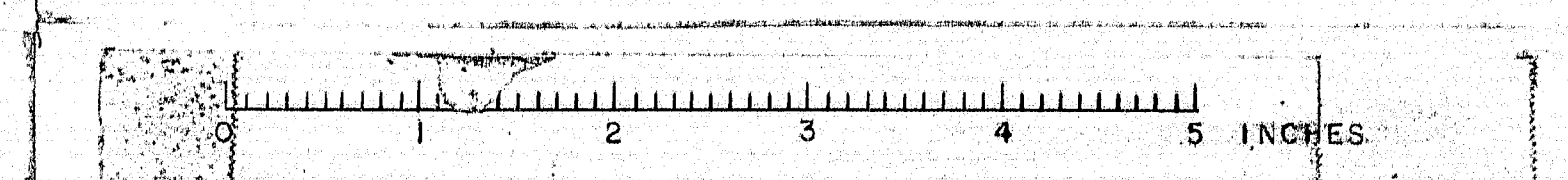


SHOP CONNECTIONS: WELD  
 FIELD CONNECTIONS: WELD  
 HOLES: AS NOTED  
 PAINT: STATE OF MAINE SPEC'S.

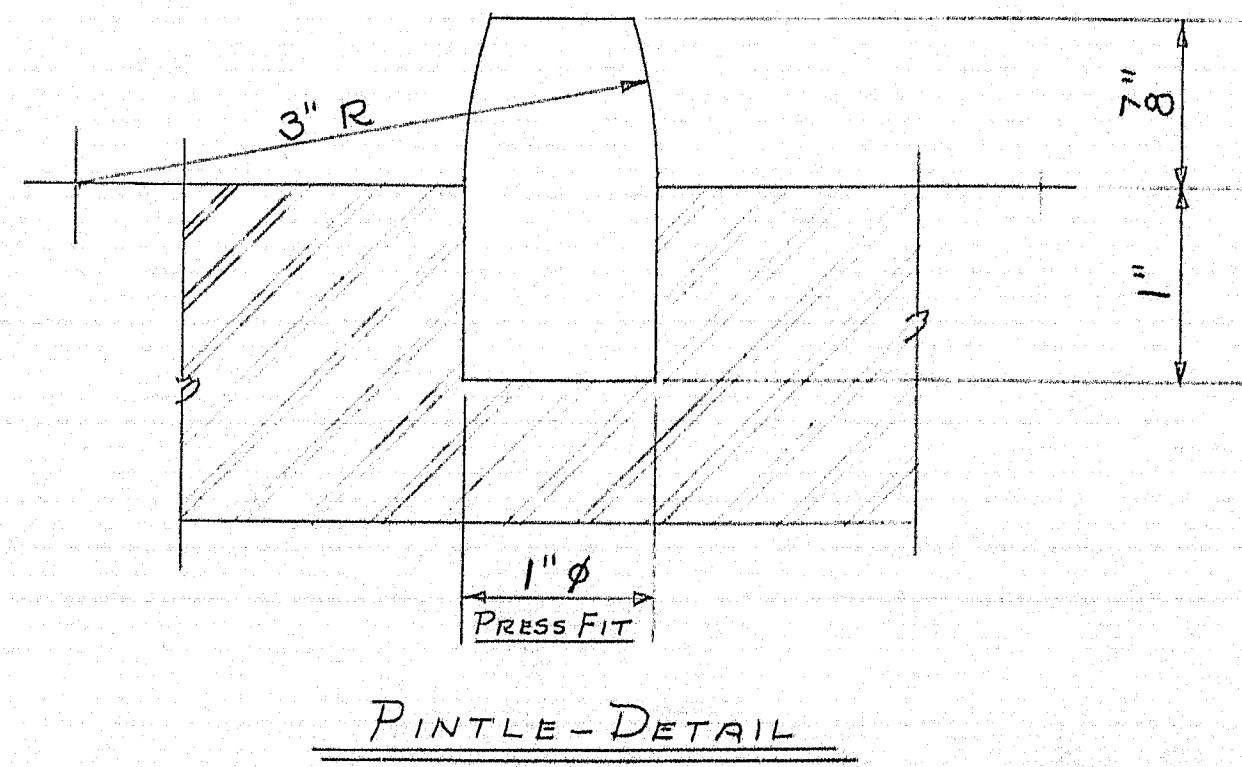
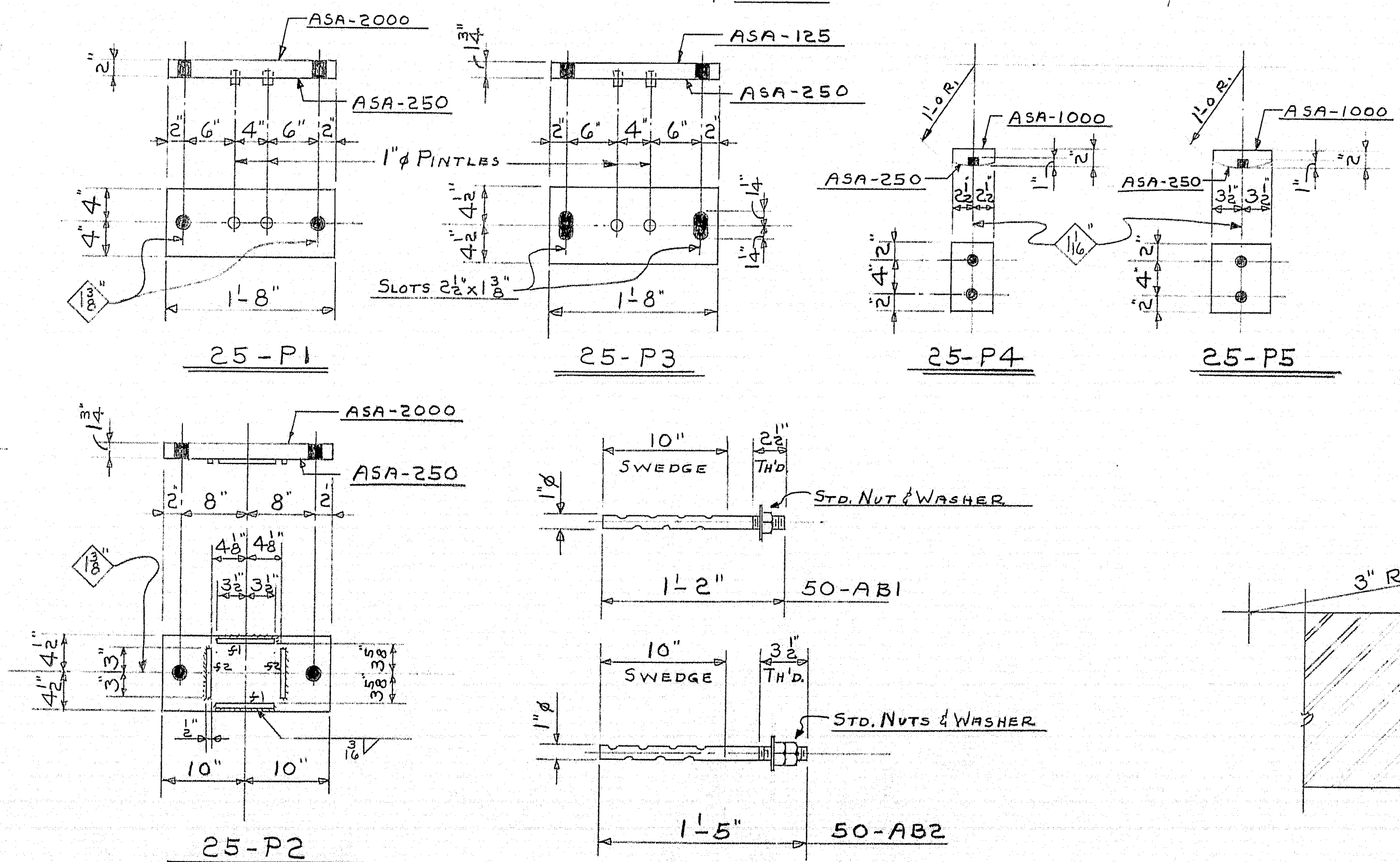
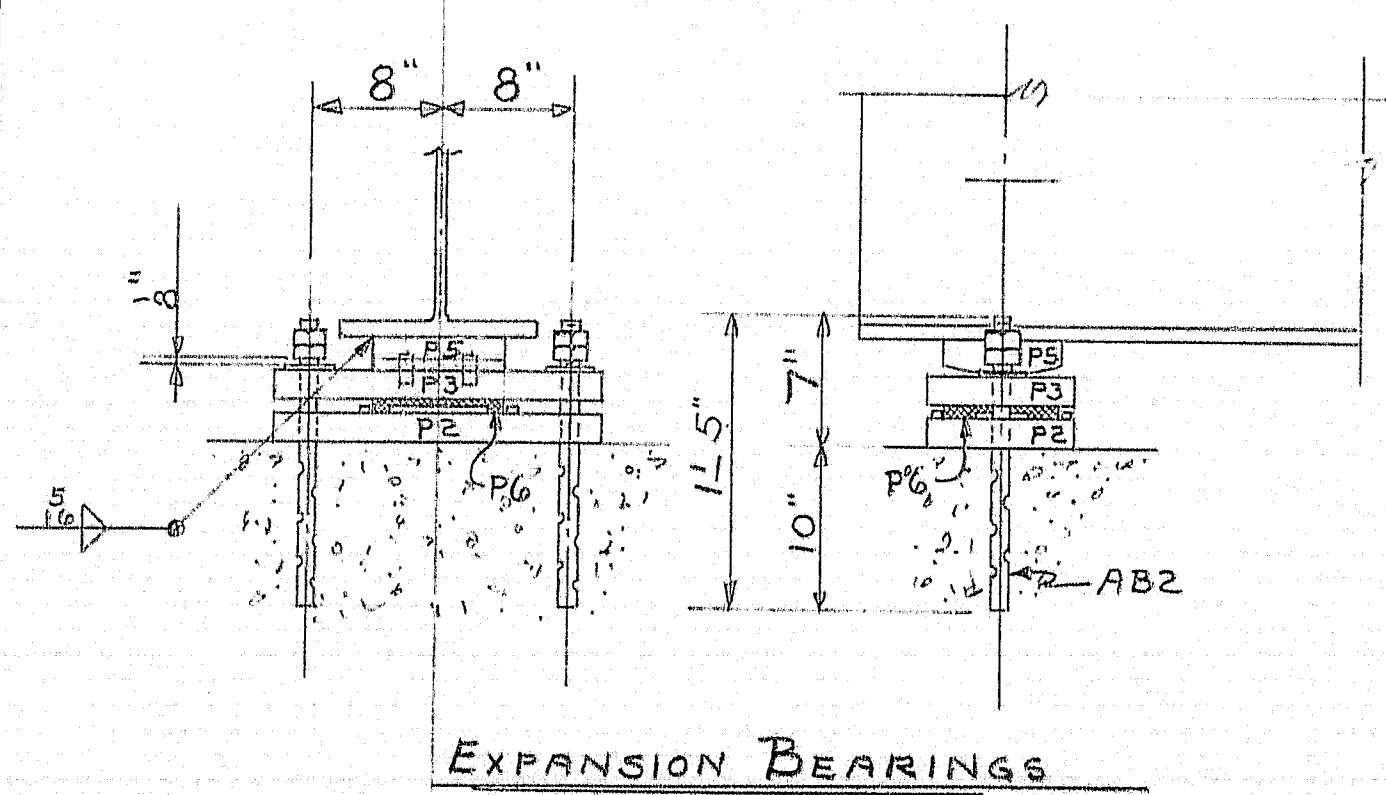
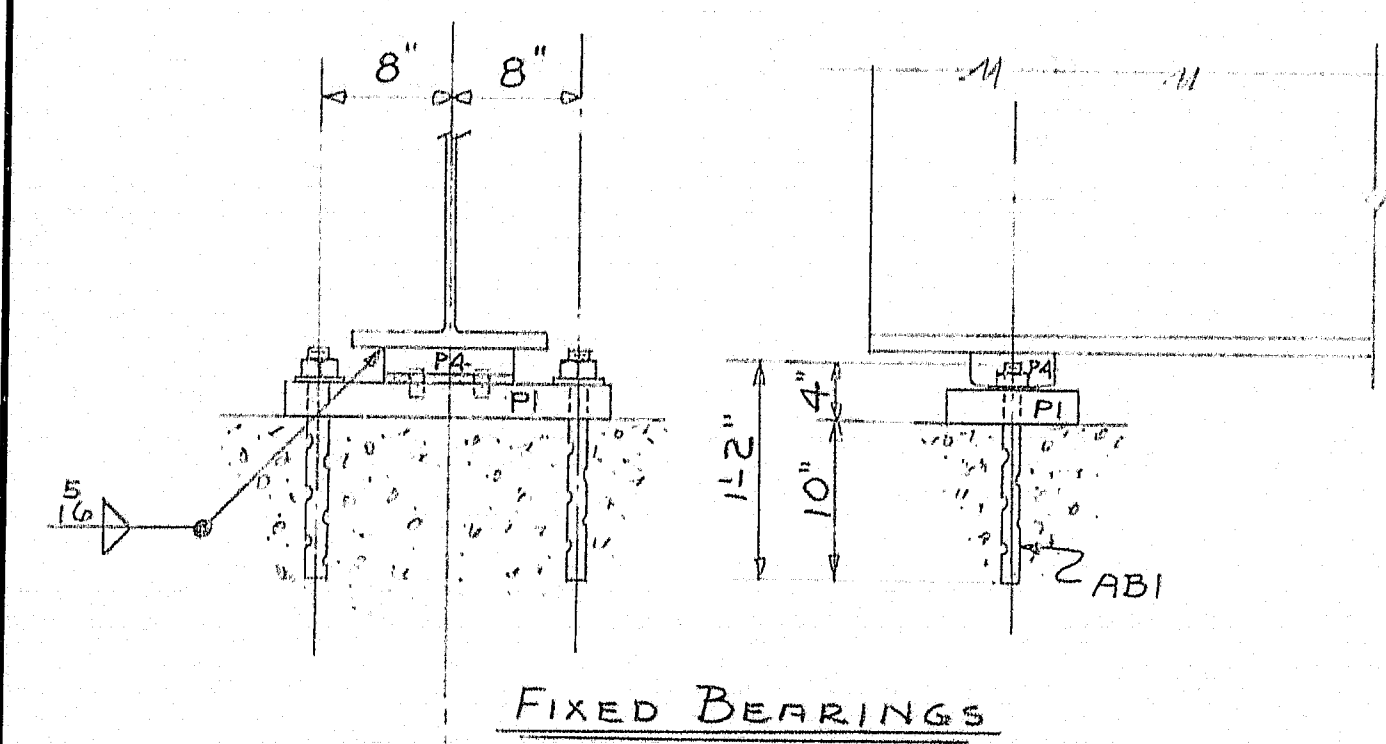
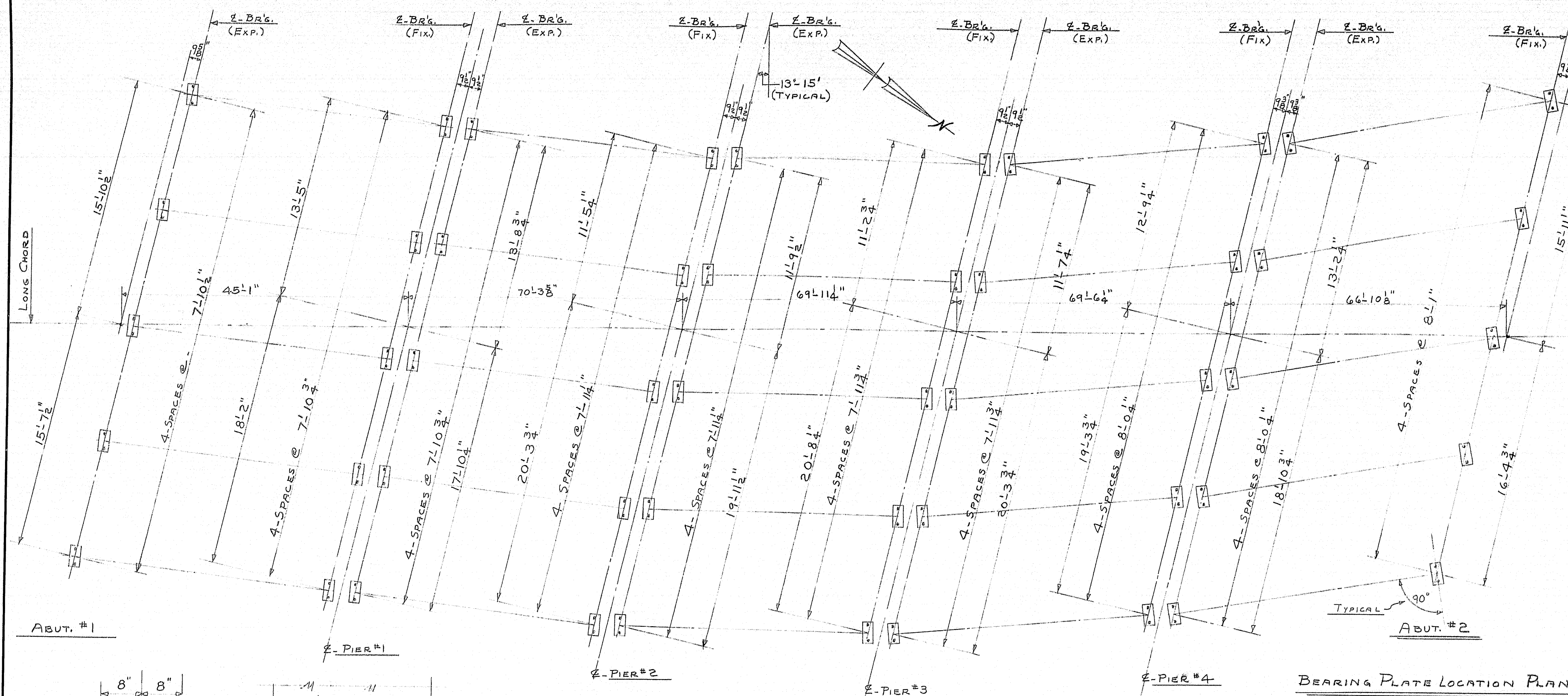
APP'D 7-10-62

FRAMING PLAN			
PRINT ISSUE			
Bancroft & Martin Rolling Mills Company Brewer, Maine			
COLD BROOK ROAD BRIDGE HAMPDEN-HERMON, MAINE			
CUSTOMER: REED & REED DESIGNER: STATE HIGHWAY COMMISSION			
ORDER: VERBAL DWG. 861-451-E1			
DRAWN	6-15-62	D.C.	
REVISION			
REVISION			
REVISION			

07-29A

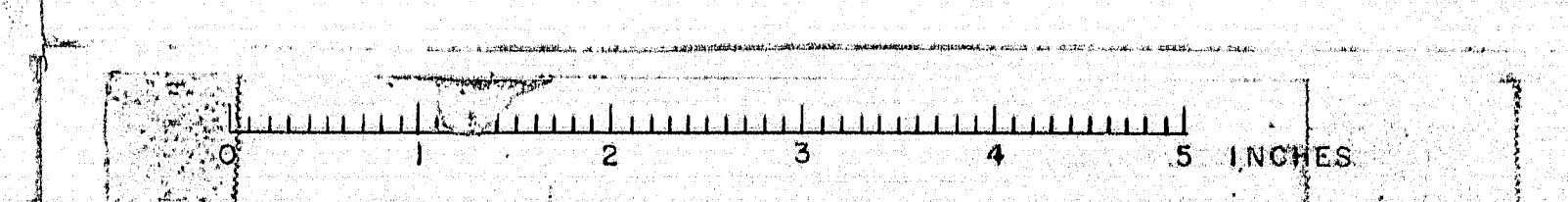






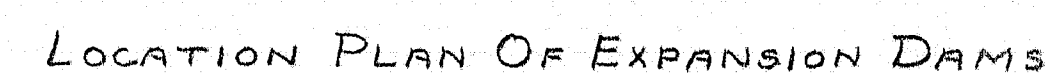
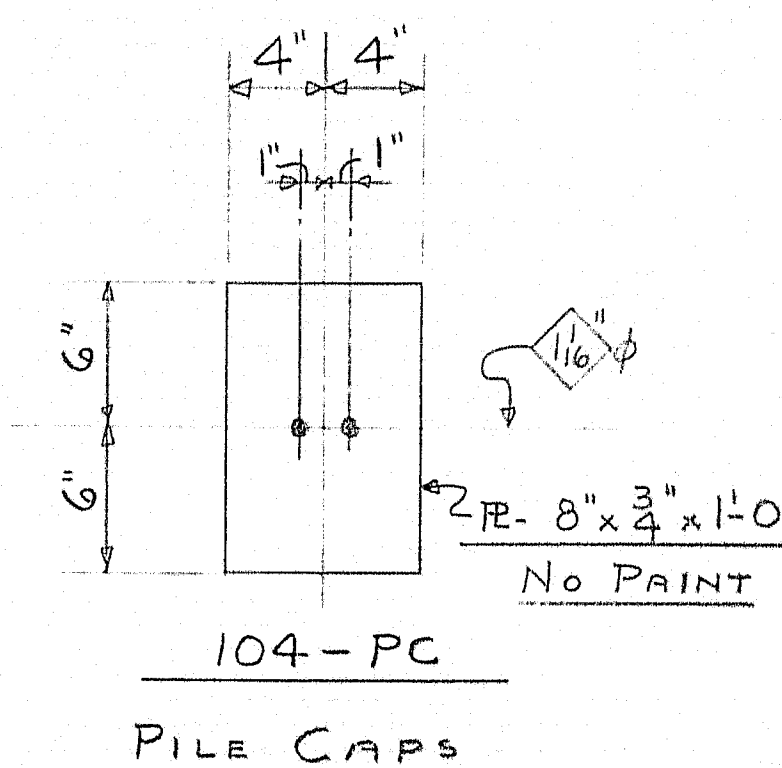
SHIP		BILL OF MATERIAL			DWG. B61-451-51	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
P1	25		R-8x2	1 8		
P2	25		R 9x1 3/4	1 8		
P3	25		D0	1 8		
P4	25		R 5x2	0 8		
P5	25		R-7x2	0 8		
	100		1" R0D	0 1 3/8		PINTLES
AB1	50		1" R0D	1 2		
AB2	50		D0	1 5		
	150		1" NUTS			
	100		1" WASHERS			
	50	f1	BAR 1/2 x 1/4	0 7		
	50	f2	D0	0 6		
P6	25		R-7x1 1/2	0 8		SELF LOCK, BRONZE
ORDERED BY C.F.W. ON REQ. # 670						
STRUCT. STEEL IS ITEM 702-103						

SCALE WT						
SHOP CONNECTIONS: WELD						
FIELD CONNECTIONS: WELD						
HOLES: AS NOTED						
PAINT: STATE OF MAINE SPEC'S.						
APP'D AS NOTED 6-14-62						
BEARING PLATES & ANCHOR BOLTS						
PRINT ISSUE			Bancroft & Martin Rolling Mills Company			
			Brewer, Maine			
3 CUST.			COLD BROOK ROAD BRIDGE			
3 CUST.			HAMPTON-HERMON, MAINE			
5 PORT			CUSTOMER REED & REED			
2 FIA			DESIGNER STATE HIGHWAY COMM.			
DRAWN 6-11-62 D.C.			ORDER VERBAL			
REVISION			DWG. B61-451-51			
REVISION						



87-208



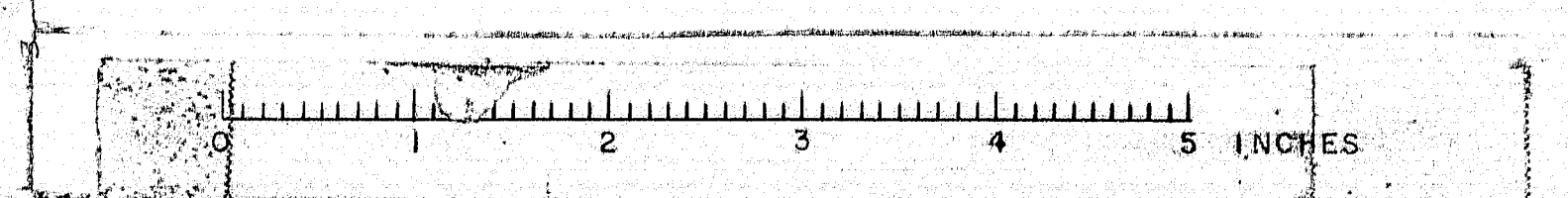


SHOP CONNECTIONS: 7" H.S. BOLTS  
FIELD CONNECTIONS:  
HOLES: AS NOTED  
PAINT: STATE OF MAINE SPEC'S.

APP'D AS NOTED 6-14-62

## EXPANSION DAMS & PILE CAPS

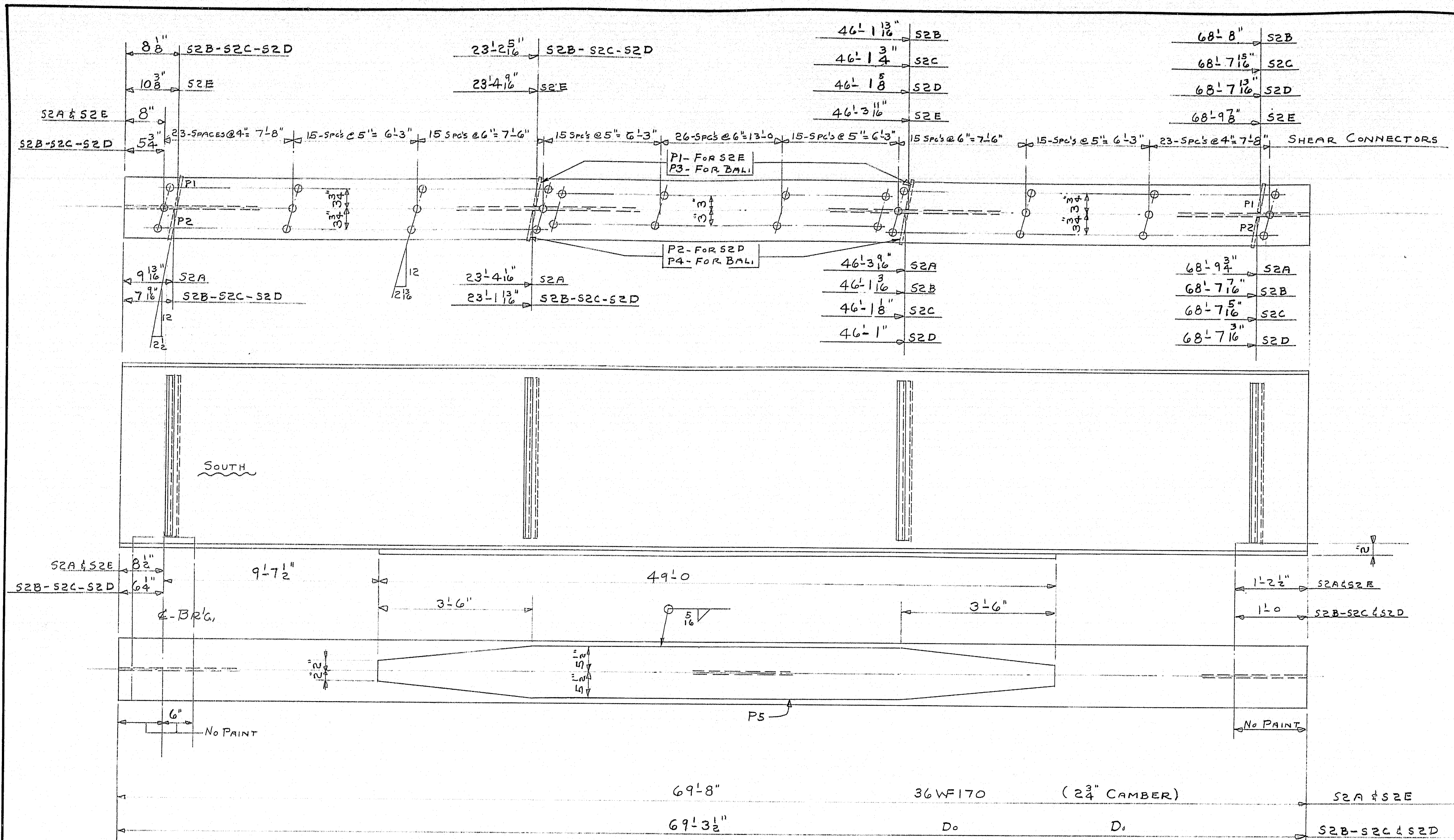
PRINT ISSUE			<i>Bancroft &amp; Martin Rollings Mills Company</i> <i>Brewer, Maine</i>
3	CUST	7-6-62	COLD BROOK ROAD BRIDGE HAMPTON-HERMON, MAINE
3	CUST	6-22-62	
5	SHOP	6-22-62	
2	FIA	6-12-62	
DRAWN 6-12-62 D.C.			CUSTOMER <u>REED &amp; REED</u> DESIGNER <u>STATE HIGHWAY COMM.</u>
REVISION			
REVISION			
REVISION			
ORDER <u>VERBAL</u>			DWG. <u>BGL 451-S2</u>



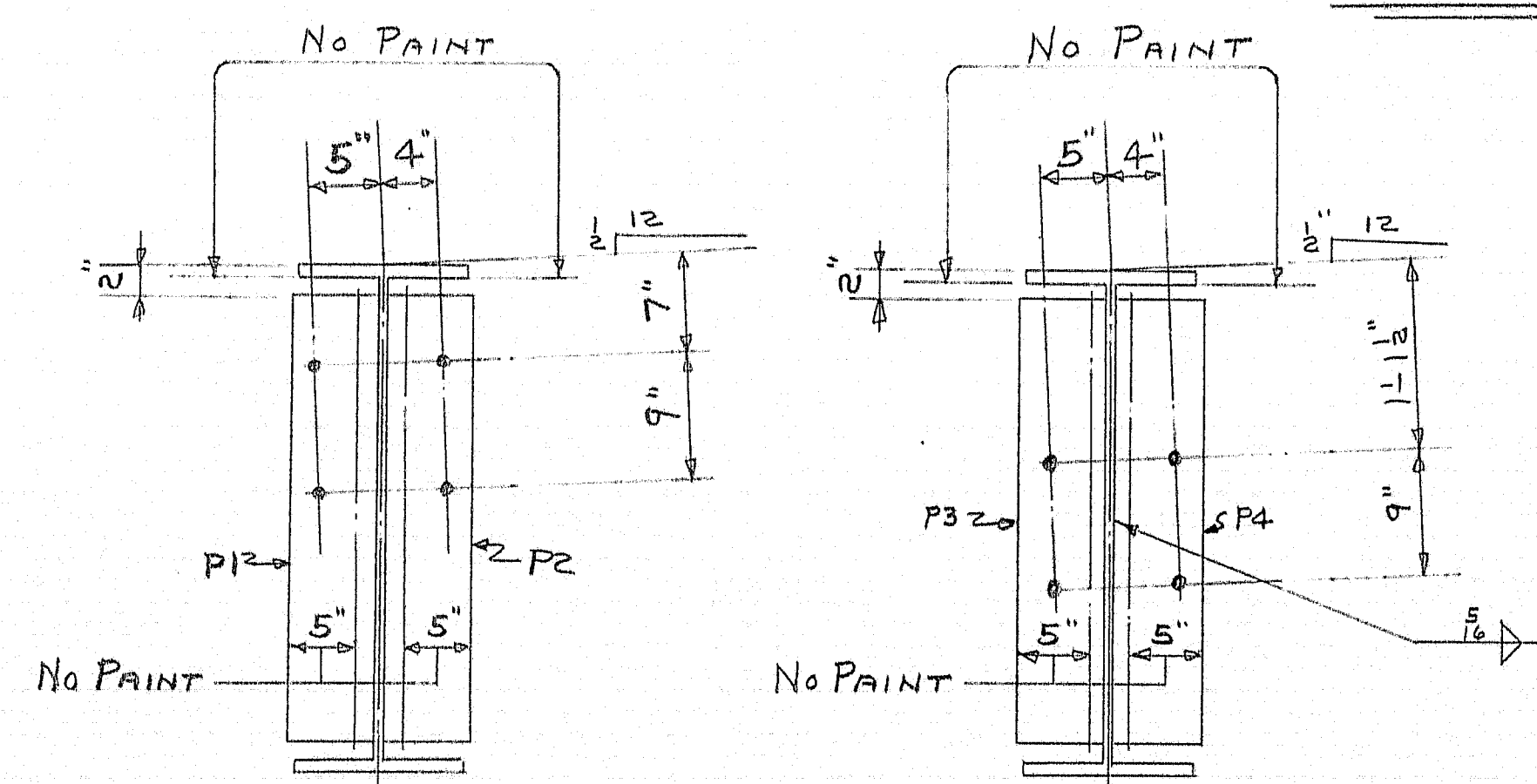








ONE - EACH  
S2A - S2B - S2C - S2D - S2E



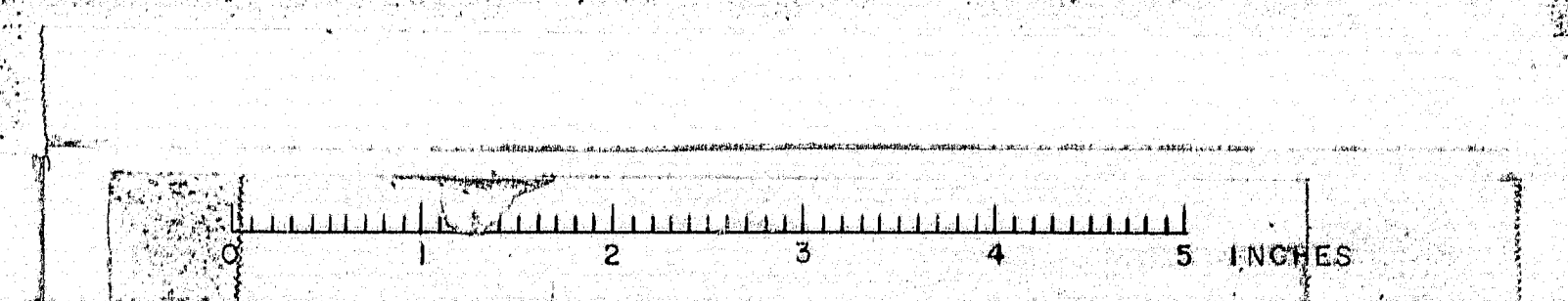
DIAPHRAGM CONN. DTS.

SHIP		BILL OF MATERIAL				DWG. B61-451-S4	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	DEDUCT.	REMARKS
S2A	1		36WF170	69' 8"			A373
S2B	1		D.	69' 3 1/2"			D. 2 3/4" CAMBER
S2C	1		D.	69' 3 1/2"			D.
S2D	1		D.	69' 3 1/2"			D.
S2E	1		D.	69' 8"			D.
	5	P5	1/2" x 1 1/2"	49' 0"		468#	D.
	10	P1	1/2" x 3/4"	2' 8"		1 1/2#	A7
	10	P2	D.	2' 8"		1 1/2#	A7
	6	P3	D.	2' 8"		1#	A7
	6	P4	D.	2' 8"		1#	A7
	2170		3" STUDS	0' 5"			SHEAR CONNECTORS
	1		3/16" WELD	666' 0"			@ .1166# PER. FT.
STRUCT. STEEL IS ITEM 1702-103							

SHOP CONNECTIONS: WELD  
FIELD CONNECTIONS: WELD  
HOLES: 1 5/8" Ø  
PAINT: STATE OF MAINE SPEC'S.

APP'D AS NOTED 7-10-62

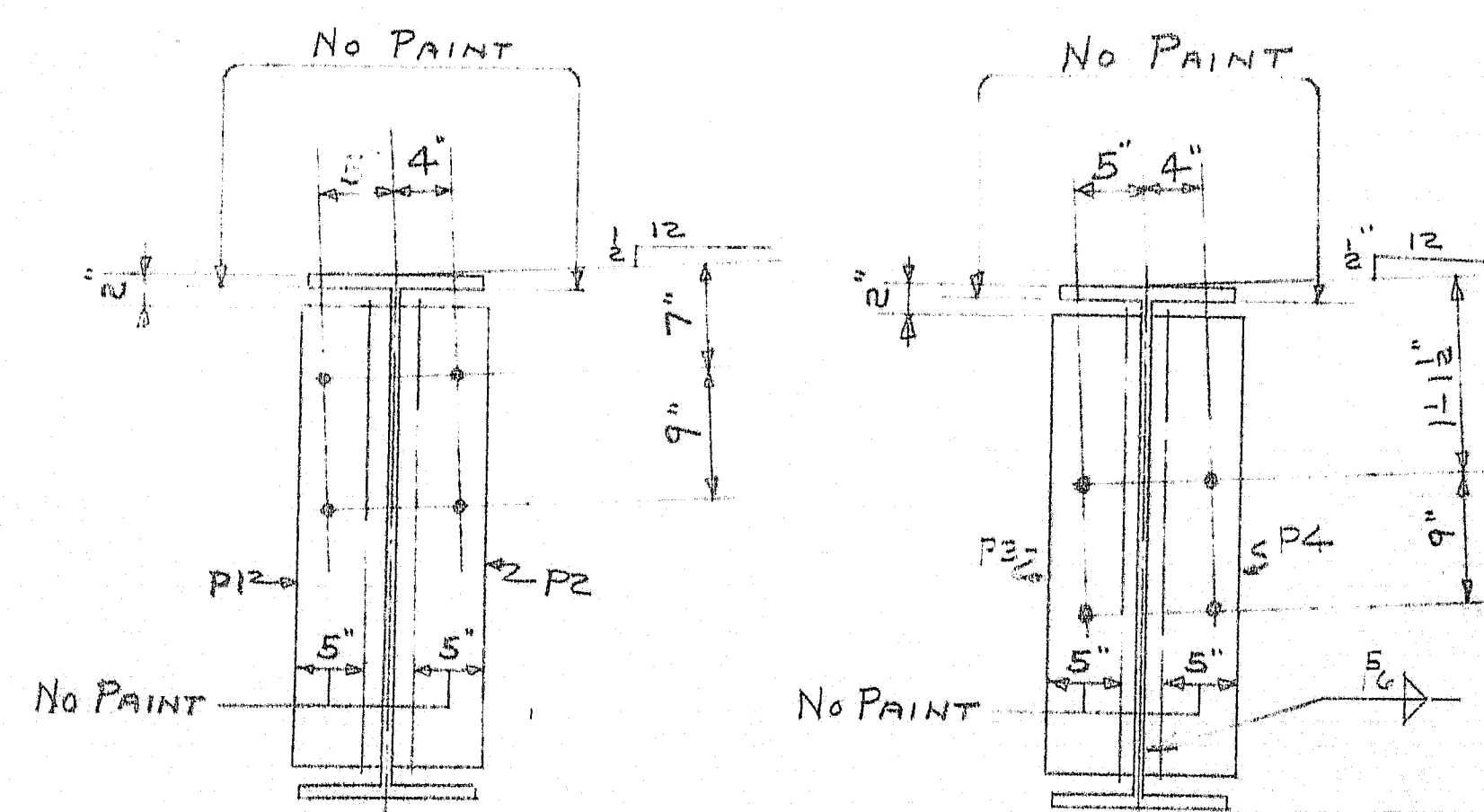
STRINGERS		SPAN No 2	
PRINT ISSUE		Bancroft & Martin Rolling Mills Company Brewer, Maine	
3	CUST.	7-19-62	COLD BROOK ROAD BRIDGE HAMPTON-HERMON, MAINE
5	SHOP	7-19-62	
2	F/A	6-26-62	CUSTOMER REED & REED
DRAWN		6-23-62 D.C.	DESIGNER STATE HIGHWAY COMMISSION
REVISION			
REVISION			
REVISION			
ORDER VERBAL		DWG. B61-451-S4	











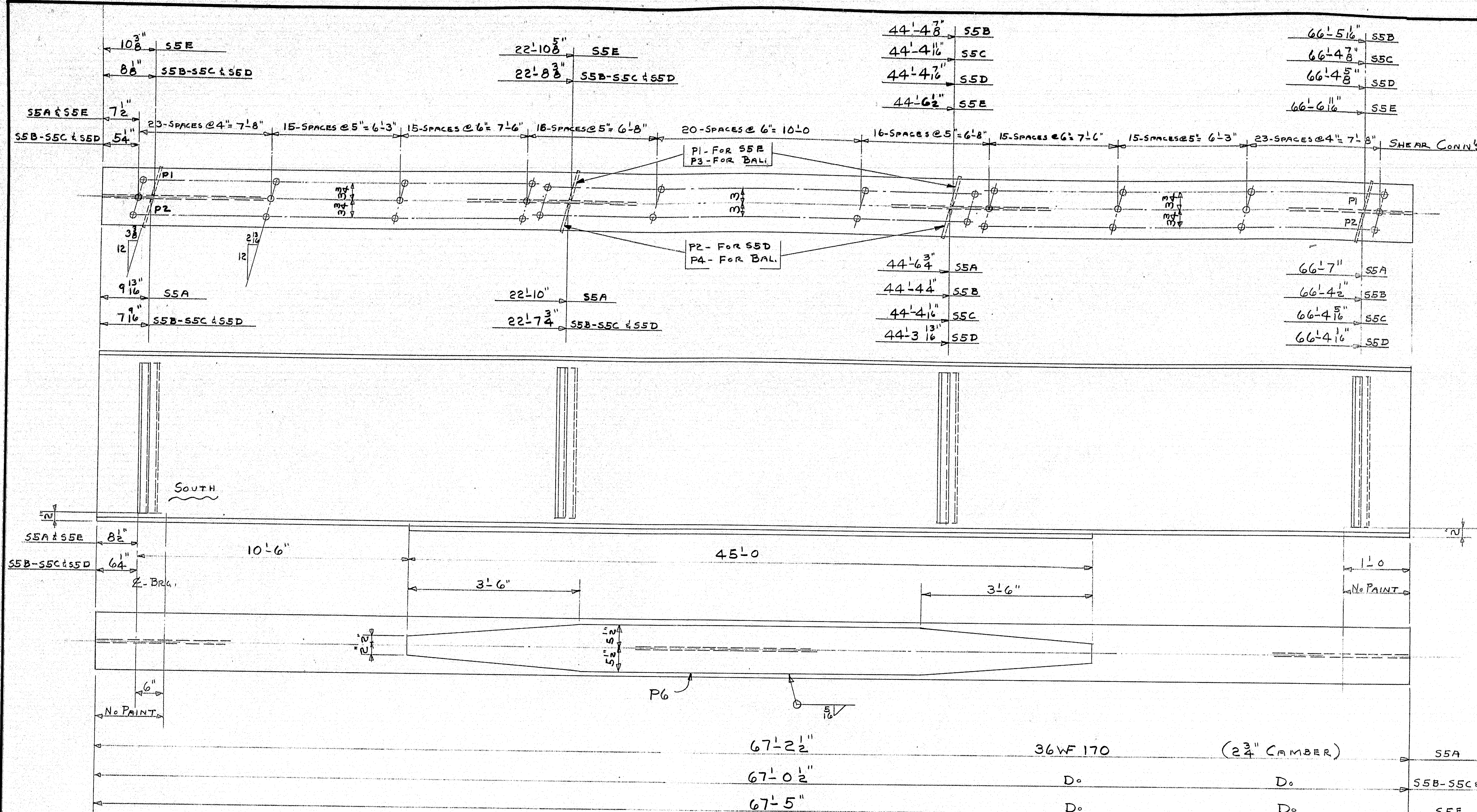
DIAPHRAGM CONN. TS.

[illegible]

SHOP CONNECTIONS:  
FIELD CONNECTIONS:  
HOLES:  
PAINT:

		PRINT ISSUE		<i>Brancaigh &amp; Martin Rollings Mills Company</i>	
				<i>Brewer, Maine</i>	
				COLUMBIA ROLLING MILLS COMPANY	
				NEW YORK, N.Y.	
				JAN 26 - 1907	
DRAWN				CUSTOMER	
REVISION				DESIGNER	
REVISION				ORDER	
REVISION				DWG.	





SHIP		BILL OF MATERIAL				DWG. B61-451-S7	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	DEDUCT.	REMARKS
SSA	1		36WF170	67' 2 1/2"			A373
SSB	1		D°	67' 0 1/2"			D°
SSC	1		D°	67' 0 1/2"			D°
SSD	1		D°	67' 0 1/2"			D°
SSE	1		D°	67' 5"			D°
	5	P6	R-11x1	45' 0"		417'	D°
	10	P1	R-6x3/8	2' 8"		1 1/2"	A7
	10	P2	D°	2' 8"		1 1/2"	A7
	6	P3	D°	2' 8"		1"	A7
	6	P4	D°	2' 8"		1"	A7
	2130	STUD	3/4" d	0' 5"			SHEAR CONNECTORS
	1		5/16" WELD	536' 0"			@ .166" PER. FT.
STRUCT. STEEL IS ITEM 702-103							

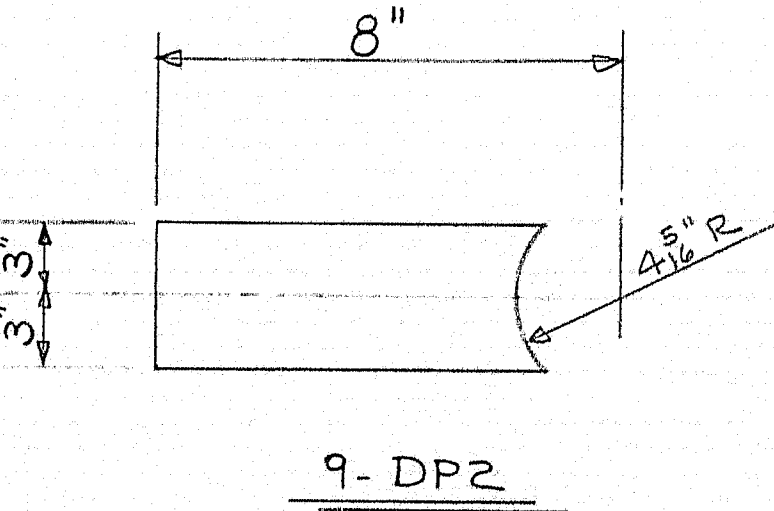
SHOP CONNECTIONS: WELD  
FIELD CONNECTIONS: D°  
HOLES: 1 1/2" d  
PAINT: STATE OF MAINE SPECS.

APP'D AS NOTED 7-10-62

STRINGERS		SPAN No 5	
PRINT ISSUE		Bancroft & Martin Rolling Mills Company Brewer, Maine	
3	CUST. 7-19-62	COLD BROOK ROAD BRIDGE HAMPTON-HERMON, MAINE	
5	SHOP 7-19-62		
2	F/A 6-26-62	CUSTOMER REED & REED DESIGNER STATE HIGHWAY COMM.	
DRAWN	6-25-62 D.C.		
REVISION		ORDER VERBAL DWG. B61-451-S7	
REVISION			

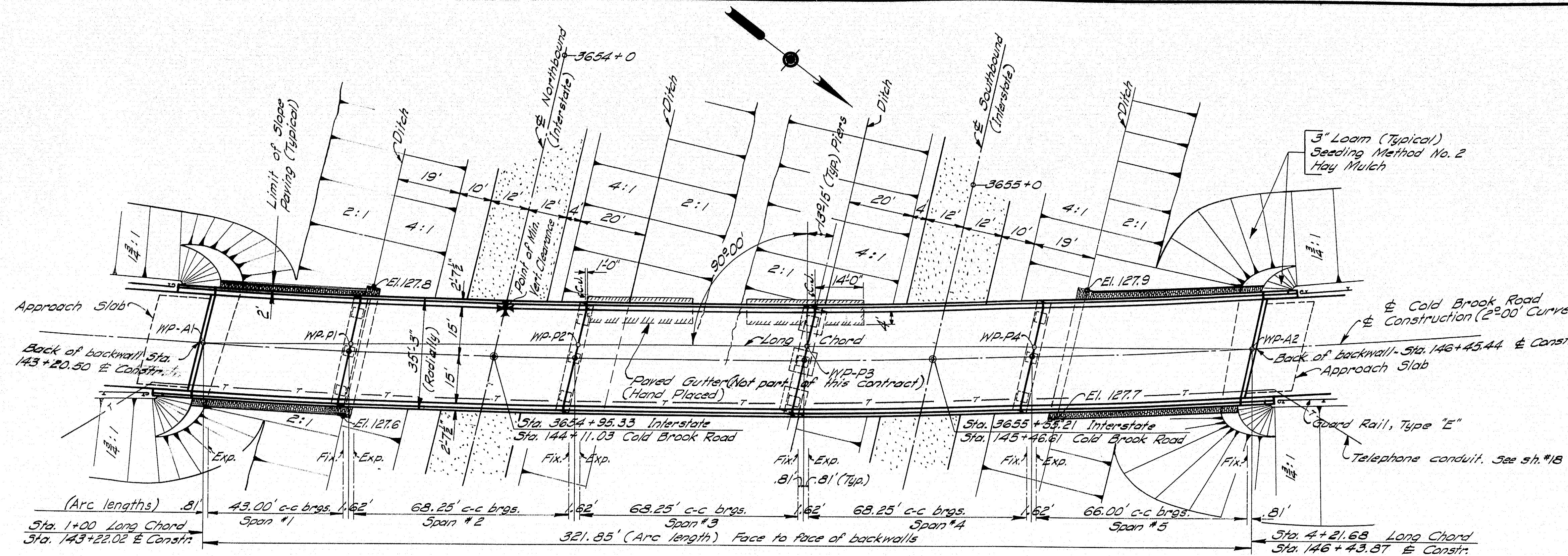
07-29 H







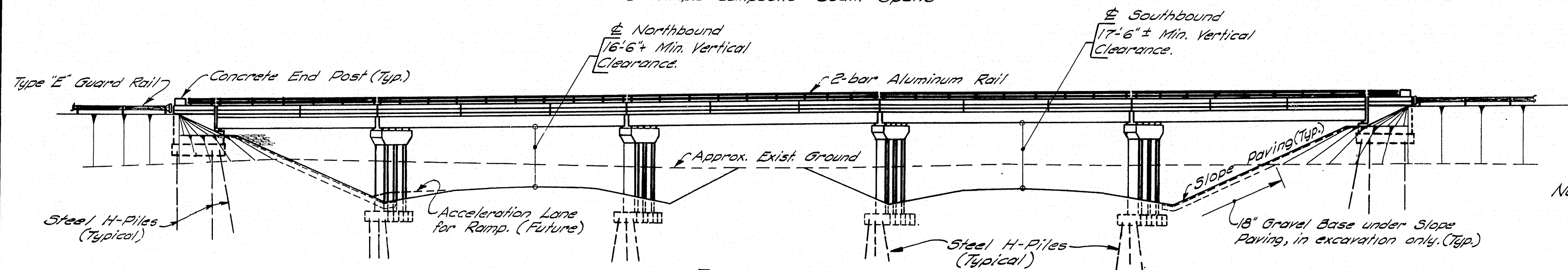
ESTIMATE OF BRIDGE QUANTITIES		
ITEM	DESCRIPTION	QUANTITY
203-9	Earth Excavation	150 Cu. Yds.
204-14	Structural Earth Excavation— Piers	275 Cu. Yds.
205-9	Granular Borrow	1200 Cu. Yds.
302-7	Gravel Base Course— In Place Measurement	170 Cu. Yds.
404-28	Bituminous Concrete Surface Course, Type "A"	120 Tons
701-33	Portland Cem. Conc., Abuts. & Ret. Walls	154 Cu. Yds.
701-35	Portland Cement Concrete, Piers	259 Cu. Yds.
701-40	Portland Cem. Conc. Roadway & Sdk. Slabs on Steel Br.	377 Cu. Yds.
701-47	Portland Cement	1185 Bbls.
702-103	Structural Steel, Fabricated & Delivered	346,500 Lbs.
702-104	Structural Steel, Erection	346,500 Lbs.
702-105	Structural Steel, Field Painting	346,500 Lbs.
703-9	Bronze or Copper— Alloy Bearing & Exp. Plts., Delivd	215 Lbs.
703-10	Bronze or Copper— Alloy Bearing & Exp. Plts., Placing	215 Lbs.
705-13	Reinforcing Steel, Delivered	108,000 Lbs.
705-14	Reinforcing Steel, Placing	108,000 Lbs.
705-17	Shear Connectors	L. S.
708-16	Steel H-Beam Piles 42 lbs./ft.	4642 Lin. Ft.
806-7	Aluminum Rail	665 Lin. Ft.
807-9	Membrane Waterproofing	1070 Sq. Yds.
808-6	Slope Paving	500 Sq. Yds.
901-21	Granite Bridge Curb	685 Lin. Ft.



**GENERAL PLAN**

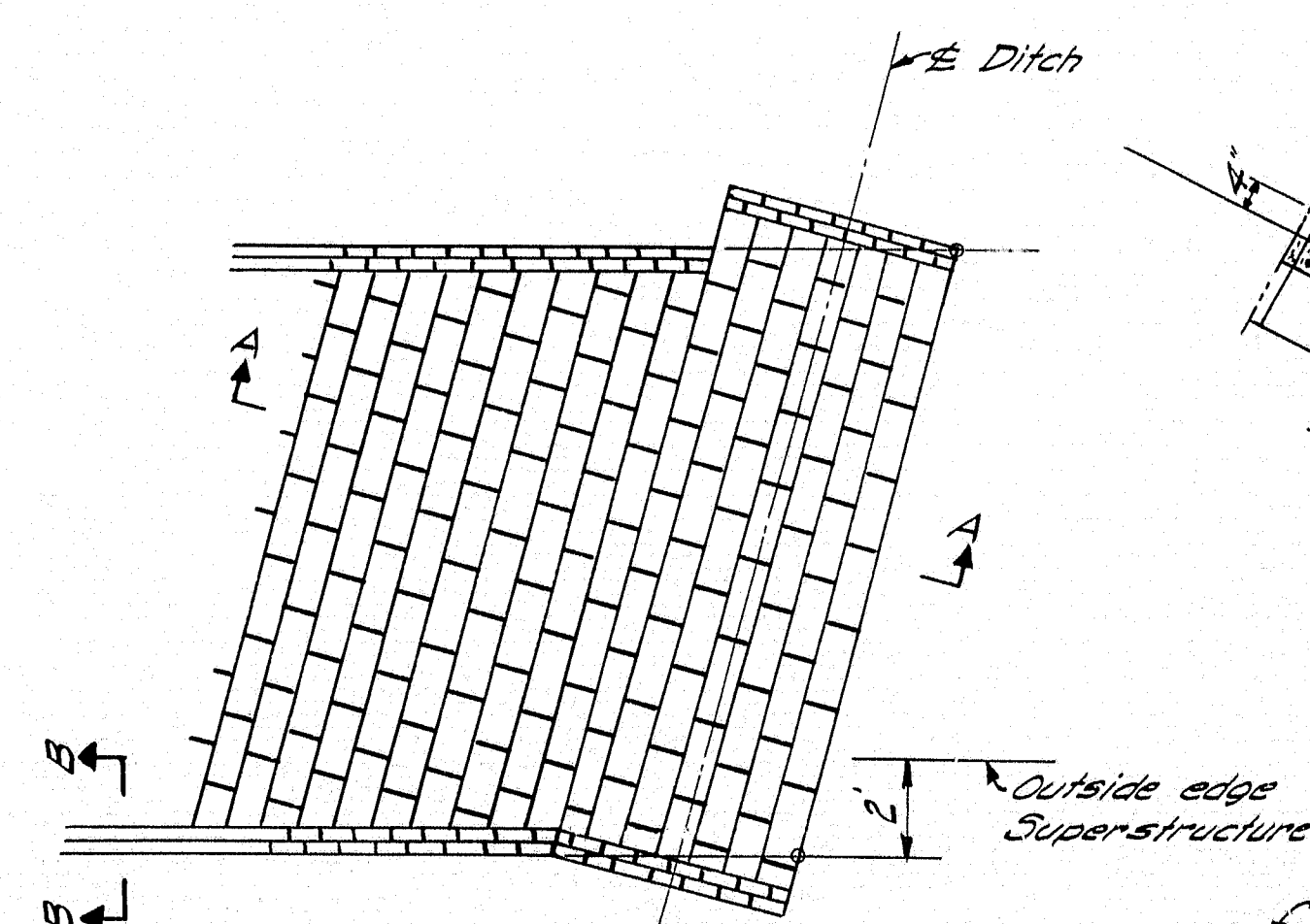
Scale ~ 1" = 20'

5- Simple Composite Beam Spans



**ELEVATION**

Scale ~ Hor. & Vert. 1" = 20'

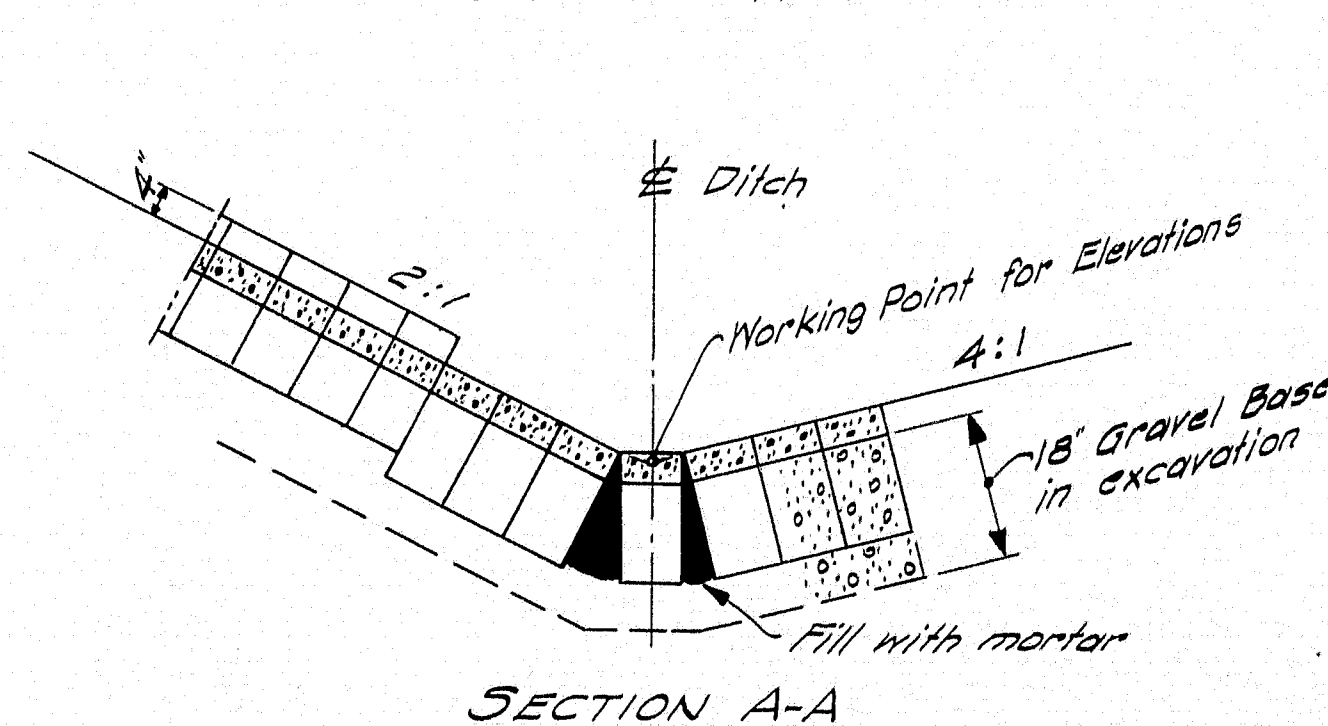


**PLAN**

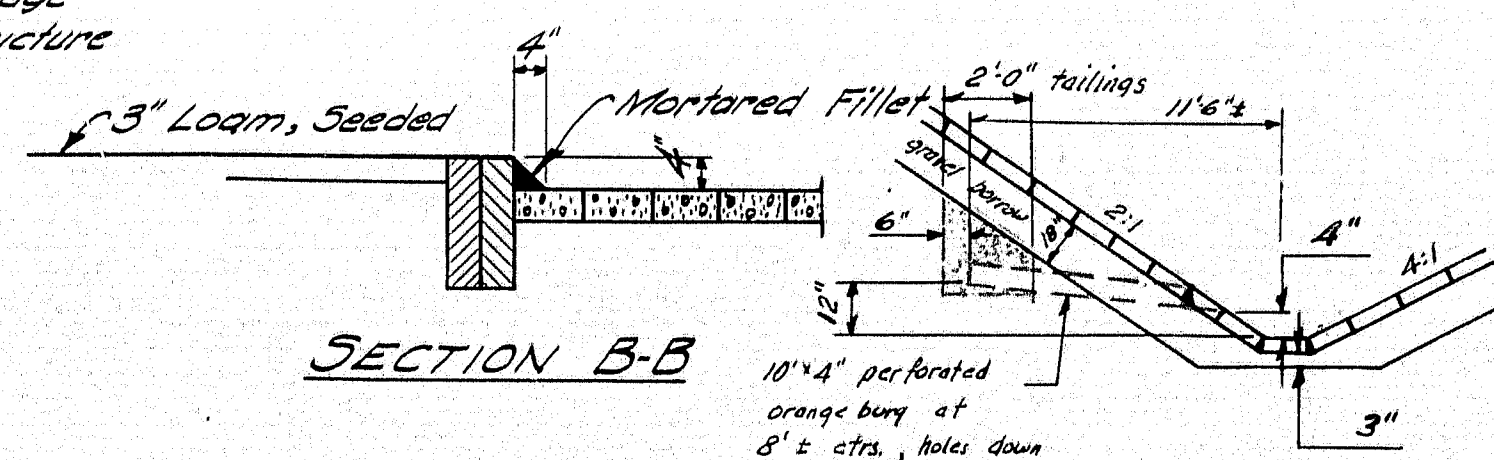
The 18" Gravel Base under Slope Paving may be reduced or omitted, if in the opinion of the Engineer the existing material is suitable. Payment for excavation for Gravel Base under Slope Paving to be made under Item 203-9, Earth Excavation.

**SLOPE PAVING**

Concrete Blocks 8" x 16" x 4" (Grouted)



**SECTION A-A**



**SECTION B-B**

added both abutments Aug. '63  
Mallison

**SPECIFICATIONS**

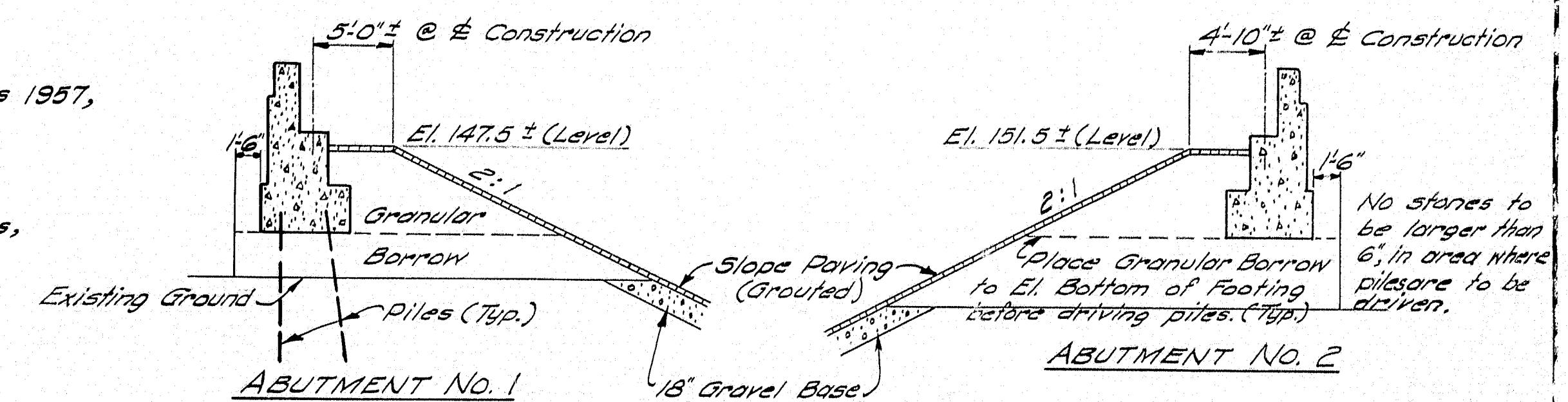
DESIGN: A.A.S.H.O. Specifications for Highway Bridges 1957, and subsequent revisions.

CONTRACT: State of Maine, State Highway Commission Standard Specifications for Highways & Bridges, Revision of January 1956 with supplements.

LOADING: H20-516-44  
Structural Steel ~  $f_s = 18,000$  p.s.i.  
Concrete ~  $f_s = 20,000$  p.s.i. (Reinf. Steel)  
 $f_c = 1200$  p.s.i.  
 $n = 10$

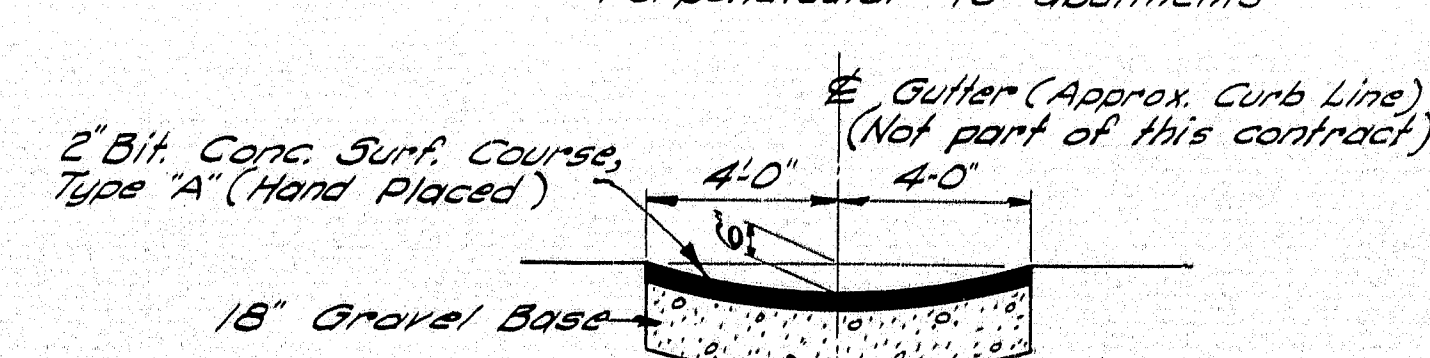
**CONCRETE CLASSIFICATION**

All Concrete ——— Class "A"



**NORMAL SECTIONS**

Perpendicular to abutments

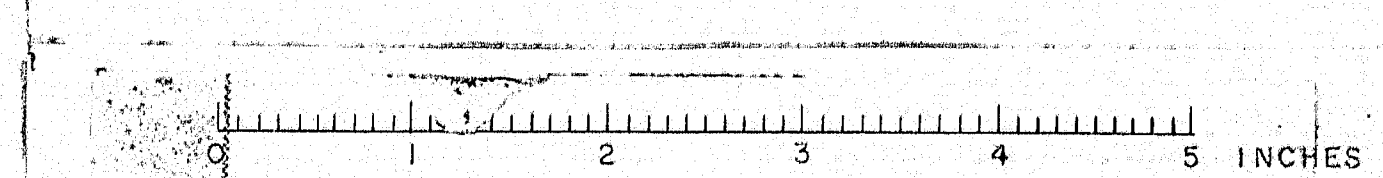


**PAVED GUTTER**

Under Roadway Drains as Indicated

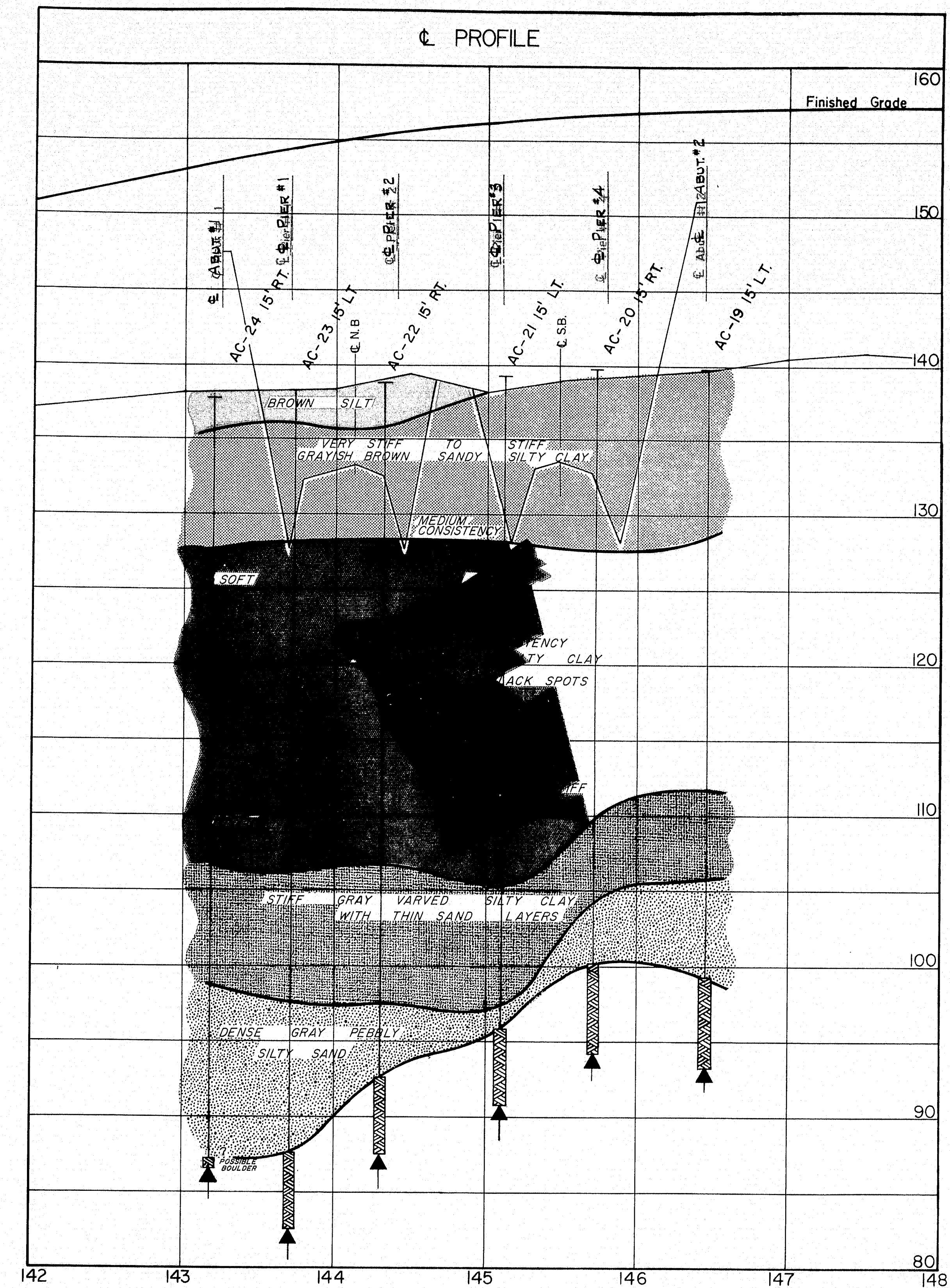
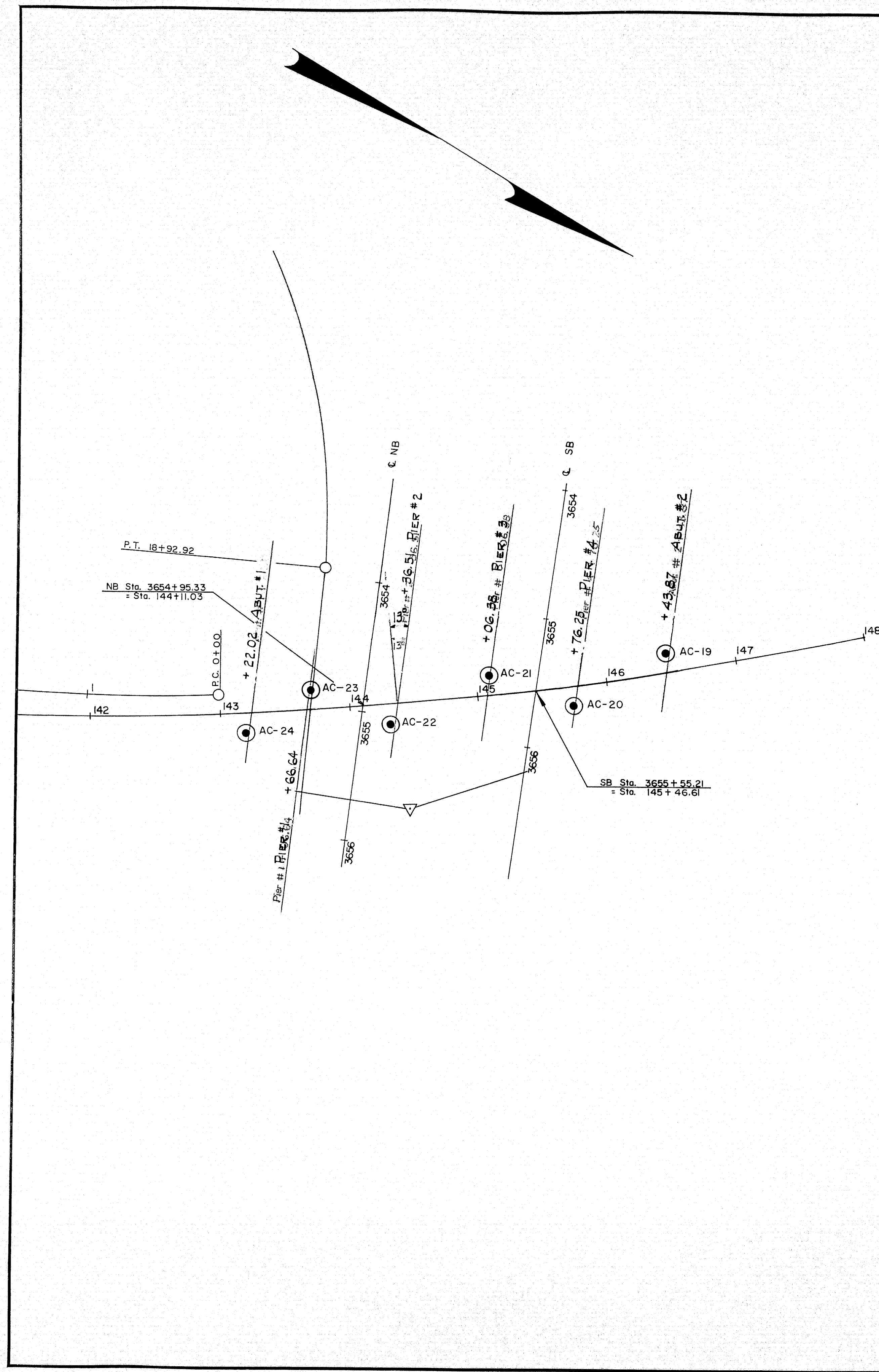
DESIGN—M.C.R. TR. CE+DET.—G.W.C. CH. SK.—T.H.R.	BRIDGE NO. SURVEY— PLOT—
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
<b>COLD BROOK ROAD BRIDGE</b>	
OVER	
<b>INTERSTATE 95</b>	
IN THE TOWN OF	
<b>HAMPDEN</b>	
PENOBSCOT COUNTY	
GENERAL PLAN & ESTIMATE OF BRIDGE QUANTITIES	
SHEET 1 OF 13 AUGUSTA, MAINE SEPT. 1961	

M-1813





B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	7-95-7110	14	142

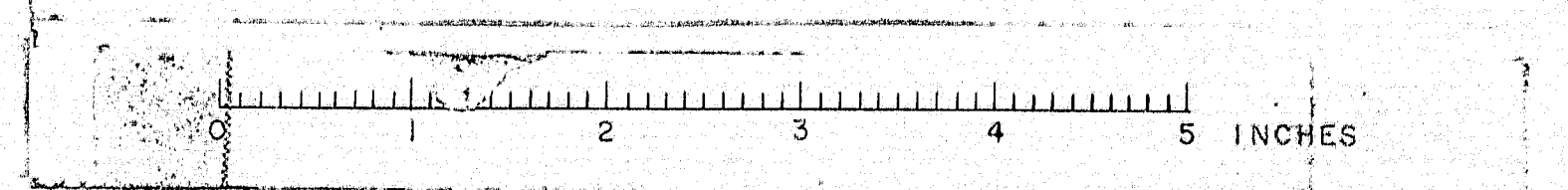


Profile Scale  
 Horiz. 1" = 50'  
 Vert. 1" = 5'

DESIGN - TRACE - CHECK -	Soils Division	BRIDGE NO. SURVEY - PLOT -	F. Boyce
STATE HIGHWAY COMMISSION BRIDGE DIVISION			
COLD BROOK ROAD BRIDGE			
IN THE TOWN OF HAMPDEN			
PENOBSCOT COUNTY			
FOUNDATION SURVEY			

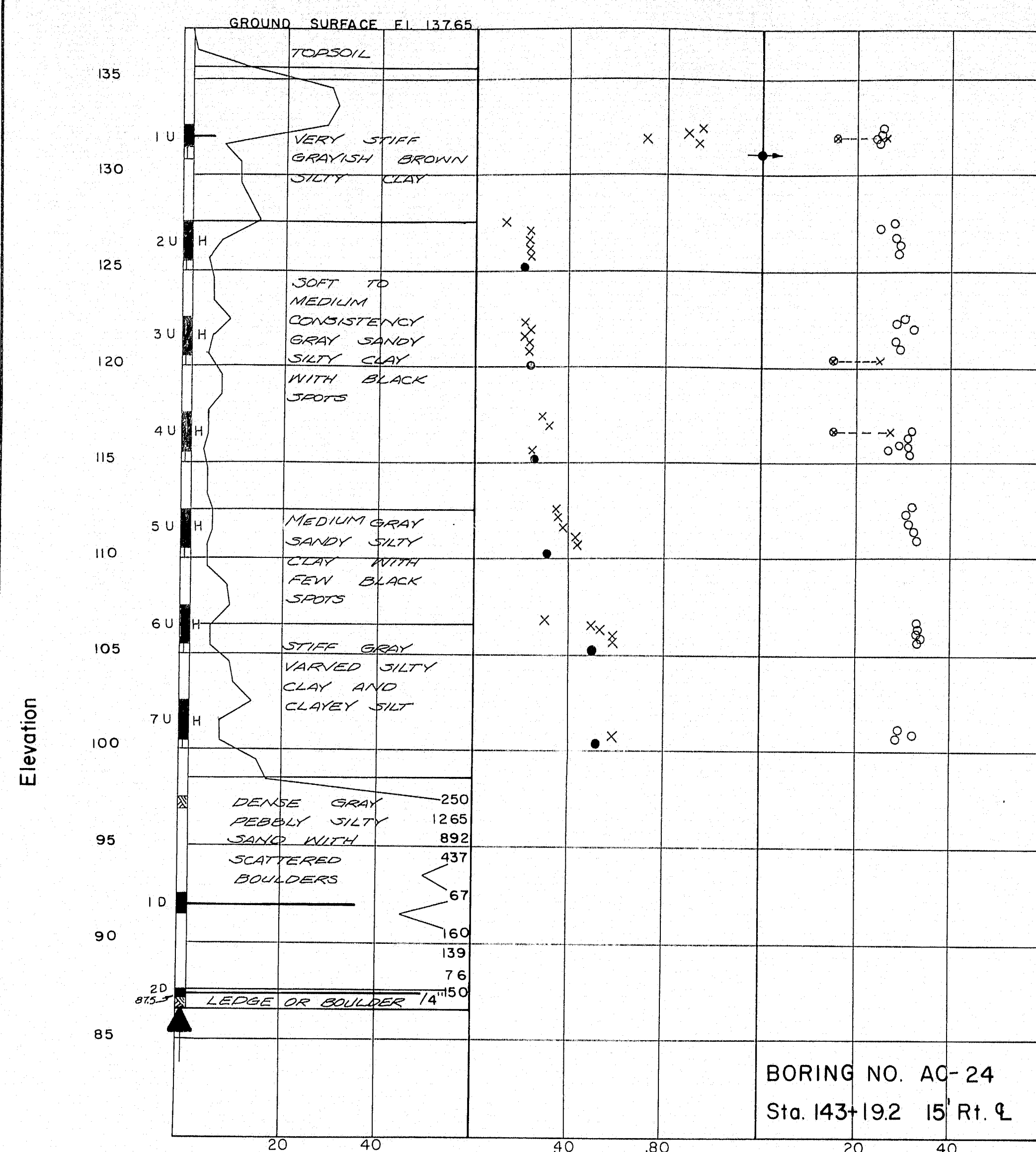
SHEET 2 OF 18 AUGUSTA, MAINE SEPT. 1961

M-1814

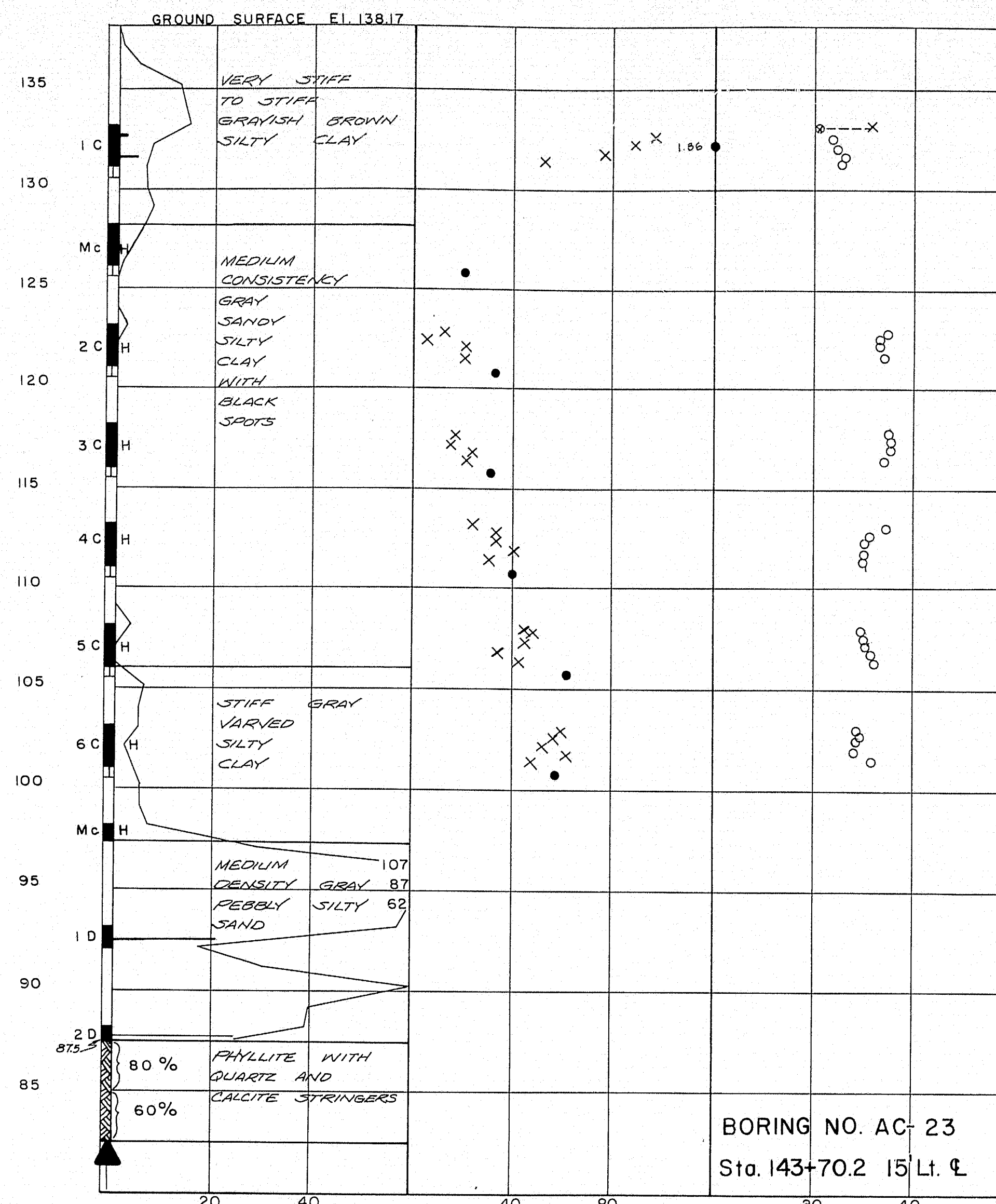




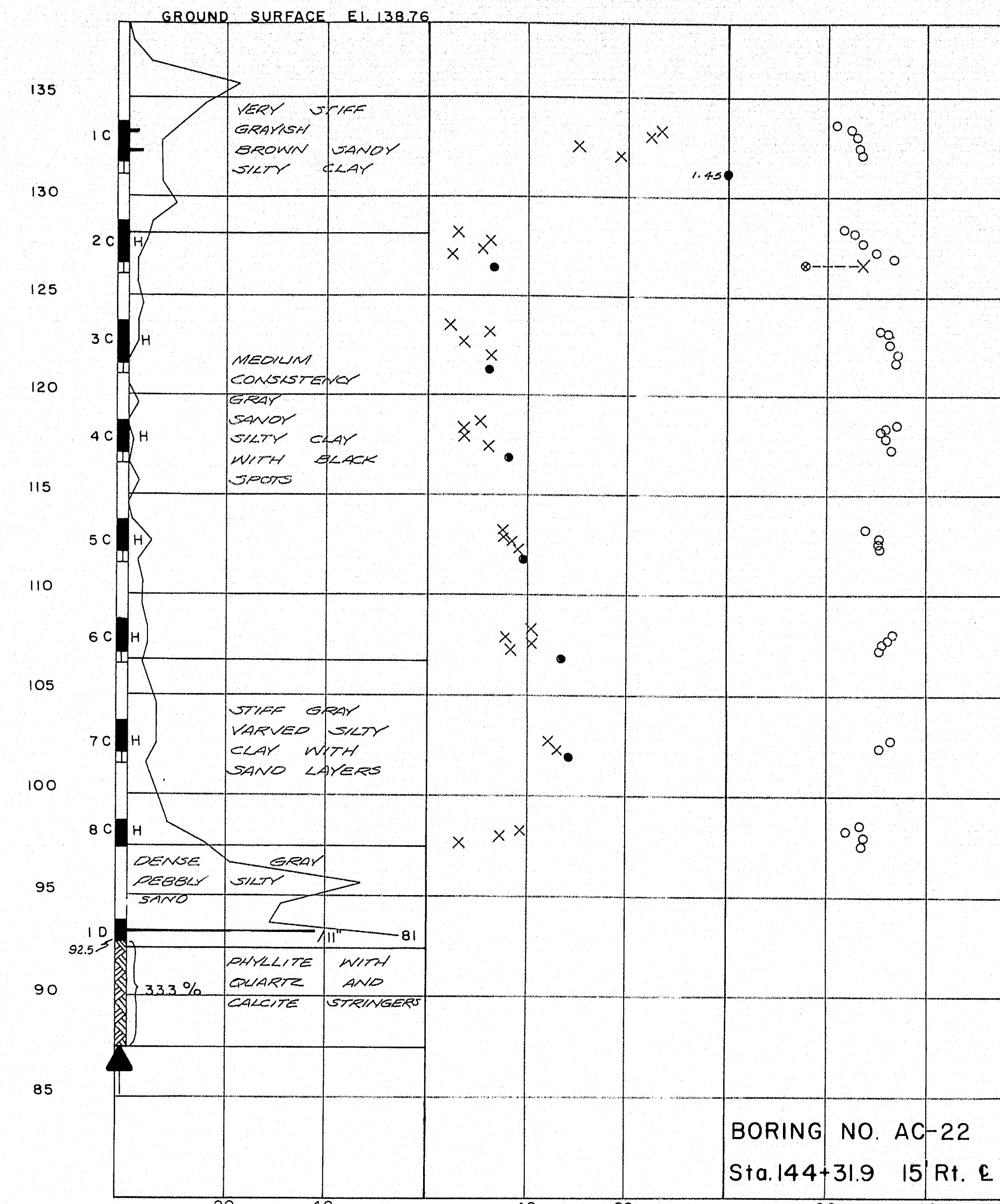
DRIVING RESISTANCE	VANE SHEAR STRENGTH	WATER CONTENT
BLOWS / FOOT	TONS / SQ. FT.	PER CENT



DRIVING RESISTANCE	VANE SHEAR STRENGTH	WATER CONTENT
BLOWS / FOOT	TONS / SQ. FT.	PER CENT



DRIVING RESISTANCE	VANE SHEAR STRENGTH	WATER CONTENT
BLOWS / FOOT	TONS / SQ. FT.	PER CENT



#### BORING NOTES

- ALL SAMPLE 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
- S & H SAMPLER NO. 1290's
- 2" O.D. 16 GA. SEAMLESS TUBING
- 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 TUBE 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 EQUIPMENT
- ONE HALF UNCONFINED COMPRESSIVE STRENGTHS

#### WATER CONTENT NOTES

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

Soils Division F. Boyce

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

COLD BROOK ROAD BRIDGE

IN THE TOWN OF

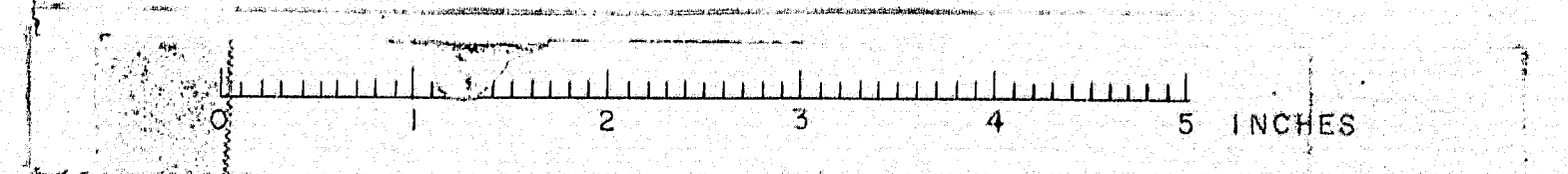
HAMPDEN

PENOBSCOT COUNTY

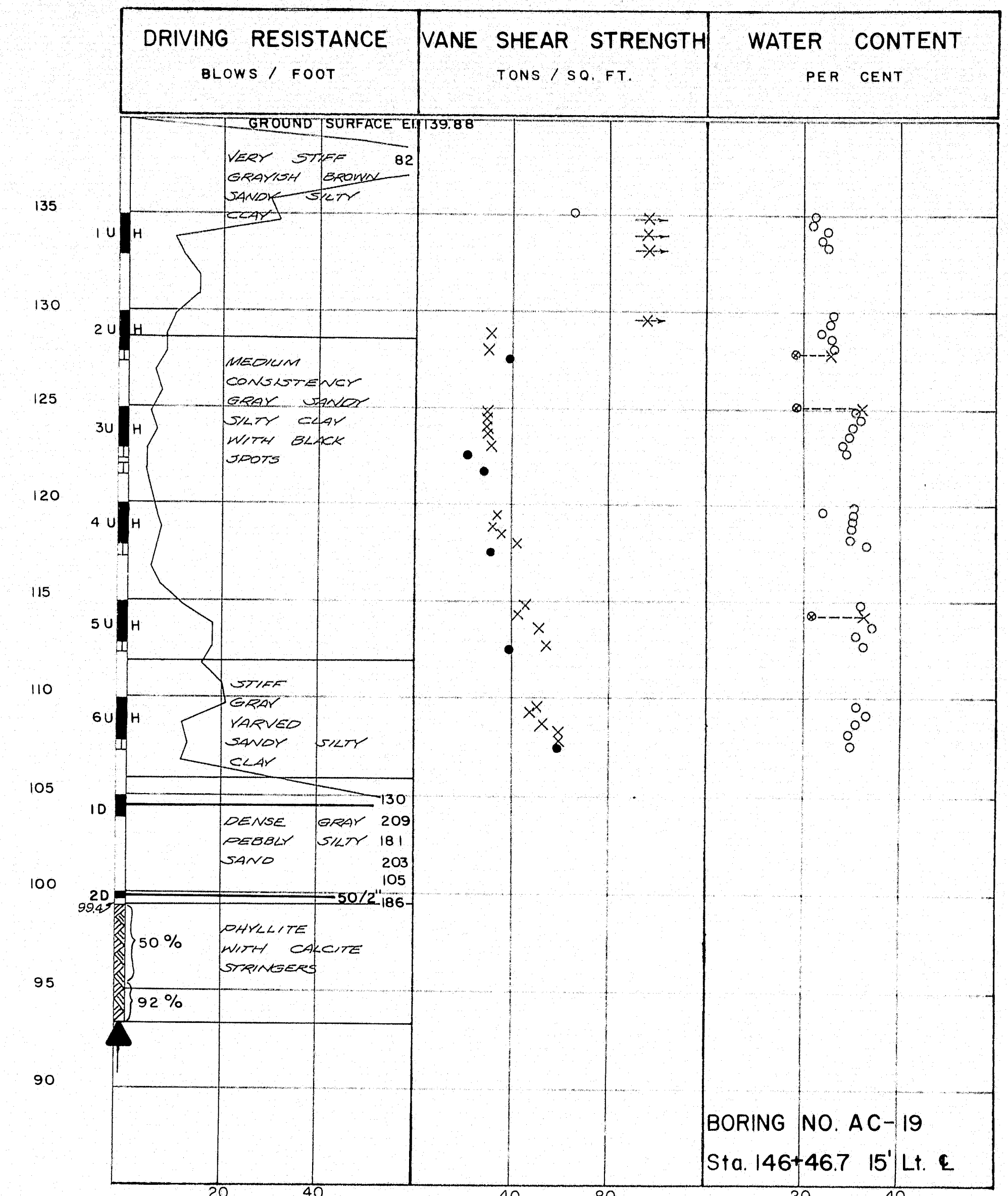
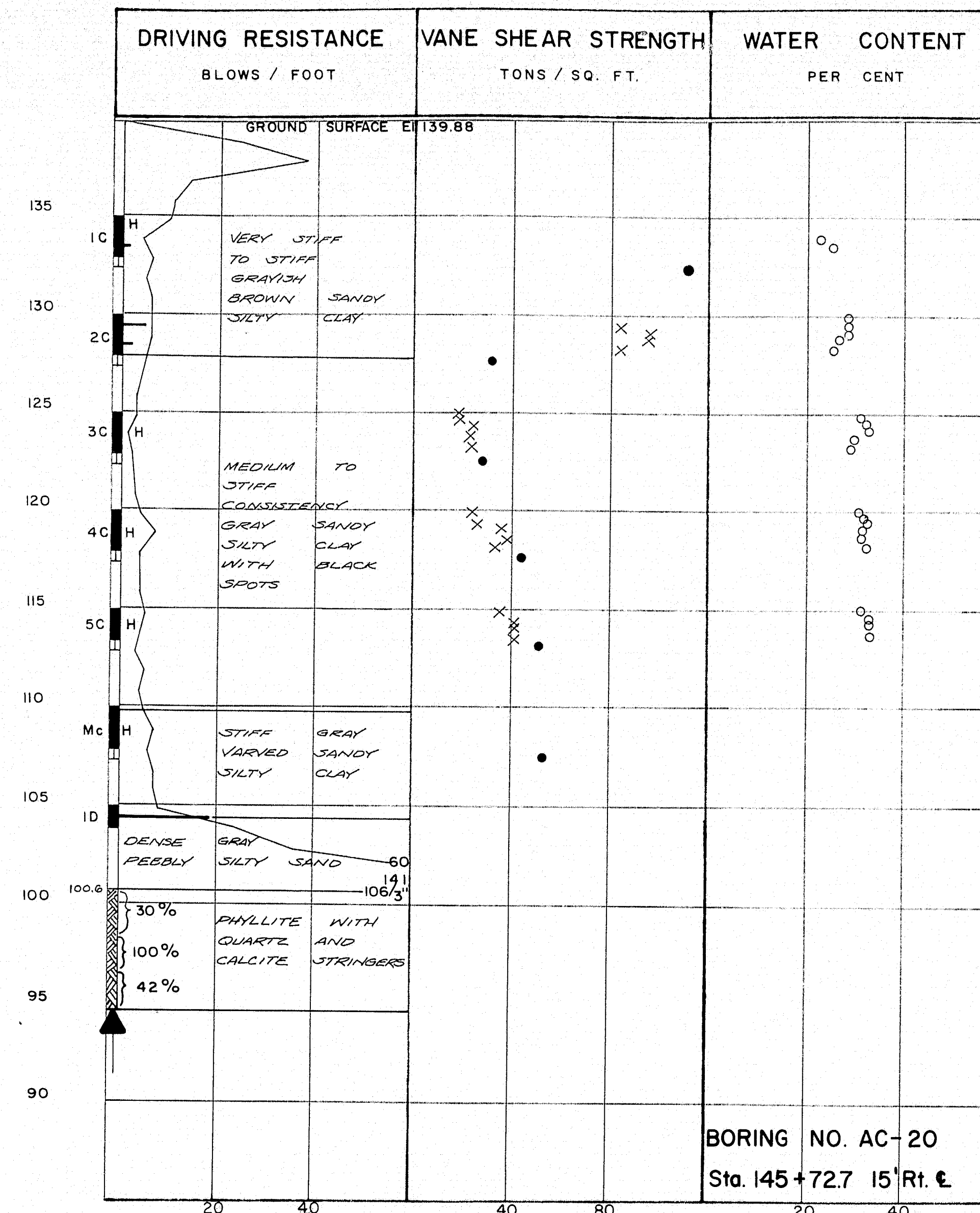
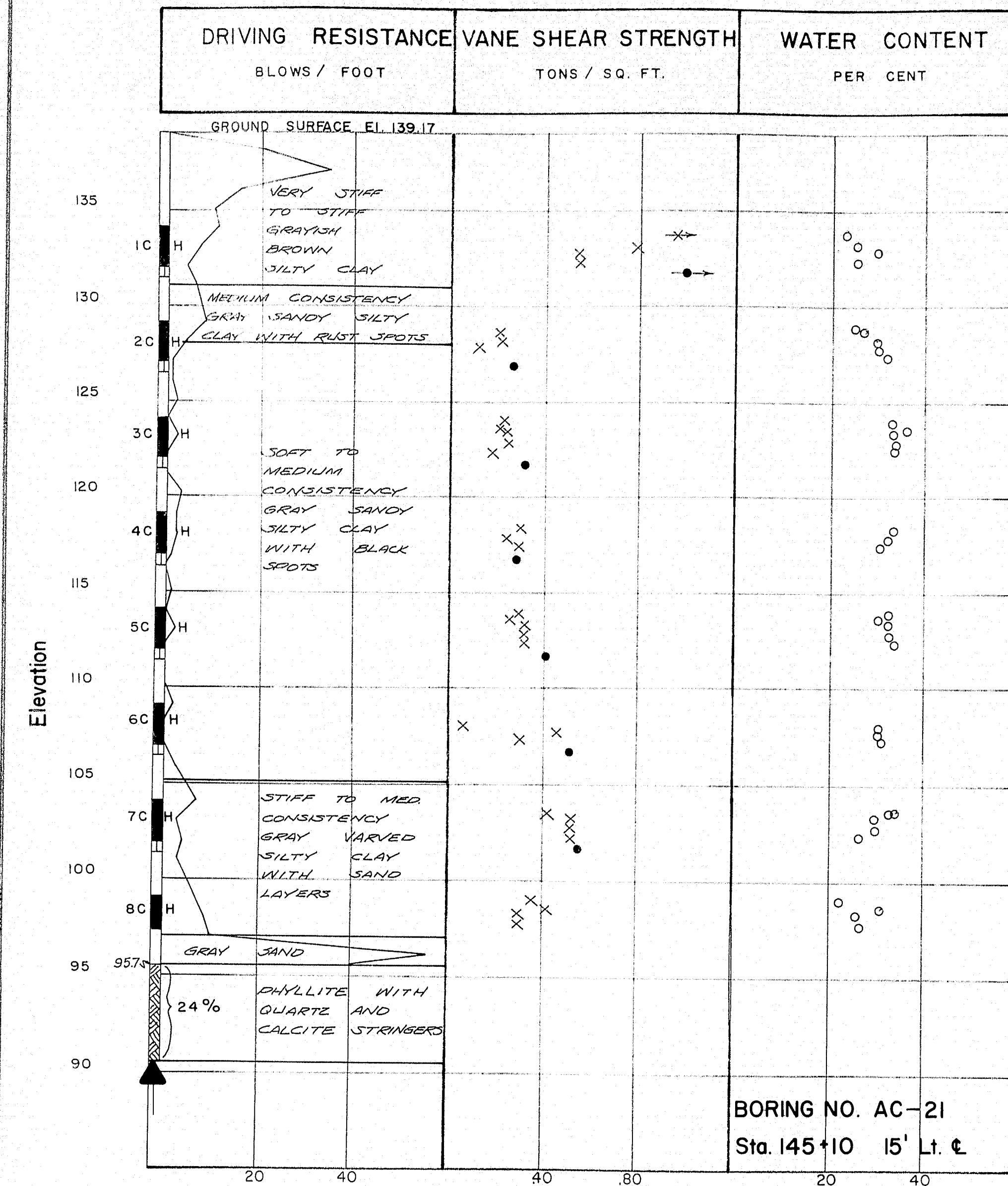
BORING DETAILS

SHEET 3 OF 18 AUGUSTA, MAINE SEPT. 1961

M-1815



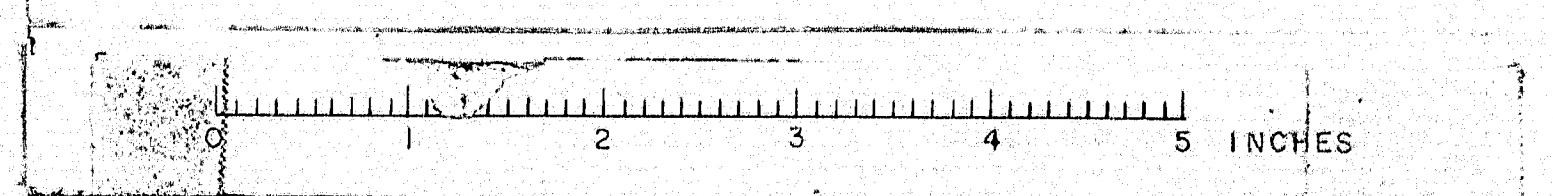




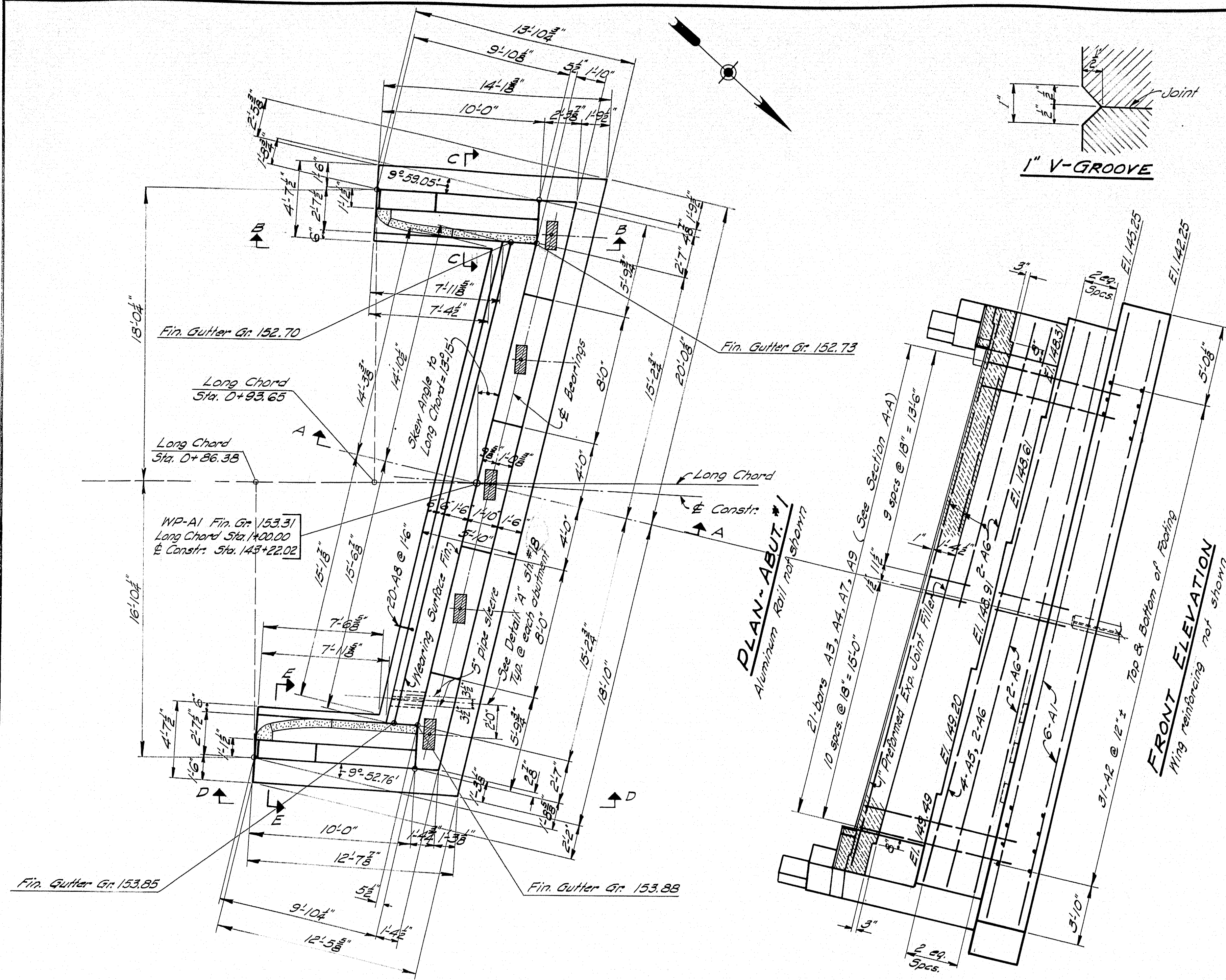
Soils Division	F. Boyce
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
COLD BROOK ROAD BRIDGE	
IN THE TOWN OF HAMPDEN	
PENOBSCOT COUNTY	
BORING DETAILS	

SHEET 4 OF 18 AUGUSTA, MAINE SEPT. 1961

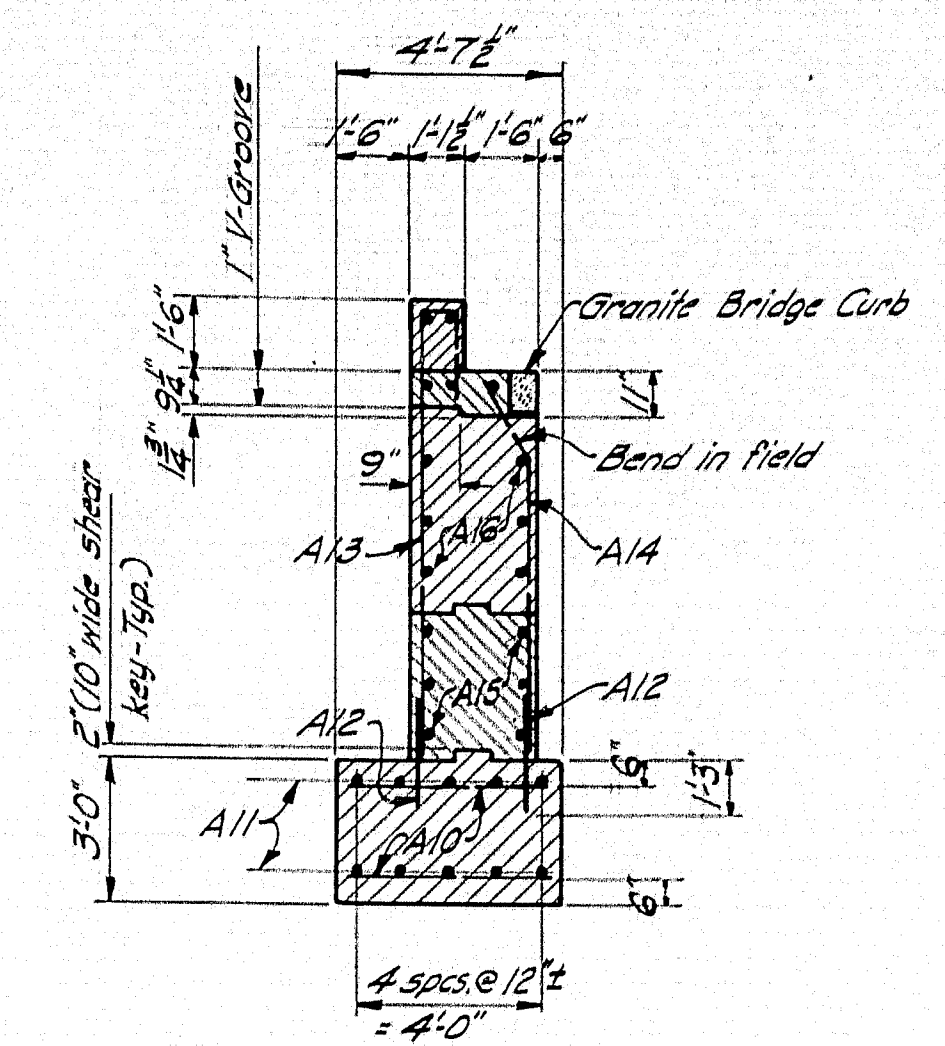
M-1816



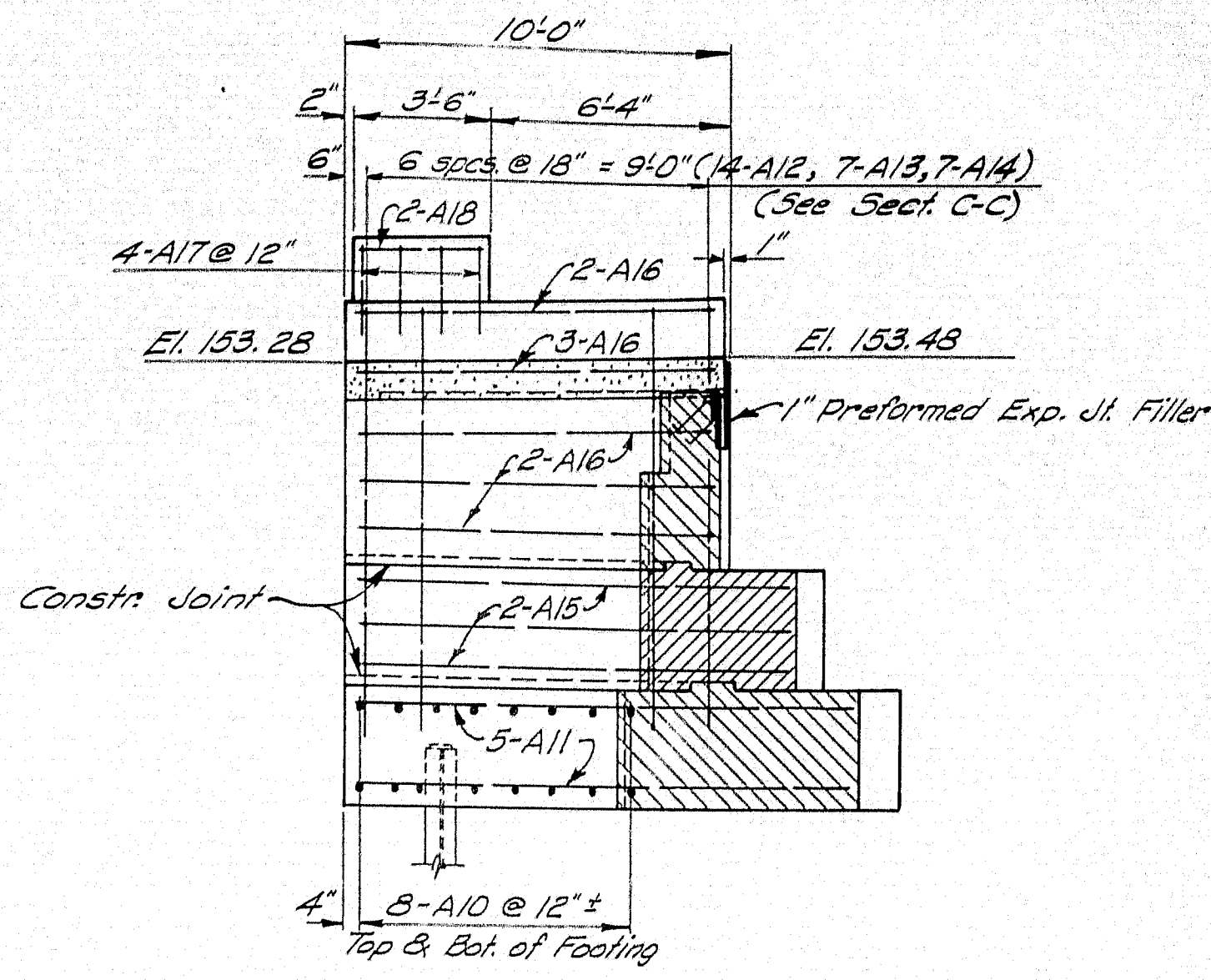




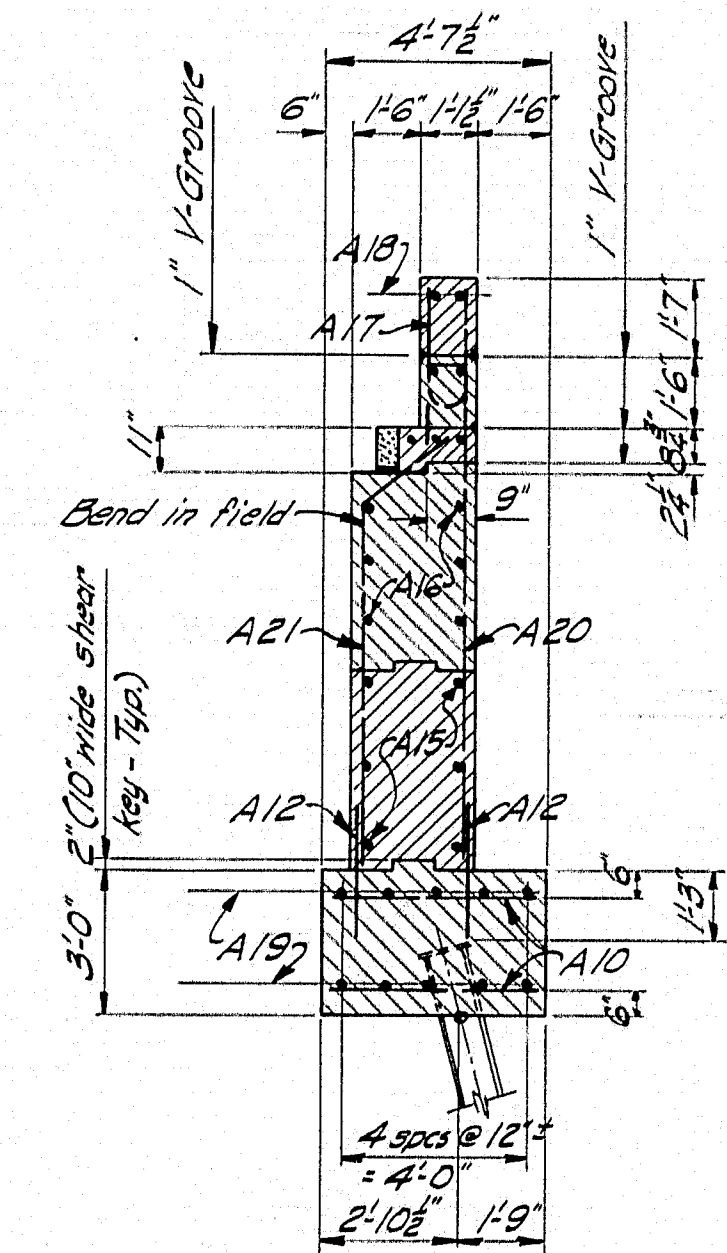
1" V-GROOVE



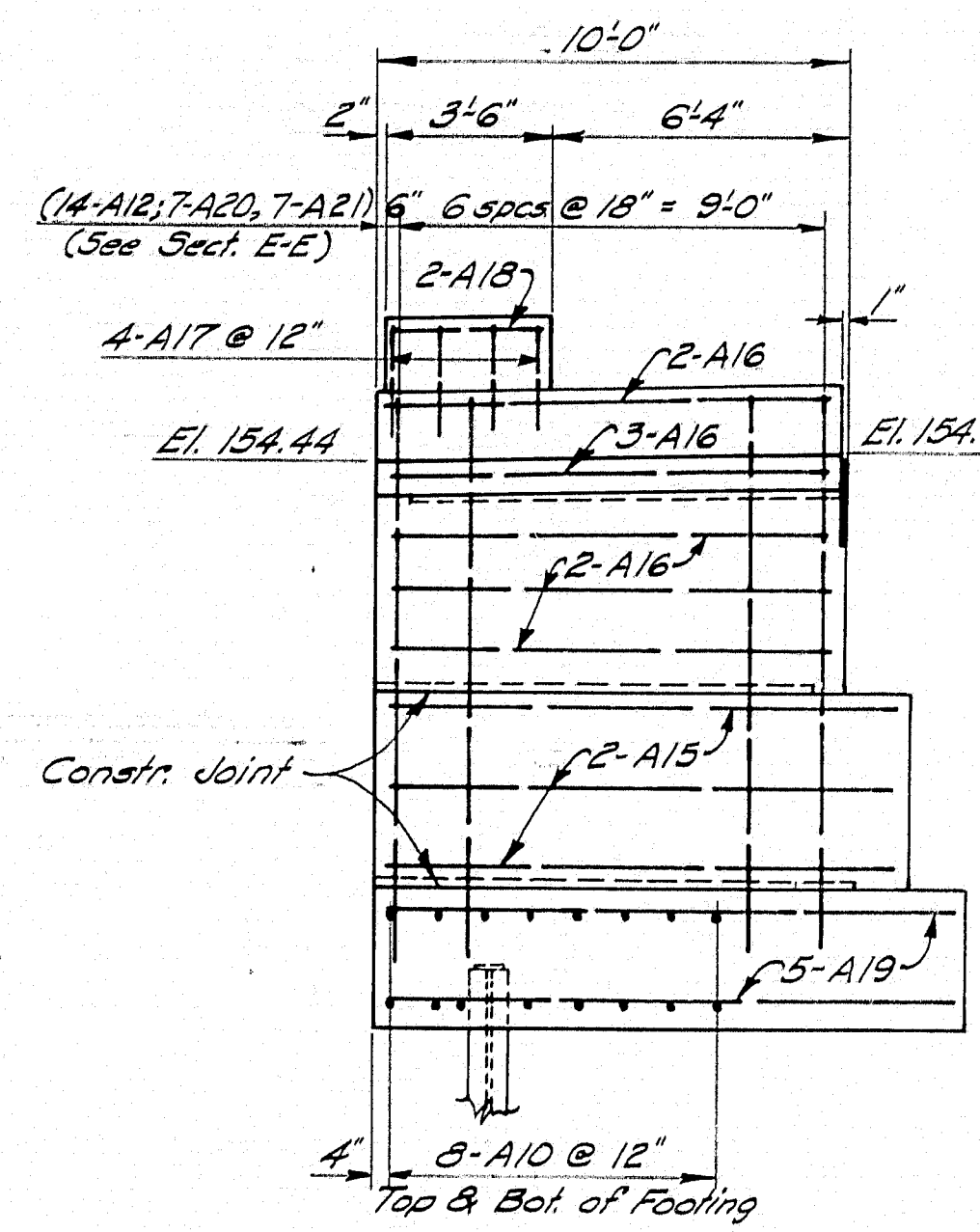
SECTION C-C



SECTION B-B  
Wing reinforcing only shown.



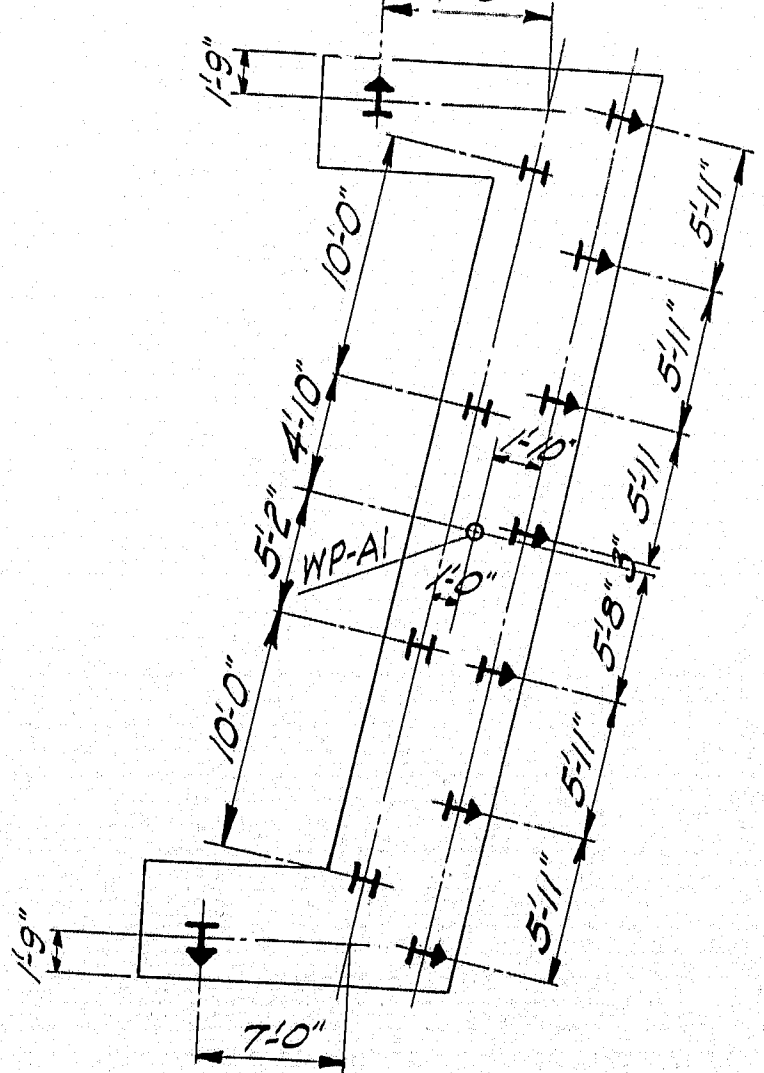
SECTION E-E



VIEW D-D  
Wing reinforcing only shown

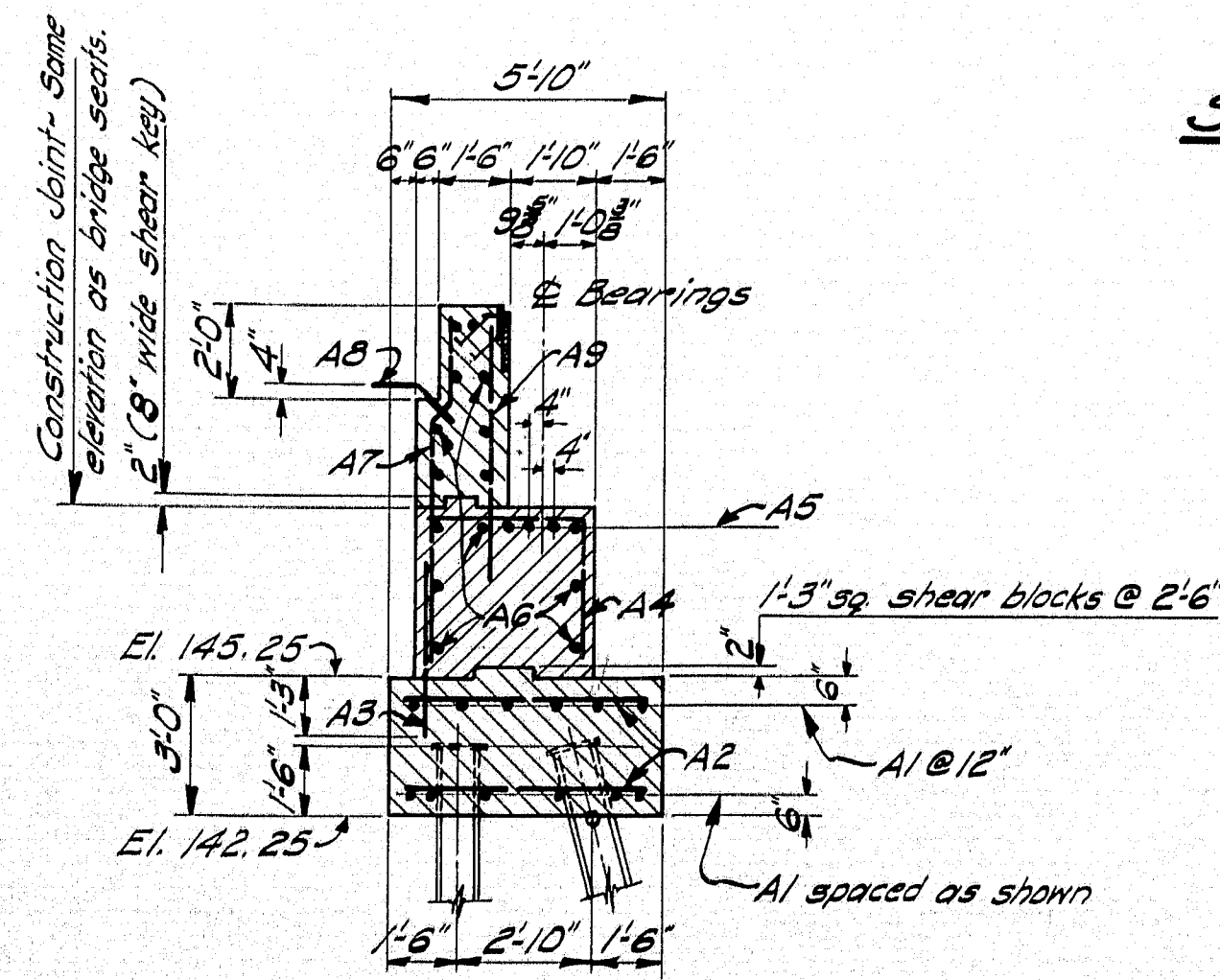
**GENERAL NOTES**

- 2" clear to reinforcing except as noted.
- Dress shaded bearing areas on bridge seats, 1" larger all around than masonry plates and to exact elevations shown.
- Aluminum Bridge Rail not shown.
- References:
  - a. Aluminum Rail \_\_\_\_\_ Sh. #16
  - b. Reinforcing Steel \_\_\_\_\_ Sh. #17
  - c. Granite Curb Detail \_\_\_\_\_ Sh. #16
  - d. Expansion Dam Detail \_\_\_\_\_ Sh. #16
  - e. Fill at Abutments \_\_\_\_\_ Sh. #1
  - f. Bearing Layout \_\_\_\_\_ Sh. #8
- Preformed Expansion Joint Filler, as referred to in these plans, shall be non-bituminous type.

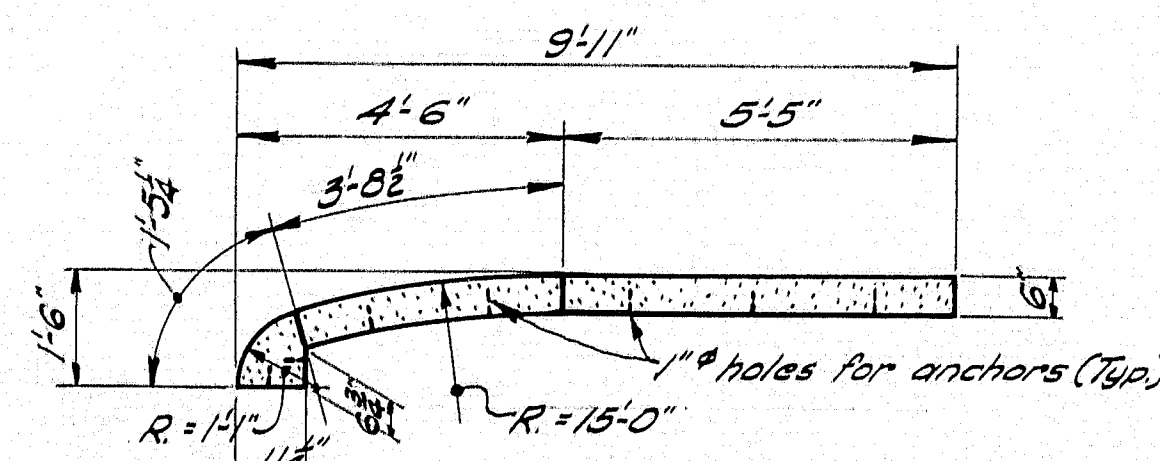


**PILE PLAN**

All Piles to be 10 BP 42, fitted with pile caps as detailed on sheet #7.  
 Drive piles to ledge or practical refusal.  
 Maximum Pile Load = 33 tons per pile.  
 Batter piles indicated thus, "3" per foot in direction of arrow. All others plumb.  
 13 piles required; Estimated Length, 65 Feet.



SECTION A-A

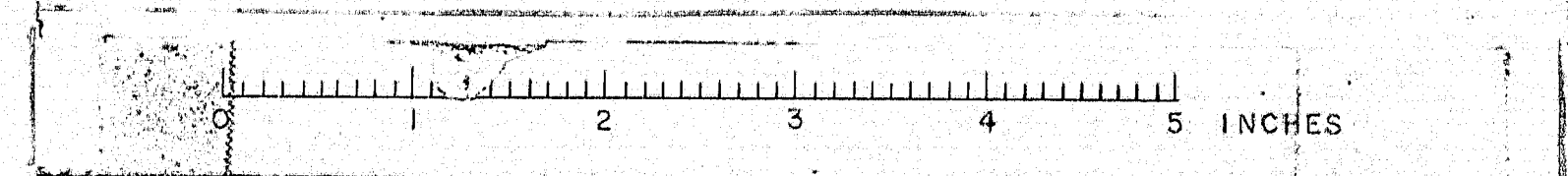


**GRANITE CURB LAYOUT**

At Abutment Wings  
 2- Required as shown  
 2- Required app. hand  
 NOTE: Payment for Circular Granite Bridge Curb to be made under Item 901-21, Granite Bridge Curb.

DESIGN - M.C.R. TRACE - G.W.C. CHECK - G.P.H.	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
COLD BROOK ROAD BRIDGE	
OVER	
INTERSTATE 95	
IN THE TOWN OF	
HAMPDEN	
PENOBSCOT COUNTY	
ABUTMENT NO. 1	
SHEET 5 OF 18 AUGUSTA, MAINE SEPT. 1961	

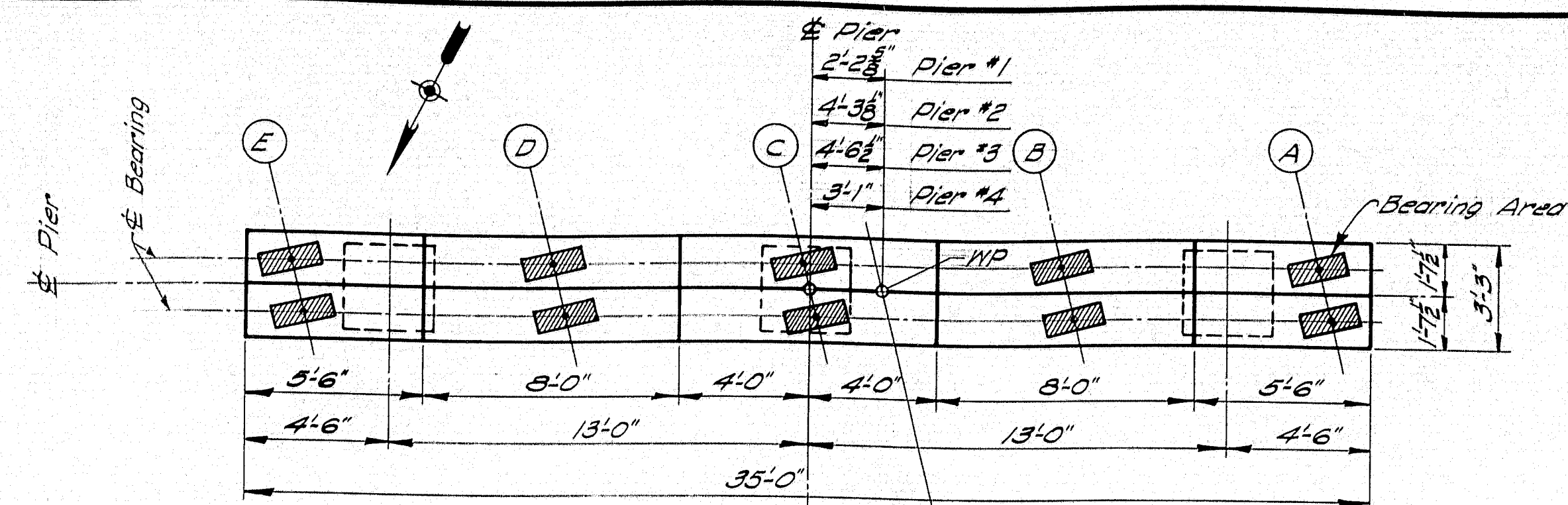
M-1817





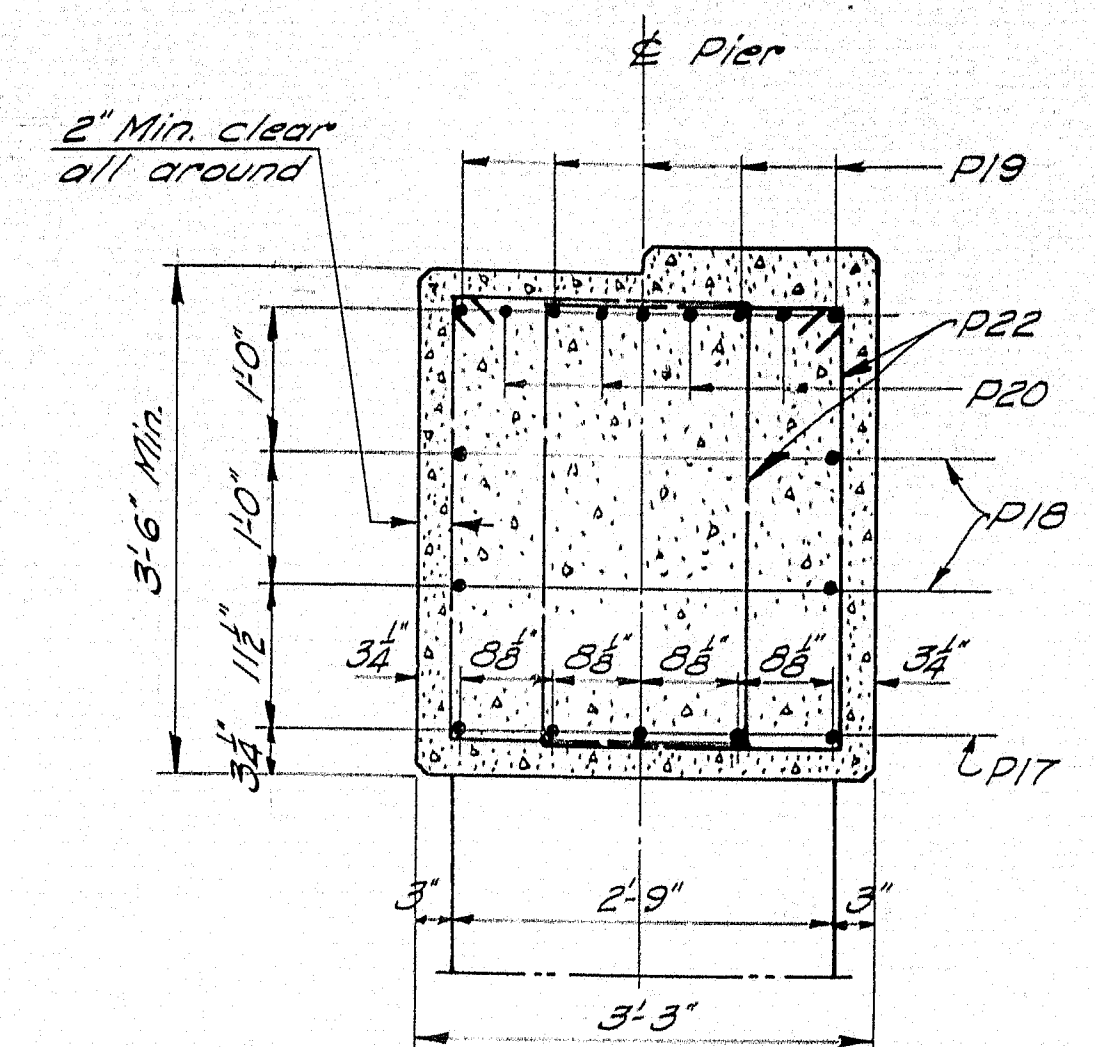




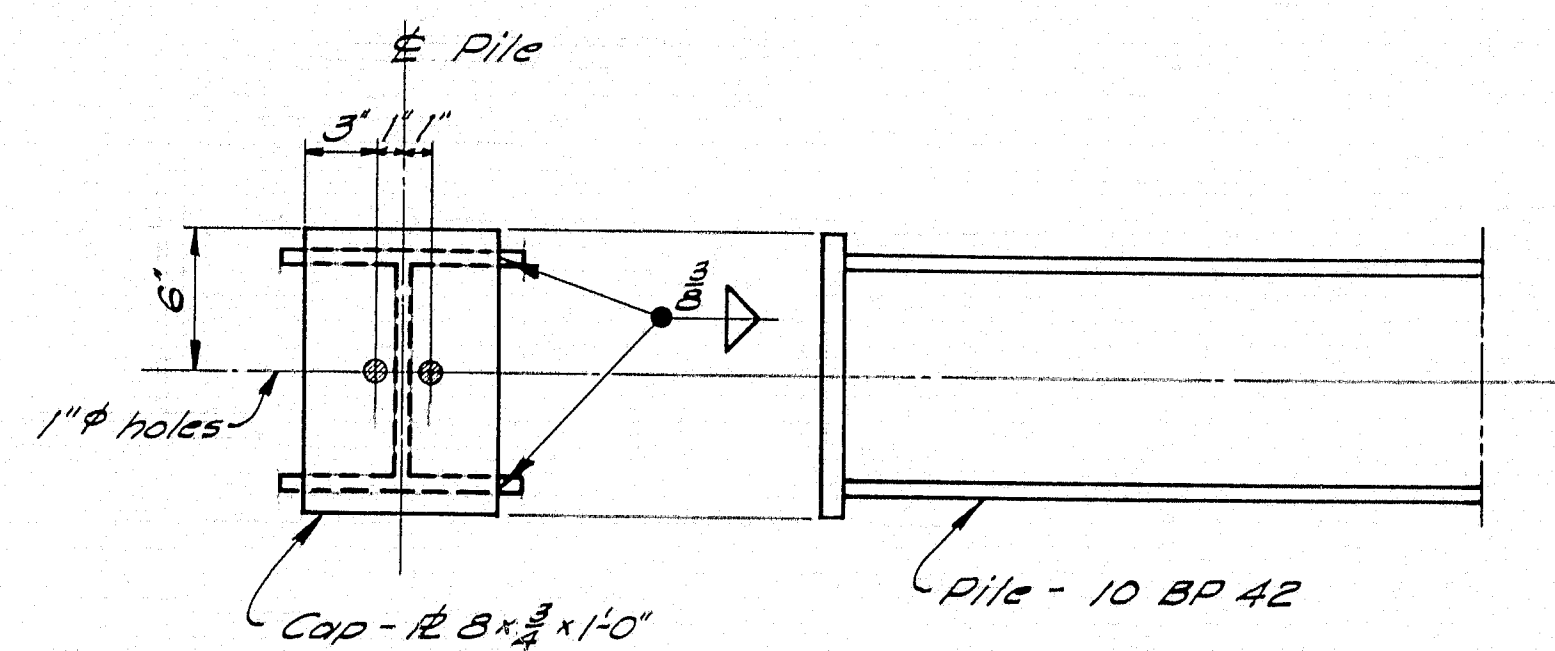


**PLAN-PIER CAP**  
For Bearing Layout see sheet #8

LOCATION		BEARING AREAS					BOTTOM OF CAP		BOTTOM OF FOOTINGS
		E	D	C	B	A	E	A	
Pier #1	South	150.47	150.17	149.88	149.58	149.28	146.59	145.51	122.50
	North	150.27	149.97	149.68	149.39	149.09			
Pier #2	South	151.54	151.24	150.94	150.64	150.34	147.71	146.62	122.50
	North	151.39	151.09	150.80	150.49	150.20			
Pier #3	South	152.43	152.13	151.82	151.52	151.22	148.59	147.48	123.00
	North	152.27	151.97	151.67	151.37	151.06			
Pier #4	South	153.08	152.77	152.47	152.16	151.85	149.25	148.12	123.00
	North	152.93	152.62	152.31	152.00	151.70			



**SECTION A-A**



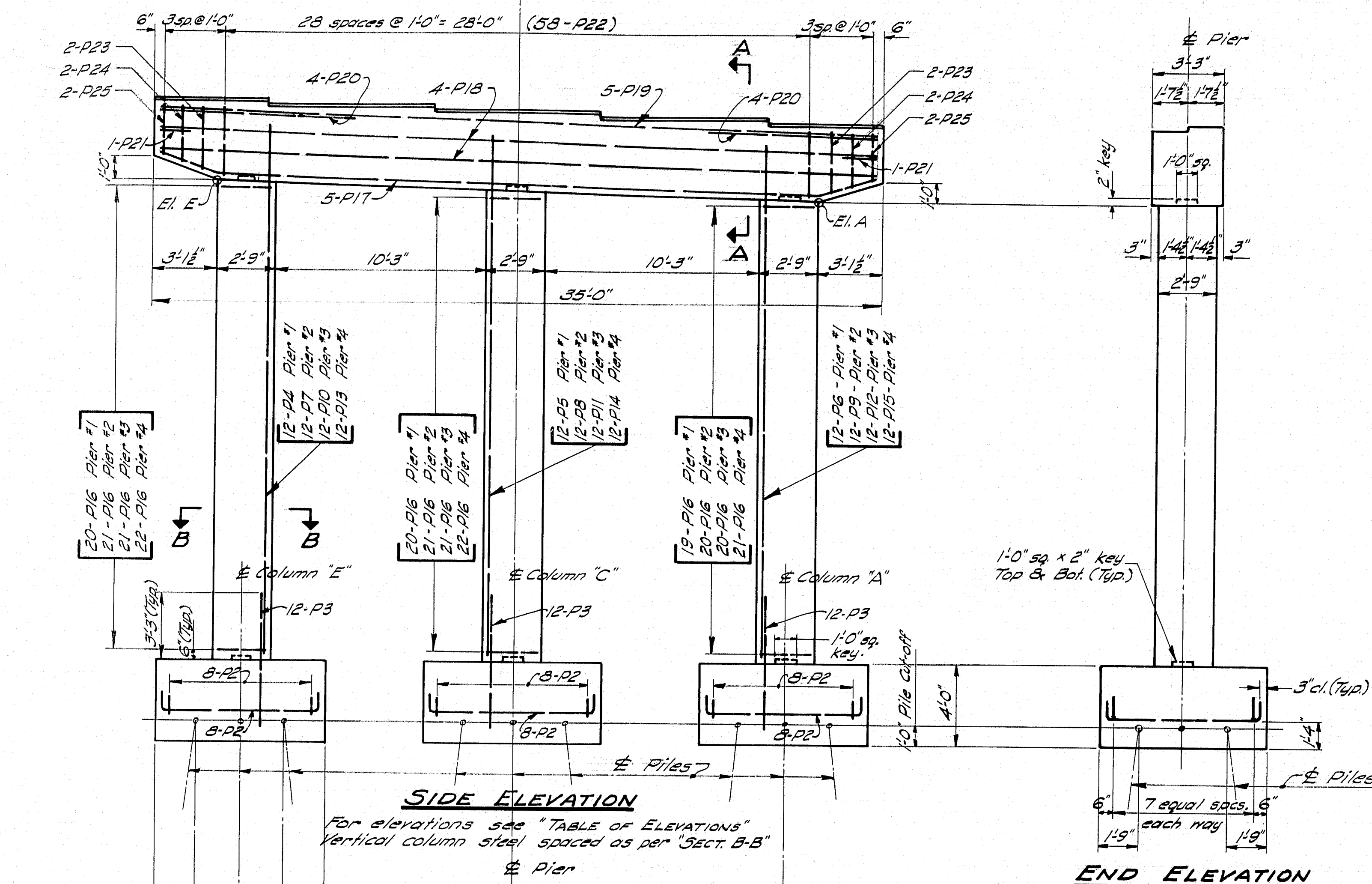
**PILE DETAILS**

**PILE NOTES**

- Nineteen (19) 10 BP 42 Steel H-Piles required for each pier.
- Maximum Pile Load = 37 tons
- Piles are to be driven to ledge or practical refusal to develop end bearing.
- Piles marked thus  $\rightarrow$  to be battered 2 inches per foot in the direction of the arrow.
- All piles to be capped as indicated.
- Estimated Length of piles:
  - Pier No. 1, 40 Feet
  - Pier No. 2, 35 Feet
  - Pier No. 3, 35 Feet
  - Pier No. 4, 30 Feet

**GENERAL NOTES**

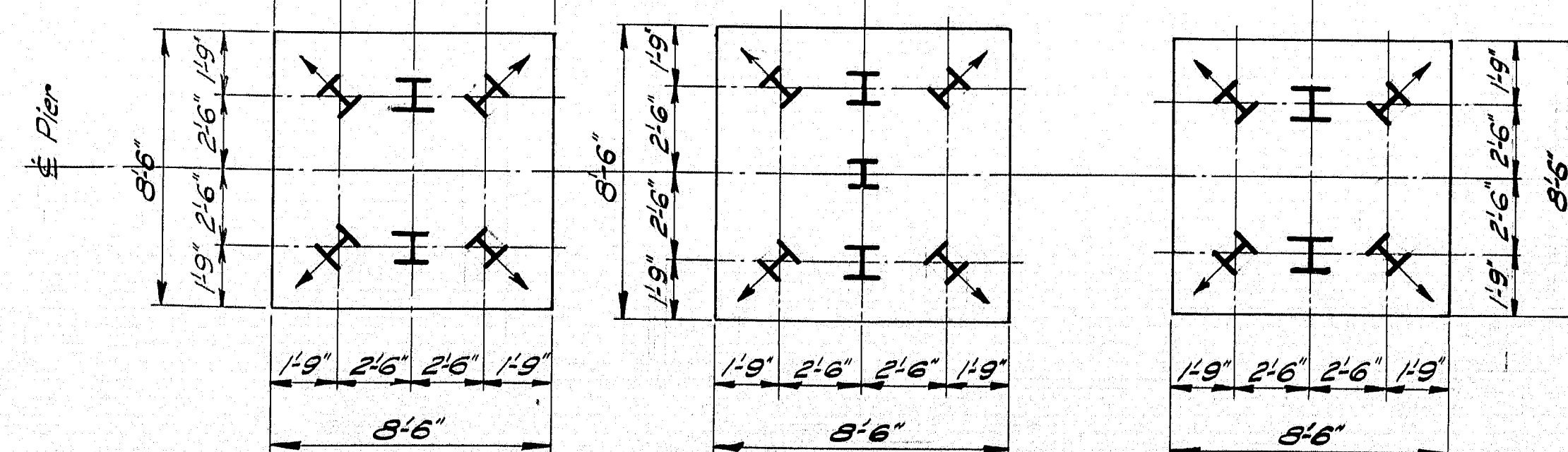
- Position reinforcing steel in pier cap, under bearings, to clear swaged anchor bolts.
- Chamfer all exposed edges of concrete  $\frac{3}{8}$  inch.
- Dress the shaded bearing areas on the bridge seats 1 inch larger all around than masonry plates, to exact elevations shown in "TABLE OF ELEVATIONS".
- For pier stations and W.R. along the Long Chord, see sheet #8.



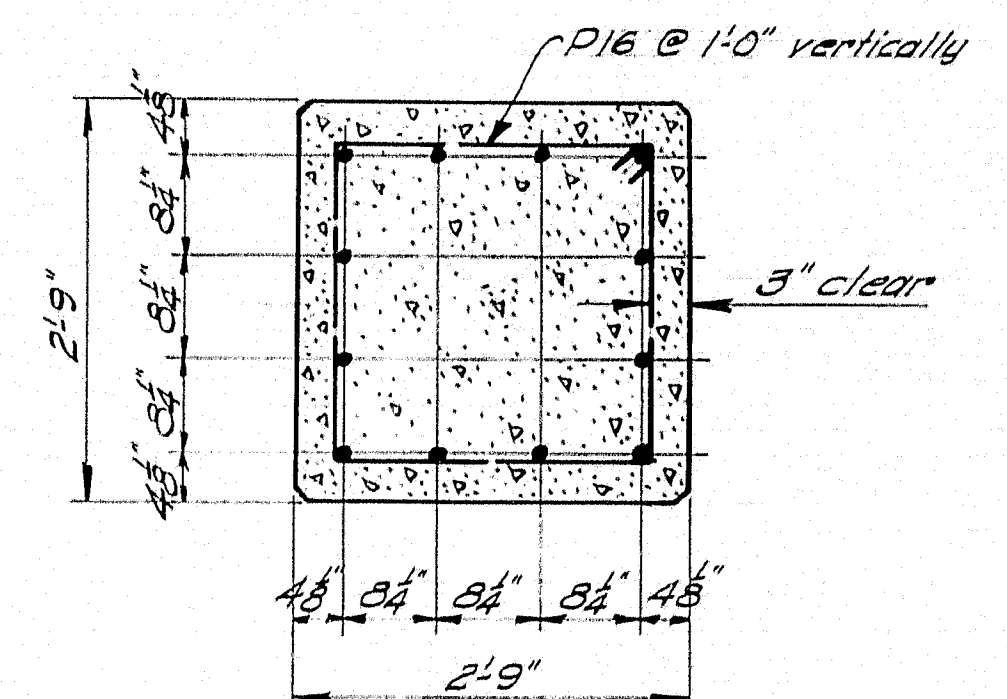
**SIDE ELEVATION**

For elevations see "TABLE OF ELEVATIONS"  
Vertical column steel spaced as per "SECT. B-B"

**END ELEVATION**



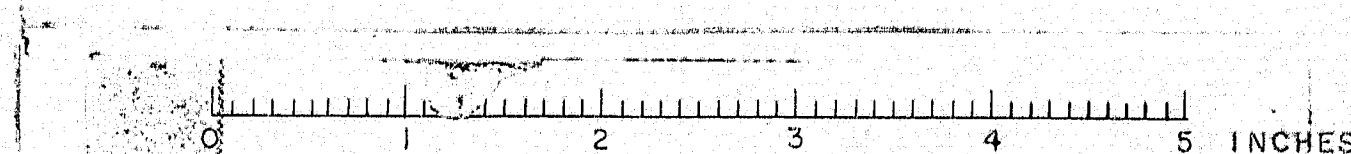
**PILE & FOOTING PLAN**



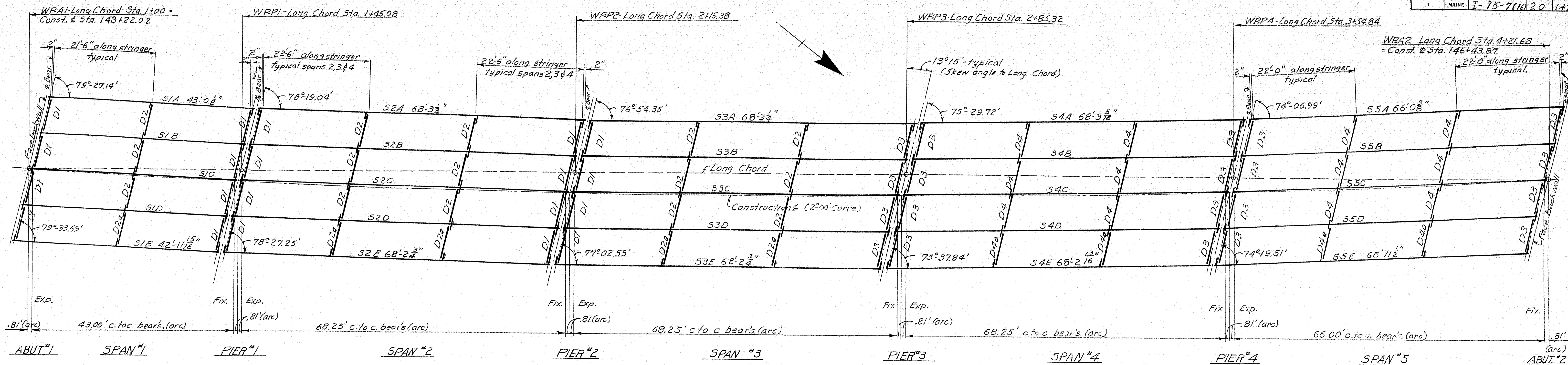
**SECTION B-B**  
Typical for all columns

DESIGN - C.H. TRACE - G.M. CHECK - T.H.K.	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION <b>COLD BROOK ROAD BRIDGE</b> OVER <b>INTERSTATE 95</b> IN THE TOWN OF <b>HAMPDEN</b> <b>PENOBSCOT COUNTY</b> PIERS	
SHEET 7 OF 18 AUGUSTA, MAINE SEPT, 1961	

M-1819

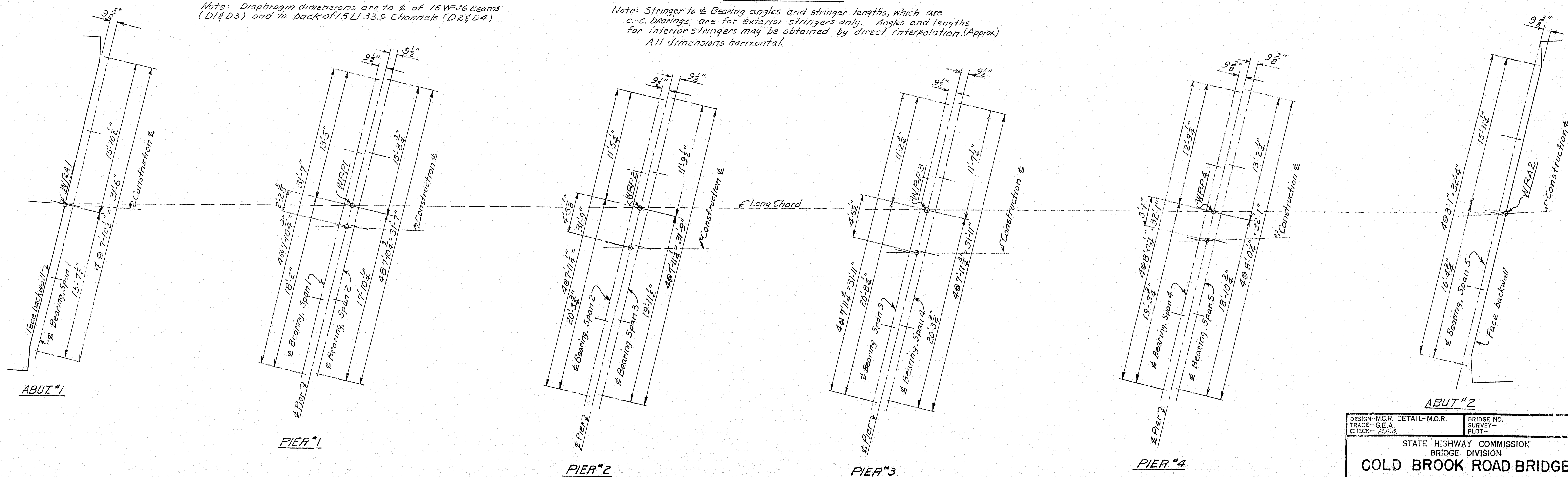






Note: Diaphragm dimensions are to & of 15 WF-36 Beams (D1 & D3) and to back of 15 L133.9 Channels (D2 & D4)

Note: Stringer to & Bearing angles and stringer lengths, which are c-c. bearings, are for exterior stringers only. Angles and lengths for interior stringers may be obtained by direct interpolation. (Approx.) All dimensions horizontal.



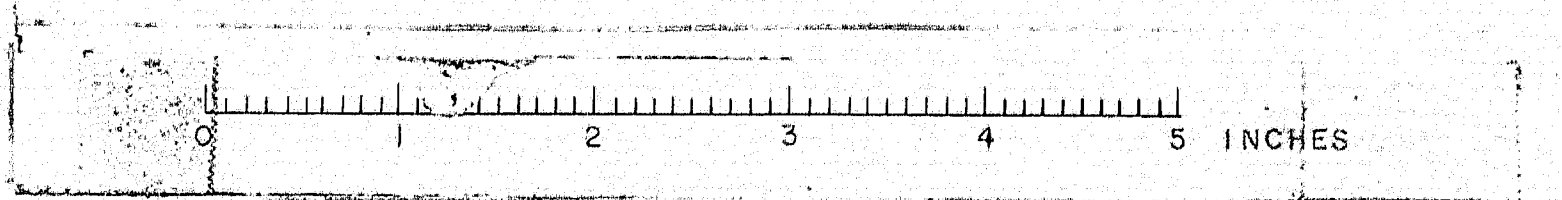
BEARING LAYOUT

DESIGN-M.C.R. DETAIL-M.C.R.  
TRACE-G.E.A.  
CHECK-A.A.S.

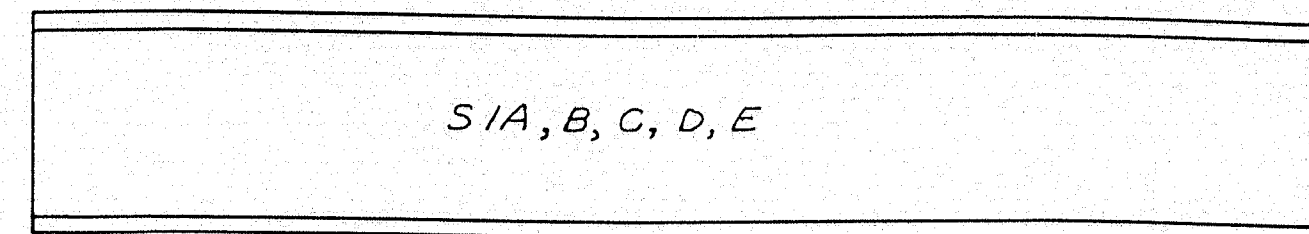
BRIDGE NO.  
SURVEY-  
PLOT-

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
**COLD BROOK ROAD BRIDGE**  
OVER  
**INTERSTATE 95**  
IN THE TOWN OF  
**HAMPDEN**  
**PENOBSCOT COUNTY**  
STRUCTURAL STEEL  
ERECTION PLAN & BEARING LAYOUT  
SHEET 8 OF 13 AUGUSTA, MAINE SEPT. 1961

M-1820







5-36WF 135  
Camber 1"  
Length = 44'-0 1/2" except S1A & E  
Length S1A = 44'-4" Length S1E = 44'-2"  
Shear Connectors

S2A, B, C, D, E  
S3A, B, C, D, E  
S4A, B, C, D, E

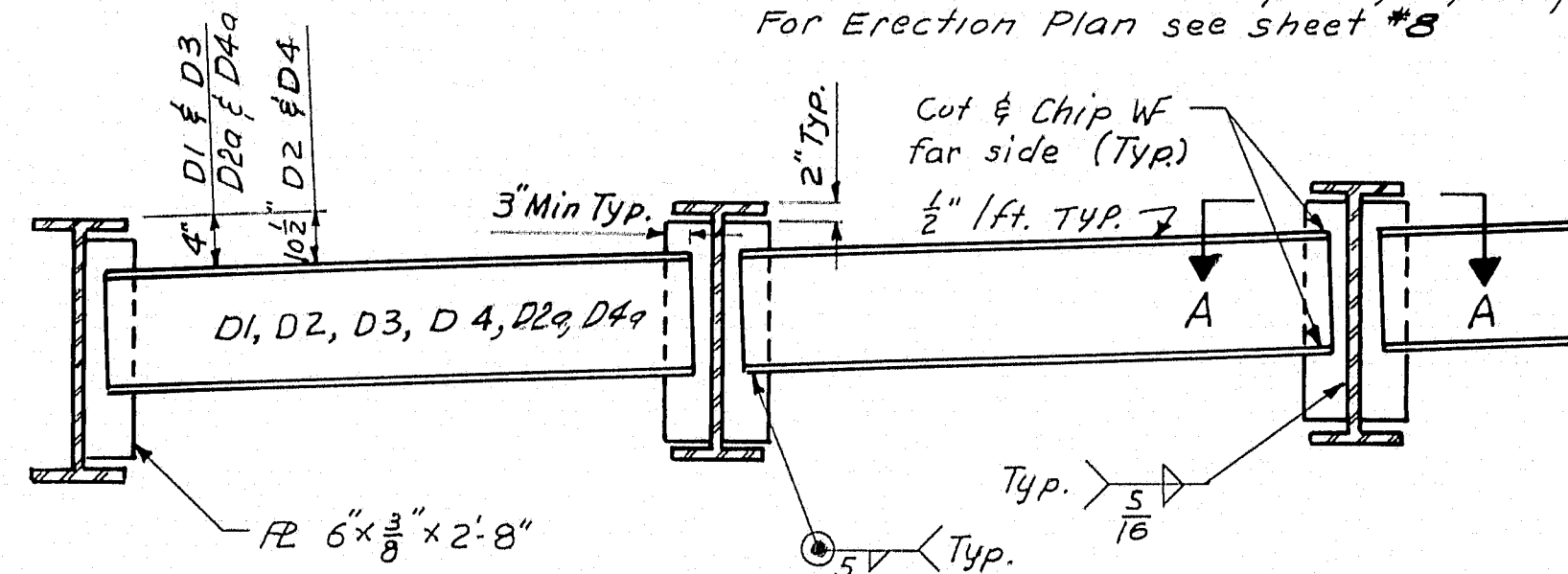
1536WF 170  
Bottom Cover Pl. 11"x1 1/8" x 49'-0"  
Camber 2 3/4"  
Shear Connectors  
Length = 69'-3 1/2" except S2A & E, S3A & E, S4A & E  
Length S2A & E, S3A & E, S4A & E = 69'-8"

SSA, B, C, D, E

5-36WF 170  
Bottom Cover Pl. 11"x1" x 45'-0"  
Camber 2 3/4"  
Shear Connectors  
Length = 67'-0 1/2" except SSA & E  
Length SSA = 67'-2 1/2" Length SSE = 67'-5"

### STRINGER DETAILS

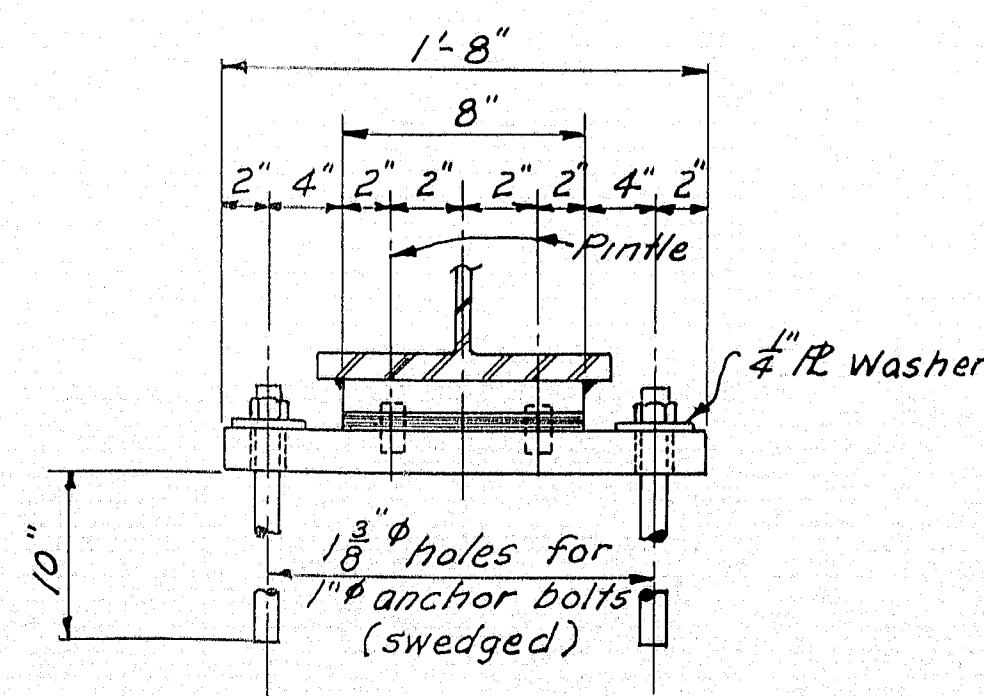
Note: Lengths of Exterior Stringers are detailed so that 2 1/2" (approx.) is provided between their webs at the piers and between web and face of backwall at the abutments. Beam projection beyond bearings to be the same on both ends except S1A, S1E, SSA & SSE. For Erection Plan see sheet #8



20 - D1 16WF 36 x 7'-5"  
15 - D2 15 L 33.9 x 7'-5"  
20 - D3 16WF 36 x 7'-6"  
12 - D4 15 L 33.9 x 7'-6"  
5 - D2a 15 L 33.9 x 7'-5"  
4 - D4a 15 L 33.9 x 7'-6"

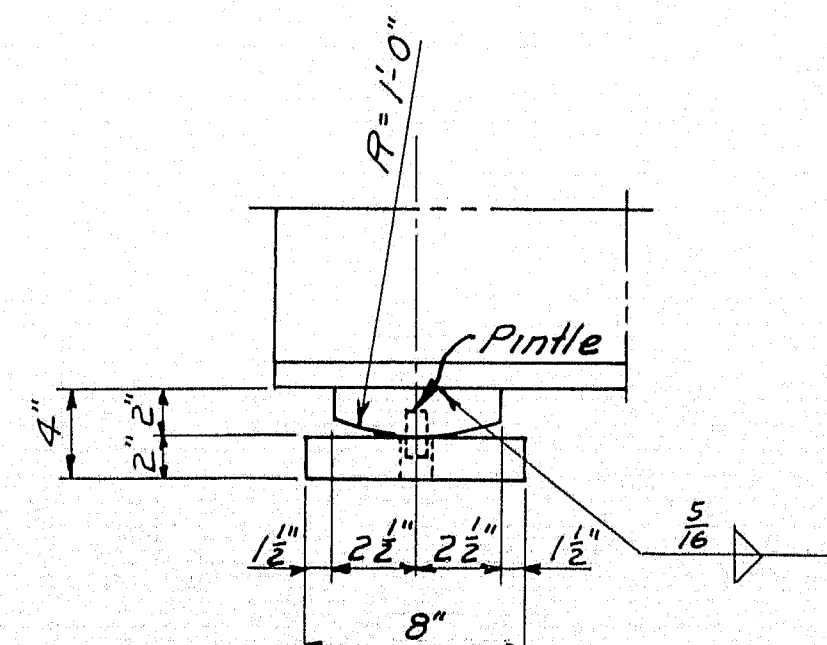
### DIAPHRAGM DETAILS

Section looking Northerly  
For location of R6 x 3/8 See "Erection Plan" Sh. #8

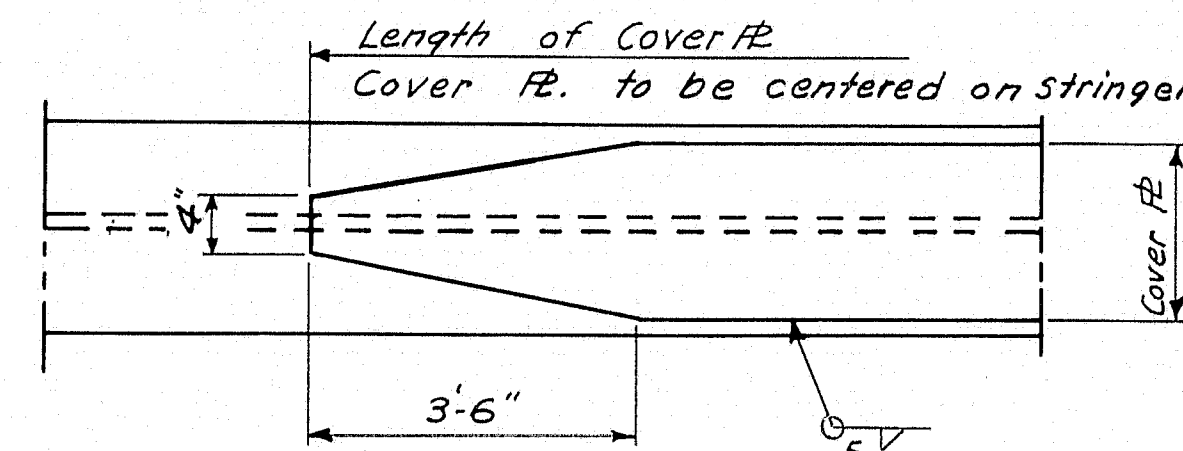


### FIXED BEARINGS

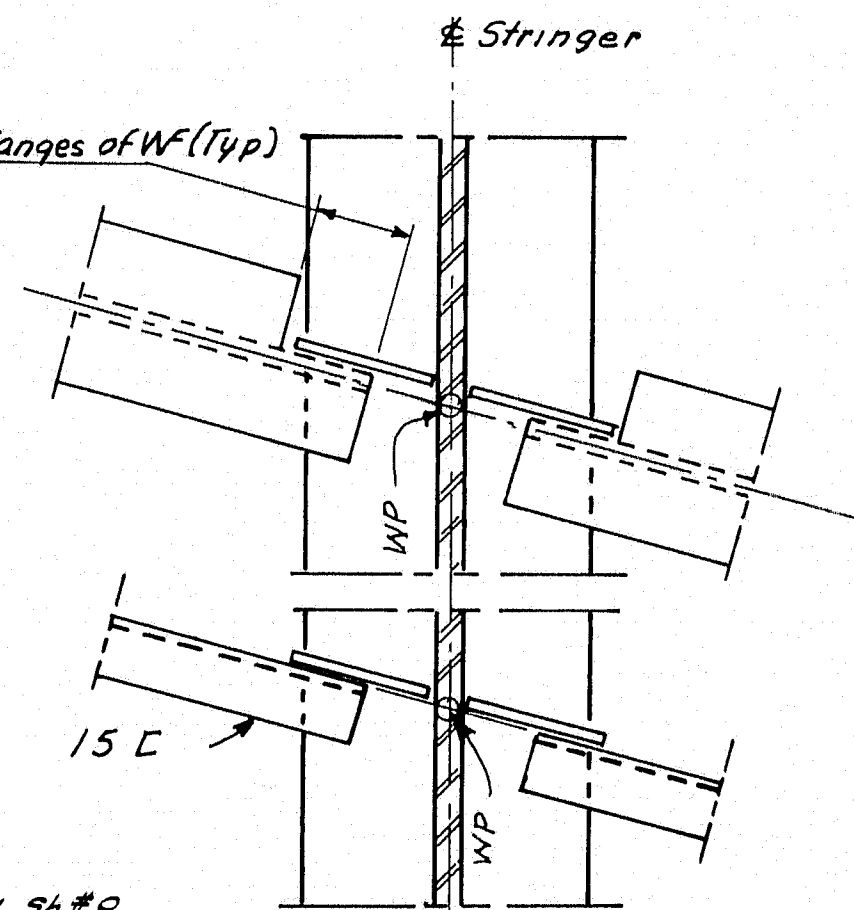
25 Req'd.



### SECTION A-A

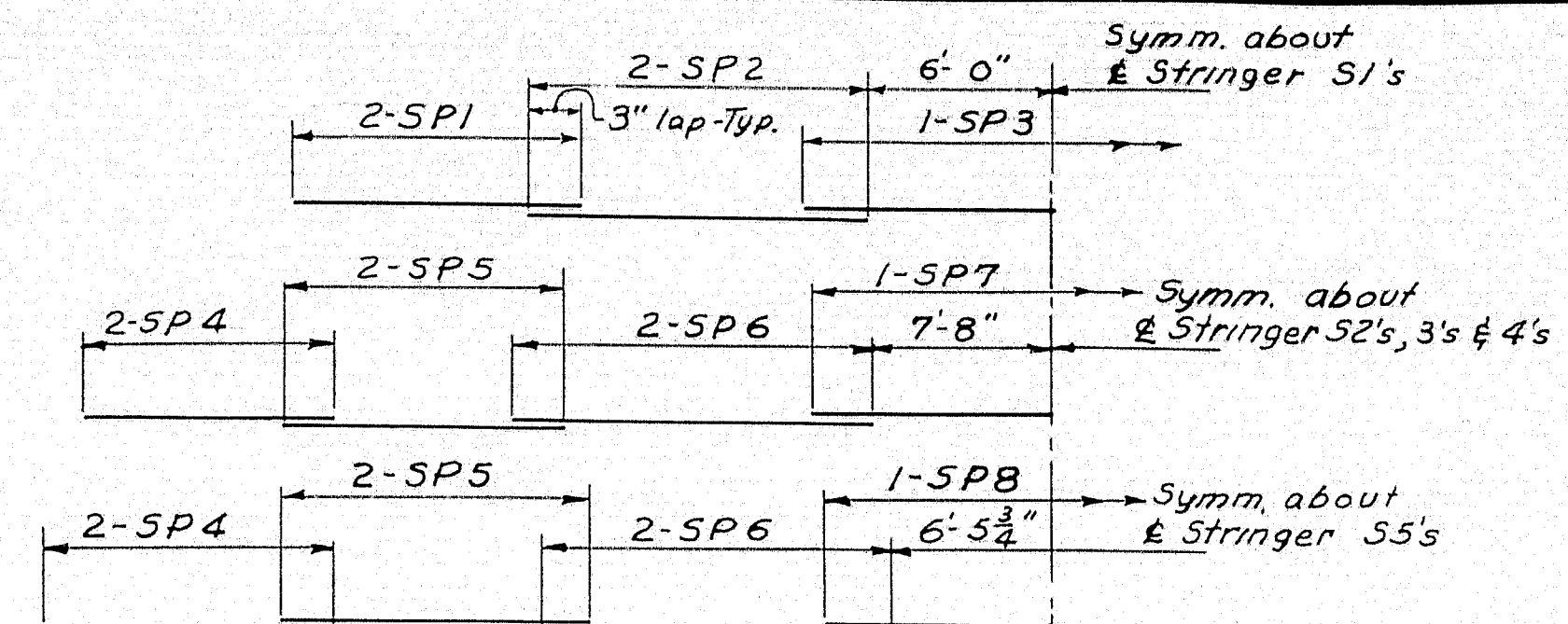


### COVER PLATE DETAIL

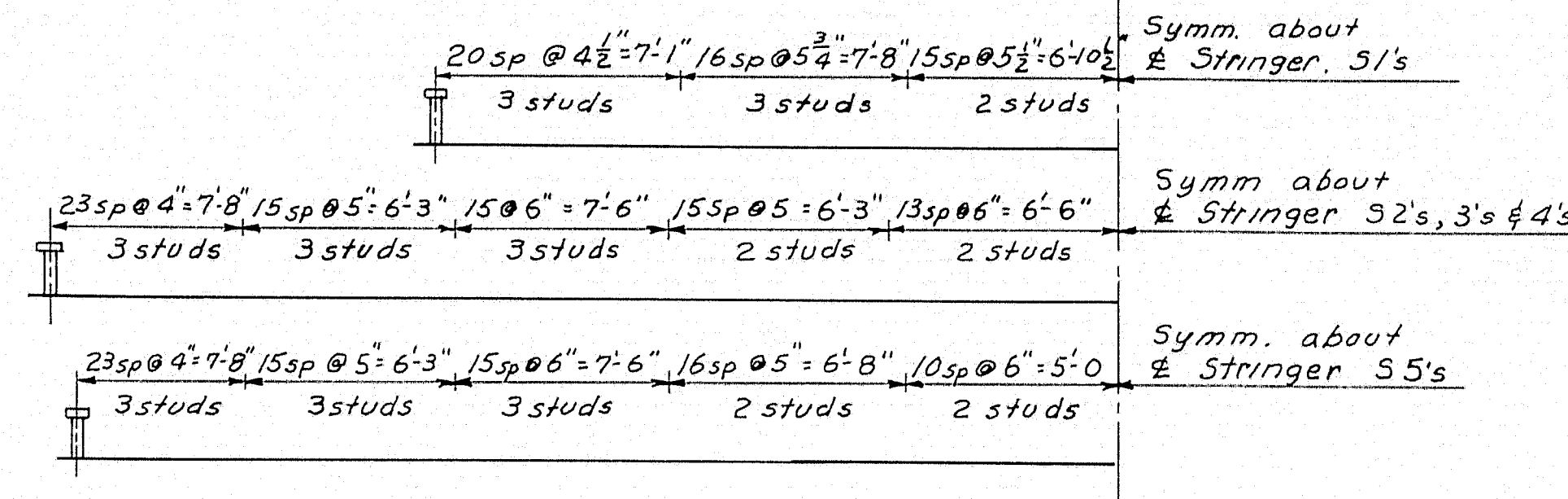


### SECTION A-A

Mark	NO.	Pitch Spaces	Pitch	Length
SP1	20	19	5"	7'-11"
SP2	20	15	6 1/2"	8'-1 1/2"
SP3	5	30	5"	12'-6"
SP4	80	23	4 3/4"	9'-1 1/4"
SP5	80	17	5 3/4"	8'-1 3/4"
SP6	80	16	7 1/2"	10'-0"
SP7	15	38	5"	15'-10"
SP8	5	34	4 3/4"	13'-5 1/2"



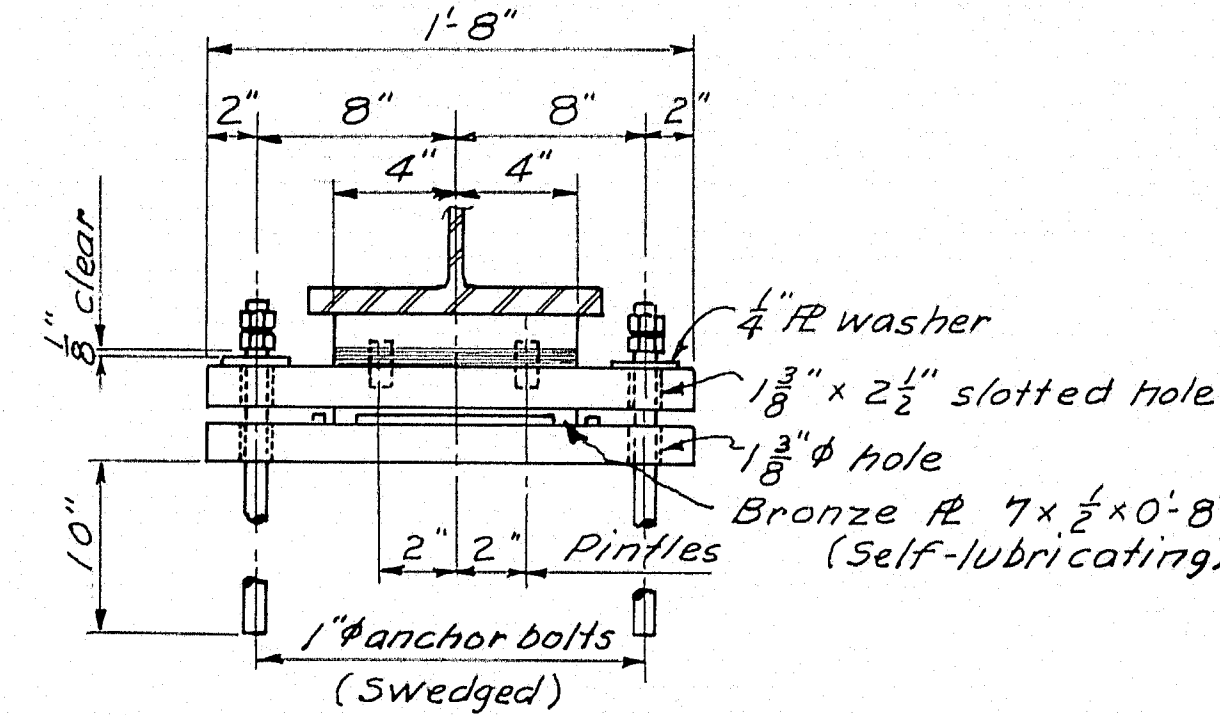
### SPIRAL LAYOUT



### STUD LAYOUT

10,040 Studs Req'd.

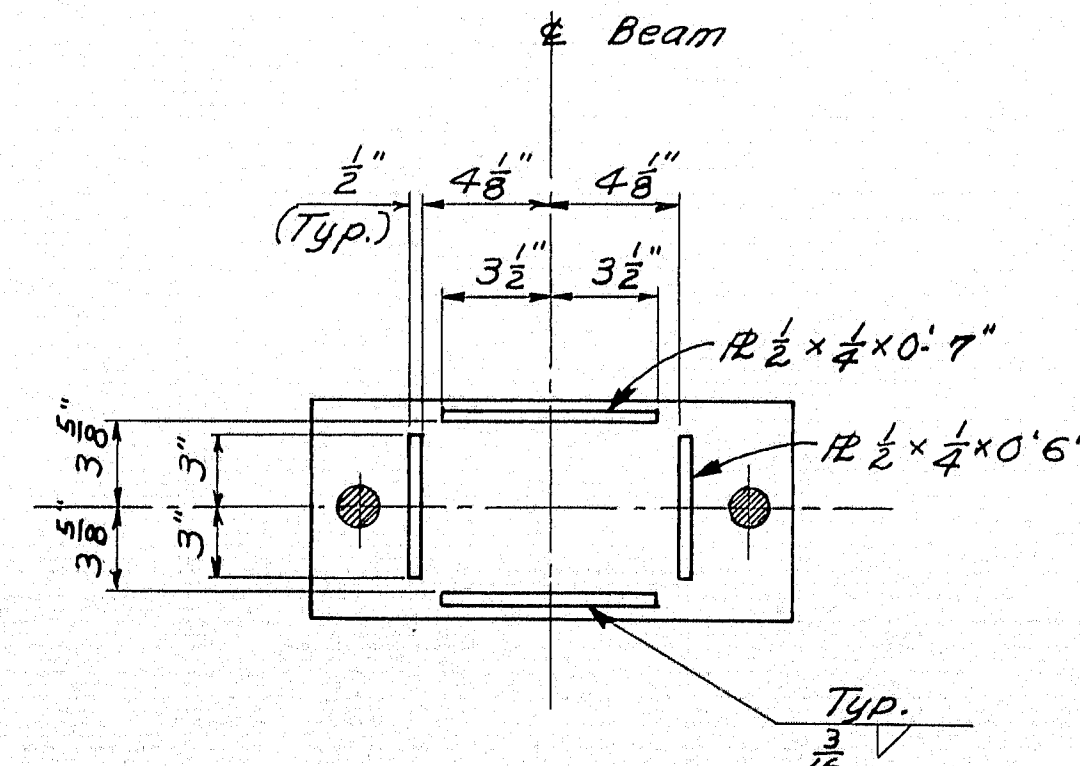
NOTE: Studs are a patented product. If the Contractor elects to use them he shall pay the royalty and payment to the Contractor will be included in the lump sum price paid for "Shear Connectors."



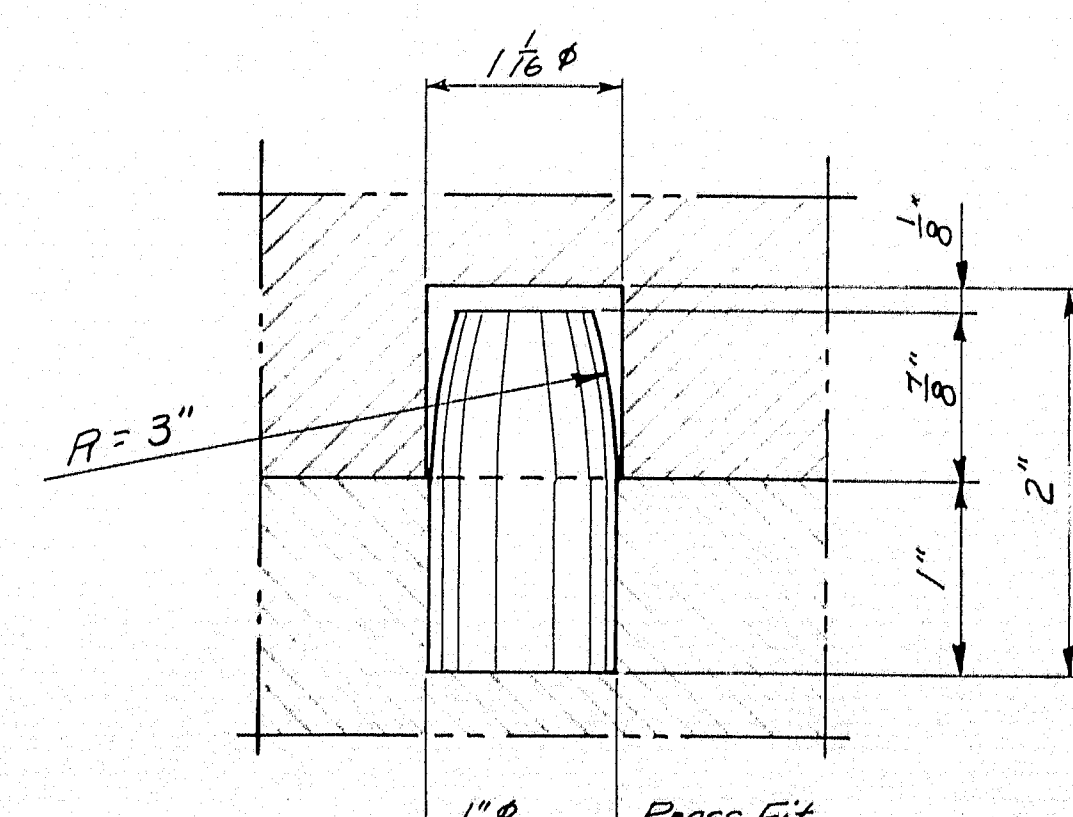
### EXPANSION BEARINGS

25 Req'd.

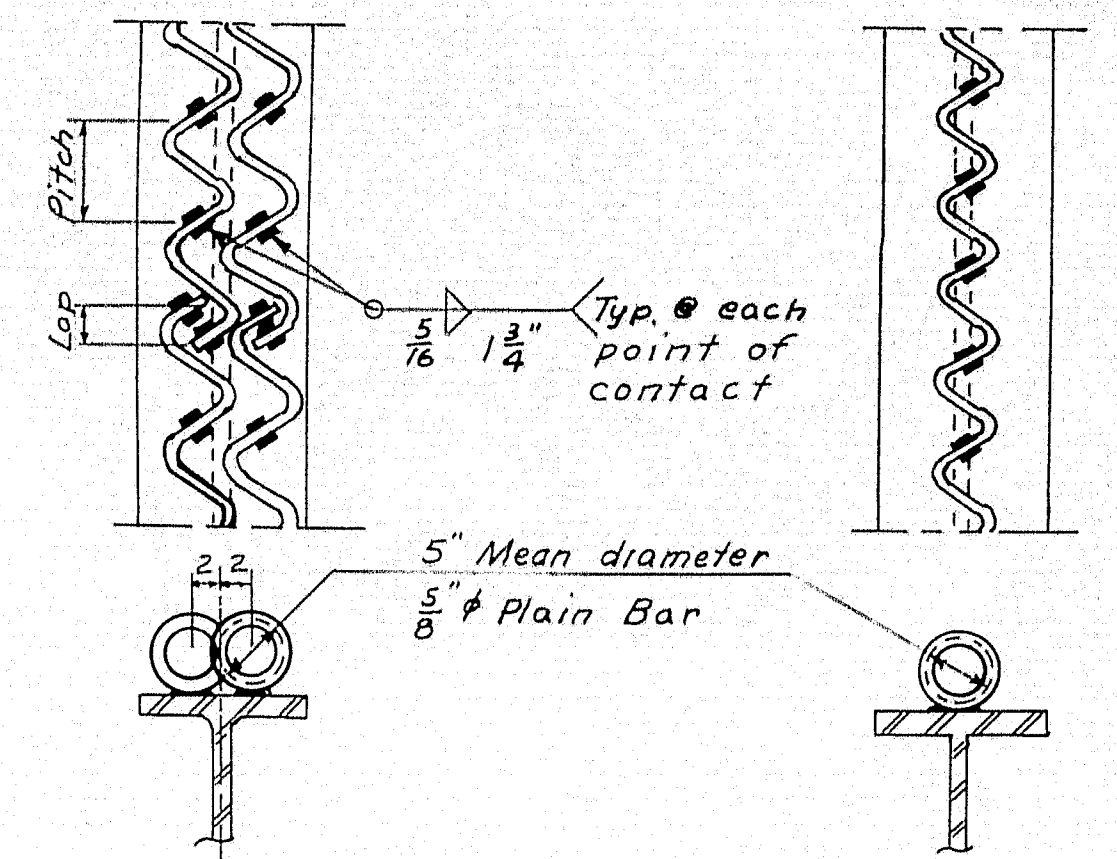
CONTRACTOR TO BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES.



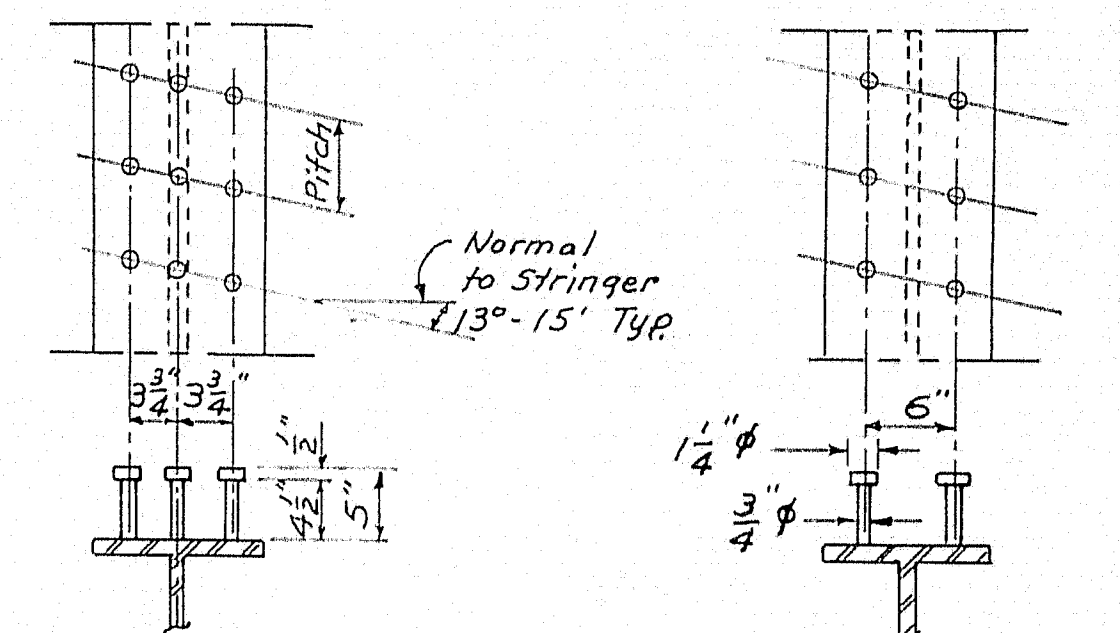
### MASONRY PLATE



### PINTLE DETAIL



### SPIRAL DETAILS



Note: Studs are to be granular or solid flux filled studs. They are to be automatically end welded to stringers in the shop or in the field.

### STUD DETAILS

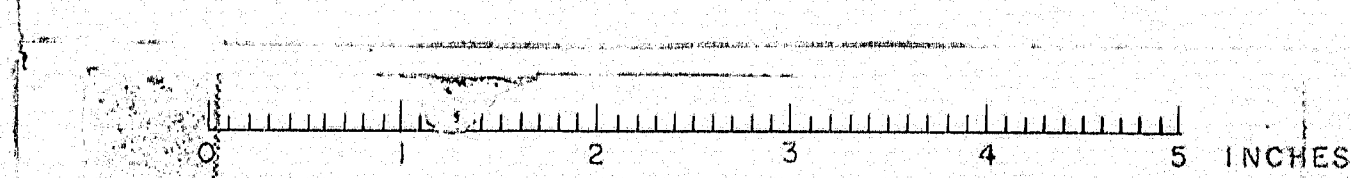
### NOTES

- Specifications:  
A. Design & Detail - A.A.S.H.O. Standard Specifications  
B. Fabrication & Erection - M.S.H.C. Standard Specifications Highways and Bridges. Revision of Jan. 1956 and Supplemental Specifications Feb. 1960.
- Loading H20-516-44
- Material:  
A. Stringers with cover plates and cover plates shall be structural weldable steel conforming to the latest revision of the Specification ASTM Design A373.  
B. All other structural steel shall conform to A.S.T.M. Design A373 or A7 except as otherwise noted.
- The type of shear connectors, spiral or stud to be used shall be the option of the Contractor.
- For Expansion Dam Details see sheet #16

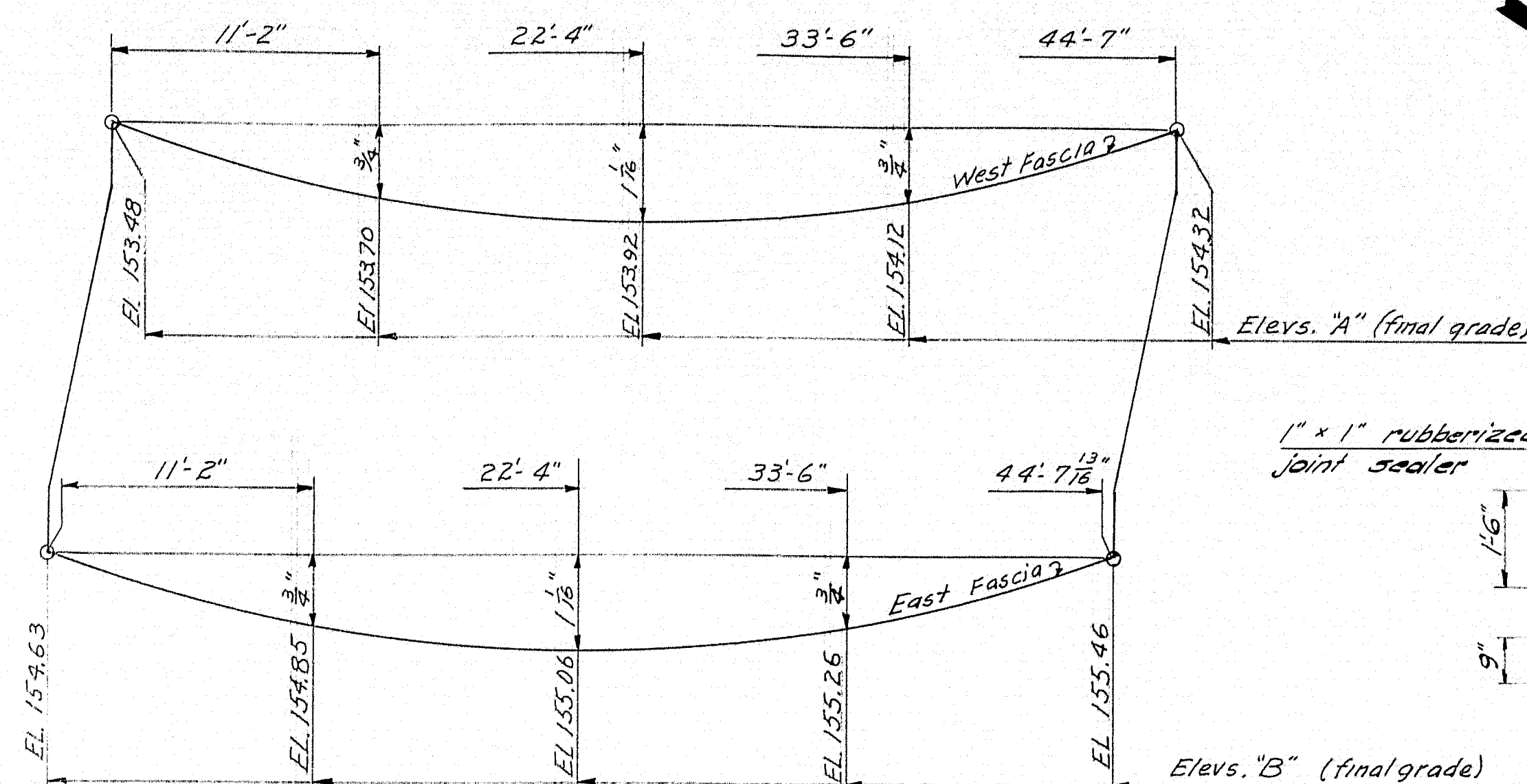
DESIGN-M.C.R. DETAIL-C.D.H. BRIDGE NO. SURVEY- PLOT-  
STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
**COLD BROOK ROAD BRIDGE**  
OVER  
**INTERSTATE 95**  
IN THE TOWN OF  
**HAMPDEN**  
**PENOBSCOT COUNTY**  
STRUCTURAL STEEL DETAILS

SHEET 9 OF 18 AUGUSTA, MAINE SEPT. 1961

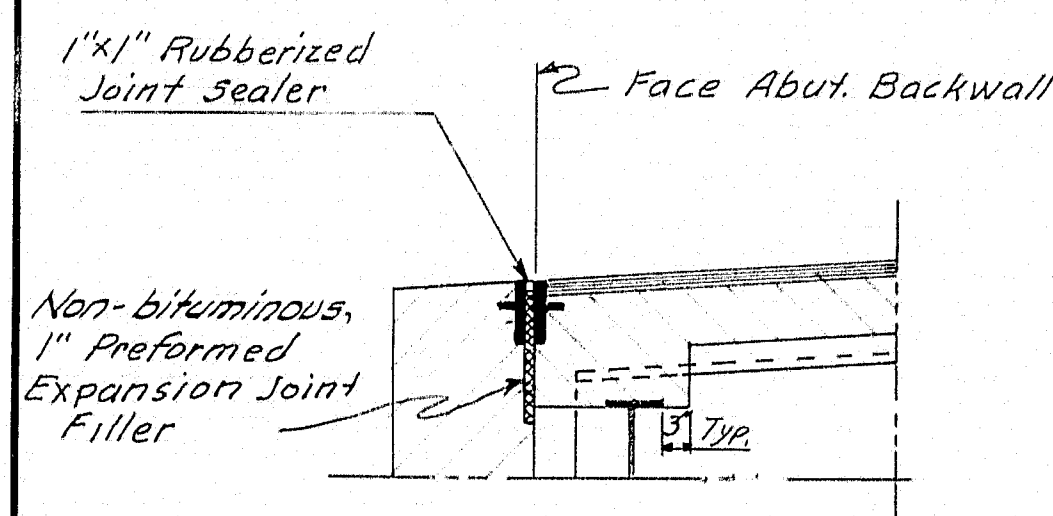
M-1821



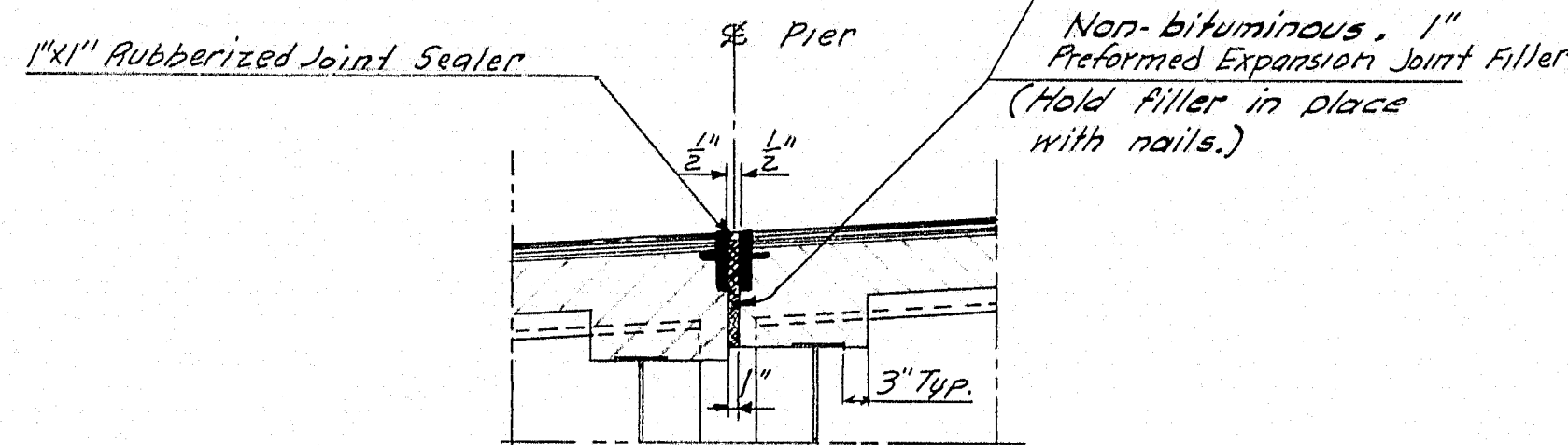




**FASCIA LAYOUT & GRADES**  
See Typical Section for Elevation Locations

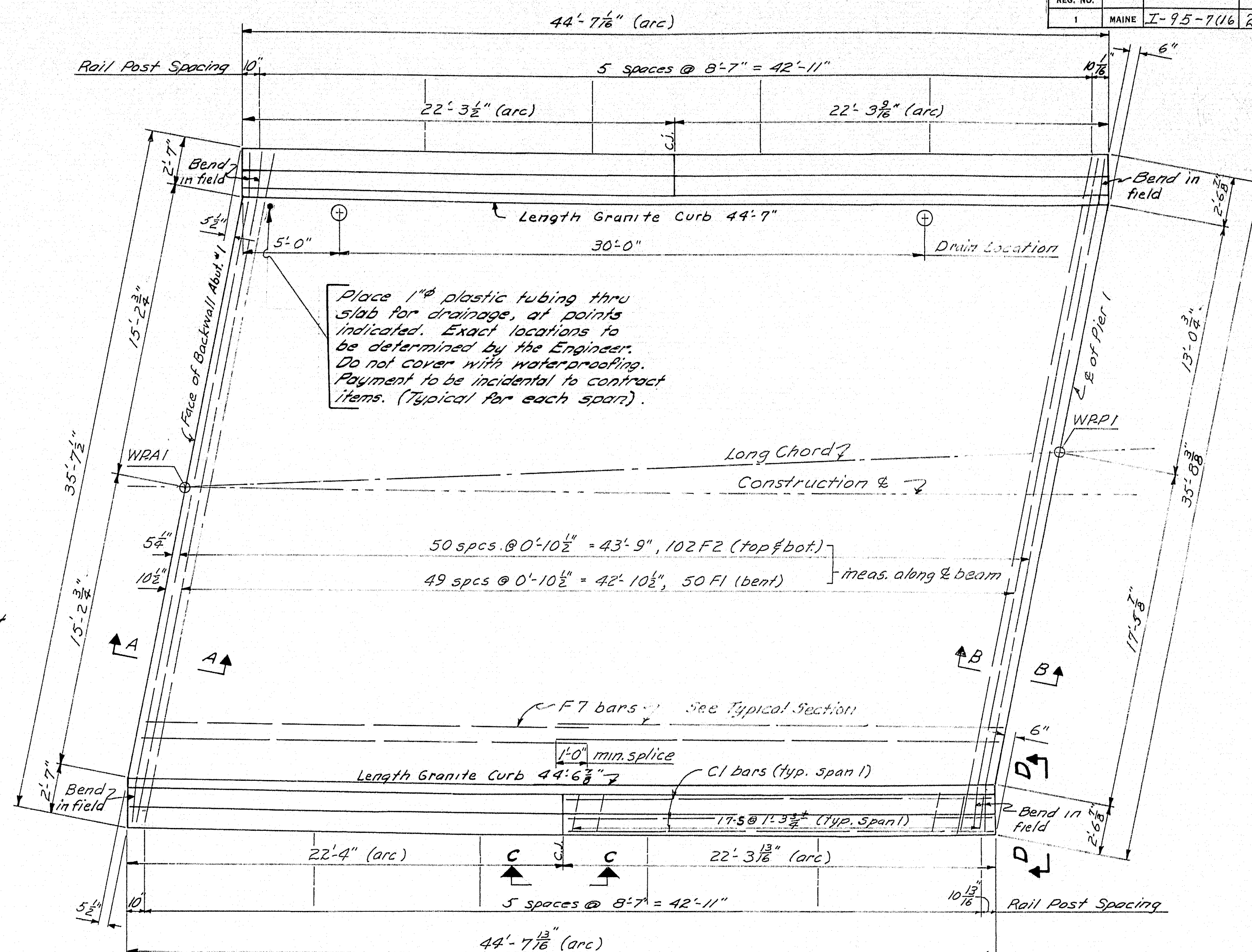


**SECTION A-A**

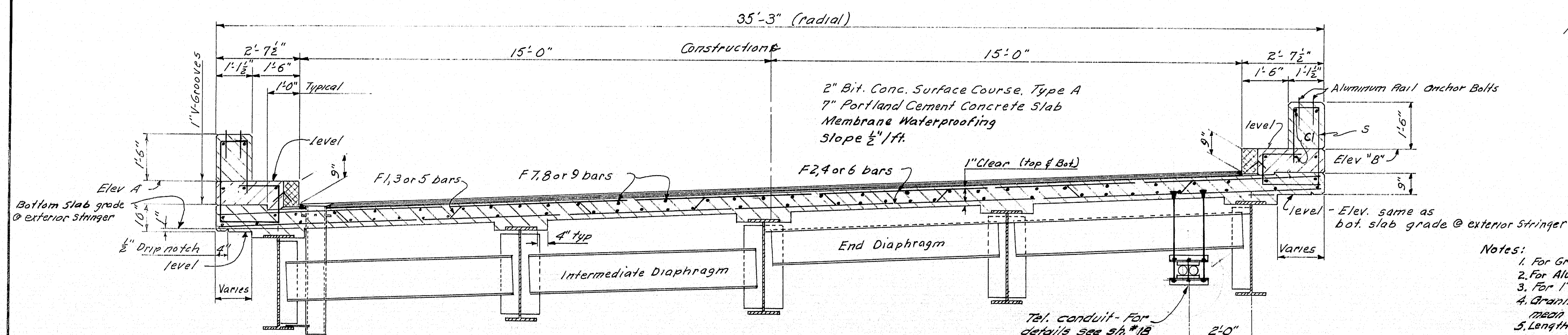


**SECTION B-B**

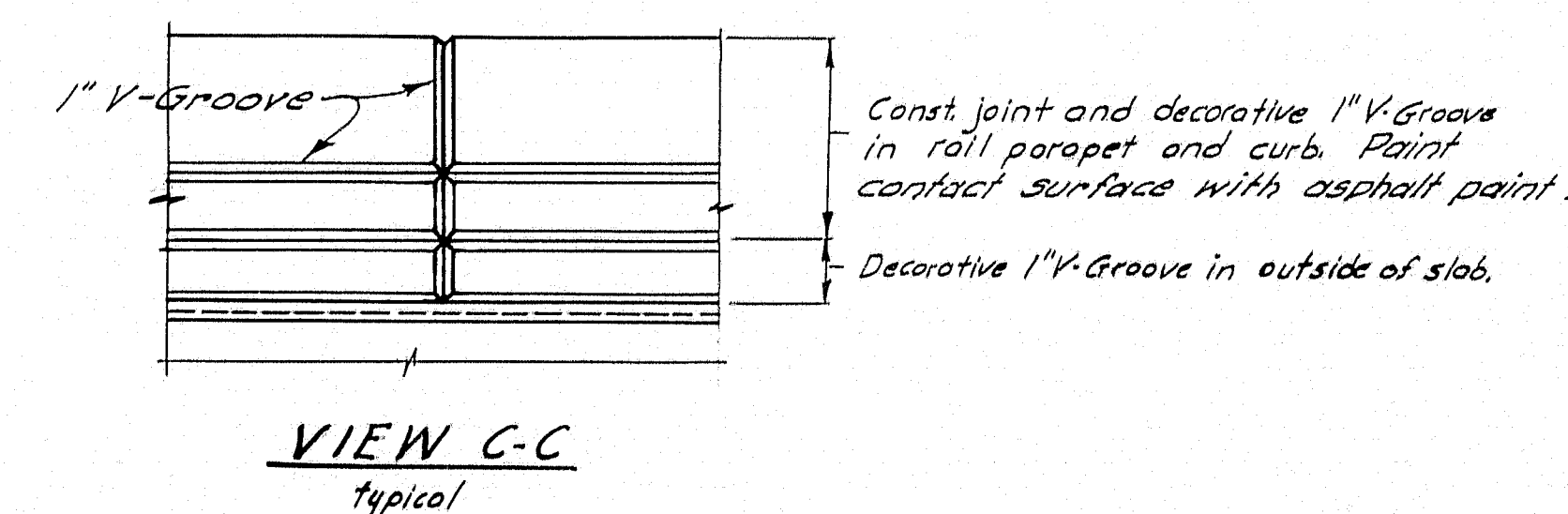
**VIEW D-D**  
Typical at each pier joint



**PLAN - SPAN 1**



**TYPICAL SECTION**  
Aluminum Rail not shown.



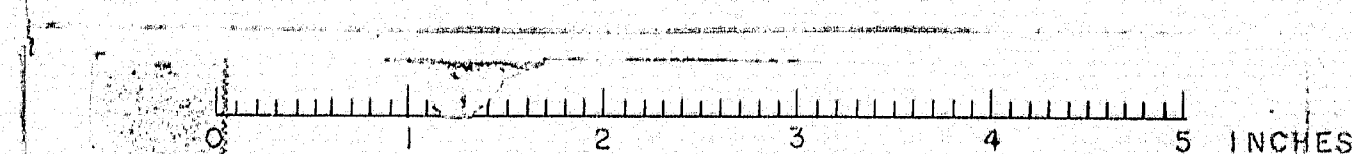
**VIEW C-C**  
Typical

- Notes:
1. For Granite Curb Detail see Sheet #16
  2. For Aluminum Rail Detail see Sheet #16
  3. For 1" V-Groove Detail see sheet #5
  4. Granite Curb, on these plans shall mean "Granite Bridge Curb."
  5. Length of Granite Curb given on "Plan" is actual length required from out to out of end pieces for each span.
  6. Curb steel shall be in position before slab concrete is placed.
  7. Concrete for curbs shall not be placed until slab concrete has been in place seven (7) days min. During this 7-day period forms may be constructed, but hand equipment only will be allowed on the slab.

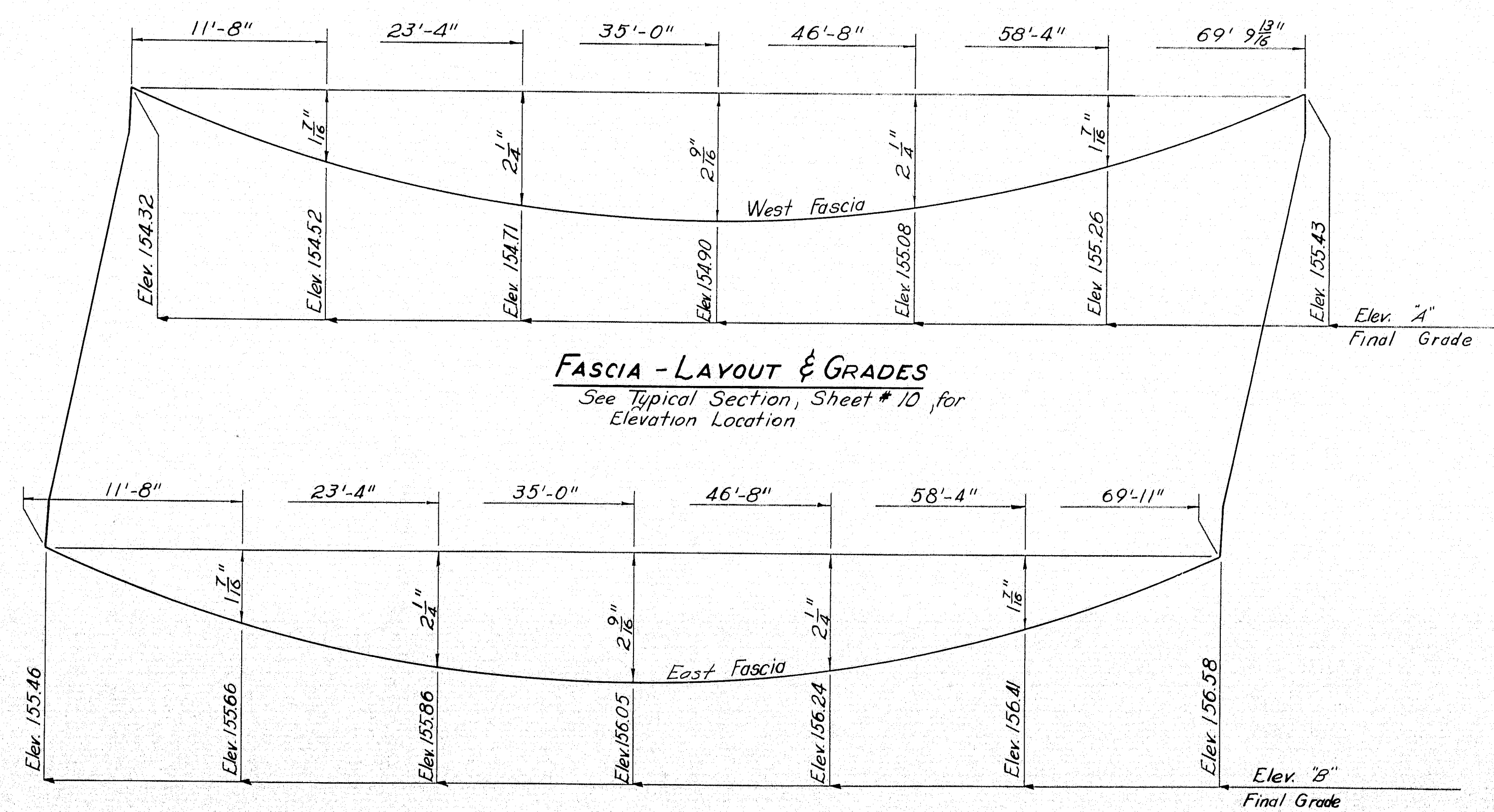
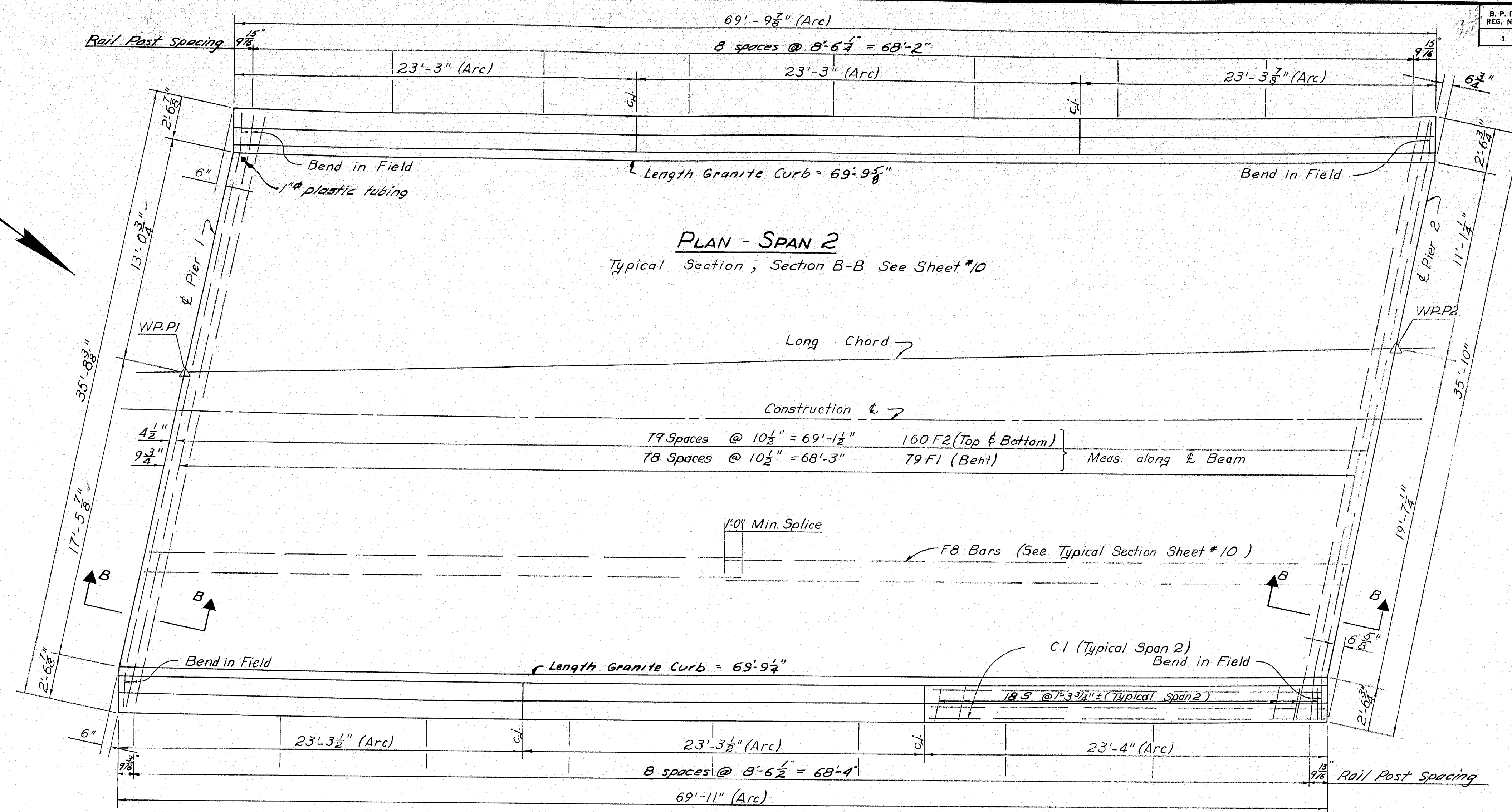
DESIGN-M.C.R. DETAIL-R.O.G. TRACE-G.E.A. CHECK-B.A.S.	BRIDGE NO. SURVEY- PLOT-
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
<b>COLD BROOK ROAD BRIDGE</b>	
OVER	
<b>INTERSTATE 95</b>	
IN THE TOWN OF	
<b>HAMPDEN</b>	
<b>PENOBSCOT COUNTY</b>	
SPAN 1	

SHEET 10 OF 18 AUGUSTA, MAINE SEPT. 1961

M-1822





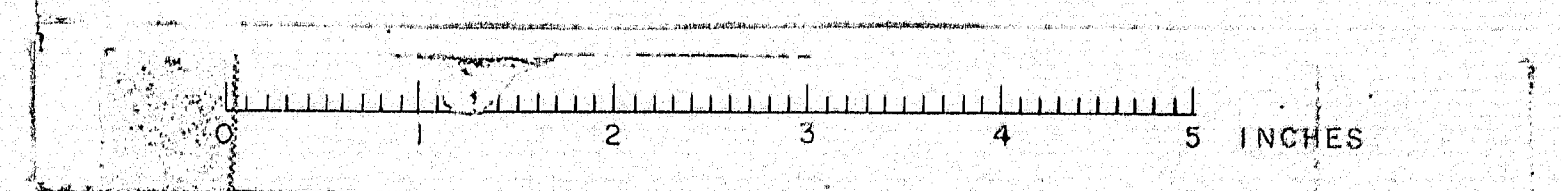


DESIGN - M.C.R. D.R. - R.O.G. BRIDGE NO. \_\_\_\_\_  
 PLACE - E.B.B. SURVEY - \_\_\_\_\_  
 CHECK - R.A.S. PLOT - \_\_\_\_\_

STATE HIGHWAY COMMISSION  
 BRIDGE DIVISION  
**COLD BROOK ROAD BRIDGE**  
 OVER  
**INTERSTATE 95**  
 IN THE TOWN OF  
**HAMPDEN**  
**PENOBSCOT COUNTY**  
 SPAN 2

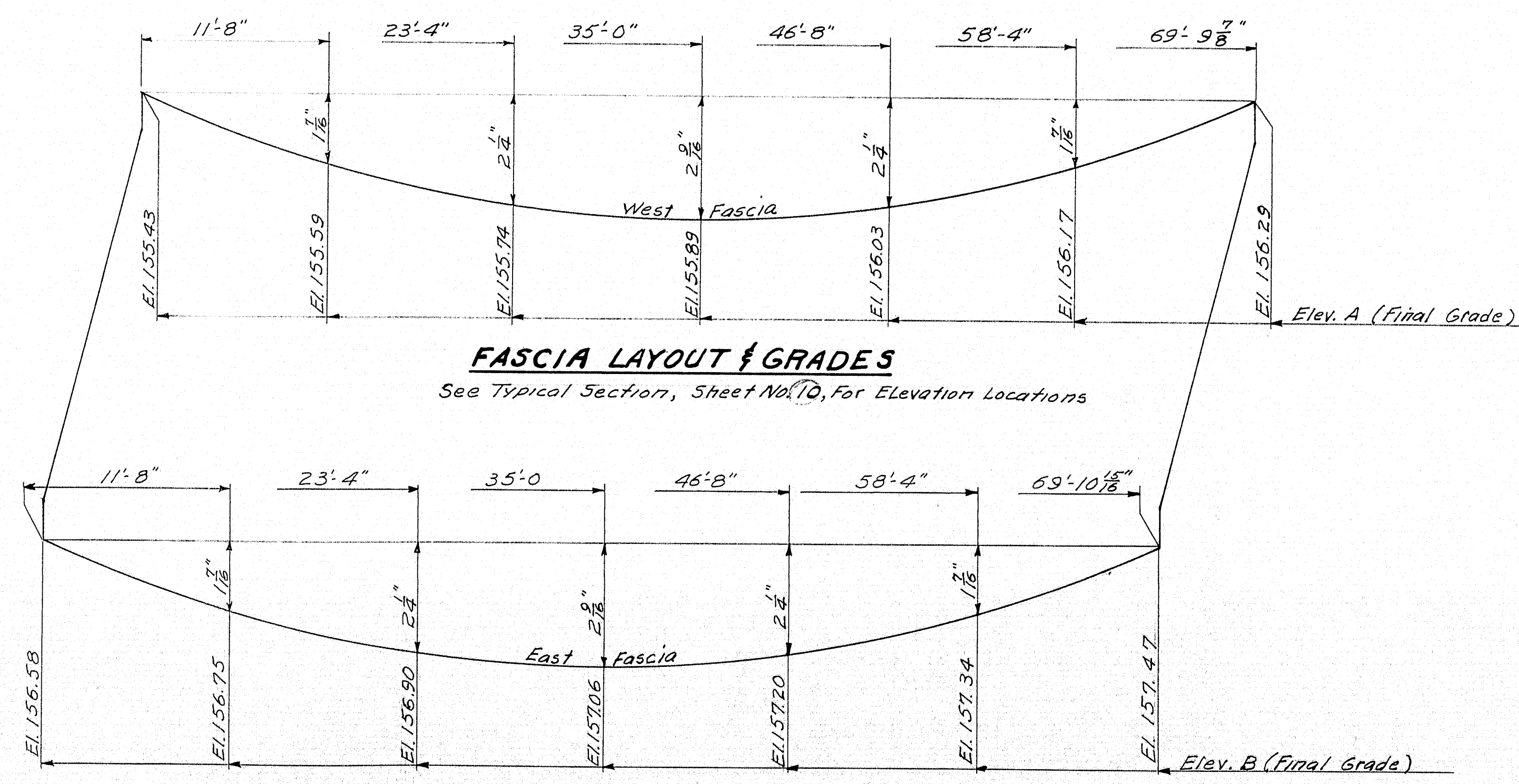
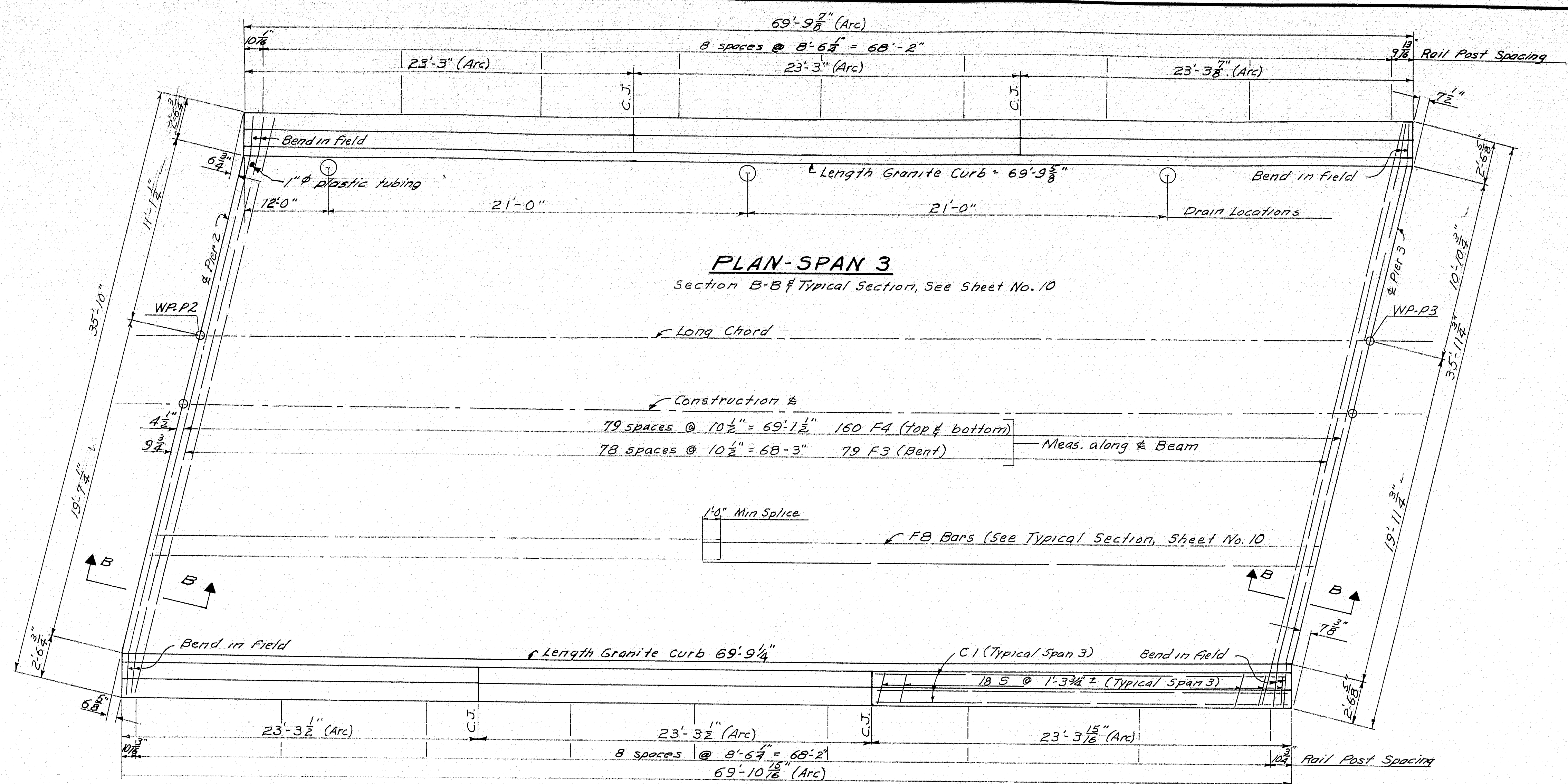
SHEET 11 OF 18 AUGUSTA, MAINE SEPT. 1961

M-1823





B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-70624	142	



DESIGN - M.C.R. DETAIL - R.O.G.  
TRACE - G.E.A.  
CHECK - R.A.S.

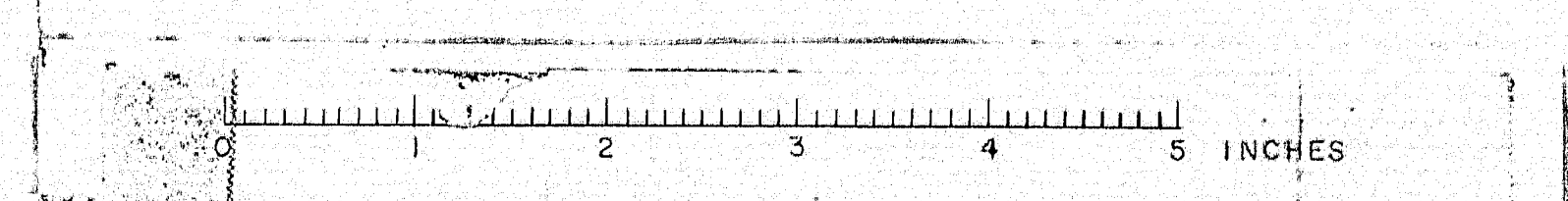
BRIDGE NO.  
SURVEY  
PLOT

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

**COLD BROOK ROAD BRIDGE**  
OVER  
**INTERSTATE 95**  
IN THE TOWN OF  
**HAMPDEN**  
**PENOBSCOT COUNTY**  
SPAN 3

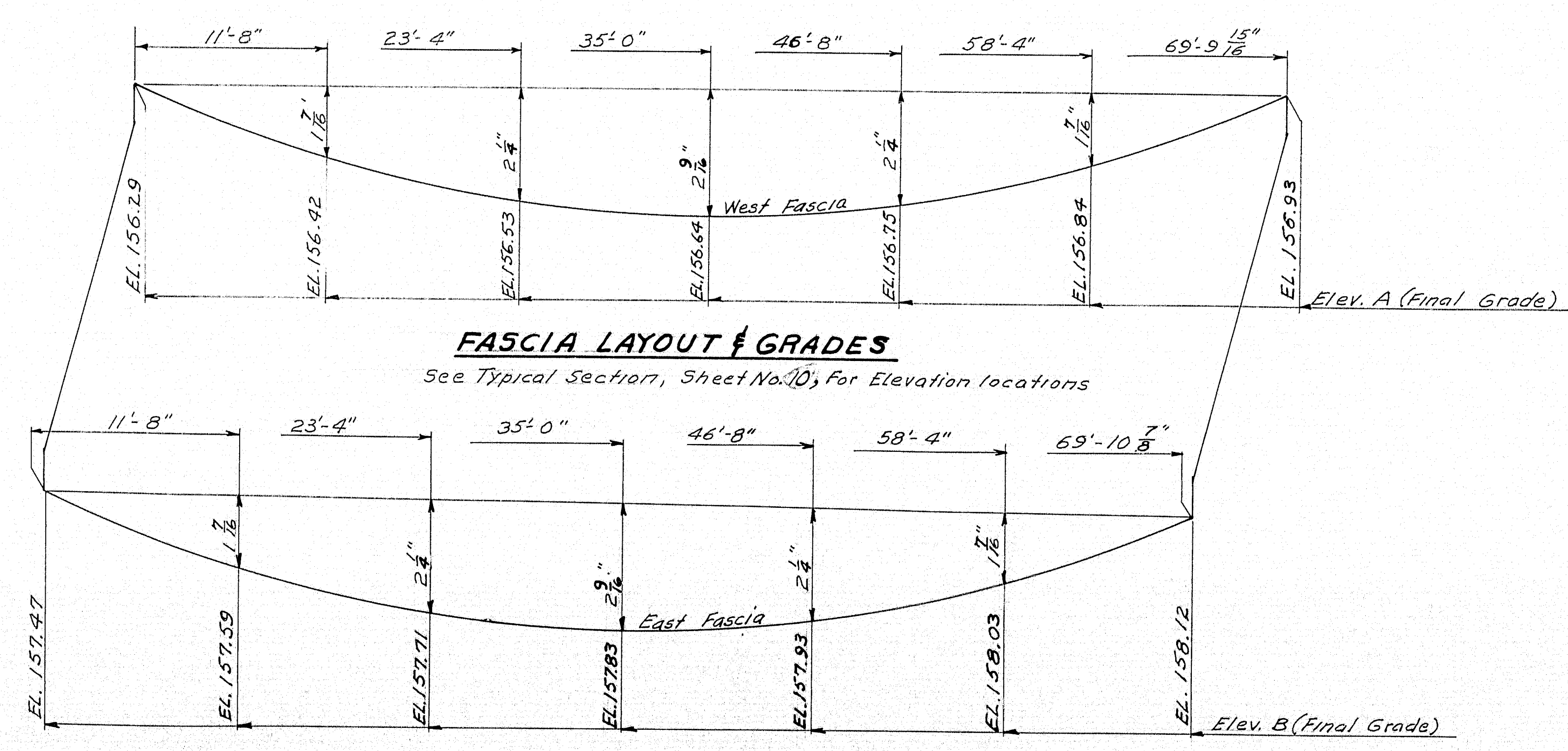
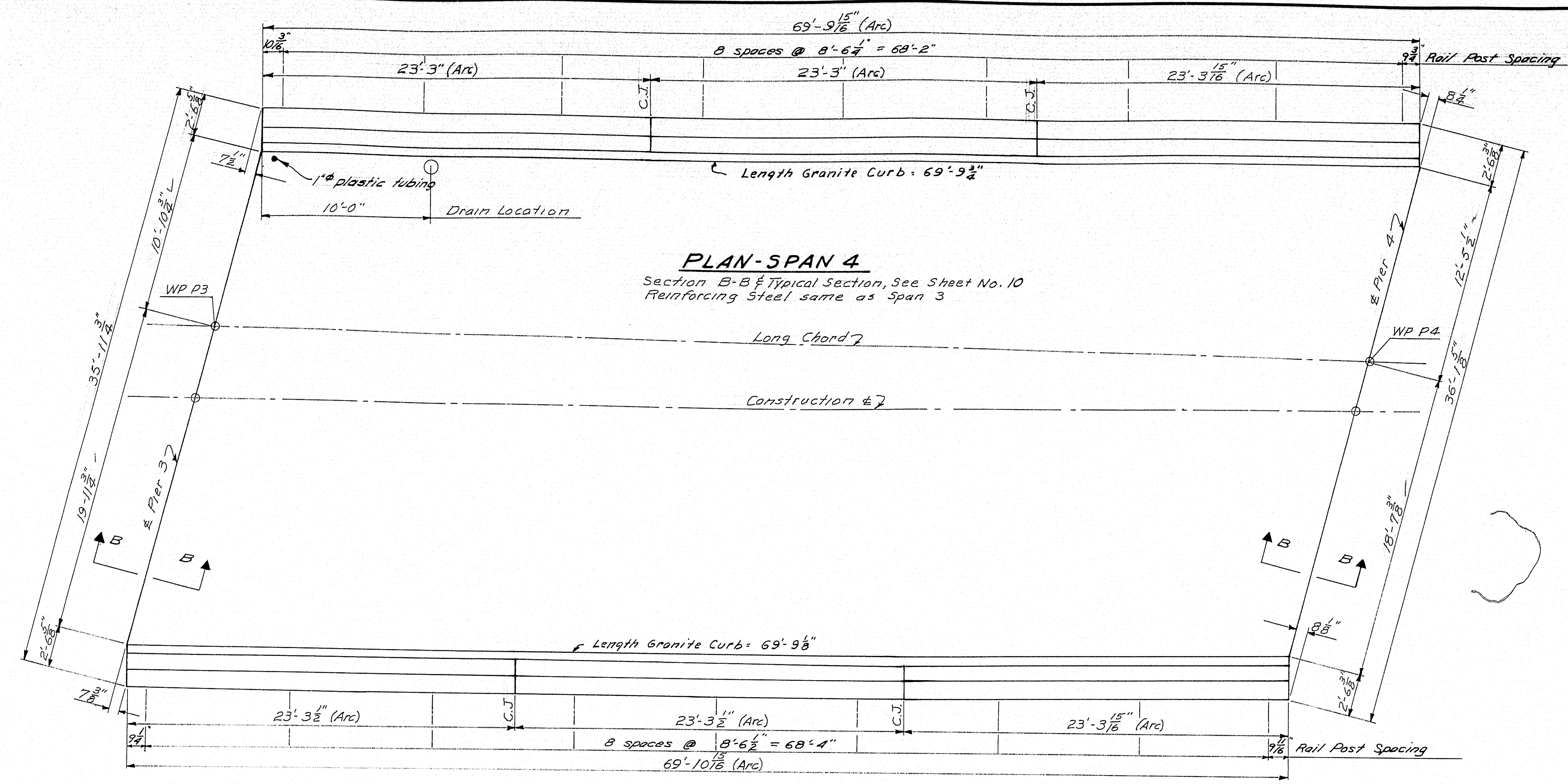
SHEET 12 OF 18 AUGUSTA, MAINE SEPT. 1961

M-1824



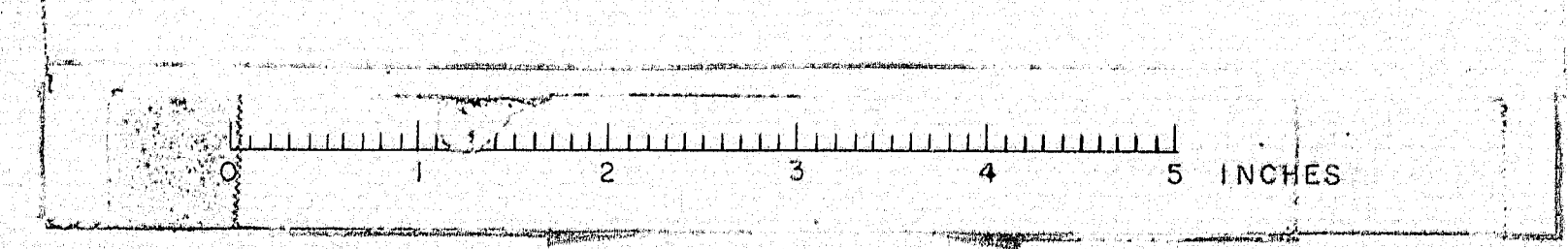


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7116	25	142



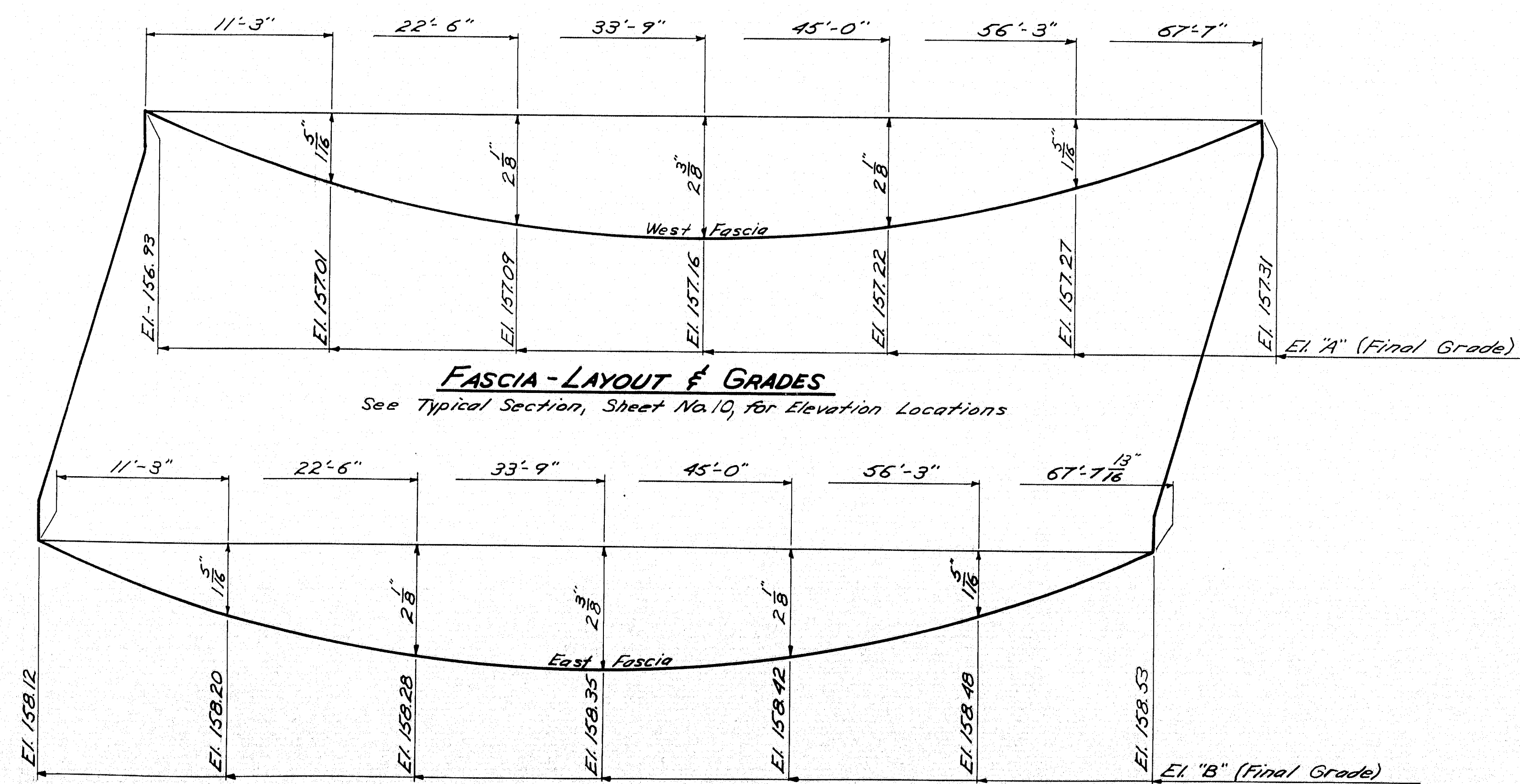
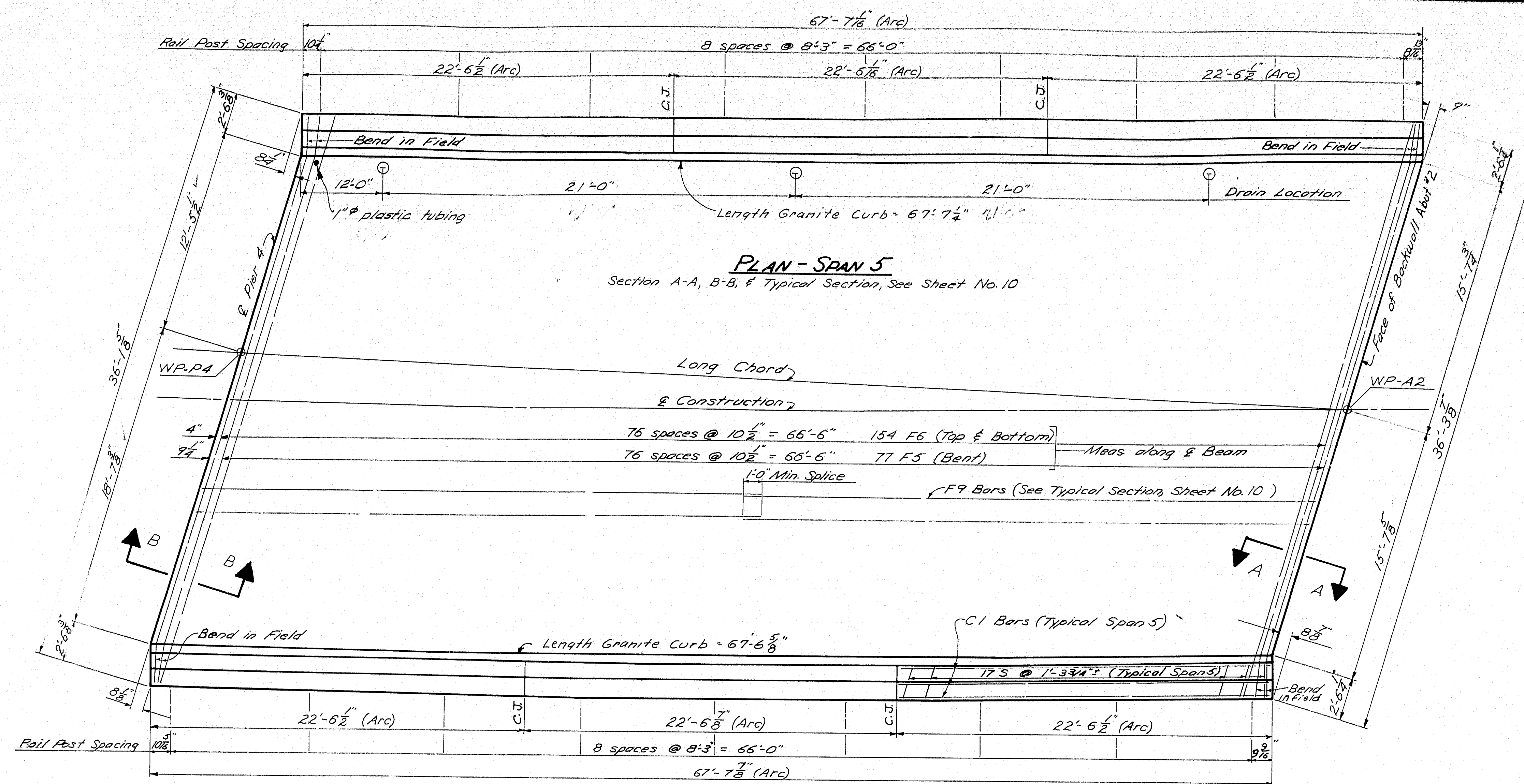
DESIGN-M.C.R. DETAIL-R.O.G.	BRIDGE NO.
TRACE-G.E.A.	SURVEY-
CHECK-E.A.S.	PLOT-
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
COLD BROOK ROAD BRIDGE OVER	
INTERSTATE 95	
IN THE TOWN OF HAMPDEN	
PENOBSCOT COUNTY	
SPAN 4	
SHEET 13 OF 13	AUGUSTA, MAINE SEPT. 1961

M-1825





B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(16)	26	142



DESIGN - M.C.R.  
TRACE - R.O.G.  
CHECK - R.A.S.

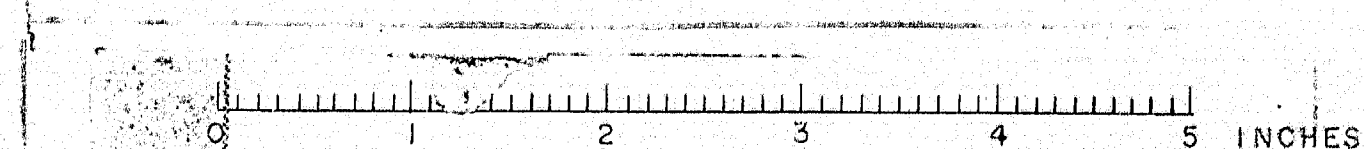
DET - R.O.G.

BRIDGE NO.  
SURVEY -  
PLOT -

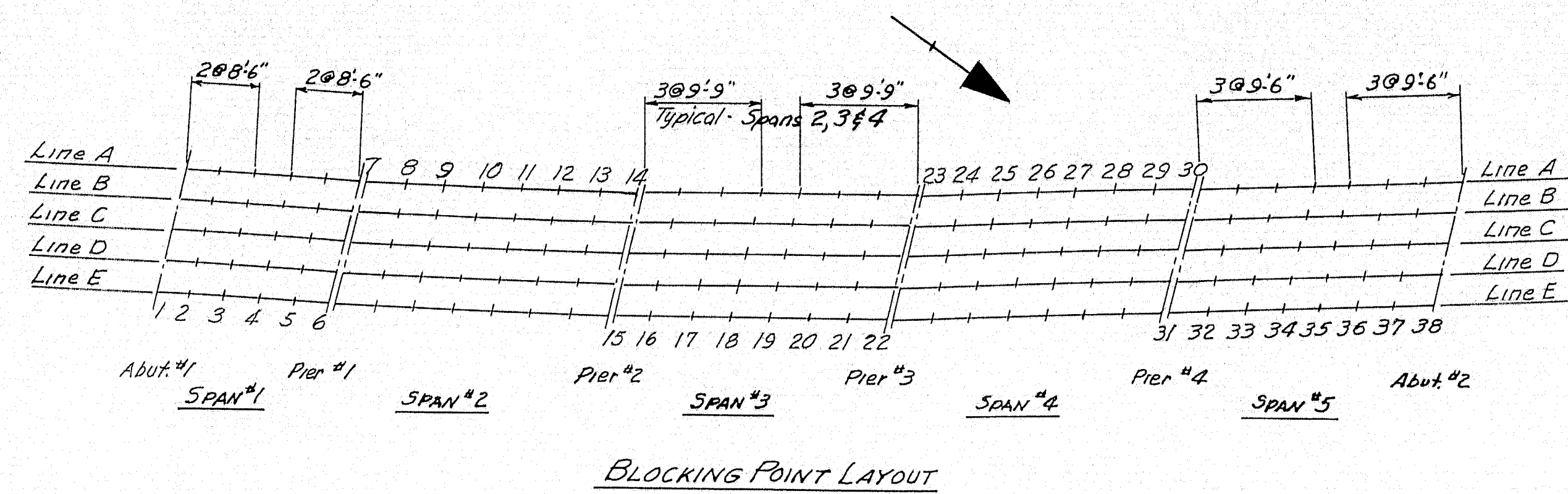
STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
**COLD BROOK ROAD BRIDGE**  
OVER  
**INTERSTATE 95**  
IN THE TOWN OF  
**HAMPDEN**  
**PENOBSCOT COUNTY**  
SPAN 5

SHEET 14 OF 18 AUGUSTA, MAINE SEPT. 1961

M-1826

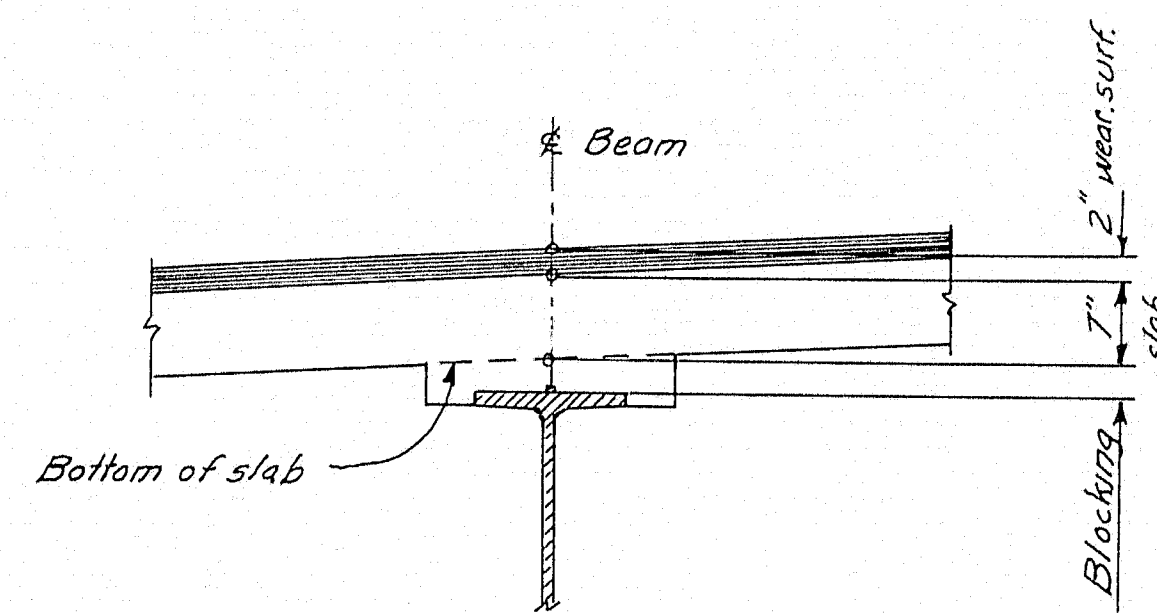






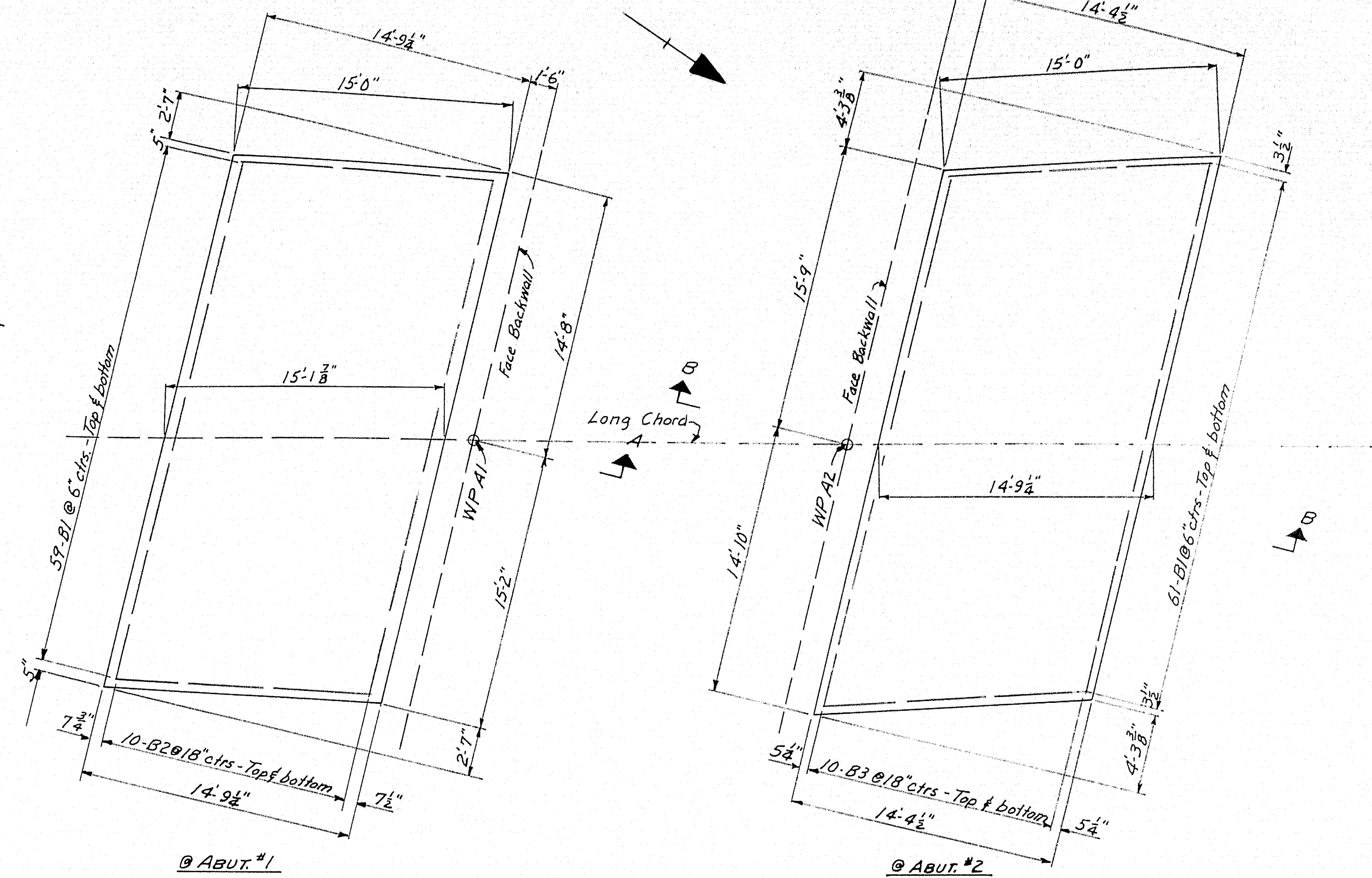
Bottom of Slab Elevations		Stringer Line					Max DL Defl. †
Span	Point	A	B	C	D	E	
1	1	151.98	152.28	152.58	152.87	153.16	15"
	2	152.16	152.46	152.76	153.06	153.35	
	3	152.33	152.63	152.93	153.22	153.52	
	4	152.50	152.80	153.09	153.39	153.68	
	5	152.64	152.94	153.24	153.53	153.83	
6	6	152.78	153.08	153.38	153.67	153.97	15"
2	7	152.81	153.11	153.40	153.69	153.99	
	8	153.02	153.32	153.61	153.91	154.21	
	9	153.22	153.51	153.80	154.10	154.40	
	10	153.39	153.68	153.98	154.28	154.58	
3	11	153.54	153.84	154.13	154.44	154.74	15"
	12	153.68	153.97	154.27	154.57	154.87	
	13	153.80	154.09	154.39	154.67	154.99	
	14	153.89	154.19	154.49	154.79	155.09	
	15	153.92	154.21	154.52	154.81	155.11	
4	16	154.10	154.40	154.69	154.99	155.29	15"
	17	154.26	154.55	154.86	155.16	155.46	
	18	154.40	154.70	155.00	155.30	155.60	
	19	154.52	154.82	155.12	155.42	155.72	
	20	154.63	154.92	155.22	155.53	155.83	
5	21	154.70	155.00	155.31	155.61	155.91	15"
	22	154.77	155.07	155.37	155.68	155.98	
	23	154.78	155.09	155.39	155.69	155.99	
	24	154.93	155.23	155.54	155.84	156.14	
	25	155.06	155.36	155.66	155.97	156.27	
6	26	155.16	155.47	155.77	156.08	156.38	15"
	27	155.25	155.55	155.86	156.16	156.47	
	28	155.32	155.63	155.93	156.24	156.54	
	29	155.37	155.68	155.98	156.29	156.59	
	30	155.40	155.71	156.02	156.32	156.63	
7	31	155.42	155.72	156.03	156.34	156.65	15"
	32	155.52	155.83	156.14	156.45	156.76	
	33	155.60	155.92	156.23	156.53	156.84	
	34	155.68	155.99	156.30	156.61	156.92	
	35	155.73	156.04	156.35	156.66	156.97	
8	36	155.77	156.08	156.39	156.70	157.01	15"
	37	155.79	156.11	156.42	156.73	157.04	
	38	155.80	156.11	156.42	156.73	157.05	

†Exclusive of that caused by structural steel

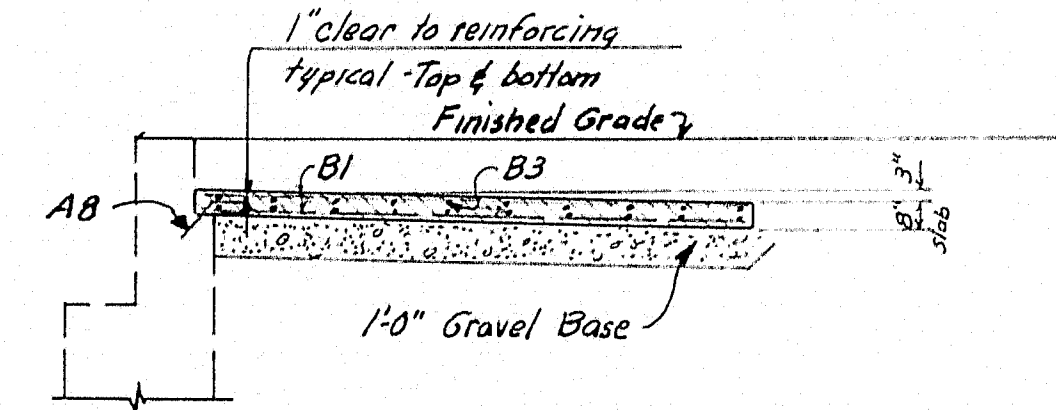
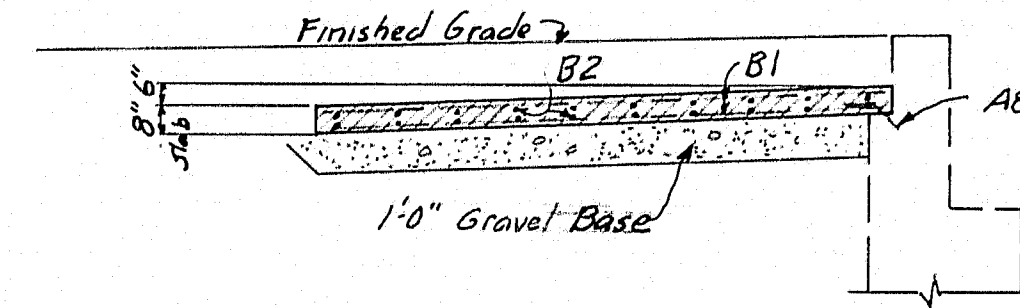


Blocking Detail  
Nominal blocking @ 2' Brgs = 2 1/2"

NOTE: In order that the roadway slab may conform to the profile and cross sections shown on these plans, the accompanying table of elevations is given. Elevations for the bottom of the slab which are computed to compensate for dead load deflections must be established before slab forms are started.



NOTE: Payment for concrete in approach slabs to be made under Item 701-40, Portland Cement Concrete Roadway and Sidewalk Slabs on Steel Bridges.



DESIGN - M. C. R. DETAIL - M. C. R.  
TRACE - G. E. A.  
CHECK - R. A. S.

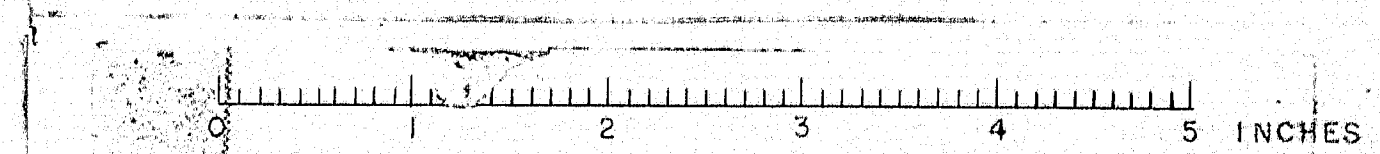
BRIDGE NO. SURVEY - PLOT -

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

**COLD BROOK ROAD BRIDGE**  
OVER  
**INTERSTATE 95**  
IN THE TOWN OF  
**HAMPDEN**  
**PENOBSCOT COUNTY**  
BLOCKING & APPROACH SLAB DETAILS

SHEET 15 OF 18 AUGUSTA, MAINE SEPT. 1961

M-1827





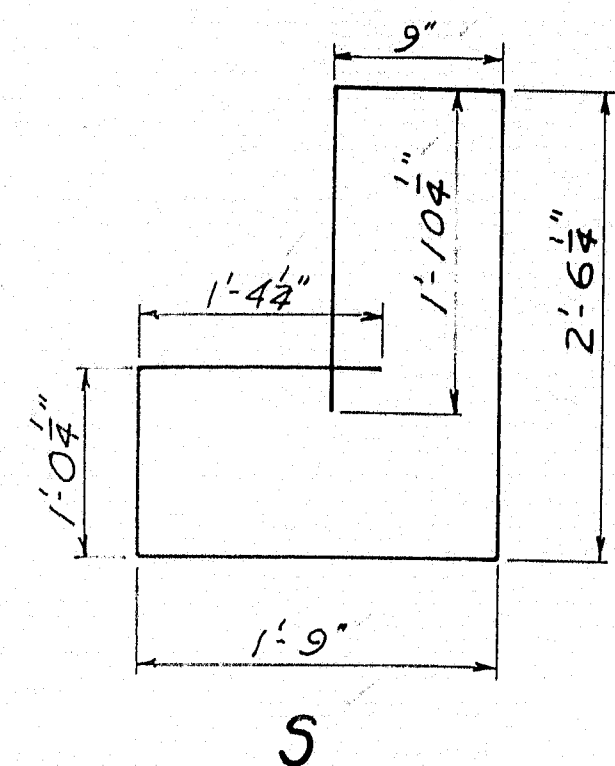
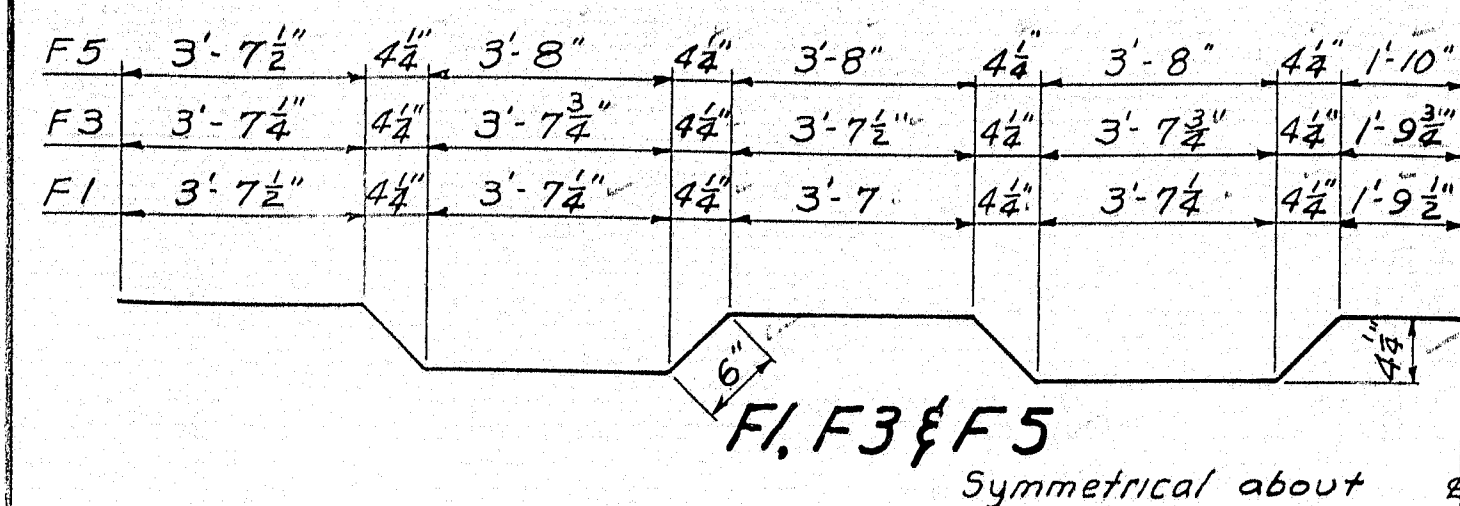




# REINFORCING STEEL SCHEDULE

## SUPERSTRUCTURE

Detail: F.O.G.  
Check: M.C.R. ✓



Dimensions are to 1/8 of bars.

## BENT BARS

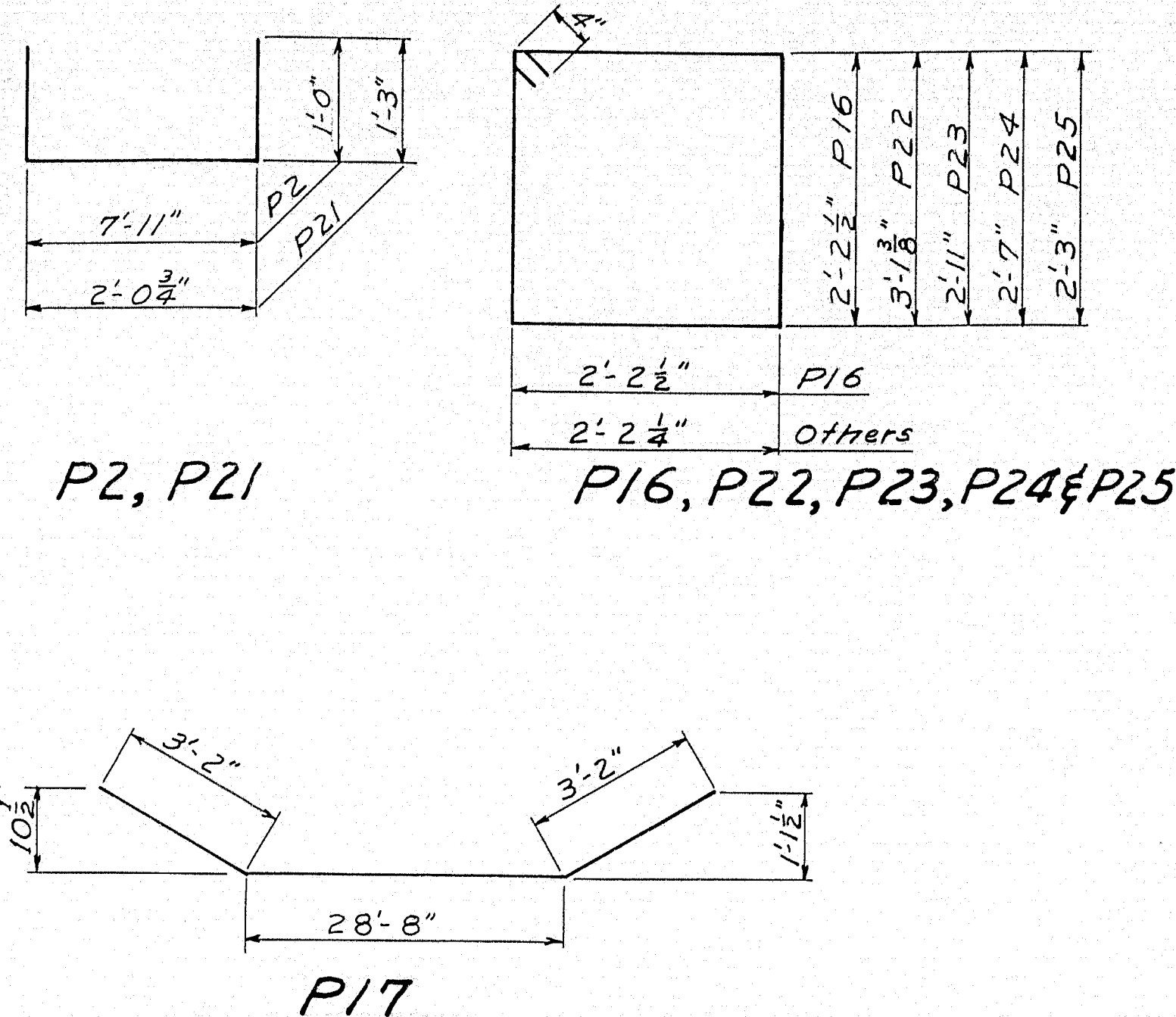
Mark	Size	Number	Length	Location
F1	#5	129	36'5"	Slab, Spans 1 & 2
F3	#5	158	36'8"	Slab, Spans 3 & 4
F5	#5	77	36'11"	Slab, Span 5
S	#4	494	9'3"	Curb, All Spans

## STRAIGHT BARS

Mark	Size	Number	Length	Location
F2	#5	262	35'3"	Slab, Spans 1 & 2
F4	#5	320	35'6"	Slab, Spans 3 & 4
F6	#5	154	35'9"	Slab, Span 5
F7	#4	126	22'8"	Slab, Span 1
F8	#4	378	35'4"	Slab, Spans 2, 3 & 4
F9	#4	126	34'2"	Slab, Span 5
C1	#4	140	22'0"	Curb, All Spans

## PIERS

Design: C.D.H.  
Check: T.H.K. ✓



Dimensions are to 1/8 of bars.

## BENT BARS

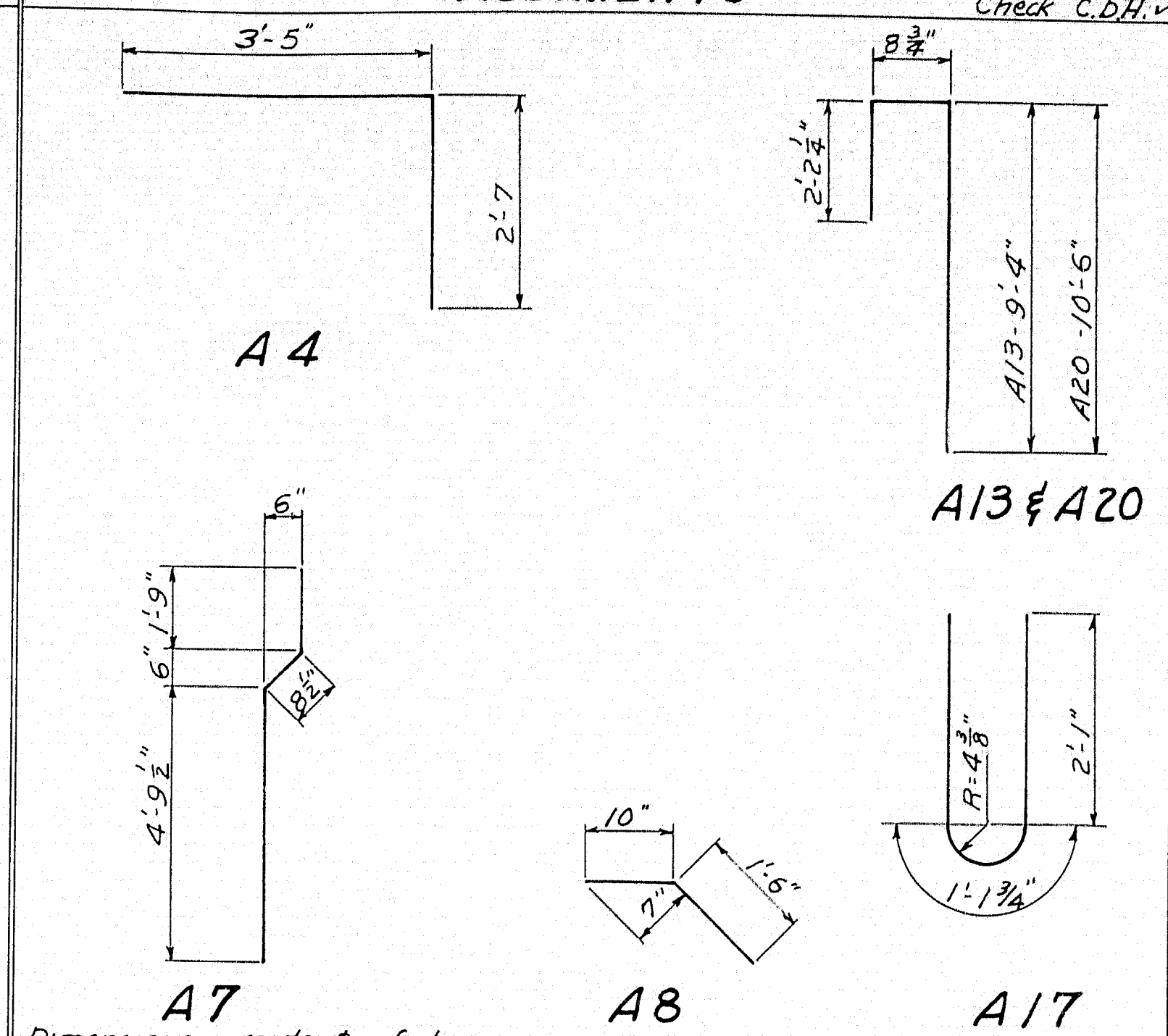
Mark	Size	Number	Length	Location
P2	#9	192	9'11"	Footings
P16	#4	248	9'6"	Column Ties
P17	#10	20	35'0"	Bottom of Caps
P21	#6	8	4'7"	End of Caps
P22	#5	232	11'3"	Cap Stirrups
P23	#5	16	10'11"	do
P24	#5	16	10'3"	do
P25	#5	16	9'7"	do

## STRAIGHT BARS

Mark	Size	Number	Length	Location
P3	#9	144	6'6"	Footings Dowels
P4	#12	12	23'4"	Pier #1 Column E
P5	#12	12	22'10"	do C
P6	#12	12	22'3"	do A
P7	#12	12	24'6"	Pier #2 E
P8	#12	12	23'11"	do C
P9	#12	12	23'4"	do A
P10	#12	12	24'10"	Pier #3 E
P11	#12	12	24'4"	do C
P12	#12	12	23'9"	do A
P13	#12	12	25'6"	Pier #4 E
P14	#12	12	25'0"	do C
P15	#9	12	24'5"	do Column A
P18	#6	16	34'8"	Caps
P19	#10	20	34'8"	Caps
P20	#8	32	8'4"	Caps

## ABUTMENTS

Design: M.C.R.  
Check: C.D.H. ✓



Dimensions are to 1/8 of bars.

## BENT BARS

Mark	Size	Number	Length	Location
A4	#5	42	6'0"	Bridge Seats, both Abuts.
A7	#5	42	7'3"	Back walls, both Abuts.
A8	#5	40	2'4"	Back walls, both Abuts.
A13	#5	14	12'3"	West wings, both Abuts.
A17	#5	16	5'4"	Both wings, both Abuts.
A20	#5	14	13'5"	East wings, both Abuts.

## STRAIGHT BARS

Mark	Size	Number	Length	Location
A1	#7	12	38'0"	Footings, Abut. #1
A2	#6	126	5'4"	Footings, Both Abuts.
A3	#5	42	3'8"	Footings, Both Abuts.
A5	#6	4	35'0"	Bridge seat, Abut. #1
A6	#5	14	35'0"	Bridge seat & Backwall Abut. #1
A9	#5	42	6'0"	Backwalls, Both Abuts.
A10	#6	64	4'1"	Both wing Footings, Both Abuts.
A11	#6	20	12'9"	West wing foot. Abut. #1; East wing foot. Abut. #2
A12	#5	56	2'9"	Both wing Footings, Both Abuts.
A14	#5	14	7'10"	West wings, Both Abuts.
A15	#5	24	10'9"	Both wings, Both Abuts.
A16	#5	44	9'6"	Both wings, Both Abuts.
A18	#5	8	3'2"	Both wings, Both Abuts.
A19	#6	20	11'11"	East wing foot. Abut. #1, West wing foot. Abut. #2
A21	#5	14	9'0"	East wings, Both Abuts.
A22	#7	12	39'0"	Footings, Abut. #2
A23	#6	4	36'3"	Bridge seat, Abut. #2
A24	#5	14	36'3"	Bridge seat & Backwall, Abut. #2

## APPROACH SLABS STRAIGHT BARS

Design: M.C.R.  
Check: C.D.H. ✓

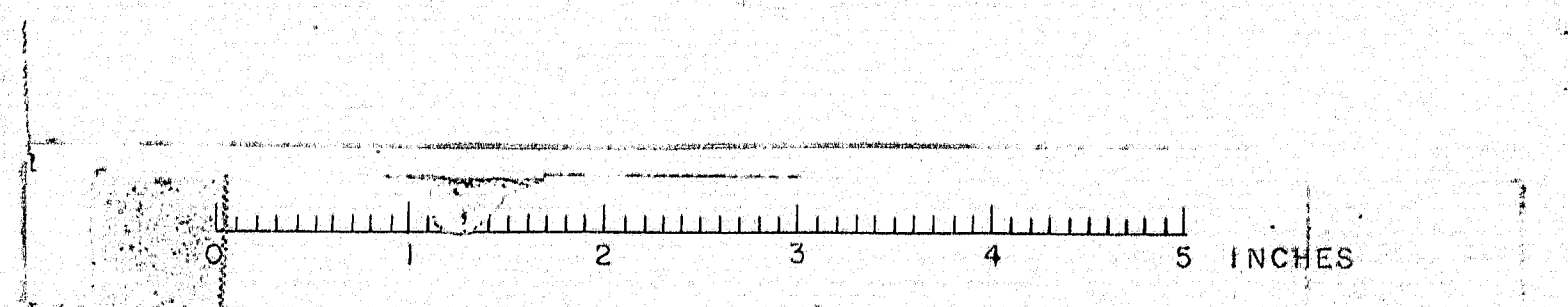
Mark	Size	Number	Length	Location
B1	#6	240	14'6"	@ Both Abutments
B2	#4	20	29'4"	@ Abutment #1
B3	#4	20	30'1"	@ Abutment #2

NOTE: Reinforcing Steel to be Intermediate grade.

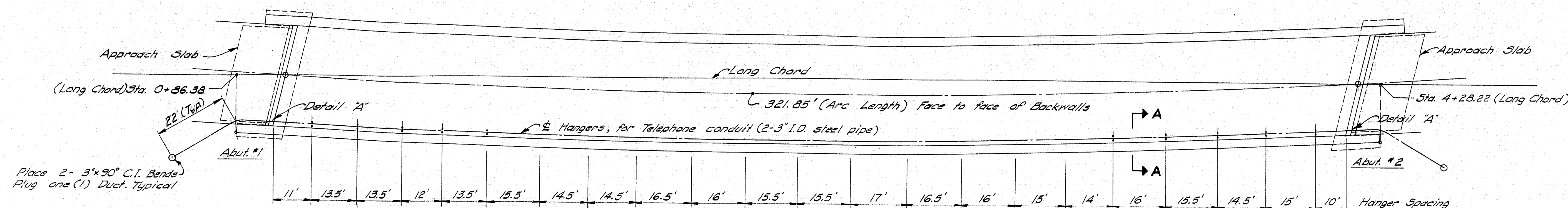
DESIGN- AS NOTED TRACE- G.E.A. CHECK- AS NOTED	BRIDGE NO. SURVEY- PLOT-
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
COLD BROOK ROAD BRIDGE	
OVER	
INTERSTATE 95	
IN THE TOWN OF	
HAMPDEN	
PENOBSCOT COUNTY	
REINFORCING STEEL	

SHEET 17 OF 18 AUGUSTA, MAINE SEPT. 1961

M-1829







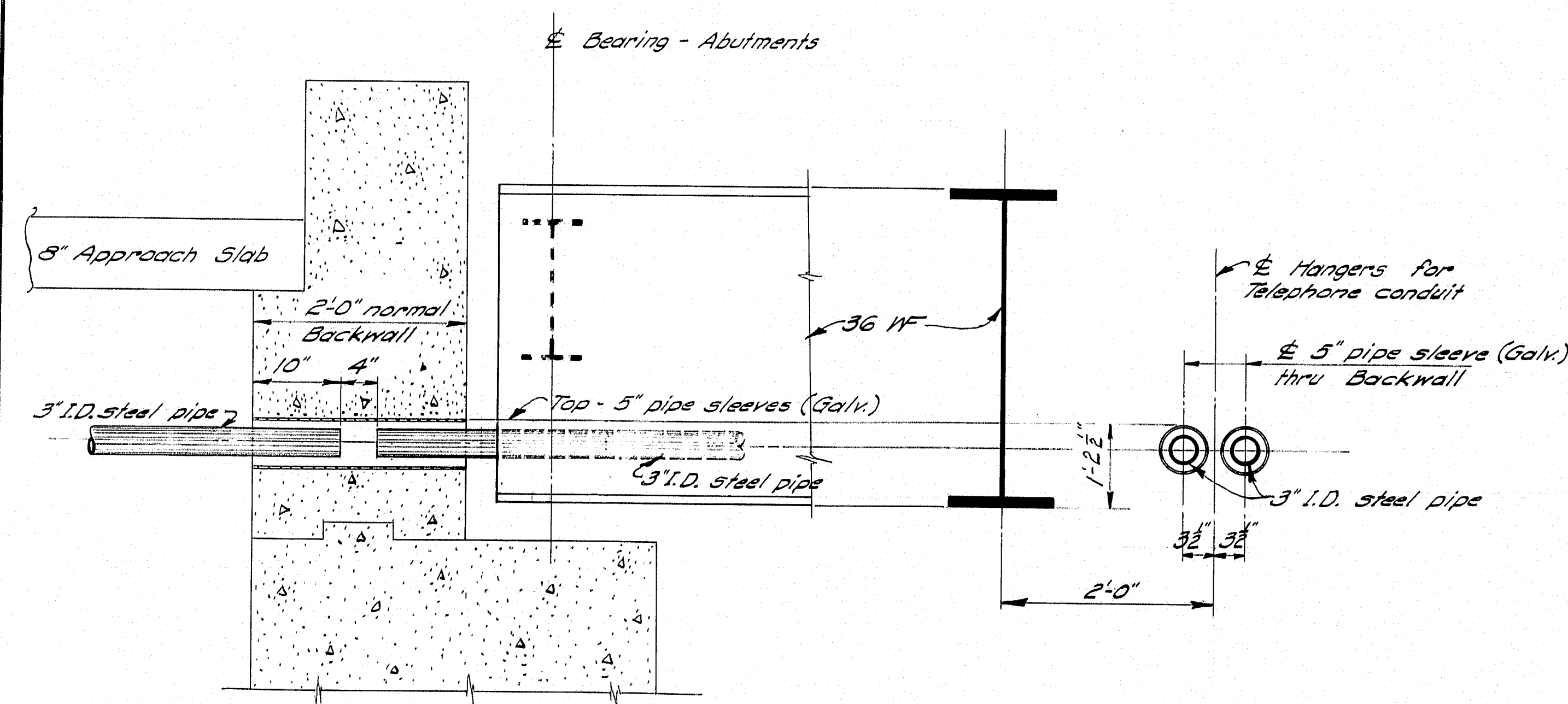
**PLAN**  
Scale:  $\frac{1}{8}'' = 1'-0''$   
Spacing of Hangers for Telephone conduit may be varied slightly.

#### MATERIAL REQUIRED

772 ft. --- 3" I.D. steel pipe (Ducts)	AC
4 --- 5" steel pipe x 2' 8" (Galv.)	AC
42 --- $\frac{3}{4}''$ Inserts x 3" long	AC
42 --- $\frac{3}{4}''$ x 2'-10" Ready Bolts	AC
42 --- $1\frac{1}{2}''$ x $4\frac{1}{2}''$ x $9\frac{1}{2}''$ C.W. Plank	AC
126 --- $\frac{3}{4}''$ Nuts for Ready Bolts	AC
21 --- $\frac{3}{4}''$ x 10" Carriage Bolts $\frac{1}{2}''$ nuts	AC
42 --- $1\frac{1}{2}''$ x $2\frac{1}{2}''$ x $\frac{5}{16}''$ x 1'-2"	AC
4 --- 3" x 90° C.I. Bands	AC

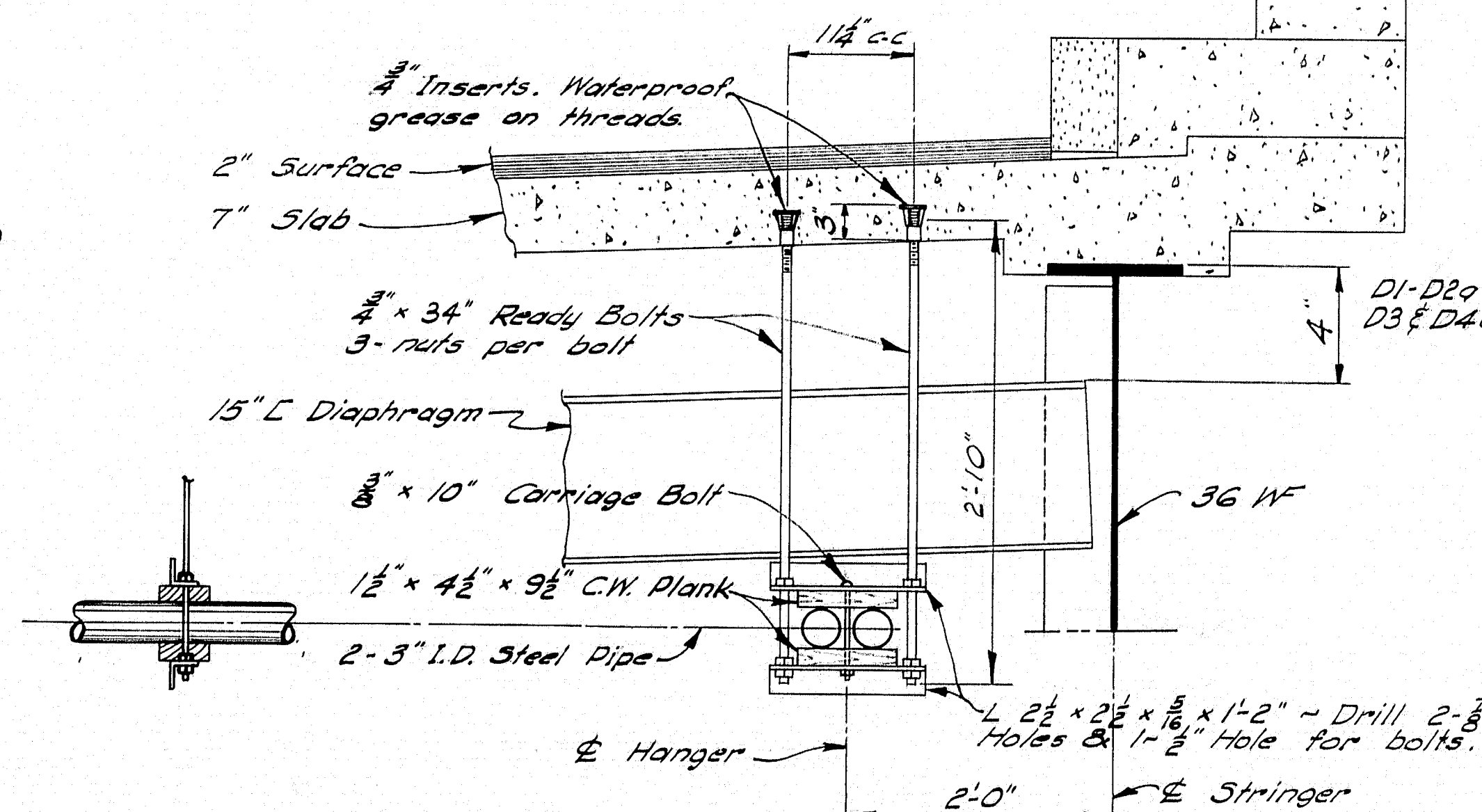
#### MATERIAL FOR ONE(1) HANGER

2 - $\frac{3}{4}''$ Inserts x 3" long
2 - $\frac{3}{4}''$ x 3'-4" Ready Bolts
2 - $1\frac{1}{2}''$ x $4\frac{1}{2}''$ x $9\frac{1}{2}''$ C.W. Plank
6 - $\frac{3}{4}''$ Nuts for Ready Bolts
1 - $\frac{3}{4}''$ x 10" Carriage Bolt
2 - $1\frac{1}{2}''$ x $2\frac{1}{2}''$ x $\frac{5}{16}''$ x 1'-2"



**DETAIL "A"**  
Typical

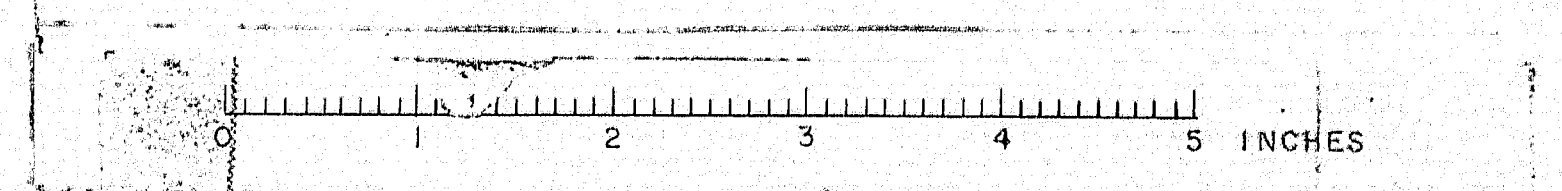
NOTE: The Telephone Company (N.E.T. & T.) to supply and install all conduit, pipe sleeves, and supporting hardware. Installation to be coordinated with Bridge Contractor.



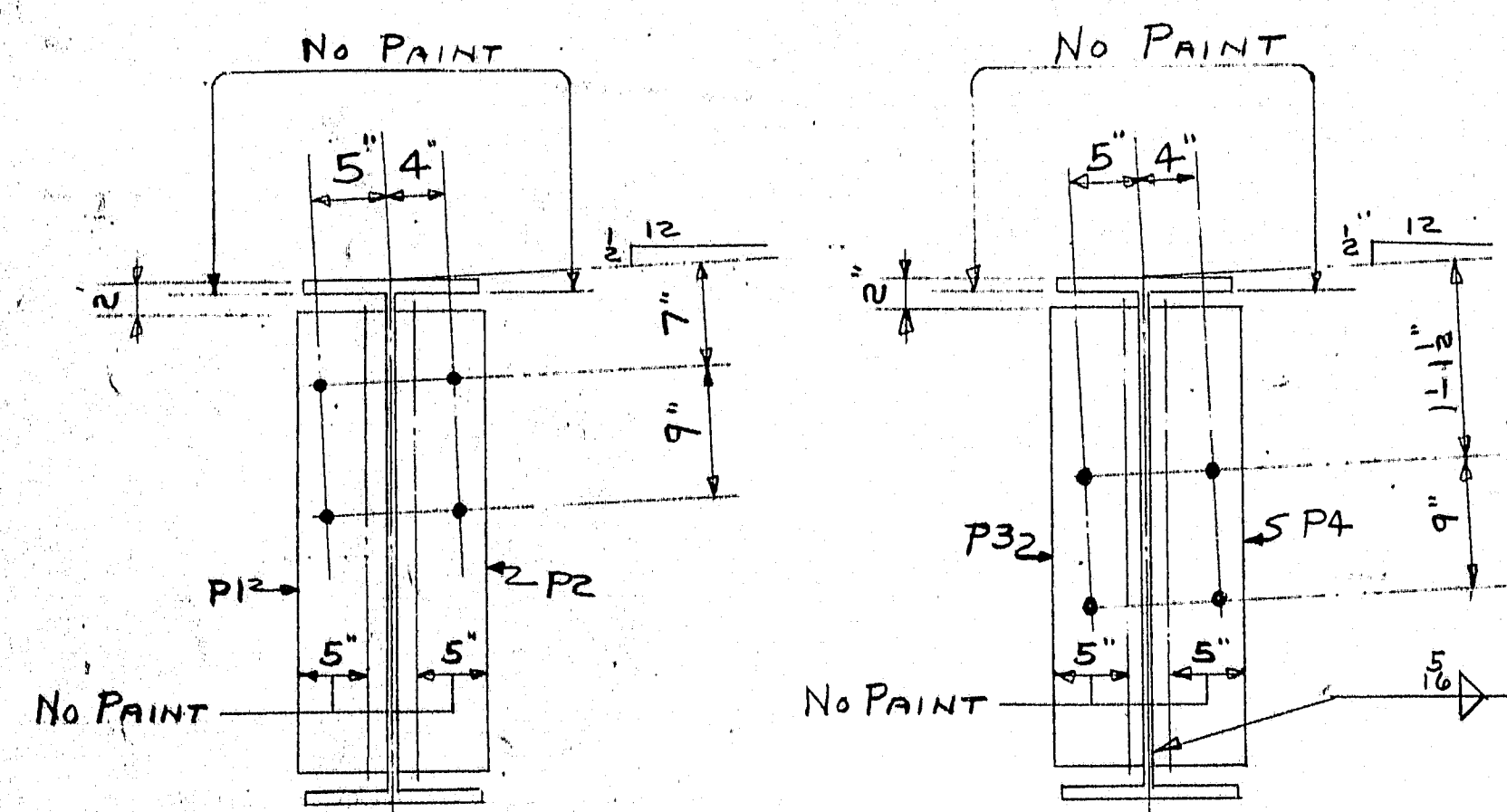
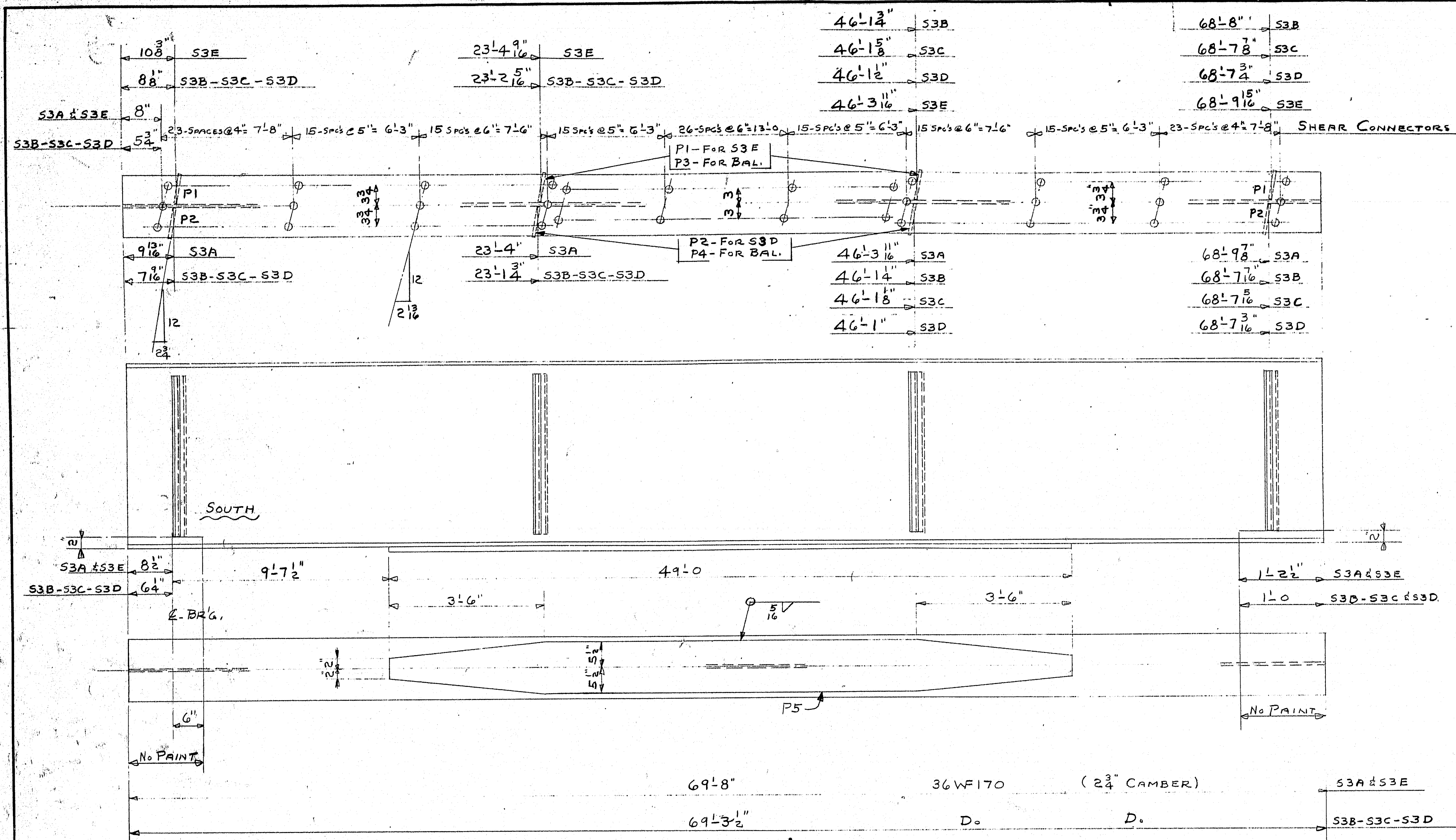
**SECTION A-A**  
Hanger Assembly  
21" Required

DESIGN - N.E.T. & T. - H.V.C., J.E.S.	BRIDGE NO.
TRACE - G.W.C.	SURVEY -
CHECK - J.H.C.	PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
COLD BROOK ROAD BRIDGE	
OVER	
INTERSTATE 95	
IN THE TOWN OF	
HAMPDEN	
PENOBSCOT COUNTY	
N.E.T. & T. UTILITIES - DETAILS	
SHEET 18 OF 18	AUGUSTA, MAINE SEPT. 1961

M-1830







DIAPHRAGM CONN. TS.

SHOP CONNECTIONS: WELD  
FIELD CONNECTIONS: DO  
HOLES: 1 5/8" Ø  
PAINT: STATE OF MAINE SPEC'S.

APP'D As NOTED 7-10-62

STRINGERS SPAN No 3

PRINT ISSUE		<i>Branch &amp; S. Martin Rollings Mills Company</i> <i>Brewer, Maine</i>  COLD BROOK ROAD BRIDGE HAMPDEN-HERMON, MAINE  CUSTOMER <u>REED &amp; REED</u> DESIGNER <u>STATE HIGHWAY COMMISSION</u>  ORDER <u>VERBAL</u> DWG. <u>B61-451-S5</u>
3	CUST. 7-19-62	
5	SHOP 7-19-62	
2	FIA 6-26-62	
DRAWN	6-25-62 D.C.	
REVISION		
REVISION		
REVISION		

87-29F



