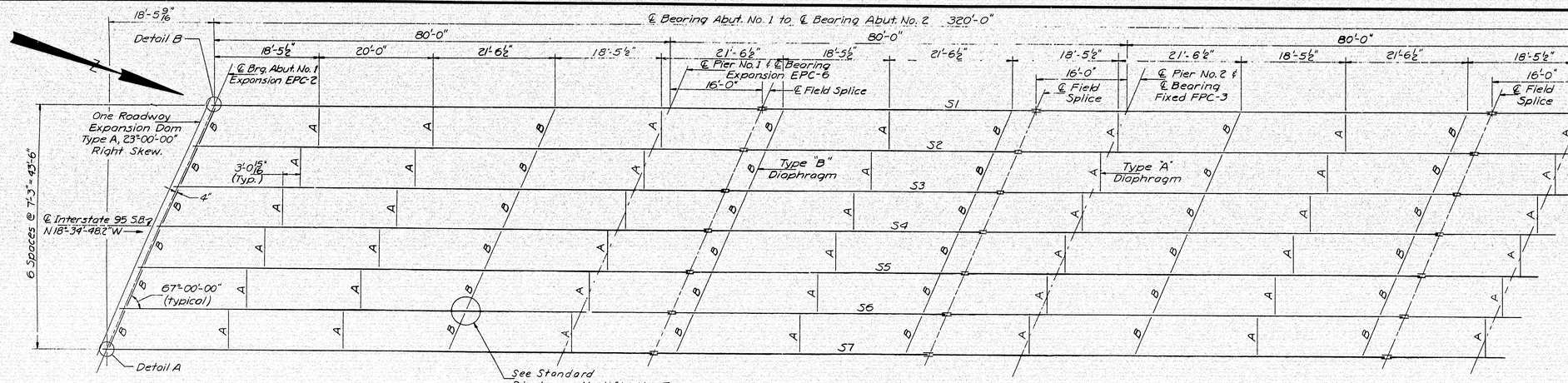
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9 (43)	21	45



ERECTION DIAGRAM
1"=10'-0"

PEDESTALS

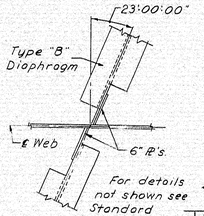
EPC-2	14 Required
EPC-6	14 Required
FPC-3	7 Required

REFERENCE

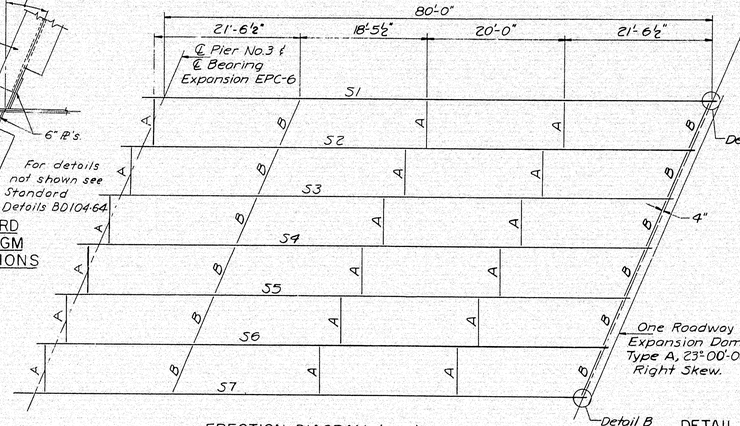
Splice - See Standard Details, BD 103-64.
Pedestals - See Standard Details, BD 101-64.
Expansion Dams - See Standard Details, BD 105-64.
Diaphragms - See Standard Details, BD 104-64, and Standard Diaphragm Modification this sheet.
Shear Connectors: See Standard Details BD 104-64.

SPECIFICATION

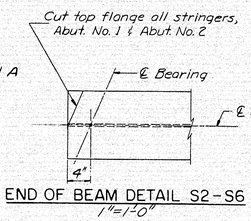
Fabrication and Erection: State of Maine Standard Specifications, Highways and Bridges, Revison of Jan. 1956 & Supplemental Specifications of Feb. 1960.
Design and Detail: A.A.S.H.O. Standard Specification For Highway Bridges of 1961 and Interim Specifications of 1961, 1962, 1963, and 1964.
Materials: Except as otherwise noted on the standard details, all material shall conform to A.S.T.M. designation A36.



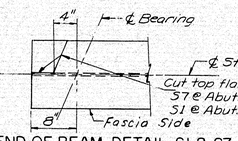
STANDARD DIAPHRAGM MODIFICATIONS
1"=1'-0"



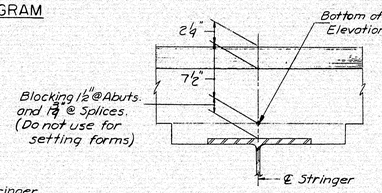
ERECTION DIAGRAM (cont.)



END OF BEAM DETAIL S2-S6
1"=1'-0"



DETAIL A—END OF BEAM DETAIL S1 & S7
1"=1'-0"



BLOCKING DETAIL
No Scale

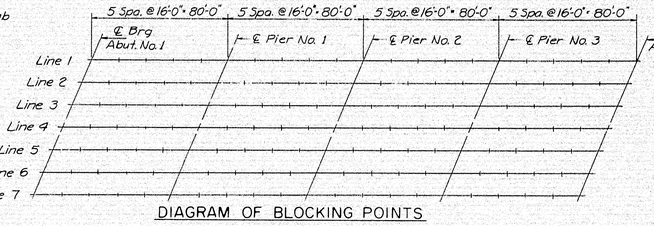
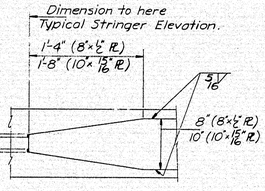
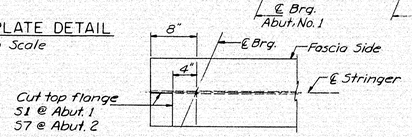


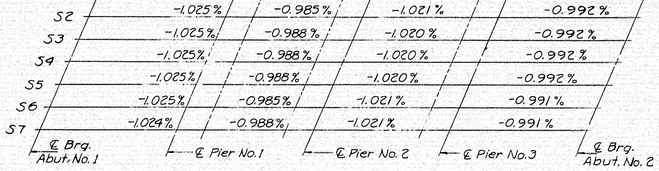
DIAGRAM OF BLOCKING POINTS



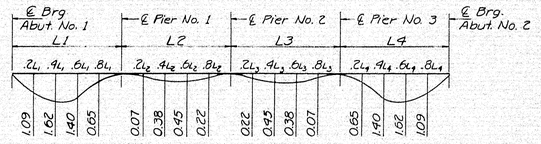
COVER PLATE DETAIL
No Scale



DETAIL B—END OF BEAM DETAIL S1 & S7
1"=1'-0"



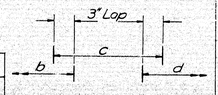
BEAM GRADES



DEAD LOAD DEFLECTION DIAGRAM

ALL DEFLECTIONS IN INCHES
No shop camber required
Place natural mill camber up.

TYPICAL STRINGER ELEVATION



SPIRAL LAP DETAIL

SHEAR CONNECTOR SPACING

	2 Studs 5"x⅞" ø*	Spirals 5"x⅝" ø**
a	22@4½"=8'-3"	Double 18@5½"=8'-3"
b	18@5½"=8'-3"	Double 14@7"=8'-2"
c	15@6½"=8'-1½"	Single 25@4"=8'-4"
d	11@8½"=7'-9½"	Single 18@5½"=8'-3"
e	14@7"=8'-2"	Single 22@4½"=8'-3"
f	16@6"=8'-0"	Double 13@7½"=8'-1½"
g	19@5"=7'-11"	Double 16@6"=8'-0"
h	22@4½"=8'-3"	Double 19@5½"=8'-8½"
i	15'-3"	15'-8"
j	15'-3"	15'-6"
k	18@5½"=8'-3"	Double 15@7"=8'-9"
l	15@6½"=8'-1½"	Single 24@4"=8'-0"
m	12@8½"=8'-6"	Single 18@5½"=8'-3"
n	11@9"=8'-3"	Single 18@5½"=8'-3"
o	15@6½"=8'-1½"	Single 24@4"=8'-0"
p	18@5½"=8'-3"	Double 15@7"=8'-9"
q	15'-3"	15'-9"

* Shear Studs to be placed parallel to piers.
** Lap 3" (typical).

NOTE

To compensate for dead load deflections as well as possible irregularities in beams set the bottom of slab elevations at the points indicated before any of the slab formwork is started. Bottom of slab grades for blocking shall be set after Shear Connectors are welded to the top flanges.

Total number of studs 6,384

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

DESIGN— E.F.K. DETAIL— R.R.S. CHECK— P.R.N.
BRIDGE NO. SURVEY— PLOT—

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95 S.B.
OVER
FISH STREAM & RELOC. ROUTE S.A. NO. 1
IN THE TOWN OF
ISLAND FALLS
AROOSTOOK COUNTY
STRUCTURAL STEEL & BLOCKING
SHEET 9 OF 12 AUGUSTA, MAINE AUGUST 1965

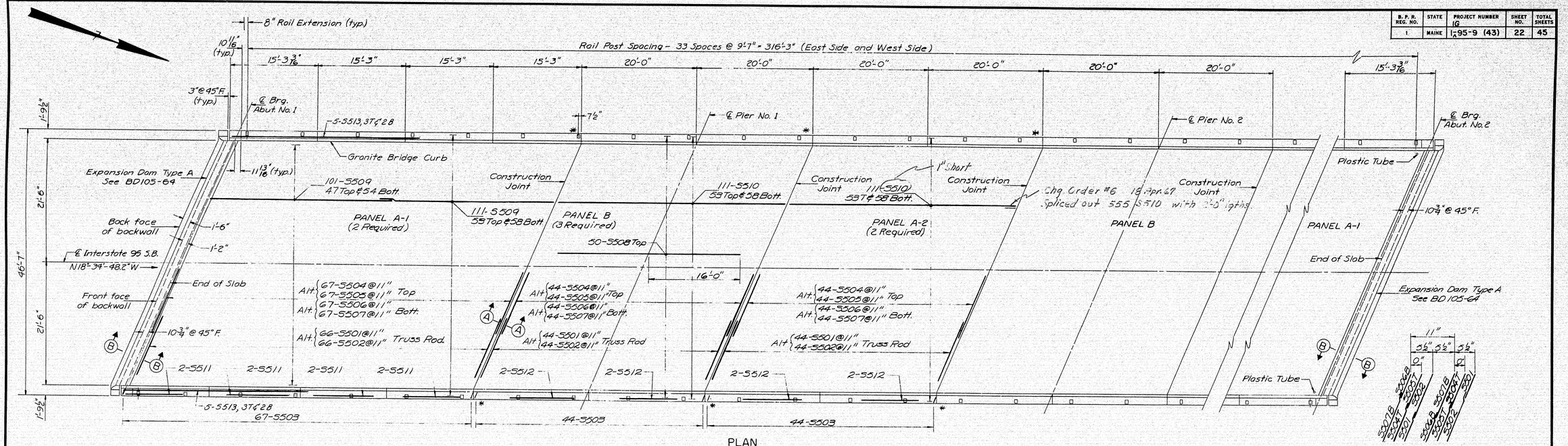
101-211 ISLAND FALLS (43)

BOTTOM OF SLAB ELEVATIONS AT BLOCKING POINTS

	℄ Brg. Abut. No. 1	SPAN 1				℄ Brg. Pier No. 1	SPAN 2				℄ Brg. Pier No. 2	SPAN 3				℄ Brg. Pier No. 3	SPAN 4				℄ Brg. Abut. No. 2
		16'-0"	32'-0"	48'-0"	64'-0"		16'-0"	32'-0"	48'-0"	64'-0"		16'-0"	32'-0"	48'-0"	64'-0"		16'-0"	32'-0"	48'-0"	64'-0"	
Line 1	480.75	480.67	480.54	480.37	480.15	479.95	479.79	479.65	479.49	479.32	479.14	478.99	478.85	478.68	478.50	478.33	478.22	478.11	477.96	477.77	477.53
Line 2	480.91	480.83	480.70	480.52	480.31	480.10	479.95	479.81	479.65	479.47	479.30	479.15	479.01	478.84	478.66	478.49	478.37	478.26	478.12	477.92	477.68
Line 3	481.07	480.98	480.86	480.68	480.47	480.26	480.10	479.96	479.81	479.63	479.45	479.31	479.16	479.00	478.81	478.65	478.53	478.42	478.28	478.08	477.84
Line 4	481.22	481.14	481.01	480.84	480.62	480.42	480.26	480.12	479.96	479.79	479.61	479.46	479.32	479.15	478.97	478.80	478.69	478.58	478.43	478.24	478.00
Line 5	481.13	481.04	480.92	480.74	480.53	480.32	480.16	480.03	479.87	479.69	479.51	479.37	479.22	479.06	478.87	478.71	478.59	478.48	478.34	478.14	477.90
Line 6	481.03	480.95	480.82	480.65	480.43	480.23	480.07	479.93	479.77	479.60	479.42	479.27	479.13	478.96	478.78	478.61	478.50	478.39	478.24	478.05	477.81
Line 7	480.94	480.85	480.73	480.55	480.34	480.13	479.98	479.84	479.68	479.50	479.32	479.18	479.03	478.87	478.68	478.52	478.40	478.29	478.15	477.95	477.71

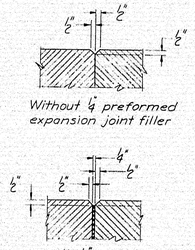
C. B. CO. NO. 44-302 37150

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IG 95-9 (43)	22	45

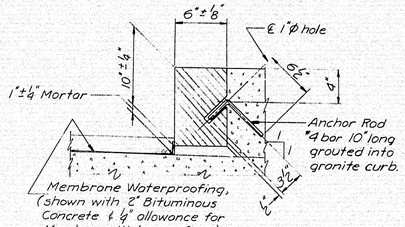


PLAN
⅛"=1'-0"

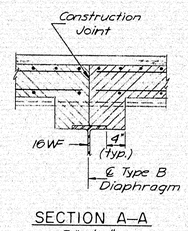
TYPICAL REINFORCING PATTERN



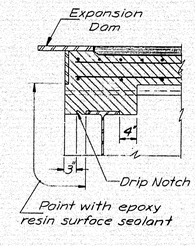
I" V GROOVES
3"=1'-0"



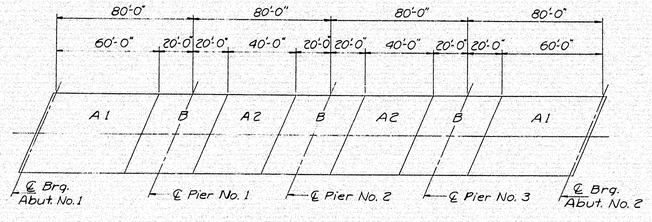
TYPICAL CURB SECTION
1½"=1'-0"



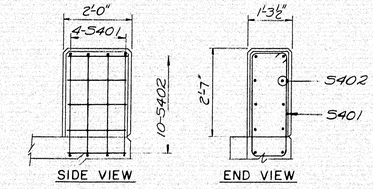
SECTION A-A
¾"=1'-0"



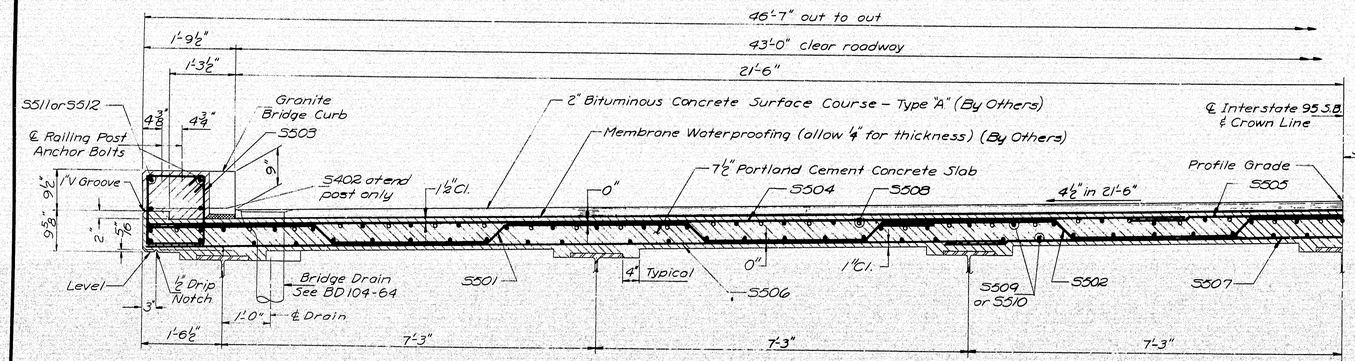
SECTION B-B
¾"=1'-0"



POURING SEQUENCE



END POST DETAIL
½"=1'-0"



HALF TRANSVERSE SECTION
¾"=1'-0"

GENERAL SUPERSTRUCTURE NOTES

1. At joints in curbs and granite bridge curbs over piers, use ½" preformed expansion joint filler. At all other curb joints, break the bond between concrete surfaces with a suitable grade of asphalt paint. Form "V" groove on outside face of curb and slab at each vertical joint. Provide joints in granite bridge curb at curb construction joints.
2. At low points in slabs, place a plastic tube 1" ϕ through the slab for drainage. Exact location to be determined in the field. Do not cover the tube with waterproofing. This work will be incidental to contract items. Tubes shall extent 2" below bottom of slab. Place tubes to drip clear of bridge seat.
3. For bridge rail, see Standard Details, BD107-64 & BD108-64.
4. Place concrete in "A" panels before placing concrete in "B" panels.
5. Payment for concrete end posts shall be made under Item 701-90.
6. Granite Bridge Curb means Vertical Bridge Curb-Type 1 and will be paid for under Items 901-89 and 901-25.
7. * Field bend rod to accomodate joint in slab.
8. Safety walk reinforcing applies to both sides.
9. All reinforcing to have 2" minimum cover unless otherwise shown.
10. No work other than form work utilizing hand tools will be permitted on the slab for a period of seven days following placing of slab.

BRIDGE DRAIN NOTES

1. Four drains each side, spans 1, 2, & 3. Two drains each side, span 4.
2. For approximate locations see sheet 1. Exact position to be determined in field.
3. Bridge drains to be placed a minimum of 10' clear of piers.

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

DESIGN- E.F.K. DETAIL- R.R.S.	BRIDGE NO.
TRACE- CHECK- R.R.N.	SURVEY- PLOT-

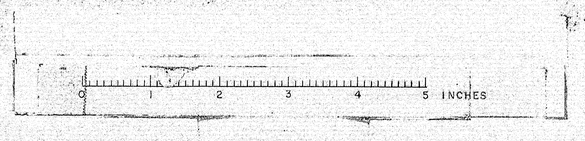
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95 S.B.
OVER
FISH STREAM & RELOC. ROUTE SA. NO. 1
IN THE TOWN OF
ISLAND FALLS
AROOSTOOK COUNTY
SUPERSTRUCTURE

SHEET 10 OF 12 AUGUSTA, MAINE AUGUST 1965

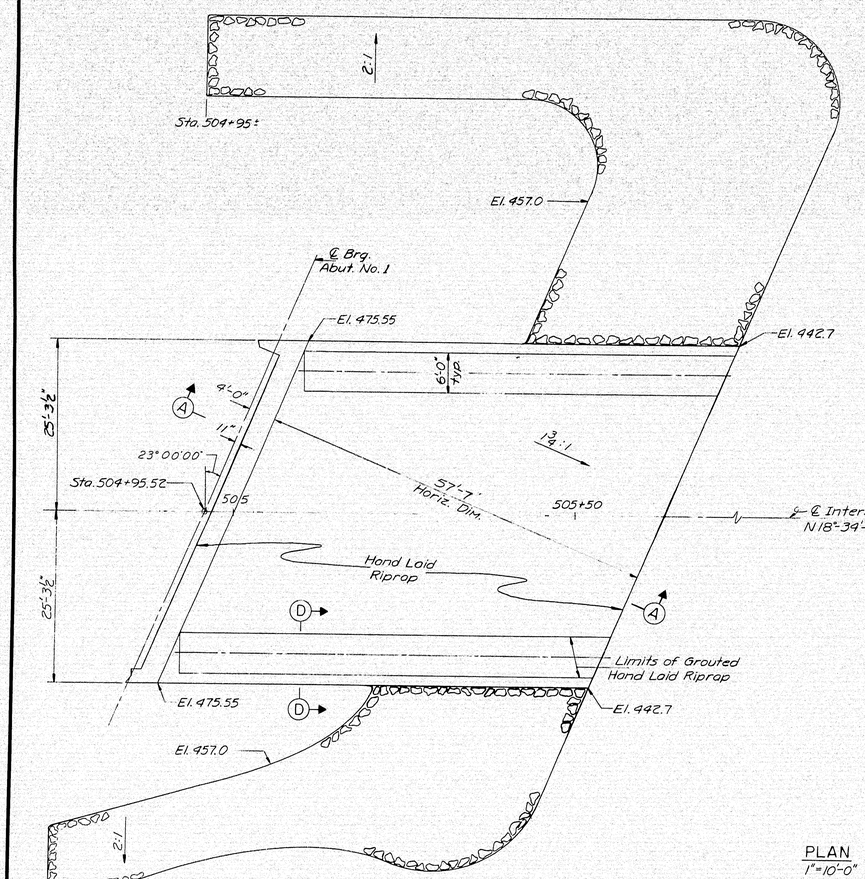
101-212

ISLAND FALLS (43)

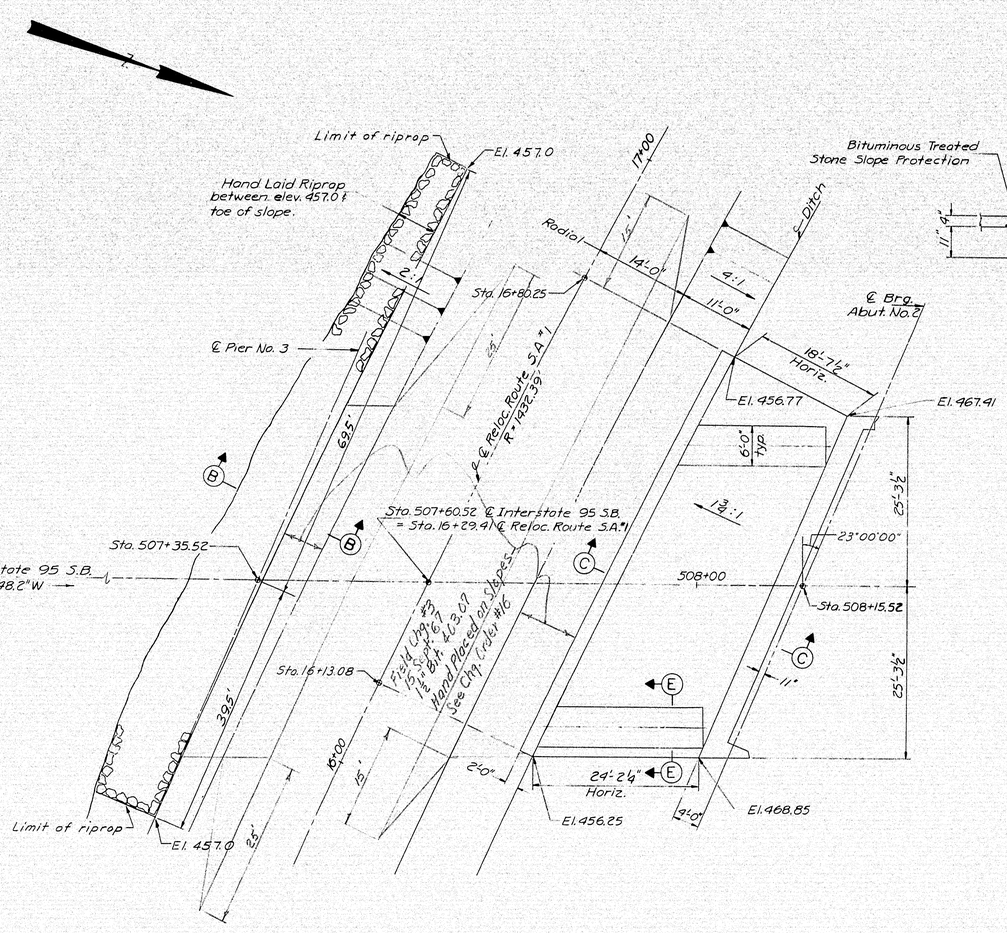
C. B. CO., NO. 44302 27280

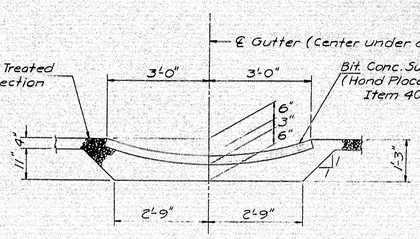


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR 95-9 (43)	23	45

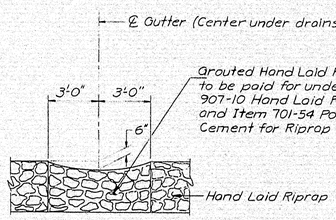


PLAN
1"=10'-0"





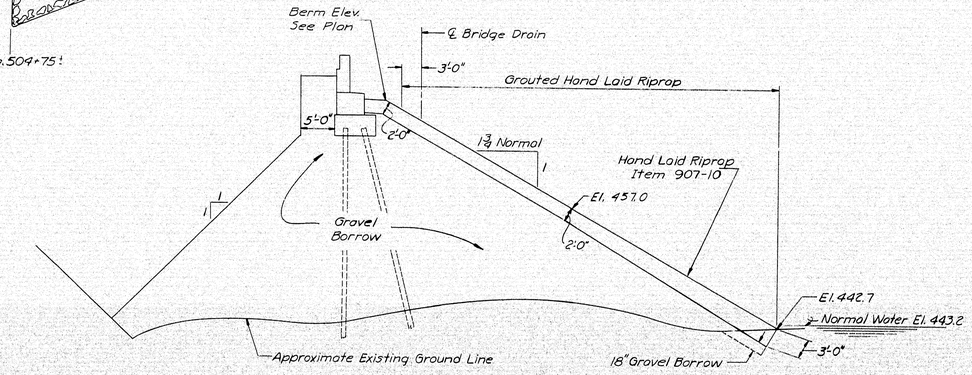
SECTION E-E
½"=1'-0"



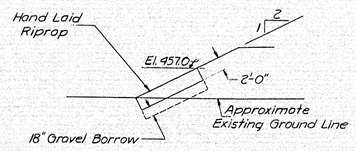
SECTION D-D
½"=1'-0"

NOTE

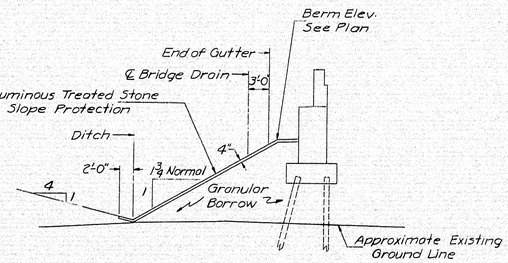
1. Provide 18" of Gravel Borrow in excavation under Riprap.
2. The 18" of Grovel Borrow under the Riprap may be reduced or omitted, if in the opinion of the Engineer the existing materiol is suitable.
3. Payment for any excavation required for slope protection will be made under Item 204-19, Structurol Eorth Excovotion, Piers.
4. Payment for Bituminous Treated Stone Slope Protection placed beneath the gutter shall be made at the contract unit price for Item 913-8, Bituminous Treated Stone Slope Protection per squore yord.



SECTION A-A
1"=10'-0"



SECTION B-B
1"=10'-0"



SECTION C-C
1"=10'-0"

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

DESIGN—	DETAIL— P.R.S.	BRIDGE NO.
TRACE—		SURVEY—
CHECK— P.R.N.		PLOT—

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 S.B.
OVER
FISH STREAM & RELOC. ROUTE S.A. NO. 1
IN THE TOWN OF
ISLAND FALLS
AROOSTOOK COUNTY
SLOPE PROTECTION

SHEET 11 OF 12 AUGUSTA, MAINE AUGUST 1965

101-213 ISLAND FALLS (43)

C. B. CO., NO. 44-302 87280

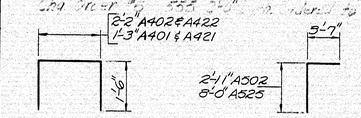
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9 (43)	24	45

MARK	SIZE	NUMBER	LENGTH	INCR.	LOCATION
ABUTMENT 1					
	STRAIGHT BARS				
A405	4	2	6'-10"		Bend in field Wingwall
A406	4	2	6'-0"		Bend in field "
A415	4	1	2'-7"		"
A416	4	1	4'-0"		"
A417	4	5	6'-6"		"
A418	4	1	2'-6"		"
A419	4	1	4'-4"		"
A420	4	5	5'-10"		Wingwall
A501	5	34	2'-6"		Dowels
A503	5	34	6'-3"		Stem
A504	5	8	27'-0"		"
A505	5	8	27'-6"		Stem
A506	5	34	3'-0"		Dowels
A507	5	74	4'-10".		Backwall
A508	5	10	3'-6" to		
			5'-4"	5½"	Wingwall 2 Groups of 5
A509	5	24	5'-9"		"
A510	5	8	2'-10" to		
			5'-4"	10"	Wingwall 2 Groups of 4
A601	6	12	30'-0"		Footing
A602	6	12	22'-7" to		
			33'-0"	2'-1"	" 2 Groups of 6
A603	6	96	5'-6"		"
A604	6	20	8'-0"		"
A605	6	6	3'-6"		"
A606	6	12	3'-6" to		
			5'-6"	4¾"	" 2 Groups of 6
A607	6	16	3'-6" to		
			5'-10"	4"	Footing 2 Groups of 8
A609	6	4	1'-0"		Curb Dowels
	BENT BARS				
A401	4	14	4'-3"		Pads
A402	4	14	5'-2"		Pads
A403	4	4	26'-5"		Stem
A404	4	4	27'-7"		Stem
A407	4	1	3'-2"		Wingwall
A408	4	1	5'-4"		"
A409	4	5	6'-10"		"
A410	4	1	2'-8"		"
A411	4	1	4'-6"		"
A412	4	5	4'-8"		Wingwall
A413	4	4	25'-5½"		Backwall
A414	4	4	27'-3½"		Backwall
A425	4	6	6'-2½"		Guard Rail End Post
A426	4	6	4'-3"		Guard Rail End Post
A502	5	34	6'-6"		Stem
A608	6	32	3'-6"		Approach Slab Seat
ABUTMENT 2					
	STRAIGHT BARS				
A423	4	16	24'-6"		Backwall
A521	5	68	4'-9"		Backwall
A522	5	34	3'-0"		Stem & Backwall
A523	5	34	11'-3"		Footing & Stem
A524	5	34	2'-6"		Dowels
A526	5	14	25'-6"		Stem
A527	5	14	27'-2"		Stem
A528	5	2	7'-4"		Wingwall
A529	5	2	5'-6"		Wingwall
A532	5	10	5'-0"		Stem & Wingwall
A533	5	10	6'-0"		Wingwall
A534	5	32	1'-4" to		
			7'-4"	4¾"	" 2 Groups of 16
A535	5	4	3'-6"		"
A536	5	4	6'-6"		"
A537	5	2	9'-6"		"
A538	5	2	17'-0"		" Bend in field
A539	5	7	7'-9"		"
A540	5	2	9'-6"		" Bend in field
A541	5	16	1'-7" to		
			5'-6"	6¾"	" 2 Groups of 8
A542	5	6	15'-9"		Wingwall

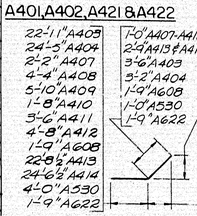
MARK	SIZE	NUMBER	LENGTH	INCR.	LOCATION
ABUTMENT 2 (CONT.)					
	STRAIGHT BARS				
A543	5	6	16'-9"		Wingwall
A544	5	7	8'-9"		Wingwall
A621	6	4	1'-0"		Curb Dowels
A623	6	78	6'-9"		Footing
A624	6	16	26'-0"		"
A625	6	16	15'-0" to		
			26'-6"	1'-7½"	" 2 Groups of 8
A626	6	14	13'-6"		"
A627	6	14	14'-8" to		
			18'-6"	7½"	" 2 Groups of 7
A628	6	20	5'-6" to		
			9'-0"	4½"	" 2 Groups of 10
A629	6	24	5'-6" to		
			7'-10"	2½"	2 Groups of 12
A630	6	6	7'-6"		"
A631	6	2	8'-0"		"
A632	6	2	8'-6"		"
A633	6	2	9'-0"		Footing
A634	6	24	8'-9"		Wingwall
A635	6	18	10'-9"		"
A636	6	10	7'-3"		Wingwall
	BENT BARS				
A423	4	6	6'-2½"		Guard Rail End Post
A424	4	6	4'-3"		Guard Rail End Post
A421	4	14	4'-3"		Pads
A422	4	14	5'-2"		Pads
A523	5	34	11'-7"		Stem
A530	5	20	5'-0"		Stem & Wingwall
A531	5	10	4'-9"		Stem & Wingwall
A622	6	32	3'-6"		Approach Slab Seat
APPROACH SLABS					
	STRAIGHT BARS				Totals are for two approach slabs
A5401	4	80	23'-8"		Approach Slabs
A5601	6	344	14'-6"		Approach Slabs
PIER 1					
	STRAIGHT BARS				
P601	6	53	9'-6"		Footing
P602	6	20	26'-10"		Footing
P603	6	102	3'-10"		Dowels
P604	6	102	19'-5"		Plinth
P610	6	5	20'-9"		Plinth
P611	6	5	19'-6"		Plinth
P616	6	8	26'-0"		Cap
P901	9	64	5'-8"		Column Dowels
P902	9	64	16'-9"		Columns
P903	9	5	39'-0"		Cap
P1104	11	8	27'-5"		Cap
P1105	11	2	23'-0"		"
P1106	11	4	13'-9"		Cap
	BENT BARS				
P401	4	56	11'-4"		Column Ties
P501	5	84	13'-4"		Stirrup
P502	5	4	13'-2"		"
P503	5	4	12'-8"		"
P504	5	4	12'-2"		"
P505	5	4	11'-8"		"
P506	5	4	11'-2"		"
P507	5	4	10'-8"		Stirrup
P606	6	40	25'-11"		Plinth
P607	6	40	19'-10" to		
			24'-8"	3"	" 2 Groups of 20
P612	6	40	4'-6"		"
P613	6	10	5'-0"		"
P614	6	41	6'-1"		Plinth
P615	6	8	10'-0"		Cap

MARK	SIZE	NUMBER	LENGTH	INCR.	LOCATION
PIER 2					
	STRAIGHT BARS				
P601	6	53	9'-6"		Footing
P602	6	20	26'-10"		Footing
P603	6	100	3'-10"		Dowels
P605	6	100	15'-4"		Plinth
P610	6	5	20'-9"		"
P611	6	5	19'-6"		Plinth
P616	6	8	26'-0"		Cap
P903	9	5	39'-0"		Cap
P1101	11	64	7'-0"		Column Dowels
P1102	11	48	17'-2"		Column
P1103	11	16	9'-0"		Column
P1104	11	8	27'-5"		Cap
P1105	11	2	23'-0"		"
P1106	11	4	13'-9"		Cap
	BENT BARS				
P401	4	56	11'-4"		Column Ties
P501	5	84	13'-4"		Stirrup
P502	5	4	13'-2"		"
P503	5	4	12'-8"		"
P504	5	4	12'-2"		"
P505	5	4	11'-8"		"
P506	5	4	11'-2"		"
P507	5	4	10'-8"		Stirrup
P608	6	32	25'-3"		Plinth
P609	6	32	20'-6" to		
			24'-4"	3"	" 2 Groups of 16
P612	6	32	4'-6"		"
P613	6	10	5'-0"		"
P614	6	41	6'-1"		Plinth
P615	6	8	10'-0"		Cap
PIER 3					
	STRAIGHT BARS				
P616	6	8	26'-0"		Cap
P617	6	60	5'-6"		Footing
P618	6	36	7'-6"		Footing
P701	7	16	7'-6"		Footing
P901	9	48	3'-8"		Dowels
P903	9	5	39'-0"		Cap
P904	9	12	27'-4"		Column
P905	9	12	28'-0"		"
P906	9	12	25'-10"		"
P907	9	12	26'-6"		Column
P1104	11	8	27'-5"		Cap
P1105	11	2	23'-0"		"
P1106	11	4	13'-9"		Cap
	BENT BARS				
P401	4	97	11'-4"		Column Ties
P501	5	84	13'-4"		Stirrup
P502	5	4	13'-2"		"
P503	5	4	12'-8"		"
P504	5	4	12'-2"		"
P505	5	4	11'-8"		"
P506	5	4	11'-2"		"
P507	5	4	10'-8"		Stirrup
P615	6	8	10'-0"		Cap
SUPERSTRUCTURE					
	STRAIGHT BARS				
S402	4	40	1'-8"		End Post
S504	5	354	21'-10"		Top Transverse

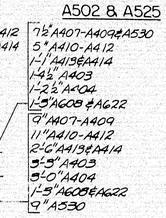
MARK	SIZE	NUMBER	LENGTH	INCR.	LOCATION
SUPERSTRUCTURE (CON'T)					
	STRAIGHT BARS				
S505	5	354	29'-7"		Top Transverse
S506	5	354	17'-10"		Bottom Transverse
S507	5	354	33'-7"		Bottom Transverse
S508	5	150	32'-0"		" Longitudinal B
S509	5	424	30'-8"	3'-8"	Longitudinal A-1
S510	5	555	38'-8"		Longitudinal B & A-2
S511	5	32	14'-11"		Sidewalk A-1
S512	5	40	19'-8"		Sidewalk B & A-2
S513	5	20	31'-4"		Longitudinal A-1
	BENT BARS				
S401	4	16	8'-7"		End Post
S501	5	352	17'-0"		Truss Rod
S502	5	352	36'-2¾"		Truss Rod
S503	5	708	5'-0"		Sidewalk



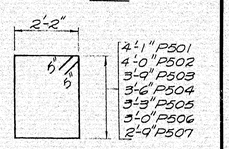
A401, A402, A421 & A422



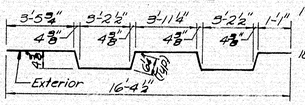
A502 & A525



A531

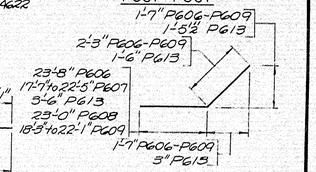


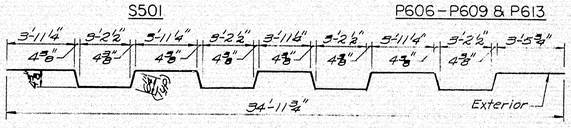
A403, A404, A407-A414, A530, A608 & A622



S501

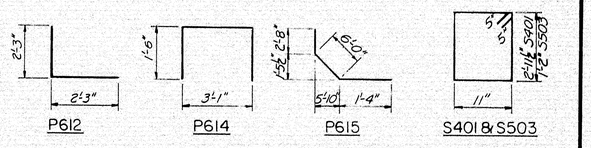
P501-P507





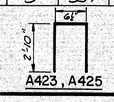
S502

P606-P609 & P613

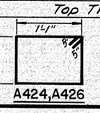


NOTES:

1. All dimensions are to ℄ of bars.
2. All reinforcing bars shall be intermediate grade steel.
3. Reinforcing steel to have 2" minimum cover, unless otherwise shown.
4. Minimum length of splice is 17 bar diameters.



A423, A425



A424, A426

DESIGN— DETAIL—RWOL.	BRIDGE NO.
TRACE— CHECK— P.R.N.	SURVEY— PLOT—

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 S.B.

OVER

FISH STREAM & RELOC. ROUTE S.A. NO. 1

IN THE TOWN OF

ISLAND FALLS

AROOSTOOK COUNTY

REINFORCING STEEL

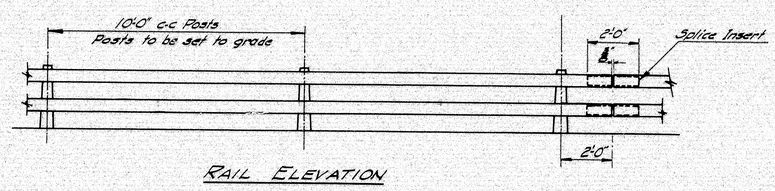
SHEET 12 OF 12 AUGUSTA, MAINE AUGUST 1965

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

C. B. CO., NO. 44-303 PATRL

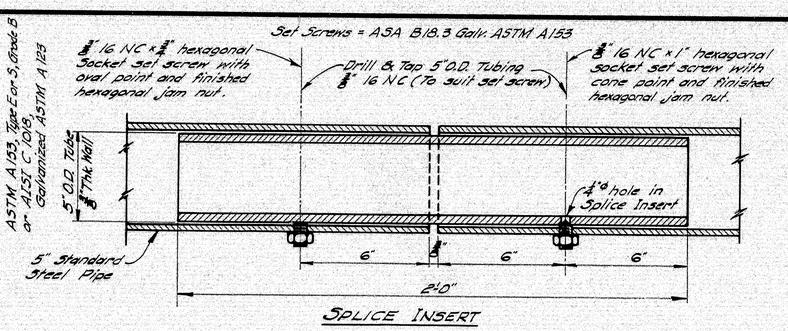
101-214 ISLAND FALLS (43) 24

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-16-95-9(43)		

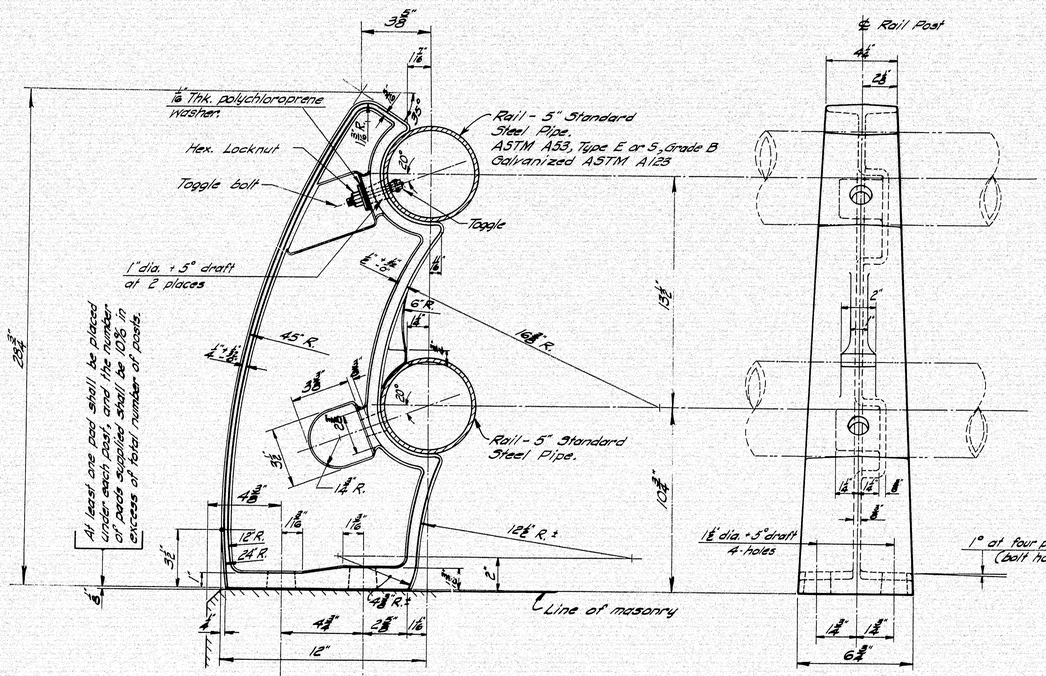


RAIL ELEVATION

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.



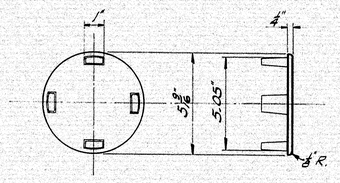
SPLICE INSERT



RAIL POST

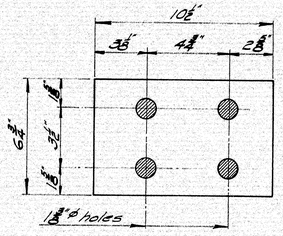
ASTM A27, Grade 65-35, Galvanized ASTM A153

FRONT ELEVATION



RAIL CAP

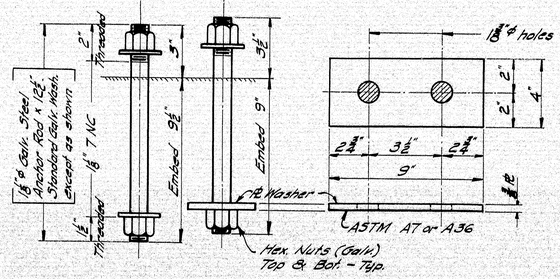
ASTM A27, Grade 65-35, Galv. ASTM A153



PAD

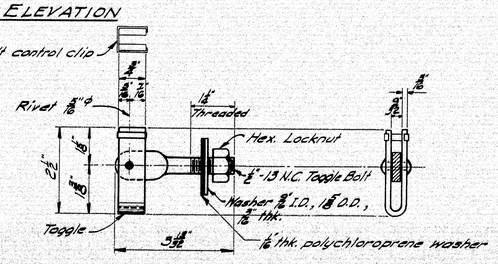
At each rail post

See Article 702-80 Supplemental Specifications of Feb. 1960.



RAIL POST ANCHORAGE

Bolts, Nuts, & Std. Washers = ASTM A325 Galvanized ASTM A153



TOGGLE BOLT DETAIL

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

Toggle = ASTM A303, 1015 H.R. Steel.
Rivet = ASTM A195, 1038 C.R. Steel, Heat Treated
Toggle Bolt = ASTM A354, 1335 C.R. Steel, Heat Treated RC 32-38.
Washer = ASTM A7, 1020 H.R. Steel
Hex. Locknut = Finished Hexagonal Locknut Prevailing Torque Type Steel Grade C or D, Industrial Fasteners Institute.

DESIGN SPECIFICATIONS

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

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

(BD 107 - 64)

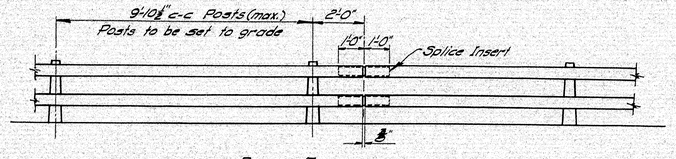
STEEL RAIL

(2-BAR PIPE RAIL)
CAST POST

OCT. 1964

101-215 ISLAND FALLS (43)

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IG-15-1(43)		

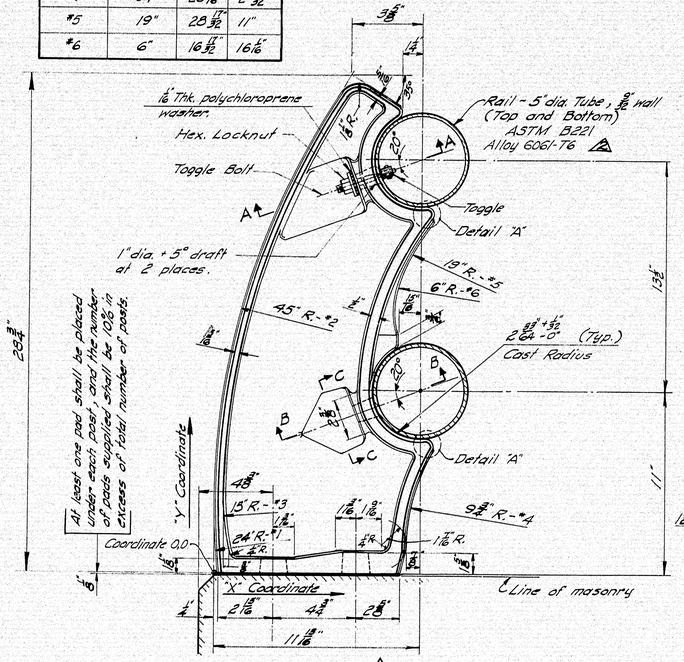


RAIL ELEVATION

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.

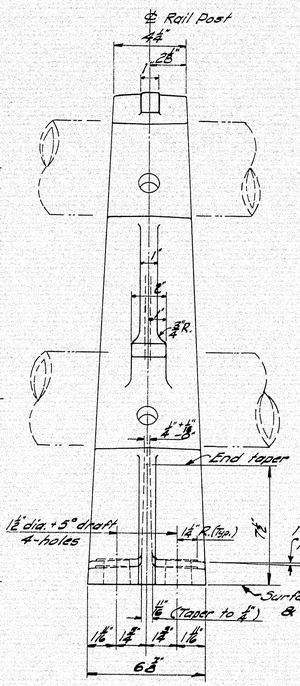
⚠ ORIGIN LOCATION - PRINCIPAL CURVES

Curve	Radius	"X"	"Y"
#1	24"	24"	3 15/32"
#2	45"	45"	2 27/32"
#3	15"	15 11/16"	4 23/32"
#4	9 3/4"	20 11/16"	2 13/32"
#5	19"	28 17/32"	11"
#6	6"	16 17/32"	16 1/16"

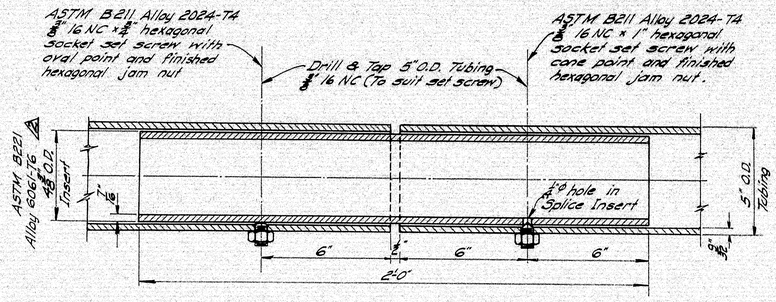


RAIL POST ⚠

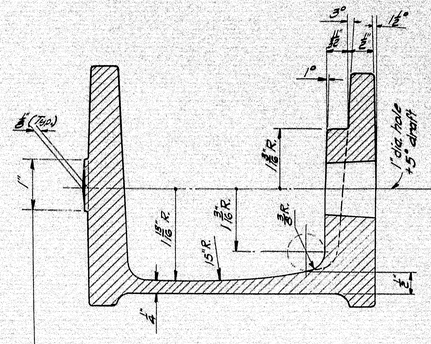
Aluminum Association Alloy A344-T4



FRONT ELEVATION

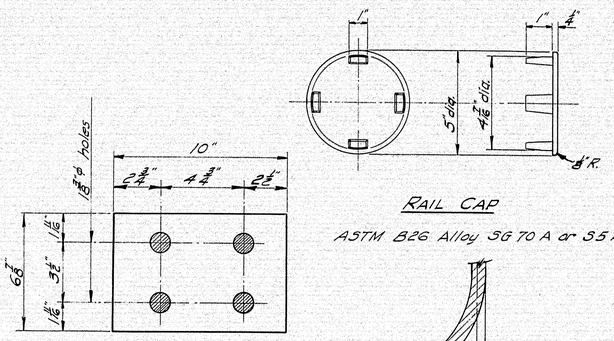


SPLICE



SECTION A-A

Casting to be supplied with a 60 grid belt grind finish on all gating rib surfaces around entire casting.



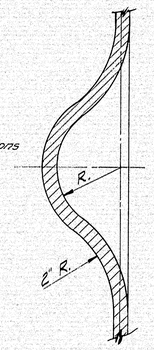
RAIL CAP

ASTM B26 Alloy 3G 70 A or 35 A

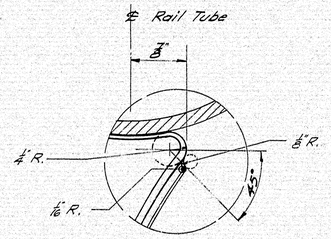
PAD

At each rail post

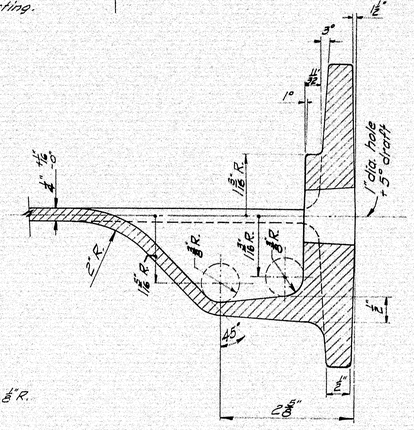
See Article 702-80, Supplemental Specifications of Feb. 1960 for Pad & Fabric Washers.



SECTION C-C



DETAIL "A" ⚠



SECTION B-B

DESIGN SPECIFICATIONS

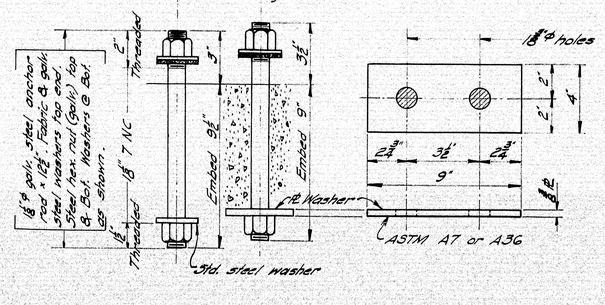
A. A. S. H. O. Interim Specifications Int. I (64).

A 344 - T4 Alloy to meet the Specification outlined by Aluminum Association.

ALTERATION:

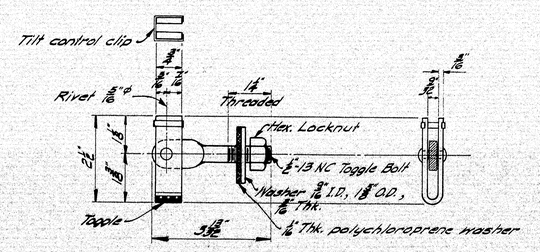
⚠ - Added Detail "A" and Origin Location - Principal Curves. Nov. 19, 1964.

⚠ - Removed Alloy 6062 - T6 May 5, 1966



RAIL POST ANCHORAGE

Bolts, Nuts & Std. Washers = ASTM A325 Galvanized ASTM A153



TOGGLE BOLT DETAIL

Cadmium Plate metal parts ASTM A 168-55, Type N 3, .0005" thick

Toggle = ASTM A 303, 1013 H.R. Steel.
Rivet = ASTM A 195, 1038 C.R. Steel, Heat Treated
Toggle Bolt = ASTM A 354, 1335 C.R. Steel, Heat Treated RC 32-38.
Washer = ASTM A7, 1020 H.R. 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 108-64)

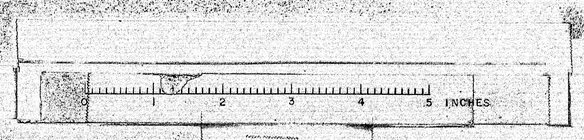
ALUMINUM RAIL

2 - BAR (TUBE RAIL)

CAST POST

OCT. 1964

101-216 ISLAND FALLS (43)



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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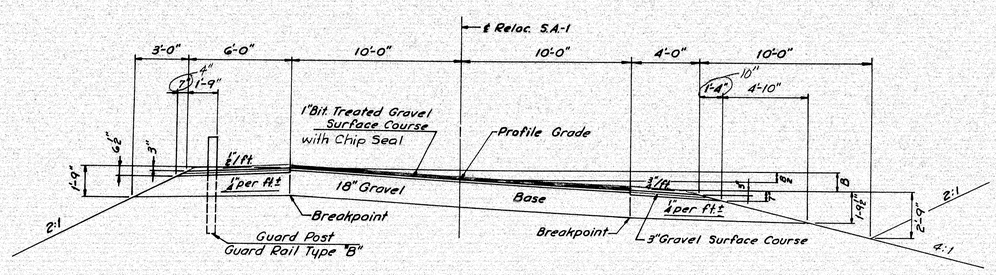


RELOC. S.A.-1
SUPERELEVATED
20 FT. ROADWAY

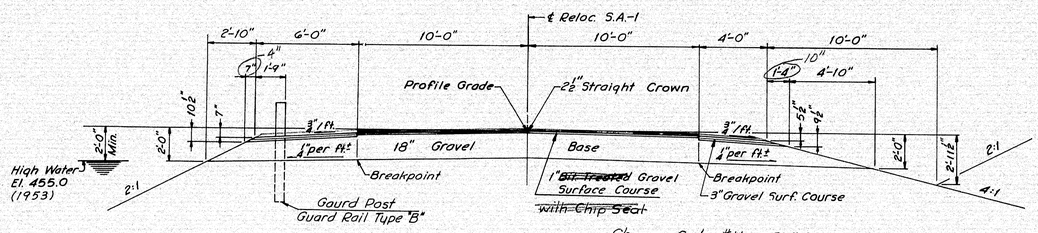
6 FT. SHOULDER

3"GRAVEL SURFACE= 5.83 C.Y. PER 100 L.F.
16"GRAVEL BASE = 35.64 C.Y. PER 100 L.F.

1"GRAVEL SURFACE= 6.17 C.Y. PER 100 L.F.
18"GRAVEL BASE = 111.11 C.Y. PER 100 L.F.
9°-00' B=16"
4°-00' B=10"

4 FT. SHOULDER

3"GRAVEL SURFACE = 4.32 C.Y. PER 100 L.F.
16"GRAVEL BASE = 34.05 C.Y. PER 100 L.F.



Change Order #11 Bk#4 Pg. 109
Eliminates 402-16 Stone Chips & 501-7 Road Tar & Uses 1½" Bit. 404-29 above F.G.
No Quantity Chg. Gravel Base or Gravel Surf.
No Added Cost.
Material Spec. Chg Order #16 Uses 403.07 Bit.

RELOC. S.A.-1
NORMAL
20 FT. ROADWAY

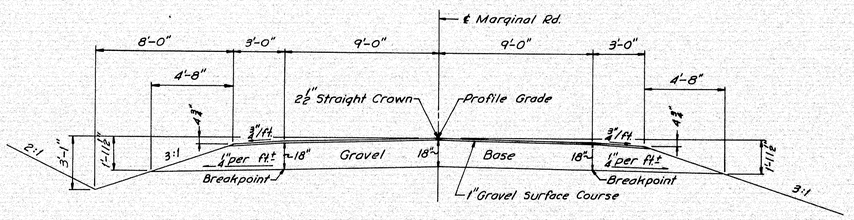
6 FT. SHOULDER

3"GRAVEL SURFACE= 5.83 C.Y. PER 100 L.F.
16"GRAVEL BASE = 33.80 C.Y. PER 100 L.F.

1"GRAVEL SURFACE= 6.17 C.Y. PER 100 L.F.
18"GRAVEL BASE = 111.11 C.Y. PER 100 L.F.

4 FT. SHOULDER

3"GRAVEL SURFACE = 4.32 C.Y. PER 100 L.F.
16"GRAVEL BASE = 34.05 C.Y. PER 100 L.F.



RELOC. MARGINAL ROAD
NORMAL
18 FT. ROADWAY

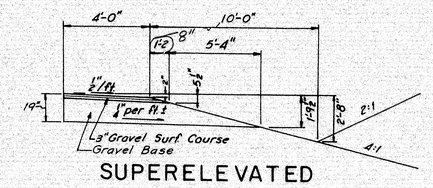
3 FT. SHOULDER

1"GRAVEL SURFACE= 0.96 C.Y. PER 100 L.F.
18"GRAVEL BASE = 28.38 C.Y. PER 100 L.F.

1"GRAVEL SURFACE= 5.56 C.Y. PER 100 L.F.
18"GRAVEL BASE = 100.00 C.Y. PER 100 L.F.

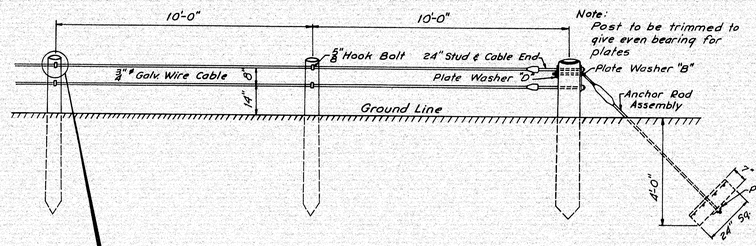
3 FT. SHOULDER

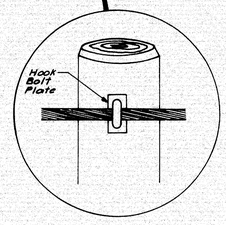
1"GRAVEL SURFACE= 0.96 C.Y. PER 100 L.F.
18"GRAVEL BASE = 28.38 C.Y. PER 100 L.F.

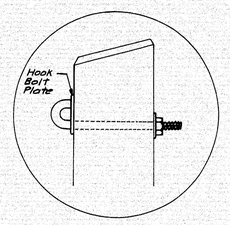


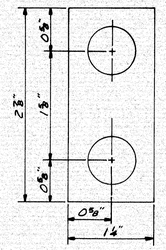
SUPERELEVATED
4 FT. SHOULDER—HIGH SIDE

3"GRAVEL SURFACE = 4.24 C.Y. PER 100 L.F.
16"GRAVEL BASE = 36.59 C.Y. PER 100 L.F.



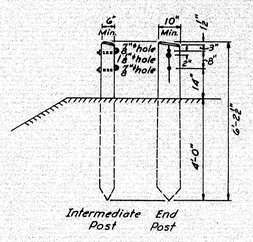






HOOK BOLT PLATE DETAIL

Note:
Thickness 12 Ga.=0.1046"
Holes May Be Drilled Or Punched ⅜ Ø Before Galvanizing



Type "B" Anchor Posts shall be Norway or Southern Yellow Pine, all others shall be Norway Pine, Southern Yellow Pine, Pitch Pine, or Douglas Fir (pressure treated).

Reinforced Concrete Anchor 24"x24"x7" with four ½" ℄ bars each way or a Granite Block, min. face area 4 sq. ft. & min. thickness 6".

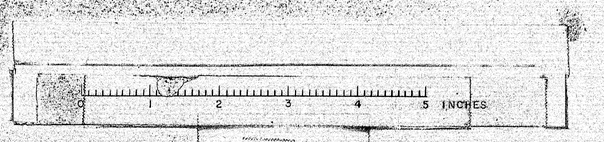
GUARD RAIL TYPE "B"

NOTES:

Superelevation Shall Be As Specified In A.A.S.H.O. Policy Of Geometric Design Of Rural Highways. (6) The Maxium Superelevation Shall Not Exceed 0.08' Per Foot Width Of Pavement. All Curves Shall Have Full Superelevation At The First 50' Station Daturing A Minimun Distance Of 50' After The P.C. And A Minimum Distance Of 50' Before The P.T. When Superelevation Exceeds ⅜" Per Foot, Inside Shoulder Shall Have Same Slope As Pavement

For All Sections Depth Of Ditch Depends On Local Conditions. Depth Of Base As Shown May Change To Meet Local Conditions.

The Pavement And Base Depths As Shown On The Plans Are Intended To Be Nominal.



MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

TYPICAL SECTIONS

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

101-217

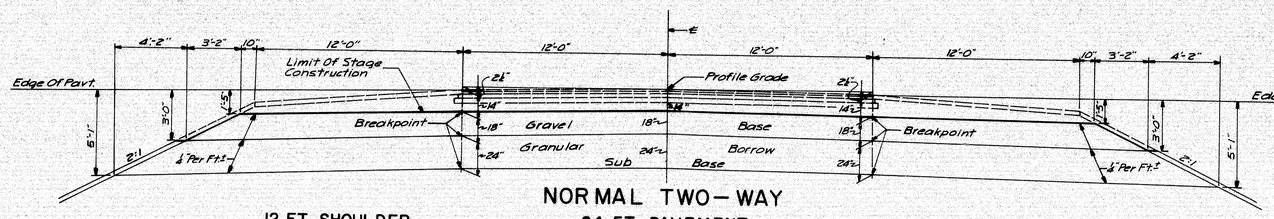
ISLAND FALLS (43)

C. B. CO., NO. 44-302 25700

STAGE CONSTRUCTION — GRADING AND GRAVEL BASE*

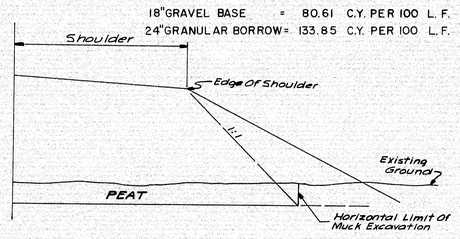
18" GRAVEL BASE
24" GRANULAR BORROW SUBBASE

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1G 95-9(43)	26	45



NORMAL TWO-WAY

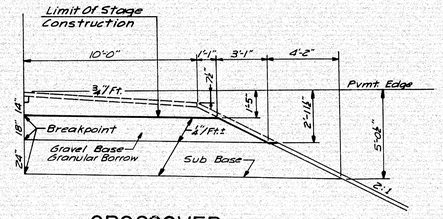
12 FT. SHOULDER	24 FT. PAVEMENT	12 FT. SHOULDER
18" GRAVEL BASE = 80.61 C.Y. PER 100 L.F.	18" GRAVEL BASE = 133.33 C.Y. PER 100 L.F.	18" GRAVEL BASE = 80.61 C.Y. PER 100 L.F.
24" GRANULAR BORROW = 133.85 C.Y. PER 100 L.F.	24" GRANULAR BORROW = 177.78 C.Y. PER 100 L.F.	24" GRANULAR BORROW = 133.85 C.Y. PER 100 L.F.



DETAIL OF MUCK EXCAVATION

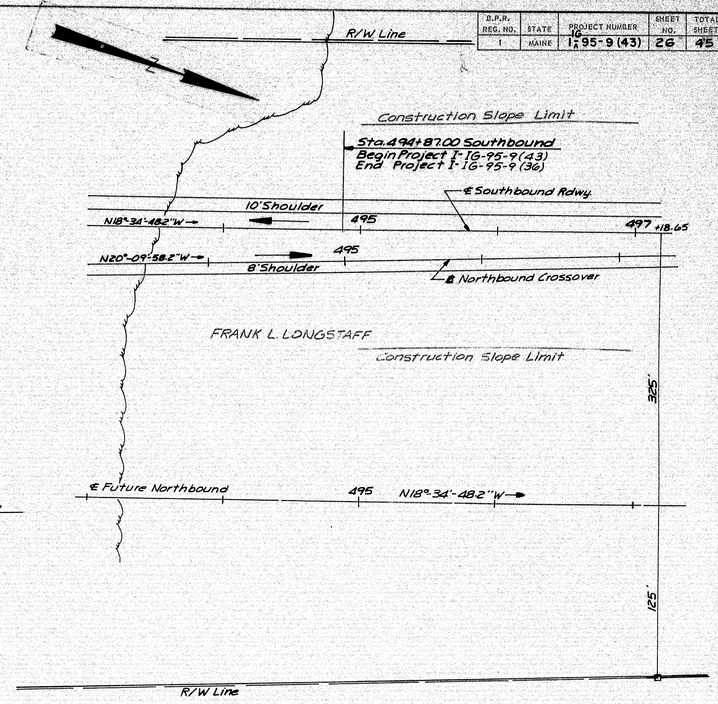
NOTES:
* The Pavement And Base Depths As Shown On The Plans Are Intended To Be Nominal

When Slopes Are Specified To Be Loamed Either By The Engineer Or Notes On The Plans Or Sections, They Shall Be Loamed Up To The Bottom Of Gravel Base



CROSSOVER
10 FT. SHOULDER — LOW SIDE

18" GRAVEL BASE = 69.57 C.Y. PER 100 L.F.
24" GRANULAR BORROW = 120.31 C.Y. PER 100 L.F.



GENERAL NOTES

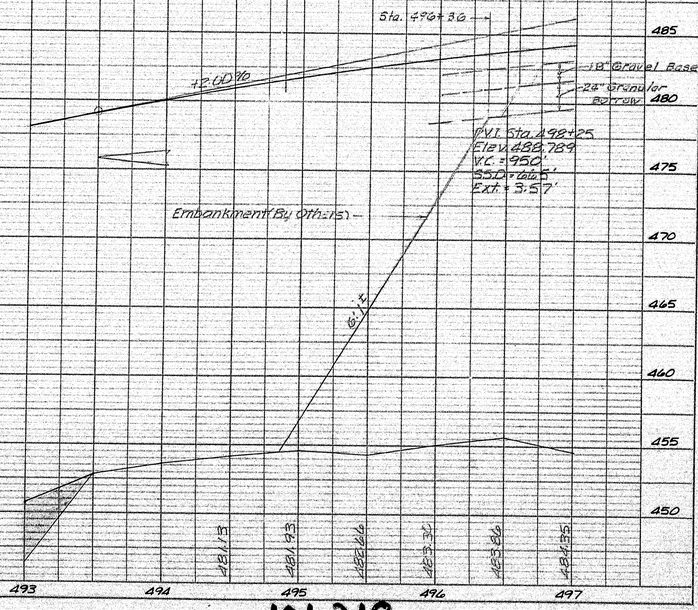
1. ALL LOAM AREAS AND DEPTHS MUST BE AUTHORIZED BY THE ENGINEER UNLESS SPECIFICALLY CALLED FOR ON THE TYPICAL SECTIONS, PLANS OR IN THE SPECS. LOAMING OF SLOPES HAS BEEN ESTIMATED ON A 2" DEPTH
2. ALL SLOPES SHALL BE LOAMED EXCEPT SA-1 AND MARGINAL RD. UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
3. ALL S.B. RDWY. EARTH BACKSLOPES SHALL BE 3:1 UNLESS OTHERWISE SHOWN.
4. ALL UTILITY FACILITIES ARE TO BE ADJUSTED AS NECESSARY BY THE RESPECTIVE UTILITIES UNLESS NOTED.
5. THE UTILITIES INVOLVED IN THIS CONTRACT ARE THE MAINE PUBLIC SERVICE CO., THE KATAHDIN FARMERS TELEPHONE CO. AND THE S. & A. R. D.
6. SEEDING METHOD NO. 2 AND HAY MULCH ON ALL SLOPES AS DIRECTED BY THE ENGINEER.
7. ALL MUCK EXCAVATION AREAS SHALL BE BACKFILLED TO AN ELEVATION OF 1' ABOVE EXISTING GROUND WITH GRANULAR BORROW OR EXCAVATION MEETING THE REQUIREMENTS FOR GRANULAR BORROW EMBANKMENT CONSTRUCTION.
8. UNLESS OTHERWISE DIRECTED BY THE ENGINEER THE GRUBBING IN FILL WIDTHS ARE AS FOLLOWS:
   SA-1 = 20' EACH SIDE OF ℄.
   MARGINAL RD. = 15' EACH OF ℄.
9. INSTALL JUTE MATTING IN ALL INLET AND OUTLET DITCHES AS DIRECTED BY THE ENGINEER.
10. ALL EXCAVATION DEEMED NECESSARY BY THE ENGINEER FOR THE INSTALLATION OF HAND LAID RIP-RAP AND/OR DOWNSPOUTS WHERE EXCAVATION IS NOT PAID FOR UNDER UNDER ANOTHER ITEM SHALL BE PAID FOR UNDER ITEM 203.10 STRUCT. EARTH EXC. - DRAINAGE OR ITEM 204-11 STRUCT. ROCK EXC. - DRAINAGE.
11. REMOVING TREES, RIGHT OF WAY MONUMENTS AND SURVEY MARKERS TO BE DONE BY OTHERS.

GUARD RAIL SECTIONS

Sta. 494+87 TO 499+20± Lt.
Sta. 494+87 TO 499+20± Rt.

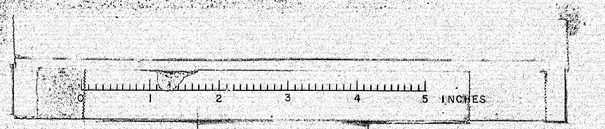
FENCING - METAL POSTS

Sta. 494+00 To Sta. 499+63 Lt.
Sta. 492+50 To Sta. 499+78 Rt.



PLAN — NOTE BOOK NO. — SURVEYED — PLOTTED — ALIGNMENT CHECKED — ST. OF WAY CHECKED — BY — DATE

PROFILE — NOTE BOOK NO. — SURVEYED — PLOTTED — GRADES CHECKED — B. M.'s NOTED — STRUCTURE NOTATIONS CH'KD. — BY — DATE



101-218 ISLAND FALLS (43)


B.P.R. REG. NO. 1 | STATE MAINE | PROJECT NUMBER I-95-9 (43) | SHEET NO. 27 | TOTAL SHEETS 45
Sta 511+66.00
End Project I-IG-95-9 (43)
Begin Project I-95-9 (37)
R/W Line — Fencing Added 46 Job — Alders
Controlled Access Line
Sta 500+00 ℄ S.B. Rdwy.
Sta. 10+00 ℄ Exist Rte. 159
Construction
Vertical Clearance 20' over finished grade
Vertical Clearance 22'6" above finished grade. (power)
Change Order #4 BK#7 pg 110 Remove 18" CMP. Sta. 10+18
Signal Tower (to remain)
B.R.R. Battery Box
Slope
℄ Ditch
Tel. cable to pass under and be attached to bridge steel
Sta 510+24.76 ℄ S.B. Rdwy.= Sta 17+54.35 ℄ Exist SA-1
10' Shoulder
8' Shoulder
N 20°09'58.2" W
℄ N.B. Crossover
Sta. 498+36.01 C.E. N.B. Rdwy. Opp.= Sta. 498+25.00 ℄ S.B. Rdwy. -14' Rt.
Tel. Cable to pass under and be attached to bridge steel
FRANK L. LONGSTAFF
OWNER UNKNOWN
FISH STREAM
GEORGE WALDO PETTENGILL
MYRA DONHAM
℄ S.B. Rdwy.
N 18°-34'-48.2" W
Vert. Clearance 22'6" above F.G. (power)
Sta 500+60.22 ℄ S.B. Rdwy.
Sta. 10+00 ℄ B.&A.R.R.
Sta. 507+60.52 ℄ S.B. Rdwy.= Sta. 16+29.41 ℄ Reloc. SA-1
Sta. 510+45 to Sta. 511+00 Tree Farm 6" to 8" height
Limit
Field
New utility line permanent after bridge is built
Exist. Rte. 159
Woven Wire Fence
Install Temporary Signal Wire for 600 ft.
Selective Clearing & Thinning Line
Alders
FRANK L. LONGSTAFF
Temporary Power & Tel. Line
℄ Future N.B. Rdwy.
N 18°-34'-48.2" W
Twin Elm
Sta 506+82.80 ℄ N.B. Rdwy.= Sta. 14+14.64 ℄ Reloc. SA-1
Bushes
Note: For Additional Details Of Reloc. SA-1 And Reloc. Marginal Rd. See Sheet Nos. 28 & 29
P.C. Sta. 13+07.57
Jake Shur. Rd.
Sta. 509+54.14 ℄ N.B. Rdwy.= Sta. 15+42.25 ℄ Exist. SA-1
Ethel Donham
Myra Donham
M.P.S. - Maine Public Service
K.F.T. - Katahdin Farmers Tel. Co.
R/W Line — Fencing Added 46 Job
= Existing MPS Co. Pole to be removed
= New Permanent Line
= Temporary Line
Controlled Density Method Shall Be Used For Placing All Embankment Between These Stations
+2.00%
950' V.C.
P.V.I. Sta 498+25
Approach Slab Gravel Base
Granular Borrow
FENCING METAL POSTS
STA. 499+63 LT. TO BRIDGE ABUT.
STA. 499+76 RT. TO BRIDGE ABUT.
BRIDGE ABUT. TO STA. 500+96 LT.
BRIDGE ABUT. TO STA. 501+10 RT.
STA. 500+96 TO STA. 502+00 LT.
STA. 501+10 TO STA. 502+00 RT.
BRIDGE ABUT. TO STA. 507+26 RT.
BRIDGE ABUT. TO STA. 509+18 LT.
STA. 507+26 TO STA. 511+00 RT.
STA. 509+18 TO STA. 512+00-125' LT.
CLEARING
STA. 500+92 TO STA. 504+90
STA. 505+22 TO STA. 505+41
SELECTIVE CLEARING & THINNING
STA. 500+95 TO STA. 505+62 LT.
STA. 500+95 TO STA. 504+72 RT.
GUARD RAIL SECTIONS
MUCK EXCAVATION
Sta. 500+80± To Sta. 504+00±
Gravel Borrow
High Water El. 455.0 1953
Normal Water El. 443.7
Sta. 511+53
Sta. 511+36
18" Gravel Base
22" Granular Borrow
℄ Embankment (By Others)
-1.008%
497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512
Sta. 498+36.01 C.E. N.B. Rdwy. Opp.= Sta. 498+25.00 ℄ S.B. Rdwy. -14' Rt.
Sta. 500+00 ℄ S.B. Rdwy.= Sta. 10+00 ℄ Exist. Rte. 159
Sta. 500+60.22 ℄ S.B. Rdwy.= Sta. 10+00 ℄ B.&A.R.R.
Sta. 16+29.41 ℄ Reloc. SA-1= Sta. 507+60.52 ℄ S.B. Rdwy.
Sta. 510+24.76 ℄ S.B. Rdwy.= Sta. 17+54.35 ℄ Exist. SA-1
101-219
ISLAND FALLS (43)
PLAN
PROFILE


0 1 2 3 4 5 INCHES

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1/2 95-9(43)	28	45

BANGOR & AROOSTOOK RAILROAD CO.

OWNER UNKNOWN

P.I. Sta. 4+48.31
Δ = 45°-26'-08.7"
D = 9°-00'
R = 636.62'
T = 266.54'
L = 504.84'
E = 53.55'

P.C. Sta. 1+81.77

RR Pole #

RR Crossing Sign

N 30°-29'-32" W

62°-13'-30"

Limit of Work Sta. 1+00

Note:
Drives shall have a 20' entrance and narrow to existing width in 25'. They shall have a maximum 18" Gravel Base and a 1" Gravel Surface.

Poles "3 & "4
Install new guy use M.P. anchor

ETHEL DONHAM
MYRA DONHAM

Construction

R/W Line

16" Elm (Removed) (BY OTHERS)

18" Elm

Type "A" Single Posts

8" Elm

16" Elm

Sta. 5+02 RR Sign

Limit of Pavement

Ditch Line

14" Elm

Clump 8" to 6" Elms

18" Elm

Excavate Loam And Seed

Sta. 3+50 Rt. (Skew 29°± Ah.)
Construct 10' Drive

2 Story Frame House

Sta. 5+23 to 5+49-35' Rt.
Install: 15"x26' C.M.P. (1 Band)

Sta. 5+50 Rt. (Skew 19°± Bk)
Construct 10' Drive

Sta. 6+50 Rt.
Construct 16' Drive

Existing Line to be removed

Sta. 6+36 to 6+44 - 42' Rt.
Install 15"x28' CMP (1 Band)

P.T. Sta. 6+86.61

Sta. 8+15 (Skew 20° Bk. Ln.)
Install:
36"x86' ACCMP (4 Bands)
Place Sod around inlet and outlet

Note:
Any brush removal necessary shall be incidental to Item No. 203-9 Earth Excavation.

Sta. 14+14.64 ℄ Reloc. S.A.-1 =
Sta. 506+82.80 ℄ N.B. Rdwy.

R/W Line

Bushes

Ditch Line

Alders

Channel

4' Shoulder

Water Run

℄ Reloc. S.A.-1

S 84°-04'-38.1" W

+68.69

+02.38

New Line Permanent

200'±

Line

Chg. Order #5 Bk. # Pg. 110
Add 36"x86" A.C.C.M.P. (4 Bands) Sta. 8+10

SEORGE WALDO PETTENGILL
MYRA DONHAM

36"x46' C.M.P.

℄ Exist S.A.-1

P.C. Sta. 13+07.57

Alders

Fish Stream

N 18°-34'-48.2" W

325'

Limit Field

Limit 2 new guys use M.P. anchor

Sta. 16+29.41 ℄ Reloc. S.A.-1 =
Sta. 507+60.52 ℄ S.B. Rdwy.

To be installed after bridge is completed.

℄ S.B. Rdwy.

N 18°-34'-48.2" W

P.I. Sta. 17+04.49
Δ = 30°-58'-33.7"
D = 4°-00'-00"
R = 1432.39'
T = 396.92'
L = 774.40'
E = 53.98'

Excavate Loam & Seed

N 89°-07'-58.2" W

12" C.M.P.

Jake Shur Road

"LEGEND"
✱ = Existing MPS Co. Pole to be removed
—— X —— = New permanent power line
—— T —— = Temporary line

K.F.T. on M.P.S. poles

Field Chg. #5 3 Oct. 67
Paved to 0+83 to Match R.R. Xing.

N 75°-18'-08.2" W

JUM #1 JUM #2 JUM #3 JUM #4 JUM #5 JUM #6 JUM #7 JUM #8 JUM #9

R.L.

PLAN
RELOC. STATE AID-1
SCALE: 1" = 50'

Limit of Work Sta. 1+00

℄ R.R.

Single Post Type "A" (Mail Box)
Sta. 5+30 - Rt.

Grubbing In Fill
Sta. 1+25± to Sta. 3+50±
Sta. 4+25± to Sta. 6+00±

Jute Matting Weave "H"
~~Sta. 7+00 to Sta. 8+30 Rt.~~
~~Sta. 8+00 to Sta. 8+50 Lt.~~ Field Chg. #4 Omit Jute

Guard Rail Type "B"
Sta. 6+00 to Sta. 9+50 Lt.
Sta. 7+50 to Sta. 9+00 Rt.
Sta. 13+00 to Sta. 15+00 Rt.

350' V.C.
Ext. = 0.28'
H.S.D. = 600'±

200' V.C.
Ext. = 0.13'
H.S.D. = 600'±

+0.40 %

+0.25 %

NOTE:
GRAVEL BASE VARIES FROM EXIST. DEPTH AT STA. 1+00 TO 18" AT STA. 2+00

P.V.I. Sta. 6+75.44
Elev. = 456.740

High Water Elev. 455.0 (1963)

36" A.C.C.M.P.

P.V.I. Sta. 15+00
Elev. = 456.803

PROFILE
SCALE { VERT. 1"=5' HORZ. 1"=50'

475 470 465 460 455 450 445 440 435

459.04 458.84 458.64 458.44 458.24 458.04 457.84 457.64 457.44 457.26 457.13 457.05 457.01 457.02 457.08 457.18 457.30 457.43 457.55 457.68 457.80 457.93 458.05 458.18 458.30 458.43 458.55 458.71 458.93

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
FIT OF MAT CHECKED
NOTE BOOK
NO.
BY
DATE

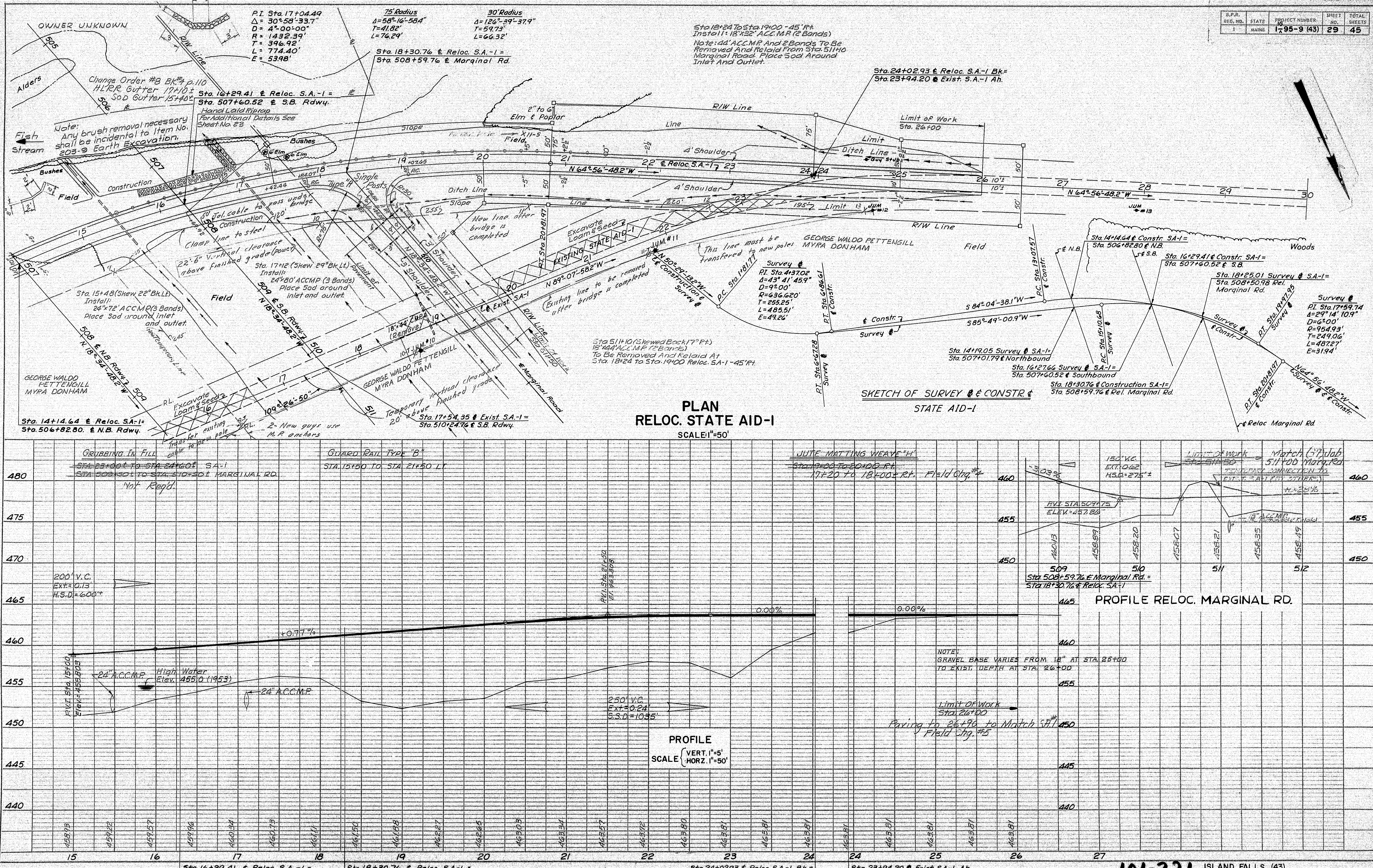
PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
B. M.'S NOTED
NOTE BOOK
NO.
STRUCTURE NOTATIONS DEFINED
BY
DATE

0 1 2 3 4 5 INCHES

101-220

Sta. 14+14.64 ℄ Reloc. S.A.-1 =
Sta. 506+82.80 ℄ Northbound Rdwy.

ISLAND FALLS (43)



STATE: MAINE
PROJECT NUMBER: I-95-9 (43)
SHEET NO. 29
TOTAL SHEETS 45
PLAN
RELOC. STATE AID-1
SCALE: 1"=50'
P.I. Sta. 17+04.49
Δ = 30°-58'-33.7"
D = 4°-00'-00"
R = 1432.39'
T = 396.92'
L = 774.40'
E = 53.98'
75' Radius
Δ=58°-16'-58.4"
T=41.82'
L=76.29'
30' Radius
Δ=126°-39'-37.9"
T=59.73'
L=66.32'
OWNER UNKNOWN
Alders
Change Order #8 Bk.#7 p.110
HLRR Gutter 17+10±
Sod Gutter 15+40±
Sta. 16+29.41 ℄ Reloc. S.A.-1 =
Sta. 507+60.52 ℄ S.B. Rdwy.
Sta. 18+30.76 ℄ Reloc. S.A.-1 =
Sta. 508+59.76 ℄ Marginal Rd.
Sta. 18+24 To Sta. 19+00 - 45' Rt.
Install: 18"x32' A.C.C.M.P. (2 Bands)
Note: 44' A.C.C.M.P. And 2 Bands To Be Removed And Relaid From Sta. 511+10 Marginal Road. Place Sod Around Inlet And Outlet.
Sta. 24+02.93 ℄ Reloc. S.A.-1 Bk.=
Sta. 23+94.20 ℄ Exist. S.A.-1 Ah.
Note: Any brush removal necessary shall be incidental to Item No. 203.9 Earth Excavation.
Hand Laid Riprap
For Additional Details See Sheet No. 23
Fish Stream
Limit of Work
Sta. 26+00
R/W Line
4' Shoulder
Ditch Line
N 64°-56'-48.2"W
N 18°-34'-48.2"W
N 89°-07'-58.2"W
N 50°-29'-13.2"W
Jol. cable to pass under bridge
Clamp line to steel
22'-6" Vertical clearance above finished grade (Power)
New line after bridge is completed
Excavate Loam & Seed
EXISTING STATE AID-1
This line must be transferred to new poles
GEORGE WALDO PETTENGILL
MYRA DONHAM
Field
Woods
Sta. 17+12 (Skew 29° Bk. Lt.)
Install: 24"x80' ACCMP (3 Bands)
Place Sod around inlet and outlet.
Sta. 15+48 (Skew 22° Bk. Lt.)
Install: 24"x72' ACCMP (3 Bands)
Place Sod around inlet and outlet.
Existing line to be removed after bridge is completed
Sta. 511+10 (Skewed Back 17° Rt.)
18"x44' A.C.C.M.P. (2 Bands)
To Be Removed And Relaid At Sta. 18+24 to Sta. 19+00 Reloc. SA-1 - 45' Rt.
Temporary vertical clearance 20' above finished grade
2 - New guys use M.P. anchors
Transfer existing cable to new pole
Sta. 14+14.64 ℄ Reloc. S.A.-1 =
Sta. 506+82.80 ℄ N.B. Rdwy.
Sta. 17+54.35 ℄ Exist. S.A.-1 =
Sta. 510+24.76 ℄ S.B. Rdwy.
Survey ℄
P.I. Sta. 4+37.02
Δ=43° 41' 45.9"
D=9°-00'
R=636.620'
T=255.25'
L=485.51'
E=49.26'
Survey ℄
P.I. Sta. 17+59.74
Δ=29° 14' 10.9"
D=6°-00'
R=954.93'
T=249.06'
L=487.27'
E=31.94'
S 84°-04'-38.1"W
S 85°-49'-00.9"W
Sta. 14+14.64 ℄ Constr. SA-1 =
Sta. 506+82.80 ℄ N.B.
Sta. 16+29.41 ℄ Constr. SA-1 =
Sta. 507+60.52 ℄ S.B.
Sta. 18+25.01 Survey ℄ SA-1 =
Sta. 508+50.98 Rel. Marginal Rd.
Sta. 14+19.05 Survey ℄ SA-1 =
Sta. 507+01.79 ℄ Northbound
Sta. 16+27.66 Survey ℄ SA-1 =
Sta. 507+60.52 ℄ Southbound
Sta. 18+30.76 ℄ Construction SA-1 =
Sta. 508+59.76 ℄ Rel. Marginal Rd.
SKETCH OF SURVEY ℄ & CONSTR. ℄
STATE AID-1
GRUBBING IN FILL
STA. 23+00± TO STA. 24+60± SA-1
STA. 509+30± TO STA. 510+50± MARGINAL RD.
Not Req'd.
GUARD RAIL TYPE "B"
STA. 15+50 TO STA. 21+50 LT.
JUTE MATTING WEAVE "H"
Sta. 19+00 To 20+00 Rt.
17+20 to 18+00± Rt. Field Chg. #4
200' V.C.
Ext = 0.13'
H.S.D. = 600'+
+0.77%
0.00%
24" A.C.C.M.P.
High Water Elev. 455.0 (1953)
250' V.C.
Ext = 0.24'
S.S.D. = 1035'
PROFILE
SCALE VERT. 1"=5' HORZ. 1"=50'
NOTE: GRAVEL BASE VARIES FROM 12" AT STA. 25+00 TO EXIST. DEPTH AT STA. 26+00
Limit Of Work Sta. 26+00
Paving to 26+90 to Match SA#1 Field Chg. #5
150' V.C.
EXT. 0.62
H.S.D. = 275'±
-3.03%
P.V.I. STA. 509+75
ELEV. = 457.80
Limit Of Work Sta. 511+30
Match Clt. Jab 511+00 Marg. Rd
PROFILE RELOC. MARGINAL RD.
Sta. 508+59.76 ℄ Marginal Rd. =
Sta. 18+30.76 ℄ Reloc. S.A.-1
Sta. 16+29.41 ℄ Reloc. S.A.-1 =
Sta. 507+60.52 ℄ S.B. Rdwy.
Sta. 18+30.76 ℄ Reloc. S.A.-1 =
Sta. 508+59.76 ℄ Marginal Rd.
Sta. 24+02.93 ℄ Reloc. S.A.-1 Bk. =
Equation = + 8.73'
Sta. 23+94.20 ℄ Exist. S.A.-1 Ah.
101-221
ISLAND FALLS (43)

S.H.C.
J.A.W. & O.D.D. 3-64
J.A.W. 10-64
C.E.H. 12-64
J.A.W. 1-65
2-65

943

℄

484.35

℄ N.B. RDWY.
STA. 497+11±

80

85

440

497+00

440

483.86

℄ N.B. RDWY.
STA. 496+61±

F=5,280

80

85

440

496+50

440

483.30

℄ N.B. RDWY.
STA. 496+11±

F=3,920

Embankment (By Others)

440

496+00

440

482.66

℄ N.B. RDWY.
STA. 495+61±

F=1,815

Embankment (By Others)

440

495+50

440

481.93

℄ N.B. RDWY.
STA. 495+11±

F=284

Embankment (By Others)

LIMIT OF WORK
BEGIN PROJECT I-IG-95-9(43)
END PROJECT I-IG-95-9(36)
STA 494+87

440

495+00

440

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IG-95-9(43)	30	45

BANGOR (43)

S. E. X-SECTIONS 495+00 TO 497+00

℄

943

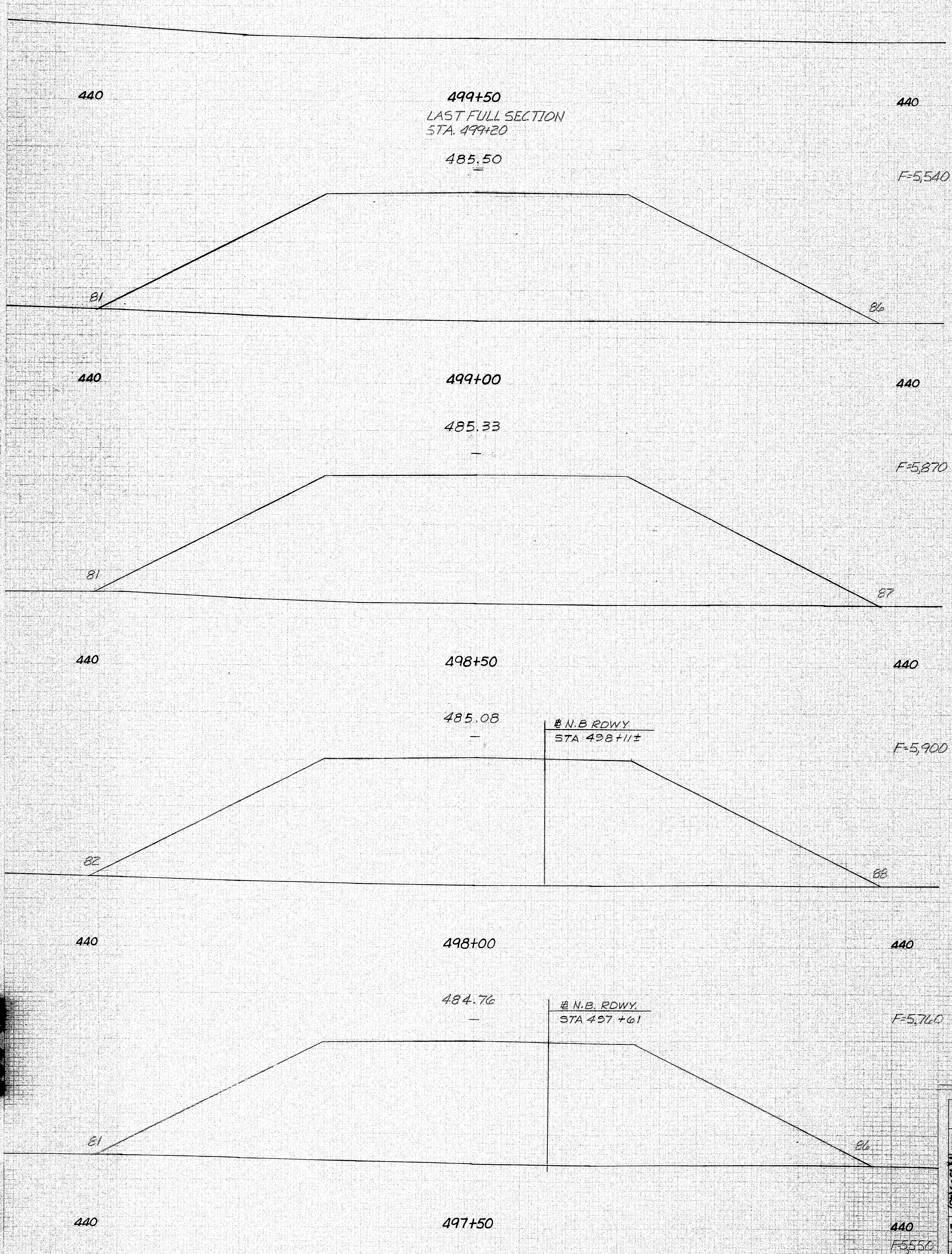
S.H.C. 3-64
J.B.W. & D.D.D. 10-64
C.E.H. 11-64
J.A.W. 2-65

℄

STA. 499+75±
X-SECTION

STRUCTURE

485.59



℄

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(43)	31	45

[redacted] 497+50 [redacted] 499+50

[redacted] (43) 31

S.H.C. 6000 3-64
J.A.W. 10-64
S.E.A. 12-64
S.E.A. 1-65
J.A.W. 2-65

943

℄
485.38
—

STRUCTURE
FIRST FULL SECTION
STA. 501+25

440 501+00 440
F=3820
C=68
M=6

STRUCTURE

MUCK EXCAVATION STA.
500+80± TO STA. 504+00±

440 500+83 440

STRUCTURE

STA. 500+70
0-SECTION

450 500+60 450

STRUCTURE

440 500+27 440

STRUCTURE

485.60
—

450 500+00 450

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
7	MAINE	[redacted]	32	49

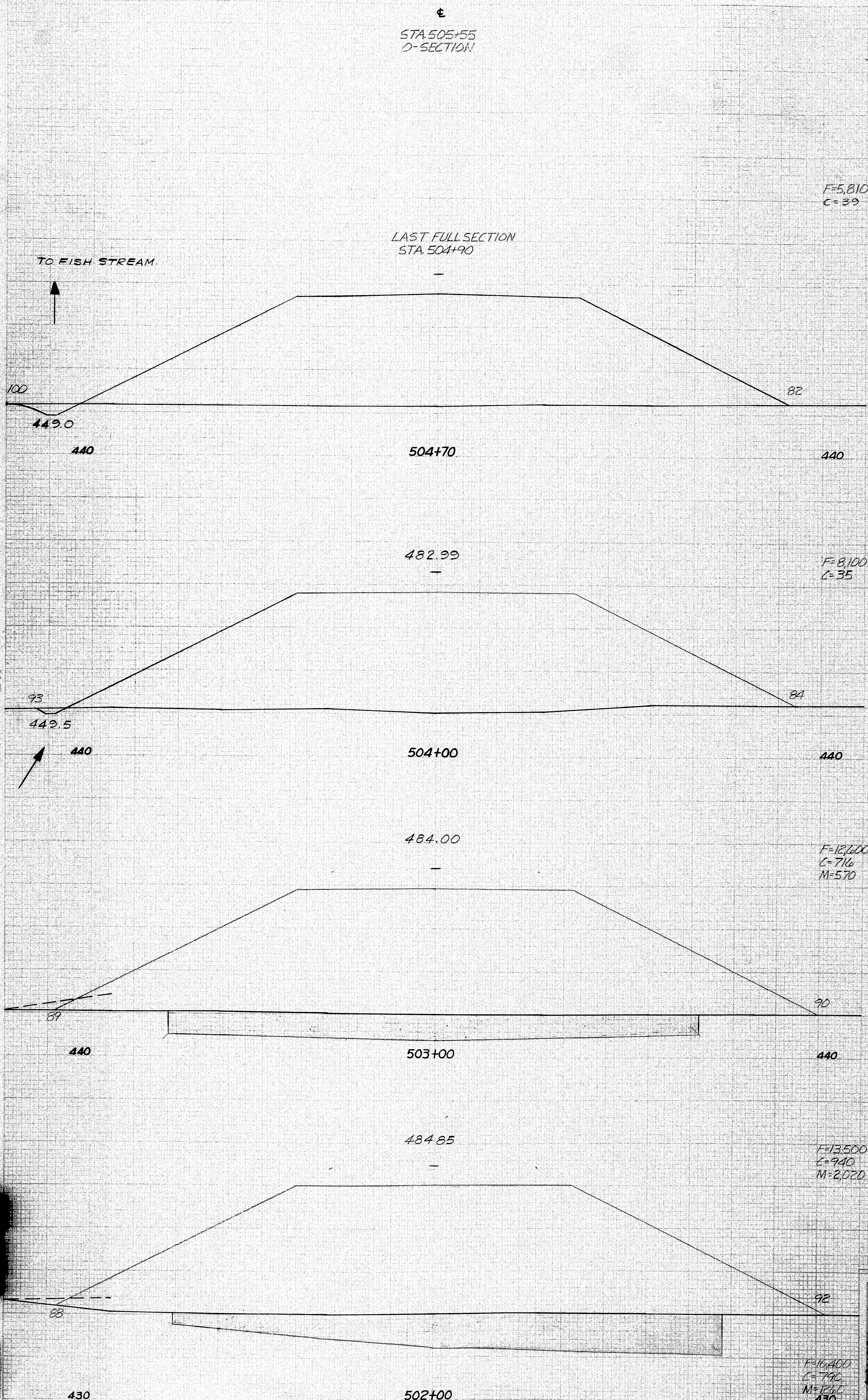
(43)

S. B. X-[redacted] 500+00 [redacted] 501+00

℄

943

S.H.C. 3-64
C.E.A. & D.D.D. 10-64
C.E.A. 12-64
G.T.H. 2-65
J.A.W. 2-65



B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	[redacted]	39	43

[redacted] 502+00 TO 504+70

℄

[redacted] (43)

943

S.H.F. CODD 3-64
JAW. 10-64
S.S.H. 1-65
S.S.H. 1-65
JAW. 2-65

℄

476.95

85 453.0 90 453.3

440 510+00 440

C=153
F=2,830

477.45

90 452.8 84 453.2

440 509+50 440

C=106
F=3,140

477.95

88 452.6 86 453.1

440 509+00 440

C=97
F=3,300

478.46

DITCH FROM 452.4
RELOC. S.A.-1

450 82 452.9

508+50 450

FIRST FULL SECTION
STA. 508+25
478.96

C=61
F=2,845

STRUCTURE

450 508+00 450

479.47

STRUCTURE
O-SECTION
STA. 507+90

450 507+50 450

479.97

STRUCTURE

450 FISH STREAM 507+00 450

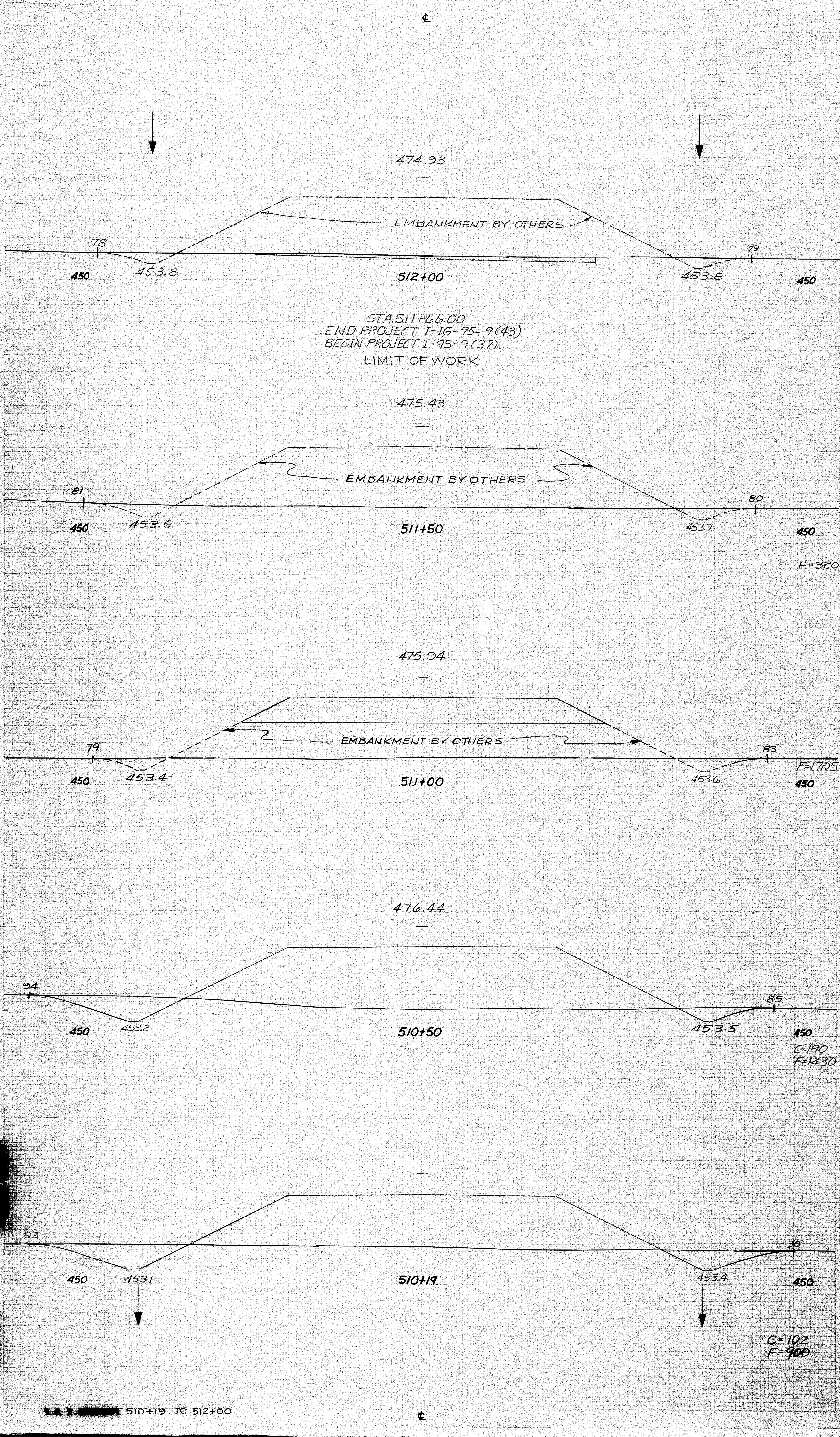
[redacted] 507+00 [redacted] 510+00

℄

R.P.B.R. REG. NO. 1	
STATE	MAINE
PROJECT NUMBER	[redacted]
SHEET NO.	34
TOTAL SHEETS	45

943

S.H.G. 3-64
J.A.W. & D.D.D. 10-64
C.E.A. 12-64
G.H.H. 1-65
J.A.W. 2-65



[redacted] 510+19 TO 512+00

℄

S.H.C. 1-65
C.H.W. & C.E.A. 1-65
U.A.W. 2-65
G.H.W. 3-65
C.E.A.

943

℄

458.44

-6" @ 2+60 +8" @ 2+60

4:1

49 31

445 2+50 445

C=14
F=142

458.64

-4½" +4½"

32.5 39

445 2+00 445

C=37
F=98

458.84

-2½" +1"

31 51

NOTE:
GRAVEL BASE VARIES FROM EXIST. DEPTH
AT STA. 1+00 TO 18" AT STA. 2+00

GRUBBING IN FILL
STA. 1+25± TO STA 3+50±

445 1+50 445

C=23
F=62

459.04

LIMIT OF WORK
STA. 1+00

445 1+00 445

450 0+75 450

450 0+50 450

445 0+00 445

B.F.R. REGION	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MINN.	[redacted]	38	45

(43) [redacted]

[redacted]

N°1 R-SECT. STA. 0+00 TO 2+50 ℄


S.H.C. 1-65
G.H.H. & C.E.A. 1-65
J.A.W. 2-65
G.H.H. 3-65
C.E.A. 3-65
℄
-8"
457.13
+8"
26
3:1
40
GUARD RAIL TYPE "B"
STA. 6+00 TO STA. 9+50 LT.
445
6+00
445
C=1
F=358
STA. 5+23 TO STA. 5+49 - 35' RT.
INSTALL: 15" x 26' C.M.P. (1 BAND)
457.26
29.5
4:1
453.0
58.5
STA. 5+50
CONSTRUCT 10' DRIVE
SKEW 19° ± BACK
445
5+50
445
C=2
F=254
457.44
26
31
450
5+00
450
C=4
F=127
457.64
26
454.2
28
450
4+50
450
GRUBBING IN FILL
STA. 4+25 ± TO STA. 6+00 ±
C=3
F=266
457.84
4:1
27
50
445
4+00
445
F=432
458.04
50
3:1
46
STA. 3+50
CONSTRUCT 10' DRIVE
SKEW 29° ± AHEAD
F=376
440
3+50
440
458.24
-8"
+8"
3:1
31
44
445
3+00
F=264
445
B.P.R. REG. NO. 1
STATE MAINE
SHEET NO. 37
TOTAL SHEETS 45
X-SECT. STA. 3+00 TO 6+00
℄
INCHES