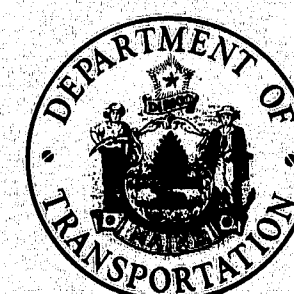


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



BUREAU OF HIGHWAYS
ISLAND FALLS
AROOSTOOK COUNTY
MAINE FEDERAL AID INTERSTATE
TWO BRIDGES

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

SPECIFICATIONS

DESIGN.....A.A.S.H.T.O., Specifications for Highway Bridges, 1973; and
Interim Specifications 1974, 1975, 1976, and 1977.
CONTRACT.....State of Maine, State Highway Commission, Standard
Specifications, Highways and Bridges, Revision of June 1968.

DESIGN LOADING

LIVE LOAD.....HS20-44 as Modified for Interstate Loading

MATERIALS

CONCRETE.....Wearing Surface.....Class AA
All Other.....Class A

REINFORCING STEEL.....A.S.T.M. A615.....Grade 60

STRUCTURAL STEEL.....Beams, Cover Plates, and Stiffeners.....ASTM A588 (Unpainted) *
Diaphragms.....ASTM A588 (Unpainted) *
Armored Joint.....ASTM A36
Drains.....ASTM A36 and A53.....Grade B
High Strength Bolts.....ASTM A325, Type 3
Bearings.....ASTM A588 (Unpainted) *
* Except as noted on sheet 16

BASIC ALLOWABLE STRESSES

CONCRETE.....fc = 1200 p.s.i.n = 10

REINFORCING STEEL.....fs = 24,000 p.s.i.

STRUCTURAL STEEL.....ASTM A588.....Grade 50.....fs = 27,000 p.s.i.
ASTM A36.....fs = 20,000 p.s.i.
ASTM A325.....fv = 13,500 p.s.i.
ASTM A53.....fs = 20,000 p.s.i.

HYDROLOGIC DATA

I-95-NB/FISH STREAM & SA NO. 1

Drainage Area = 113.2 square miles
Design Discharge (Q50) = 5250 cfs
Check Discharge (Q100) = 6200 cfs

Flood of Record = Elevation 455.0 (1953)

HYDROLOGIC DATA

I-95-NB/W. BRANCH MATTAWAMKEAG R.

Drainage Area = 123.9 square miles
Design Discharge (Q50) = 8500 cfs
Check Discharge (Q100) = 10,000 cfs

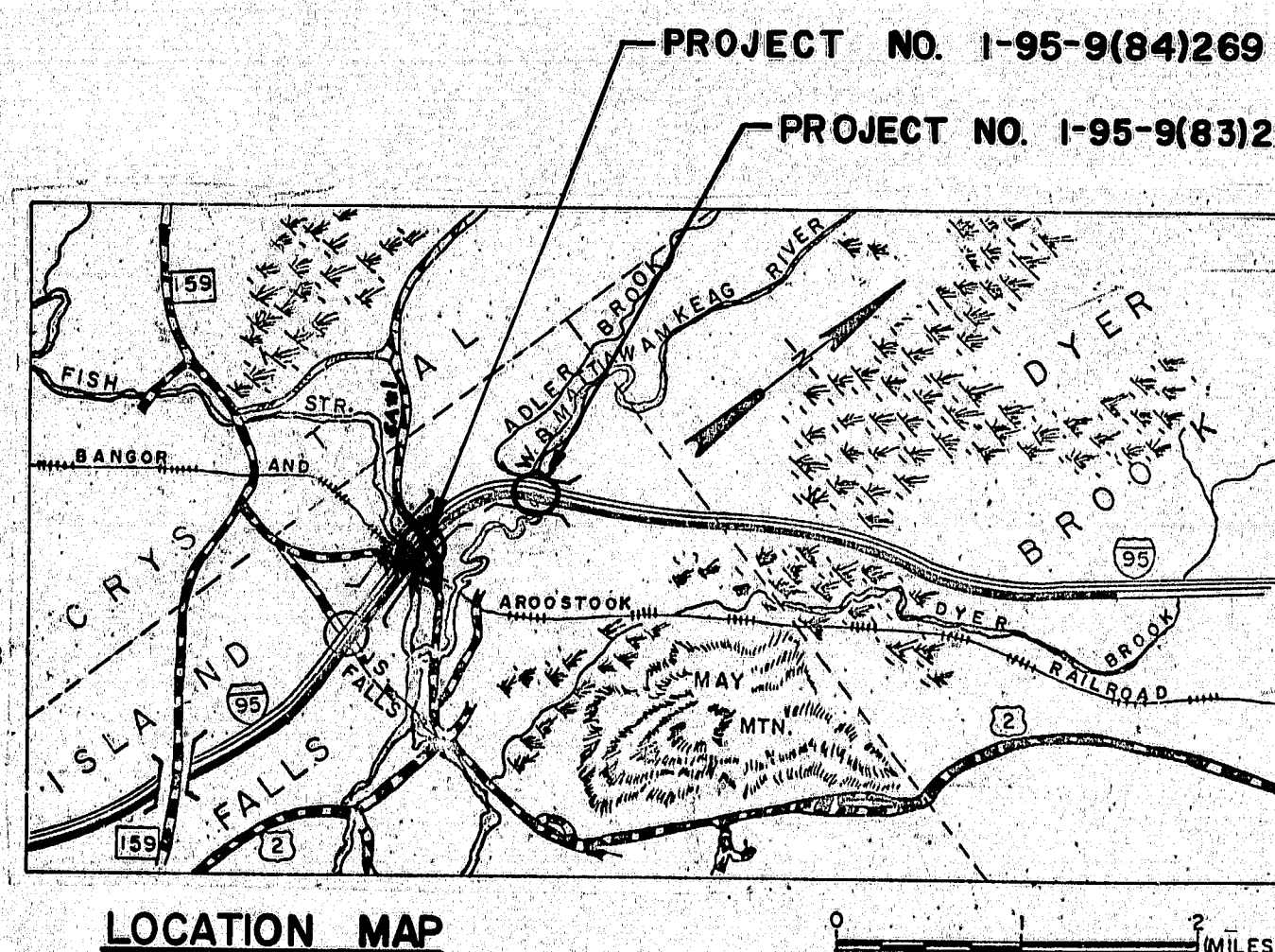
Flood of Record = Elevation 458.5 (1953)
Backwater from a dam 3 miles down stream
controls the high water.

TRAFFIC DATA

INTERSTATE 95

NORTHBOUND ONLY

A.D.T. 1978 1268
A.D.T. 1998 1860
D.H.V. 266
T. (%) 9
D. (%) 100
V. 70 mph



LOCATION MAP

Scale

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	QUANTITIES
I-95-NB OVER FISH STREAM AND STATE AID NO. 1	
3	GENERAL PLAN
4	SURVEY
5	PROFILE AND CONSTRUCTION LIMITS
6	FOUNDATION SURVEY
7,7A	BORING DETAILS
8	ABUTMENT NO. 1
9	ABUTMENT NO. 2
10	ABUTMENT REINFORCING
11	CONCRETE END POSTS AND APPROACH SLABS
12	SLOPE PROTECTION
13	PIER NO. 1
14	PIER NO. 2
15	PIER NO. 3
16	STRUCTURAL STEEL FRAMING PLAN
17	STRUCTURAL STEEL DETAILS AND BLOCKING
18, 19	SUPERSTRUCTURE
20, 21	REINFORCING STEEL SCHEDULE
22, 23, 24	SECTIONS SA NO. 1
I-95-NB OVER WEST BRANCH MATTAWAMKEAG RIVER	
25	GENERAL PLAN
26	SURVEY
27	PROFILE AND CONSTRUCTION LIMITS
28	FOUNDATION SURVEY
29, 30, 31	BORING DETAILS
32	ABUTMENT NO. 1
33	ABUTMENT NO. 2
34	CONCRETE END POSTS AND APPROACH SLABS
35	PIER NO. 2
36	PIER NO. 2
37	STRUCTURAL STEEL
38	BLOCKING
39	SUPERSTRUCTURE
40	REINFORCING STEEL SCHEDULE
41, 42	RIGHT OF WAY MAP
STANDARD DETAILS	
43	BD 100-71 BEARING PEDESTALS - JULY 1971 (REV. 1-9-78)
44	BD 104-77 ARMORED JOINT, DRAIN, SHEAR CONNECTOR, AND MISC. STRUCTURAL DETAILS - FEB. 1977 (REV. 3-1-77)
45	BD 113-72 DIAPHRAGMS AND CROSSFRAMES - SEPT. 1972 (REV. 3-1-77)
46	BD 114-77 ALUMINUM BRIDGE RAILING, 2 BAR - DEC. 1977
47	AUG. 1969 ⑤ GUARD RAIL, EROSION CONTROL, ETC. (REV. 6-1-78)
48	AUG. 1969 ⑥ GUARD RAIL, ETC. (REV. 6-1-78)
49	AUG. 1969 ⑦ BEAM GUARD RAIL END TREATMENT (REV. 10-14-75)
50	AUG. 1969 ⑧ FIELD OFFICES, ETC. (REV. 3-16-73)
51	SHEET NO. 7A

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.

APPROVED:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
DATE Sept 6, 1978
COMMISSIONER
CHIEF ENGINEER & BUREAU DIRECTOR
PROFESSIONAL ENGINEER

As Built 1979
UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION I

APPROVED:

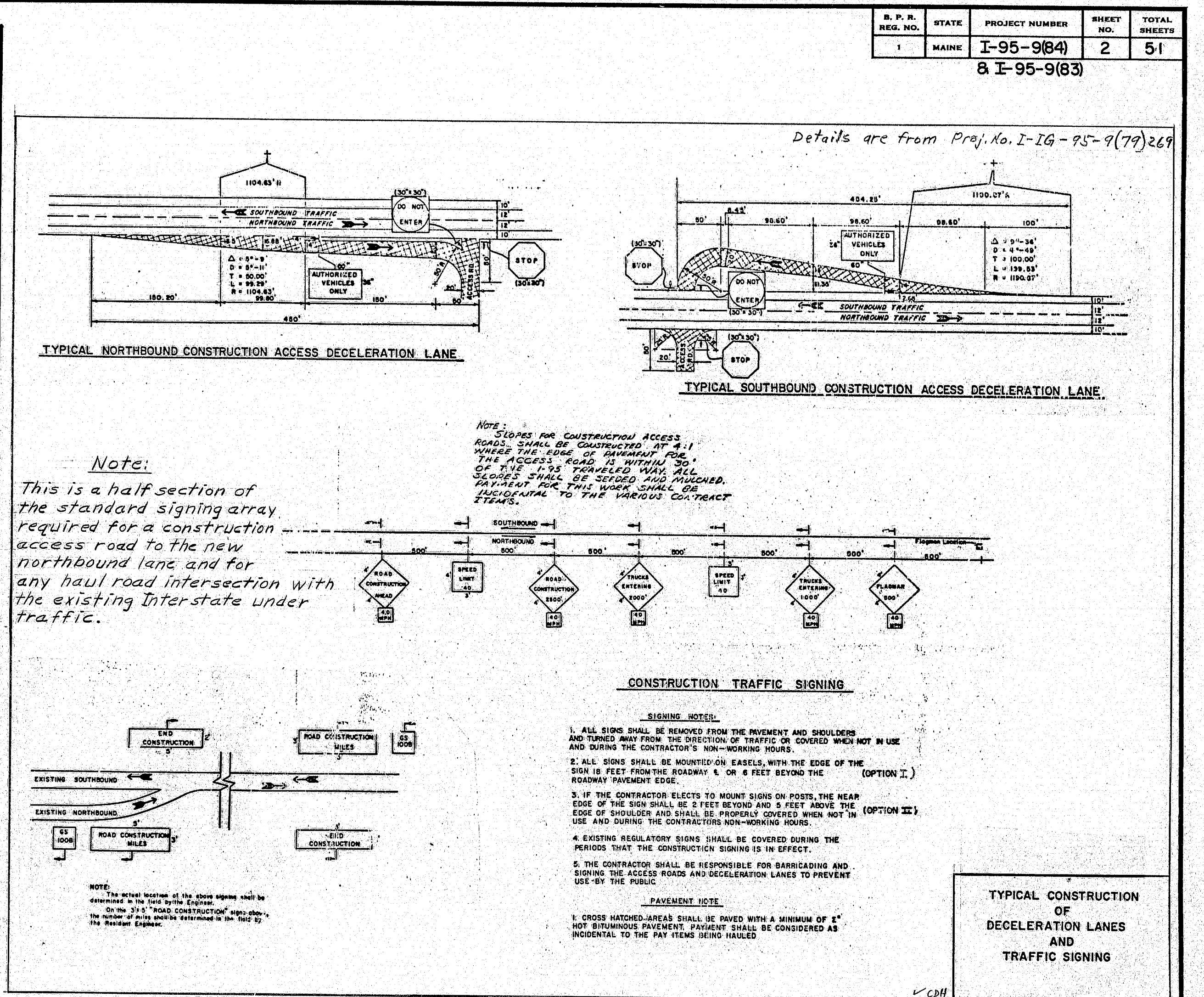
DIVISION ADMINISTRATOR DATE

165-180

ESTIMATED QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	PROJECT NO. [95-9(83)] [95-9(84)] QUANT. QUANT.	TOTAL QUANTITY
203.26	Gravel Borrow	C.Y.	6700	4400
206.08	Struct. Earth Ex. - Abutments and Retaining Walls	C.Y.	5	50
206.10	Structural Earth Excavation - Piers	C.Y.	500	580
206.11	Structural Rock Excavation - Piers	C.Y.	—	10
460.22	Hot Bituminous Pavement	Ton	—	36
501.212	Steel H-beam Piles 42 lbs./ft.	L.F.	1400	1488
501.214	Steel H-beam Piles 22 lbs./ft.	L.F.	—	150
502.21	Structural Concrete, Abutments & Retaining Walls	C.Y.	285	195
502.23	Structural Concrete, Piers	C.Y.	355	490
502.2601	Struct. Conc. Roadway & Sidewalk Slabs on SH Bridges	L.S.	—	—
502.2602	Struct. Conc. Roadway & Sidewalk Slabs on SH Bridges	L.S.	—	—
502.2901	Struct. Conc. Wearing Surfaces on Bridges	L.S.	—	—
502.2902	Struct. Conc. Wearing Surfaces on Bridges	L.S.	—	—
502.3101	Structural Concrete, Approach Slabs	L.S.	—	—
502.3102	Structural Concrete, Approach Slabs	L.S.	—	—
503.12	Reinforcing Steel Fabricated & Delivered	Lb.	89,100	171,010
503.13	Reinforcing Steel, Placing	Lb.	89,100	171,010
504.7001	Structural Steel, Fabricated & Delivered	L.S.	—	—
504.7002	Structural Steel, Fabricated & Delivered	L.S.	—	—
504.7101	Structural Steel, Erection	L.S.	—	—
504.7102	Structural Steel, Erection	L.S.	—	—
505.0801	Shear Connectors	L.S.	—	—
505.0802	Shear Connectors	L.S.	—	—
506.1412	Field Painting, New Structural Steel	L.S.	—	—
507.141	Aluminum Bridge Hauling, Type "A"	L.F.	292	672
511.0701	Cofferdams, Pier 1	L.S.	—	—
511.0702	Cofferdams, Pier 2	L.S.	—	—
511.0703	Cofferdams, Pier 1	L.S.	—	—
511.0704	Cofferdams, Pier 2	L.S.	—	—
512.07	French Drains (Stones Only)	C.Y.	15	16
513.20	Aggregate for Slope Protection	S.Y.	—	490
513.21	Bituminous Material for Slope Protection	Gal.	—	1000
514.06	Curing Box for Concrete Cylinders	Each	0.3	0.7
515.20	Protective Coating for Concrete Surfaces	S.Y.	825	1875
606.26	Terminal Ends - Single Rail	Each	—	2
606.35	Guard Rail Delineator Posts	Each	—	2
606.363	Guard Rail Remove and Dispose	L.F.	—	800
606.55	Guard Rail Type 3 - Single Rail	L.F.	—	850
606.60	Guard Rail Type 3 - Circular - Greater than 15 foot Radius	L.F.	—	25
609.13	Vertical Bridge Curb - Type 1	L.F.	298	678
610.08	Plain Riprap	C.Y.	500	—
610.12	Portland Cement for Riprap Grout	Bbl.	13	51
615.07	Loam	C.Y.	65	120

ESTIMATED QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	PROJECT NO. [95-9(83)] [95-9(84)] QUANT. QUANT.	TOTAL QUANTITY
616.08	Sodding	S.V.	35	120
618.14	Seeding, Method No. 2	Unit	14	21
618.15	Temporary Seeding	Lb.	11	16
619.12	Mulch	Unit	14	21
629.05	Labor, Straight Time	M.Hr.	10	10
631.13	Bulldozer (including operator)	Hr.	10	10
631.171	Truck - small (including operator)	Hr.	10	10
631.22	Front End Loader (including operator)	Hr.	10	10
634.521	Trenching for Direct Buried Cable	L.F.	—	623
639.09	Field Office, Type B	Ea.	0.3	0.7
656.50	Baled Hay, in place	Ea.	10	10
656.51	Sandbags, in place	Ea.	10	10
657.201	Seed and Application, Method A	Unit	22	19
659.10	Mobilization	L.S.	30%	70%
660.21	On-the-job Training (Bid)	M.Hr.	320	700
Estimated Quantities for Lump Sum Items				
Item No.	Description	Unit		Quantity
502.2601	Struct. Conc. Roadway & Sidewalk Slabs on Steel Bridges	C.Y.	199	199
502.2602	Struct. Conc. Roadway & Sidewalk Slabs on Steel Bridges	C.Y.	—	465
502.2901	Struct. Conc. Wearing Surfaces on Bridges	C.Y.	65	65
502.2902	Struct. Conc. Wearing Surfaces on Bridges	C.Y.	—	148
502.3101	Structural Concrete, Approach Slabs	C.Y.	32	32
502.3102	Structural Concrete, Approach Slabs	C.Y.	—	31
504.7001	Structural Steel, Fabricated & Delivered	Lb.	112,900	112,900
504.7002	Structural Steel, Fabricated & Delivered	Lb.	—	378,920
504.7101	Structural Steel, Erection	Lb.	112,900	112,900
504.7102	Structural Steel, Erection	Lb.	—	378,920
505.0801	Shear Connectors	Lb.	2340	2340
505.0802	Shear Connectors	Lb.	—	4308
506.141	Field Painting, New Structural Steel	Lb.	14,525	14,525

* undetermined location



As Built 1979 emg 5-1-80

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

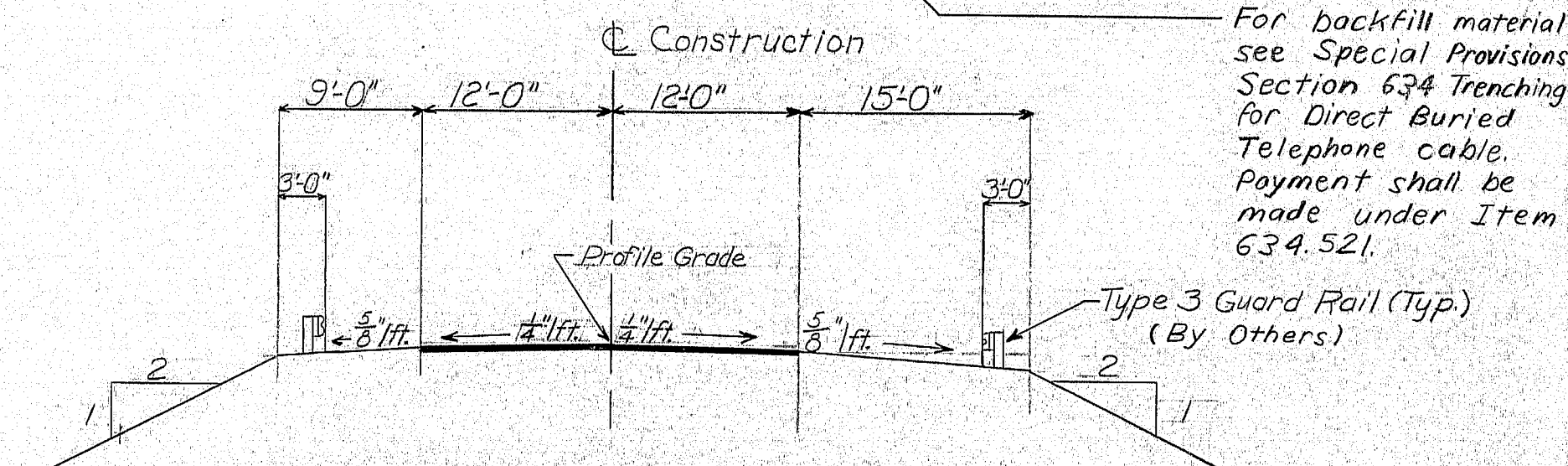
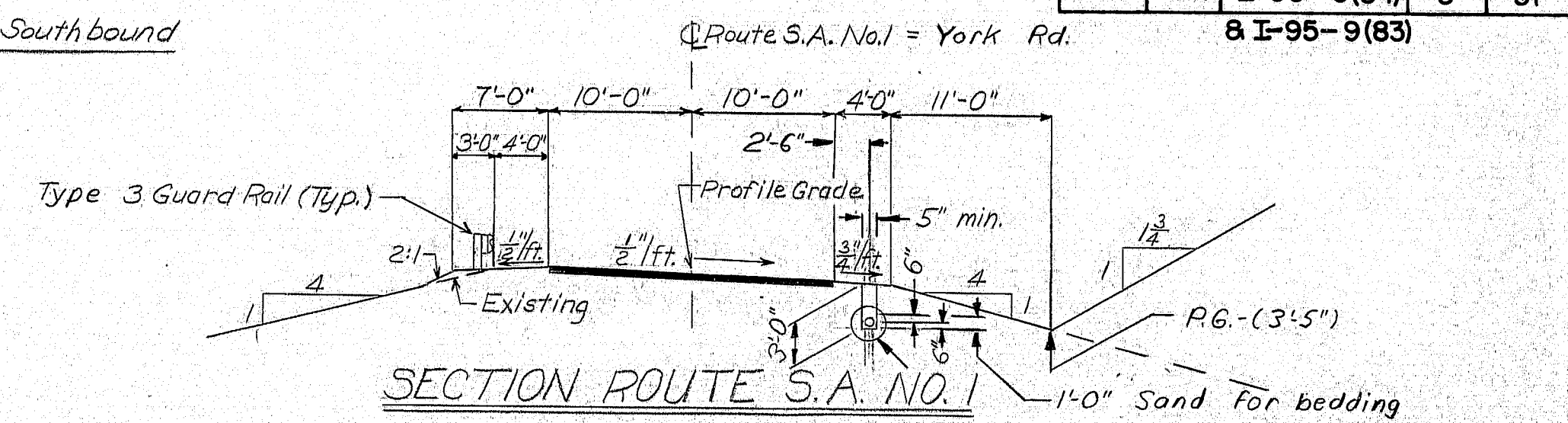
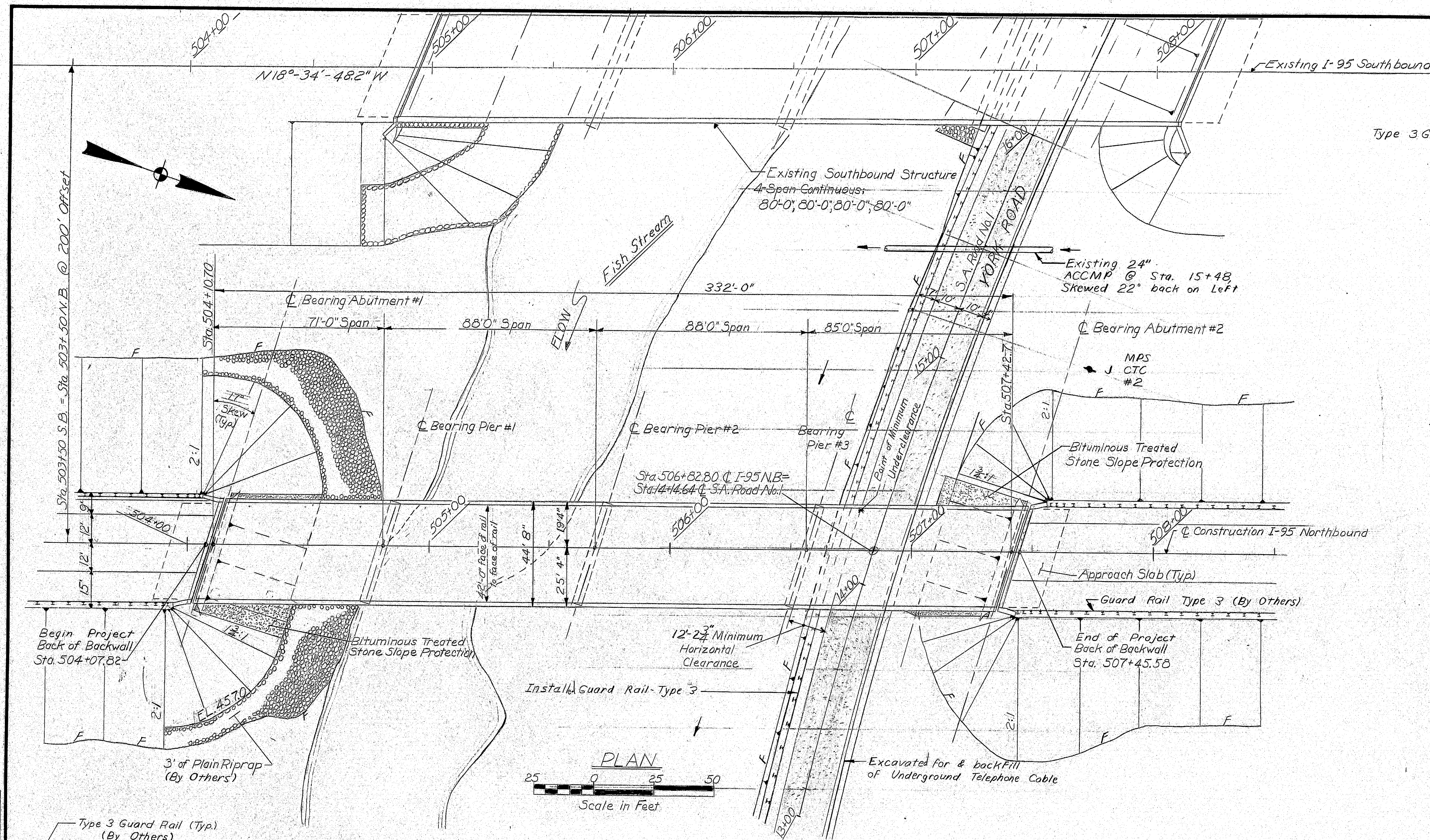
**INTERSTATE 95 NB
OVER
WEST BRANCH MATTAWAKEAG RIVER
AND
FISH STREAM & STATE AID NO. 1
IN THE TOWN OF
ISLAND FALLS
AROOSTOOK COUNTY**

QUANTITIES
AUGUSTA, MAINE SEPT 1979

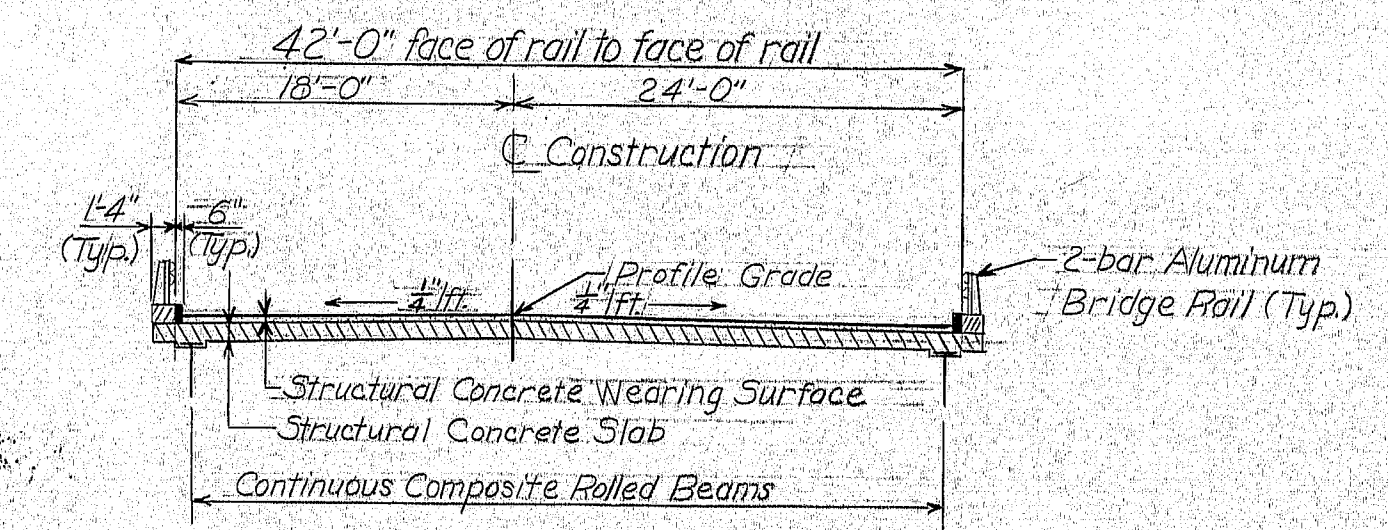
SHEET 2 OF 51

165-181

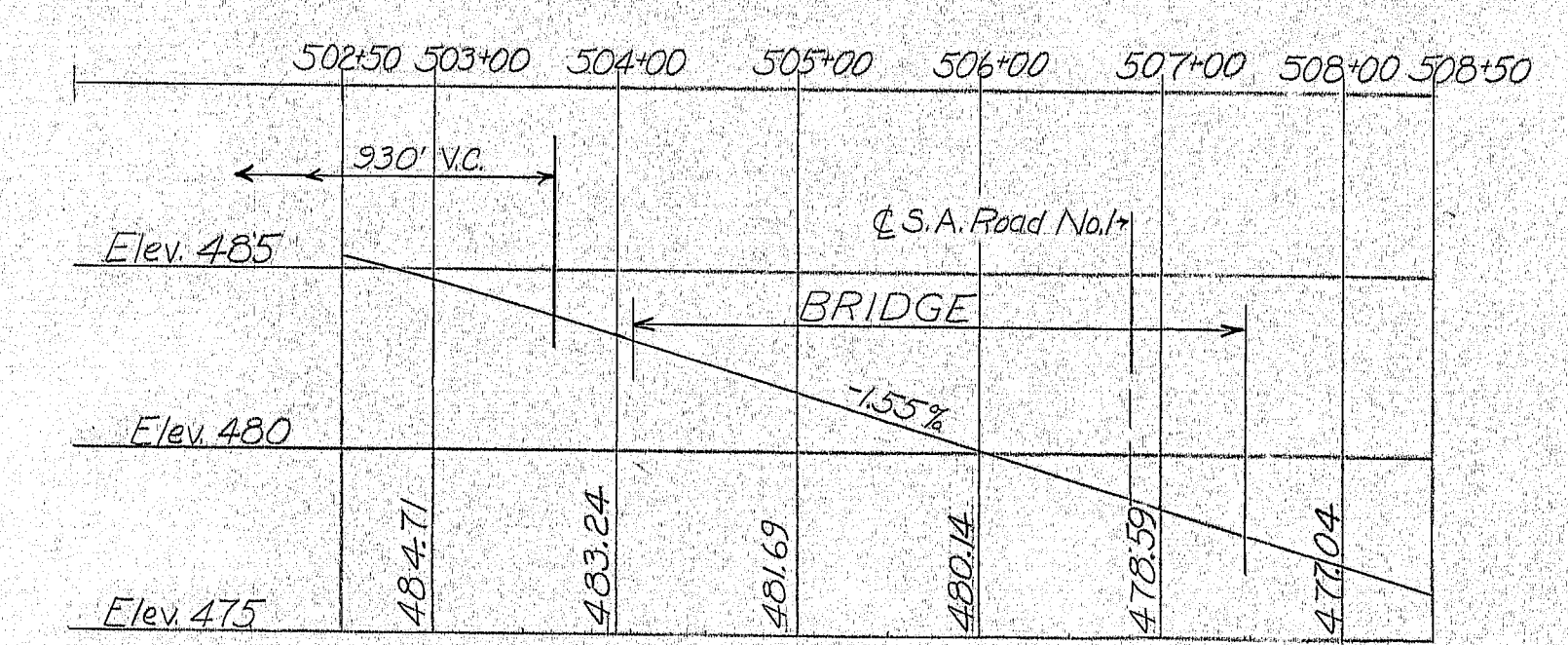
F.R.N.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(84)	3	51
		8 I-95-9(83)		



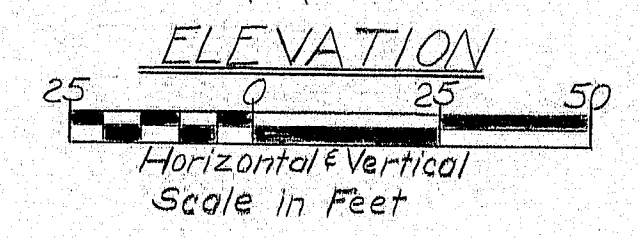
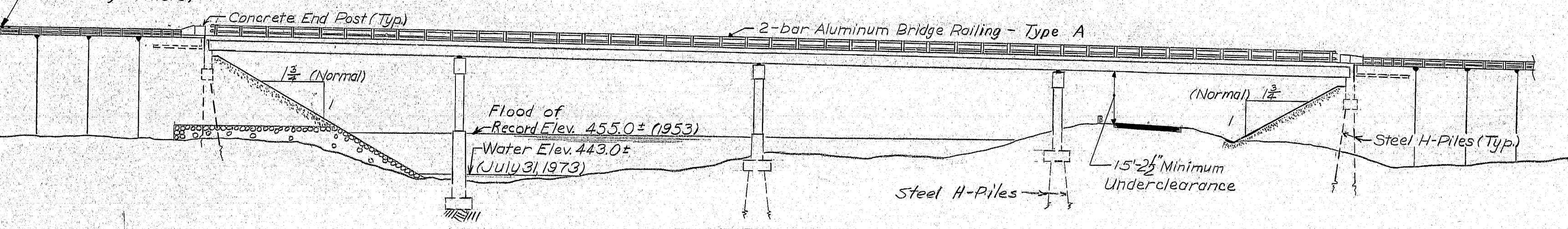
SECTION I-95 NORTHBOUND



TYPICAL BRIDGE SECTION

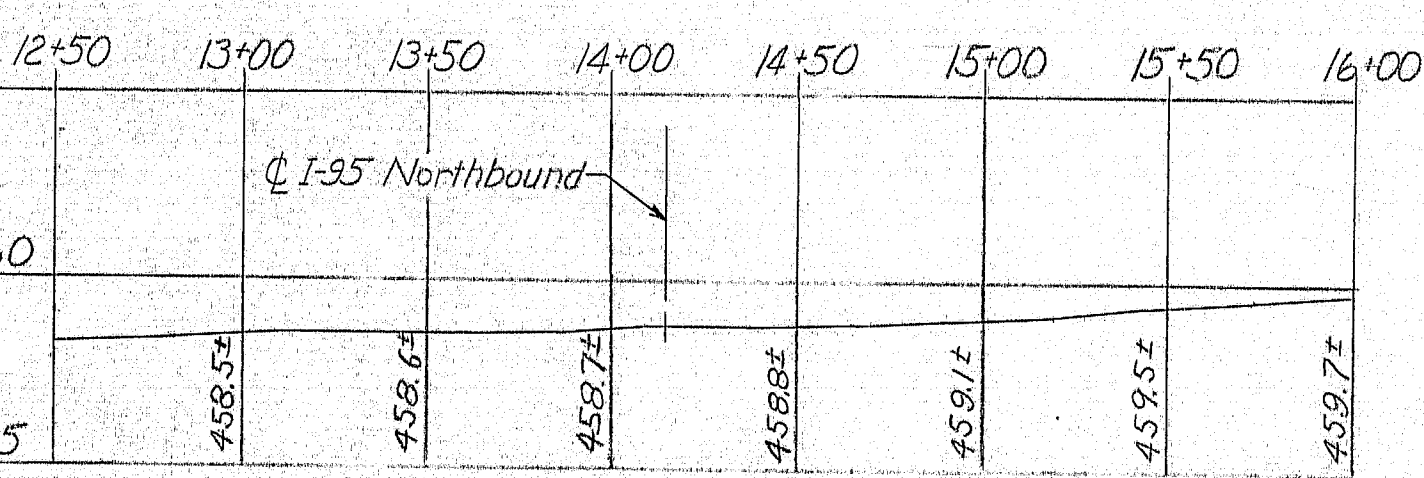


PROFILE I-95 NORTHBOUND

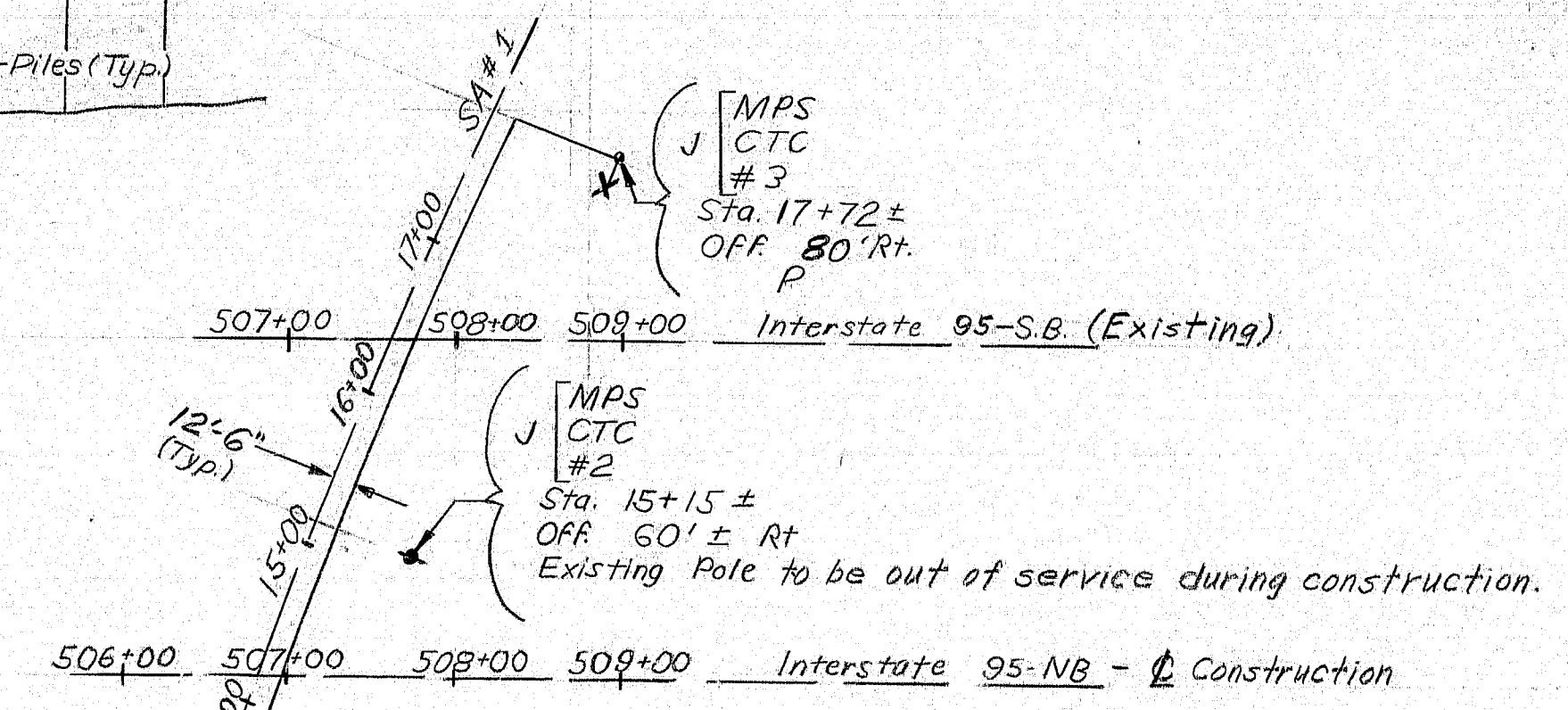


Hydrologic Data

Drainage Area = 113.2 square miles
Design Discharge (Q50) = 5250 cfs
Check Discharge (Q100) = 6200 cfs
Flood of Record = Elevation 455.0 (1953)



PROFILE S.A. ROAD NO. 1 (EXISTING)



LAYOUT PLAN FOR CONTINENTAL TELEPHONE CO. CABLE TRENCH

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	LAR	6-77
CHECKED	THD	6-78
REVISIONS		
FIELD CHANGES		

As Built 1979 Rmg 5-1-80

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 NB
OVER
FISH STREAM & STATE AID NO. 1
IN THE TOWN OF
ISLAND FALLS
AROOSTOOK COUNTY
GENERAL PLAN

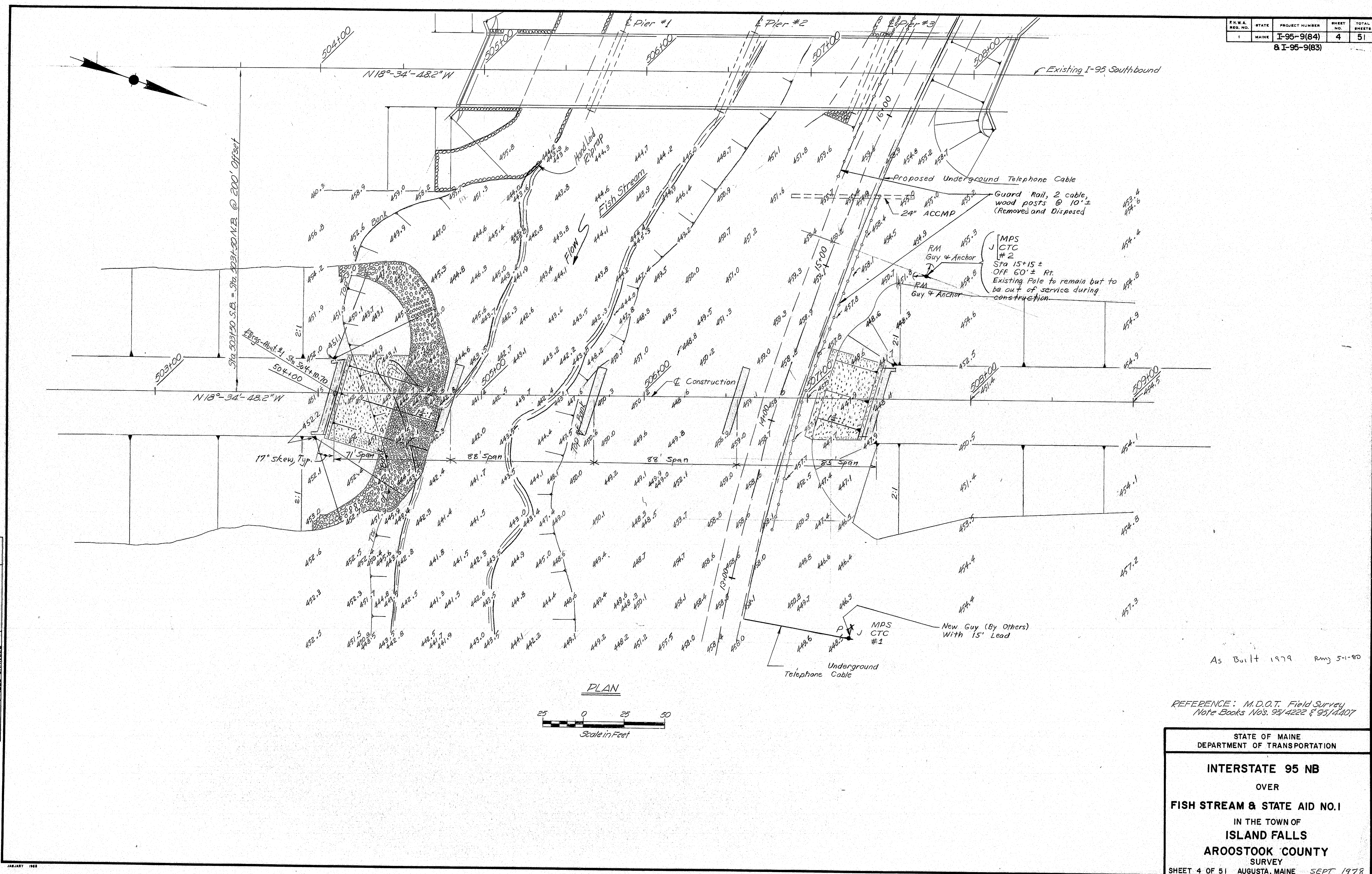
SHEET 3 OF 51 AUGUSTA, MAINE SEPT 1979

165-182

Survey Plotted by GRW Jan 1977 Checked CLR 1-77

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

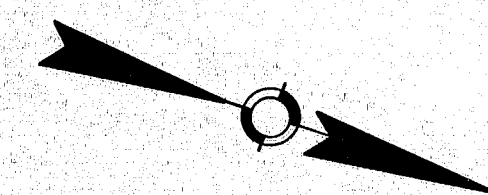
PLANS



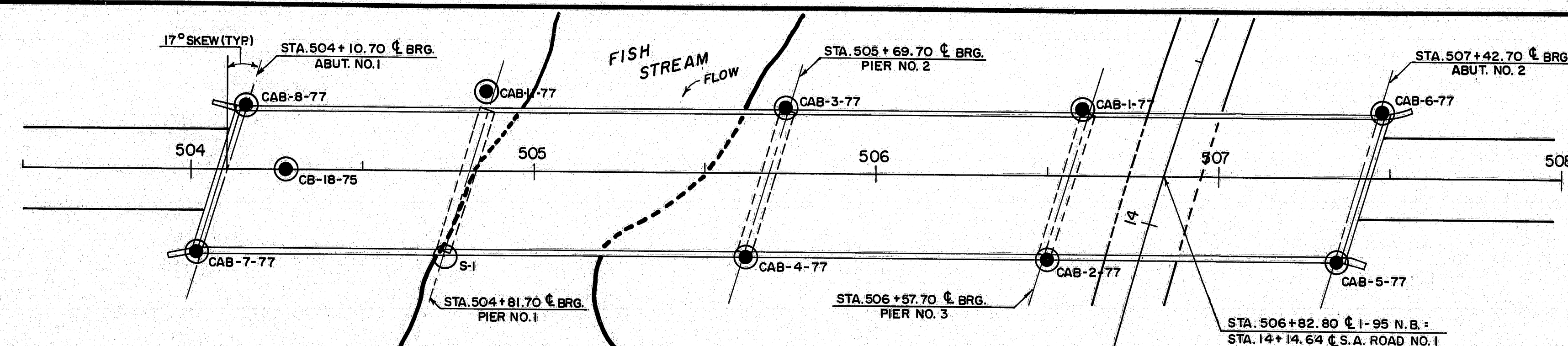
PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
I-95-9(84) & I-95-9(83)	4	51

REFERENCE: M.D.O.T. Field Survey
Note Books Nos. 95/4222 & 95/4407

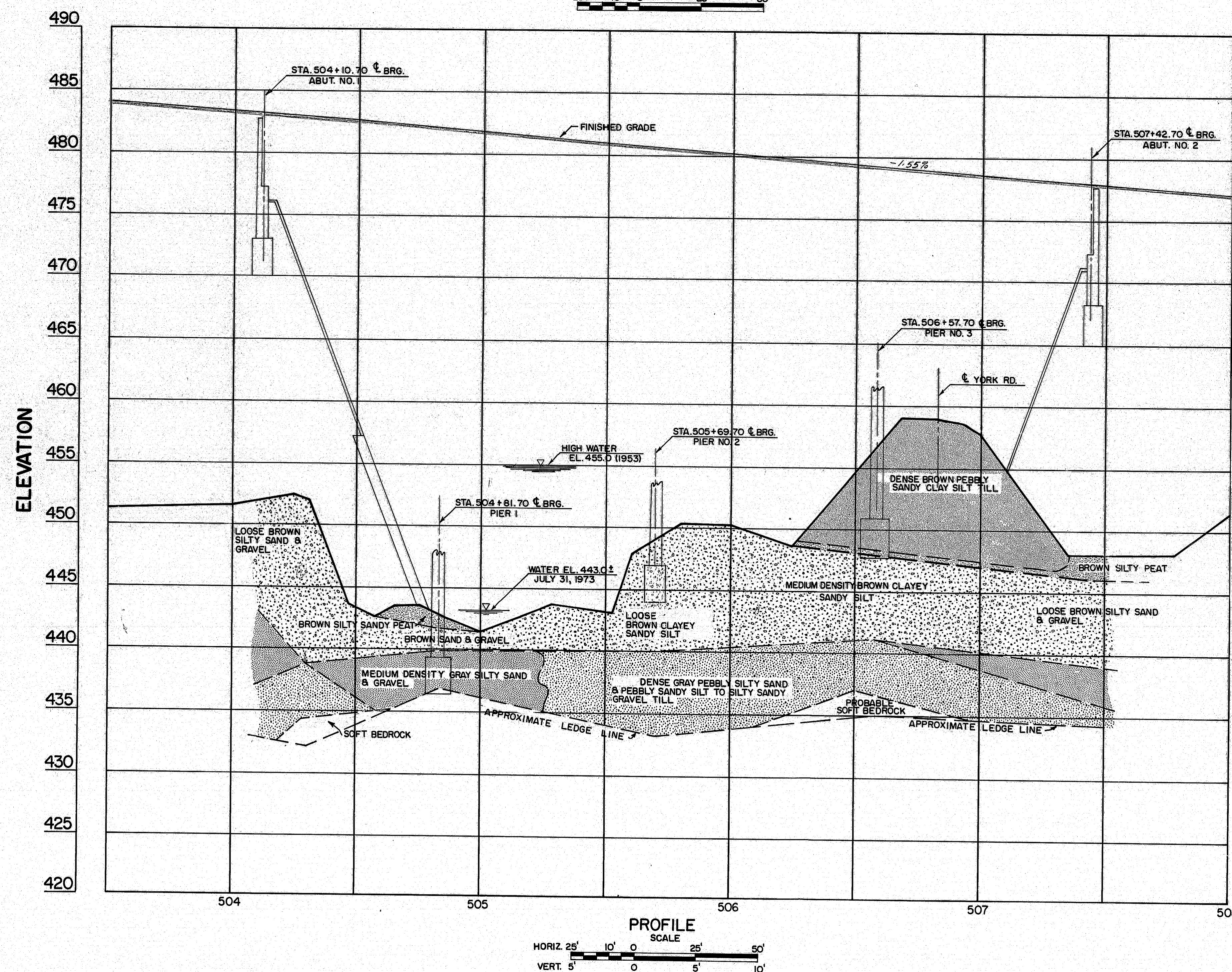
As Built 1979 Rm 5-1-80



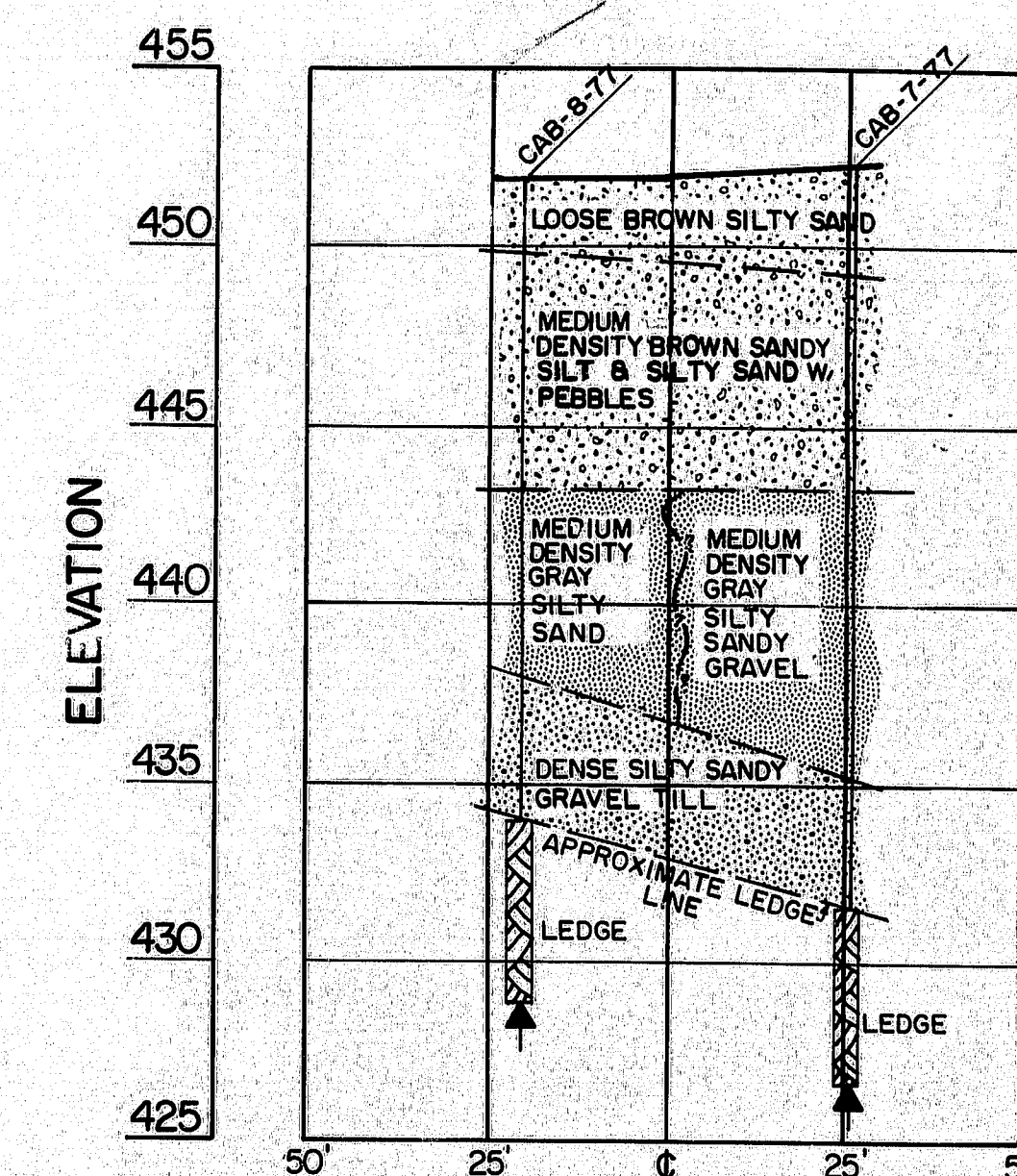
LEGEND
● WASHBORINGS
○ SOUNDING



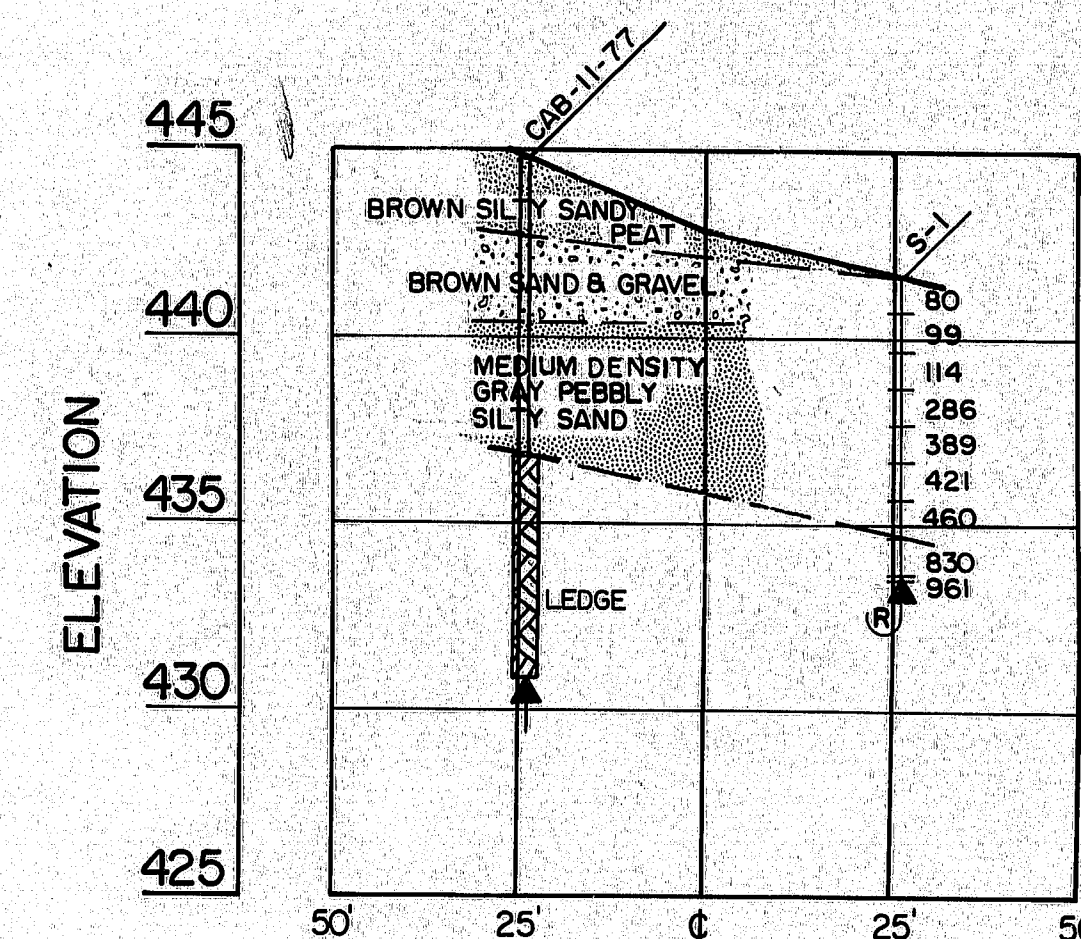
PLAN
SCALE
25' 10' 0 25' 50'



PROFILE
SCALE
HORIZ. 25' 10' 0 25' 50'
VERT. 5' 0 5' 10'



STA. 504+10.70 CL ABUT. NO. 1
(SKEWED 17° AHEAD ON LEFT)



STA. 504+81.70 CL PIER NO. 1
(SKEWED 17° AHEAD ON LEFT)

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	E-95-9(84)	6	51
# 1-95-9(83)				

EXPLORATION NOTES
10 18 --- BLOWS PER FOOT-ROD SOUNDING
R --- REFUSAL

PROJECT DESIGN ENGINEER	DATE
CDH	5-78
DESIGN - CHECKED	5-78
SC/LS	
REVISIONS	
FIELD CHANGES	
PLANS	

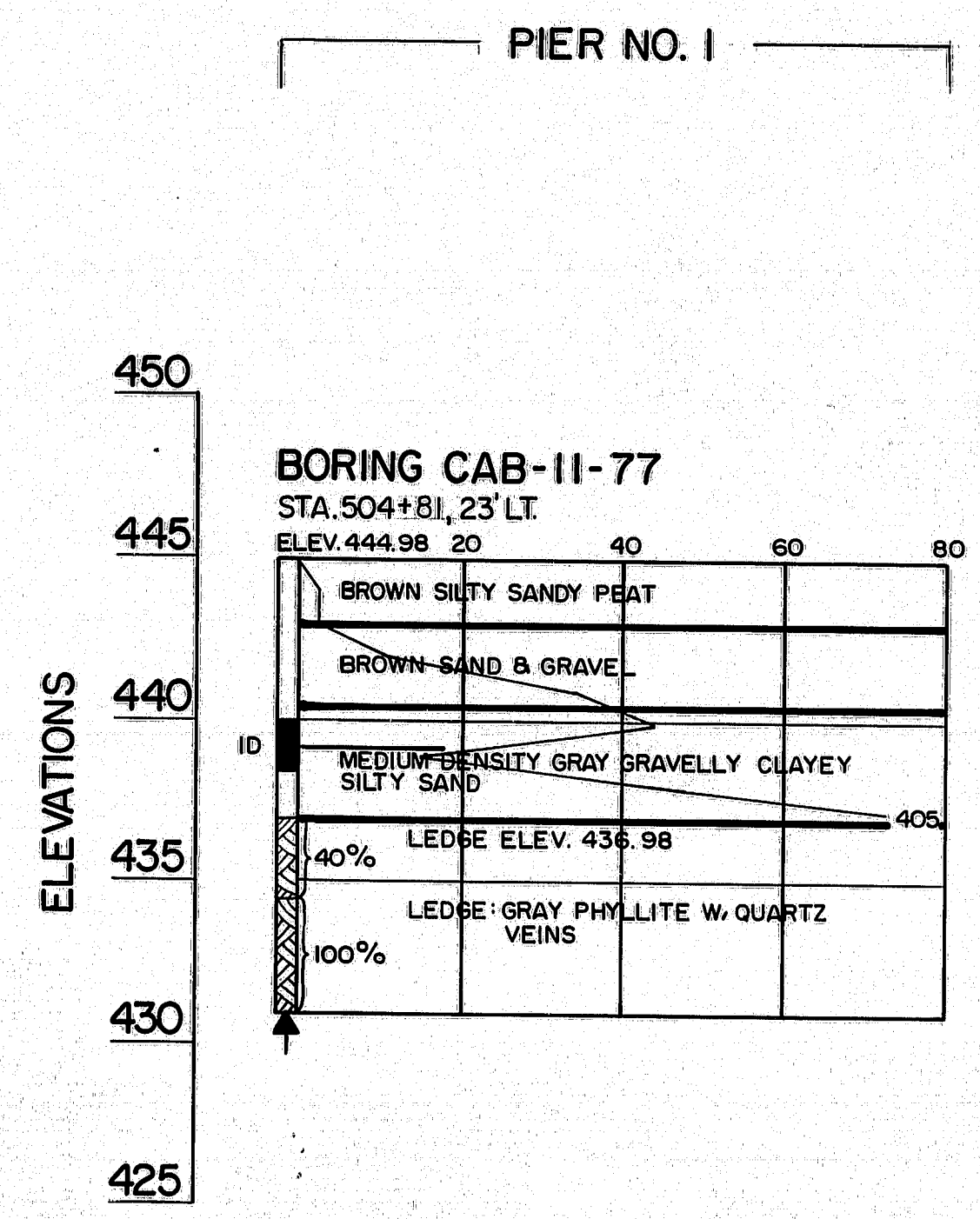
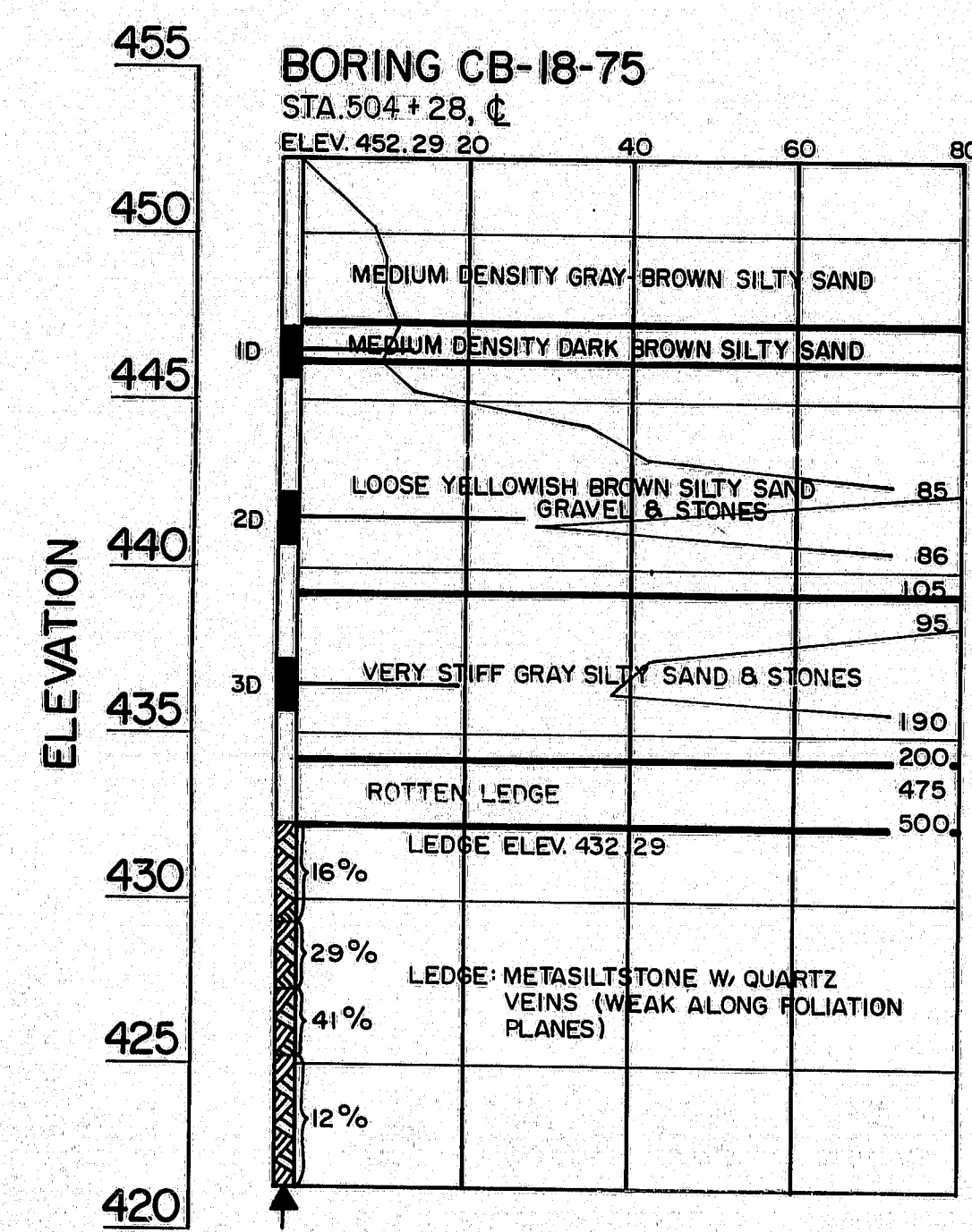
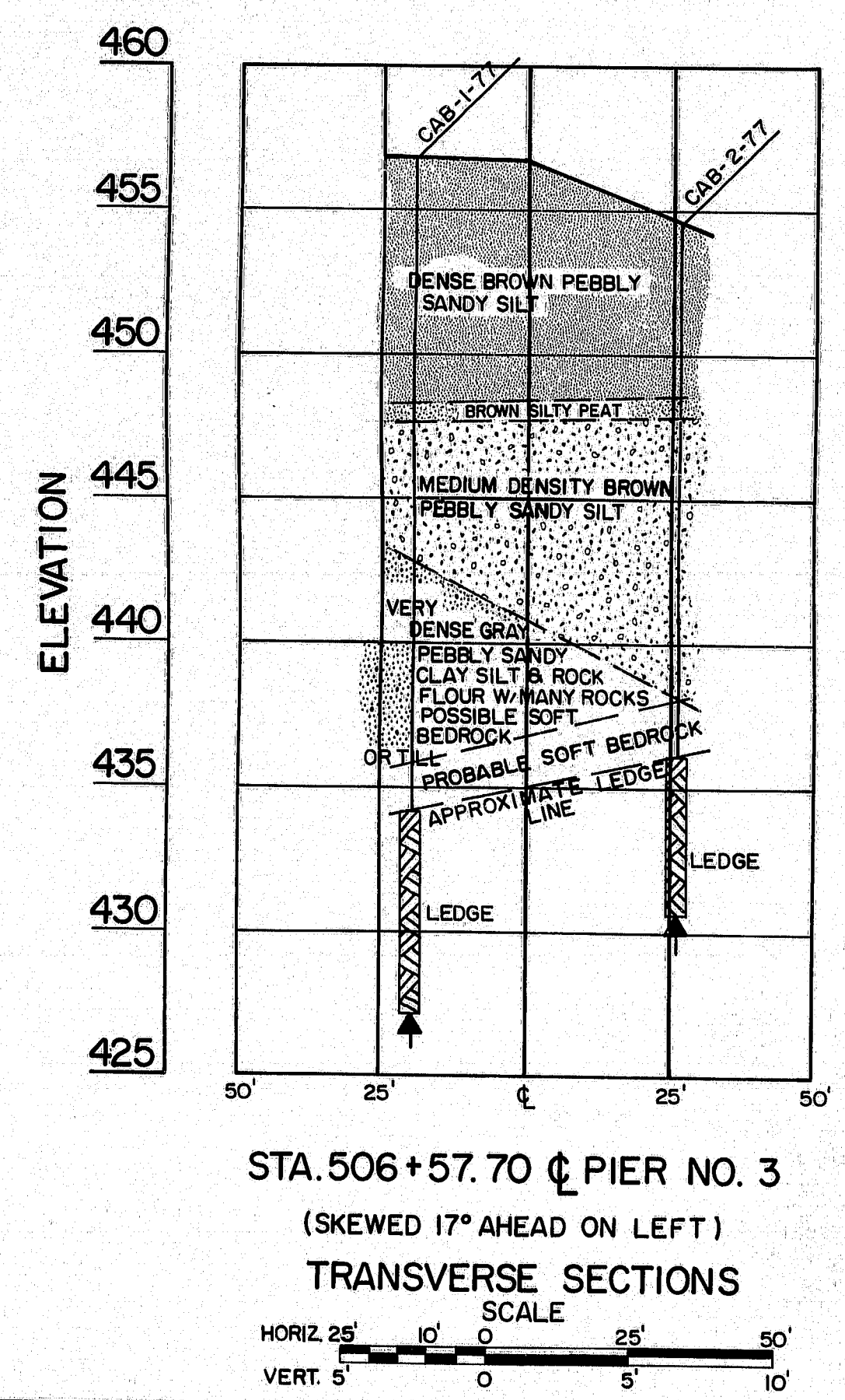
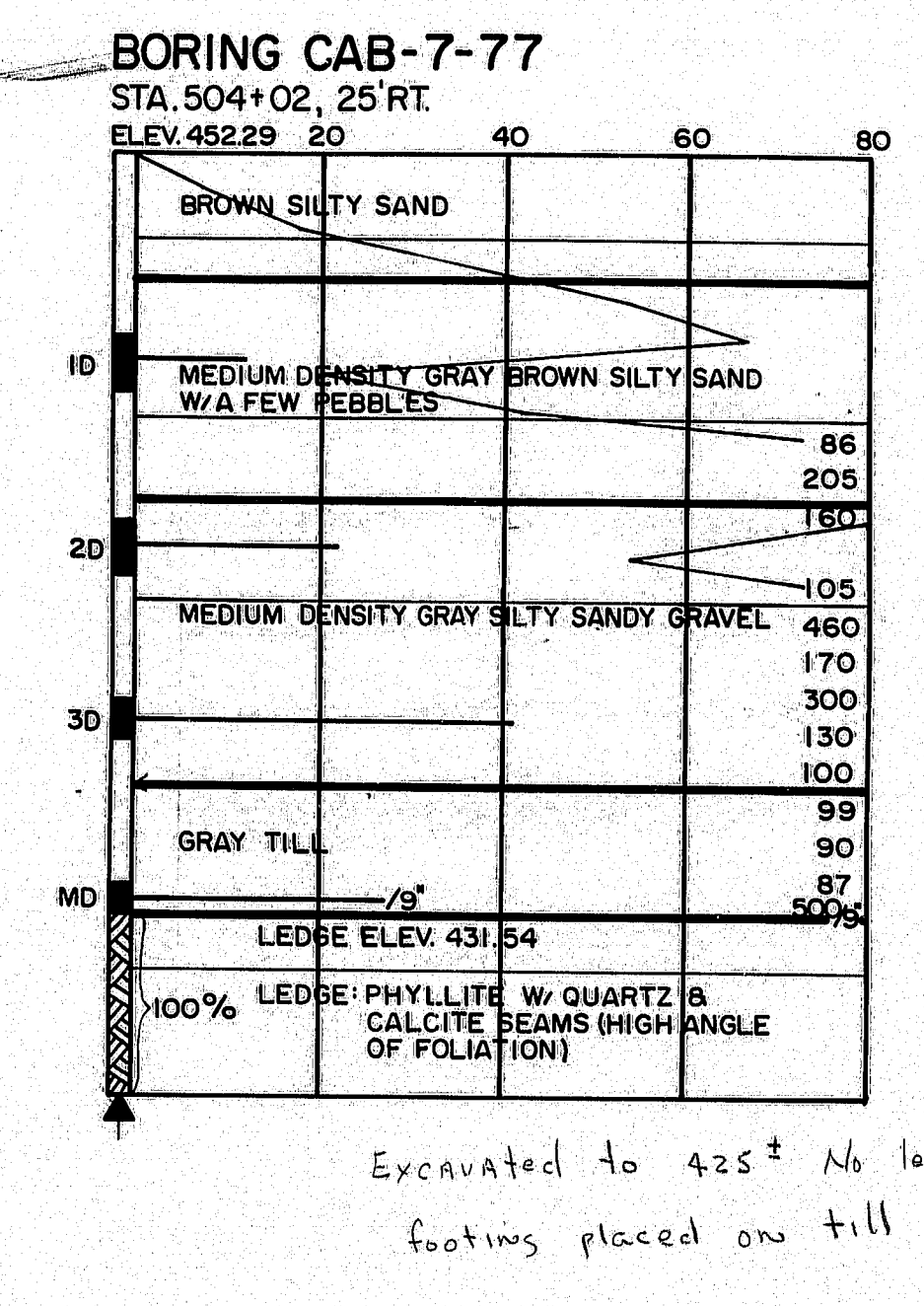
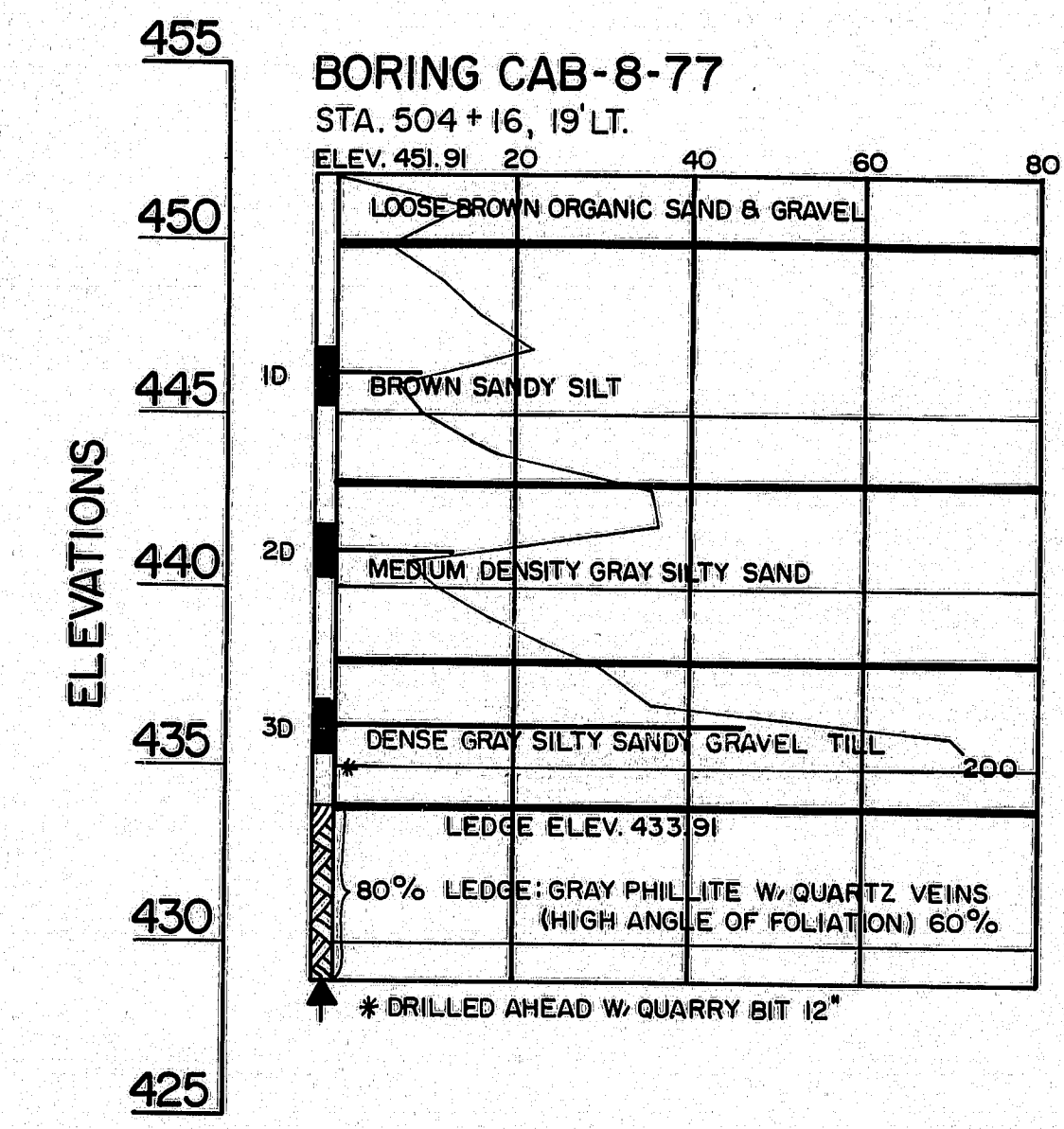
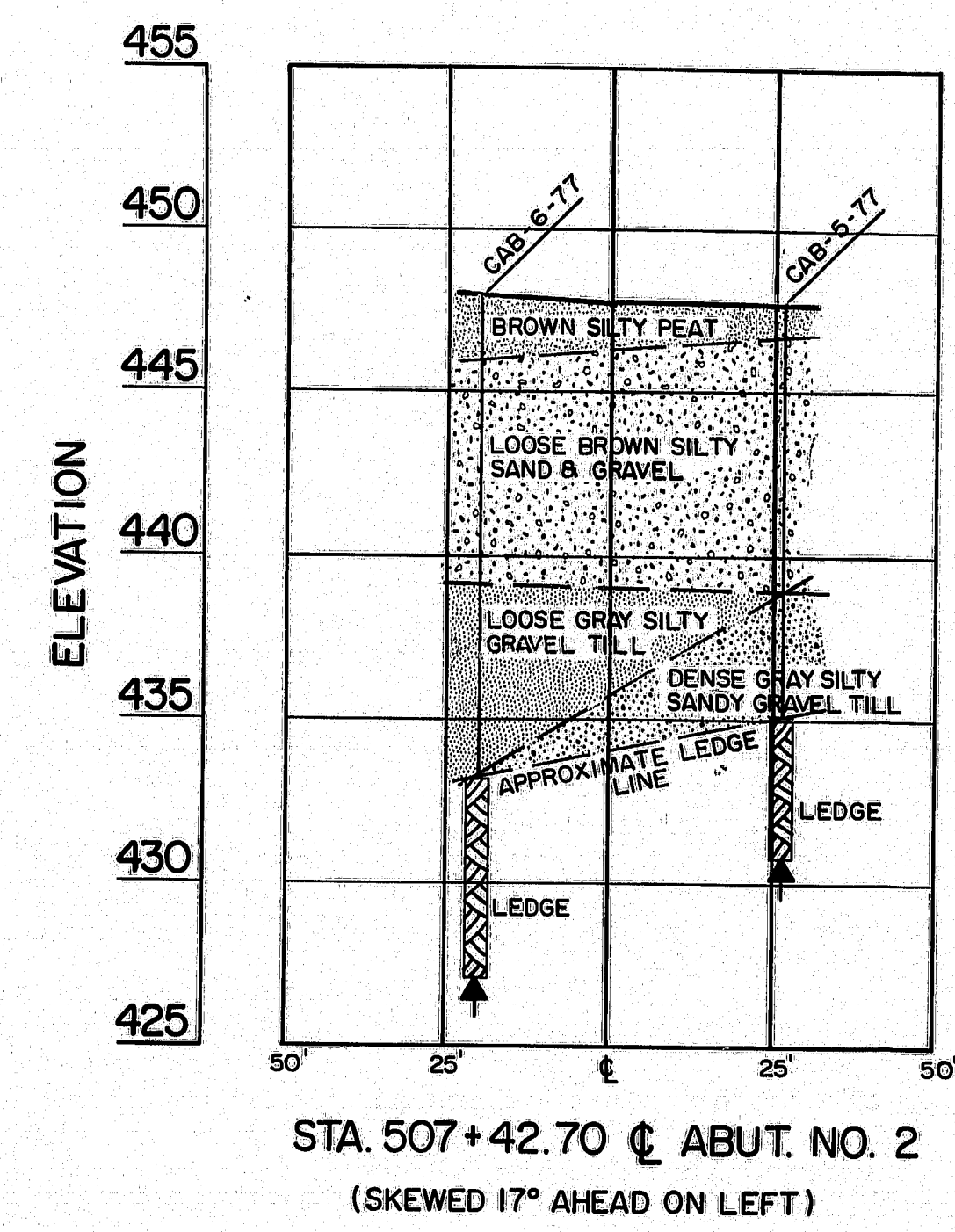
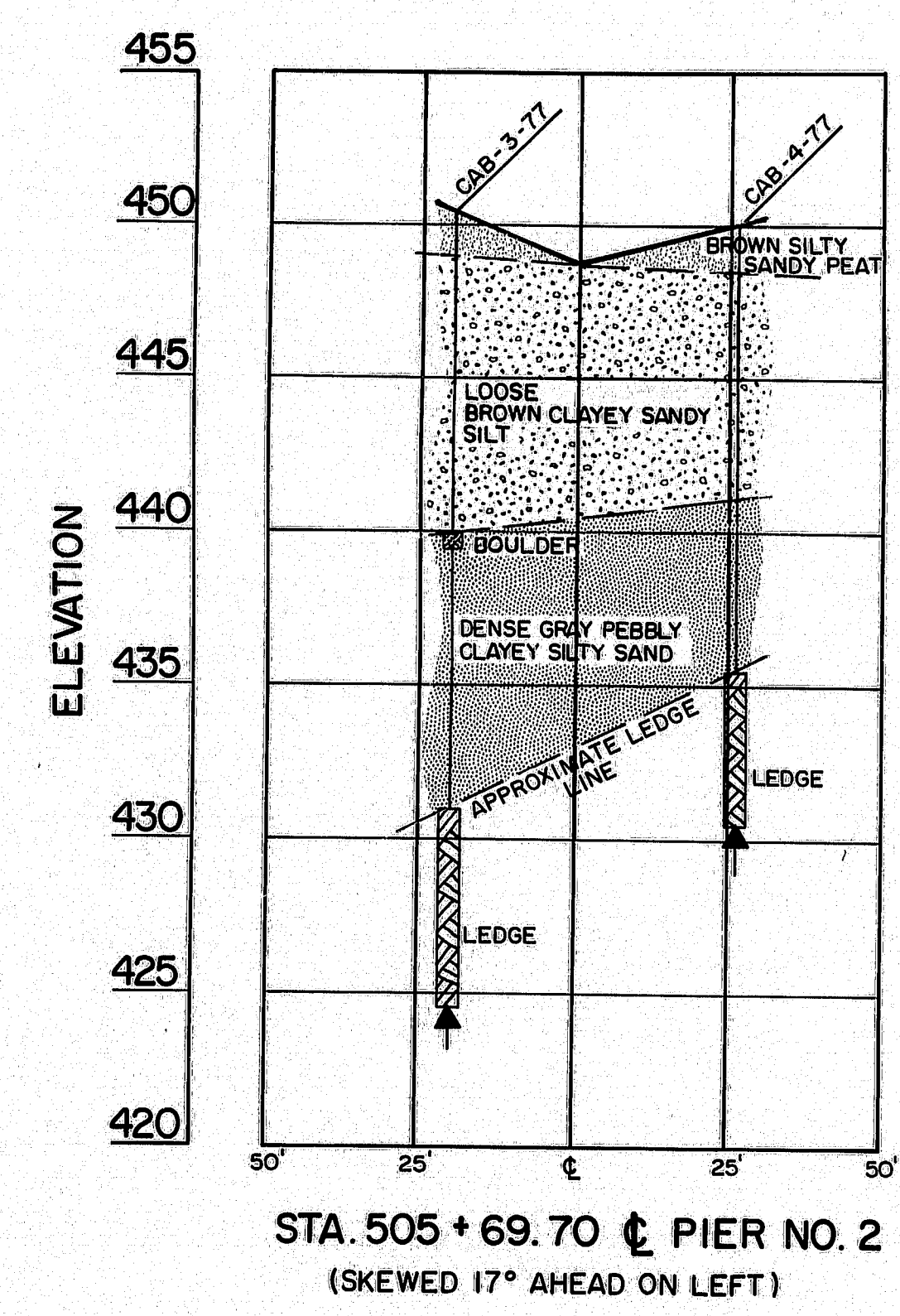
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 N.B.
OVER
FISH STREAM & RELOC. S.A. ROAD NO. 1
IN THE TOWN OF
ISLAND FALLS
AROOSTOOK COUNTY
FOUNDATION SURVEY
SHEET 6 OF 51 AUGUSTA, MAINE SEPT 1978

165-185

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(84) # 2-95-9(83)	7	51

ABUTMENT NO. 1



PIER NO. 1

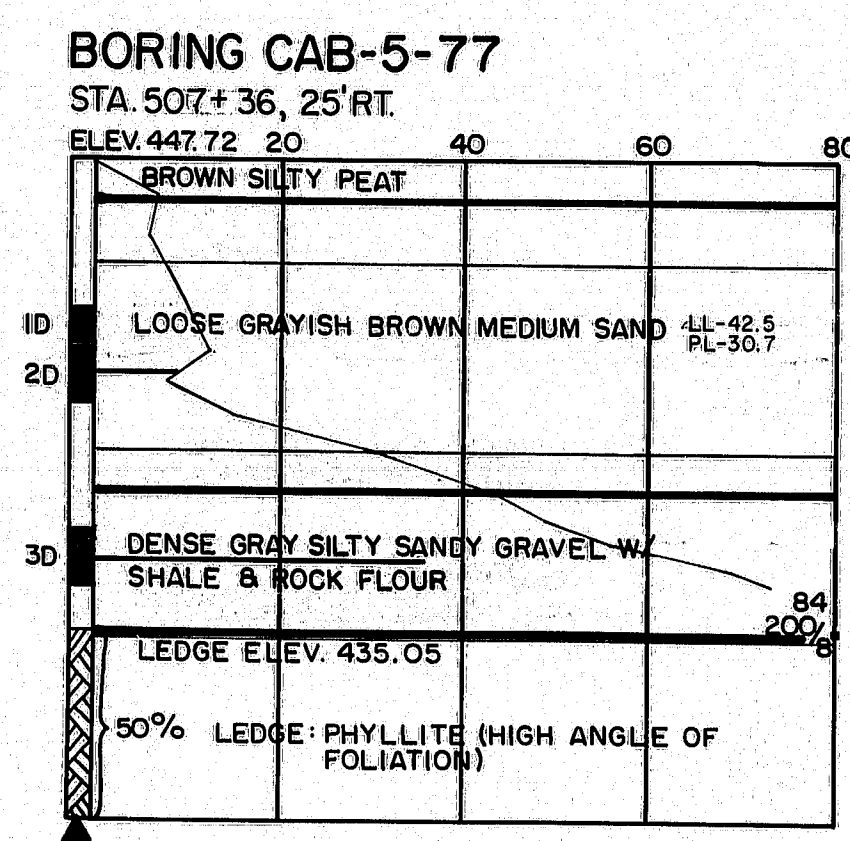
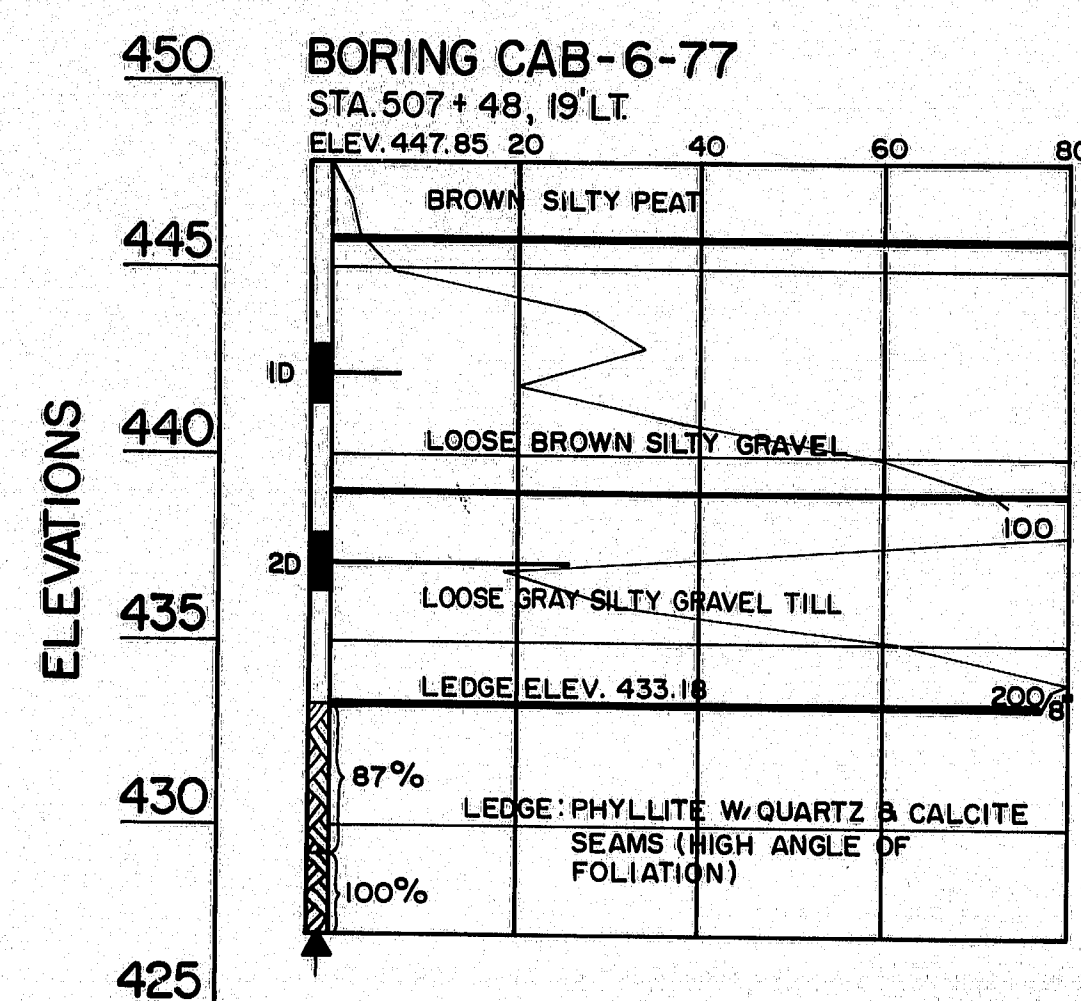
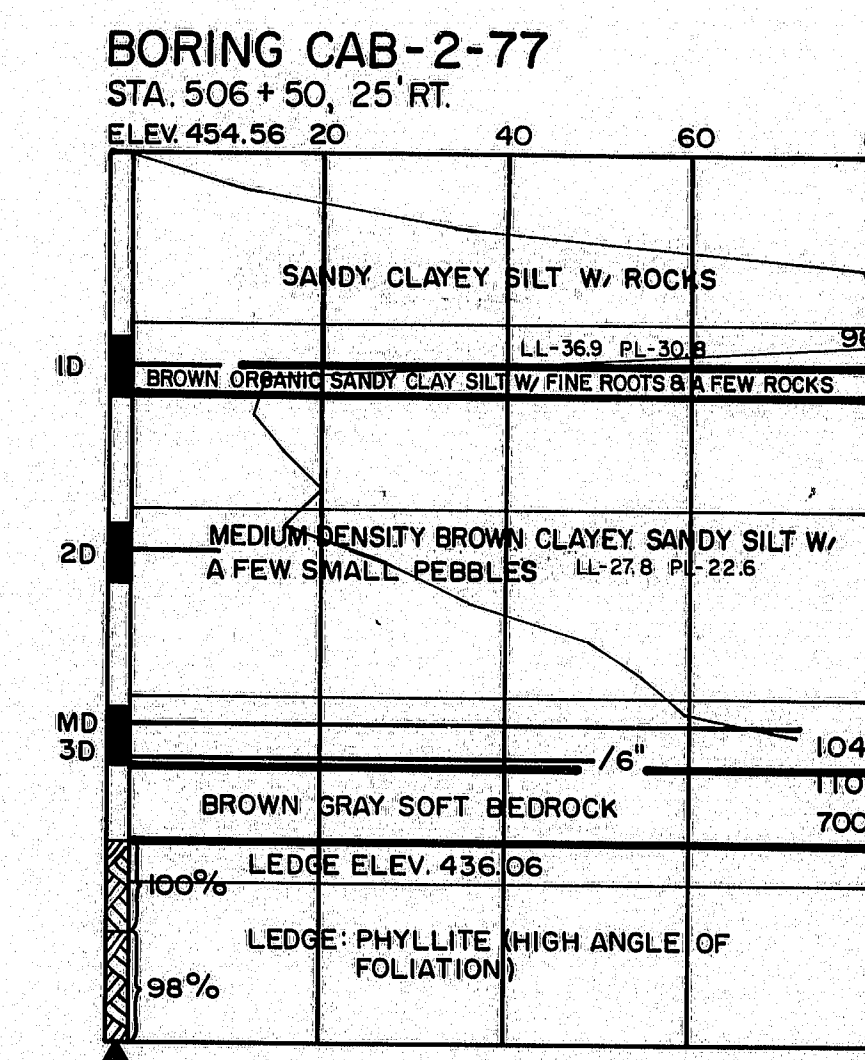
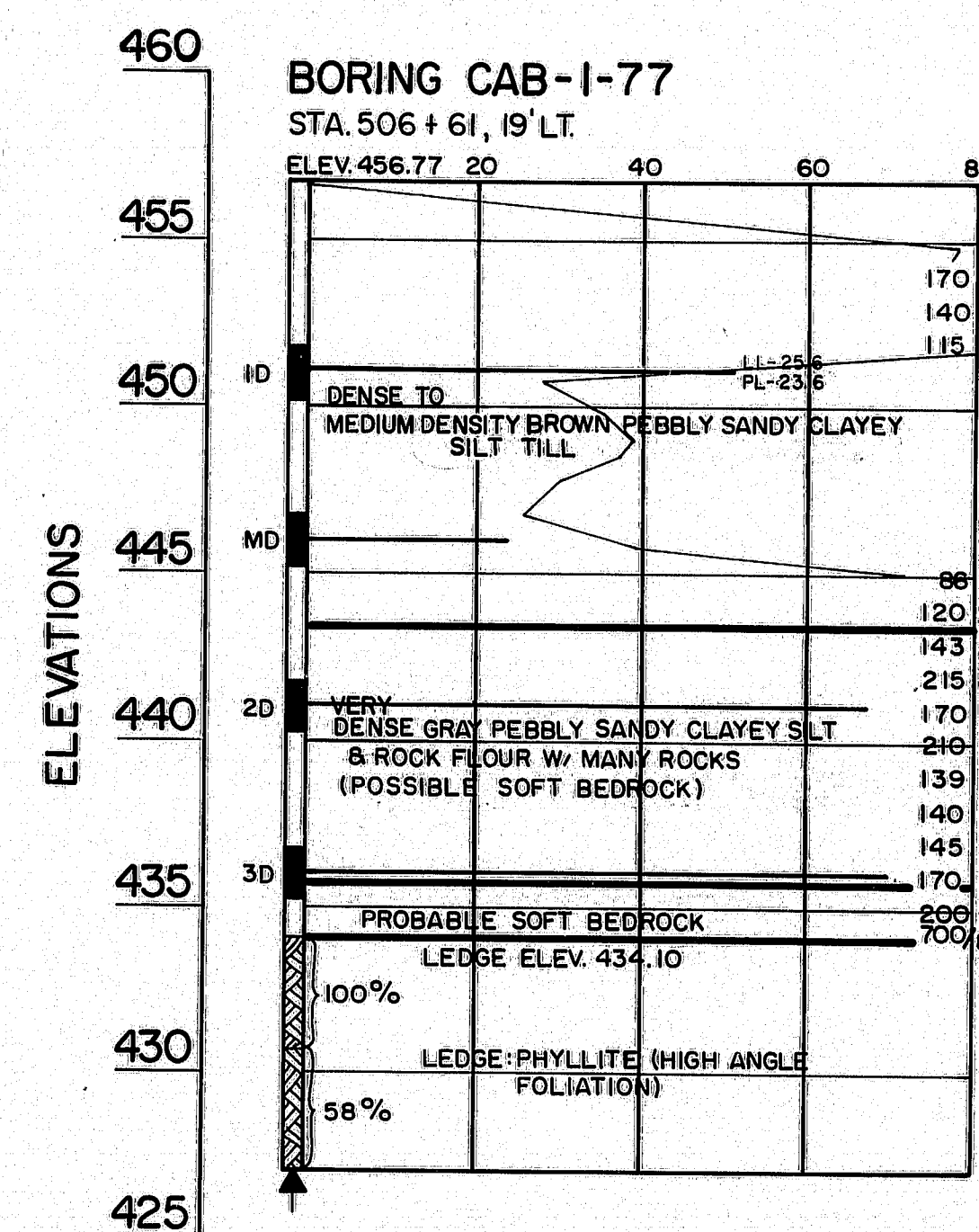
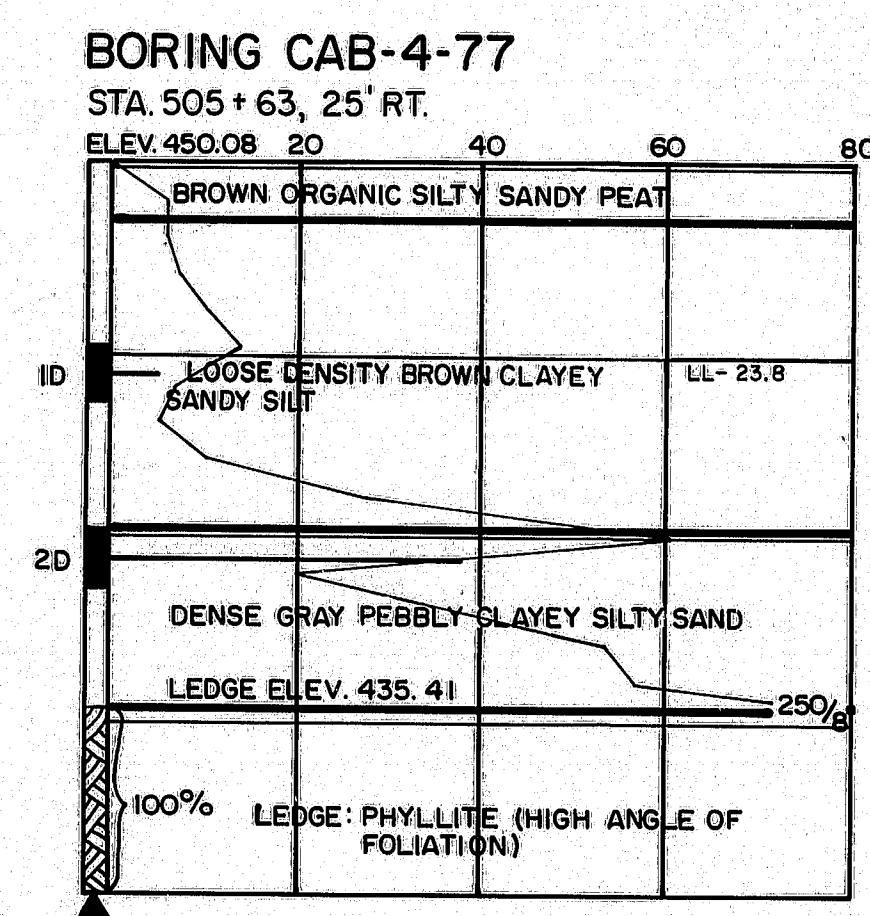
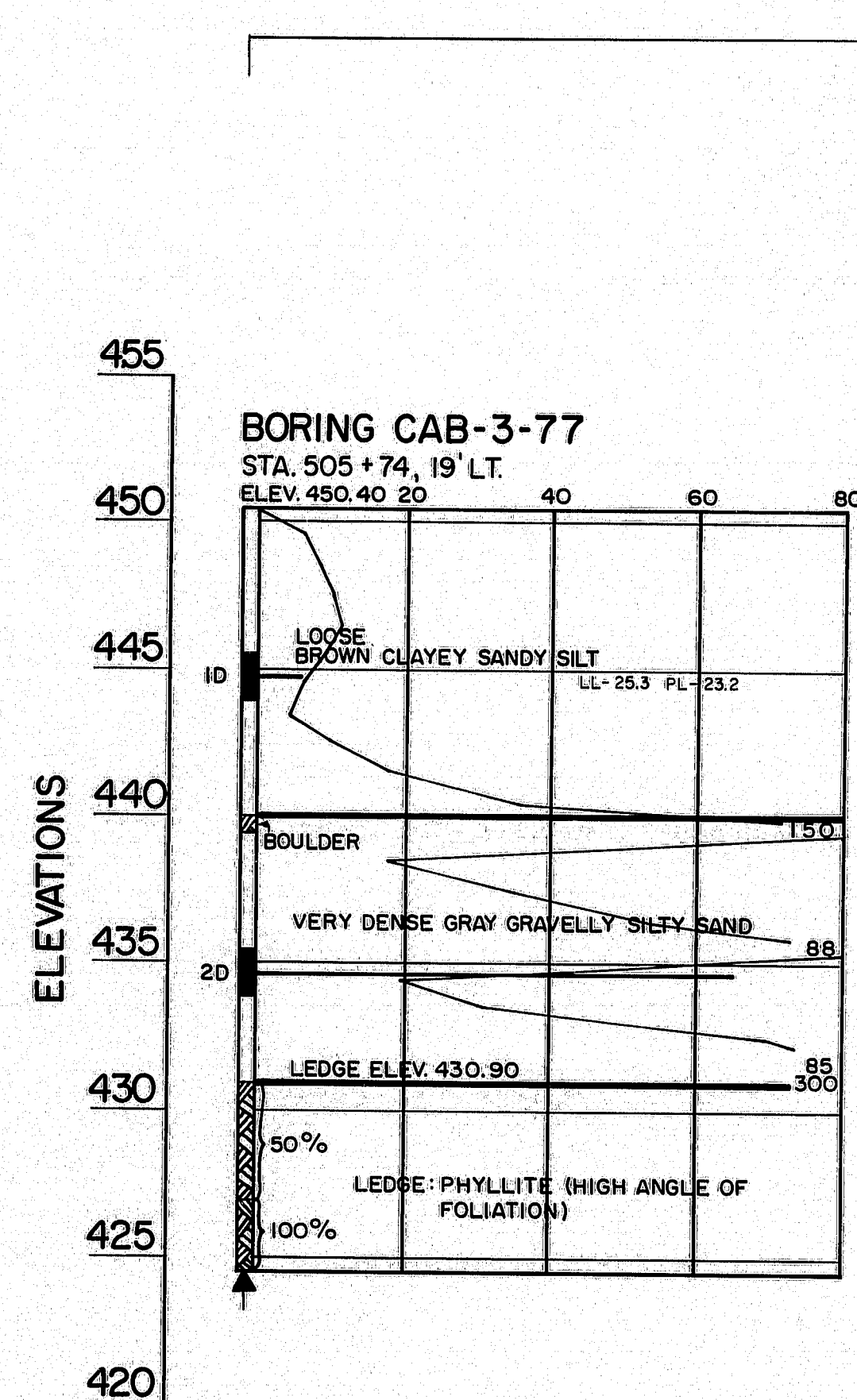
As Built 1979.
RMJ 5-1-80

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 N.B.
OVER
FISH STREAM & RELOC. S.A. ROAD NO. 1
IN THE TOWN OF
ISLAND FALLS
AROOSTOOK COUNTY
BORING DETAILS
SHEET 7 OF 51 AUGUSTA, MAINE SEPT 1978

165-186

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(84)	7A	51
# I-95-9(83)				



BORING NOTES

- All samples and vones 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 Sample # (290's)
- 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
- Bottom of boring (may not be bottom of soil strata)
- Locations cored by diamond bit and per cent recovery of rock

PROJECT DESIGN ENGINEER	CPH	BY	DATE
DESIGN - DETAILED		SS/LS	5-78
CHECKED		SS/LS	5-78
REVISIONS			
FIELD CHANGES			

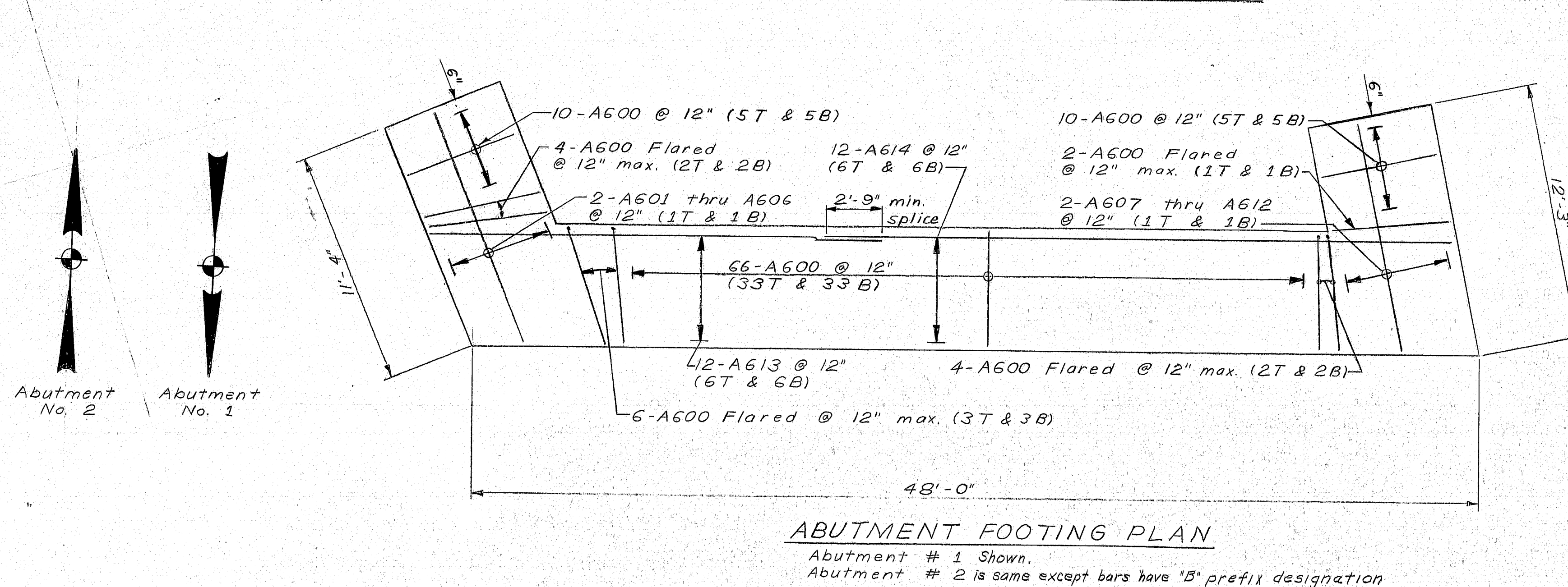
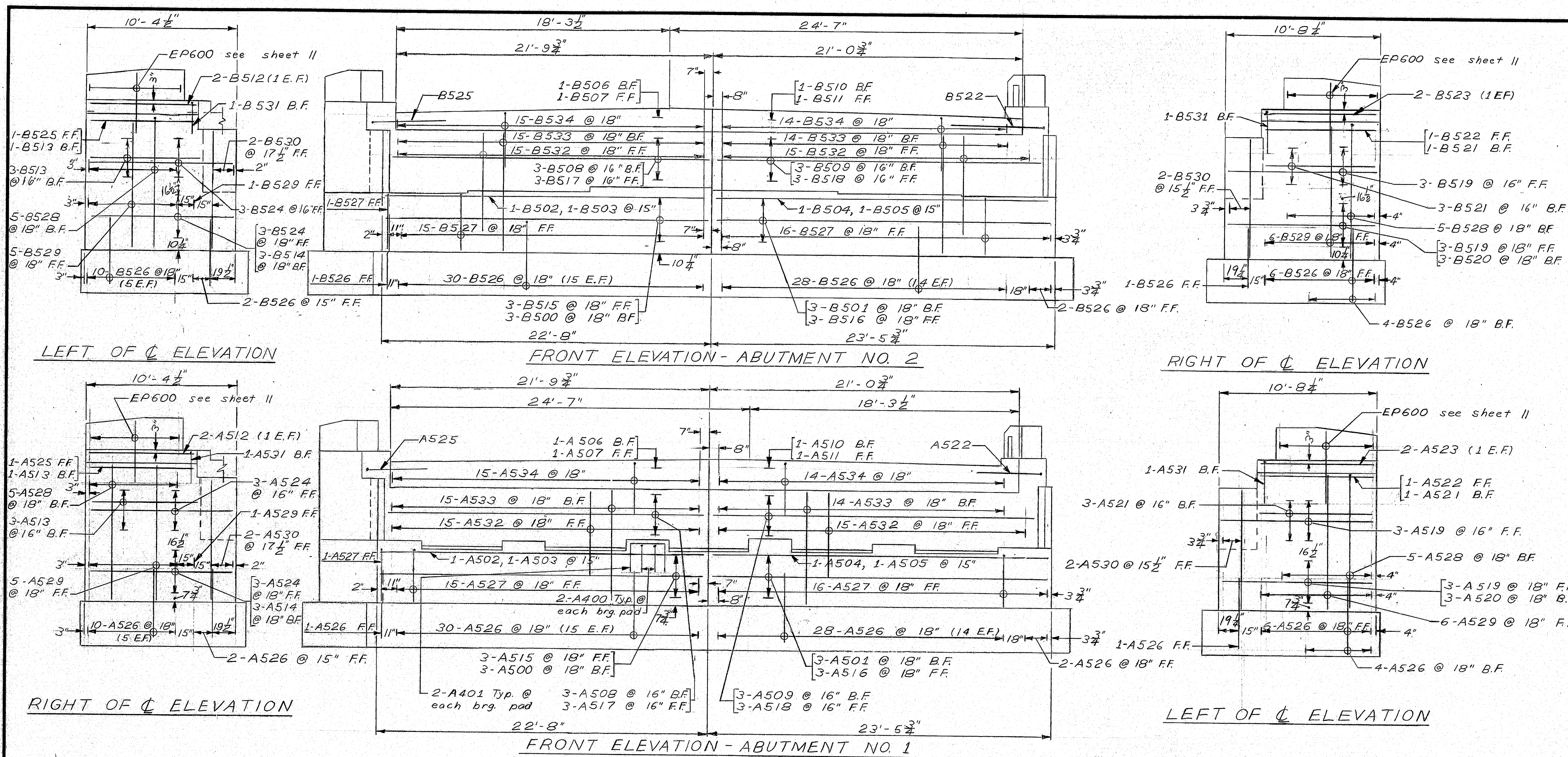
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 N.B.
OVER
FISH STREAM & RELOC. S.A. ROAD NO. 1
IN THE TOWN OF
ISLAND FALLS
AROOSTOOK COUNTY
BORING DETAILS

SHEET 7A OF 51 AUGUSTA, MAINE SEPT 1978

165-187

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(84)	10	51
8 I-95-9(83)				



REFERENCES

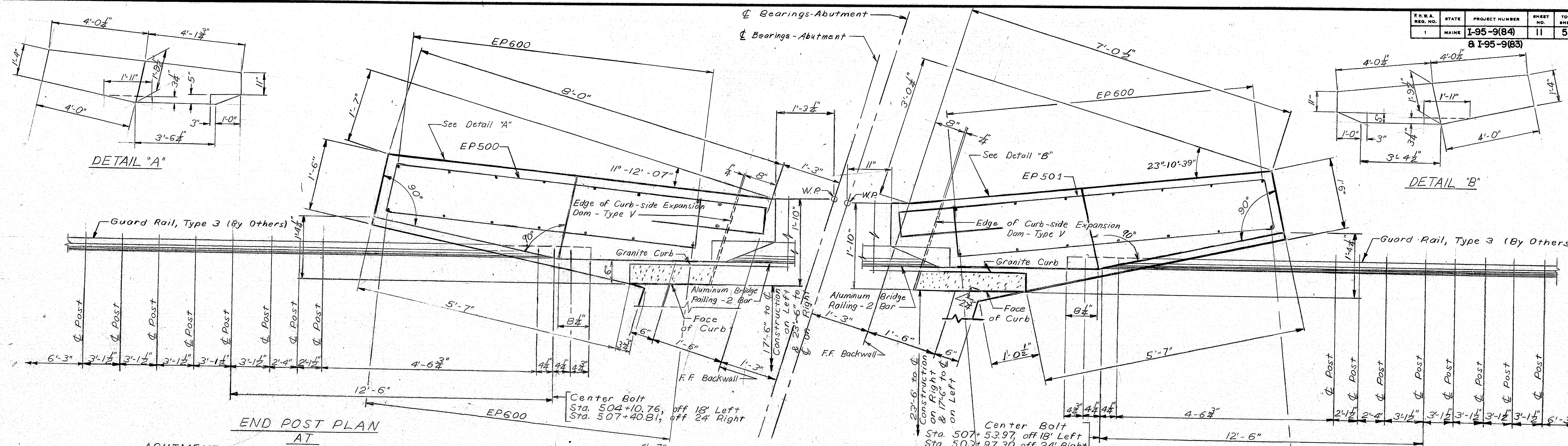
See Abutments No. 1 & No. 2 on
Sheets 8, 9.

As Built 1979 2m3 54-80

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
INTERSTATE 95 NB OVER FISH STREAM & STATE AID NO. 1 IN THE TOWN OF ISLAND FALLS AROOSTOOK COUNTY ABUTMENT REINFORCING
SHEET 10 OF 51 AUGUSTA, MAINE SEPT 1978

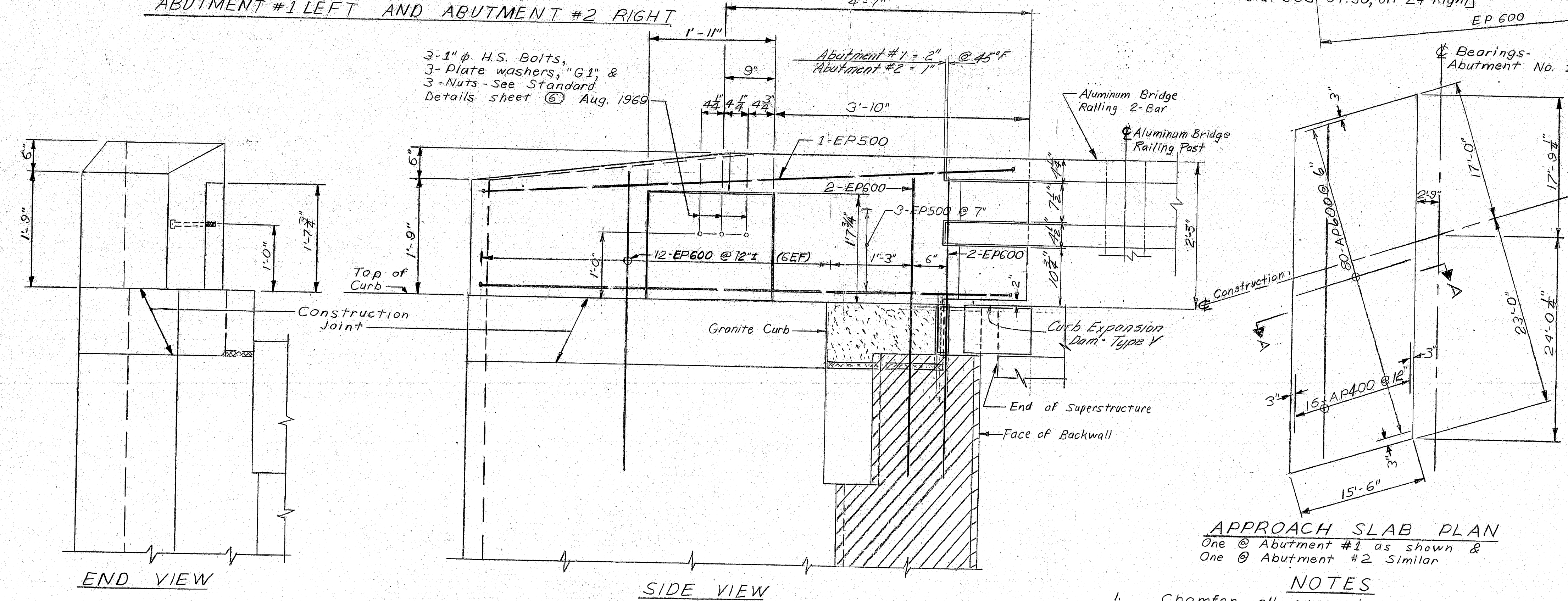
165-190

8. I-95-9(83)



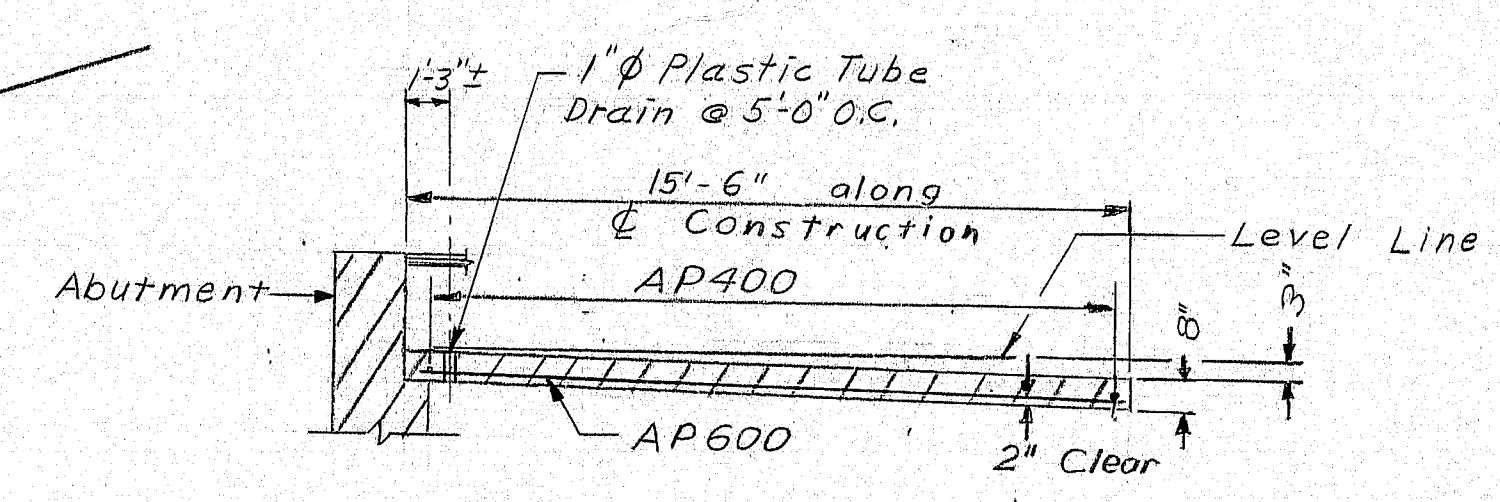
END POST PLAN
AT
ABUTMENT #1 LEFT AND ABUTMENT #2 RIGHT

END POST PLAN
AT
ABUTMENT #1 RIGHT AND ABUTMENT #2 LEFT



END VIEW

SIDE VIEW



SECTION A-A

APPROACH SLAB PLAN
One @ Abutment #1 as shown &
One @ Abutment #2 Similar

- ### NOTES
1. Chamfer 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. The concrete above the top of curb elevation in the End Posts will be paid for under the lump sum Item 502.2602 Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges.

As Built 1979 *rmg* 5-1-80

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 NB
OVER
FISH STREAM & STATE AID NO. 1
IN THE TOWN OF
ISLAND FALLS
ARROOSTOOK COUNTY
CONCRETE END POSTS & APPROACH SLABS
SHEET 11 OF 51 AUGUSTA, MAINE SEPT 1971

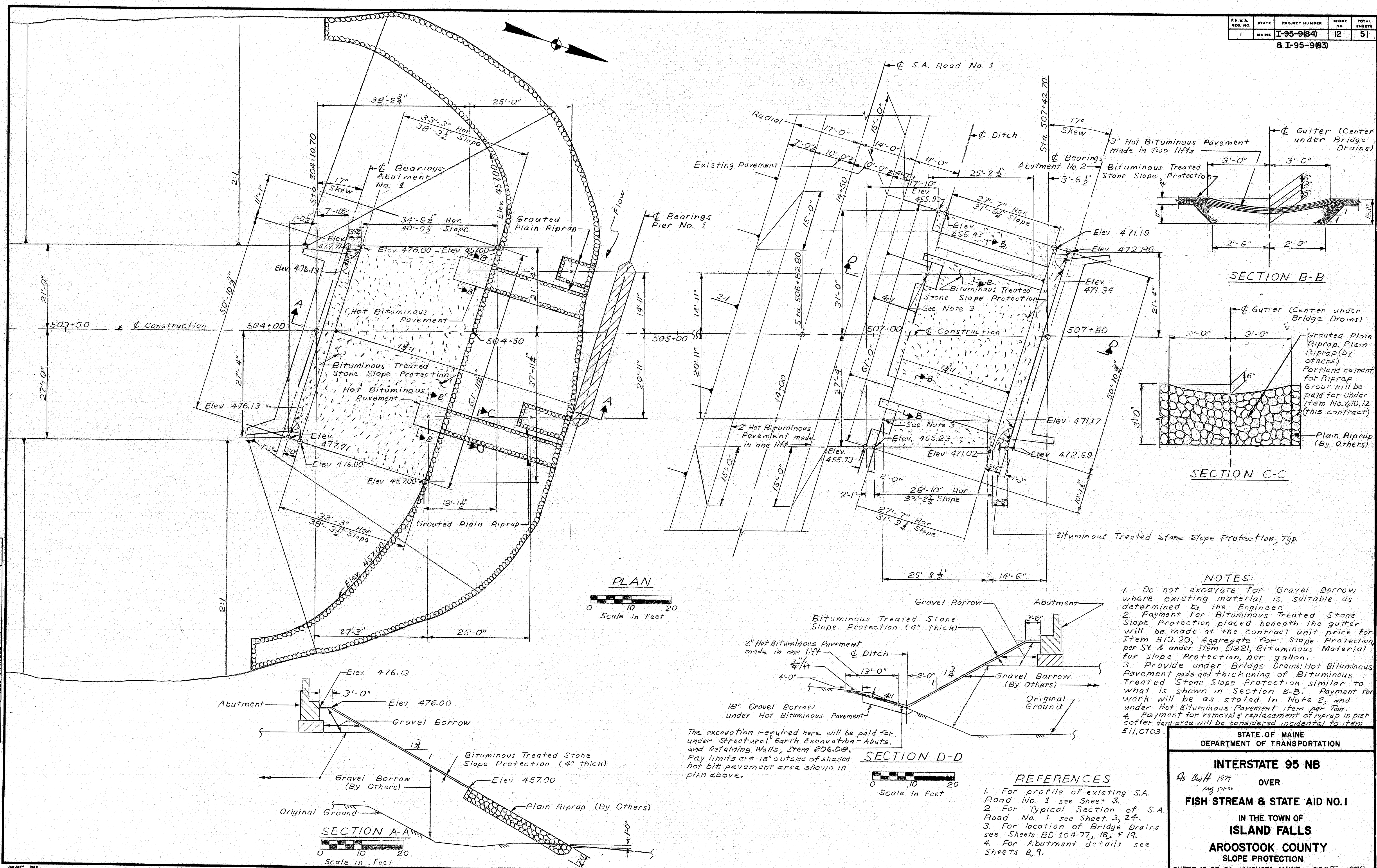
CONCRETE END POSTS & APPROACH SLABS
SHEET 11 OF 51 AUGUSTA, MAINE SEPT 1978

T II OF 51 AUGUSTA, MAINE SEP 1965
165-191

PROJECT DESIGN ENGINEER	CDH	BY	DATE
DESIGN - DETAILED		CDH	12-77
CHECKED		TAD	6-78
REVISIONS			
FIELD CHANGES			

F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-9(84)	12	51

8 I-95-9(83)



PLAN

Scale in feet
0 10 20

NOTES:

1. Do not excavate for Gravel Borrow where existing material is suitable as determined by the Engineer.
2. Payment for Bituminous Treated Stone Slope Protection placed beneath the gutter will be made at the contract unit price for Item 513.20, Aggregate for Slope Protection, per SY & under Item 513.21, Bituminous Material for Slope Protection, per gallon.
3. Provide under Bridge Drains; Hot Bituminous Pavement pads and thickening of Bituminous Treated Stone Slope Protection similar to what is shown in Section B-B. Payment for work will be as stated in Note 2, and under Hot Bituminous Pavement item per Ton.
4. Payment for removal & replacement of riprap in pier coffer dam area will be considered incidental to item 511.0703.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 NB
As Built 1977
OVER
FISH STREAM & STATE AID NO. 1
IN THE TOWN OF
ISLAND FALLS
AROOSTOOK COUNTY
SLOPE PROTECTION
SHEET 12 OF 51 AUGUSTA, MAINE SEPT 1978

REFERENCES

1. For profile of existing S.A. Road No. 1 see Sheet 3.
2. For Typical Section of S.A. Road No. 1 see Sheet 3, 24.
3. For location of Bridge Drains see Sheets BD 104-77, 18, & 19.
4. For Abutment details see Sheets 8, 9.

SECTION D-D

Scale in feet
0 10 20

SECTION A-A

Scale in feet
0 10 20

PROJECT DESIGN ENGINEER	CDH	DATE	12-77
DESIGN - CHECKED	CDH	BY	JRP
CHECKED	THB	DATE	6-78
REVISIONS			
FIELD CHANGES			

PLANS

165-192

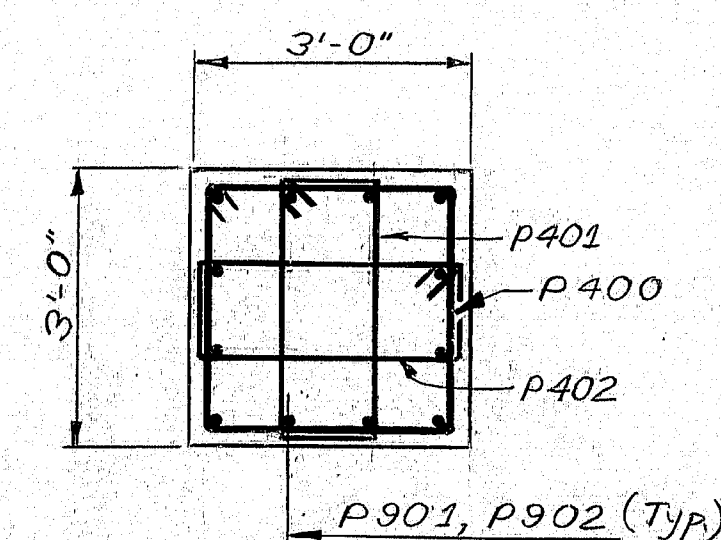
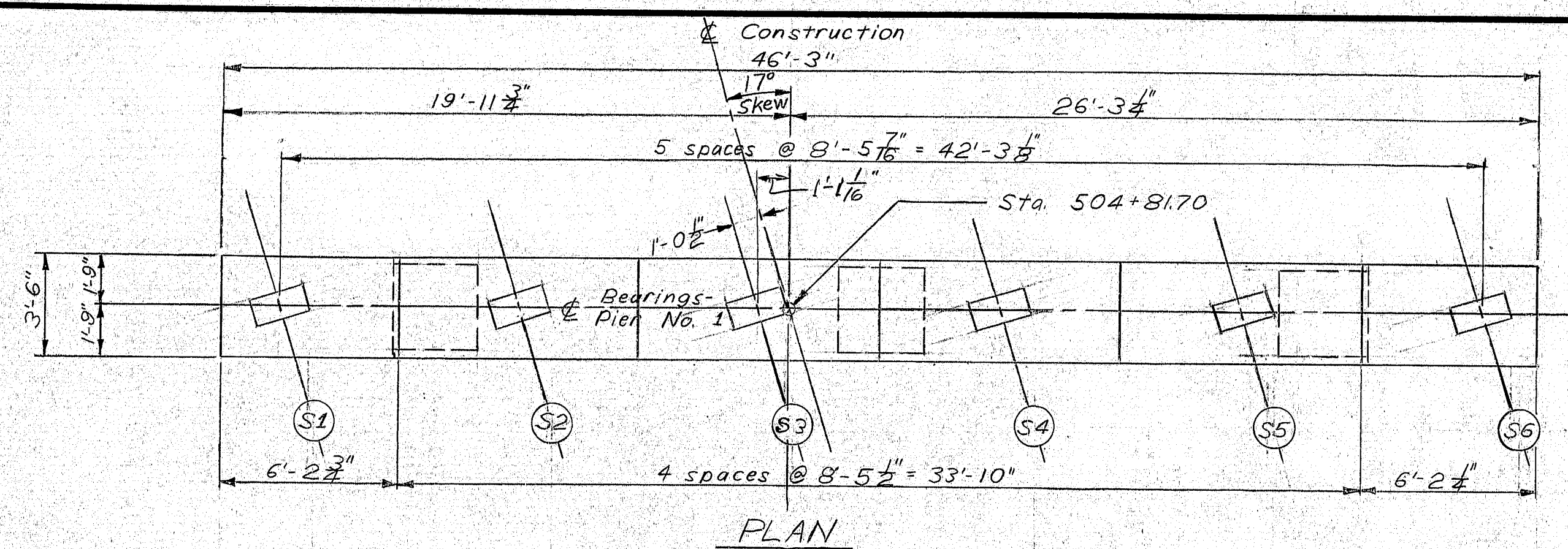
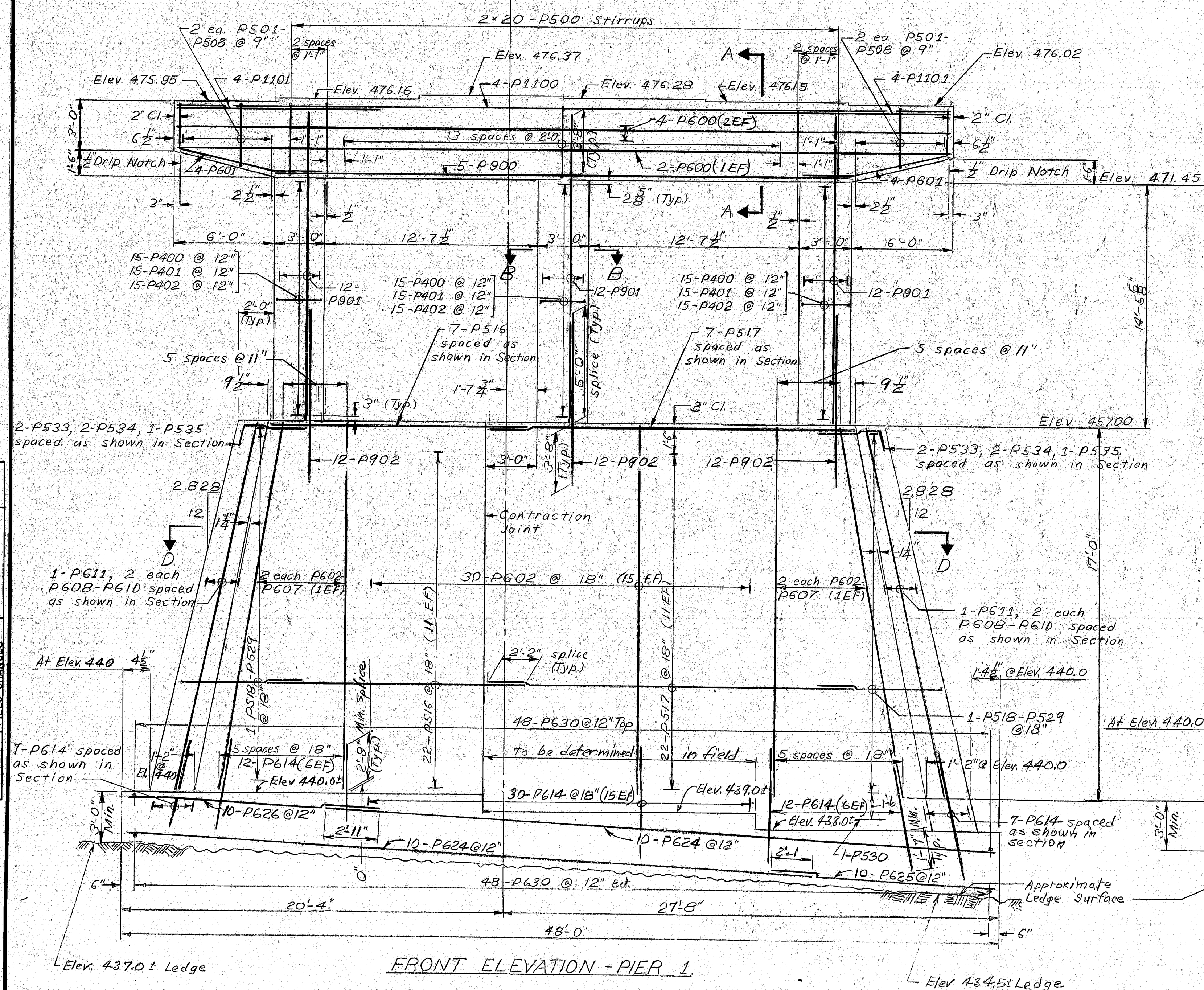
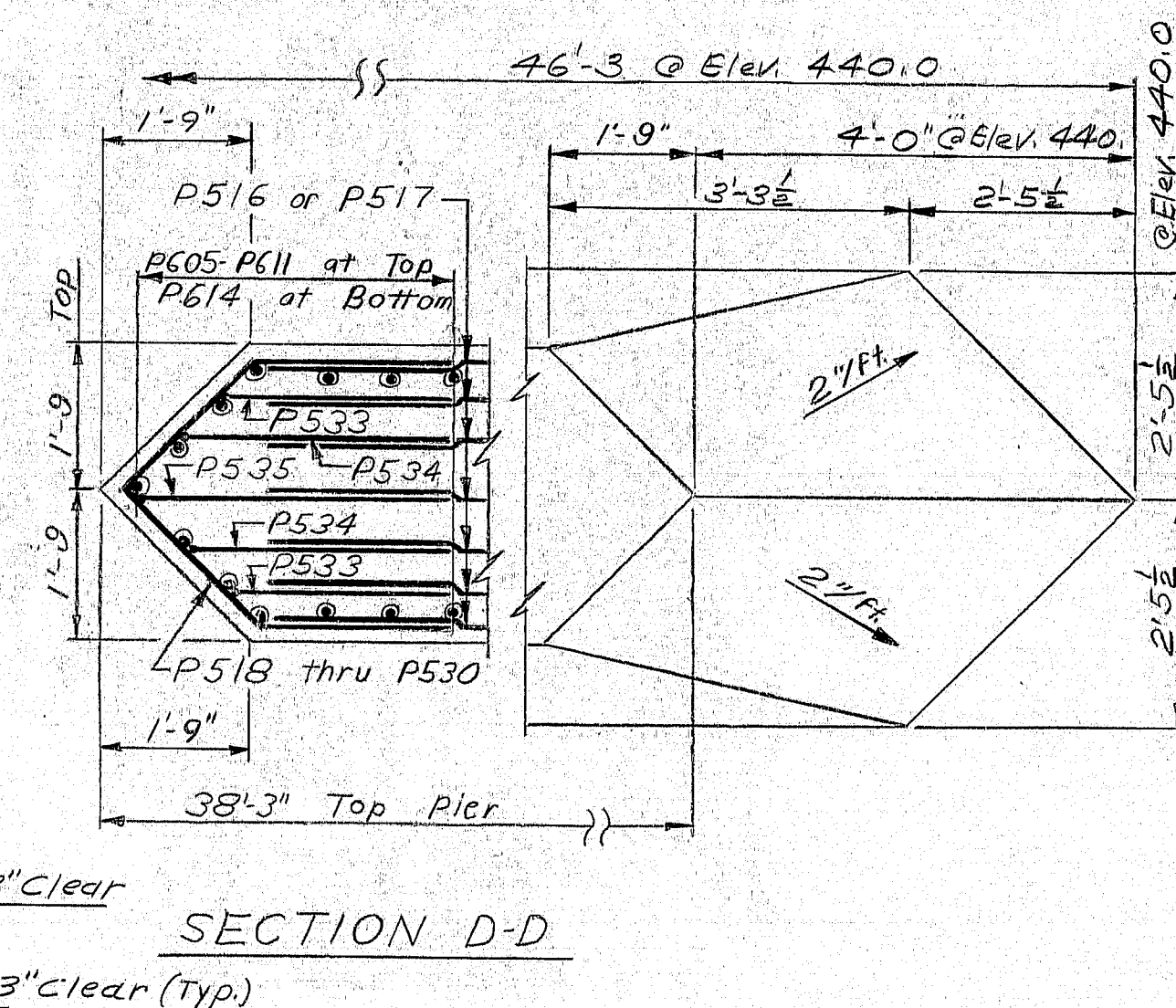
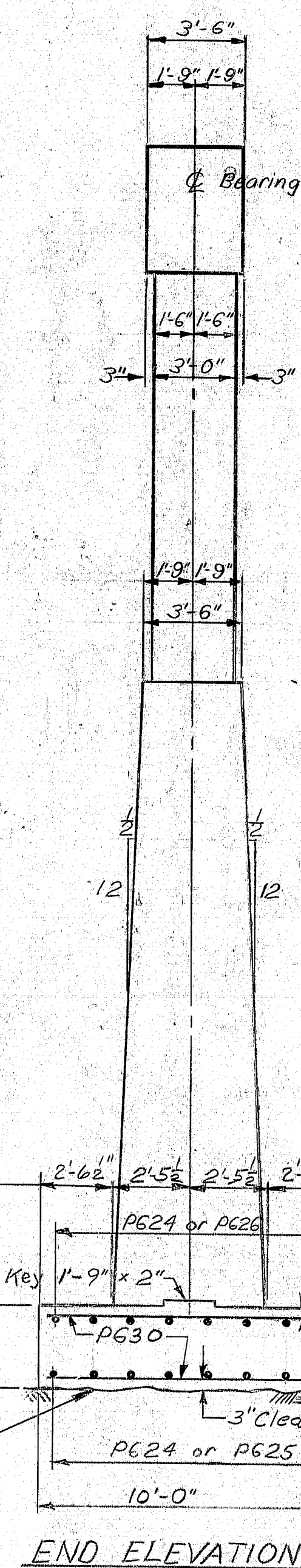
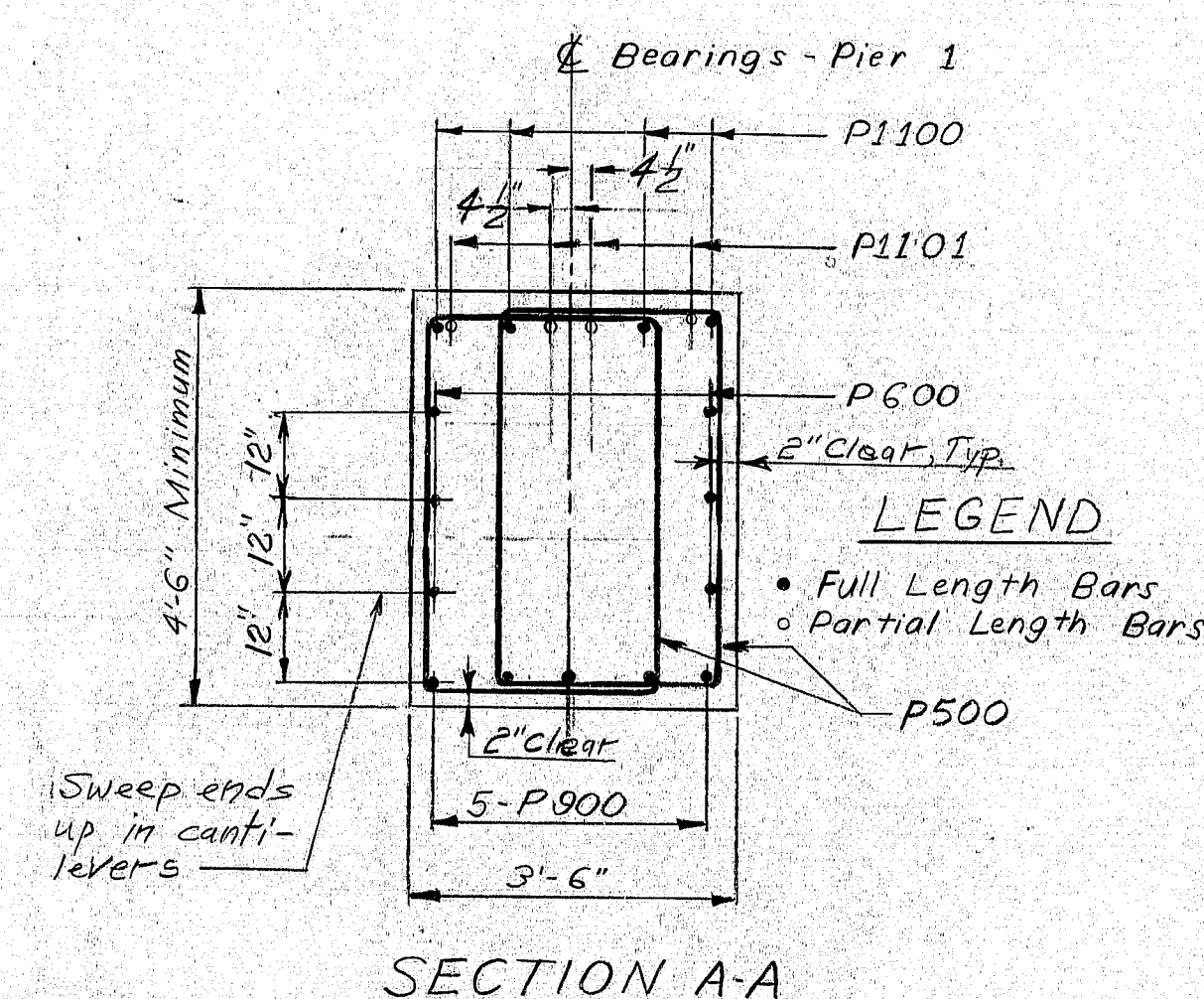


Diagram illustrating the NOSE DETAIL. The detail shows a cross-section of a concrete wall (Face of Concrete) and a steel plate (L 8" x 8" x 3/4" A36 Steel (unpainted) per Item 509.7002). The steel plate is welded to the concrete face using 3/8" x 6/8" End welded studs. The detail is labeled NOSE DETAIL. Below the diagram, it specifies: Provide angle for Full height of shaft. Studs staggered at 2'-0" o.c.

STUD DETAIL

Studs shall be granular or solid flux filled and automatically end welded to the angle in the shop.



F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(84)	13	51

8 I-95-9(83)

- ## GENERAL PIER NOTES
1. After ledge foundation for Pier^{#1} has been exposed by the Contractor, the elevation of the top of the footing may be adjusted upwards or downwards a maximum of 24 inches as determined by the Engineer. In any case, the footing shall have 3'-0" minimum thickness.
 2. Contraction joint shall have :
1" V-groove on surface
1/2" x 2" key in center
do not break bond.
Allow 3 days between adjacent placements at contraction joint.
 3. Chamfer all exposed edges of concrete $\frac{3}{4}$ inch unless otherwise indicated.
 4. Reinforcing steel shall have 3 inches minimum cover unless otherwise indicated.
 5. Place reinforcing steel on bridge seats to clear anchor bolts.
 6. The pier shall be protected from rust staining by leaving forms in place temporarily or by covering the concrete after removal of forms. Polyethylene sheets, or other approved material, shall be placed on and around the pier bearing areas prior to setting the bearing pedestals, and shall extend underneath the masonry plates such that water will run off the pedestals onto the sheets. Protective covering of either forms or polyethylene sheeting shall remain in place at least until concrete placement for the Structural Concrete Slab has been completed, and as long after that time as convenient for the contractor. In any case the contractor shall obtain approval of the Engineer prior to removing the protective coating.
Removal of stains will not be required unless, in the opinion of the Engineer, the contractor has not made satisfactory effort to prevent staining.

DESIGN CRITERIA

1. Critical AASHTO Loading - Group IX.
2. Buoyancy - Water level assumed at Elevation = 455.00.
3. Stream Flow Velocity of 7 feet per second skewed at 20 degrees to longitudinal centerline of pier.
4. Wind - 100 mph.
5. Ice 12" thick, producing 400 psi. Transverse Ice force = $400 \times 18.35' \times 12" = 2016'$ Longitudinal Ice force = $2016' \times \tan 20^\circ = 734'$ with water level at Elevation 455.0.
6. Safety Factor overturning > 1.75 .

PIER NOTES

Maximum calculated footing pressure =
3.8 ton per square foot.

REFERENCES

1. For reinforcing steel schedule see Sheet 20, 21
2. For bearing pedestals see Standard Details BD 101-74.

As Built 1979 Rm 5-1550

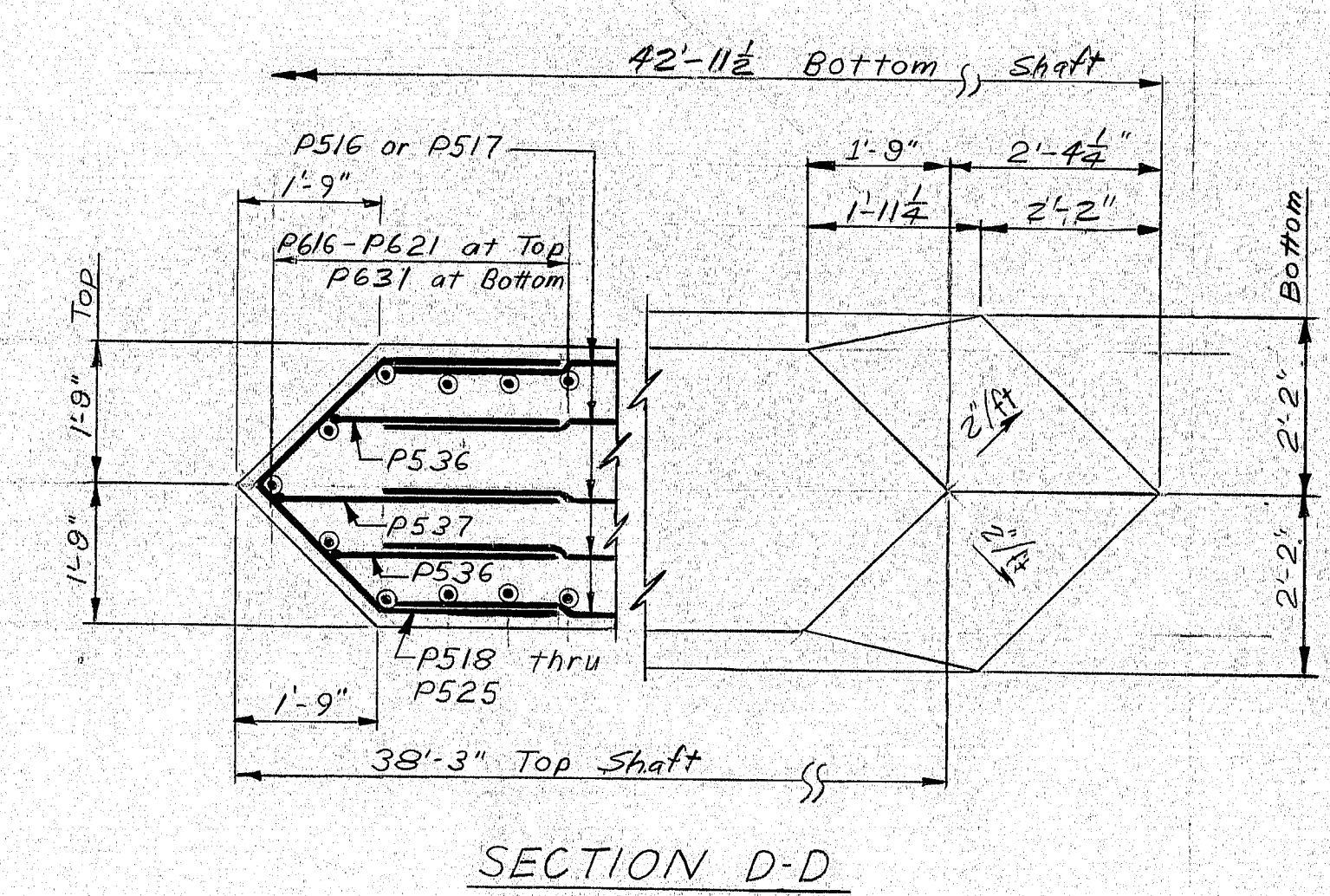
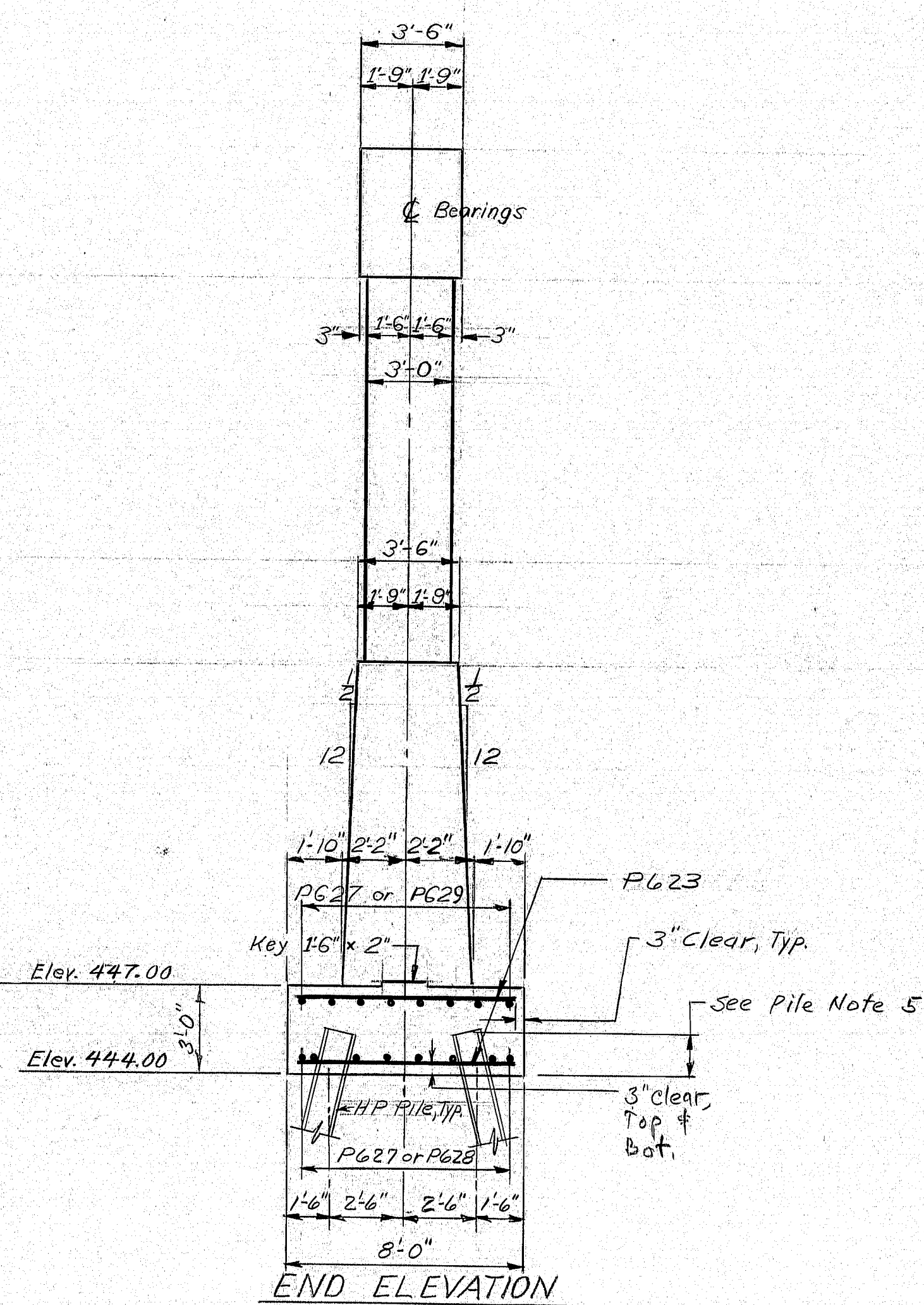
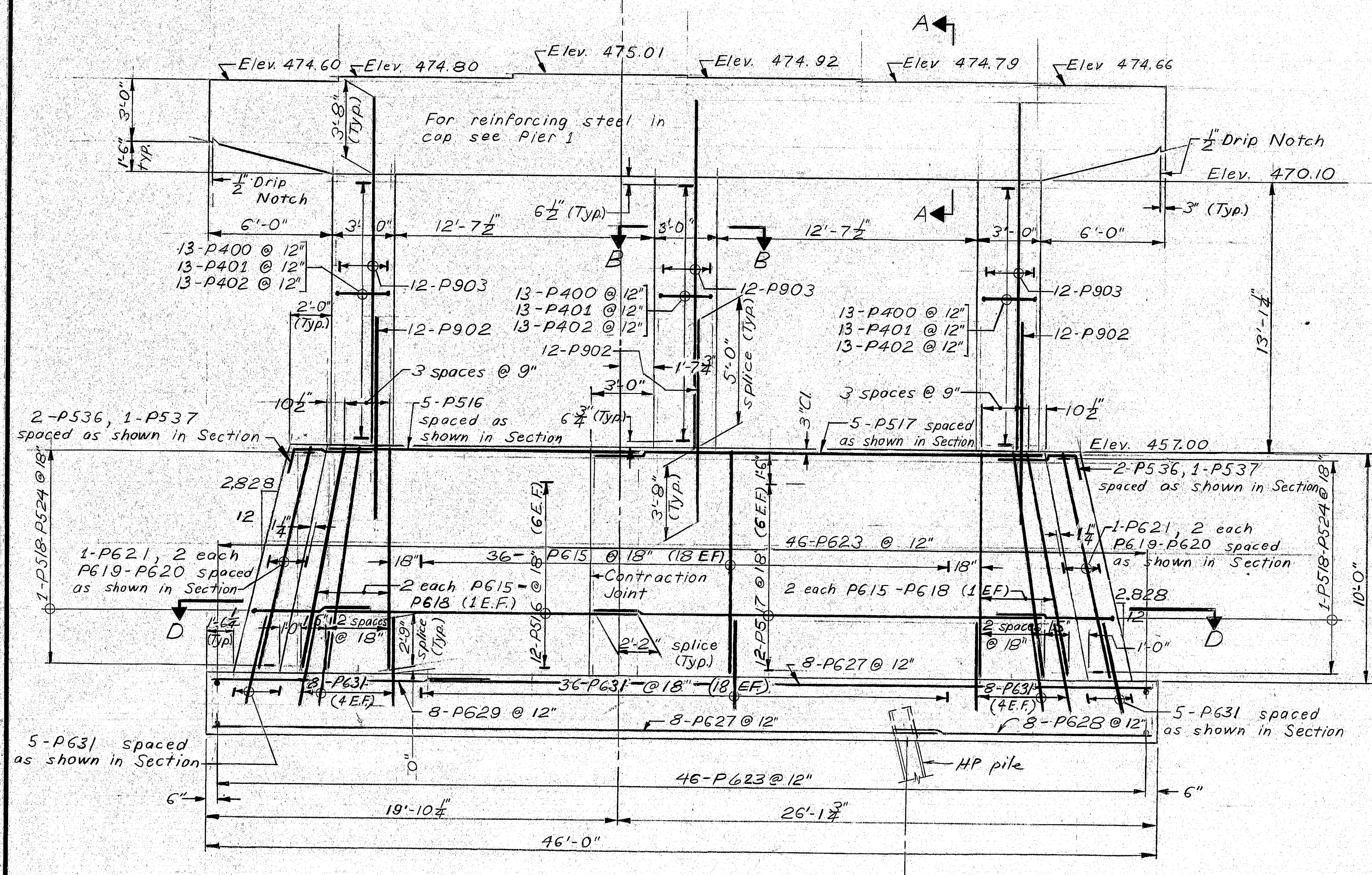
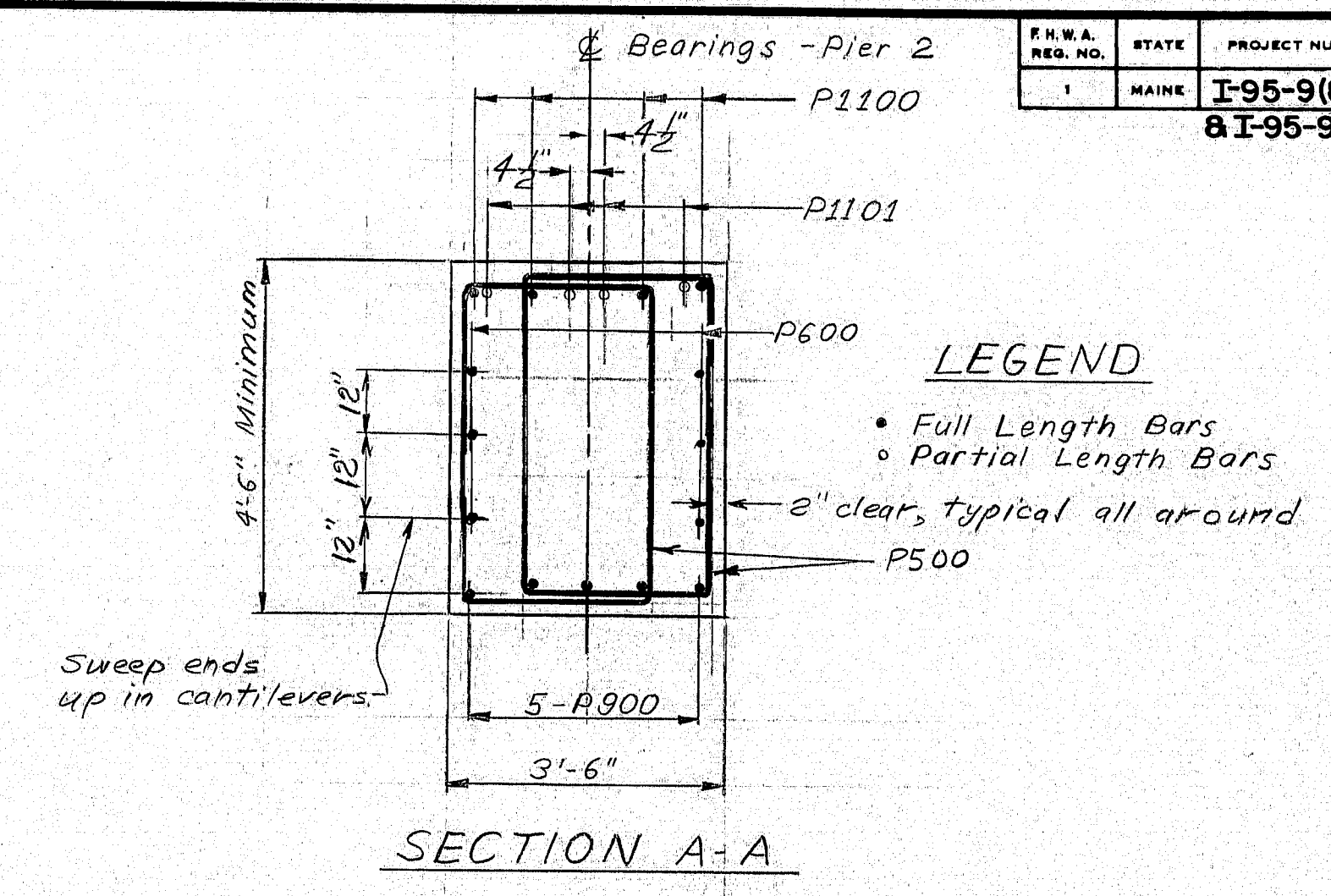
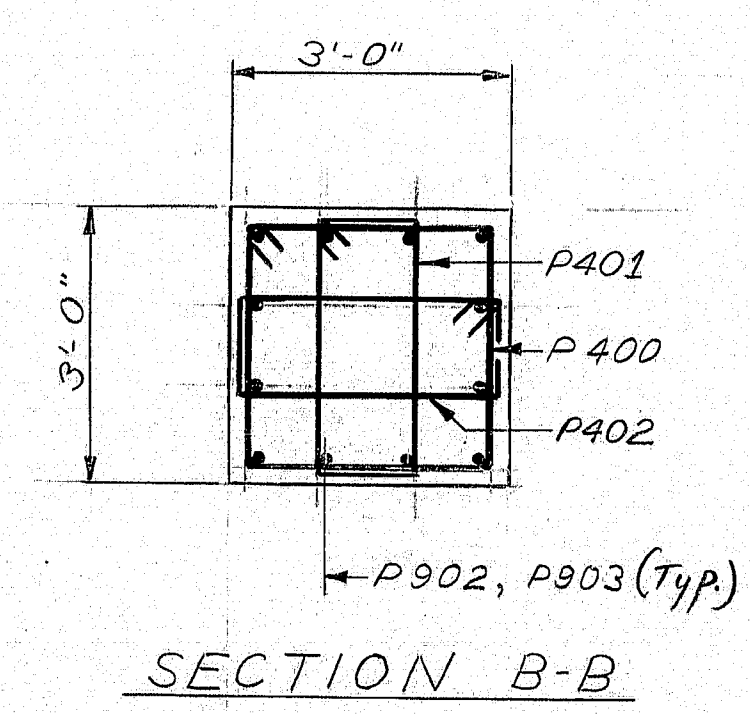
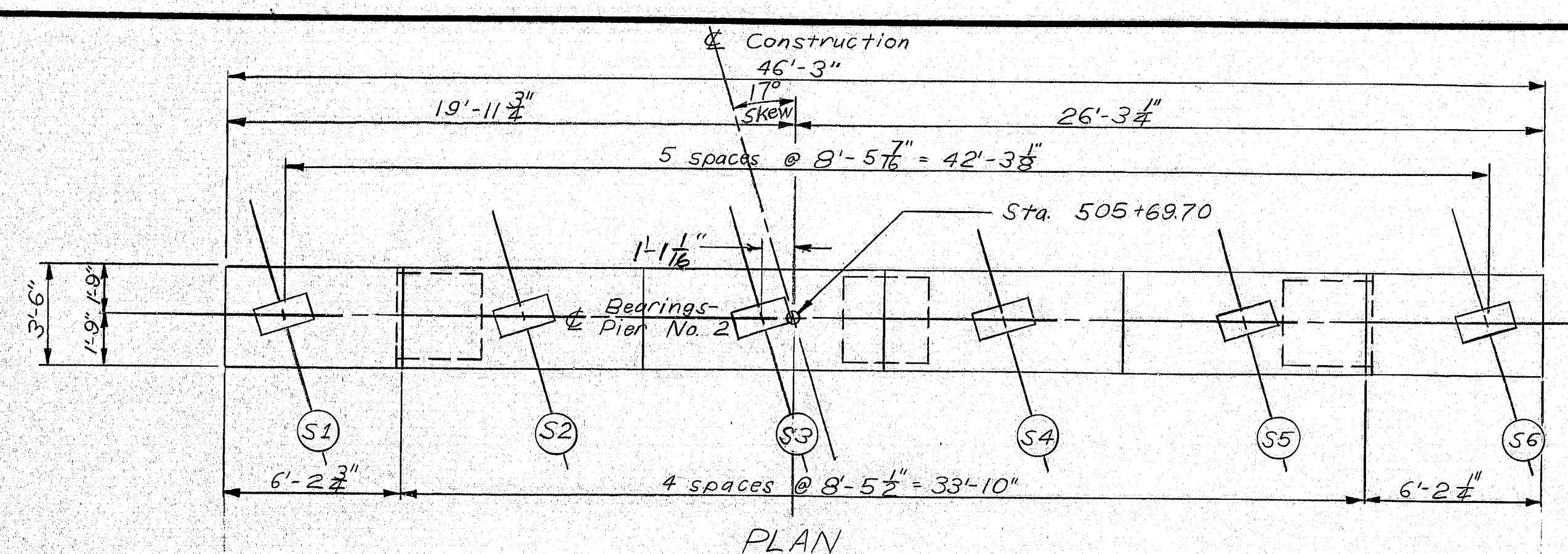
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 NB
OVER
FISH STREAM & STATE AID NO. 1
IN THE TOWN OF
ISLAND FALLS
AROOSTOOK COUNTY
PIER NO. 1

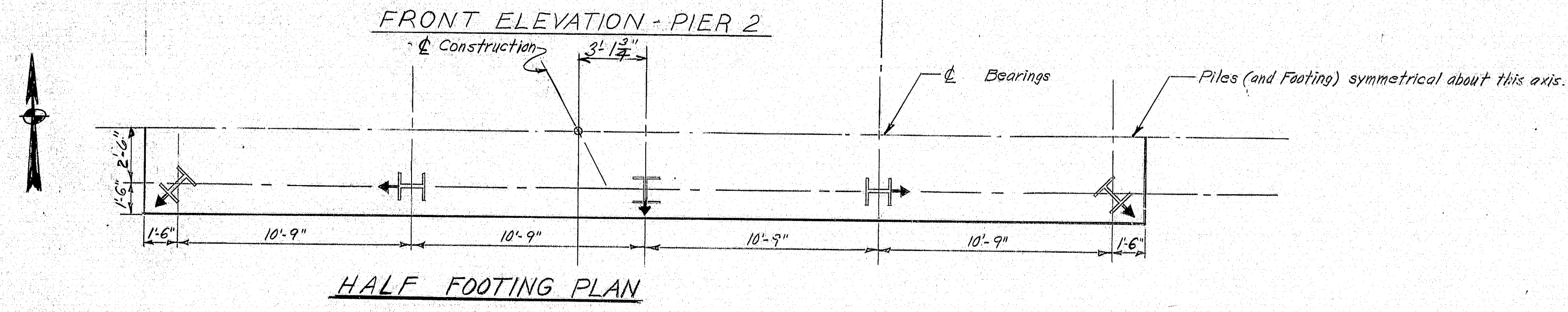
SHEET 13 OF 51 AUGUSTA, MAINE SEPT 1978

165-193

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(84) 81-95-9(83)	14	51



PROJECT DESIGN ENGINEER	DATE
C.H.	1-78
DESIGN - CHECKED	DATE
R.P.	1-78
REVISIONS	DATE
1	1-78
FIELD CHANGES	DATE
1	1-78

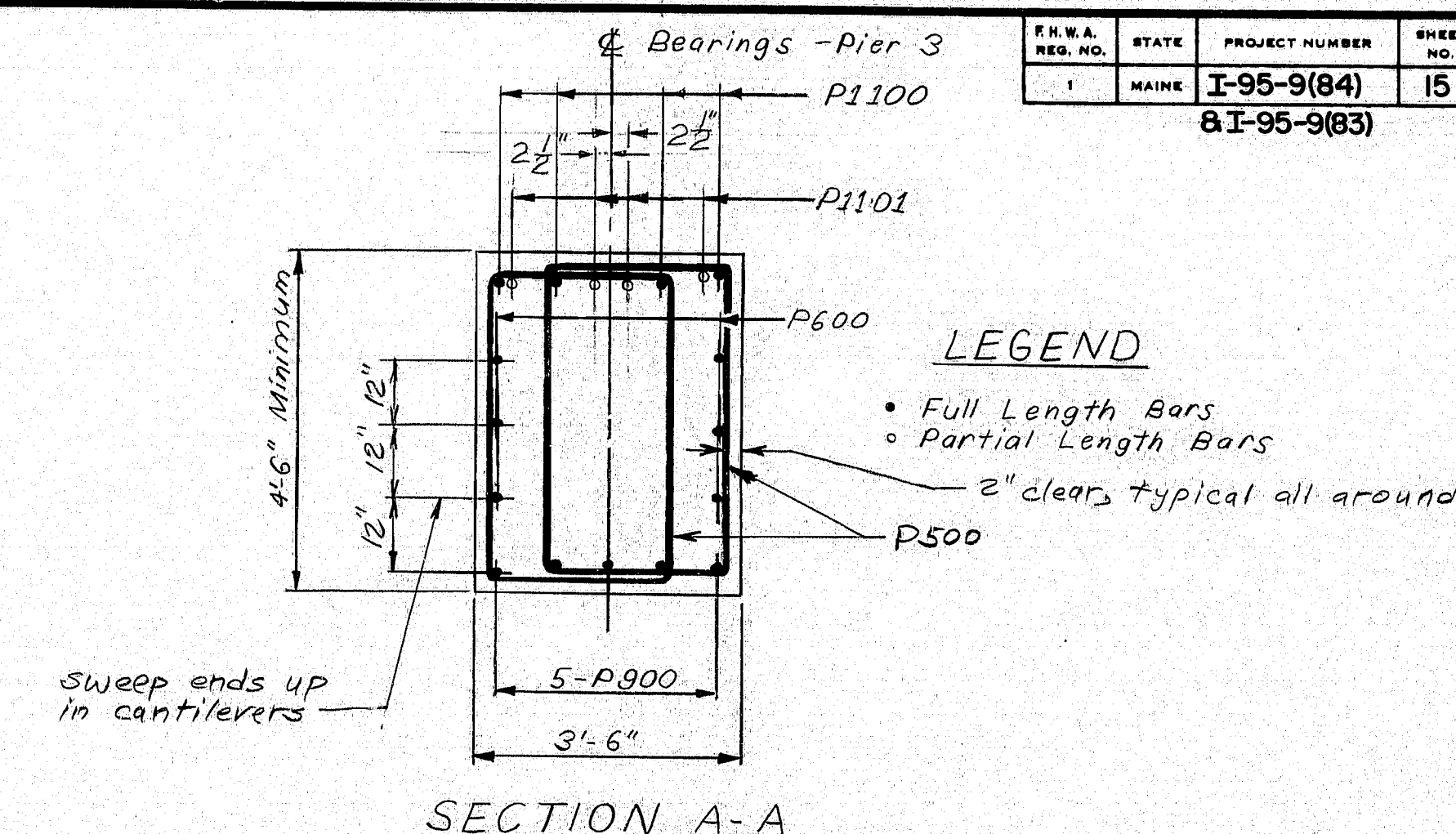
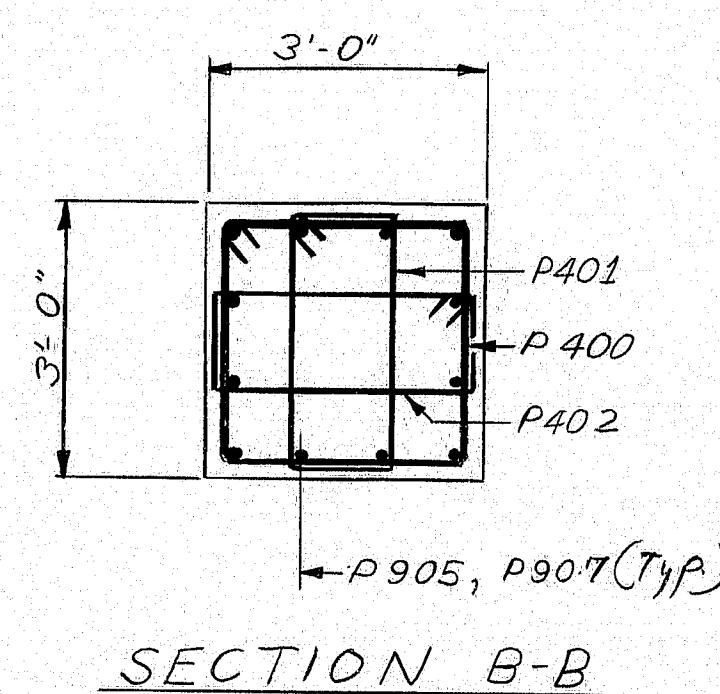
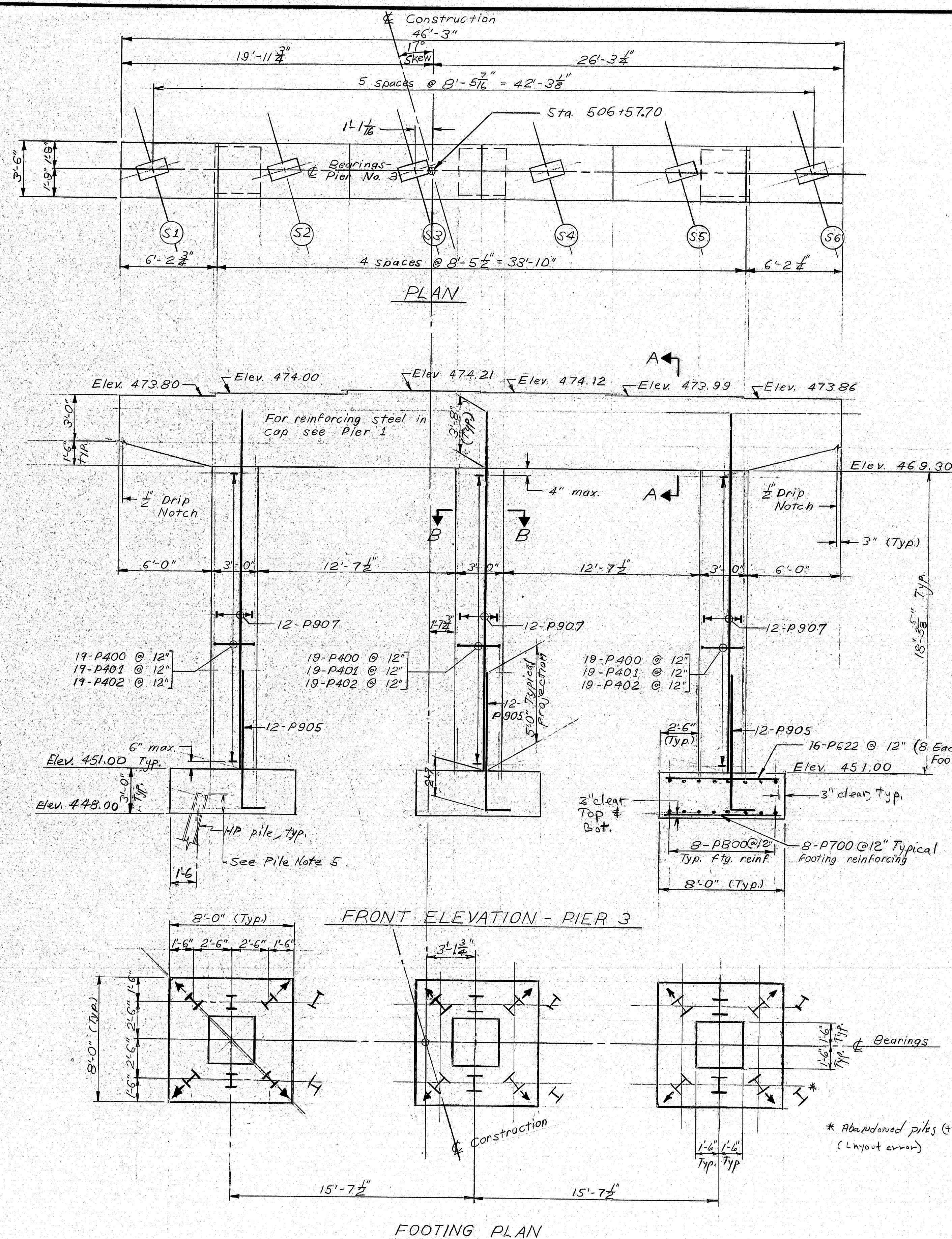


- REFERENCES
1. For General Pier Notes see Sheet 13.
 2. For Design Criteria see Sheet 13.
 3. For reinforcing steel schedule see Sheets 20, 21.
 4. For bearing pedestals see Standard Details BD 101-74.
 5. For Pier Pile Notes see sheet 15.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95 NB
OVER
FISH STREAM & STATE AID NO. 1
IN THE TOWN OF
ISLAND FALLS
AROOSTOOK COUNTY
PIER NO. 2
SHEET 14 OF 51 AUGUSTA, MAINE SEPT 1978

165-194

PROJECT DESIGN ENGINEER	CDH	DATE	7-78
DESIGN - DETAIL	EPH/IN	BY	JAP
CHECKED	JEI	DATE	6-78
REVISIONS			
FIELD CHANGES			
PLANS			



DESIGN CRITERIA

- Critical AASHTO Loading - Group III - Piles
- Group II - Columns
- Wind - 100 mph.

PIER PILE NOTES

- Piles shall be driven to ledge or practical refusal.
- All piles shall have Pointed Reinforced Pile Tips as shown on Standard Detail BD 104-72.
- Alternate types of Pointed Reinforced Pile Tips may be used if they have at least the cross-sectional area of the Pointed Reinforced Pile Tip shown on the plans and are approved by the Engineer.
- Estimated driven lengths of piles are determined from available soils information with no allowance for uncertain pile penetration.
- Embedment of piles in footings may vary between 1'-0" and 2'-0", and the actual embedment length up to a maximum of 1'-6" will be included in the measurement for payment.
- Piles marked H- for Pier 3, shall be battered 2 inches per foot in the direction of the arrow; for Pier 2, shall be battered 3 inches per foot in the direction of the arrow.
- Maximum pile loads: Pier 3, 55.5 ton.
Pier 2, 70 ton.
- Following are pile locations, number of piles required, size of piles and estimated driven lengths:
Pier 3, 18 - HP10x42, 16 feet.
Pier 2, 10 - HP12x53, 15 feet.

REFERENCES

- For General Pier Notes see Sheet 13.
- For reinforcing steel schedule see Sheet 20, 21.
- For bearing pedestals see Standard Details BD 101-74.

As Built 1979 Rev 3 5-1-80

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 NB

OVER

FISH STREAM & STATE AID NO. 1

IN THE TOWN OF

ISLAND FALLS

AROOSTOOK COUNTY

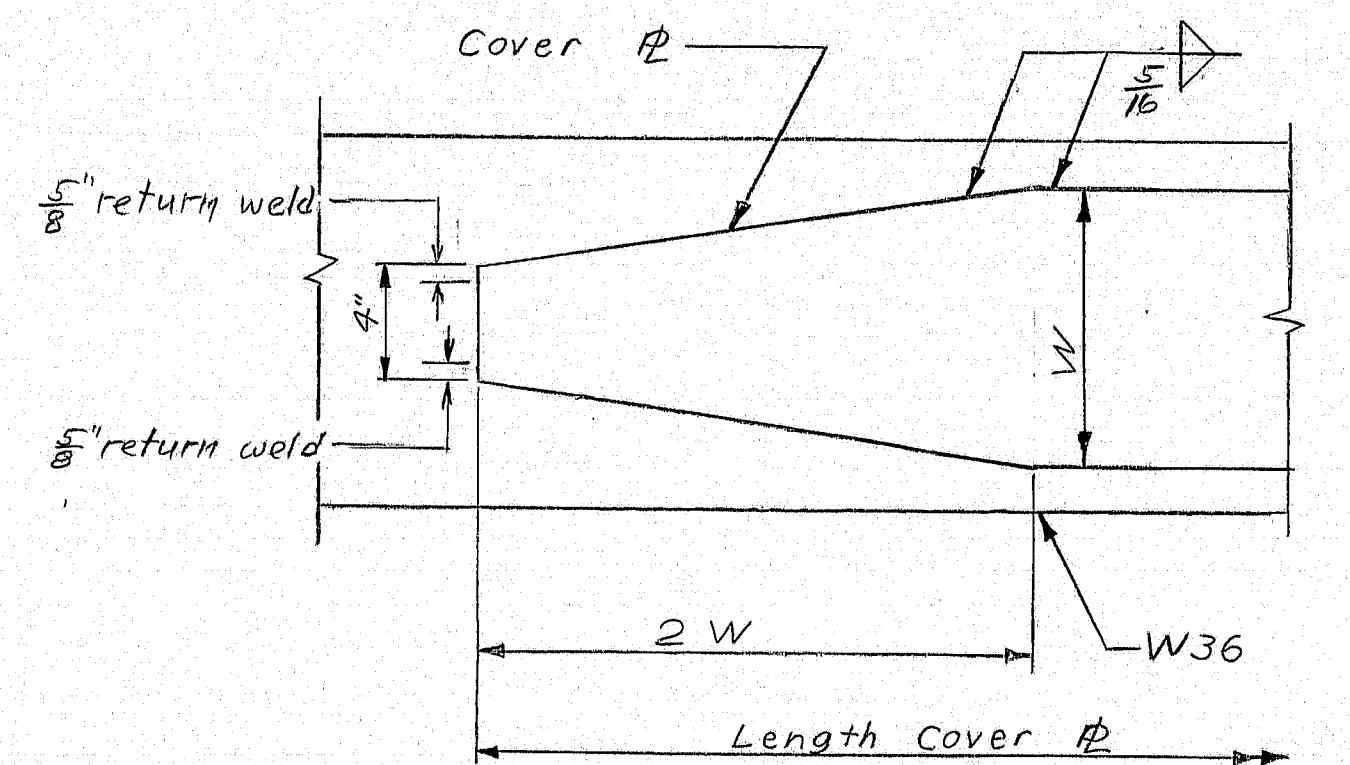
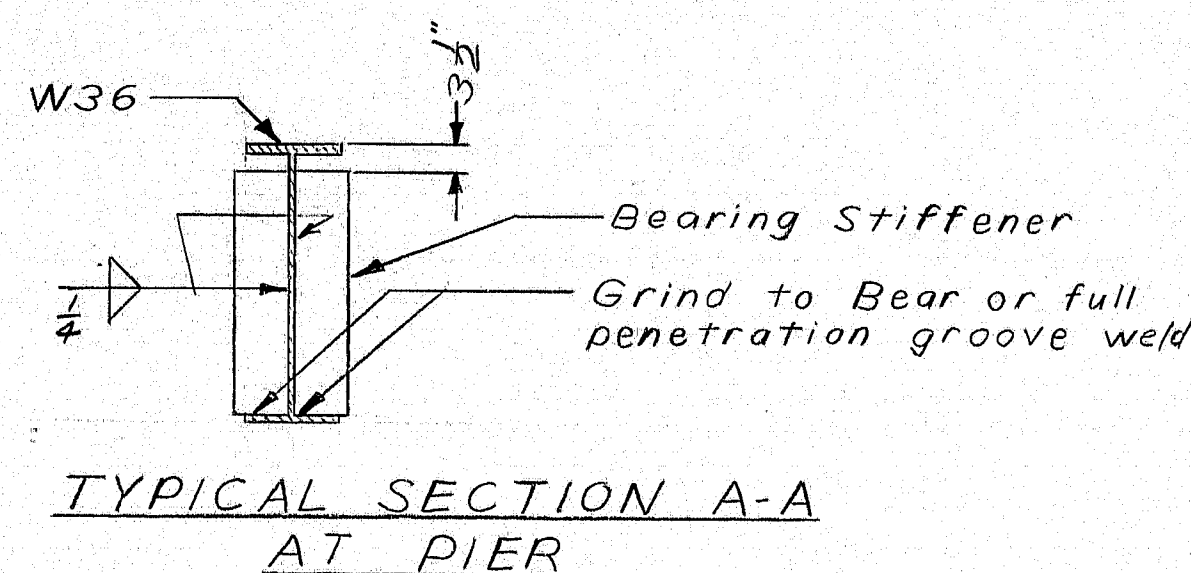
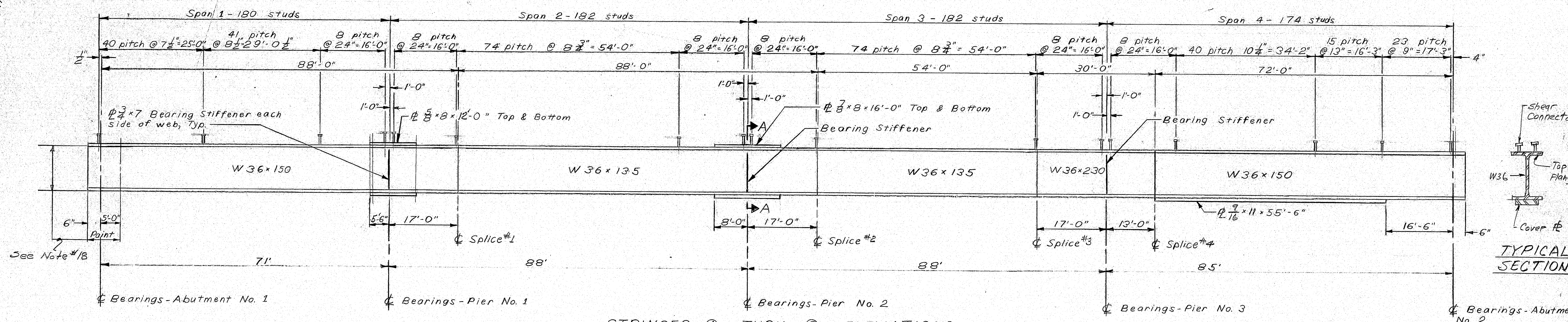
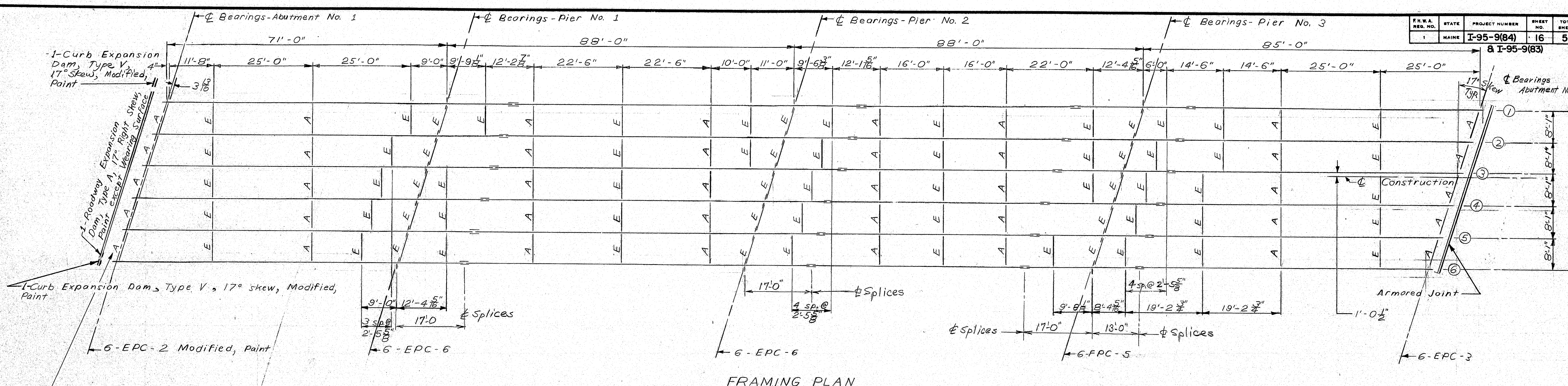
PIER NO. 3

SHEET 15 OF 51 AUGUSTA, MAINE SEPT 1978

165-195

PROJECT DESIGN ENGINEER CDH	BY	DATE
DESIGN - DETAIL	CDH	1/17/77
REVISIONS	TAJ	6-78
FIELD CHANGES		
PLANS		

F.W.A. DIST. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(84)	16	51



(Except end of cover plate that ends at splice #1 shall be squared.)

- GENERAL NOTES
1. Bearing stiffeners shall be plumb after erection and dead loading of the structure.
 2. Diaphragm connection plates may be either plumb or normal to the top flange.
 3. Filler plates shall be ASTM A588 steel and mill tests for filler plate material will not be required.
 4. All dimensions horizontal.
 5. Type A diaphragm at Bearings-Abutments (W16) & panel Construction Joints and Type E diaphragm elsewhere (C15). See Standard Details BD113-72.
 6. Curb Expansion Dams are Modified by having only 2" wide curb fl in backwall area.
 7. All steel shall be A.S.T.M. A588 (unpainted)* with a Basic Allowable Stress of $f_s = 27,000$ psi. High strength bolts shall be A.S.T.M. A325 with $f_r = 13,500$ psi.
 8. Camber Abutment No. 2 end piece 3'.
 9. Place natural camber up on all other pieces.
 10. Shear Connector Details are shown on Standard Details BD104-77.
 11. EPC2 Modified; Modify to: $A = 1'-3/4"$, $B = 11"$, $E = 123"$, $F = 24"$, $G = 54"$, $K = 94"$, $M = 1"$.
 12. All other dimensions are as shown on Standard Details BD101-74.
 13. For Expansion Dams, see Standard Details BD105-74.
 14. For Armored Joints, see Standard Details BD104-77.
 15. The Armored Joint shall extend to within 2" of the fascia.
 16. If slab construction joints in the slab are eliminated, then type E diaphragms may be substituted for type A diaphragms at these joint locations.
 17. Point 5' of the ends of beams and the diaphragms at the abutment #1 end only. Do not paint the top flange where in contact with concrete. Bearings at abutment #1 shall be painted.

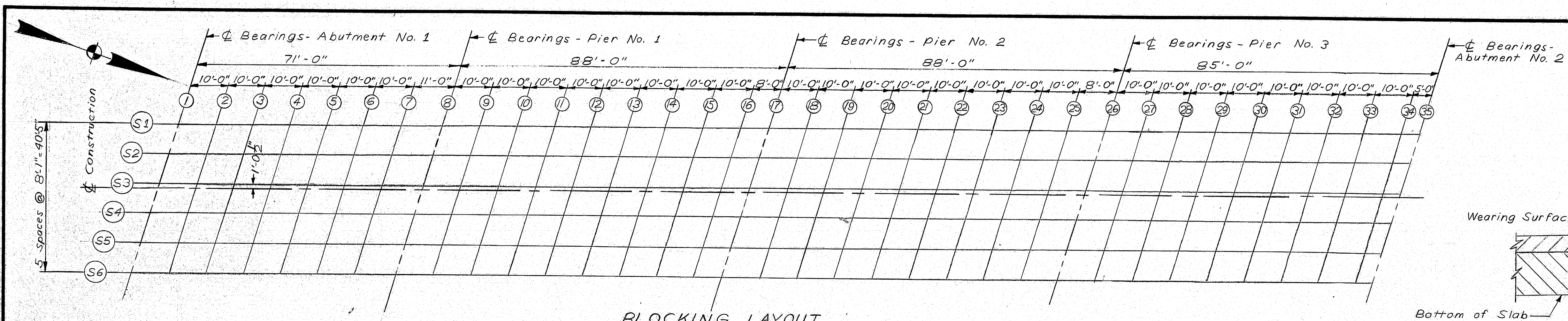
As Built 1979 EMB 5-1-80

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

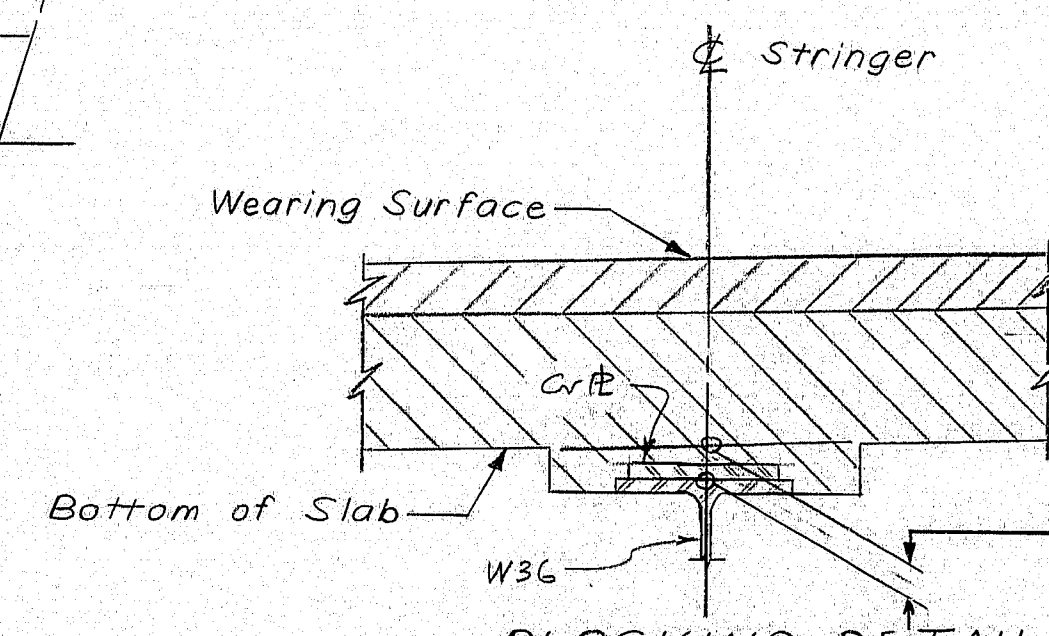
INTERSTATE 95 NB
OVER
FISH STREAM & STATE AID NO. 1
IN THE TOWN OF
ISLAND FALLS
AROOSTOOK COUNTY
STRUCTURAL STEEL, FRAMING PLAN

SHEET 16 OF 51 AUGUSTA, MAINE SEPT 1978

165-196



BLOCKING LAYOUT

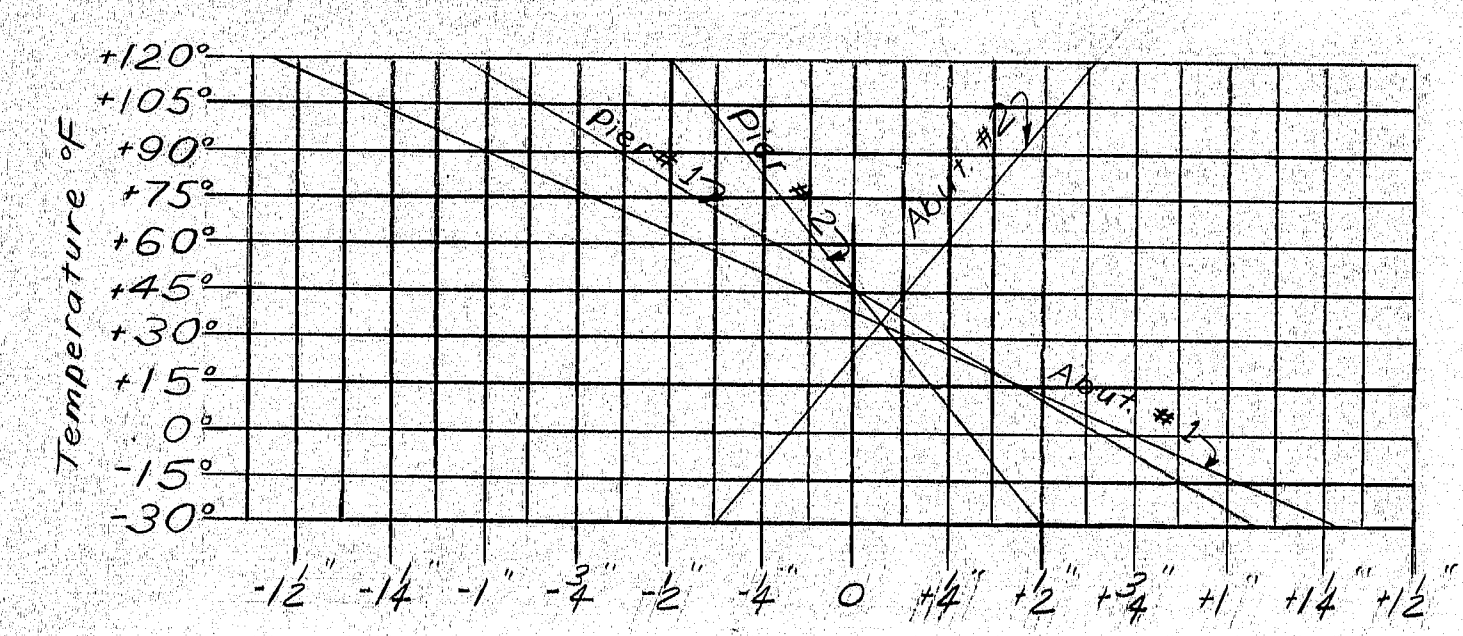


BLOCKING DETAIL

"E" Blocking (Theoretical)
Not to be used in setting forms.

BOTTOM OF SLAB ELEVATIONS																																					
Span Points	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35		
	Abt #1	+10'	+20'	+30'	+40'	+50'	+60'	Pier #1	+10'	+20'	+30'	+40'	+50'	+60'	+70'	+80'	Pier #2	+10'	+20'	+30'	+40'	+50'	+60'	+70'	+80'	Pier #3	+10'	+20'	+30'	+40'	+50'	+60'	+70'	+80'	Abt #2		
Stringers	S1	481.63	481.52	481.40	481.25	481.09	480.90	480.72	480.53	480.39	480.27	480.15	480.02	479.86	479.69	479.50	479.31	479.17	479.02	478.89	478.75	478.61	478.45	478.28	478.10	477.93	477.81	477.68	477.57	477.46	477.34	477.19	477.02	476.82	476.60	476.49	
	S2	481.84	481.73	481.61	481.46	481.29	481.11	480.93	480.74	480.60	480.48	480.36	480.22	480.07	479.89	479.70	479.51	479.38	479.23	479.09	478.96	478.82	478.66	478.48	478.30	478.13	478.01	477.89	477.78	477.67	477.54	477.40	477.22	477.03	476.81	476.69	
	S3	482.05	481.94	481.81	481.67	481.50	481.32	481.13	480.95	480.81	480.69	480.57	480.43	480.28	480.16	479.91	479.72	479.58	479.43	479.30	479.17	479.02	478.86	478.69	478.51	478.34	478.22	478.09	477.98	477.87	477.75	477.60	477.43	477.23	477.02	476.90	
	S4	481.96	481.85	481.73	481.58	481.41	481.23	481.05	480.86	480.72	480.60	480.48	480.34	480.19	480.01	479.82	479.63	479.50	479.35	479.21	479.08	478.94	478.78	478.60	478.42	478.25	478.13	478.01	477.90	477.79	477.66	477.52	477.34	477.15	476.93	476.81	
	S5	481.83	481.72	481.60	481.45	481.28	481.10	480.91	480.73	480.59	480.47	480.35	480.21	480.06	479.88	479.69	479.50	479.37	479.22	479.08	478.95	478.81	478.65	478.47	478.29	478.12	478.00	477.88	477.77	477.66	477.53	477.39	477.21	477.02	476.80	476.68	
	S6	481.70	481.59	481.47	481.32	481.15	480.97	480.78	480.60	480.46	480.34	480.22	480.08	479.93	479.75	479.56	479.37	479.24	479.09	478.95	478.82	478.68	478.52	478.34	478.16	477.99	477.87	477.75	477.64	477.53	477.40	477.26	477.08	476.89	476.67	476.55	
DEAD LOAD DEFLECTIONS IN FEET																																					
Superimp.	0.000	0.009	0.015	0.017	0.015	0.010	0.003	0.000	0.005	0.013	0.021	0.025	0.024	0.020	0.012	0.003	0.000	0.002	0.009	0.014	0.017	0.016	0.012	0.006	0.001	0.000	0.006	0.016	0.025	0.031	0.032	0.028	0.020	0.007	0.000		
Steel	0.000	0.005	0.009	0.009	0.007	0.004	0.000	0.000	-0.001	0.001	0.005	0.007	0.007	0.005	0.002	0.000	0.000	-0.001	0.000	0.002	0.003	0.002	0.001	-0.001	-0.003	0.000	0.006	0.015	0.023	0.028	0.029	0.026	0.018	0.007	0.000		
Fluid	0.000	0.036	0.061	0.068	0.058	0.035	0.011	0.000	0.011	0.037	0.064	0.079	0.079	0.063	0.036	0.011	0.000	0.003	0.019	0.035	0.043	0.038	0.023	0.006	-0.003	0.000	0.023	0.059	0.095	0.120	0.128	0.114	0.080	0.029	0.000		

BLOCKING THICKNESS	
Location	"E" in inches
Abutment No. 1	2
Pier No. 1	2
Pier No. 2	2
Pier No. 3	2 1/2
Abutment No. 2	2 1/2

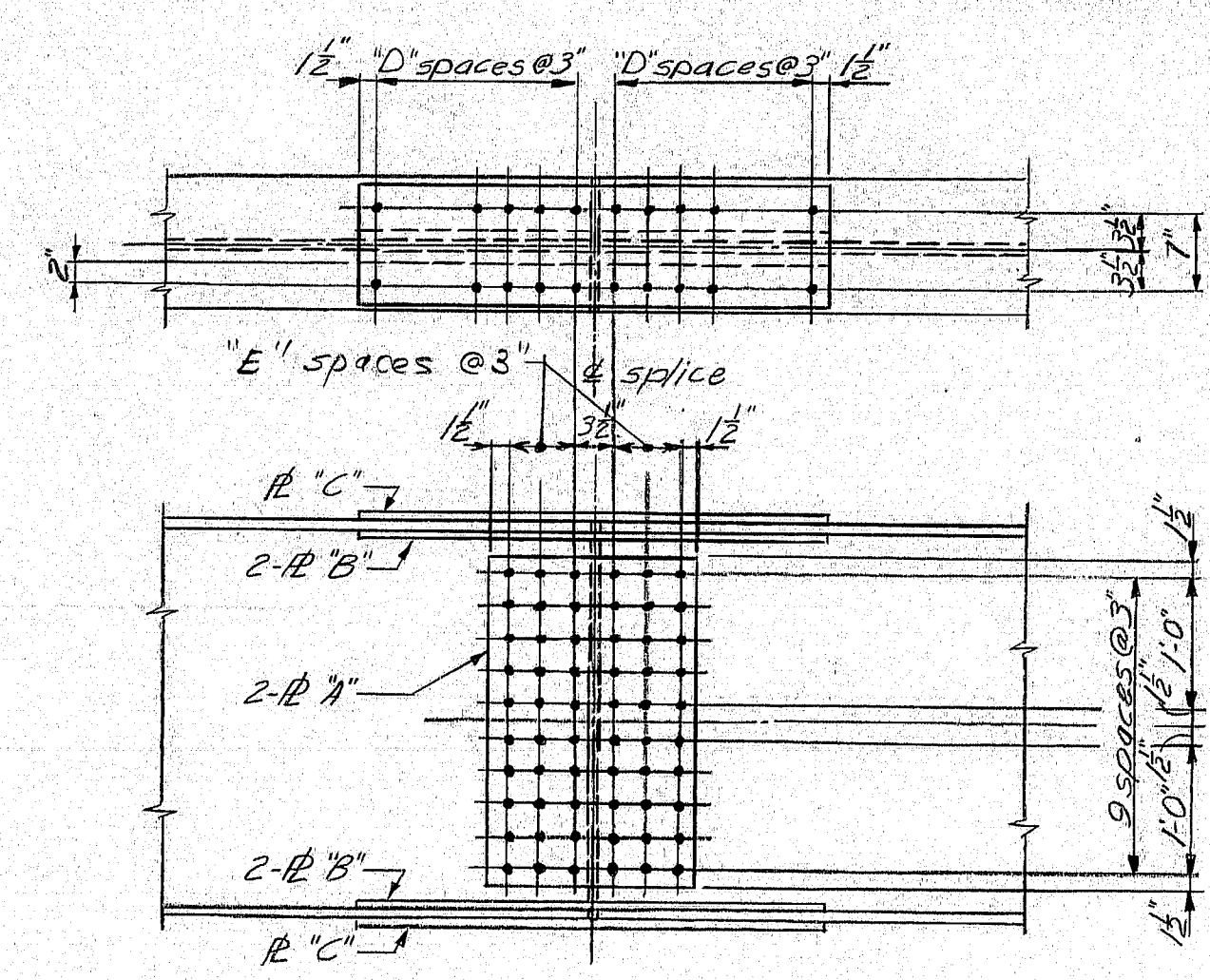


ROCKER BEARING SETTING GRAPH

This graph of bearing settings compensates for longitudinal movement due to temperature change and dead load deflection. See Rocker Bearing Setting Diagram below. For use before slab placement.

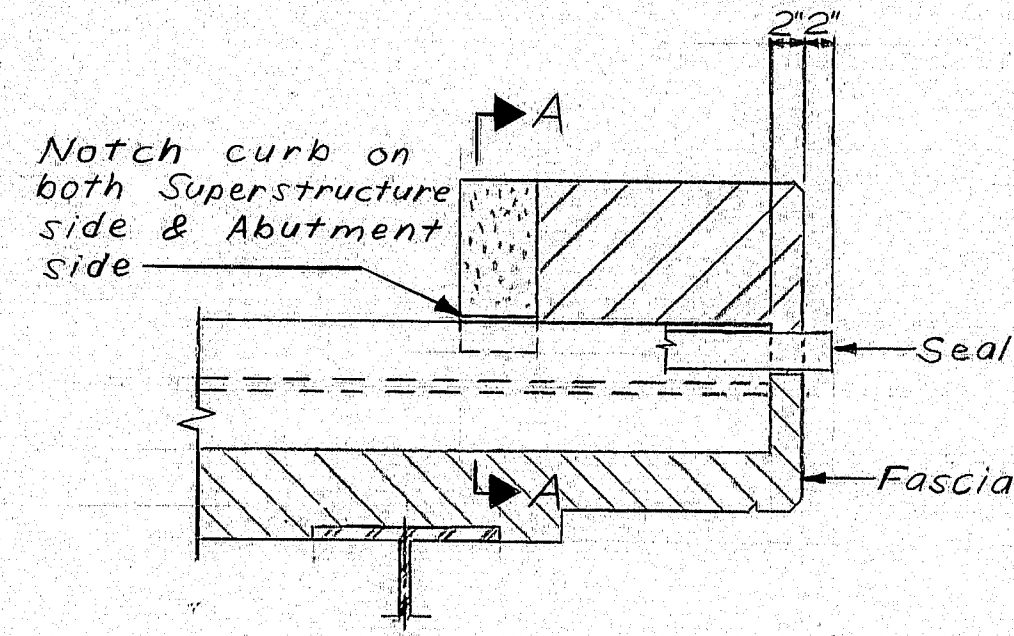
NOTE:

Rocker setting data as shown shall be used as a guide only. No extra payment will be made for resettings of the rocker bearings, subsequent to the original settings, made by the contractor as required by the Engineer to make the rocker settings conform with paragraph four (4) of Subsection 504.58.

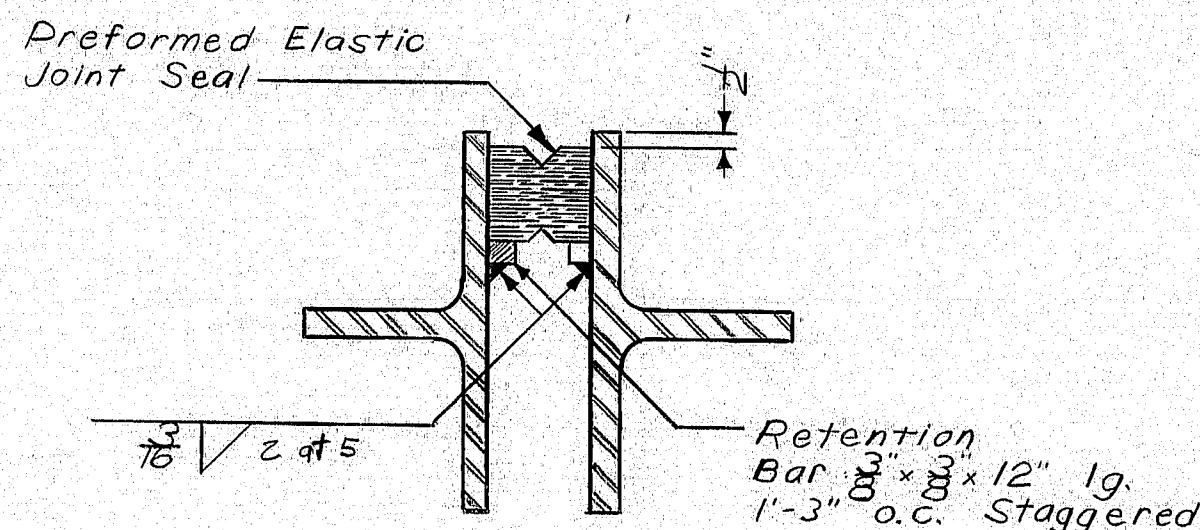


SPLICE DETAILS

SPLICE PLATES (See Notes 5 & 6 this sheet)					
SPLICE	Plate "A"	Plate "B"	Plate "C"	"D"	"E"
#1, #2, #3	1/2" x 18 1/2" x 2'-6"	5/8" x 4" x 3'-0 1/2"	3/4" x 11" x 3'-0 1/2"	5	2
#4	3/4" x 24 1/2" x 2'-6"	1 1/8" x 4" x 4'-0 1/2"	1/2" x 11" x 4'-0 1/2"	7	3



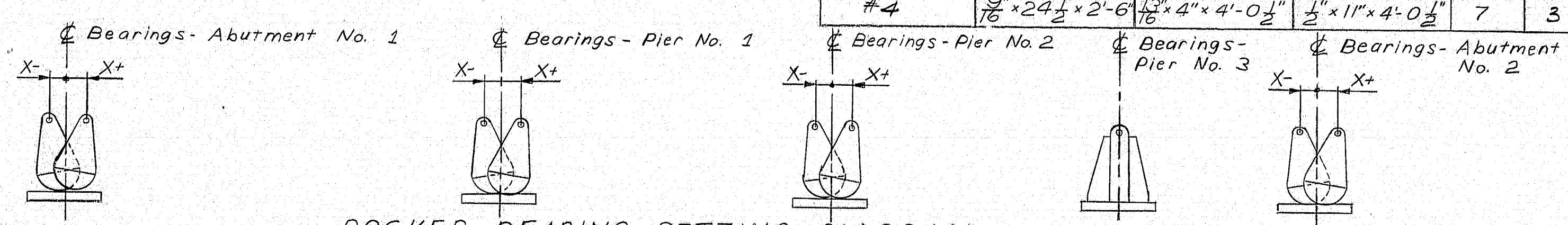
ARMORED JOINT DETAIL AT CURB



PREFORMED ELASTIC JOINT SEAL DETAILS

NOTES

- The seal furnished shall be as follows:
LOCATION: ABUT. #2, MOVEMENT RATING: 1"
- Set joint opening according to the opening as shown on approved shop detail drawings of "Armored Joint."
- The seal characteristics shall be submitted to the Engineer for approval, prior to the fabrication of the armored joint.
- Run preformed elastic joint seal 2 inches beyond fascias.
- Splice connections to be made with 5/8" high tensile strength bolts. Holes to be 1/8" dia.
- Provide filler plates as required to make up the splices. See General Note 3 on sheet 16.



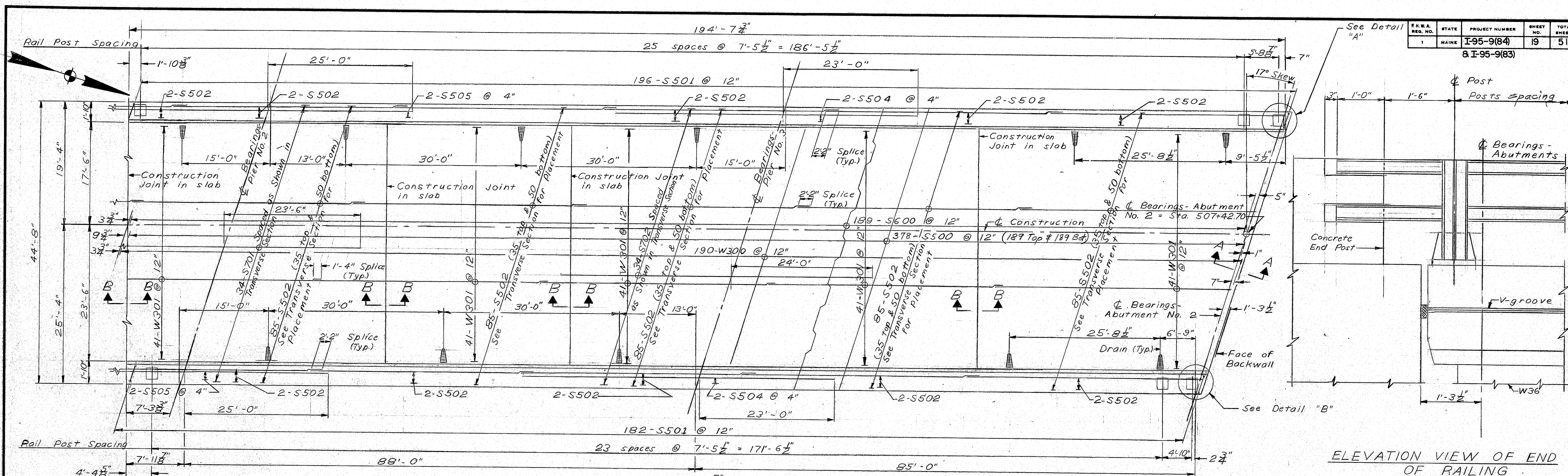
ROCKER BEARING SETTING DIAGRAM

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

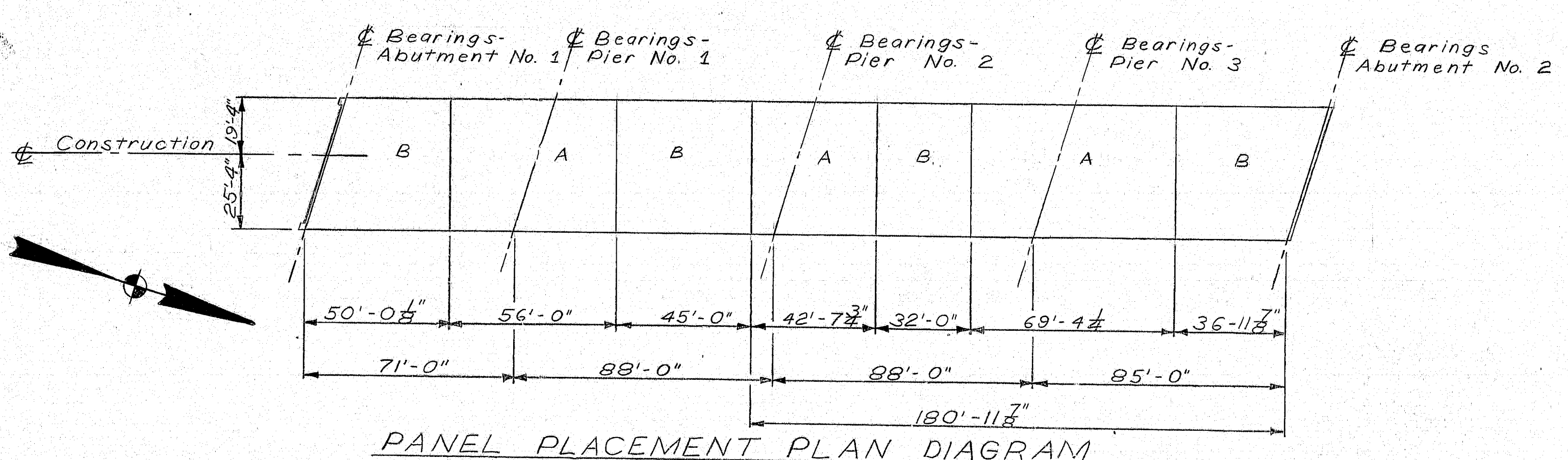
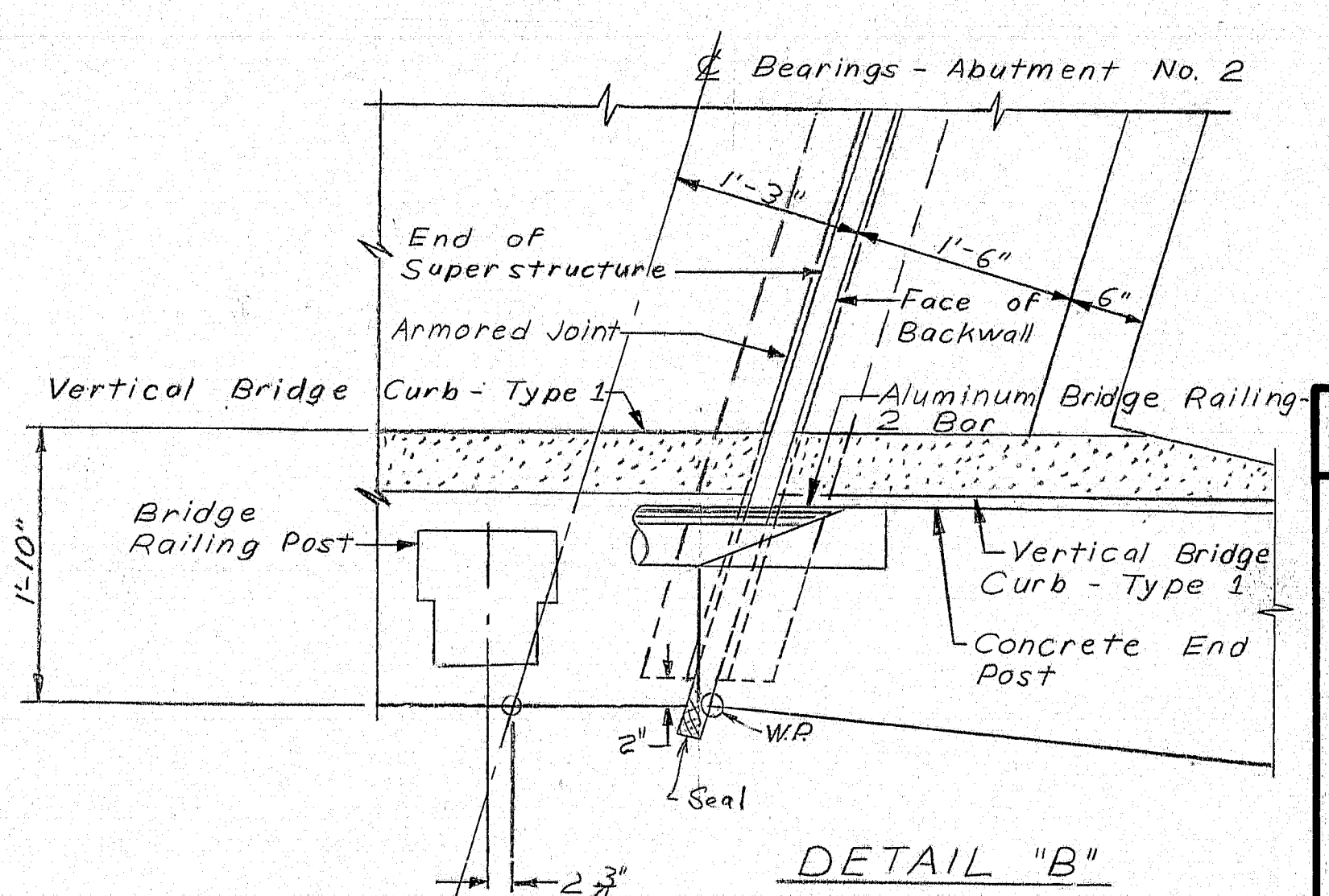
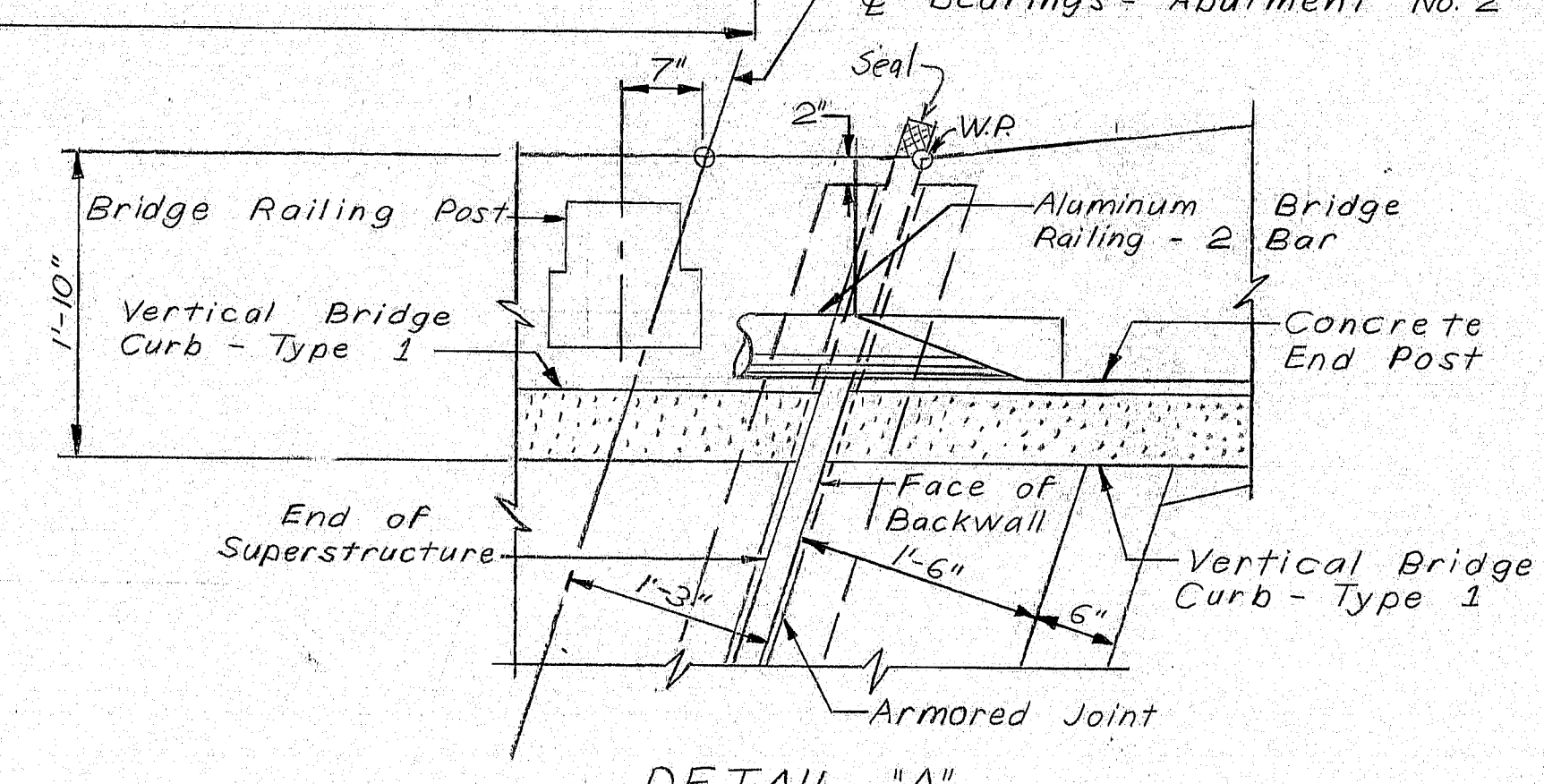
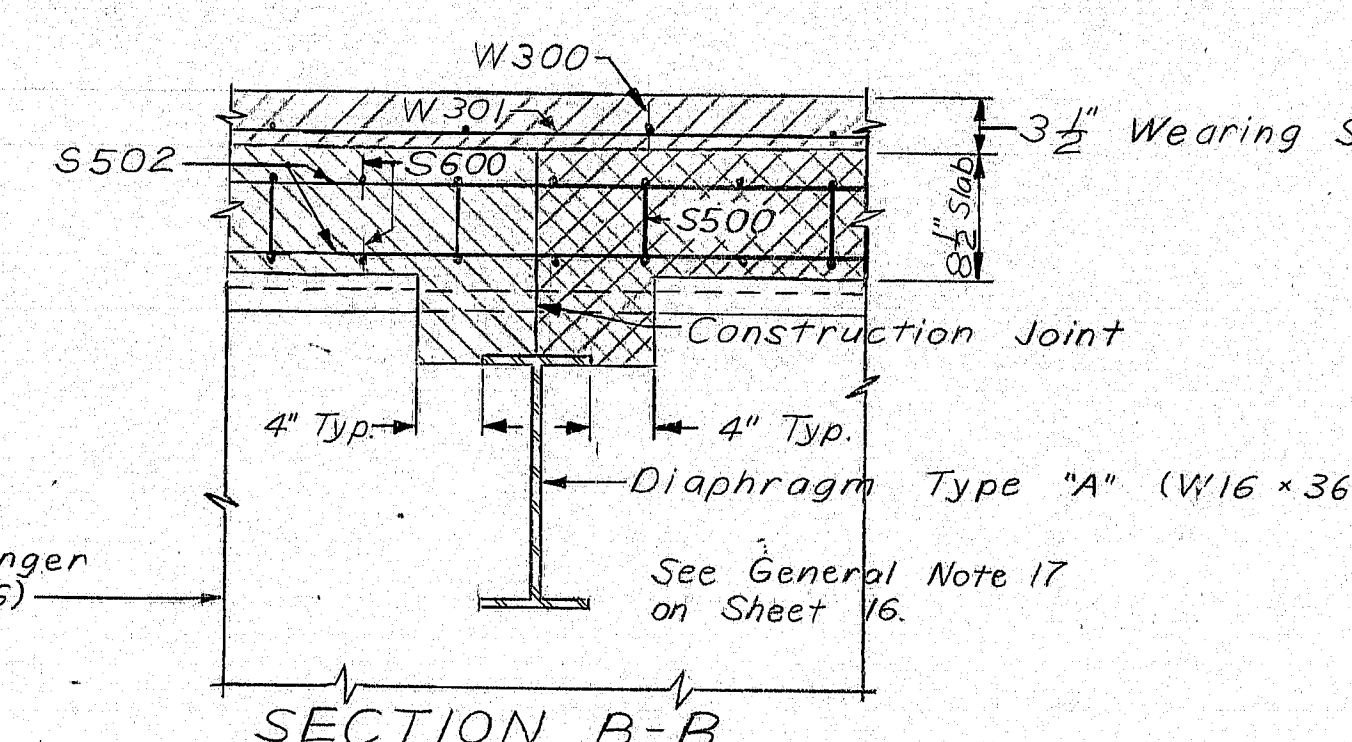
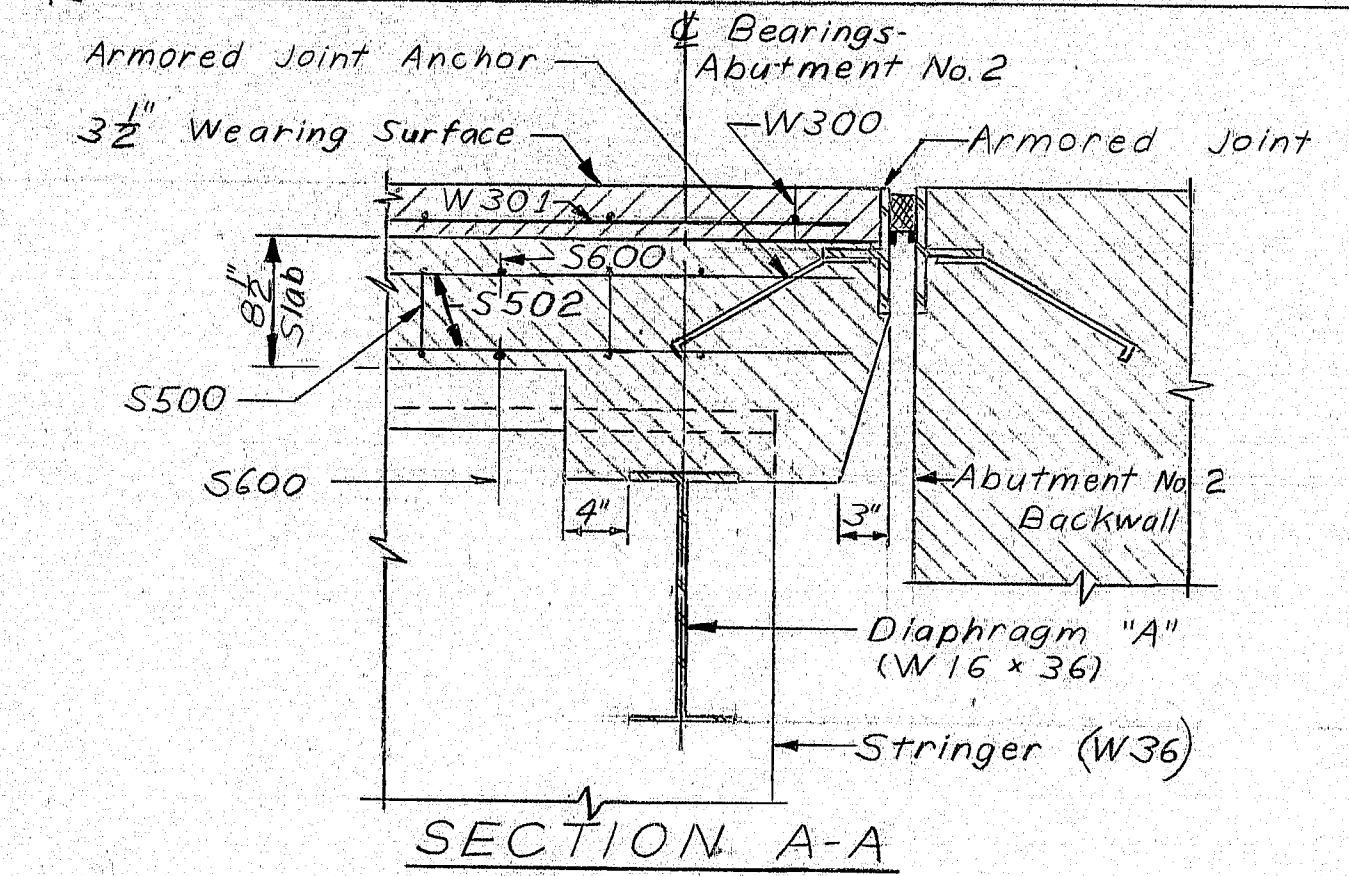
INTERSTATE 95 NB
OVER
FISH STREAM & STATE AID NO. 1
IN THE TOWN OF
ISLAND FALLS
AROOSTOOK COUNTY
STRUCTURAL STEEL DETAILS & BLOCKING
SHEET 17 OF 51 AUGUSTA, MAINE SEPT. 1978

165-197

F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(84)	19	51
8 I-95-9(83)				



SUPERSTRUCTURE PLAN



NOTE
Work this sheet with sheet 18.
As B.O.H. 1979 Zm3 5-1-80

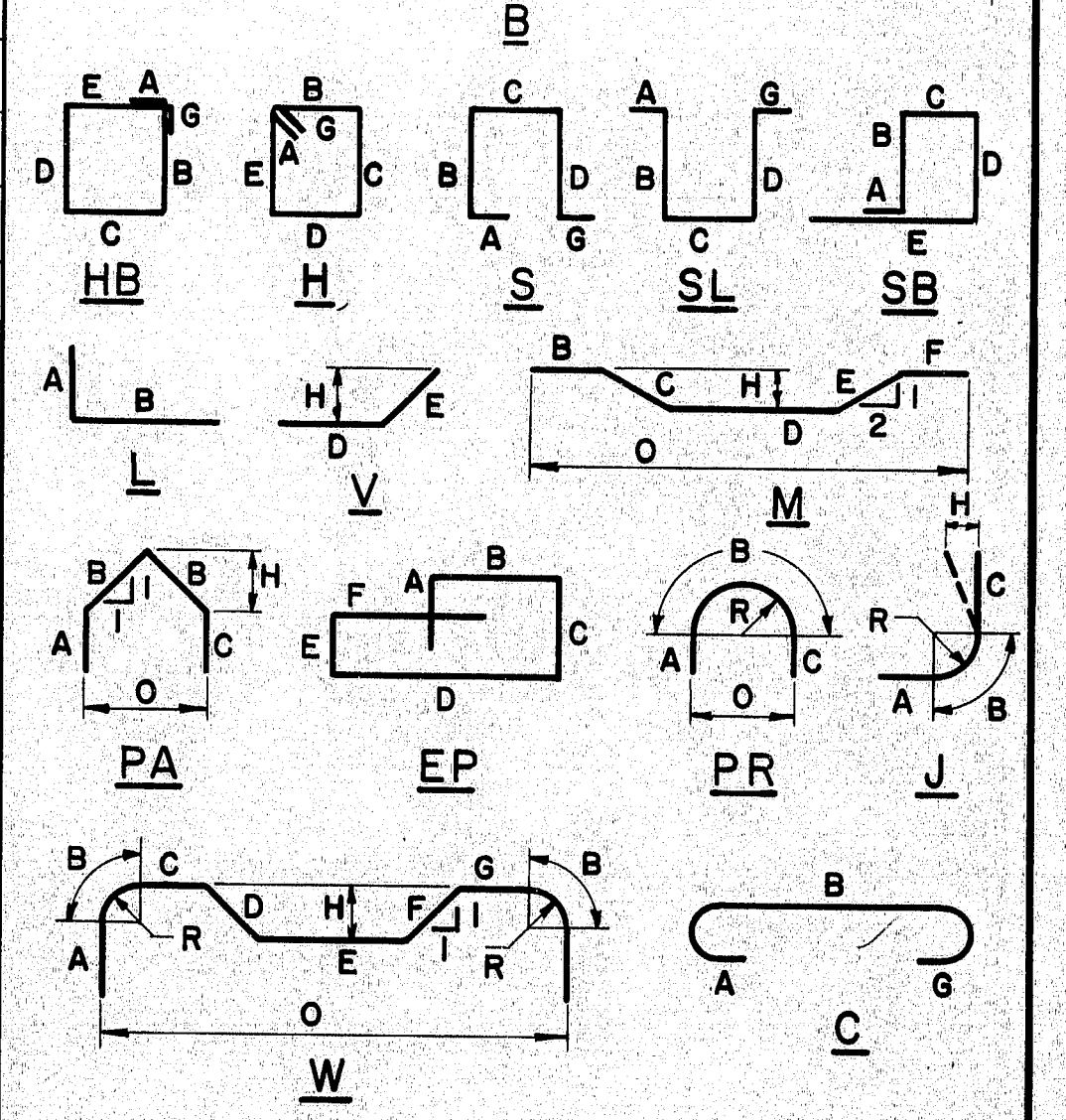
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95 NB
OVER
FISH STREAM & STATE AID NO. 1
IN THE TOWN OF
ISLAND FALLS
AROOSTOOK COUNTY
SUPERSTRUCTURE
SHEET 19 OF 51 AUGUSTA, MAINE SEPT 1978

165-199

REINFORCING STEEL SCHEDULE																											
STRAIGHT BARS													BENT BARS														
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
<u>ABUTMENT NO. 1</u>				<u>ABUTMENT NO. 2</u>				<u>END POSTS</u>				<u>ABUTMENT NO. 1</u>															
A500	3	24'-0"	Brstwl - Lt. - Hor.	B500	3	24'-0"	Brstwl - Lt. - Hor.	EP600	64	5'-11"	End Posts - Vert.	A400	12	6'-2"	S	0	2'-0"	2'-2"	2'-0"				0				Bearing Pads
A501	3	22'-3"	" - Rt. - "	B501	3	22'-3"	" - Rt. - "					A401	12	6'-8"	S	0	2'-0"	2'-8"	2'-0"				0				" "
A502	1	22'-10"	Br. Seat - Lt. - Hor.	B502	1	22'-10"	Br. Seat - Lt. - Hor.	<u>APPROACH SLABS</u>																			
A503	1	23'-4"	" - Lt. - "	B503	1	23'-4"	" - Lt. - "	AP400	32	4'-3"	Approach Slabs	A522	1	11'-10"	A				7'-9"	4'-1"				4'-0"			Lt. Wing - Hor.
A504	1	22'-10"	" - Rt. - "	B504	1	22'-10"	" - Rt. - "	AP600	160	15'-0"	Approach Slabs	A525	1	11'-5"	V				7'-4"	4'-1"				3'-9"			Rt. Wing - Hor.
A505	1	22'-7"	" - Rt. - "	B505	1	22'-7"	" - Rt. - "					A527	32	7'-10"	L	3'-8" Vert.	4'-2" Hor.										Brstwl - Vert.
A506	1	21'-10"	Bkwl - Lt. - Hor.	B506	1	21'-10"	Bkwl - Lt. - Hor.	<u>SUPERSTRUCTURE</u>				A528	10	10'-4"	L	9'-2"	1'-2"									Both Wings - Vert.	
A507	1	21'-5"	" " "	B507	1	21'-5"	" " "	S500	664	46'-4"	Superstructure	A531	2	7'-2"	S	0	3'-1"	1'-0"	3'-1"				0				" " "
A508	3	23'-10"	" " "	B508	3	23'-10"	" " "	S502	717	40'-10"	Curb - Long. & Superst.	A534	29	5'-3"	S	0	2'-2"	11"	2'-2"				0				Top Bkwl - Vert.
A509	3	22'-4"	" - Rt. - "	B509	3	22'-4"	" - Rt. - "	S503	77	36'-5"	Superstruct. - Long.																
A510	1	20'-5"	" " "	B510	1	20'-5"	" " "	S504	4	53'-0"	Curb - Long.	<u>ABUTMENT NO. 2</u>															
A511	1	20'-8"	" " "	B511	1	20'-8"	" " "	S505	4	45'-0"	" "	B522	1	11'-10"	A				7'-9"	4'-1"				4'-6"			Rt. Wing - Hor.
A512	2	7'-4"	Rt. Wing - Hor.	B512	2	7'-4"	Lt. Wing - Hor.	S506	4	50'-0"	" "	B525	1	11'-5"	V				7'-4"	4'-1"				3'-9"			Lt. Wing - Hor.
A513	4	8'-5"	Rt. Wing - Hor.	B513	4	8'-5"	" " "	S507	12	31'-1"	Superstructure in Curb & Curb	B527	32	8'-1"	L	5'-4" Vert.	4'-2" Hor.										Brstwl - Vert.
A514	3	8'-8"	Rt. Wing - Hor.	B514	3	8'-8"	" " "					B528	10	10'-0"	L	8'-10"	1'-6"										Both Wings - Vert.
A515	3	22'-4"	Brstwl - Lt. - Hor.	B515	3	22'-4"	Brstwl - Lt. - Hor.	S700	34	48'-0"	Long.	B531	2	7'-2"	S	0	3'-1"	1'-0"	3'-1"				0				" " "
A516	3	23'-1"	" - Rt. - "	B516	3	23'-1"	" - Rt. - "	S701	34	45'-6"	Long.	B534	29	5'-3"	S	0	2'-2"	11"	2'-2"				0				Top Bkwl - Vert.
A517	3	23'-5"	Bkwl - Lt. - Hor.	B517	3	23'-5"	Bkwl - Lt. - Hor.	S702	34	53'-0"	Long.																
A518	3	22'-7"	" - Rt. - "	B518	3	22'-7"	" - Rt. - "					<u>SUPERSTRUCTURE</u>															
A519	6	10'-3"	Lt. Wing - Hor.	B519	6	10'-3"	Rt. Wing - Hor.	<u>WEARING SURFACE</u>				S501	668	5'-0"	S	6	1'-6"	1'-0"	1'-6"				6				Curb - Vert.
A520	3	8'-1"	" " "	B520	3	8'-1"	" " "	W300																			

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(84)	20	51

A diagram showing a stepped profile with points B, C, D1, E1, C, D2, C, E2 etc., C, D3 etc., and F. A horizontal line with arrows at both ends is labeled 'O' below it.



All dimensions are out to out of reinf. bar

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

Reinforcing Bar: ASTM A 615 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.
3. Abbreviations:
Brstwl = Breastwall
Bkwl = Back wall
Hor. = Horizontal
Vert. = Vertical
Lt. = Left
Rt. = Right
Dwls. = Dowels
Br. = Bridge
Ftg = Footings

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

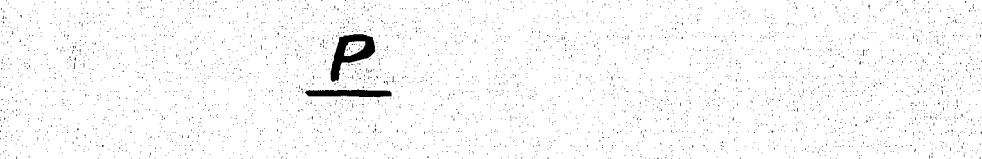
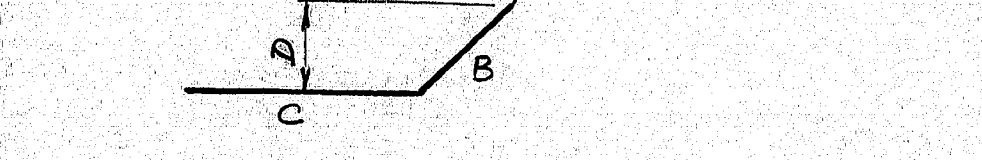
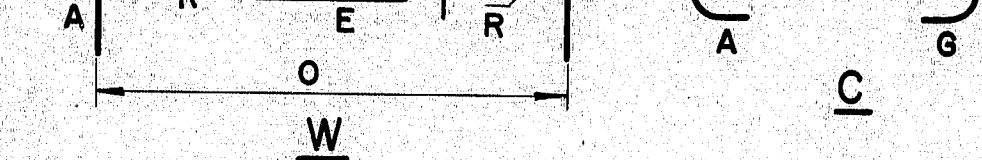
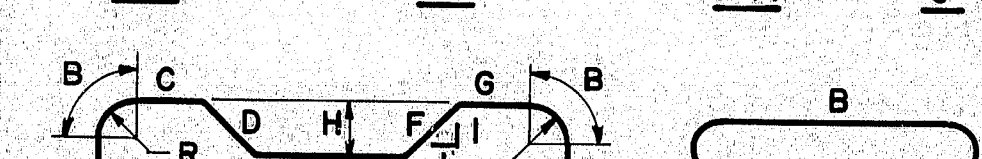
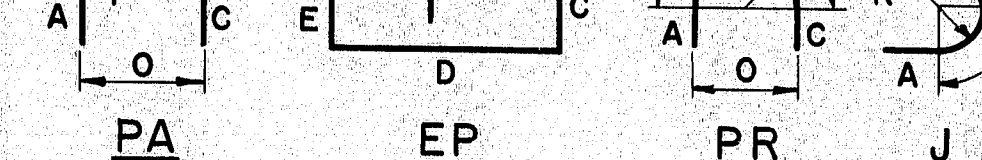
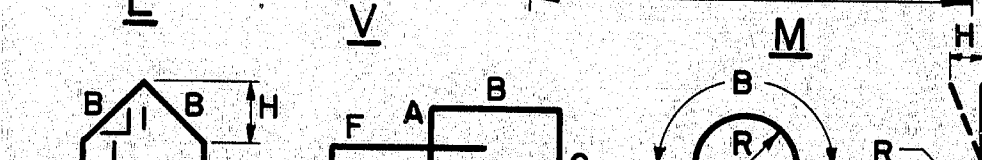
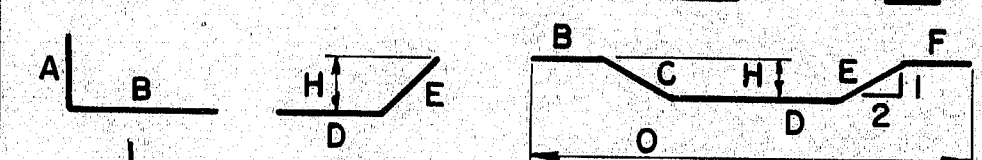
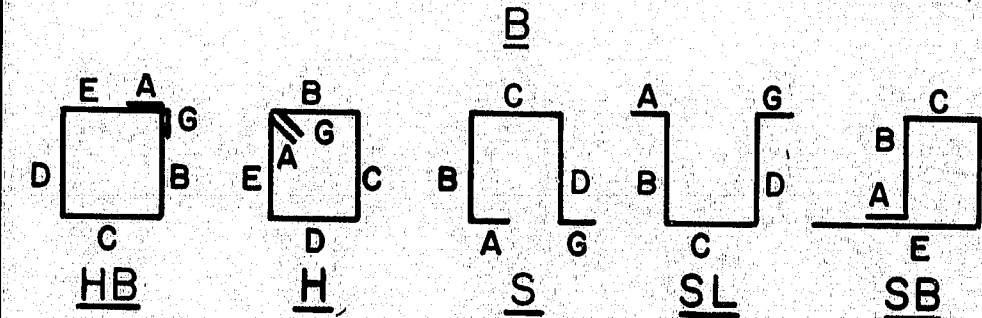
INTERSTATE 95 NB
OVER
FISH STREAM & STATE AID NO.1
IN THE TOWN OF
ISLAND FALLS
AROOSTOOK COUNTY
REINFORCING STEEL SCHEDULE
HEET 20 OF 51 AUGUSTA, MAINE SEPT 1978

165-200

REINFORCING STEEL SCHEDULE																										
STRAIGHT BARS				STRAIGHT BARS				BENT BARS																		
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
<u>PIER NO. 1</u>				<u>PIER NO. 2</u>																						
P516	29	15'-1	Shaft - Horiz.	P516	17	15'-1	Shaft - Horiz.	QUANTITY			<u>PIERS NO. 1, NO. 2, & NO. 3</u>															
P517	29	21'-9	do	P517	17	21'-9	do	PIER #1	PIER #2	PIER #3	P400	141	10'-9	H	4 1/2	2'-6	2'-6	2'-6	2'-6		4 1/2					Stirrups in Column
								45	39	57	P401	141	7'-8	H	4 1/2	11 1/2"	2'-6	11 1/2"	2'-6		4 1/2					do
P600	6	45'-11	Cap	P600	6	45'-11	Cap	45	39	57	P402	141	7'-8	H	4 1/2	11 1/2"	2'-6	11 1/2"	2'-6		4 1/2					do
P602	34	16'-9	Shaft - Vertical	P615	40	9'-7	Shaft - Vertical																			
P603	4	16'-9		P616	4	9'-7					P500	120	14'-2	H	5 1/2	2'-5 1/4	4'-2	2'-5 1/4	4'-2			5 1/2				Stirrups in Cap
P604	4	16'-10		P617	4	9'-8					P501	12	11'-5				2'-9 1/2		2'-9 1/2							Stirrups in Canti.
P605	4	16'-10		P618	4	9'-9					P502	12	11'-9				2'-11 3/4		2'-11 3/4							
P606	4	16'-11		P619	4	9'-9					P503	12	12'-2				3'-2		3'-2							
P607	4	16'-11		P620	4	9'-10					P504	12	12'-6				3'-4 1/4		3'-4 1/4							
P608	4	17'-0		P621	2	9'-10					P505	12	12'-11				3'-6 1/2		3'-6 1/2							
P609	4	17'-0		P623	92	7'-6	Footings				P506	12	13'-3				3'-8 3/4		3'-8 3/4							
P610	4	17'-0		P627	16	35'-0	do				P507	12	13'-8				3'-11		3'-11							
P611	2	17'-0		P628	8	12'-7	do				P508	12	14'-0				4'-1 1/2		4'-1 1/2							
P614	68	6'-10	Footings Dowel	P629	8	13'-5	do																			
P624	20	40'-0	do	P631	62	4'-4	Footings Dowel				P518	4	8'-8	PA	2'-2	2'-1 3/4	2'-2						1'-6 1/4	3'-0 1/2		Nose of Shaft
P625	10	9'-8	do	P900	5	34'-3	Bottom of Cap				P519	4	9'-5		2'-5 1/2	2'-2 3/4	2'-5 1/2						1'-7	3'-2		
P626	10	10'-6	do	P902	36	8'-8	Column Shaft				P520	4	10'-8		2'-9	2'-3 3/4	2'-9						1'-7 1/2	3'-3		
P630	96	9'-6	Footings	P903	36	16'-10	Column Long.				P521	4	10'-11		3'-0 1/2	2'-4 3/4	3'-0 1/2						1'-8 1/4	3'-4 1/2		

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(84)	21	51

A diagram showing a stepped profile with points labeled B, C, D1, E1, H, D2, C, E2 etc., D3 etc., C, F. A horizontal line below the profile is labeled O.



All dimensions are out to out of reinf. bar

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

Reinforcing Bar: ASTM A 615 Grade 60

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.
3. Abbreviations :
Horiz. = Horizontal
Long. = Longitudinal
Canti = Cantilever
do = Ditto above

As Bu 14 1979 Em3 5-1-80

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 NB

OVER

FISH STREAM & STATE AID NO. 1

IN THE TOWN OF
ISLAND FALLS

AROOSTOOK COUNTY

REINFORCING STEEL SCHEDULE
ET 21 OF 51 - AUGUSTA, MAINE SEP

166-2

166-25

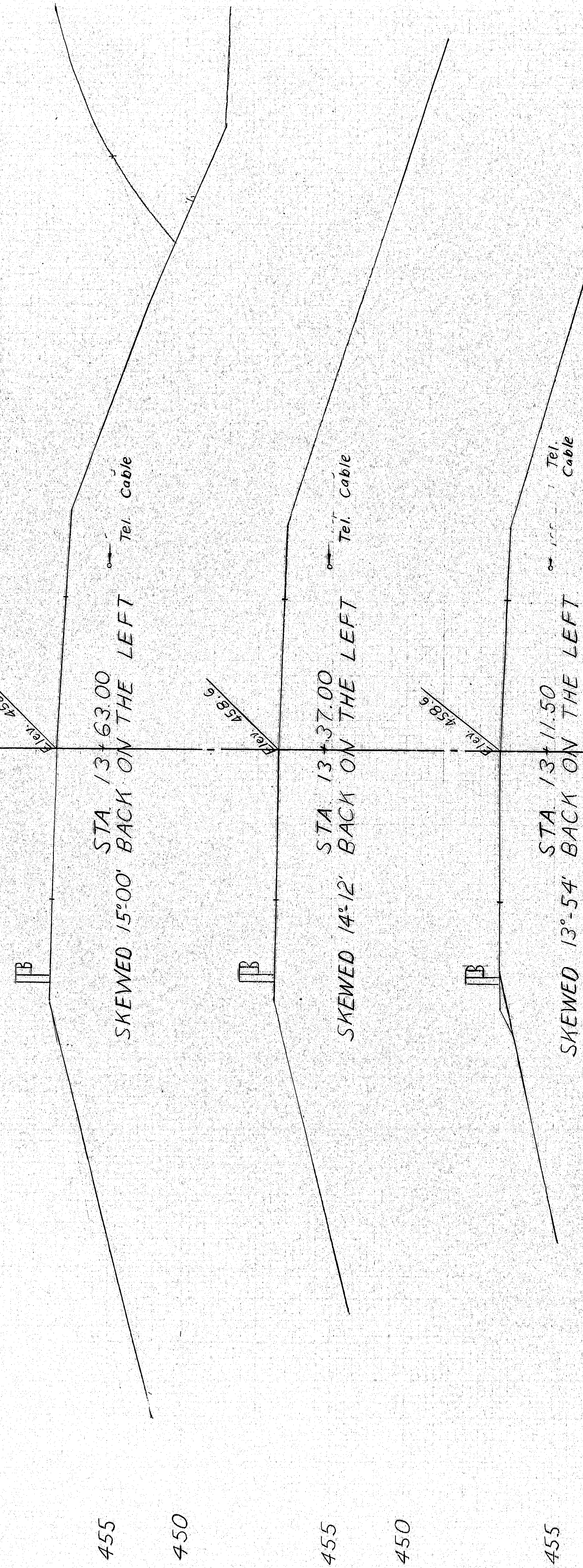
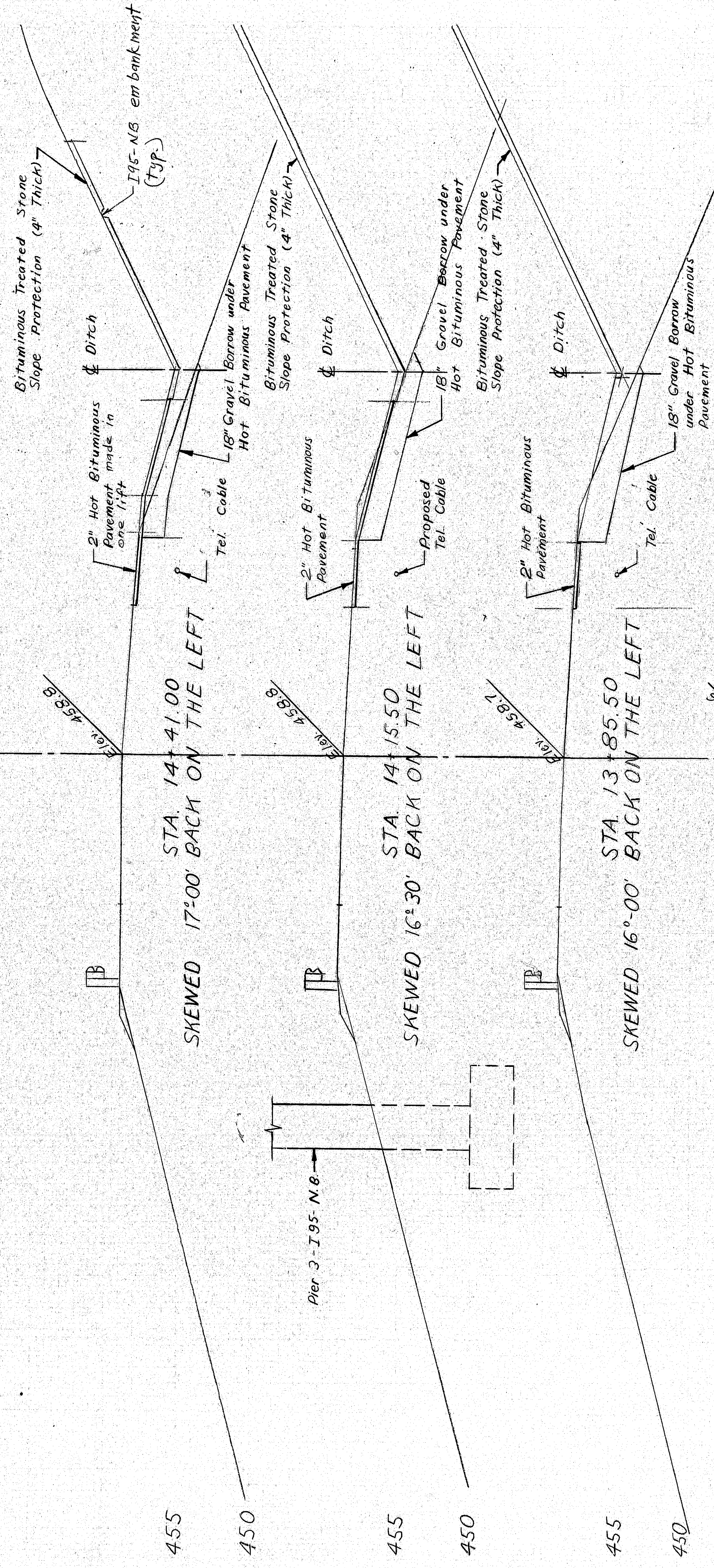
PLANS	DESIGN—DETAIL		CDH	BY	DATE
	CHECKED		CDH	CDH	6-78
	REVISIONS		JET		10-78
	FIELD CHANGES				

ORIGINAL	SURVEY	DATE
NO. 101-231	DATE 1-7-78	
NO. 101-231	DATE 1-7-78	

DATE	BY	DATE
NO. 101-231	DATE 1-7-78	
NO. 101-231	DATE 1-7-78	

Old Drawings 101-231 thru 234

55 50 45 40 35 30 25 20 15 10 5 50 45 40 35 30 25 20 15 10 5



NOTES

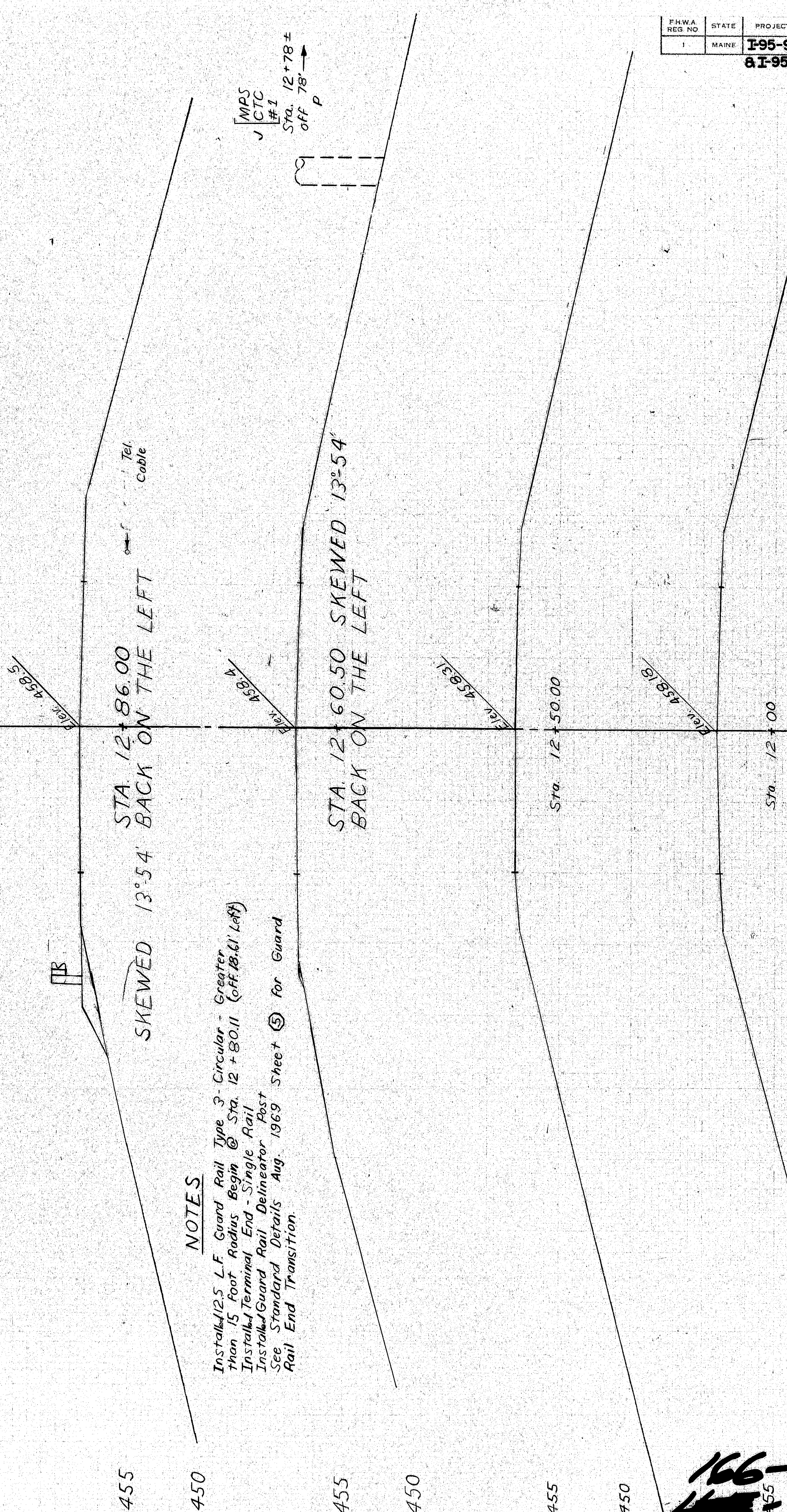
Install 1950 L.F. Guard Rail Type 3- Single Rail Begin @ Sta. 12+92 (OFF 14' Left)

NOTE

Excavate for and backfill 623 ft ± of underground Telephone Cable from CTC pole # 1 to CTC pole # 3. See General Plan Sheet for location

NOTES

Install 125 L.F. Guard Rail Type 3- Circular - Greater than 15 foot Radius Begin @ Sta. 12+80.11 (OFF 14' Left) Install Terminal End - Single Rail See Standard Details Aug. 1969 Sheet 5 for Guard Rail End Transition



166-2
STATE AID NO. 1

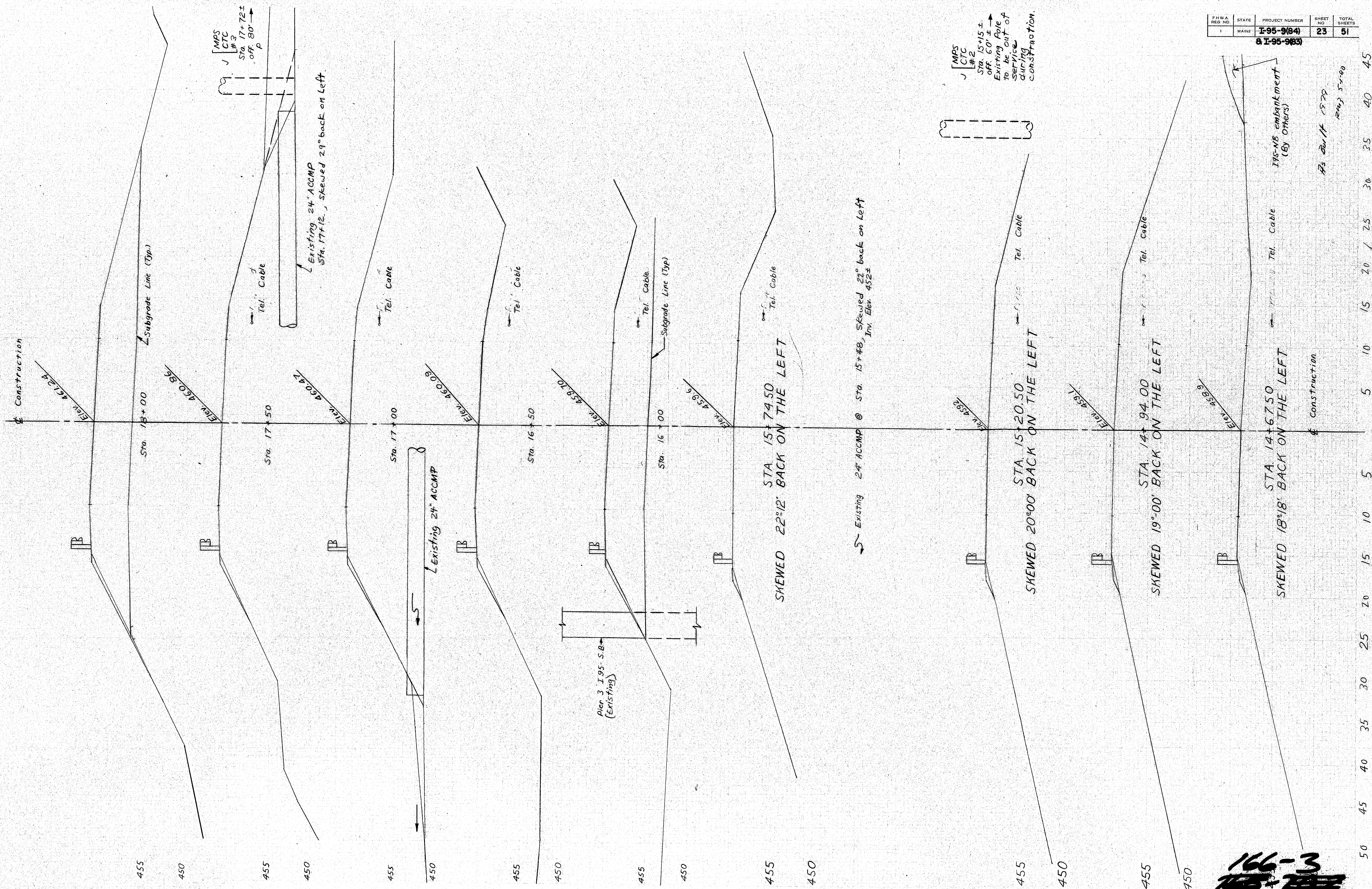
FED. ROAD DIST. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195-9(84)	22	51

81-95-9(83)

As B. 1/14 1993

50 45 40 35 30 25 20 15 10 5 50 45 40 35 30 25 20 15 10 5

FINAL	SURVEYED	BY	DATE
SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
	AREAS CHECKED		
(NO.)			

[illegible]

PHWA REG NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	I-95-9(84)	23	51

8 I-95-9(83)

450
STATE AID NO. 1

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
NO. _____	AREAS CHECKED		

05



NOTES

Installed 12.5 L.F. Guard Rail
 than 15 foot Radius. Begin
 Install at Terminal End. Single
 Install Guard Rail Delivered for
 See Standard Details. Avg.
 Guard Rail End Transition

Type 3 - Circular - Greater
 @ Sta. 21+42
 Rail
 Post
 1967 Sheet 5 for
 (11)

FHWA REG NO	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEET
1	MAINE	I-95-9(84)	24	51

8 I-95-9(83)

AS Bu H 1979

STATE AID NO. 1