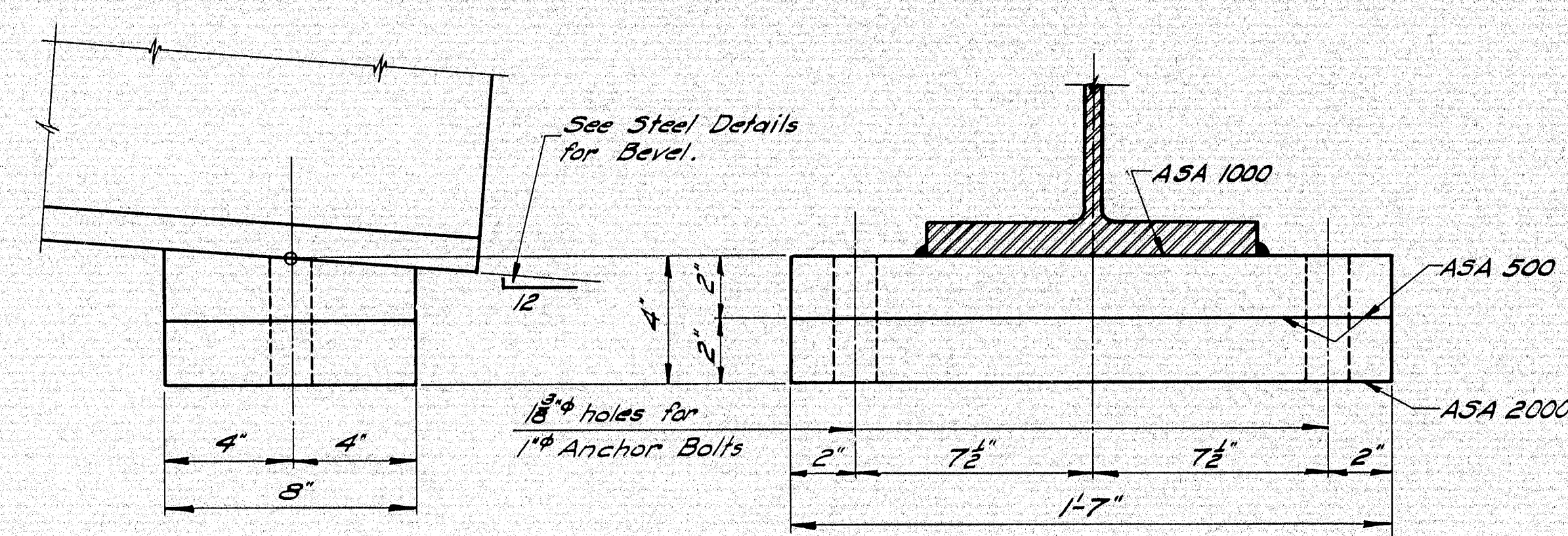
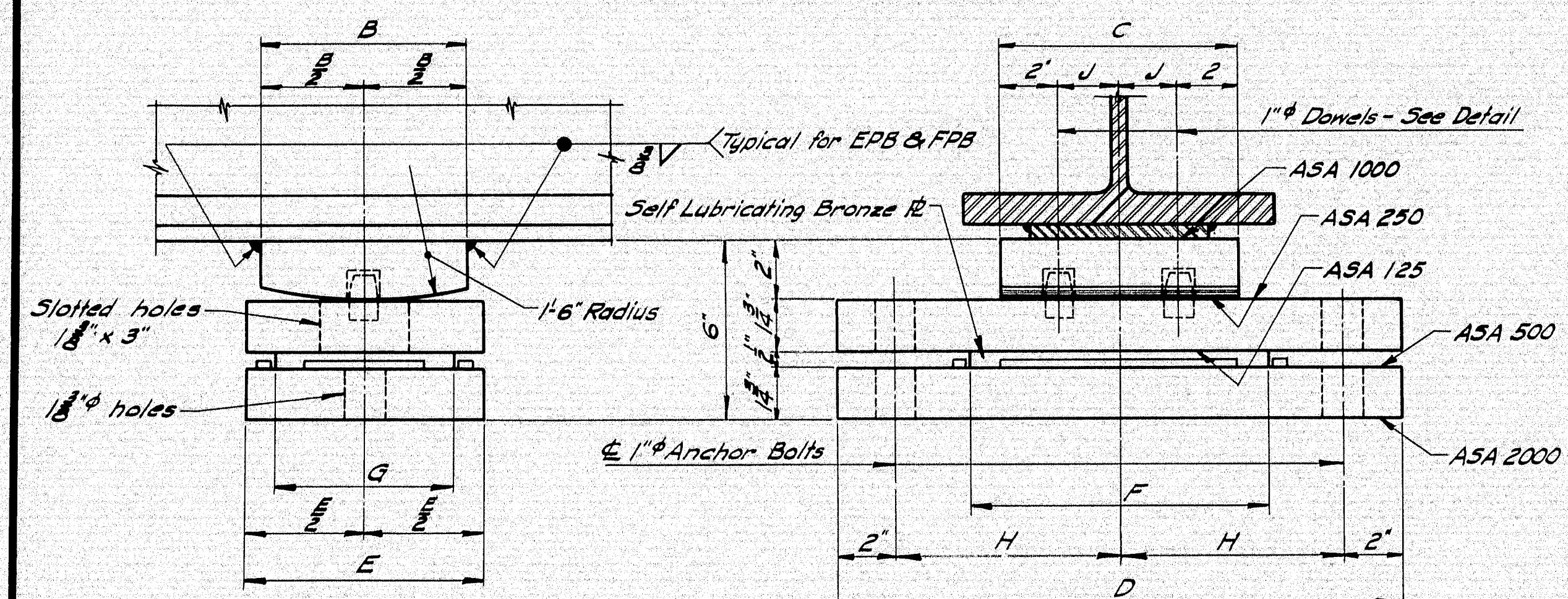


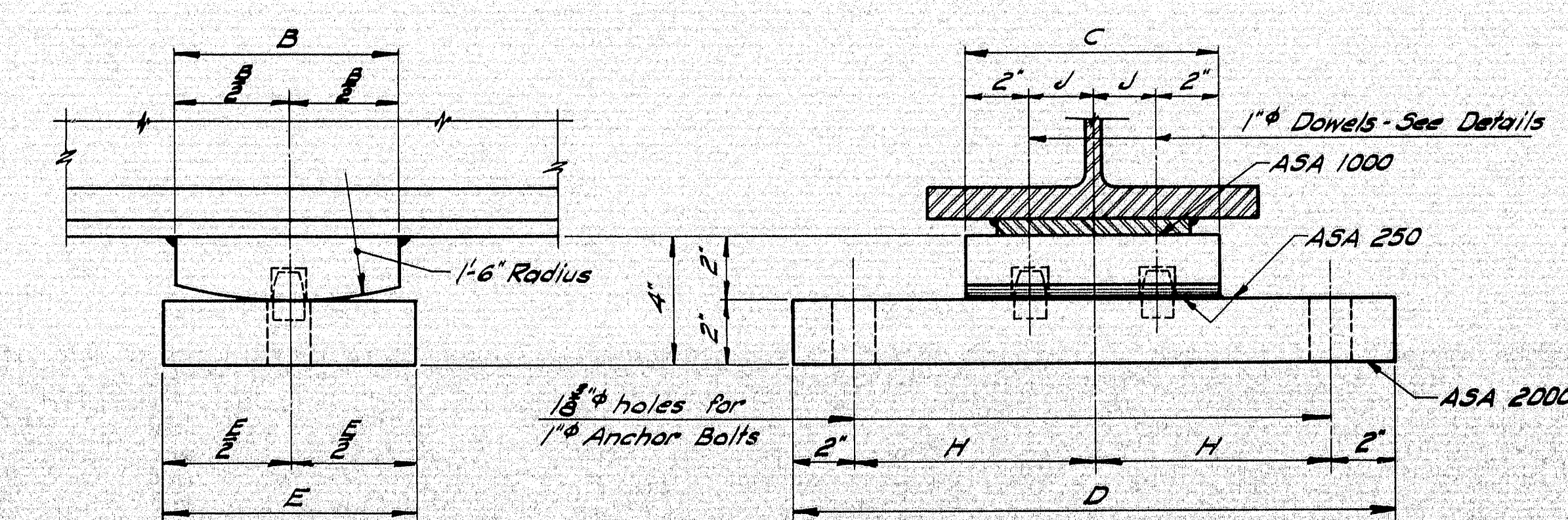
EXPANSION PEDESTAL - EPA



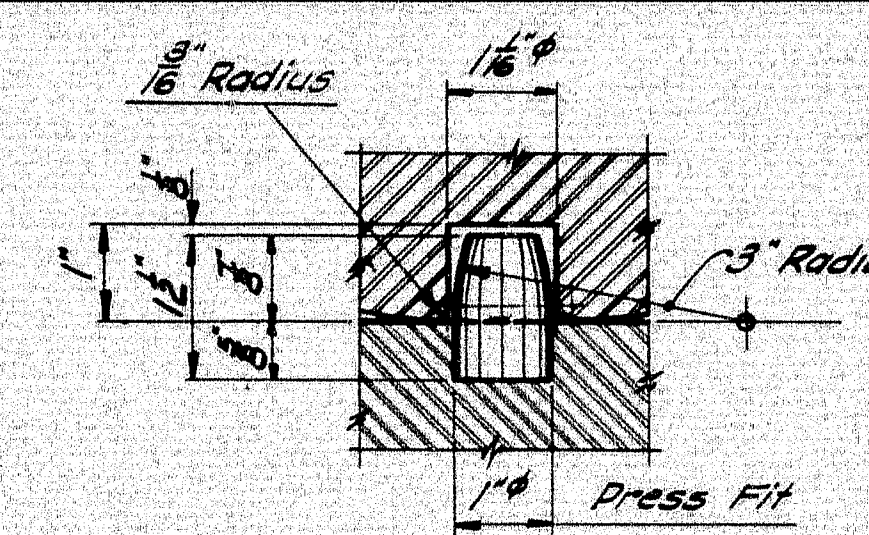
FIXED PEDESTAL - FPA



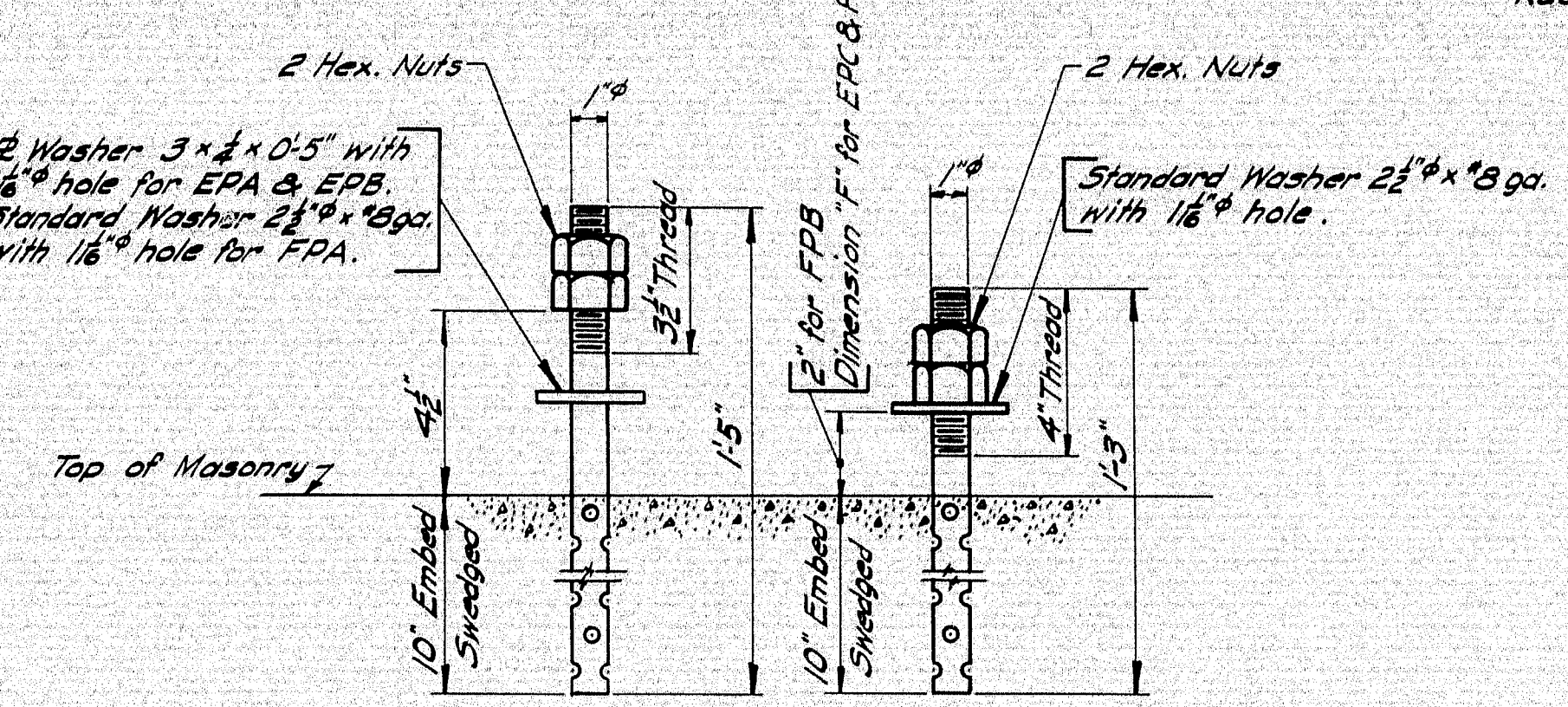
EXPANSION PEDESTAL - EPB



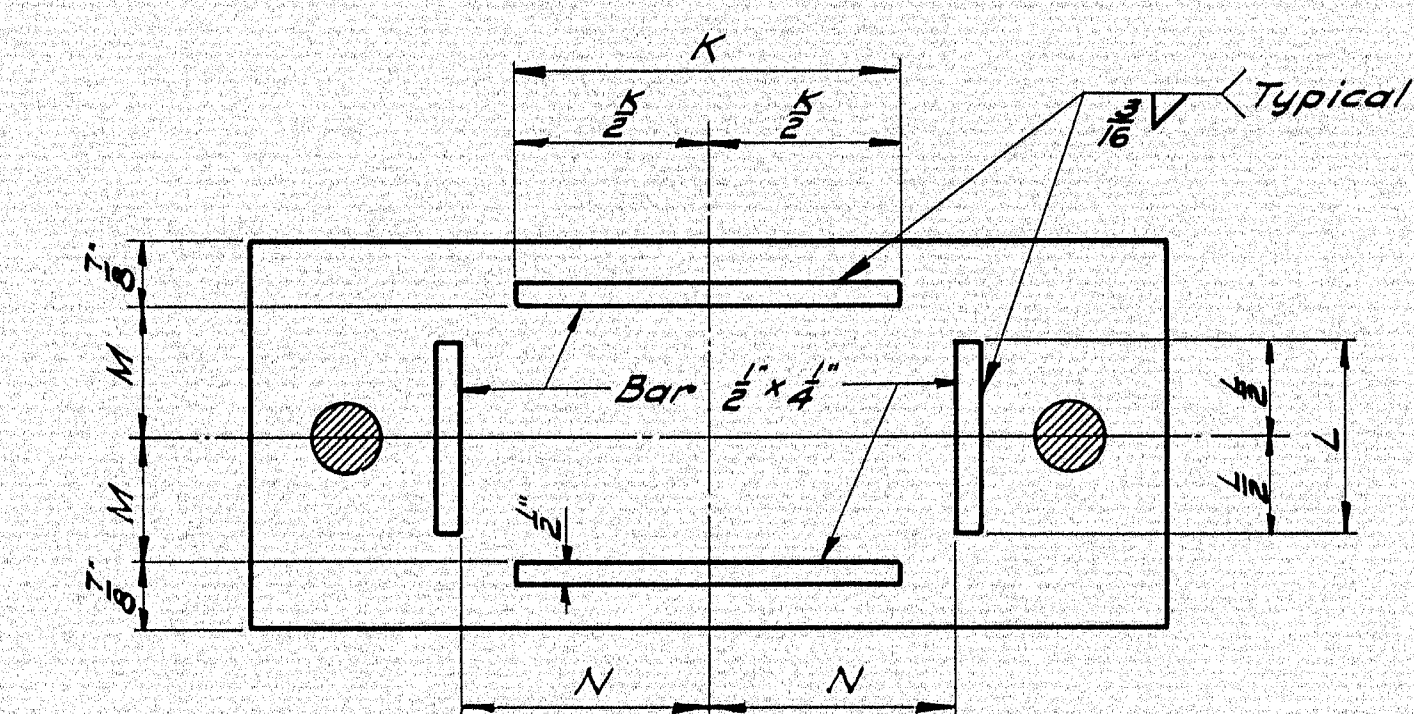
FIXED PEDESTAL - FPB



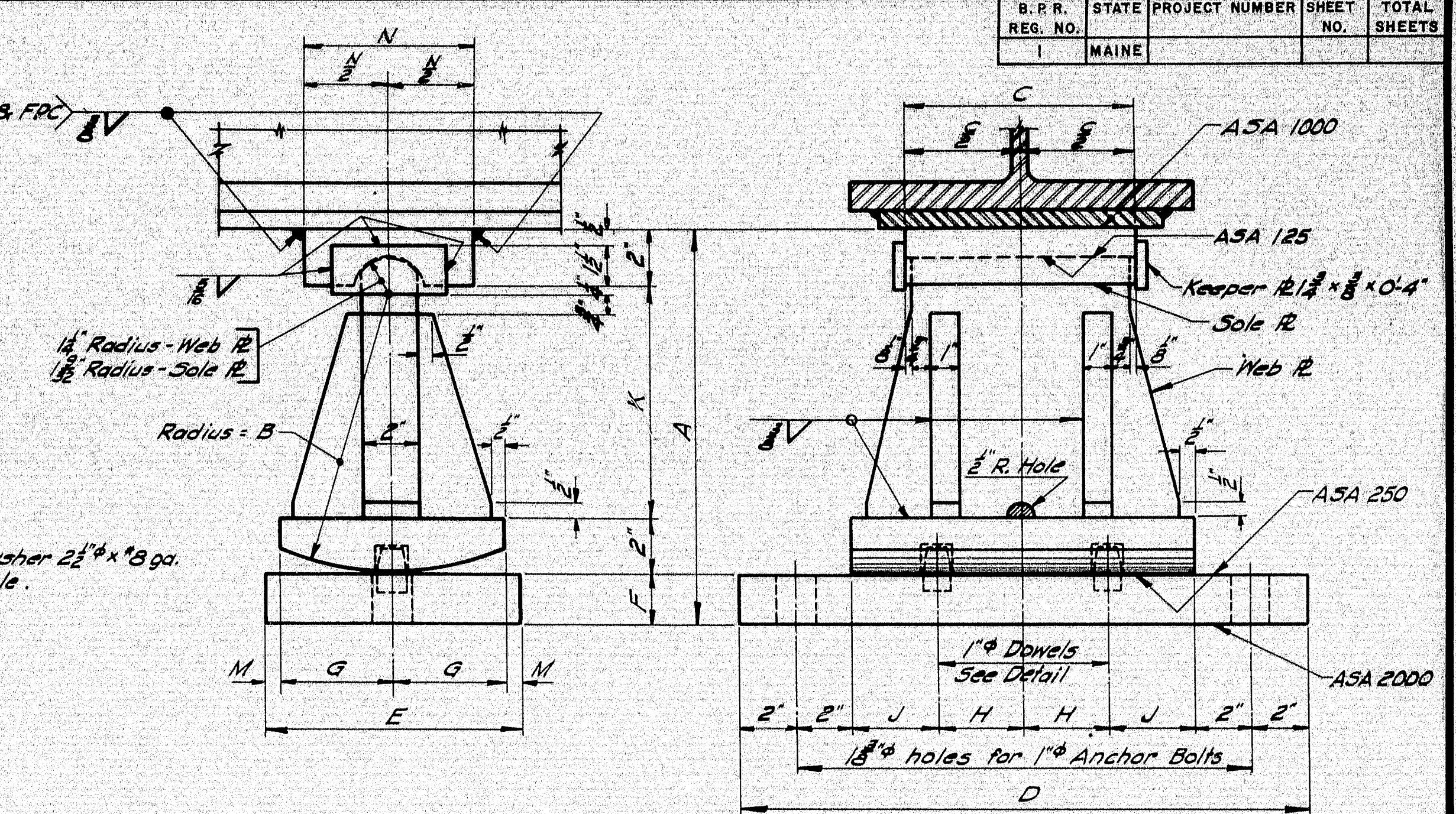
DOWEL DETAIL



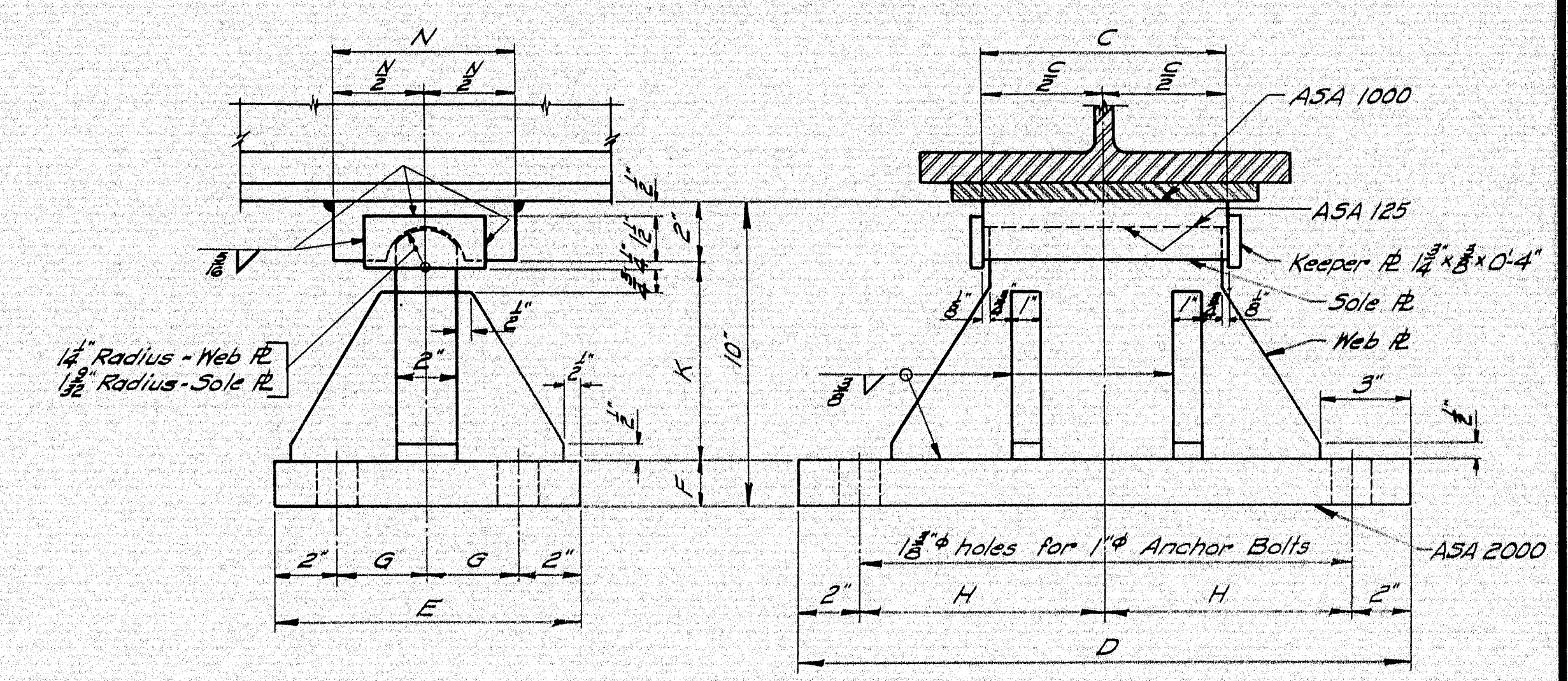
ANCHOR BOLT DETAIL



**For EPA & EPB
MASONRY PLATE**



EXPANSION PEDESTAL - EPC



FIXED PEDESTAL - FPC

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

DESIGN SPECIFICATIONS

A.A.S.H.O. Standard Specifications for Highway Bridges, 1961, with Interim Specifications, 1961 & 1962

A.S.T.M. STEEL CLASSIFICATION

Anchor Bolts - A7, A36, or A307
All other - A36

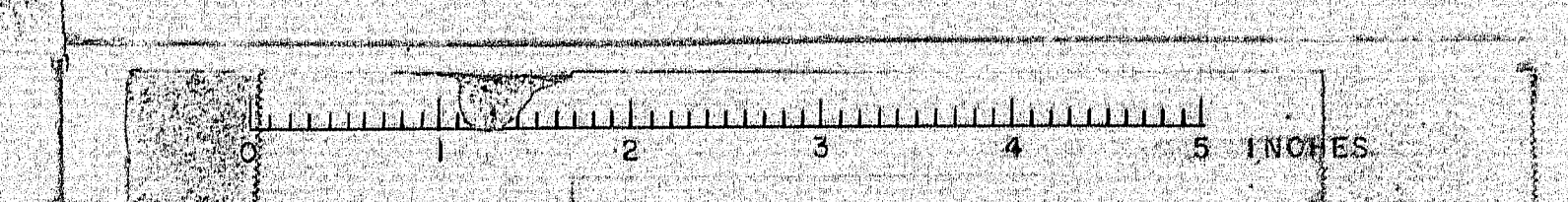
PEDESTALS - ALLOWABLE LOADS & DIMENSIONS													
Pedestal	Load	A	B	C	D	E	F	G	H	J	K	L	M
EPA	132K	-	-	-	-	-	-	-	-	-	8"	4"	3 1/2"
FPA	150K	-	-	-	-	-	-	-	-	-	-	-	-
EPB-1	120K	-	6"	8"	1-7"	8"	10"	6"	7 1/2"	2"	8"	4"	3 1/2"
EPB-2	165K	-	7"	10"	1-8"	9"	14"	7"	8"	3"	10"	5"	3 1/2"
EPB-3	224K	-	8"	1-1"	2-0"	10"	1-4"	7"	10"	4 1/2"	1-2"	5"	3 1/2"
FPB-1	120K	-	6"	8"	1-7"	8"	-	-	7 1/2"	2"	-	-	-
FPB-2	165K	-	7"	10"	1-8"	9"	-	-	8"	3"	-	-	-
FPB-3	224K	-	8"	1-2"	2-0"	10"	-	-	10"	5"	-	-	-
EPC-1	70K	9 1/2"	6"	8"	1-8"	8"	1-8"	3 1/2"	3"	3"	4 1/2"	-	6"
EPC-2	100K	11 1/8"	8"	8"	1-8"	8"	1-8"	3 1/2"	3"	3"	6 1/2"	-	6"
EPC-3	130K	1-2"	10"	8"	1-8"	9"	1-8"	4"	3"	3"	8 1/2"	-	7"
EPC-4	160K	1-2"	10"	8"	1-10"	9"	1-8"	4"	3"	3"	8 1/2"	-	7"
EPC-5	190K	1-2 1/2"	10"	9"	2-0"	10"	2"	4 1/2"	5"	3"	8 1/2"	-	8"
EPC-6	220K	1-4 1/2"	10"	9"	2-0"	10"	2 1/2"	5"	5"	3"	10 1/2"	-	8"
EPC-7	250K	1-4 1/2"	1-0"	1-0"	2-2"	1-0"	2 1/2"	5"	5"	4"	10 1/2"	-	8"
FPC-1	100K	-	-	8"	1-8"	9"	1-8"	2 1/2"	8"	-	6 1/2"	-	6"
FPC-2	160K	-	-	8"	1-8"	10"	1-8"	3"	8"	-	6 1/2"	-	7"
FPC-3	190K	-	-	9"	2-0"	10"	1-8"	3"	10"	-	6 1/2"	-	8"
FPC-4	220K	-	-	10"	2-0"	1-0"	1-8"	4"	10"	-	6 1/2"	-	8"
FPC-5	250K	-	-	1-0"	2-0"	1-0"	2"	4"	10"	-	6"	-	8"

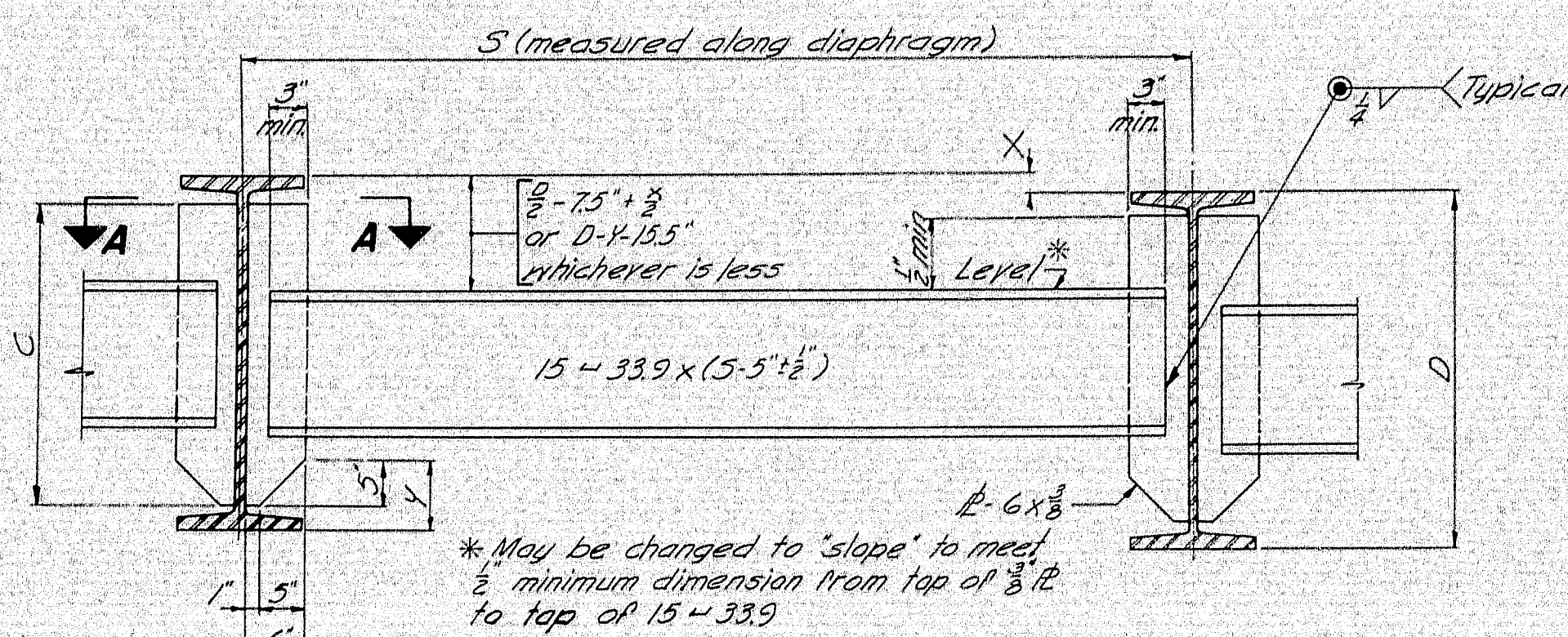
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS
(BD 101-64)
BEARING PEDESTALS

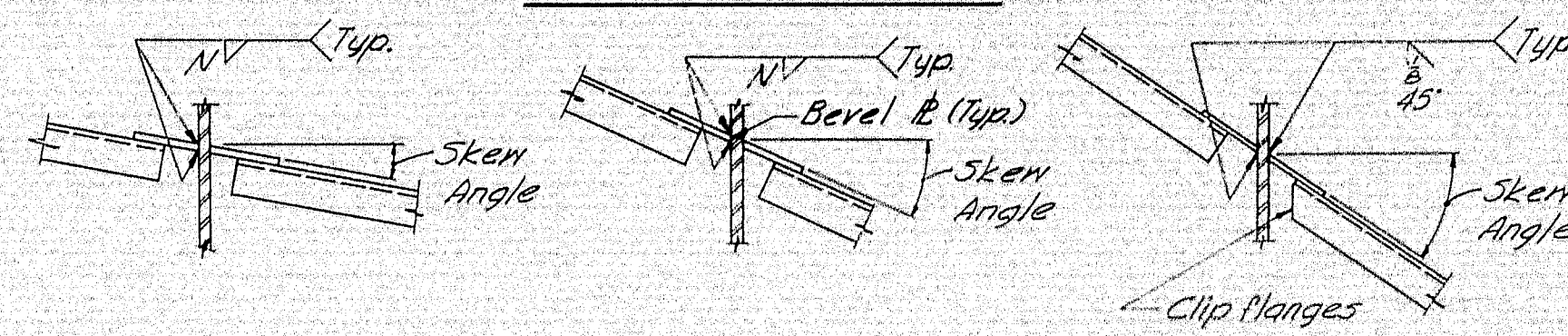
JANUARY 1964

101-26A - Crystal, Starnon





TYPE A DIAPHRAGM

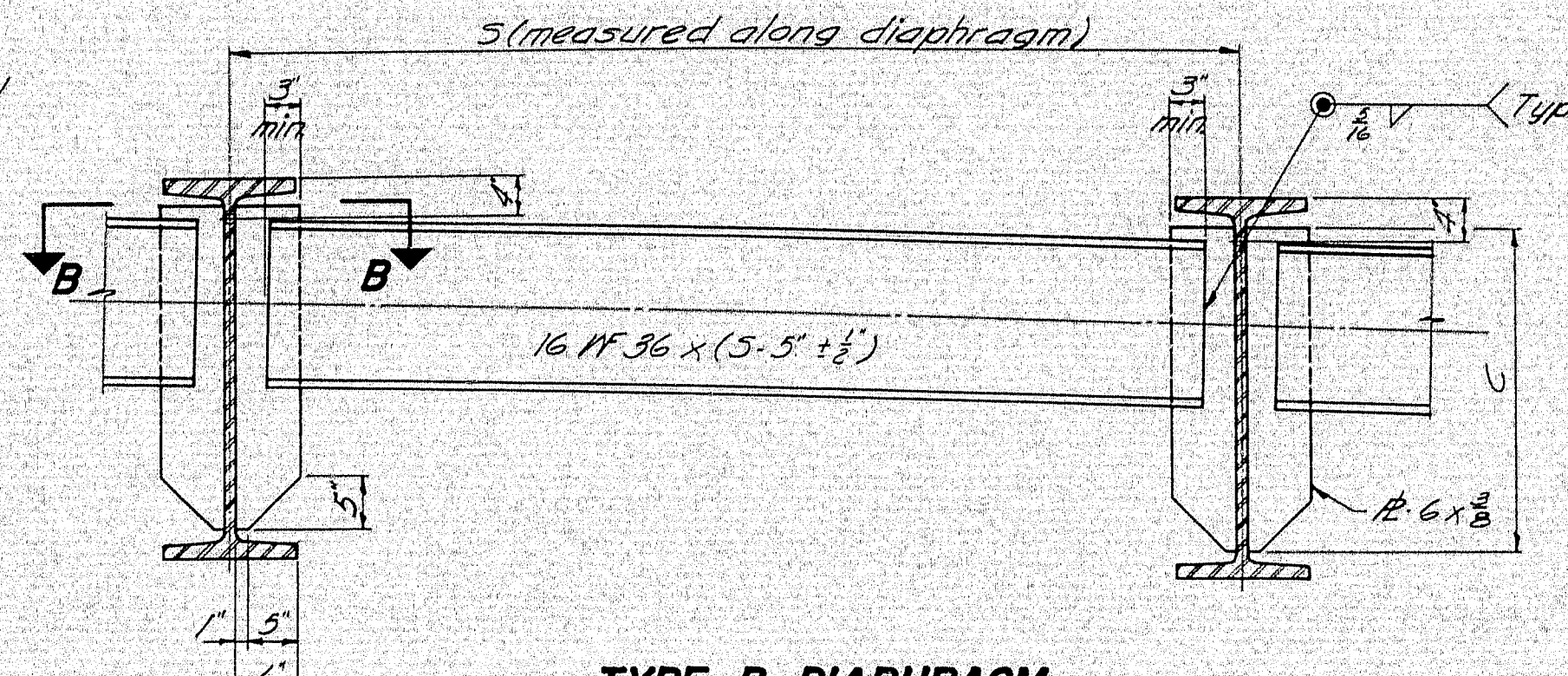


SECTION A-A
Skew Angle 0° to 15°-30'

SECTION A-A
Skew Angle over 15°-30' to 30°-00'

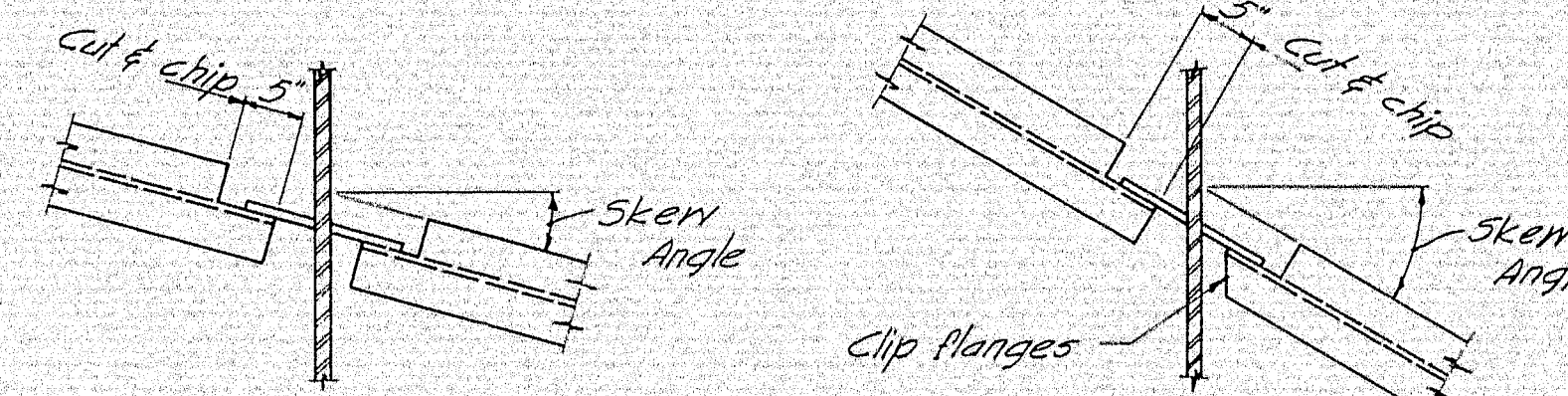
SECTION A-A
Skew Angle over 30°-00'

FILLET WELD SIZE "N" & DIMENSION "C" FOR DIAPHRAGM PLATES		
BEAM	C	N
27 WF 84 to 114 incl.	1-11"	3/4"
30 WF 95 to 132 incl.	2-2"	3/4"
33 WF 118 to 132 incl.	2-5"	3/4"
36 WF 135 to 194 incl.	2-7"	3/4"
36 WF 230 to 300 incl.	2-6"	3/4"



TYPE B DIAPHRAGM

Welding 6x3 plates to web same as for Type A Diaphragm.



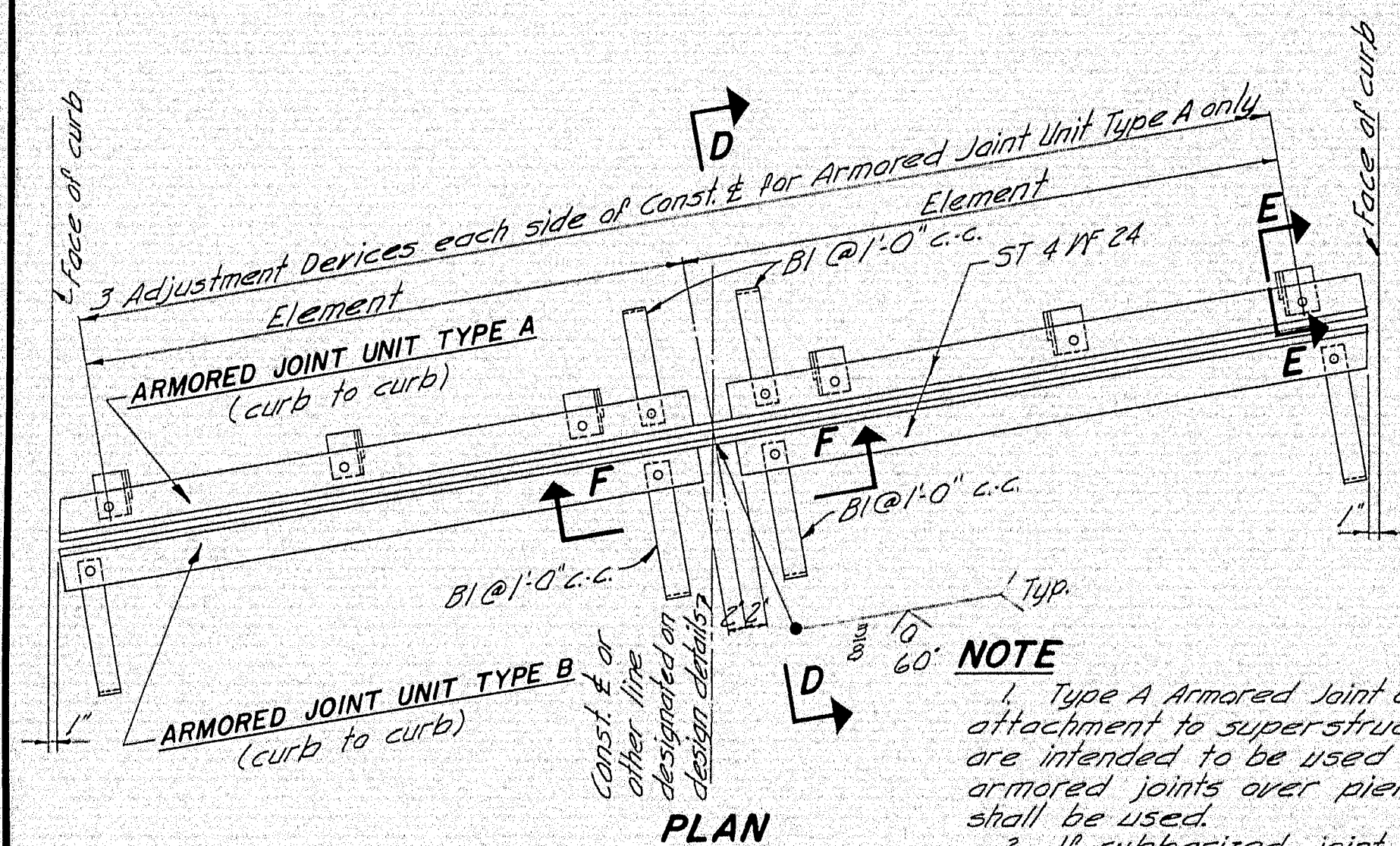
SECTION B-B
Skew Angle 0° to 25°-00'

SECTION B-B
Skew Angle over 25°-00'

NOTE

See design details for diaphragm type, location and skew.

DIAPHRAGMS

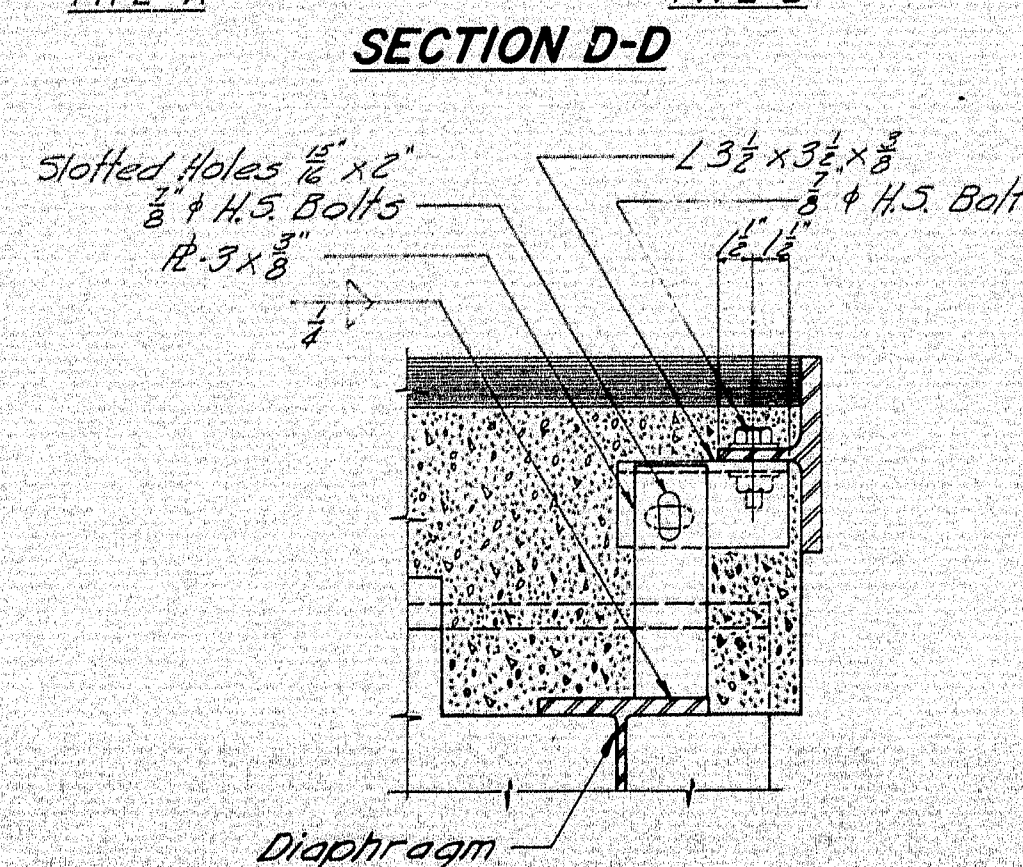
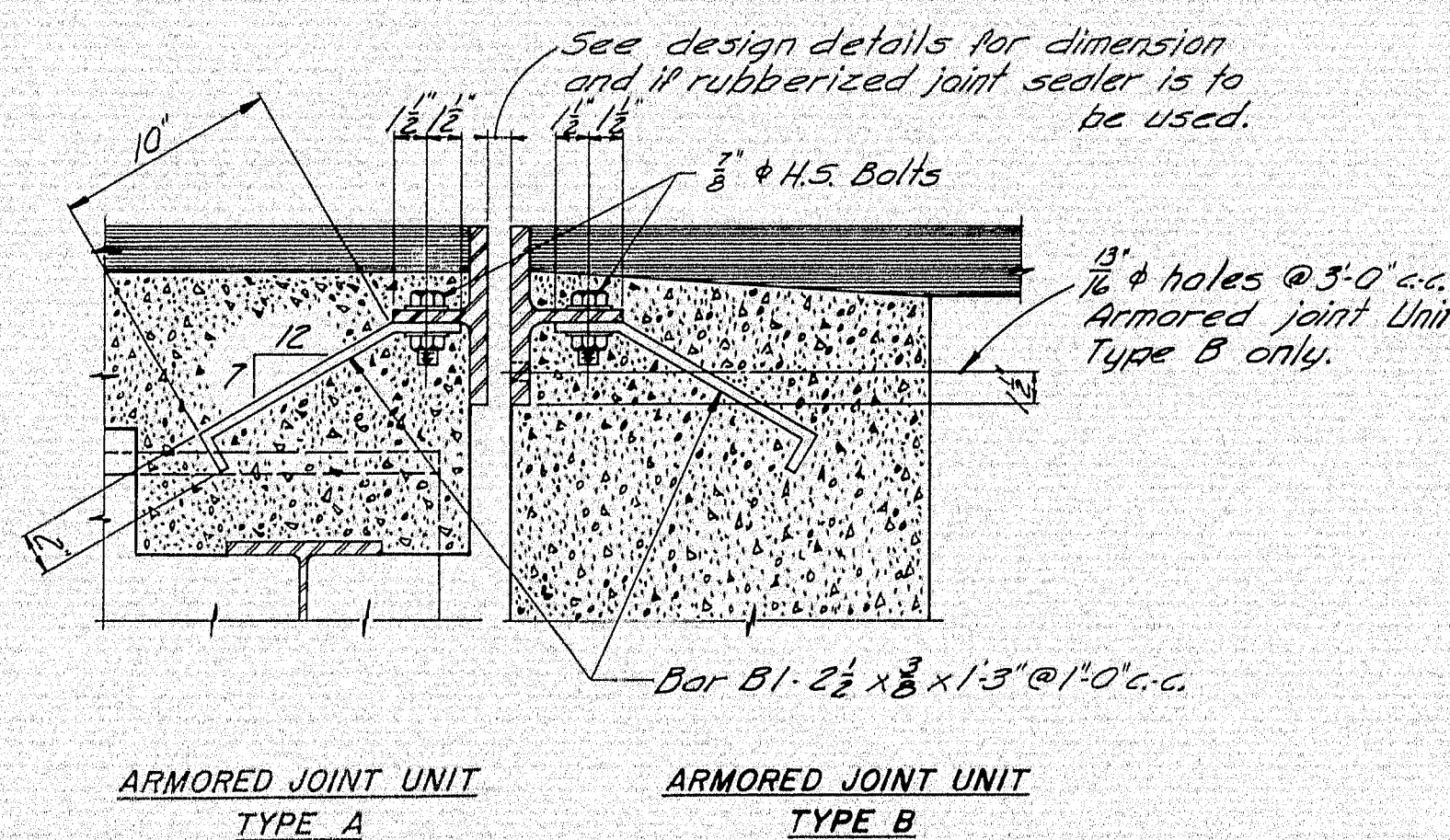


NOTE

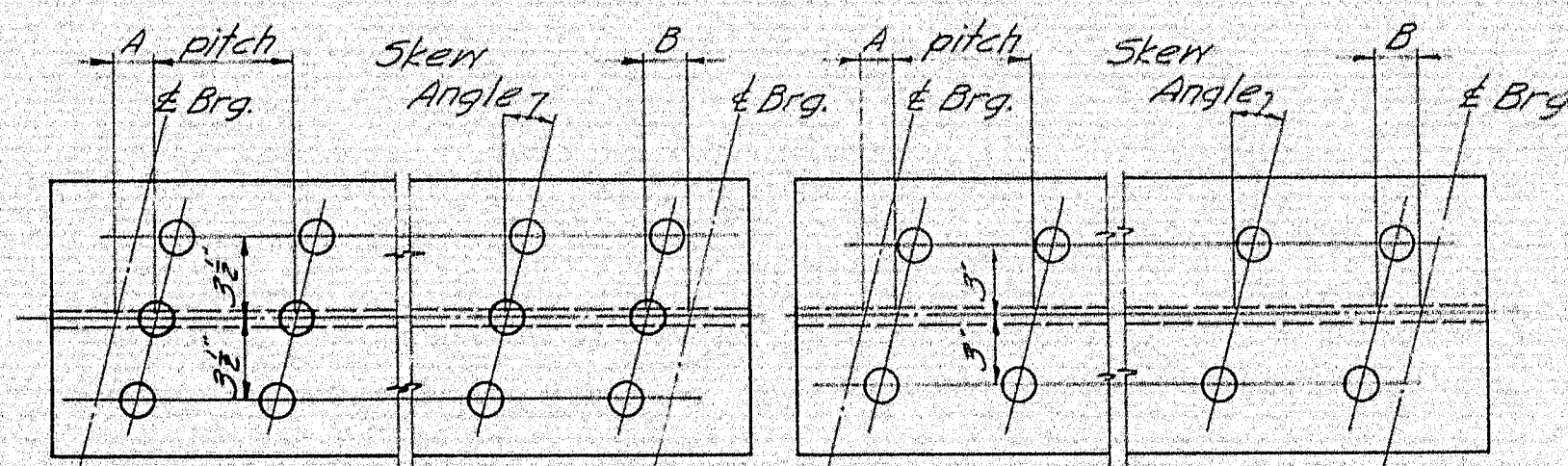
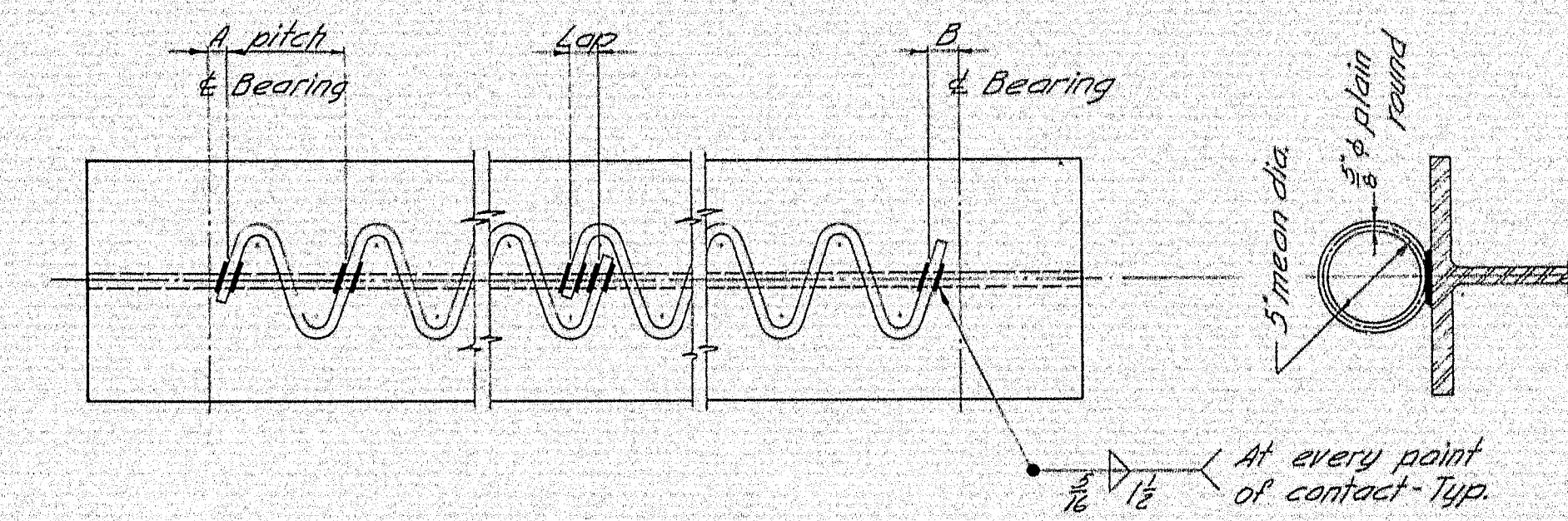
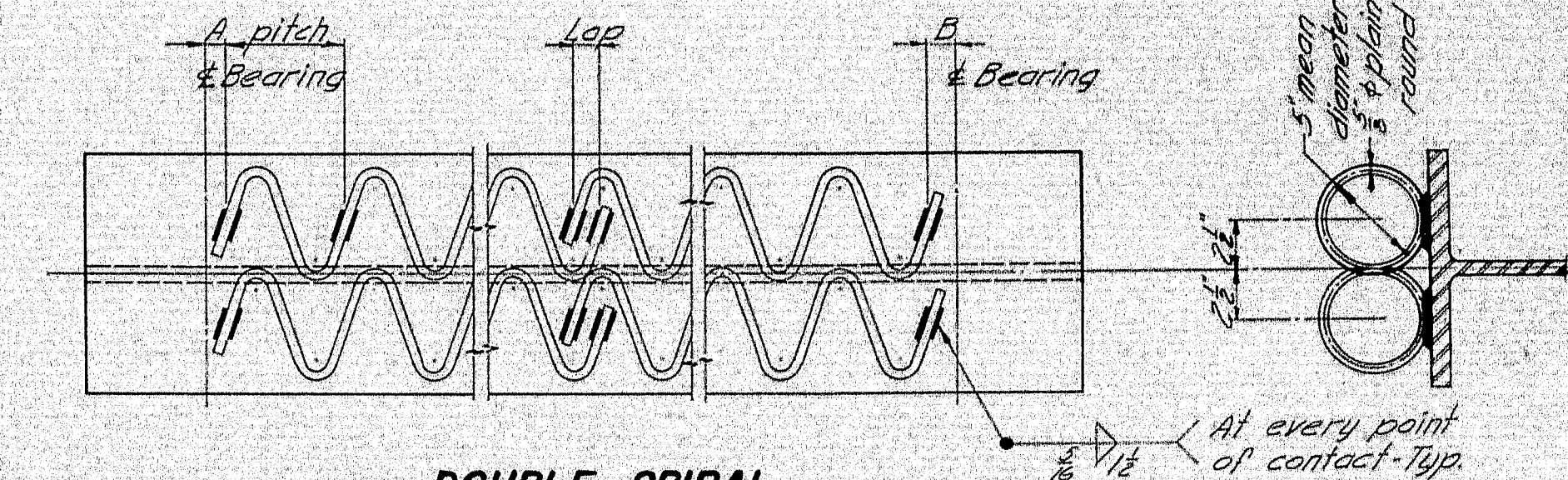
1. Type A Armored Joint Units are intended to be used for attachment to superstructures. Type B Armored Joint Units are intended to be used for attachment to abutments. At armored joints over piers, two Type A Armored Joint Units shall be used.
2. If rubberized joint sealer is called for on the design details the area to which it is to be bonded shall not be painted and it shall be supported on non-bituminous material. At the Contractor's option the supporting material may be left in place or be removed. If the supporting material is left in place, it shall be compressible in accordance with specification AASHTO M 153-54. In either case bond between the supporting material and the rubberized joint sealer shall be prevented by a 1" minimum thickness of Poly-urethane foam.
3. If more elements than the two shown in the "Plan" are required by the design details, there shall be three adjustment devices for each element for Armored Joint Unit Type A and the elements of both units shall be field welded together in the same manner as shown in the "Plan".
4. Armored Joints to be paid for as Structural Steel.

ARMORED JOINT

An armored joint consists of two armored joint units. See note 1.



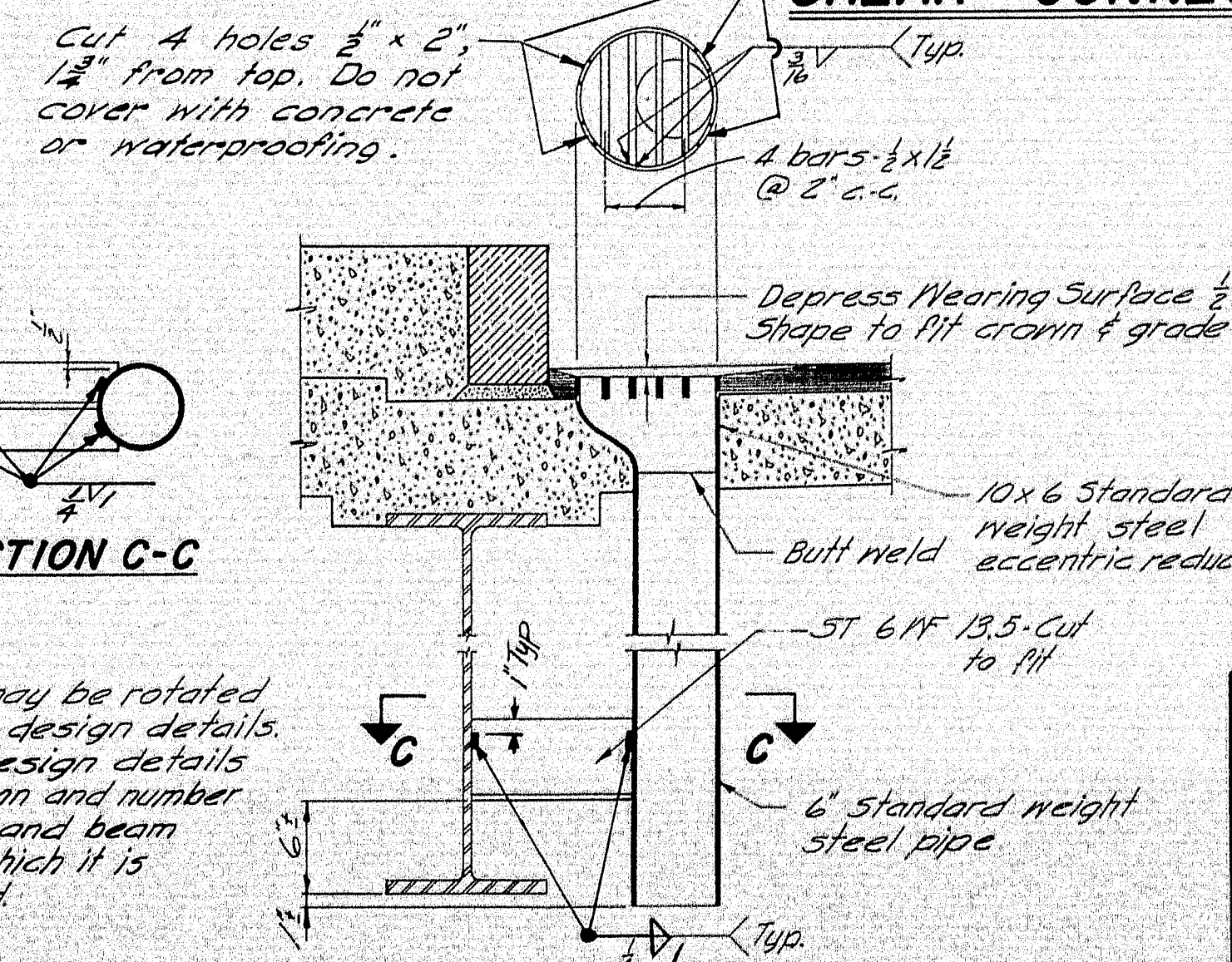
Showing Adjustment Device Armored Joint Unit Type A only - After Unit is in final position weld 3/8" to angle with 1/2" fillet



NOTE

1. Spiral reinforcing or studs may be used at the option of the Contractor.
2. If studs are used they shall be granular or solid flux filled and automatically end welded to the top flange in the shop or field.
3. Studs are a patented product. If the Contractor elects to use them, he shall pay the royalty and payment to the contractor will be included in the lump sum price for Shear Connectors.
4. See the design details for Dimensions "A" and "B", spiral and stud pitch and skew angle for Studs.

SHEAR CONNECTORS



NOTE

1. Drain may be rotated 180°. See design details.
2. See design details for location and number of drains and beam size to which it is connected.

DRAIN

Revised Nov 1964, Welding Drain Support

GENERAL NOTE

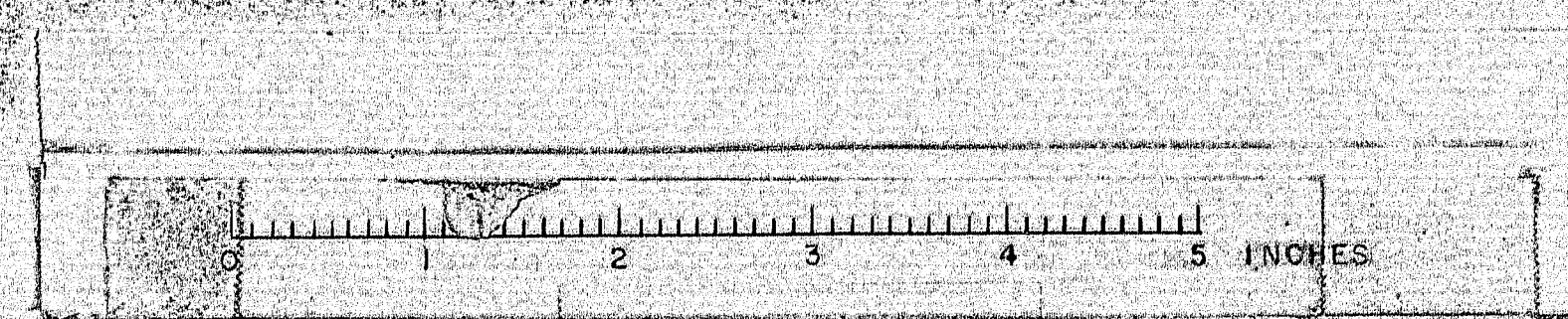
Use only those items called for on design details. In case of conflict between these Standard Details and the design details, the requirements of the design details shall be followed.

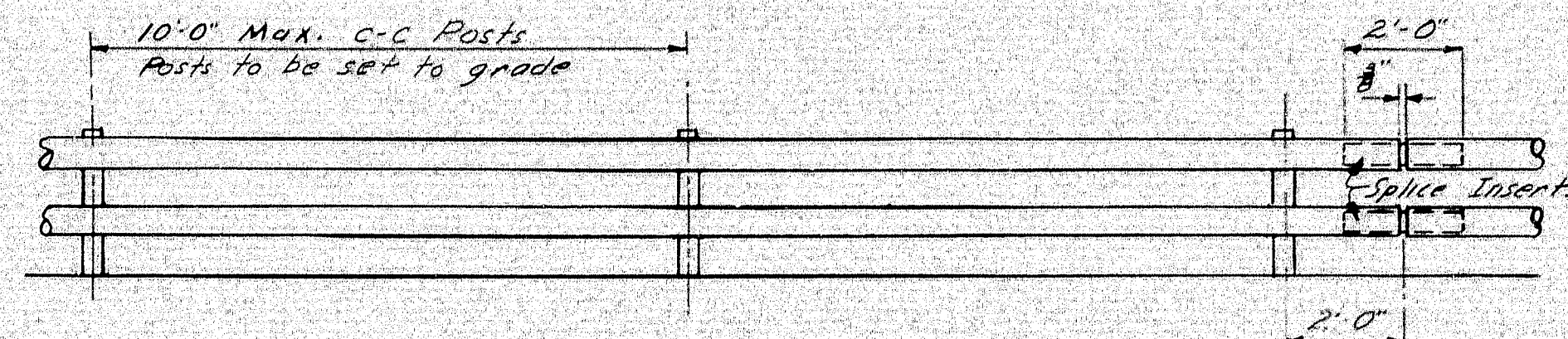
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS
(BD 104-64)
DIAPHRAGMS, ARMORED JOINT, SHEAR CONNECTORS, DRAIN

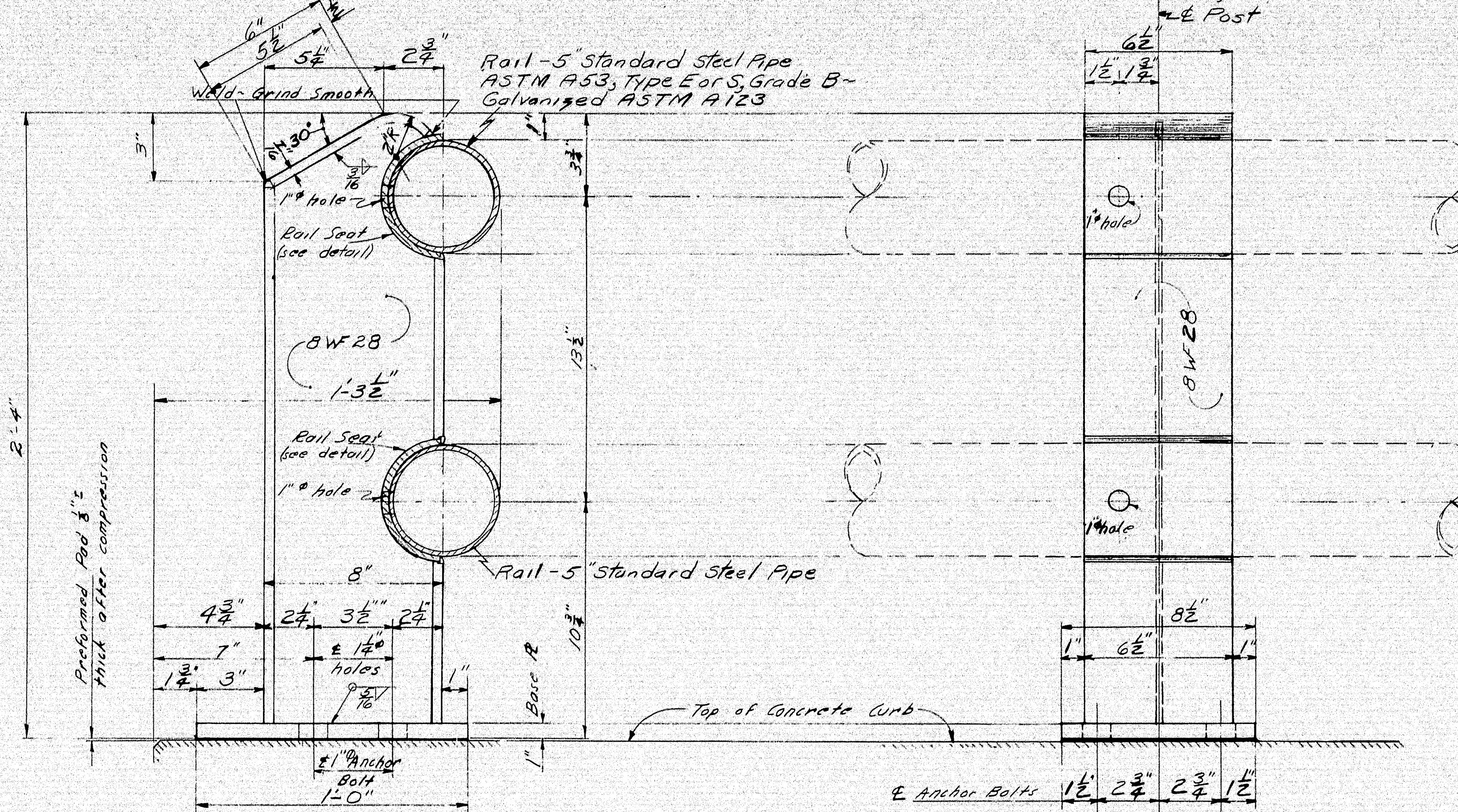
JANUARY 1964

101-26C

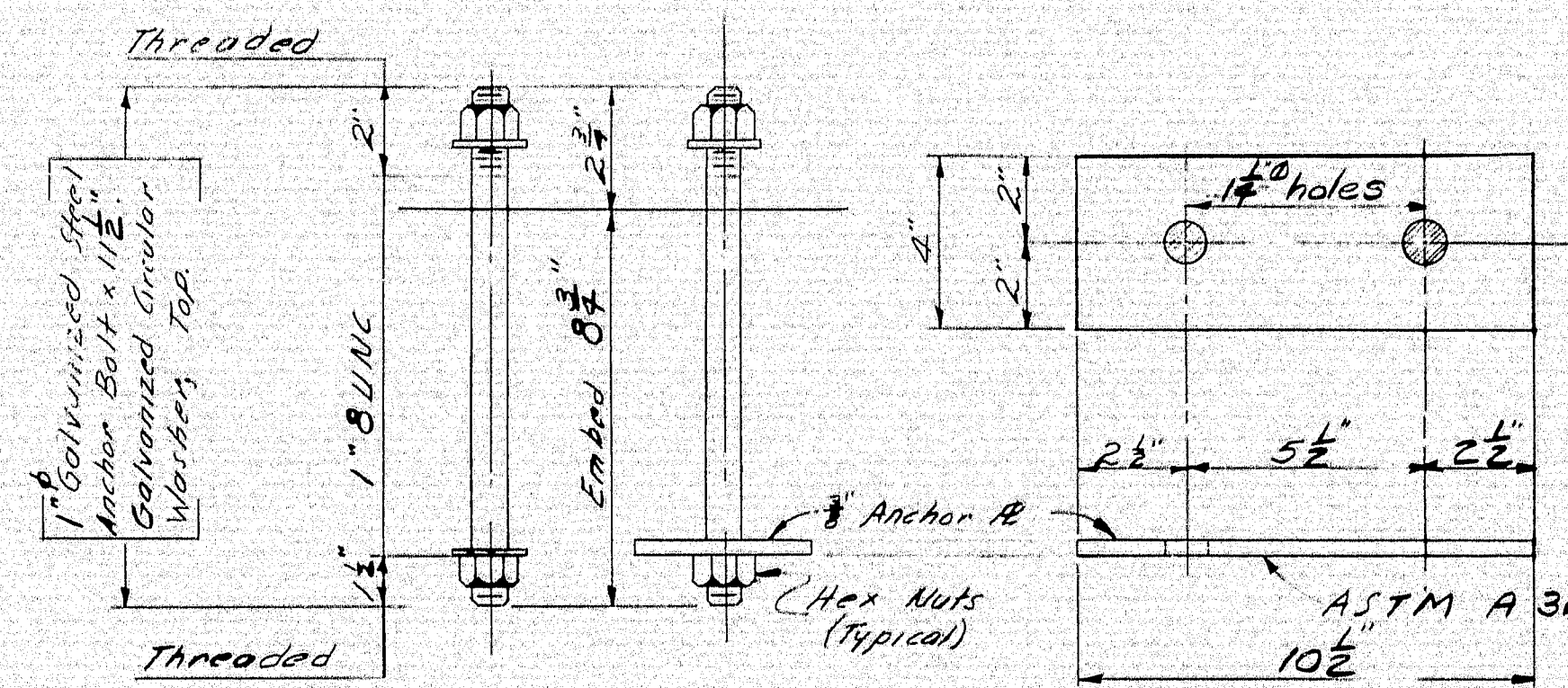




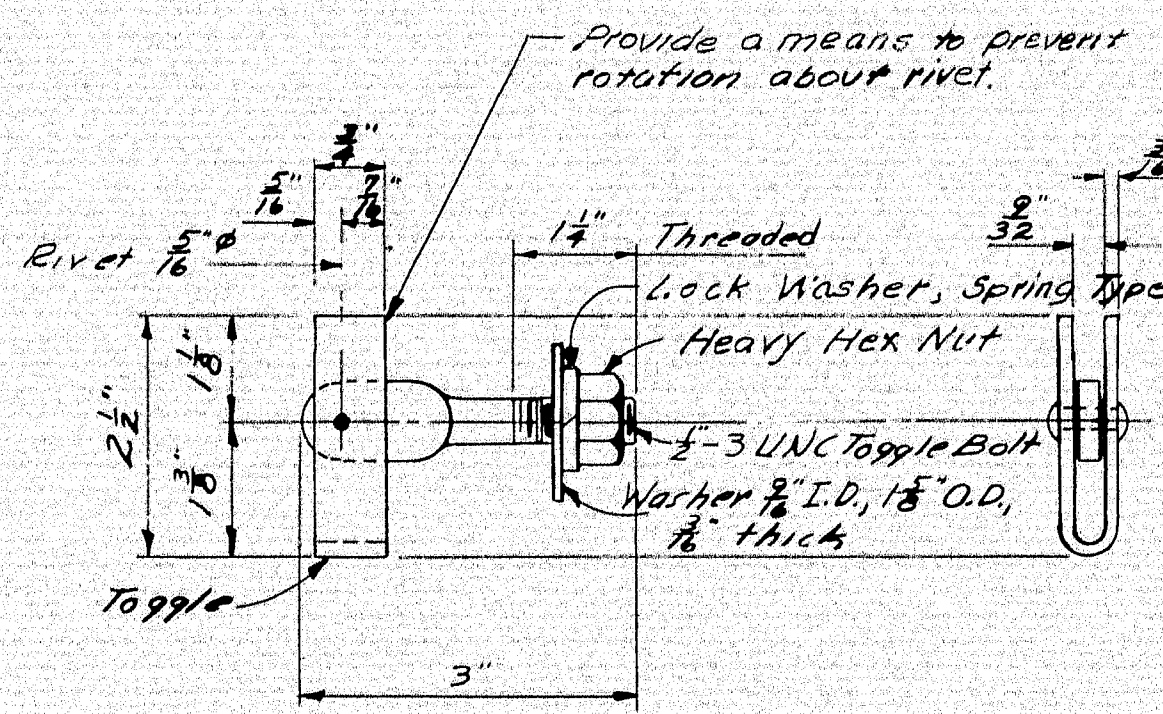
RAIL ELEVATION
Lengths of rail shall be attached to a minimum of (4) four rail posts, wherever possible, and in any case never less than (2) two.



RAIL POST
ASTM A36 8WF28
Galvanized ASTM A123



RAIL POST ANCHORAGE
Anchor Bolts, Nuts, and Circular Washers: ASTM A325.
Anchor Bolts, Nuts, and Circular Washers at top (galv): ASTM A153.
Required Per Anchorage:
4 - Anchor Bolts
6 - Circular Washers
1 - Anchor Plate

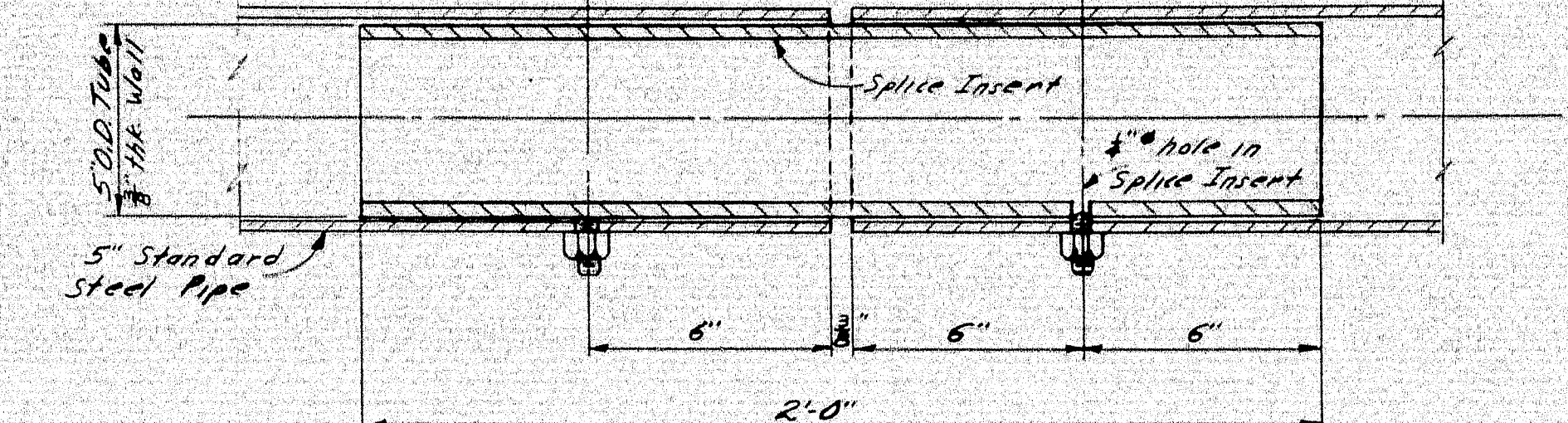


TOGGLE BOLT ASSEMBLY
Cadmium Plate metal parts ASTM A165-

Heavy Hex Nut - ASTM A325
Toggle - ASTM A303, 1015 H.R. Steel
Rivet - ASTM A193, 1038 C.R. Steel, Heat Treated
Toggle Bolt - ASTM A354, 1335 C.R. Steel
Heat Treated RC 32-38
Washer - ASTM A36 Steel

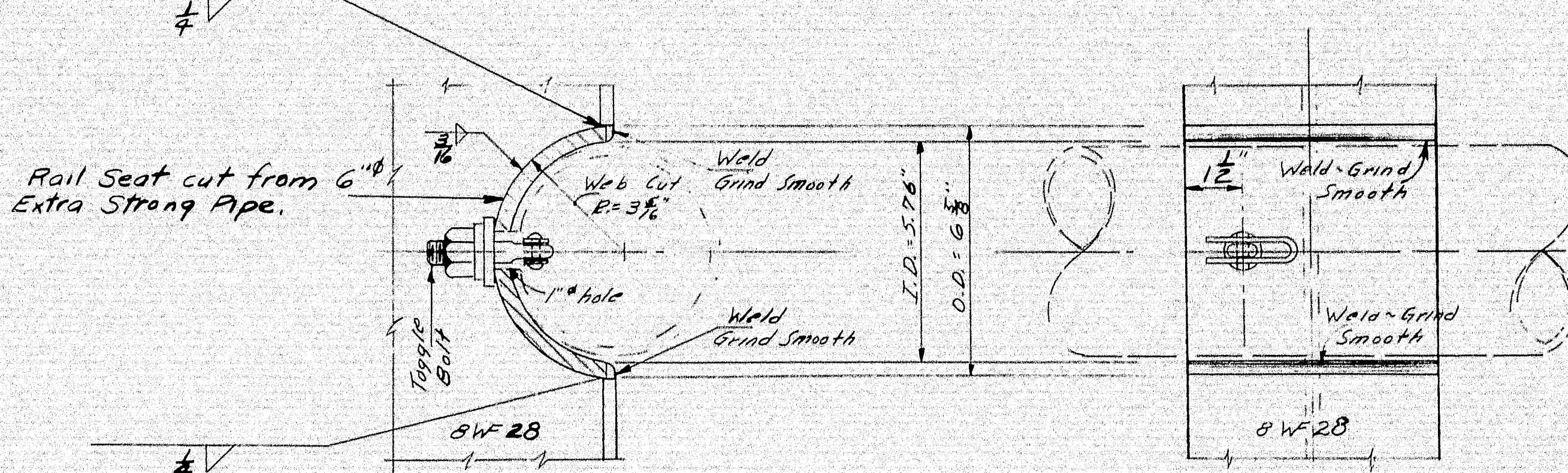
2 - Toggle Bolt Assembly Required per post.

Set Screws - ASA B18.3 Galv. ASTM A153
3/8" 16 UNC x 1" hexagonal socket set screw with oval point and finished hexagonal jam nut.
Drill and Tap 5" Standard Steel Pipe 3/8" 16 UNC (to suit set screws).
3/8" 16 UNC x 1" hexagonal socket set screw with oval point and finished hexagonal jam nut.



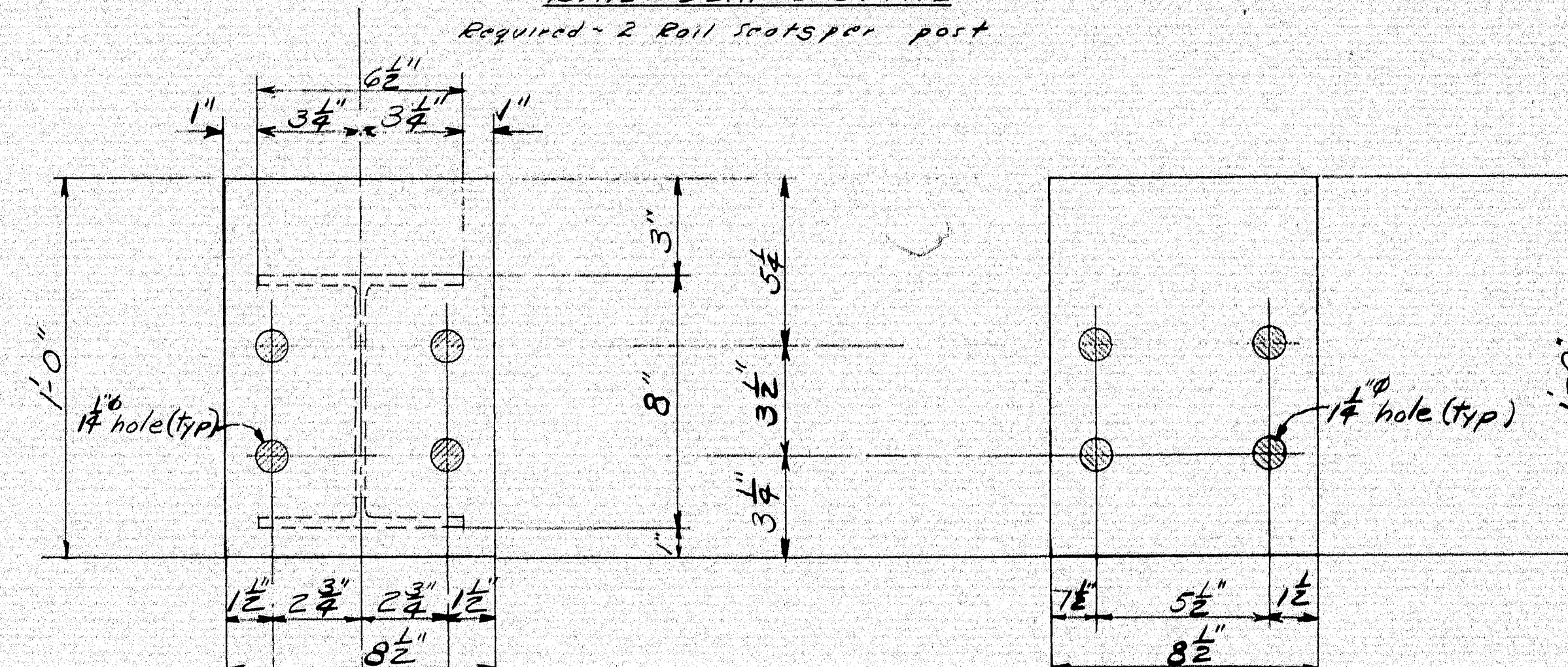
SPICE INSERT

For Splice Insert only - ASTM A53 Type E or S, Grade B or AISI C 1018 Galv. ASTM A123.



RAIL SEAT DETAIL

Required - 2 Rail Seats per post



BASE PLATE
Required - 1 B. per post

PREFORMED PAD
See Subsection 113.03 Standard Specifications Revision of June 1965 for Pad.

At least one pad shall be placed under each post, and the number of pads supplied shall be 10% in excess of total number of posts.

DESIGN SPECIFICATIONS
A.A.S.H.O. Interim Specifications
Int. I (64).

Revised - Toggle Bolt, Feb. 1967
Revised - Toggle Bolt, October, 1966.

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS
(BD 109 - 66)

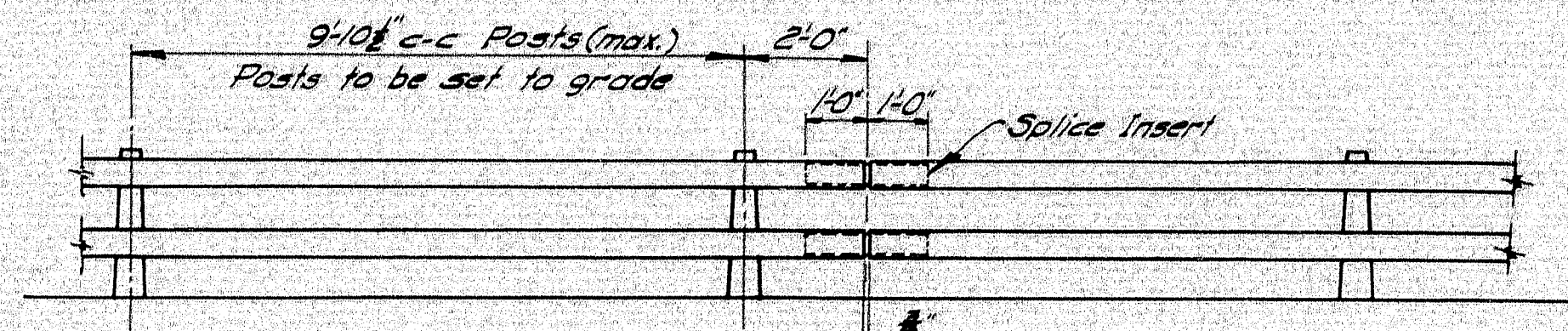
STEEL RAILING

(2-BAR PIPE RAIL)

8WF28 POST

APRIL 1966

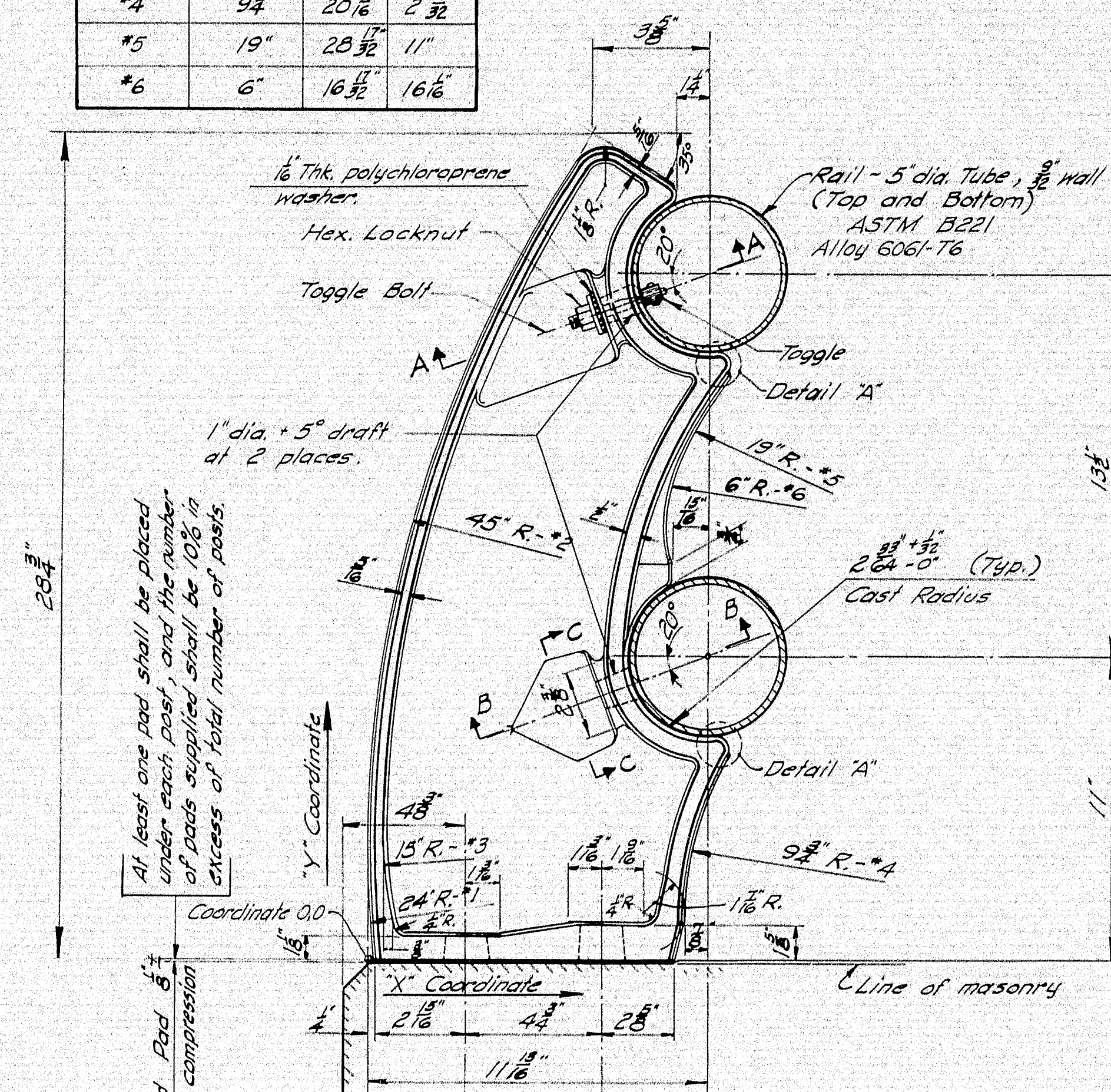
101-26E

RAIL ELEVATION

ORIGIN LOCATION-PRINCIPAL CURVES

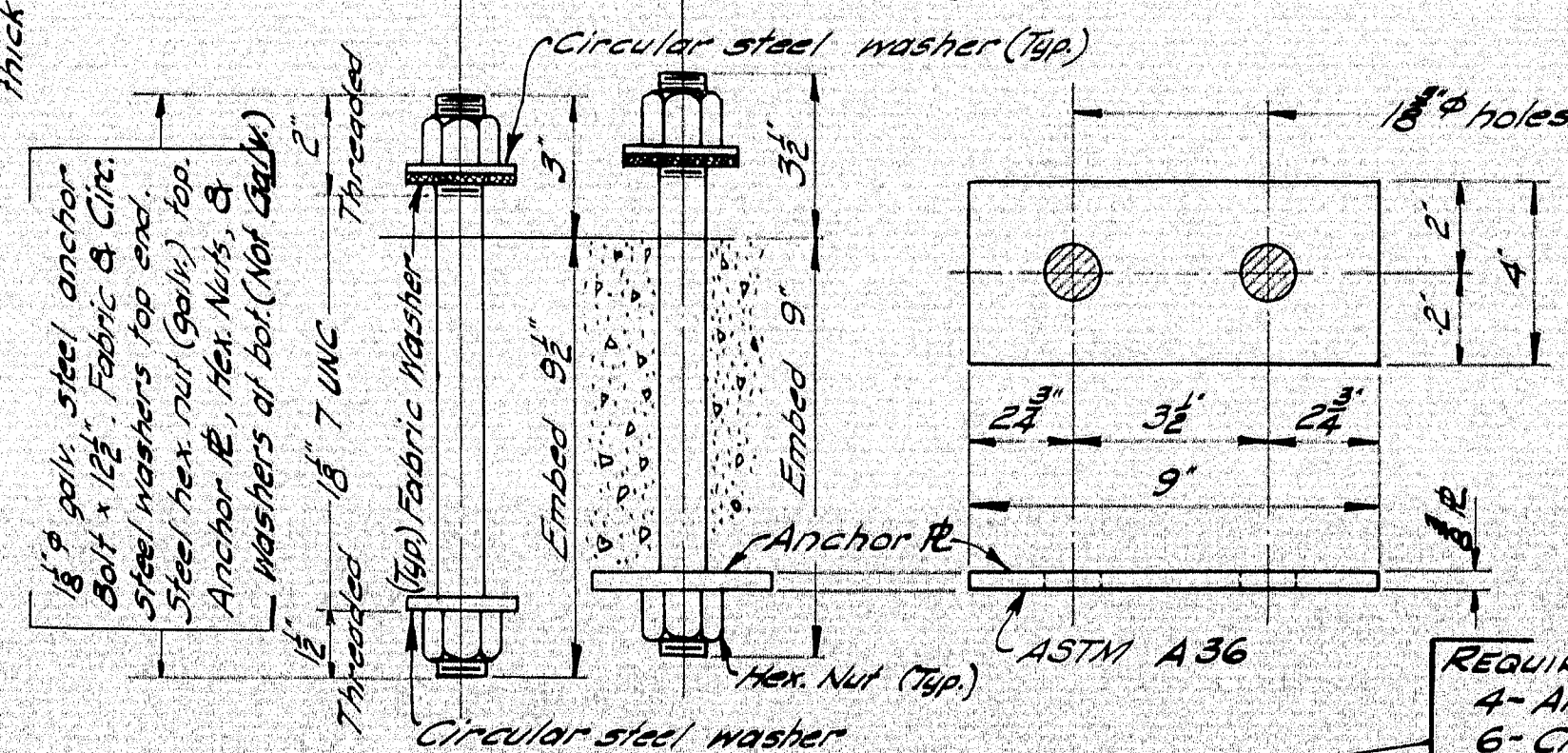
Curve	Radius	"X"	"Y"
*1	24"	24"	3 $\frac{15}{32}$ "
*2	45"	45"	2 $\frac{57}{32}$ "
*3	15"	15 $\frac{11}{16}$ "	4 $\frac{23}{32}$ "
*4	9 $\frac{3}{4}$ "	20 $\frac{11}{16}$ "	2 $\frac{13}{32}$ "
*5	19"	28 $\frac{17}{32}$ "	11"
*6	6"	16 $\frac{17}{32}$ "	16 $\frac{1}{16}$ "

Lengths of rail shall be attached to a minimum of (4) four rail posts, wherever possible, and in any case never less than (2) two.



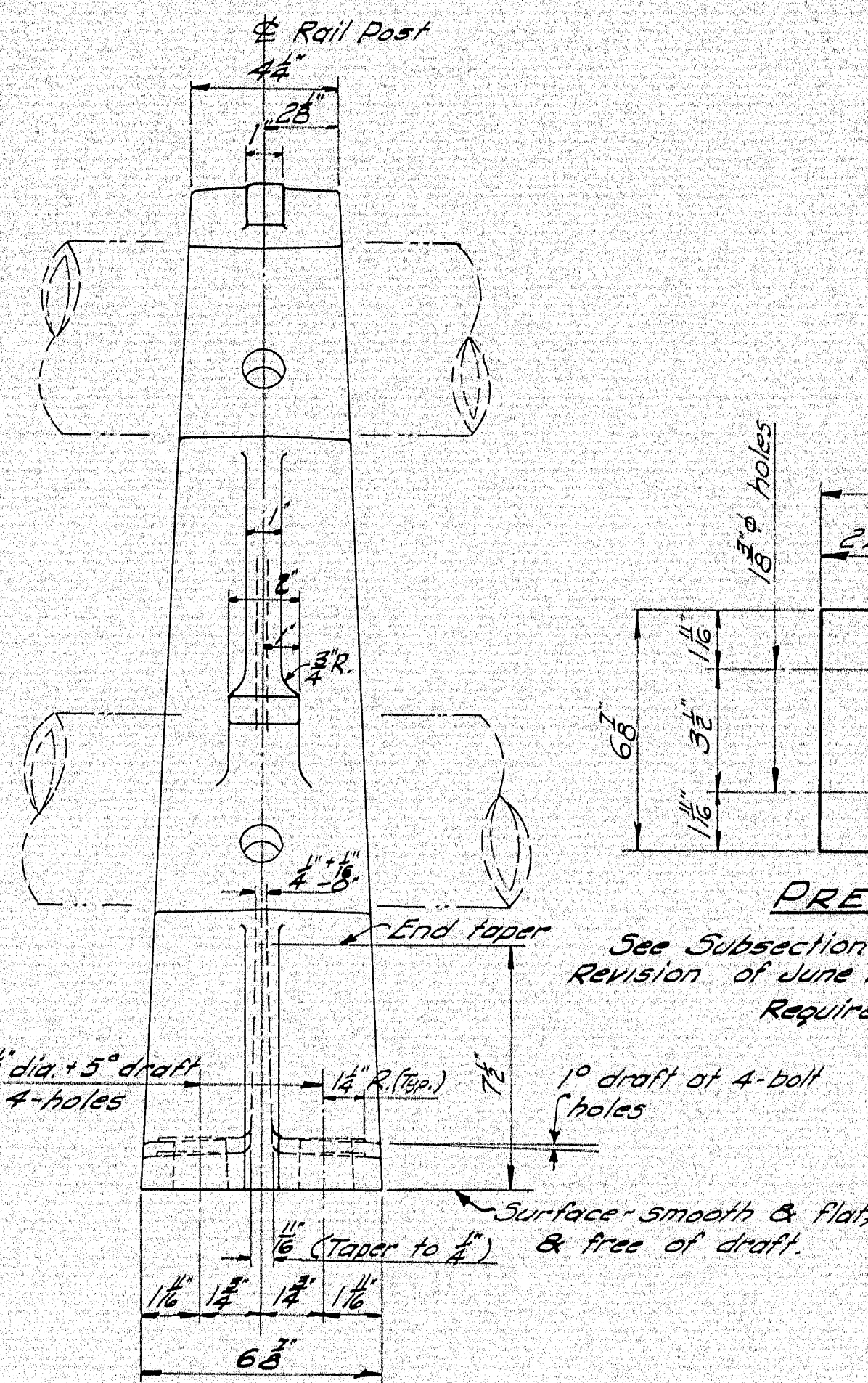
RAIL POST

ASTM B 108, Aluminum Assoc. Alloy A344-T4

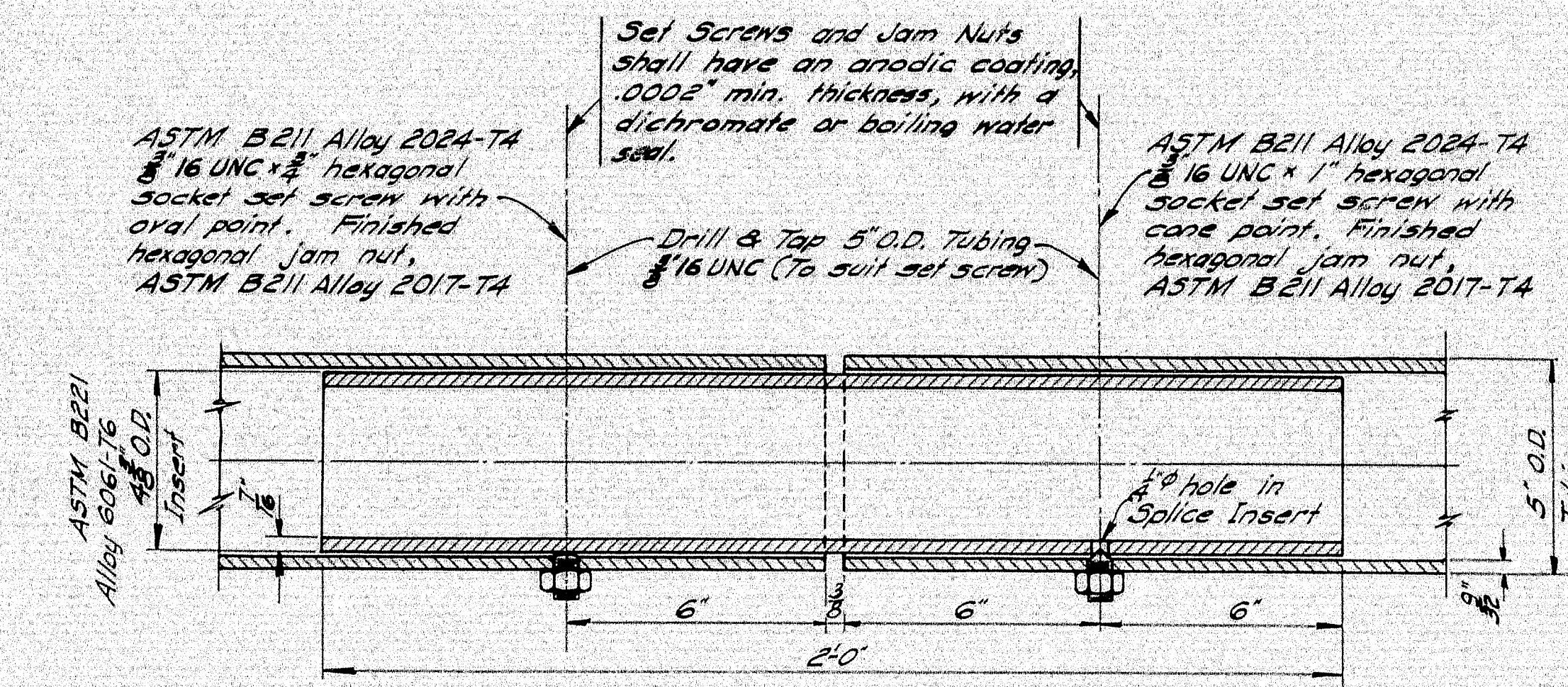
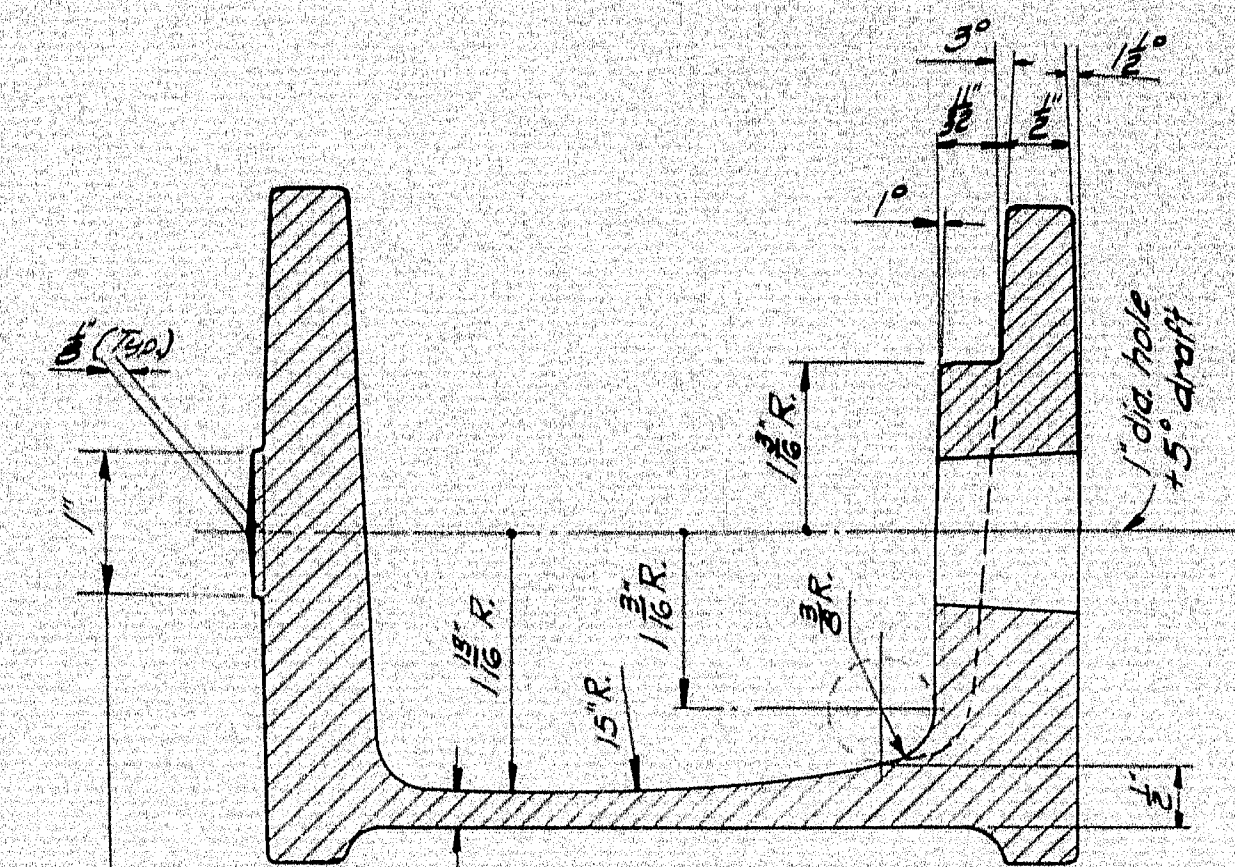


RAIL POST ANCHORAGE

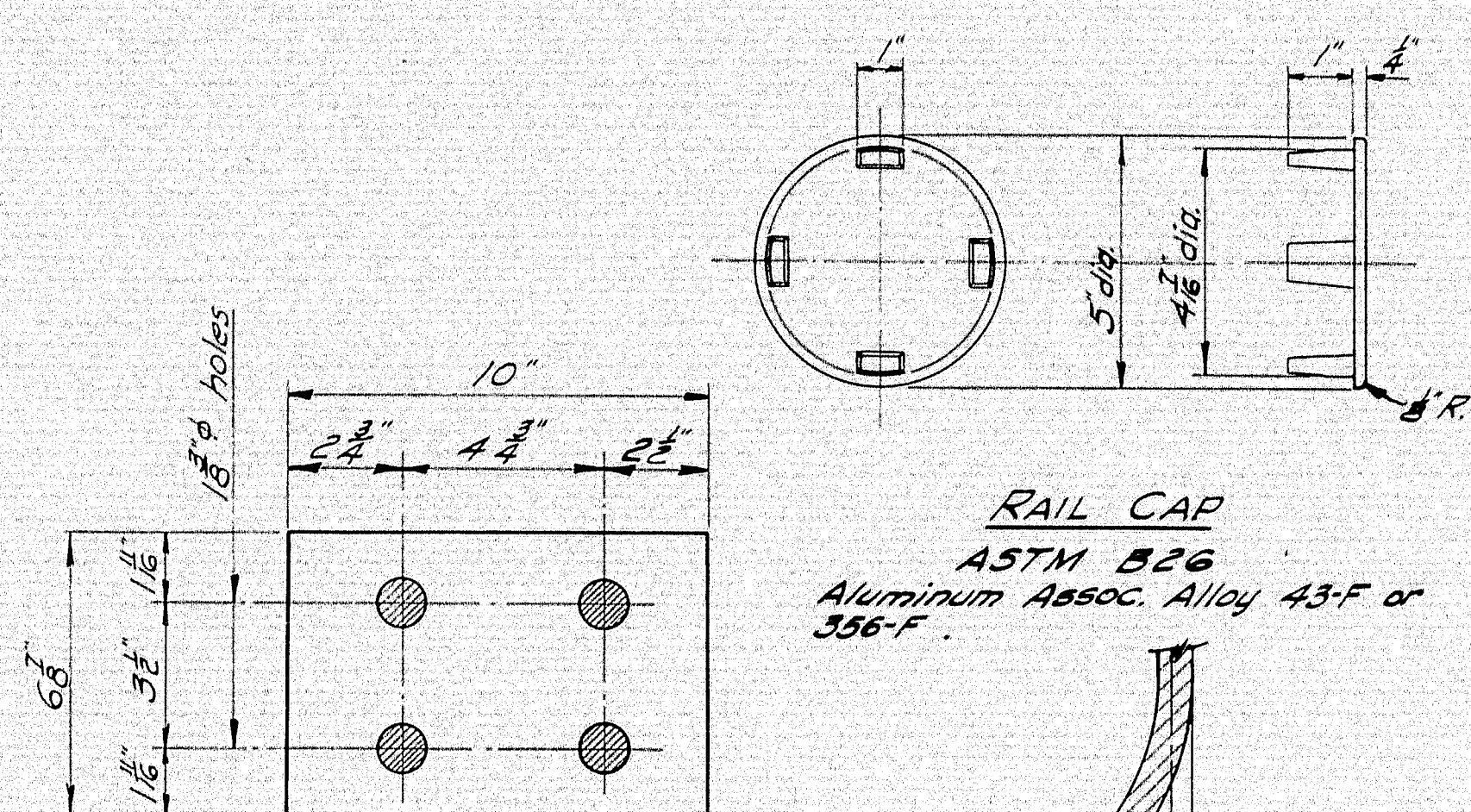
Anchor Bolts, Nuts, & Circular steel washers = ASTM A325
Anchor Bolts, Nuts and Circular steel washers at Top, (Galv.) ASTM A153



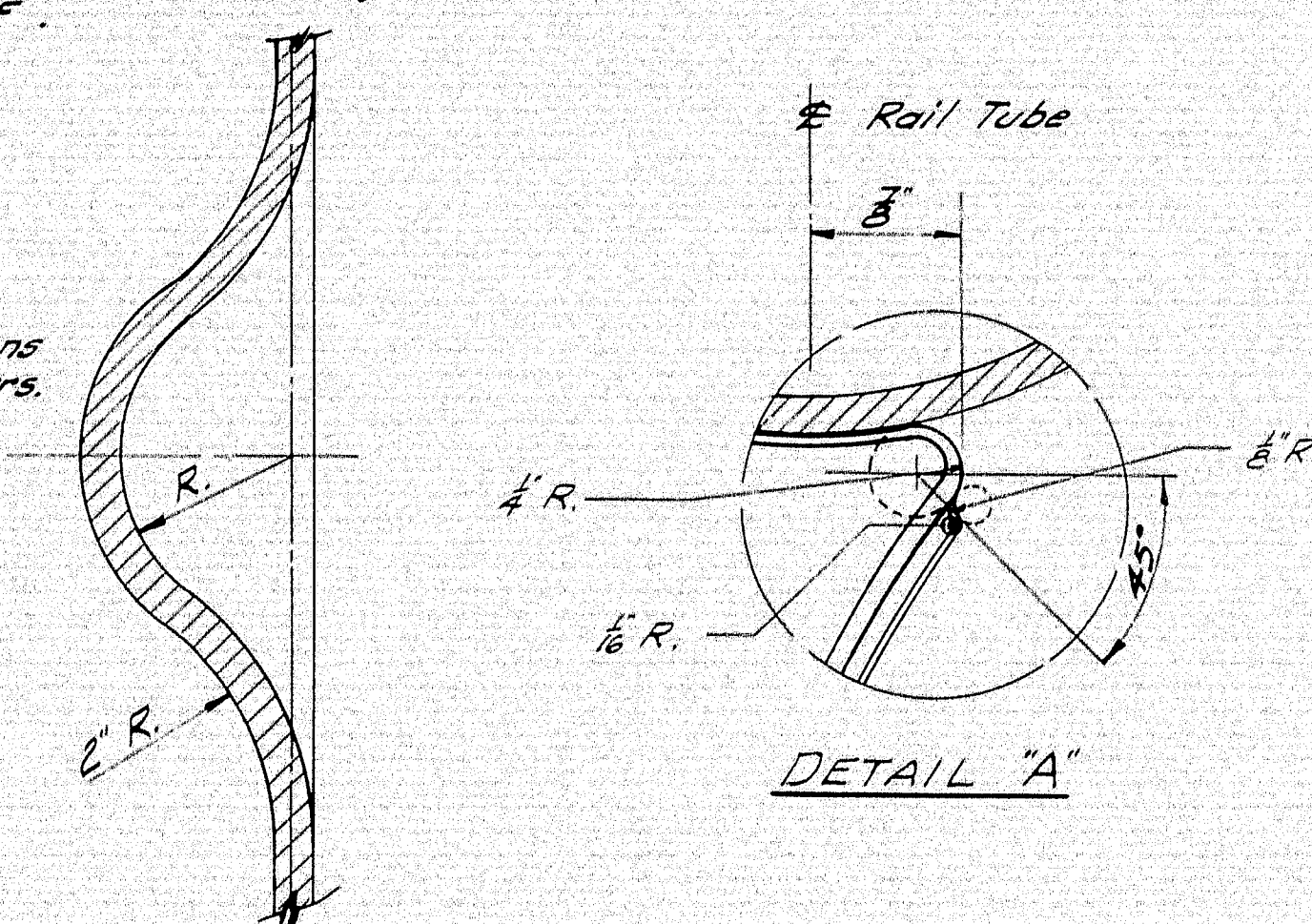
FRONT ELEVATION

SPLICE

SECTION A-A

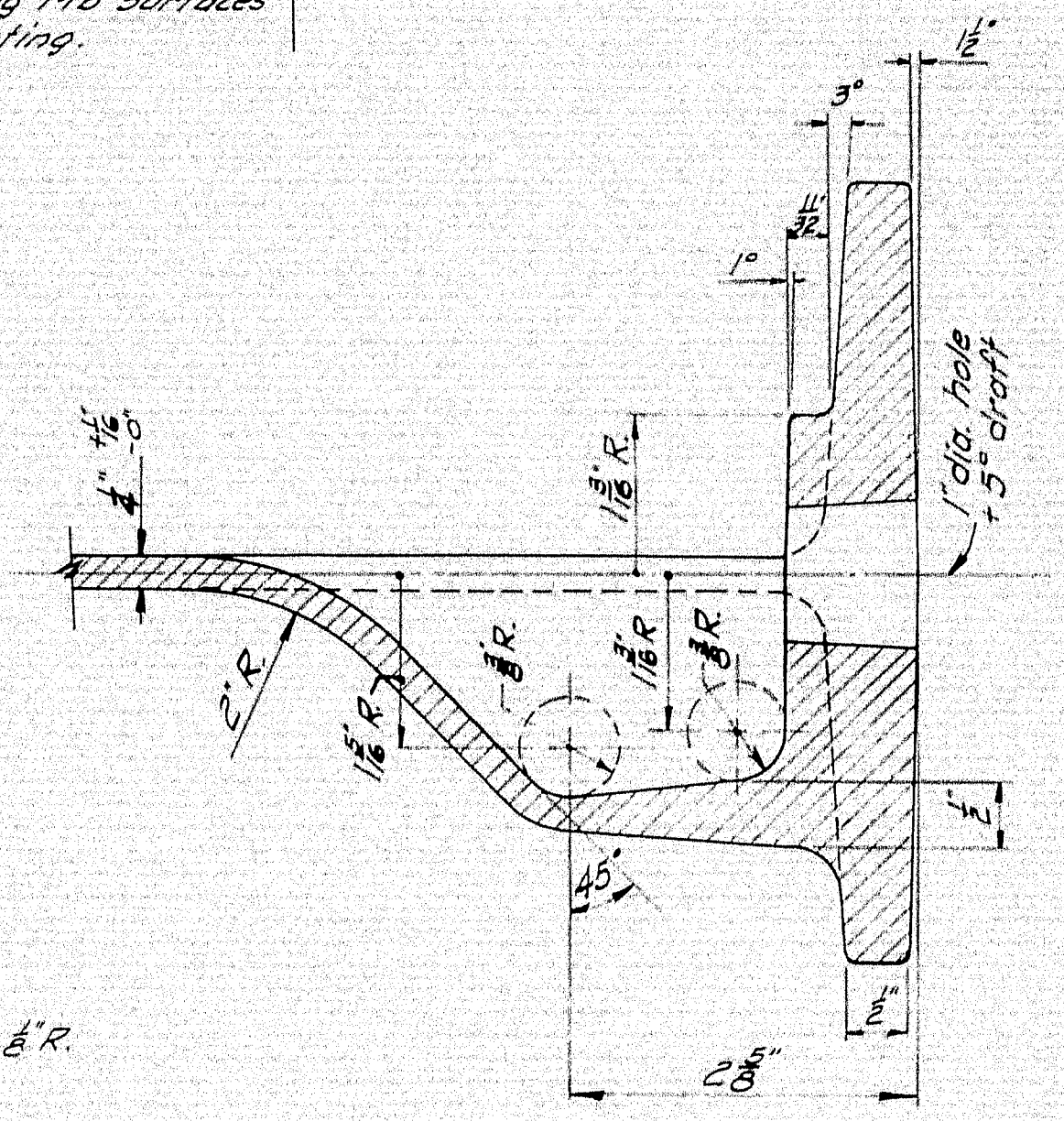
RAIL CAFE

ASTM B26
Aluminum Assoc. Alloy 43-F or
356-F.



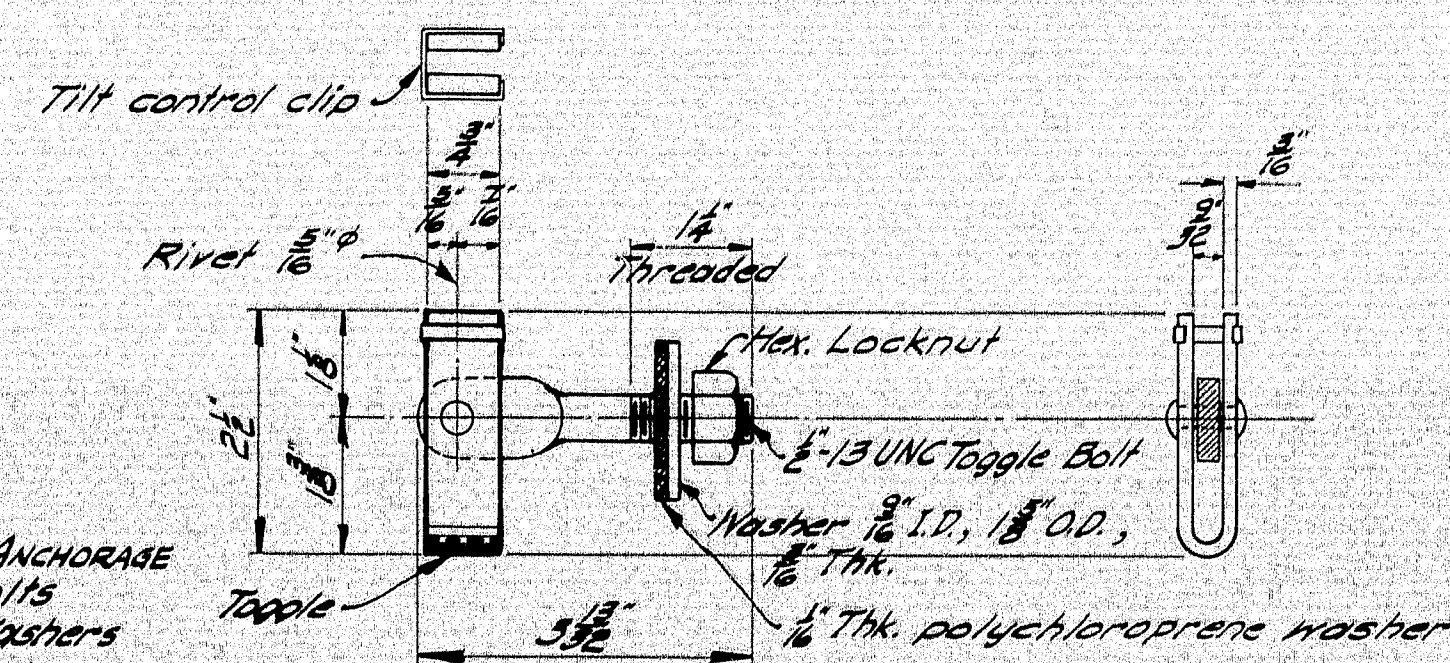
DETAIL "A"

SECTION C-C



SECTION B-B

DESIGN SPECIFICATIONS
A. A. S. H. O. Interim Specifications
Int. I (64).



TOGGLE BOLT ASSEMBLY
Required: 2 - 1/2" x 1/4"

*Cadmium Plate metal parts, ASTM
A165-55, Type N5, .0005" thick*

Toggle = ASTM A303, 1015 H.R. Steel.
 Rivet = ASTM A195, 029 C.R. Steel, Heat Treated
 Toggle Bolt = ASTM A354, 1335 C.R. Steel,
 Heat Treated RC 32-38.
 Washer = ASTM A36 Steel
 Hex. Locknut = Finished Hexagon Locknut
 Prevailing Torque Type Steel
 Grade C or D, Industrial
 Fasteners Institute.

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

(BD 108-65)

ALUMINUM RAILING

2 - BAR (TUBE RAIL)

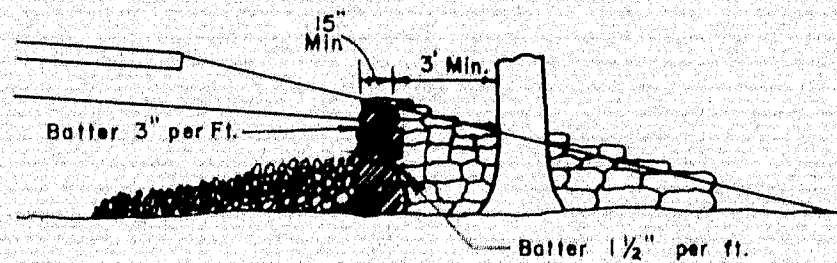
CAST POST

OCTOBER 1965

101-26F *Br. - Crystal, Sherman*

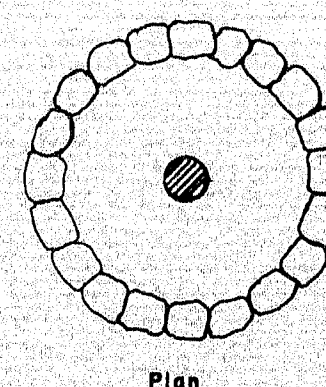
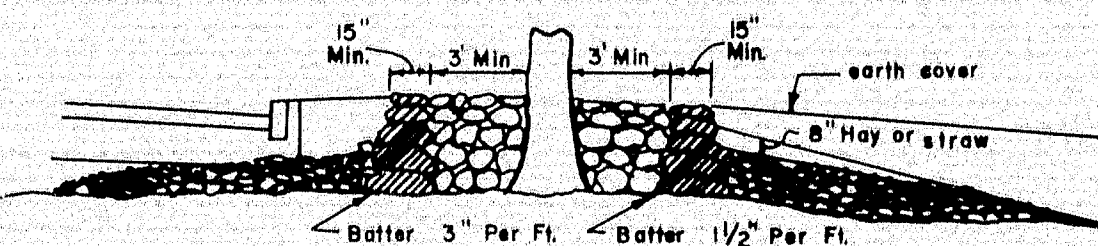
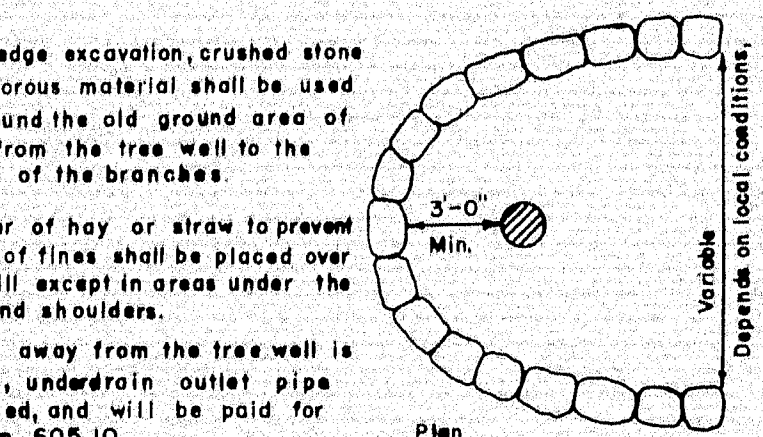
The diagram illustrates the technique of wire suturing for the repair of a laceration in a tree trunk. It is divided into four parts: A, B, C, and C'. Part A shows a tree trunk with a vertical laceration. Part B shows the laceration being closed with a wire suture. Part C shows the wire suture being doubled and twisted together. Part C' shows the wire suture being secured with a block of wood.

TREE WELLS



NOTES :

- NOTES:
1. Selected ledge excavation, crushed stone or other porous material shall be used to fill around the old ground area of the tree from the tree well to the perimeter of the branches.
 2. An 8" layer of hay or straw to prevent infiltration of fines shall be placed over the rock fill except in areas under the roadway and shoulders.
 3. If drainage away from the tree well is necessary, underdrain outlet pipe shall be used, and will be paid for under item 605.10.



To be paid for under item
610.09 Hand laid riprap.
605.10 6" Underdrain Outlet

ELEVATION

Note: All exposed surfaces to be rubbed in accordance with ARI.502-14

SECTION H-H

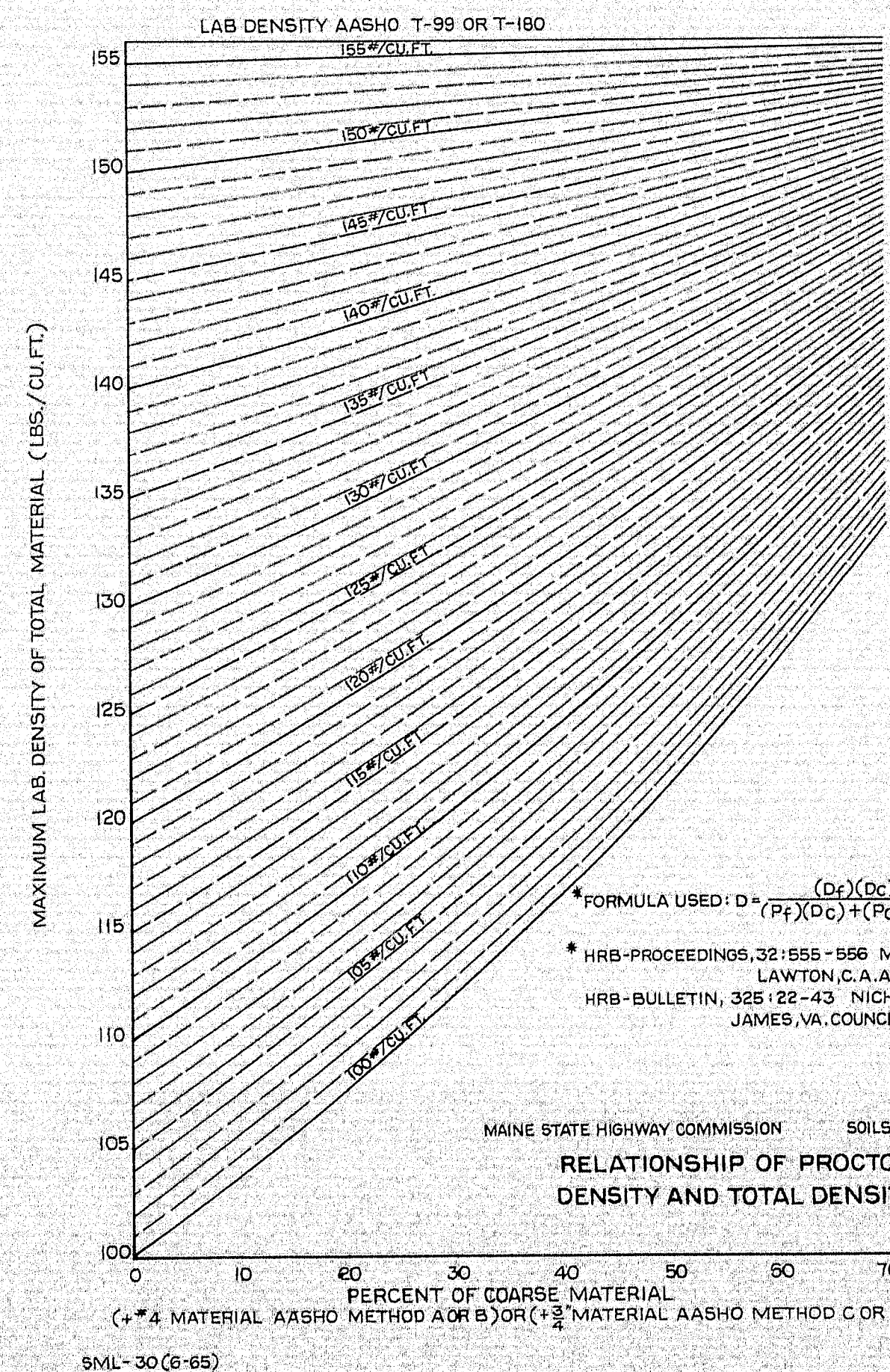
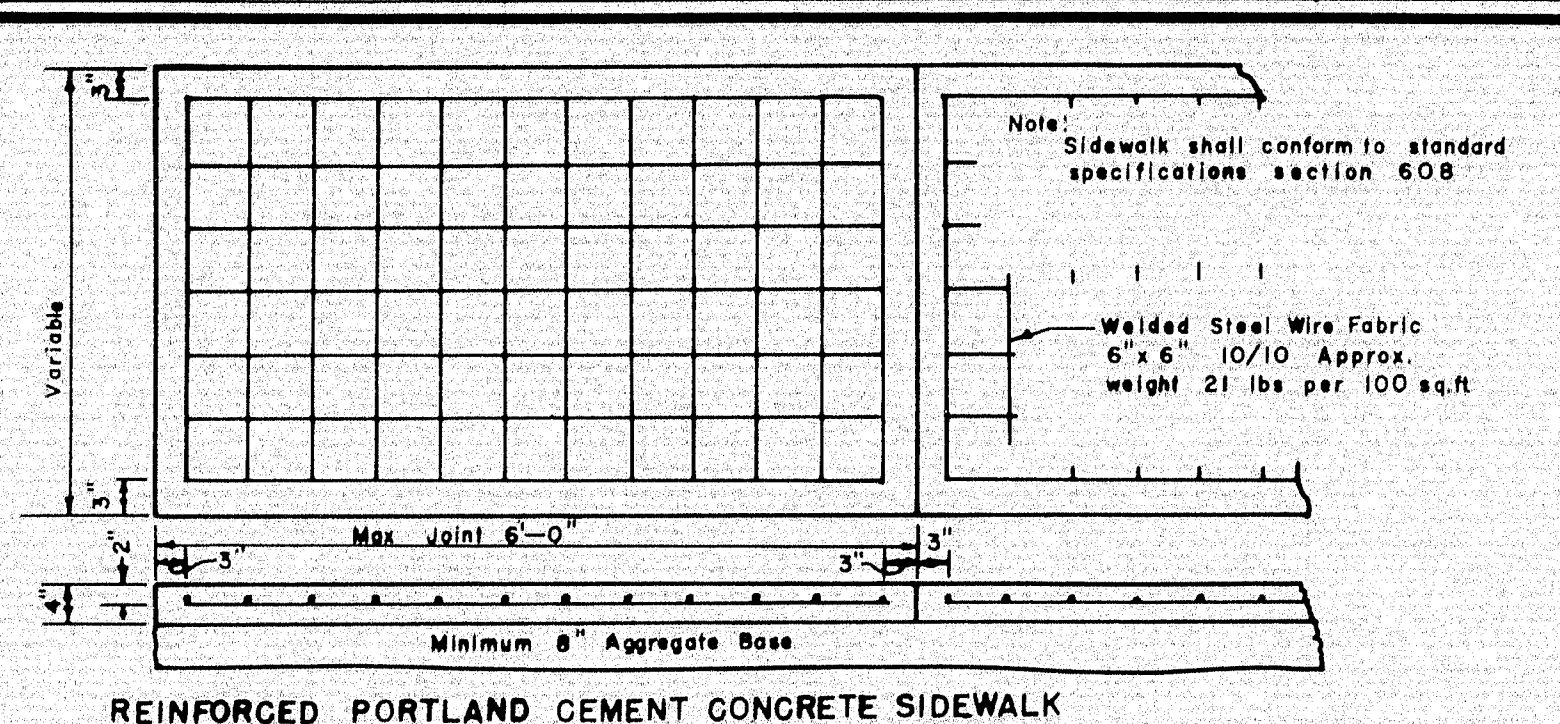
Concrete steps with a sloped top surface. The elevation shows a 6" wide curb on each side of a variable width central area. The section shows a 12" high curb, a 13" wide top, and a slope of 1/4" per foot. The top surface is finished grade, 1/2" clear of the curb. The slope is 1/2" clear of the curb. The bottom of the steps is 12" above the aggregate base or subbase. The section also shows a 6" wide curb on each side of a variable width central area. The section shows a 12" high curb, a 13" wide top, and a slope of 1/4" per foot. The top surface is finished grade, 1/2" clear of the curb. The slope is 1/2" clear of the curb. The bottom of the steps is 12" above the aggregate base or subbase. The section also shows a 6" wide curb on each side of a variable width central area.

	0	1	2	3	4	5	6	7	8	9
0	0	1	2	3	4	5	6	7	8	9
1	10	20	30	40	50	60	70	80	90	100
2	110	120	130	140	150	160	170	180	190	200
3	210	220	230	240	250	260	270	280	290	300
4	310	320	330	340	350	360	370	380	390	400
5	410	420	430	440	450	460	470	480	490	500
6	510	520	530	540	550	560	570	580	590	600
7	610	620	630	640	650	660	670	680	690	700
8	710	720	730	740	750	760	770	780	790	800
9	810	820	830	840	850	860	870	880	890	900

To be placed at least 18" back of curb or sidewalk.

6" RISE - 12" TREAD (2:1) SLOPE				8" RISE - 12" TREAD (1 1/2:1) SLOPE			
REINFORCING STEEL							
Mark	Size	Number	Length (Each)	Mark	Size	Number	Length (Each)
R	#4	2 Each parapet 1 Each ft. of width	11' 11 1/2" + 1/4" For "c" + 12" For "c"	R	#4	2 Each parapet 1 Each ft. of width	11' For "A" 11' For "B" + 12" For "c"
S	#4	2 For "A" 2 For "c"	4' Each parapet + 12" Per ft. of width	S	#4	2 For "A" 2 For "c"	4' Each parapet + 12" Per ft. of width

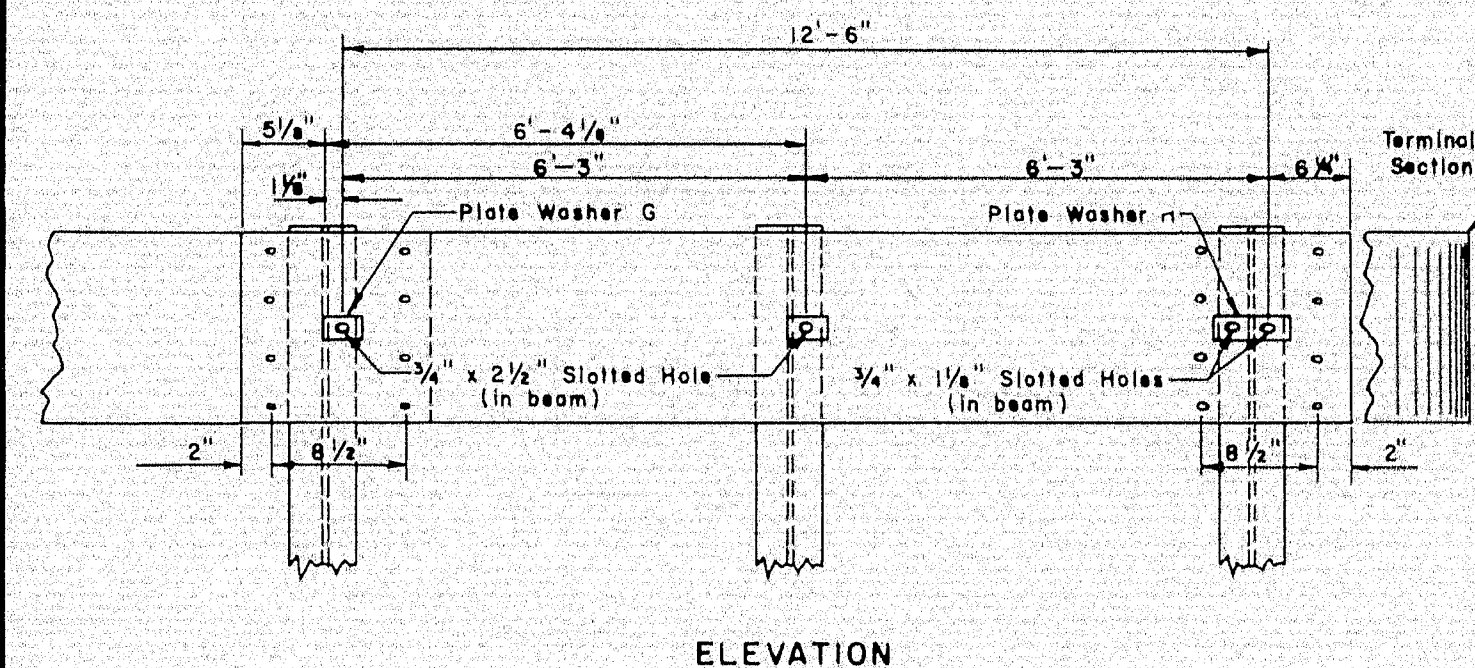
CONCRETE CLASS "A"					
Section	Slope per ft. of width	Parapet each wall	Section	Slope per ft. of width	Parapet each wall
"A" Header	.030 cu. yds.	.015 cu. yds.	"A" Header	.035 cu. yds.	.016 cu. yds.
"B" Each Inlet step	.030 cu. yds.	.020 cu. yds.	"B" Each Inlet step	.035 cu. yds.	.024 cu. yds.
"C" Footer	.030 cu. yds.	.020 cu. yds.	"C" Footer	.035 cu. yds.	.024 cu. yds.



Plan view of the end post connection. The diagram shows a beam panel on the left, a 30' Radius arc, and a terminal section on the right. Key dimensions and components include:

- Beam panel
- 30' Radius
- Plate Washer G
- Machine Bolts $\frac{1}{2} \times 2$ A.S.R.
- $\frac{1}{4} \times 9$ Holes
- 6 B 8.5* End Post
- 6 B 8.5* Adjacent to End Post
- 6 B 8.5* x 13 $\frac{1}{2}$ Offset Bracket
- Plate Washer
- Terminal Section
- Dimensions: $1\frac{1}{2}''$, $6' - 4\frac{1}{4}''$, $6' - 3''$, $6' - 17\frac{1}{4}''$, $3\frac{1}{2}''$
- Labels: $\frac{1}{4} \times 2$ A.S.R., $\frac{1}{4} \times 2$ Round head bolt

To be used in all locations except on the end away from traffic on 4 lane divided.



6" x 6" WOOD BRACKET

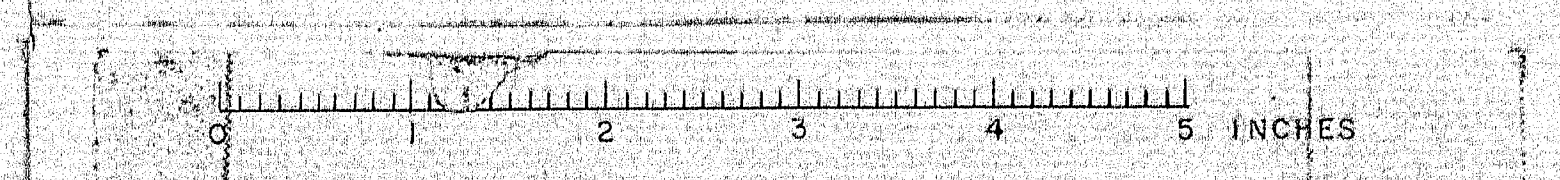
Technical drawing of a rectangular plate with the following dimensions and specifications:

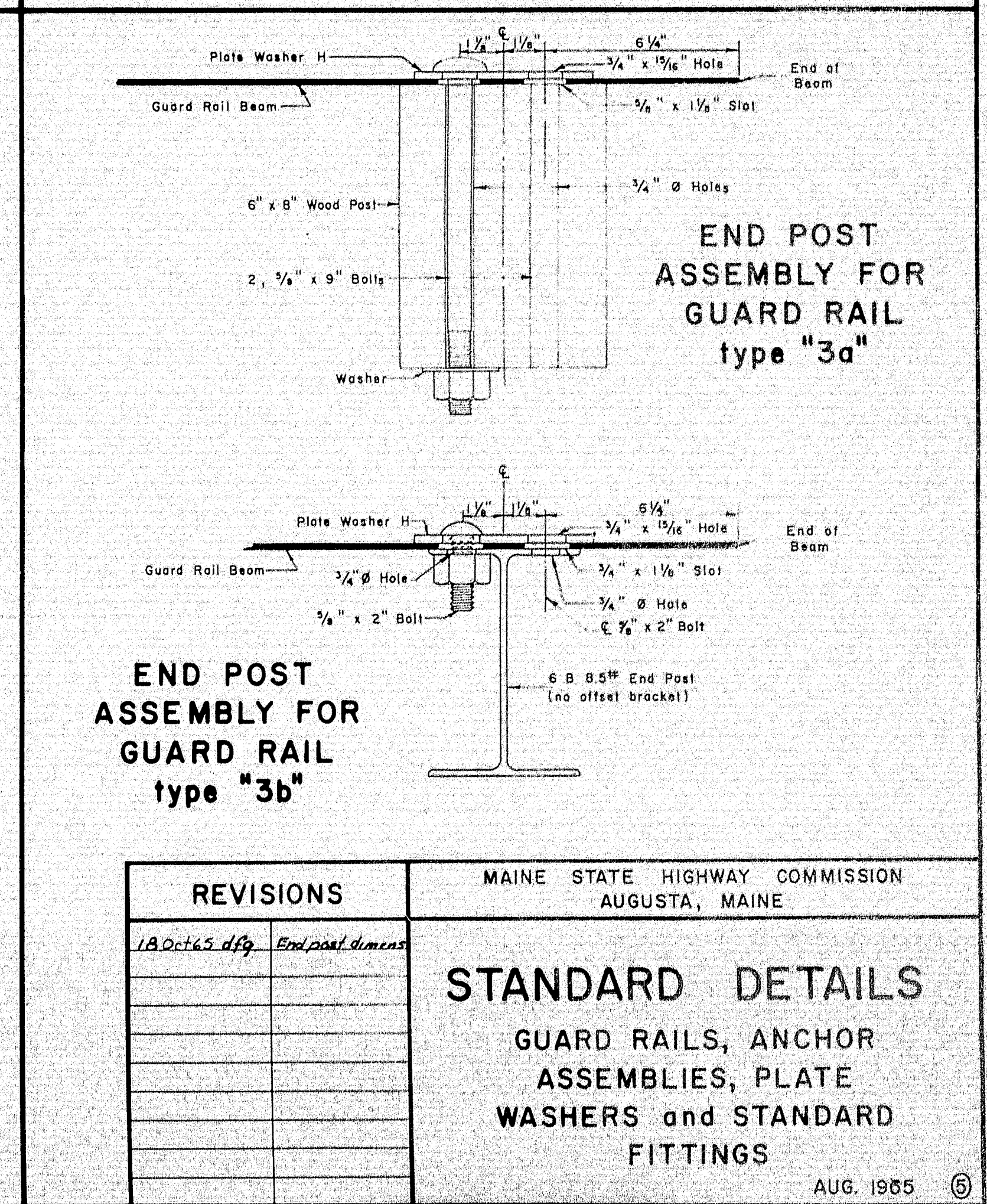
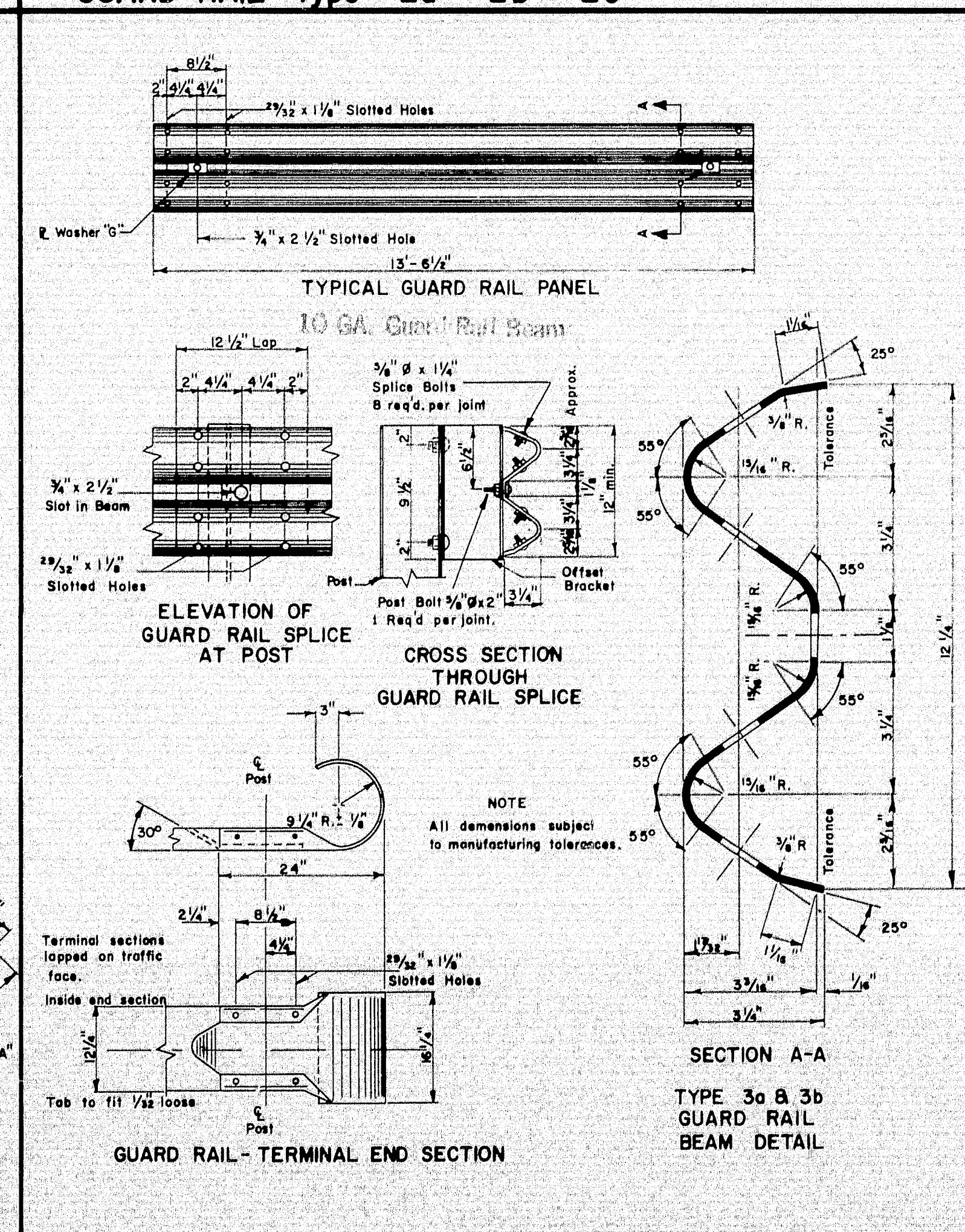
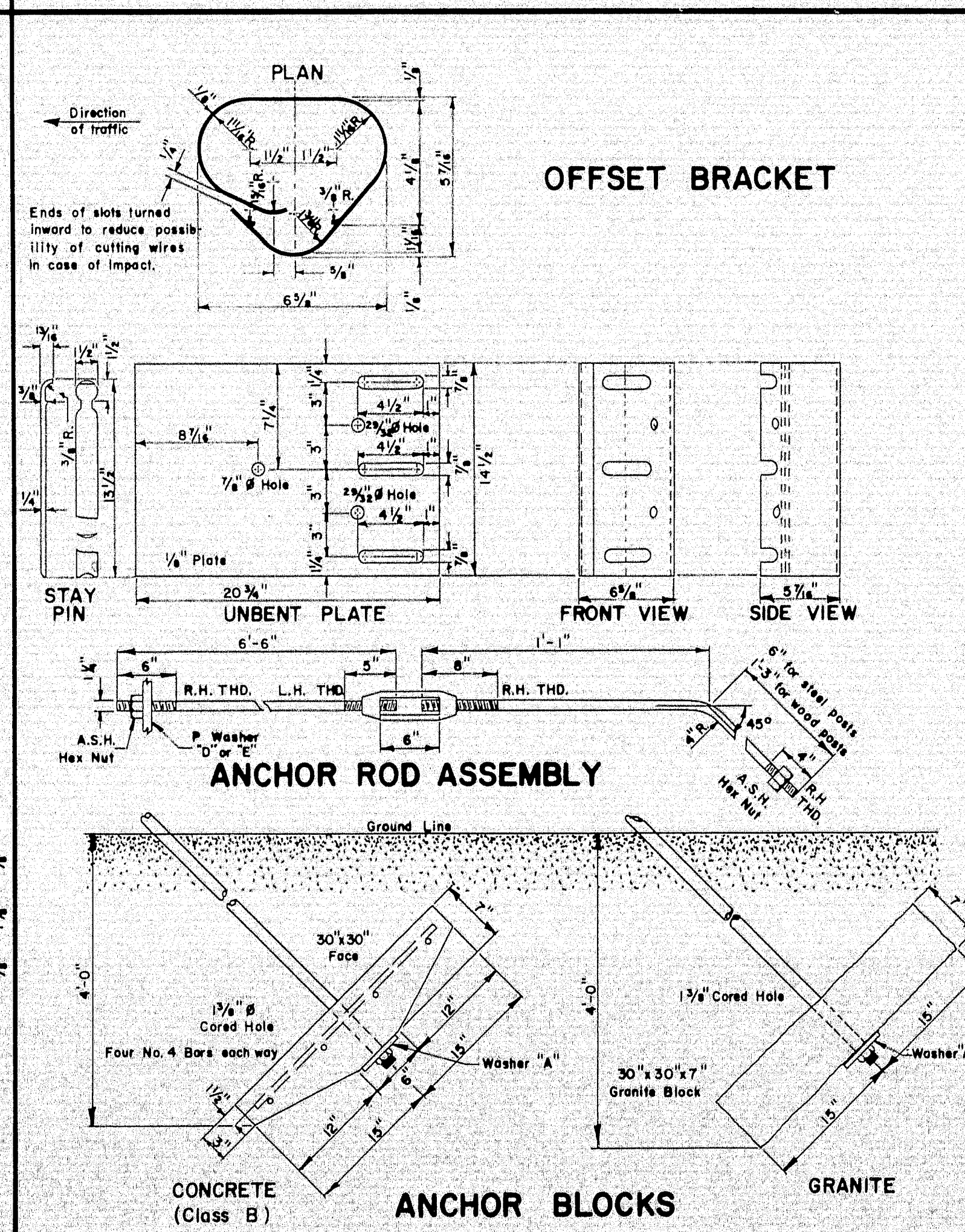
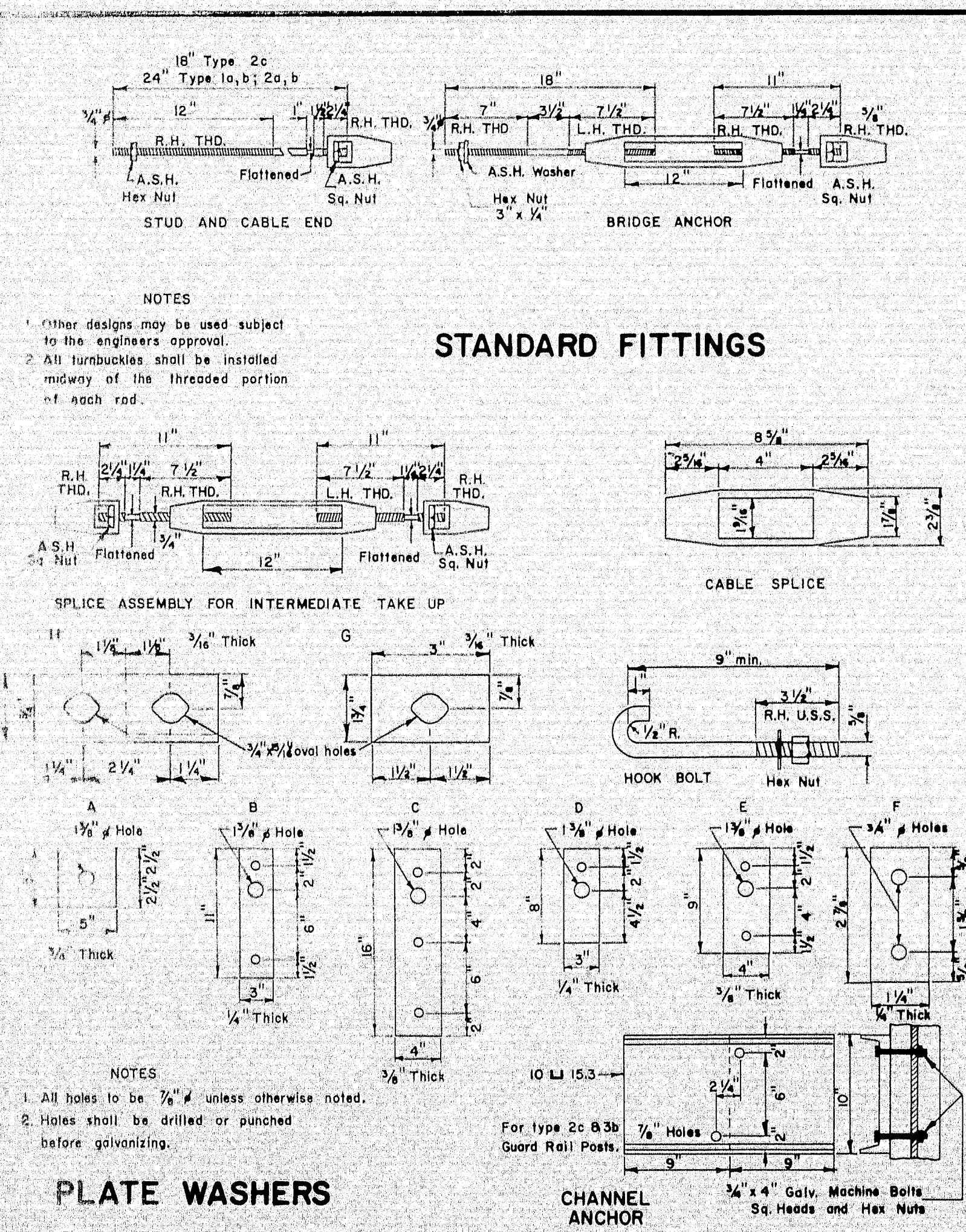
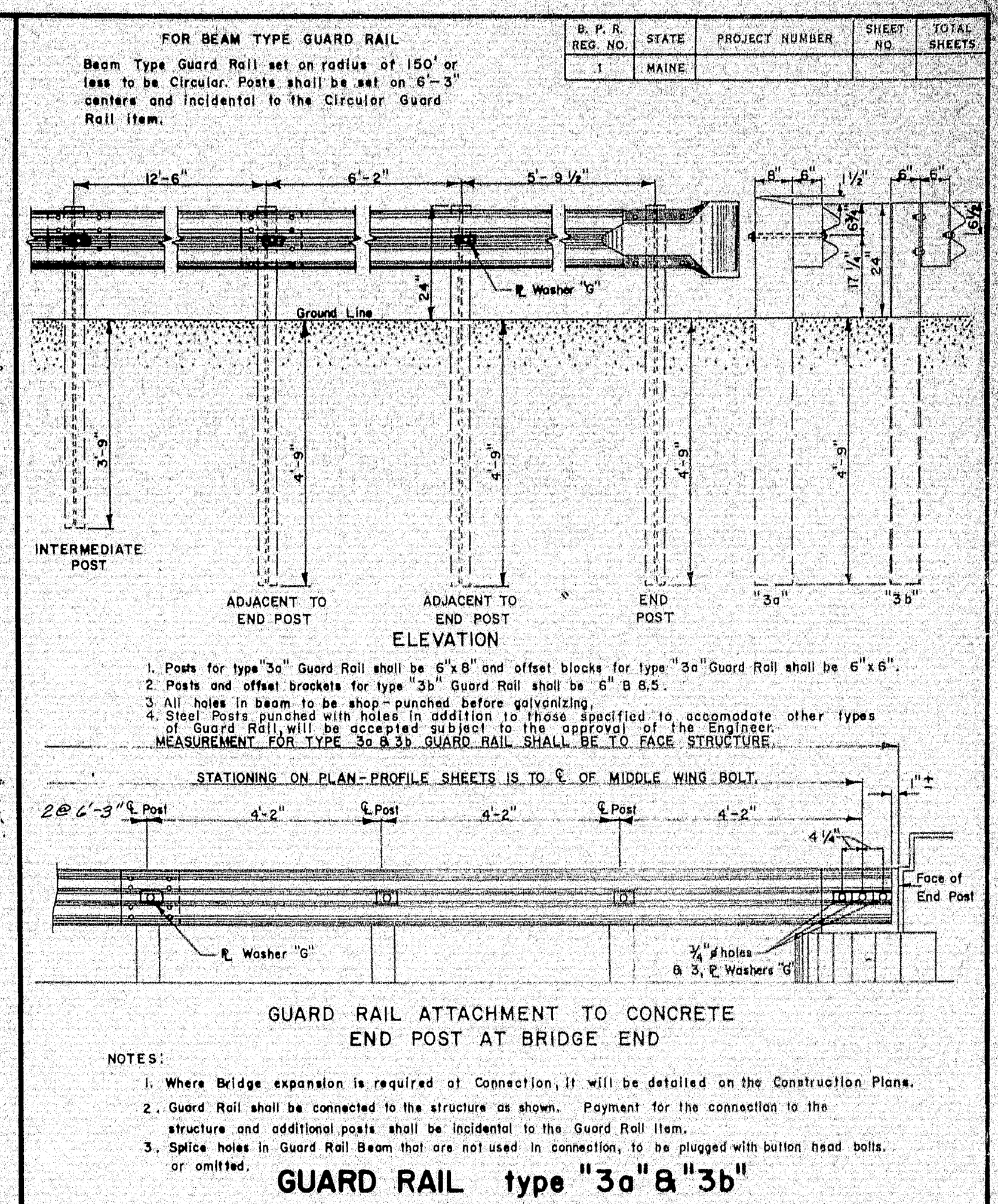
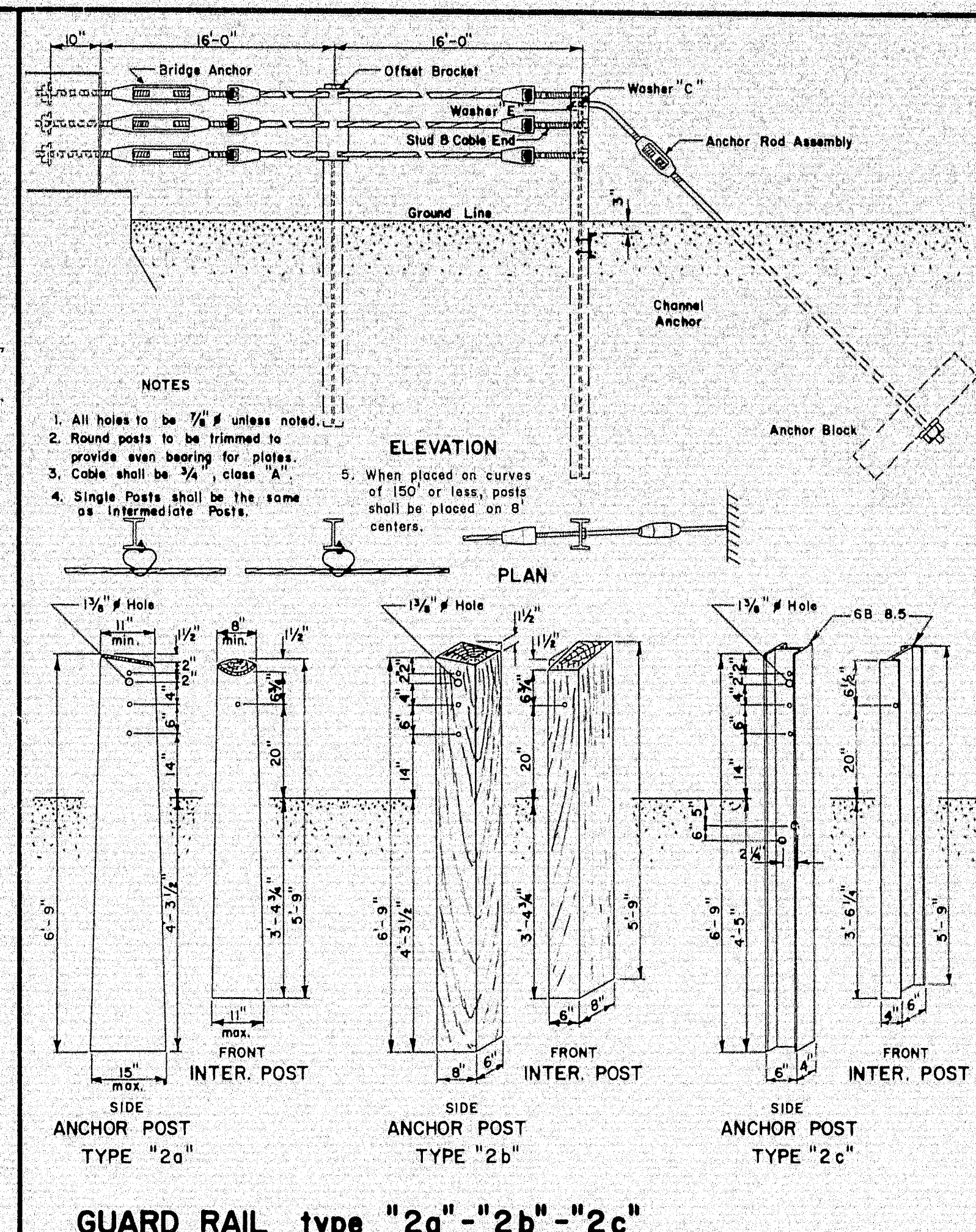
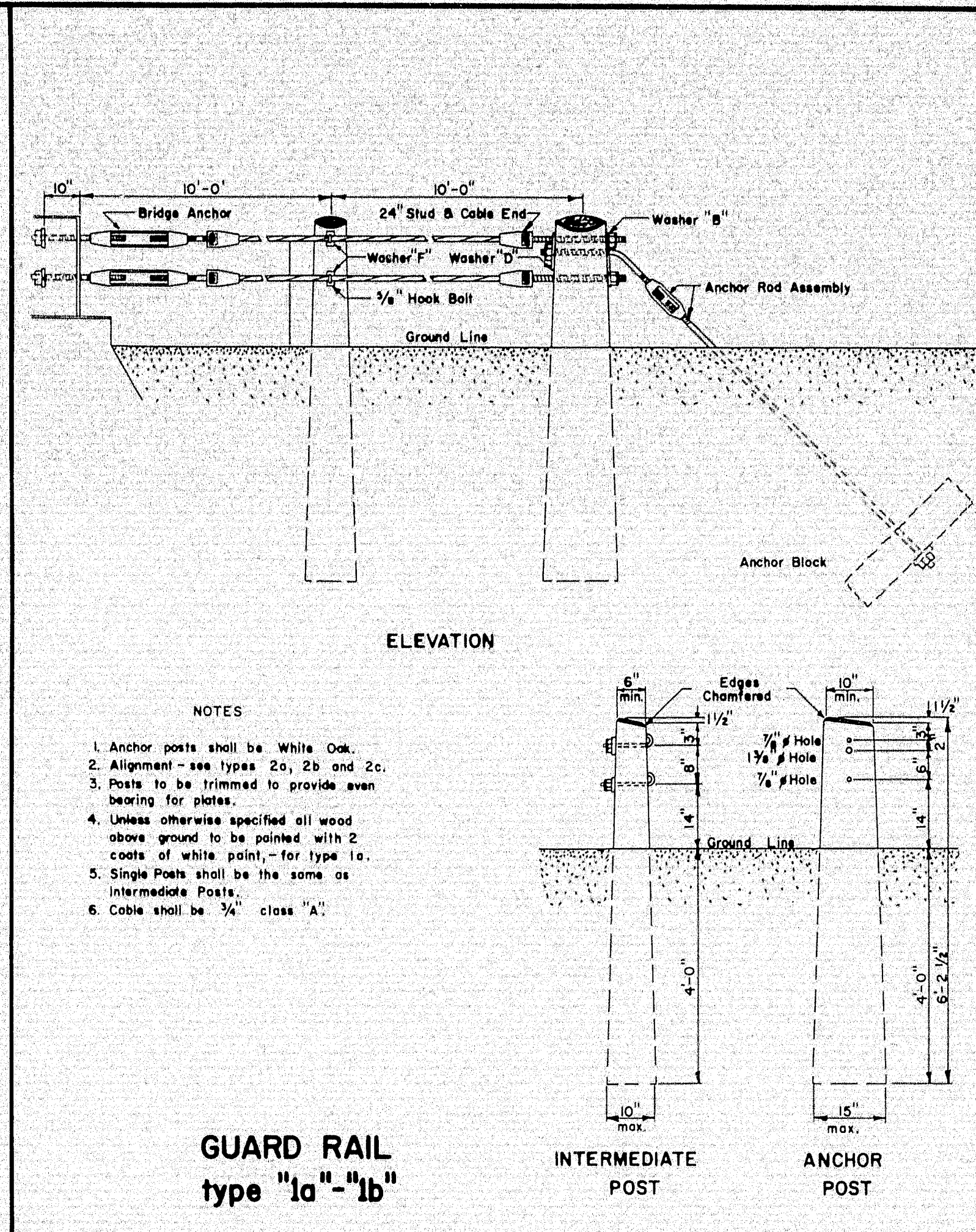
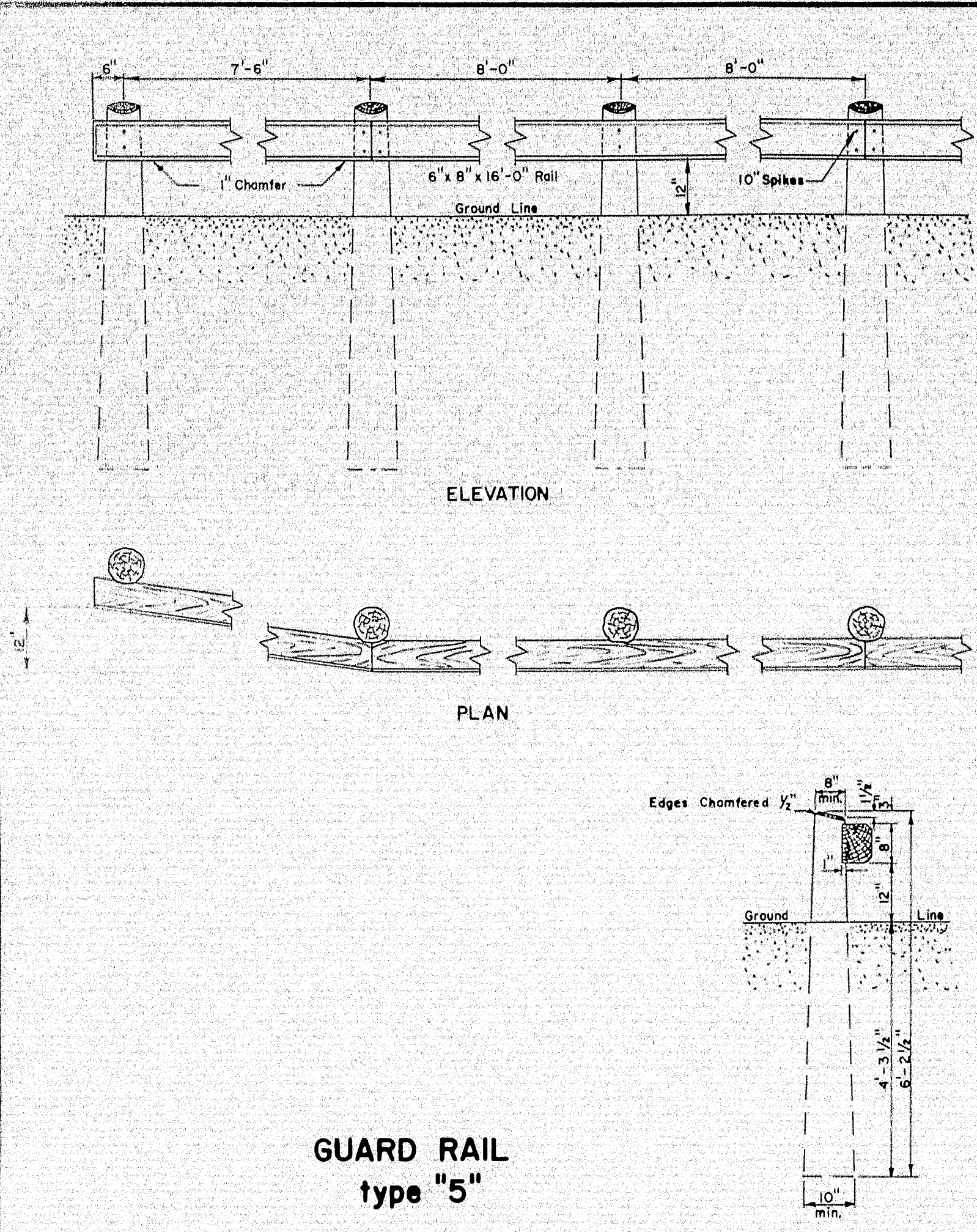
- Overall Dimensions:** 5 1/8" (width) x 13" (height).
- Front View:** Shows the plate with a central vertical slot. The slot is 1 1/8" wide and 9 1/2" deep. The remaining material on either side of the slot is 3/4" thick.
- Side View:** Shows the plate with a central vertical slot. The slot is 1 1/8" wide and 11 1/8" deep. The remaining material on either side of the slot is 3/4" thick.
- Top View:** Shows the plate with a central vertical slot. The slot is 1 1/8" wide and 11 1/8" deep. The remaining material on either side of the slot is 3/4" thick.
- Bottom View:** Shows the plate with a central vertical slot. The slot is 1 1/8" wide and 11 1/8" deep. The remaining material on either side of the slot is 3/4" thick.
- Bolt Specifications:** 6 B 8.5 bolts to be 3/8" x 2" A.S.R. Holes to be 1/4" Ø.

Note: When muck is excavated to a depth greater or less than what is shown on the plans, the vertical limits for payment shall be determined as shown above or as specifically directed by the engineer.

<p>REVISIONS</p> <p>18 Oct 1965 dg End point shown</p>	<p>MAINE STATE HIGHWAY COMMISSION</p> <p>AUGUSTA, MAINE</p>
	<p>STANDARD DETAILS</p> <p>GUARD RAIL, MUCK EXCAVATION</p> <p>CONCRETE STEPS & SIDEWALK</p> <p>GUYYING TREES</p> <p>TREE WELLS, SOILS CHART</p>
	<p>AUG. 1965 (4)</p>

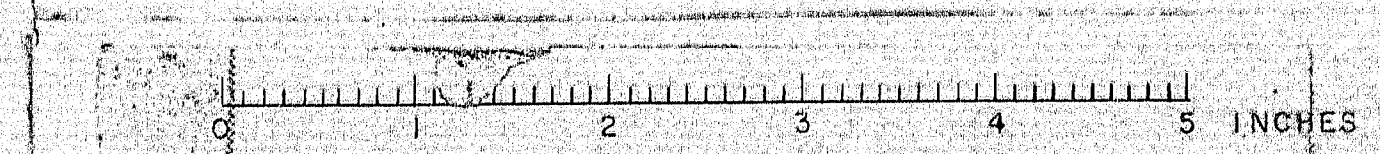
AUG. 1965 (4)

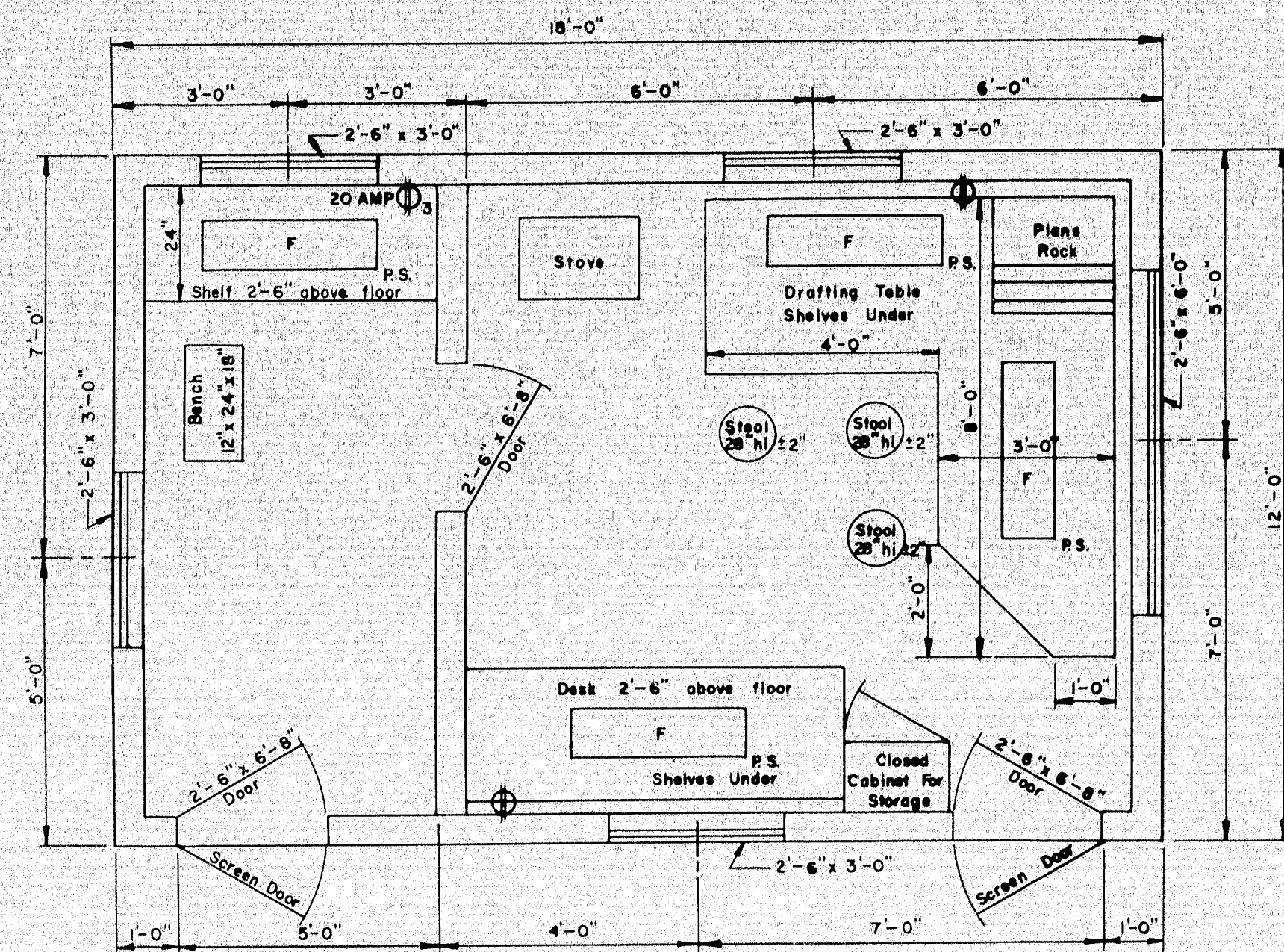




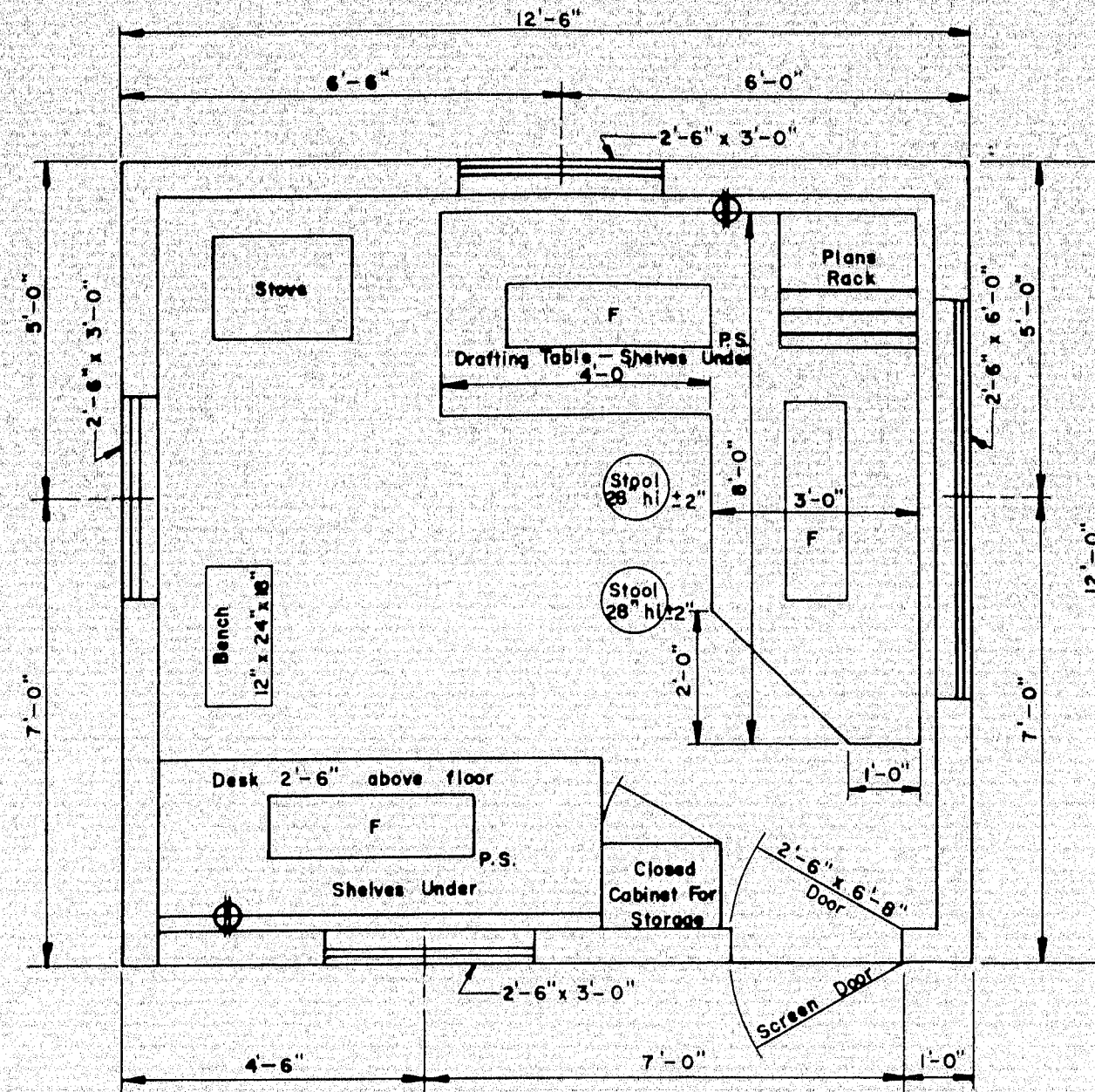
REVISIONS		MAINE STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
1	10-1-65 dfg. End post detail		
2			
3			
4			
5			
6			
7			
8			
9			
10			

STANDARD DETAILS
GUARD RAILS, ANCHOR
ASSEMBLIES, PLATE
WASHERS and STANDARD
FITTINGS

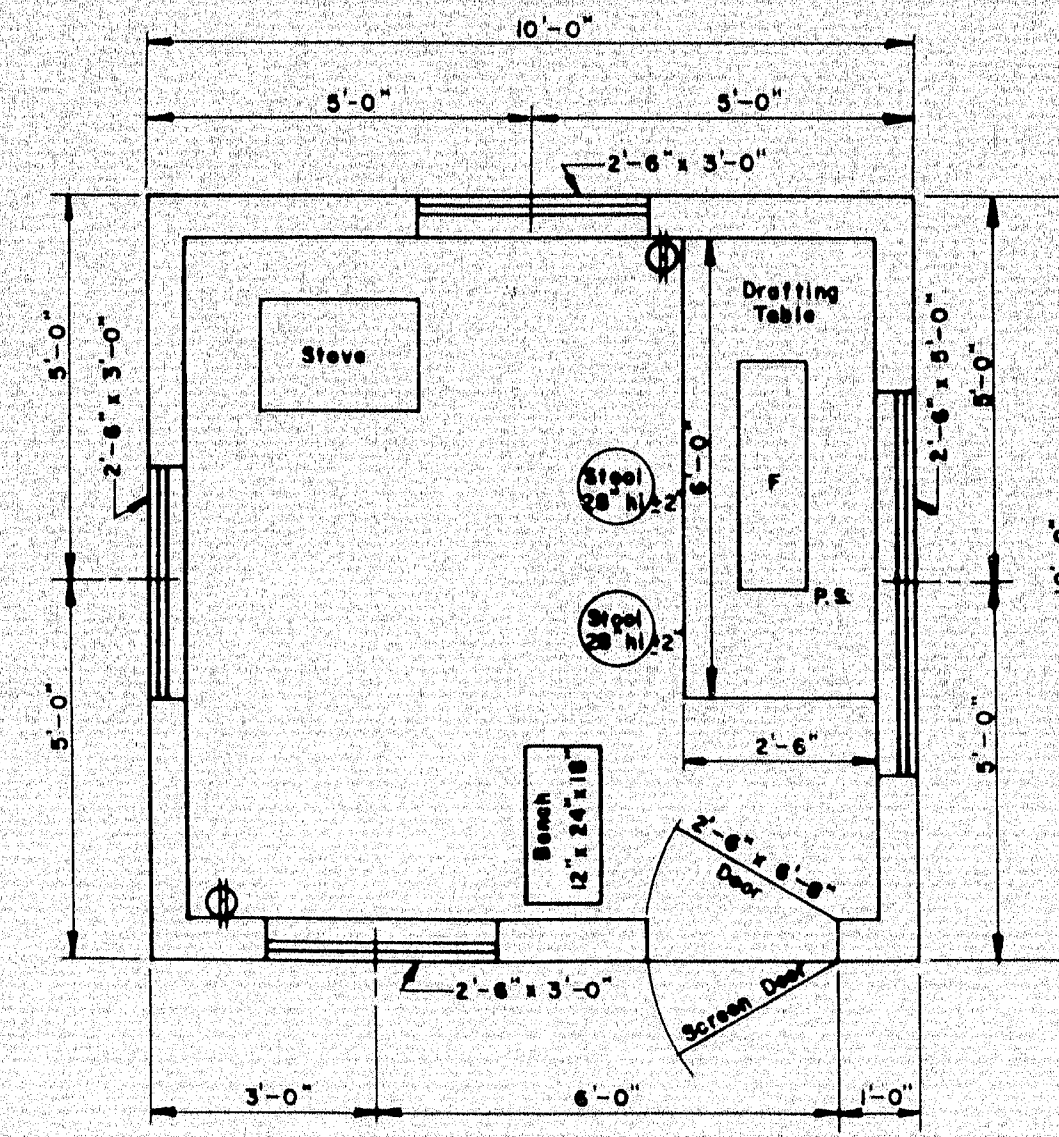




FLOOR PLAN
TYPE "A"

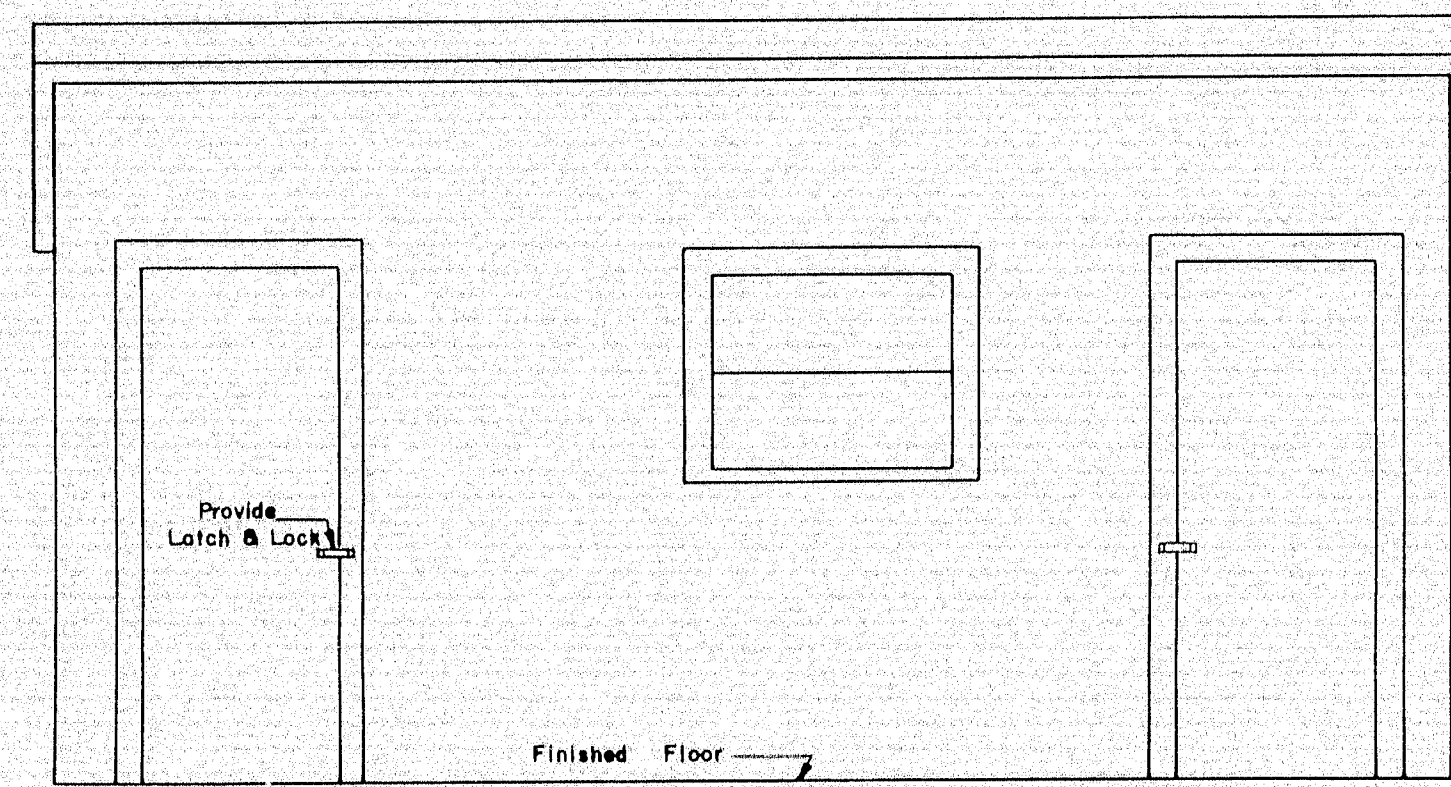


FLOOR PLAN
TYPE "B"

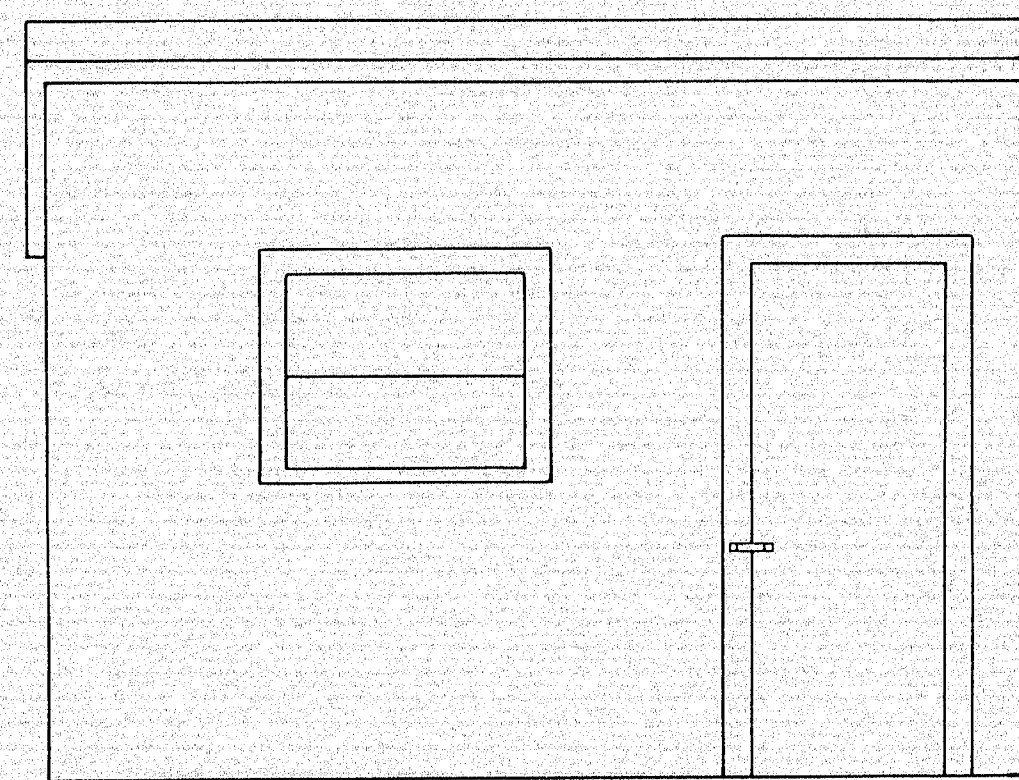


FLOOR PLAN
TYPE "C"

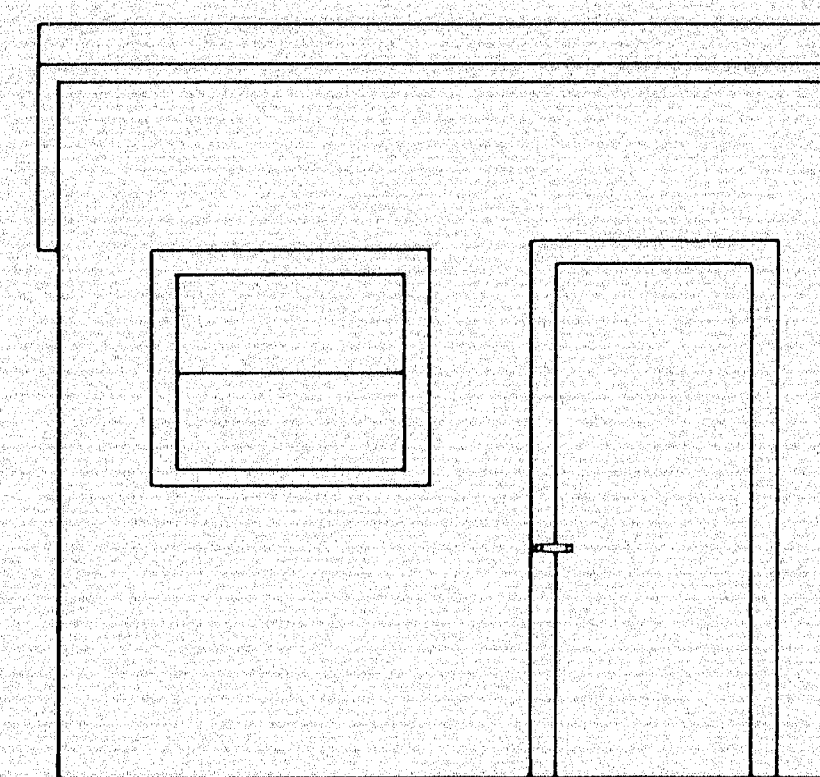
- GENERAL NOTES**
- Drafting table shall be 3'-4" high at front edge and placed 2" from studs to allow prints to hang down behind table when in use.
 - Shelves under desk shall be constructed to receive 11 1/2" x 14" x 25" transfiles.
 - Windows shall be double hung.
 - Stovepipe shall not be in direct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



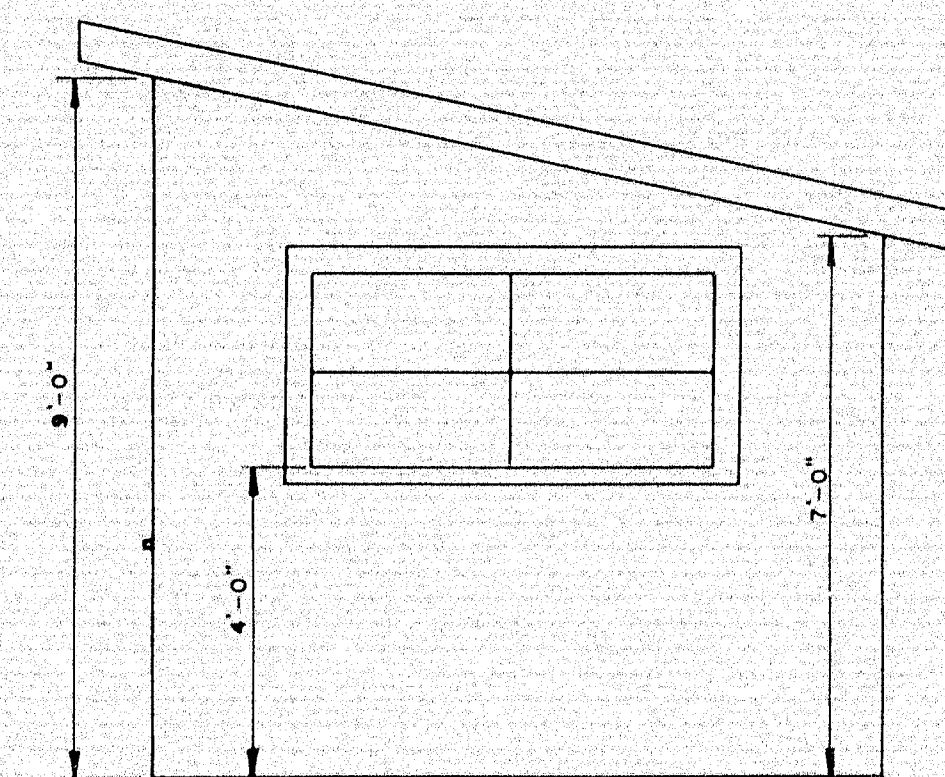
FRONT ELEVATION
TYPE "A"



FRONT ELEVATION
TYPE "B"



FRONT ELEVATION
TYPE "C"

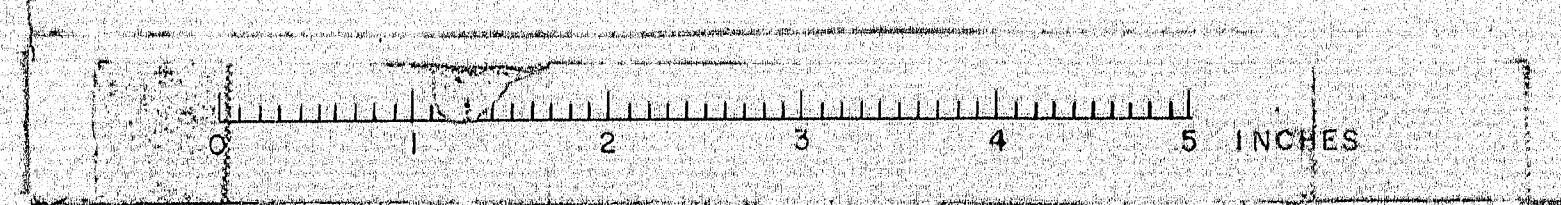


SIDE ELEVATION
TYPES "A" "B" & "C"

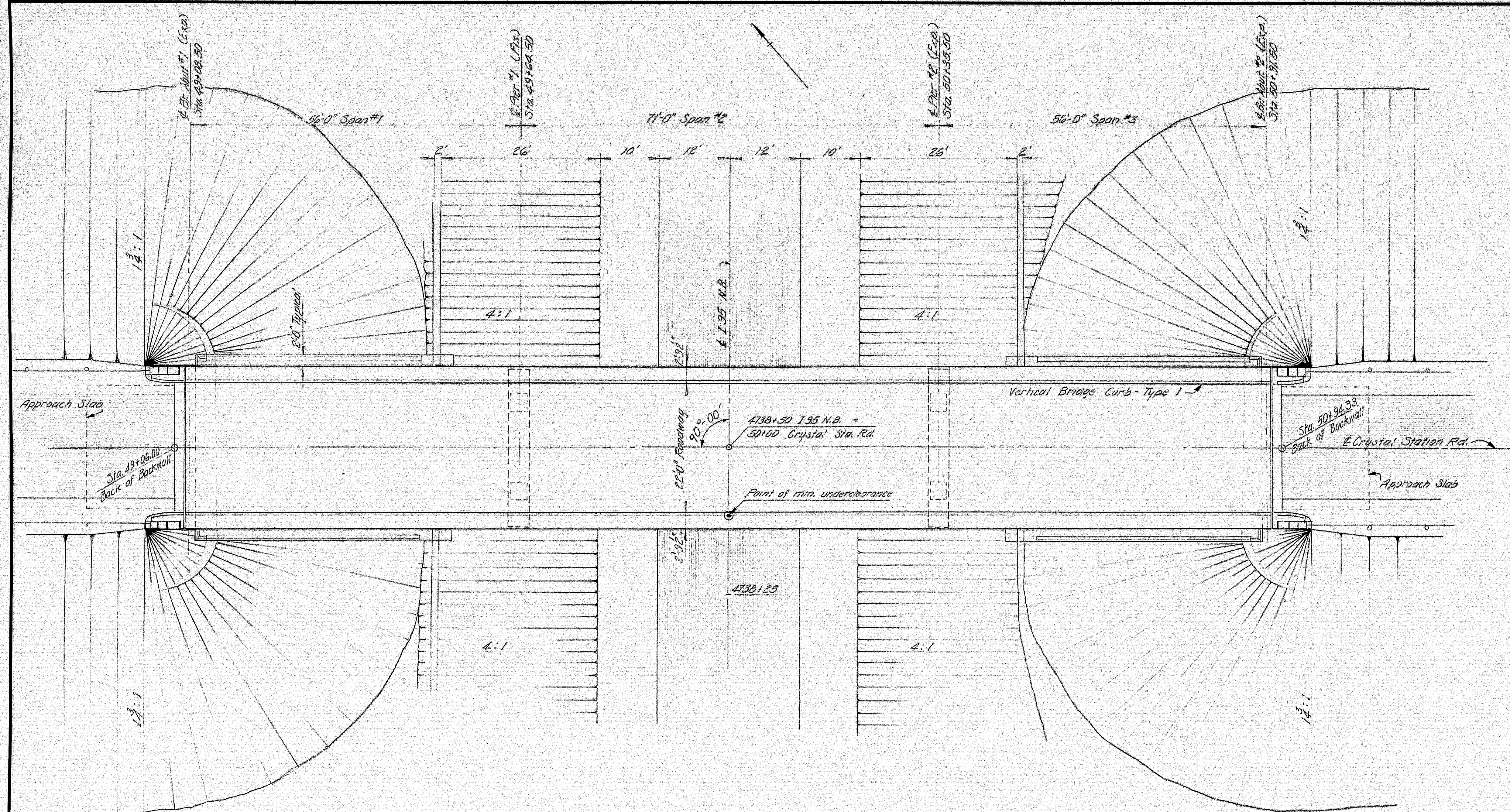
REVISIONS		MAINE STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
		STANDARD DETAILS	
		FIELD OFFICES TESTING LABORATORY	

AUG. 1965

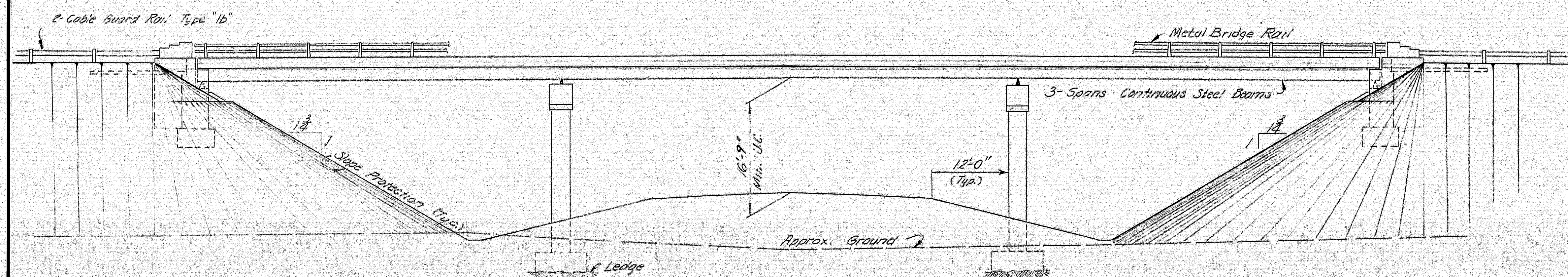
101-261



D.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-9(41)	17	26



GENERAL PLAN
Scale: 1" = 10'-0"



ELEVATION
Scale: 1/2" = 10'-0"

SPECIFICATIONS

DESIGN - A.A.S.H.O. Standard Specifications for Highway Bridges 1961 with Interim Specifications for 1961, 1962, 1963, and 1964.
CONTRACT - State of Maine, State Highway Commission Standard Specifications, Highways and Bridges, Revision of June 1965.

LIVE LOADING

H20 - 44

ALLOWABLE STRESSES

Concrete - $f_c = 4,000$ p.s.i. $n = 10$
Reinforcing Steel, Intermediate Grade - $f_s = 20,000$ p.s.i.
Structural Steel - A36 = 20,000 p.s.i.

CONCRETE CLASSIFICATION

All Concrete to be Class "A" except slope protection which is Class "Y"

STRUCTURAL STEEL CLASSIFICATION

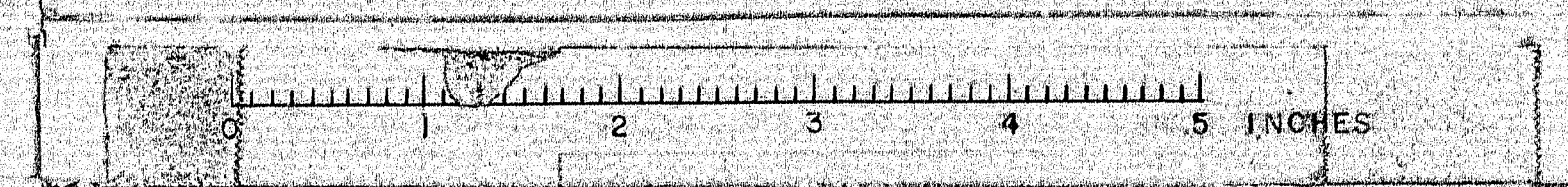
A.S.T.M.-A36, except as indicated on the Standard Spec.

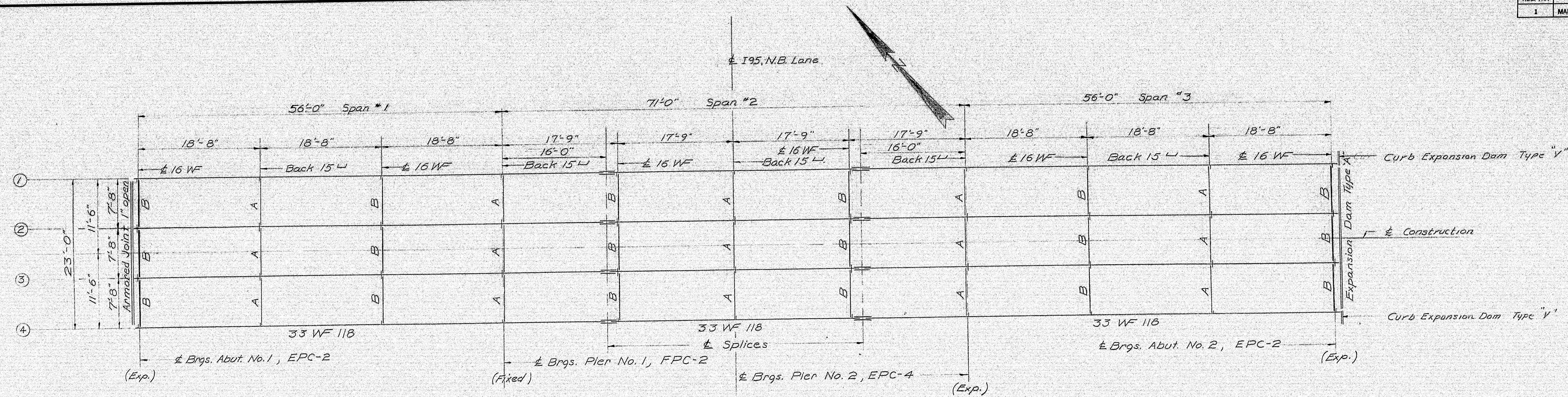
VOID

Refer to 4-Lane Revision, Dec. 1966

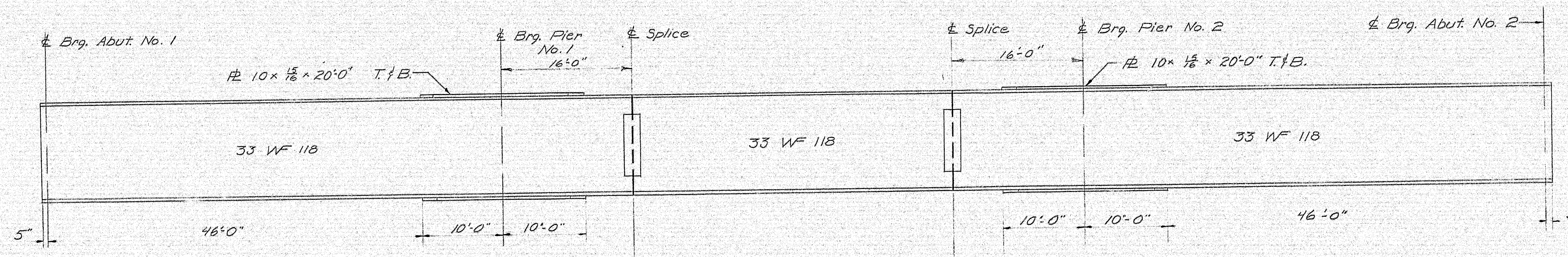
DESIGN - A.W.R. TRACE - E.D.P.H. WHY CHECK - C.P.M.	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
CRYSTAL STATION ROAD BRIDGE OVER	
INTERSTATE 95 IN THE TOWNS OF CRYSTAL & SHERMAN AROOSTOOK COUNTY	
GENERAL PLAN	
SHEET 17 OF 26 AUGUSTA, MAINE JAN 1966	

101-265

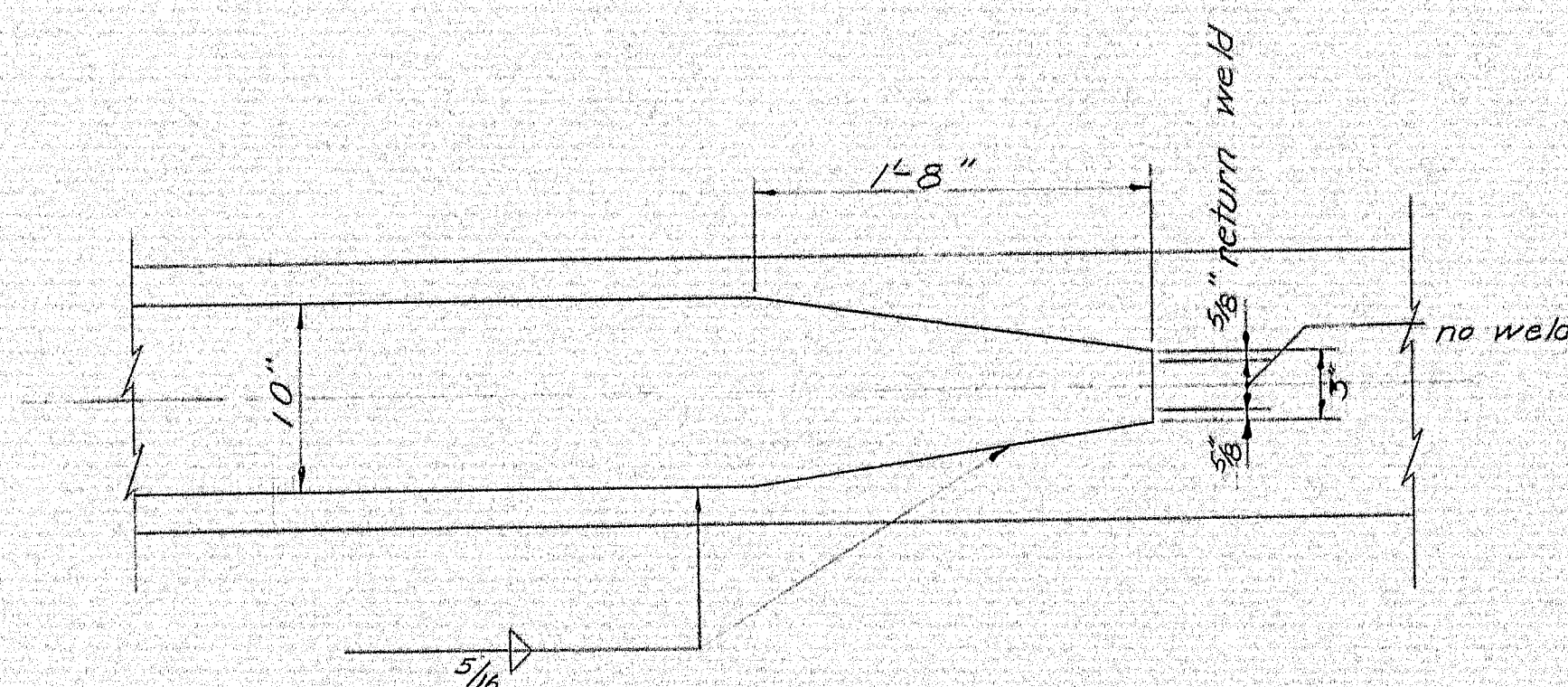




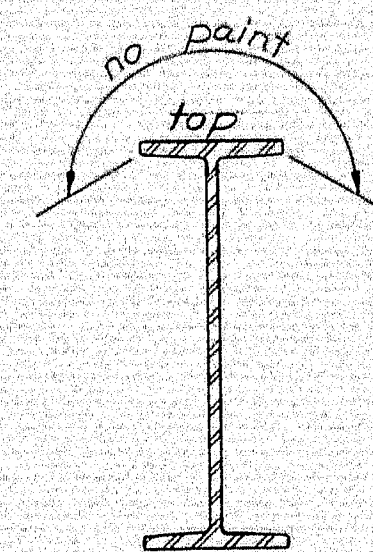
FRAMING PLAN
No camber in all beams
All dimensions are horizontal



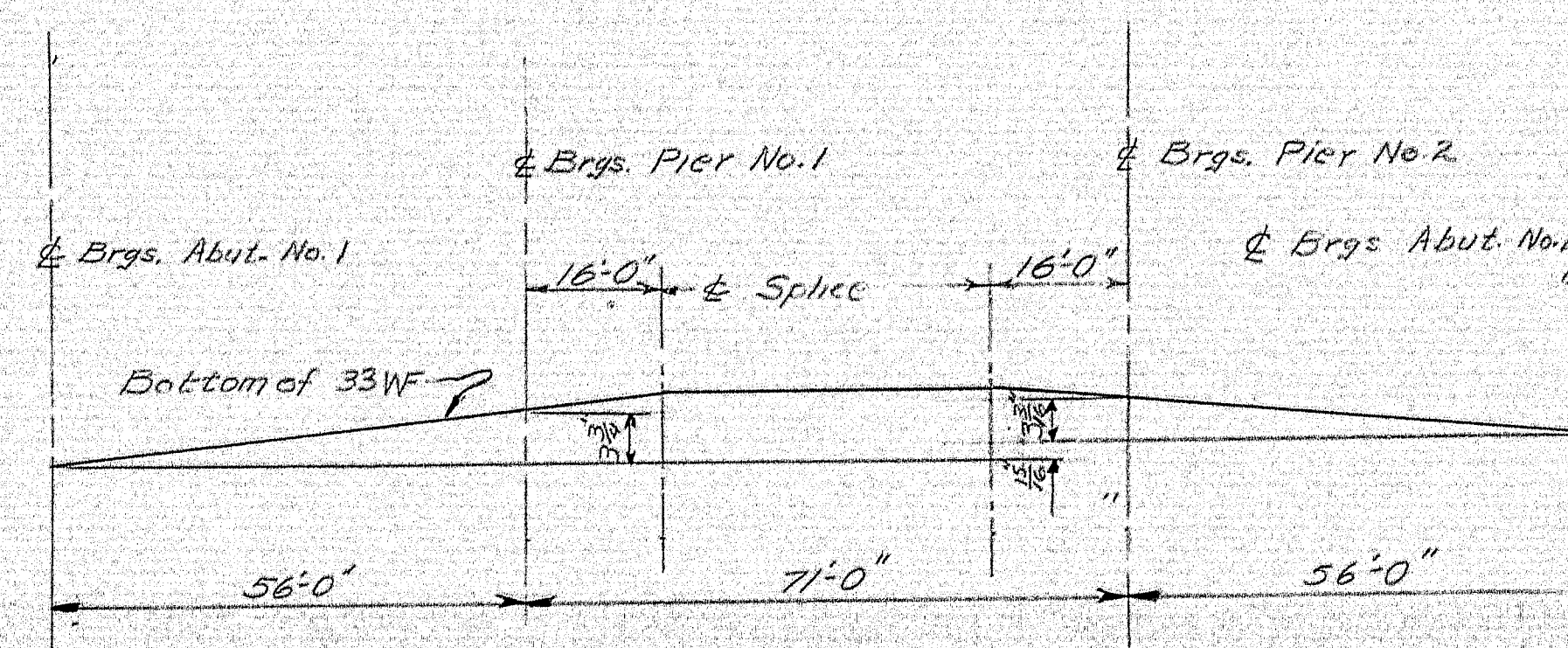
TYPICAL STRINGER ELEVATION



COVER PLATE DETAIL



TYPICAL STRINGER DETAIL



TYPICAL BOTTOM FLANGE ELEVATION

REFERENCES

- Pedestals: BD-101-64
- Abuts., EPC-2
- Pier #1, FPC-2
- Pier #2, EPC-4
- Splices: BD-103-64
- Regular 33 WF 118
- Diaphragms: BD-104-64
- Type A
- Type B
- Expansion Dams: BD-105-64
- Roadway Dam - Type A
- Curb Dams - Type V
- Armored Joint: BD-104-64

NOTES

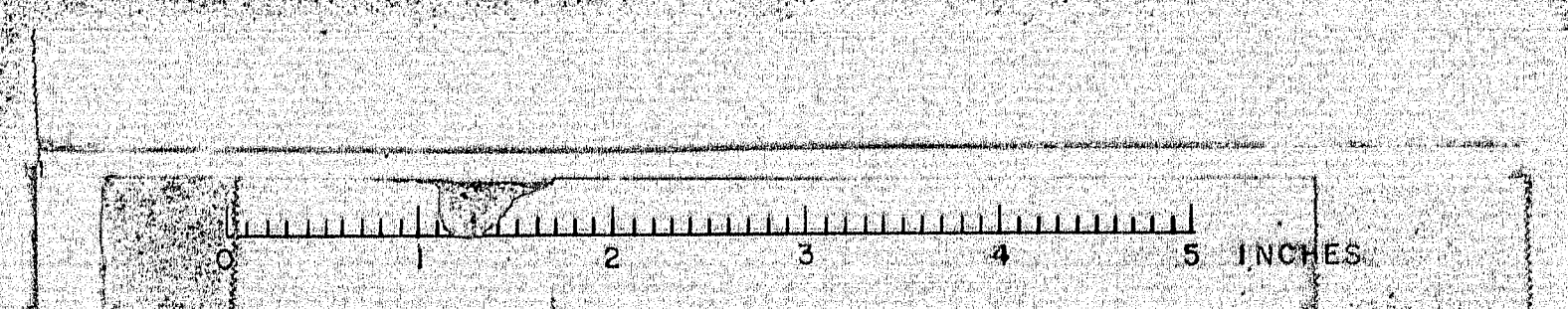
STRUCTURAL STEEL CLASSIFICATION
A.S.M. A36 except as noted on the
Standard Sheets

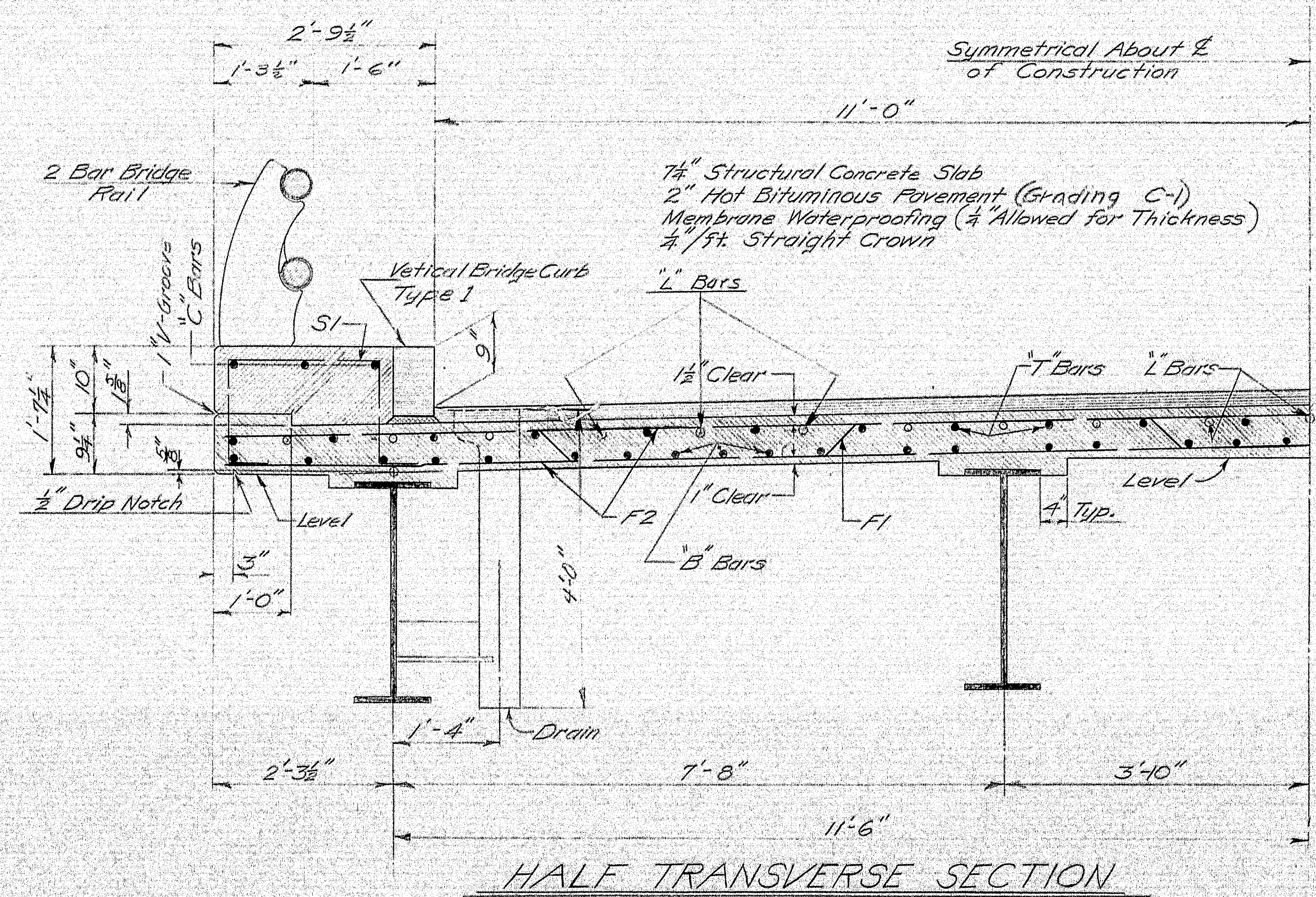
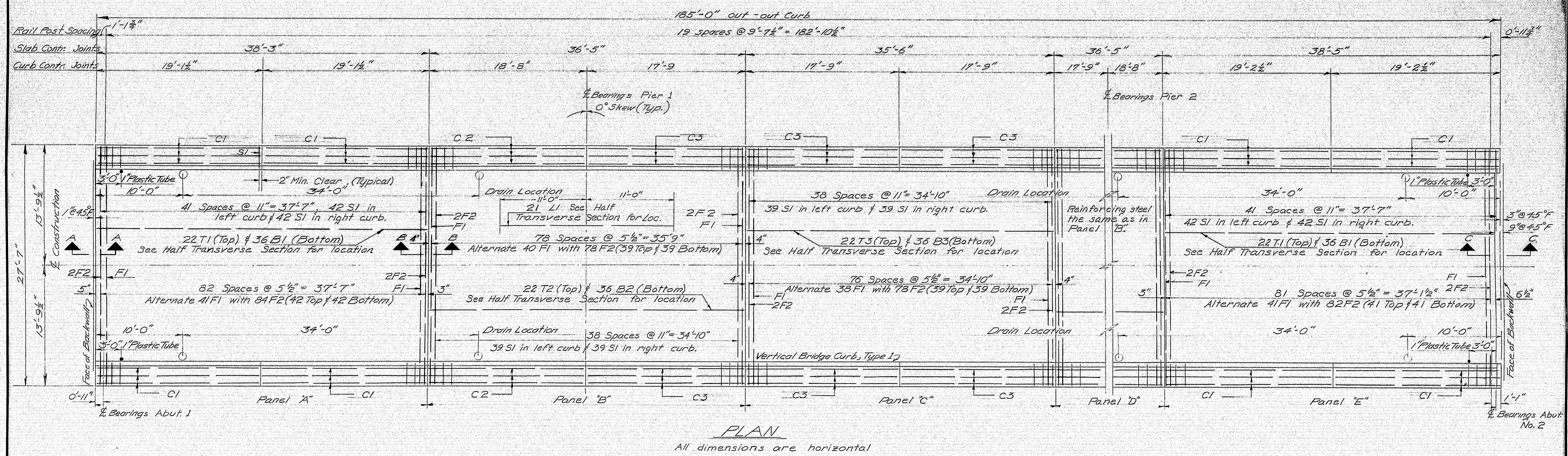
VOID

Refer to 4-Lane Revision, Dec. 1966

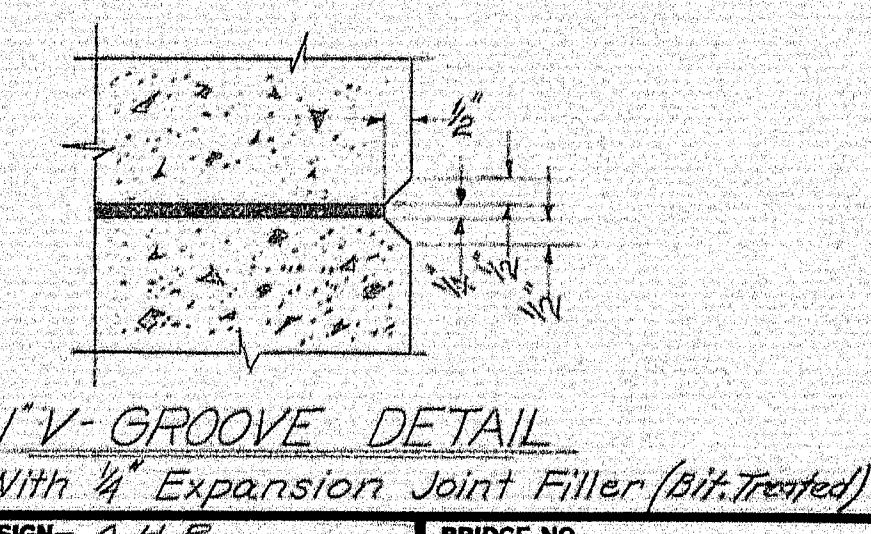
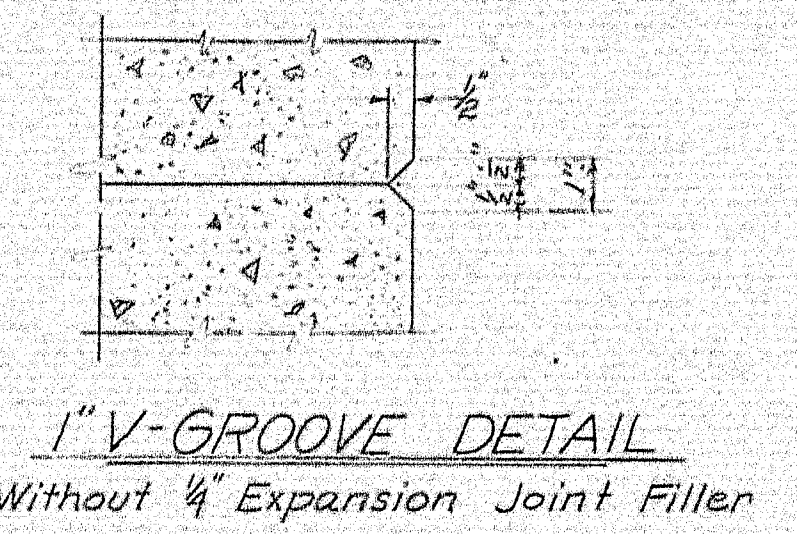
DESIGN: AMR	BRIDGE NO. SURVEY PLOT
CHECK: Gilbert	
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
CRYSTAL STATION ROAD BRIDGE OVER INTERSTATE 95 IN THE TOWNS OF CRYSTAL & SHERMAN AROOSTOOK COUNTY	
STRUCTURAL STEEL	
SHEET 23 OF 26 AUGUSTA, MAINE JAN 1966	

101-26L





- GENERAL NOTES**
1. Chamfer all exposed edges of concrete $\frac{1}{2}$ ".
 2. At curb contraction joints over piers provide $\frac{1}{4}$ " bituminous treated preformed expansion joint filler to separate curb sections (cover granite and concrete). At all other curb contraction joints break bond between the concrete surfaces by a coating of suitable grade asphalt paint.
 3. Form a 1" V-Groove on outside face of curb and slab at each curb construction joint.
 4. Drain details are shown on Standard Details, sheet BD-104-64, 8 required.
 5. Rail details are shown on Standard Details, sheets BD-108-65 and BD-109-66, and sheet 25.
 6. All reinforcing steel in Panel "D" is the same as that in Panel "B".
 7. Placement Sequence - Place Panels A, C, and E before placing Panels B and D.



VOID
Refer to 4-Lane Revision, Dec. 1966

Sections A-A, B-B, and C-C are located on Sheet # 25

VOID

DESIGN - A.H.P.	BRIDGE NO.
TRACE - E.D.P.	SURVEY -
CHECK - R.M.L. & R.G.G.	PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

CRYSTAL STATION ROAD BRIDGE
OVER
INTERSTATE 95
IN THE TOWNS OF
CRYSTAL & SHERMAN
ARROOSTOOK COUNTY

SUPERSTRUCTURE

SHEET 24 OF 26 AUGUSTA, MAINE JAN 1966

101-26M

