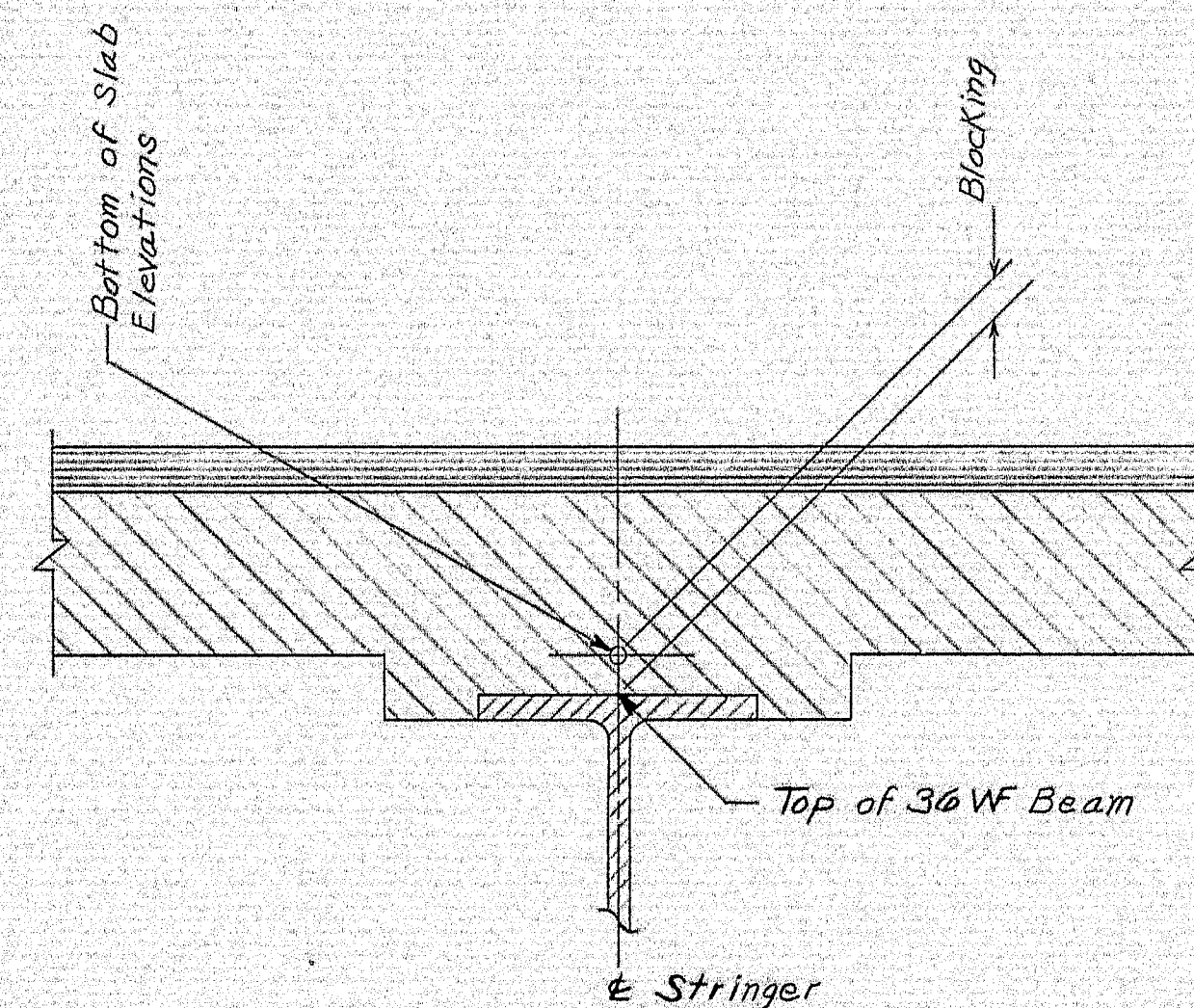


*BOTTOM OF SLAB ELEVATIONS																													
Points	Abut1	Span 1			Pier1	Span 2								Pier2	Span 3					Pier3	Span 4					Pier4			
	1	3	5	7	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	
Point	E. Brg.	11.500	23.000	34.500	E. Brg.	8.333	16.667	25.000	33.333	41.667	50.000	58.333	66.667	E. Brg.	9.000	18.000	27.000	36.000	45.000	54.000	E. Brg.	9.000	18.000	27.000	36.000	45.000	54.000	E. Brg.	
Line 1	461.72	462.59	463.46	464.32	465.19	465.84	466.49	467.14	467.78	468.41	469.02	469.63	470.24	470.85	471.53	472.21	472.90	473.58	474.26	474.93	475.61	476.30	476.99	477.68	478.36	479.03	479.70	480.37	
Line 2	461.79	462.67	463.53	464.39	465.27	465.91	466.56	467.21	467.85	468.48	469.10	469.71	470.31	470.93	471.60	472.29	472.97	473.66	474.33	475.01	475.68	476.37	477.07	477.76	478.43	479.10	479.77	480.44	
Line 3	461.71	462.58	463.45	464.31	465.18	465.83	466.48	467.13	467.77	468.40	469.01	469.62	470.23	470.84	471.52	472.20	472.89	473.57	474.25	474.92	475.60	476.29	476.98	477.67	478.35	479.02	479.68	480.35	
Line 4	461.46	462.34	463.20	464.06	464.94	465.58	466.23	466.88	467.52	468.15	468.77	469.38	469.98	470.60	471.27	471.96	472.64	473.33	474.00	474.68	475.35	476.04	476.74	477.42	478.10	478.77	479.44	480.11	

	Pier 4	Span 5							Pier 5	Span 6							Pier 6	Span 7							Abut 2
Points	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	50	52	54	56	58	60		
Point	E. Brg.	9.000	18.000	27.000	36.000	45.000	54.000	E. Brg.	E. 333	16.667	25.000	33.333	41.667	50.000	58.333	66.667	E. Brg.	10.167	20.333	30.500	40.667	50.833	E. Brg.		
Line 1	480.37	481.05	481.74	482.42	483.10	483.77	484.44	485.12	485.76	486.41	487.05	487.69	488.32	488.94	489.55	490.16	490.78	491.56	492.34	493.13	493.90	494.65	495.39		
Line 2	480.44	481.12	481.81	482.49	483.17	483.84	484.52	485.20	485.84	486.48	487.13	487.77	488.39	489.01	489.62	490.24	490.86	491.63	492.42	493.20	493.97	494.72	495.46		
Line 3	480.35	481.04	481.72	482.41	483.09	483.76	484.43	485.11	485.75	486.40	487.04	487.68	488.31	488.93	489.54	490.15	490.77	491.55	492.33	493.12	493.88	494.64	495.38		
Line 4	480.11	480.79	481.48	482.16	482.84	483.51	484.19	484.87	485.51	486.15	486.80	487.44	488.06	488.68	489.29	489.91	490.53	491.30	492.09	492.87	493.64	494.39	495.13		

* The elevations shown in the table are to be used
for setting the slab forms.
Dead load deflections have been considered.

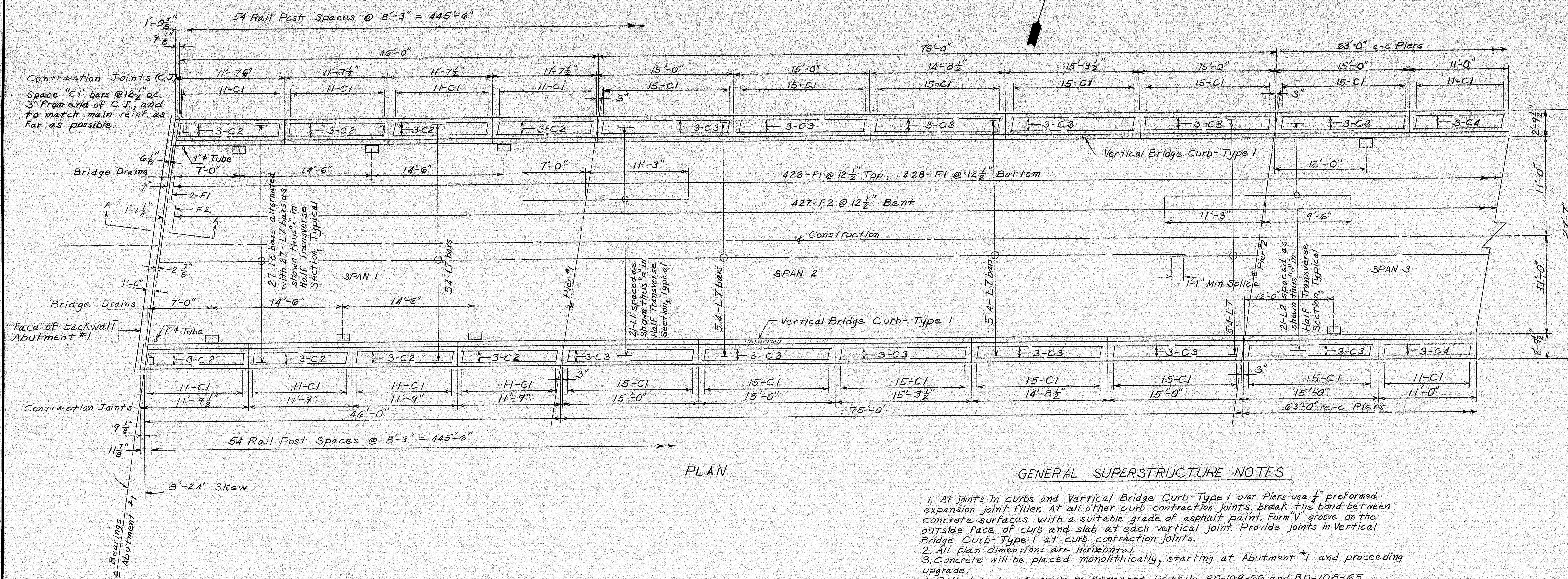


STRINGER SECTION

Note: Blocking is $1\frac{3}{4}$ " at abutment and pier bearings.
Do not use for setting forms.

4 LANE REVISION		DEC. 1966
DESIGN - DAP	BRIDGE NO. SURVEY - PLOT -	
STATE HIGHWAY COMMISSION BRIDGE DIVISION CASEY ROAD BRIDGE OVER INTERSTATE 95 IN THE TOWN OF BENEDICTA, AROOSTOOK COUNTY AND IN THE TOWNSHIP OF T2,R6 W.E.L.S., PENOBSCOT COUNTY BOTTOM SLAB ELEVATIONS		
SHEET 13A OF 26 AUGUSTA, MAINE DEC. 1966		

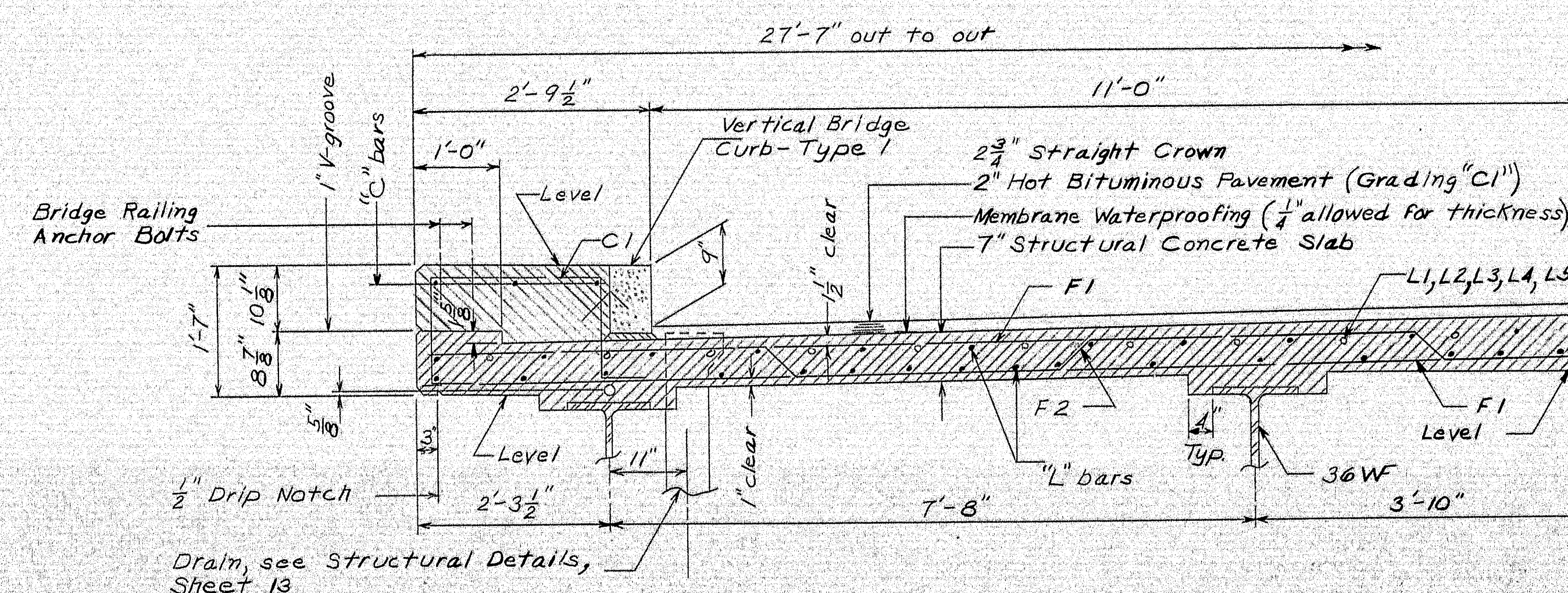
100-177



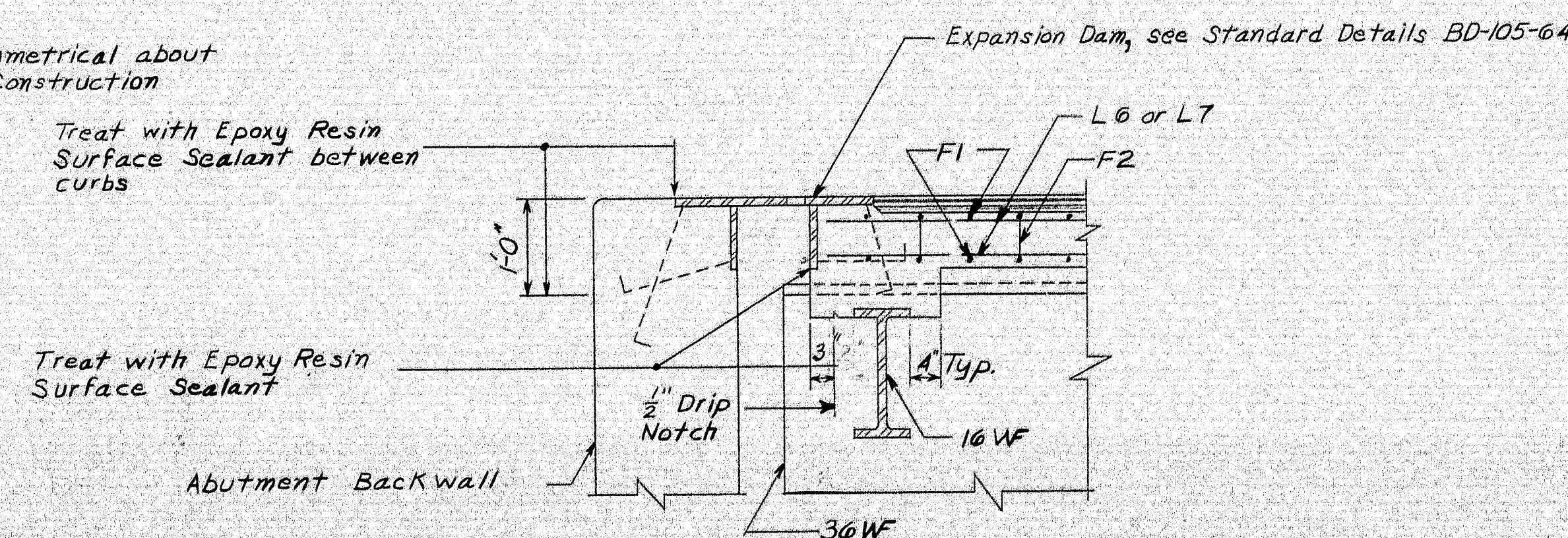
PLAN

GENERAL SUPERSTRUCTURE NOTES

1. At joints in curbs and Vertical Bridge Curb-Type I over Piers use $\frac{1}{2}$ " preformed expansion joint filler. At all other curb contraction joints, break the bond between concrete surfaces with a suitable grade of asphalt paint. Form "V" groove on the outside face of curb and slab at each vertical joint. Provide joints in Vertical Bridge Curb-Type I at curb contraction joints.
2. All plan dimensions are horizontal.
3. Concrete will be placed monolithically, starting at Abutment #1 and proceeding upgrade.
4. Rail details are shown on standard Details BD-109-66 and BD-108-65.



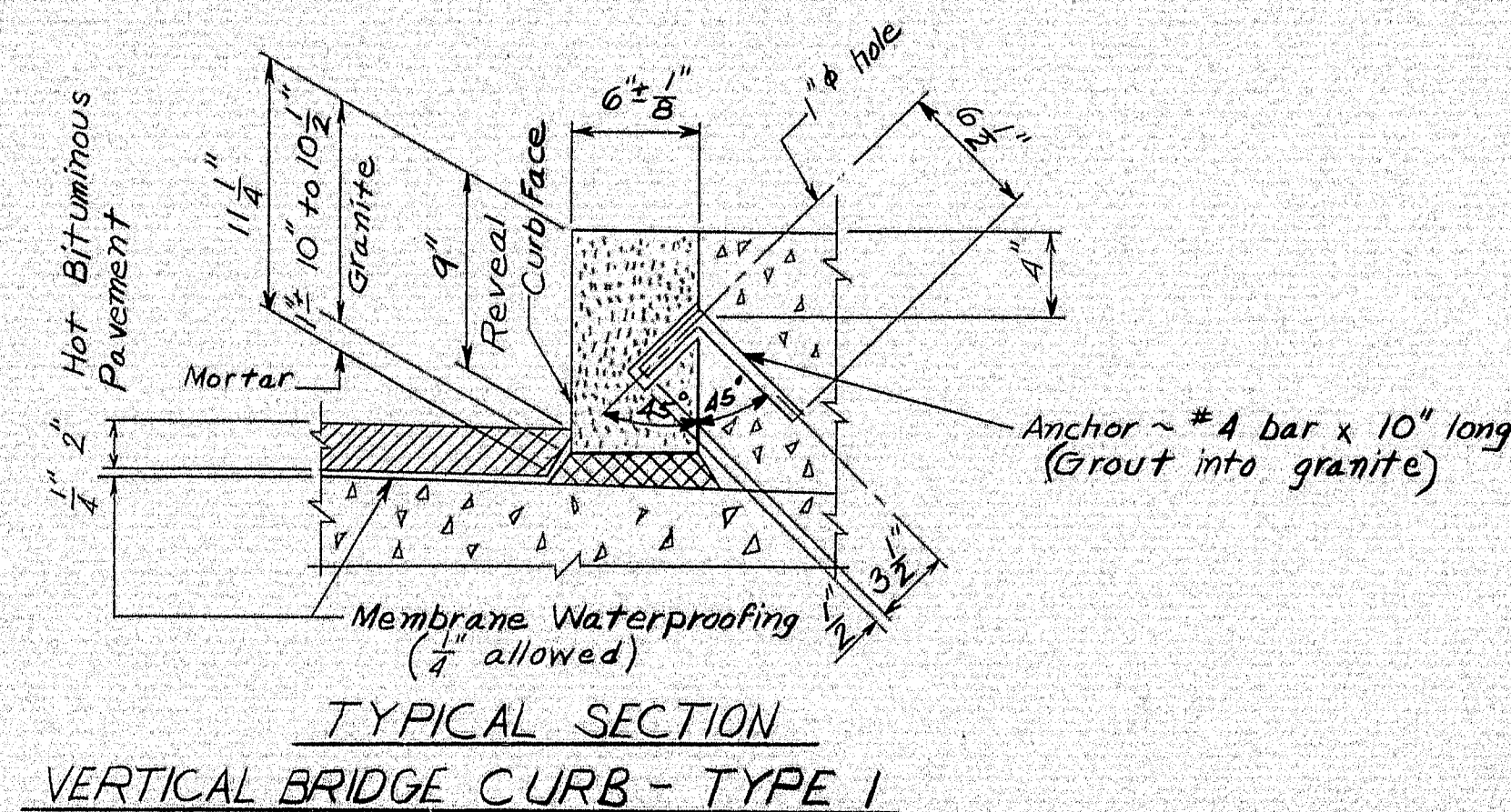
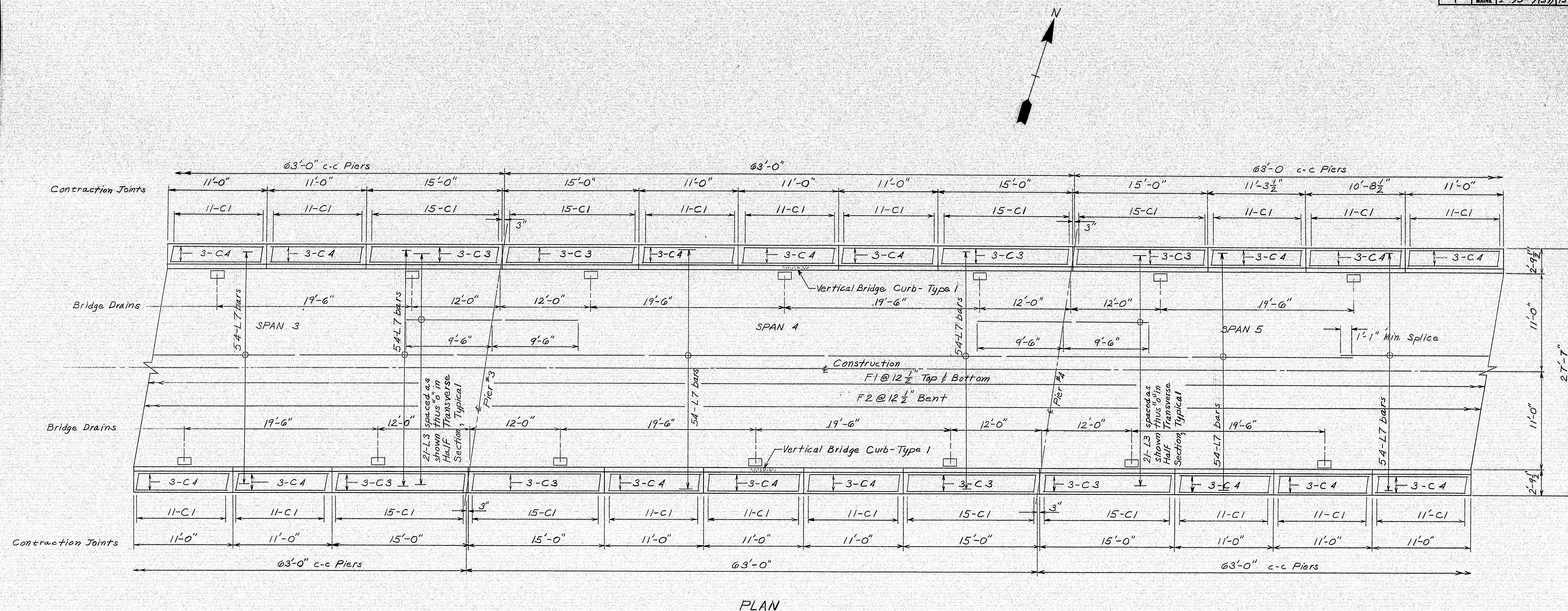
HALF TRANSVERSE SECTION



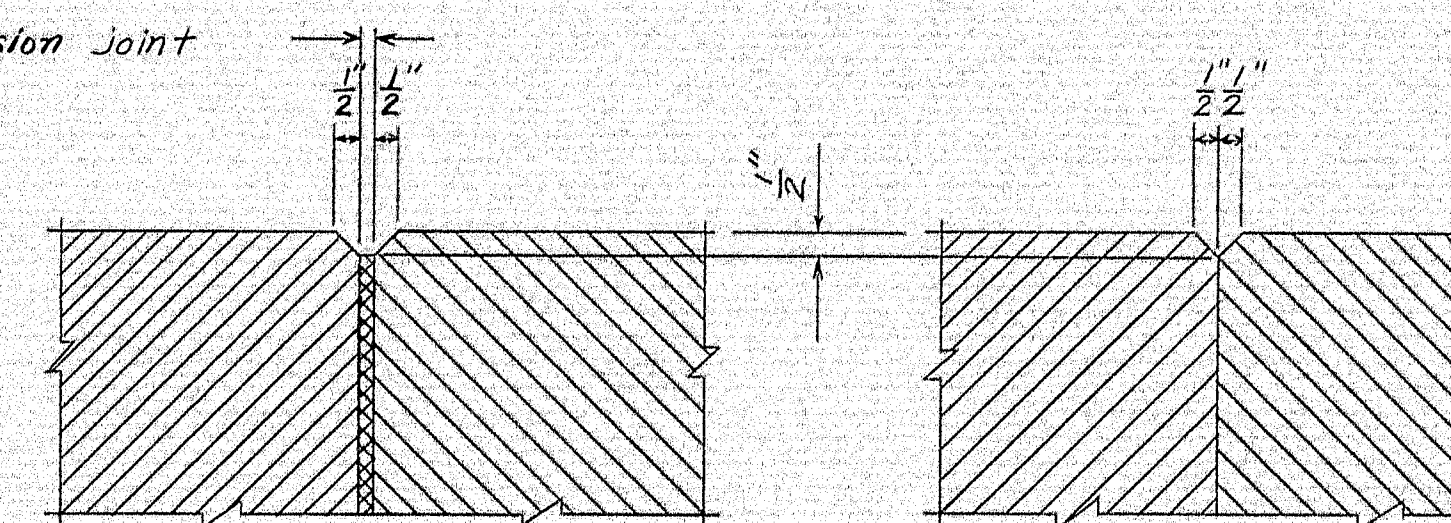
SECTION A-A

4 LANE REVISION		DEC. 1966 WAP
DESIGN - H.L.D. TRACE - RAR CHECK -	BRIDGE NO. SURVEY - PLAN -	
STATE HIGHWAY COMMISSION BRIDGE DIVISION CASEY ROAD BRIDGE OVER INTERSTATE 95 IN THE TOWN OF BENEDICTA, AROOSTOOK COUNTY AND IN THE TOWNSHIP OF T2,R6 W.E.L.S., PENOBSCOT COUNTY		
SUPERSTRUCTURE SPANS NOS. 1, 2, & 3		
SHEET 14 OF 26 AUGUSTA, MAINE DEC. 1966		

100-178



1/2" preformed expansion joint
Filler



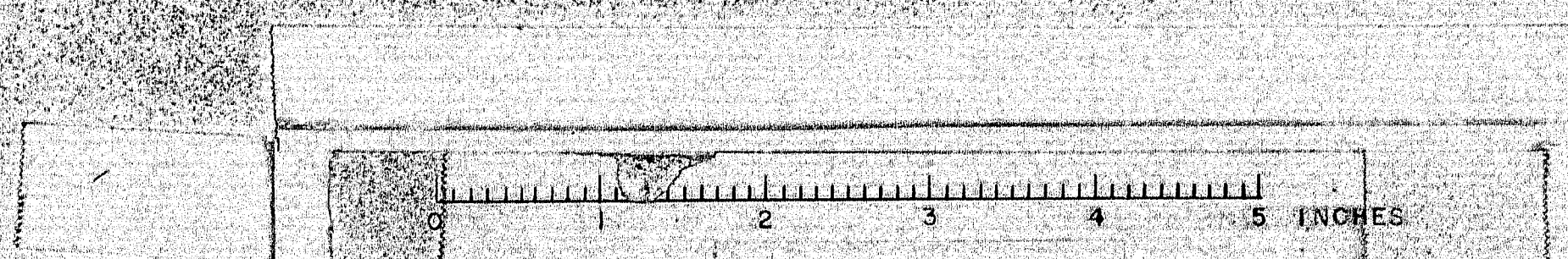
4 LANE REVISION DEC. 1966

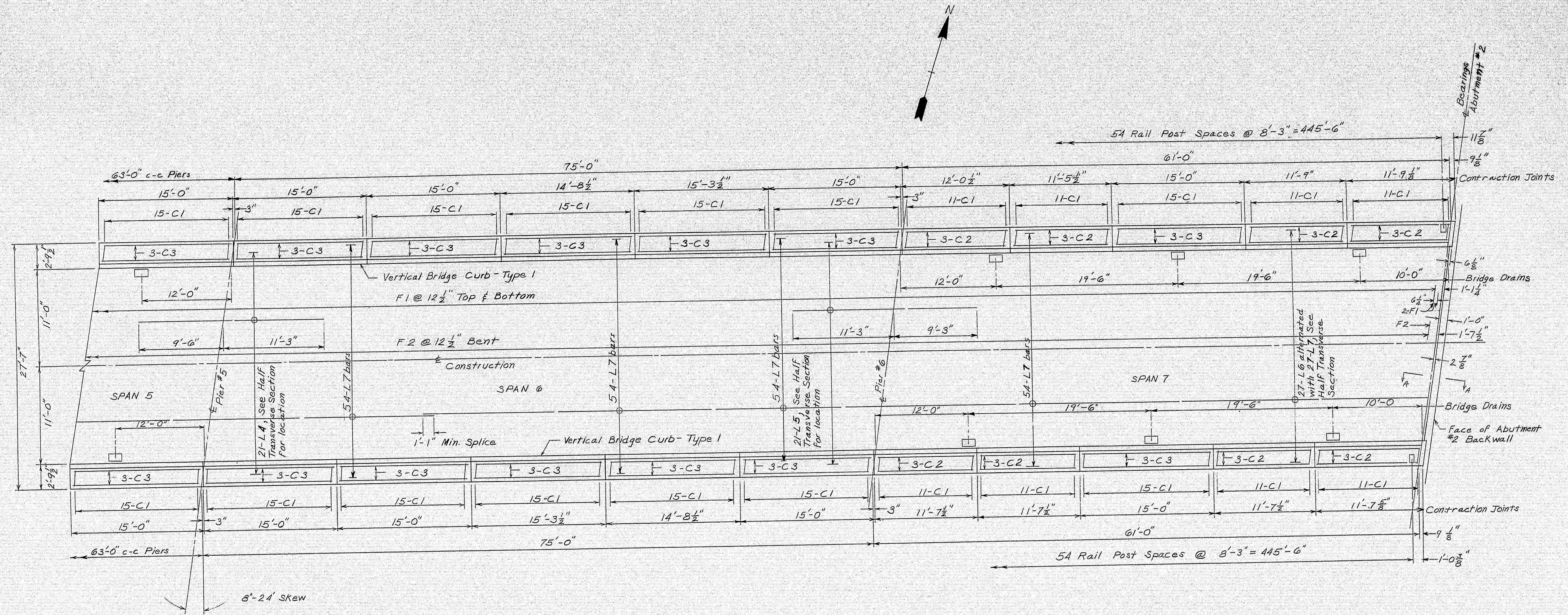
DESIGN - H.L.P.
TRACE - BAR
CHECK -

BRIDGE NO. 100-179
SURVEY -
PLOT -

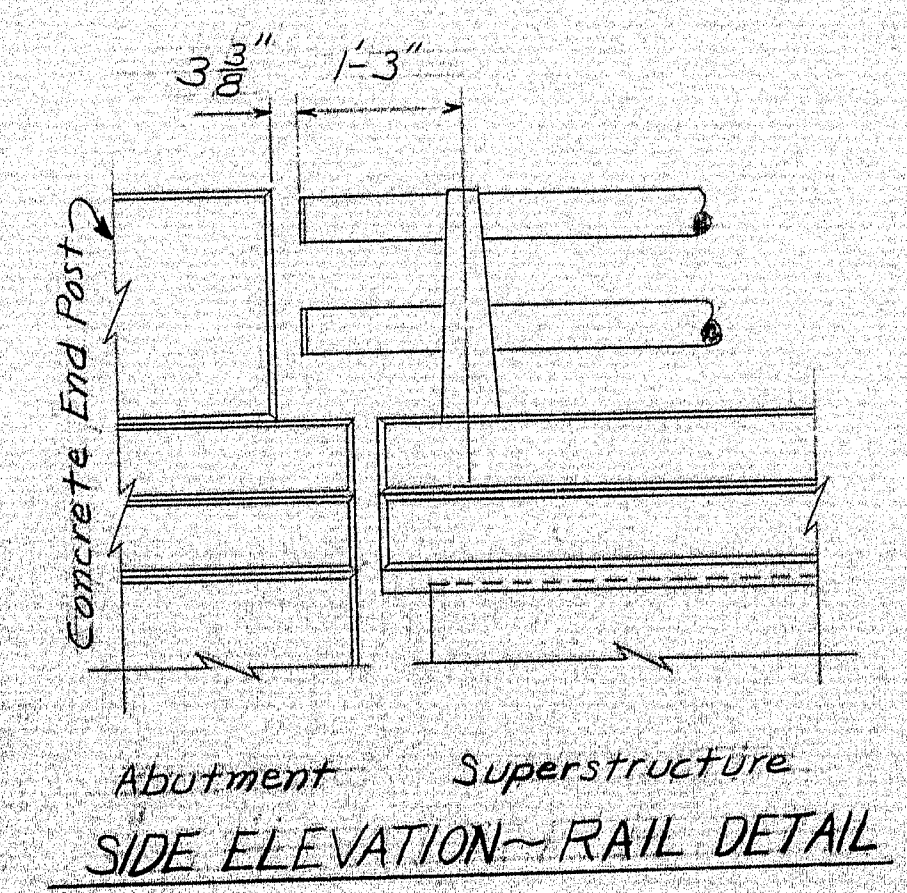
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
CASEY ROAD BRIDGE
OVER
INTERSTATE 95
IN THE TOWN OF
BENEDICTA, AROOSTOOK COUNTY
AND IN THE TOWNSHIP OF
T2,R6 W.E.L.S., PENOBSCOT COUNTY
SUPERSTRUCTURE SPANS NOS. 3, 4, & 5
SHEET 15 OF 26 AUGUSTA, MAINE DEC. 1966

100-179





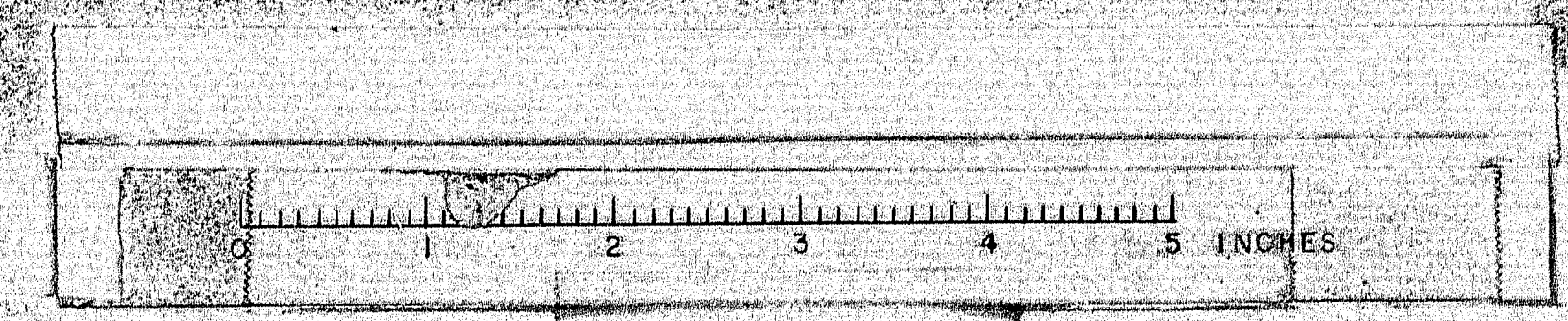
PLAN

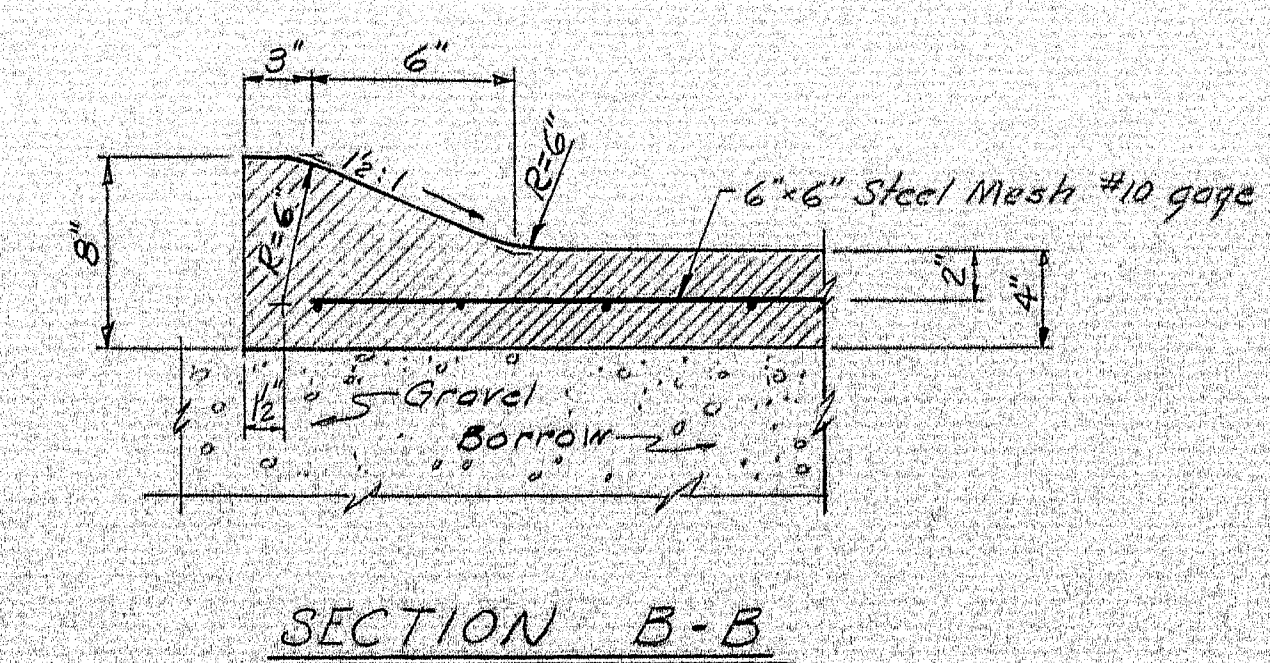
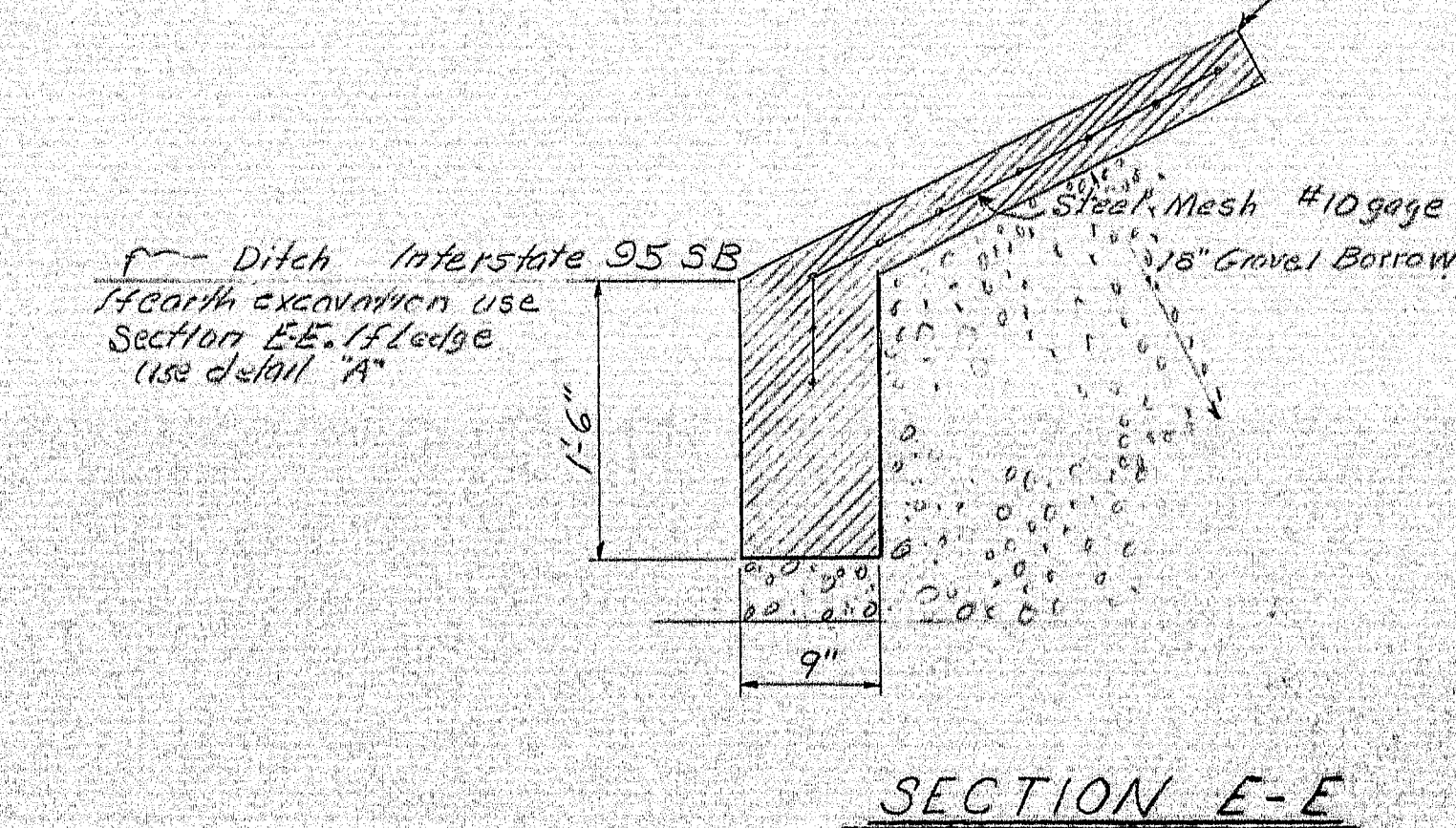
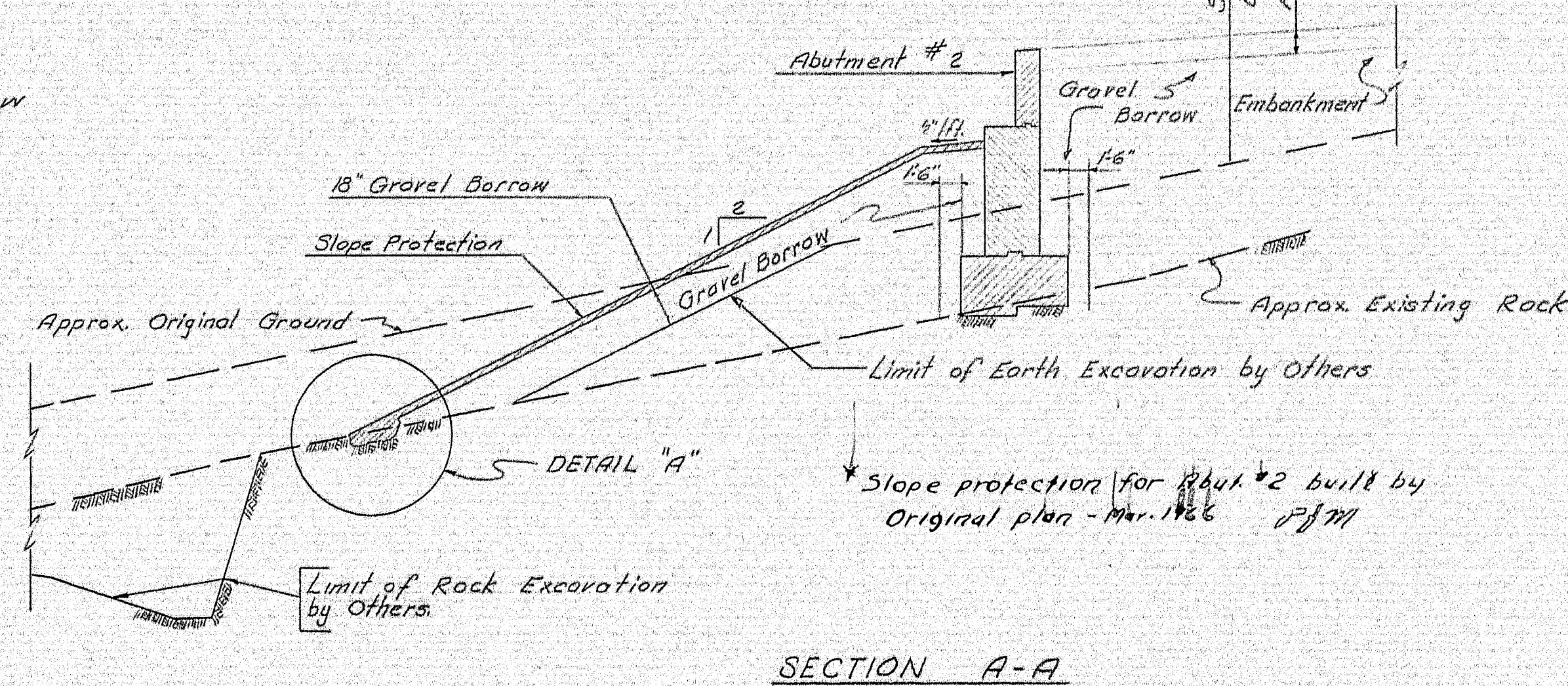
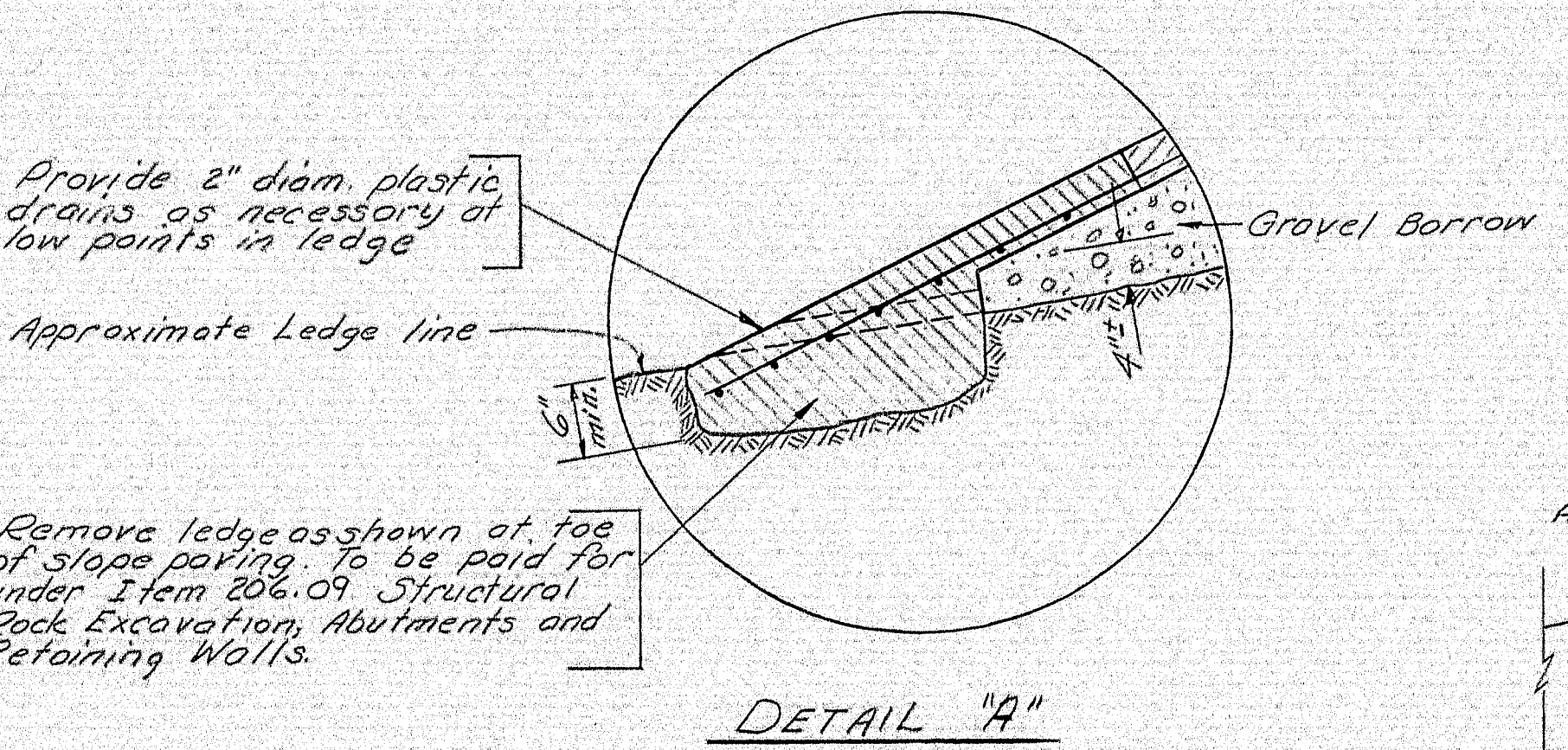
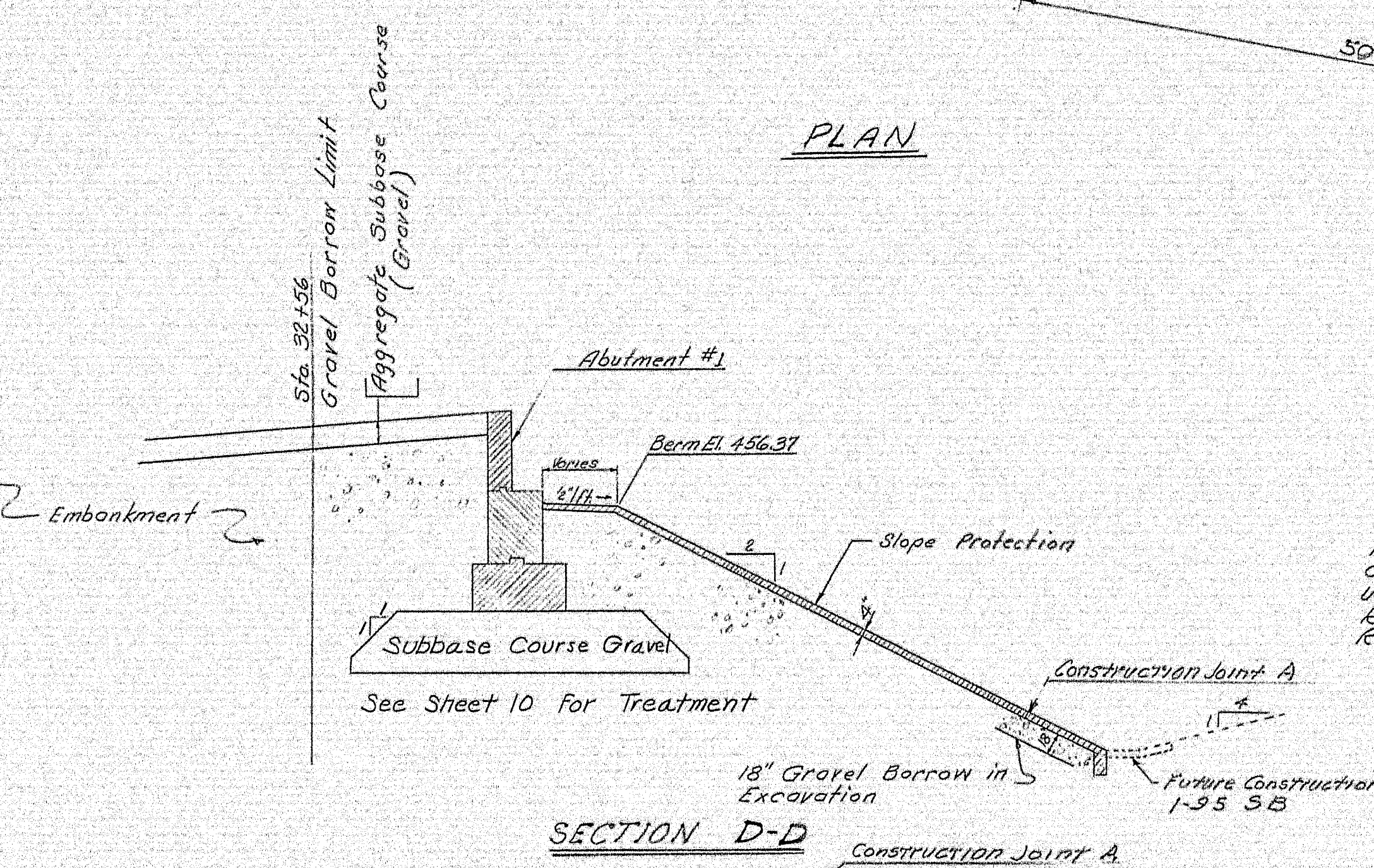
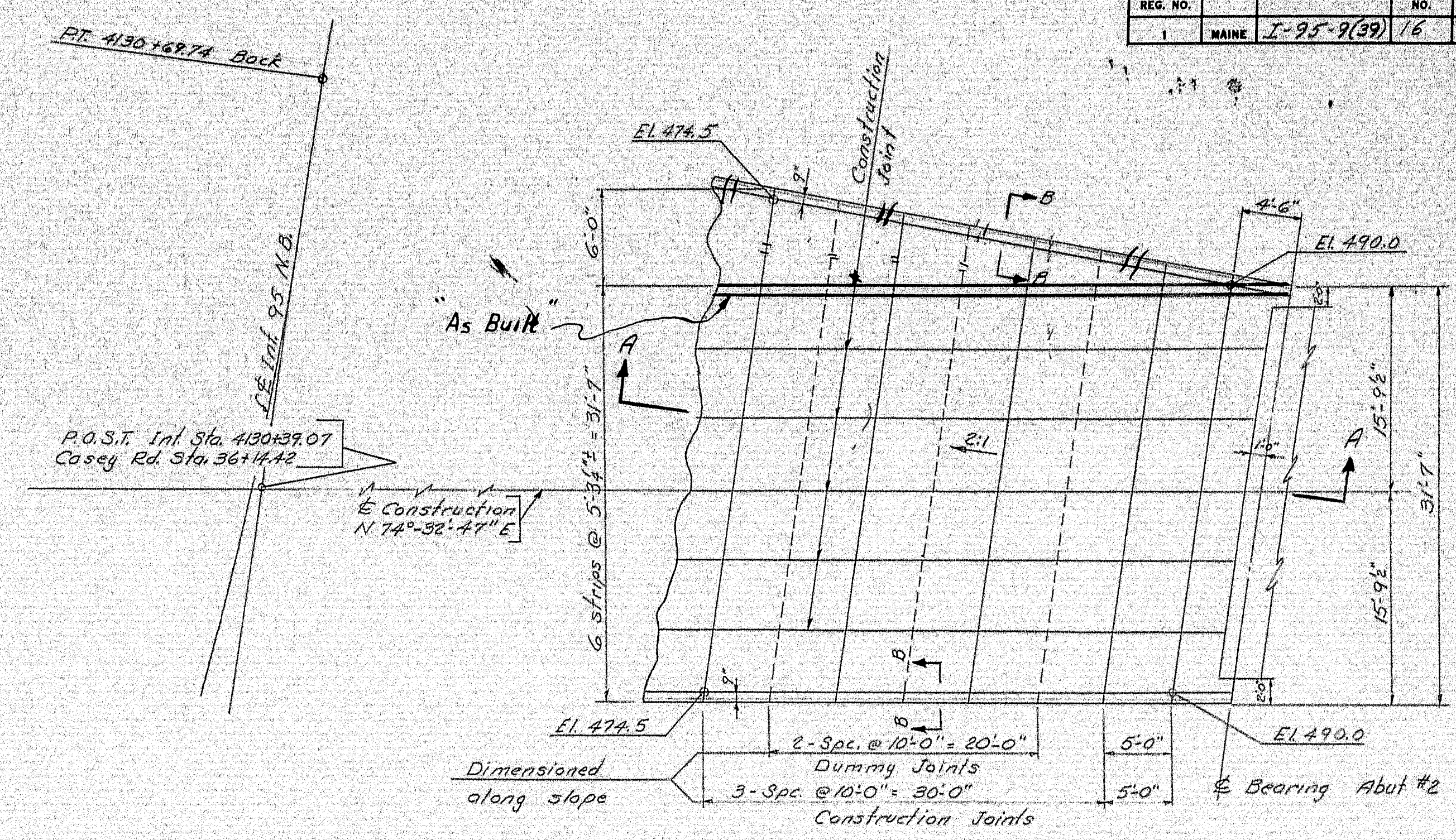
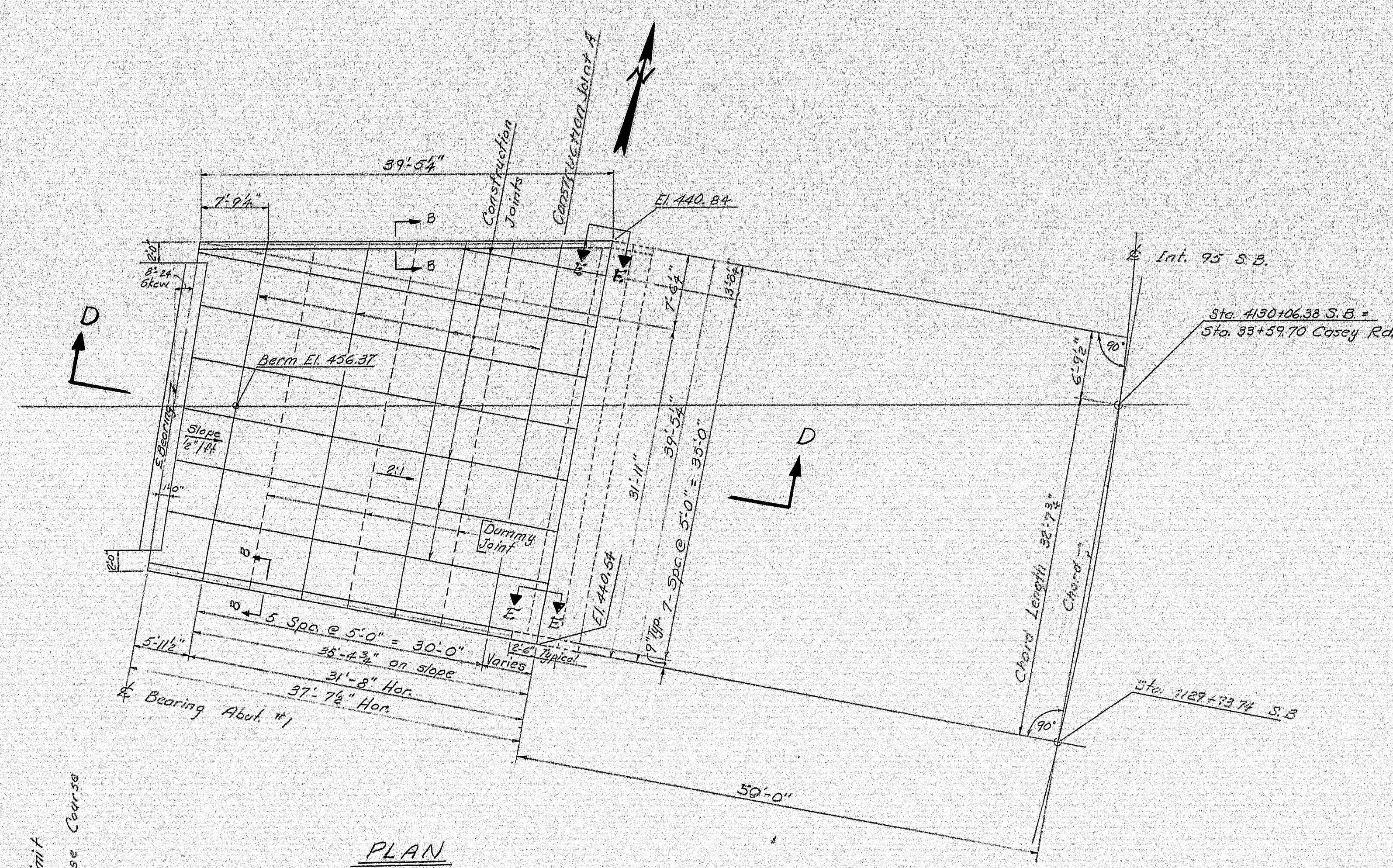


SIDE ELEVATION - RAIL DETAIL

4 LANE REVISION DEC. 1966
 DESIGN - R.L.D. BRIDGE NO. 15A
 TRACE - R.A.R. SURVEY - PLOT -
 STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
CASEY ROAD BRIDGE
 OVER
INTERSTATE 95
 IN THE TOWN OF
BENEDICTA, AROOSTOOK COUNTY
 AND IN THE TOWNSHIP OF
T2,R6 W.E.L.S., PENOBSCOT COUNTY
 SUPERSTRUCTURE SPANS NOS. 5, 6, & 7
 SHEET 15A OF 26 AUGUSTA, MAINE DEC. 1966

100-180

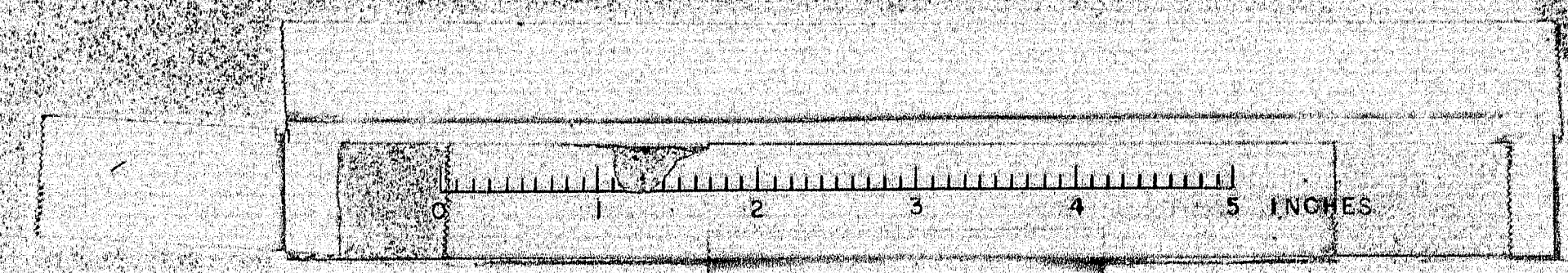




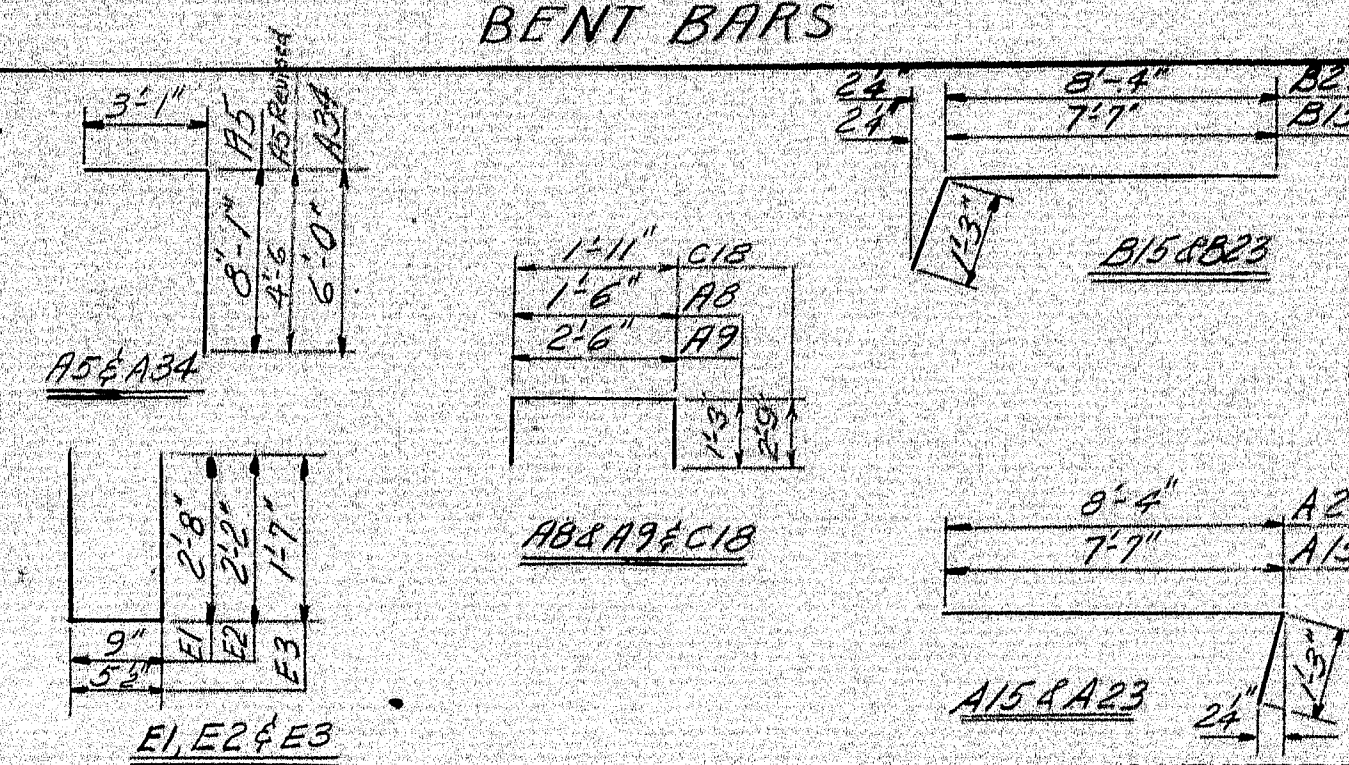
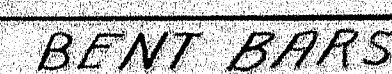
- Notes**
1. Break bands at construction joints with a coat of asphalt paint.
 2. Reinforce with #10 gage 6" x 6" steel mesh, not to pass through construction joints.
 3. Dummy joints shall be made with a sidewalk edging tool to a depth of 4".
 4. The 18" of gravel borrow under the slope protection may be reduced or omitted, if in the opinion of the Engineer, the existing material is suitable.
 5. Payment for any earth excavation required for slope protection will be considered incidental to Item 513.08 Slope Protection.

4 LANE REVISION		DEC. 1966
DESIGN - 607	SURVEY - 117	
TRACE - 607	CHECK - 117	
STATE HIGHWAY COMMISSION BRIDGE DIVISION CASEY ROAD BRIDGE OVER INTERSTATE 95 IN THE TOWN OF BENEDICTA, AROOSTOOK COUNTY AND IN THE TOWNSHIP OF T2, R6 W.E.L.S., PENOBSCOT COUNTY SLOPE PROTECTION SHEET 16 OF 26 AUGUSTA, MAINE DEC. 1966		

100-181



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(39)	17	26



STRAIGHT BARS

MARK	SIZE	NO.	LENGTH	LOCATION	MARK	SIZE	NO.	LENGTH	LOCATION	MARK	SIZE	NO.	LENGTH	LOCATION
A5	#5	18	11'2" 7'-9"	Breast Wall Abutment #1	A1	#6	30	29'3"	Footings Revised for Abut #1. Remaining 9'-0" are to be cut up in 5'11" pieces and used on A2 bars	P1	#5	60	12'6"	Pier Caps
A8	#4	16	4'0"	Bridge Seat pads	A2	#6	60	7'-6" 5'-11"	do Revised	P2	#5	8	12'1"	Pier Cap Ends
A9	#4	16	5'0"	do	A3	#5	52	2'6"	do	P3	#5	8	11'7"	do
A15	#5	3	8'10'	Wing Wall, Abut. #1 North	A4	#5	29	10'-3" 6'-8"	Breastwall Abut. #1 Revised	P4	#5	8	11'2"	do
B15	#5	3	8'10'	do do South	A6	#5	36	3'0"	Breast Walls	P5	#5	8	10'9"	do
A23	#5	3	9'7"	do, Abut. #2 South	A7	#5	32	4'5"	Back Wall, Abut. #1	P6	#8	12	26'10"	Pier Caps
B23	#5	3	9'7"	do do North	A10	#5	6	10'0" 9'-11"	Wing Wall, do North Revised	P9	#6	8	6'1"	Pier Cap Ends
A34	#5	18	9'1"	Breast Wall Abutment #2	A11	#5	2	12'7" 8'-10"	do do North Revised	P12	#4	82	11'2"	Pier Columns
E1	#5	8	6'4"	End Posts	A12	#5	15	2'1'4"	Breast Walls, Front Abut. #1 Revised	PF3	#9	48	7'-9"	Footings to columns Piers 1 & 2
E2	#5	4	5'1"	do	A13	#4	6	25'0"	Back Walls, Back	PF4	#8	64	8'-3"	" " " " 3 & 4
E3	#5	4	3'8"	do	A14	#4	6	2'1'4"	do, Front	PCS1	#5	124	11'-1"	Columns, Piers 1, 2, 3, & 4
C18	#4	26	7'5	Curbs	A16	#5	7	5'3"	Wing Wall, Abut. #1 North	PB5	#10	16	26'10"	Piers 1, 2, 3, & 4 Caps
					A17	#5	4	7'8"	do do	PB51	#5	120	12'-6"	Piers 1, 2, 3 & 4 Caps
					A18	#4	4	5'8"	do do	STRAIGHT BARS				
					A19	#5	6	10'8"	do Abut. #2, North	P7	#6	8	26'8"	Pier Caps
STRAIGHT BARS					A20	#5	32	4'9"	Back Wall, Abut. #2	P8	#9	8	26'8"	do
A40	#5	7	6'0"	Wing Wall Abut. #1 South	A21	#5	6	10'5"	Wing Wall, Abut. #2, South	P10	#9	24	20'-11"	Columns, Pier #5
A41	#5	7	6'10"	Wing Wall Abut. #2 North	A22	#5	2	10'5"	do do do	P11	#9	48	6'0"	Footings
E7	#5	4	1'9"	End Posts Abut. #2	A24	#5	7	6'-0"	do do do	P13	#11	16	11'2"	Pier Cap Ends
E8	#5	4	3'6"	do do	A25	#5	4	8'5"	do walls do	P14	#9	24	26'2"	Columns, Pier #6
E9	#5	8	5'0"	do do	A26	#4	4	6'5"	do do	P15	#6	56	6'6"	Footings
					A27	#5	6	9'9" 9'-7"	do Abut. #1, South Revised	PF1	#8	56	6'-6"	Footings Piers 1 & 2
					A28	#5	2	12'3" 8'-9"	do do do Revised	PF2	#8	64	7'-6"	Footings Piers 3 & 4
					A30	#5	11 5	25'0"	Breast Walls, Back Abut. #1 Revised	PC1	#9	24	20'-6"	Pier #1 Right & Left Columns
					E4	#5	4	1'3"	End Posts Abut. #1	PC2	#9	24	26'-0"	Pier #2 Right & Left Columns
					E5	#5	4	2'9"	do do	PC3	#8	32	14'-0"	Pier #3 Right & Left Columns
					E6	#5	8	4'3"	do do	PC4	#8	32	14'-9"	Pier #4 Right & Left Columns
					A31	#5	2	10'-8"	Wing wall- Abut. #2 North	PB1	#10	16	26'-8"	Piers 1, 2, 3, & 4 Caps
					A32	#5	58	3'6"	Breast Walls, Back	PB2	#10	28	10'-9"	Piers 1, 2, 3, & 4 Caps
					A33	#5	29	8'-3"	Breast wall Back Abut. #2	PB3	#9	16	18'-0"	Piers 1, 2, 3, & 4 Caps
					A35	#6	60	6'6"	Footings Abut. #2	PB4	#6	16	26'-8"	Piers 1, 2, 3, & 4 Caps
					D1	#8	38	3'6"	Footings	BENT BARS				
					A36	#5	2	14'3" 10'-5"	Breast wall North Abut. #1 Revised	PB52	#5	16	12'-1"	Piers 1, 2, 3 & 4 Caps
					A37	#5	2	14'0" 10'-1"	" South " #1 Revised	PB53	#5	16	11'-7"	" " " " "
					A38	#5	2	12'2"	" North " #2	PB54	#5	16	11'-8"	" " " " "
					A39	#5	2	12'5"	" South " #2	PB55	#5	16	10'-8"	" " " " "
										PB6	#6	16	6'-1"	" " " " "

Revised:- Superstructure
D.A.P. 12-27-66: Check

Note:- All dimensions are to the & bars

4 LANE REVISION

DEC. 1966
V.H.P.

DESIGN- L.B.H.
TRACE- L.B.H.
CHECK- (P.H.V.)

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
CASEY ROAD BRIDGE
OVER
INTERSTATE 95
IN THE TOWN OF
BENEDICTA, AROOSTOOK COUNTY
AND IN THE TOWNSHIP OF
T2,R6 W.E.L.S., PENOBSCOT COUNTY
REINFORCING STEEL SCHEDULE
SHEET 17 OF 26 AUGUSTA, MAINE MAR 1966

Note:- All dimensions are to the \pm bars

*Revised:- Piers
H.L.D. 11-15-66: Check B.S.
H.L.D 12-2-66: Check AF

4 LANE REVISION DEC. 1966

DESIGN— <i>204</i>	BRIDGE NO.
TRACE— <i>28.9</i>	SURVEY—
CHECK— <i>(initials)</i>	PLAT—

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
CASEY ROAD BRIDGE
OVER
INTERSTATE 95
IN THE TOWN OF
BENEDICTA, AROOSTOOK COUNTY
AND IN THE TOWNSHIP OF
T2, R6 W.E.L.S., PENOBSCOT COUNTY
REINFORCING STEEL SCHEDULE
SHEET 17 OF 26 AUGUSTA, MAINE MAR 1968

100-182

See Steel Details for Bevel.

ASA 1000

ASA 500

ASA 2000

12

4"

2"

2"

4"

4"

8"

1/2" ϕ holes for 1" ϕ Anchor Bolts

2"

7 1/2"

7 1/2"

2"

14"

[illegible]

Technical drawing of a bracket showing front, top, and side views with dimensions and material specifications.

Front View (Left): Shows a bracket with a total width of B . The mounting flange has a width of E and a thickness of $1\frac{1}{2}$ inches. The bracket arm has a thickness of $1\frac{1}{2}$ inches. The mounting holes are $\frac{1}{8}$ inch in diameter. The bracket arm has a $1\frac{1}{2}$ inch radius at the base. The mounting holes are spaced $2\frac{1}{2}$ inches apart.

Top View (Bottom): Shows the bracket with a total width of B and a total length of D . The mounting flange has a width of E and a thickness of $1\frac{1}{2}$ inches. The bracket arm has a thickness of $1\frac{1}{2}$ inches. The mounting holes are $\frac{1}{8}$ inch in diameter. The bracket arm has a $1\frac{1}{2}$ inch radius at the base. The mounting holes are spaced $2\frac{1}{2}$ inches apart.

Side View (Right): Shows the bracket with a total width of B and a total length of D . The mounting flange has a width of E and a thickness of $1\frac{1}{2}$ inches. The bracket arm has a thickness of $1\frac{1}{2}$ inches. The mounting holes are $\frac{1}{8}$ inch in diameter. The bracket arm has a $1\frac{1}{2}$ inch radius at the base. The mounting holes are spaced $2\frac{1}{2}$ inches apart.

Material Specifications:

- 1" Dowels - See Details
- ASA 1000
- ASA 250
- ASA 2000

Dimensions:

- B : Total width of the bracket.
- E : Width of the mounting flange.
- D : Total length of the bracket.
- $2\frac{1}{2}$: Spacing between mounting holes.
- $1\frac{1}{2}$: Thickness of the mounting flange and bracket arm.
- $1\frac{1}{2}$: Radius at the base of the bracket arm.
- $\frac{1}{8}$: Diameter of the mounting holes.

[illegible]

2 Hex. Nuts

Washer $3 \times \frac{1}{4} \times 0.5"$ with $\frac{1}{8}"$ hole for EPA & EPB.

Standard Washer $2\frac{1}{2} \times 18$ ga. with $\frac{1}{8}"$ hole for FPA.

$\frac{1}{2}"$

$3\frac{1}{2}"$ Thread

$4\frac{1}{2}"$

10" Embed

Swaged

Top of Masonry

1.5"

3" for FDB

5" for EPA & FPC

Dimension F for EPA & FPC

2 Hex. Nuts

Standard Washer $2\frac{1}{2} \times 18$ ga. with $\frac{1}{8}"$ hole.

$\frac{1}{2}"$

4" Thread

1.5"

10" Embed

Swaged

B. P. R.	STATE	PROJECT NUMBER	SHEET	TOTAL SHEETS
REG. NO.				
I	MAINE	T-95-9(39)	18	26

Technical drawing of a crane hook assembly, showing two views: a side elevation and a top view.

Side Elevation View (Left):

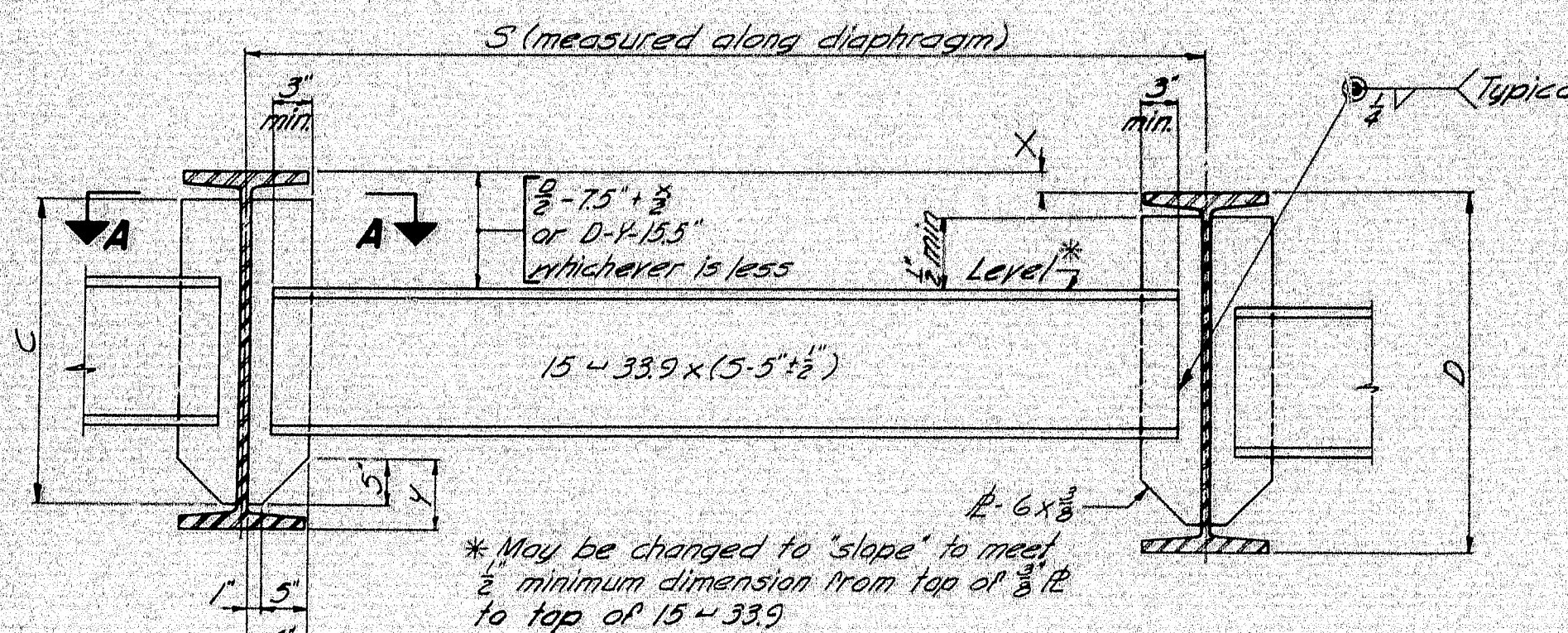
- Hook tip dimensions: $16''$ Radius - Web R, $16''$ Radius - Sole R, $1/16''$ lip, $1/8''$ base.
- Overall dimensions: N (width), F (height), K (height), A (height), E (width), M (width), G (width).
- Labels: FRC , V , $Radius = B$.

Top View (Right):

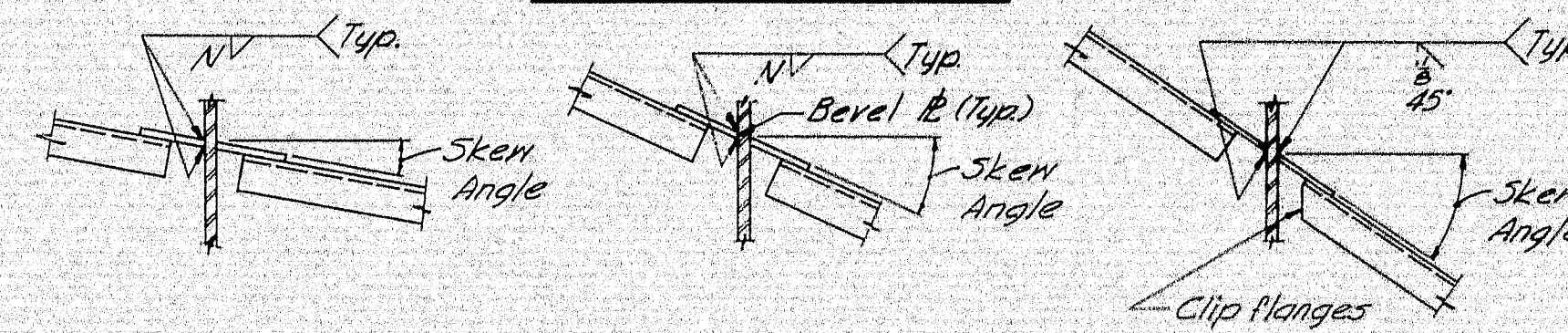
- Base plate: $A5A 1000$.
- Hook body: $A5A 125$.
- Base plate: $A5A 250$.
- Labels: C , F , $Keepers 1/2" x 3/4" x 0-4$, $Sole R$, $Web R$, $1/8''$ R. Hole, $1''$ Dowels See Detail, $1/8''$ holes for $1''$ Anchor Bolts, D .

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

JANUARY 1964



TYPE A DIAPHRAGM

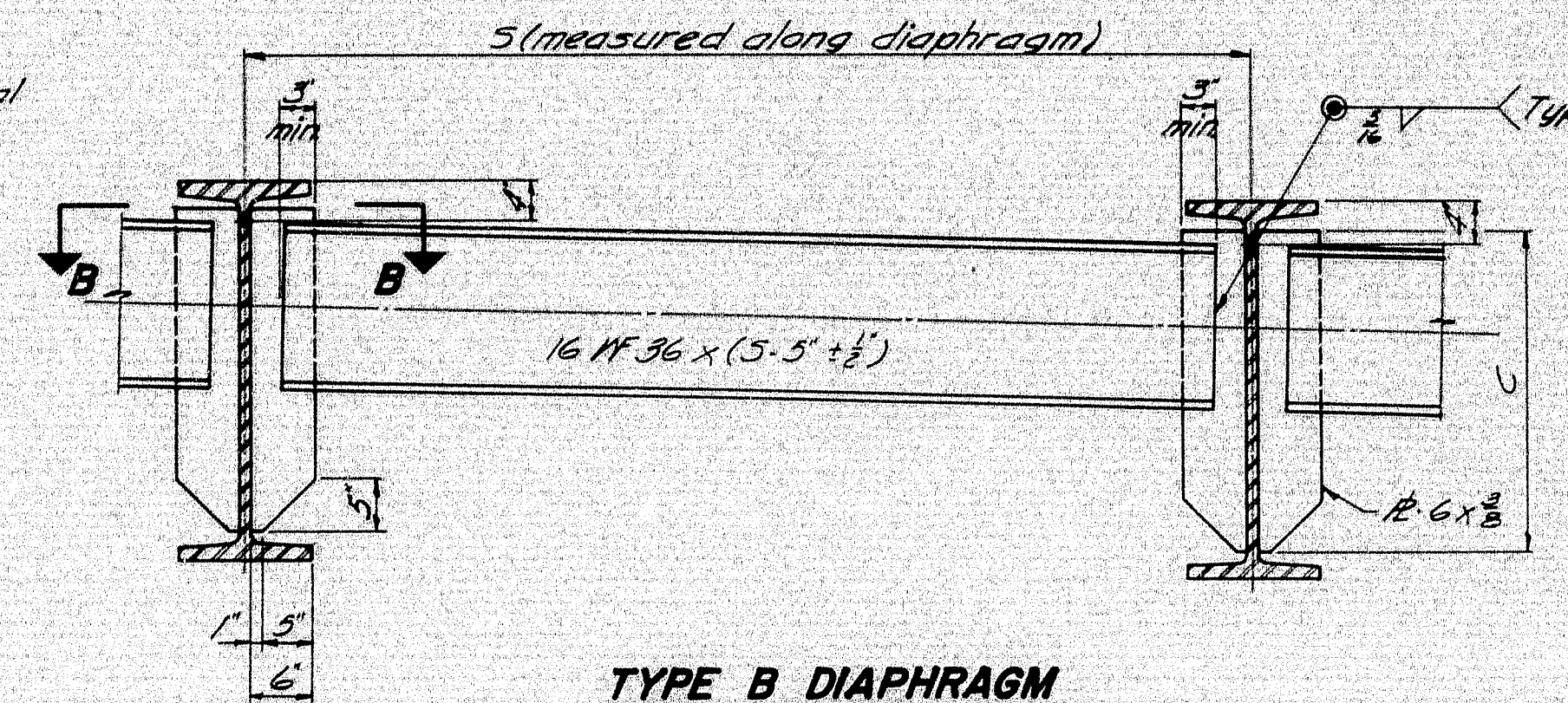


SECTION A-A
Skew Angle 0° to 15°-30°

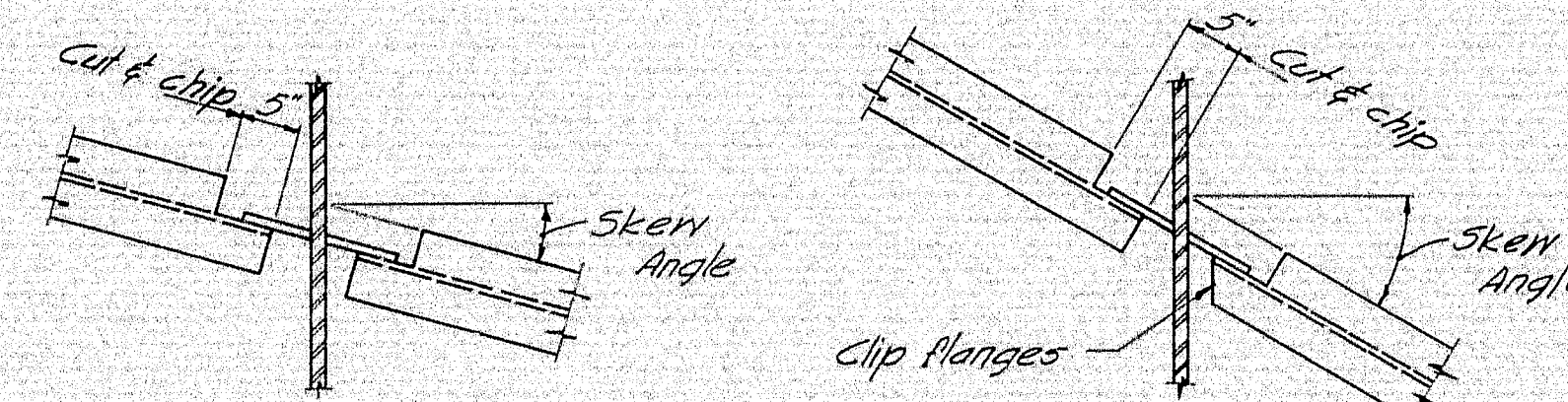
SECTION A-A
Skew Angle over 15°-30° to 30°-00°

SECTION A-A
Skew Angle over 30°-00°

FILLET WELD SIZE "N" & DIMENSION "C" FOR DIAPHRAGM PLATES		
BEAM	C	N
27 MF 84 to 114 incl.	1-11"	3/4"
30 MF 99 to 132 incl.	2-2"	1"
33 MF 118 to 152 incl.	2-5"	1 1/4"
36 MF 135 to 194 incl.	2-7"	1 1/2"
36 MF 230 to 300 incl.	2-6"	1 3/4"



TYPE B DIAPHRAGM
Welding 6x6 plates to web same as for Type A Diaphragm.

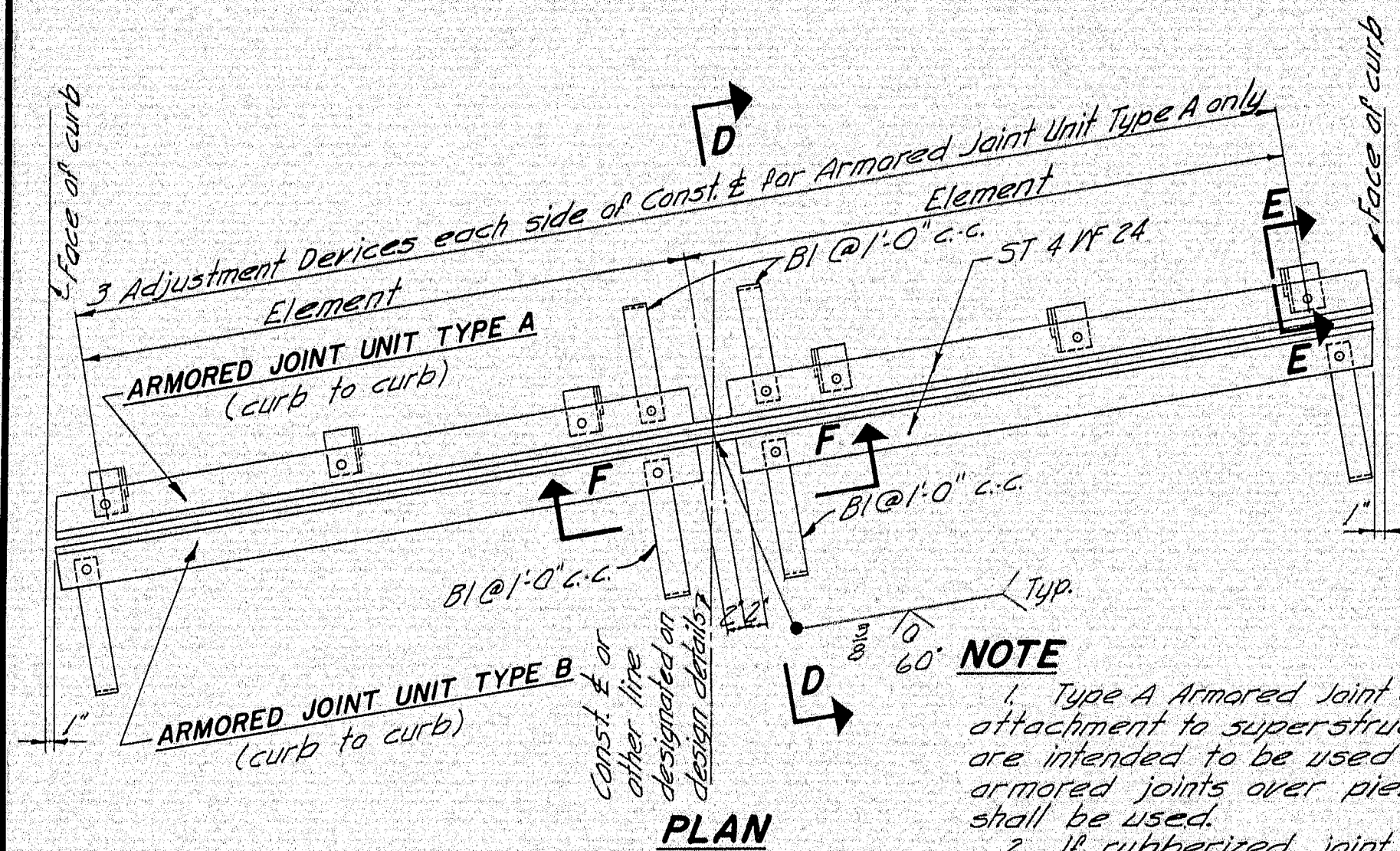


SECTION B-B
Skew Angle 0° to 25°-00°

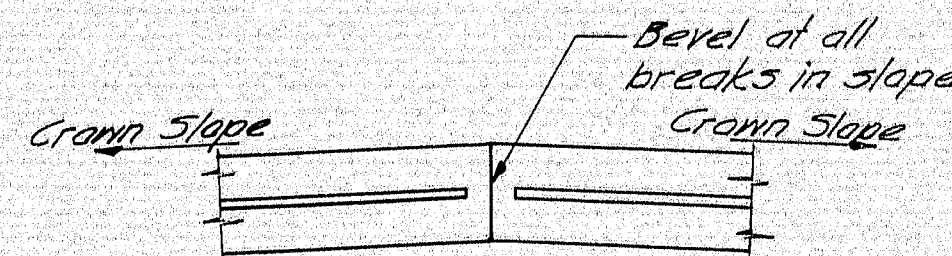
SECTION B-B
Skew Angle over 25°-00°

NOTE
See design details for diaphragm type, location and skew.

DIAPHRAGMS



PLAN

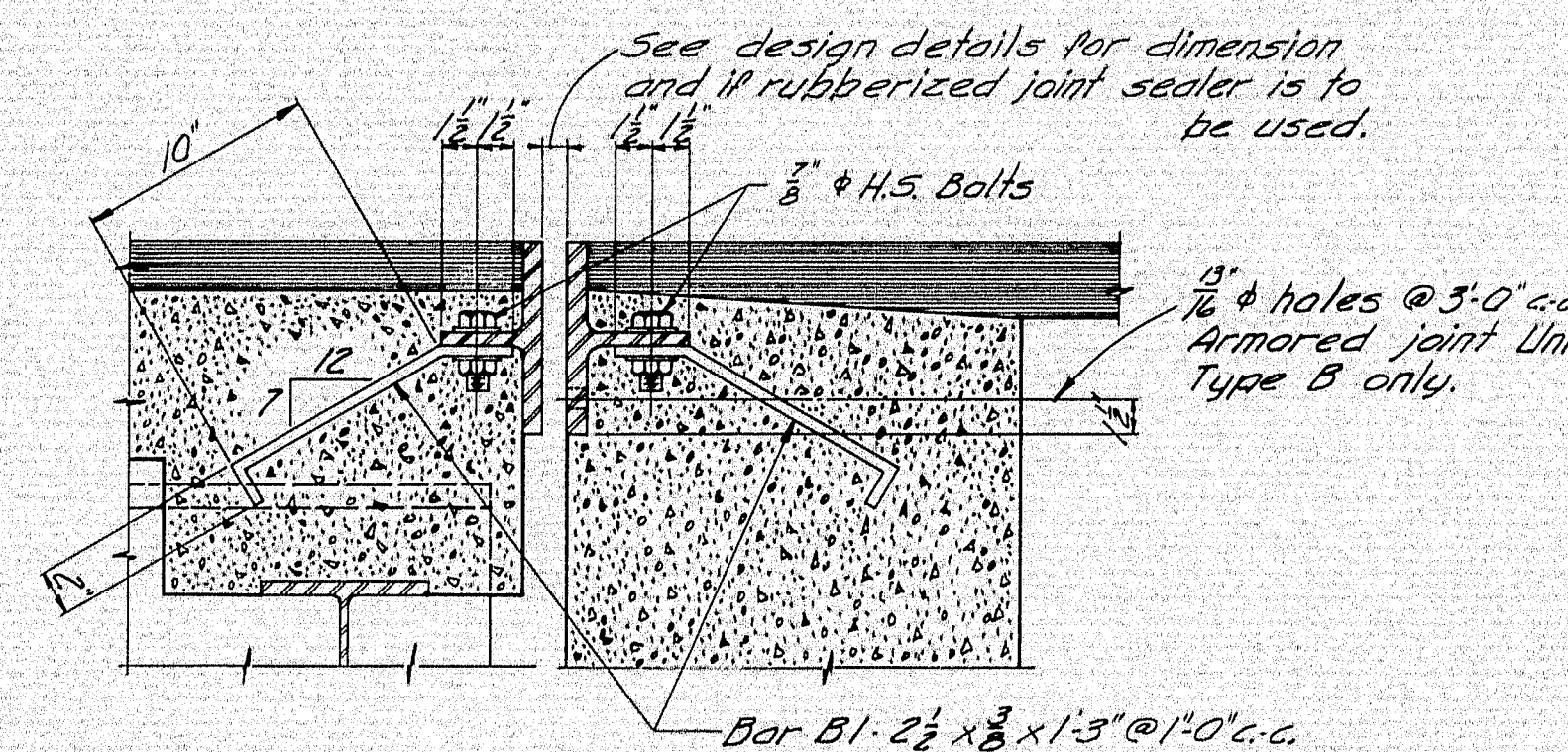


SECTION F-F

Note: See design details for Const. & to curb dimensions, skew, crown slope, slab thickness, other dimensions necessary to complete the fabrication details, and location.

ARMORED JOINT

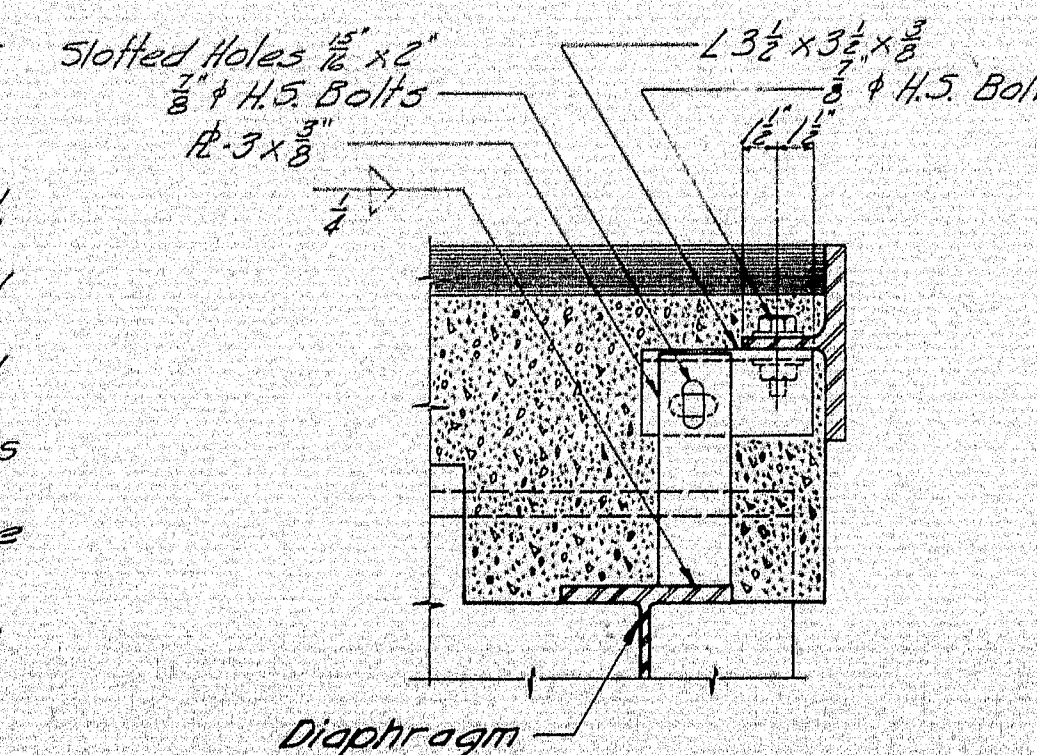
An armored joint consists of two armored joint units. See note 1.



ARMORED JOINT UNIT TYPE A

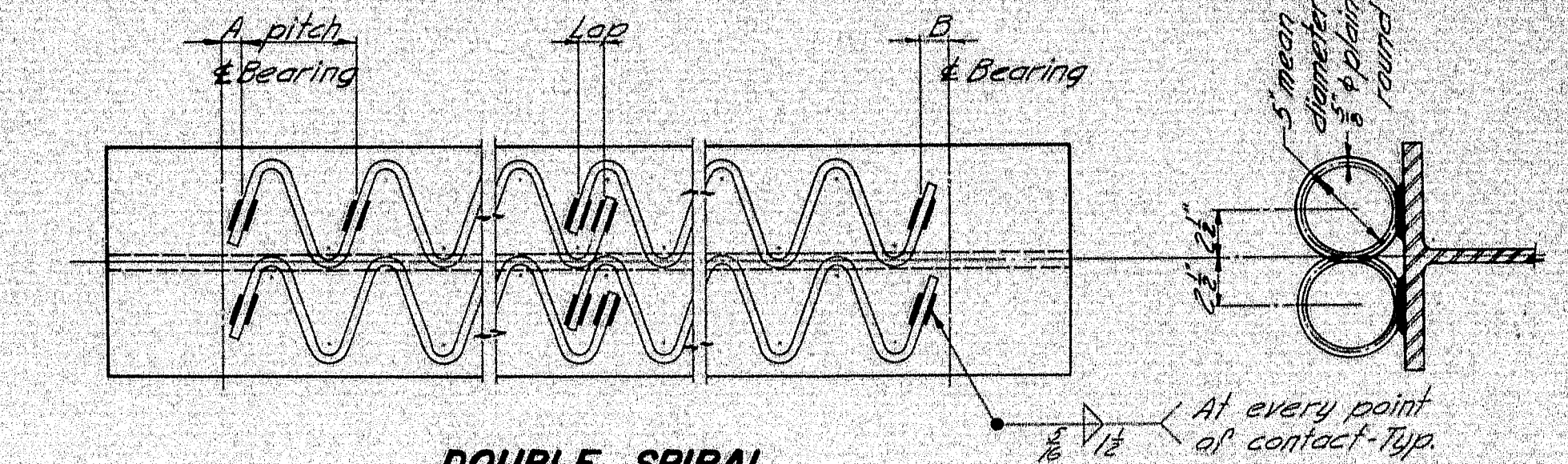
ARMORED JOINT UNIT TYPE B

SECTION D-D

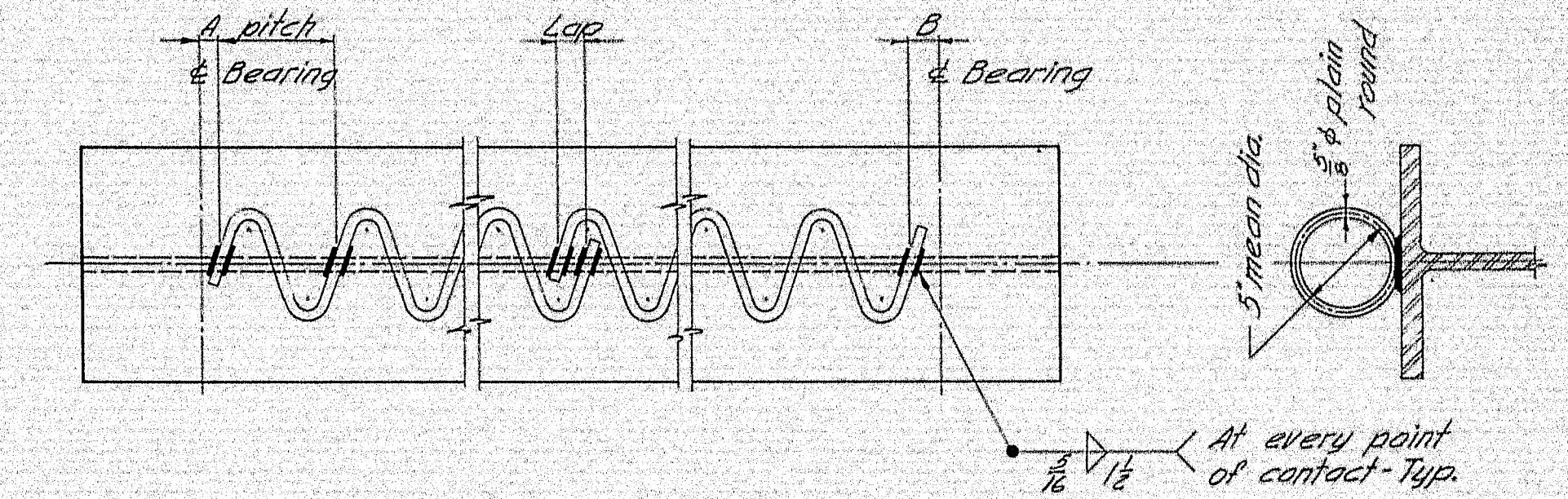


SECTION E-E

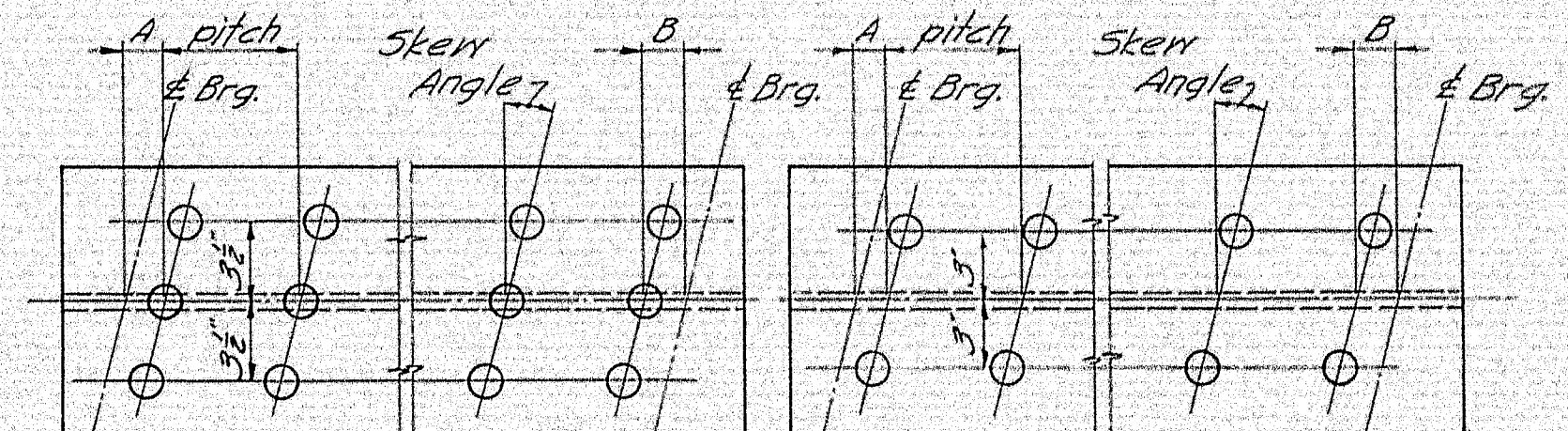
Showing Adjustment Device Armored Joint Unit Type A only - After Unit is in final position weld 3/8" to angle with 1/2" fillet



DOUBLE SPIRAL



SINGLE SPIRAL

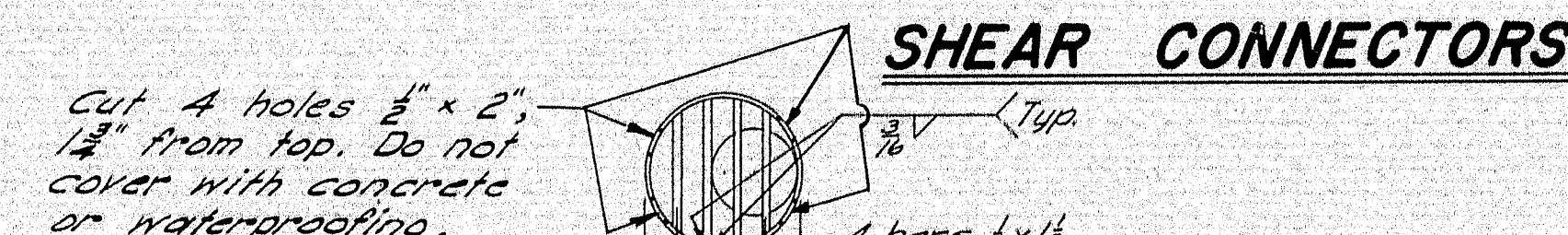


TRIPLE STUDS

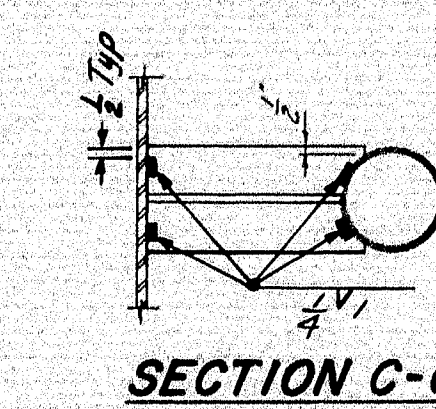
DOUBLE STUDS

STUD DETAIL

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



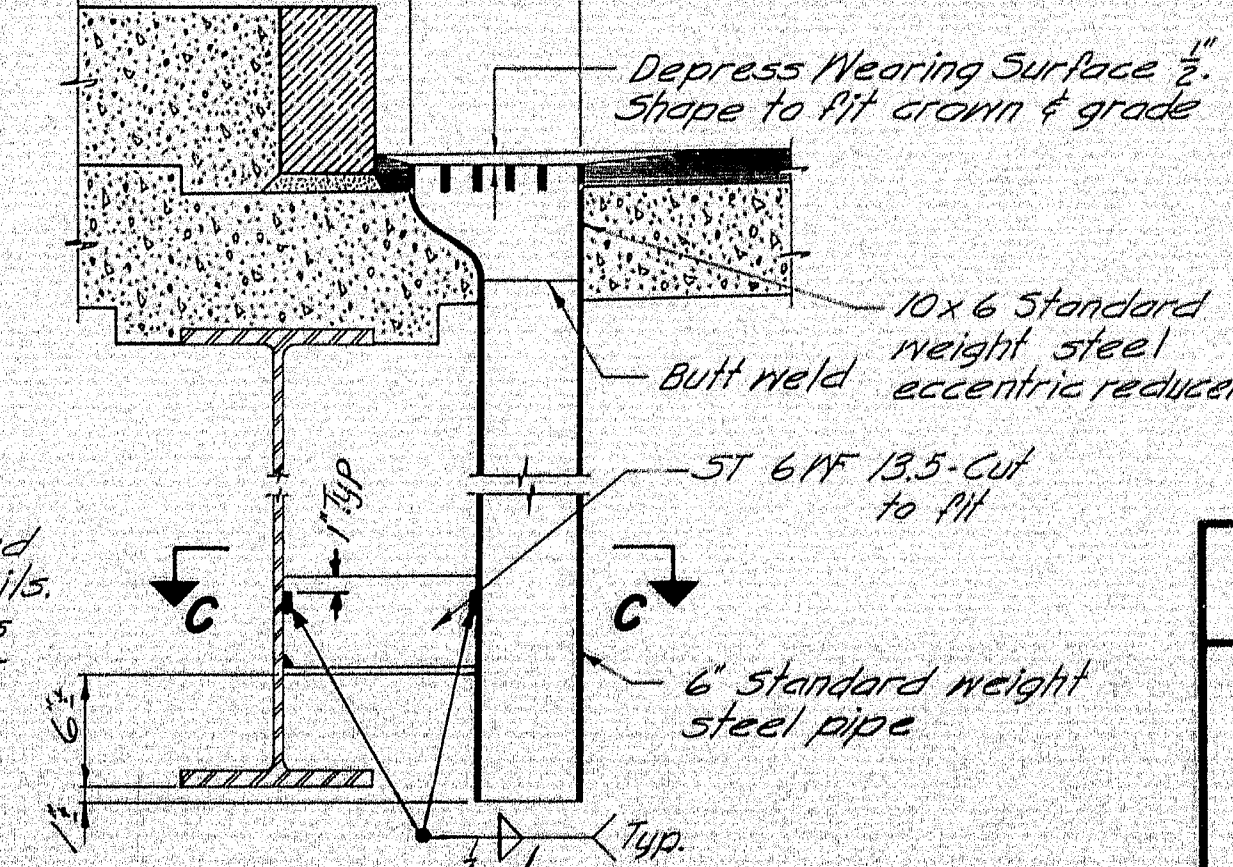
SHEAR CONNECTORS



NOTE

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

SECTION C-C



DRAIN

Revised Nov 1964, Welding Drain Support

GENERAL NOTE

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

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

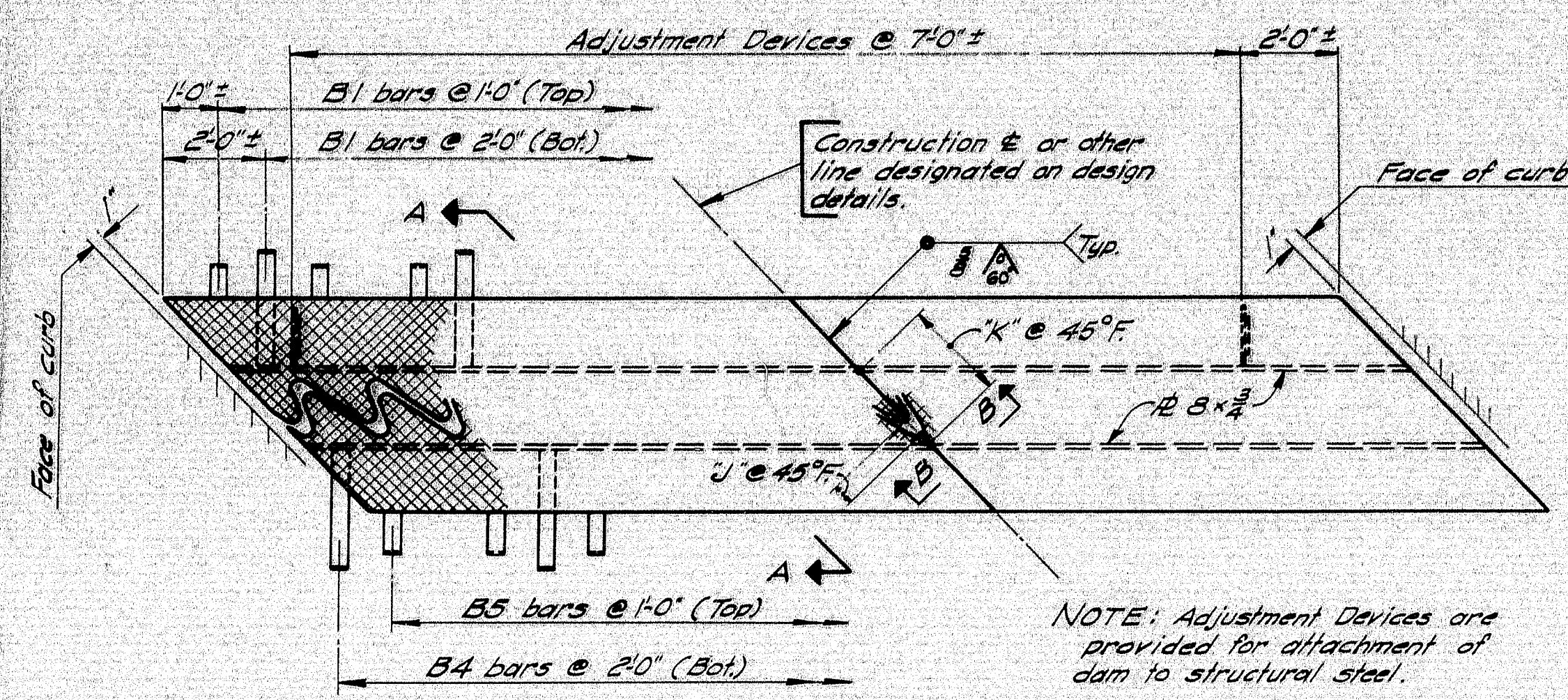
STANDARD DETAILS

(BD 104-64)

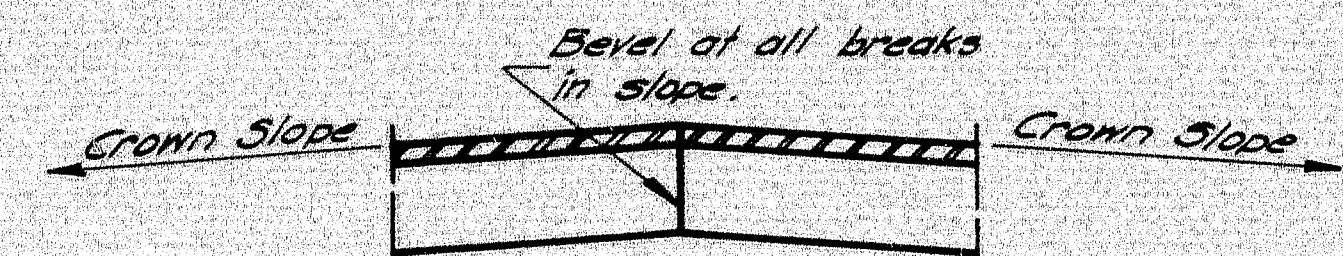
DIAPHRAGMS, ARMORED JOINT,
SHEAR CONNECTORS, DRAIN

JANUARY 1964

100-185

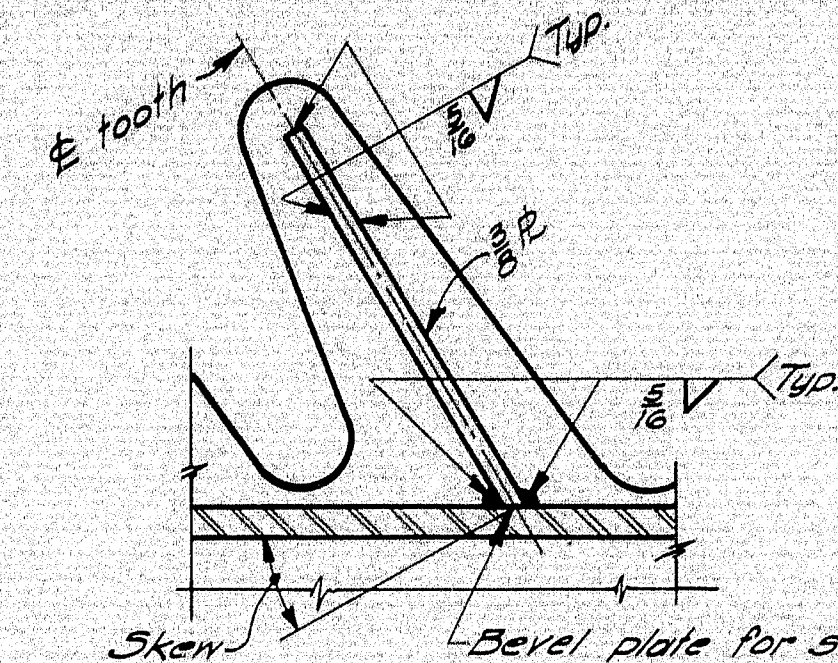


PLAN
 Right skew indicated

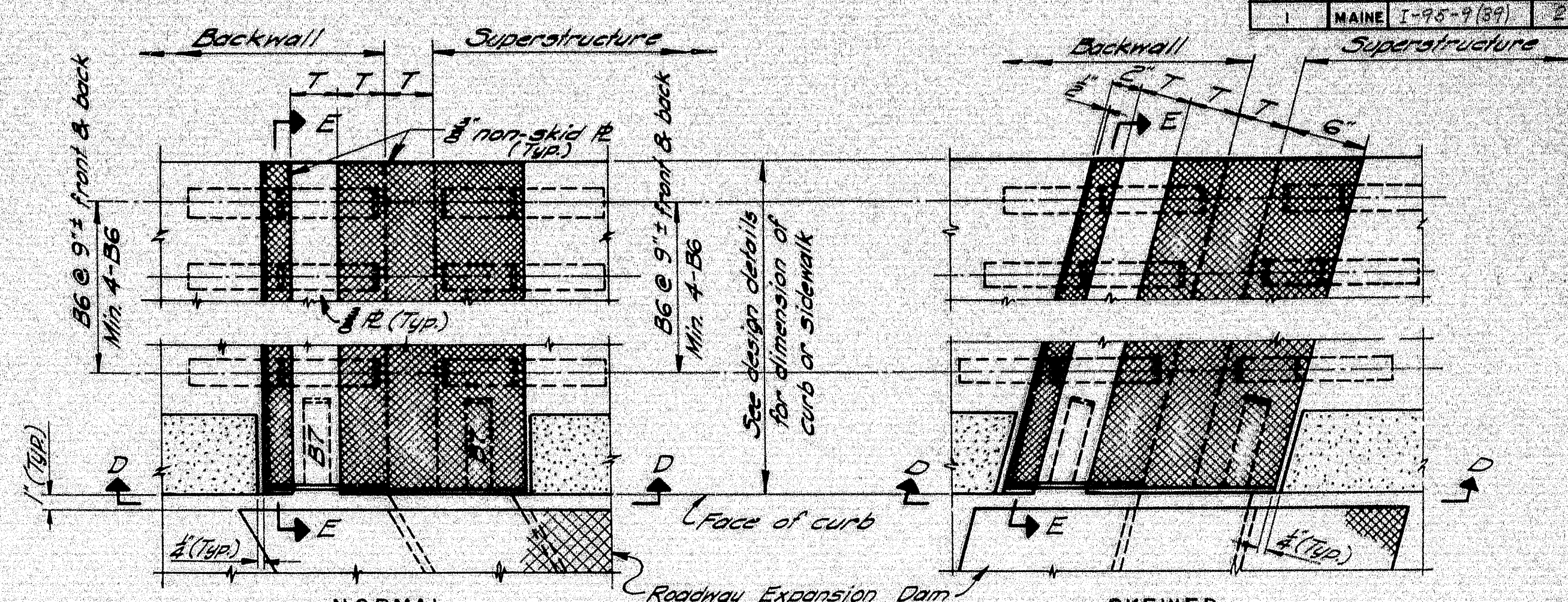


SECTION B-B

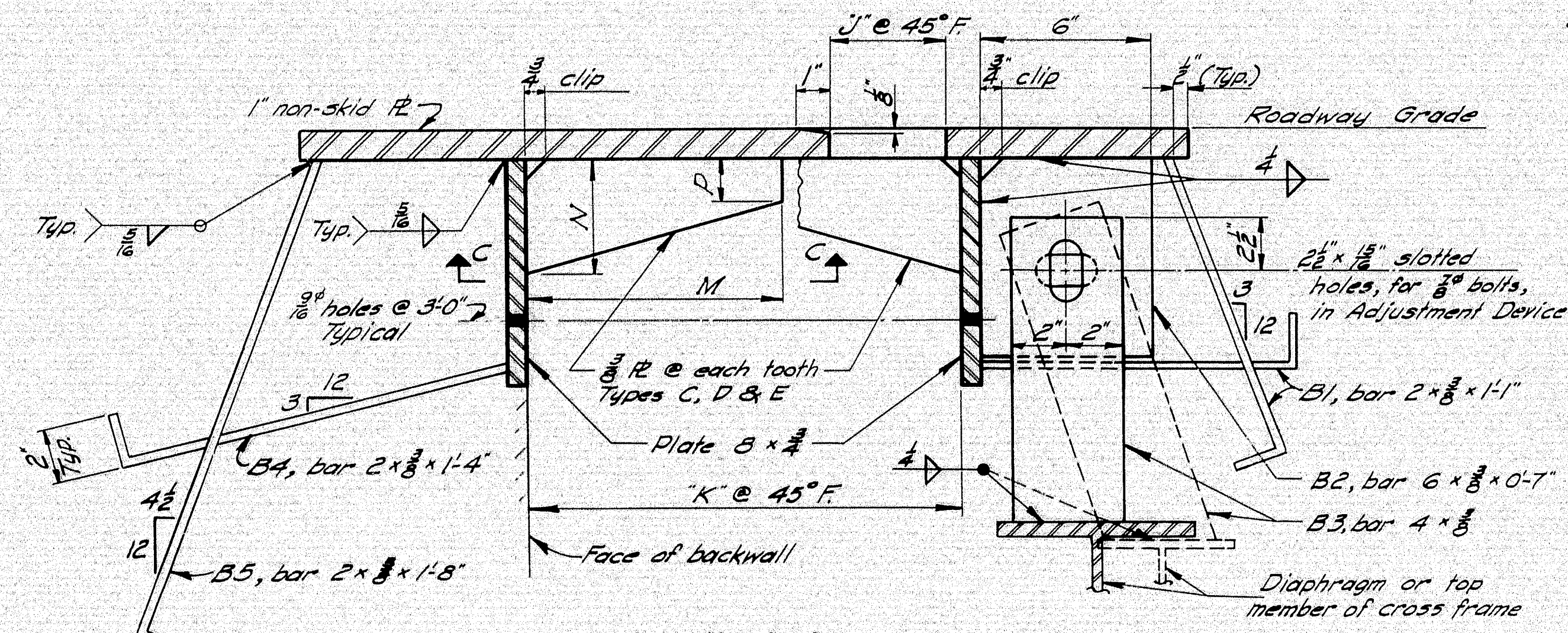
See design details for construction & to curb dimensions, skew, crown slope, slab thickness, other dimensions & angles that are necessary to complete fabrication details and location of Roadway Expansion Dam.



SECTION C-C
 Skew ~ 0° to 30° 0'

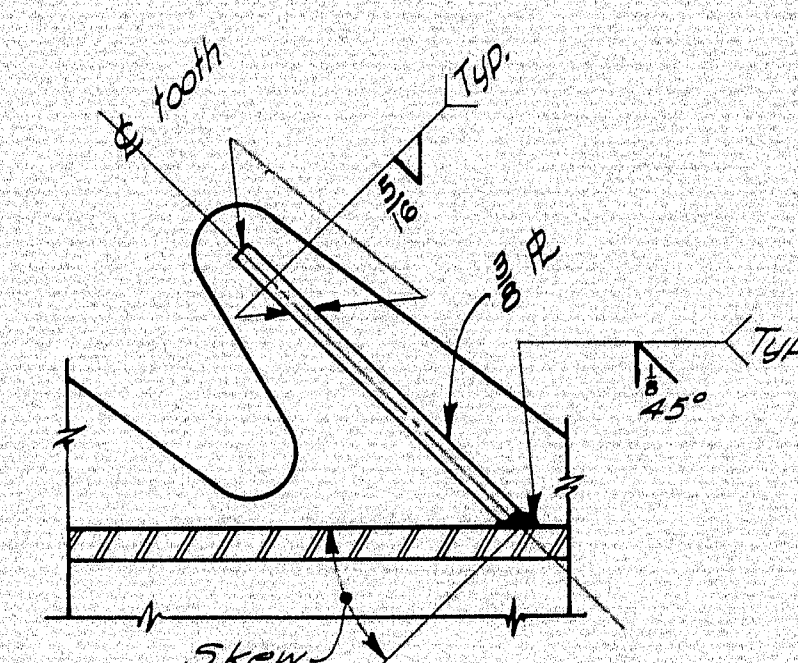


PLAN

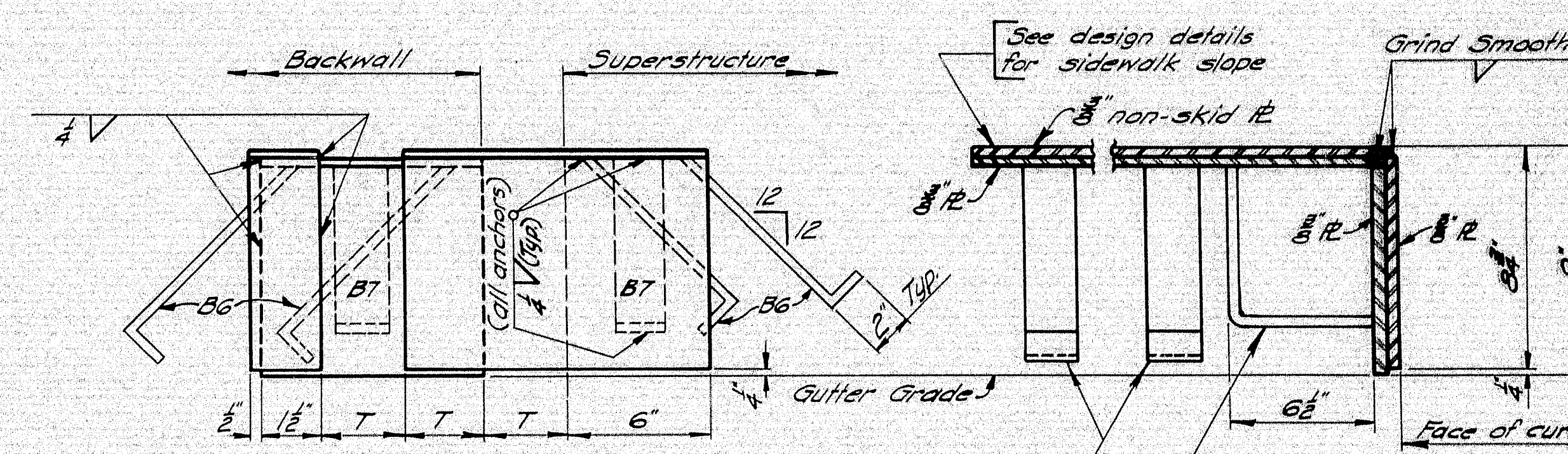


SECTION A-A

Bar B3 may be vertical or inclined as indicated, depending on design conditions. After Adjustment Device is in final position weld bars B2 to B3 with 1/4" fillet weld.



SECTION C-C
 Skew over 30°

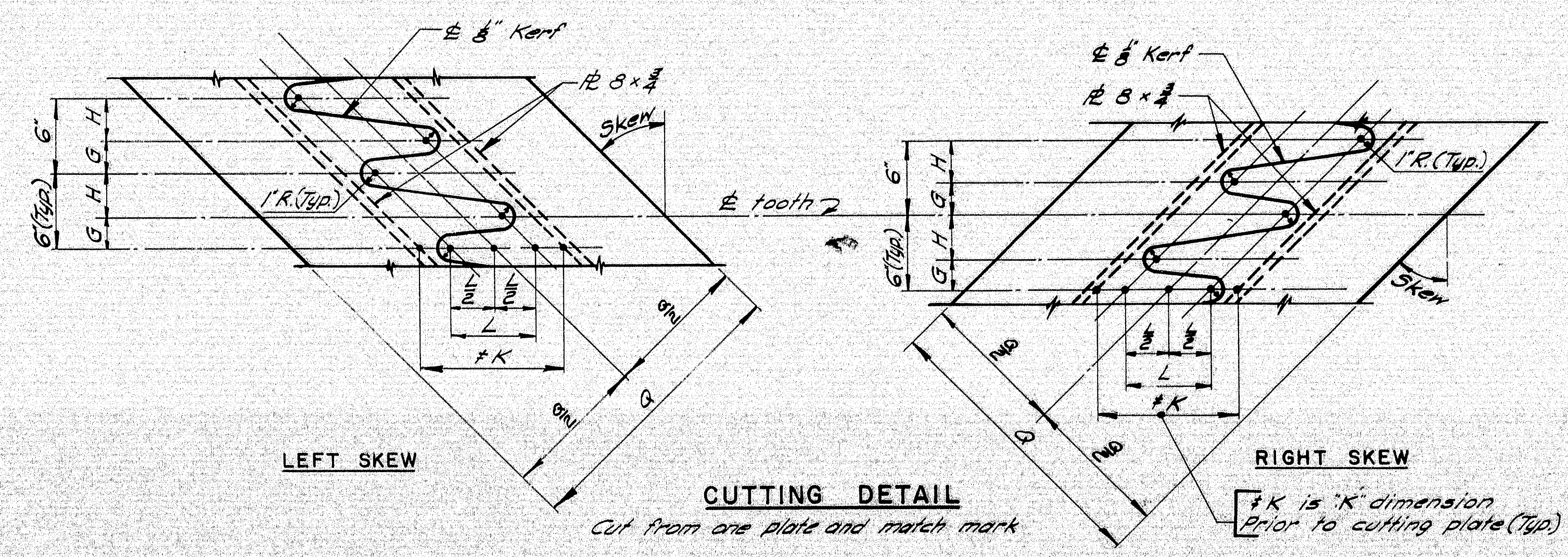


VIEW D-D

SECTION E-E

TYPE	V	W	X	Y	Z
Exp. Length	100'-280'	280'-440'	440'-600'	600'-760'	760'-920'
T	3"	4"	5"	6"	7"

CURB AND SIDEWALK EXPANSION DAM - DETAILS



ROADWAY EXPANSION DAM - DETAILS

TABLE OF DIMENSIONS												
Type	Exp. Length	Skew	# K	L	G	H	K @ 45°	U @ 45°	M	N	P	Q
A	100'-280'	0°-5° Incl.	7	4"	3"	3"	9"	2 1/2"	—	—	—	21"
		5°-10°	7 1/2	4 1/2	2 1/2	3 1/2	9 1/2	2 1/2	—	—	—	22"
		10°-20°	8	4 1/2	2 1/2	3 1/2	10	2 1/2	—	—	—	22"
		20°-30°	8 1/2	5 1/2	2 1/2	3 1/2	10 1/2	2 1/2	—	—	—	23"
		30°-40°	9 1/2	5 1/2	2 1/2	3 1/2	11 1/2	2 1/2	—	—	—	23"
B	280'-440'	40°-50° Incl.	11 1/2	6 1/2	2 1/2	3 1/2	13 1/2	2 1/2	—	—	—	23"
		0°-5° Incl.	9	6"	3"	3"	12"	3 1/2	—	—	—	23"
		5°-10°	9 1/2	6 1/2	2 1/2	3 1/2	12 1/2	3 1/2	—	—	—	24"
		10°-20°	10	6 1/2	2 1/2	3 1/2	13	3 1/2	—	—	—	24"
		20°-30°	10 1/2	7 1/2	2 1/2	3 1/2	13 1/2	3 1/2	—	—	—	25"
C	440'-600'	30°-40°	12	8"	2 1/2	3 1/2	15	3 1/2	—	—	—	25"
		40°-50° Incl.	13 1/2	8 1/2	2 1/2	3 1/2	16 1/2	3 1/2	—	—	—	25"
		0°-10° Incl.	11 1/2	8 1/2	3"	3"	15 1/2	4 1/2	9"	4"	1 1/2"	26"
		10°-20°	12	8 1/2	2 1/2	3 1/2	16	4 1/2	10"	4"	1 1/2"	26"
		20°-30°	12 1/2	9 1/2	2 1/2	3 1/2	16 1/2	4 1/2	11"	4"	1 1/2"	26"
D	600'-760'	30°-40°	14	10"	2 1/2	3 1/2	18	4 1/2	11"	4"	1 1/2"	26"
		40°-50° Incl.	15 1/2	10 1/2	2 1/2	3 1/2	19 1/2	4 1/2	12"	4"	1 1/2"	26"
		0°-10° Incl.	13 1/2	10 1/2	3"	3"	18 1/2	5 1/2	11"	5"	2"	30"
		10°-20°	14	10 1/2	2 1/2	3 1/2	19	5 1/2	12"	5"	2"	30"
		20°-30°	14 1/2	11 1/2	2 1/2	3 1/2	19 1/2	5 1/2	13"	5"	2"	30"
E	760'-920'	30°-40°	16	12"	2 1/2	3 1/2	21"	5 1/2	13"	5"	2"	30"
		40°-50° Incl.	17 1/2	13"	2 1/2	3 1/2	22 1/2	5 1/2	15"	5"	2"	30"
		0°-10° Incl.	15 1/2	12 1/2	3"	3"	21 1/2	6 1/2	13"	6"	2 1/2"	36"
		10°-20°	16	12 1/2	2 1/2	3 1/2	22	6 1/2	14"	6"	2 1/2"	36"
		20°-30°	16 1/2	13 1/2	2 1/2	3 1/2	22 1/2	6 1/2	15"	6"	2 1/2"	36"
		30°-40°	18	14"	2 1/2	3 1/2	24"	6 1/2	15"	6"	2 1/2"	36"
		40°-50° Incl.	19 1/2	15"	2 1/2	3 1/2	25 1/2	6 1/2	17"	6"	2 1/2"	36"

GENERAL NOTES

Expansion Dams to be paid for as Structural Steel.
 If there is conflict between this Standard Detail and the design details, the requirements of the design details shall be followed.

Steel Classification: A.S.T.M. A36

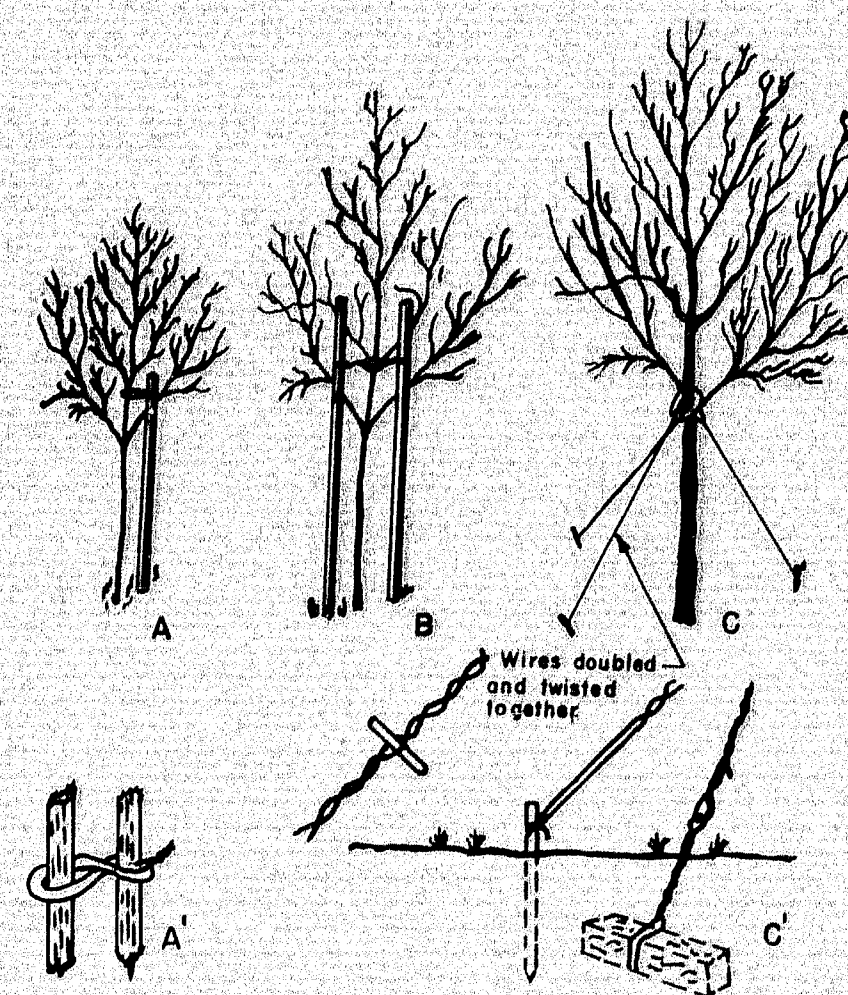
MAINE STATE HIGHWAY COMMISSION
 AUGUSTA, MAINE

STANDARD DETAILS
 (BD 105 - 64)

EXPANSION DAMS

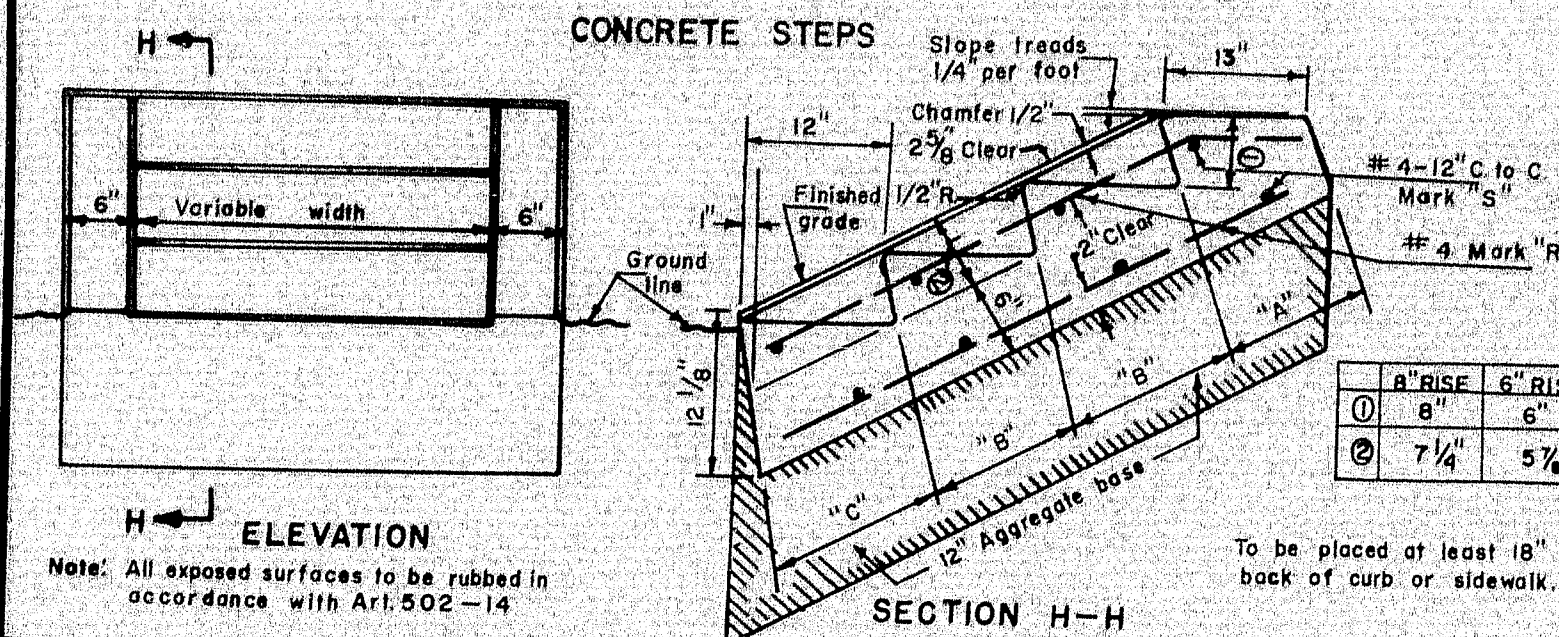
APRIL 1964

GUYING AND STAKING TREES

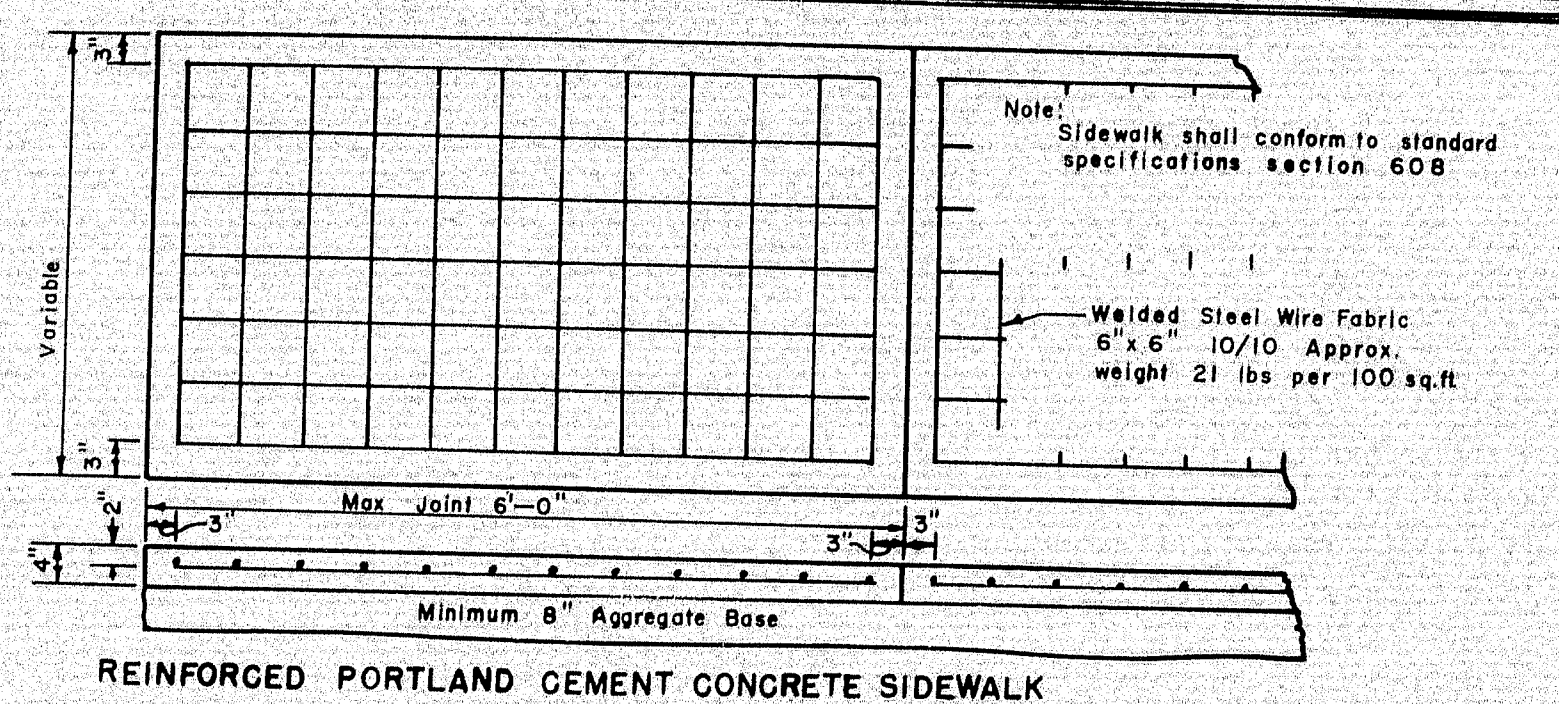


- NOTES:
1. A single stake shall be used with trees up to 2 inches in diameter. The tree to be attached to the stake by means of a wire run through a piece of old hose. See detail A.
 2. Trees 2 to 4 inches in dia. shall be supported by two or three stakes. Attached as indicated in B.
 3. Trees over 4 inches shall be guyed with at least three guys. Cable or wire shall be attached to the tree by running the wires through a piece of hose or by the use of leg hooks. The guys shall be secured to a stake, 2x4 inches by 4 feet or to a deadman as indicated in C.

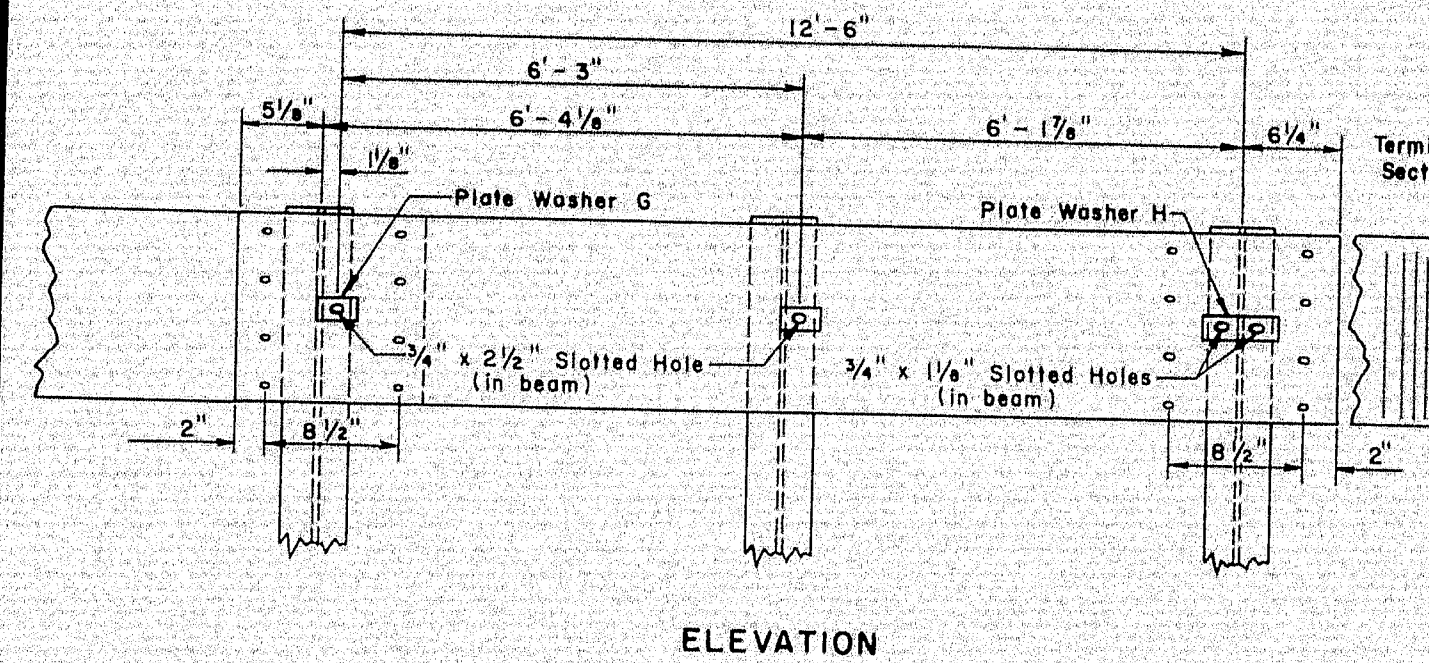
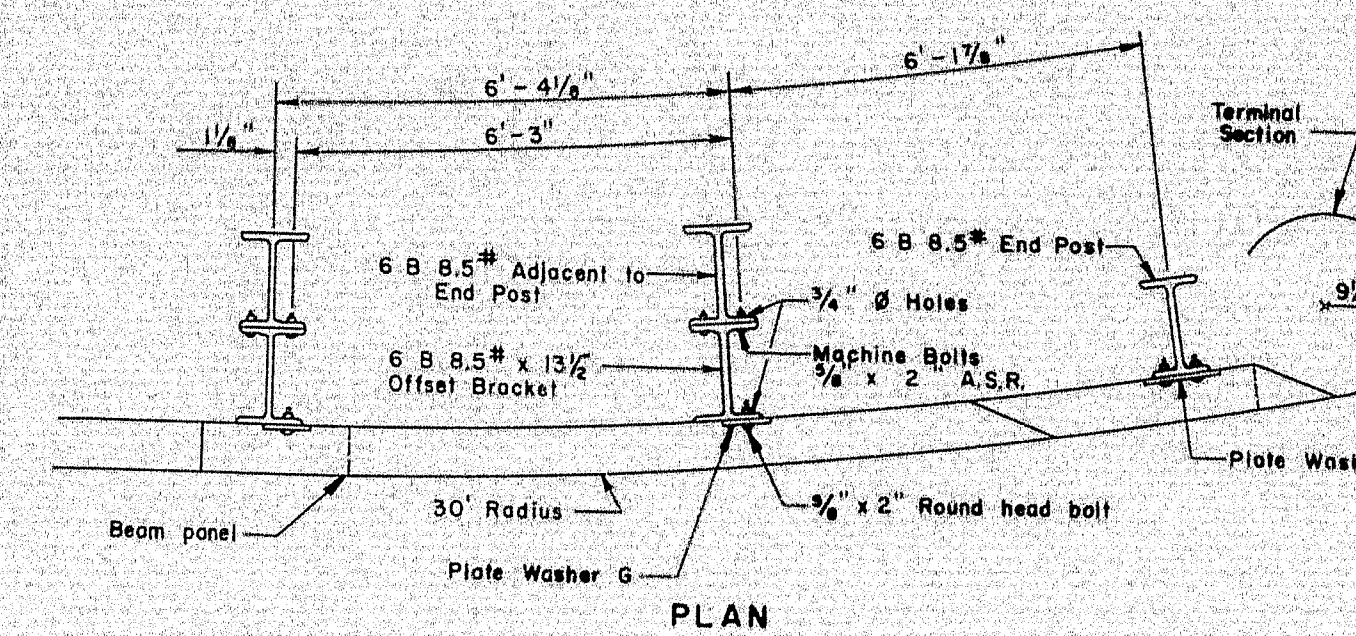
CONCRETE STEPS & SIDEWALK



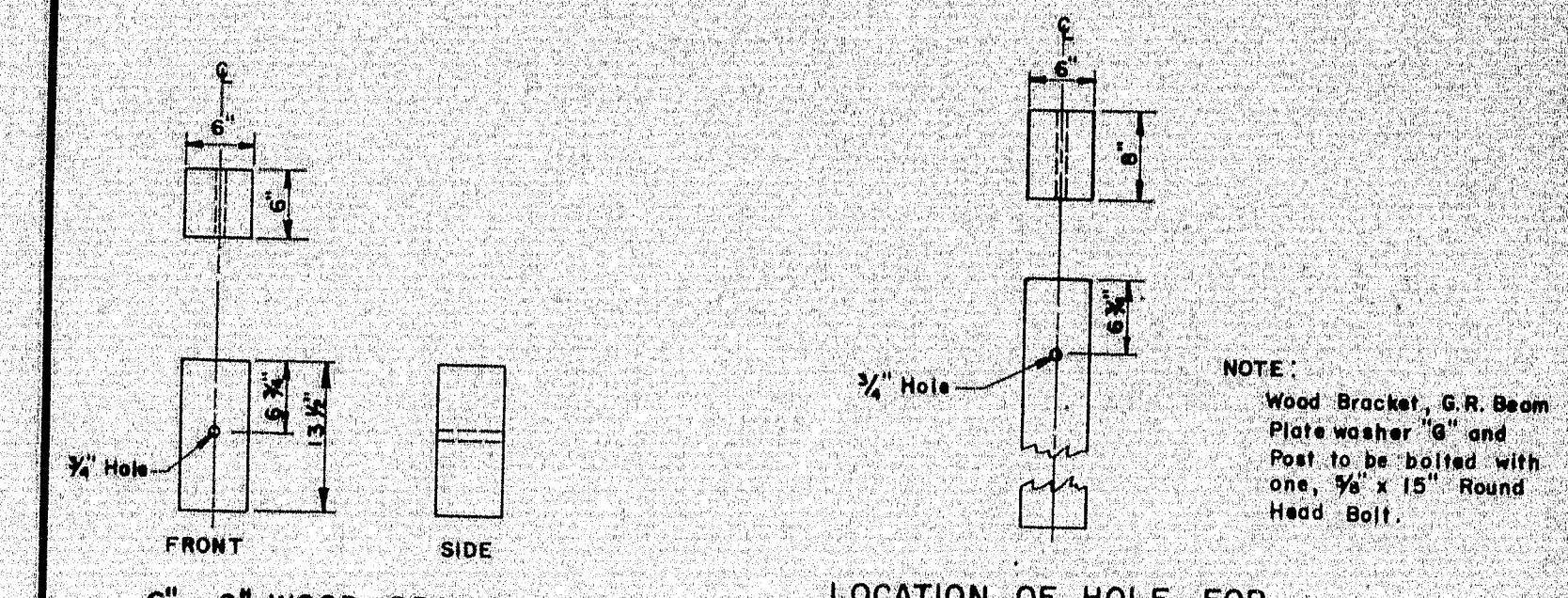
6" RISE - 12" TREAD (2:1) SLOPE				8" RISE - 12" TREAD (1 1/2:1) SLOPE			
Mark	Size	Number	Length (Each)	Mark	Size	Number	Length (Each)
R	#4	2 Each parapet	11' For "A"	R	#4	2 Each parapet	11' For "A"
	.668 lbs. per ft.	1 Each ft. of width	+13.4 For each "B"		.668 lbs. per ft.	1 Each ft. of width	+14 1/2 For each "B"
S	#4	2 For "A"	12' For "C"	S	#4	2 For "A"	12' For "C"
	.668 lbs. per ft.	2 For each "B"	+12 For each "B"		.668 lbs. per ft.	2 For each "B"	+12 For each "B"



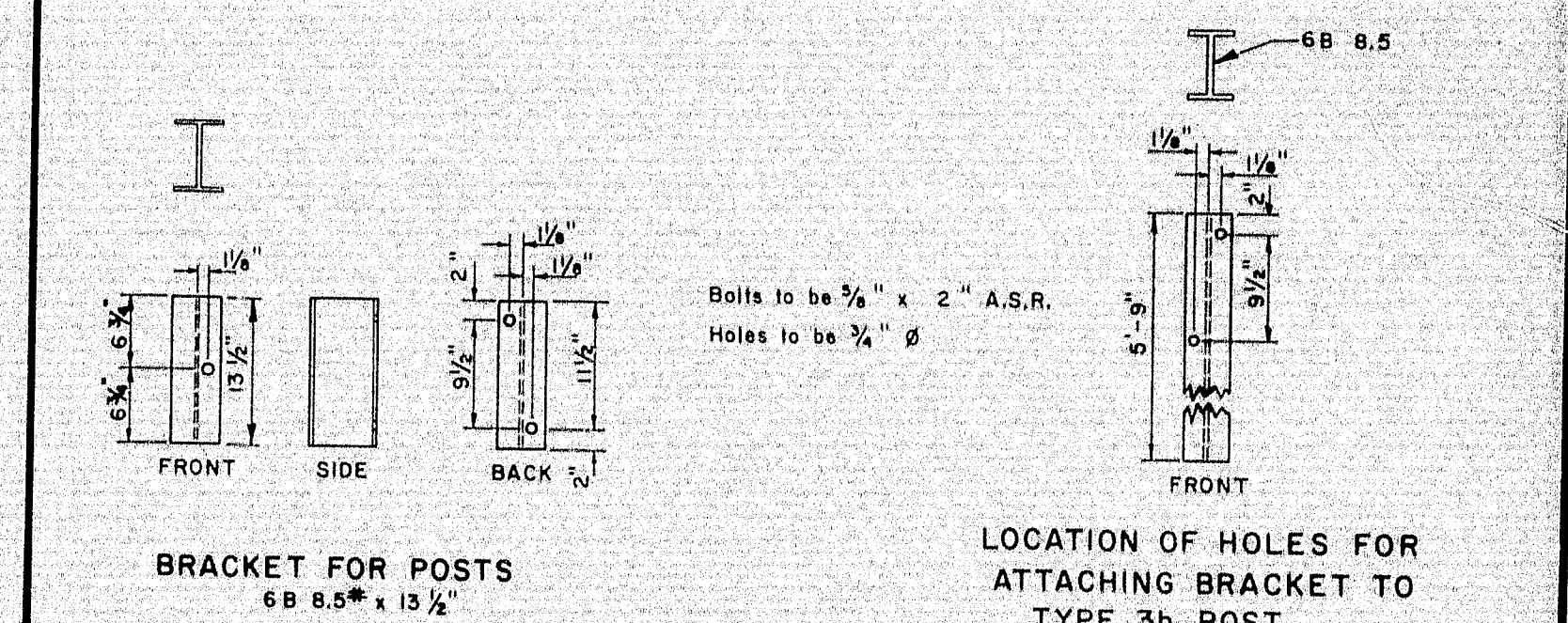
END BEAM ASSEMBLY-SPACING OF POSTS GUARD RAIL TYPE 3a and 3b



R. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9 (39)	24	26

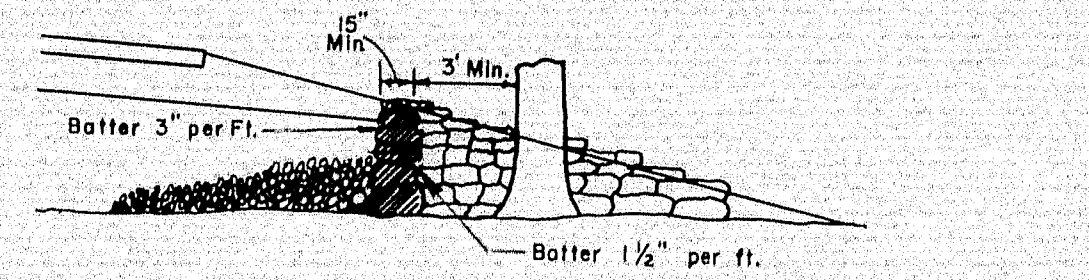


OFFSET BRACKET FOR TYPE 3a GUARD RAIL POST

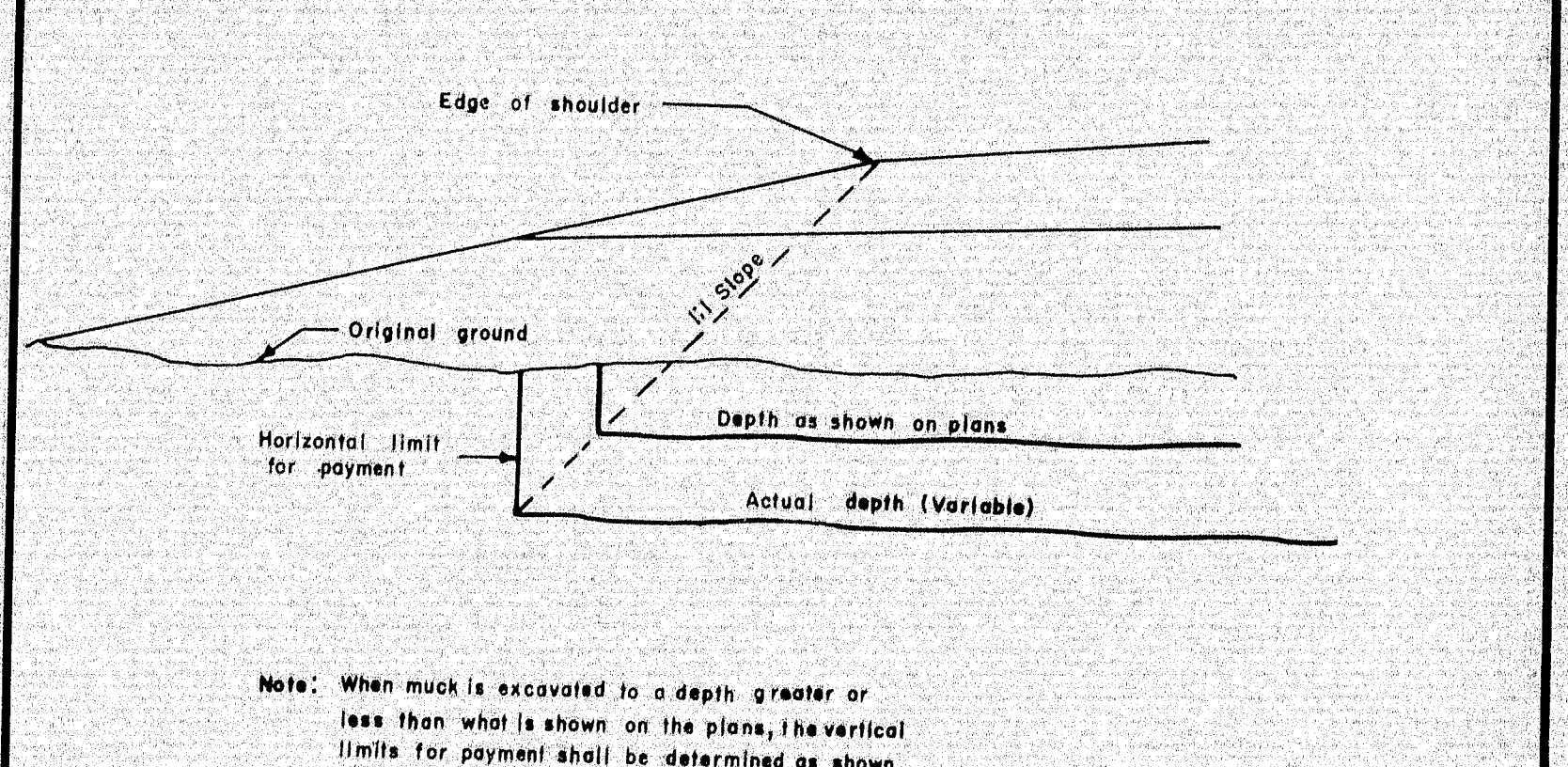
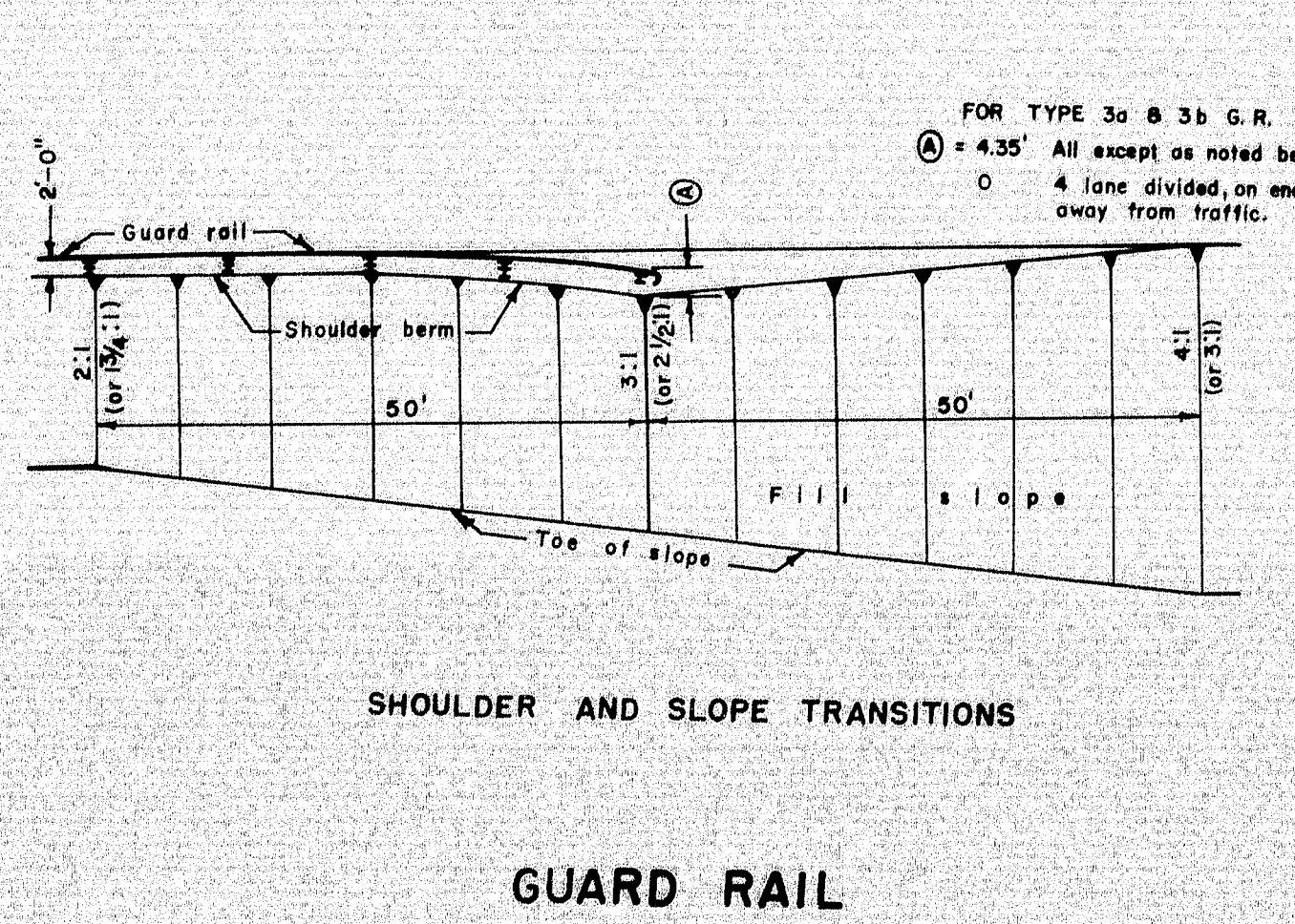
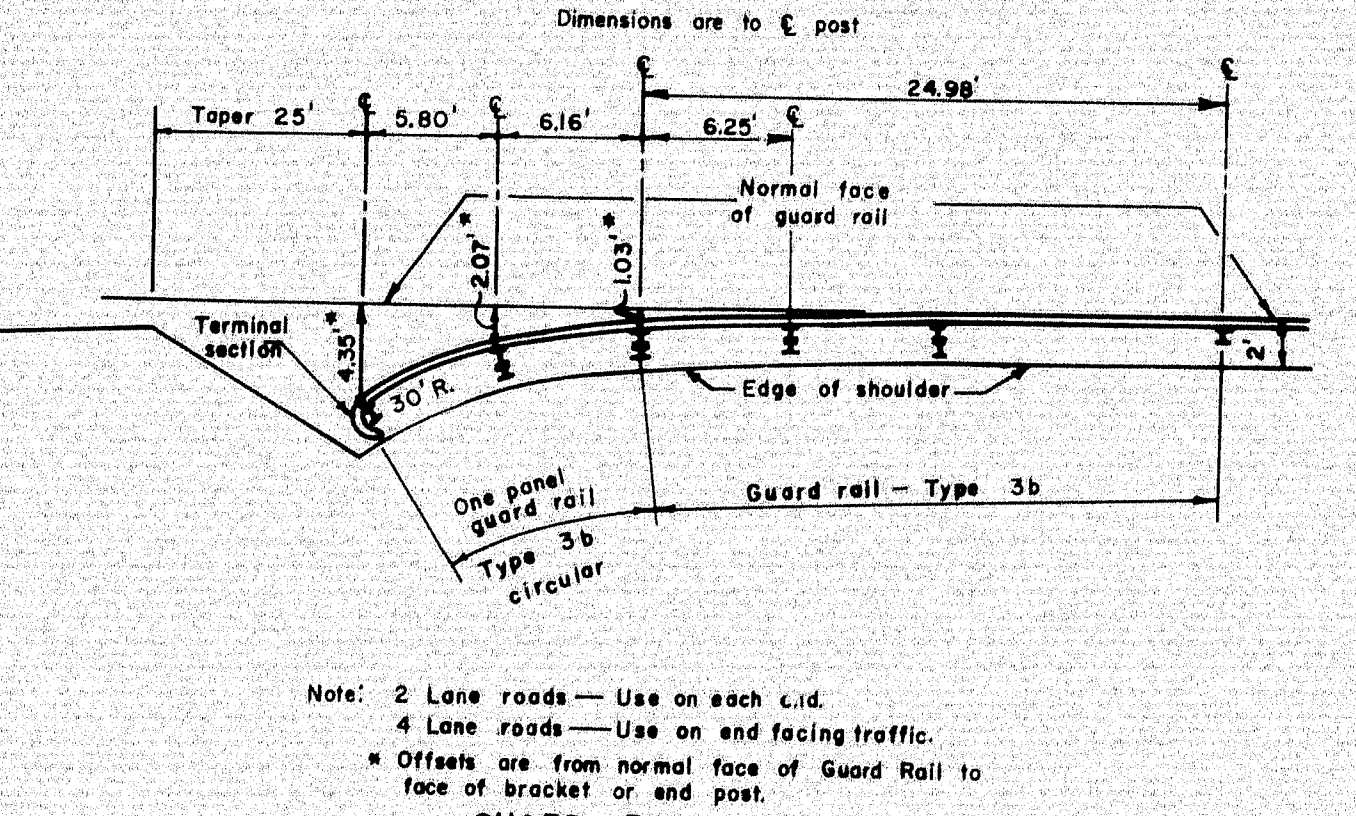
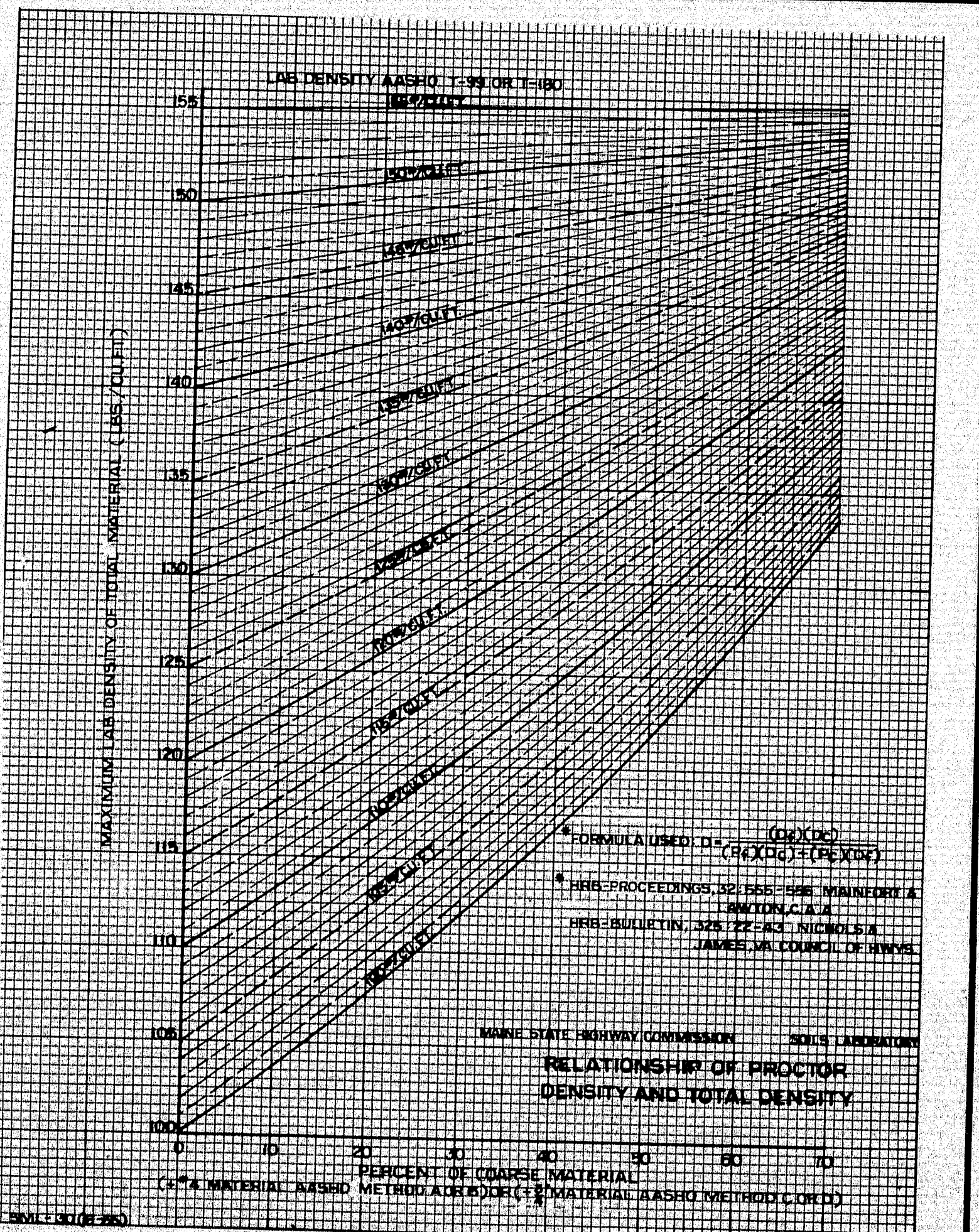
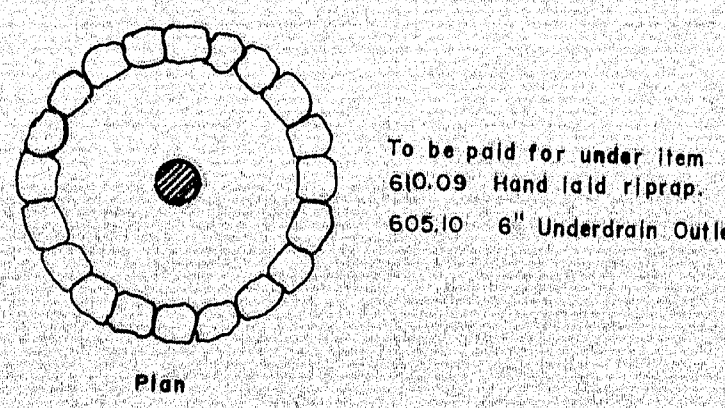
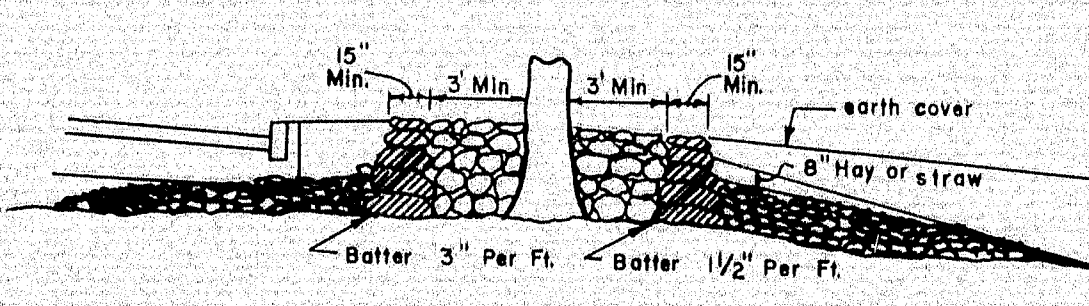


OFFSET BRACKET FOR TYPE 3b GUARD RAIL POST

TREE WELLS

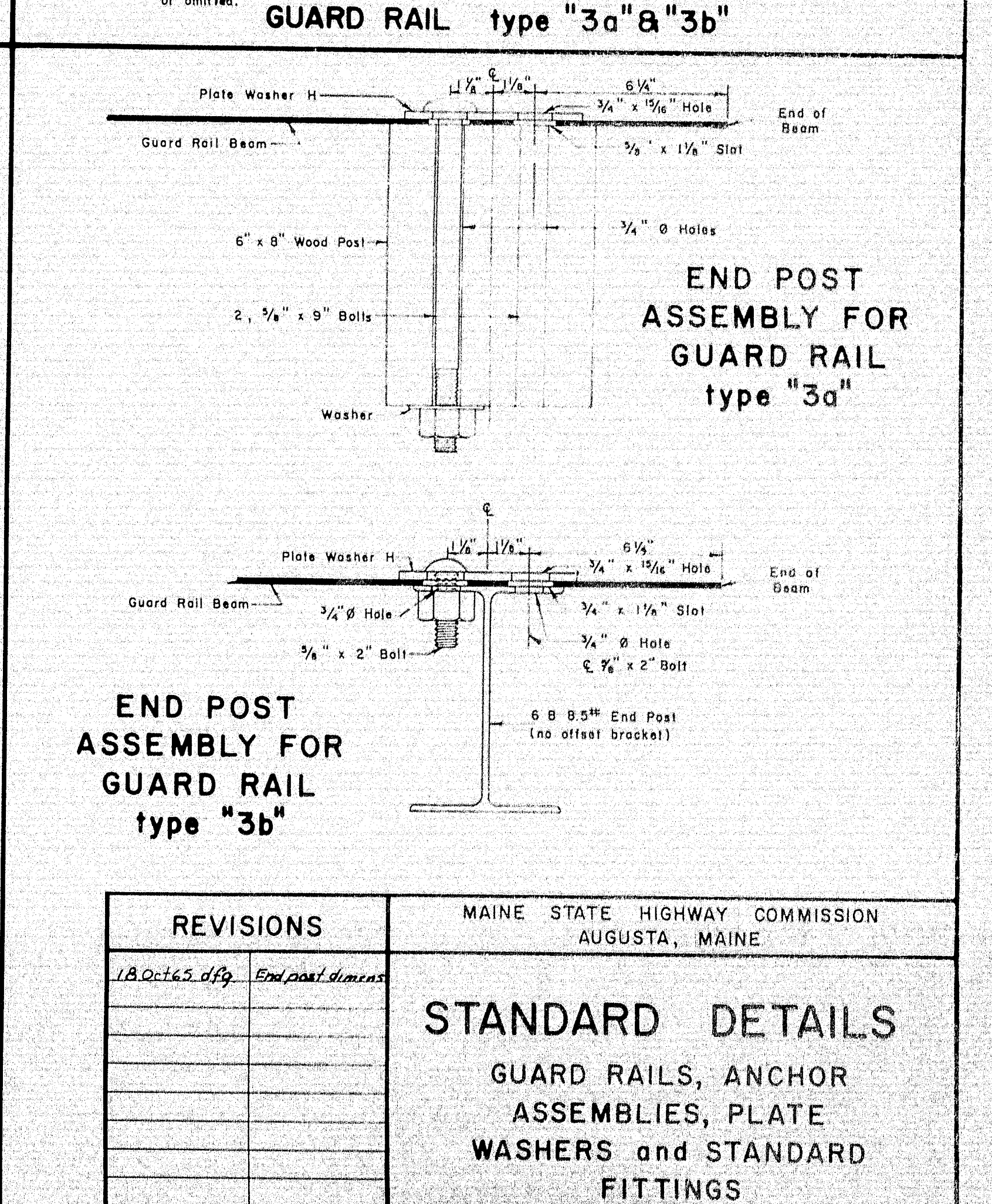
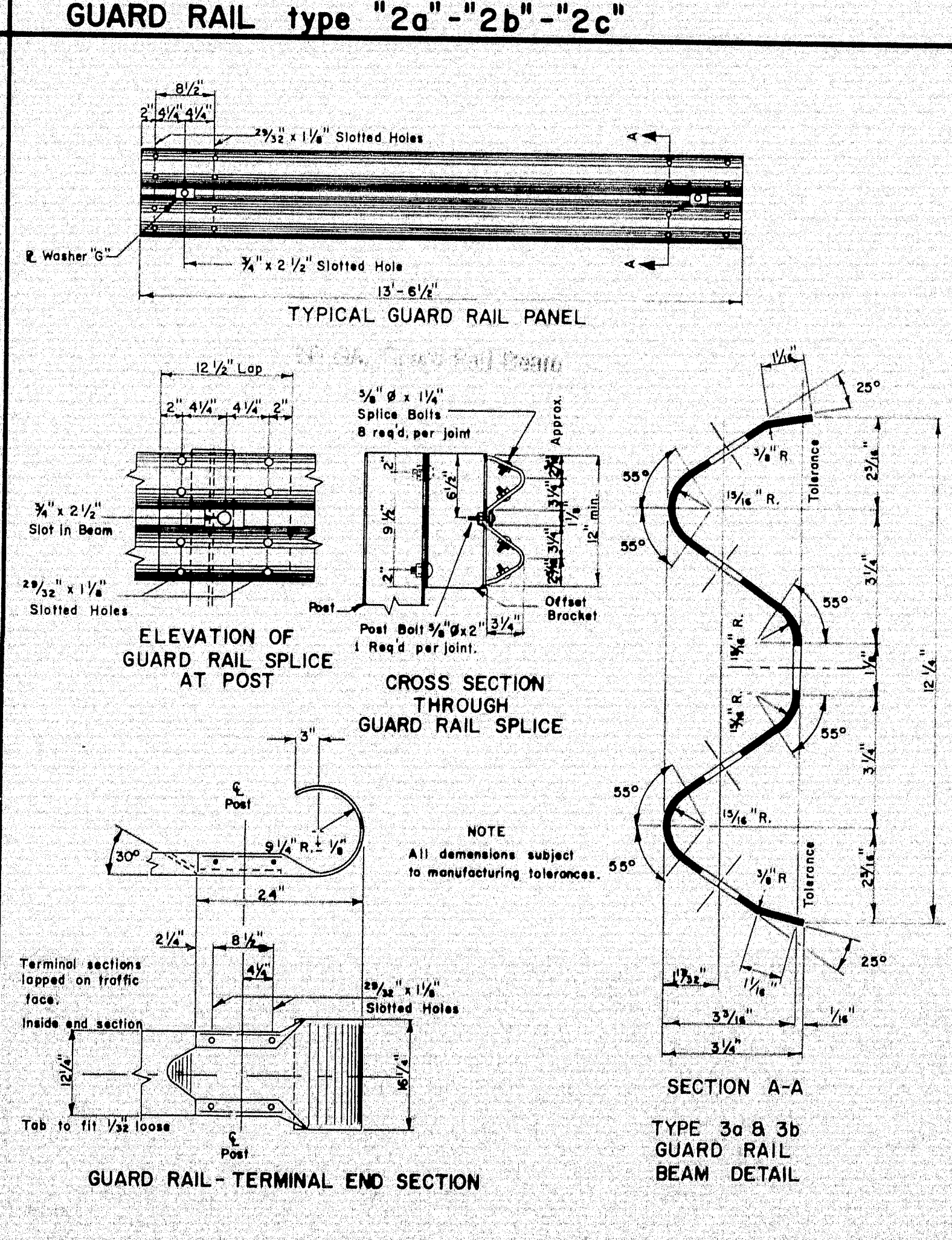
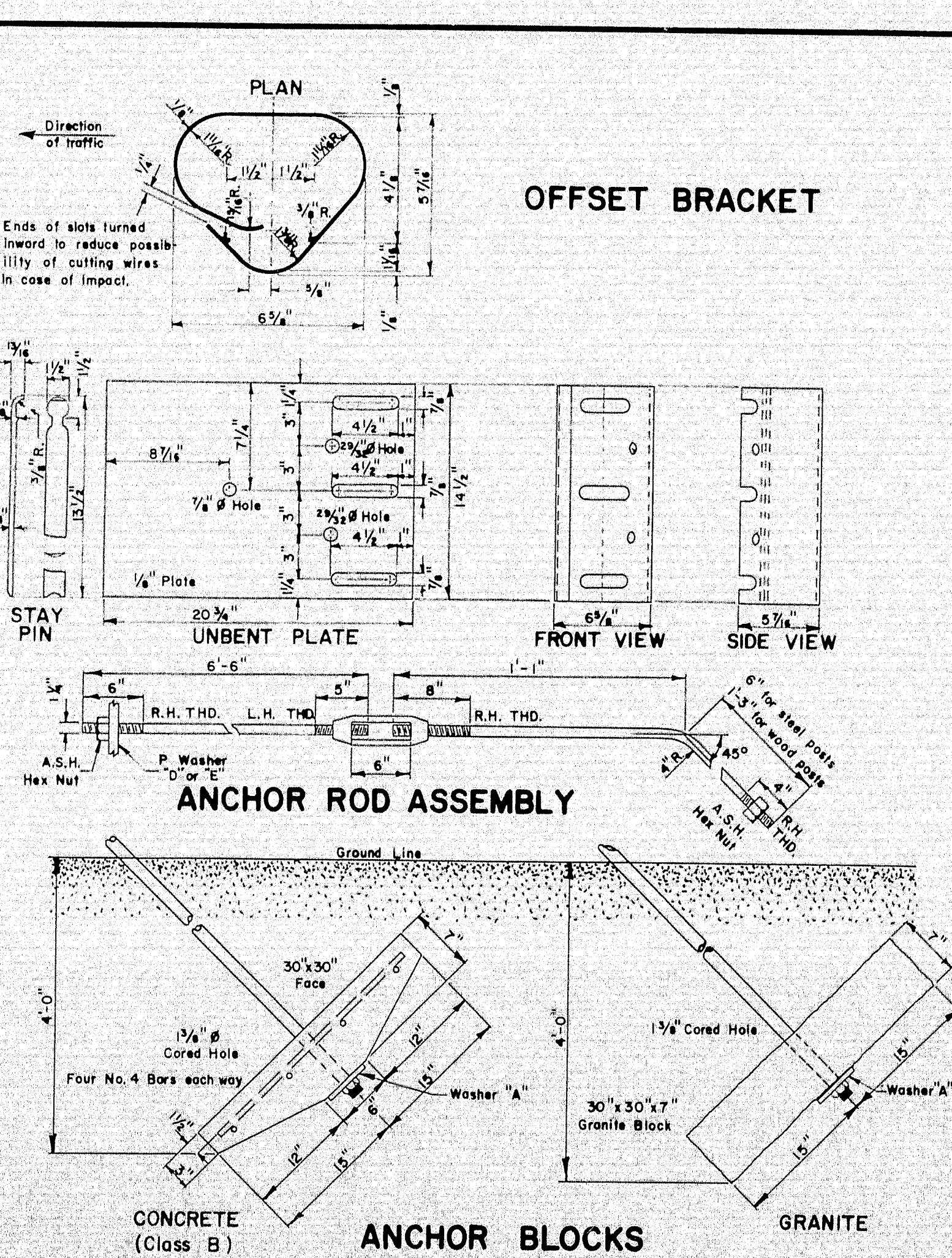
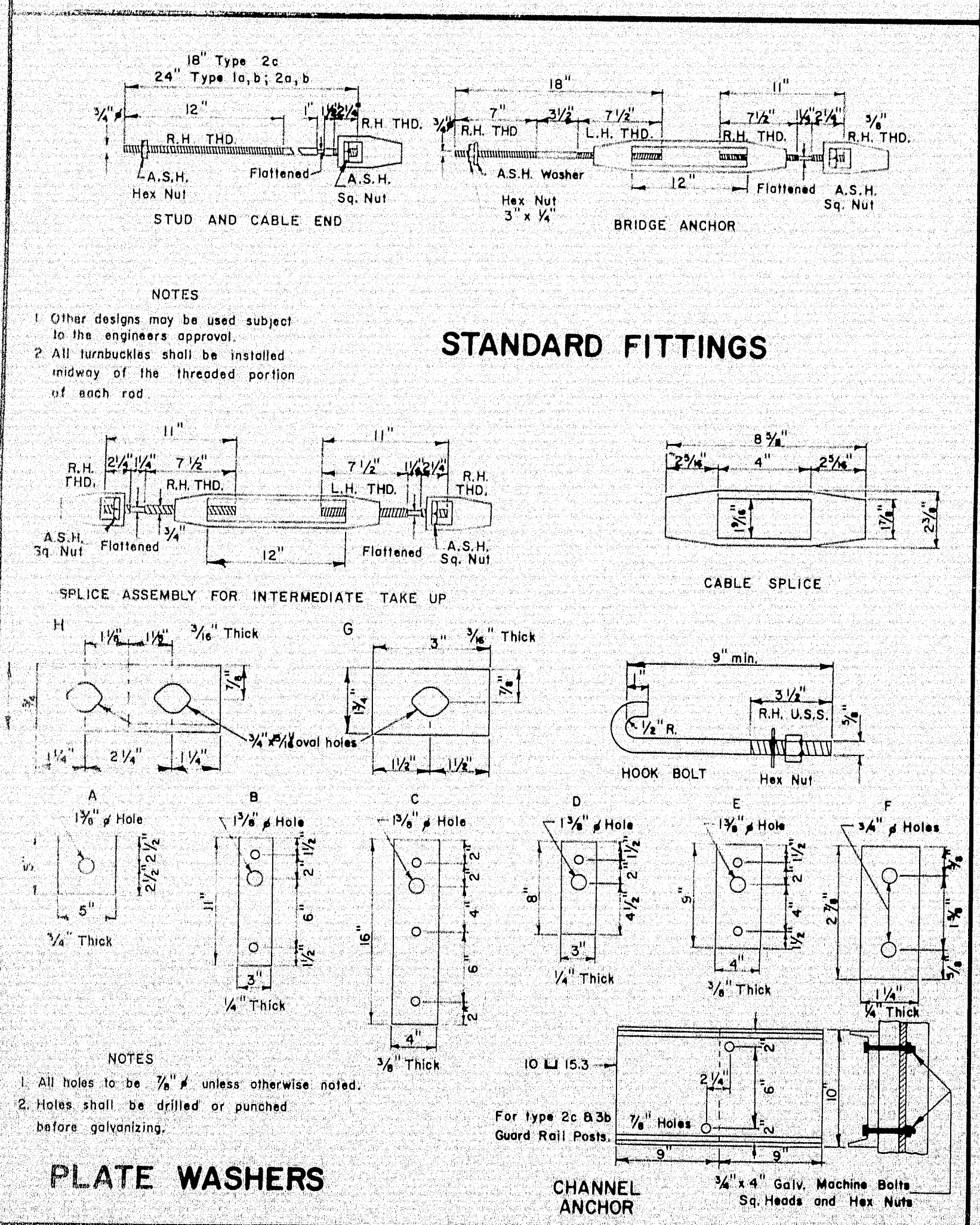
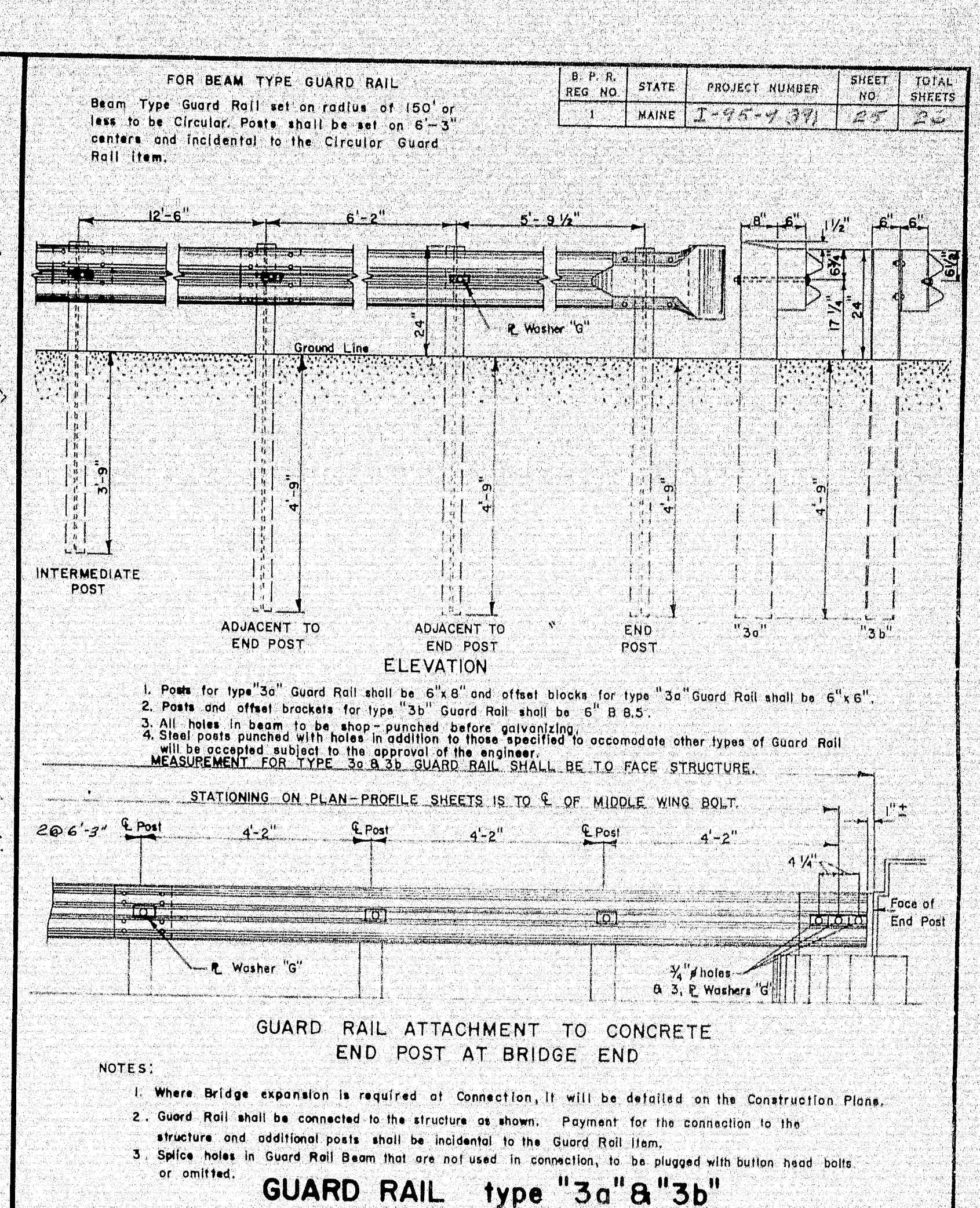
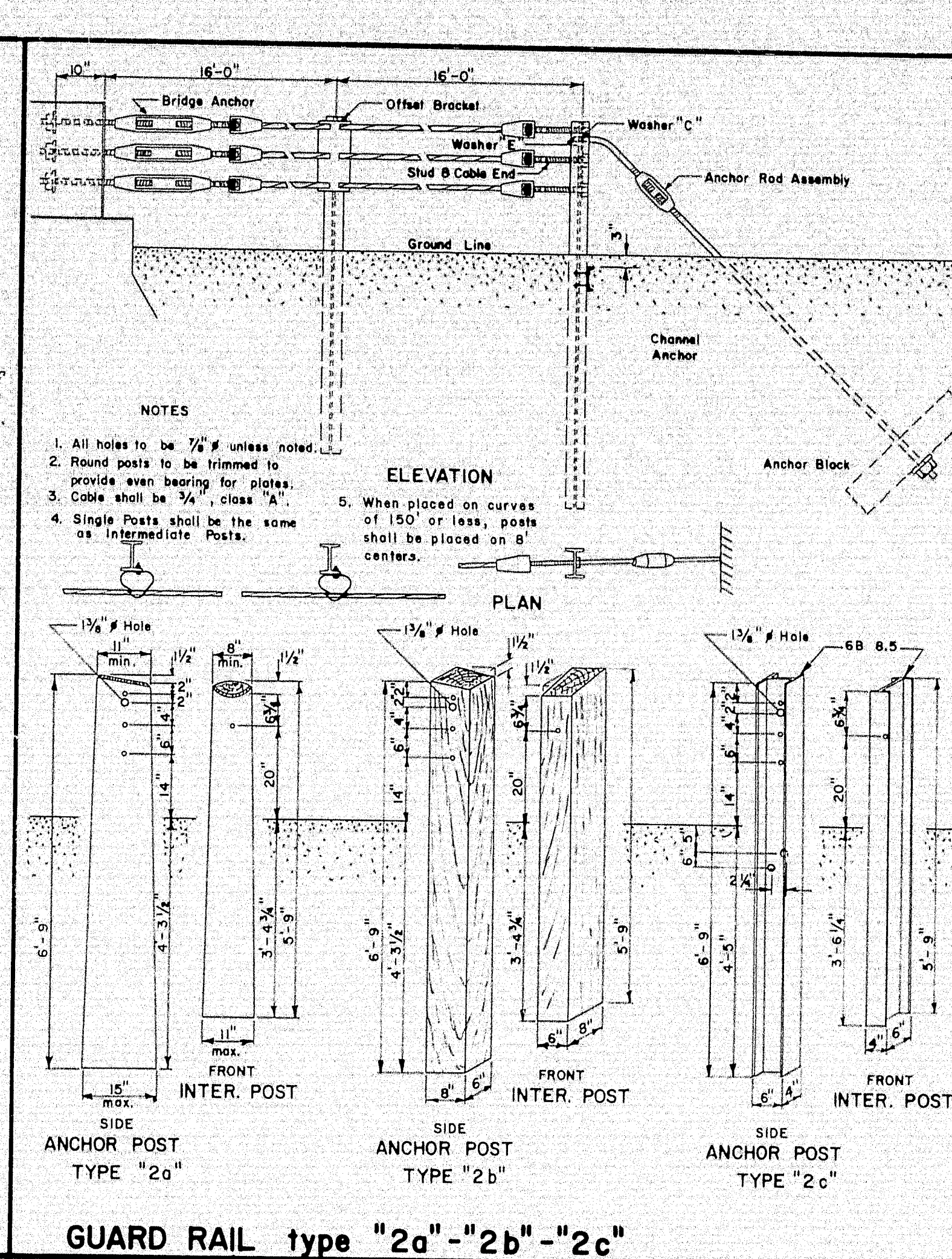
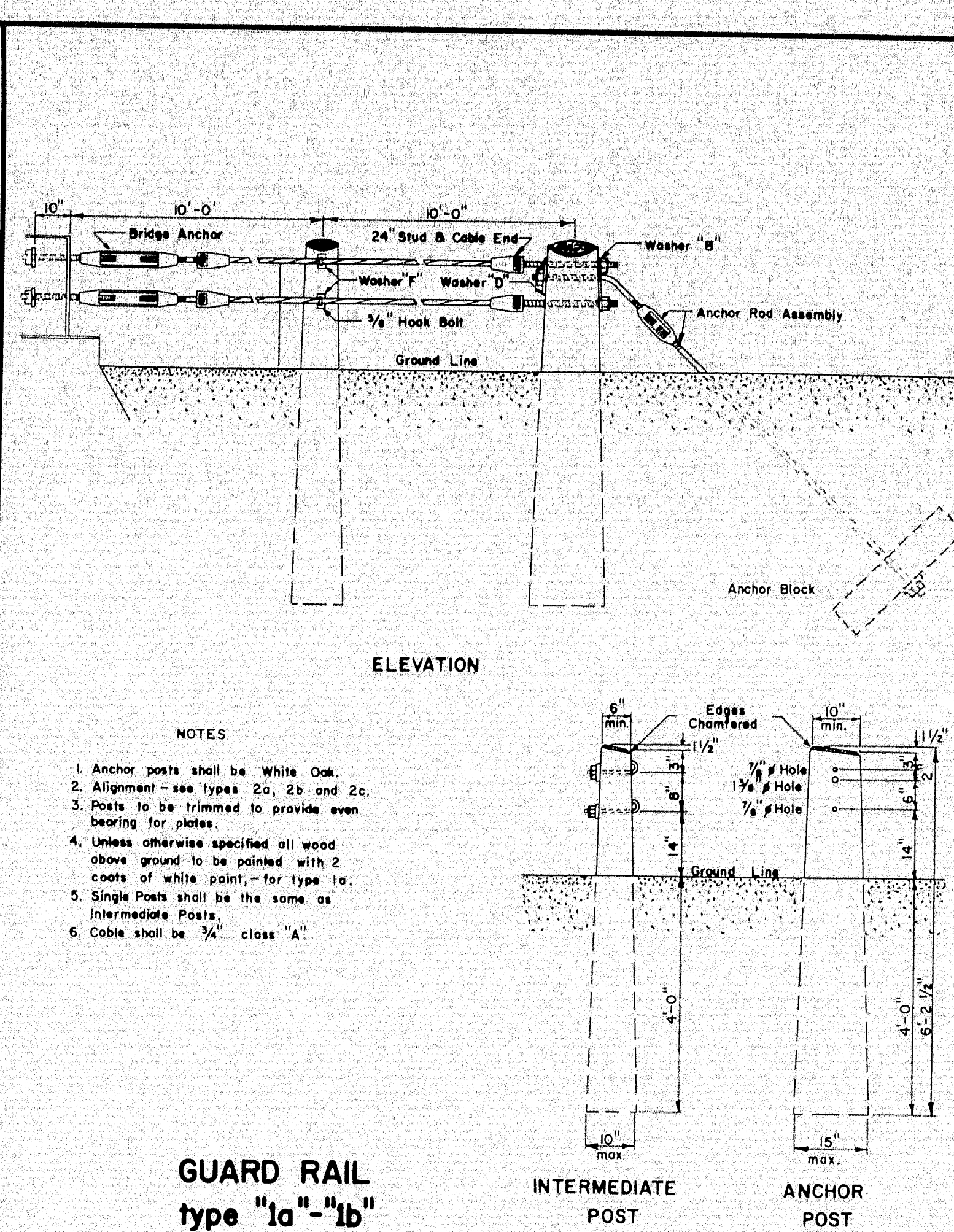
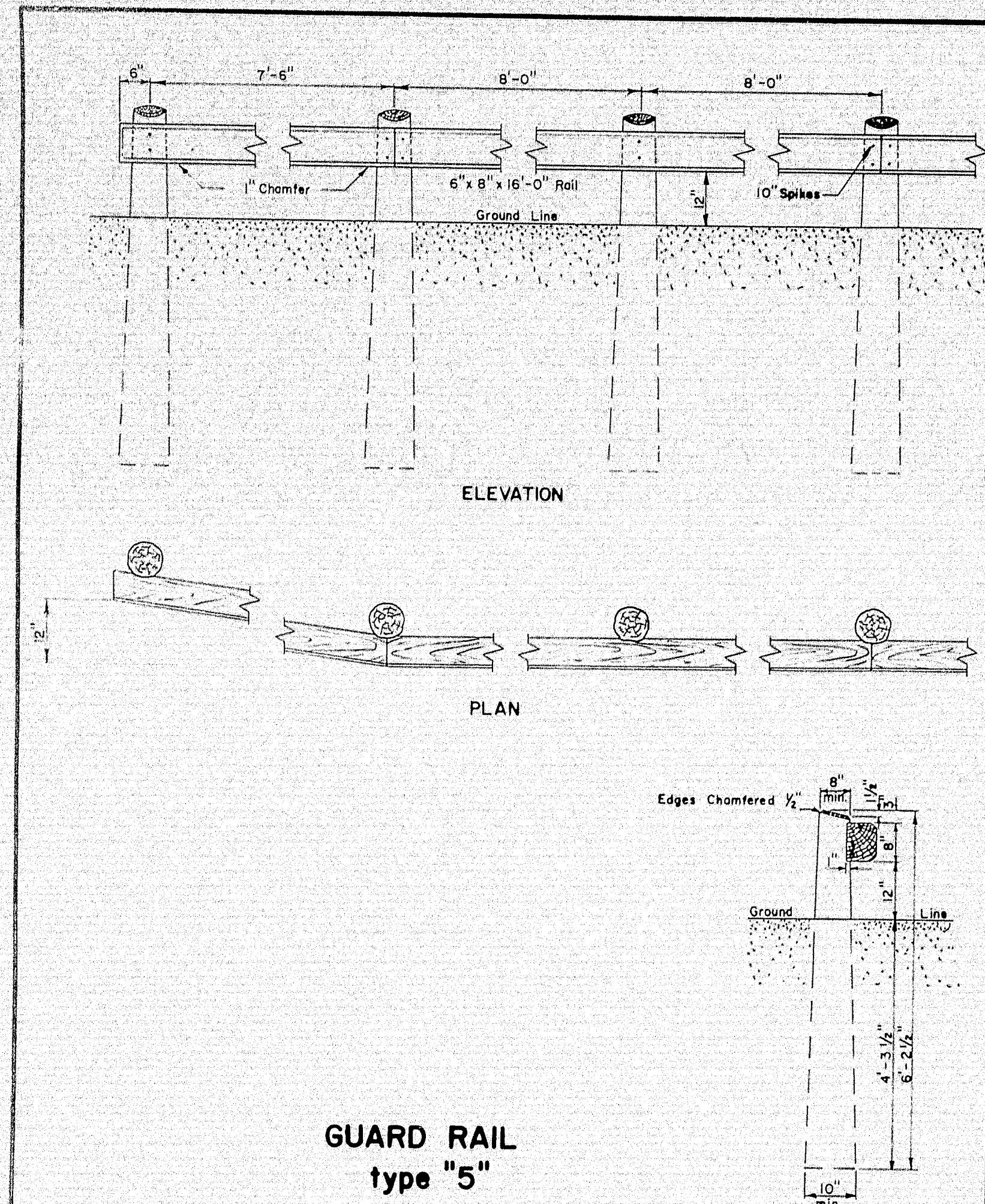


- NOTES:
1. Selected ledge excavation, crushed stone or other porous material shall be used to fill around the old ground area of the tree from the tree well to the perimeter of the branches.
 2. An 8" layer of hay or straw to prevent infiltration of fines shall be placed over the rock fill except in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



MUCK EXCAVATION PAYMENT LIMITS

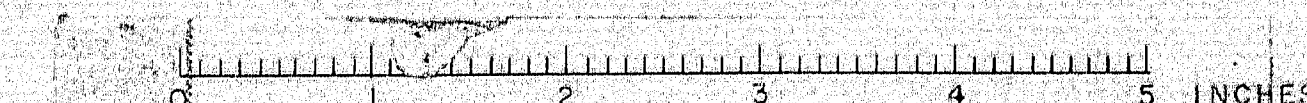
REVISIONS		MAINE STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
		STANDARD DETAILS	
		GUARD RAIL, MUCK EXCAVATION	
		CONCRETE STEPS & SIDEWALK	
		GUYING TREES	
		TREE WELLS, SOILS CHART	



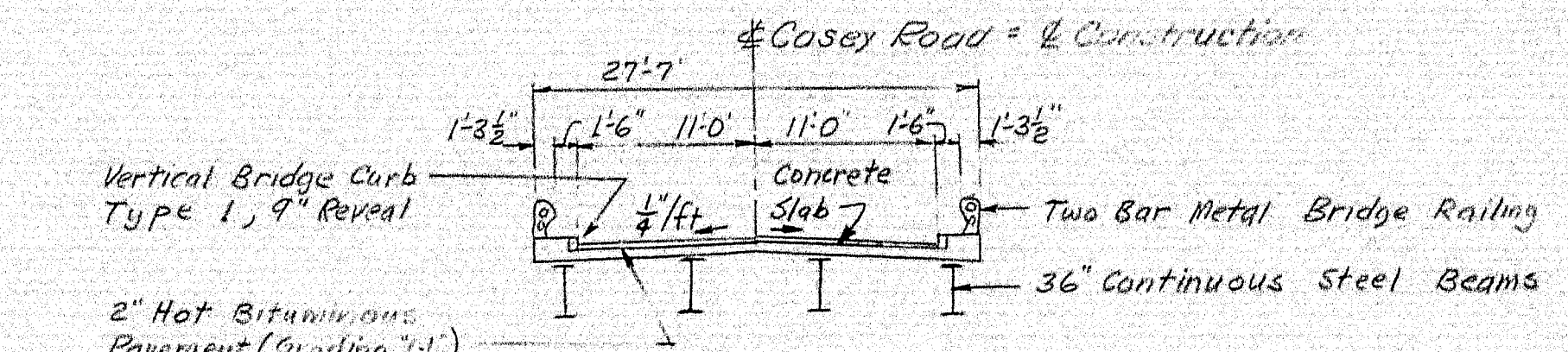
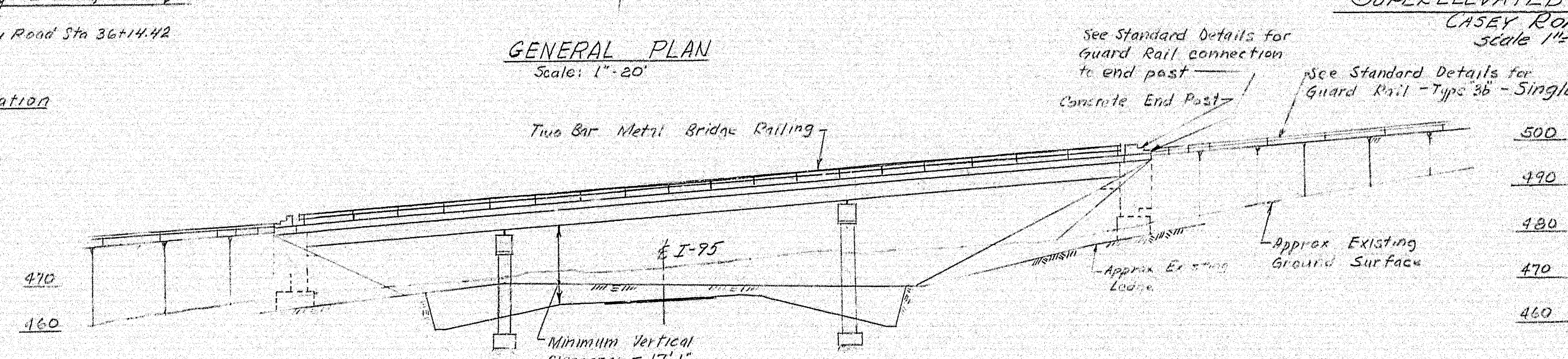
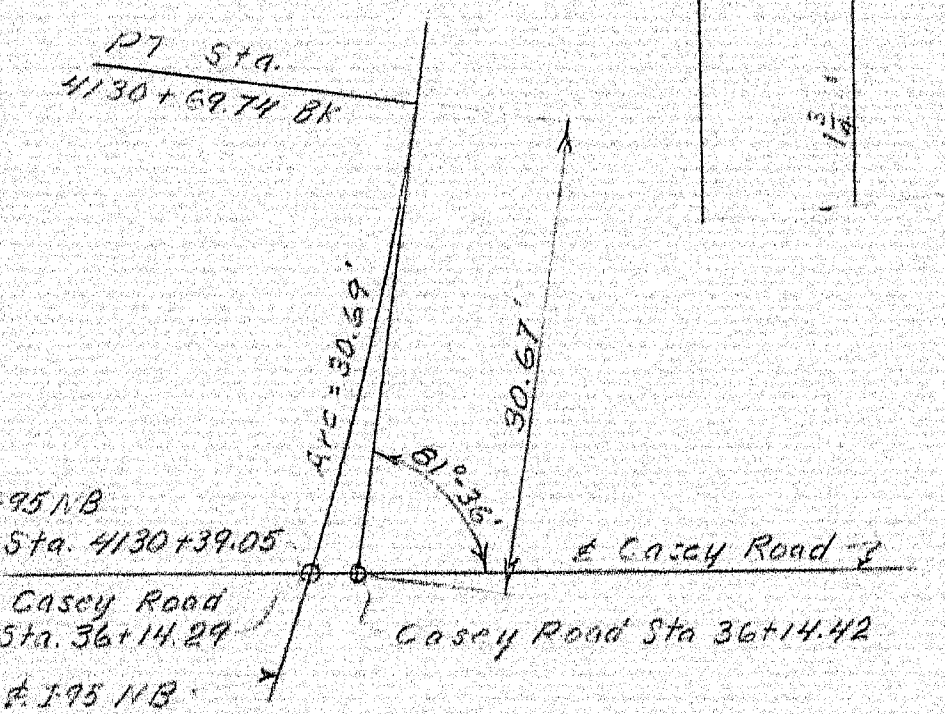
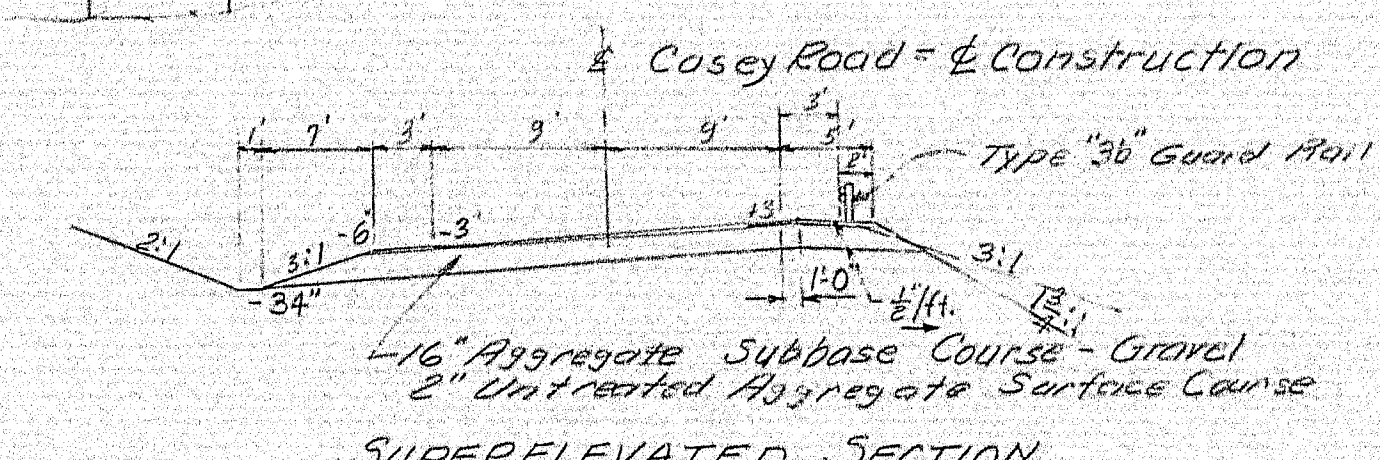
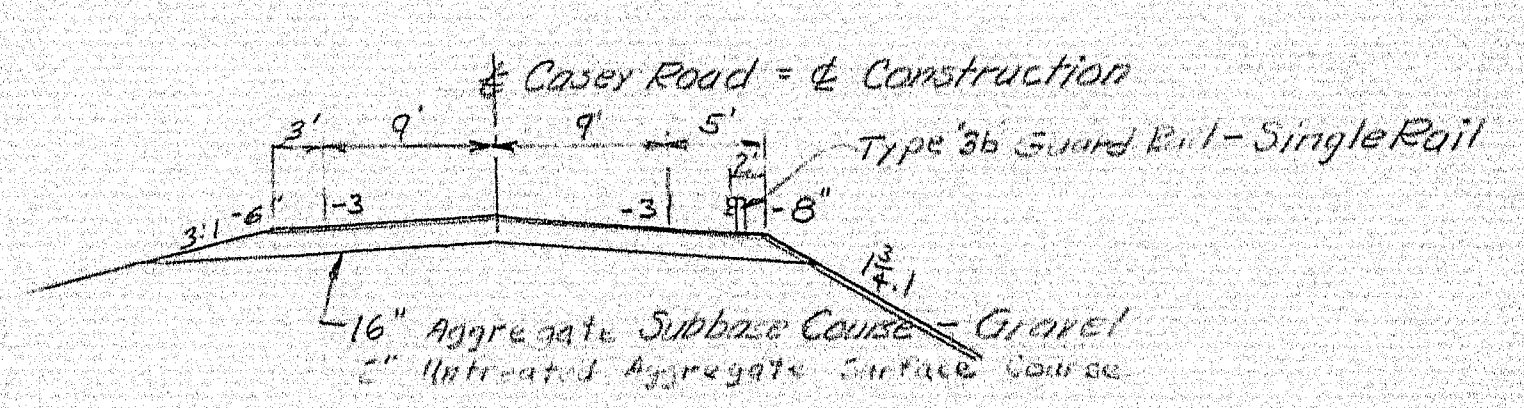
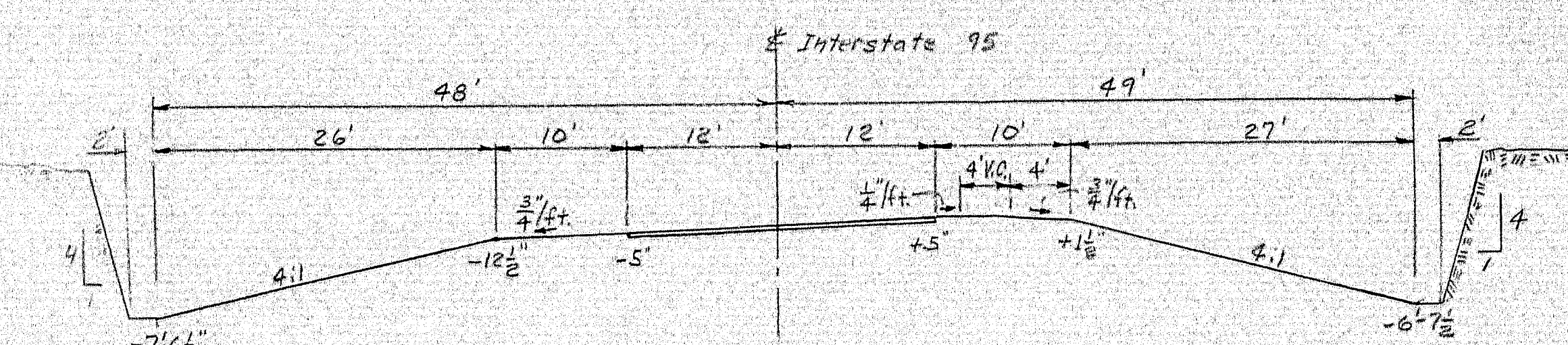
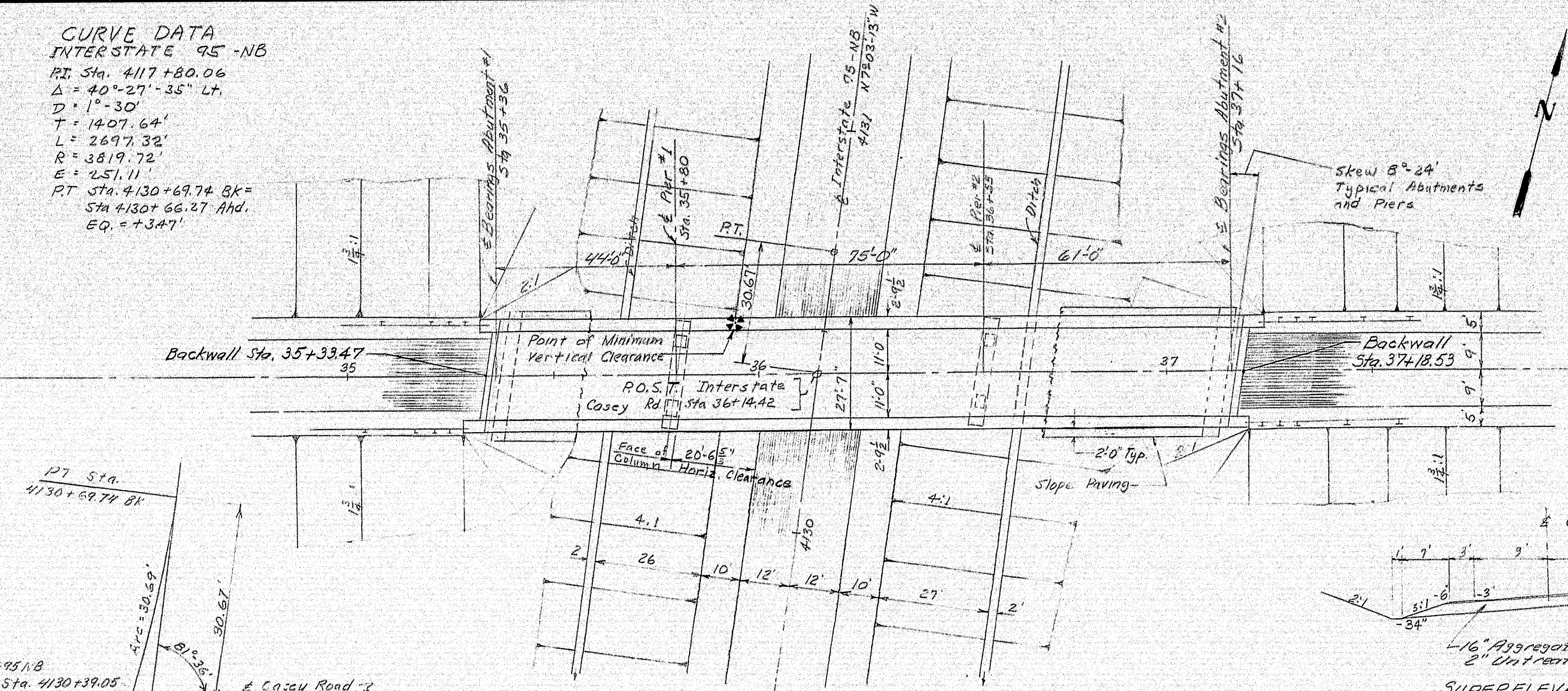
REVISIONS		MAINE STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
1	10-1-65	End post details	

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

AUG. 1965



CURVE DATA
INTERSTATE 95-NB
 P.T. Sta. 4117+80.06
 $\Delta = 40^\circ 27' 35''$ LT
 $D = 1^\circ 30'$
 $T = 1407.64'$
 $L = 2697.32'$
 $R = 3819.72'$
 $E = 251.11'$
 P.T. Sta. 4130+69.74 BK=
 Sta. 4130+66.27 Ahd.
 $EQ = 347'$



NOTES - FIELD OFFICE
 IF commercial electricity for lighting the field office is not available, then equivalent illumination shall be provided by the contractor.

ESTIMATED QUANTITIES			
DESCRIPTION	UNIT	STRUCTURAL	TOTAL
Common Excavation	c.y.	—	5000
Common Borrow	c.y.	—	22500
Gravel Borrow	c.y.	—	1250
Structural Earth Excavation, Abuts. and Ret. Walls	c.y.	50	50
Structural Rock Excavation, Piers	c.y.	90	90
Aggregate Subbase Course - Gravel	c.y.	—	2950
Hot Bituminous Pavement (Grading C-1)	c.y.	—	48
Untreated Aggregate Surface Course	c.y.	—	320
Structural Concrete, Abuts. and Retaining Walls	c.y.	143	143
Structural Concrete, Piers	c.y.	78	78
Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges	c.y.	1.3	1.3
Reinforcing Steel, Fabricated and Delivered	lbs.	48,000	48,000
Reinforcing Steel, Placing	lbs.	48,000	48,000
Structural Steel, Fabricated and Delivered	lbs.	1.3	1.3
Structural Steel, Erection	lbs.	1.3	1.3
Field Painting, Structural Steel	sq. ft.	364	364
Bridge Railing	sq. ft.	441	441
Membrane Waterproofing	sq. ft.	—	230
Slope Protection	sq. ft.	—	—
Epoxy Resin Surface Sealant	sq. ft.	63	63
Guard Rail Type 3b - Single Rail	l.f.	—	2600
Terminal Ends - Single Rail	each	—	4
Vertical Bridge Curb, Type 1	l.f.	389	389
Loam	c.y.	—	435
Seeding - Method No. 2	sq. ft.	—	71
Play Mulch	tons	—	4
Field Office - Type B	each	1	1
Structural Rock Excavation, Abuts. & Ret. Walls	c.y.	15	15

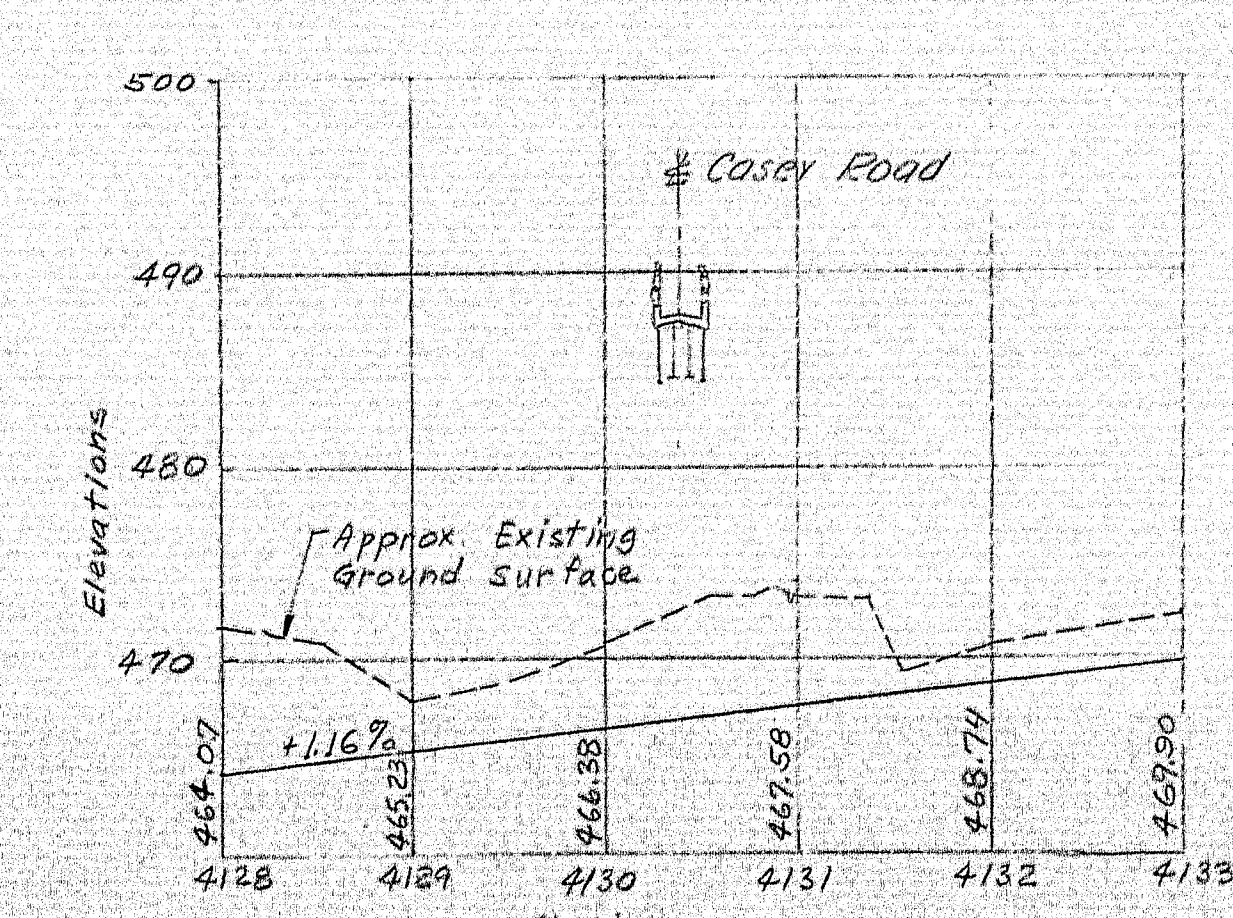
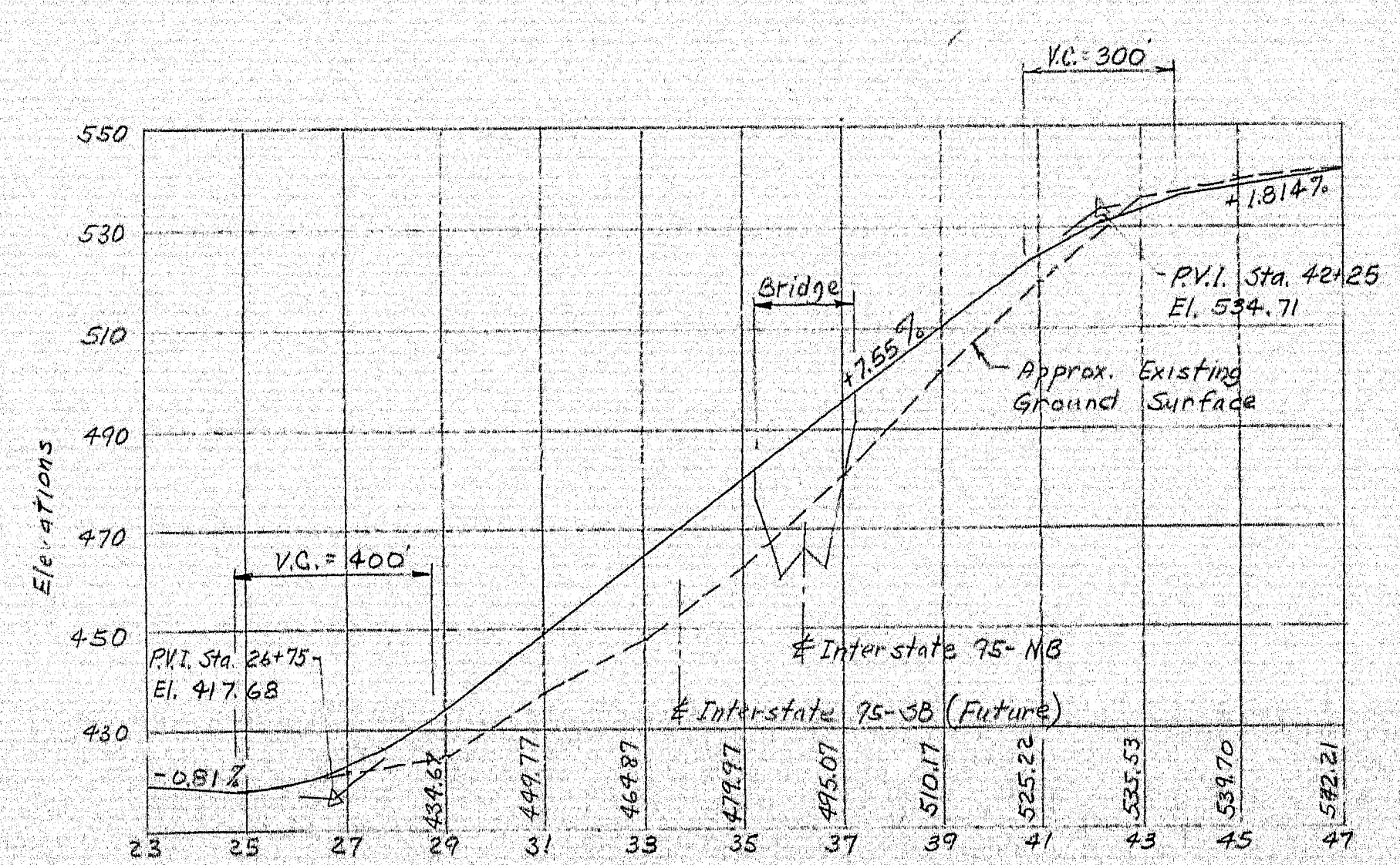
SPECIFICATIONS
 Design: A.A.S.H.O. Standard Specifications for Highway Bridges, 1961, with Interim Specifications, 1961, 1962, 1963, 1964.
 Contract: State of Maine, State Highway Commission Standard Specifications for Highways and Bridges, Revision of June 1965, and Supplemental Specifications.

LIVE LOADING
 H20-44

ALLOWABLE STRESSES
 Concrete - $f_c = 1200$ p.s.i. $n = 10$
 Reinforcing Steel, Intermediate Grade - $f_s = 20,000$ p.s.i.
 Structural Steel, A36 - $f_s = 20,000$ p.s.i.

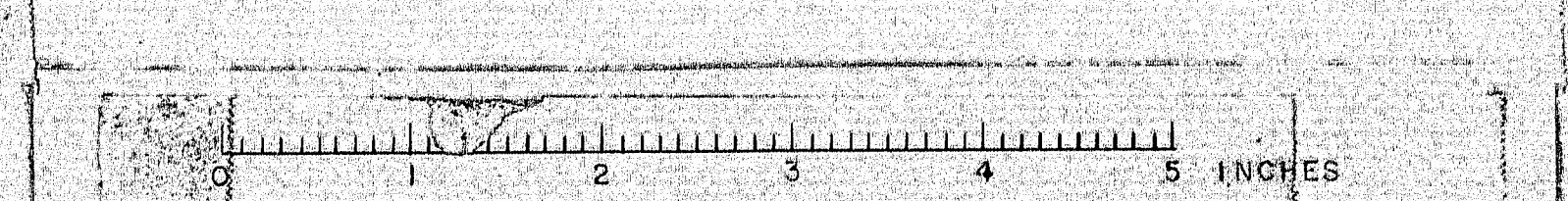
CONCRETE CLASSIFICATION
 All concrete shall be Class A except Slope Protection which shall be Class Y.

STRUCTURAL STEEL CLASSIFICATION
 Except as noted otherwise on the Standard Details and steel shall be ASTM A36.

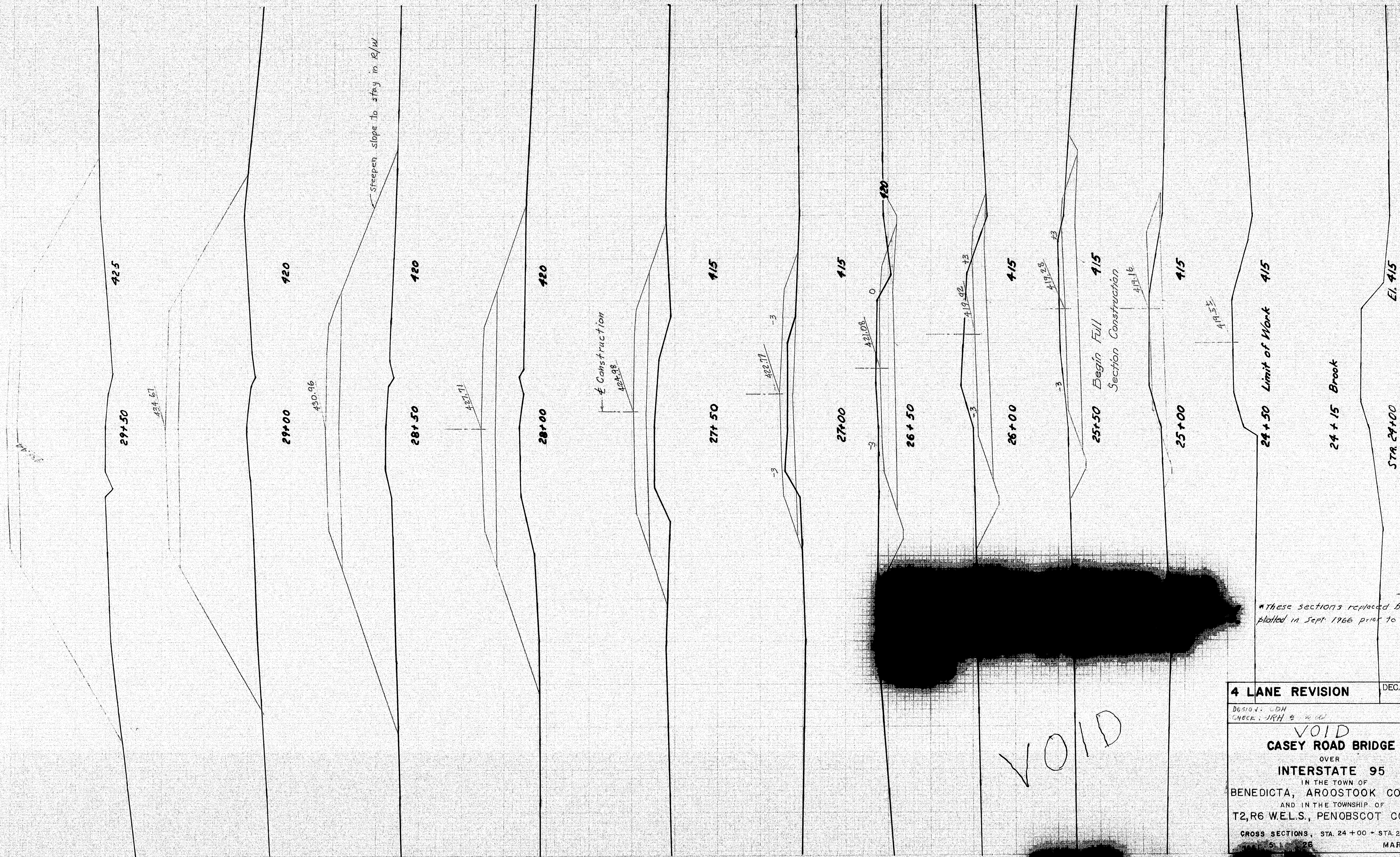


Estimated weight of structural steel based on nominal sizes and not including welds = 122,400 pounds.
 Estimated quantity of structural concrete, roadway and sidewalk slabs on steel bridges = 149 cu. yds.

DESIGN - CSH
 TRACE - CSH
 CHECK - JWB
 BRIDGE NO. SURVEY - PLOT -
 STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
CASEY ROAD BRIDGE
 OVER
INTERSTATE 95
 IN THE TOWN OF
BENEDICTA, AROOSTOOK COUNTY
 AND IN THE TOWNSHIP OF
T2,R6 WELS, PENOBSCOT COUNTY
 GENERAL PLAN
 SHEET 2 OF 26 AUGUSTA, MAINE MAR 1966



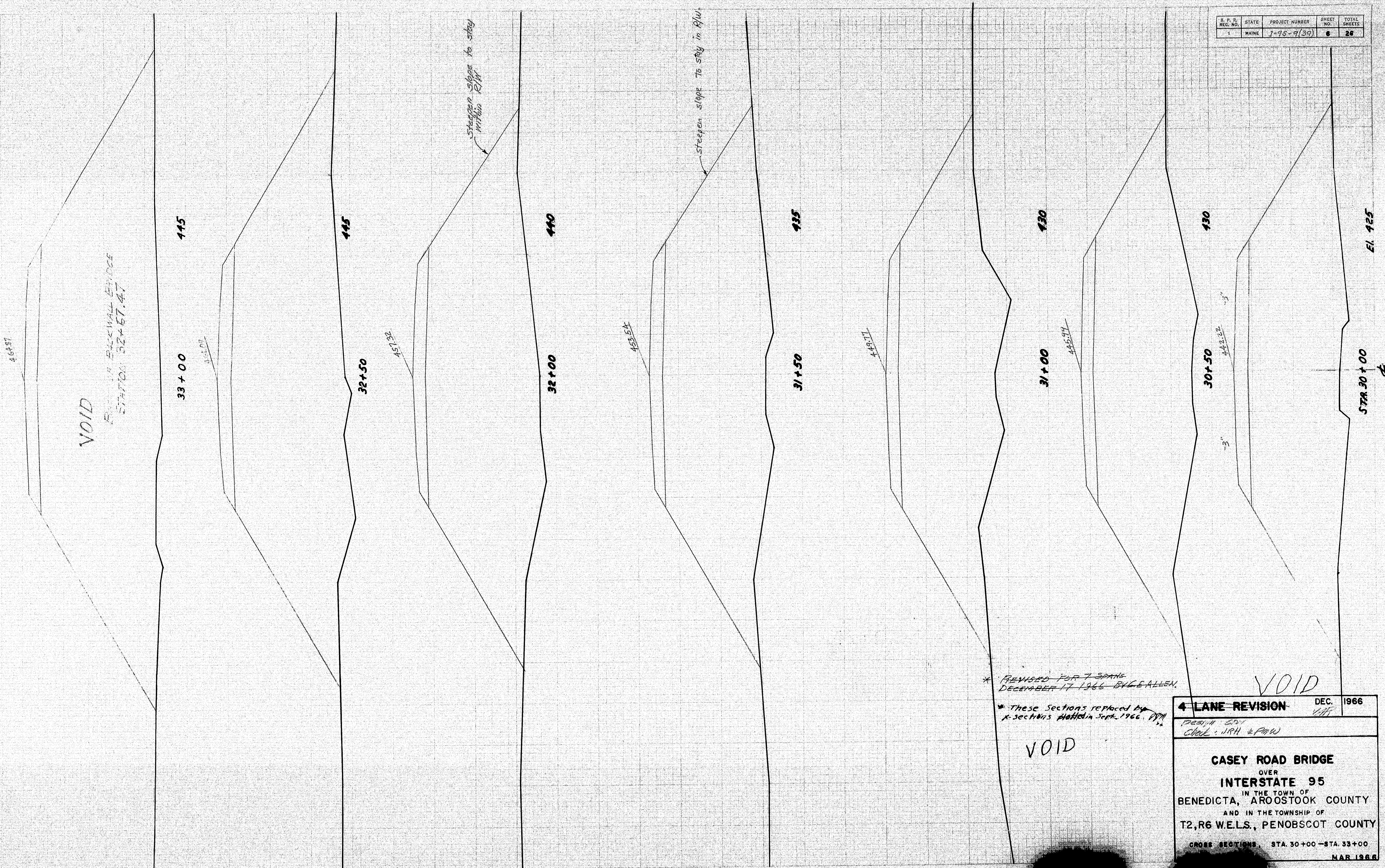
B. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(39)	5	26



*These sections replaced by sections plotted in Sept 1966 prior to construction

4 LANE REVISION		DEC. 1966
DESIGN: WDH CHECK: JKH		
VOID CASEY ROAD BRIDGE OVER INTERSTATE 95 IN THE TOWN OF BENEDICTA, AROOSTOOK COUNTY AND IN THE TOWNSHIP OF T2,R6 W.E.L.S., PENOBSCOT COUNTY CROSS SECTIONS, STA. 24+00 + STA. 29+50 MAR 1966		

D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-9(39)	6	26



* REVISED FOR 7 SPANS
DECEMBER 17 1966 BY G. ALLEN
* These sections replaced by
X-sections plotted in Sept. 1966. P.W.

4 LANE REVISION
DEC. 1966

DESIGN BY
CHECKED BY J.R.H. & P.W.

CASEY ROAD BRIDGE
OVER
INTERSTATE 95
IN THE TOWN OF
BENEDICTA, AROOSTOOK COUNTY
AND IN THE TOWNSHIP OF
T2, R6 WELS, PENOBSCOT COUNTY
CROSS SECTIONS STA. 30+00 - STA. 33+00
MAR 1966

