

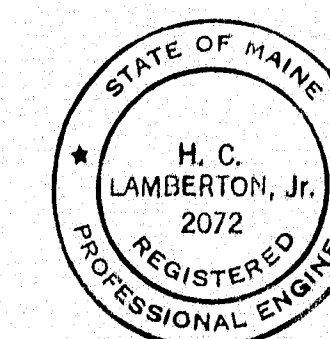
# STATE OF MAINE STATE HIGHWAY COMMISSION



## U.S. ROUTE NO. 2 OVER INTERSTATE 95 IN THE TOWN OF DYER BROOK AROOSTOOK COUNTY FEDERAL AID PROJECT NO. 1-95-9(44)278

### TRAFFIC

A.D.T. 1966 175  
A.D.T. 1986 245  
D.H.V. 25  
T 14%  
D 60%  
V 60 MPH



HOWARD, NEEDLES, TAMMEN & BERGENDOFF  
CONSULTING ENGINEERS  
NEW YORK BOSTON KANSAS CITY  
*H.C. Lambert* 4/1/65

DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
REGION 1  
APPROVED  
DIVISION ENGINEER DATE

APPROVED  
MAINE STATE HIGHWAY COMMISSION DATE  
CHAIRMAN *Paul M. Stephen* 2/17/65  
*Edward A. Lehar* 2/17/65  
*Raymond J. ...* 2/17/65  
CHIEF ENGINEER DATE

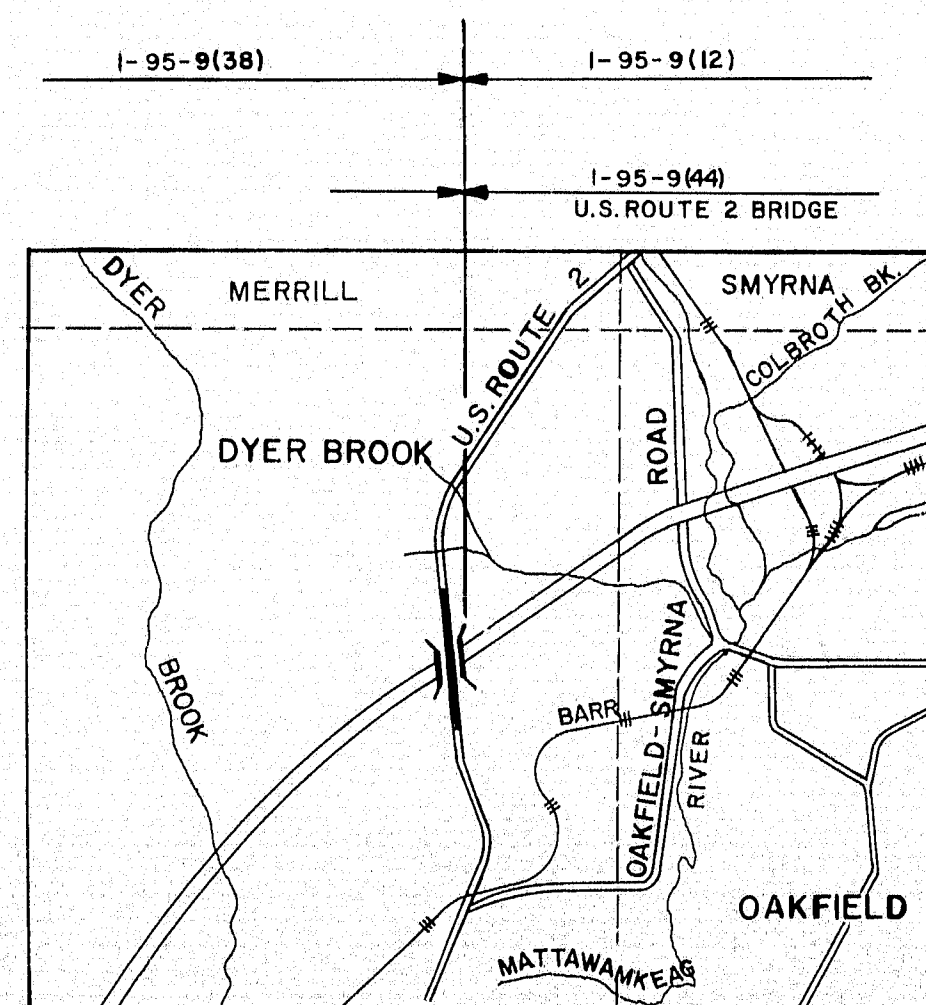
SURVEY CROSS SECTION SCALES } HOR. 1"=50' VERT. 1"=5'  
U.S. ROUTE 2 1"=5'

### INDEX OF SHEETS

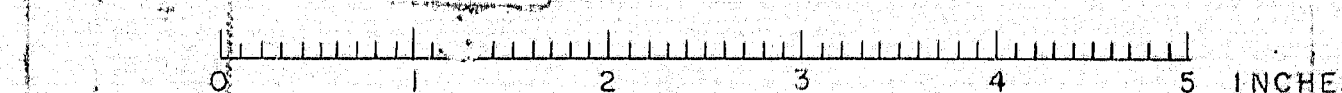
- 1 TITLE SHEET
- 2 GENERAL PLAN & QUANTITIES
- 3 TYPICAL SECTIONS
- 4-5 PLANS-U.S. ROUTE 2
- 6-21 CROSS SECTIONS-U.S. ROUTE 2
- 22 FOUNDATION SURVEY
- 23 ABUTMENT NO. 1
- 24 ABUTMENT NO. 2-APPROACH SLAB
- 25 PIERS
- 26 STRUCTURAL STEEL & BLOCKING
- 27 SUPERSTRUCTURE
- 28 SLOPE PAVING
- 29 REINFORCING STEEL

### STANDARD DETAILS SHEETS

- BD 101-64 BEARING DETAILS  
2-65 GUARD RAIL  
BD 103-64 BEAM SPLICES  
BD 104-64 DIAPHRAGMS, ARMORED JOINT,  
SHEAR CONNECTORS, DRAIN.  
BD 105-64 EXPANSION DAMS  
BD 107-64 STEEL RAIL  
BD 108-64 ALUMINUM RAIL  
ENGINEERS FIELD OFFICES

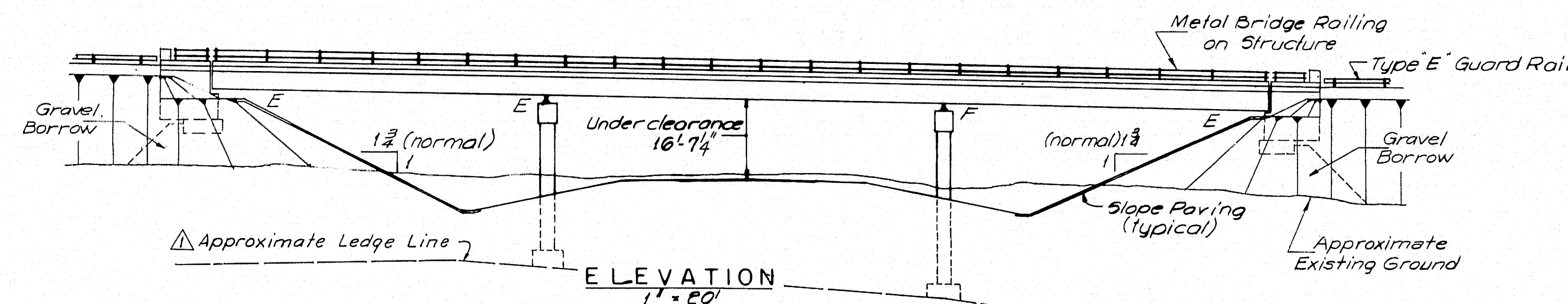
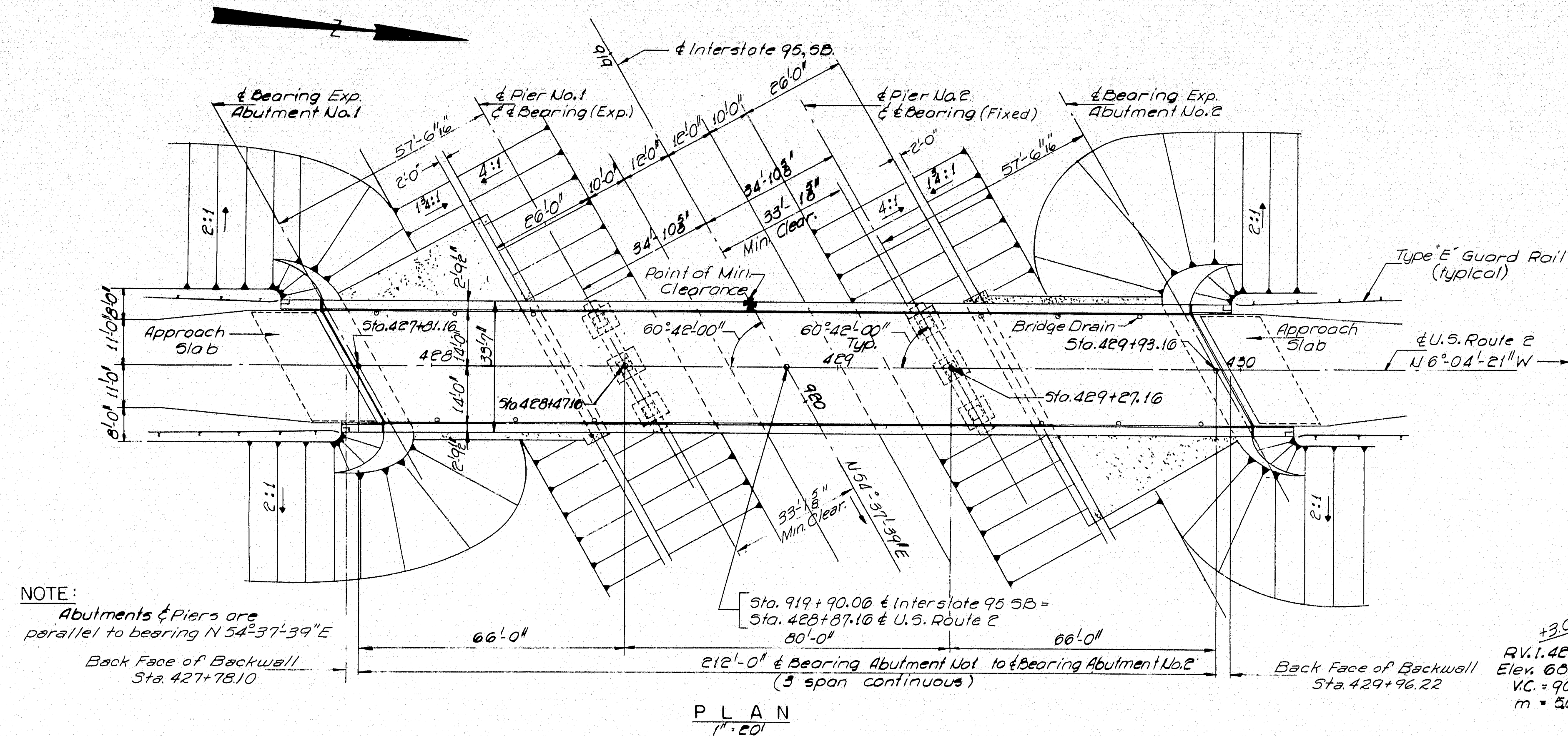


LOCATION MAP  
APPROX. SCALE - 1" = 1 MILE



97-10



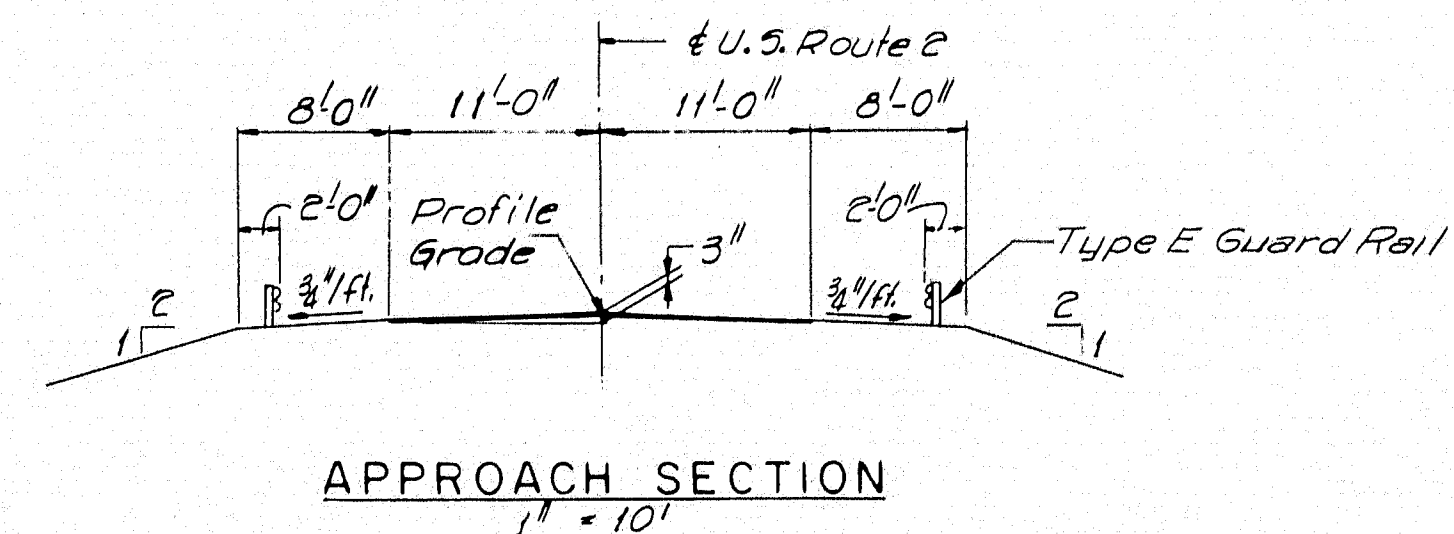
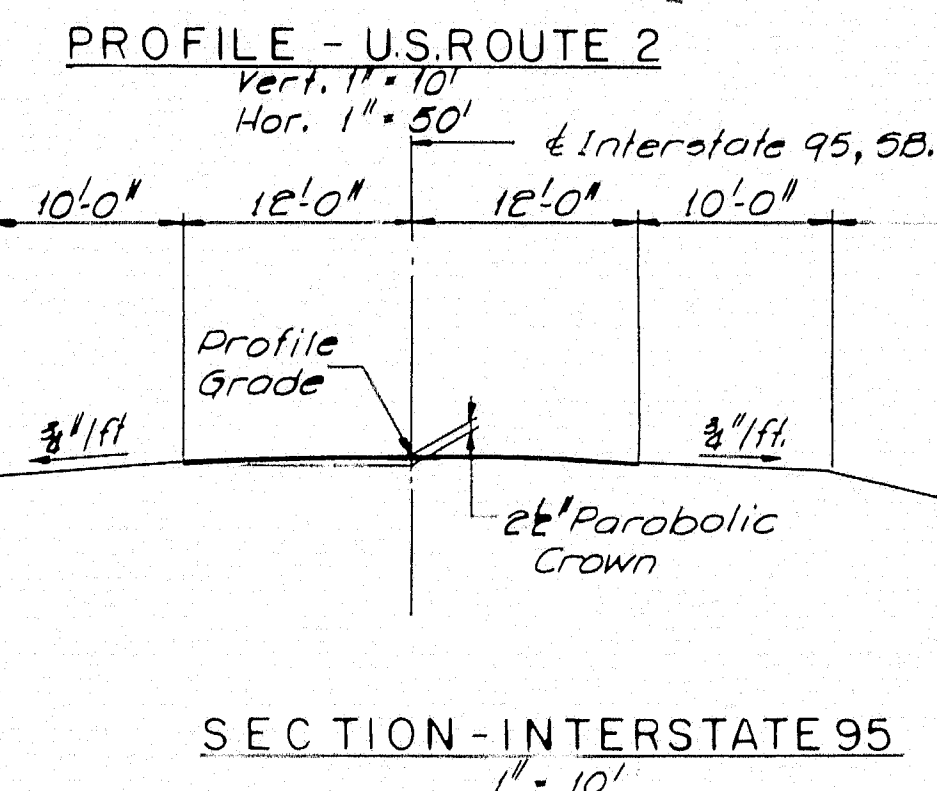
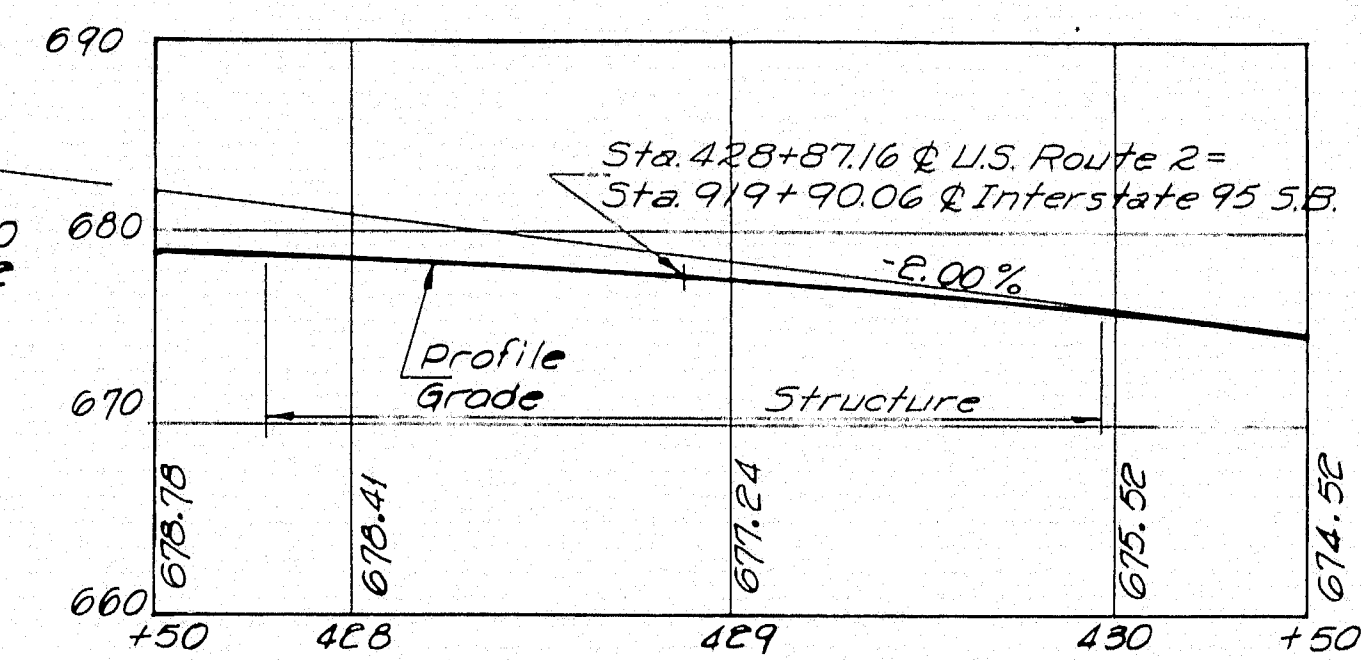
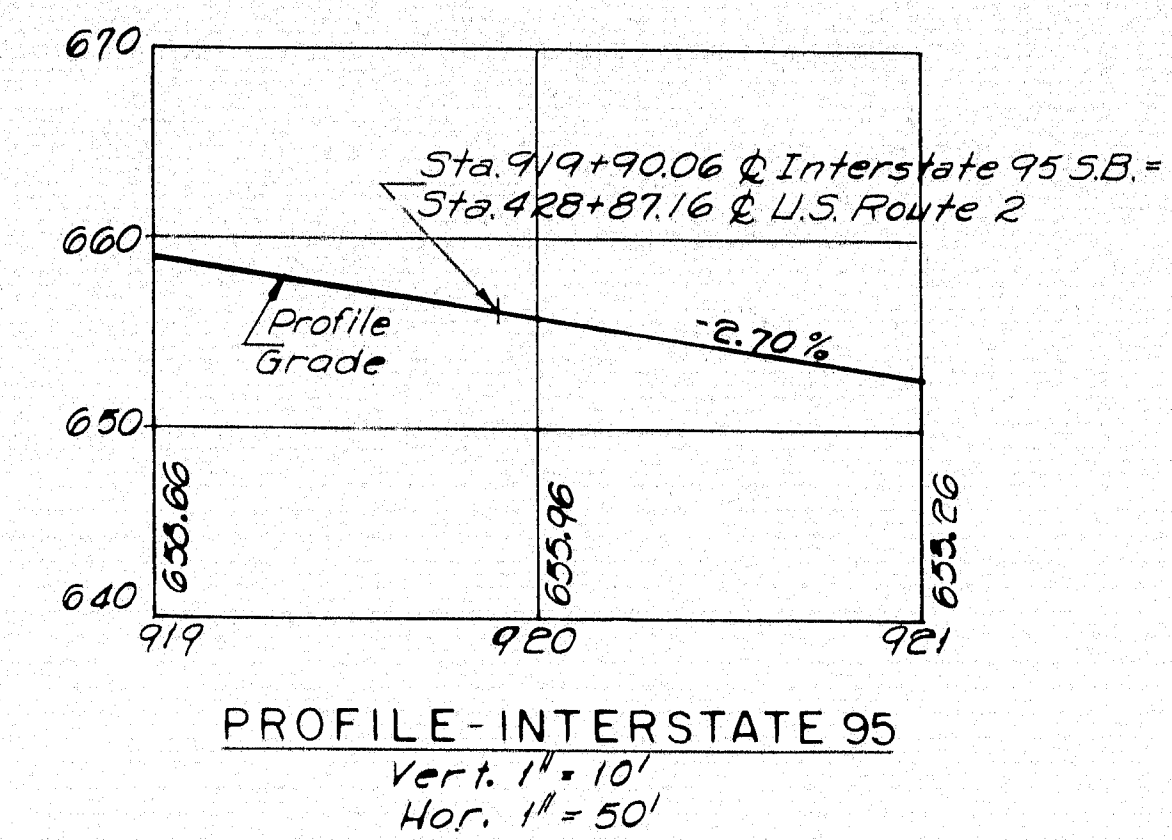


### ESTIMATE OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANT.	BRIDGE QUANTITIES
203-9	Earth Excavation	C.Y.	3,200	
	Rock Excavation	C.Y.	10	
204-10	Structural Earth Exc. Drainage	C.Y.	230	
204-12	Structural Earth Exc. Abuts. & Ret. Walls	C.Y.	67	67 C.Y.
204-14	Structural Earth Exc. Piers	C.Y.	390	390 C.Y.
205-9	Granular Borrow	C.Y.	85,000	
205-12	Gravel Borrow (I.P.M.)	C.Y.	2,200	
302-7	Gravel Base (I.P.M.)	C.Y.	8,400	
310-6	Sprinkling	Units	200	
311-6	Calcium Chloride	Tons	10	
401-11	Gravel Surface Course	C.Y.	750	
402-16	Stone Chips	Tons	12	
404-29	Bituminous Conc. Surf. Course, Type B	Tons	1,250	74 Tons
501-7	Road Tar	Gals.	6,600	
603-12	18-Inch Reinf. Conc. Pipe Class III	L.F.	116	
603-22	24-Inch Reinf. Conc. Pipe Class III	L.F.	160	
701-33	Port. Cem. Conc. Abuts. & Ret. Walls	C.Y.	234	234 C.Y.
701-35	Port. Cem. Conc. Piers	C.Y.	127	127 C.Y.
701-40	Port. Cem. Conc. Rdwy. & Sidewalk	C.Y.	204	204 C.Y.
701-55	Curing Box For Conc. Cylinders	Each	1	1 Each

ITEM NO.	DESCRIPTION	UNIT	QUANT.	BRIDGE QUANTITIES
702-103	Structural Steel-Fabricated & Delivered	Lump	Sum	Lump Sum
702-104	Structural Steel-Erection	Lump	Sum	Lump Sum
702-105	Structural Steel-Field Painting	Lump	Sum	Lump Sum
703-13	Reinforcing Steel-Delivered	Lbs.	83,500	83,500 Lbs.
703-14	Reinforcing Steel-Placing	Lbs.	83,500	83,500 Lbs.
703-17	Shear Connectors	Lump	Sum	Lump Sum
803-8	Bridge Rail	L.F.	476	476 L.F.
807-9	Membrane Waterproofing	S.Y.	676	676 S.Y.
807-11	Epoxy Resin Surface Sealant	S.Y.	95	95 S.Y.
808-6	Slope Paving	S.Y.	615	615 S.Y.
901-24	Vertical Bridge Curb-Type I	L.F.	467	467 L.F.
901-25	Vertical Bridge Curb-Circ-Type I	L.F.	21	21 L.F.
905-27	Guard Rail Type E	L.F.	2,450	
905-37	Terminal Sections	Each	8	
905-49	Single Posts Type "A"	Each	4	
908-10	Loam (I.P.M.)	C.Y.	1,200	
909-7	Sodding	S.Y.	150	
909-9	Jute Matting Weave "H"	S.Y.	500	
910-13	Seeding Method No. 2	Units	200	
912-7	Hay Mulch	Tons	11	
917-6	Traffic Officers	M.Hrs.	75	
933-1	Warning Lights and Illuminating Signs	Group	2	
933-8	Field Office Type "B"	Lump	Sum	

Estimated weight of Structural Steel including Drains is 194,700 Lbs.  
Estimated weight of Shear Connectors, Spirals is 4,216 Lbs.  
Estimated number of Shear Connectors, Studs is 3,600 Pieces.



### SPECIFICATIONS

**DESIGN:**  
A.A.S.H.O. Standard Specifications for Highway Bridges 1961 with Interim Specifications, 1961, 1962, 1963, and 1964.

**CONTRACT:**  
State of Maine, State Highway Commission, Standard Specifications for Highways and Bridges, Revision of January 1956 and Supplemental Specifications of February 1960.

**LIVE LOADING:**  
HS20-44

**FOUNDATIONS:**  
Abutments: Max. Design Soil Pressure 2.7 Tons/Sq. Ft.  
Pier 1: Spread Footings on Ledge  
Pier 2: Spread Footings on Ledge

**ALLOWABLE STRESSES:**  
Concrete (n=10) ~ f<sub>c</sub> = 1200 p.s.i.  
Reinforcing Steel, Int. Grade ~ f<sub>s</sub> = 20,000 p.s.i.  
Structural Steel ~ f<sub>s</sub> = 20,000 p.s.i. (A.S.T.M. A36)

**CONCRETE CLASSIFICATION:**  
All Concrete shall be Class "A" except slope paving which shall be Class "V".

DESIGN-TRACE-CHECK	DETAIL	DATE	BRIDGE NO.	SURVEY-PLAN

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

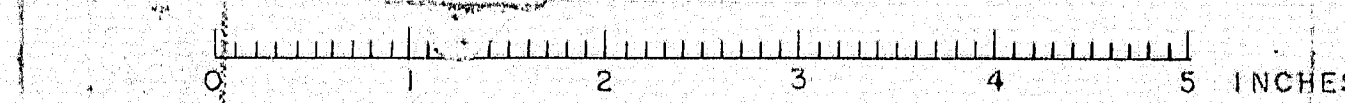
U.S. ROUTE 2  
OVER  
INTERSTATE 95 SB  
IN THE TOWN OF  
DYER BROOK  
ARROSTOOK COUNTY  
GENERAL PLAN & QUANTITIES

SHEET 2 OF 29 AUGUSTA, MAINE APRIL 1965

Revised 11-30-65  
HOWARD, NEEDLES, TAMMEN & BERGENDOFF  
CONSULTING ENGINEERS  
NEW YORK BOSTON KANSAS CITY

DYER BROOK (44)

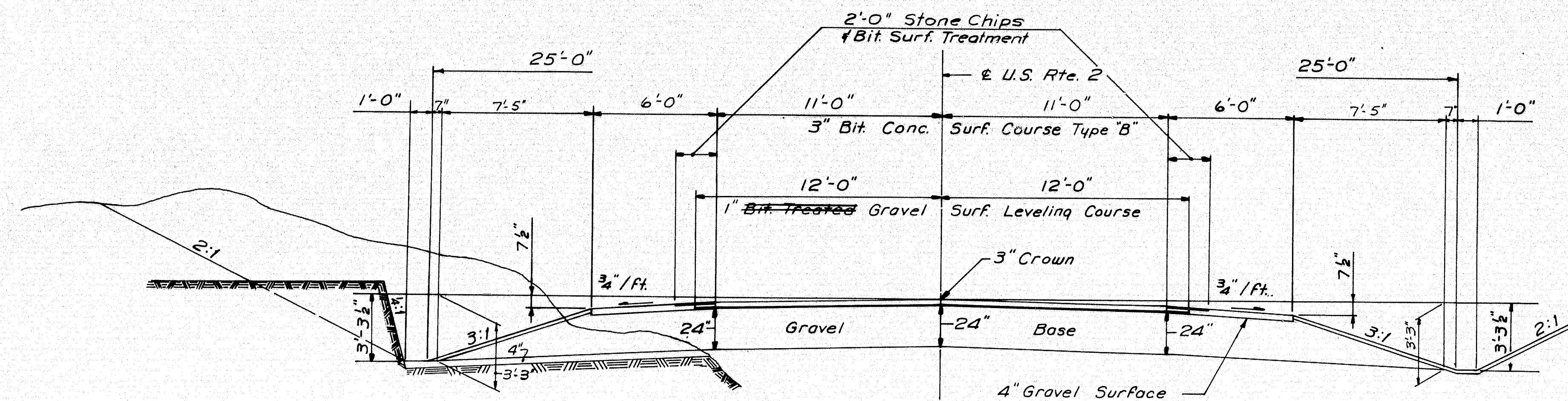
97-11





# 3" BITUMINOUS CONCRETE SURFACE COURSE \*

D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-9(44)	3	29



LEDGE CUT

6 FT. SHOULDER  
4" GRAVEL SURFACE = 7.10 C.Y. PER 100 L.F.  
24" GRAVEL BASE = 72.34 C.Y. PER 100 L.F.

U.S. ROUTE 2  
CUT SECTION

22 FT. PAVEMENT  
1" GRAVEL SURFACE = 7.40 C.Y. PER 100 L.F.  
24" GRAVEL BASE = 162.96 C.Y. PER 100 L.F.

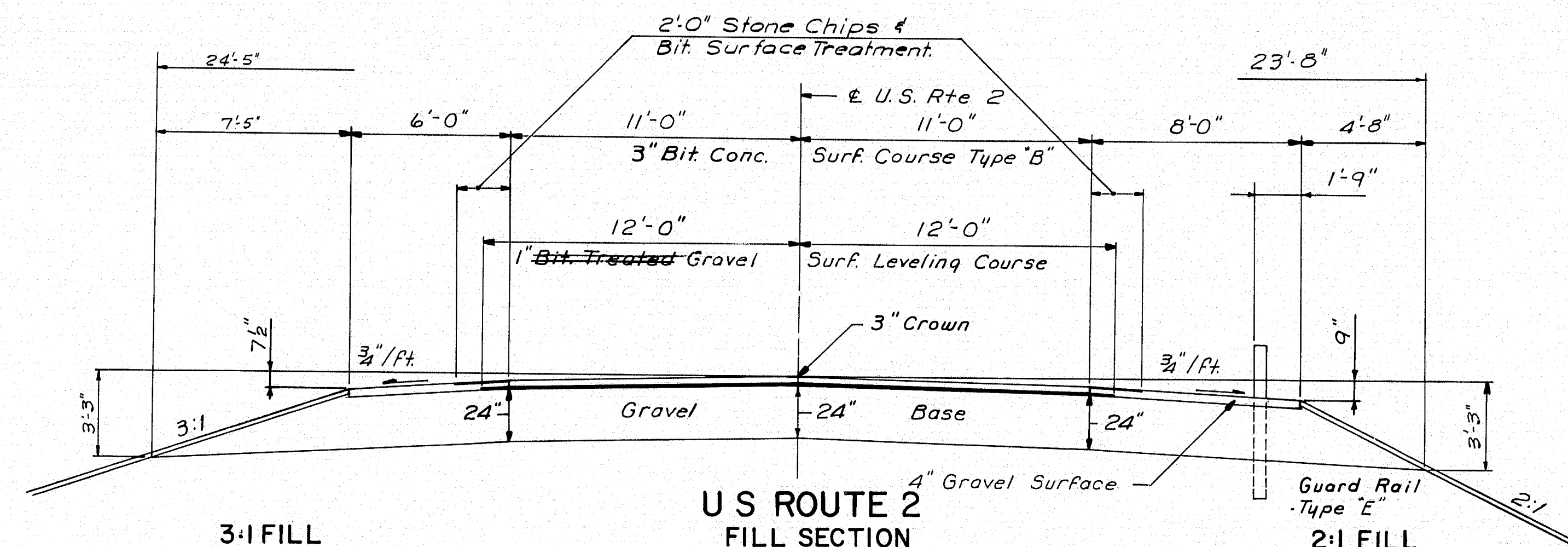
EARTH CUT

6 FT. SHOULDER  
4" GRAVEL SURFACE = 7.10 C.Y. PER 100 L.F.  
24" GRAVEL BASE = 72.34 C.Y. PER 100 L.F.

## NOTES:

For all sections depth of ditch depends on local conditions. Depth of base as shown may be changed to meet local conditions.

\* The pavement and base depths as shown on the plans are intended to be nominal.



3:1 FILL

6 FT. SHOULDER  
4" GRAVEL SURFACE = 7.10 C.Y. PER 100 L.F.  
24" GRAVEL BASE = 72.34 C.Y. PER 100 L.F.

U S ROUTE 2  
FILL SECTION

22 FT. PAVEMENT  
1" GRAVEL SURFACE = 7.40 C.Y. PER 100 L.F.  
24" GRAVEL BASE = 162.96 C.Y. PER 100 L.F.

8 FT. SHOULDER

4" GRAVEL SURFACE = 9.51 C.Y. PER 100 L.F.  
24" GRAVEL BASE = 76.12 C.Y. PER 100 L.F.

## GENERAL NOTES

1. ALL LOAM AREAS AND DEPTHS MUST BE AUTHORIZED BY THE ENGINEER UNLESS SPECIFICALLY CALLED FOR ON THE PLANS, TYPICAL SECTIONS OR IN THE SPECS. LOAMING OF SLOPES HAS BEEN ESTIMATED ON A 2" DEPTH.
2. ALL SLOPES SHALL BE LOAMED UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
3. ALL UTILITY FACILITIES ARE TO BE ADJUSTED AS NECESSARY BY THE RESPECTIVE UTILITIES UNLESS NOTED.
4. THE UTILITIES INVOLVED IN THIS CONTRACT ARE KATAHDIN FARMERS TELEPHONE CO. & MAINE PUBLIC SERVICE CO.
5. SEEDING METHOD NO. 2 AND HAY MULCH ON ALL SLOPES OR AS DIRECTED BY THE ENGINEER.
6. ALL CLEARING PAY LIMITS (AS NOTED) ARE SHOWN BY PLUS STATIONS ON THE P.
7. ALL DRIVEWAYS AND FIELD ENTRANCES TO BE RECONSTRUCTED SHALL HAVE A 1" GRAVEL SURFACE COURSE AND A MAXIMUM 18" GRAVEL BASE. THE OPENING AT THE EDGE OF PAVEMENT SHALL BE 20' AND TRANSITION TO EXISTING WIDTH IN 25'.
8. FOR R.O.W. MONUMENTS, CLEARING, FENCING & GATEWAY DETAILS SEE CONTRACT I-95-9(38).
9. THE HORIZONTAL LIMITS OF GRUBBING IN FILL SHALL BE A MAXIMUM WIDTH OF 20' ON EACH SIDE OF THE E OR AT THE BOTTOM OF THE EXISTING FILL SLOPE.

Field Changes Made  
Charles Russell 2-20-67

MAINE STATE HIGHWAY COMMISSION  
AUGUSTA, MAINE

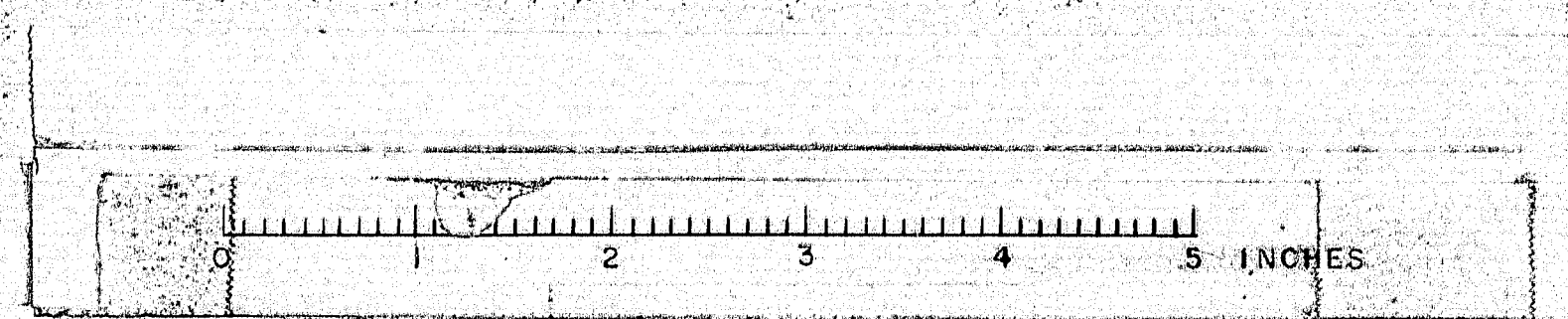
TYPICAL SECTIONS

HOWARD, NEEDLES, TAMMEN & BERGENDOFF  
CONSULTING ENGINEERS

NEW YORK BOSTON KANSAS CITY

DYER BROOK (44)

97-12



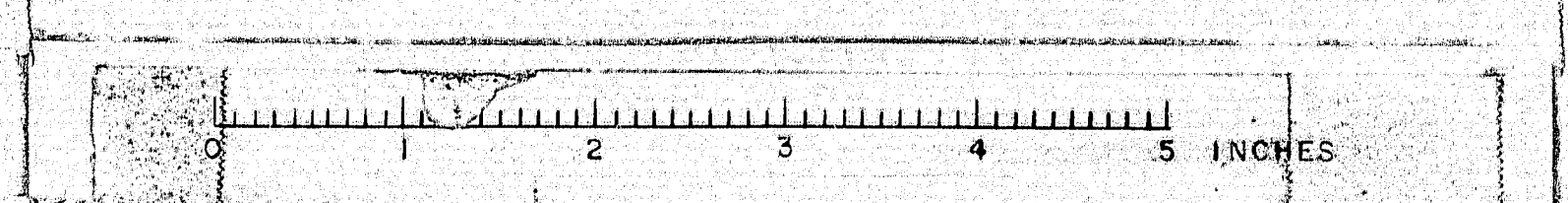
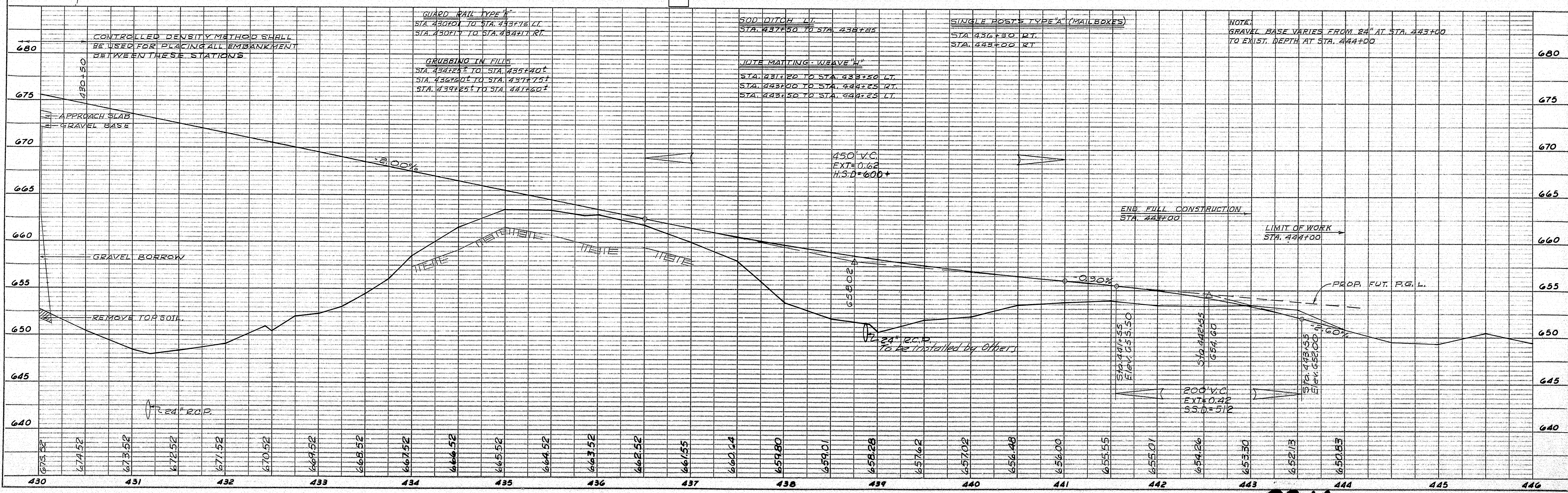
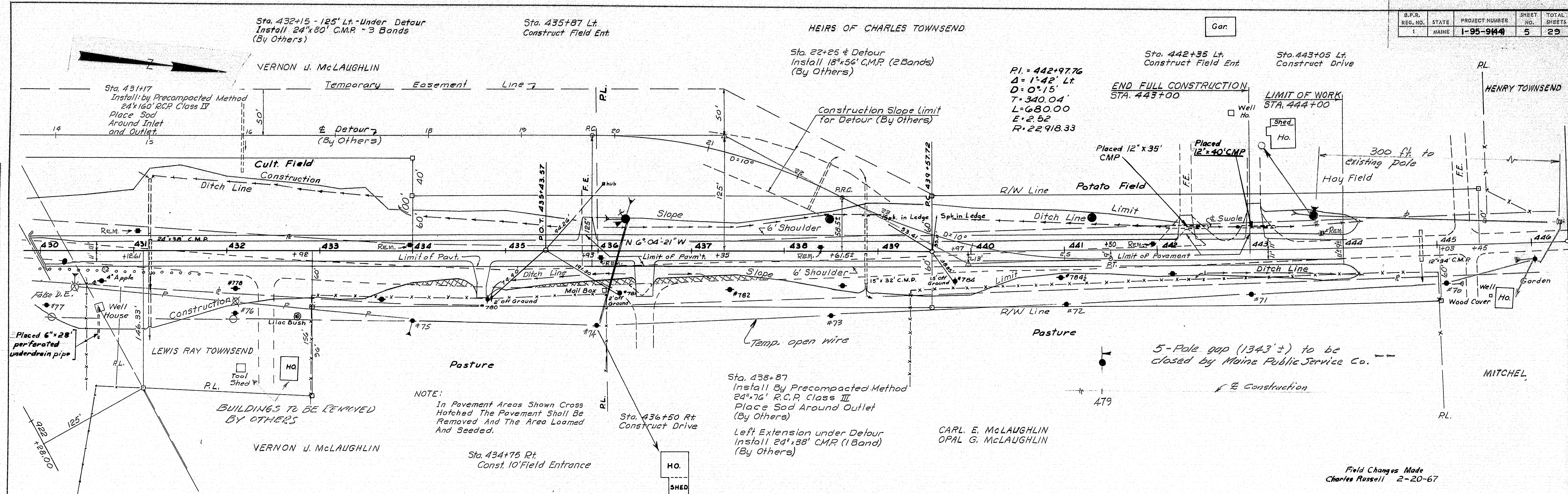






DATE	BY	REVISION
7/17/67	S.H.C.	1
7/17/67	S.H.C.	2

DATE	BY	REVISION
7/17/67	S.H.C.	1
7/17/67	S.H.C.	2



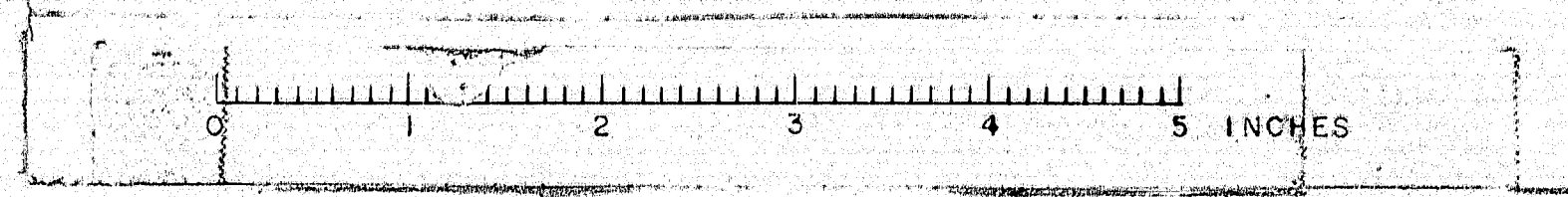
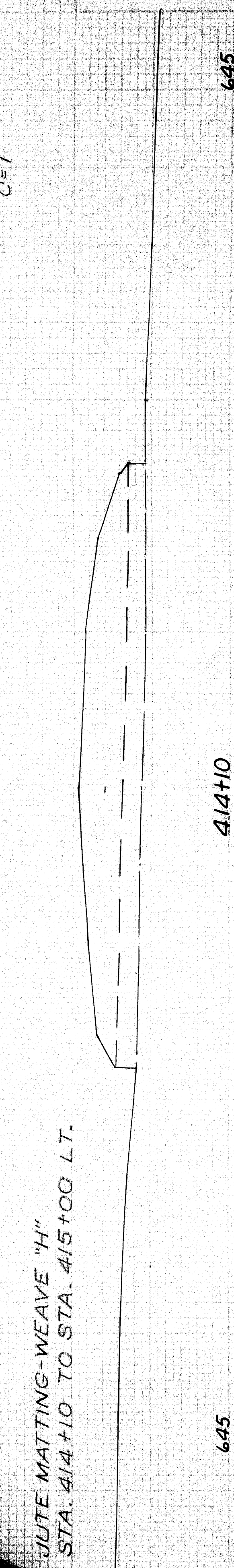
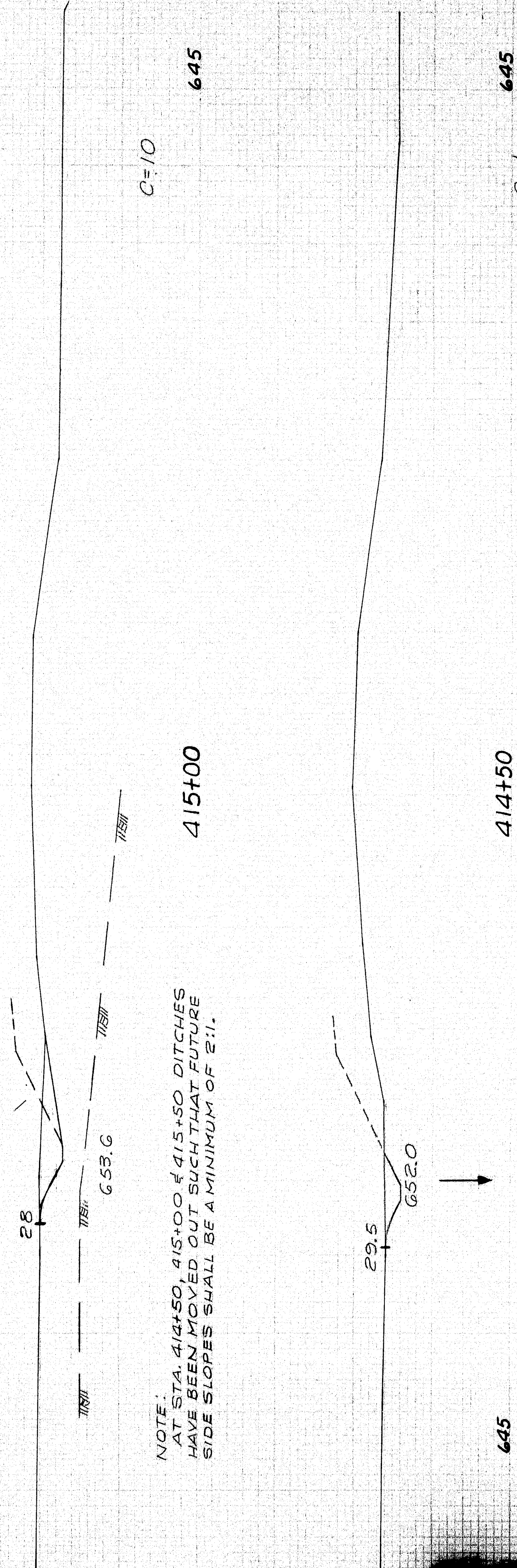
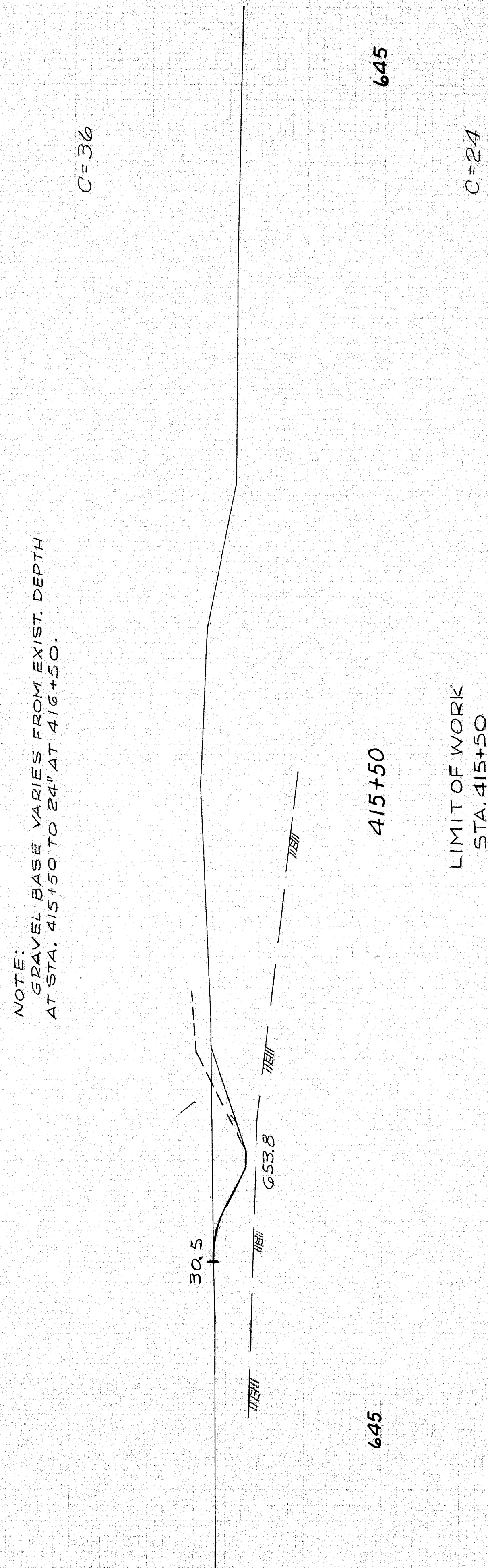
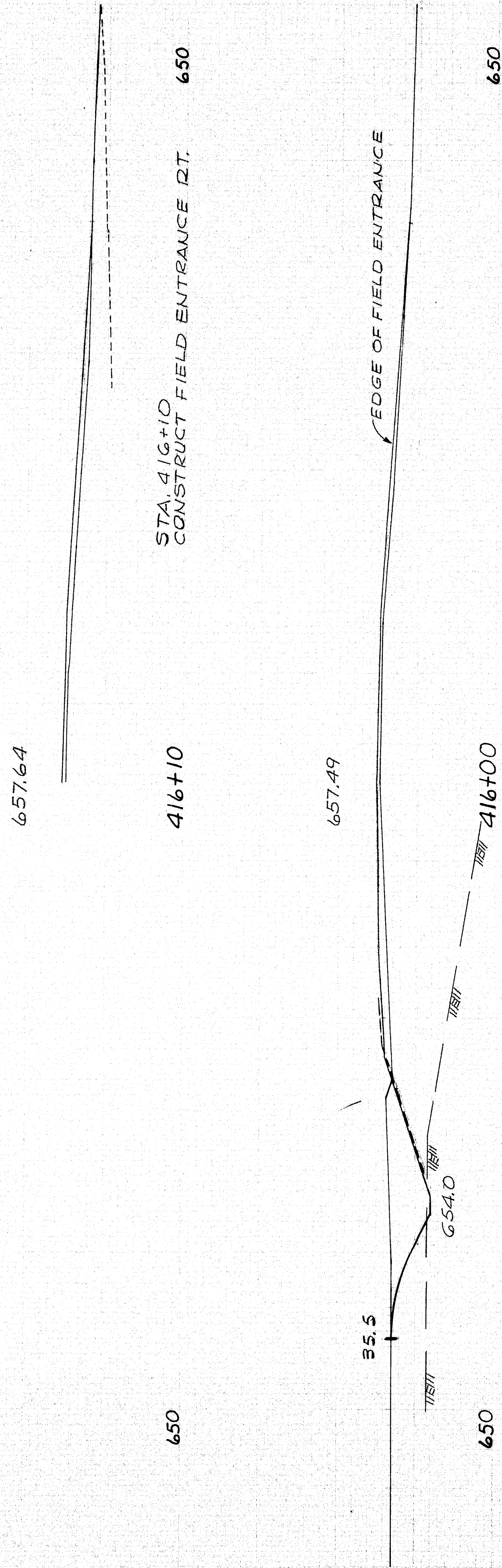
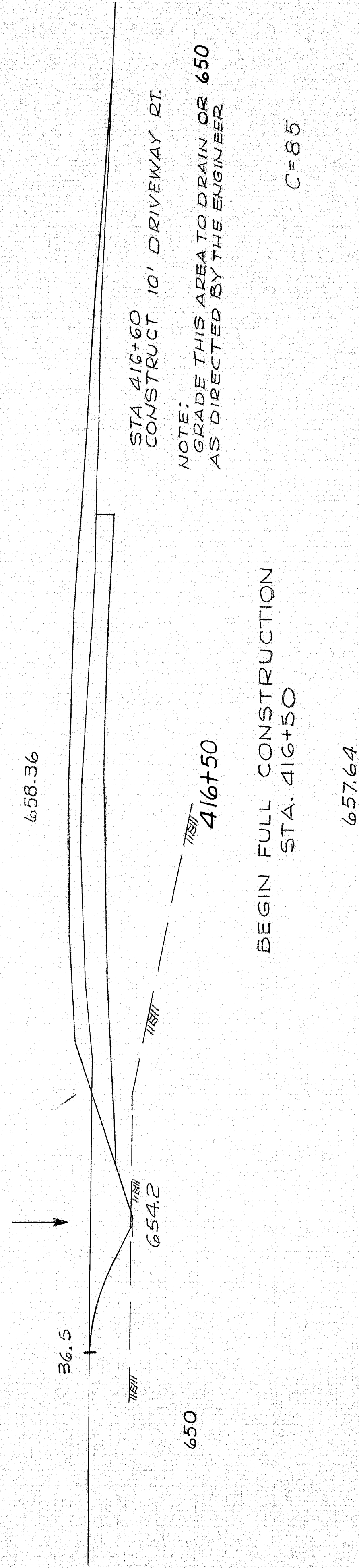
97-14

DYER BROOK (44)



S.H.C.  
J.A.W.  
3-65  
C.E.H.

£



S.P.R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-2-64	6	29

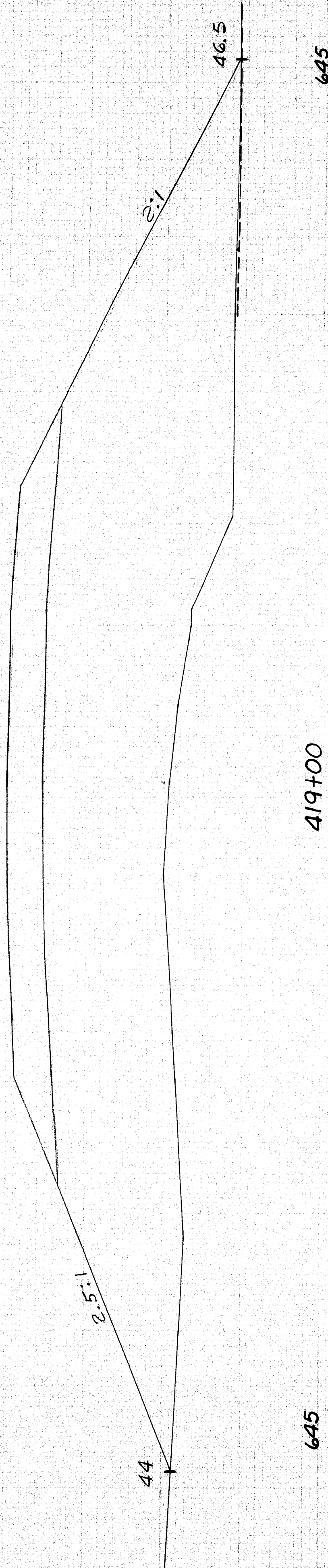
(44)

414+10 416+50



S.H.S.  
J.A.S.  
G.E.A.  
11-64  
3-65

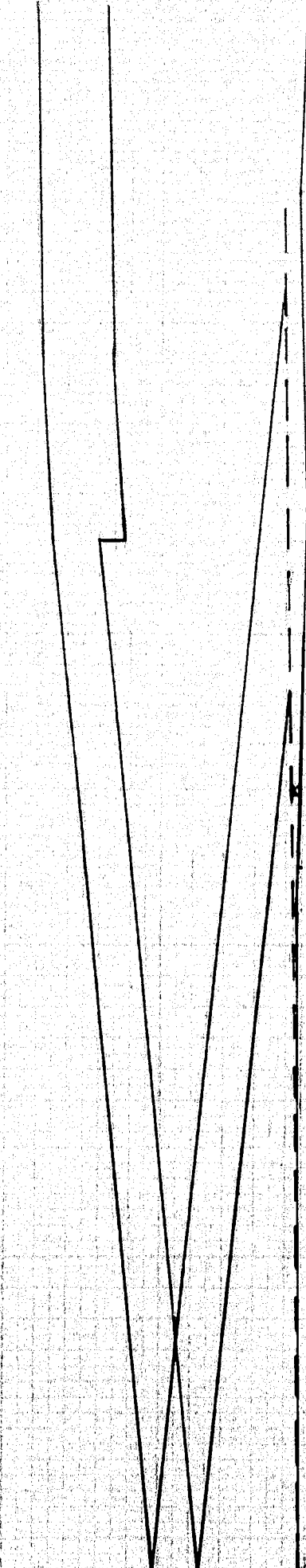
6  
665.02



419+00

645

664.09

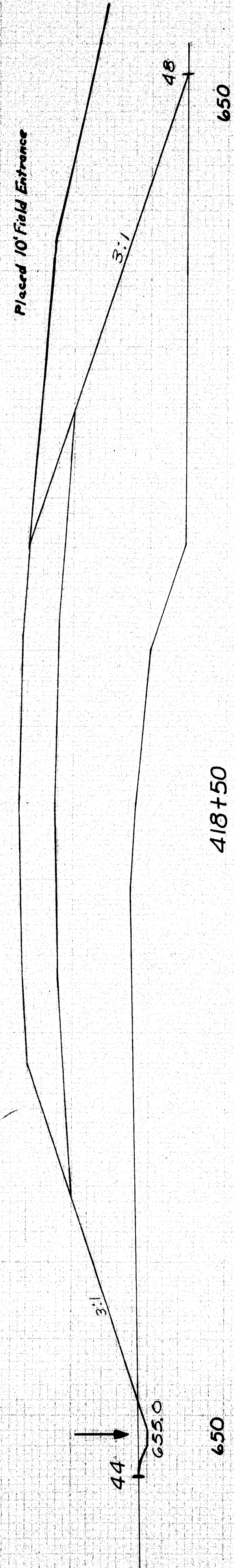


418+69

650

STA 418+69  
~~CONCRETE DRIVEWAY~~  
Eliminated

663.52

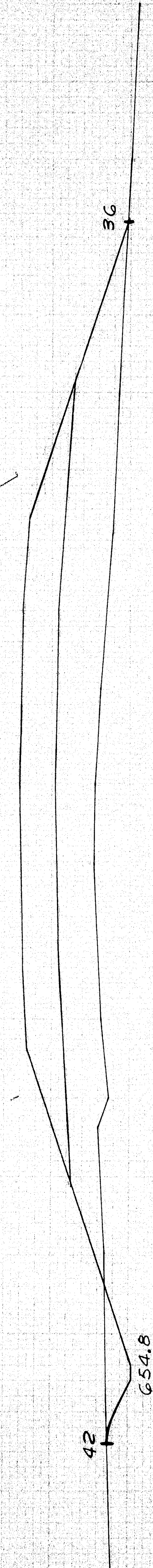


418+50

650

C=10  
F=527

662.02

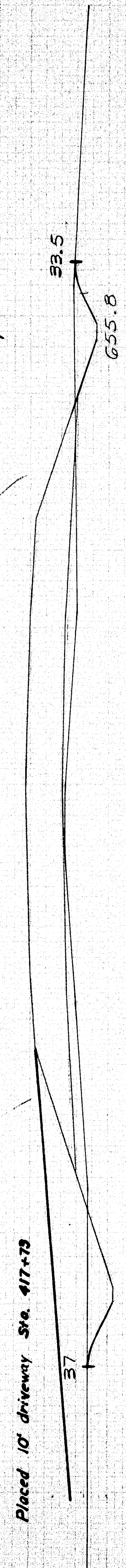


418+00

650

C=21  
F=170

660.63



417+50

650

C=59  
F=11

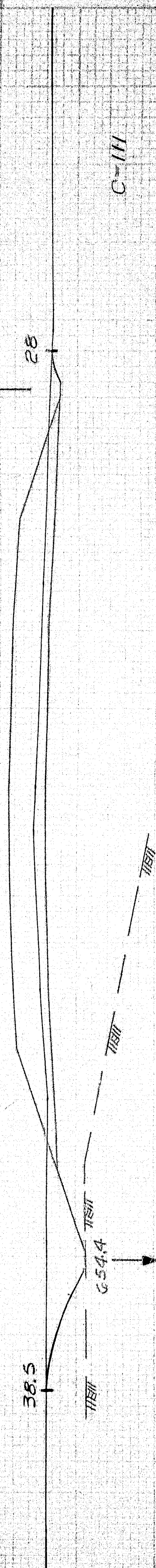
GRUBBING IN FILL  
STA. 417+25± TO STA. 417+75±

416+90

650

DRIVE WAY SKEWED BACK 22°±

659.41



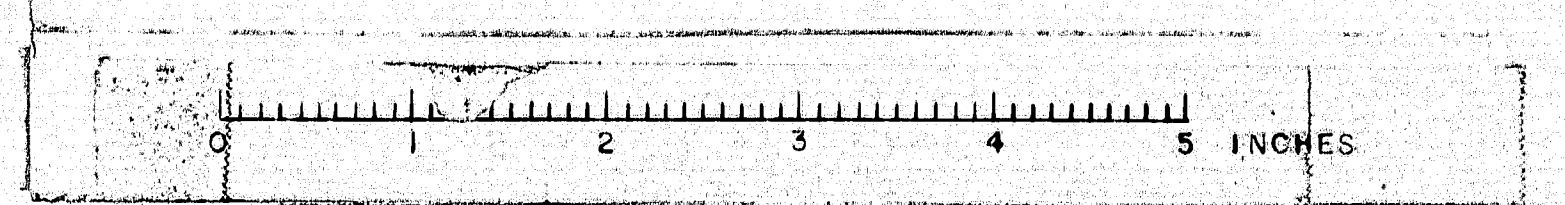
417+00

645

C=111

S.P.R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-10-1968	7	29

Field Changes Made Charles Russell 2-20-67



(44)

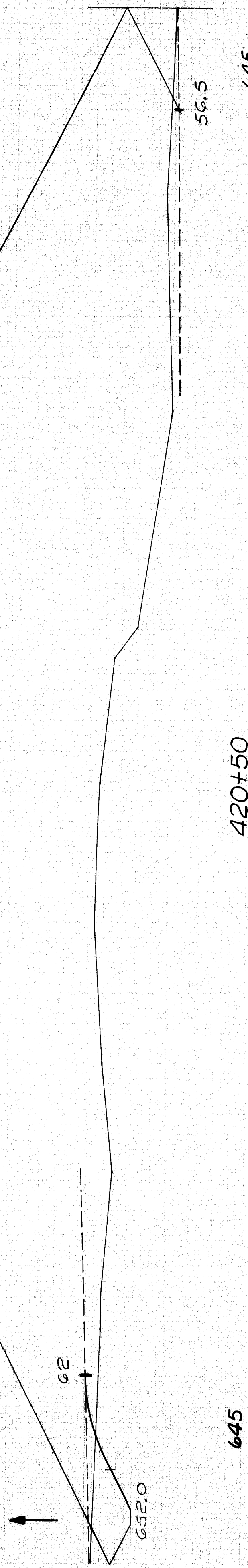


S.H.C.  
S.H.A.  
C.E.A.

11-69  
3-85

2

669.52

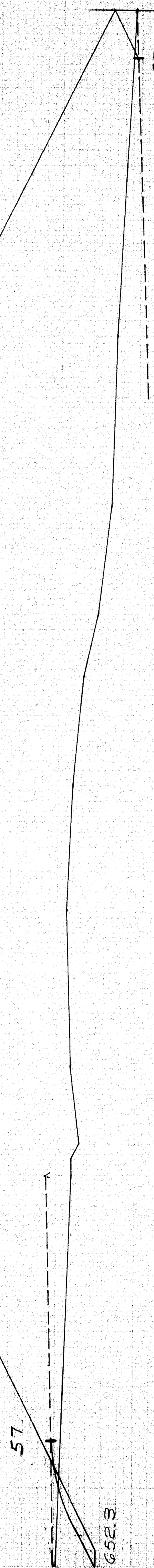
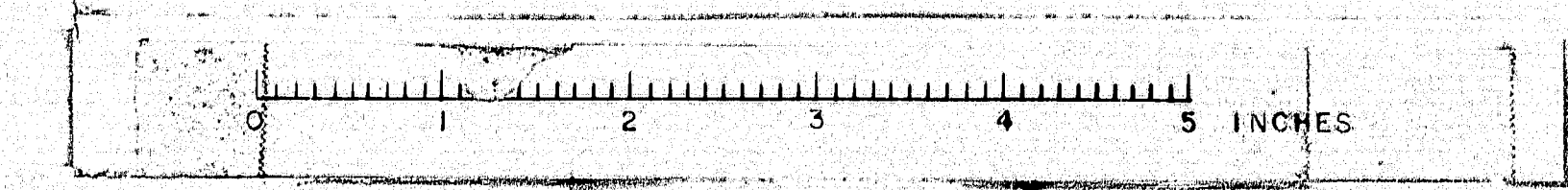


645

420+50

668.02

C=27  
F=1835

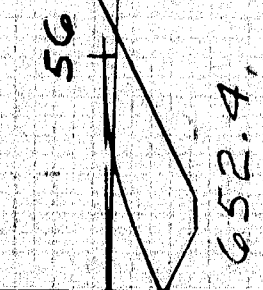


645

420+00

667.33

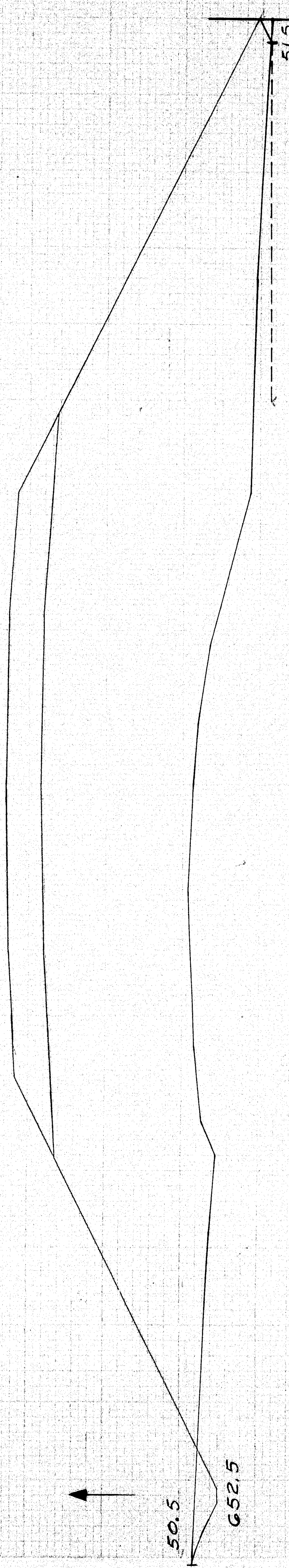
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F=1593



645

419+77

666.52

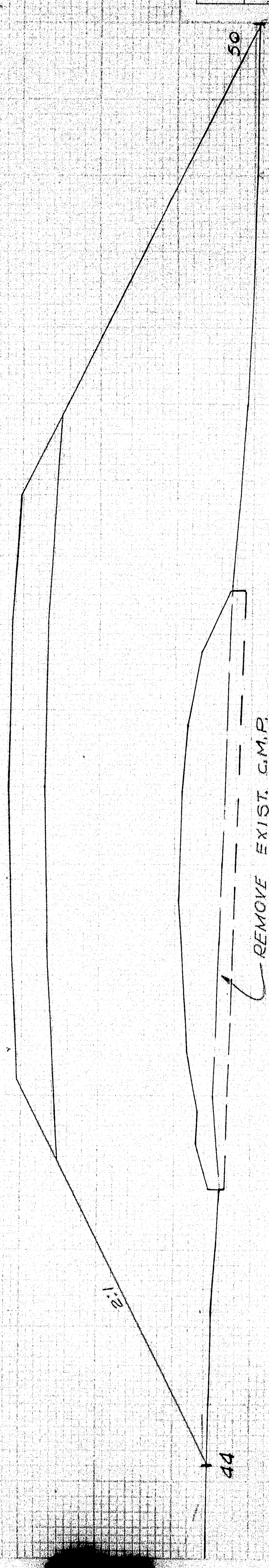


645

419+50

665.92

C=2  
F=576



645

419+30

F=771

SHEET NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-1-1	6	29

(44)

419+30 420+50

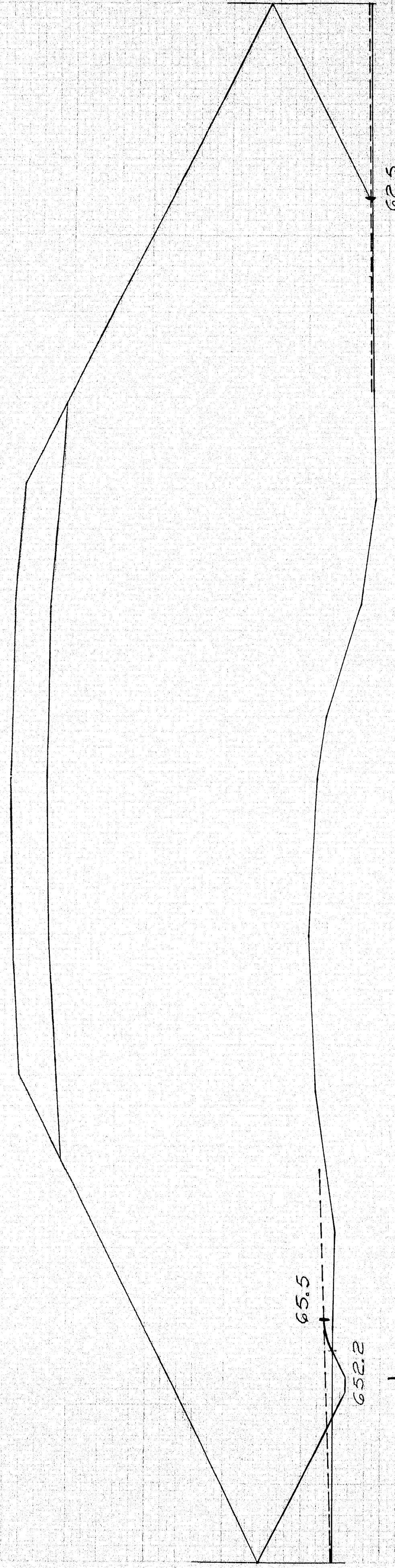


H.S.  
S.A.  
H.S.  
S.A.

4-63  
3-63

6

673.74



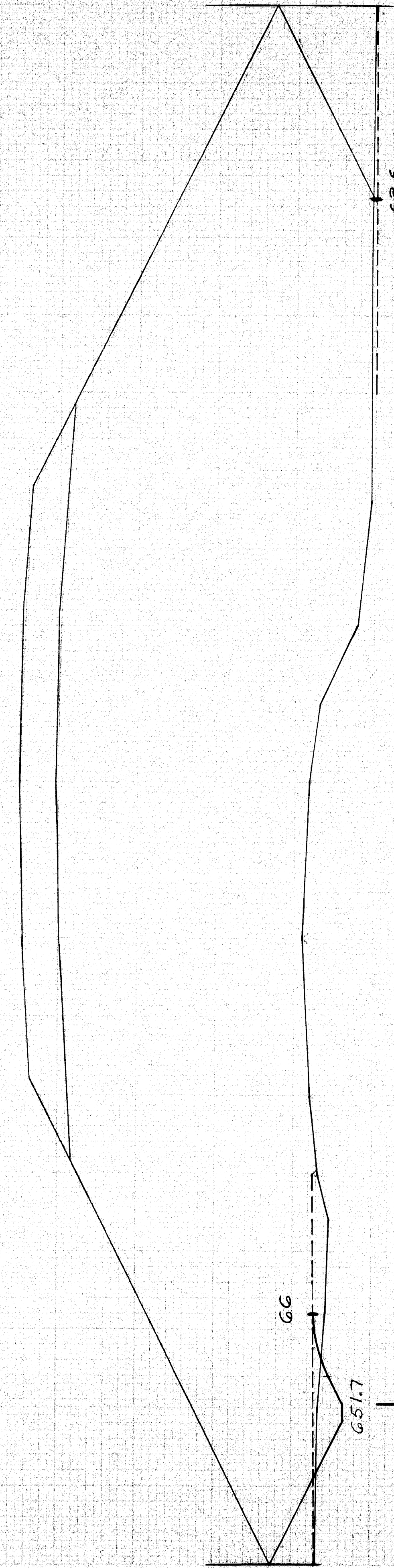
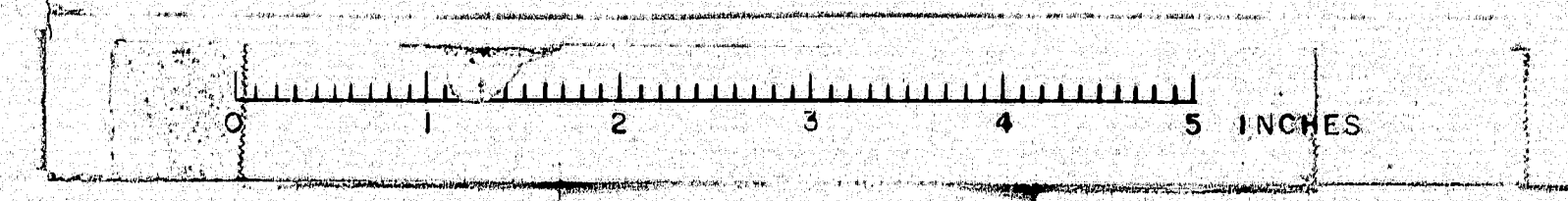
645

422+00

645

C=14  
F=2787

672.45



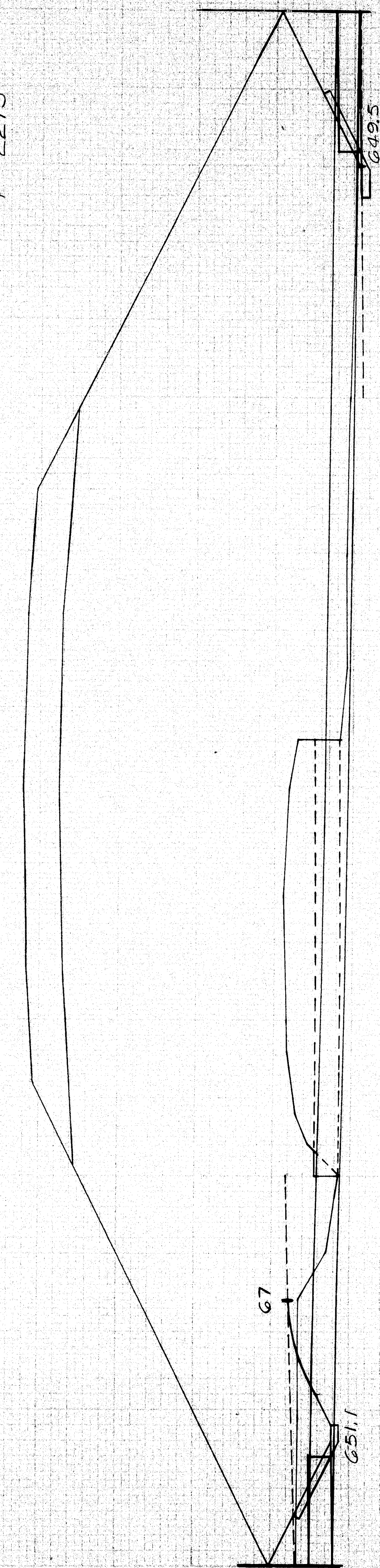
645

421+50

645

C=24  
F=2213

671.23



645

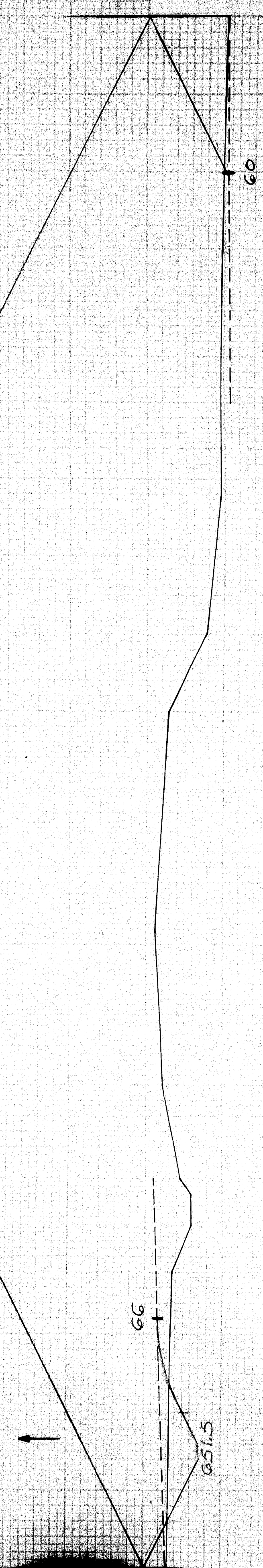
421+07

645

STA. 421+07  
INSTALL BY PRECOMPACTED METHOD  
18" X 116" RCP CLASS III  
PLACE SOD AROUND INLET  
AND OUTLET

671.02

C=4  
F=340



645

421+00

645

C=30  
F=2194

S.P.N.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-1-1-1	9	29



11-69  
3-65  
3-65

650

650

C=7  
F=2523

645

 $423+50$ 

645

JUTE MATTING-WEAVE "H"  
STA. 423+00 TO STA. 424+00 LT.

675.91

C=11  
F=2743

645

423+00

645

674.90

$C = 11$   
 $F = 2916$

645

 $422+50$ 

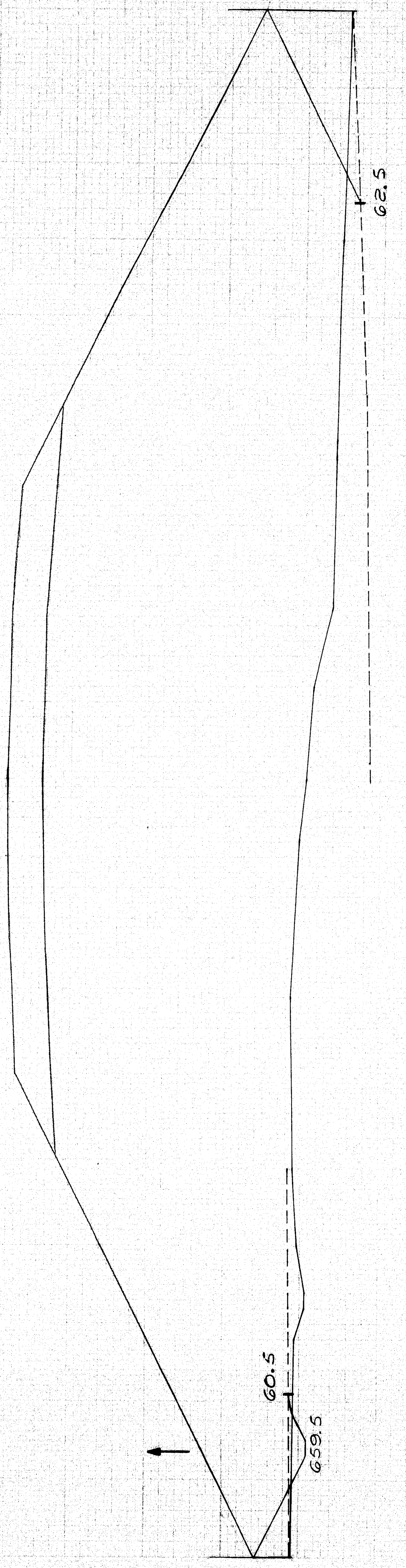
645

$$C = 9$$
$$F = 2935$$

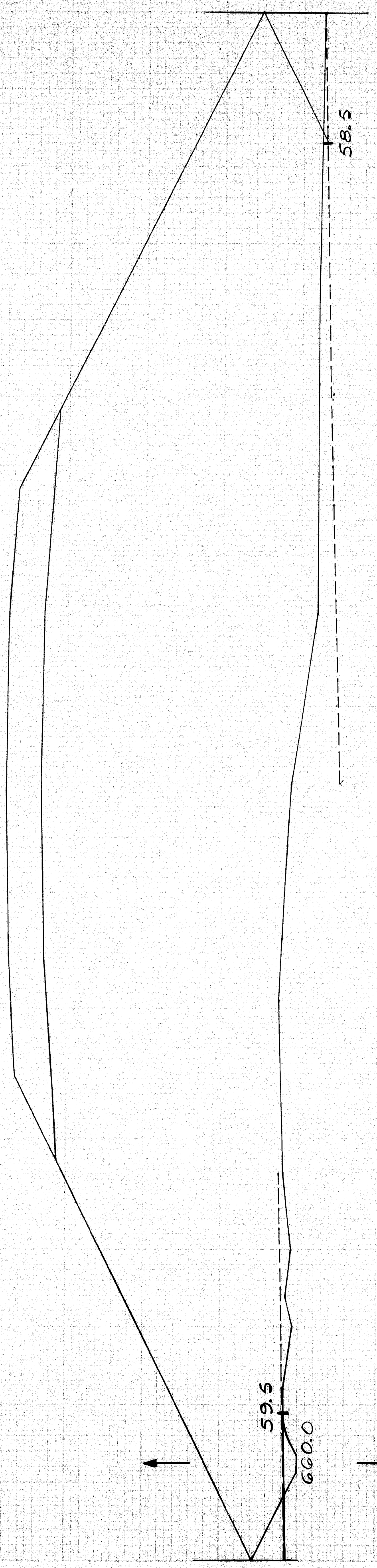
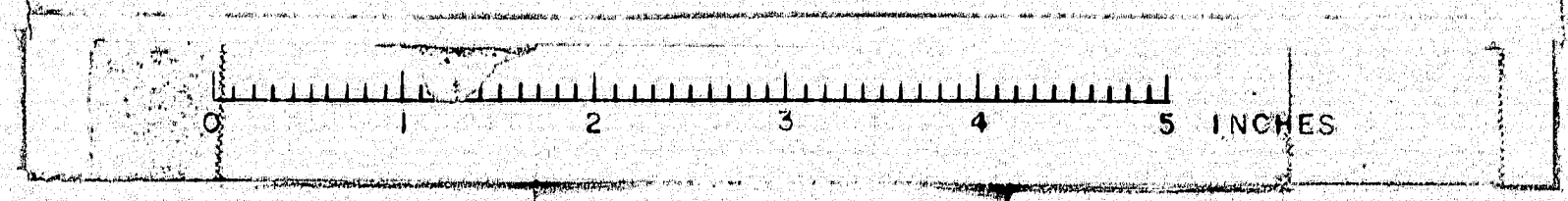



S.H.C.  
S.H.A.  
S.H.E.  
11-64  
3-65

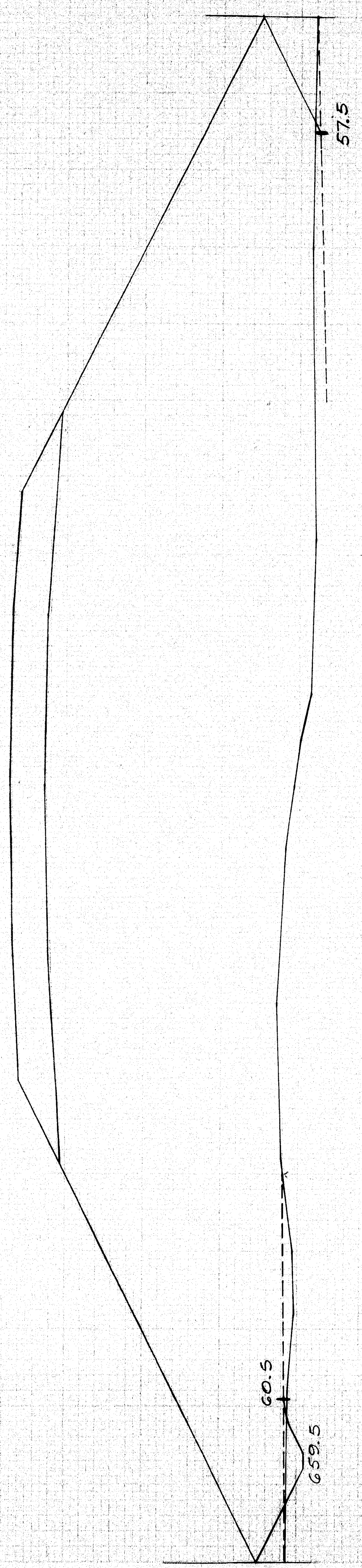
679.08



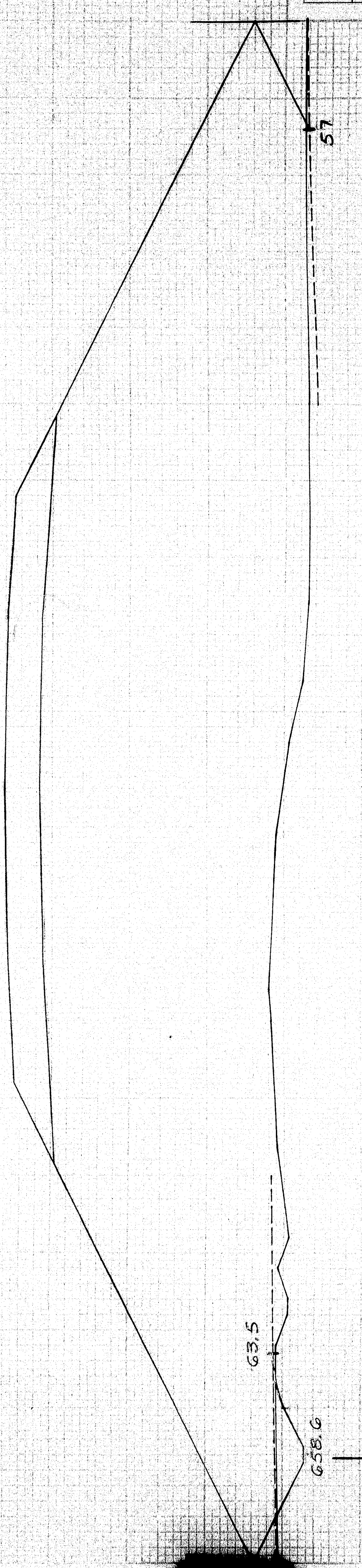
650  
426+00  
678.90  
 $C=2$   
 $F=2504$



650  
425+50  
678.58  
 $C=5$   
 $F=2382$



650  
425+00  
678.12  
 $C=11$   
 $F=2336$



650  
424+50  
 $C=9$   
 $F=2356$

S.P.R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-1-100	11	29

124150 124100

(44)







58.20  
44.37  
11.83

675.52  
ABUT #5

57.5

FULL SECTION  
STA. 430+10

640

640

676.45

$F = 22.83$

O-SECTION  
STA. 429+55  
STRUCTURE

645

429+50

645

677.24

STRUCTURE

645

429+00

645

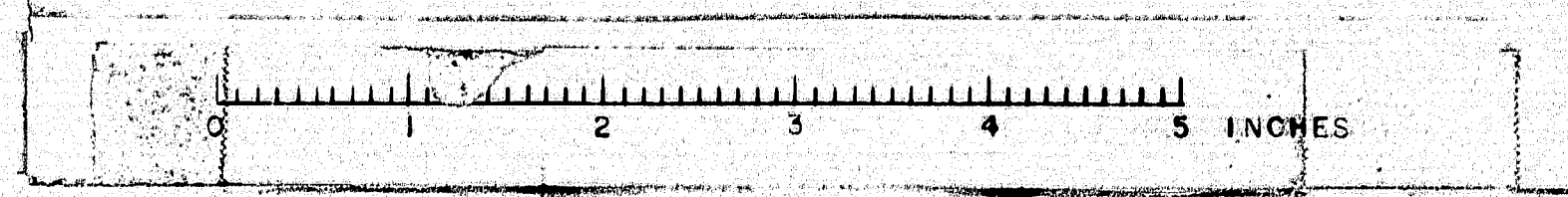
677.90

STRUCTURE

645

428+50

645



SCALE FULL SECTION  
FOOT 2 INCHES

R.P.R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-0-000	18	20



S. H. C. S.  
S. H. C. S.  
S. H. C. S.

11-64  
3-65  
3-65

JUTE MATTING - WEAVE "H"  
STA. 431+20 TO STA. 433+50 L.T.

673.18

431+17

673.52

635

84

87.5

642.0

STA. 431+17  
INSTALL: BY PRECOMPACTED METHOD  
24"X160' RCP CLASS IV  
PLACE SOD AROUND INLET  
AND OUTLET.  
 $C=2$   
 $F=1542$

635

431+00

674.52

$F=4321$

635

645

430+50

(44)

$F=3321$

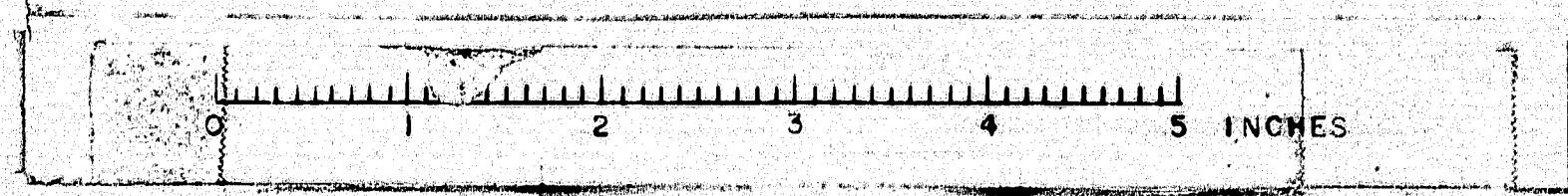
Placed 6" perforated underdrain pipe  
Sta. 430+50

85.5

645

59.5

Field Changes Made Charles Russell 2-20-67

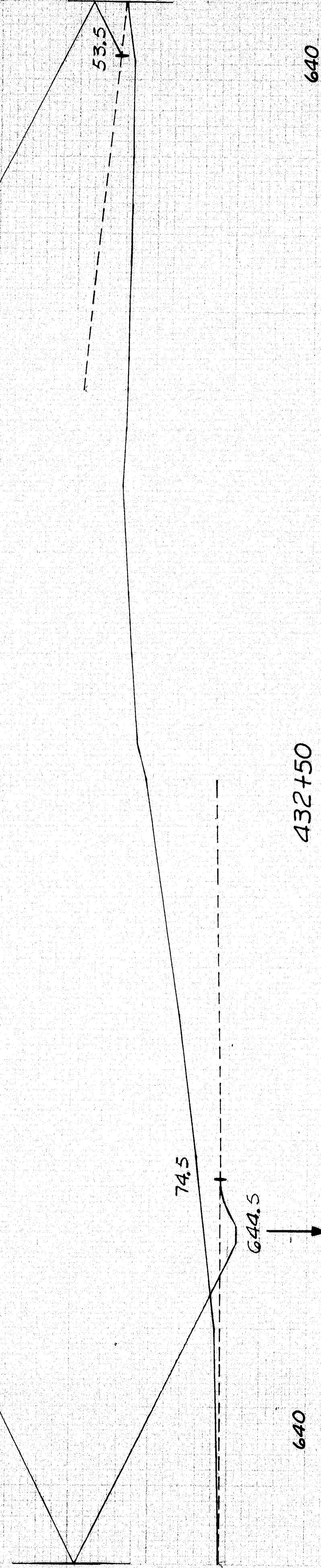


B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-1-1	14	29



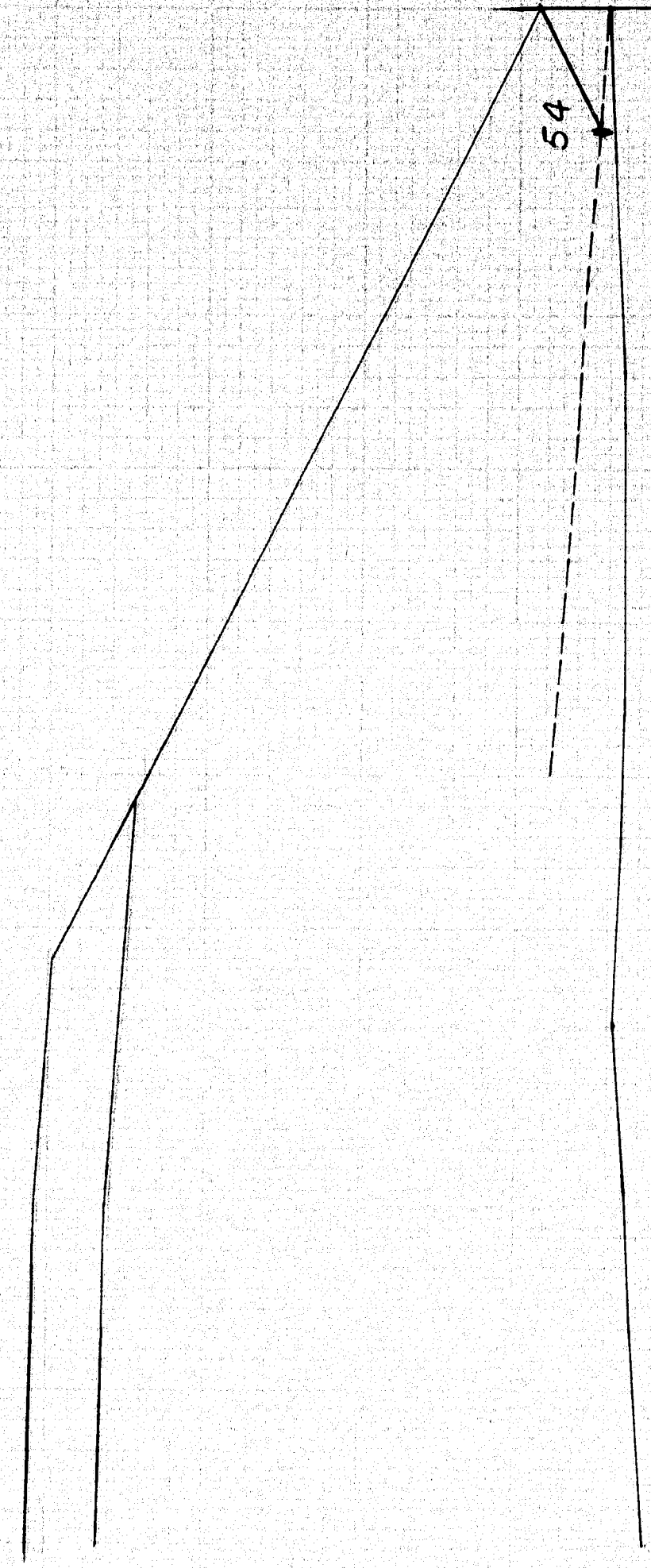
S.H.S.  
S.A.S.  
S.E.A.  
3-25

670.52



C=6  
F=3298

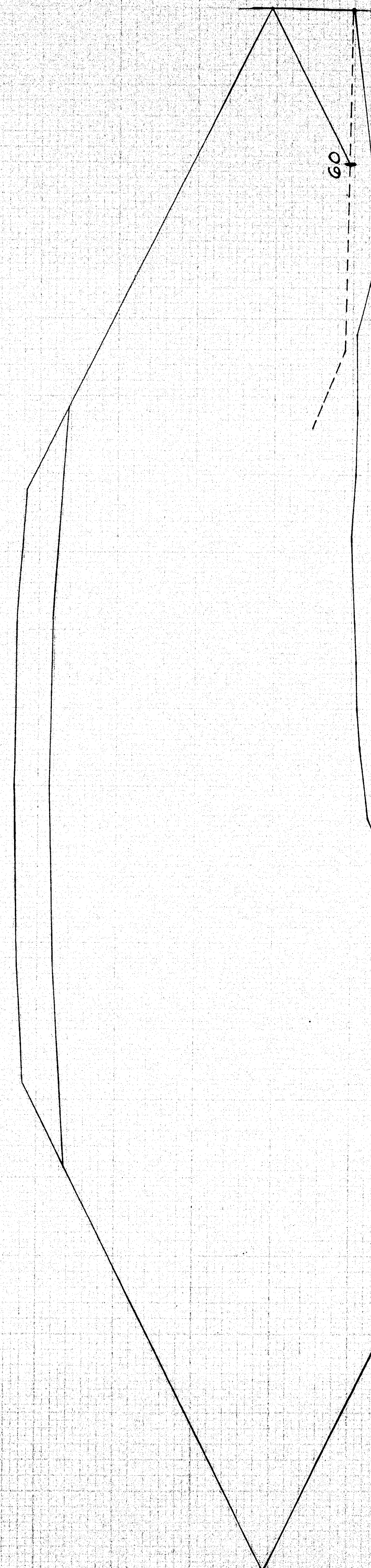
670.68



432+42

640

671.52

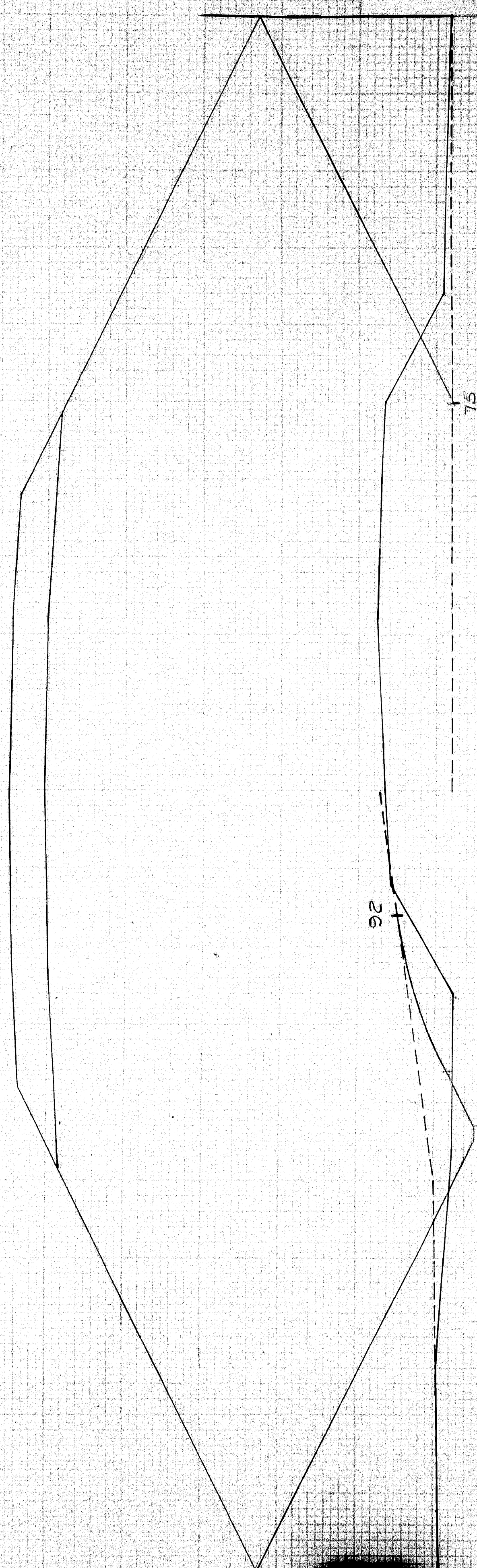


C=28  
F=3992

432+00

640

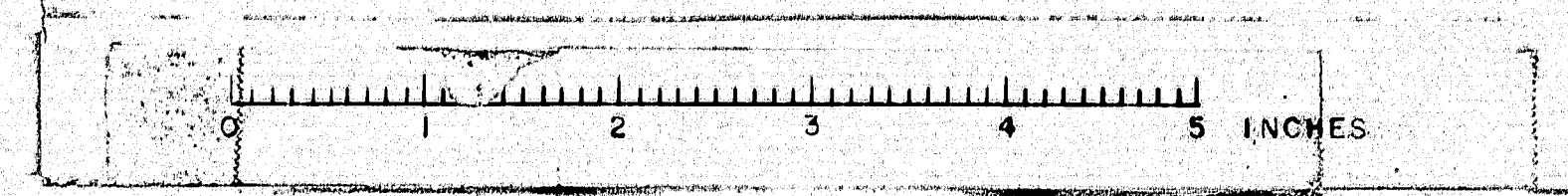
672.52



C=23  
F=2941

431+50

640





5-20-66  
H.C.M.  
4-26-66  
S-20-66

668.52

2:1

68

648.0

640

433+50

640

C=5  
F=1008

669.08

66

647.0

640

433+22

640

C=4  
F=964

669.52

70.5

646.3

640

433+00

640

C=7  
F=1158

670.02

73

645.4

640

432+75

640

C=2  
F=1334

B.P.R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	10-0-0-000	10	29

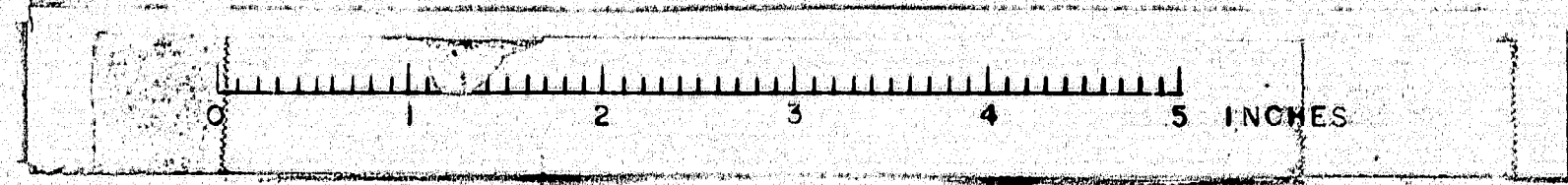


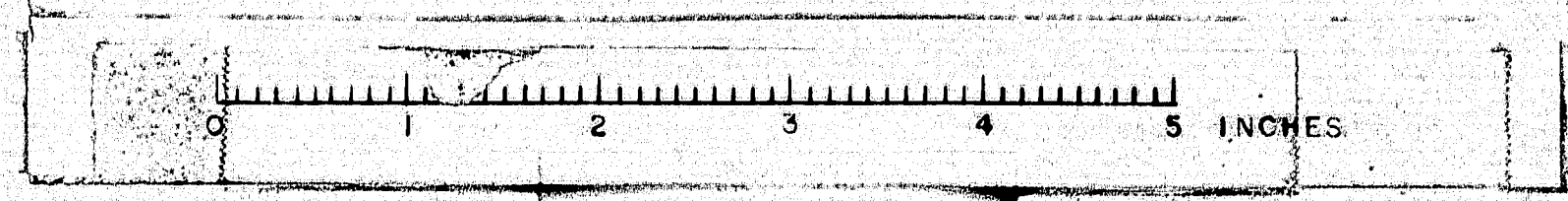
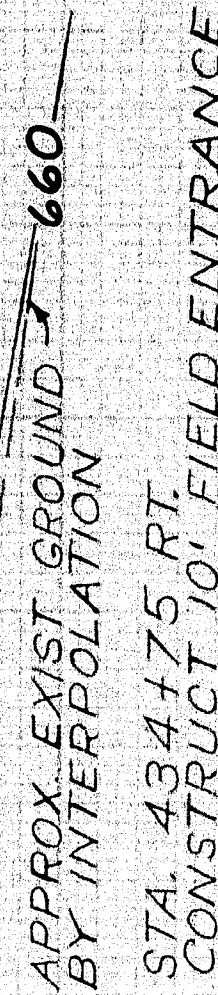
PLATE 2 CROSS SECTION  
ELEVATION IN FEET

(44)

432+75 433+50



11-6455  
33-666

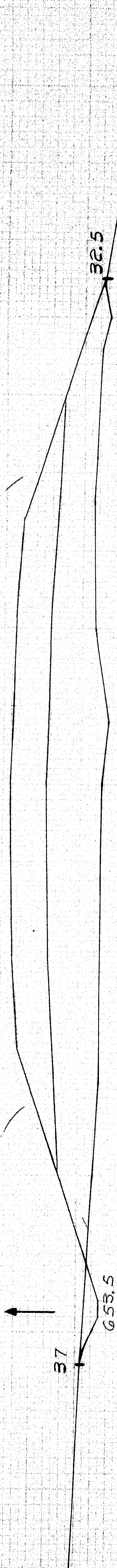




5:45:00  
 5:45:00  
 5:45:00  
 5:45:00

4

659.80



645

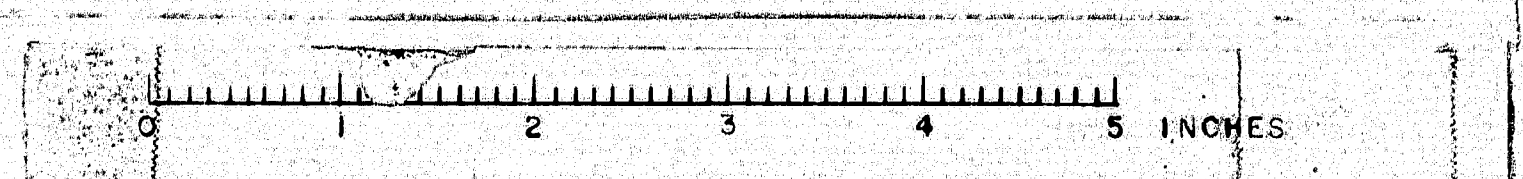
438+00

645

SOD DITCH LT.  
 STA. 437+50 TO 438+85

$C=16$   
 $F=171$

660.64



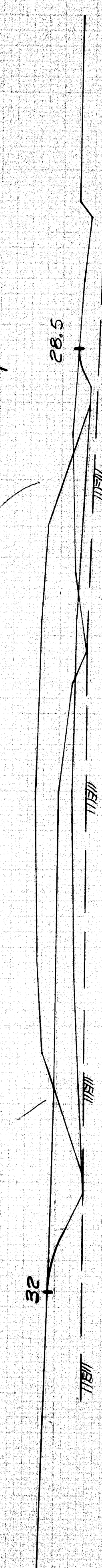
$C=60$   
 $F=19$

645

437+50

645

661.55



650

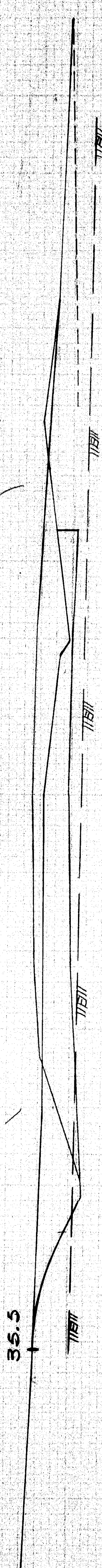
437+00

650

GRUBBING IN FILL  
 STA. 436+60 ± TO STA. 437+75 ±

$C=115$   
 $F=1$

662.52



650

436+50

650

STA 436+50  
 CONSTRUCT DRIVEWAY RT.

$C=167$

663.52



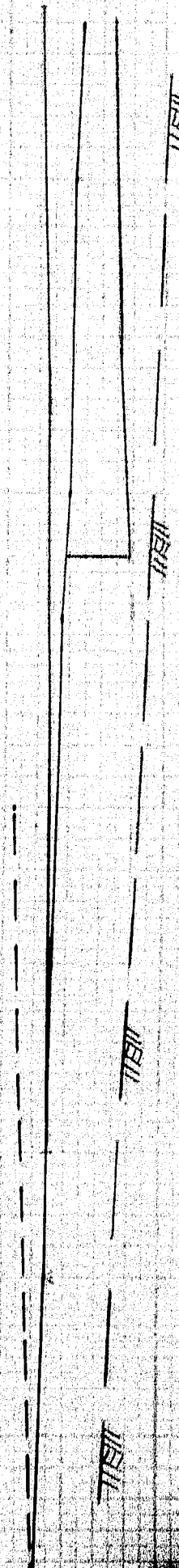
650

436+00

650

$C=185$

663.92



STA 435+87  
 CONSTRUCT FIELD ENTRANCE LT.

650

435+80

650

S.P.N.	STATE	PROJECT NUMBER	SHEET	TOTAL
1	MAINE	100-100	18	29

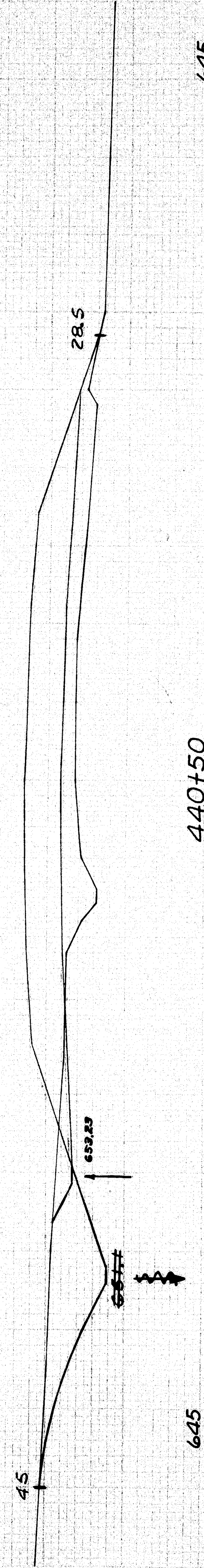


S.H.S.  
S.A.S.  
C.E.A.

11.24  
3.22

£

656.48

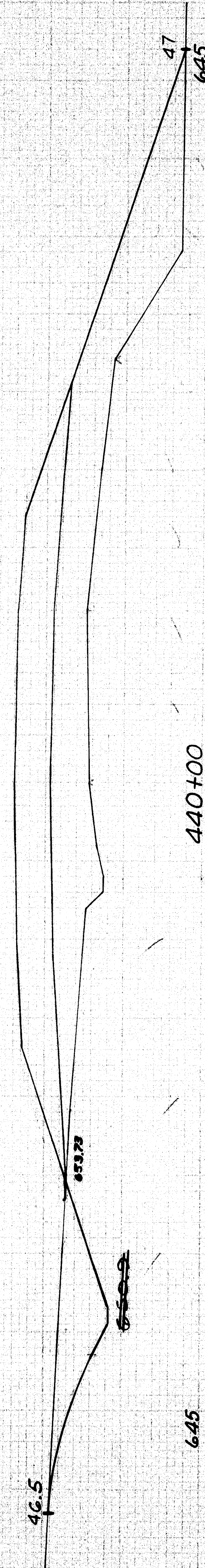


440+50

645

C=67  
F=183

657.02

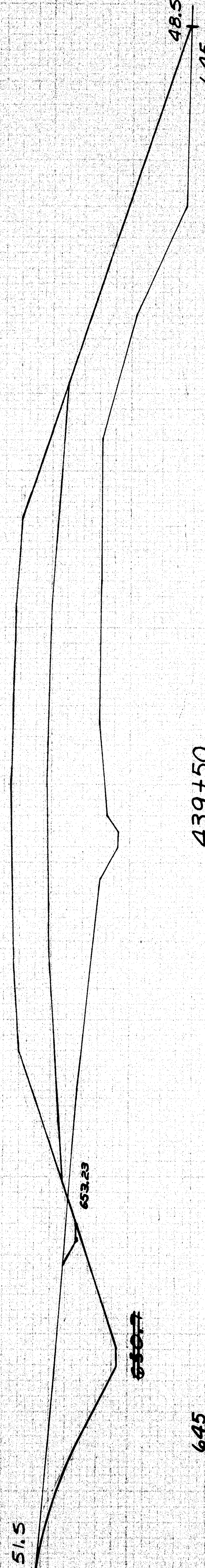


440+100

645

C=67  
F=329

657.62



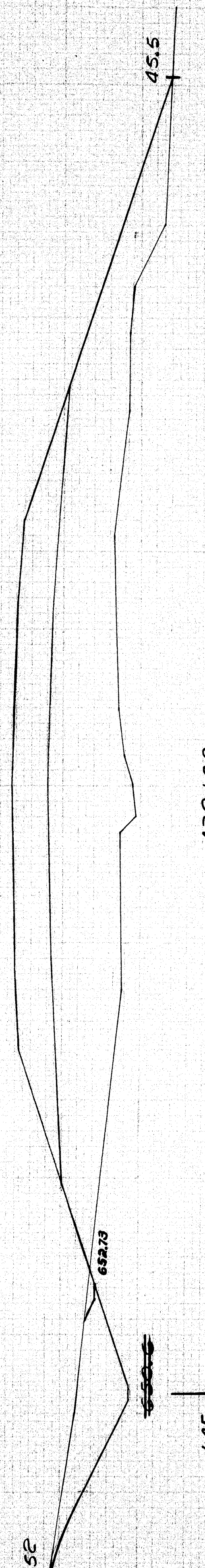
439+50

645

C=69  
F=419

GRUBBING IN FILL  
STA. 439+25 ± TO STA. 441+60 ±

658.28

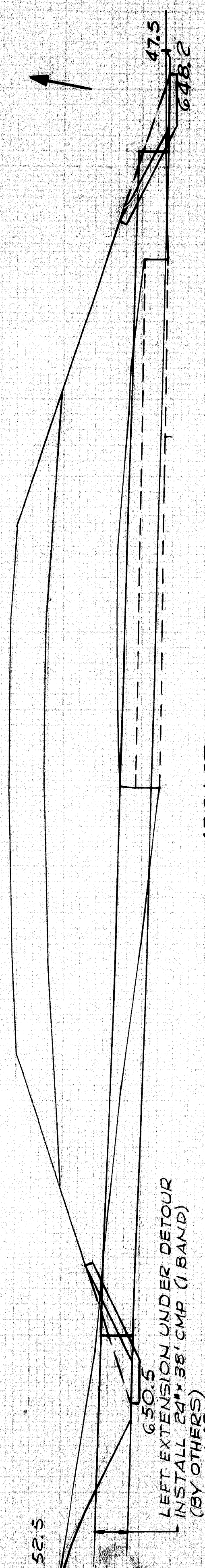


439+100

645

C=13  
F=139

658.46

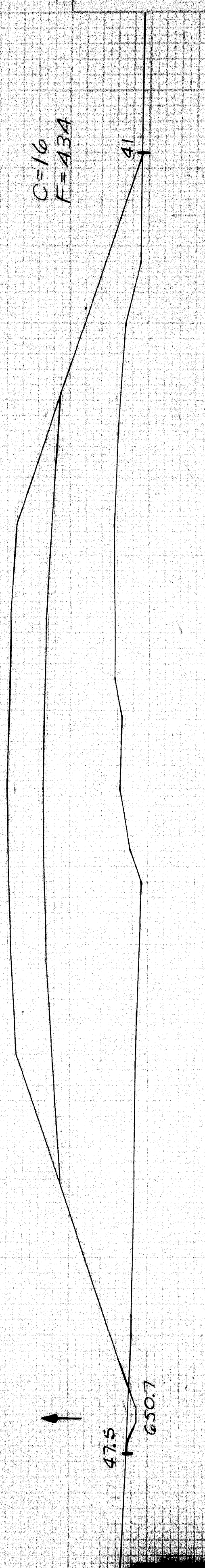


438+87

645

C=16  
F=434

659.01



438+50

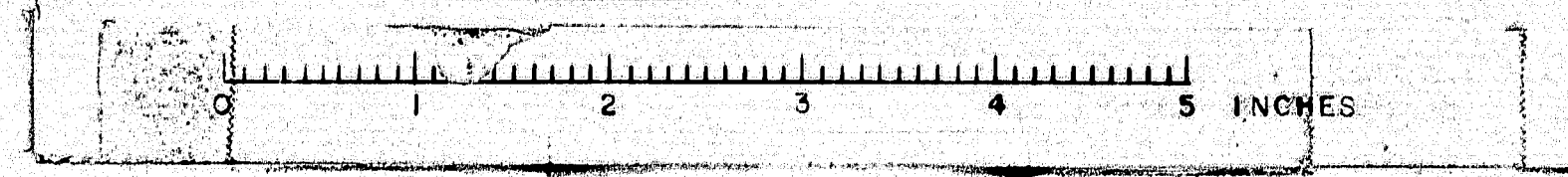
645

C=3  
F=441

STA. 438+87  
INSTALL BY PRECOMPACTED METHOD  
24" X 1/2" RCP CLASS III  
PLACE SOD AROUND OUTLET  
(BY OTHERS)

LEFT EXTENSION UNDER DETOUR  
INSTALL 24" X 38" CMP (1 BAND)  
(BY OTHERS)

Field Check Made Charles Russell 2-20-67



438+50 440+50

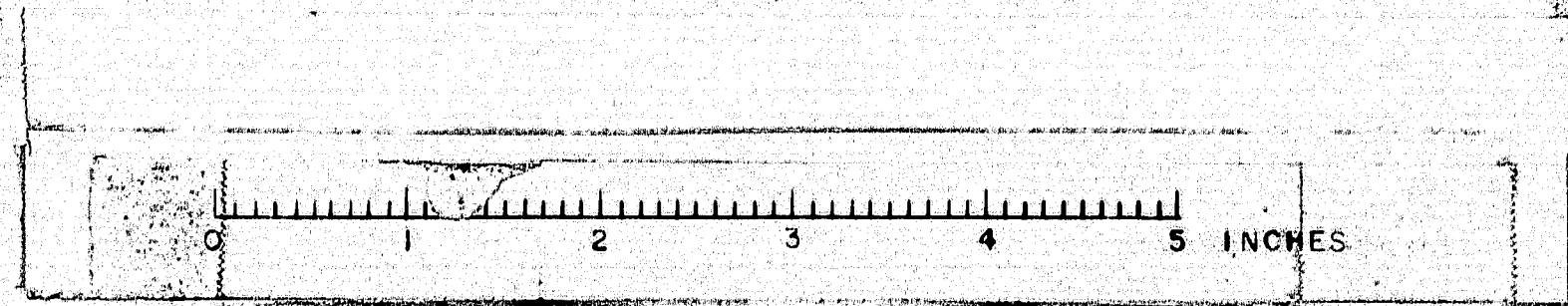
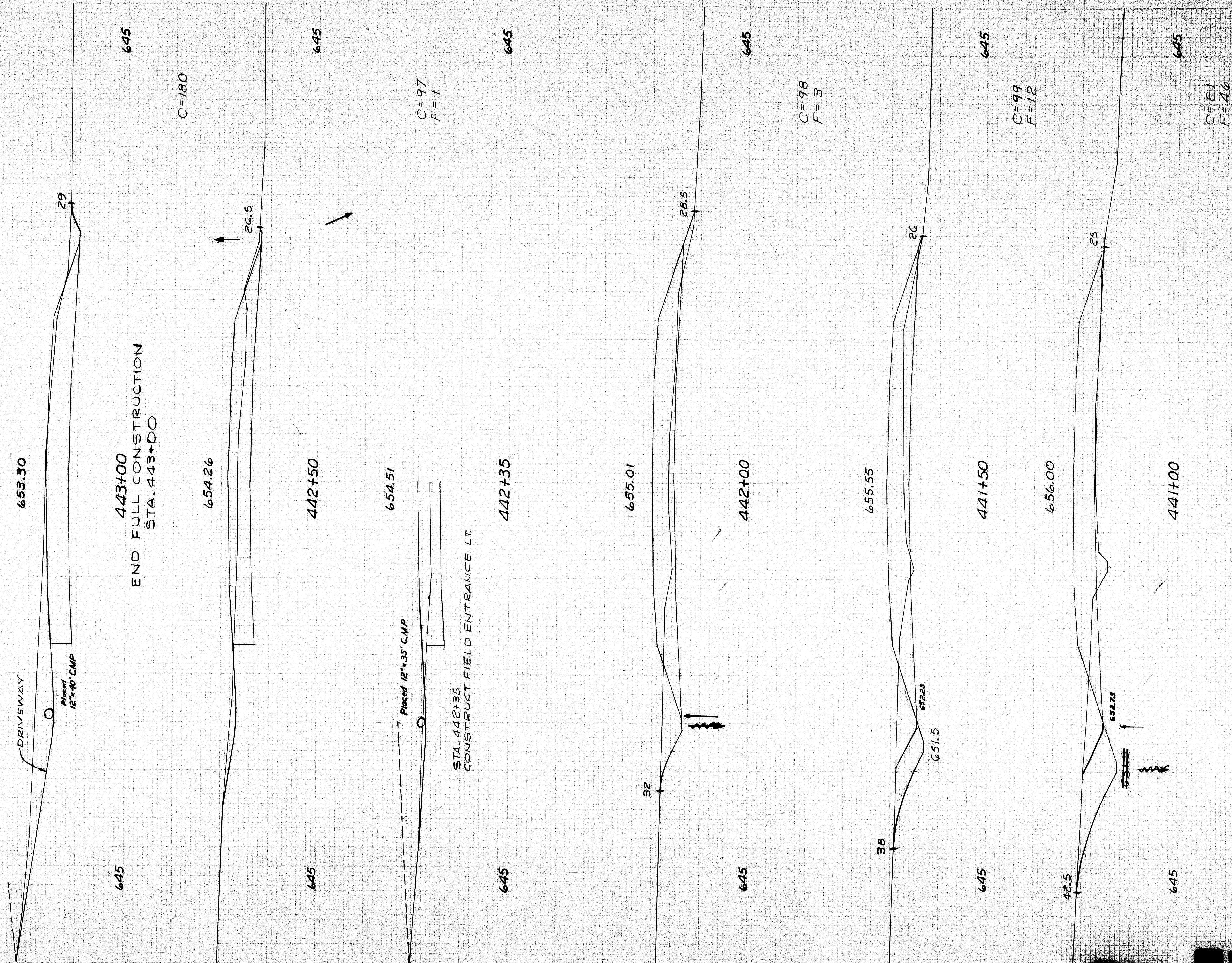
(44)



S.H.C.  
S.M.S.  
S.A.S.  
S.E.A.

2

JUTE MATTING - WEAVE "H"  
STA. 443+00 TO STA. 444+25 RT.



Field Changes Made: Charles Russell 2-20-67

(44)

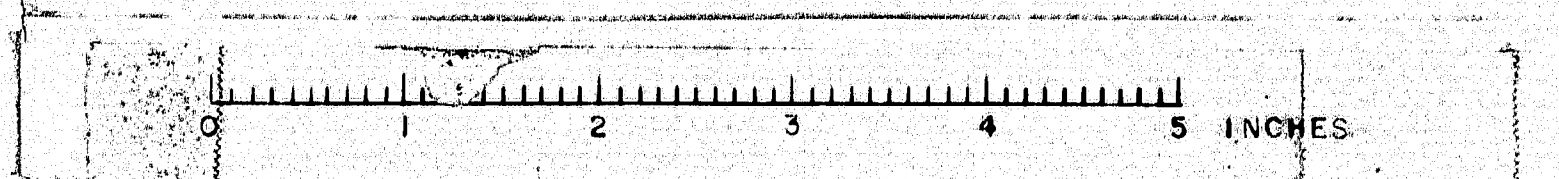
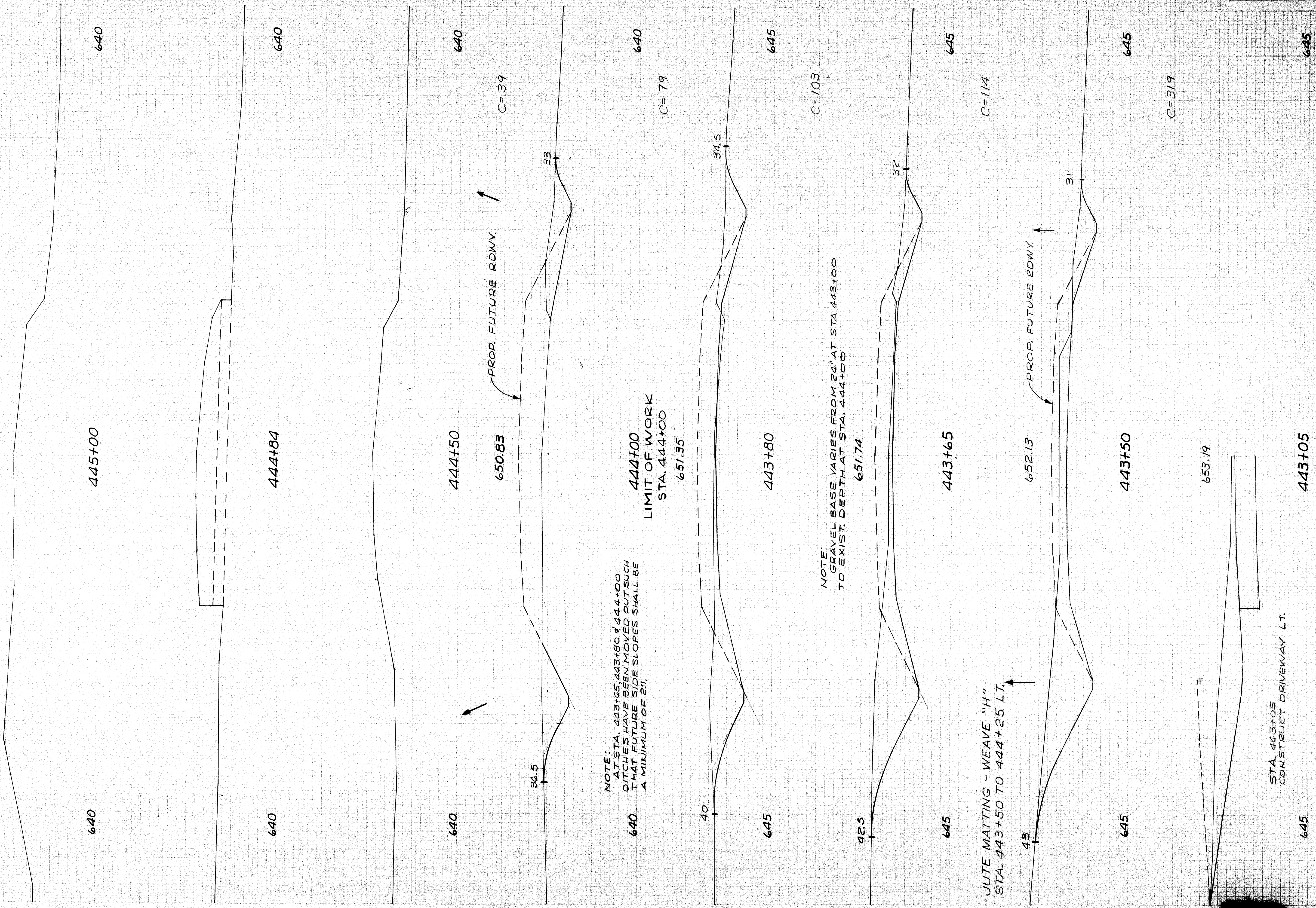
B.P.R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	10-100	20	29

441+00 443+00



S.H.C.:  
S.H.A.M.:  
C.E.A.:  
11-69  
3-65

6



S.P.R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-10-00	21	29

STA. 443+05  
CONSTRUCT DRIVEWAY LT.

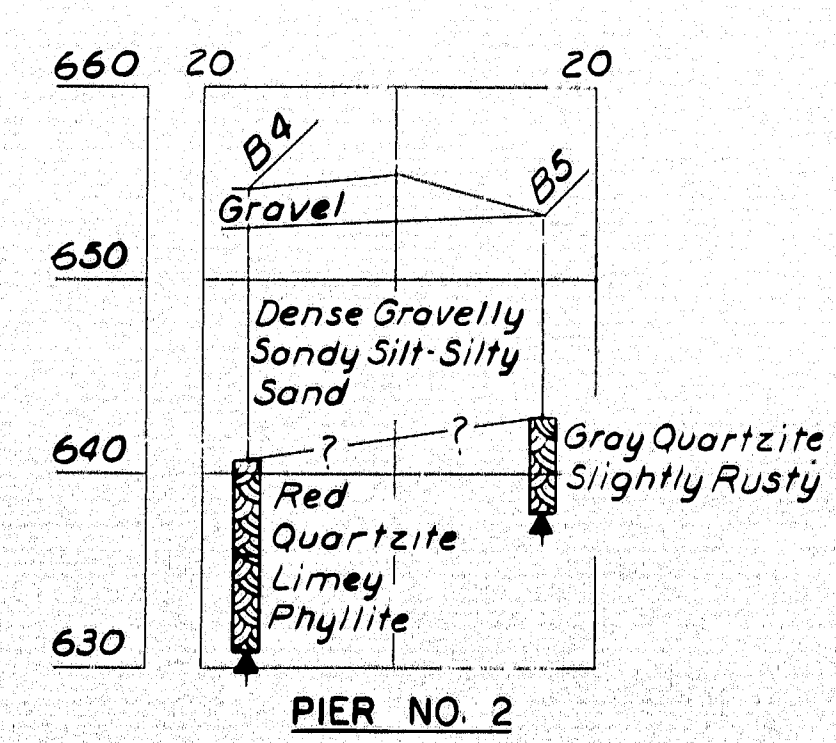
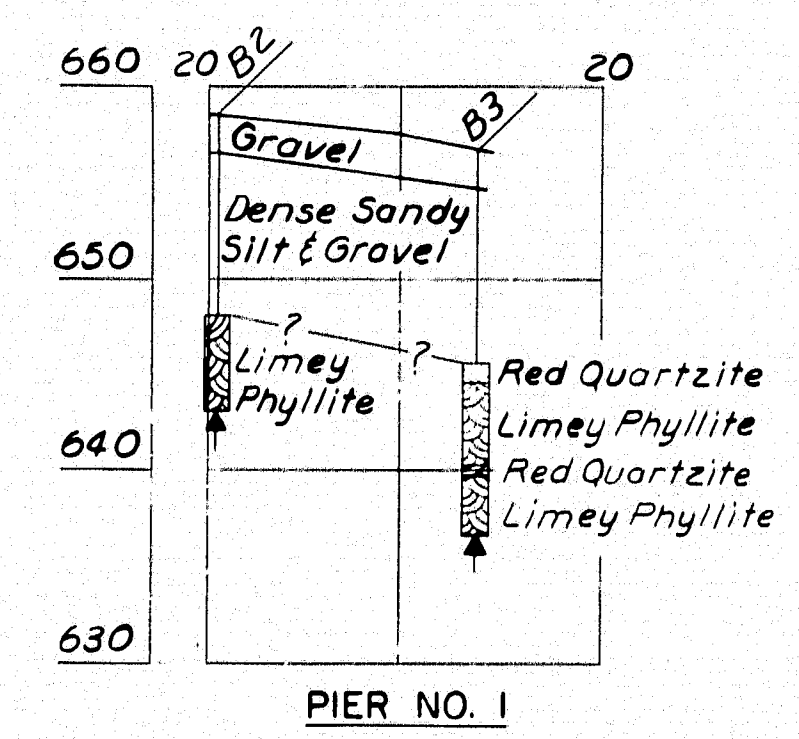
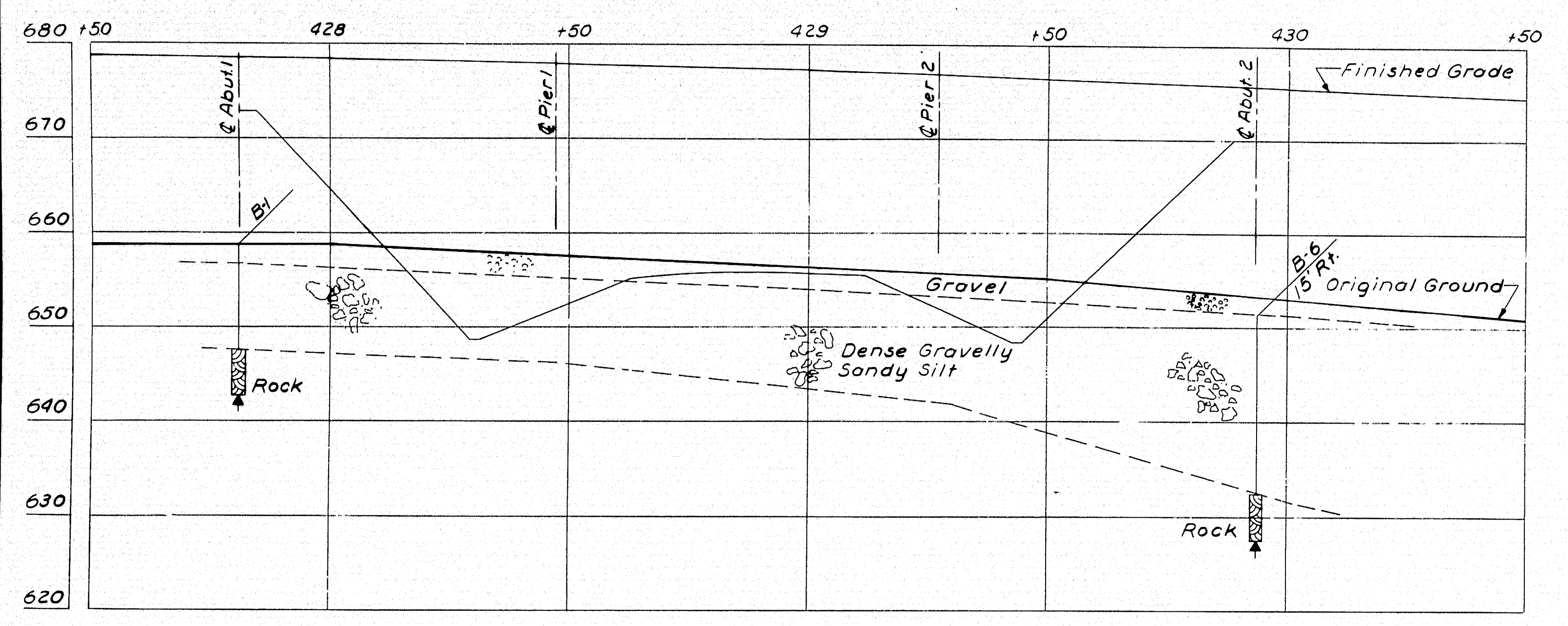
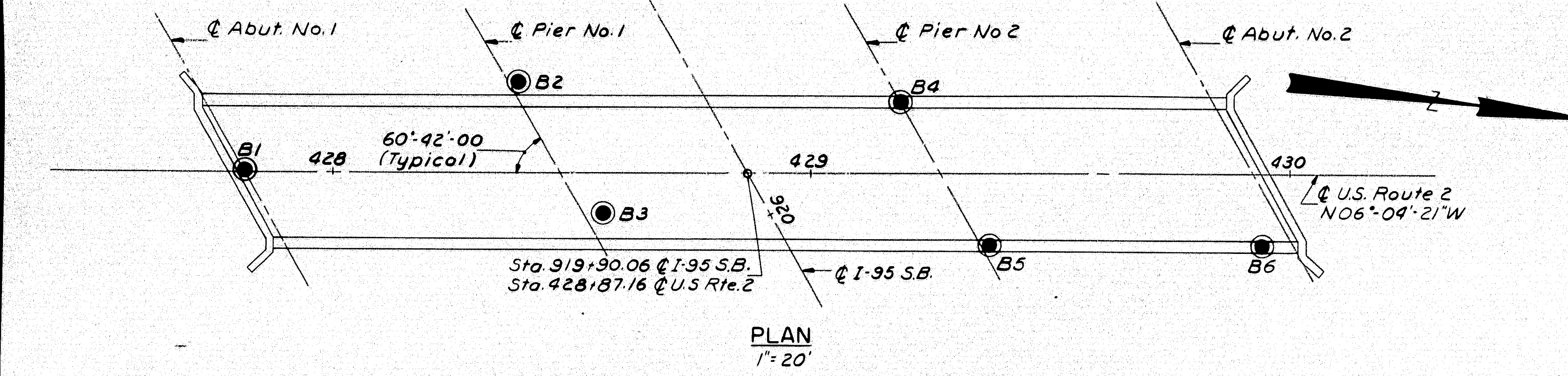
443+05

645

(44)

443+50 445+00

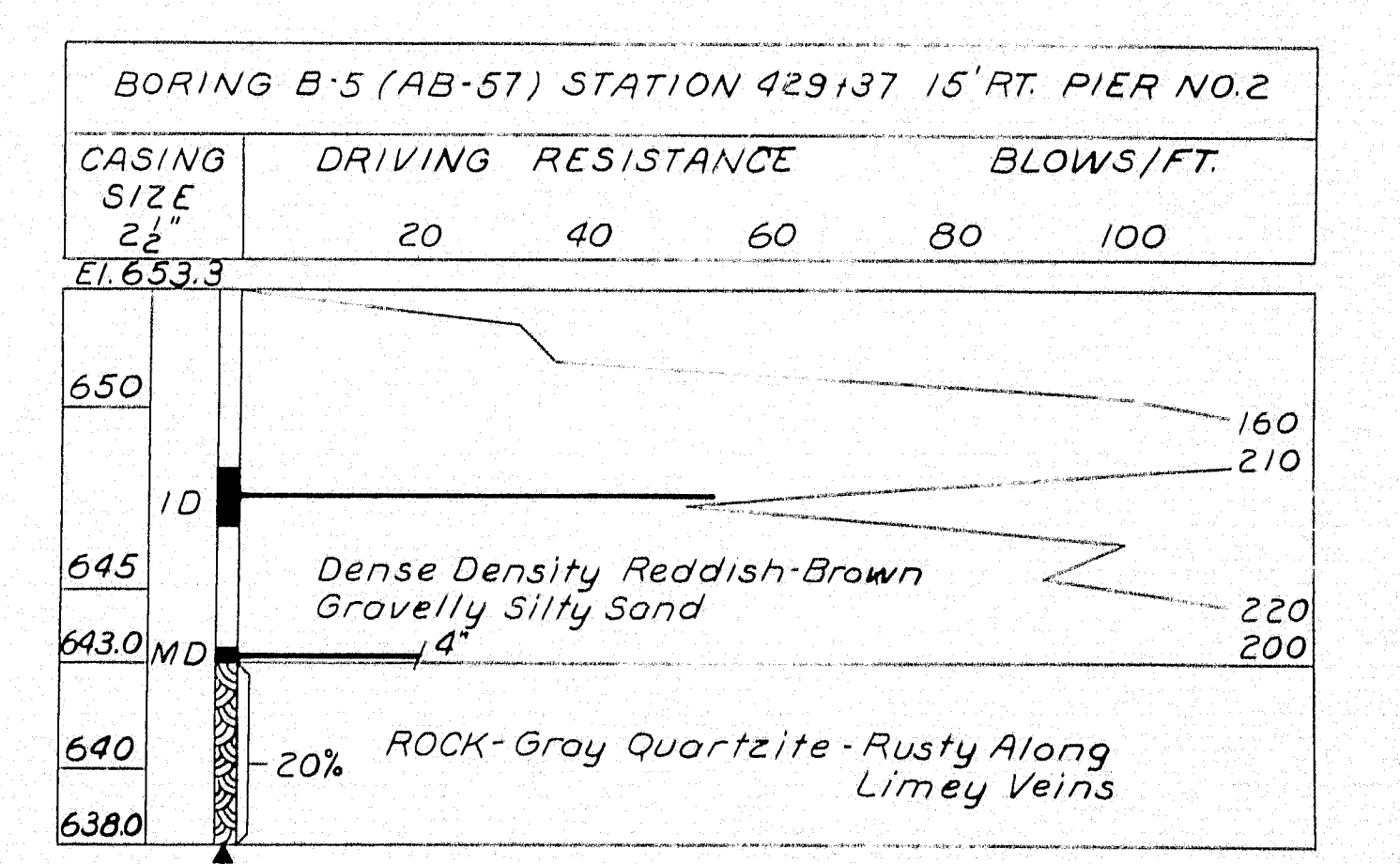
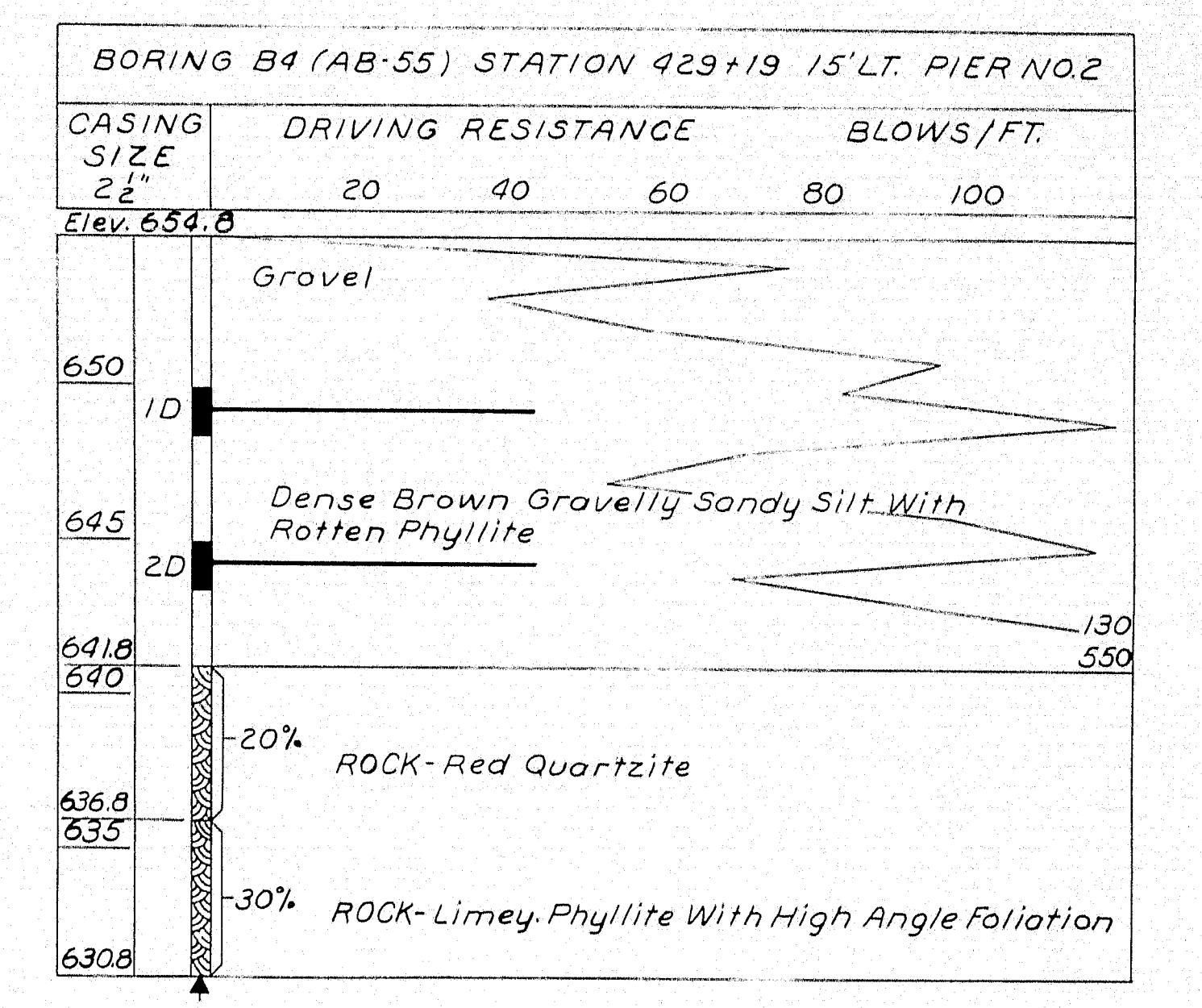
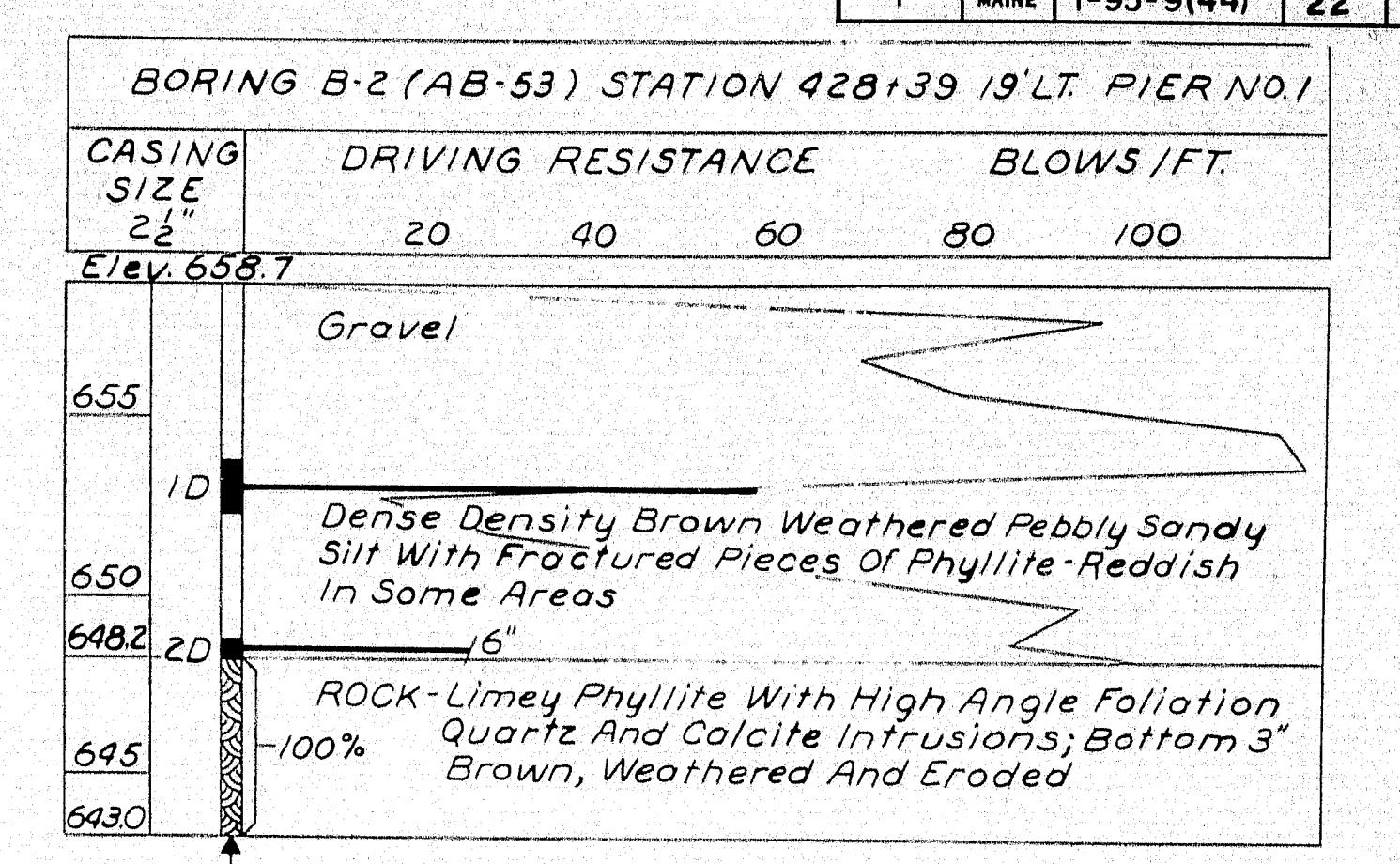
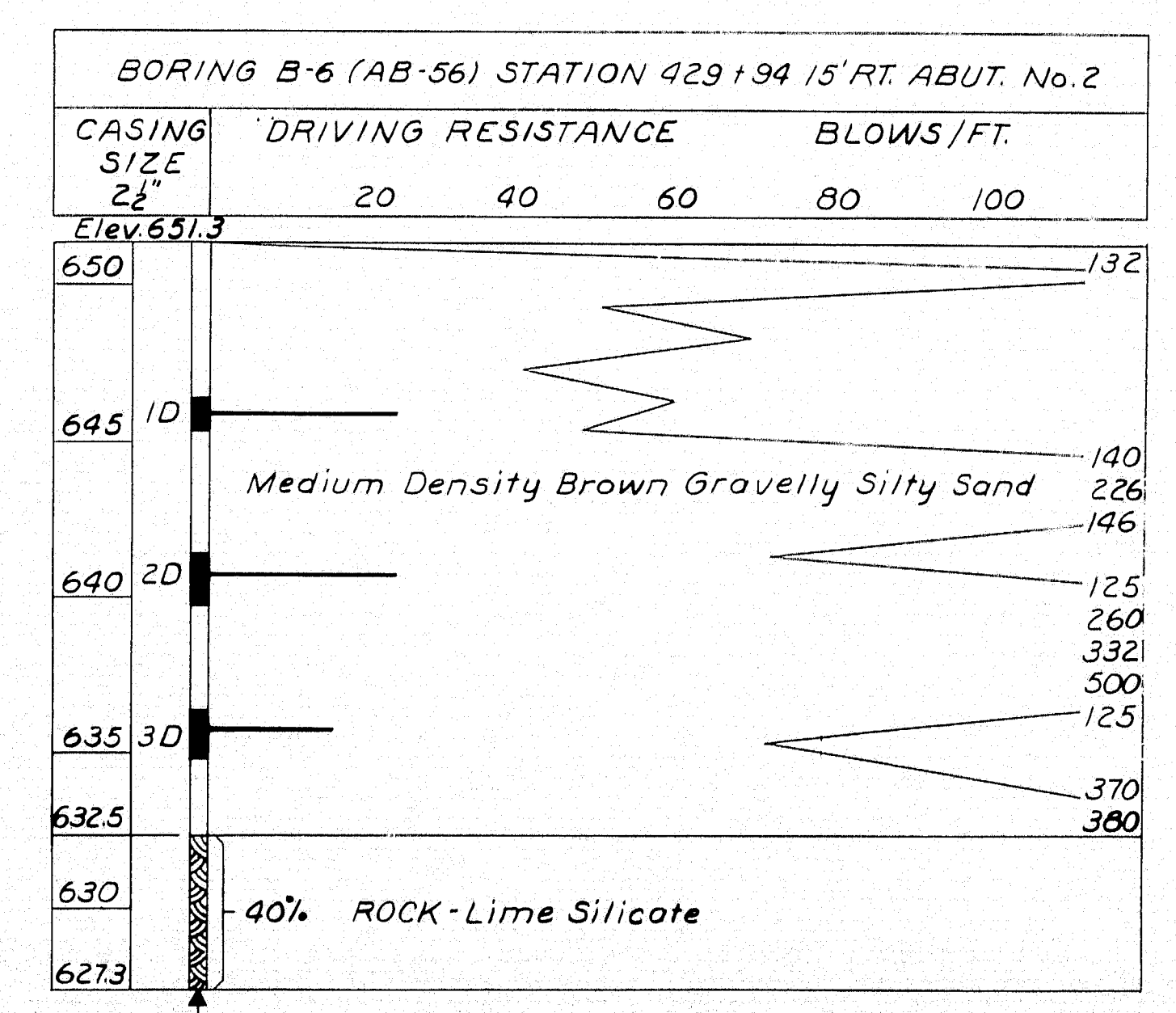
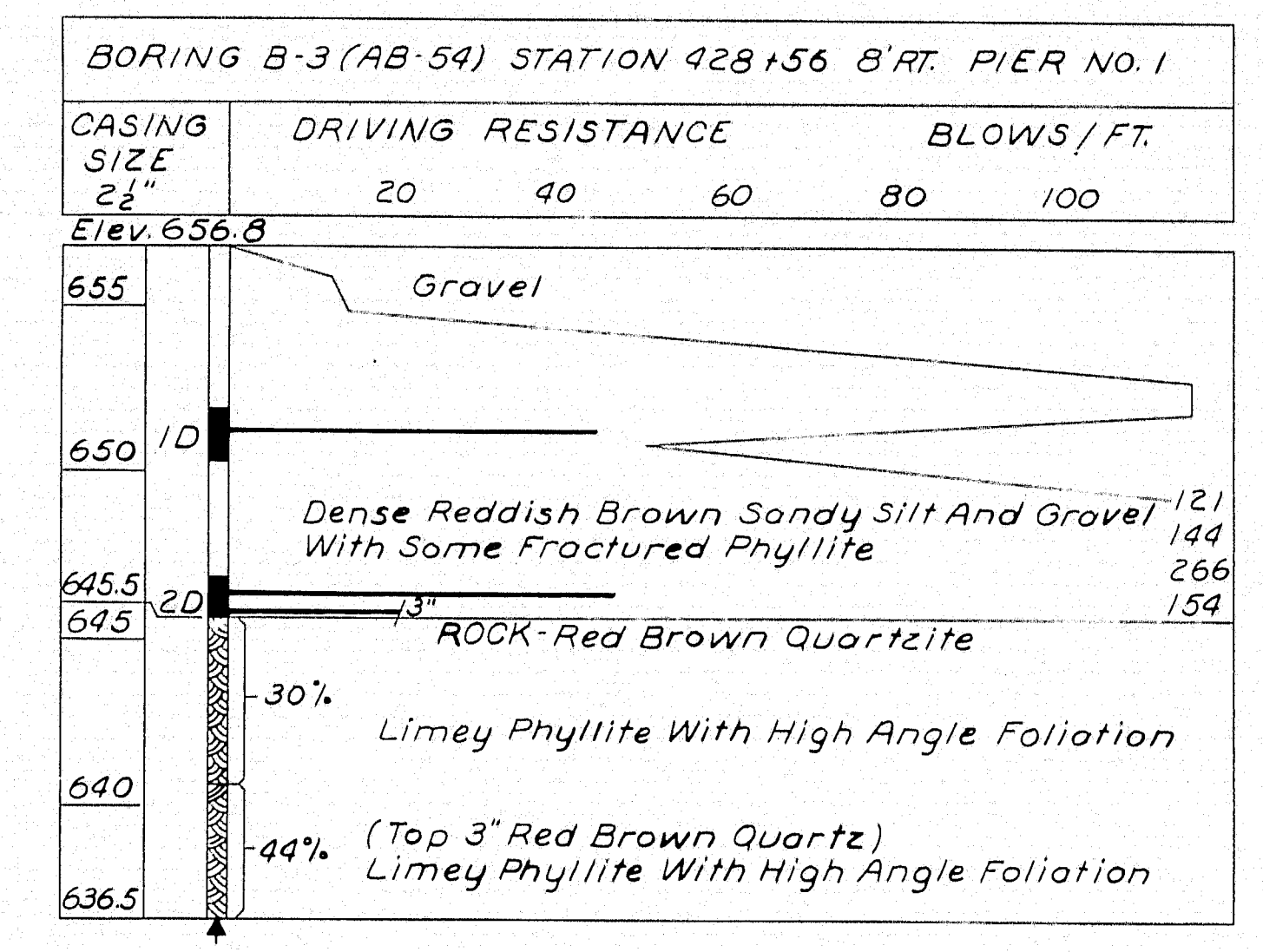
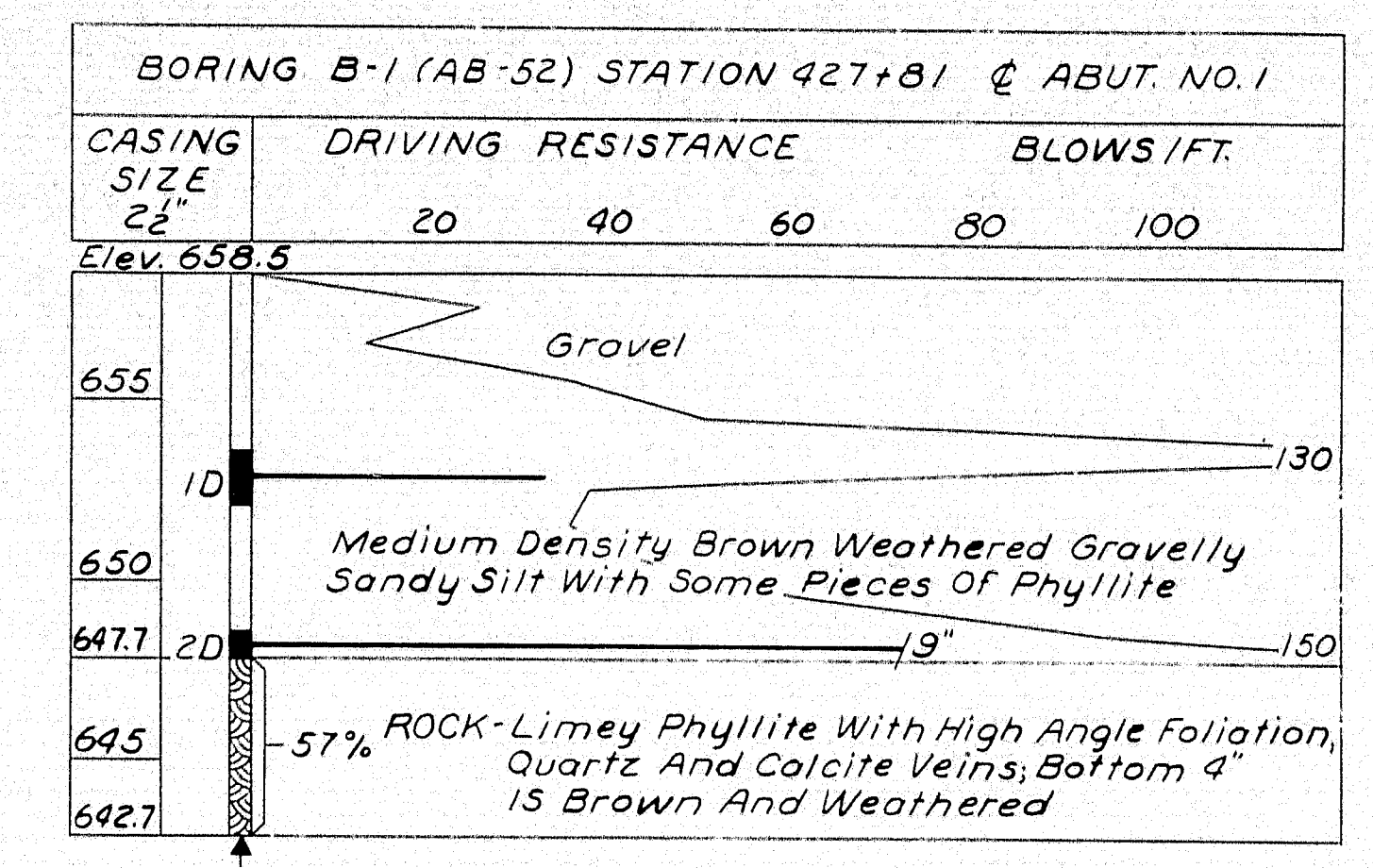




TRANSVERSE SECTIONS

**BORING NOTES:**

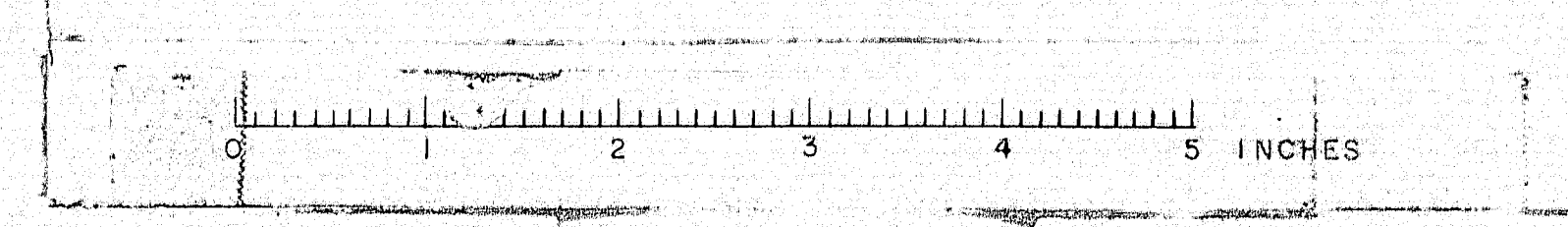
- Number of blows required to drive extra heavy casing one foot with 400 ft. lbs. of energy per blow.
- Location of sample or sample attempt.
- ID Number and type of dry sample S & H Sampler #1290's
- MD Unsuccessful sample attempt and type of sampler.
- Number of blows required to drive spoon or tubing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



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

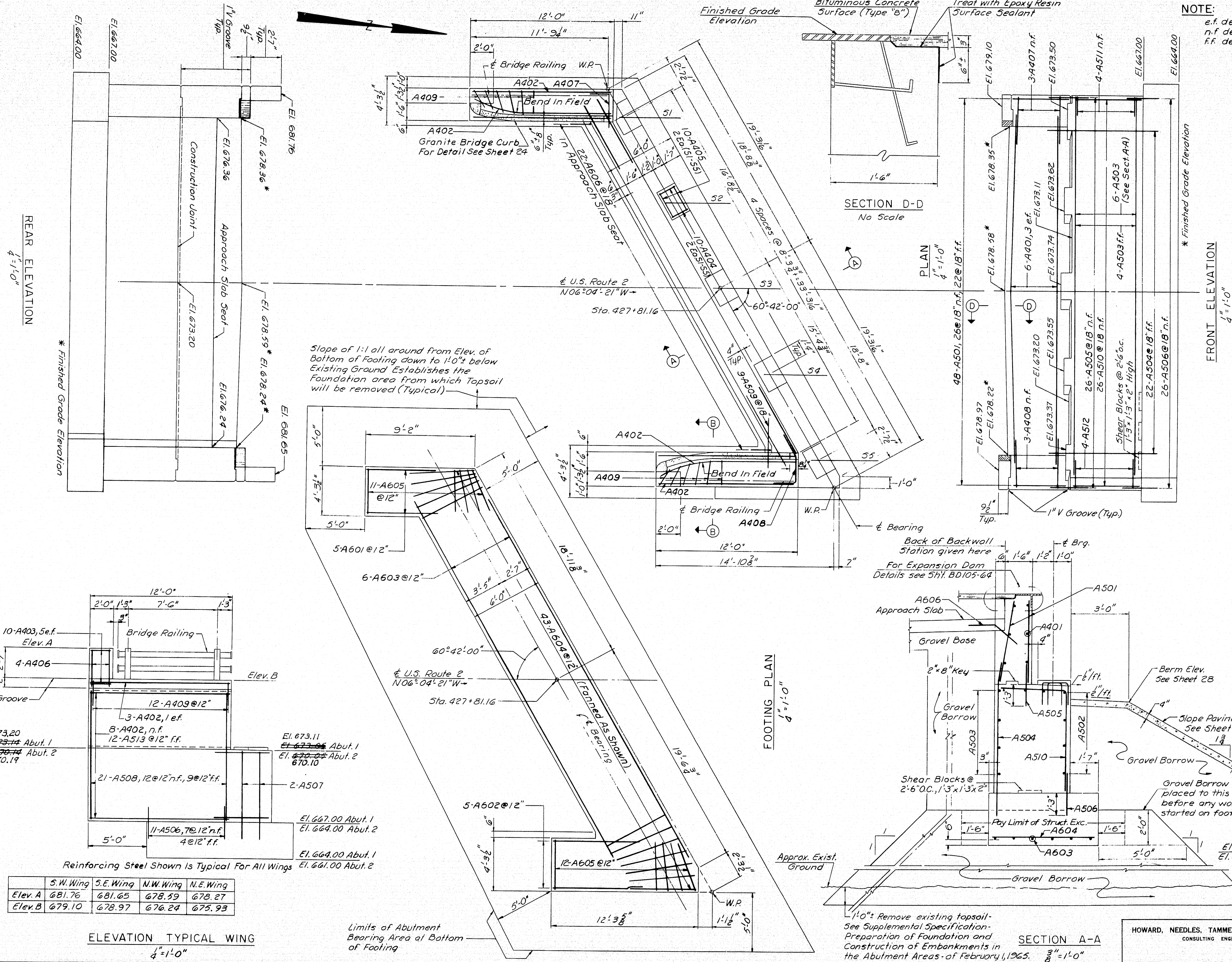
DESIGN- TRACE- CHECK- P.R.N.	DETAIL R.D.F.	BRIDGE NO. SURVEY- PLOT-
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
U.S. ROUTE 2 OVER INTERSTATE 95 SB. IN THE TOWN OF DYER BROOK ARROOSTOOK COUNTY FOUNDATION SURVEY		
SHEET 22 OF 29		AUGUSTA, MAINE APRIL 1965
DYER BROOK (44)		

97-31





NOTE:  
e.f. designates each face  
n.f. designates near face  
f.f. designates far face

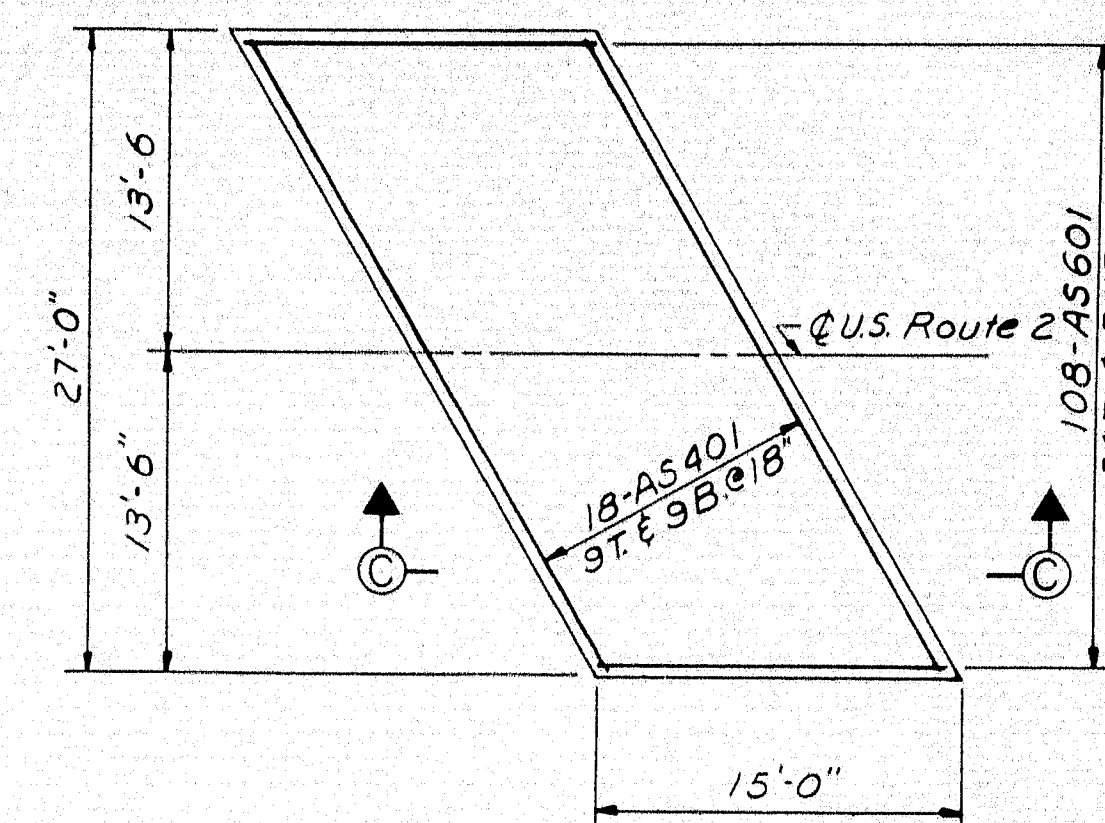


Field Changes Made Charles Russell 2-20-67

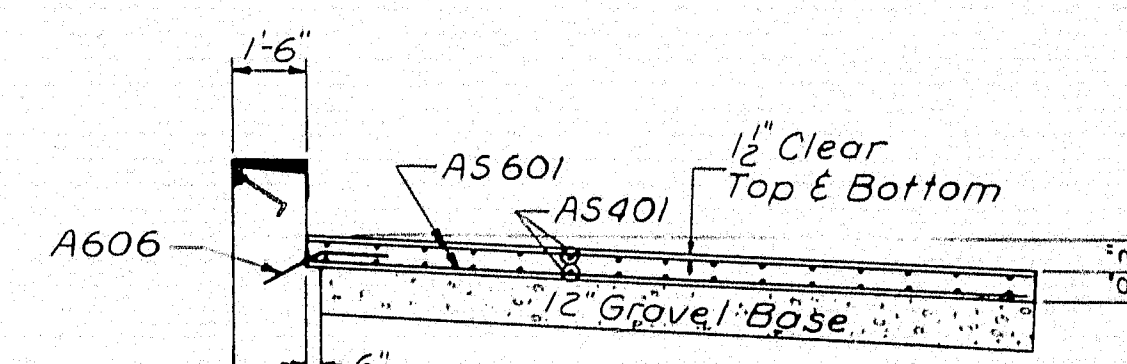
97-32



S. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-9(44)	24	29



PLAN  
1/2" = 1'-0"

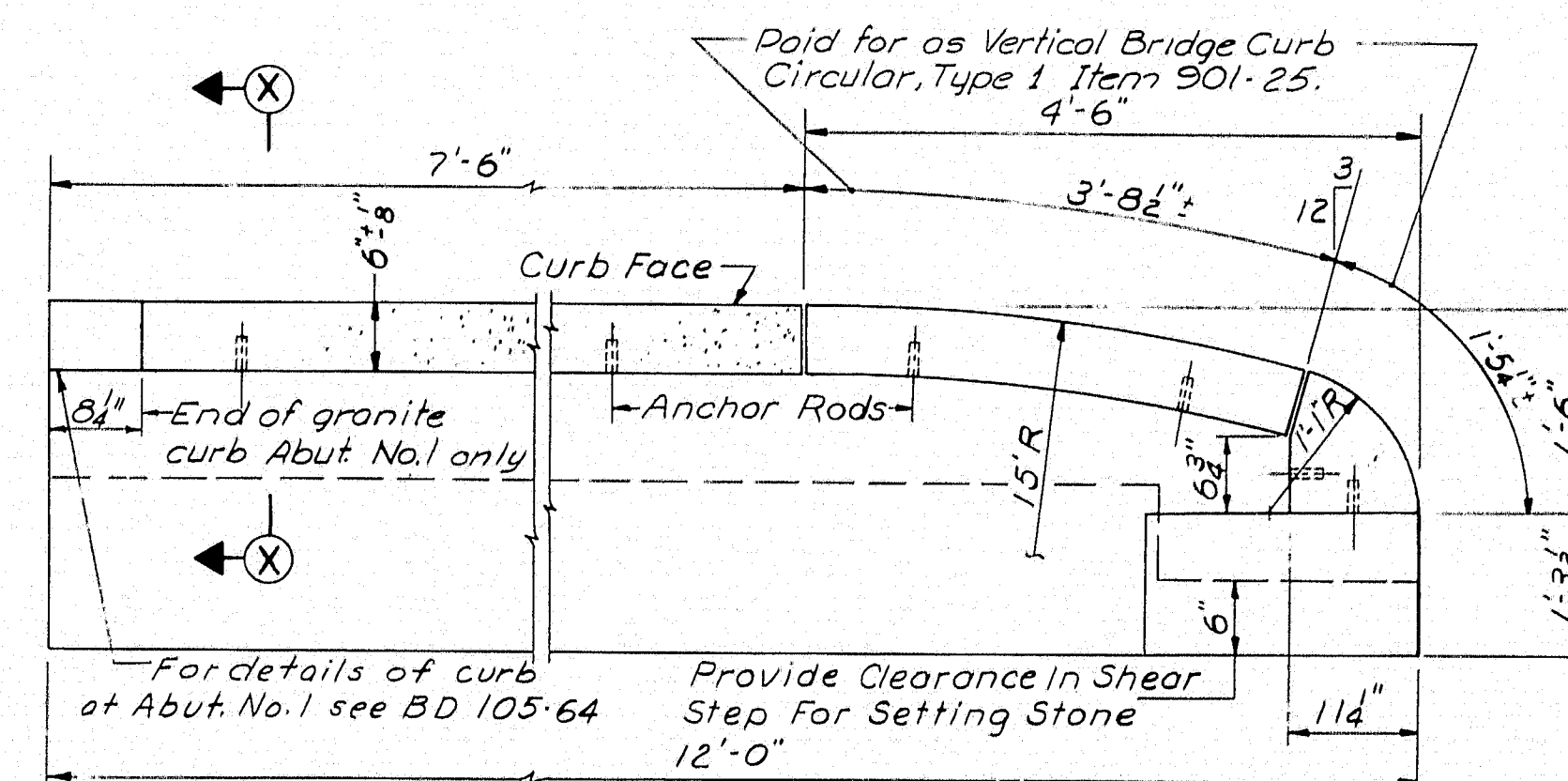


NOTE:  
Approach Slab Concrete will be paid for under Item 701-33, Portland Cement Concrete Abutments and Retaining Walls.

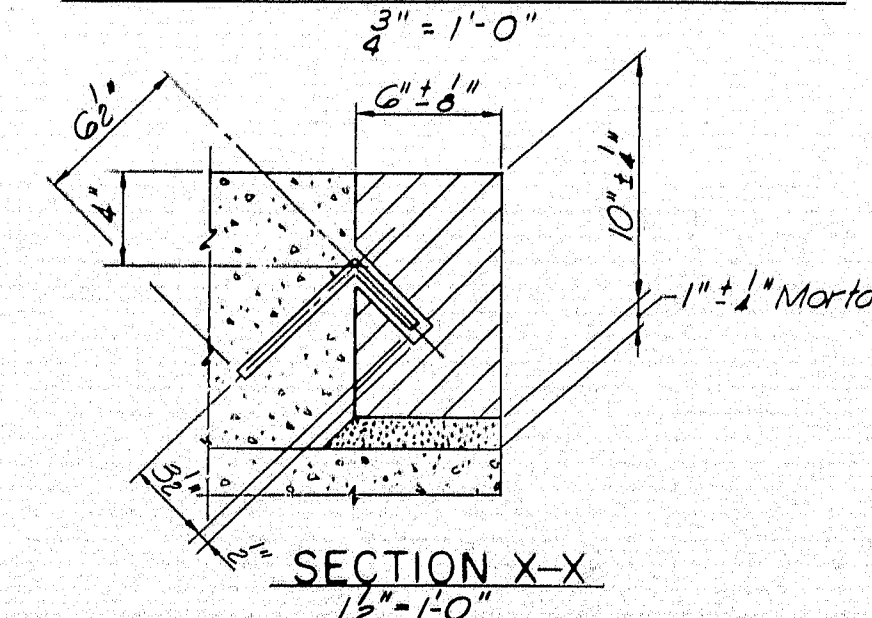
SECTION C-C  
1/2" = 1'-0"

APPROACH SLAB DETAILS  
ABUTMENT NO. 2 SHOWN - ABUTMENT NO. 1 SIMILAR

NOTES:  
For sections A-A & B-B see Sheet No. 23.  
For General Notes see Sheet No. 23.



GRANITE BRIDGE CURB DETAIL  
1/2" = 1'-0"



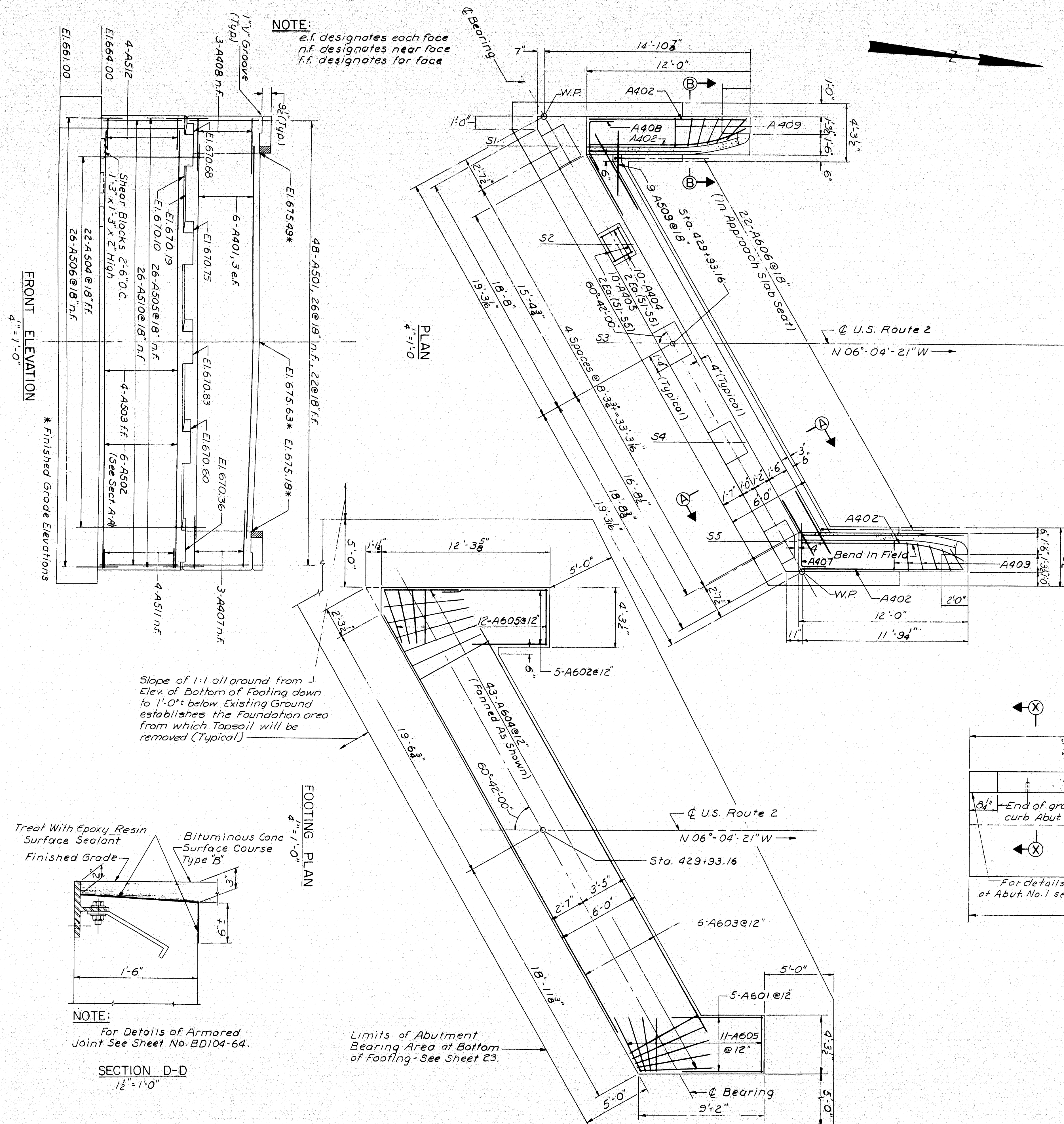
SECTION X-X  
1/2" = 1'-0"

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

DESIGN - G.H. DETAIL R.D.F. BRIDGE NO. SURVEY -  
CHECK - P.R.N. PLOT -  
STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
US ROUTE 2  
OVER  
INTERSTATE 95 SB  
IN THE TOWN OF  
DYER BROOK  
AROSTOOK COUNTY  
ABUTMENT NO. 2 AND APPROACH SLAB  
SHEET 24 OF 29 AUGUSTA, MAINE APRIL 1965

97-33 DYER BROOK (44)

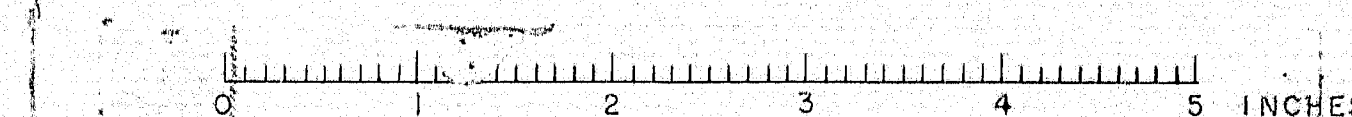
NOTE:  
e.f. designates each face  
n.f. designates near face  
f.f. designates far face



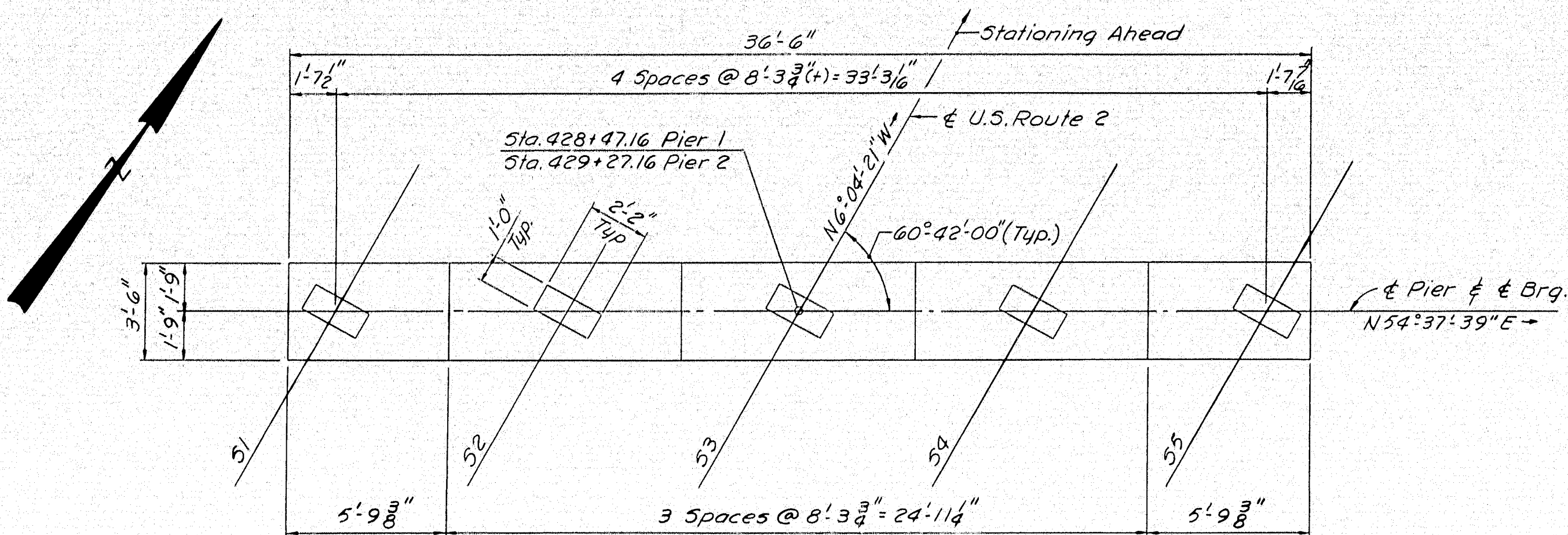
NOTE:  
For Details of Armored  
Joint See Sheet No. BD104-64.

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

Limits of Abutment  
Bearing Area at Bottom  
of Footing - See Sheet 23.





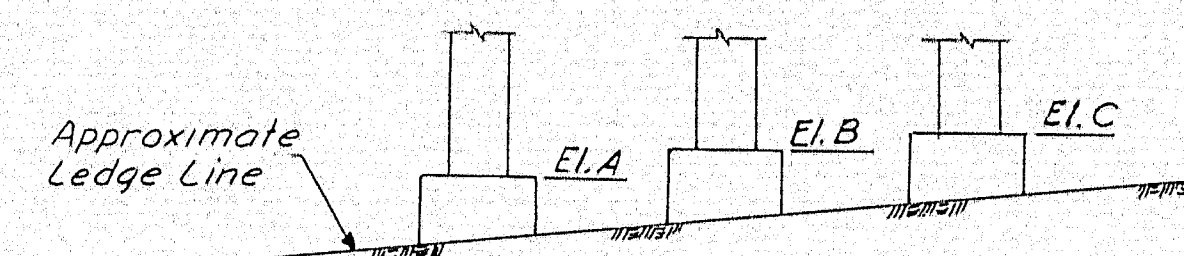


PLAN

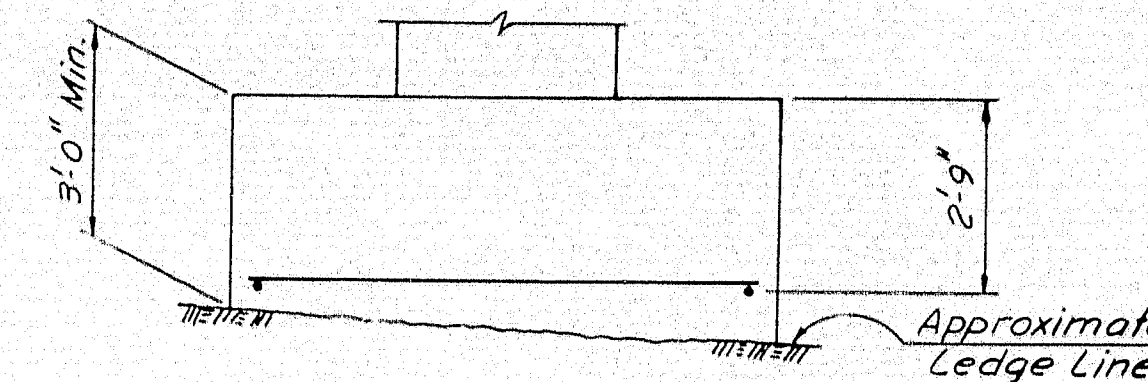
1/4" = 1'-0"

BEARING ELEVATION		
BEAM	PIER 1	PIER 2
51	672.59	671.88
52	672.69	671.96
53	672.80	672.05
54	672.60	671.84
55	672.40	671.62

ELEVATIONS		
ELEVATION	PIER 1	PIER 2
A	641.50	636.00
B	642.50	636.00
C	643.50	636.00



PIER NO. 1

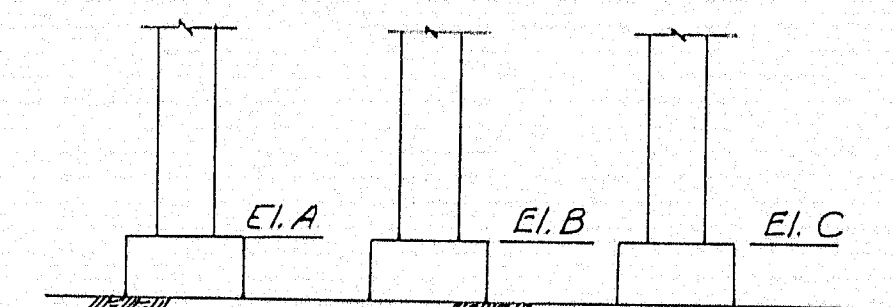


FOOTING ON LEDGE

3/8" = 1'-0"

NOTES:

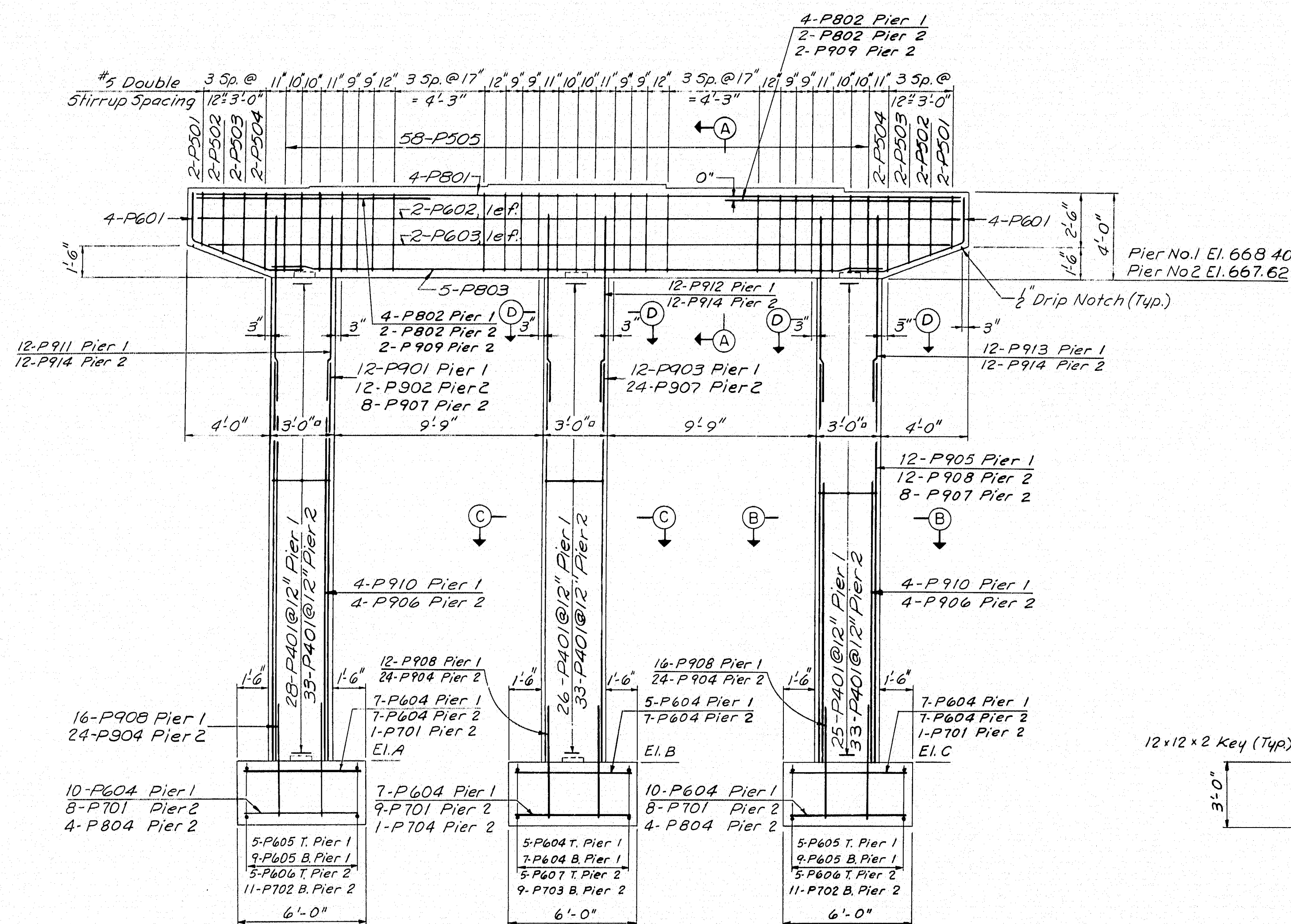
1. All weathered or broken ledge shall be removed before any footing concrete is placed.
2. Top of footing elevation may be altered to suit field conditions. No change in top of footing elevations greater than 2 feet shall be made without approval of the Consulting Engineer. Top of footing on ledge shall have minimum 1 foot of cover.
3. Dress bearing areas 1" larger all around than masonry plates to exact elevations shown.
4. Reinforcing steel to have 2" minimum cover unless otherwise shown.
5. Place reinforcing to clear anchor bolts.
6. Maximum Footing Pressure;
  - Pier 1 Group I Loading 4.8 Tons Critical
  - Pier 1 Group III Loading 8.2 Tons Critical
  - Pier 2 Group I Loading 3.8 Tons Critical
  - Pier 2 Group III Loading 7.7 Tons Critical



PIER NO. 2

LEDGE PROFILES

1" = 10'  
Looking Up Station



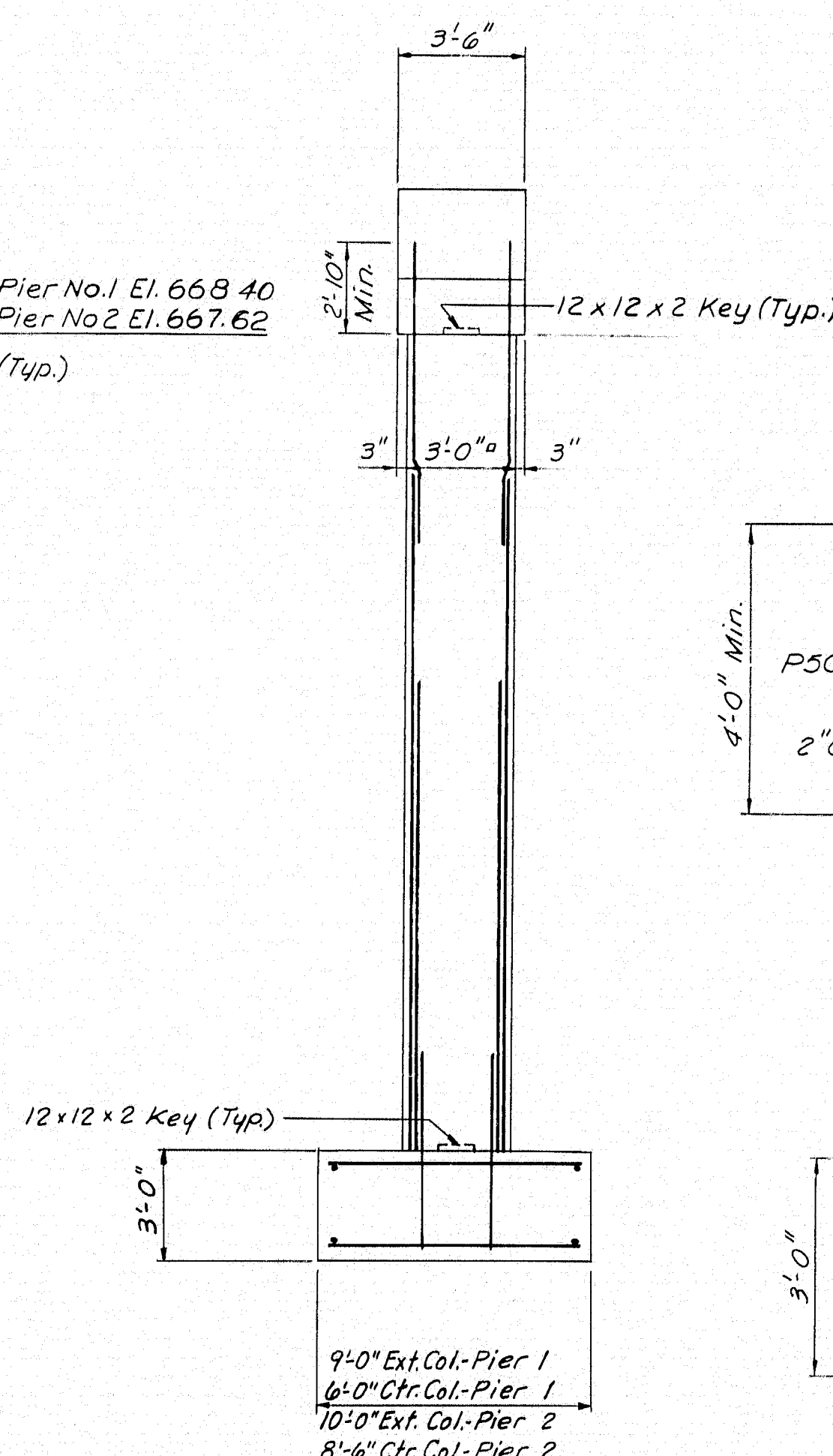
EXTERIOR COLUMN

INTERIOR COLUMN

EXTERIOR COLUMN

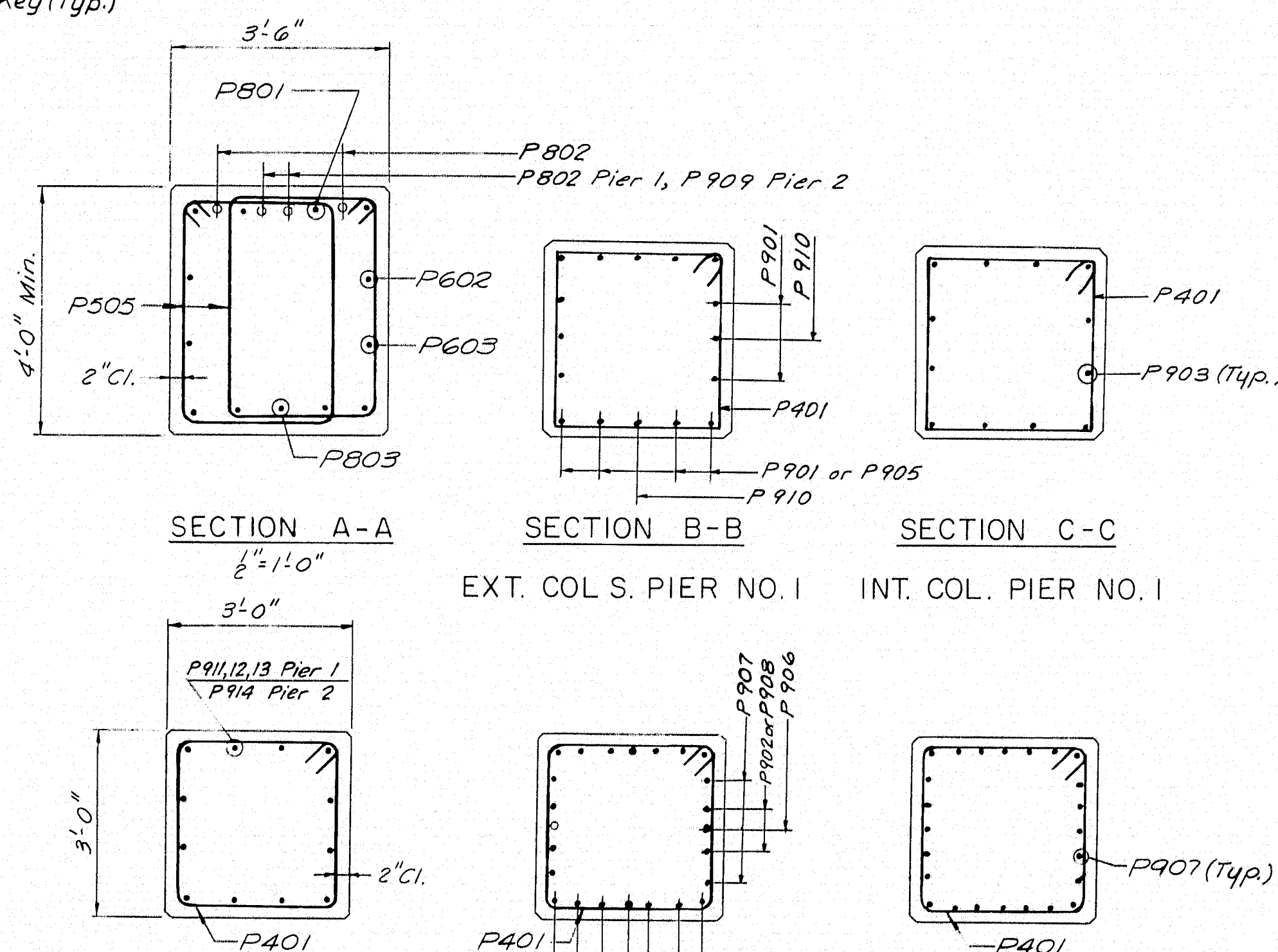
ELEVATION

1/4" = 1'-0"



END ELEVATION

1/4" = 1'-0"



SECTION A-A

SECTION B-B

SECTION C-C

EXT. COL. S. PIER NO. 1

INT. COL. PIER NO. 1

SECTION D-D

SECTION B-B

SECTION C-C

TYPICAL AS NOTED

EXT. COL. S. PIER NO. 2

INT. COL. PIER NO. 2

1/2" = 1'-0"

1/2" = 1'-0"

1/2" = 1'-0"

Revised 11-30-65  
Pier Footings Lowered.  
Reinf. revised as reqd.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF  
CONSULTING ENGINEERS

NEW YORK BOSTON KANSAS CITY

DESIGN - G.H.	DETAIL - J.M.M.	BRIDGE NO.
TRACE -	PLOT -	
CHECK - P.R.N.		
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
U.S. ROUTE 2 OVER INTERSTATE 95 SB IN THE TOWN OF DYER BROOK AROSTOOK COUNTY PIERS		
SHEET 25 OF 29 AUGUSTA, MAINE APRIL 1965		

Field Changes Made Charles Russell 2-20-67 97-34 DYER BROOK (44)

