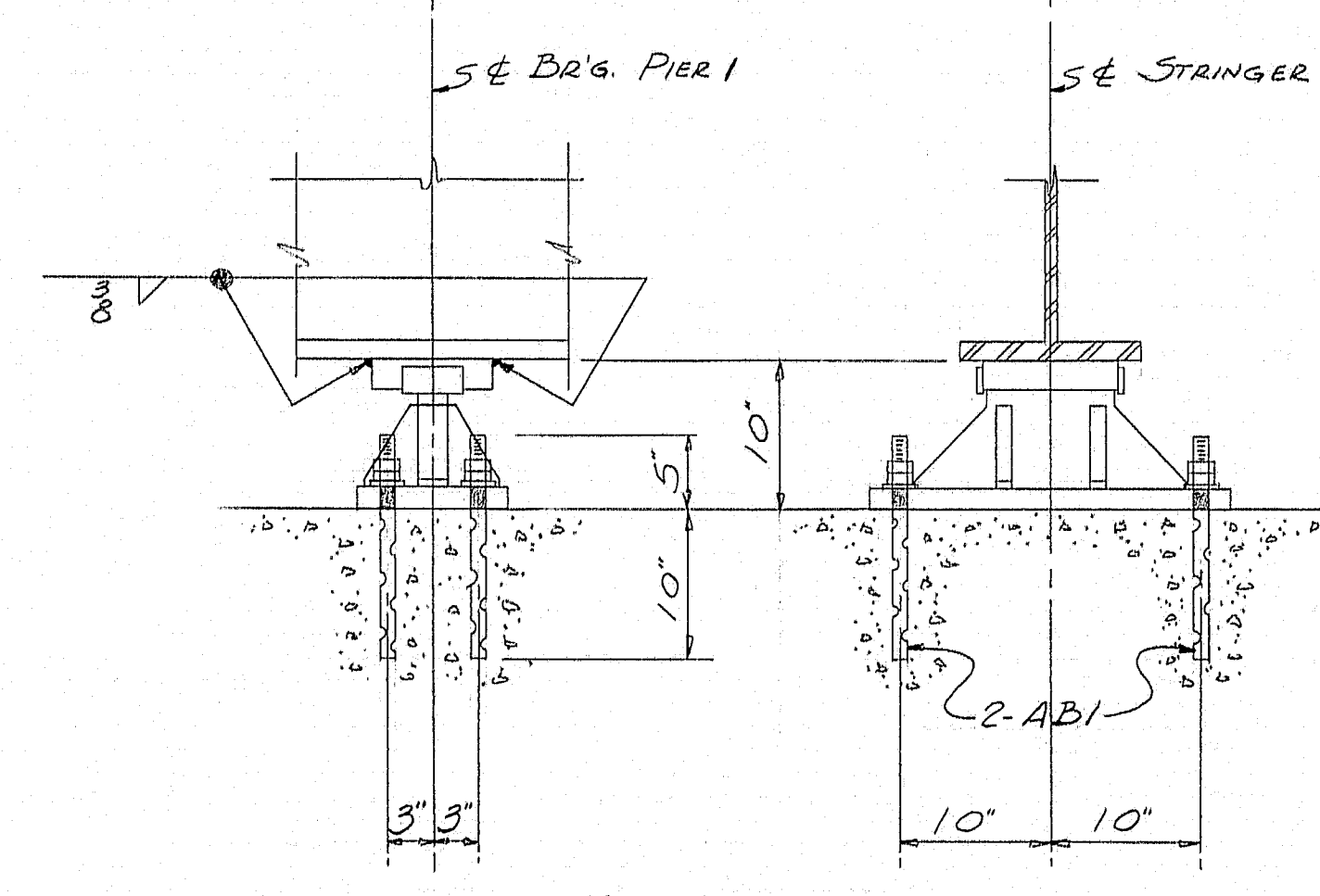
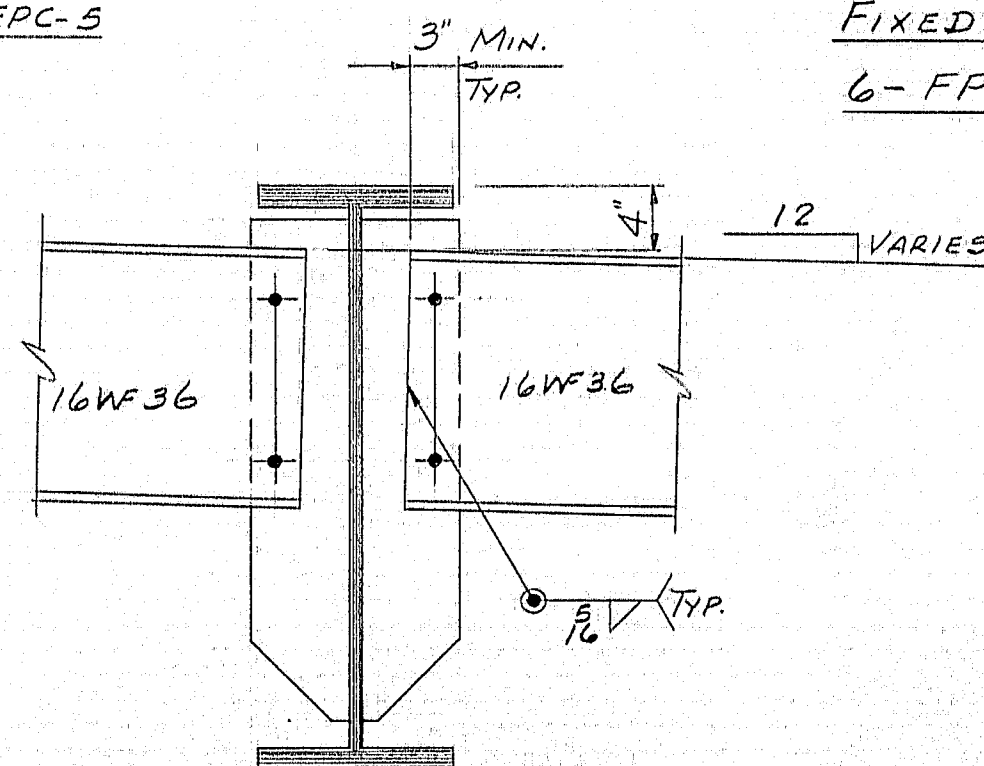


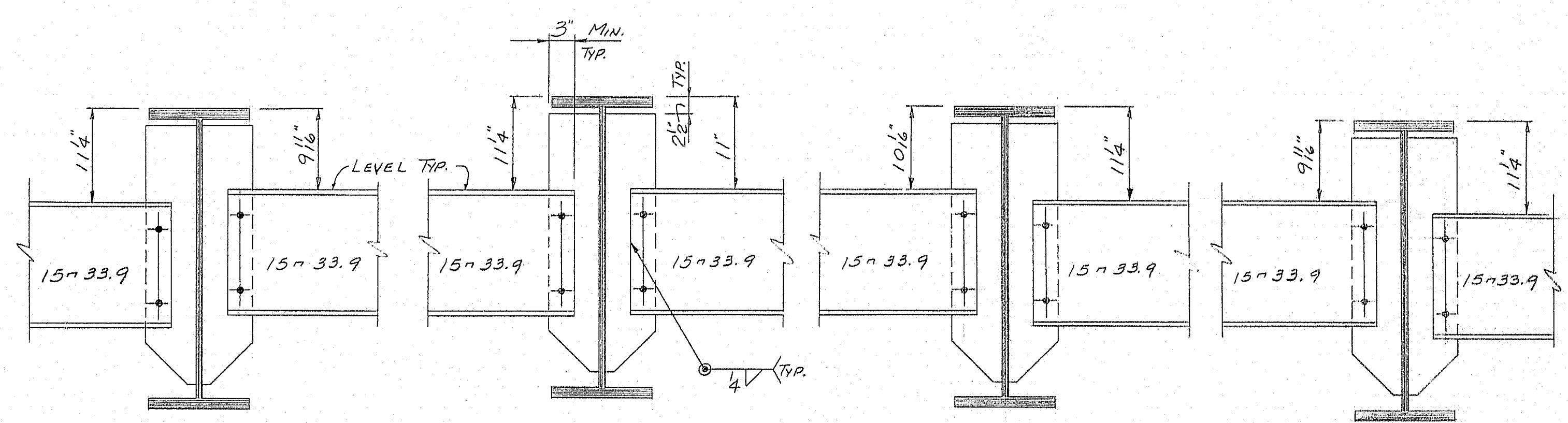
EXPANSION PEDESTAL
12-EPC-2 REQ'D.
6-EPC-5 REQ'D.



FIXED PEDESTAL
6-FPC-3 REQ'D.



DIAPHRAGM DETAILS



DIAPHRAGM DETAILS

NOTES

All structural steel shall conform to the latest revision of the specification A. S. T. M. designation A-36 unless otherwise noted.

Bolts for splices shall be A. S. T. M. A-325 7/8" heavy hexagon structural bolts with heavy semi-finished hexagon nuts & one hardened round washer.

Holes in stringers are for high strength bolts. They are to be free from burrs. There shall be no paint within three inches of such open holes.

Subpunch or drill 11/16" ream assembled (not with template) parts to be connected in the field to 15/16" or drill from solid. Watch mark all connecting parts before disassembling & supply the engineer with a diagram showing match marks. Set stringers to slope diagram as per dwg. B65-20-E2 before drilling & reaming.

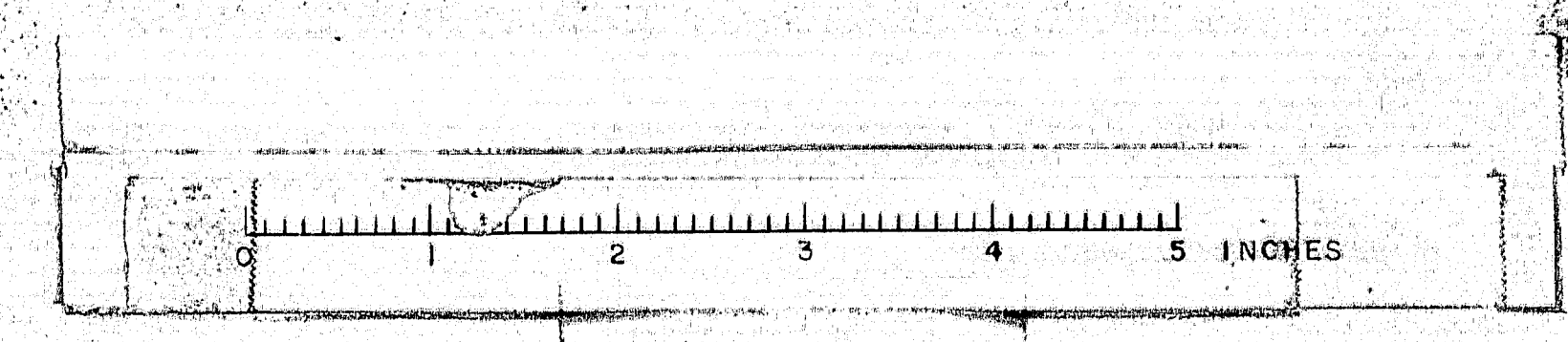
Fabricate & erect in accordance with M. S. W. C. standard specifications.

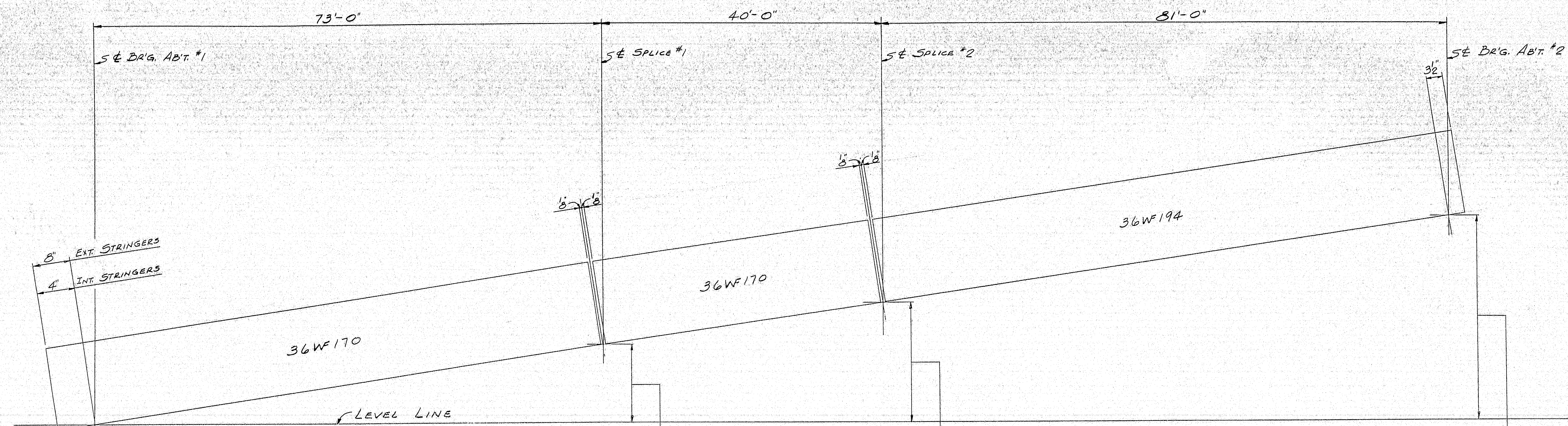
Field to install 5/8" round head carriage bolts in flange bracket holes with head on exterior side of stringer.

SAW-1 #
SHOP CONNECTIONS: LH-E7028 & LH-E6028
FIELD CONNECTIONS: 3/4" H.S. BOLT & WELD
HOLES: 1/8" &
PAINT: STATE OF MAINE SPEC'S.

APP'D. 4-5-65		PROJ. N° I-95-9(17)	
FRAMING PLAN - SOUTHBOUND			
PRINT ISSUE		<i>Bancroft & Martin Inc.</i> <i>Brewer, Maine</i>	
3	CUST.	4-16-65	INT. #95 OVER "B" STREAM HOULTON, MAINE.
2	SHOP	4-16-65	
2	F.A.	3-31-65	
2	F.A.	3-25-65	
DRAWN 3-16-65 R.A.M.		CUSTOMER CALLAHAN BROS., INC.	
REVISION		DESIGNER M.S.H.C., BRIDGE DIVISION	
REVISION			
REVISION		ORDER VERBAL	
		DWG. B65-20-E1	

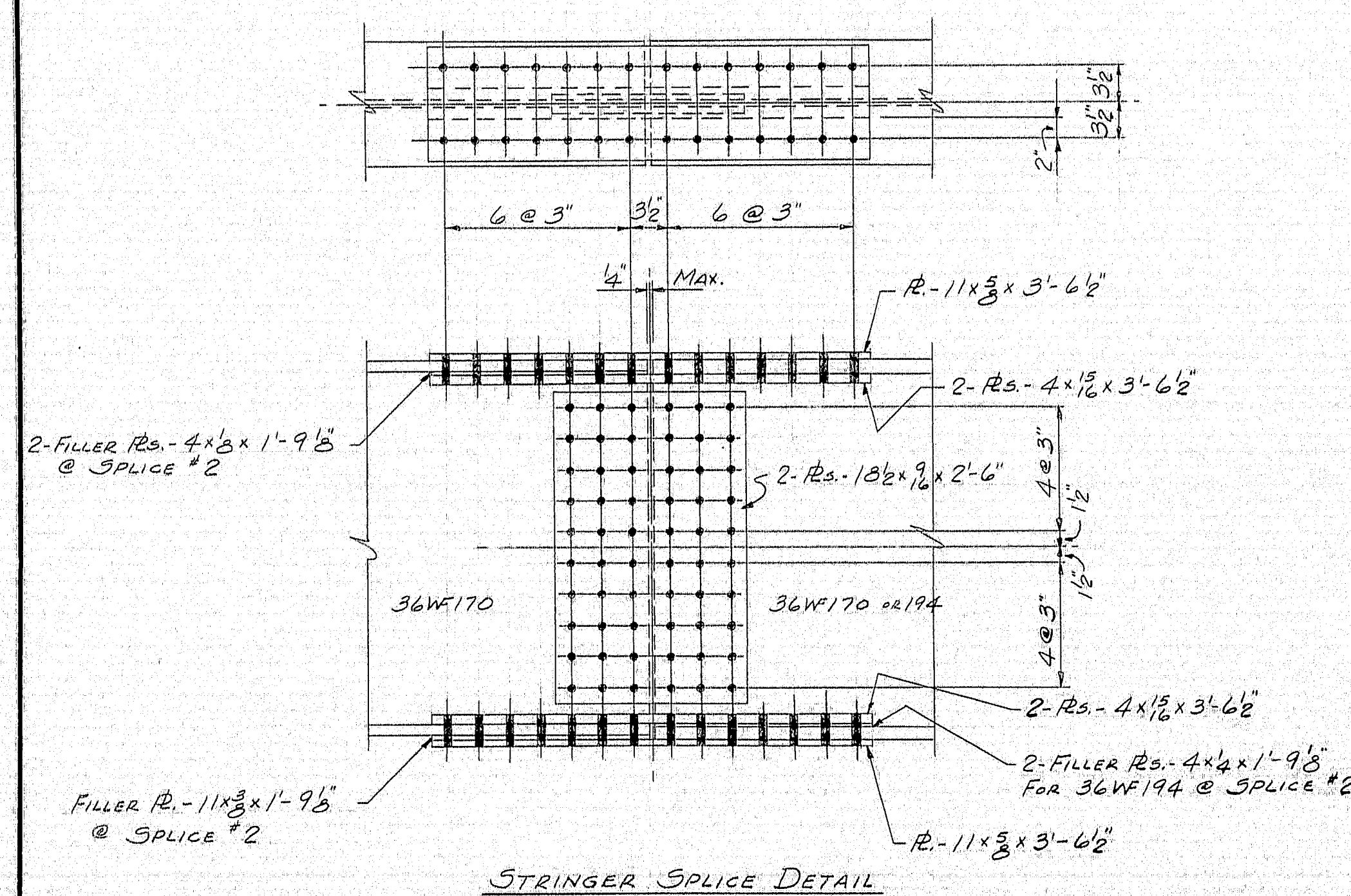
94-142





2'-9 3/8"	4'-3 11/16"
2'-9 1/2"	4'-3 5/8"
2'-9 5/8"	4'-3 7/8"
2'-9 3/4"	4'-3 5/8"
2'-9 3/8"	4'-3 5/8"
2'-9 3/8"	4'-3 5/8"
2'-9 3/8"	4'-3 11/16"
2'-9 1/2"	4'-3 5/8"
2'-9 5/8"	4'-3 7/8"
2'-9 3/4"	4'-3 5/8"
2'-9 3/8"	4'-3 5/8"
2'-9 3/8"	4'-3 5/8"

7'-4 5/8"	LINE A	SOUTHBOUND
7'-4 1/2"	LINE B	
7'-4 7/8"	LINE C	
7'-4 7/8"	LINE D	
7'-4 7/8"	LINE E	
7'-4 7/8"	LINE F	
7'-4 5/8"	LINE A	NORTHBOUND
7'-4 1/2"	LINE B	
7'-4 7/8"	LINE C	
7'-4 7/8"	LINE D	
7'-4 3/8"	LINE E	
7'-4 3/8"	LINE F	



28 - 3/8" x 0'-4 1/2" H.S. BOLTS FOR BOTTOM FLG. SPICE #1 & SPICE #2
 28 - 3/8" x 0'-4 1/2" H.S. BOLTS FOR TOP FLG. SPICE #1 & SPICE #2
 56 - 3/8" x 0'-4" H.S. BOLTS FOR FLG. SPICE #1
 60 - 3/8" x 0'-3 1/4" H.S. BOLTS FOR WEB SPICE

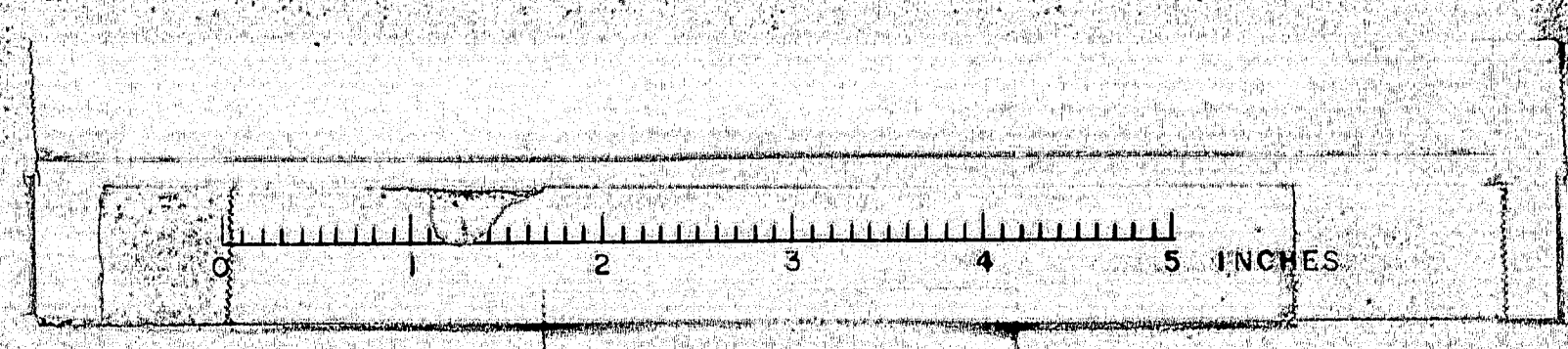
SAW-I #
 SHOP CONNECTIONS: LH-ET02B & LH-EG02B
 FIELD CONNECTIONS: 3/8" H.S. BOLT & WELD
 HOLES: 1/8" #
 PAINT: STATE OF MAINE SPECS.

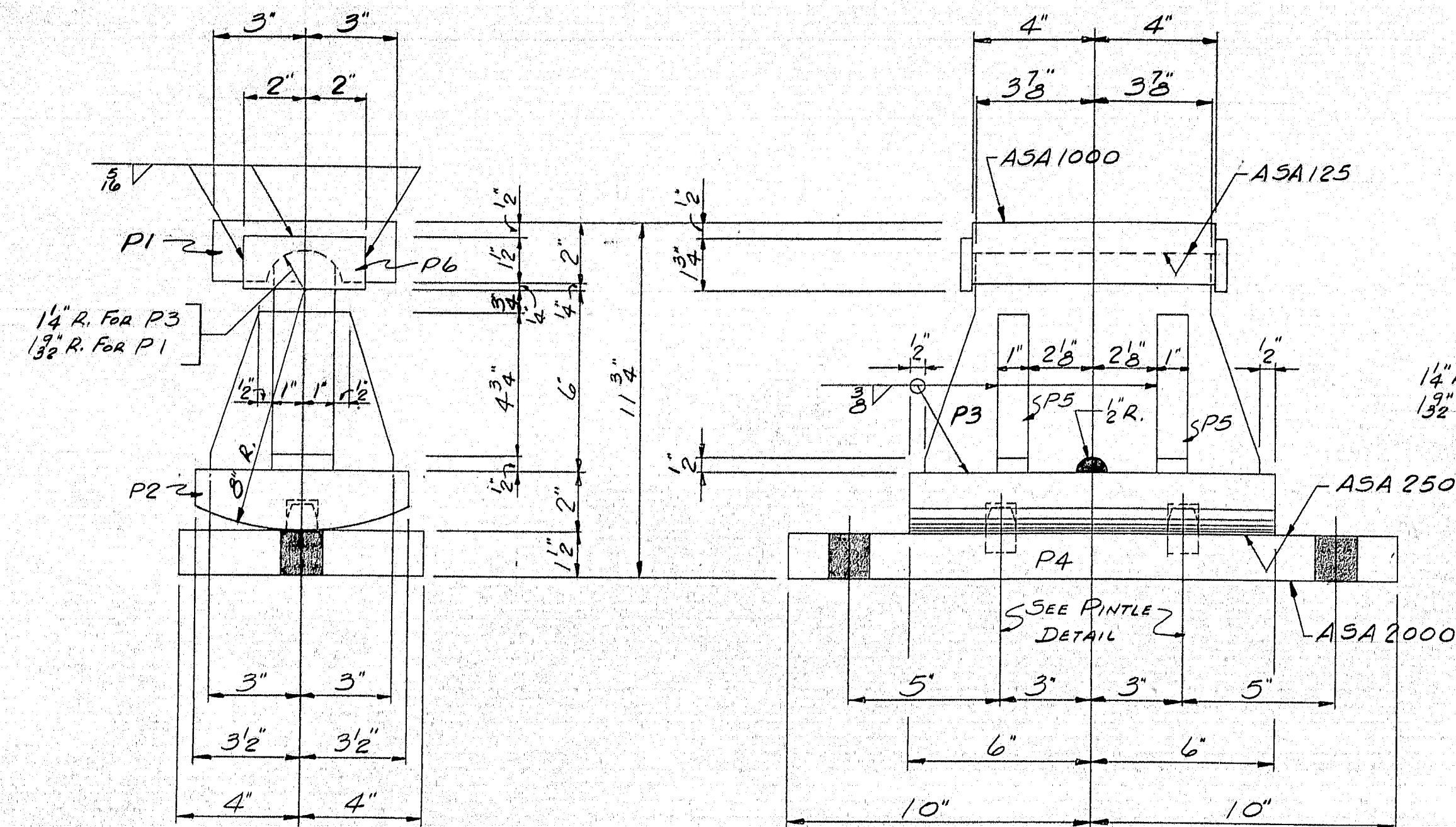
APP'D. 4-1-65 PROJ. No I-95-9 (17)

STRINGER ELEVATION DIAGRAM & SPICE DETAIL

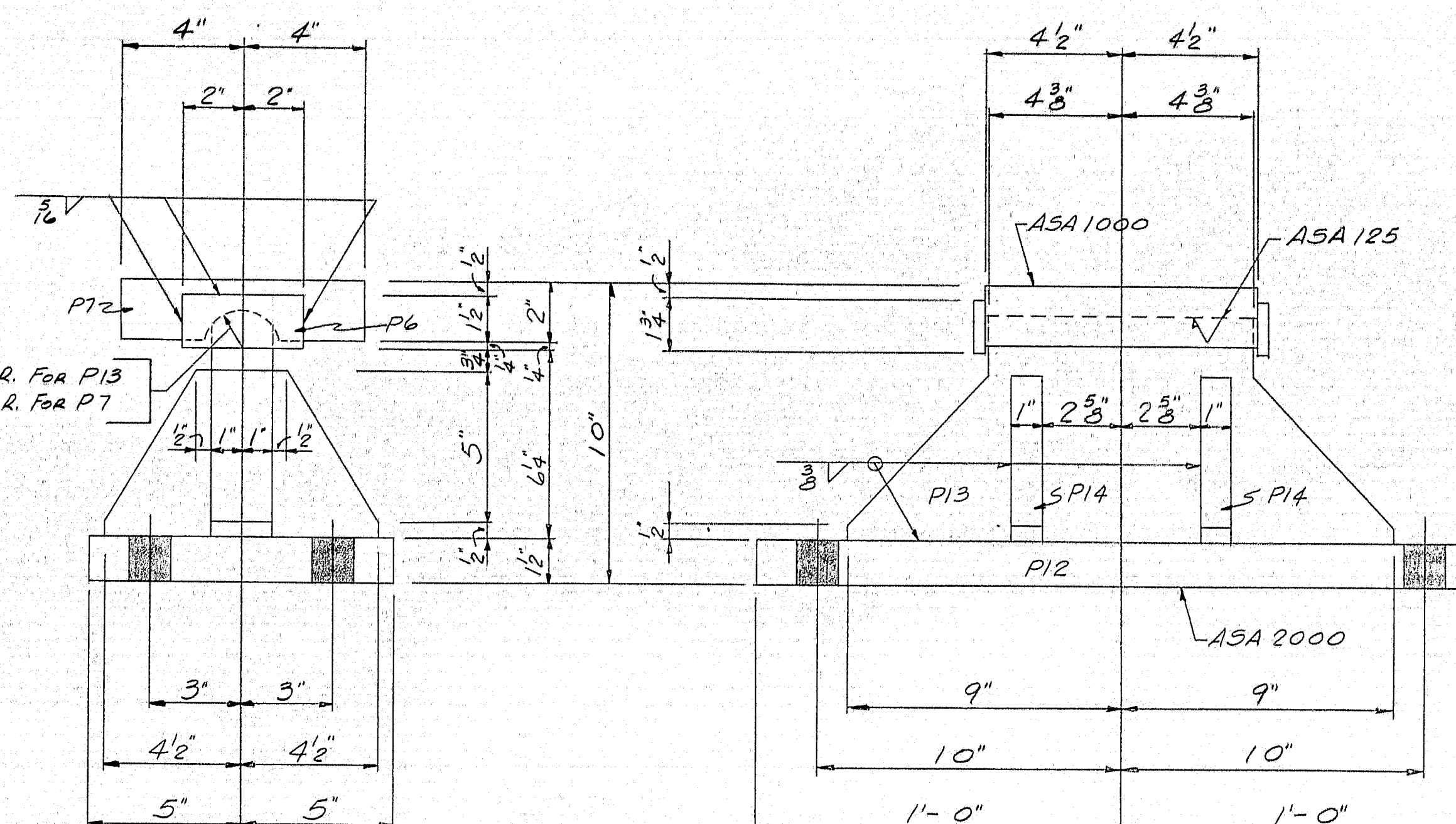
PRINT ISSUE	
3	CUST. 4-16-65
2	SHOP 4-16-65
2	F.A. 5-25-65
DRAWN	3-17-65 R.A.M.
REVISION	
REVISION	
REVISION	

Bancroft & Martin Inc.
 Brewer, Maine
 INT. #95 OVER "B" STREAM
 HOULTON, MAINE
 CUSTOMER CALLAHAN BROS., INC.
 DESIGNER M.S.H.C., BRIDGE DIVISION
 ORDER VERBAL DWG. B65-20-E2

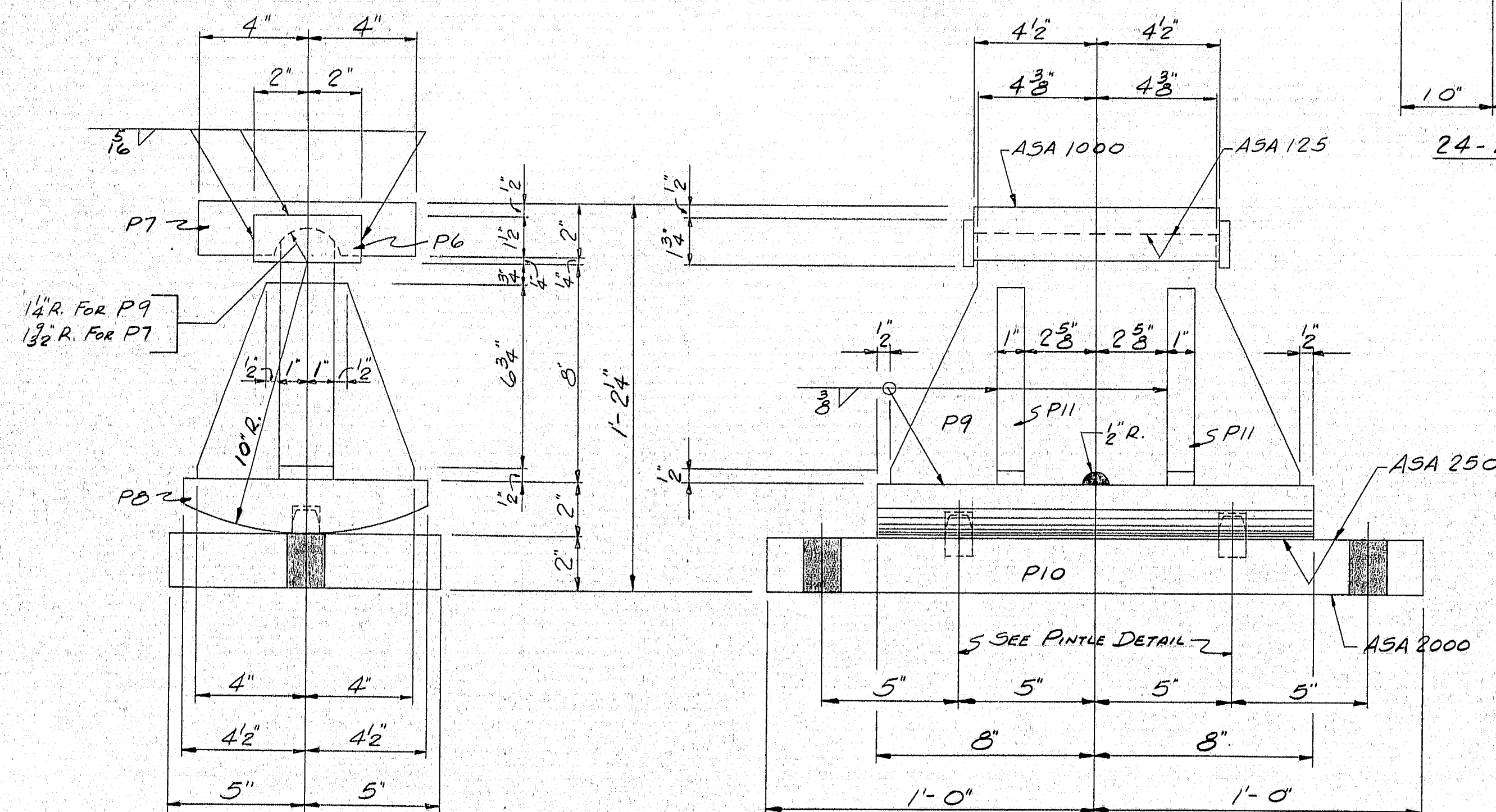




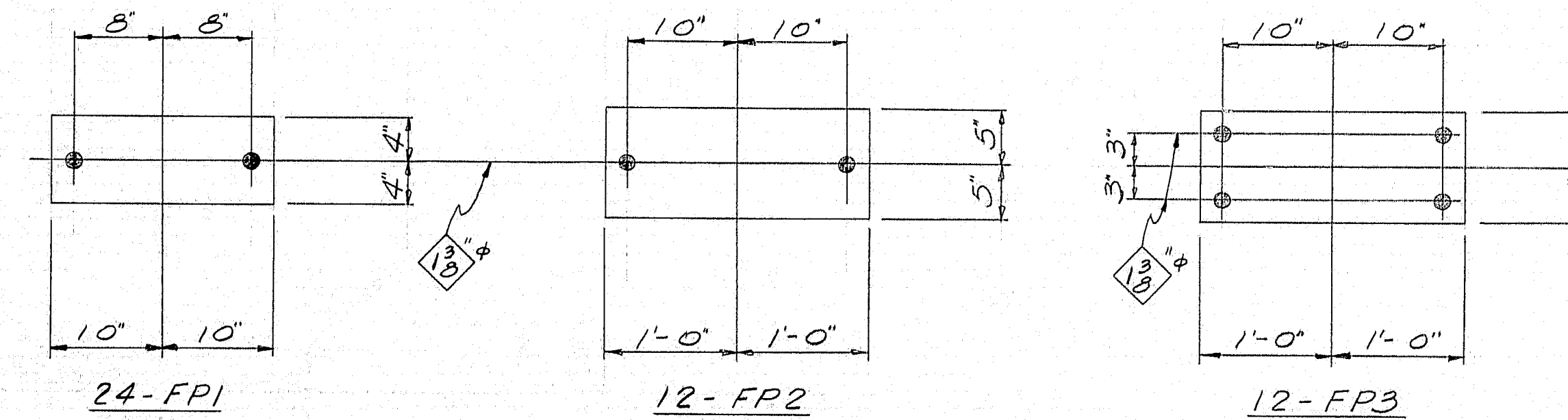
24-EPC-2



12-FPC-3



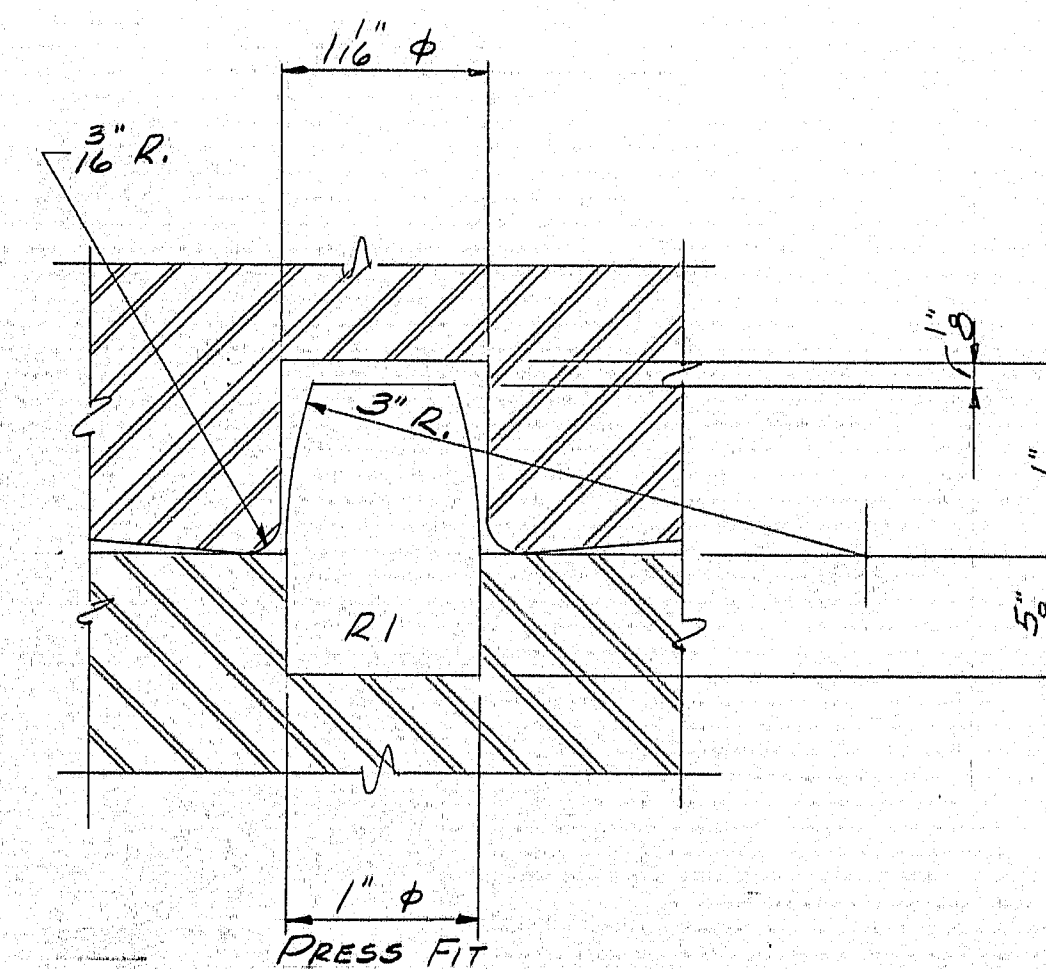
12-EPC-5



24-FP1

12-FP2

12-FP3

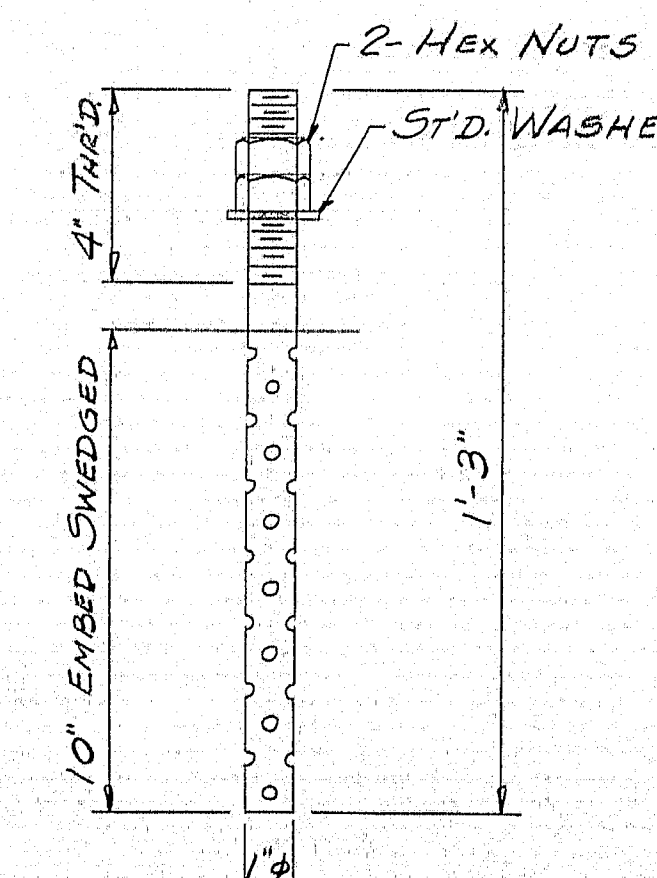


120-AB1

PAINT NOTE

No paint on anchor bolts—oil threads. No paint on top surface & 1/2" down from top on sides of sole plates. Coat with boiled linseed oil. No paint on surfaces ASA 250. Coat with hot mixture of white lead & tallow. No paint on surface finished ASA 125.

PINTLE DETAIL



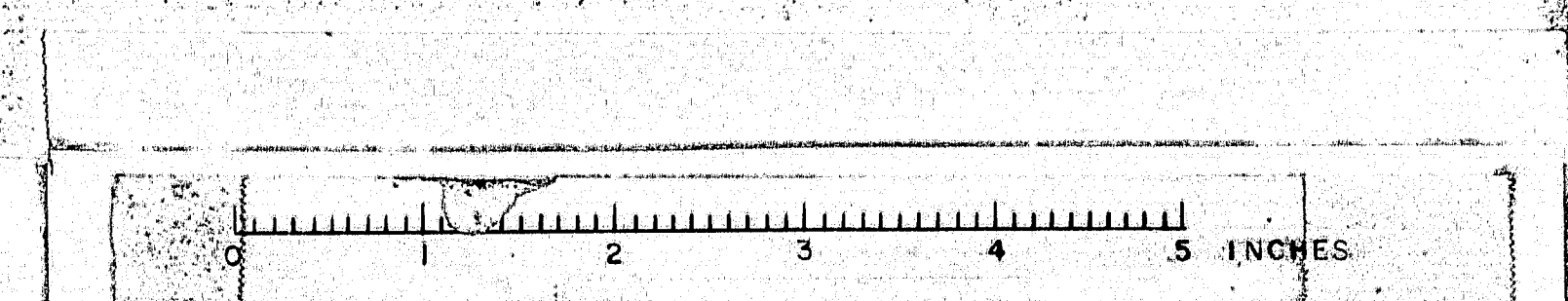
SHIP		BILL OF MATERIAL				DWG. B65-20-51	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS	
EPC-2	24		PEDESTAL				
EPC-5	12		Do				
FPC-3	12		Do				
P1	24		R-6 x 2	0 8		MACHINED & FINISHED A36	
P2	24		R-7 x 2	1 0		Do Do	
	24	P3	R-7 1/2 x 2	0 11		Do Do	
P4	24		R-8 x 1/2	1 3		FINISHED	
	96	P5	R-2 x 1	0 54			
	96	P6	R-1 1/2 x 3/8	0 4			
P7	24		R-8 x 2	0 9		MACHINED & FINISHED	
P8	12		R-9 x 2	1 4		Do Do	
	12	P9	R-9 1/2 x 2	1 3		Do Do	
P10	12		R-10 x 2	2 0		FINISHED	
	48	P11	R-3 x 1	0 74			
P12	12		R-10 x 1/2	2 0		FINISHED	
	12	P13	R-7 1/2 x 2	1 6			
	48	P14	R-3 1/2 x 1	0 5 1/2			
	72	R1	ROD-1" φ	0 12		MACHINED	
FPI	24		8 x 1/8	1 8		FABCO PAD SA47	
FP2	12		10 x 3/8	2 0		Do Do Do	
FP3	12		Do	2 0		Do Do Do	
AB1	120		ROD-1" φ	1 3		SWEDGED A-36	
	240		1" φ HEX NUT				
	120		1" φ STD. WASHER				

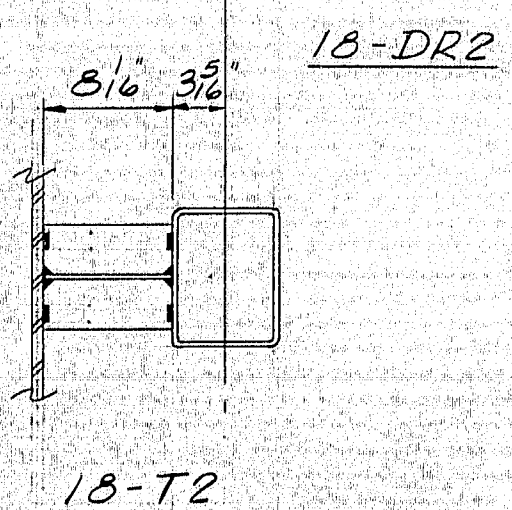
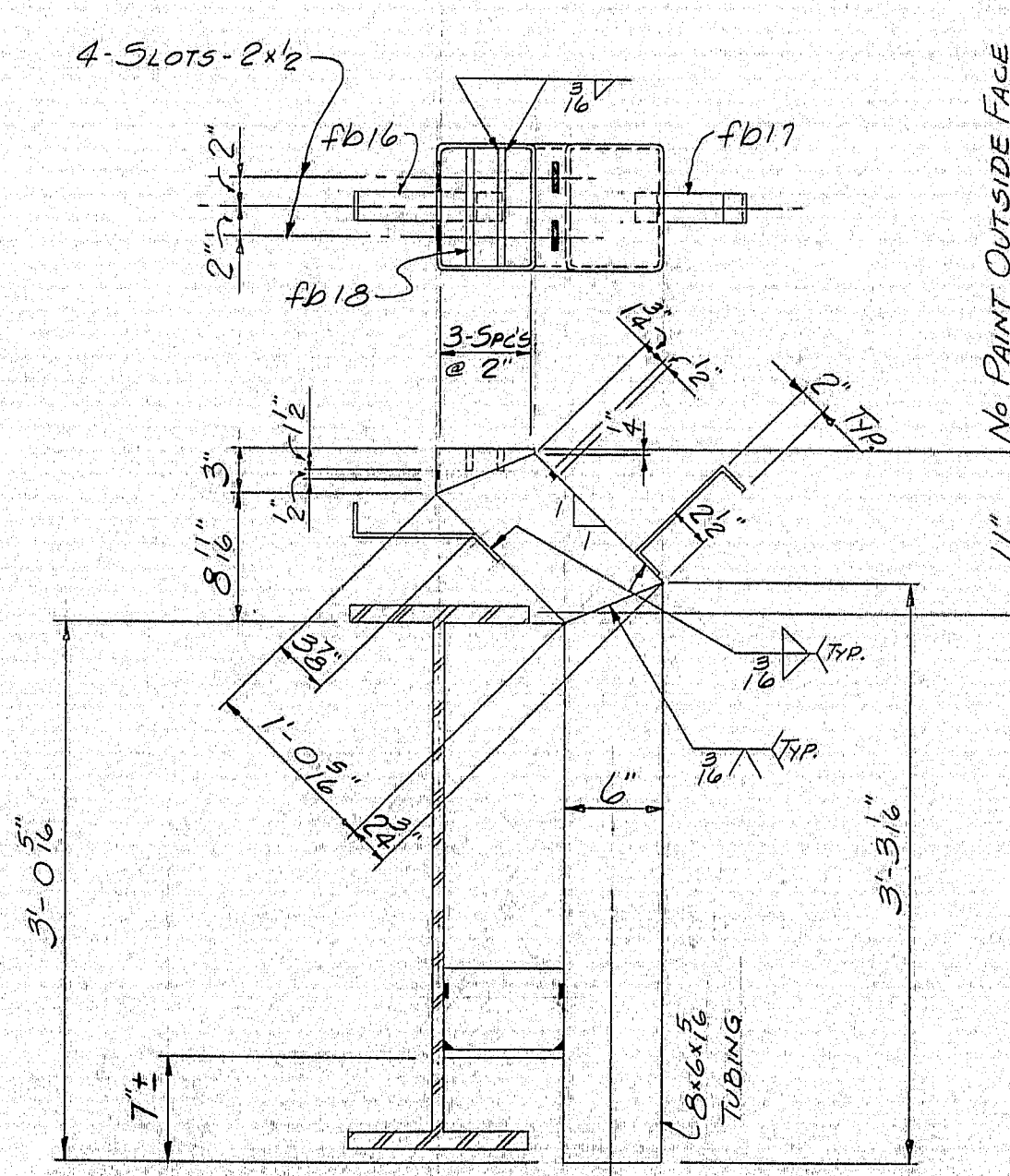
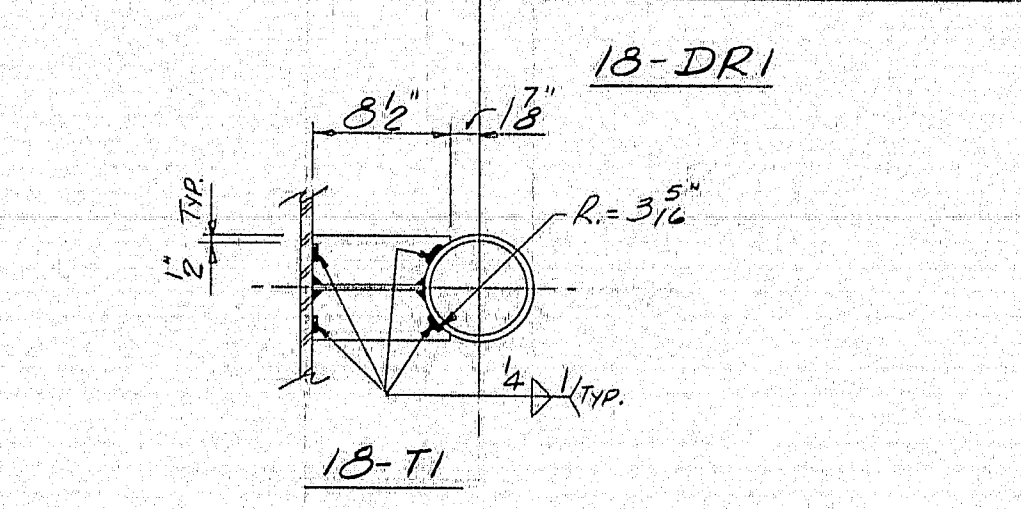
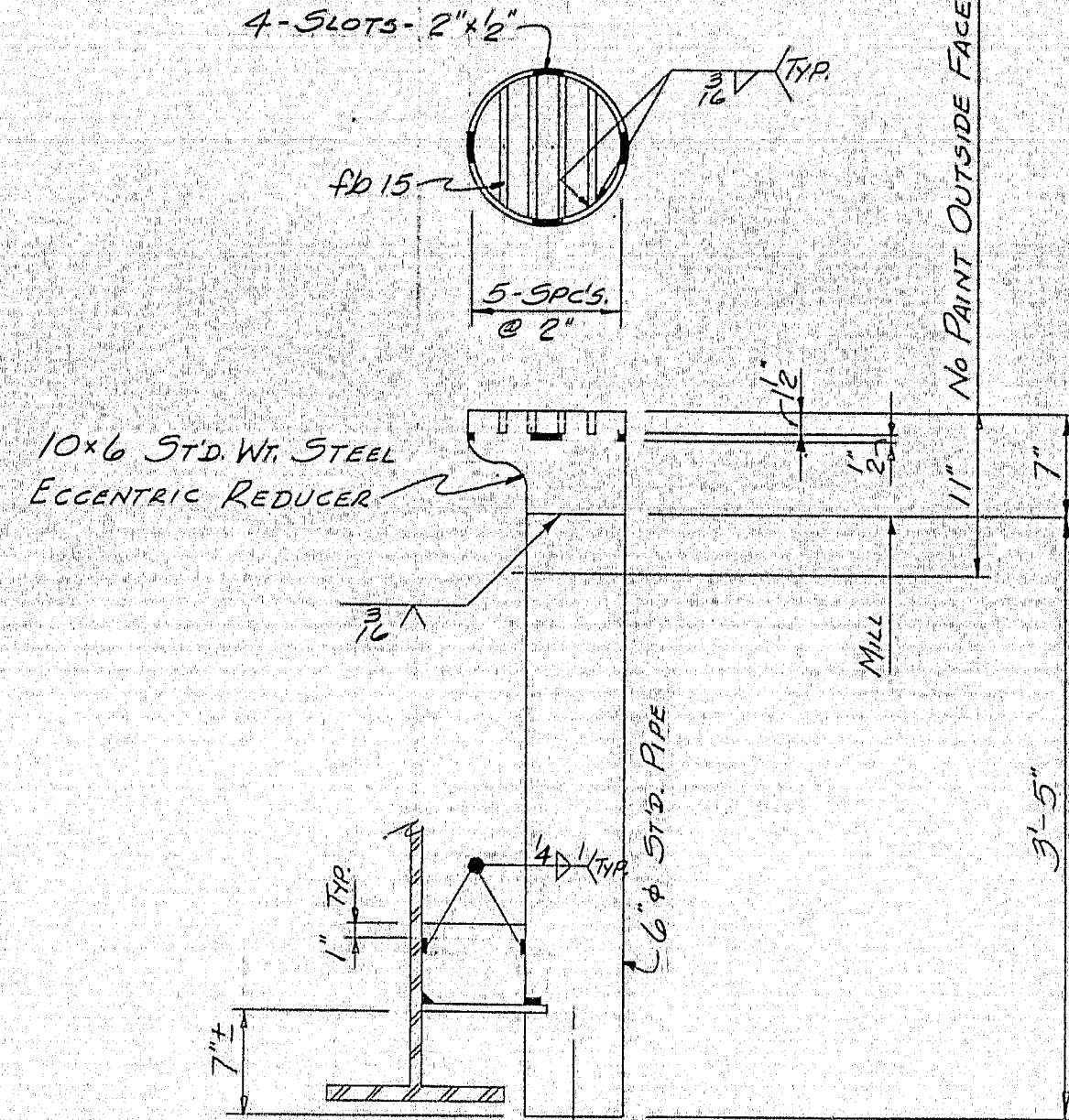
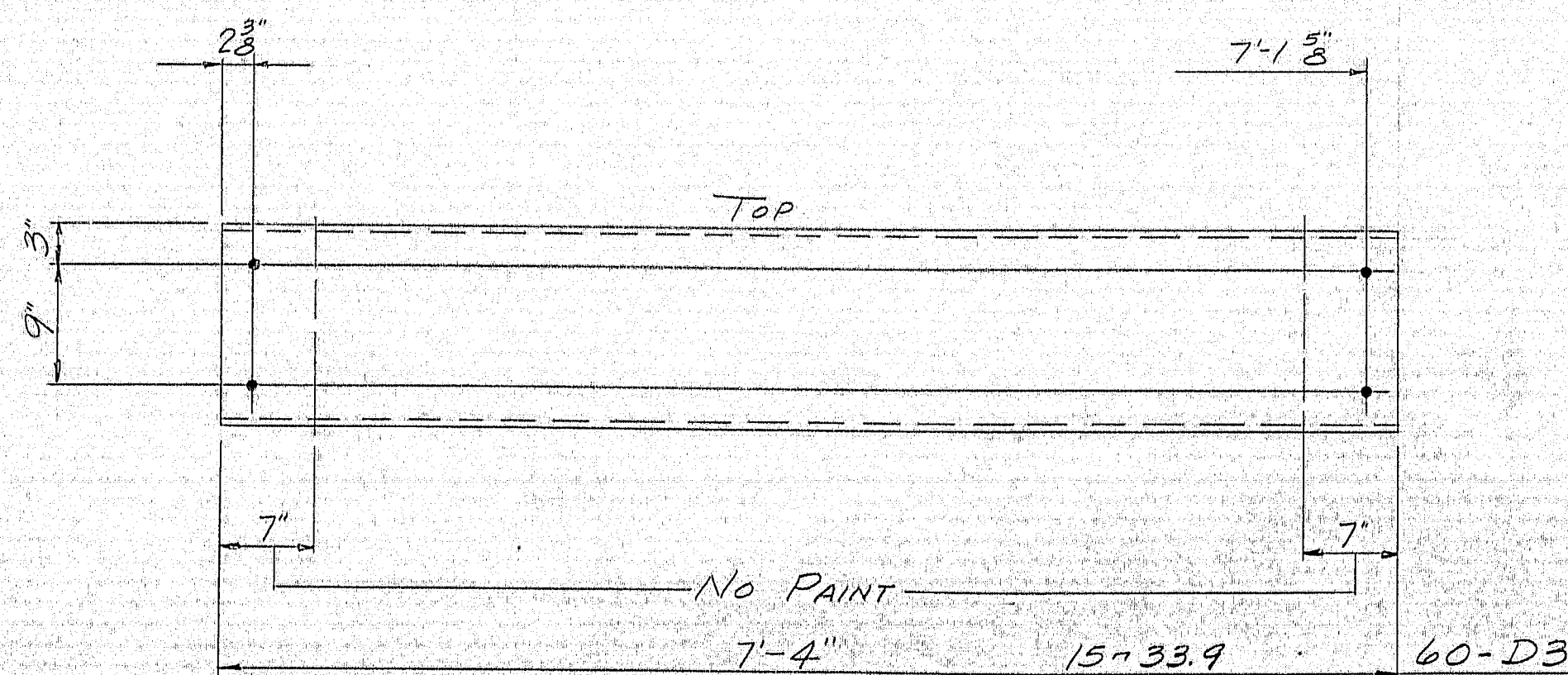
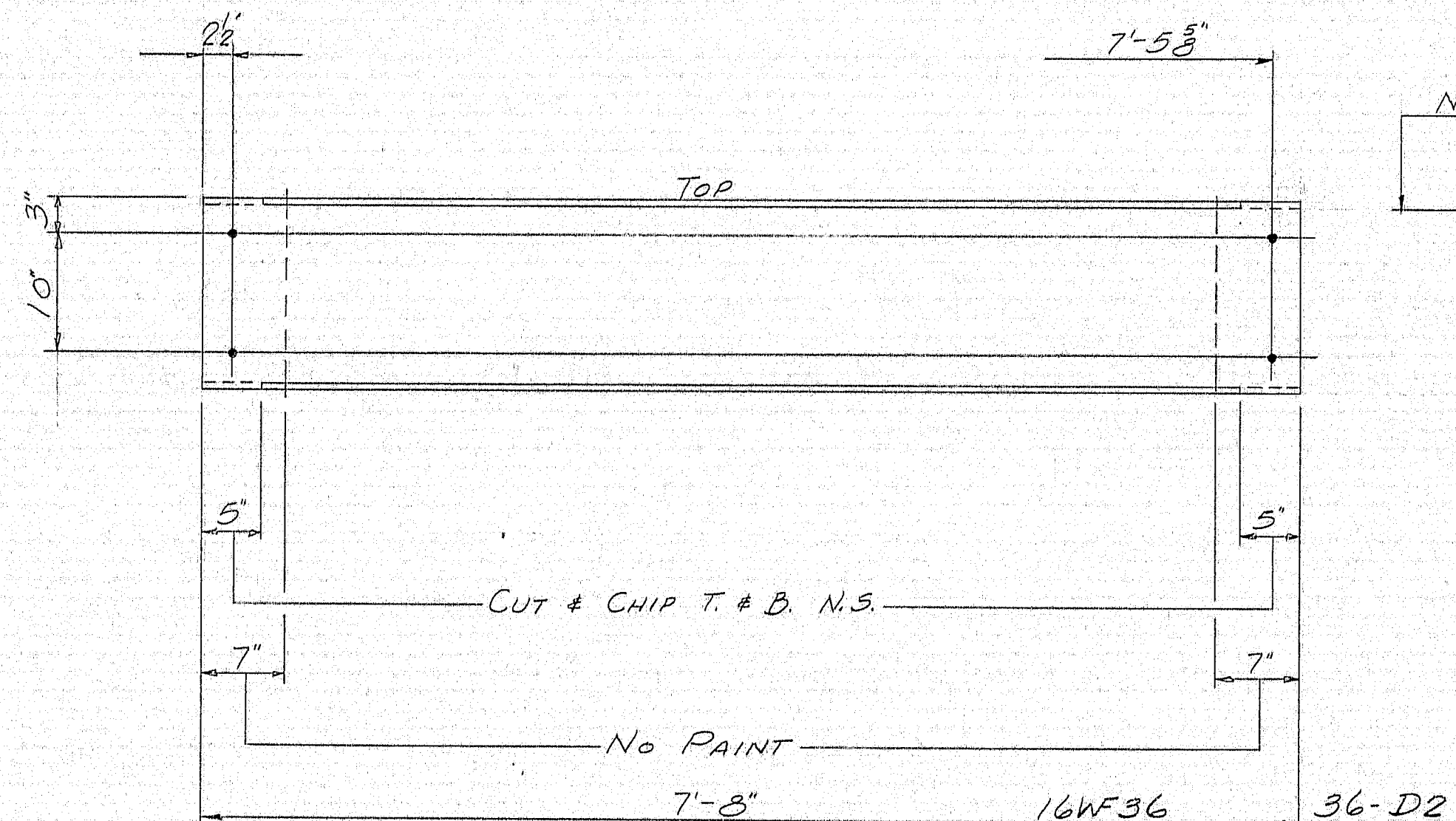
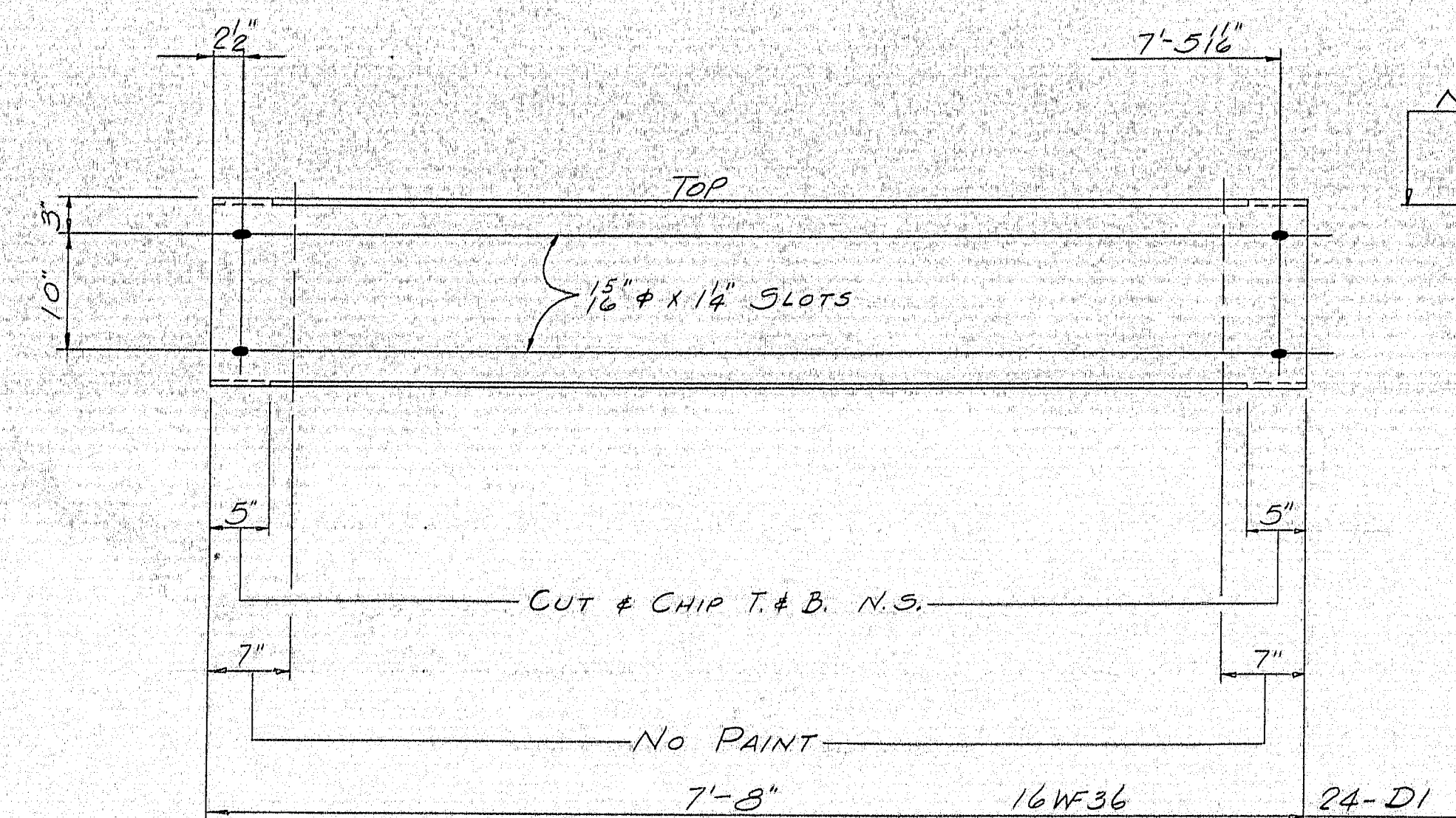
REQ. #304A

WELD WITH LH-E7028 & LH-E6028 OR SAW-1 & PRE-
 SHOP CONNECTIONS: HEAT 1" TO 2" THK. MAT TO 50°F.
 FIELD CONNECTIONS: BOLT & WELD
 HOLES: 1/8" φ
 PAINT: STATE OF MAINE SPEC'S.
 & SEE PAINT NOTE THIS DRAW'G.
 PROJ. NO. 1-95-9 (17)

APP'D. 4-1-65

PEDESTALS FOR SOUTHBOUND & NORTHBOUND				Bancroft & Martin Inc. Brewer, Maine	
PRINT ISSUE				INT. #95 OVER "B" STREAM HOULTON, MAINE	
3	CUST.	4-16-65		CUSTOMER CALLAHAN BROS., INC.	
4	PORT.	4-16-65		DESIGNER M.S.H.C. BRIDGE DIVISION	
2	F.A.	3-25-65		ORDER VERBAL	
DRAWN	3-18-65 R.A.M.			DWG. B65-20-51	
REVISION					
REVISION					



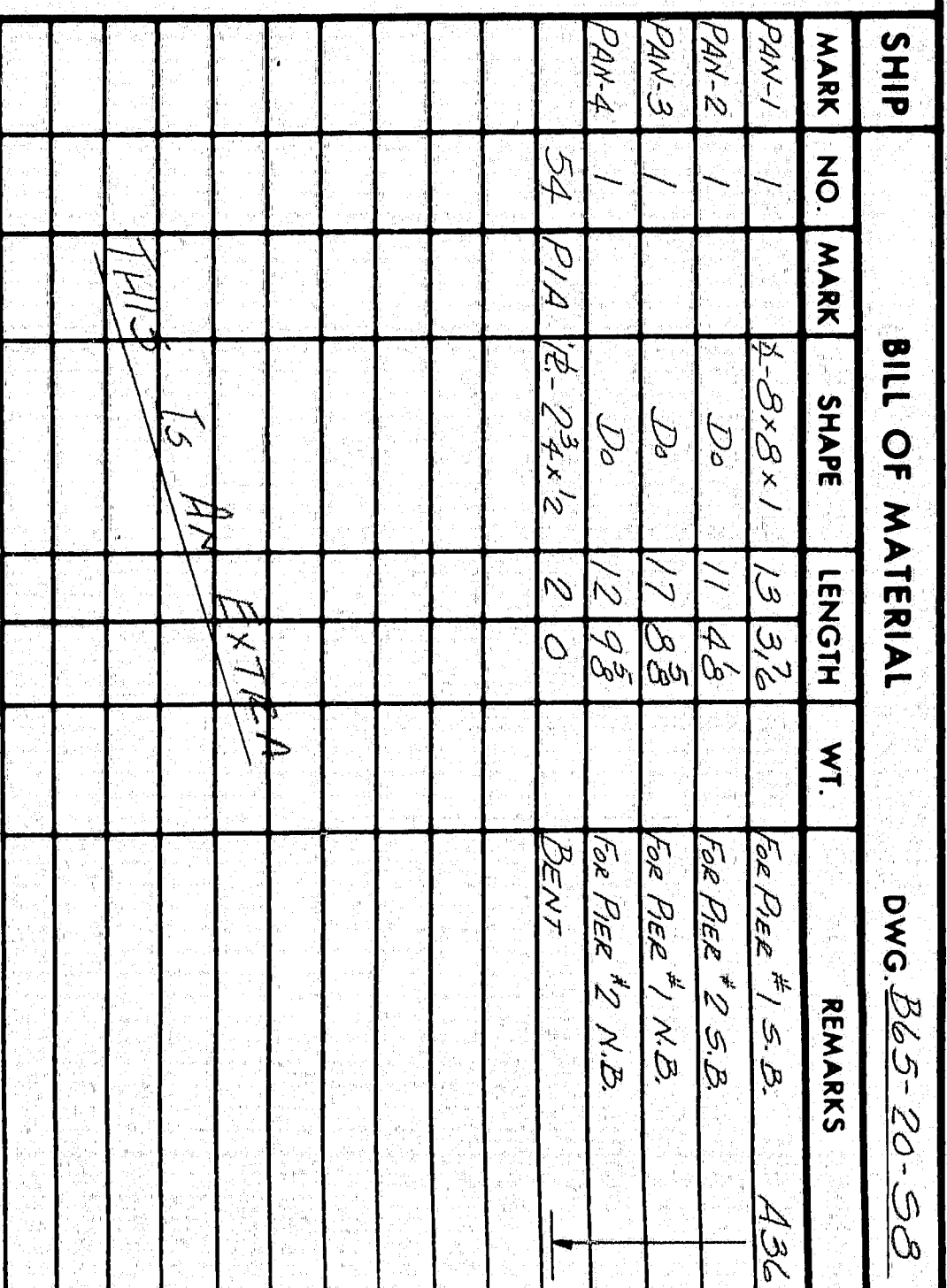
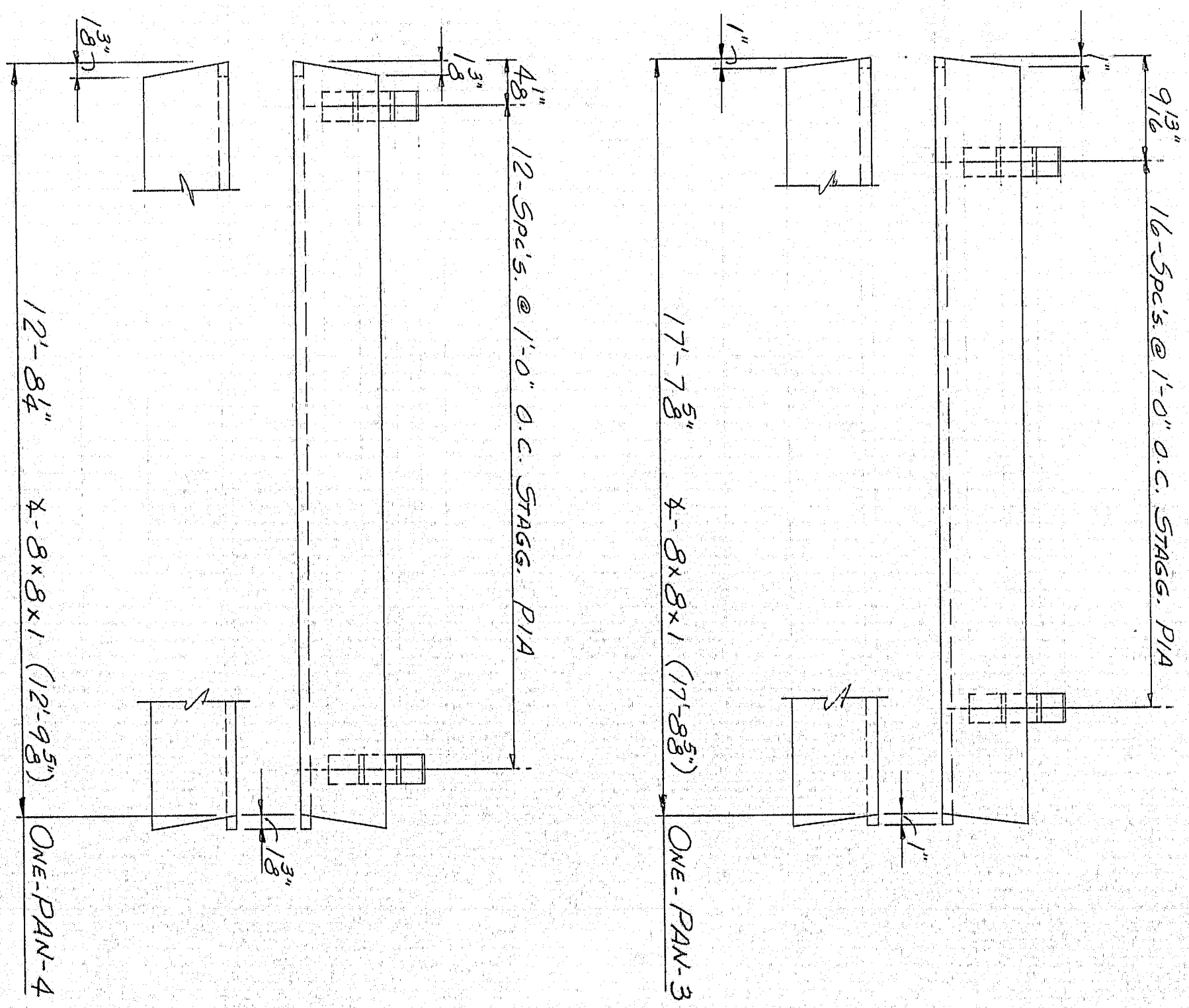


SHIP		BILL OF MATERIAL			DWG. B65-20-57	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
D1	24		16WF36	7 8		A36
D2	36		D _o	7 8		A36
D3	60		15WF33.9	7 4		A36
DR1	18		6" ^{STD.} PIPE	3 5		MIE
T1	18		5T6WF13.5	0 8 1/2		A36
	72	fb15	BAR-1/2x1/2	0 10		FIT A36
	18	SWOP	10x6 STD. WPT. ^{STAINLESS} WELDING ECCENTRIC REDUCER			
DR2	18		8x6x9/16 TUBING	3 3/16		
	18	DR2	D _o	1 3/16		
	18	DR2	D _o	0 3		
T2	18		5T-6WF13.5	0 8 1/6		A36
	18	fb16	BAR-2x4	1 0		BENT
	18	fb17	D _o	1 0		BENT
	36	fb18	BAR-1/2x1/2	0 8		

SHOP CONNECTIONS: WELD LH-E702B & LH-E602B
 FIELD CONNECTIONS: 3/4\"/>

APP'D. AS NOTED				PROJ. N° I-95-9 (17)	
DIAPHRAGMS & DRAINS - SOUTHBOUND & NORTHBOUND					
PRINT ISSUE				Bancroft & Martin Inc. Brewer, Maine	
5	STATE	8-9-65		INT. #95 OVER "B" STREAM	
3	CUST.	4-16-65		HOULTON, MAINE	
5	SHOP	4-16-65			
2	F.A.	3-31-65		CUSTOMER CALLAHAN BROS., INC.	
DRAWN	3-30-65 RAM			DESIGNER M.S.H.C., BRIDGE DIVISION	
REVISION					
REVISION					
REVISION				ORDER VERBAL DWG. B65-20-57	

94.151

[illegible]

SHOP CONNECTIONS: WELD - LH-E7028 or LH-E7018
FIELD CONNECTIONS: _____
HOLES: _____
PAINT: SHOT BLAST & PAINT 2 COATS
PER STATE OF MAINE SPECS.

PIER ANGLE NOSINGS FOR PIER #1 & #2 N.B. # 5.B.

*Samuel & Martin Tillinghills Mills Company
Brewer, Maine*

Brewer, Maine

I 95 OVER "B" STREAM
HOULTON, MAINE

MAINE

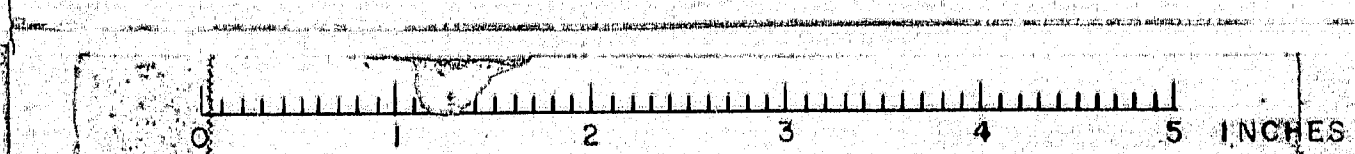
CUSTOMER CALLAHAN Bros. Inc.
DESIGNER M. S. H. C., BRIDGE Division

DESIGNER M. S. H. C., BRIDGE Div.

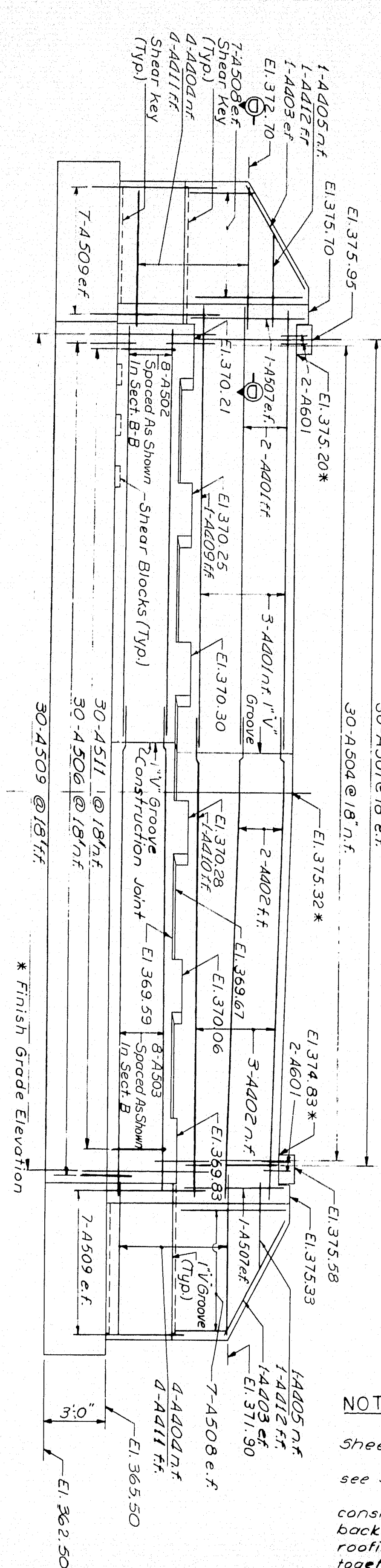
ORDER <u>YEAR BAL</u>	DWG. <u>B65-20-58</u>
-----------------------	-----------------------

ORDER VERBAL DWG. D65-20

94-152



FRONT ELEVATION 4" = 1'-0"



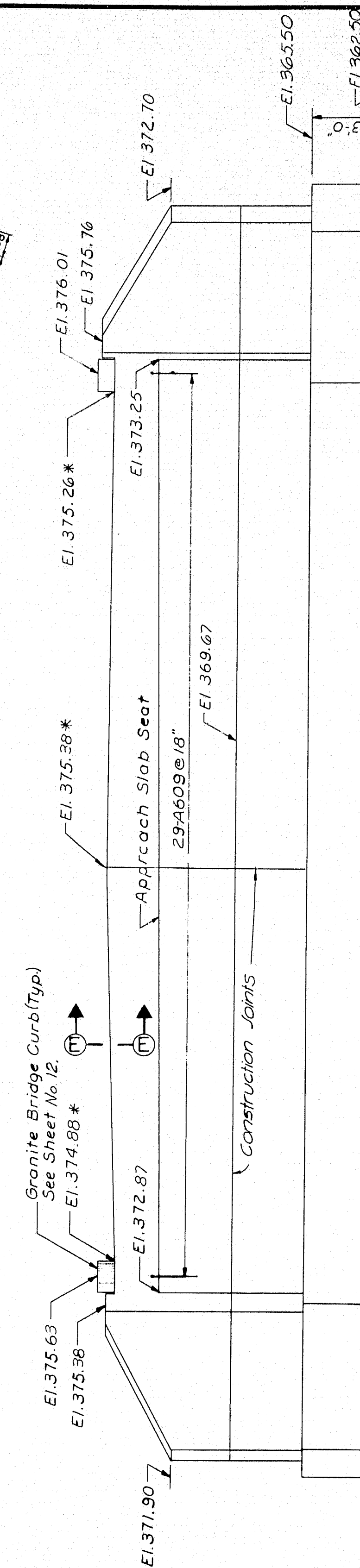
NOTES:

1. For general notes see Sheet No. 4.
2. For sections A-A, B-B & D-D see Sheet No. 4.
3. Cover the vertical construction joint on the backside with 2 layers of heavy roofing 10" wide. Bond the layers together and to the concrete with a suitable grade of roofing cement. Recess the vertical areas to be covered 1/4 inch. Paint vertical construction joints with a suitable grade of asphalt paint to break bond.
4. Place reinforcing steel to clear anchor bolts.

PILE NOTES:

1. Indicates Vertical Piles.
2. Indicates Battered Piles, with 3:12 batter in the direction of arrow.
3. All piles 10 BP42 with 37 ton capacity.
4. Estimated Pile length, 23 feet.
5. For pile point detail see Sheet 4.
6. Piles to be driven, to ledge or practical refusal to develop end bearing.

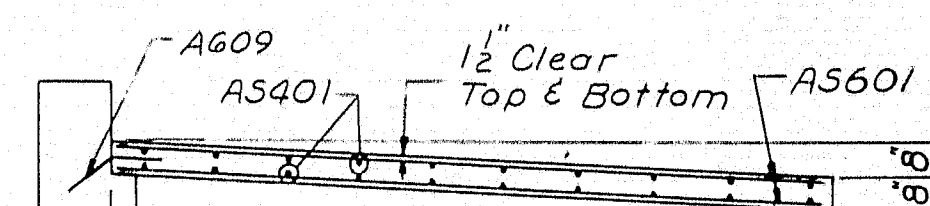
REAR ELEVATION 4" = 1'-0"



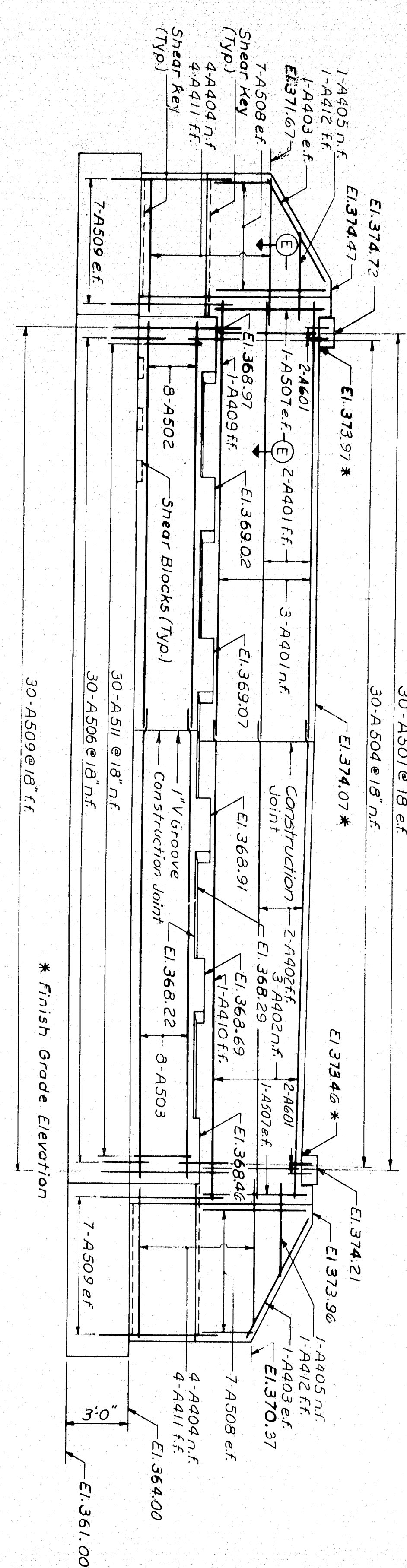
NOTE:

Approach Slab Concrete will be paid for under Item 701-33 Portland Cement Concrete Abutments and Retaining Walls.

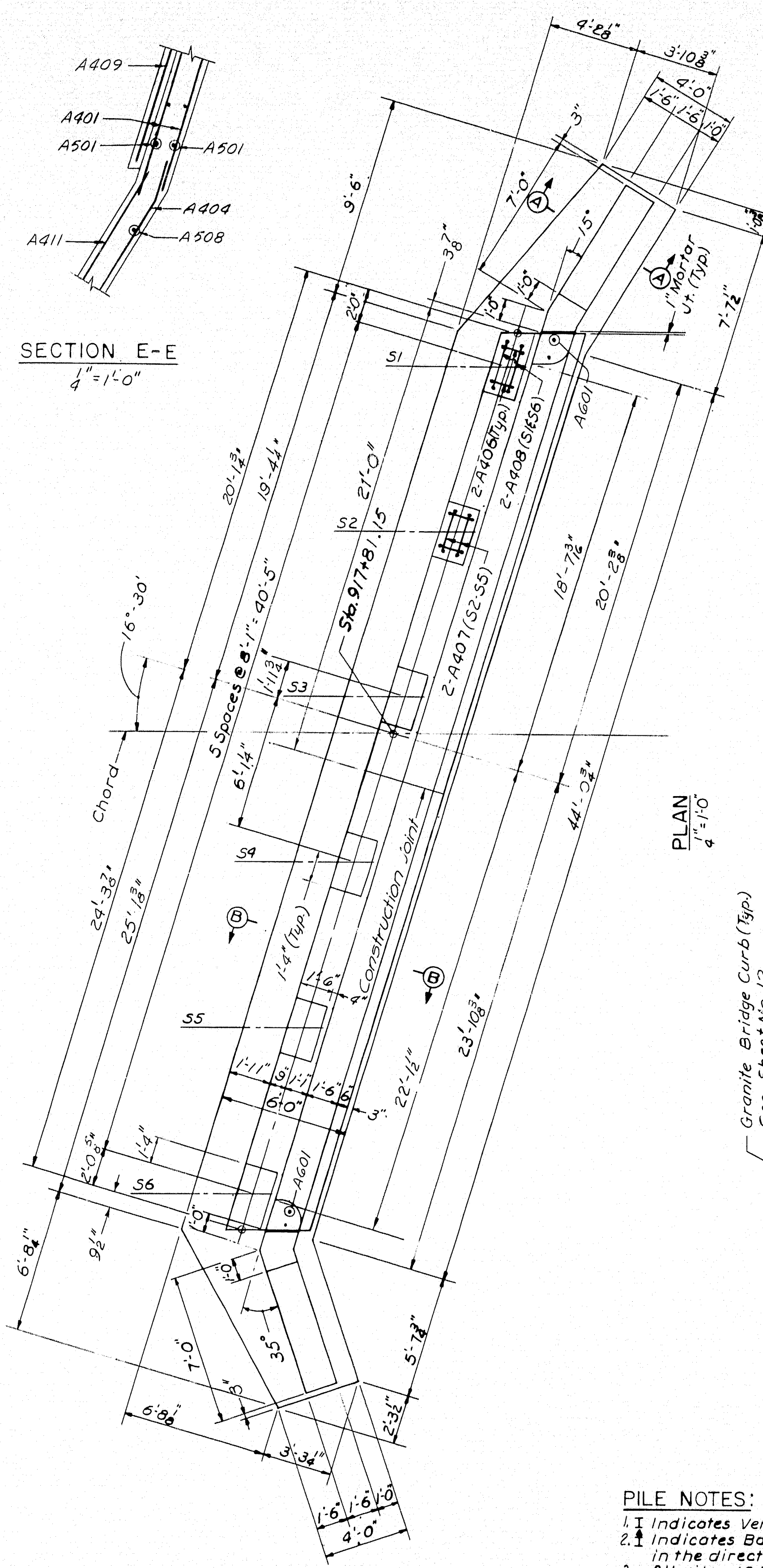
PLAN 1" = 10'



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-9(17)	102	122

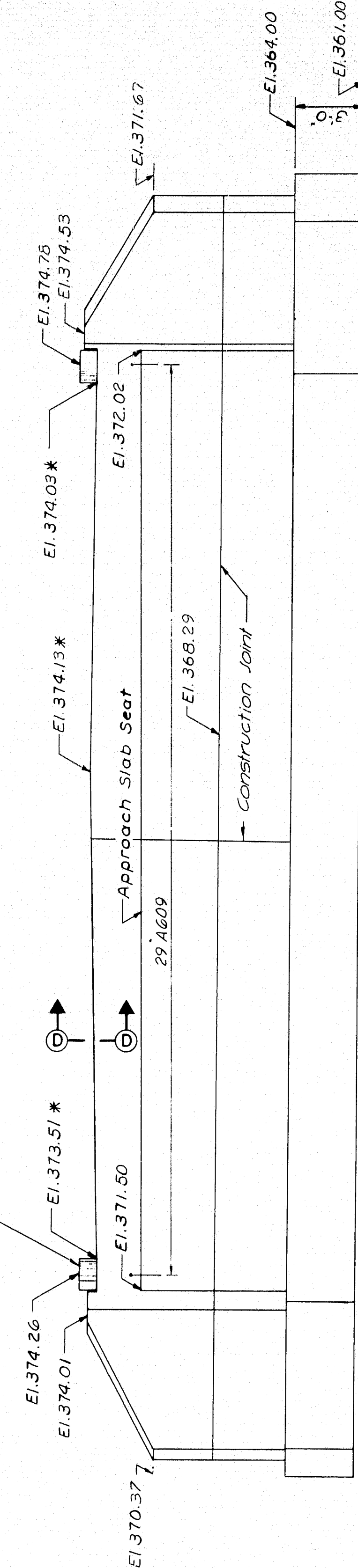


FRONT ELEVATION
1" = 1'-0"



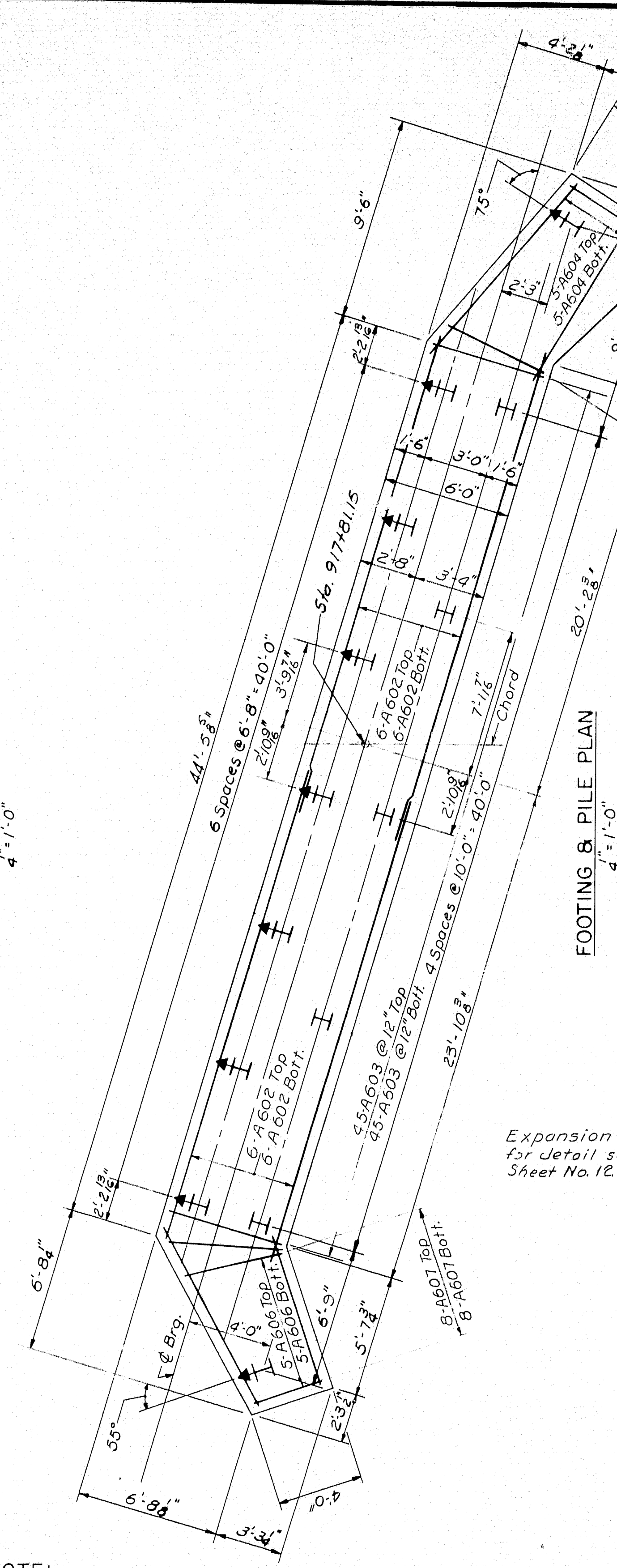
PLAN
1" = 1'-0"

- PILE NOTES:
1. Indicates Vertical Piles.
 2. Indicates Battered Piles, with 3:12 batter in the direction of arrow.
 3. All piles 10 BP42 with 37 ton capacity.
 4. Estimated Pile length 25 feet.
 5. For pile point detail see Sheet 4.
 6. Piles to be driven to ledge or practical refusal to develop end bearing.



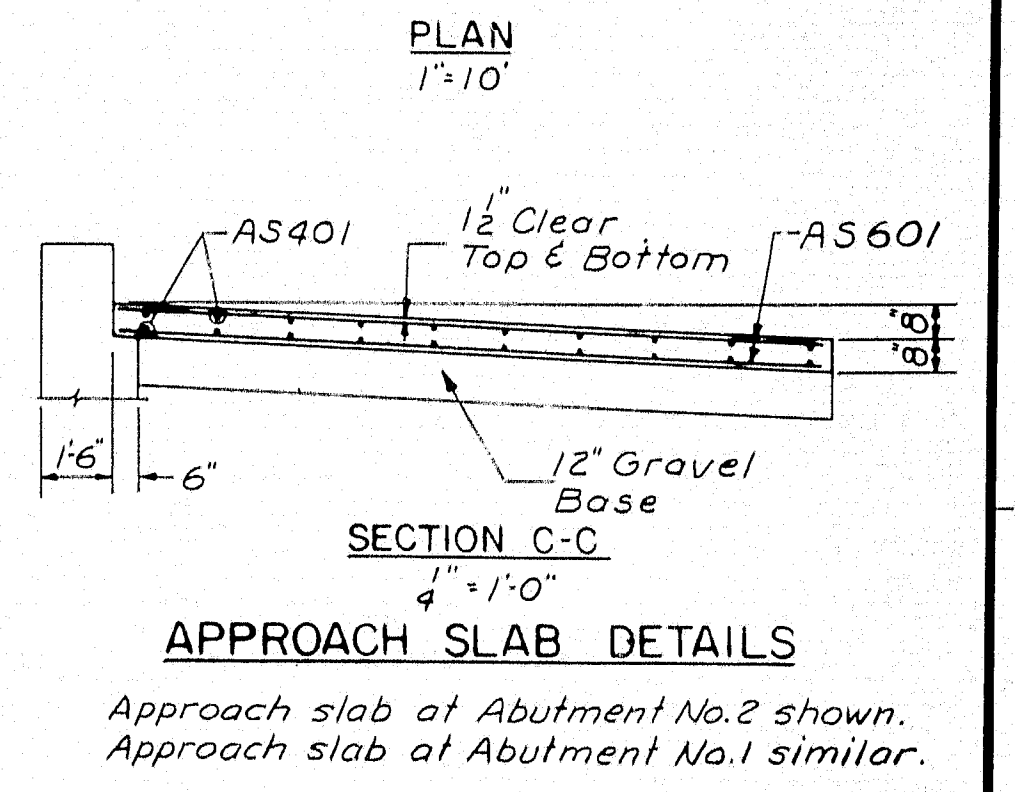
REAR ELEVATION
1" = 1'-0"

- NOTE:
1. For general notes see Sheet No. 6.
 2. For sections A-A & B-B see Sheet No. 6.

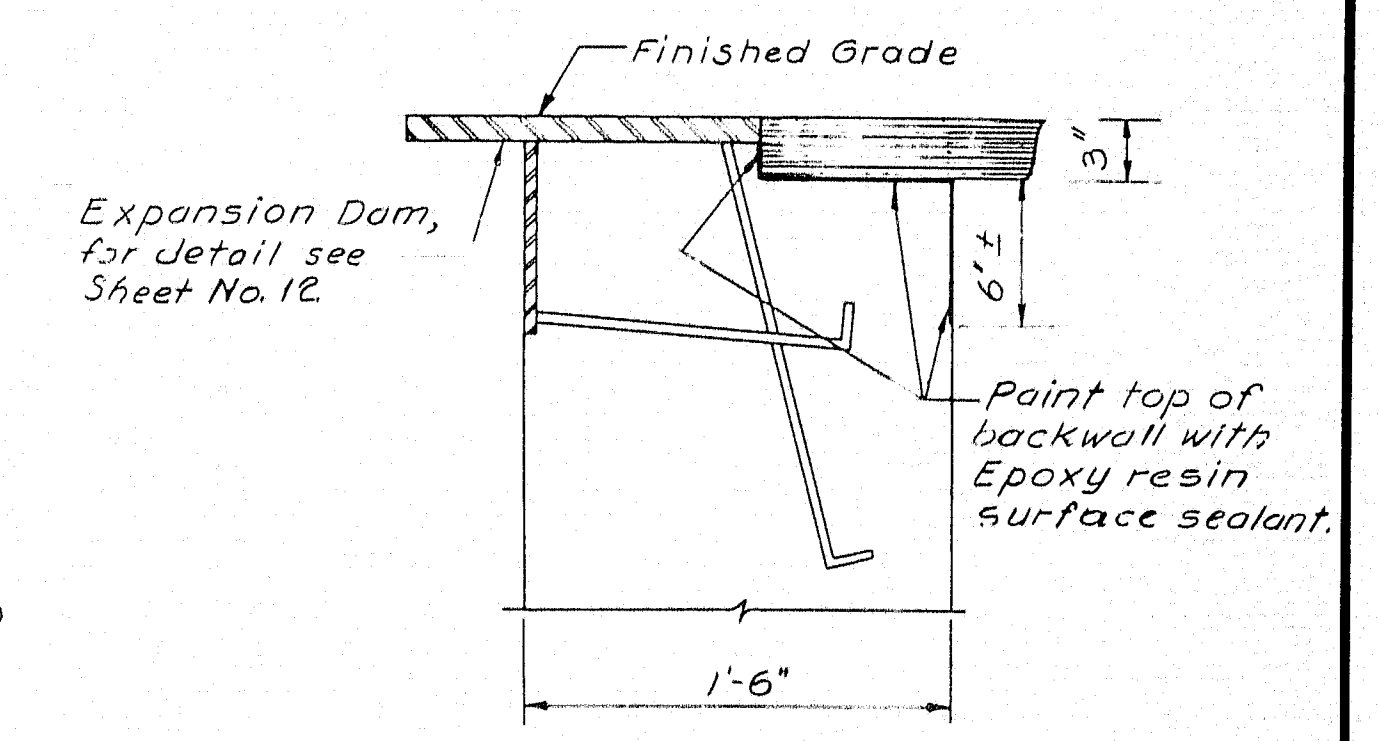


FOOTING & PILE PLAN
1" = 1'-0"

NOTE:
Approach Slab Concrete will be paid for under Item 701-33 Portland Cement Concrete Abutments and Retaining Walls.



APPROACH SLAB DETAILS
1" = 1'-0"



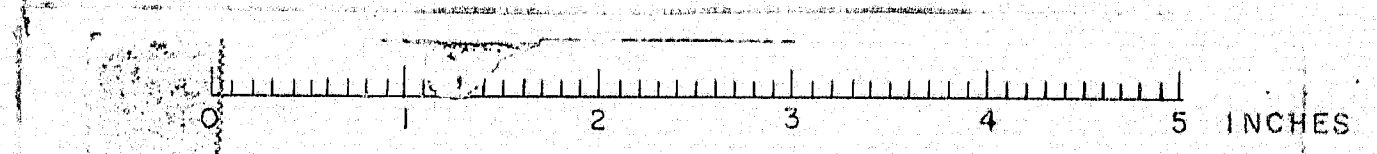
SECTION D-D
1 1/2" = 1'-0"

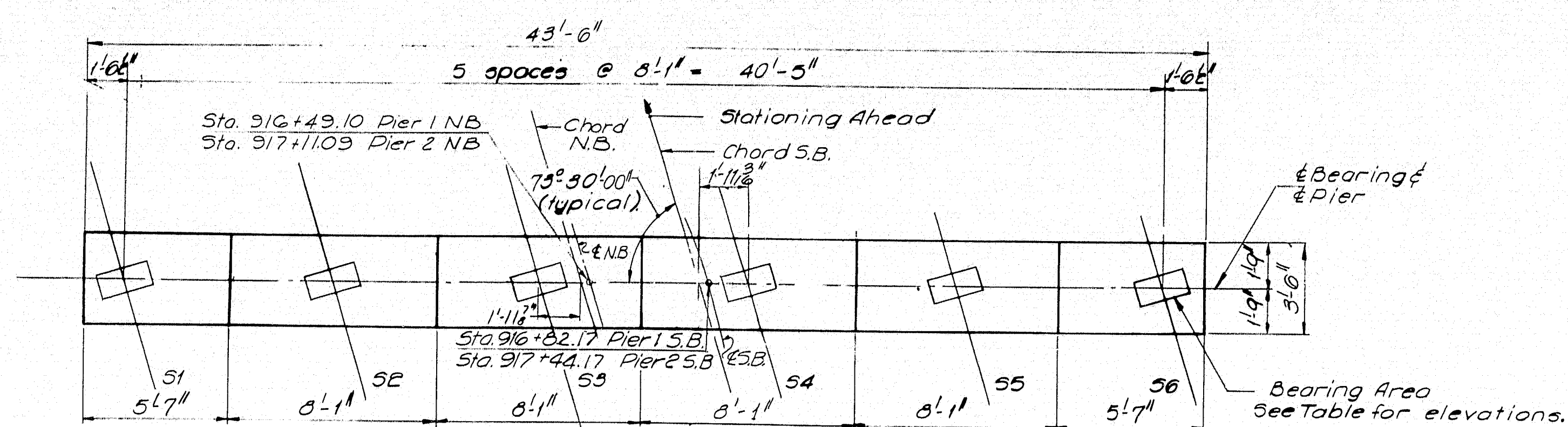
DESIGN - E.F.K. DETAIL - R.D.F.	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	INTERSTATE 95 N.B. OVER "B" STREAM IN THE TOWN OF HOULTON ARROOSTOOK COUNTY ABUTMENT NO. 2

SHEET 7 OF 14 AUGUSTA, MAINE NOVEMBER 1964

M-2198

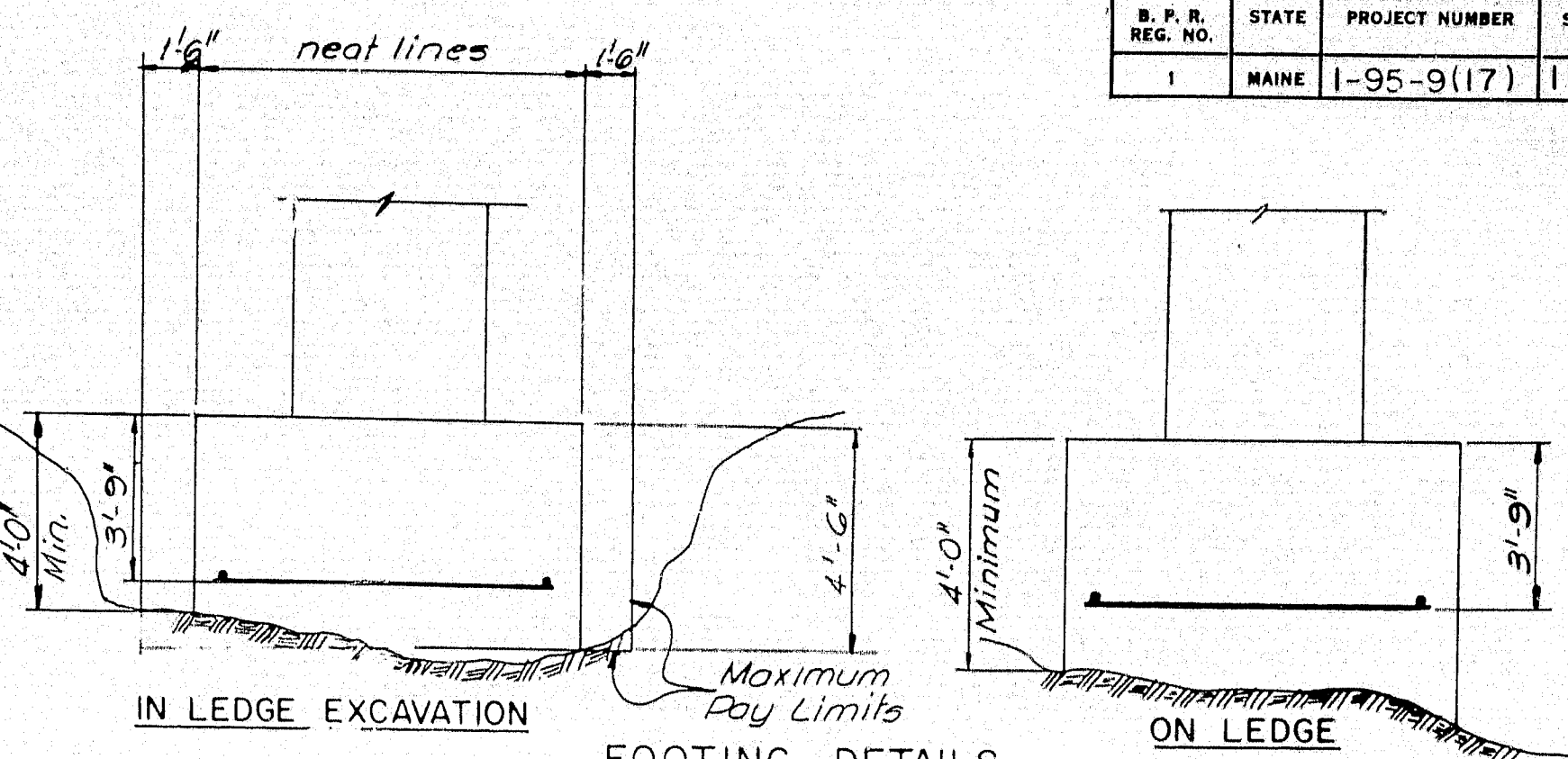
HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
NEW YORK BOSTON KANSAS CITY





BEARING ELEVATIONS				
BEAM	Pier 1, S.E.	Pier 2, S.E.	Pier 1, N.E.	Pier 2, N.E.
51	305.36	307.34	304.13	300.10
52	305.41	307.33	304.18	300.15
53	305.46	307.43	304.23	300.20
54	305.45	307.42	304.08	300.05
55	305.23	307.20	303.86	300.83
56	305.01	306.98	303.64	300.61

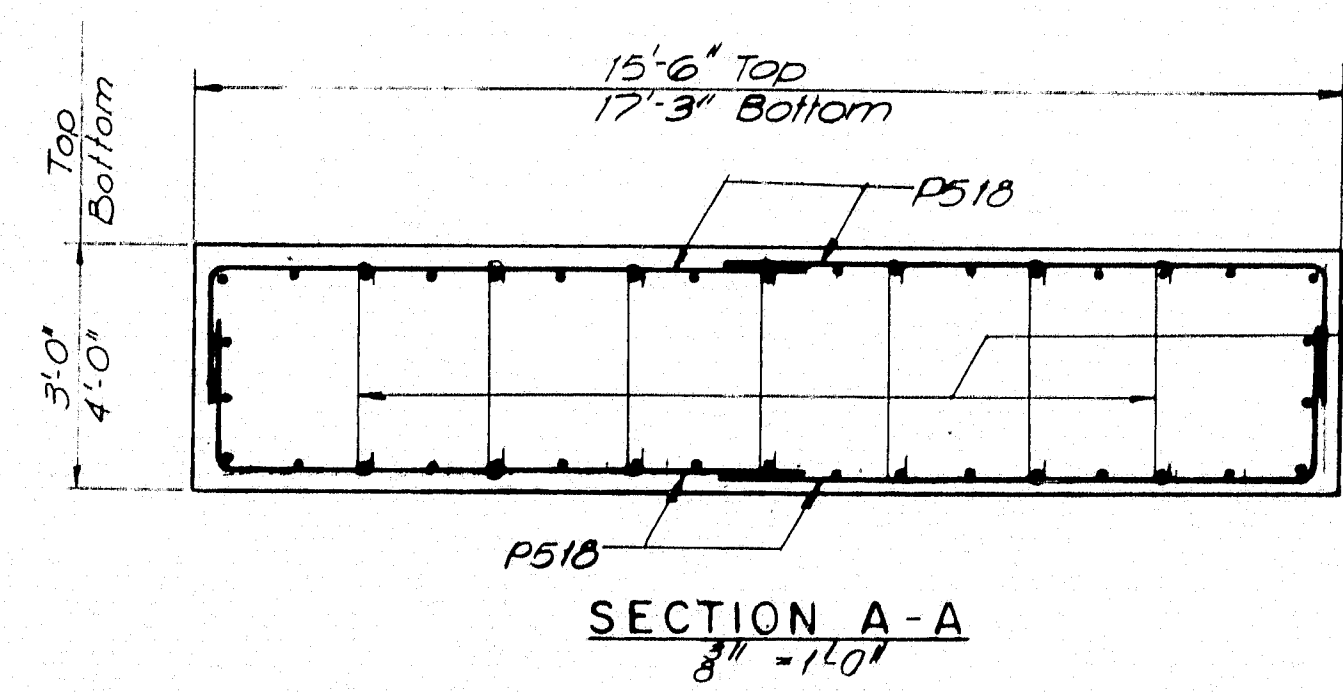
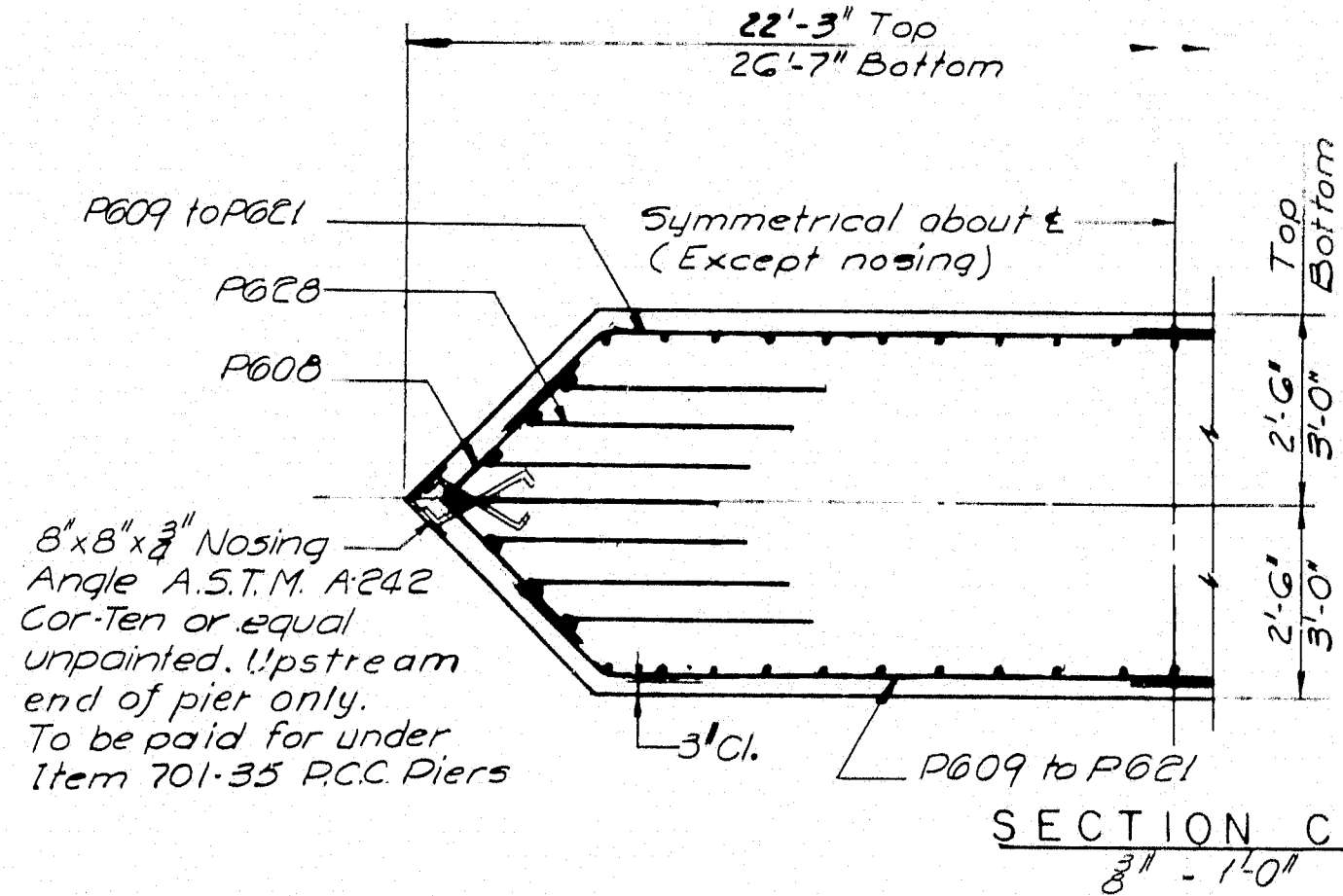
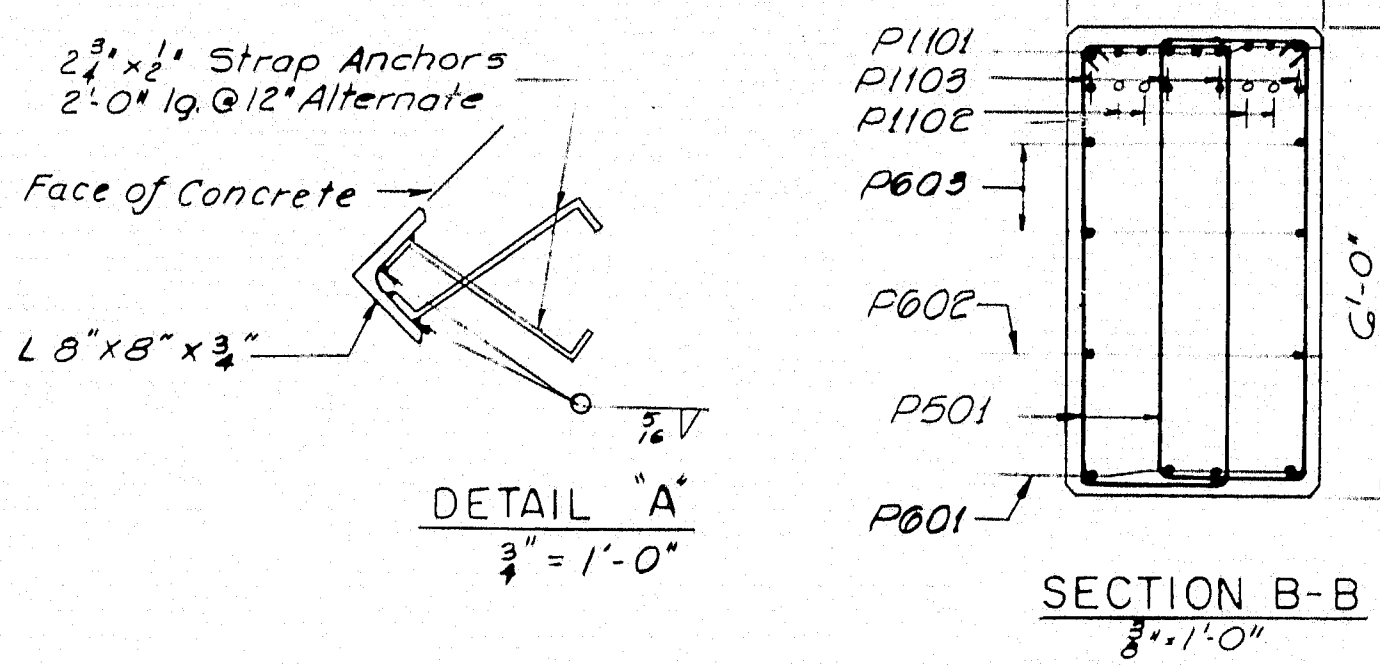
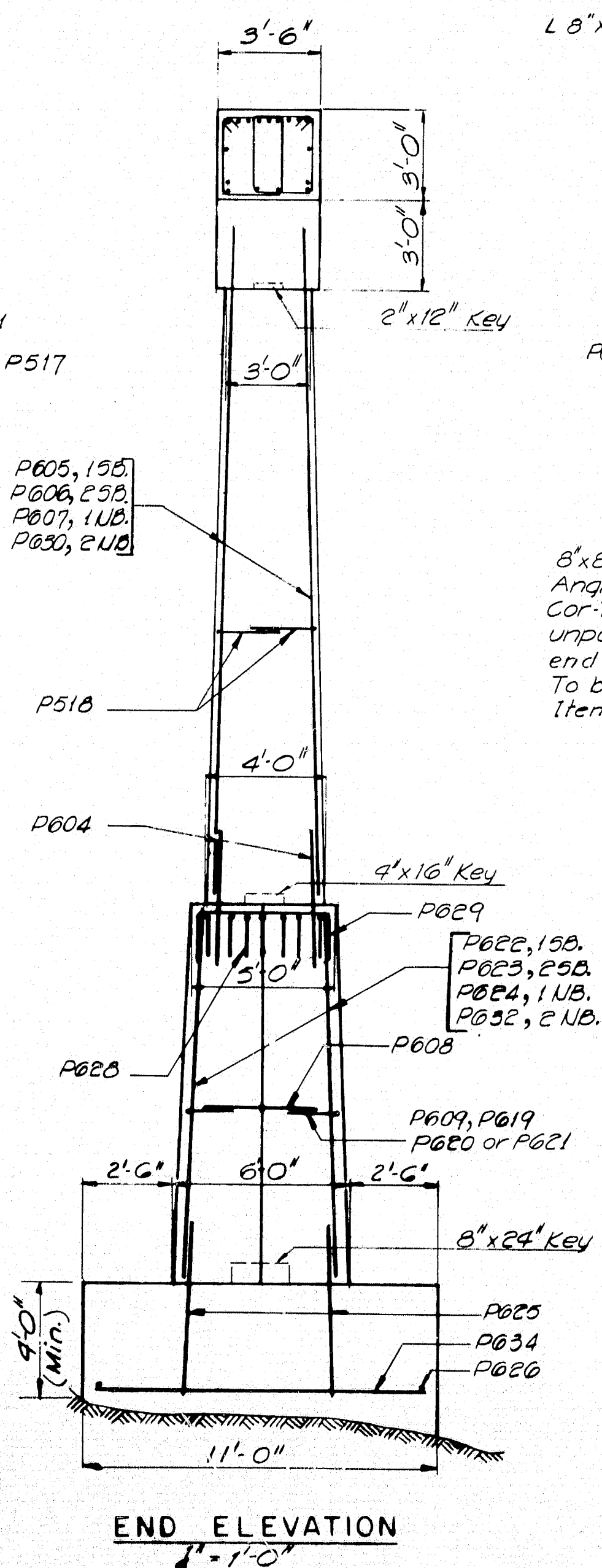
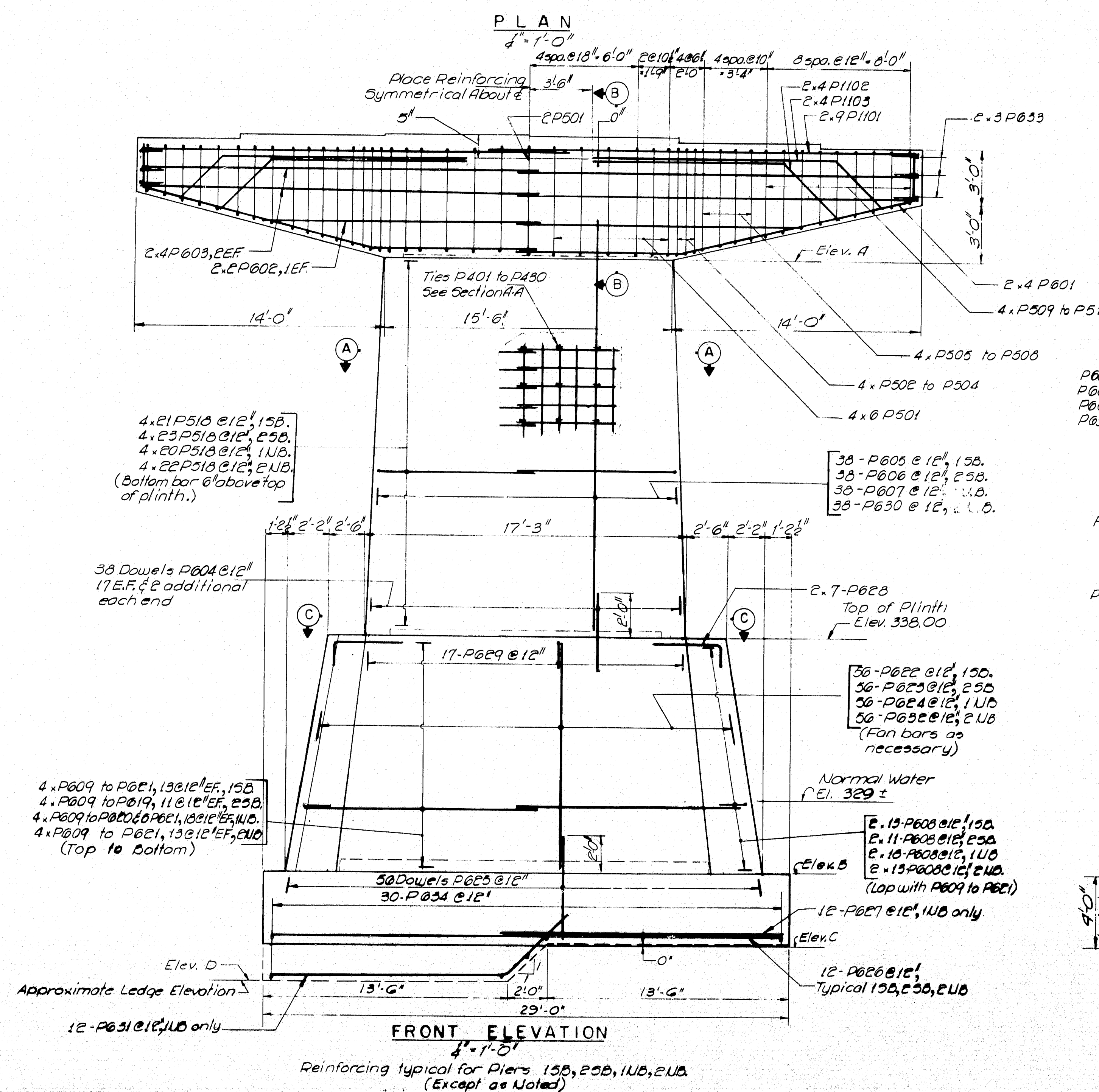
ELEVATIONS				
ELEV.	Pier 1, S.B.	Pier E, S.B.	Pier 1, N.B.	Pier 2, N.B.
A	359.01	360.98	357.64	359.61
B	327.00	327.00	324.72	325.50
C	321.00	323.00	316.50	321.50
D	—	—	314.50	—



FOOTING DETAILS

No Scale
NOTES:

- NOTES:**
1. In ledge excavation, footing side forms may be omitted if approved by the Engineer. No payment will be made for concrete outside the neat lines shown.
 2. In case of overbreakage of ledge downward no payment will be made for Structural Rock Excavation Piers, or for concrete more than 4'-6" below top of footing.
 3. All weathered or broken ledge shall be removed before any footing concrete is placed.
 4. Place footings on ledge. Top of footing (Elev.B) shall be at or below bottom of existing channel. Elev.B may be adjusted by the Engineer to avoid excessive rock excavation.



- ### NOTES
1. Dress, bearing areas 1" larger, all around, than masonry plates, to exact elevations shown.
 2. Reinforcing steel to have 2" minimum cover unless otherwise shown.
 3. Maximum Footing Pressure

Group I Loading	2.6 Tons/S.F.	} Critical
Group IX Loading	5.9 Tons/S.F.	
 4. Place reinforcing steel to clear anchor bolts.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

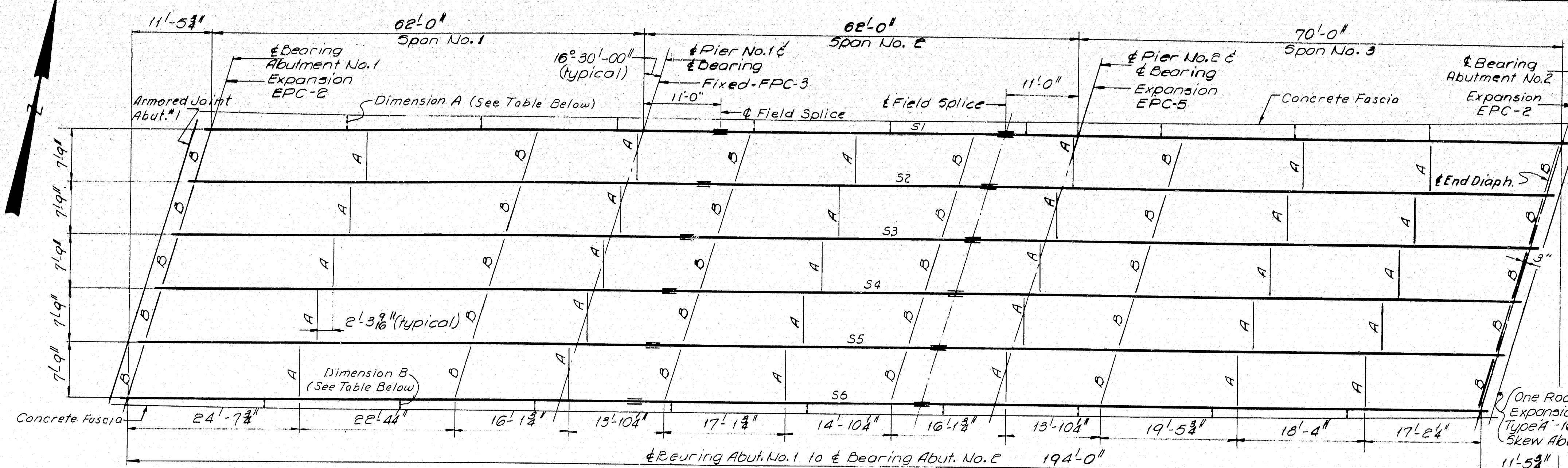
NEW YORK BOSTON KANSAS CITY

DESIGN--*EFF.* DETAIL--*D.A.T.* BRIDGE NO. _____
TRACE--*PR.U.* SURVEY--*PR.U.* PLOT--*PR.U.*

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

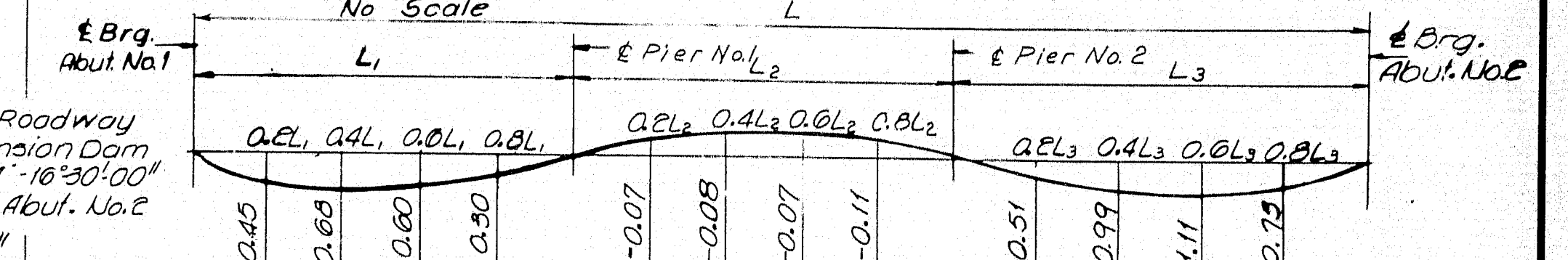
INTERSTATE 95
OVER
"B" STREAM
IN THE TOWN OF
HOULTON
ARROOSTOOK COUNTY
PIERS

SHEET 8 OF 14 AUGUSTA, MAINE NOVEMBER 1964



NOTE :
For additional Splice Details,
see Standard Details BD103-64

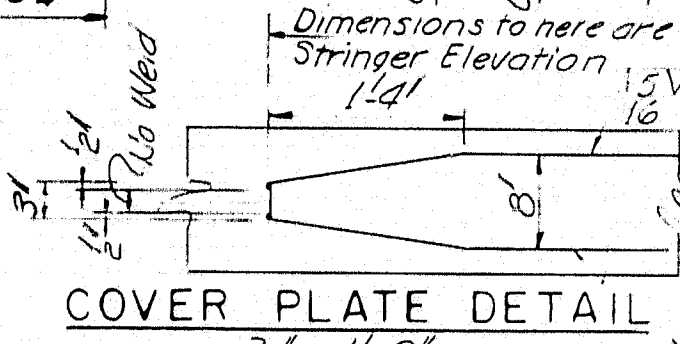
SPLICE DETAIL



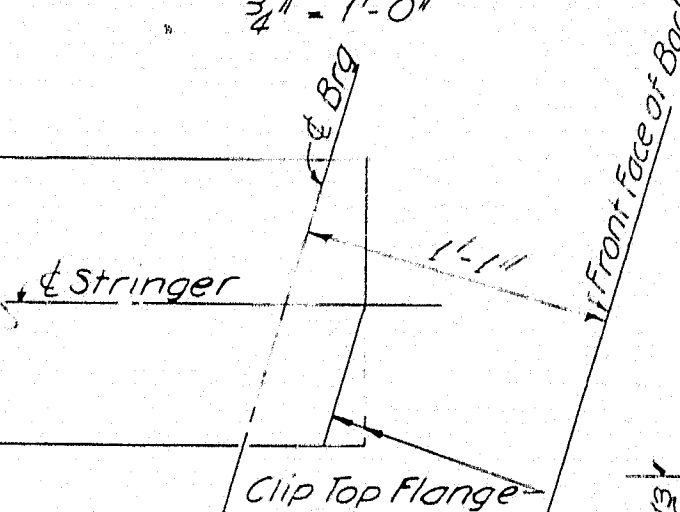
NOTE:
No shop camber required.
Natural mill camber to
be placed up.

DEAD LOAD DEFLECTION DIAGRAM

ALL DEFLECTIONS IN INCHES

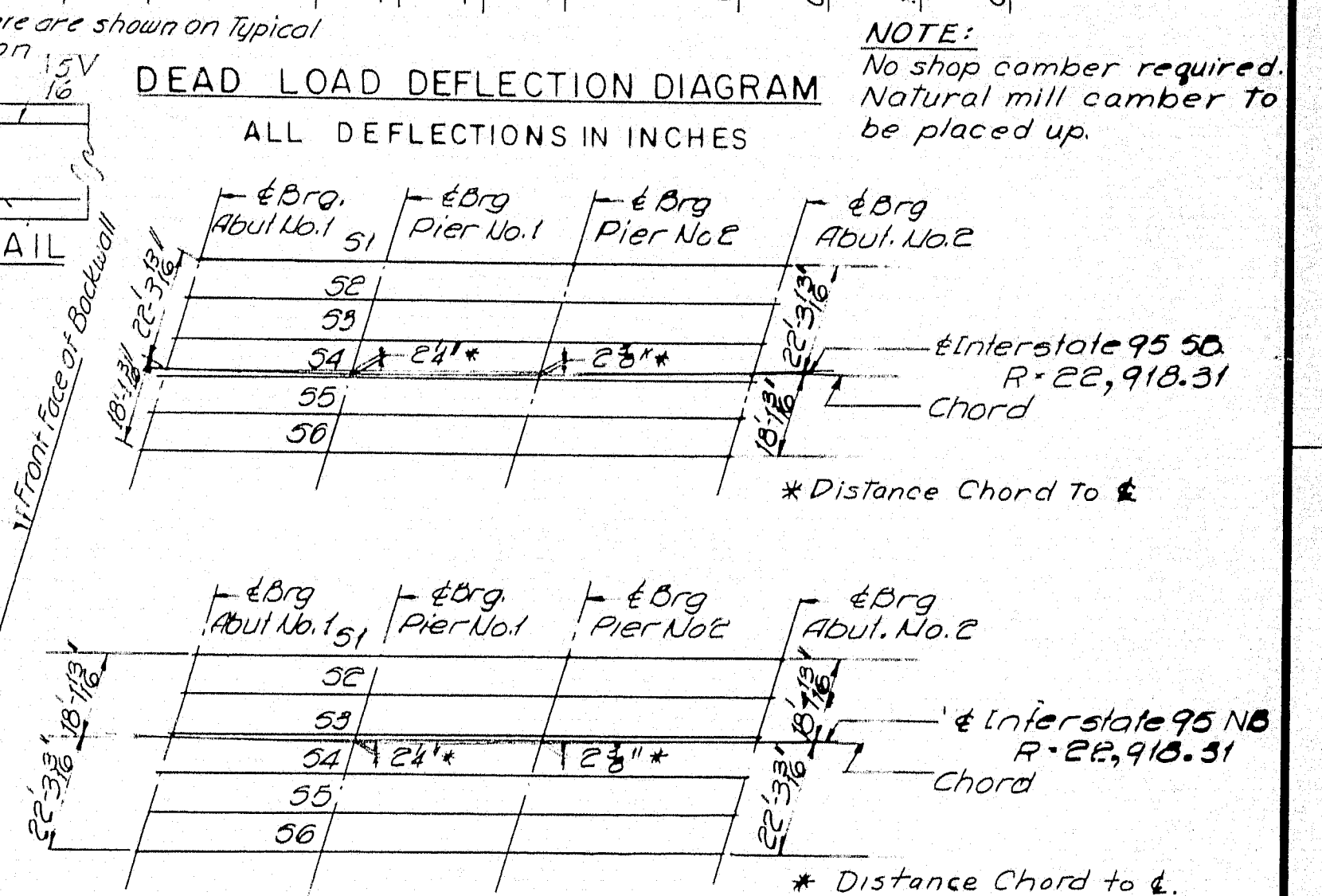


COVER PLATE DETAIL

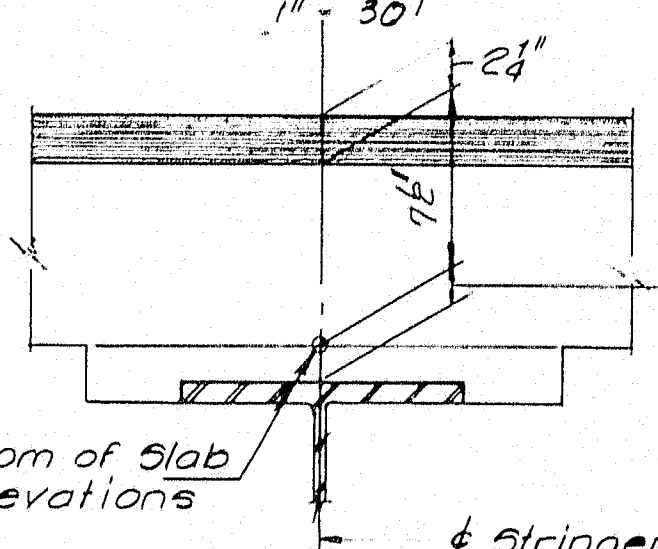


TOP FLANGE CLIP DETAIL

Abutment No 2 (S1 to S6)



KEY PLAN



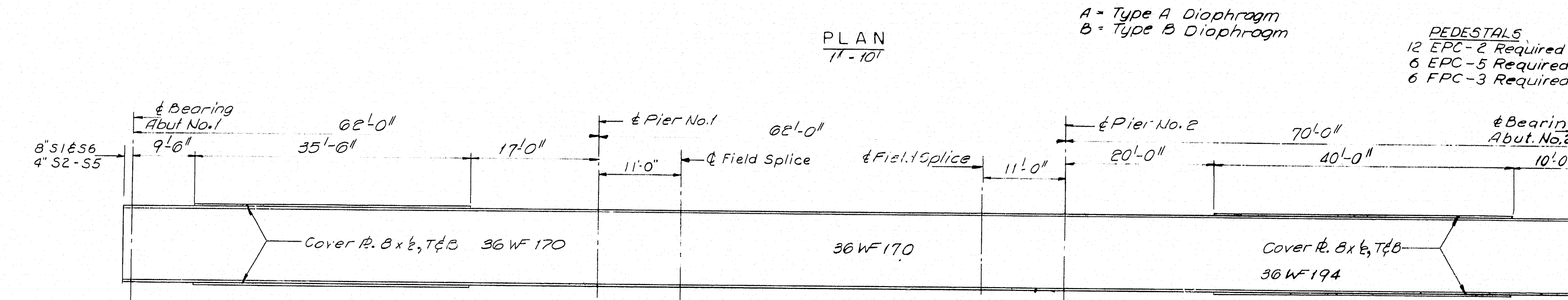
Blocking 14" @ 4' Org.
Abutments and splices.
(Do not use for setting forms).

NOTE:

To compensate for dead load deflections as well as possible irregularities in beams set the bottom of slab elevation at the points indicated before any of the slab formwork is started.

BLOCKING DETAIL

No Scale



TYPICAL STRINGER ELEVATION

All dimensions are horizontal

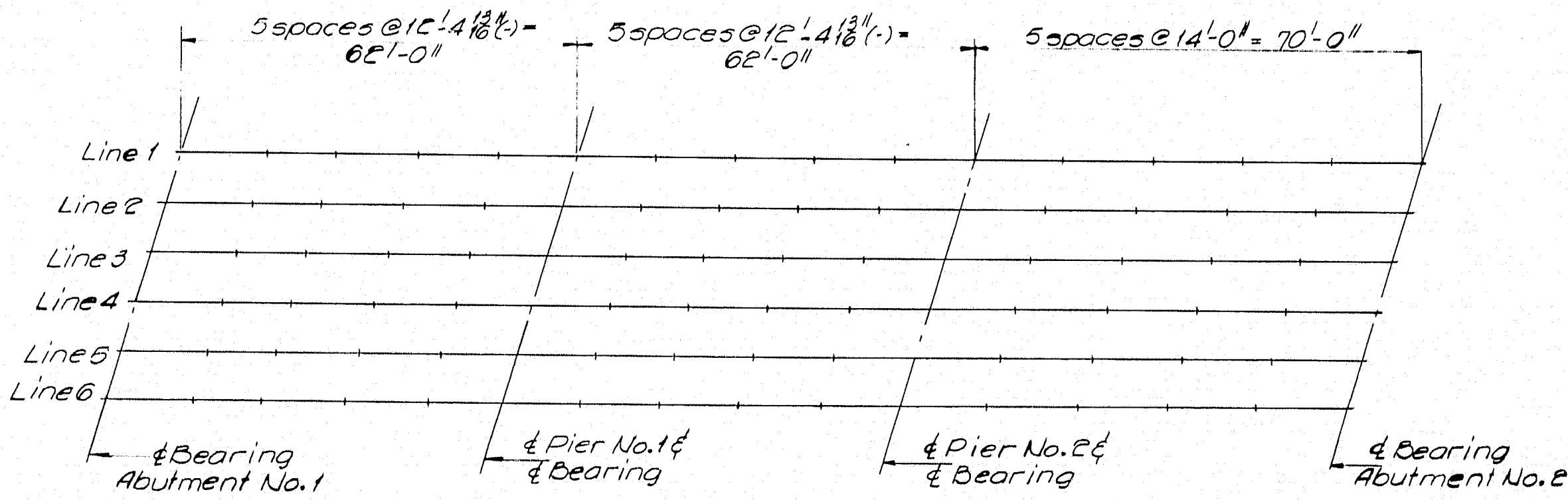


DIAGRAM OF BLOCKING POINTS

NOTE
For location of Point A
and Point B see Sheet 12

BOTTOM OF SLAB ELEVATIONS AT BLOCKING POINTS SB																
	±Brg. Abut. No.1	SPAN NO. 1				±Pier No.1	SPAN NO. 2				±Pier No. 2	SPAN NO. 3				±Brg. Abut.No.3
	12'4 1/2"	21'9 3/4"	37'5 1/2"	49'7 1/4"		12'4 1/2"	21'9 3/4"	37'5 1/2"	49'7 1/4"		14'0"	28'0"	42'0"	56'0"		
Line 1	366.96	367.47	367.96	368.42	368.87	369.32	369.78	370.25	370.72	371.19	371.67	372.25	372.82	373.37	373.97	374.54
Line 2	367.01	367.52	368.01	368.47	368.92	369.36	369.83	370.30	370.77	371.24	371.72	372.30	372.87	373.41	373.91	374.39
Line 3	367.06	367.57	368.05	368.52	368.97	369.41	369.88	370.35	370.82	371.29	371.77	372.34	372.91	373.46	373.96	374.43
Line 4	367.04	367.55	368.04	368.51	368.95	369.40	369.87	370.34	370.81	371.28	371.76	372.33	372.90	373.44	373.94	374.41
Line 5	366.82	367.33	367.82	368.29	368.73	369.18	369.65	370.12	370.59	371.05	371.53	372.11	372.68	373.22	373.72	374.19
Line 6	366.60	367.11	367.60	368.07	368.51	368.96	369.42	369.90	370.37	370.83	371.31	371.89	372.46	373.00	373.50	373.97
Point A SB	366.81	367.42	367.91	368.37	368.82	369.27	369.73	370.20	370.67	371.14	371.62	372.20	372.77	373.32	373.82	374.29
Point B SB	366.53	367.06	367.53	368.02	368.46	368.91	369.37	369.83	370.32	370.78	371.26	371.84	372.41	372.95	373.45	373.92
Point A NB	365.68	366.19	366.68	367.14	367.59	368.04	368.50	368.95	369.44	369.91	370.38	370.97	371.54	372.09	372.59	373.06
Point B NB	365.18	365.69	366.18	366.65	367.09	367.54	368.00	368.48	368.95	369.42	369.89	370.47	371.04	371.58	372.08	372.55

	73'-0"	40'-0"	81'-0"	
		1-4 Field Splice +3.813% S.B	5-4 Field Splice	
S1	+ 3.807 % SB +3.807 % NB	+3.810 % NB	+3.798 % SB +3.800 % NB	
S2	+3.805 % SB +3.804 % NB	+3.810 % S.B	+3.796 % SB +3.795 % NB	
S3	+3.805 % SB +3.803 % NB	+3.808 % S.B	+3.795 % SB +3.794 % NB	
S4	+3.812 % SB +3.811 % NB	+3.805 % S.B	+3.785 % SB +3.785 % NB	
S5	+3.811 % SB +3.811 % NB	+3.805 % NB	+3.800 % SB +3.784 % NB	
S6	+3.811 % SB +3.809 % NB	+3.803 % S.B	+3.800 % SB +3.783 % NB	
	4 Bearing Abutment No.1	4 Pier No.14 4 Bearing	4 Pier No.24 4 Bearing	4 Bearing Abutment No.2

BEAM GRADES

BOTTOM OF SLAB ELEVATION AT BLOCKING POINTS NB.																
	#Org. Abut.M6	SPAN NO. 1				#Pier No.1	SPAN NO. 2				#Pier No.2	SPAN NO. 3				#Org. Abut.M6
	12'4"10"	24'9"8"	37'2"6"	49'7"8"		12'4"10"	24'9"8"	37'2"6"	49'7"8"		14'10"	28'10"	42'10"	56'10"		
Line 1	365.73	366.82	366.73	367.19	367.64	368.09	368.55	369.03	369.49	369.96	370.43	371.02	371.59	371.14	372.64	373.11
Line 2	365.78	366.29	366.79	367.24	367.69	368.13	368.60	369.07	369.54	370.01	370.49	371.07	371.64	372.15	372.69	373.15
Line 3	365.83	366.34	366.83	367.29	367.74	368.18	368.65	369.12	369.59	370.06	370.54	371.11	371.69	372.23	372.73	373.20
Line 4	365.67	366.18	366.67	367.14	367.59	368.03	368.50	368.97	369.44	369.91	370.39	370.96	371.53	372.07	372.57	373.04
Line 5	365.45	366.45	366.45	366.92	367.37	367.81	368.23	368.75	369.22	369.69	370.17	370.74	371.31	371.85	372.35	372.83
Line 6	365.29	365.74	366.23	366.70	367.14	367.59	368.05	368.53	369.00	369.47	369.94	370.52	371.09	371.63	372.13	372.60

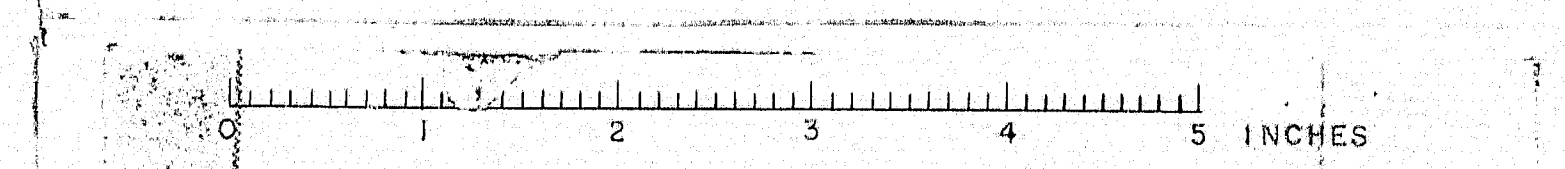
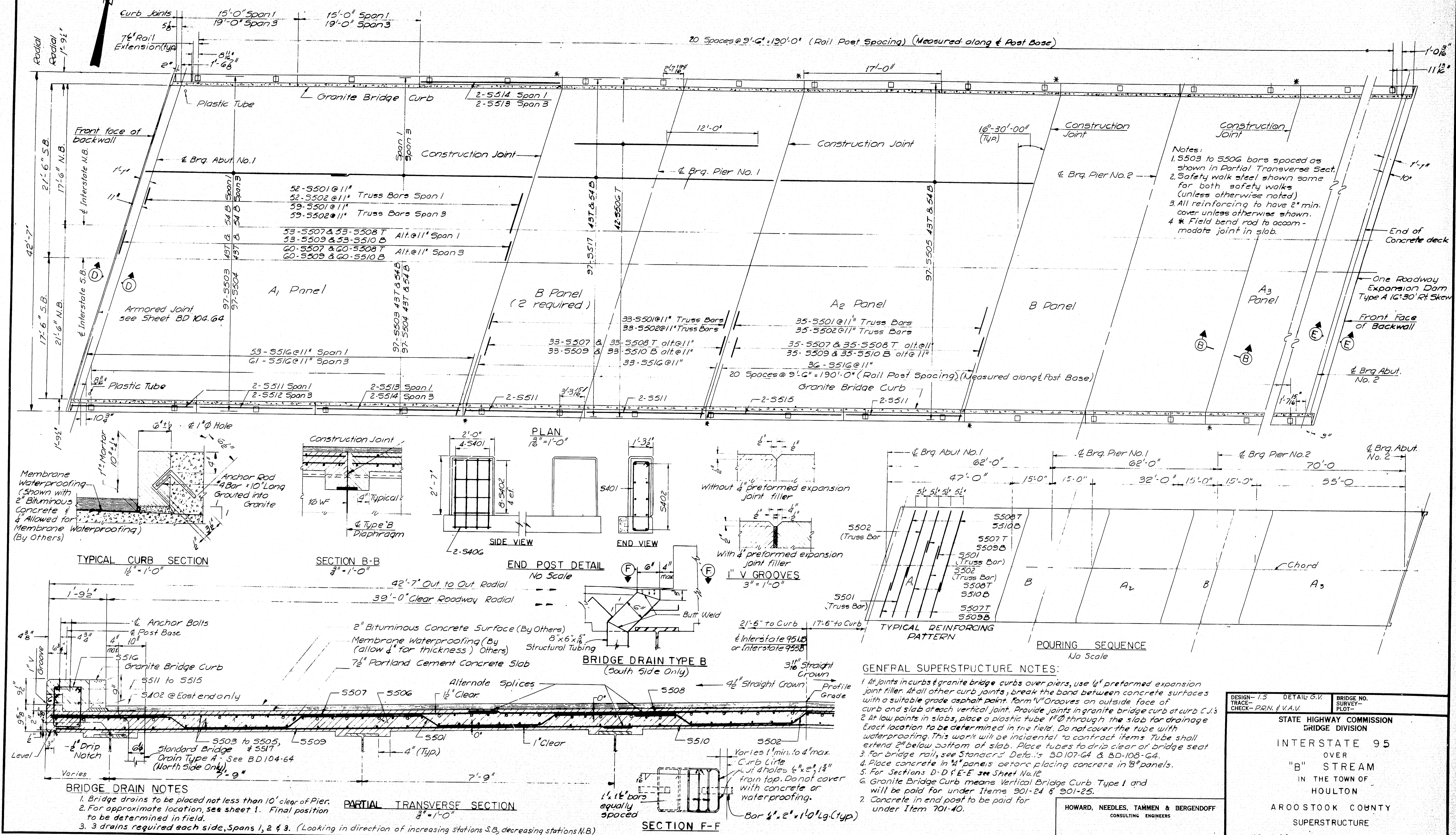
<i>N</i> Bound	<i>S</i> Bound	± Brg.	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	± Brg.
Dimension A	1'-10 $\frac{1}{2}$ "	1'-9 $\frac{3}{8}$ "	1'-9"	1'-8 $\frac{3}{8}$ "	1'-8 $\frac{3}{8}$ "	1'-8 $\frac{3}{8}$ "	1'-8 $\frac{3}{8}$ "	1'-8 $\frac{3}{8}$ "	1'-9 $\frac{1}{8}$ "	1'-10 $\frac{1}{8}$ "	1'-11"	
Dimension B	1'-11"	1'-11 $\frac{1}{8}$ "	2'-0 $\frac{1}{8}$ "	2'-1 $\frac{1}{4}$ "	2'-1 $\frac{1}{8}$ "	2'-1 $\frac{1}{8}$ "	2'-1 $\frac{1}{8}$ "	2'-1 $\frac{7}{8}$ "	2'-1"	2'-0 $\frac{3}{8}$ "	1'-11 $\frac{3}{8}$ "	

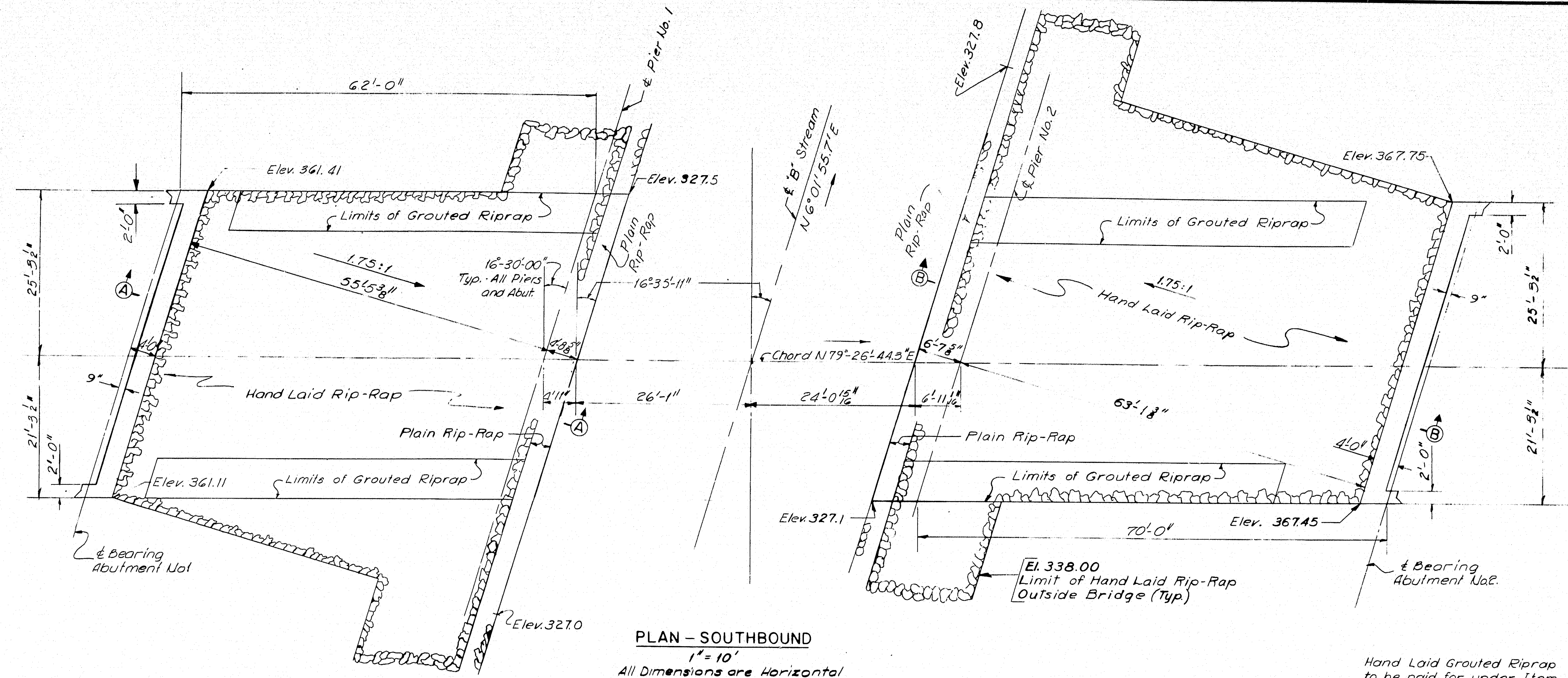
DESIGN - <i>EFK</i>	DETAIL - D.A.T.	BRIDGE NO.
TRACE -		SURVEY -
CHECK - <i>EFK</i>		PLAN -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
"B" STREAM
IN THE TOWN OF
HOULTON
AROOSTOOK COUNTY
STRUCTURAL STEEL & BLOCKING
SHEET 9 OF 14 AUGUSTA, MAINE NOVEMBER 1964

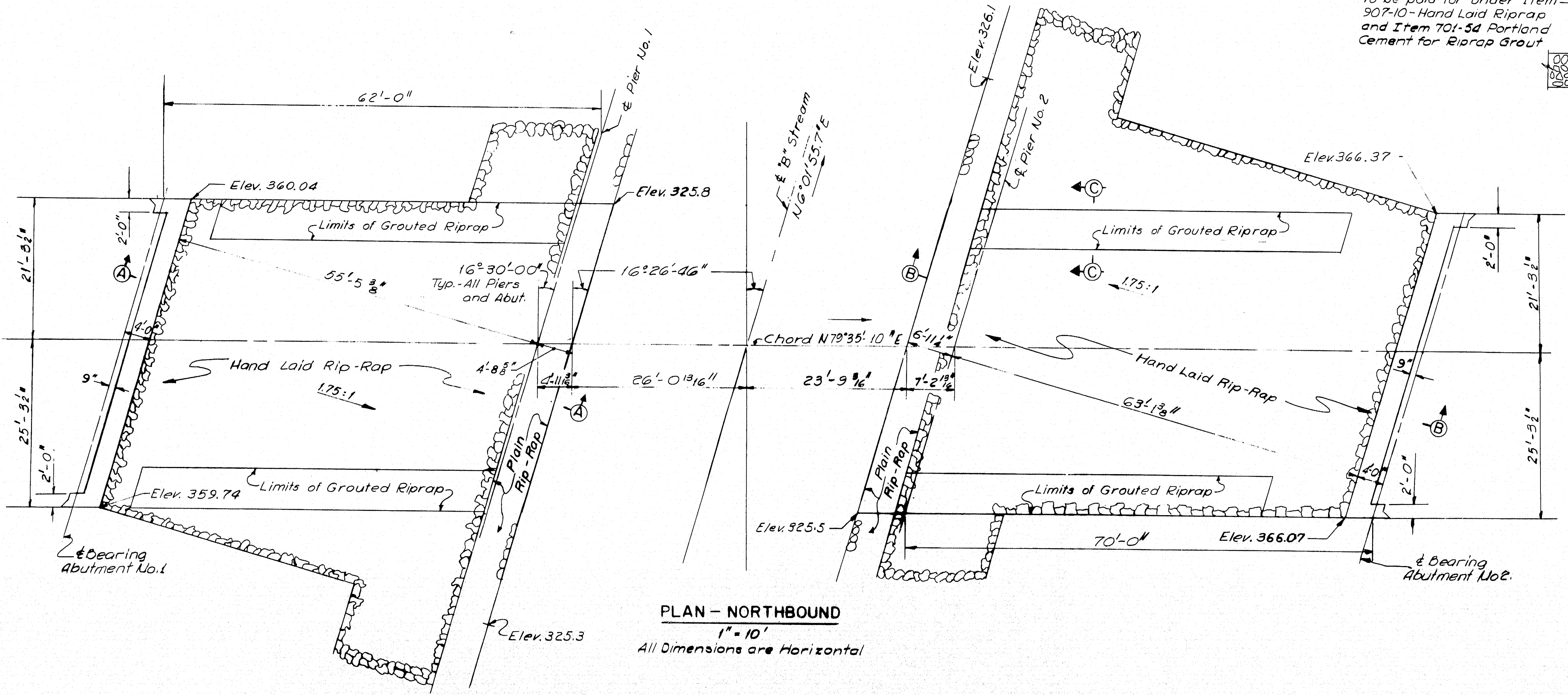
NOTE:
Because of the Monolithic Placement of the Concrete Slab, the Construction Joints were Eliminated and the Reinforcing either Spliced or Placed Continuously. The Concrete Haunch Over the B Diaphragm was Also Eliminated.

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-9(17)	105	122

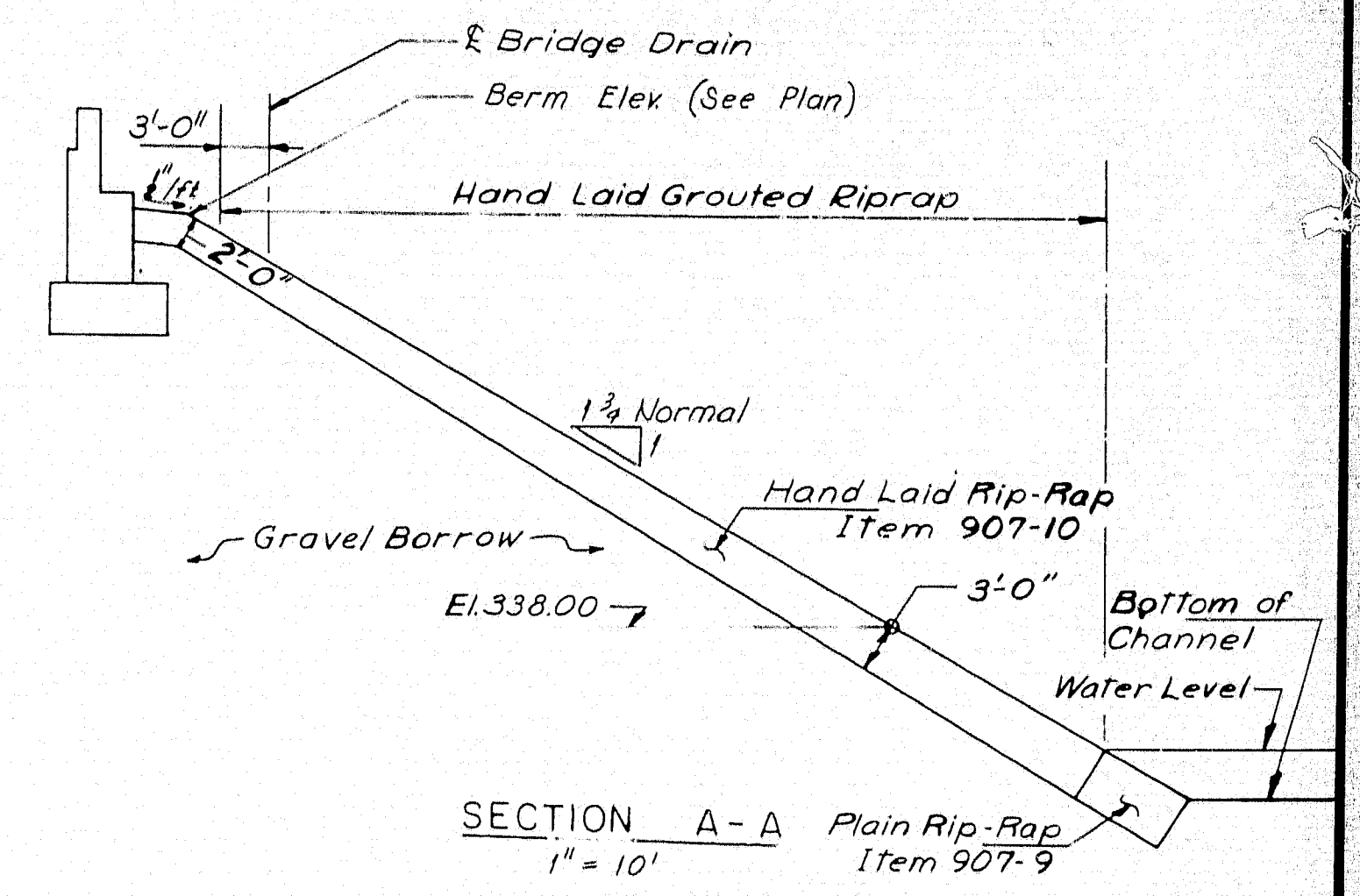




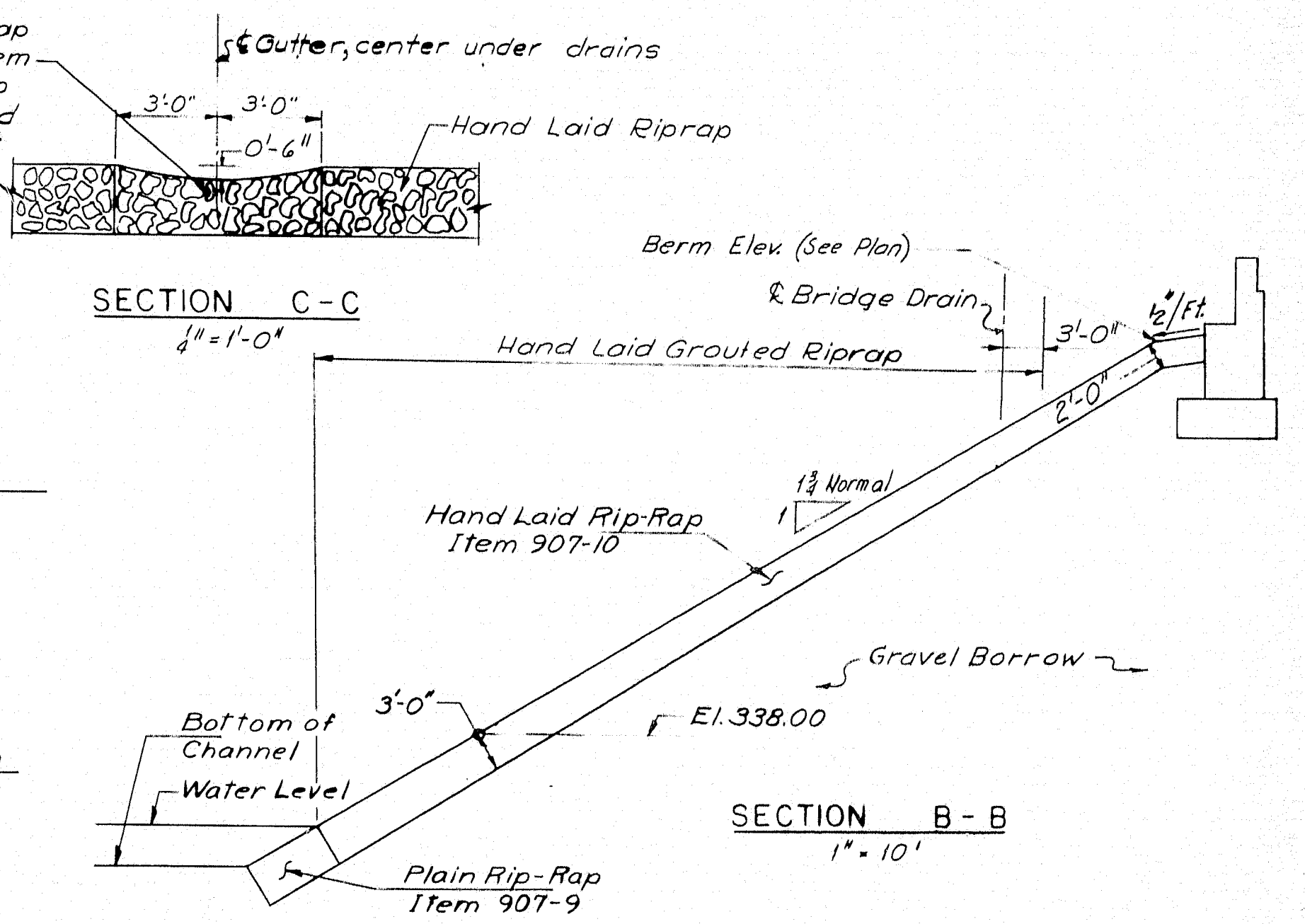
PLAN - SOUTHBOUND
1" = 10'
All Dimensions are Horizontal



PLAN - NORTHBOUND
1" = 10'
All Dimensions are Horizontal



SECTION A-A
1" = 10'



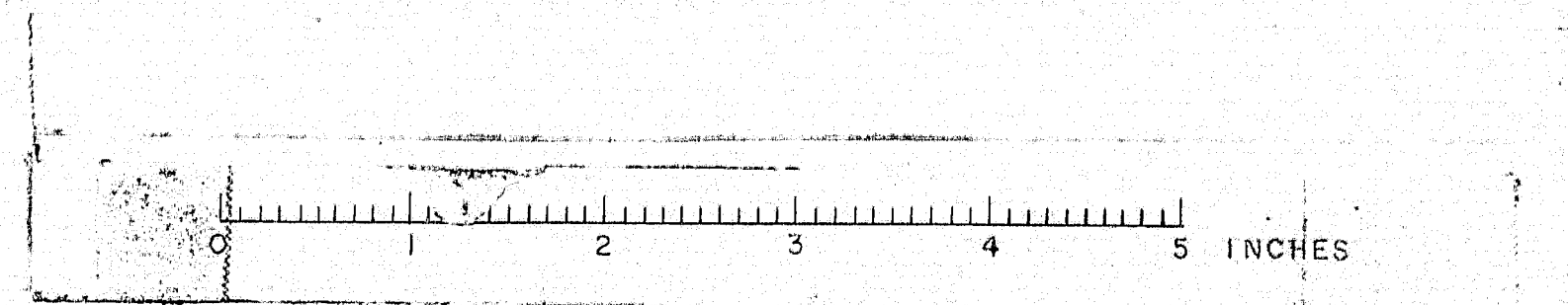
SECTION C-C
1" = 10'

SECTION B-B
1" = 10'

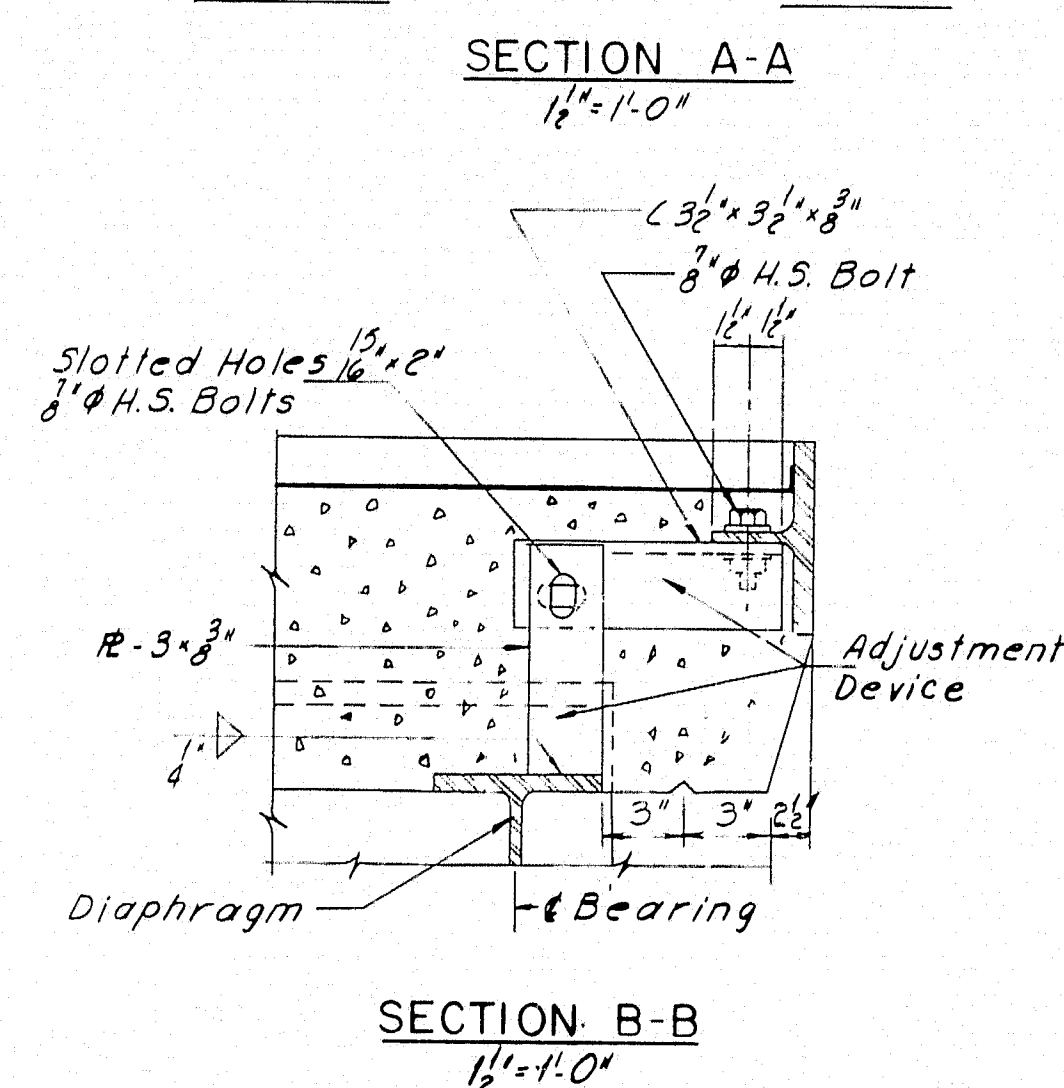
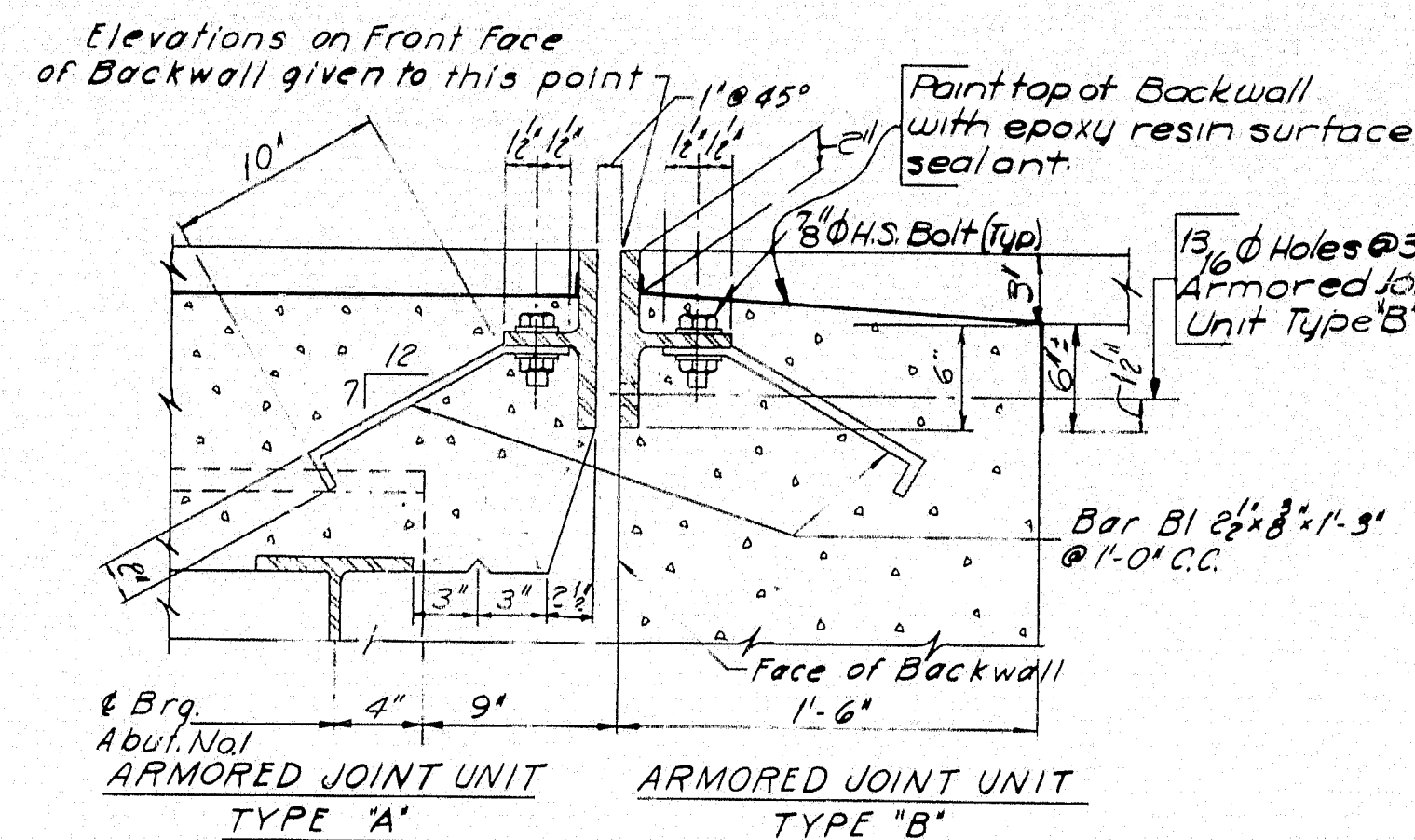
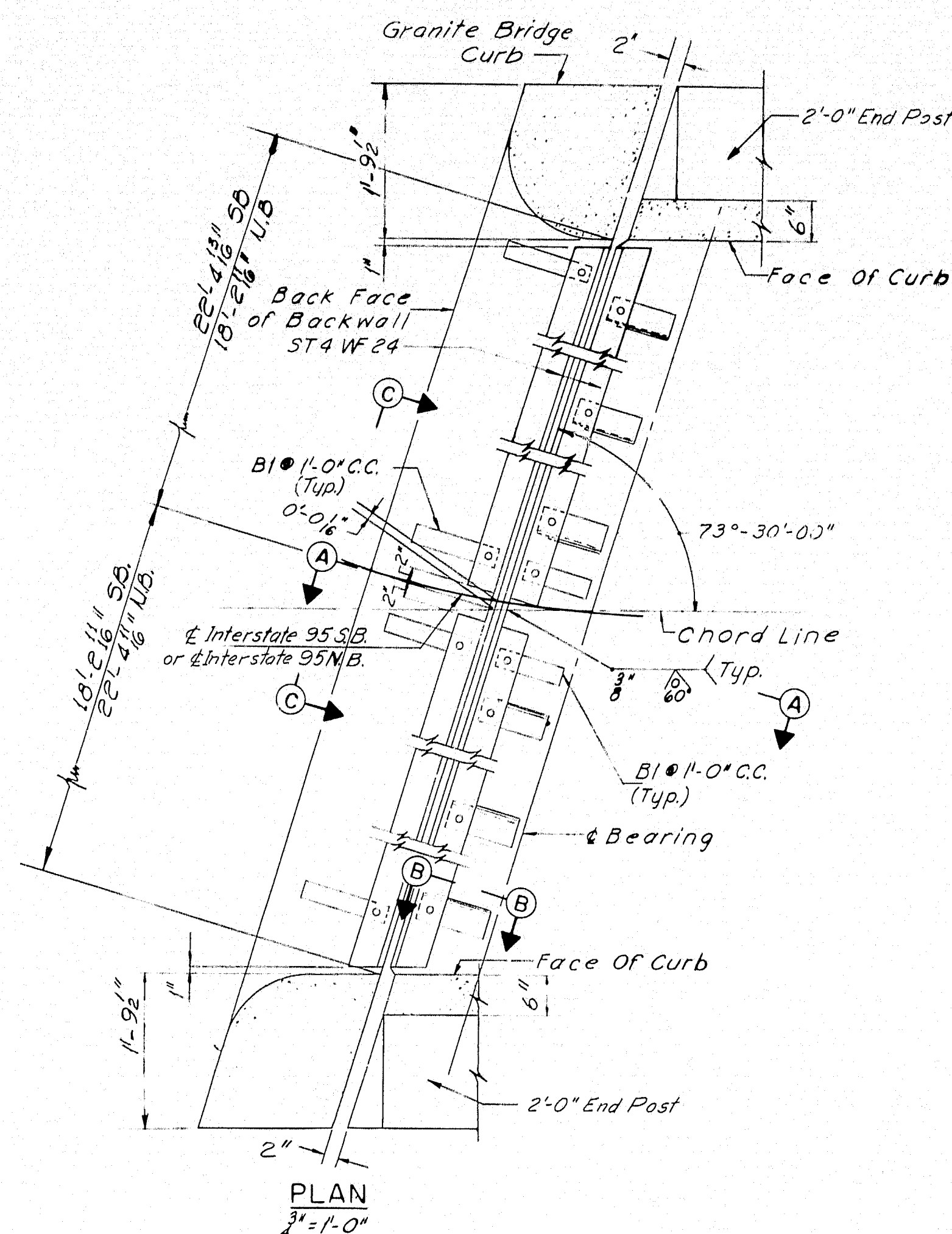
HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
NEW YORK BOSTON KANSAS CITY

DESIGN -	DETAIL R.P.R.	BRIDGE NO.
TRACE -		
CHECK - PRN		
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
INTERSTATE 95 OVER "B" STREAM IN THE TOWN OF HOULTON ARROSTOOK COUNTY		
SLOPE PROTECTION		
SHEET 11 OF 14 AUGUSTA, MAINE NOVEMBER 1964		

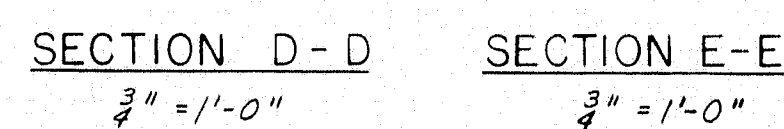
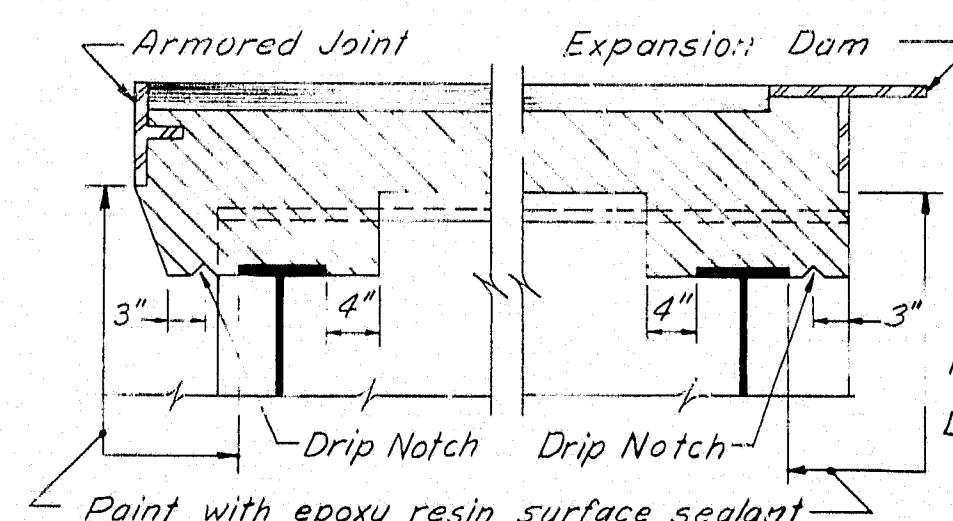
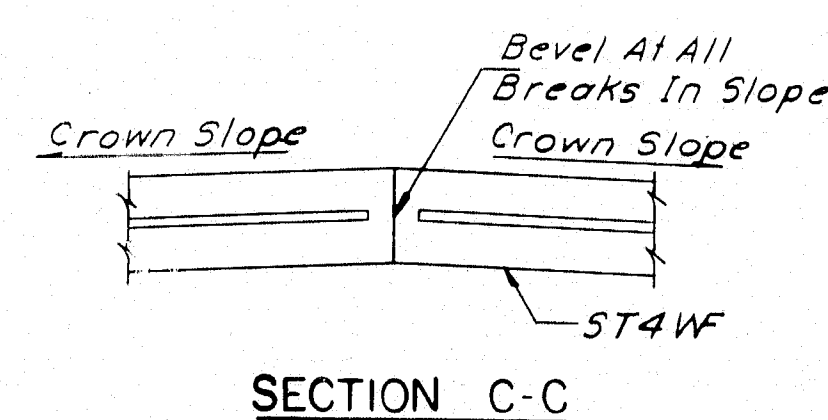
M-2199C



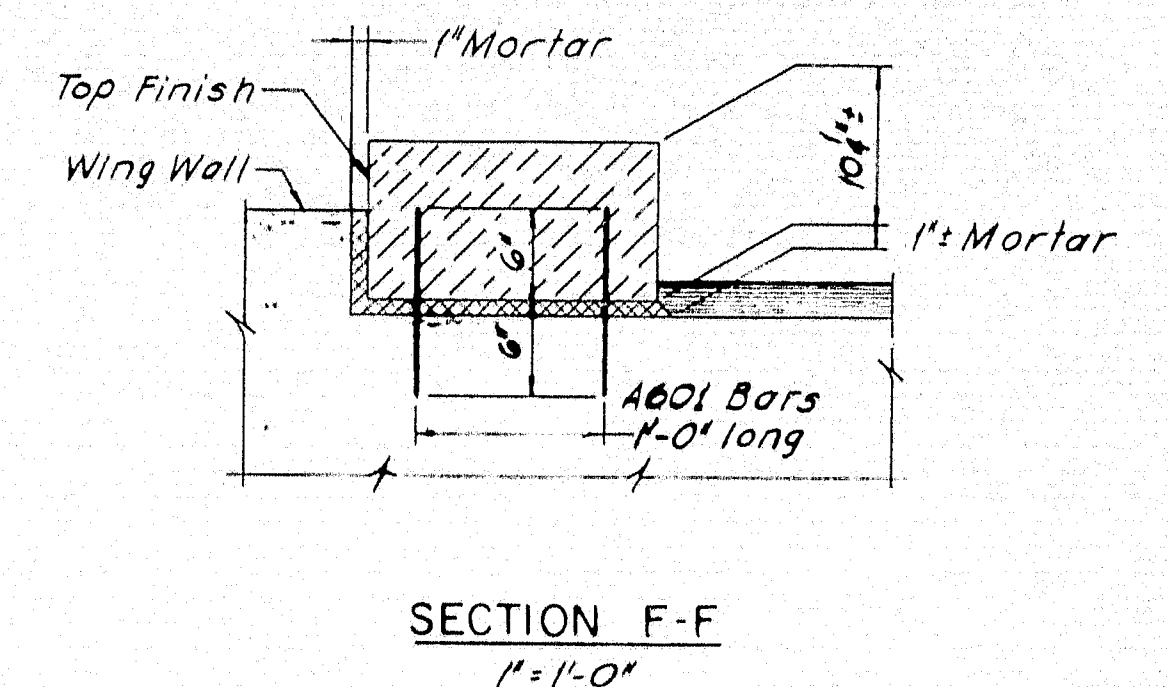
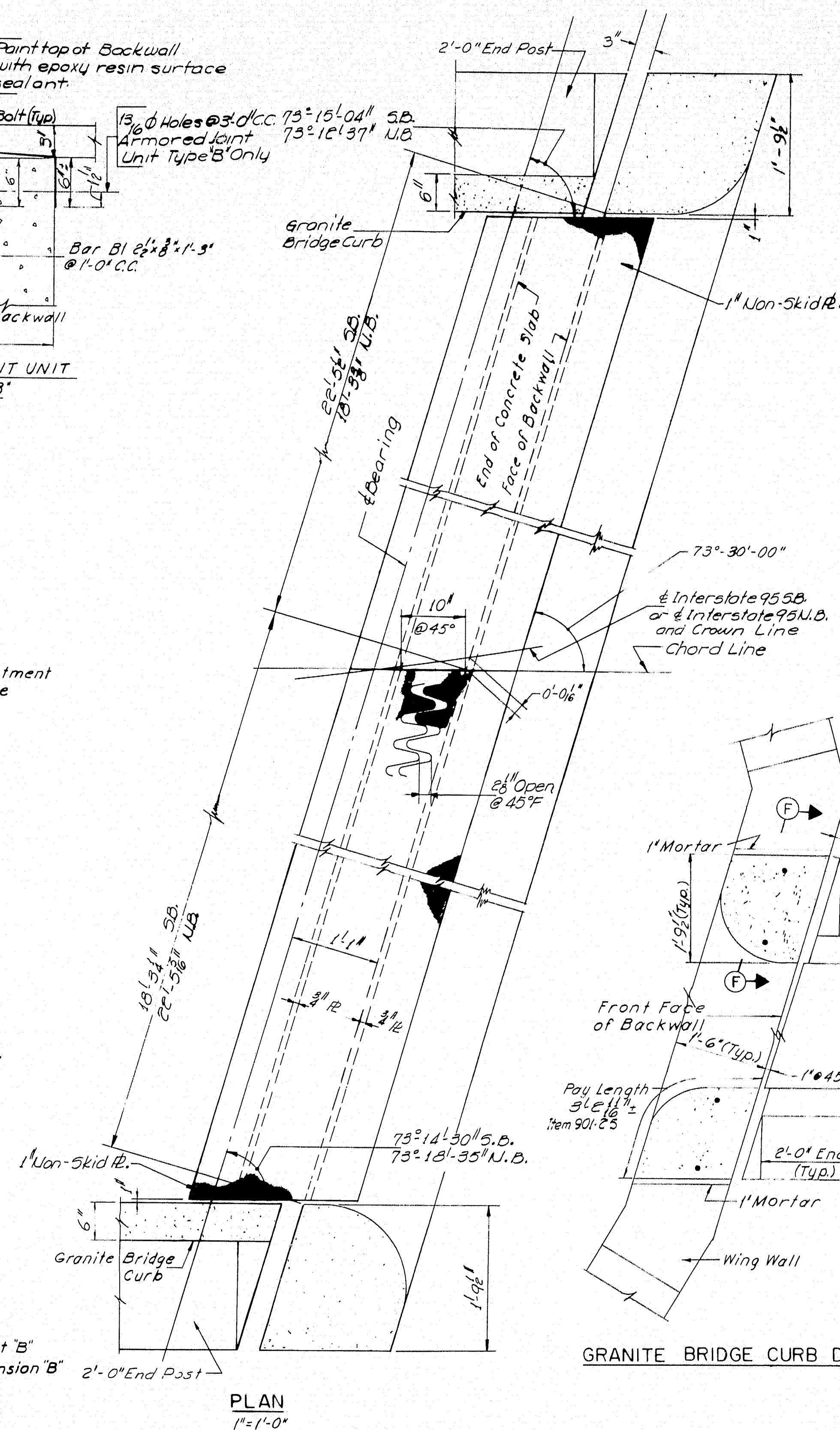
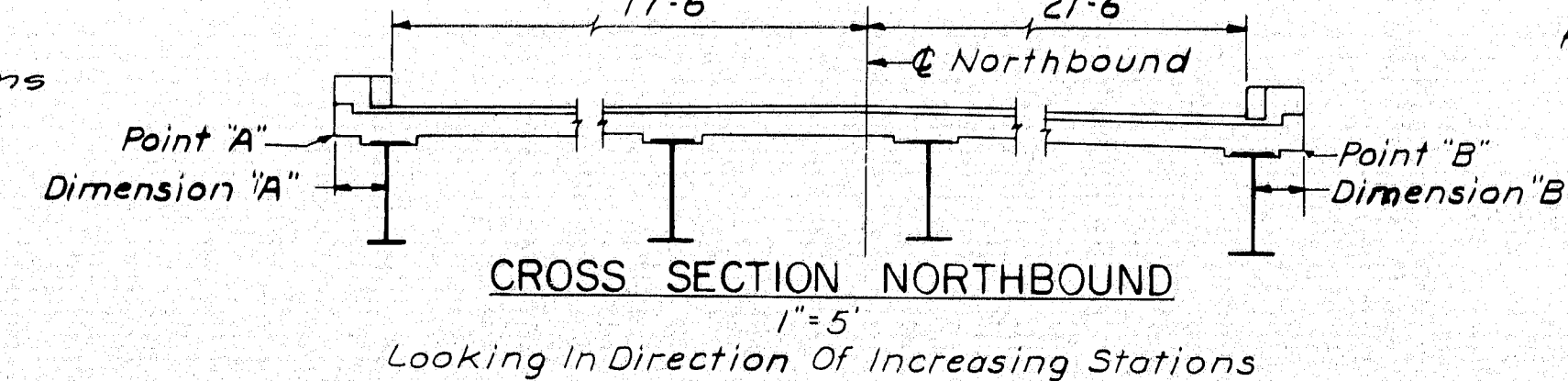
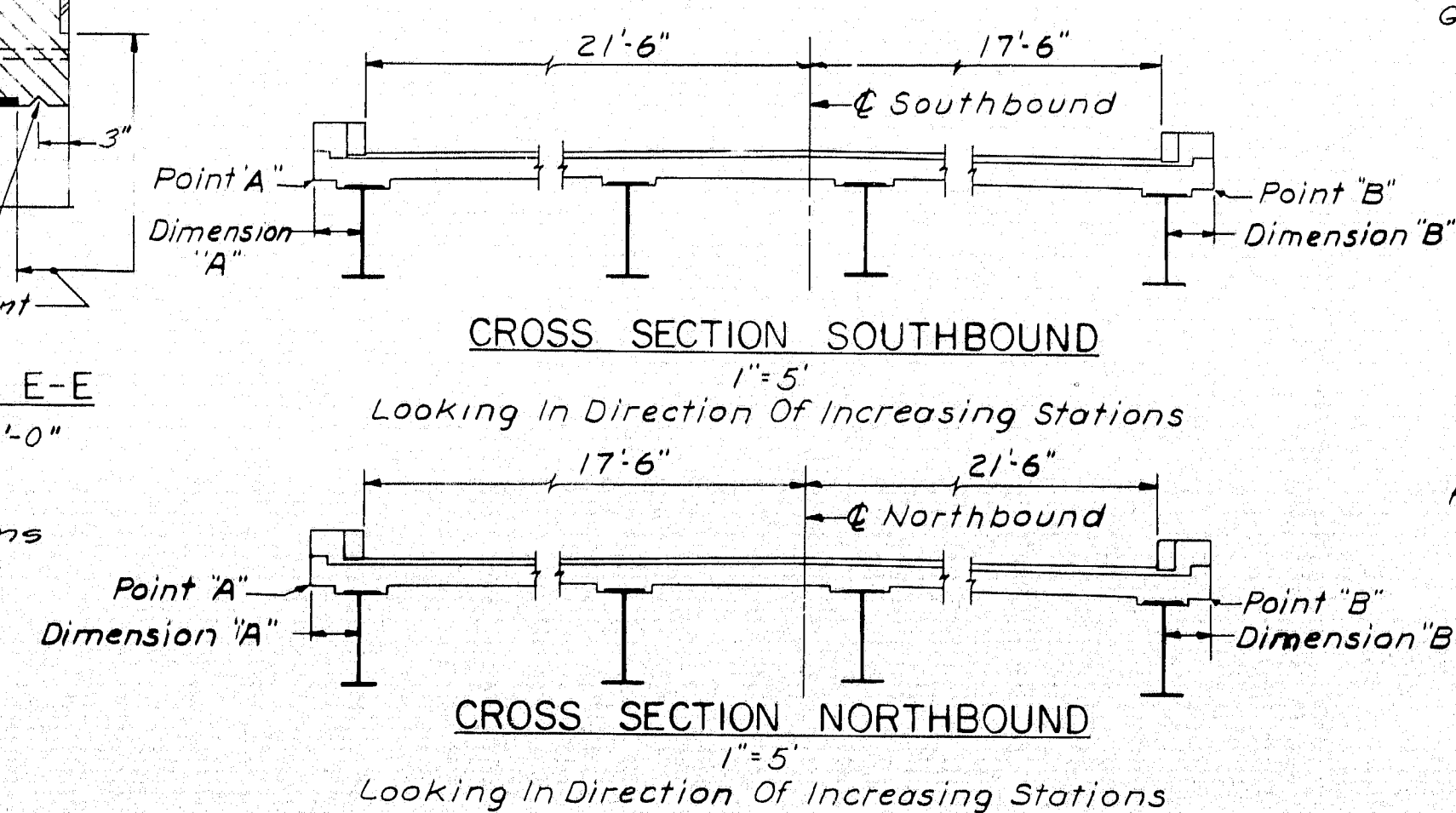
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-9(17)	107	122



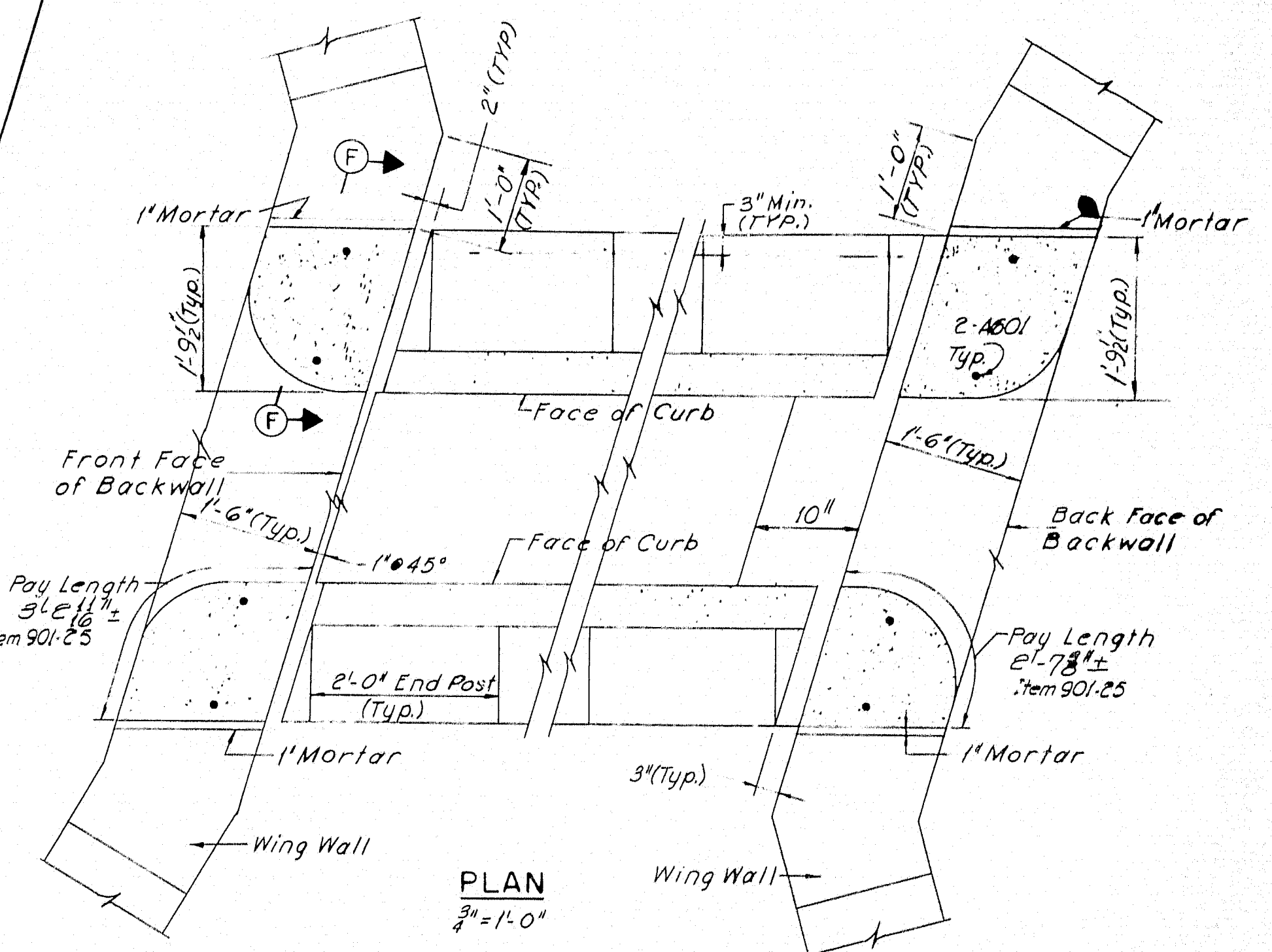
ARMORED JOINT ABUTMENT NO.1
For Detail See Standard Details Sheet SD-104-64



NOTE:
For Location of Sections
D-D & E-E see sheet 10.



NOTE
Grout A601 bars into 1 1/2" holes in stone prior to setting stone on backwall.
Drill 1 1/2" holes in backwall to suit A601 bars.
Payment for drilling for and grouting of A601 bars to be included in the price for Item 705-14, Reinforcing Steel, Placing.



GRANITE BRIDGE CURB DETAILS AT ABUTMENT BACKWALL

EXPANSION DAM TYPE A ABUTMENT NO.2
For Detail See Standard Details Sheet BD-105-64

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

NEW YORK BOSTON KANSAS CITY

DESIGN-- 1.5 DETAIL-- JMS
TRACE-- PRN. BRIDGE NO.
CHECK-- SURVEY
PLOT--

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
"B" STREAM
IN THE TOWN OF
HOULTON
AROSTOOK COUNTY
EXPANSION DAM & CURB DETAILS

SHEET 12 OF 14 AUGUSTA, MAINE NOVEMBER 1964

111

MARK	SIZE	NUMBER	LENGTH	INC.	LOCATION
ABUTMENT #1 SOUTHBOUND					
STRAIGHT BARS					
A601	6	8	1'-0"		Curb dowels
A602	6	24	23'-9"		Footings
A603	6	90	5'-6"		"
A604	6	10	10'-6"		"
A605	6	18	3'-6" to 5'-0"	2"	" (2 groups of 9)
A606	6	10	9'-0"		"
A607	6	16	3'-5" to 5'-2"	3"	Footings (2 groups of 8)
BENT BARS					
A401	4	5	21'-6"		Backwall
A402	4	5	26'-0"		Backwall
A403	4	4	7'-0"		Wingwall
A409	4	1	20'-0"		Backwall
A410	4	1	25'-3"		Backwall
A411	4	8	8'-0"		Wingwall
A412	4	2	6'-6"		Wingwall
APPROACH SLAB DETAILS					
A501	5	60	4'-6"		Backwall
A502	5	8	20'-6"		Stem
A503	5	8	24'-9"		"
A504	5	30	3'-0"		Stem
A505	5	58	6'-0"		Stem & Wingwall
A506	5	30	2'-6"		Stem (Dowels)
A507	5	4	5'-9"		Wingwall
A508	5	28	2'-0" to 5'-0"	6"	Wingwall (4 groups of 7)
BENT BARS					
A404	4	8	8'-11"		Wingwall
A405	4	2	7'-3"		Wingwall
A406	4	12	4'-0"		Pads
A407	4	8	5'-2"		"
A408	4	4	4'-9"		Pads
APPROACH SLAB DETAILS					
A5401	4	22	40'-0"		Approach slab
A5601	6	156	14'-6"		Approach slab
ABUTMENT #1 NORTHBOUND					
Identical to Abut. #1 Southbound					
ABUTMENT #2 SOUTHBOUND					
STRAIGHT BARS					
A601	6	8	1'-0"		Curb dowels
A602	6	24	23'-9"		Footings
A603	6	90	5'-6"		"
A604	6	10	10'-6"		"
A605	6	18	3'-6" to 5'-0"	2"	" (2 groups of 9)
A606	6	10	9'-0"		"
A607	6	16	3'-5" to 5'-2"	3"	Footings (2 groups of 8)
BENT BARS					
A401	4	5	21'-6"		Backwall
A402	4	5	26'-0"		Backwall
A403	4	4	7'-0"		Wingwall
A409	4	1	20'-0"		Backwall
A410	4	1	25'-3"		Backwall
A411	4	8	8'-0"		Wingwall
A412	4	2	6'-6"		Wingwall
APPROACH SLAB DETAILS					
A5401	4	22	40'-0"		Approach slab
A5601	6	156	14'-6"		Approach slab
ABUTMENT #1 NORTHBOUND					
Identical to Abut. #1 Southbound					
ABUTMENT #2 SOUTHBOUND					
STRAIGHT BARS					
A601	6	8	1'-0"		Curb dowels
A602	6	24	23'-9"		Footings
A603	6	90	5'-6"		"
A604	6	10	10'-6"		"
A605	6	18	3'-6" to 5'-0"	2"	" (2 groups of 9)
A606	6	10	9'-0"		"
A607	6	16	3'-5" to 5'-2"	3"	Footings (2 groups of 8)
BENT BARS					
A401	4	5	21'-6"		Backwall
A402	4	5	26'-0"		Backwall
A403	4	4	7'-0"		Wingwall
A409	4	1	20'-0"		Backwall
A410	4	1	25'-3"		Backwall
A411	4	8	8'-0"		Wingwall
A412	4	2	6'-6"		Wingwall
APPROACH SLAB DETAILS					
A5401	4	22	40'-0"		Approach slab
A5601	6	156	14'-6"		Approach slab

MARK	SIZE	NUMBER	LENGTH	INC.	LOCATION
ABUTMENT #1 NORTHBOUND					
A506	5	30	2'-6"		Stem (Dowels)
A507	5	4	5'-3"		Wingwall
A508	5	28	2'-0" to 5'-0"	6"	Wingwall (4 groups of 7)
A509	5	58	7'-0"		Stem & Wingwall
BENT BARS					
A404	4	8	8'-11"		Wingwall
A405	4	2	7'-3"		Wingwall
A406	4	12	4'-0"		Pads
A407	4	8	5'-2"		"
A408	4	4	4'-9"		Pads
APPROACH SLAB DETAILS					
A5401	4	22	40'-0"		Approach slab
A5601	6	156	14'-6"		Approach slab
ABUTMENT #2 NORTHBOUND					
Identical to Abut. #2 Southbound					
PIER #1 SOUTHBOUND					
STRAIGHT BARS					
P602	6	4	14'-6"		Cap
P603	6	8	22'-6"		"
P604	6	38	4'-0"		Stem
P605	6	38	23'-0"		"
P622	6	56	12'-9"		Plinth
P625	6	56	5'-9"		Footings
P626	6	12	28'-6"		Footings
P634	6	30	10'-6"		"
P1101	11	18	23'-8"		Cap
BENT BARS					
P401	4	7	4'-4 1/2"		Stem
P402	4	7	4'-3 1/2"		"
P403	4	7	4'-2 1/2"		"
P404	4	7	4'-1 1/2"		"
P405	4	7	4'-0 1/2"		"
P406	4	7	3'-11"		"
P407	4	7	3'-10"		"
P408	4	7	3'-9"		"
P409	4	7	3'-8"		"
P410	4	7	3'-6 1/2"		Stem
PIER #2 SOUTHBOUND					
P501	5	26	16'-6"		Cap
P502	5	4	16'-3"		"
P503	5	4	16'-0"		"
P504	5	4	15'-9"		"
P505	5	4	15'-7"		"
P506	5	4	15'-3"		"
P507	5	4	14'-11"		"
P508	5	4	14'-7"		"
P509	5	4	14'-1"		"
P510	5	4	13'-8"		"
P511	5	4	13'-3"		"
P512	5	4	12'-10"		"
P513	5	4	12'-5"		"
P514	5	4	12'-0"		"
P515	5	4	11'-7"		"
P516	5	4	11'-2"		"
P517	5	4	10'-9"		Cap
P518	5	80	11'-8"		Stem
PIER #1 NORTHBOUND					
P601	6	8	25'-5"		Cap
P608	6	36	5'-11"		Plinth
P609	6	4	10'-9"		"
P610	6	4	11'-0"		"
P611	6	4	11'-3"		"
P612	6	4	11'-6"		"
P613	6	4	11'-9"		"
P614	6	4	12'-0"		"
P615	6	4	12'-3"		Plinth

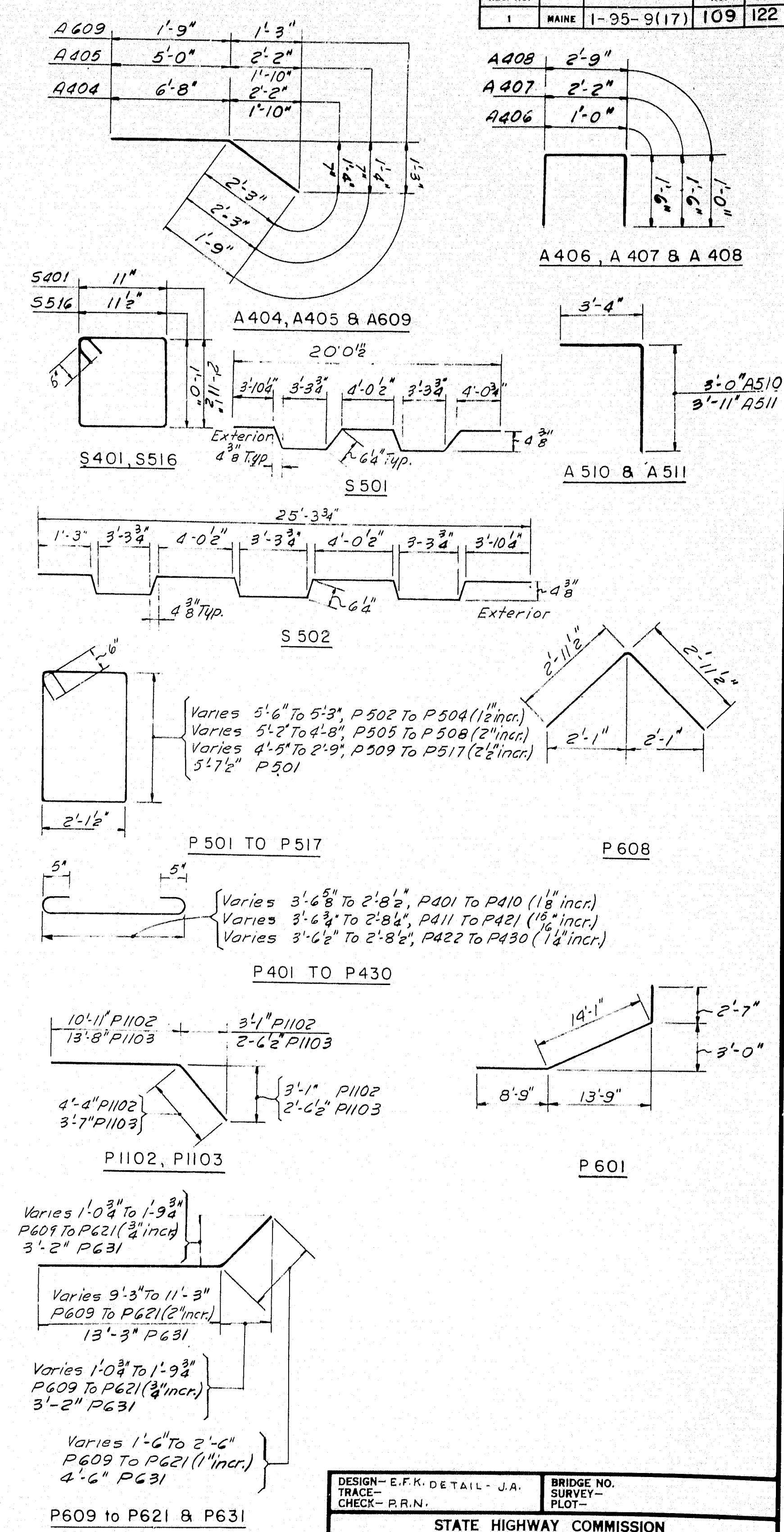
MARK	SIZE	NUMBER	LENGTH	INC.	LOCATION
PIER #1 NORTHBOUND					
STRAIGHT BARS					
P602	6	4	14'-6"		Cap
P603	6	8	22'-6"		Cap
P604	6	38	4'-0"		Stem
P607	6	38	21'-9"		Stem
P624	6	56	17'-3"		Plinth
P625	6	56	5'-9"		Footings
P627	6	12	15'-6"		Footings
P634	6	30	10'-6"		Footings
BENT BARS					
P422	4	7	4'-4 1/2"		Stem
P423	4	7	4'-3 1/2"		"
P424	4	7	4'-2 1/2"		"
P425	4	7	4'-1 1/2"		"
P426	4	7	3'-11 1/2"		"
P427	4	7	3'-10 1/2"		"
P428	4	7	3'-9 1/2"		"
P429	4	7	3'-8 1/2"		"
P430	4	7	3'-6 1/2"		Stem
PIER #2 NORTHBOUND					
P1102	11	8	15'-3"		Cap
P1103	11	8	17'-3"		Cap
PIER #2 SOUTHBOUND					
STRAIGHT BARS					
P602	6	4	14'-6"		Cap
P603	6	8	22'-6"		Cap
P604	6	38	4'-0"		Stem
P606	6	38	25'-0"		Stem
P623	6	56	10'-9"		Plinth
P625	6	56	5'-9"		Footings
P626	6	12	28'-6"		Footings
P634	6	30	10'-6"		Footings
BENT BARS					
P411	4	7	4'-5"		Stem
P412	4	7	4'-4"		"
P413	4	7	4'-3"		"
P414	4	7	4'-2"		"
P415	4	7	4'-1"		"
P416	4	7	4'-0"		"
P417	4	7	3'-11"		"
P418	4	7	3'-10"		"
P419	4	7	3'-9"		"
P420	4	7	3'-8"		"
P421	4	7	3'-7"		Stem
PIER #1 SOUTHBOUND					
P501	5	26	16'-6"		Cap
P502	5	4	16'-3"		"
P503	5	4	16'-0"		"
P504	5	4	15'-9"		"
P505	5	4	15'-7"		"
P506	5	4	15'-3"		"
P507	5	4	14'-11"		"
P508	5	4	14'-7"		"
P509	5	4	14'-1"		"
P510	5	4	13'-8"		"
P511	5	4	13'-3"		"
P512	5	4	12'-10"		"
P513	5	4	12'-5"		"
P514	5	4	12'-0"		"
P515	5	4	11'-7"		"
P516	5	4	11'-2"		"
P517	5	4	10'-9"		Cap
P518	5	80	11'-8"		Stem
PIER #2 SOUTHBOUND					
P601	6	8	25'-5"		Cap
P608	6	36	5'-11"		Plinth
P609	6	4	10'-9"		"
P610	6	4	11'-0"		"
P611	6	4	11'-3"		"
P612	6	4	11'-6"		"
P613	6	4	11'-9"		"
P614	6	4	12'-0"		"
P615	6	4	12'-3"		Plinth

MARK	SIZE	NUMBER	LENGTH	INC.	LOCATION
PIER #2 SOUTHBOUND					
STRAIGHT BARS					
P602	6	4	14'-6"		Cap
P603	6	8	22'-6"		Cap
P604	6	38	4'-0"		Stem
P606	6	38	25'-0"		Stem
P623	6	56	10'-9"		Plinth
P625	6	56	5'-9"		Footings
P626	6	12	28'-6"		Footings
P634	6	30	10'-6"		Footings
BENT BARS					
P411	4	7	4'-5"		Stem
P412	4	7	4'-4"		"
P413	4	7	4'-3"		"
P414	4	7	4'-2"		"
P415	4	7	4'-1"		"
P416	4	7	4'-0"		"
P417	4	7	3'-11"		"
P418	4	7	3'-10"		"
P419	4	7	3'-9"		"
P420	4	7	3'-8"		"

MARK	SIZE	NUMBER	LENGTH	INCR.	
PIER 2 SOUTHBOUND (Continued)					
BENT BARS					
P517	5	4	10'-9"		Cap
P518	5	92	11'-8"		Stem
P601	6	8	25'-5"		Cap
P608	6	22	5'-11"		Plinth
P609	6	4	10'-9"		"
P610	6	4	11'-0"		"
P611	6	4	11'-3"		"
P612	6	4	11'-6"		"
P613	6	4	11'-9"		"
P614	6	4	12'-0"		"
P615	6	4	12'-3"		"
P616	6	4	12'-6"		"
P617	6	4	12'-9"		"
P618	6	4	13'-0"		"
P619	6	4	13'-3"		"
P628	6	14	5'-0"		"
P629	6	17	7'-5"		Plinth
P633	6	6	6'-1"		Cap
P1102	11	8	15'-3"		Cap
P1103	11	8	17'-3"		Cap
PIER 2 NORTHBOUND					
STRAIGHT BARS					
P602	6	4	14'-6"		Cap
P603	6	8	22'-6"		Cap
P604	6	38	4'-0"		Stem
P625	6	56	5'-9"		Footing
P626	6	12	28'-6"		Footing
P630	6	38	23'-9"		Stem
P632	6	56	12'-3"		Plinth
P634	6	30	10'-6"		Footing
P1101	11	18	23'-8"		Cap
BENT BARS					
P401	4	7	4'-4 1/2"		Stem
P402	4	7	4'-3 1/2"		"
P403	4	7	4'-2 1/2"		"
P404	4	7	4'-1 1/2"		"
P405	4	7	4'-0 1/2"		"
P406	4	7	3'-11"		"
P407	4	7	3'-10"		"
P408	4	7	3'-9"		"
P409	4	7	3'-8"		"
P410	4	7	3'-6 1/2"		Stem
P501	5	26	16'-6"		Cap
P502	5	4	16'-3"		"
P503	5	4	16'-0"		"
P504	5	4	15'-9"		"
P505	5	4	15'-7"		"
P506	5	4	15'-3"		"
P507	5	4	14'-11"		"
P508	5	4	14'-7"		"
P509	5	4	14'-1"		"
P510	5	4	13'-8"		"
P511	5	4	13'-3"		"
P512	5	4	12'-10"		"
P513	5	4	12'-5"		"
P514	5	4	12'-0"		"
P515	5	4	11'-7"		"
P516	5	4	11'-2"		"
P517	5	4	10'-9"		Cap
P518	5	88	11'-8"		Stem
P633	6	6	6'-1"		Cap
P601	6	8	25'-5"		Cap

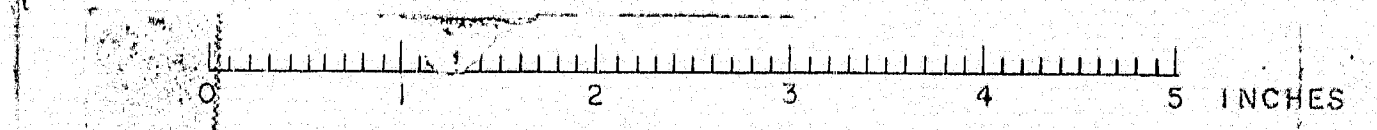
MARK	SIZE	NUMBER	LENGTH	INCR.	
PIER 2 NORTHBOUND					
BENT BARS					
P608	6	26	5'-11"		Plinth
P609	6	4	10'-9"		"
P610	6	4	11'-0"		"
P611	6	4	11'-3"		"
P612	6	4	11'-6"		"
P613	6	4	11'-9"		"
P614	6	4	12'-0"		"
P615	6	4	12'-3"		"
P616	6	4	12'-6"		"
P617	6	4	12'-9"		"
P618	6	4	13'-0"		"
P619	6	4	13'-3"		"
P620	6	4	13'-6"		"
P621	6	4	13'-9"		"
P628	6	14	5'-0"		"
P629	6	17	7'-5"		Plinth
P1102	11	8	15'-3"		Cap
P1103	11	8	17'-3"		Cap
SUPERSTRUCTURE SOUTHBOUND					
STRAIGHT BARS					
S402	4	40	1'-8"		End Post
S503	5	194	24'-5"		Longitudinal
S504	5	194	28'-8"		"
S505	5	97	31'-8"		"
S506	5	84	24'-0"		Top @ Piers
S507	5	214	14'-6"		Transverse Top
S508	5	214	30'-8"		"
S509	5	214	18'-6"		" Bottom
S510	5	214	24'-8"		Transverse Bottom
S511	5	28	14'-8"		Safety Walk
S512	5	8	18'-8"		"
S513	5	4	17'-8"		"
S514	5	4	17'-0"		"
S515	5	4	16'-8"		Safety Walk
S517	5	194	29'-8"		Longitudinal
BENT BARS					
S401	4	16	8'-7"		End Post
S501	5	212	19'-2 1/2"		Truss Bars - Transverse
S502	5	212	27'-3 1/2"		Truss Bars - Transverse
S516	5	432	4'-9"		Safety Walk
SUPERSTRUCTURE NORTHBOUND					
Identical to Southbound					

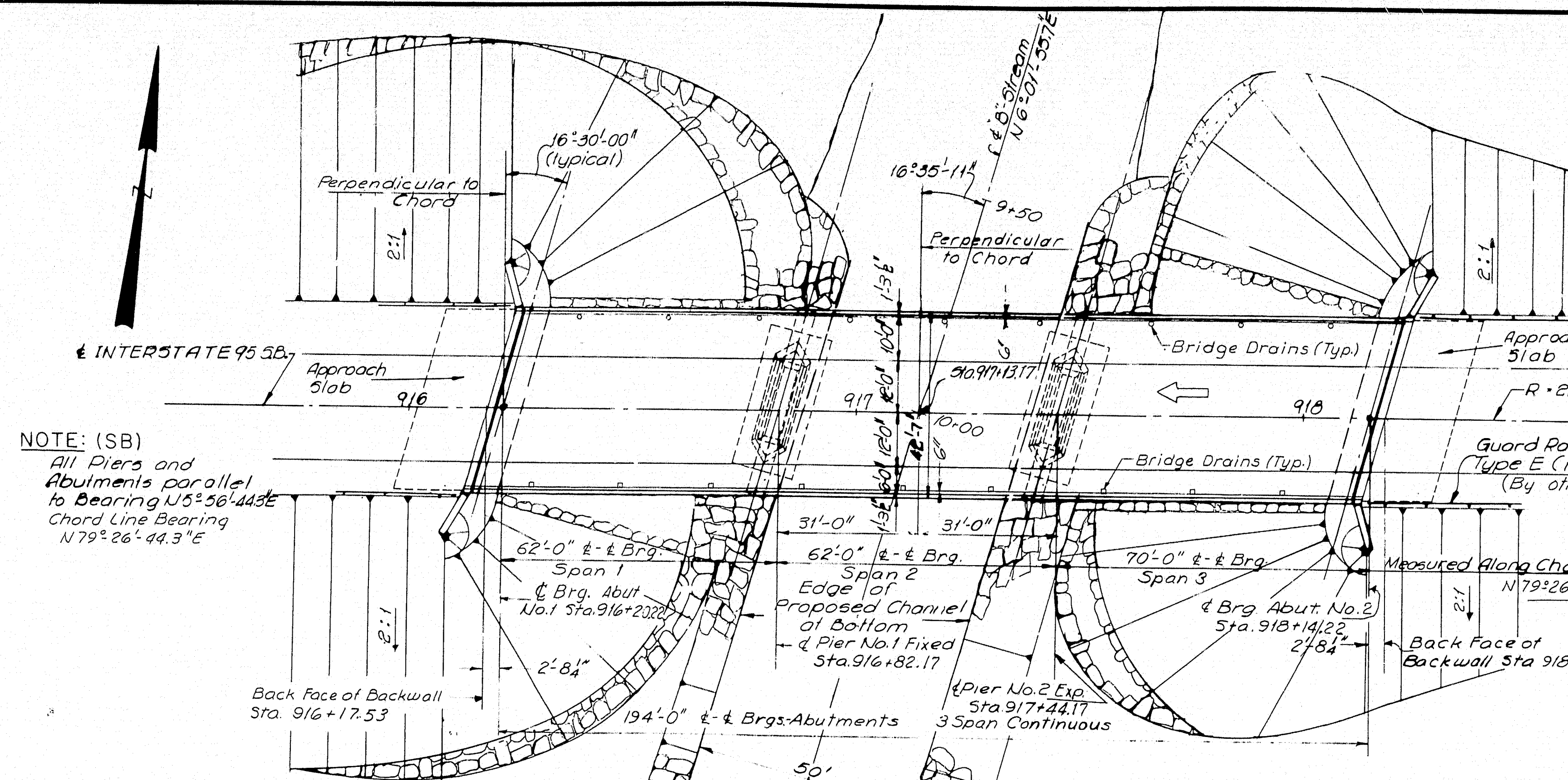
NOTES
 1. All dimensions are to the centerline of bars.
 2. All reinforcing bars shall be intermediate grade steel.
 3. Reinforcing steel to have 1" minimum cover unless otherwise shown.



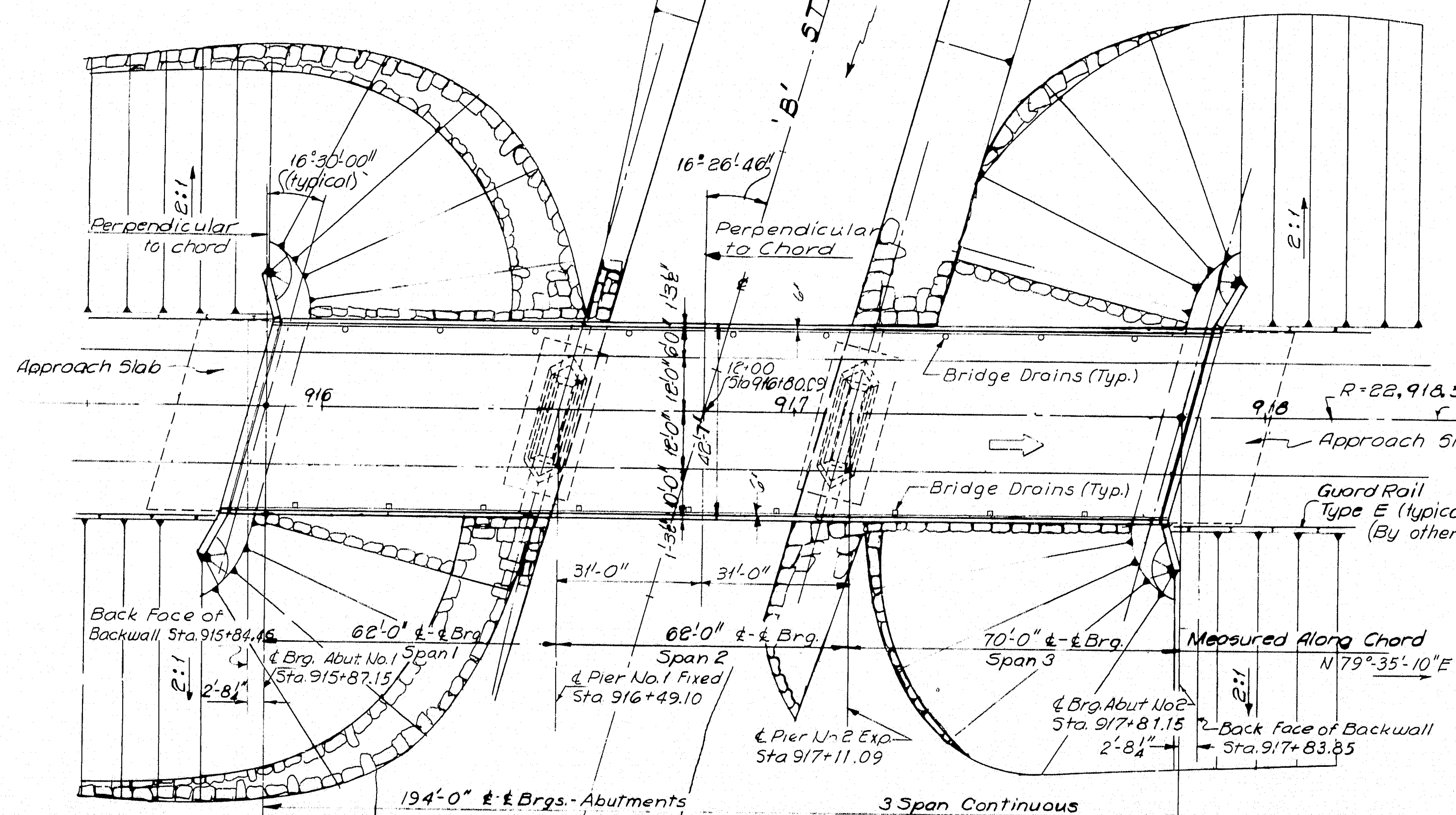
DESIGN - E.F.K. DETAIL - J.A.
 BRIDGE NO. SURVEY - PLOT -
 STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
 INTERSTATE 95
 OVER
 "B" STREAM
 IN THE TOWN OF
 HOULTON
 AROOSTOOK COUNTY
 REINFORCING STEEL
 SHEET 14 OF 14 AUGUSTA, MAINE NOVEMBER 1964

M-2199F





NOTE: (SB)
All Piers and Abutments parallel to Bearing $N5^{\circ}56'44.5''E$
Chord Line Bearing $N79^{\circ}26'44.3''E$



NOTE: (NB)
All Piers and Abutments parallel to Bearing $N6^{\circ}05'10''E$
Chord Line Bearing $N79^{\circ}35'10''E$

PLAN
1"=20'

DESIGN
AASHTO Standard Specifications for Highway Bridges
1961 with Interim Specifications, 1961, 1962, 1963 & 1964.

CONTRACT
State of Maine, State Highway Commission, Standard Specifications for Highways and Bridges, Revision of January 1956 and Supplemental Specification Feb. 1960

LIVE LOADING
HS 20-44 (Modified for Interstate)

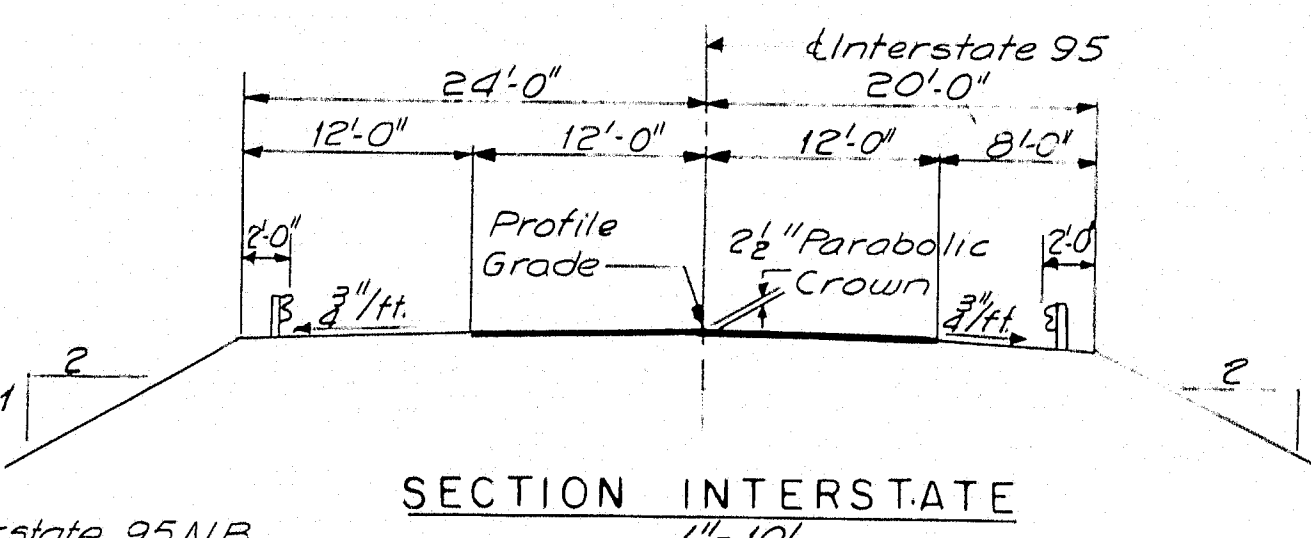
FOUNDATIONS
Abutments - 10B P22 End Bearing Piles (37 Ton Capacity)
Piers - Spread Footings on Ledge

ALLOWABLE STRESSES
Concrete (n=10) $f_c = 1200$ p.s.i.
Reinforcing Steel, Int. Grade $f_s = 20,000$ p.s.i.
Structural Steel $f_s = 20,000$ p.s.i. (A.S.T.M. A36)

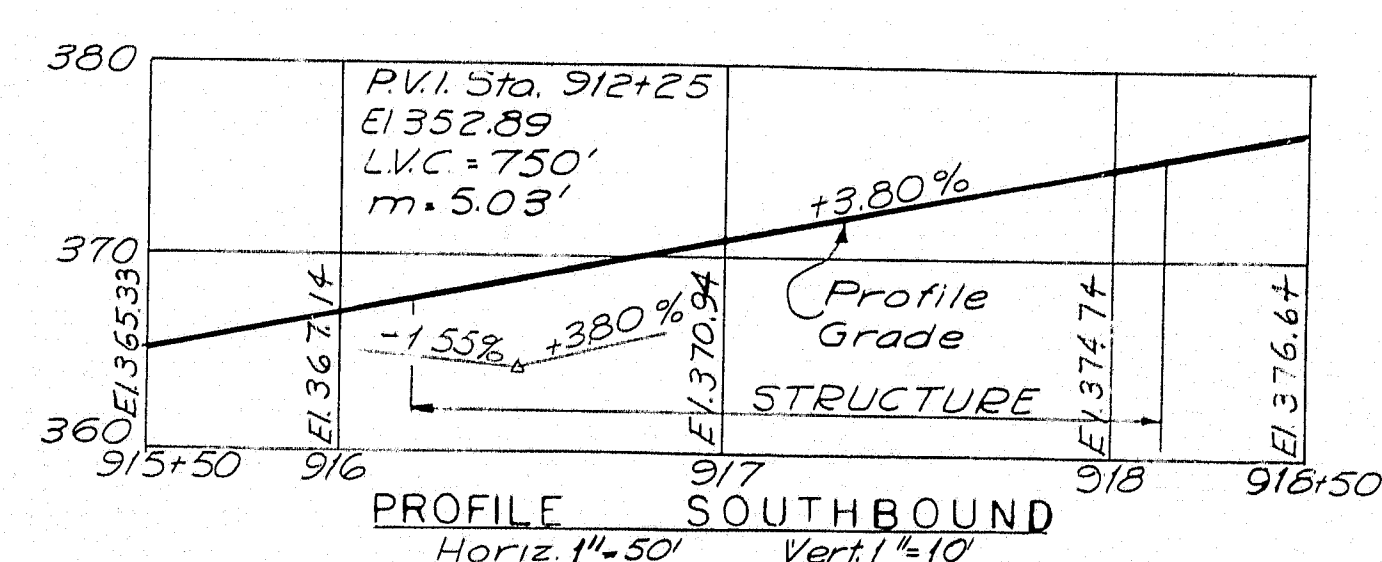
CONCRETE CLASSIFICATION
All concrete shall be Class 'A'

HYDRAULIC DATA

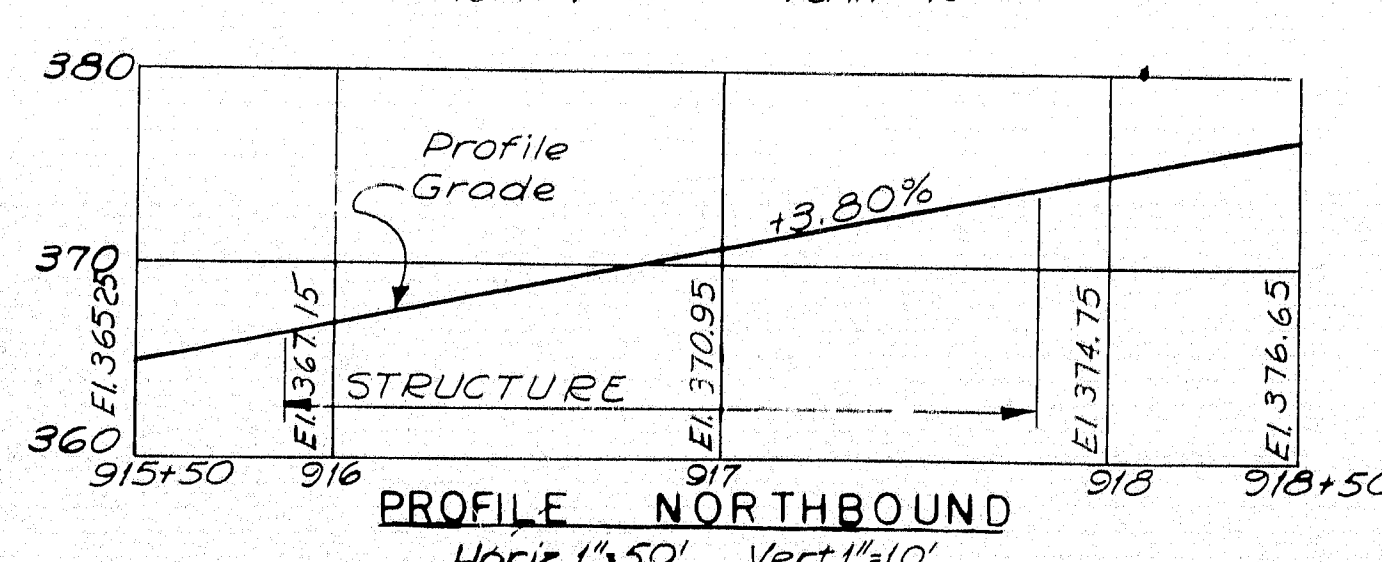
A = 44.40 sq. miles
S = 21.2 ft./mile
Q₅₀ = 3,090 c.f.s.



SECTION INTERSTATE
1"=10'



PROFILE SOUTHBOUND
Horiz. 1"=50' Vert. 1"=10'



PROFILE NORTHBOUND
Horiz. 1"=50' Vert. 1"=10'

INDEX OF DRAWINGS

- General Plan and Quantities
- Foundation Survey
- Foundation Survey
- Abutment No. 1 S.B.
- Abutment No. 2 S.B.
- Abutment No. 1 N.B.
- Abutment No. 2 N.B.
- Piers
- Structural Steel & Blocking
- Superstructure
- Slope Protection
- Expansion Dam & Curb Details
- Reinforcing Steel
- Reinforcing Steel

STANDARD DETAIL DRAWINGS

- BD-101-64 - Bearing Pedestals
- BD-103-64 - Beam Splices
- BD-104-64 - Diaphragms, Armored Joint, Shear Connectors, Drains
- BD-105-64 - Expansion Dams
- BD-107-64 - Steel Rail
- BD-108-64 - Aluminum Rail

ESTIMATE OF BRIDGE QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	S.B. QUANT.	N.B. QUANT.
204-14	Structural Earth Exc. - Piers	C.Y.	40	116
204-15	Structural Rock Exc. - Piers	C.Y.	141	141
205-12	Gravel Borrow I.P.M.	C.Y.	5,695	6,220
701-33	P.C.C. Abut. & Retaining Wall	C.Y.	200	200
701-35	P.C.C. Piers	C.Y.	356	390
701-40	P.C.C. Roadway & Sidewalk Slabs on Steel Bridges	C.Y.	229	229
701-54	Portland Cement for Riprap Grout	Bbl.	47	47
702-103.1	Structural Steel Fabricated & Delivered (8" Stream)	L.S.	Lump Sum	Lump Sum
702-104.1	Structural Steel Erection (8" Stream)	L.S.	Lump Sum	Lump Sum
702-105.1	Structural Steel Field Painting (8" Stream)	L.S.	Lump Sum	Lump Sum
705-13	Reinforcing Steel-Delivered	Lbs.	94,800	95,396
705-14	Reinforcing Steel-Placing	Lbs.	94,800	95,396
108-16	Steel H-Beam Piles 42 Lbs./L.F.	L.F.	1,064	1,190
803-7	Cofferdam Pier No. 1 Southbound (8" Stream)	L.S.	Lump Sum	Lump Sum
803-8	Cofferdam Pier No. 2 Southbound (8" Stream)	L.S.	Lump Sum	Lump Sum
803-9	Cofferdam Pier No. 1 Northbound (8" Stream)	L.S.	Lump Sum	Lump Sum
803-10	Cofferdam Pier No. 2 Northbound (8" Stream)	L.S.	Lump Sum	Lump Sum
805-8	Bridge Rail	L.F.	383	383
807-11	Epoxy Resin Surface Sealant	S.Y.	130	131
901-24	Vertical Bridge Curb Type 1	L.F.	393	393
901-25	Vertical Bridge Curb Type 1 Circular	L.F.	12	12
907-9	Plain Riprap	C.Y.	67	67
107-10	Hand Laid Riprap	C.Y.	792	792

Estimated weight of Structural Steel including drains is 265,300 lbs. S.B. & 265,300 lbs. N.B. Total estimated weight = 530,600 lbs.

NOTES

- All fill within the limits of the structures as shown on Profiles, Sheets 14 & 15 shall be placed by the controlled density method.
- Size of stone in gravel borrow through which abutment piles are driven shall not exceed 6" inches and concentrations of stones in the area shall be avoided.
- Place gravel borrow to elevation of abutment footing before driving piles.

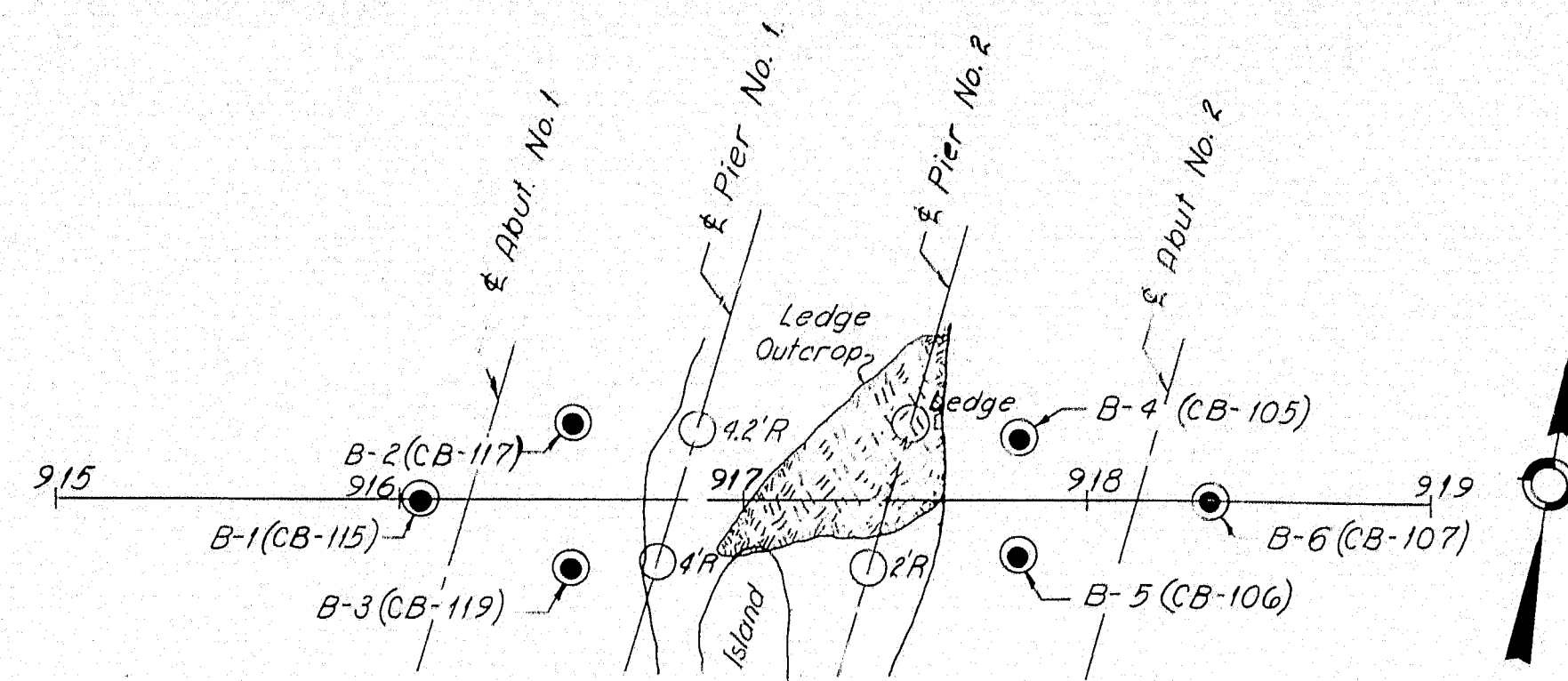
HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

NEW YORK BOSTON KANSAS CITY

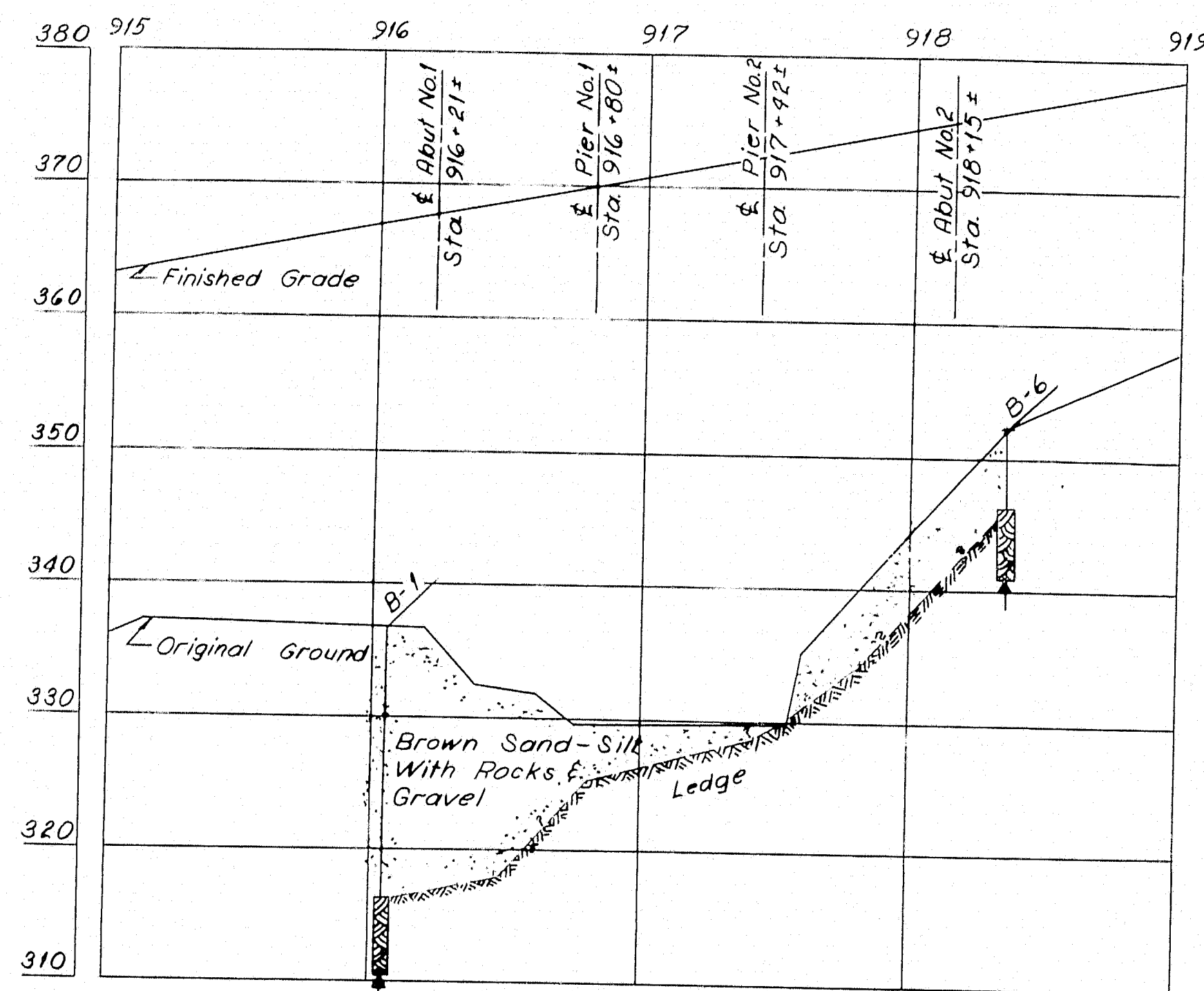
DESIGN - TRACE - CHECK - P.R.N.
DETAIL - B.A.T.
BRIDGE NO. SURVEY - PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
"B" STREAM
IN THE TOWN OF
HOULTON
ARROOSTOOK COUNTY
GENERAL PLAN AND QUANTITIES
SHEET 1 OF 14 AUGUSTA, MAINE NOVEMBER 1964

M-2192



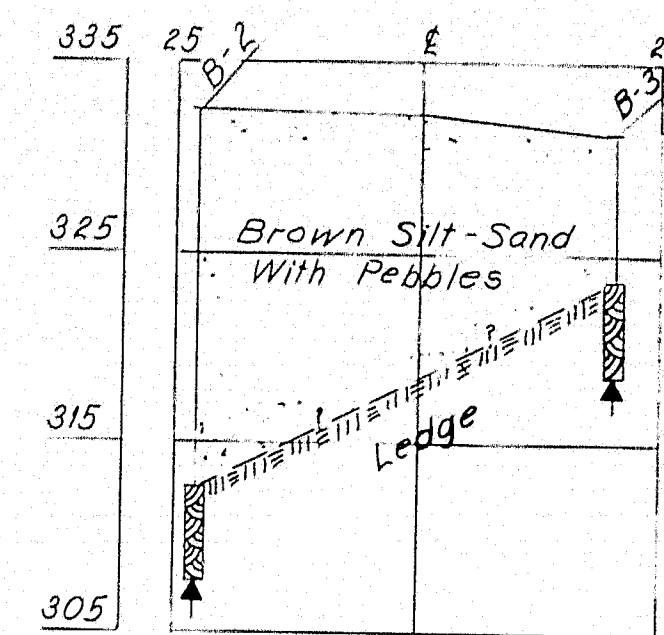
PLAN
1"=50'



SOUTHBOUND PROFILE
1"=50' Horiz.
1"=10' Vert.

BORING NOTES

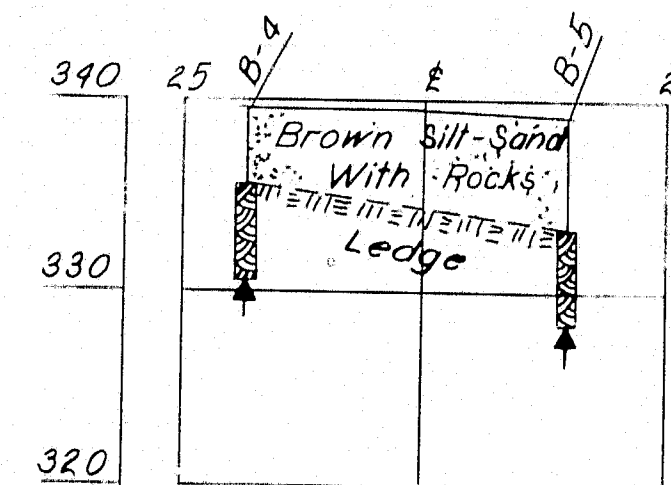
- Number of blows required to drive extra heavy casing one foot with 400 ft. lbs. of energy per blow
- Location of sample or sample attempt
- S&H Sampler No. 1290's
- Number of blows required to drive spoon or tubing one foot with 350 ft. lbs. of energy per blow
- Bottom of boring (May not be bottom of soil strata)
- Locations cored by diamond bit and per cent recovery of rock



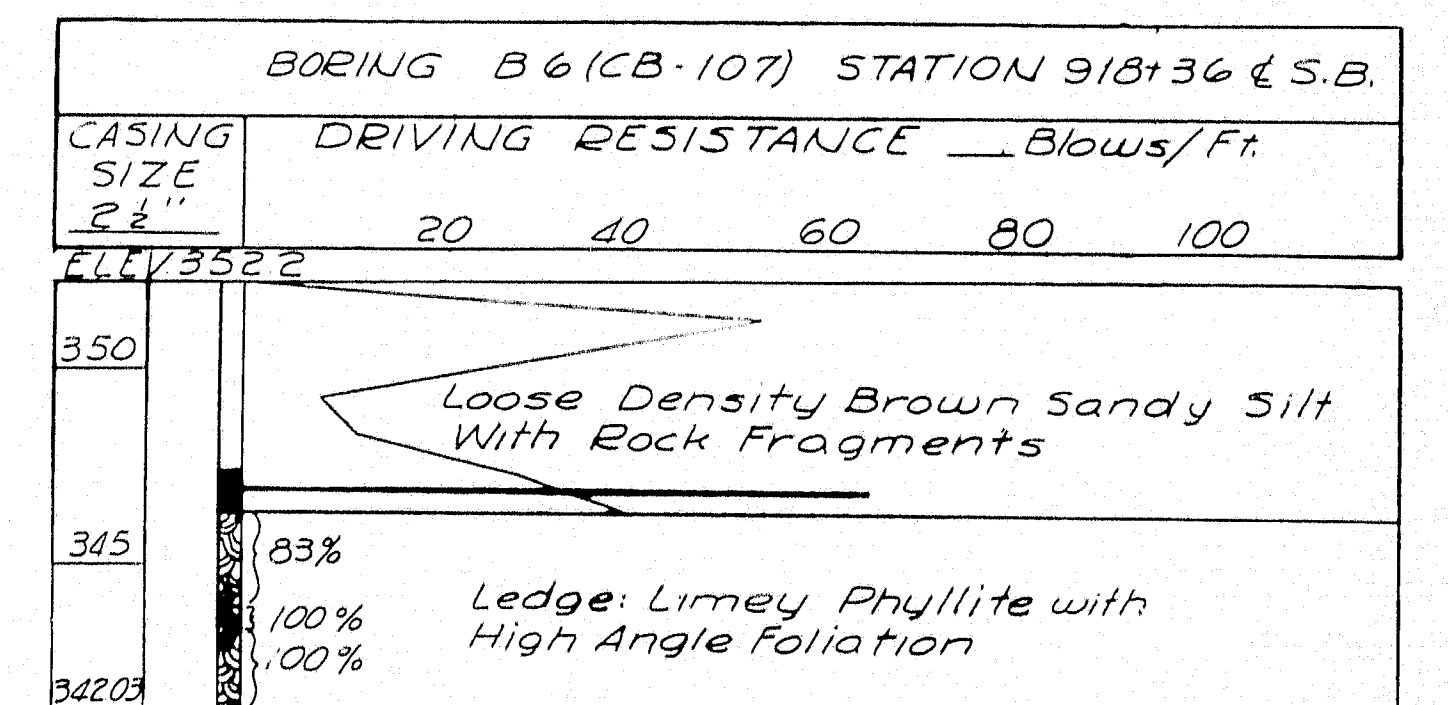
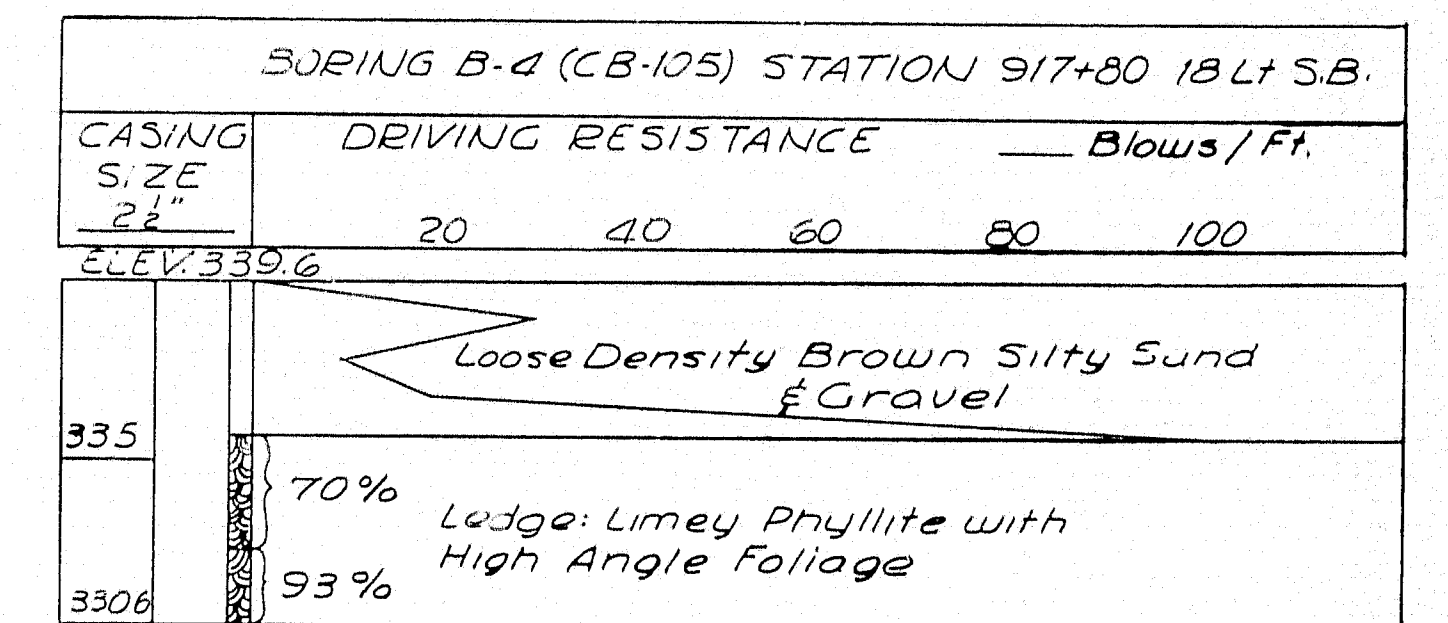
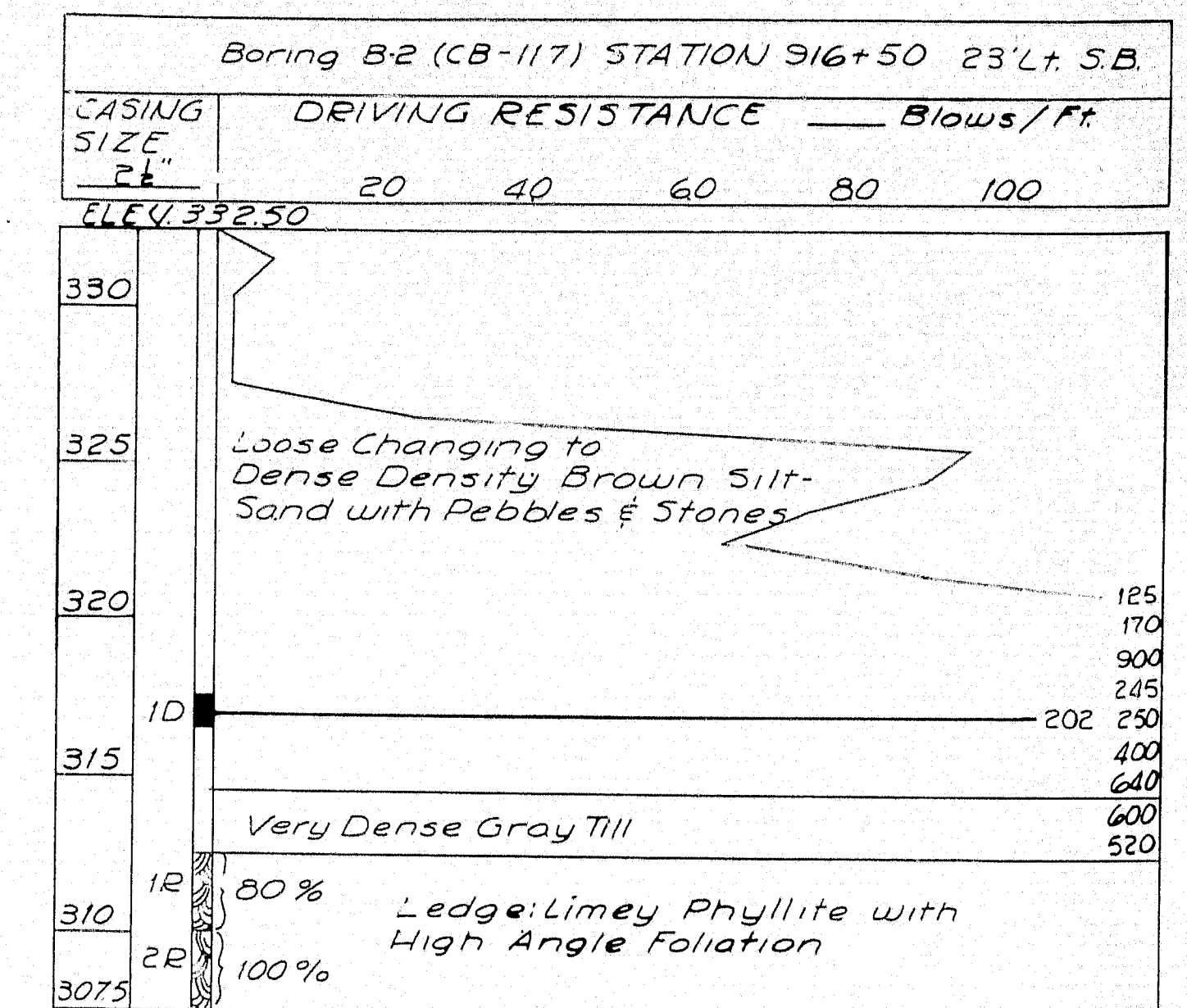
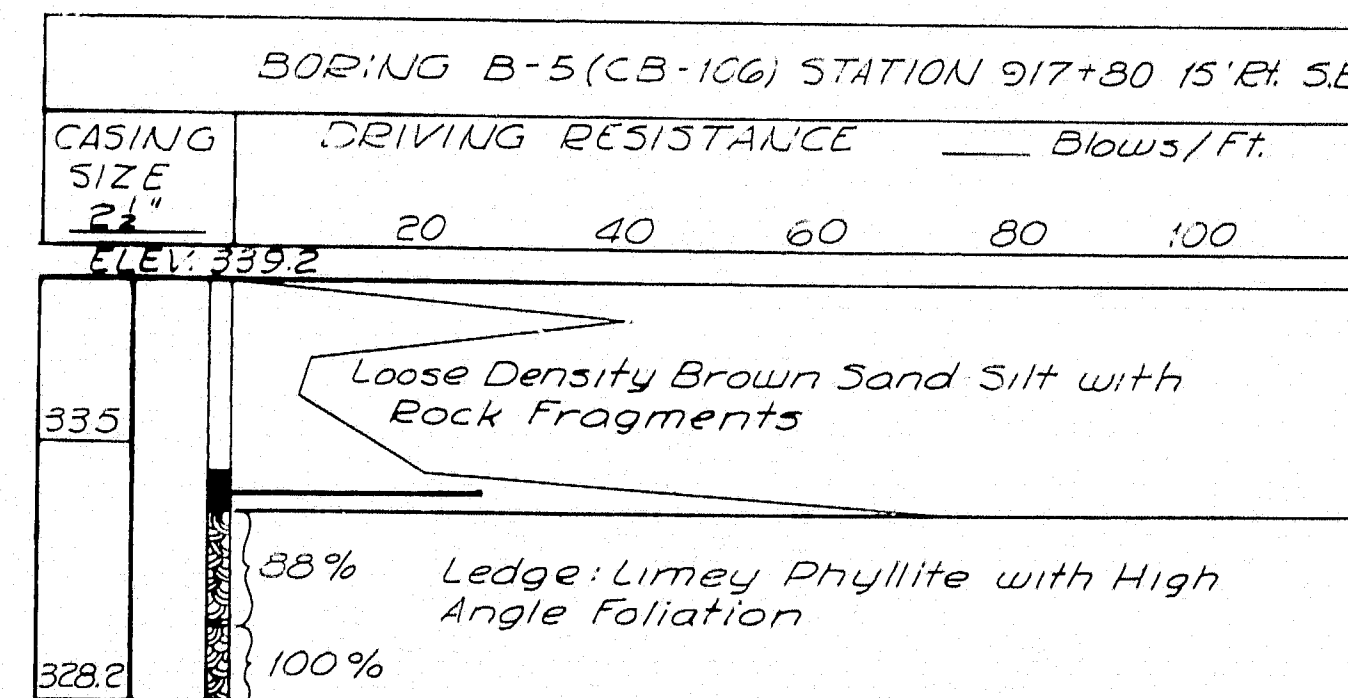
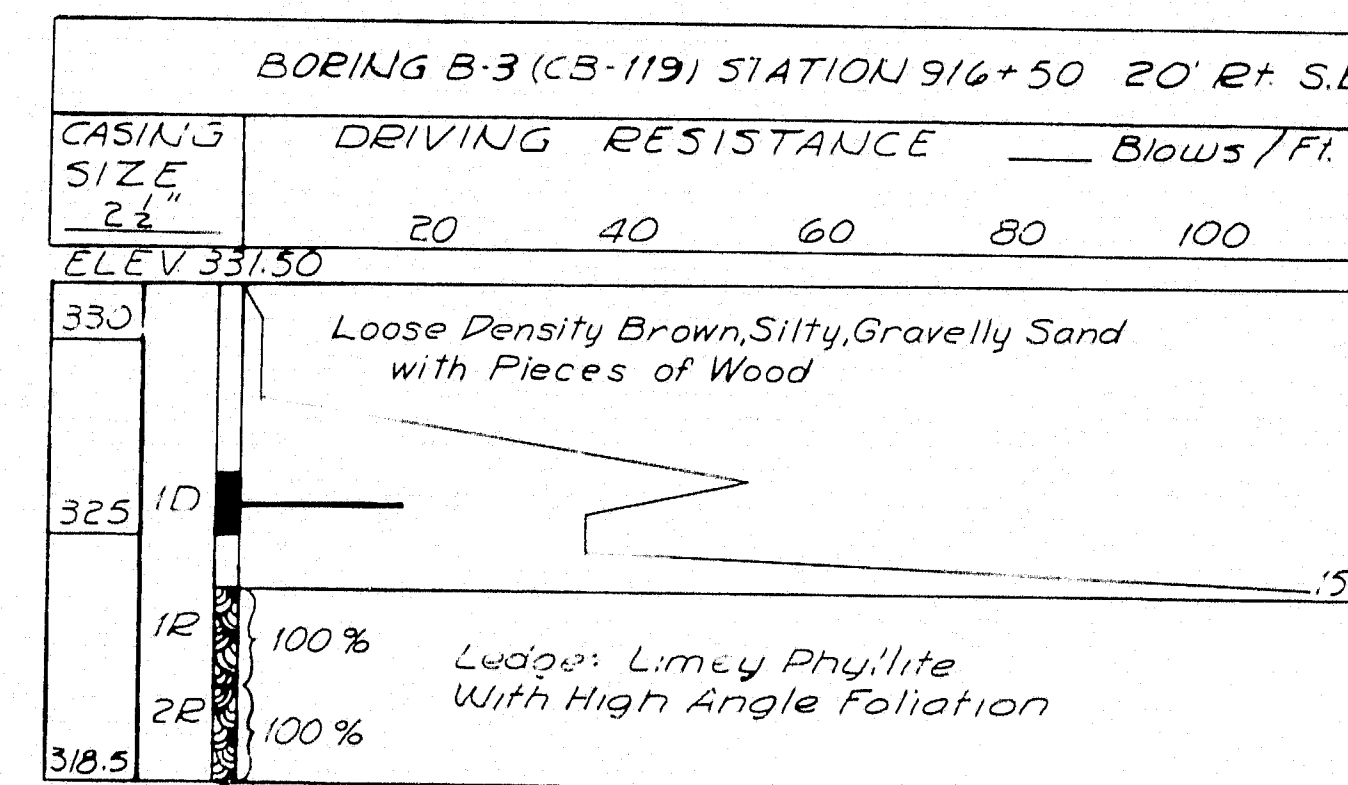
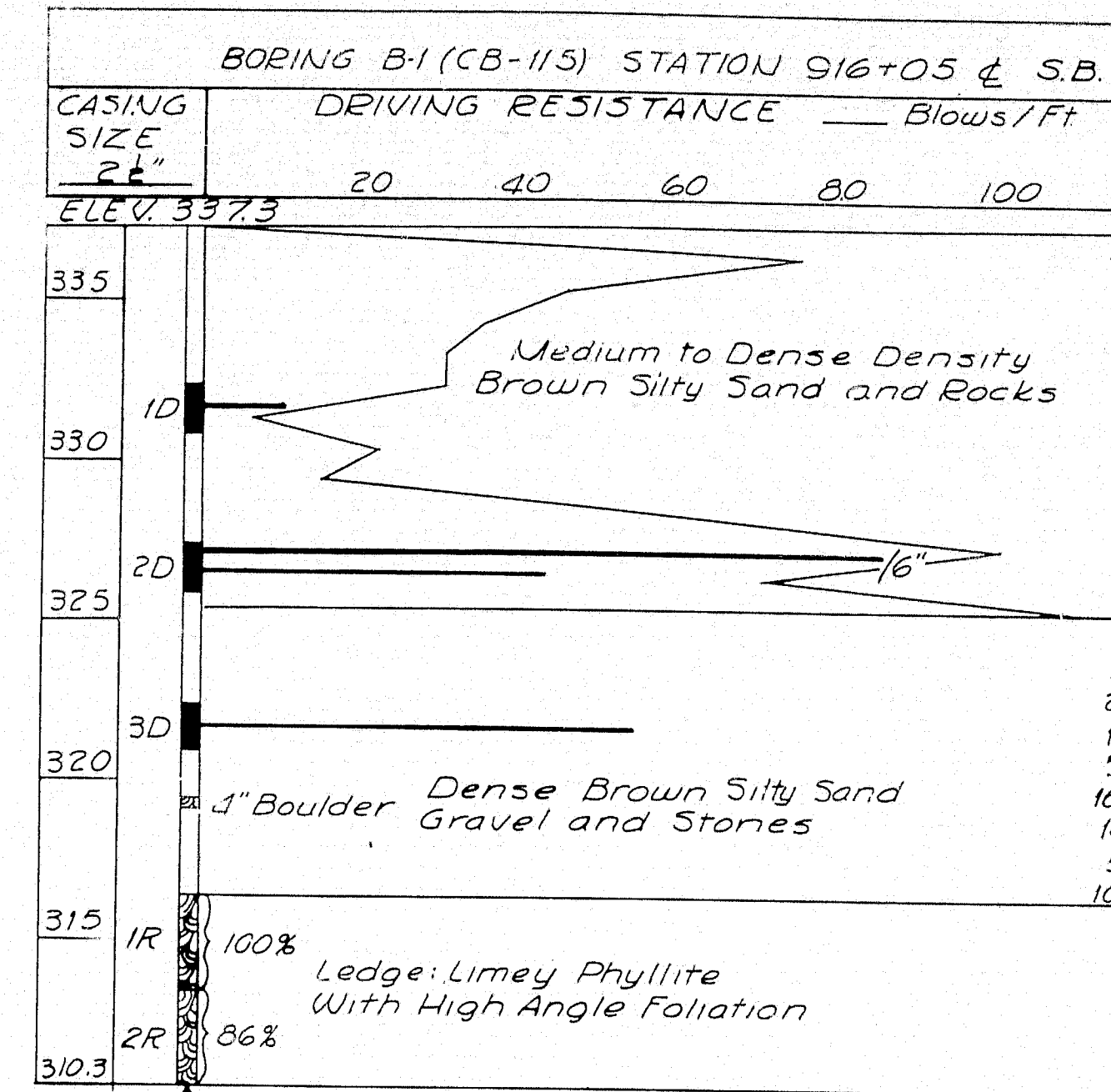
TRANSVERSE SECTION
STA. 916 + 50
Horiz.: 1"=50'
Vert.: 1"=50'

LEGEND

- Wash Boring
- Soundings
- Ledge Outcrop



TRANSVERSE SECTION
STA. 917 + 80
Horiz.: 1"=50'
Vert.: 1"=50'

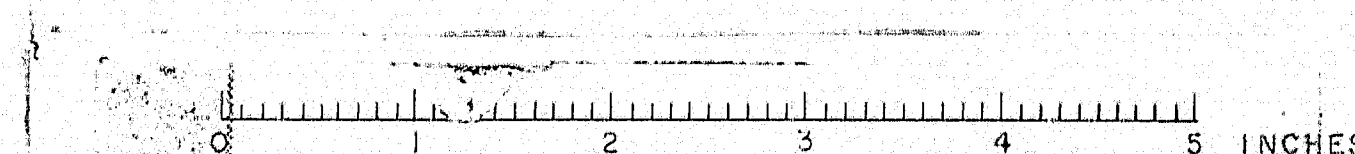


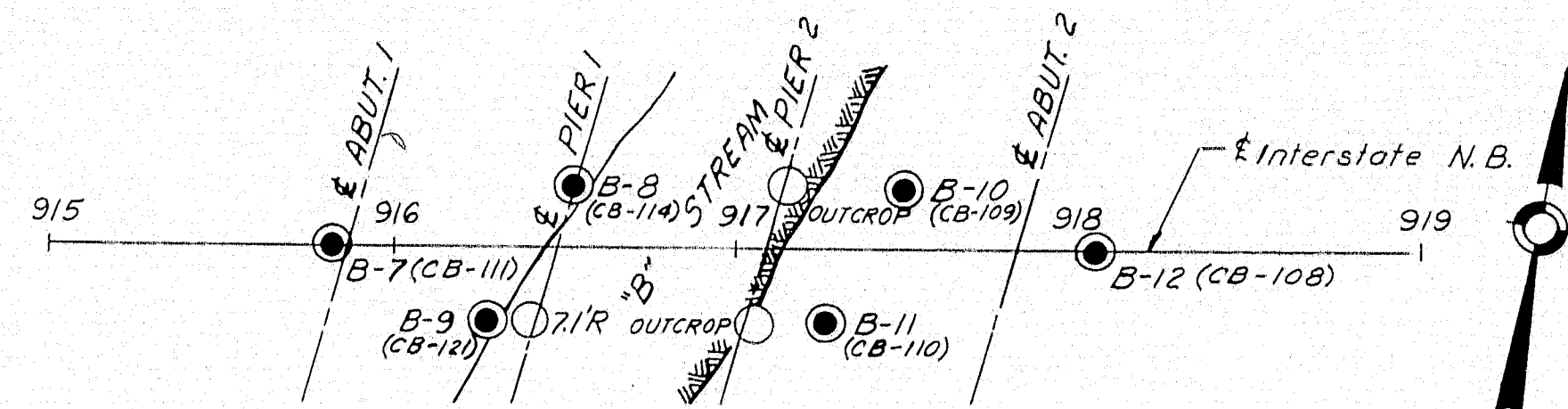
DESIGN— TRACE— CHECK—	DETAIL—P.B.D. P.B.N.	BRIDGE NO. SURVEY— PLOT—
STATE HIGHWAY COMMISSION BRIDGE DIVISION INTERSTATE 95 S.B. OVER "B" STREAM IN THE TOWN OF HOULTON AROOSTOOK COUNTY FOUNDATION SURVEY		

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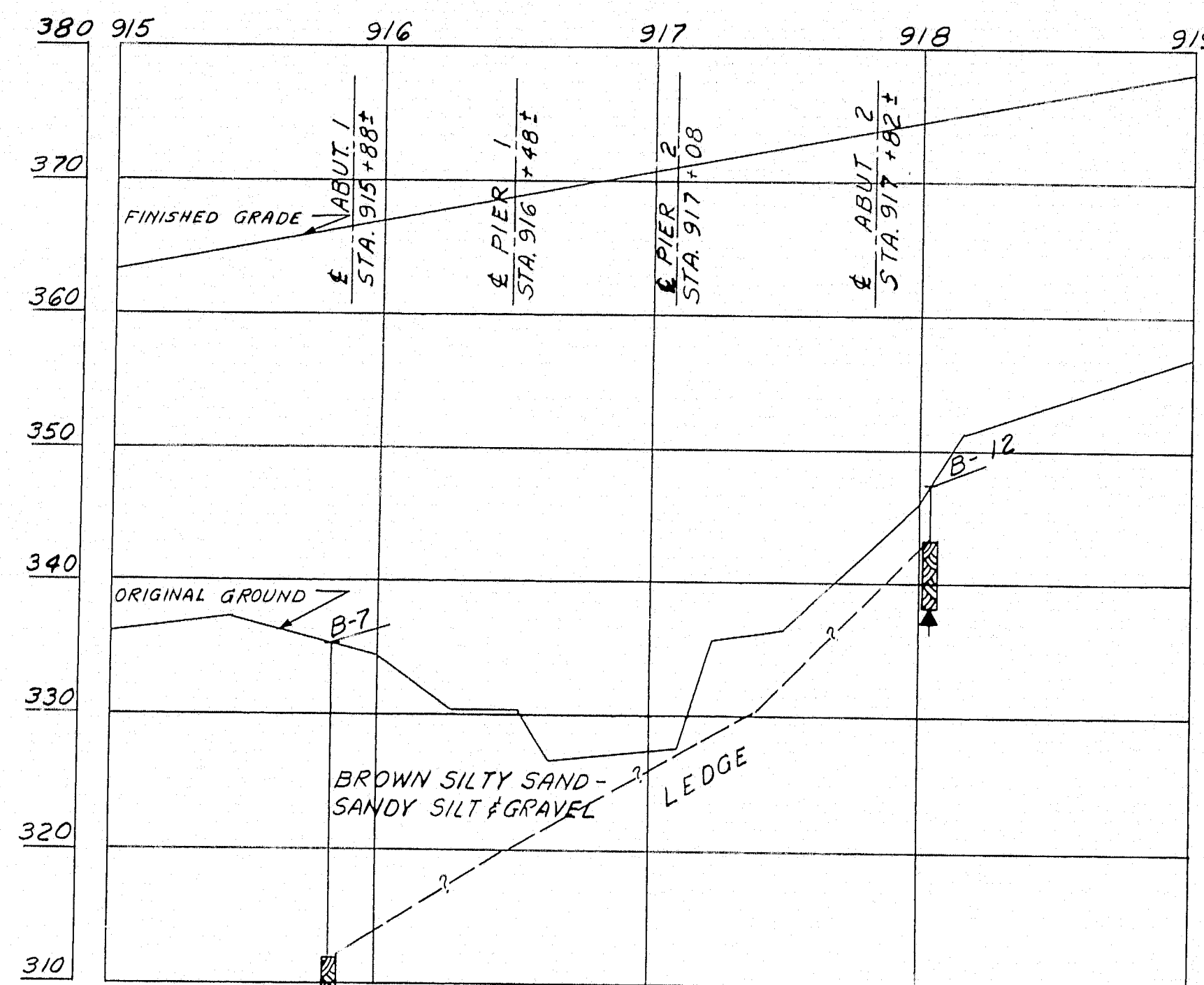
SHEET 2 OF 14 AUGUSTA, MAINE NOVEMBER 1961

M-2193

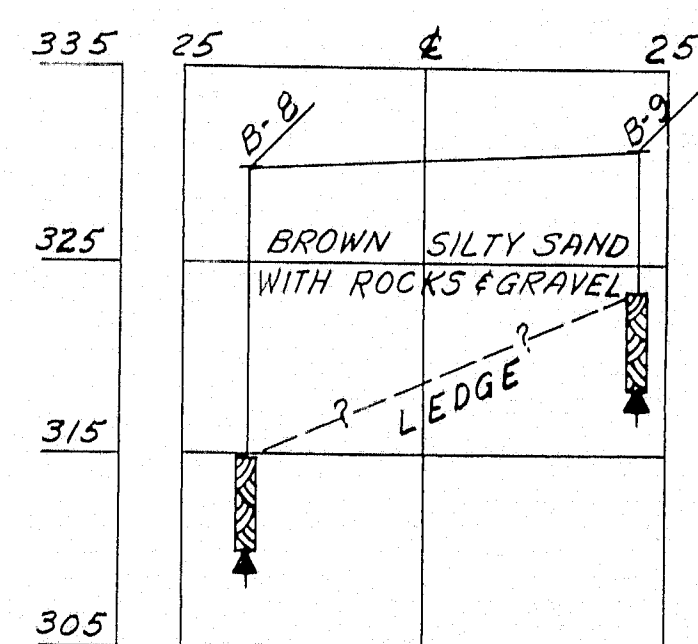




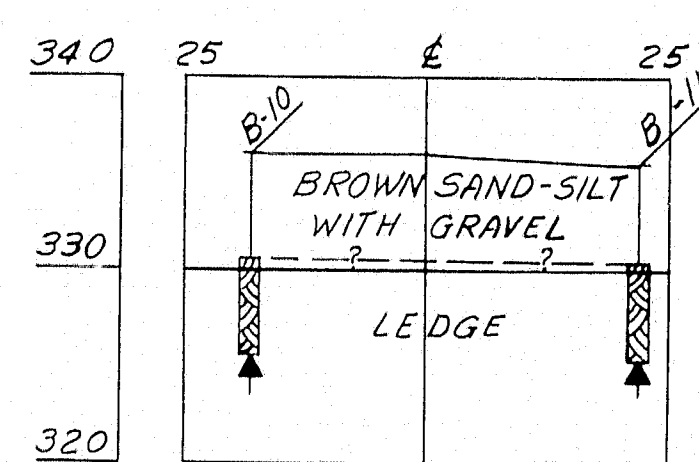
PLAN
1" = 50'



NORTHBOUND PROFILE
1" = 50' HORIZ.
1" = 10' VERT.



STA. 916 + 41 SKEW



STA. 917 + 40 SKEW

TRANSVERSE SECTIONS
1" = 20' Horiz.
1" = 10' Vert.

LEGEND

- Wash Boring
- Sounding
- ▬ Ledge Outcrop

BORING NOTES

Number of blows required to drive extra heavy casing one foot with 400 ft. lbs. of energy per blow.

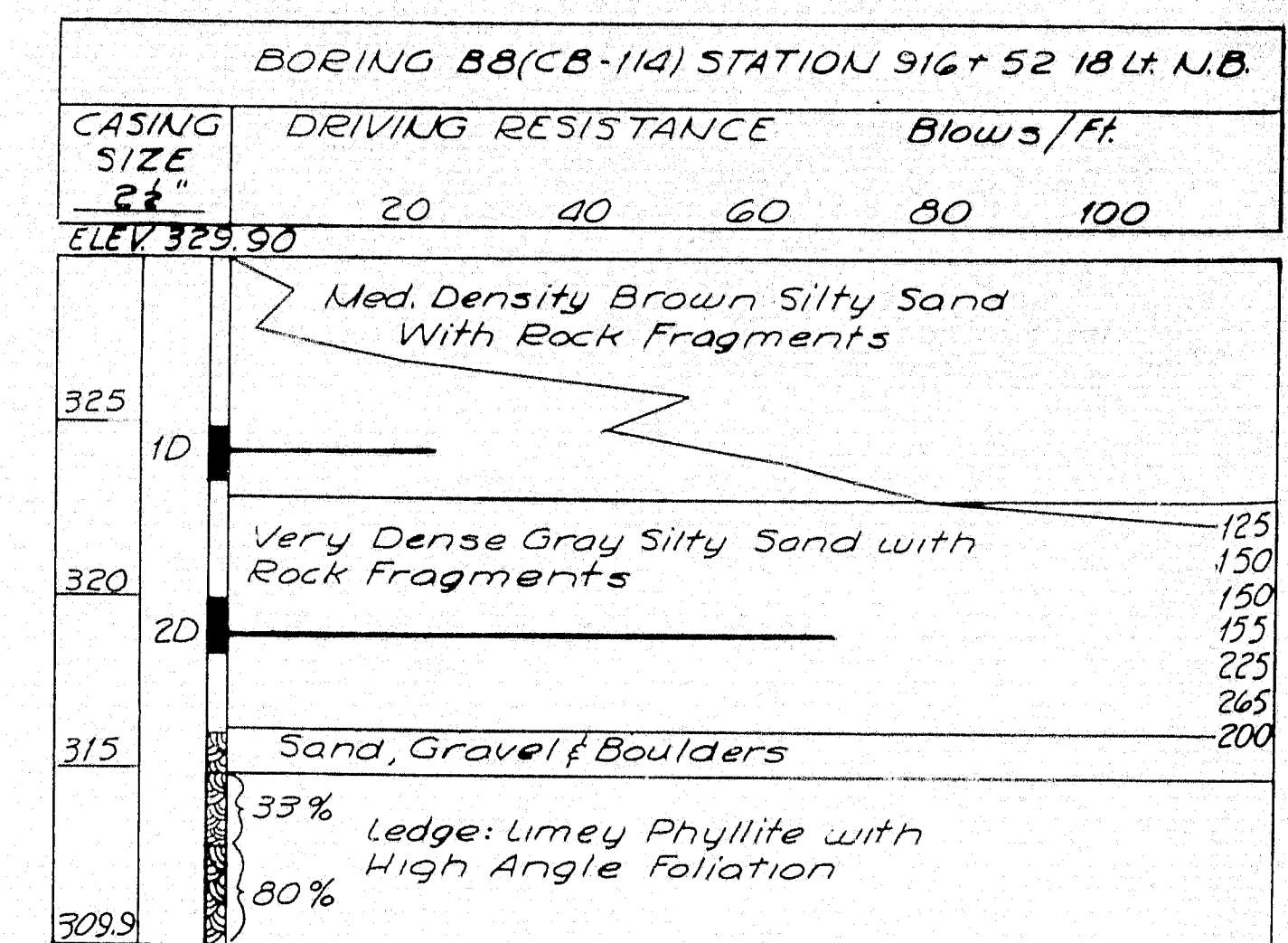
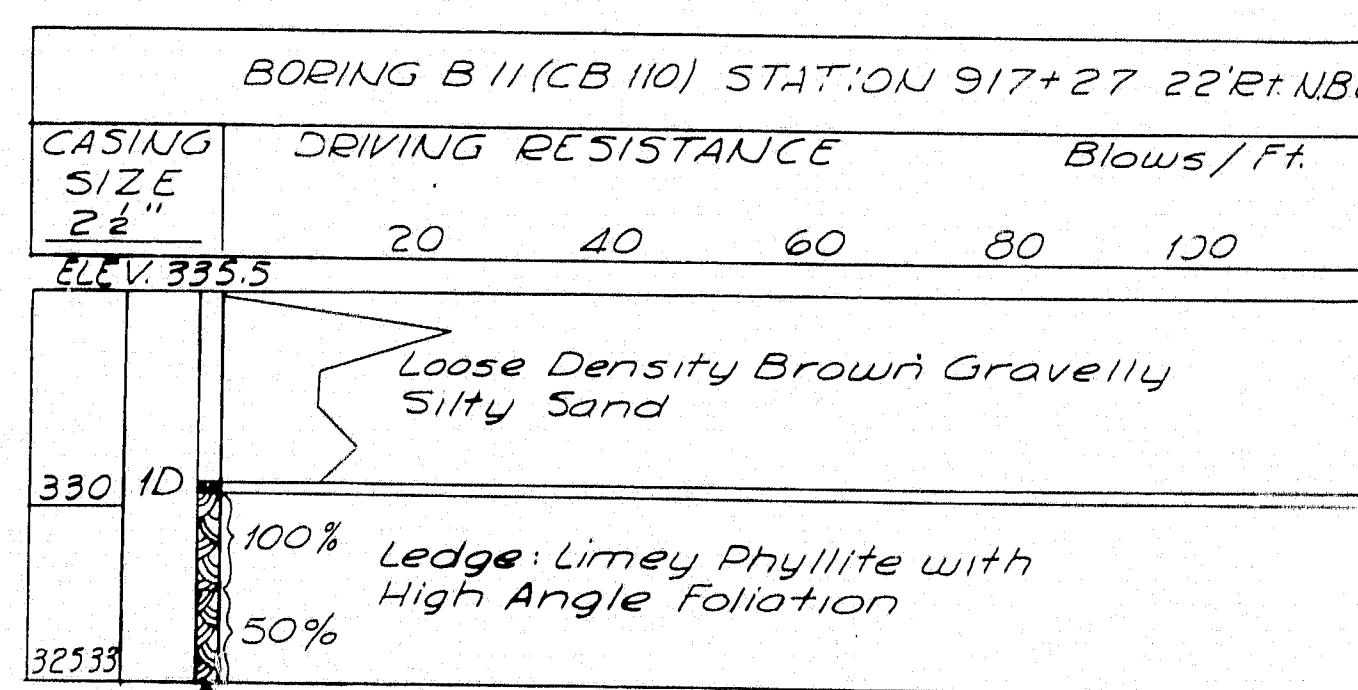
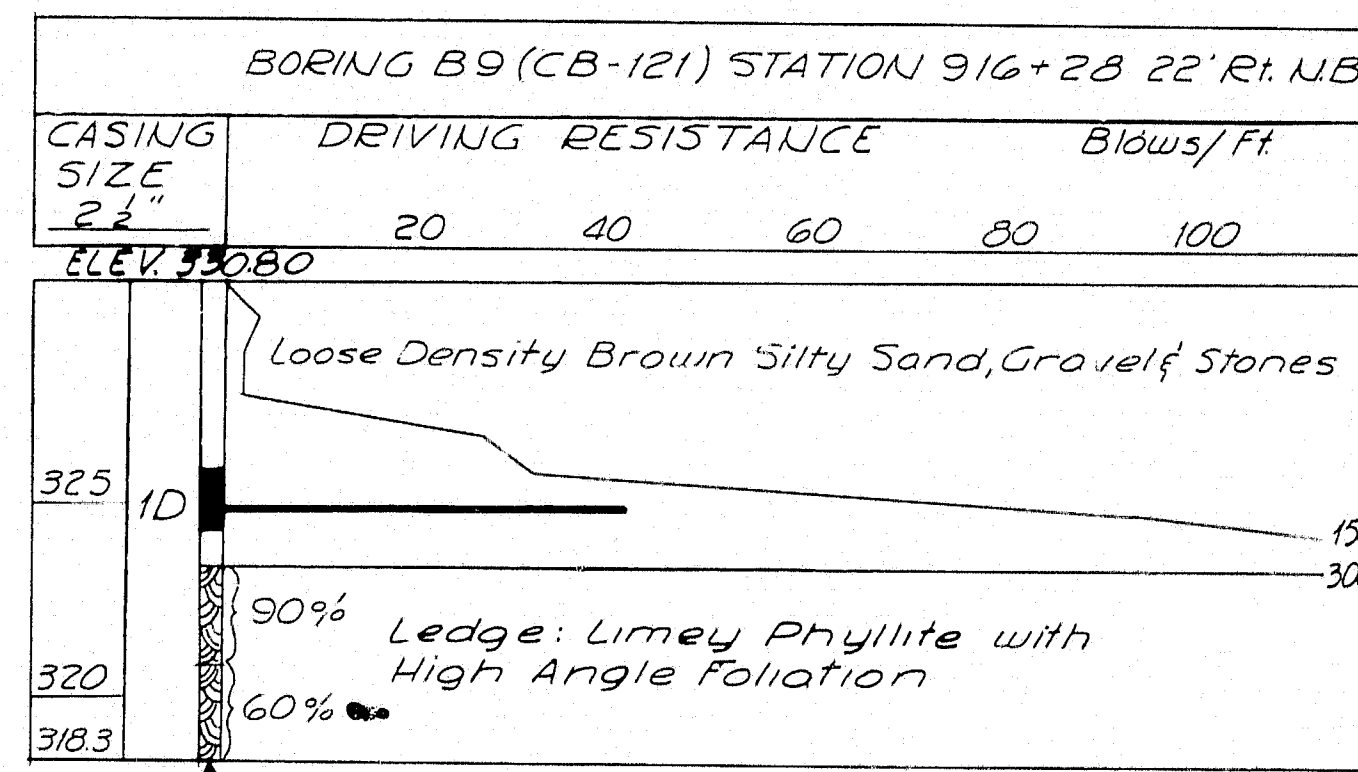
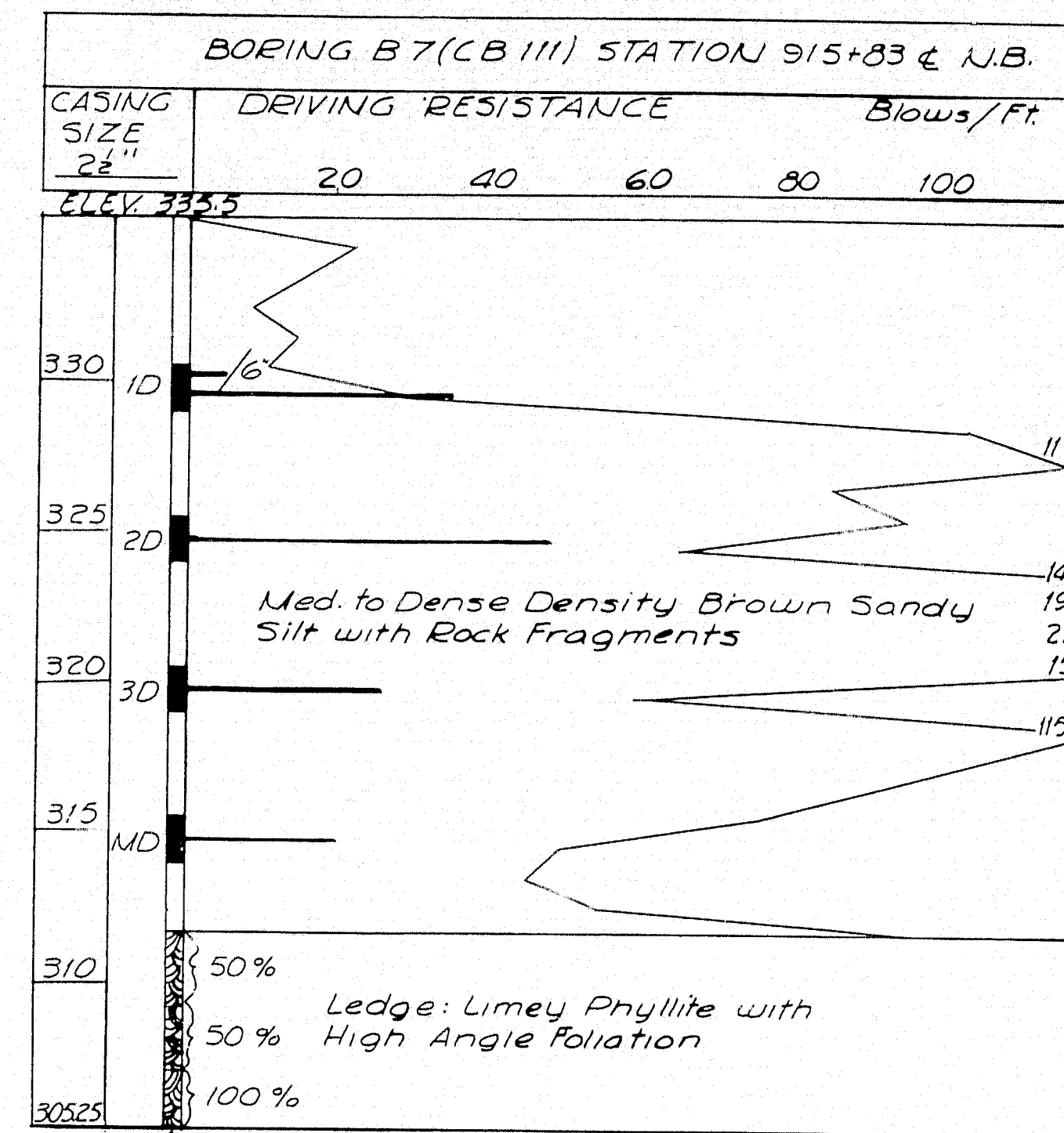
Location of sample or sample attempt

Number and type of dry sample
ID S&H Sampler #1290's
MD Unsuccessful sample attempt and type of sampler

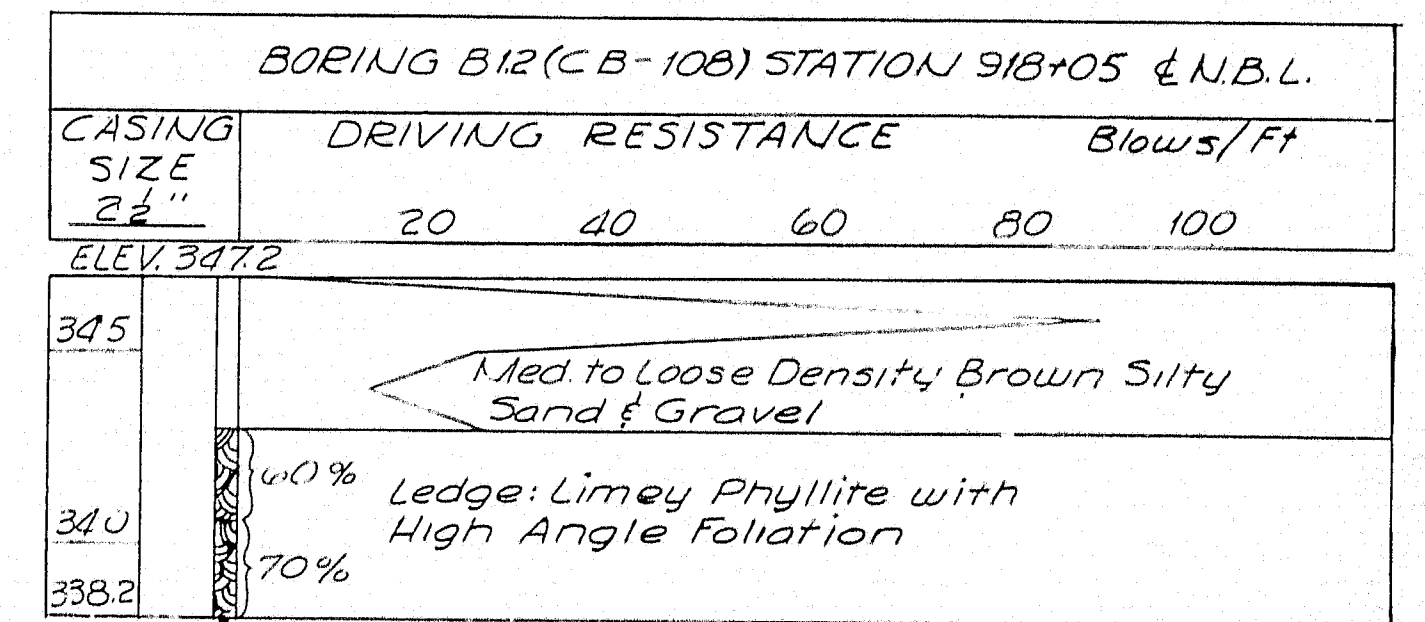
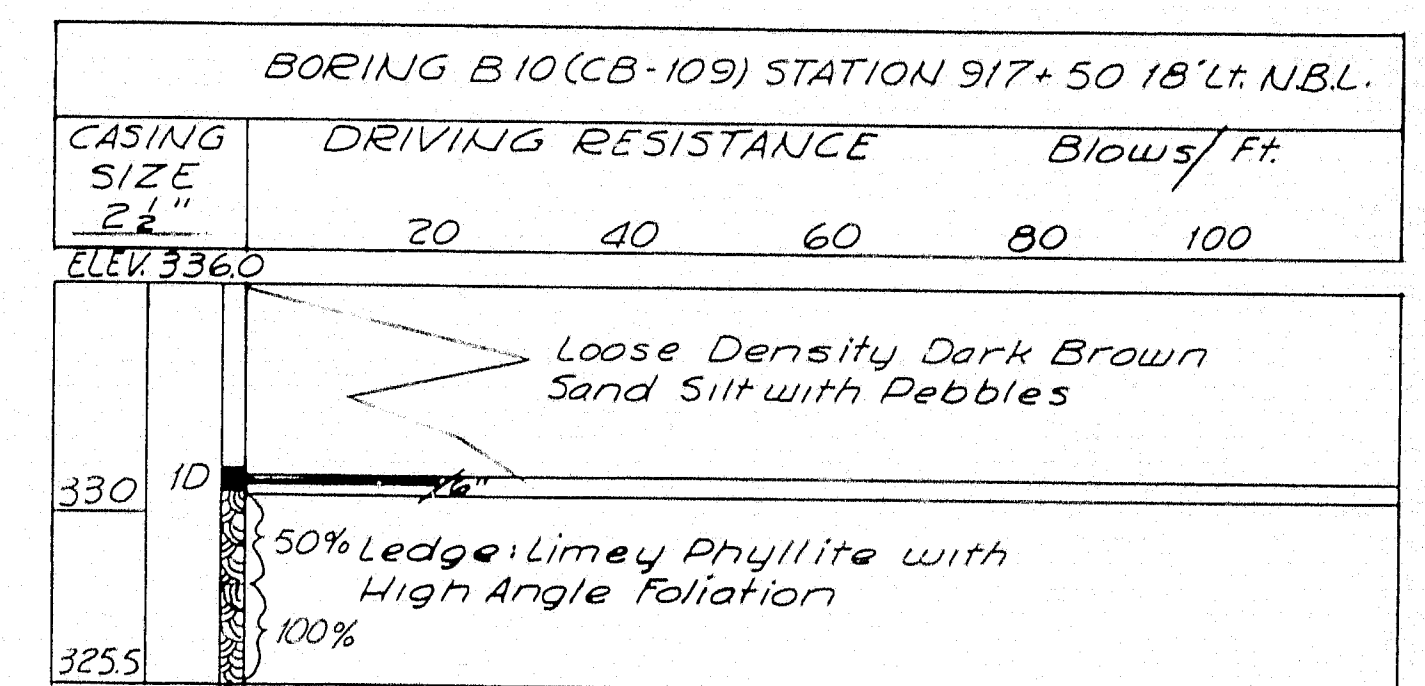
Number of blows required to drive spoon or tubing one foot with 350 ft. lbs. of energy per blow

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

71% Locations cored by diamond bit and percent recovery of rock



Note: Three Attempts were Necessary to Reach Ledge Surface



DESIGN-
TRACE-
CHECK- V.A.V.

DETAIL- N.R.K.

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95 N.B.
OVER
"B" STREAM
IN THE TOWN OF
HOULTON
AROOSTOOK COUNTY
FOUNDATION SURVEY
SHEET 3 OF 14 AUGUSTA, MAINE NOVEMBER 1964

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
NEW YORK BOSTON KANSAS CITY

M-2194

