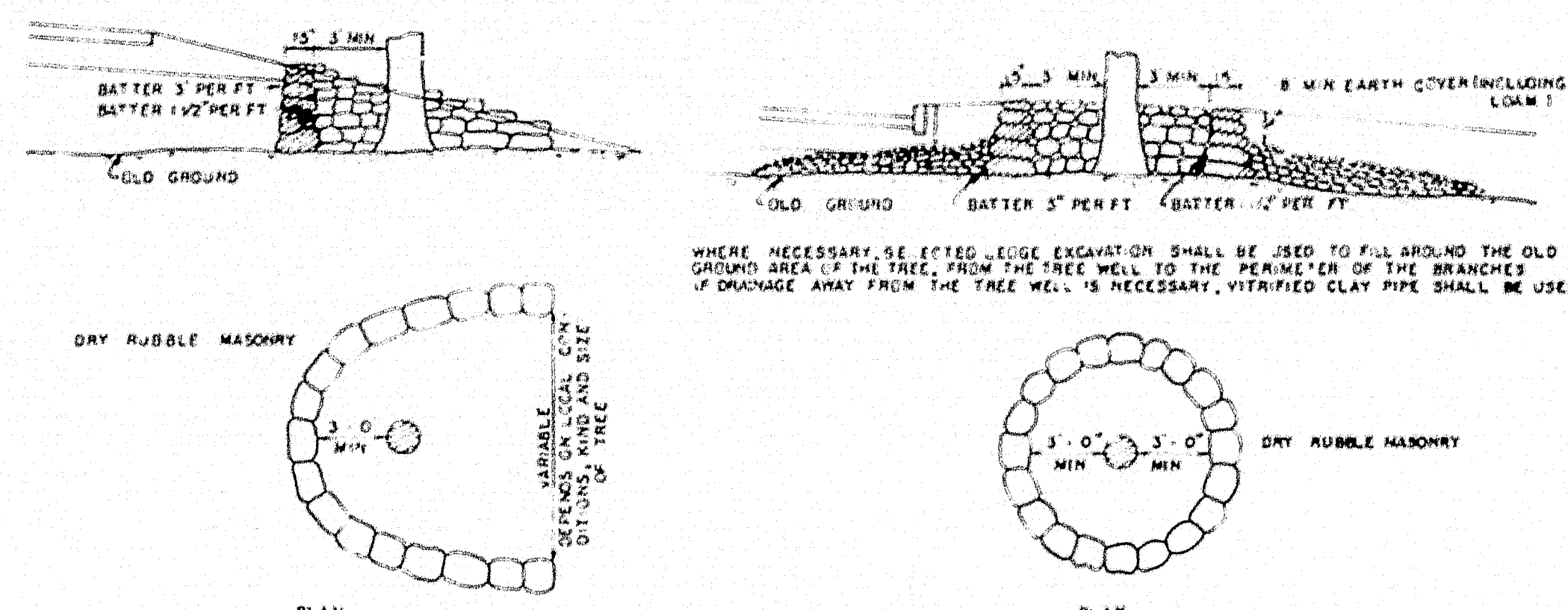
CONCRETE STEPS



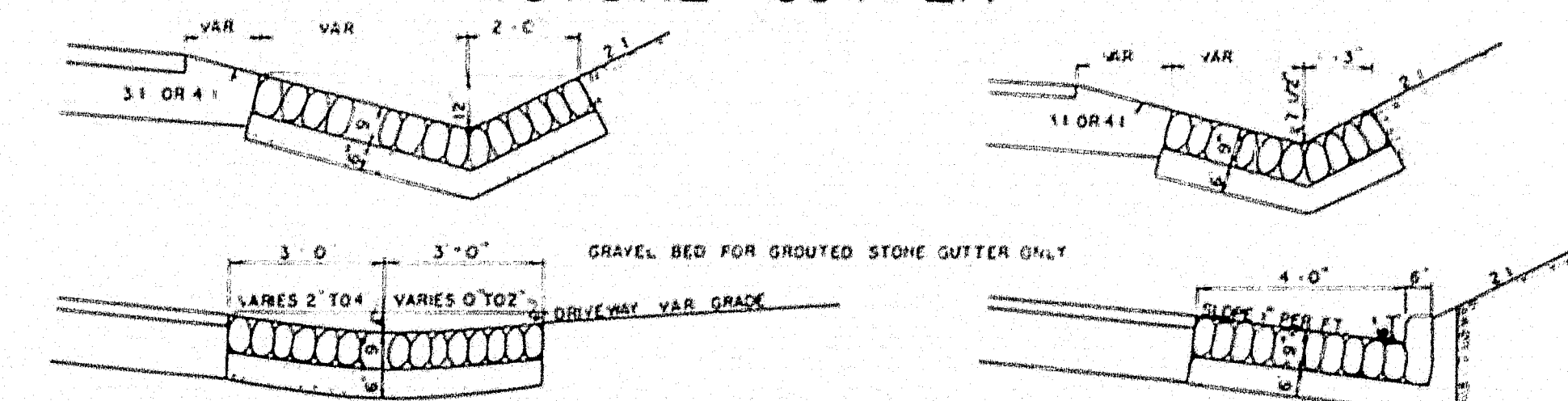
CONCRETE CLASS "A"		
SECTION	STEPS PER FT. 12 WIDTH	PARAPET EACH WALL
"A" HEADEN	0.32 CU YDS	0.12 CU YDS
"B" EA INTER ST	0.40 CU YDS	0.40 CU YDS
"C" FOOTER	0.71 CU YDS	0.55 CU YDS

REINFORCING STEEL			
MARK	SIZE	NUMBER	LENGTH EACH
"A"	"5"	3 EACH PARAPET	8' FOR "A"
"B"	"5"	2 EACH FT. OF WIDTH	+13 FOR EACH "B"
"C"	"5"	2 FOR "A"	10' FOR "C"
"D"	"5"	2 FOR EACH "B"	10' FOR "D"
"E"	"5"	2 FOR EACH "C"	10' FOR "E"
"F"	"5"	2 FOR EACH "D"	10' FOR "F"
"G"	"5"	2 FOR EACH "E"	10' FOR "G"
"H"	"5"	2 FOR EACH "F"	10' FOR "H"
"I"	"5"	2 FOR EACH "G"	10' FOR "I"
"J"	"5"	2 FOR EACH "H"	10' FOR "J"
"K"	"5"	2 FOR EACH "I"	10' FOR "K"
"L"	"5"	2 FOR EACH "J"	10' FOR "L"
"M"	"5"	2 FOR EACH "K"	10' FOR "M"
"N"	"5"	2 FOR EACH "L"	10' FOR "N"
"O"	"5"	2 FOR EACH "M"	10' FOR "O"
"P"	"5"	2 FOR EACH "N"	10' FOR "P"
"Q"	"5"	2 FOR EACH "O"	10' FOR "Q"
"R"	"5"	2 FOR EACH "P"	10' FOR "R"
"S"	"5"	2 FOR EACH "Q"	10' FOR "S"
"T"	"5"	2 FOR EACH "R"	10' FOR "T"
"U"	"5"	2 FOR EACH "S"	10' FOR "U"
"V"	"5"	2 FOR EACH "T"	10' FOR "V"
"W"	"5"	2 FOR EACH "U"	10' FOR "W"
"X"	"5"	2 FOR EACH "V"	10' FOR "X"
"Y"	"5"	2 FOR EACH "W"	10' FOR "Y"
"Z"	"5"	2 FOR EACH "X"	10' FOR "Z"

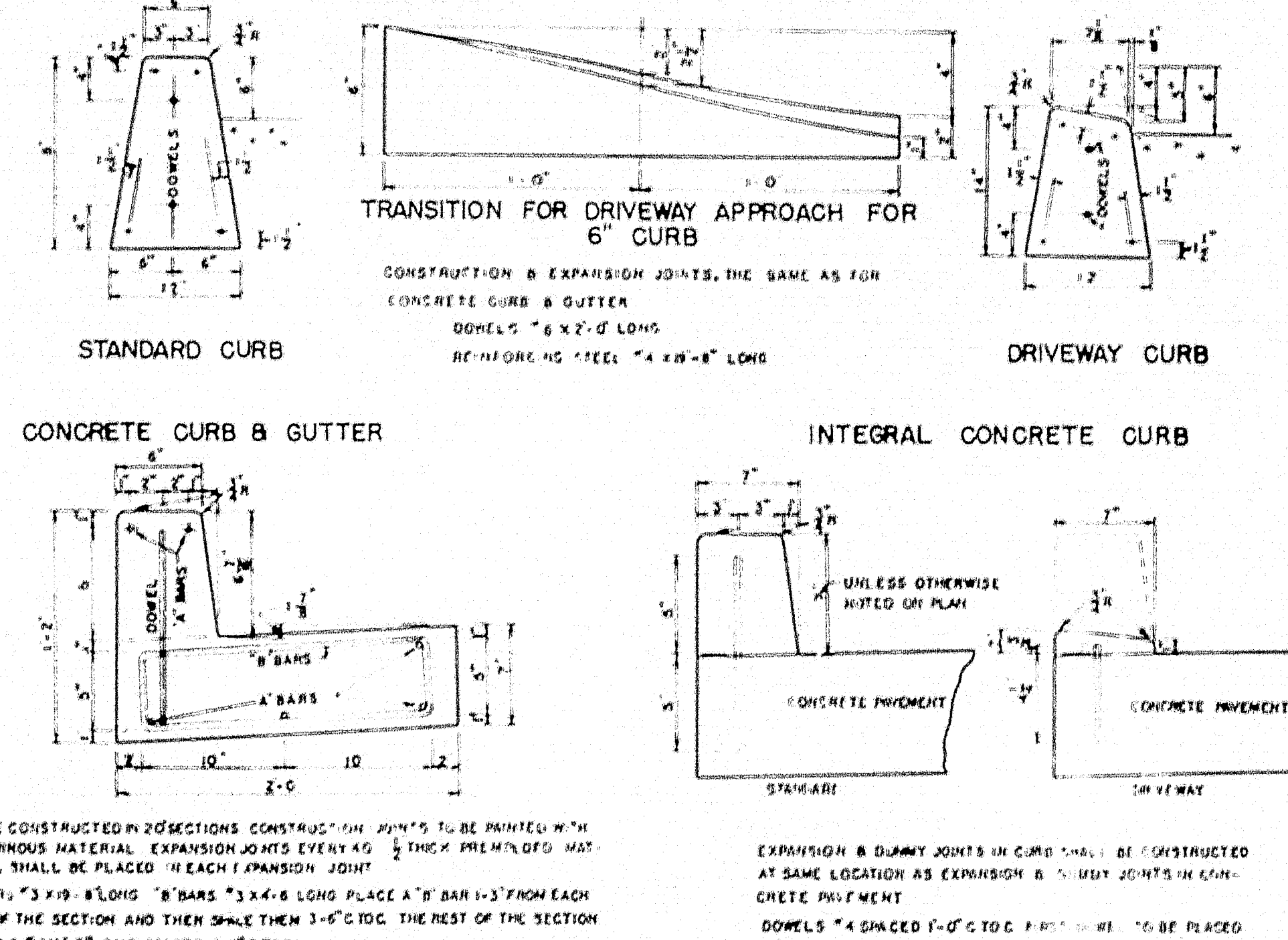
TREE WELLS



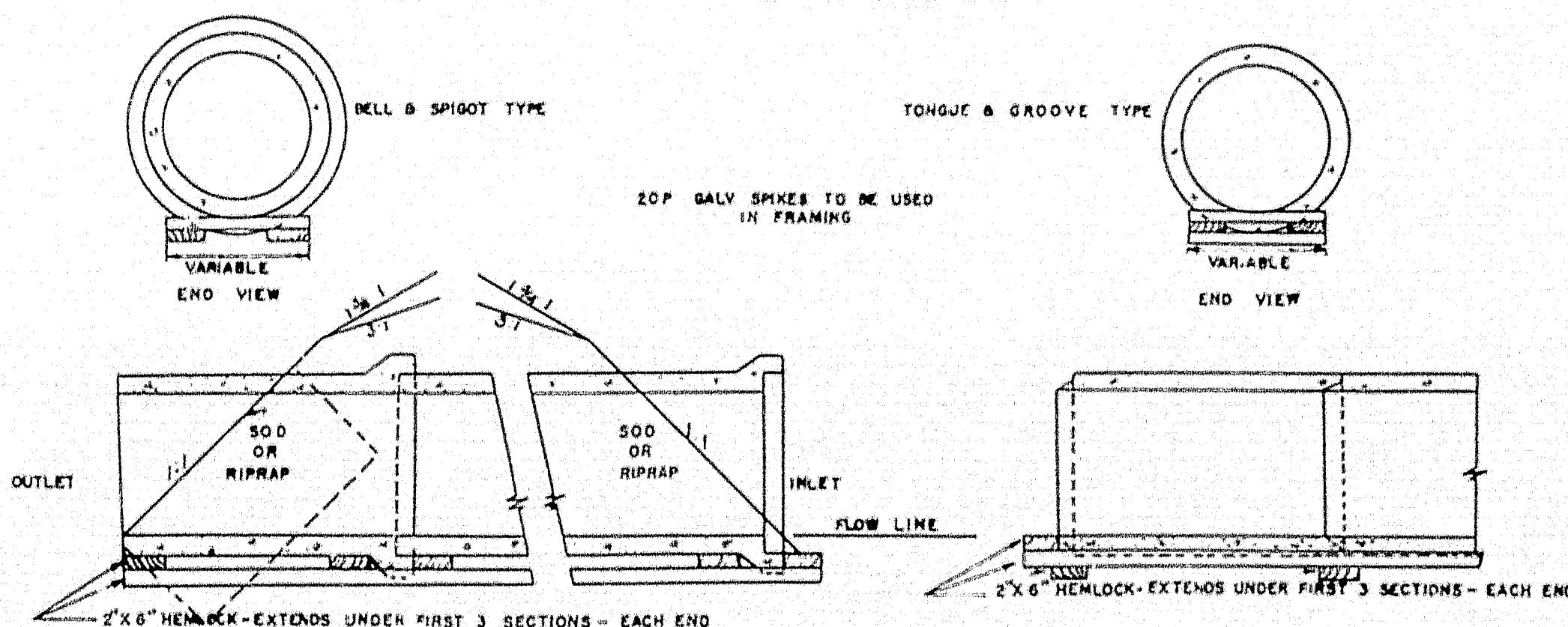
STONE GUTTER



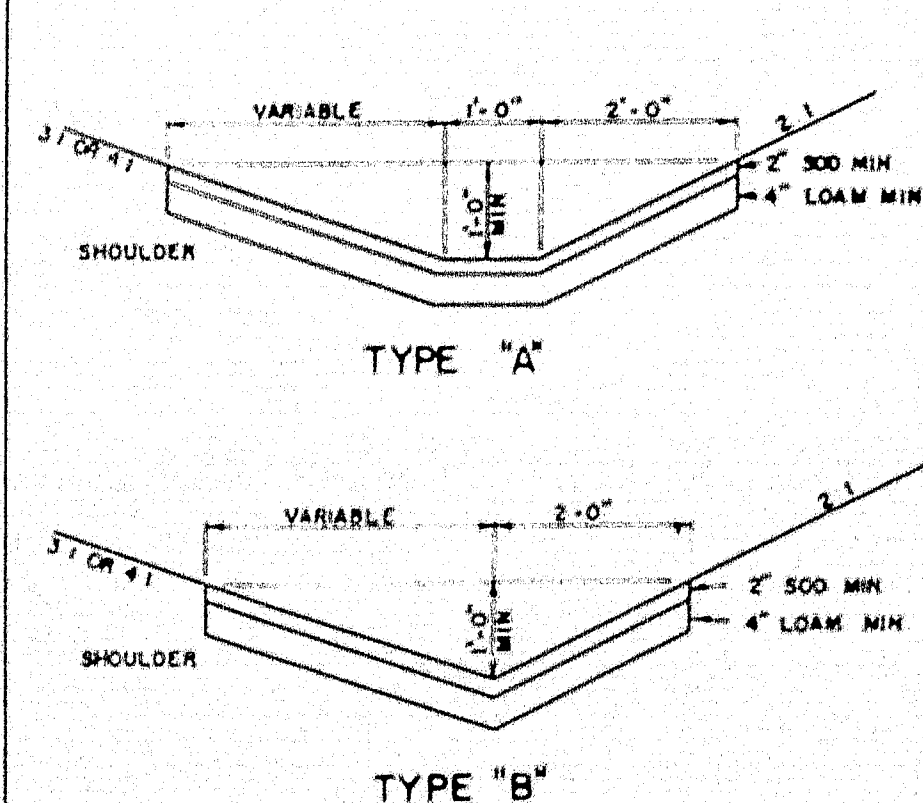
CONCRETE CURB



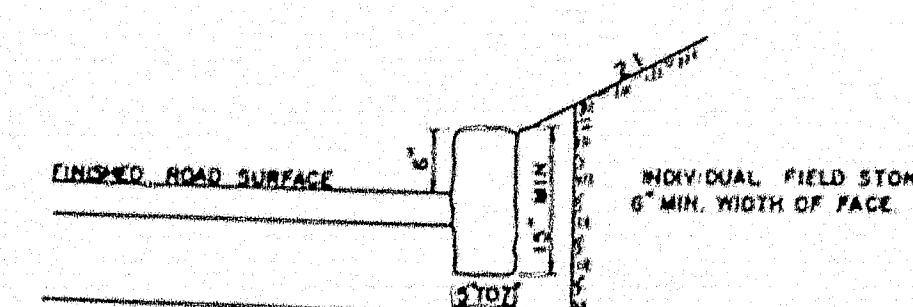
CONCRETE PIPE CRADLE



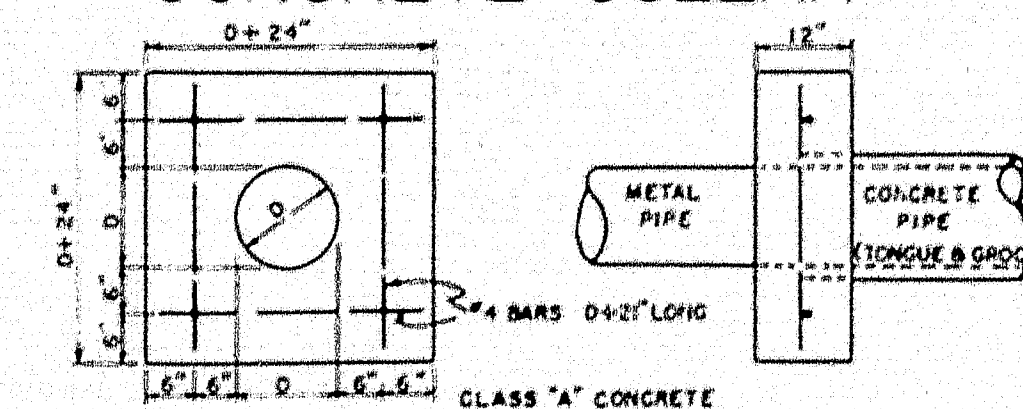
SODDED GUTTER



FIELD STONE CURB



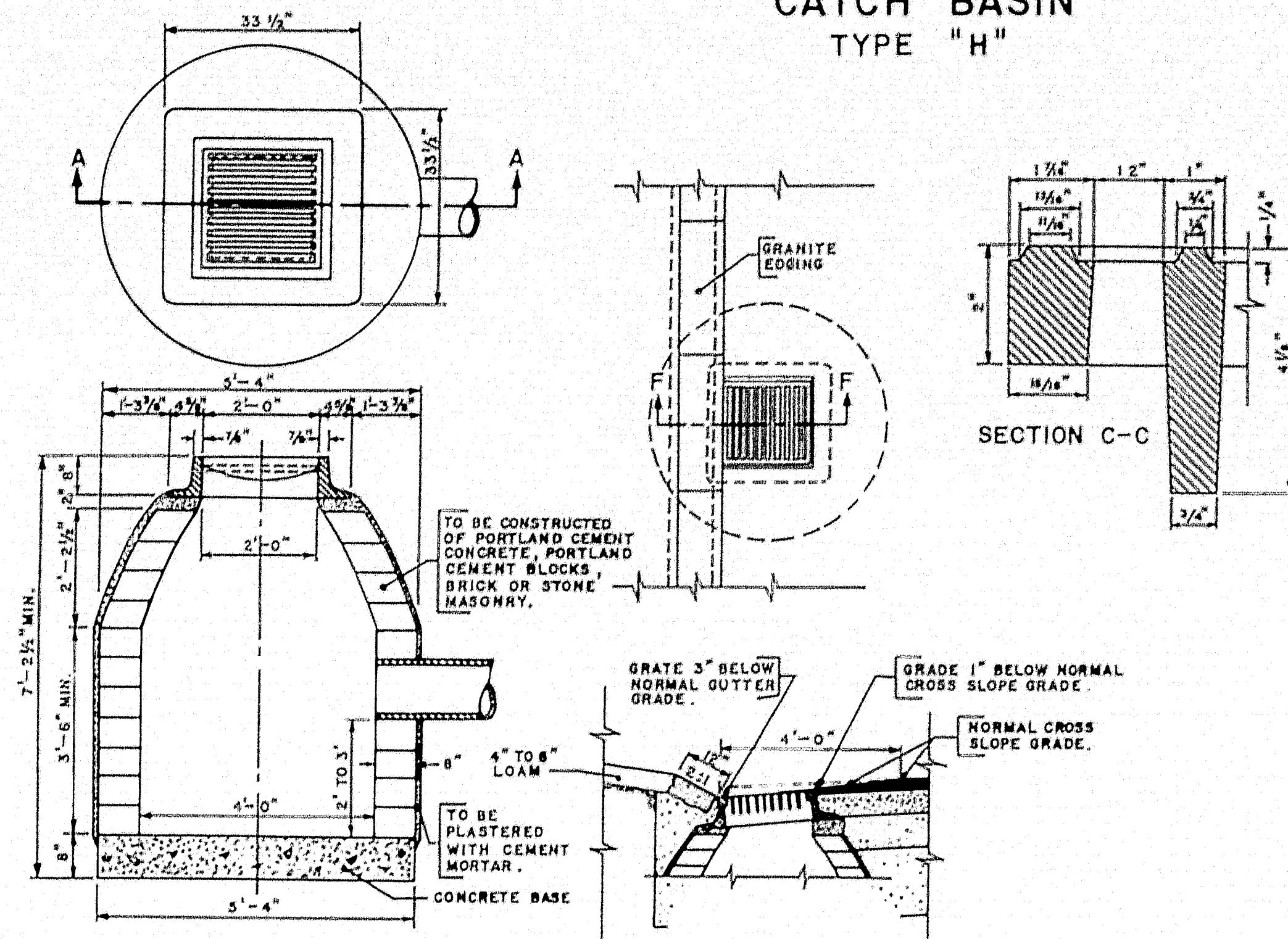
CONCRETE COLLAR



MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS
MISCELLANEOUS ITEMS

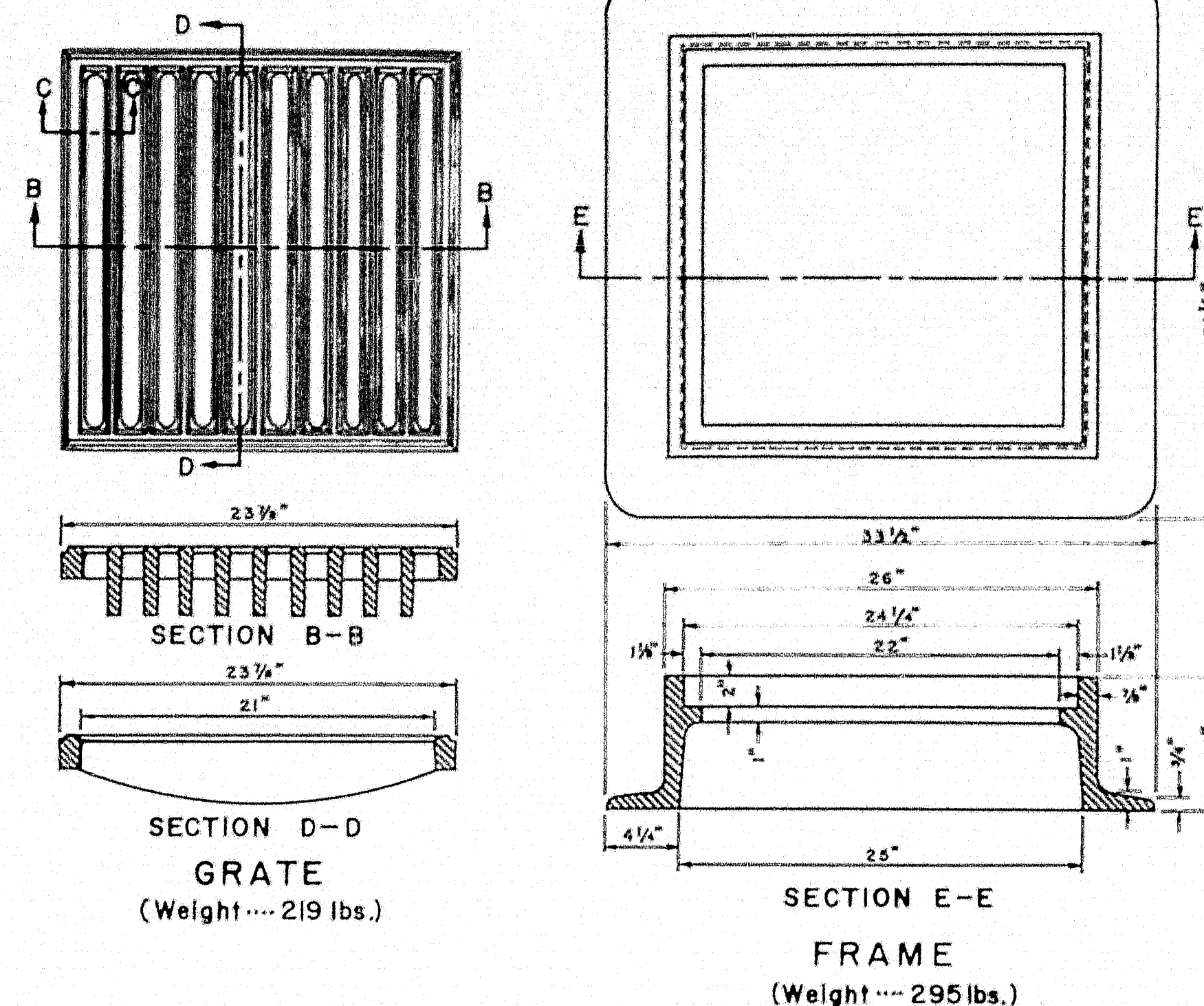
CATCH BASIN TYPE "H"



SECTION A-A

SECTION F-F

DETAIL OF CATCH BASIN
IN GRANITE EDGING AREA



SECTION D-D
GRATE
(Weight --- 219 lbs.)

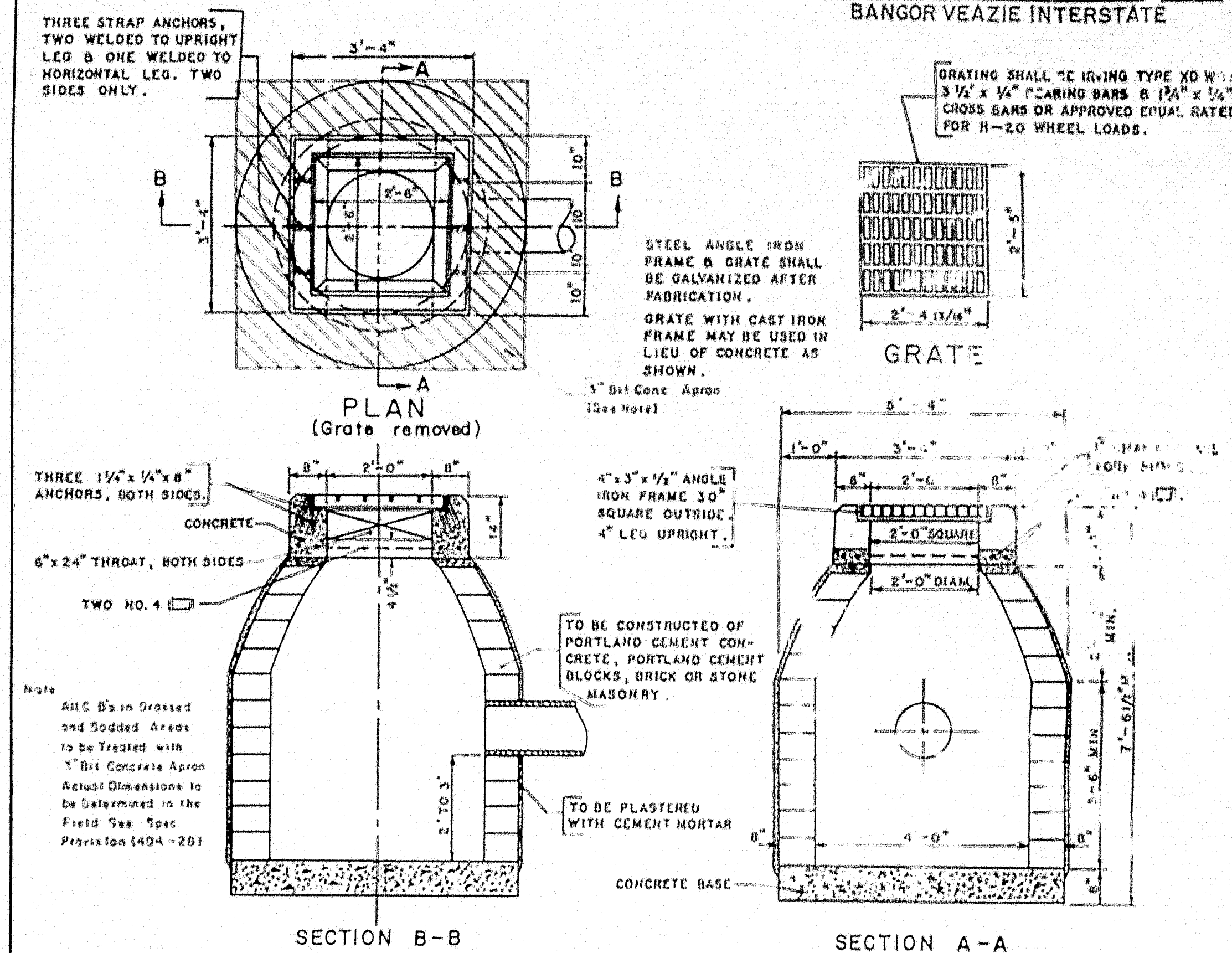
SECTION E-E
FRAME
(Weight --- 295 lbs.)

Note: TYPE "H" CATCH BASIN IS TO BE USED IN GRANITE EDGING AREA. (When this type of catch basin is used with sloped or straight curb, the curb on gutter line shall be cut to fit flange.)

CATCH BASIN TYPE "F"

B.P.R. REGION NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-8(9)	8	32

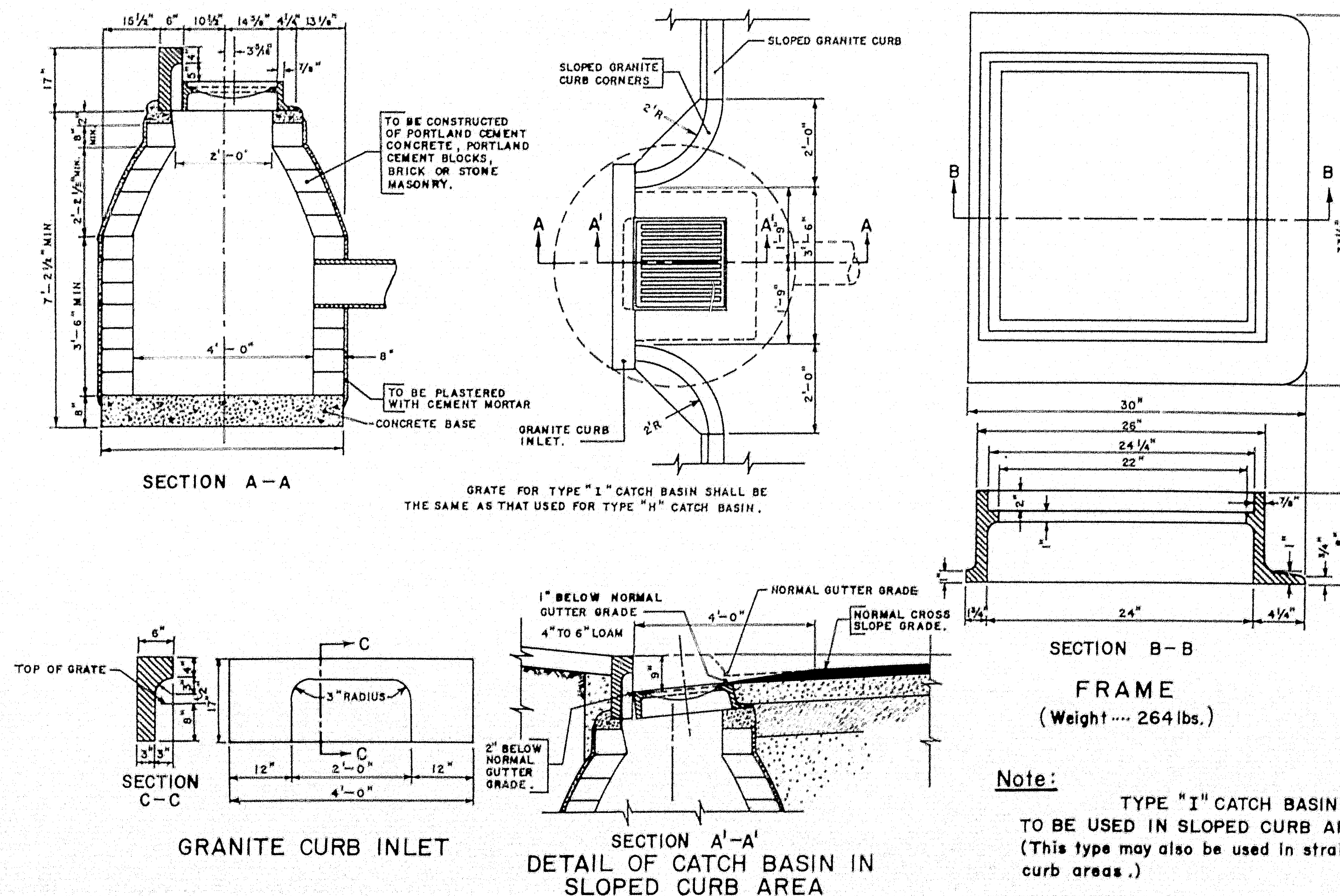
BANGOR VEAZIE INTERSTATE



SECTION B-B

SECTION A-A

CATCH BASIN TYPE "I"



SECTION A-A

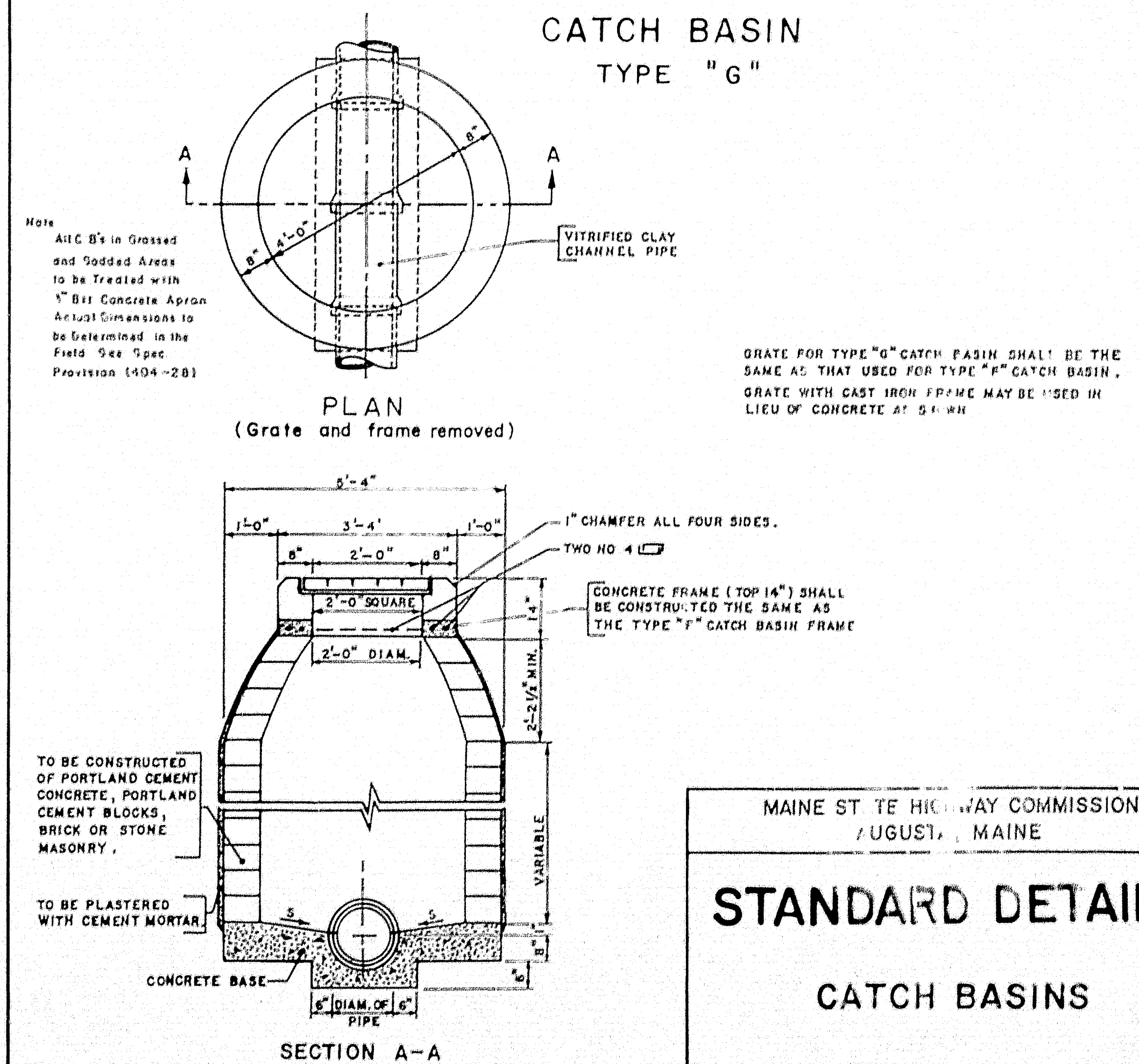
SECTION B-B
FRAME
(Weight --- 264 lbs.)

Note: TYPE "I" CATCH BASIN IS TO BE USED IN SLOPED CURB AREA. (This type may also be used in straight curb areas.)

GRANITE CURB INLET

SECTION A'-A'
DETAIL OF CATCH BASIN IN
SLOPED CURB AREA

CATCH BASIN TYPE "G"



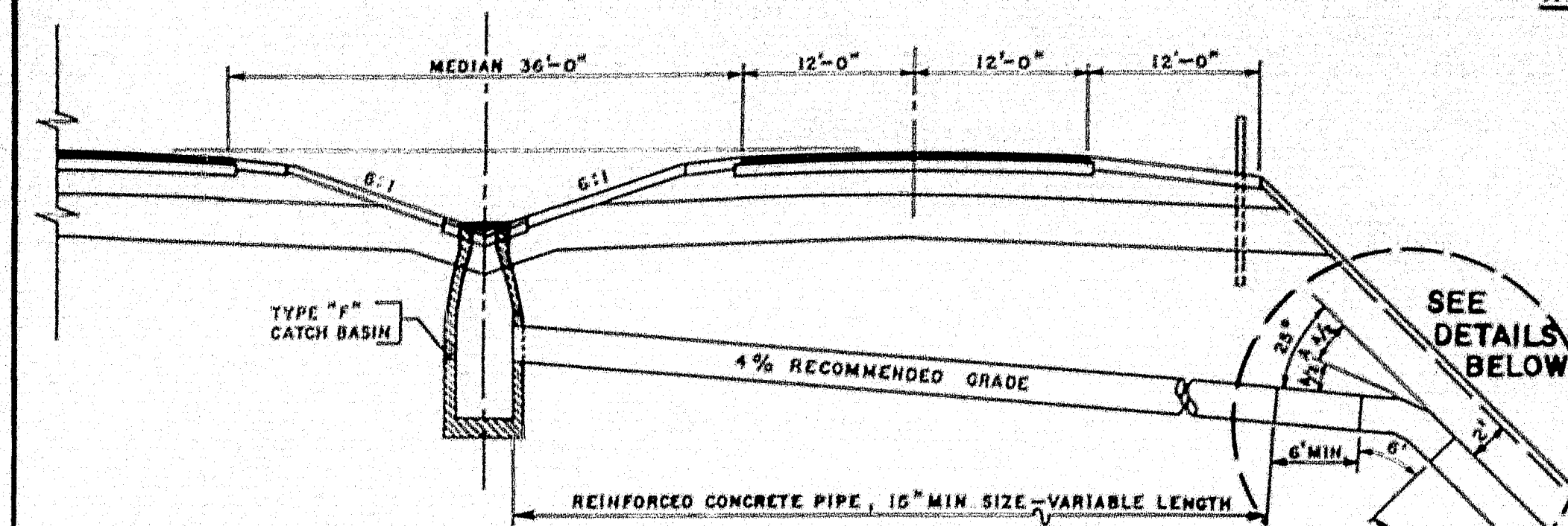
SECTION A-A

MAINE STATE HIGHWAY COMMISSION
AUGUST, 1961

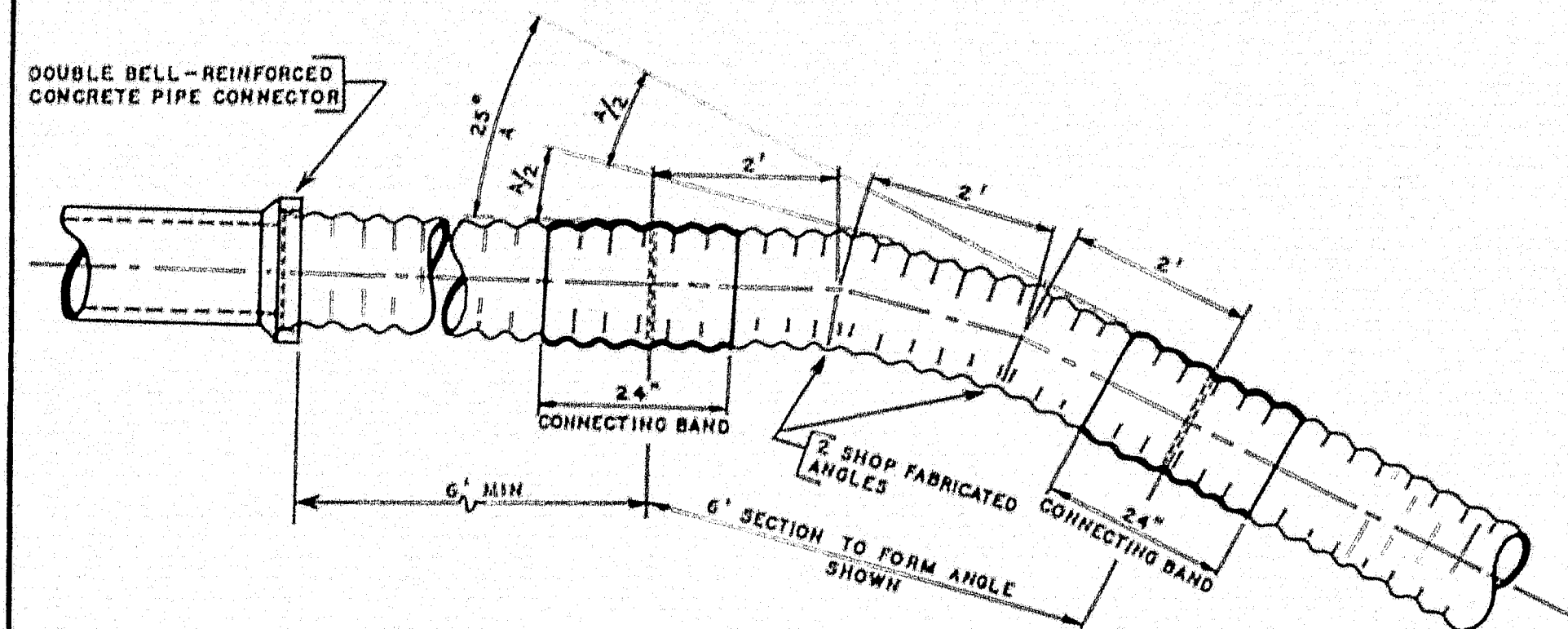
STANDARD DETAILS
CATCH BASINS

④

BENDS AND BANDS for A.C.C.M.P. MEDIAN DRAINAGE



DRAINAGE SECTION



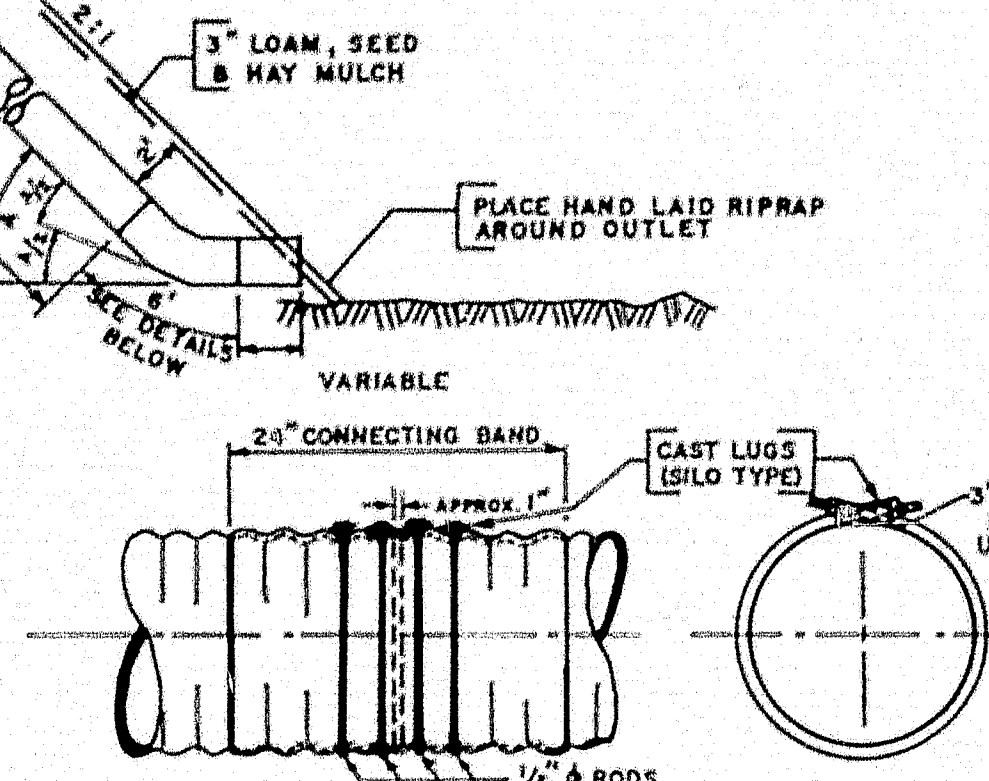
DETAIL OF SIX-FOOT BENDS

NOTE: 24" CONNECTING BANDS SHALL BE USED ON THE ENDS OF EACH ANGLE SECTION. THESE BANDS SHALL BE WATER TIGHT AND DRAWN SECURE BY MEANS OF FOUR THREADED GALVANIZED RODS 1/2" ROUND, PLACED UNIFORMLY EACH SIDE OF THE PIPE ENDS, AND TIGHTENED WITH SILO TYPE LUGS. THE LONGITUDINAL SEAM UNDER THE COLLAR SHALL BE WELDED AND RIVETS OMITTED.

WHEN STRAIGHT LENGTH OF A.C.C.M.P. ON SLOPE EXCEEDS 20 FEET, 24" BAND OR BANDS SHALL BE USED IN THE SAME MANNER AS DESCRIBED ABOVE. AN ITEM COVERING EACH SIZE OF 24" CONNECTING BANDS SHALL BE INCLUDED IN THE PROPOSAL.

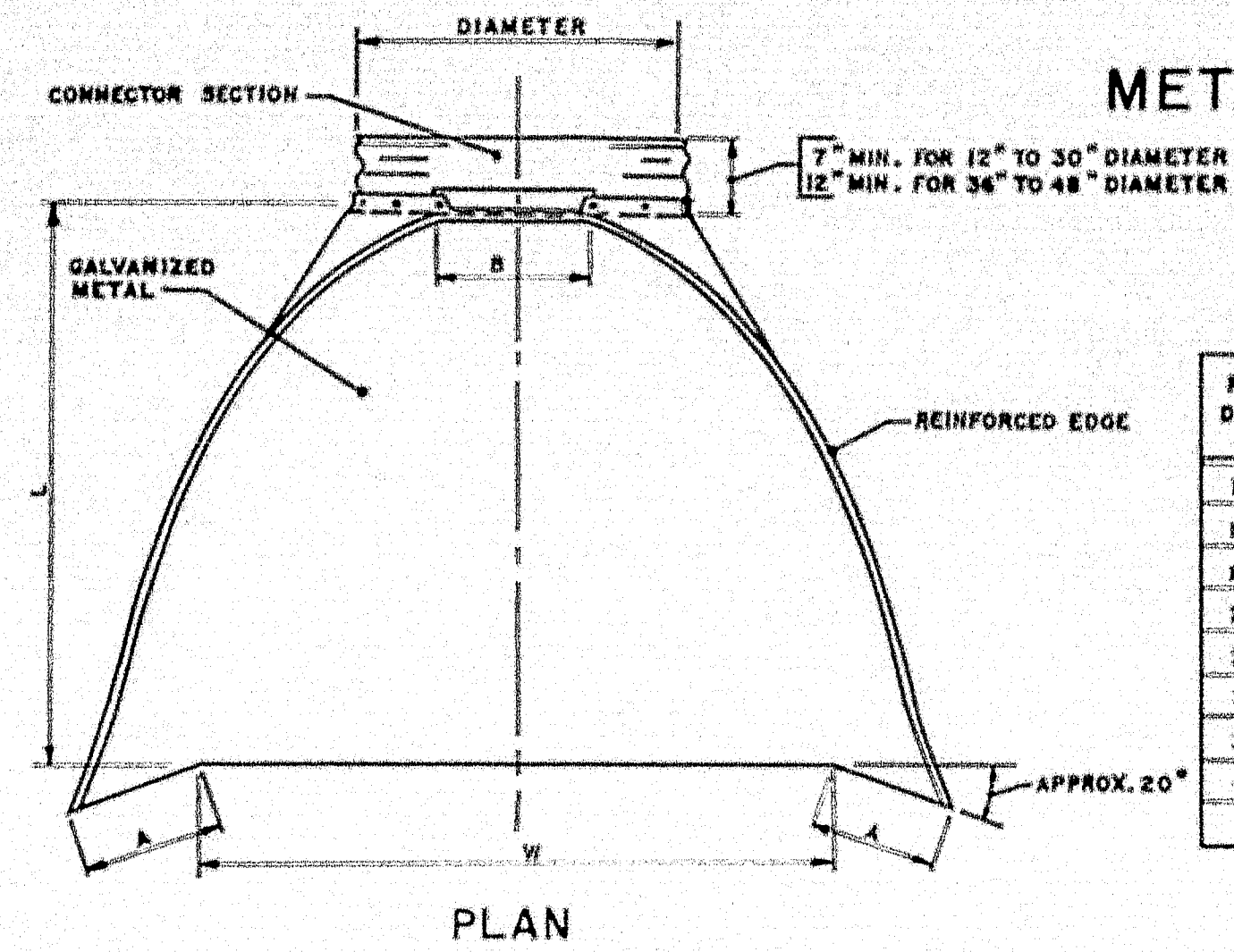
BID ITEMS FOR 15", 18" & 24" A.C.C.M.P. SIX FOOT SECTION TO FORM 25° ANGLE SHALL BE SHOWN IN THE ITEM DESCRIPTION AS "SIX FOOT BENDS".

WHEN FILL IS 10' OR MORE IN DEPTH AT THE OUTSIDE SHOULDER BERM USE OUTLET FROM CATCH BASIN AS SHOWN; WHEN FILL IS LESS THAN 10' USE STRAIGHT GRADE LINE FROM CATCH BASIN TO OUTLET END OF PIPE.

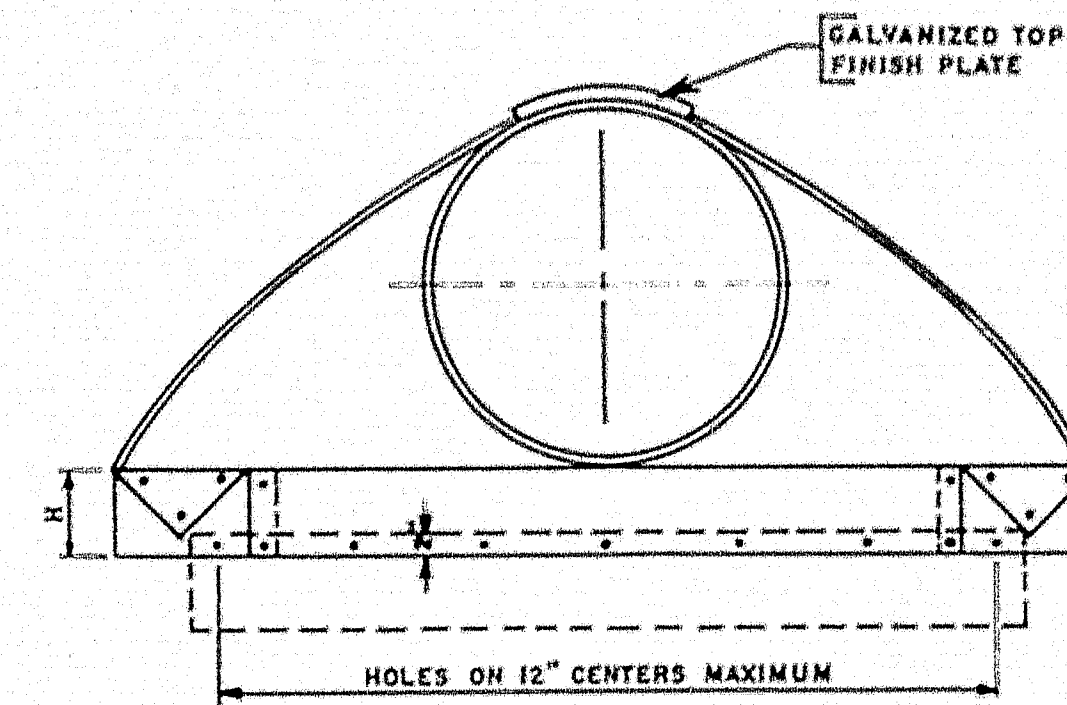


DETAIL OF 24" CONNECTING BANDS

METAL ENDWALLS



PLAN



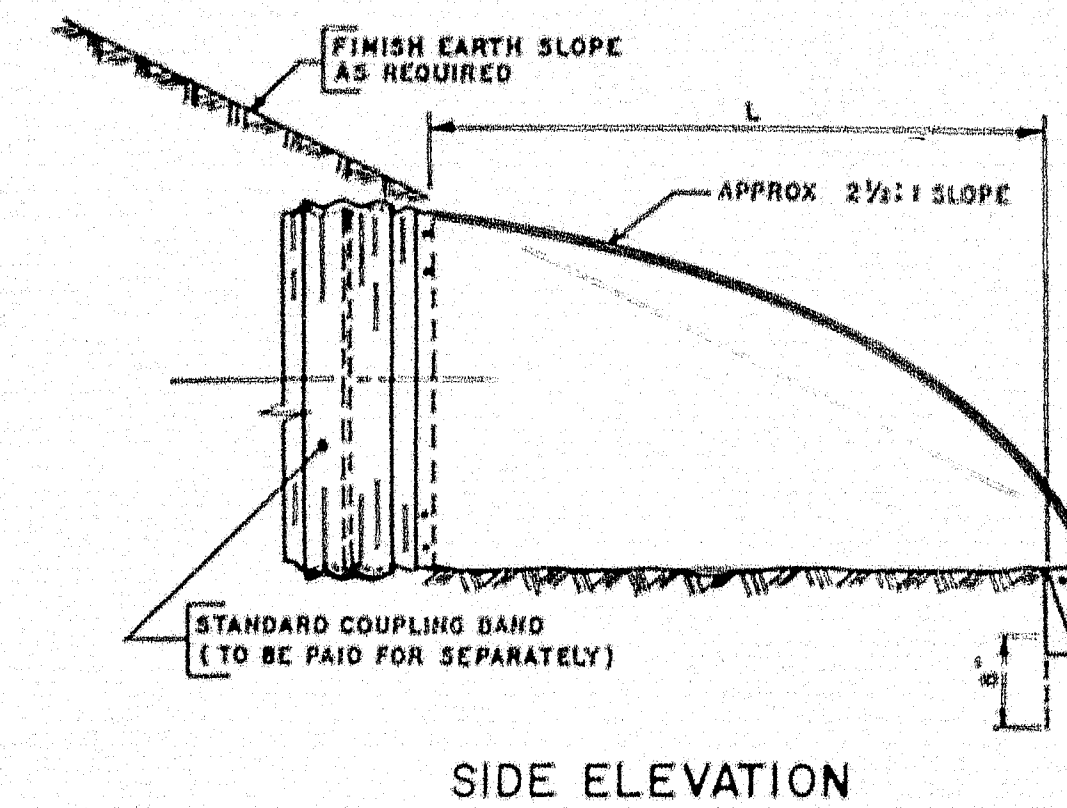
ELEVATION

PIPE DIAM.	GAUGE	DIMENSIONS				
		A 1" TOL.	B MAX.	H 1" TOL.	L 1 1/4" TOL.	W 2" TOL.
12"	18	4 3/4"	6"	6"	21"	24"
15"	16	6"	8"	6"	26"	30"
18"	16	7"	9"	6"	31"	36"
21"	16	8 1/4"	11"	6"	36"	42"
24"	14	9 1/4"	12"	6"	42"	48"
30"	14	12"	15"	7 1/4"	52 1/2"	60"
36"	12	14"	18"	9"	63"	72"
42"	12	16"	21"	10 1/4"	73 1/2"	84"

TOE PLATE TO BE PUNCHED TO MATCH HOLES IN SHIRT LIP. LENGTH OF TOE PLATE IS 4" FOR 12" TO 30" DIAMETER PIPE, INCLUSIVE, AND 6" FOR 36" TO 42" DIAMETER PIPE INCLUSIVE.

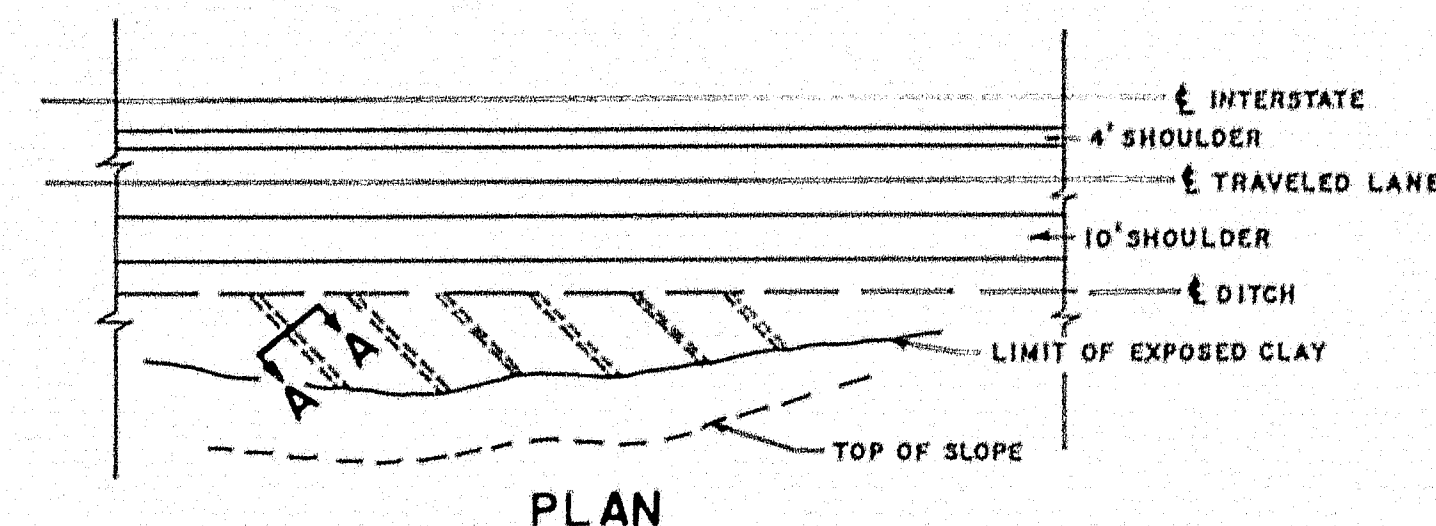
SKIRT SECTION FOR 12" TO 24" DIAMETER PIPE, INCLUSIVE, TO BE MADE IN ONE PIECE. SKIRT SECTION FOR 30" TO 42" DIAMETER PIPE MAY BE MADE FROM TWO SHEETS JOINED BY RIVETING OR BOLTING ON CENTERLINE.

CONNECTOR SECTION, CORNER PLATE AND TOE PLATE TO BE SAME GAUGE AS SKIRT AND EACH TO BE GALVANIZED. TOE PLATE TO BE INCLUDED IN UNIT COST.

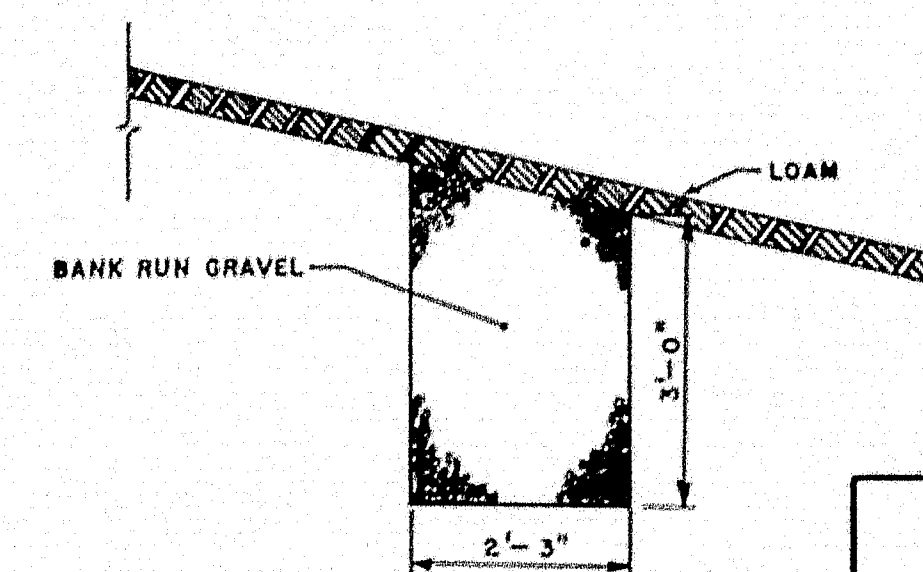


SIDE ELEVATION

CUT SLOPE DRAIN

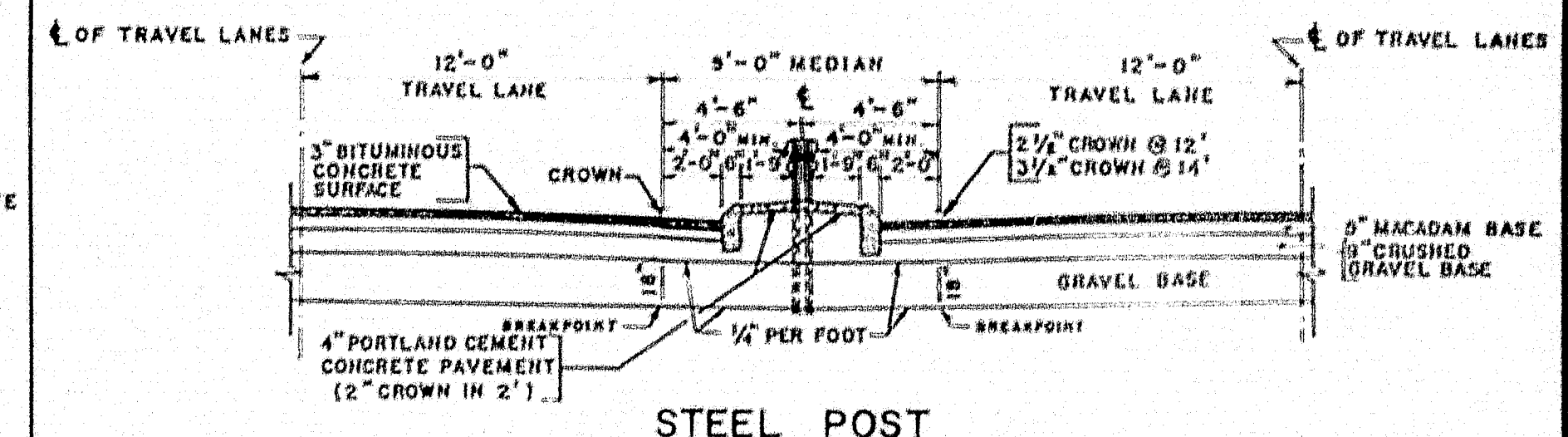


PLAN

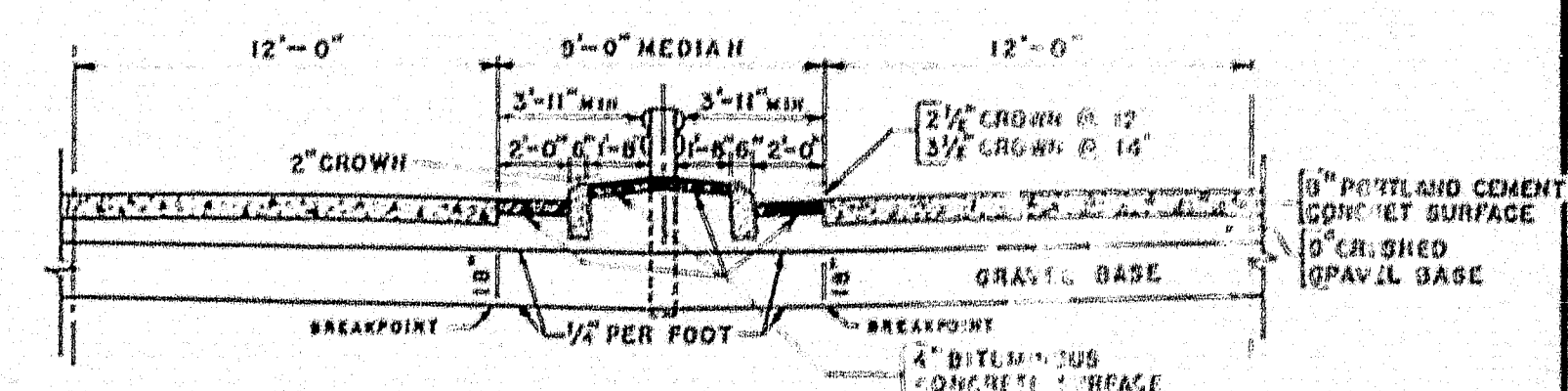


SECTION A-A

9-FOOT MEDIAN

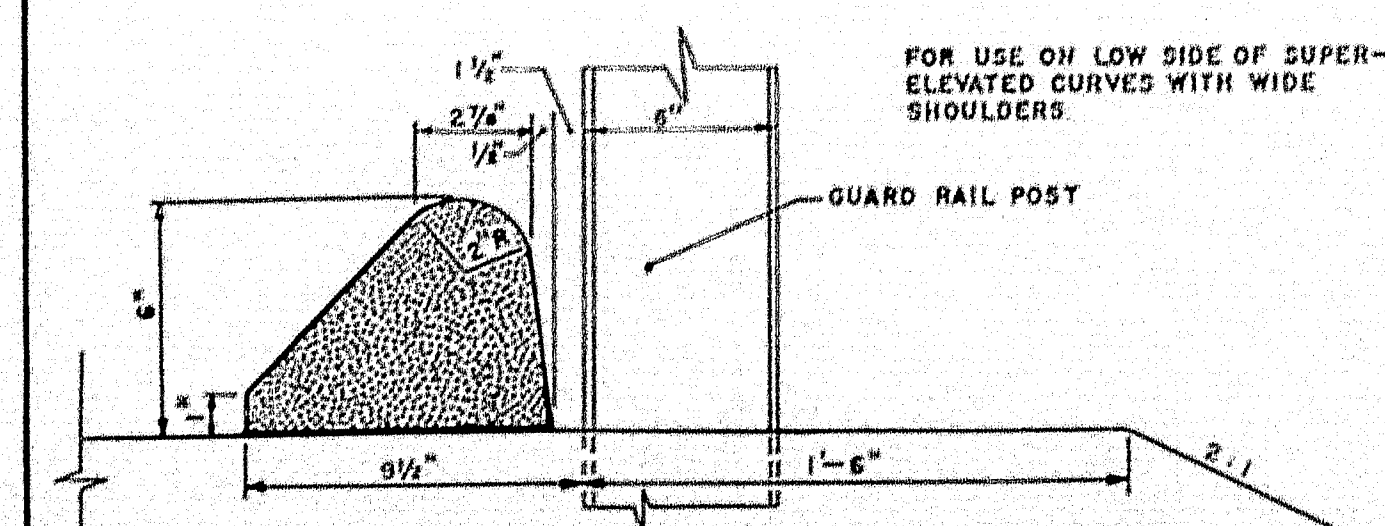


STEEL POST



WOOD POST

BITUMINOUS CONCRETE CURB



MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

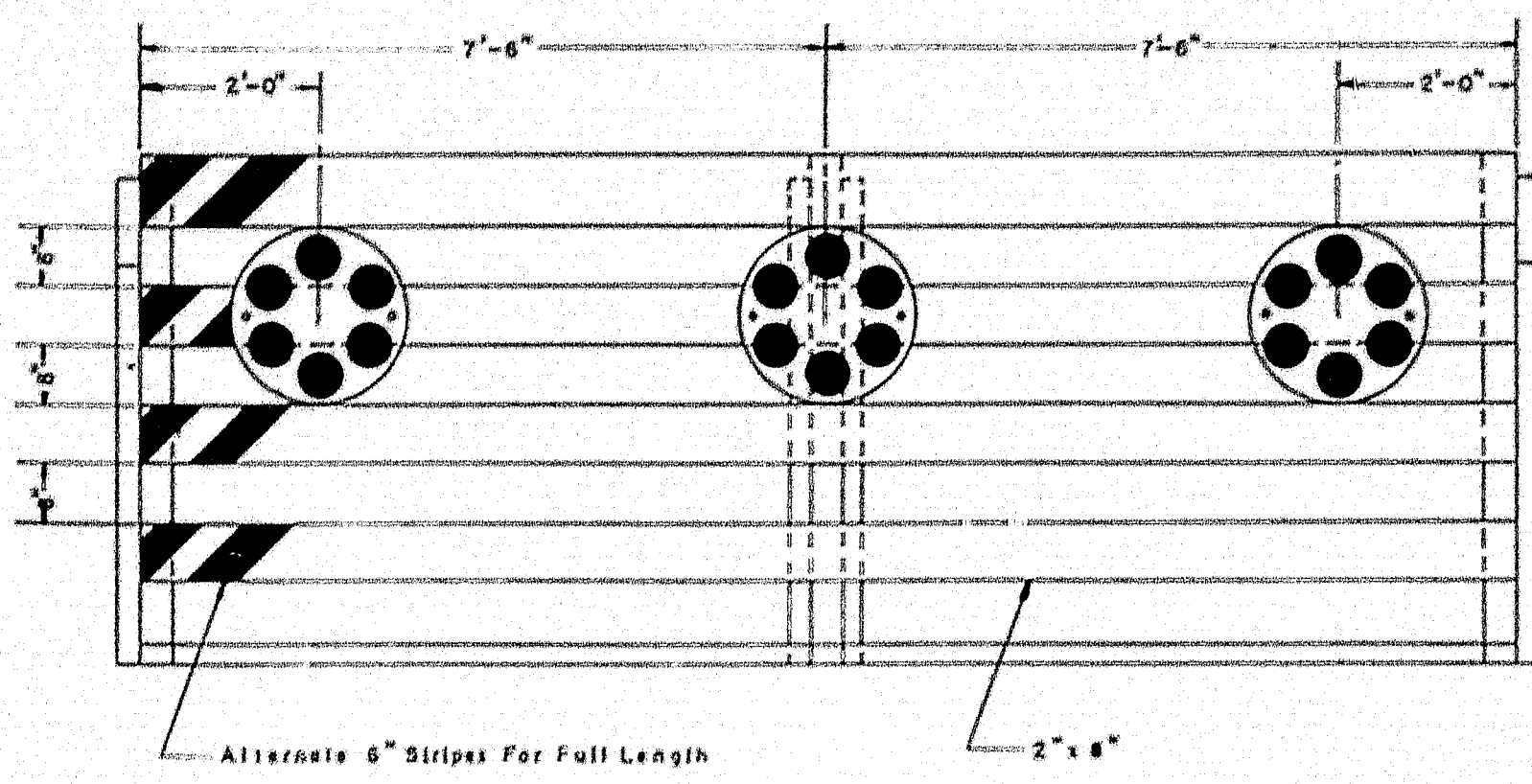
STANDARD DETAILS

BENDS & BANDS, METAL ENDWALLS,
GUARD RAIL ON RAMPS, CUT SLOPE
DRAIN, 9-FOOT MEDIAN & BITUMINOUS
CONCRETE CURB

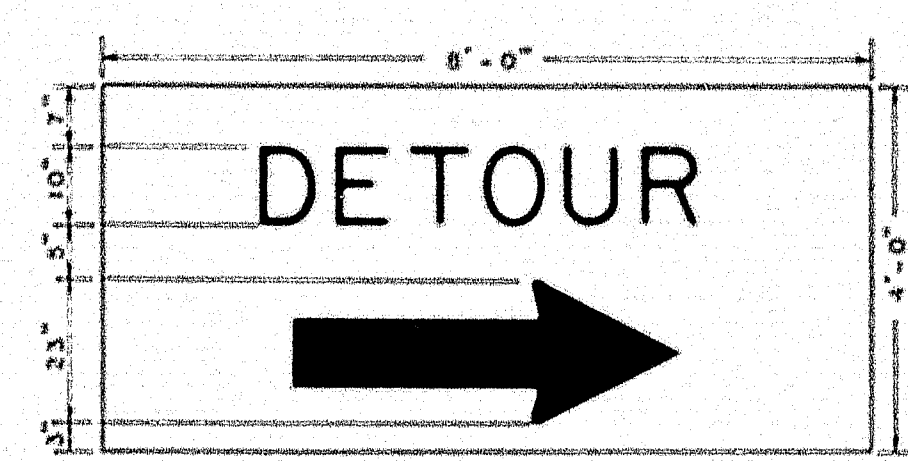
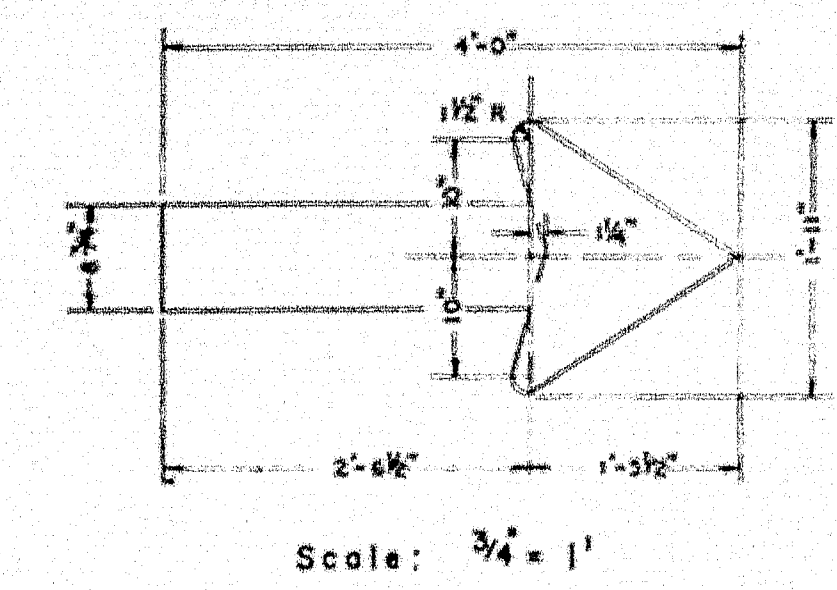
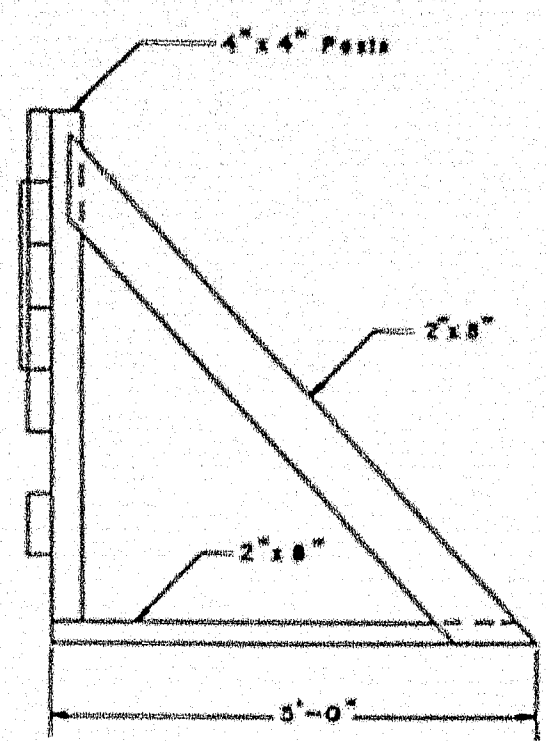
5

S. P. R.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-B(9)	10	32

BANGOR - VEAZIE INTERSTATE



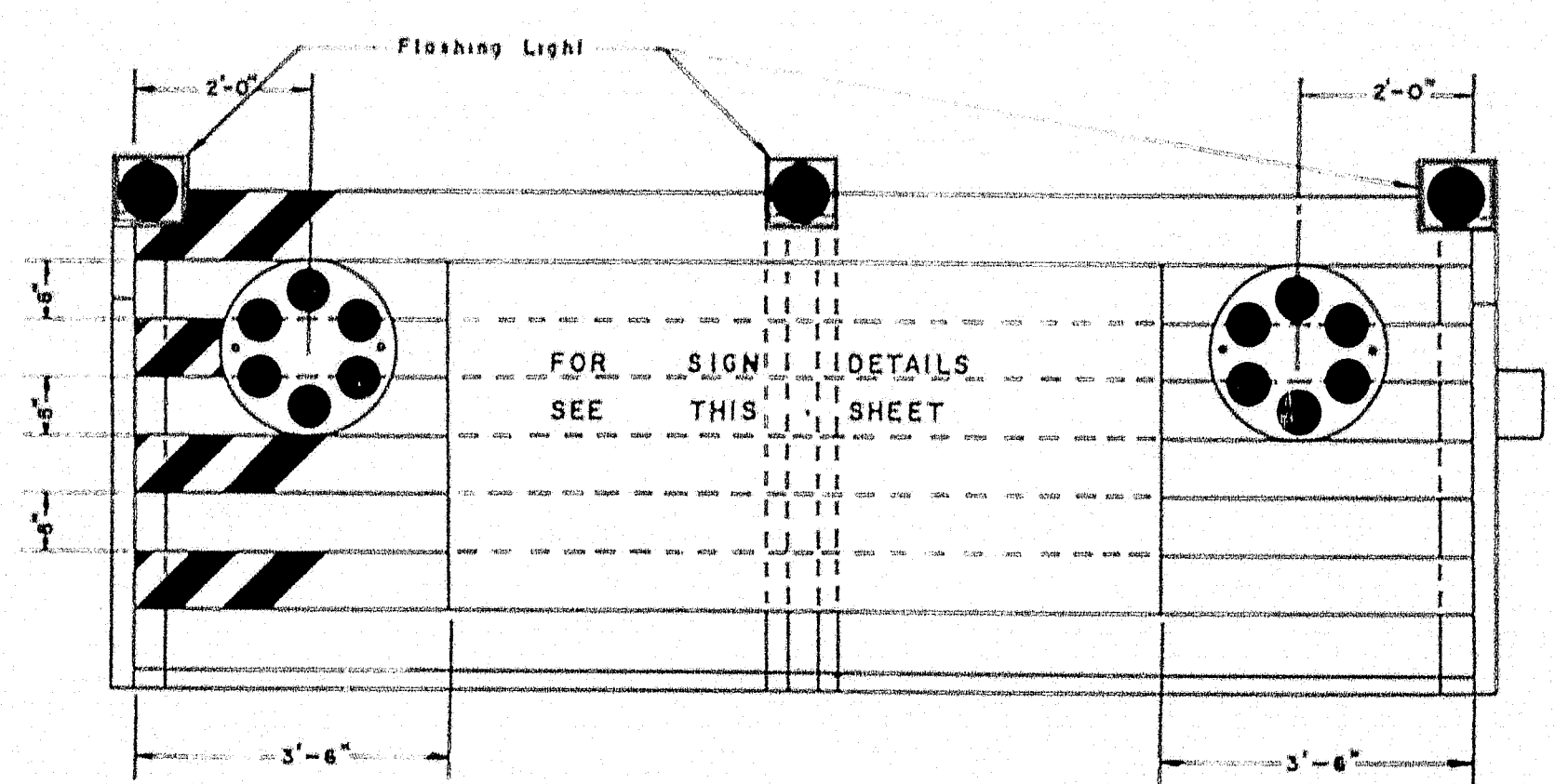
PORTABLE BARRICADE
Scale: 1/2" = 1'



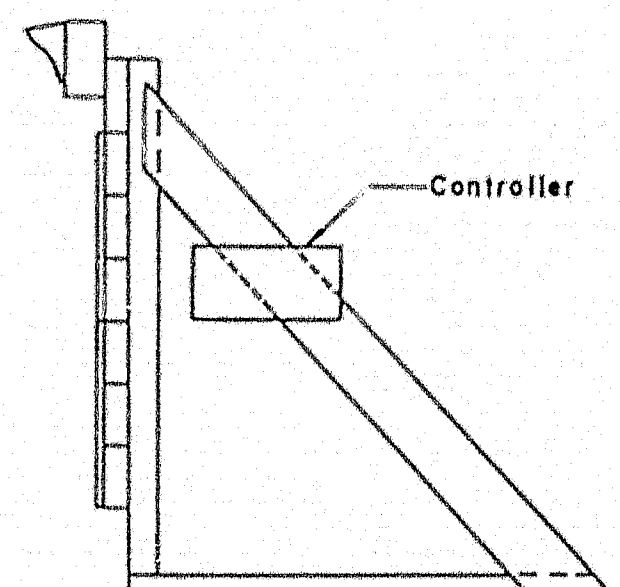
DETOUR SIGN FOR
PORTABLE BARRICADE
Scale: 1/2" = 1'

GENERAL NOTES:

1. Lumber sizes for use on Barricades shall be 2" x 8" except for Posts which shall be 4" x 4".
2. Detour Sign shall be 3/8" thick plywood.
3. Alternate 6" stripes shall be painted or screened in black on a background of silver reflective sheeting.
4. The word "DETOUR" and Arrow shall be painted or screened in black on a background of yellow reflective sheeting.
5. Flashing Lights shall be Mounted to permit rotation to face oncoming traffic.
6. Reflector clusters shall consist of a red background with red Reflectors similar to A.G.A. Designation *B16 - A1 (PDON).
7. The Barricades shall be securely anchored in place by means of sandbags, weights, or large stones.
8. Location of Service and Meter to be determined after Power Source has been decided.



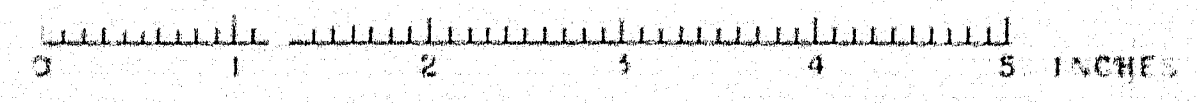
PORTABLE BARRICADE
WITH FLASHING LIGHTS
AND DETOUR SIGN
Scale: 1/2" = 1'



MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

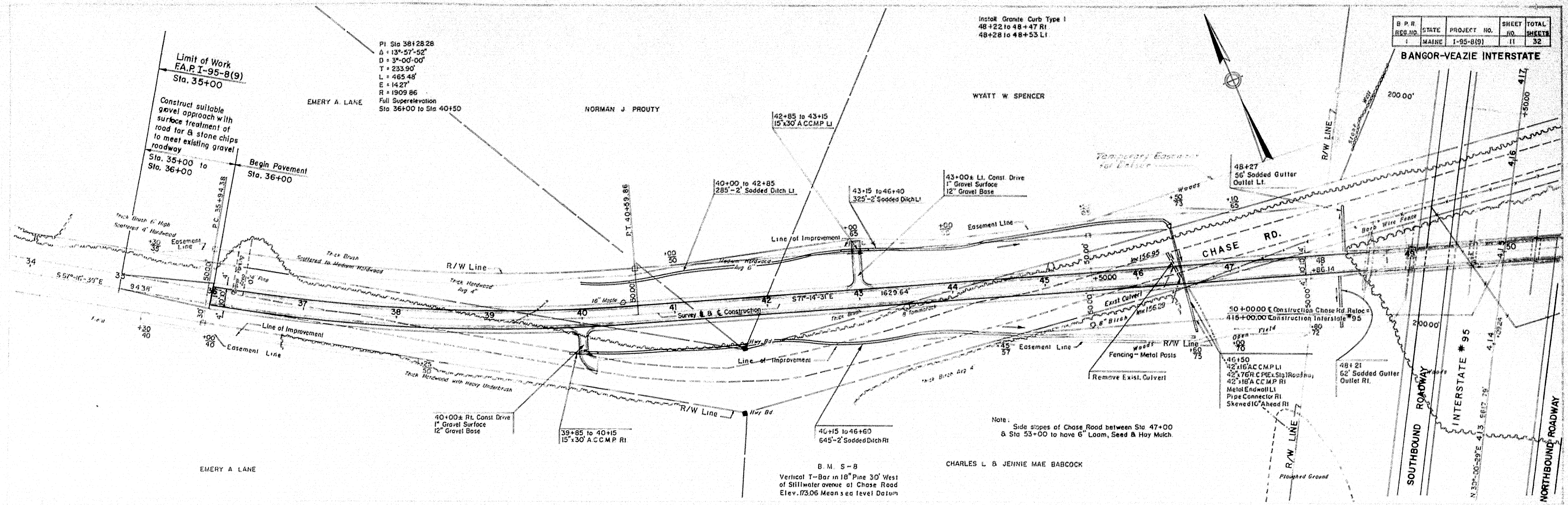
SPECIAL DETAILS
PORTABLE BARRICADES
SCALE: AS NOTED

THE CLARKESON ENGINEERING CO., INC.
CONSULTING ENGINEERS
BOSTON MASSACHUSETTS

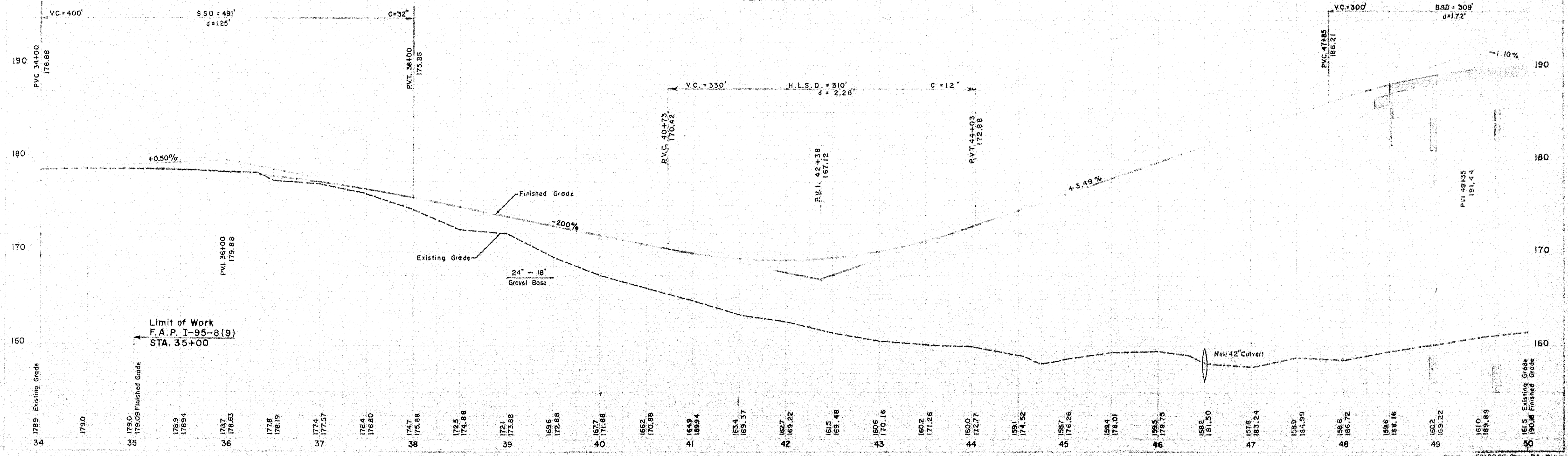


B.P.R.	STATE	PROJECT NO.	SHEET TOTAL
1	MAINE	1-95-8(9)	11 32

BANGOR-VEAZIE INTERSTATE



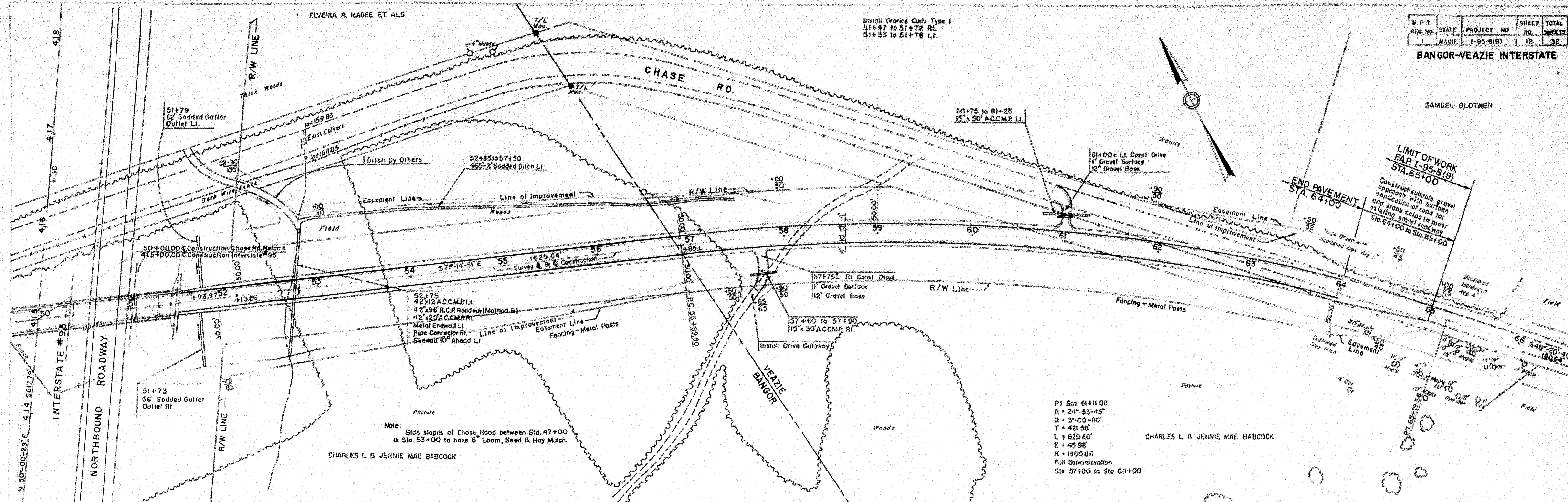
CHASE ROAD RELOCATION
PLAN AND PROFILE



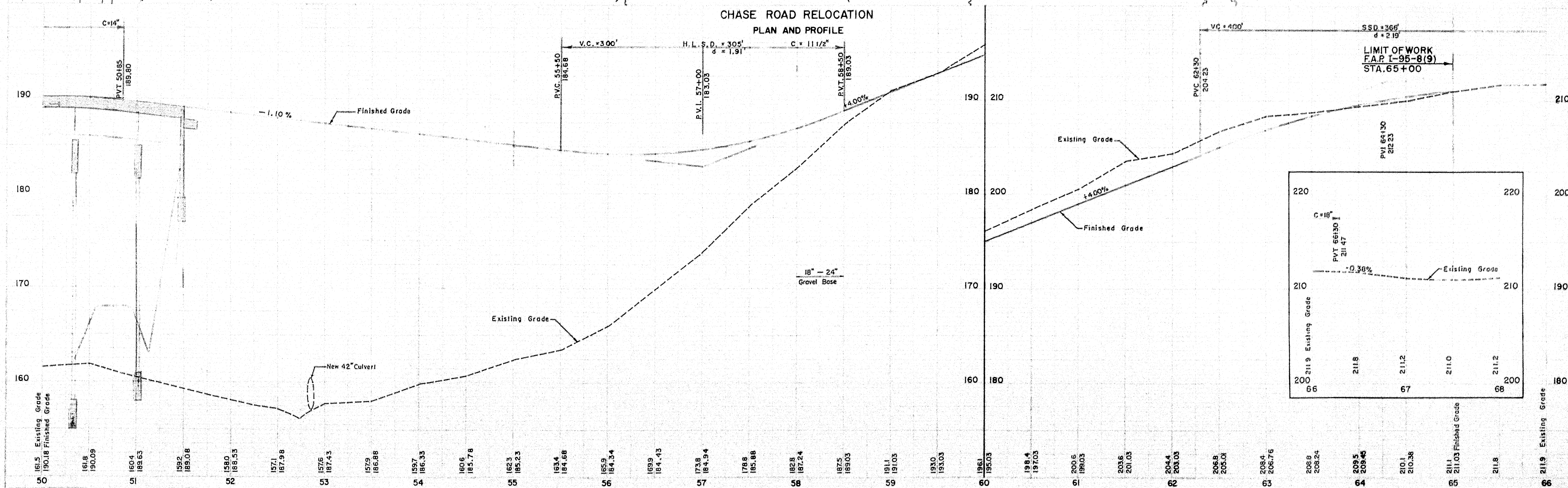
B.P.R. REQ. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEET
1	MAINE	I-95-B(9)	12	32

BANGOR-VEAZIE INTERSTATE

SAMUEL BLOTNER

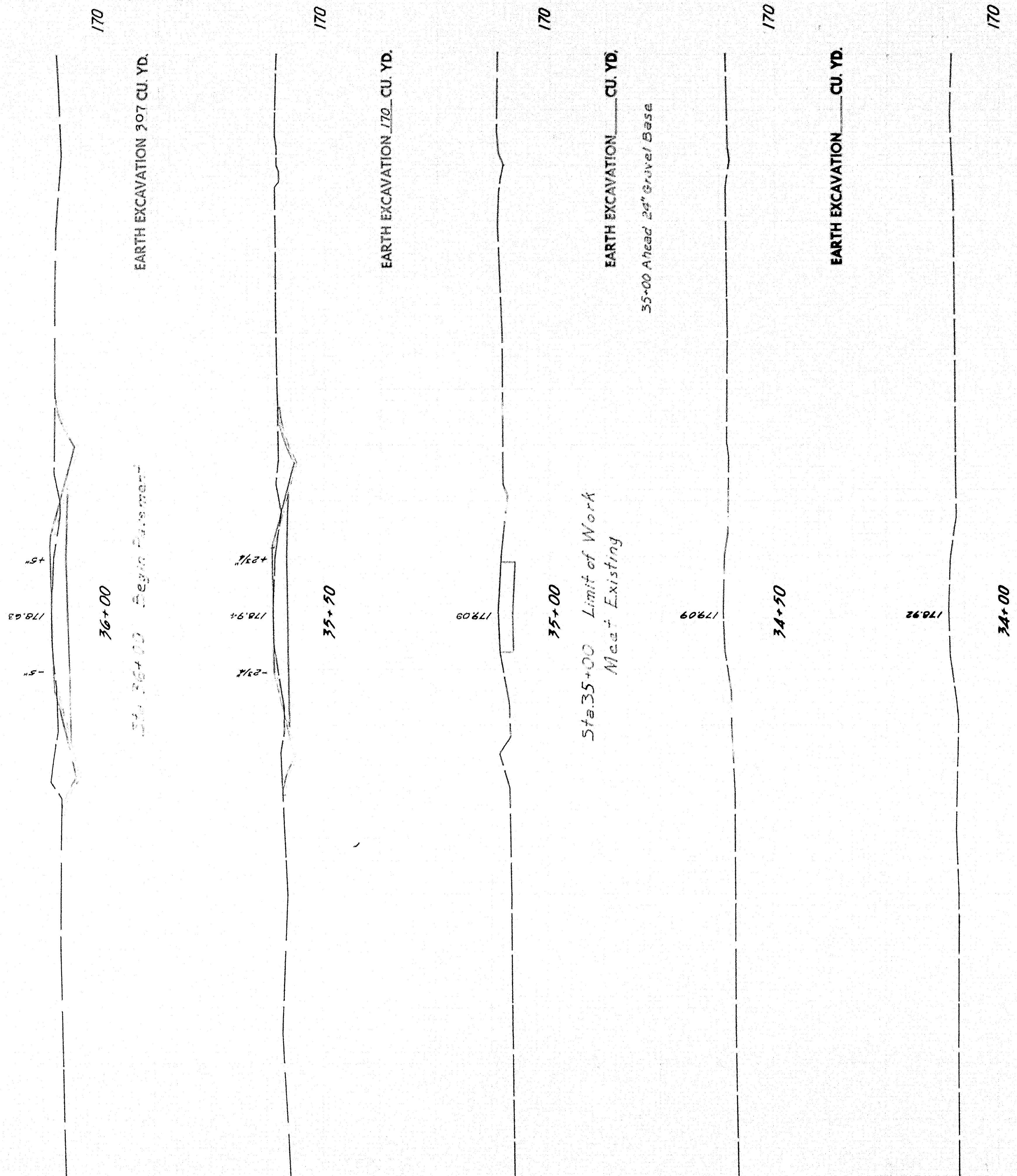


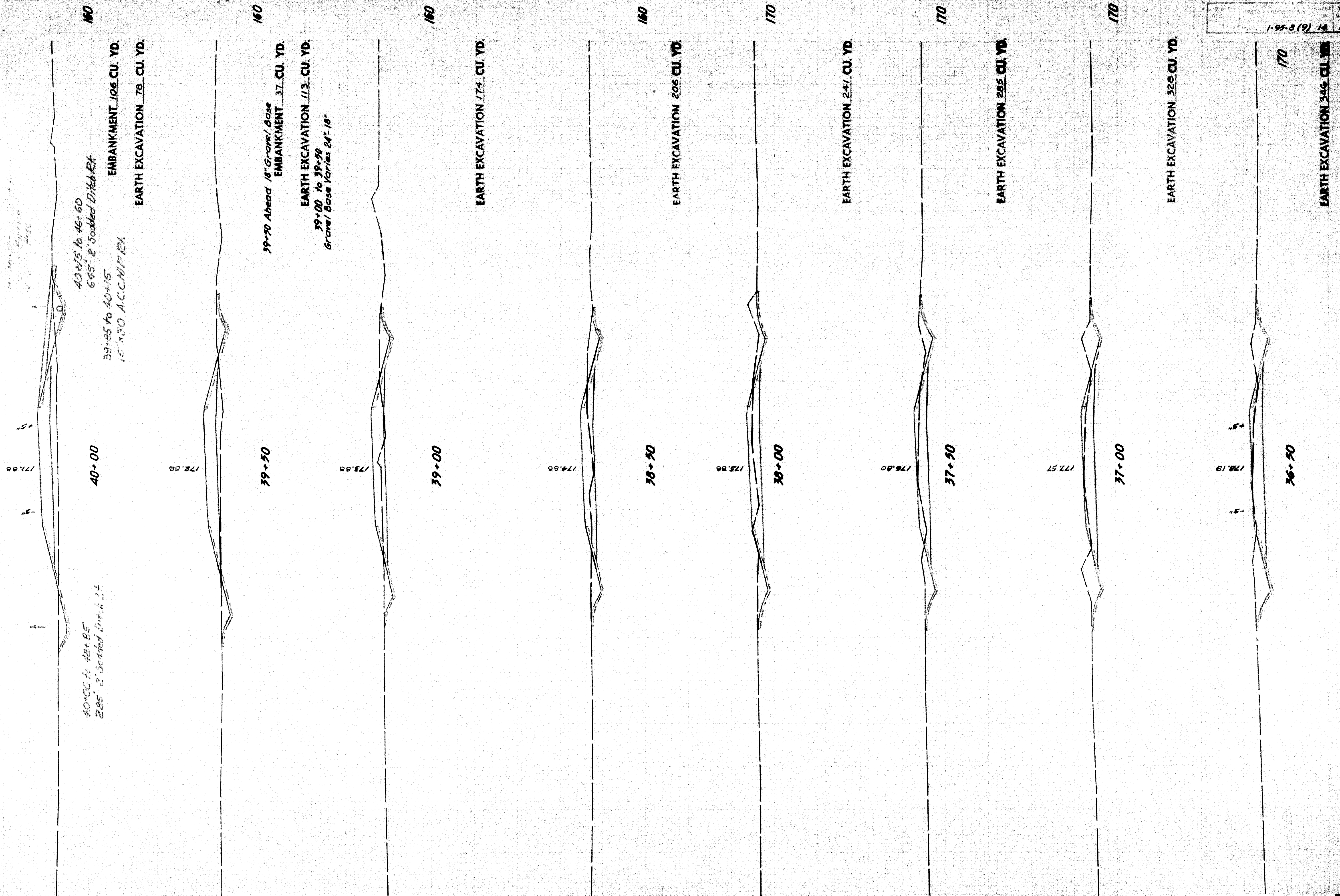
CHASE ROAD RELOCATION PLAN AND PROFILE



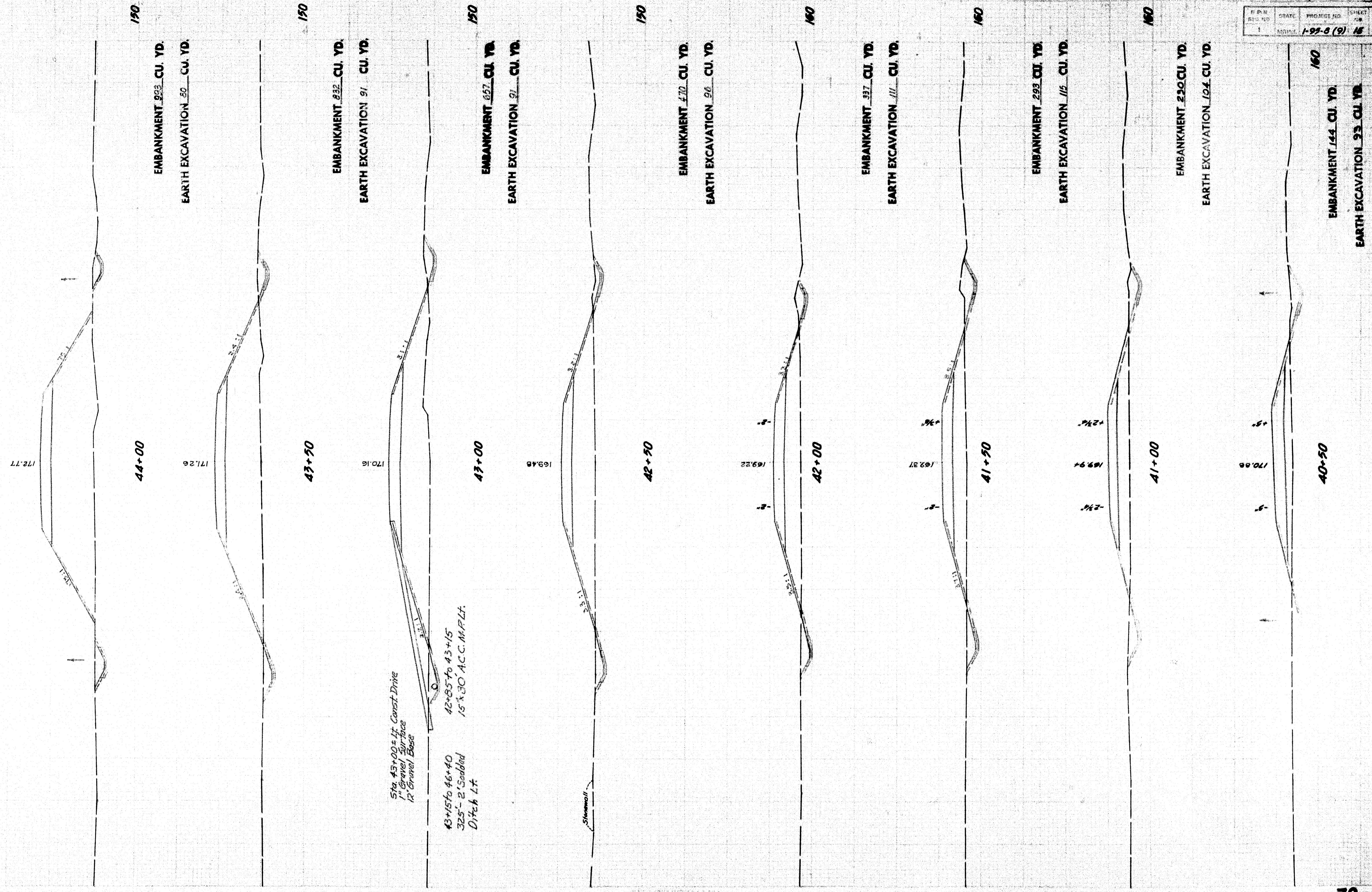
50+00.00 Chase Rd. Reloc.
415+00.00 Interstate #95

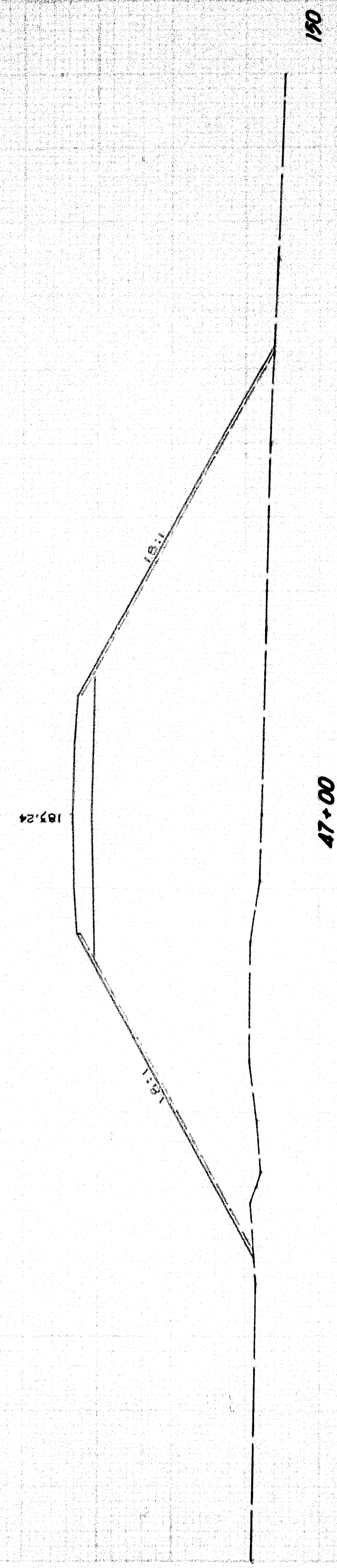
D.P.R.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-8 (9)	13	32



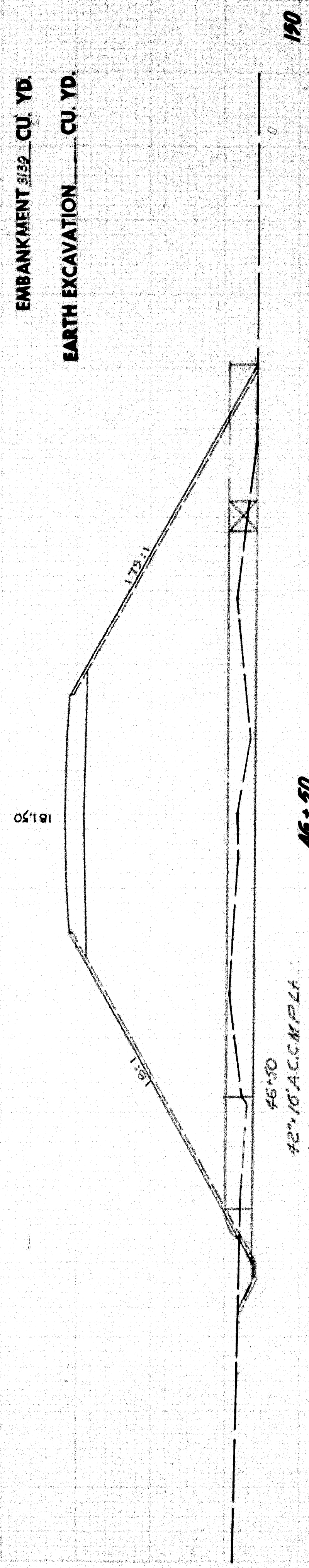


BY P.N.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	VA	1-99-8 (9)	16	98

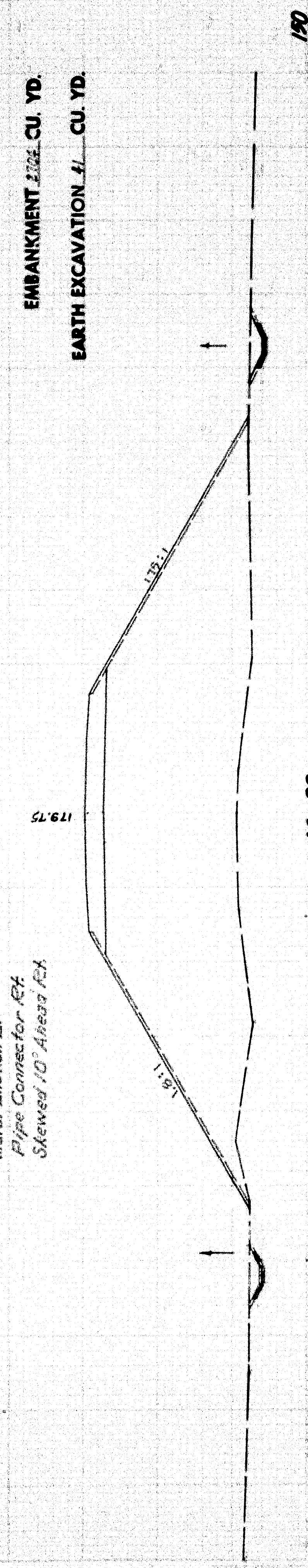




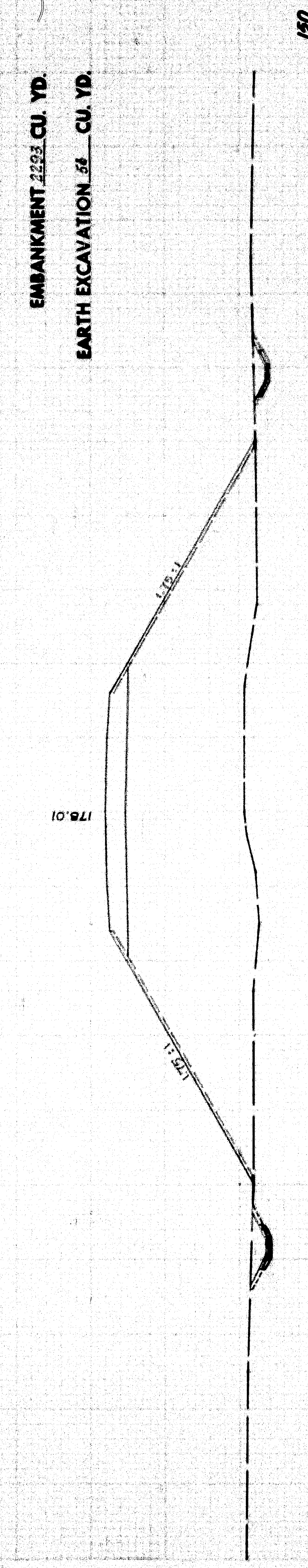
EMBANKMENT 339 CU. YD.
EARTH EXCAVATION ____ CU. YD.



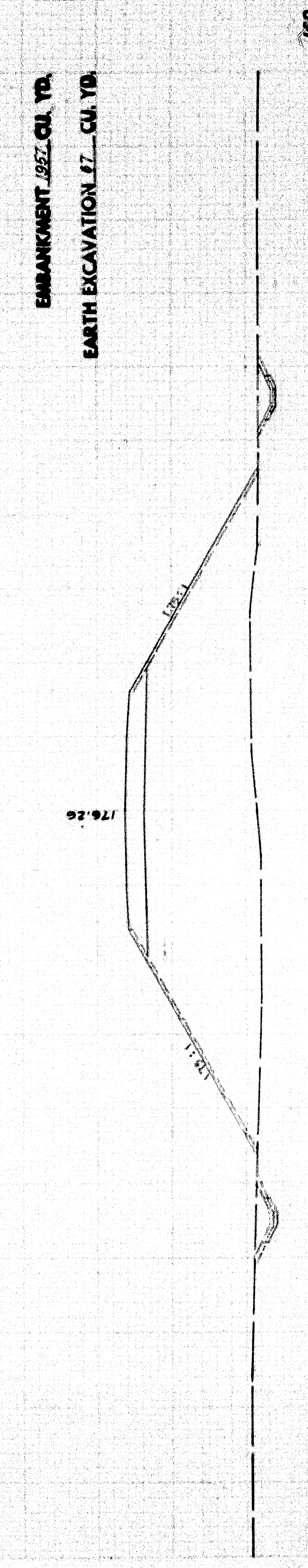
EMBANKMENT 2702 CU. YD.
EARTH EXCAVATION 41 CU. YD.



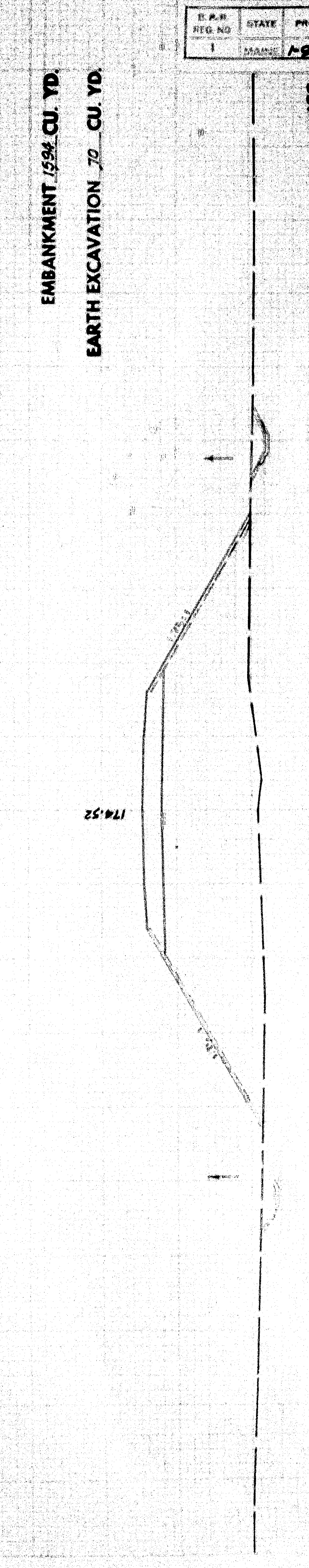
EMBANKMENT 2293 CU. YD.
EARTH EXCAVATION 53 CU. YD.



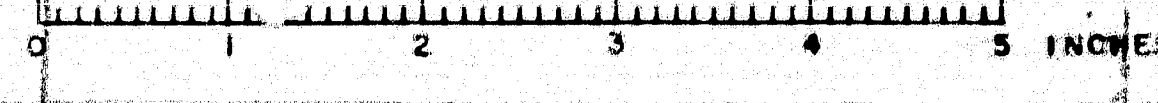
EMBANKMENT 1957 CU. YD.
EARTH EXCAVATION 67 CU. YD.

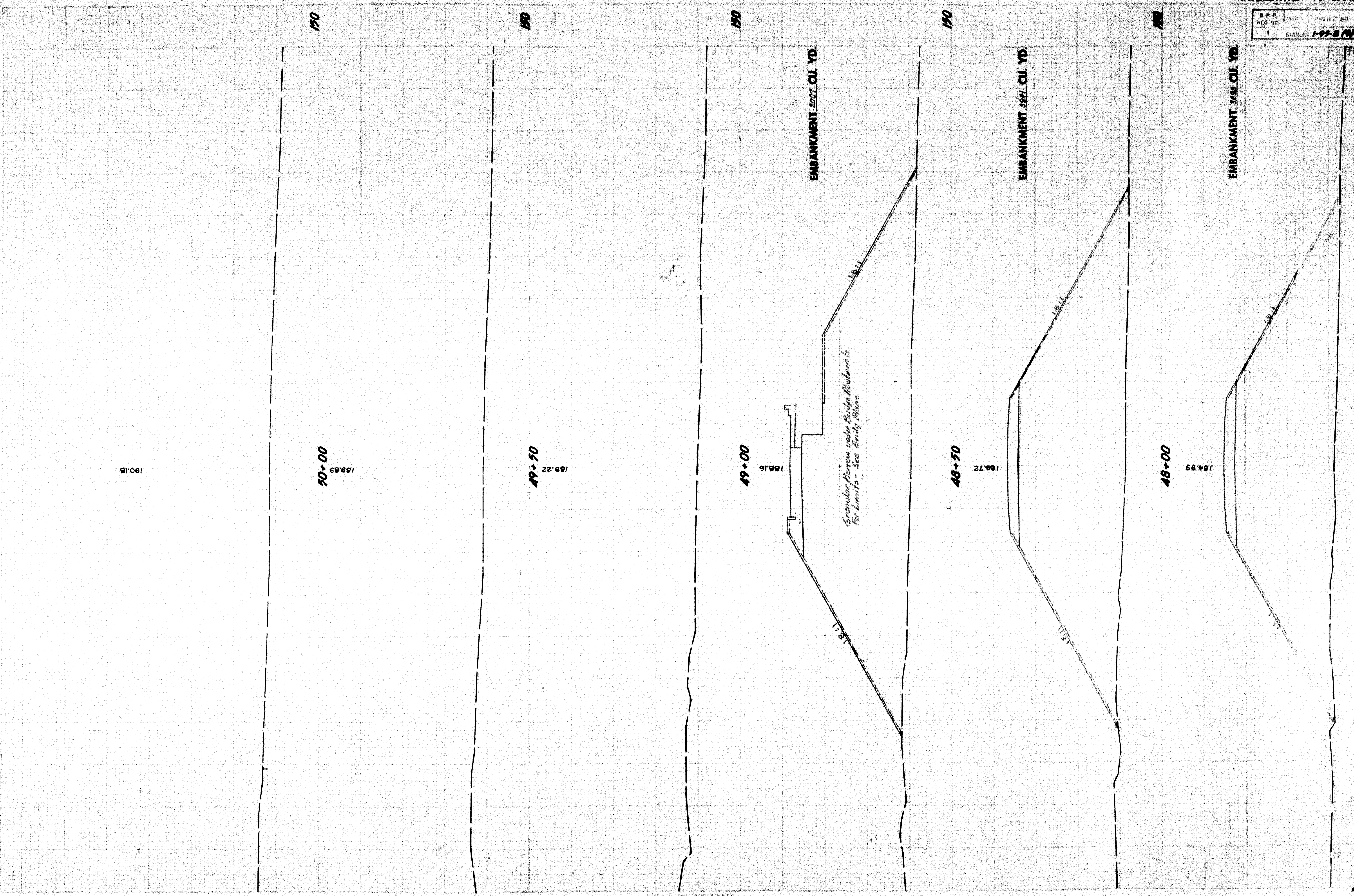


EMBANKMENT 1594 CU. YD.
EARTH EXCAVATION 70 CU. YD.



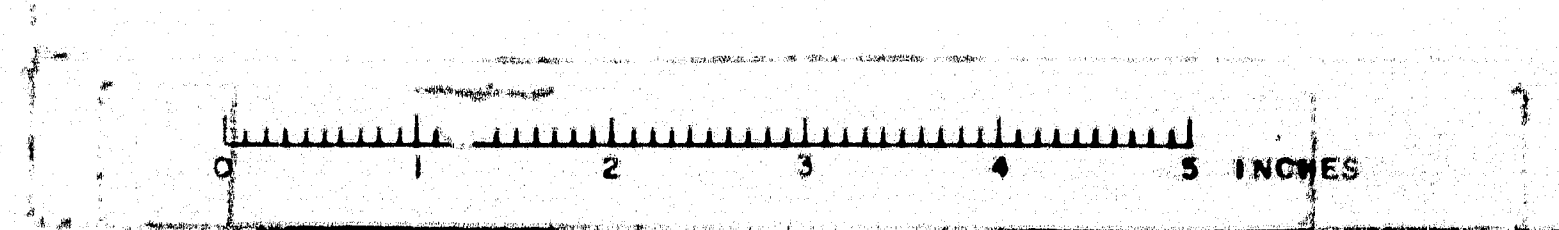
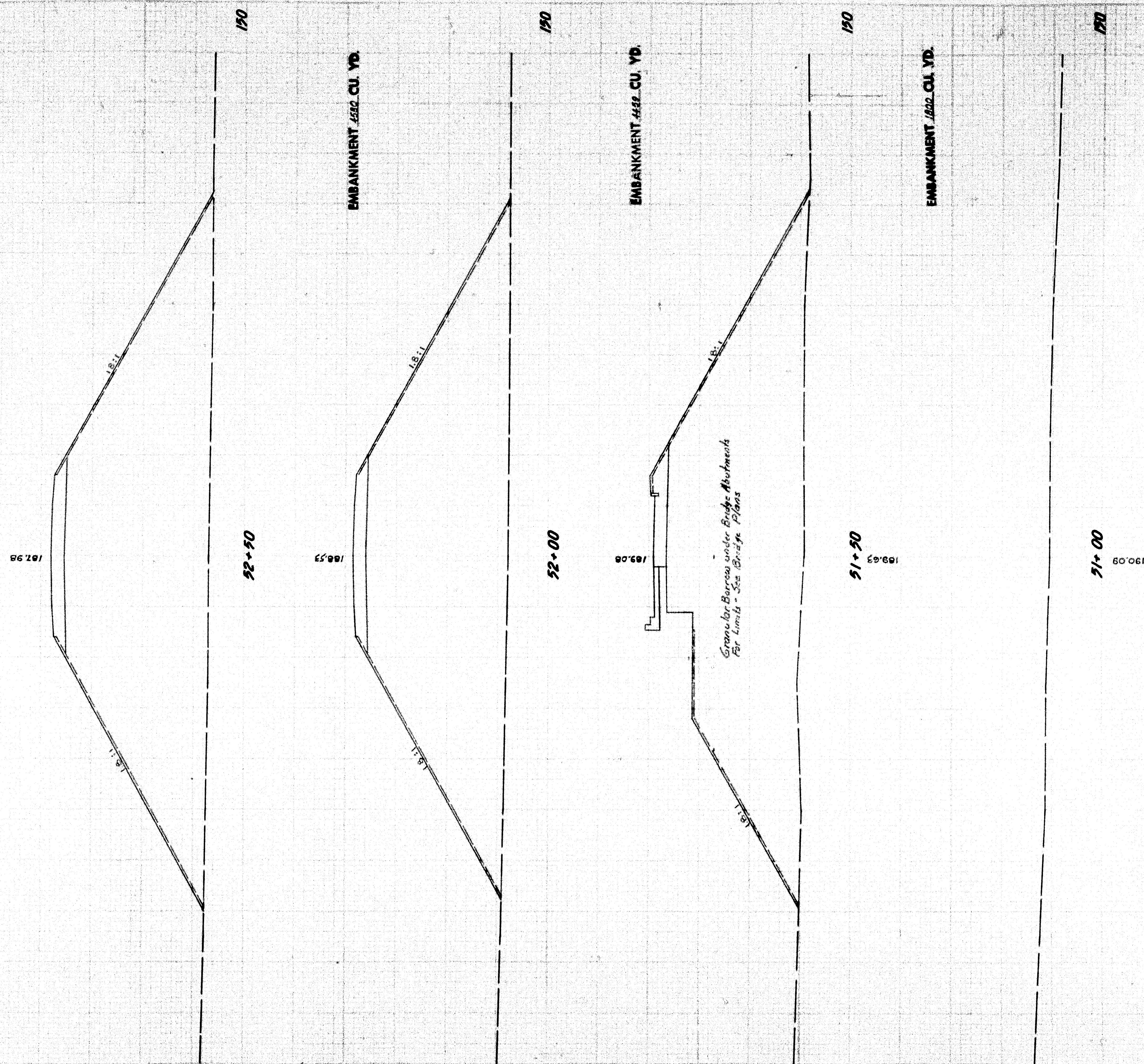
EMBANKMENT 1241 CU. YD.
EARTH EXCAVATION 62 CU. YD.





47+50

S.P.N.	STATE	PROJECT NO.	SHEET NO.
1	MAINE	1-95-8 (7)	16



EMBANKMENT 2365 CU. YD.
EARTH EXCAVATION 35 CU. YD.

150

55+00

EMBANKMENT 3010 CU. YD.
EARTH EXCAVATION 33 CU. YD.

150

54+50

EMBANKMENT 3455 CU. YD.
EARTH EXCAVATION 32 CU. YD.

150

54+00

EMBANKMENT 3841 CU. YD.
EARTH EXCAVATION 30 CU. YD.

150

53+50

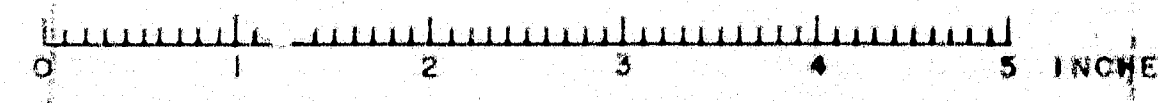
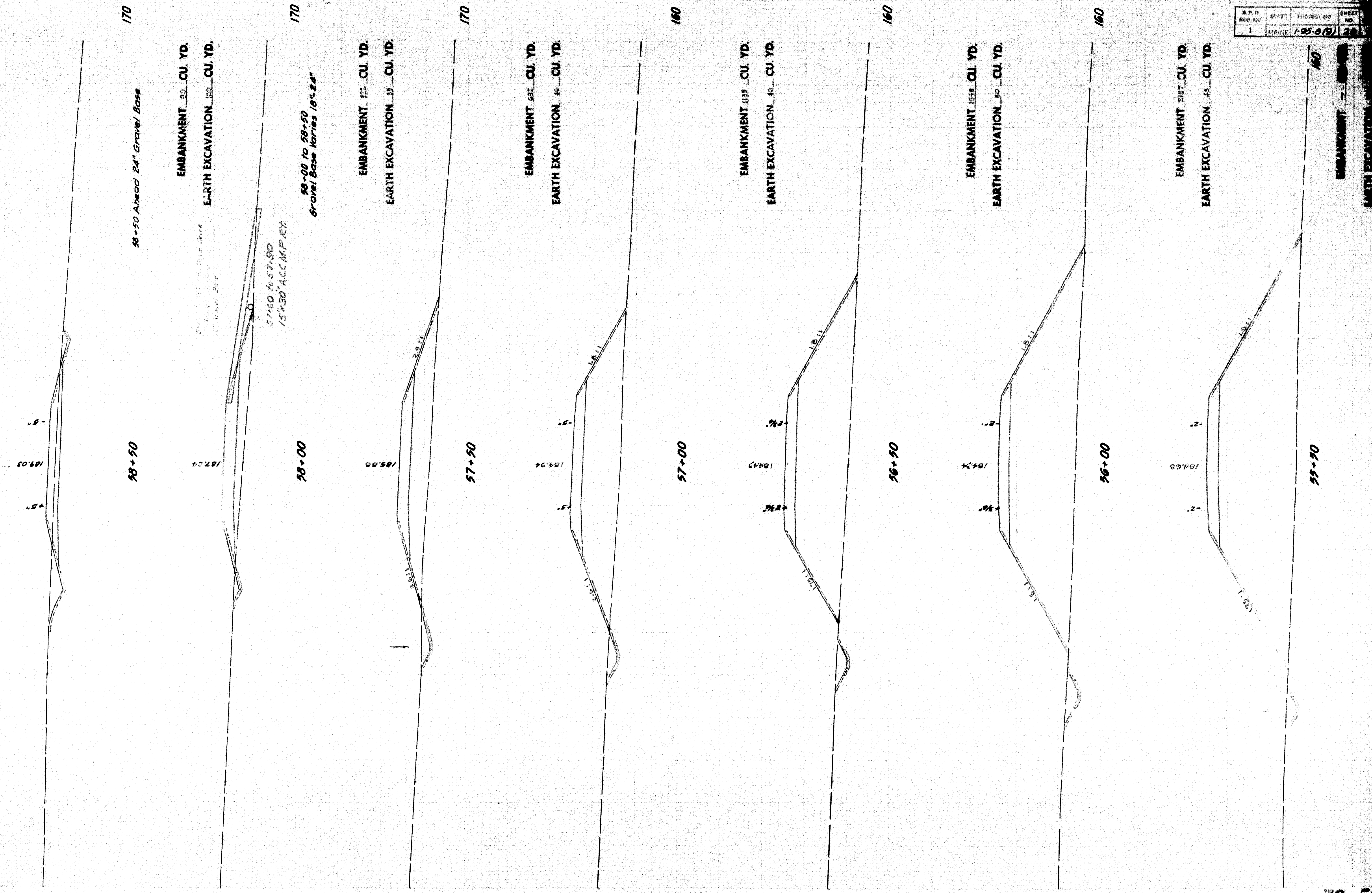
EMBANKMENT 4161 CU. YD.
EARTH EXCAVATION 17 CU. YD.

150

EMBANKMENT 4161 CU. YD.
EARTH EXCAVATION 17 CU. YD.

53+00
20' x 12' A.C.C.M. P.R.T.
40' x 12' P.C. Pilehead B. Roadway
40' x 12' A.C.C.M. P.R.T.
Metal Endwall Lt.
Pipe Connector Rt.
Skewed 10° Ahead Lt.

W.P. NO.	STATE	PROJECT NO.	SHEET NO.
1	MAINE	1-95-6(2)	20



W.P.R. REG. NO.	STATE	PROJECT NO.	DATE
1	MAINE	1-95-8 (9)	8/1

