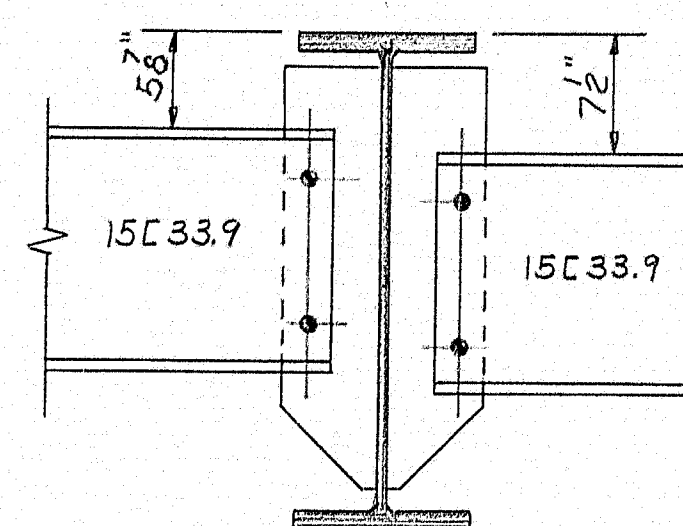
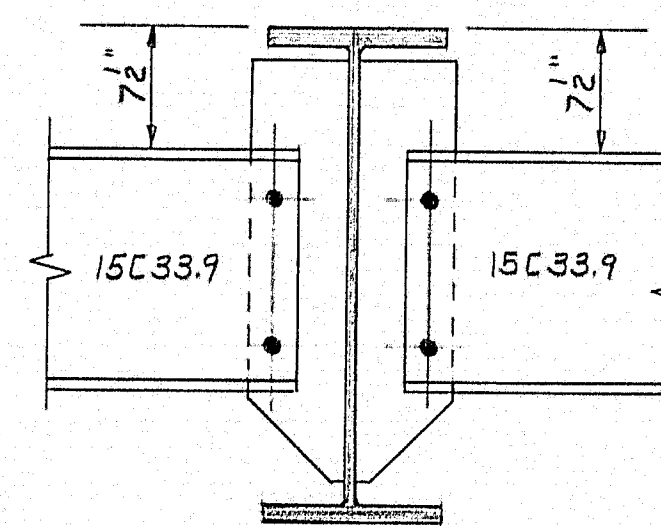
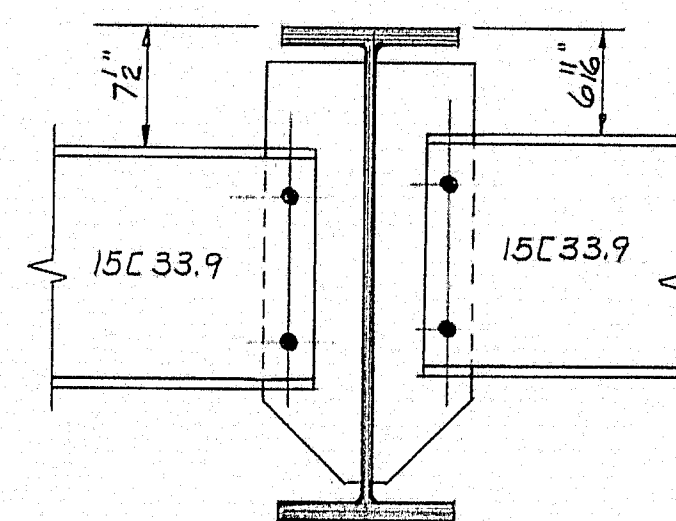
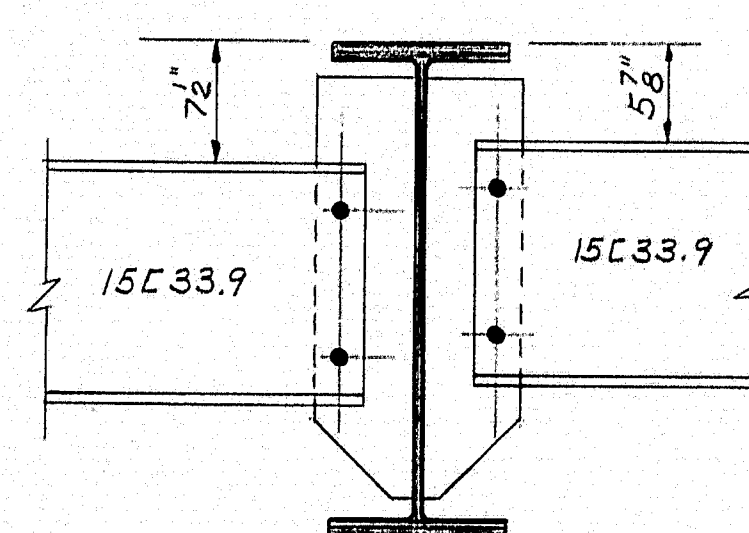
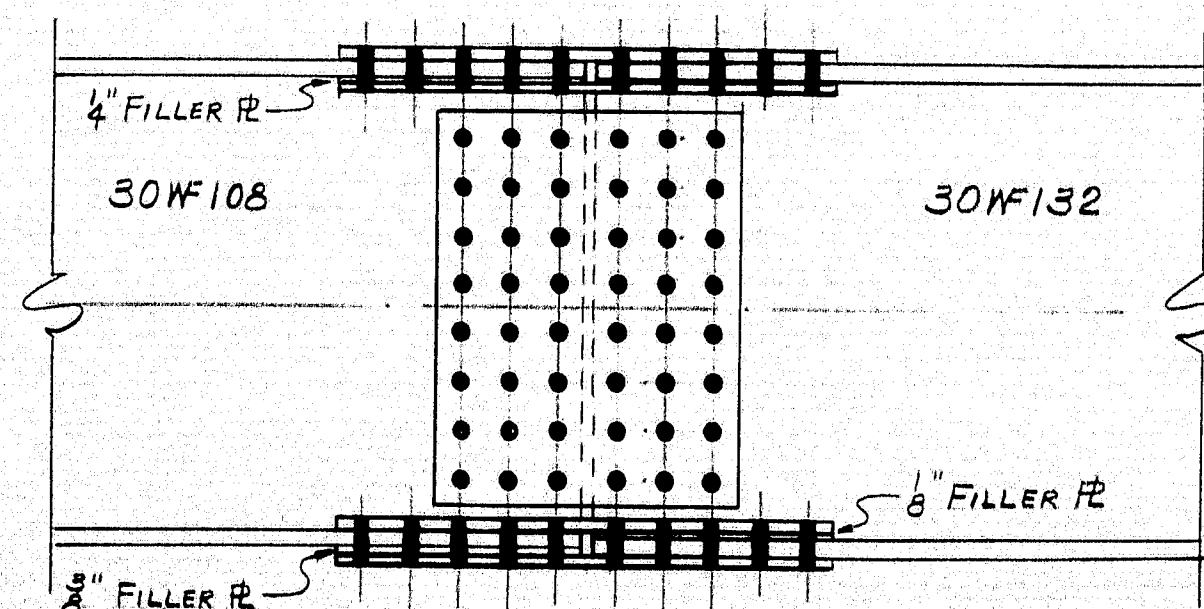


FRAMING PLAN



DETAIL OF DIAPHRAGMS AT 15C33.9

40- 3/8" H.S. BOLTS 3 1/2"
IN FLANGE'S.
48- 3/8" H.S. BOLTS 3 1/4"
IN WEB.



TYP. SPLICE DETAIL

NOTES

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

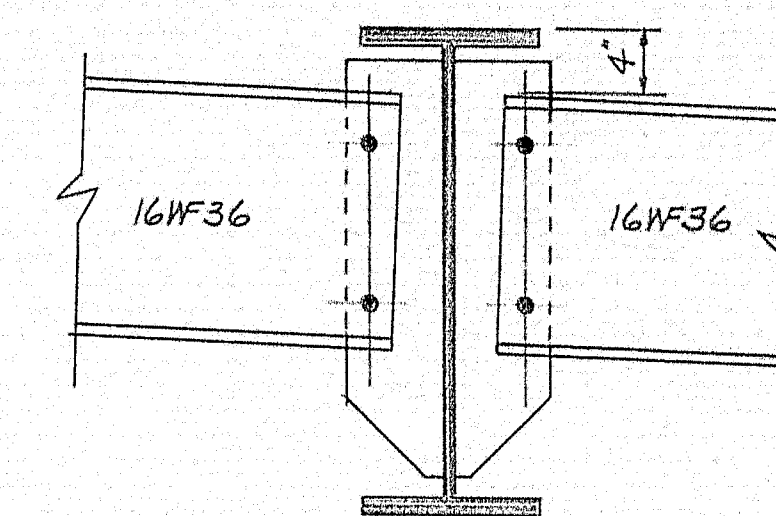
Bolts for splices shall be A.S.T.M. A-325 7/8" heavy hexagon structural bolts with heavy semi-finished hexagon nuts & one hardened washer.

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

Subpunch or drill 11/16" ream assembled (not with template) parts to be connected in field to 15/16" or drill from solid. Match mark all connecting parts before disassembly & supply the engineer with a diagram showing match marks. Set stringers to slope diagram as per. drw'g. B65-21-E3 before drilling or reaming.

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

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



TYP. DIAPHRAGM DETAIL
AT 16WF36.

SHOP CONNECTIONS: WELD (E-70 LOW-HYDROGEN)

FIELD CONNECTIONS: 3/8" H.S. BOLT

HOLES: 15/16" UNLESS NOTED

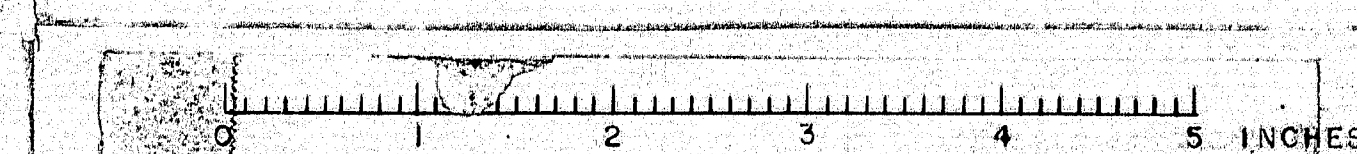
PAINT: STATE OF MAINE SPEC.

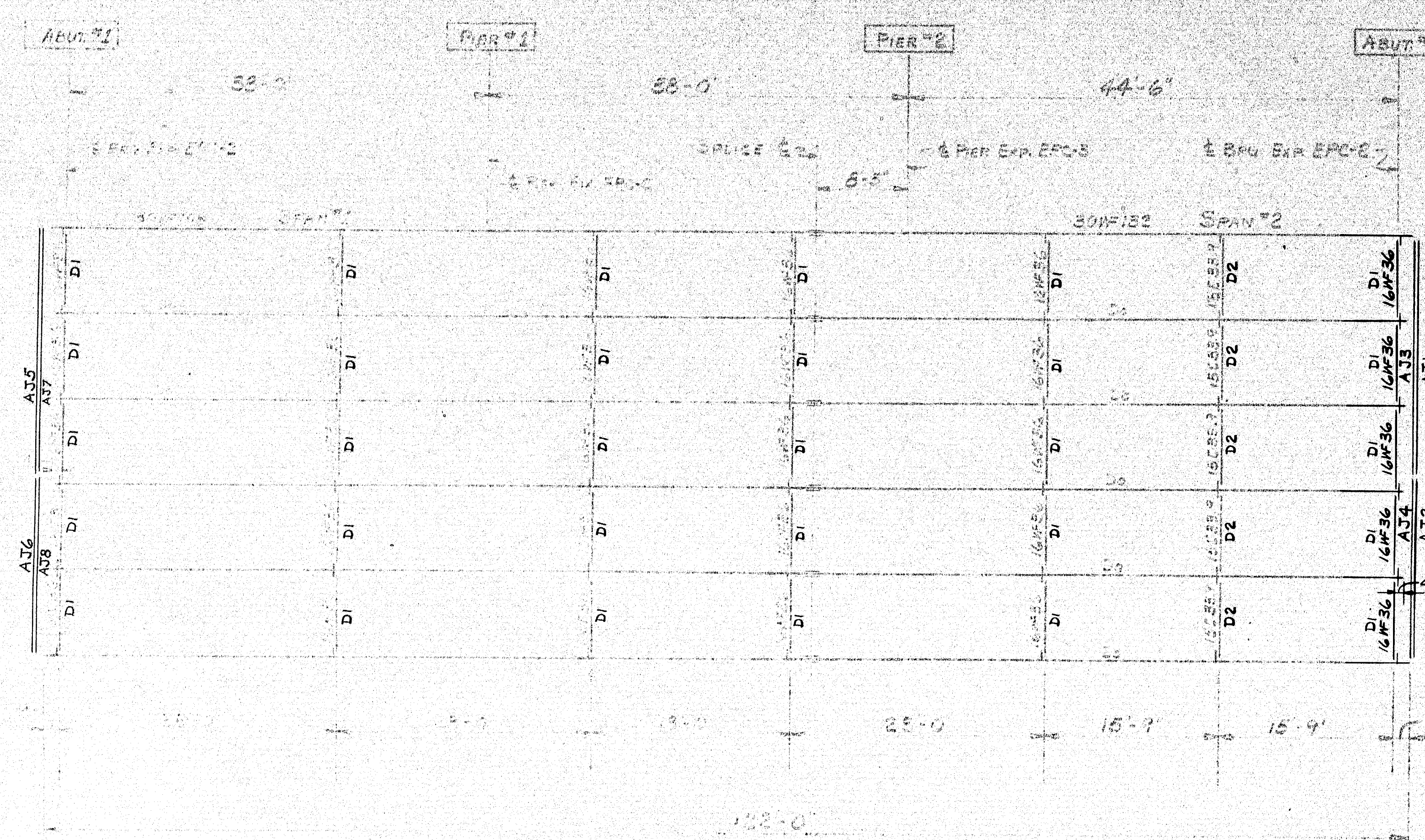
Proj. No. I-95-9(17)295

FRAMING PLAN NORTHBOUND

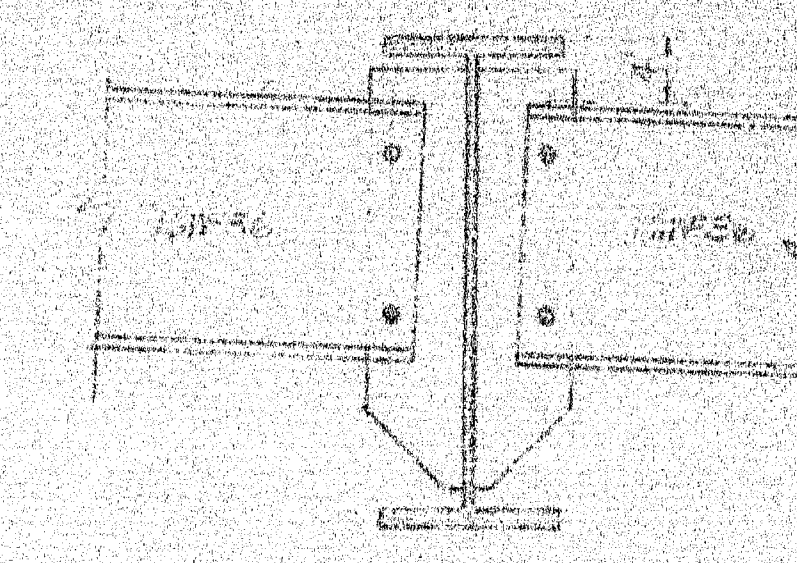
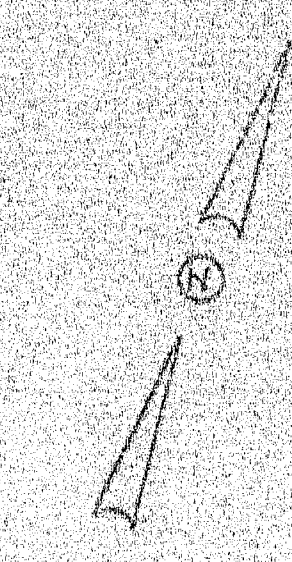
PRINT ISSUE			Bancroft & Martin Inc. Brewer, Maine	
NO.	DATE	DESCRIPTION		
5	STATE 8-9-65		INT-95 OVER B. & A. RAILROAD HOULTON, MAINE	
3	CUST. 5-8-65			
2	SHOP 5-8-65		CUSTOMER CALLAHAN BROTHERS INC. DESIGNER MAINE STATE HIGHWAY COMM.	
2	FA. 3-30-65			
DRAWN	3-19-65 C.J.M.		ORDER VERBAL DWG. B65-21-E1	
REVISION				
REVISION				
REVISION				

97-67

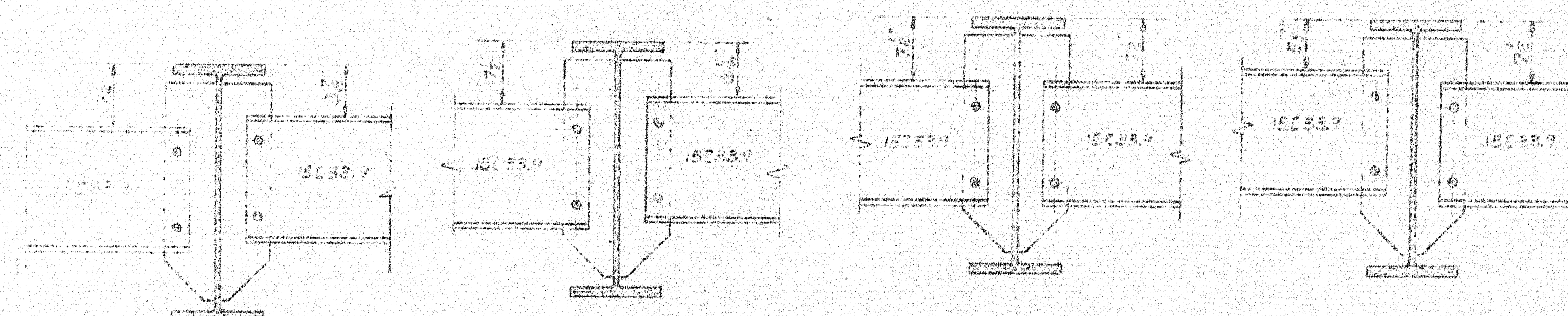




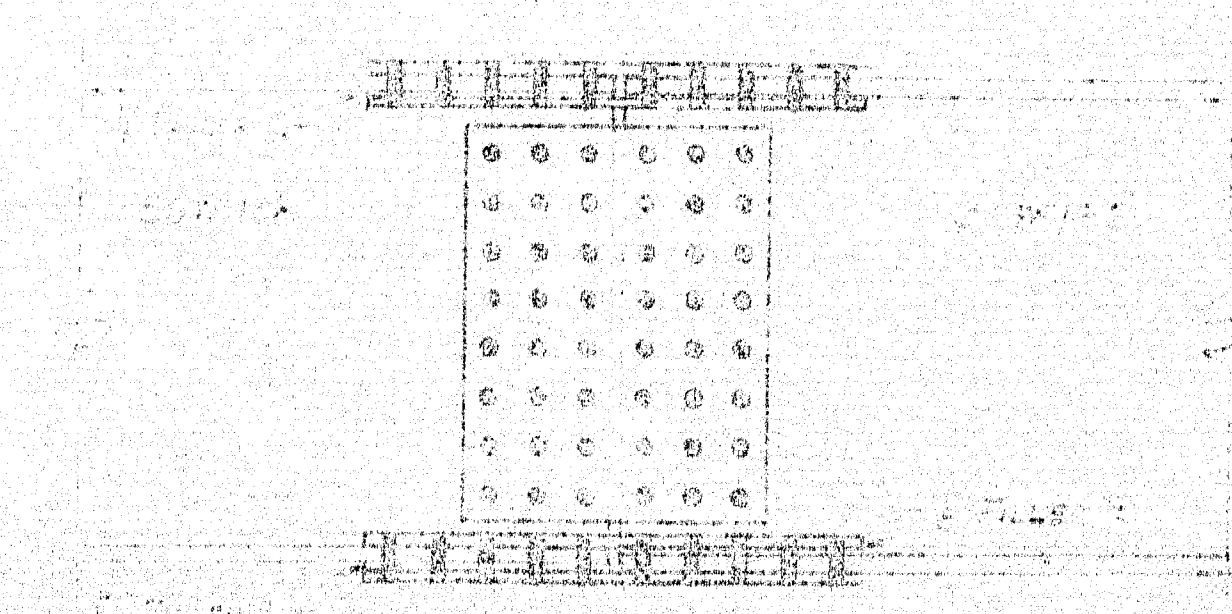
FRAMING PLAN



TYP. DIAPHRAGM DETAIL
AT 16W36



DETAIL OF DIAPHRAGMS AT 15C33.9



TYP. SPLICE DETAIL

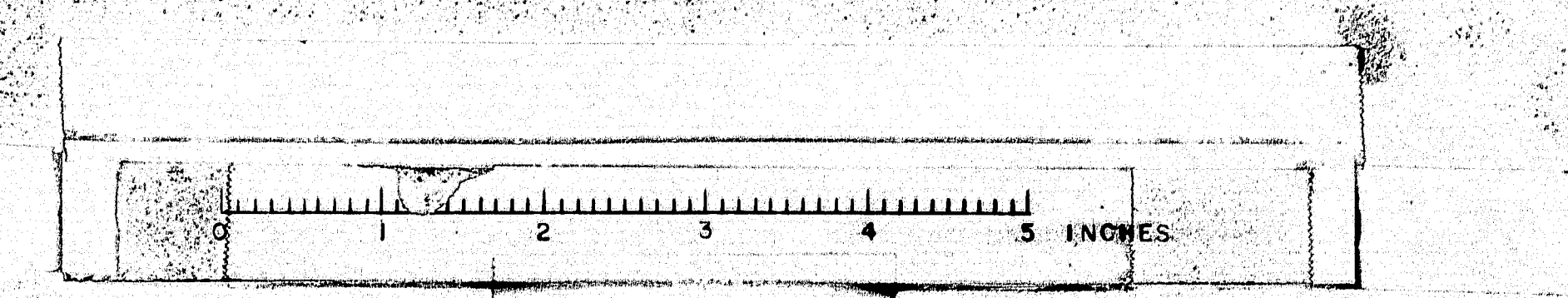
40'-8" H.B.W. 33
IN FIELD
48'-3" H.B.W. 33
IN ABUT.

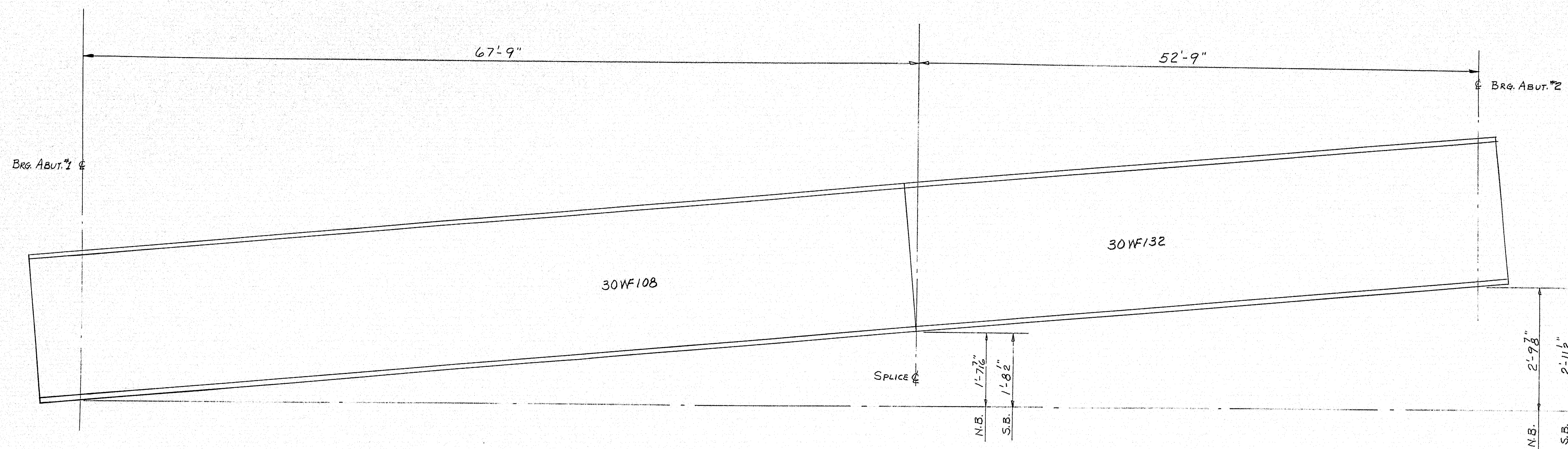
SHOP CONNECTIONS: WELD (E70 Low Hydrogen)
FIELD CONNECTIONS: 3 H.S. BOLT
HOLES: 1/2" MIN. DIA.
PAINT: STATE OF MAINE SPEC.

Proj. No. I-95-9(17)295

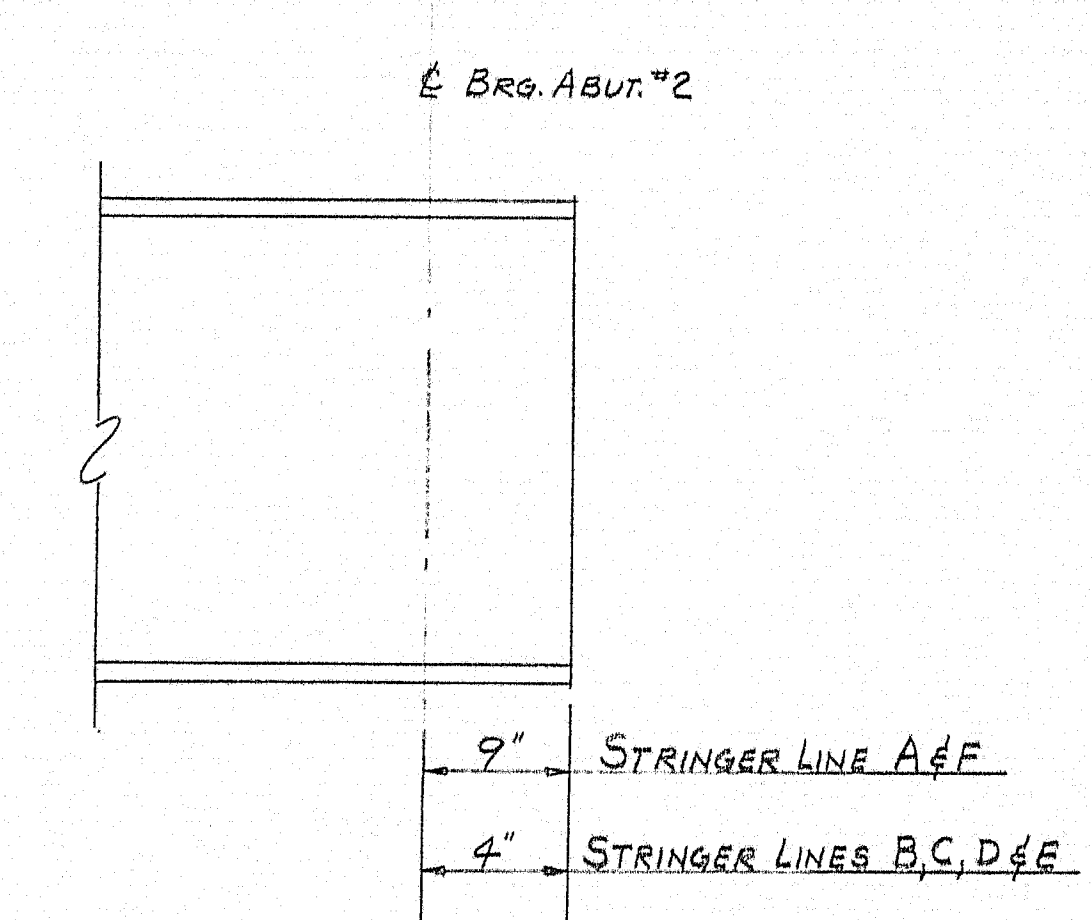
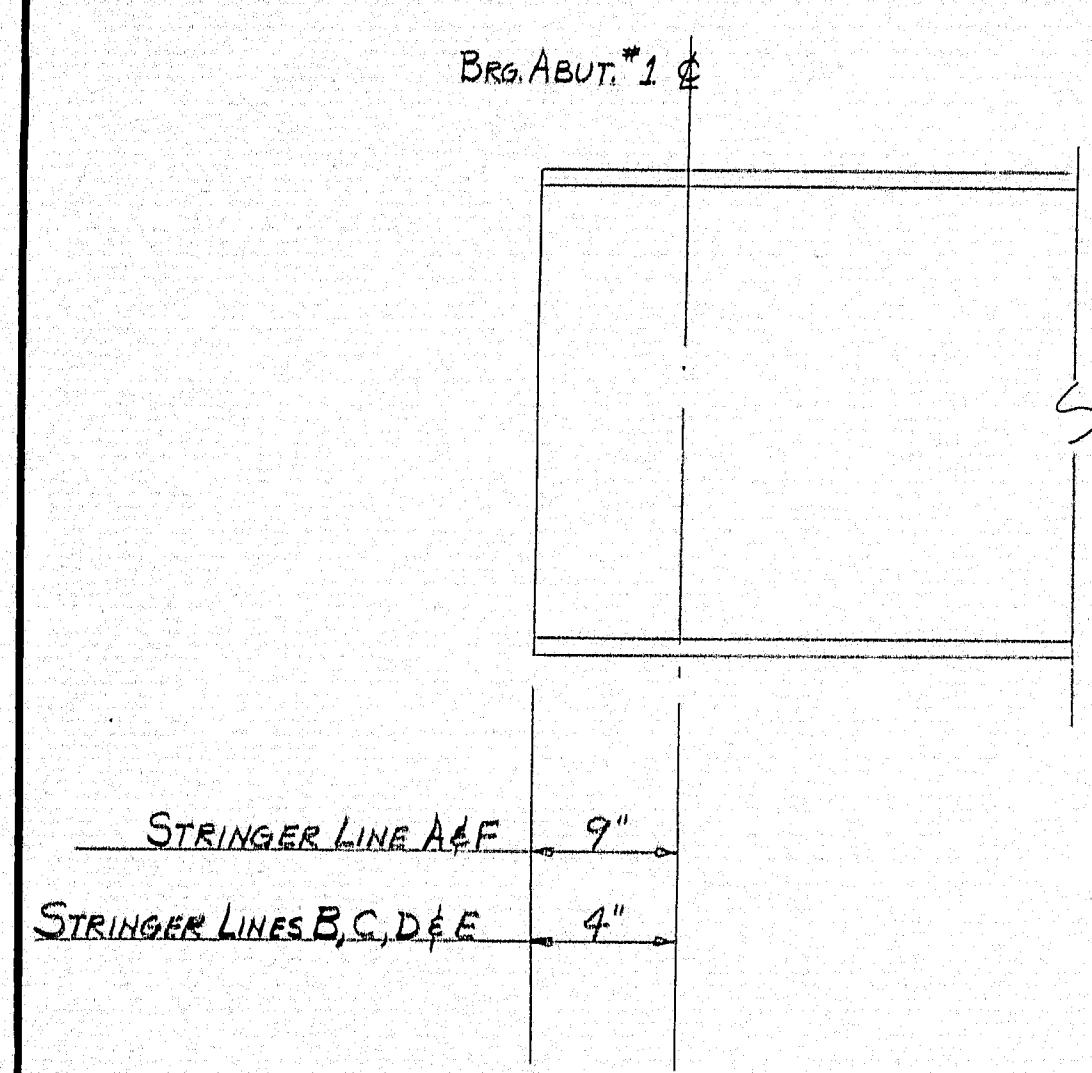
FRAMING PLAN SOUTHBOUND	
<div> <div> 5 STATE 8-9-65 </div> <div> 3 CUST. 5-8-65 </div> <div> 2 SHOP 5-8-65 </div> <div> 2 FA. 3-30-65 </div> </div> <div> <div> DRAWN 8-19-65 W.C.H. </div> <div> REVISION </div> <div> REVISION </div> <div> REVISION </div> </div>	
<div> <div> Bancroft & Martin Inc. Brewer, Maine </div> <div> 147-46 OVER E & A RAILROAD HOUSTON, MAINE </div> </div> <div> <div> CUSTOMER CULLEN PARTNERS, INC. </div> <div> DESIGNER MAINE STATE HIGHWAY COMM. </div> </div>	
ORDER 1/23/64	DWG. B.C. 21 E2

97-68





ELEVATIONS

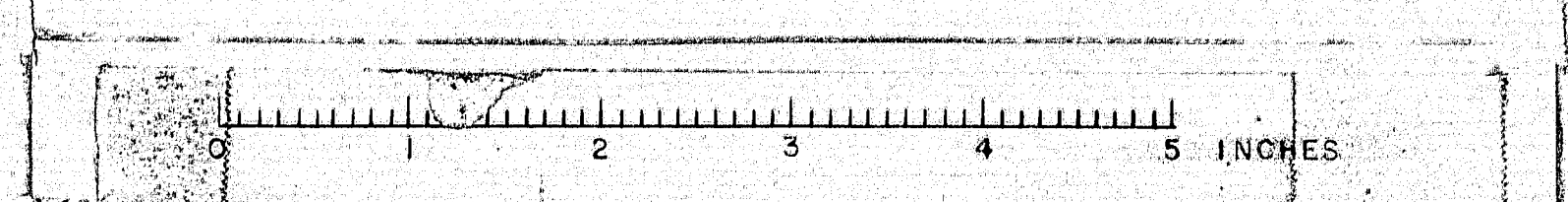


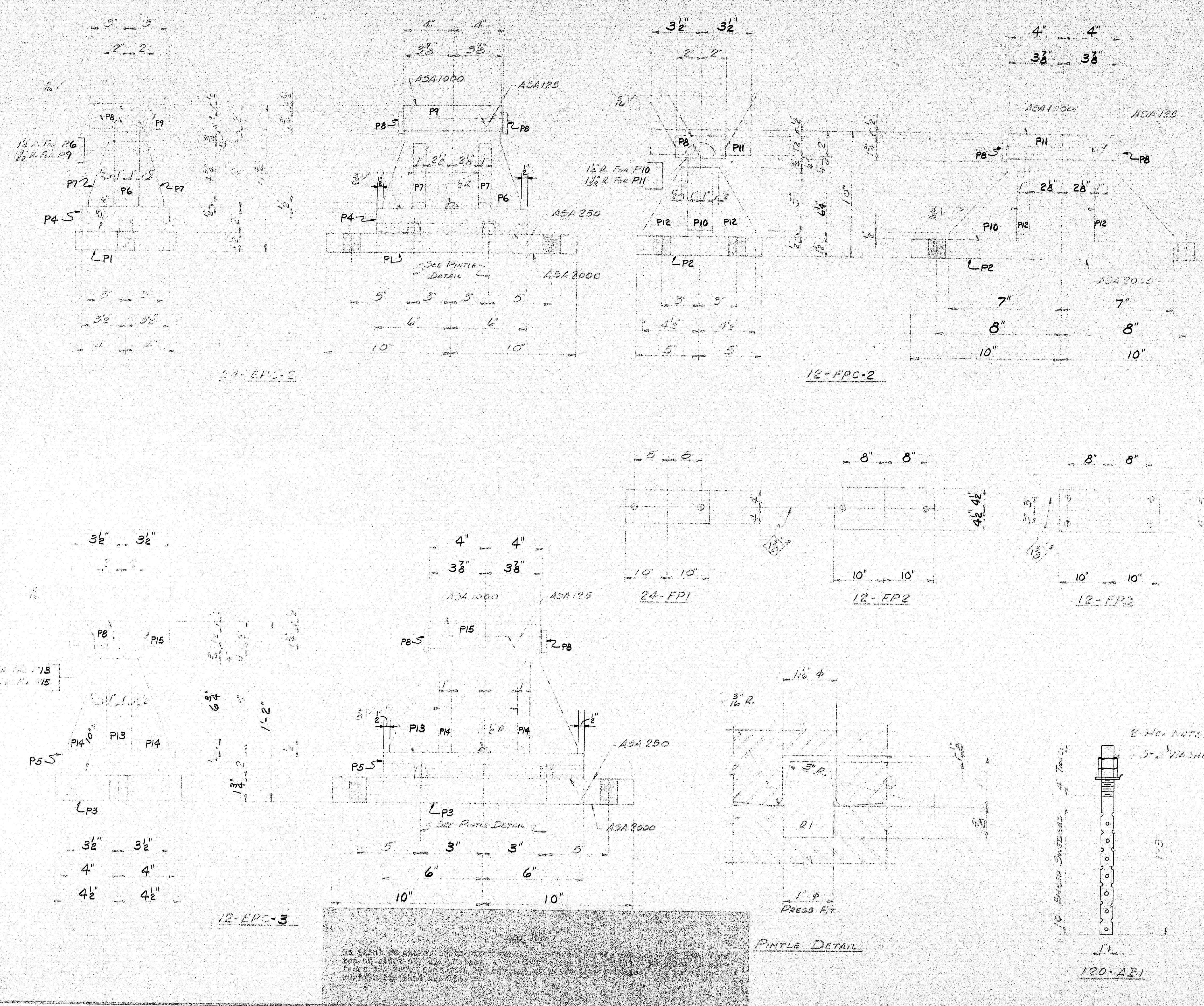
SHOP CONNECTIONS: WELD
 FIELD CONNECTIONS: BOLT
 HOLES:
 PAINT: STATE OF MAINE SPEC'S.

Proj. No. I-95-9(7)295

ELEVATIONS		
PRINT ISSUE		
<i>Pancroft & Martin Inc.</i> <i>Brewer, Maine</i>		
5	STATE	8-9-65
3	CUST.	5-8-65
2	SHOP	5-8-65
2	FA.	3-30-65
DRAWN	3-30-65 C.J.M.	
REVISION		
REVISION		
REVISION		
CUSTOMER <i>CALLAHAN BROTHERS INC.</i>		
DESIGNER <i>STATE HIGHWAY COMM.</i>		
ORDER <i>VERBAL</i>		DWG. <i>B65-21-E3</i>

97-69





SHIP		BILL OF MATERIAL				DWG. 045-21-S1
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
EPC2	24		PEDESTAL			A36
	24	P1	R 8x1/2	1 8		FINISH
	24	P4	R 7x2	1 0		do
	24	P6	R 7 1/2x2	0 11		do
	96	P7	R 2x1	0 54		do
	48	P8	R 1 1/2x3	0 4		do
EPC2	24	P9	R 6x2	0 8		do
	48	R1	1/2 Rod	0 12		PINTLE do
EPC2	12		PEDESTAL			A36
	12	P2	R 10x1/2	1 8		FINISH
	12	P10	R 7 1/2x2	1 2		do
	12	P11	R 7x2	0 8		do
	48	P12	R 3 1/2x1	0 52		do
	24	P8	R 1 1/2x3	0 4		do
EPC3	12		PEDESTAL			A36
	12	P3	R 9x1 1/4	1 8		FINISH
	12	P5	R 8x2	1 0		do
	12	P13	R 9 1/4x2	0 11		do
	48	P14	R 2 1/2x1	0 74		do
	12	P15	R 7x2	0 8		do
EPC3	24	P8	R 1 1/2x3	0 4		do
	24	R1	1/2 Rod	0 12		PINTLE do
FPI	24		R 8x3	1 8		FABCO
	EP2	12	R 9x3	1 8		
	EP3	12	R 10x3	1 8		
ABI	120		1/4 Rod	1 3		SWEDGE ANCHOR
	240		1/2 HEX. NUTS			
	120		1/2 STD. WASHERS			

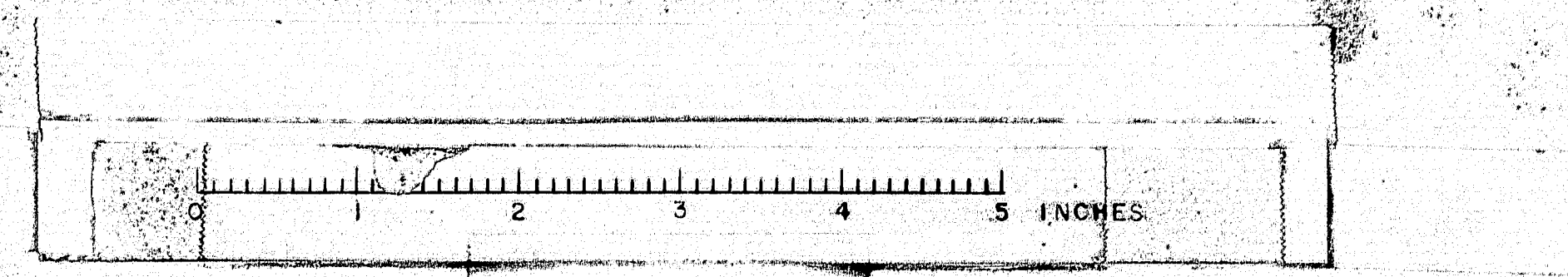
WELD WITH 6010023
 IN FIBERS OF SHANK 1/4" DIA.
 FIELD CONNECTIONS: MEET 1/4" DIA. MAX TO 50°
 HOLES: 1/8" DIA.
 PAINT: STATE OF MAINE SPEC.
 & SEE PINT NOTE THIS DRAWING

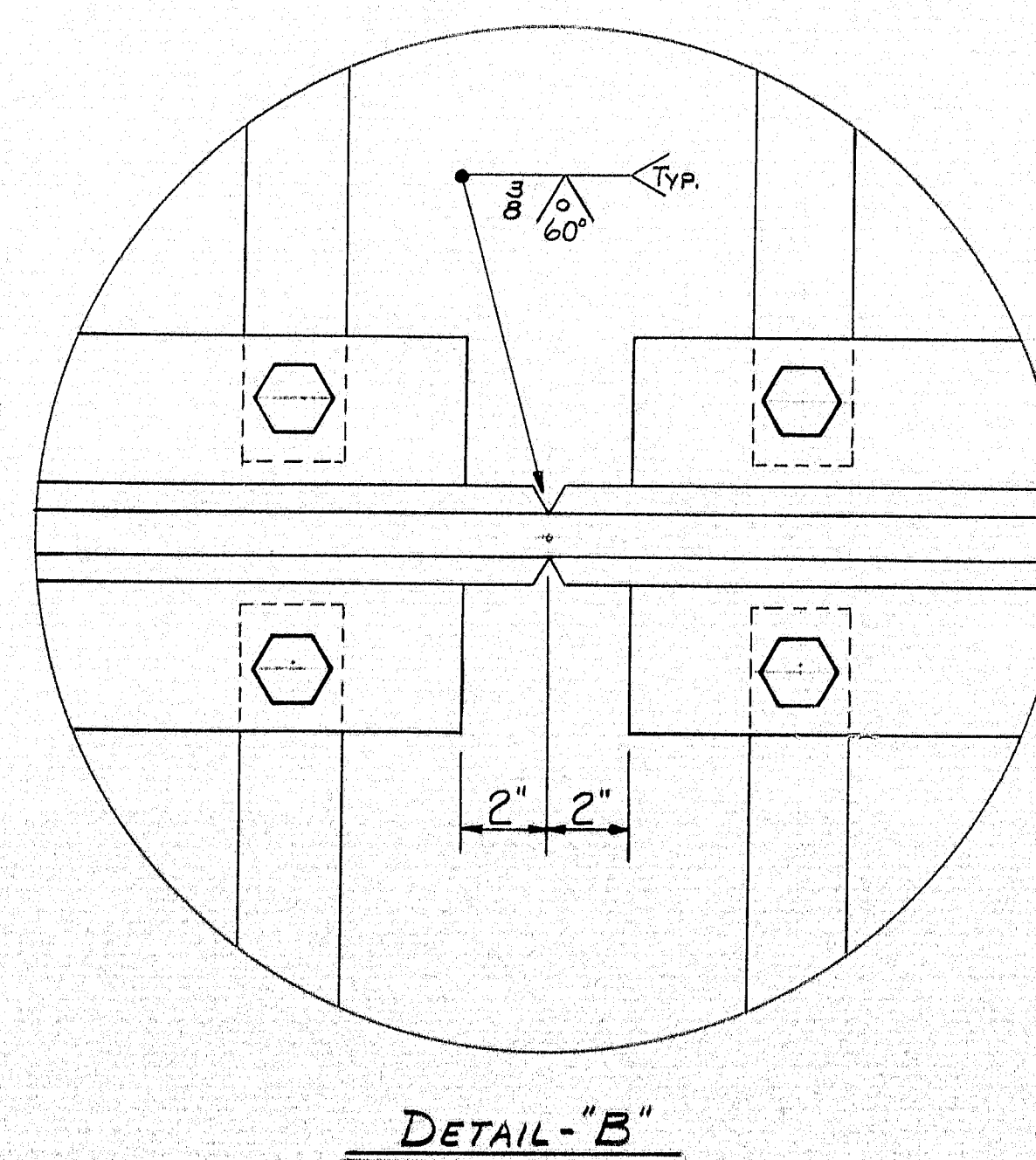
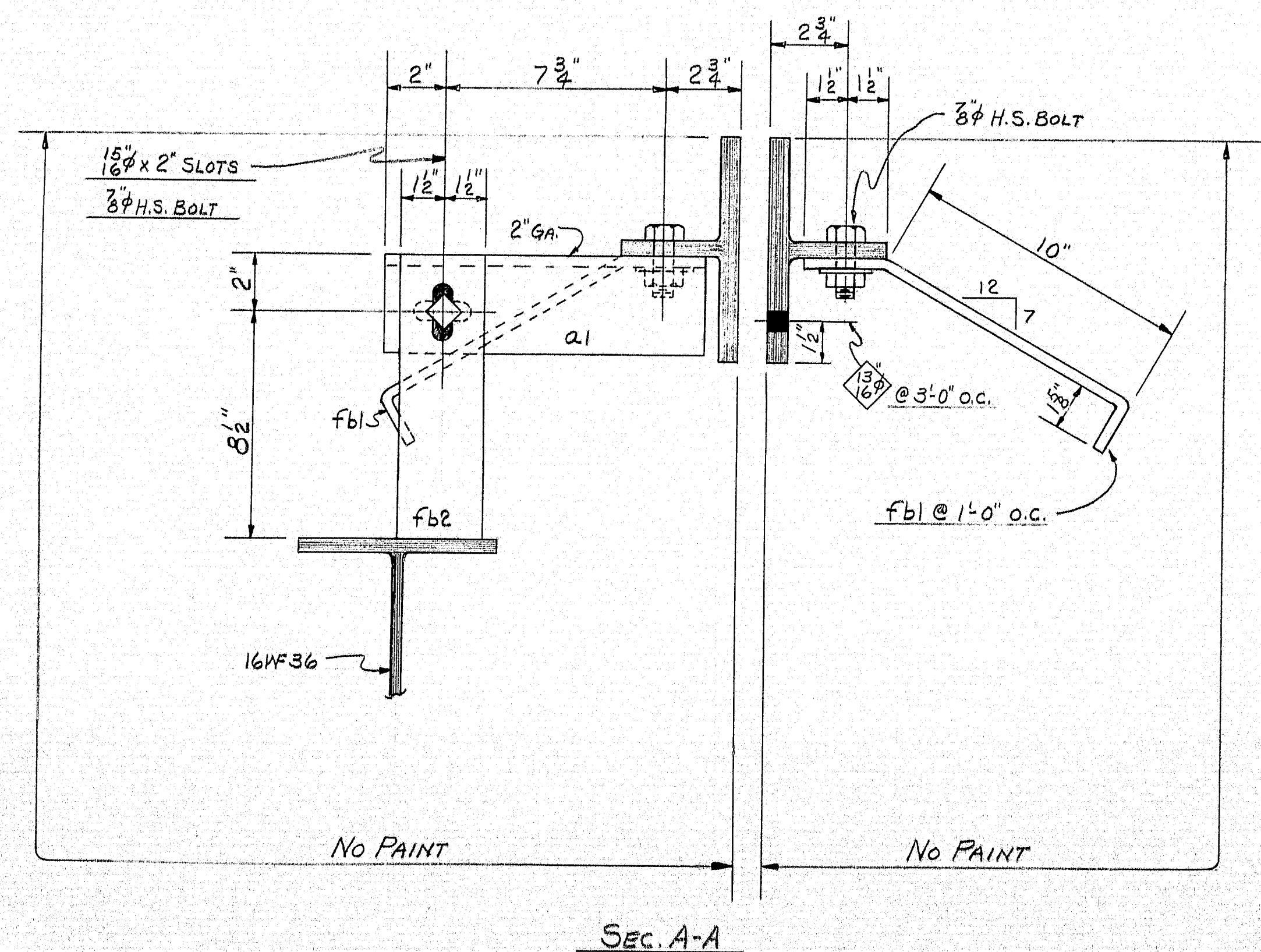
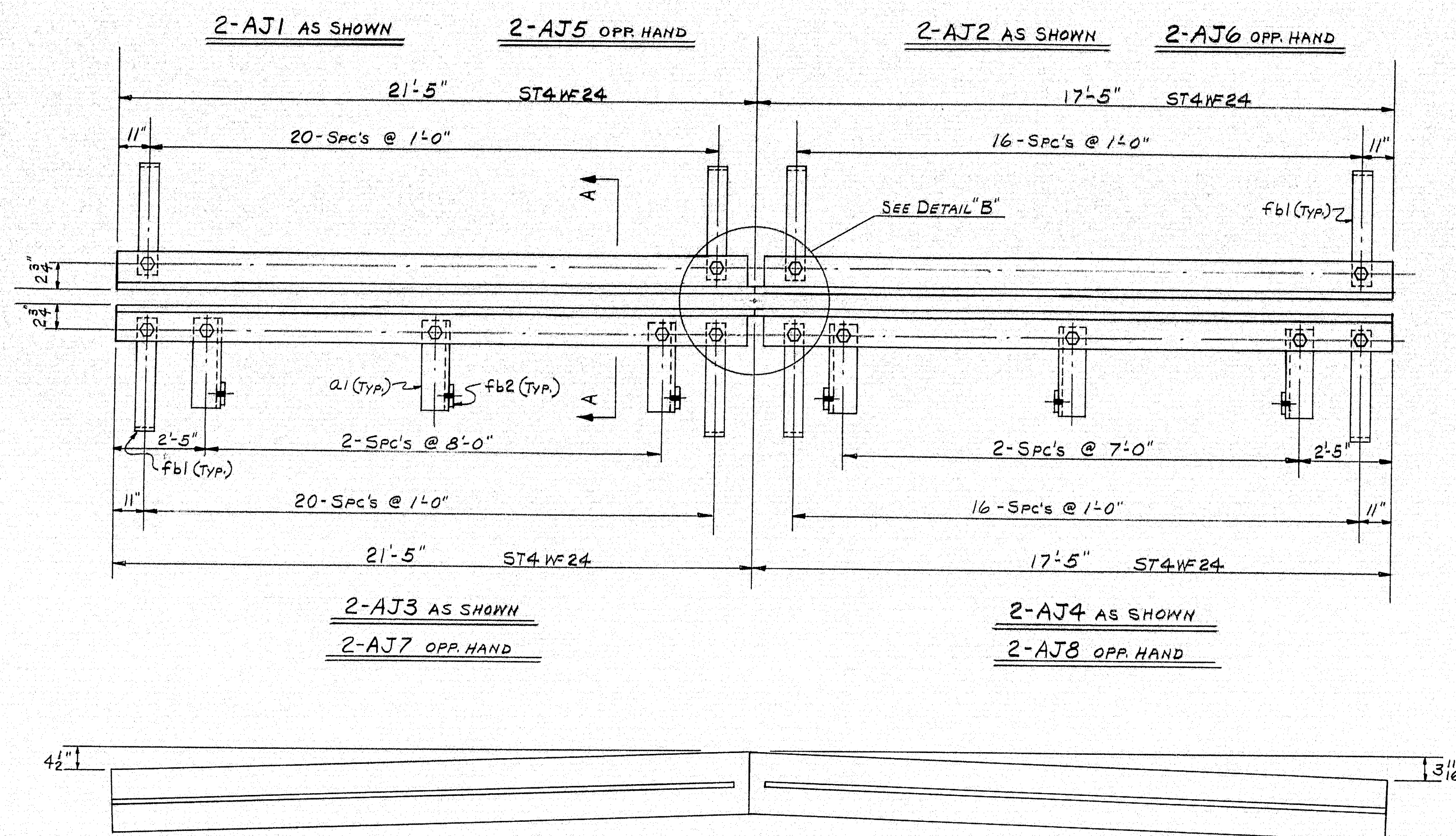
PROJ. NO. I-95-9(17) 295

PEDESTALS FOR SOUTHBOUND & NORTHBOUND

5 STATE 8-9-65 3 CUST. 5-8-65 2 PORT. 5-8-65 2 F.A. 3-30-65 DRAWN 5-15-65 C.J.M. REVISION REVISION		Benham & Martin Inc. Benham, Maine INT. 75 OVER B. & A. RAILROAD HOUSTON, MAINE CUSTOMER CALLAHAN BROS., INC. DESIGNER M.S.H.C., BRIDGE DIVISION ORDER VERBAL DWG. 045-21-S1	
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97-70





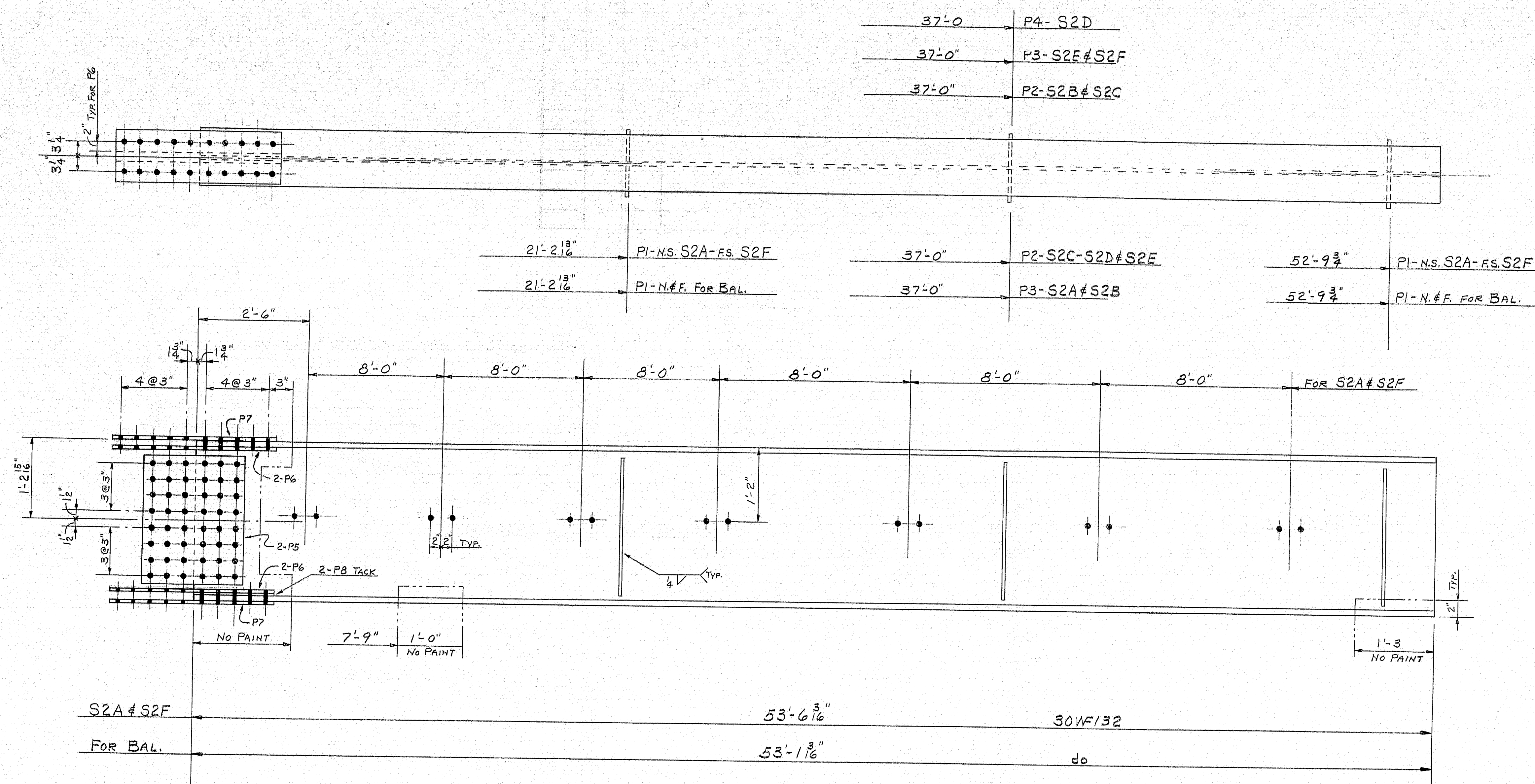
SHIP		BILL OF MATERIAL				DWG. B65-21-S2
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
AJ1	2		ST4 WF24	21' 5"		A 36
AJ2	2			17' 5"		
AJ3	2			21' 5"		
AJ4	2			17' 5"		
AJ5	2			21' 5"		
AJ6	2			17' 5"		
AJ7	2			21' 5"		
AJ8	2		do	17' 5"		
		24	21	3 1/2 x 3 1/2 x 3/8	0 114	1 1/2" F
		304	fbl	FB. 2 1/2 x 3/8	1 3	BENT
		24	fb2	FB. 3 x 3/8	0 102	
		328	SHOP	3/8" H.S. BOLT	0 24	HEAVY NUTS A-325
		328	SHOP	3/8" H.S. WASHERS		A-325

SHOP CONNECTIONS: 3/8" H.S. BOLTS
 FIELD CONNECTIONS: WELD
 HOLES: 1 1/2" O.N.
 PAINT: STATE OF MAINE SPEC'S

Proj. No. I-95-9(17) 295

ARMORED JOINT NORTHBOUND & SOUTHBOUND			
PRINT ISSUE		Bancroft & Martin Inc. Brewer, Maine	
5	STATE	8-9-65	INT. 95 OVER B. & A. RAILROAD
3	CUST.	5-8-65	HOULTON, MAINE
5	SHOP	5-8-65	
2	F.A.	3-30-65	
DRAWN	3-23-65	C.J.M.	CUSTOMER CALLAHAN BROTHERS INC.
REVISION			DESIGNER MAINE STATE HIGHWAY COMM.
REVISION			ORDER VERBAL
REVISION			DWG. B65-21-S2

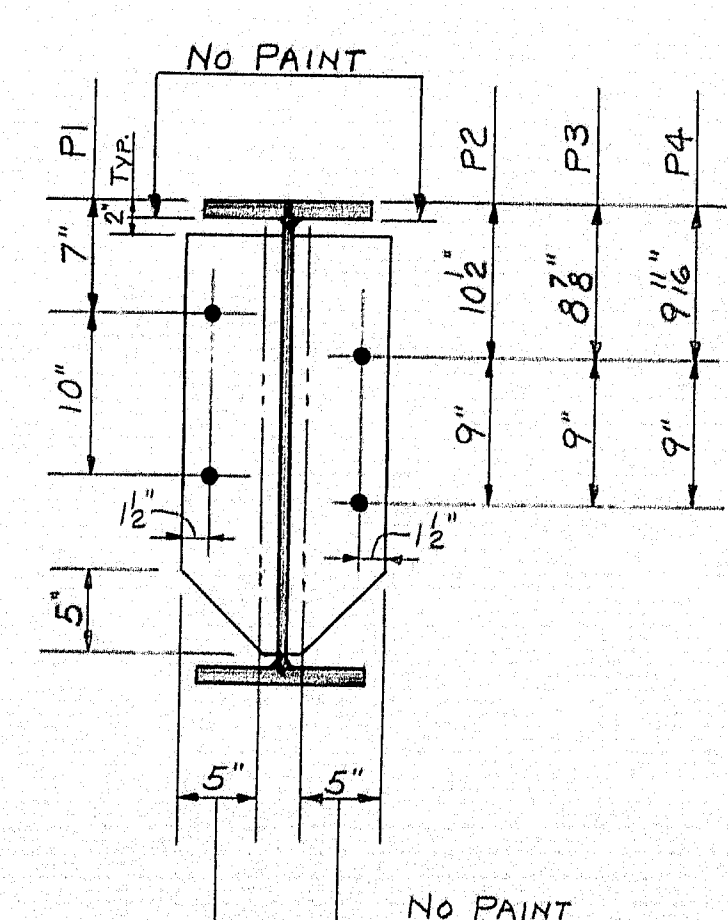
97-71



ONE EACH
S2A-S2B-S2C-S2D-S2E-S2F

MATCH THIS END WITH
STRINGERS MARKED "S1"

PLACE ANY NATURAL
CAMBER UP.



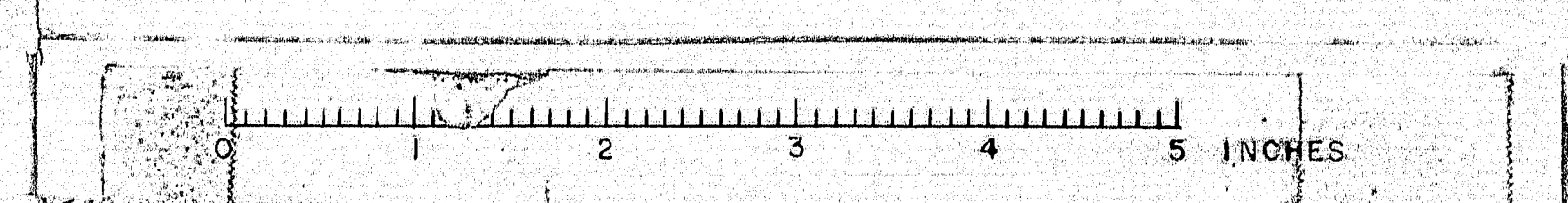
SHIP		BILL OF MATERIAL				DWG. B65-21-S4
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
S2A	1		30WF132	53' 6 1/2"		A36
S2B	1			53' 1 1/2"		
S2C	1			53' 1 1/2"		
S2D	1			53' 1 1/2"		
S2E	1			53' 1 1/2"		
S2F	1			53' 6 1/2"		
	20	P1	R 6 x 3/8	2	2	A36
	5	P2	do	2	2	
	4	P3	do	2	2	
	1	P4	do	2	2	
	12	P5	R 18 x 1/2	2	0	A36
	24	P6	R 4 x 1/2	2	6 2	
	12	P7	R 10 x 1/2	2	6 2	
	12	P8	R 4 x 3	1	3 4	
FIELD	294		3/8" H.S. BOLTS	0	3 4	A325
	245		do	0	3 2	
	539		3/8" H.S. WASHERS			
	295		3/4" M. BOLTS	0	1 2	

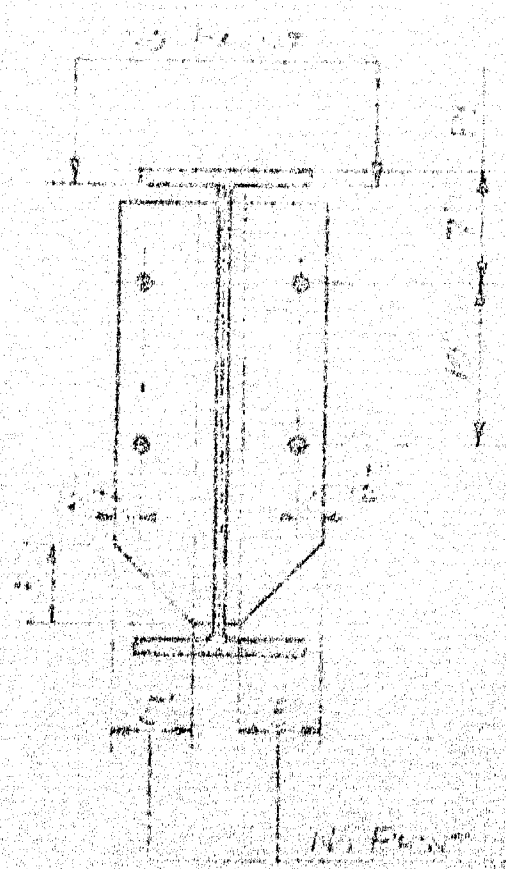
SHOP CONNECTIONS: WELD (E-70 LOW-HYDROGEN)
FIELD CONNECTIONS: BOLT 3/8" H.S. & 3/4" M. BOLTS
HOLES: 1 1/2" Ø
PAINT: STATE OF MAINE SPEC'S

Proj. No. I-95-9(17)295

STRINGERS NORTHBOUND			
PRINT ISSUE		Bancroft & Martin Inc. Brewer, Maine	
5	STATE	8-9-65	INT. 95 OVER B&A. RAILROAD
3	CUST.	5-8-65	HOULTON, MAINE
5	SHOP	5-8-65	
2	F.A.	3-30-65	CUSTOMER CALLAHAN BROTHERS INC.
DRAWN	3-25-65	C.J.M.	DESIGNER MAINE STATE HIGHWAY COMM.
REVISION			
REVISION			
REVISION			
ORDER VERBAL		DWG. B65-21-S4	

97-73

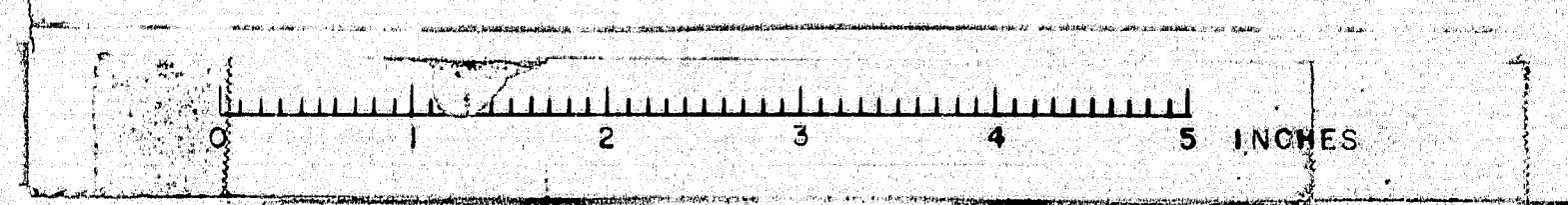


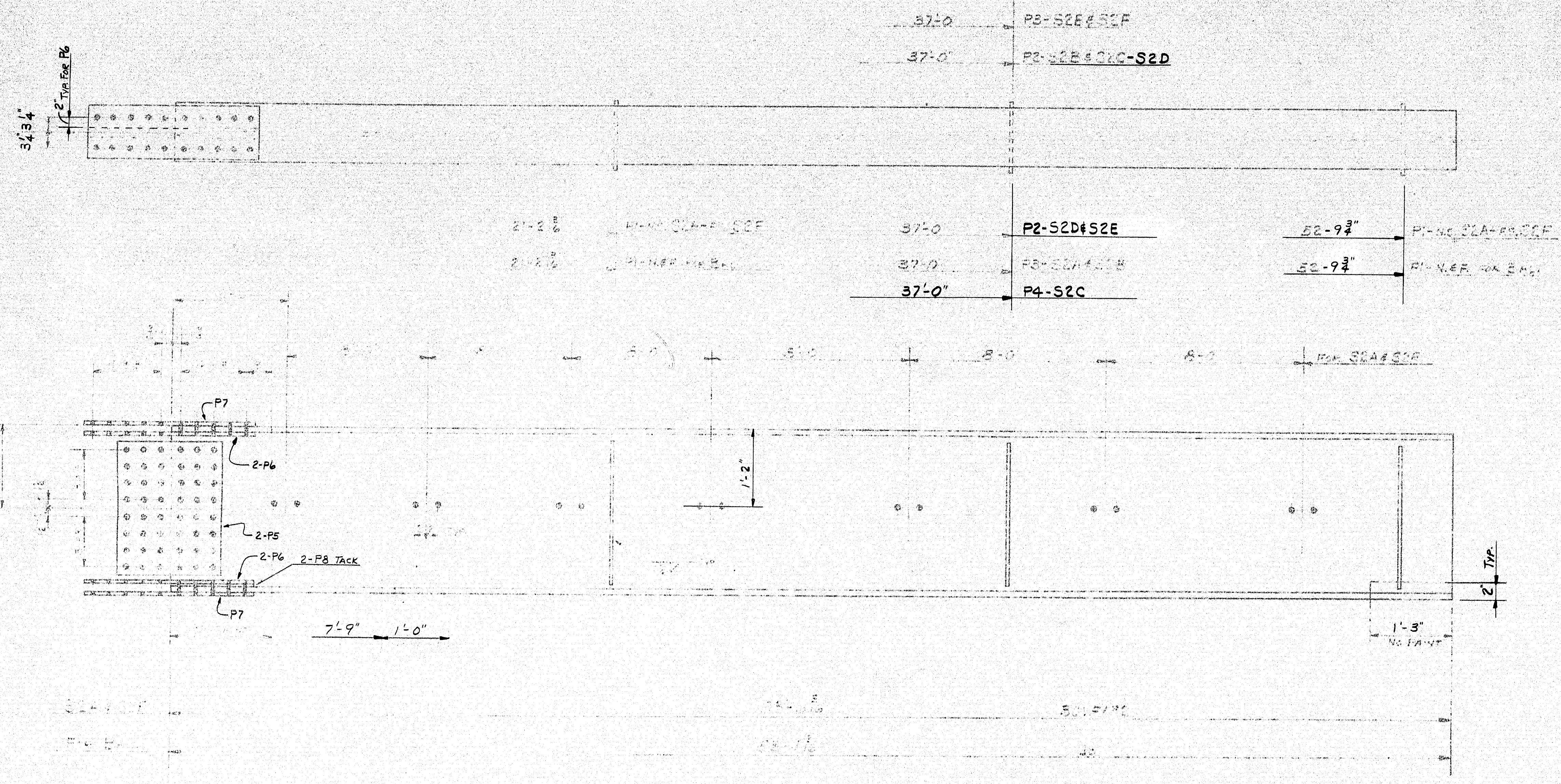


Match This Exe with
STANDARD MATCHES-52

ORDER 1116 DWG. 1116 S6

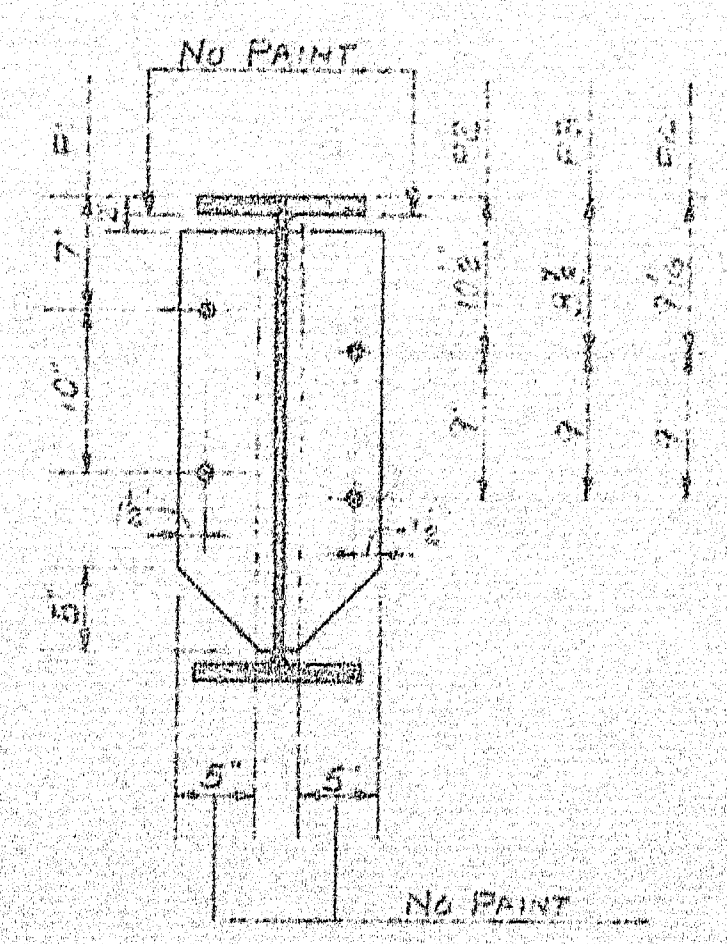
97-74





SHIP		BILL OF MATERIAL				DWG. 97-75-S7
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
S2A	1		30W/32	53'0"		A36
S2B	1			53'0"		
S2C	1			53'0"		
S2D	1			53'0"		
S2E	1			53'0"		
S2F	1			53'0"		
	20	P1	P3-S2A	2'2"		A36
	5	P2		2'2"		
	4	P3	40	1'2"		
	1	P4	1	2'2"		
	2	P5	2-30x1/2	2'0"		A36
	24	P6	2-4x1/2	2'6"		
	12	P7	2-1/2x1/2	2'6"		
	12	P8	2-4x1/2	1'3"		

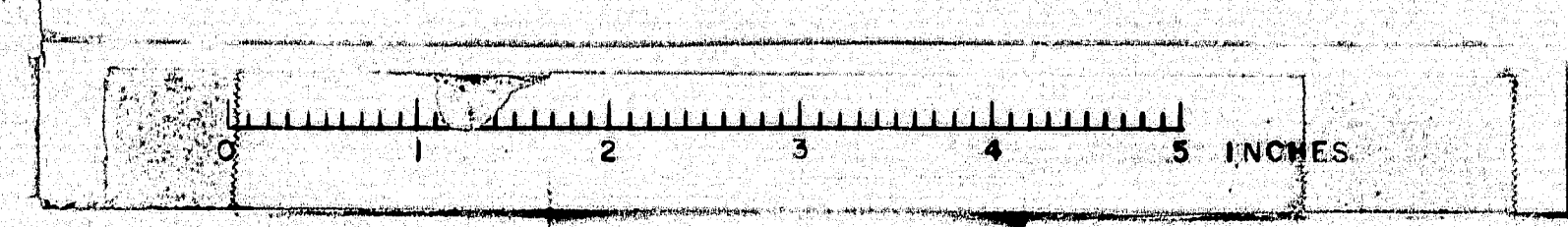
FIELD 294	3/4" H.S. BOLTS	0 34	A325
245	do	0 32	
539	3/4" H.S. WASHERS		

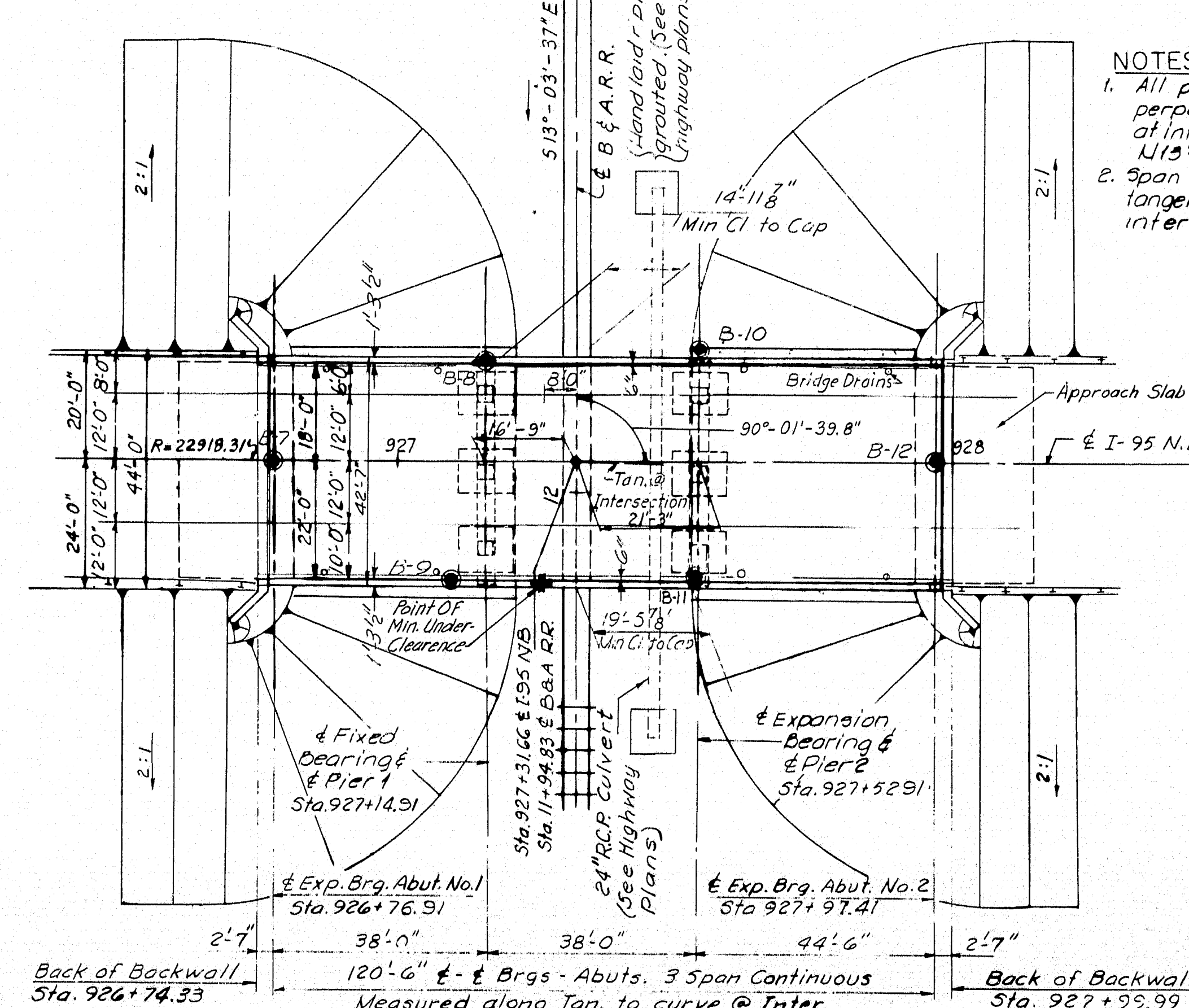
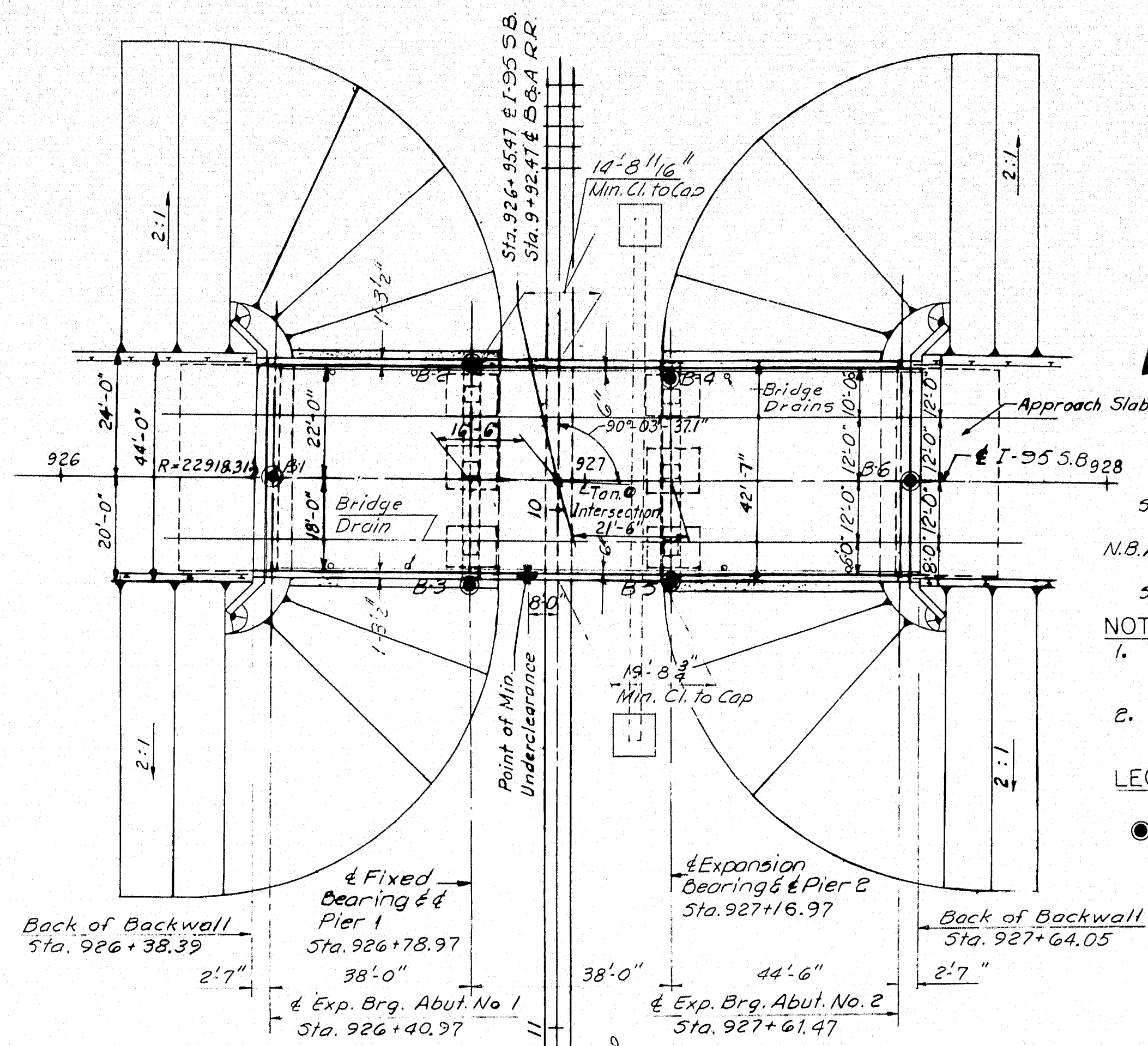


SHOP CONNECTIONS: WELD 5/16" DIA. WELD
 FIELD CONNECTIONS: 2" DIA. 1/2" DIA. WELD
 HOLES: 1/2"
 PAINT: 1" DIA. 1/2" DIA. WELD

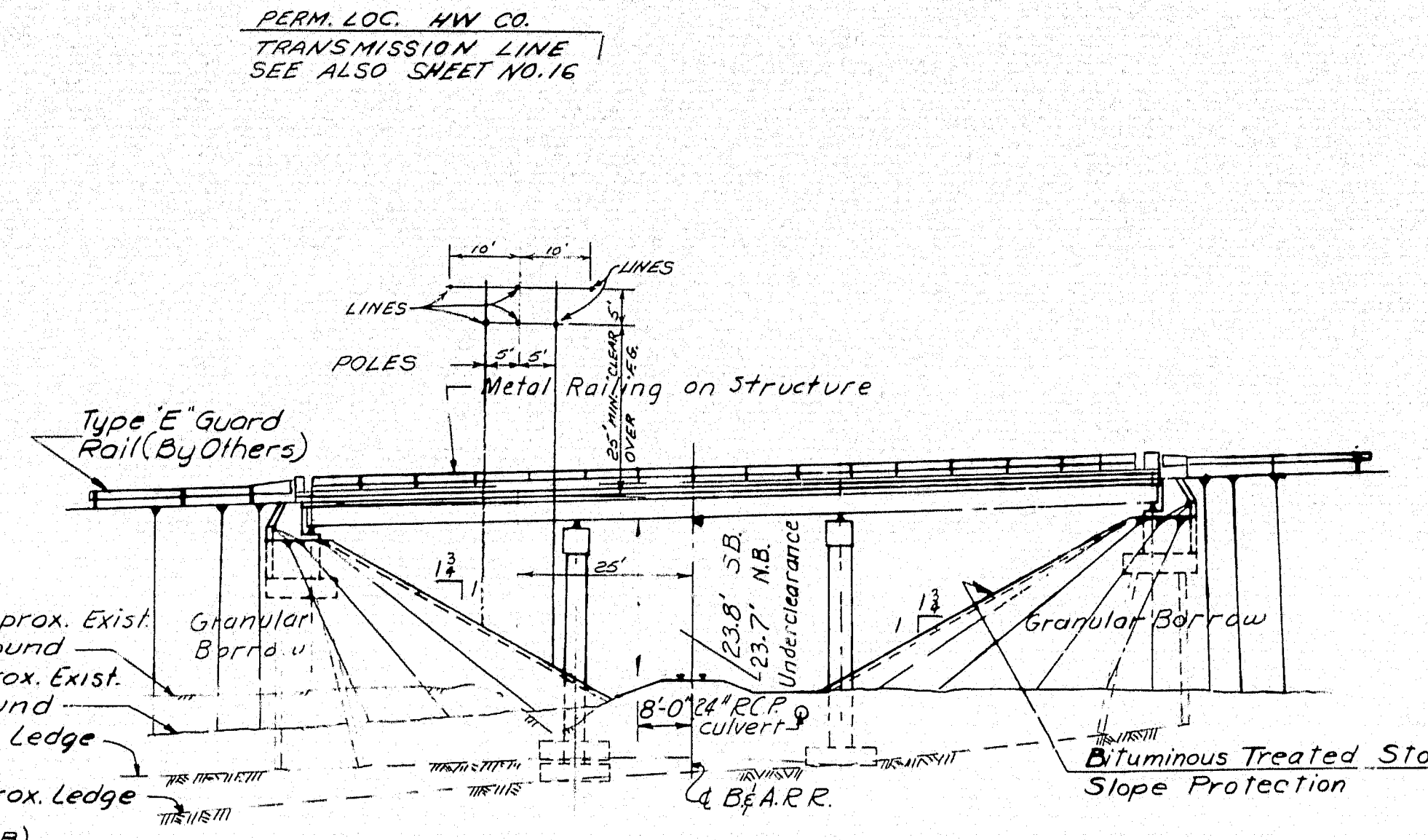
Proj. No. I-95-9(17) 295		SOUTHERN	
PRINT ISSUE		Baneroff & Martin Inc. Brewster, Maine	
5	STATE 8-9-65	JUL 95 OVER EFA FALCON	
3	CUST 5-8-65	HONOLULU, HAWAII	
5	SHOP 5-8-65	CUSTOMER CALAGARY BRIDGES INC.	
2	FA 3-30-65	DESIGNER MAINE STATE HIGHWAY DEPT.	
DRAWN	3-25-65 G.M.	ORDER VERBALLY	
REVISION		DWG. 97-75-S7	
REVISION			
REVISION			

97-75





PLAN
1" = 20'



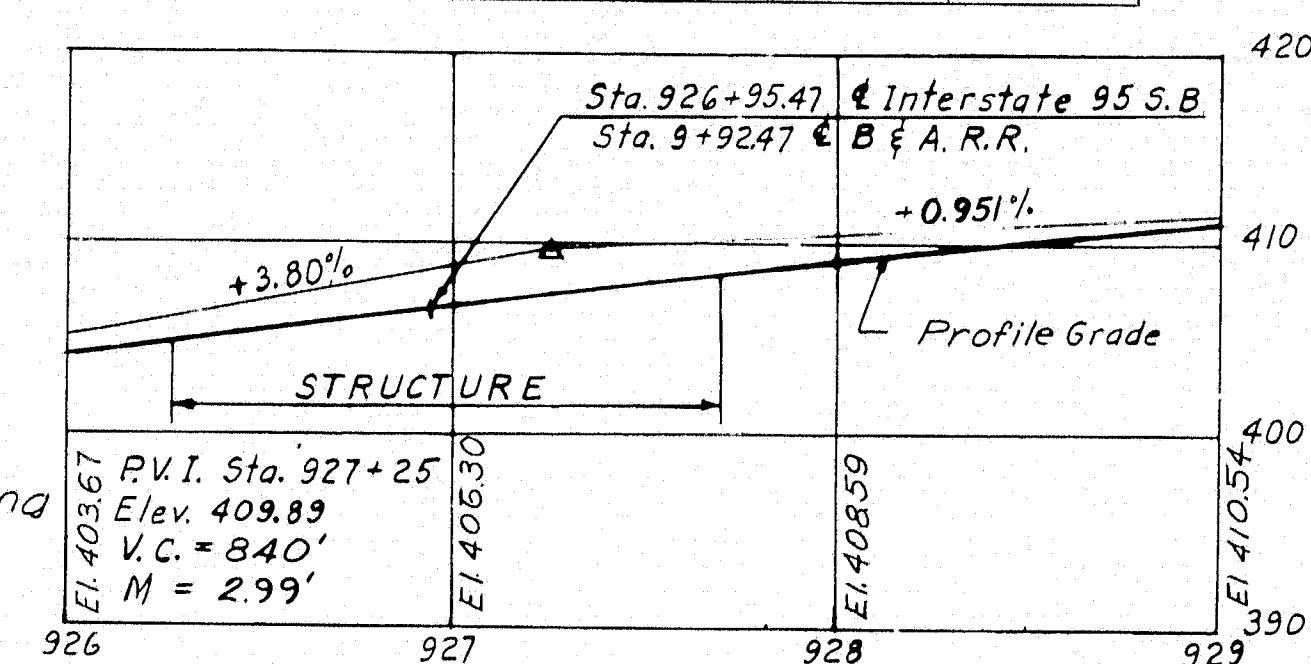
ELEVATION
1" = 20'

- NOTES: (S.B.)
- All piers and abutments perpendicular to tangent at intersection, on bearing N18° 59' 59.9" W.
 - Span lengths are measured along tangent to curve at intersection.

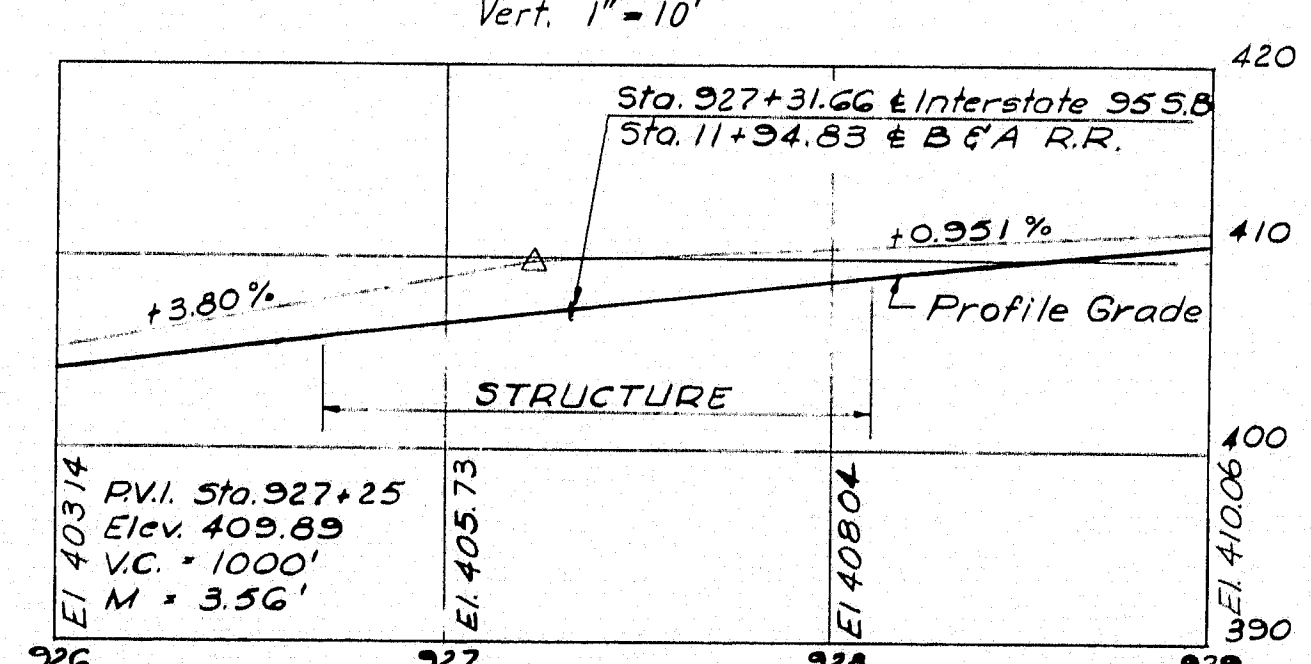
LEGEND

● Indicates Wash Borings

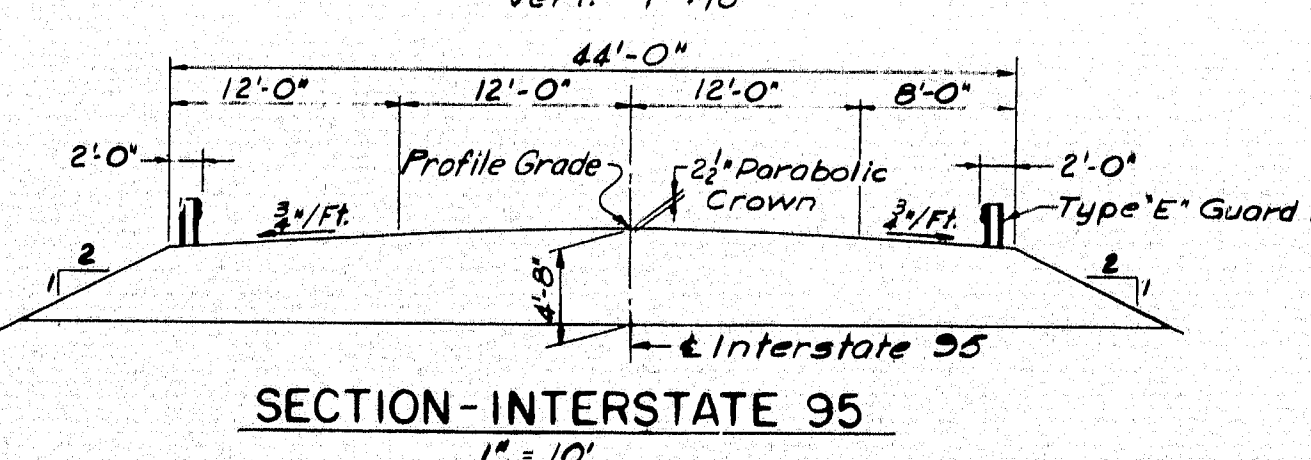
STA.	ELEV.	STA.	ELEV.
8+00	378.63	11+50	379.17
+50	378.67	12+00	379.16
9+00	378.76	+50	379.16
+50	378.83	13+00	379.26
10+00	378.91	+50	379.24
+50	378.95	14+00	379.24
11+00	379.13		



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



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



SECTION-INTERSTATE 95
1" = 10'

INDEX OF DRAWINGS

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

DESIGN SPECIFICATIONS

A.A.S.H.O. Standard Specifications for Highway Bridges 1961 with Interim Specifications 1961, 1962, 1963, & 1964
 CONTRACT
 State of Maine, State Highway Commission, Standard Specifications for Highways and Bridges, Revision of January 1956 and Supplemental Specifications of Feb. 1960.
 LIVE LOADING
 HS20-44 (Modified for Interstate)

STANDARD DETAIL DRAWINGS

- BD-101-64 Bearing Pedestals
- BD-102-64 Beam Splices
- BD-104-64 Diaphragms, Armored Joint, Shear Connectors, Drain.
- BD-107-64 Steel Rail
- BD-108-64 Aluminum Rail

FOUNDATIONS
 Abutments: 10BP42 End Bearing Piles (Capacity 37 tons)
 Piers: Spread Footings on Ledge - 8 Ton per square foot

ALLOWABLE STRESSES
 Concrete (n=10) ~ $f_c = 1200$ p.s.i.
 Reinforcing Steel, Int. Grade ~ $f_s = 20,000$ p.s.i.
 Structural Steel ~ $f_s = 20,000$ p.s.i. (A.S.T.M. Designation A-36)

CONCRETE CLASSIFICATION
 All concrete shall be Class 'A'

ESTIMATE OF BRIDGE QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANT.	S.B.	N.B.
204-14	Structural Earth Exc. - Piers	C.Y.	199	128	
204-15	Structural Rock Exc. - Piers	C.Y.	10	6	
701-39	PCC Abut. & Retaining Wall	C.Y.	182	180	
701-35	PCC Piers	C.Y.	130	123	
701-40	PCC Roadway & Sidewalk Slabs on Steel Bridges	C.Y.	145	145	
701-55	Curing Box For Concrete Cylinders	each	1		
702-103.2	Structural Steel Fabricated & Delivered (B & A R.R.)	L.S.	Lump Sum	Lump Sum	
702-104.2	Structural Steel Erection (B & A R.R.)	L.S.	Lump Sum	Lump Sum	
702-105.2	Structural Steel Field Painting (B & A R.R.)	L.S.	Lump Sum	Lump Sum	
705-13	Reinforcing Steel - Delivered	Lbs.	68,578	67,550	
705-14	Reinforcing Steel - Placing	Lbs.	68,578	67,550	
708-16	Steel I-Beam Piles - 2 Lbs., L.F.	L.F.	237	237	
805-8	Bridge Inlet	L.F.	1066	1014	
807-11	Epoxy Resin Surface Sealant	S.Y.	113	112	
901-24	Vertical Bridge Curb Type I	L.F.	245	245	
901-25	Vertical Bridge Curb Type I Circular	L.F.	10	10	
913-8	Bituminous Treated Stone Slope Protection	S.Y.	548	548	
913-9	Bituminous Concrete Gutter	ton	27	27	

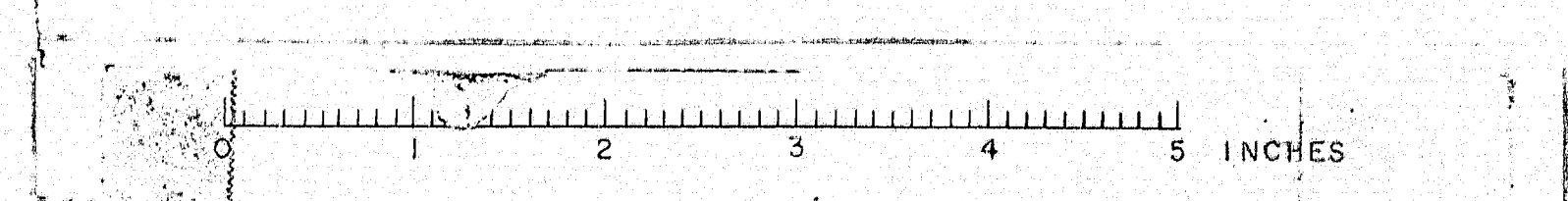
*This curing box will also be used for the 18" Stream Bridges.
 Estimated weight of Structural Steel including drains is 108,000 lb. S.B. and 108,000 lb. N.B. Total estimated weight = 216,000 lbs.

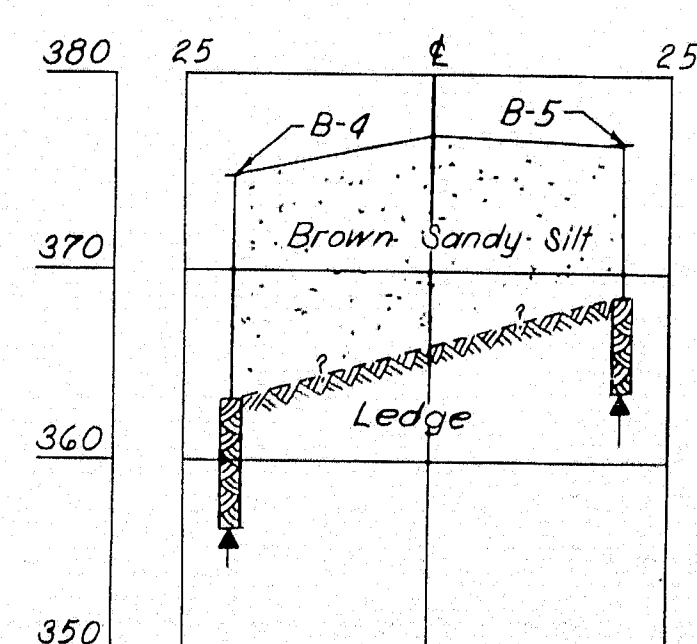
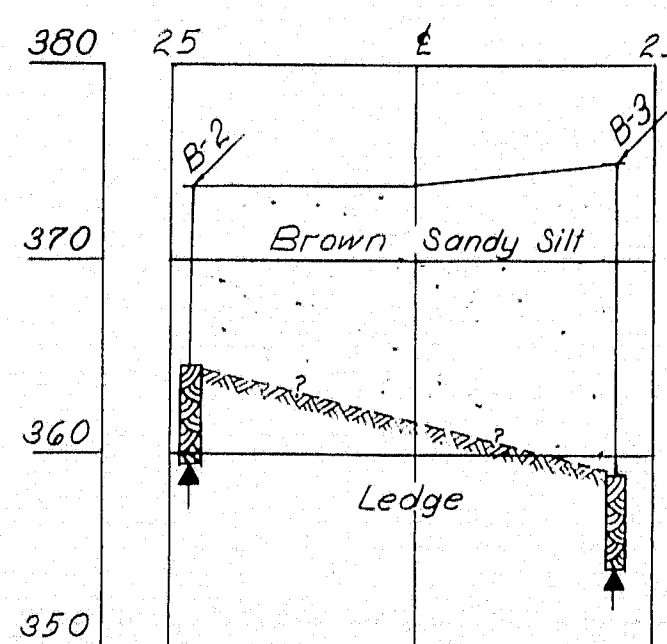
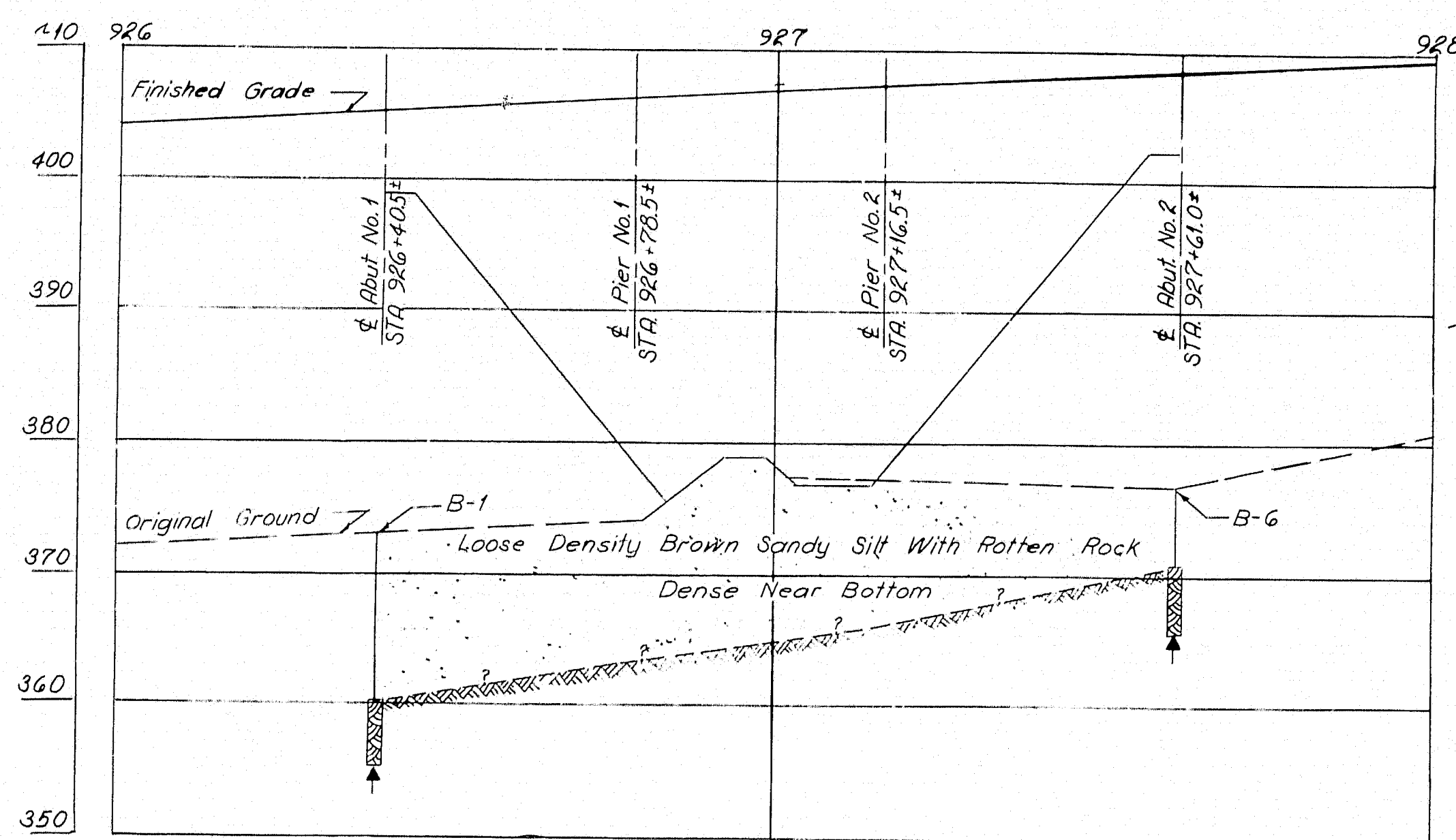
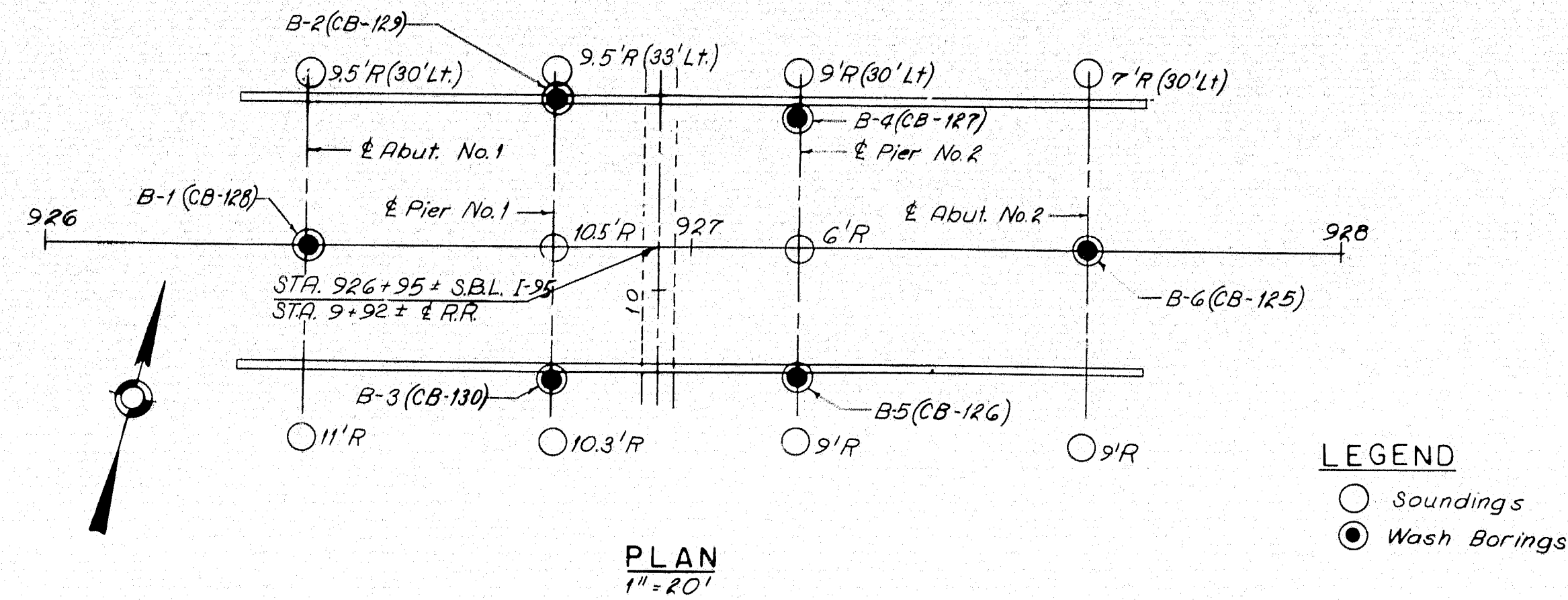
NOTES:

- All fill within the limits of the structures as shown on Profiles, Sheet 17 shall be placed by the controlled density method.
- Size of stone in granular borrow through which abutment piles are driven shall not exceed 6 inches, and concentrations of stones in the area shall be avoided.
- Place granular borrow to elevation of abutment footing before driving piles.

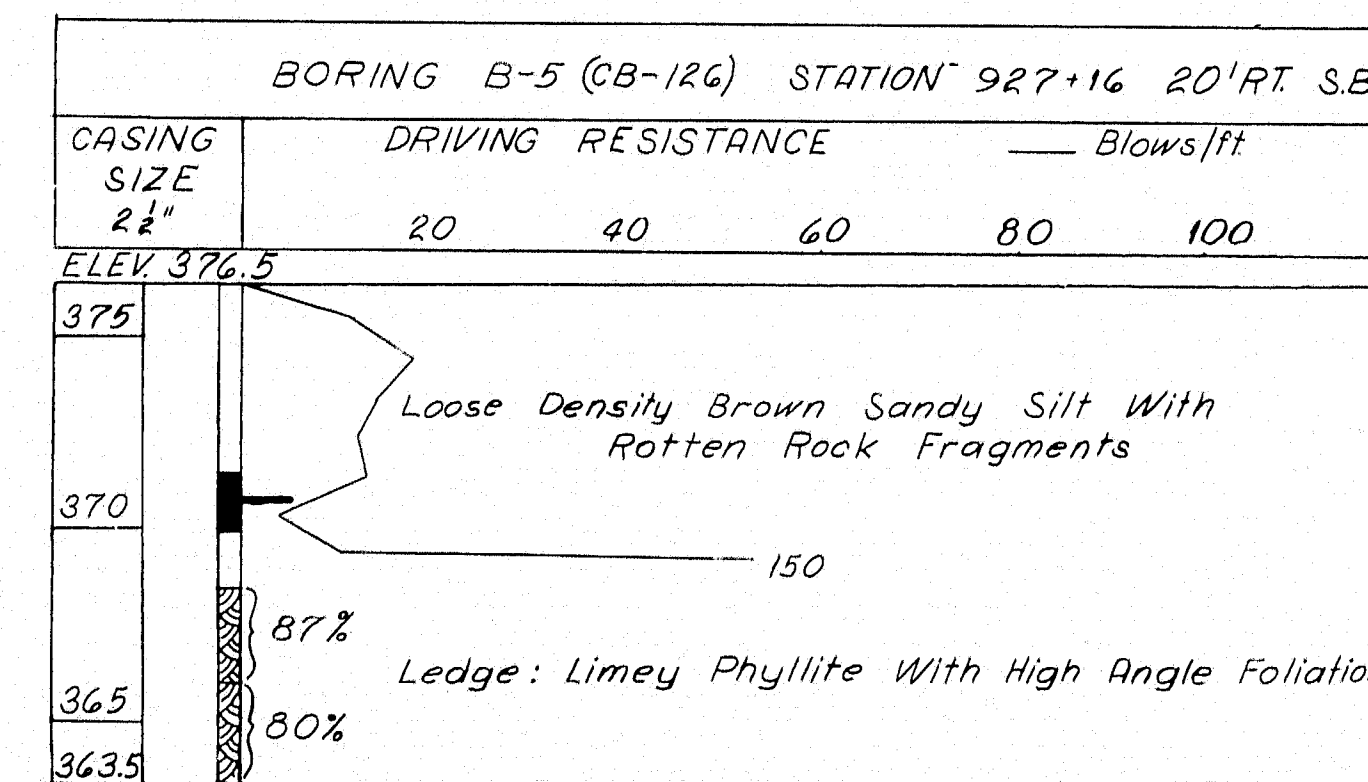
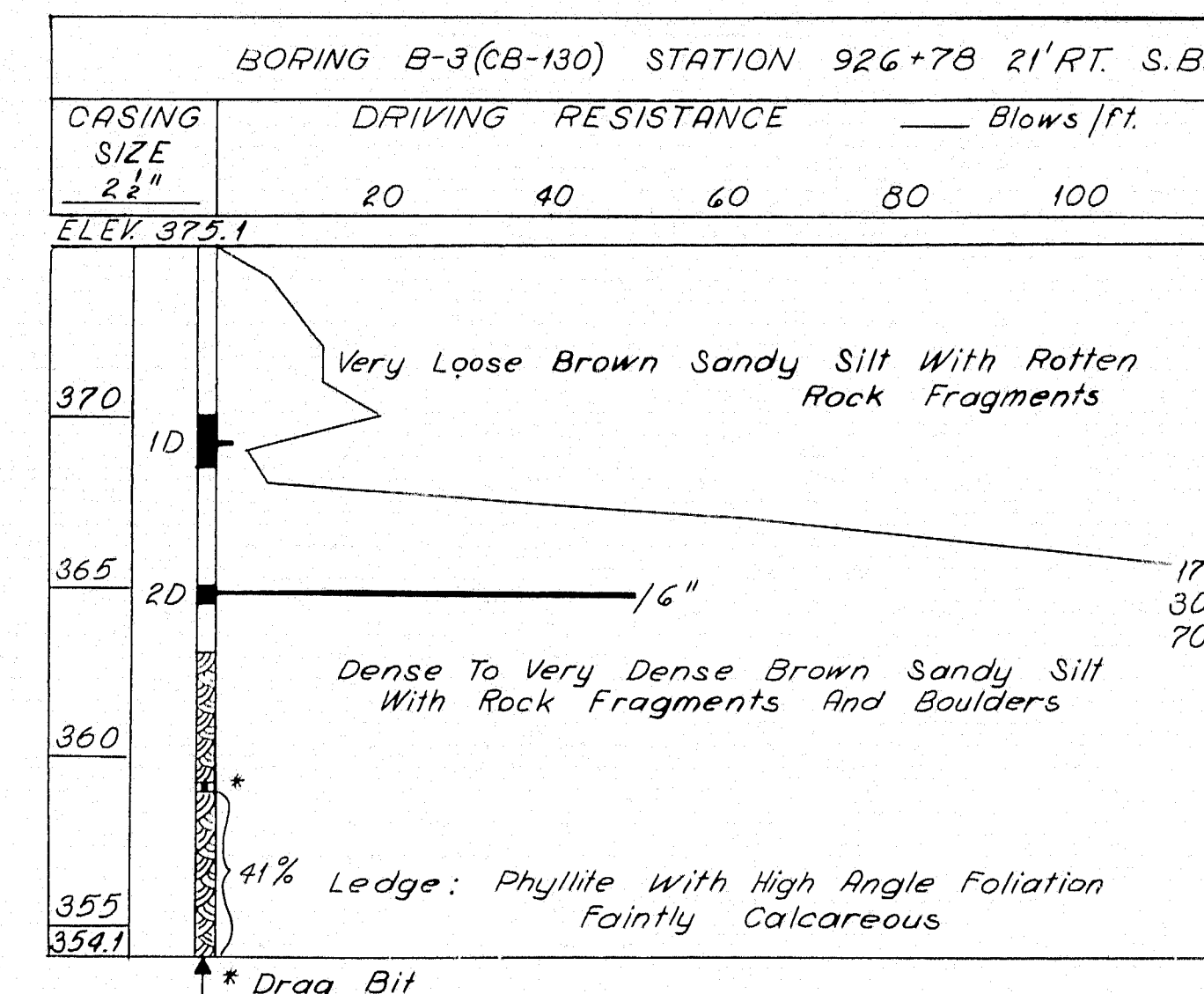
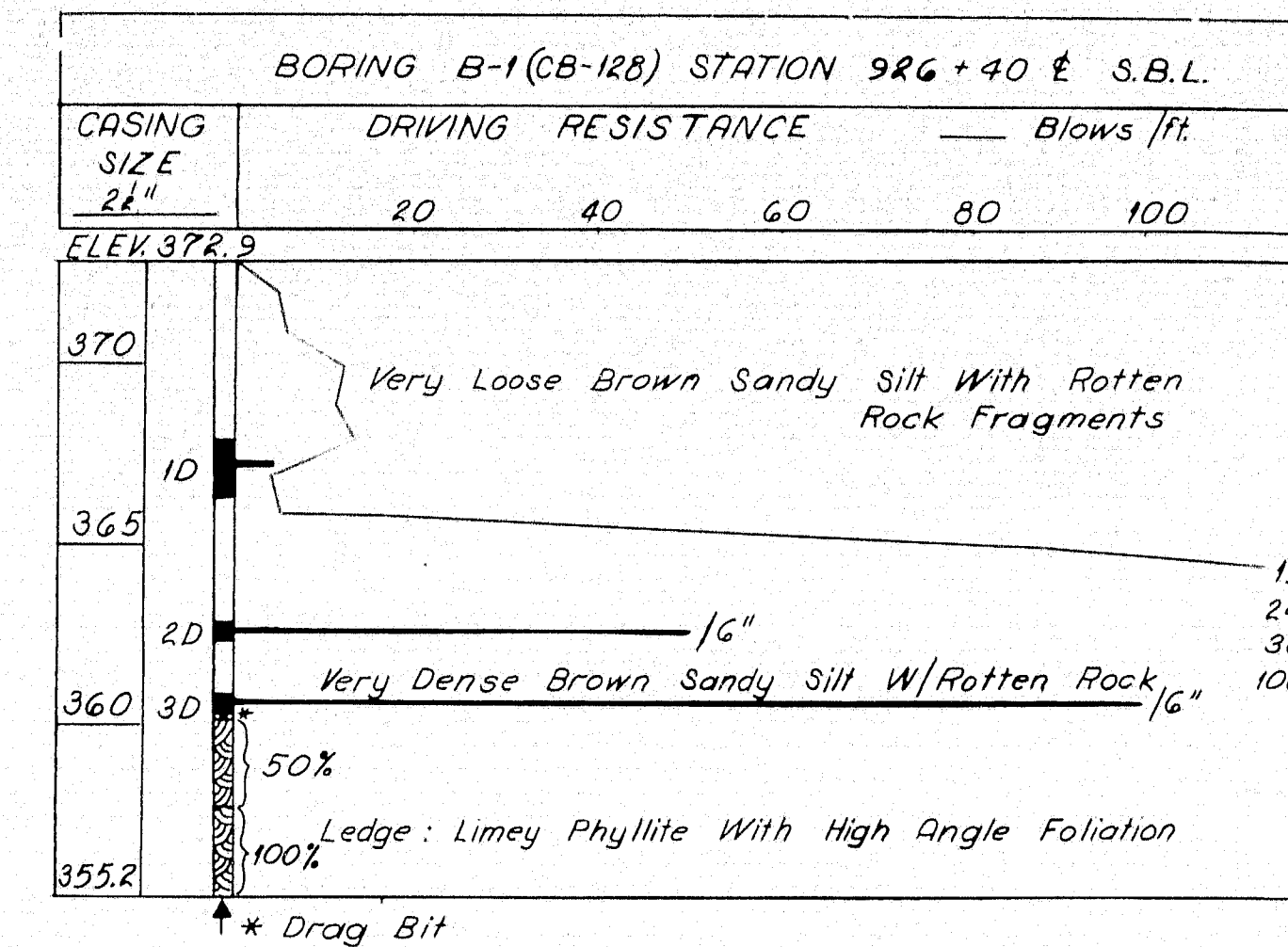
DESIGN - G.H.	DETAIL - J.D.N.	BRIDGE NO.
CHECK - PRN		SURVEY -
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
INTERSTATE 95 OVER BANGOR & AROOSTOOK R.R. IN THE TOWN OF HOULTON AROOSTOOK COUNTY		
GENERAL PLAN AND QUANTITIES		
SHEET 1 OF 13 AUGUSTA, MAINE NOVEMBER 1964		

M-2179



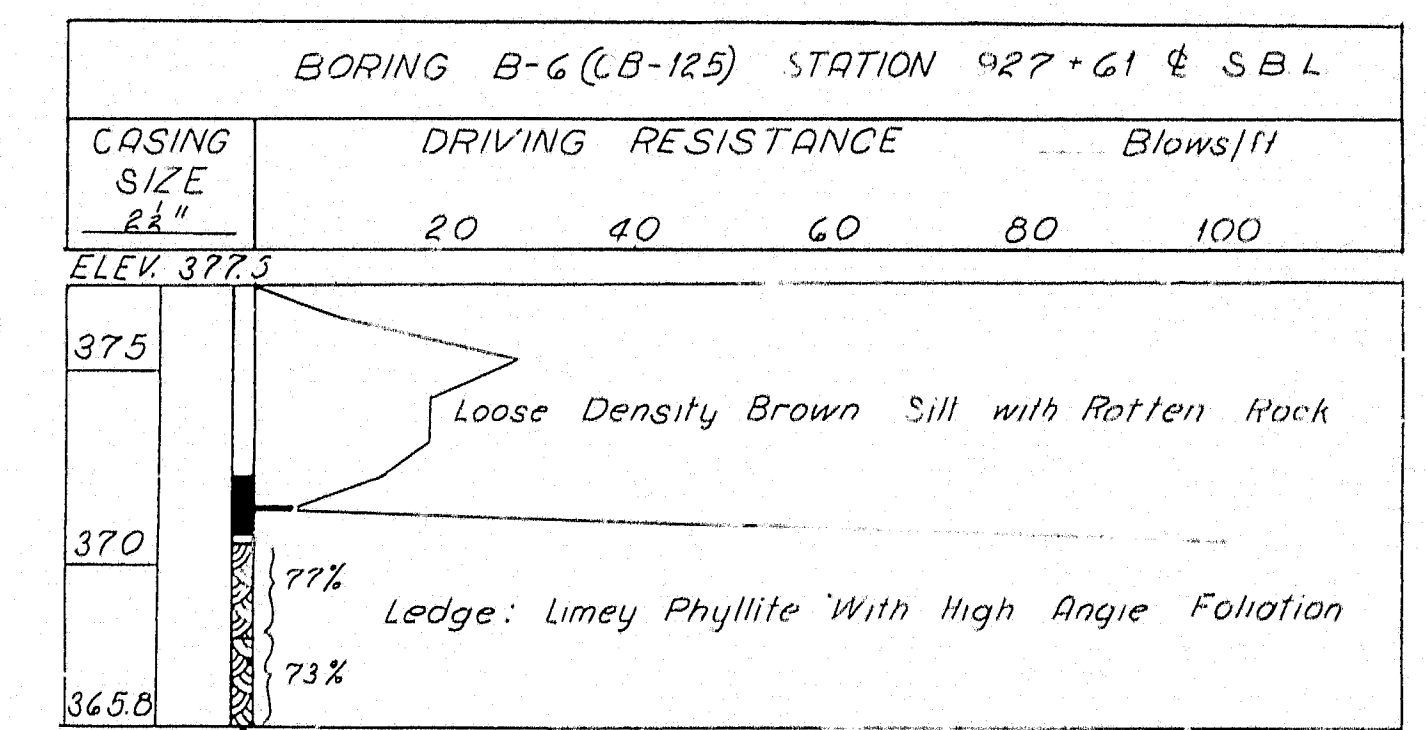
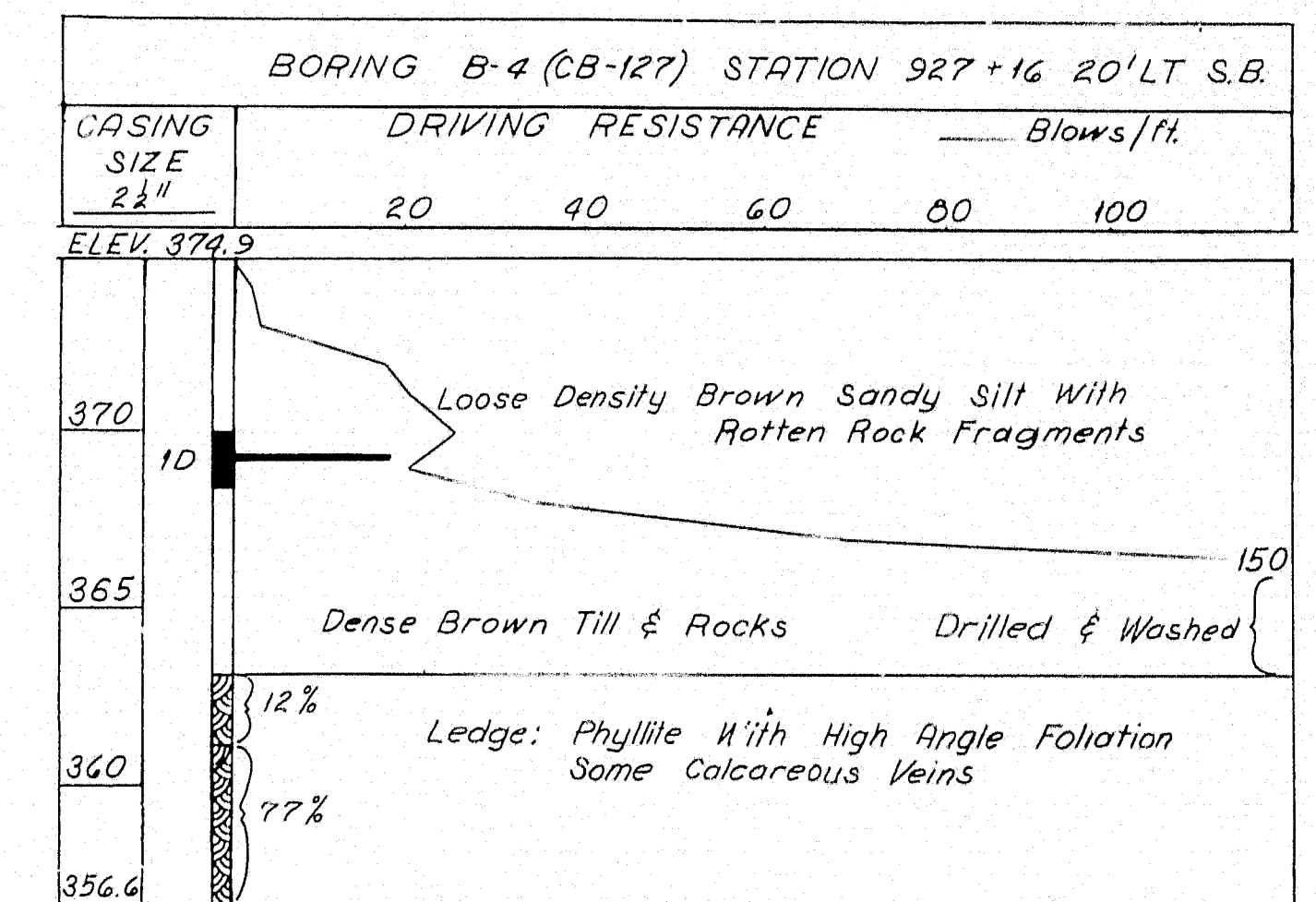
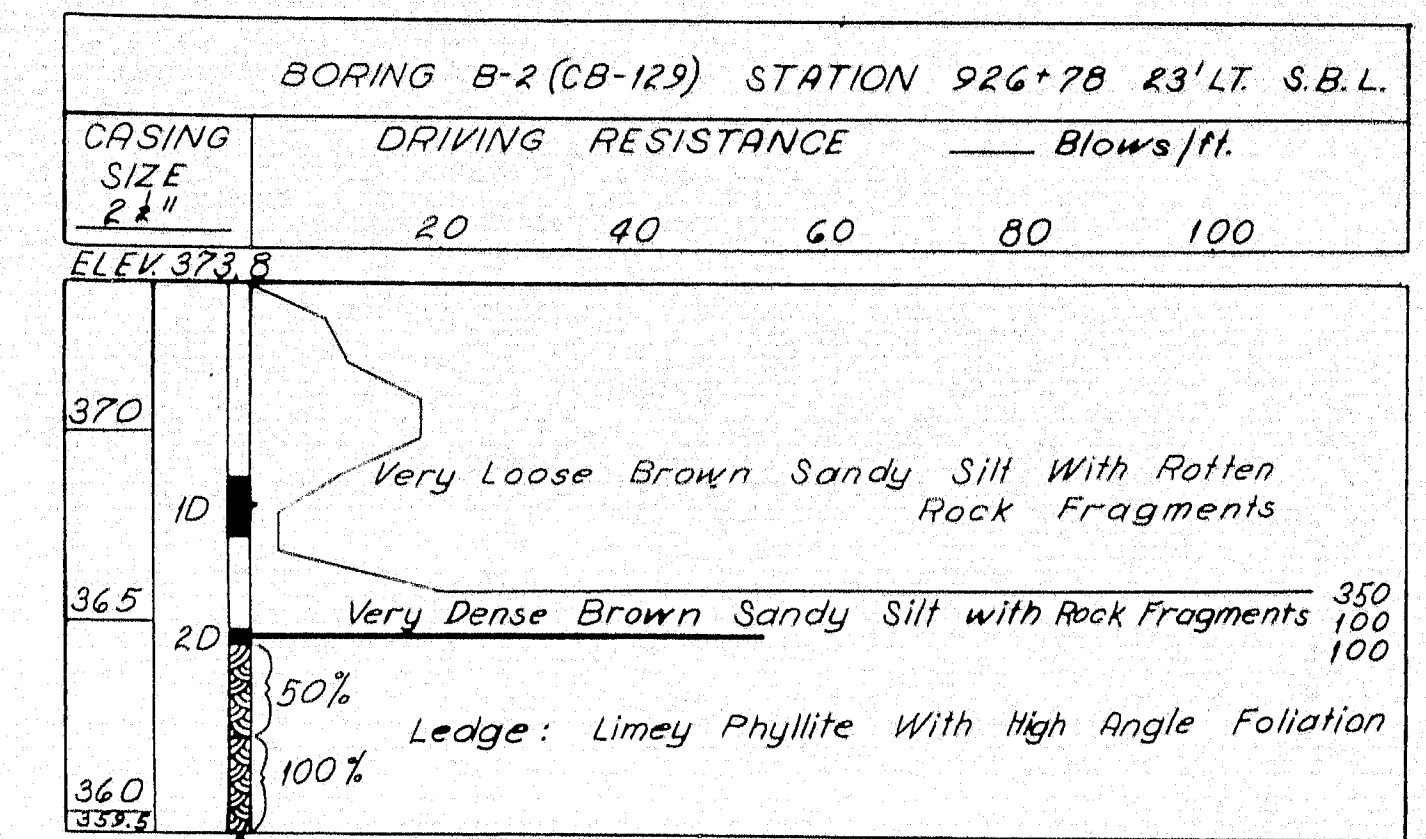


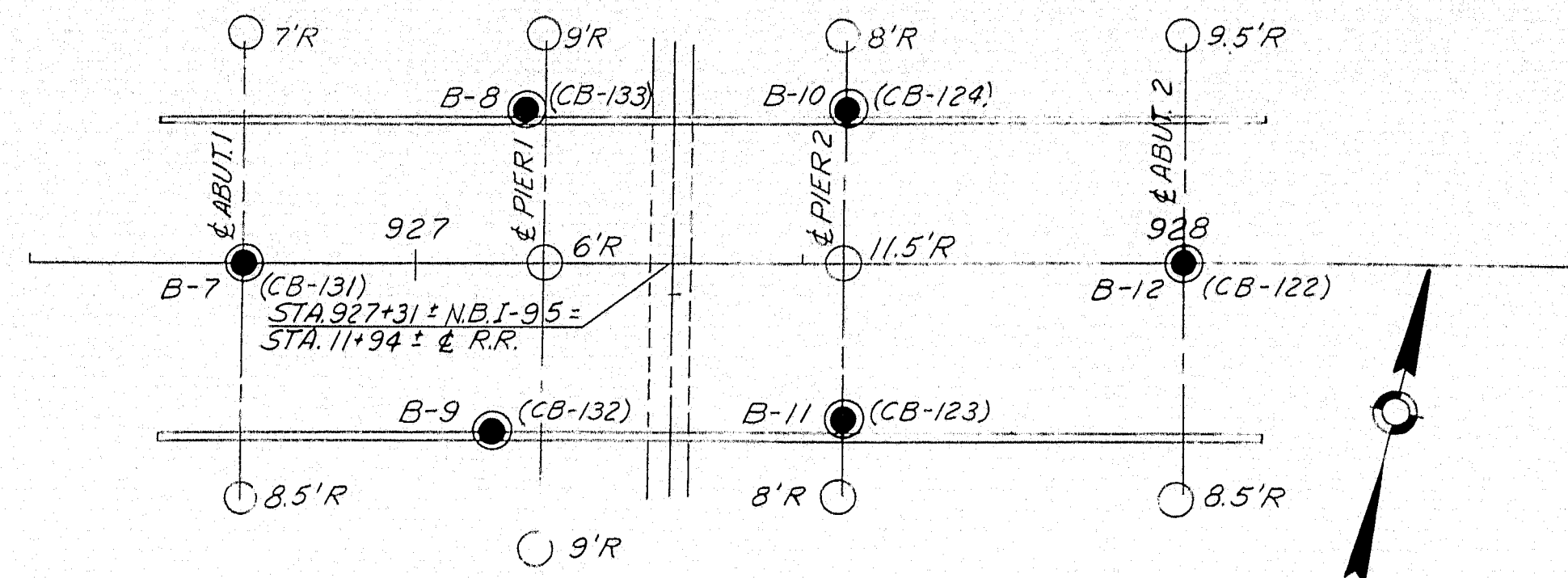
TRANSVERSE SECTIONS



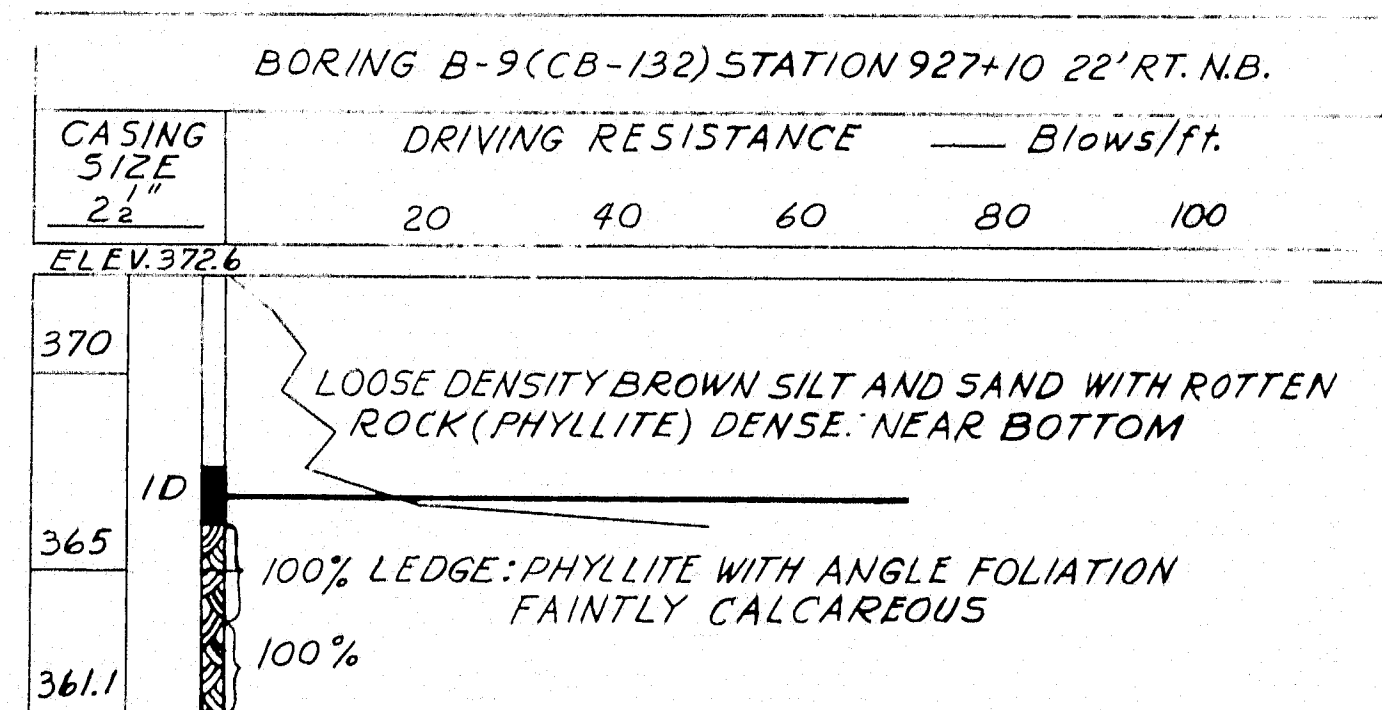
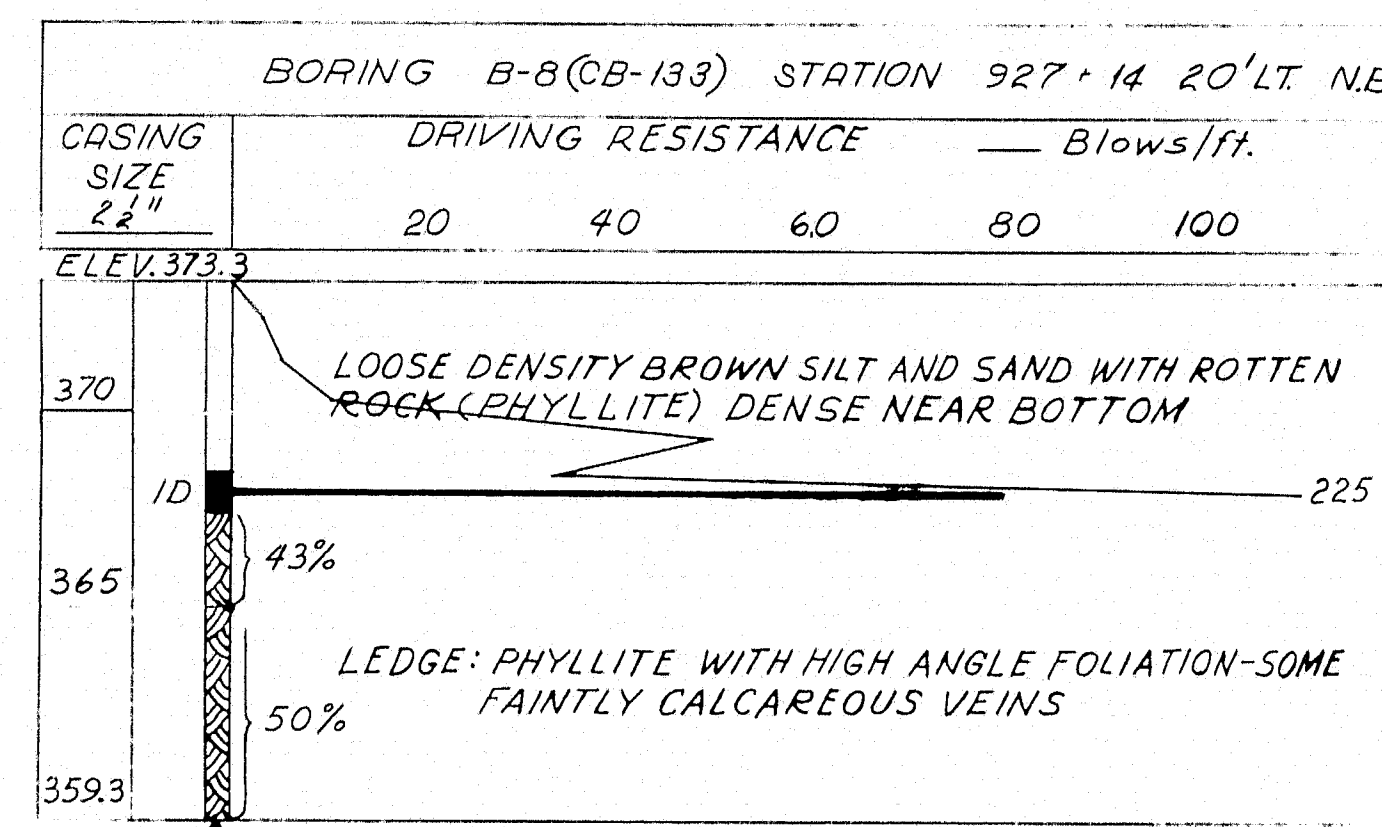
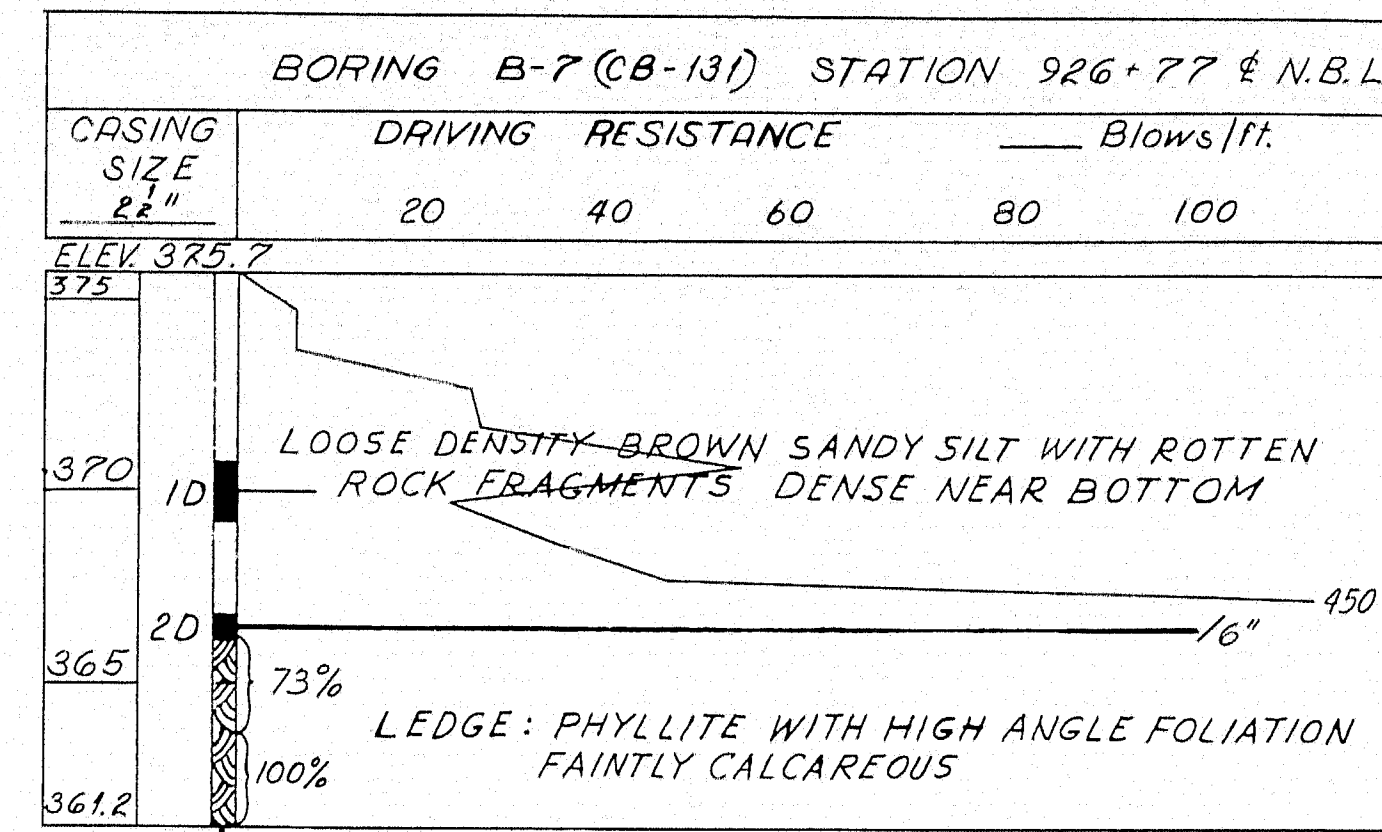
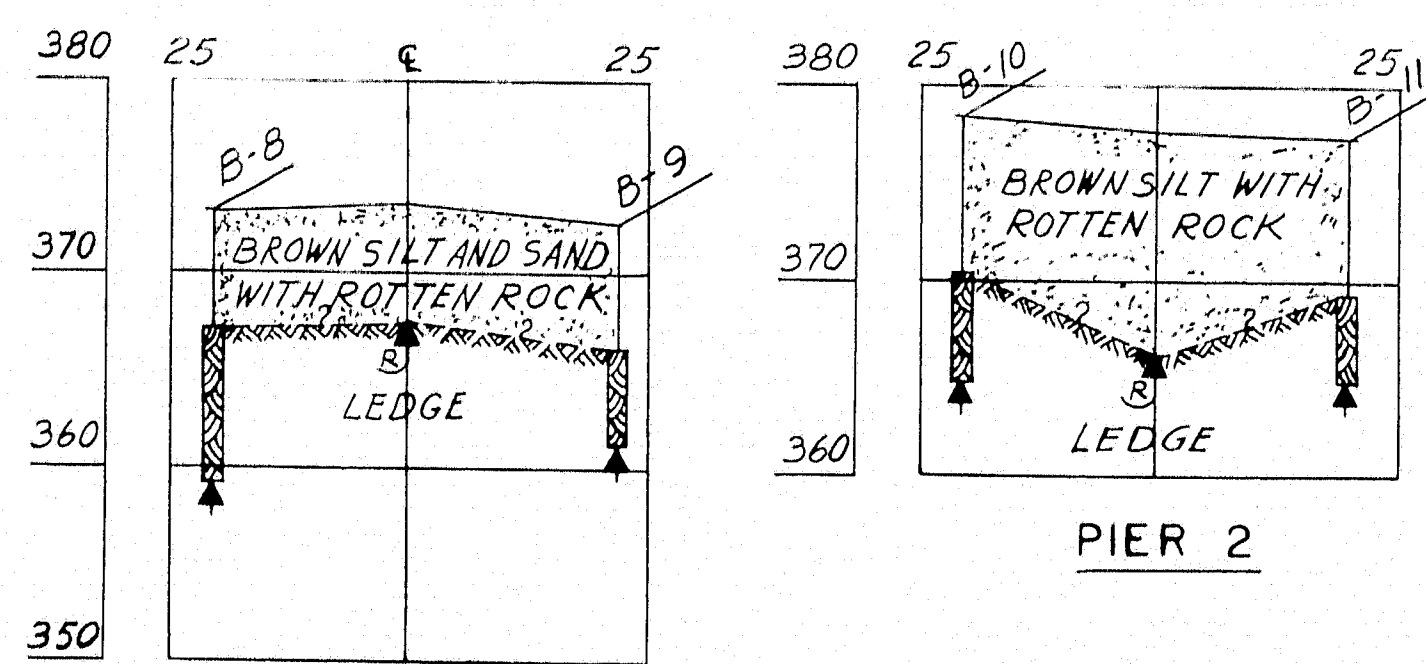
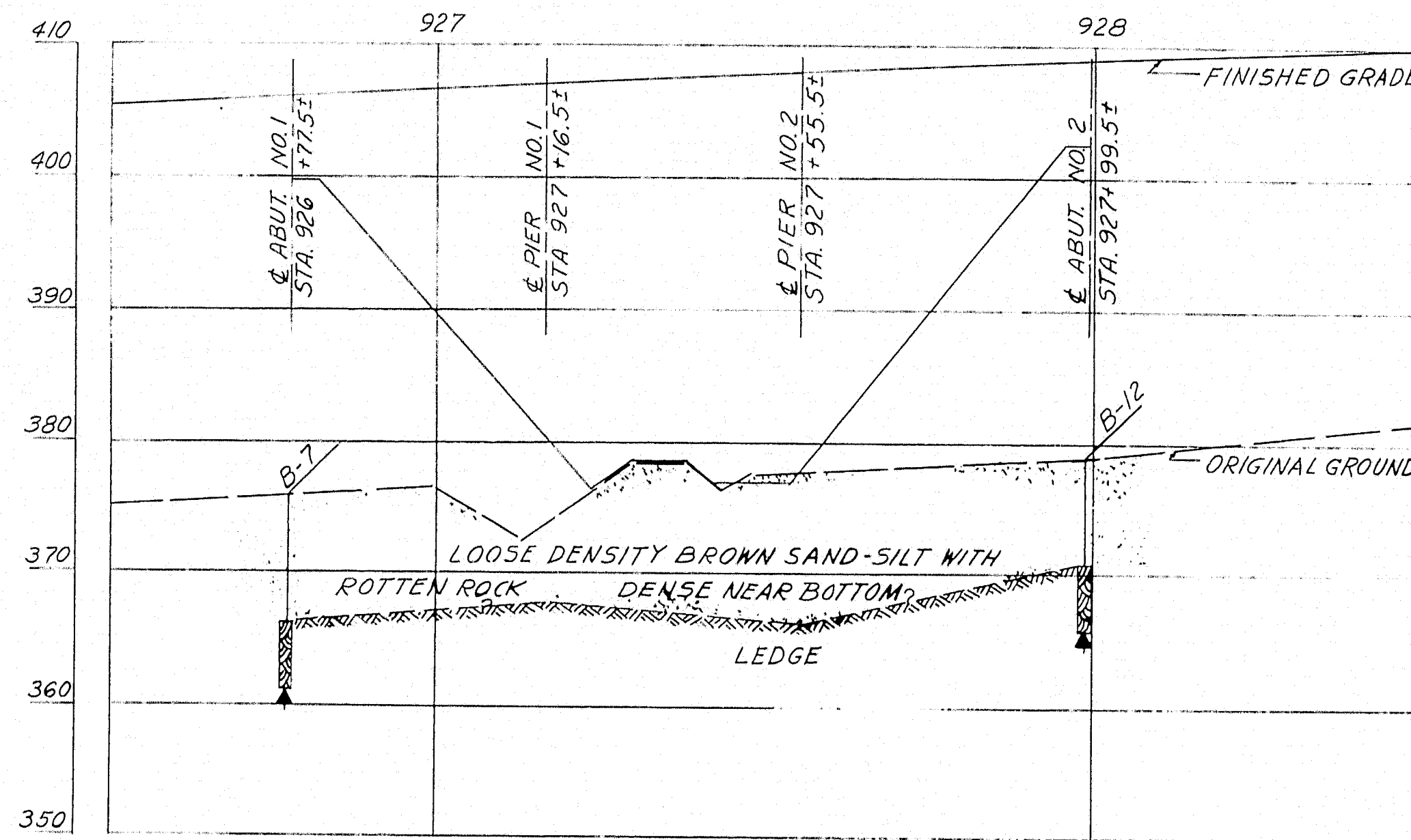
BORING NOTES

- Number of blows required to drive extra heavy casing one foot with 400 ft lbs of energy per blow
- Location of sample or sample attempt
- SEH Sampler #1290's
- Number of blows required to drive spoon or tubing one foot with 350 ft lbs. of energy per blow
- Bottom of boring (May not be bottom of soil strata)
- 17% Locations cored by diamond bit and per cent recovery of rock

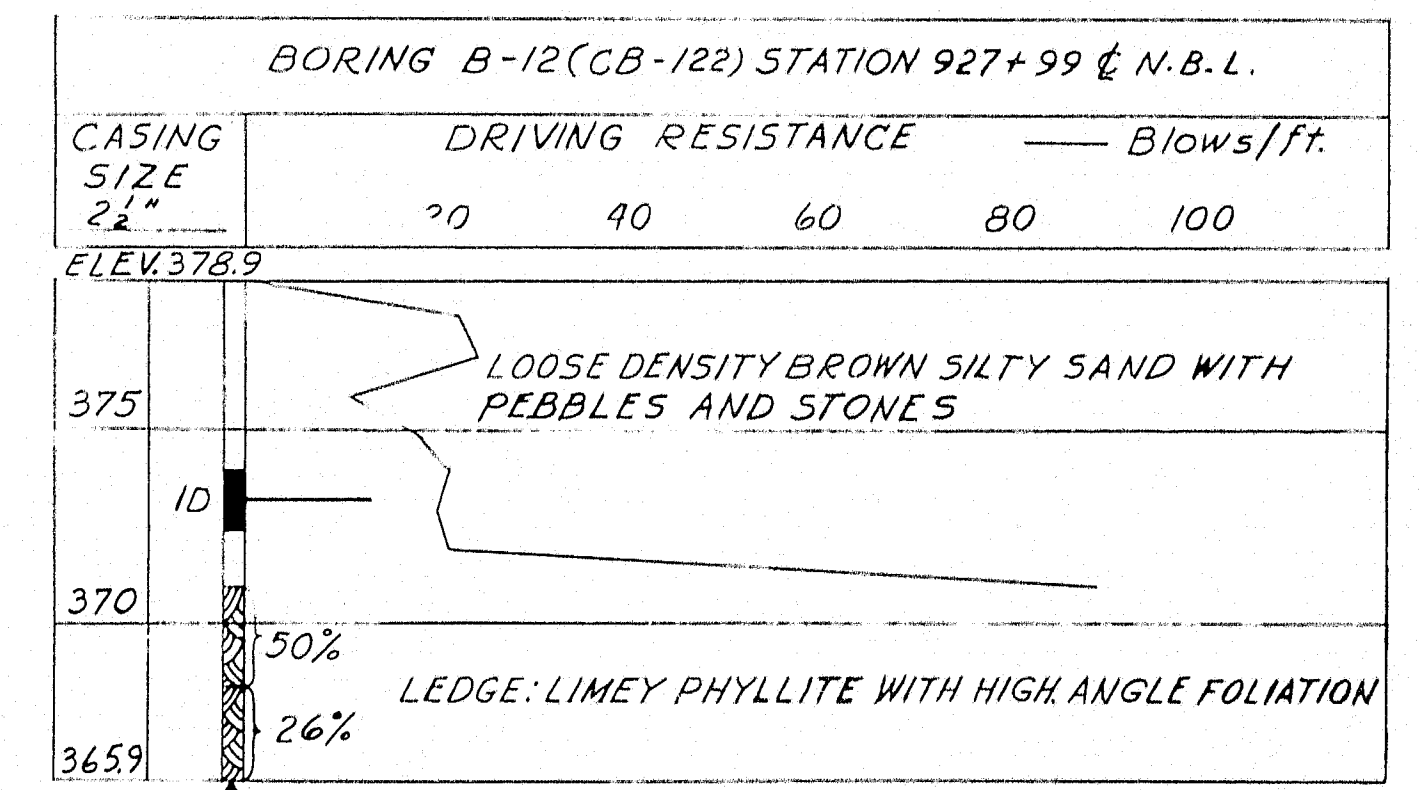
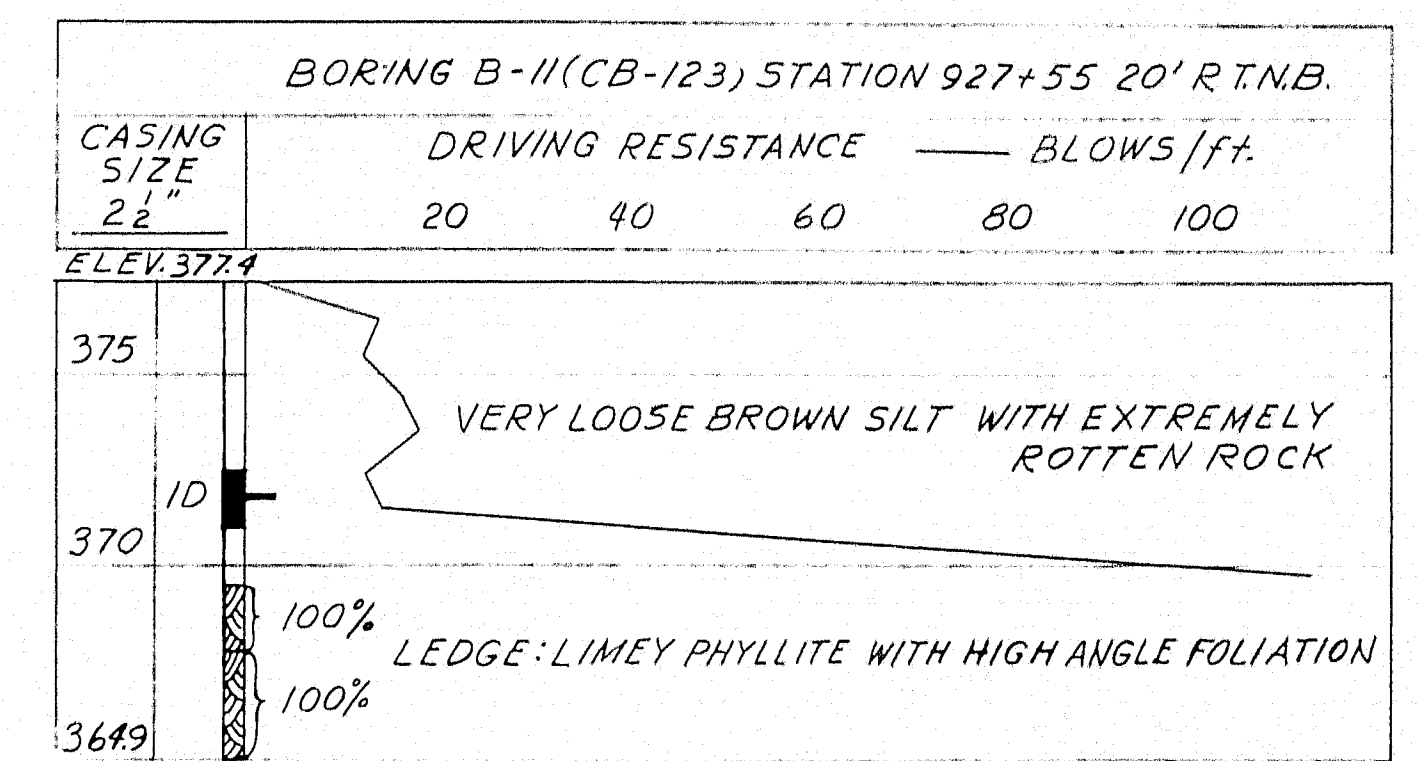
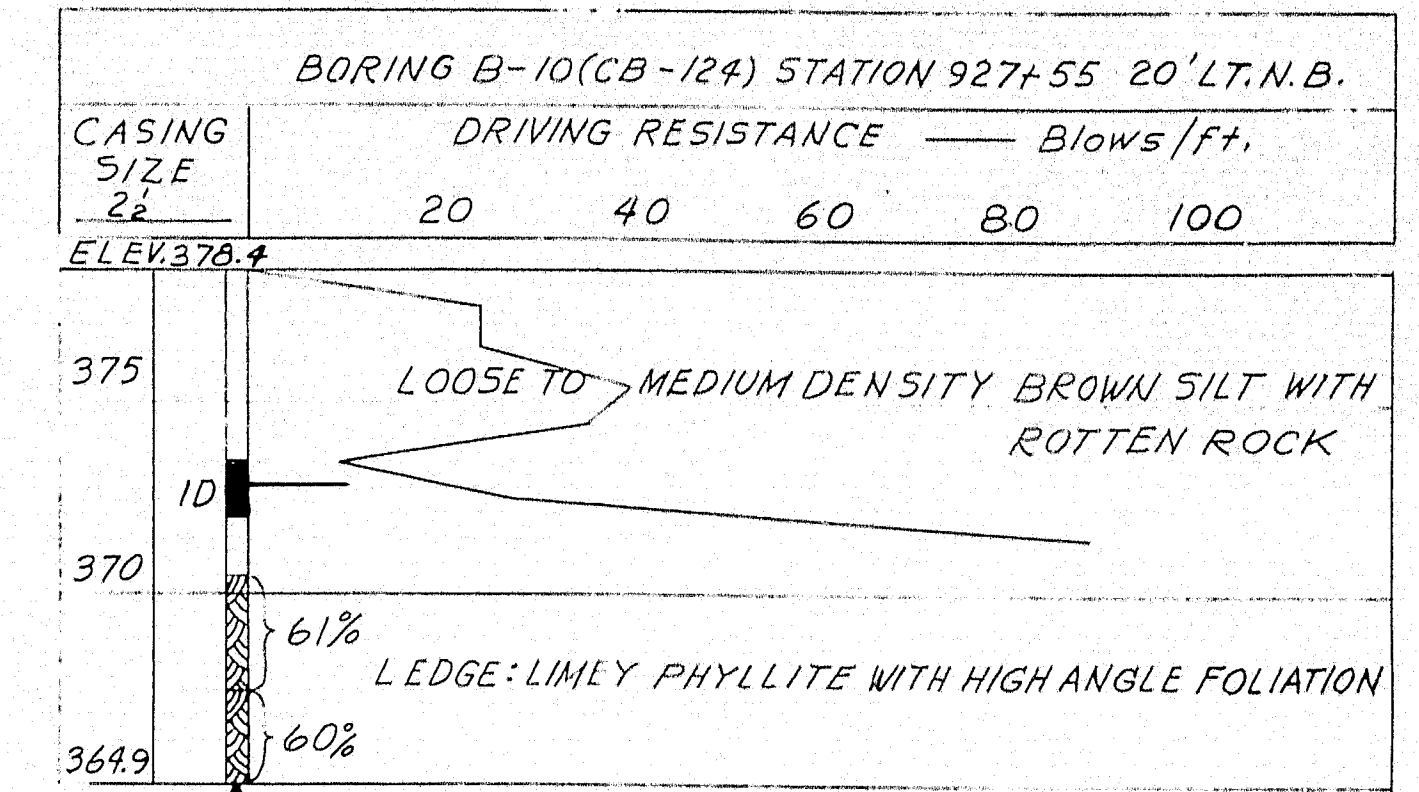




LEGEND
○ Sounding
● Wash Boring



NOTE:
For Boring Notes see Sheet 2.



DESIGN—
TRACE—
CHECK— PRN

DETAIL - R.R.K.

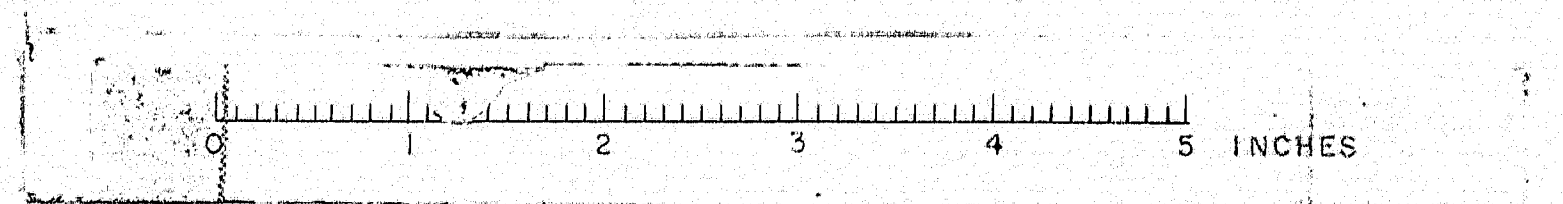
BRIDGE NO.
SURVEY—
PLOT—

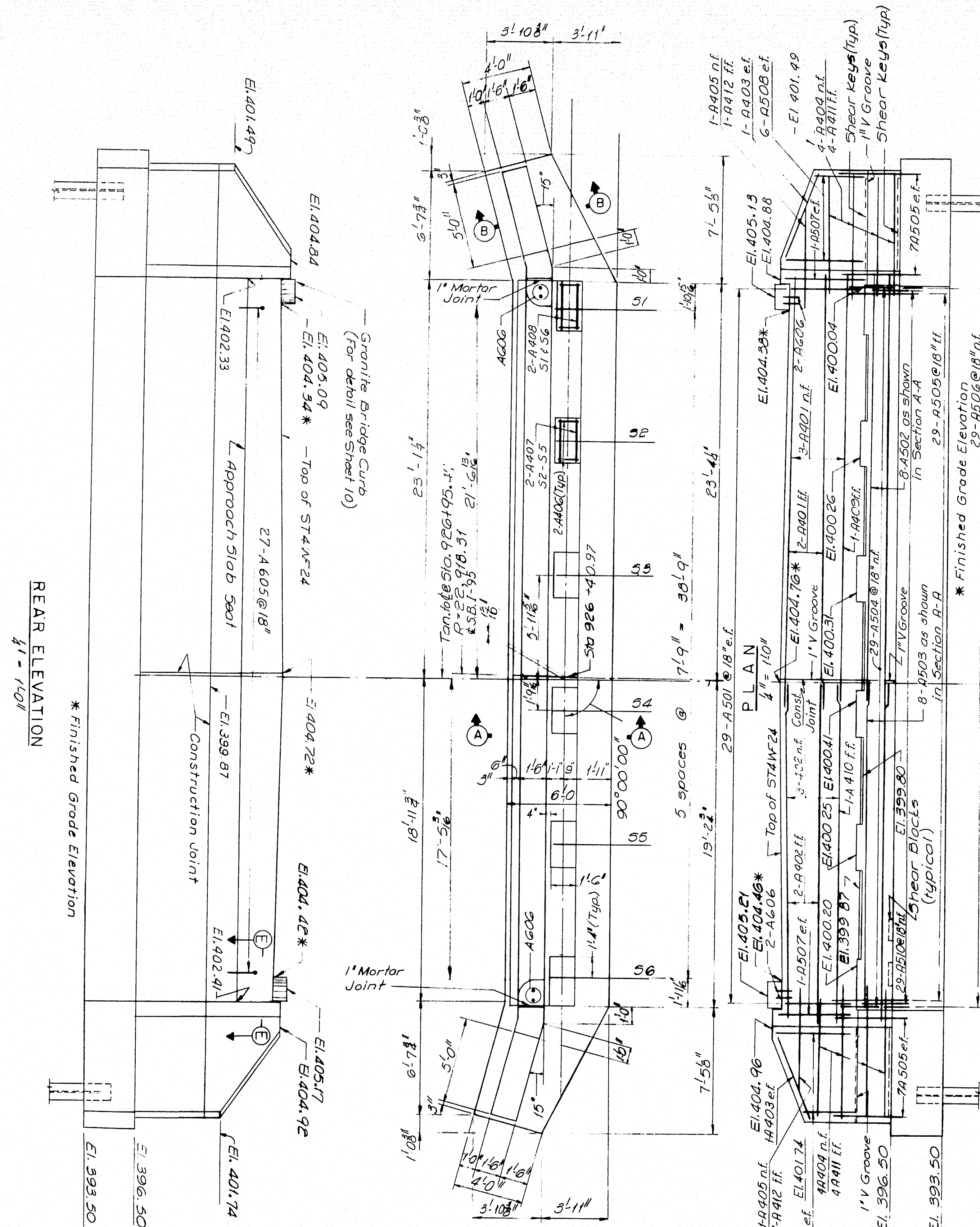
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95 N.B.
OVER
BANGOR and AROOSTOOK R.R.
IN THE TOWN OF
HOULTON
AROOSTOOK COUNTY
FOUNDATION SURVEY

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

SHEET 3 OF 13 AUGUSTA, MAINE NOVEMBER 1964

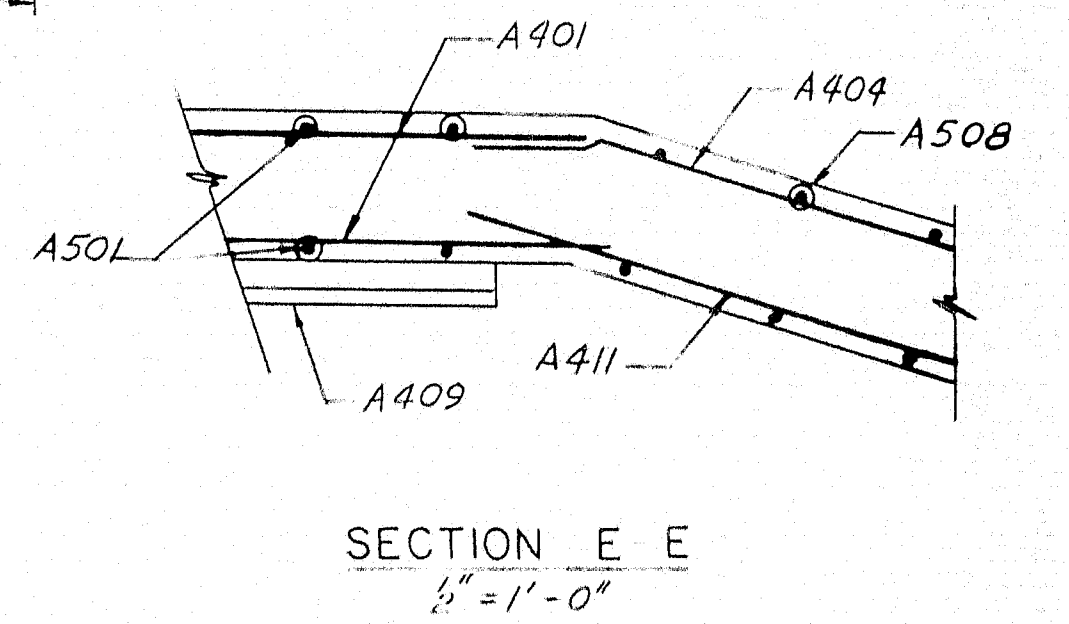
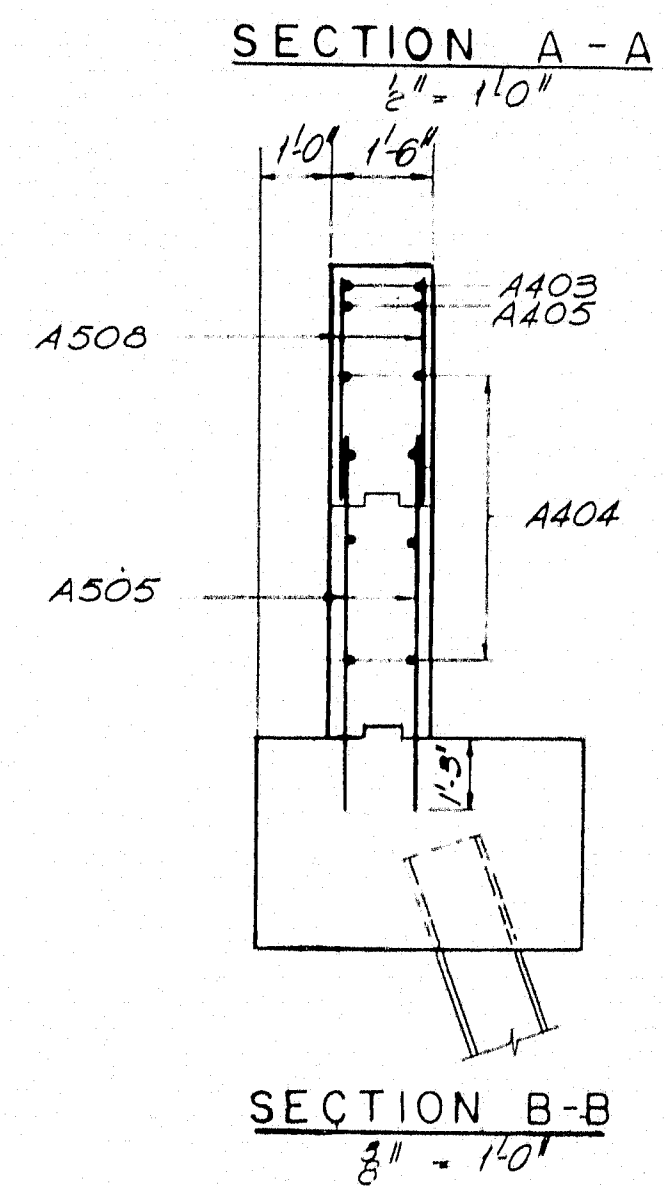
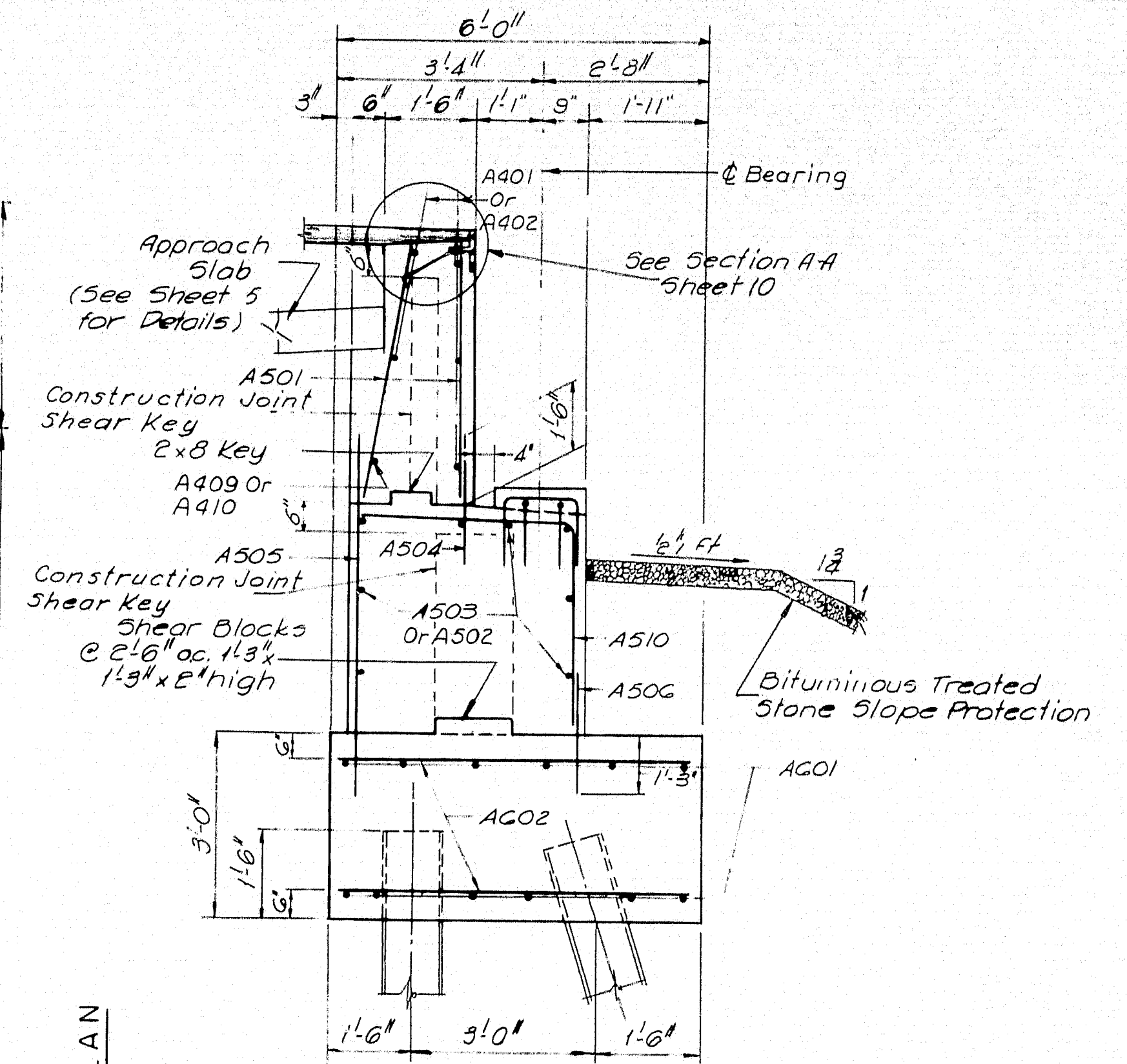
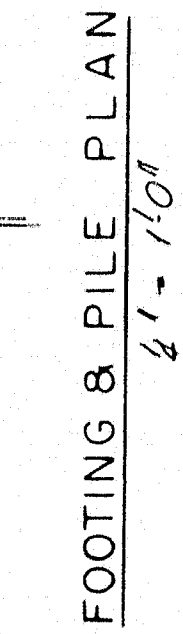
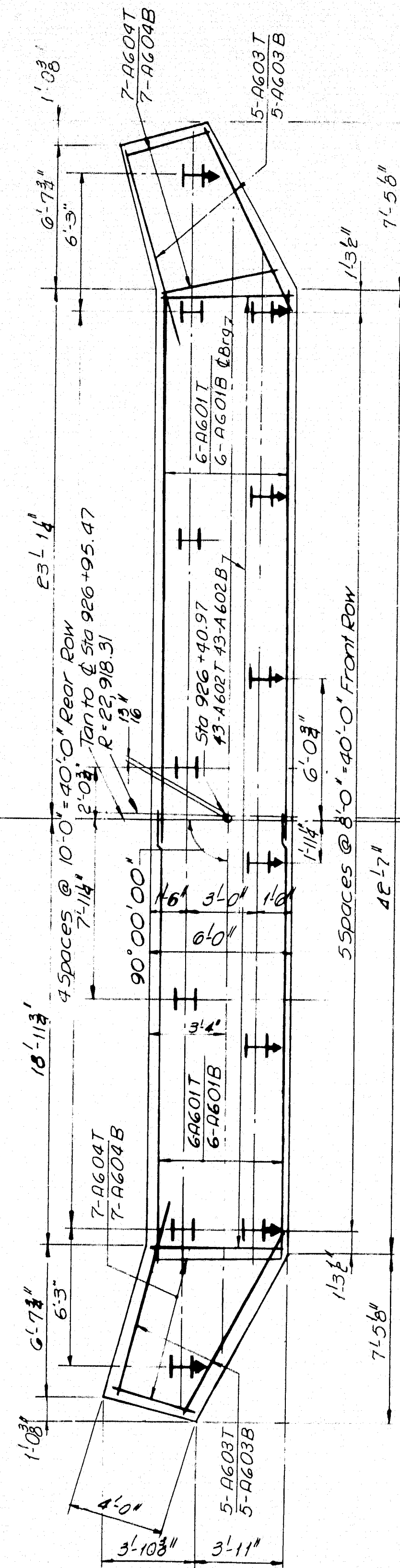
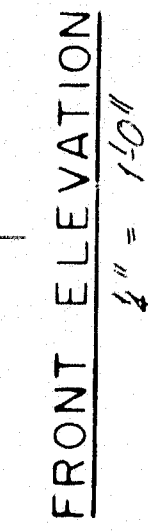
M-2181





NOTE

Cover the vertical construction joints on the backside with 2 layers of heavy roofing 10' wide. Bond the layers together and to the concrete with a suitable grade of roofing cement. Recess the vertical areas to be covered 1/4". Paint vertical construction joints with a suitable grade asphalt paint to break bond.



GENERAL NOTES

- 1 / For Approach Slab Details: see Sheet No. 5.
2. Point Bridge Seal ends of Bridge Seal, face of backwall and down to 14" below top of slope, paving on face of breast wall with Gray Epoxy Resin Surface Sealant.
3 Dress bearing areas 1' larger all around than masonry piers to exact elevation shown.
4 Reinforcing steel to have 3" minimum cover unless otherwise shown.
5 nf denotes near face
ff denotes far face
cf denotes each face
6 Place reinforcing steel / to clear anchor bolts.

PILE NOTES

1. I Indicates Vertical Piles.
2. \downarrow Indicates Battered Piles, with
3. \nearrow in direction of arrow.
3. All piles 10 BP42 - Capacity
57 Tons
4. Estimated Pile length 40 feet.
5. Piles to be driven to ledge or
practical refusal to develop and
bearing.

DESIGN-GH	DETAIL D A T	BRIDGE NO.
TRACE-		SURVEY-
CHECK-P P N		PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95SB
OVER

BANGOR & AROOSTOOK R.R.

IN THE TOWN OF
HOULTON

AROOSTOOK COUNTY

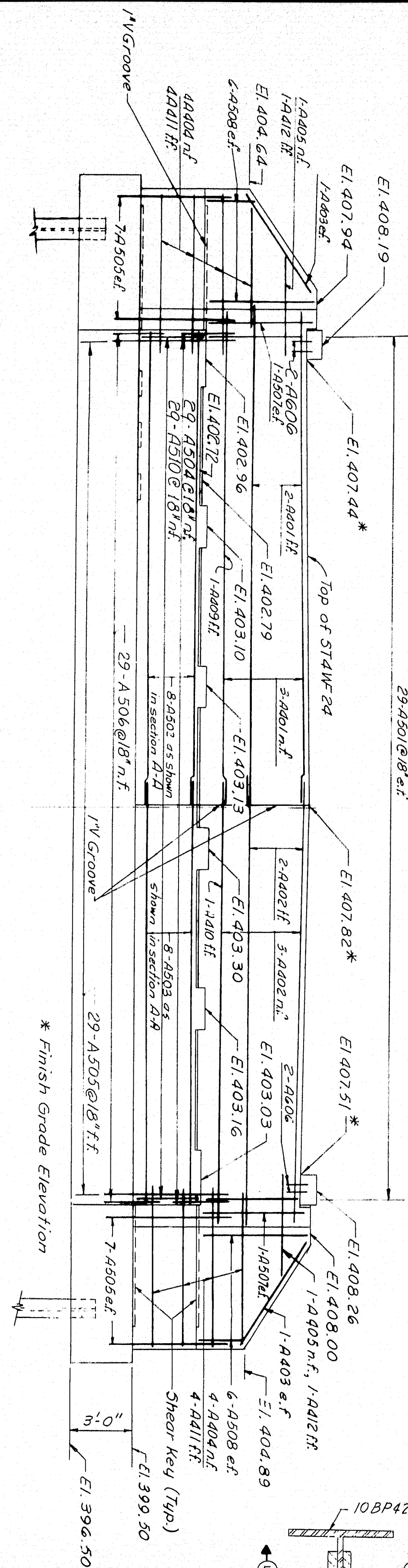
ABUTMENT NO. 1

SHEET 4 OF 13 AUGUSTA, MAINE NOVEMBER 1964

M-2182

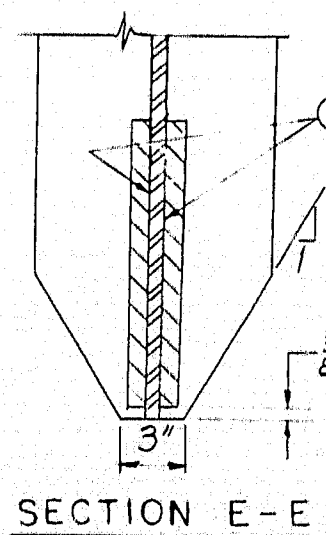


FRONT ELEVATION 1/4" = 1'-0"



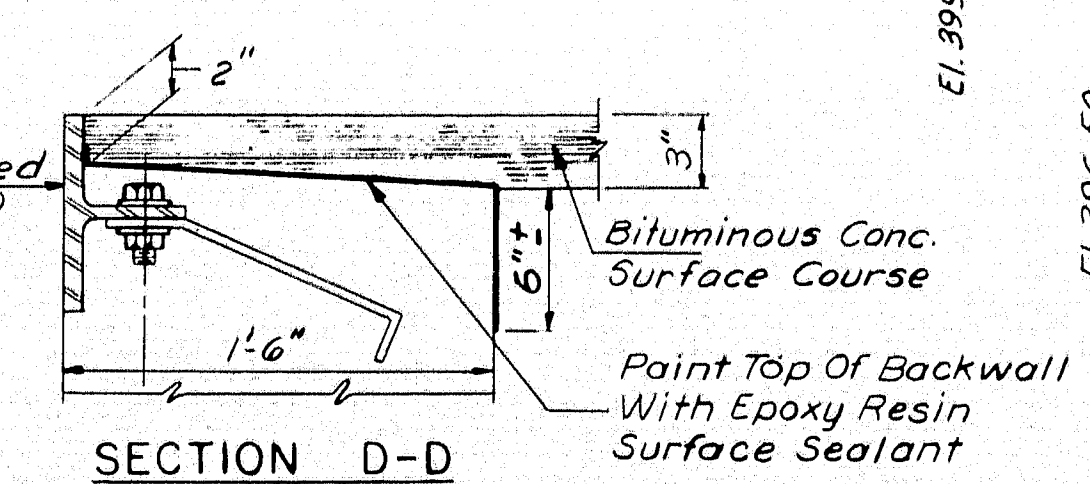
* Finish Grade Elevation

PII E POINT DETAIL
1/2" = 1'-0"

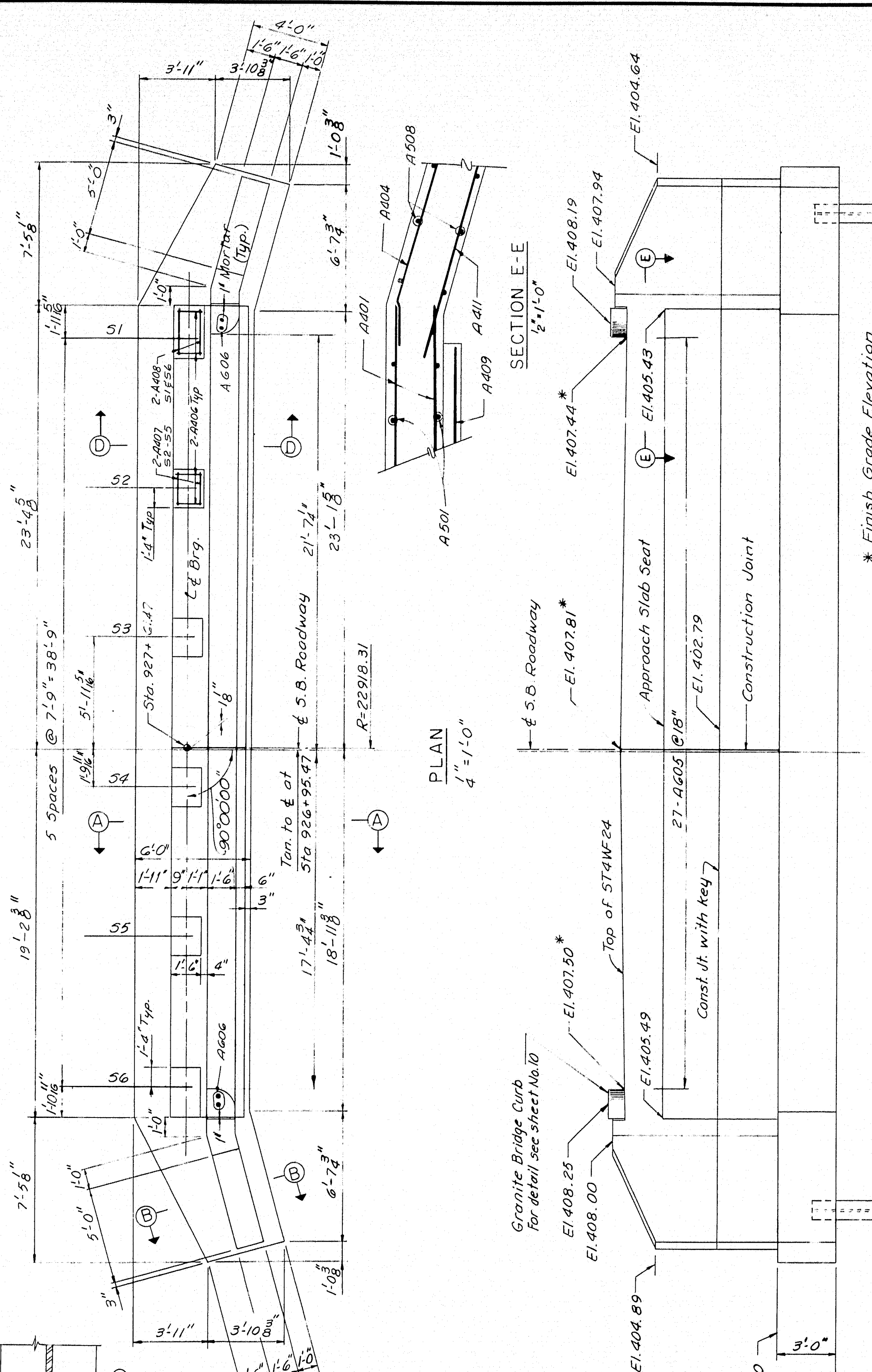


For details of armored joint See Sheet No. 10

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

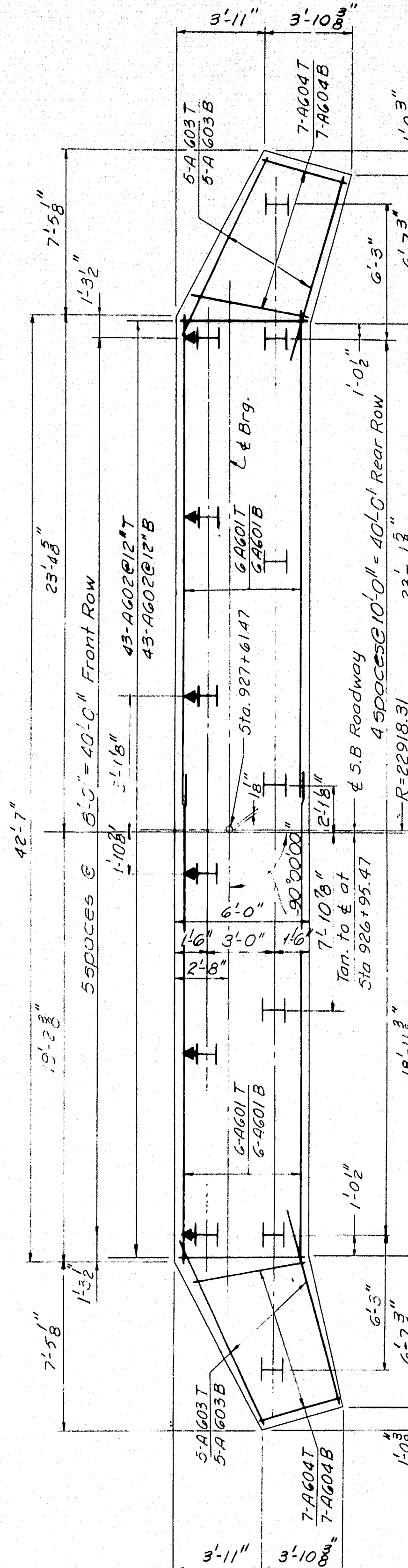


PLAN
1/4" = 1'-0"



Granite Bridge Curb
For detail see Sheet No. 10

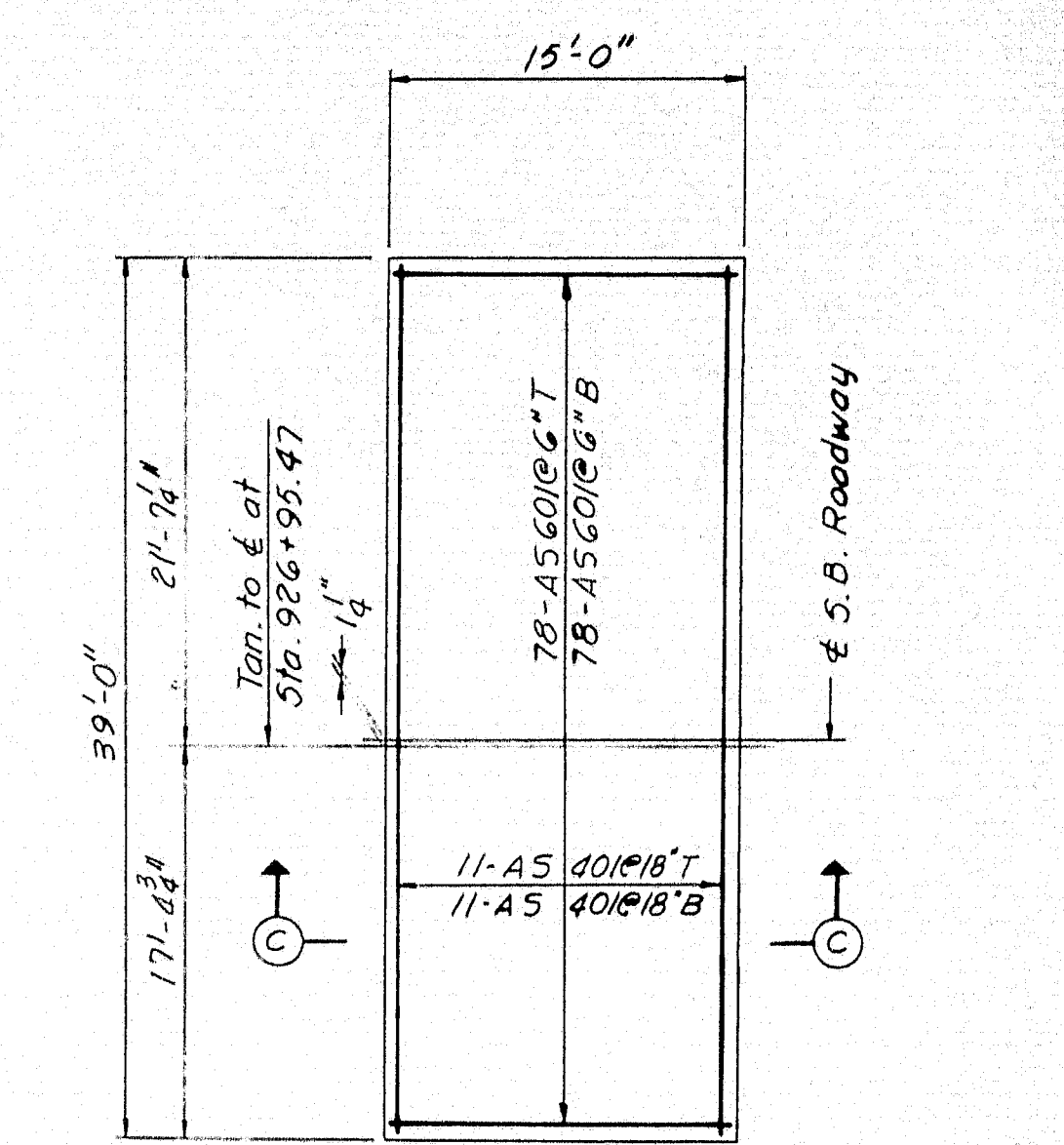
REAR ELEVATION 1/4" = 1'-0"



NOTES

Cover the vertical construction joints on the backside with 2 layers of heavy roofing 10" wide. Bond the layers together and to the concrete with a suitable grade of roofing cement. Recess the vertical areas to be covered 1/4 inch. Paint vertical construction joints with a suitable grade asphalt paint to break bond.

FOOTING & PILE PLAN 1/4" = 1'-0"



APPROACH SLAB DETAILS 1/4" = 1'-0"

Approach slab concrete will be paid for under Item 701.33, Portland Cement Concrete Abutments and Retaining Walls.

NOTES

1. For General notes and Sections A-A and B-B see Sheet 4.

PILE NOTES

1. I Indicates Vertical Pile
2. † Indicates Batter Pile, battered 3:12 in direction of arrow.
3. All piles 10BP42, Capacity 37 tons.
4. Estimated Pile Length 32 Feet
5. Piles to be driven to ledge or practical refusal to develop end bearing.

DESIGN- G.H.	DETAIL- J.M.M.	BRIDGE NO.
TRACE- P.R.N.		SURVEY- PLOT-
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
INTERSTATE 95 S.B. OVER BANGOR & AROOSTOOK R.R. IN THE TOWN OF HOULTON AROOSTOOK COUNTY ABUTMENT NO. 2		
SHEET 5 OF 13 AUGUSTA, MAINE NOVEMBER 1964		

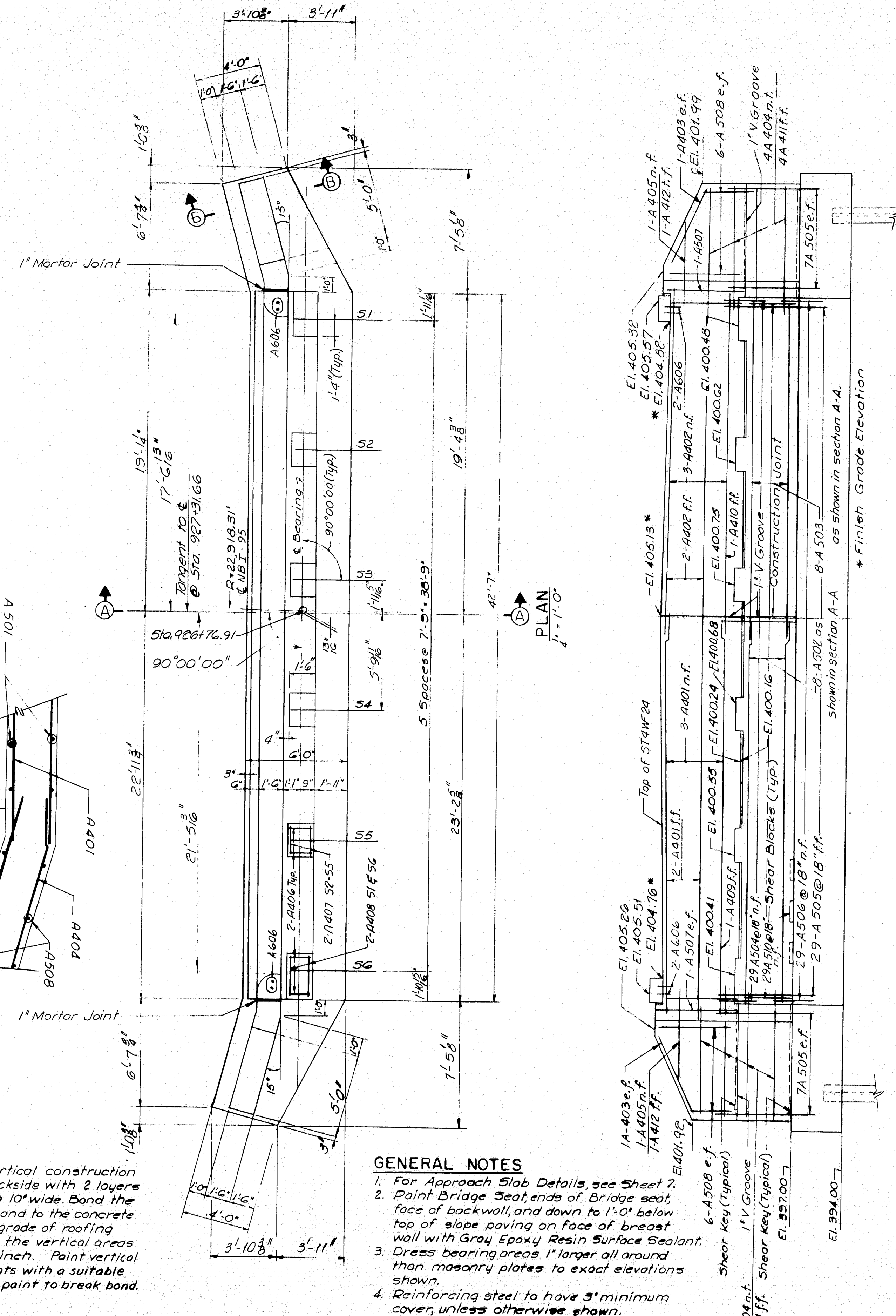
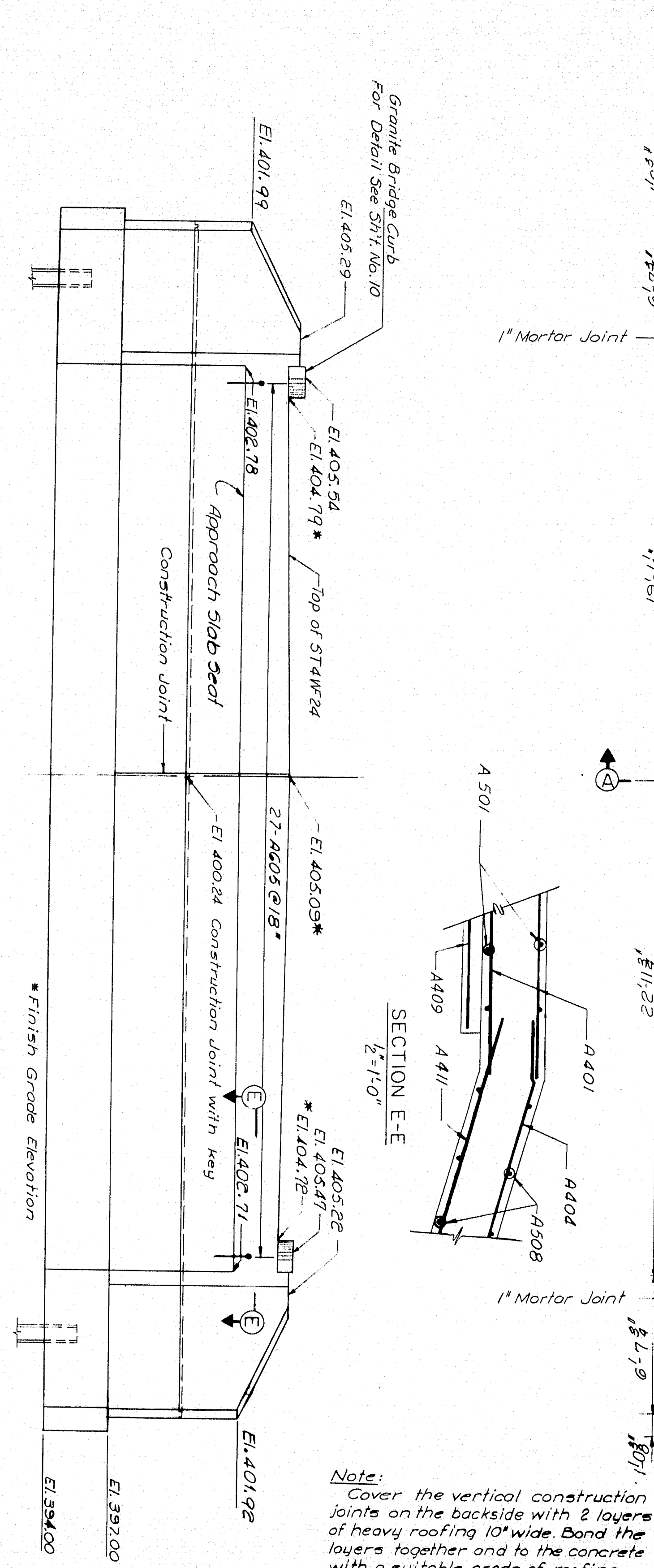
HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

NEW YORK BOSTON KANSAS CITY

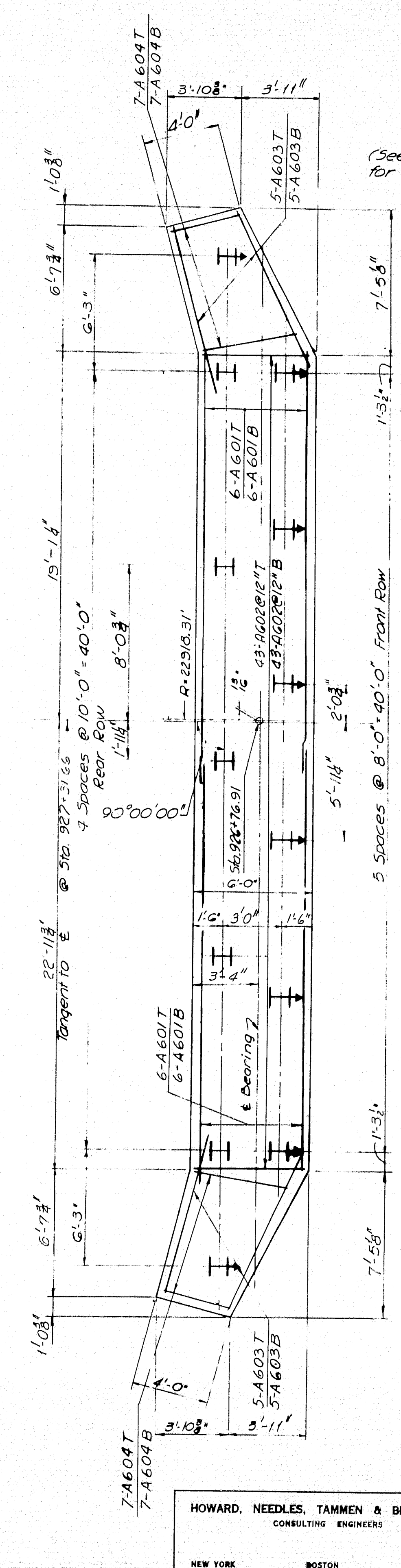
M-2183

R. F. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(17)	115	122

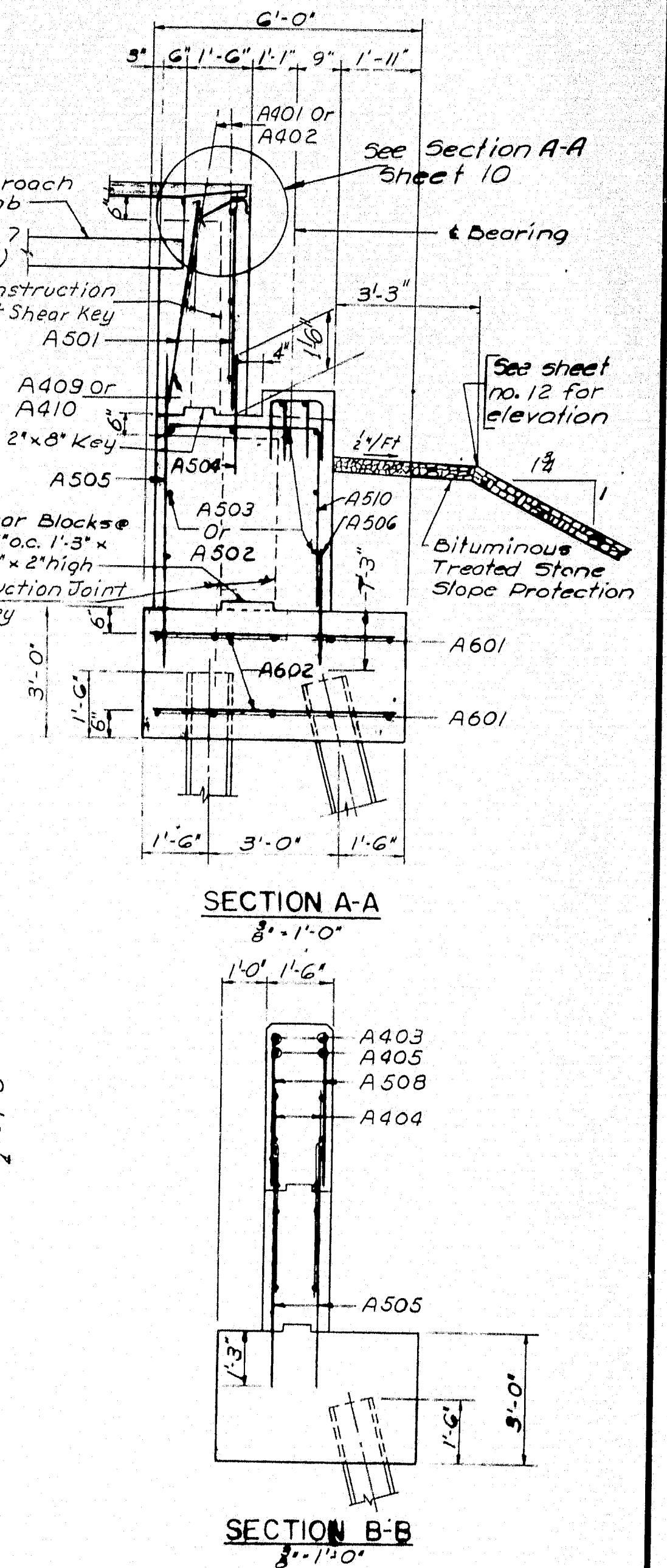
REAR ELEVATION 1" = 1'-0"



FRONT ELEVATION 1" = 1'-0"



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



- PILE NOTES:
- Indicates Vertical Pile
 - Indicates Batter Pile, battered 3:12 in direction of arrow.
 - All piles 10BP42 - Capacity 37 tons.
 - Estimated Pile Length 35 feet.
 - Piles to be driven to ledge or practical refusal to develop end bearing.

DESIGN-G.H. DETAIL-A.A.L. BRIDGE NO. SURVEY- PLOT-
CHECK-PRN

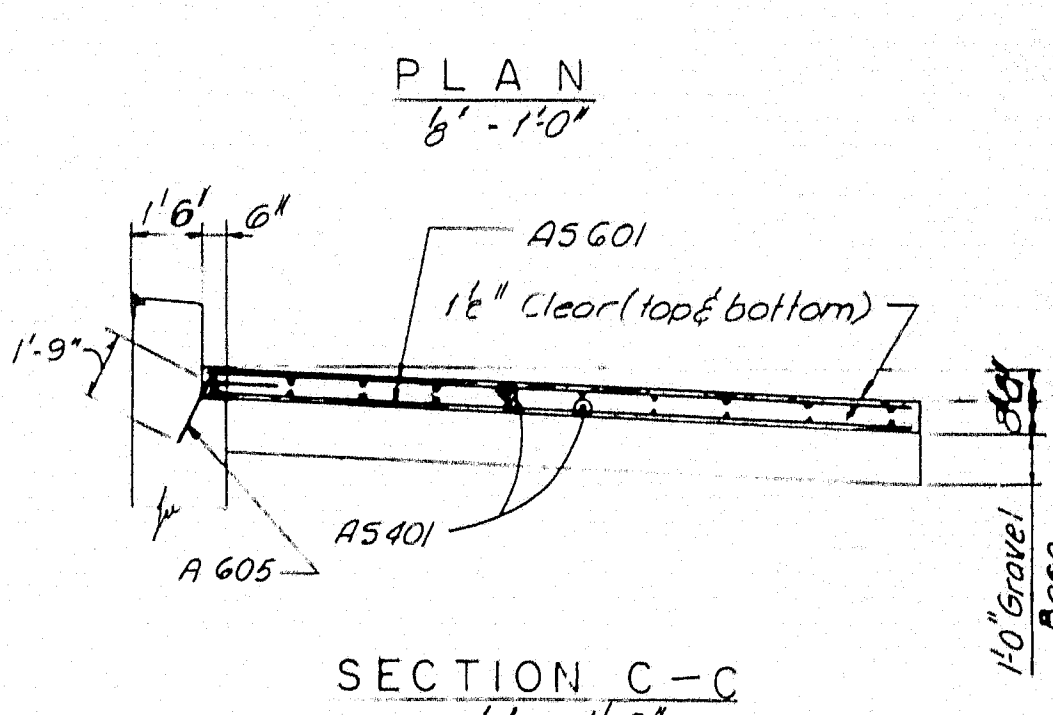
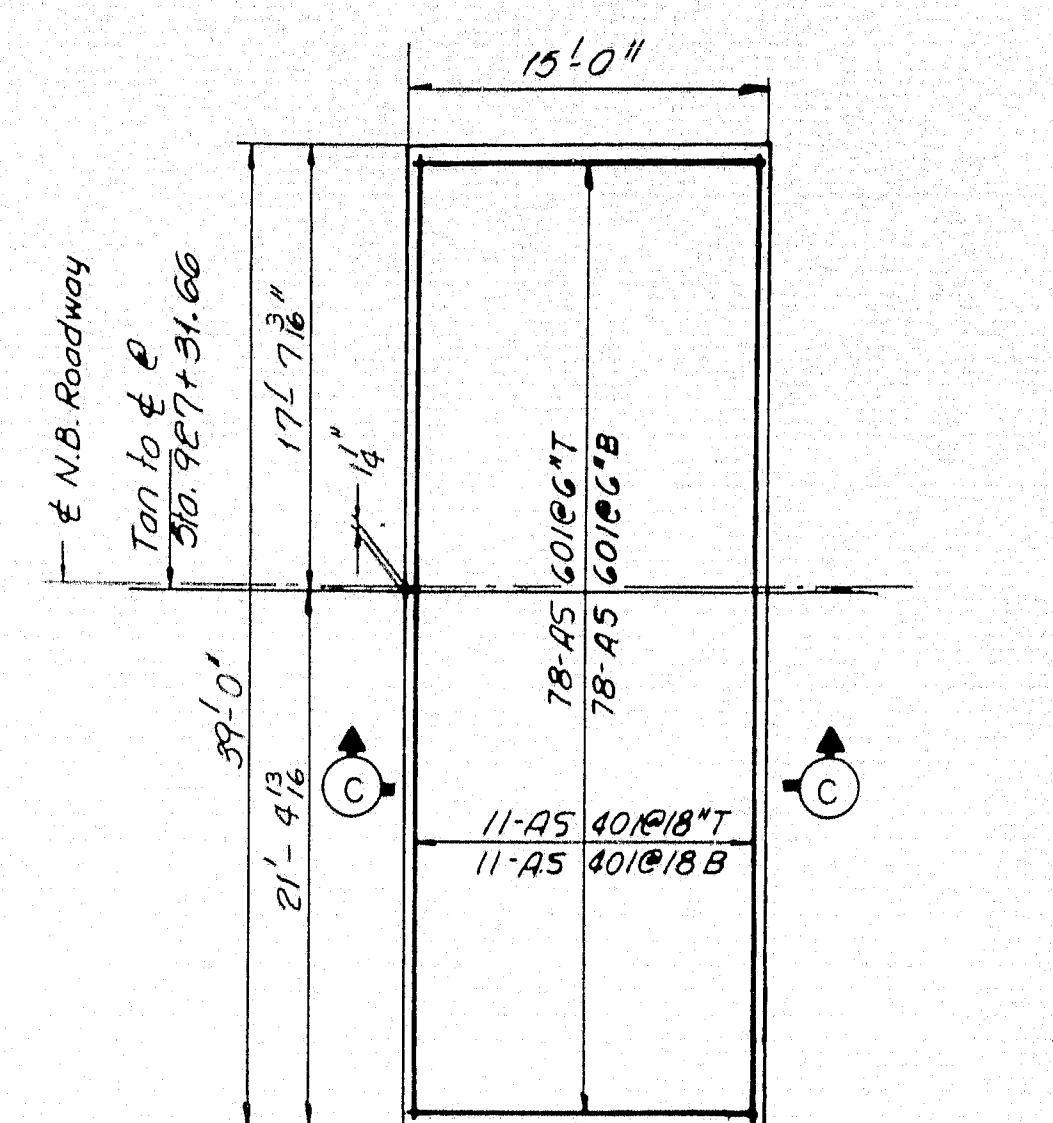
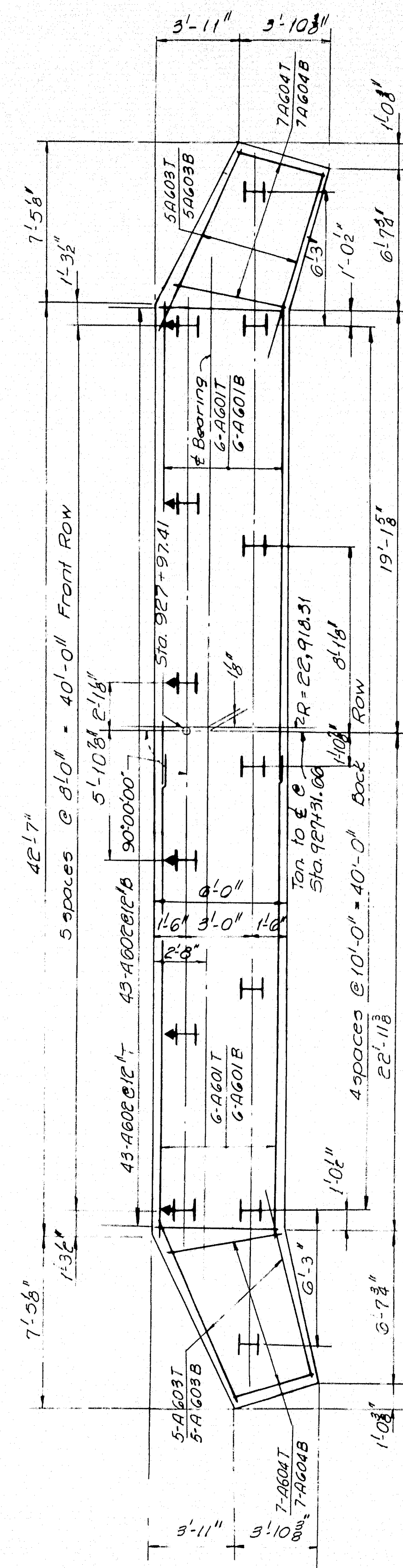
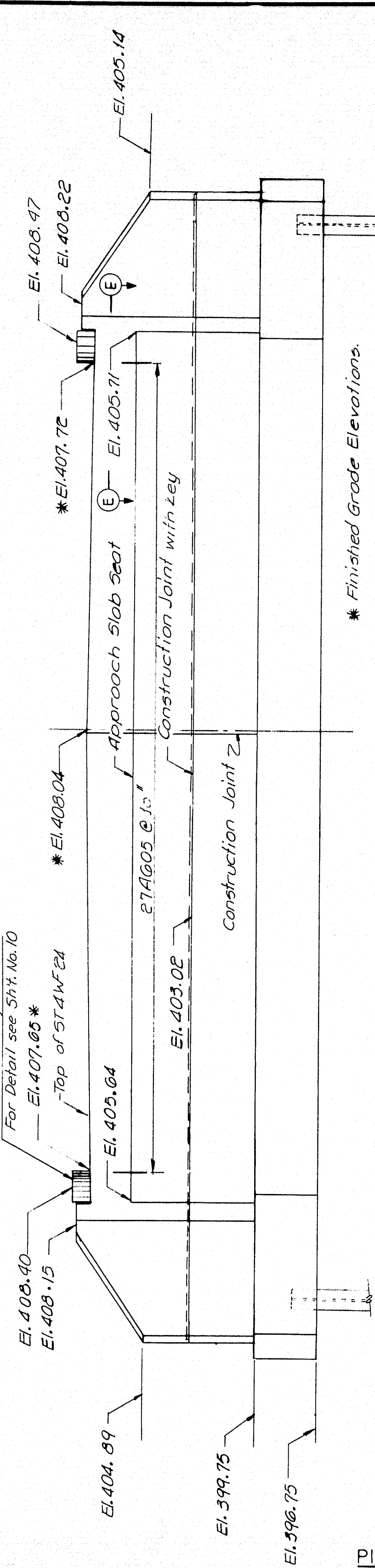
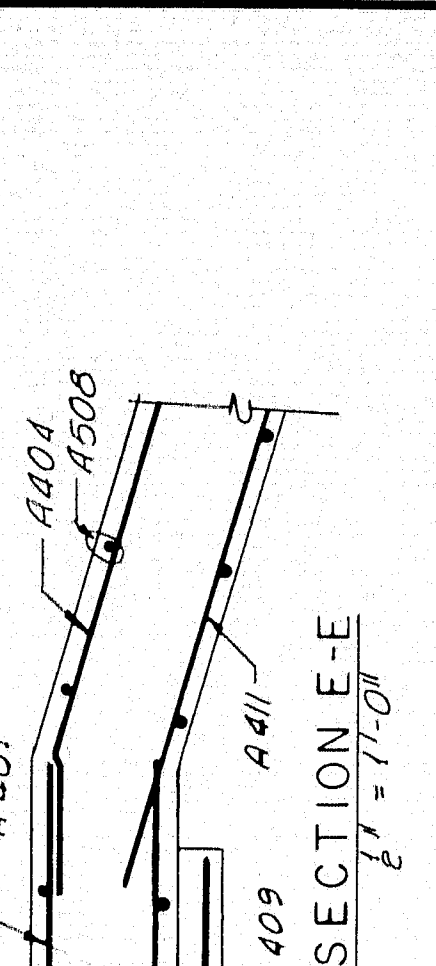
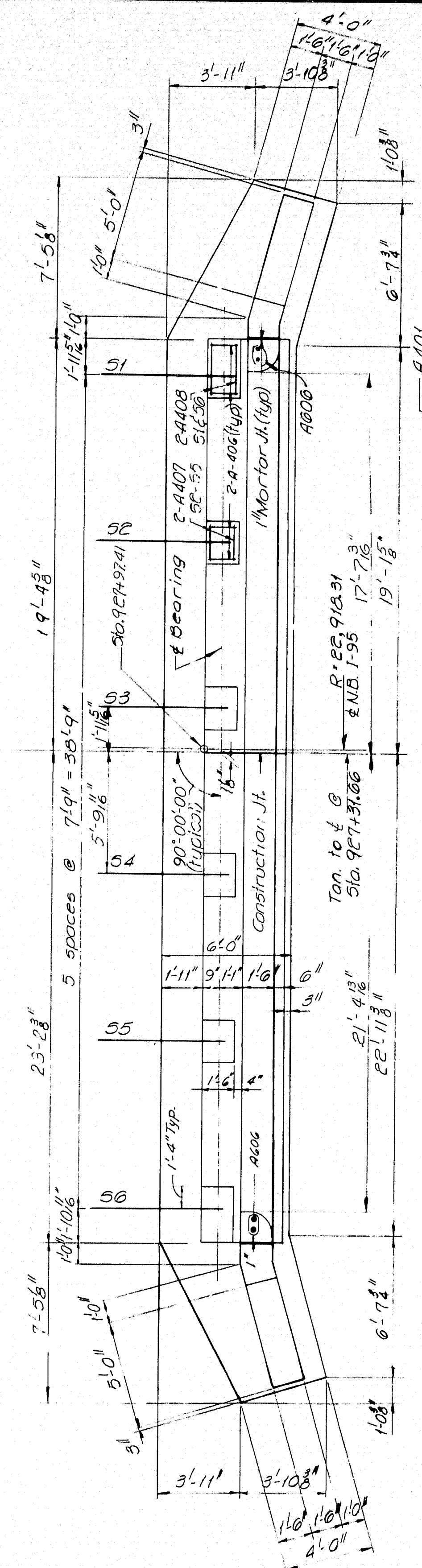
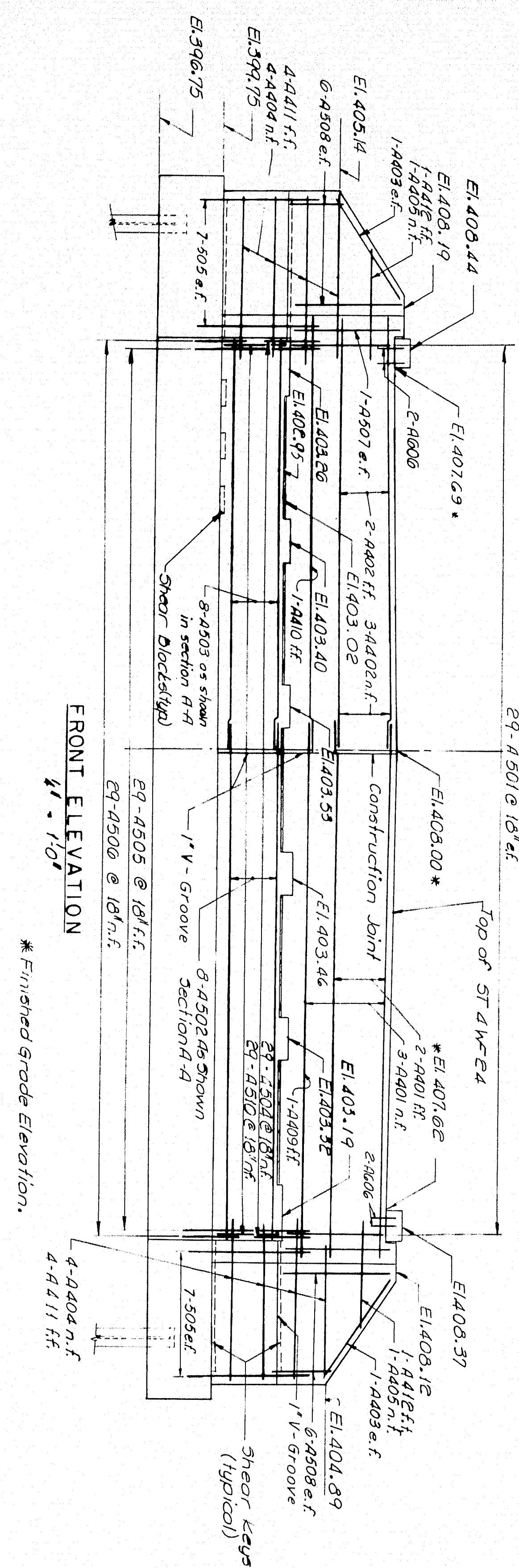
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 NB.
OVER
BANGOR & AROOSTOOK R.R.
IN THE TOWN OF
HOULTON
AROOSTOOK COUNTY

AEUTMENT NO. 1

SHEET 6 OF 13 AUGUSTA, MAINE NOVEMBER 1961

M-2184



APPROACH SLAB DETAILS

Approach Slab Concrete will be paid for under Item 701-23, Portland Cement Concrete Concrete Abutments and Retaining Walls.

- NOTES:
- For Section A-A and B-B, see sheet No. 6.
 - For General Notes, see sheet No. 6.

- PILE NOTES:
- Indicates Vertical Piles.
 - Indicates Battered Piles, with 3:12 batter in direction of arrow.
 - All piles 10 BP 42, 37 ton capacity. Estimated pile length 33 feet.
 - Piles to be driven to ledge or practical refusal to develop end bearing.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

NEW YORK BOSTON KANSAS CITY

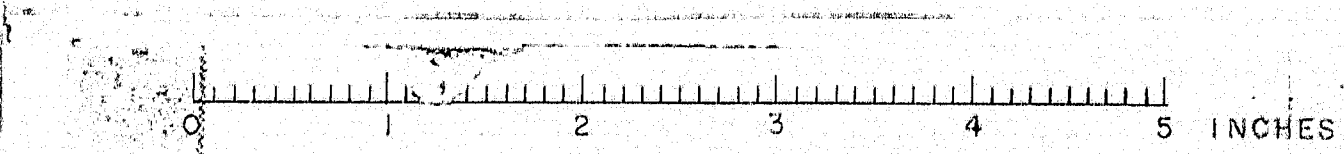
DESIGN - G.H. DETAIL D.A.T. BRIDGE NO. SURVEY - PLOT -

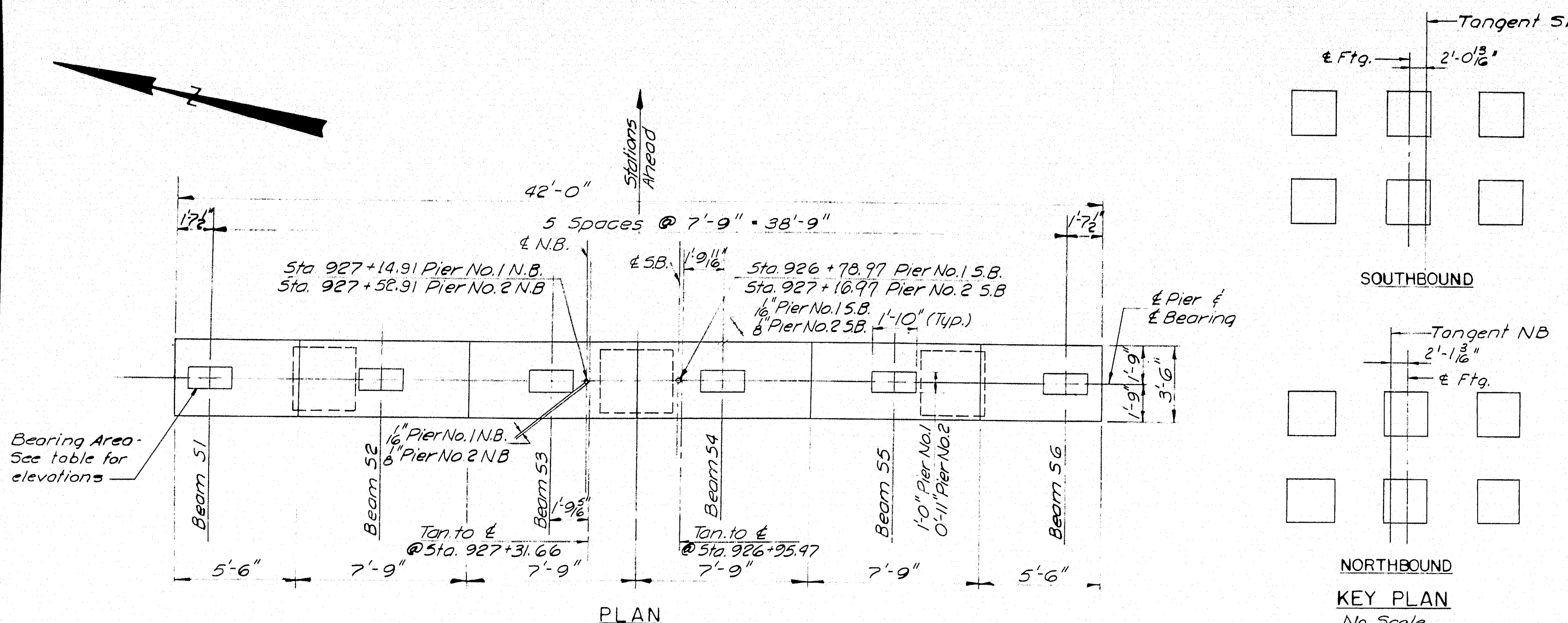
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 NB
OVER
BANGOR & AROOSTOOK R.R.
IN THE TOWN OF
HOULTON
AROOSTOOK COUNTY

ABUTMENT NO. 2

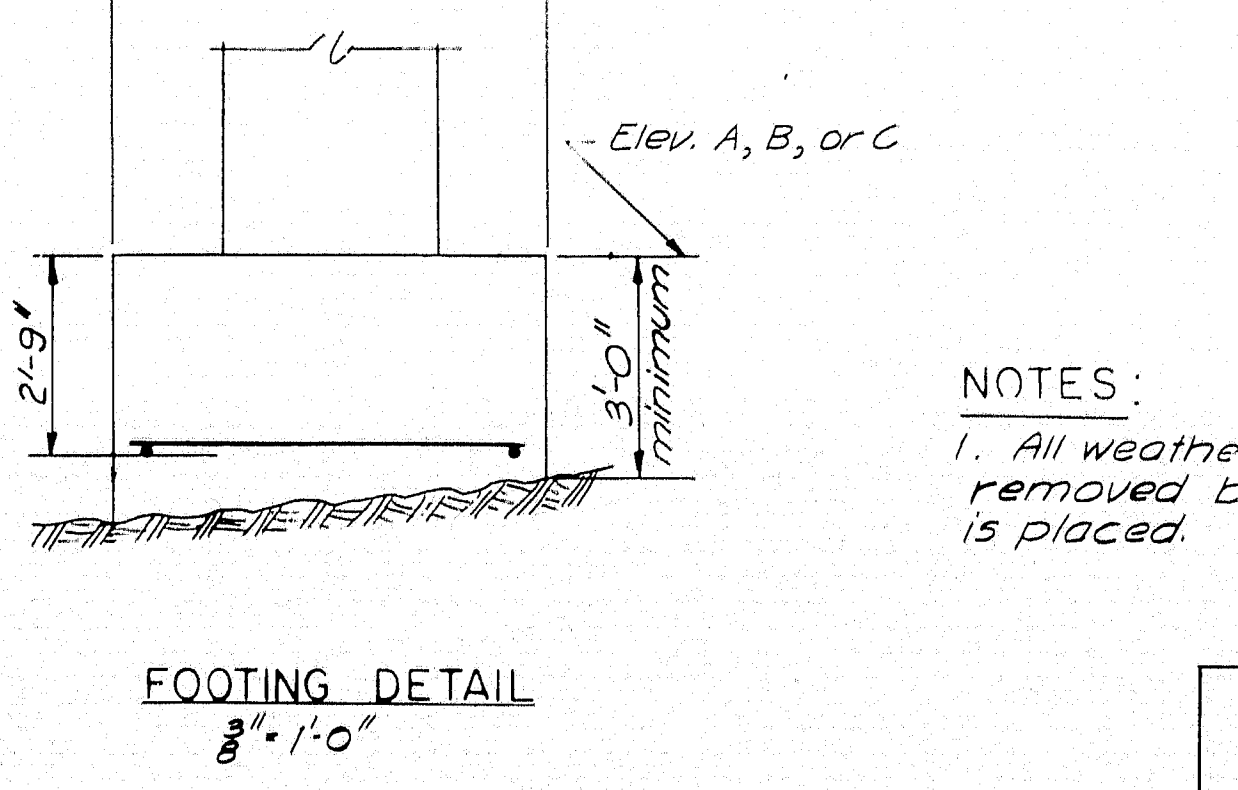
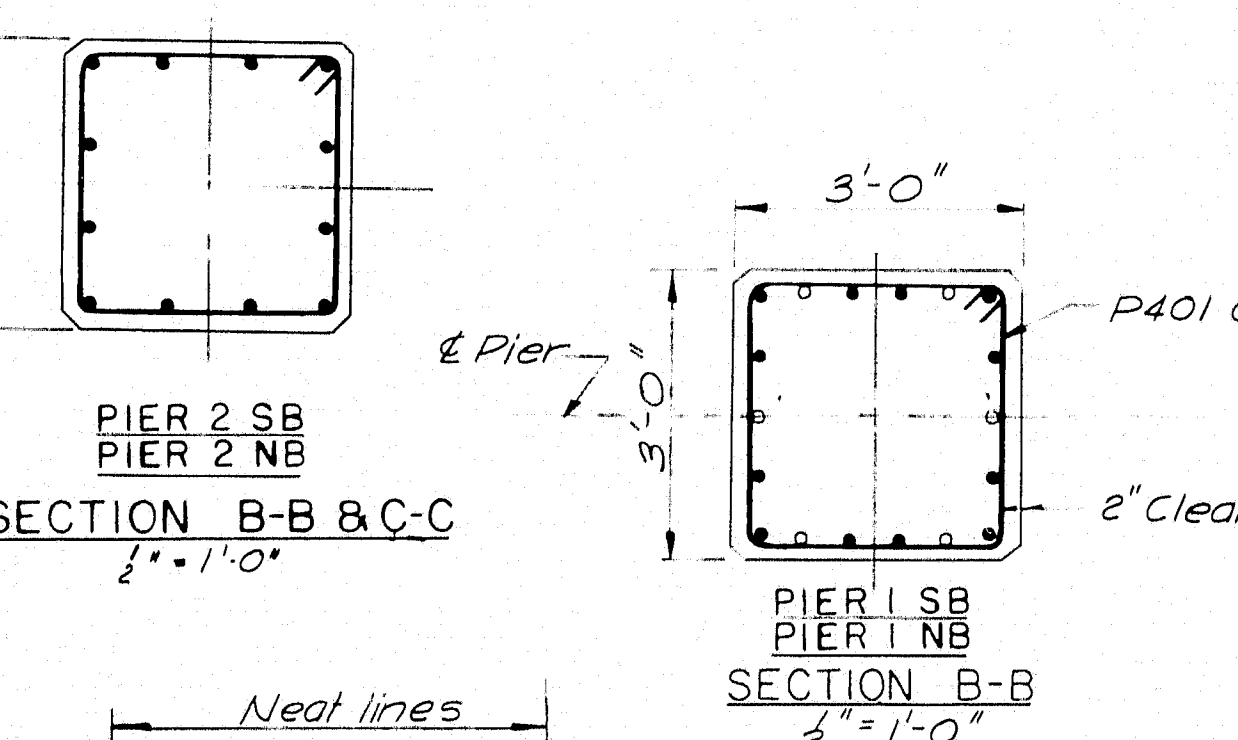
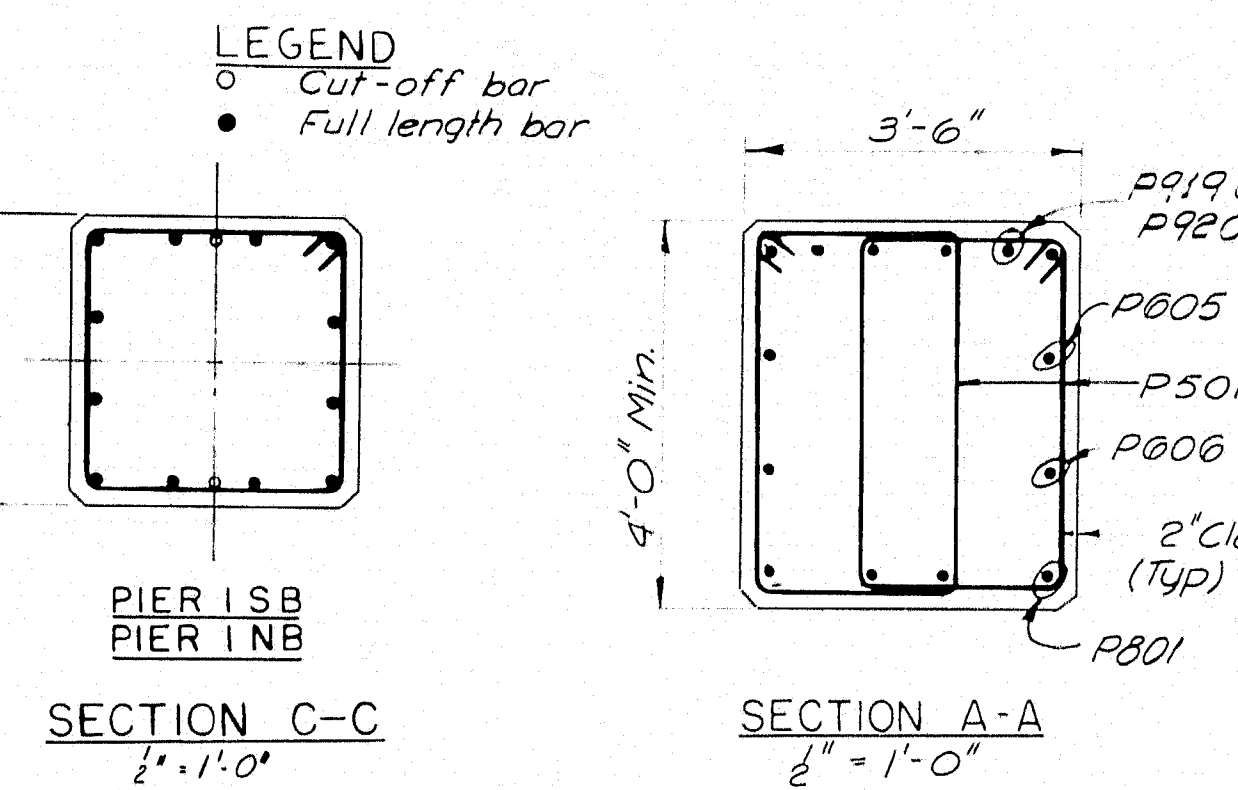
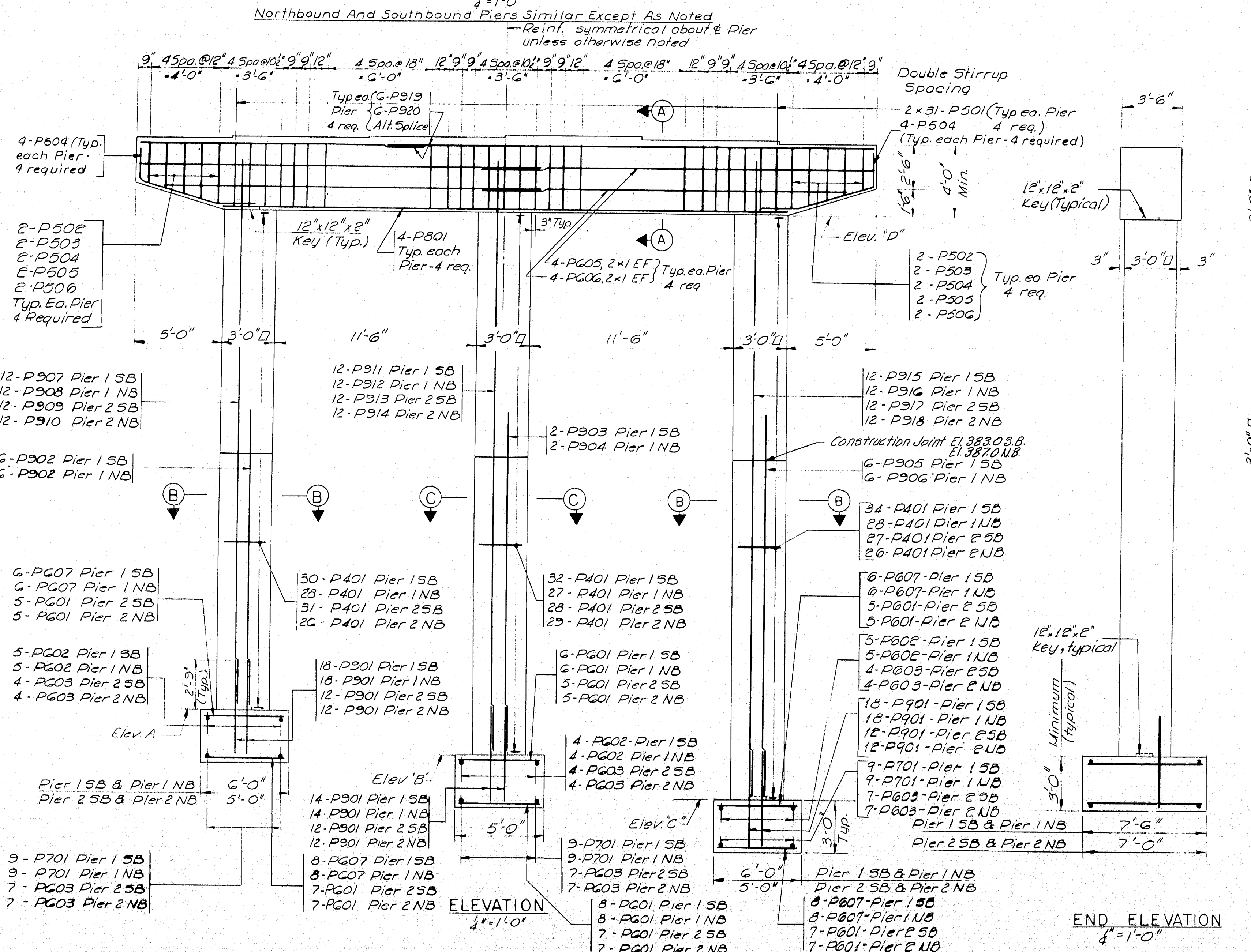
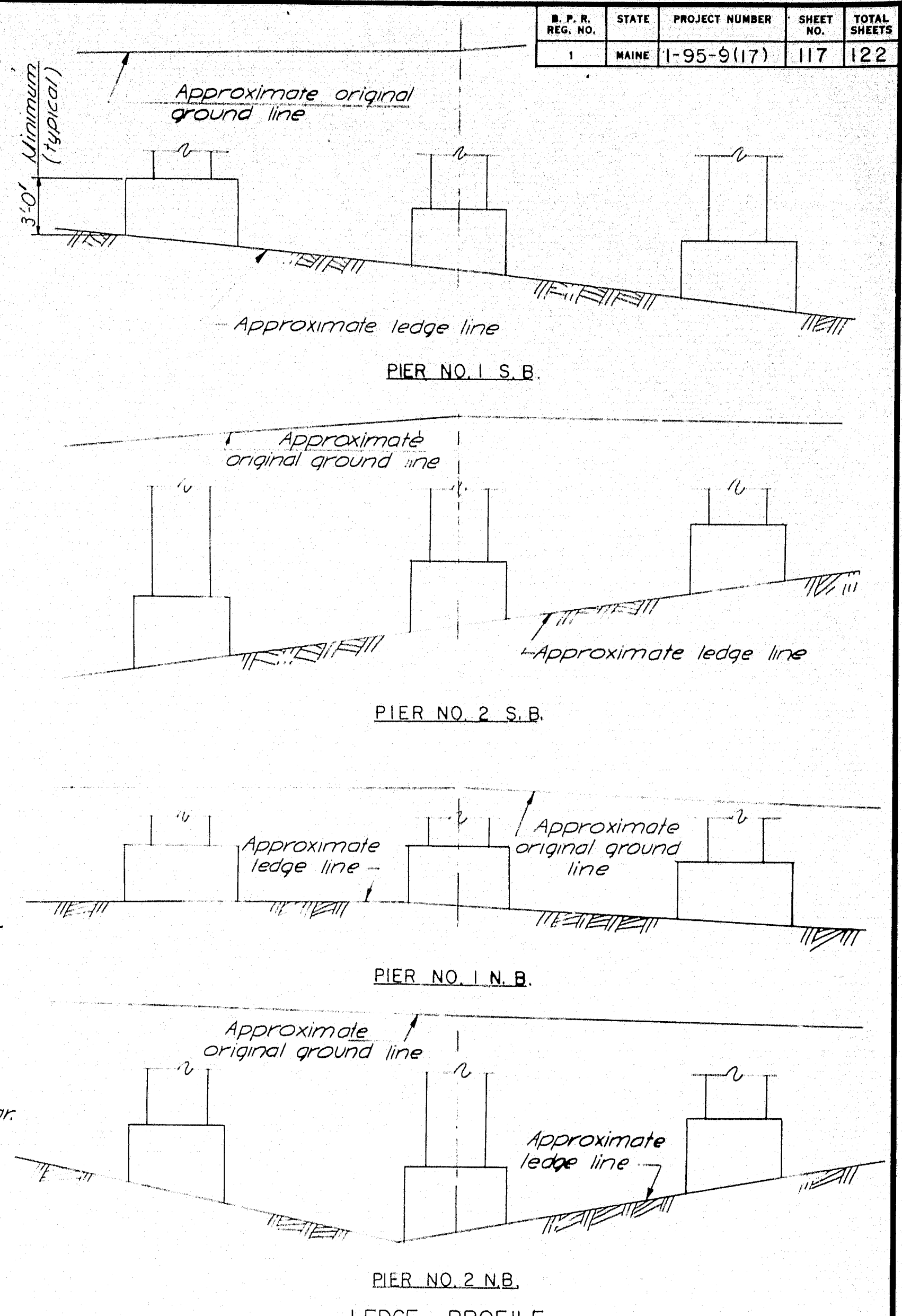
SHEET 7 OF 13 AUGUSTA, MAINE NOVEMBER 1964





BEARING		ELEVATIONS			
Beam	Pier 1 S.B.	Pier 2 S.B.	Pier 1 N.B.	Pier 2 N.B.	
51	401.14	401.72	401.53	402.06	
52	401.28	401.85	401.67	402.20	
53	401.41	401.98	401.80	402.33	
54	401.48	402.06	401.79	402.26	
55	401.35	401.92	401.60	402.13	
56	401.21	401.79	401.46	401.99	

ELEVATIONS				
Elev.	Pier 1 S.B.	Pier 2 S.B.	Pier 1 N.B.	Pier 2 N.B.
"A"	368.65	367.00	366.54	372.96
"B"	367.42	369.00	368.34	372.96
"C"	365.54	371.00	370.90	372.49
"D"	397.14	397.76	397.46	397.99



DESIGN - D.H.	DETAIL - G.V.	BRIDGE NO.
TRACE - V.A.V.		SURVEY -
STATE HIGHWAY COMMISSION		
BRIDGE DIVISION		
INTERSTATE 95		
OVER		
BANGOR & AROOSTOOK RR		
IN THE TOWN OF		
HOULTON		
AROOSTOOK COUNTY		
PIERS		
SHEET 8 OF 13 AUGUSTA, MAINE NOVEMBER 1994		

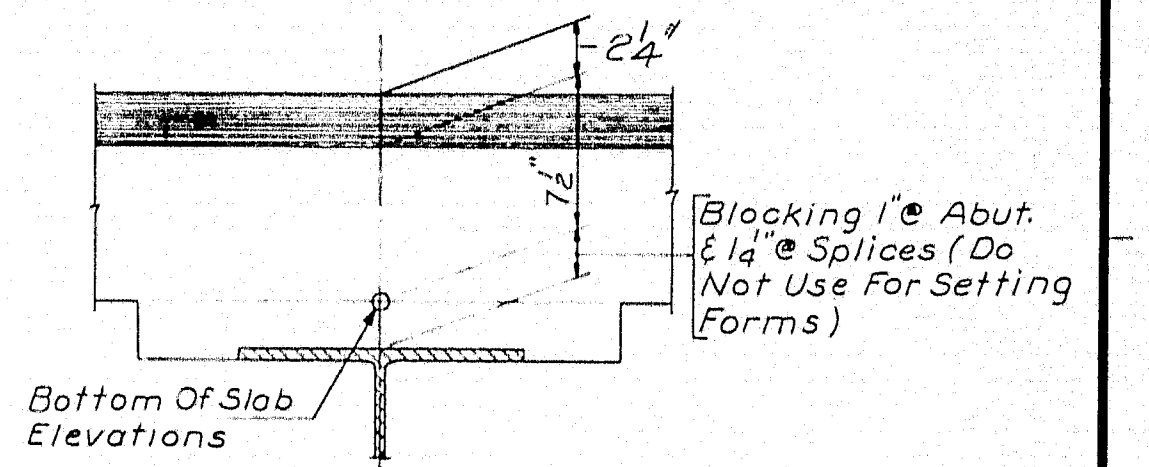
HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

NEW YORK BOSTON KANSAS CITY

M-2186

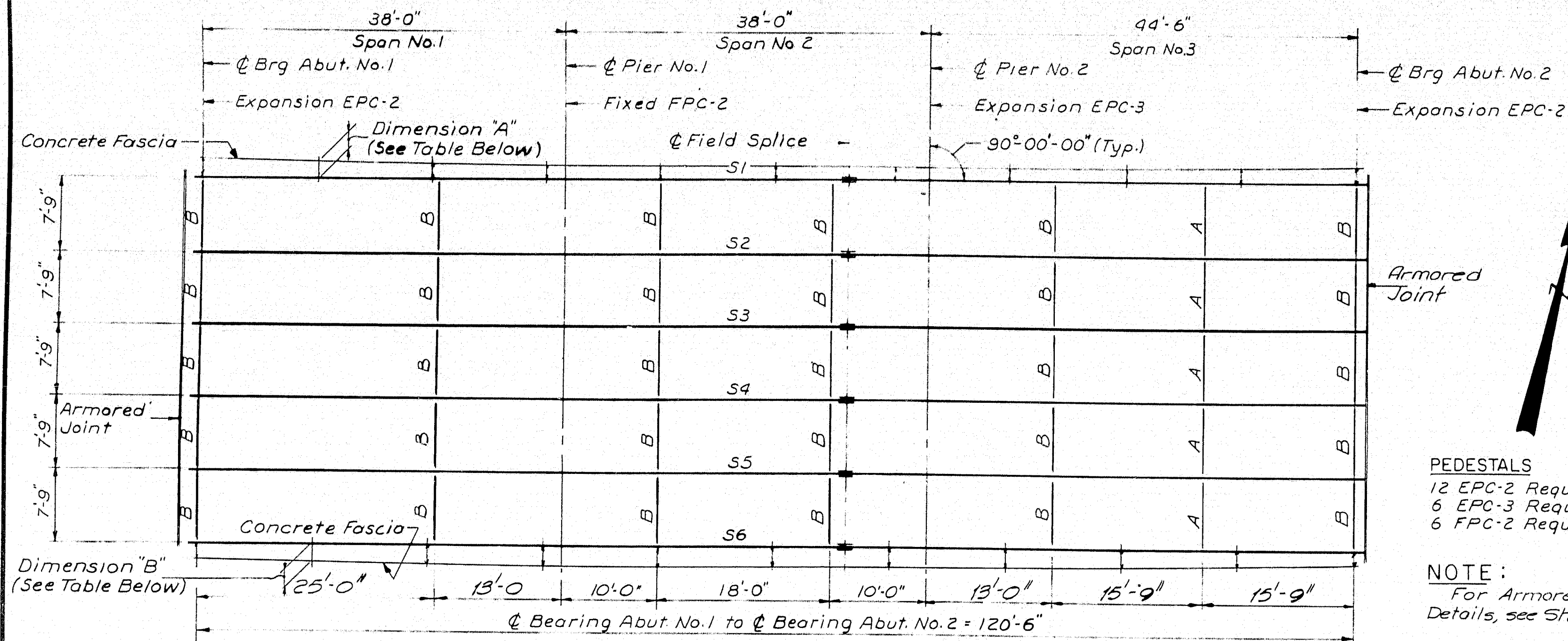
REFERENCE
 Splice - See Standard Details BD103-64
 Diaphragms - See Standard Details BD104-64
 Pedestals - See Standard Details BD101-64
 Armored Joint - See Standard Details BD104-64

SPECIFICATIONS
 Fabrication and Erection: State of Maine
 Standard Specifications, Highways and
 Bridges, Revision of Jan. 1956 and
 Supplemental Specifications of Feb. 1960
 Design and Detail: A.A.S.H.O. Standard
 Specifications of 1961 and Interim
 Specifications of 1962, 1963, and 1964
 Materials. Except as otherwise noted on the
 Standard Details, all materials shall conform
 to A.S.T.M. designation A-36.



BLOCKING DETAIL
 No Scale

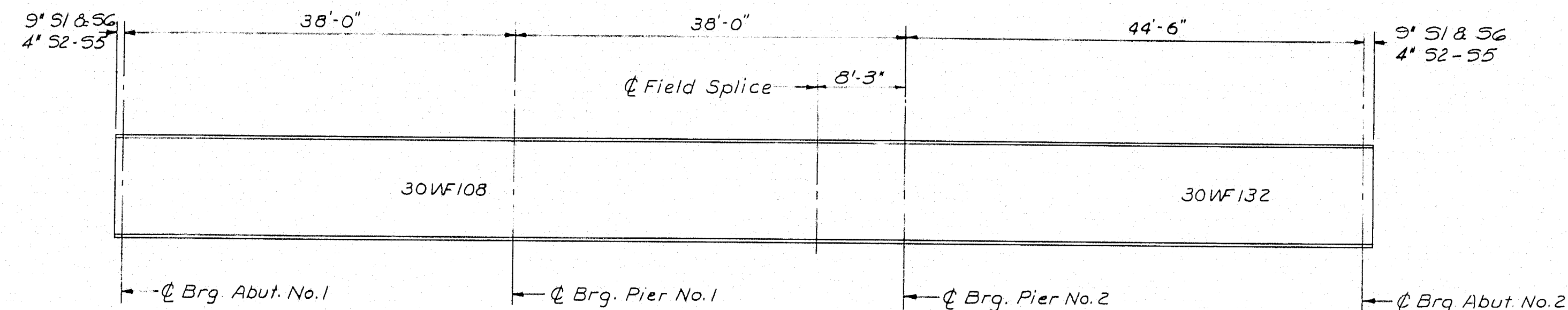
NOTE:
 To compensate for dead load
 deflections as well as possible
 irregularities in beams, set the
 bottom of slab elevations at the
 points indicated before any of the
 slab formwork is started.



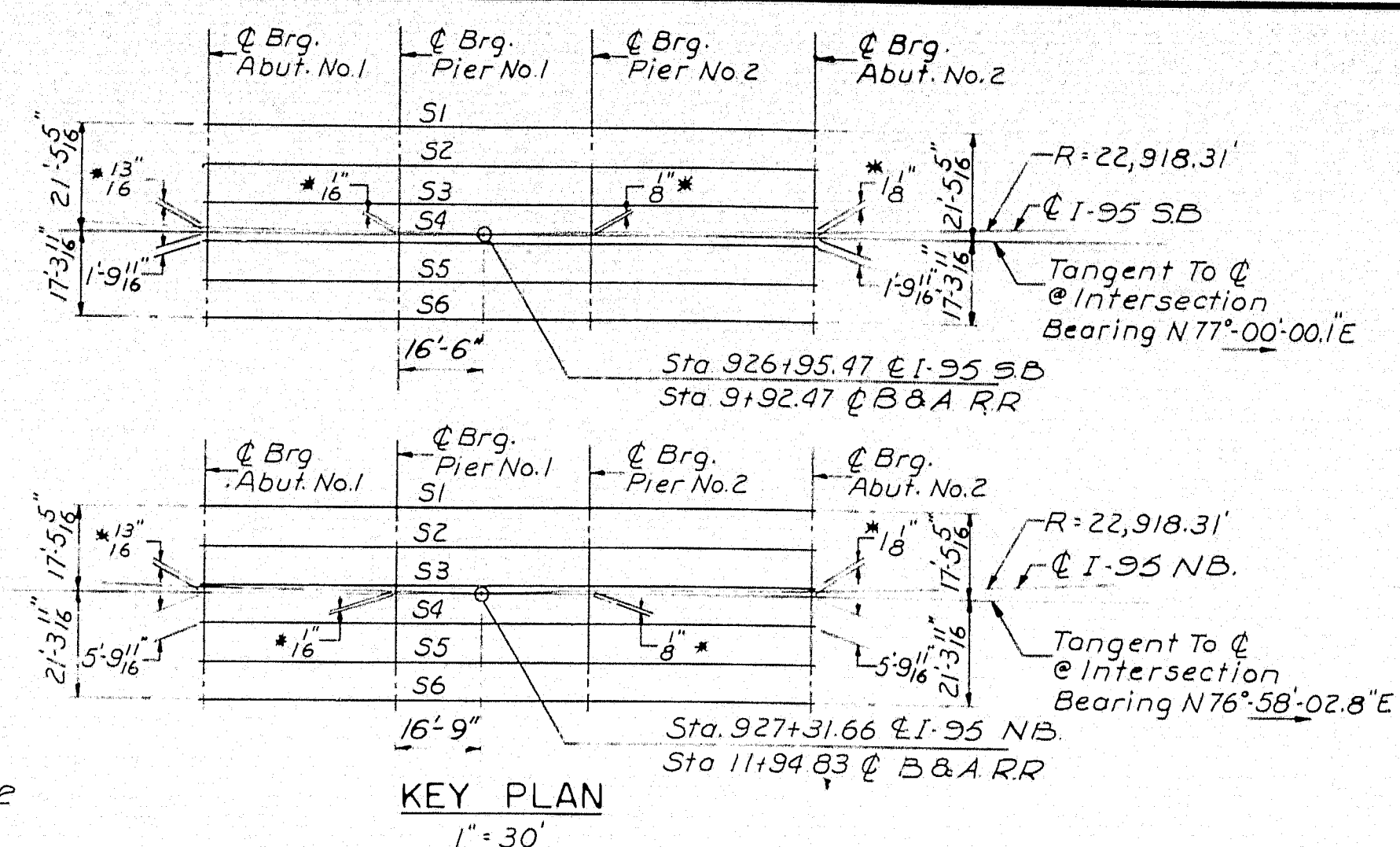
ERECTION DIAGRAM
 1"=10'

Note:
 See Key Plan for stringer ties.

A = Type A Diaphragm
 B = Type B Diaphragm



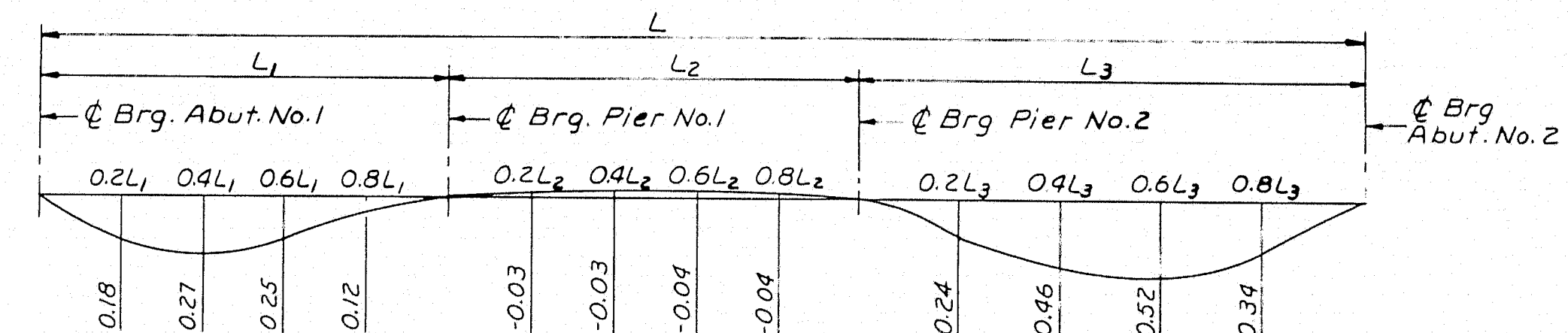
TYPICAL STRINGER ELEVATION
 All Dimensions Are Horizontal



KEY PLAN
 1"=30'

NOTE:
 All stringers parallel to tangent.
 * Indicates offsets from tangents
 to curve.

	Brig. Abut. No. 1	Pier No. 1	Pier No. 2	Brig. Abut. No. 2
Dimension A	1'-11"	1'-10 1/2"	1'-10 1/2"	1'-11"
Dimension B	1'-11"	1'-11 1/2"	1'-11 1/2"	1'-11"



DEAD LOAD DEFLECTION DIAGRAM
 ALL DEFLECTIONS IN INCHES
 No shop camber required
 Natural mill camber to be placed up

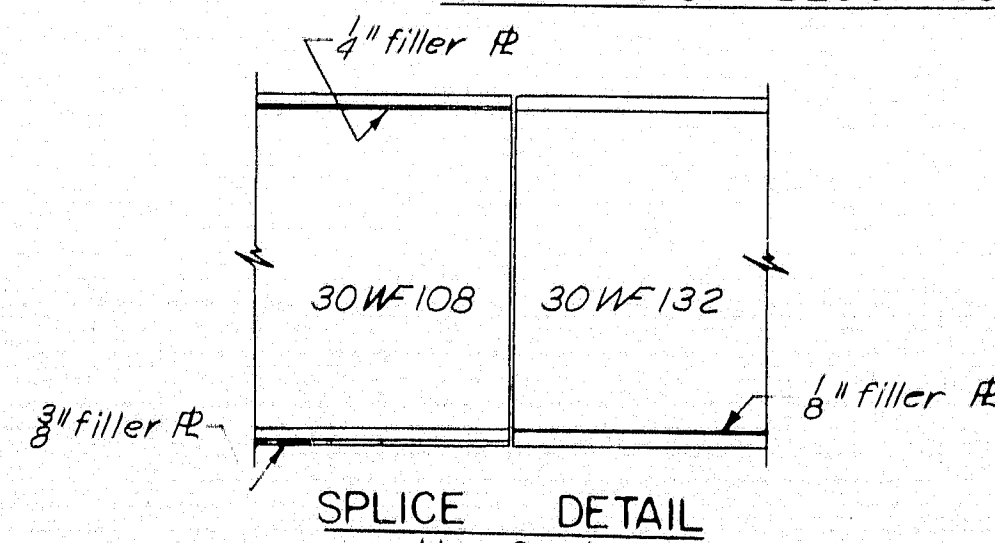
	Brig. Abut. No. 1	SPAN NO. 1				Brig. Pier No. 1	SPAN NO. 2				Brig. Pier No. 2	SPAN NO. 3				Brig. Abut. No. 2
		7'-7 3/8"	15'-2 3/8"	22'-9 3/8"	30'-4 1/8"		7'-7 3/8"	15'-2 3/8"	22'-9 3/8"	30'-4 1/8"		8'-10 1/8"	17'-9 3/8"	26'-8 3/8"	35'-7 3/8"	
Line 1	404.04	404.24	404.44	404.62	404.80	404.97	405.16	405.34	405.52	405.69	405.87	406.09	406.31	406.51	406.69	406.86
Line 2	404.17	404.38	404.57	404.76	404.93	405.11	405.29	405.47	405.65	405.83	406.00	406.22	406.44	406.65	406.83	407.00
Line 3	404.31	404.51	404.71	404.89	405.07	405.24	405.43	405.61	405.78	405.96	406.13	406.36	406.58	406.78	406.96	407.13
Line 4	404.24	404.44	404.64	404.83	405.00	405.17	405.36	405.54	405.72	405.89	406.07	406.29	406.51	406.71	406.89	407.06
Line 5	404.10	404.31	404.51	404.69	404.87	405.04	405.22	405.40	405.58	405.76	405.93	406.15	406.37	406.58	406.76	406.92
Line 6	403.97	404.18	404.37	404.56	404.73	404.90	405.09	405.27	405.45	405.63	405.80	406.02	406.24	406.44	406.62	406.79
Point A	403.99	404.19	404.39	404.57	404.75	404.92	405.11	405.29	405.47	405.64	405.82	406.04	406.26	406.46	406.64	406.81
Point B	403.92	404.12	404.32	404.51	404.68	404.85	405.04	405.22	405.40	405.58	405.75	405.97	406.19	406.39	406.57	406.74

NOTE:
 For location
 of Points A & B
 see sheet 10

	Brig. Abut. No. 1	SPAN NO. 1				Brig. Pier No. 1	SPAN NO. 2				Brig. Pier No. 2	SPAN NO. 3				Brig. Abut. No. 2
		7'-7 3/8"	15'-2 3/8"	22'-9 3/8"	30'-4 1/8"		7'-7 3/8"	15'-2 3/8"	22'-9 3/8"	30'-4 1/8"		8'-10 1/8"	17'-9 3/8"	26'-8 3/8"	35'-7 3/8"	
Line 1	403.60	403.81	404.02	404.22	404.40	404.58	404.78	404.97	405.16	405.34	405.52	405.75	405.98	406.20	406.39	406.56
Line 2	403.73	403.95	404.16	404.35	404.53	404.72	404.91	405.10	405.29	405.48	405.66	405.89	406.12	406.33	406.52	406.69
Line 3	403.87	404.08	404.29	404.49	404.67	404.85	405.05	405.24	405.42	405.61	405.79	406.02	406.25	406.46	406.65	406.83
Line 4	403.94	404.15	404.36	404.56	404.74	404.92	405.12	405.31	405.50	405.68	405.86	406.09	406.32	406.53	406.72	406.90
Line 5	403.80	404.02	404.23	404.42	404.61	404.79	404.98	405.17	405.36	405.55	405.73	405.96	406.19	406.40	406.59	406.76
Point A	403.55	403.76	403.97	404.17	404.35	404.53	404.73	404.92	405.11	405.29	405.47	405.70	405.93	406.15	406.34	406.51
Point B	403.62	403.84	404.04	404.24	404.42	404.61	404.80	404.99	405.18	405.36	405.54	405.77	406.00	406.21	406.40	406.58

	Brig. Abut. No. 1	SPAN NO. 1				Brig. Pier No. 1	SPAN NO. 2				Brig. Pier No. 2	SPAN NO. 3				Brig. Abut. No. 2
		7'-7 3/8"	15'-2 3/8"	22'-9 3/8"	30'-4 1/8"		7'-7 3/8"	15'-2 3/8"	22'-9 3/8"	30'-4 1/8"		8'-10 1/8"	17'-9 3/8"	26'-8 3/8"	35'-7 3/8"	
Line 1																
Line 2																
Line 3																
Line 4																
Line 5																
Line 6																

DIAGRAM OF BLOCKING POINTS



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

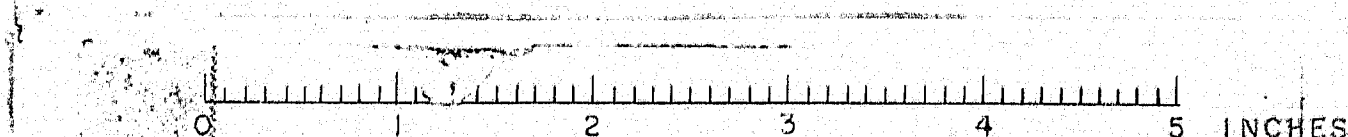
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 NEW YORK BOSTON KANSAS CITY

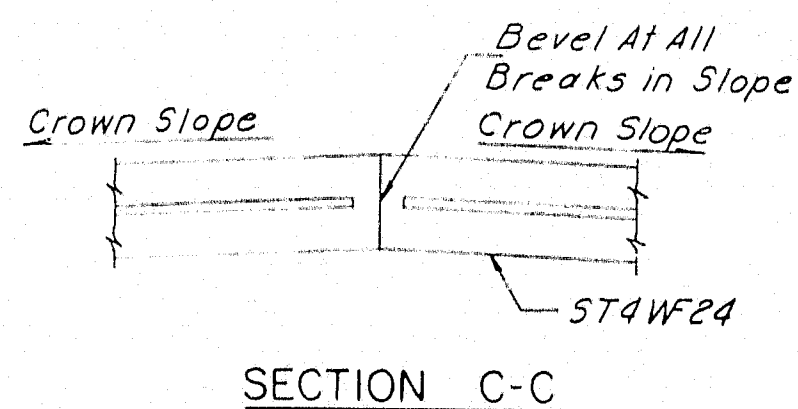
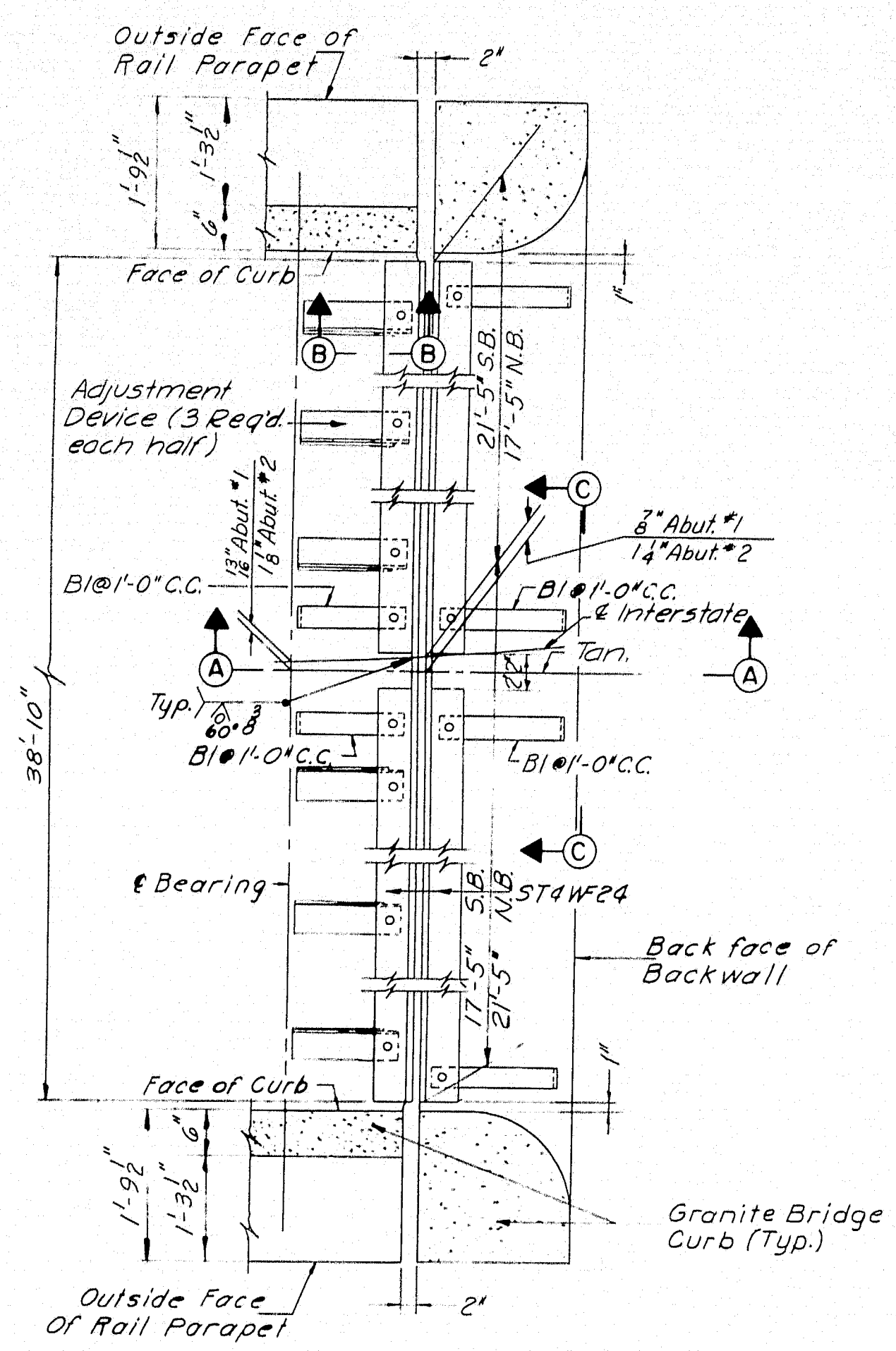
BEAM GRADES

	Brig. Abut. No. 1	SPAN NO. 1				Brig. Pier No. 1	SPAN NO. 2				Brig. Pier No. 2	SPAN NO. 3				Brig. Abut. No. 2
		7'-7 3/8"	15'-2 3/8"	22'-9 3/8"	30'-4 1/8"		7'-7 3/8"	15'-2 3/8"	22'-9 3/8"	30'-4 1/8"		8'-10 1/8"	17'-9 3/8"	26'-8 3/8"	35'-7 3/8"	
Line 1																
Line 2																
Line 3																
Line 4																
Line 5																
Line 6																

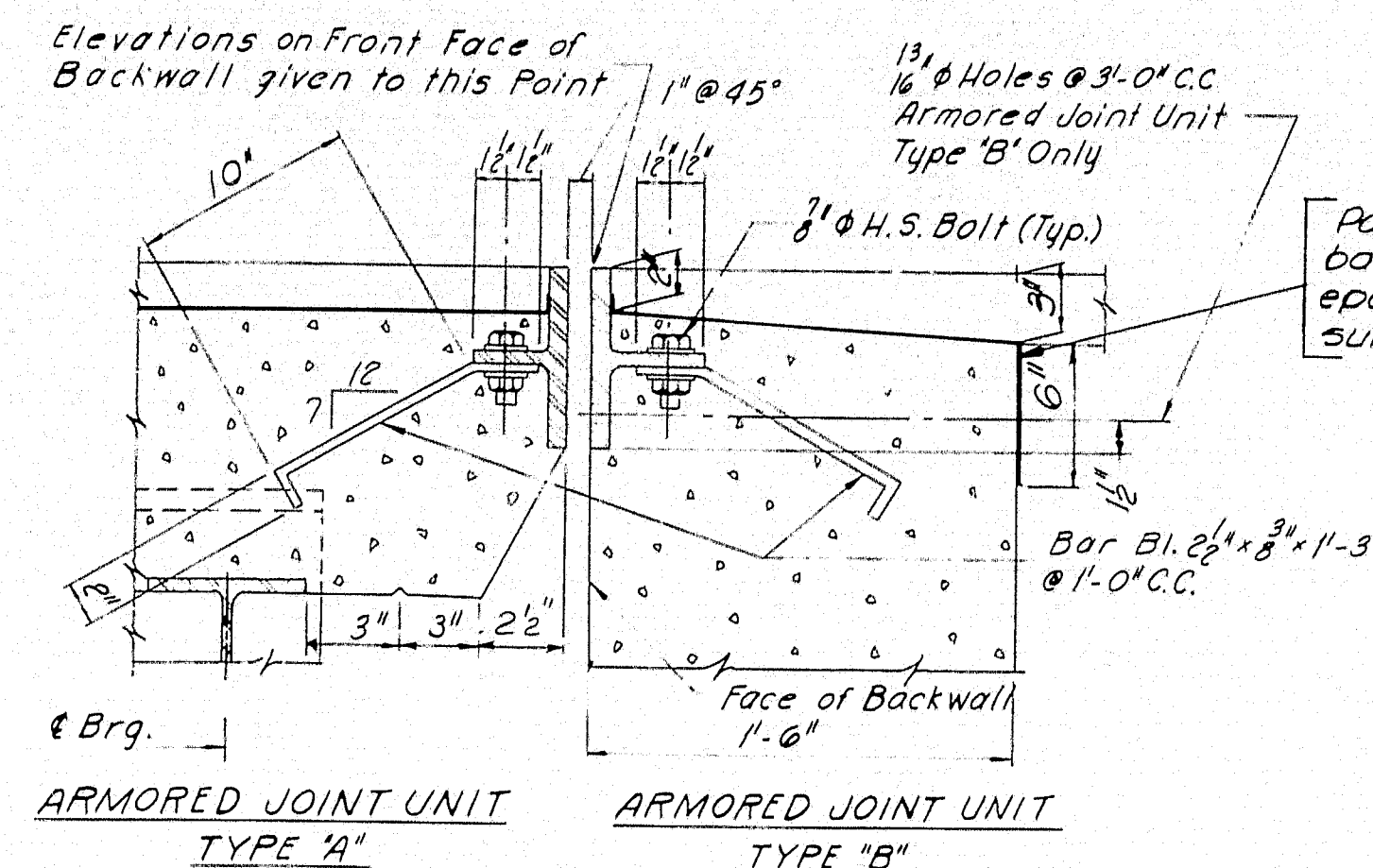
DESIGN - G.H. TRACE - CHECK - PRN
 DETAIL - R.D.F.
 BRIDGE NO. SURVEY - PLOT -
 STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
 INTERSTATE 95
 OVER
 BANGOR & AROOSTOOK R.R.
 IN THE TOWN OF
 HOULTON
 AROOSTOOK COUNTY
 STRUCTURAL STEEL & BLOCKING
 SHEET 9 OF 13 AUGUSTA, MAINE NOVEMBER 1964

M-2187

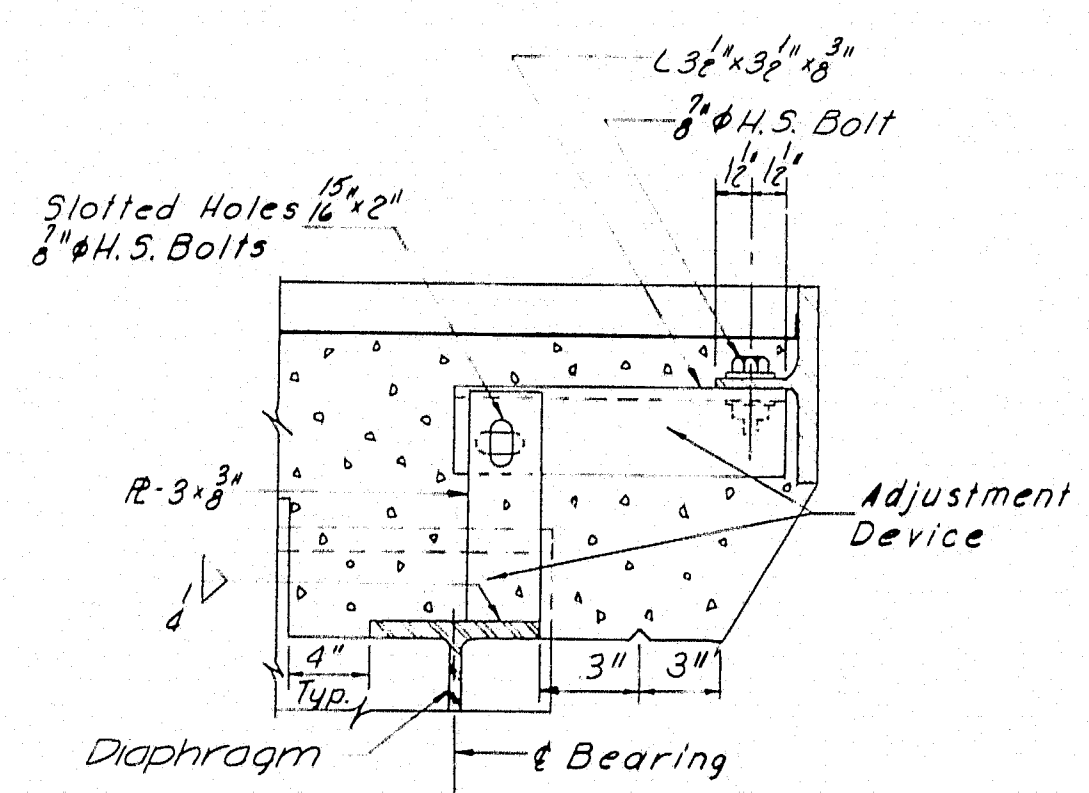




ARMORED JOINT
Abutment No.2 Shown - Abutment No.1 Similar except as noted
For additional details, see "Standard Details BD104-64"



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



Showing Adjustment Device
Armor Joint Unit Type "A" Only
After Unit is in Final Position
Weld 3/8" R to angle with a 1/4" fillet

Point top of backwall with epoxy resin surface sealant Wingwall

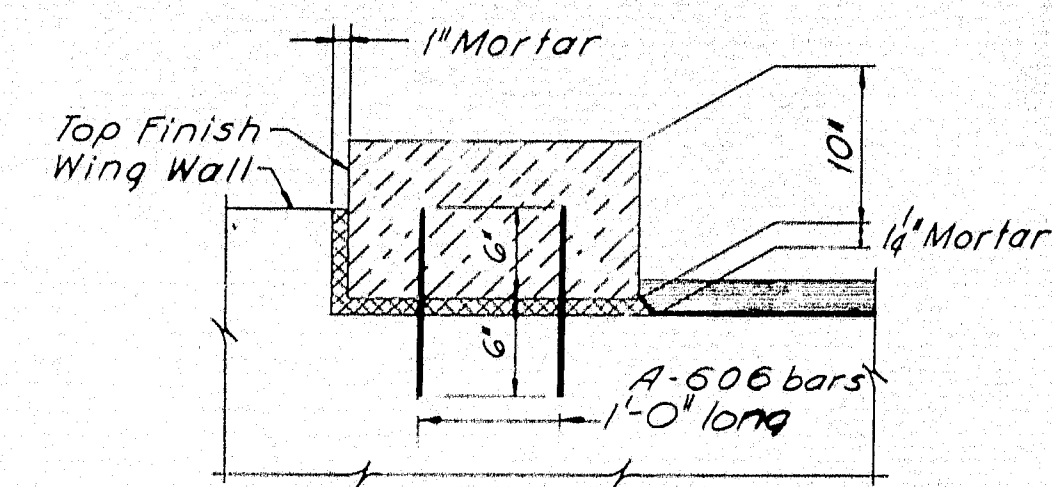
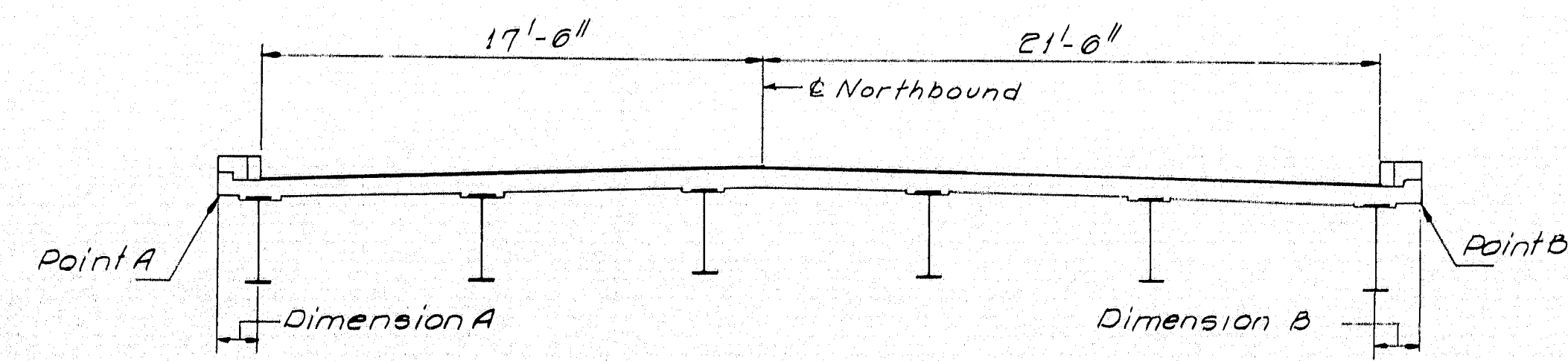
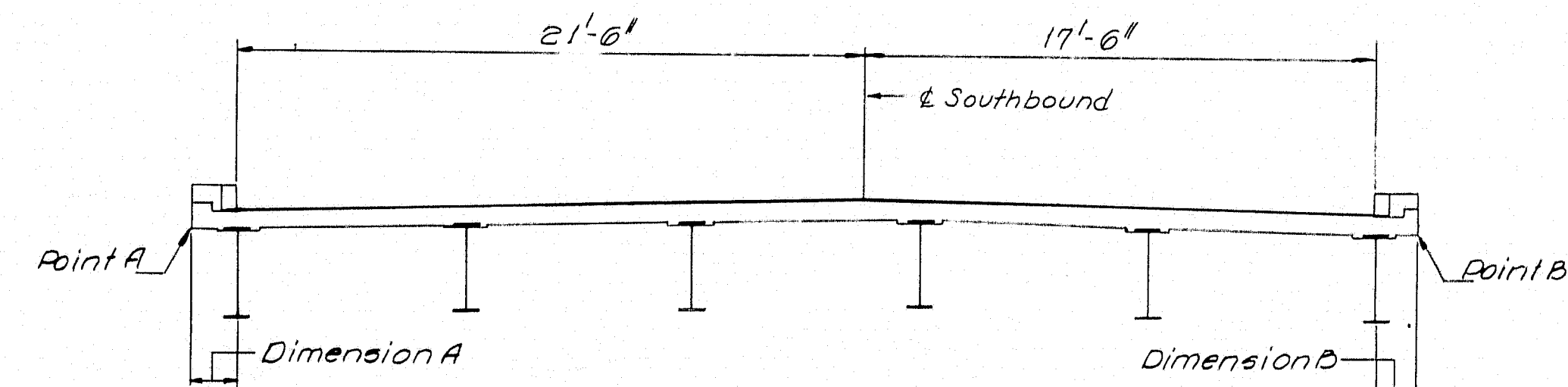
Front Face of Backwall
Back Face of Backwall

Pay Length 2'-10 3/4"

1" Mortar
Wingwall

PLAN
1"=1'-0"

GRANITE BRIDGE CURB DETAILS AT ABUTMENT BACKWALLS
Granite Bridge Curb means Vertical Bridge Cut Type 1. Items 901-24 & 901-25



NOTE
Grout A606 bars into 1 1/2" holes in stone prior to setting stone on backwall.
Drill 1 1/2" holes in backwall to suit A606 bars.
Payment for drilling for and grouting of A606 bars to be included in the price for Item 705-14, Reinforcing Steel, Placing.

DESIGN - J.M.S.
TRACE - J.M.S.
CHECK - P.R.N.

BRIDGE NO. SURVEY - 101-07

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
BANGOR & AROOSTOOK R.R.
IN THE TOWN OF
HOULTON

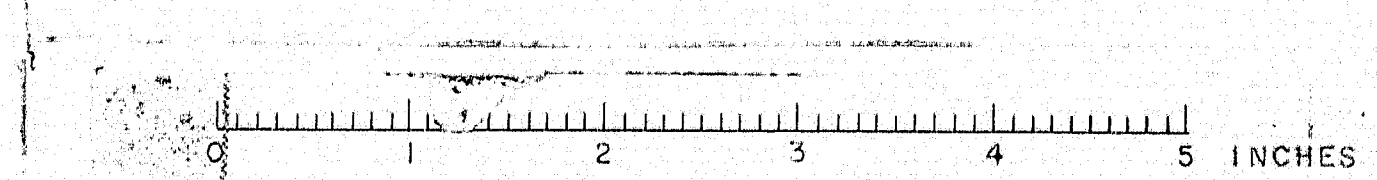
AROOSTOOK COUNTY

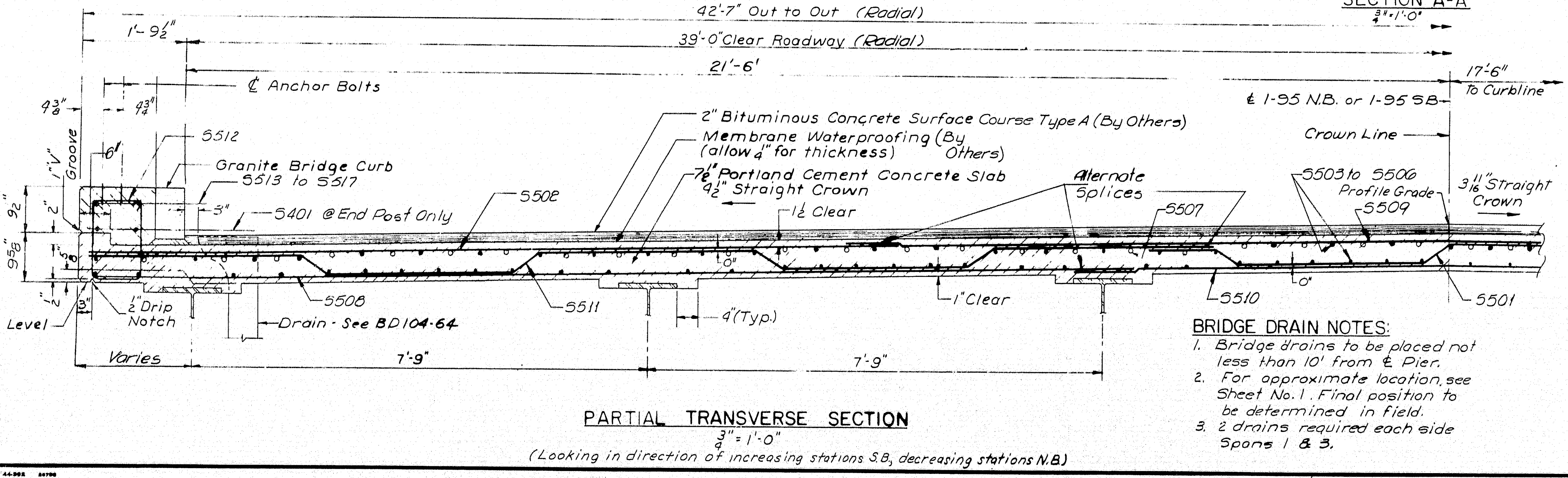
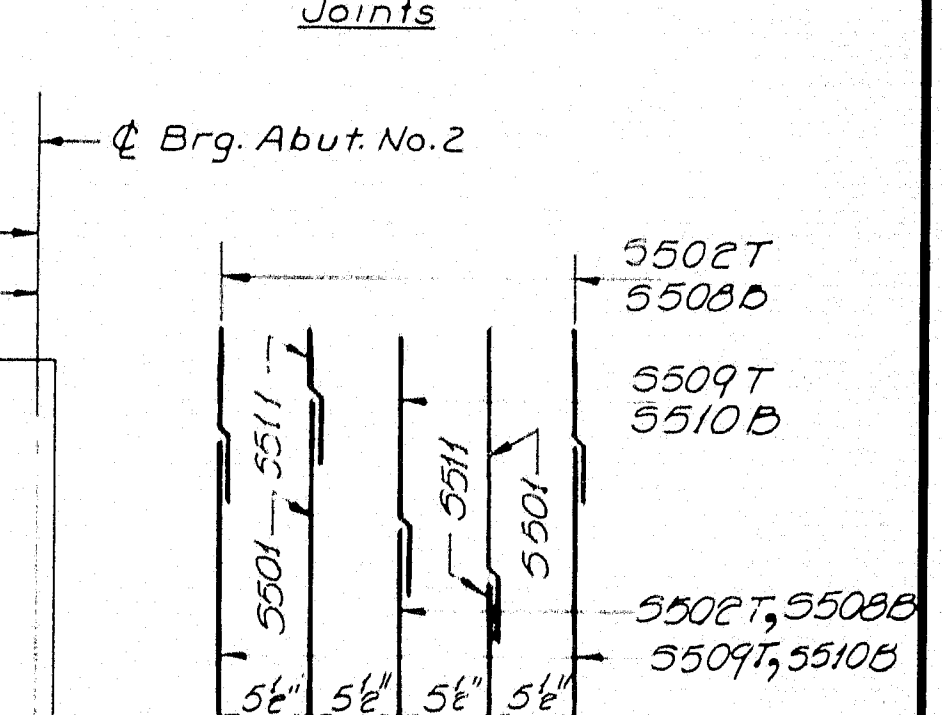
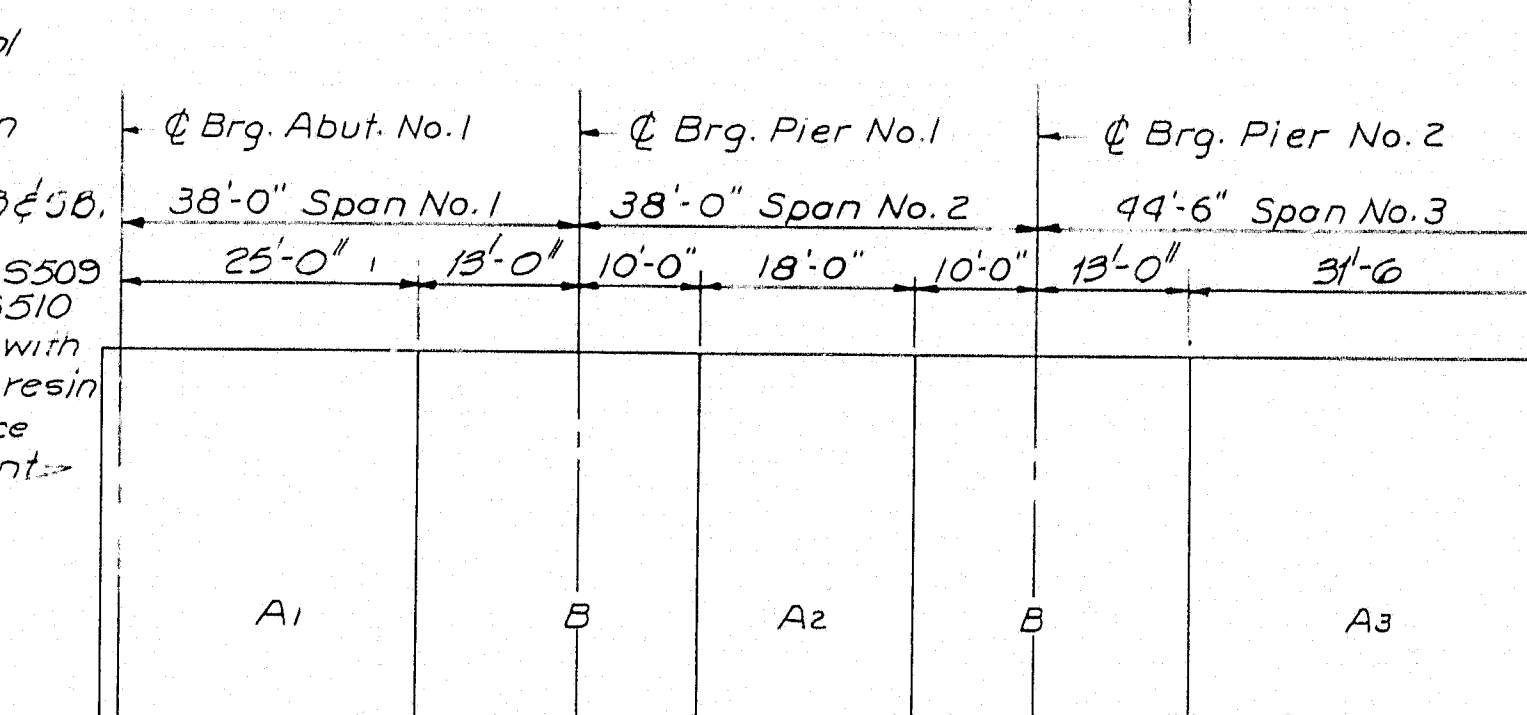
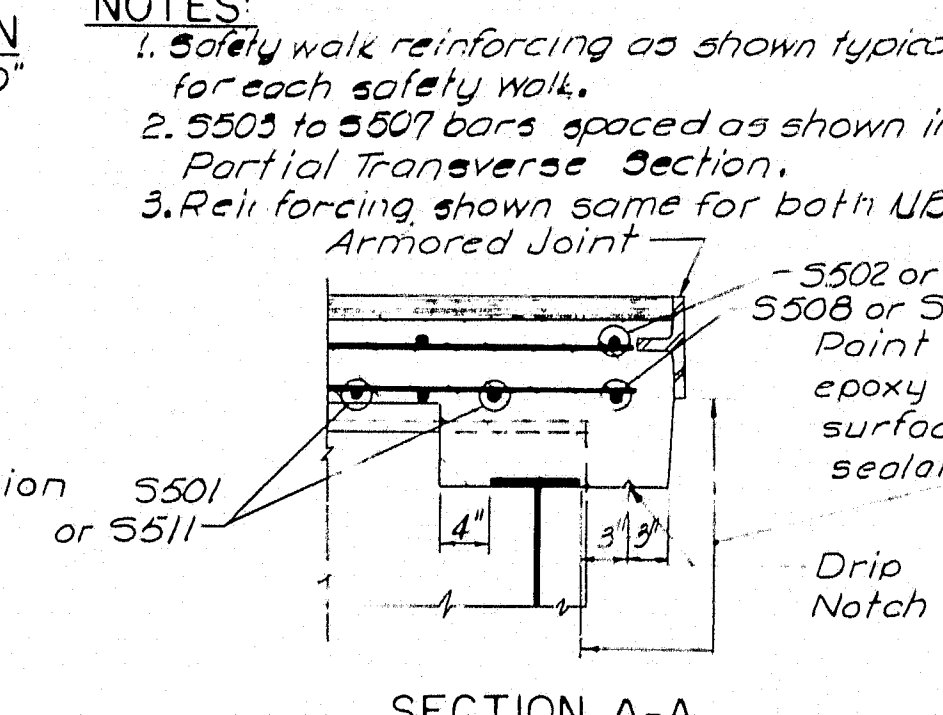
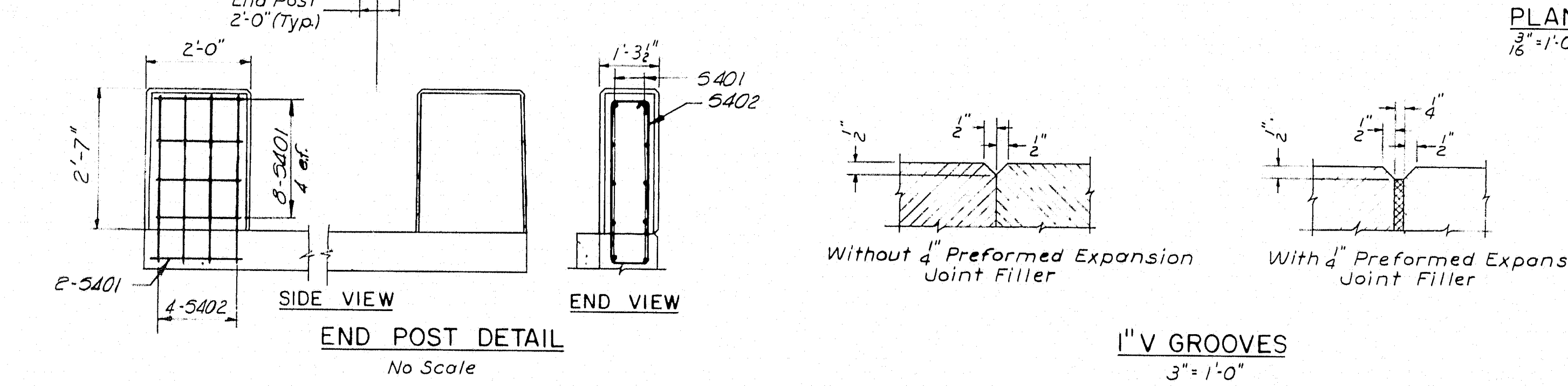
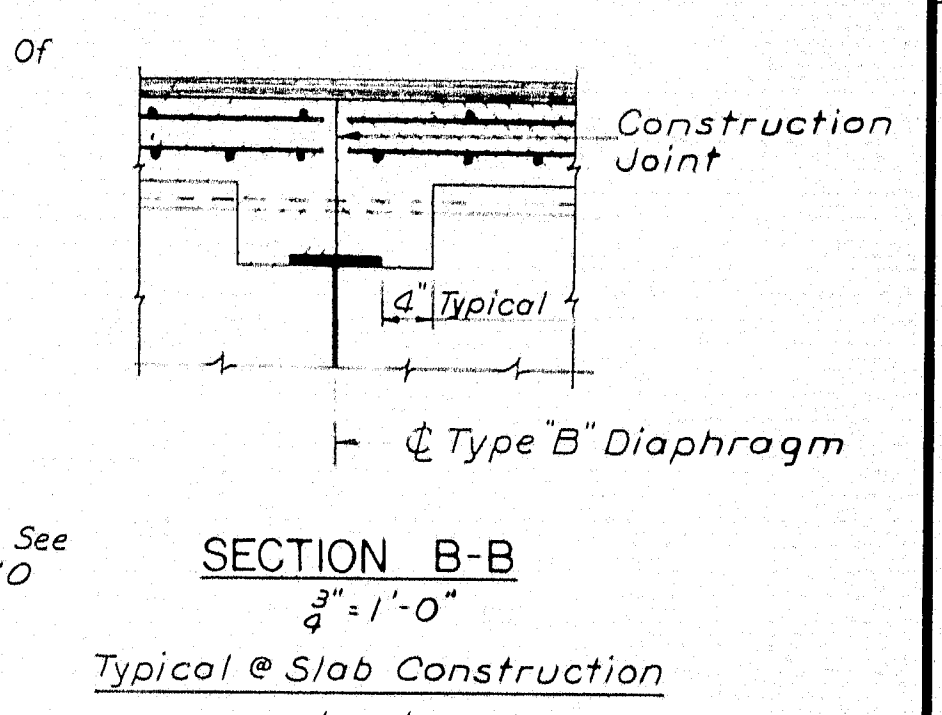
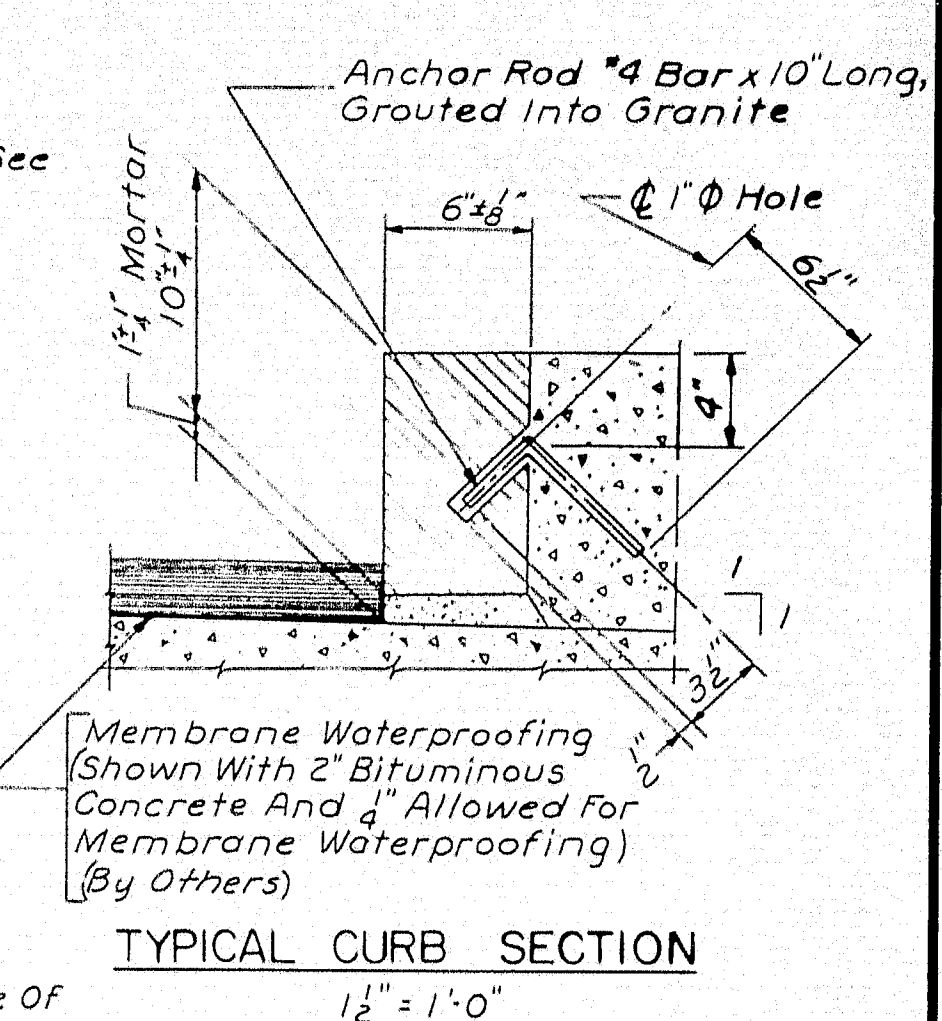
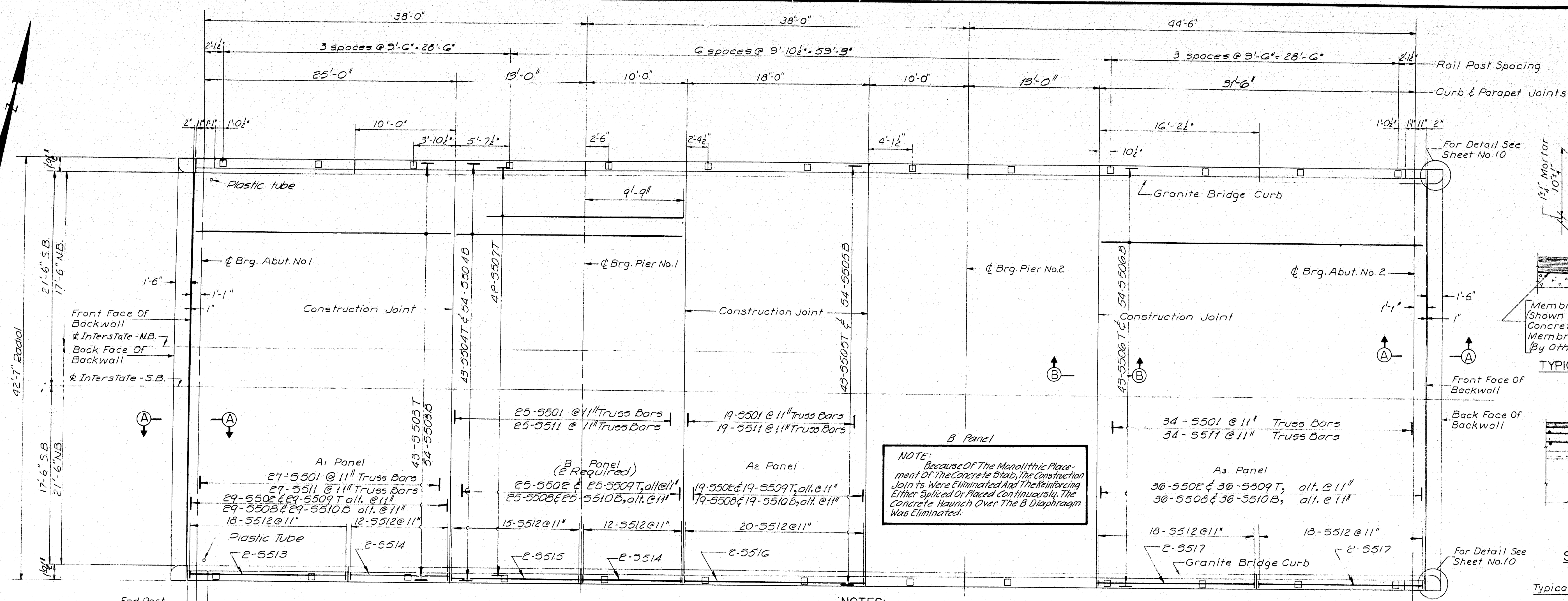
EXPANSION DAM & CURB DETAILS

NEW YORK BOSTON KANSAS CITY

SHEET 10 OF 13 AUGUSTA, MAINE NOVEMBER 1964

M-2188





GENERAL SUPERSTRUCTURE NOTES:

- At joints in curbs & granite bridge curbs over piers, use 4" preformed expansion joint filler. At all other curb joints, break the bond between concrete surfaces with a suitable grade of asphalt paint. Form "V" Grooves on outside face of curb and slab at each vertical joint. Provide joints in granite bridge curb at curb construction joints.
- At low points in slabs place a plastic tube 1" diameter 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. Tube shall extend 2" below bottom of slab. Place tubes to drip clear of bridge seat.
- For bridge rail, see Standard Details BD 107-64 & BD 108-64.
- All reinforcing to have 2" min. cover unless otherwise noted.
- Payments for concrete in end rail post to be made under item 701-40.

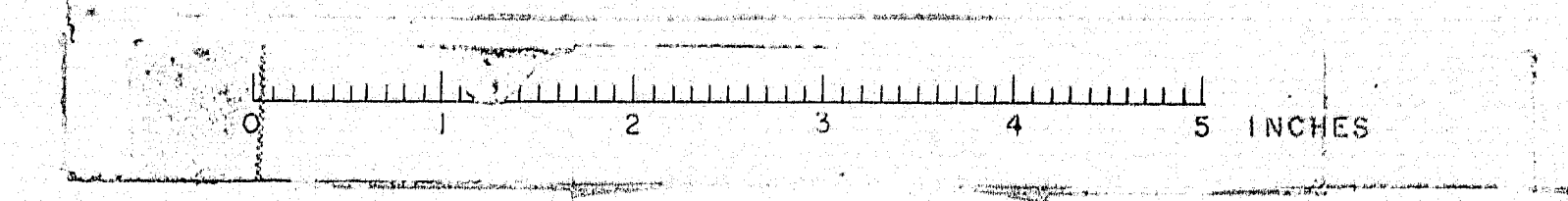
NOTE:

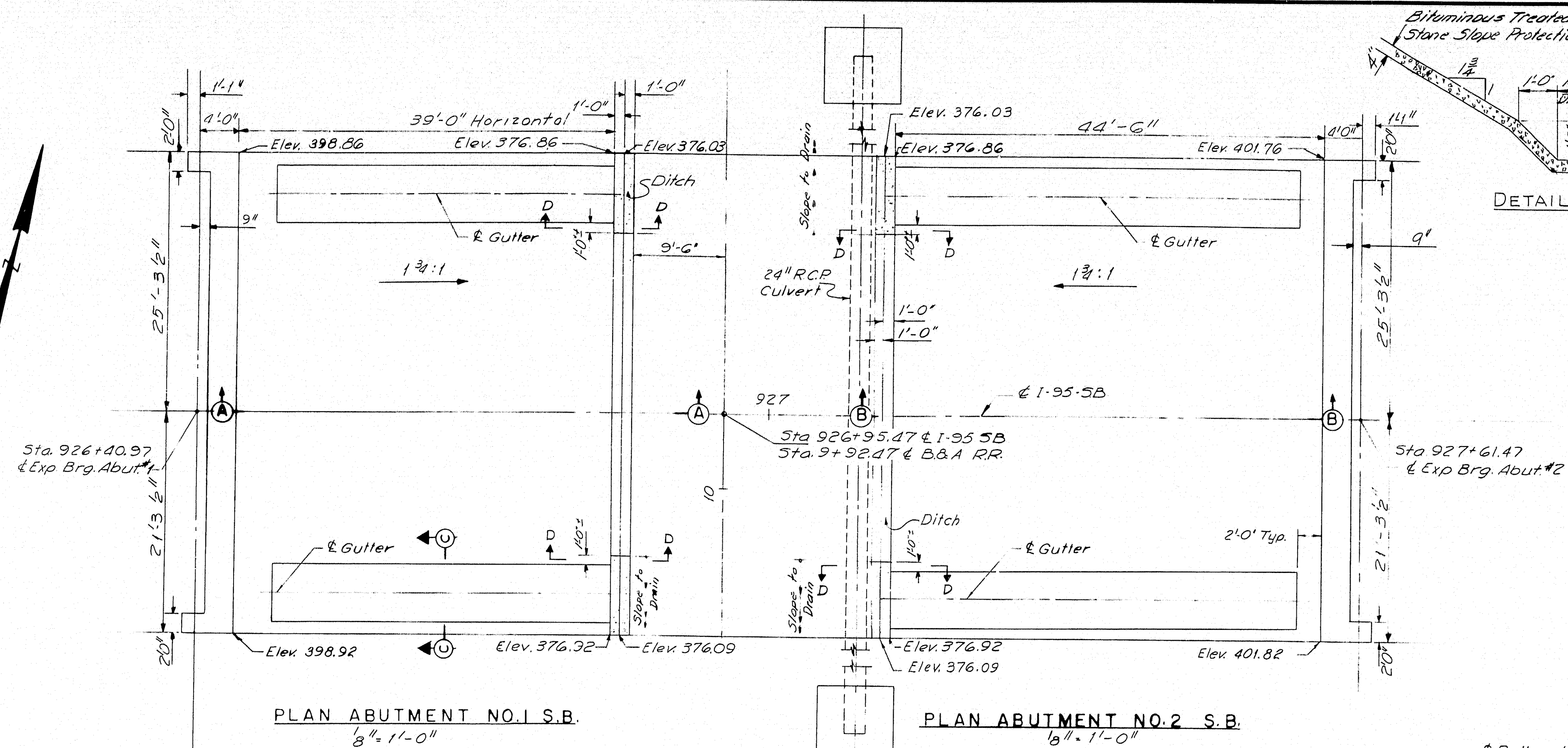
Place concrete in 'A' panels before placing concrete in 'B' panels.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
BANGOR & AROOSTOOK R.R.
IN THE TOWN OF
HOULTON
AROOSTOOK COUNTY
SUPERSTRUCTURE

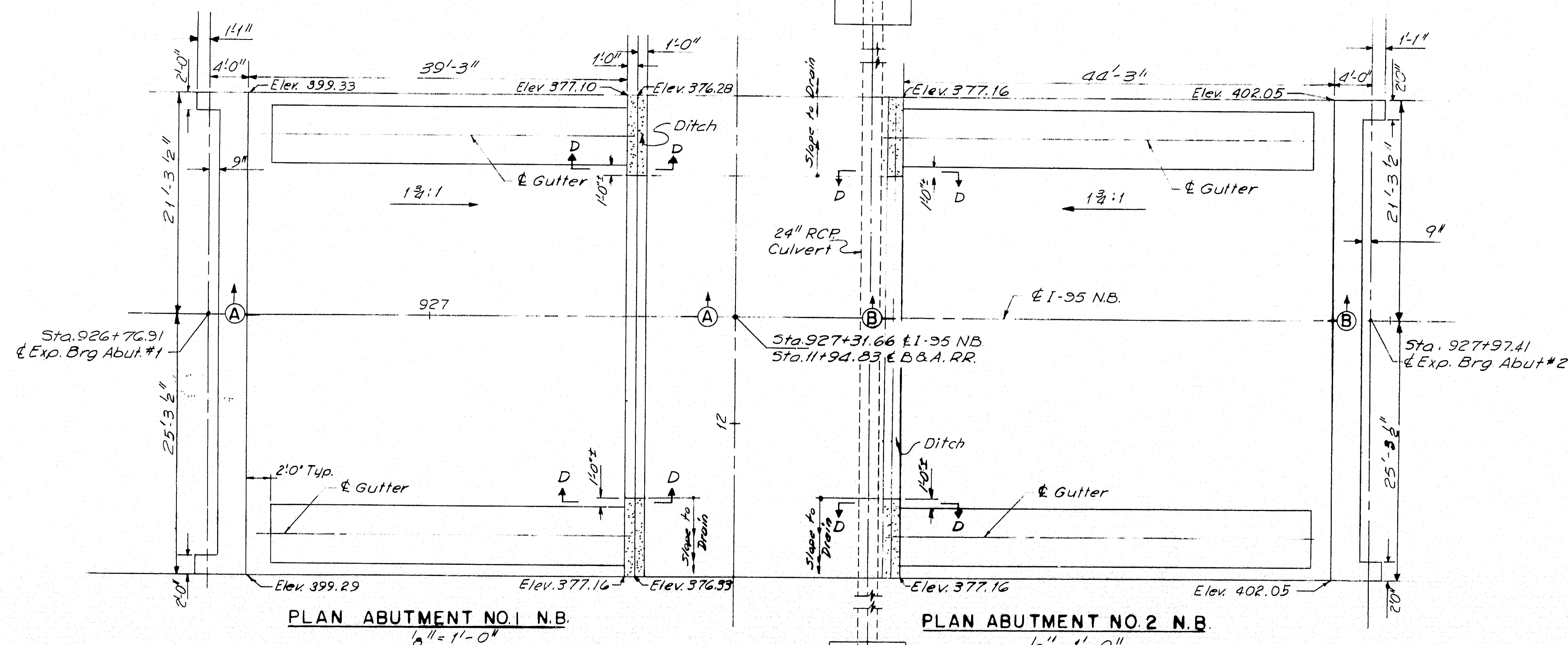
HOWARD, NEEDLES, TAMMEN & BERGENDOFF
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NEW YORK BOSTON KANSAS CITY

SHEET 11 OF 13 AUGUSTA, MAINE NOVEMBER 1964

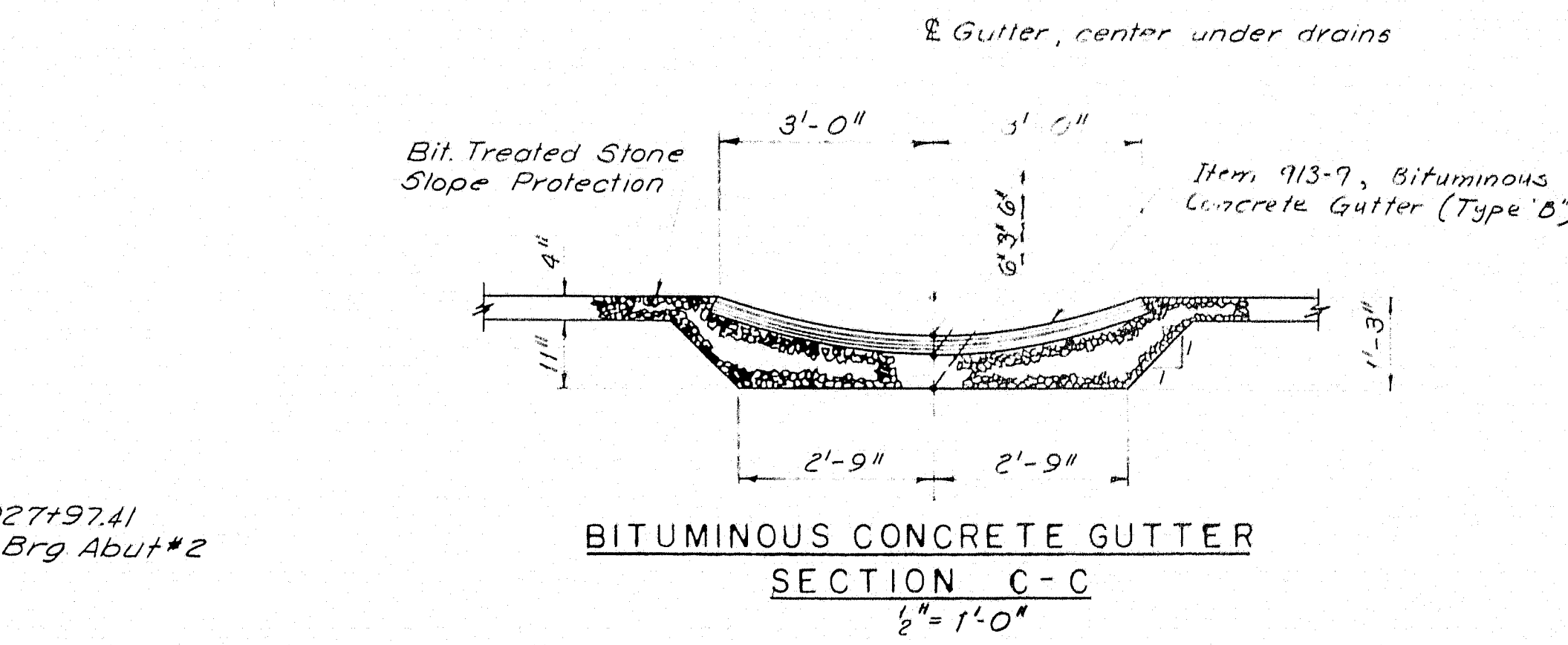
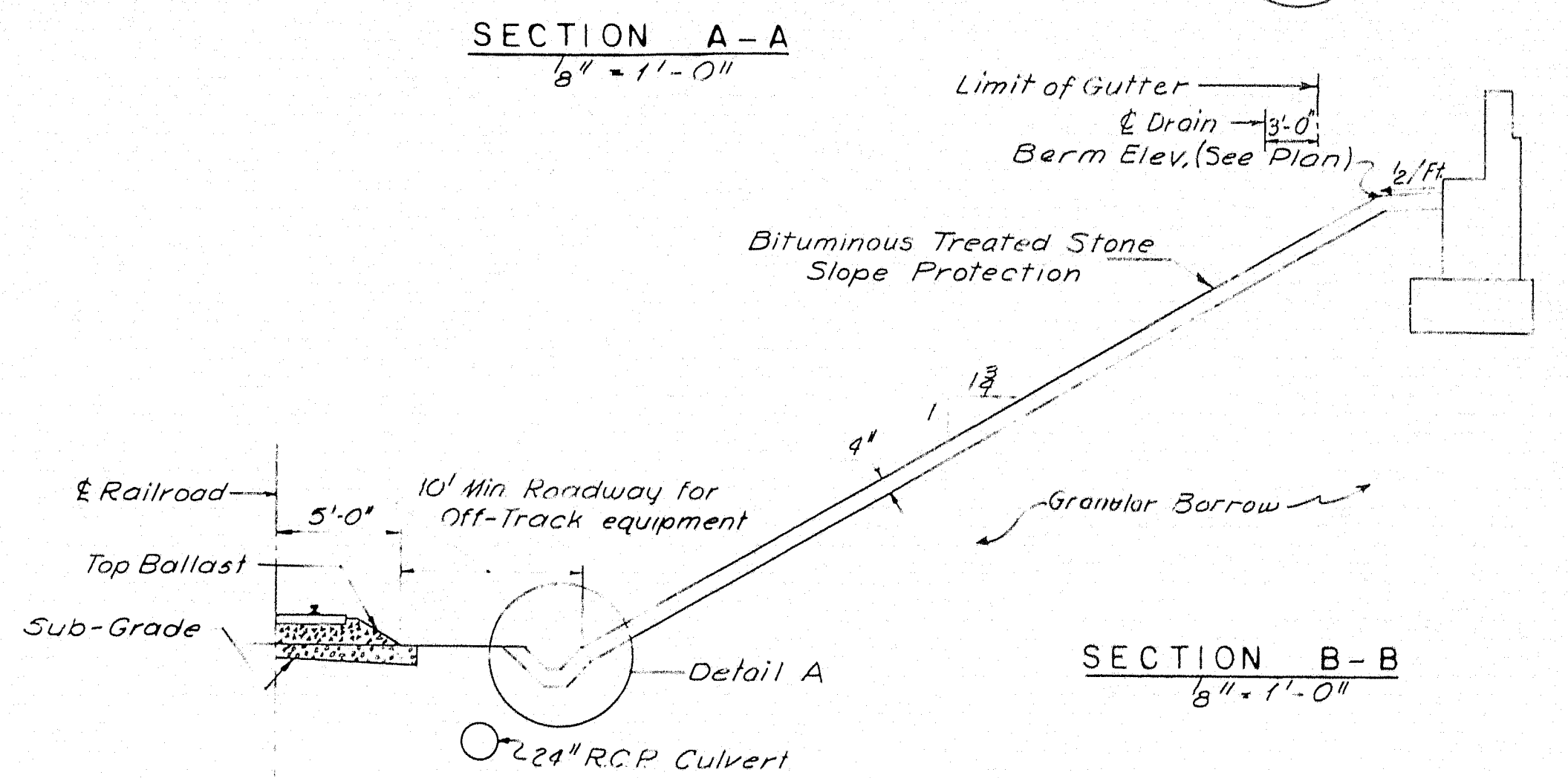
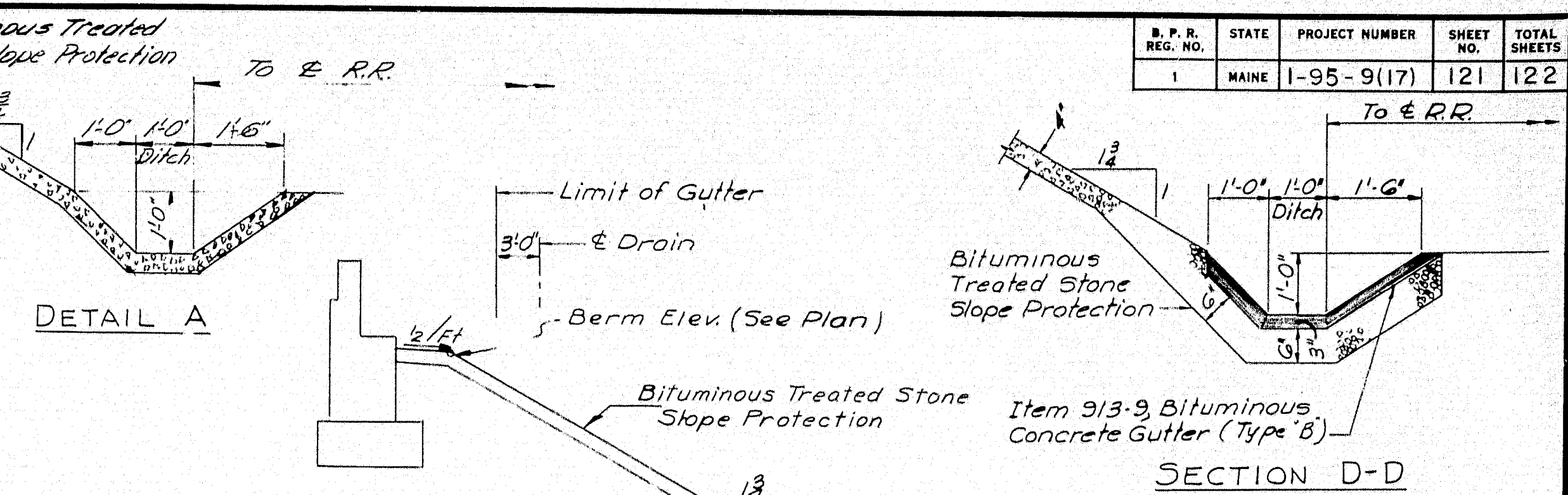




PLAN ABUTMENT NO. 2 S.B.
1/8" = 1'-0"



PLAN ABUTMENT NO. 2 N.B.
1/8" = 1'-0"



NOTE:
Payment for Bituminous Treated Stone Slope Protection placed beneath the gutter and ditch shall be made at the contract unit price for Item 913-8 "Bituminous Treated Stone Slope Protection," per square yard.

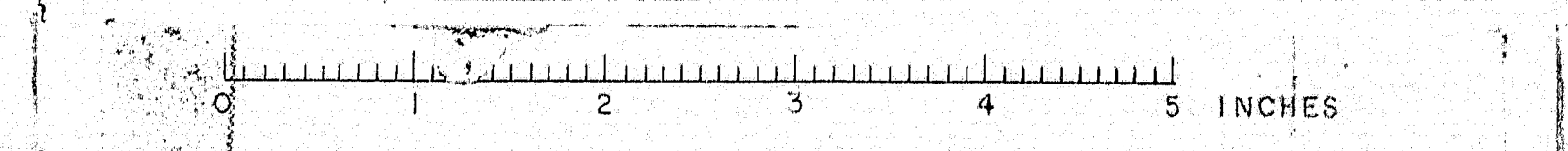
HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
NEW YORK BOSTON KANSAS CITY

DESIGN -
TRACE -
CHECK - PRN

DETAIL A RD
BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
BANGOR & AROOSTOOK R.R.
IN THE TOWN OF
HOULTON
AROOSTOOK COUNTY
SLOPE PROTECTION

SHEET 12 OF 13 AUGUSTA, MAINE NOVEMBER 1994



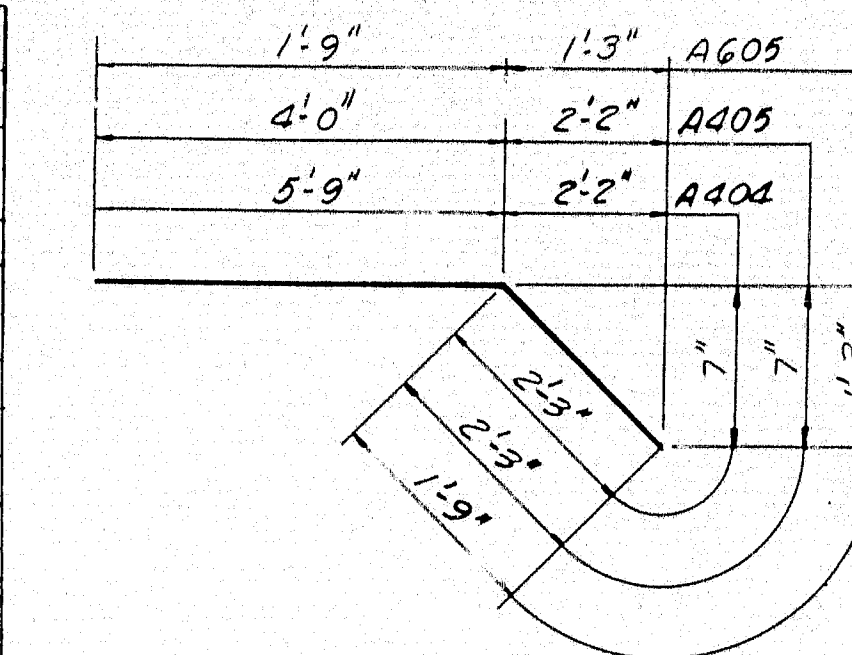
MARK	SIZE	NUMBER	LENGTH	INCR.	LOCATION
ABUTMENTS SOUTHBOUND					
STRAIGHT BARS					Total is for Abutment 1 & Abutment 2
A401	4	10	24'3"		Backwall
A402	4	10	21'6"		Backwall
A403	4	8	6'0"		Wingwall
A409	4	2	23'0"		Backwall
A410	4	2	20'3"		Backwall
A411	4	16	8'0"		Wingwall
A412	4	4	6'3"		Wingwall
A501	5	116	3'10"		Backwall
A502	5	16	23'0"		Stem
A503	5	16	20'6"		"
A504	5	58	3'0"		Stem
A505	5	114	6'0"		Stem & Wingwall
A506	5	58	2'6"		Stem
A507	5	8	5'0"		Wingwall
A508	5	48	1'8" to 4'9 1/2"	7 1/2"	Wingwall
A601	6	48	22'6"		Footing
A602	6	172	5'6"		"
A603	6	40	9'0"		"
A604	6	56	3'6" to 5'3"	3 1/2"	Footing
A606	6	8	1'0"		Curb Dowels
BENT BARS					
A404	4	16	8'0"		Wingwall
A405	4	4	6'3"		Wingwall
A406	4	24	4'0"		Pads
A407	4	16	5'2"		"
A408	4	8	4'9"		Pads
A510	5	58	6'4"		Stem
A605	6	54	3'6"		Approach Slab Dowels
APPROACH SLABS					
A501	4	44	38'6"		
A501	6	312	14'6"		
ABUTMENTS NORTHBOUND					
APPROACH SLABS NORTHBOUND Identical to Southbound					
PIER #1 SOUTHBOUND					
STRAIGHT BARS					
P601	6	14	4'6"		Footings
P602	6	14	7'0"		"
P607	6	28	5'6"		"
P701	7	27	7'0"		"
P901	9	50	5'6"		Footing
P902	9	6	17'0"		Columns
P903	9	2	18'6"		"
P905	9	6	20'6"		"
P907	9	12	33'0"		"
P911	9	12	34'6"		"
P915	9	12	36'6"		Columns
P605	6	4	21'6"		Caps
P606	6	4	20'0"		"
P801	8	4	32'0"		"
P919	9	6	15'3"		"
P920	9	6	29'9"		Caps
BENT BARS					
P401	4	96	11'4"		Columns
P501	5	62	11'9"		Caps
P502	5	4	11'7"		"
P503	5	4	11'0"		"
P504	5	4	10'5"		"
P505	5	4	9'10"		"
P506	5	4	9'3"		"
P604	6	8	8'6"		Caps
PIER #2 SOUTHBOUND					
STRAIGHT BARS					
P601	6	36	4'6"		Footings
P603	6	33	6'6"		"
P901	9	36	5'6"		Footing
P909	9	12	33'6"		Columns
P913	9	12	31'6"		"
P917	9	12	29'6"		Column
P605	6	4	21'6"		Cap
P606	6	4	20'0"		"
P801	8	4	32'0"		"
P919	9	6	15'3"		"
P920	9	6	29'9"		Cap
BENT BARS					
P401	4	86	11'4"		Columns
P501	5	62	11'9"		Caps
P502	5	4	11'7"		"
P503	5	4	11'0"		"
P504	5	4	10'5"		"
P505	5	4	9'10"		"
P506	5	4	9'3"		"
P604	6	8	8'6"		Caps

MARK	SIZE	NUMBER	LENGTH	INCR.	LOCATION
ABUTMENTS SOUTHBOUND					
P504	5	4	10'5"		Caps
P505	5	4	9'10"		"
P506	5	4	9'3"		"
P604	6	8	8'6"		Caps
PIER #1 NORTHBOUND					
STRAIGHT BARS					
P601	6	14	4'6"		Footings
P602	6	14	7'0"		"
P607	6	28	5'6"		"
P701	7	27	7'0"		"
P901	9	50	5'6"		Footing
P902	9	6	17'0"		Columns
P904	9	2	16'6"		"
P906	9	6	17'6"		"
P908	9	12	30'3"		"
P912	9	12	29'9"		"
P916	9	12	30'9"		Columns
P605	6	4	21'6"		Caps
P606	6	4	20'0"		"
P801	8	4	32'0"		"
P919	9	6	15'3"		"
P920	9	6	29'9"		Caps
BENT BARS					
P401	4	83	11'4"		Columns
P501	5	62	11'9"		Caps
P502	5	4	11'7"		"
P503	5	4	11'0"		"
P504	5	4	10'5"		"
P505	5	4	9'10"		"
P506	5	4	9'3"		"
P604	6	8	8'6"		Caps
PIER #2 SOUTHBOUND					
STRAIGHT BARS					
P601	6	36	4'6"		Footings
P603	6	33	6'6"		"
P901	9	36	5'6"		Footing
P909	9	12	33'6"		Columns
P913	9	12	31'6"		"
P917	9	12	29'6"		Column
P605	6	4	21'6"		Cap
P606	6	4	20'0"		"
P801	8	4	32'0"		"
P919	9	6	15'3"		"
P920	9	6	29'9"		Cap
BENT BARS					
P401	4	86	11'4"		Columns
P501	5	62	11'9"		Caps
P502	5	4	11'7"		"
P503	5	4	11'0"		"
P504	5	4	10'5"		"
P505	5	4	9'10"		"
P506	5	4	9'3"		"
P604	6	8	8'6"		Caps

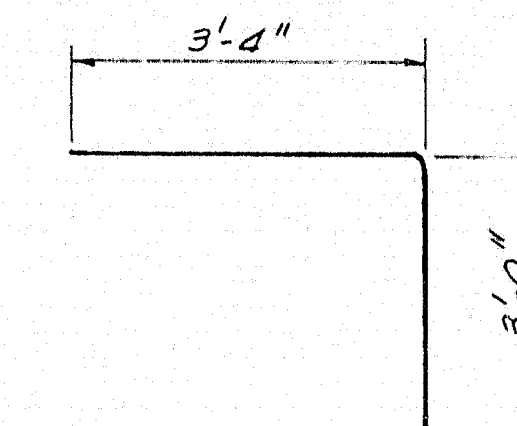
MARK	SIZE	NUMBER	LENGTH	INCR.	LOCATION
PIER #2 NORTHBOUND					
STRAIGHT BARS					
P601	6	36	4'6"		Footings
P603	6	33	6'6"		"
P901	9	36	5'6"		Footings
P910	9	12	28'3"		Columns
P914	9	12	31'3"		"
P918	9	12	28'3"		Columns
P605	6	4	21'6"		Caps
P606	6	4	20'0"		"
P801	8	4	32'0"		"
P919	9	6	15'3"		"
P920	9	6	29'9"		Caps
BENT BARS					
P401	4	81	11'4"		Column
P501	5	62	11'9"		Caps
P502	5	4	11'7"		"
P503	5	4	11'0"		"
P504	5	4	10'5"		"
P505	5	4	9'10"		"
P506	5	4	9'3"		Caps
P604	6	8	8'6"		Caps
DECK REINFORCING SOUTHBOUND					
STRAIGHT BARS					
S401	4	40	1'8"		End Post
S502	5	134	14'0"		Slab-Transverse
S503	5	97	25'7"		Slab-Longitudinal
S504	5	194	22'6"		"
S505	5	97	17'8"		"
S506	5	97	31'11"		"
S507	5	84	19'6"		Slab-Longitudinal @ Piers
S508	5	134	17'10"		Slab-Transverse
S509	5	134	29'6"		"
S510	5	134	25'7"		Slab Transverse
S513	5	4	15'7"		Safety Walk
S514	5	12	9'8"		"
S515	5	8	12'8"		" @ Piers
S516	5	4	17'8"		"
S517	5	8	15'10"		Safety Walk
BENT BARS					
S402	4	16	8'7"		End Post
S501	5	130	25'3"		Slab (Trussed Rod)
S511	5	130	19'10"		Slab (" ")
S512	5	280	4'8"		Safety Walk
DECK REINFORCING-NORTHBOUND Identical to Southbound					

NOTES:

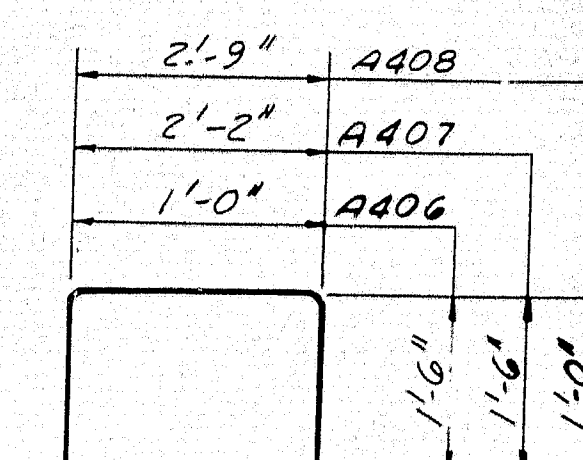
- All dimensions are to the center of bars.
- All reinforcing bars shall be intermediate grade steel.
- Reinforcing steel to have 1" minimum cover unless otherwise shown.



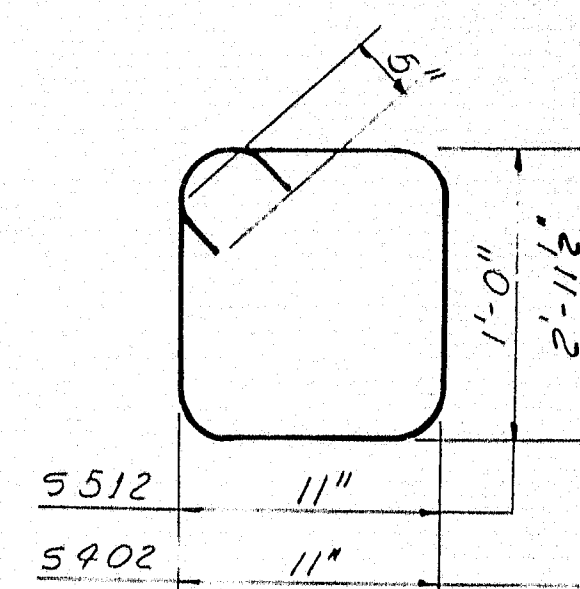
A404, A405, A605



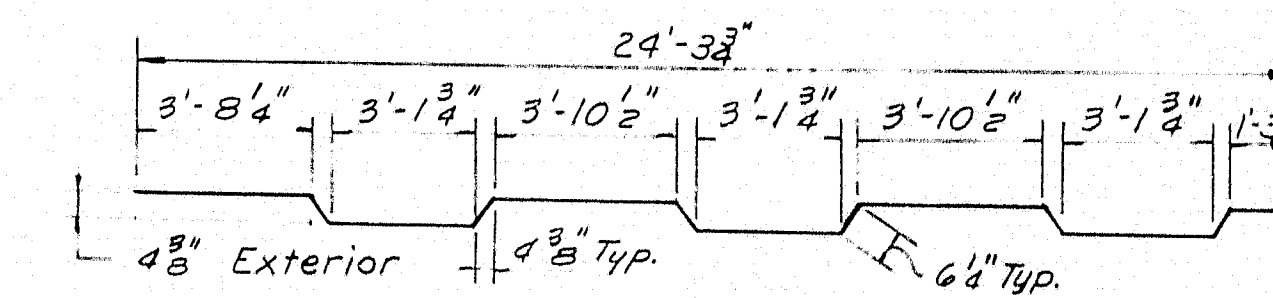
A510



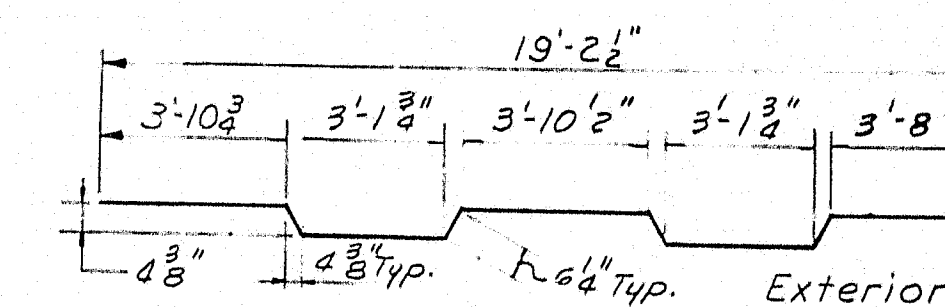
A406, A407, A408



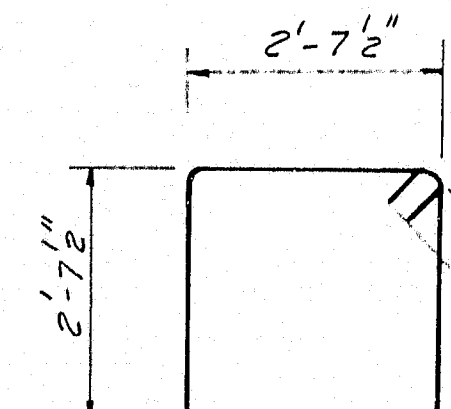
S402, S512



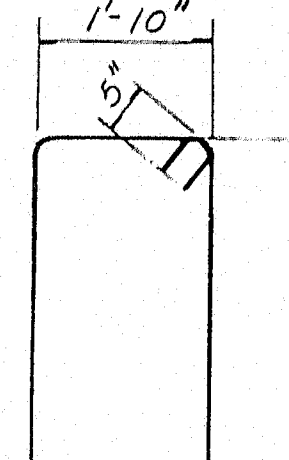
S501



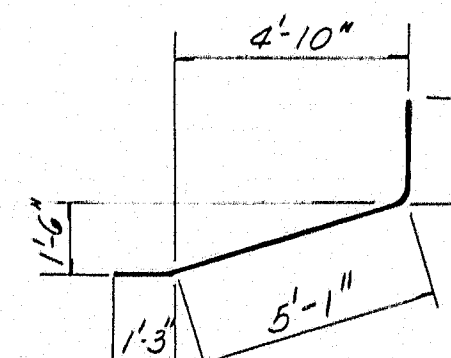
S511



P401



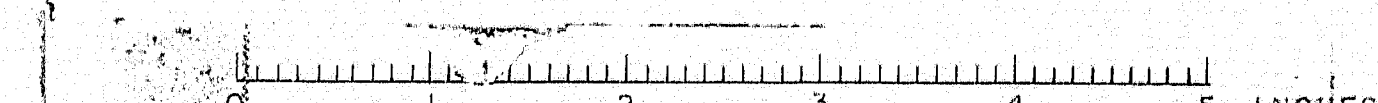
P501 TO P506

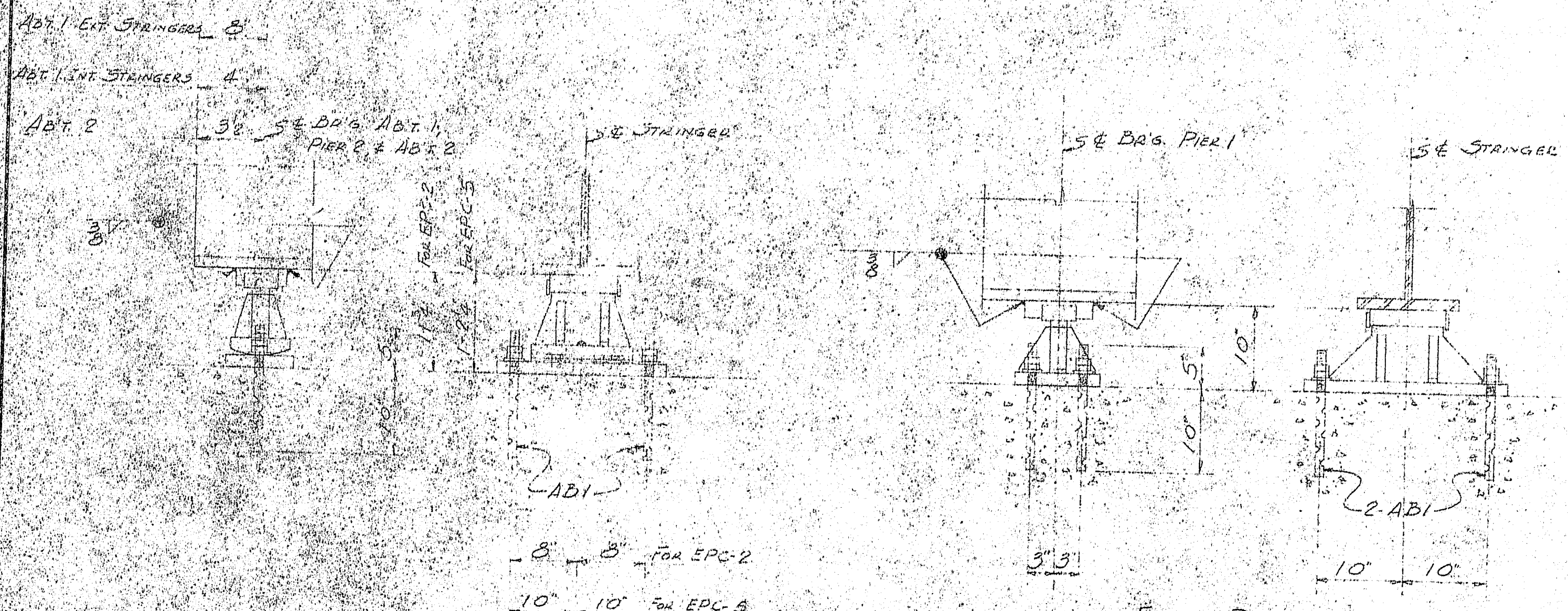
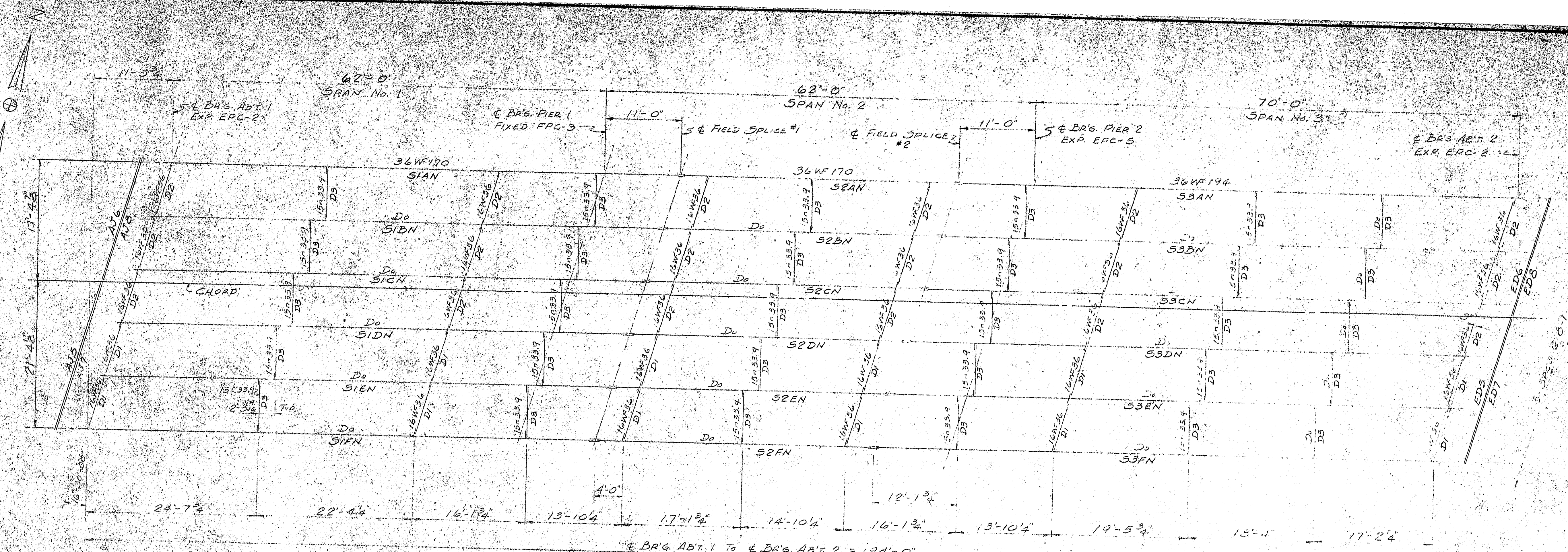


P604

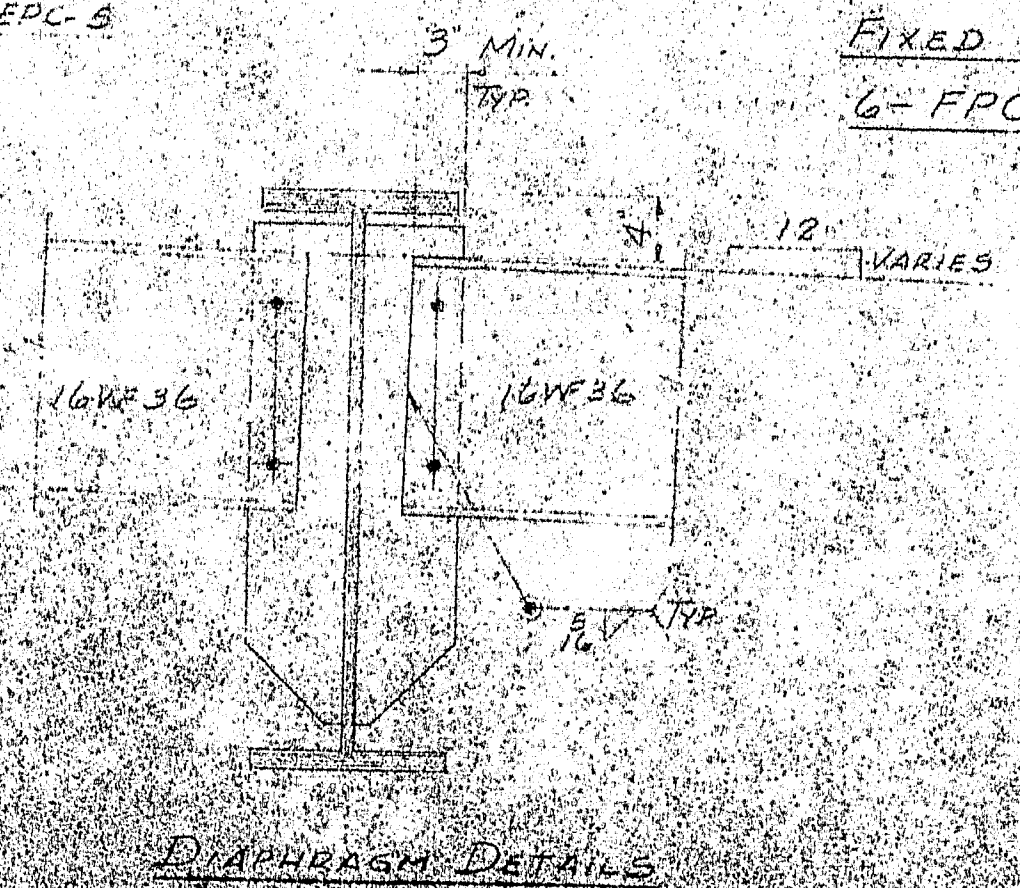
DESIGN- TRACE- CHECK-V.A.V.	DETAIL- B.R.D.	BRIDGE NO. SURVEY- PLOT-
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
INTERSTATE 95 OVER BANGOR & AROOSTOOK R.R. IN THE TOWN OF HOULTON AROOSTOOK COUNTY REINFORCING STEEL		
SHEET 13 OF 13 AUGUSTA, MAINE NOVEMBER 1964		

M-2191

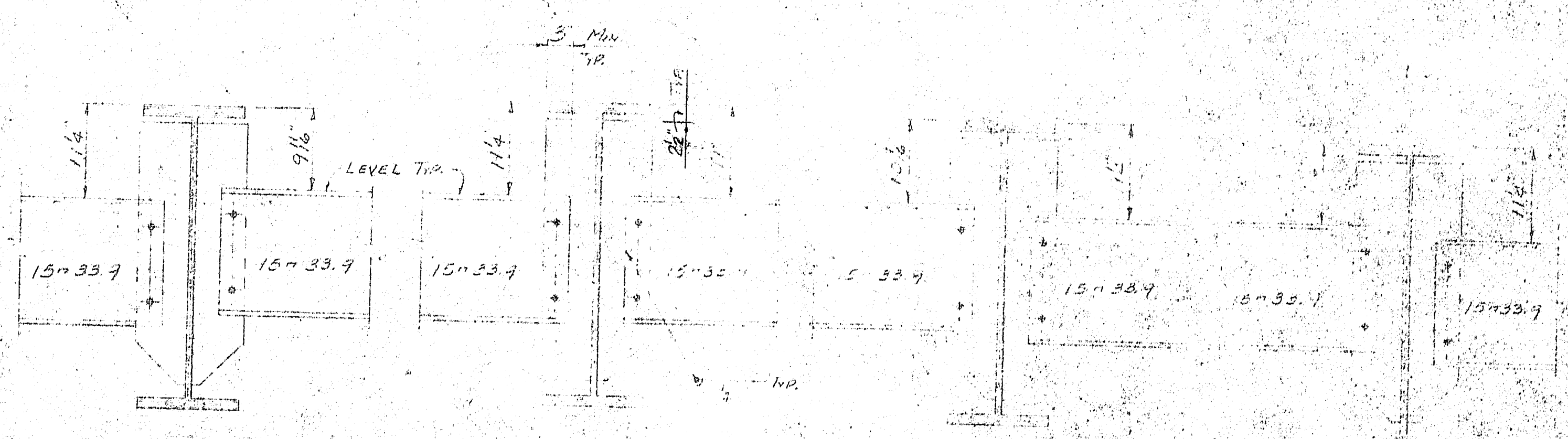




EXPANSION PEDESTAL
12\"/>



FIXED PEDESTAL
6\"/>



DIAPHRAGM DETAILS

NOTES

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

2. Bolts for splices shall be A. S. T. M. A-308 7/8\"/>

3. Holes in stringers are for high strength bolts. They are to be free from burrs. There shall be no paint within three inches of each hole.

4. Splices of steel (1/2\"/>

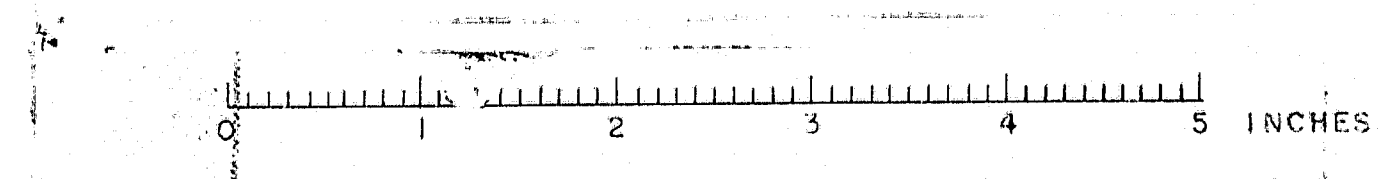
5. Fabricate & erect in accordance with A. S. T. M. standard specifications.

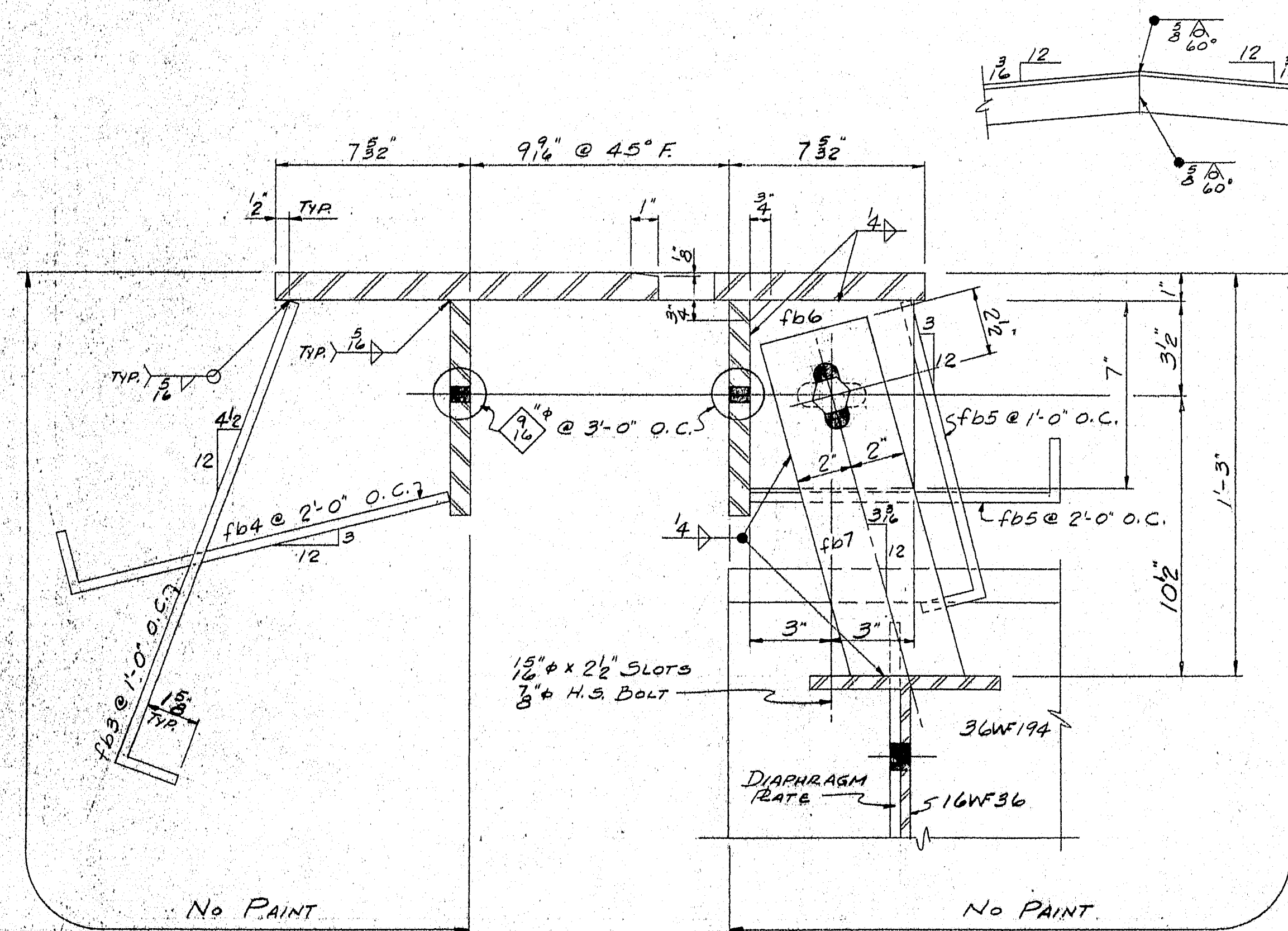
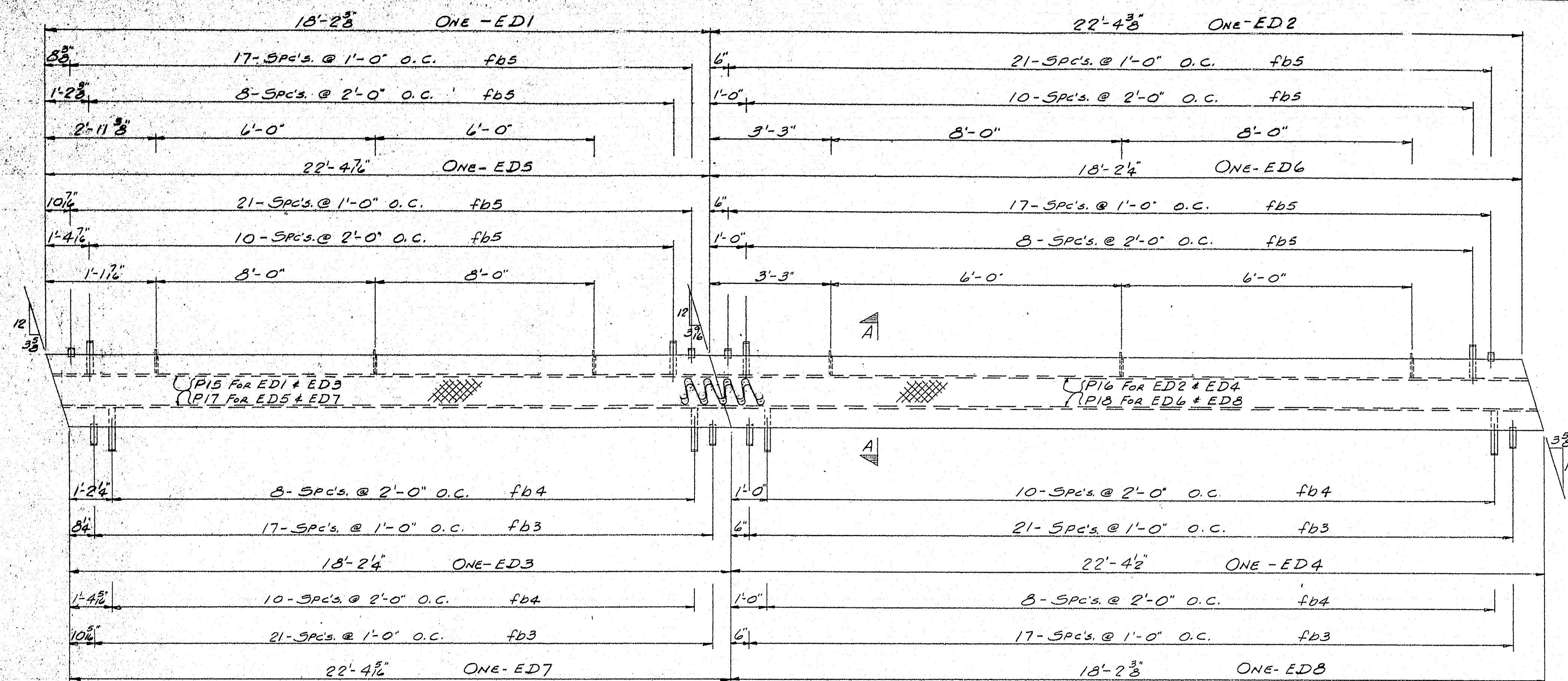
6. All 1/2\"/>

SAW-1
SHOP CONNECTIONS: LH-E7028 & LH-B6028
FIELD CONNECTIONS: 3/4\"/>

APP'D. 4-5-65
FRAMING PLAN - NORTHBOUND

PRINT ISSUE		Rancroft & Martin Inc. Brewer, Maine	
NO.	DATE		
3	CUST. 4-16-65	INT. 95 OVER B. STREAM HOULTON, MAINE	
2	SHOP 1-16-65		
2	CA. 3-31-65		
2	FA. 3-25-65	CUSTOMER: CALLEHAN BRIDGE CO. DESIGNER: M. J. HODGINS, BRIDGE DIVISION	
DRAWN	10-22-64		
REVISION			
REVISION			
ORDER VERBAL		DWG. 245-22-E3	





AA

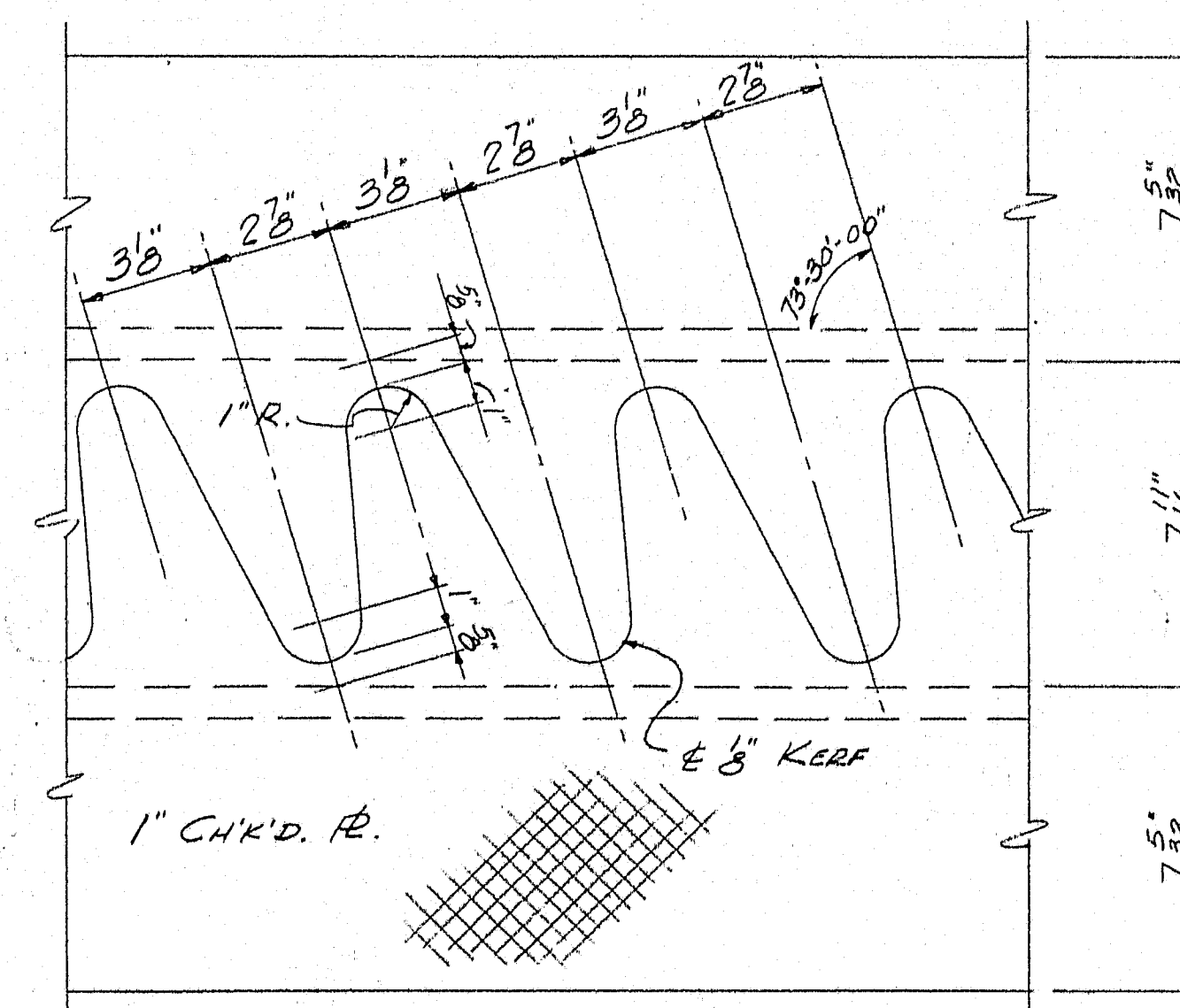
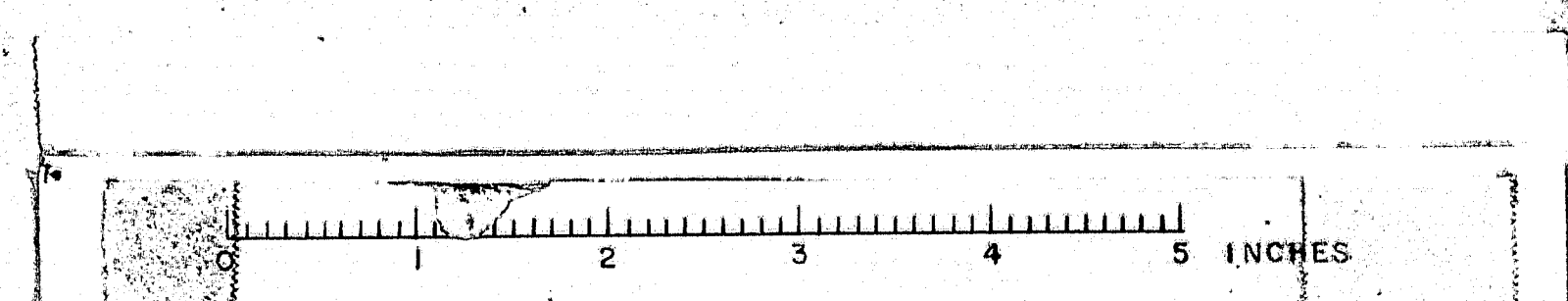


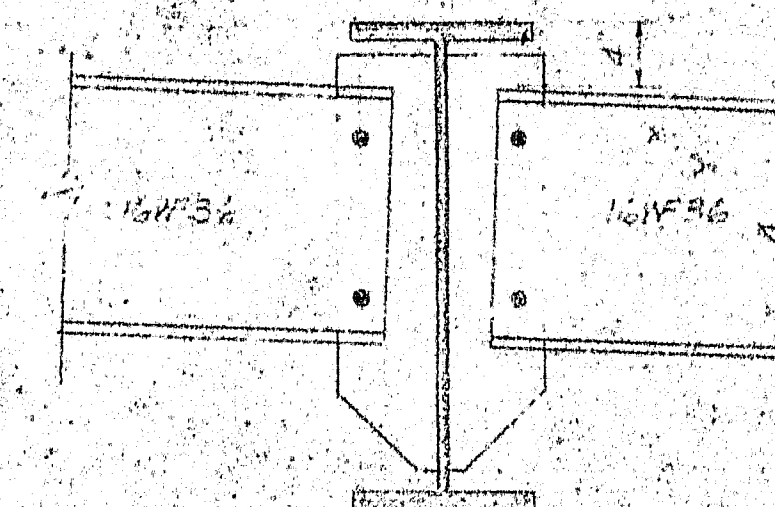
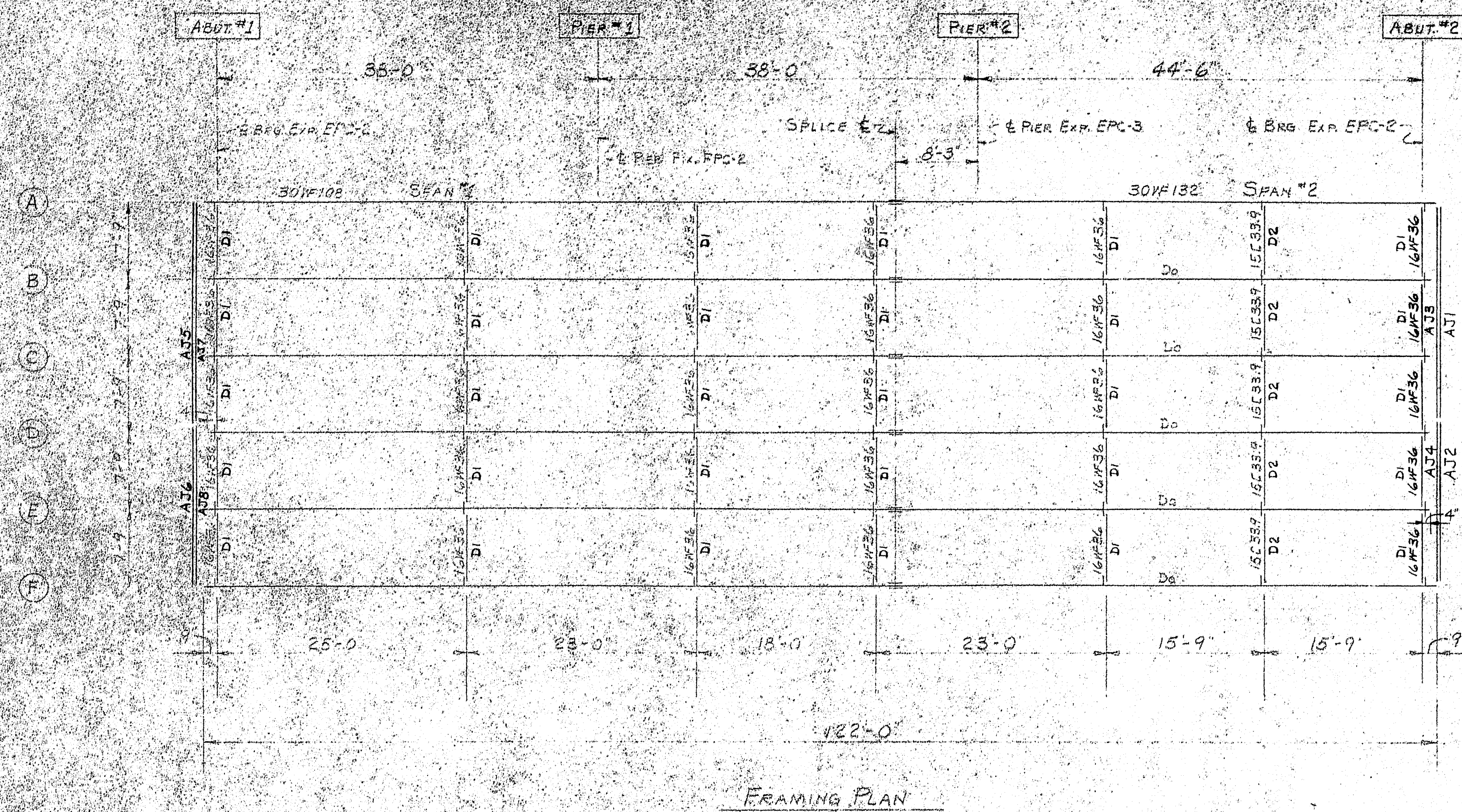
PLATE CUTTING DETAIL

SHIP		BILL OF MATERIAL				DWG. B65-20-53
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
ED1	1		ROADWAY EXP. DAM			
ED2	1		Do			
ED3	1		Do			
ED4	1		Do			
ED5	1		Do			
ED6	1		Do			
ED7	1		Do			
ED8	1		Do			
	2		R-22 x 1	18	8 3/8	CHKD. R. (FOR ED1+ED3) (ED6 & ED8) A36
	1		Do	22	11	CHKD. R. (FOR ED2+ED4)
	1		Do	22	10 1/2	CHKD. R. (FOR ED5 & ED7)
	2	P15	R-8 x 3/4	18	2 1/4	
	2	P16	Do	22	4 1/4	
	2	P17	Do	22	4 1/2	
	2	P18	Do	18	2 1/4	
	80	fb3	BAR-2 x 3/8	1	8	BENT
	40	fb4	Do	1	4	Do
	120	fb5	Do	1	11	Do
	12	fb6	BAR-6 x 3/8	0	7	
	12	fb7	BAR-4 x 3/8	1	1 1/2	

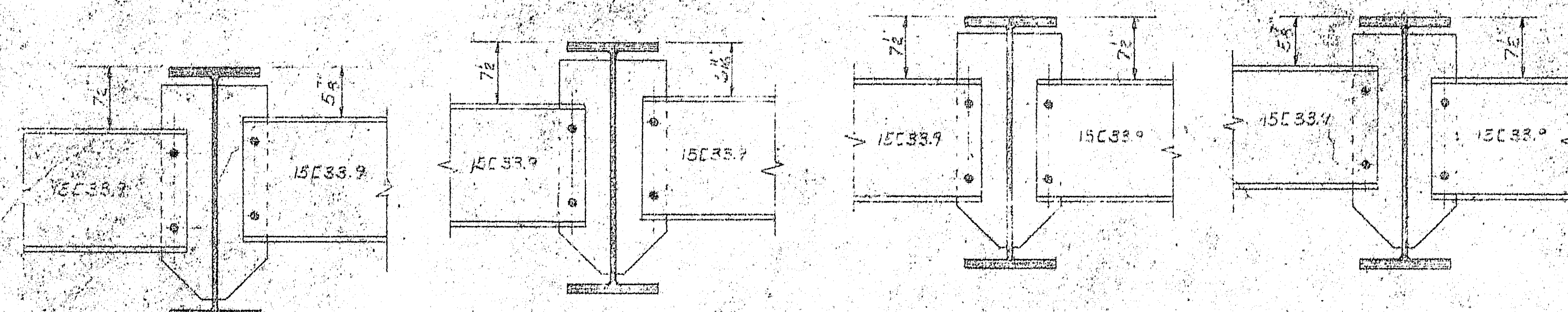
SHOP CONNECTIONS: 3/8\"/>

App'd. As NOTED 4-1-65		PROJ. N° I-95-9 (17)	
ROADWAY EXPANSION DAMS - SOUTHBOUND & NORTHBOUND			
PRINT ISSUE		Bancroft & Martin Inc. Brewer, Maine	
5	STATE	8-9-65	INT. "95 OVER "B" STREAM
3	CUST.	4-16-65	HOULTON, MAINE
5	SHOP	4-16-65	
2	P.A.	5-25-65	
DRAWN		3-24-65 B.A.M.	
REVISION		CUSTOMER CALLAHAN BROS. INC.	
REVISION		DESIGNER M.S.H.C., BRIDGE DIVISION	
REVISION		ORDER VERBAL	
		DWG. B65-20-53	



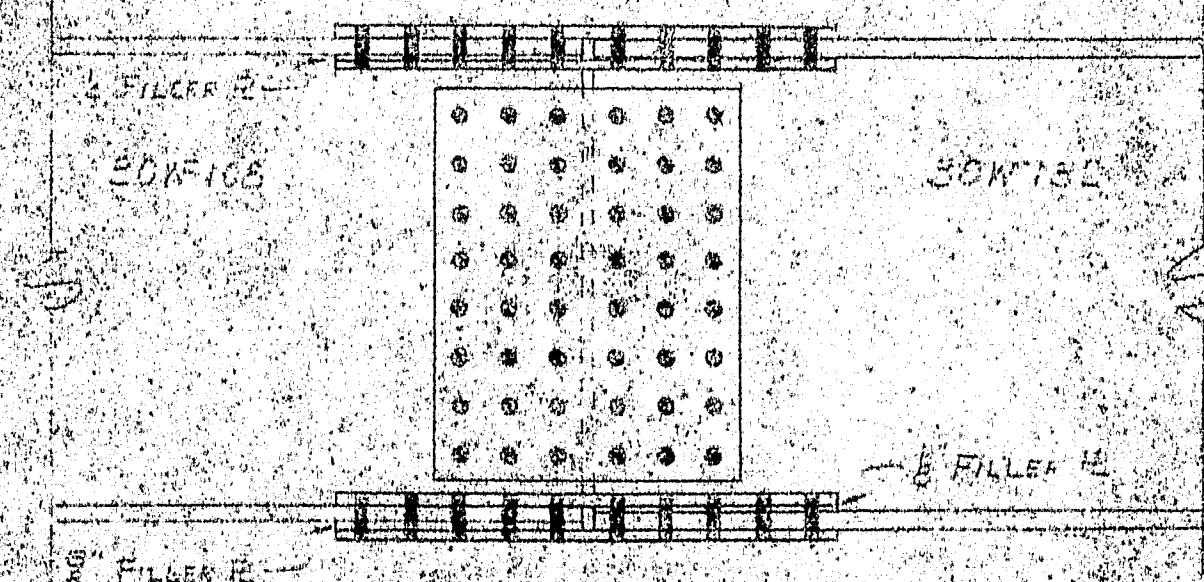


AT 16W36



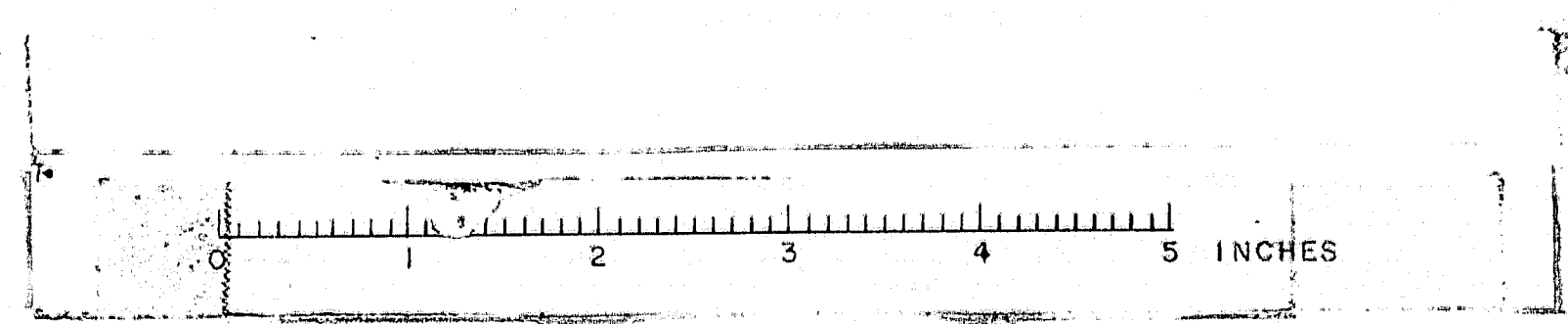
SHOP CONNECTIONS: WELD E70 LOW HYDROGEN
FIELD CONNECTIONS: 3/4" H.S. EOLY
HOLES: 15/16" UNLESS NOTED
PAINT: STATE OF MAINE SPEC.

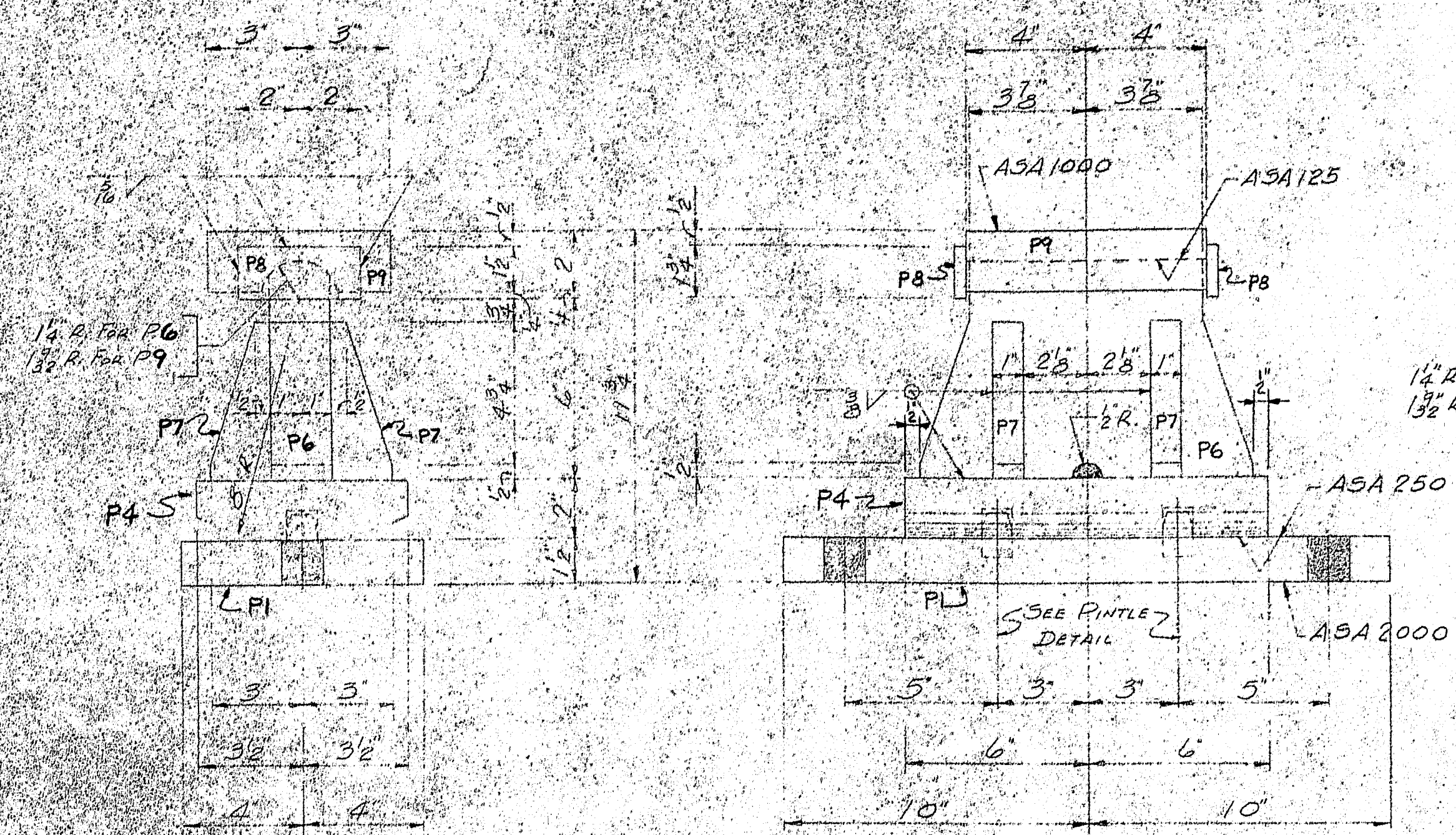
40-3/8 H.S. BOLTS 5/8"
IN FLANGE
48-3/4 H.S. BOLTS 5/8"
IN WEB



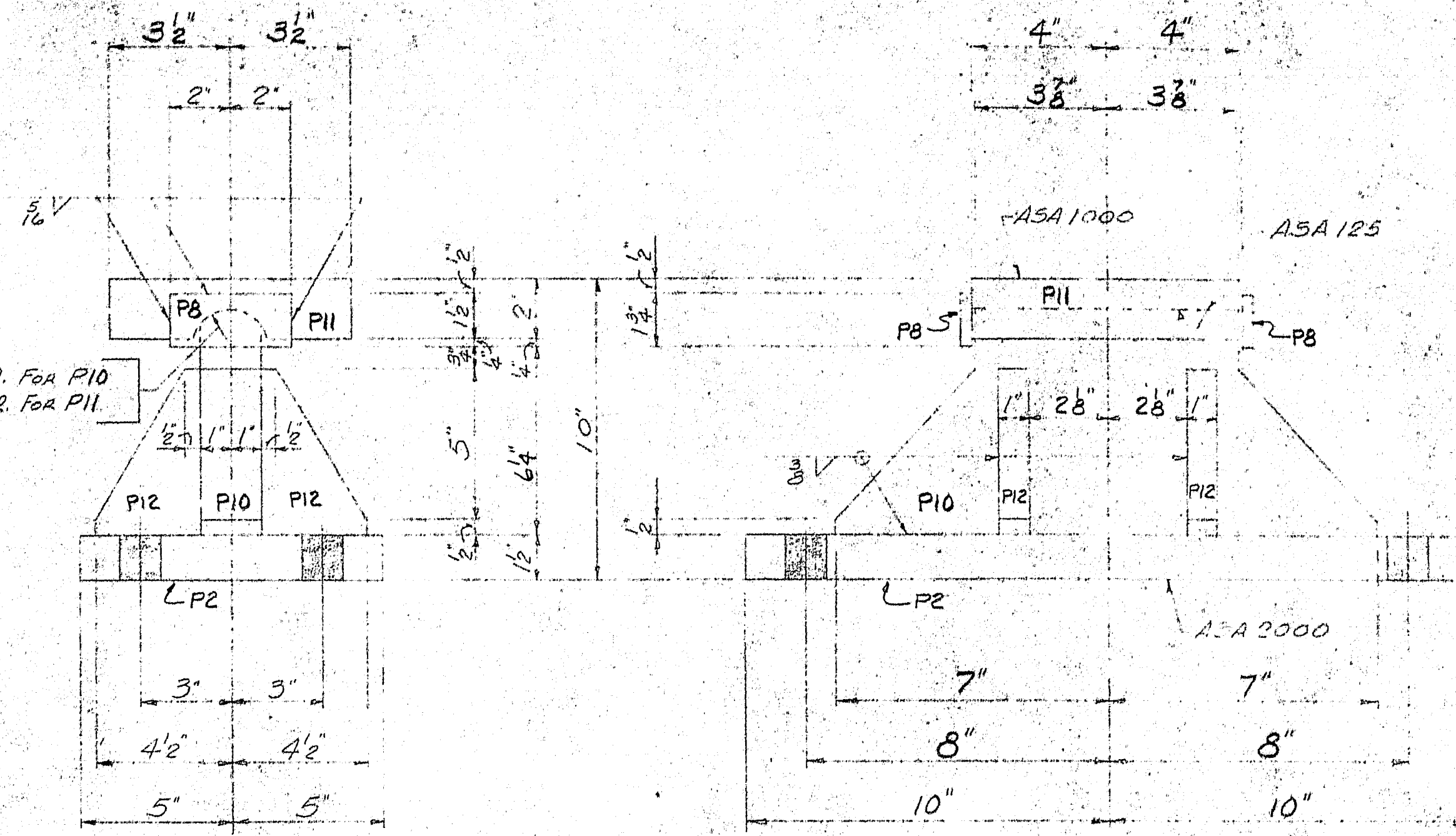
Proj. No. I-95-9(17) 295	
FRAMING PLAN SOUTHBOUND	
Bancroft & Martin Inc. Brewster, Maine	
INT. 75 OVER B & A RAILROAD HOLDEN, MAINE	
CUSTOMER: MAINE STATE HIGHWAY COM. DESIGNER: MAINE STATE HIGHWAY COM.	
ORDER: 1-1-65	
DATE: 3-30-65	
REVISION: 1-1-65	
REVISION: 1-1-65	
REVISION: 1-1-65	

97-68

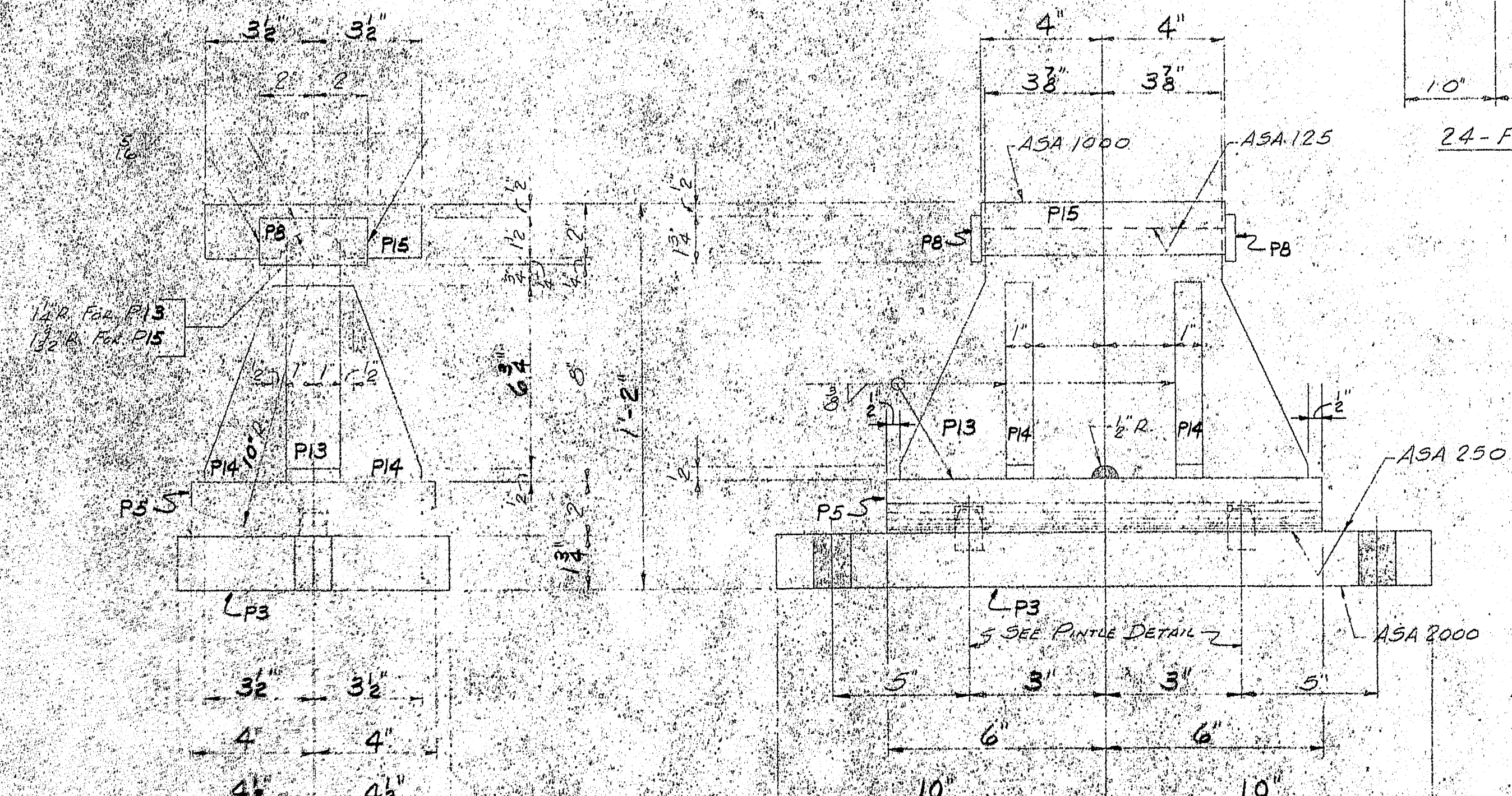




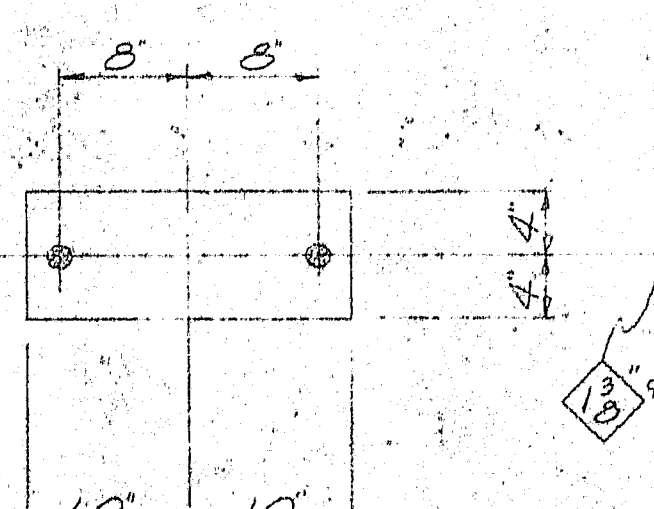
24-EPC-2



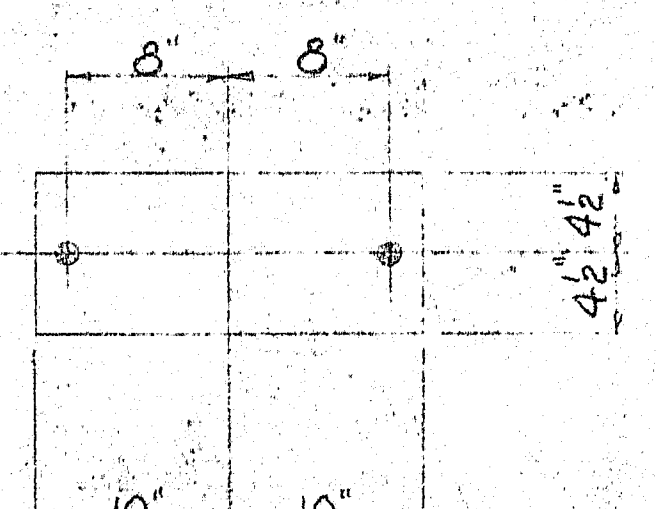
12-FPC-2



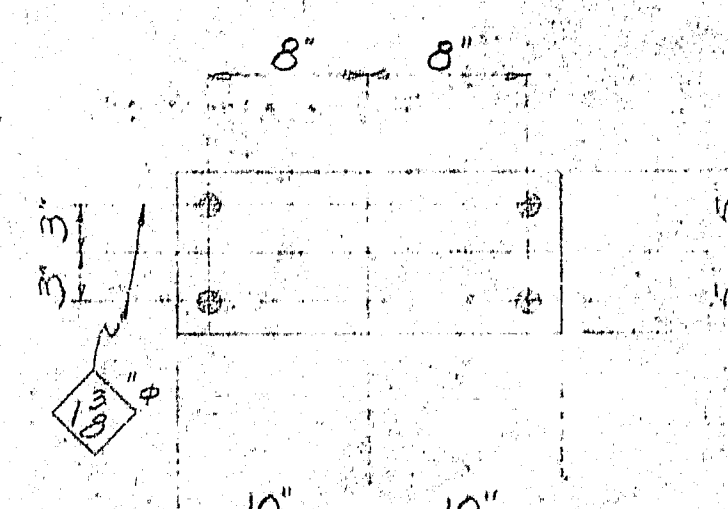
12-EPC-3



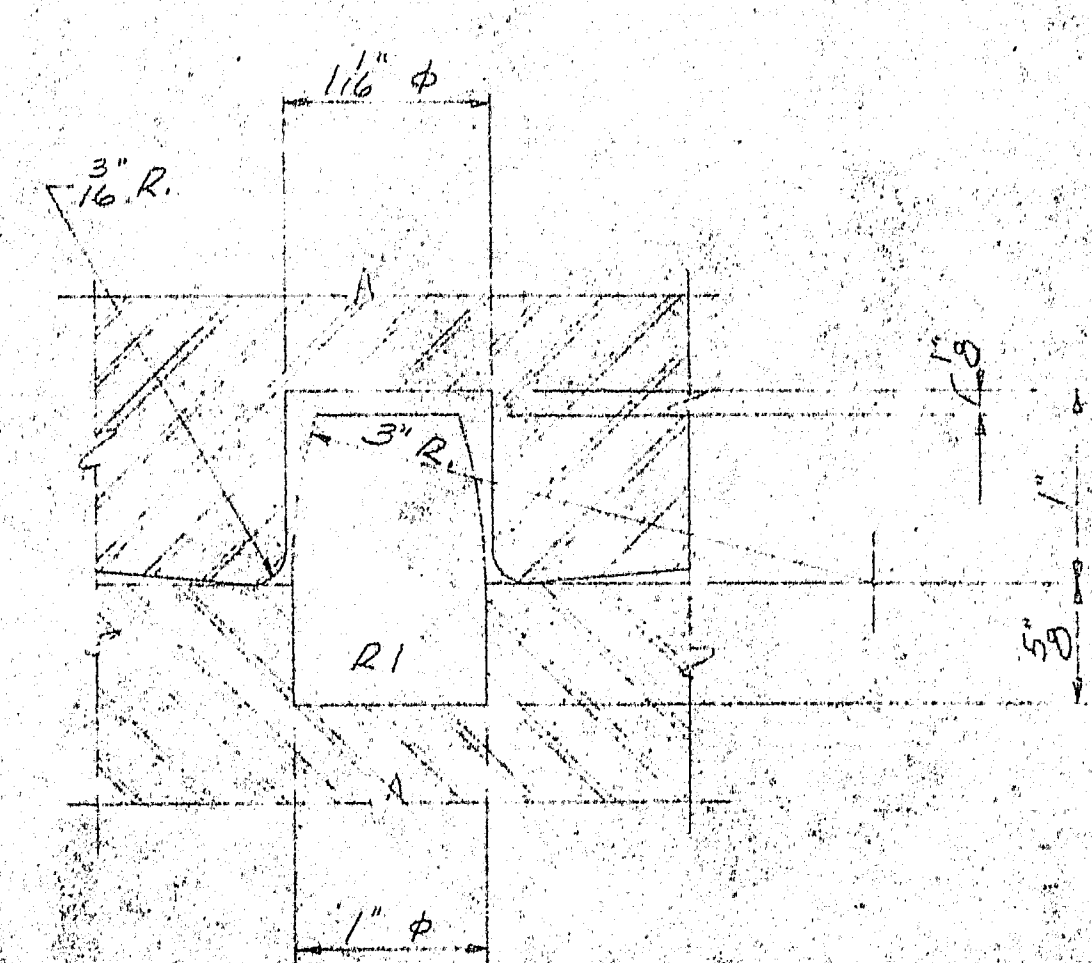
24-FP1



12-FP2



12-FP3



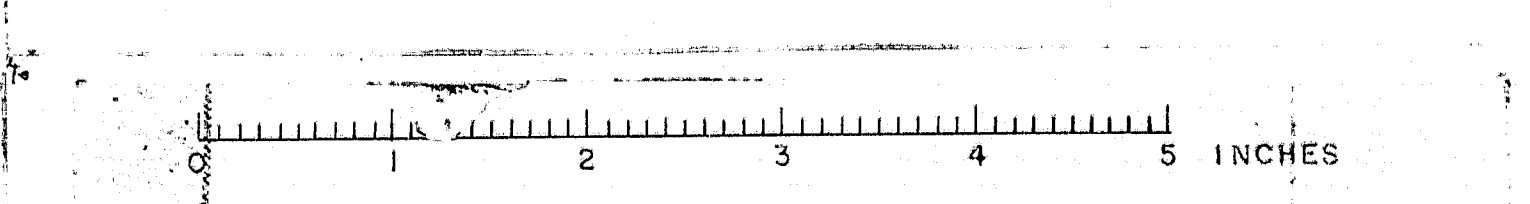
120-AB1

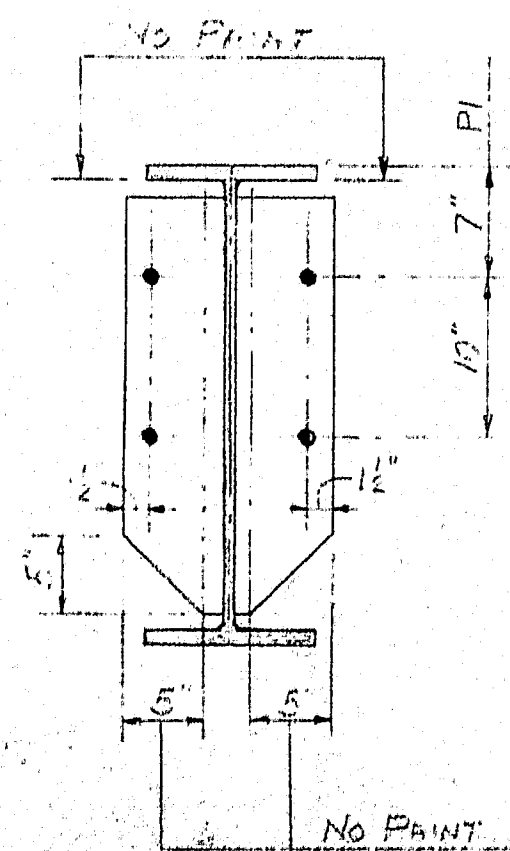
PINTLE DETAIL

SHIP		BILL OF MATERIAL				DWG. 200-21-S1
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
EPC2 24						
	24	P1	R 8x12	1	8	FINISH A36
	24	P4	R 7x2	1	0	do
	24	P6	R 7x2	0	11	do
	96	P7	R 2x1	0	54	do
	48	P8	R 1 1/2 x 3	0	4	do
	24	P9	R 6x2	0	8	do
	48	R1	1/2 Rod	0	12	PINTLE do
EPC2 12						
	12	P2	R 10x12	1	8	FINISH A36
	12	P10	R 7 1/2 x 2	1	2	do
	12	P11	R 7x2	0	8	do
	48	P12	R 3 1/2 x 1	0	5 1/2	do
	24	P8	R 1 1/2 x 3	0	4	do
EPC3 12						
	12	P3	R 9x1 1/2	1	8	FINISH A36
	12	P5	R 8x2	1	0	do
	12	P13	R 9 1/2 x 2	0	11	do
	48	P14	R 2 1/2 x 1	0	7 1/2	do
	12	P15	R 7x2	0	8	do
	24	P8	R 1 1/2 x 3	0	4	do
	24	R1	1/2 Rod	0	12	PINTLE do
FPI 24						
	24	P8	R 8x2	1	8	FABCO
FP2 12						
	12	P8	R 9x2	1	8	
FP3 12						
	12	P8	R 10x2	1	8	
ABI 120						
	120		1/2 Rod	1	3	SWEDGE ANCHOR
	240		1/2 Hex Nuts			
	120		1/2 Std. Washers			

WELD WITH LK-7022 & LK-7022 OR 80/100 PEG.
 SHOP CONNECTIONS: HEAT 1" TO 2" THK. MAX TO 50%
 FIELD CONNECTIONS: BOLT & WELD
 HOLES: 1/8" φ
 PAINT: STATE OF MAINE SPEC'S & SEE PAINT NOTE THIS DRAWG.

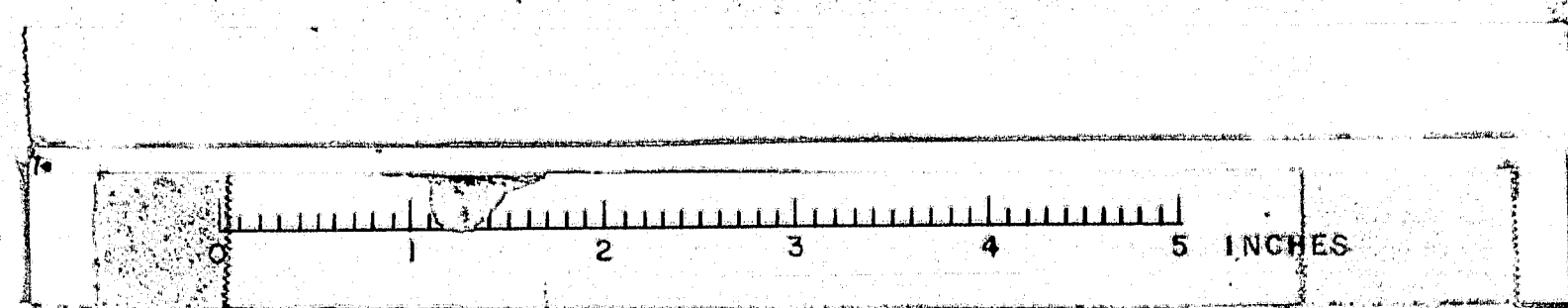
Proj. No. I-95-9(7)295	
PEDESTALS FOR SOUTHBOUND & NORTHBOUND	
PRINT/ISSUE	
5 STATE 8-9-65	INT. 95 OVER B. & A. RAILROAD
3 CUST. 5-8-65	HOULTON, MAINE
2 PORT. 5-8-65	
2 FA. 3-30-65	CUSTOMER: CULLAHAN BROS., INC.
DRAWN 3-18-65 CJM	DESIGNER: M.B.H.C. BRIDGE DIVISION
REVISION	
REVISION	
REVISION	

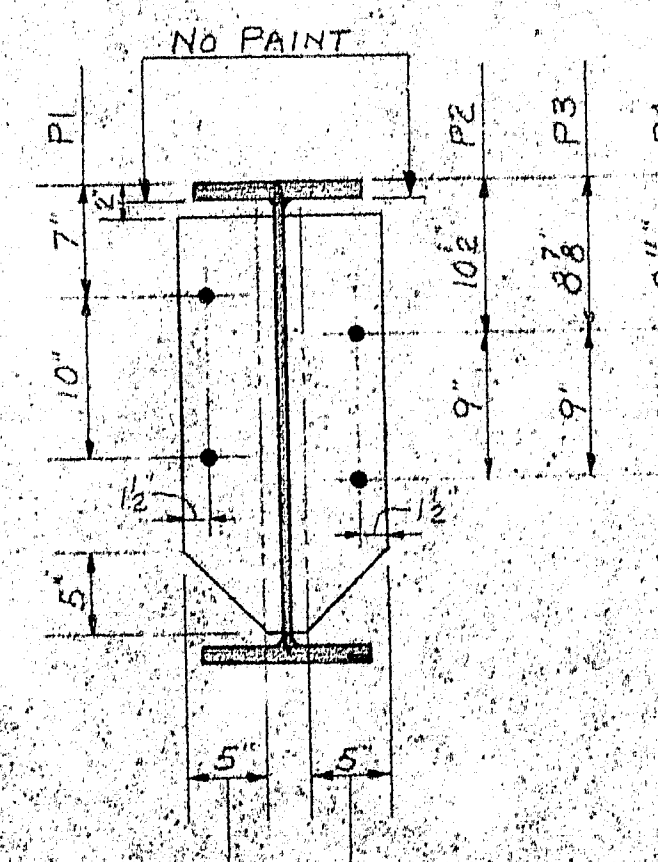




MATCH THIS END WITH
STRINGERS MARKED-52

PRINT ISSUE		<i>Bancroft & Martin Inc.</i> <i>Brewer, Maine</i>	
5	STATE 8-9-65	INT. OF JAIL E. A. FAIRBANKS	
3	CUST. 5-8-65	HOULTON, MAINE	
5	SHOP 5-8-65		
2	FA. 8-30-65	CUSTOMER <i>CALLAHAN BROTHERS, INC.</i>	
DRAWN 3-23-66 C.W.M.		DESIGNER <i>MAINE STATE HIGHWAY Comm.</i>	
REVISION			
REVISION			
REVISION		ORDER 10784	DWG E. A. 21 S6

[illegible]



SHOP CONNECTIONS: WELD 5/16 LOW CARBON STEEL
FIELD CONNECTIONS: BOLT 1/2" DIA. 3" MIN. BOLTS
HOLES: 1/8"
PAINT: STATE OR MAINE SPEC.

Proj. No. I-95-9(17)295

STRINGERS SOUTHBOUND

PRINT ISSUE	
5	STATE 8-9-65
3	CUST. 5-8-65
5	SHOP 5-8-65
2	F.A. 3-30-65
DRAWN: R. 25-65 C.J.M.	
REVISION	
REVISION	
REVISION	

Bancroft & Martin Inc.
Brewer, Maine

INT 95 OVER B&A RAILROAD
HAUGHTON, MAINE

CUSTOMER: CALHOUN BROTHERS, INC.
DESIGNER: MAINE STATE HIGHWAY DEPT.

ORDER VERIFIED: DWG. FILED: 21-57