

STATE OF MAINE STATE HIGHWAY COMMISSION

PLANS

BANGOR

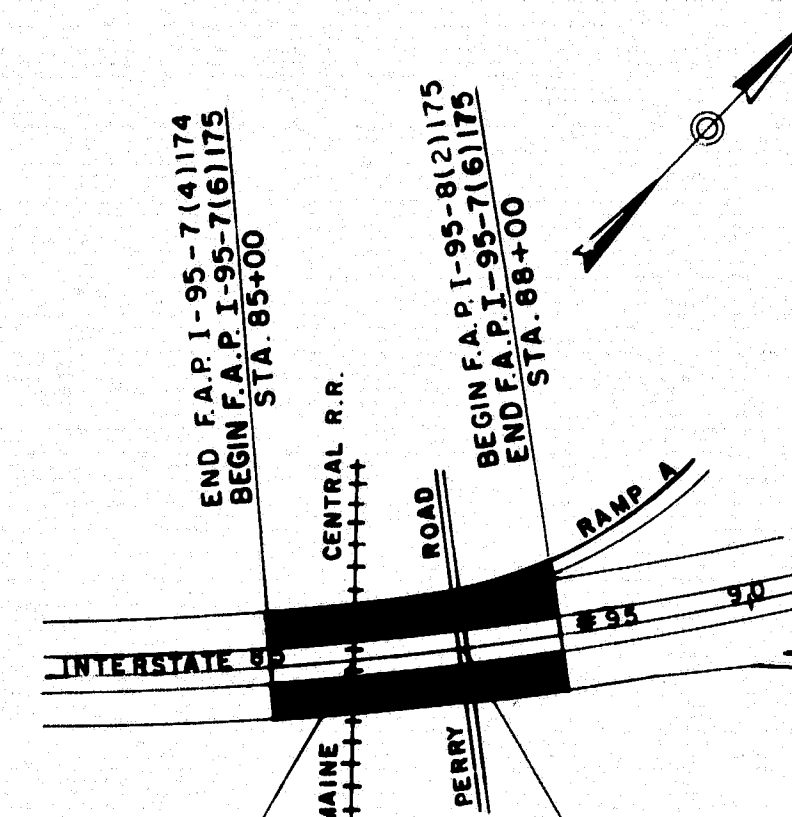
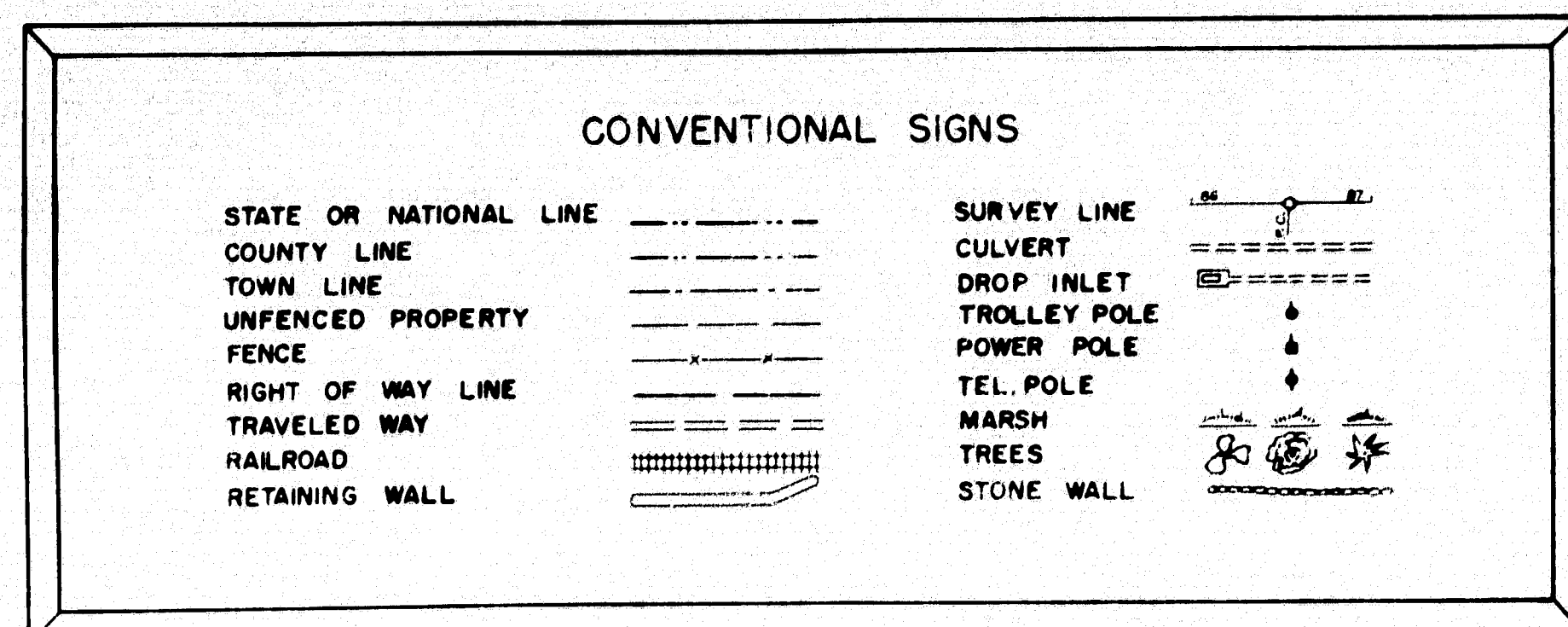
PENOBSCOT COUNTY

MAINE FEDERAL AID INTERSTATE #95

PROJECT NO. I-95-7(6)175

TOTAL LENGTH 0.057 MILES

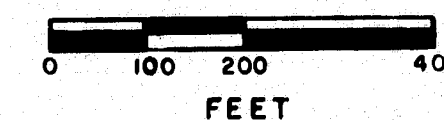
SCALES { PLAN 1 IN. = 50 FT.
PROFILE { HOR. 1 IN. = 50 FT.
VER. 1 IN. = 5 FT.
CROSS SECTIONS 1 IN. = 10 FT.



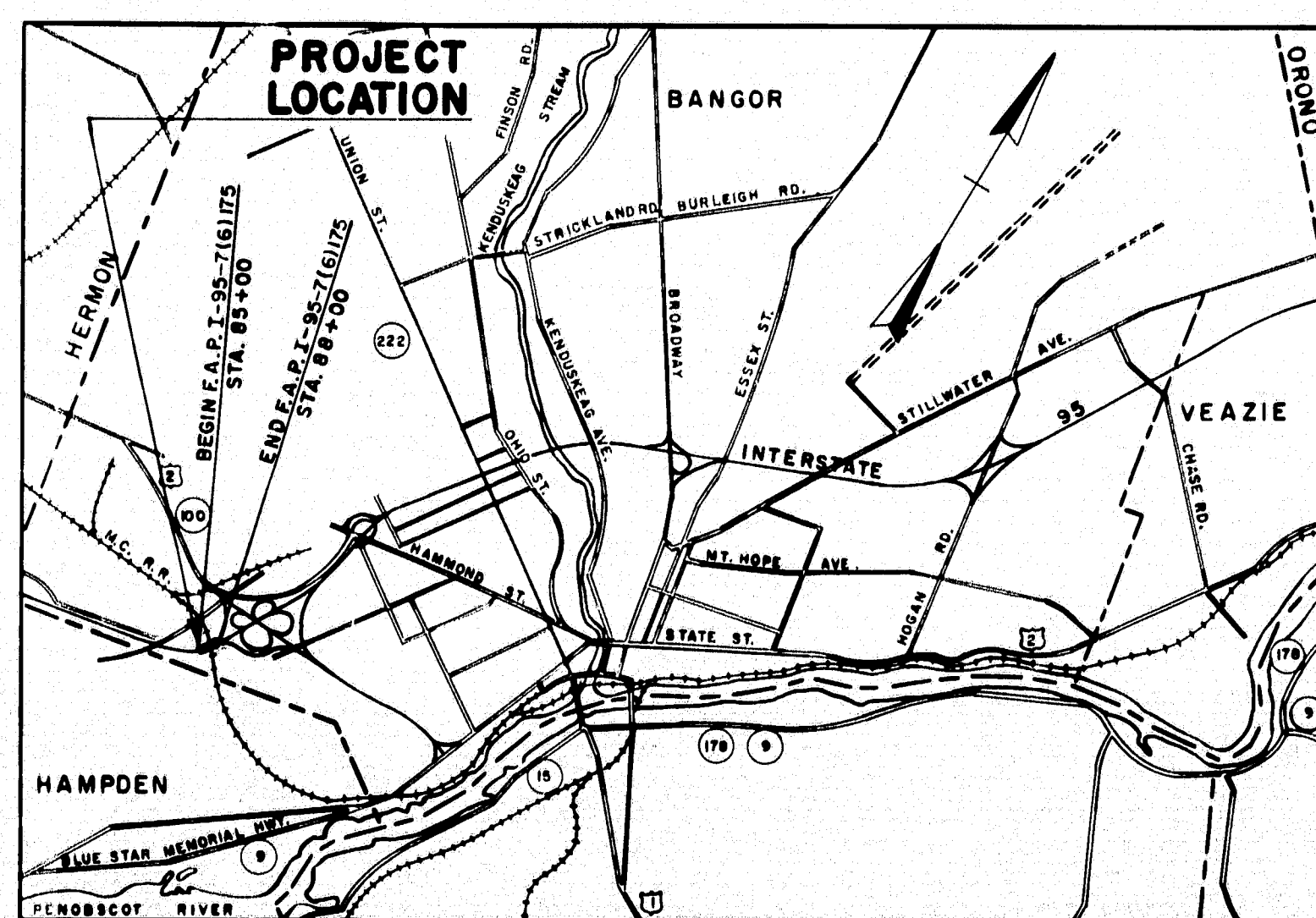
STA. 85+80.59 INTERSTATE #95
STA. 2742+96.22 MAINE CENTRAL R.R.

STA. 86+87.85 INTERSTATE #95
STA. 80+21.85 PERRY ROAD

LAYOUT PLAN



A.D.T. (1960) = 9,020
A.D.T. (1980) = 12,300
D.H.V. (1980) = 1,840
D. (1980) = 65%
T. (1980) = 15%
V. (M.P.H.) = 60



A PORTION OF PENOBSCOT COUNTY
APPROX. SCALE 1 IN. = 1 MILE

All work contemplated under this contract to be governed by and in conformity with the Standard Specifications, Highways and Bridges, revision of Jan, 1956, except as modified on these plans and by the Special Provisions.

APPROVED:
MAINE CENTRAL RAILROAD COMPANY
J. M. Higgins
CHIEF ENGINEER

8/3/60
DATE

APPROVED:
MAINE STATE HIGHWAY COMMISSION

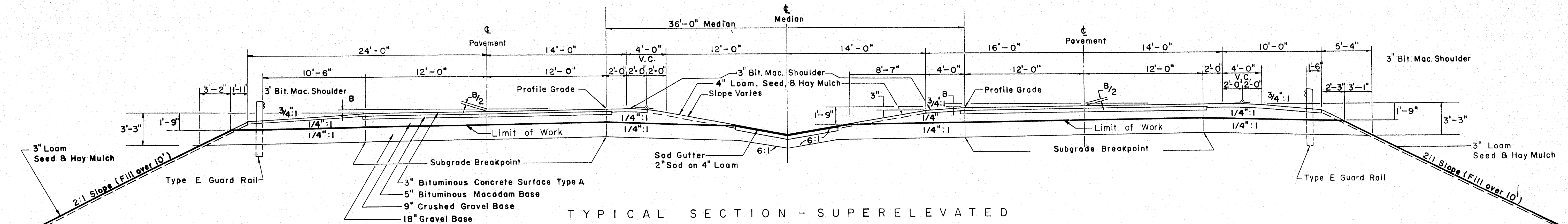
Dean Williams
CHAIRMAN
W. L. Williams
CHIEF ENGINEER
W. L. Williams
CHIEF ENGINEER

JULY 20, 1960
DATE

CONSULTING ENGINEERS
THE CLARKSON ENGINEERING COMPANY, INC.
BOSTON MASS.
Clarkson
CONSULTING ENGINEER
7/8/60
DATE

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

Grading and Bridge Contract Interstate 95, to be constructed to top of Gravel Base only, unless otherwise indicated.



TYPICAL SECTION - SUPERELEVATED

Showing 1" Superelevation for D = 1° - 30'
Scale: 1" = 5' Horiz. & Vert.

12' PAVEMENT

3" Bit. Mac. Surface	11.11	C.Y. / 100 LF.
Crushed Gravel Base (to 2:1 Slope)	41.69	C.Y. / 100 LF.
18" Gravel Base (to 2:1 Slope)	81.09	C.Y. / 100 LF.

24' PAVEMENT

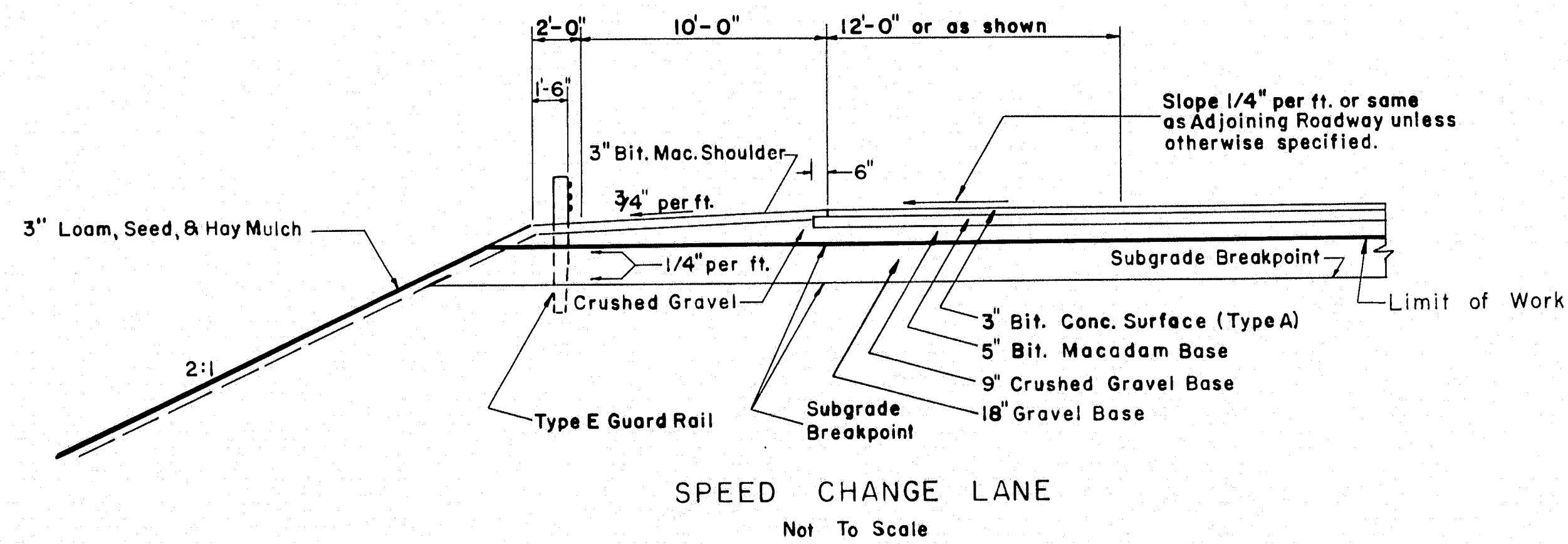
3" Bit. Conc. Surface (24' Wide)	22.22	C.Y. / 100 LF.
5" Bit. Mac. Base (25' Wide)	38.58	C.Y. / 100 LF.
9" Crushed Gravel Base (24' Wide)	66.67	C.Y. / 100 LF.
18" Gravel Base (24' Wide)	133.33	C.Y. / 100 LF.

36' MEDIAN

3" Bit. Mac. Shoulders (Two 4' Shoulders)	7.41	C.Y. / 100 LF.
Crushed Gravel Base (Two 4' Shoulders)	70.02	C.Y. / 100 LF.
Gravel Base	175.26	C.Y. / 100 LF.

12' PAVEMENT (Superelevated)

3" Bit. Mac. Surface	11.11	C.Y. / 100 LF.
Crushed Gravel Base (to 2:1 Slope)	59.92	C.Y. / 100 LF.
18" Gravel Base (to 2:1 Slope)	87.93	C.Y. / 100 LF.



MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

TYPICAL SECTIONS

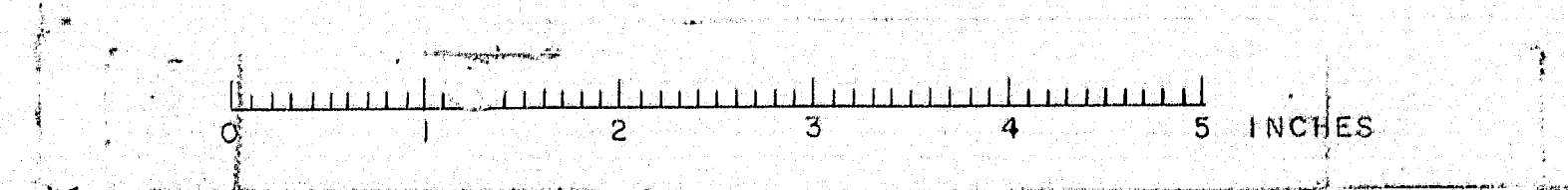
THE CLARKESON ENGINEERING CO., INC.
CONSULTING ENGINEERS
BOSTON MASSACHUSETTS

BANGOR INTERSTATE

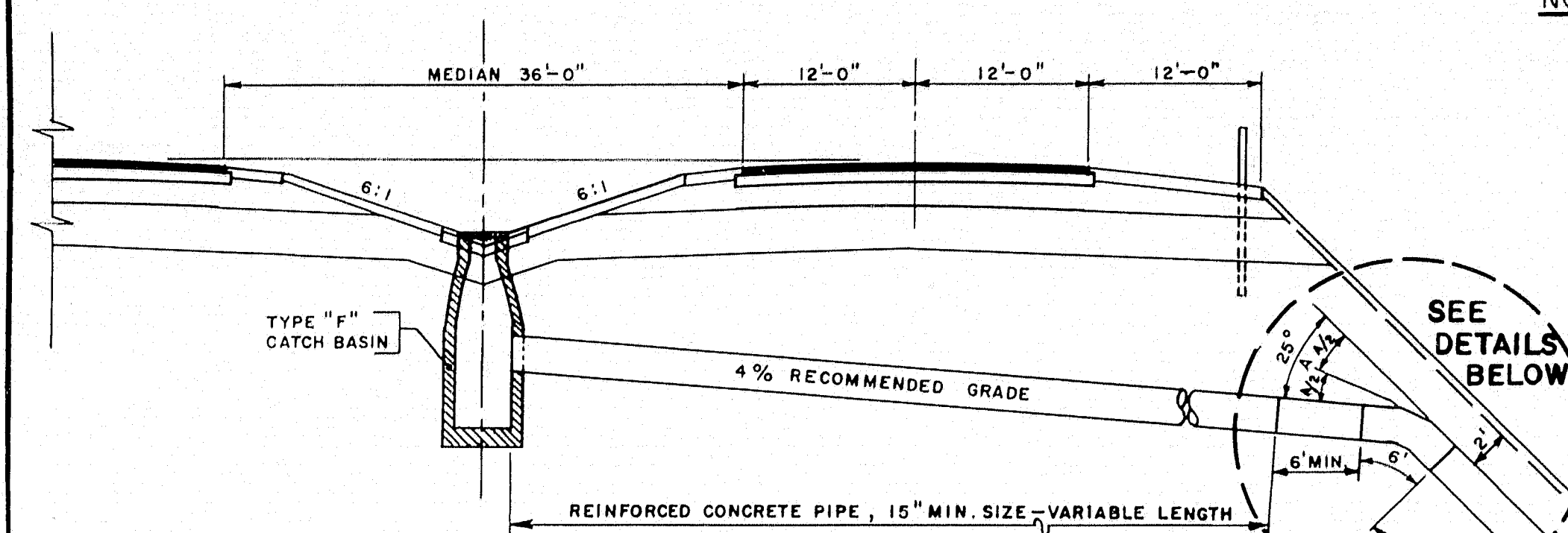
907-10	Hand Laid Riprap	16	C.Y.
908-9	Loam Borrow	370	C.Y.
909-7	Sodding	120	S.Y.
910-12	Seeding-Method #1	35	Unit
912-7	Hay Mulch	2	Ton
913-7	Asphalt Mulch Binder	200	Gal.
927-12	2 Inch Galvanized Wrought Iron Conduit	245	L.F.

SODDING		
STA. TO STA.	SIDE	REMARK
84+00 to 85+15	Med.	
87+63 to 88+50	Med.	

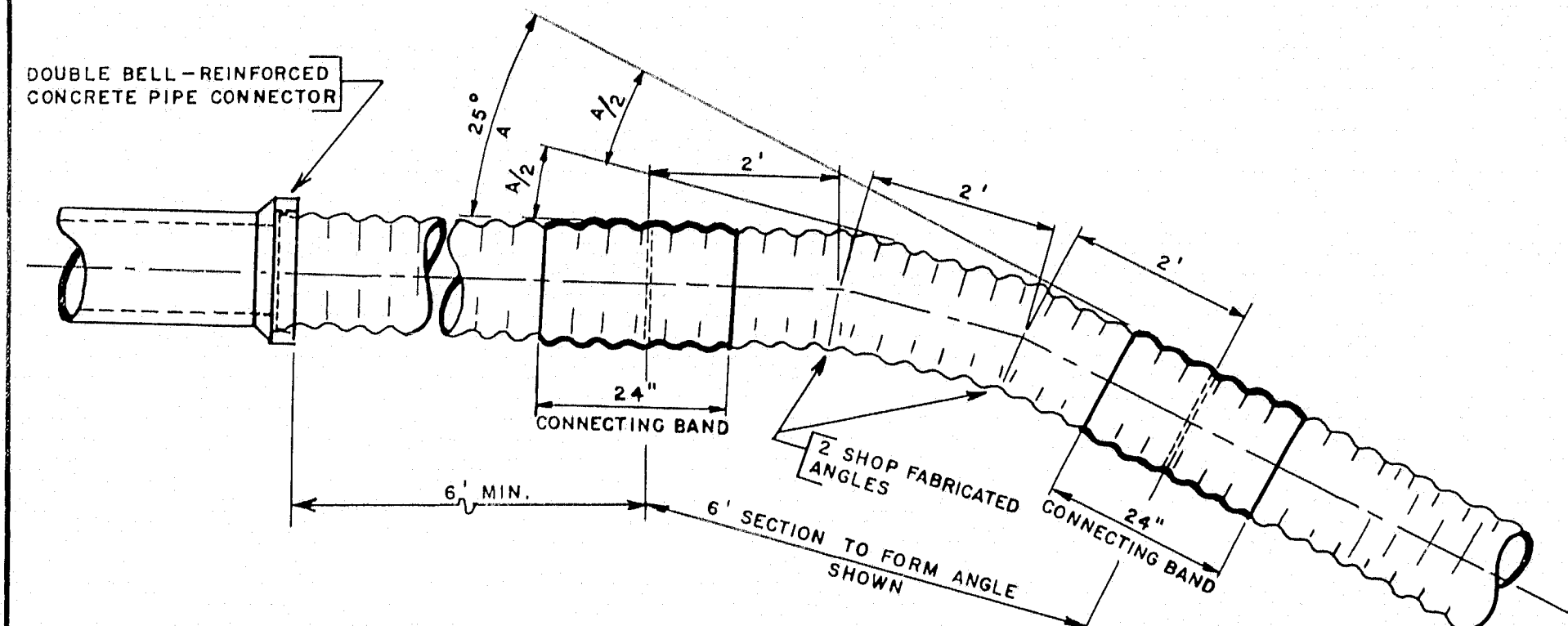
Total Granular Borrow 900 (Highway) + 13,500 (Bridge) = 14,400 C.Y.



BENDS AND BANDS for A.C.C.M.P. MEDIAN DRAINAGE



DRAINAGE SECTION

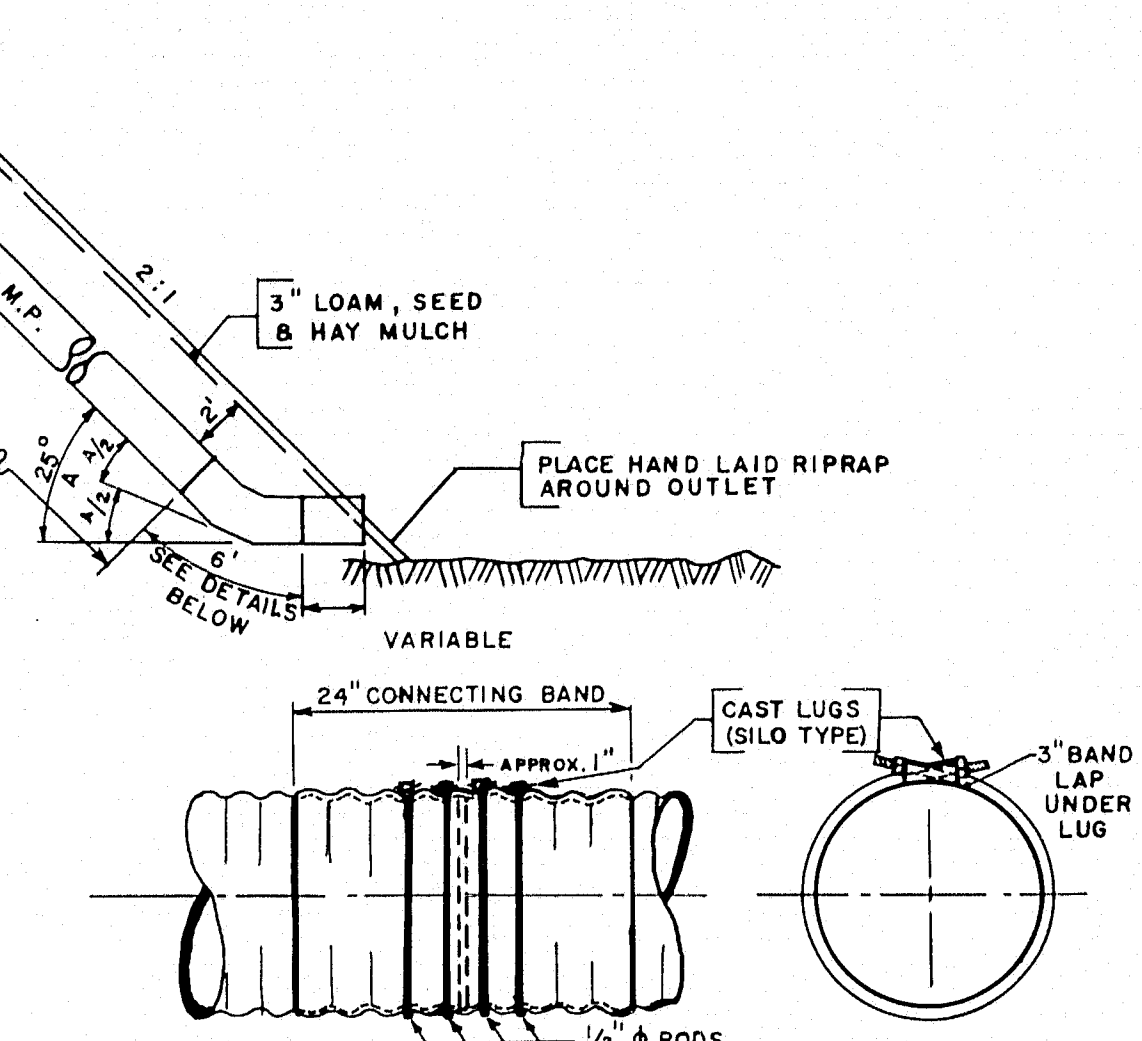


DETAIL OF SIX-FOOT BENDS

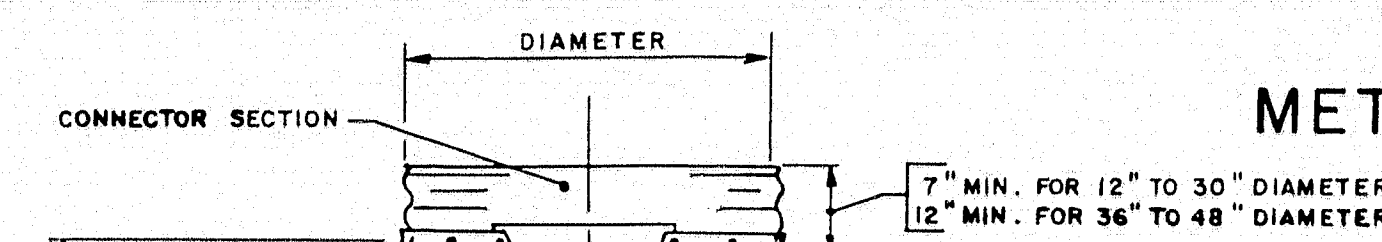
NOTE: 24" CONNECTING BANDS SHALL BE USED ON THE ENDS OF EACH ANGLE SECTION. THESE BANDS SHALL BE WATER TIGHT AND DRAWN SECURE BY MEANS OF FOUR THREADED GALVANIZED RODS 1/2" ROUND, PLACED UNIFORMLY EACH SIDE OF THE PIPE ENDS, AND TIGHTENED WITH SILO TYPE LUGS. THE LONGITUDINAL SEAM UNDER THE COLLAR SHALL BE WELDED AND RIVETS OMITTED.

WHEN STRAIGHT LENGTH OF A.C.C.M.P. ON SLOPE EXCEEDS 20 FEET, 24" BAND OR BANDS SHALL BE USED IN THE SAME MANNER AS DESCRIBED ABOVE. AN ITEM COVERING EACH SIZE OF 24" CONNECTING BANDS SHALL BE INCLUDED IN THE PROPOSAL.

BID ITEMS FOR 15", 18" & 24" A.C.C.M.P. SIX FOOT SECTION TO FORM 25° ANGLE SHALL BE SHOWN IN THE ITEM DESCRIPTION AS "SIX FOOT BENDS". WHEN FILL IS 10' OR MORE IN DEPTH AT THE OUTSIDE SHOULDER BERM USE OUTLET FROM CATCH BASIN AS SHOWN; WHEN FILL IS LESS THAN 10' USE STRAIGHT GRADE LINE FROM CATCH BASIN TO OUTLET END OF PIPE.



DETAIL OF 24" CONNECTING BANDS



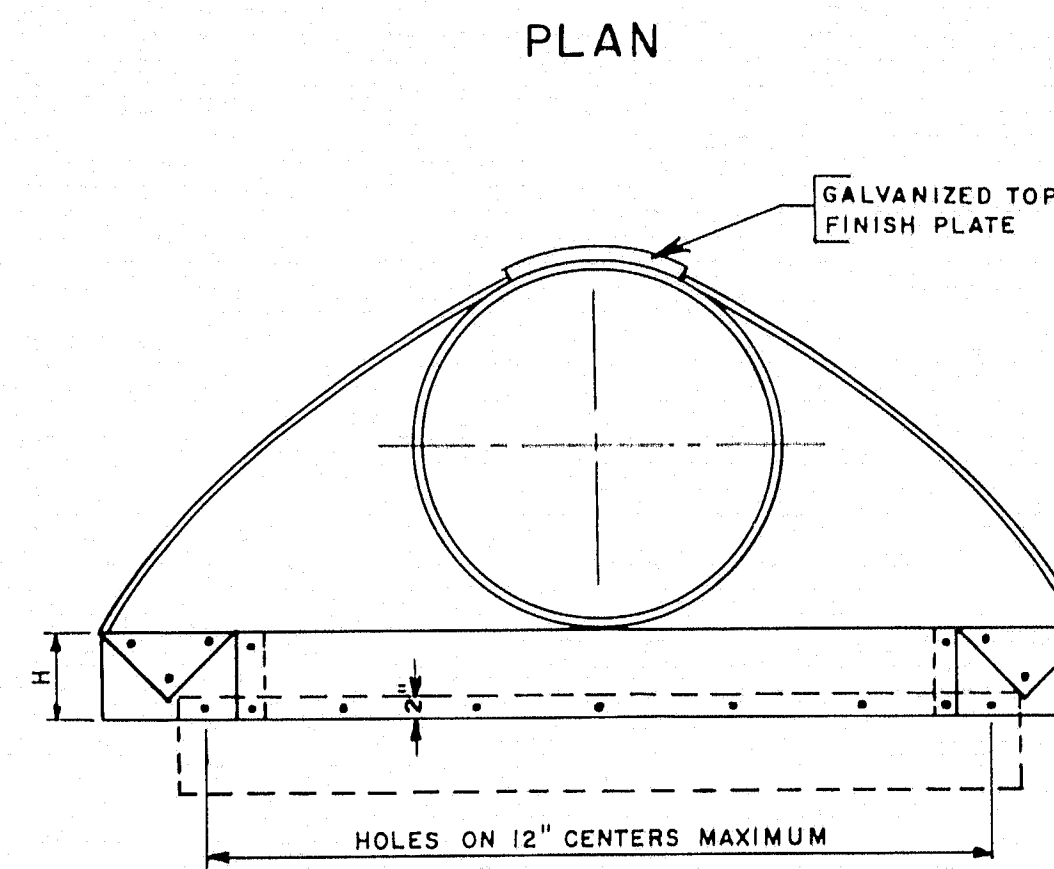
METAL ENDWALLS

PIPE DIAM.	GAUGE	DIMENSIONS				
		A 1" TOL.	B MAX.	H 1" TOL.	L 1 1/2" TOL.	W 2" TOL.
12"	16	4 3/4"	6"	6"	21"	24"
15"	16	6"	8"	6"	26"	30"
18"	16	7"	9"	6"	31"	36"
21"	16	8 1/4"	11"	6"	36"	42"
24"	14	9 1/4"	12"	6"	42"	48"
30"	14	12"	15"	7 1/4"	52 1/2"	60"
36"	12	14"	18"	9"	63"	72"
42"	12	16"	21"	10 1/4"	73 1/2"	84"

TOE PLATE TO BE PUNCHED TO MATCH HOLES IN SKIRT LIP. LENGTH OF TOE PLATE IS W+10" FOR 12" TO 30" DIAMETER PIPE, INCLUSIVE, AND W+22" FOR 36" TO 42" DIAMETER PIPE INCLUSIVE.

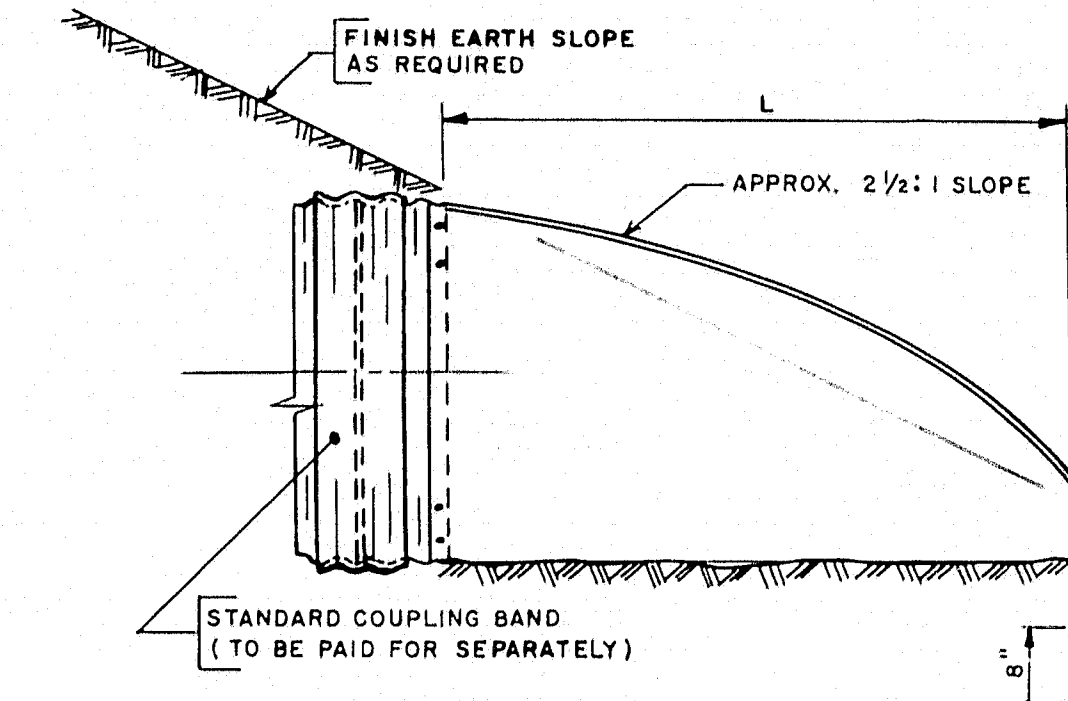
SKIRT SECTION FOR 12" TO 24" DIAMETER PIPE, INCLUSIVE, TO BE MADE IN ONE PIECE. SKIRT SECTION FOR 30" TO 48" DIAMETER PIPE MAY BE MADE FROM TWO SHEETS JOINED BY RIVETING OR BOLTING ON CENTERLINE.

CONNECTOR SECTION, CORNER PLATE AND TOE PLATE TO BE SAME GAUGE AS SKIRT AND EACH TO BE GALVANIZED. TOE PLATE TO BE INCLUDED IN UNIT COST.



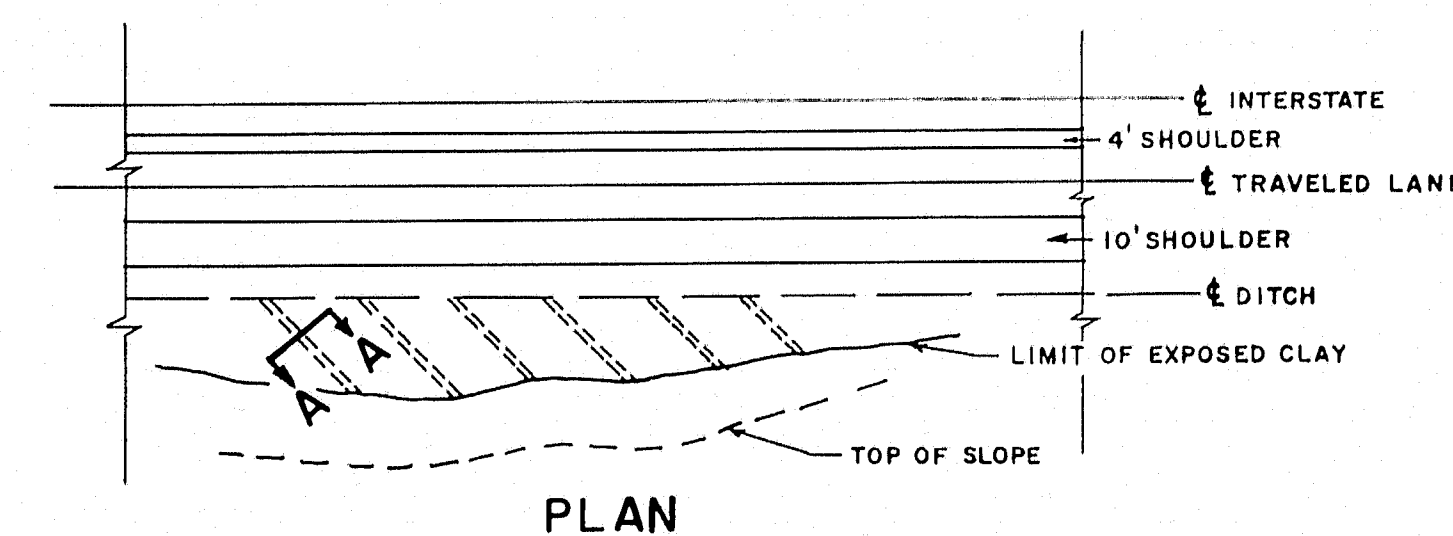
PLAN

ELEVATION

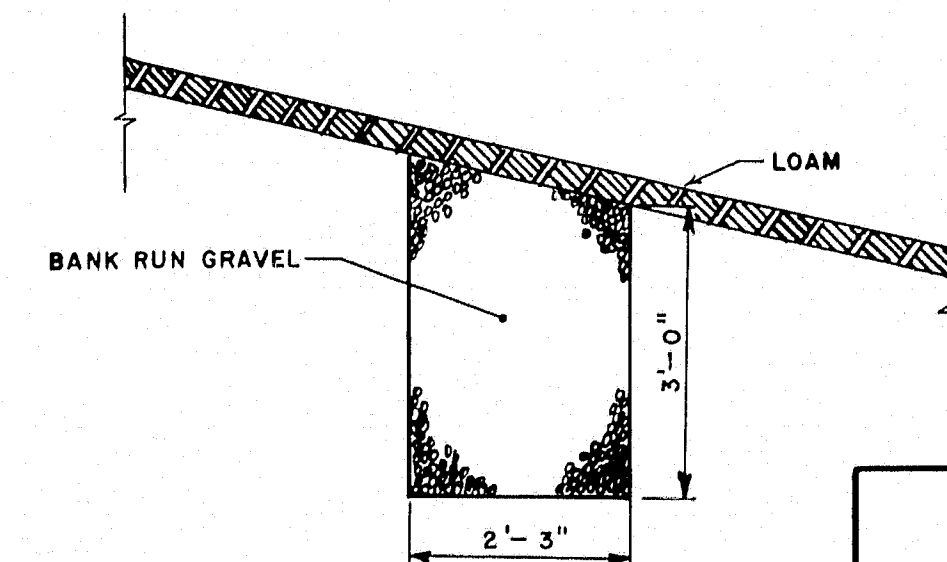


SIDE ELEVATION

CUT SLOPE DRAIN

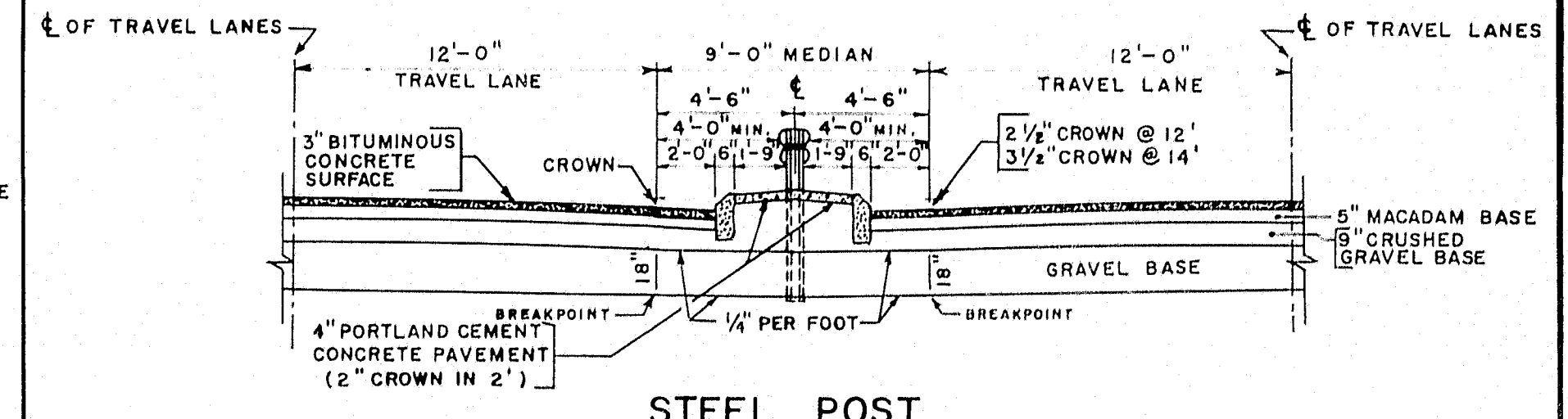


PLAN

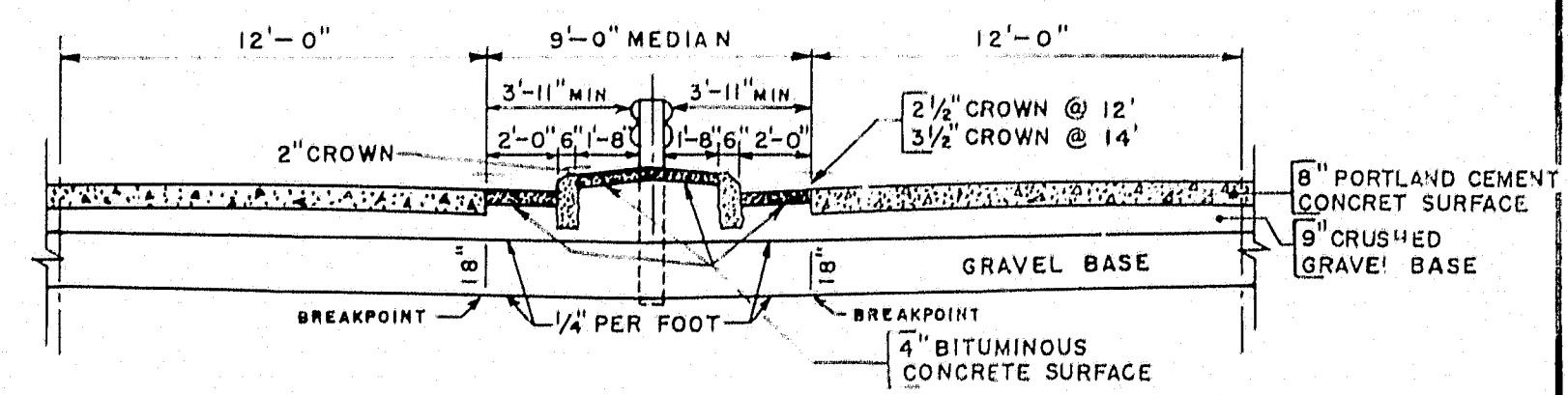


SECTION A-A

9-FOOT MEDIAN

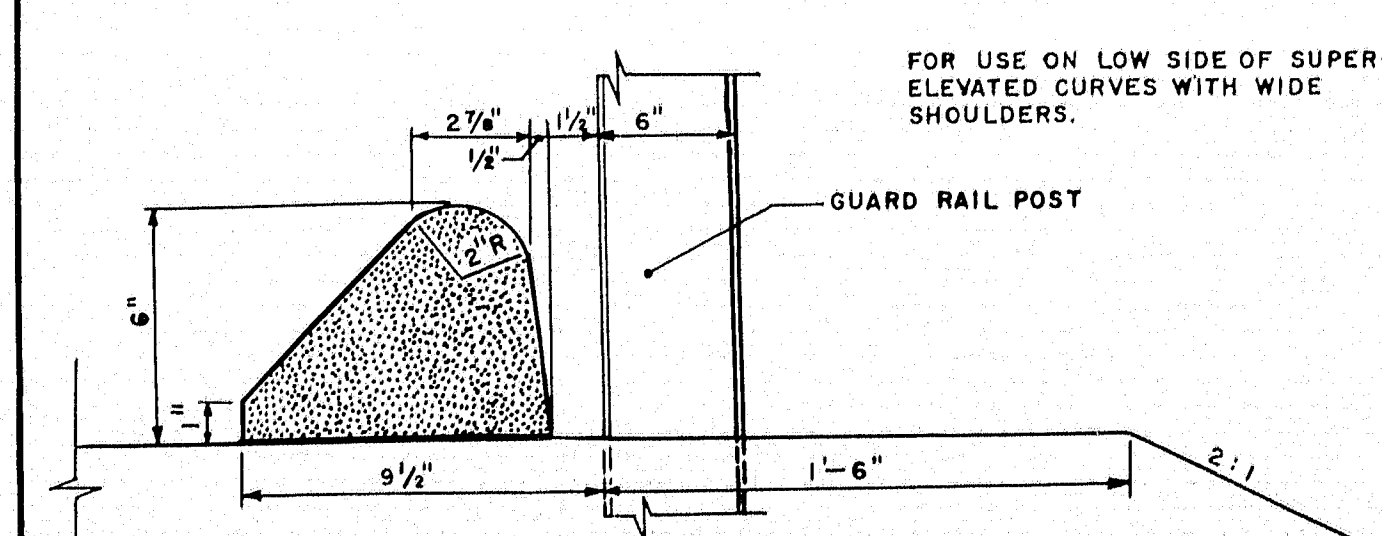


STEEL POST



WOOD POST

BITUMINOUS CONCRETE CURB



MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

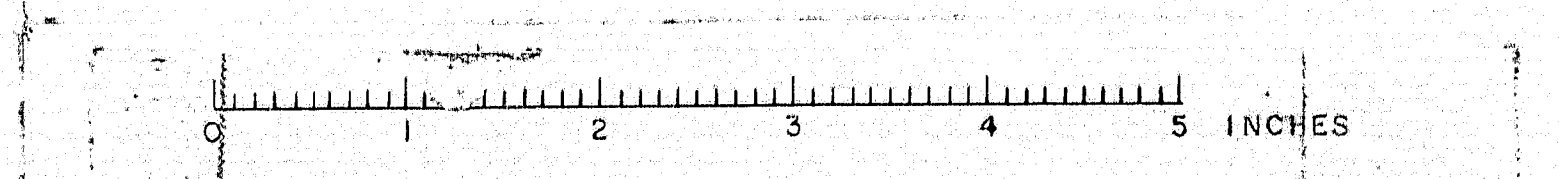
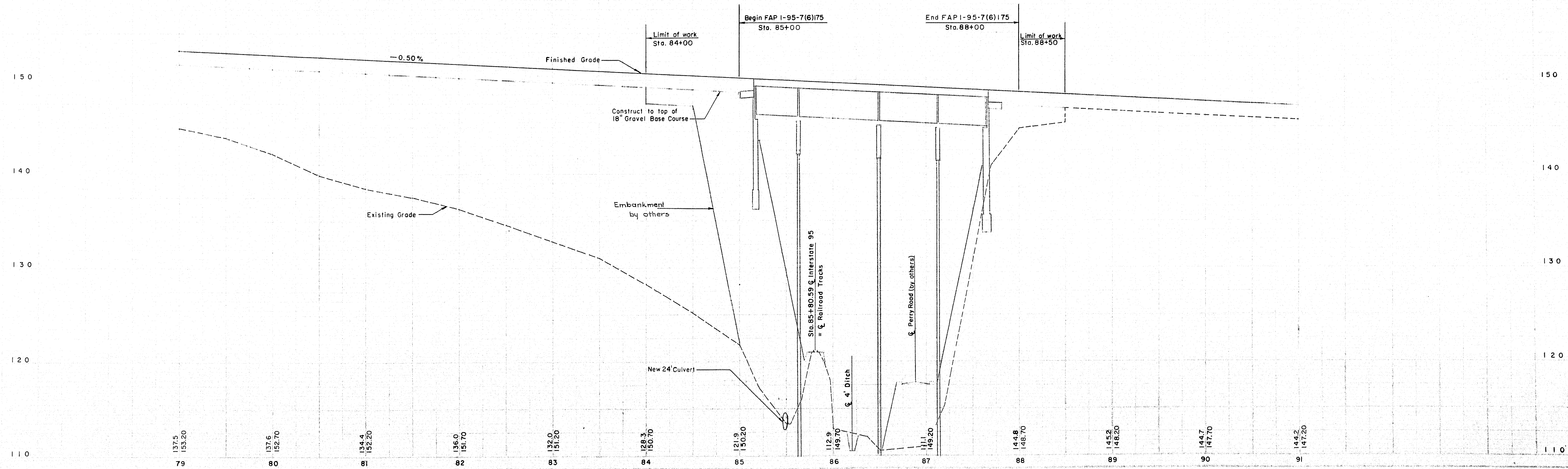
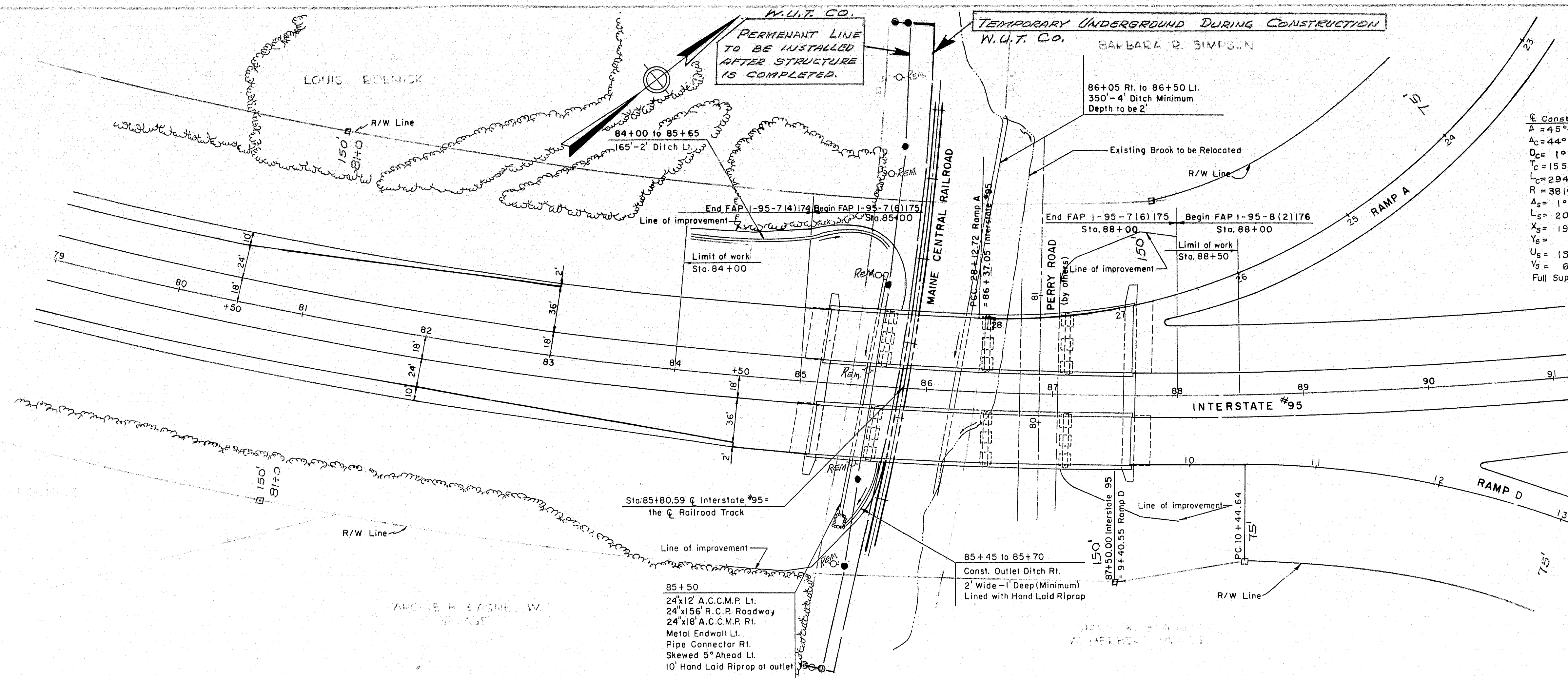
BENDS & BANDS, METAL ENDWALLS,
GUARD RAIL ON RAMPS, CUT SLOPE
DRAIN, 9-FOOT MEDIAN & BITUMINOUS
CONCRETE CURB

5

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(6)	5	18

BANGOR - INTERSTATE

Construction
 $A = 45^{\circ}40'47''$
 $A_c = 44^{\circ}10'47''$
 $D_c = 1^{\circ}30'$
 $L_c = 1550.24$
 $E_c = 2945.32$
 $R = 3819.72$
 $A_s = 1^{\circ}30'$
 $L_s = 200.00$
 $X_s = 199.39$
 $Y_s = 1.74$
 $U_s = 133.34$
 $V_s = 66.67$
 Full Superelevation Sta. 60+00 to Sta. 94+50



B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-7(6)175	6	18

BANGOR INTERSTATE

GENERAL NOTES

FOUNDATION:

Foundations may be altered, if necessary, to suit conditions encountered in construction.

DESIGN:

In accordance with the specifications of the American Association of State Highway Officials for H20-S16-44 loading (1957 Edition). Modified for Military loading.

Design Stresses: Structural Steel $f_s = 18,000$ psi
Reinforcing Steel $f_s = 18,000$ psi
Concrete (n=10) $f_c = 1,200$ psi

CONSTRUCTION:

State of Maine Standard Specifications to be followed except as noted in Special Provisions.

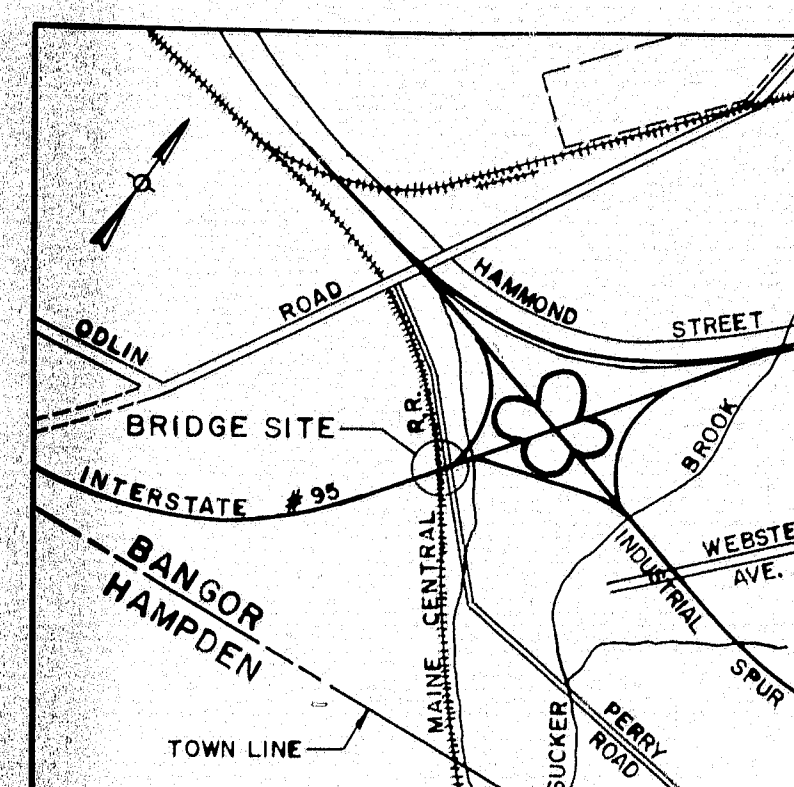
BENCH MARK:

B.M. #9, R.R. Spike in root south side of 18" pine 220' at Sta. 103+80 ±,
8' North of wire fence. Spike at "T.B.M. #9" pointed yellow.
Elevation 130.40 U.S.C.G.S. Datum

ESTIMATED QUANTITIES

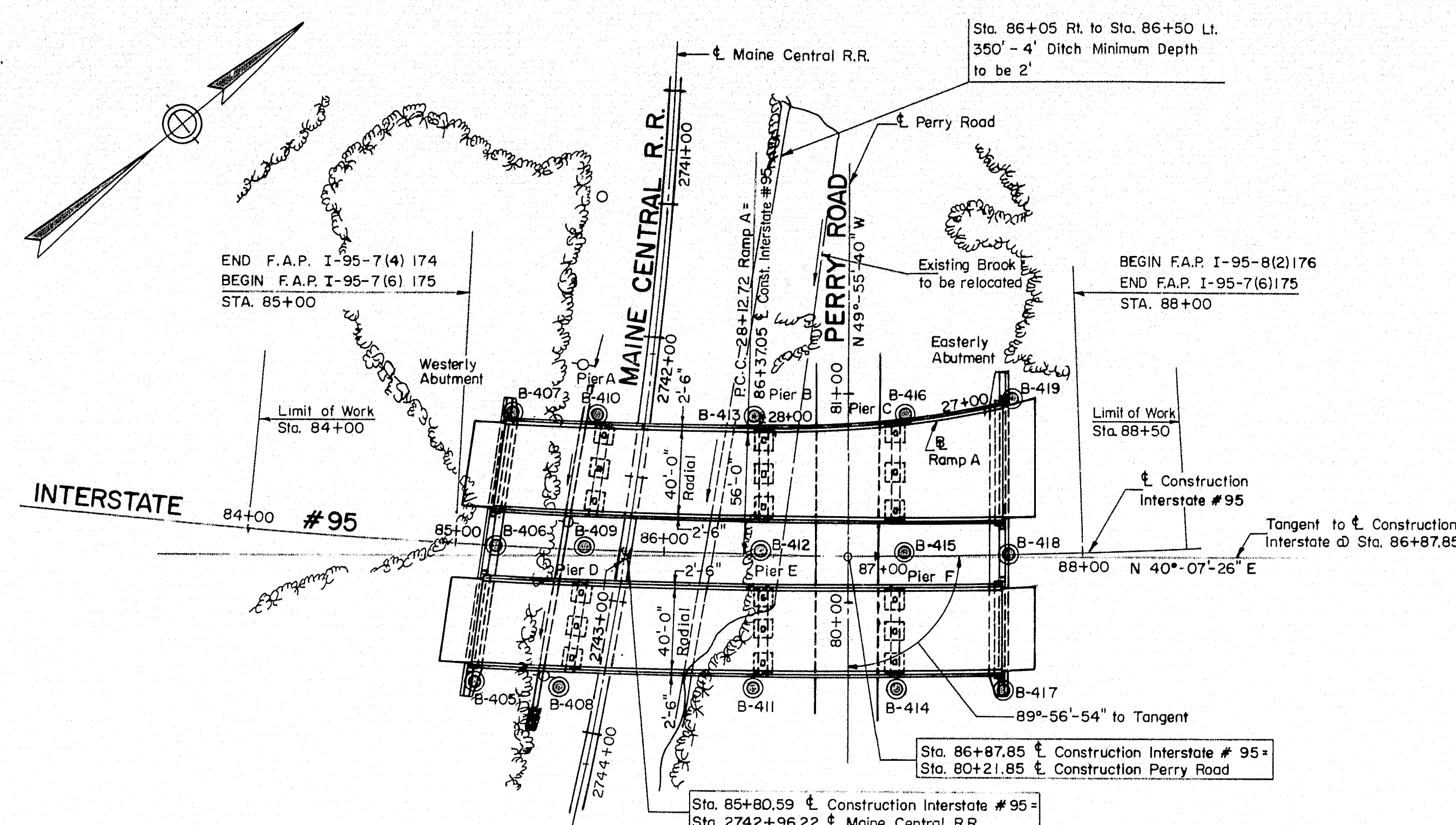
(NOT GUARANTEED)

STRUCTURAL EARTH EXCAVATION, ABUTMENTS AND RETAINING WALLS	160 CU. YDS.
STRUCTURAL EARTH EXCAVATION, PIERS	800 CU. YDS.
STRUCTURAL ROCK EXCAVATION, PIERS	90 CU. YDS.
PORTLAND CEMENT CONCRETE, ABUTMENTS AND RETAINING WALLS	410 CU. YDS.
PORTLAND CEMENT CONCRETE, PIERS	525 CU. YDS.
PORTLAND CEMENT CONCRETE, ROADWAY AND SIDEWALK SLABS	525 CU. YDS.
ON STEEL BRIDGES	
PORTLAND CEMENT	735 CU. YDS.
BRIDGE DRAINAGE	2500 BBLs.
STRUCTURAL STEEL, FABRICATED AND DELIVERED	1 LUMP SUM
STRUCTURAL STEEL, ERECTION	763,000 LBS.
REINFORCING STEEL, DELIVERED	287,500 LBS.
REINFORCING STEEL, PLACING	287,500 LBS.
SHEAR CONNECTORS, DELIVERED AND PLACED	1 LUMP SUM
STEEL H-BEAM PILES, 42 LBS/FT.	2100 LIN. FT.
FRENCH DRAINS	200 CU. YDS.
ALUMINUM RAILING	993 LIN. FT.
SLOPE PAVING FOR BRIDGES	1700 SQ. YDS.
GRANULAR BORROW	13,500 CU. YDS.
GRAVEL RASP FOR SLOPE PAVING	150 CU. YDS.
BITUMINOUS CONCRETE WEARING COURSE	180 TONS
MEMBRANE WATERPROOFING (3 PLY)	2330 SQ. YDS.
BRONZE AND COPPER-ALLOY BEARING AND EXPANSION PLATES DELIVERED	600 LBS.
BRONZE AND COPPER-ALLOY BEARING AND EXPANSION PLATES PLACING	600 LBS.
STRUCTURAL STEEL, FIELD PAINTING	763,000 LBS.
2" GALVANIZED W.I. CONDUIT	245 LIN. FT.



LOCATION MAP

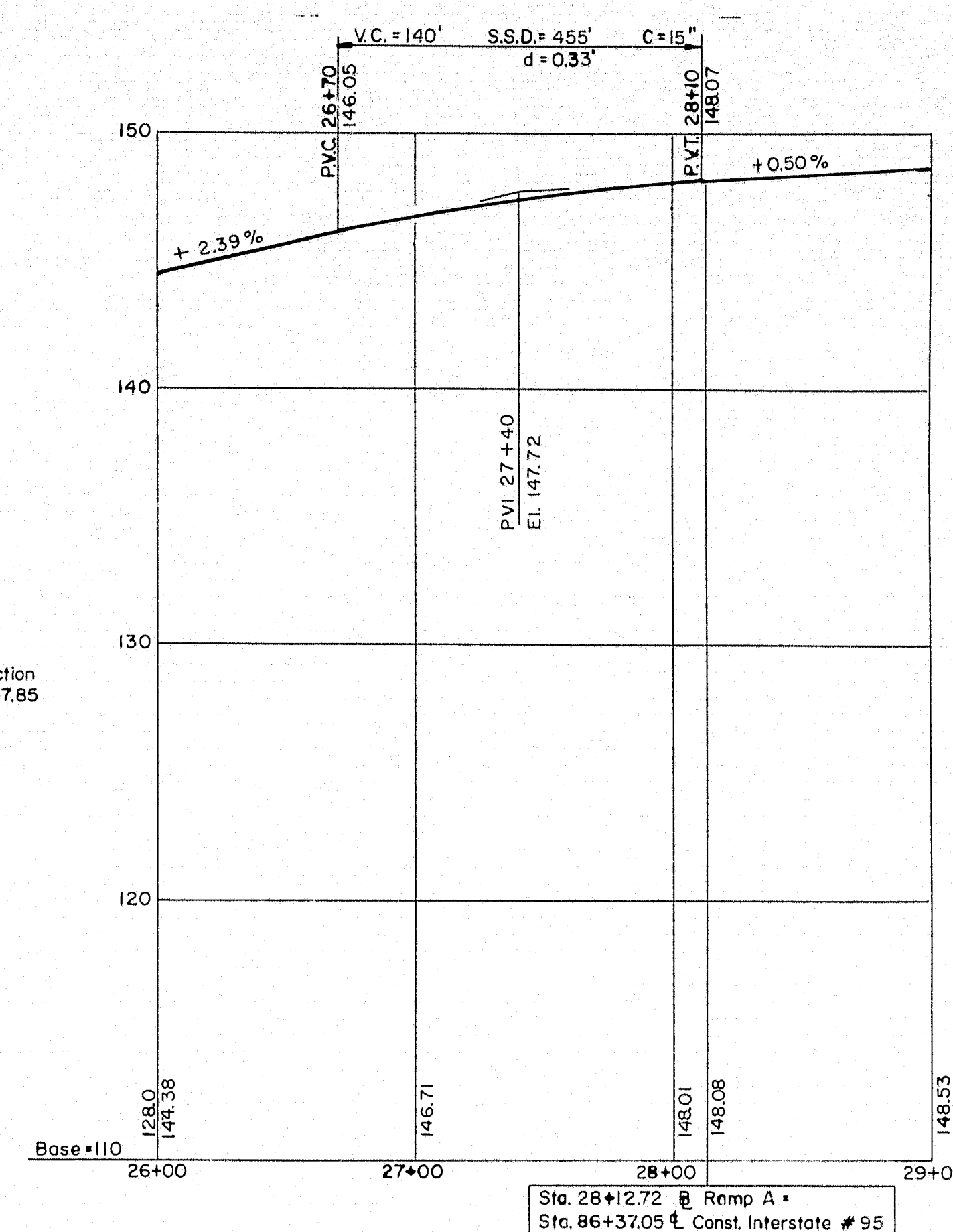
No Scale



KEY PLAN

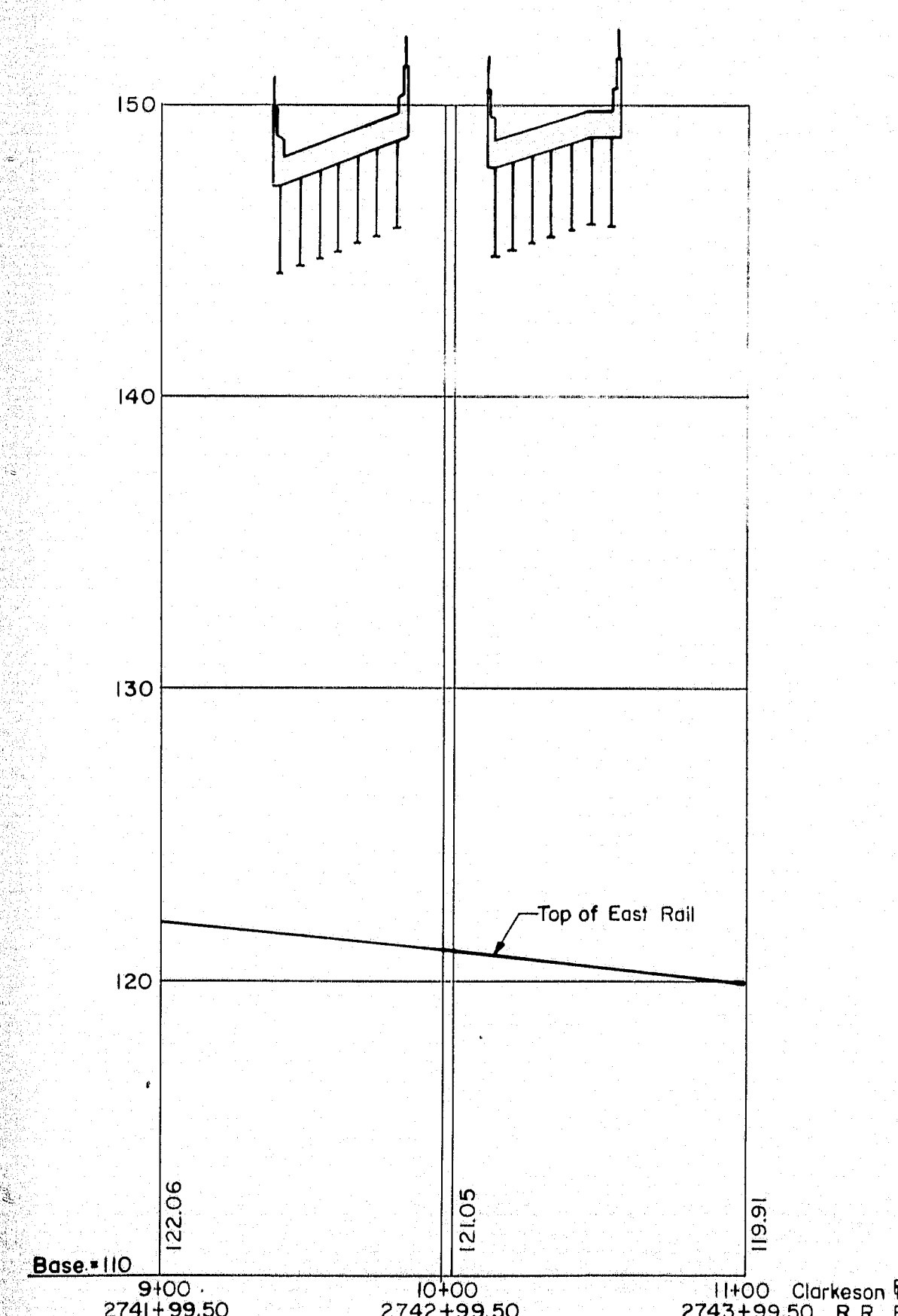
Scale: 1" = 50'-0"

Note: Construction of Perry Road by others.



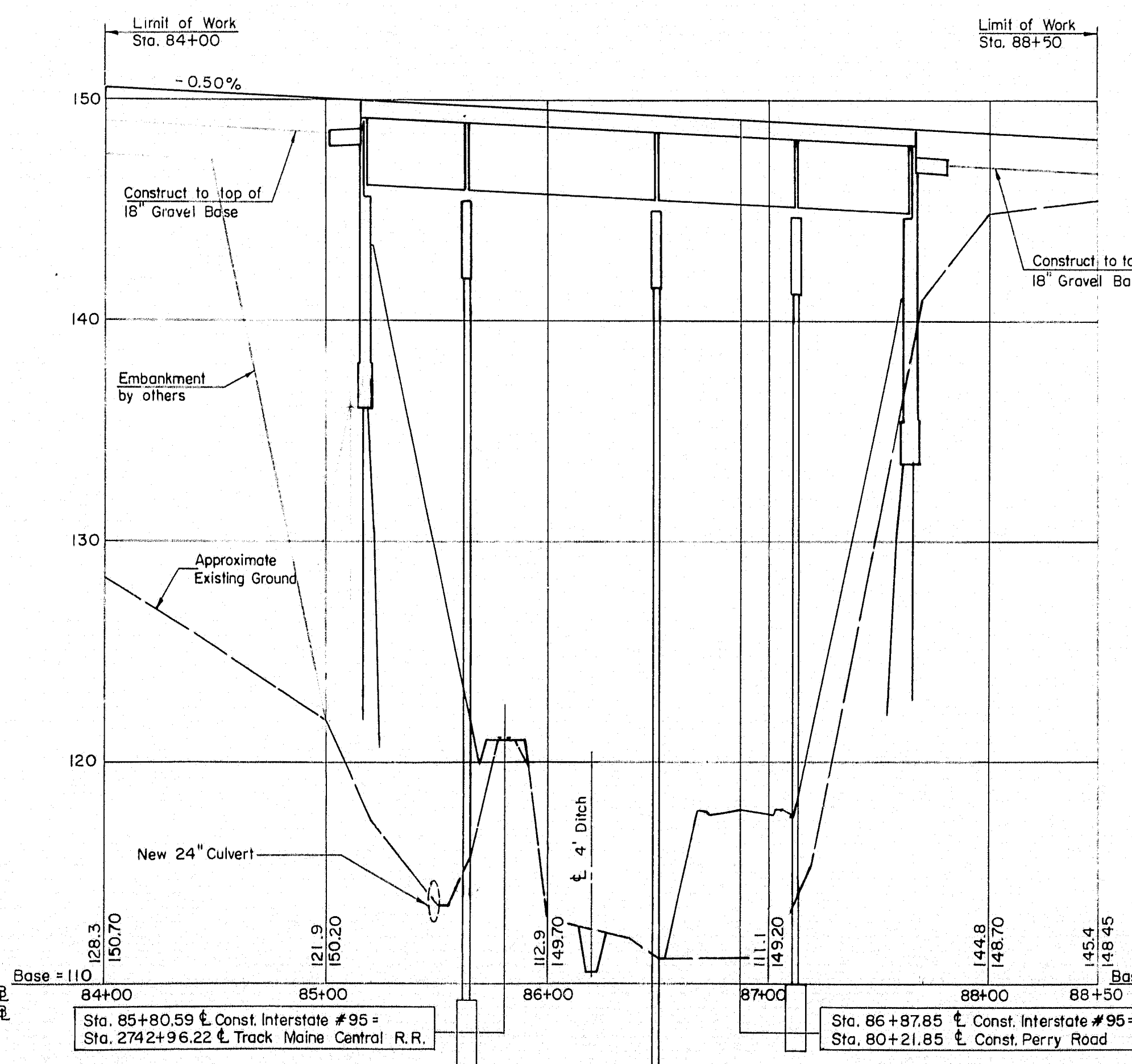
PROFILE ALONG RAMP A

Scale: Hor. 1" = 50'-0"
Vert. 1" = 5'-0"



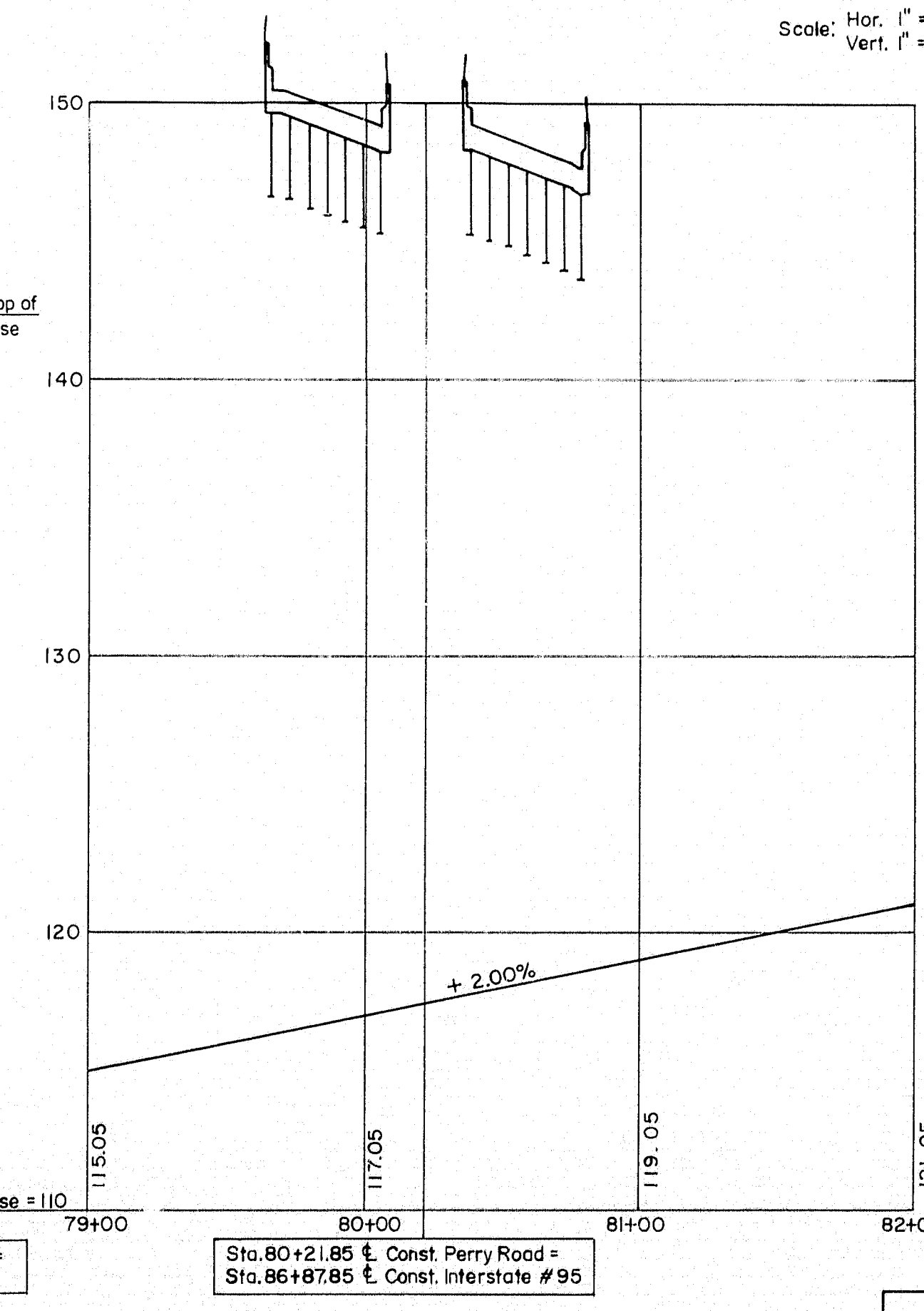
PROFILE ALONG MAINE CENTRAL R.R.

(LEFT RAIL)
Scale: Hor. 1" = 50'-0"
Vert. 1" = 5'-0"



PROFILE ALONG INTERSTATE #95

Scale: Hor. 1" = 50'-0"
Vert. 1" = 5'-0"



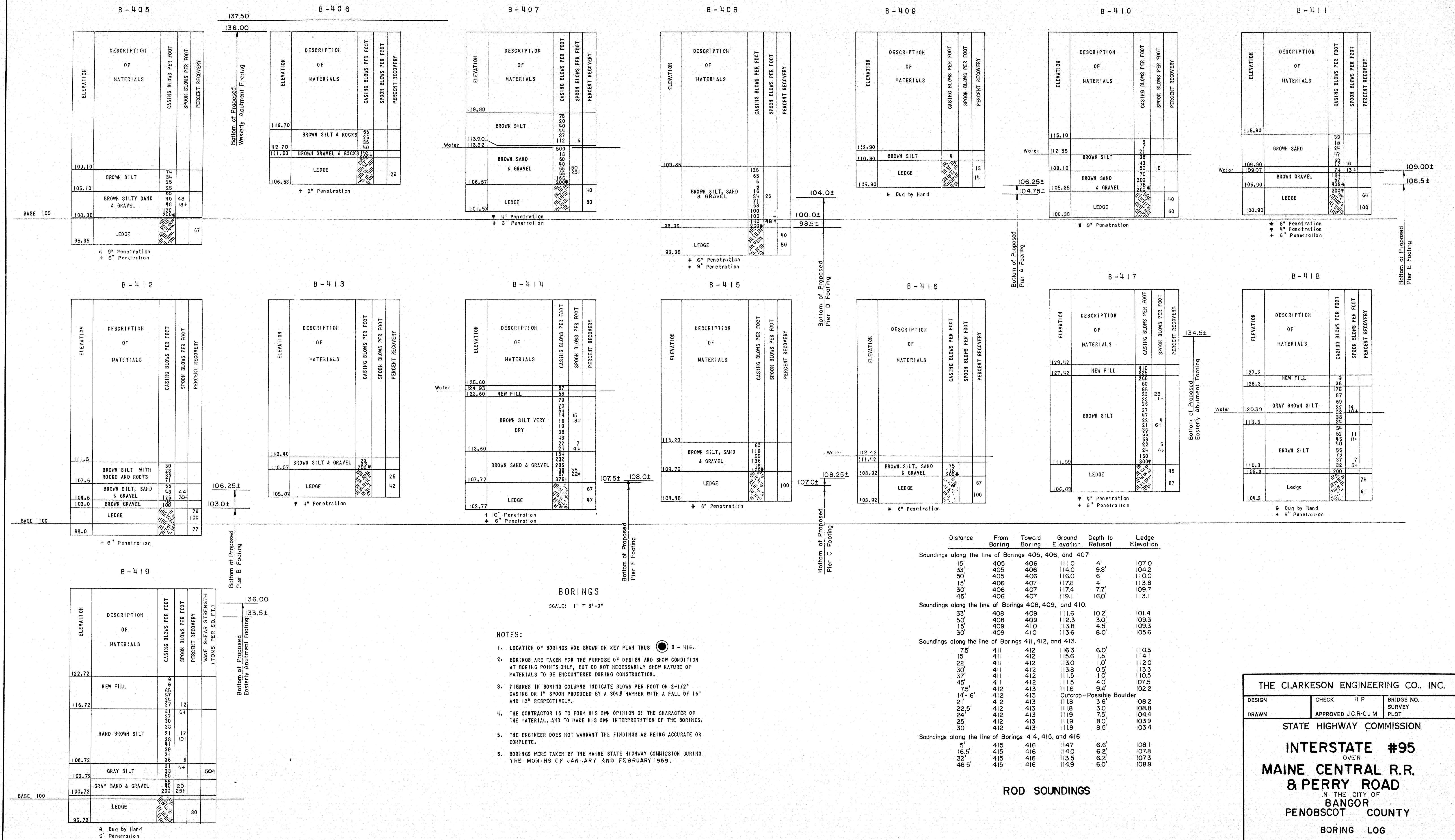
PROFILE ALONG PERRY ROAD

Scale: Hor. 1" = 50'-0"
Vert. 1" = 5'-0"

APPROVED BY *John C. Bennet* DATE 3/24/60
THE CLARKESON ENGINEERING CO., INC.
CONSULTING ENGINEERS
BOSTON MASSACHUSETTS

DESIGN	CHECK J.T.	BRIDGE NO. SURVEY
DRAWN S.A.L.	APPROVED J.C.R. - C.J.M.	PLOT
STATE HIGHWAY COMMISSION		
INTERSTATE #95		
OVER		
MAINE CENTRAL R.R.		
& PERRY ROAD		
IN THE CITY OF BANGOR		
PENOBSCOT COUNTY		
KEY PLAN AND PROFILES		
SHEET 1 OF 11 SHEETS	AUGUSTA, MAINE	

BANGOR INTERSTATE



B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-7 (6) 175	8	18

BANGOR INTERSTATE

Const. Interstate # 95 Curve Data

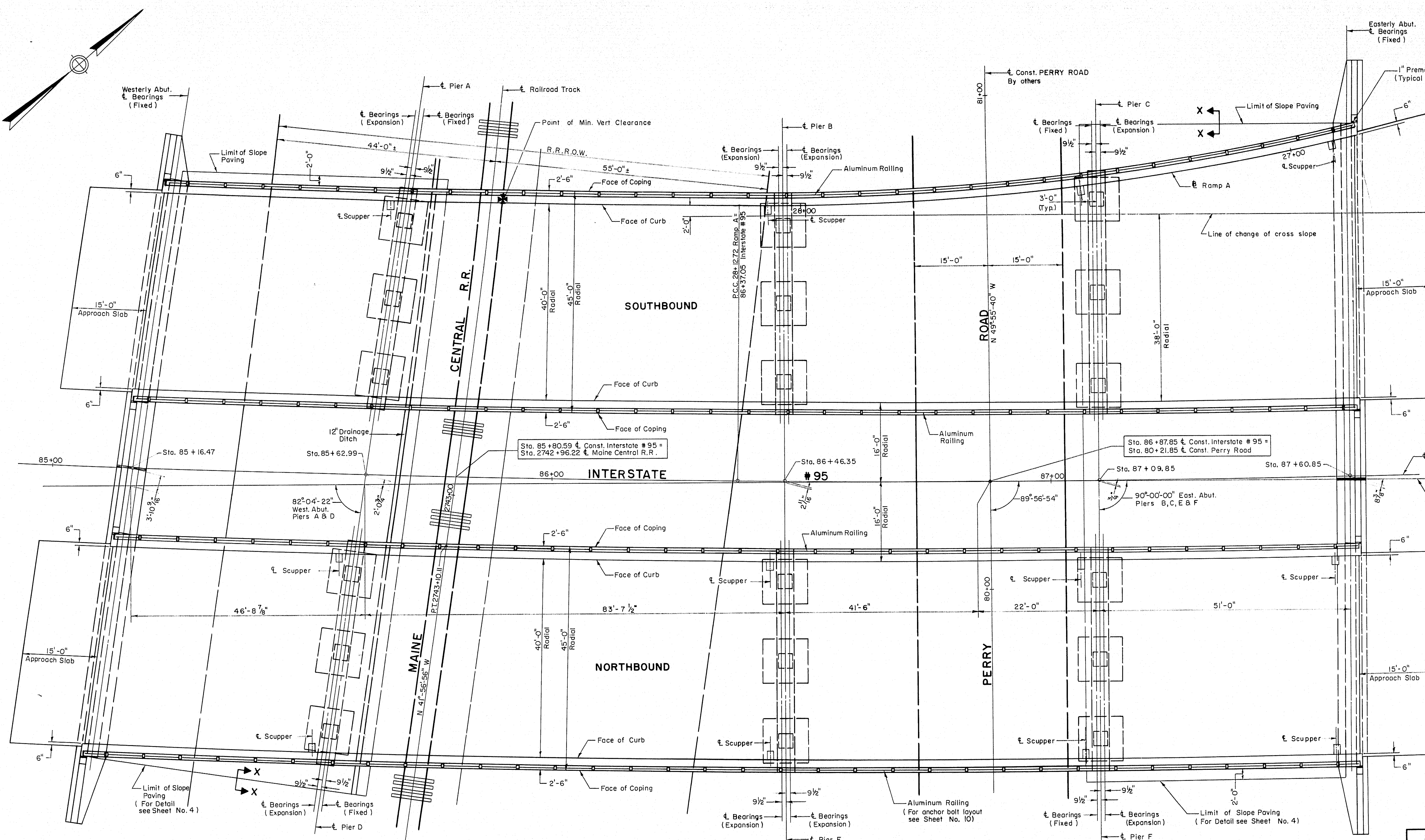
$\Delta = 45^\circ 40' 47''$
 $\Delta_c = 44^\circ 10' 47''$
 $D_c = 1^\circ 30' 00''$
 $L_c = 1550.24'$
 $L = 2945.32'$
 $R = 381972'$
 $\Delta_s = 1^\circ 30' 00''$
 $L_s = 200.00'$
 $R_s = 199.99'$
 $U_s = 174'$
 $U_2 = 133.34'$ (Long tang.)
 $U_2 = 66.67'$ (Short tang.)
Full super Elev. Sta. 60+00 - Sta. 94+50

Ramp A Curve Data

$\Delta = 64^\circ 37' 42''$
 $T = 316.26'$
 $L = 563.99'$
 $R = 500'$

Maine Central R.R. Curve Data

$\Delta = 43^\circ 50' 00''$
 $D = 2^\circ 30' 00''$
 $T = 922.16'$
 $L = 1753.33'$
 $R = 2292.01'$



ELEVATIONS OF BOTTOM OF ROADWAY SLAB - SOUTHBOUND									
Beam No.	ft. Brg.*	1/4 Point	1/2 Point	3/4 Point	ft. Brg.*	Beam No.	ft. Brg.*	1/4 Point	1/2 Point
1	147.87	147.83	147.78	147.72	147.64	15	147.25	147.16	147.02
2	148.14	148.10	148.05	147.99	147.90	16	147.51	147.45	147.36
3	148.40	148.36	148.32	148.25	148.17	17	147.77	147.72	147.64
4	148.66	148.63	148.58	148.51	148.43	18	148.03	147.98	147.91
5	148.93	148.89	148.84	148.77	148.69	19	148.29	148.25	148.18
6	149.19	149.15	149.11	149.04	148.96	20	148.55	148.52	148.45
7	149.45	149.41	149.36	149.29	149.22	21	148.81	148.77	148.71
8	149.71	149.67	149.63	149.56	149.48	22	149.07	149.03	148.96
9	149.97	149.93	149.89	149.82	149.74	23	149.33	149.29	149.23
10	150.23	150.19	150.15	150.08	150.00	24	149.59	149.55	149.48
11	150.49	150.45	150.41	150.34	150.26	25	149.85	149.81	149.74
12	150.75	150.71	150.67	150.60	150.52	26	150.11	150.07	150.00
13	151.01	150.97	150.93	150.86	150.78	27	150.37	150.33	150.26
14	151.27	151.23	151.19	151.12	151.04	28	150.63	150.59	150.52

Note: For Section X-X, see Sheet No. 4.
For Tangent-Curb Offsets, see Sheet No. 4.

GENERAL PLAN Scale: 1" = 10' - 0"

- Notes:
1. After the structural steel is erected and before forms are built or concrete is placed, elevations on the top flange of the beams are to be obtained at the points indicated in the table. The difference between these elevations and those shown in the table give the actual blocking distance from the top of the beam to the bottom of the slab.
2. Elevations shown in tables given to the point indicated in Detail A, Sheet No. 5.

ELEVATIONS OF BOTTOM OF ROADWAY SLAB - NORTHBOUND									
Beam No.	ft. Brg.*	1/4 Point	1/2 Point	3/4 Point	ft. Brg.*	Beam No.	ft. Brg.*	1/4 Point	1/2 Point
30	149.26	149.22	149.17	149.10	149.03	44	148.60	148.56	148.50
31	149.52	149.48	149.44	149.37	149.29	45	148.86	148.83	148.78
32	149.78	149.75	149.70	149.64	149.56	46	149.12	149.09	149.04
33	150.05	150.01	149.97	149.90	149.82	47	149.38	149.35	149.30
34	150.31	150.28	150.23	150.16	150.08	48	149.64	149.61	149.56
35	150.57	150.53	150.49	150.42	150.34	49	149.90	149.87	149.82
36	150.83	150.79	150.75	150.68	150.60	50	150.16	150.13	150.08
37	151.09	151.05	151.01	150.94	150.86	51	150.42	150.39	150.34
38	151.35	151.31	151.27	151.20	151.12	52	150.68	150.65	150.60
39	151.61	151.57	151.53	151.46	151.38	53	150.94	150.91	150.86
40	151.87	151.83	151.79	151.72	151.64	54	151.20	151.17	151.12
41	152.13	152.09	152.05	151.98	151.90	55	151.46	151.43	151.38
42	152.39	152.35	152.31	152.24	152.16	56	151.72	151.69	151.64
43	152.65	152.61	152.57	152.50	152.42	57	151.98	151.95	151.90

* Low station end of beam

THE CLARKSON ENGINEERING CO., INC.

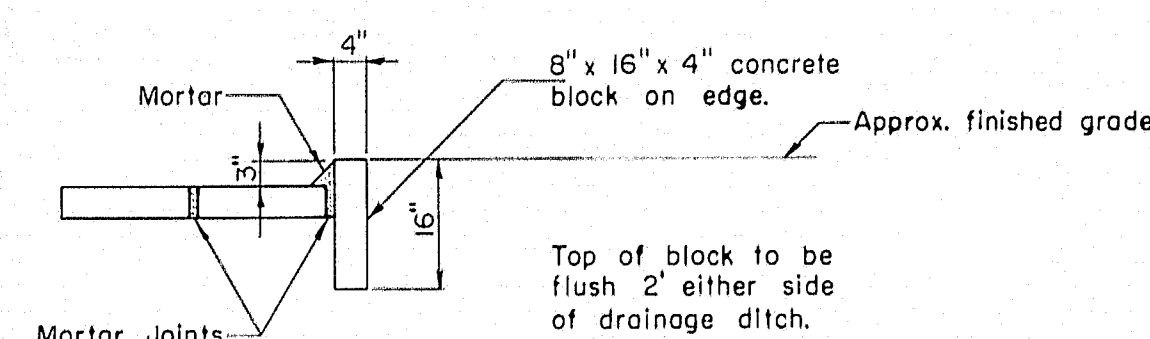
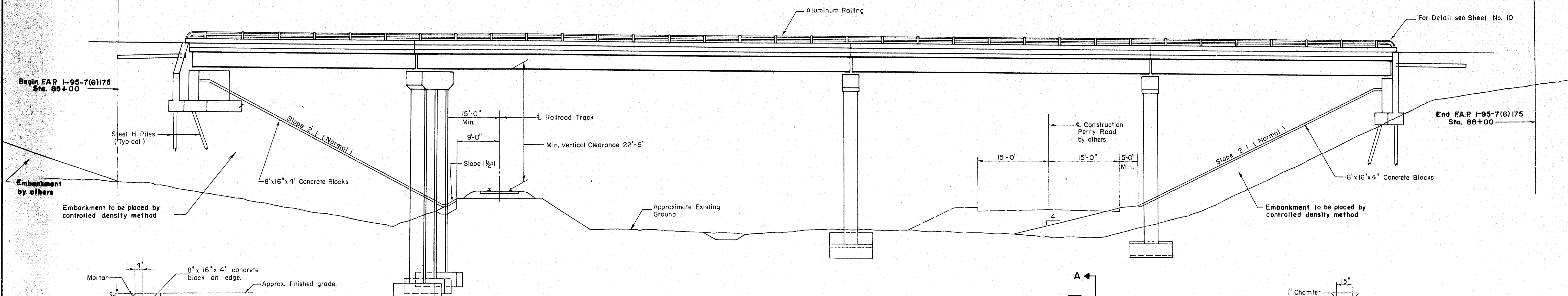
DESIGN	H.P.	CHECK	J.T.	BRIDGE NO.
DRAWN	E.K.	APPROVED	J.C.R.-C.J.M.	SURVEY PLOT

STATE HIGHWAY COMMISSION
INTERSTATE # 95
OVER
MAINE CENTRAL R.R. & PERRY ROAD
IN THE CITY OF
BANGOR
PENOBSCOT COUNTY
GENERAL PLAN

SHEET 3 OF 11 SHEETS AUGUSTA, MAINE

B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-7(6)175	9	18

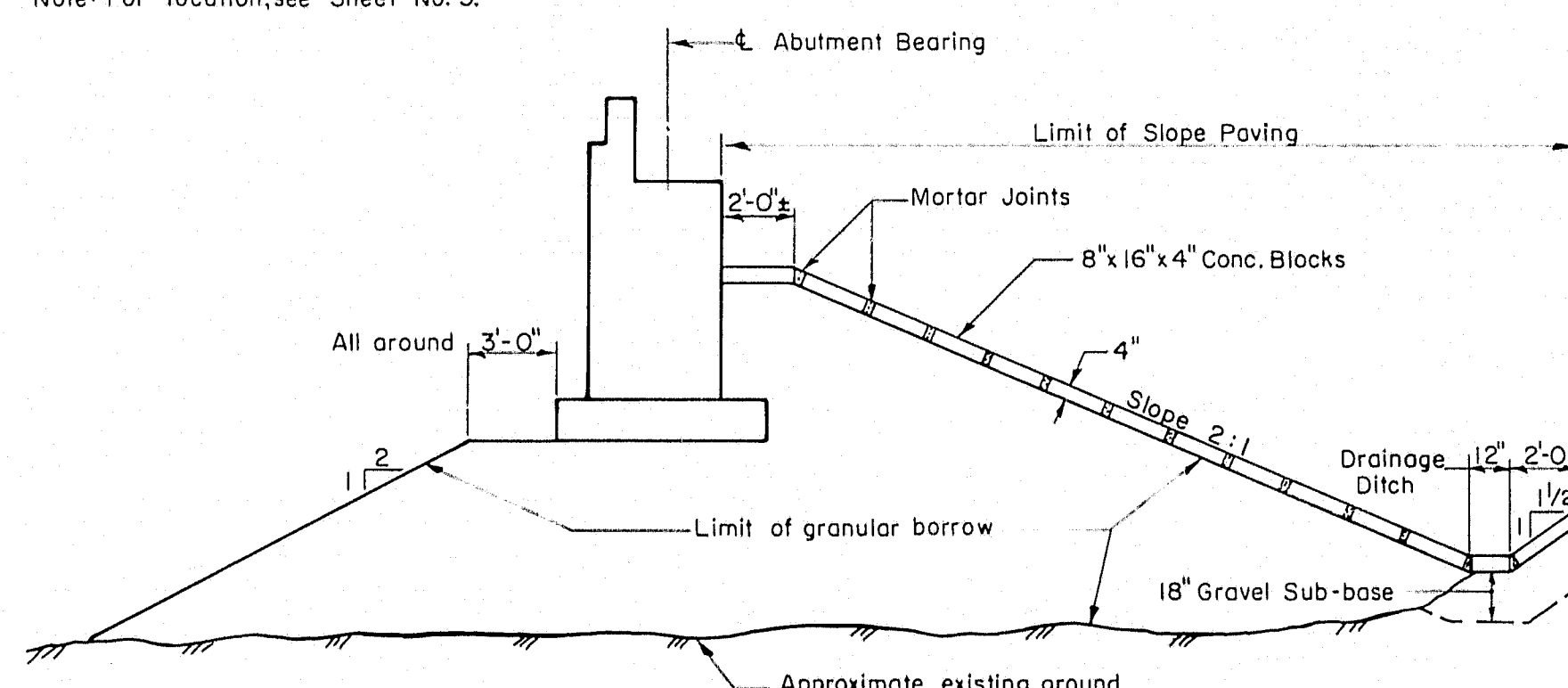
BANGOR INTERSTATE



SECTION X-X

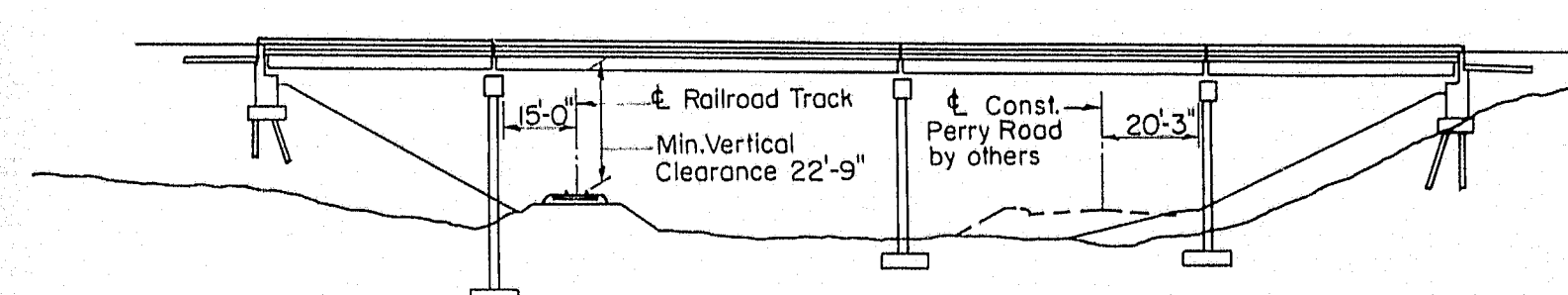
Scale: 1/2" = 1'-0"

Note: For location, see Sheet No. 3.



SLOPE PAVING DETAIL

No Scale

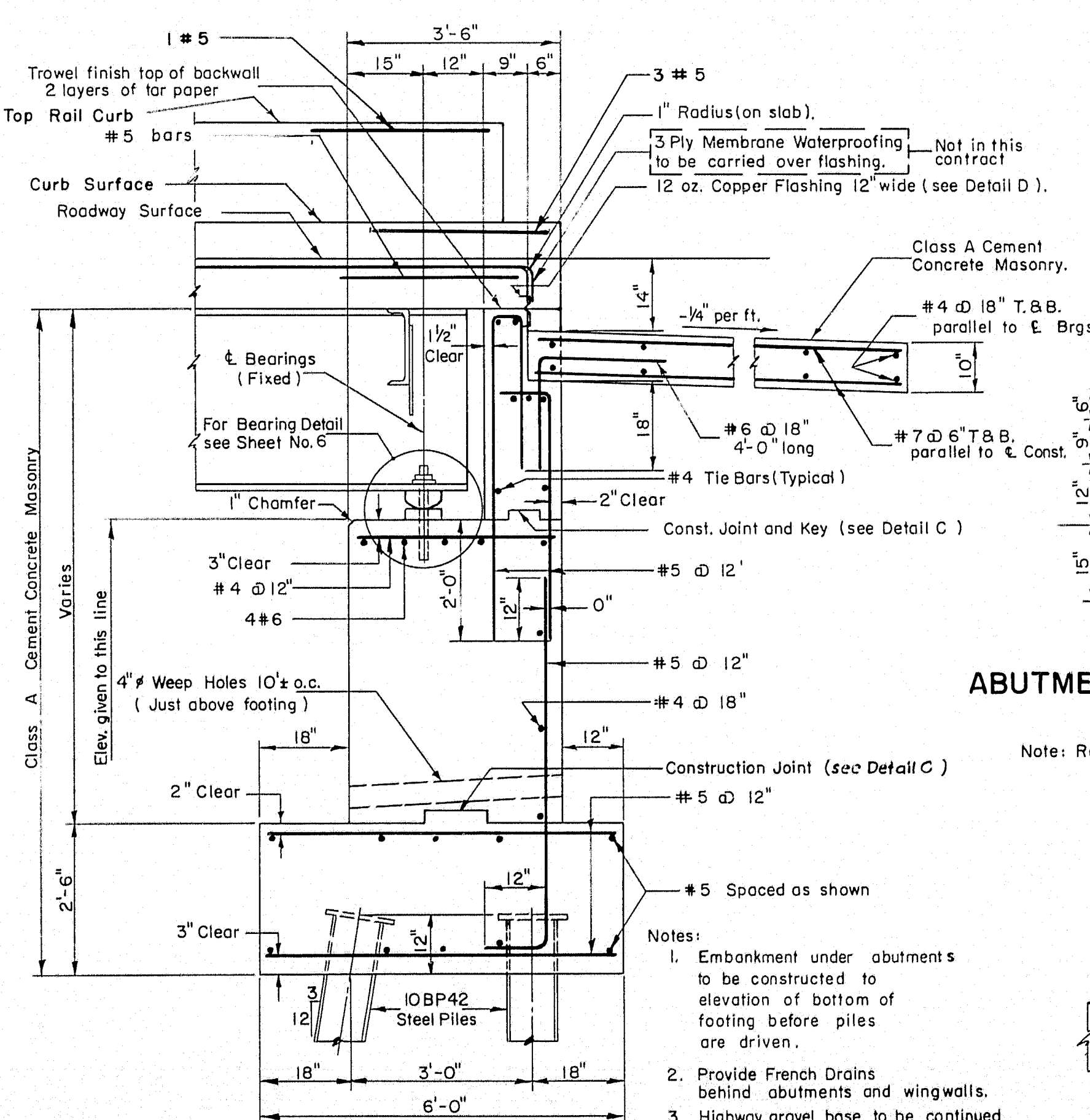


SQUARE SECTION

Scale: 1 1/4" = 40'-0"

GENERAL ELEVATION

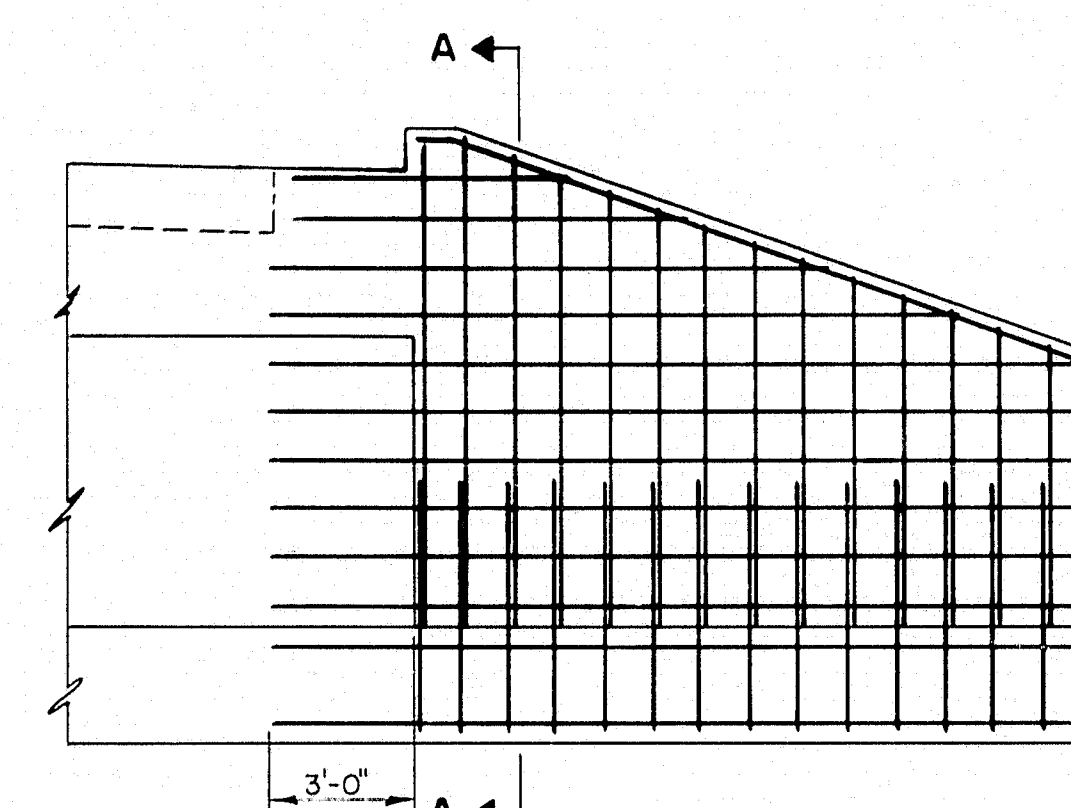
Scale: 1" = 10'-0"



TYPICAL ABUTMENT SECTION

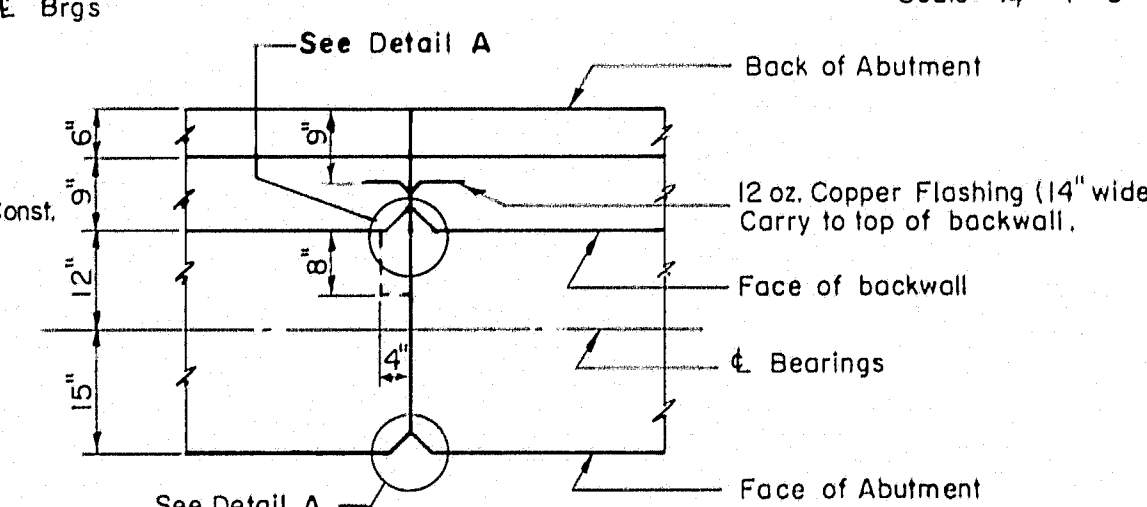
Scale: 1/2" = 1'-0"

Note: Approach slabs shall be paid for under Item 701-40, Portland Cement Concrete Roadway and Sidewalk Slabs on Steel Bridges.



WING REINFORCEMENT LAYOUT

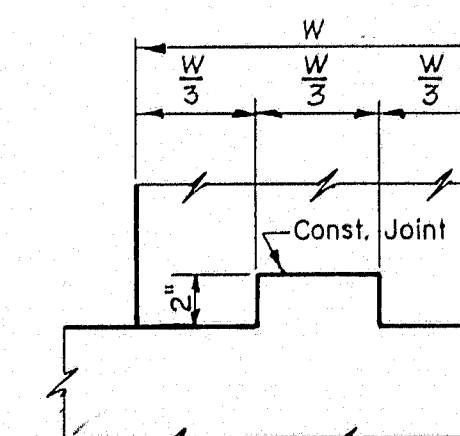
Scale: 1/4" = 1'-0"



ABUTMENT CONSTRUCTION JOINT

Scale: 1/2" = 1'-0"

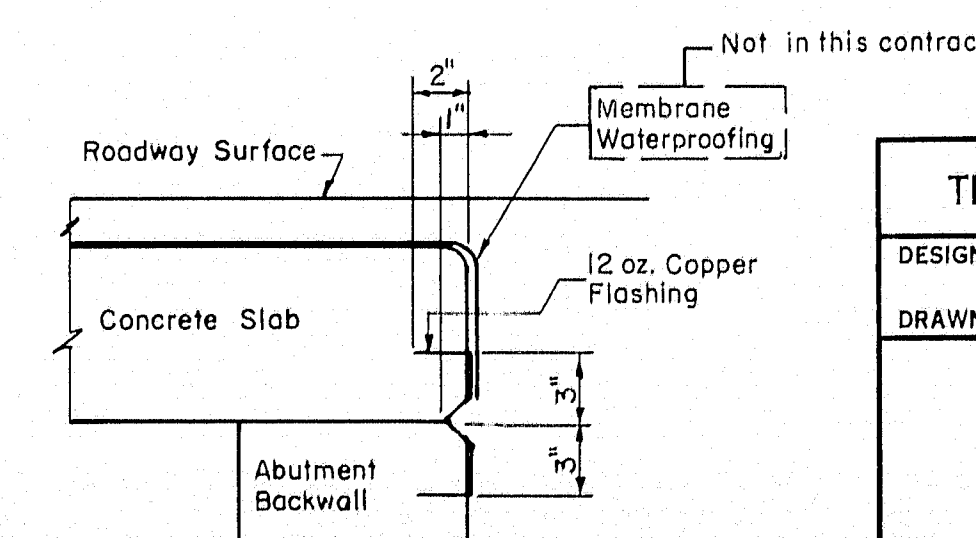
Note: Reinforcement to run through construction joint.



DETAIL C

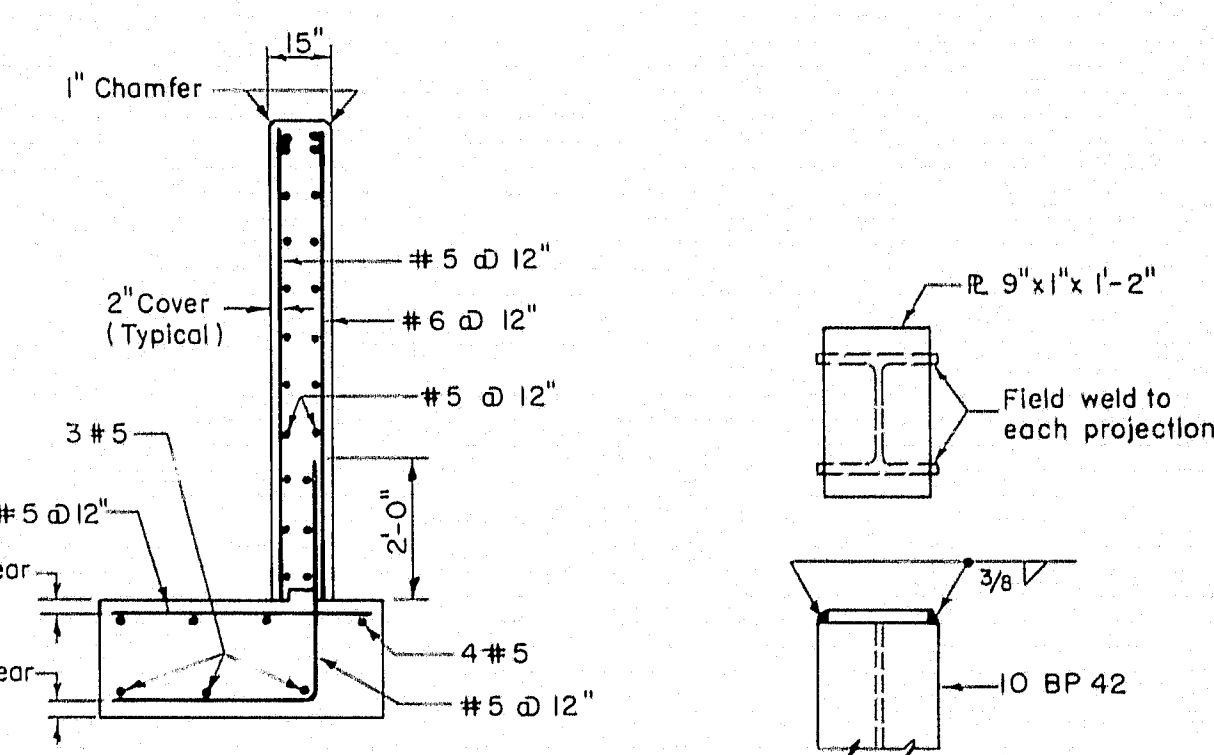
Scale: 1/2" = 1'-0"

Note: Concrete in backwall not to be placed until Structural Steel has been erected. Construction joint to be at or above bridge seat elevation.



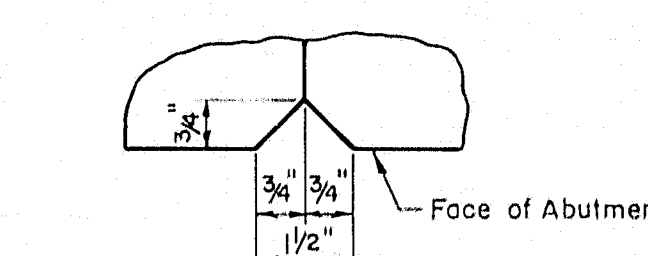
DETAIL D

Scale: 1/2" = 1'-0"



PILE CAP DETAILS

Scale: 3/4" = 1'-0"



DETAIL A (CONSTRUCTION JOINT)

Scale: 4" = 1'-0"

THE CLARKSON ENGINEERING CO., INC.

DESIGN	F.T.	CHECK	J.T.	BRIDGE NO.
DRAWN	E. K.	APPROVED	J.C.R.-C.J.M.	SURVEY PLOT

STATE HIGHWAY COMMISSION

INTERSTATE #95

OVER

MAINE CENTRAL R.R.

& PERRY ROAD

IN THE CITY OF

BANGOR

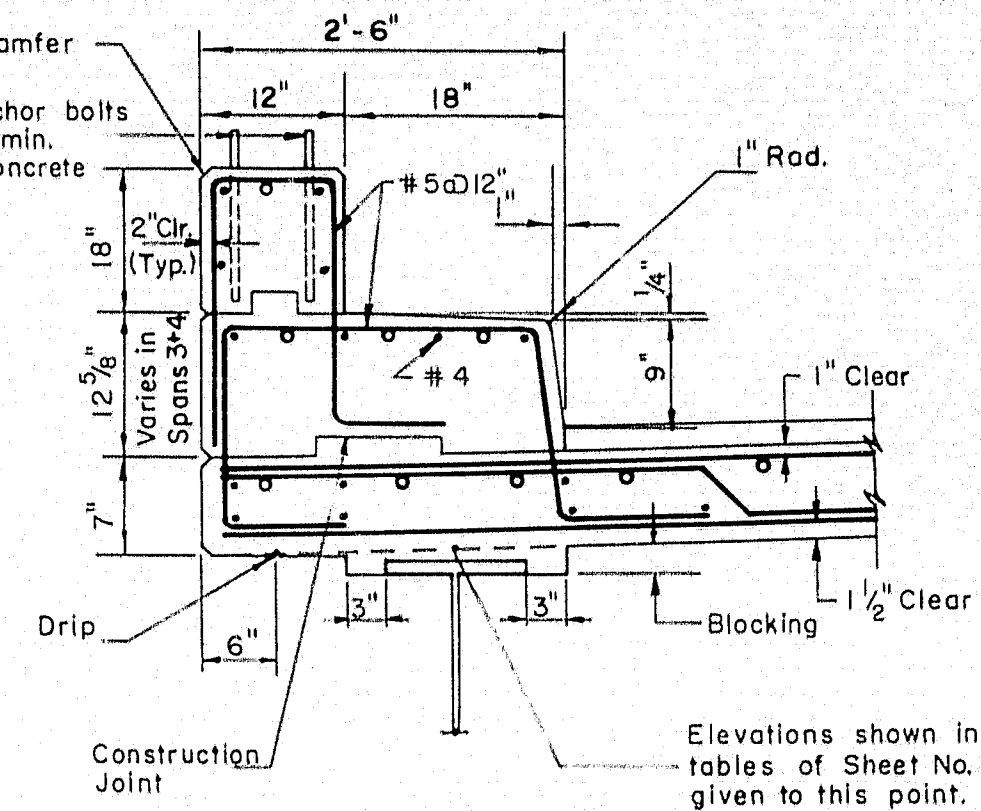
PENOBSCOT COUNTY

ELEVATION & ABUTMENT DETAILS

SHEET 4 OF 11 SHEETS AUGUSTA, MAINE

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(6)175	10	18

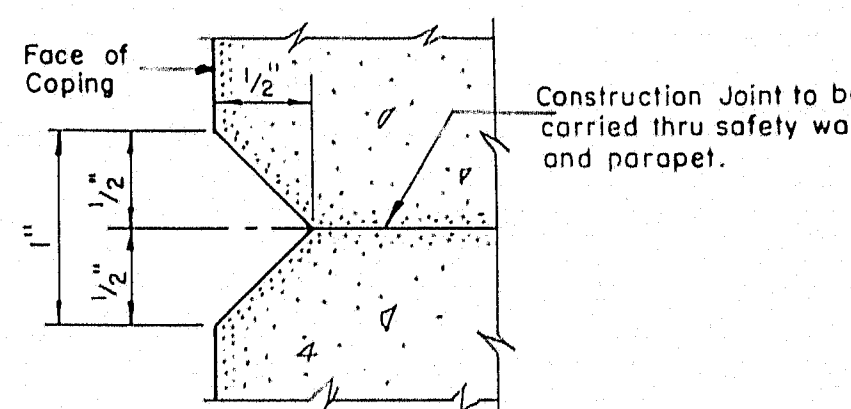
BANGOR INTERSTATE



DETAIL A

Scale: 3/4" = 1'-0"
NOTE: Bars indicated thus "o" to be placed over backwalls only. (#5 bars)

90°-00'-00"
Construction Interstate #95
Tangent to Construction Interstate #95
at Sta. 86+87.85
N 40°-07'-26" E



V-GROOVE DETAIL

Scale: Full Size

- Notes:
- All intermediate diaphragms to be 18 C 42.7, for detail see Sheet No. 6
 - All end diaphragms to be 15 C 33.9, for detail see Sheet No. 6
 - For Cover Plate and Shear Connector details, see Sheet No. 6
 - All beams to be cambered to the extent that the bridge deck under full dead load will follow as nearly as practicable the design profile, and in no case with less camber than is likely to remain permanent. The proposed camber diagram shall be submitted to the Engineer for approval.
 - Parapets and sidewalks to have transverse construction joints 20' ± on centers. Joints are not to be located under railing posts. Contact surfaces of joints to be painted with a bituminous material. Exposed surfaces are to have 1" chamfer. Reinforcing steel to be carried thru joints.
 - All concrete in deck slab of each span shall be placed in one continuous operation.
 - Wherever cover plates and/or shear connectors are welded to beams, beams and plates shall be weldable structural steel A.S.T.M. Designation A-3/3.

THE CLARKSON ENGINEERING CO., INC.

DESIGN	P.F.	CHECK	J.T.	BRIDGE NO.
DRAWN	D.E.S.	APPROVED	J.C.R.-C.J.M.	SURVEY

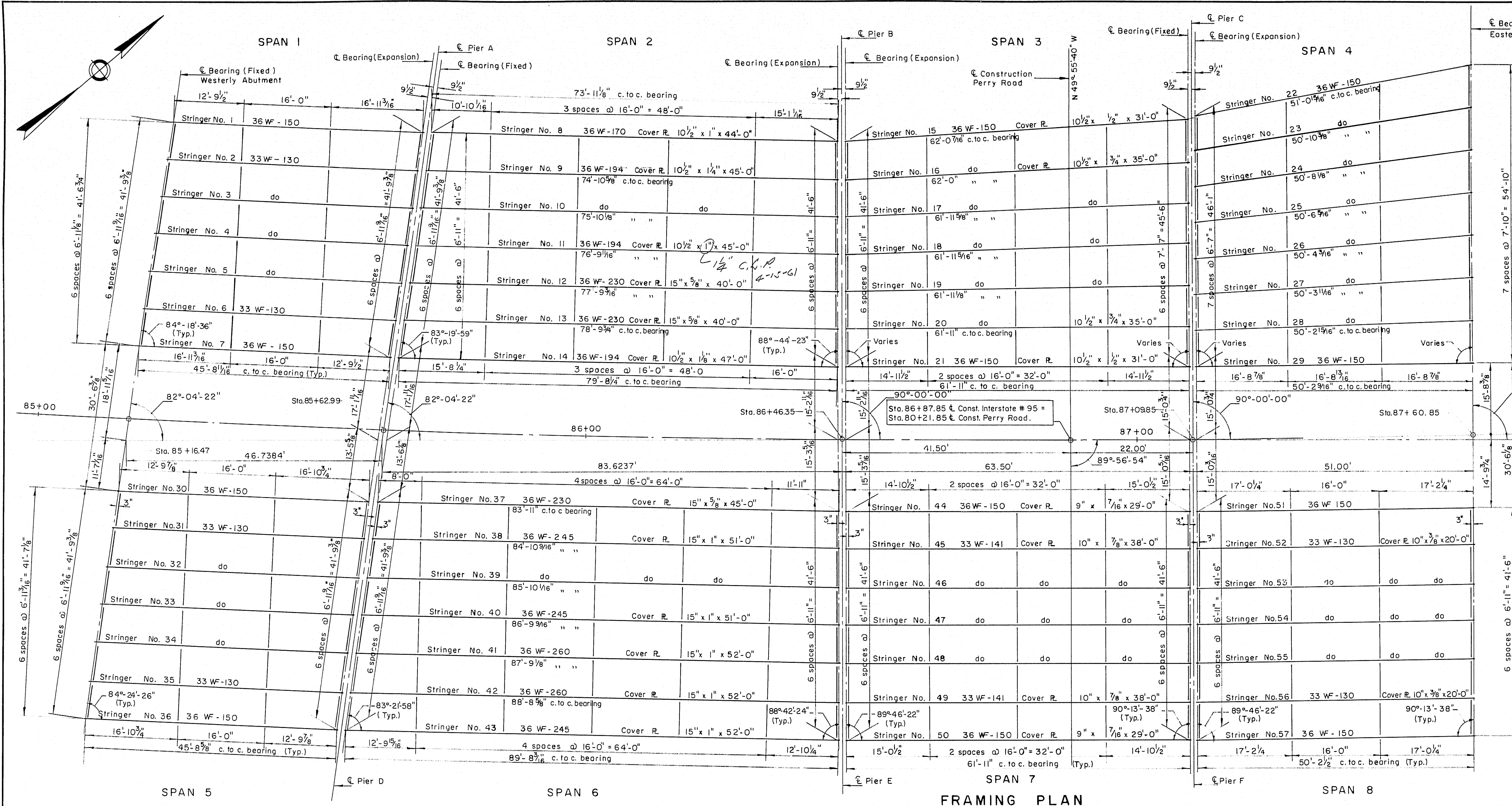
STATE HIGHWAY COMMISSION
INTERSTATE #95
OVER

MAINE CENTRAL R.R.
& PERRY ROAD
IN THE CITY OF

BANGOR
PENOBSCOT COUNTY

FRAMING PLAN AND BRIDGE CROSS SECTION
SHEET 5 OF 11 SHEETS

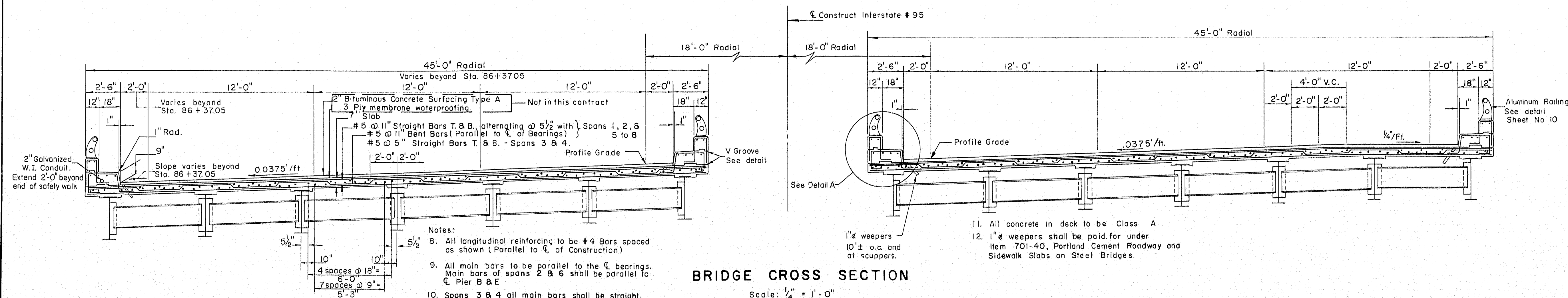
AUGUSTA, MAINE



FRAMING PLAN

Scale: 1" = 10'-0"

Note: For angles of stringers #15 to #29 see Sheets No. 8 & 9

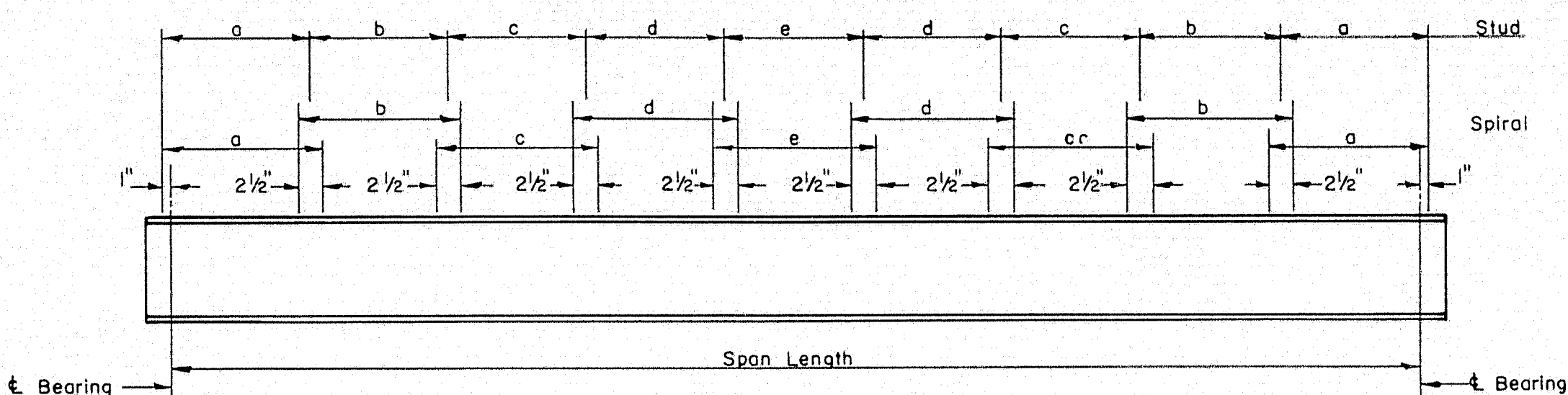
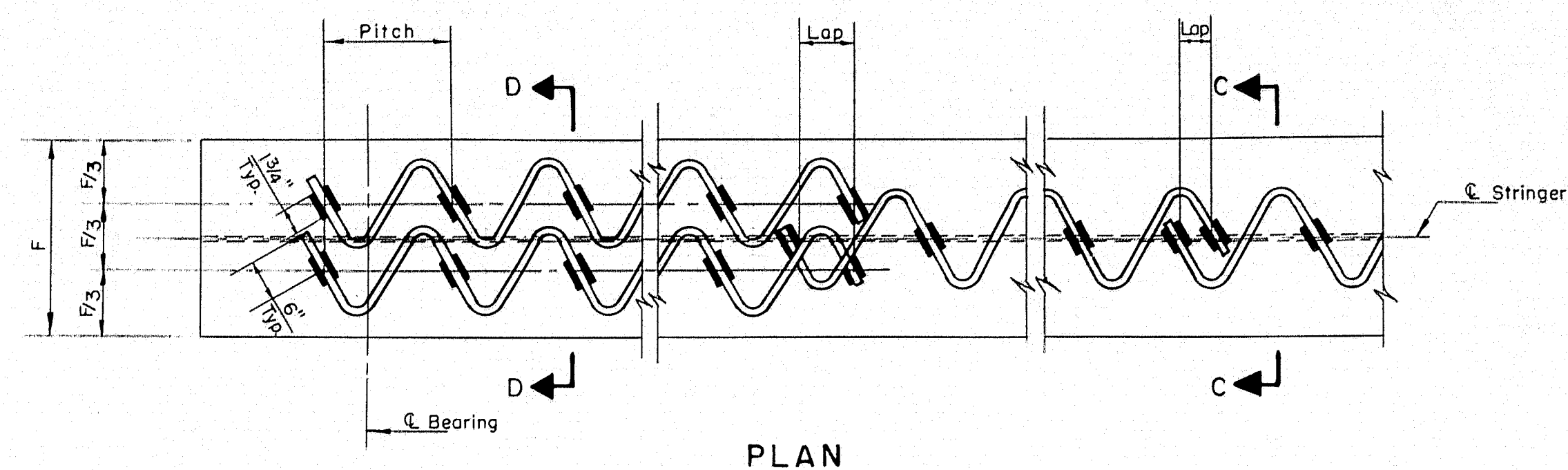


BRIDGE CROSS SECTION

Scale: 1/4" = 1'-0"

0 1 2 3 4 5 INCHES

BANGOR INTERSTATE



TYPICAL SPIRAL & STUD LAYOUT

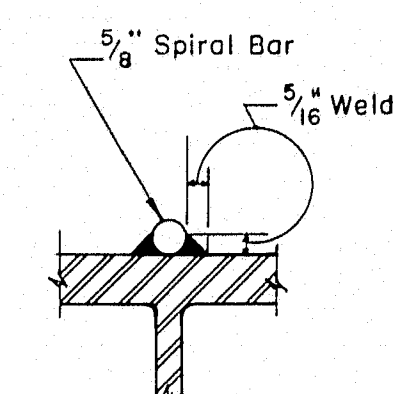
No Scale

SHEAR CONNECTOR SCHEDULE

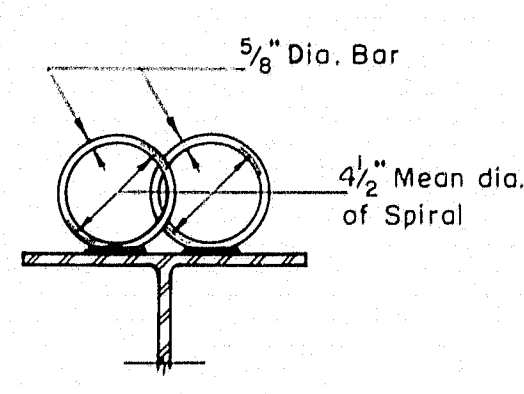
Stringer No.	Span Length	S P I R A L S												S T U D S I N R O W S O F T H R E E												
		a			b			c			d			e			a		b		c		d		e	
		No. per Row	Spaces	Pitch In.	No. per Row	Spaces	Pitch In.	No. per Row	Spaces	Pitch In.	No. per Row	Spaces	Pitch In.	No. per Row	Spaces	Pitch In.	Spaces	Pitch In.	Spaces	Pitch In.	Spaces	Pitch In.	Spaces	Pitch In.	Spaces	Pitch In.
1,7,30,36	45'-8 7/8"	2	18	7	1	24	5	1	9								20	6	14	8 1/2	6					
2-6,31-35	45'-8 7/8"		23	5 1/2					10								24	5	17	7	6					
8	73'-11 1/8"		21	6	2	16	7 1/2		22	5 1/2	1	23					22	5 1/2	19	6 1/2	14	9	13			
9	74'-10 5/8"								24	5		32					24	5	20	6		8 1/2	19			
10	75'-10 1/8"					17	7					32											19			
11	76'-9 1/8"					17	7					32											19			
12	77'-9 5/8"					16	7 1/2					36											21			
13	78'-8 3/4"		21	6	2	16	7 1/2		24			36					24	5	20	6		8 1/2	21			
14	79'-8 1/4"		19	6 1/2	1	30	4		24	5		36					22	5 1/2	19	6 1/2	14	9	19			
15	62'-0 7/8"		21	6	1	30	4		22	5 1/2		3					24	5	19	6 1/2	13	9 1/2				
16	62'-0"		23	5 1/2	2	17	7		24	5		4					27	4 1/2	20	6	14	9				
17	61'-11 5/8"																									
18	61'-11 5/8"																									
19	61'-11 7/8"																									
20	61'-11"		23	5 1/2	2	17	7		24	5		4					27	4 1/2	20	6	14	9				
21	61'-11"		21	6	1	30	4		22	5 1/2	1	3					24	5	19	6 1/2	13	9 1/2				
22	51'-0 3/4"		19	6 1/2	1	27	4 1/2		20								22	5 1/2	16	7 1/2	12					
23	50'-10 7/8"		23	5 1/2	2	16	7 1/2		22								24	5	17	7	13					
24	50'-8 1/8"																									
25	50'-6 3/8"																									
26	50'-4 3/8"																									
27	50'-3 1/8"																									
28	50'-2 3/8"		23	5 1/2	2	16	7 1/2		22								24	5	17	7	13					
29	50'-2 3/8"		19	6 1/2	1	27	4 1/2		20								22	5 1/2	16	7 1/2	12					
37	83'-11"		18	7	1	30	4		24	5	1	17	7	1	7		20	6	17	7	14	9	10	12		3
38	84'-10 3/8"		21	6	2	16	7 1/2					20	6		11		22	5 1/2	20	6	15	8	12	10 1/2		5
39	85'-10 1/8"											20			11											5
40	86'-9 3/8"								24	5		20			11											5
41	87'-9 1/8"								27	4 1/2	21	6		13												7
42	88'-8 3/8"		21	6		16	7 1/2		27	4 1/2	21	6		13			22	5 1/2	20	6	15	8	12	10 1/2		7
43	89'-8 3/8"		23	5 1/2	2	19	6 1/2		24	5	19	6 1/2	1	13			27	4 1/2	22	5 1/2	14	9	11	11 1/2		6
44 & 50	61'-11"		21	6	1	30	4		23	5 1/2		2					22	5 1/2	17	7	12	10	2			
45 to 49	61'-11"		23	5 1/2	2	17	7		24	5	1	4					27	4 1/2	20	6	14	8 1/2	2			
51 & 57	50'-2 1/2"		19	6 1/2	1	28	4 1/2		17								22	5 1/2	15	8	10					
52 to 56	50'-2 1/2"	2	23	5 1/2	2	16	7 1/2	1	21								27	4 1/2	19	6 1/2	12	10				

Total No. Studs = 18,774

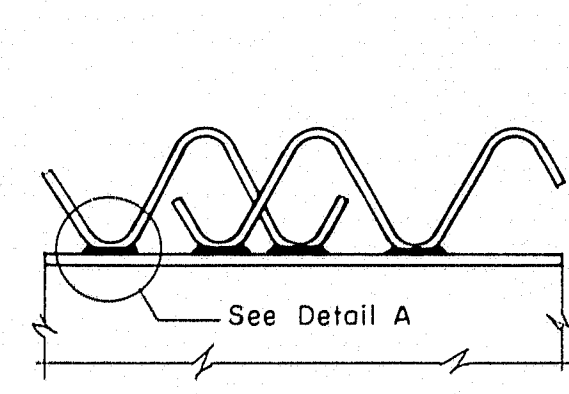
Payment to be included under items 703-9 and 703-10 Bronze or Copper-Alloy Bearing



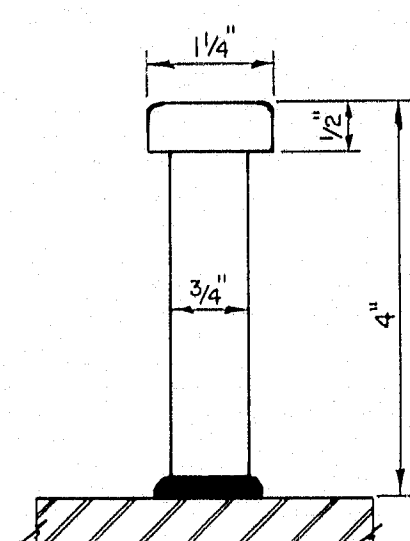
DETAIL A



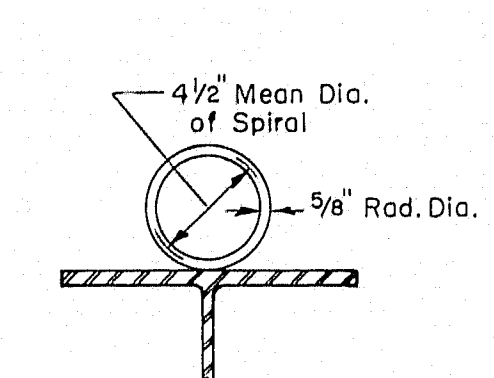
SECTION D-D



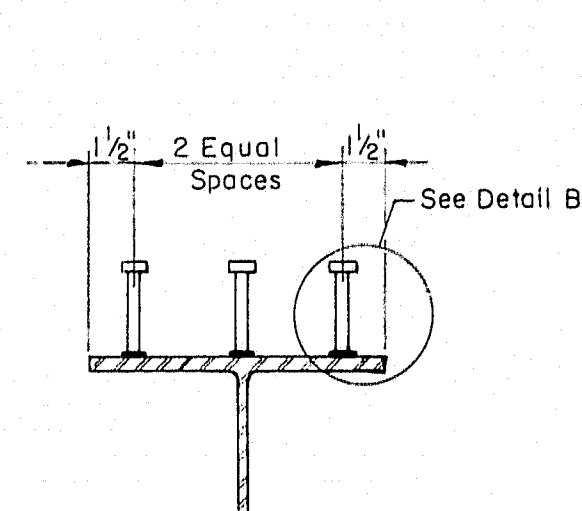
ELEVATION



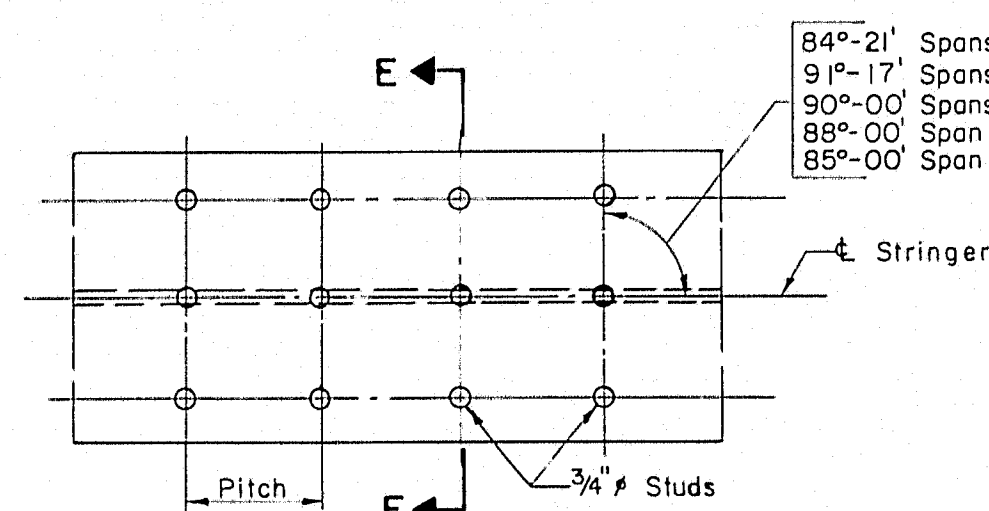
DETAIL B



SECTION C-C



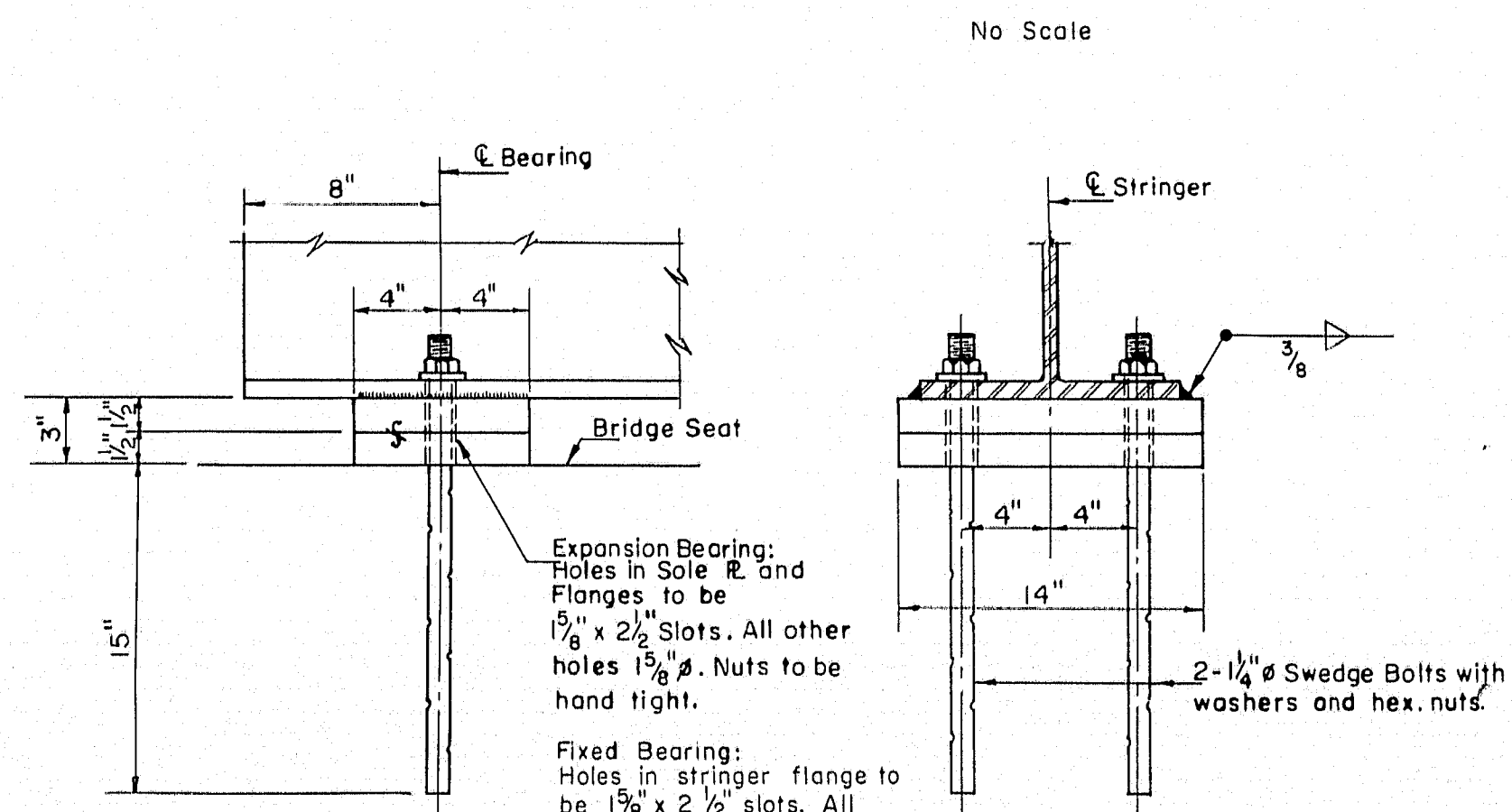
SECTION E-E



PLAN

SHEAR CONNECTOR DETAILS

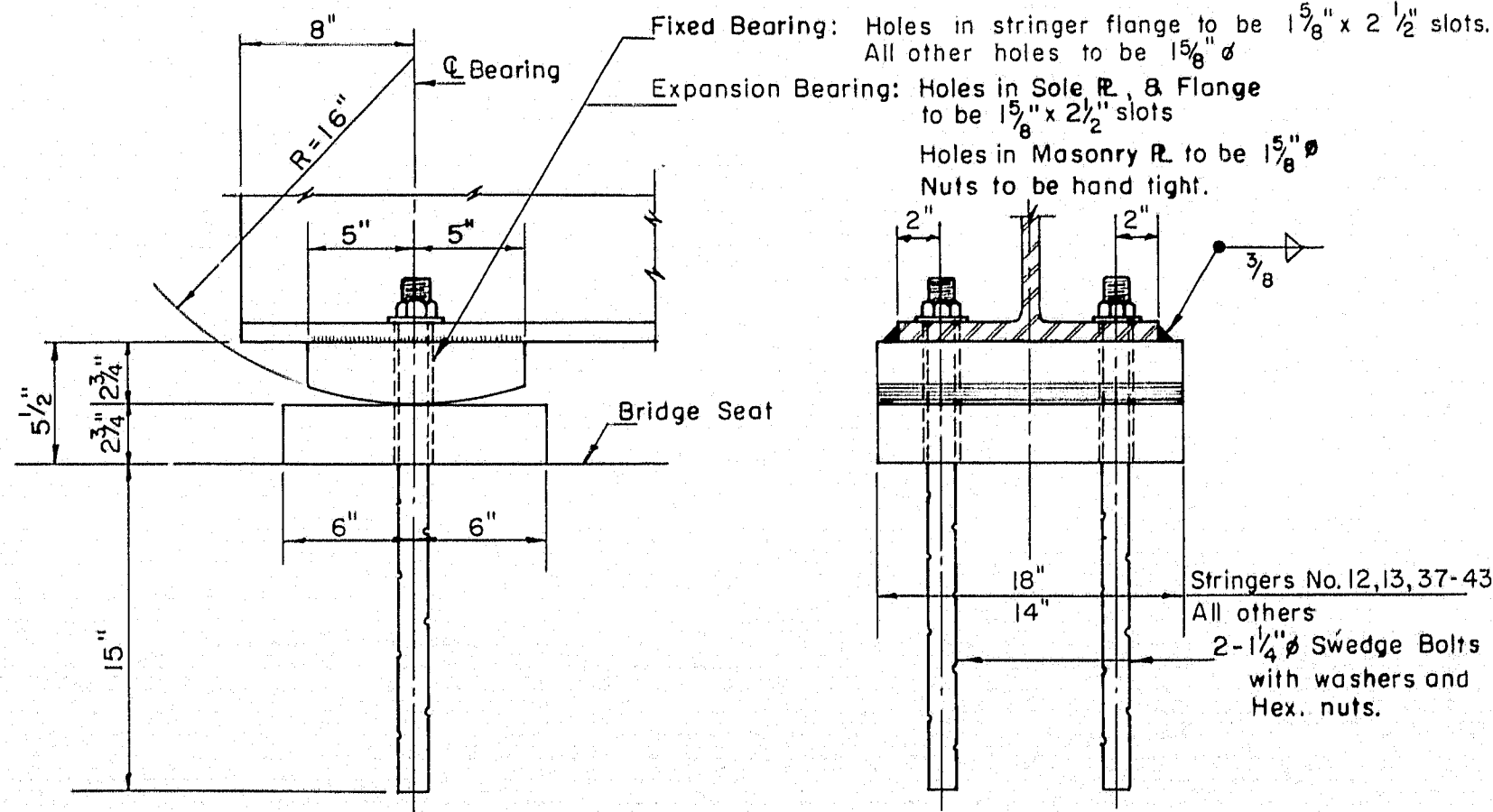
No Scale



EXPANSION & FIXED BEARING DETAIL

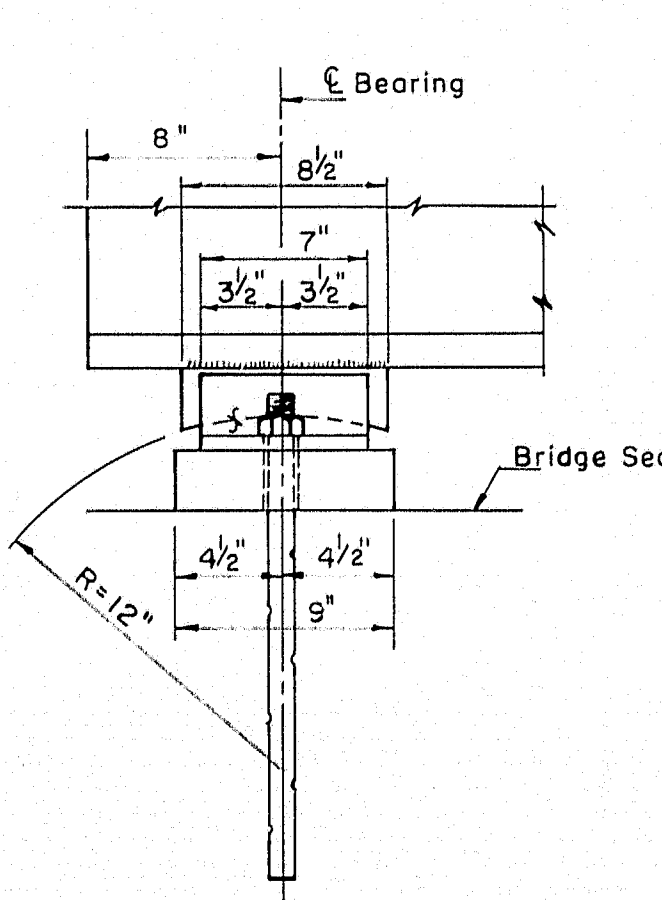
SPANS 1,4,5, & 8

Scale: 1 1/2" = 1'-0"



FIXED BEARING DETAIL (SPANS 2,3,6,8)
EXPANSION BEARING DETAIL (SPANS 3 & 7)

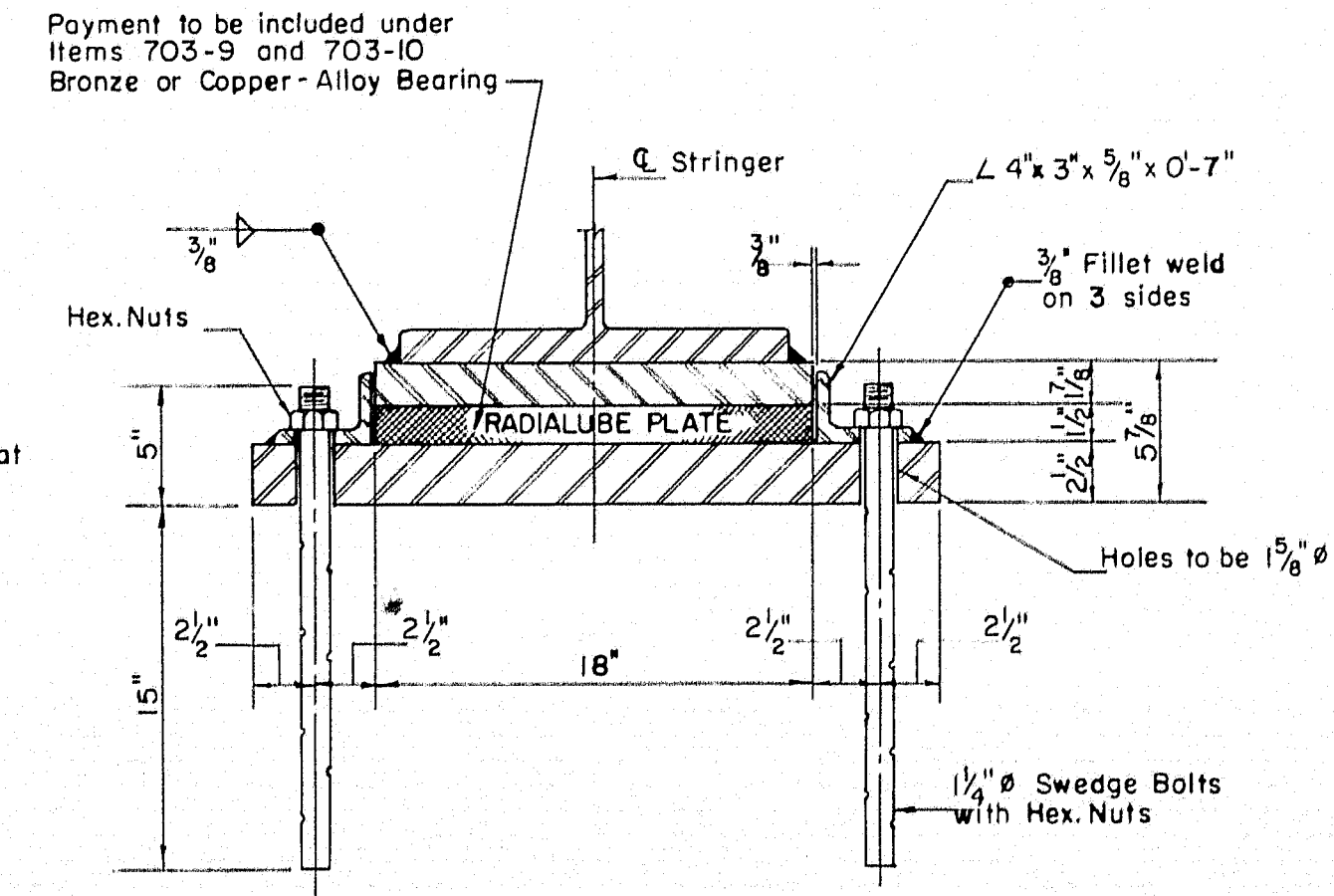
Scale: 1 1/2" = 1'-0"



EXPANSION BEARING DETAIL

SPANS 2 & 6

Scale: 1 1/2" = 1'-0"



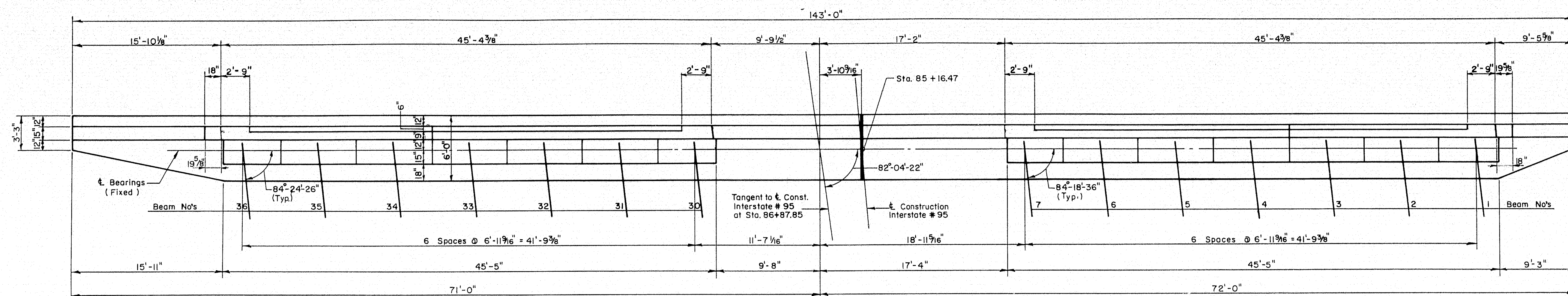
COVER PLATE DETAIL

NOT TO SCALE

THE CLARKSON ENGINEERING CO., INC.			
DESIGN R.F.	CHECK J.T.	BRIDGE NO. SURVEY PLOT	
DRAWN D.E.S.	APPROVED J.C.R.-C.J.M.		
STATE HIGHWAY COMMISSION			
INTERSTATE #95			
OVER			
MAINE CENTRAL R.R. & PERRY ROAD			
IN THE CITY OF BANGOR			
PENOBSCOT COUNTY			
SUPERSTRUCTURE DETAILS			
SHEET 6 OF 11 SHEETS		AUGUSTA, MAINE	

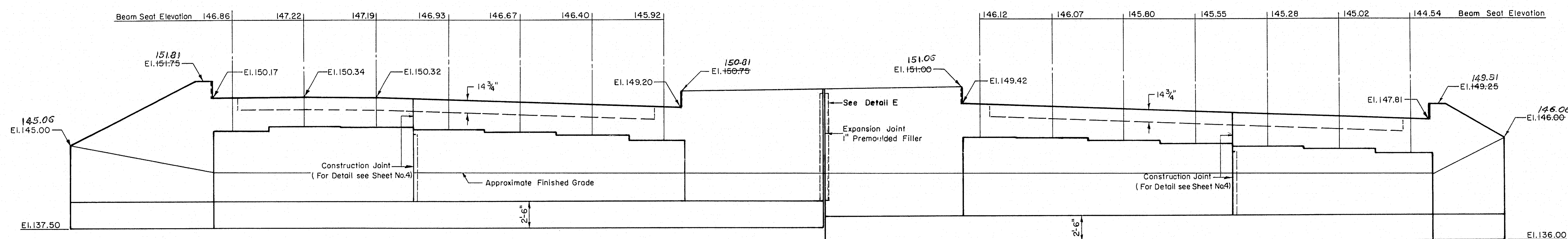
B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95 - 7(6)175	12	18

BANGOR INTERSTATE



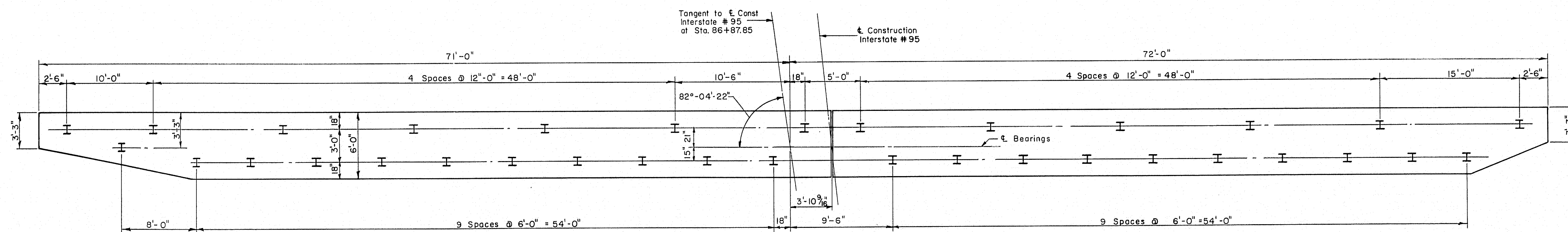
WESTERLY ABUTMENT PLAN

Scale: 3/16" = 1'-0"



WESTERLY ABUTMENT ELEVATION

Scale: 3/16" = 1'-0"

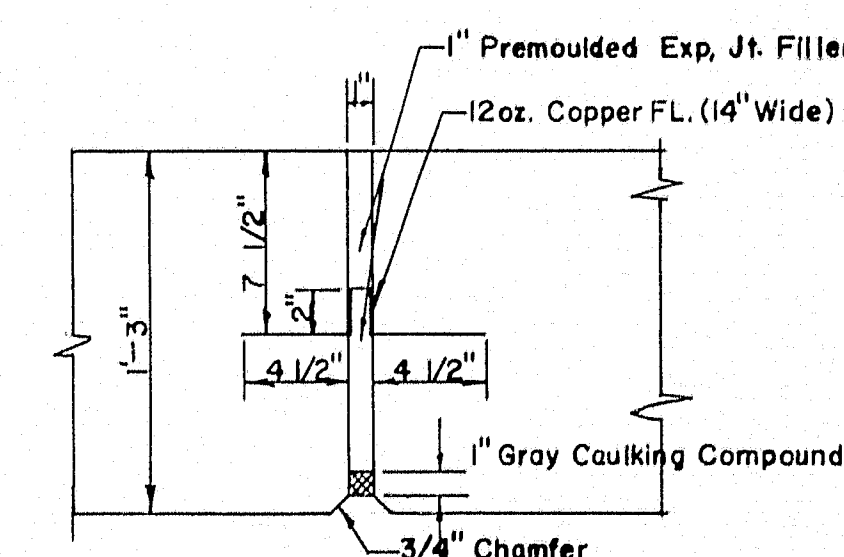


WESTERLY ABUTMENT PILE PLAN

Scale: 3/16" = 1'-0"

Notes:

1. All piles to be 10 BP42 steel piles.
2. All piles in front row to be battered 3 on 12.
3. All piles to be driven to bedrock or practical refusal in existing ground.
4. Cap all piles (See detail Sheet No. 4)
5. Maximum pile load 35 Tons



DETAIL E
SCALE: 1 1/2" = 1'-0"

THE CLARKSON ENGINEERING CO., INC.

DESIGN	F. T.	CHECK	J. T.	BRIDGE NO.
DRAWN	E. K.	APPROVED	J. C. R. - C. J. M.	SURVEY PLOT

STATE HIGHWAY COMMISSION
INTERSTATE # 95
OVER

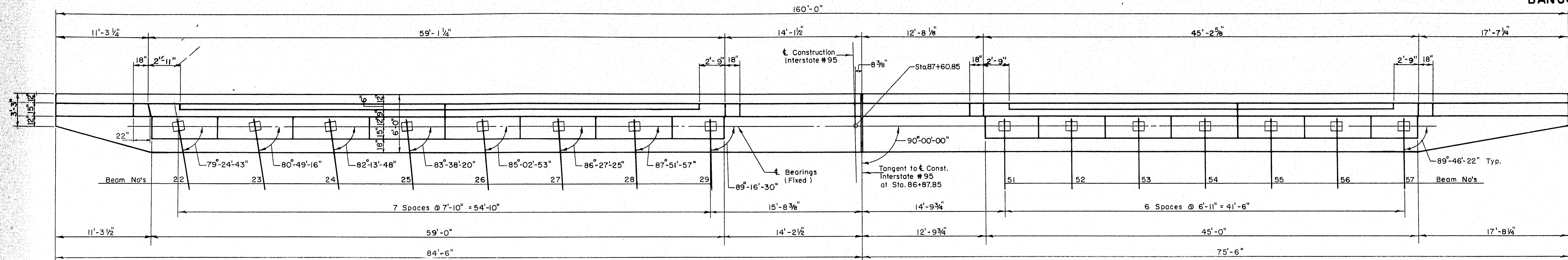
MAINE CENTRAL R.R.
& PERRY ROAD
IN THE CITY OF
BANGOR
PENOBSCOT COUNTY
WESTERLY ABUTMENT

SHEET 7 OF 11 SHEETS

AUGUSTA, MAINE

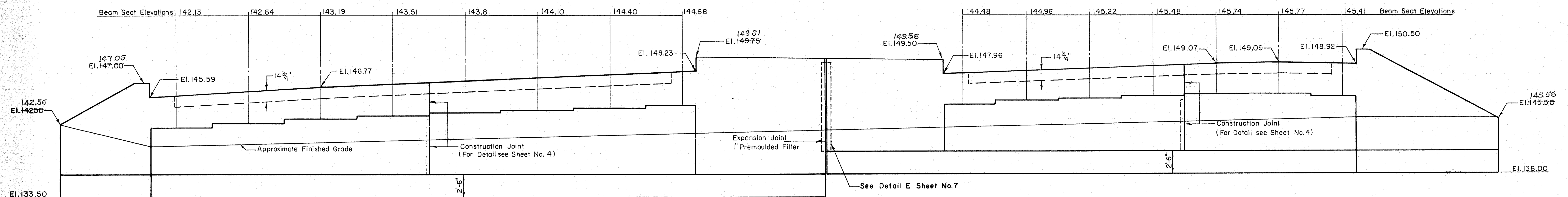
B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-7(6)175	13	18

BANGOR INTERSTATE



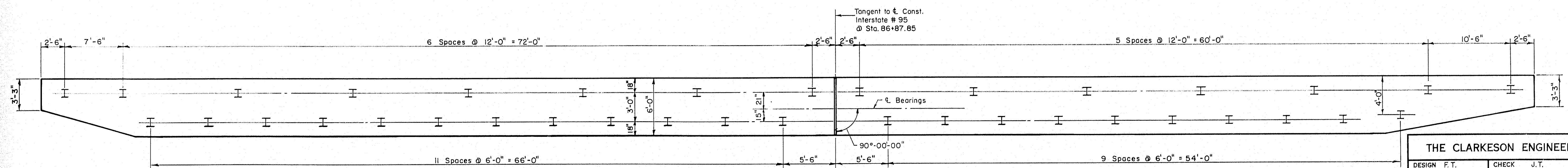
EASTERLY ABUTMENT PLAN

Scale: 3/16" = 1'-0"



EASTERLY ABUTMENT ELEVATION

Scale: 3/16" = 1'-0"



EASTERLY ABUTMENT PILE PLAN

Scale: 3/16" = 1'-0"

- Notes:
1. All piles to be 10 BP42 steel piles.
 2. All piles in front row to be battered 3 on 12
 3. All piles to be driven to bedrock or practical refusal in existing ground.
 4. Cap all piles (See detail Sheet No. 4)
 5. Maximum pile load 35 Tons

THE CLARKESON ENGINEERING CO., INC.

DESIGN F.T.	CHECK J.T.	BRIDGE NO.
DRAWN E. K.	APPROVED JCR.-C.J.M.	SURVEY PLOT

STATE HIGHWAY COMMISSION

INTERSTATE #95

OVER

MAINE CENTRAL R.R.

& PERRY ROAD

IN THE CITY OF

BANGOR

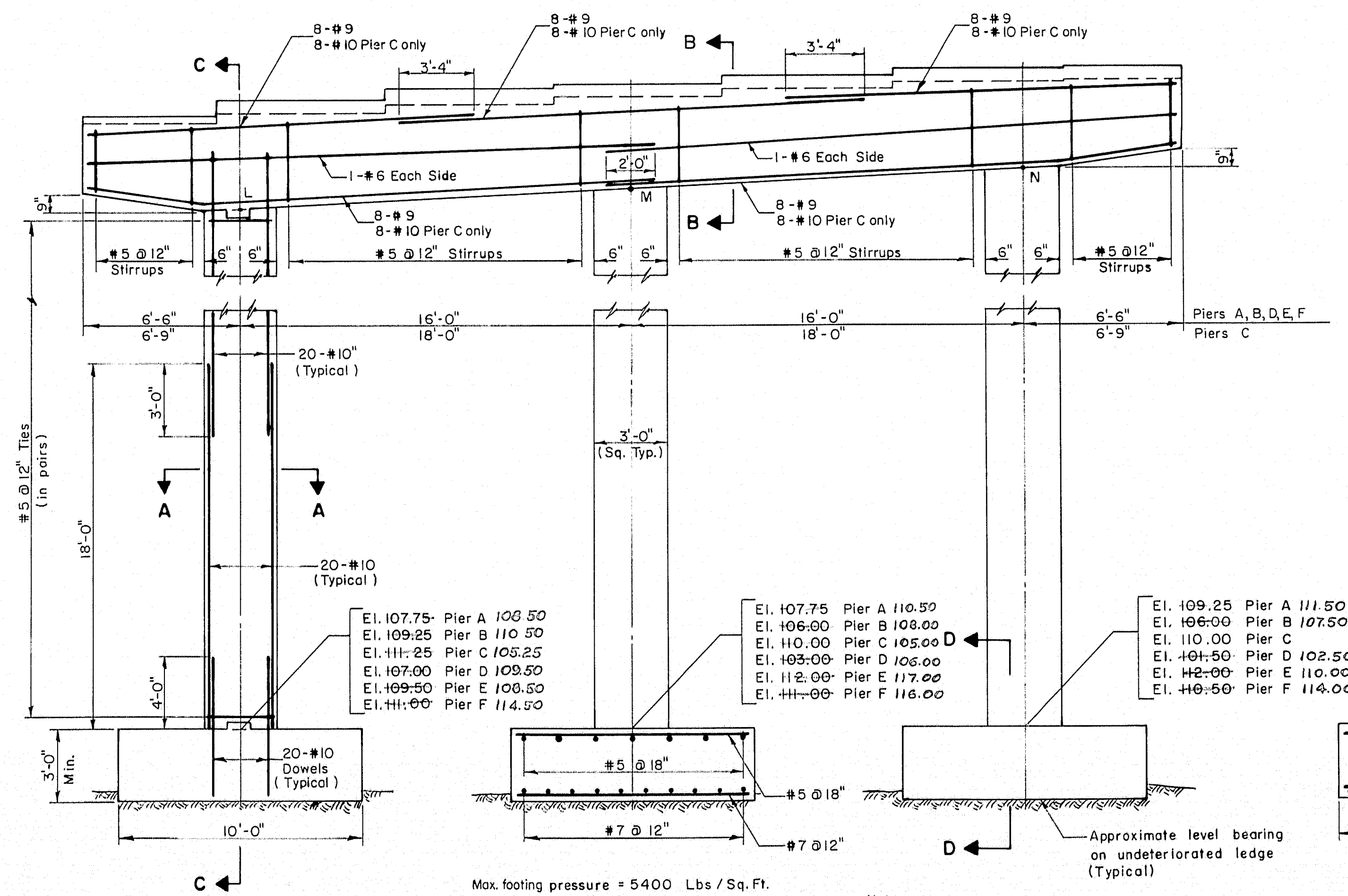
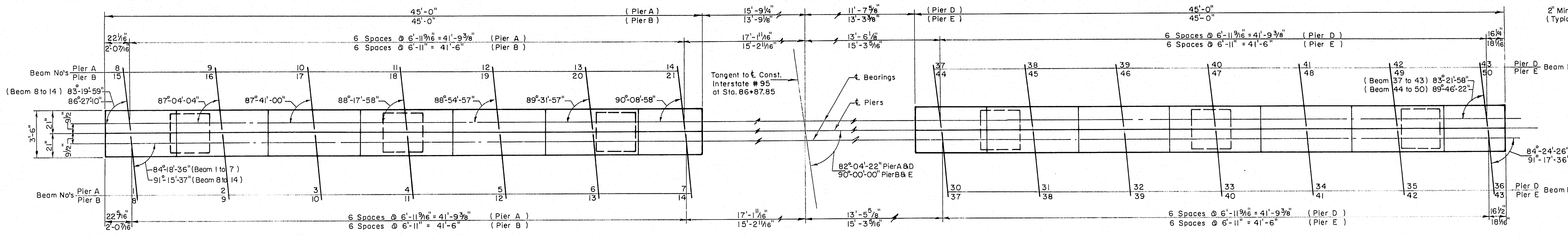
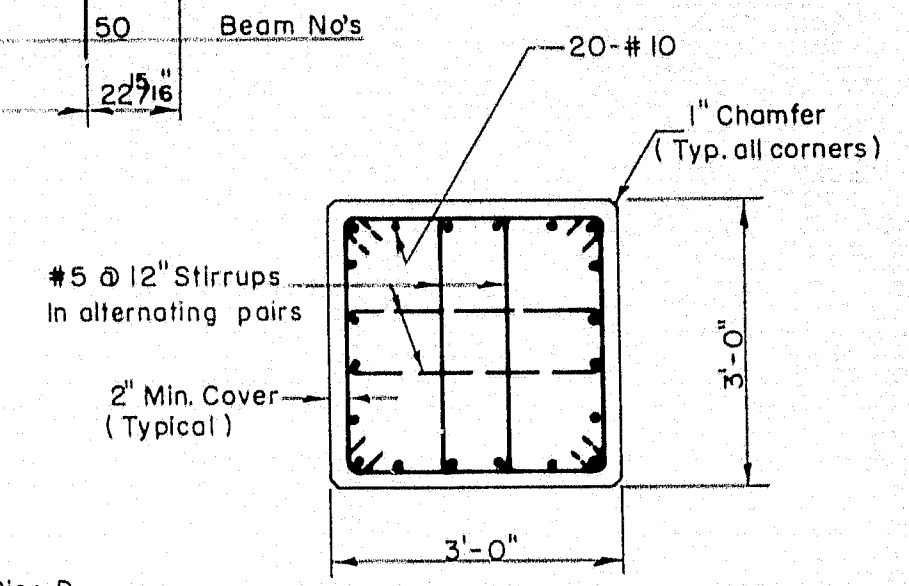
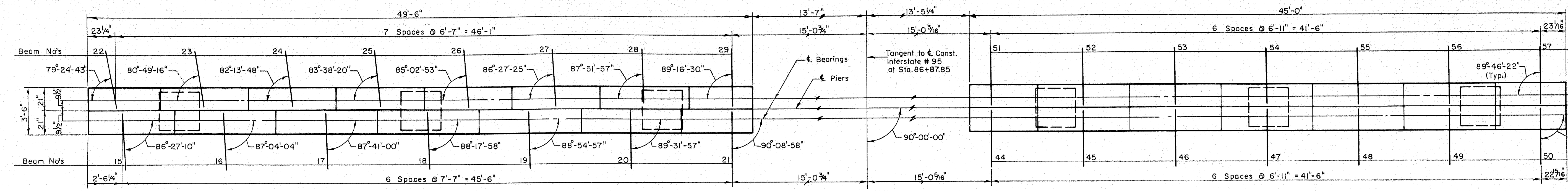
PENOBSCOT COUNTY

EASTERLY ABUTMENT

SHEET 8 OF 11 SHEETS AUGUSTA, MAINE

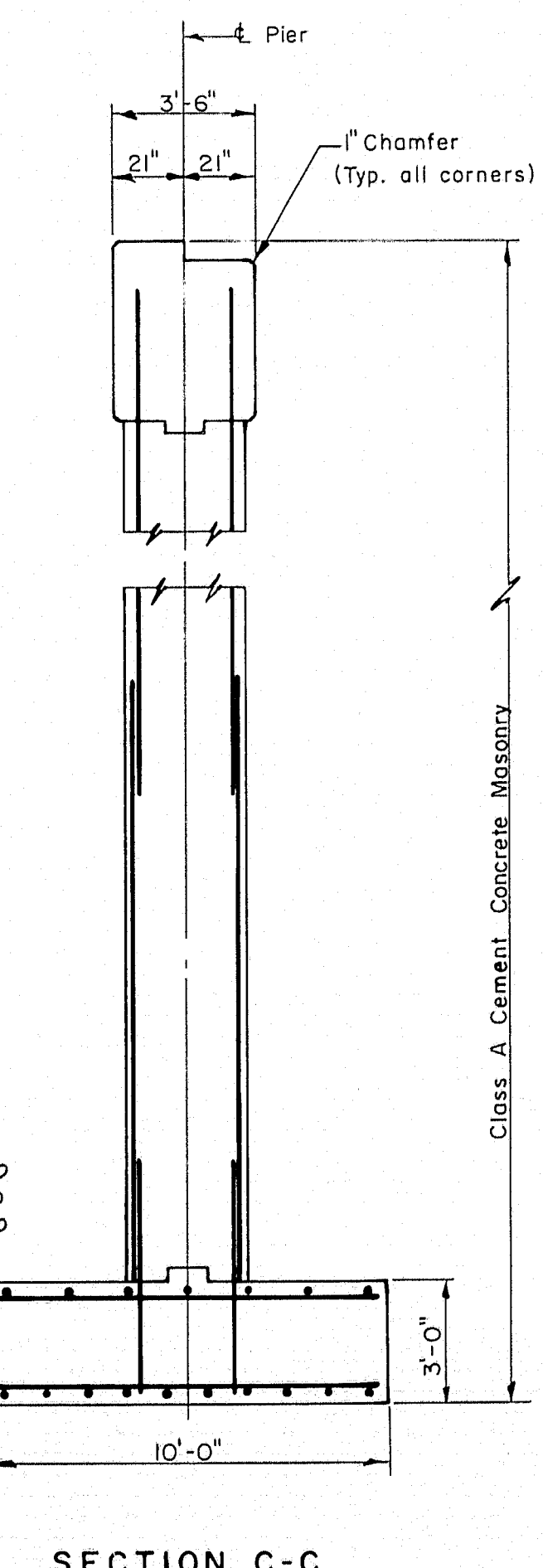
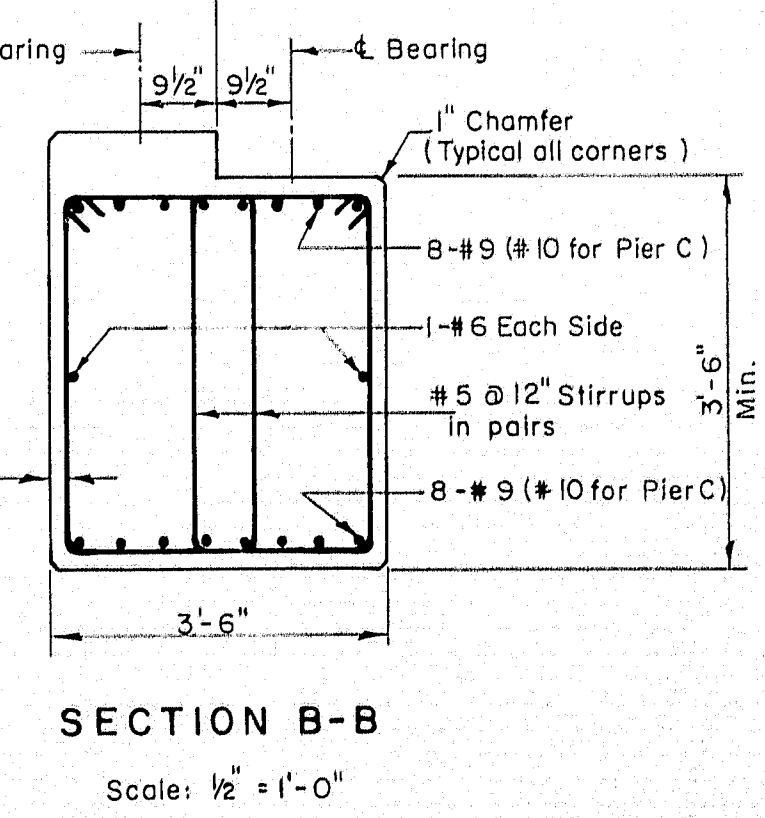
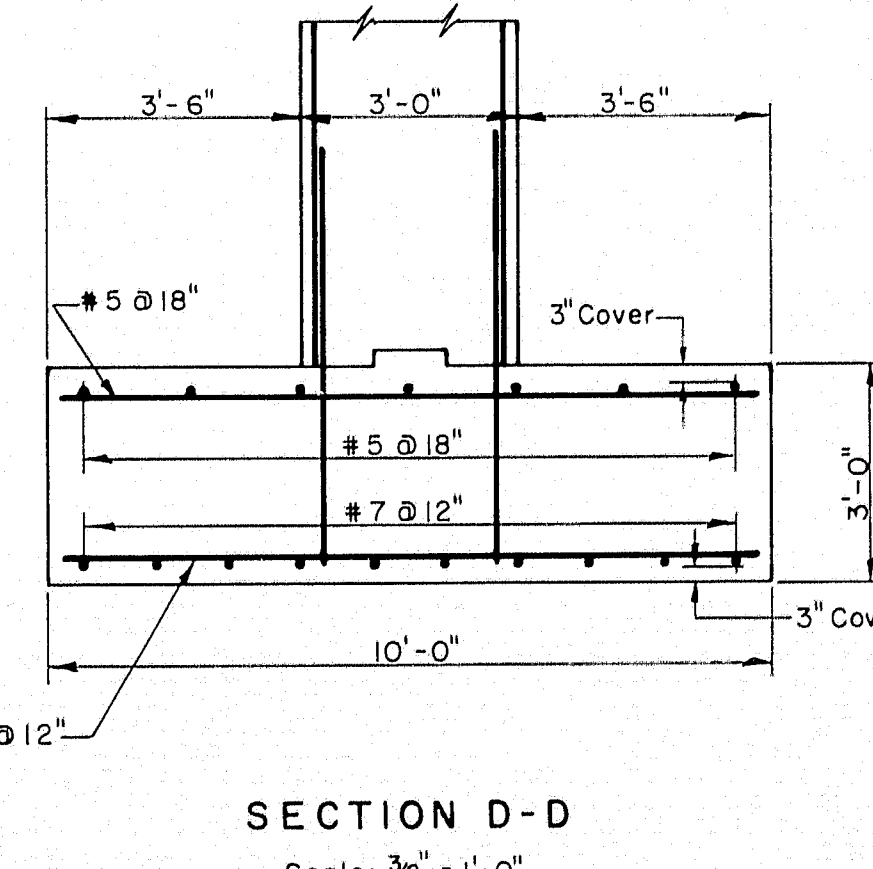
82-113

BANGOR INTERSTATE



SCHEDULE OF BEAM SEAT ELEVATIONS													
Beam No.	Pier A	Beam No.	Pier B	Beam No.	Pier C	Beam No.	Pier D	Beam No.	Pier E	Beam No.	Pier F	Beam No.	
1	144.31	8	143.59	15	143.10	22	145.69	37	144.93	44	144.70	51	
2	144.79	9	143.84	16	143.50	23	146.18	38	145.20	45	145.17	52	
3	145.05	10	144.10	17	143.79	24	146.44	39	145.46	46	145.43	53	
4	145.32	11	144.36	18	144.07	25	146.71	40	145.70	47	145.69	54	
5	145.58	12	144.64	19	144.36	26	146.97	41	145.94	48	145.96	55	
6	145.84	13	144.91	20	144.64	27	147.00	42	145.97	49	146.00	56	
7	145.89	14	145.11	21	144.92	28	146.64	43	145.86	50	145.65	57	

ELEVATION AT TOP OF PIER COLUMNS			
Pier	L	M	N
Pier A	140.50	141.17	141.83
Pier B	140.09	140.75	141.41
Pier C	139.54	140.37	141.20
Pier D	141.89	142.42	142.94
Pier E	141.43	141.95	142.47
Pier F	141.20	141.85	142.50



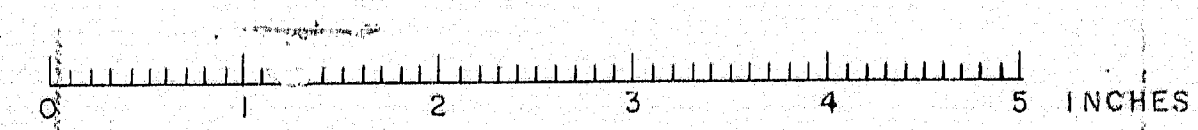
- Notes:
- Reinforcement shall be placed to clear anchor bolts.
 - Between bearings, slope bridge seat to face of pier cap.

THE CLARKESON ENGINEERING CO., INC.

DESIGN	F. T.	CHECK	J. T.	BRIDGE NO.	
DRAWN	E. K.	APPROVED	J. C. R.	SURVEY PLOT	

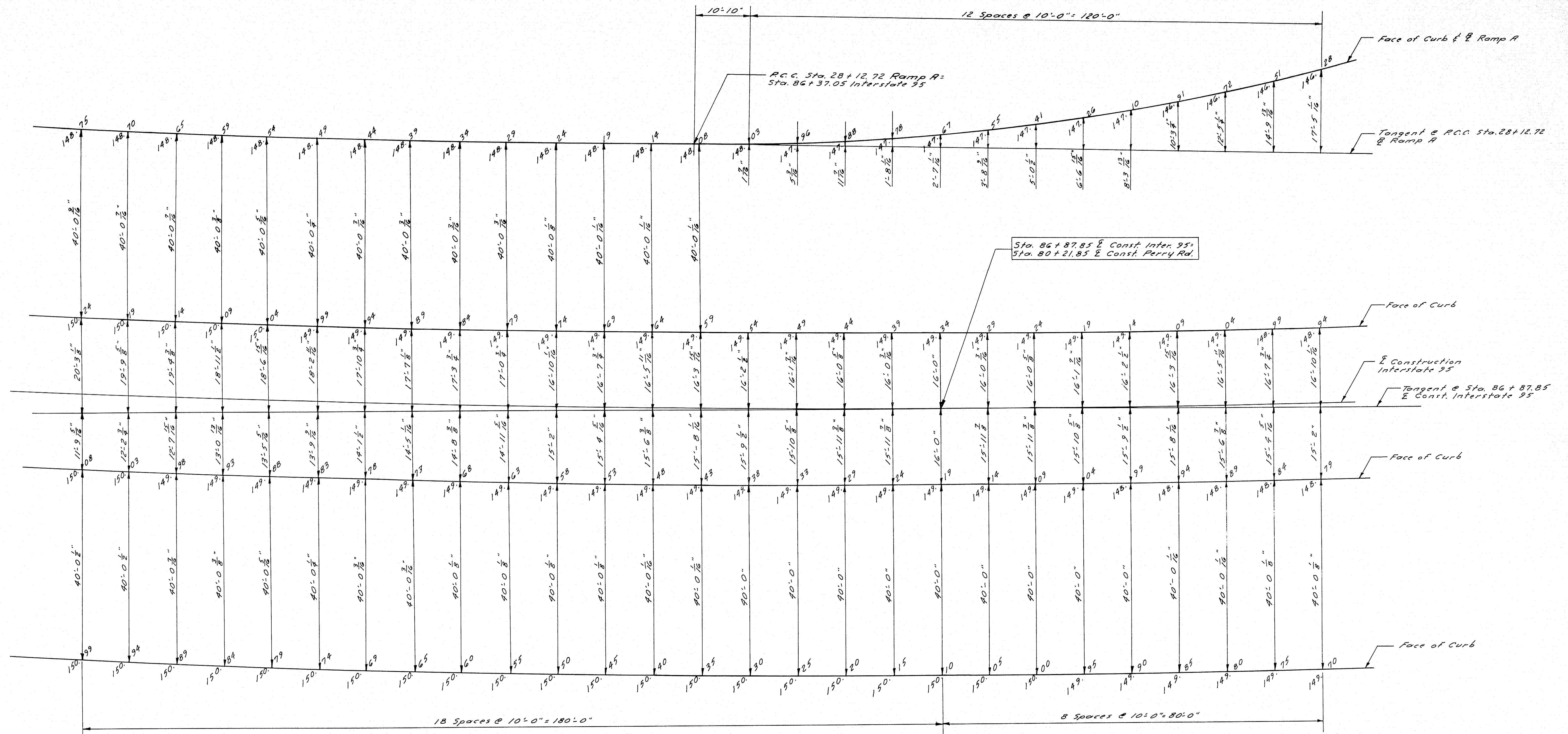
STATE HIGHWAY COMMISSION
INTERSTATE # 95
OVER
MAINE CENTRAL R.R. & PERRY ROAD
IN THE CITY OF
BANGOR
PENOBSCOT COUNTY
PIERS

SHEET 9 OF 11 SHEETS
AUGUSTA, MAINE



B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(6)175	16	18

BANGOR INTERSTATE



TANGENT OFFSETS TO CURB LINES AND FINISH GRADE ELEVATIONS

Scale: 1" = 10'-0"

THE CLARKSON ENGINEERING CO., INC.

DESIGN W. M.	CHECK M. G. P.	BRIDGE NO.
DRAWN R. J. F.	APPROVED J. C. R. - C. J. M.	SURVEY PLOT

STATE HIGHWAY COMMISSION

INTERSTATE #95

OVER
MAINE CENTRAL R.R.
& PERRY ROAD

IN THE CITY OF

PENOBSCOT COUNTY

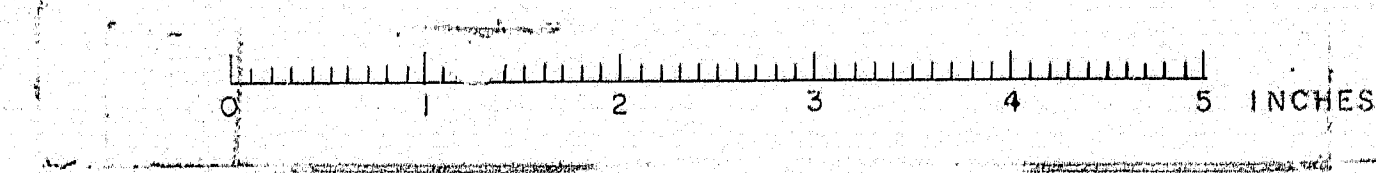
TANGENT OFFSETS

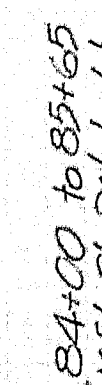
SHEET 11 OF 11 SHEETS

AUGUSTA, MAINE

NOTES: 1. SEE SHEET 10 FOR PLAN VIEW.

82-116





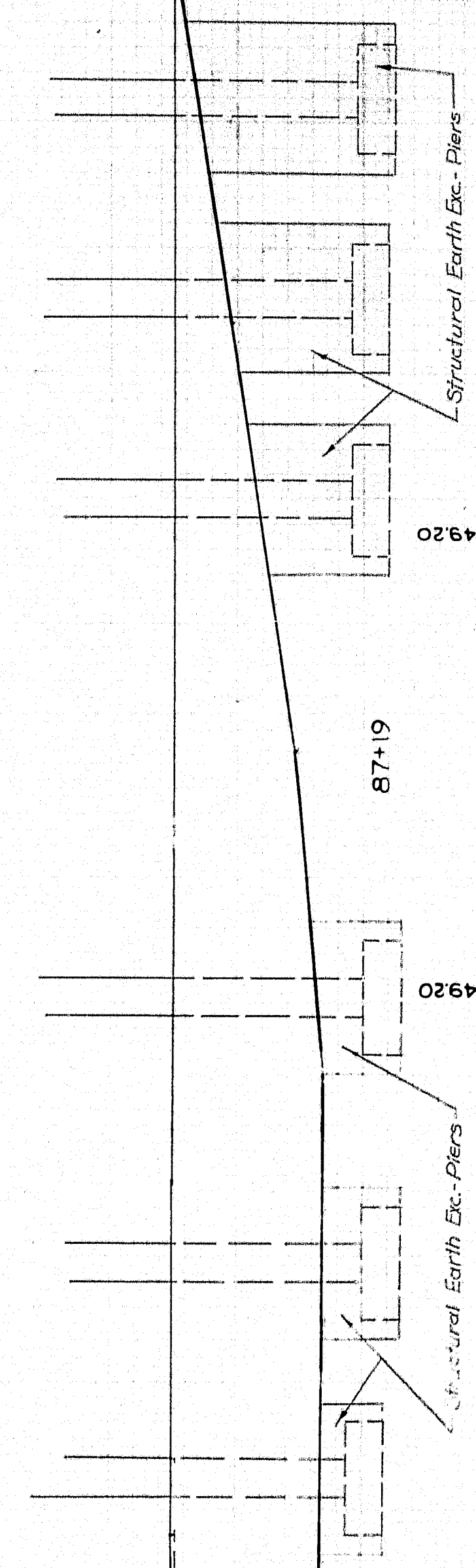
82-117

S. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(c)	18	18

100

87+00

EMBANKMENT 646 CU. YD.



149.10

149.10

EMBANKMENT 386 CU. YD.

87+70

120

EMBANKMENT 1104 CU. YD.
EARTH EXCAVATION 98 CU. YD.

148.85

148.85

BEGIN F.A.P. I-95-8(2) ITS
END F.A.P. I-95-7(6) ITS
STA. 88+00

88+00

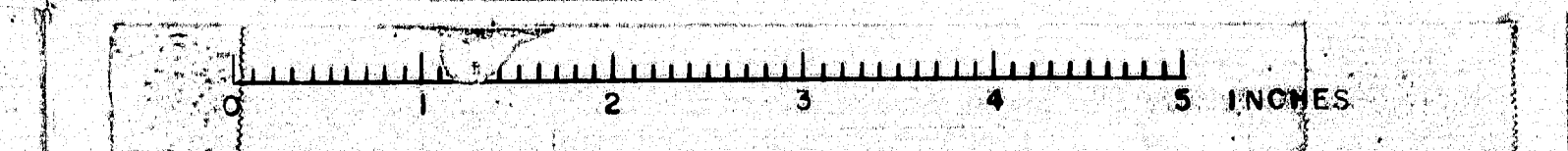
140

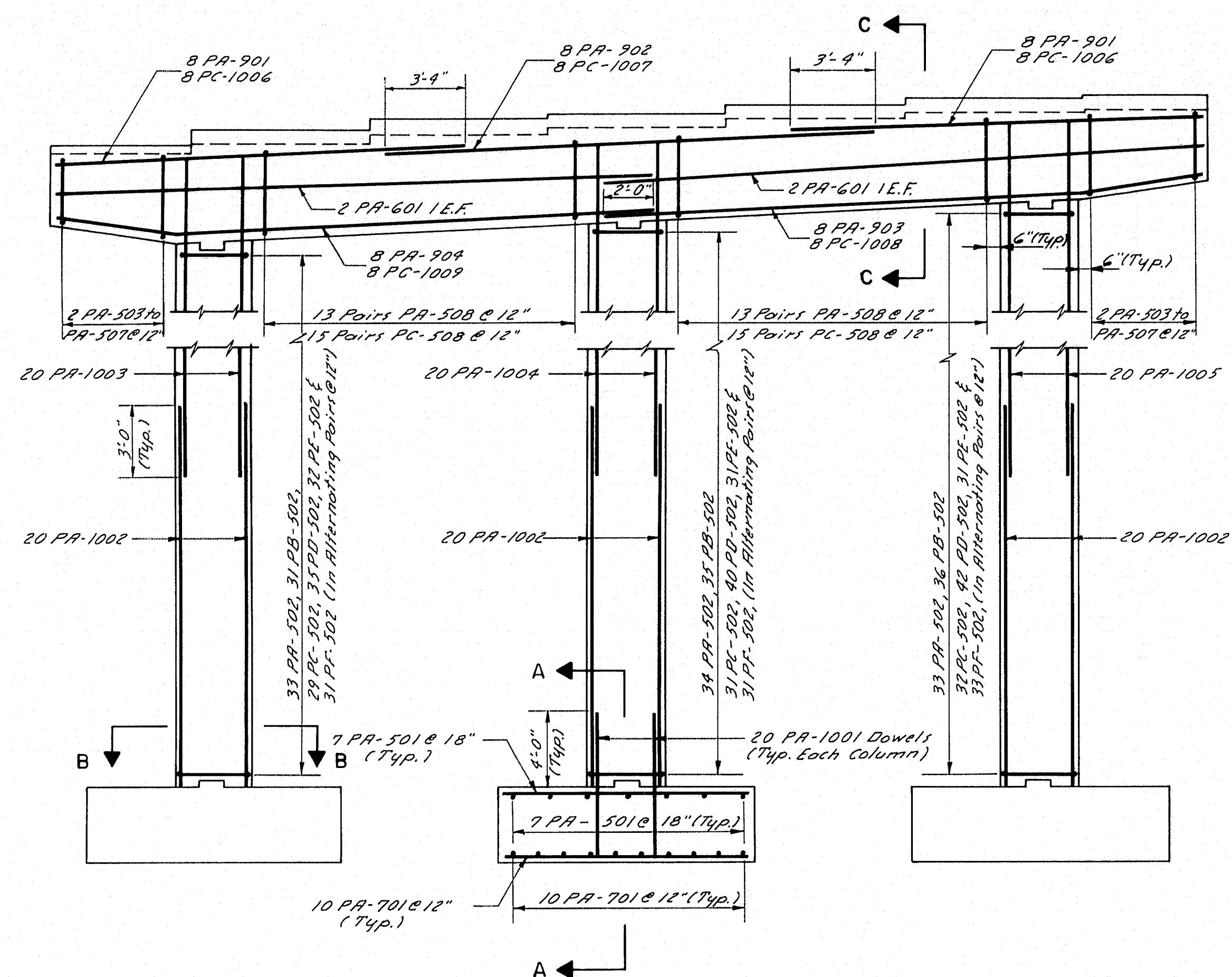
EMBANKMENT 278 CU. YD.
EARTH EXCAVATION 163 CU. YD.

148.70

148.70

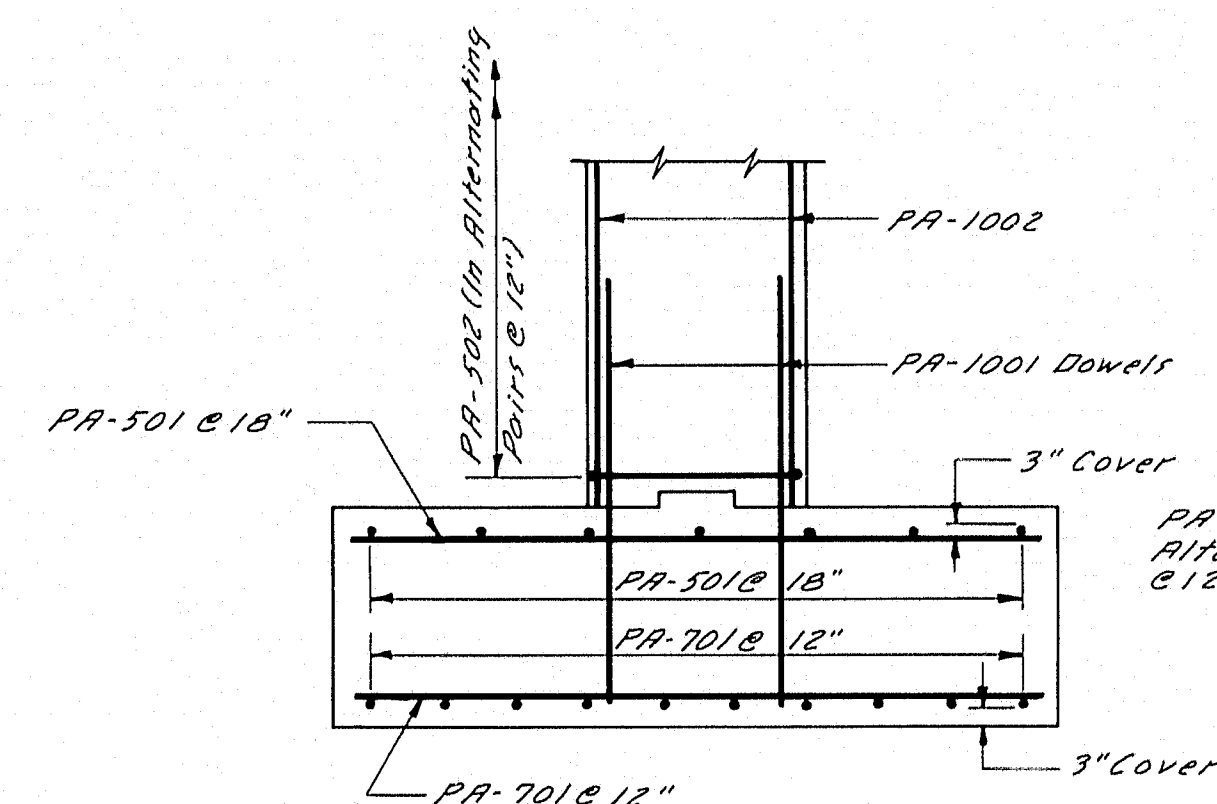
LIMIT OF WORK
STA. 88+50



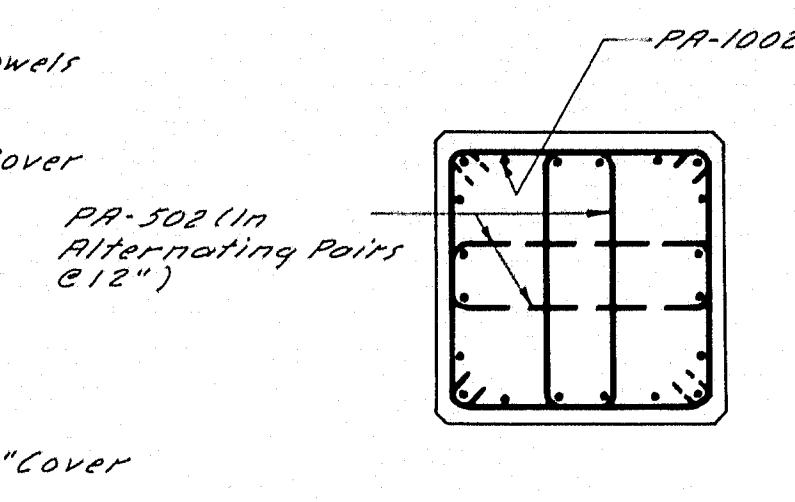


ELEVATION PIER A
PIERS B, C, D, E, & F SIMILAR EXCEPT AS NOTED
Scale: $\frac{1}{4}$ " = 1'-0"

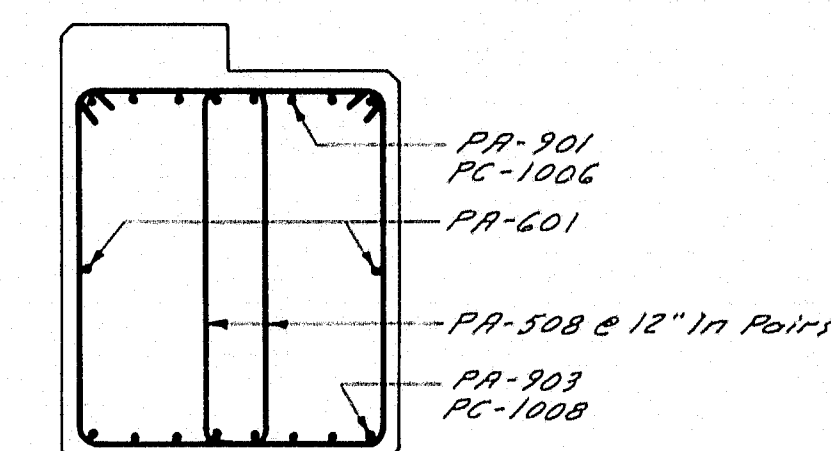
Notes: 1. All bars to be prefixed "PA", "PB", "PC", "PD", "PE" and "PF" in piers A, B, C, D, E and F respectively.
2. All bars to have 2" cover except as noted.
3. Bars to be placed to clear anchor bolts.



SECTION A-A
Scale: $\frac{3}{8}$ " = 1'-0"



SECTION B-B
Scale: $\frac{3}{8}$ " = 1'-0"



SECTION C-C
Scale: $\frac{3}{8}$ " = 1'-0"

THE CLARKESON ENGINEERING CO., INC.

DESIGN W.M.	CHECK R.C.	BRIDGE NO.
DRAWN R.J.F.	APPROVED	SURVEY PLOT

STATE HIGHWAY COMMISSION

INTERSTATE # 95
OVER

MAINE CENTRAL R.R.

& PERRY ROAD

IN THE CITY OF

BANGOR

PENOBSCOT COUNTY

PIER REINFORCEMENT

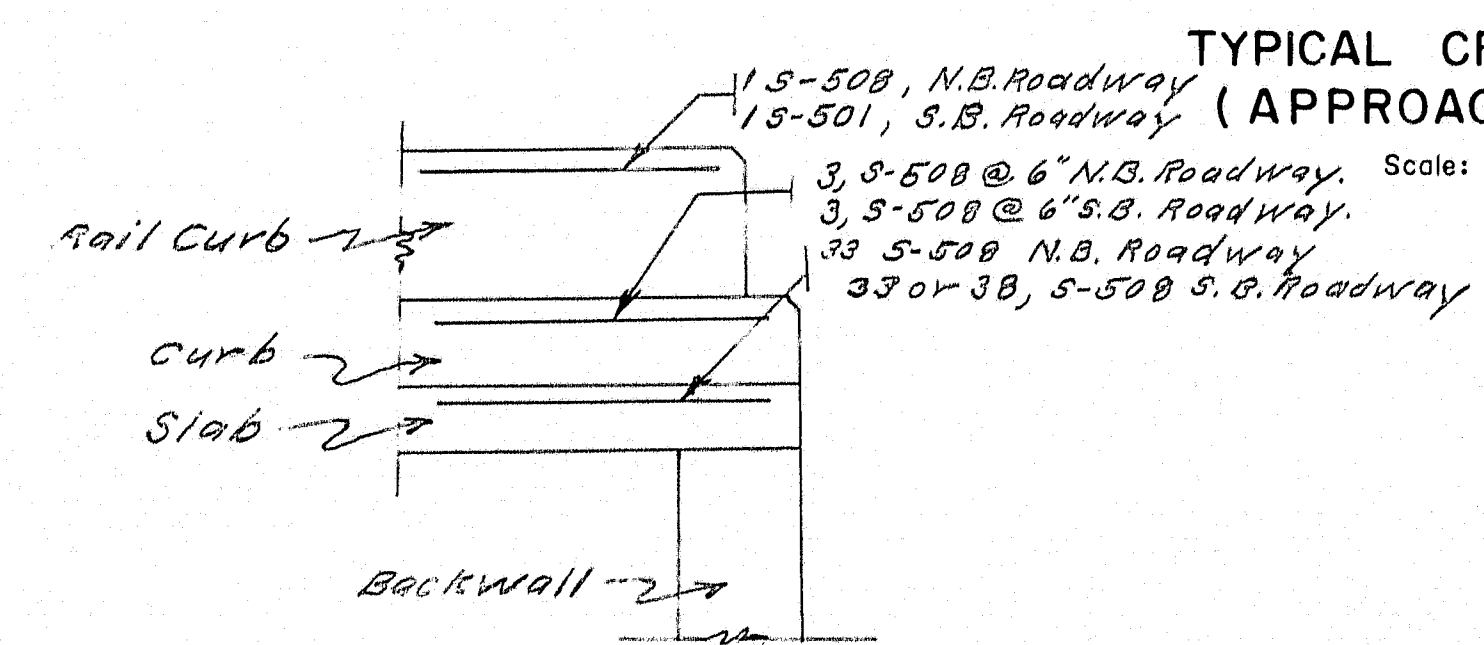
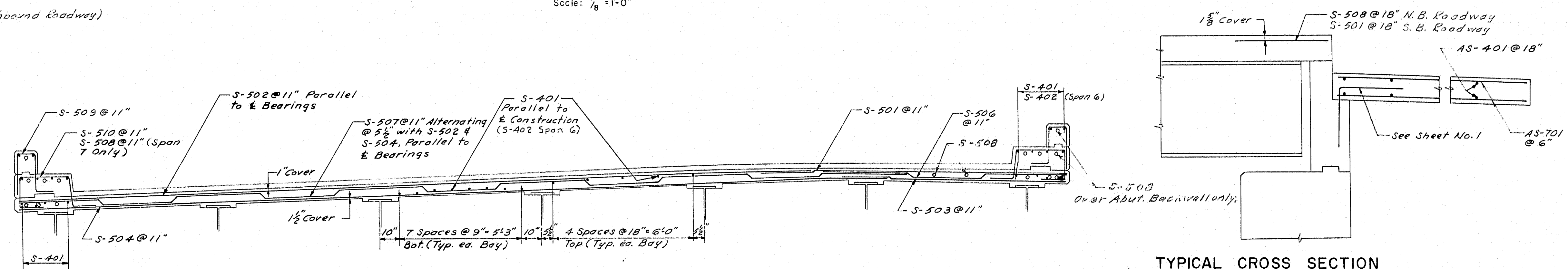
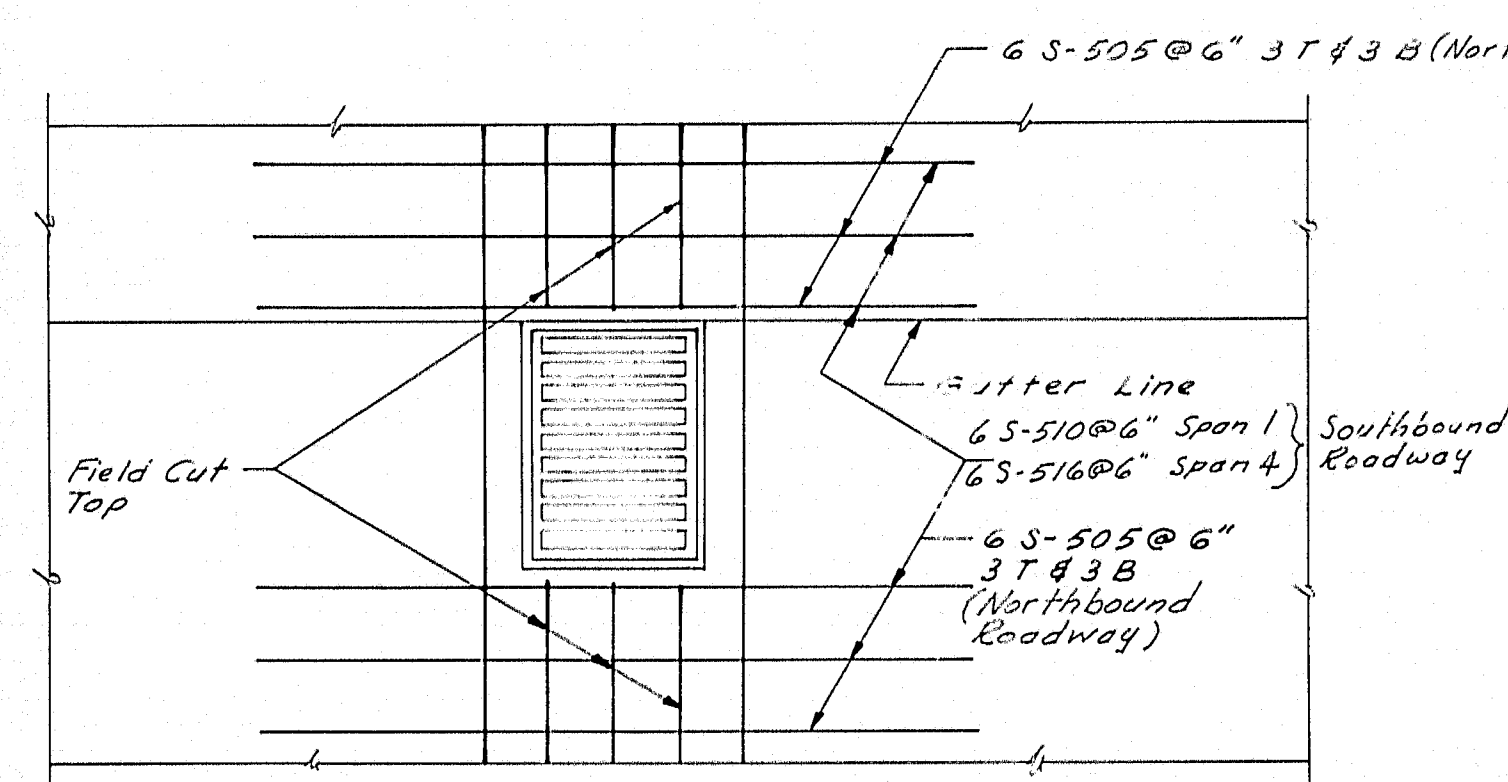
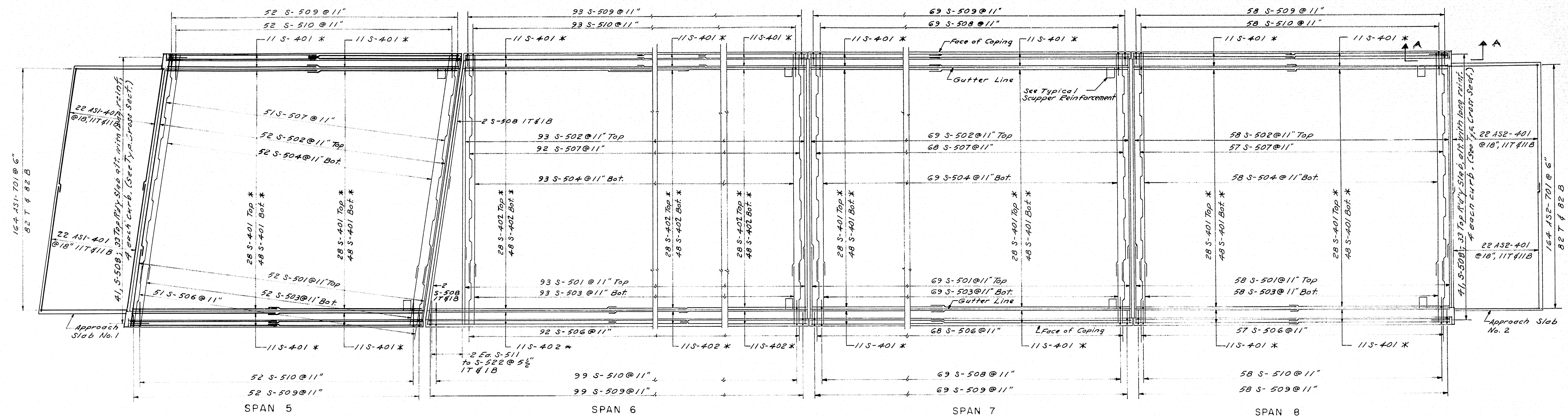
SHEET 3 OF 12 SHEETS

AUGUSTA, MAINE

82-121

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	195-7(6)175		

BANGOR INTERSTATE



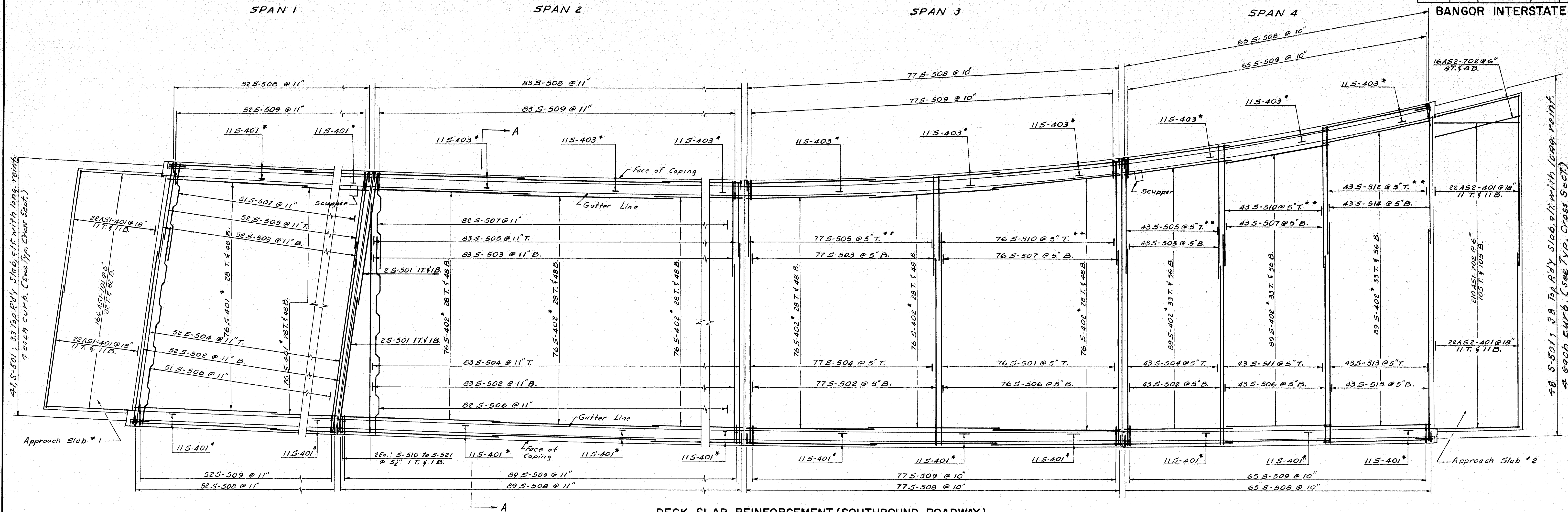
SECTION A-A

Typical all corners - both structures
Scale: $\frac{1}{2}'' = 1'-0''$

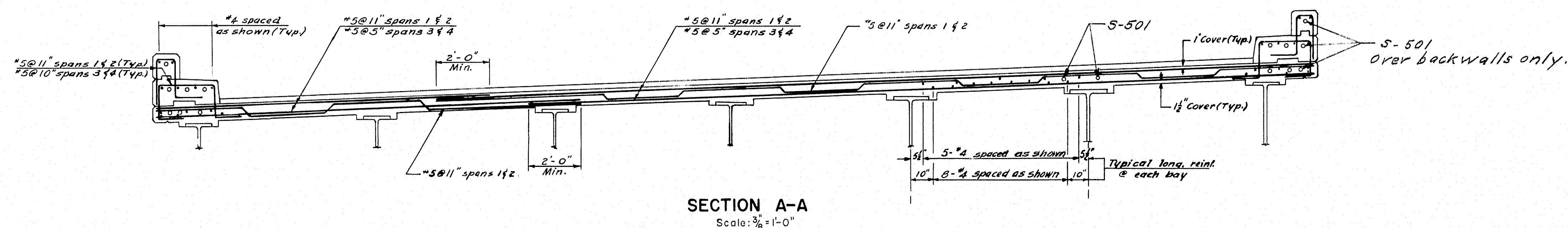
THE CLARKESON ENGINEERING CO., INC.		
DESIGN W. M.	CHECK M. G. P.	BRIDGE NO.
DRAWN W. M.	APPROVED	SURVEY PLOT
STATE HIGHWAY COMMISSION		
INTERSTATE #95		
OVER		
MAINE CENTRAL R.R. & PERRY ROAD		
IN THE CITY OF		
BANGOR		
PENOBSCOT COUNTY		
DECK REINFORCEMENT (N.B. ROADWAY)		
SHEET 4 OF 12 SHEETS		AUGUSTA, MAINE

B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	195-74115		

BANGOR INTERSTATE



- NOTES:
1. Reinforcement to have 2" cover, except as noted.
 2. * spaced as shown in Section A-A
 3. ** bars to be bent in field to follow roadway crown.
 4. Prefix bars span 1, span 2, span 3 & span 4 respectively "51", "52", "53" & "54".
 5. For typical Approach Slab & Abutment Section see Sheet #4 of 12.
 6. Special Scupper Reinforcement of this deck shown on Sheet #4 of 12.



Above section typical @ spans 1 & 2; span 3 similar except truss bars replaced by straight bars T & B. Span 4 similar to span 3 except number of stringers & location of lap, as shown on plan.

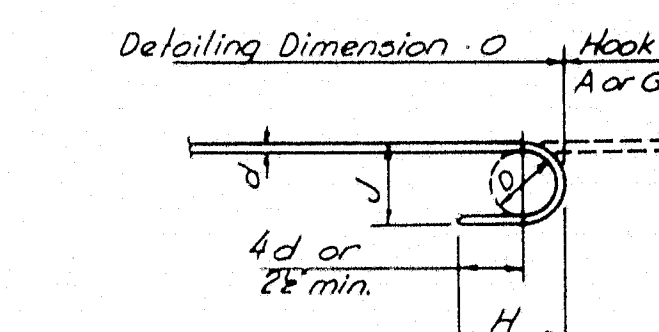
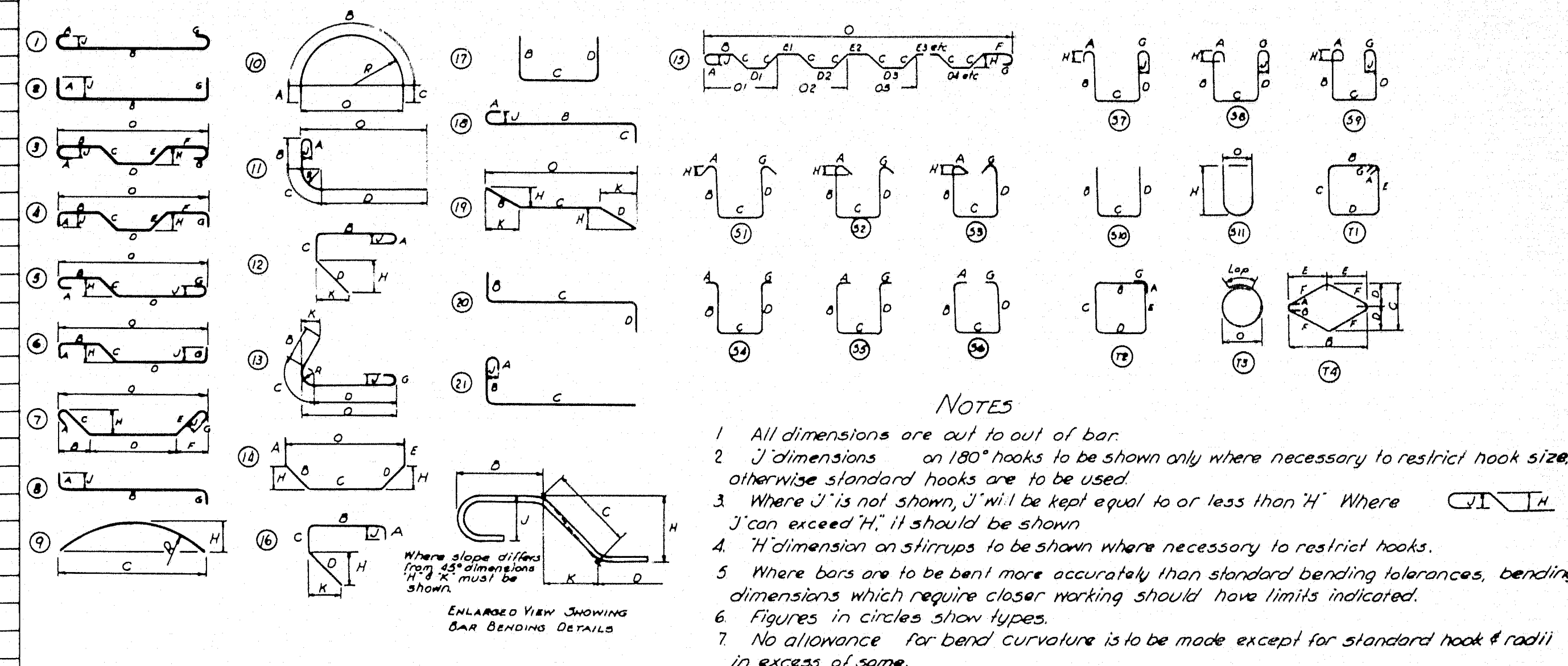
THE CLARKESON ENGINEERING CO., INC.			
DESIGN	M. G. P.	CHECK	W. M.
DRAWN	M. G. P.	APPROVED	
STATE HIGHWAY COMMISSION		BRIDGE NO.	
INTERSTATE # 95		SURVEY PLOT	
OVER			
MAINE CENTRAL R.R.			
& PERRY ROAD			
IN THE CITY OF			
BANGOR			
PENOBSCOT COUNTY			
DECK REINFORCEMENT (S.B. ROADWAY)			
SHEET 5 OF 12 SHEETS		AUGUSTA, MAINE	

82-123

BANGOR INTERSTATE

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
WESTERLY ABUTMENT (NORTHBOUND)																	
FOOTING																	
1																	
2																	
3	120	5	5'-6"	501	Str.												
4	1		2'-10"	502													
5	1		3'-0"	503													
6			3'-2"	504													
7			3'-4"	505													
8			3'-6"	506													
9			3'-8"	507													
10			3'-10"	508													
11			4'-0"	509													
12			4'-2"	510													
13			4'-4"	511													
14			4'-6"	512													
15			4'-8"	513													
16			4'-10"	514													
17			5'-0"	515													
18			5'-2"	516													
19	1		5'-4"	517													
20	20		30'-0"	518	Str.												
21	2		17'-0"	519	19	15'-11"	1'-1"							2'-9"			
22	5		17'-0"	520	Str.												
23	5		8'-0"	521	20	1'-0"	7'-2"										
24	22		9'-2"	522		1'-0"	8'-2"										
25	20	5	9'-6"	523		1'-0"	8'-6"										
26	15	6	8'-10"	601		4'-2"	4'-3"										
27	1		6'-2"	602		1'-11"											
28			6'-4"	603		2'-11"											
29			6'-6"	604		2'-3"											
30			6'-8"	605		2'-5"											
31			6'-10"	606		2'-7"											
32			7'-0"	607		2'-9"											
33			7'-2"	608		2'-11"											
34			7'-4"	609		3'-1"											
35			7'-6"	610		3'-3"											
36			7'-8"	611		3'-5"											
37			7'-10"	612		3'-7"											
38			8'-0"	613		3'-9"											
39			8'-2"	614		3'-11"											
40			8'-4"	615		4'-1"											
41			8'-6"	616		4'-3"											
42	1	6	8'-8"	617	20	4'-5"	4'-3"										
STEM																	
43																	
44																	
45	12	4	19'-0"	401	Str.												
46	11		26'-2"	402													
47	12		4'-0"	403													
48	32		3'-2"	404													
49	1		6'-3"	405													
50	1		7'-9"	406													
51	2		13'-7"	407													
52	1	4	6'-0"	408	Str.												
53	47	5	8'-3"	524	17	5'-8"	0'-6"	2'-7"									
54	47	5	5'-0"	525	20	0'-11"	4'-1"										
55	4	6	6'-9"	618	Str.												
56	4		8'-3"	619													
57	8		13'-7"	620													
58	4		6'-6"	621	Str.												
59	26	6	4'-0"	622	20	2'-0"	2'-0"										
WINGWALLS																	
60																	
61																	
62	2	5	11'-7"	526	Str.												
63	6		13'-2"	527													
64	2		4'-11"	528													
65	1		5'-4"	529													
66			5'-10"	530													
67			6'-4"	531													
68			6'-9"	532													
69			7'-3"	533													
70			7'-9"	534													
71			8'-2"	535													
72			8'-8"	536													
73			9'-2"	537													
74			9'-7"	538													
75			10'-1"	539													
76			10'-7"	540													
77			11'-0"	541													
78	1		11'-6"	542													
79	18		16'-4"	543													
80	14		10'-7"	544	Str.												
81	2	5	17'-0"	545	19	15'-8"	1'-4"							6'-9"			

TYPICAL BAR BENDS



STANDARD HOOK DETAIL

Equivalent Size	Present (Numbers)
1/4"	#2
3/8"	#3
1/2"	#4
5/8"	#5
3/4"	#6
7/8"	#7
1"	#8
1 1/8"	#9
1 1/4"	#10
1 1/2"	#11

Westerly Abutment (Northbound)

Footings: 2335 #
 Stem: 1574 #
 Wingwalls: 1553 #
 Total: 5462 #

8. Bar reinforcement metal shall conform to the requirements of the Standard Specifications for new Billet-Steel Concrete Reinforcement Bars (Intermediate Grade) Serial Designation AAS.H.O. M31-48 or its latest revision. All bars shall be deformed to conform with A.S.T.M. Specifications A305-49.

THE CLARKESON ENGINEERING CO., INC.			
DESIGN W. M.	CHECK M. G. P.	BRIDGE NO. SURVEY PLOT	
DRAWN E. K.	APPROVED		
STATE HIGHWAY COMMISSION			
INTERSTATE #95			
OVER			
MAINE CENTRAL R.R. & PERRY ROAD			
IN THE CITY OF			
BANGOR			
PENOBSCOT COUNTY			
REINFORCING SCHEDULE			
SHEET 6 OF 12 SHEETS			
AUGUSTA, MAINE			

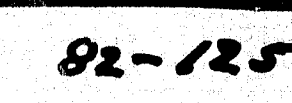
BANGOR INTERSTATE

PRINTED BY SPALDING HOUSE CO. BOSTON, MASS. BY ORDER NO. 61381

THE CLARKESON ENGINEERING CO., INC.		
DESIGN W. M.	CHECK M. G. P.	BRIDGE NO. SURVEY
DRAWN E. K.	APPROVED	PLOT

STATE HIGHWAY COMMISSION
INTERSTATE # 95
 OVER
MAINE CENTRAL R.R.
& PERRY ROAD
 IN THE CITY OF
BANGOR
PENOBSCOT COUNTY
REINFORCING SCHEDULE

SHEET 7 OF 12 SHEETS AUGUSTA, MAINE



BANGOR INTERSTATE

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56.


Where slope differs from 45° dimensions shown must be shown

ENLARGED VIEW SHOWING BAR BENDING DETAILS

NOTES

1. All dimensions are out to out of bar.
2. J' dimensions on 180° hooks to be shown only where necessary to rest otherwise standard hooks are to be used.
3. Where J' is not shown, J' will be kept equal to or less than H' Where J' can exceed H', it should be shown.
4. H' dimension on stirrups to be shown where necessary to restrict hook.
5. Where bars are to be bent more accurately than standard bending tolerances which require closer marking should have limits indicated.
6. Figures in circles show types.

1. All dimensions are out to out of bar.
2. 'J' dimensions on 180° hooks to be shown only where necessary to restrict hook size otherwise standard hooks are to be used.
3. Where 'J' is not shown, 'J' will be kept equal to or less than 'H' Where 'J' can exceed 'H', it should be shown.



4. 'H' dimension on stirrups to be shown where necessary to restrict hooks.
5. Where bars are to be bent more accurately than standard bending tolerances, bending dimensions which require closer marking should have limits indicated.
6. Figures in circles show types.
7. No allowance for bend curvature is to be made except for standard hook & radii in excess of some.

Detailing Dimension - O Hook A or G

$4d$ or $2E$ min.

H

BAR SIZES

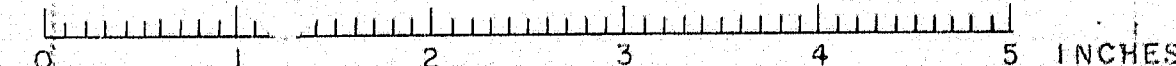
| Equivalent
Size | Present
(Numbers) |
|--------------------|----------------------|
| $\frac{1}{8}''$ | #2 |
| $\frac{3}{8}''$ | #3 |
| $\frac{1}{2}''$ | #4 |
| $\frac{5}{8}''$ | #5 |
| $\frac{3}{4}''$ | #6 |
| $\frac{7}{8}''$ | #7 |
| $1''$ | #8 |
| $1\frac{1}{8}''$ | #9 |
| $1\frac{3}{8}''$ | #10 |
| $1\frac{1}{2}''$ | #11 |

| | |
|------------|--------|
| Footings: | 2302 # |
| Stem: | 1637 # |
| Wingwalls: | 1546 # |
| Total: | 5485 # |

8. Bar reinforcement metal shall conform to the requirements of the Standard Specifications for new Billet-Steel Concrete Reinforcement Bars (Intermediate Grade) Serial Designation A.A.S.H.O. M31-48 or its latest revision.
All bars shall be deformed to conform with ASTM Specifications A305-49.

| | | |
|----------------|----------------|----------------|
| DESIGN W. M. | CHECK M. G. P. | BRIDGE NO. |
| DRAWN S. A. L. | APPROVED | SURVEY
PLOT |

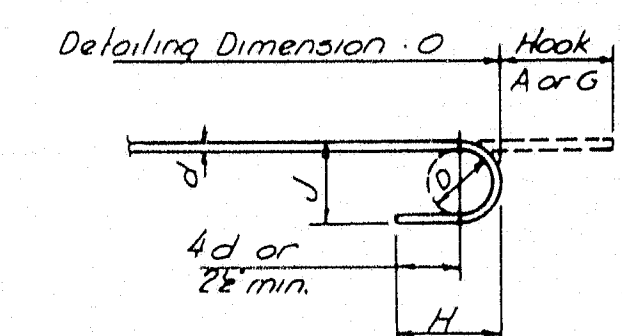
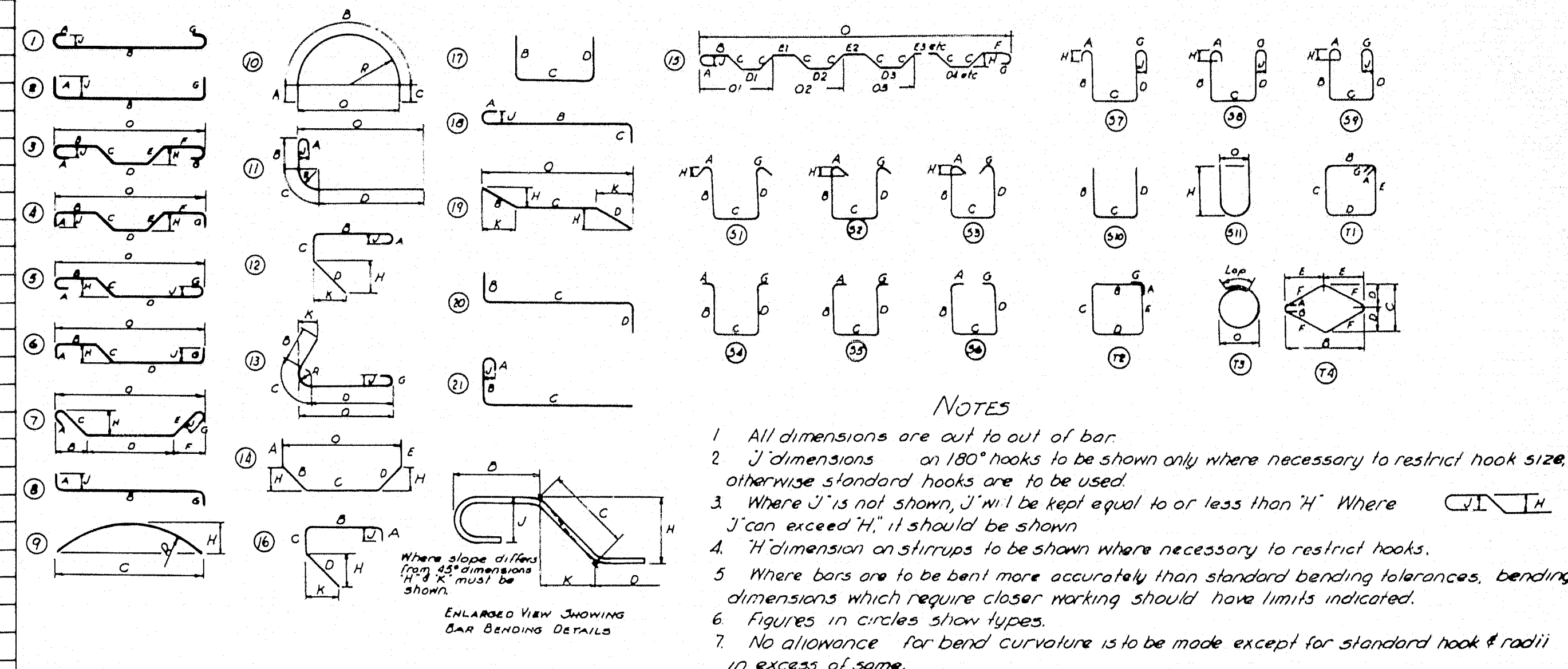
SHEET 8 OF 12 SHEETS



| Item | No. Pieces | Size | Length | Mark | Type | A | B | C | D | E | F | G | H | J | K | R | O |
|--|------------|------|---------|------|----------------------|--------|-------|-------|---|---|---|---|-------|---|---|---|---|
| EASTERLY ABUTMENT (SOUTHBOUND) FOOTING | | | | | | | | | | | | | | | | | |
| 1 | | | | | Prefix all bars "AE" | | | | | | | | | | | | |
| 2 | 150 | 5 | 5'-6" | 501 | Str. | | | | | | | | | | | | |
| 3 | 1 | | 2'-9" | 502 | | | | | | | | | | | | | |
| 4 | | | 3'-0" | 503 | | | | | | | | | | | | | |
| 5 | | | 3'-3" | 504 | | | | | | | | | | | | | |
| 6 | | | 3'-6" | 505 | | | | | | | | | | | | | |
| 7 | | | 3'-9" | 506 | | | | | | | | | | | | | |
| 8 | | | 4'-0" | 507 | | | | | | | | | | | | | |
| 9 | | | 4'-3" | 508 | | | | | | | | | | | | | |
| 10 | | | 4'-6" | 509 | | | | | | | | | | | | | |
| 11 | | | 4'-9" | 510 | | | | | | | | | | | | | |
| 12 | | | 5'-0" | 511 | | | | | | | | | | | | | |
| 13 | 1 | | 5'-3" | 512 | | | | | | | | | | | | | |
| 14 | 20 | | 37'-1" | 513 | Str. | | | | | | | | | | | | |
| 15 | 2 | | 12'-5" | 514 | 19 | 11'-4" | 1'-1" | | | | | | 2'-9" | | | | |
| 16 | 5 | | 12'-4" | 515 | Str. | | | | | | | | | | | | |
| 17 | 30 | | 8'-5" | 516 | 20 | 1'-0" | 7'-5" | | | | | | | | | | |
| 18 | 29 | 5 | 10'-1" | 517 | | 1'-0" | 9'-1" | | | | | | | | | | |
| 19 | 15 | 6 | 8'-10" | 601 | | 4'-7" | 4'-3" | | | | | | | | | | |
| 20 | 1 | | 6'-1" | 602 | | 1'-10" | | | | | | | | | | | |
| 21 | | | 6'-4" | 603 | | 2'-1" | | | | | | | | | | | |
| 22 | | | 6'-7" | 604 | | 2'-4" | | | | | | | | | | | |
| 23 | | | 6'-10" | 605 | | 2'-7" | | | | | | | | | | | |
| 24 | | | 7'-1" | 606 | | 2'-10" | | | | | | | | | | | |
| 25 | | | 7'-4" | 607 | | 3'-1" | | | | | | | | | | | |
| 26 | | | 7'-7" | 608 | | 3'-4" | | | | | | | | | | | |
| 27 | | | 7'-10" | 609 | | 3'-7" | | | | | | | | | | | |
| 28 | | | 8'-1" | 610 | | 3'-10" | | | | | | | | | | | |
| 29 | | | 8'-4" | 611 | | 4'-1" | | | | | | | | | | | |
| 30 | | | 8'-7" | 612 | | 4'-4" | | | | | | | | | | | |
| 31 | 1 | 6 | 8'-10" | 613 | 20 | 4'-7" | 4'-3" | | | | | | | | | | |
| 32 | | | | | | | | | | | | | | | | | |
| 33 | | | | | STEM | | | | | | | | | | | | |
| 34 | 13 | 9 | 28'-6" | 901 | Str. | | | | | | | | | | | | |
| 35 | 13 | | 28'-8" | 902 | | | | | | | | | | | | | |
| 36 | 13 | | 4'-0" | 903 | | | | | | | | | | | | | |
| 37 | 41 | 9 | 3'-2" | 904 | Str. | | | | | | | | | | | | |
| 38 | 30 | 5 | 9'-11" | 518 | 17 | 6'-11" | 0'-6" | 2'-6" | | | | | | | | | |
| 39 | 29 | | 9'-3" | 519 | 17 | 6'-3" | 0'-6" | 2'-6" | | | | | | | | | |
| 40 | 29 | | 6'-0" | 520 | 20 | 0'-11" | 5'-1" | | | | | | | | | | |
| 41 | 30 | 5 | 6'-8" | 521 | 20 | 0'-11" | 5'-9" | | | | | | | | | | |
| 42 | 36 | 6 | 4'-0" | 614 | 20 | 2'-0" | 2'-0" | | | | | | | | | | |
| 43 | 4 | | 7'-6" | 615 | Str. | | | | | | | | | | | | |
| 44 | 20 | | 8'-11" | 616 | | | | | | | | | | | | | |
| 45 | 9 | | 5'-1" | 617 | | | | | | | | | | | | | |
| 46 | 4 | 6 | 7'-8" | 618 | Str. | | | | | | | | | | | | |
| 47 | | | | | WINGWALLS | | | | | | | | | | | | |
| 48 | 15 | 5 | 13'-7" | 522 | Str. | | | | | | | | | | | | |
| 49 | 2 | | 10'-10" | 523 | | | | | | | | | | | | | |
| 50 | 1 | | 6'-5" | 524 | | | | | | | | | | | | | |
| 51 | | | 6'-10" | 525 | | | | | | | | | | | | | |
| 52 | | | 7'-4" | 526 | | | | | | | | | | | | | |
| 53 | | | 7'-9" | 527 | | | | | | | | | | | | | |
| 54 | | | 8'-3" | 528 | | | | | | | | | | | | | |
| 55 | | | 8'-9" | 529 | | | | | | | | | | | | | |
| 56 | | | 9'-2" | 530 | | | | | | | | | | | | | |
| 57 | | | 9'-8" | 531 | | | | | | | | | | | | | |
| 58 | | | 10'-1" | 532 | | | | | | | | | | | | | |
| 59 | 1 | | 10'-7" | 533 | | | | | | | | | | | | | |
| 60 | 24 | | 17'-0" | 534 | | | | | | | | | | | | | |
| 61 | 6 | | 13'-9" | 535 | | | | | | | | | | | | | |
| 62 | 1 | | 7'-6" | 536 | | | | | | | | | | | | | |
| 63 | 2 | | 10'-0" | 537 | | | | | | | | | | | | | |
| 64 | 2 | | 12'-6" | 538 | | | | | | | | | | | | | |
| 65 | 1 | | 4'-5" | 539 | | | | | | | | | | | | | |
| 66 | 14 | | 14'-0" | 540 | Str. | | | | | | | | | | | | |
| 67 | 2 | 5 | 11'-11" | 541 | 19 | 10'-7" | 1'-4" | | | | | | 4'-6" | | | | |
| 68 | | | | | | | | | | | | | | | | | |
| 69 | | | | | | | | | | | | | | | | | |
| 70 | | | | | | | | | | | | | | | | | |
| 71 | | | | | | | | | | | | | | | | | |
| 72 | | | | | | | | | | | | | | | | | |
| 73 | | | | | | | | | | | | | | | | | |
| 74 | | | | | | | | | | | | | | | | | |
| 75 | | | | | | | | | | | | | | | | | |
| 76 | | | | | | | | | | | | | | | | | |
| 77 | | | | | | | | | | | | | | | | | |
| 78 | | | | | | | | | | | | | | | | | |
| 79 | | | | | | | | | | | | | | | | | |
| 80 | | | | | | | | | | | | | | | | | |
| 81 | | | | | | | | | | | | | | | | | |

Easterly Abutment (Southbound)
 Footing: 2672 #
 Stem: 2213 #
 Wingwalls: 1589 #
 TOTAL: 6474 #

TYPICAL BAR BENDS



| Equivalent Size | Present (Numbers) |
|-----------------|-------------------|
| 1/4" | #2 |
| 3/8" | #3 |
| 1/2" | #4 |
| 5/8" | #5 |
| 3/4" | #6 |
| 7/8" | #7 |
| 1" | #8 |
| 1 1/8" | #9 |
| 1 1/4" | #10 |
| 1 1/2" | #11 |

8. Bar reinforcement metal shall conform to the requirements of the Standard Specifications for new Billet-Steel Concrete Reinforcement Bars (Intermediate Grade) Serial Designation AAS.H.O. M31-48 or its latest revision. All bars shall be deformed to conform with A.S.T.M. Specifications A305-49.

| | | | |
|-------------------------------------|------------|------------------------|--|
| THE CLARKESON ENGINEERING CO., INC. | | | |
| DESIGN W.M. | CHECK R.C. | BRIDGE NO. SURVEY PLOT | |
| DRAWN R.J.F. | APPROVED | | |
| STATE HIGHWAY COMMISSION | | | |
| INTERSTATE # 95 | | | |
| OVER | | | |
| MAINE CENTRAL R.R. & PERRY ROAD | | | |
| IN THE CITY OF BANGOR | | | |
| PENOBSCOT COUNTY | | | |
| REINFORCING SCHEDULE | | | |
| SHEET 9 OF 12 SHEETS | | | |
| AUGUSTA, MAINE | | | |

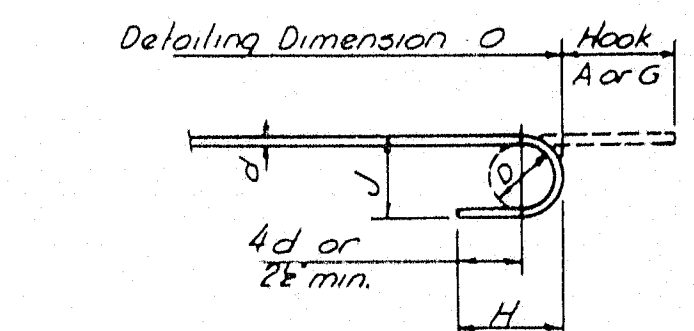
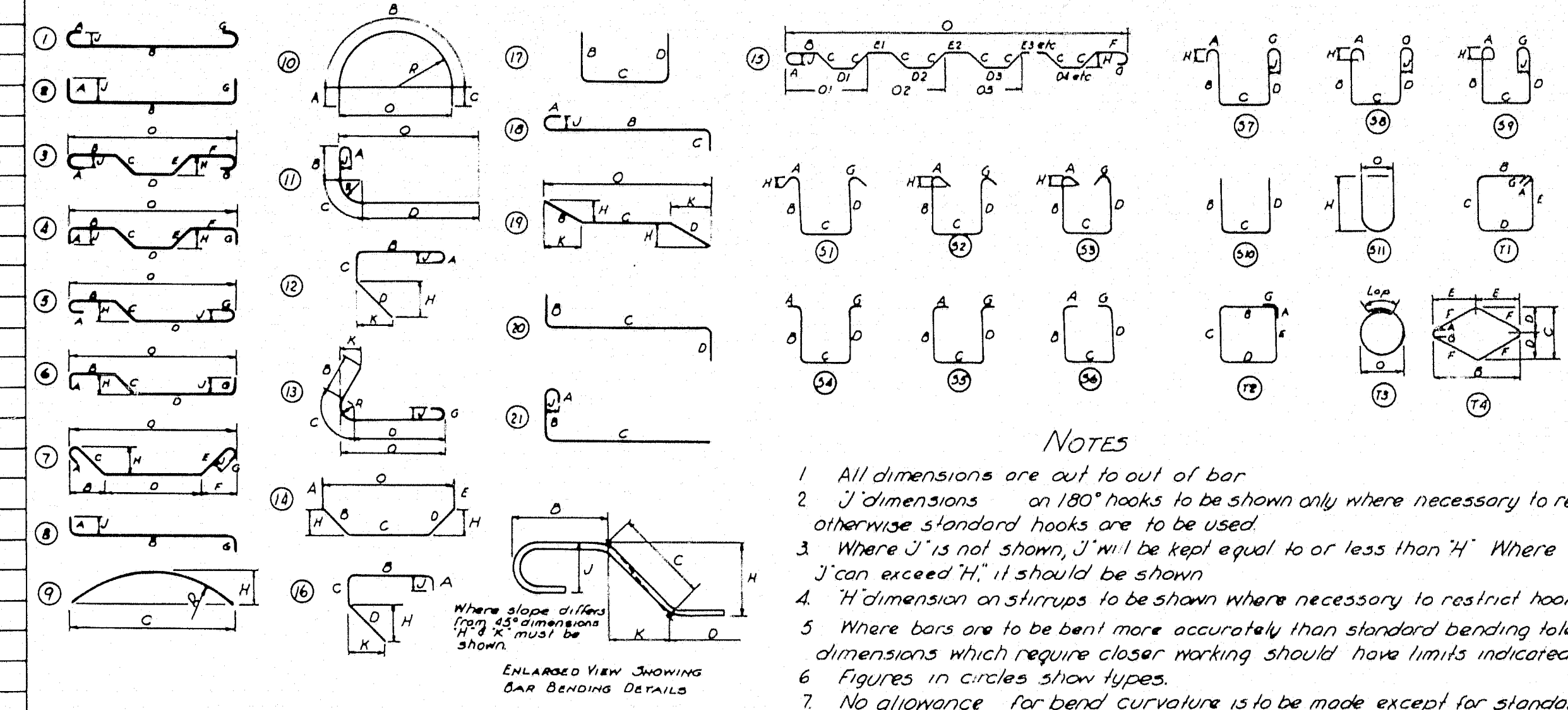
BANGOR INTERSTATE

| Item | No. Pieces | Size | Length | Mark | Type | A | B | C | D | E | F | G | H | J | K | R | O |
|------------------------------|------------|------|---------|------|------|-------|-------|--------|--------|--------|---|-------|---|--------|---|---|---|
| PIER A | | | | | | | | | | | | | | | | | |
| All bars to be prefixed "PA" | | | | | | | | | | | | | | | | | |
| FOOTING | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | |
| 3 | 42 | 5 | 9'-6" | 501 | Str. | | | | | | | | | | | | |
| 4 | 60 | 7 | 9'-6" | 701 | Str. | | | | | | | | | | | | |
| 5 | 60 | 10 | 6'-9" | 1001 | Str. | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | |
| COLUMNS | | | | | | | | | | | | | | | | | |
| 8 | 200 | 5 | 9'-10" | 502 | TI | 0'-6" | 1'-9" | 2'-8" | 1'-9" | 2'-8" | | 0'-6" | | | | | |
| 9 | 60 | 10 | 18'-0" | 1002 | Str. | | | | | | | | | | | | |
| 10 | 20 | | 21'-1" | 1003 | | | | | | | | | | | | | |
| 11 | 20 | | 21'-10" | 1004 | | | | | | | | | | | | | |
| 12 | 20 | 10 | 20'-11" | 1005 | Str. | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | | | | | | |
| CAP | | | | | | | | | | | | | | | | | |
| 15 | 4 | 5 | 10'-6" | 503 | TI | 0'-6" | 2'-1" | 2'-8" | 2'-1" | 2'-8" | | 0'-6" | | | | | |
| 16 | | | 10'-8" | 504 | | | | 2'-9" | | 2'-9" | | | | | | | |
| 17 | | | 10'-10" | 505 | | | | 2'-10" | | 2'-10" | | | | | | | |
| 18 | | | 11'-0" | 506 | | | | 2'-11" | | 2'-11" | | | | | | | |
| 19 | 4 | | 11'-2" | 507 | | | | 3'-0" | | 3'-0" | | | | | | | |
| 20 | 52 | 5 | 11'-6" | 508 | TI | 0'-6" | 2'-1" | 3'-2" | 2'-1" | 3'-2" | | 0'-6" | | | | | |
| 21 | 4 | 6 | 23'-4" | 601 | Str. | | | | | | | | | | | | |
| 22 | 16 | 9 | 16'-0" | 901 | Str. | | | | | | | | | | | | |
| 23 | 8 | 9 | 19'-4" | 902 | Str. | | | | | | | | | | | | |
| 24 | 8 | 9 | 23'-4" | 903 | 19 | | | 4'-10" | 18'-6" | | | | | 0'-7" | | | |
| 25 | 8 | 9 | 23'-4" | 904 | 19 | | | 4'-10" | 18'-6" | | | | | 0'-11" | | | |
| 26 | | | | | | | | | | | | | | | | | |
| 27 | | | | | | | | | | | | | | | | | |
| 28 | | | | | | | | | | | | | | | | | |
| PIER B | | | | | | | | | | | | | | | | | |
| All bars to be prefixed "PB" | | | | | | | | | | | | | | | | | |
| FOOTING | | | | | | | | | | | | | | | | | |
| 29 | | | | | | | | | | | | | | | | | |
| 30 | | | | | | | | | | | | | | | | | |
| 31 | 42 | 5 | 9'-6" | 501 | Str. | | | | | | | | | | | | |
| 32 | 60 | 7 | 9'-6" | 701 | Str. | | | | | | | | | | | | |
| 33 | 60 | 10 | 6'-9" | 1001 | Str. | | | | | | | | | | | | |
| 34 | | | | | | | | | | | | | | | | | |
| 35 | | | | | | | | | | | | | | | | | |
| COLUMNS | | | | | | | | | | | | | | | | | |
| 36 | 204 | 5 | 9'-10" | 502 | TI | 0'-6" | 1'-9" | 2'-8" | 1'-9" | 2'-8" | | 0'-6" | | | | | |
| 37 | 60 | 10 | 18'-0" | 1002 | Str. | | | | | | | | | | | | |
| 38 | 20 | | 19'-2" | 1003 | | | | | | | | | | | | | |
| 39 | 20 | | 21'-2" | 1004 | | | | | | | | | | | | | |
| 40 | 20 | 10 | 23'-9" | 1005 | Str. | | | | | | | | | | | | |
| 41 | | | | | | | | | | | | | | | | | |
| 42 | | | | | | | | | | | | | | | | | |
| CAP | | | | | | | | | | | | | | | | | |
| 43 | 4 | 5 | 10'-6" | 503 | TI | 0'-6" | 2'-1" | 2'-8" | 2'-1" | 2'-8" | | 0'-6" | | | | | |
| 44 | | | 10'-8" | 504 | | | | 2'-9" | | 2'-9" | | | | | | | |
| 45 | | | 10'-10" | 505 | | | | 2'-10" | | 2'-10" | | | | | | | |
| 46 | | | 11'-0" | 506 | | | | 2'-11" | | 2'-11" | | | | | | | |
| 47 | 4 | | 11'-2" | 507 | | | | 3'-0" | | 3'-0" | | | | | | | |
| 48 | 52 | 5 | 11'-6" | 508 | TI | 0'-6" | 2'-1" | 3'-2" | 2'-1" | 3'-2" | | 0'-6" | | | | | |
| 49 | 4 | 6 | 23'-4" | 601 | Str. | | | | | | | | | | | | |
| 50 | 16 | 9 | 16'-0" | 901 | Str. | | | | | | | | | | | | |
| 51 | 8 | | 19'-4" | 902 | Str. | | | | | | | | | | | | |
| 52 | 8 | | 23'-4" | 903 | 19 | | | 4'-10" | 18'-6" | | | | | 0'-7" | | | |
| 53 | 8 | 9 | 23'-4" | 904 | 19 | | | 4'-10" | 18'-6" | | | | | 0'-11" | | | |
| 54 | | | | | | | | | | | | | | | | | |
| 55 | | | | | | | | | | | | | | | | | |
| PIER C | | | | | | | | | | | | | | | | | |
| All bars to be prefixed "PC" | | | | | | | | | | | | | | | | | |
| FOOTING | | | | | | | | | | | | | | | | | |
| 56 | | | | | | | | | | | | | | | | | |
| 57 | | | | | | | | | | | | | | | | | |
| 58 | 42 | 5 | 9'-6" | 501 | Str. | | | | | | | | | | | | |
| 59 | 60 | 7 | 9'-6" | 701 | Str. | | | | | | | | | | | | |
| 60 | 60 | 10 | 6'-9" | 1001 | Str. | | | | | | | | | | | | |
| 61 | | | | | | | | | | | | | | | | | |
| 62 | | | | | | | | | | | | | | | | | |
| COLUMNS | | | | | | | | | | | | | | | | | |
| 63 | 184 | 5 | 9'-10" | 502 | TI | 0'-6" | 1'-9" | 2'-8" | 1'-9" | 2'-8" | | 0'-6" | | | | | |
| 64 | 60 | 10 | 18'-0" | 1002 | Str. | | | | | | | | | | | | |
| 65 | 20 | | 16'-8" | 1003 | | | | | | | | | | | | | |
| 66 | 20 | | 18'-9" | 1004 | | | | | | | | | | | | | |
| 67 | 20 | 10 | 19'-6" | 1005 | Str. | | | | | | | | | | | | |
| 68 | | | | | | | | | | | | | | | | | |
| 69 | | | | | | | | | | | | | | | | | |
| CAP | | | | | | | | | | | | | | | | | |
| 70 | 4 | 5 | 10'-6" | 503 | TI | 0'-6" | 2'-1" | 2'-8" | 2'-1" | 2'-8" | | 0'-6" | | | | | |
| 71 | | | 10'-8" | 504 | | | | 2'-9" | | 2'-9" | | | | | | | |
| 72 | | | 10'-10" | 505 | | | | 2'-10" | | 2'-10" | | | | | | | |
| 73 | | | 11'-0" | 506 | | | | 2'-11" | | 2'-11" | | | | | | | |
| 74 | 4 | | 11'-2" | 507 | | | | 3'-0" | | 3'-0" | | | | | | | |
| 75 | 60 | 5 | 11'-6" | 508 | TI | 0'-6" | 2'-1" | 3'-2" | 2'-1" | 3'-2" | | 0'-6" | | | | | |
| 76 | 4 | 6 | 23'-4" | 601 | Str. | | | | | | | | | | | | |
| 77 | 16 | 10 | 17'-3" | 1006 | Str. | | | | | | | | | | | | |
| 78 | 8 | | 21'-4" | 1007 | Str. | | | | | | | | | | | | |
| 79 | 8 | | 25'-7" | 1008 | 19 | | | 5'-1" | 20'-6" | | | | | 0'-6" | | | |
| 80 | 8 | 10 | 25'-7" | 1009 | 19 | | | 5'-1" | 20'-6" | | | | | 1'-0" | | | |
| 81 | | | | | | | | | | | | | | | | | |
| PIER D | | | | | | | | | | | | | | | | | |
| All bars to be prefixed "PD" | | | | | | | | | | | | | | | | | |
| FOOTING | | | | | | | | | | | | | | | | | |
| 82 | | | | | | | | | | | | | | | | | |
| 83 | | | | | | | | | | | | | | | | | |
| 84 | | | | | | | | | | | | | | | | | |
| 85 | 42 | 5 | 9'-6" | 501 | Str. | | | | | | | | | | | | |
| 86 | 60 | 7 | 9'-6" | 701 | Str. | | | | | | | | | | | | |
| 87 | 60 | 10 | 6'-9" | 1001 | Str. | | | | | | | | | | | | |
| 88 | | | | | | | | | | | | | | | | | |
| 89 | | | | | | | | | | | | | | | | | |
| COLUMNS | | | | | | | | | | | | | | | | | |
| 90 | 234 | 5 | 9'-10" | 502 | TI | 0'-6" | 1'-9" | 2'-8" | 1'-9" | 2'-8" | | 0'-6" | | | | | |
| 91 | 60 | 10 | 18'-0" | 1002 | Str. | | | | | | | | | | | | |
| 92 | 20 | | 23'-3" | 1003 | | | | | | | | | | | | | |
| 93 | 20 | | 28'-0" | 1004 | | | | | | | | | | | | | |
| 94 | 20 | 10 | 29'-9" | 1005 | Str. | | | | | | | | | | | | |
| 95 | | | | | | | | | | | | | | | | | |
| 96 | | | | | | | | | | | | | | | | | |
| CAP | | | | | | | | | | | | | | | | | |
| 97 | 4 | 5 | 10'-6" | 503 | TI | 0'-6" | 2'-1" | 2'-8" | 2'-1" | 2'-8" | | 0'-6" | | | | | |
| 98 | | | 10'-8" | 504 | | | | 2'-9" | | 2'-9" | | | | | | | |
| 99 | | | 10'-10" | 505 | | | | 2'-10" | | 2'-10" | | | | | | | |
| 100 | | | 11'-0" | 506 | | | | 2'-11" | | 2'-11" | | | | | | | |
| 101 | 4 | | 11'-2" | 507 | | | | 3'-0" | | 3'-0" | | | | | | | |
| 102 | 52 | 5 | 11'-6" | 508 | TI | 0'-6" | 2'-1" | 3'-2" | 2'-1" | 3'-2" | | 0'-6" | | | | | |
| 103 | 4 | 6 | 23'-4" | 601 | Str. | | | | | | | | | | | | |
| 104 | 16 | 9 | 16'-0" | 901 | Str. | | | | | | | | | | | | |
| 105 | 8 | 9 | 19'-4" | 902 | Str. | | | | | | | | | | | | |
| 106 | 8 | 9 | 23'-4" | 903 | 19 | | | 4'-10" | 18'-6" | | | | | 0'-7" | | | |
| 107 | 8 | 9 | 23'-4" | 904 | 19 | | | 4'-10" | 18'-6" | | | | | 0'-11" | | | |
| 108 | | | | | | | | | | | | | | | | | |
| 109 | | | | | | | | | | | | | | | | | |
| 110 | | | | | | | | | | | | | | | | | |
| PIER E | | | | | | | | | | | | | | | | | |
| All bars to be prefixed "PE" | | | | | | | | | | | | | | | | | |
| FOOTING | | | | | | | | | | | | | | | | | |
| 111 | | | | | | | | | | | | | | | | | |
| 112 | | | | | | | | | | | | | | | | | |
| 113 | 42 | 5 | 9'-6" | 501 | Str. | | | | | | | | | | | | |
| 114 | 60 | 7 | 9'-6" | 701 | Str. | | | | | | | | | | | | |
| 115 | 60 | 10 | 6'-9" | 1001 | Str. | | | | | | | | | | | | |
| 116 | | | | | | | | | | | | | | | | | |
| 117 | | | | | | | | | | | | | | | | | |
| COLUMNS | | | | | | | | | | | | | | | | | |
| 118 | 108 | 5 | 9'-10" | 502 | TI | 0'-6" | 1'-9" | 2'-8" | 1'-9" | 2'-8" | | 0'-6" | | | | | |
| 119 | 60 | 10 | 18'-0" | 1002 | Str. | | | | | | | | | | | | |
| 120 | 20 | | 20'-3" | 1003 | | | | | | | | | | | | | |
| 121 | 20 | | 18'-6" | 1004 | | | | | | | | | | | | | |
| 122 | 20 | 10 | 18'-8" | 1005 | Str. | | | | | | | | | | | | |
| 123 | | | | | | | | | | | | | | | | | |
| 124 | | | | | | | | | | | | | | | | | |
| CAP | | | | | | | | | | | | | | | | | |
| 125 | 4 | 5 | 10'-6" | 503 | TI | 0'-6" | 2'-1" | 2'-8" | 2'-1" | 2'-8" | | 0'-6" | | | | | |
| 126 | | | 10'-8" | 504 | | | | 2'-9" | | 2'-9" | | | | | | | |
| 127 | | | 10'-10" | 505 | | | | 2'-10" | | | | | | | | | |

BANGOR INTERSTATE

| Item | No. Pieces | Size | Length | Mark | Type | A | B | C | D | E | F | G | H | J | K | R | O |
|------------------------|------------|------|---------|------|------|-------|-------|-----------|--------|---|-----------|-------|-----------|---|---|---------|-----|
| DECK SLAB (NORTHBOUND) | | | | | | | | | | | | | | | | | |
| SPAN 5 | | | | | | | | | | | | | | | | | |
| Prefix all bars "55" | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | |
| 4 | 196 | 4 | 24'-5" | 401 | Str. | | | | | | | | | | | | |
| 5 | 52 | 5 | 12'-11" | 501 | | | | | | | | | | | | | |
| 6 | 52 | | 34'-1" | 502 | | | | | | | | | | | | | |
| 7 | 52 | | 9'-7" | 503 | | | | | | | | | | | | | |
| 8 | 52 | | 37'-7" | 504 | | | | | | | | | | | | | |
| 9 | 24 | | 5'-0" | 505 | Str. | | | | | | | | | | | | |
| 10 | 51 | | 10'-1" | 506 | 15 | | 3'-0" | 0'-6 1/2" | 3'-0" | | 3'-0" | | 0'-4 1/2" | | | 9'-9" | 92 |
| 11 | 51 | | 39'-11" | 507 | 15 | | 3'-4" | 0'-6 1/2" | 3'-0" | | 3'-2 1/2" | 3'-4" | 0'-4 1/2" | | | 38'-3" | 93 |
| 12 | 41 | | 3'-0" | 508 | Str. | | | | | | | | | | | | |
| 13 | 104 | | 4'-10" | 509 | 55 | | 1'-8" | 0'-8" | 1'-6" | | | | 1'-0" | | | | |
| 14 | 104 | 5 | 6'-6" | 510 | 55 | 1'-0" | 1'-3" | 2'-1" | 1'-2" | | | | 1'-0" | | | | |
| SPAN 6 | | | | | | | | | | | | | | | | | |
| Prefix all bars "56" | | | | | | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | |
| 17 | | | | | | | | | | | | | | | | | |
| 18 | | | | | | | | | | | | | | | | | |
| 19 | 33 | 4 | 29'-1" | 401 | Str. | | | | | | | | | | | | |
| 20 | 261 | 4 | 31'-2" | 402 | | | | | | | | | | | | | |
| 21 | 93 | 5 | 12'-10" | 501 | | | | | | | | | | | | | |
| 22 | 93 | | 34'-0" | 502 | | | | | | | | | | | | | |
| 23 | 93 | | 9'-6" | 503 | | | | | | | | | | | | | |
| 24 | 93 | | 37'-6" | 504 | | | | | | | | | | | | | |
| 25 | 24 | | 5'-0" | 505 | Str. | | | | | | | | | | | | |
| 26 | 92 | | 10'-0" | 506 | 15 | | 3'-0" | 0'-6 1/2" | 2'-11" | | 3'-0" | | 0'-4 1/2" | | | 9'-8" | 108 |
| 27 | 92 | | 39'-6" | 507 | 15 | | 3'-3" | 0'-6 1/2" | 2'-11" | | 3'-3" | 3'-3" | 0'-4 1/2" | | | 37'-10" | 109 |
| 28 | 4 | | 23'-2" | 508 | Str. | | | | | | | | | | | | |
| 29 | 192 | | 4'-10" | 509 | 55 | | 1'-8" | 0'-8" | 1'-6" | | | | 1'-0" | | | | |
| 30 | 192 | | 6'-6" | 510 | 55 | 1'-0" | 1'-3" | 2'-1" | 1'-2" | | | | 1'-0" | | | | |
| 31 | 2 | | 3'-0" | 511 | Str. | | | | | | | | | | | | |
| 32 | | | 6'-7" | 512 | | | | | | | | | | | | | |
| 33 | | | 10'-2" | 513 | | | | | | | | | | | | | |
| 34 | | | 13'-9" | 514 | | | | | | | | | | | | | |
| 35 | | | 17'-4" | 515 | | | | | | | | | | | | | |
| 36 | | | 20'-11" | 516 | | | | | | | | | | | | | |
| 37 | | | 24'-6" | 517 | | | | | | | | | | | | | |
| 38 | | | 28'-1" | 518 | | | | | | | | | | | | | |
| 39 | | | 31'-8" | 519 | | | | | | | | | | | | | |
| 40 | | | 35'-3" | 520 | | | | | | | | | | | | | |
| 41 | | | 38'-10" | 521 | | | | | | | | | | | | | |
| 42 | 2 | 5 | 42'-5" | 522 | Str. | | | | | | | | | | | | |
| SPAN 7 | | | | | | | | | | | | | | | | | |
| Prefix all bars "57" | | | | | | | | | | | | | | | | | |
| 43 | | | | | | | | | | | | | | | | | |
| 44 | | | | | | | | | | | | | | | | | |
| 45 | | | | | | | | | | | | | | | | | |
| 46 | | | | | | | | | | | | | | | | | |
| 47 | 196 | 4 | 32'-0" | 401 | Str. | | | | | | | | | | | | |
| 48 | 69 | 5 | 13'-0" | 501 | | | | | | | | | | | | | |
| 49 | 69 | | 33'-10" | 502 | | | | | | | | | | | | | |
| 50 | 69 | | 9'-6" | 503 | | | | | | | | | | | | | |
| 51 | 69 | | 37'-2" | 504 | | | | | | | | | | | | | |
| 52 | 24 | | 5'-0" | 505 | Str. | | | | | | | | | | | | |
| 53 | 68 | | 10'-4" | 506 | 15 | | 3'-2" | 0'-6 1/2" | 2'-11" | | 3'-2" | | 0'-4 1/2" | | | 10'-0" | 135 |
| 54 | 68 | | 39'-0" | 507 | 15 | | 3'-0" | 0'-6 1/2" | 2'-11" | | 3'-3" | 3'-0" | 0'-4 1/2" | | | 37'-4" | 136 |
| 55 | 138 | | 6'-6" | 508 | 55 | 1'-0" | 1'-3" | 2'-1" | 1'-2" | | | | 1'-0" | | | | |
| 56 | 138 | 5 | 4'-10" | 509 | 55 | | 1'-8" | 0'-8" | 1'-6" | | | | 1'-0" | | | | |
| SPAN 8 | | | | | | | | | | | | | | | | | |
| Prefix all bars "58" | | | | | | | | | | | | | | | | | |
| 57 | | | | | | | | | | | | | | | | | |
| 58 | | | | | | | | | | | | | | | | | |
| 59 | | | | | | | | | | | | | | | | | |
| 60 | | | | | | | | | | | | | | | | | |
| 61 | 196 | 4 | 26'-8" | 401 | Str. | | | | | | | | | | | | |
| 62 | 58 | 5 | 13'-6" | 501 | | | | | | | | | | | | | |
| 63 | 58 | | 33'-6" | 502 | | | | | | | | | | | | | |
| 64 | 58 | | 10'-0" | 503 | | | | | | | | | | | | | |
| 65 | 58 | | 36'-11" | 504 | | | | | | | | | | | | | |
| 66 | 24 | | 5'-0" | 505 | Str. | | | | | | | | | | | | |
| 67 | 57 | | 10'-10" | 506 | 15 | | 3'-5" | 0'-6 1/2" | 2'-11" | | 3'-5" | | 0'-4 1/2" | | | 10'-6" | 148 |
| 68 | 57 | | 38'-9" | 507 | 15 | | 2'-9" | 0'-6 1/2" | 2'-11" | | 3'-3" | 3'-0" | 0'-4 1/2" | | | 37'-1" | 149 |
| 69 | 41 | | 3'-0" | 508 | Str. | | | | | | | | | | | | |
| 70 | 116 | | 4'-10" | 509 | 55 | | 1'-8" | 0'-8" | 1'-6" | | | | 1'-0" | | | | |
| 71 | 116 | 5 | 6'-6" | 510 | 55 | 1'-0" | 1'-3" | 2'-1" | 1'-2" | | | | 1'-0" | | | | |
| 72 | | | | | | | | | | | | | | | | | |
| 73 | | | | | | | | | | | | | | | | | |
| 74 | | | | | | | | | | | | | | | | | |
| 75 | | | | | | | | | | | | | | | | | |
| 76 | | | | | | | | | | | | | | | | | |
| 77 | | | | | | | | | | | | | | | | | |
| 78 | | | | | | | | | | | | | | | | | |
| 79 | | | | | | | | | | | | | | | | | |
| 80 | | | | | | | | | | | | | | | | | |
| 81 | | | | | | | | | | | | | | | | | |

TYPICAL BAR BENDS



STANDARD HOOK DETAIL

| Equivalent Size | Present (Numbers) |
|-----------------|-------------------|
| 1/4" | #2 |
| 3/8" | #3 |
| 1/2" | #4 |
| 5/8" | #5 |
| 3/4" | #6 |
| 7/8" | #7 |
| 1" | #8 |
| 1 1/8" | #9 |
| 1 1/4" | #10 |
| 1 1/2" | #11 |

DECK : 65,355 Lbs.
 APPROACH SLABS : 11,067 Lbs


8. Bar reinforcement metal shall conform to the requirements of the Standard Specifications for new Billet Steel Concrete Reinforcement Bars (Intermediate Grade) Serial Designation AAS.H.O. M31-43 or its latest revision. All bars shall be deformed to conform with A.S.T.M. Specifications A305-49.

| | | | |
|-------------------------------------|--------------|------------------------|--|
| THE CLARKESON ENGINEERING CO., INC. | | | |
| DESIGN W.M. | CHECK M.G.P. | BRIDGE NO. SURVEY PLOT | |
| DRAWN E.K. | APPROVED | | |
| STATE HIGHWAY COMMISSION | | | |
| INTERSTATE #95 | | | |
| OVER | | | |
| MAINE CENTRAL R.R. & PERRY ROAD | | | |
| IN THE CITY OF BANGOR | | | |
| PENOBSCOT COUNTY | | | |
| REINFORCING SCHEDULE | | | |
| SHEET 11 OF 12 SHEETS | | AUGUSTA, MAINE | |

BANGOR INTERSTATE

... ..

NOTES

1. All dimensions are out to out of bar.
2. "J" dimensions on 180° hooks to be shown only where necessary to restrict hook size otherwise standard hooks are to be used.
3. Where "J" is not shown, "J" will be kept equal to or less than "H" Where  Where "J" can exceed "H", it should be shown.
4. "H" dimension on stirrups to be shown where necessary to restrict hooks.
5. Where bars are to be bent more accurately than standard bending tolerances, bending dimensions which require closer working should have limits indicated.
6. Figures in circles show types.
7. No allowance for bend curvature is to be made except for standard hook & radii in excess of same.

Detailing Dimension 0

d

$4d$ or 25 min.

H

A or

BAR SIZES

| Equivalent Size | Present (Numbers) |
|------------------|-------------------|
| $\frac{1}{4}''$ | #2 |
| $\frac{3}{8}''$ | #3 |
| $\frac{1}{2}''$ | #4 |
| $\frac{5}{8}''$ | #5 |
| $\frac{3}{4}''$ | #6 |
| $\frac{7}{8}''$ | #7 |
| $1''$ | #8 |
| $1\frac{1}{8}''$ | #9 |
| $1\frac{3}{8}''$ | #10 |
| $1\frac{1}{2}''$ | #11 |

8. Bar reinforcement metal shall conform to the requirements of the Standard Specifications for new Billet-Steel Concrete Reinforcing Bars (Intermediate Grade) Serial Designation A15.5.H.O. M31-48 or its latest revision.
All bars shall be deformed to conform with ASTM Specifications A305-49.

| | | | | |
|--------|--------|----------|-------|----------------|
| DESIGN | M.G.P. | CHECK | W. M. | BRIDGE NO. |
| DRAWN | W. M. | APPROVED | | SURVEY
PLOT |

INTERSTATE #95

MAINE CENTRAL R.R.

8 PERRY ROAD

BANGOR
PENNSCOOT COUNTY

REINFORCING SCHEDULE

SHEET 12 OF 12 SHEETS AUGUSTA, MAINE

43

