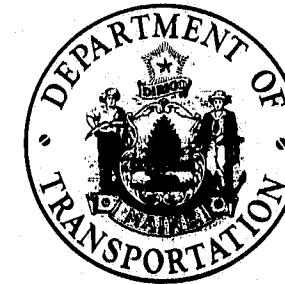


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



BUREAU OF HIGHWAYS
INTERSTATE 95 NORTHBOUND

OVER

B. & A. R. R. YARD

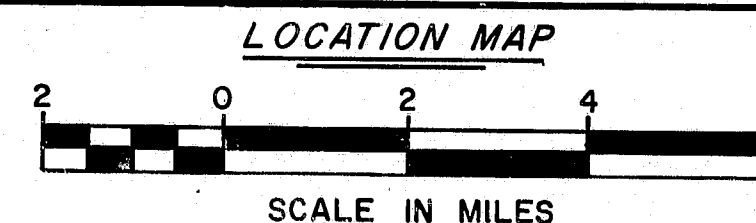
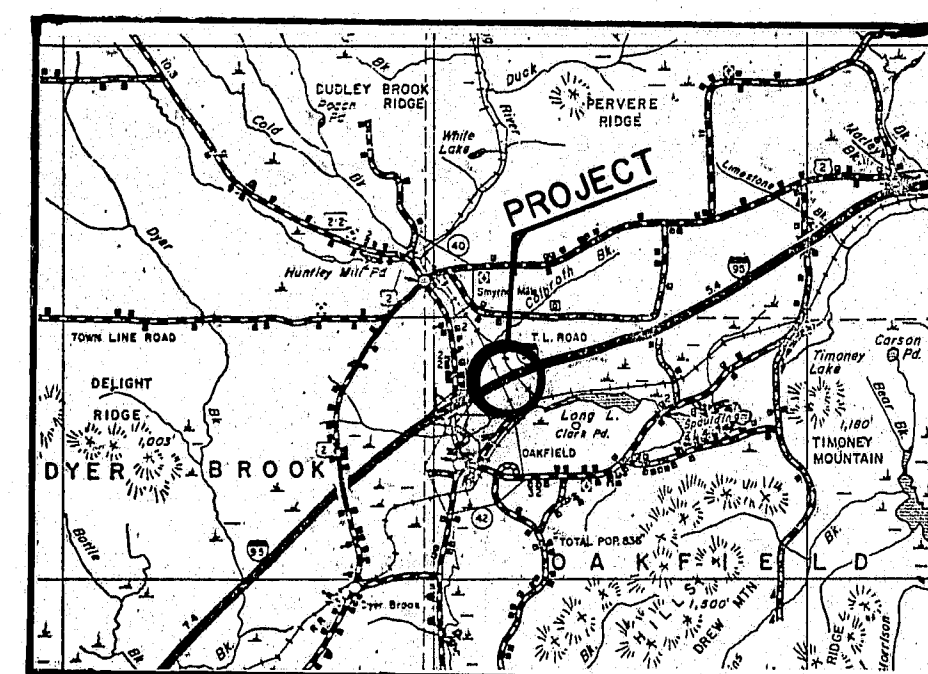
IN THE TOWN OF

OAKFIELD

AROOSTOOK COUNTY

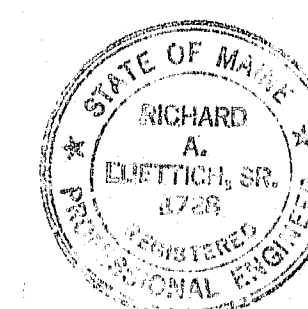
PROJECT NO. IG-95-91891279

LENGTH OF PROJECT 0.052 MILES



TRAFFIC DATA

A.D.T. 1980 1835
A.D.T. 2000 2755
D.H.V. 394
T. (%) 21
D. (%) 100
V. 70mph
P.S.D. (%) N/A
18 KIPS 602



APPROVED:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
COMMISSIONER

DATE

AUGUST 3, 1979

AUGUST 3, 1979

BUREAU DIRECTOR AND CHIEF ENGINEER

As Built, by A. Williams 2-1-82

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1

APPROVED:

DIVISION ADMINISTRATOR DATE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE		1	26

INDEX OF SHEETS

SHEET NO.	SUBJECT
1	TITLE SHEET
2	PROFILE & ESTIMATED QUANTITIES
3	GENERAL PLAN
4	FOUNDATION SURVEY
5	BORING DETAILS
6	FOOTINGS & APPROACH SLABS
7-8	ABUTMENT NO. 1 & ABUTMENT NO. 2
9-10	PIER NO. 1 & PIER NO. 2
11	SLOPE PROTECTION
12	FRAMING PLAN
13	STRUCTURAL STEEL
14	STRUCTURAL STEEL DETAILS
15-16	SUPERSTRUCTURE
17	END POST DETAILS
18-19	REINFORCING STEEL SCHEDULE
BRIDGE STANDARDS	
20	BD 100-71 BEARING PEDESTALS - JULY 1971
21	BD 101-74 BEARING PEDESTALS - APRIL 1974
22	BD 104-77 ARMORED JOINT, DRAIN, ETC. - FEB. 1977
23	BD 113-78 DIAPHRAGMS & CROSSFRAMES - JUNE 1978
24	BD 114-77 ALUMINUM BRIDGE RAILING TYPE A - DEC. 1977
HIGHWAY STANDARDS	
25	12 FIELD OFFICES - AUGUST 1969
26	CONSTRUCTION SIGNING DETAILS

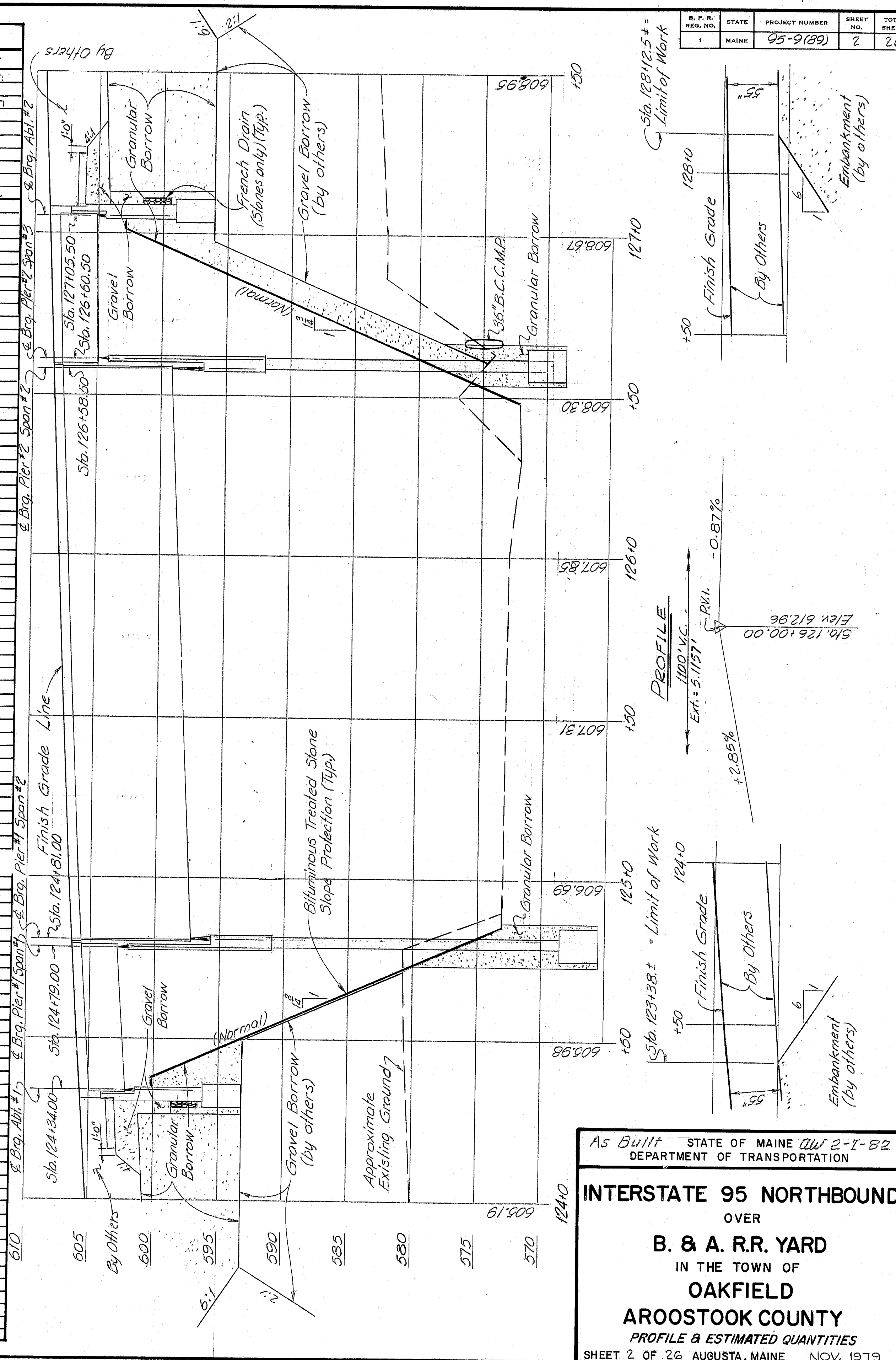
NOTE

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

174-127

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
203.25	Granular Borrow	4950	C.Y.
203.26	Gravel Borrow	230	C.Y.
206.10	Str. Earth Excav. - Piers	470	C.Y.
502.21	Structural Concrete, Abuts. & Retaining Walls	158	C.Y.
502.23	Structural Concrete, Piers	259	C.Y.
502.26	Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges	Nec.	L.S.
502.29	Structural Concrete, Wearing Surface on Bridges	Nec.	L.S.
502.31	Structural Concrete, Approach Slabs	Nec.	L.S.
503.12	Reinforcing Steel, Fab. & Delivered	135,000	Lb.
503.13	Reinforcing Steel, Placing	135,000	Lb.
504.70	Structural Steel, Fab. & Delivered	Nec.	L.S.
504.71	Structural Steel, Erection	Nec.	L.S.
505.08	Shear Connectors	Nec.	L.S.
506.141	Field Painting, New Structural Steel	Nec.	L.S.
507.141	Aluminum Bridge Railing, Type "A"	532	L.F.
512.07	French Drains (Stones Only)	17	C.Y.
513.20	Aggregate for Slope Protection	690	S.Y.
513.21	Bituminous Material for Slope Protection	1050	Gal.
514.06	Curing Box for Concrete Cylinders	1	Each
515.20	Protective Coating for Concrete Surfaces	1510	S.Y.
520.20	Expansion Device	Nec.	L.S.
603.212	3/4 Inch Blt. Coated Corr. Metal Pipe	126	L.F.
609.13	Vertical Bridge Curb - Type 1	554	L.F.
610.09	Hand Laid Riprap	77	C.Y.
610.12	Portland Cement for Riprap Grout	26	Bbl.
618.15	Temporary Seeding	20	Lb.
619.12	Mulch	14	Unit
629.05	Labor, Straight Time	10	M.Hr.
631.12	All Purpose Excavator (including op.)	10	Hour
631.13	Bulldozer (inc. op.)	10	Hour
631.171	Truck - small (inc. op.)	10	Hour
631.22	Front End Loader (inc. op.)	10	Hour
639.09	Field Office, Type B	1	Each
652.25	Construction Signs	200	S.F.
652.26	Maintenance of Traffic Control Devices	180	Cal. Day

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
656.50	Baled Hay, in place	20	Each
656.51	Sandbags, in place	20	Each
657.201	Seed and Application, Method A	14	Unit
659.10	Mobilization	Nec.	L.S.
660.21	On-the-Job Training (Bld)	1,000	M.Hr.
ESTIMATED QUANTITIES OF LUMP SUM ITEMS			
502.26	Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges	390	C.Y.
502.29	Structural Concrete, Wearing Surface on Bridges	123	C.Y.
502.31	Structural Concrete, Approach Slabs	31	C.Y.
504.70	Structural Steel, Fab. & Delivered	470,700	Lb.
504.71	Structural Steel, Erection	470,700	Lb.
505.08	Shear Connectors	2736	Lb.
506.141	Field Painting, New Structural Steel	470,700	Lb.

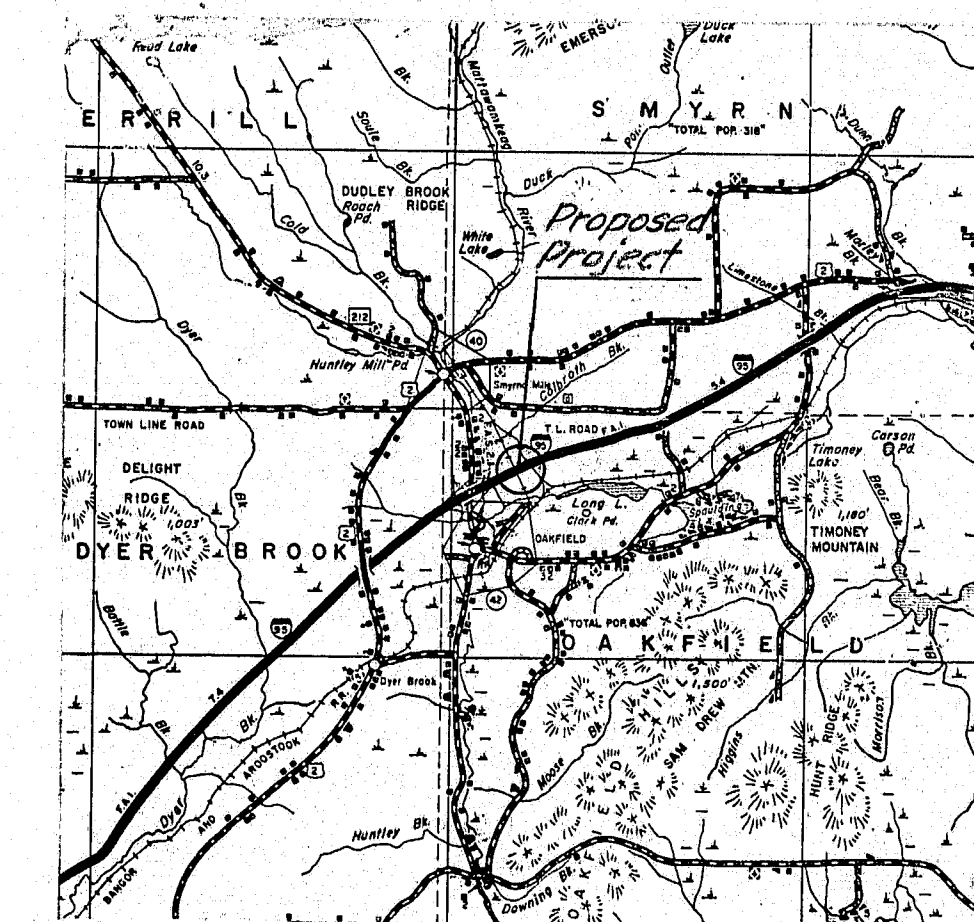
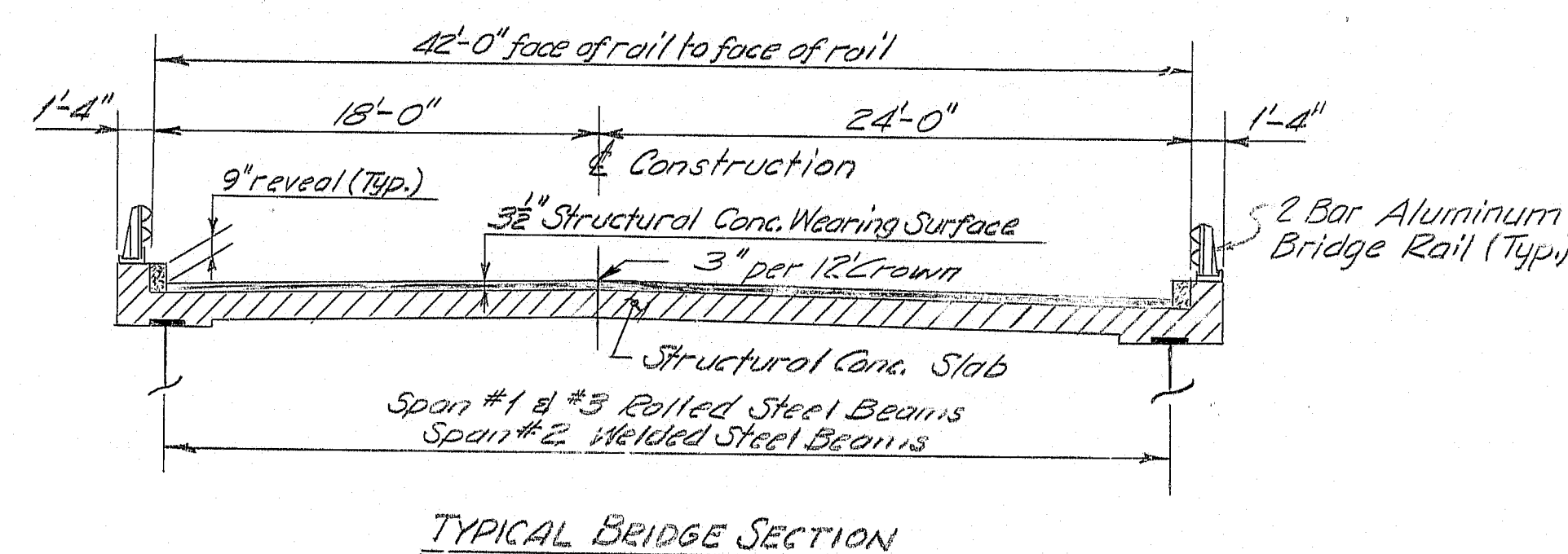
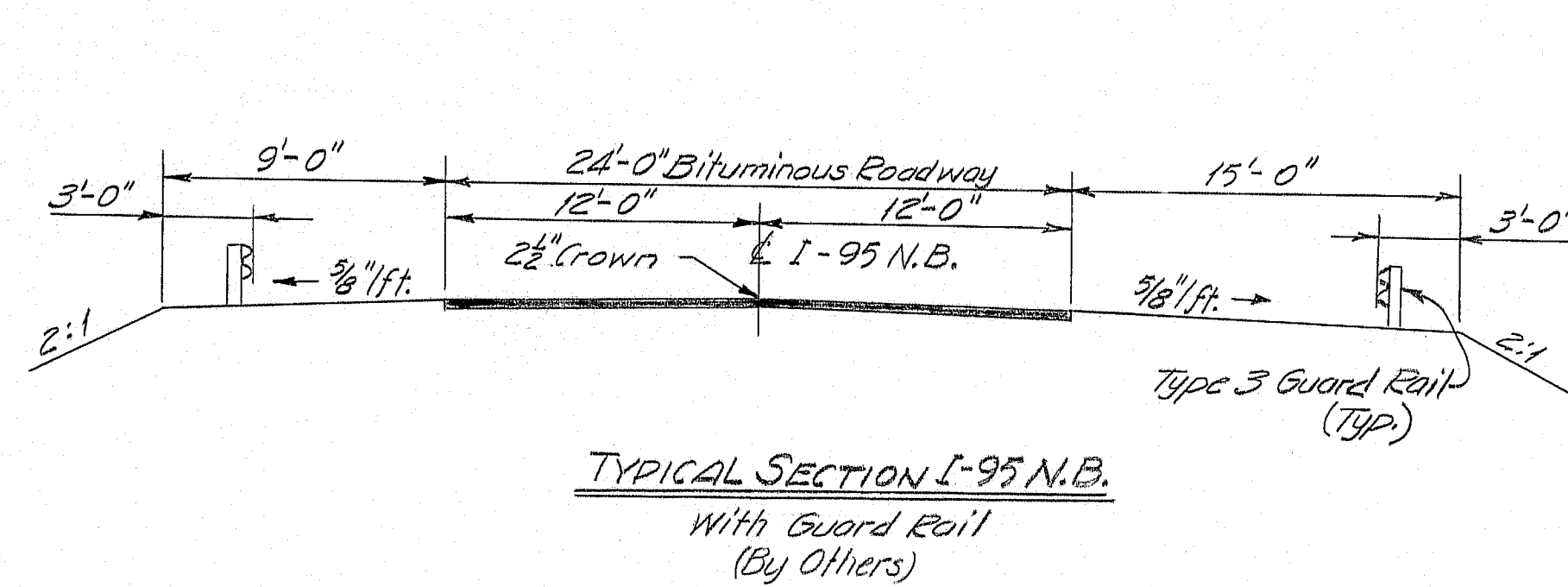
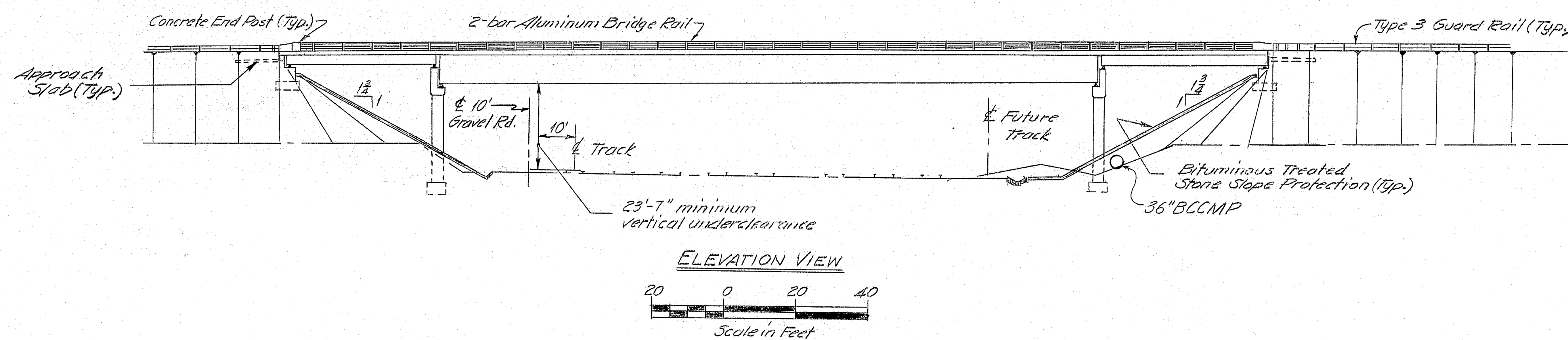
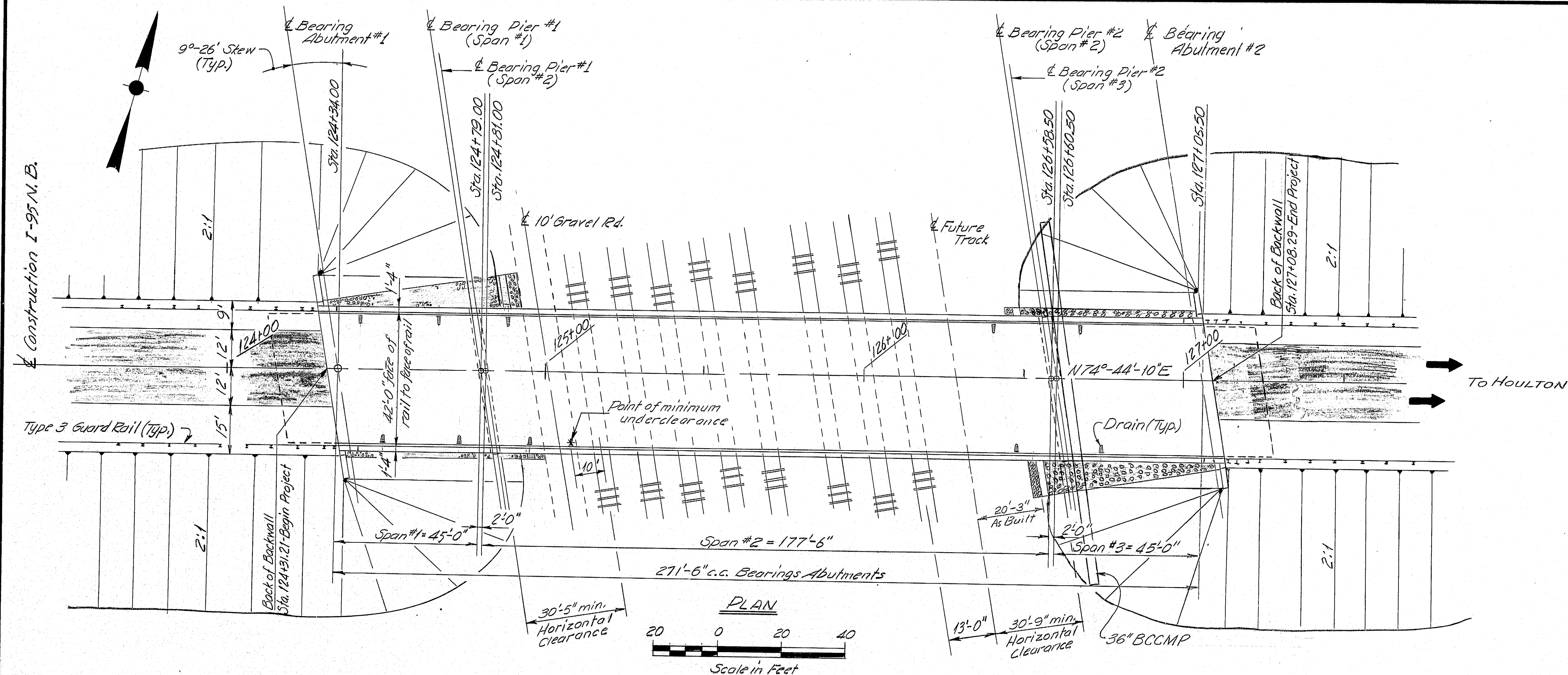


As Built STATE OF MAINE DW 2-I-82
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 NORTHBOUND
OVER
B. & A. R.R. YARD
IN THE TOWN OF
OAKFIELD
AROOSTOOK COUNTY
PROFILE & ESTIMATED QUANTITIES
SHEET 2 OF 26 AUGUSTA, MAINE NOV. 1979

174-128

F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-9(89)	3	26



LOCATION MAP
Scale in Miles

PROJECT DESIGN ENGINEER	DATE
BY EBC/BRW	3/78
CHECKED DUM	7/78
REVISIONS	
FIELD CHANGES	

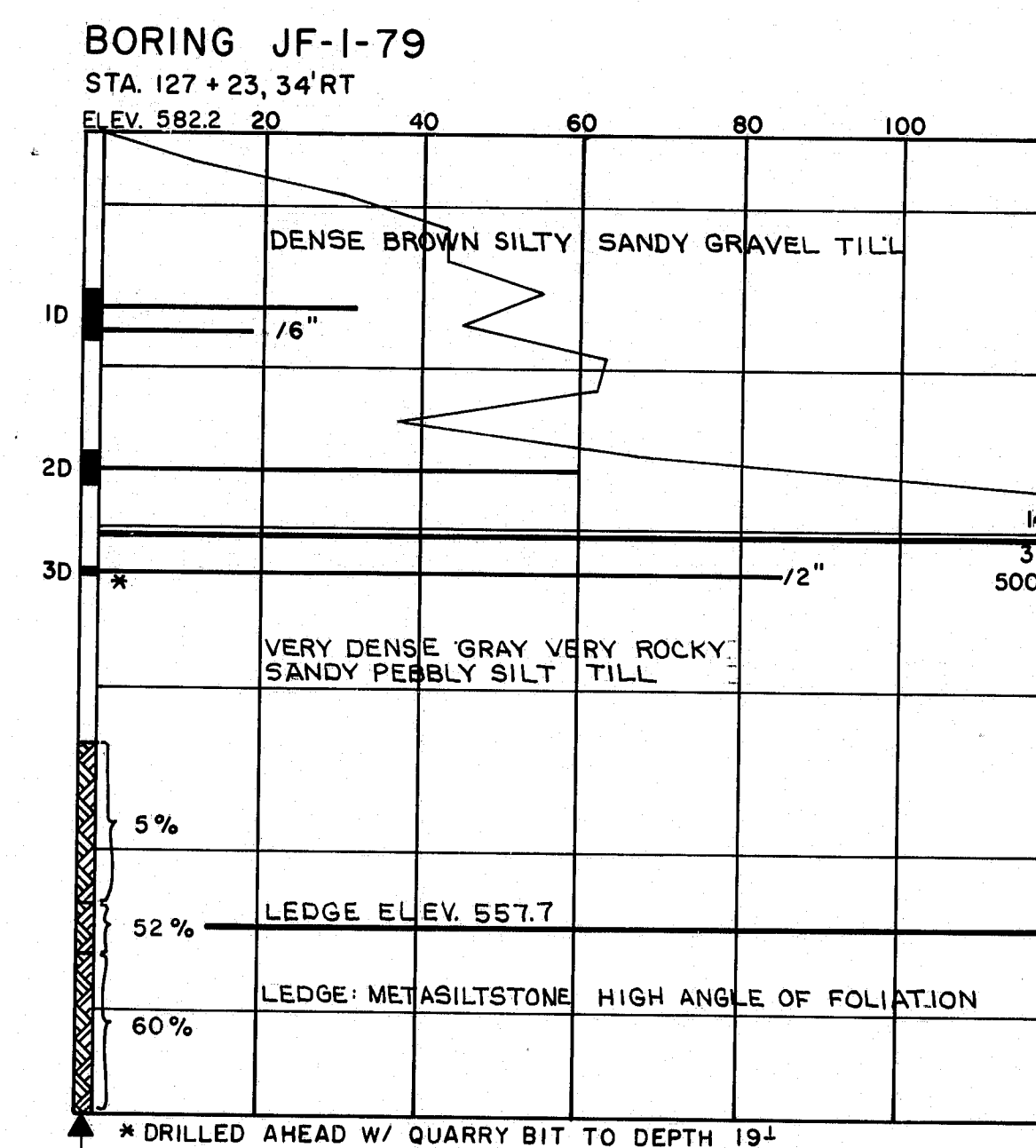
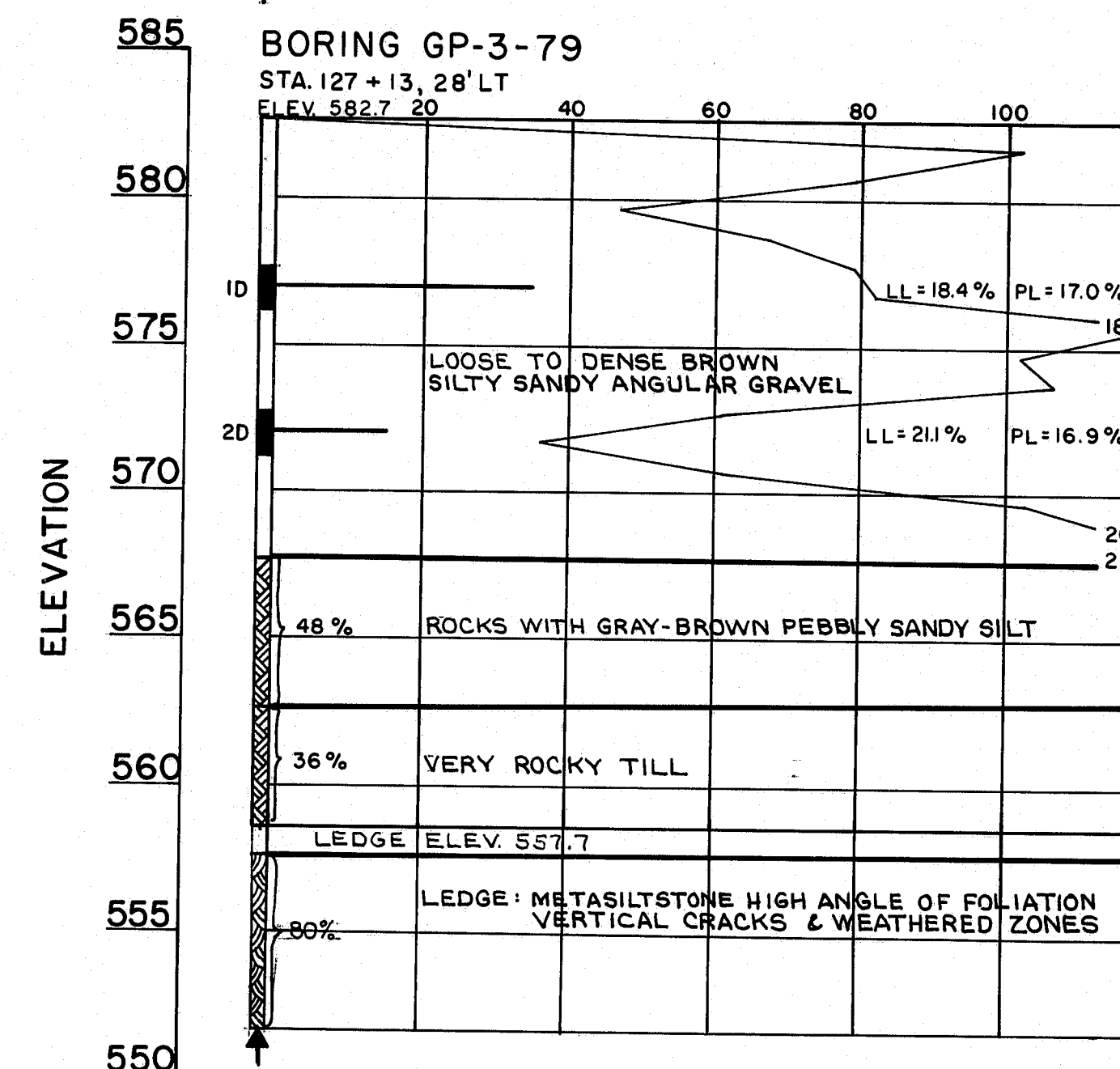
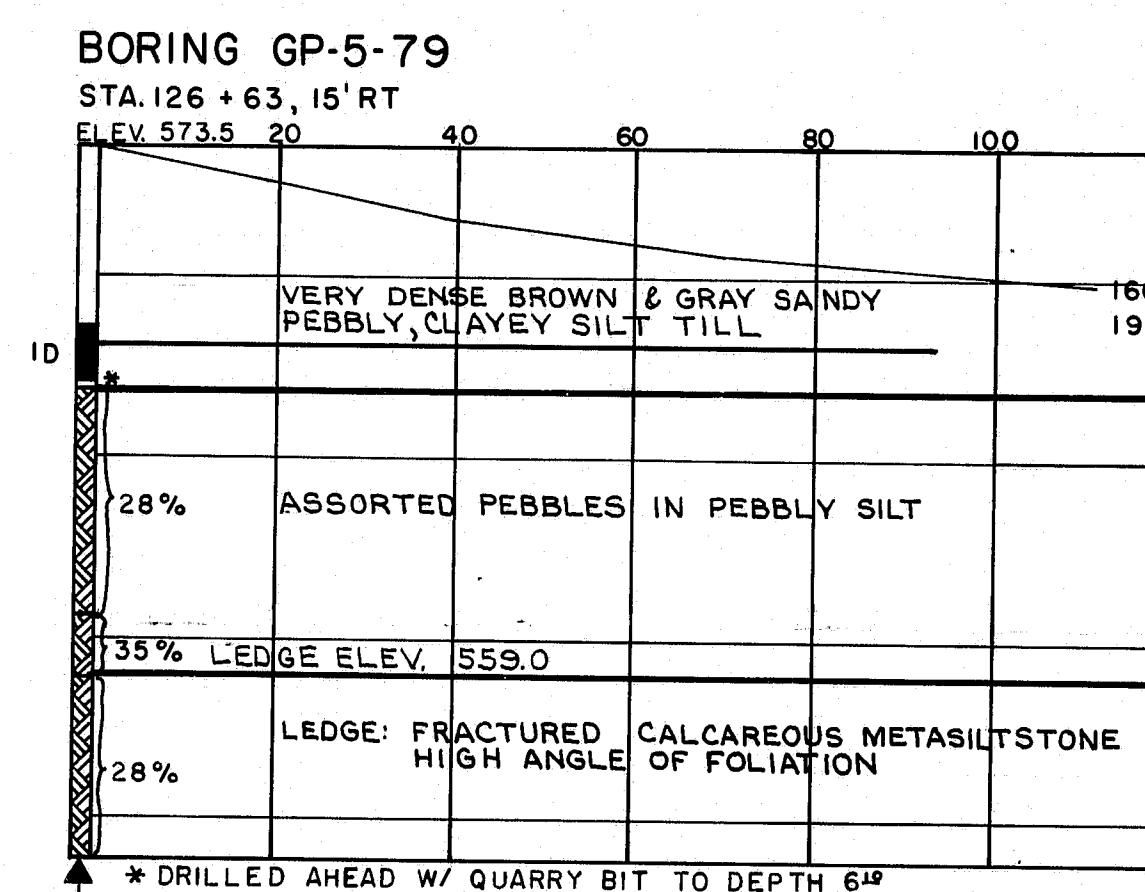
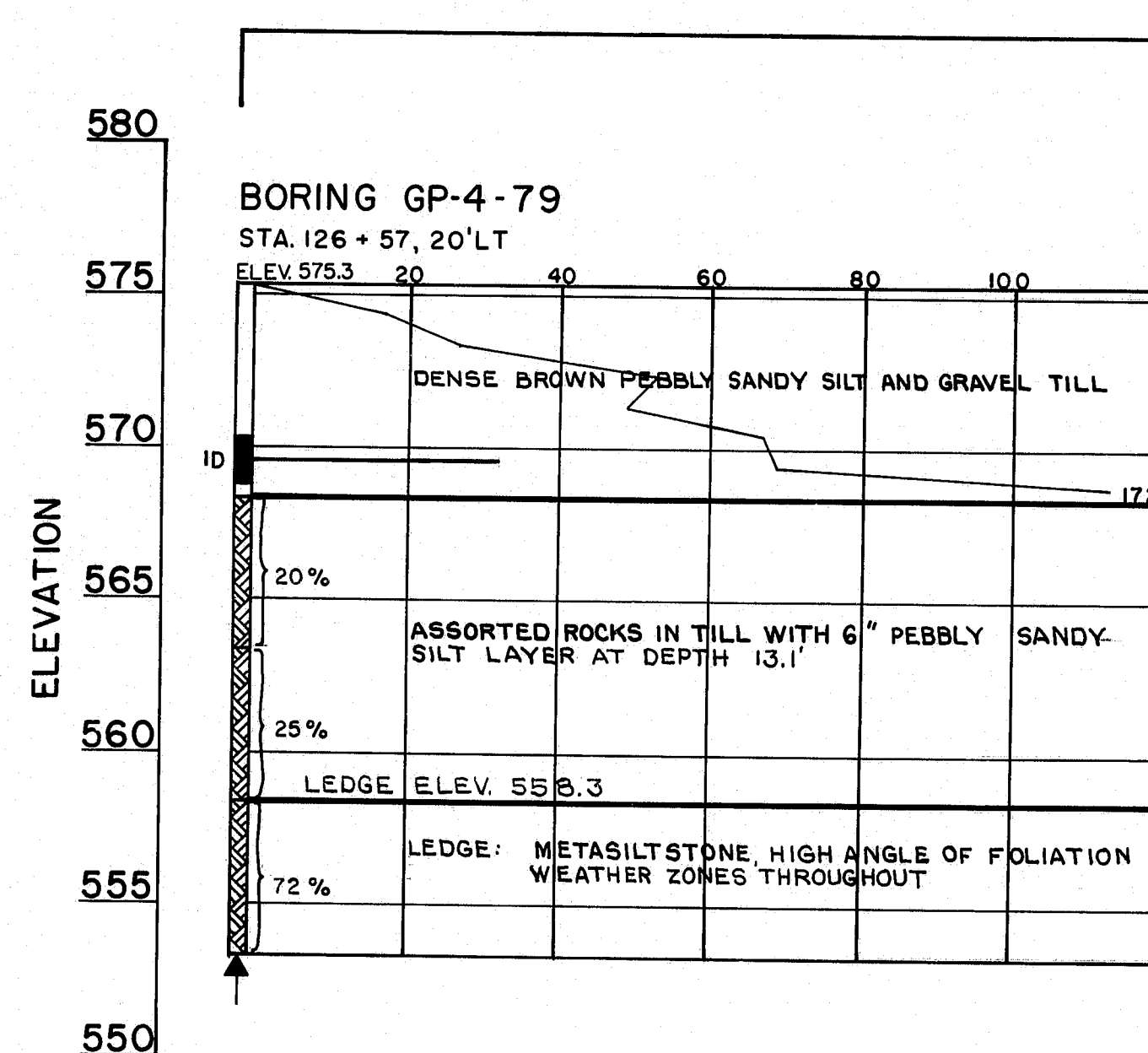
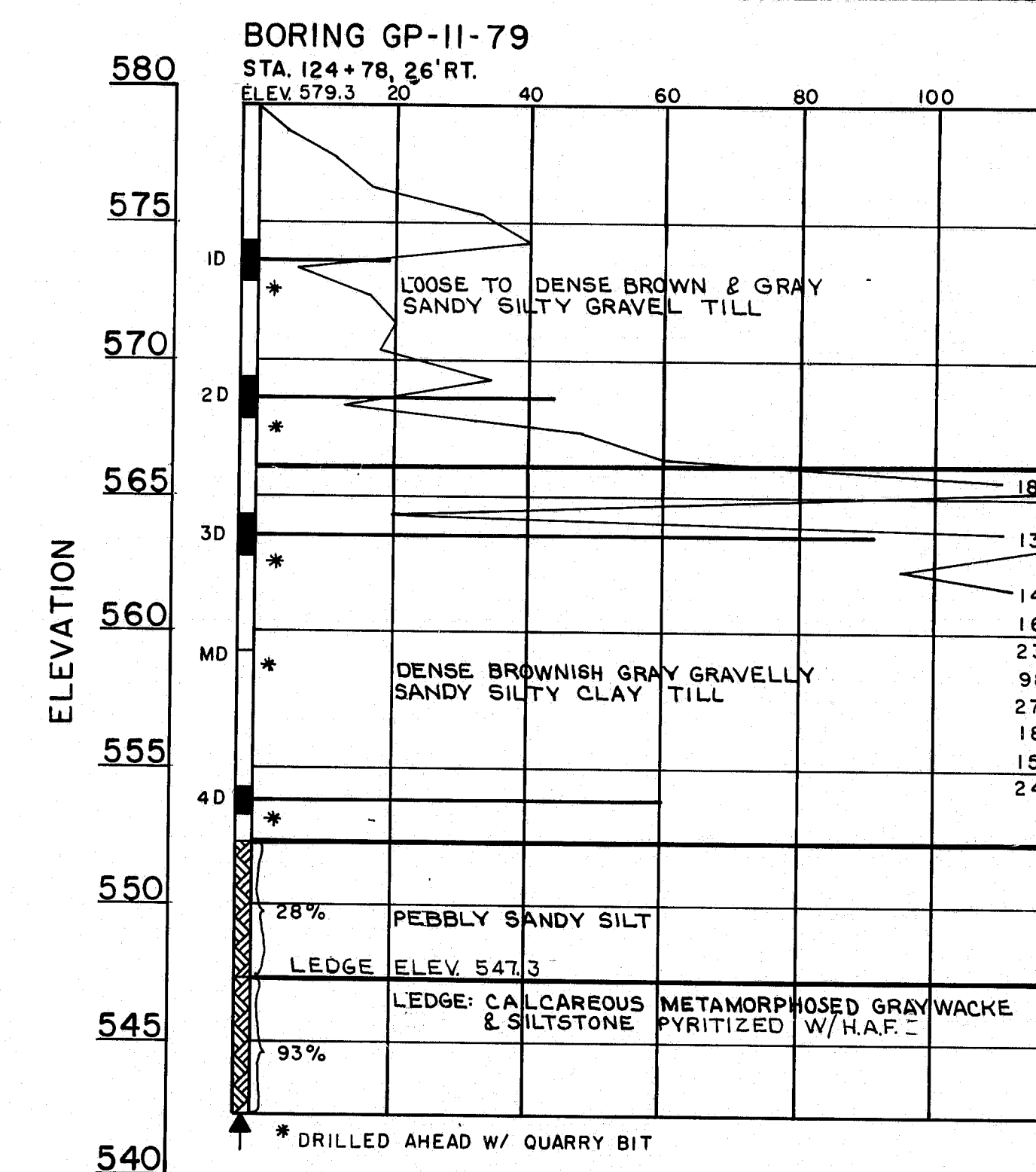
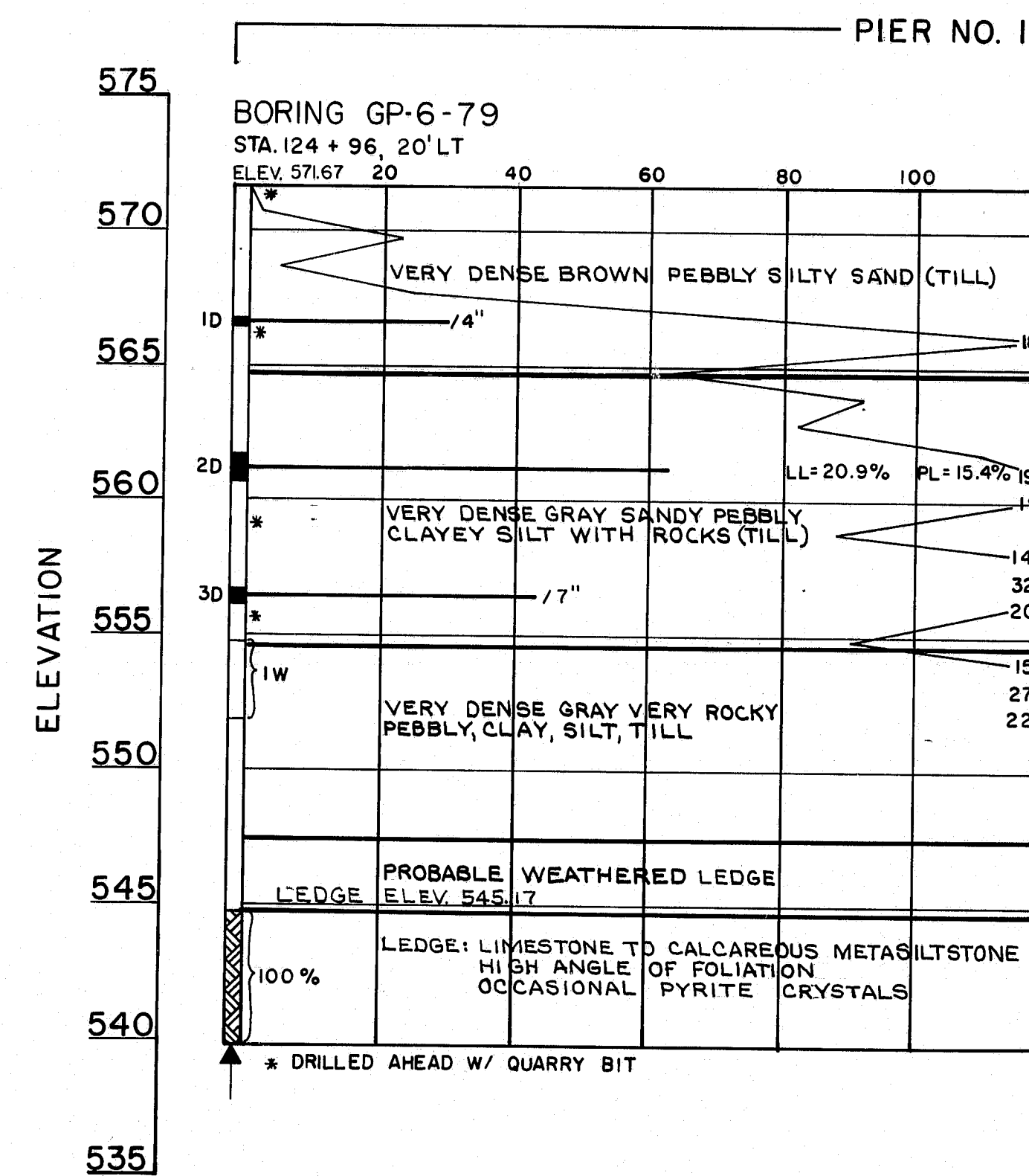
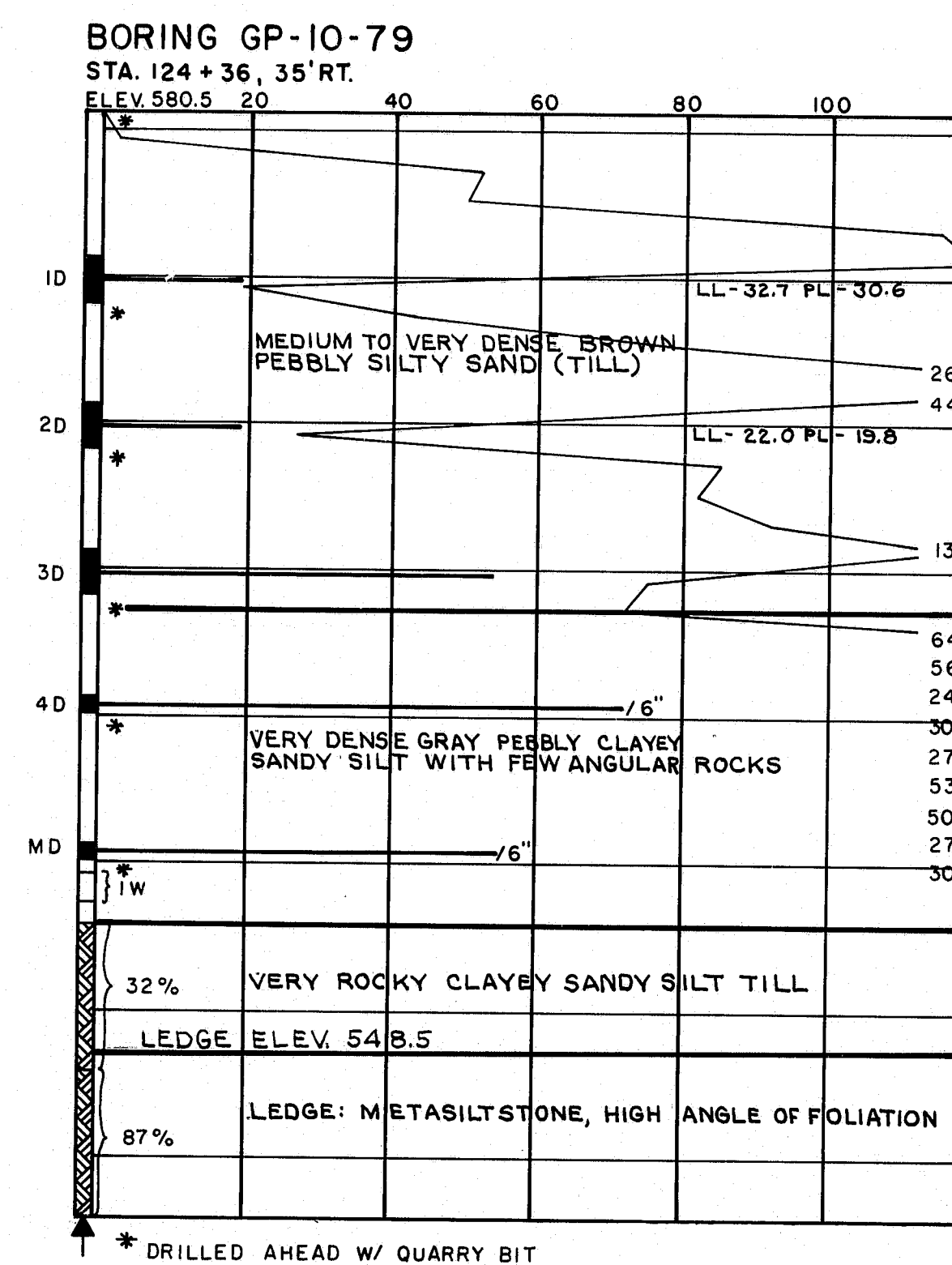
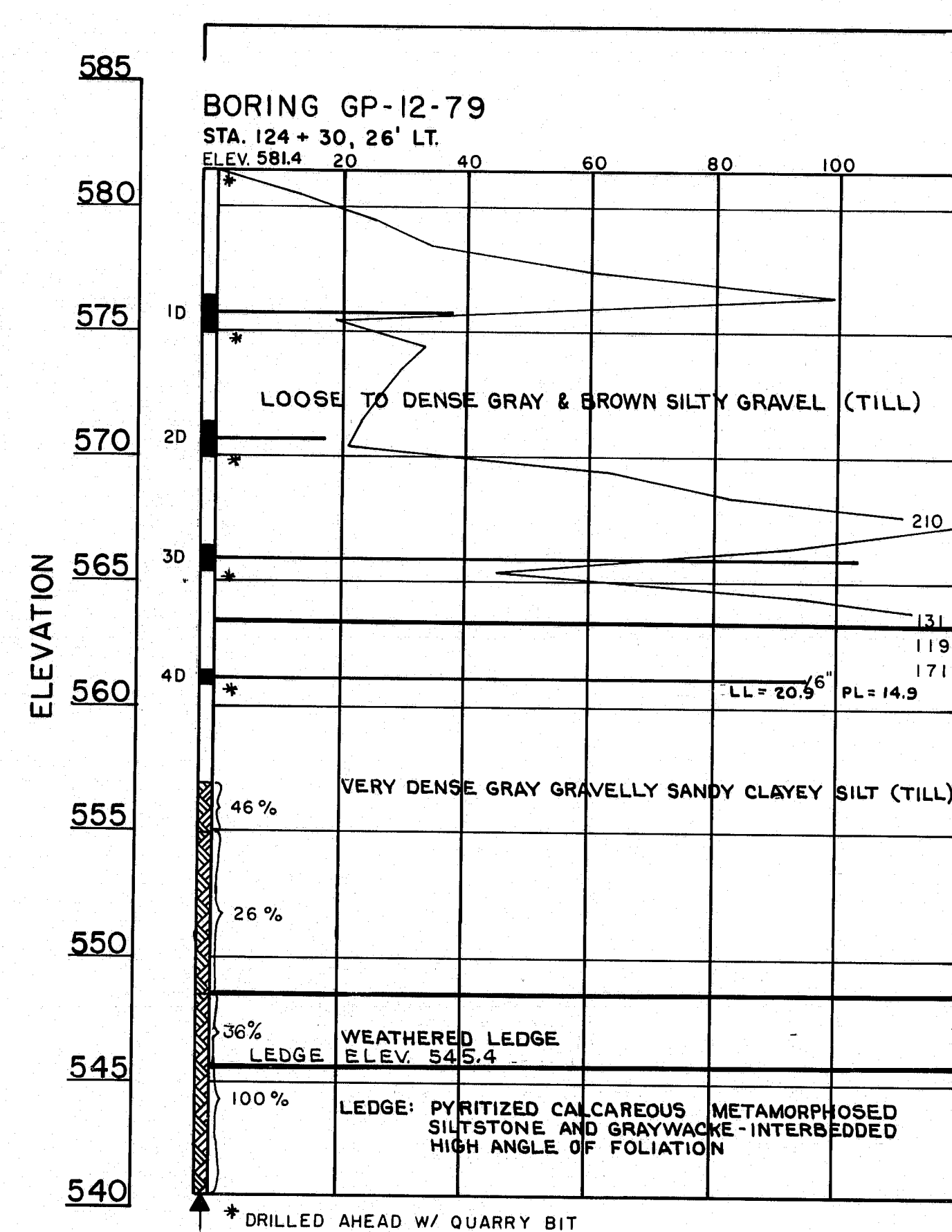
BRIDGE NUMBER 1395

As Built STATE OF MAINE 011-2-1-82
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 NORTHBOUND
OVER
B. & A. R.R. YARD
IN THE TOWN OF
OAKFIELD
AROOSTOOK COUNTY
GENERAL PLAN
SHEET 3 OF 26 AUGUSTA, MAINE NOV. 1979

Survey Book Nos. 4590, 4592

174-129



BORING NOTES

All samples and vials are made ahead of casing

Water elevation

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 #1290's

ID Wash sample and number

Bottom of boring (may not be bottom of soil strata)

Locations cored by diamond bit and per cent recovery of rock

Number of blows required to drive spoon or tubing one foot with 350 ft. lbs. of energy per blow

MD Unsuccessful sample attempt and type of sampler

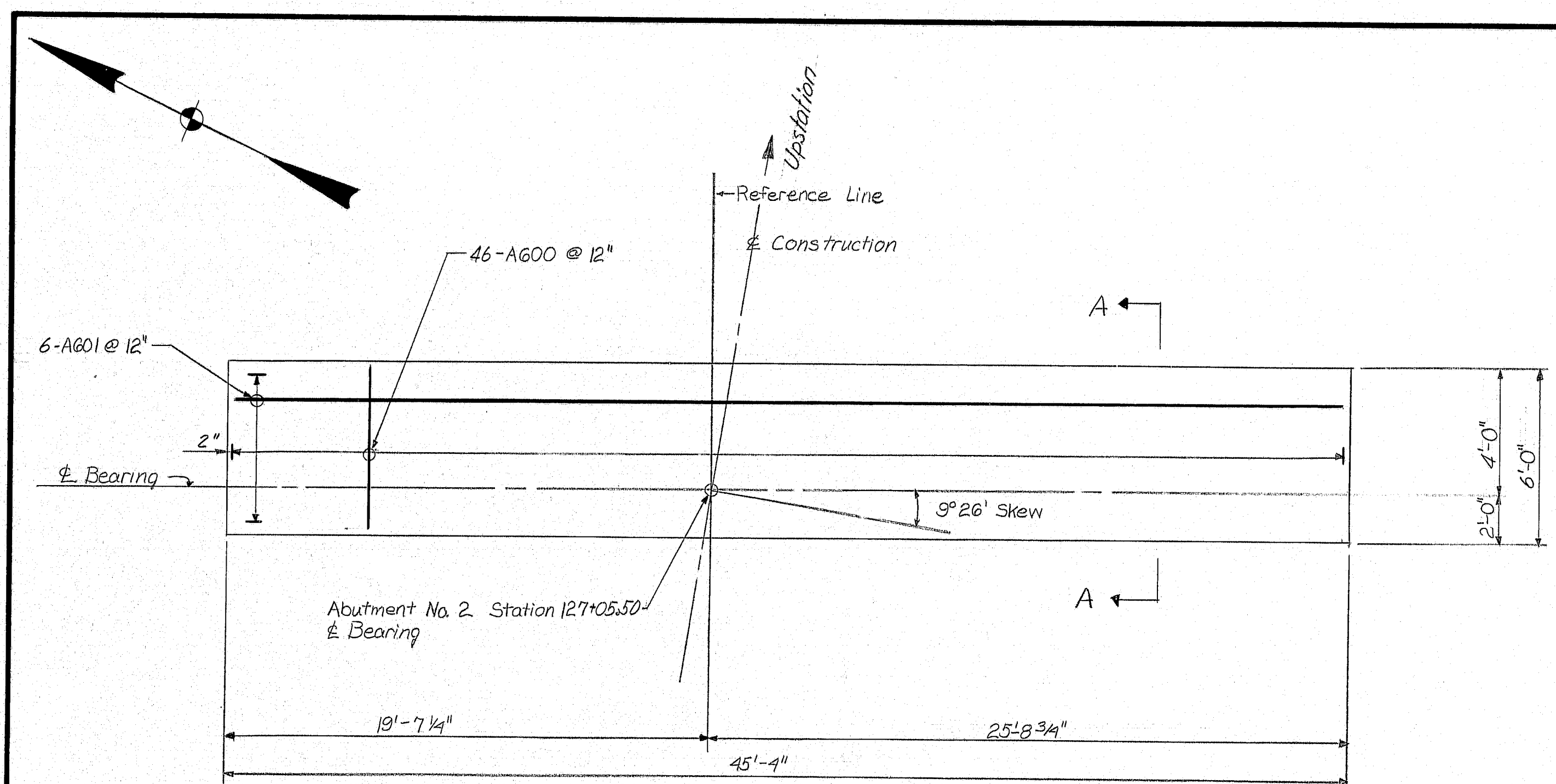
As Built STATE OF MAINE CD-2-1-82
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 NB.
OVER
BANGOR & AROOSTOOK
RAILROAD YARD
IN THE TOWN OF
OAKFIELD
AROOSTOOK COUNTY
BORING DETAILS

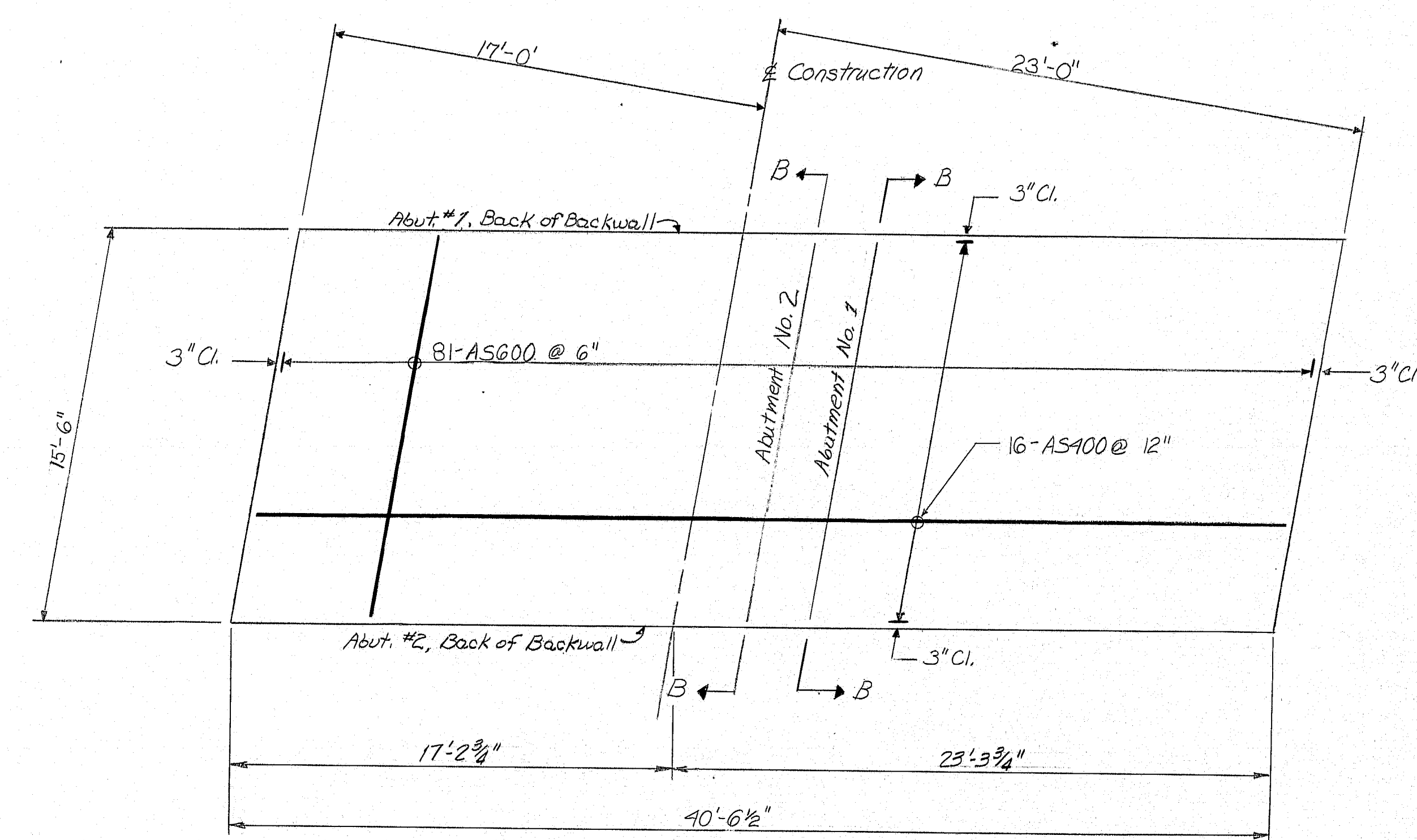
SHEET 5 OF 26 AUGUSTA, MAINE NOV. 1979

174-131

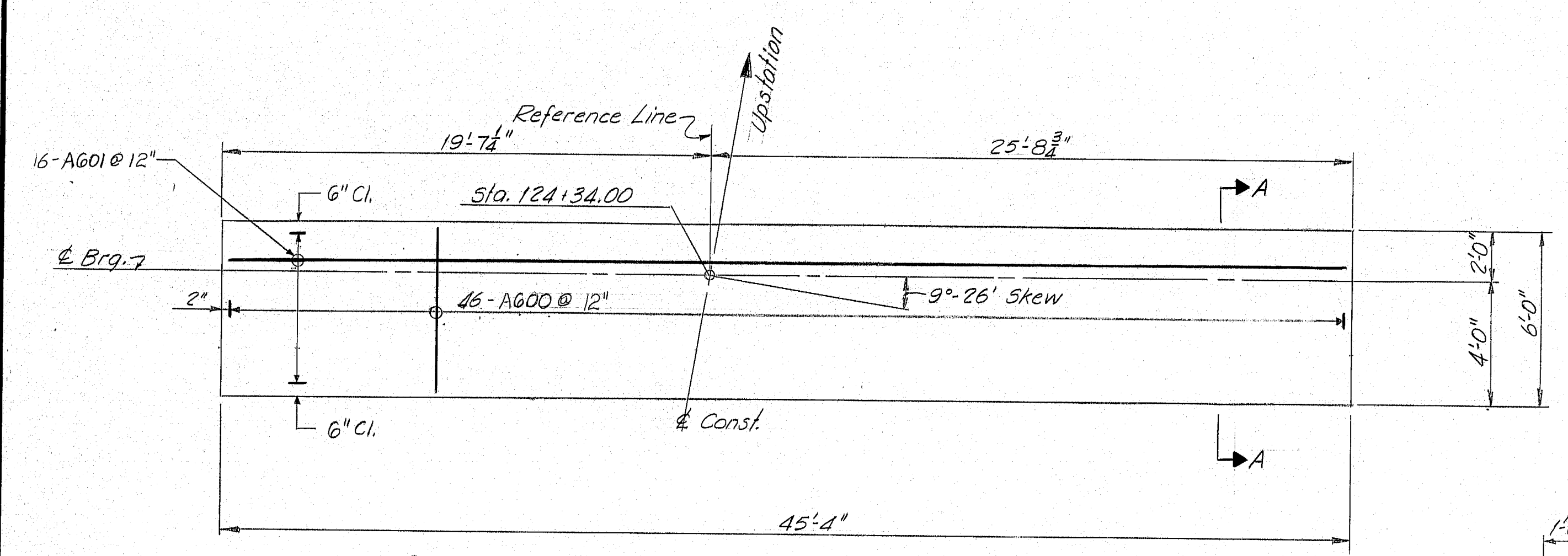
F.R.E. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-9(89)	6	26



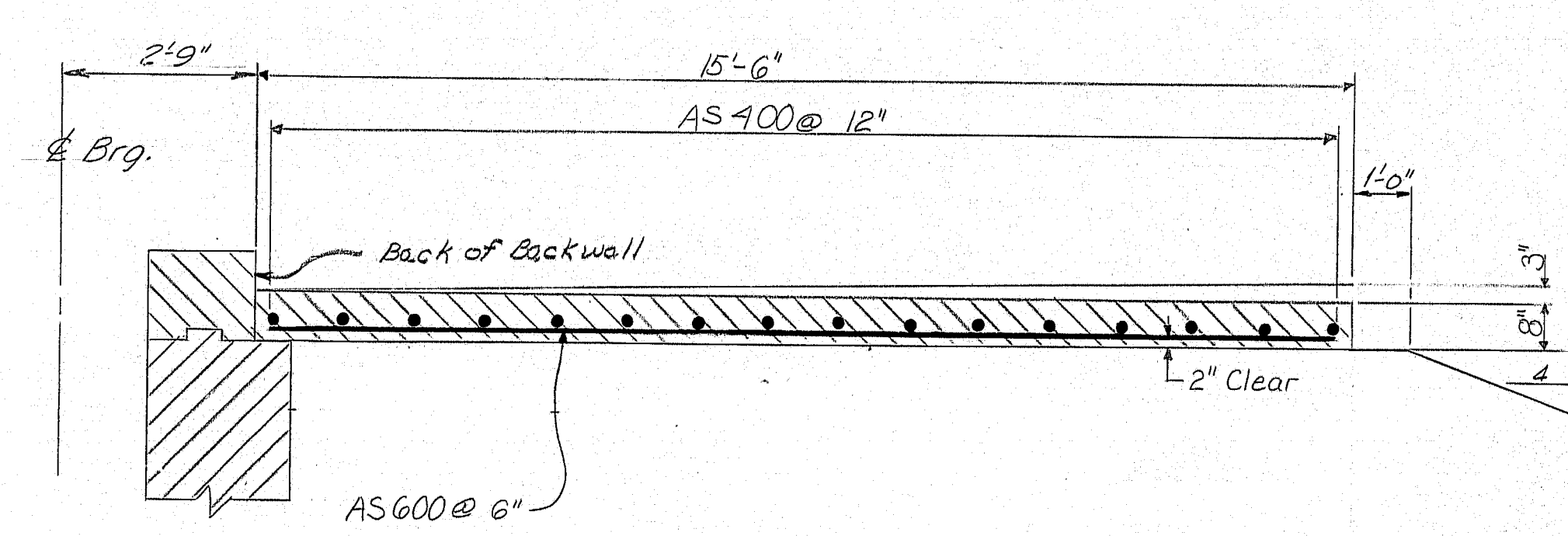
FOOTING PLAN - ABUTMENT No. 2



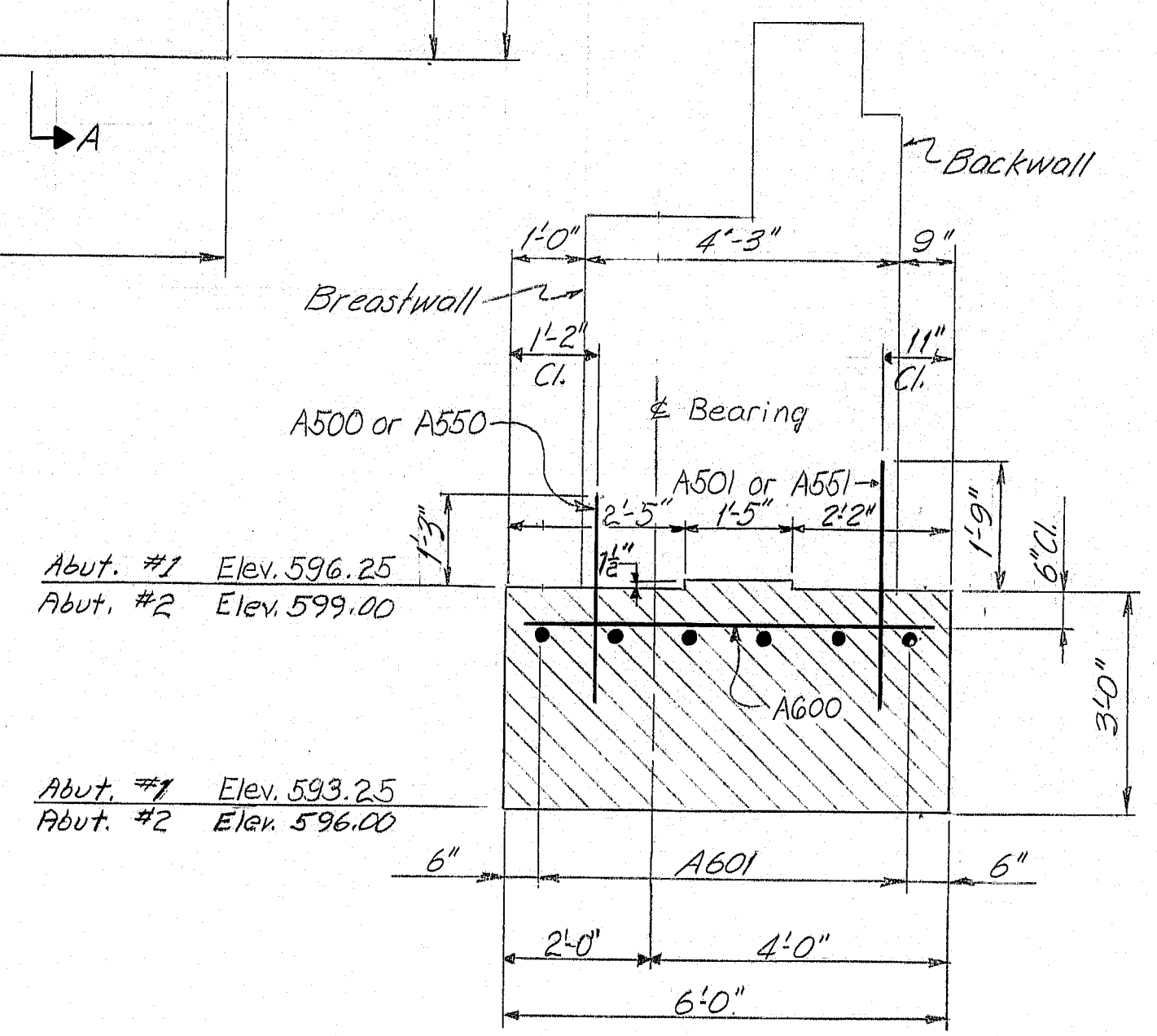
PLAN - APPROACH SLAB



FOOTING PLAN - ABUTMENT No. 1



SECTION B-B



SECTION A-A

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	WJZ/LEAF	8-78
CHECKED	FUM	
REVISIONS		
FIELD CHANGES		

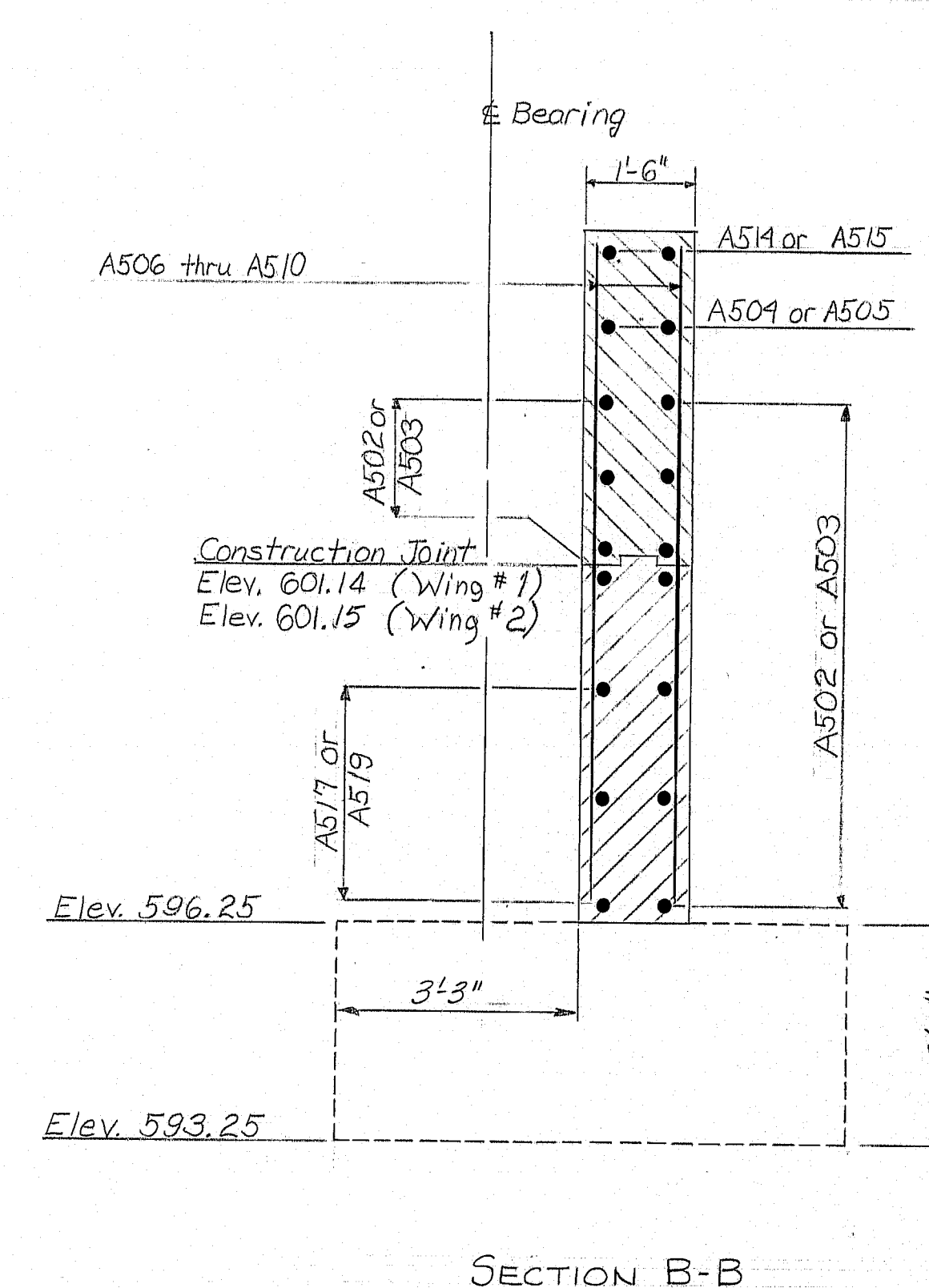
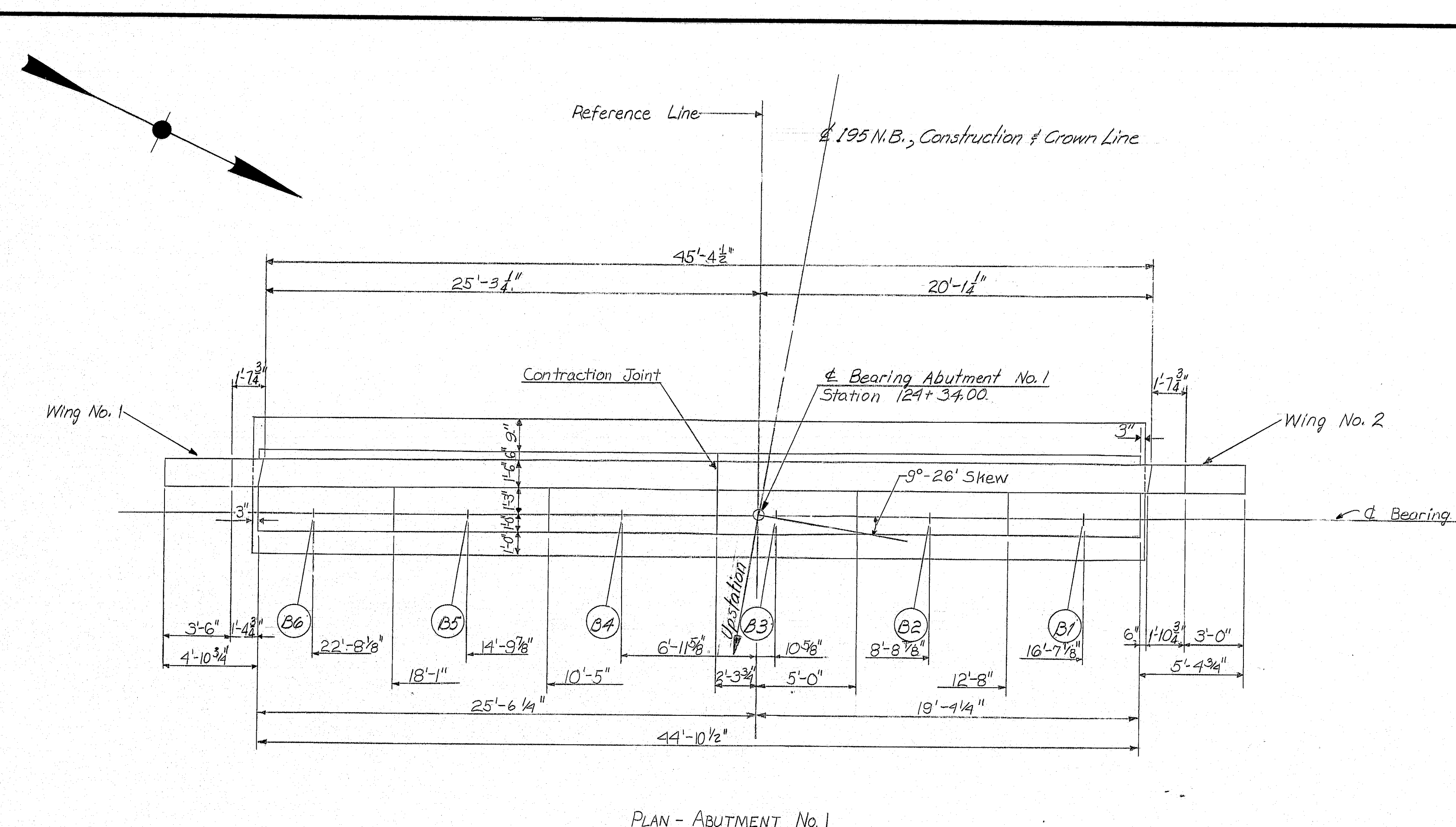
As Built STATE OF MAINE CW 2-1-82
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 NORTHBOUND
OVER
B. & A. R.R. YARD
IN THE TOWN OF
OAKFIELD
AROOSTOOK COUNTY
FOOTINGS & APPROACH SLABS

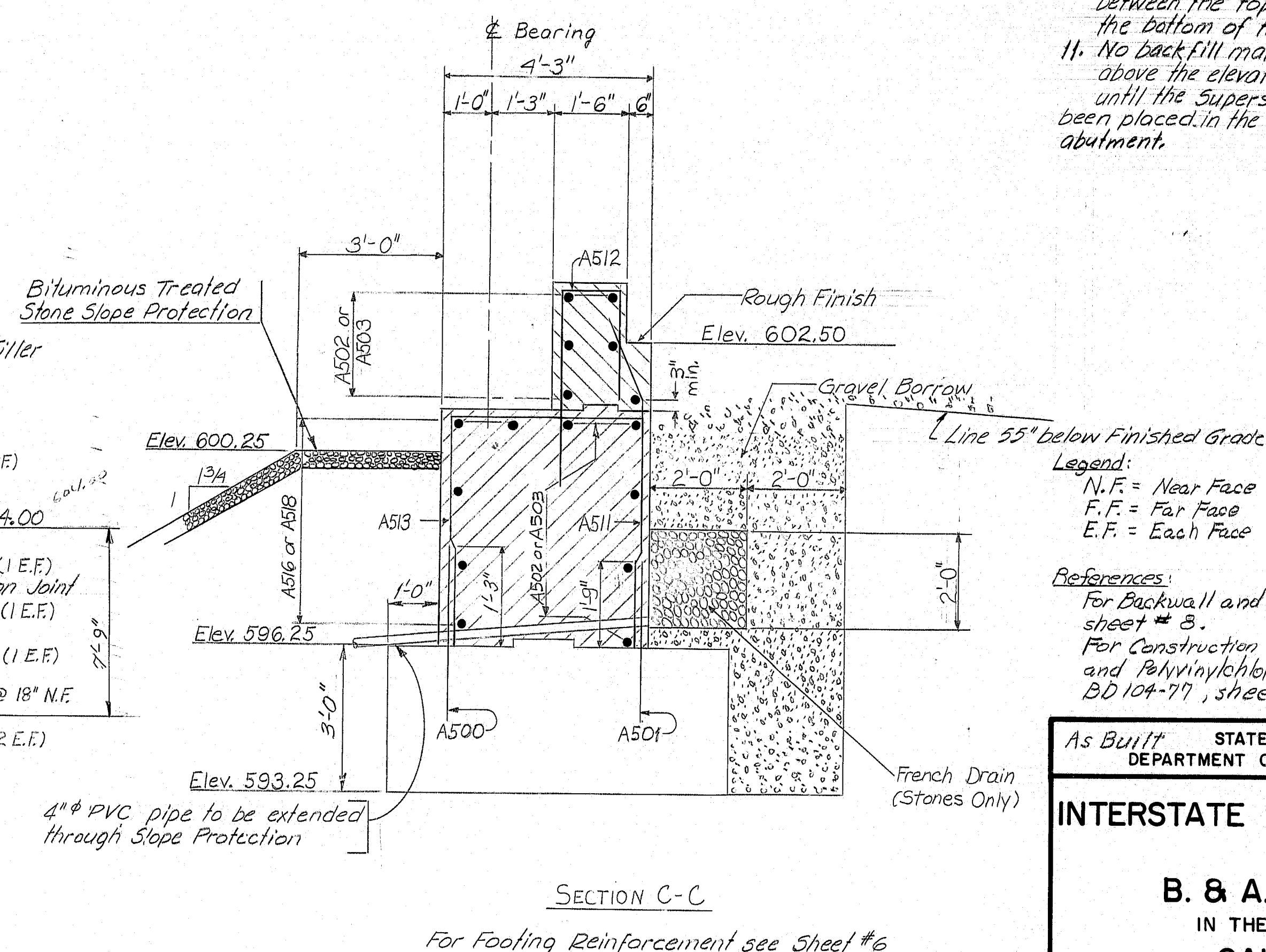
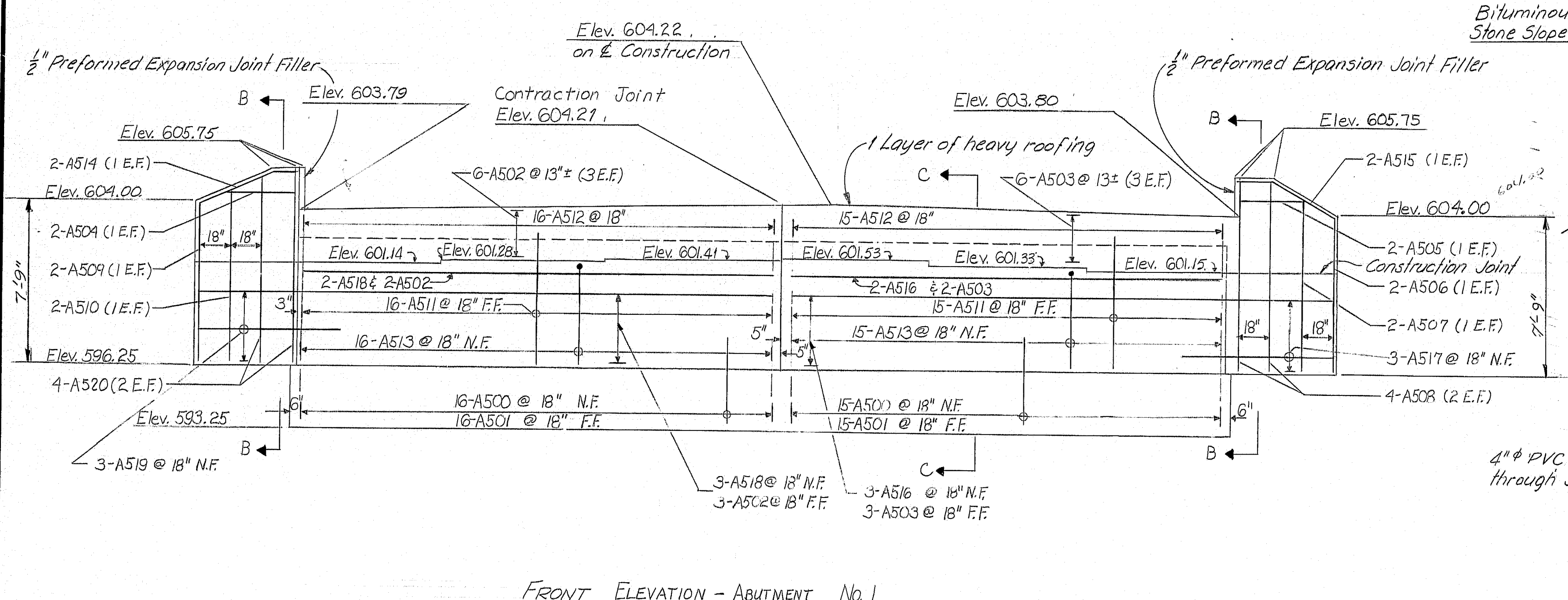
SHEET 6 OF 26 AUGUSTA, MAINE NOV. 1979

174-132

ABUTMENT NOTES



1. Chamber all exposed edges of concrete a consistent dimension between $\frac{1}{2}$ and $\frac{3}{4}$ " inclusive, unless otherwise indicated.
2. Reinforcing steel shall have 2 inches cover unless otherwise indicated.
3. Place reinforcing steel in bridge seats to clear anchor bolts.
4. Break bond of vertical contraction joints by a method approved by the Engineer.
5. Polyvinylchloride waterstops as shown on Standard Details BD 104-77 shall be placed in all vertical contraction joints.
6. Waterstops are not required in horizontal construction joints.
7. Protective coating for concrete surfaces shall be applied to the following areas:
The top and 1'-0" down the back of the parapets and wings.
8. Place 4" diameter drains in breastwall and wings at 20 foot maximum spacing. Exact location will be determined by the Engineer in the field.
9. On the backface of the abutments and the Superstructure slab, cover the horizontal joint between the top of the backwall and the bottom of the slab and the vertical joint between the parapets and the fascias with two layers of heavy roofing, 10" wide.
Coat the concrete and back of each layer as applied with plastic roofing cement. Recess the area covered $\frac{1}{2}$ ".
10. Apply one layer of heavy roofing between the top of the backwall and the bottom of the slab.
11. No backfill material will be placed above the elevation of the Bridge Seats until the Superstructure Concrete has been placed in the span adjacent to the abutment.



PLANS	PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN - DETAILED		WJL / FAF	5-79
	CHECKED		PJM	7/79
	REVISIONS			
	FIELD REVISIONS			

References:
For Backwall and Slab Joint Detail see sheet # 8.
For Construction and Contraction Joints and Polyvinylchloride Waterstop, see BD 104-77, sheet #22.

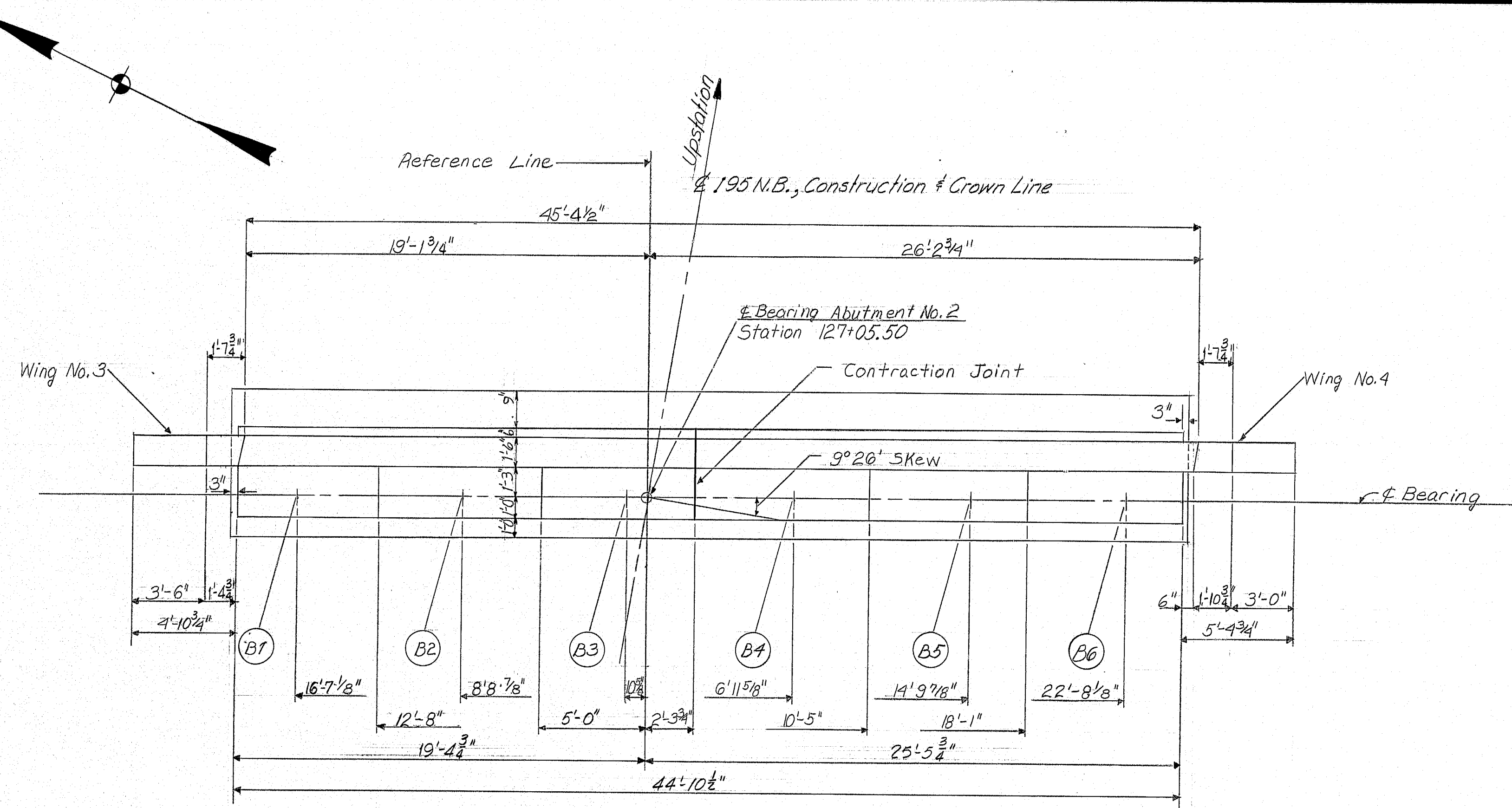
As Built STATE OF MAINE CW 2-1-82
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 NORTHBOUND
OVER
B. & A. R.R. YARD
IN THE TOWN OF
OAKFIELD
ARROSTOOK COUNTY
ABUTMENT NO. 1
SHEET 7 of 26 AUGUSTA, MAINE NOV. 1970

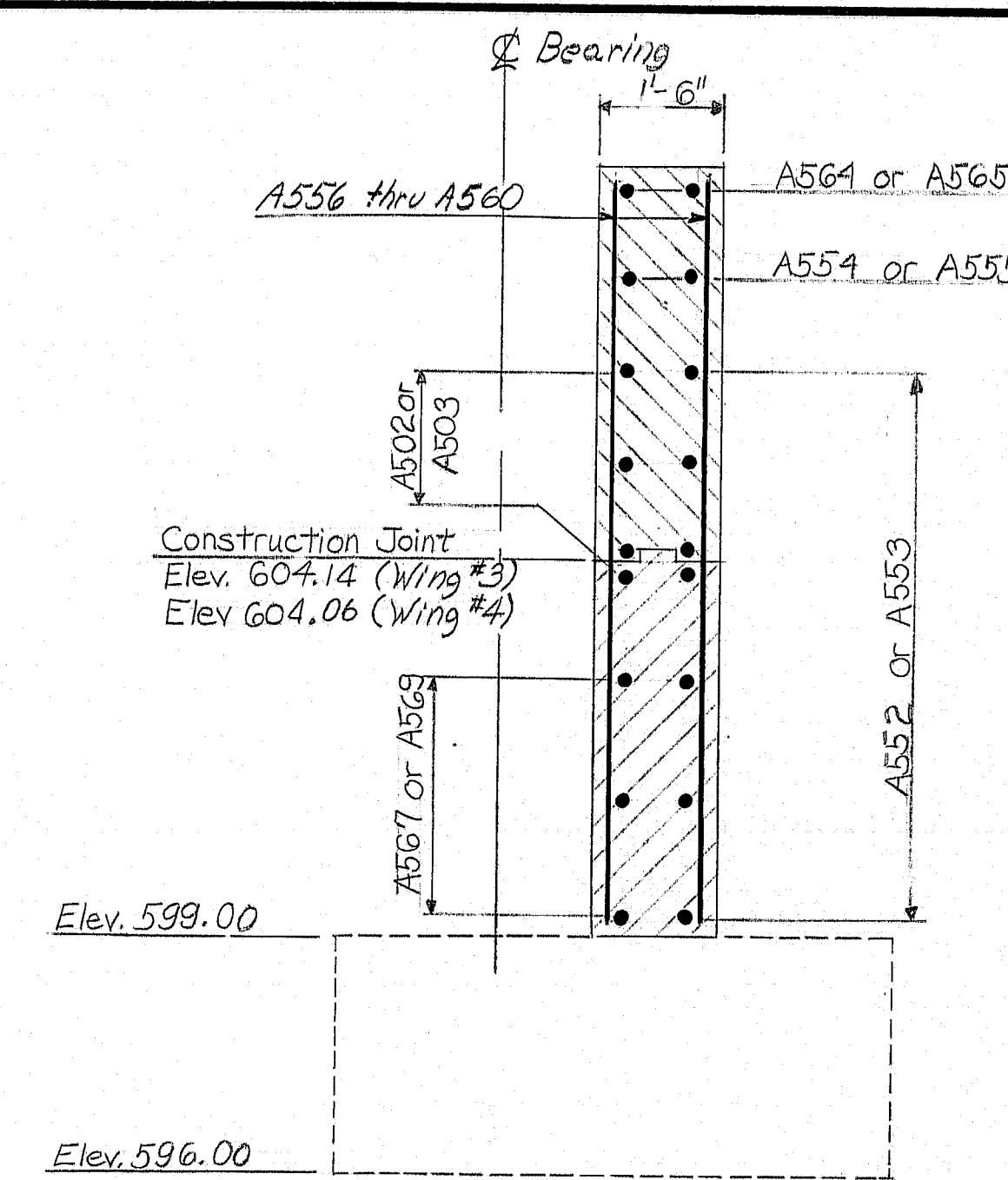
SHEET 7 OF 26 AUGUSTA, MAINE NOV. 1979

174-133

F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-9 (89)	8	26



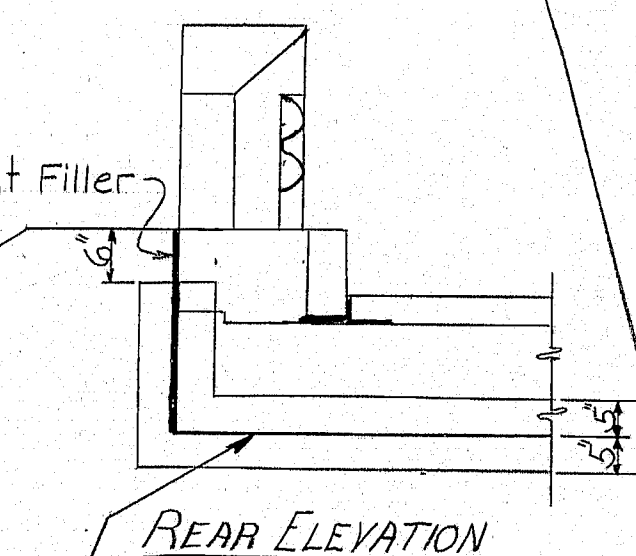
PLAN ABUTMENT NO. 2



SECTION D-D

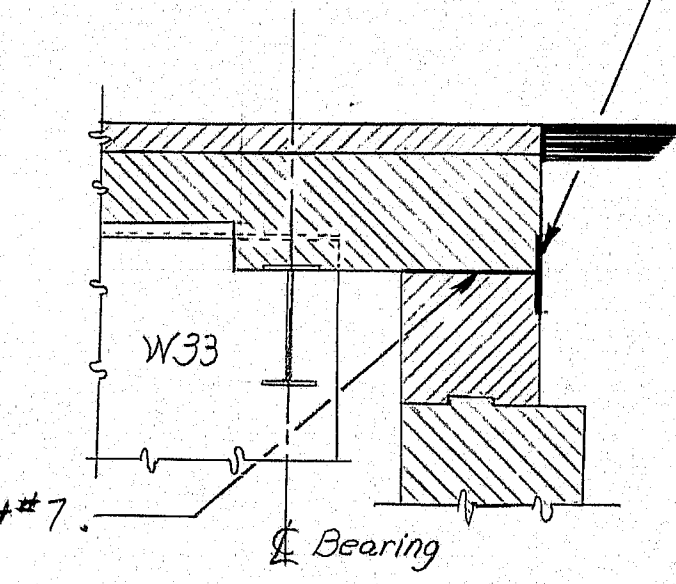
1/2" Preformed Expansion Joint Filler

2 layers of heavy roofing, recess the area covered 1/4", see note 3, sheet #7.



REAR ELEVATION

1 layer of heavy roofing between slab and backwall, see note 10, sheet #7.



SECTION VIEW

BACKWALL AND SLAB JOINT DETAIL

Rough Finish (Typical for Abutment #1 & #2)

Gravel Borrow
Line 55" below Finished Grade

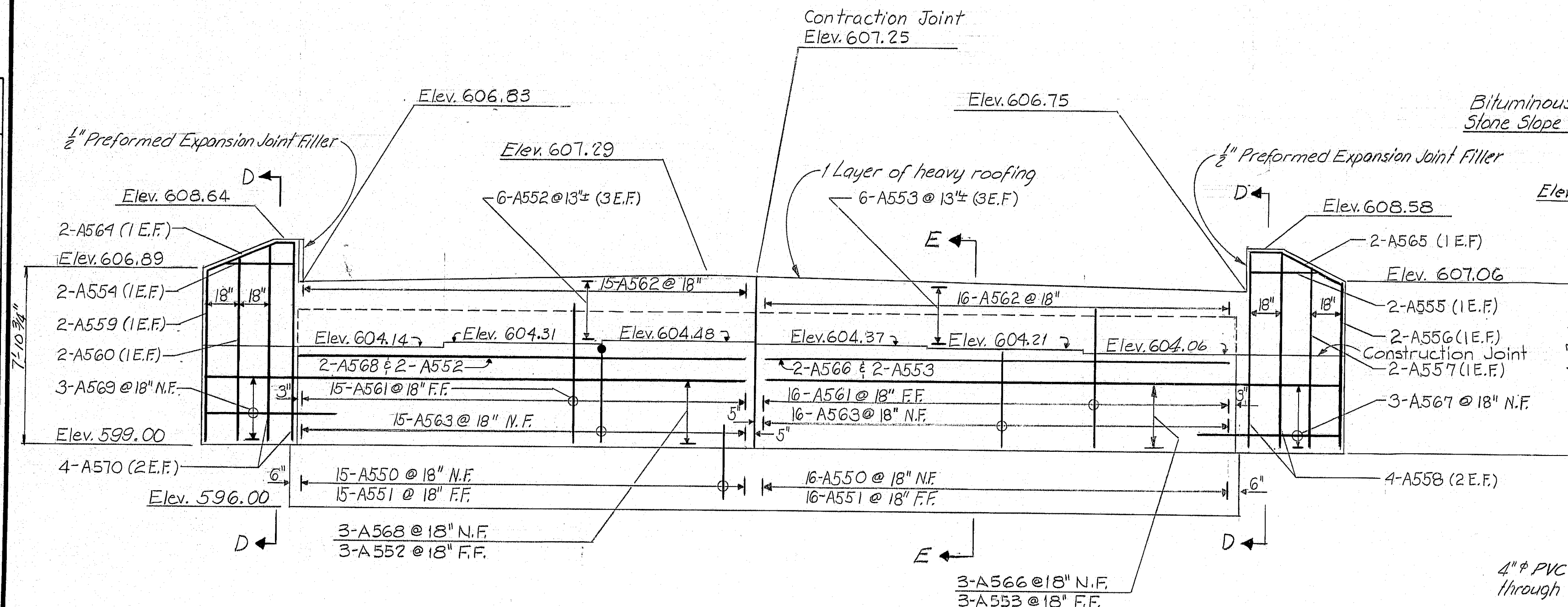
Legend:
N.F. = Near Face
F.F. = Far Face
E.F. = Eash Face

References:
For Construction and Contraction Joints and Polyvinylchloride Waterstop, see BD 104-77,
For Abutment Notes see sheet #7

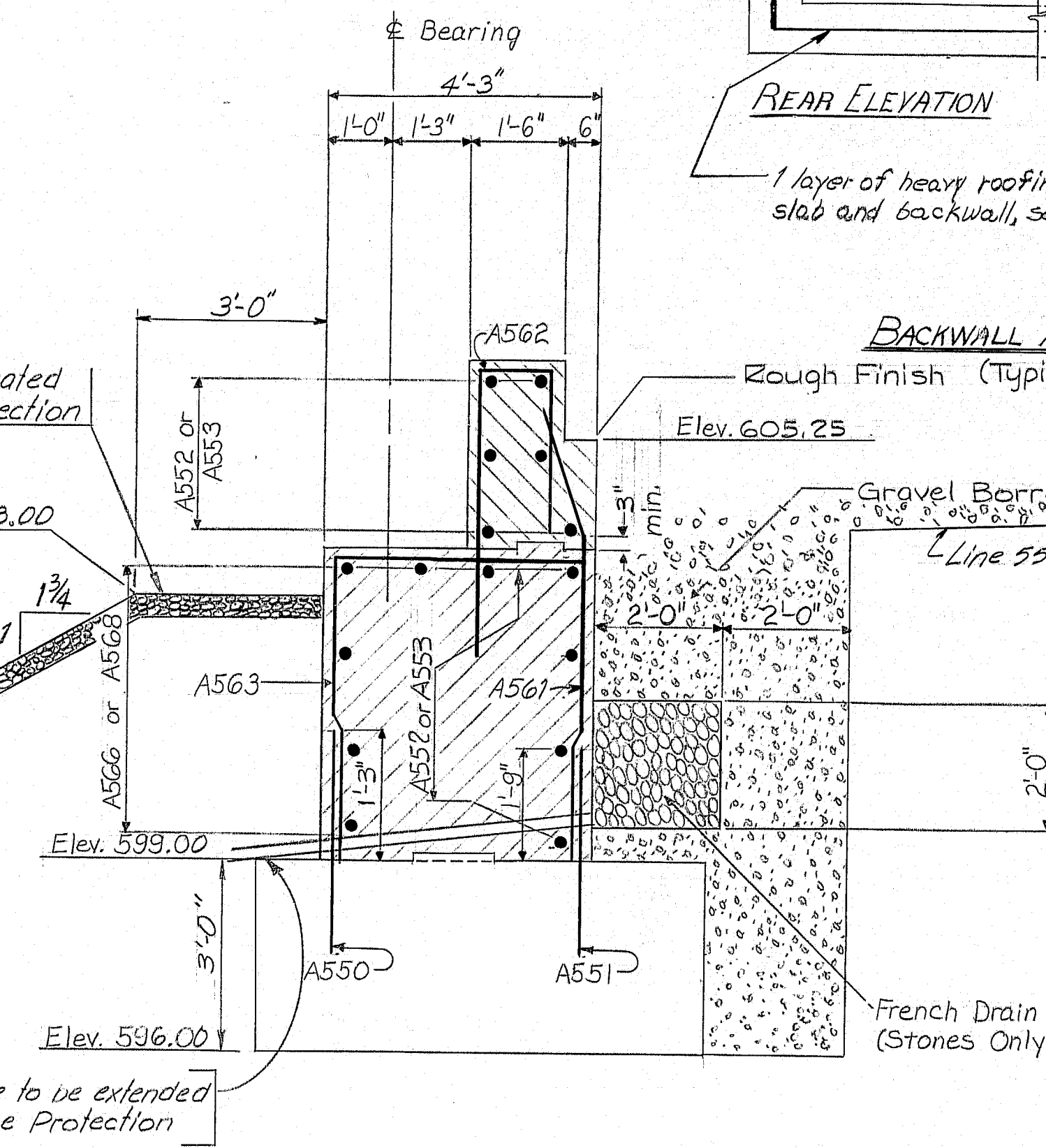
As Built STATE OF MAINE CW 2-1-82
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 NORTHBOUND
OVER
B. & A. R.R. YARD
IN THE TOWN OF
OAKFIELD
AROOSTOOK COUNTY
ABUTMENT NO. 2
SHEET 8 OF 26 AUGUSTA, MAINE NOV. 1979

174-134



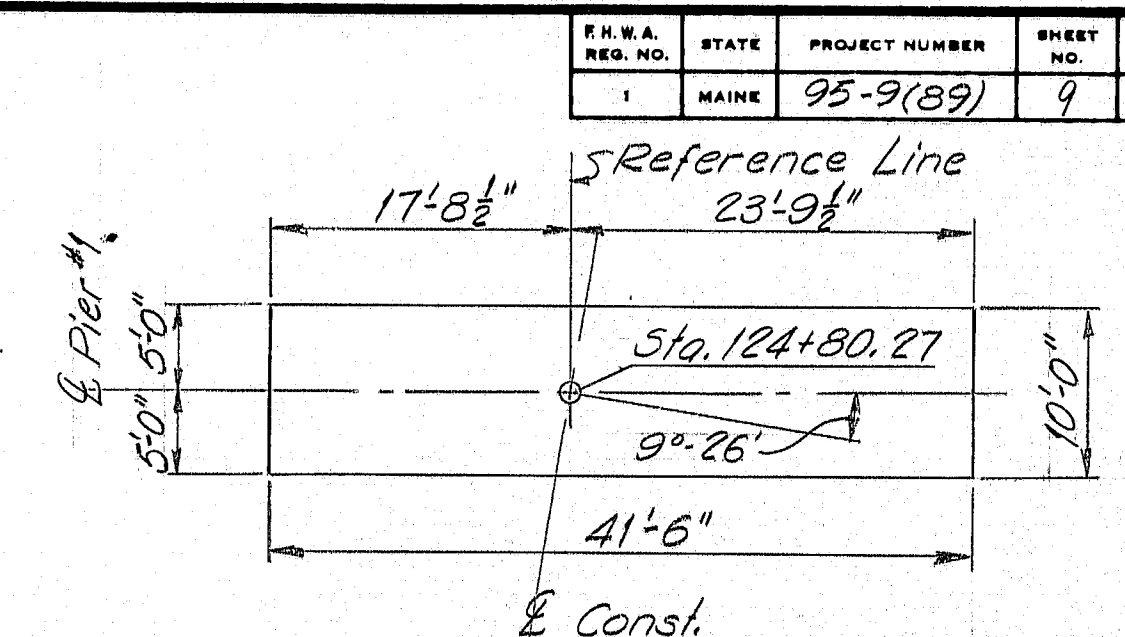
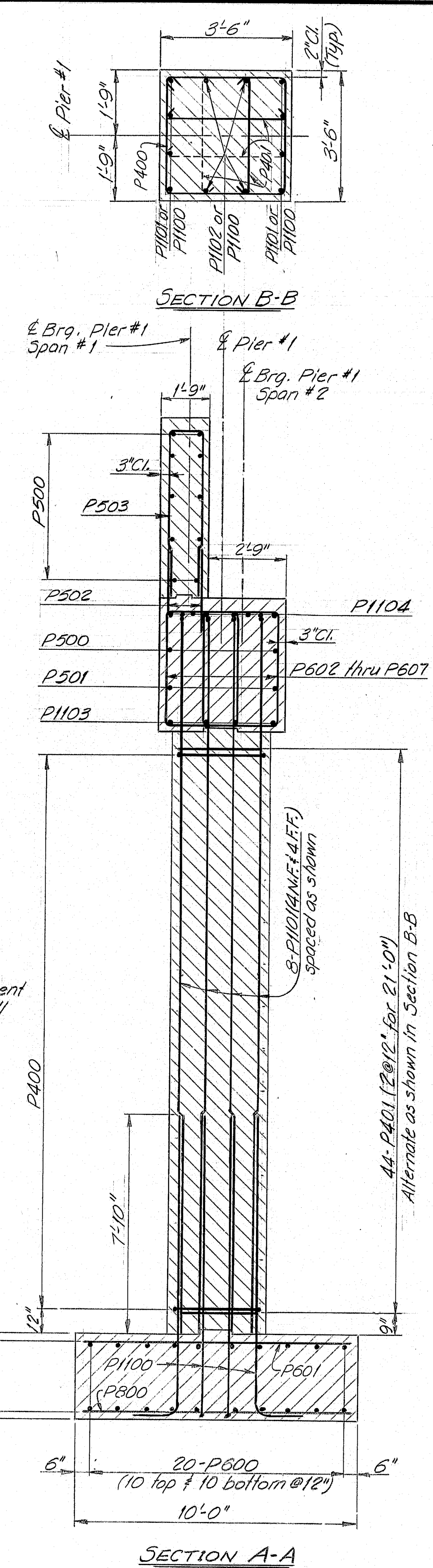
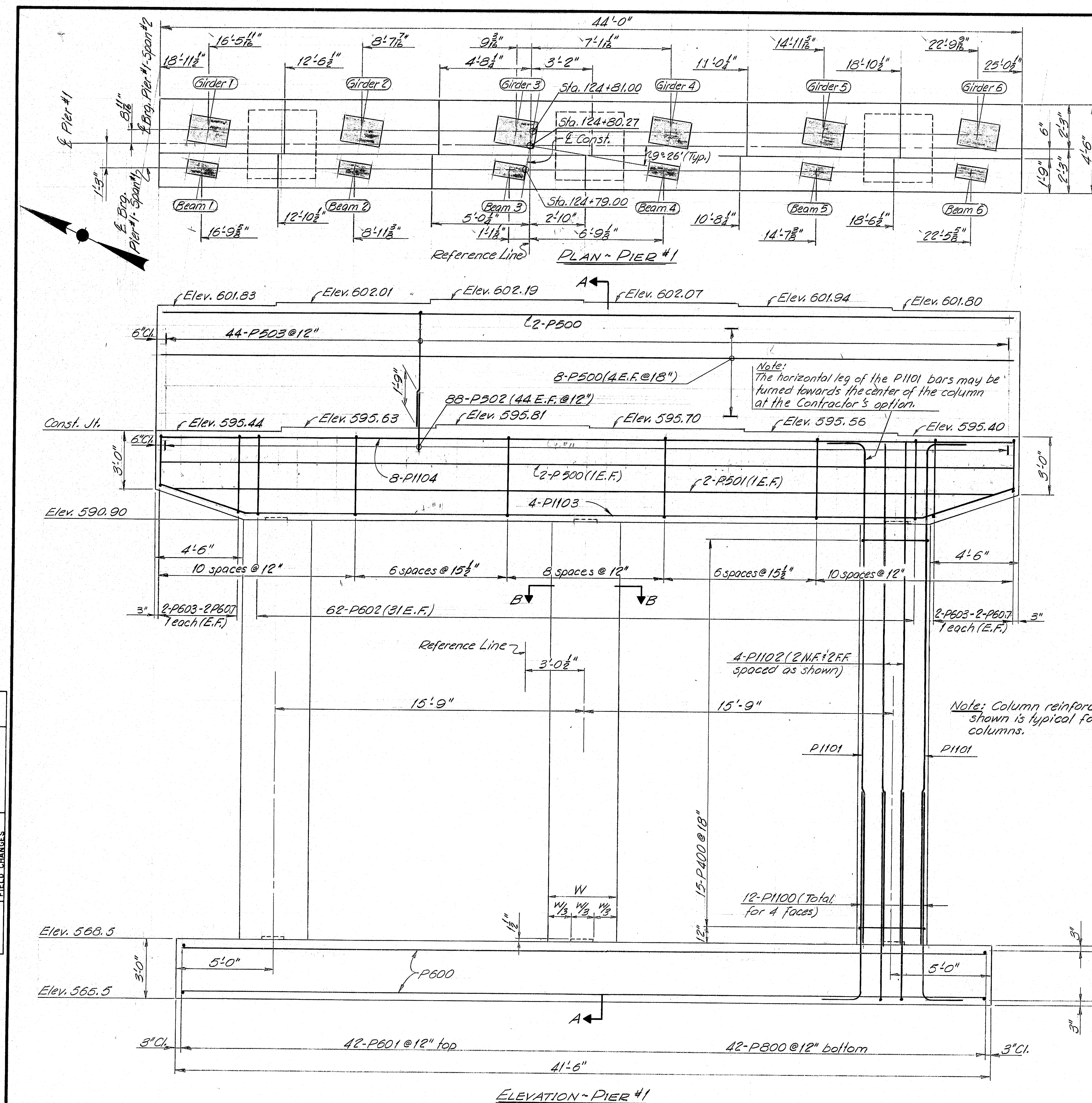
FRONT ELEVATION ABUTMENT NO. 2



SECTION E-E

(For Footing Reinforcement See Sheet No. 6)

PROJECT DESIGN ENGINEER	DATE
BY	8-78
DESIGN - DETAILED	FAF
CHECKED	PJM
REVISIONS	
FIELD CHANGES	
PLANS	



- PIER NOTES**
1. Chamfer all exposed edges of concrete a consistent dimension between 1/8" and 3/8" inclusive, unless otherwise indicated.
 2. Reinforcing steel shall have 2 inches minimum cover unless otherwise indicated.
 3. Place reinforcing steel in bridge seats to clear anchor bolts.
 4. Maximum calculated footing pressure = 4.25 tons per square foot.

DESIGN CRITERIA
Critical AASHTO Loading - Group 4
Wind - 100 mph

LEGEND
N.F. _____ Near Face
F.F. _____ Far Face
E.F. _____ Each Face
C.I. _____ Clear
BEARING PEDESTALS
FPA (Fixed) & FPD-3 (Fixed)

REFERENCES
For Bearing Pedestals see Standard Details BD 100-71 & BD 101-74

As Built STATE OF MAINE CW 2-1-82
DEPARTMENT OF TRANSPORTATION

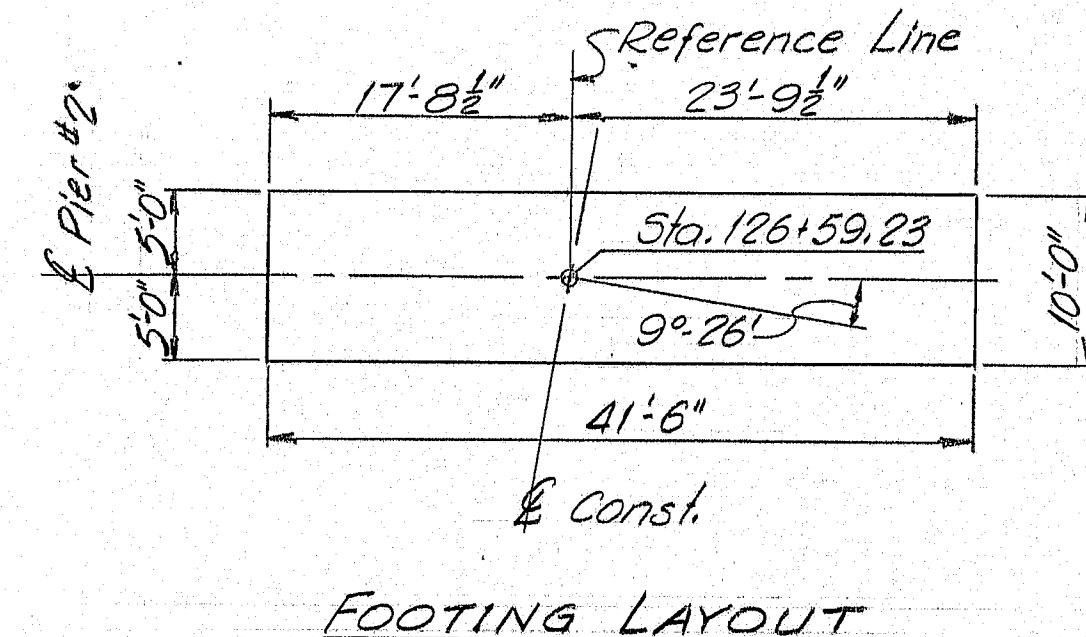
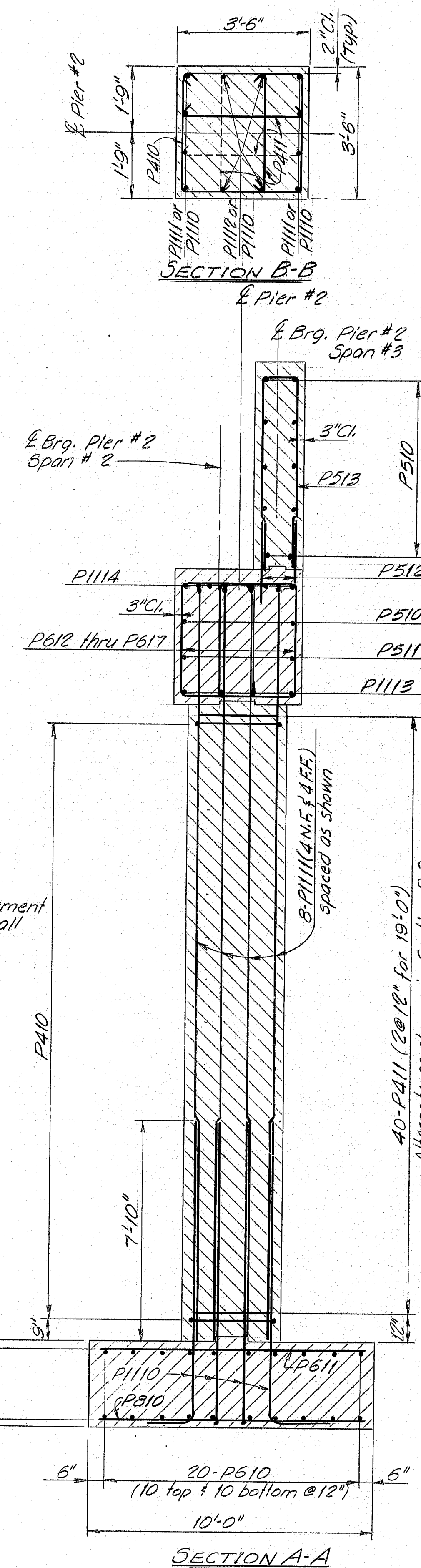
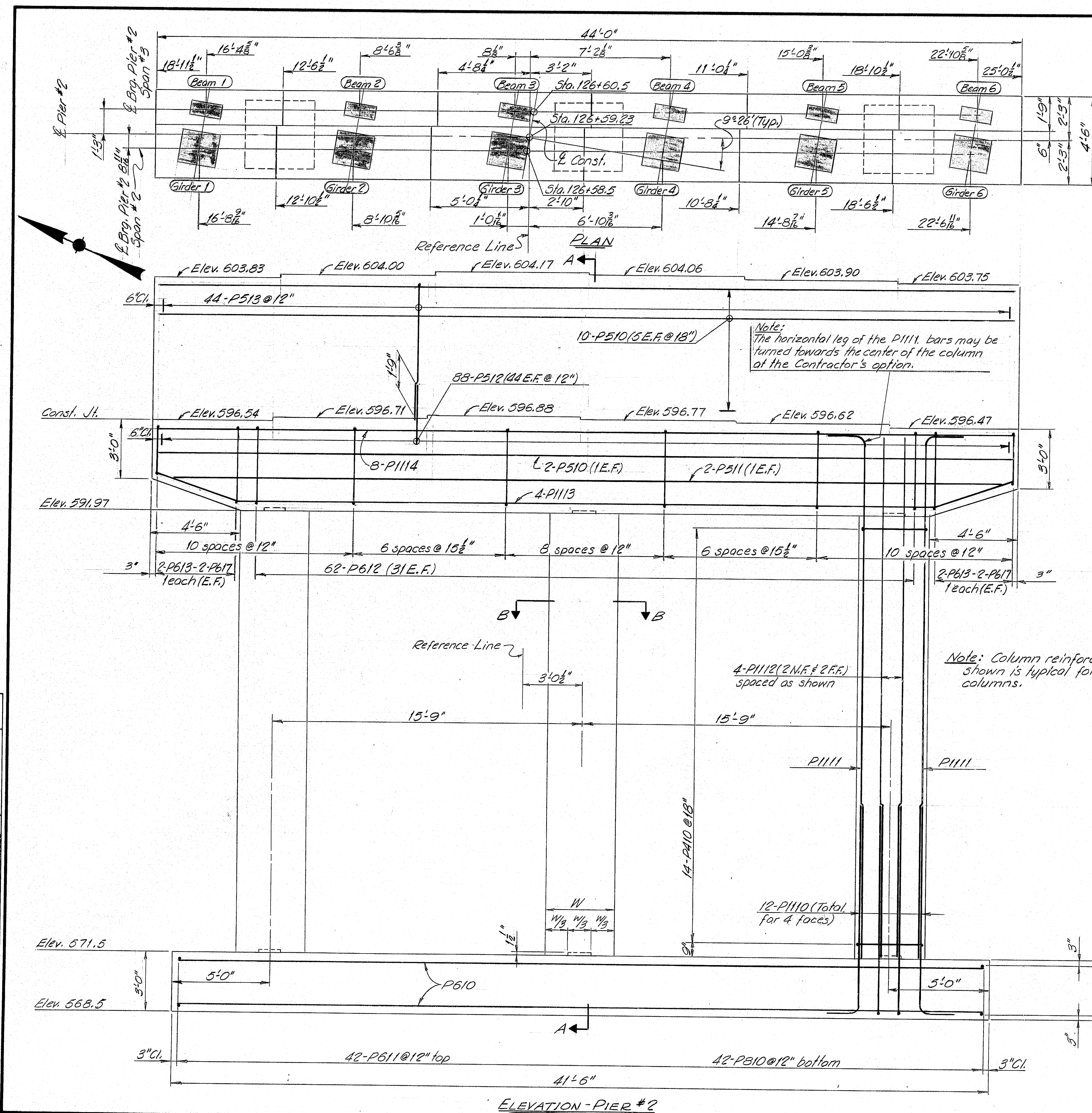
INTERSTATE 95 NORTHBOUND
OVER
B. & A. R.R. YARD
IN THE TOWN OF
OAKFIELD
AROOSTOOK COUNTY
PIER NO. 1

SHEET 3 OF 26 AUGUSTA, MAINE NOV. 1979

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	ELC/CLP	8/79
DESIGN - DETAILED	ELC/CLP	8/79
CHECKED	ELC/CLP	8/79
REVISIONS	ELC/CLP	8/79
FIELD CHANGES	ELC/CLP	8/79

174-135

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	E.B.C. RB	9/79
CHECKED	PJM	9/79
REVISIONS		
FIELD CHANGES		



LEGEND
 N.F. _____ Near Face
 F.F. _____ Far Face
 E.F. _____ Each Face
 Cl. _____ Clear

BEARING PEDESTALS
 EPE-7 (expansion) & FPA (fixed)

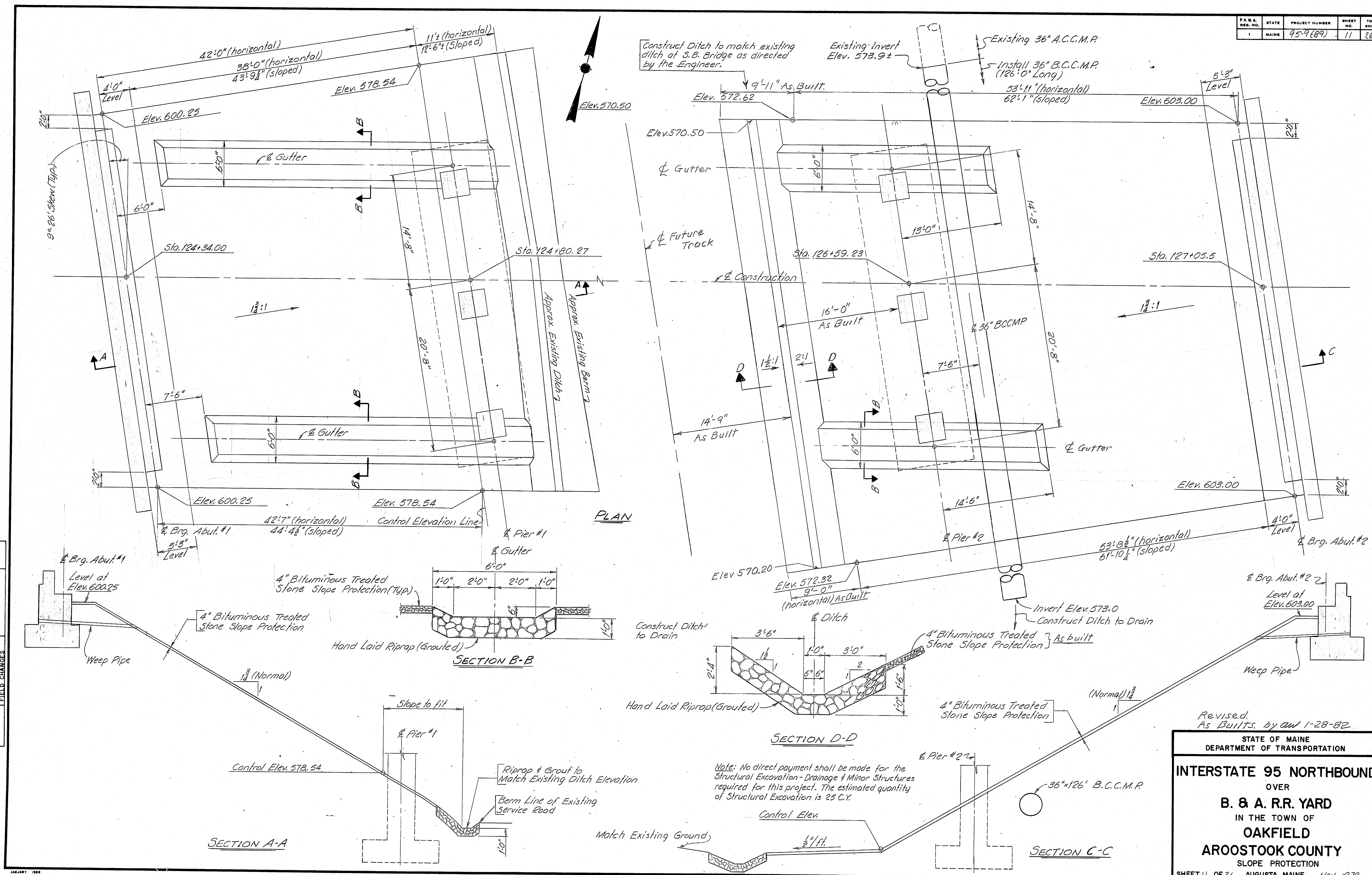
REFERENCES
 For Pier Notes see Sheet #9
 For Bearing Pedestals, see Standard
 Details BD 100-71 & BD 101-74

As Built STATE OF MAINE JUL 2-1-82
 DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 NORTHBOUND
 OVER
B. & A. R.R. YARD
 IN THE TOWN OF
OAKFIELD
AROOSTOOK COUNTY
 PIER NO. 2

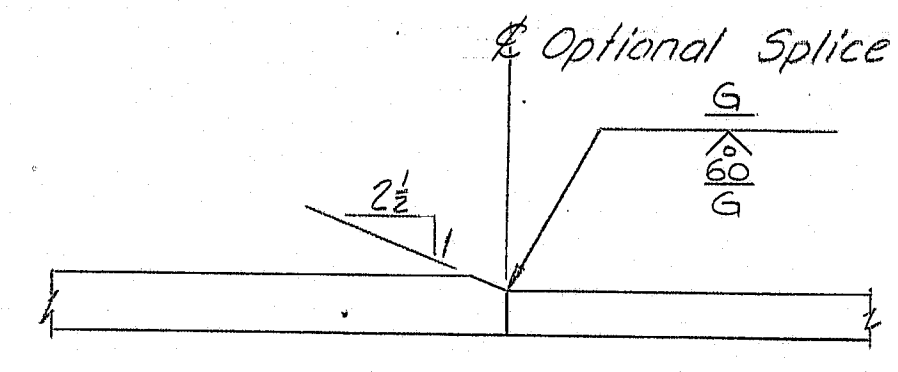
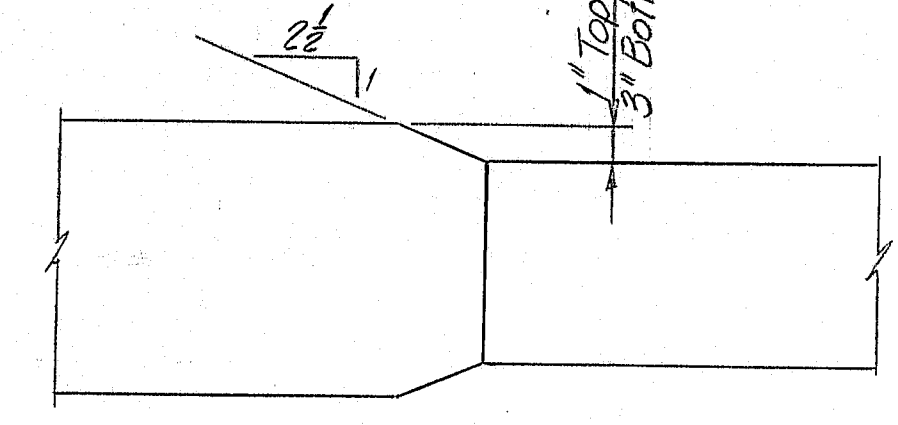
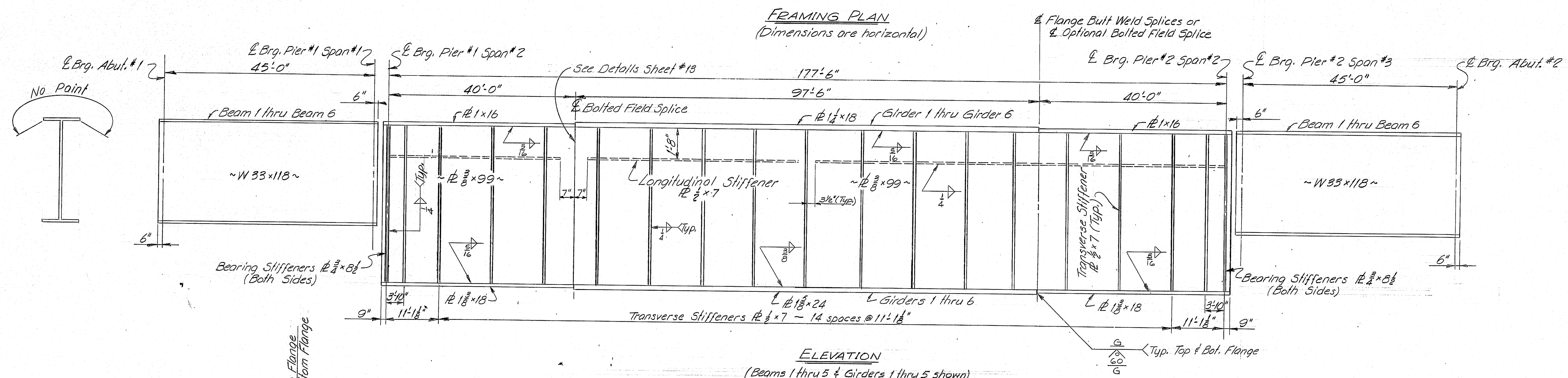
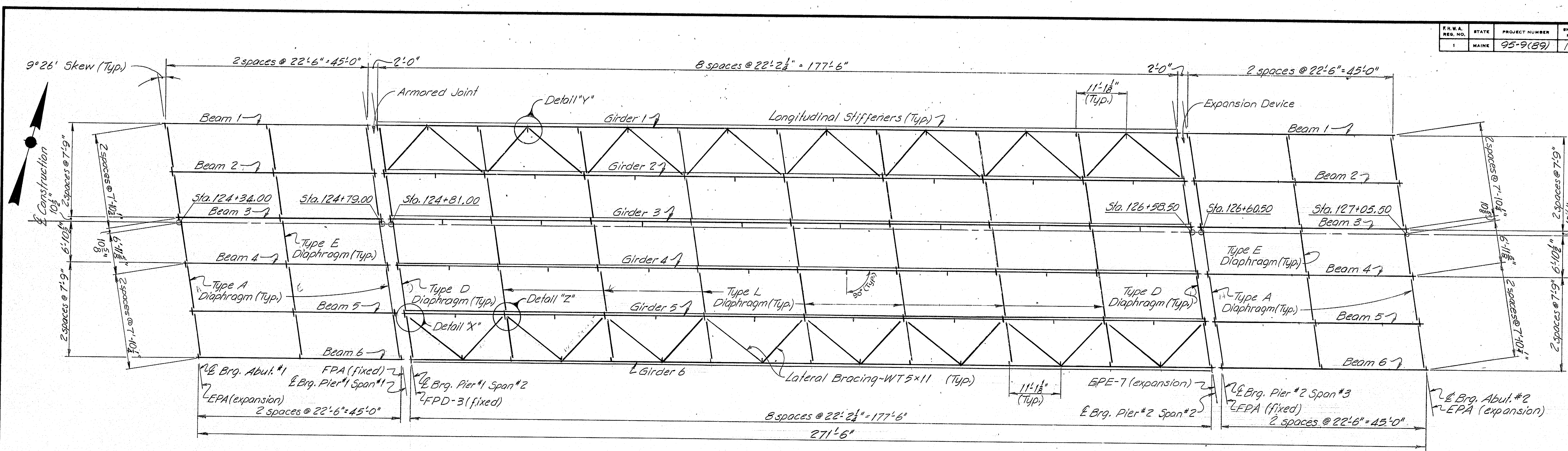
SHEET 10 OF 26 AUGUSTA, MAINE NOV. 1979
174-136

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TO SHEET
1	MAINE	95-9(89)	11	76



PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	REB	9-19
CHECKED	PJM	9/19
REVISIONS		
FIELD CHANGES		

F.H.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-9(89)	12	26



FLANGE BUTT WELD TRANSITION DETAILS

Note:
At the location of the Optional Splice, the Contractor may construct the Girder as shown or, at his option, may provide a bolted splice connection.

REFERENCES
For Details "X", "Y" & "Z" see Sheet #14
For Diaphragms see Standard Details BD 113-78.
For Bearing Pedestals see Standard Details BD 100-71 & BD 101-74.

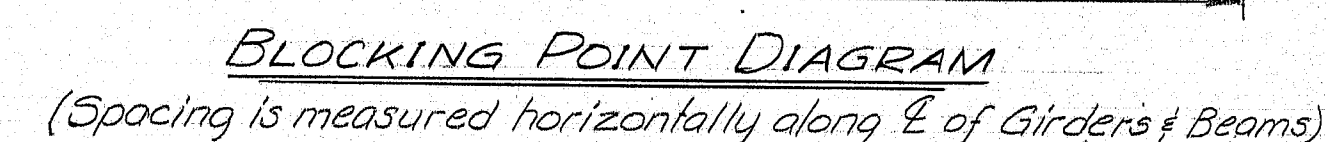
As Built STATE OF MAINE G.W. 1-29-82
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 NORTHBOUND
OVER
B. & A. R.R. YARD
IN THE TOWN OF
OAKFIELD
AROOSTOOK COUNTY
FRAMING PLAN
SHEET 12 OF 26 AUGUSTA, MAINE NOV. 1979

174-138

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	ELC/RCB	9/77
DESIGN - DETAILED	ELC	
CHECKED	ELM	
REVISIONS		
FIELD CHANGES		

SPAN #1 SPAN #2 SPAN #3



Technical drawing of a bridge deck showing the top of web cut line, working line, level line, and various dimensions. It includes a cross-section detail of the pier and joint, and a view A-A of the pier.

Top of Web Cut Line: 18 equal spaces. Dimensions: 1 3/8", 3 1/4", 4 1/2", 5 1/2", 6 1/2", 7 1/8", 8 1/4", 8 5/8", 8 3/4", 7 1/4", 7 1/8", 6 7/8", 9", 4 3/4", 3 5/8", 9", 1 1/2".

Working Line: 177'-6"

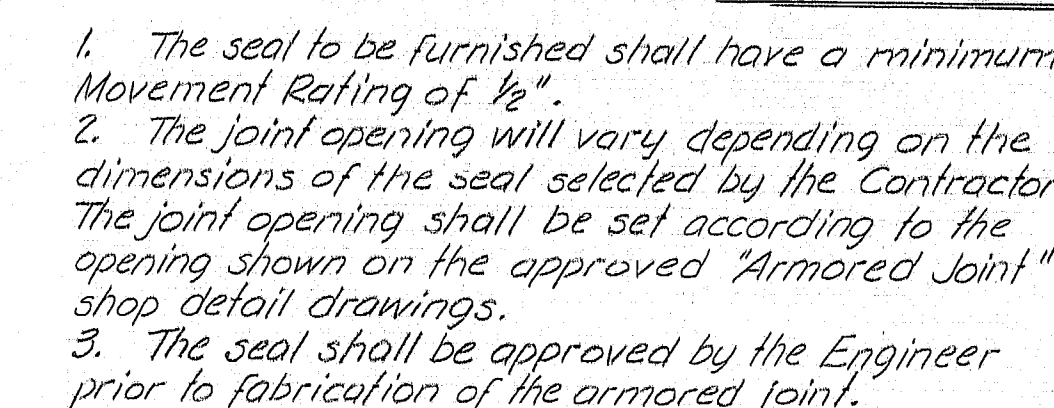
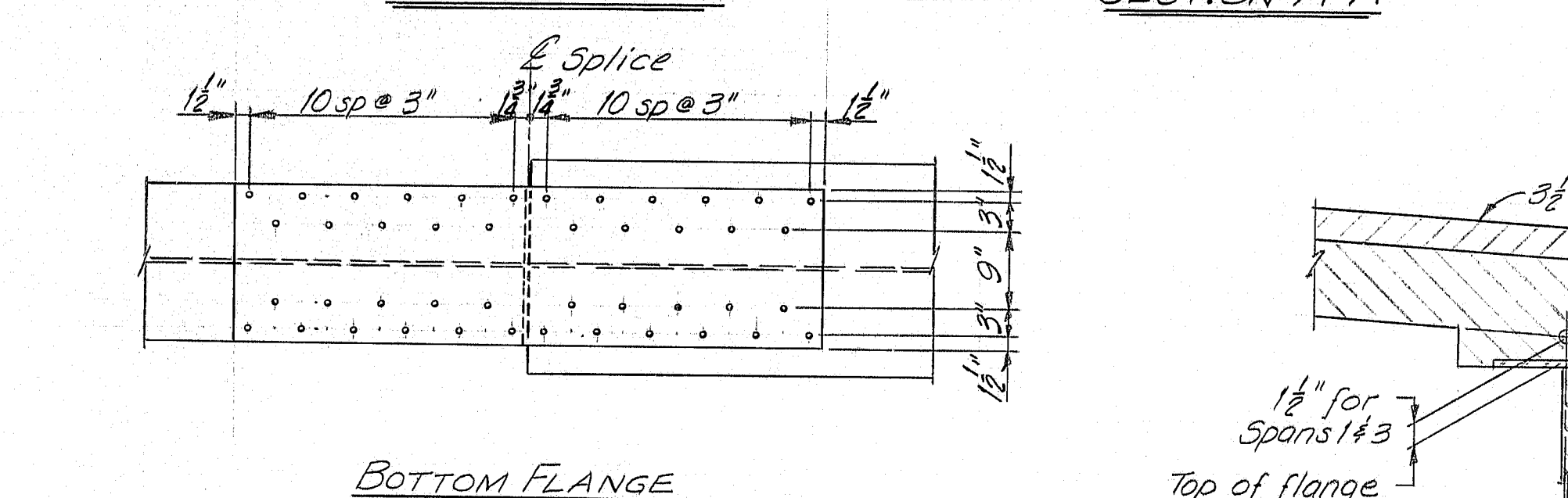
Level Line: 45'-0" (left), 45'-0" (right)

Labels: E Brg. Pier #1 Span #1, E Brg. Pier #1 Span #2, E Brg. Pier #2 Span #2, E Brg. Pier #2 Span #3, E Brg. Abut. #2, Natural Camber up, Top of Web Cut Line, Working Line, Level Line, C, D, E.

Cross-section detail: 2" Plate, 1/2" Top of Curb, Face of Curb, Preformed Elastic Joint Seal, Fascia, Retention Bars, Armored Joint, 8" Plate, 1/2".

VIEW A-A: Face of Curb, Mortar, 8" Plate, 1/2".

PIER #1 ARMORED JOINT MODIFICATION DETAIL

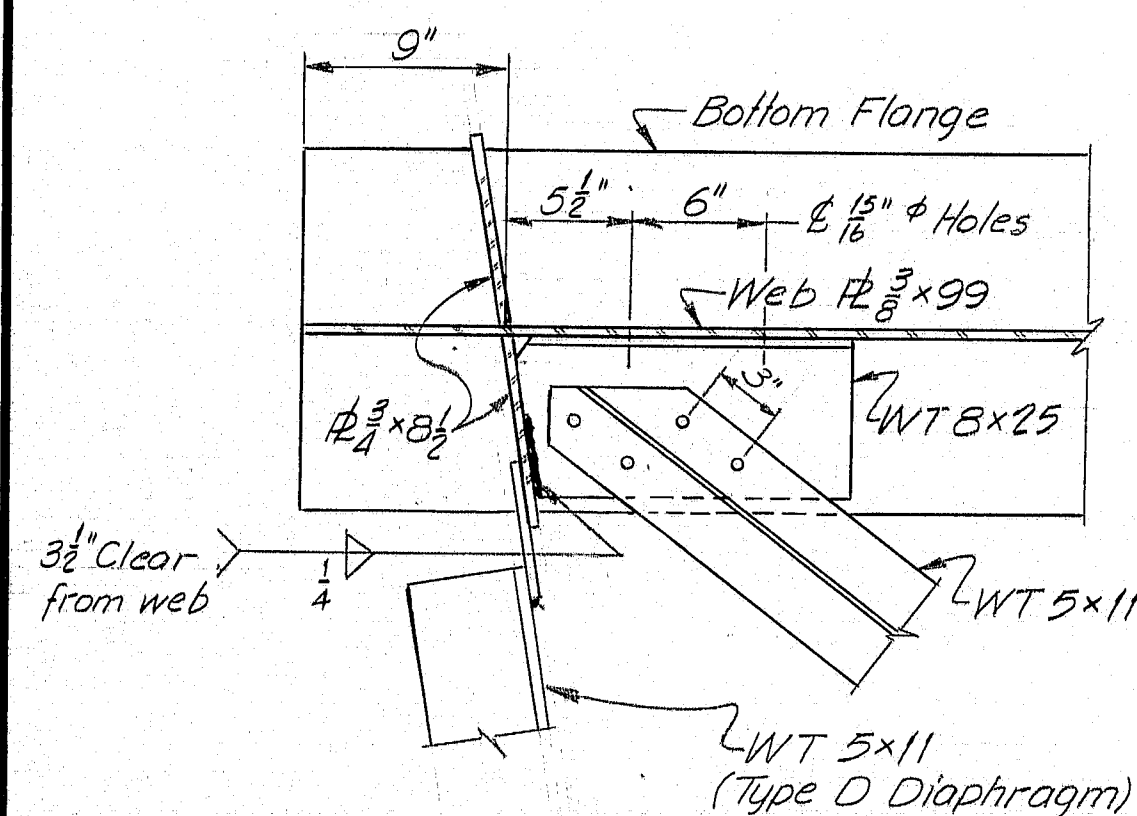


As Built. STATE OF MAINE *001* 1-29-82
DEPARTMENT OF TRANSPORTATION

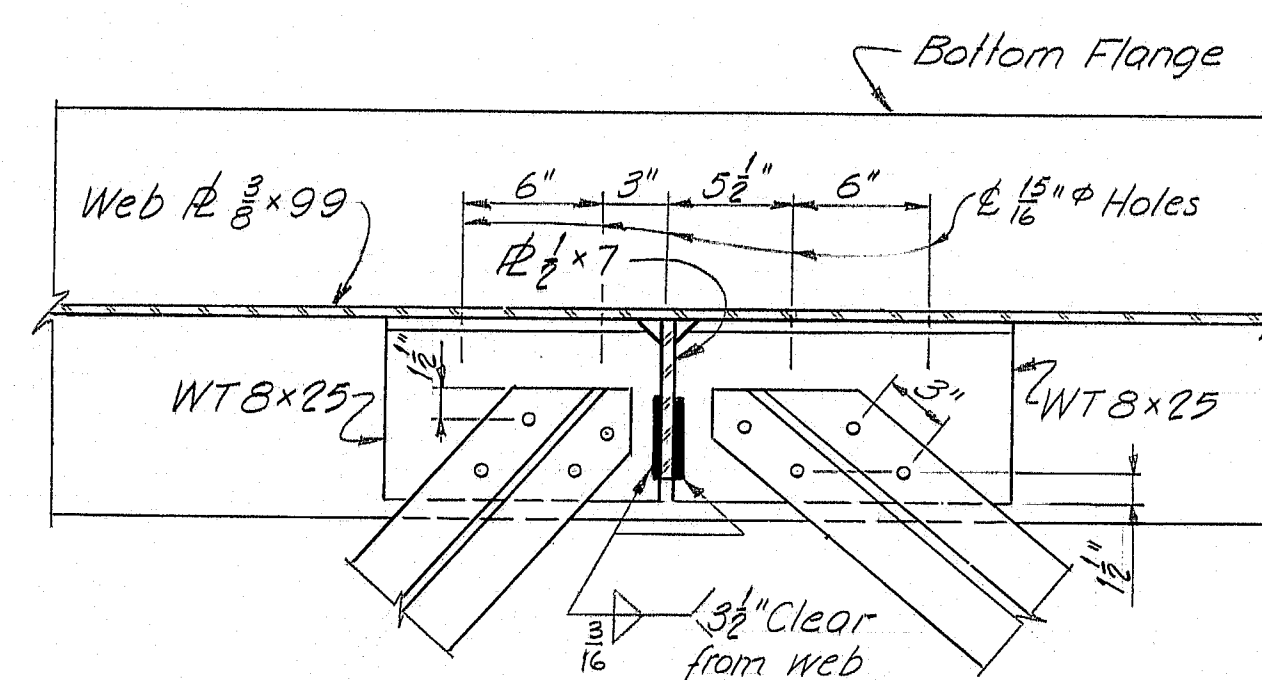
INTERSTATE 95 NORTHBOUND
OVER
B. & A. R.R. YARD
IN THE TOWN OF
OAKFIELD
AROOSTOOK COUNTY
STRUCTURAL STEEL.

SHEET 12 OF 20

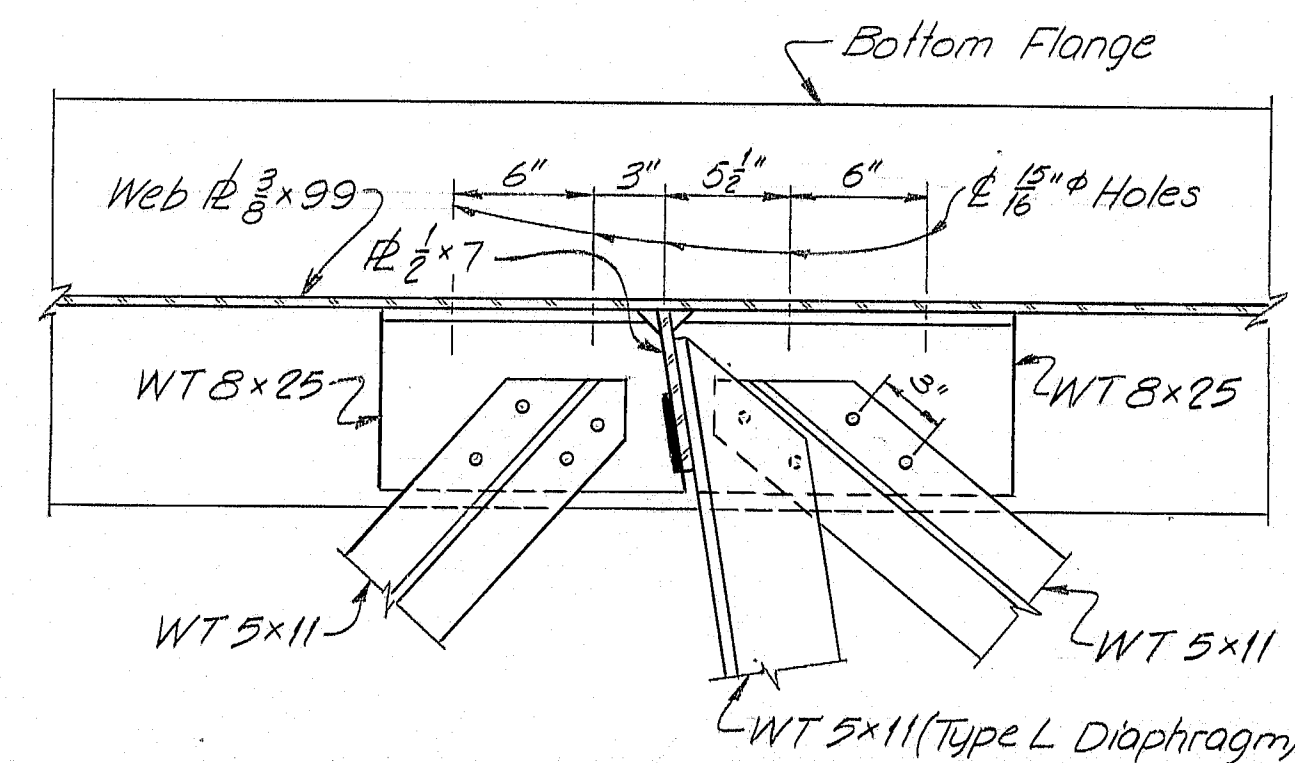
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	95-9(89)	14	26



PLAN ~ DETAIL "X"

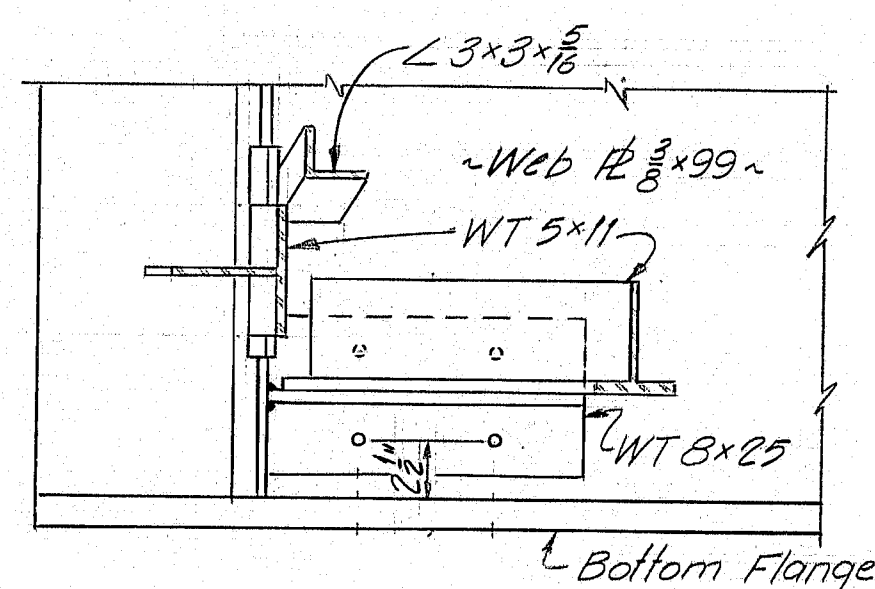


PLAN ~ DETAIL "Y"

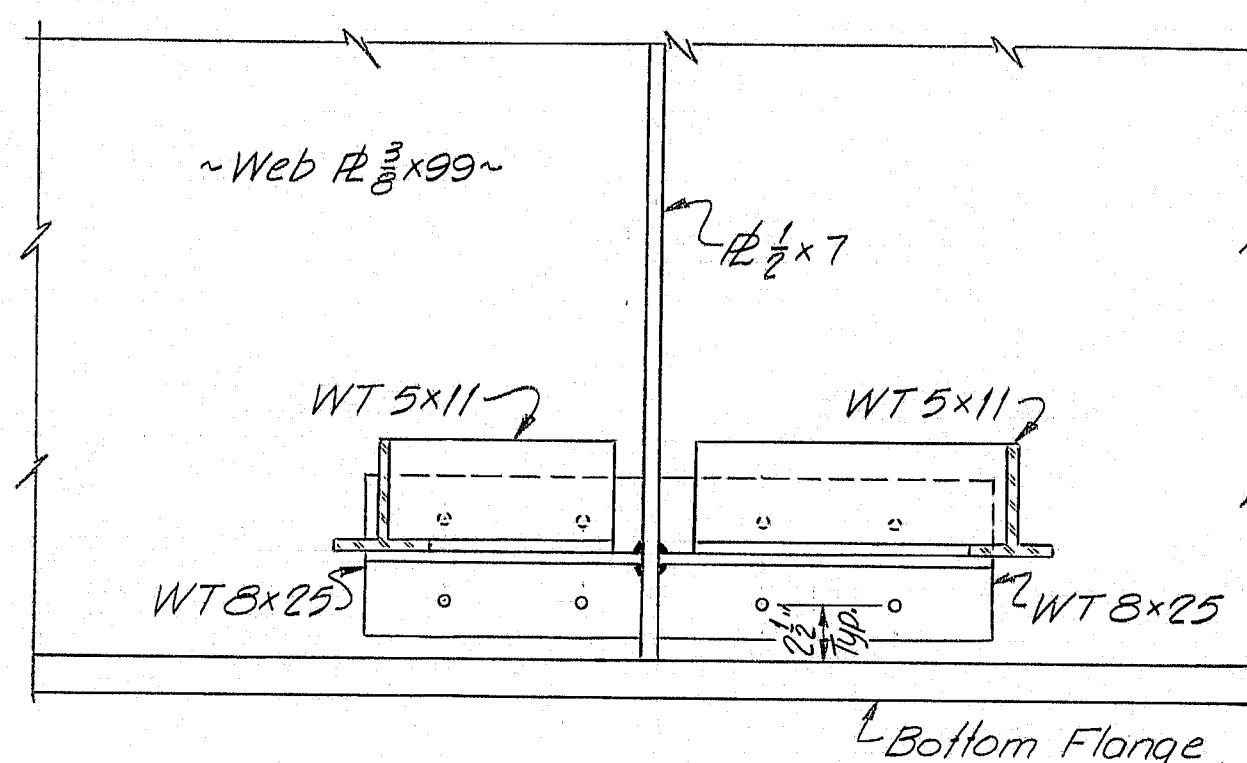


PLAN ~ DETAIL "Z"

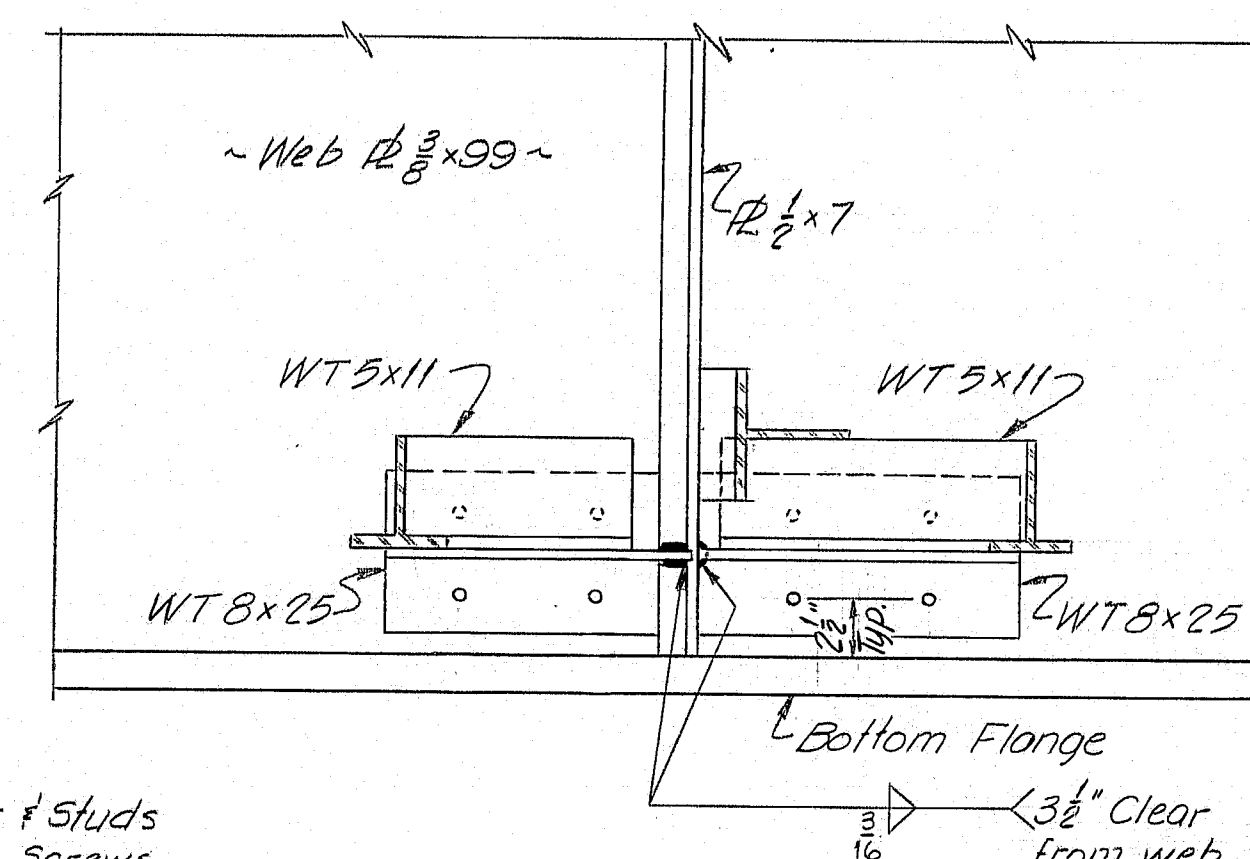
Note: All 1/2" holes to receive 3/8" High Strength Bolts



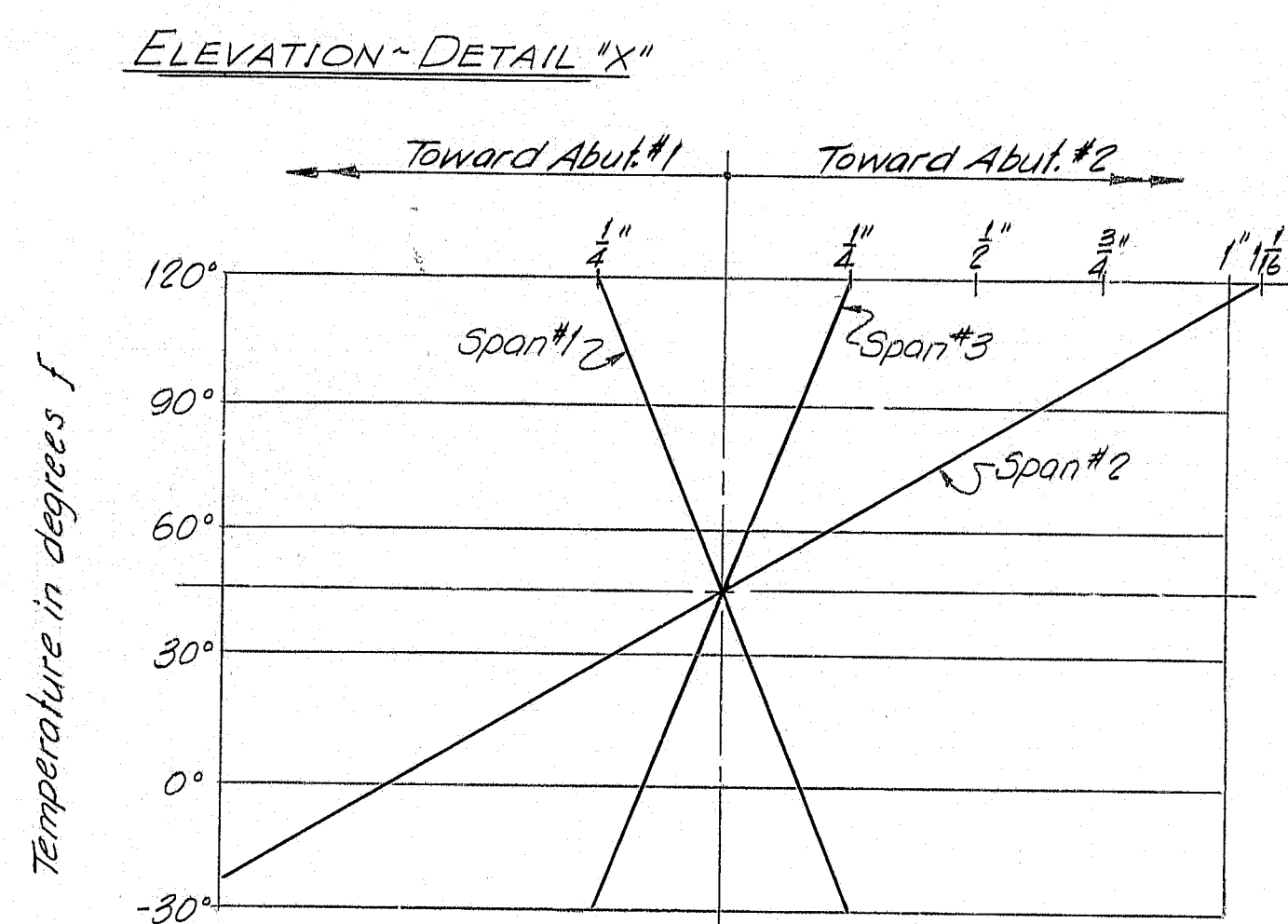
ELEVATION ~ DETAIL "X"



ELEVATION ~ DETAIL "Y"

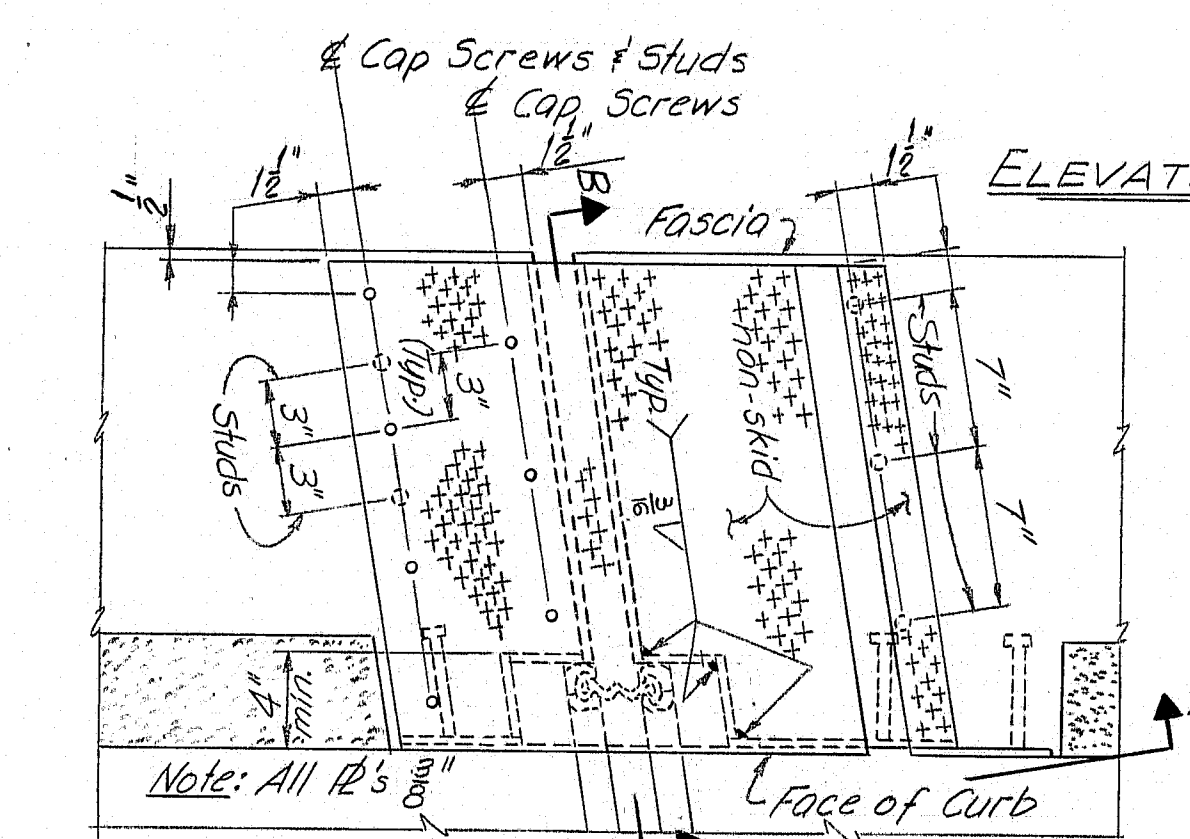


ELEVATION ~ DETAIL "Z"

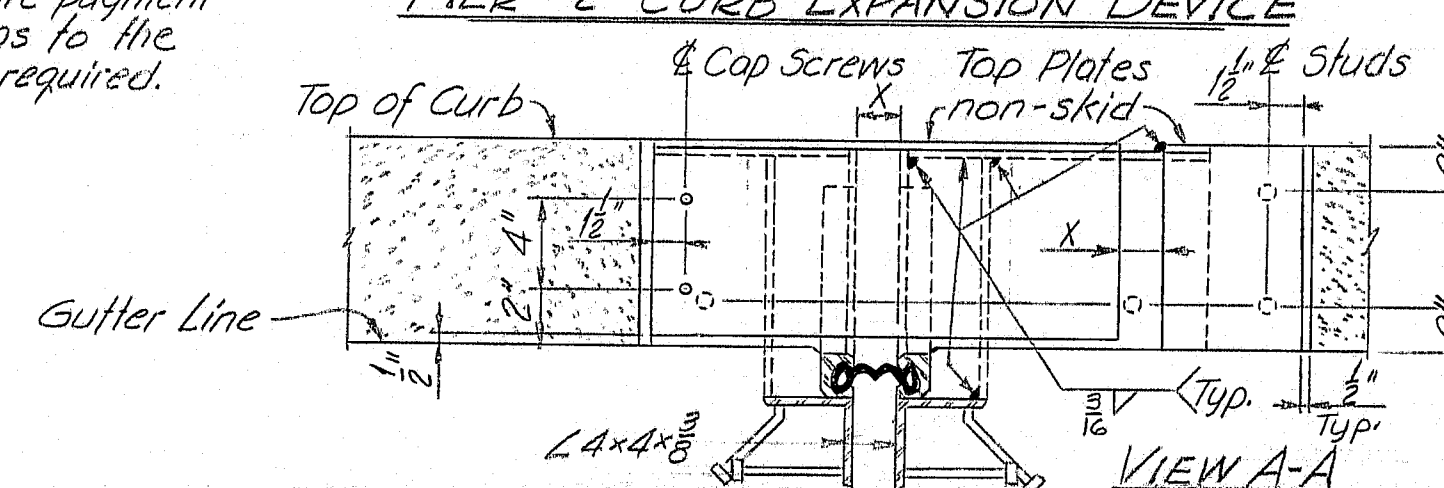


BEARING SETTING CHART

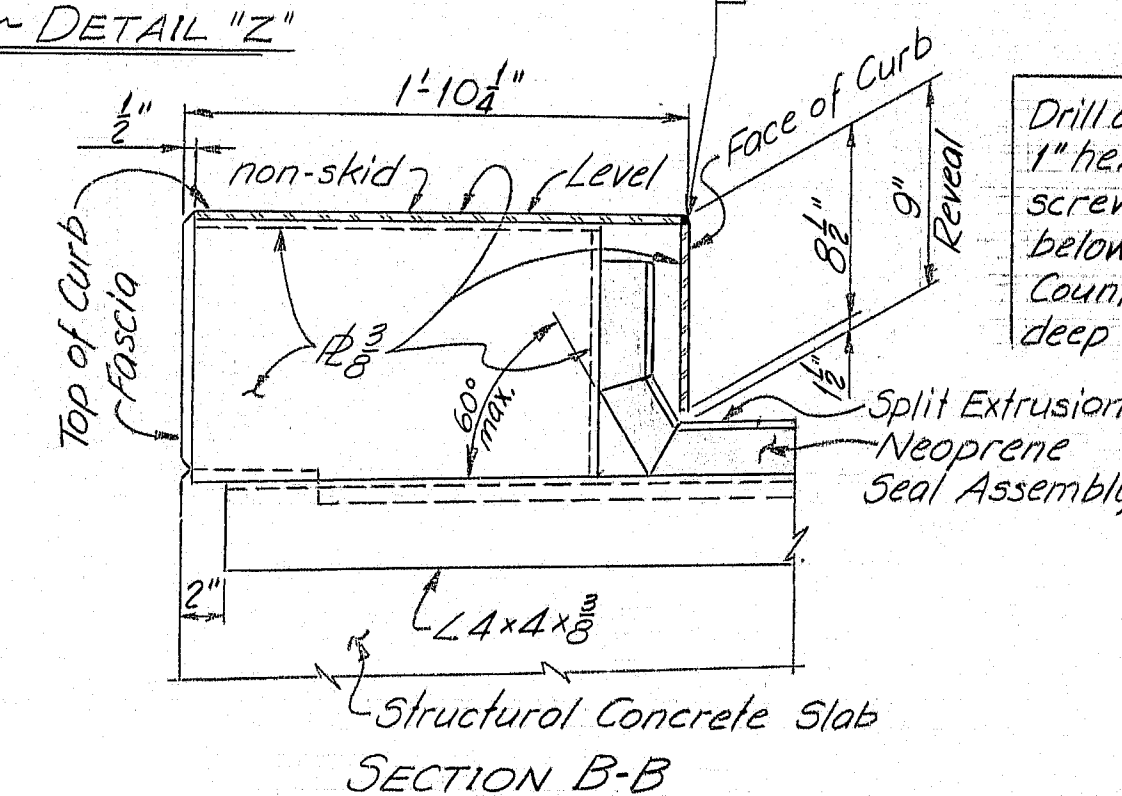
NOTE:
The Bearing Setting Chart indicates the required final position of the bearings. It is anticipated that the expansion bearings at Abutment #1 will move 1/8" away from the fixed bearings at Pier #1; the expansion bearings at Pier #2 will move 1/8" away from the fixed bearings at Abutment #2 and the expansion bearings at Abutment #2 will move 1/8" away from the fixed bearings at Pier #2 due to placement of the super-structure concrete. No separate payment will be made for resetting bearings to the final position if an adjustment is required.



PIER #2 CURB EXPANSION DEVICE

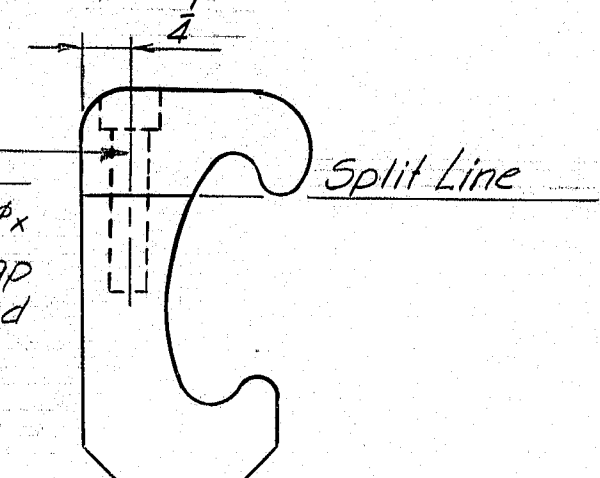


VIEW A-A



SECTION B-B

Drill and tap for a 1/4" x 1" hex. socket head cap screw. (To be threaded below split line only.) Counter bore 1/8" x 1/4" deep on 1/2".



SPLIT EXTRUSION DETAIL

Acme Extrusion shown: Watson-Bowman to be similar. (Does not apply to Onflex Joint.)

As Built STATE OF MAINE 042-1-82 DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 NORTHBOUND
OVER
B. & A. R.R. YARD
IN THE TOWN OF
OAKFIELD
AROOSTOOK COUNTY
STRUCTURAL STEEL DETAILS

SHEET 14 OF 26 AUGUSTA, MAINE NOV. 1979

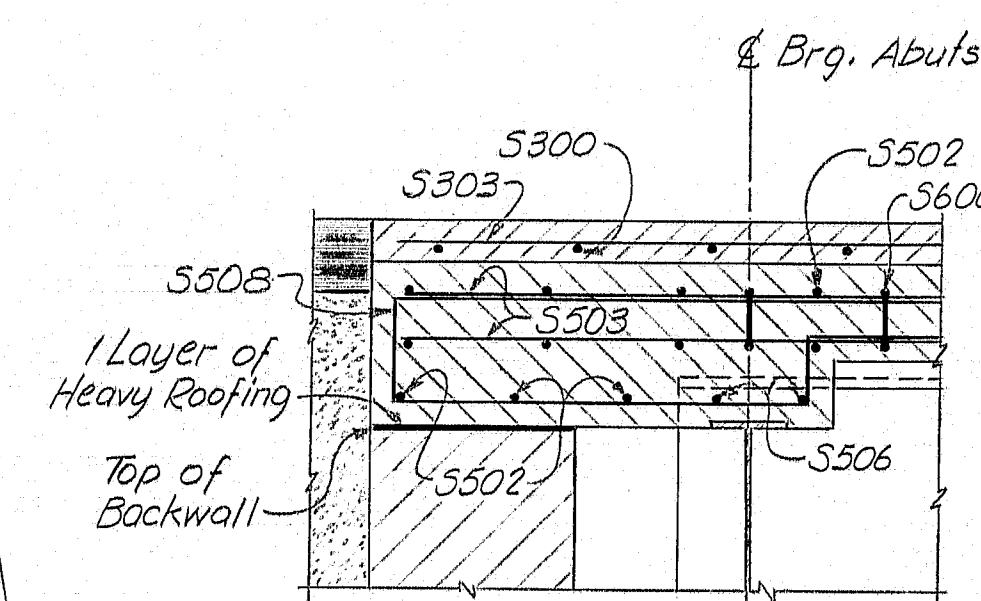
174-140

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	7/79
REVISIONS	8/79
FIELD CHANGES	9/79

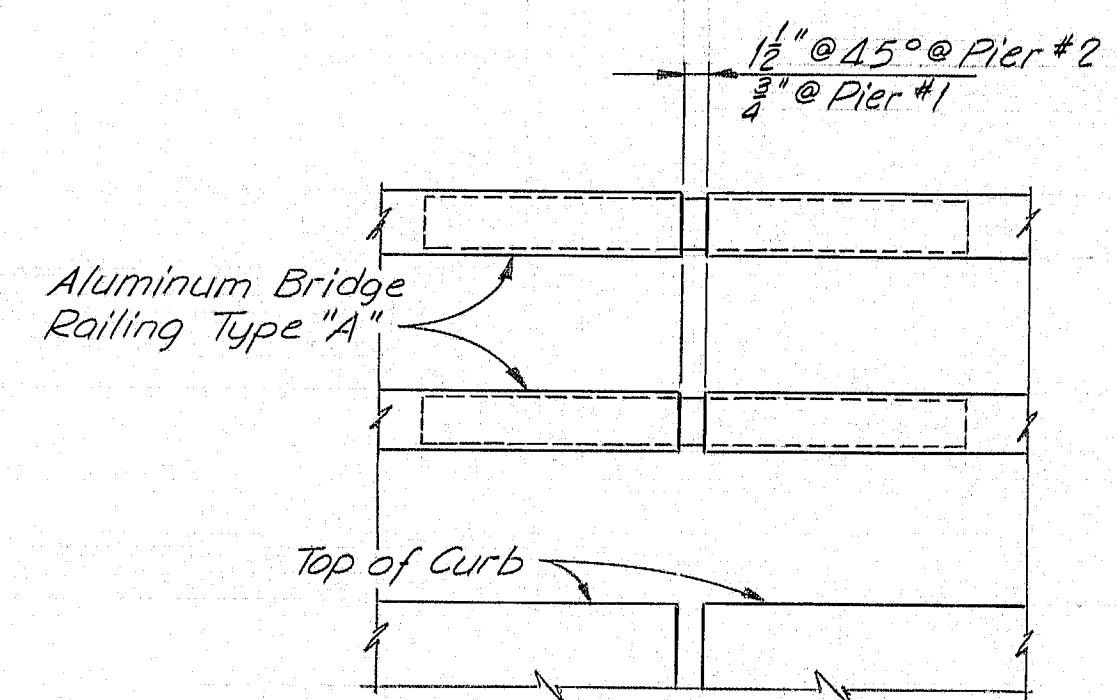
F.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-9(89)	15	26

SUPERSTRUCTURE NOTES

1. Chamfer all exposed edges of concrete a consistent dimension between $\frac{1}{2}$ " and $\frac{3}{4}$ " inclusive, unless otherwise indicated.
2. Form a 1 inch V-groove on the fascias, at the horizontal joint between the curb and the slab.
3. Reinforcing steel shall have a minimum cover of 2 inches unless otherwise indicated.
4. Sandblast the top of the roadway slab and clean thoroughly before placing Structural Concrete Wearing Surface. Payment to be incidental to the applicable Structural Concrete Wearing Surface pay item.
5. Protective Coating for Concrete Surfaces shall be applied to the following areas:
Wearing Surface, concrete curbs and fascias down to the drip notch $\frac{1}{4}$ " down the ends of the slabs at the abutments.
6. Mortar for bedding and for joints in the granite curb shall contain an approved non-shrink additive.

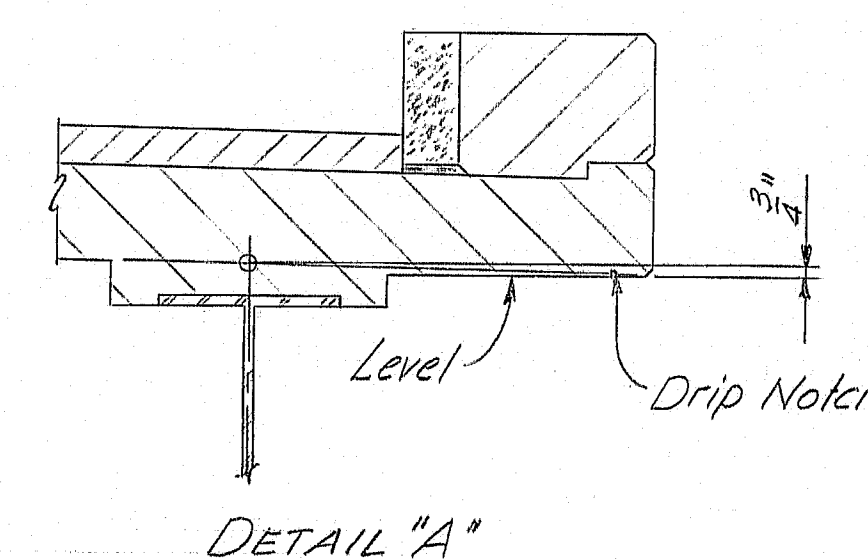


SECTION D-D

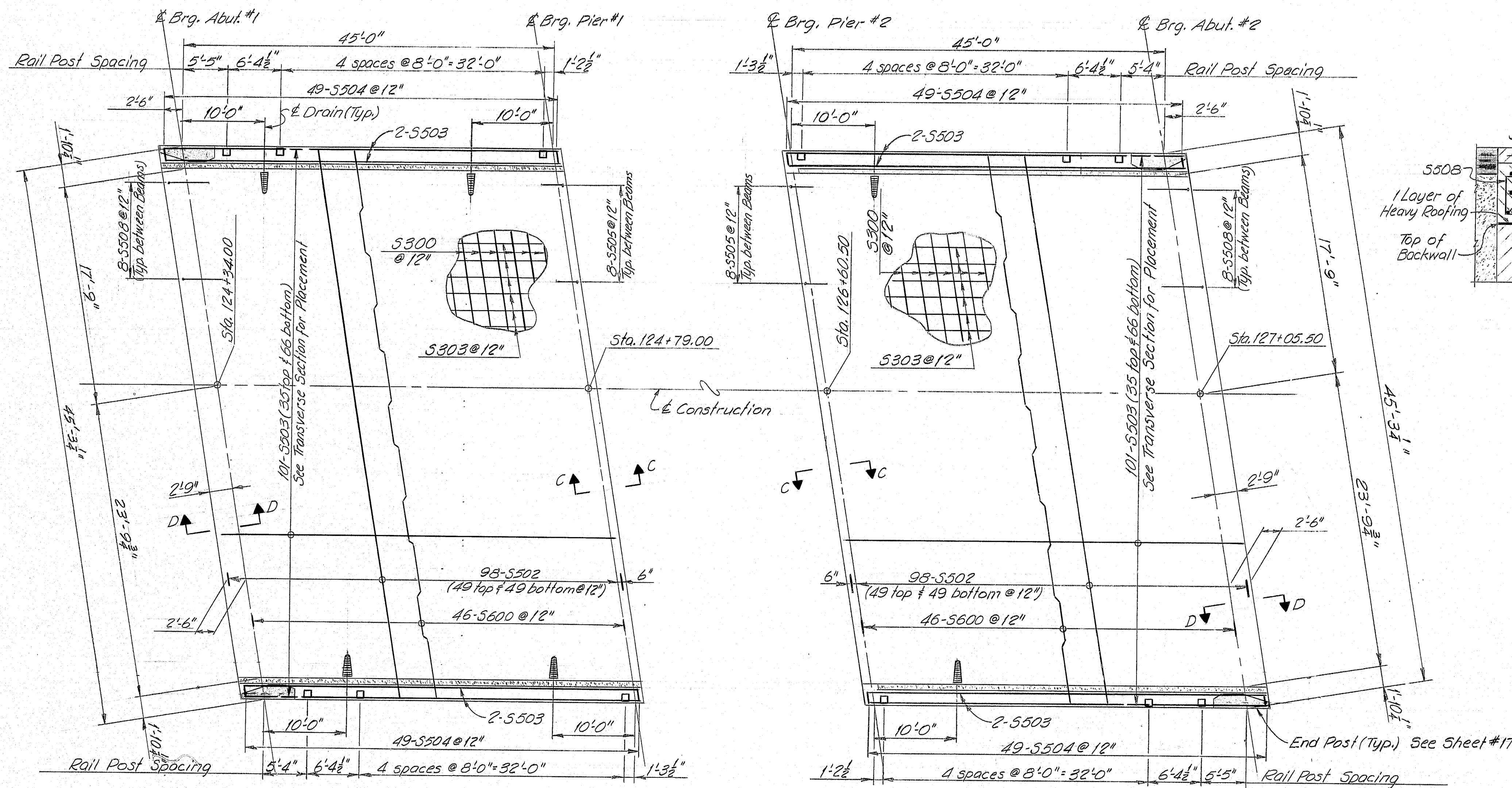


RAIL JOINT @ PIERS

- REFERENCES**
- For Vertical Bridge Curb Type 1, Drains, Armored Joint and Construction Joint see BD 104-77.
 - For Aluminum Bridge Railing Type "A" see BD 114-77.
 - For End Post Details see Sheet #17.

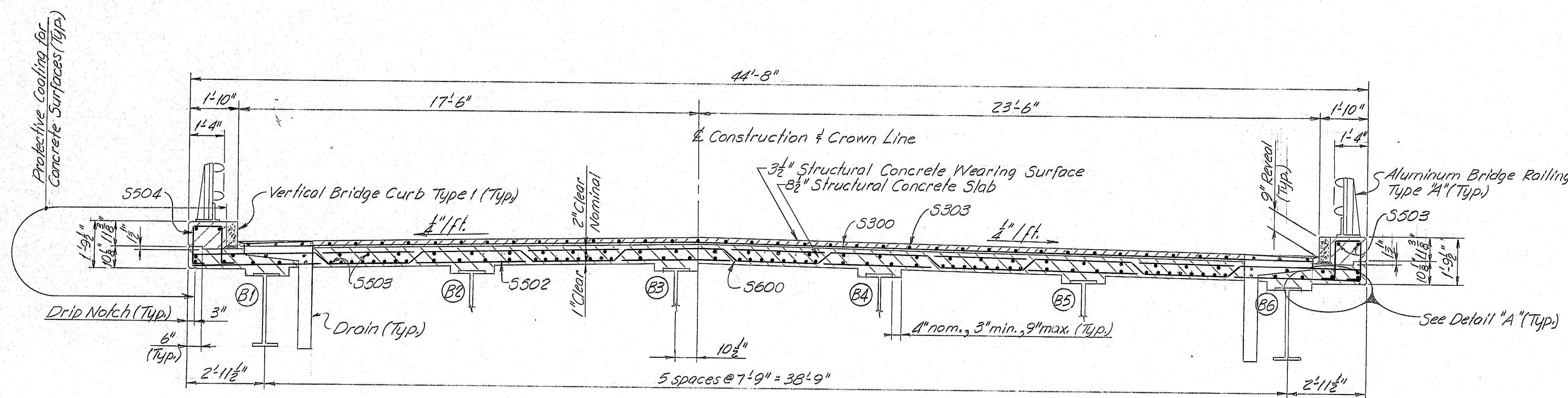


DETAIL "A"



PLAN ~ SPAN 1

PLAN ~ SPAN 3



TYPICAL TRANSVERSE SECTION
Spans 1 & 3

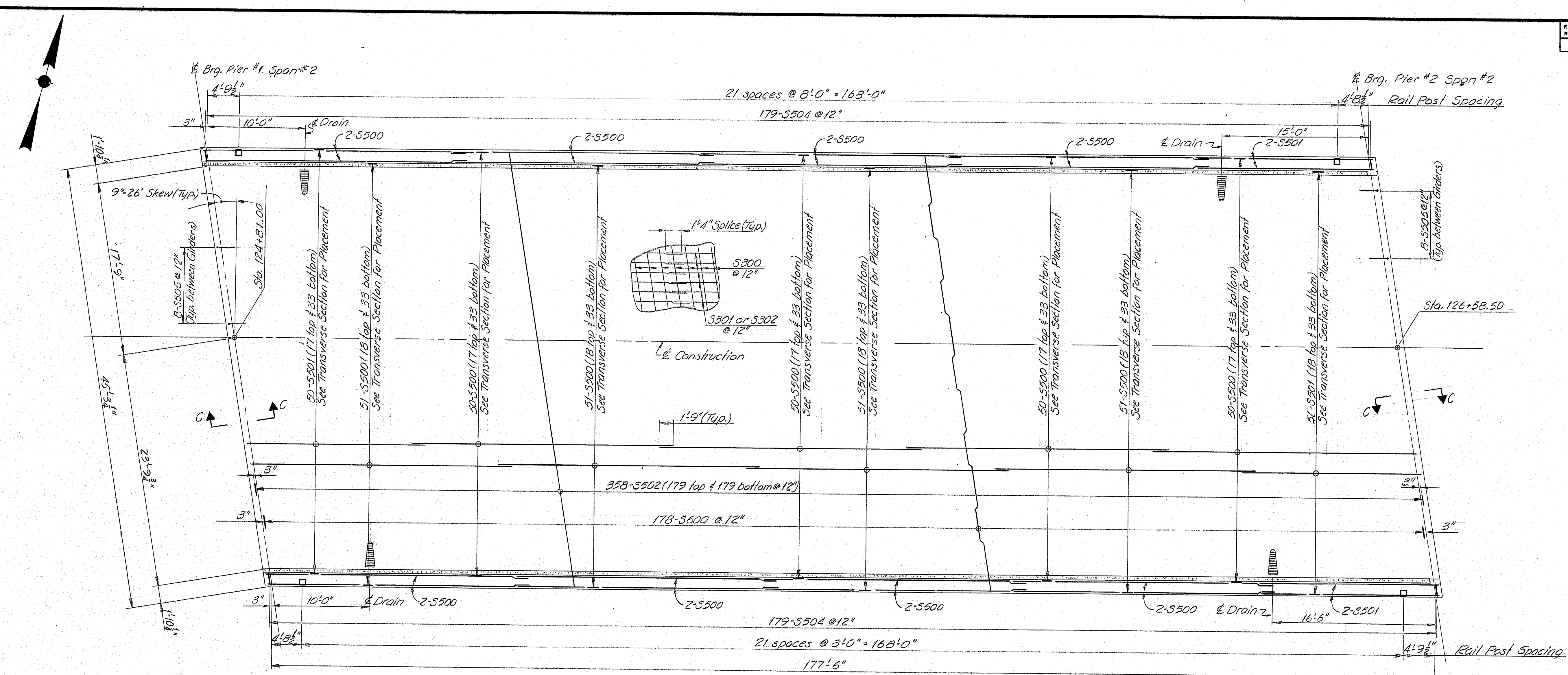
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	8/2/79
REVISIONS	
FIELD CHANGES	

As Built. STATE OF MAINE 02-1-82
DEPARTMENT OF TRANSPORTATION

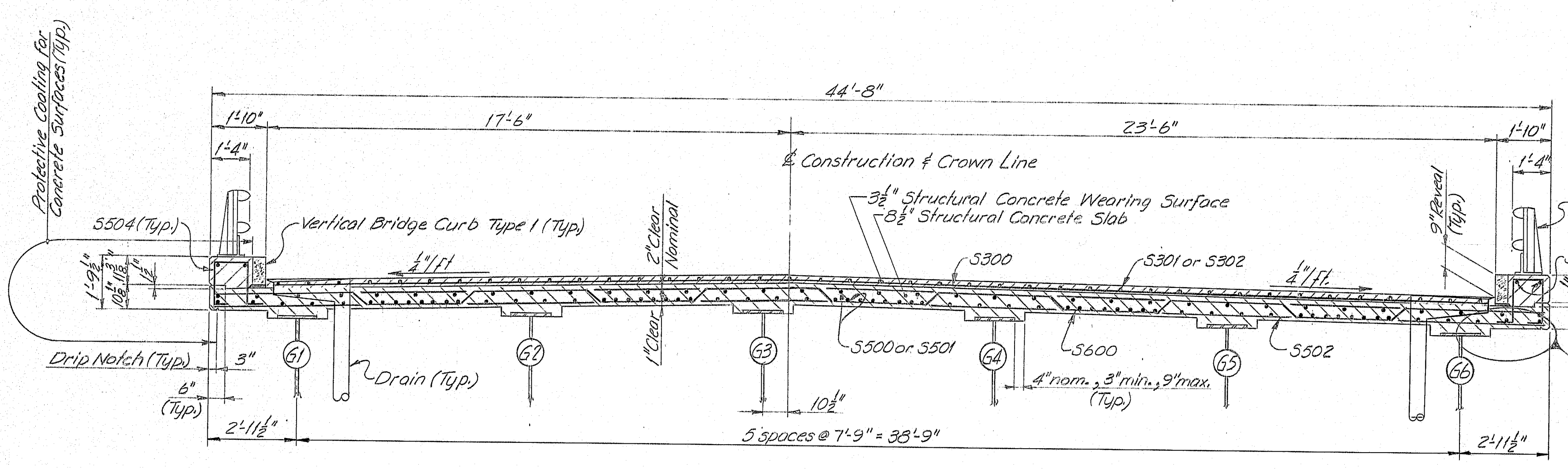
INTERSTATE 95 NORTHBOUND
OVER
B. & A. R.R. YARD
IN THE TOWN OF
OAKFIELD
AROOSTOOK COUNTY
SUPERSTRUCTURE
SHEET 15 OF 26 AUGUSTA, MAINE NOV. 1979

Supervisors **174-141**

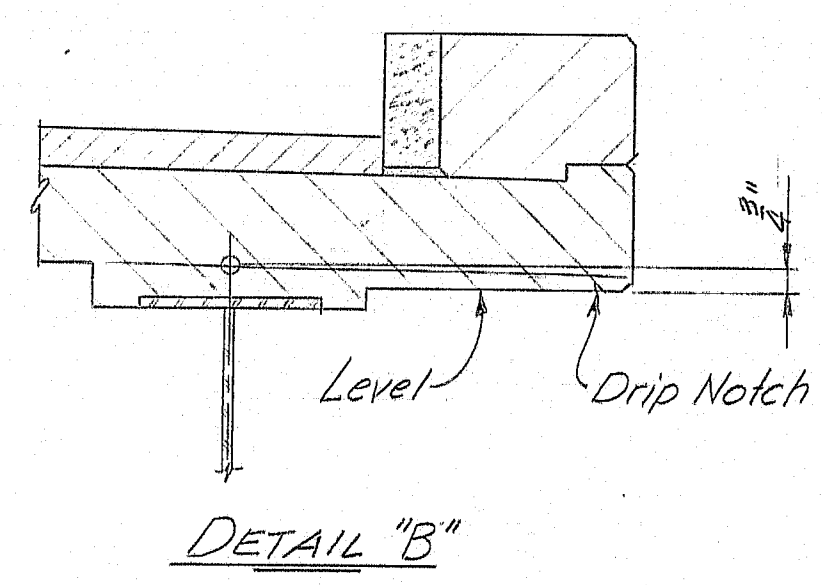
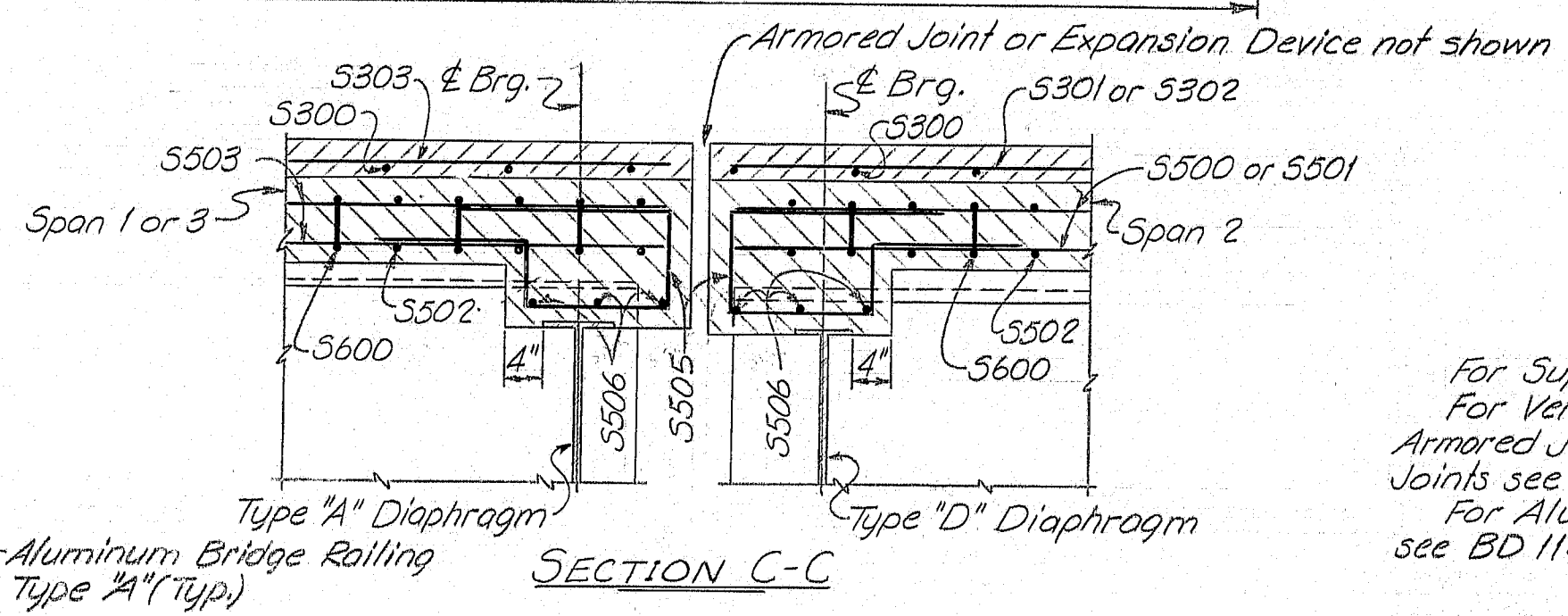
F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-9(89)	16	26



PLAN - SPAN 2



TRANSVERSE SECTION



REFERENCES
 For Superstructure Notes see Sheet #15
 For Vertical Bridge Curb Type 1, Drains,
 Armored Joint and Contraction & Construction
 Joints see BD 104-77.
 For Aluminum Bridge Railing Type "A"
 see BD 114-77.

As Built STATE OF MAINE CUII 2-1-82
 DEPARTMENT OF TRANSPORTATION

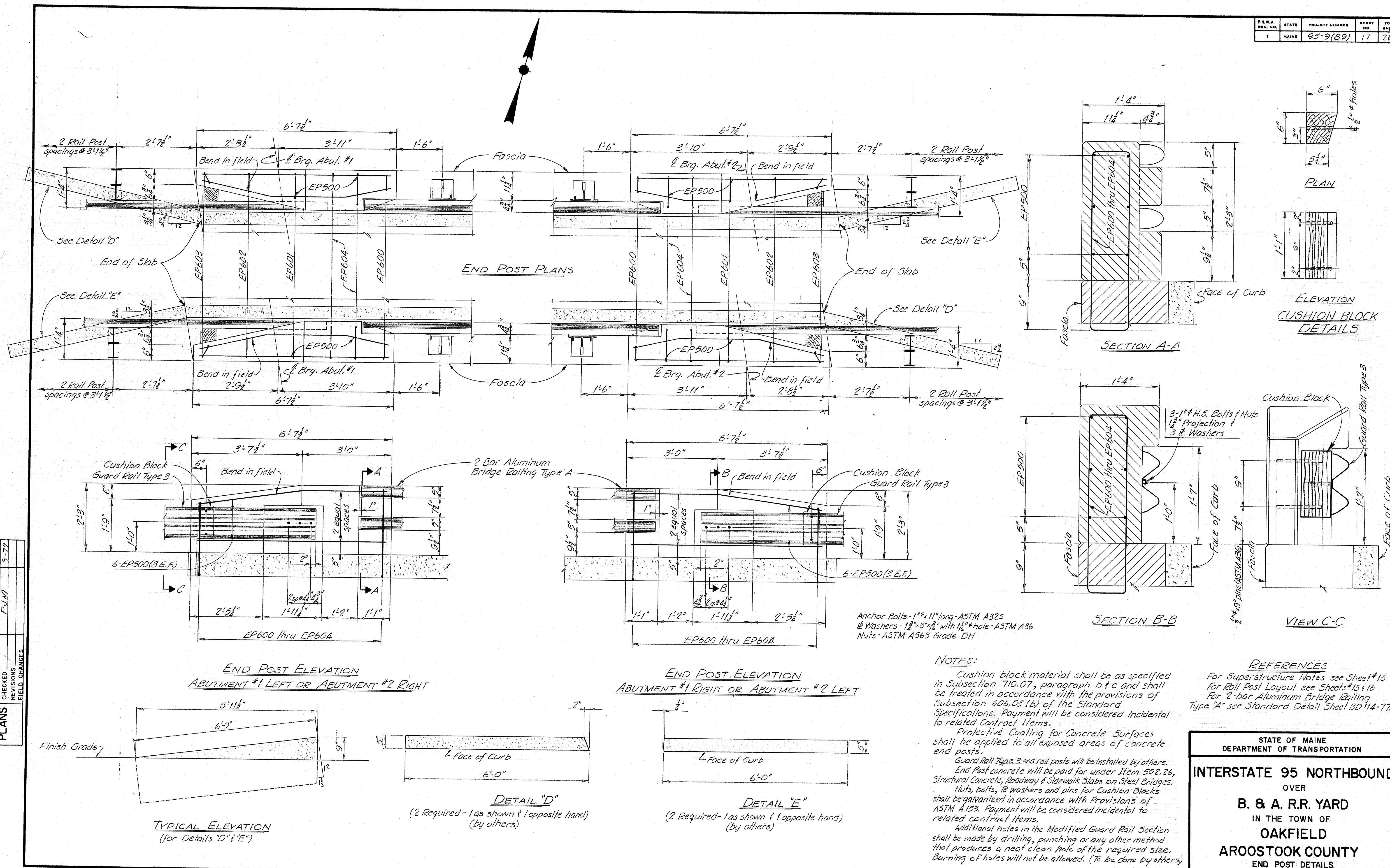
INTERSTATE 95 NORTHBOUND
 OVER
B. & A. R.R. YARD
 IN THE TOWN OF
OAKFIELD
AROOSTOOK COUNTY
 SUPERSTRUCTURE

SHEET 16 OF 26 AUGUSTA, MAINE NOV. 1979

174-142

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	E.B.C.	9/79
CHECKED	P.M.	
REVISIONS		
FIELD CHANGES		

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-9(89)	17	26



STATE OF MAINE DEPARTMENT OF TRANSPORTATION
INTERSTATE 95 NORTHBOUND OVER B. & A. R.R. YARD IN THE TOWN OF OAKFIELD AROOSTOOK COUNTY END POST DETAILS
SHEET 17 OF 26 AUGUSTA, MAINE NOV. 1979 174-143

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	3-79
CHECKED	9-79
REVISIONS	
FIELD CHANGES	
PLANS	

STRAIGHT BARS																BENT BARS															
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION					
ABUTMENT NO. 1				PIER NO. 1				PIER NO. 2				ABUTMENT NO. 1																			
A500	31	2'-6"	Dowel	P500	12	43'-6"	Cap	P510	12	43'-6"	Cap	A511	31	6'-10"	V				5'-1"	1'-9"				8"			Breastwall				
A501	31	3'-3"	Dowel	P501	2	42'-9"	Cap	P511	2	42'-9"	Cap	A512	31	7'-5"	S		4'-0"	1'-2"	2'-3"								Backwall				
A502	11	27'-9"	Breastwall & Wing #1	P502	88	3'-0"	Cap Dowel	P512	88	3'-0"	Cap Dowel	A513	31	8'-6"	L	3'-11"	4'-7"										Breastwall				
A503	11	26'-8"	Breastwall & Wing #2									A514	2	4'-9"	V				1'-2"	3'-7"				1'-6"		Wing #1					
A504	2	3'-9"	Wing #1	P600	20	41'-0"	Footings	P610	20	41'-0"	Footings	A515	2	4'-7"	V				1'-5"	3'-2"				1'-9"		Wing #2					
A505	2	3'-3"	Wing #2	P601	42	9'-6"	Footings	P611	42	9'-6"	Footings					ABUTMENT NO. 2															
A506	2	7'-8"	Wing #2									A561	31	8'-1"	V				5'-1"	3'-0"				8"		Breastwall					
A507	2	8'-6"	Wing #2	P800	42	9'-6"	Footings	P810	42	9'-6"	Footings	A562	31	8'-3"	S		4'-1"	1'-2"	2'-10"							Backwall					
A508	4	9'-4"	Wing #2									A563	31	8'-8"	L	3'-11"	4'-9"									Breastwall					
A509	2	7'-8"	Wing #1	P1102	12	26'-8"	Columns	P1112	12	24'-8"	Columns	A564	2	4'-11"	V				1'-2"	3'-9"				1'-8"		Wing #3					
A510	2	8'-5"	Wing #1	P1104	8	43'-6"	Cap	P1114	8	43'-6"	Cap	A565	2	4'-7"	V				1'-5"	3'-2"				1'-6"		Wing #4					
A516	5	21'-4"	Breastwall									PIER NO. 1																			
A517	3	7'-3"	Wing #2									P400	45	13'-8"	H	6"	3'-2"	3'-2"	3'-2"	3'-2"			6"			Columns					
A518	5	22'-10"	Breastwall									P401	132	3'-11"	Y	4 1/2"	3'-2"						4 1/2"			Columns					
A519	3	6'-9"	Wing #1									P503	44	13'-7"	S		6'-2"	1'-3"	6'-2"							Cap Backwall					
A520	4	9'-2"	Wing #1																												
ABUTMENT NO. 2												P602	62	14'-6"	H	6"	2'-8"	4'-1"	2'-8"	4'-1"			6"			Cap					
A550	31	2'-6"	Dowel									P603	4	11'-6"	H	6"	2'-8"	2'-7"	2'-8"	2'-7"			6"			Cap					
A551	31	3'-3"	Dowel									P604	4	12'-3"	H	6"	2'-8"	2'-11 1/4"	2'-8"	2'-11 1/4"			6"			Cap					
A552	11	26'-3"	Breastwall & Wing #3									P605	4	12'-11"	H	6"	2'-8"	3'-3 1/2"	2'-8"	3'-3 1/2"			6"			Cap					
A553	11	28'-0"	Breastwall & Wing #4									P606	4	13'-8"	H	6"	2'-8"	3'-7 3/4"	2'-8"	3'-7 3/4"			6"			Cap					
A554	2	4'-5"	Wing #3									P607	4	14'-4"	H	6"	2'-8"	4'-0"	2'-8"	4'-0"			6"			Cap					
A555	2	3'-9"	Wing #4																												

Reinforcing Bar: ASTM A615 Grade 60

1. First digit(s) following the letter of the Mark indicates size of reinf. bar.
Mark (A 502) bar size - #5
Mark (P 1001) bar size - #10
Mark (S 603) bar size - #6
2. Letter of Marks A, P & S locates bars of Abutments, Piers, and Superstructure parts respectively.

INTERSTATE 95 NORTHBOUND
OVER
B. & A. R.R. YARD
IN THE TOWN OF
OAKFIELD
ARROSTOOK COUNTY
REINFORCING STEEL SCHEDULE
SHEET 18 OF 26 AUGUSTA, MAINE NOV. 1979

174-144

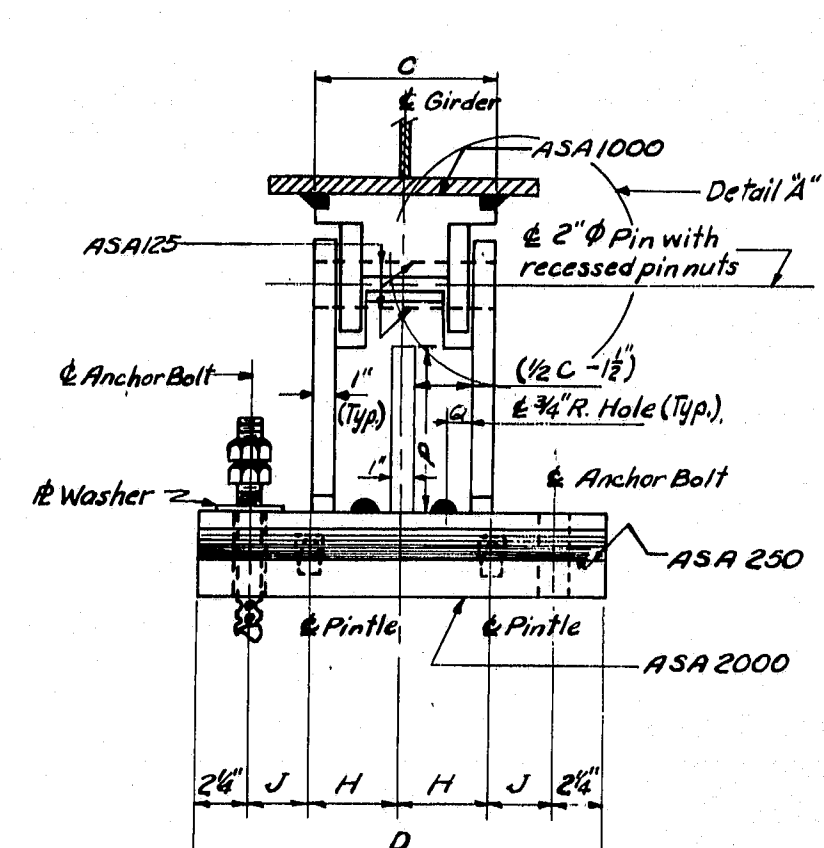
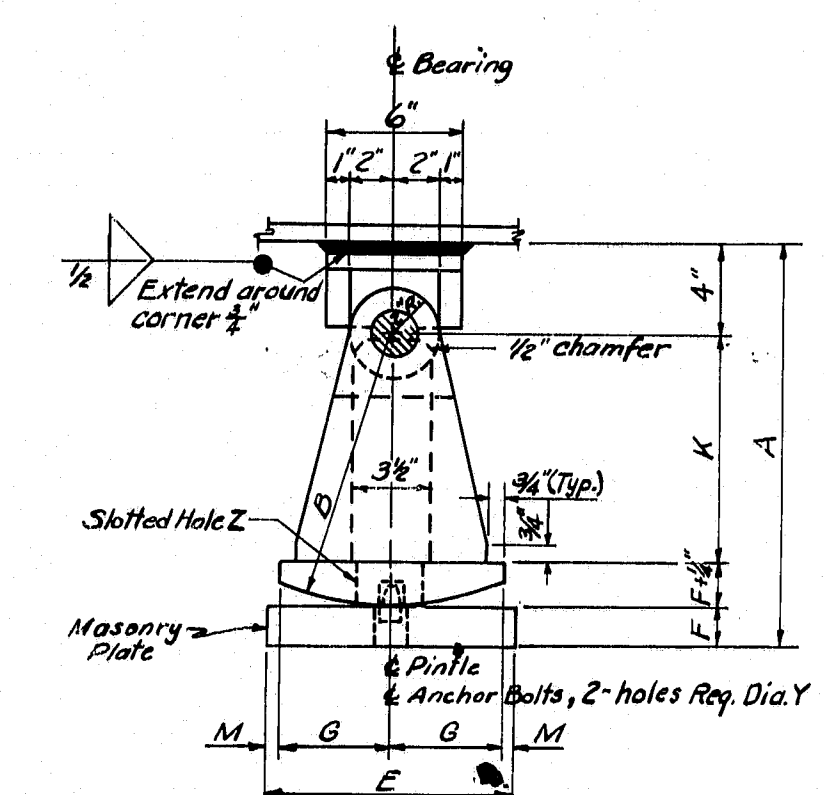
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GENERAL NOTES

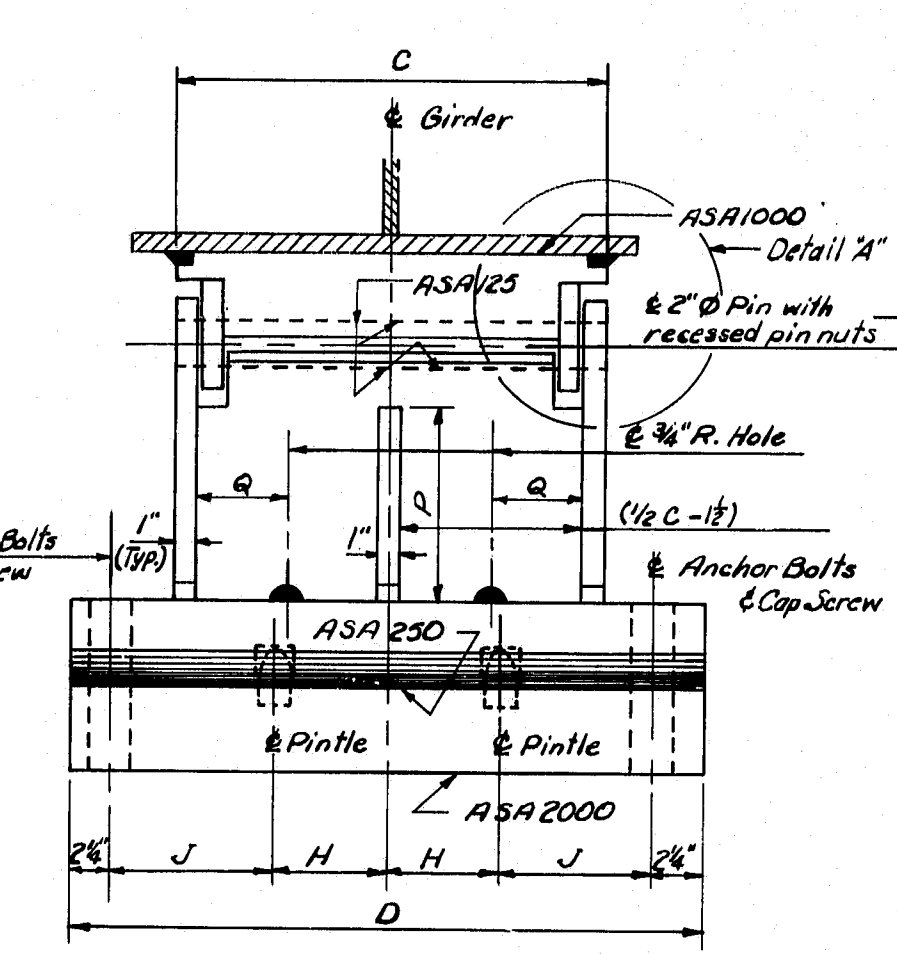
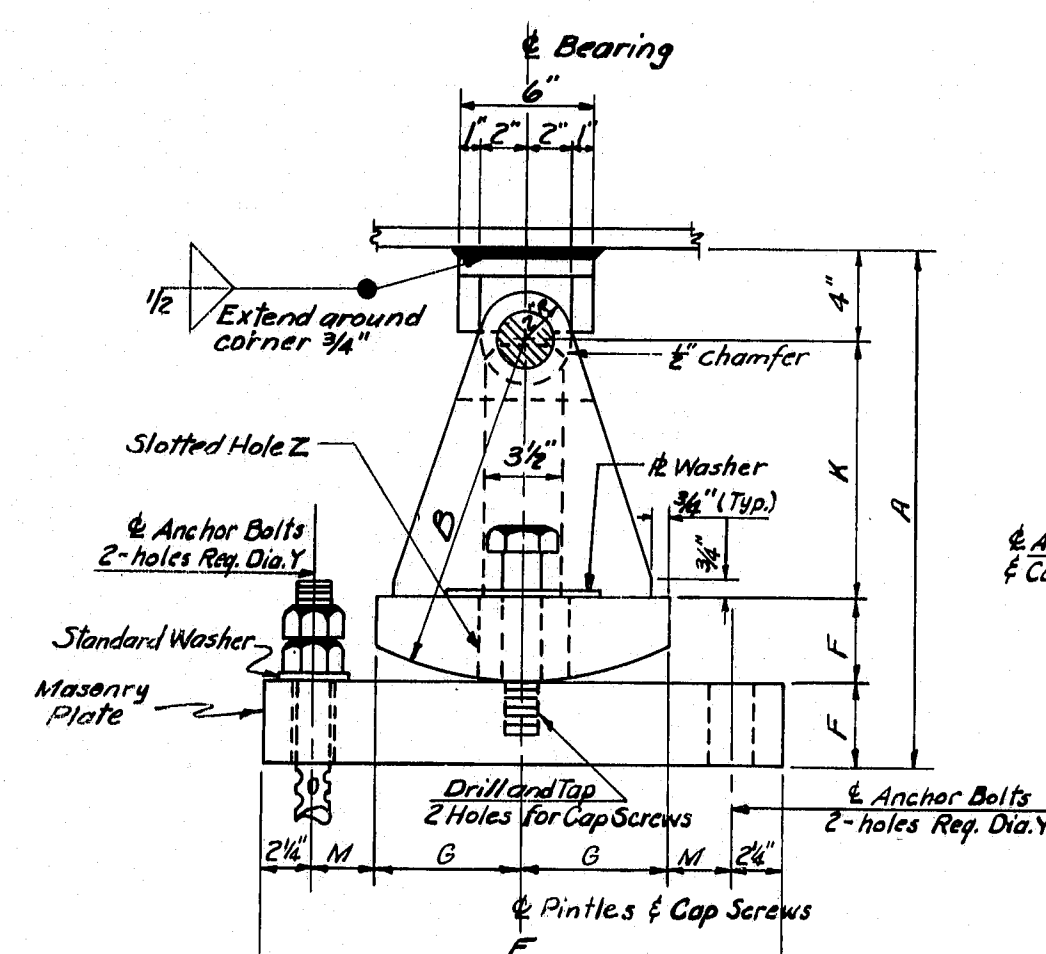
1. First digit(s) following the letter of the Mark indicates size of reinf. bar.
 Mark (A 502) bar size - #5
 Mark (P 1001) bar size - #10
 Mark (S 603) bar size - #6
2. Letter of Marks A, P & S locates bars of Abutments , Piers, and Superstructure parts respectively.

174-145

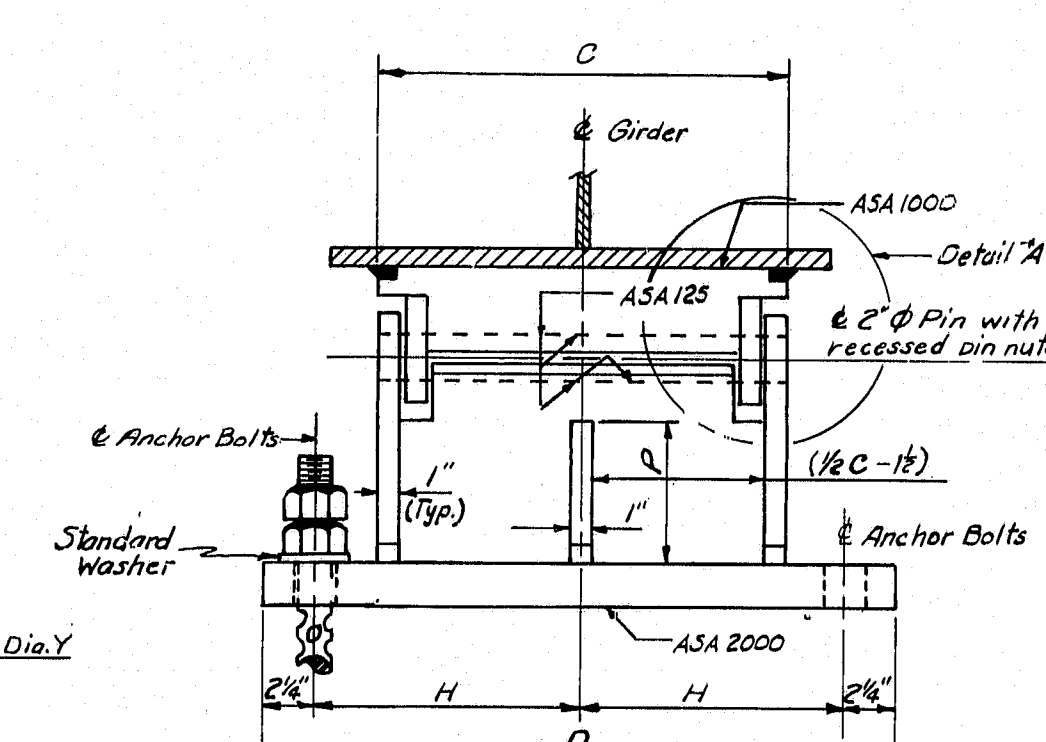
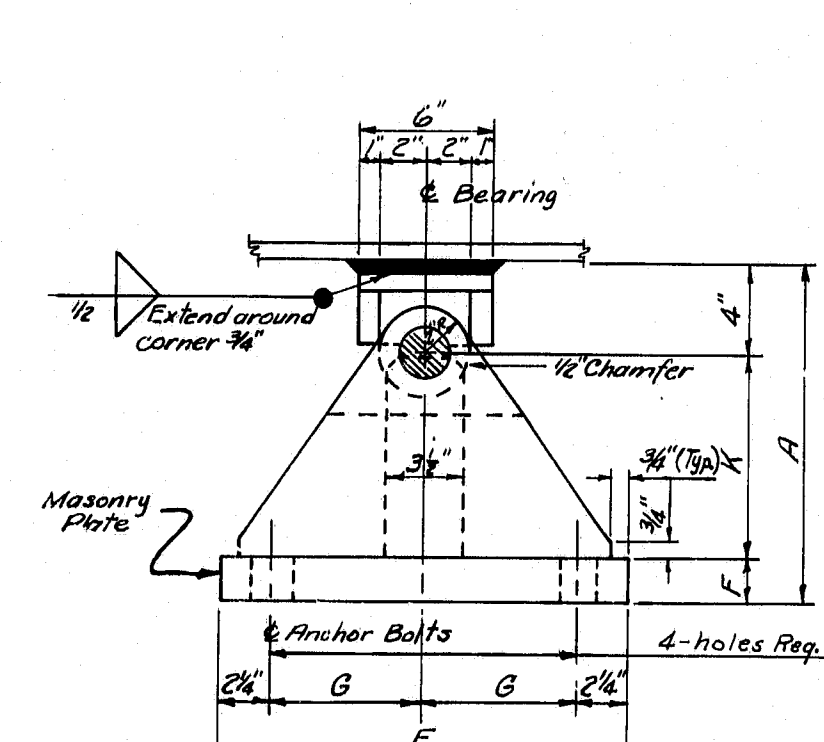
PLANS	DESIGN - DETAIL	BY	DATE
	CHECKED	<i>KCB</i>	<i>9-79</i>
	REVISIONS	<i>PJM</i>	<i>9/79</i>
	FIELD CHANGES		



EXPANSION PEDESTAL — EPD

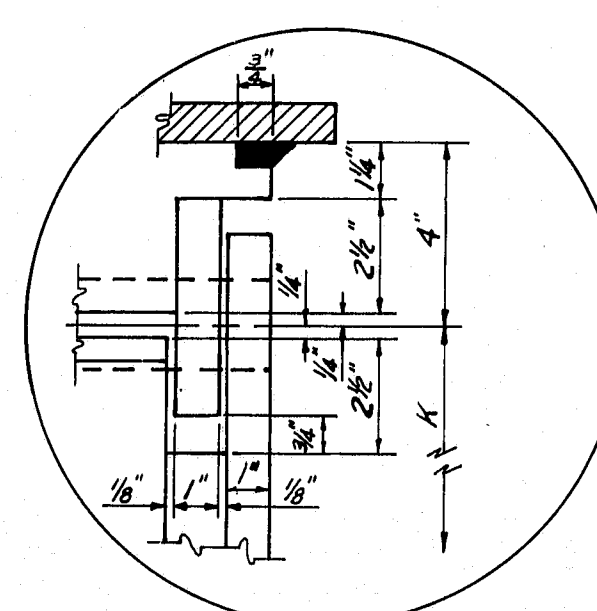


EXPANSION PEDESTAL — EPE



FIXED PEDESTAL — FPD

MARK	LOAD	A	B	C	D	E	F	G	H	J	K	M	P	Q	R	S	T	V	X-Anchor Bolt Diameter	Y-Masonry Plate Hole Size	Number Anchor Bolts Required	Z-Slotted Hole for Anchor Bolts or Cap Screws	W-Washer Size for Anchor Bolts or Cap Screws	A1 Embedment Depth	MARK
EPD-1	100*	1'-2 1/2"	9"	8"	1'-6"	8"	1 1/2"	3 1/2"	4"	2 1/2"	7"	1/2"	-	3"	1'-4 1/2"	3"	4 1/2"	-	1"	1 1/2"	2	3" x 1 1/2"	3" x 5" x 1/2"	10"	EPD-1
EPD-2	100*	1'-2 1/2"	9"	8"	1'-6"	9"	1 1/2"	4"	4"	2 1/2"	7"	1/2"	-	3"	1'-4 1/2"	3"	4 1/2"	-	1"	1 1/2"	2	3" x 1 1/2"	3" x 5" x 1/2"	10"	EPD-2
EPD-3	100*	1'-2 1/2"	9"	8"	1'-6"	10"	1 1/2"	4 1/2"	4"	2 1/2"	7"	1/2"	-	3"	1'-4 1/2"	3"	4 1/2"	-	1"	1 1/2"	2	3" x 1 1/2"	3" x 5" x 1/2"	10"	EPD-3
EPD-4	100*	1'-3 1/2"	1'-0"	8"	1'-6"	11"	1 1/2"	5"	4"	2 1/2"	10"	1/2"	-	3"	1'-5"	3"	4 1/2"	-	1"	1 1/2"	2	3" x 1 1/2"	3" x 5" x 1/2"	10"	EPD-4
EPD-5	200*	1'-9 1/2"	1'-3"	10"	1'-8"	1'-0"	2 1/2"	5 1/2"	4"	3 1/2"	1'-0 1/2"	1/2"	-	4"	2'-0 1/2"	4"	6 1/2"	-	1 1/2"	1 1/2"	2	4" x 1 1/2"	4" x 7" x 1/2"	1'-3"	EPD-5
EPD-6	200*	1'-9 1/2"	1'-3"	10"	1'-8"	1'-1"	2 1/2"	6"	4"	3 1/2"	1'-0 1/2"	1/2"	-	4"	2'-1"	4"	6 1/2"	-	1 1/2"	1 1/2"	2	4" x 1 1/2"	4" x 7" x 1/2"	1'-3"	EPD-6
EPD-7	200*	1'-9 1/2"	1'-3"	10"	1'-8"	1'-2"	2 1/2"	6 1/2"	4"	3 1/2"	1'-0 1/2"	1/2"	-	4"	2'-1"	4"	6 1/2"	-	1 1/2"	1 1/2"	2	4" x 1 1/2"	4" x 7" x 1/2"	1'-3"	EPD-7
EPD-8	200*	1'-9 1/2"	1'-3"	10"	1'-8"	1'-3"	2 1/2"	7"	4"	3 1/2"	1'-0 1/2"	1/2"	-	4"	2'-1"	4"	6 1/2"	-	1 1/2"	1 1/2"	2	4" x 1 1/2"	4" x 7" x 1/2"	1'-3"	EPD-8
EPD-9	300*	1'-10"	1'-3"	1'-2"	2'-0"	1'-4"	3"	7 1/2"	5"	4 1/2"	11 1/2"	1/2"	-	6"	2'-2 1/2"	4"	8"	-	1 1/2"	1 1/2"	2	5" x 1 1/2"	4" x 8" x 1/2"	1'-3"	EPD-9
EPD-10	400*	1'-10 1/2"	1'-3"	1'-6"	2'-4"	1'-6"	3 1/2"	8 1/2"	6"	5 1/2"	11 1/2"	1/2"	8 1/2"	3 1/2"	2'-3"	4"	8 1/2"	-	1 1/2"	1 1/2"	2	5" x 1 1/2"	4" x 8" x 1/2"	1'-3"	EPD-10
EPE-1	200*	1'-10"	1'-3"	10"	1'-7"	1'-6"	3"	4"	4"	3 1/2"	1'-0"	2 1/2"	-	4"	1'-10"	4 1/2"	-	4"	1 1/2"	1 1/2"	4	3 1/2" x 1 1/2"	3 1/2" x 4 1/2" x 1/2"	1'-3"	EPE-1
EPE-2	200*	1'-10"	1'-3"	11"	1'-8"	1'-9"	3"	5 1/2"	4 1/2"	3 1/2"	1'-0"	2 1/2"	-	4 1/2"	1'-10"	4 1/2"	-	4"	1 1/2"	1 1/2"	4	4" x 1 1/2"	3 1/2" x 5 1/2" x 1/2"	1'-3"	EPE-2
EPE-3	200*	1'-10"	1'-3"	11"	1'-8"	1'-10"	3"	6"	4 1/2"	3 1/2"	1'-0"	2 1/2"	-	4 1/2"	1'-10"	4 1/2"	-	4 1/2"	1 1/2"	1 1/2"	4	4" x 1 1/2"	3 1/2" x 5 1/2" x 1/2"	1'-3"	EPE-3
EPE-4	200*	1'-10"	1'-3"	11"	1'-8"	1'-11"	3"	6 1/2"	4 1/2"	3 1/2"	1'-0"	2 1/2"	-	4 1/2"	1'-10"	4 1/2"	-	4 1/2"	1 1/2"	1 1/2"	4	4 1/2" x 1 1/2"	3 1/2" x 6" x 1/2"	1'-3"	EPE-4
EPE-5	200*	1'-10"	1'-3"	11"	1'-8"	2'-0"	3"	7"	4 1/2"	3 1/2"	1'-0"	2 1/2"	-	4 1/2"	1'-10"	4 1/2"	-	4 1/2"	1 1/2"	1 1/2"	4	4 1/2" x 1 1/2"	3 1/2" x 6" x 1/2"	1'-3"	EPE-5
EPE-6	300*	1'-10"	1'-3"	1'-2"	1'-11"	1'-6"	3"	4"	5"	4 1/2"	1'-0"	2 1/2"	-	6"	1'-10"	4 1/2"	-	4"	1 1/2"	1 1/2"	4	2 1/2" x 1 1/2"	3 1/2" x 4 1/2" x 1/2"	1'-3"	EPE-6
EPE-7	300*	1'-10 1/2"	1'-3"	1'-2"	1'-11"	1'-8"	3 1/2"	5"	5"	4 1/2"	11 1/2"	2 1/2"	-	6"	1'-10"	4 1/2"	-	4"	1 1/2"	1 1/2"	4	3" x 1 1/2"	3 1/2" x 5" x 1/2"	1'-3"	EPE-7
EPE-8	300*	1'-10 1/2"	1'-3"	1'-2"	1'-11"	1'-10"	3 1/2"	6"	5"	4 1/2"	11 1/2"	2 1/2"	-	6"	1'-10 1/2"	4 1/2"	-	4 1/2"	1 1/2"	1 1/2"	4	4 1/2" x 1 1/2"	3 1/2" x 6" x 1/2"	1'-3"	EPE-8
EPE-9	300*	1'-10 1/2"	1'-3"	1'-2"	1'-11"	2'-0"	3 1/2"	7"	5"	4 1/2"	11 1/2"	2 1/2"	-	6"	1'-10 1/2"	4 1/2"	-	4 1/2"	1 1/2"	1 1/2"	4	5" x 1 1/2"	3 1/2" x 6 1/2" x 1/2"	1'-3"	EPE-9
EPE-10	300*	1'-10 1/2"	1'-3"	1'-2"	1'-11"	2'-3"	3 1/2"	8"	5"	4 1/2"	11 1/2"	3 1/2"	-	6"	1'-10 1/2"	4 1/2"	-	5 1/2"	1 1/2"	1 1/2"	4	5" x 1 1/2"	3 1/2" x 7" x 1/2"	1'-3"	EPE-10
EPE-11	400*	1'-10 1/2"	1'-3"	1'-7"	2'-4"	1'-7"	3 1/2"	4 1/2"	5"	6 1/2"	11 1/2"	2 1/2"	9"	4"	1'-10 1/2"	4 1/2"	-	4"	1 1/2"	1 1/2"	4	4" x 1 1/2"	3 1/2" x 5" x 1/2"	1'-3"	EPE-11
EPE-12	400*	1'-10 1/2"	1'-3"	1'-7"	2'-4"	1'-11"	3 1/2"	6 1/2"	5"	6 1/2"	11 1/2"	2 1/2"	9 1/2"	4"	1'-10 1/2"	4 1/2"	-	5"	1 1/2"	1 1/2"	4	5" x 1 1/2"	3 1/2" x 6" x 1/2"	1'-3"	EPE-12
EPE-13	400*	1'-11"	1'-3"	1'-7"	2'-4"	2'-4"	4"	8 1/2"	5"	6 1/2"	11"	3 1/2"	8 1/2"	4"	1'-11"	4 1/2"	-	6 1/2"	1 1/2"	1 1/2"	4	6 1/2" x 1 1/2"	3 1/2" x 8" x 1/2"	1'-3"	EPE-13
EPE-14	600*	2'-1 1/2"	1'-6"	1'-11"	3'-0"	1'-10"	3 1/2"	6"	7"	8 1/2"	1'-2 1/2"	3 1/2"	11 1/2"	5"	1'-10 1/2"	4 1/2"	-	4 1/2"	1 1/2"	1 1/2"	4	4" x 5 1/2" x 1/2"	4" x 5 1/2" x 1/2"	1'-3"	EPE-14
EPE-15	600*	2'-2 1/2"	1'-6"	1'-11"	3'-0"	2'-5"	4 1/2"	8"	7"	8 1/2"	1'-2 1/2"	3 1/2"	11 1/2"	5"	1'-11"	4 1/2"	-	6 1/2"	1 1/2"	1 1/2"	4	6 1/2" x 1 1/2"	4" x 8" x 1/2"	1'-3"	EPE-15
EPE-16	800*	2'-2"	1'-6"	2'-6"	3'-10"	1'-11"	4"	6 1/2"	10"	10 1/2"	1'-2 1/2"	3 1/2"	11 1/2"	6 1/2"	1'-11"	4 1/2"	-	5"	1 1/2"	1 1/2"	4	4" x 6" x 1/2"	4" x 6" x 1/2"	1'-3"	EPE-16
EPE-17	800*	2'-2 1/2"	1'-6"	2'-6"	3'-10"	2'-5"	4 1/2"	9"	10"	10 1/2"	1'-2 1/2"	3 1/2"	10 1/2"	6 1/2"	1'-11 1/2"	4 1/2"	-	6 1/2"	1 1/2"	1 1/2"	4	6 1/2" x 1 1/2"	4" x 8 1/2" x 1/2"	1'-3"	EPE-17
FPD-1	100*	1'-0"	-	8"	1'-6"	9"	2"	2 1/2"	6 1/2"	-	6"	-	-	-	1'-3"	3 1/2"	-	-	1"	1 1/2"	4	-	Standard	10"	FPD-1
FPD-2	200*	1'-0"	-	10"	1'-8"	1'-2"	2"	4 1/2"	7 1/2"	-	6"	-	-	-	1'-8"	4"	-	-	1 1/2"	1 1/2"	4	-	Standard	1'-3"	FPD-2
FPD-3	300*	1'-0"	-	1'-2"	2'-0"	1'-4"	2"	3 1/2"	9 1/2"	-	6"	-	-	-	1'-8"	4"	-	-	1 1/2"	1 1/2"	4	-	Standard	1'-3"	FPD-3
FPD-4	400*	1'-3"	-	1'-6"	2'-4"	1'-6"	2"	6 1/2"	11 1/2"	-	9"	-	-	-	1'-8"	4"	-	-	1 1/2"	1 1/2"	4	-	Standard	1'-3"	FPD-4
FPD-5	600*	1'-3"	-	1'-11"	3'-0"	1'-10"	3"	8 1/2"	11 1/2"	-	8"	-	-	-	1'-9"	4"	-	-	1 1/2"	1 1/2"	4	-	Standard	1'-3"	FPD-5
FPD-6	800*	1'-3"	-	2'-6"	3'-10"	1'-11"	3"	9 1/2"	11 1/2"	-	8"	-	-	-	1'-9"	4"	-	-	1 1/2"	1 1/2"	4	-	Standard	1'-3"	FPD-6



DETAIL "A"

GENERAL NOTES:

At the location of bearing pedestals the concrete bridge seals shall be dressed one inch larger all around than size of masonry plates and to exact elevations shown on the plans. If dressed areas are below the surface of the surrounding bridge seal a small channel shall be cut through the bridge seal for drainage where required by the Engineer. Channels shall have a min. width of 2", and a min. slope of 1/4 inch per foot. No separate payment for this work will be made as it shall be considered incidental to contract items.

Fabricate pedestals with 1/2" fillet welds. The diameter of the pin hole shall not exceed that of the pin by more than 5/16 inch.

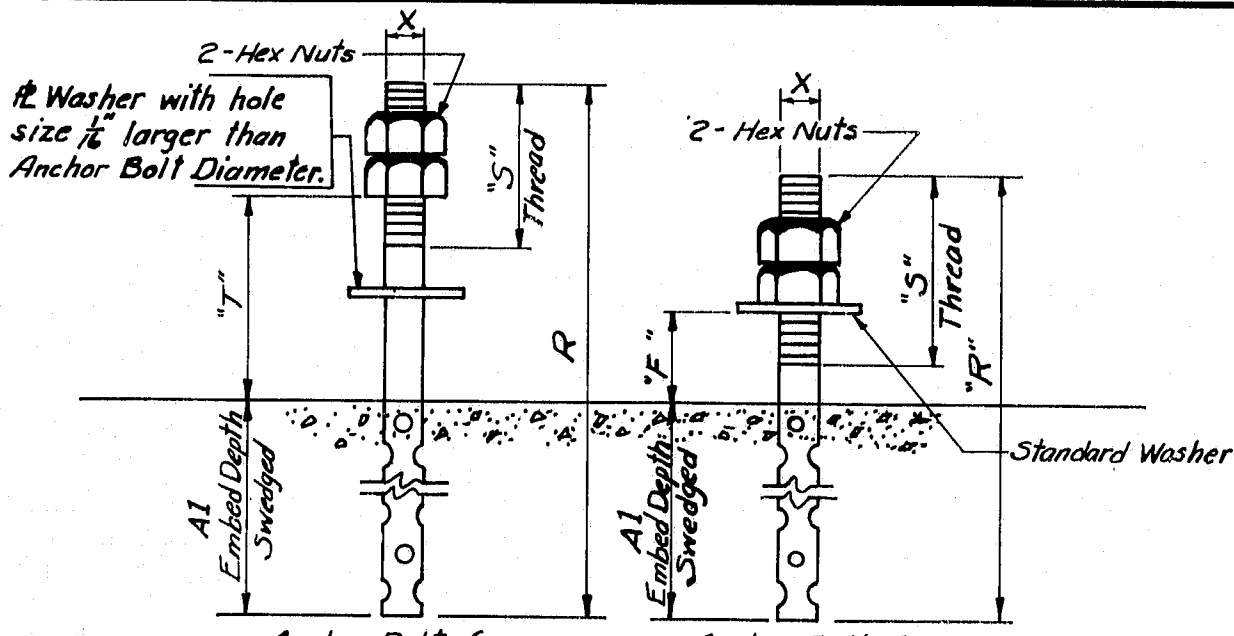
Pedestals EPD-1 thru EPD-9 and EPE-1 thru EPE-10 have no center stiffeners and have only one drainage hole.

Pedestals EPD-10 and EPE-11 thru EPE-17 have a center stiffener and have two drainage holes.

Pedestals FPD-1 thru FPD-3 have no center stiffeners and have no drainage holes.

Pedestals FPD-4 thru FPD-6 have a center stiffener and no drainage holes.

CAP SCREW DETAIL



ANCHOR BOLT DETAILS

DESIGN SPECIFICATIONS

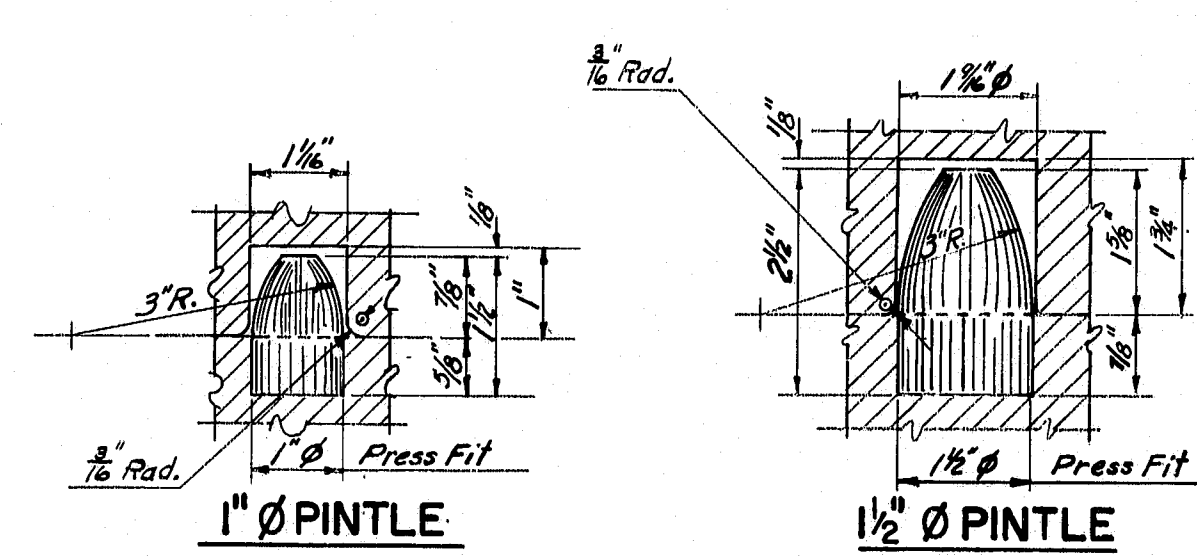
AASHTO Standard Specifications for Highway Bridges 1973, Iterims 1974, 75, 76

A.S.T.M. STEEL CLASSIFICATION

(When structural steel is specified to be unpainted)
All structural steel including anchor bolts and 2" pins shall be A588 unpainted.

(When structural steel is specified to be painted)
All structural steel including anchor bolts shall be A36 except the following: 2" pin-A36, A668, Class D or A108, Grade 1016-1030 inclusive.

REVISIONS	DATE
Revised Dimension EPE-4	1-9-78
Change Specifications & Steel Classification	3-1-77
Charpy V-Notch tests are not required	2-5-75



PINTLE DETAILS

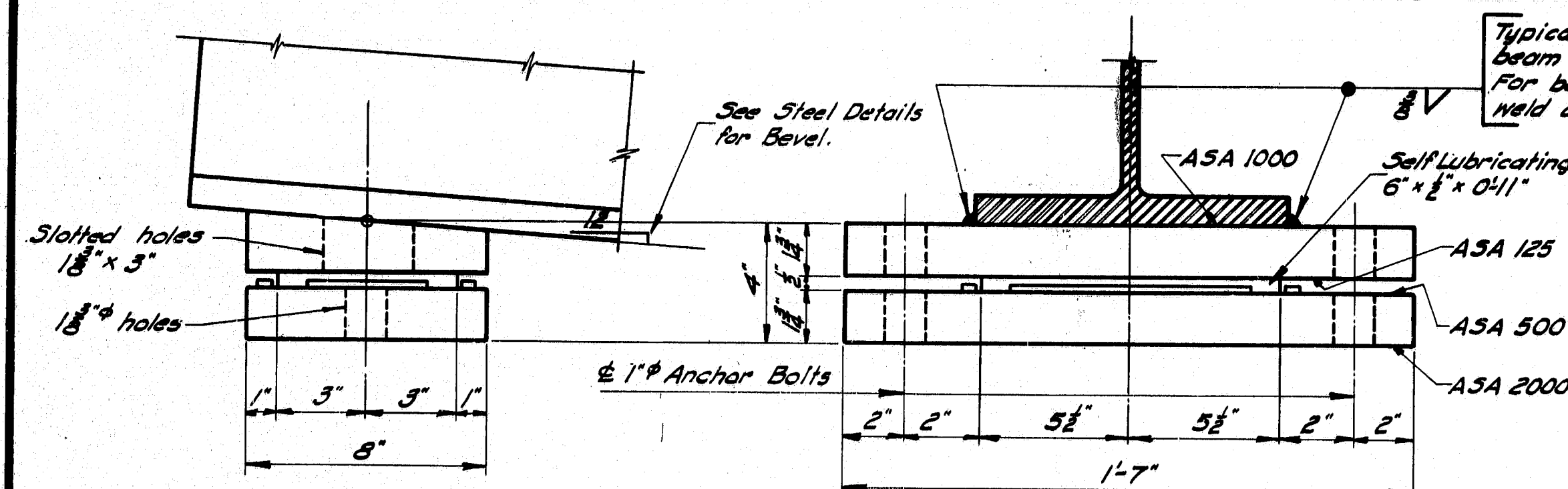
NOTE:
Use 1" pin with 1" Anchor Bolts & 1 1/2" pin with 1 1/2" Anchor Bolts.

STATE OF MAINE
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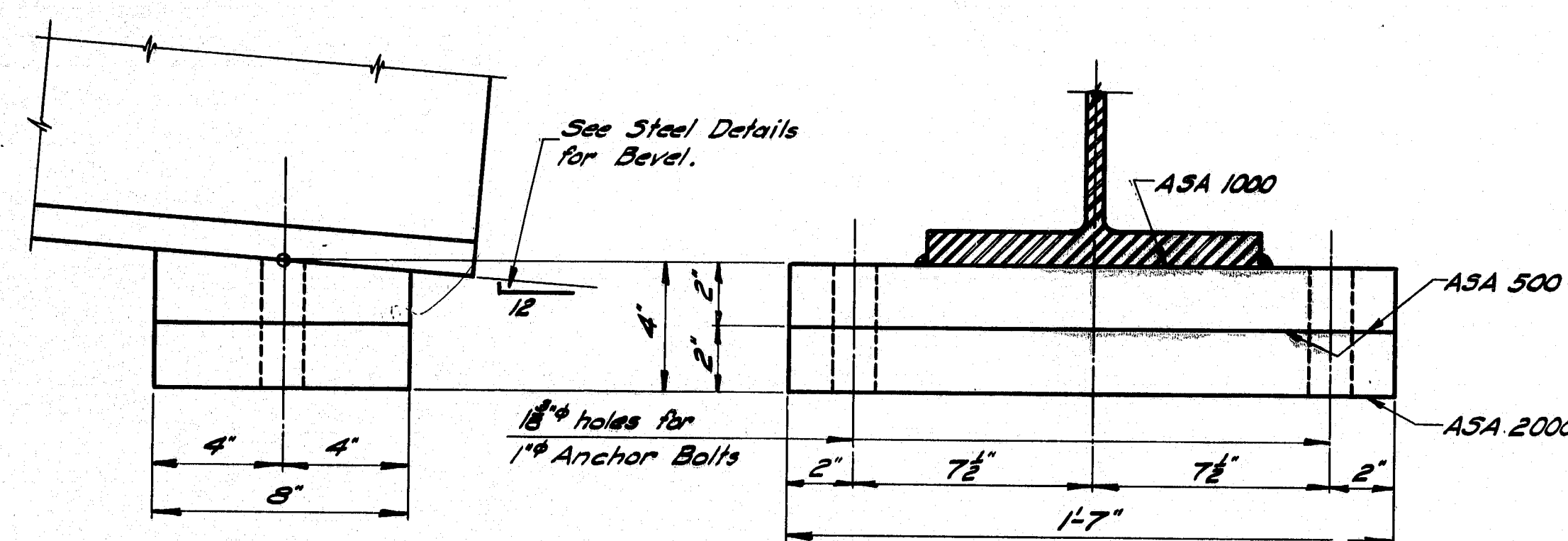
STANDARD DETAILS
(BD 100-71)

BEARING PEDESTALS

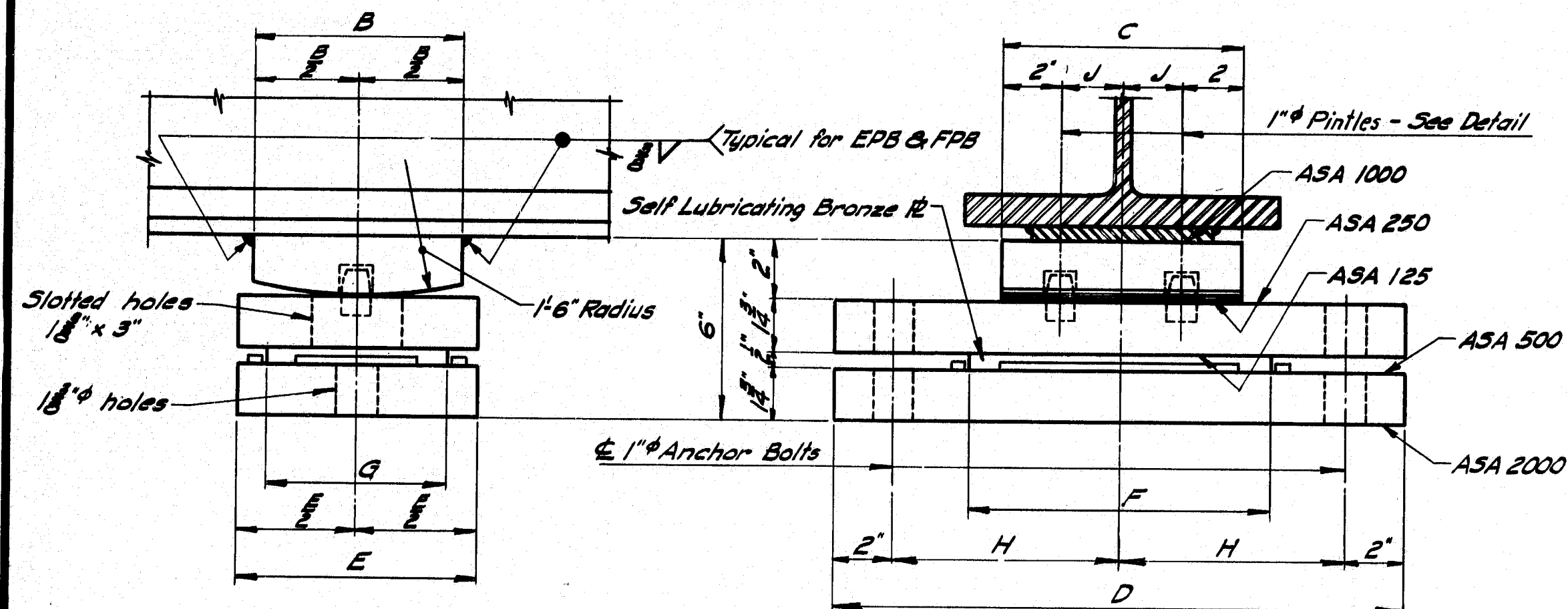
174-146



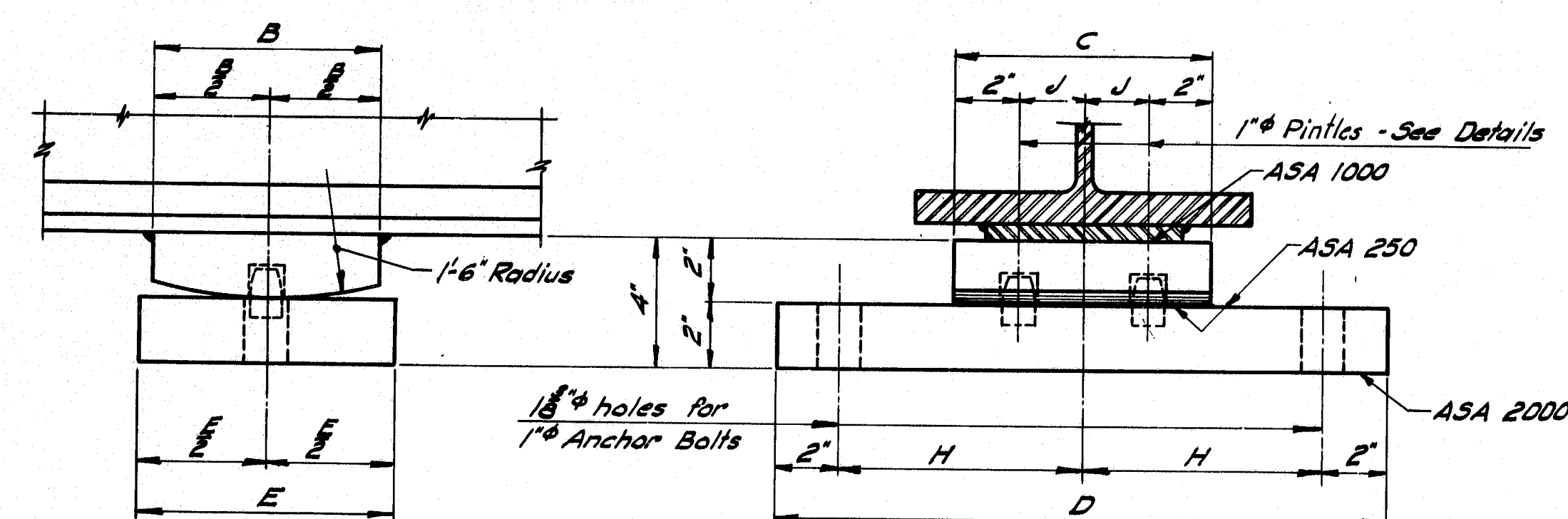
EXPANSION PEDESTAL - EPA



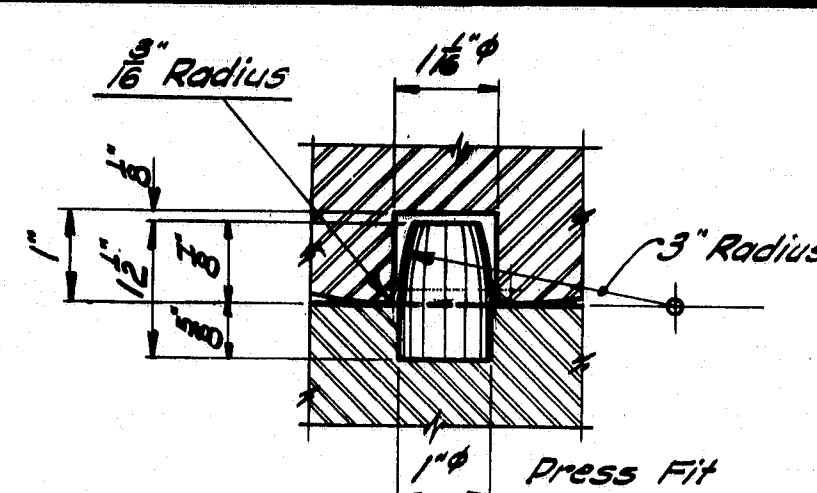
FIXED PEDESTAL - FPA



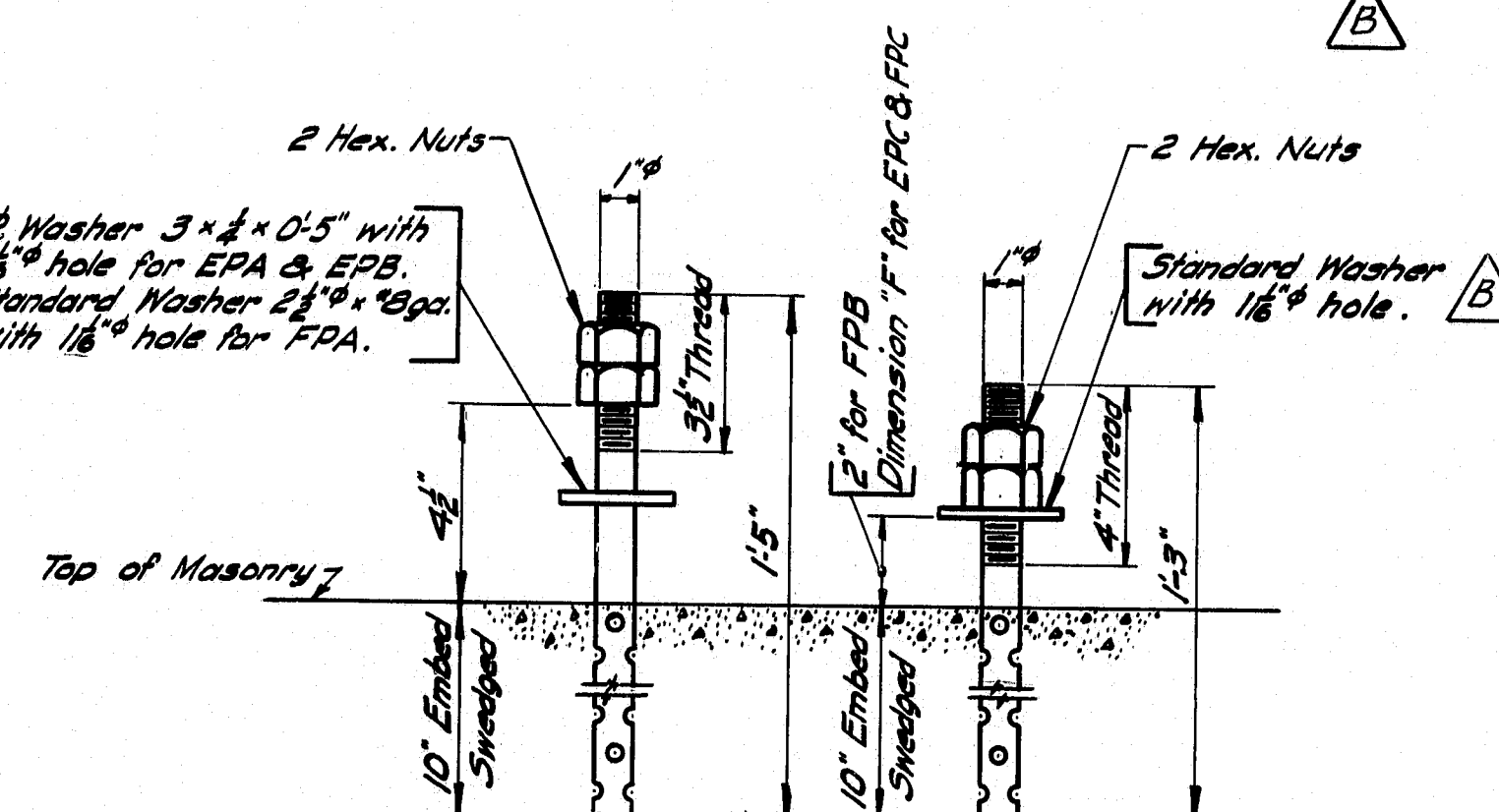
EXPANSION PEDESTAL - EPB



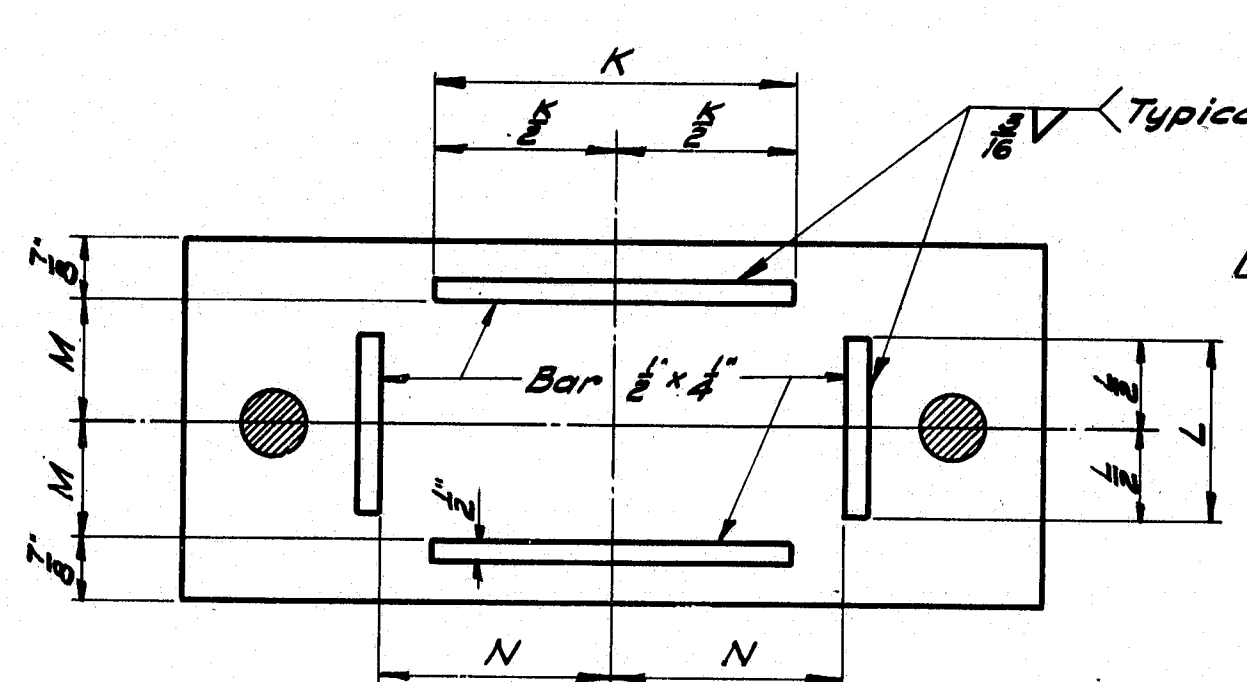
FIXED PEDESTAL - FPB



PINTLE DETAIL

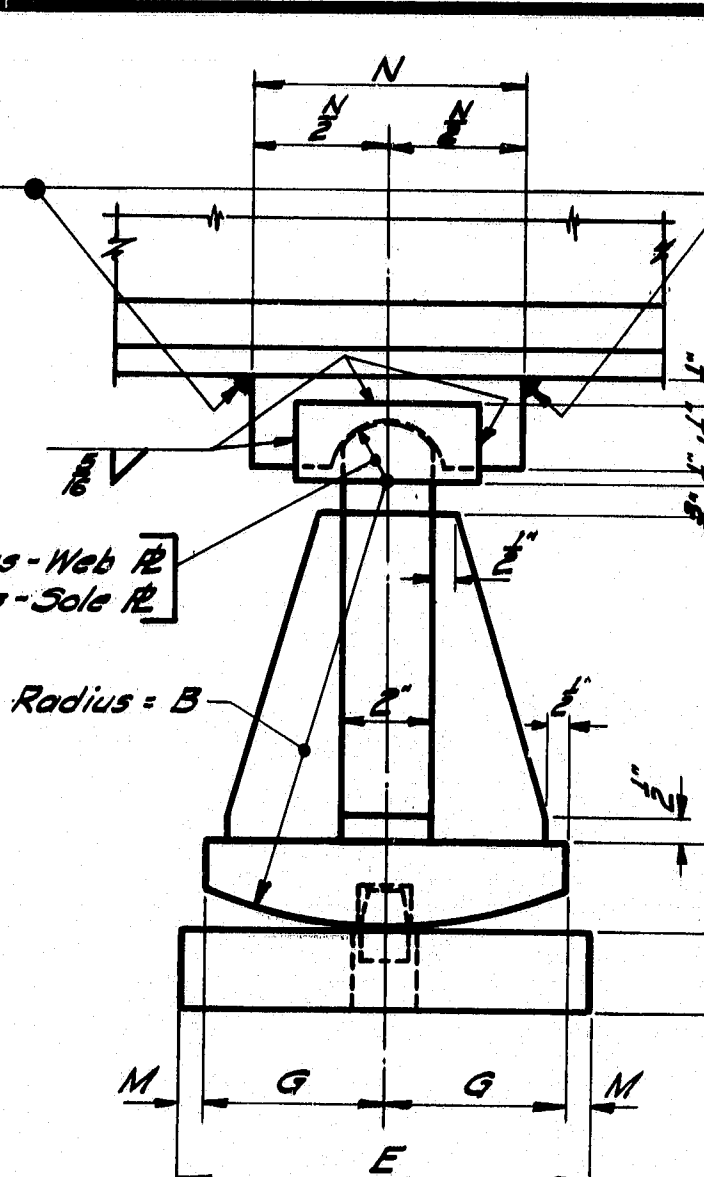


ANCHOR BOLT DETAIL

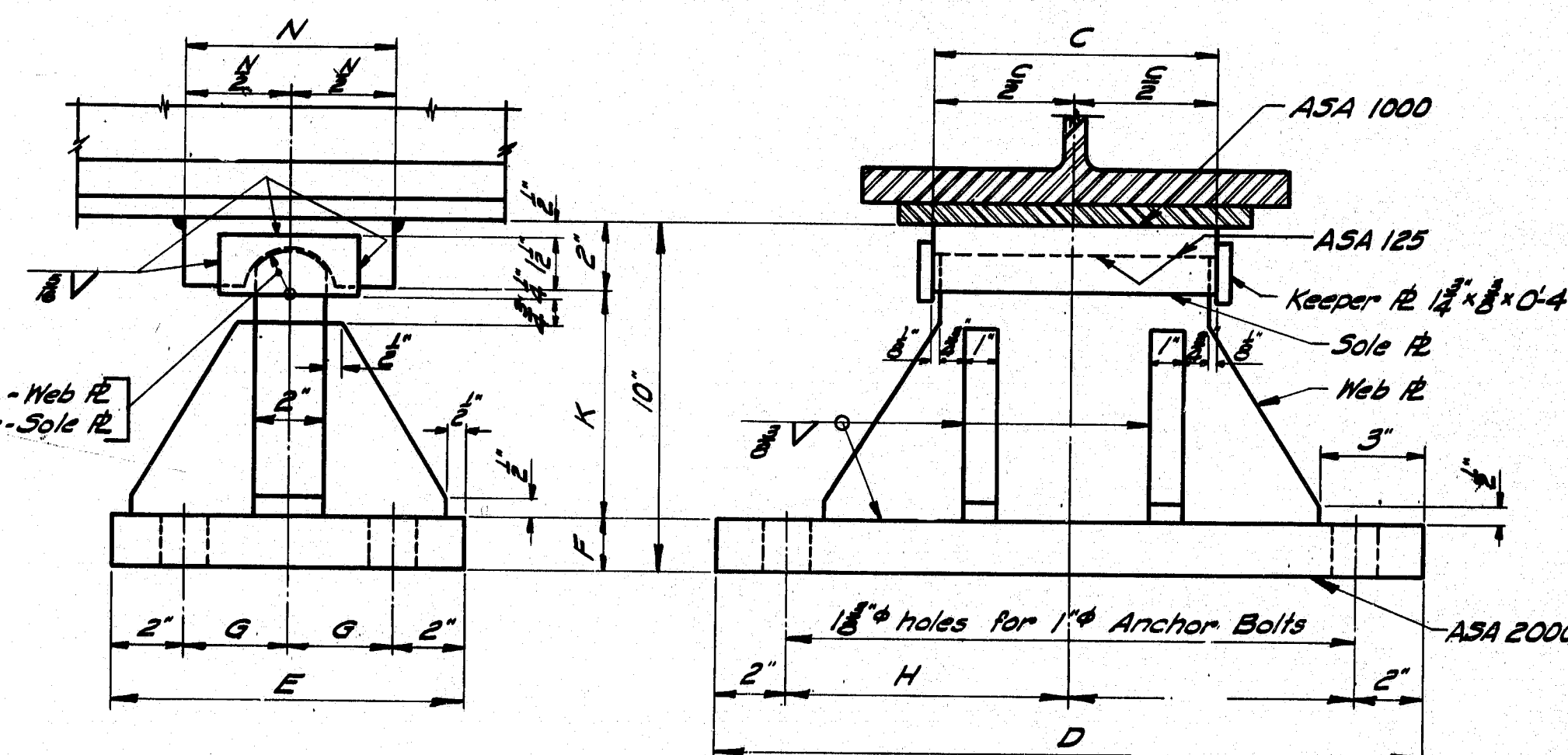


For EPA & EPB
MASONRY PLATE

PEDESTALS - ALLOWABLE LOADS & DIMENSIONS		A	B	C	D	E	F	G	H	J	K	L	M	N
EPA	132K	-	-	-	-	-	-	-	-	-	-	8"	4"	36"
FPA	150K	-	-	-	-	-	-	-	-	-	-	8"	4"	36"
EPB-1	120K	-	6"	8"	12"	8"	10"	6"	7 1/2"	2"	8"	4"	36"	54"
EPB-2	165K	-	7"	10"	14"	9"	10"	7"	8"	3"	10"	3"	36"	66"
EPB-3	224K	-	8"	11"	20"	10"	14"	8"	10"	4 1/2"	12"	5"	48"	84"
FPB-1	120K	-	6"	8"	12"	8"	-	-	7 1/2"	2"	-	-	-	-
FPB-2	165K	-	7"	10"	14"	9"	-	-	8"	3"	-	-	-	-
FPB-3	224K	-	8"	11"	20"	10"	-	-	10"	5"	-	-	-	-
EPC-1	70K	3 1/2"	6"	8"	14"	8"	14"	3 1/2"	3"	3"	4 1/2"	-	6"	6"
EPC-2	100K	1 1/2"	8"	8"	14"	8"	14"	3 1/2"	3"	3"	6 1/2"	-	6"	6"
EPC-3	130K	1 1/2"	10"	8"	14"	9"	14"	4"	3"	3"	8 1/2"	-	7"	7"
EPC-4	160K	1 1/2"	10"	8"	14"	9"	14"	4"	3"	3"	8 1/2"	-	7"	7"
EPC-5	190K	1 1/2"	10"	9"	20"	10"	20"	4 1/2"	5"	5"	10 1/2"	-	8"	8"
EPC-6	220K	1 1/2"	10"	10"	20"	10"	20"	5"	5"	5"	10 1/2"	-	8"	8"
EPC-7	250K	1 1/2"	10"	10"	20"	10"	20"	5"	5"	5"	10 1/2"	-	8"	8"
FPB-1	100K	-	-	8"	14"	9"	14"	3 1/2"	3"	-	6 1/2"	-	6"	6"
FPB-2	160K	-	-	8"	14"	10"	14"	3"	3"	-	6 1/2"	-	7"	7"
FPB-3	190K	-	-	10"	20"	10"	20"	4 1/2"	5"	-	10 1/2"	-	8"	8"
FPB-4	220K	-	-	10"	20"	10"	20"	4 1/2"	5"	-	10 1/2"	-	8"	8"
FPB-5	250K	-	-	10"	20"	10"	20"	4 1/2"	5"	-	10 1/2"	-	8"	8"



EXPANSION PEDESTAL - EPC



FIXED PEDESTAL - FPC

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

DESIGN SPECIFICATIONS

AASHTO, Standard Specifications for Highway Bridges, 1973, Interims thru 1977

A.S.T.M. STEEL CLASSIFICATION

(When structural steel is specified to be unpainted)
All structural steel including anchor bolts shall be A588 unpainted.
(When structural steel is specified to be painted)
All structural steel including anchor bolts shall be A36.

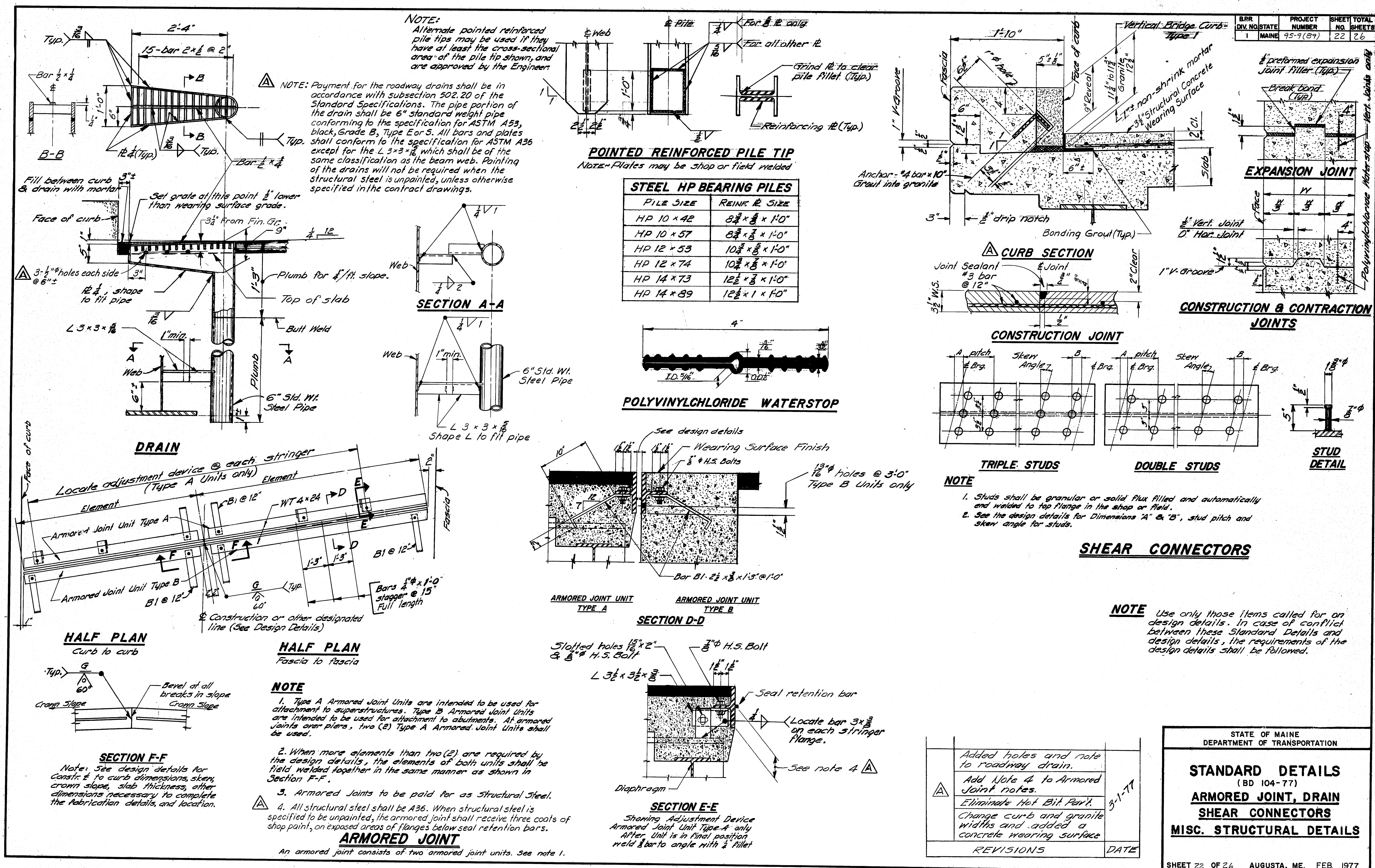
REVISIONS	DATE
Delete Std. Washer size & change radius	6-14-78
Change Specifications & Steel Classification	3-1-77

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
(BD 101-74)

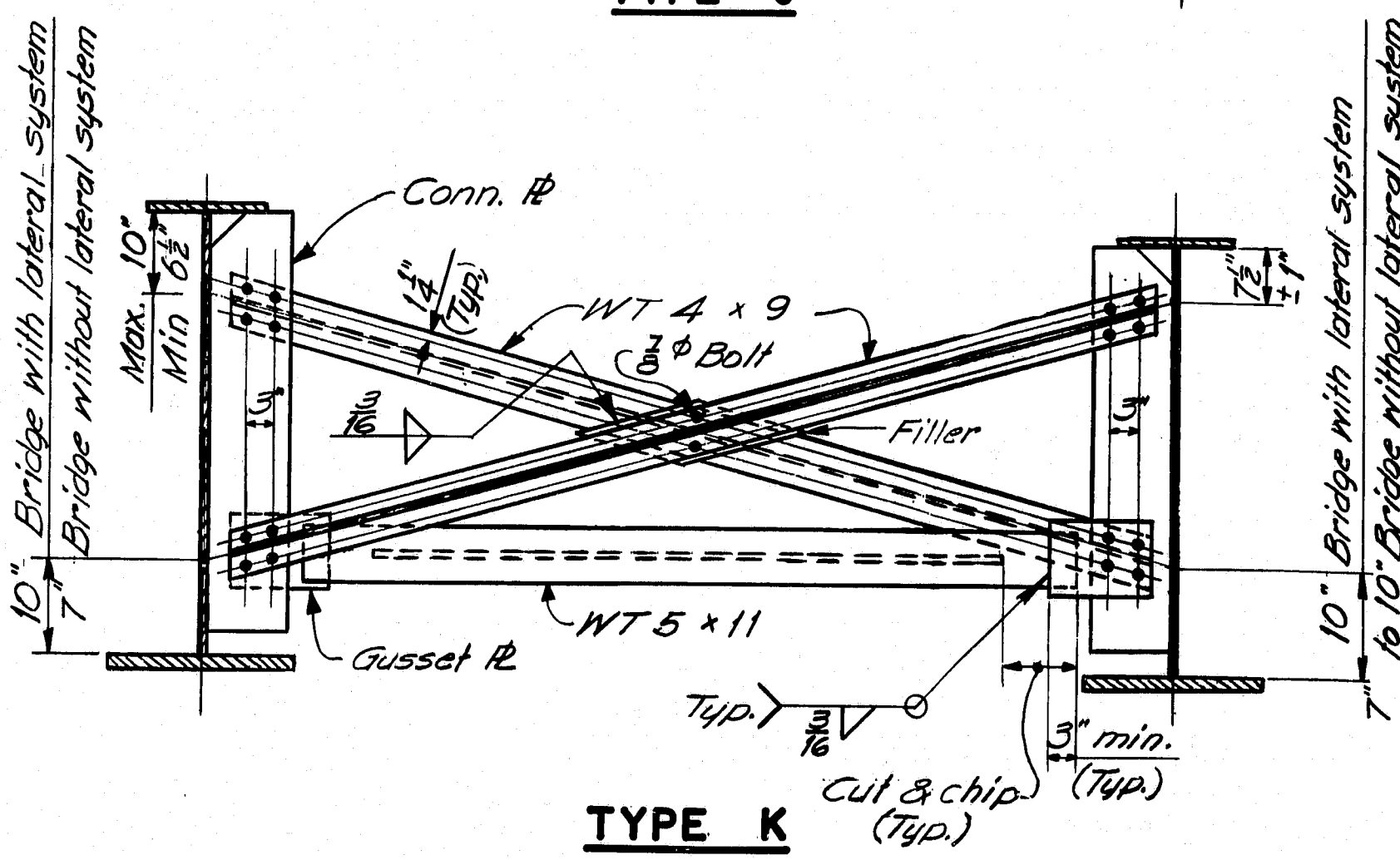
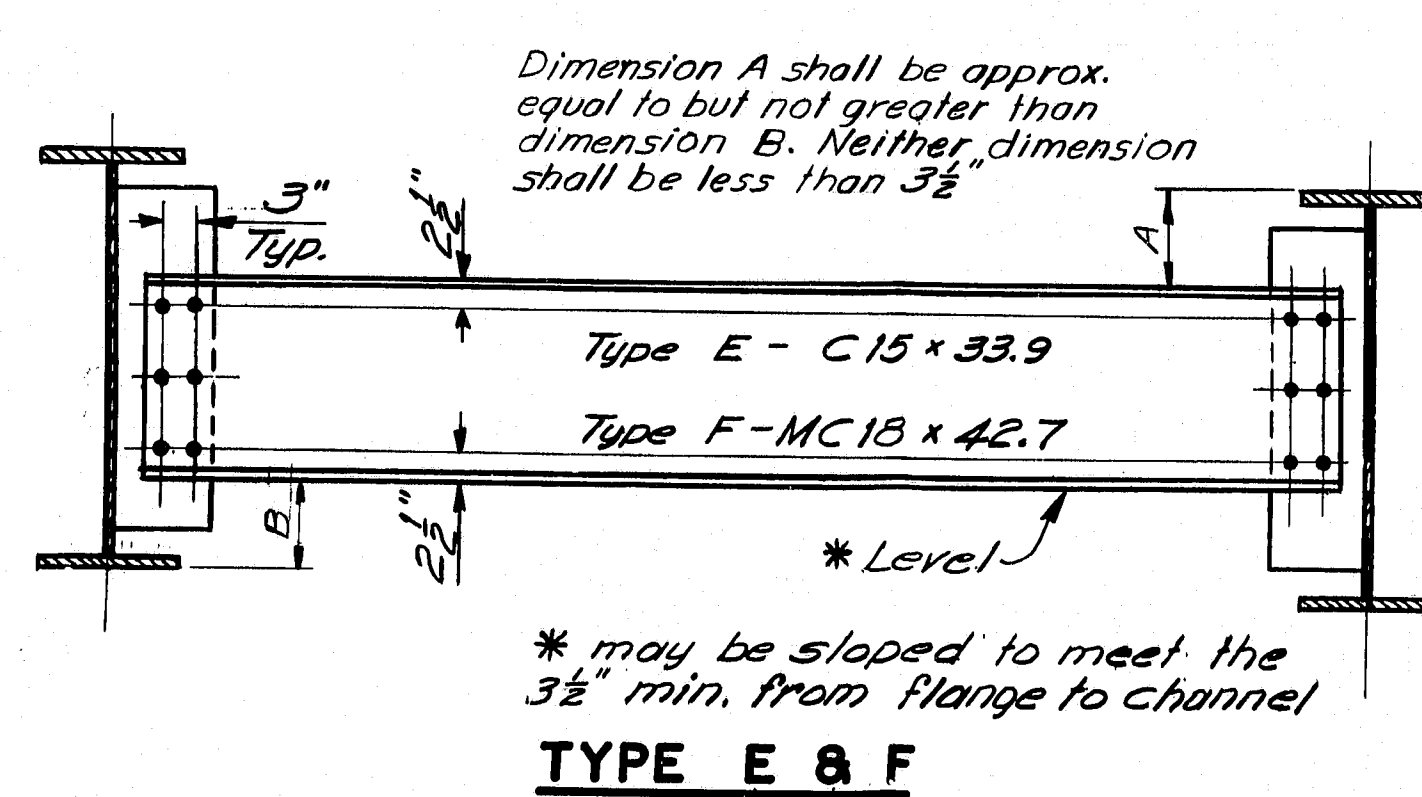
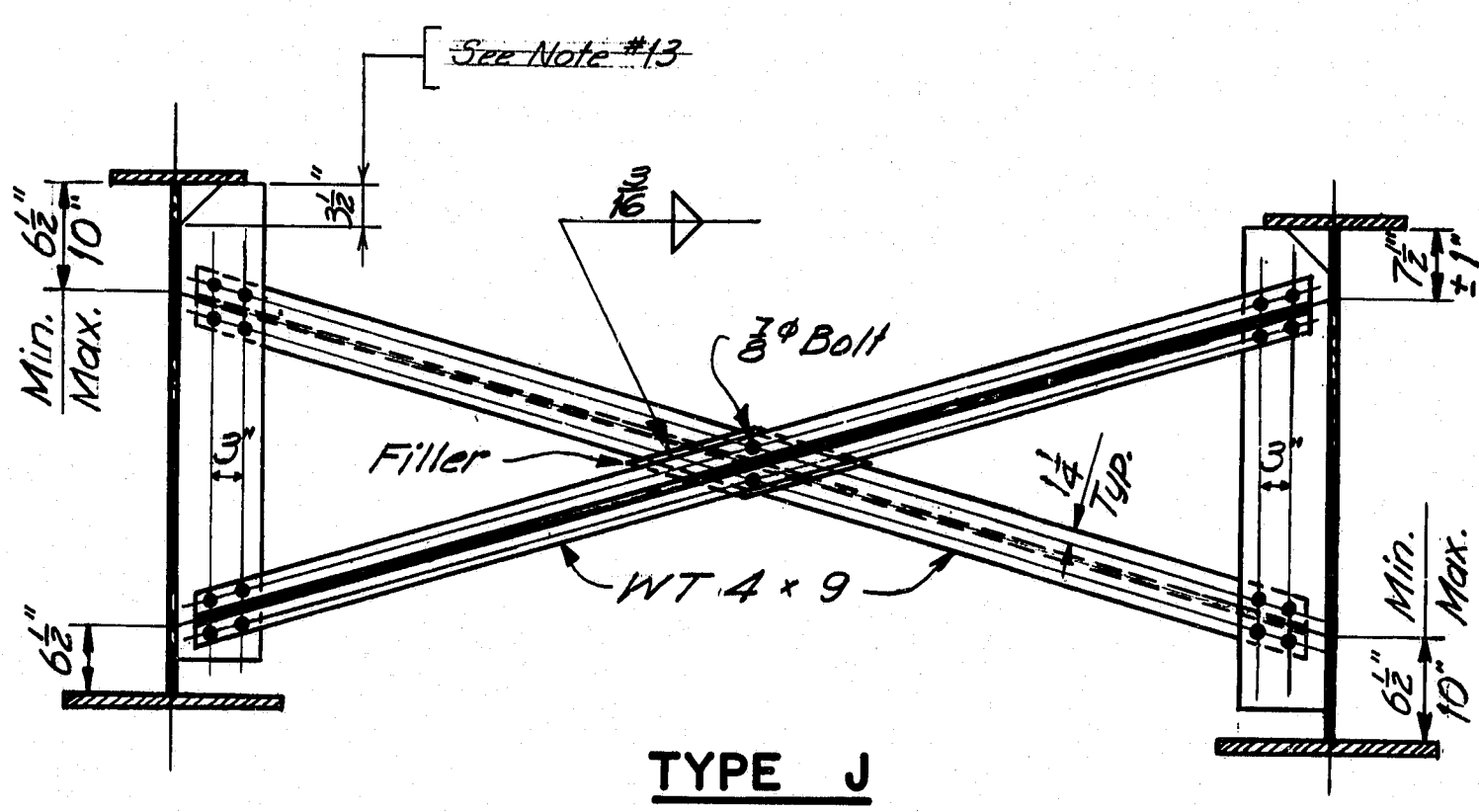
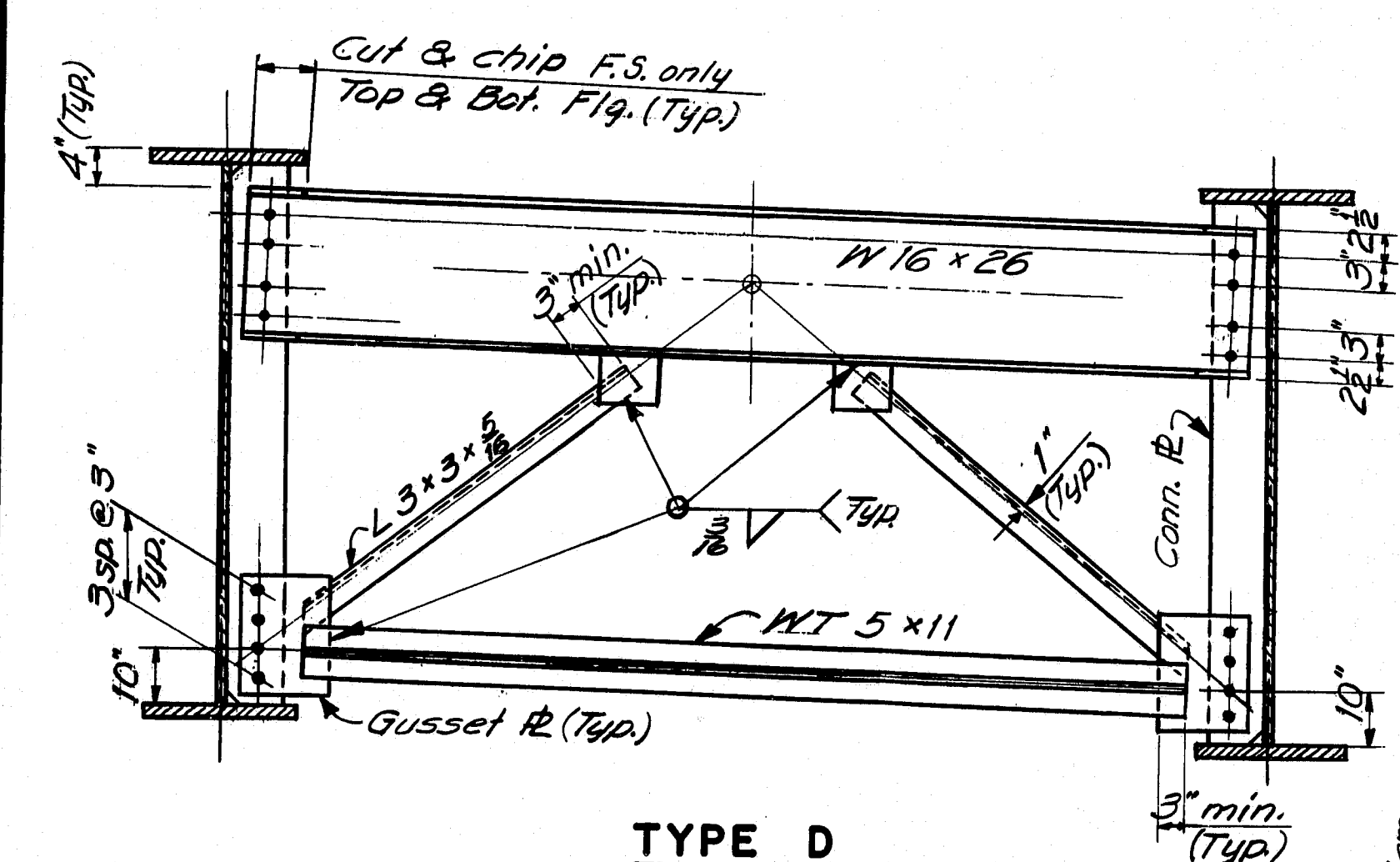
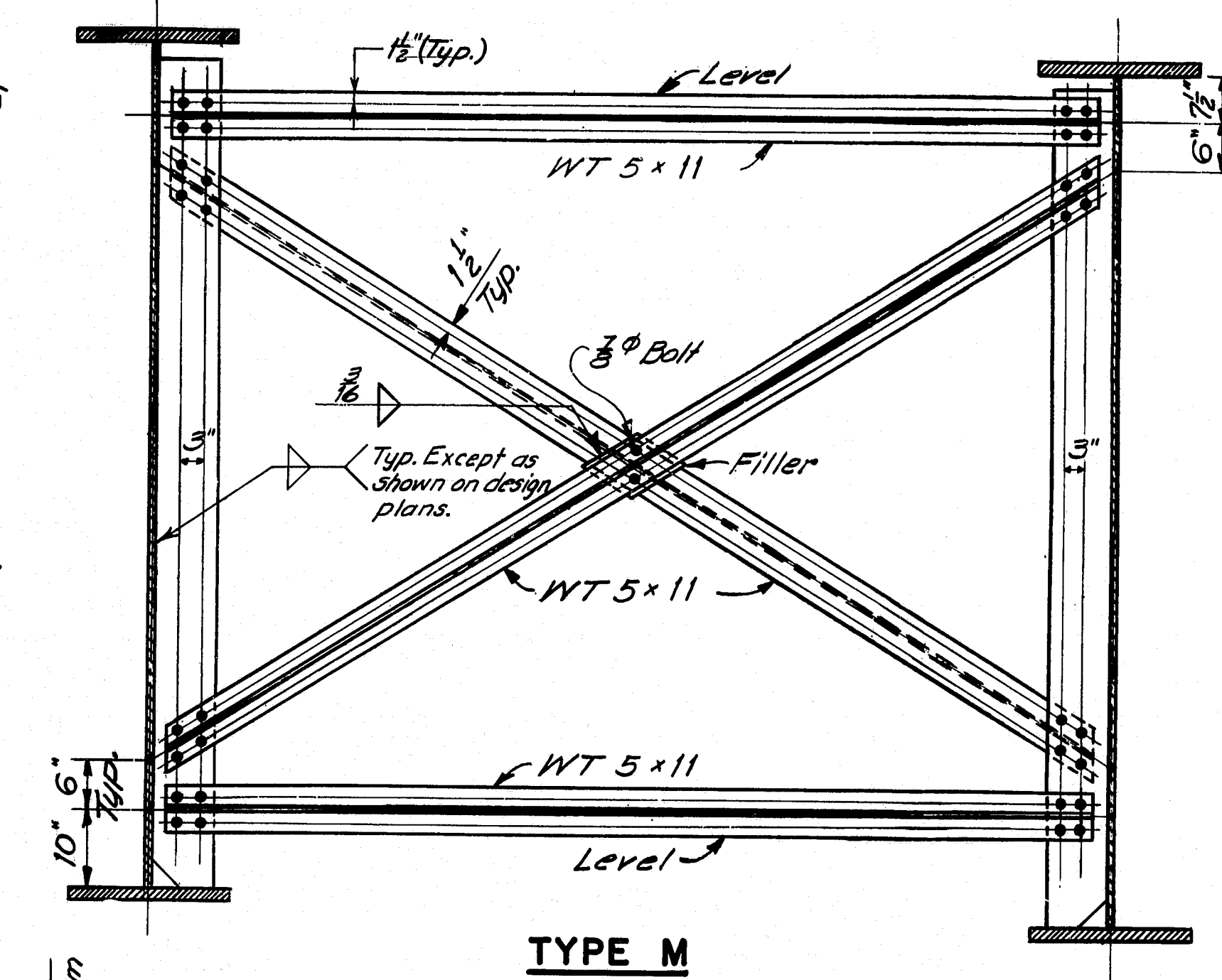
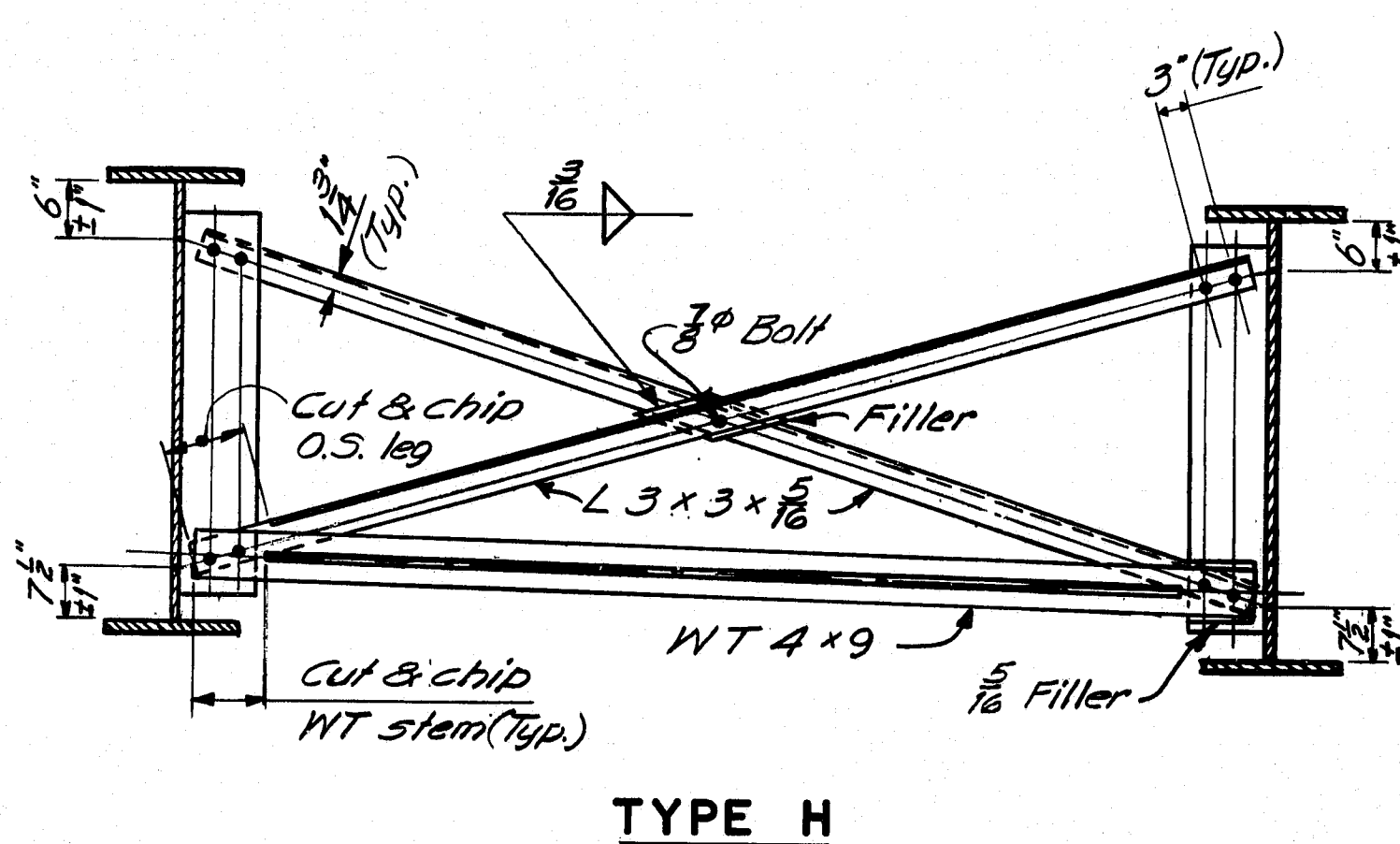
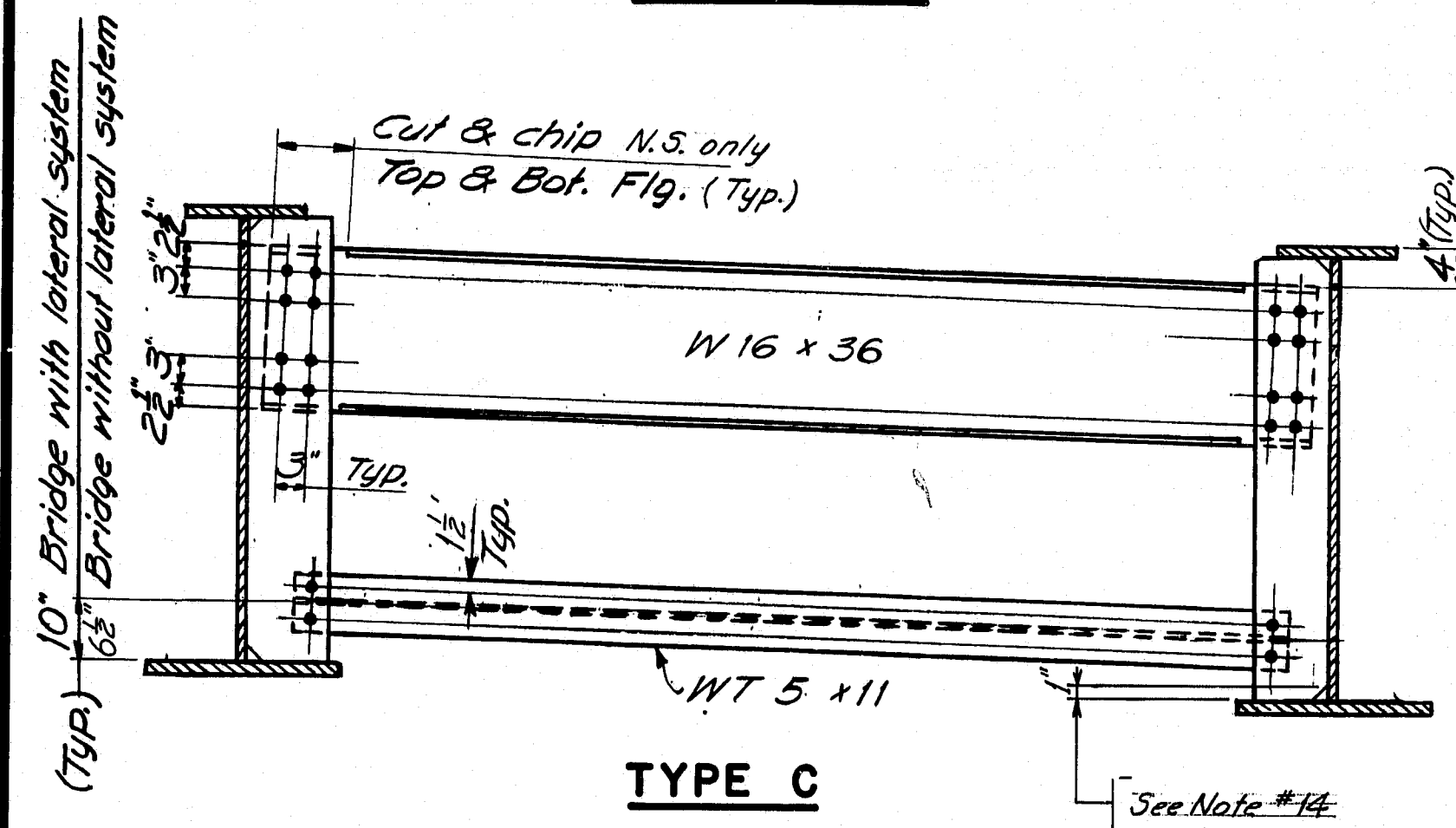
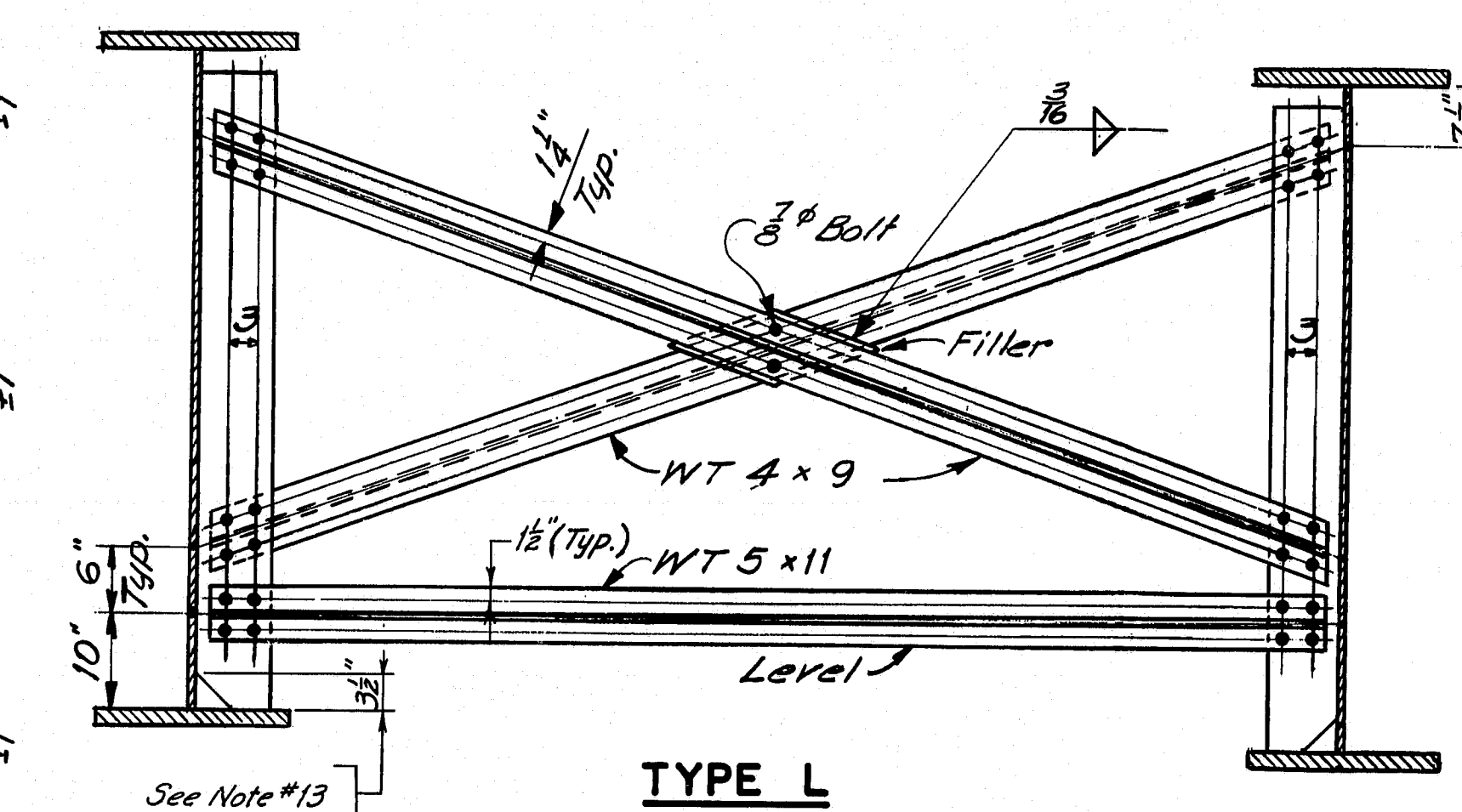
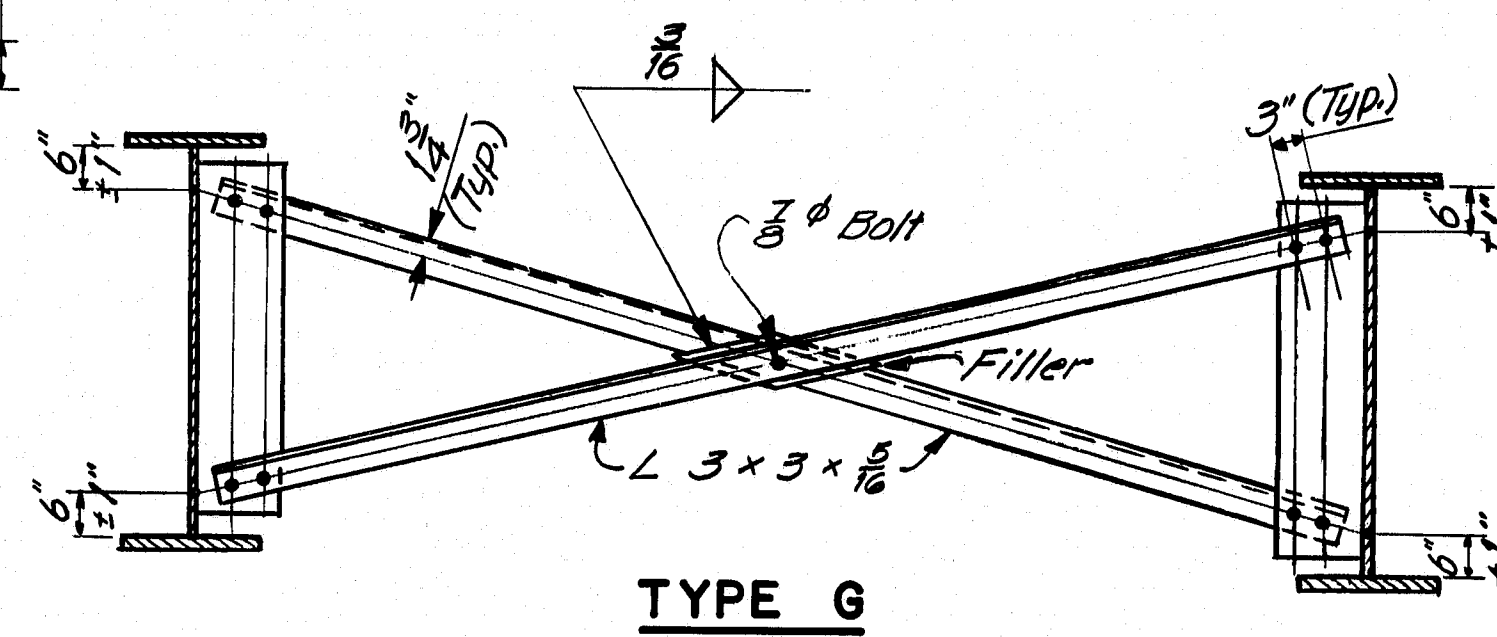
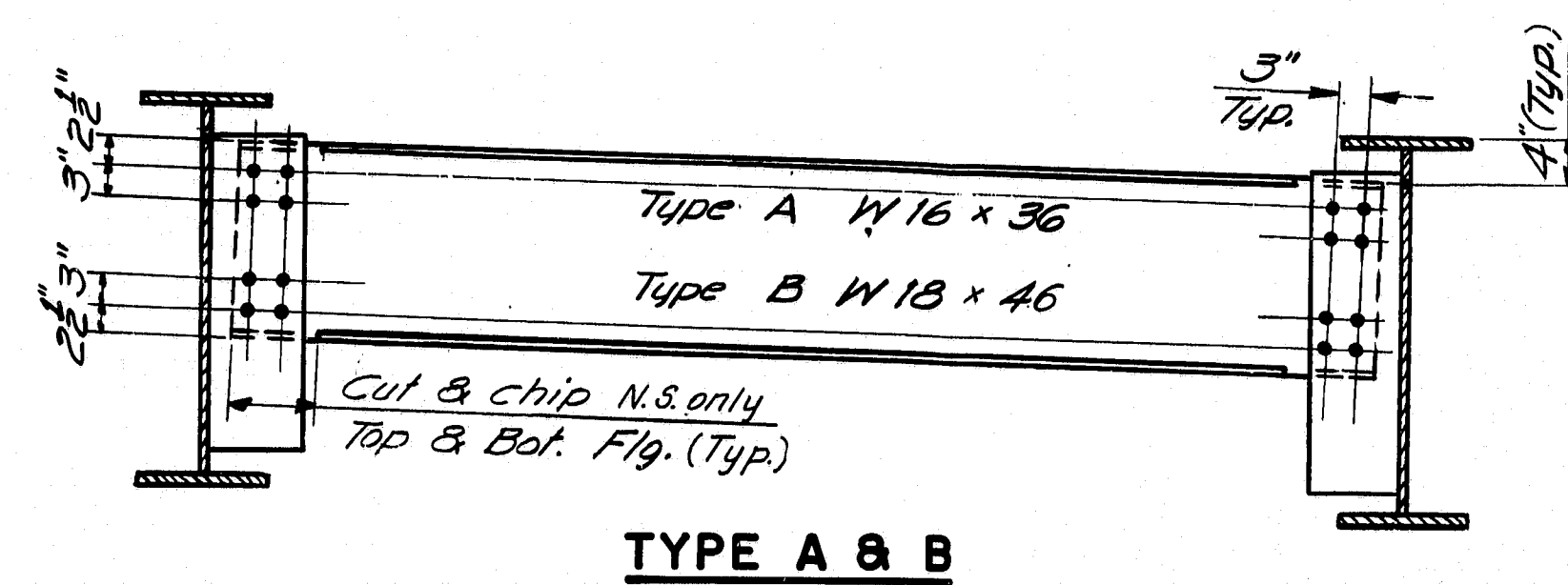
BEARING PEDESTALS

174-147



174-148

F.R.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-9(89)	23	26



FABRICATION NOTES

- 1.) All bolts shall be $\frac{7}{8}$ " H.S. Bolts. Holes for bolts shall be $\frac{15}{16}$ " and edge-distances shall be $1\frac{1}{2}$ " min. unless otherwise shown.
- 2.) Connection Plates and gusset plates shall have a minimum thickness of $\frac{3}{8}$ " and shall have sufficient width to provide erection clearances. For bearing stiffeners or intermediate stiffeners and for bent connection plates the plate size will be given on the design details.
- 3.) Connection Plates shall be fastened to web plates by fillet welds as shown. All fillet welds shall be the minimum size as specified in A.A.S.H.T.O. Standard Specifications for Highway Bridges, Art. 1.7.26, unless otherwise shown on design plans.
- 4.) Connection Plates shall be $3\frac{1}{2}$ " clear from flanges, except as indicated by notes 5 & 6.
- 5.) Connection Plates on welded beams and girders shall extend to the top flange in areas where the top flange is always in compression.
- 6.) Connection Plates shall extend to the bottom flange at points where lateral bracing is attached and on welded beams and girders in areas where the bottom flange is always in compression.
- 7.) When a connection plate is extended to a flange it shall fit within $\frac{1}{16}$ " except if the design details show it is to be welded.
- 8.) Bearing Stiffeners at end bearings shall extend to both top and bottom flanges and shall be welded to both flanges. Weld at bottom flange shall be a full penetration weld. Weld at top flange shall be a fillet weld both sides (see Note 3).
- 9.) Bearing Stiffeners at other than end bearings shall extend to both top and bottom flanges, shall be welded to the bottom flange with a full penetration weld and shall fit within $\frac{1}{16}$ " at top flange.
- 10.) Intermediate Stiffeners shall extend to both top and bottom flanges, shall be welded to the compression flange with a fillet weld on both sides (see Note 3) and shall fit within $\frac{1}{16}$ " at the tension flange.
- 11.) Use only those items called for on the design details. In case of conflict between these standard details and design details, the design details shall be followed.
- 12.) All dimensions shown as "___ ± 1/8" are variable in order to allow a series of crossframes to have the same slopes and/or dimensions.
- 13.) All connection plates and stiffeners that are extended to a flange shall be clipped $3\frac{1}{2}$ ", except as indicated by note 14.
- 14.) Bearing stiffeners at end bearings shall be clipped 1" at top and bottom. Bearing stiffeners at all other bearings and intermediate stiffeners shall be clipped 1" at the compression flange.
- 15.) For unpainted applications all steel for diaphragms and crossframes shall be A.S.T.M.-A588. For bridges specified to be painted the steel for diaphragms and connection plates shall be A.S.T.M.-A36, except other steel classifications may be used subject to the approval of the Engineer.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS (BD 113 - 78) DIAPHRAGMS & CROSSFRAMES

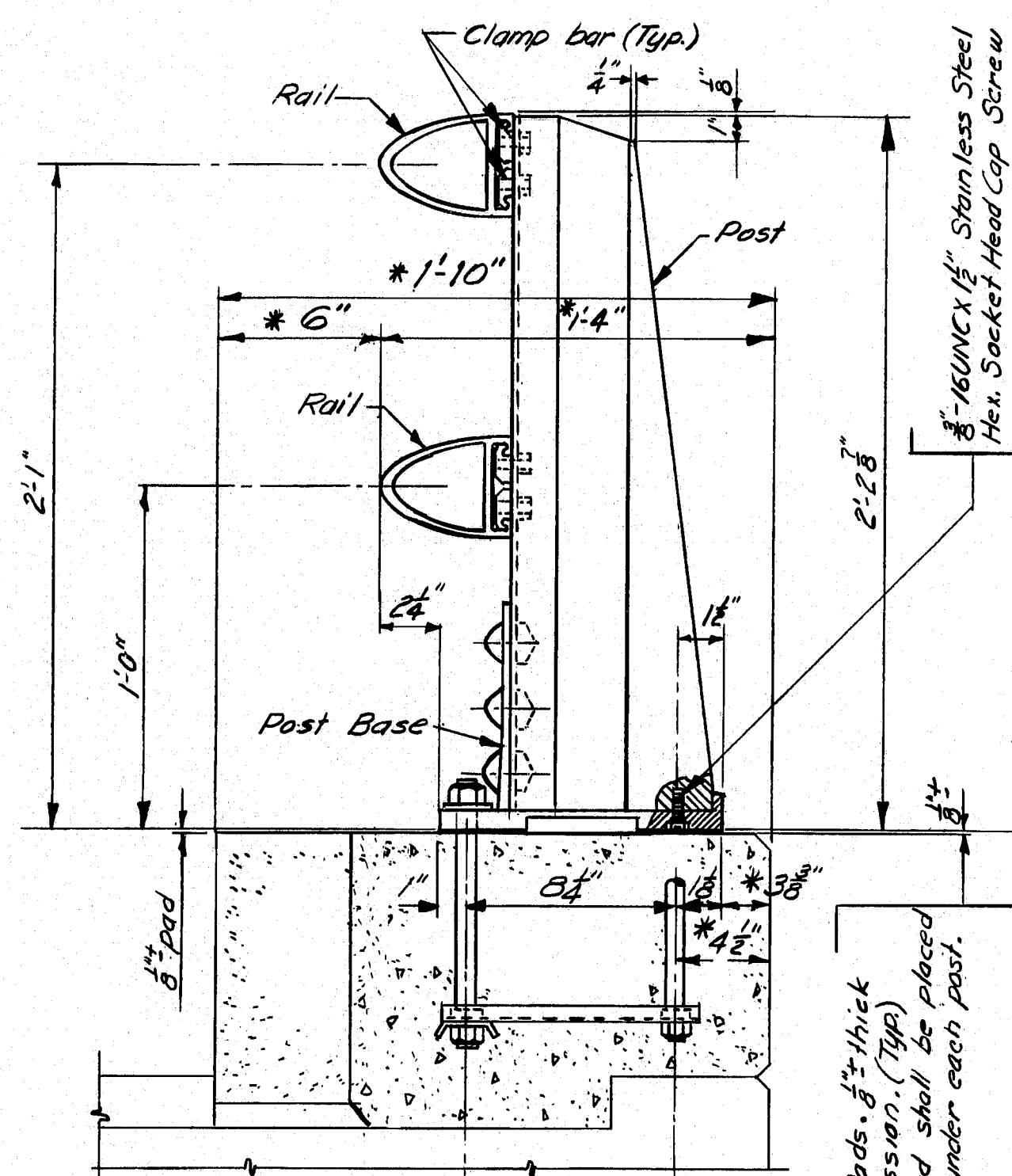
ELIMINATED - A242 G.R.W. 5-24-79

SHEET 23 OF 26 AUGUST, MAINE June 1978

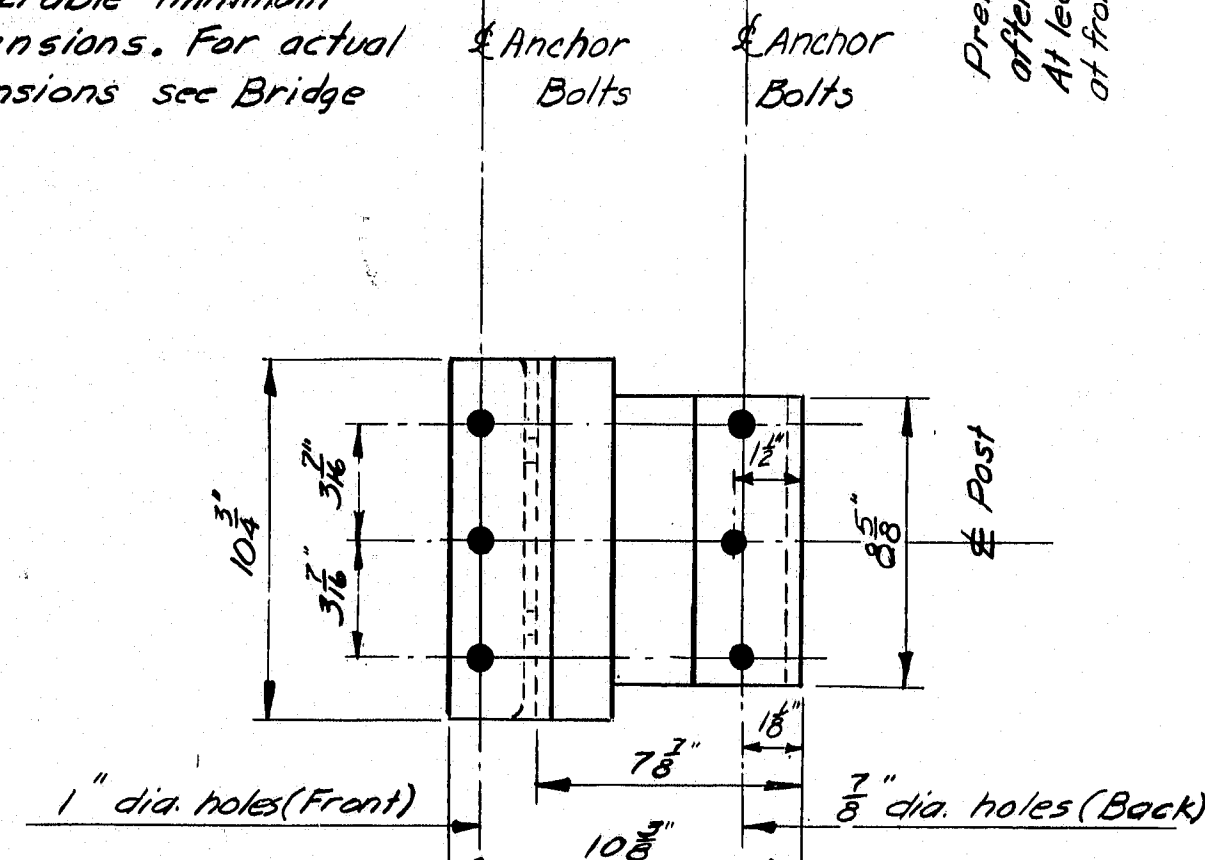
174-149

DESIGN SPECIFICATIONS
* AASHTO Standard Specifications
for Highway Bridges 1973, and
Interims 1974, '75, '76, '77

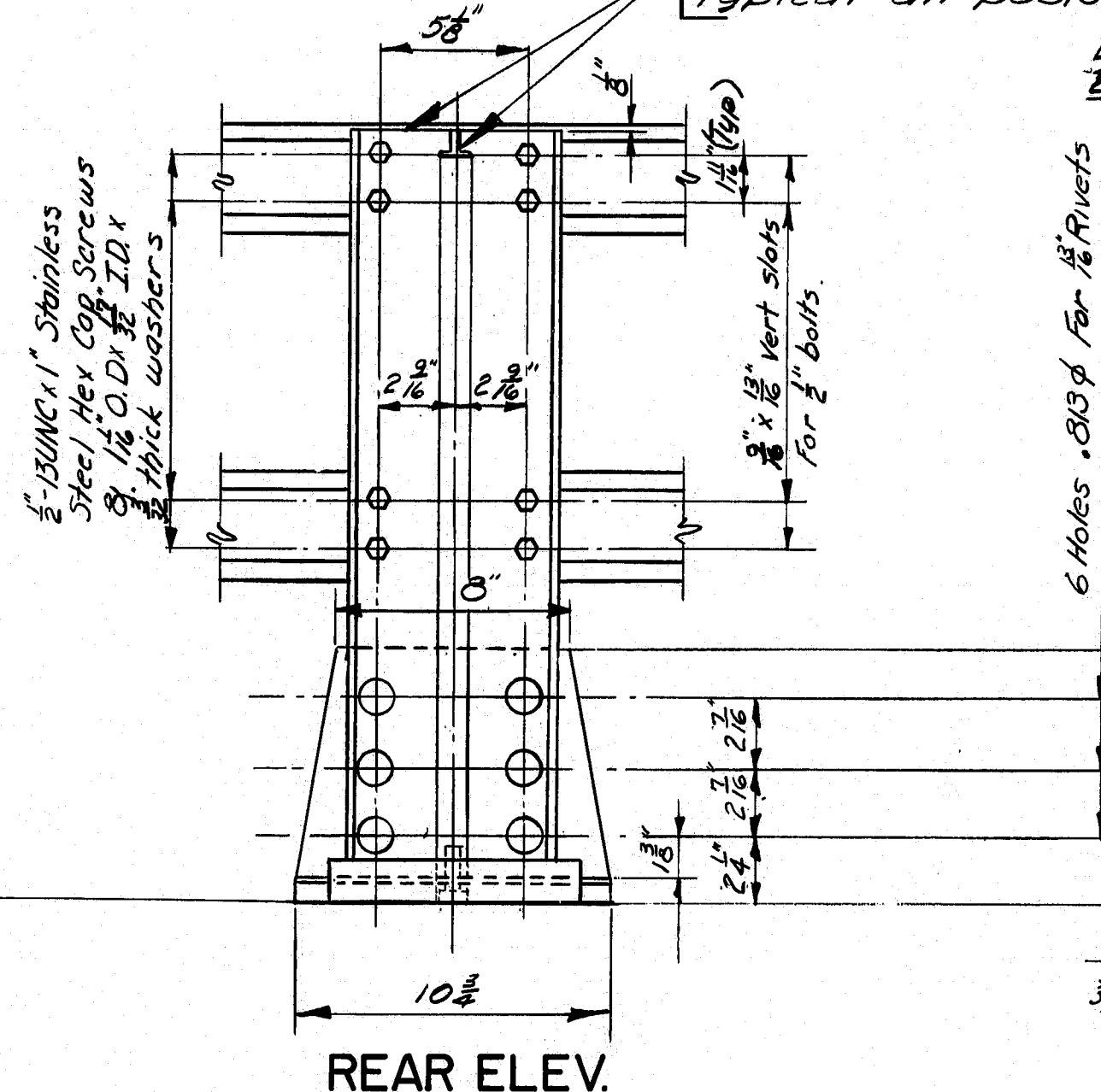
Lengths of rail shall be attached to a minimum of four (4) rail posts wherever possible, and in any case never less than two (2). Rail posts are to be set normal to grade unless otherwise shown on the Bridge Plans.



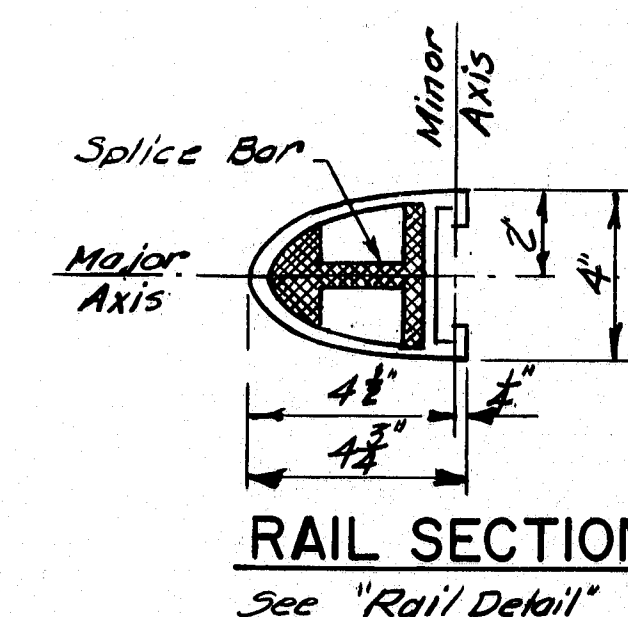
* Preferable minimum dimensions. For actual dimensions see Bridge Plan.



Top edges of posts shall be rounded and free of burrs
Typical all posts

[illegible][illegible]

SPLICE BAR
Alternate splice bars may be substituted
if approved by the Engineer

[illegible]

Sym. about Major Axis

Semi-ellipse

Major Axis

Minor Axis

$4\frac{1}{2}''$

$1\frac{1}{2}''$

$\frac{1}{2}''$

$\frac{1}{4}''$

$R\frac{1}{2}''$

$R\frac{1}{4}''$

$\frac{1}{2}''$

$\frac{1}{4}''$

RAIL DETAIL

ANCHOR BOLTS

If cut threads are used, body diameter shall be not less than nominal diameter.

If rolled threads are used, body diameter shall be not less than root diameter of the threads.

[illegible]

Technical drawing of a square plate with the following dimensions:

- Overall width: $10\frac{3}{8}"$
- Overall height: $10\frac{3}{8}"$
- Central hole diameter: $5" \text{ Dia. Hole}$
- Four corner holes, each with diameter: $1\frac{1}{8}"$
- Distance from the center of the plate to the center of each corner hole: $3\frac{1}{2}"$
- Distance from the center of the plate to the center of each corner hole: $3\frac{1}{2}"$
- Distance from the center of the plate to the center of each corner hole: $3\frac{1}{2}"$
- Distance from the center of the plate to the center of each corner hole: $3\frac{1}{2}"$

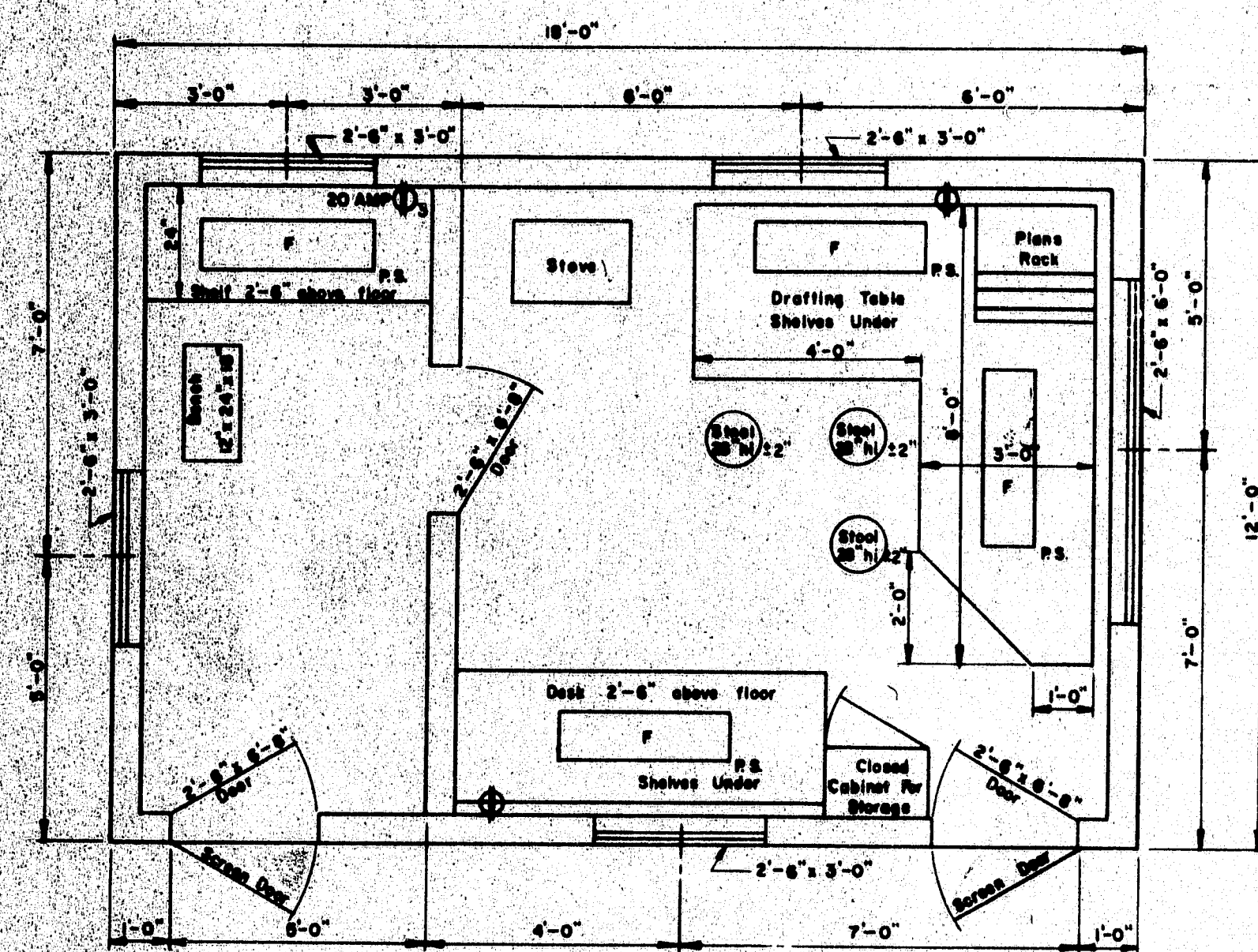
STEEL SPACER PLATE
(For Anchorage)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

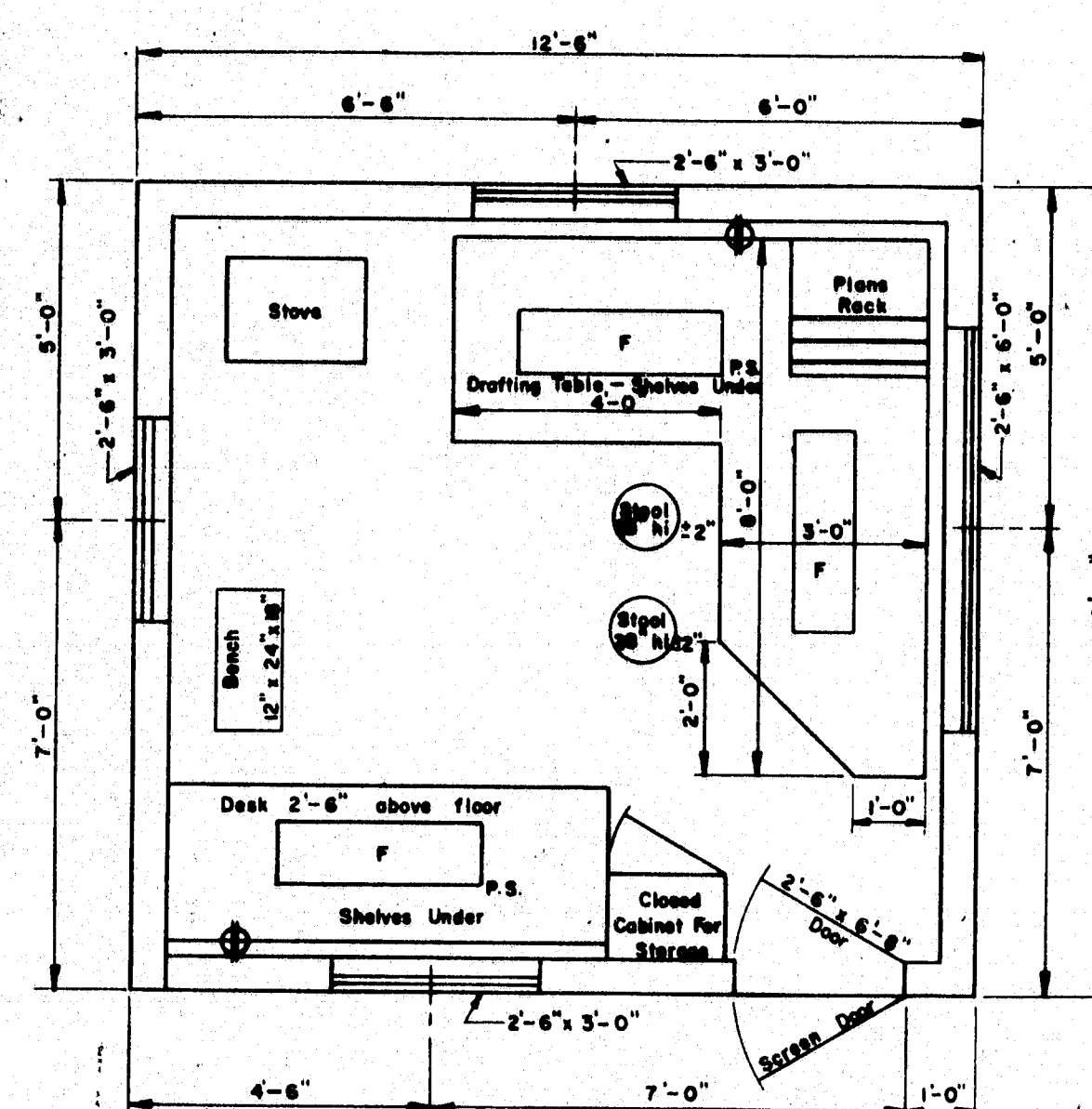
STANDARD DETAILS
(8D 114 - 77)

ALUMINUM BRIDGE RAILING
2 - BAR (SEMI-ELLIPSE)
TYPE "A"

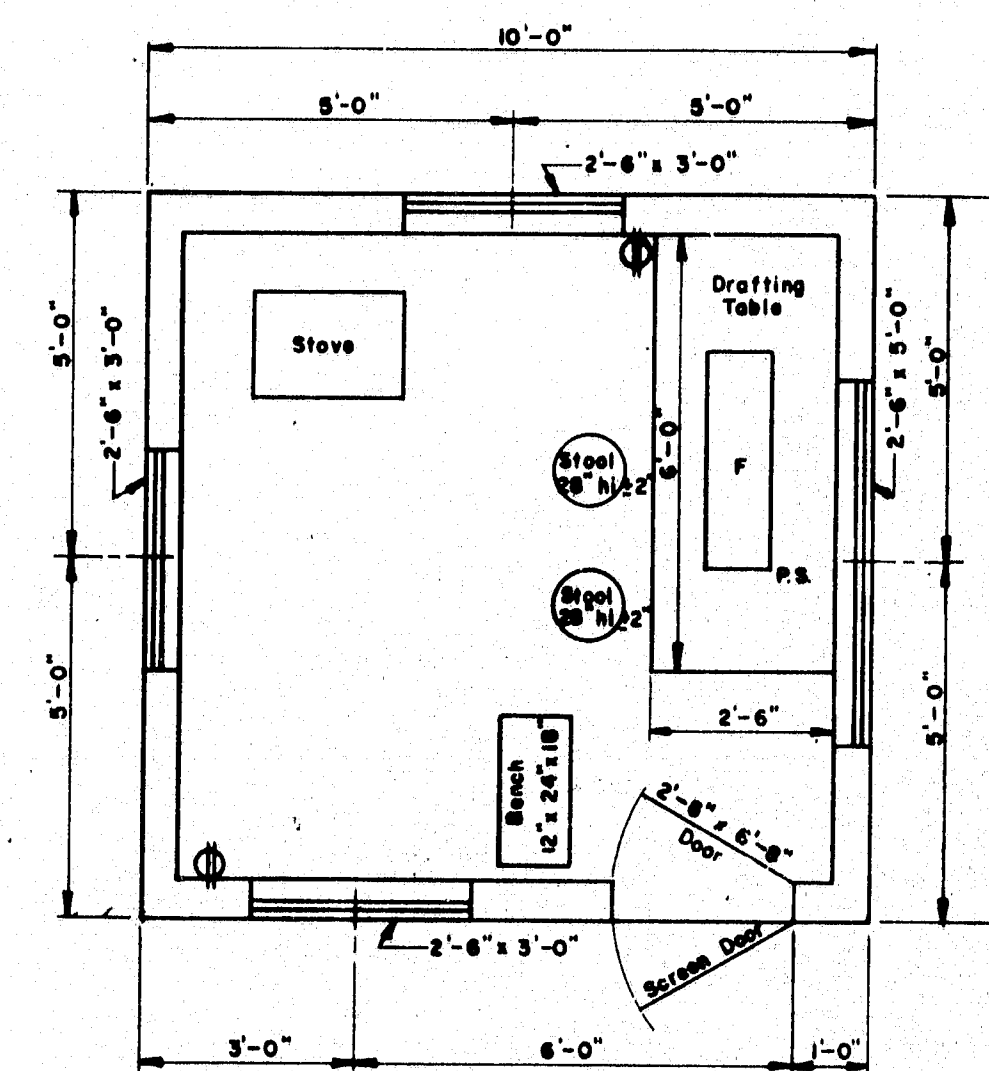
174-15C



FLOOR PLAN
TYPE "A"

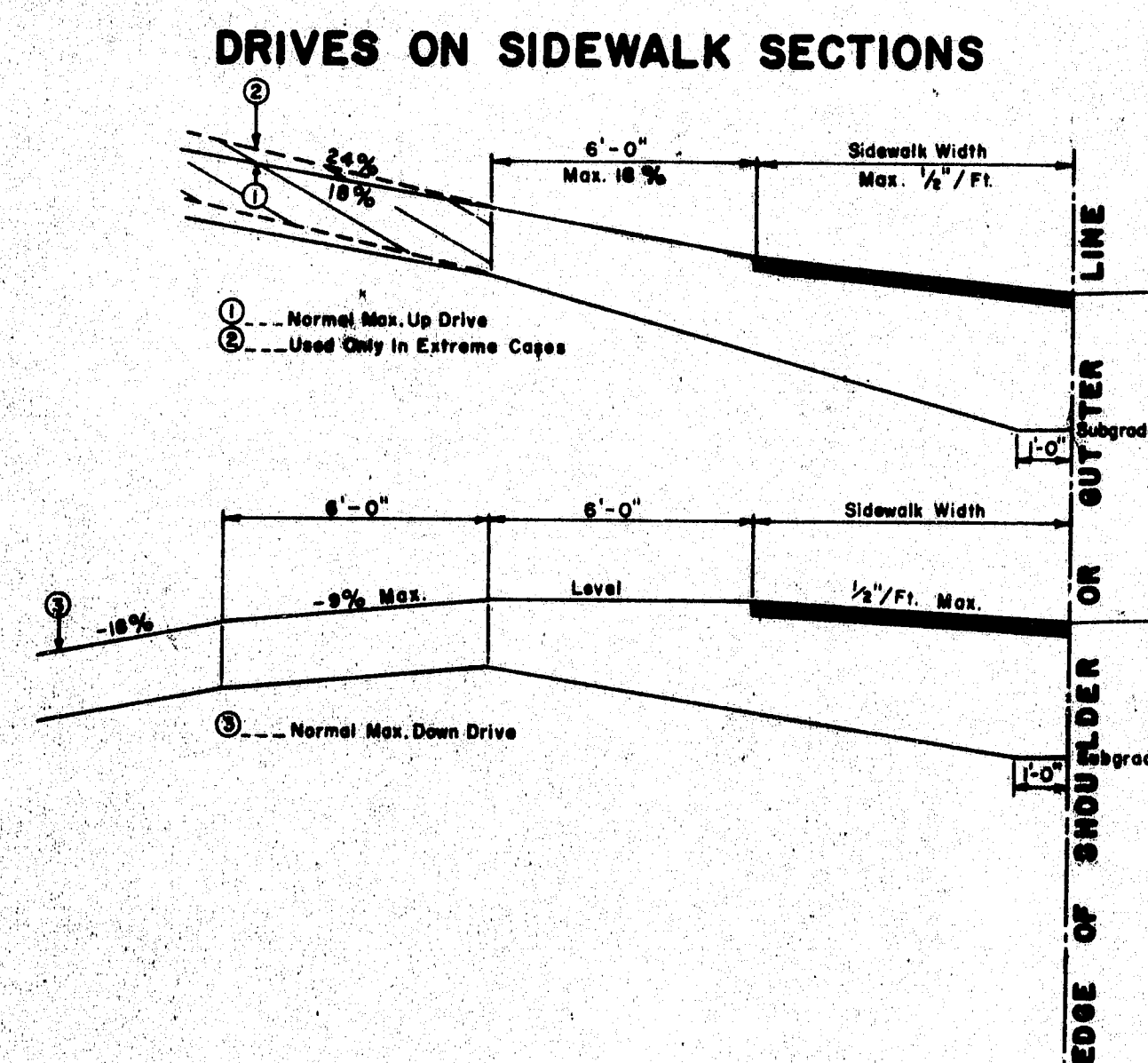


FLOOR PLAN
TYPE "B"

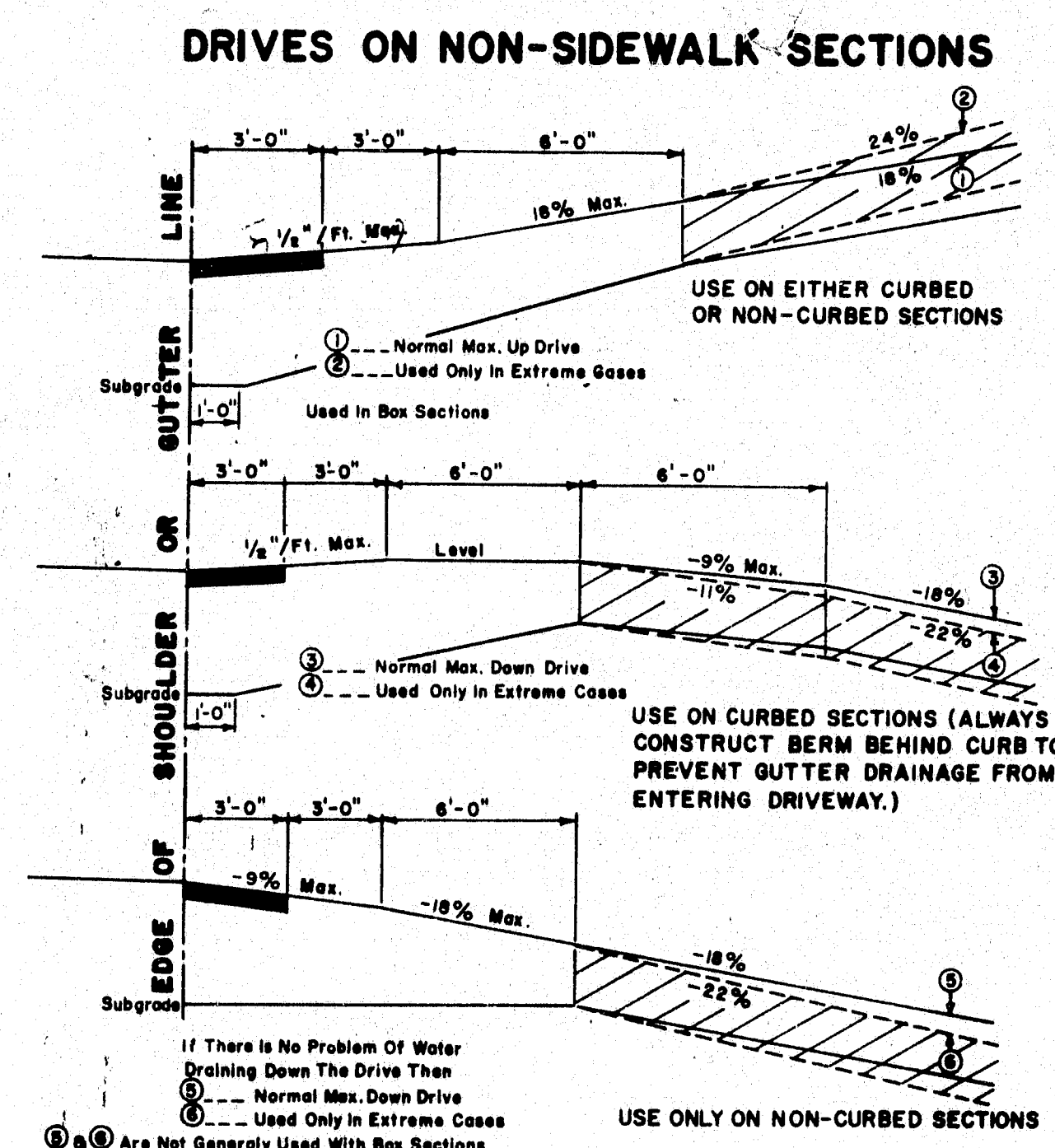


FLOOR PLAN
TYPE "C"

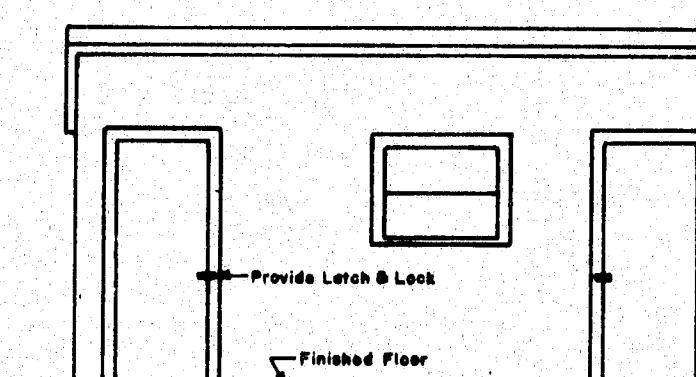
- GENERAL NOTES**
- Drafting table shall be 3'-4" high at front edge and placed 2" from studs to allow prints to hang down behind table when in use.
 - Shelves under desk shall be constructed to receive 11 1/2" x 14" x 25" transfiles.
 - Windows shall be double hung.
 - Stovepipe shall not be in direct contact with combustible material; the pipe shall be surrounded with at least 6" of fireproof material.
 - Continuous 110 volt 60 cycle electric service shall be supplied.
 - The engineer may rearrange the items shown on the plan views during construction of the field office.
 - FURNISHINGS TO BE SUPPLIED:
 - 2 Straight back chairs for types A and B
 - 1 Bench for types A, B & C
 - 3 Stool for type A
 - 2 Stools for types B & C
 - SYMBOLS:
 - F Fluorescent lights (2 light, rapid start 48" strips and 40 watt bulbs)
 - P.S. Pull switch
 - ⊕ Duplex wall outlet—15 amp unless otherwise noted
 - ⊕ Triples Wall Outlet
 - For the Type "A" Field Office one clean 55 gal. drum shall be supplied, installed on a suitable rack and equipped with a spigot suitable for drawing off water. The drum shall be furnished with water at all times.



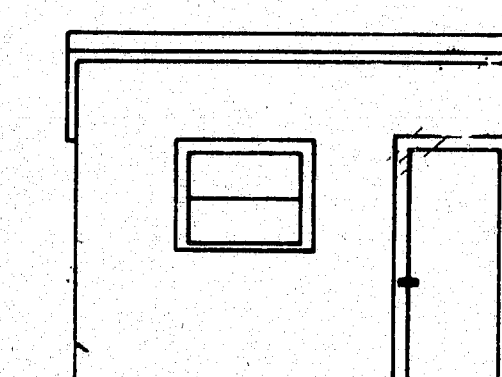
- GENERAL NOTES**
- The sidewalk width shall be paved in all cases.
 - All residential or commercial drives 10% and over shall be paved.
- NOTES ON MAXIMUM DRIVEWAY PROFILES**
- These profiles are a guide for the majority of cases, but should be field checked when the main line grade is steep (4% to 6% or greater) or the angle of approach to the drive is unusual.
 - Generally the majority of drives on a project will be built with flatter profiles than these maximum cases.
 - When grading drives which are flatter than the maximum profiles the following rule of thumb should be used, do not exceed a grade % change of more than 9% in a 6 foot increment of driveway length. This applies to both up and down profiles.



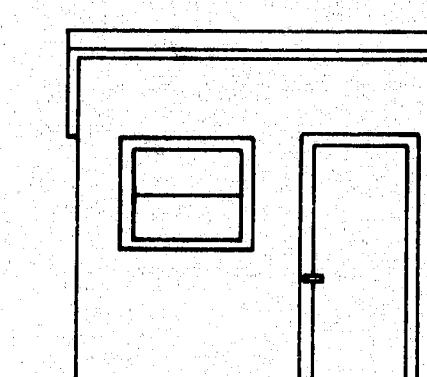
- GENERAL NOTES**
- The first 3' shown as pavement shall be paved only when abutting a paved area.
 - All residential or commercial drives 10% and over shall be paved.
- NOTES ON MAXIMUM DRIVEWAY PROFILES**
- These profiles are a guide for the majority of cases, but should be field checked when the main line grade is steep (4% to 6% or greater) or the angle of approach to the drive is unusual.
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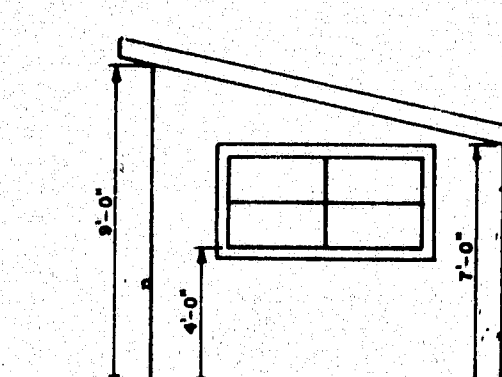
FRONT ELEVATION
TYPE "A"



FRONT ELEVATION
TYPE "B"



FRONT ELEVATION
TYPE "C"



SIDE ELEVATION
TYPES "A" "B" & "C"

REVISIONS

PLATE "D" 3-16-75

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

STANDARD DETAILS

DRIVEWAY DETAILS
FIELD OFFICES
TESTING LABORATORY

AUG. 1969

(12)

174-151