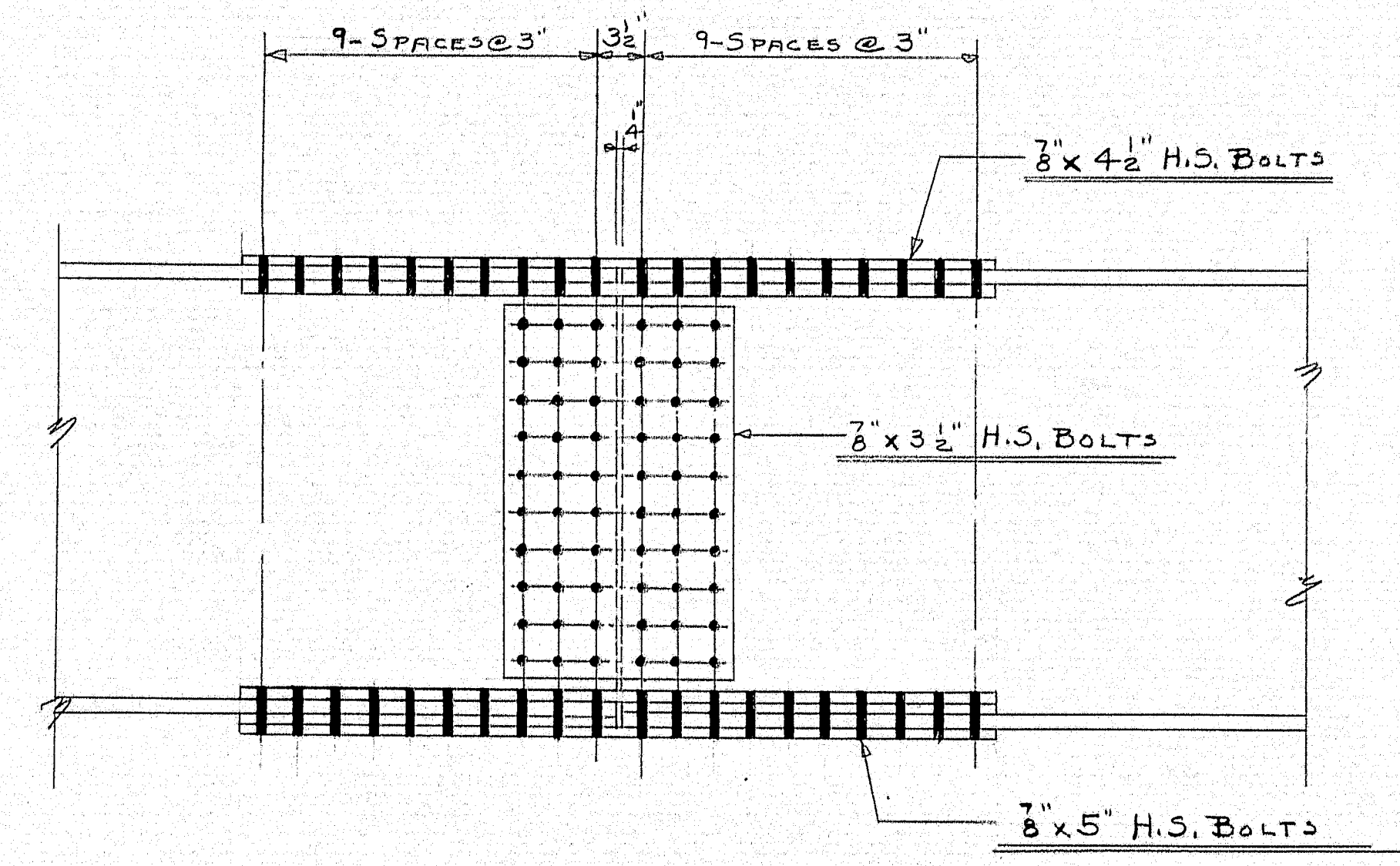
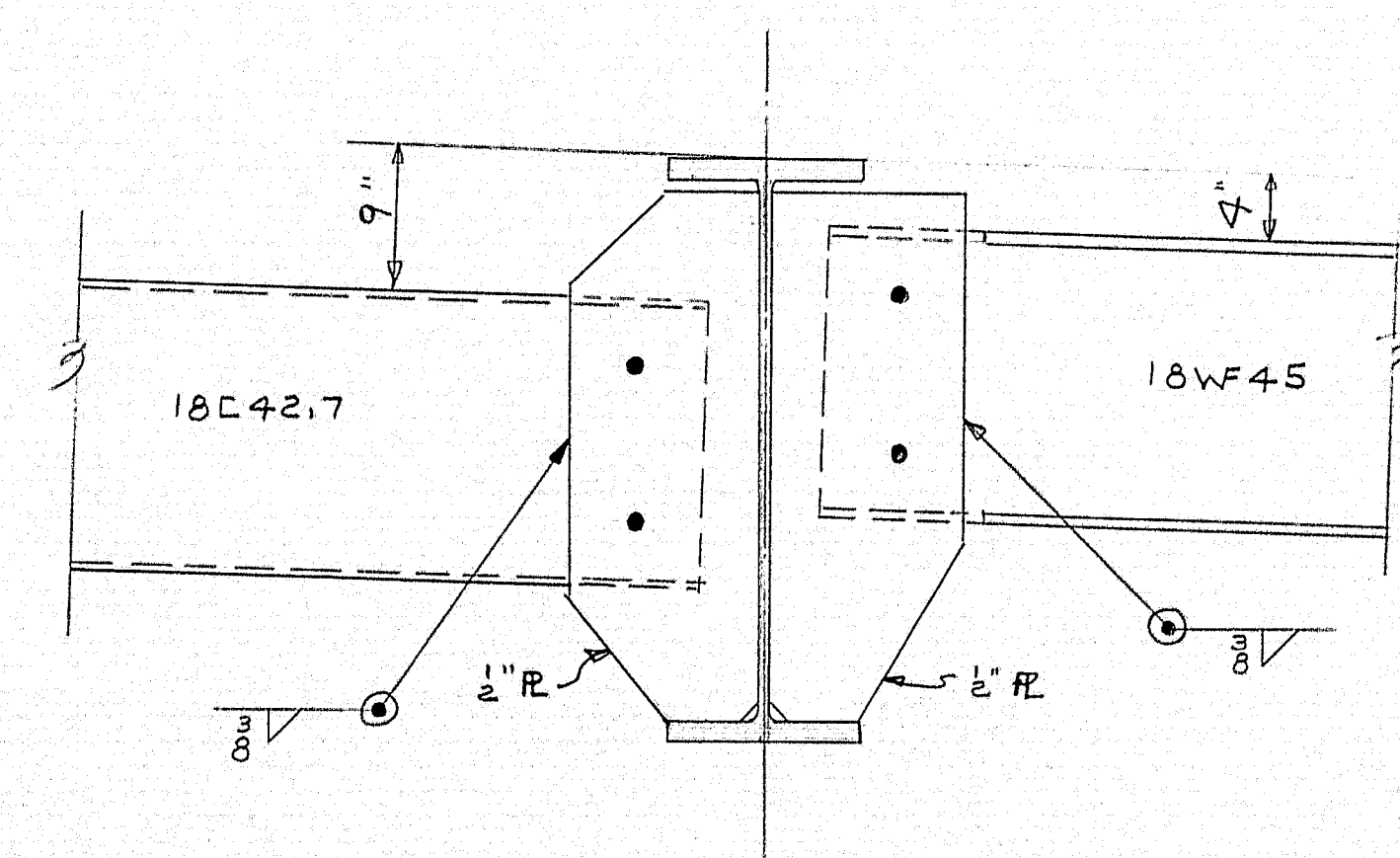


FRAMING PLAN
SOUTHBOUND



SPLICE DETAIL



DIAPHRAGM CONNECTIONS

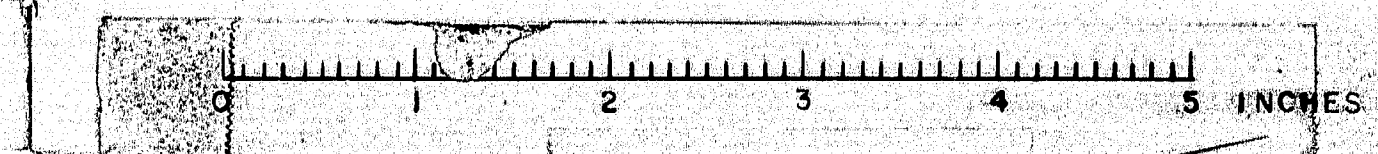
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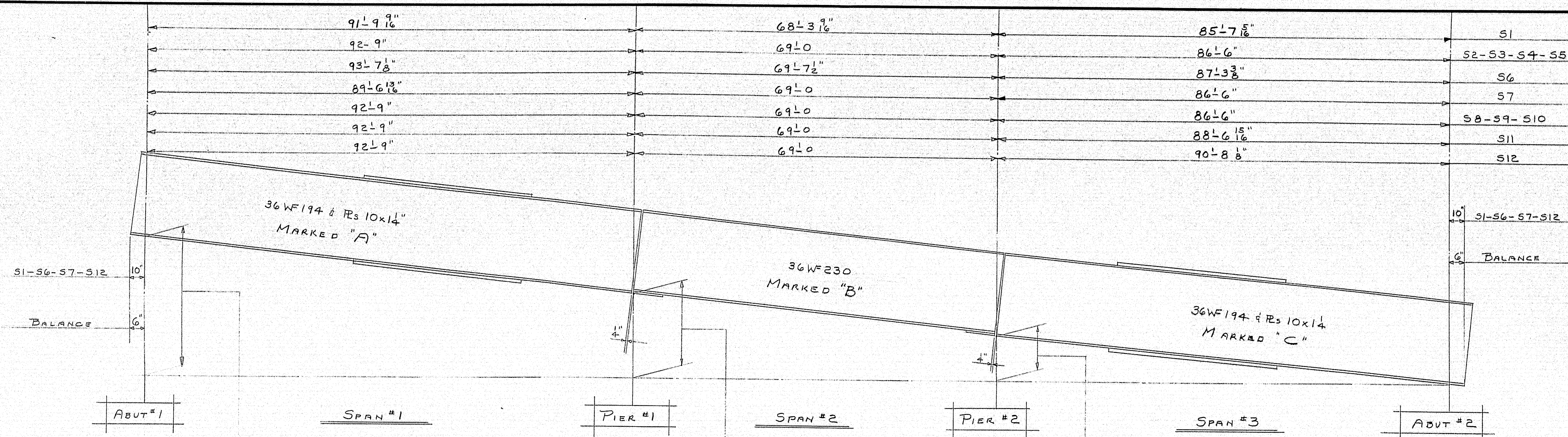
All structural steel shall conform to the latest revision of the specification A36 (ASTM) unless noted otherwise.
Field bolts shall be ASTM A325 7/8" heavy hexagon structural bolts with heavy semi-finished nut and one hardened washer.
Fabricate and erect in accordance with MSHC standard specifications

SHOP CONNECTIONS: Weld LH-E7018 or E7028
FIELD CONNECTIONS: SEE NOTE
HOLES: AS NOTED
PAINT: STATE OF MAINE SPEC'S.

Project No. I-95-9(14)		
FRAMING PLAN (SOUTHBOUND)		
PRINT ISSUE		
Bancroft & Martin Inc. Brewer, Maine		
I-95 OVER U.S. RTE. 2. (SOUTHBOUND)		
SMYRNA, MAINE		
CUSTOMER REED & REED		
DESIGNER STATE HIGHWAY COMM.		
ORDER VERBAL DWG. 065-124-E1		
1	SHOP	9-3-65
2	DIST.	9-3-65
3	F.A.	7-8-65
DRAWN	7-6-65	D.C.
REVISION	9-2-65	D.C.
REVISION		
REVISION		

97-196





4'-10 1/16"
 4'-11 1/16"
 4'-11 1/16"
 4'-11 5/8"
 4'-11 1/2"
 5'-0 1/16"
 4'-0 1/8"
 4'-2 1/2"
 4'-3 1/4"
 4'-3 1/16"
 4'-5 1/16"
 4'-7 1/16"

2'-11 3/8"
 3'-0 1/16"
 3'-0"
 2'-11 15/16"
 2'-11 7/8"
 3'-0 5/16"
 2'-7 1/16"
 2'-8 3/8"
 2'-8 13/16"
 2'-9 5/16"
 2'-11"
 3'-0 5/8"

1'-7 7/8" S1
 1'-7 1/2" S2
 1'-7 7/16" S3
 1'-7 7/16" S4
 1'-7 3/8" S5
 1'-7 9/16" S6
 1'-6 1/16" S7
 1'-6 5/16" S8
 1'-6 1/16" S9
 1'-6 13/16" S10
 1'-8 5/16" S11
 1'-9 3/4" S12

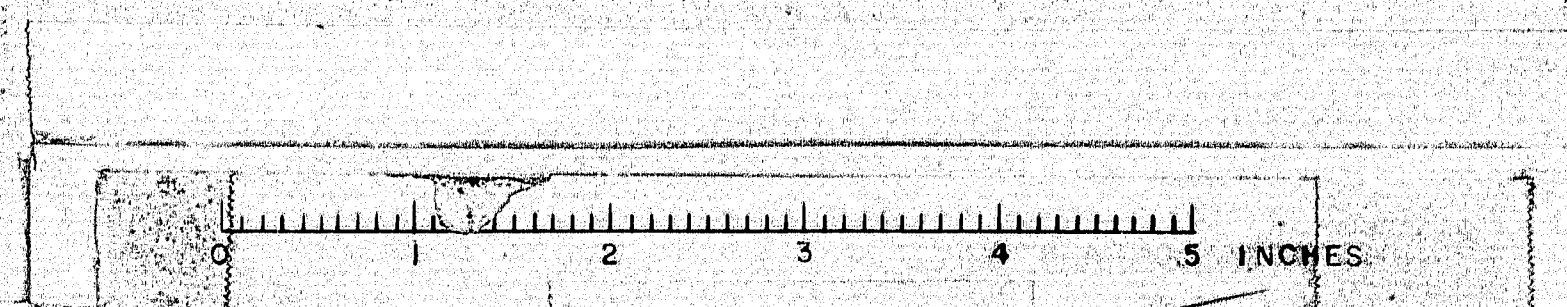
SHOP CONNECTIONS:
 FIELD CONNECTIONS:
 HOLES:
 PAINT:

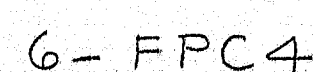
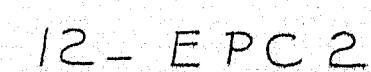
PROJECT No. I-95-9 (14)

DIAGRAM OF STRINGER ELEVATIONS

PRINT ISSUE		Bancroft & Martin Inc. Brewer, Maine	
3	SHOP 9-3-65	195 OVER U.S. RTE 2 - N.B. & S.B. SMYRNA MAINE	
8	DIST. 9-3-65		
2	F.A. 7-22-65		
2	F.A. 7-8-65		
DRAWN	7-6-65 D.C.	CUSTOMER REED & REED	
REVISION		DESIGNER STATE HIGHWAY COMM.	
REVISION		ORDER VERBAL DWG. B65-124- E3	
REVISION			

97-196B





PAINT NOTE:

No paint on anchor bolts- Oil Threads

No paint on top surface & $\frac{1}{2}$ " down from top of sole plates. Coat with boiled linseed oil.

No paint on surfaces finished ASA 250- Coat with hot mixture of white lead & tallow.

No paint on surfaces finished ASA 125

SHOP CONNECTIONS: WELD- LH E7018 or E7028
FIELD CONNECTIONS: D₆
HOLES: 1 3/8" Ø UNLESS NOTED
PAINT: STATE OF MA, SPEC'S. (SEE NOTE)

PROJECT No I-95-9(14)

BEARING PEDESTALS (SOUTHBOUND)

PRINT ISSUE

Bancroft & Martin Inc.
Brewer, Maine

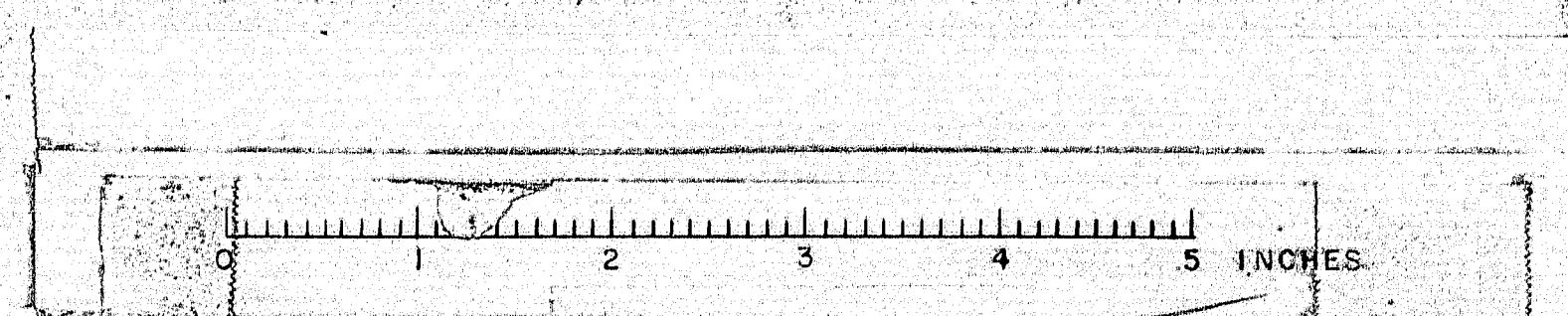
I 95 OVER U.S. RTE. 2 (SOUTHBOUND)
SMYRNA MAINE

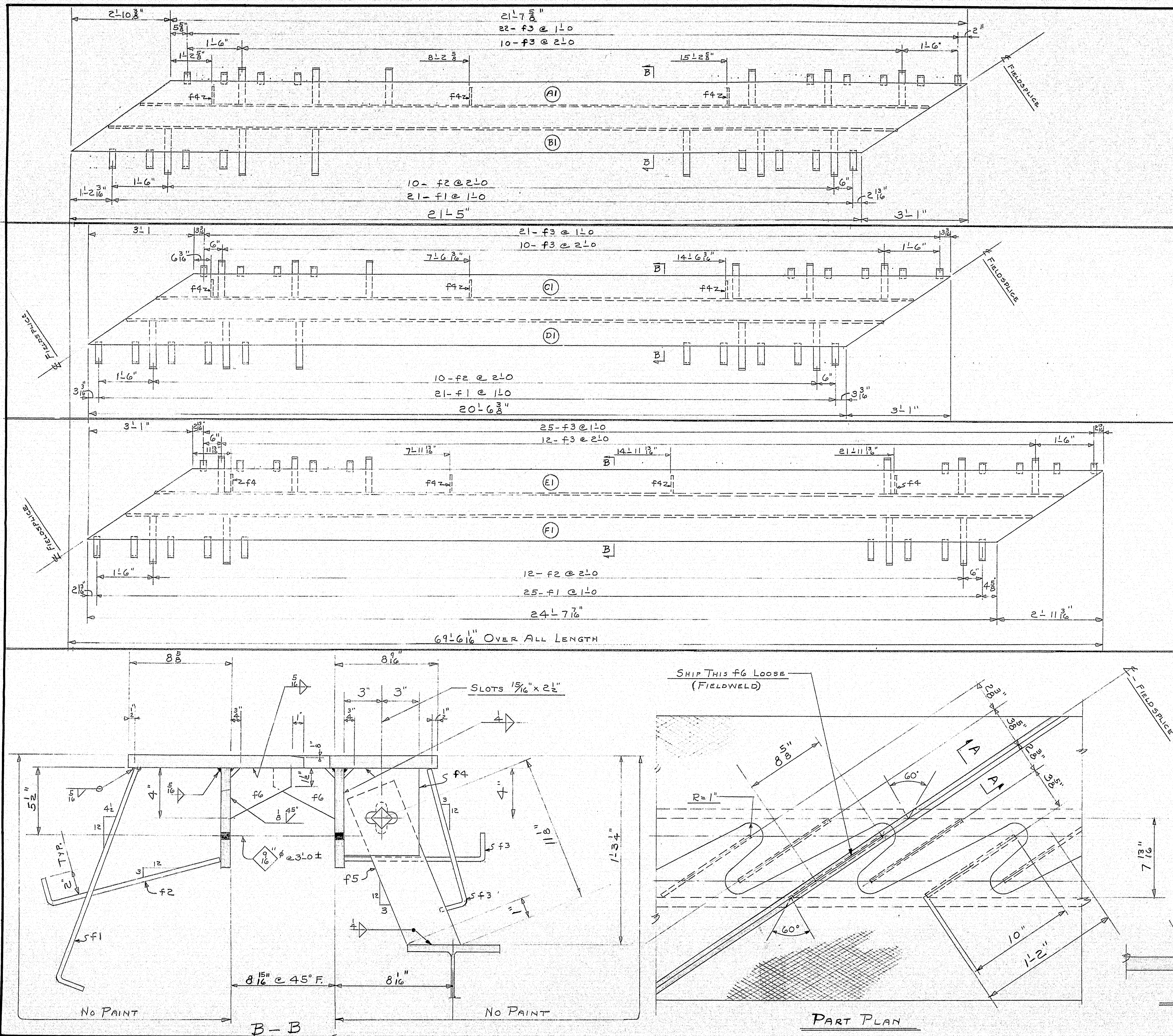
CUSTOMER REED & REED
DESIGNER STATE HIGHWAY COMM.

ORDER <u>VERBAL</u>	DWG. <u>B65-124-S1</u>
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97-1966

97-196C



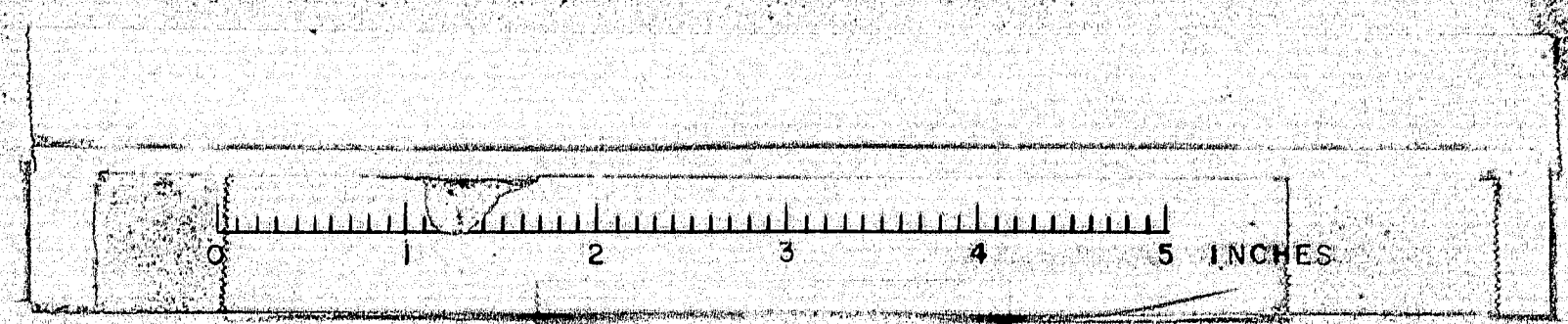


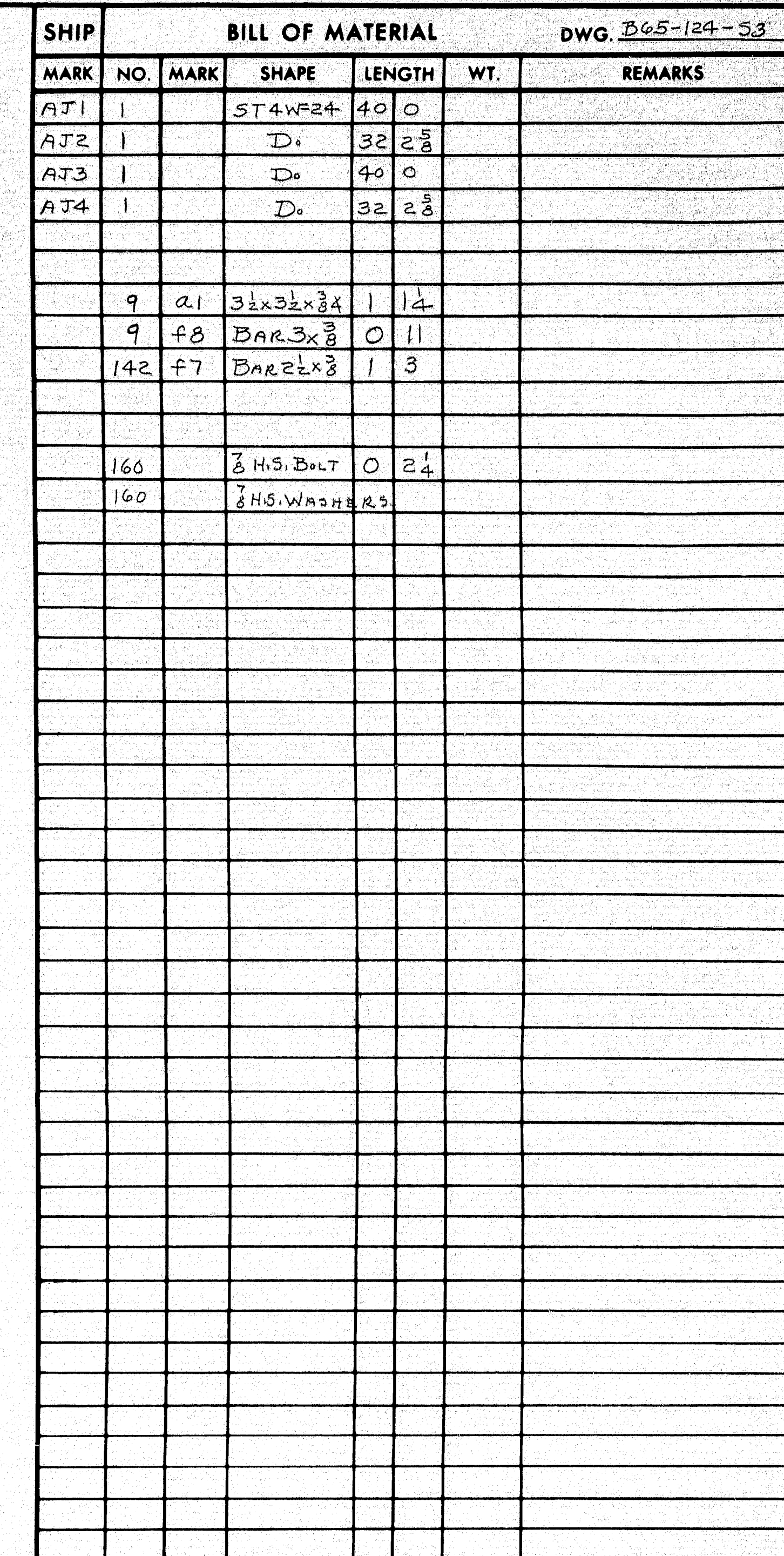
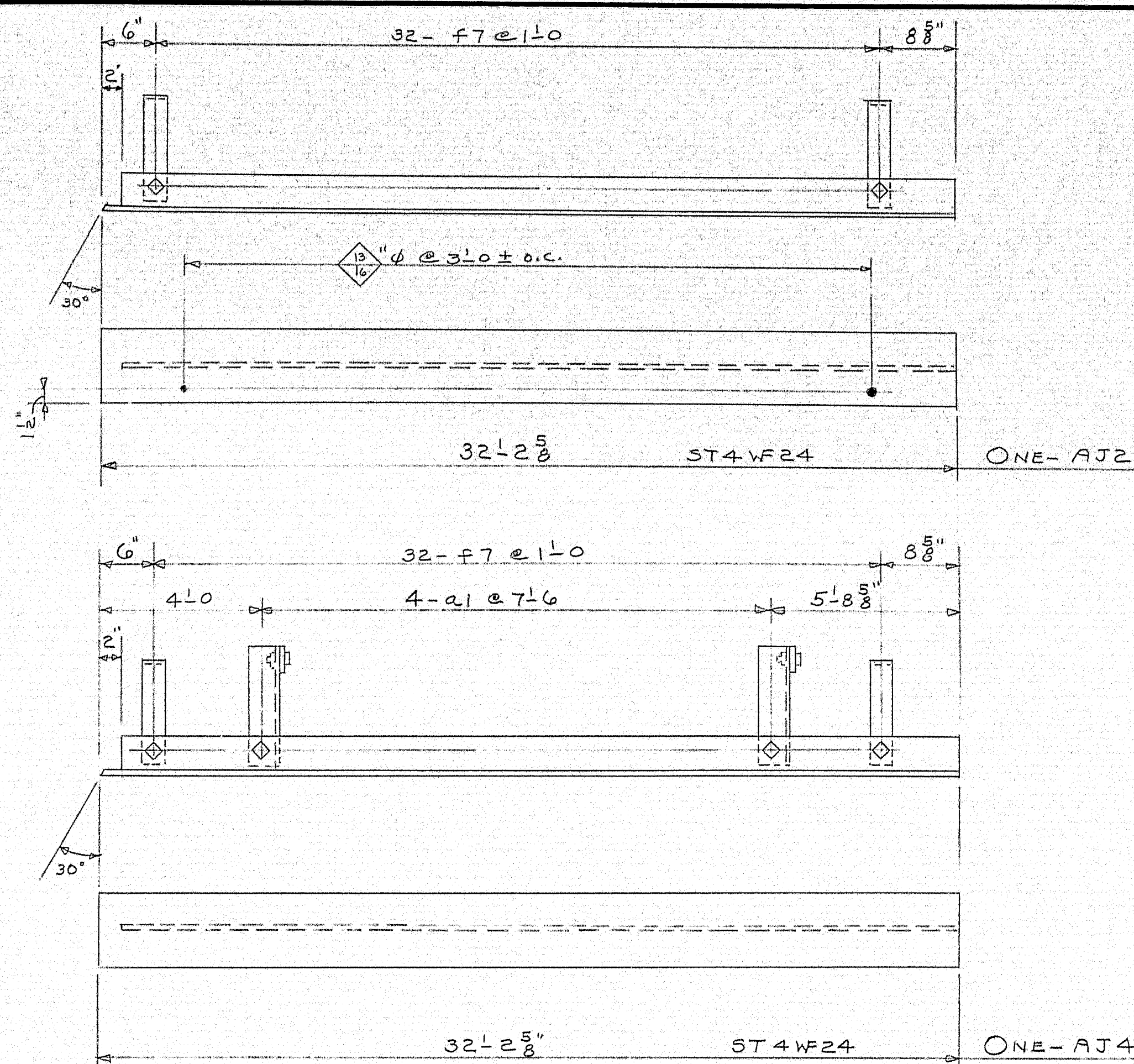
SHIP		BILL OF MATERIAL				DWG. B65-124-52
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
A1	1		UNIT			
B1	1		D.			
C1	1		D.			
D1	1		D.			
E1	1		D.			
F1	1		D.			
	1	A4B	R 25x1	24	6	CHK'D R
	1	C4D	D.	23	7 3/8	D.
	1	E4F	D.	27	6 5/8	D.
	1	A	R B x 3/4	21	6 5/8	
	1	B	D.	21	5 3/8	
	2	C4D	D.	20	6 3/8	
	1	E	D.	24	6 4	
	1	F	D.	24	6 3/8	
	10	f4	BAR 6x3/8	0	7	
	10	f5	BAR 4x3/8	1	2	
	150	f6	D.	0	10	SHIP 2 LOOSE
	10	SHOP	7/8 H.S. BOLT	0	24	
	10	D.	3/8 H.S. WASHERS			
	67	f1	BAR 2x3/8	1	8	
	32	f2	D.	1	4	
	100	f3	D.	1	1	

SHOP CONNECTIONS: WELD - LH-E7018 or E7028
 FIELD CONNECTIONS: WELD
 HOLES: AS NOTED
 PAINT: STATE OF ME, SPEC'S.

PROJECT No. I 95-9(14)	
EXPANSION DAM - ABUT #1 (SOUTHBOUND)	
PRINT ISSUE	
8	DIST. 9-3-65
5	SHOP 9-1-65
2	F.A. 7-22-65
DRAWN	7-8-65 D.C.
REVISION	
REVISION	
REVISION	
Bancroft & Martin Inc. Brewer, Maine	
I 95-OVER U.S. RTE. 2 SOUTHBOUND SMYRNA MAINE	
CUSTOMER REED & REED	
DESIGNER STATE HIGHWAY COMM.	
ORDER VERBAL DWG. B65-124-52	

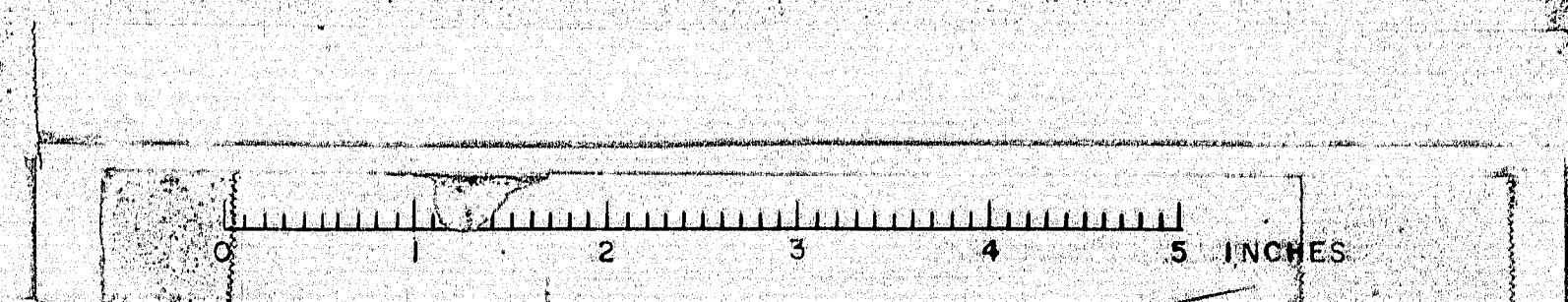
97-196D

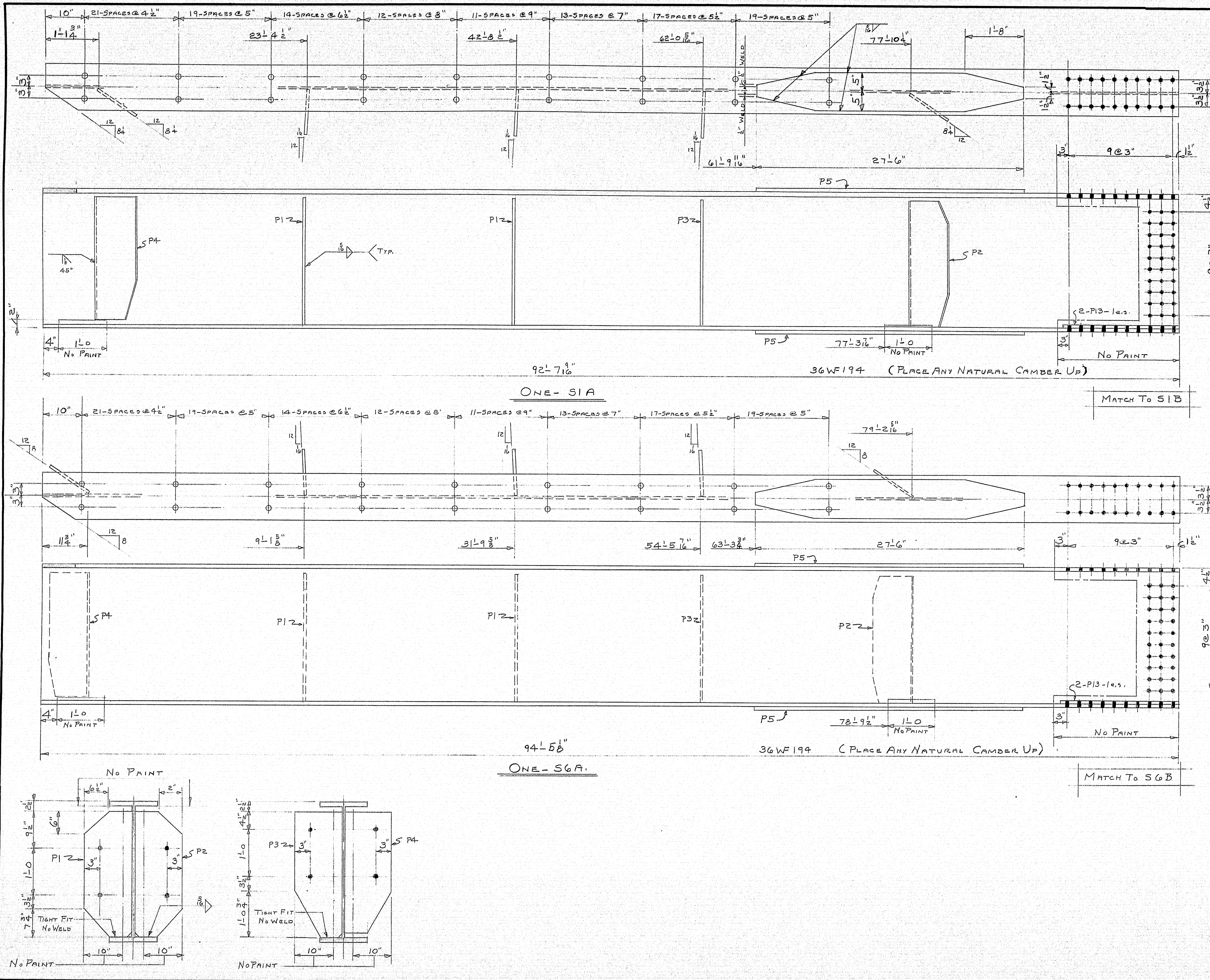




PRINT ISSUE		Bancroft & Martin Inc.	
		Brewer, Maine	
8	DIST. 9-3-65	I 95 OVER US RTE. 2 SOUTHBOUND	
5	SHOP 9-1-65	SMYRNA MAINE	
2	F.I.F. 7-22-65		
DRAWN	7-12-65 D.C.	CUSTOMER REED & REED	
REVISION		DESIGNER STATE HIGHWAY COMM.	
REVISION			
REVISION		ORDER VERBAL	DWG. B65-124-S3

97-196E



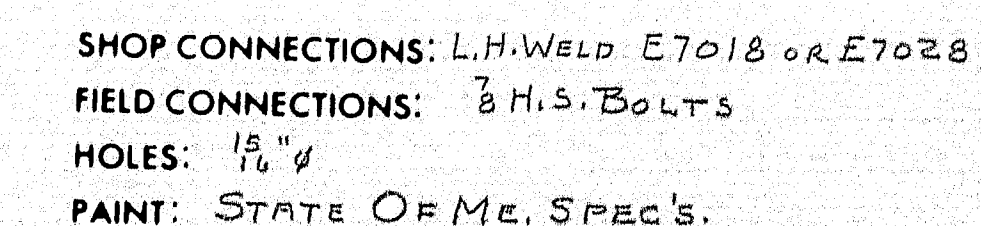
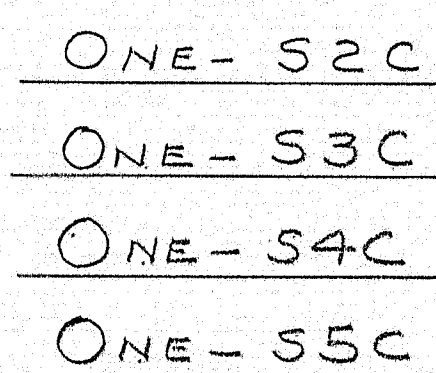


SHIP		BILL OF MATERIAL				DWG. B65-124-54
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
S1A	1		36WF194	92' 7 1/16"		
S6A	1		D _o	94' 5 1/8"		
	4	P1	R 12 x 1/2	2' 8 3/4"		
	2	P2	D _o	2' 8 3/4"		
	2	P3	D _o	2' 8 3/4"		
	2	P4	D _o	2' 7"		
	4	P5	R 10 x 1/4	27' 6"		
	4	P13	R 4 x 5/8	2' 6"		
	508	3 STUDS	O 5			NELSON SHANK CONN'S.

SHOP CONNECTIONS: L.H. WELD E7028 OR E7018
 FIELD CONNECTIONS: 3/8 H.S. BOLTS
 HOLES: 1 1/8"
 PAINT: STATE OF ME. SPEC'S.

PROJECT I-95-9(14)			
STRINGERS SPAN A		SOUTHBOUND	
PRINT ISSUE		Bancroft & Martin Inc. Brewer, Maine	
5	SHOP	9-3-65	I 95 OVER U.S. RTE 2 SOUTHBOUND
8	DIST	9-3-65	SMYRNA MAINE
2	F.A.	7-22-65	CUSTOMER REED & REED
DRAWN	7-13-65	P.C.	DESIGNER STATE HIGHWAY COMM.
REVISION			ORDER VERDAL
REVISION			DWG. B65-124-54

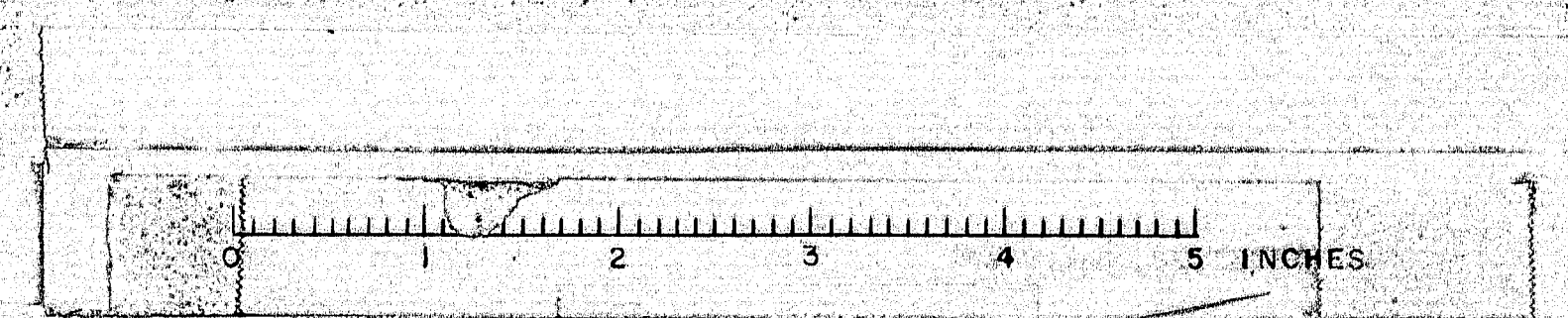
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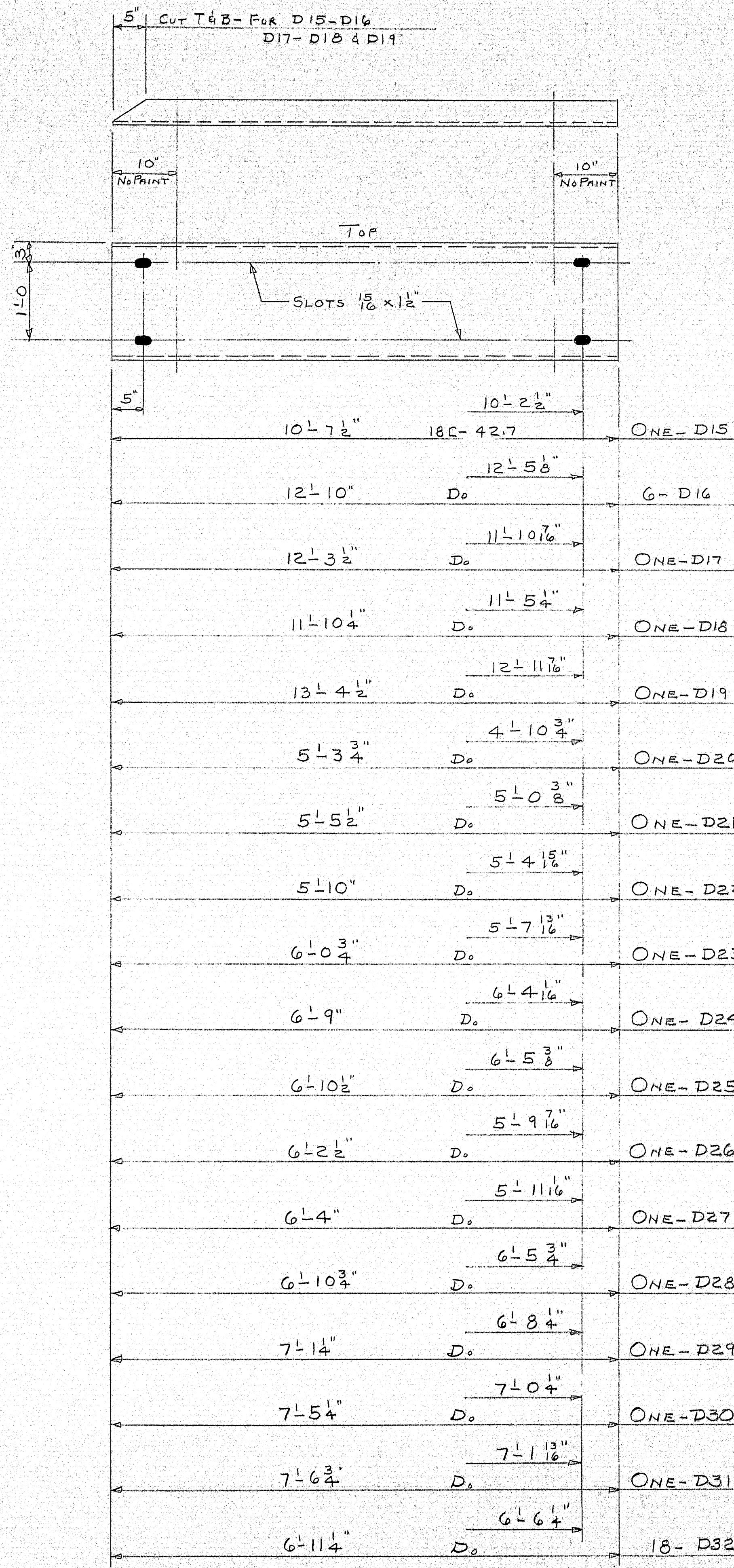
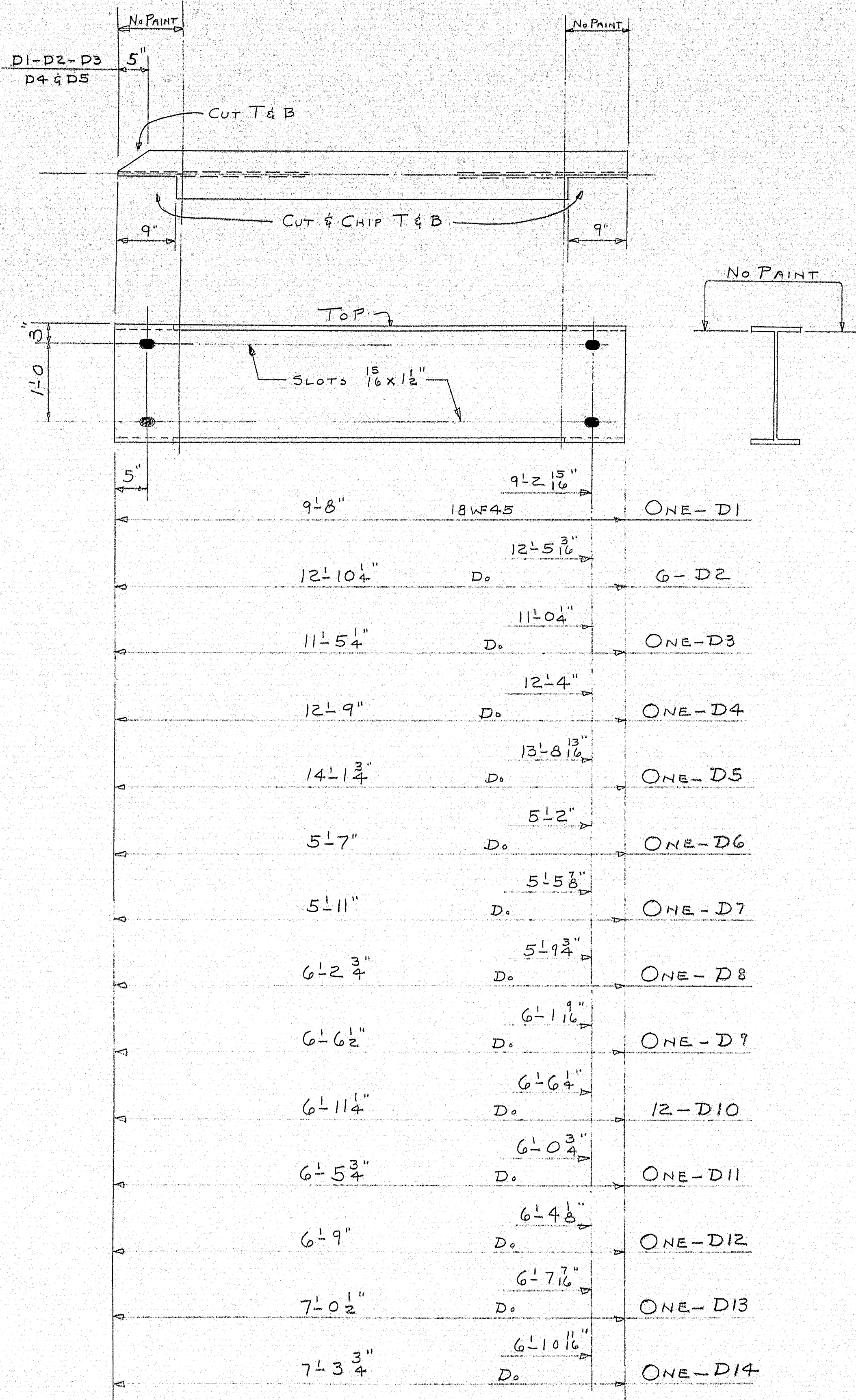


PROJECT I-95-9(14)

STRINGERS	SPAN C	SOUTHBOUND
PRINT ISSUE		
5 SHOP	9-3-65	<i>Pancroft & Martin Inc.</i> <i>Brewer, Maine</i> I 95 OVER U.S. RTE #2 SOUTHBOUND SMYRNA MAINE
8 DIST.	9-3-65	
2 F.I.R.	7-22-65	
DRAWN	7-14-65 D.C.I.	
REVISION		CUSTOMER <u>REED & REED</u> DESIGNER <u>STATE HIGHWAY COMM.</u> ORDER <u>VERBAL</u> DWG. <u>B65-124-S7</u>
REVISION		
REVISION		

97-196 I



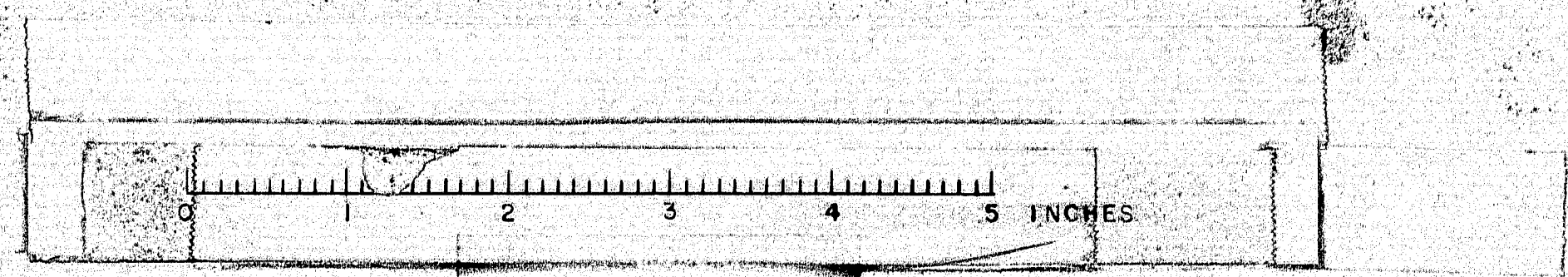


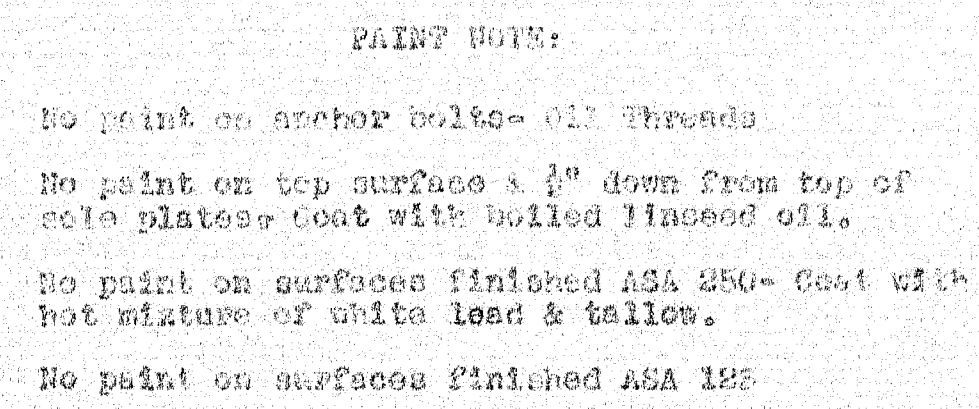
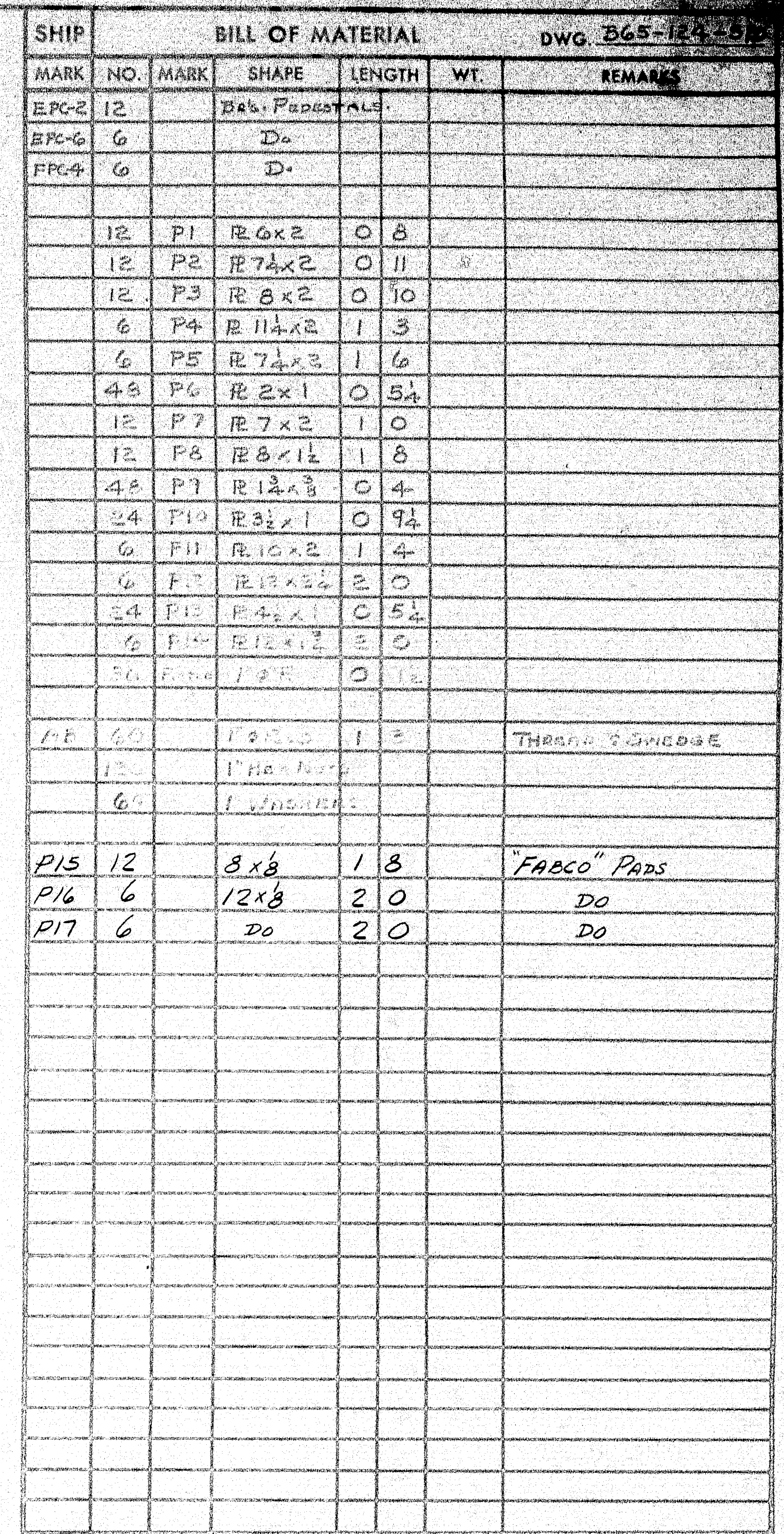
SHIP		BILL OF MATERIAL			DWG. B65-124-59	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
D1	1		18WF45	9' 8"		
D2	6		D.O.	12' 10 1/4"		
D3	1		D.O.	11' 5 1/4"		
D4	1		D.O.	12' 9"		
D5	1		D.O.	14' 1 3/4"		
D6	1		D.O.	5' 7"		
D7	1		D.O.	5' 11"		
D8	1		D.O.	6' 2 3/4"		
D9	1		D.O.	6' 6 1/2"		
D10	12		D.O.	6' 11 1/4"		
D11	1		D.O.	6' 5 3/4"		
D12	1		D.O.	6' 9"		
D13	1		D.O.	7' 0 1/2"		
D14	1		D.O.	7' 3 3/4"		
D15	1		18C42.7	10' 7 1/2"		
D16	6		D.O.	12' 10"		
D17	1		D.O.	12' 3 1/2"		
D18	1		D.O.	11' 10 1/4"		
D19	1		D.O.	13' 4 1/2"		
D20	1		D.O.	5' 3 3/4"		
D21	1		D.O.	5' 5 1/2"		
D22	1		D.O.	5' 10"		
D23	1		D.O.	6' 0 3/4"		
D24	1		D.O.	6' 9"		
D25	1		D.O.	6' 10 1/2"		
D26	1		D.O.	6' 2 1/2"		
D27	1		D.O.	6' 4"		
D28	1		D.O.	6' 10 3/4"		
D29	1		D.O.	7' 1 1/4"		
D30	1		D.O.	7' 5 1/4"		
D31	1		D.O.	7' 6 3/4"		
D32	18		D.O.	6' 11 1/4"		

SHOP CONNECTIONS:
FIELD CONNECTIONS: 3/4" M. BOLTS & WELD
HOLES: AS NOTED
PAINT: STATE OF ME. SPEC'S.

PROJECT-I-95-9(14)		DIAPHRAGMS SOUTH BOUND	
PRINT ISSUE		Bancroft & Martin Inc. Brewer, Maine	
5	SHOP 9-3-65	I 95 OVER U.S. RTE. 2 SOUTHBOUND, SMYRNA MAINE	
8	DIST. 9-3-65		
2	F.A. 7-22-65	CUSTOMER REED & REED.	
DRAWN	7-22-65 D.C.	DESIGNER STATE HIGHWAY COMM.	
REVISION		ORDER VERBAL	
REVISION		DWG. B65-124-59	

97-196K

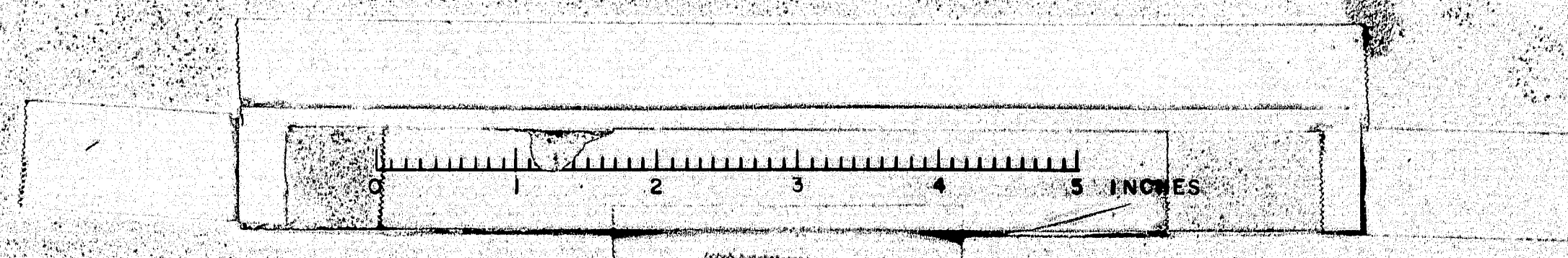


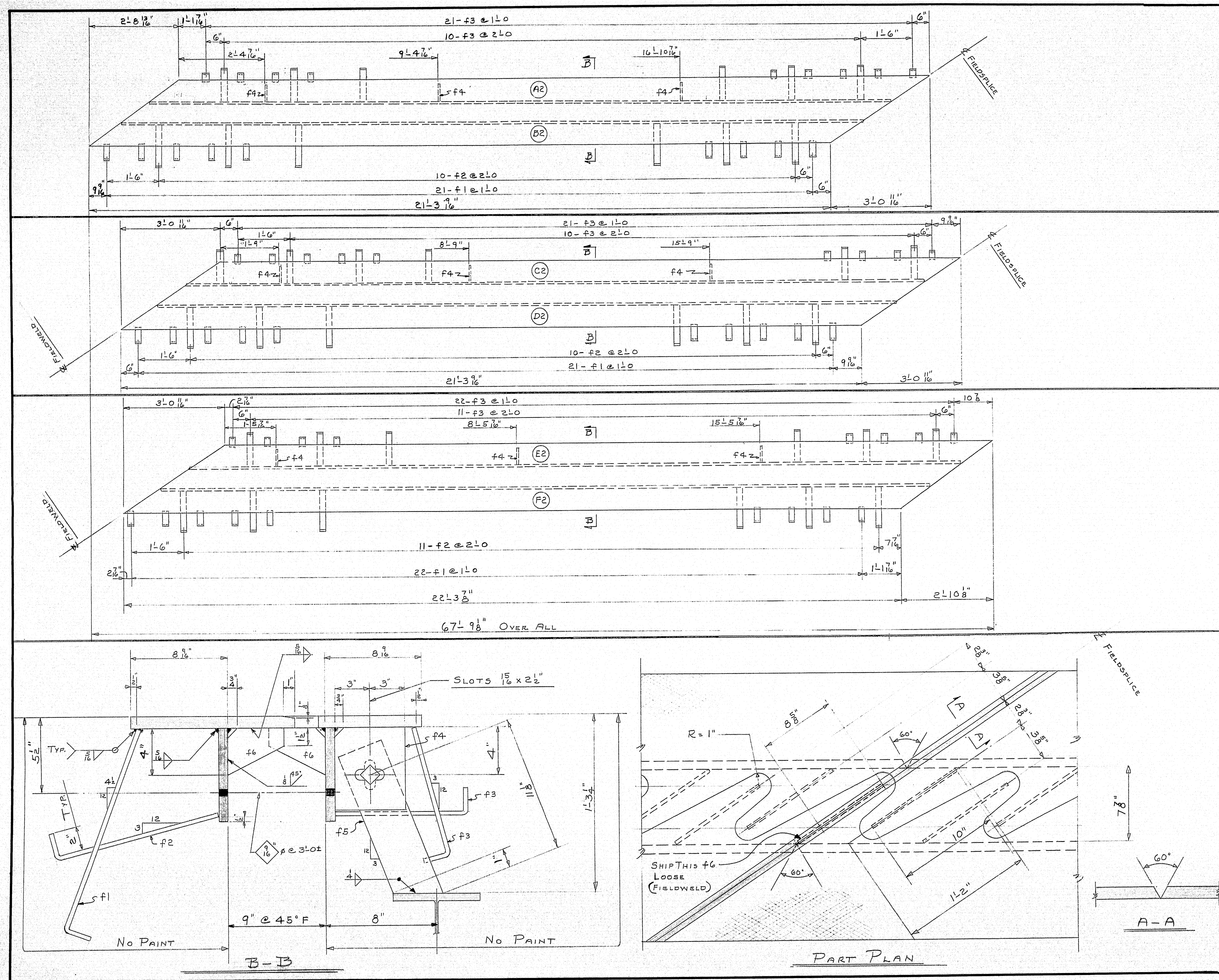


SHOP CONNECTIONS: Weld. L.H.E 7018 or E7028
FIELD CONNECTIONS: Do
HOLES: 1 3/8" ϕ Unless Noted
PAINT: State Or A.R. Specs. (See Note)

PROJECT I-95-9(14)		BEARING PILEDRALS (NORTHBOUND)	
PRINT ISSUE		Branco & Martin Inc. Brewer, Maine	
1	S.H.C. 9-14-65	I 95 OVER U.S. RTE. 2 NORTHBOUND	
8	DIST. 9-3-65	SILVERNA MAINE	
4	W/REQ. 7-23-65		
2	F.A. 7-8-65	CUSTOMER REED & REED	
DRAWN	7-8-65 D.C.	DESIGNER STATE HIGHWAY COMM.	
REVISION		ORDER VERBAL DWG. B65-124-SID	
REVISION			

97-1964



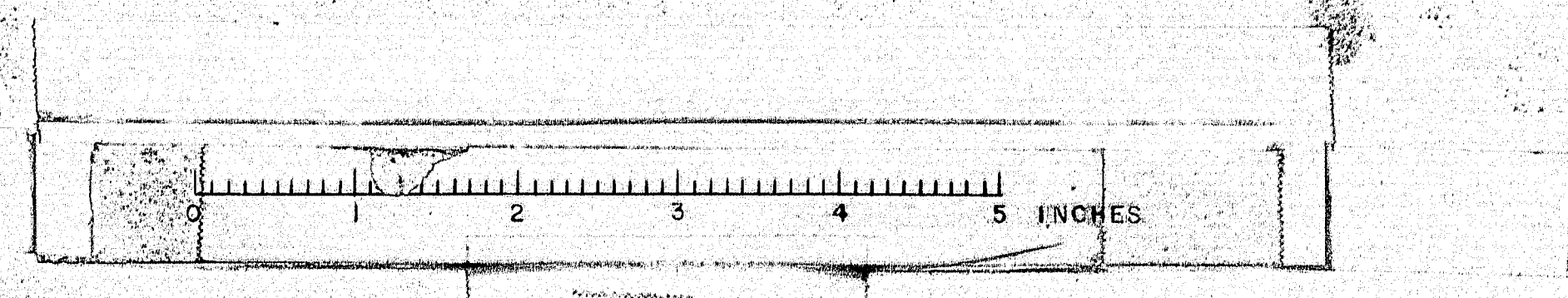


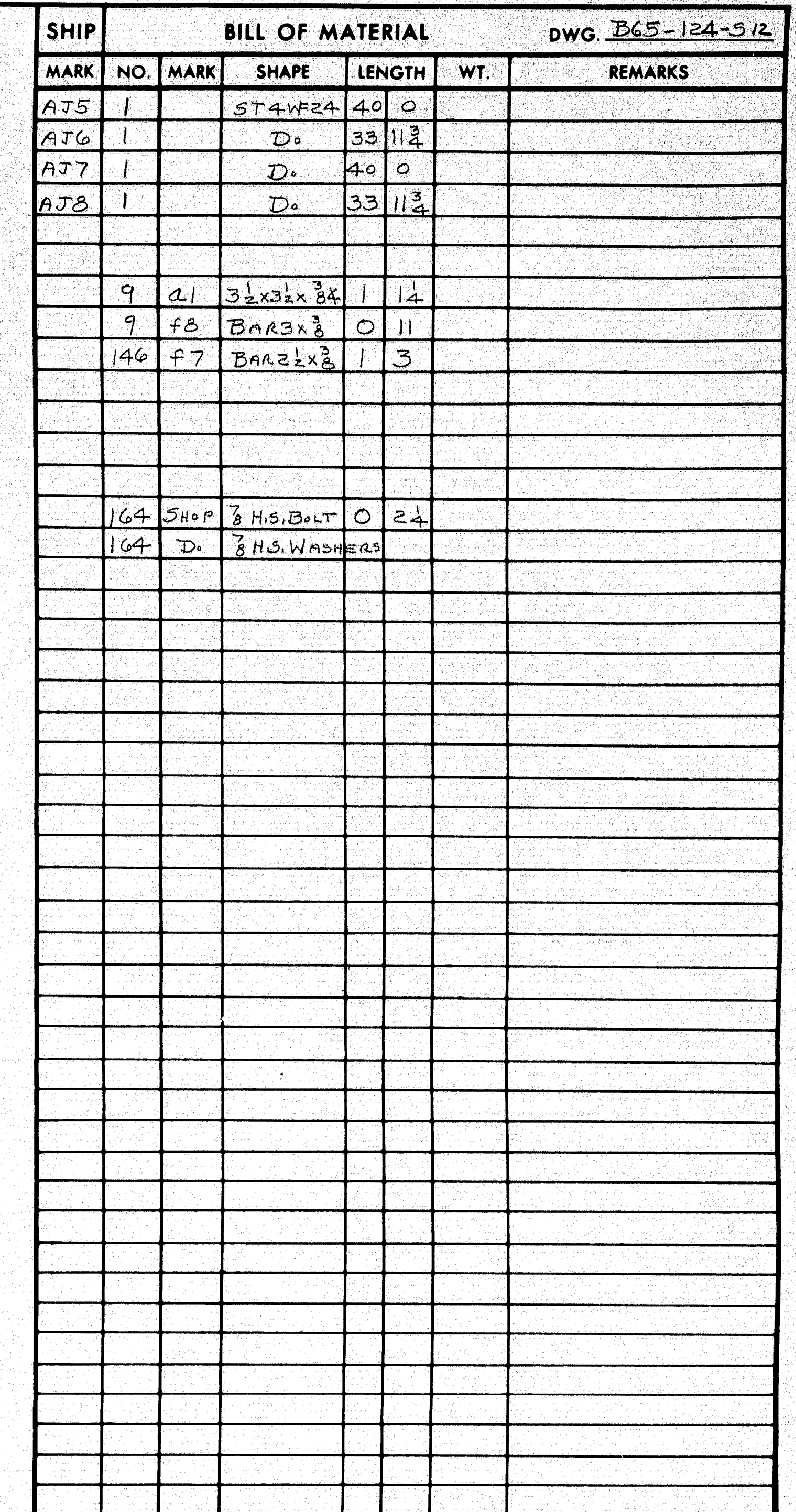
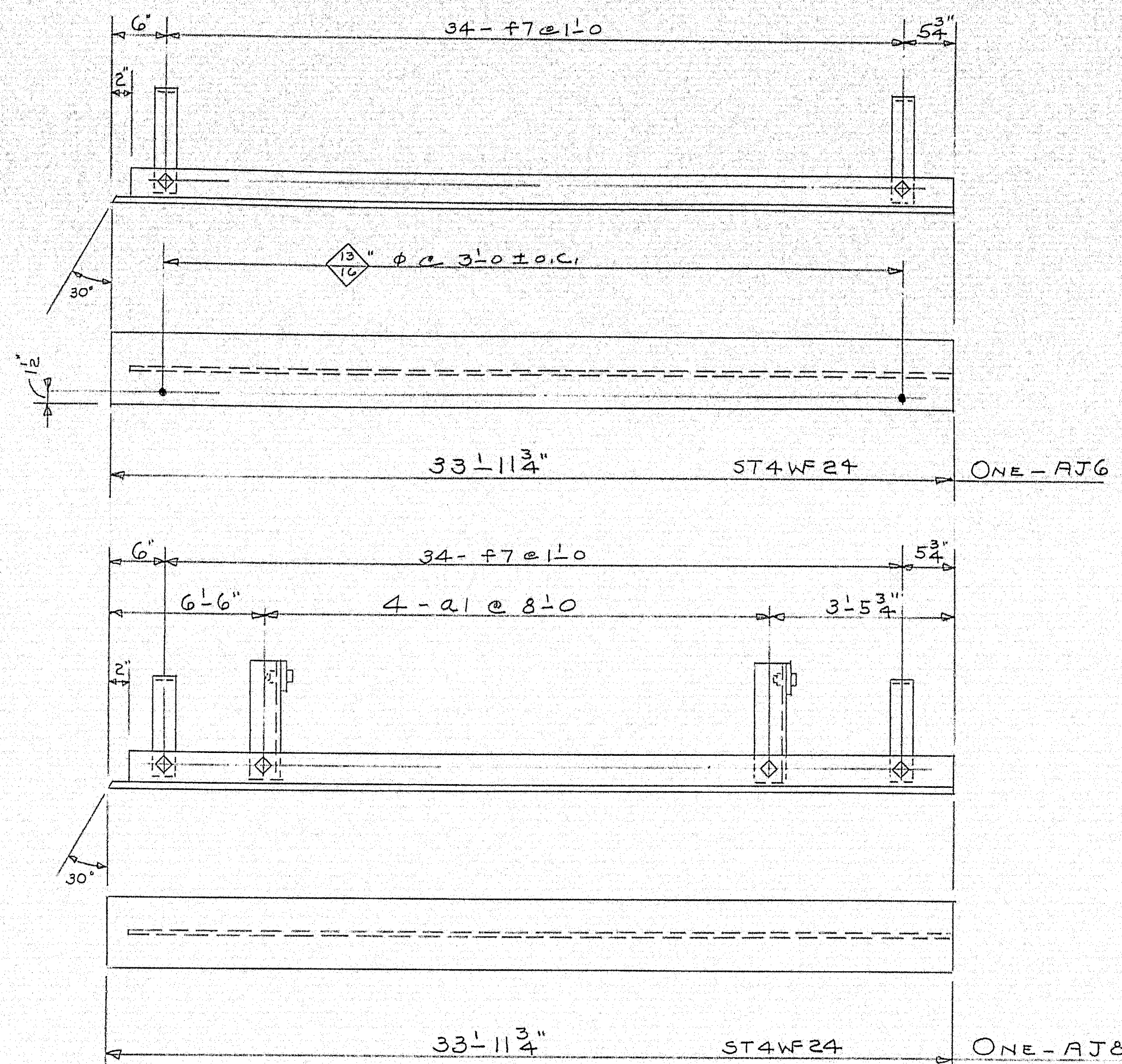
SHIP		BILL OF MATERIAL				DWG. B65-124-S11	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS	
A2	1		VNIT				
B2	1		D.				
C2	1		D.				
D2	1		D.				
E2	1		D.				
F2	1		D.				
	1	A4B	PE 25x1	24 4/4		CHK'D R.	
	1	C4D	D.	24 4/4		D.	
	1	E4F	D.	25 2		D.	
	1	A	PE 8x3/4	21 6/4			
	1	B	D.	21 4/8			
	2	C4D	D.	21 3/16			
	1	E	D.	22 2/4			
	1	F	D.	22 3			
	64	f1	BAR 2x3/8	1 8			
	31	f2	D.	1 4			
	95	f3	D.	1 1			
	9	f4	BAR 6x3/8	0 7			
	9	f5	BAR 4x3/8	1 2			
	147	f6	D.	0 10		SHIP 2 LOOSE	
	9	SHOP	3/8 H.S. BOLT	0 2/4			
	9	D.	3/8 H.S. WASHERS				
				</			

SHOP CONNECTIONS: L.H. WELD- E7018 OR E7028
 FIELD CONNECTIONS: WELD
 HOLES: AS NOTED
 PAINT: STATE OF ME. SPEC'S.

PROJECT NO. I-95-9-(14)		EXPANSION DAM- ABUT. #1 (NORTHBOUND)	
PRINT ISSUE		Bancroft & Martin Inc. Brewer, Maine	
8 DIST 9-3-65		195 OVER U.S. RTE #2 NORTHBOUND SMYRNA MAINE	
5 SHOP 9-1-65		CUSTOMER REED & REED	
2 F.A.I. 7-22-65		DESIGNER STATE HIGHWAY COMM.	
DRAWN 7-9-65 D.C.		ORDER VERBAL	
REVISION		DWG. B65-124-S11	
REVISION			

97-196M

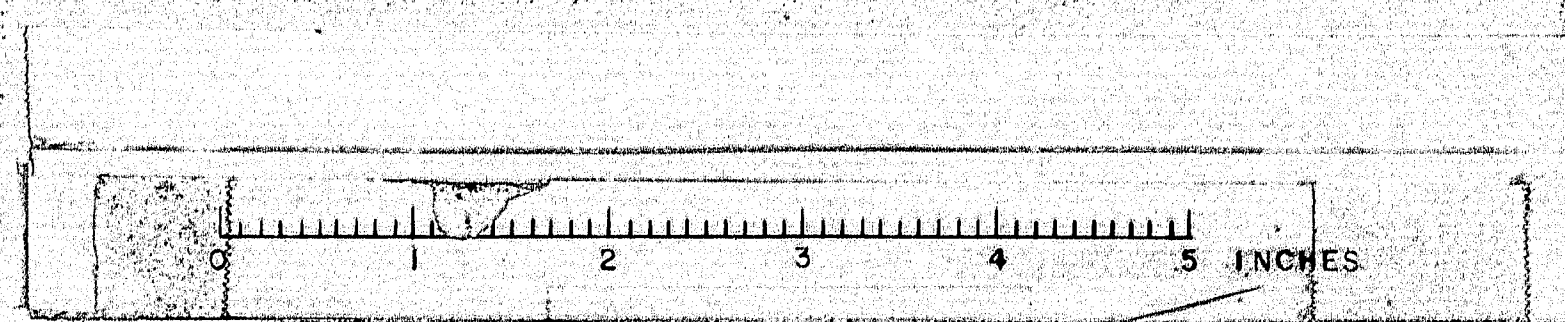


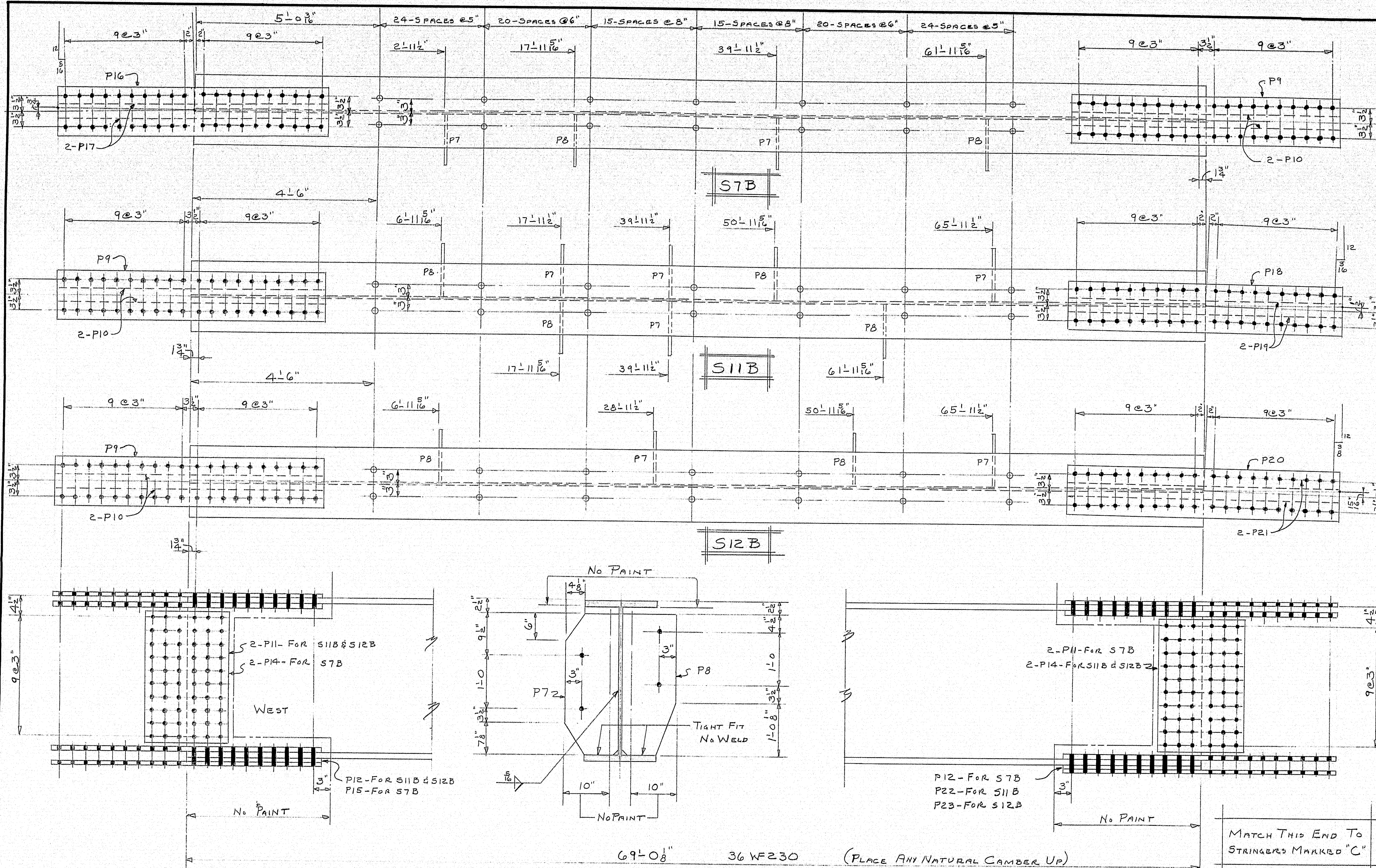


PRINT ISSUE			<i>Bancroft & Martin Inc.</i> <i>Brewer, Maine</i>	
			I95 OVER U.S. RTE.2 NORTHBOUND SMYRNA MAINE	
8	DIST	9-3-65	CUSTOMER <u>REED & REED</u> DESIGNER <u>STATE HIGHWAY COMM.</u>	
5	SHOP	9-1-65		
2	FIA	7-22-65		
DRAWN	7-12-65	D.C.	ORDER <u>VERBAL</u> DWG. <u>B65-124-512</u>	
REVISION				
REVISION				
REVISION				

APR 24-65

97-196N



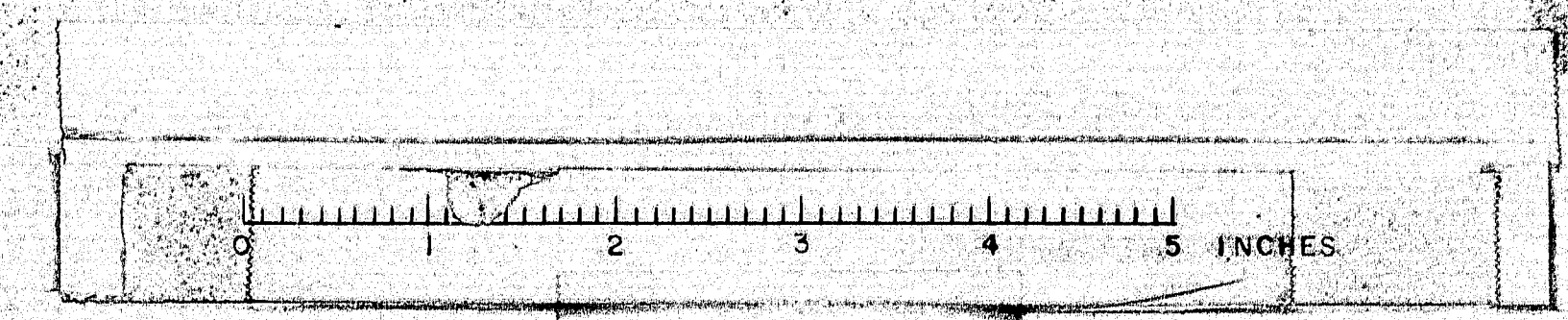


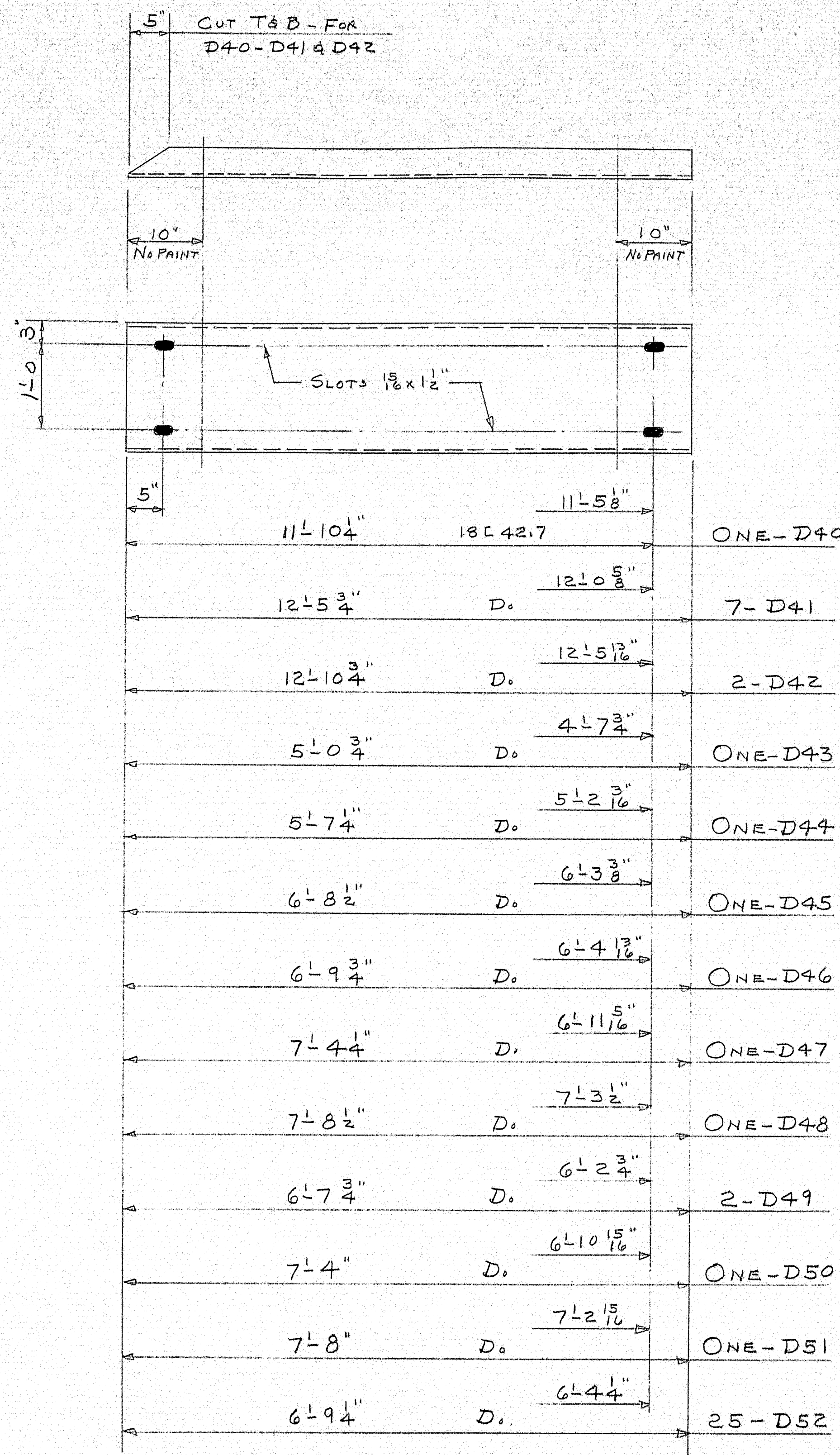
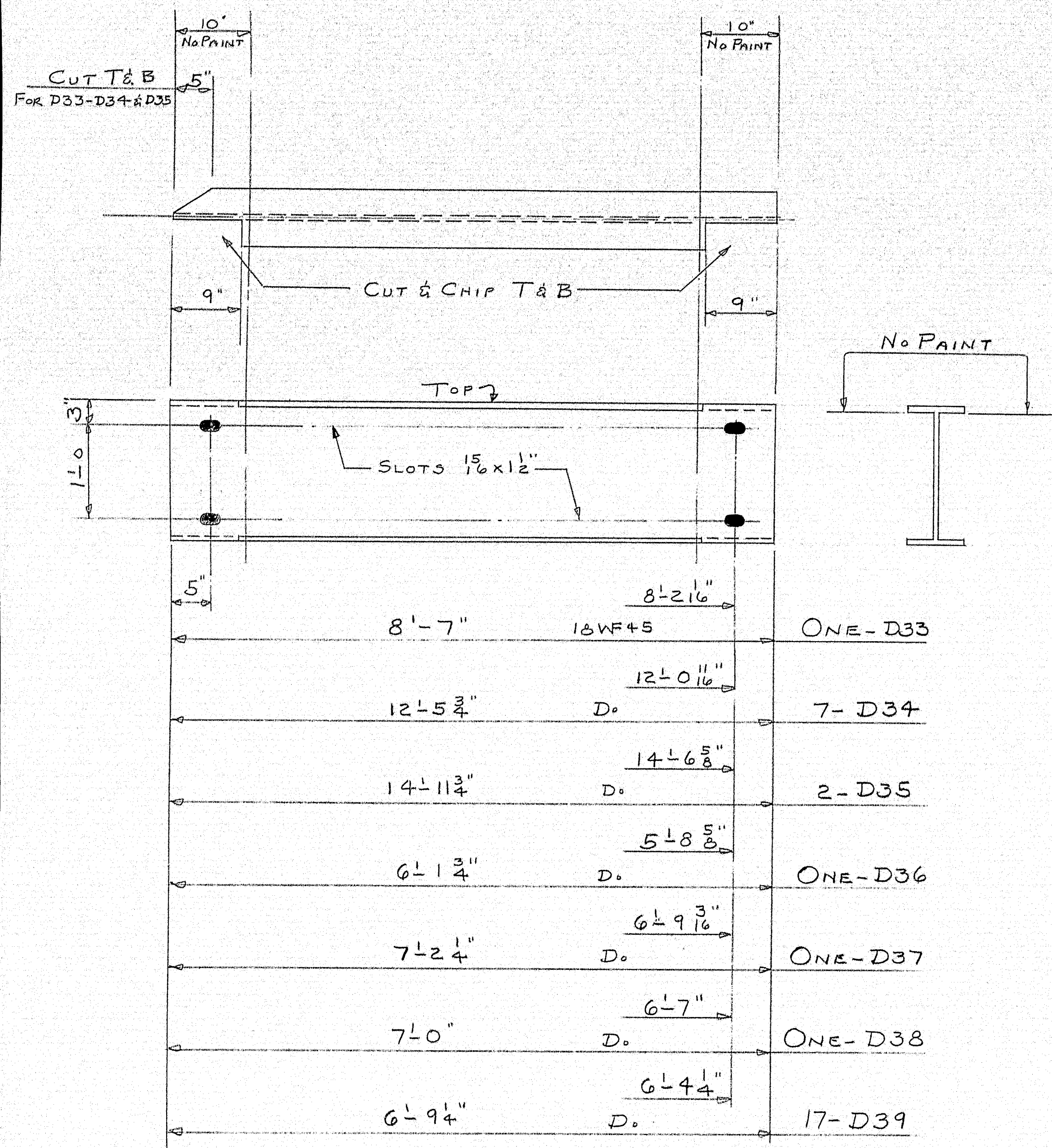
SHIP		BILL OF MATERIAL				DWG. B65-124-516
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
S7B	1		36 WF230	69' 0 1/2"		
S11B	1		D.	69' 0 1/2"		
S12B	1		D.	69' 0 1/2"		
	8	P7	R 12 x 1/2	2' 8 1/2"		
	8	P8	D.	2' 8 1/2"		
	6	P9	R 11 x 3/4	5' 0 1/2"		
	2	P16	D.	5' 1"		
	2	P18	D.	5' 1"		
	2	P20	D.	5' 1"		
	12	P10	R 4 x 1	5' 0 1/2"		
	4	P17	D.	5' 1"		
	4	P19	D.	5' 1"		
	4	P21	D.	5' 1"		
	6	P11	R 18 x 5/8	2' 6"		
	6	P14	R 19 x 5/8	2' 6"		
	3	P12	R 11 x 3/8	2' 6"		
	1	P15	D.	2' 6"		
	1	P22	D.	2' 6"		
	1	P23	D.	2' 6"		
	714		3 STUDS	0' 5"		SHEAR CONNECTORS,

SHOP CONNECTIONS: L.H. WELD E7018 OR E7028
 FIELD CONNECTIONS: 3/4 HS. BOLTS
 HOLES: 1 5/16" Ø
 PAINT: STATE OF ME. SPEC'S.

PROJECT - I-95-9(14)	
STRINGERS SPAN B NORTHBOUND	
PRINT ISSUE	
Bancroft & Martin Inc. Brewer, Maine	
I-95 OVER U.S. RTE 2 NORTHBOUND SMYRNA MAINE	
CUSTOMER REED & REED	
DESIGNER STATE HIGHWAY COMM.	
ORDER VERBAL	
DWG. B65-124-516	

97-196R



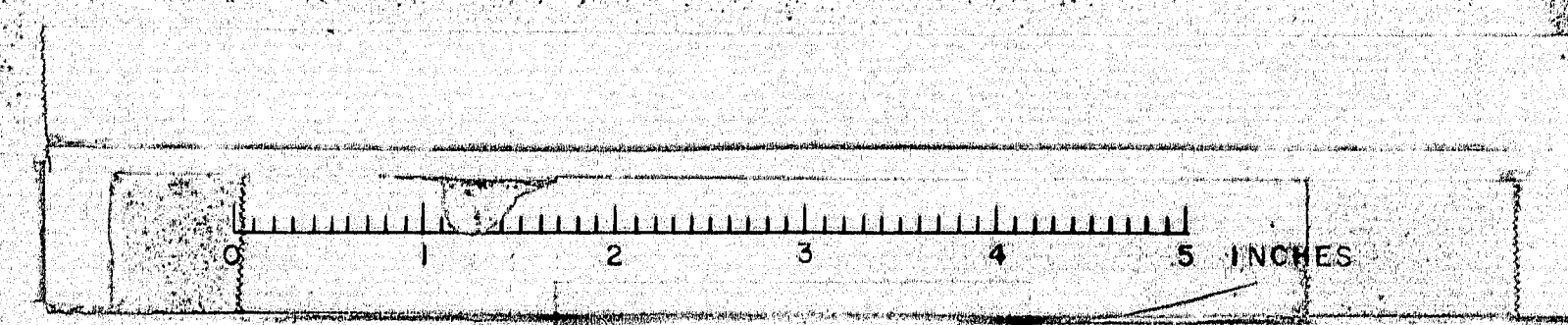


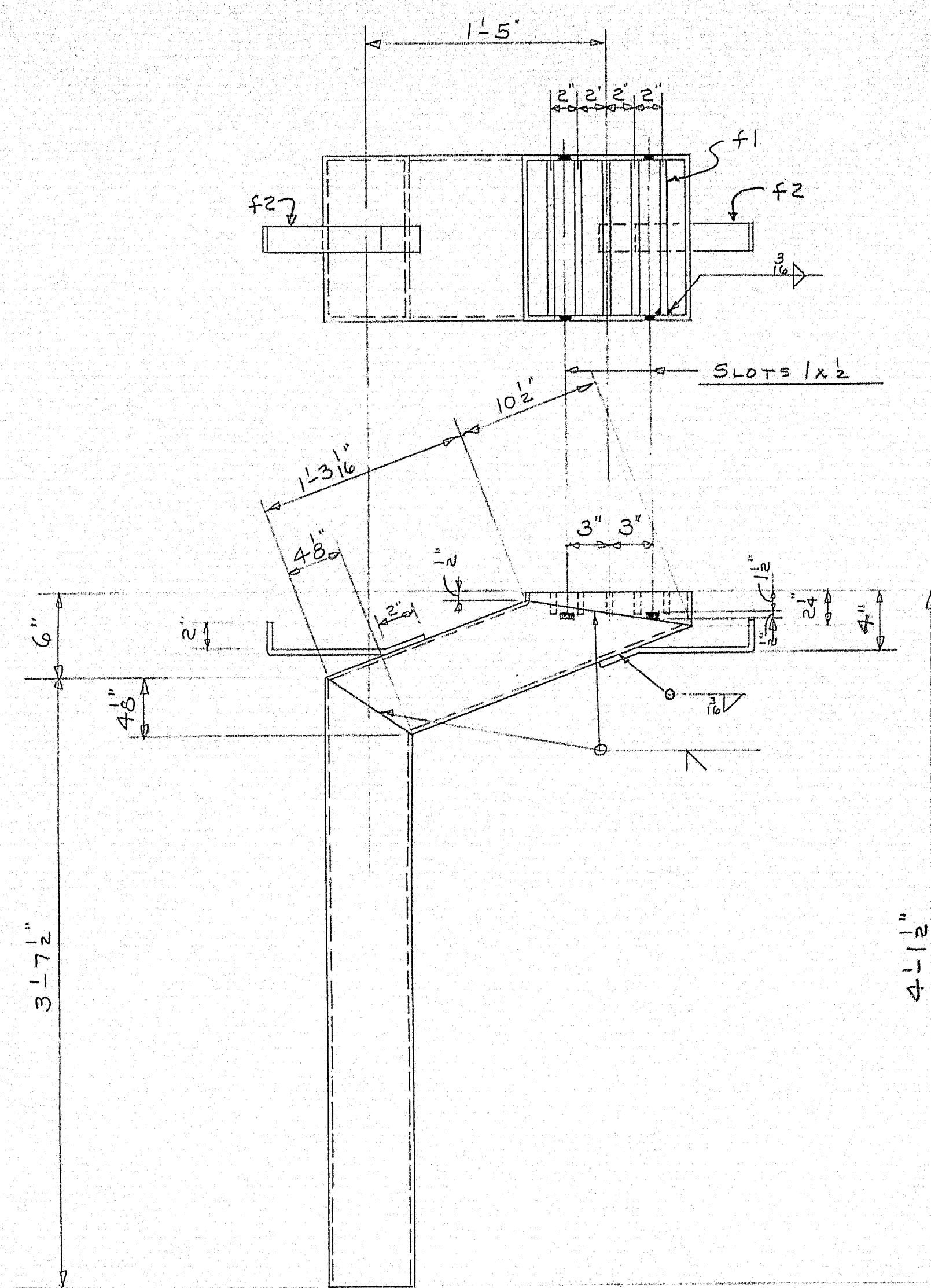
SHIP		BILL OF MATERIAL				DWG. B65-124-S19
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
D33	1		18WF45	8'7"		
D34	7		D.	12'5 3/4"		
D35	2		D.	14'11 3/4"		
D36	1		D.	6'1 3/4"		
D37	1		D.	7'2 1/4"		
D38	1		D.	7'0"		
D39	17		D.	6'9 1/4"		
D40	1		18C42.7	11'10 1/4"		
D41	7		D.	12'5 3/4"		
D42	2		D.	12'10 3/4"		
D43	1		D.	5'0 3/4"		
D44	1		D.	5'7 1/4"		
D45	1		D.	6'8 1/2"		
D46	1		D.	6'9 3/4"		
D47	1		D.	7'4 1/4"		
D48	1		D.	7'8 1/2"		
D49	2		D.	6'7 3/4"		
D50	1		D.	7'4"		
D51	1		D.	7'8"		
D52	25		D.	6'9 1/4"		

SHOP CONNECTIONS:
FIELD CONNECTIONS: 3/4" BOLTS & WELD
HOLES: AS NOTED
PAINT: STATE OF ME. SPEC'S.

PROJECT I-95-9 (14)		DIAPHRAGMS NORTHBOUND	
PRINT ISSUE		Bancroft & Martin Inc. Brewer, Maine	
5 SHIP	9-3-65	I 95 OVER U.S. RTE. 2 NORTHBOUND SMYRNA MAINE	
8 DIST.	9-3-65		
2 F.A.	7-22-65		
DRAWN	7-22-65 D.C.	CUSTOMER REED & REED	
REVISION		DESIGNER STATE HIGHWAY COMM.	
REVISION		ORDER VERBAL DWG. B65-124-S19	
REVISION			

97-196U





8 - DP

SHIP		BILL OF MATERIAL				DWG. B65-124-S20
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
DP1	8		12x6x5/16	3	7 1/2	STRUCTURAL TUBING
	8		D.	2	1 1/2	D.
	8		12x12x5/16	0	2 1/4	D.
	40	F1	BAR 1 1/2 x 1/2	0	11 5/8	
	16	F2	BAR 2 x 4	1	0	
DP2	8		STGWF 13.5	1	8"	N.FAB

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

PROJECT I-95-9(14)		DRAINS. SOUTHBOUND & NORTHBOUND.	
PRINT ISSUE		Bancroft & Martin Rolling Mills Company Brewer, Maine	
5 SHC.	9-14-65	I 95 OVER U.S. RTE. 2 S.B. & N.B.	
5 SHOP	9-3-65	SMYRNA MAINE	
8 DIST.	9-3-65		
2 F.A.I.	7-22-65	CUSTOMER REED & REED	
DRAWN	7-22-65 P.C.	DESIGNER STATE HIGHWAY COMM.	
REVISION		ORDER VERBAL	
REVISION		DWG. B65-124-S20	

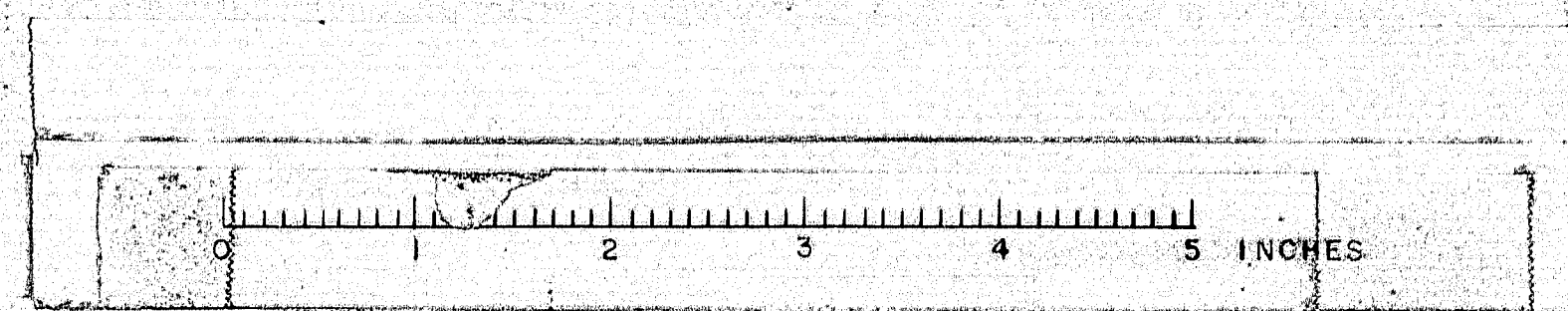
97-196V

SHIP		BILL OF MATERIAL				DWG. B65-124-S21
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
FIELD	1470		3/4 H.S. BOLT	0	3 1/2	SPLICE BOLTS
D.	980		D.	0	4 1/2	D.
D.	980		D.	0	5	D.
D.	3430		3/4 H.S. WASHERS			
D.	600		3/4 M. BOLT	0	2	FOR DIAPHRAGMS.

SHOP CONNECTIONS:
FIELD CONNECTIONS:
HOLES:
PAINT:

FIELD BOLTS FOR NORTHBOUND & SOUTHBOUND.		Bancroft & Martin Rolling Mills Company Brewer, Maine	
PRINT ISSUE		I 95 OVER U.S. RTE. 2 (N.B. & S.B.)	
		SMYRNA MAINE	
3 SHOP	10-18-65	CUSTOMER REED & REED	
DRAWN	10-18-65 D.C.	DESIGNER STATE HIGHWAY COMM.	
REVISION		ORDER VERBAL	
REVISION		DWG. B65-124-S21	

97-196W



ESTIMATE OF BRIDGE QUANTITIES

ITEMS	DESCRIPTION	S. B.		N. B.	
		UNITS	QUANTITY	QUANTITY	QUANTITY
204-12	Structural Earth Exc. Abutments and Ret. Wall	C. Y.	102		
204-14	Structural Earth Exc. - Piers	C. Y.	535	579	
701-33	P.C.C. Abut. & Retaining Wall	C. Y.	346	362	
701-35	P.C.C. Piers	C. Y.	233	293	
701-40	P.C.C. Roadway & Sidewalk Slabs on Steel Bridges	C. Y.	299	299	
701-55	Curing Box For Concrete Cylinders	Each	1		
702-103	Structural Steel Fabricated & Delivered	L. S.	Lump Sum	Lump Sum	
702-104	Structural Steel Erection	L. S.	Lump Sum	Lump Sum	
702-105	Structural Steel Field Painting	L. S.	Lump Sum	Lump Sum	
705-13	Reinforcing Steel - Delivered	Lbs.	163,900	174,700	
705-14	Reinforcing Steel - Placing	Lbs.	163,900	174,700	
705-17	Shear Connectors	L. S.	Lump Sum	Lump Sum	
705-16	Steel H-Beams Piles 42 lbs./ft.	L. F.	1,326	1,375	
805-8	Bridge Rail	L. F.	496	496	
807-11	Epoxy Resin Surface Sealant	S. Y.	215	219	
808-6	Slope Paving	S. Y.	897	907	
901-24	Vertical Bridge Curb Type 1	L. F.	504	504	
901-25	Vertical Bridge Curb Type 1 Circular	L. F.	16	16	

Estimated weight of structural steel including drains is 401,700 lbs. S. B. & 398,200 lbs. N. B. Total estimated weight = 799,900 lbs.

Estimated weight of Shear Connectors $\frac{5}{8}$ " spirals 10,240 lbs.
Estimated number of Shear Connectors $\frac{7}{8}$ " studs 8,712 Pcs.

INDEX OF DRAWINGS

- 1 Quantities
- 2 General Plan
- 3 Foundation Survey
- 4 Foundation Survey
- 5 Abutment No. 1
- 6 Abutment No. 2
- 7 Abutment No. 1
- 8 Abutment No. 2
- 9 Piers
- 10 Piers
- 11 Structural Steel & Blocking
- 12 Structural Steel & Blocking
- 13 Superstructure
- 14 Superstructure
- 15 Superstructure Details
- 16 Slope Paving
- 17 Reinforcing Steel
- 18 Reinforcing Steel

STANDARD DETAIL DRAWINGS

- BD-101-64--- Bearing Pedestals
BD-103-64--- Beam Splices
BD-104-64--- Diaphragms, Armored
Joint, Shear Connectors
Drains.
BD-105-64--- Expansion Dams
BD-107-64--- Steel Rail
BD-108-64--- Aluminum Rail

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

INTERSTATE 95
OVER
U.S. ROUTE 2
IN THE TOWN OF
SMYRNA
ARCOSTOOK COUNTY
QUANTITIES

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

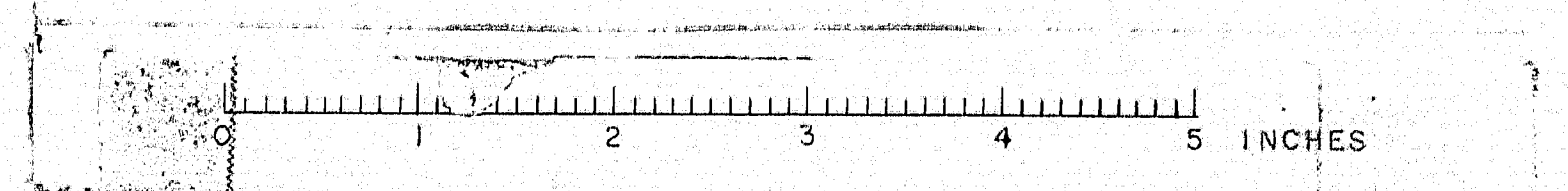
NEW YORK BOSTON KANSAS CITY

SHEET 1 OF 18

MARCH 1965

SMYRNA(14)

M-2222



S. R. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-9(14)	20	158

SPECIFICATIONS

DESIGN:

AASHTO 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 1960 and Supplemental Specifications of Feb. 1960.

LIVE LOADING

HS 20-44 (Modified for Interstate)

FOUNDATIONS

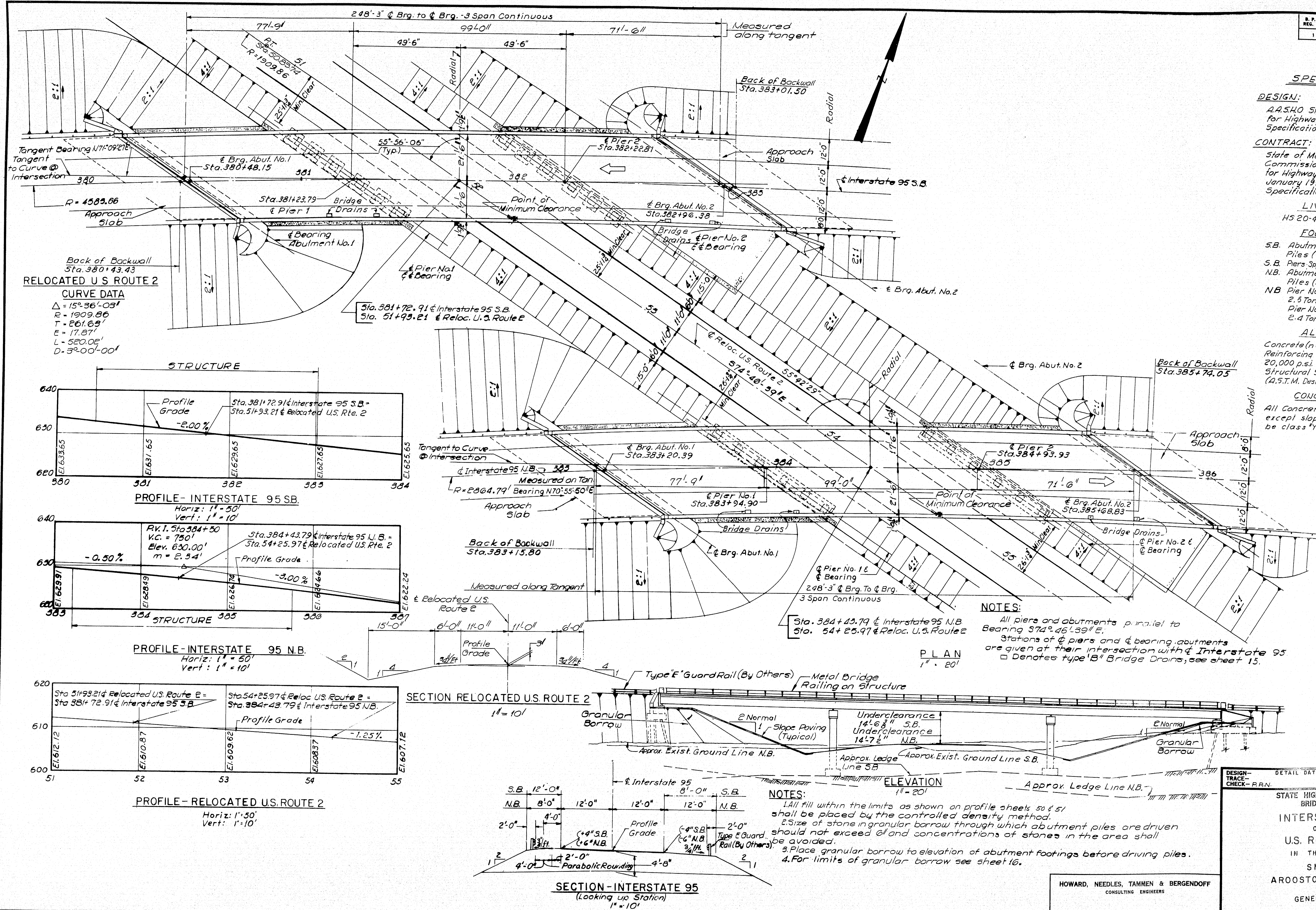
S.B. Abutments: 10 BP42 End Bearing Piles (37 Tons Capacity)
 S.B. Piers: Spread footings on ledge 4.4 tons/sq. ft.
 N.B. Abutments: 10 BP42 End Bearing Piles (37 Tons Capacity)
 N.B. Pier No. 1: Spread footings on soil - 2.5 tons/sq. ft.
 Pier No. 2: Spread footings on soil - 2.4 tons/sq. ft.

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)

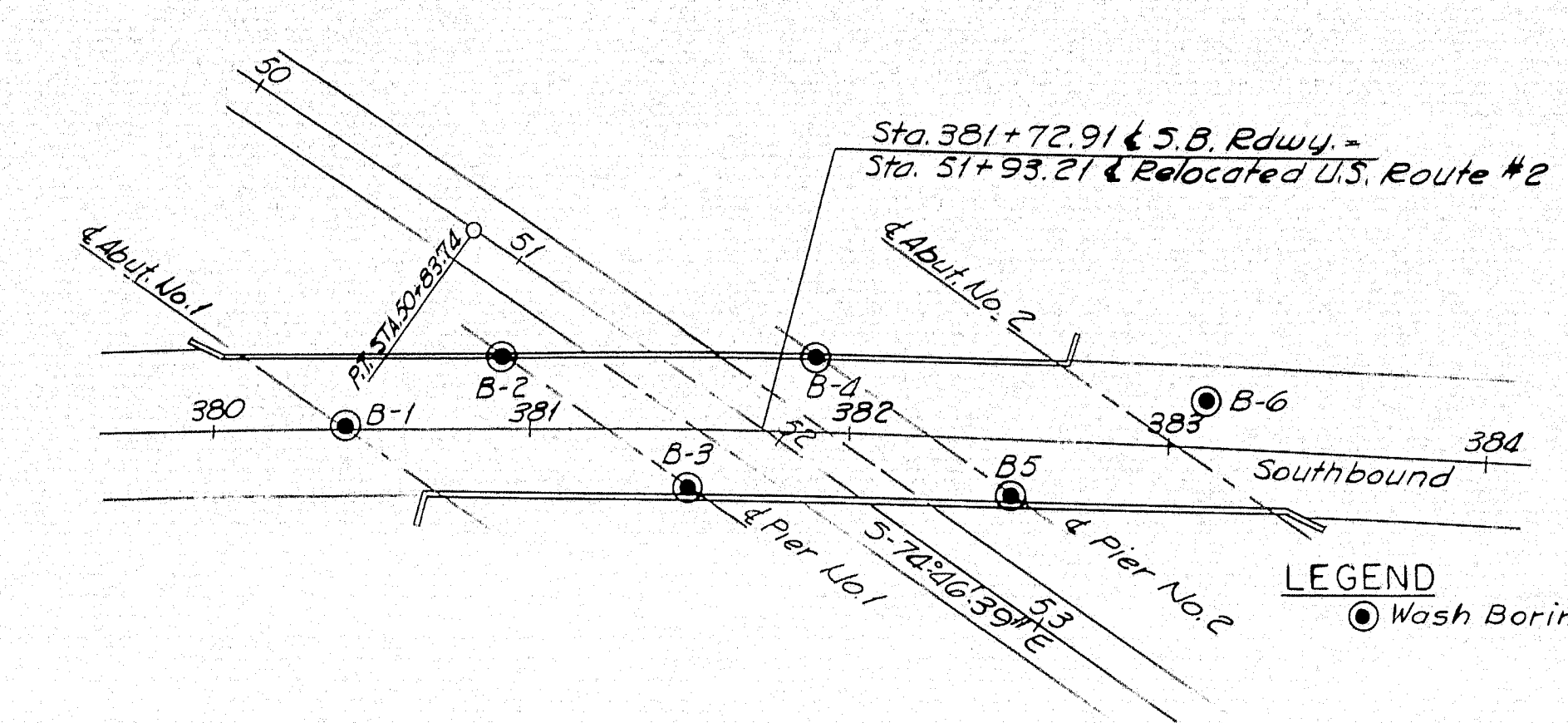
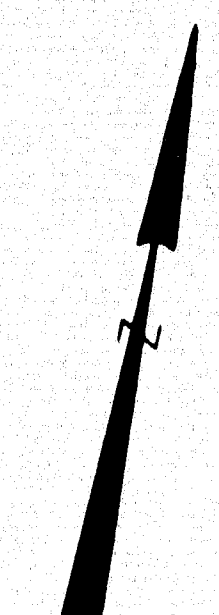
CONCRETE CLASSIFICATION

All concrete shall be Class "A" except slope paving which shall be class "B".

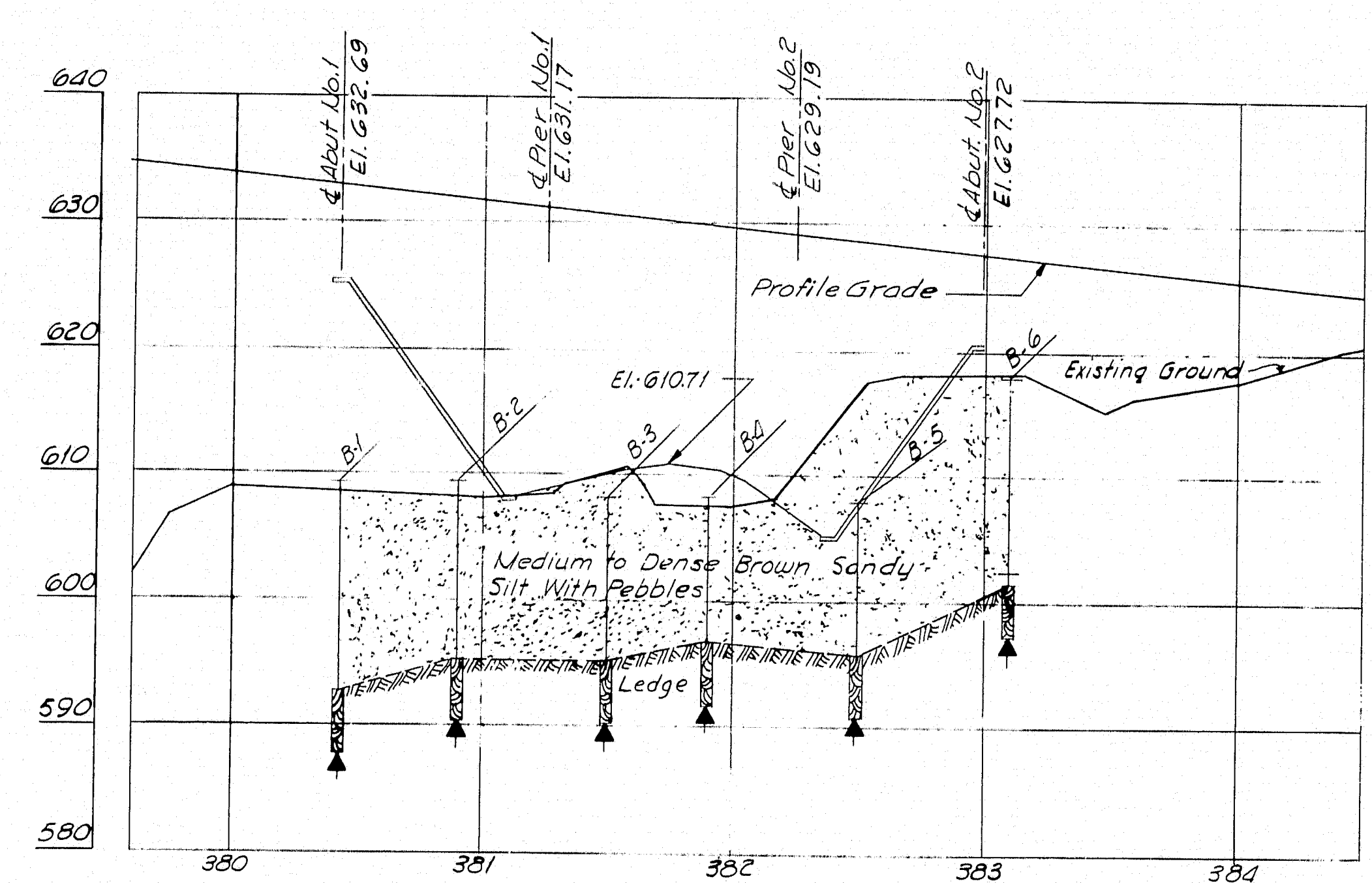


DESIGN -	DETAIL DAT	BRIDGE NO.
TRACE -	SURVEY -	PLOT -
CHECK -	PRN.	
STATE HIGHWAY COMMISSION		
BRIDGE DIVISION		
INTERSTATE 95		
OVER		
U.S. ROUTE 2		
IN THE TOWN OF		
SMYRNA		
AROSTOOK COUNTY		
GENERAL PLAN		
SHEET 2 OF 18 AUGUSTA, MAINE MARCH 1965		

M-2223 SMYRNA (14)

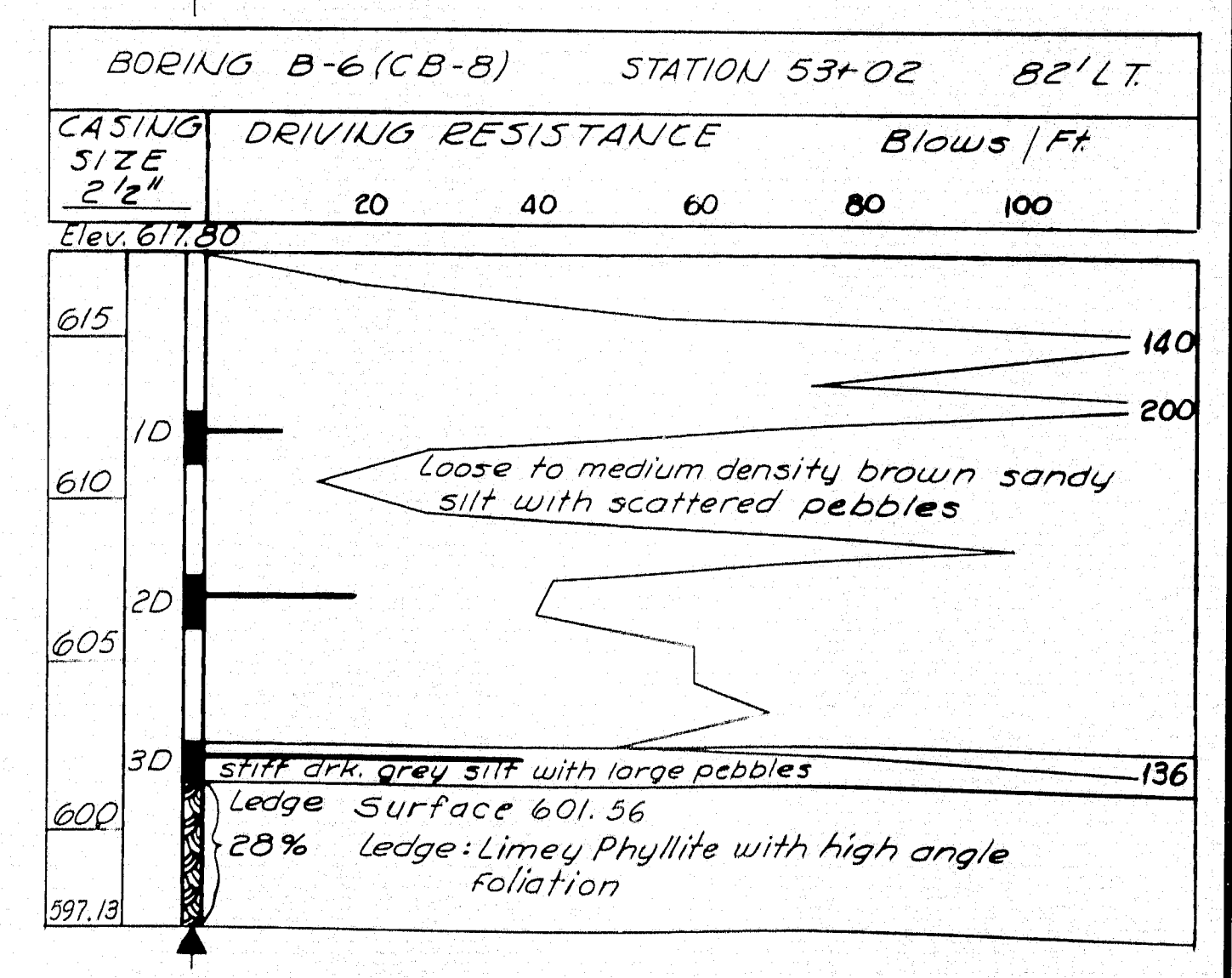
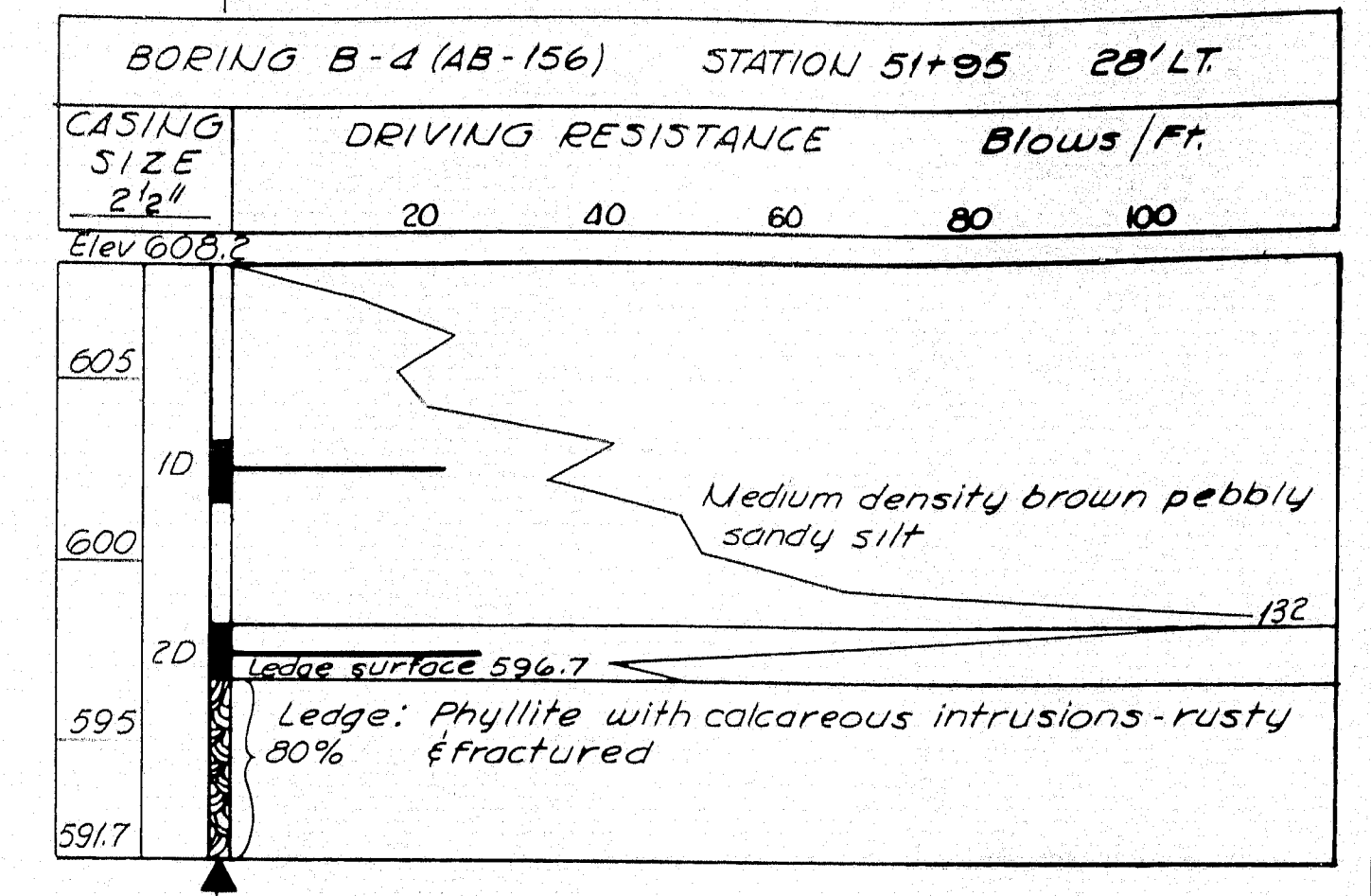
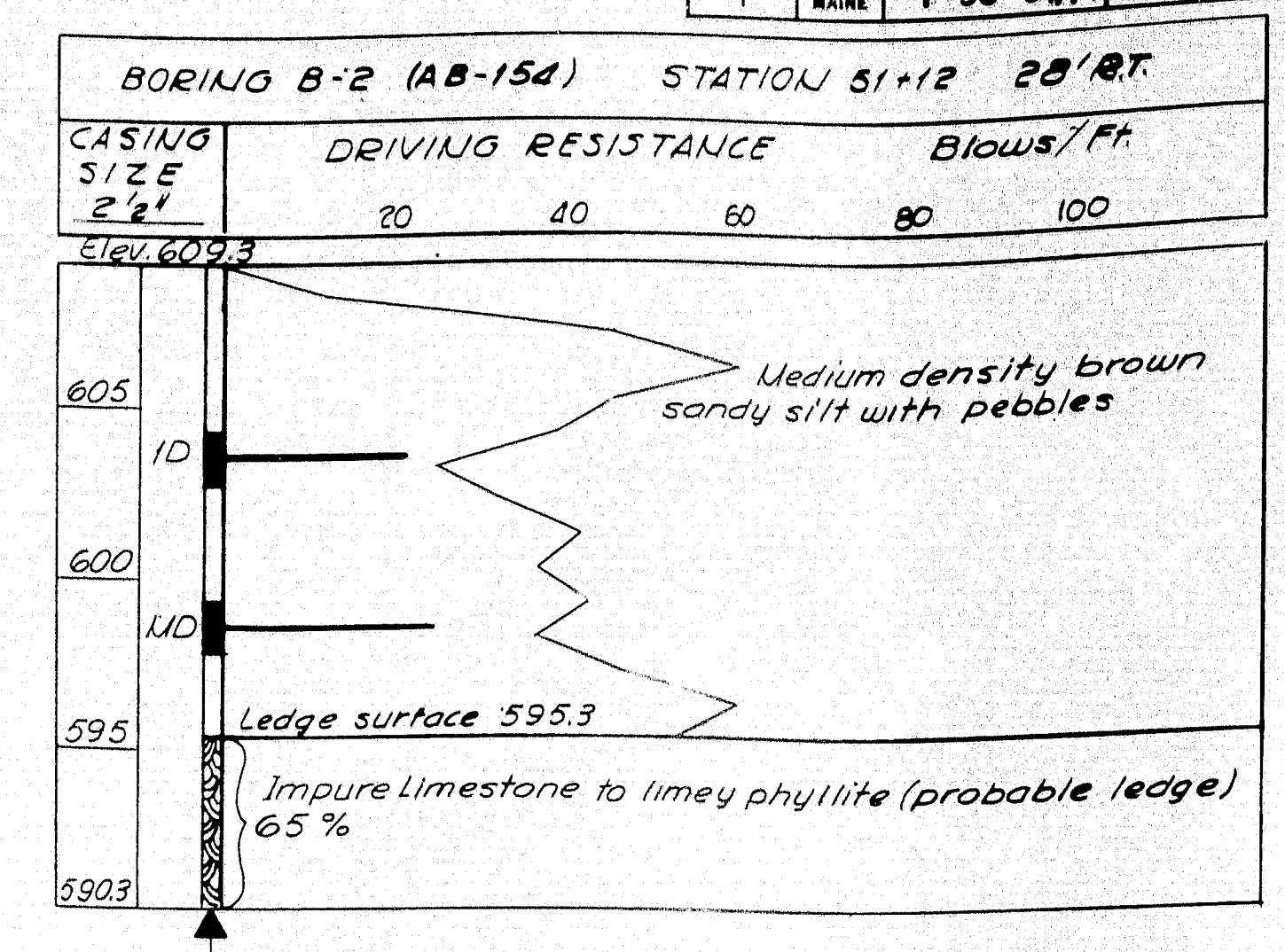
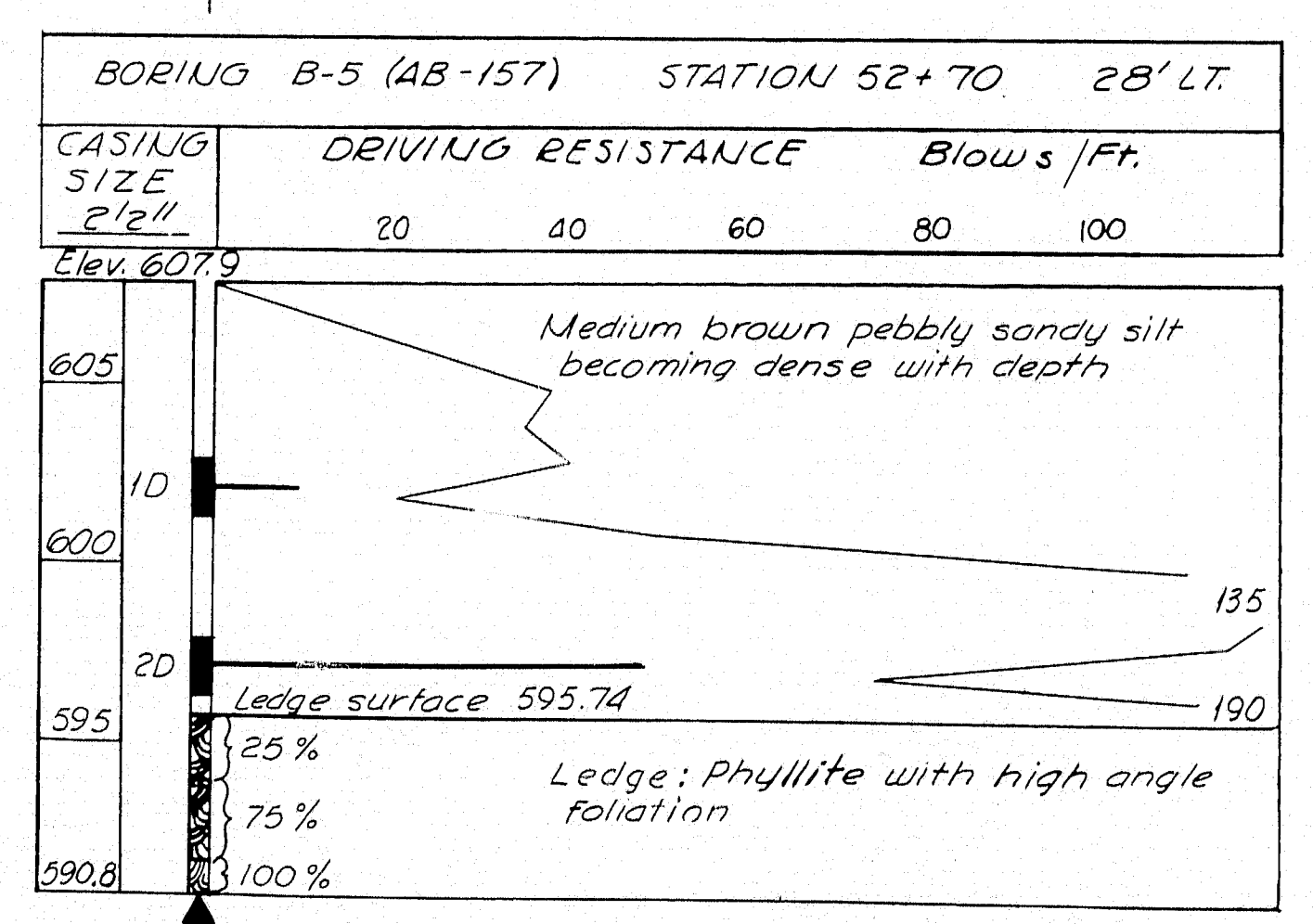
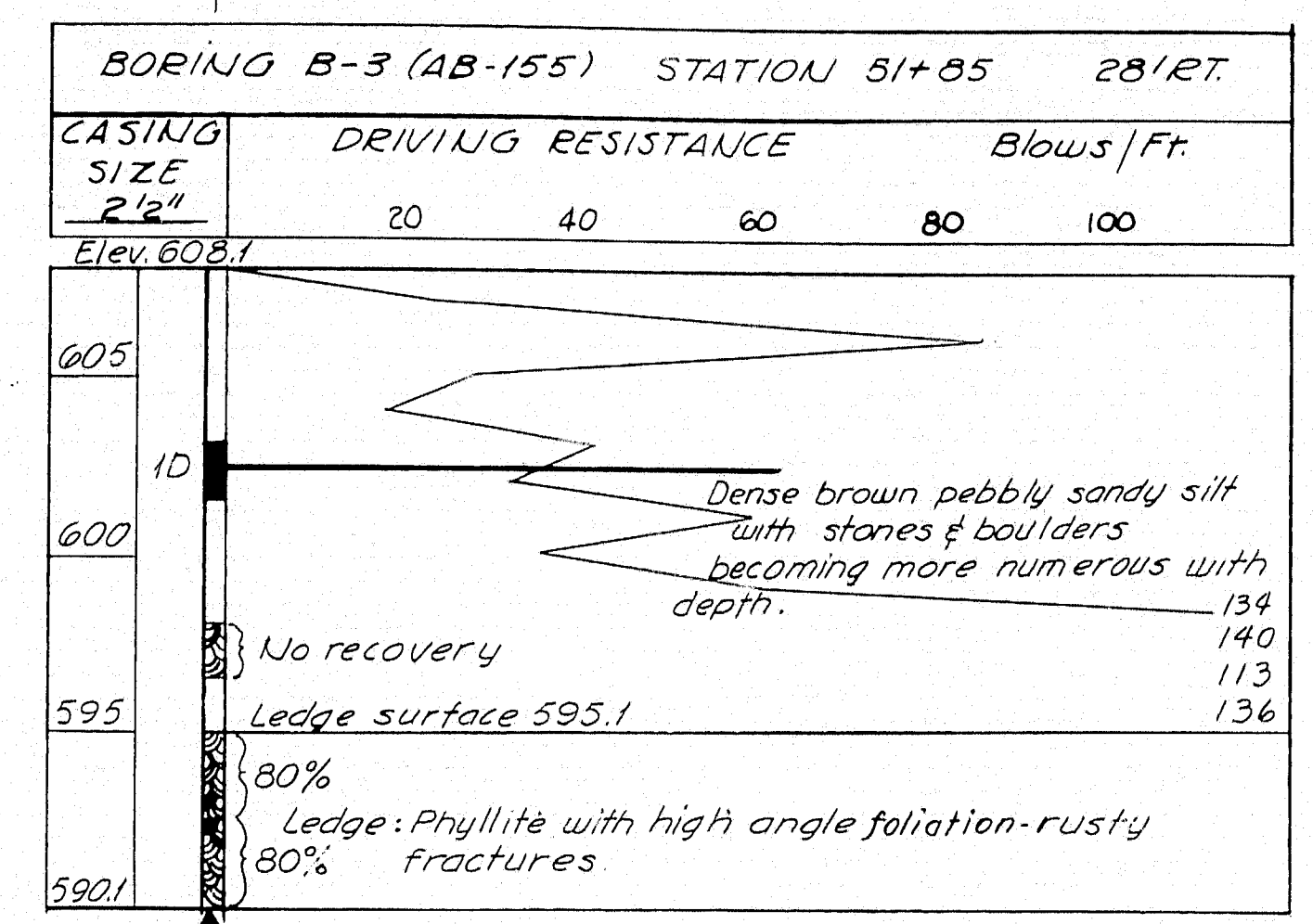
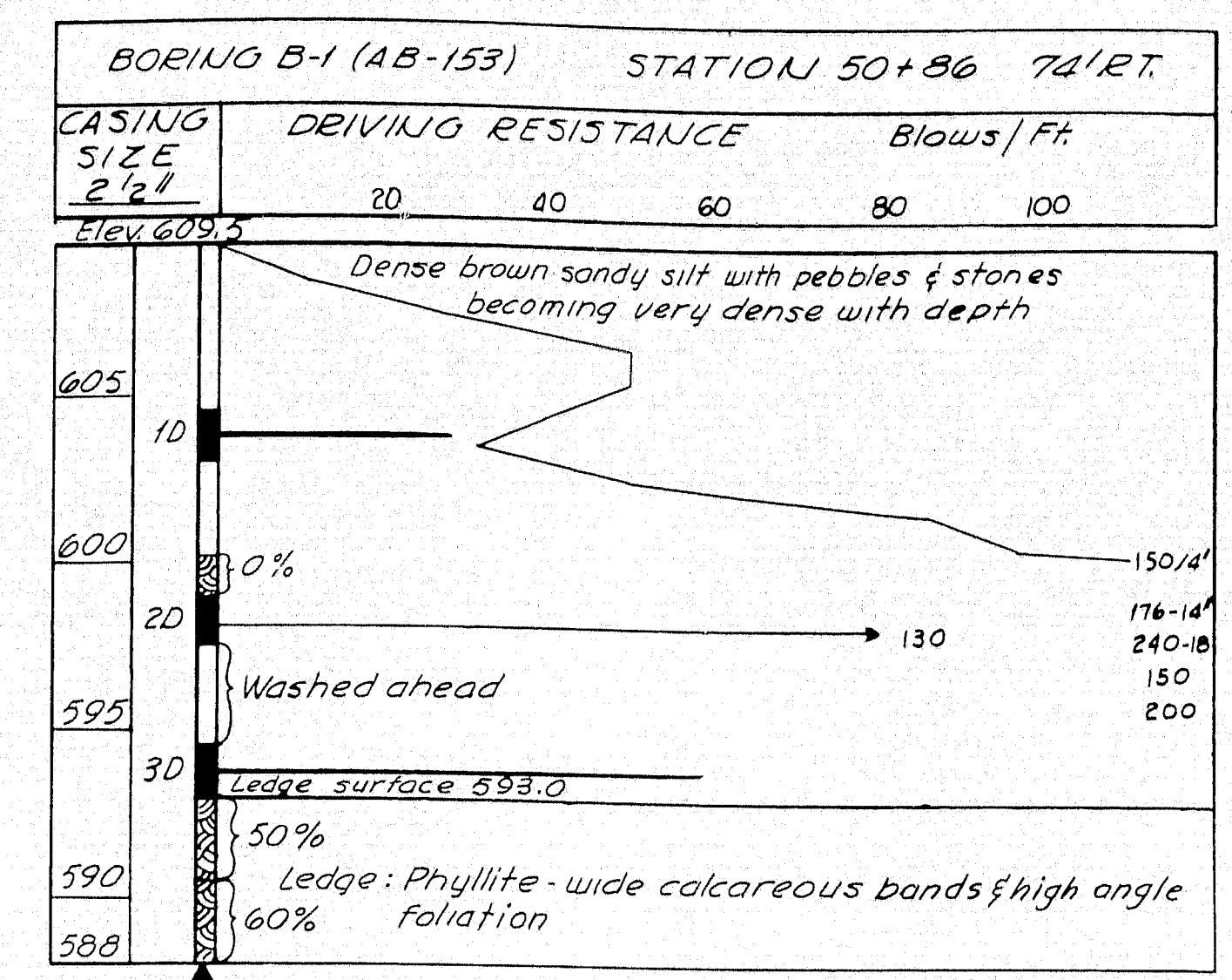


PLAN
1" = 50'



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

- NOTES:**
- Number of blows required to drive extra heavy casing one foot with 400ft. lbs of energy per blow.
 - Location of sample or sample attempt.
 - ID S.F.H. Sampler #1290's
 - MD Unsuccessful sample attempt and type of sampler
 - Number of blows required to drive spoon or tubing one foot with 350ft. lbs of energy per blow.
 - Bottom of boring (may not be bottom of soil strata).
 - 71% 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 - V.A.V.

DETAIL R.K.

BRIDGE NO.
SURVEY -
PLOT -

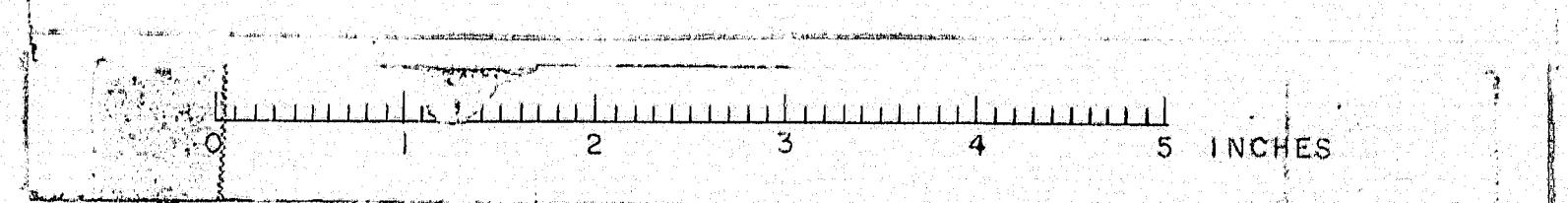
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

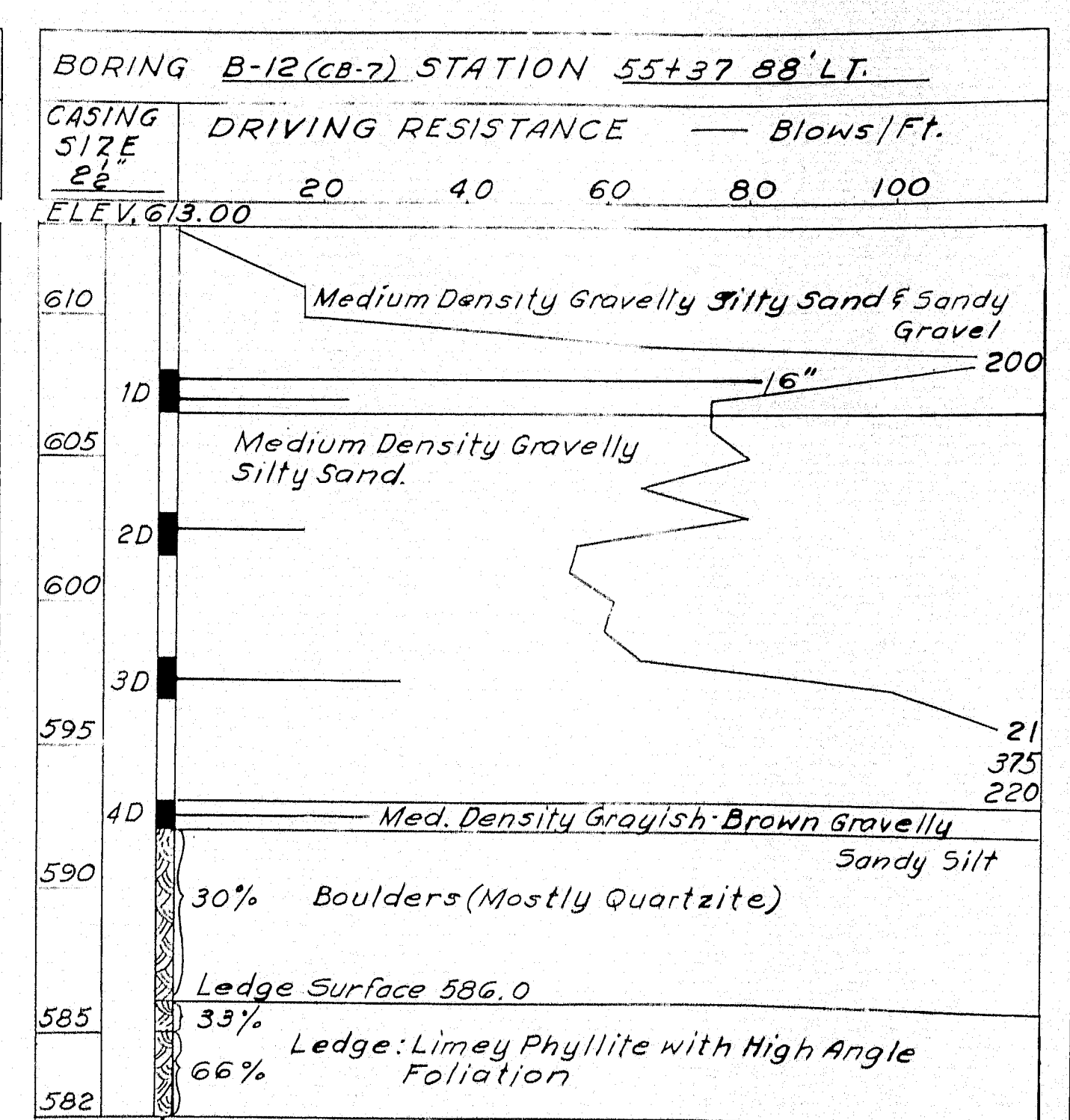
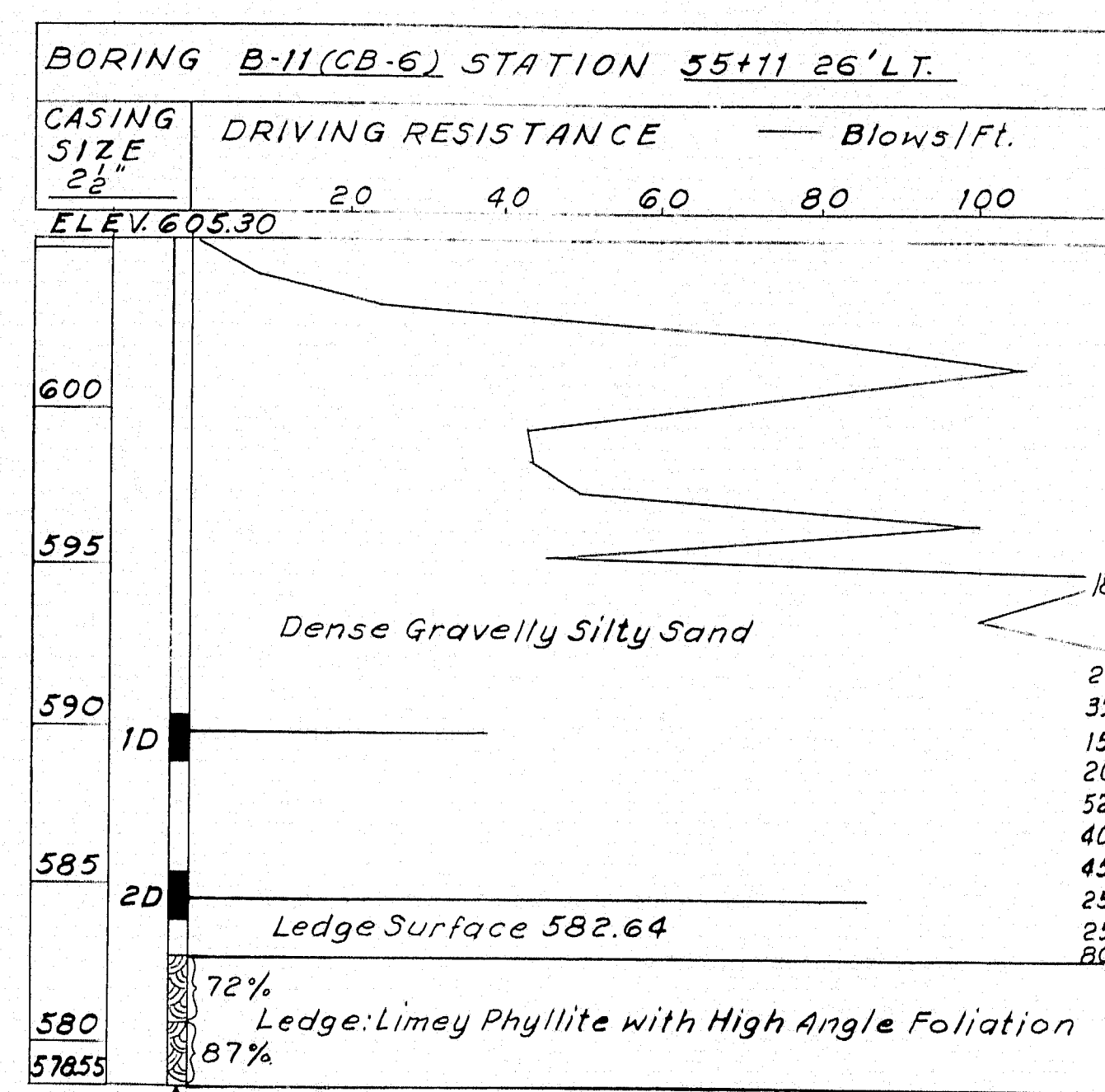
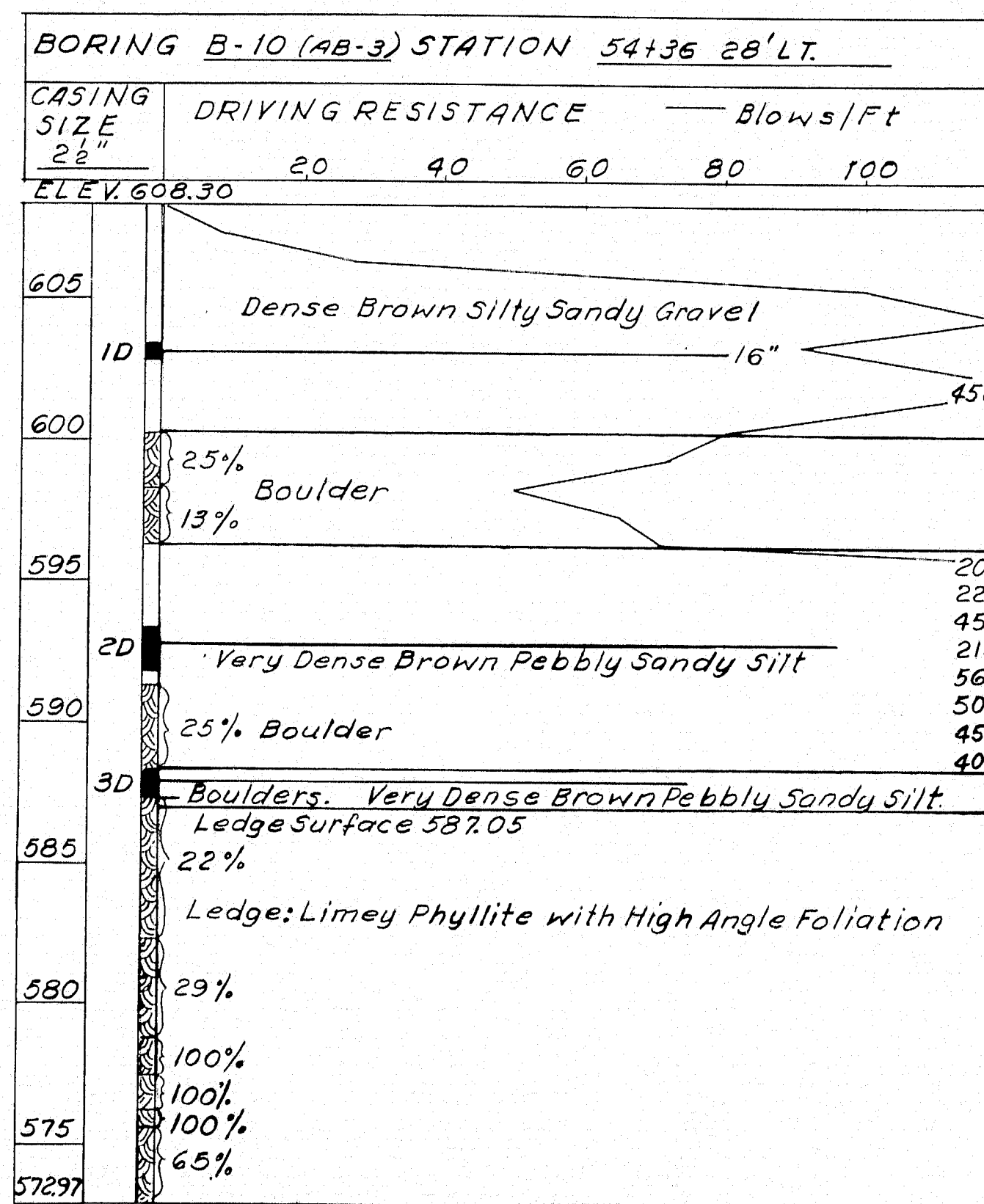
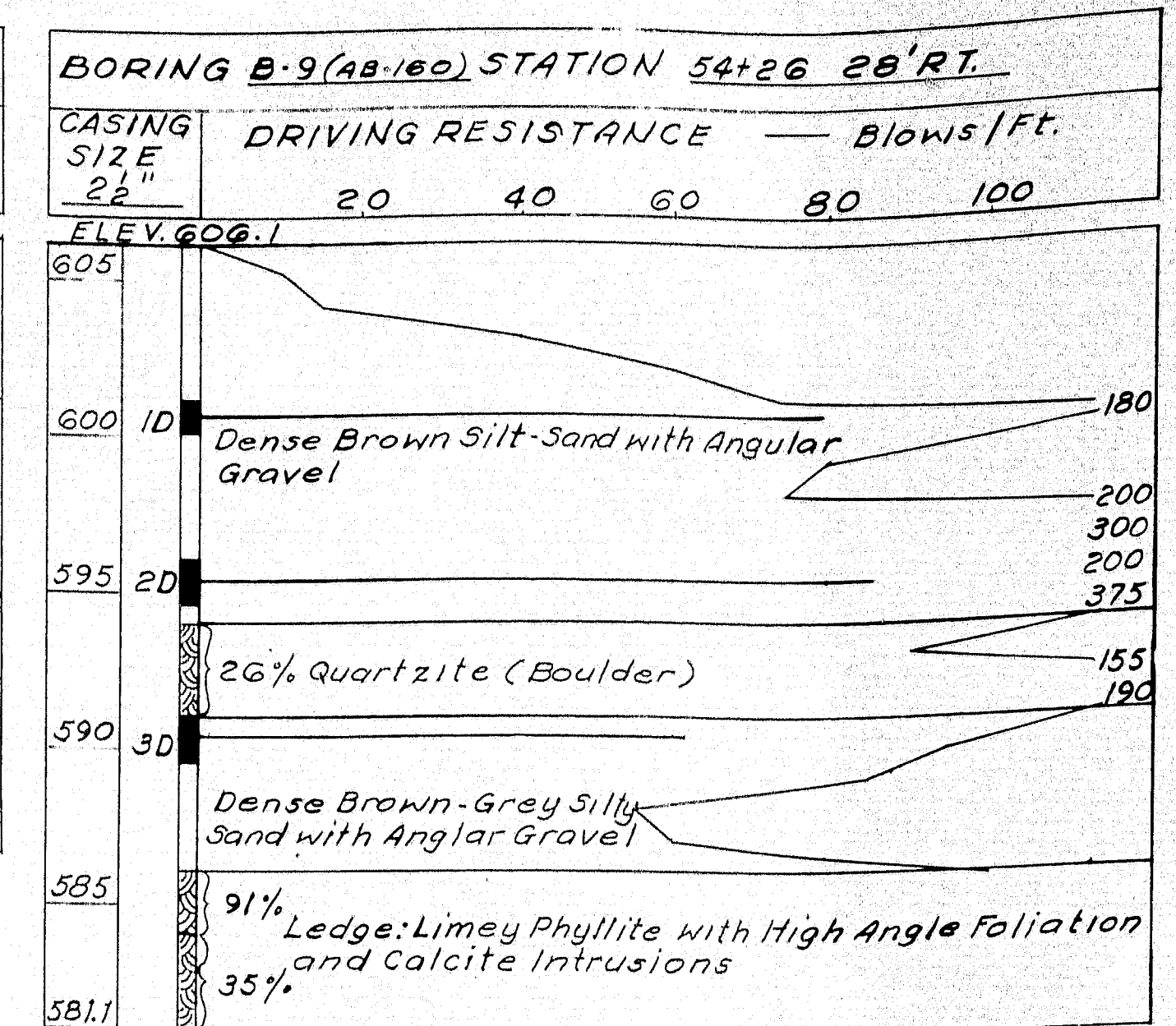
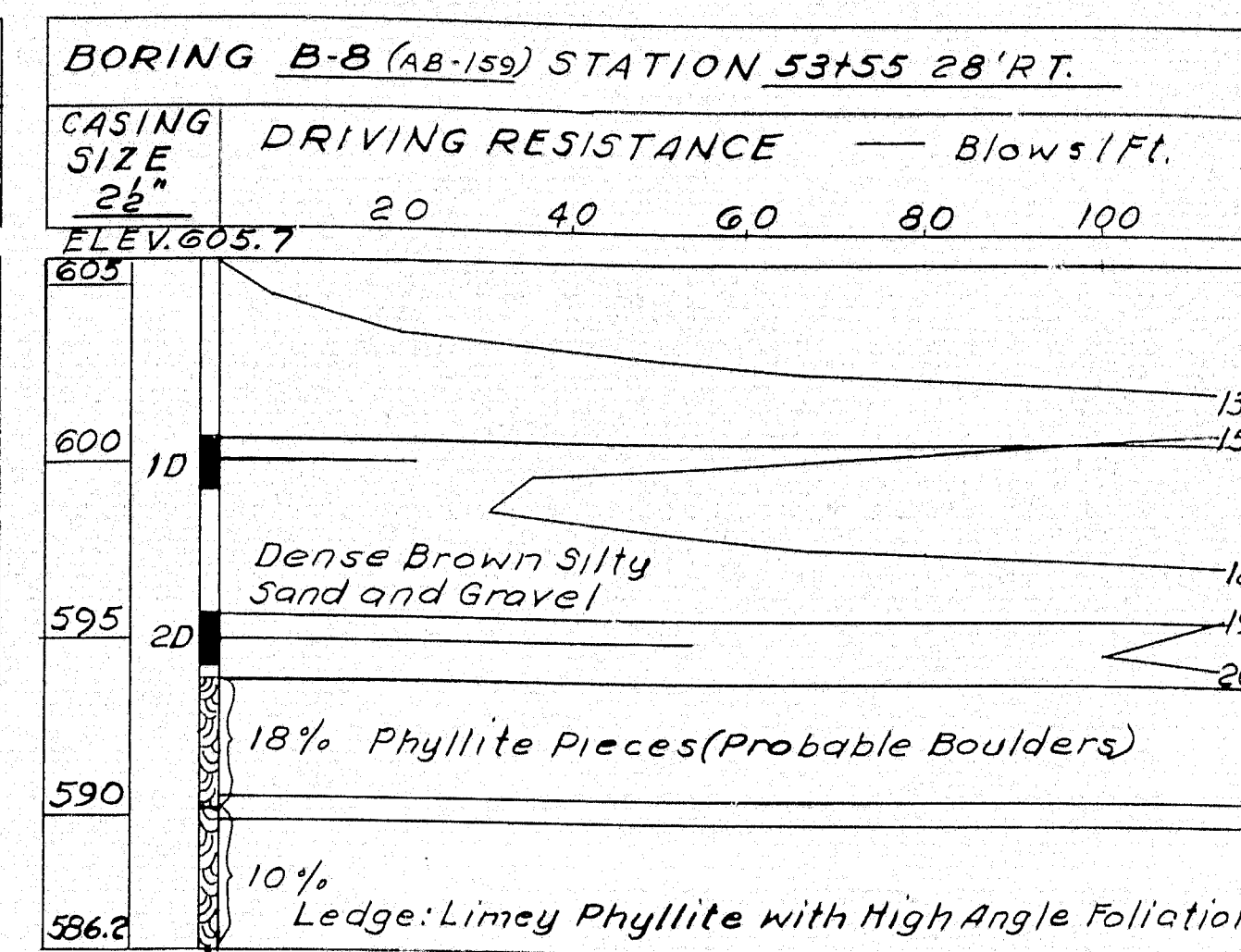
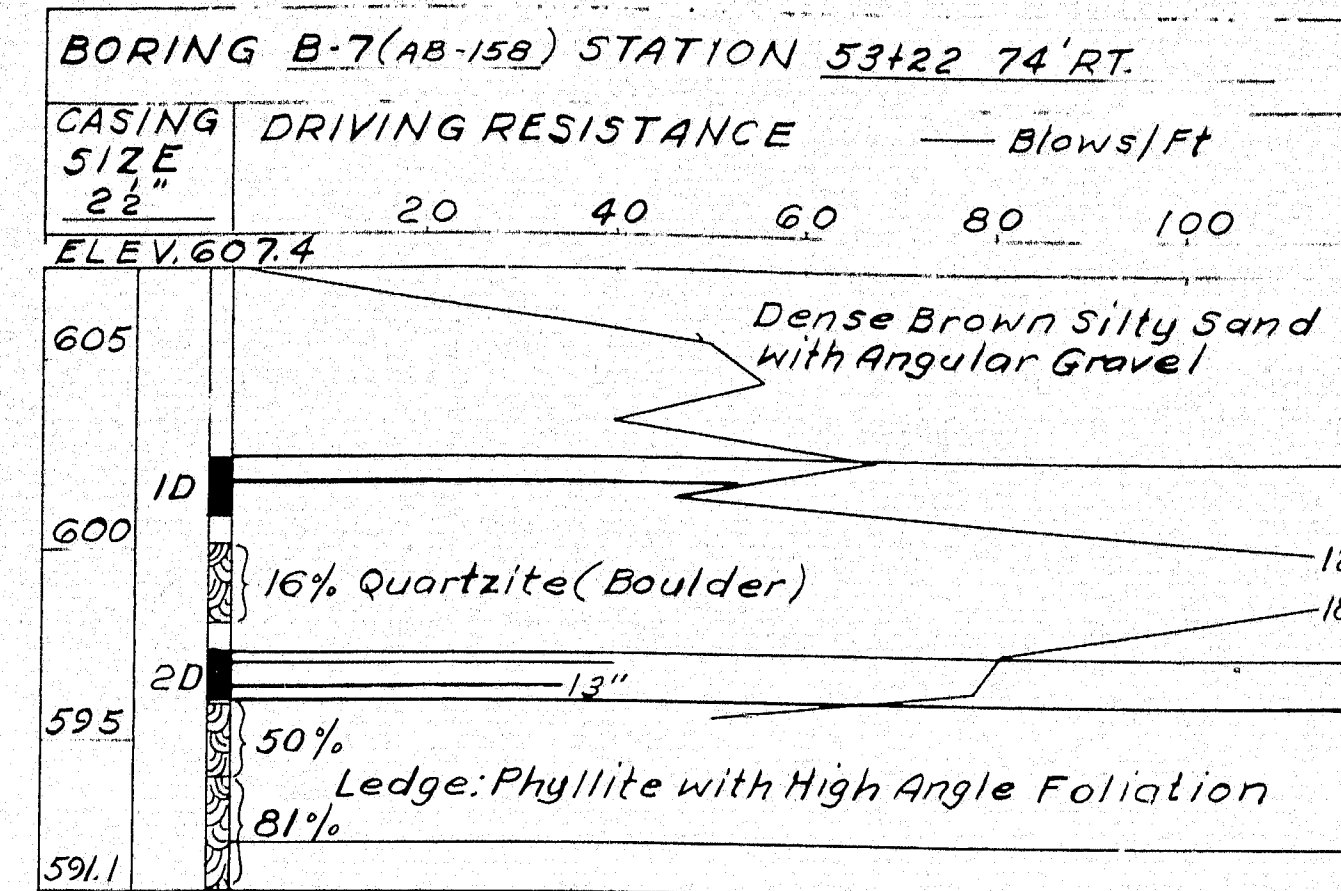
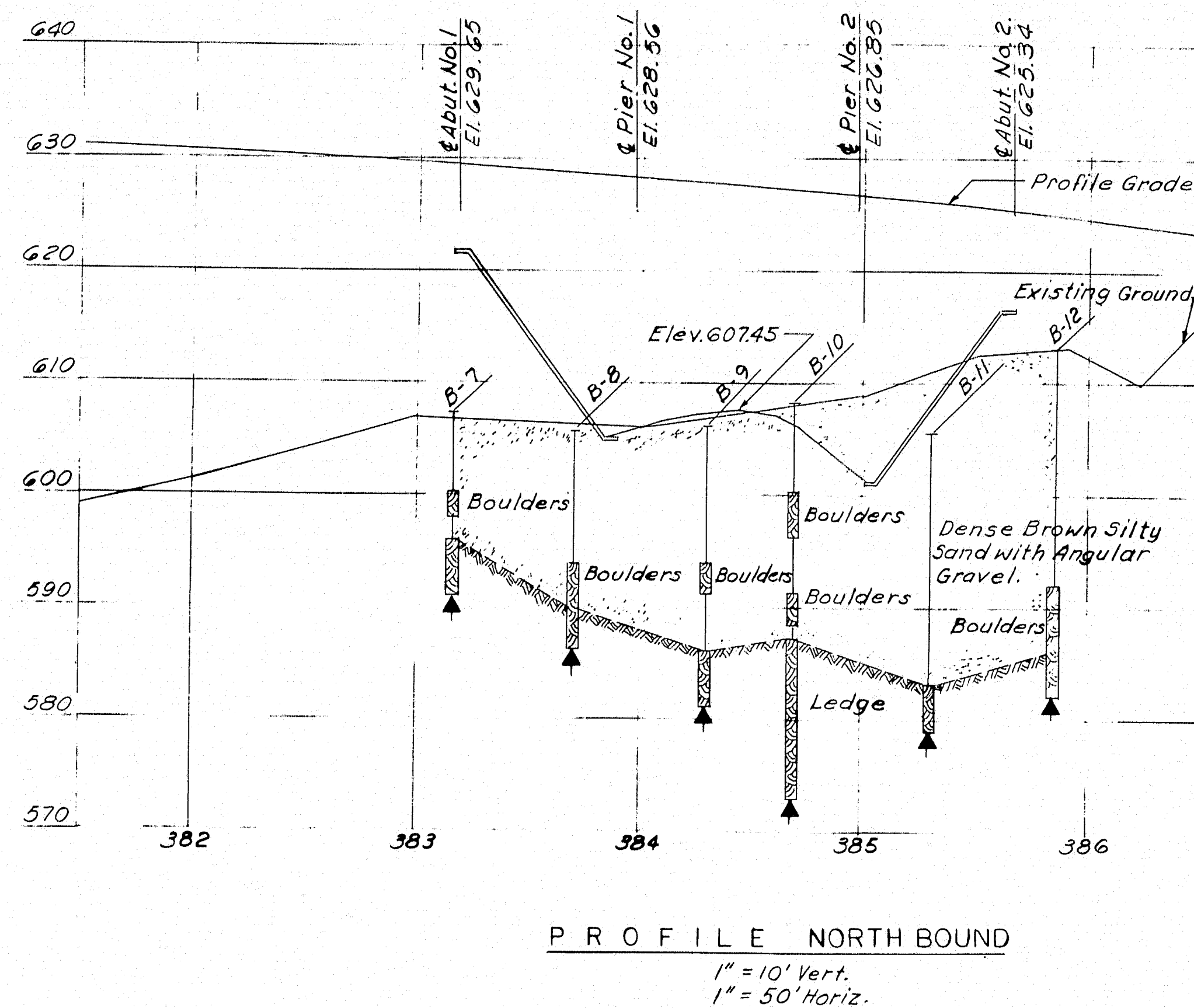
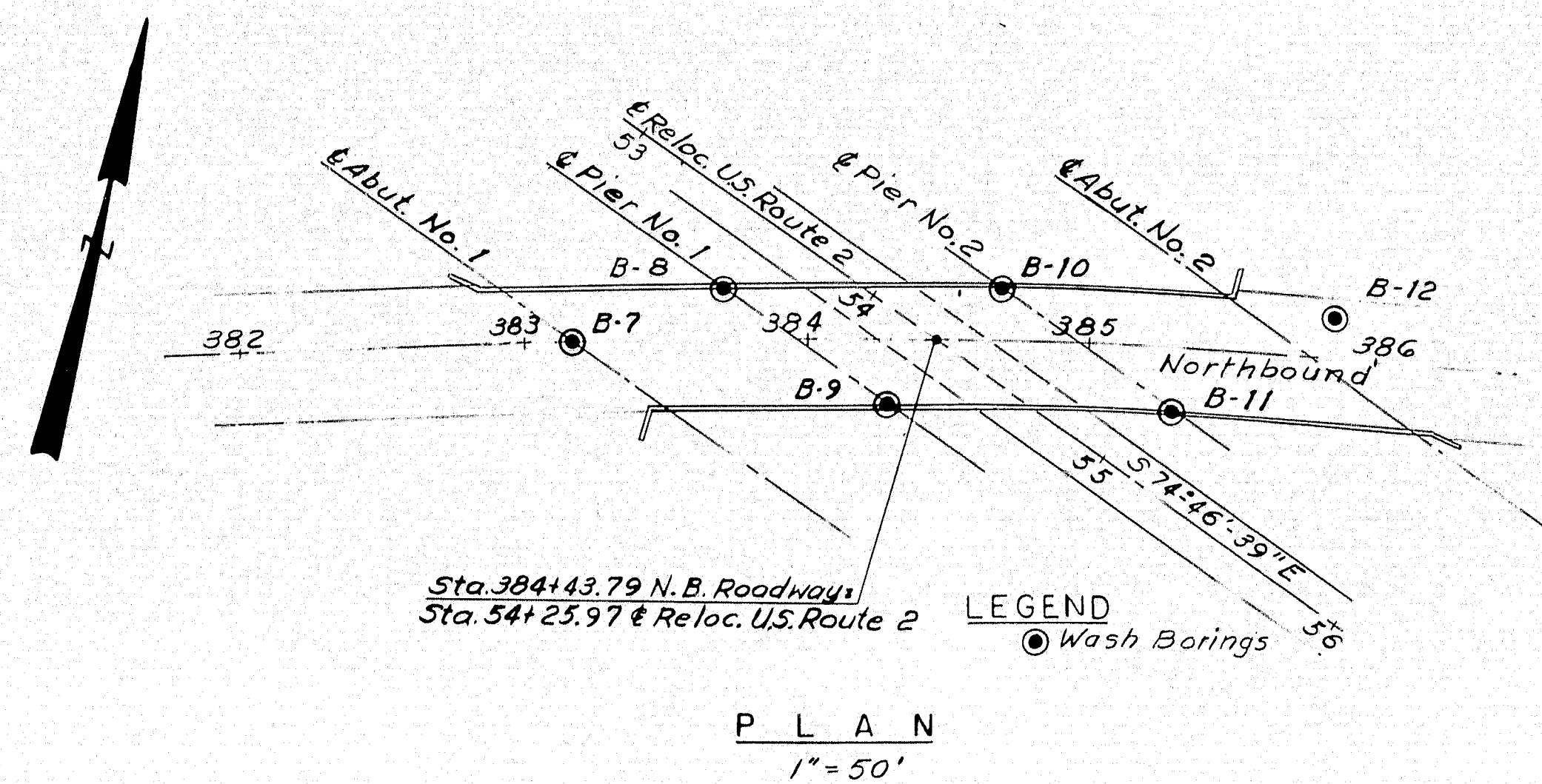
INTERSTATE 95 S.B.
OVER
U. S. ROUTE 2
IN THE TOWN OF
SMYRNA
AROOSTOOK COUNTY

FOUNDATION SURVEY

SHEET 3 OF 18 AUGUSTA, MAINE MARCH 1965

M-2224 SMYRNA (14)



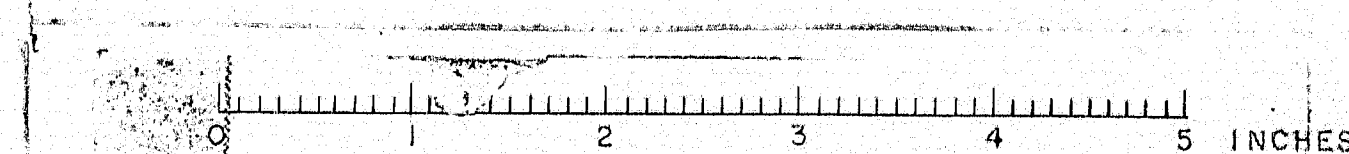


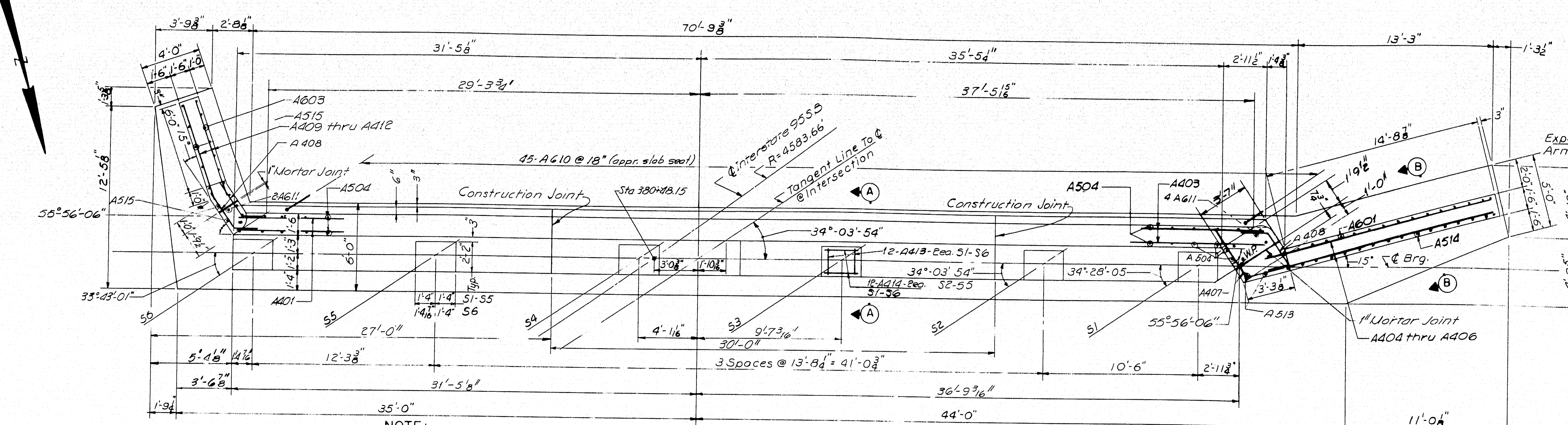
- NOTES:**
- Number of blows required to drive extra heavy casing one foot with 400 ft. lbs. of energy per blow.
 - Location of sample or sample attempt.
 - ID S. & H. Sampler #1290's
 - MD Unsuccessful sample attempt and type of sampler
 - Number of blows required to drive spoon or tubing one foot with 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

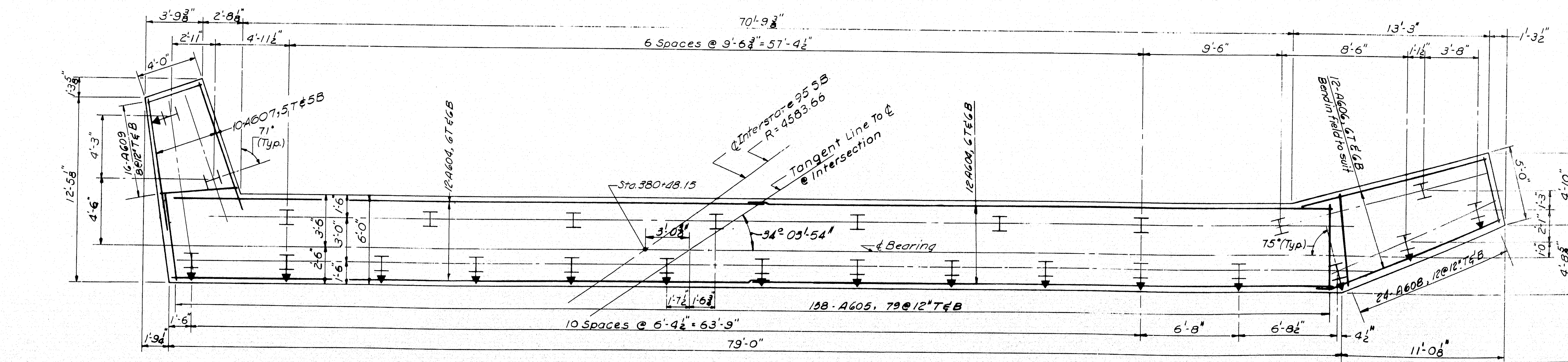
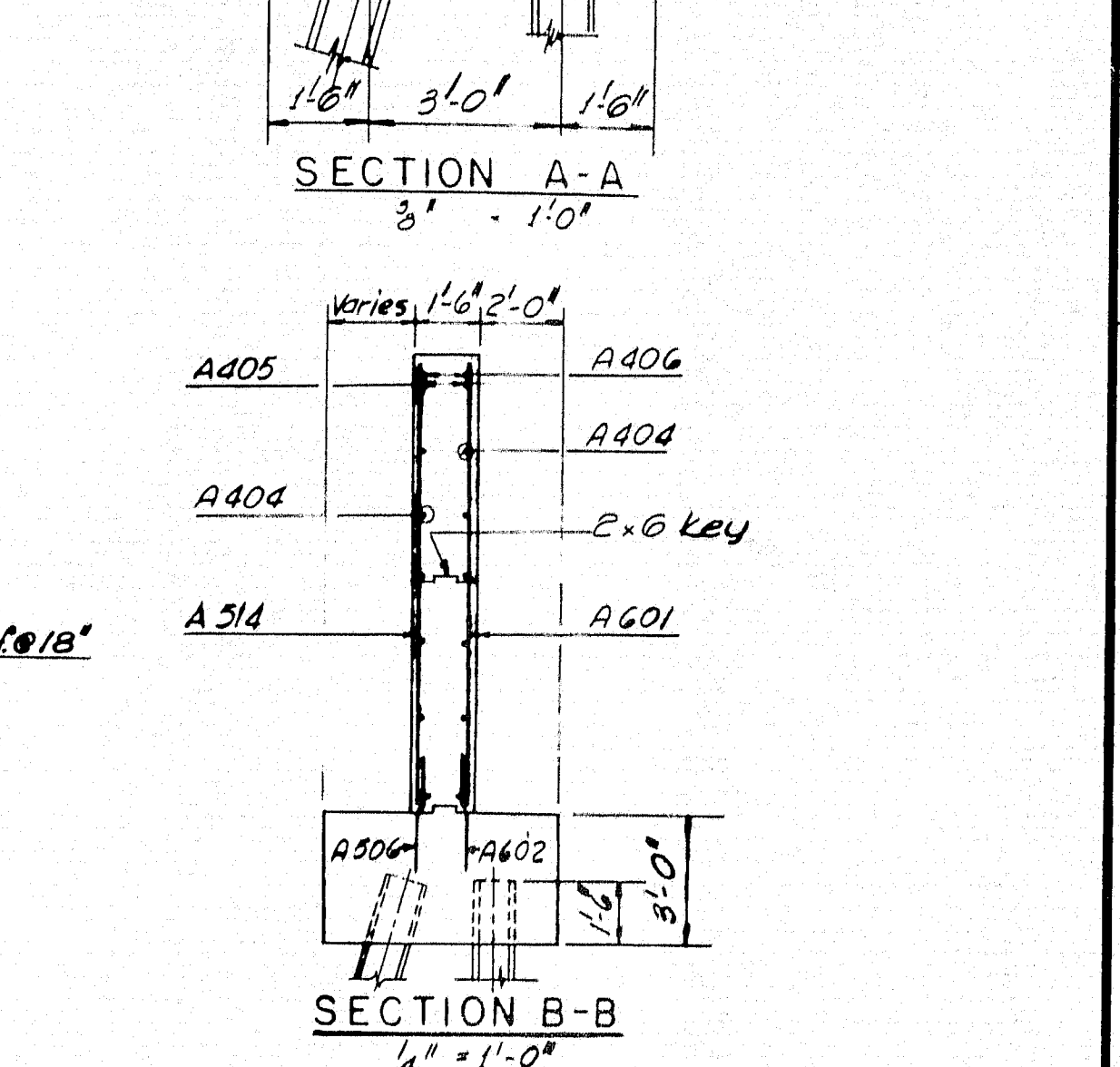
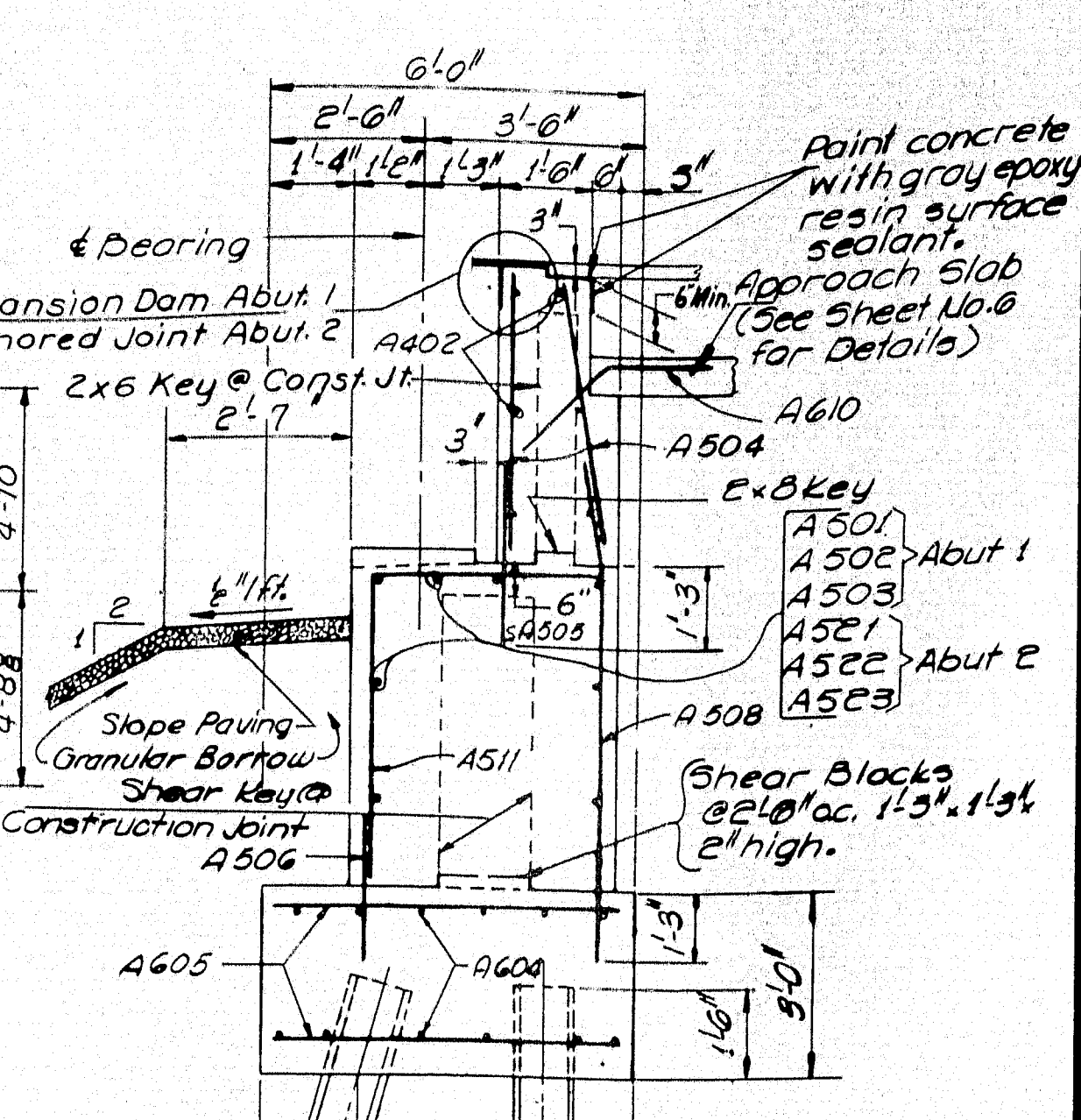
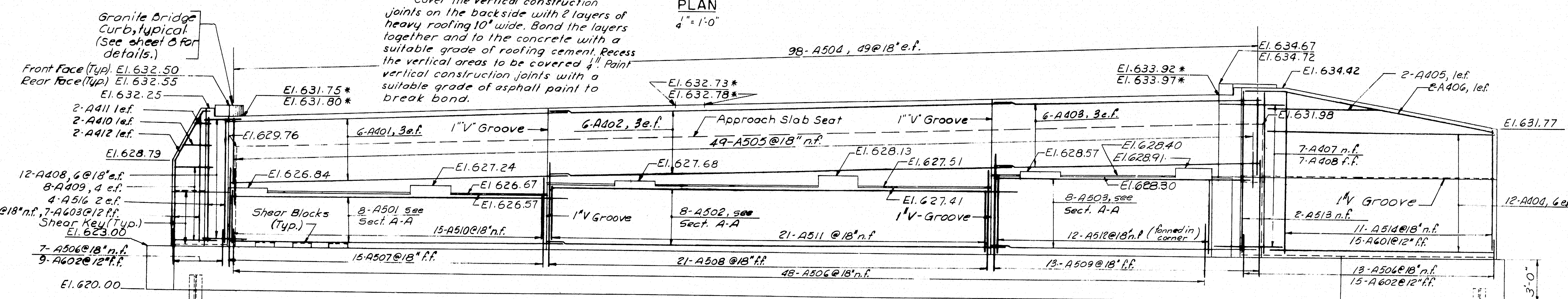
NEW YORK BOSTON KANSAS CITY

DESIGN- TRACE- CHECK- V.A.V.	DETAIL G.E.C.	BRIDGE NO. SURVEY- PLOT-
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
INTERSTATE 95 N.B. OVER U.S. ROUTE 2 IN THE TOWN OF SMYRNA ARROOSTOOK COUNTY		
FOUNDATION SURVEY		
SHEET 4 OF 18 AUGUSTA, MAINE MARCH 1965		
M-2225 SMYRNA (14)		





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 of asphalt paint to break bond.

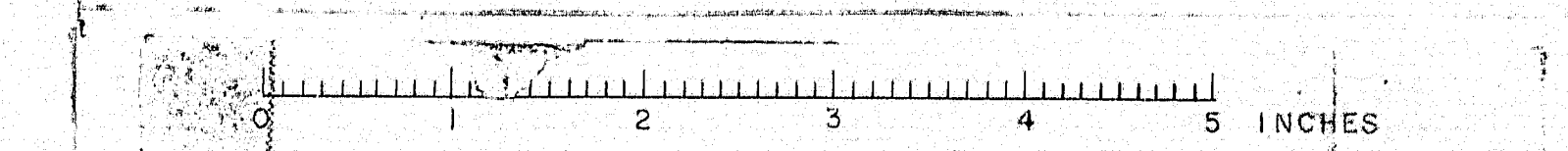


STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95 SB
OVER
U.S. ROUTE 2
IN THE TOWN OF
SMYRNA
AROOSTOOK COUNTY
ABUTMENT NO. 1

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

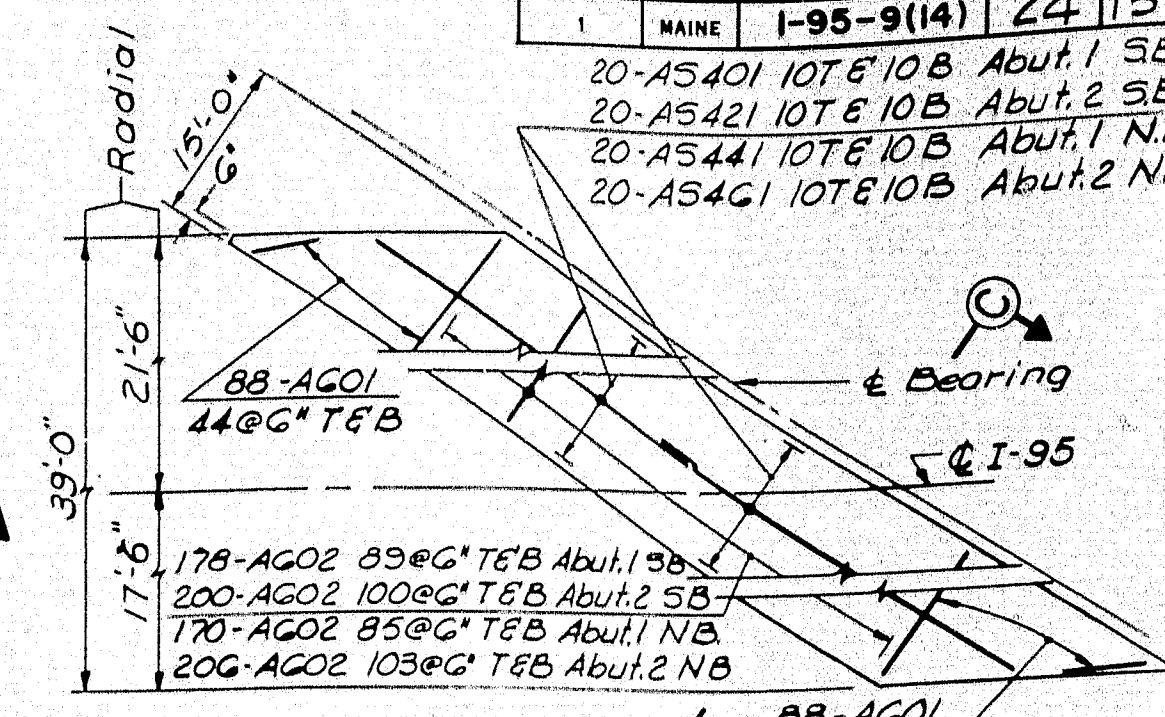
SHEET 5 OF 18 AUGUSTA, MAINE MARCH 1965

M-2226 SMYRNA(14)

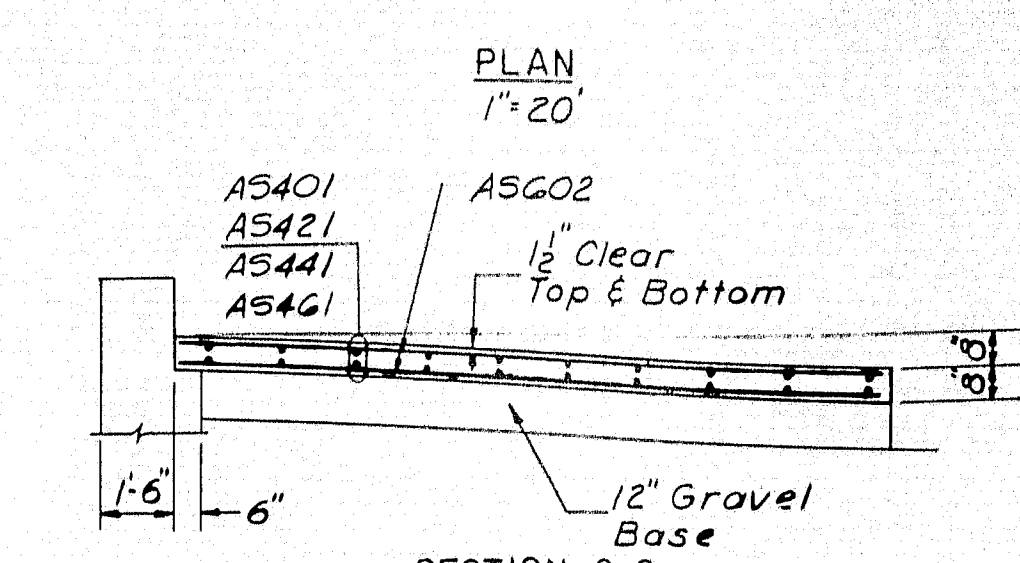


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-9(14)	24	158

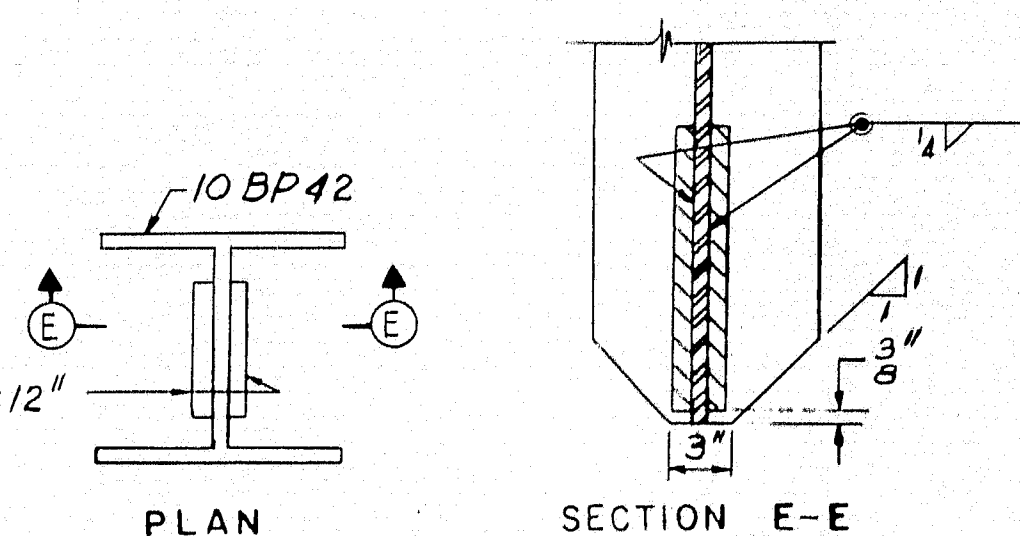
20-A5401 10T 5' 10B Abut. 1 SB.
20-A5421 10T 5' 10B Abut. 2 SB.
20-A5441 10T 5' 10B Abut. 1 NB.
20-A5461 10T 5' 10B Abut. 2 NB.



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



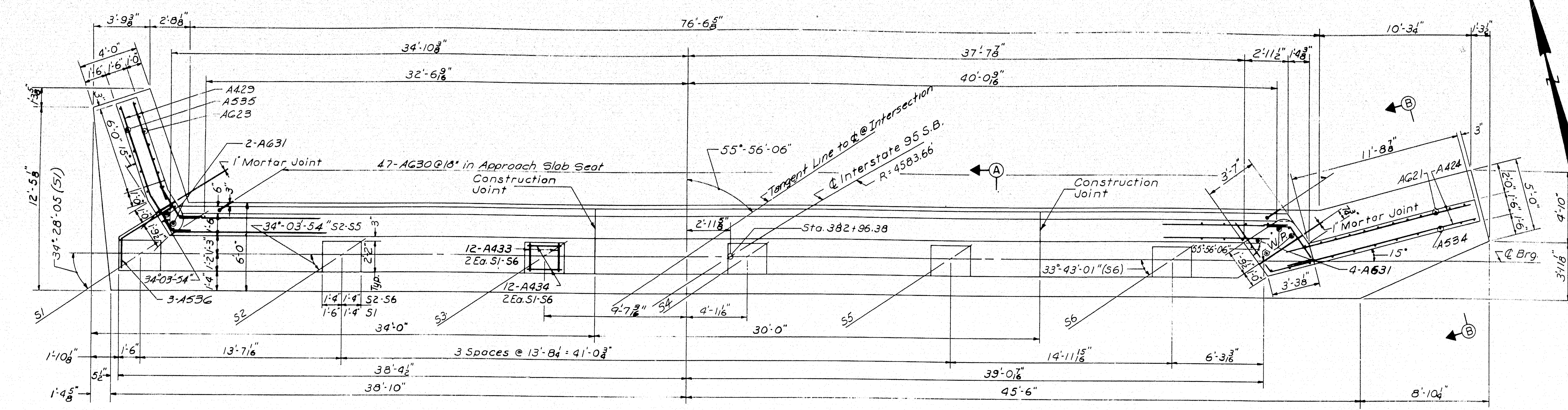
APPROACH SLAB DETAILS



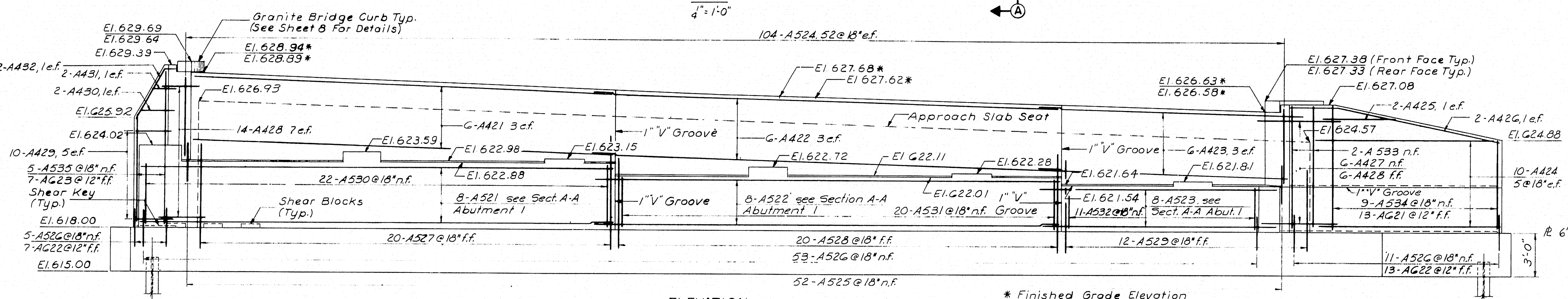
PILE POINT DETAIL

NOTES:
1. For General Notes see Sheet No. 5.
2. For Section A-A and B-B see Sheet No. 5.
3. 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'. Paint vertical construction joints with a suitable grade of asphalt paint to break bond.
PILE NOTES:
1. Indicates Vertical Piles.
2. Indicates Battered Piles, with 3:12 batter in the direction of arrow.
3. All piles 10BP42 with 37 ton capacity.
4. Estimated pile length, 30' ft. Abut. 1 & 21' ft. Abut. 2.
5. Piles to be driven to refusal or practical refusal to develop end bearing.

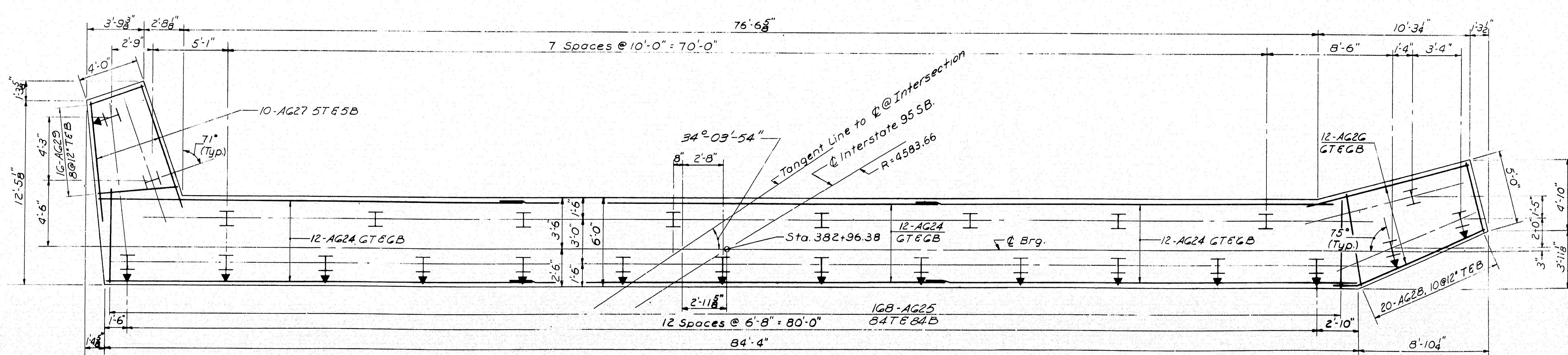
DESIGN - E.F.K. DETAIL - R.B.F.
TRACE - SURVEY - P.R.N.
CHECK - P.R.N.
BRIDGE NO. 100-100
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95 SB
OVER
US ROUTE 2
IN THE TOWN OF
SMYRNA
AROOSTOOK COUNTY
ABUTMENT NO. 2
SHEET 6 OF 18 AUGUSTA, MAINE MARCH 1965



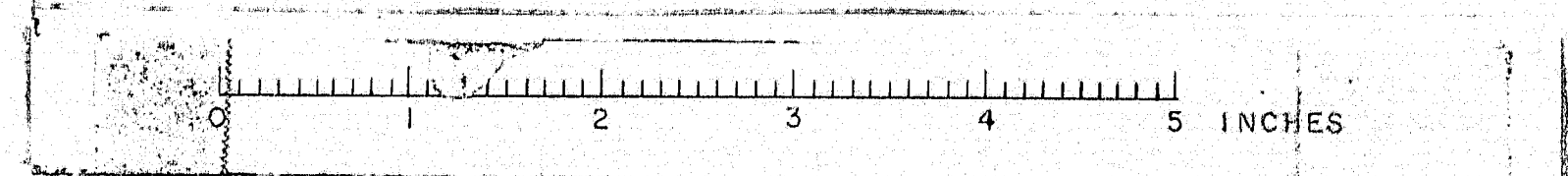
PLAN
4" = 1'-0"

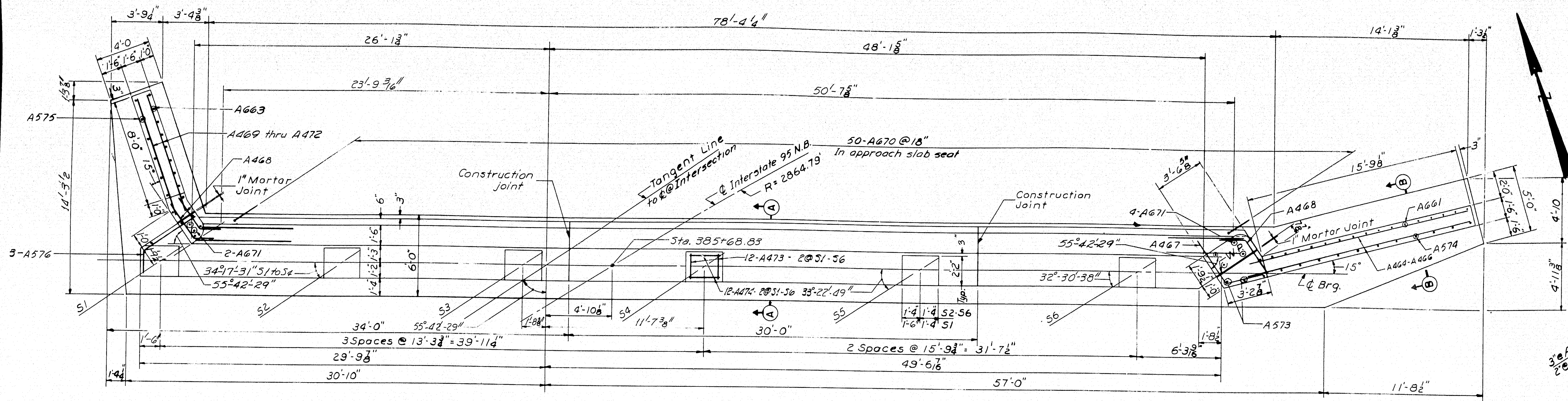


ELEVATION
4" = 1'-0"



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



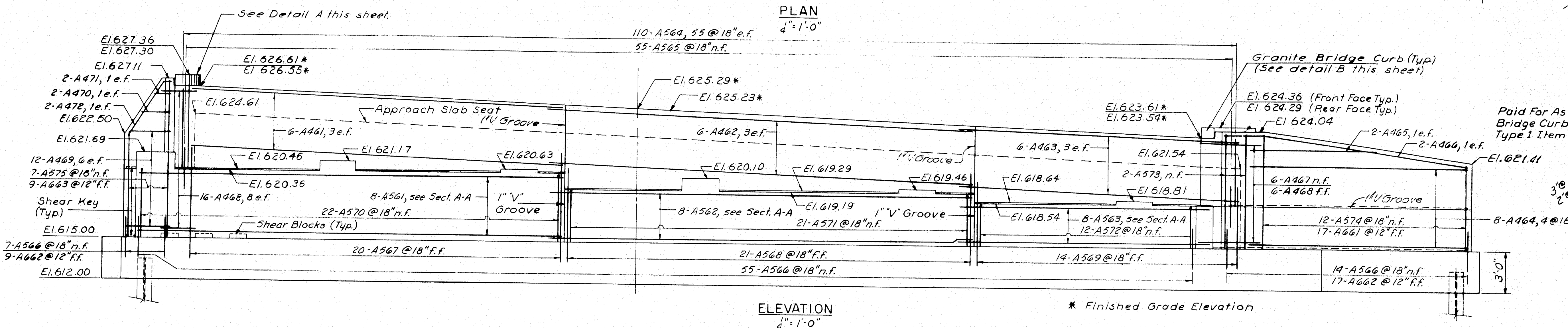
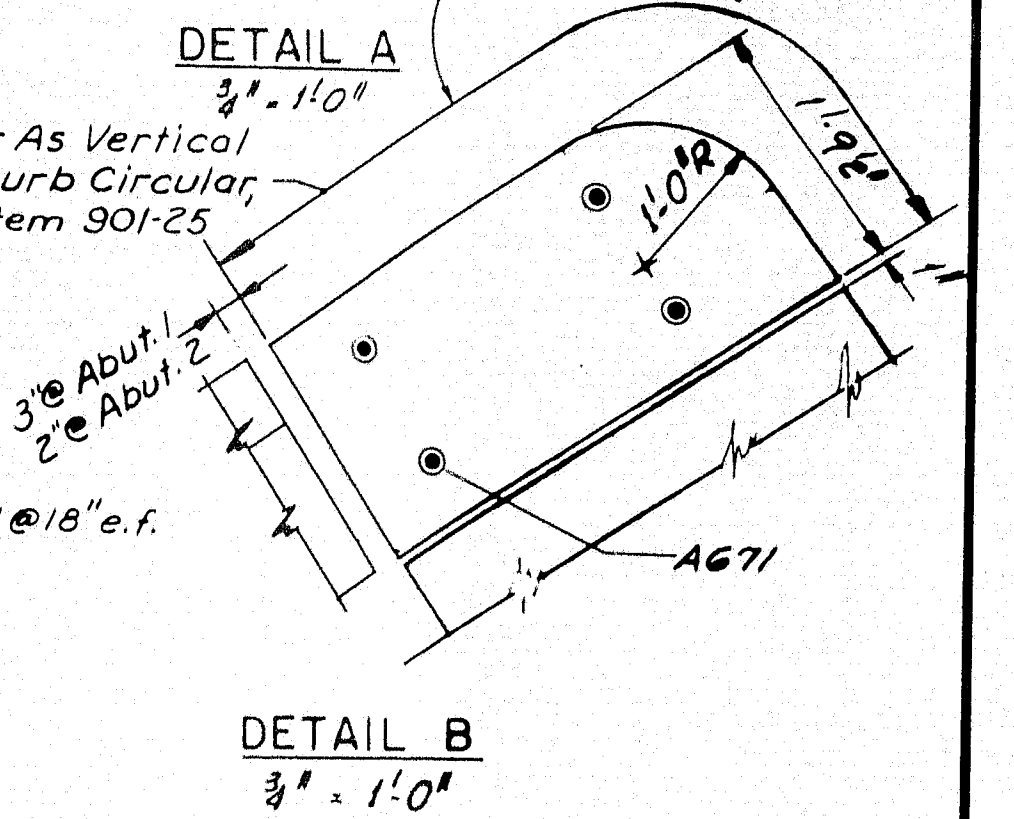
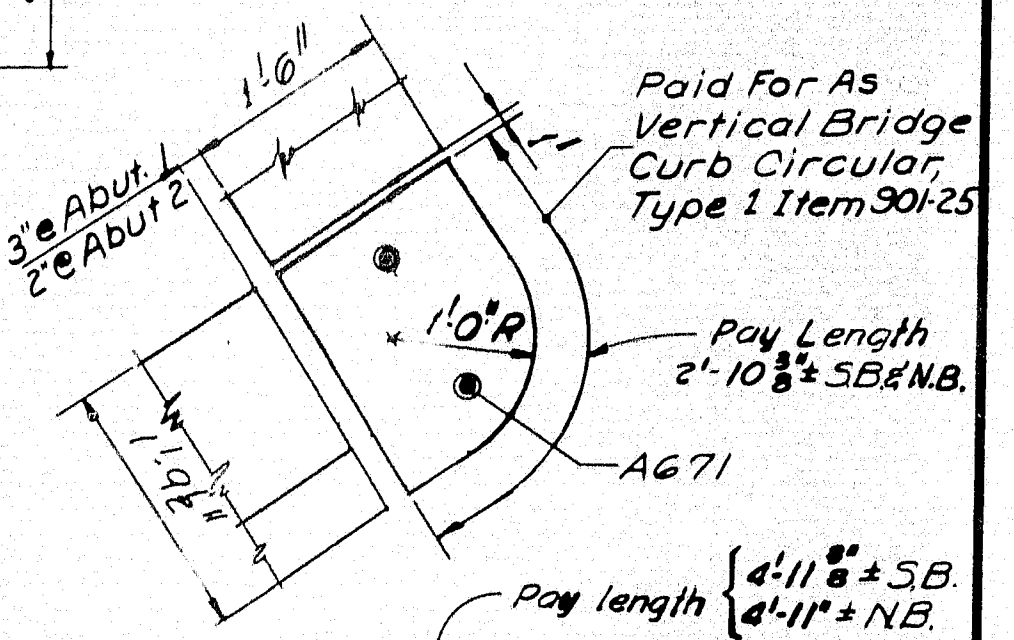


NOTES:

Grout A671 bars into 1 1/2" holes in stone prior to setting stone on backwall. Drill 1 1/2" holes in backwall to suit A671 bars.

Payment for drilling for and grouting of A671 bars to be included in the price for Item 705-14, Reinforcing Steel, Placing.

Granite blocks shall be placed in position after or at the same time as curb on bridge is positioned.



PILE NOTES:

1. Indicates Vertical Piles.

2. Indicates Battered Piles, battered 3:12 in direction of arrow.

3. All piles 10BP42 with 37 ton capacity.

4. Estimated Pile Length 25'.

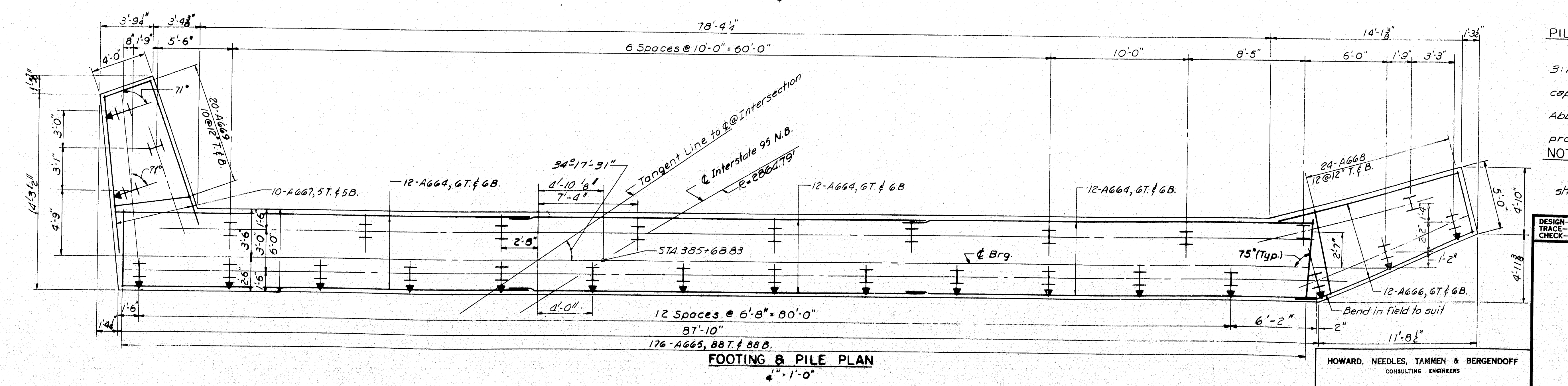
Abutment No. 1, 25' Abutment No. 2.

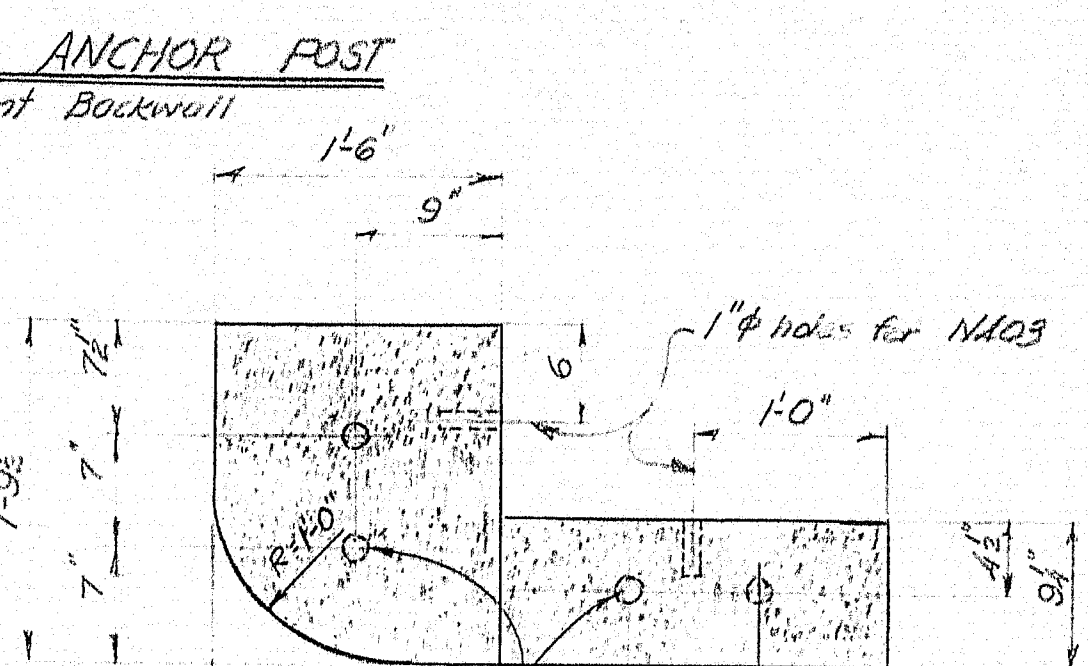
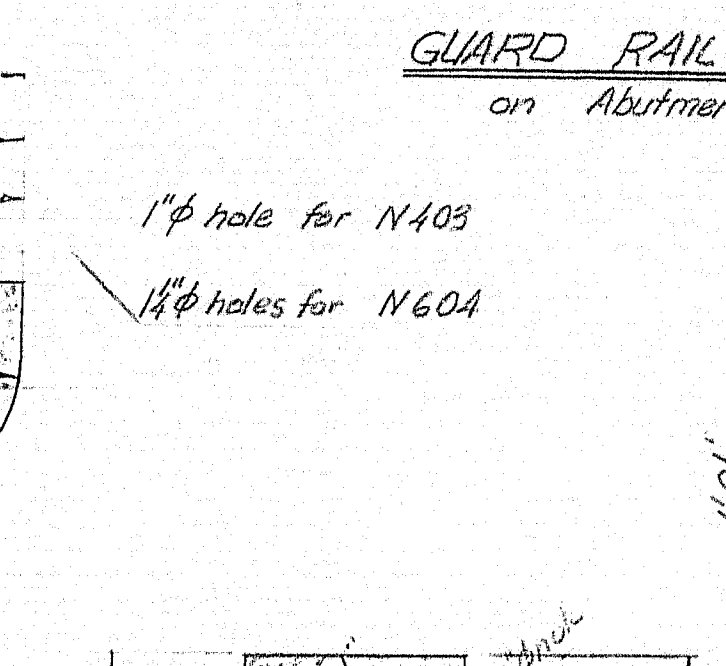
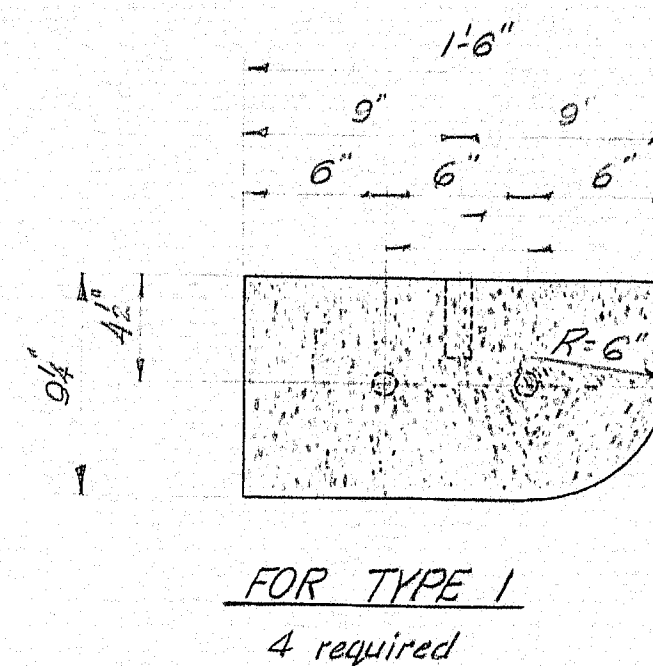
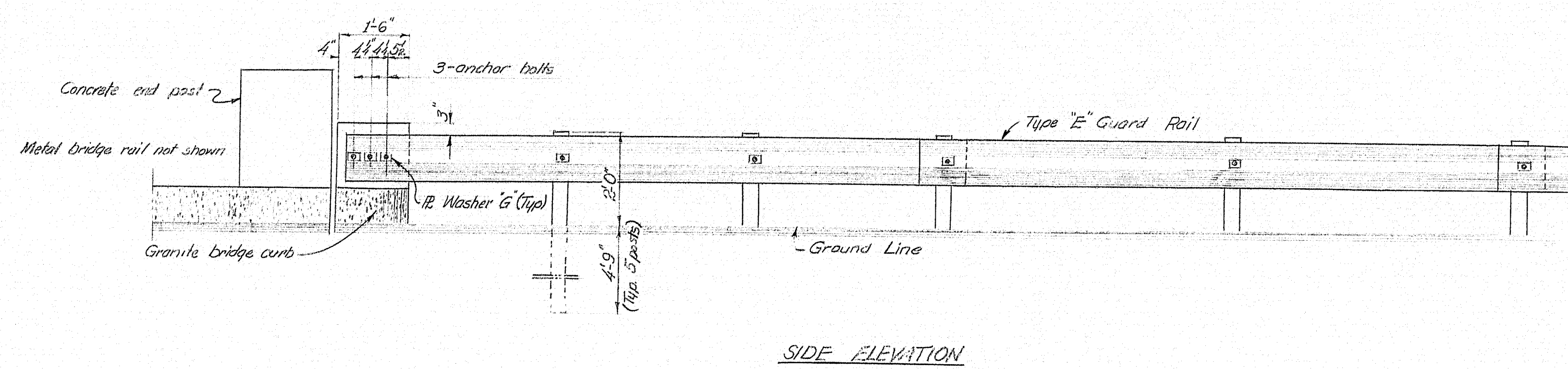
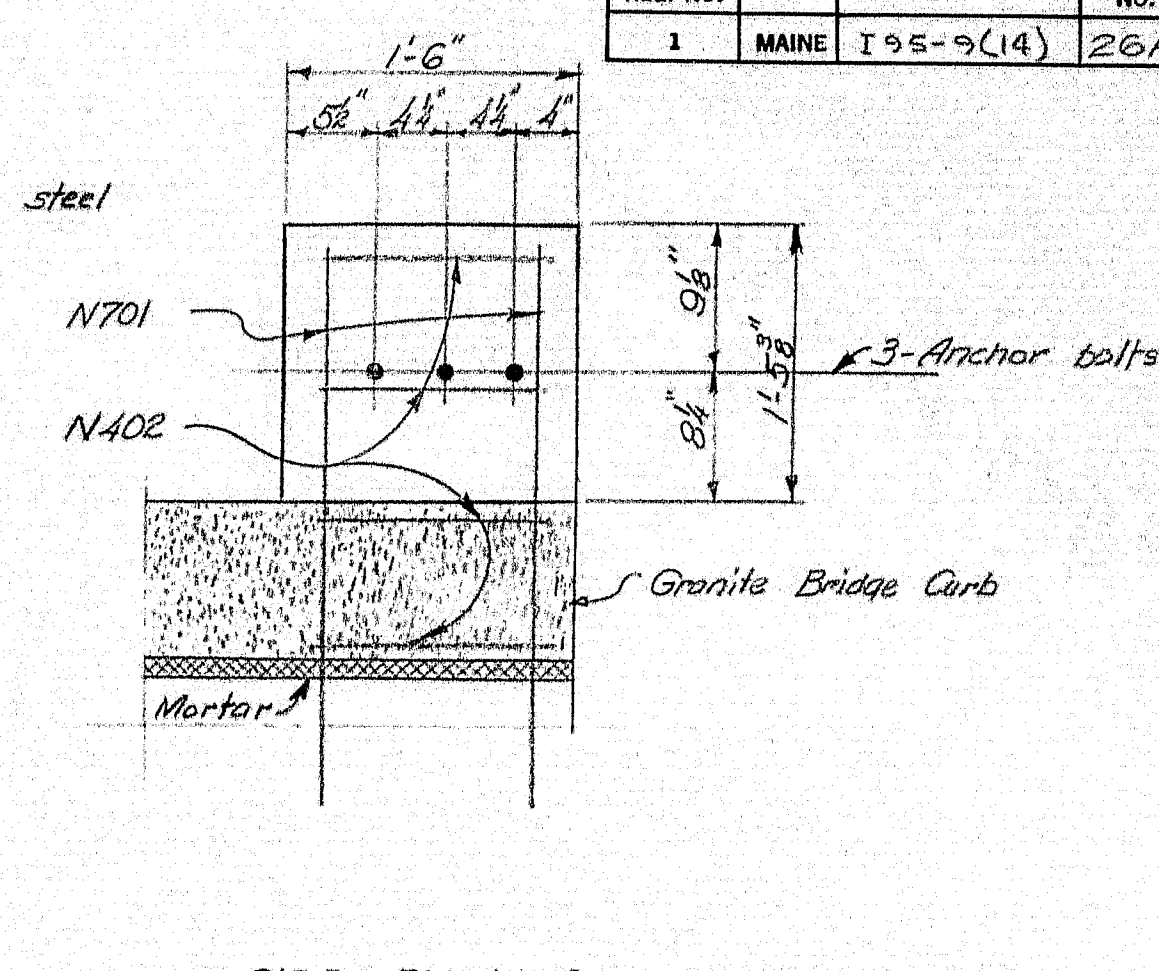
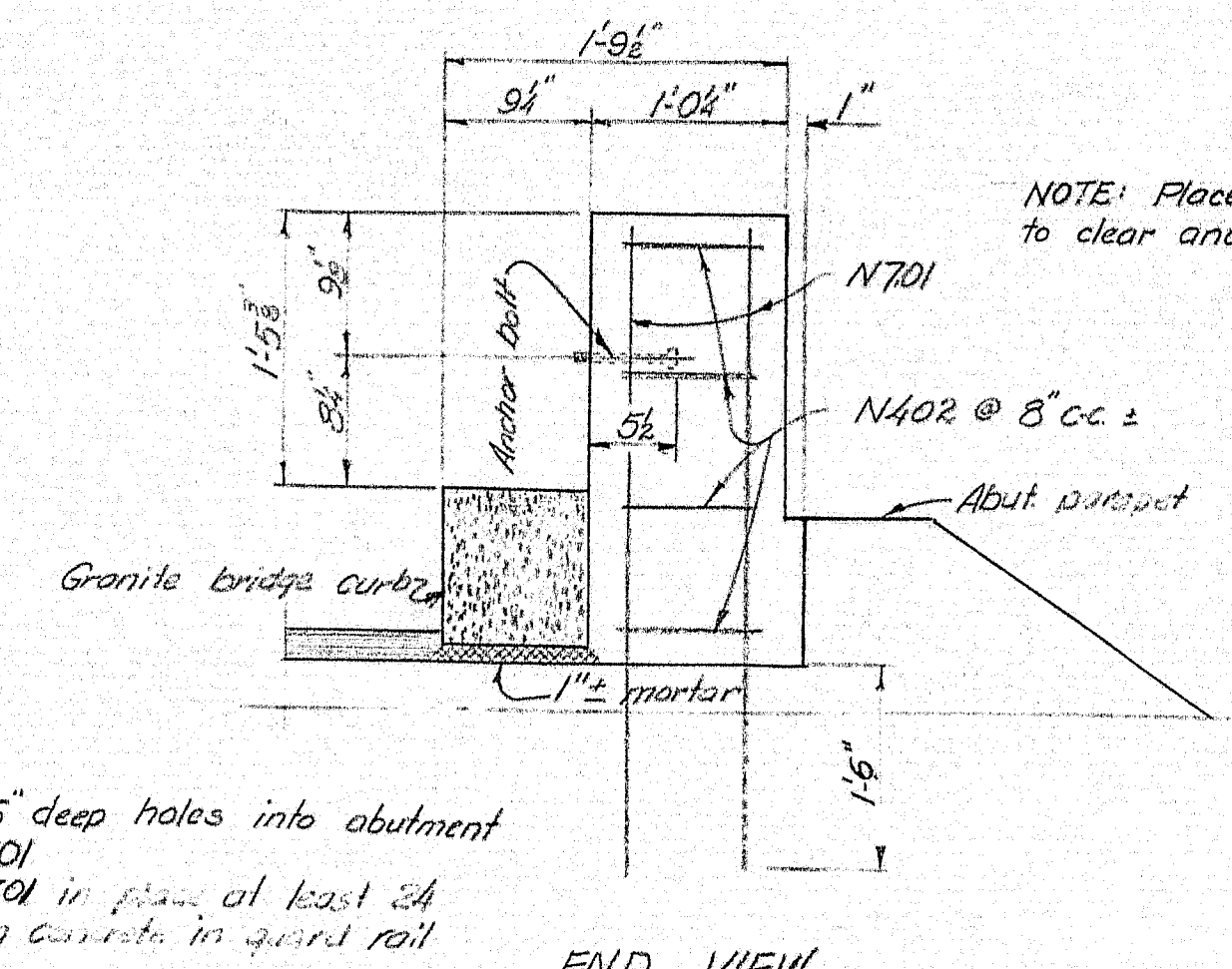
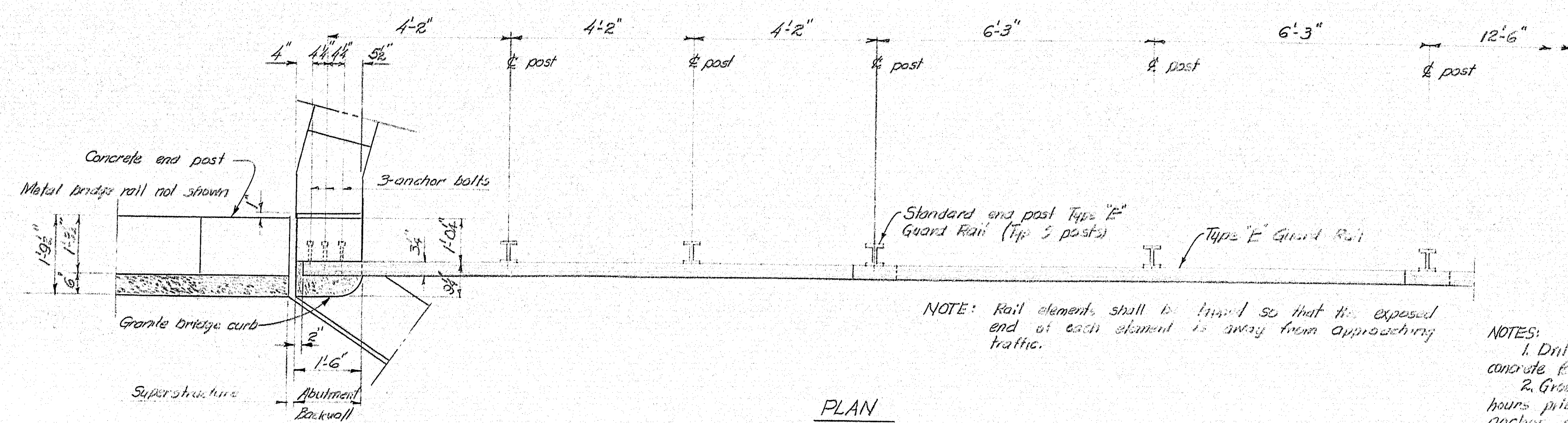
5. Piles shall be driven to ledge or practical refusal to develop end bearing.

NOTES:

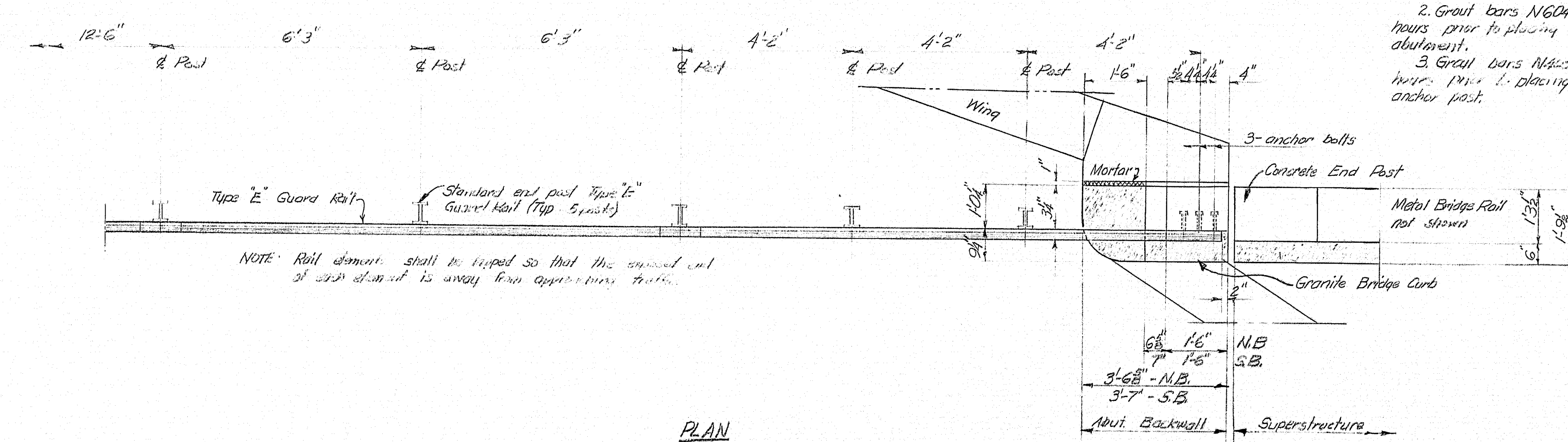
1. For General Notes see sheet No. 5.

2. For Section A-A and B-B see sheet 7.





NOTES:
1. Drill 1 1/2" holes into abutment concrete 12" deep to fit bars N604.
2. Grout bars N604 into granite at least 24 hours prior to placing in grout-filled holes in abutment.
3. Grout bars N403 into granite at least 24 hours prior to placing concrete in guard rail anchor post.



REINFORCING STEEL

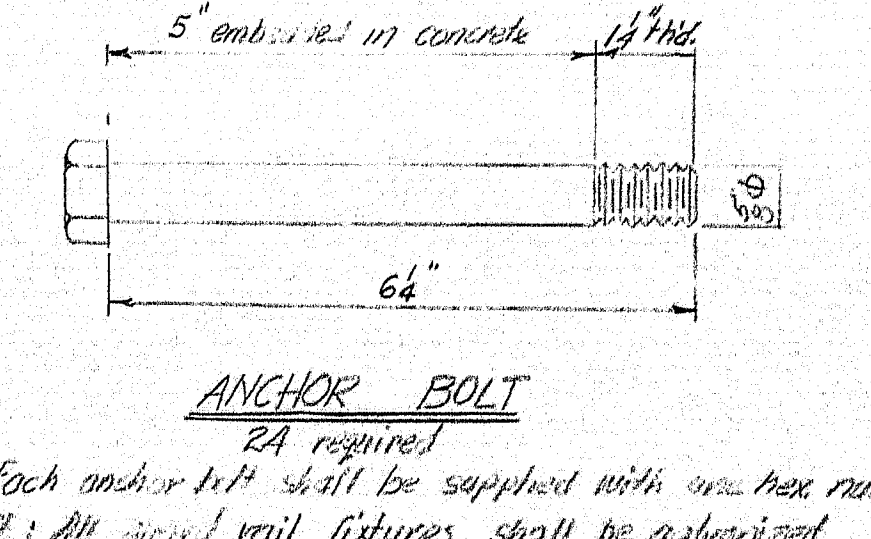
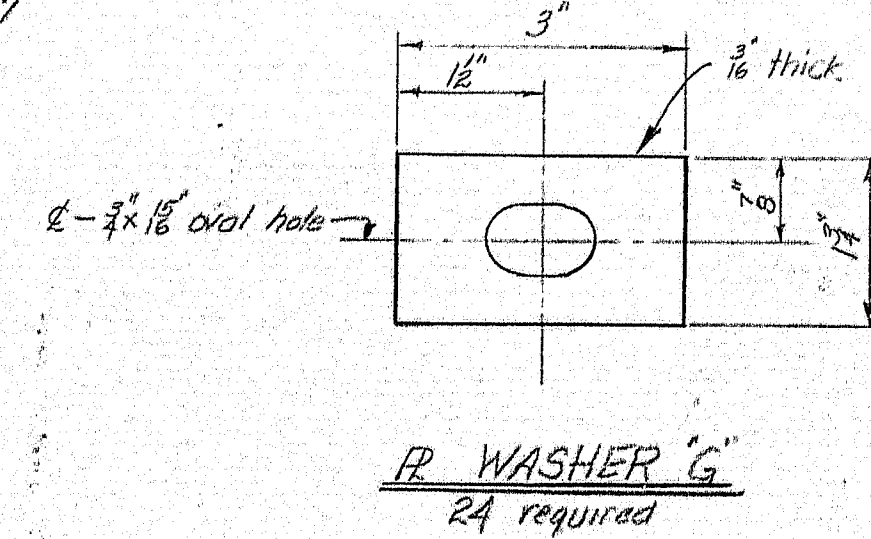
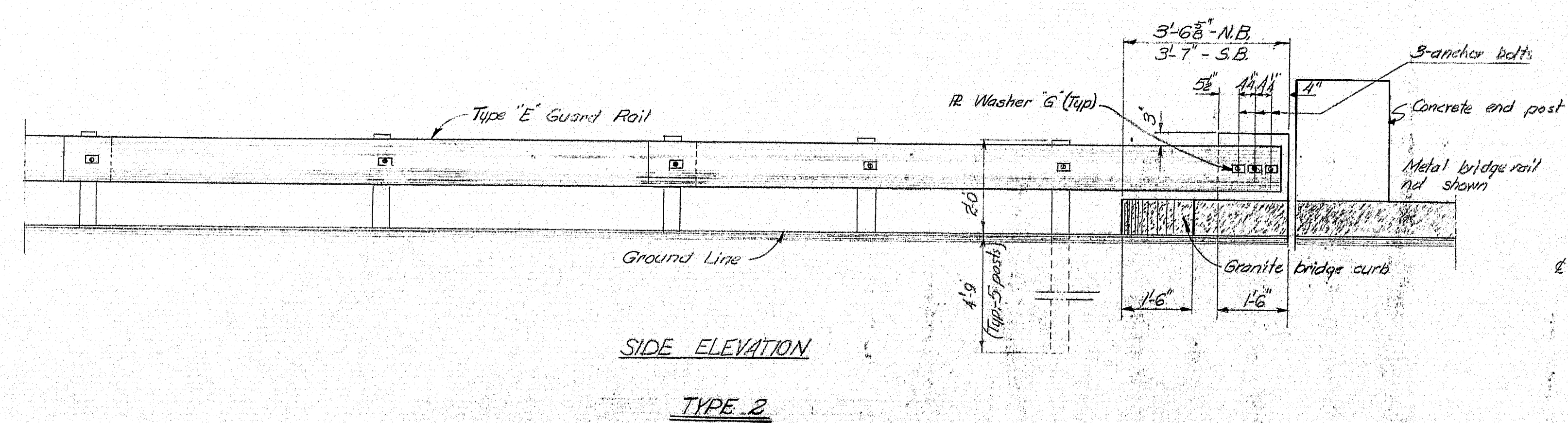
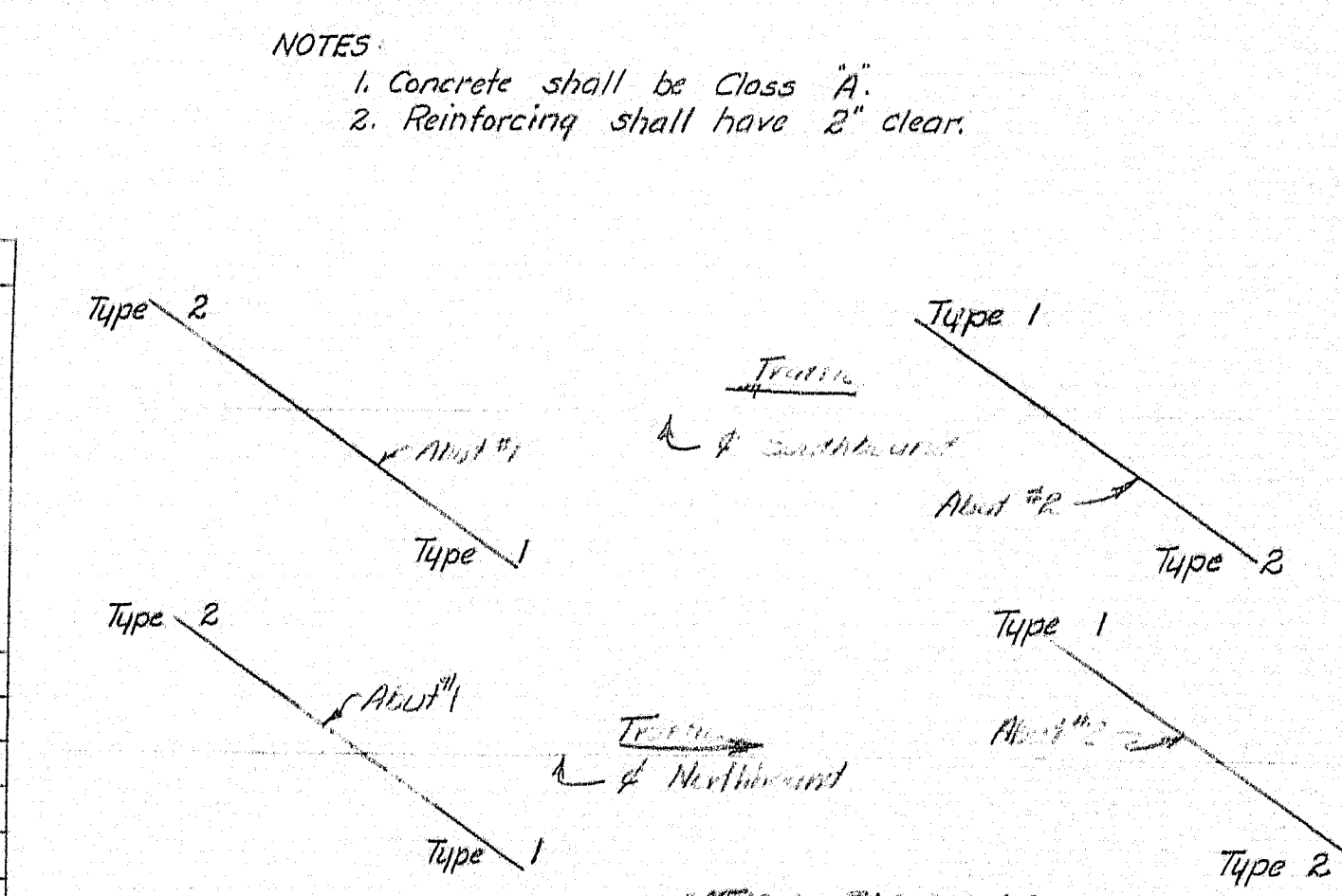
NOTE: Reinforcing steel shall be intermediate grade.

All dimensions to 1/8" bars.

MARK	SIZE	NO.	LENGTH	LOCATION
N402	#4	32	4'-2"	Guard rail anchor post
N403	#4	12	6'-1"	Granite bridge curb
N701	#7	32	3'-8"	Guard rail anchor post
N604	#6	24	1'-0"	Granite bridge curb

STRAIGHT BAR

MARK	SIZE	NO.	LENGTH	LOCATION
N402	#4	32	4'-2"	Guard rail anchor post
N403	#4	12	6'-1"	Granite bridge curb



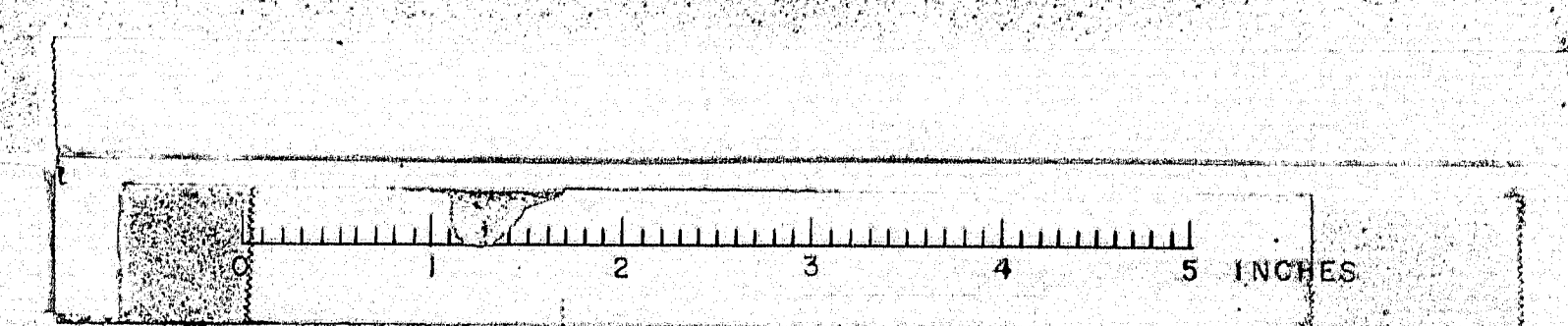
DESIGN - F. S. Foster
TRACE - M. J. May
CHECK - J. CHANDLER

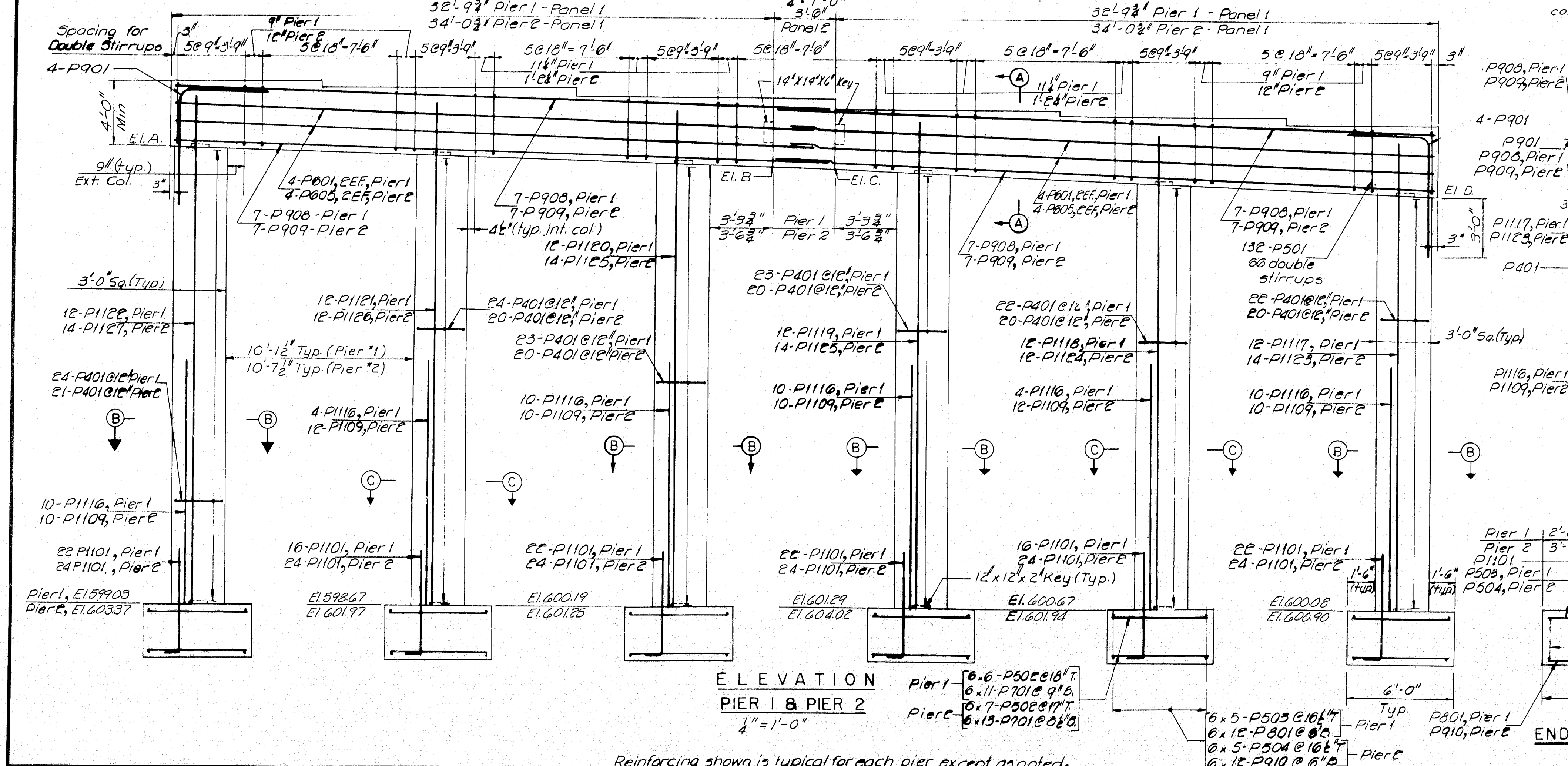
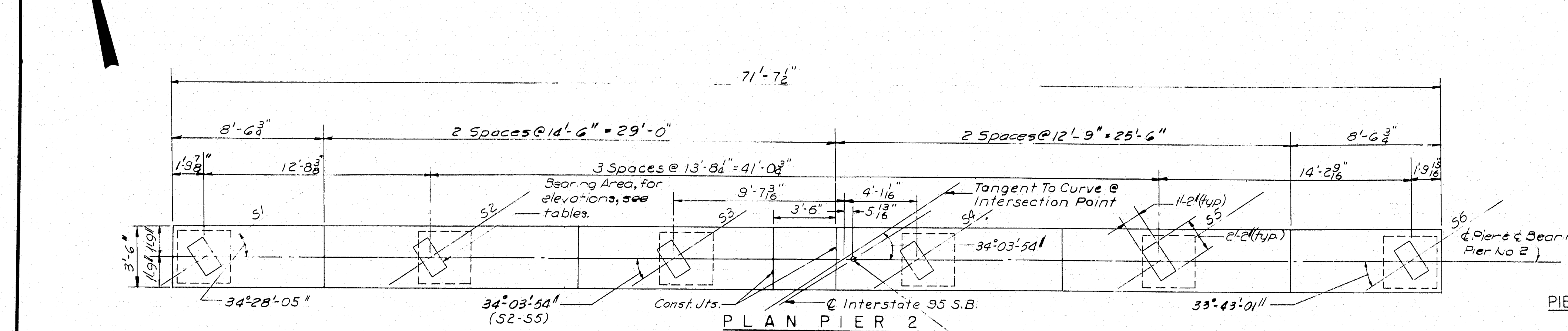
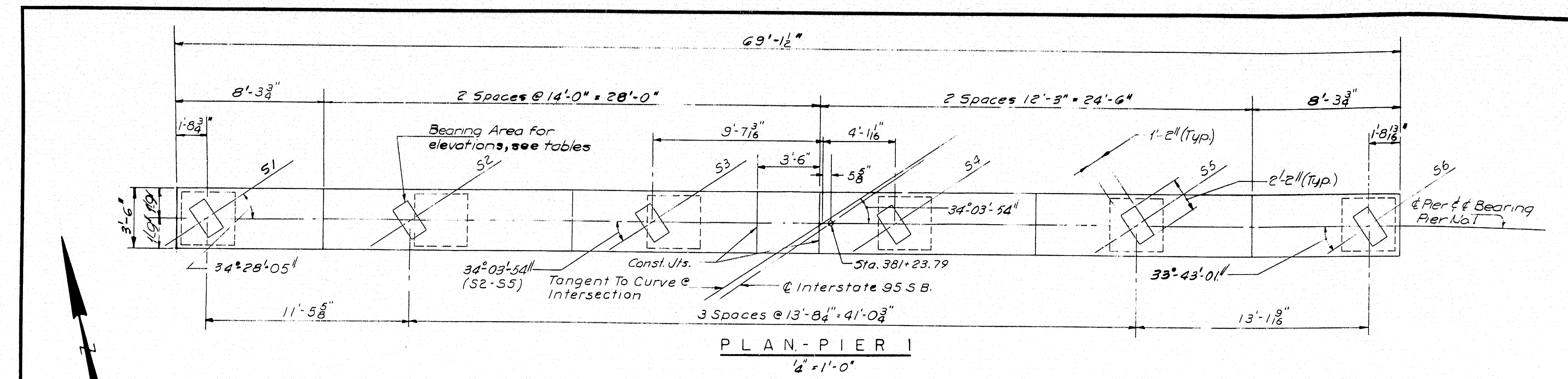
BRIDGE NO. 195-9(14)
SURVEY - PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
US ROUTE 2
IN THE TOWN OF
SMYRNA
ARROSTOOK COUNTY
GUARD RAIL ANCHORAGE

SHEET 8A OF 18 AUGUSTA, MAINE APRIL 1966

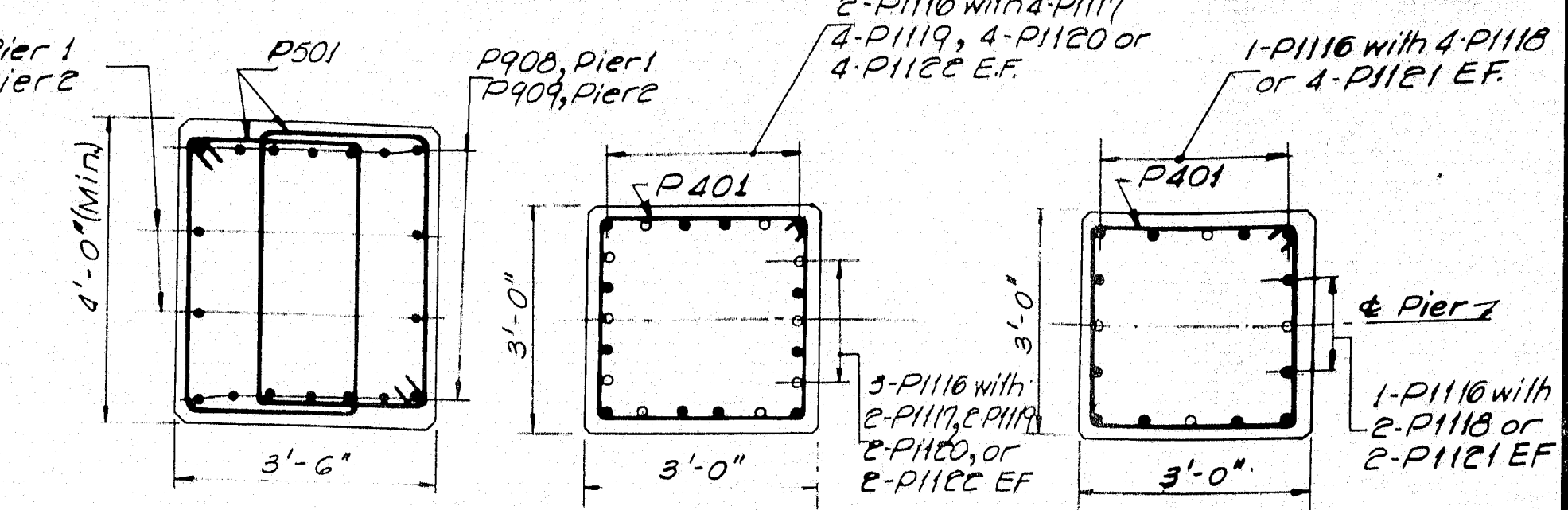
M-2230



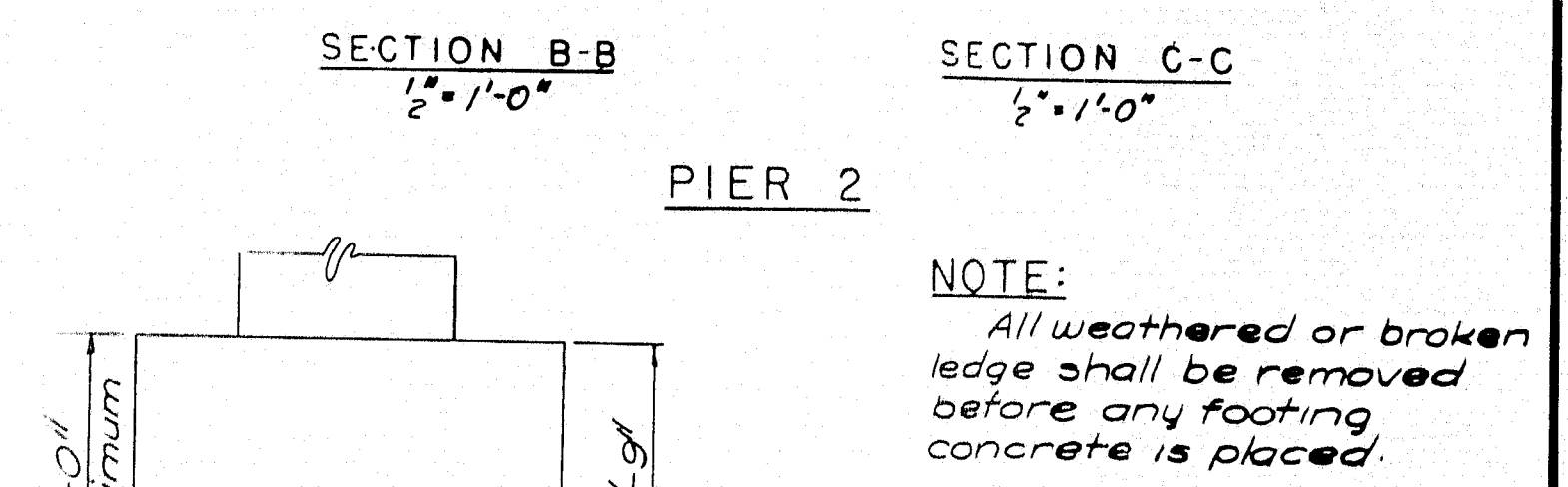


BEAM	PIER 1	PIER 2
S 1	626.78	625.38
S 2	626.41	624.97
S 3	625.97	624.53
S 4	625.59	624.10
S 5	625.09	623.66
S 6	624.66	623.20

	A	B	C	D
PIER 1	622.62	621.53	621.41	620.32
PIER 2	621.17	620.08	619.96	618.87

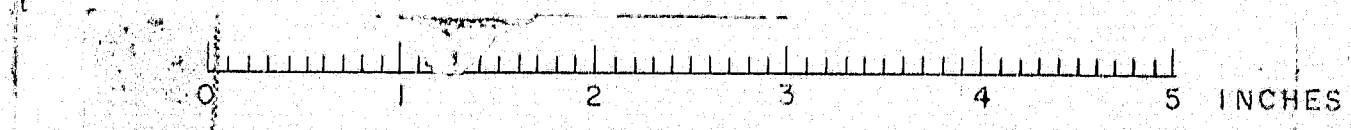


PIER CAP PLACING SEQUENCE
Place Panels 1 first. Panel 2 shall be placed not less than 30 days after completion of Panels 1.



NOTES:
1. Dress bearing areas 1" larger all around than masonry plates to exact elevations shown.
2. Reinforcing steel to have 2" minimum cover, unless otherwise shown, except 3" cover for footing.
3. Maximum Footing Pressures:
Pier No. 1
Group I - 5.4 Tons/sq ft
Group II - 5.4 Tons/sq ft
Pier No. 2
Group I - 5.4 Tons/sq ft
Group II - 5.4 Tons/sq ft
4. et. denotes each face
5. Top of footing elevation may be altered to suit field conditions. No change in top of footing elevations greater than two feet shall be made without approval of the Consulting Engineer.
6. Place reinforcing to clear anchor bolts.

DESIGN - E.F.K. DETAIL - J.R.A.
BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95 SB
OVER
U.S. ROUTE 2
IN THE TOWN OF
SMYRNA
ARROOSTOOK COUNTY
PIERS
SHEET 9 OF 18 AUGUSTA, MAINE MARCH 1965



PEDESTALS
 12-EPC2 Required
 6-EPC0 Required
 6-FPC4 Required

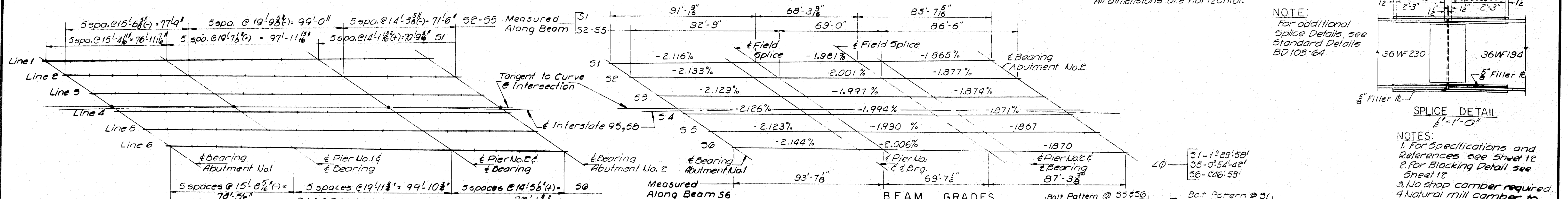
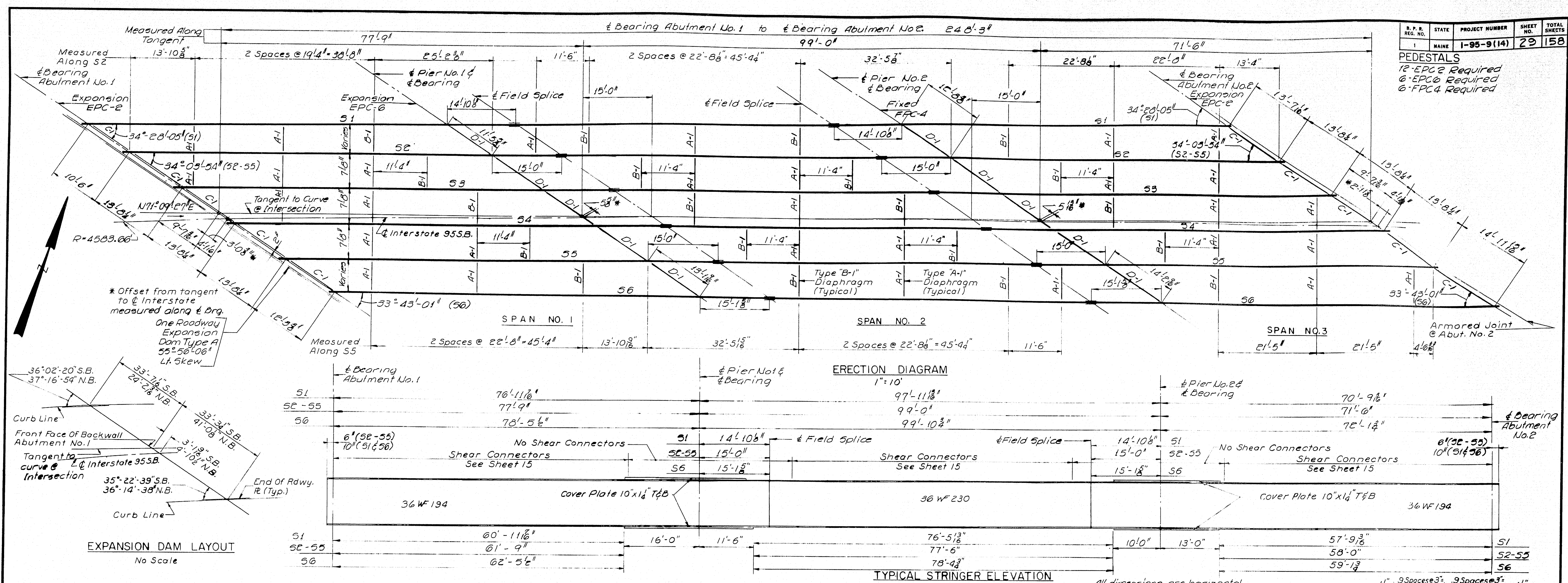


DIAGRAM OF BLOCKING POINTS

72'-14"

BOTTOM OF SLAB ELEVATIONS AT BLOCKING POINTS

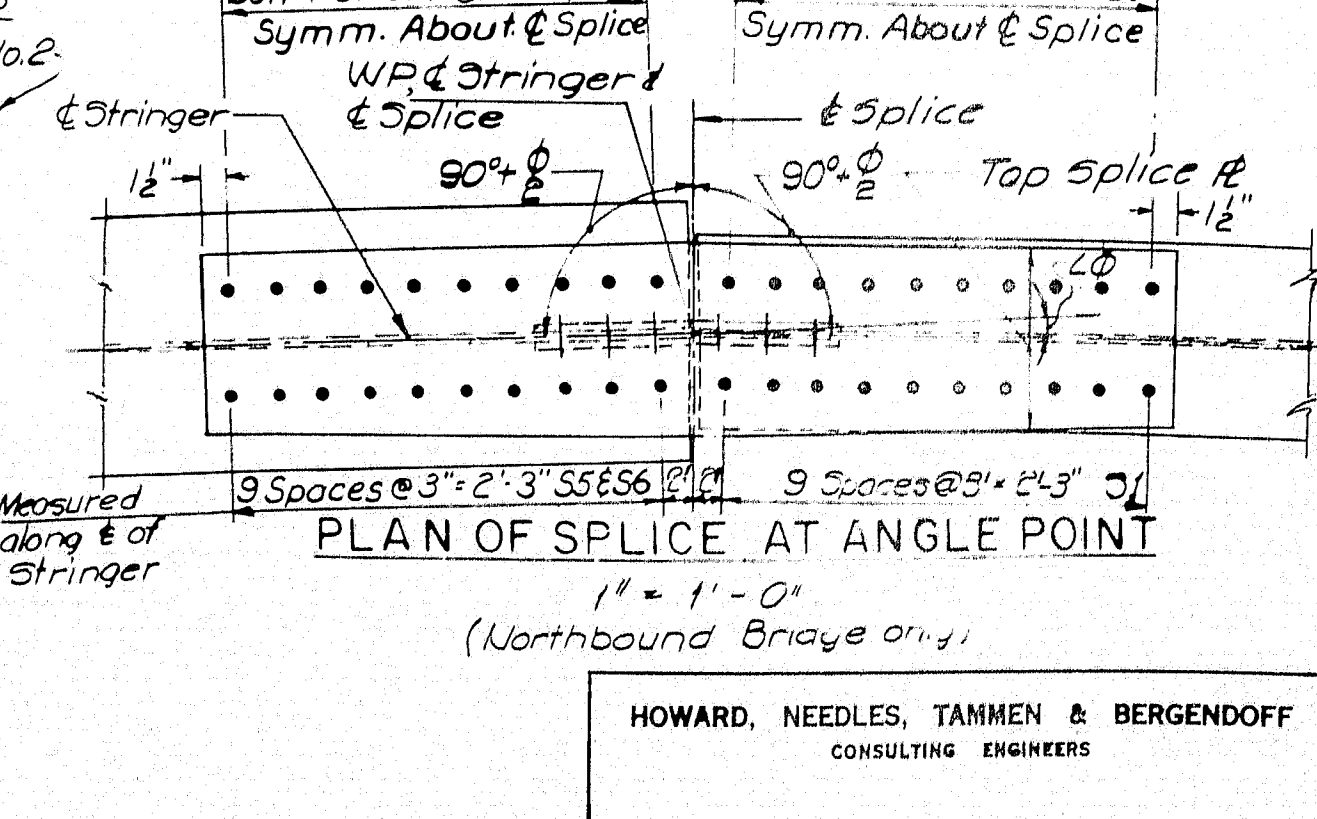
		SPAN NO. 1					SPAN NO. 2					SPAN NO. 3				
S-1	4 Brg. About No.1	15' 4 1/2"	30' 9 3/8"	46' 8 1/8"	61' 6 3/8"	4 Pier No.1	19' 7 1/2"	39' 2 1/2"	58' 9 1/2"	78' 4 3/8"	4 Pier No.2	14' 1 1/2"	28' 3 3/8"	42' 5 1/2"	56' 7 3/8"	4 Brg. About No.2
S-6		15' 8 3/8"	31' 4 5/8"	47' 0 7/8"	62' 9 1/8"		19' 11 3/8"	39' 4 1/2"	59' 1 1/4"	79' 4 1/4"		14' 5 1/8"	28' 4 0 3/8"	43' 3 7/8"	57' 0 5/8"	
S2-S5		15' 6 3/8"	31' 1 1/8"	46' 7 7/8"	61' 6 1/2"		19' 9 3/8"	39' 3 7/8"	59' 4 1/8"	79' 2 3/4"		14' 3 3/8"	28' 3 7/8"	42' 10 1/8"	57' 0 1/8"	
Line 1	633.07	632.78	632.48	632.16	631.82	631.50	631.18	630.81	630.42	629.98	629.55	629.29	629.01	628.73	628.47	628.18
Line 2	632.73	632.45	632.15	631.81	631.46	631.18	630.77	630.42	630.03	629.58	629.14	628.87	628.61	628.34	628.05	627.74
Line 3	632.48	632.00	631.70	631.37	631.02	630.69	630.35	629.95	629.59	629.14	628.70	628.43	628.17	627.90	627.61	627.31
Line 4	631.84	631.56	631.26	630.93	630.58	630.24	629.89	629.54	629.15	628.71	628.27	627.99	627.73	627.47	627.18	626.87
Line 5	631.40	631.12	630.82	630.49	630.14	629.80	629.45	629.10	628.71	628.27	627.83	627.55	627.30	627.03	626.74	626.44
Line 6	631.00	630.71	630.40	630.07	629.72	629.35	629.01	628.64	628.24	627.80	627.37	627.11	626.85	626.58	626.28	625.98

DEAD LOAD DEFLECTION TABLE

The diagram illustrates a continuous beam structure over three spans, labeled SPAN NO. 1, SPAN NO. 2, and SPAN NO. 3. The beam is supported by four piers: Pier No. 1, Pier No. 16, Pier No. 22, and Pier No. 23. The spans are defined by these piers. The beam is subjected to a uniformly distributed load, represented by a series of downward-pointing arrows along its length. The deflection curve is shown as a smooth, continuous line below the beam, indicating the downward displacement under the load. The load is applied at intervals of 0.2L, 0.4L, 0.6L, 0.8L, and 1.0L from each pier. The deflection is measured at these same intervals. The diagram also shows the bearing abutments at the ends of the beam.

	SPAN NO. 1					SPAN NO. 2					SPAN NO. 3				
	0.2L	0.4L	0.6L	0.8L	1.0L	0.2L	0.4L	0.6L	0.8L	1.0L	0.2L	0.4L	0.6L	0.8L	1.0L
S 1	.52	.73	.94	1.15	1.36	.70	1.46	1.49	.75	.23	.27	.42	.31		
S2-S5	.06	.94	.73	.25	.60	1.42	1.45	.72	.10	.42	.58	.42	.10		
S6	.01	.88	.70	.26	.52	1.13	1.14	.54	.22	.62	.79	.55	.22		

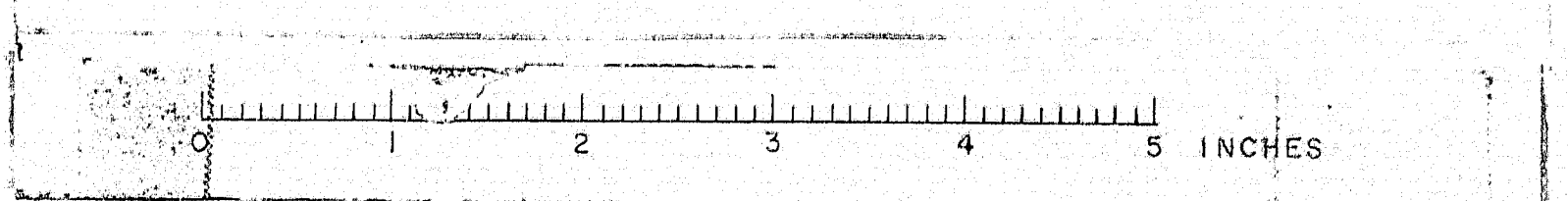
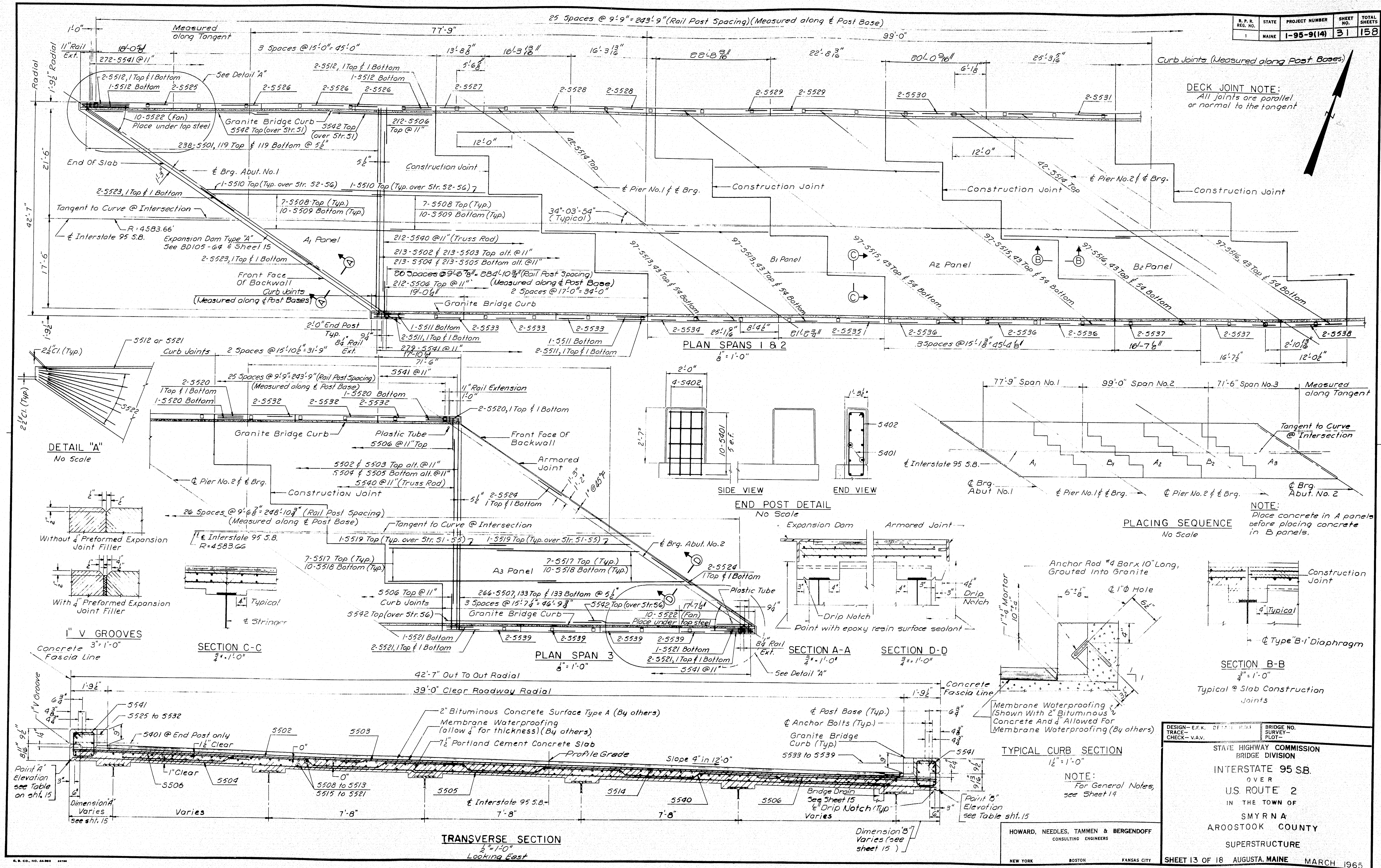
DEAD LOAD DEFLECTION TABLE
ALL DEFLECTIONS IN INCHES

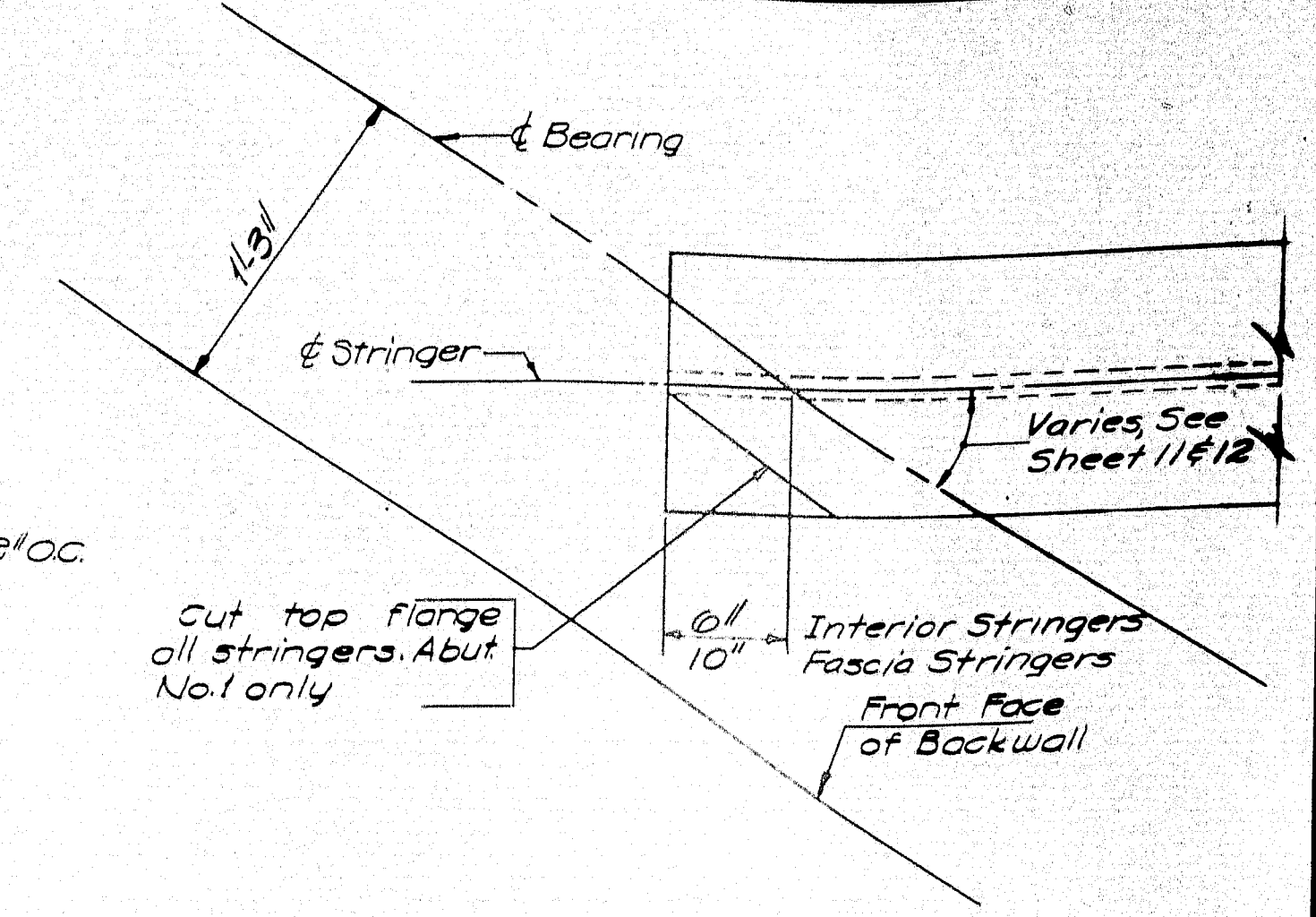
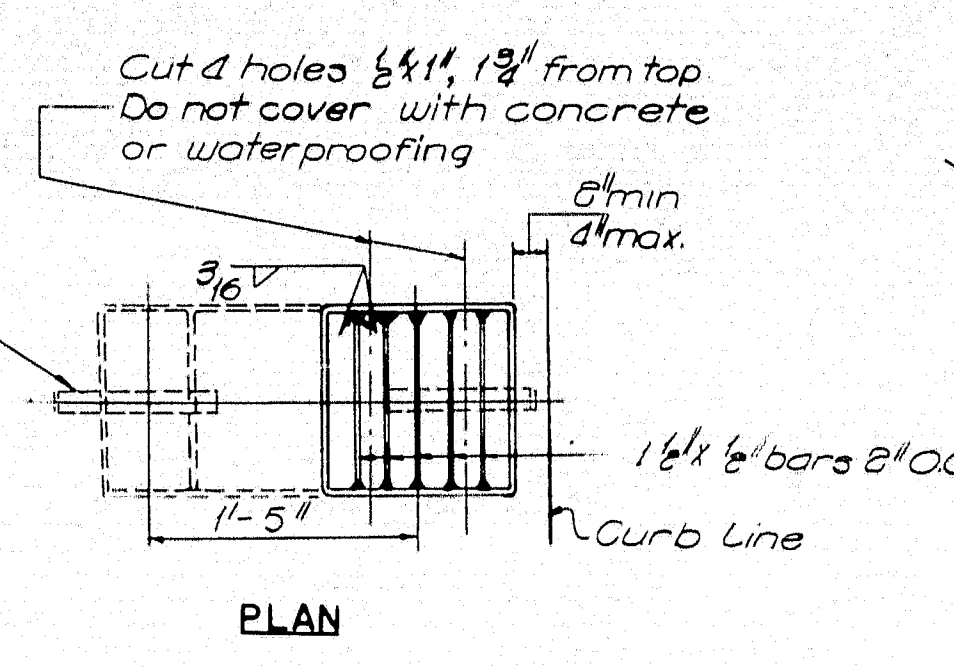
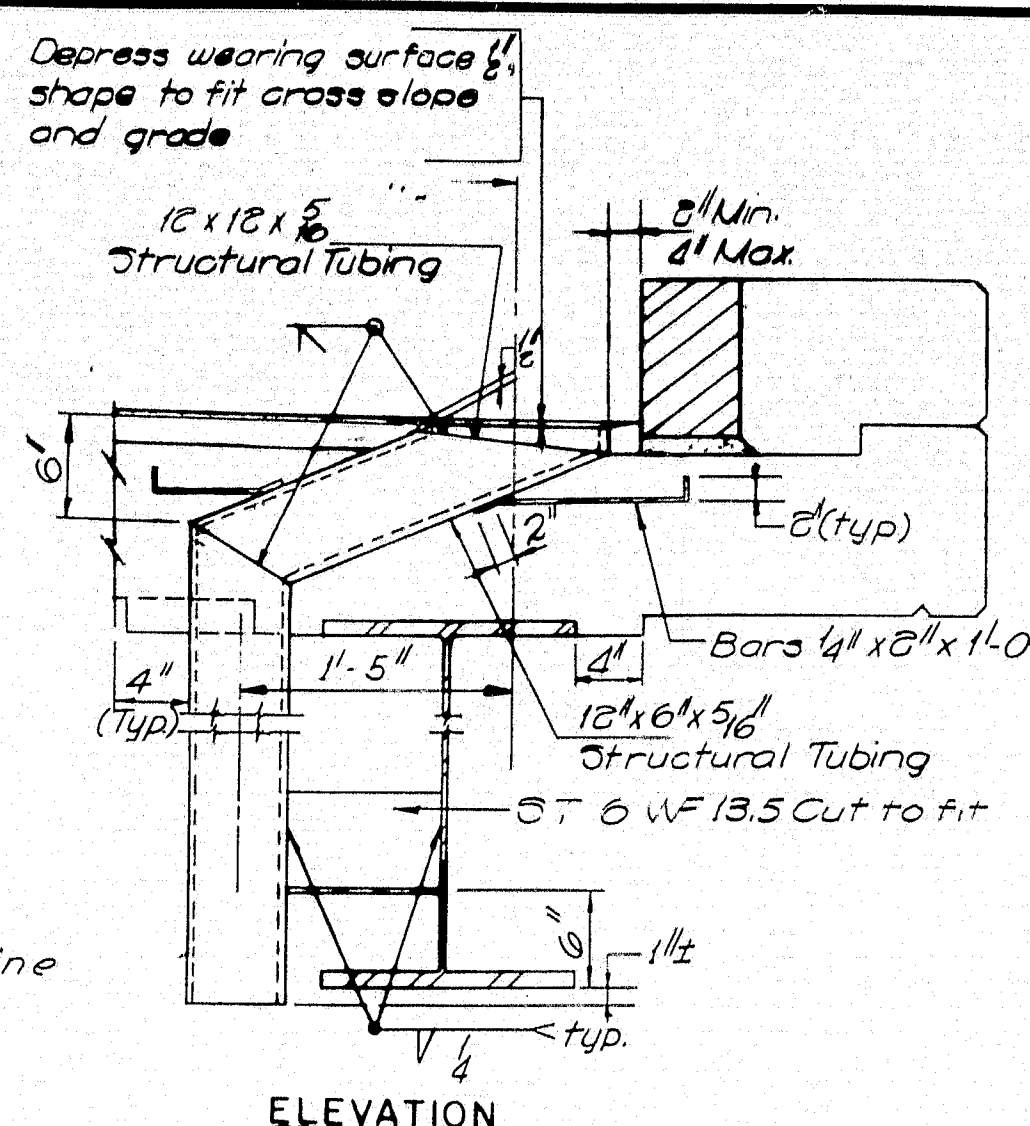
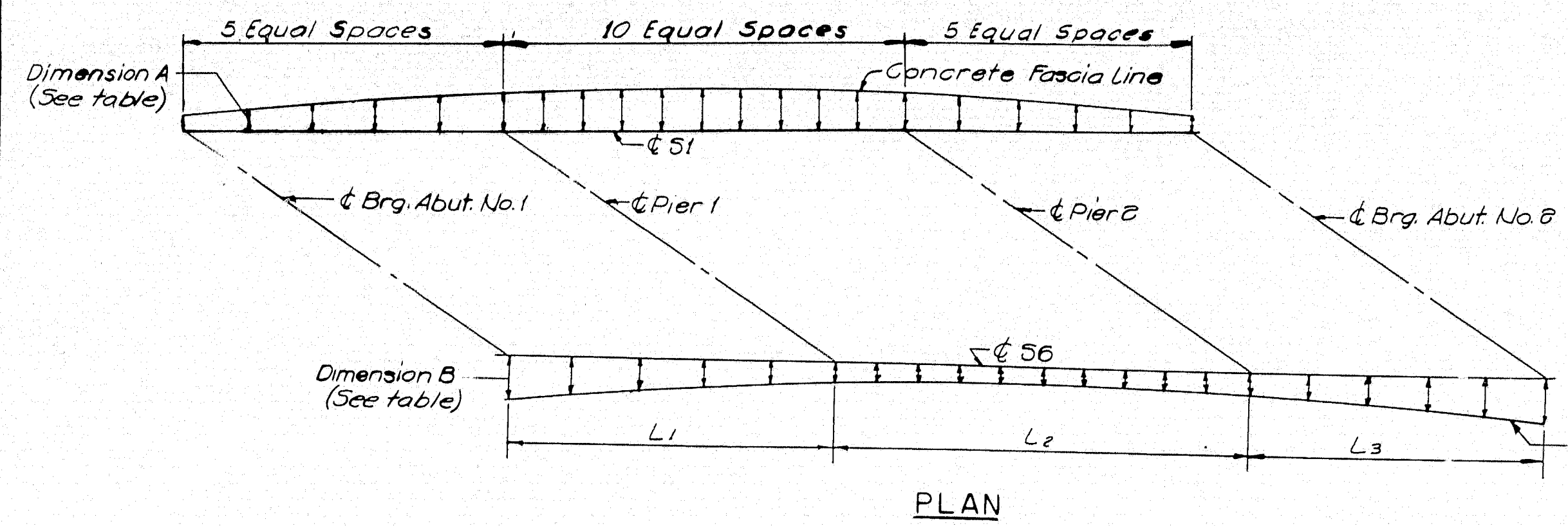


DESIGN - E.F.K. DETAIL DAT
 TRACE - P.R.N.
 BRIDGE NO. SURVEY - PLOT -
 STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
 INTERSTATE 95 SB
 OVER
 U.S. ROUTE 2
 IN THE TOWN OF
 SMYRNA
 AROOSTOOK COUNTY
 STRUCTURAL STEEL & BLOCKING
 SHEET 11 OF 18 AUGUSTA, MAINE MARCH 1965

M-2233 SMYRNA(14)

R. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-9(14)	31	158





BRIDGE DRAIN NOTES

1. Two bridge drains south side Span 1 & Span 3.
2. Drains shall be placed so they are at least 10'-0" from piers. Exact position to be determined in field.
3. For approximate location of drains, see Sheet 2.

BRIDGE DRAIN TYPE B
11-11011

EXPANSION DAM DIMENSIONS									
#K	L	G	H	$K \pm 45^\circ$	$G \pm 45^\circ$	M	N	P	Q
1-2"	8 $\frac{5}{8}$ "	2 $\frac{3}{8}$ "	3 $\frac{5}{8}$ "	1-4"	2 $\frac{1}{8}$ "	10"	4"	1 $\frac{1}{2}$ "	25"

For location of dimensions see Standard Detail BD 105-64.

END OF BEAM DETAIL
161-1401

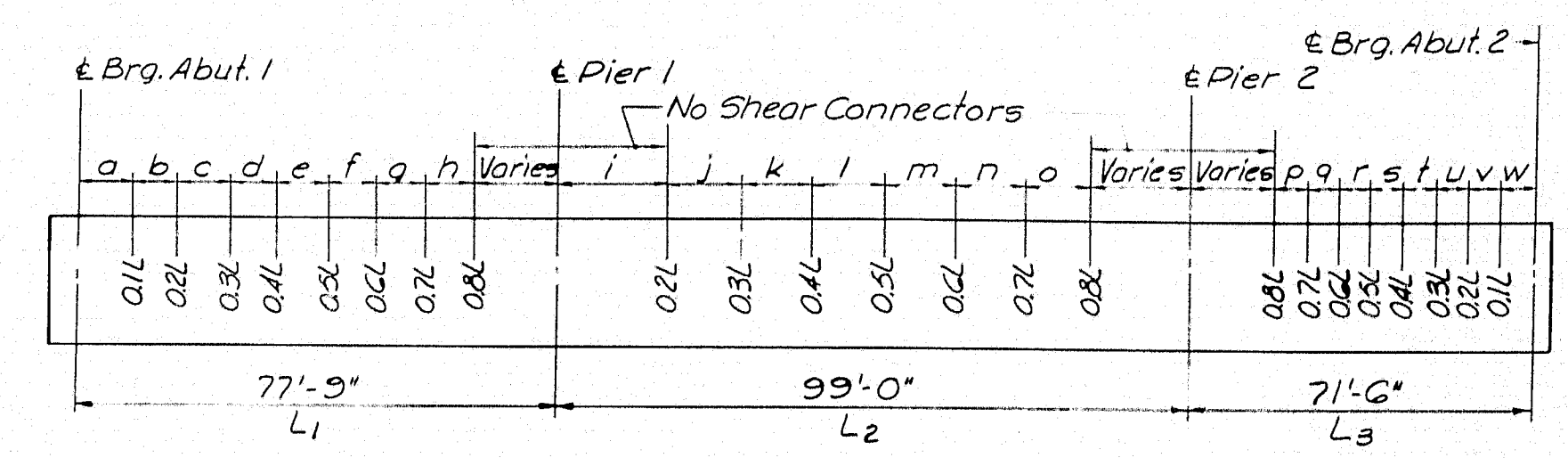
LOC.	2 STUDS 5" x 7/8"	SPIRALS 5" x 5/8"
a	21e4½, 7° 10½	D17e5½, 7° 9½
b	19e5° = 7° 11½	D13e5e½, 7° 12½
c	14e6½ = 7° 7½	D12e5e, 8° 0°
d	12e8½, 8° 0°	S19e5°, 7° 11½
e	11e9°, 8° 3½	S17e5½, 7° 9½
f	13e9°, 7° 7½	S19e4½, 8° 1½
g	17e5½, 7° 9½	D14e7°, 8° 2°
h	19e5° = 7° 11½	D16e5e, 8° 0°
i	19° 1° G	19° 1° G
j	24e5°, 10° 0°	D19e6½, 10° 3½
k	20e6°, 10° 0°	S31e4°, 10° 4°
l	15e8° = 10° 0°	S25e5°, 10° 5°
m	15e8°, 10° 0°	S25e5°, 10° 5°
n	20e6°, 10° 0°	S31e4°, 10° 4°
o	24e5°, 10° 0°	D19e6½, 10° 3½
p	17e5° = 7° 11½	D15e6°, 7° 6°
q	16e5½, 7° 1½	D13e7°, 7° 7°
r	12e7°, 7° 0°	S19e4½, 7° 1½
s	9e9° = 6° 3°	S16e5°, 7° 4°
t	11e8°, 7° 1½	S18e5°, 7° 6°
u	13e6½, 7° 0½	D11e8°, 7° 4°
v	18e5°, 7° 6°	D14e6½, 7° 7°
w	20e4½, 7° 6°	D16e5½, 7° 4°

* Place 1
to Beam &

** All Lops 3'
S = single, D = double

[illegible]

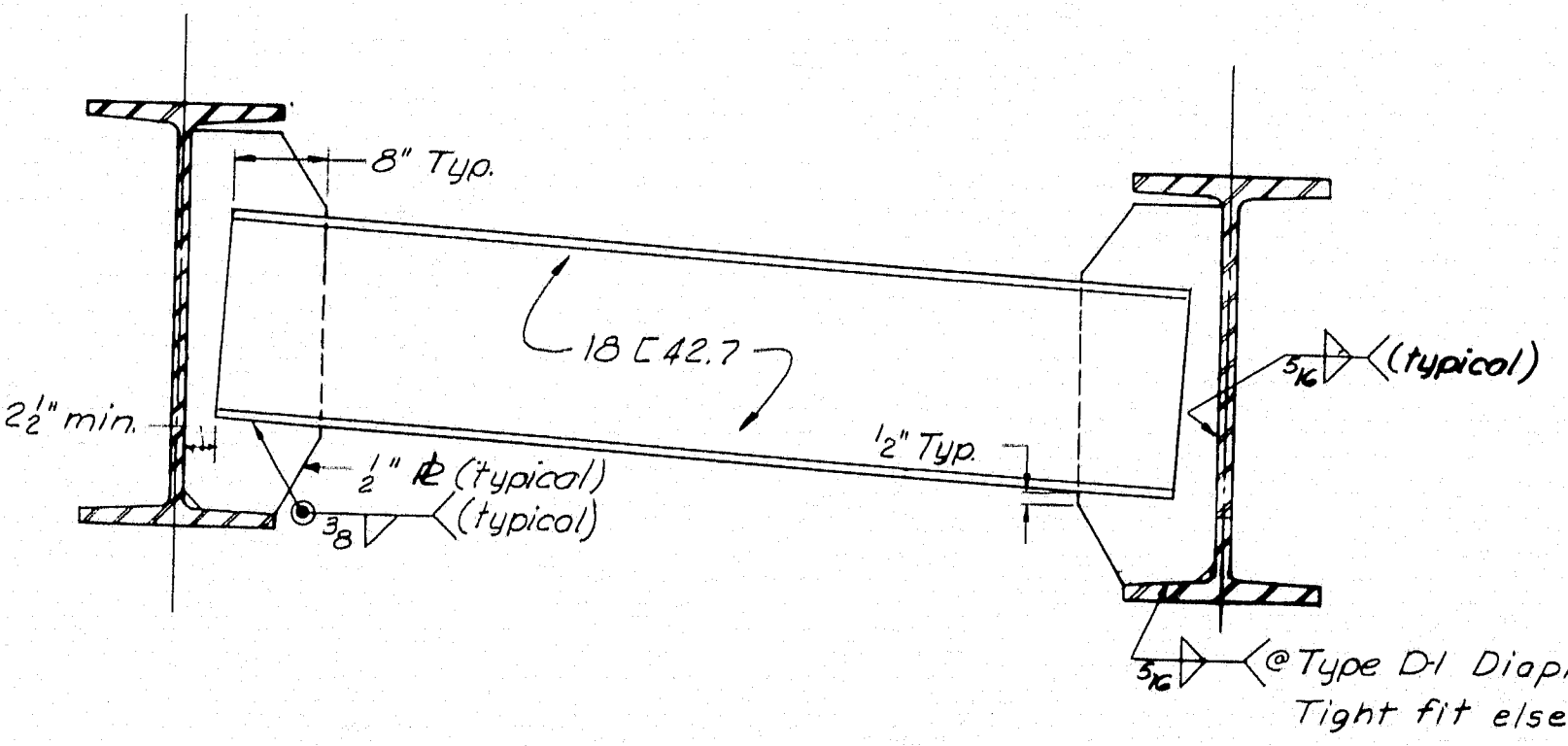
NOTE
For location of Points A & B see Sheet 15 of 16.



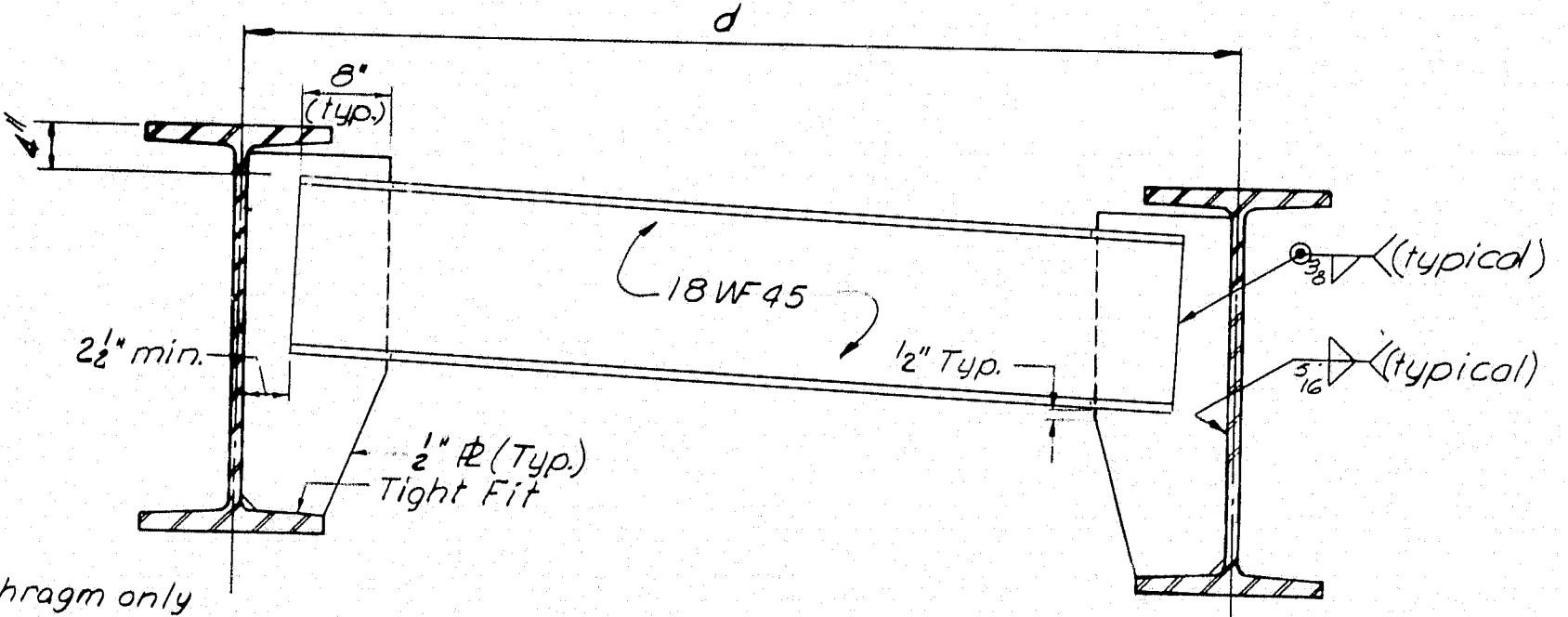
SHEAR CONNECTOR SPACING

NOTE

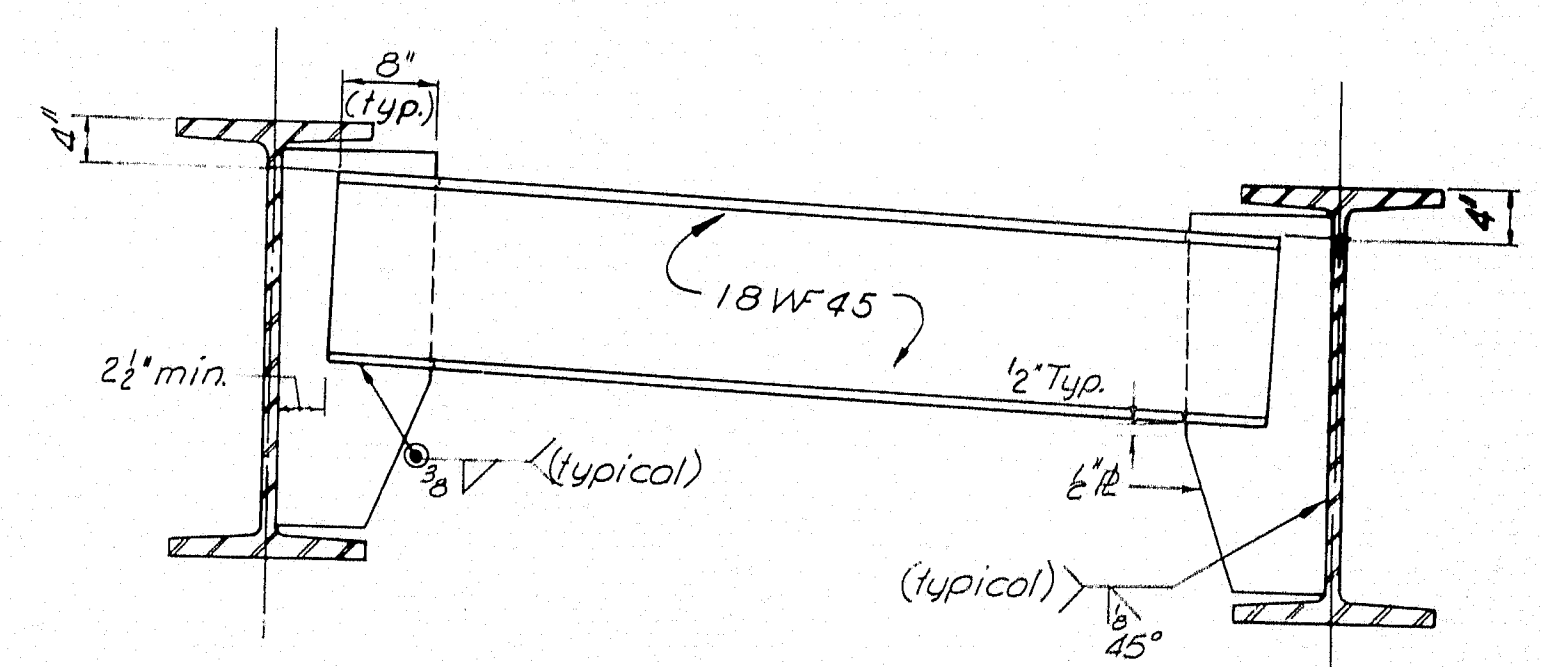
To compensate for dead load deflections as well as possible irregularities in beams, set elevations of points A & B bottom of slab elevations, at the points indicated before any slab formwork is started.



TYPE A-I DIAPHRAGM (typical intermediate)
TYPE D-I DIAPHRAGM (at piers)
 3.1 = 11.0"



TYPE B-DIAPHRAGM (at slab joints)
 $\frac{3}{4}'' \times 1'-0''$



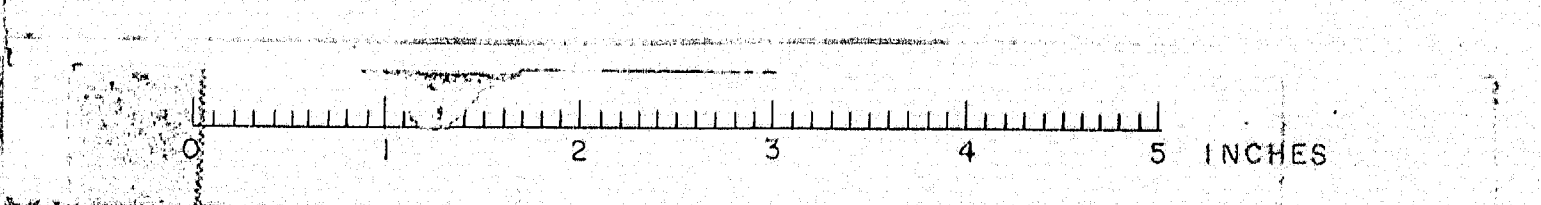
TYPE G DIAPHRAGM (at abutment)

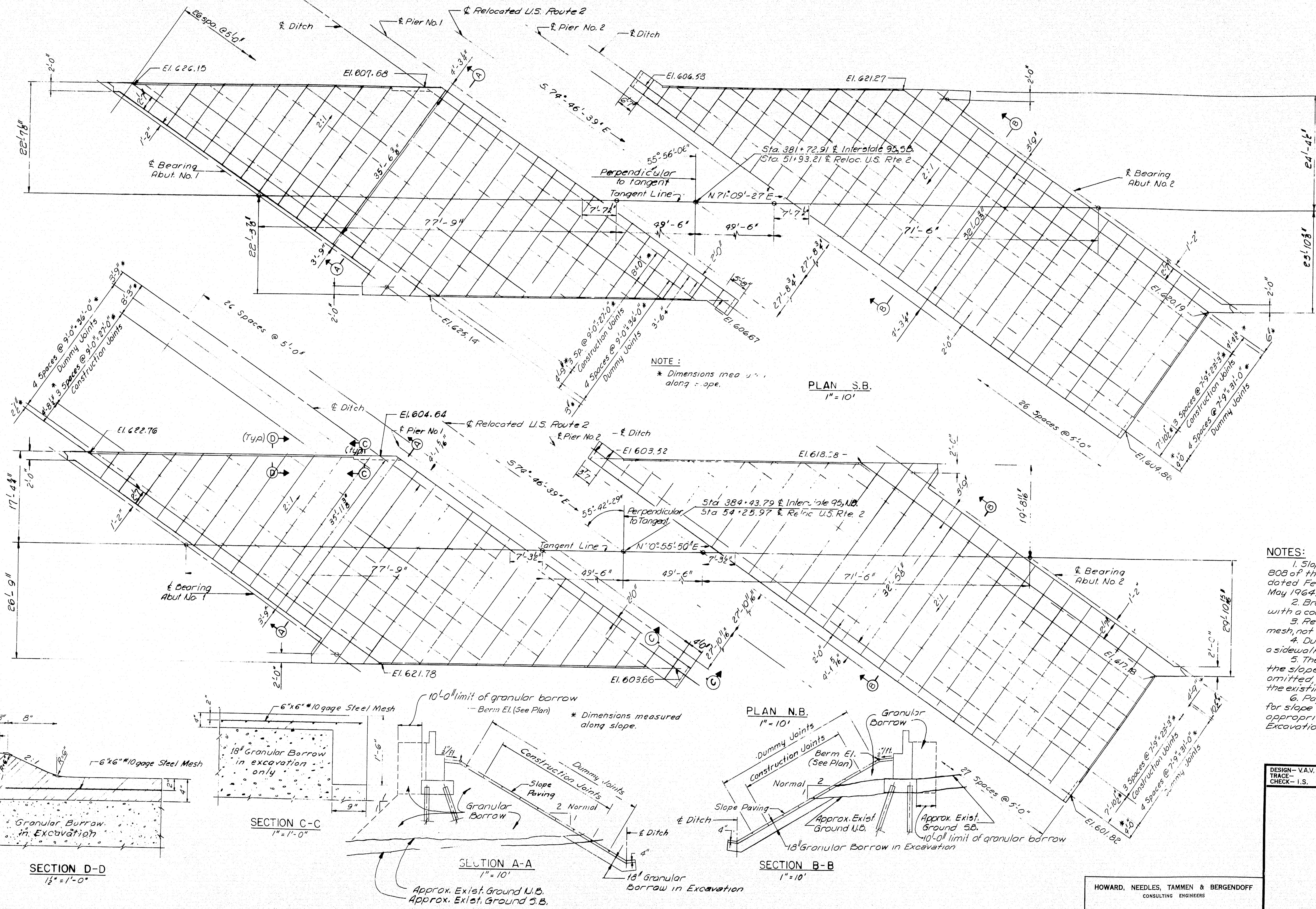
NOTE:
For location of diaphragms,
see sheet 11 & 12.

DESIGN— I.S. TRACE— CHECK— P.R.N.	BRIDGE NO. SURVEY PLOT—
STATE HIGHWAY COMMISSION BRIDGE DIVISION INTERSTATE 95 SB. OVER U.S. ROUTE 2 IN THE TOWN OF SMYRNA AROSTOOK COUNTY SUPERSTRUCTURE DETAILS	
SHEET 15 OF 18 AUGUSTA, MAINE MARCH 1965	

M-2237 SMYRNA (14)

M-2237 SMYRNA (14)



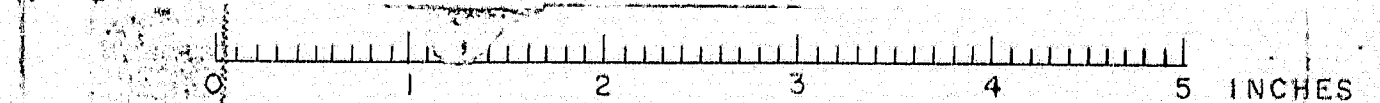


NOTES:

1. Slope paving shall conform to section 808 of the Supplemental Specifications dated February 1960 and as modified in May 1964.
2. Break band at construction joints with a coat of asphalt paint.
3. Reinforce with #10 gage 6"x6" steel mesh, not to pass through construction joints.
4. Dummy joints shall be made with a sidewalk edging tool to a depth of 4".
5. The 18" of granular borrow under the slope paving may be reduced or omitted, if in the opinion of the Engineer the existing material is suitable.
6. Payment for any excavation required for slope paving will be made under the appropriate item for Structural Earth Excavation, Piers Items 204-14.

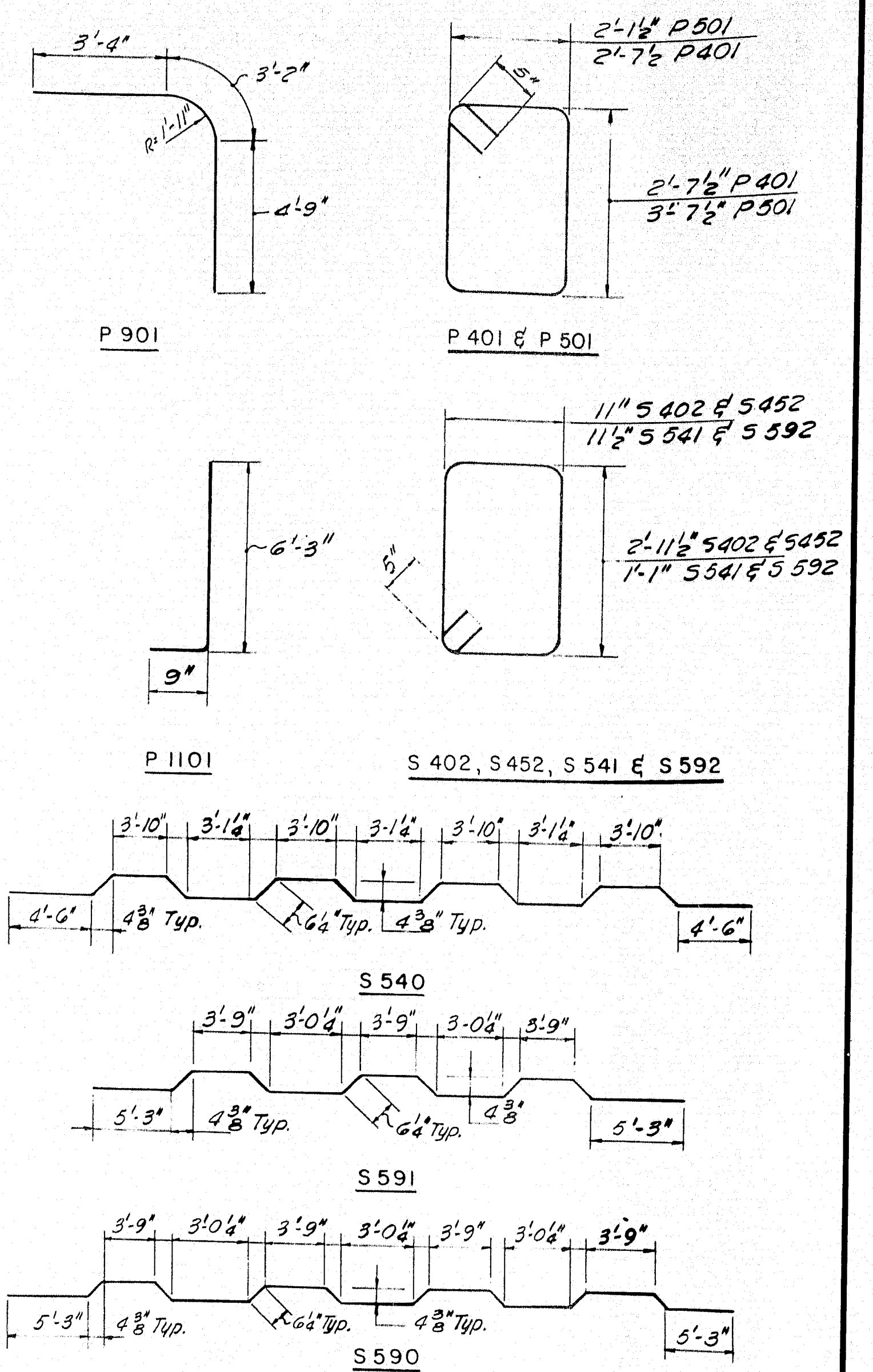
DESIGN - V.A.V.	DETAIL - R.P.K.B.N.K.	BRIDGE NO.
TRACE -	SURVEY -	
CHECK - I.S.	PLOT -	
STATE HIGHWAY COMMISSION		
BRIDGE DIVISION		
INTERSTATE 95		
OVER		
US ROUTE 2		
IN THE TOWN OF		
SMYRNA		
ARROOSTOOK COUNTY		
SLOPE PAVING		
SHEET 16 OF 18 AUGUSTA, MAINE MARCH 1965		
M-2238 SMYRNA(14)		

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



PIER 1 SOUTHBOUND				
MARK	SIZE	NUMBER	LENGTH INCH.	LOCATION
STRAIGHT BARS				
P502	5	36	5'-6"	Footing Longitudinal
P503	5	30	7'-6"	Footing Transverse
P601	6	8	36'-0"	Cap
P701	7	66	5'-6"	Footing Longitudinal
P801	8	72	7'-6"	Footing Transverse
P908	9	28	36'-11"	Cap
BENT BARS				
P1106	11	48	16'-0"	Columns
P1117	11	12	23'-7"	"
P1118	11	12	26'-0"	"
P1119	11	12	28'-6"	"
P1120	11	12	26'-4"	"
P1121	11	12	27'-6"	"
P1122	11	12	27'-9"	Columns
BENT BARS				
P401	4	138	11'-4"	Column Ties
P501	5	132	12'-4"	Cap Stirrups
P901	9	8	11'-3"	Cap Ends
P1101	11	120	7'-0"	Column Dowels
PIER 2 SOUTHBOUND				
STRAIGHT BARS				
P502	5	42	5'-6"	Footing Longitudinal
P504	5	30	8'-6"	Footing Transverse
P605	6	8	36'-4"	Cap
P701	7	78	5'-6"	Footing Longitudinal
P909	9	28	37'-4"	Cap
P910	9	72	8'-6"	Footing Transverse
BENT BARS				
P1109	11	64	14'-0"	Columns
P1123	11	12	23'-8"	"
P1124	11	12	24'-11"	"
P1125	11	28	24'-6"	"
P1126	11	12	24'-11"	"
P1127	11	14	25'-4"	Columns
BENT BARS				
P401	4	121	11'-4"	Column Ties
P501	5	132	12'-4"	Cap Stirrups
P901	9	8	11'-3"	Cap Ends
P1101	11	144	7'-0"	Column Dowels
PIER 1 NORTHBOUND				
STRAIGHT BARS				
P601	6	8	36'-0"	Cap
P603	6	152	7'-6"	Footing Transverse
P902	9	28	36'-5"	Cap
P904	9	22	31'-3"	Footing Longitudinal
P905	9	22	37'-6"	"
P906	9	8	8'-0"	"
P907	9	11	17'-2"	Footing Longitudinal
BENT BARS				
P1102	11	48	13'-0"	Columns
P1103	11	12	21'-7"	"
P1104	11	12	22'-11"	"
P1105	11	12	22'-7"	Columns

PIER 1 NORTHBOUND (cont.)				
STRAIGHT BARS				
P1106	11	12	23'-11"	Columns
P1107	11	12	23'-7"	"
P1108	11	12	24'-11"	Columns
BENT BARS				
P401	4	114	11'-4"	Column Ties
P501	5	132	12'-4"	Cap Stirrups
P901	9	8	11'-3"	Cap Ends
P1101	11	120	7'-0"	Column Dowels
PIER 2 NORTHBOUND				
STRAIGHT BARS				
P601	6	8	36'-0"	Cap
P604	6	154	8'-6"	Footing Transverse
P903	9	28	37'-0"	Cap
P904	9	22	31'-3"	Footing Longitudinal
P905	9	22	37'-6"	"
P906	9	8	8'-0"	"
P907	9	11	17'-2"	Footing Longitudinal
BENT BARS				
P1109	11	64	14'-0"	Columns
P1110	11	12	21'-10"	"
P1111	11	12	22'-4"	"
P1112	11	12	22'-11"	"
P1113	11	14	23'-5"	"
P1114	11	12	23'-11"	"
P1115	11	14	24'-6"	Columns
BENT BARS				
P401	4	120	11'-4"	Column Ties
P501	5	132	12'-4"	Cap Stirrups
P901	9	8	11'-3"	Cap Ends
P1101	11	144	7'-0"	Column Dowels
SUPERSTRUCTURE SOUTHBOUND				
STRAIGHT BARS				
S401	4	40	1'-8"	End Post
S501	5	238	1'-6" to 40'-0"	Slab Transverse 2 Groups of 119
S502	5	213	14'-9"	"
S503	5	213	30'-0"	"
S504	5	213	18'-6"	"
S505	5	213	26'-3"	"
S506	5	424	9'-6"	"
S507	5	266	1'-6" to 40'-0"	Slab Transverse 2 Groups of 133
S508	5	70	24'-6" to 32'-3"	Slab Longitudinal 10 Groups of ?
S509	5	100	26'-9" to 32'-6"	"
S510	5	10	27'-3" to 32'-6"	" 10 Groups of 10
S511	5	3	26'-11"	"
S512	5	6	31'-11"	"
S513	5	194	23'-7"	"
S514	5	84	24'-0"	"
S515	5	194	23'-11"	"
S516	5	194	23'-0"	"
S517	5	70	24'-3" to 30'-0"	" 10 Groups of 7
S518	5	100	24'-6" to 30'-3"	" 10 Groups of 10
S519	5	10	23'-0" to 25'-2"	"
S520	5	6	32'-7"	Slab Longitudinal
S521	5	6	32'-7"	"
SUPERSTRUCTURE NORTHBOUND				
STRAIGHT BARS				
S451	4	40	1'-8"	End Post
S551	5	214	14'-9"	Slab Transverse
S552	5	214	30'-0"	"
S553	5	214	18'-6"	"
S554	5	214	26'-3"	"
S555	5	87	9'-6"	Slab Transverse
S556	5	2	34'-0"	Slab Longitudinal
S557	5	230	1'-6" to 40'-0"	Slab Transverse 2 Groups of 115
S558	5	166	10'-0"	"
S559	5	126	9'-0"	"
S560	5	47	18'-9"	"
S561	5	47	11'-3"	Slab Transverse
S562	5	84	24'-0"	Slab Longitudinal
S563	5	70	23'-3" to 28'-10"	" 10 Groups of ?
S564	5	100	23'-3" to 28'-10"	" 10 Groups of 10
S565	5	10	28'-10" to 28'-11"	"
S566	5	6	28'-11"	"
S567	5	6	33'-0"	"
S568	5	582	22'-4"	"
S569	5	70	23'-3" to 28'-10"	" 10 Groups of ?
S570	5	100	23'-3" to 28'-10"	" 10 Groups of 10
S571	5	10	26'-2"	"
S572	5	6	34'-6"	"
S573	5	6	24'-2"	Slab Longitudinal
S574	5	4	36'-0"	End of Slab
S575	5	4	40'-10"	End of Slab
S576	5	2	14'-0"	Safety Walk
S577	5	6	16'-0"	"
S578	5	2	9'-9"	"
S579	5	4	16'-7"	"
S580	5	12	21'-8"	"
S581	5	2	19'-7"	"
S582	5	2	23'-9"	"
S583	5	6	16'-3"	"
S584	5	2	13'-2"	"
S585	5	4	19'-8"	"
S586	5	10	17'-0"	"
S587	5	2	9'-0"	"
S588	5	2	15'-0"	"
S589	5	20	8'-0"	Safety Walk
S593	5	2	33'-0"	Slab Longitudinal
S650	6	278	1'-6" to 40'-0"	Slab Transverse (2 Groups of 139)
BENT BARS				
S452	4	16	8'-7"	End Post
S590	5	166	38'-9"	Slab Transverse (Truss Rod)
S591	5	47	32'-11"	Slab Transverse (Truss Rod)
S592	5	594	4'-11"	Safety Walk



NOTES:

1. All dimensions are to the center of bars.
2. All reinforcing bars shall be intermediate grade steel.
3. Reinforcing steel to have 2" minimum cover, unless otherwise shown.

DESIGN-
TRACE-
CHECK-PEN.

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE .95.
OVER
U.S. ROUTE 2
IN THE TOWN OF
SMYRNA
ARROSTOOK COUNTY
REINFORCING STEEL.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

NEW YORK BOSTON KANSAS CITY

