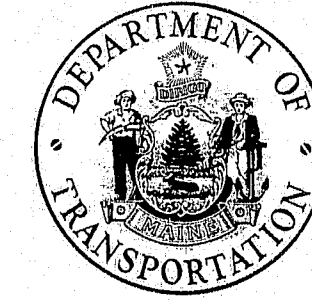


STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION



BUREAU OF HIGHWAYS  
INTERSTATE 95 N.B.  
OVER

MATTAMISCONTIS STREAM  
IN  
T2 - R8

PENOBSCOT COUNTY  
MAINE FEDERAL AID INTERSTATE

PROJECT NO. I-95-8(102)220

PROJECT LENGTH 0.017 MILES

As Built 1976 HNF

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(102)	1	19

CONVENTIONAL SIGNS

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

SPECIFICATIONS

DESIGN - AASHTO Specifications for Highway Bridges 1973

CONTRACT - State of Maine, State Highway Commission, Standard Specifications, Highways and Bridges, Revision of June 1968.

DESIGN LOADING

LIVE LOAD = HS 20-44 (as modified for Interstate Highways)

MATERIALS

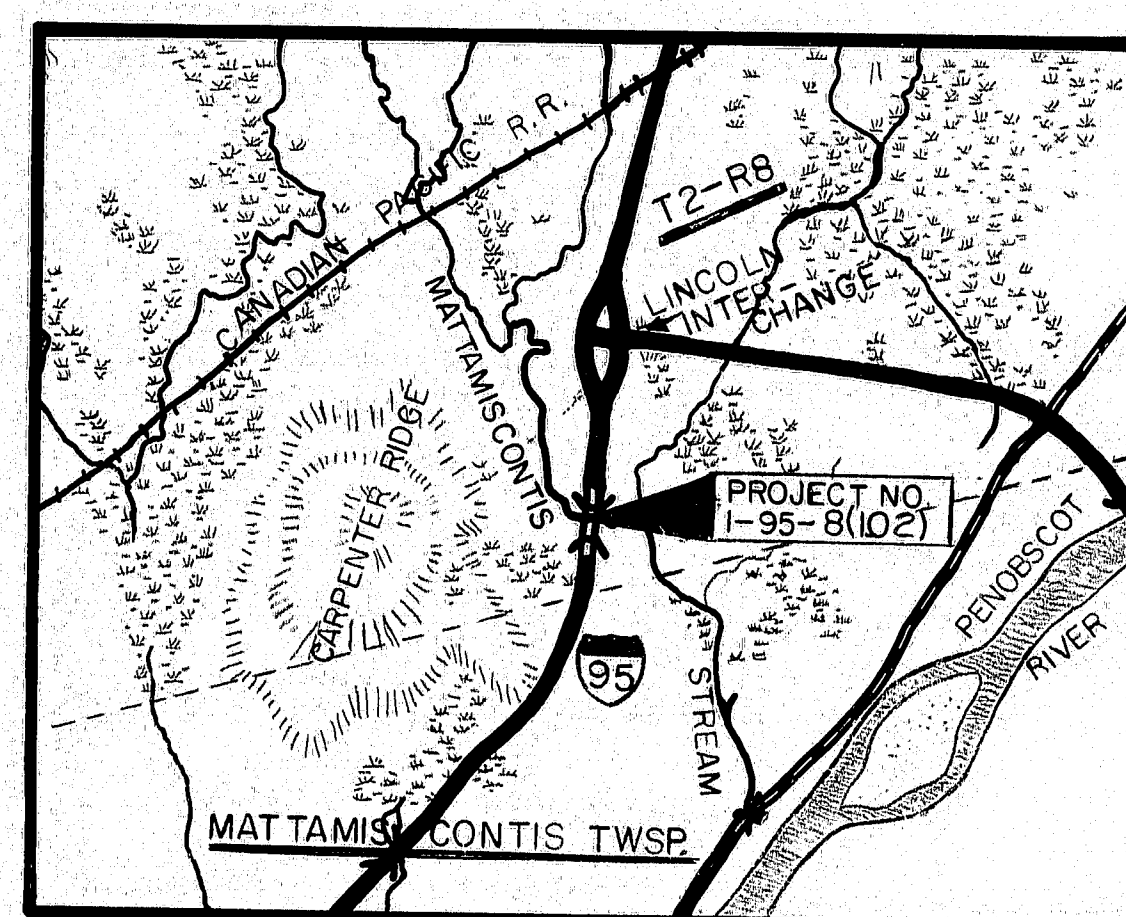
CONCRETE - Class "A"

REINFORCING STEEL - ASTM A615, Grade 60

STRUCTURAL STEEL - Beams and Cover Plates ASTM A572 Grade 50  
All other ASTM A36  
High Strength Bolts ASTM A325

BASIC ALLOWABLE STRESSES

CONCRETE  $f_c = 1200$  psi  $n = 10$   
REINFORCING STEEL  $f_s = 24,000$  psi  
STRUCTURAL STEEL ASTM A572 Grade 50  $f_s = 27,000$  psi  
ASTM A36  $f_s = 20,000$  psi  
ASTM A325  $f_v = 13,500$  psi



LOCATION MAP

SCALE OF MILES

TRAFFIC DATA

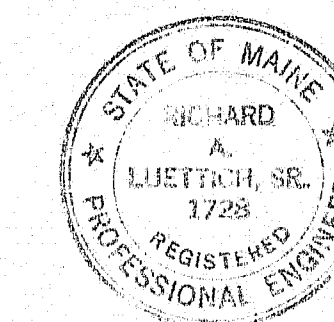
A.D.T. 1976 4632  
A.D.T. 1996 9114  
D.H.V. 1276  
T. (%) 17  
D. (%) 60  
V. 70  
P.S.D. (%) 100  
18 KIPS 458

HYDROLOGY DATA

Drainage Area 71 Sq. Mi.  
Q50 2500 c.f.s.  
Design High Water Elev. 180.0  
Velocity 4.5 f.p.s. @ Elev. 176.5  
Note: Backwater from the Penobscot River controls the high water elevations.

INDEX OF SHEETS

1.	TITLE SHEET
2.	GENERAL PLAN & ESTIMATE OF QUANTITIES
3.	SURVEY
4.	TYPICAL ABUTMENT SECTION
5.	FOUNDATION SURVEY
6.	FOOTING PLAN
7.	ABUTMENT NO. 1
8.	ABUTMENT NO. 2
9.	STRUCTURAL STEEL
10.	ARMORED JOINT & BOTTOM OF SLAB ELEVATIONS
11.	SUPERSTRUCTURE
12.	APPROACH SLAB
13.	REINFORCING STEEL SCHEDULE
14.	STANDARD DETAILS
15.	DECELERATION LANES & TRAFFIC SIGNING
16.	BEARING PEDESTALS
17.	ARMORED JOINT, DRAIN, SHEAR CONNECTORS
18.	DIAPHRAGMS & CROSSFRAMES
19.	ALUMINUM RAILING
	AUG. 1969 FIELD OFFICE



APPROVED:

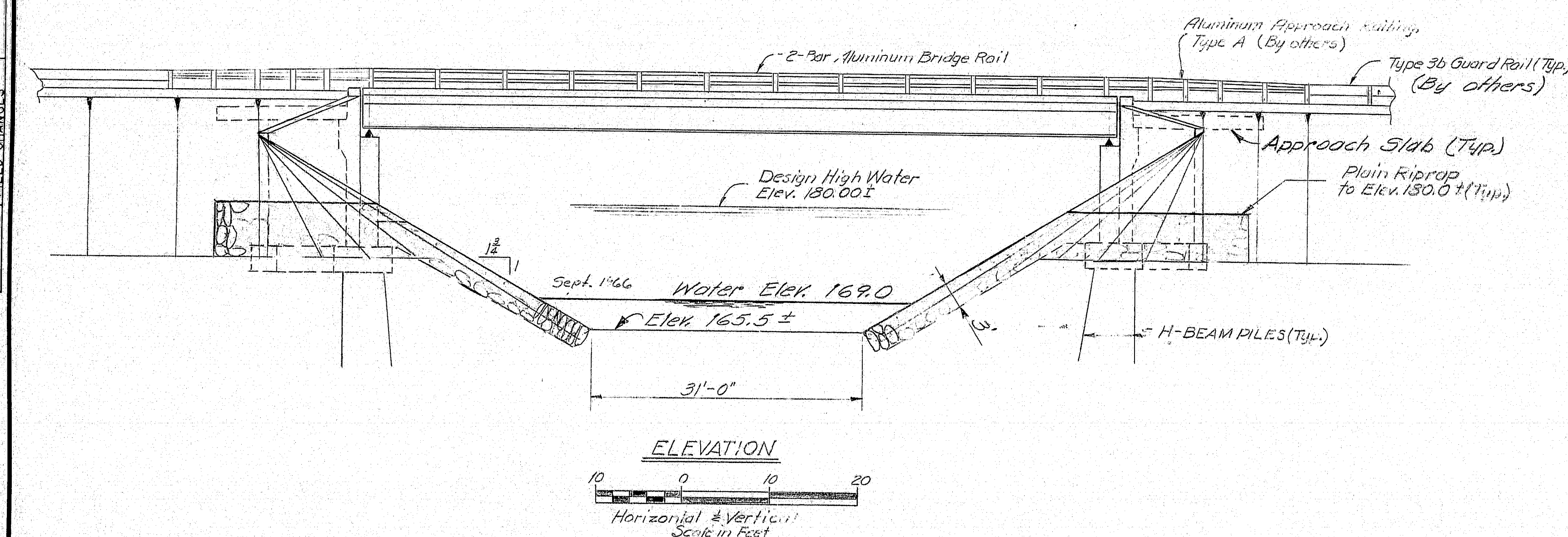
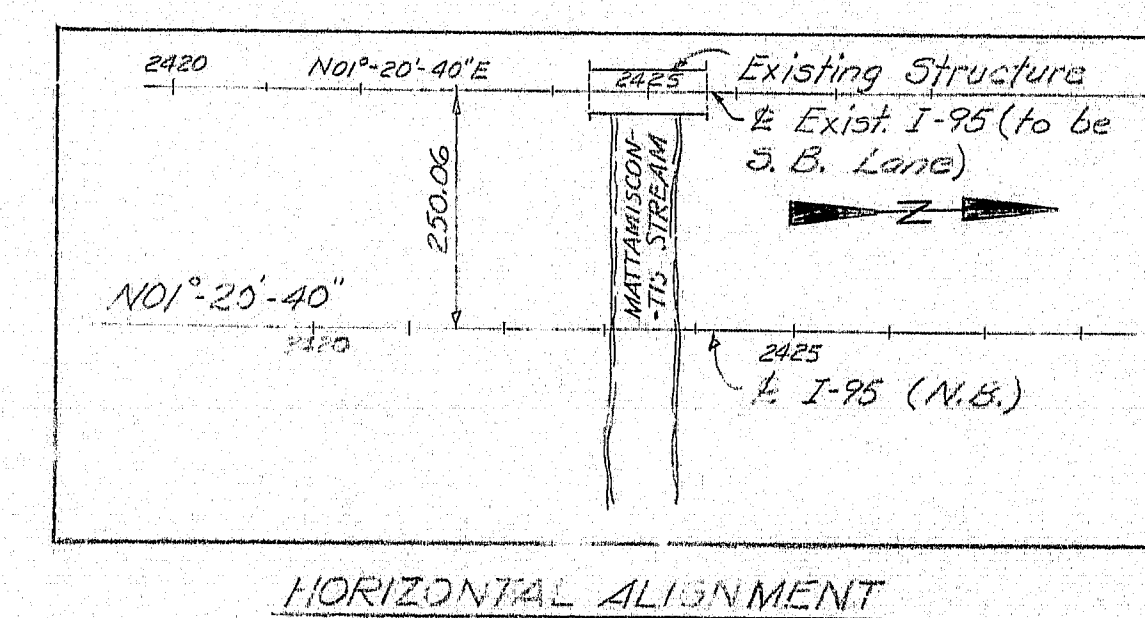
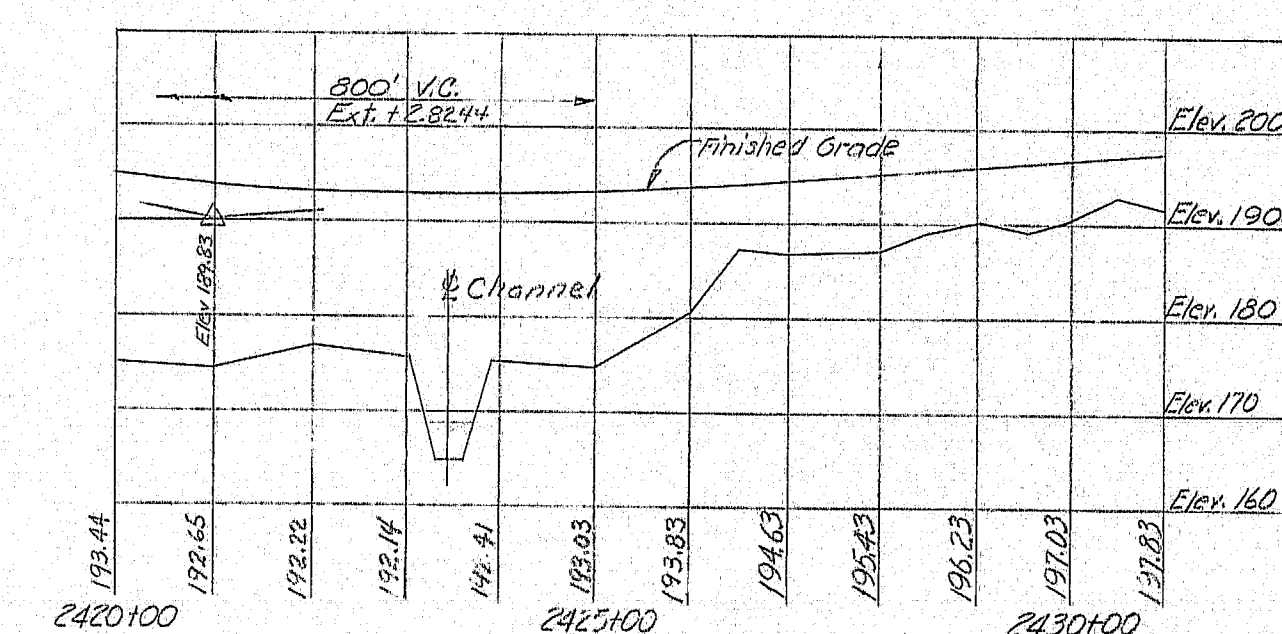
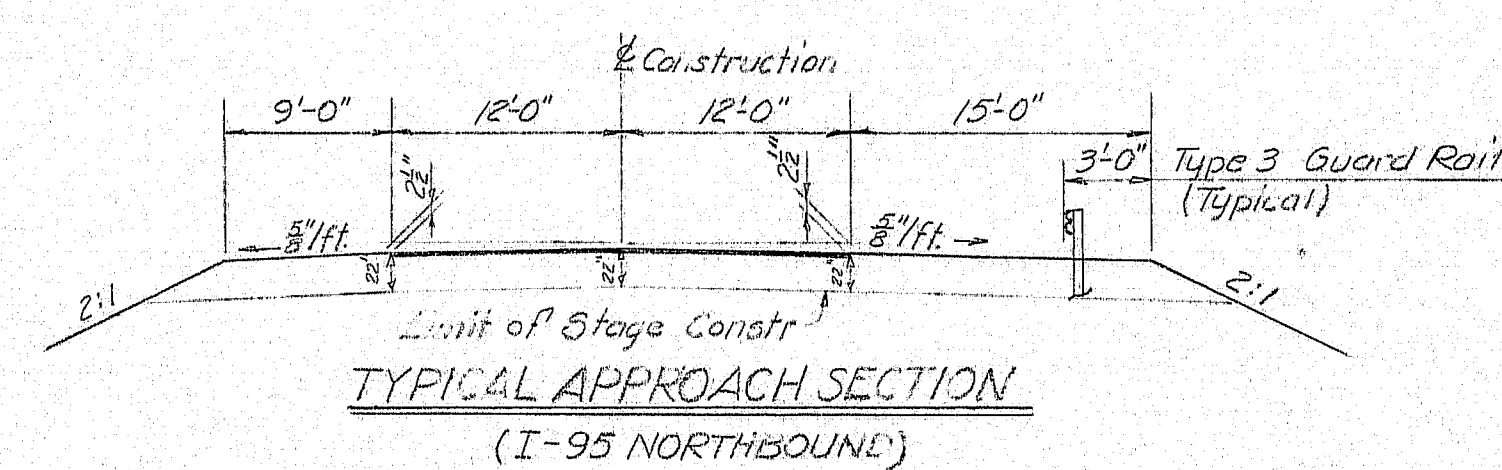
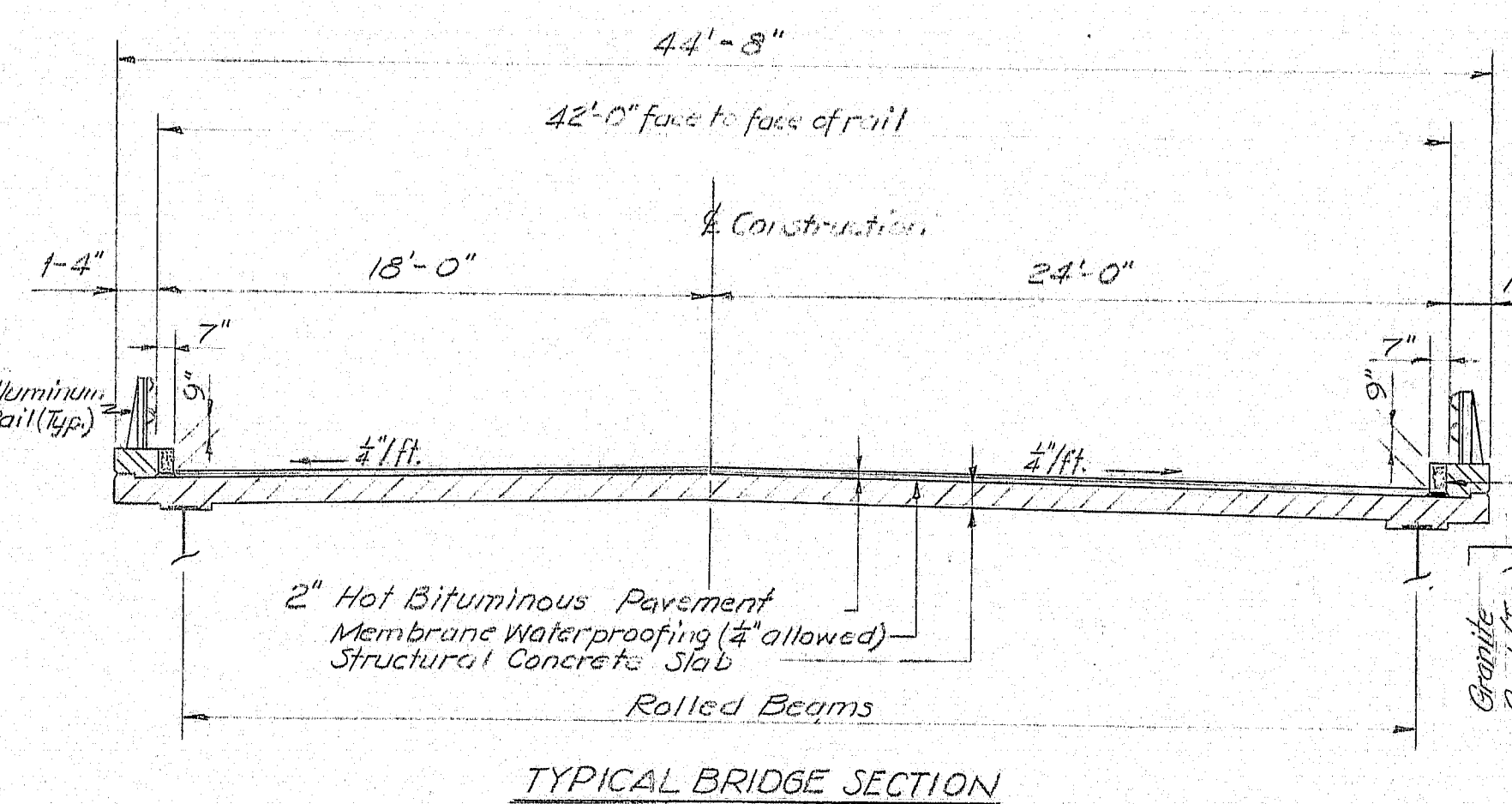
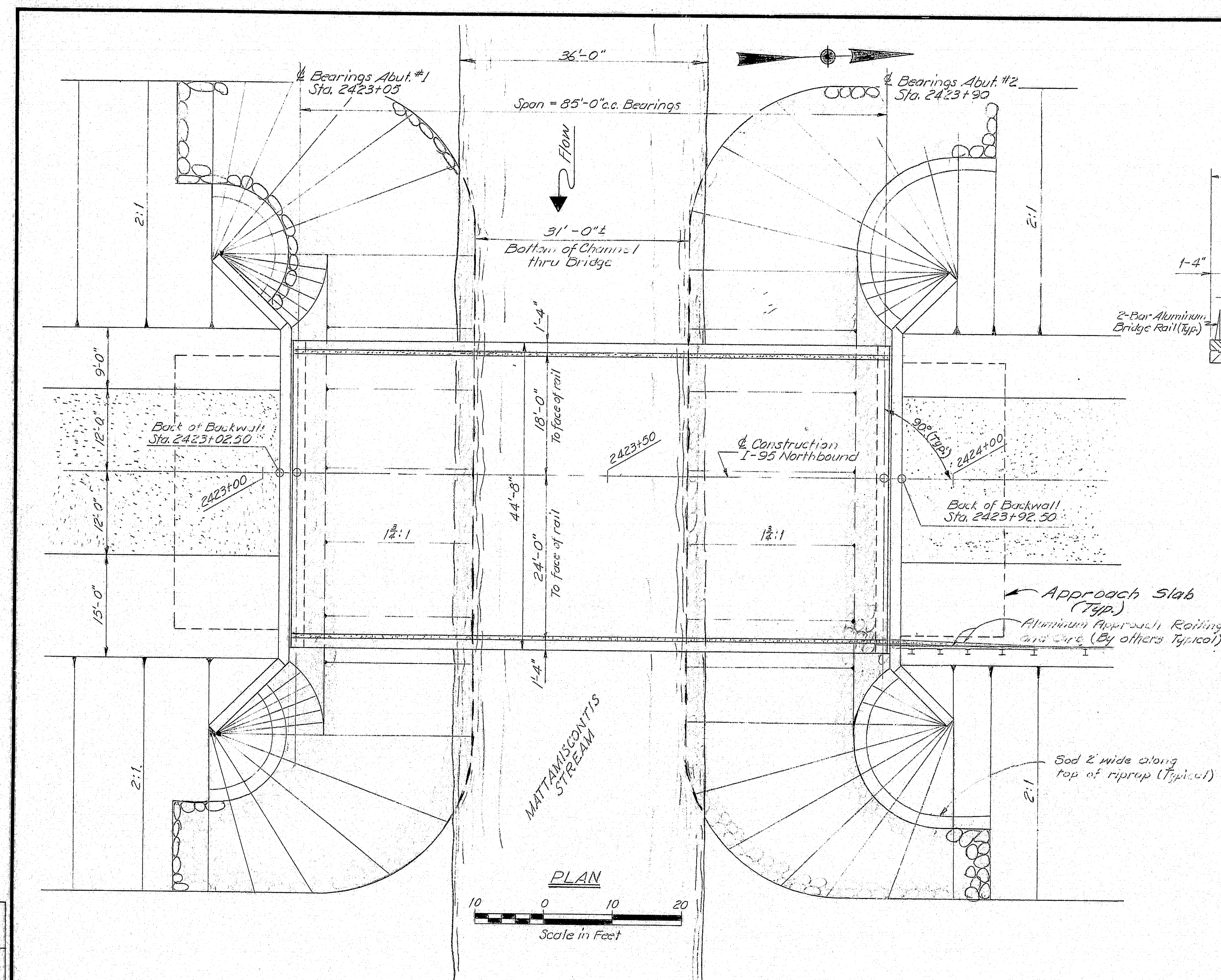
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
COMMISSIONER  
BUREAU DIRECTOR AND CHIEF ENGINEER

COAST GUARD PERMIT NOT REQUIRED

UNITED STATES  
DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
REGION 1  
APPROVED:  
DIVISION ENGINEER  
DATE

145-44





F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(102)	2	19

ESTIMATED QUANTITIES			
Item No.	Description	Unit	Quantity
208.02	Granular Basecourse	C.Y.	4700
208.24	Subsided Gravel Material	C.Y.	1570
206.08	Struct. Ex. Excav. - Abut. & Ret. walls	C.Y.	200
206.12	Struct. Ex. Excav. - Channel	C.Y.	360
403.10	Hot Bituminous Pavement - Grading D'	Ton	46
501.214	Steel H Beam Piles. 53 lbs./ft.	L.F.	825
502.21	Struct. Concrete, Abut. & Retwalls	C.Y.	390
502.26	Ho. Conc. - Roadway & Sidewalk on St. Br.	L.S.	1
502.31	Struct. Conc. - Approach Slabs	L.S.	1
503.12	Reinforcing Steel - Fab. & Delivered	lb.	48,360
503.13	Reinforcing Steel - Placing	lb.	48,360
504.10	Structural Steel - Fab. & Delivered	L.S.	1
504.11	Structural Steel - Erection	L.S.	1
505.08	Shear Connectors	L.S.	1
506.14	Field Painting, Structural Steel	L.S.	1
507.141	Aluminum Bridge Railing, Type A	L.F.	176
505.13	Membrane Waterproofing	L.S.	1
512.07	French Drains (Stones only)	C.Y.	22
514.06	Curing Box for Concrete Cylinders	Ea.	1
515.20	Protective Coating for Conc. Surfaces	S.Y.	65
603.13	Vertical Bridge Curb Type I	L.F.	180
610.08	Plain Riprap	C.Y.	800
615.07	Loom	C.Y.	14
616.08	Sodding	S.Y.	30
618.14	Seeding Method 2	Unit	2
618.15	Temporary Seeding	lb.	10
619.09	Hay Mulch	Unit	15
629.05	Labor - Straight Time	M.H.	10
631.171	Truck - Small (Including Operator)	Hr.	10
631.22	Front End Loader (Inc. oper.)	Hr.	10
639.03	Field Office - Type B	Fach	1
656.50	Baled Hay Inplace	Each	12
656.51	Sand Bags in Place	Each	12
656.55	Dumped Stone	C.Y.	12
656.60	Temporary Berms	L.F.	530
656.62	Temporary Slope Drains	L.F.	70
657.221	Seed & Application Method "A"	Unit	13
689.10	Mobilization	L.S.	1

QUANTITIES FOR LUMP SUM ITEMS			
502.26	Str. Conc. Roadway & Sidwalk Slab on Str. Bridges	C.Y.	118
502.49	Str. Concrete, Approach Slab	C.Y.	31
504.70	Structural Steel-Fabricated & Delivered	Lb.	120,600
504.71	Structural Steel-Erection	Lb.	120,600
505.08	Shear Connectors E.A. 1236	Lb.	1,236

\* Not a part of this contract

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
INTERSTATE -95 N.B.  
OVER  
MATTAMISCONTIS STREAM  
IN  
T2-R8  
PENOBSCOT COUNTY  
GENERAL PLAN & ESTIMATE OF QUANTITIES  
SHEET 2 OF 19 AUGUSTA, MAINE JUNE 1973

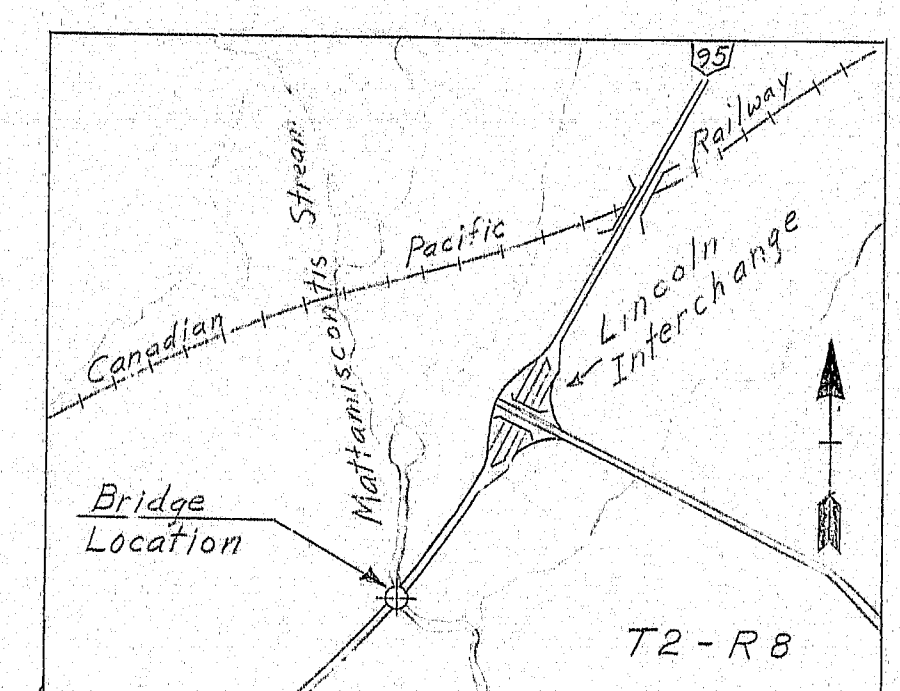
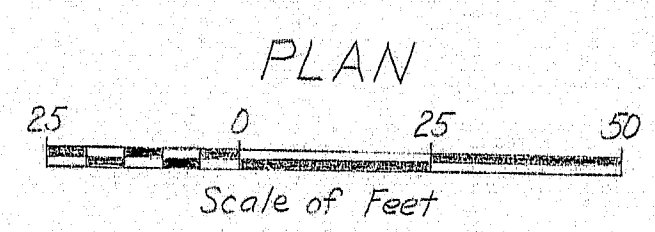
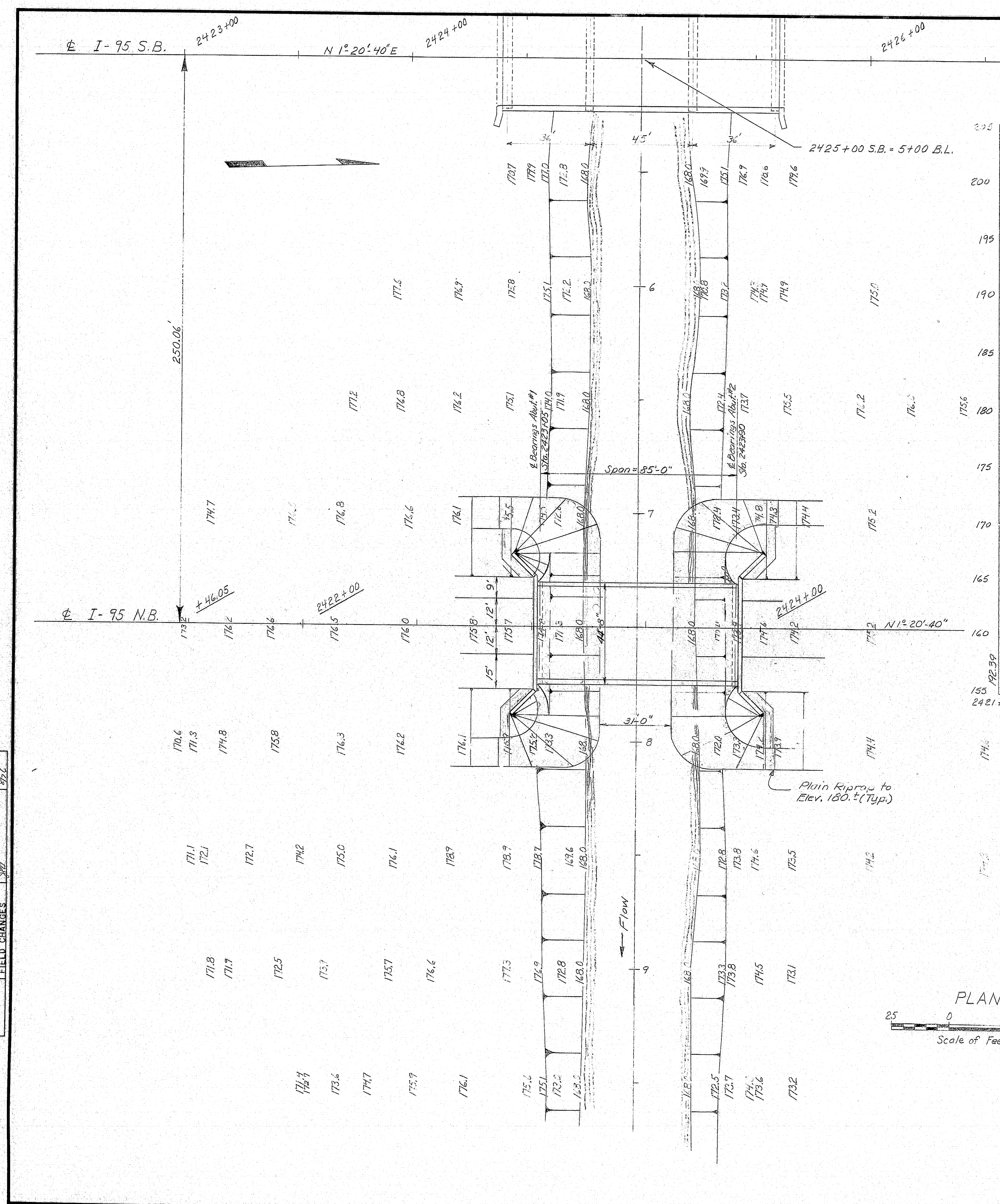
145-45



7

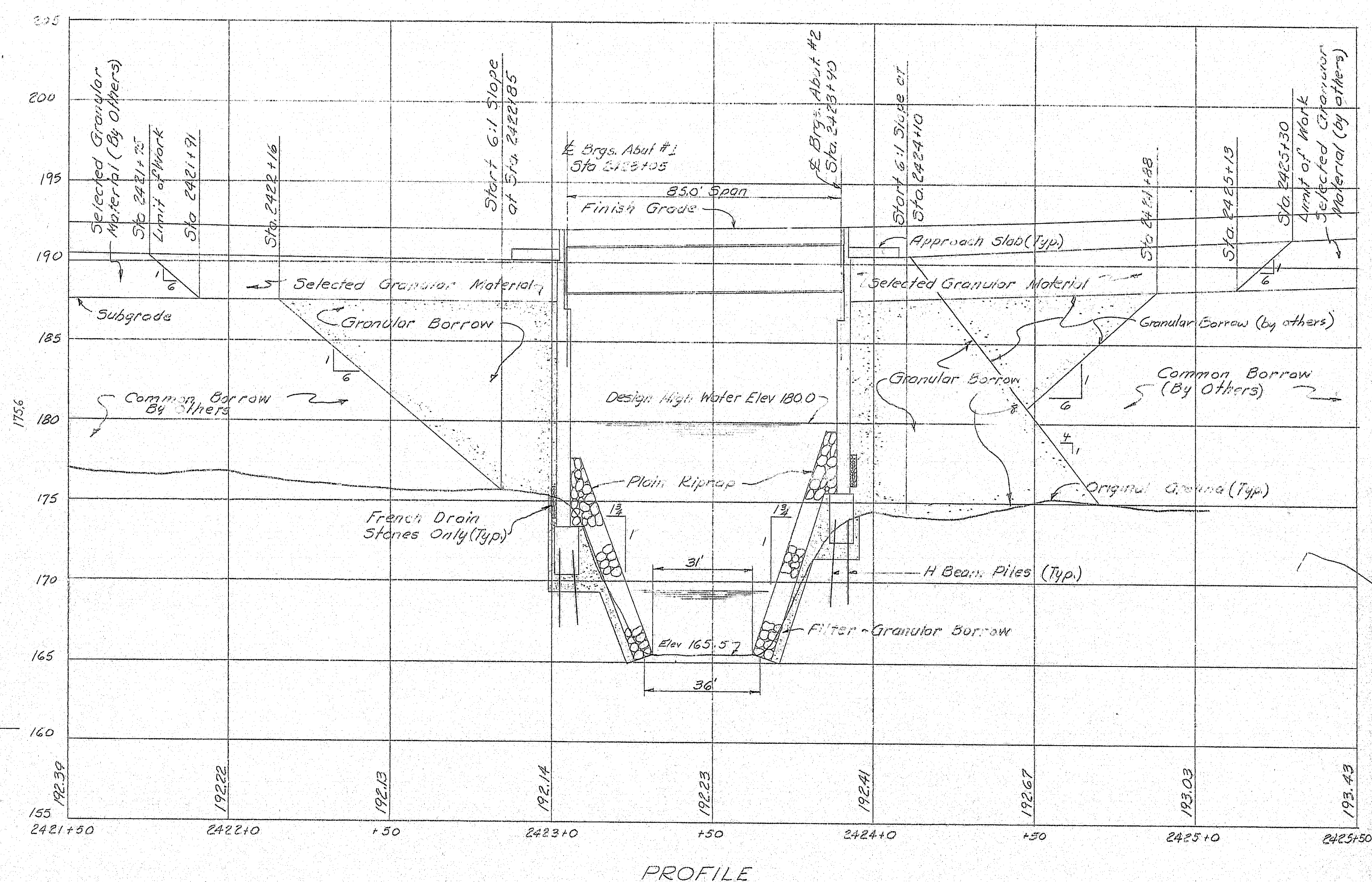
Started By	Checked	6. Roy	4-9-73
Survey	CRF	BY	11/74
DESIGN - DETAIL	BY		11/74
CHECKED	BY		11/73
REVISIONS			
FIELD CHANGES			

PLANS



LOCATION MAP  
Scale of Miles

Reference:  
Survey Book # 95/2933



PROFILE

COAST GUARD PERMIT NOT REQUIRED

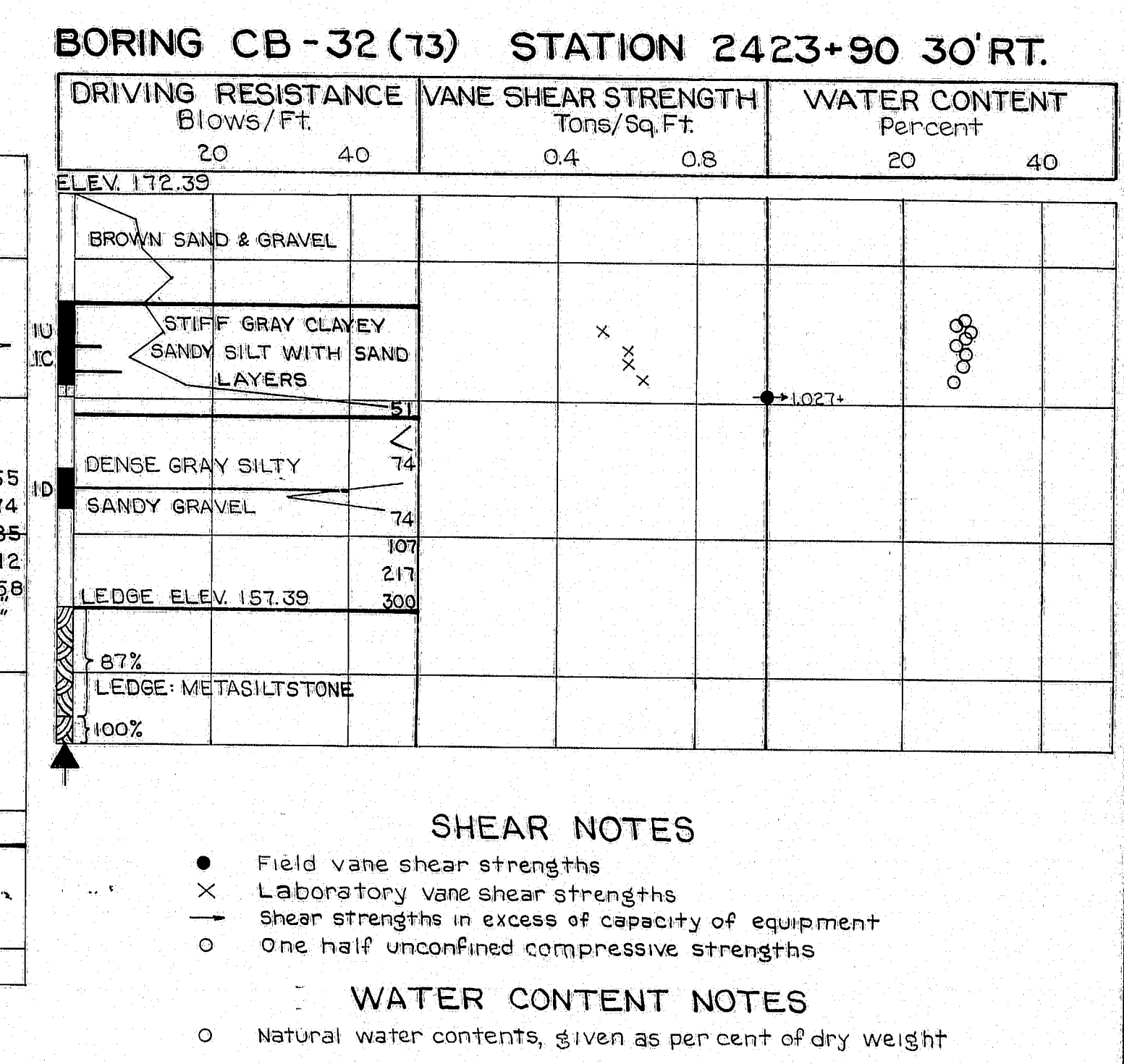
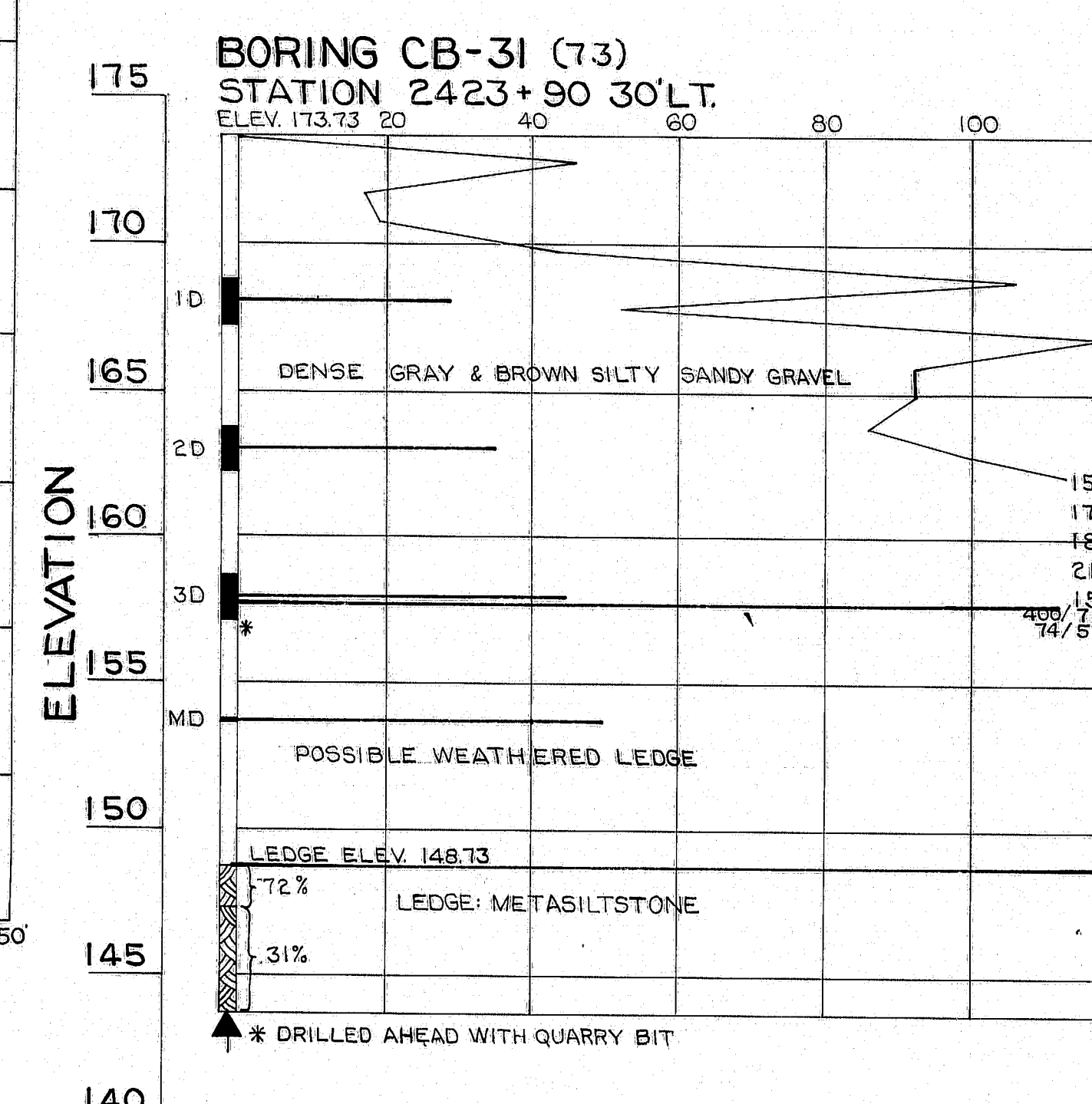
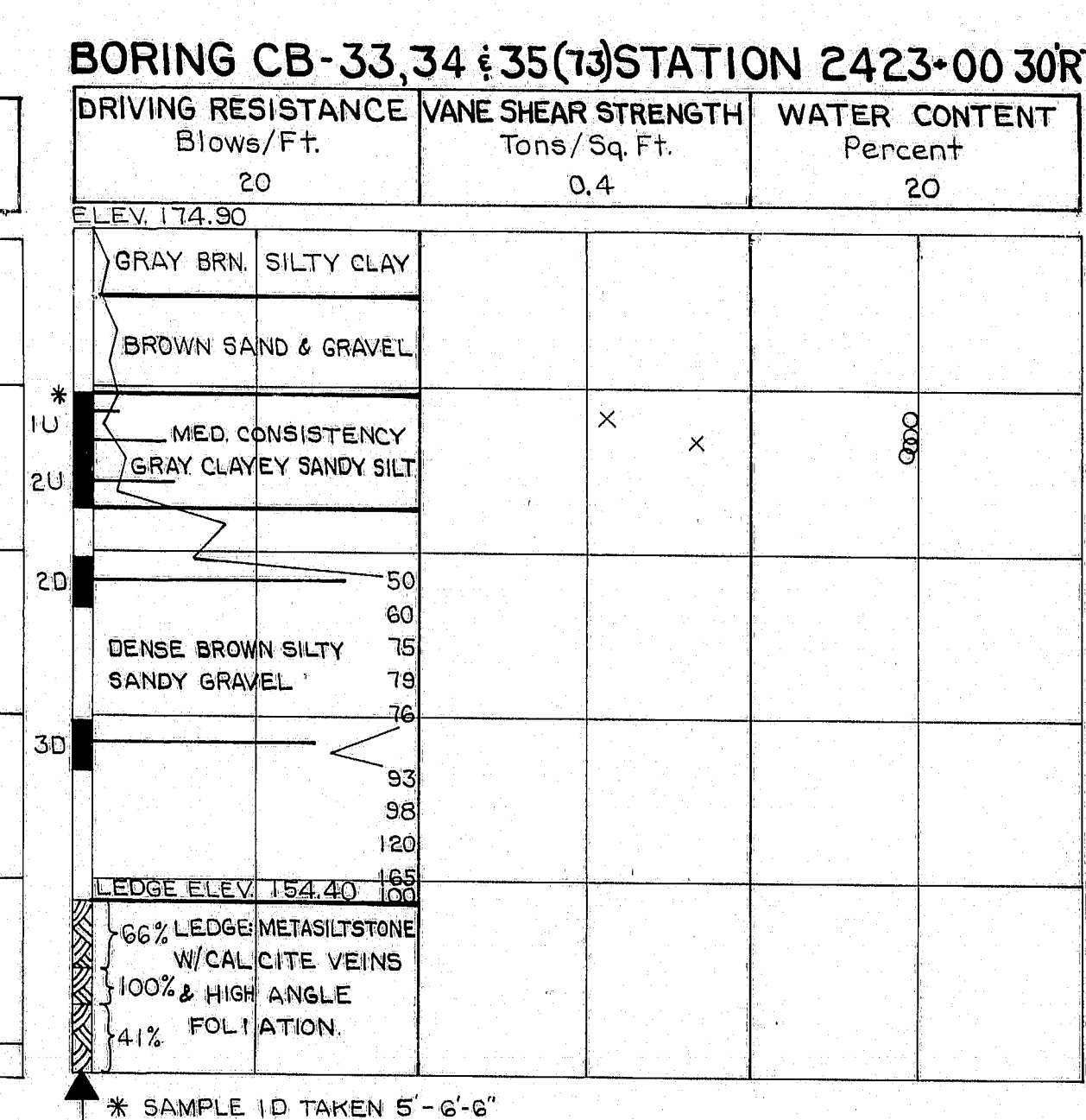
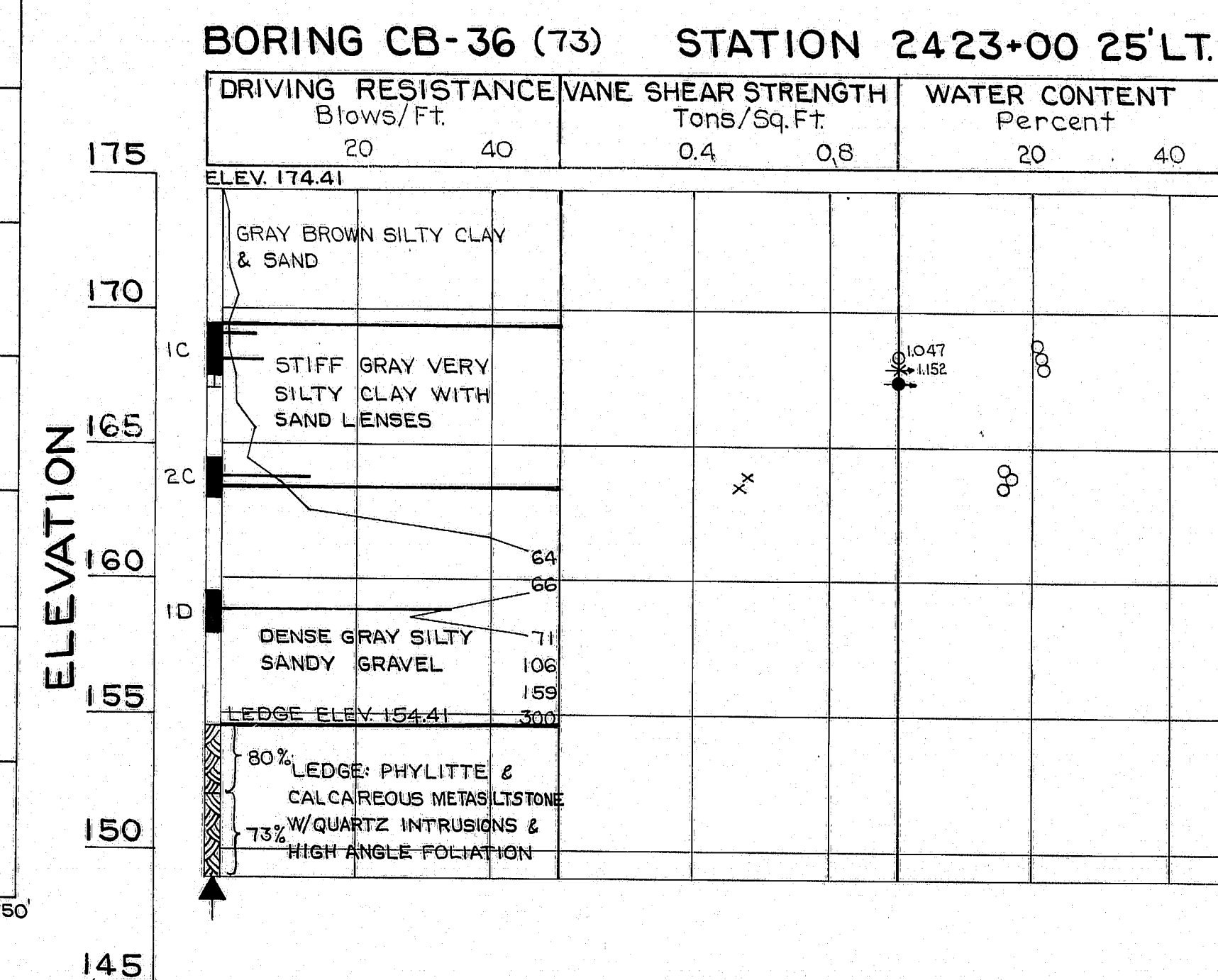
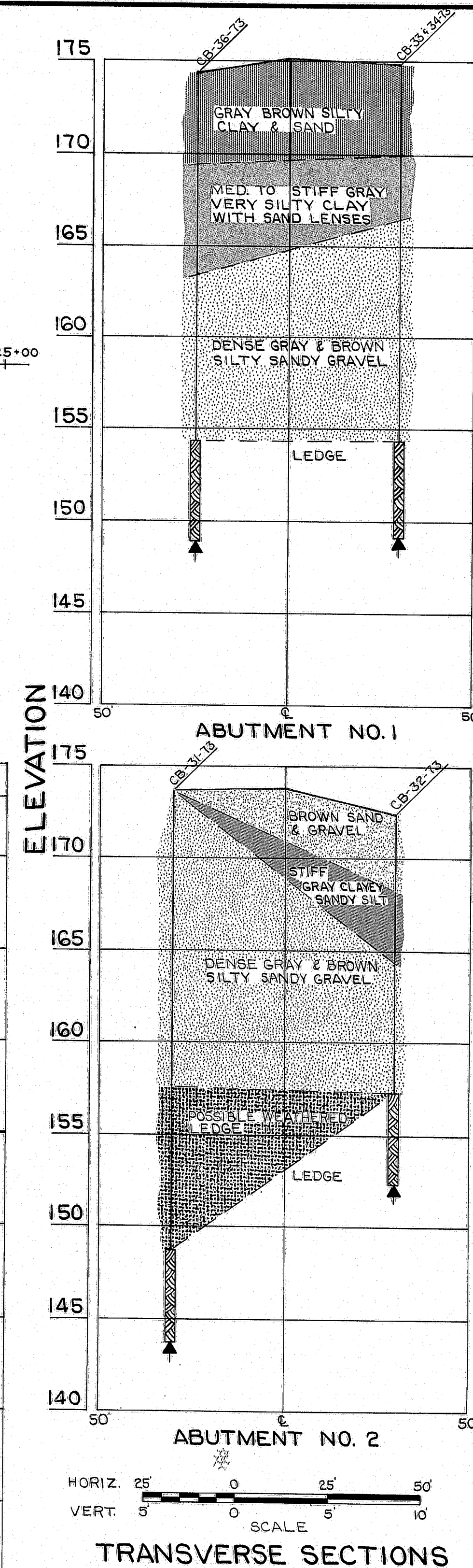
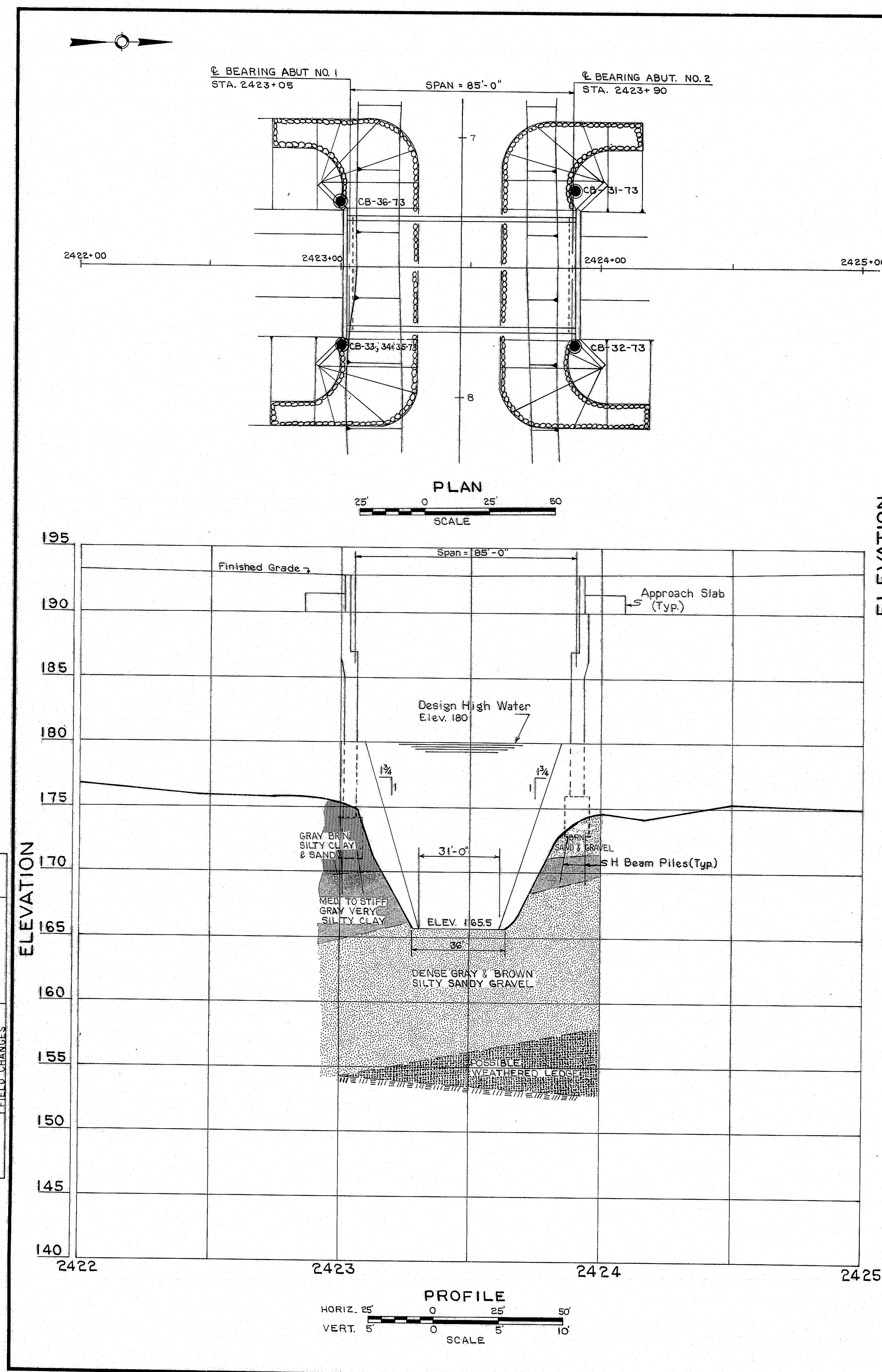
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
INTERSTATE 95 N.B.  
OVER  
MATTAMISCOTT STREAM  
IN  
T2-R8  
PENOBSCOT COUNTY  
SURVEY  
SHEET 3 OF 19  
AUGUSTA, MAINE

145-46









SHEAR NOTES

- Field vane shear strengths
- Laboratory vane shear strengths
- Shear strengths in excess of capacity of equipment
- One half unconfined compressive strengths

WATER CONTENT NOTES

- Natural water contents, given as percent of dry weight

BORING NOTES

Casing size 2 1/2" x 4"

All samples and vanes are made ahead of casing

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

Location of sample or sample attempt

Number and type of dry sample

S.H. Sampler #1290's

2" O.D. 16ga. seamless tubing

3 1/2" O.D. 16ga. seamless tubing

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

Field vane test

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

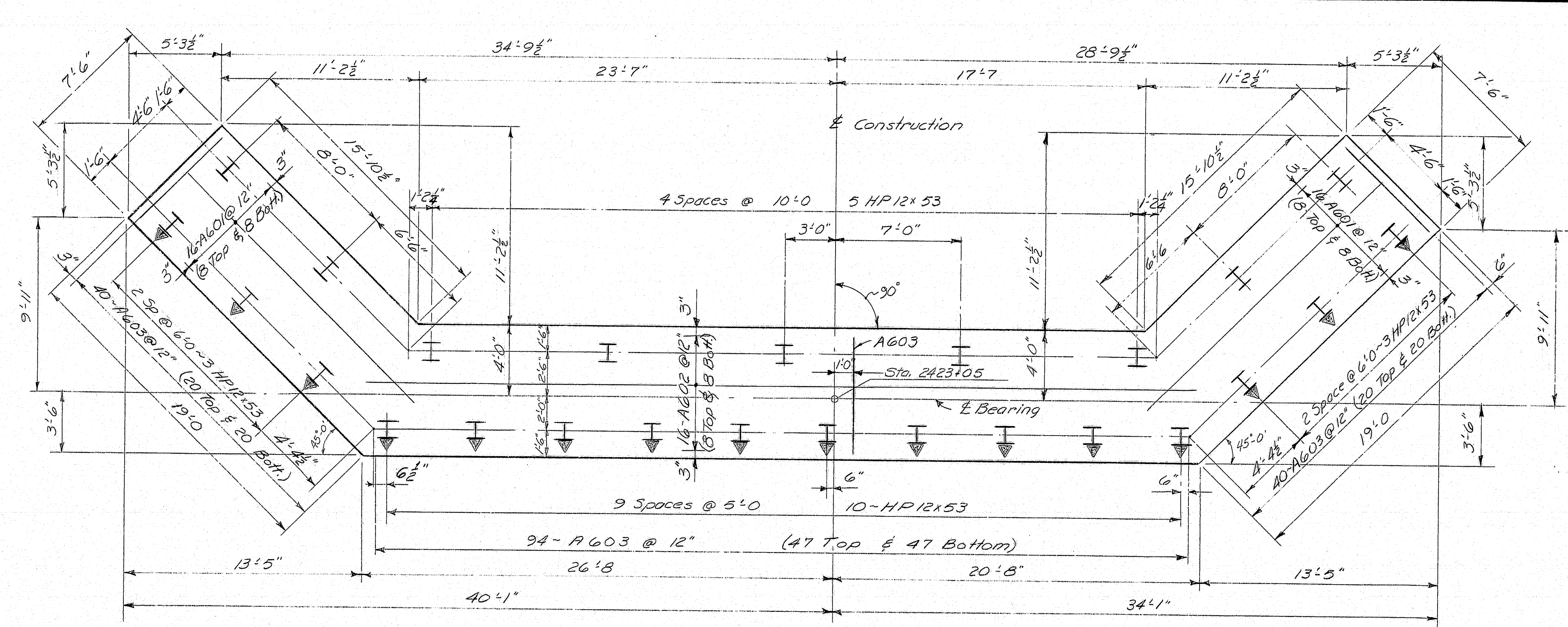
71% Locations cored by diamond bit and per cent recovery of rock

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
INTERSTATE 95 N.B.  
OVER  
MATTAMISCONTIS STREAM  
IN  
T2-R8  
PENOBSCOT COUNTY  
FOUNDATION SURVEY  
SHEET 5 OF 19 AUGUSTA, MAINE

145-48

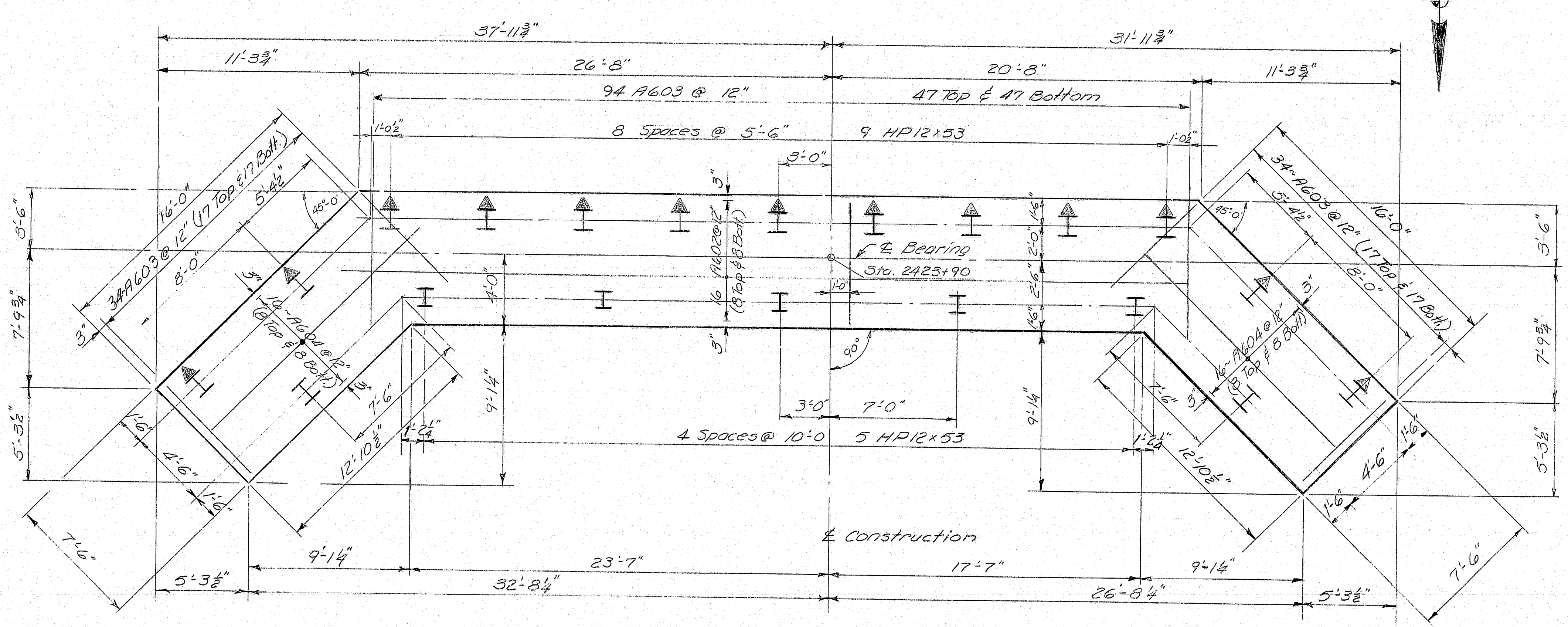


S. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-2(102)	6	19



ABUTMENT 1 FOOTING & PILE PLAN

- PILE NOTES**
1. Piles shall be driven to ledge or practical refusal.
  2. All piles shall have pointed reinforced tips. See STD. Details BD 104-73.
  3. Alternative types of pointed reinforced pile tips may be used if they have at least the cross-sectional area of the pointed reinforced pile tip shown on the plans and are approved by the Engineer.
  4. Estimated driven lengths of piles are determined from available soils information with no allowance for pile cut-offs and no allowance for uncertain pile penetration.
  5. Piles marked thus,  $\nabla$ , shall be battered 3 inches per foot in the direction of the arrow.
  6. Maximum pile load equals 70 Tons.
  7. The following are pile locations, number of piles required, size of piles and estimated driven lengths:  
 Abut. #1 25 HP 12 x 53 @ 18 ft.  
 Abut. #2 20 HP 12 x 53 @ 17 ft. to 24 ft.

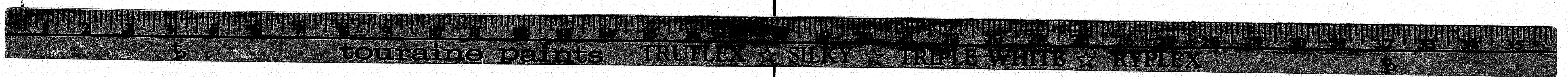


ABUTMENT 2 FOOTING & PILE PLAN

PLANS	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
	BY: K.L. Leach	DATE: 7/3/73		
	BY: R.V.D.	DATE: 12/73		

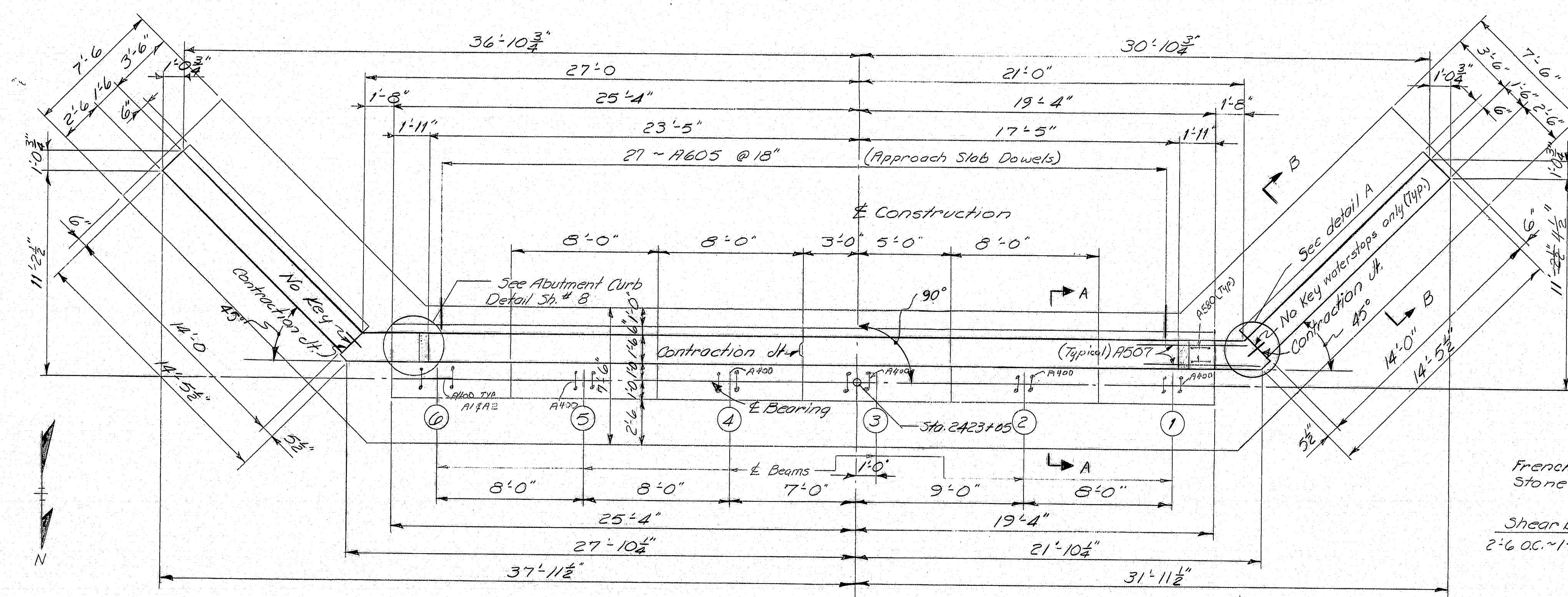
STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
 INTERSTATE 95 N.B.  
 OVER  
 MATTAMISCONTIS STREAM  
 IN  
 T2-R8  
 PENOBSCOT COUNTY  
 FOOTING PLANS  
 SHEET 6 OF 19 AUGUSTA, MAINE

145-49





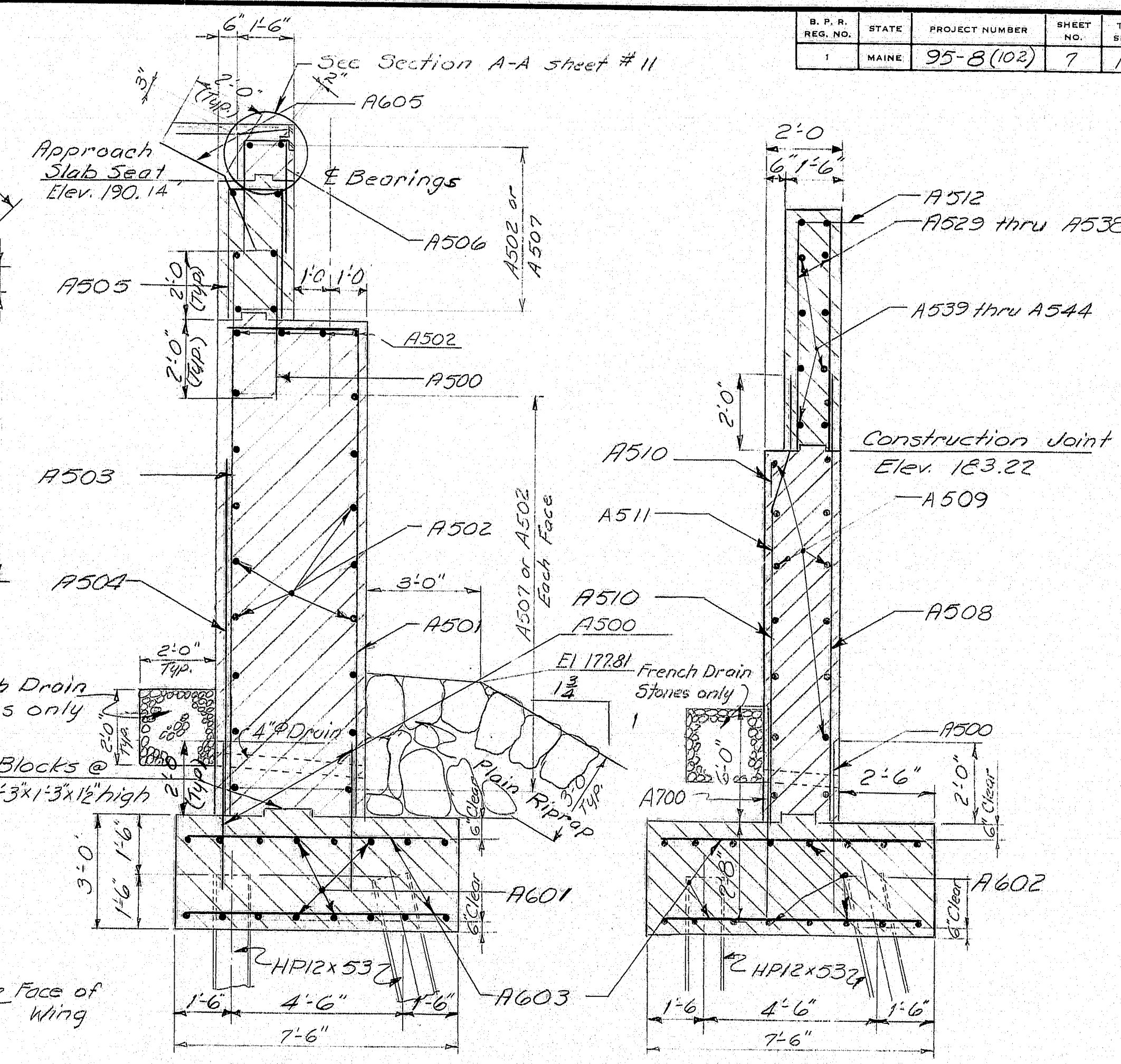
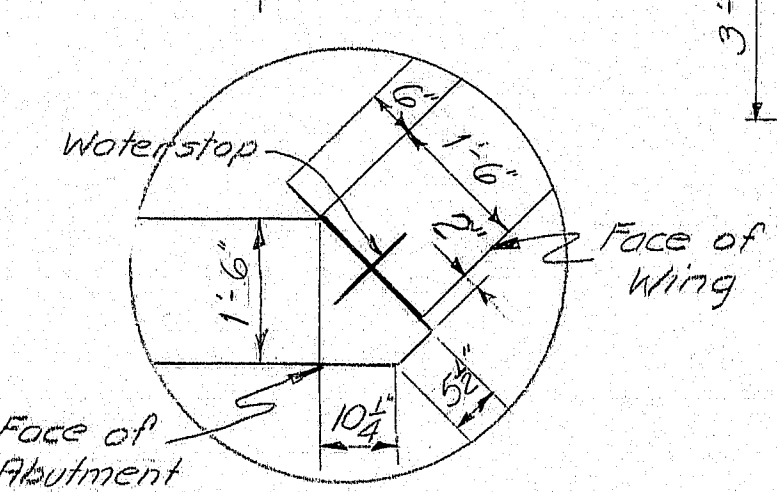
S.P.R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-B(102)	7	19



PLAN

Bearing Area Elevations	
1	186.71
2	186.87
3	187.04
4	186.91
5	186.75
6	186.58

Legend
Ea. = Each
EF = Each Face
FF = For Face
NF = Near Face

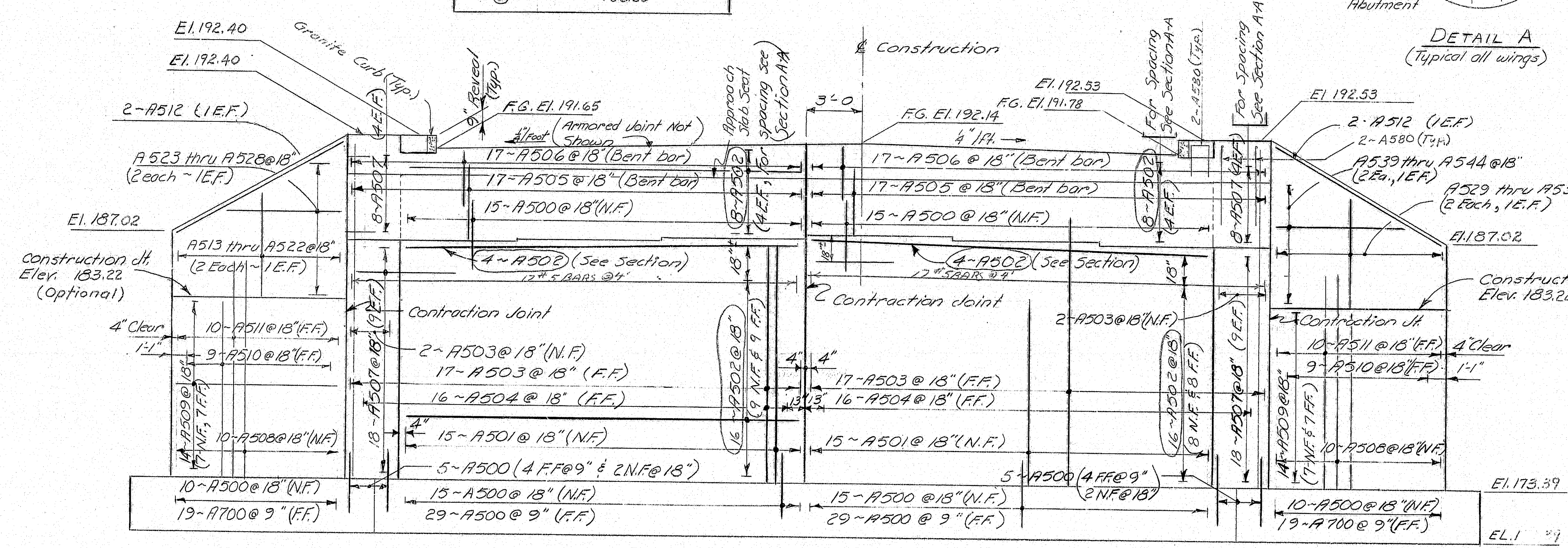


SECTION A-A

SECTION B-B

ABUTMENT NOTES

1. Chamfer all exposed edges of concrete 1/2 inch unless otherwise indicated.
2. All reinforcing steel splices and embedments shall be a minimum of 36 bar diameters unless otherwise indicated.
3. Reinforcing steel shall have 2 inches cover unless otherwise indicated.
4. Place reinforcing steel in bridge seats to clear anchor bolts.
5. Break bond of vertical construction joints by a method approved by the Engineer.
6. For Construction and Construction Joint Details See Standard Detail Sheet (By 104-73).
7. Place 4 inch diameter drains in breastwall and wings at 20 ft maximum spacing. Exact location to be determined by the Engineer in the field.
8. Any unwatering necessary in order to construct the Abutments shall be considered incidental to Item No. 502.21 - Structural Concrete - Abutments & Retwalls.



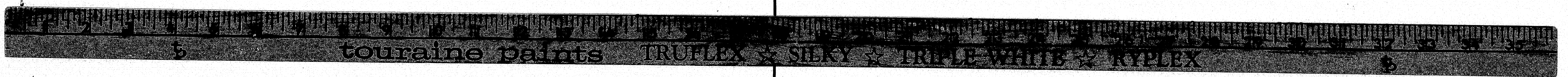
ELEVATION

56-14502-A

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
INTERSTATE 95 N.B.  
OVER  
MATTAMISCONTIS STREAM  
IN  
T2-R8  
PENOBSCOT COUNTY  
ABUTMENT NO. 1  
SHEET 7 OF 19 AUGUSTA, MAINE

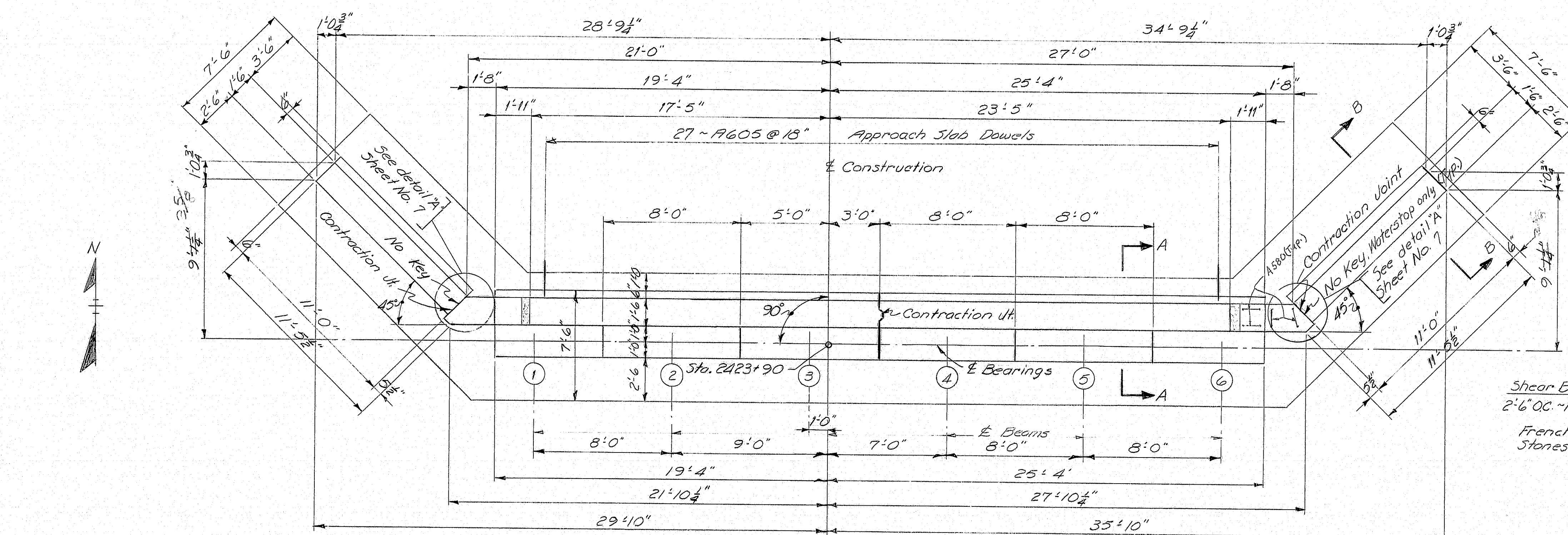
145-50

DATE	BY	DESIGN-DETAILED	CHECKED	REVISIONS	FIELD CHANGES
7/10/12	K. Leach				
12/13					





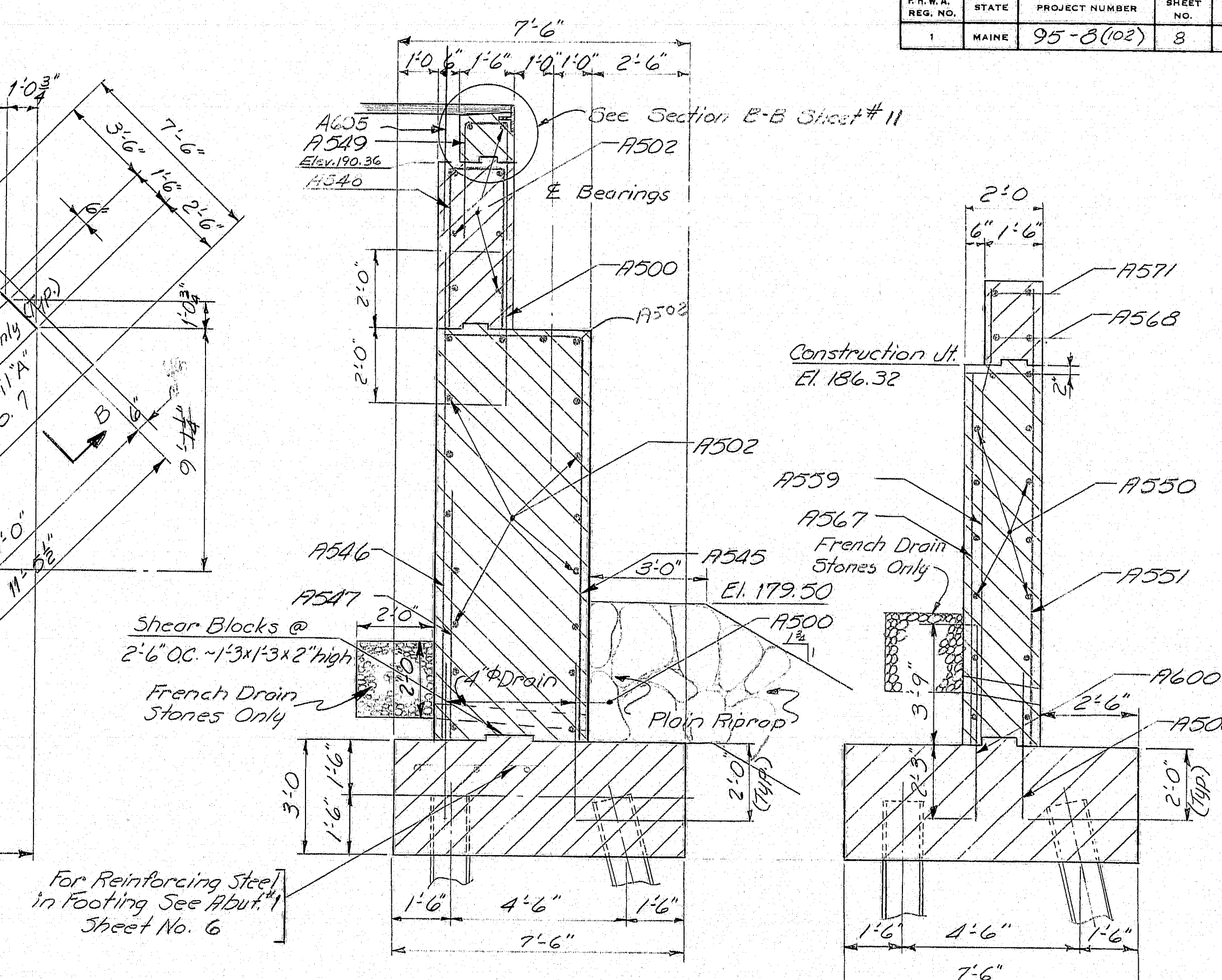
F.R.W.A. SHEET NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-8(02)	8	19



Bearing Area Elevations
1 186.10
2 186.27
3 186.44
4 186.51
5 186.14
6 185.98

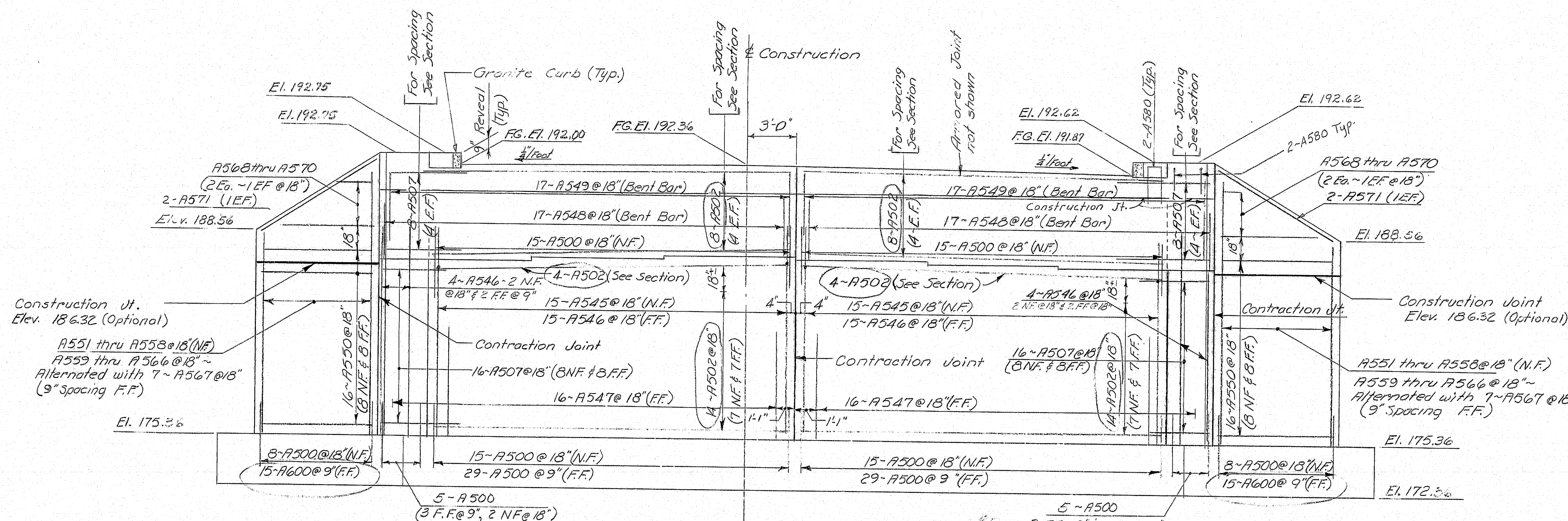
PLAN

30 A600 DOWELS

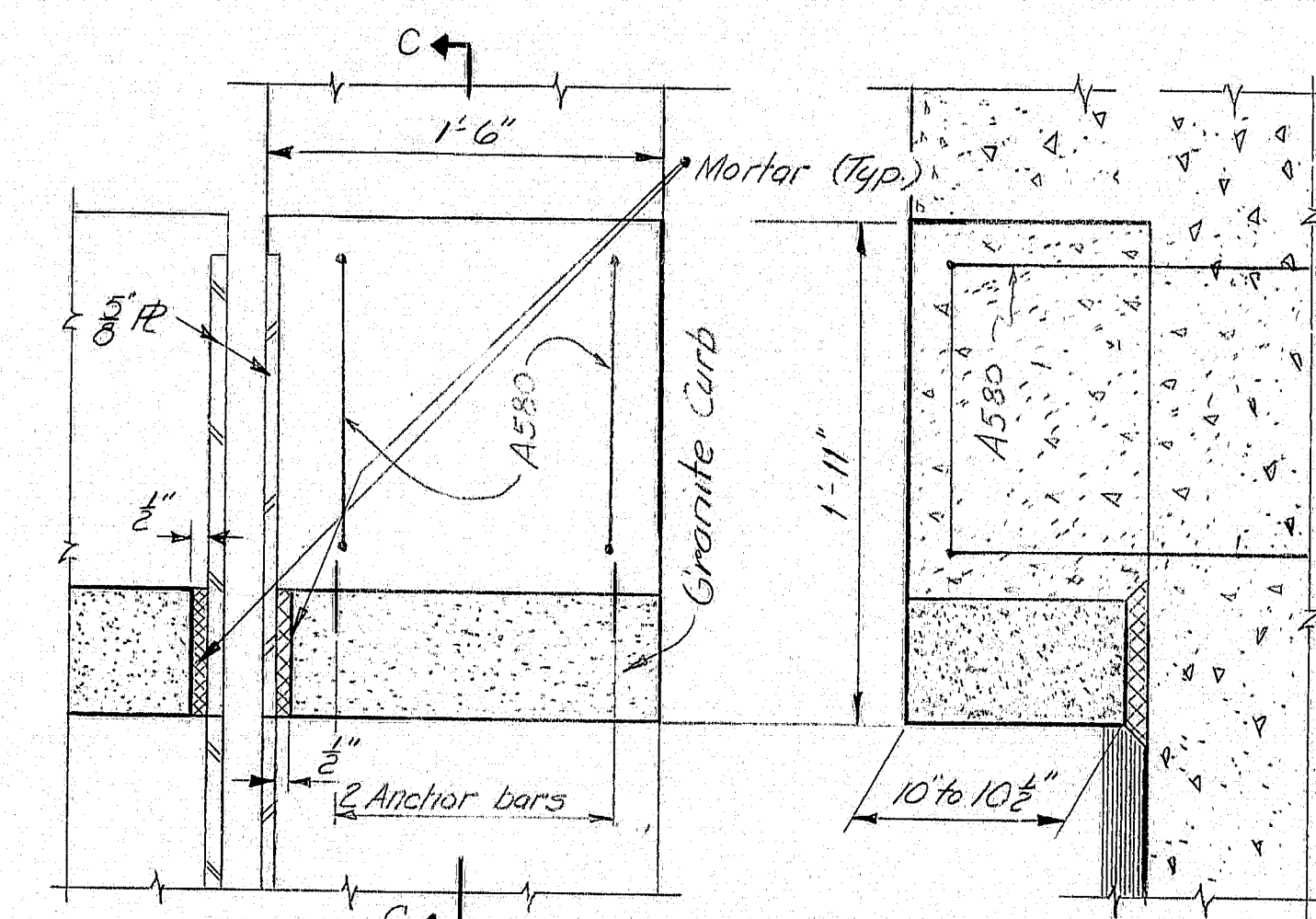


SECTION A-A

SECTION B-B



ELEVATION



SECTION C-C

ABUTMENT CURB DETAIL  
(Typical for both Abutments)

DESIGN-DETAILED	CHECKED	BY	DATE
K. Leach	1/1/73		
REVISIONS	FIELD CHANGES		
1			
2			
3			
4			
5			
6			

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
INTERSTATE 95 N.B.  
OVER  
MATTAMISCANTIS STREAM  
IN  
T2-R8  
PENOBSCOT COUNTY  
ABUTMENT NO. 2  
SHEET 8 OF 19 AUGUSTA, MAINE

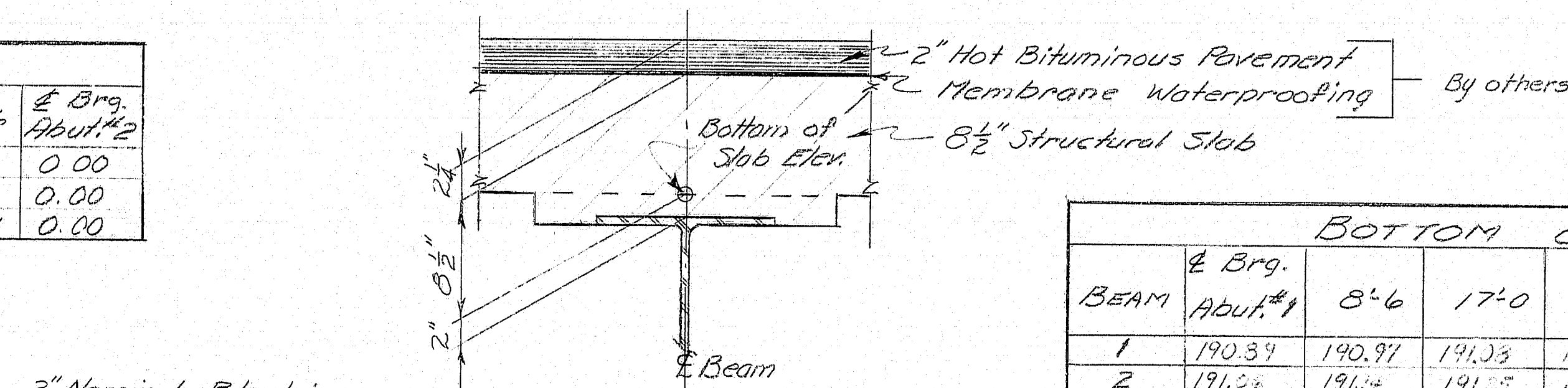
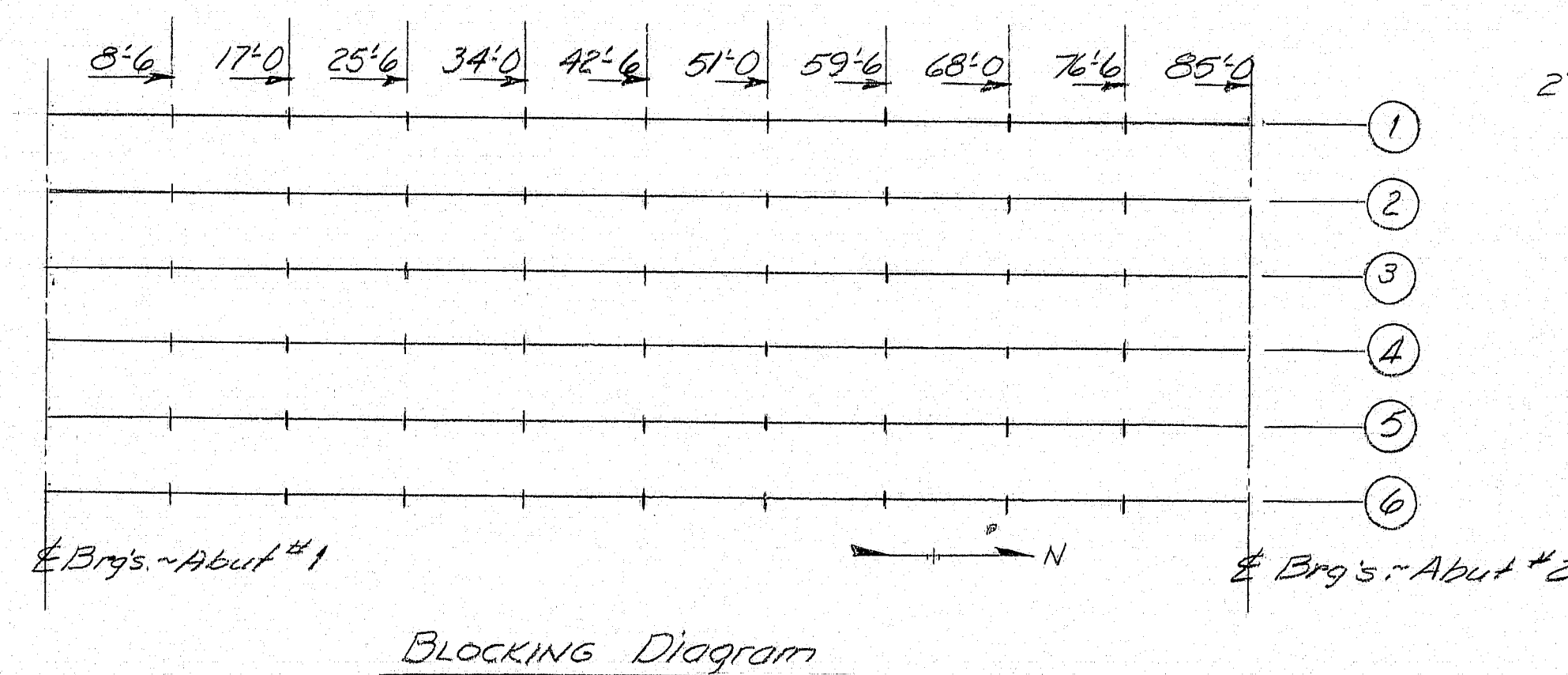
145-51







DEAD LOAD DEFLECTIONS (IN FEET)												
Beam	Load	# Brg.	8'-6"	17'-0"	25'-6"	34'-0"	42'-6"	51'-0"	59'-6"	68'-0"	76'-6"	# Brg.
1-6	STEEL	0.00	.047	.0338	.0435	.0524	.0542	.0524	.0435	.0338	.047	Abut. #2
1-6	FLUID	0.00	.0616	.1416	.1818	.2190	.2263	.2190	.1818	.1416	.0616	
1-6	SUP. INF.	0.00	.0104	.0238	.0305	.0367	.0379	.0367	.0305	.0238	.0104	



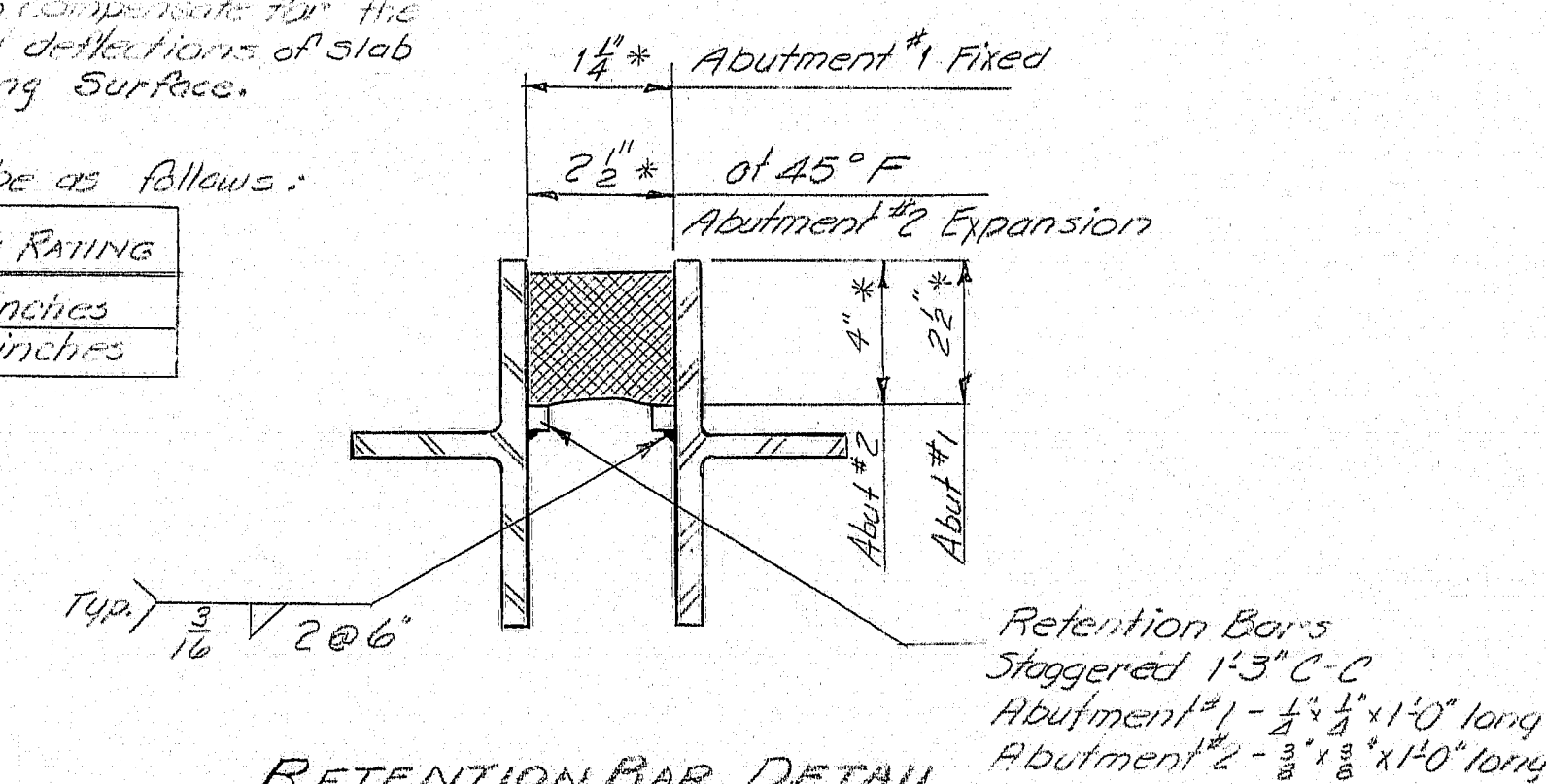
**BLOCKING DETAIL**  
(Do not use for setting forms)

BOTTOM OF SLAB ELEVATIONS											
BEAM	# Brg. Abut.#1	8'6	17'0	25'6	34'0	42'6	51'0	59'6	68'0	76'6	# Brg. Abut.#2
1	190.37	190.97	191.03	191.4	191.50	191.74	191.7	191.5	191.3	191.15	191.11
2	191.2	191.3	191.5	191.31	191.3	191.3	191.3	191.3	191.3	191.3	191.3
3	191.22	191.31	191.41	191.48	191.54	191.57	191.58	191.57	191.55	191.48	191.45
4	191.10	191.18	191.2	191.35	191.41	191.44	191.46	191.44	191.42	191.36	191.32
5	190.93	191.02	191.12	191.18	191.25	191.28	191.27	191.27	191.26	191.19	191.15
6	190.77	190.85	190.96	191.02	191.08	191.11	191.13	191.11	191.10	191.03	190.99

Note: Bottom of Slab Elevations are adjusted to compensate for the dead load deflections of slab and wearing surface.

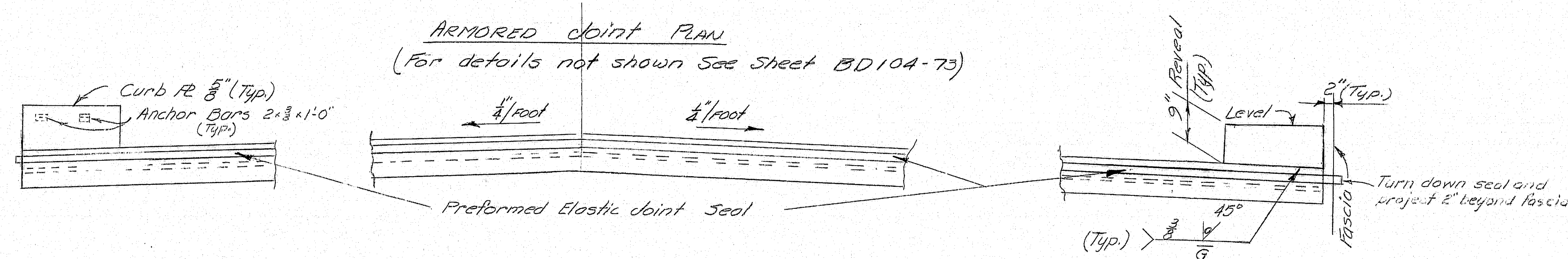
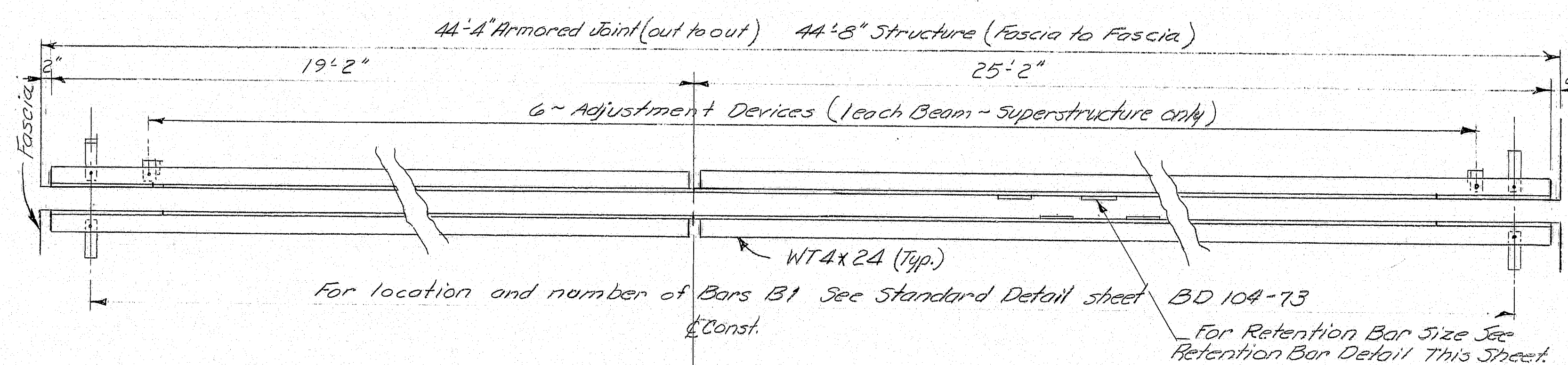
The seals furnished shall be as follows:

LOCATION	MOVEMENT RATING
Abutment No. 1	50 inches
Abutment No. 2	100 inches



#### NOTES

- The seals furnished shall have a movement rating of 1/2" for Abutment #1 and 1" for Abutment #2.
- The dimensions shown are for design only and are subject to change due to differences in seals as supplied by various manufacturers. Do not use for fabrication or setting the joint opening during construction.
- The seal characteristics shall be submitted to the Engineer for approval prior to the fabrication of the Armored Joint.
- A movement of 3/8 inch due to dead loads (slab, curb, and wearing surface) shall be taken into account when setting the Armored Joint at Abutment #1. The gap at Abutment #2 shall be field adjusted for temperature.



#### ELEVATION

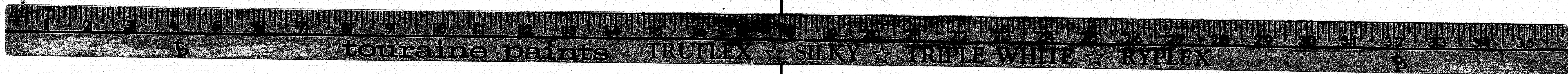
Abutment #1 - Looking up Station of Superstructure as shown.  
Abutment #2 - Looking up Station of Backwall as shown.

DESIGN - DETAILED	DATE
G.O.T. 1/1/73	1/1/73
CHECKED	REVISIONS
R.V.D.	
FIELD CHANGES	

#### PLANS

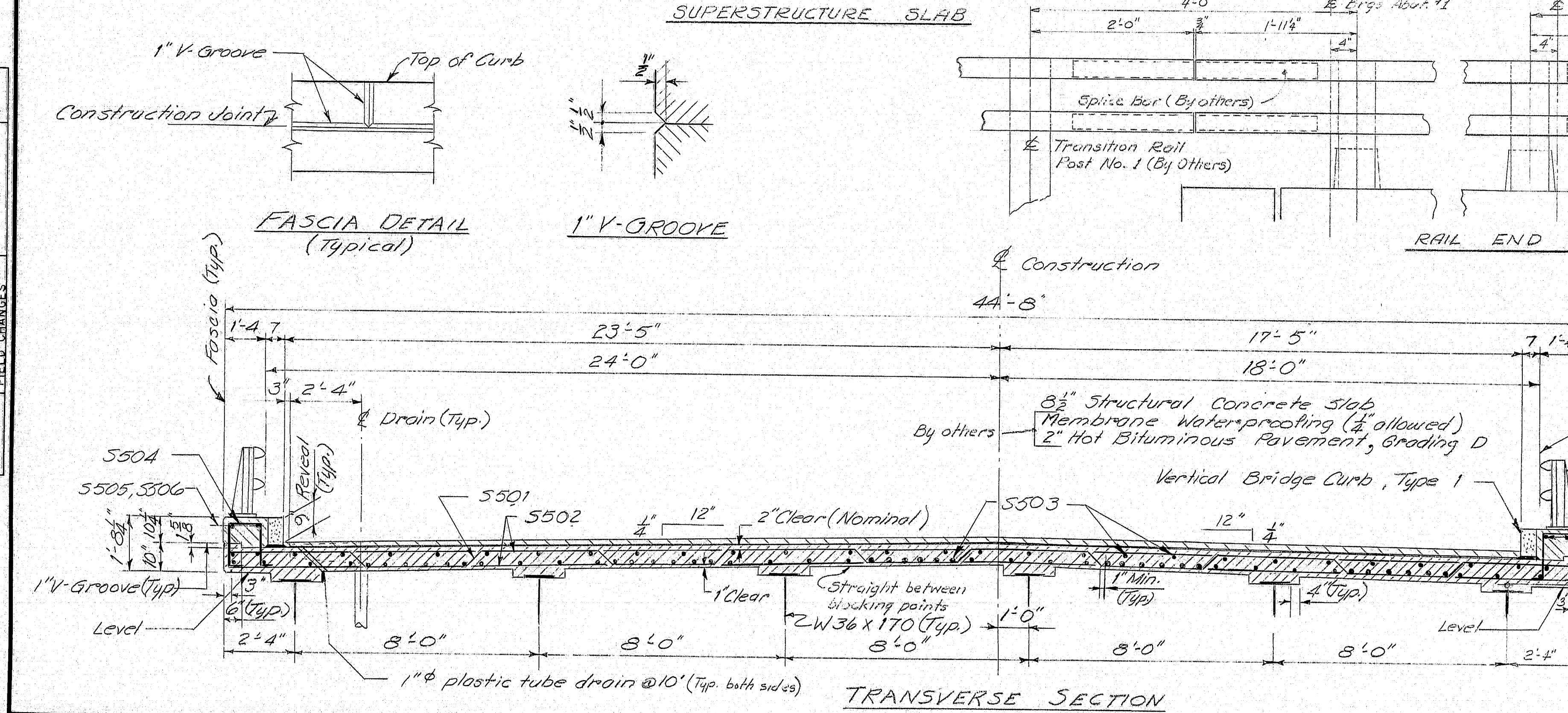
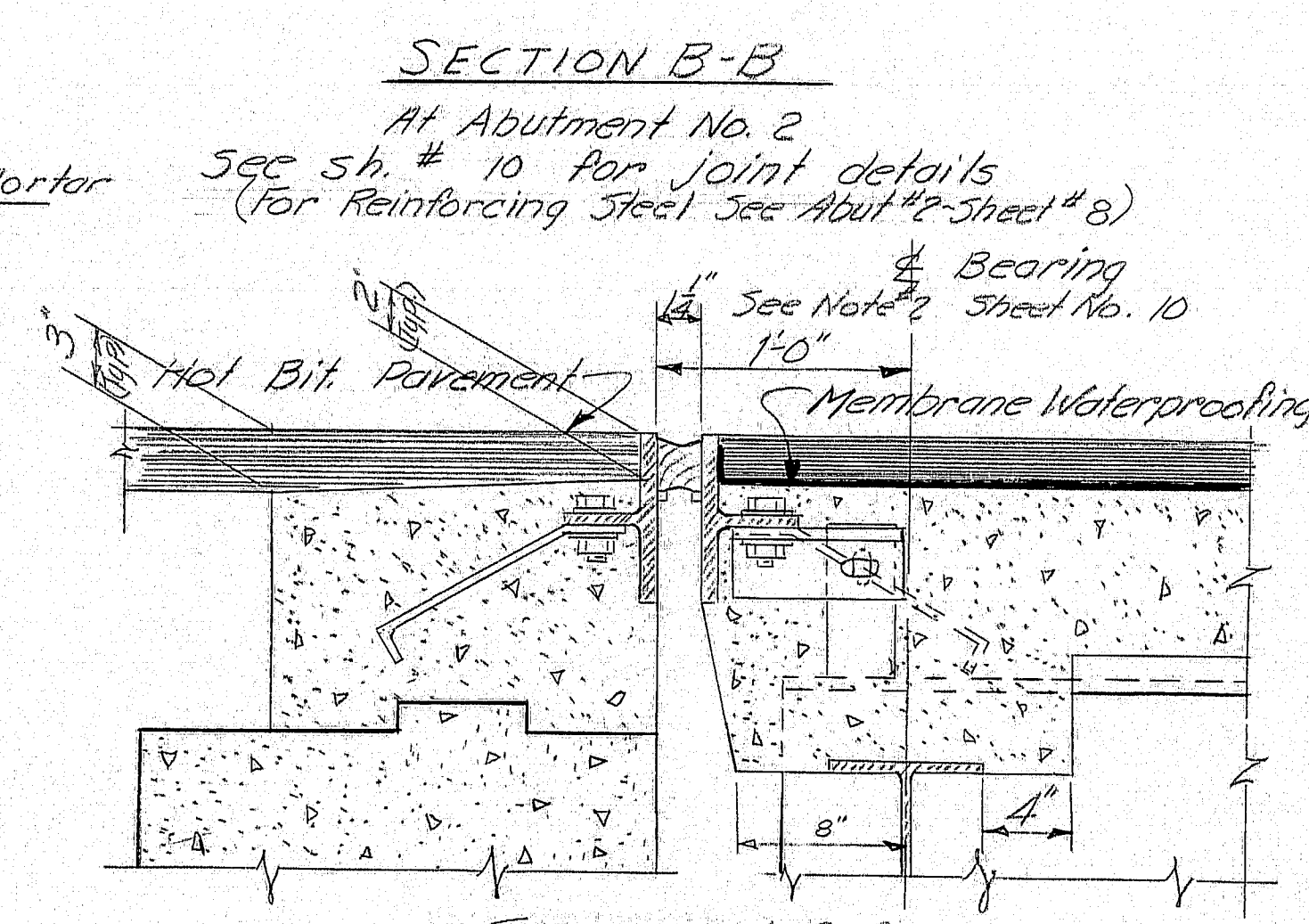
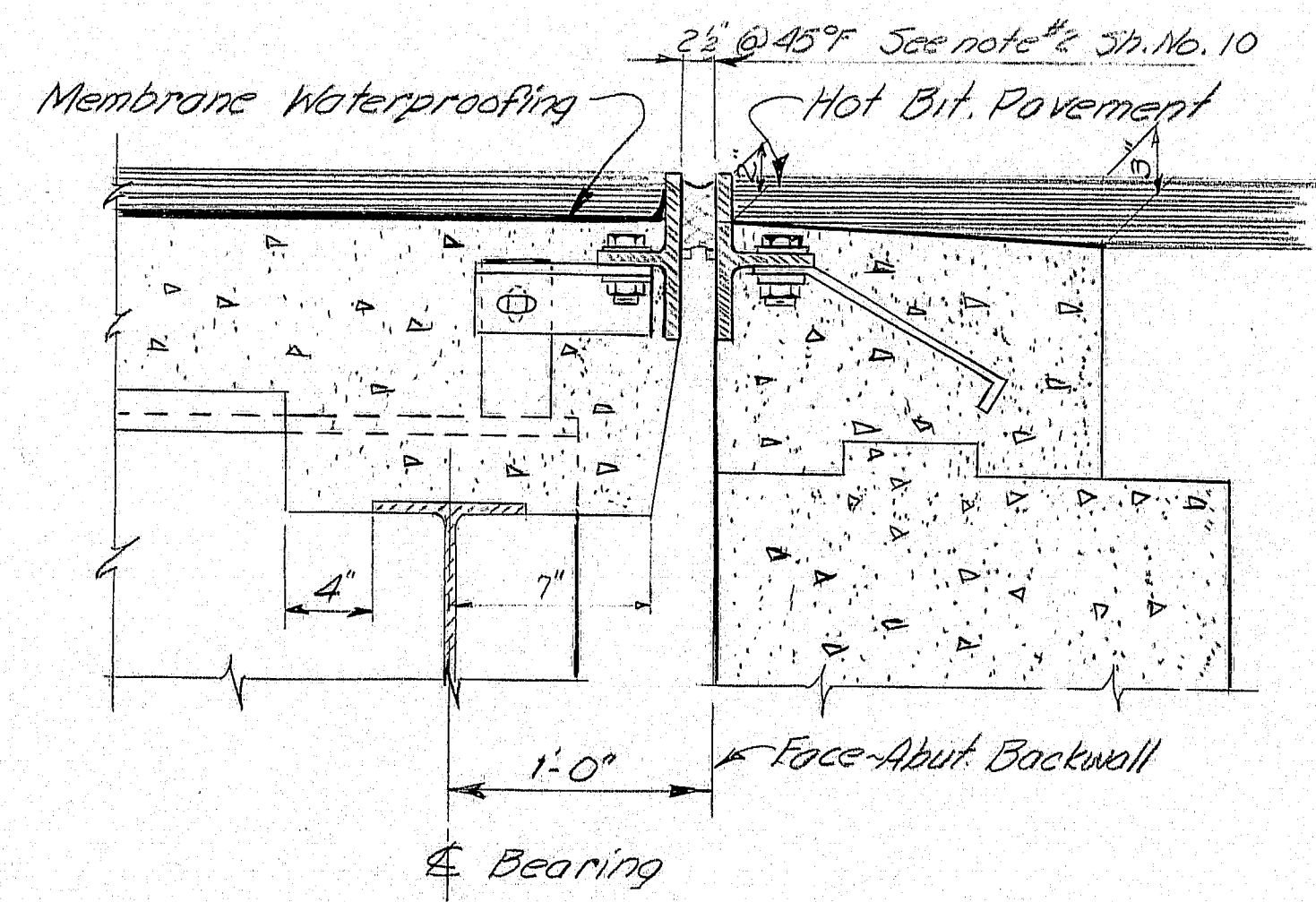
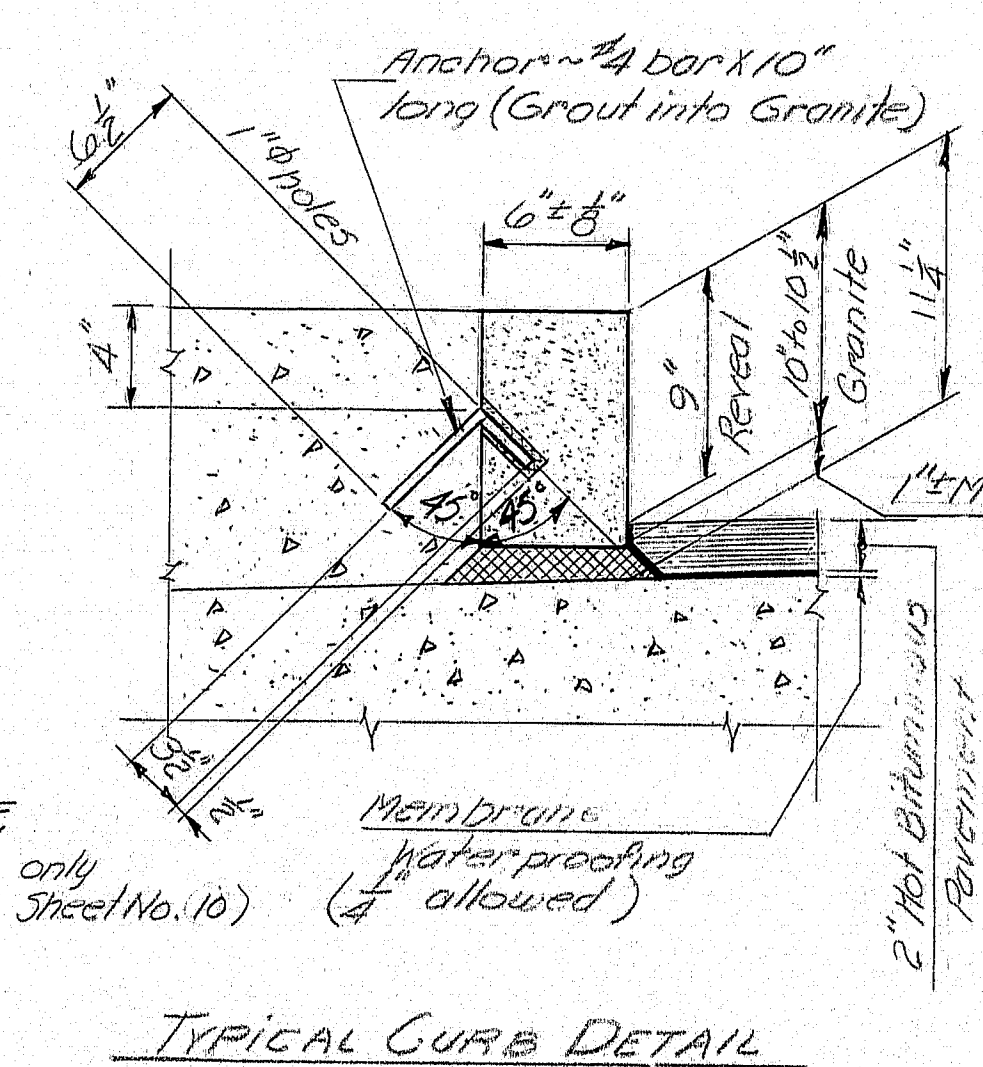
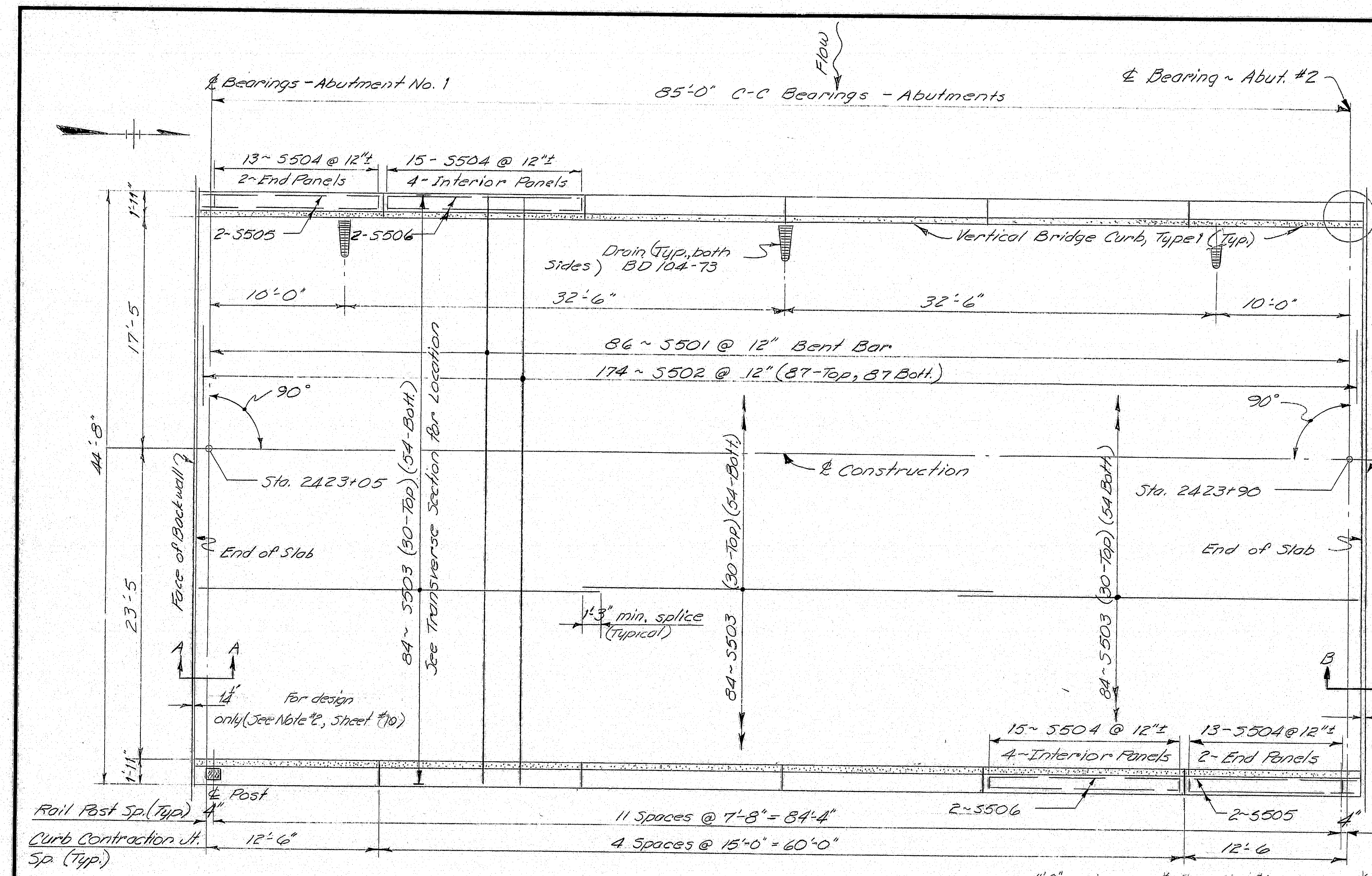
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
INTERSTATE 95 N.B.  
OVER  
MATTAMISCONTIS STREAM  
IN  
T2-R8  
PENOBSCOT COUNTY  
ARMORED JOINT & BOTTOM OF SLAB ELEVATIONS  
SHEET 10 OF 19 AUGUSTA, MAINE

145-53





F.R.W.A. SHEET NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I95-B(102)	11	19



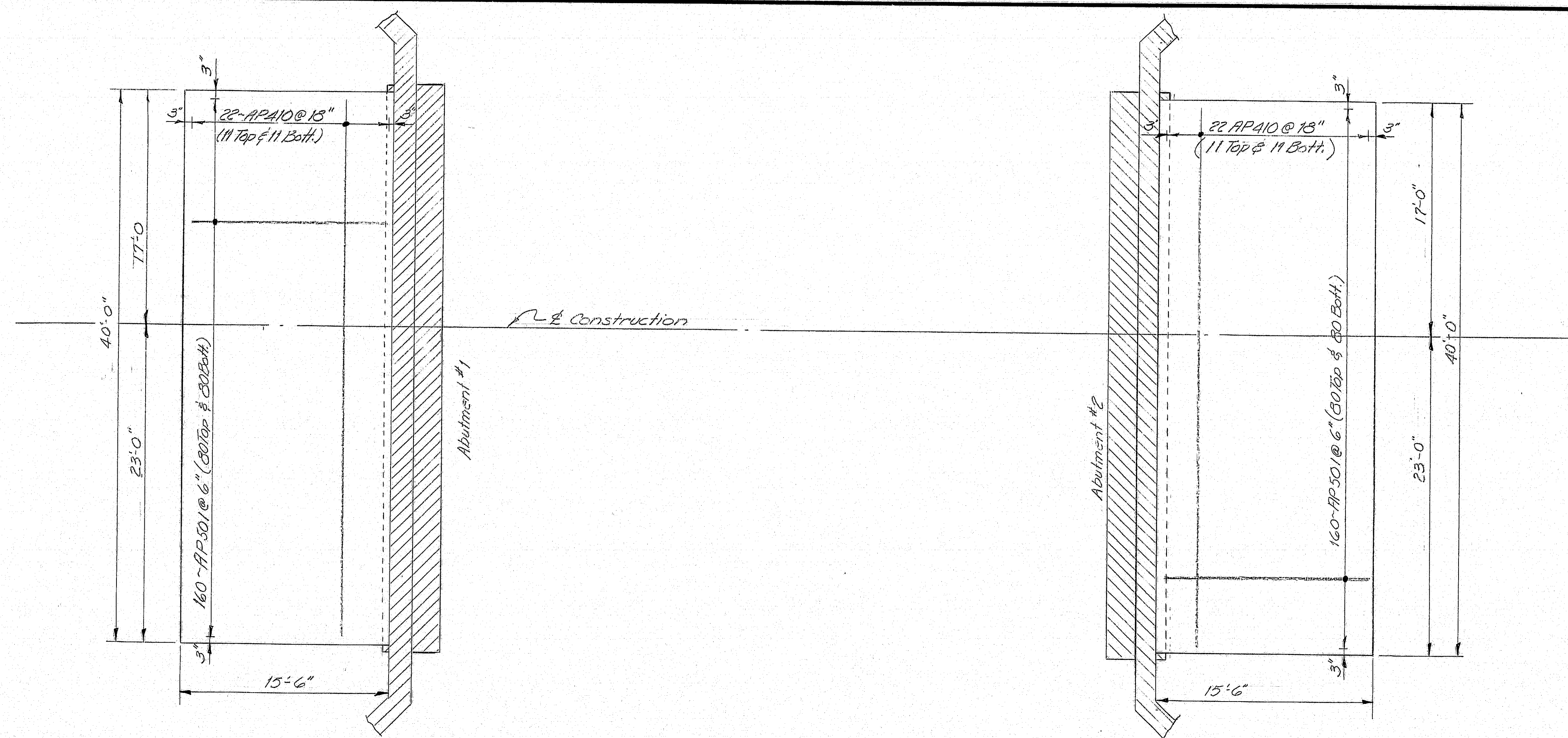
- NOTES:**
1. Chamfer all exposed edges of concrete 1/4 inch unless otherwise indicated.
  2. Form a 1" V-groove on the outside faces of each contraction joint in the curbs, and at the joint between the curb and slab.
  3. Break bond in contraction joints in the concrete curbs by a method approved by the Engineer.
  4. Provide joints in the Vertical Bridge Curb, Type 1 at each contraction joint in the concrete curb.
  5. Reinforcing steel shall have a minimum cover of 2 inches unless otherwise indicated.
  6. Reinforcing steel splices shall be a minimum of 36 bar diameters unless otherwise indicated.
  7. Protective coating for concrete surfaces shall be applied to the following areas: Top of concrete curb, fascias and under curbs to the drip notch.
  8. Place 1" plastic tube drains at 10 foot intervals along the curb of the low sides of the superstructure and as described in Subsection 502.17.
  9. The superstructure slab shall be placed continuously.
  10. The contractor's method of placement of the superstructure slab shall be approved by the Engineer, prior to the placement.
  11. Mortar for bedding and for joints in the granite curb shall contain an approved non-shrink additive.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
INTERSTATE 95 N.B.  
OVER  
MATTAMISCONTIS STREAM  
IN  
T2-R8  
PENOBSCOT COUNTY  
SUPERSTRUCTURE  
SHEET 11 OF 19 AUGUSTA, MAINE

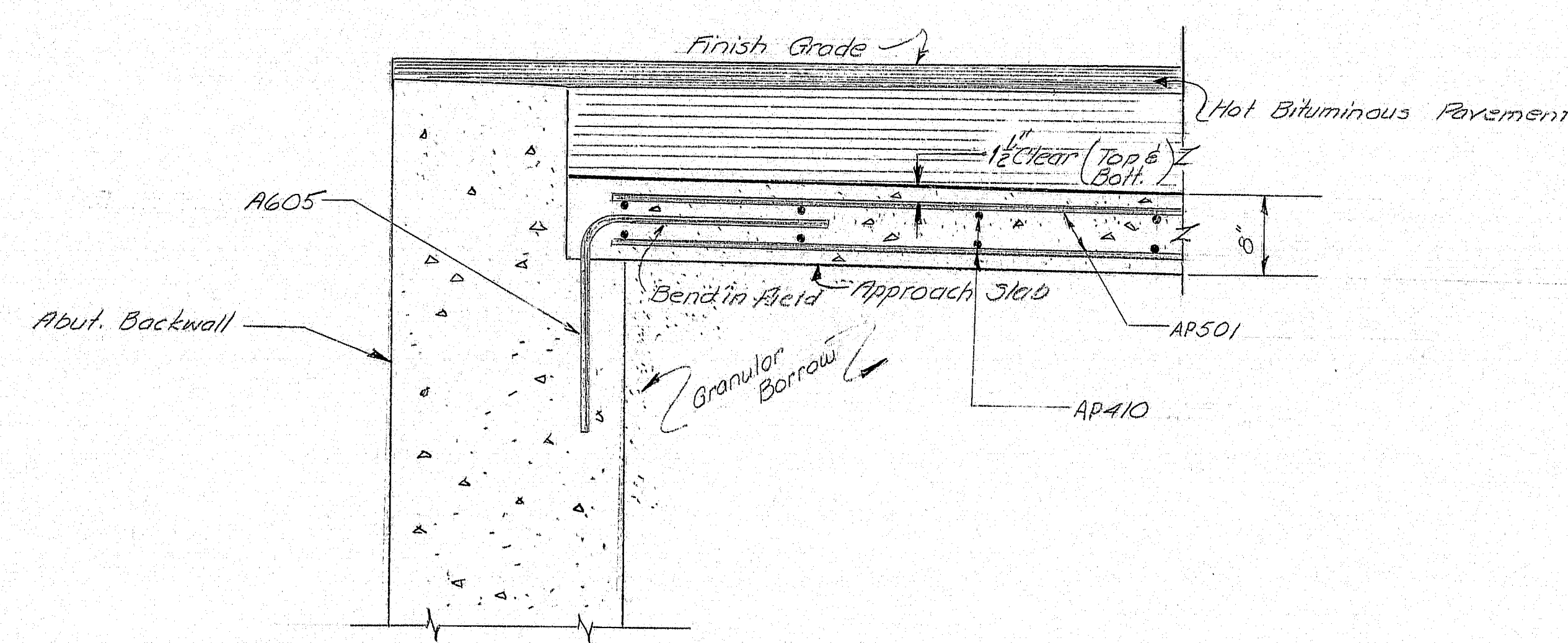
145-54



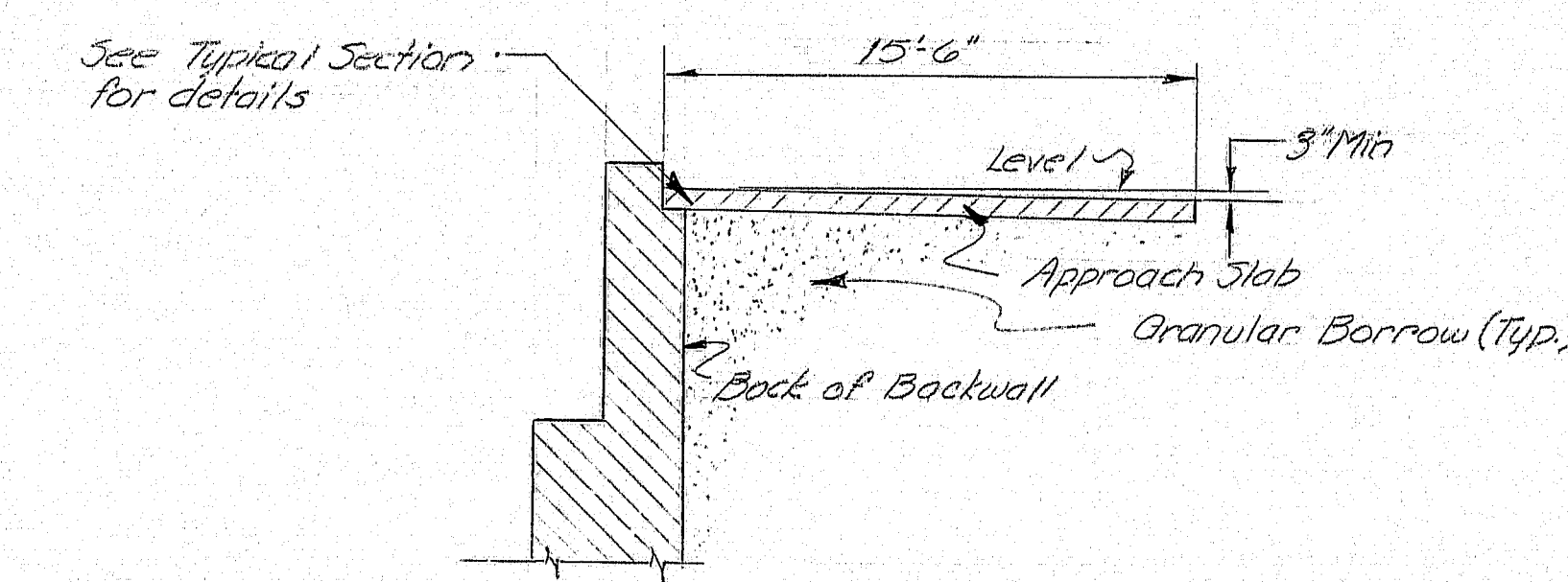
F.R.W.A. SHEET NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-B (102)	12	13



PLAN



TYPICAL SECTION (Longitudinal)



ELEVATION

DESIGN - DETAILED	BY	DATE
CHECKED	REV'D	12/73
REVISIONS		
FIELD CHANGES		

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
INTERSTATE 95 N.B.  
OVER  
MATTAMISCONTIS STREAM  
IN  
T2-R8  
PENOBSCOT COUNTY  
APPROACH SLAB  
SHEET 12 OF 13 AUGUSTA, MAINE

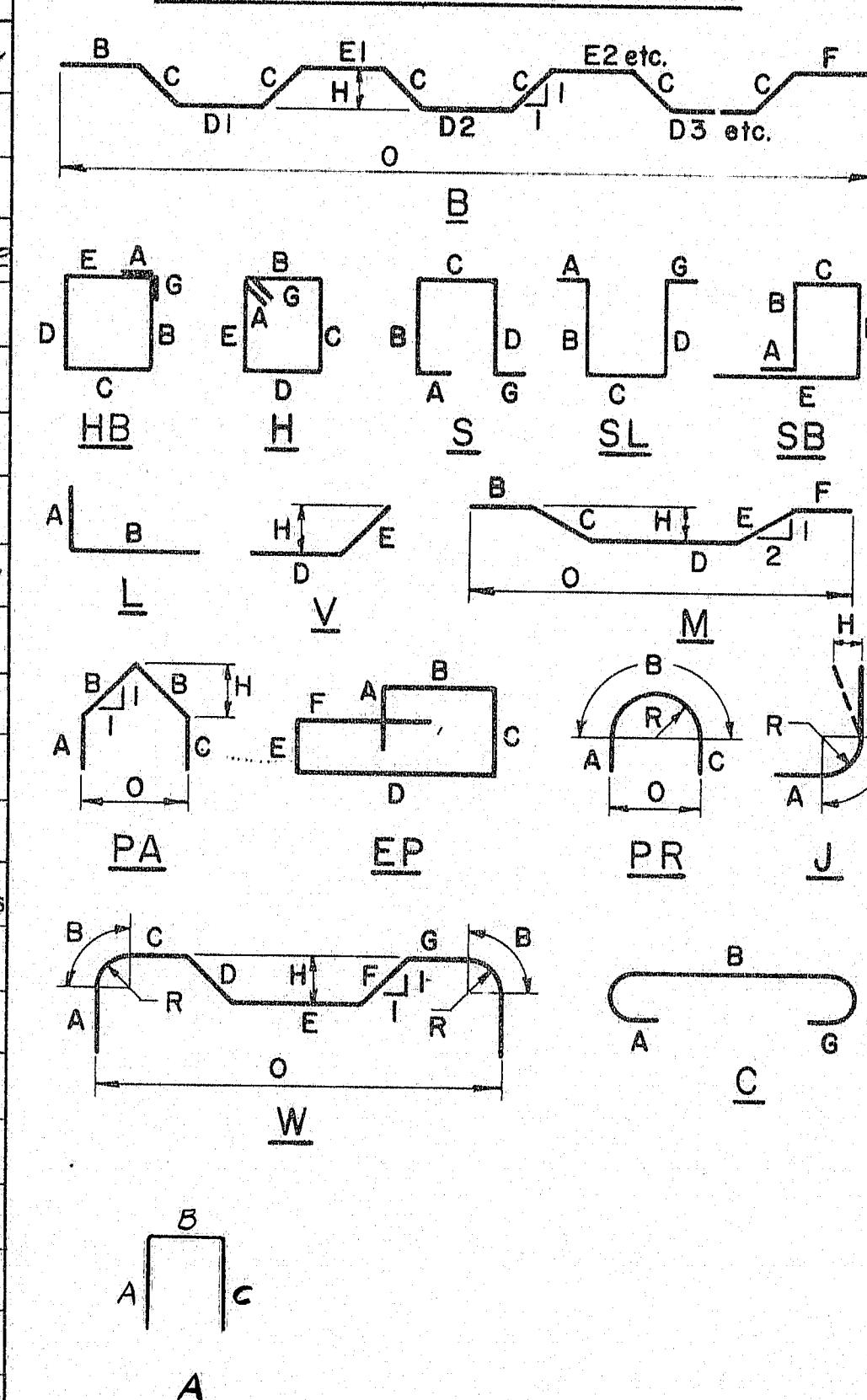
145-55



REINFORCING STEEL SCHEDULE																										
STRAIGHT BARS													BENT BARS													
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
A700	38	8'8"	Abut. #1 - Dowel	A543	2	6'10"	Horiz. Wing					A501	30	16'8"	L	3'8"	13'0"									Breast Wall Abut.
				A544	2	3'10"	Horiz. Wing					A505	34	7'6"	A	2'11"	1'8"	2'11"								Backwall - Abut. 1
A600	30	6'0"	Abut. #2 Fly Dowels	A546	38	13'0"	Vert. Abut. #2					A506	34	8'10"	A	3'10"	1'2"	3'10"								Backwall - Abut. 1
A601	32	18'6"	Footings	A547	32	6'6"	Vert. - Abut. #2					A545	30	14'1"	L	3'8"	10'5"									Breastwall - Abut. 2
A602	32	47'4"	Footings	A550	32	10'6"	Horiz. Wing					A548	34	9'2"	A	3'9"	1'8"	3'9"								Backwall - Abut. 2
A603	33	7'0"	Footings	A551	2	13'2"	Vert. Wing					A549	34	8'10"	A	3'10"	1'2"	3'10"								Backwall - Abut. 2
A604	32	15'3"	Footings	A552	2	13'7"						A580	16	5'2"	A	2'0"	1'2"	2'0"								Curb - Abut. 1 & 2
A605	54	2'6"	Approach Slab	A553	2	14'2"																				
				A554	2	14'8"						A400	48	3'8"	A	1'0"	1'8"	1'0"								Br. Seat. Abut. 1 & 2
A500	292	4'0"	Dowel - Abut. #1 & #2	A555	2	15'2"																				
A502	108	21'8"	Abut. #1 & #2	A556	2	15'8"																				
A503	38	13'0"	Abut. #1	A557	2	16'2"																				
A504	32	8'6"	Abut. #1	A558	2	16'9"	Vert. Wing																			Transverse - Slab
A507	100	5'0"	Abut. #1 & #2	A559	2	12'5"	Vert. Wing																			
A508	20	11'10"	Vert. Wing	A560	2	13'5"																				Stirrups - Curb
A509	28	13'4"	Horiz. Wing	A561	2	14'0"																				
A510	18	9'8"	Vert. Wing	A562	2	14'7"																				
A511	20	11'10"	Vert. Wing	A563	2	15'1"																				
A512	4	14'2"	Horiz. Wing	A564	2	15'8"																				
A513	2	3'8"	Vert. Wing	A565	2	16'3"																				
A514	2	4'3"		A566	2	16'9"	Vert. Wing																			
A515	2	4'10"		A567	14	10'2"	Vert. Wings																			
A516	2	5'4"		A568	4	10'0"	Horiz. Wing																			
A517	2	5'10"		A569	4	5'11"																				
A518	2	6'5"		A570	4	2'3"	Horiz. Wing																			
A519	2	6'11"		A571	4	11'3"	Horiz. Wing																			
A520	2	7'6"		-	34	4'0"	Dowels FE Breastwall Abut. #1																			
A521	2	8'0"																								
A522	2	8'0"	Vert. Wing																							
A523	2	13'4"	Horiz. Wing	3502	174	44'4"	Trans. Slab																			
A524	2	13'4"		3503	252	30'0"	Longitudinal - Slab																			
A525	2	13'4"		3505	8	12'10"	Longitudinal - Curb																			
A526	2	13'0"		3506	16	14'6"	Longitudinal - Curb																			
A527	2	8'9"																								
A528	2	4'6"	Horiz. Wing																							
A529	2	3'7"	Vert. Wing	A5501	320	15'0"	Approach Slab																			
A530	2	4'3"																								
A531	2	4'10"		A5401	44	39'6"	Approach Slab																			
A532	2	5'5"																								
A533	2	6'0"																								
A534	2	6'6"																								
A535	2	7'0"																								
A536	2	7'7"																								
A537	2	8'2"																								
A538	2	8'9"	Vert. Wing																							
A539	2	13'4"	Horiz. Wing																							
A540	2	13'4"																								
A541	2	13'4"																								
A542	2	10'10"	Horiz. Wing																							

FHWA REL. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	2-95-8(102)	13	19

# TYPE-BENDING DIAGRAMS



All dimensions are out to out of reinf. bar  
Bending details and hooks shall conform to the recommendations of ACI Standard 315-65.  
Reinforcing Bar: ASTM A615 Grade 60

## GENERAL NOTES

- First digit(s) following the letter of the Mark indicates size of reinf. bar.  
Mark (A502) bar size - #5  
Mark (P1001) bar size - #10  
Mark (S603) bar size - #6
- Letter of Marks A, P & S locates bars of Abutments, Piers, and Superstructure parts respectively.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 N.B.  
OVER  
MATTAMISCONTIS STREAM  
IN  
T2-R8  
PENOBSCOT COUNTY  
REINFORCING STEEL SCHEDULE

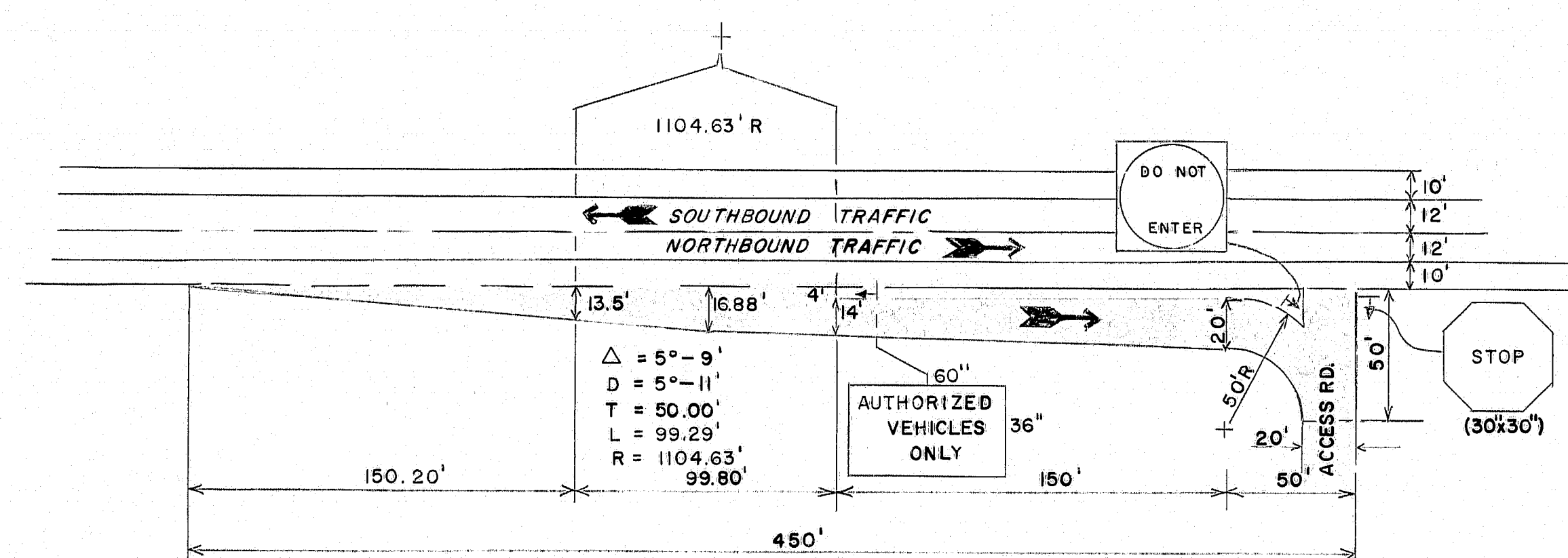
SHEET 13 OF 19 AUGUSTA, MAINE

145-56

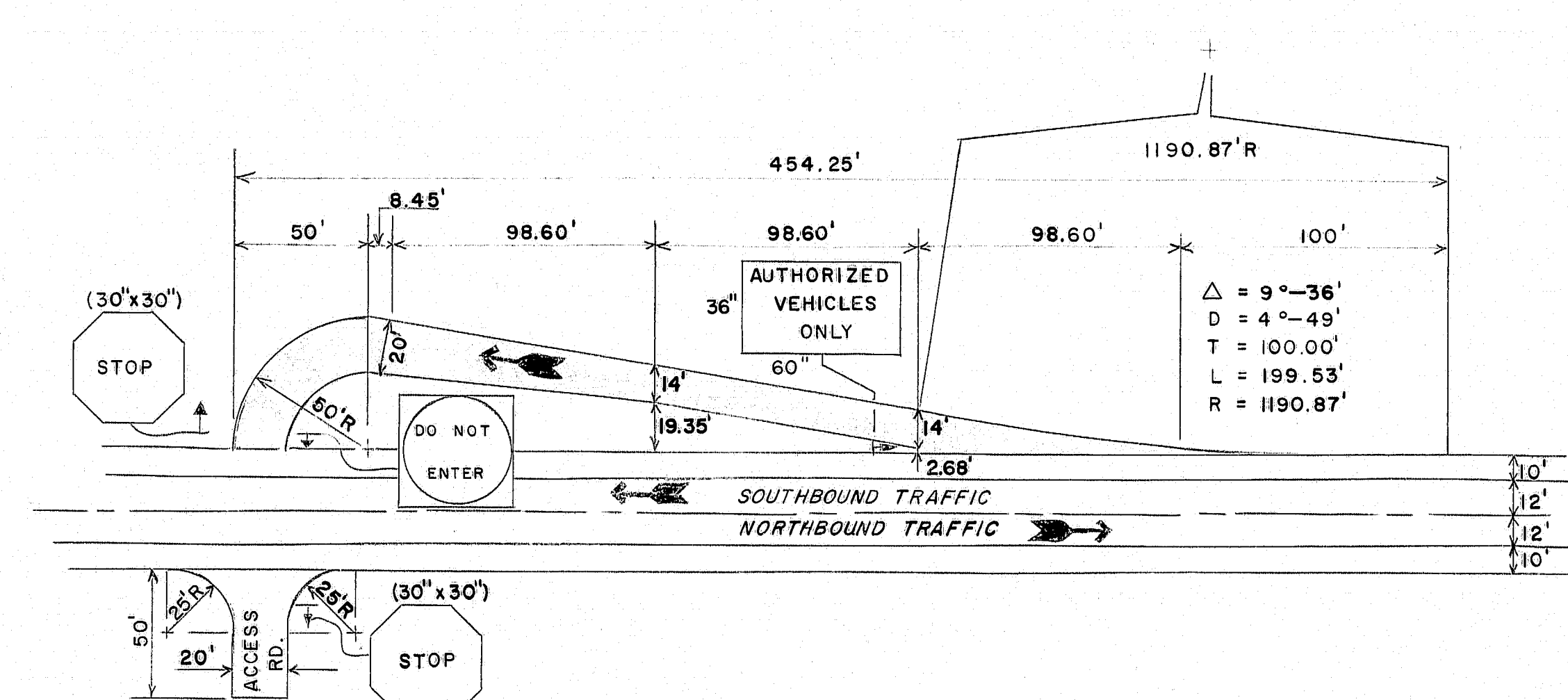
touraine paints TRUFLEX ★ SILKY ★ TRIPLE WHITE ★ RYPLEX



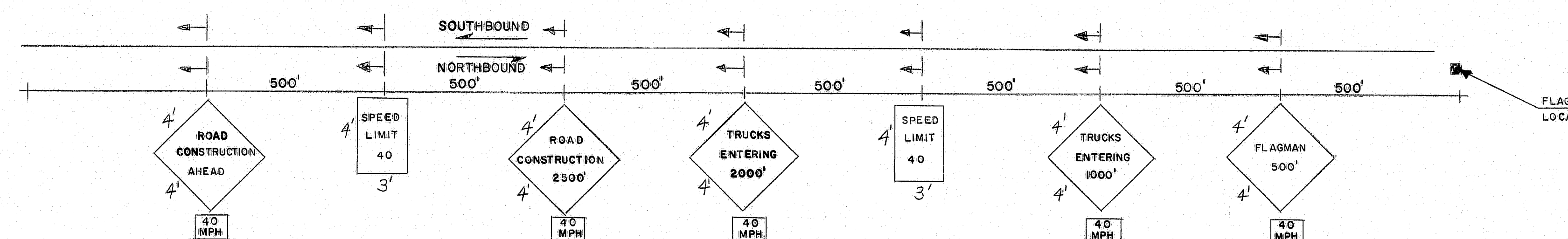
F.D.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-8(102)	14	19



TYPICAL NORTHBOUND CONSTRUCTION ACCESS DECELERATION LANE



TYPICAL SOUTHBOUND CONSTRUCTION ACCESS DECELERATION LANE



NOTE:  
THIS IS A HALF SECTION OF THE STANDARD SIGNING  
ARRAY REQUIRED FOR A CONSTRUCTION ACCESS ROAD TO  
THE NEW NORTHBOUND LANE AND FOR ANY HAUL ROAD  
INTERSECTION WITH THE EXISTING INTERSTATE UNDER  
TRAFFIC.

#### CONSTRUCTION TRAFFIC SIGNING

##### SIGNING NOTES:

1. ALL SIGNS SHALL BE REMOVED FROM THE PAVEMENT AND SHOULDERS AND TURNED AWAY FROM THE DIRECTION OF TRAFFIC WHEN NOT IN USE AND DURING THE CONTRACTOR'S NON-WORKING HOURS.
2. ALL SIGNS SHALL BE MOUNTED ON EASELS, WITH THE EDGE OF THE SIGN 18 FEET FROM THE ROADWAY  $\frac{1}{4}$  OR 6 FEET BEYOND THE ROADWAY PAVEMENT EDGE.
3. IF THE CONTRACTOR ELECTS TO MOUNT SIGNS ON POSTS, THE NEAR EDGE OF THE SIGN SHALL BE 2 FEET BEYOND AND 5 FEET ABOVE THE EDGE OF SHOULDER AND SHALL BE PROPERLY COVERED WHEN NOT IN USE AND DURING THE CONTRACTOR'S NON-WORKING HOURS.
4. EXISTING REGULATORY SIGNS SHALL BE COVERED DURING THE PERIODS THAT THE CONSTRUCTION SIGNING IS IN EFFECT.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR BARRICADING AND SIGNING THE ACCESS ROADS AND DECELERATION LANES TO PREVENT USE BY THE PUBLIC.

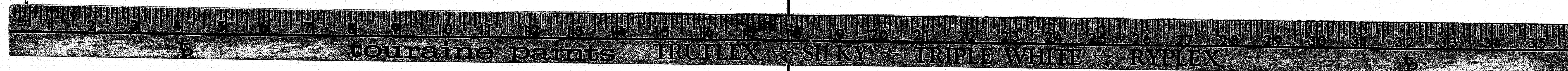
##### PAVEMENT NOTE

1. SHADED AREAS SHALL BE PAVED WITH A MINIMUM OF 2" HOT BITUMINOUS PAVEMENT. PAYMENT SHALL BE CONSIDERED AS INCIDENTAL TO THE PAY ITEMS BEING HAULED.

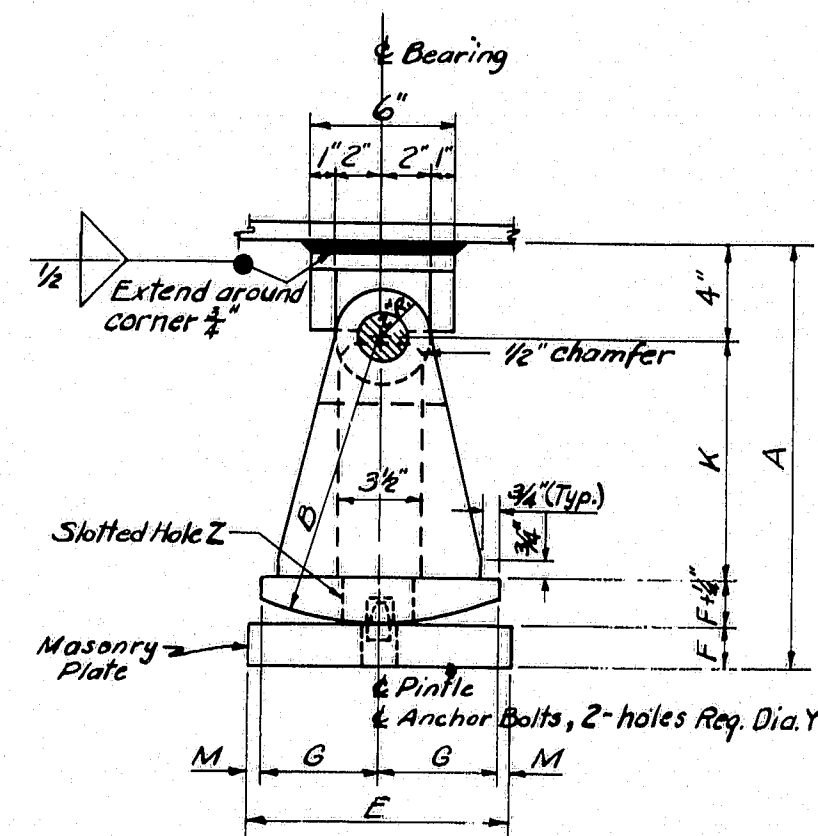
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAIL	
REVISIONS	
FIELD CHANGES	
PLANS	

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
INTERSTATE 95 N.B.  
OVER  
MATTAMISCONTIS STREAM  
IN  
T2-R8  
PENOBSCOT COUNTY  
DECELERATION LANES & TRAFFIC SIGNING  
SHEET 14 OF 19 AUGUSTA, MAINE

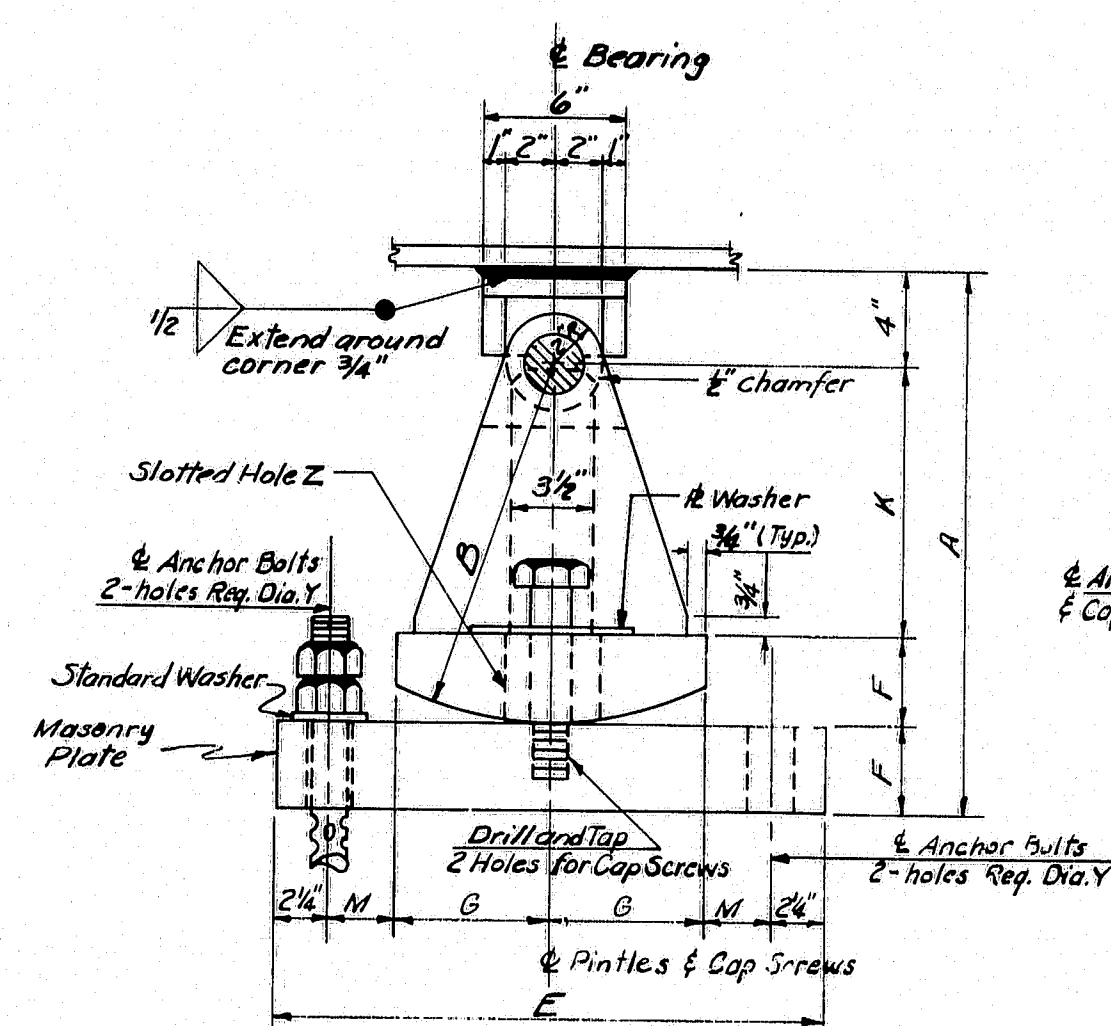
145-57



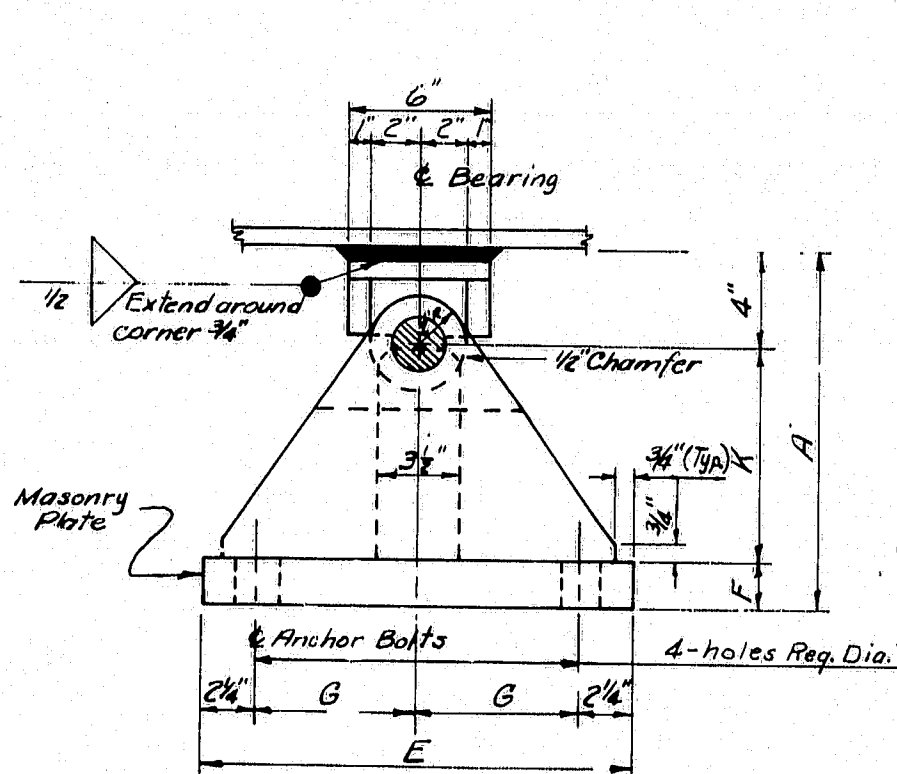




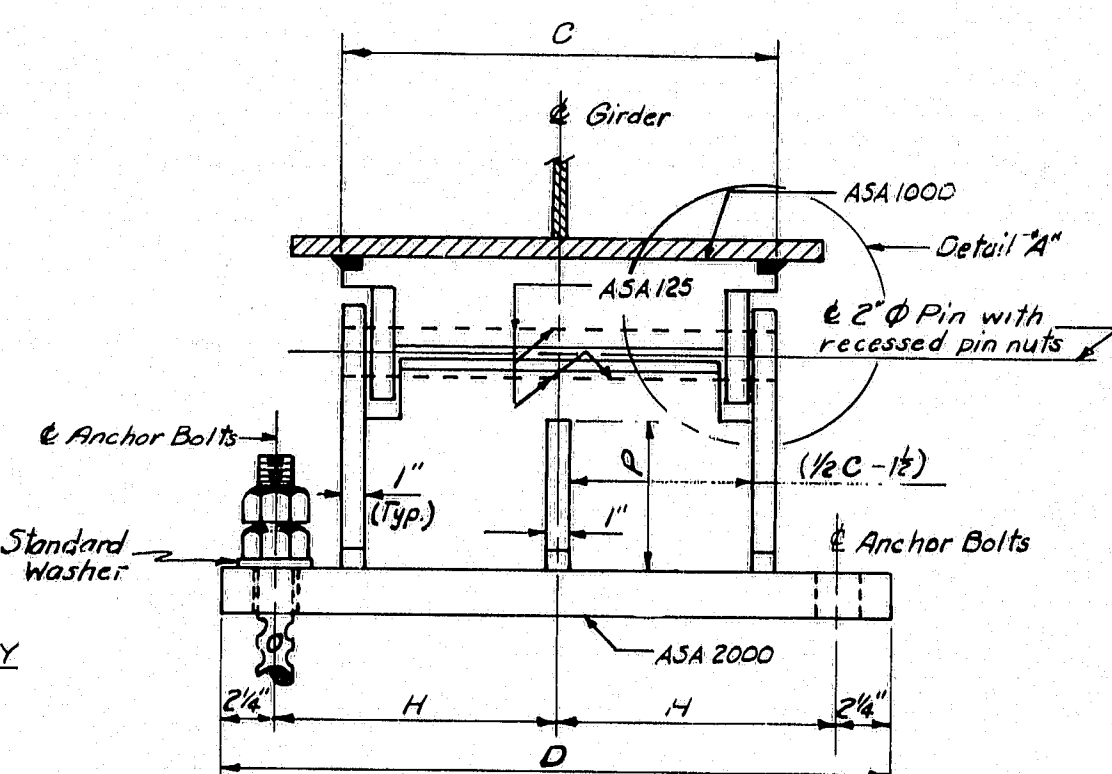
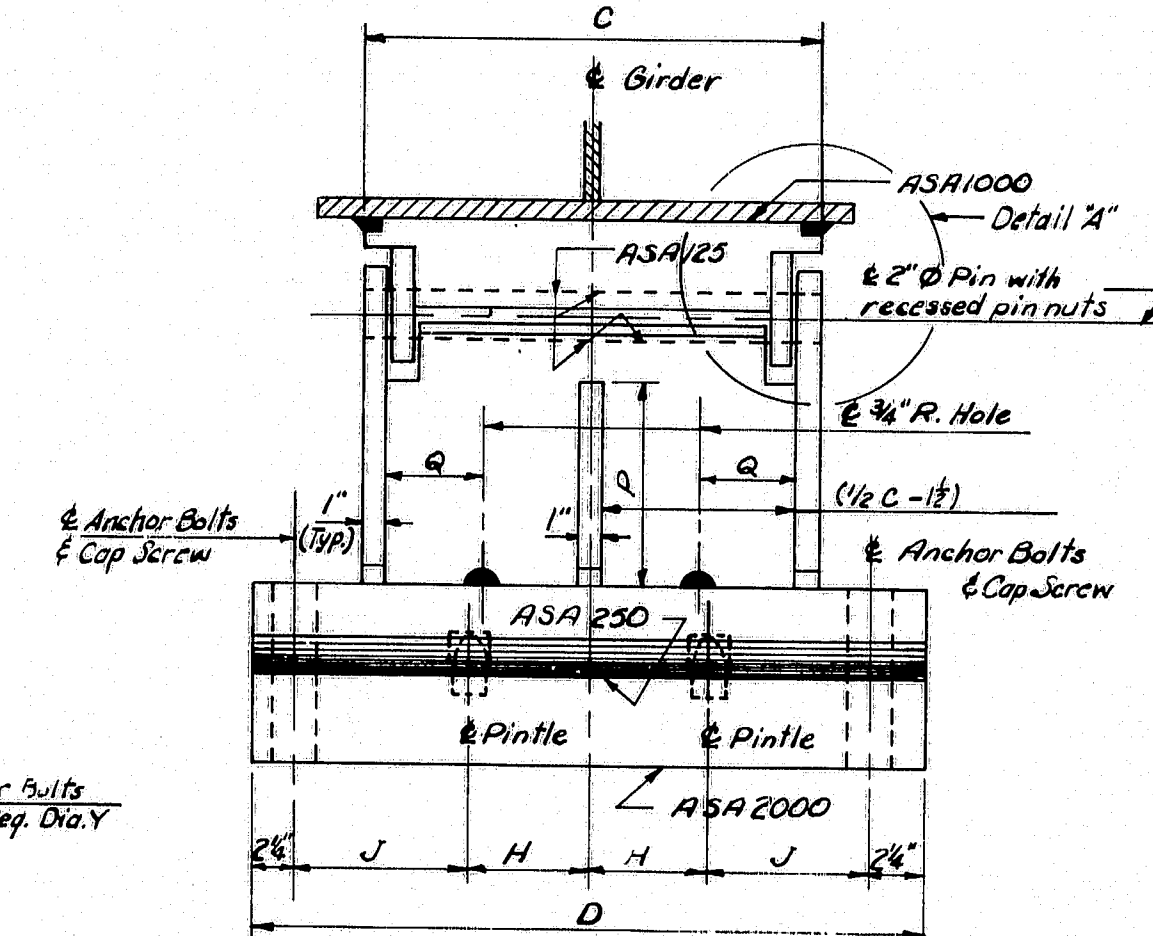
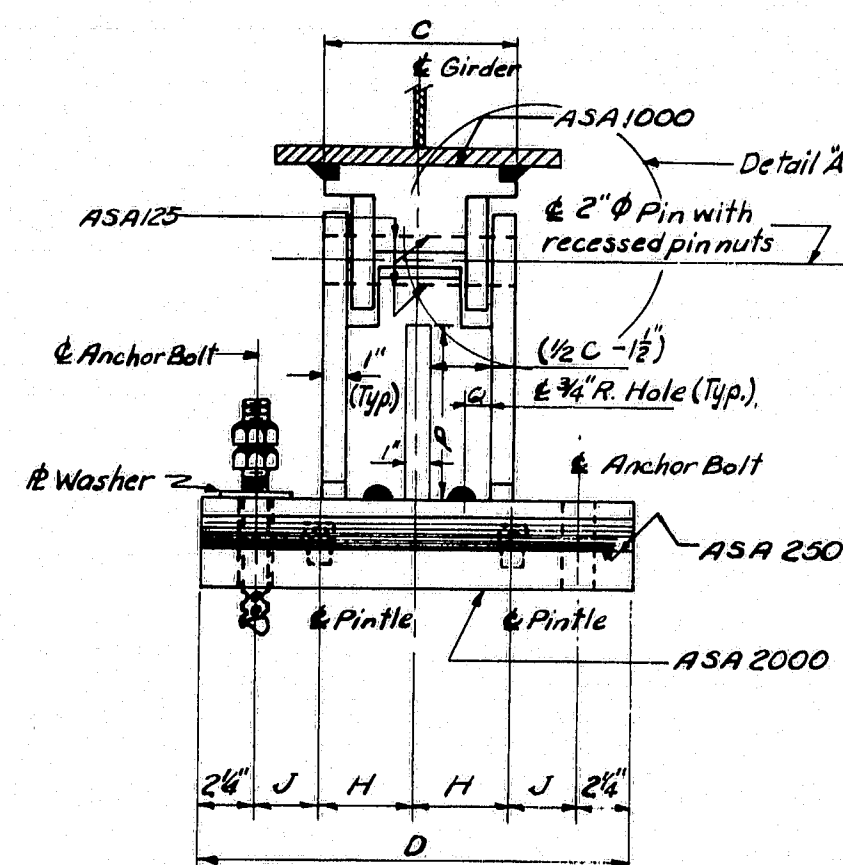
EXPANSION PEDESTAL — EPD



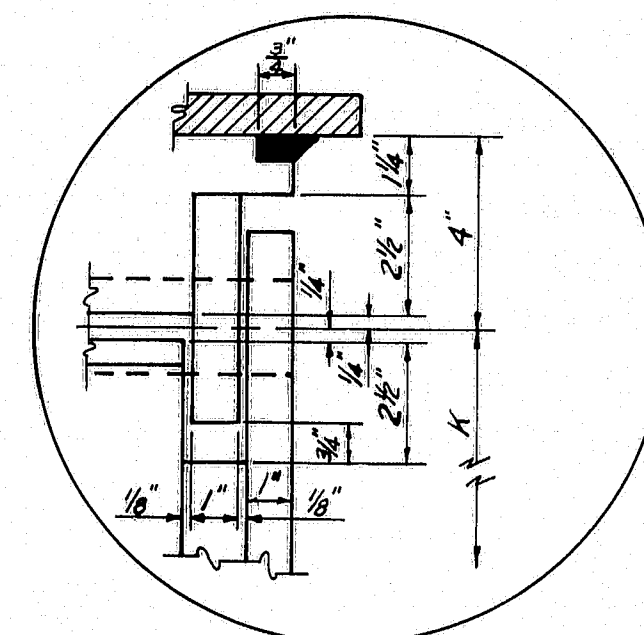
EXPANSION PEDESTAL — EPE



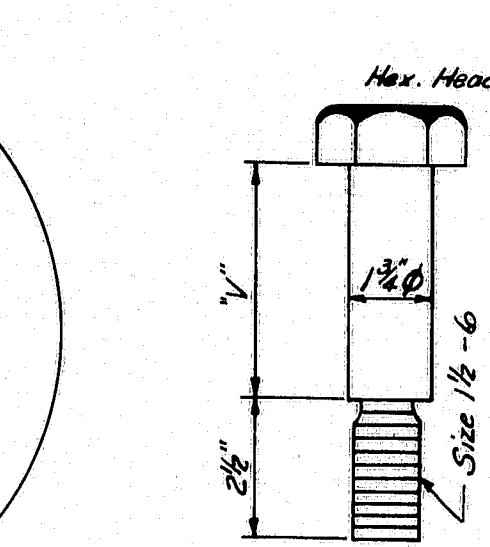
FIXED PEDESTAL — FPD



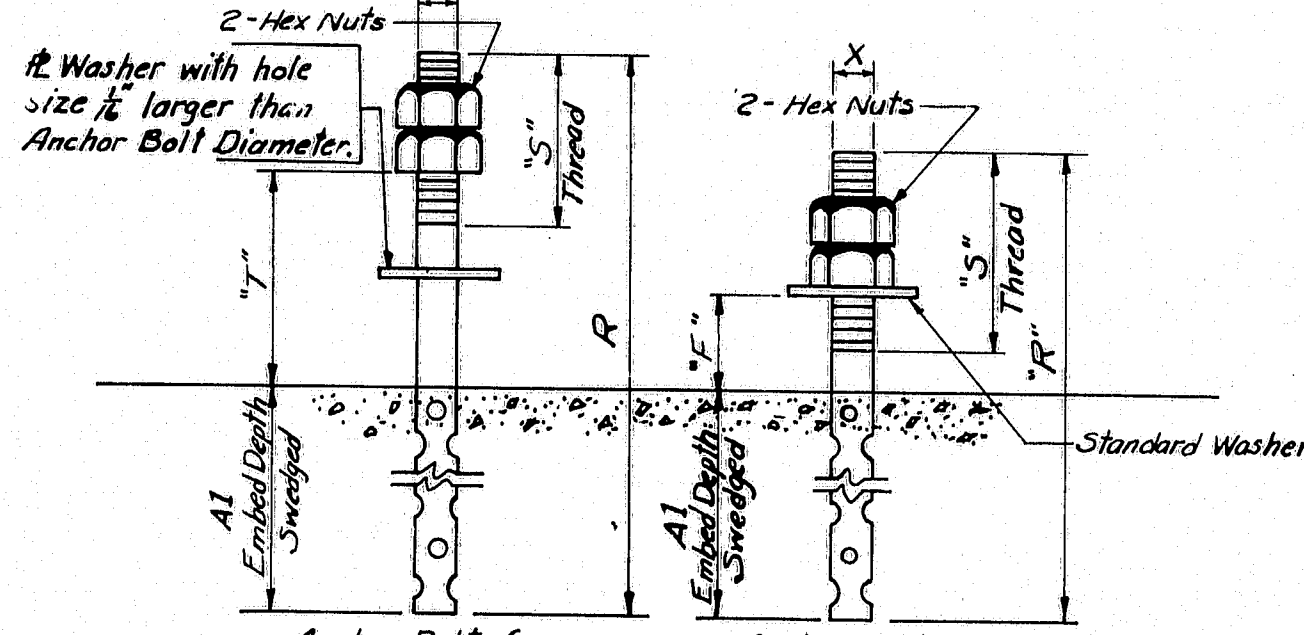
MARK	LOAD	A	B	C	D	E	F	G	H	J	K	M	P	Q	R	S	T	V	X-Anchor Bolt Diameter	Y-Masonry Plate Hole Size	Number Anchor Bolts Required	Z-Slotted Hole for Anchor Bolts or Cap Screws	W Washer Size for Anchor Bolts or Cap Screws	A1 Embedment Depth	MARK
EPD-1	100*	1'-2 1/2"	9"	8"	1'-6"	8"	1 1/2"	3 1/2"	4"	2 1/2"	7"	1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



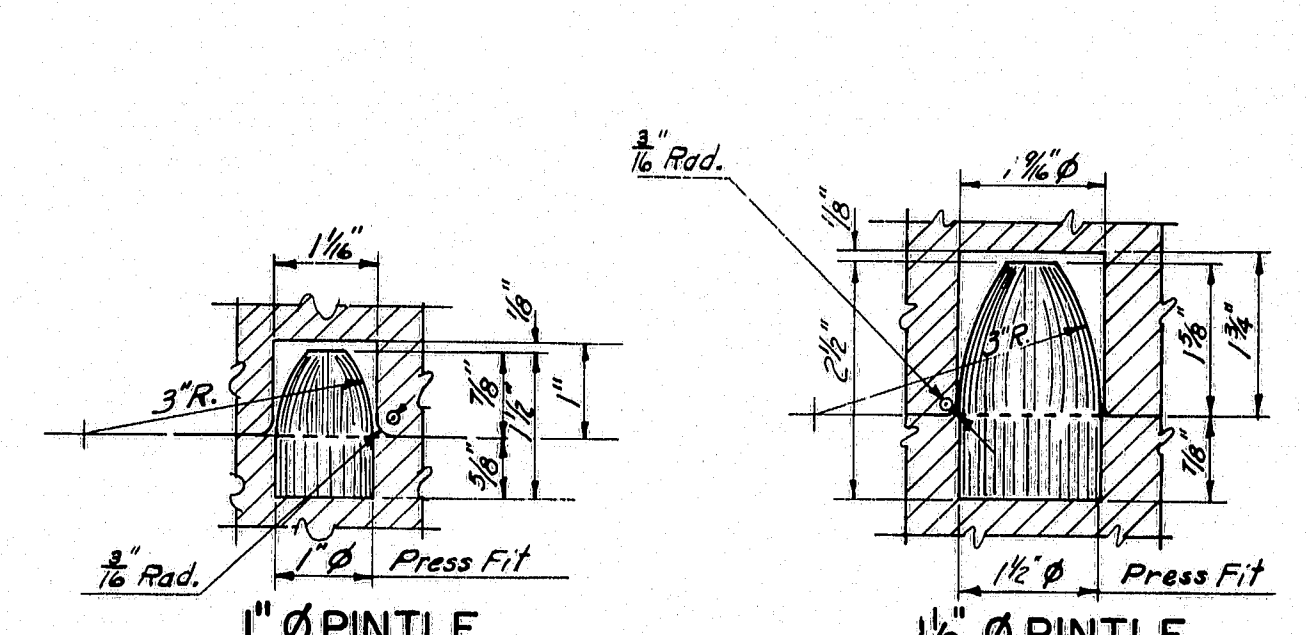
DETAIL "A"



CAP SCREW DETAIL



ANCHOR BOLT DETAILS



PINTLE DETAILS

GENERAL NOTES:

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 1/2" and a min. slope of 1/8" per foot. No separate payment for this work will be made as it shall be considered incidental to contract items.

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

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

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

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

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

DESIGN SPECIFICATIONS

A.A.S.H.O., Standard Specifications for Highway Bridges, 1969

A.S.T.M. STEEL CLASSIFICATION

All structural steel shall be A-36 except the following:  
2" Pin - A-36; A-235, Class E or A-108, Grade 1016 - 1030 inclusive.

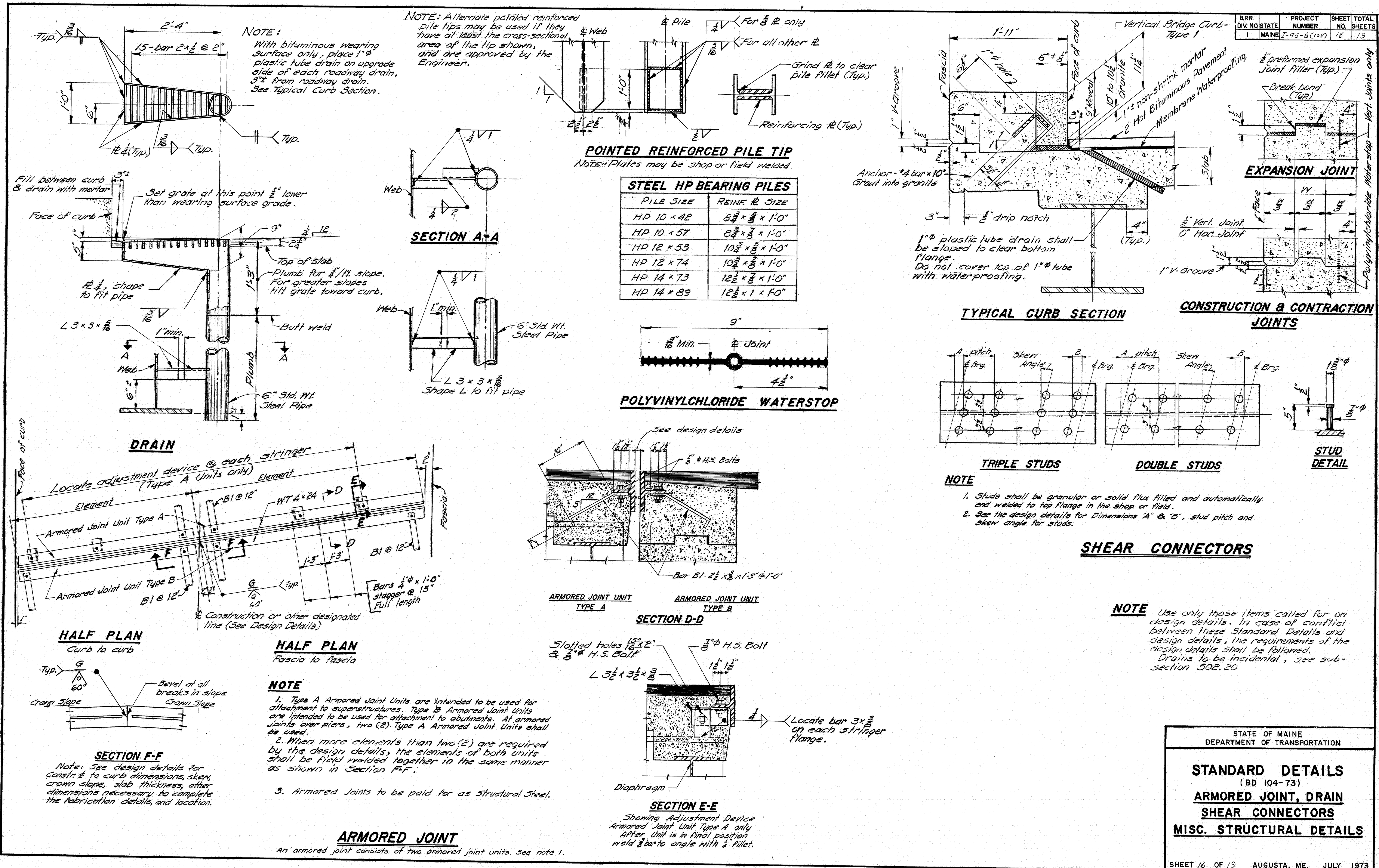
NOTE:  
Use 1" Pin with 1" Anchor Bolts & 1 1/2" Pin with 1 1/2" Anchor Bolts.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
STANDARD DETAILS  
(BD 100-71)  
BEARING PEDESTALS

5h 15 OF 19 AUGUSTA, MAINE JULY 1971

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**TYPE A & B**

Type A W16 x 36  
Type B W18 x 45

Cut & chip (Typ)  
Top & Bot. Flg.

**NOTE A** This dimension may be varied ( $\pm 1"$ ) to allow a series of diagonals to have the same slope.

**TYPE G**

See note A

3/4" Bolt

Filler

L 3 x 3 x 5/16

**TYPE L**

See note A

3/4" Bolt

Filler

WT 4 x 8.5

WT 5 x 10.5

Level

**TYPE C**

Cut & chip (Typ)  
Top & Bot. Flg.

W16 x 36

WT 5 x 10.5

**TYPE H**

See note A

3/4" Bolt

Filler

L 3 x 3 x 5/16

Cut & chip 0.5 leg

WT 4 x 8.5

WT 5 x 10.5

Level

**TYPE D**

Cut & chip (Typ)  
Top & Bot. Flg.

W16 x 26

WT 5 x 10.5

Gusset Pl (Typ)

**TYPE J**

See note A

3/4" Bolt

Filler

WT 4 x 8.5

WT 5 x 10.5

Level

**TYPE M**

See note A

3/4" Bolt

Filler

WT 5 x 10.5

WT 5 x 10.5

Level

**TYPE E & F**

Dimension A shall be approx. equal to but not greater than dimension B. Neither dimension shall be less than 3".

Type E - C15 x 33.9  
Type F - MC18 x 42.7

\* Level

\* may be sloped to meet the 3" min. from Flange to channel

**TYPE K**

See note A

3/4" Bolt

Filler

WT 4 x 8.5

WT 5 x 10.5

Gusset Pl

Cut & chip (Typ)

**DETAIL A**

Referenced From Note 5

Conn. Plate

beam web

Bearing Stiff.

Over 30°

to Bearing

**DETAIL B**

Referenced From Note 4

Conn. Plate

beam web

Over 30°

**MATERIALS**

Diaphragms, Crossframes and All Plates (Filler, gusset, and connection). ASTM

High Strength Bolts 3/4" diameter — — — ASTM A3

1. For location and type of diaphragm or crossframe see design details.
2. Holes for  $\frac{3}{4}$ " diameter bolts shall be  $\frac{15}{16}$ " dia. and Edge distances shall be  $\frac{1}{2}$ " minimum unless otherwise shown.
3. Connection plates and gusset plates shall have a minimum thickness of  $\frac{3}{8}$ " and shall have sufficient width to provide erection clearances.  
When bearing stiffeners or intermediate stiffeners are used as connection plates, the plate size will be given on the design details.
4. Connection plates shall be fastened to beam and girder webs as follows:
  - 0° to 30° skew--- fillet weld both sides.
  - Over 30° skew--- full penetration groove weld (see Detail B)  
except as indicated in Note 5
  - Over 45° skew--- weld prequalification will be required.

5. Bearing stiffeners shall be used as connection plates when the skew is not over 30°. When the skew is over 30° a bent connection plate shall be attached to the web adjacent to the bearing stiff; as shown in Detail A.
6. All fillet weld sizes shall be the minimum for the thickness of metal being joined according to AWS Specifications for Welded Highway & Railway Bridges.
7. Connection plates on welded beams and girders shall extend to the top flange in areas where the top flange is always in compression or when used as a bearing stiffener or intermediate stiff.
8. Connection plates shall extend to the bottom flange when used as a bearing stiffener, at points where lateral bracing is attached & on welded beams and girders in areas where the bottom flange is always in compression.
9. When a conn. plate is extended to a flange it shall be a paint tight fit except as otherwise indicated on design details.
10. Conn. plates shall be  $2\frac{1}{2}$ " clear from flanges, except as indicated by Notes T&B
11. Use only those items called for on the design details. In case of conflict between these standard details and the design details, the design details shall be followed.

**STANDARD DETAILS**  
(BD 113 - 72)  
**DIAPHRAGMS & CROSSFRAMES**

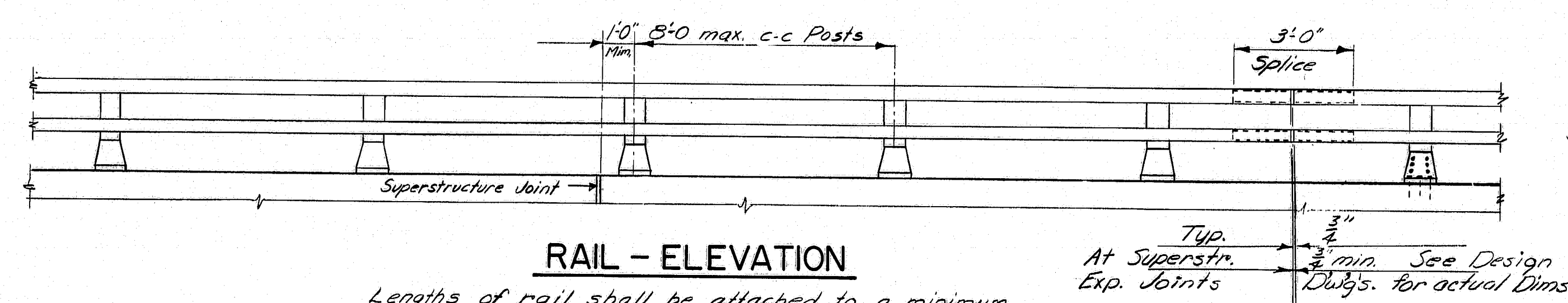
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**DETAIL B**  
*Referenced from Note 4*  
**MATERIALS**

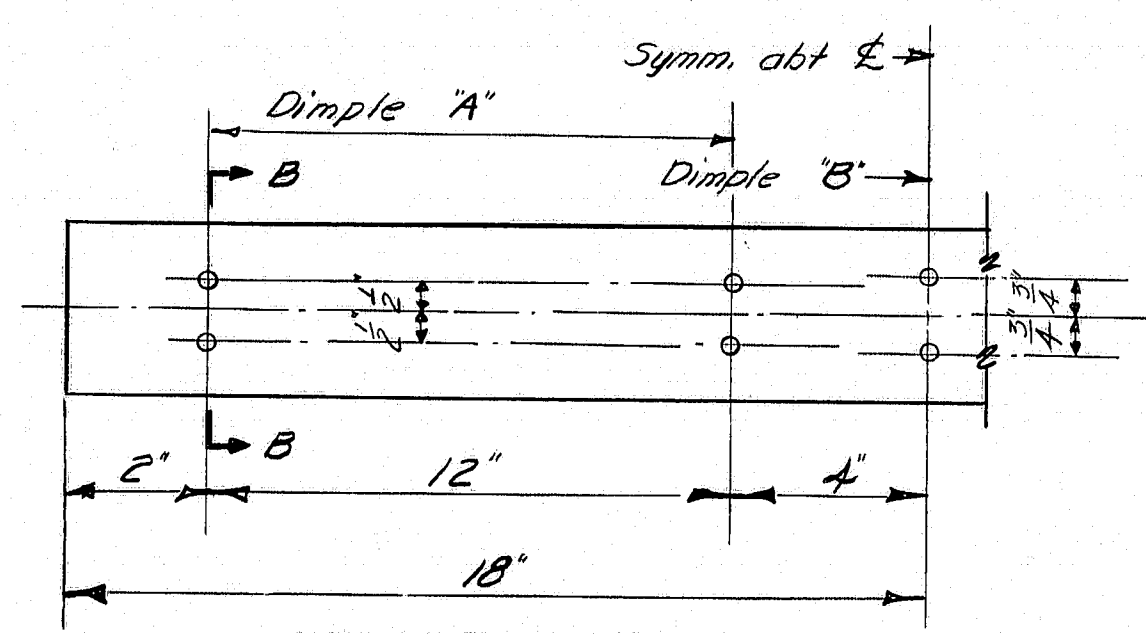
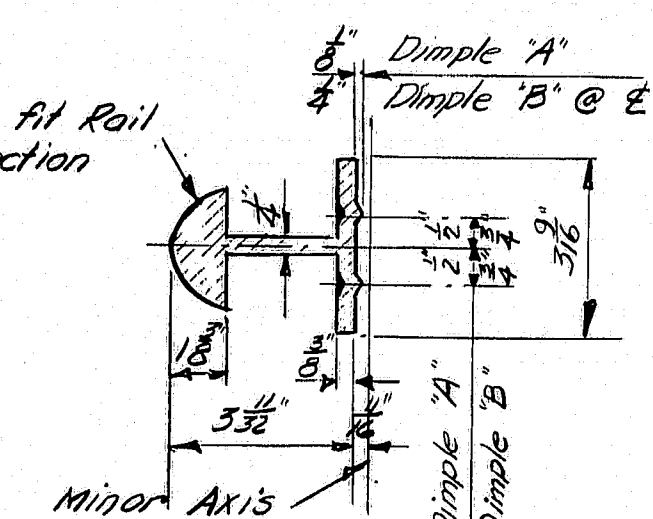
Diaphragms, Crossframes and  
All Plates (Filler, gusset, and connection). ASTM A36  
High Strength Bolts  $\frac{7}{8}$ " diameter — — — ASTM A325



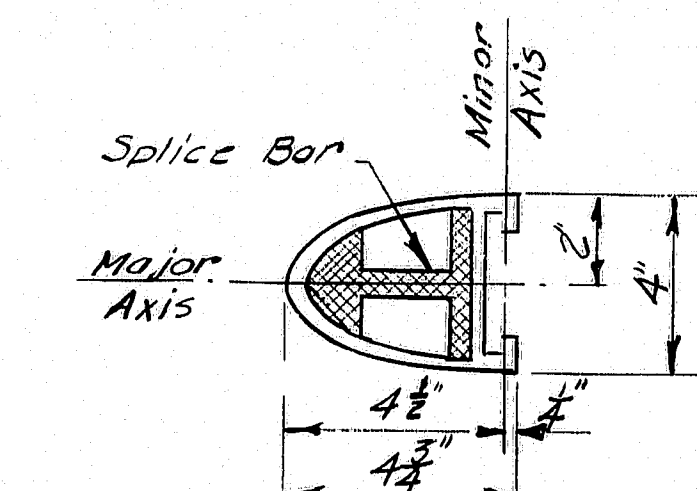
DESIGN SPECIFICATIONS  
A.A.S.H.O. Standard Specifications for  
Highway Bridges 1969 and  
Interim Specifications.



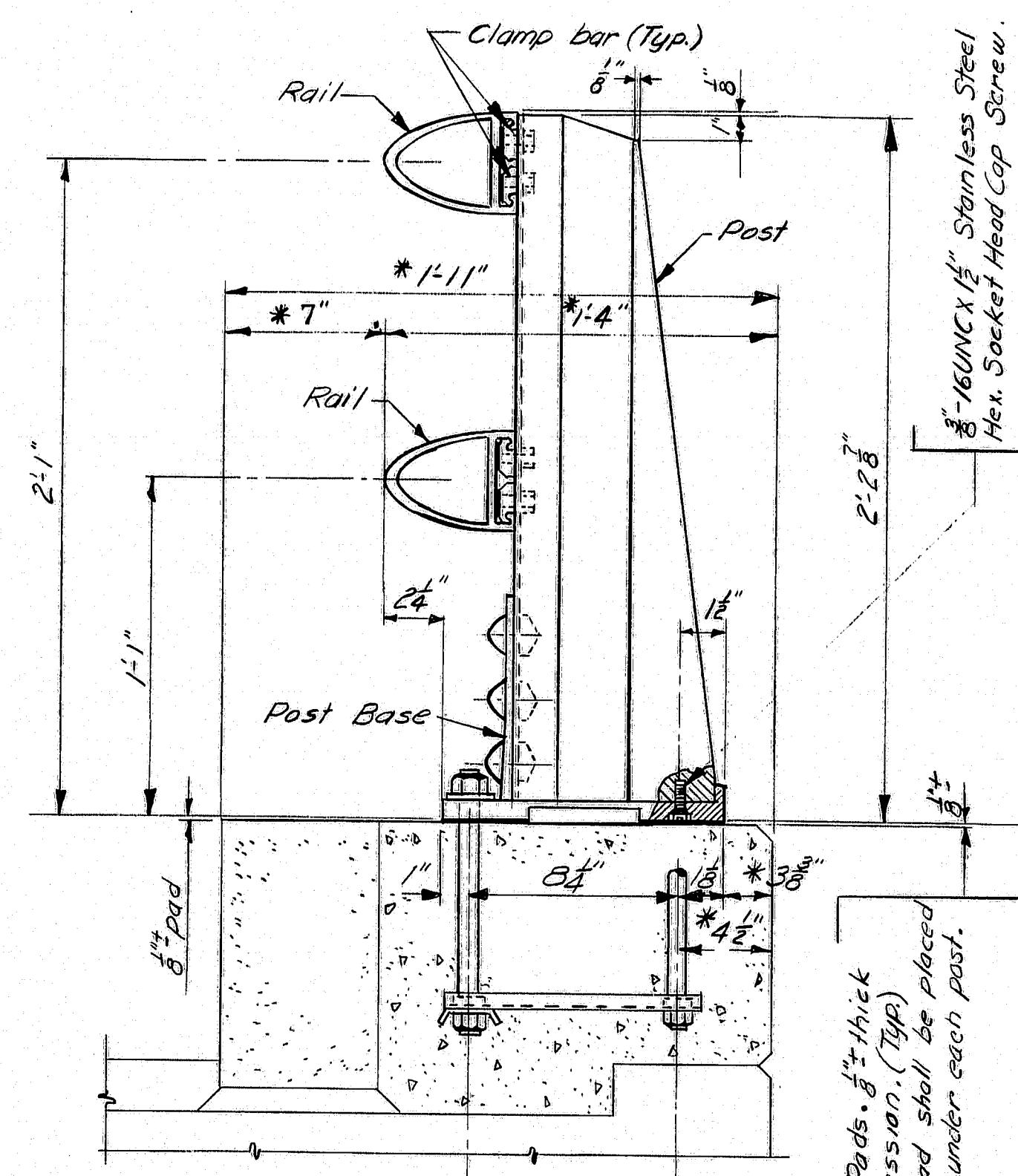
Lengths of rail shall be attached to a minimum of four (4) rail posts wherever possible, and in any case never less than two (2). Rail posts are to be set normal to grade unless otherwise shown on the Bridge Plans.



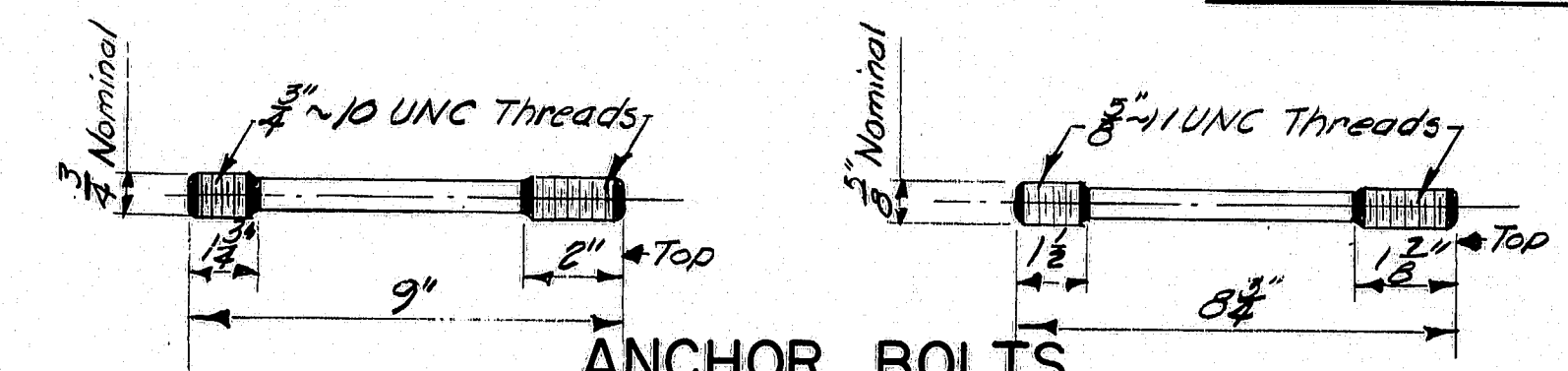
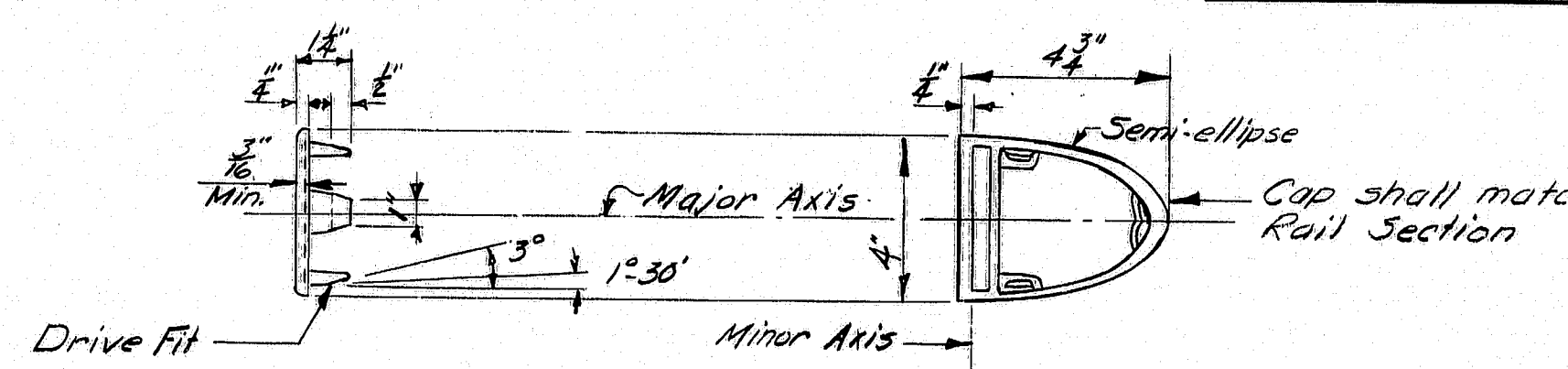
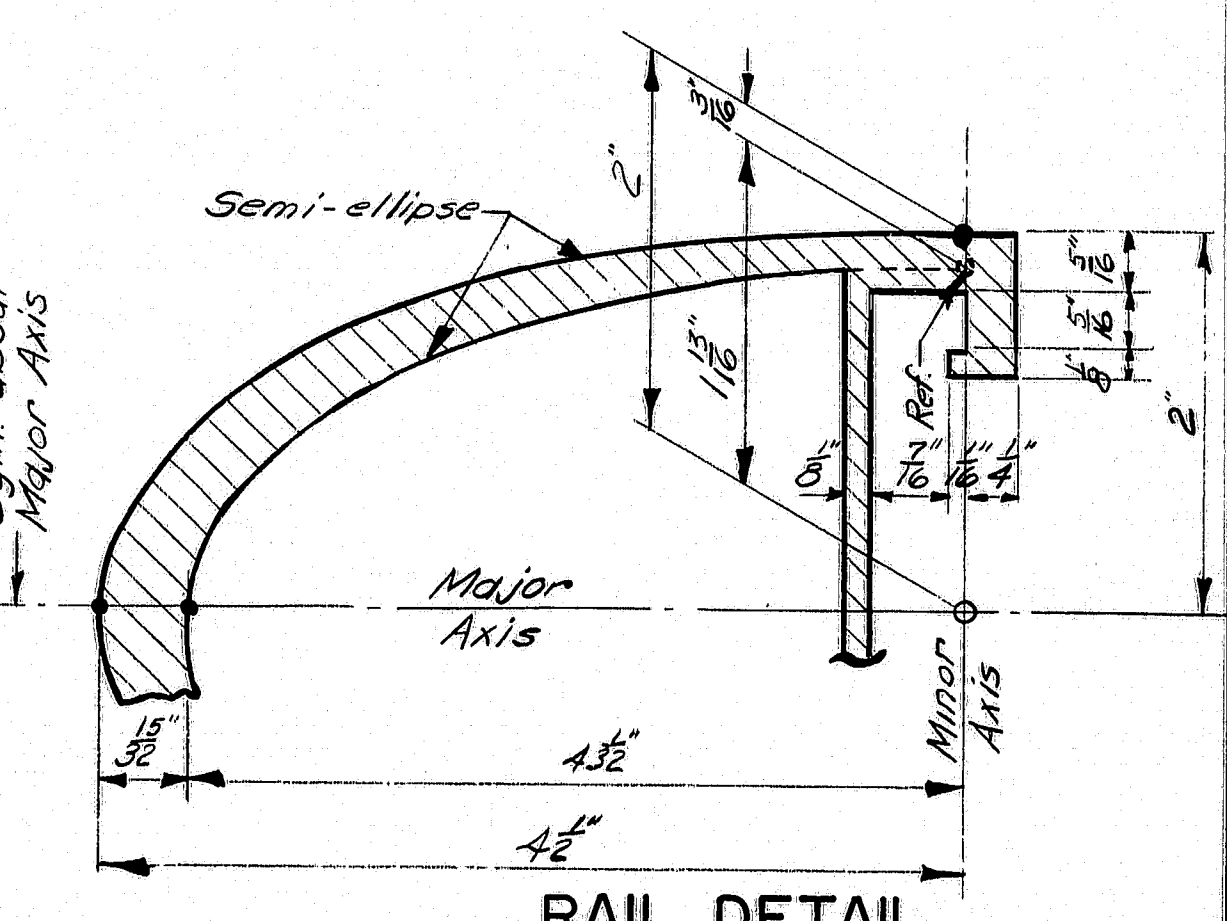
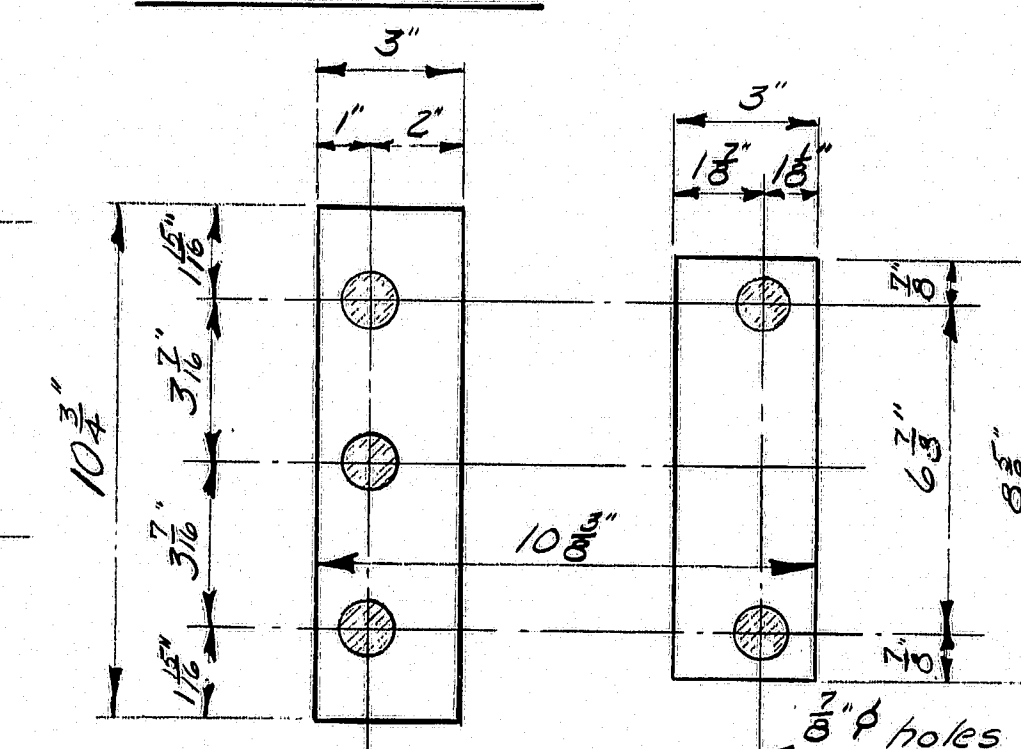
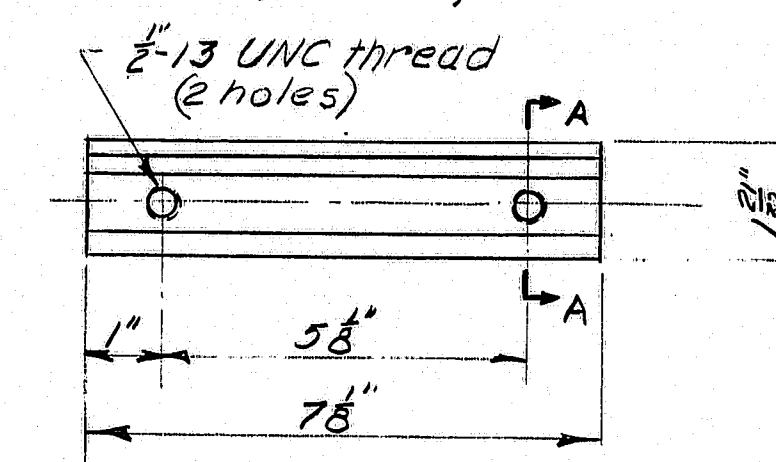
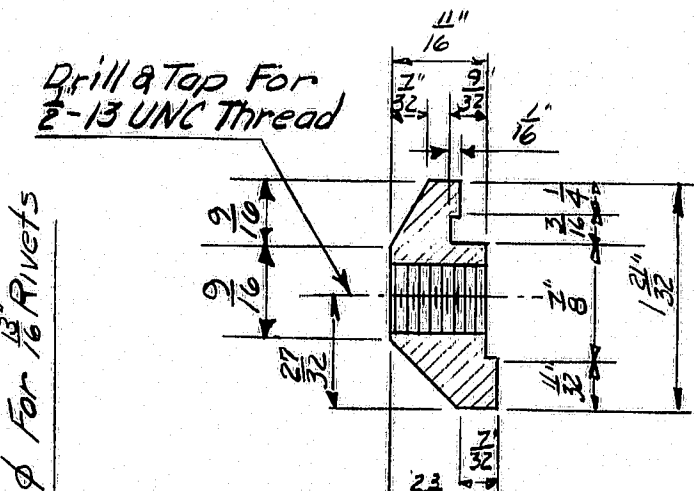
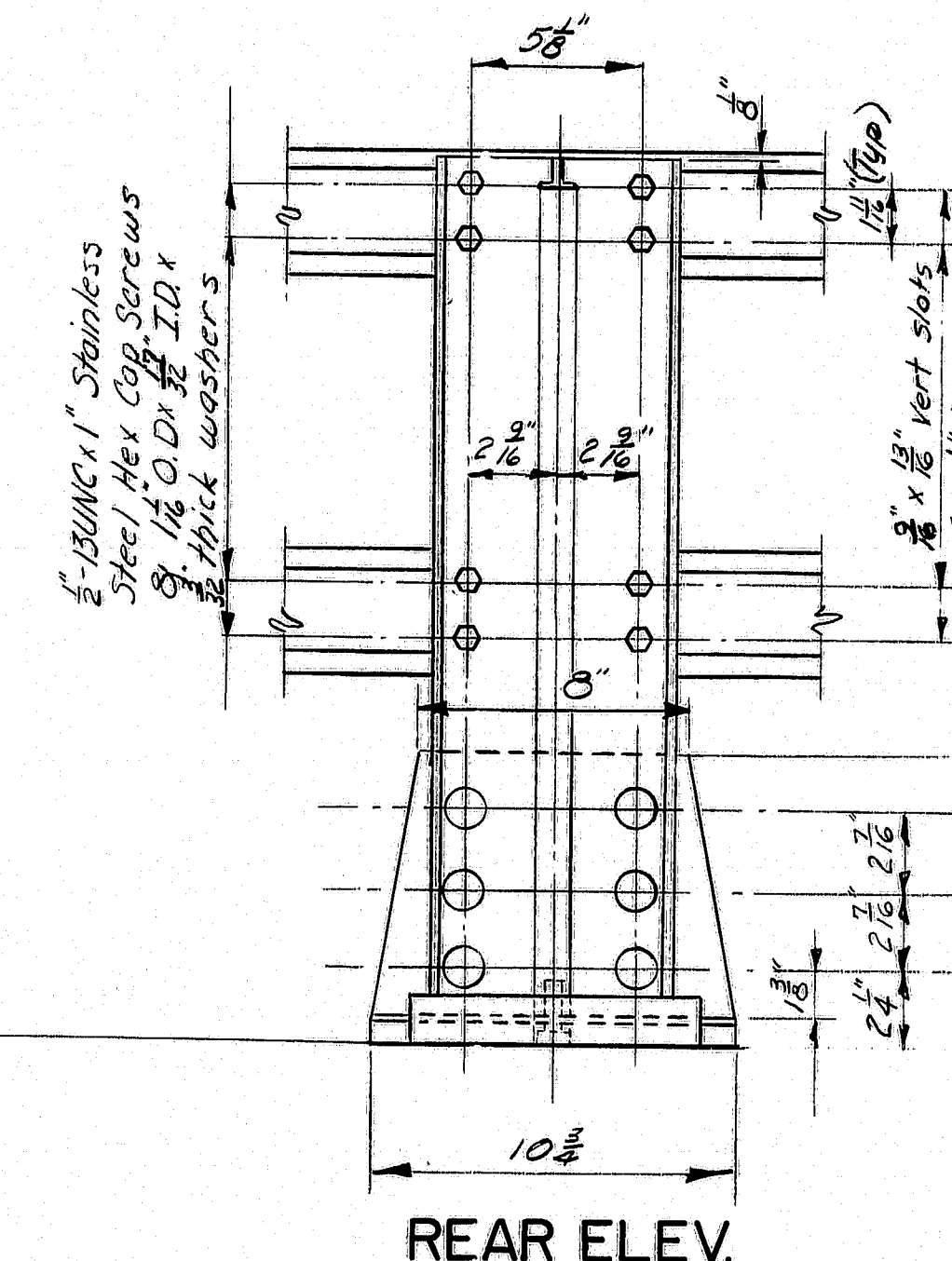
Note - An alternate to the dimple system for holding the splice bar in position may be used if approved by the Engineer.



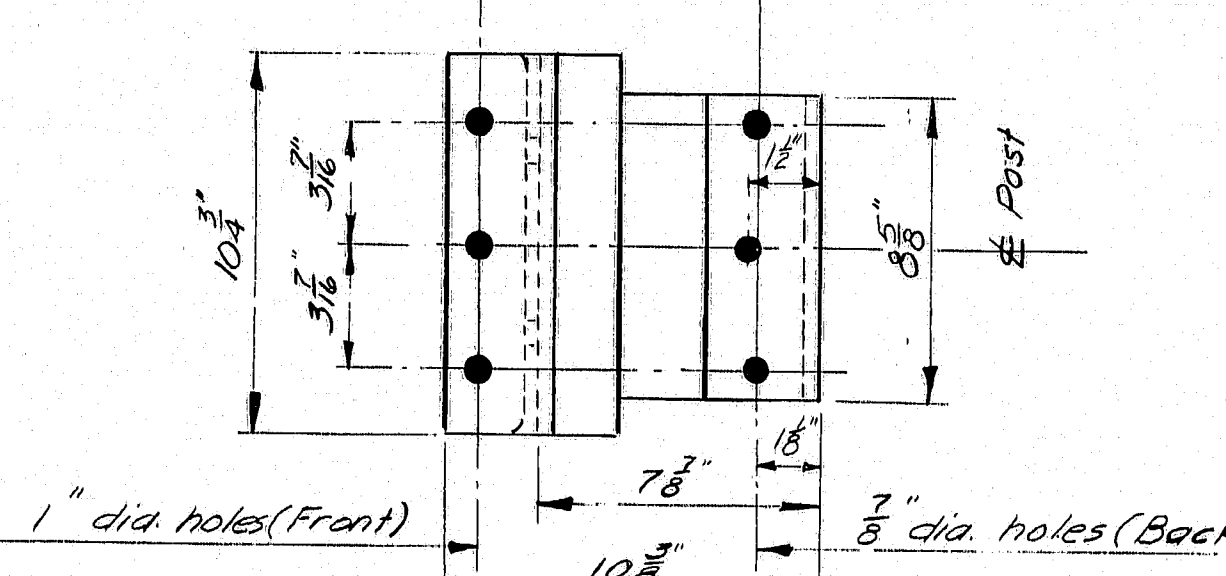
RAIL SECTION  
*See "Rail Detail"*



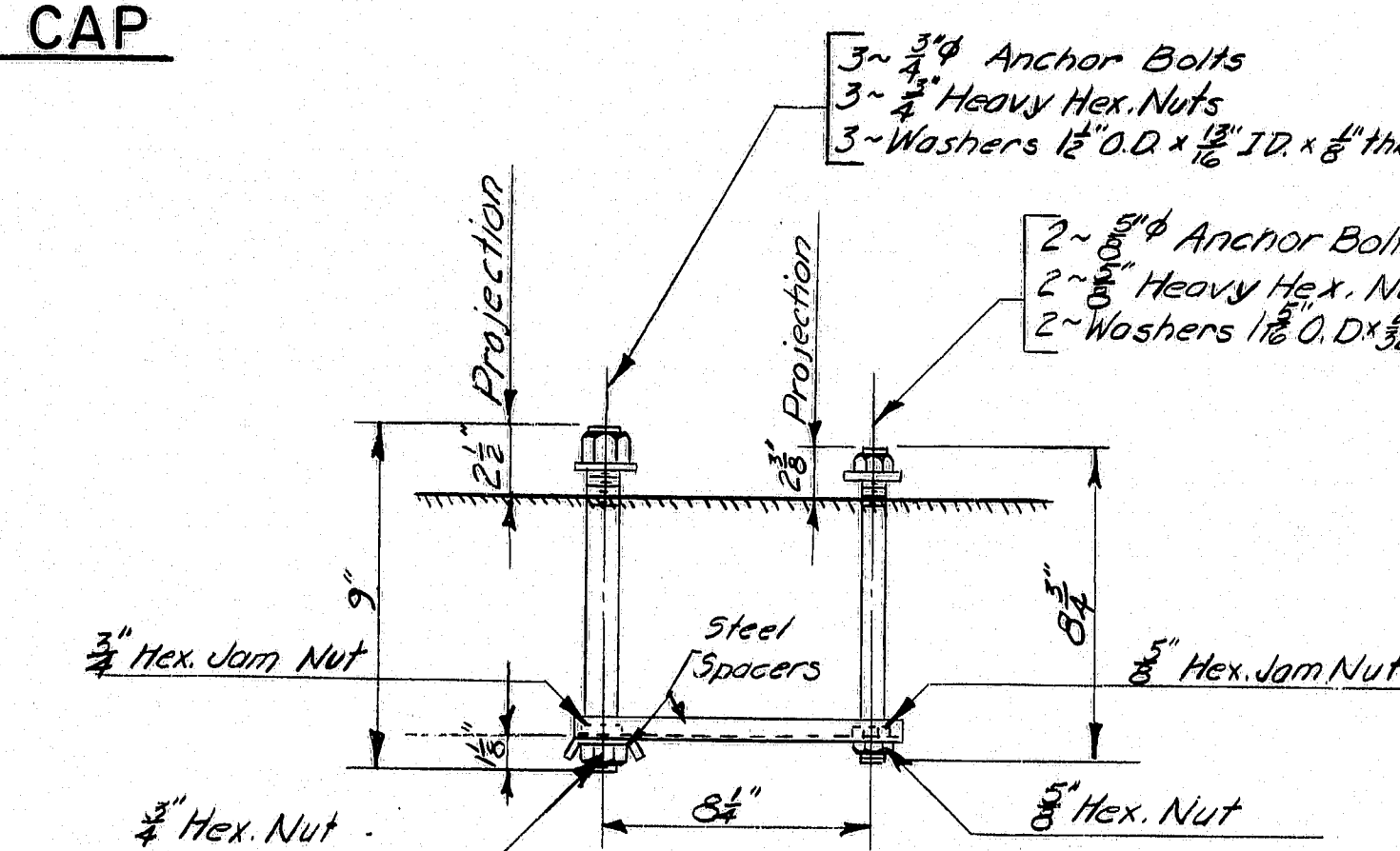
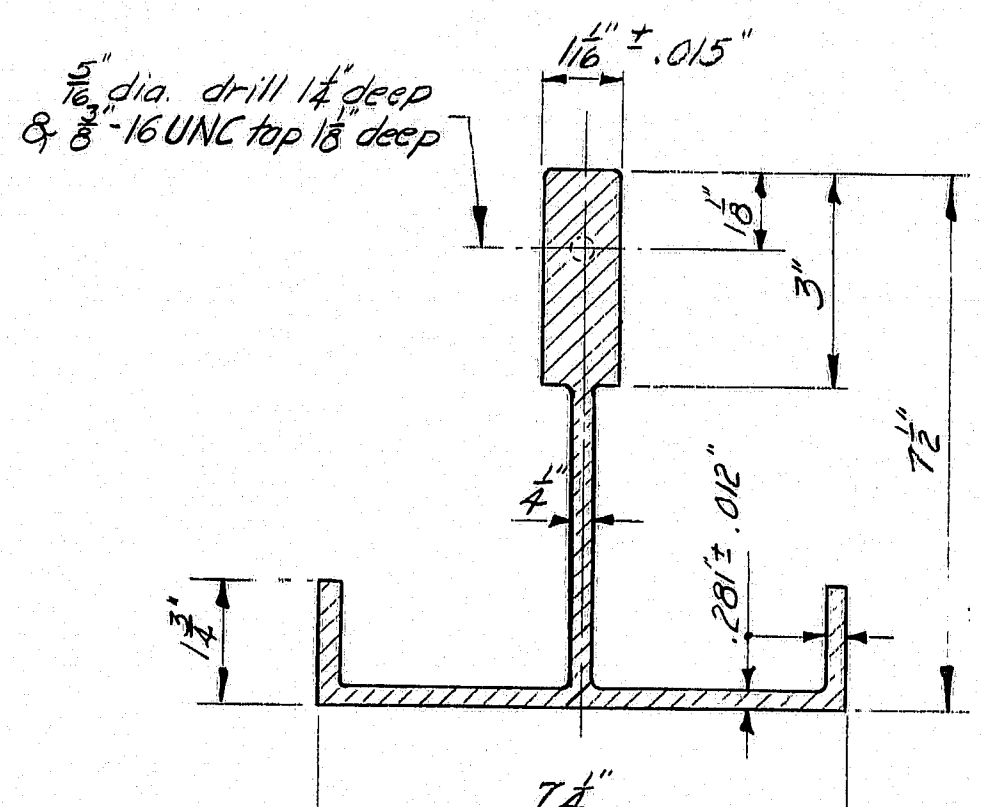
\* Preferable minimum dimensions. For actual dimensions see Bridge Plan.



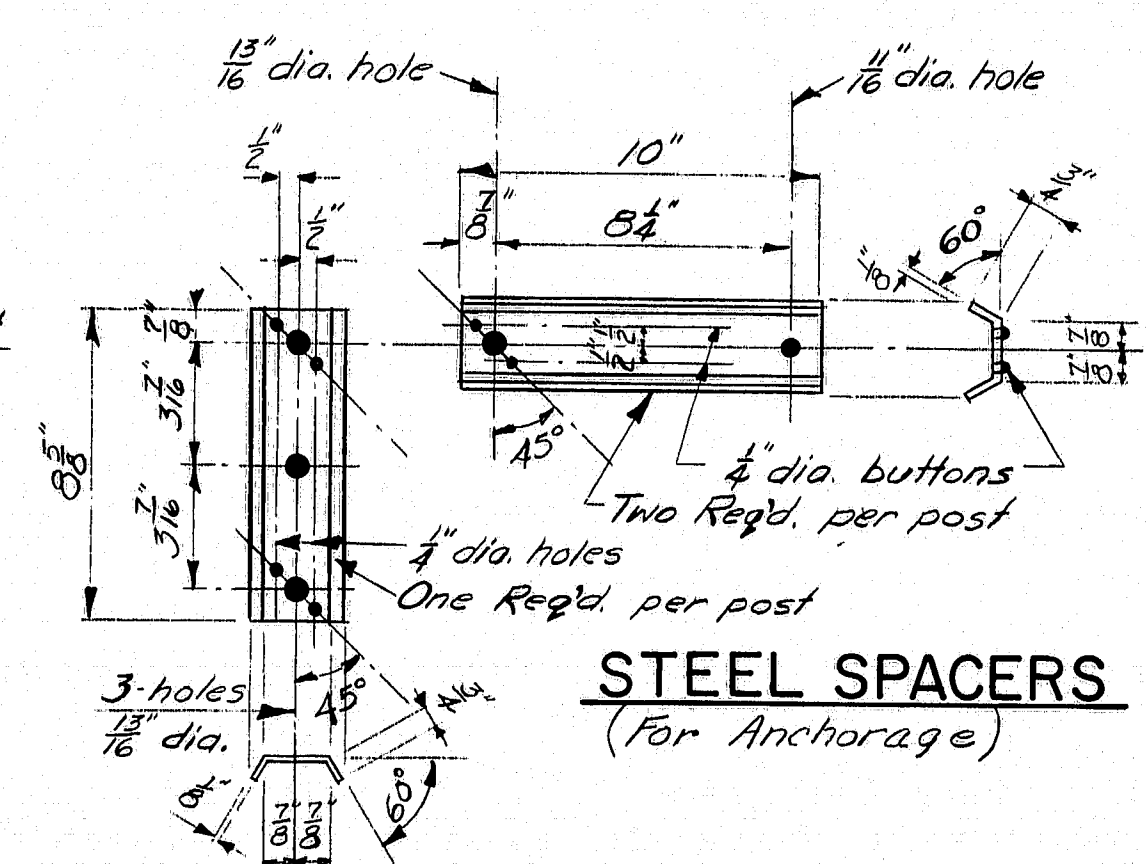
If cut threads are used, body diameter shall be not less than nominal diameter.  
If rolled threads are used, body diameter shall be not less than root diameter of the threads.



POST BASE  
(Bottom View)



### RAIL POST ANCHORAGE



## STEEL SPACERS

(For Anchorage)

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

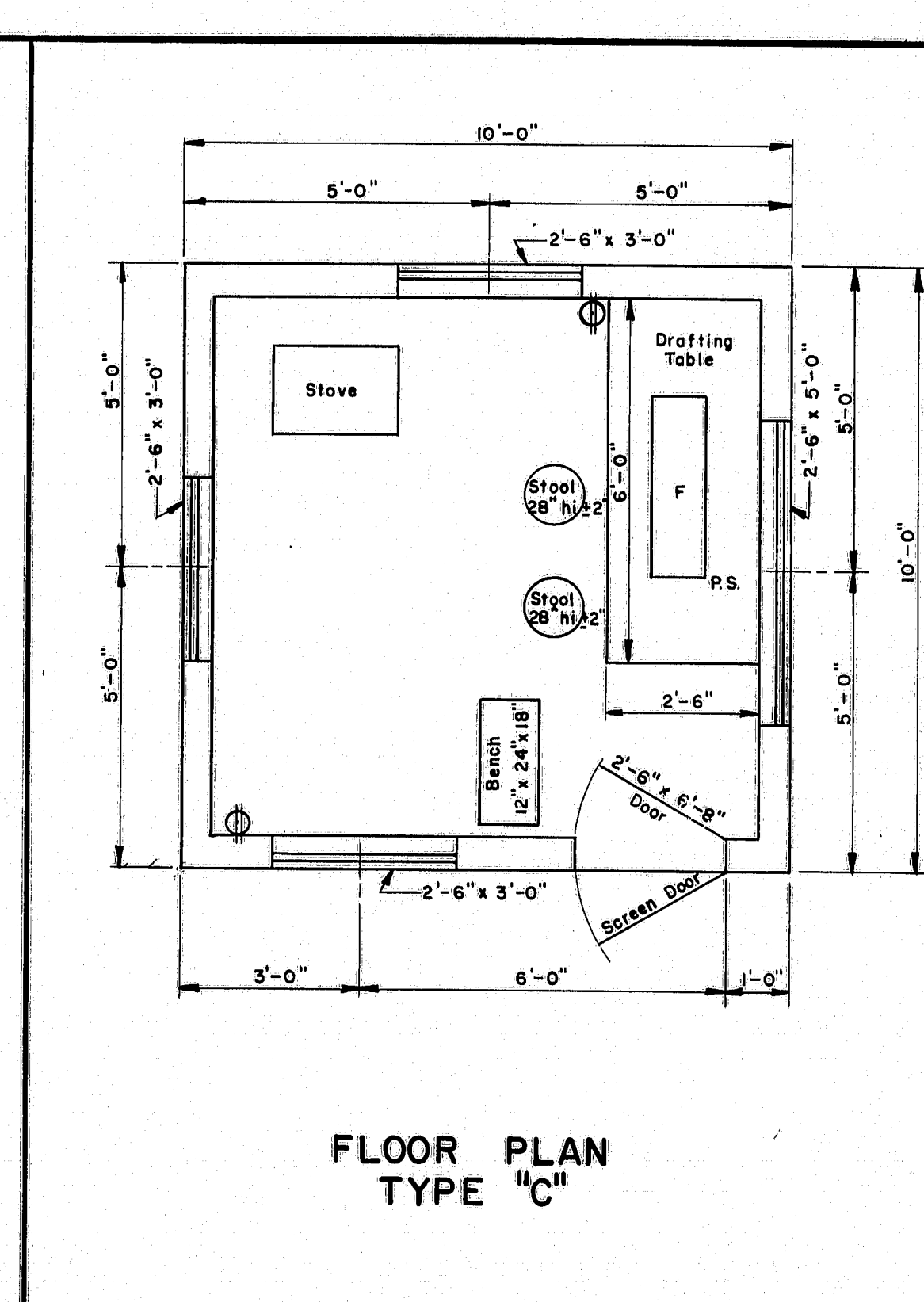
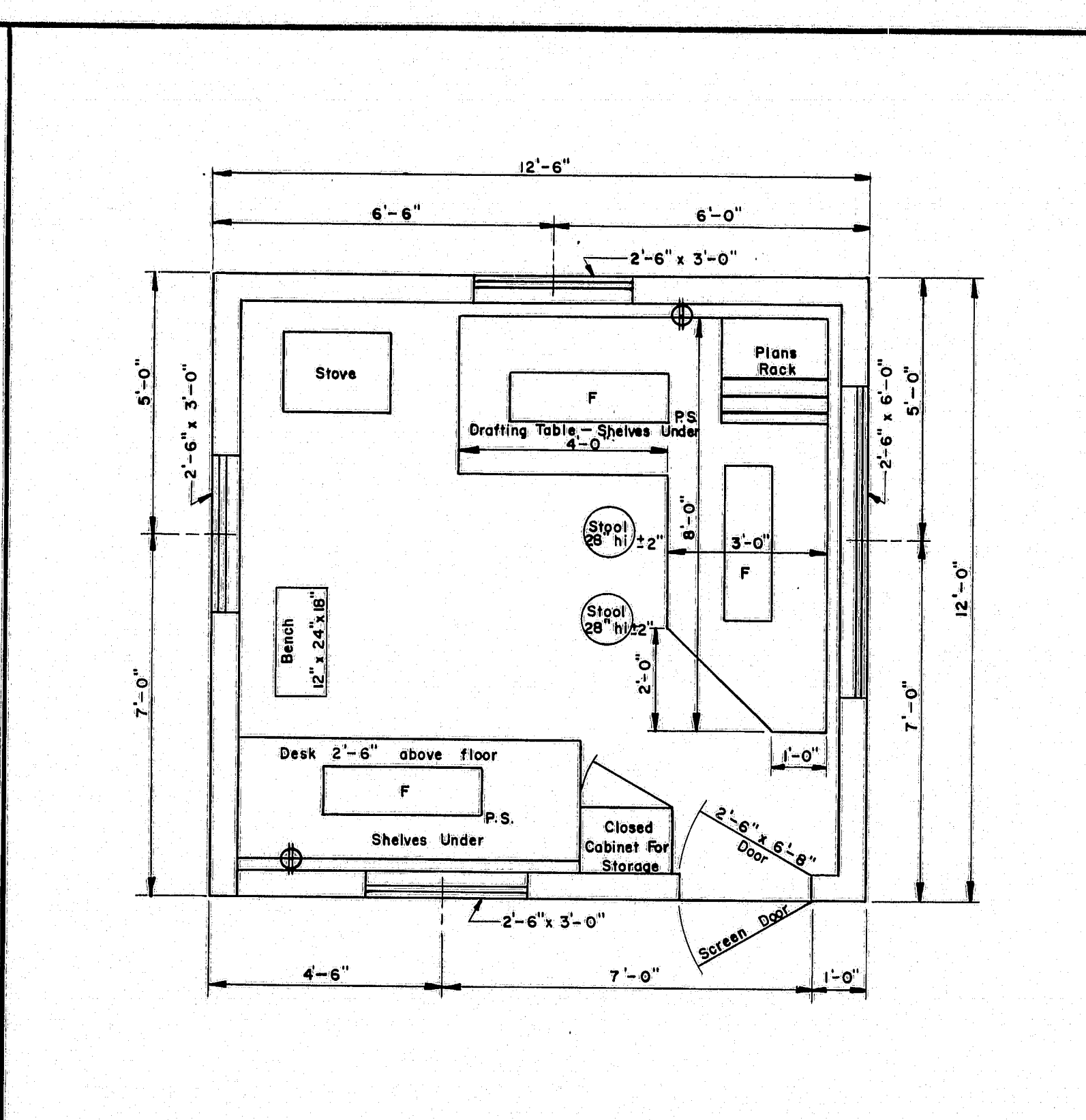
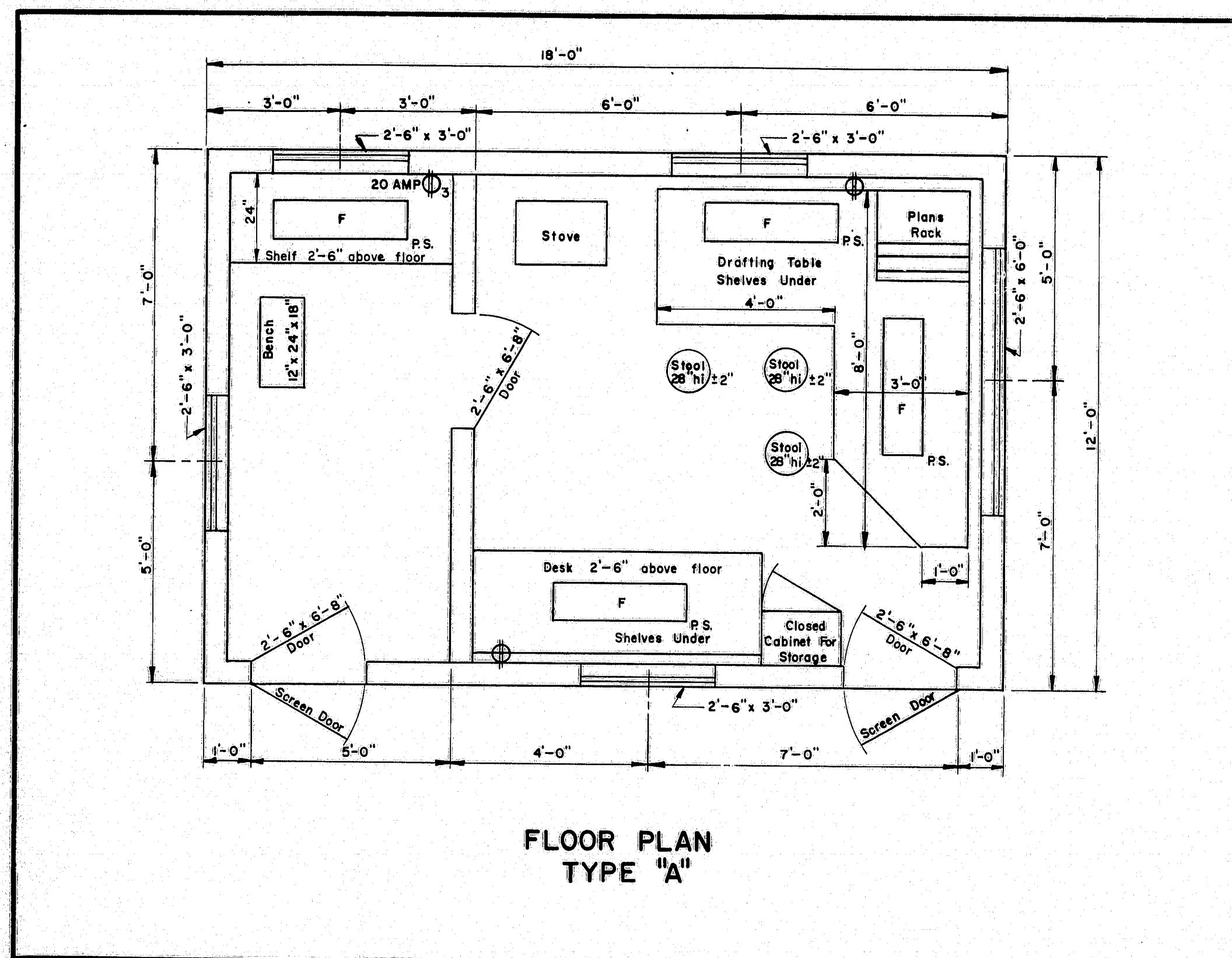
**STANDARD DETAILS**  
(BD 114 - 73)

**ALUMINUM RAILING**  
**2 - BAR (SEMI-ELLIPTICAL)**  
**EXTRUDED POST**

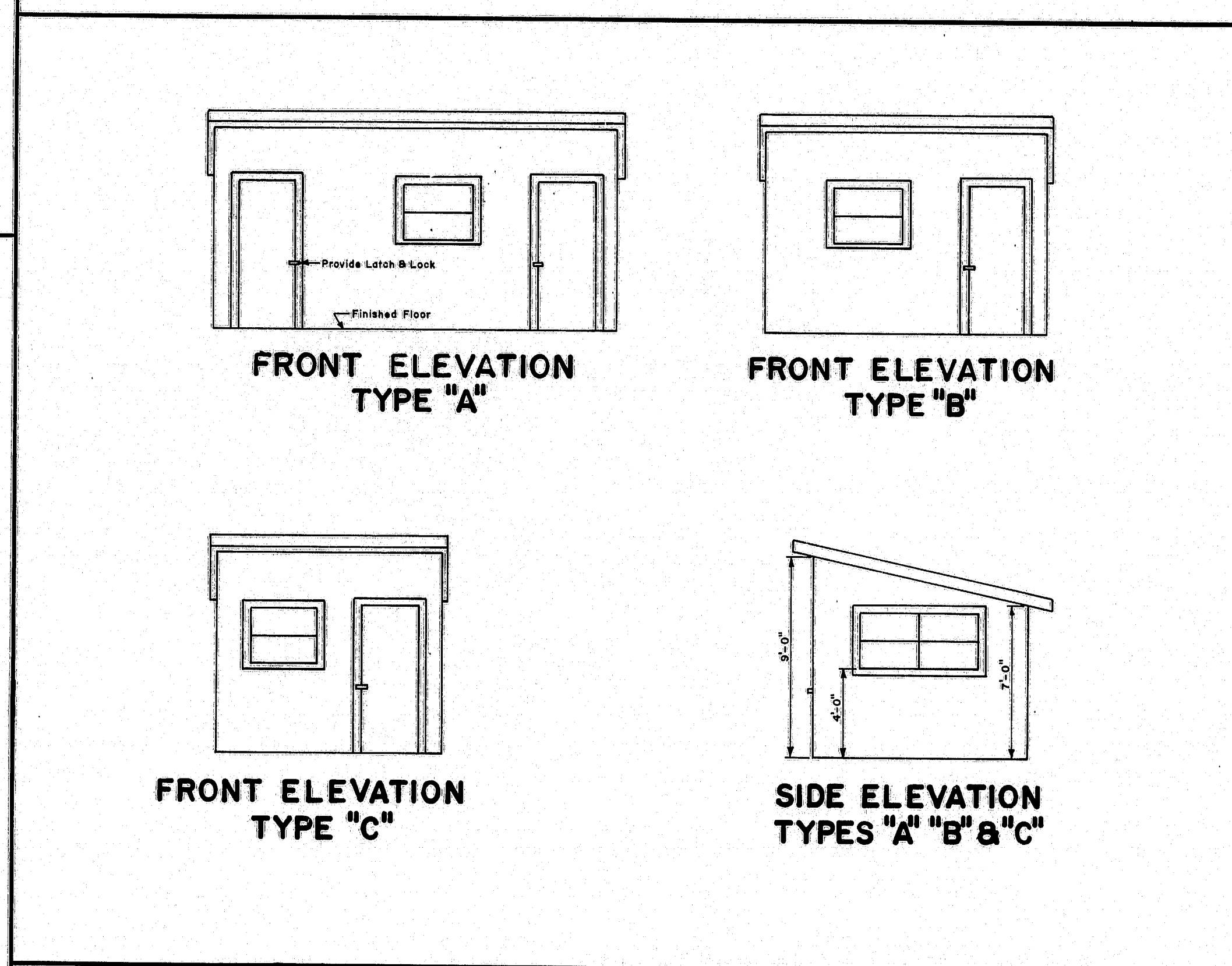
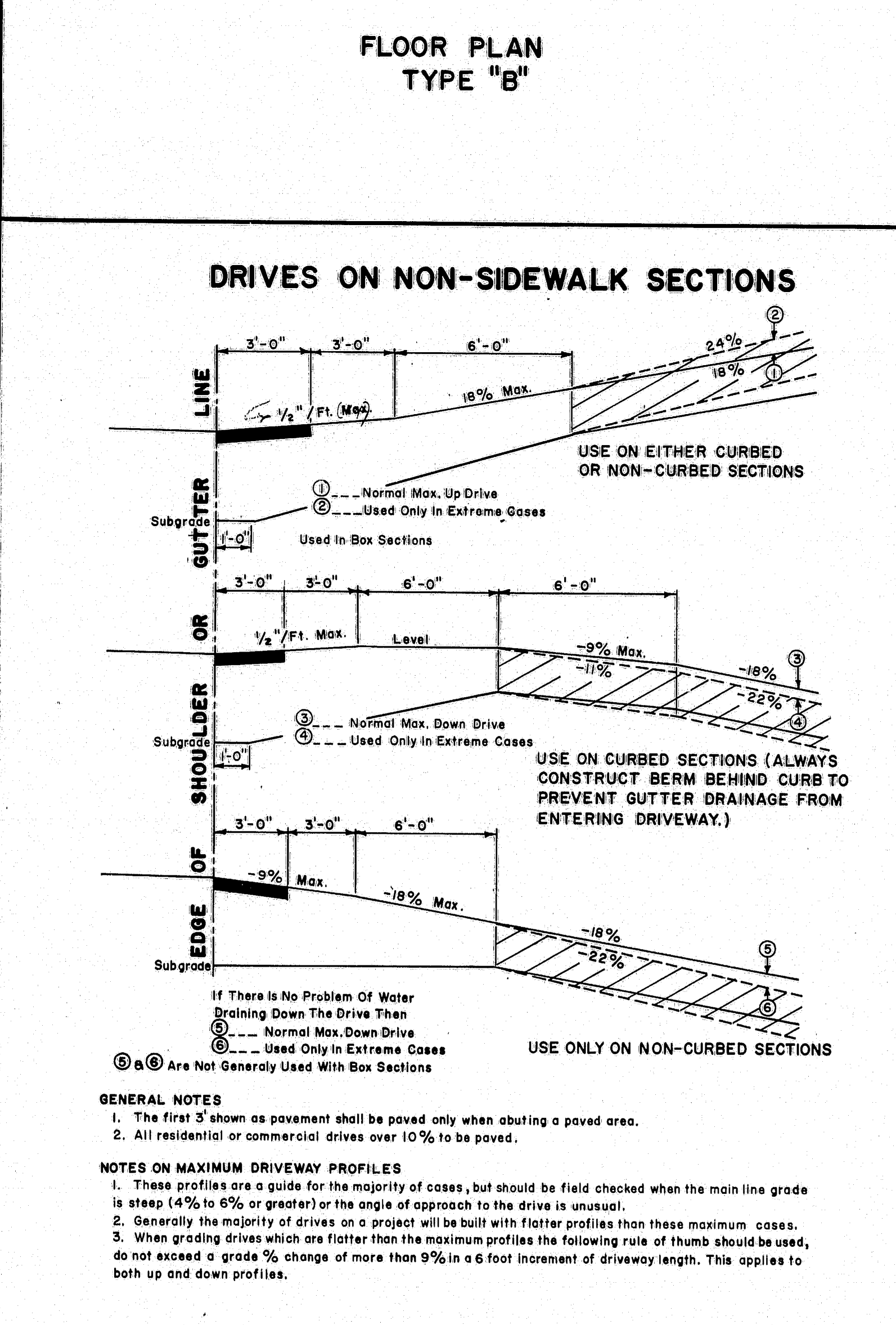
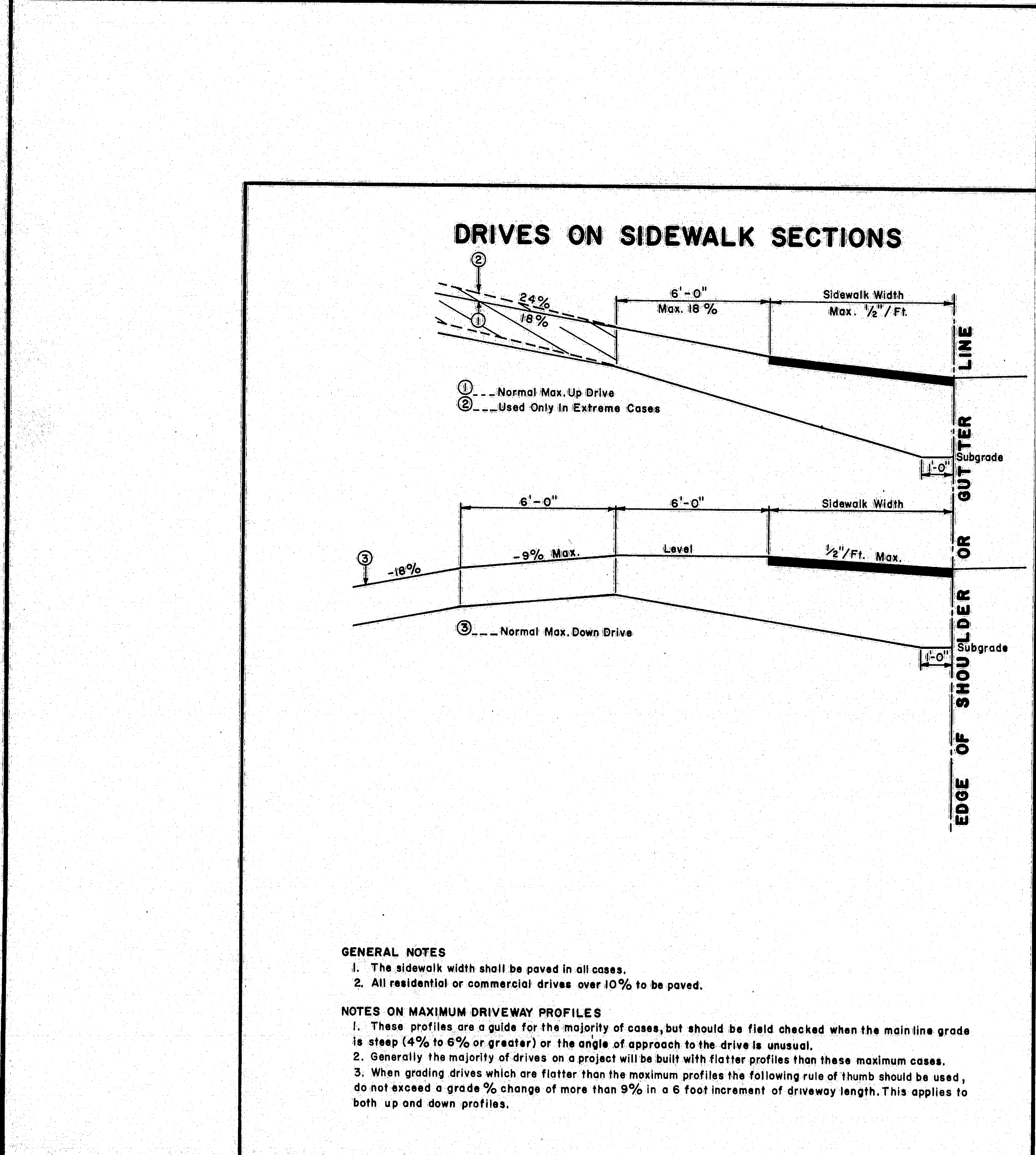
SHEET 18 OF 19 AUGUSTA, MAINE FEBRUARY 1973

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- 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 1 1/2" x 14" x 25" transfiles.
  - Windows shall be double hung.
  - Stovepipe shall not be in direct contact with combustible material; the pipe shall be surrounded with at least 6" of fireproof material.
  - Continuous 110 volt 60 cycle electric service shall be supplied.
  - The engineer may rearrange the items shown on the plan views during construction of the field office.
  - FURNISHINGS TO BE SUPPLIED:**
    - 2 Straight back chairs for types A and B
    - 1 Bench for types A, B & C
    - 3 Stools for type A
    - 2 Stools for types B & C
  - SYMBOLS:**
    - F Fluorescent lights (2 light, rapid start 48" strips and 40 watt bulbs.)
    - P.S. Pull switch
    - ⊕ Duplex wall outlet—15 amp unless otherwise noted.
    - ⊕ 3 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.



REVISIONS		MAINE STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
		<b>STANDARD DETAILS</b>	
		DRIVEWAY DETAILS	
		FIELD OFFICES	
		TESTING LABORATORY	
		SHEET 19 OF 19	
		AUG. 1969	

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