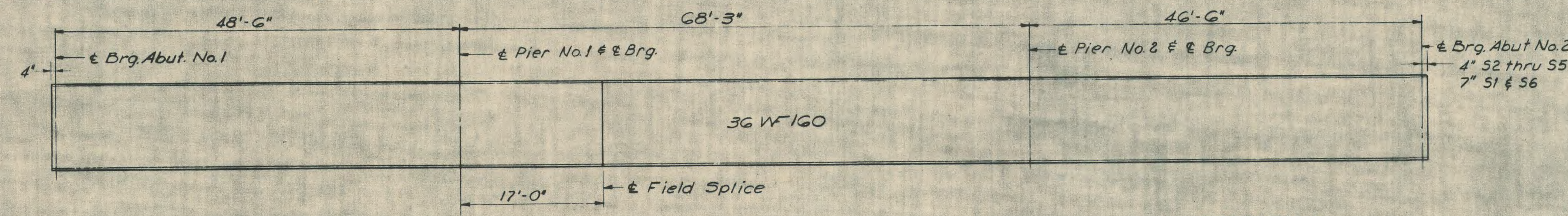
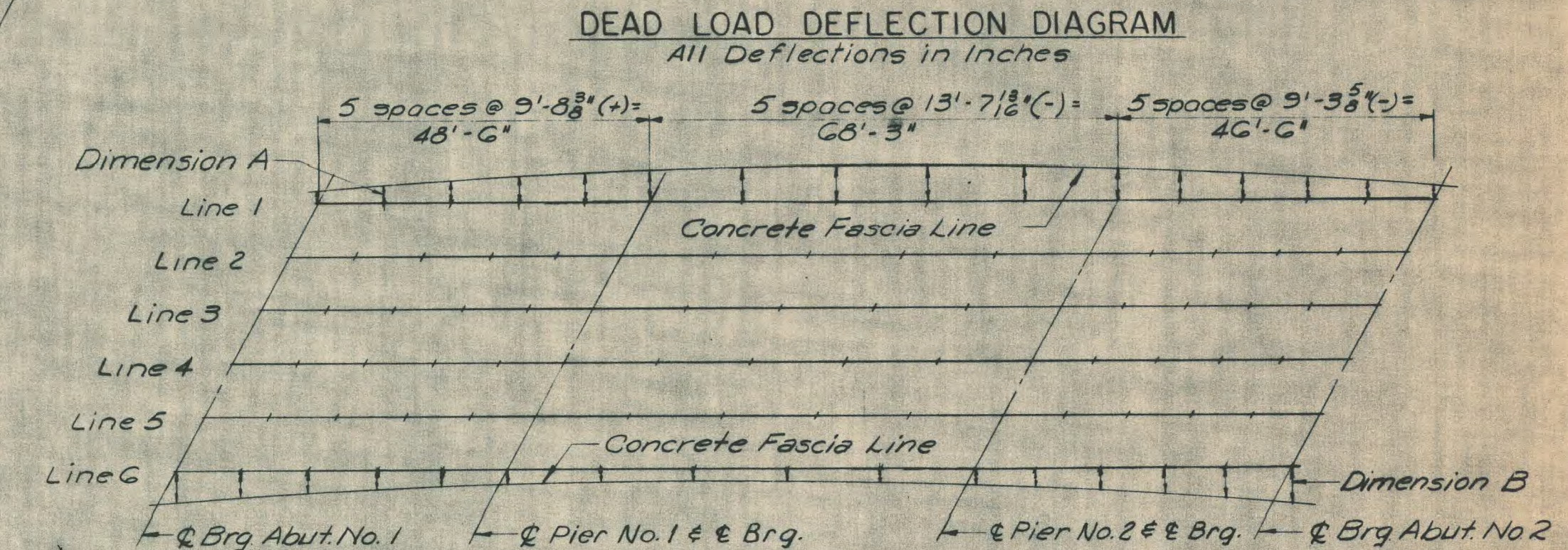
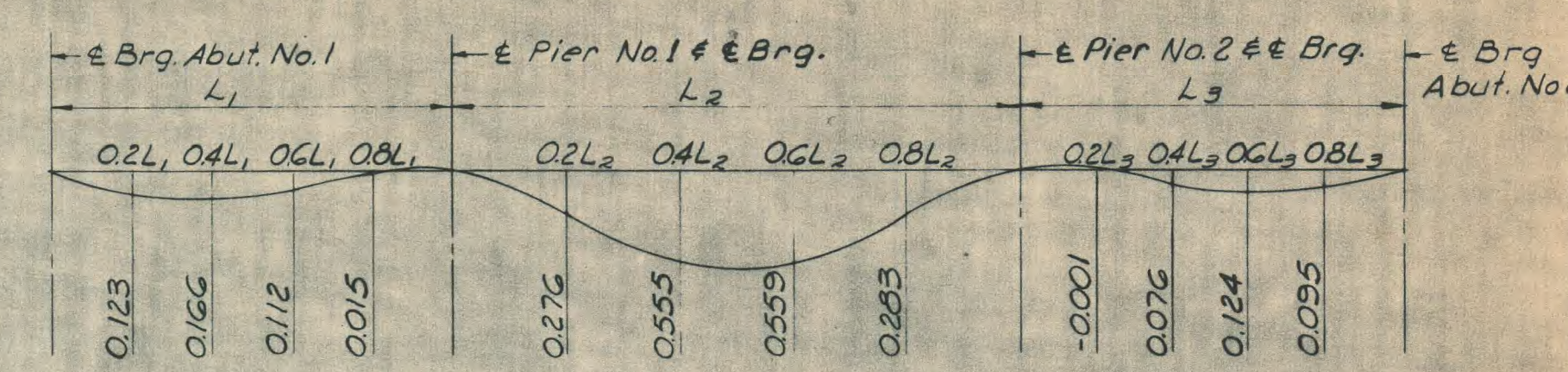
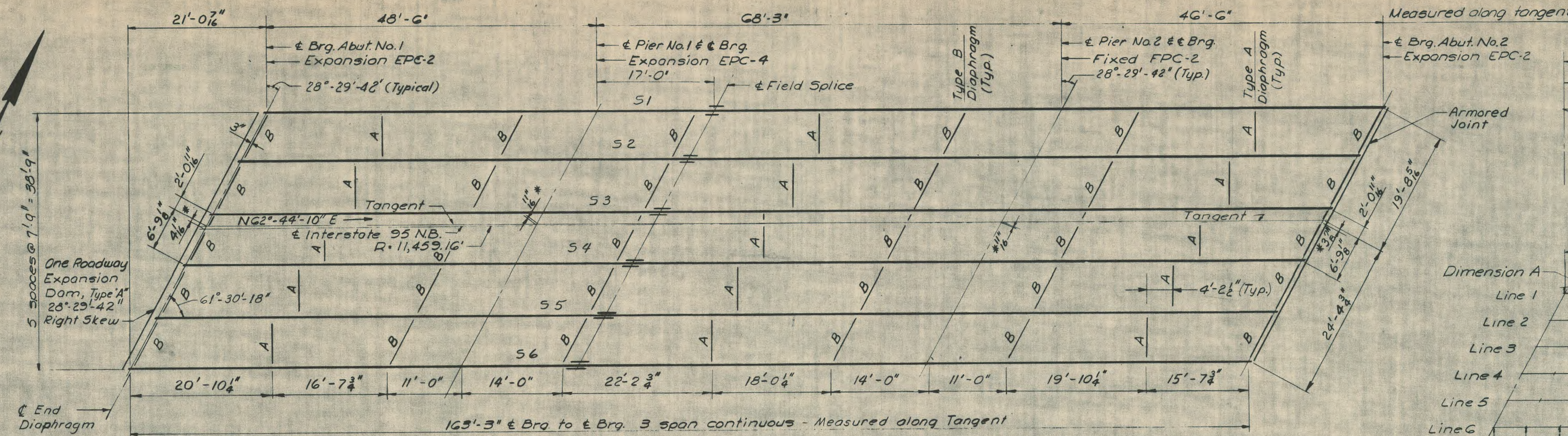


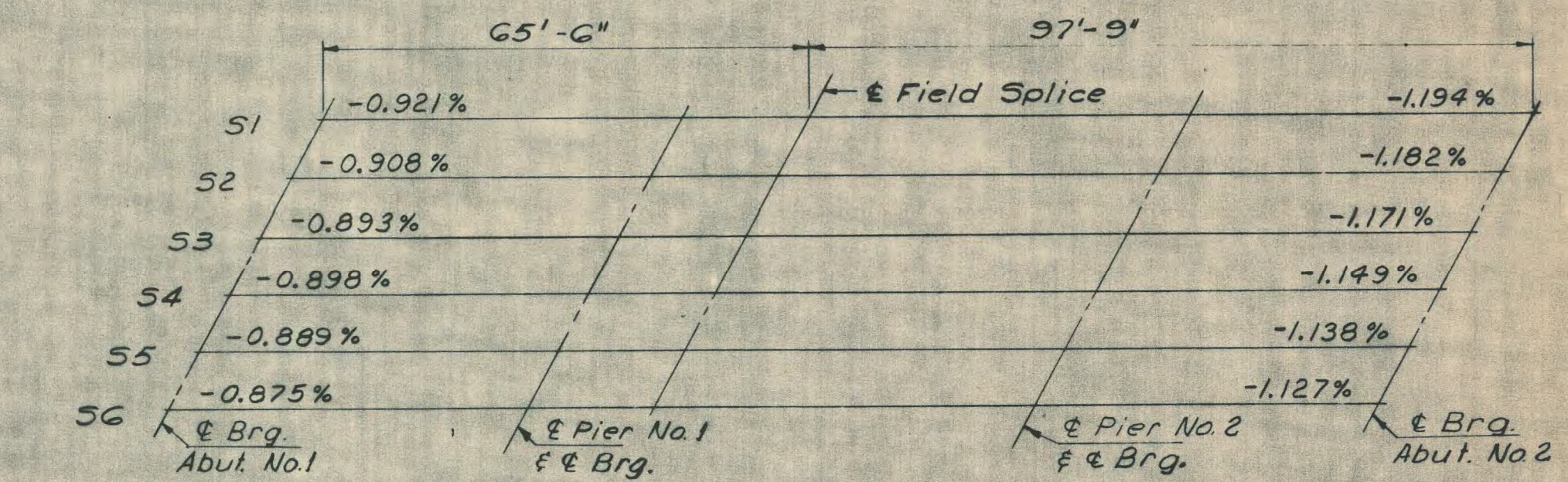
NOTE:

No shop camber required. Natural camber to be placed up.



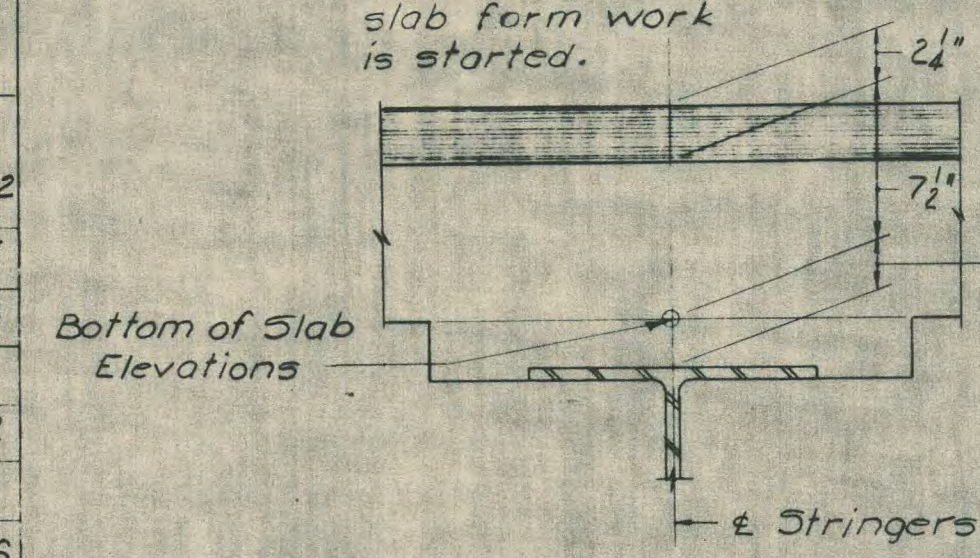
PEDESTALS

12-EPC-2 required  
6-EPC-4 required  
6-FPC-2 required



NOTE:

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

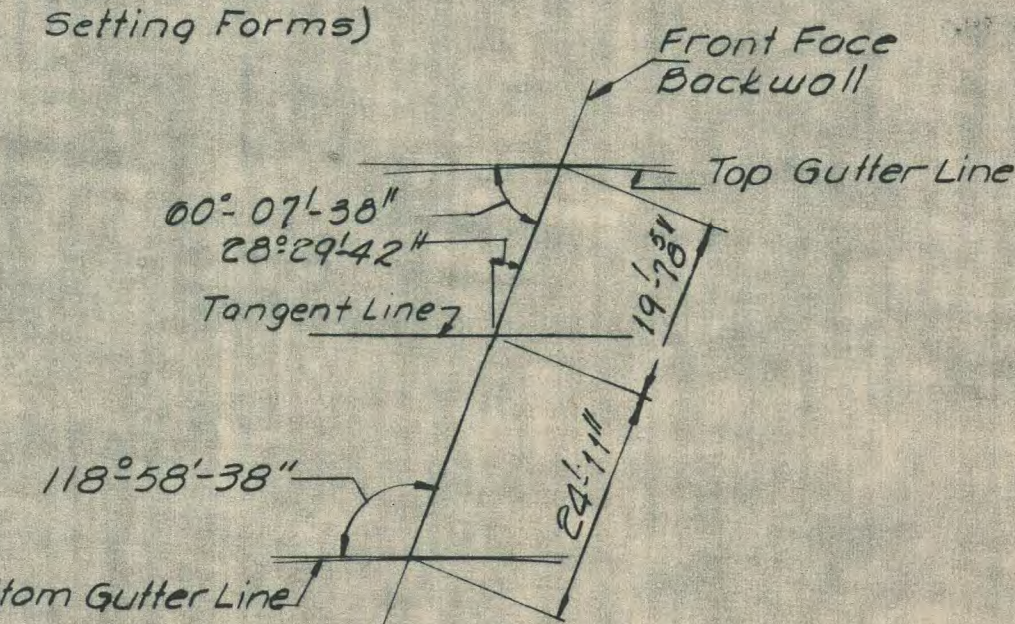


NOTES:

1. For Reference and Specification Notes, see Sheet 11.  
2. For End of Beam Detail, see Sheet 11.

BOTTOM OF SLAB ELEVATIONS AT BLOCKING POINTS																		
	± Brg. Abut. No. 1	SPAN NO. 1				± Brg. Pier No. 1	SPAN NO. 2					± Brg. Pier No. 2	SPAN NO. 3				± Brg. Abut. No. 3	
		9'-8 $\frac{3}{8}$ "	19'-4 $\frac{1}{2}$ "	29'-1 $\frac{1}{2}$ "	38'-9 $\frac{1}{2}$ "		13'-7 $\frac{1}{8}$ "	Splice	27'-3 $\frac{5}{8}$ "	40'-11 $\frac{1}{2}$ "	54'-7 $\frac{1}{8}$ "		9'-3 $\frac{5}{8}$ "	18'-7 $\frac{1}{8}$ "	27'-10 $\frac{3}{8}$ "	37'-2 $\frac{1}{2}$ "		
Line 1	574.42	574.35	574.27	574.17	574.07	573.98	573.87	573.84	573.75	573.60	573.42	573.34	573.13	573.02	572.90	572.78	572.65	
Line 2	574.59	574.52	574.44	574.35	574.25	574.16	574.04	574.02	573.93	573.78	573.60	573.42	573.31	573.20	573.09	572.97	572.84	
Line 3	574.76	574.69	574.61	574.52	574.42	574.33	574.22	574.19	574.10	573.96	573.79	573.61	573.50	573.39	573.28	573.16	573.03	
Line 4	574.73	574.66	574.58	574.49	574.39	574.30	574.19	574.16	574.08	573.93	573.76	573.58	573.48	573.37	573.26	573.15	573.02	
Line 5	574.63	574.56	574.48	574.39	574.30	574.21	574.10	574.07	573.98	573.84	573.67	573.50	573.39	573.29	573.18	572.88	572.94	
Line 6	574.53	574.46	574.39	574.30	574.20	574.11	574.01	573.98	573.89	573.75	573.58	573.41	573.30	573.20	573.10	572.98	572.86	
Point A	574.39	574.32	574.23	574.14	574.04	573.95	573.83	573.80	573.71	573.56	573.39	573.20	573.09	572.99	572.87	572.75	572.62	
Point B	574.49	574.43	574.35	574.26	574.17	574.08	573.97	573.94	573.86	573.72	573.55	573.38	573.27	573.17	573.06	572.95	572.82	

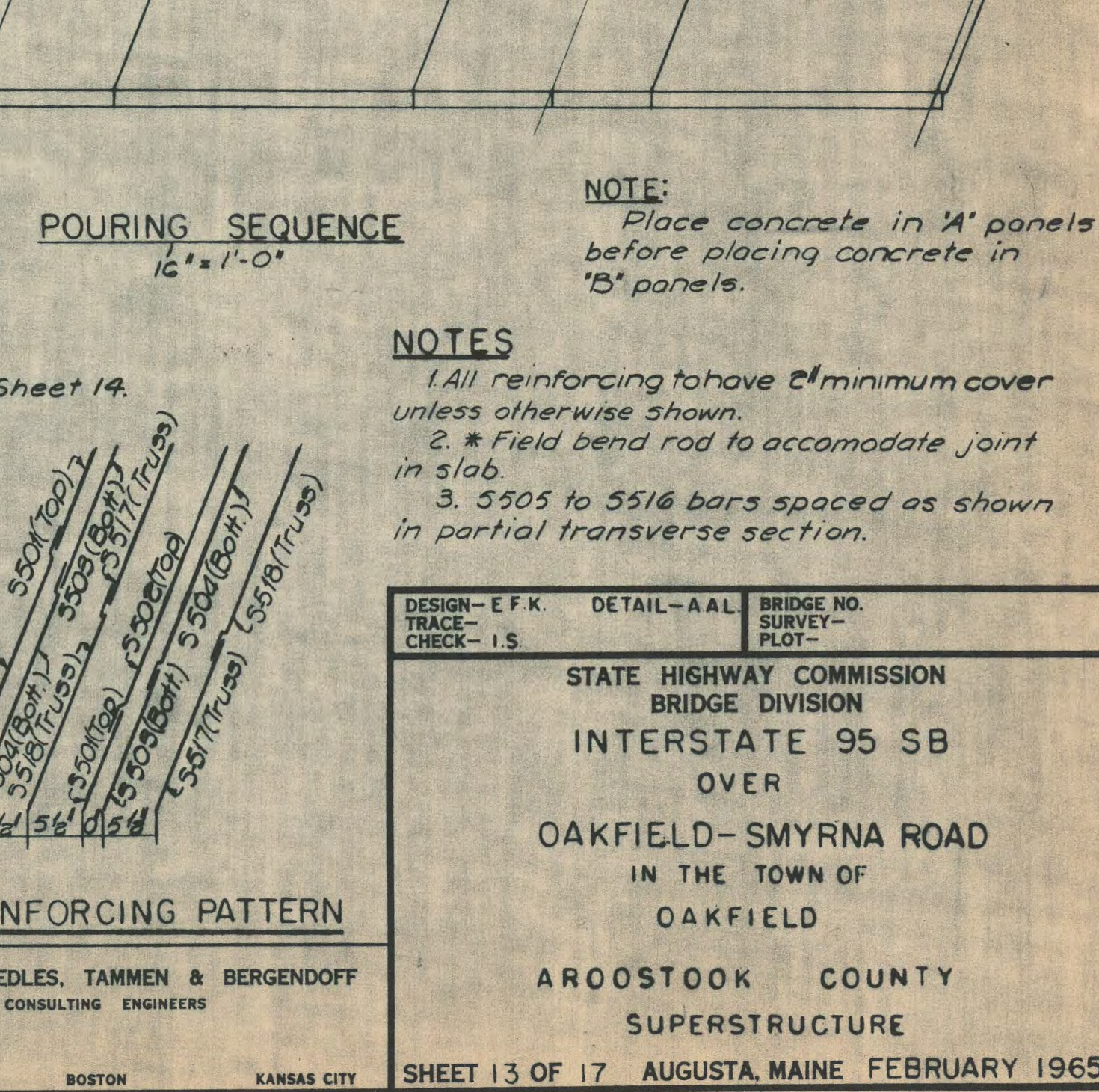
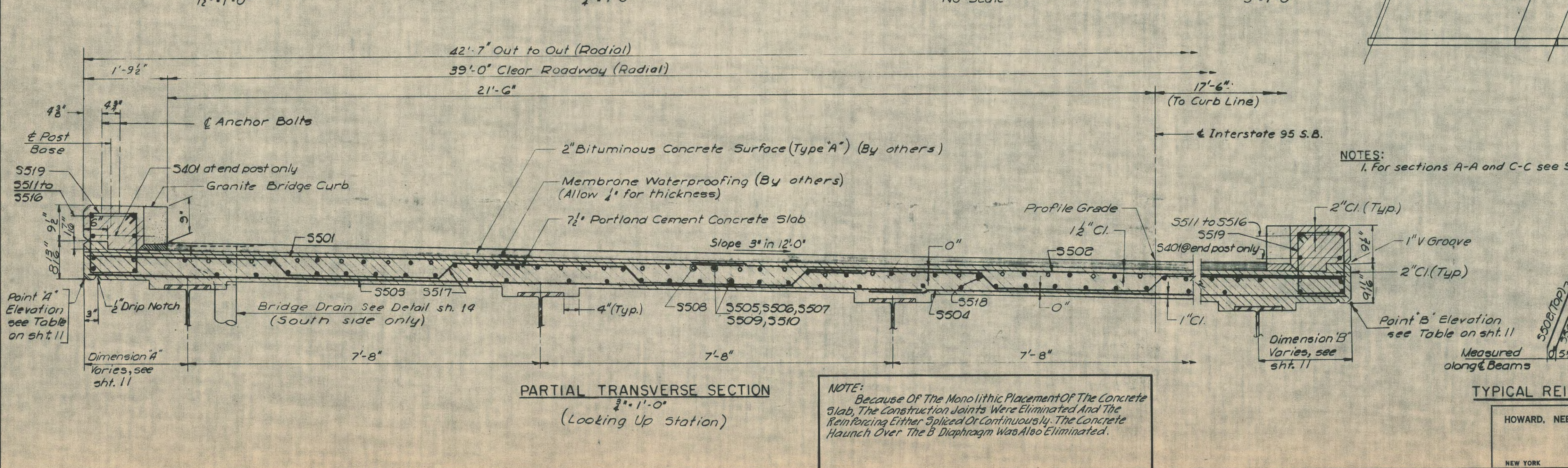
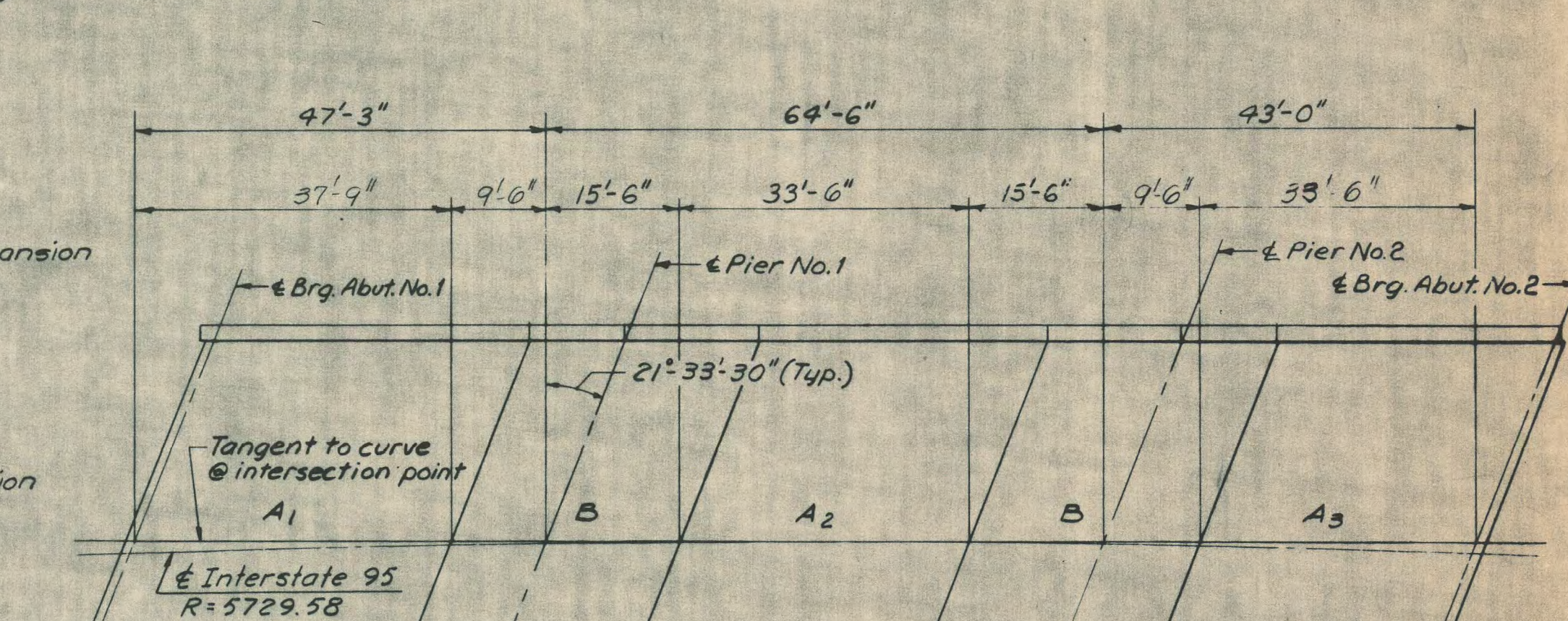
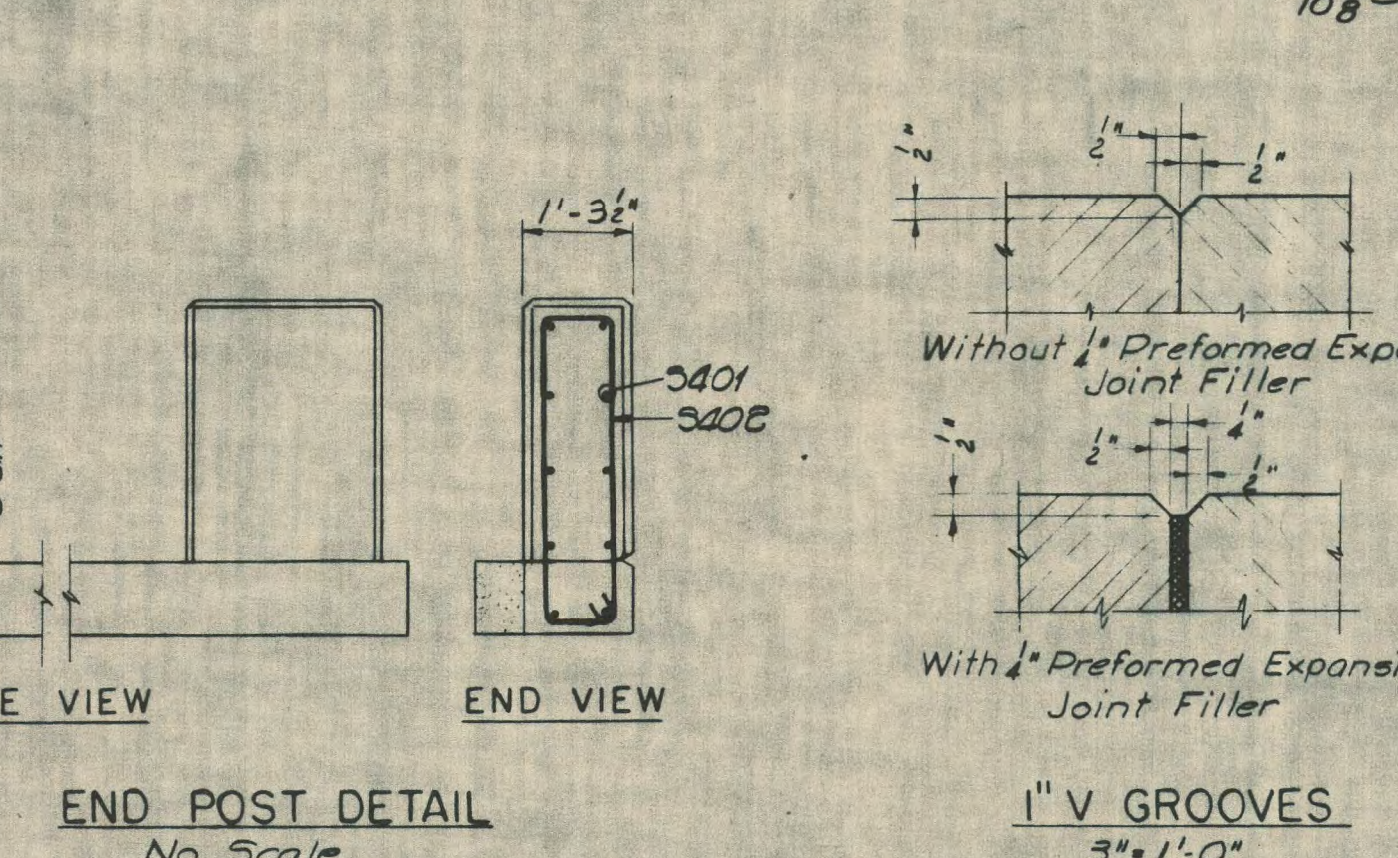
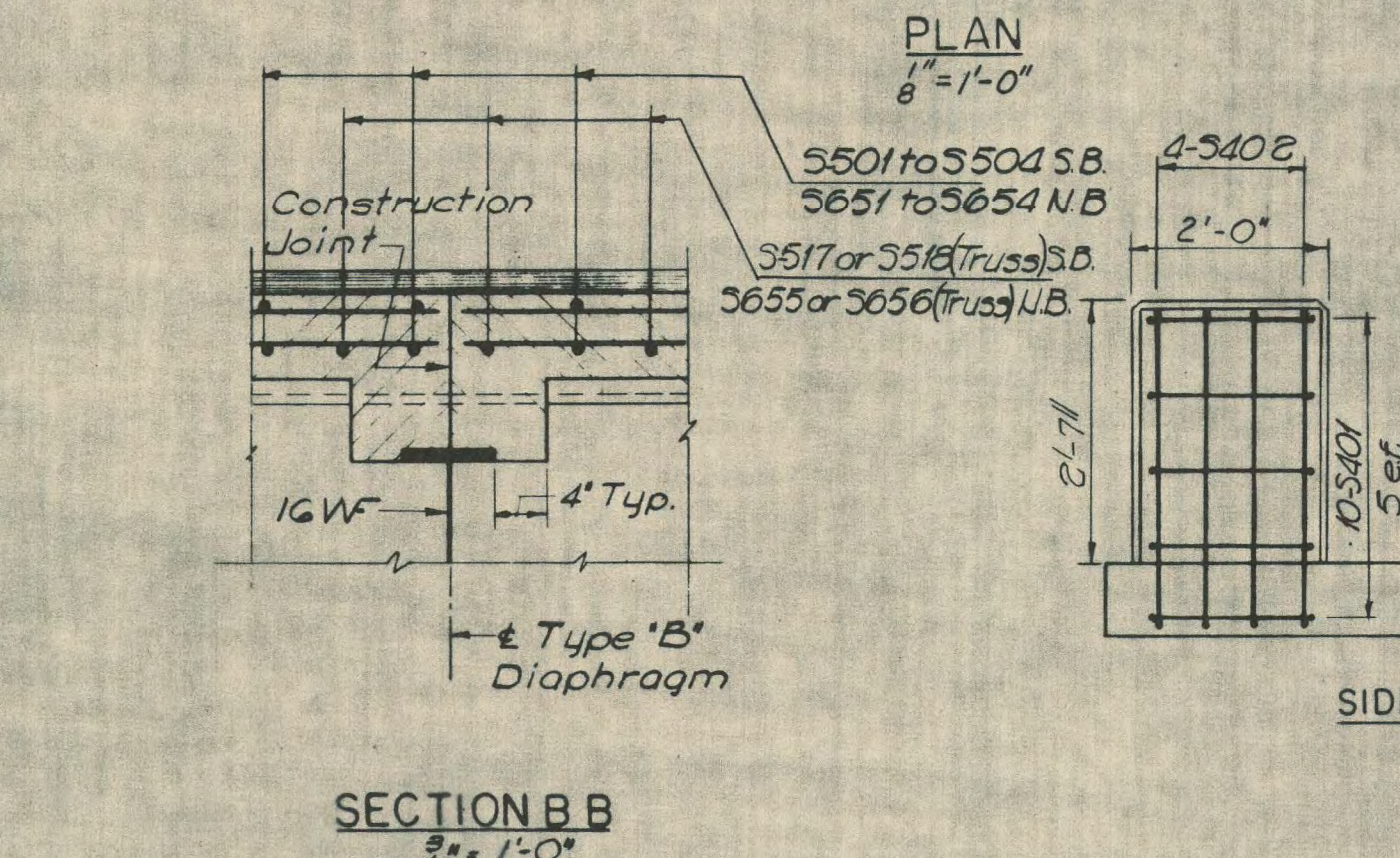
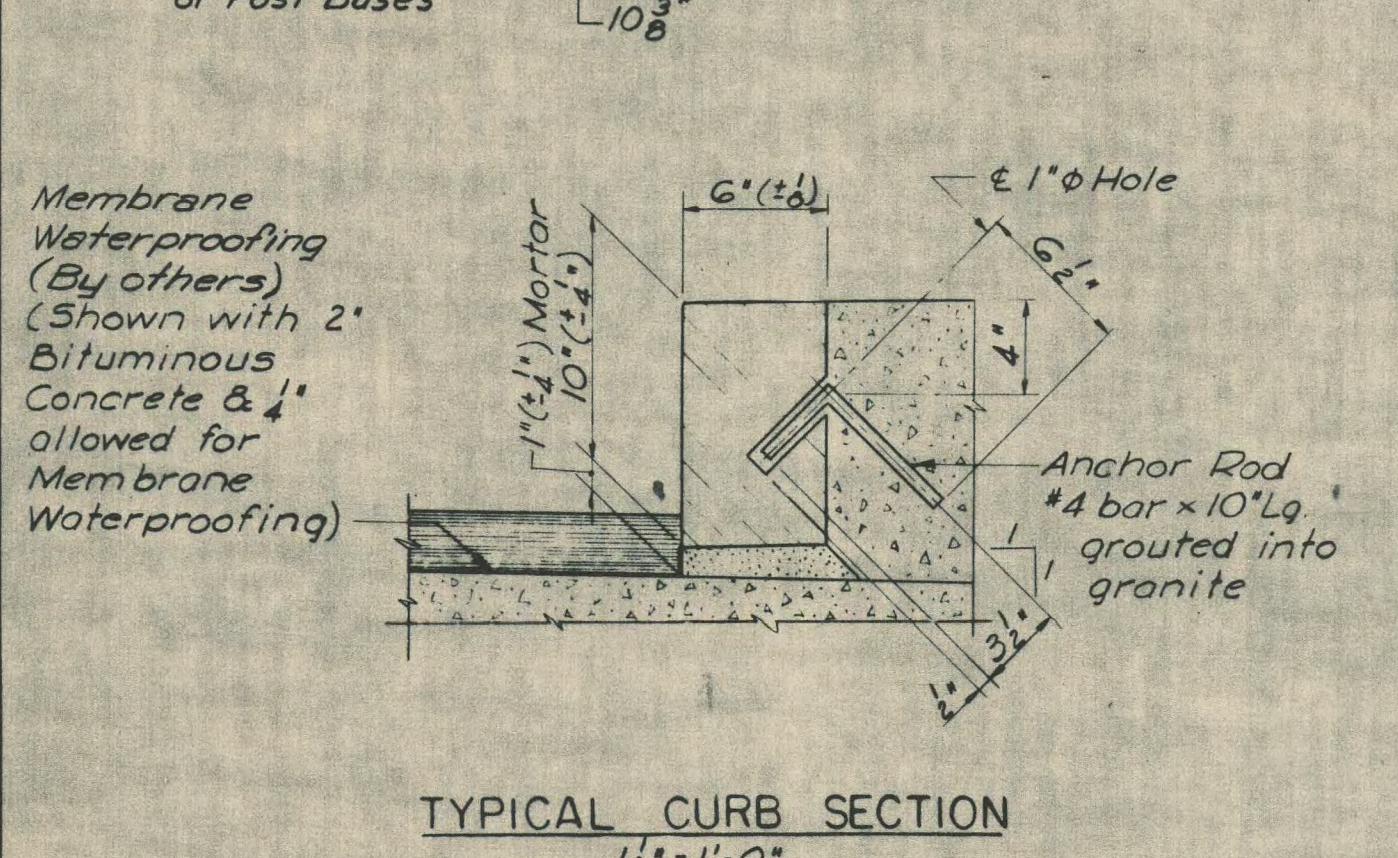
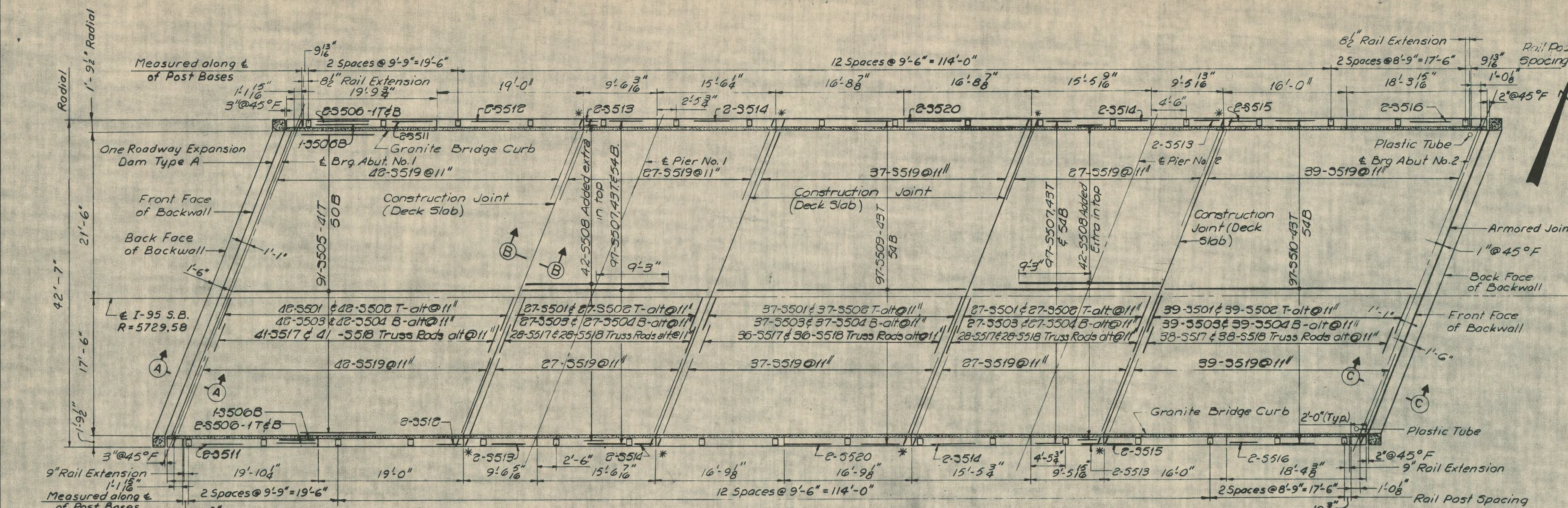
CONCRETE FASCIA TIES																	
	¢ Brg. Abut. No. 1	SPAN NO. 1				¢ Brg. Pier No. 1	SPAN NO. 2					¢ Brg. Pier No. 2	SPAN NO. 3				¢ Brg. Abut. No. 2
		0.2L <sub>1</sub>	0.4L <sub>1</sub>	0.6L <sub>1</sub>	0.8L <sub>1</sub>		0.2L <sub>2</sub>	Splice	0.4L <sub>2</sub>	0.6L <sub>2</sub>	0.8L <sub>2</sub>		0.2L <sub>3</sub>	0.4L <sub>3</sub>	0.6L <sub>3</sub>	0.8L <sub>3</sub>	
Dim. A	1'-9"	1'-9 1/8"	1'-10 1/4"	1'-10 3/8"	1'-11 1/8"	1'-11 1/2"	1'-11 3/4"	1'-11 3/4"	1'-11 3/4"	1'-11 3/8"	1'-11 3/8"	1'-10 3/4"	1'-10 3/8"	1'-9 3/4"	1'-9 3/8"	1'-8 3/8"	1'-7 3/8"
Dim. B	2'-2 3/8"	2'-2"	2'-1 5/8"	2'-0 7/8"	1'-11 1/2"	1'-11 1/4"	1'-10 3/4"	1'-10 3/8"	1'-10 3/8"	1'-10 1/4"	1'-10 1/4"	1'-10 1/2"	1'-10 3/4"	1'-11 1/8"	1'-11 1/8"	2'-0 1/8"	2'-0 1/8"



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

DESIGN- G.H. DETAIL-AAL BRIDGE NO. SURVEY PLOT-  
TRACE- P.R.N.  
STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
INTERSTATE 95 NB  
OVER  
OAKFIELD-SMYRNA ROAD  
IN THE TOWN OF  
OAKFIELD  
AROOSTOOK COUNTY  
STRUCTURAL STEEL & BLOCKING  
SHEET 12 OF 17 AUGUSTA, MAINE FEBRUARY 1965  
OAKFIELD (12)





**GENERAL SUPERSTRUCTURE NOTES**

1. At joints in curbs of granite bridge curbs over piers, use 1/4" preformed expansion joint filler. At all other curb joints, break the bond between concrete surfaces with a suitable grade asphalt paint. Form "V" Groove on outside face of curb and slab at each vertical joint. Provide joints in granite bridge curb at curb C.U. 5.
2. At low points in slabs, place a plastic tube 1" Ø through the slab for drainage. Exact location to be determined in the field. Do not cover the tube with waterproofing. This work will be incidental to contract items. Tube shall extend 2" below bottom of slab. Place tubes to drip clear of bridge seat.
3. For bridge rail, see Standard Details BD 107-64 & BD 108-64.
4. Concrete in End Posts will be paid for under Item 701-40.
5. Granite bridge curb means Vertical Bridge Curb - Type 1, and will be paid for under Item 901-24.

**BRIDGE DRAIN NOTES**

1. Two bridge drains on south side Span 1 & 3.
2. For approximate location see sheet 2, exact position to be determined in the field.
3. Bridge drains to be placed a minimum of 10' clear of pier.

**POURING SEQUENCE**  
1/2" x 1'-0"

**NOTES**

1. All reinforcing to have 2" minimum cover unless otherwise shown.
2. \* Field bend rod to accommodate joint in slab.
3. 5505 to 5516 bars spaced as shown in partial transverse section.

DESIGN - E. F. K.  
TRACE - I. S.  
DETAIL - A. A. L.  
BRIDGE NO. SURVEY - PLOT -

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
INTERSTATE 95 SB  
OVER  
OAKFIELD-SMYRNA ROAD  
IN THE TOWN OF  
OAKFIELD  
ARROOSTOOK COUNTY  
SUPERSTRUCTURE

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

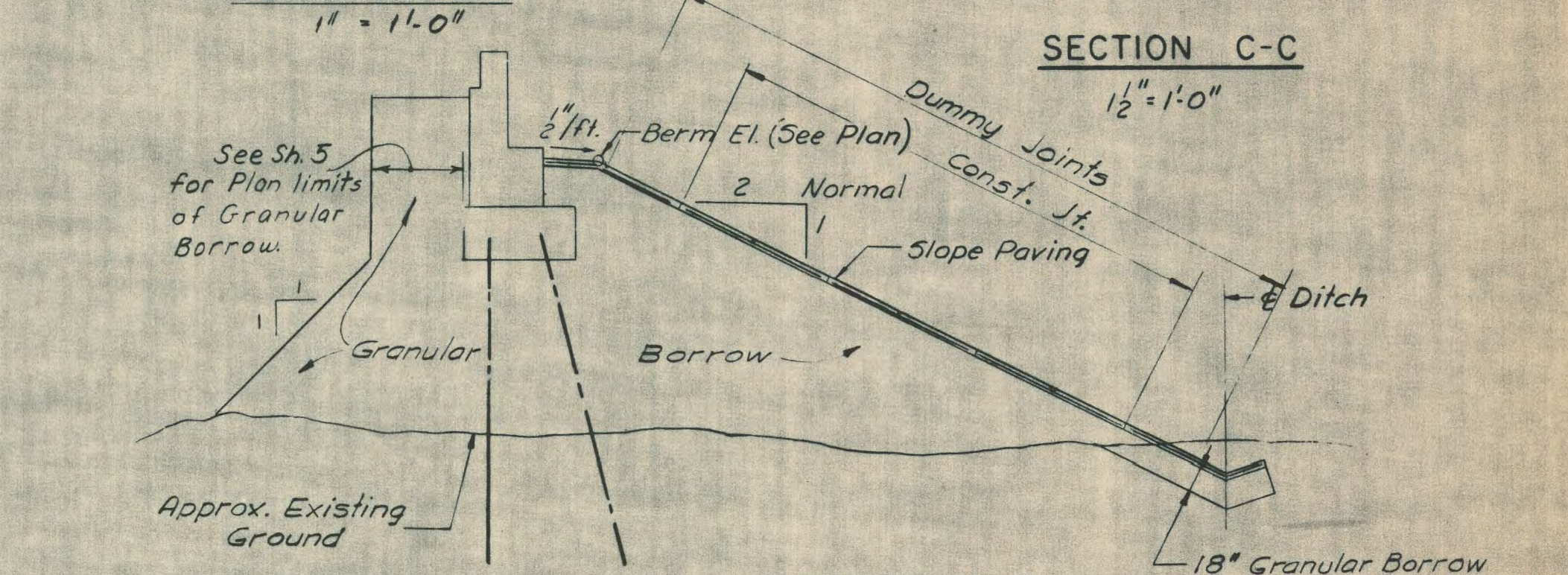
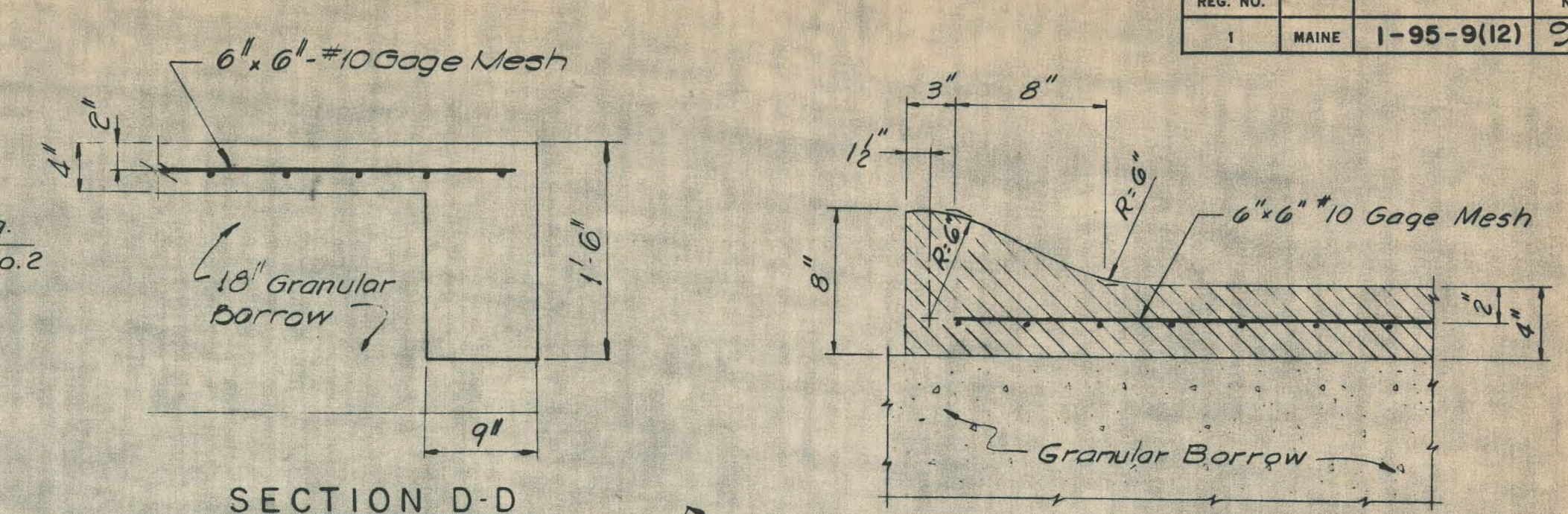
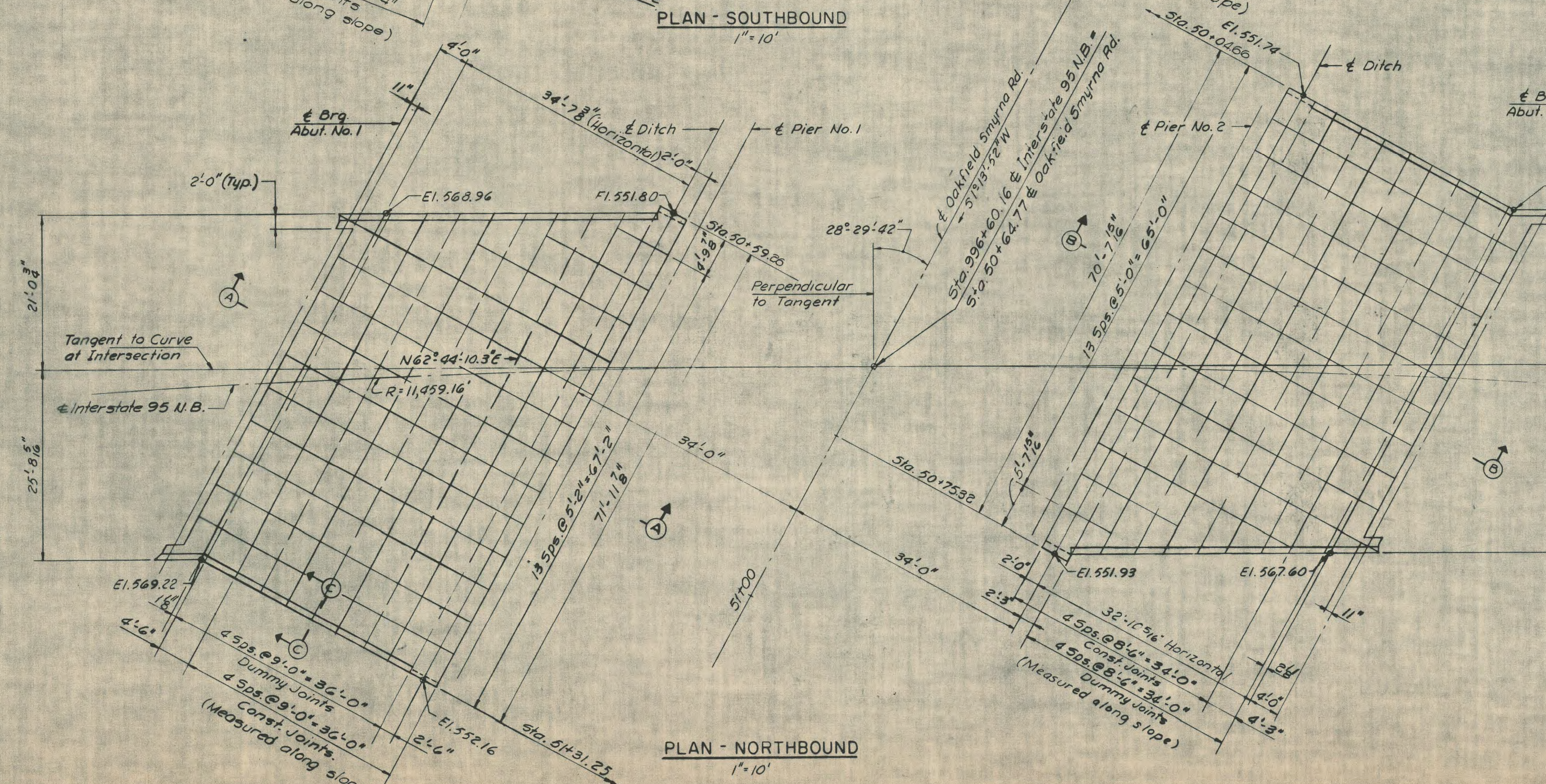
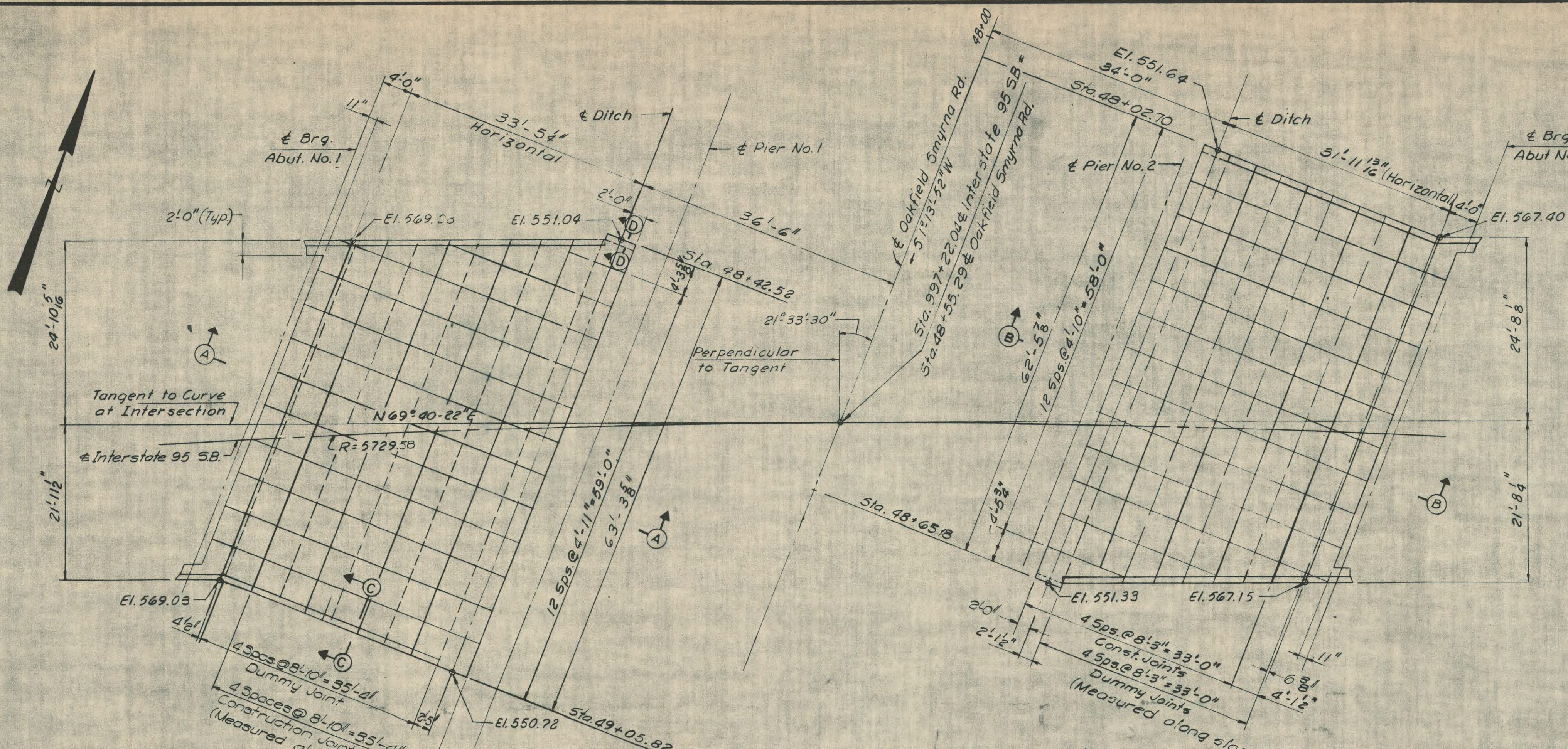
SHEET 13 OF 17 AUGUSTA, MAINE FEBRUARY 1965  
OAKFIELD (12)

**NOTE:**  
Because of the Monolithic Placement of the Concrete Slab, the Construction Joints were Eliminated and the Reinforcing either Spliced or Continuously. The Concrete Haunch Over the B Diaphragm was Also Eliminated.



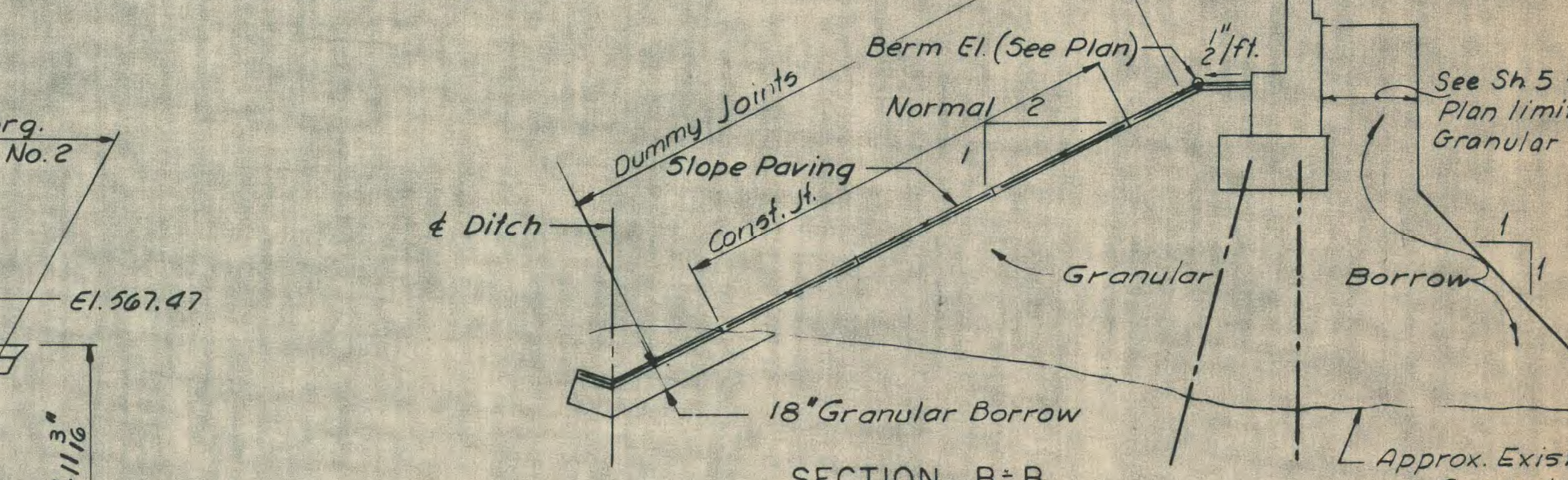






**NOTES**

1. Provide 18" of Granular Borrow under slope paving in excavation areas.
2. The 18" Granular Borrow under slope paving may be reduced or omitted, if in the opinion of the Engineer the existing material is suitable.
3. Payment for any excavation required for slope paving will be made under the item for Structural Earth Excavation, Piers. Item 204-14.



**NOTES**

1. Slope paving shall conform to section 808 of the Supplemental Specifications dated February 1960 and as modified in October 1964.
2. Break bond at construction joints with a coat of Asphalt Paint.
3. Reinforce with #10 gage 6" x 6" steel mesh, not to pass through construction joints.
4. Dummy joints shall be made with a sidewalk edging tool to a depth of 4".

DESIGN- TRACE- CHECK-PRN.	DETAIL JMM	BRIDGE NO. SURVEY- PLOT-
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
INTERSTATE 95 OVER OAKFIELD-SMYRNA ROAD IN THE TOWN OF OAKFIELD AROOSTOOK COUNTY		
SLOPE PAVING		
SHEET 15 OF 17 AUGUSTA, MAINE FEBRUARY 1965		

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

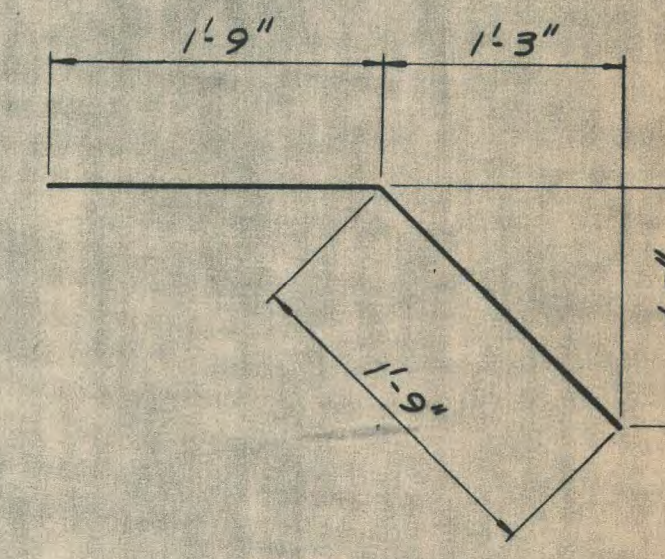
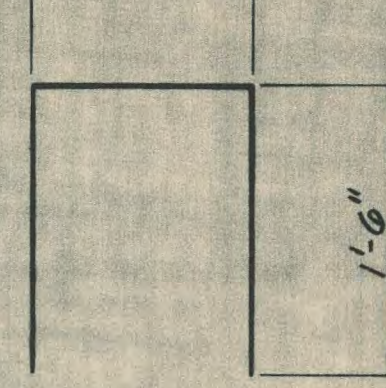


MARK	SIZE	NUMBER	LENGTH	INCR.	LOCATION
ABUTMENT NO. 1 S.B.					
STRAIGHT BARS					
A411	4	8	23'0"		Backwall
A412	4	8	20'4"		Backwall
A413	4	24	6'9"		Wingwall
A414	4	4	5'5"		"
A415	4	2	1'11"		"
A416	4	2	2'8"		Wingwall
A502	5	32	2'7"		Footing
A503	5	32	6'4"		"
A504	5	35	5'11"		Footing
A505	5	10	25'3"		Stem
A506	5	10	21'5"		"
A507	5	32	3'3"		Stem
A508	5	75	4'7"		Backwall
A509	5	12	2'11" to 5'0"	5"	Wingwall (2 Groups of 6)
A510	5	12	2'9" to 5'8"	7"	Wingwall (2 Groups of 6)
A602	6	10	10'6"		Footing
A603	6	22	3'6" to 6'0"	3"	" (2 Groups of 11)
A604	6	10	8'9"		"
A605	6	10	3'6" to 4'0"	1 1/2"	" (2 Groups of 5)
A606	6	8	4'3" to 5'6"	5"	" (2 Groups of 4)
A607	6	14	30'0"		"
A608	6	14	18'9"		"
A609	6	88	5'6"		Footing
A614	6	4	1'0"		Curb dowel
BENT BARS					
A401	4	16	3'3"		Stem
A402	4	16	3'1"		"
A403	4	16	3'1"		Stem
A406	4	4	7'8"		Top wingwall (Field bend)
A407	4	12	4'1"		Pads
A408	4	8	5'2"		"
A409	4	2	5'7"		"
A410	4	2	5'10"		Pads
A501	5	32	6'5"		Stem
A601	6	29	3'6"		Approach Slab dowels
APPROACH SLAB					
A5401	4	44	21'5"		Approach Slab
A5601	6	156	14'6"		Approach Slab
ABUTMENT NO. 2 S.B.					
STRAIGHT BARS					
A411	4	8	23'0"		Backwall
A413	4	26	6'9"		Wingwall
A417	4	8	19'11"		Backwall
A418	4	2	3'2"		Wingwall
A419	4	2	1'7"		"
A420	4	2	4'3"		Wingwall
A502	5	31	2'7"		Footing
A503	5	31	6'4"		"
A504	5	35	5'11"		Footing
A505	5	10	25'3"		Stem
A507	5	31	3'3"		Stem

MARK	SIZE	NUMBER	LENGTH	INCR.	LOCATION
ABUTMENT NO. 2 S.B. (CONTINUED)					
STRAIGHT BARS					
A508	5	73	4'7"		Backwall
A511	5	10	21'0"		Stem
A512	5	12	3'6" to 5'7"	5"	Wingwall (2 Groups of 6)
A513	5	12	2'0" to 4'11"	7"	Wingwall (2 Groups of 6)
A602	6	10	10'6"		Footing
A603	6	22	3'6" to 6'0"	3"	" (2 Groups of 11)
A604	6	10	8'9"		"
A605	6	10	3'6" to 4'0"	1 1/2"	" (2 Groups of 5)
A606	6	8	4'3" to 5'6"	5"	" (2 Groups of 4)
A607	6	14	30'0"		"
A609	6	88	5'6"		"
A610	6	14	18'2"		Footing
A614	6	4	1'0"		Curb Dowels
BENT BARS					
A401	4	16	3'3"		Stem
A402	4	16	3'1"		"
A403	4	16	3'1"		Stem
A406	4	4	7'8"		Top wingwall (Field bend)
A407	4	12	4'1"		Pads
A408	4	10	5'2"		"
A410	4	2	5'10"		Pads
A501	5	31	6'5"		Stem
A601	6	29	3'6"		Approach Slab dowels
APPROACH SLAB					
A5401	4	44	21'5"		Approach Slab
A5601	6	156	14'6"		Approach Slab
ABUTMENT NO. 1 N.B.					
STRAIGHT BARS					
A413	4	26	6'9"		Wingwall
A419	4	2	1'7"		"
A420	4	2	4'3"		Wingwall
A421	4	8	25'5"		Backwall
A422	4	8	20'6"		Backwall
A423	4	2	2'5"		Wingwall
A502	5	33	2'7"		Footing
A503	5	33	6'4"		"
A504	5	35	5'11"		Footing
A506	5	10	21'5"		Stem
A507	5	33	3'3"		Stem
A508	5	77	4'7"		Backwall
A514	5	10	27'11"		Stem
A515	5	12	3'3" to 5'4"	5"	Wingwall (2 Groups of 6)
A516	5	12	2'2" to 5'1"	7"	Wingwall (2 Groups of 6)
A602	6	10	10'6"		Footing
A603	6	22	3'6" to 6'0"	3"	" (2 Groups of 11)
A604	6	10	8'9"		"
A607	6	14	30'0"		"
A609	6	90	5'6"		"
A611	6	6	3'6"		"
A612	6	12	3'10" to 5'6"	4"	" (2 Groups of 6)
A613	6	14	21'9"		Footing
A614	6	4	1'0"		Curb dowels
BENT BARS					
A403	4	16	3'1"		Stem
A404	4	16	3'3"		"
A405	4	16	3'1"		Stem

MARK	SIZE	NUMBER	LENGTH	INCR.	LOCATION
ABUTMENT NO. 1 N.B. (CONTINUED)					
STRAIGHT BARS					
A611	6	6	3'6"		Footing
A612	6	12	3'10" to 5'6"	4"	" (2 Groups of 6)
A613	6	14	21'9"		Footing
A614	6	4	1'0"		Curb dowels
BENT BARS					
A403	4	16	3'1"		Stem
A404	4	16	3'3"		"
A405	4	16	3'1"		Stem
A406	4	4	7'8"		Top wingwall (Field Bend)
A407	4	12	4'1"		Pads
A408	4	8	5'2"		"
A409	4	2	5'7"		"
A410	4	2	5'10"		Pads
A501	5	33	6'5"		Stem
A601	6	30	3'6"		Approach Slab dowels
APPROACH SLAB					
A5402	4	44	22'8"		Approach Slab
A5601	6	156	14'6"		Approach Slab
ABUTMENT NO. 2 N.B.					
STRAIGHT BARS					
A413	4	24	6'9"		Wingwall
A415	4	4	1'11"		Wingwall
A421	4	8	25'5"		Backwall
A422	4	8	20'6"		Backwall
A424	4	2	4'3"		Wingwall
A425	4	2	5'0"		Wingwall
A502	5	33	2'7"		Footing
A503	5	33	6'4"		"
A504	5	35	5'11"		Footing
A507	5	33	3'3"		Stem
A508	5	77	4'7"		Backwall
A509	5	12	2'11" to 5'0"	5"	Wingwall (2 Groups of 6)
A511	5	10	21'0"		Stem
A514	5	10	27'11"		Stem
A516	5	12	2'2" to 5'1"	7"	Wingwall (2 Groups of 6)
A602	6	10	10'6"		Footing
A603	6	22	3'6" to 6'0"	3"	" (2 Groups of 11)
A604	6	10	8'9"		"
A607	6	14	30'0"		"
A609	6	90	5'6"		"
A611	6	6	3'6"		"
A612	6	12	3'10" to 5'6"	4"	" (2 Groups of 6)
A613	6	14	21'9"		Footing
A614	6	4	1'0"		Curb dowels
BENT BARS					
A403	4	16	3'1"		Stem
A404	4	16	3'3"		"
A405	4	16	3'1"		Stem

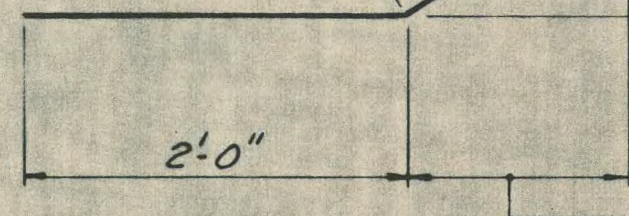
1'-1" A407  
2'-2" A408  
2'-7" A409  
2'-10" A410



A407, A408, A409, A410

A601

1'-3" A401, A404  
1'-1" A402, A403, A405



A401 to A405

5'-5" A401  
7'-2" A402, A404  
3'-2" A403  
9" A405

1'-2" A401  
1'-1" A404  
1'-0 1/2" A403  
9 1/2" A405  
10 1/2" A402

#### 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- S.M.	DETAIL- J.M.M.	BRIDGE NO. SURVEY- PLOT-
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
INTERSTATE 95 OVER OAKFIELD-SMYRNA ROAD IN THE TOWN OF OAKFIELD AROOSTOOK COUNTY		
REINFORCING STEEL		
SHEET 16 OF 17 AUGUSTA, MAINE		

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

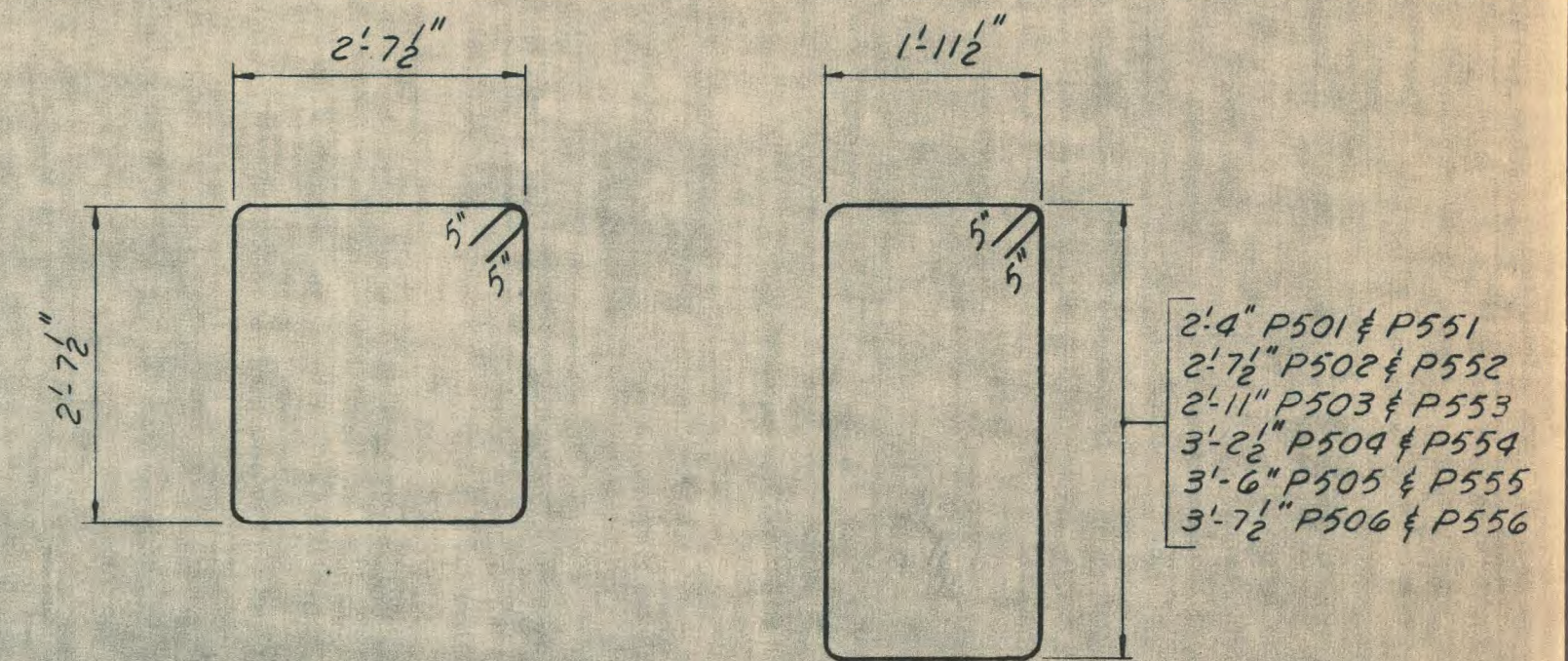
OAKFIELD(12)



MARK	SIZE	NUMBER	LENGTH	INCR.	LOCATION
ABUTMENT NO. 2 N.B. (CONTINUED)					
A406	4	4	7'-8"		Top wingwall (Field Berid)
A407	4	12	4'-1"		Pads
A408	4	10	5'-2"		"
A410	4	2	5'-10"		Pads
A501	5	33	6'-5"		Stem
A601	6	30	3'-6"		Approach Slab dowels
APPROACH SLAB					
A5402	4	44	22'-8"		Approach Slab
A5601	6	156	14'-6"		Approach Slab
PIER NO. 1 S.B.					
STRAIGHT BARS					
P601	6	4	22'-3"		Cap
P602	6	4	23'-0"		Cap
P603	6	9	5'-6"		Footing
P701	7	20	8'-6"		Footing
P801	8	18	8'-6"		"
P901	9	12	20'-0"		Columns
P902	9	44	5'-9"		Footing
P907	9	6	8'-6"		"
P908	9	8	10'-0"		Columns
P909	9	24	20'-3"		Columns
P1001	10	6	16'-3"		Cap
P1002	10	6	32'-3"		Cap
P1003	10	4	35'-0"		Cap
BENT BARS					
P401	4	51	11'-4"		Columns
P501	5	4	9'-5"		Cap
P502	5	4	10'-0"		"
P503	5	4	10'-7"		"
P504	5	4	11'-2"		"
P505	5	4	11'-9"		"
P506	5	70	12'-0"		Cap
P604	6	8	8'-8"		Cap
PIER NO. 2 S.B.					
STRAIGHT BARS					
P601	6	4	22'-3"		Cap
P602	6	4	23'-0"		Cap
P605	6	9	5'-6"		Footing
P902	9	12	5'-9"		Footing
P903	9	12	18'-9"		Columns
P904	9	20	9'-6"		Footing
P905	9	6	8'-6"		Footing
P907	9	20	9'-6"		Footing
P1001	10	6	16'-3"		Cap
P1002	10	6	32'-3"		"
P1003	10	4	35'-0"		Cap
P1009	10	24	19'-3"		Columns
P1010	10	16	10'-0"		Columns
BENT BARS					
P401	4	48	11'-4"		Columns
P501	5	4	9'-5"		Cap
P502	5	4	10'-0"		"
P503	5	4	10'-7"		"
P504	5	4	11'-2"		"
P505	5	4	11'-9"		"
P506	5	70	12'-0"		Cap

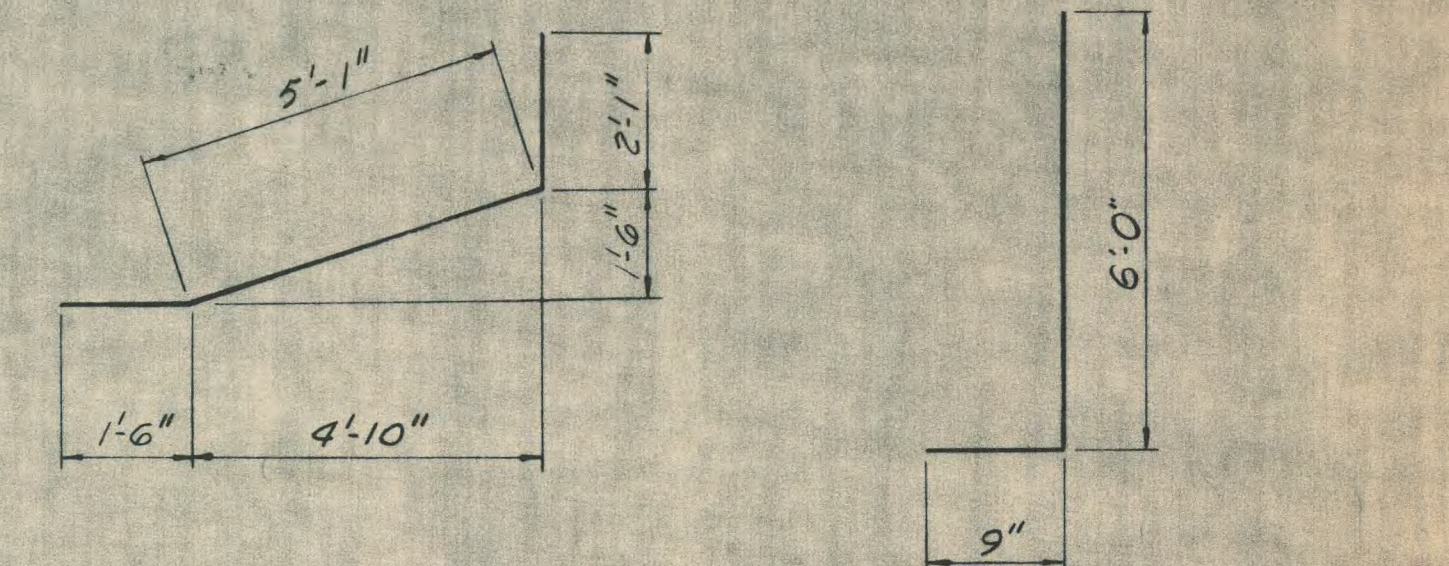
MARK	SIZE	NUMBER	LENGTH	INCR.	LOCATION
PIER NO. 2 S.B. (CONTINUED)					
BENT BARS					
P604	6	8	8'-8"		Cap
P1011	10	40	6'-9"		Footing
PIER NO. 1 N.B.					
STRAIGHT BARS					
P651	6	4	22'-9"		Cap
P652	6	4	24'-0"		Cap
P653	6	9	5'-6"		Footing
P751	7	20	8'-6"		Footing
P851	8	18	8'-6"		Footing
P951	9	12	19'-0"		Columns
P952	9	44	5'-9"		Footing
P957	9	6	8'-6"		Footing
P958	9	8	10'-0"		Column
P959	9	24	19'-3"		Column
P1051	10	6	16'-9"		Cap
P1052	10	6	33'-9"		Cap
P1053	10	4	37'-0"		Cap
BENT BARS					
P451	4	48	11'-4"		Columns
P551	5	4	9'-5"		Cap
P552	5	4	10'-0"		"
P553	5	4	10'-7"		"
P554	5	4	11'-2"		"
P555	5	4	11'-9"		"
P556	5	70	12'-0"		Cap
P654	6	8	8'-8"		Cap
PIER NO. 2 N.B.					
STRAIGHT BARS					
P651	6	4	22'-9"		Cap
P652	6	4	24'-0"		Cap
P655	6	9	5'-6"		Footing
P952	9	12	5'-9"		Footing
P953	9	12	18'-9"		Columns
P954	9	20	9'-6"		Footing
P955	9	20	9'-6"		"
P957	9	6	8'-6"		Footing
P1051	10	6	16'-9"		Cap
P1052	10	6	33'-9"		"
P1053	10	4	37'-0"		Cap
P1059	10	24	19'-3"		Columns
P1060	10	16	10'-0"		Columns
BENT BARS					
P451	4	48	11'-4"		Columns
P551	5	4	9'-5"		Cap
P552	5	4	10'-0"		"
P553	5	4	10'-7"		"
P554	5	4	11'-2"		"
P555	5	4	11'-9"		"
P556	5	70	12'-0"		Cap
P654	6	8	8'-8"		Cap
P1061	10	40	6'-9"		Footing

MARK	SIZE	NUMBER	LENGTH	INCR.	LOCATION
SUPERSTRUCTURE S.B.					
STRAIGHT BARS					
S401	4	40	1'-8"		End Post
S501	5	172	15'-1"		Slab Transverse
S502	5	172	31'-5"		"
S503	5	172	19'-3"		"
S504	5	172	27'-3"		Slab Transverse
S505	5	91	37'-7"		Slab Longitudinal
S506	5	6	38'-6"		"
S507	5	194	24'-8"		"
S508	5	84	18'-6"		"
S509	5	97	32'-8"		"
S510	5	97	34'-2"		Slab Longitudinal
S511	5	4	19'-9"		Safety Walk Longitudinal
S512	5	4	18'-8"		"
S513	5	8	9'-2"		"
S514	5	8	15'-2"		"
S515	5	4	15'-8"		"
S516	5	4	18'-1"		"
S520	4	8	16'-4"		Safety Walk Longitudinal
BENT BARS					
S402	4	16	8'-8"		End Post
S517	5	171	18'-0"		Slab Transverse (Truss Rod)
S518	5	171	29'-7"		Slab Transverse (Truss Rod)
S519	5	344	5'-0"		Safety Walk
SUPERSTRUCTURE N.B.					
STRAIGHT BARS					
S401	4	40	1'-8"		End Post
S551	5	91	37'-6"		Slab Longitudinal
S552	5	194	24'-8"		"
S553	5	97	39'-11"		"
S554	5	97	35'-11"		"
S555	5	84	21'-0"		"
S556	5	6	38'-4"		Slab Longitudinal
S557	5	4	19'-3"		Safety Walk Longitudinal
S558	5	4	18'-8"		"
S559	5	8	10'-8"		"
S560	5	8	13'-8"		"
S561	5	4	19'-8"		"
S562	5	4	19'-11"		"
S563	5	4	17'-8"		"
S564	5	4	18'-3"		Safety Walk Longitudinal
S651	6	144	16'-3"		Slab Transverse
S652	6	144	33'-3"		"
S653	6	144	20'-9"		"
S654	6	144	28'-9"		Slab Transverse
BENT BARS					
S402	4	16	8'-8"		End Post
S565	5	286	5'-0"		Safety Walk
S655	6	143	18'-11"		Slab Transverse (Truss Rod)
S656	6	143	30'-2"		Slab Transverse (Truss Rod)



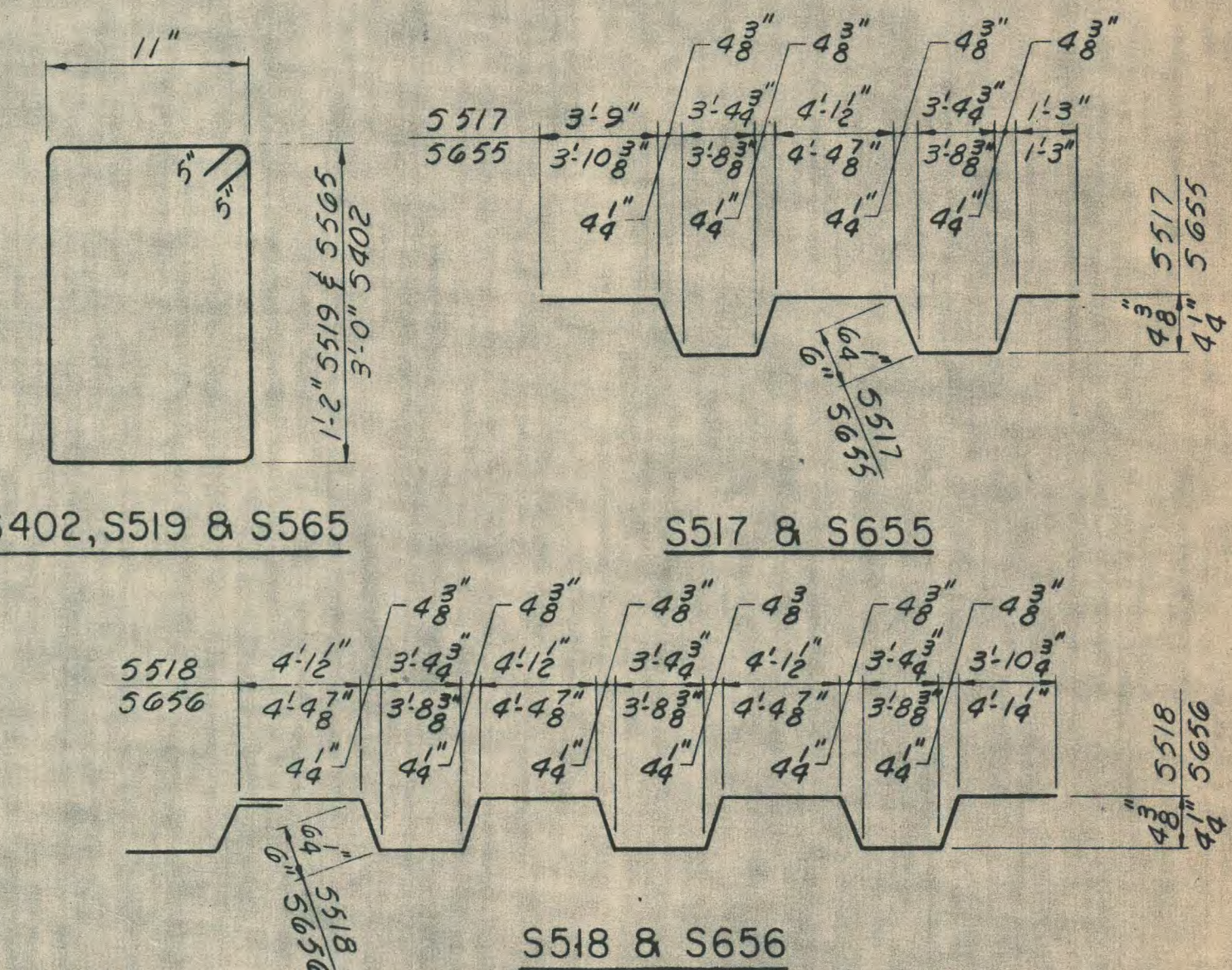
P401 & P451

P501 to P506 & P551 to P556



P604 & P654

P1007, P1057, P1011 & P1061



NOTE:  
For Notes and  
Abutment Reinforcing  
see Sheet 16.

DESIGN- TRACE- CHECK-P.R.N.	DETAIL - J.M.M.	BRIDGE NO. SURVEY- PLOT-
STATE HIGHWAY COMMISSION BRIDGE DIVISION INTERSTATE 95 OVER OAKFIELD - SMYRNA ROAD IN THE TOWN OF OAKFIELD AROOSTOOK COUNTY REINFORCING STEEL SHEET 17 OF 17 AUGUSTA, MAINE FEBRUARY 1965 OAKFIELD(12)		

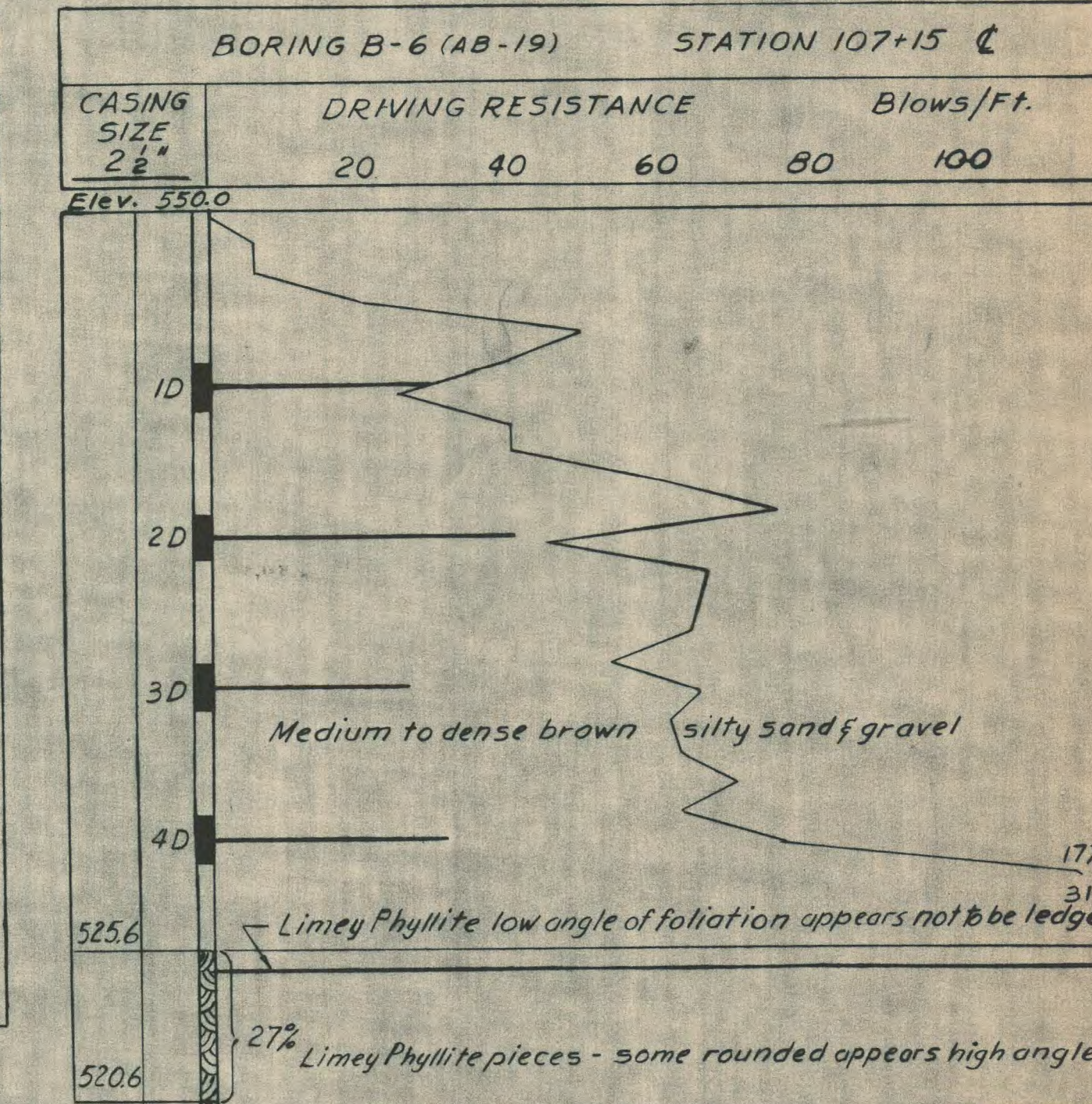
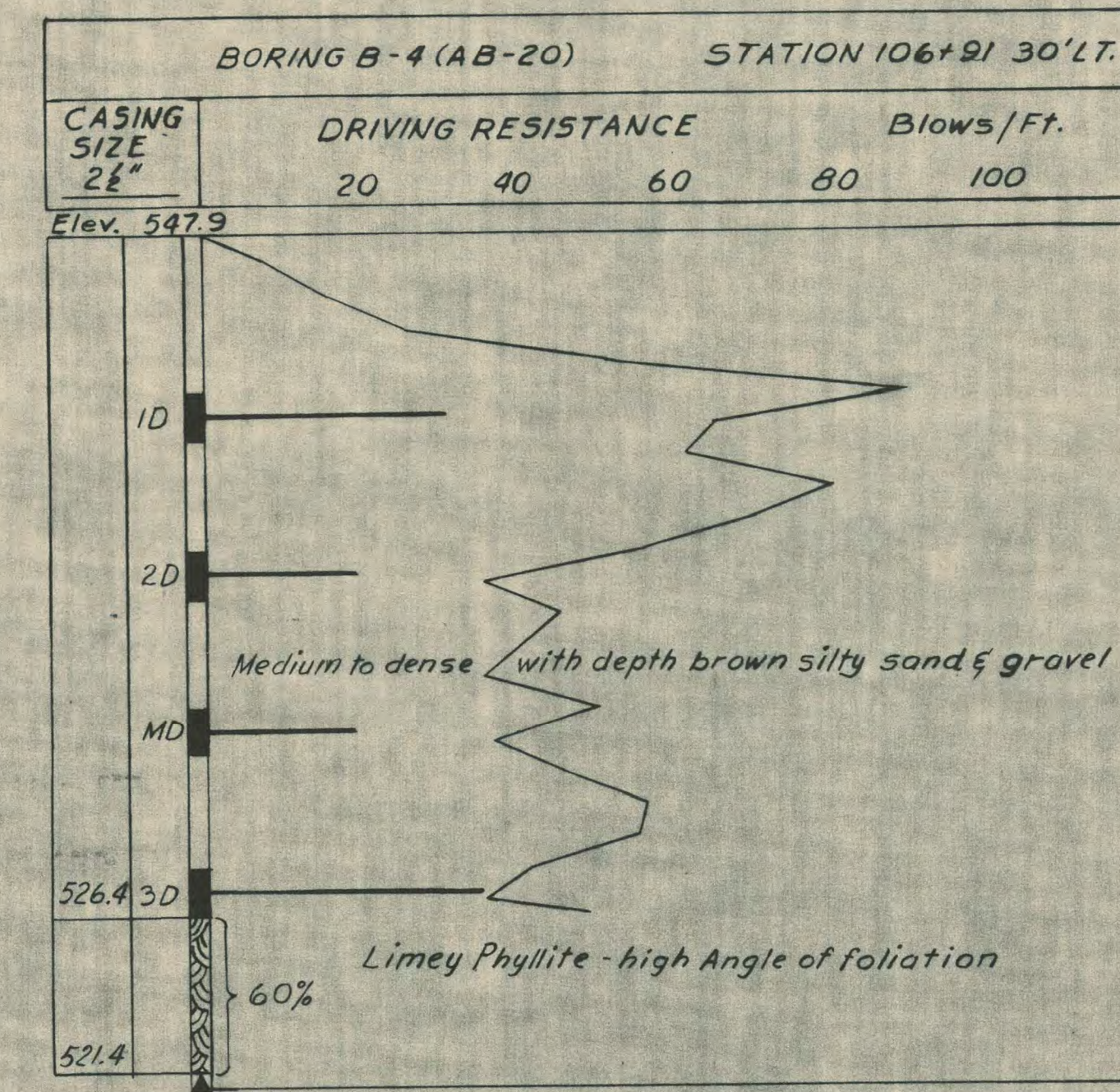
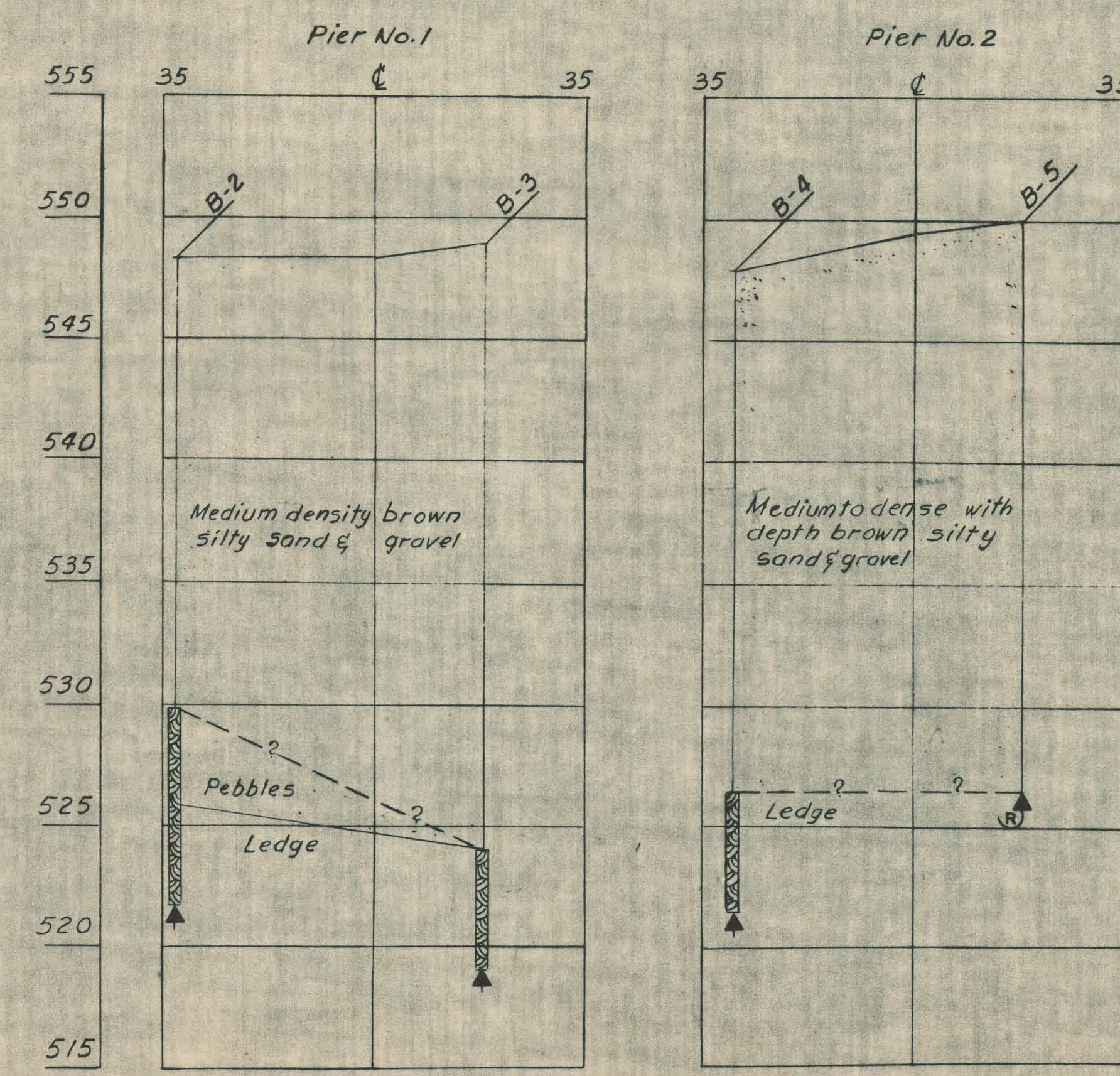
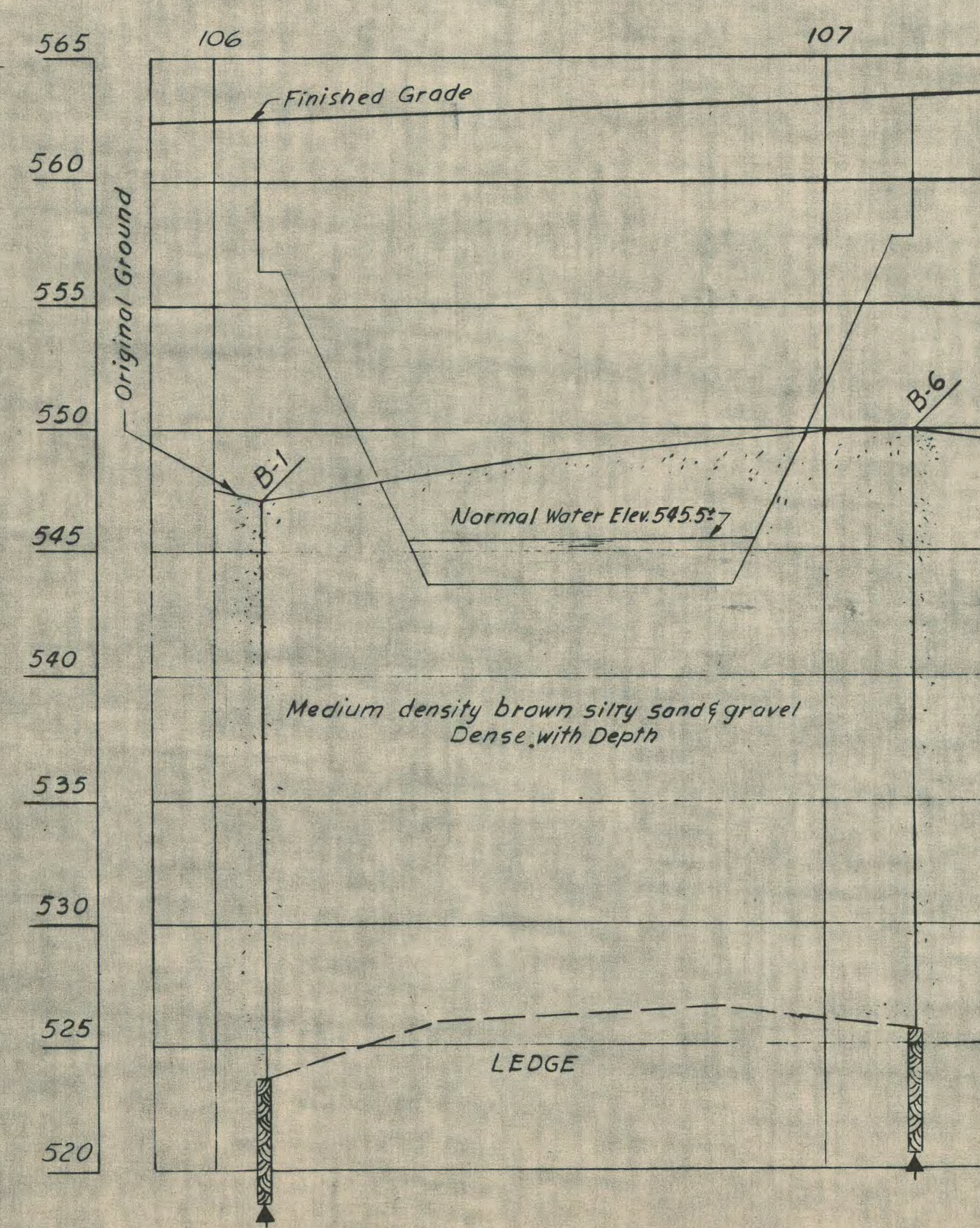
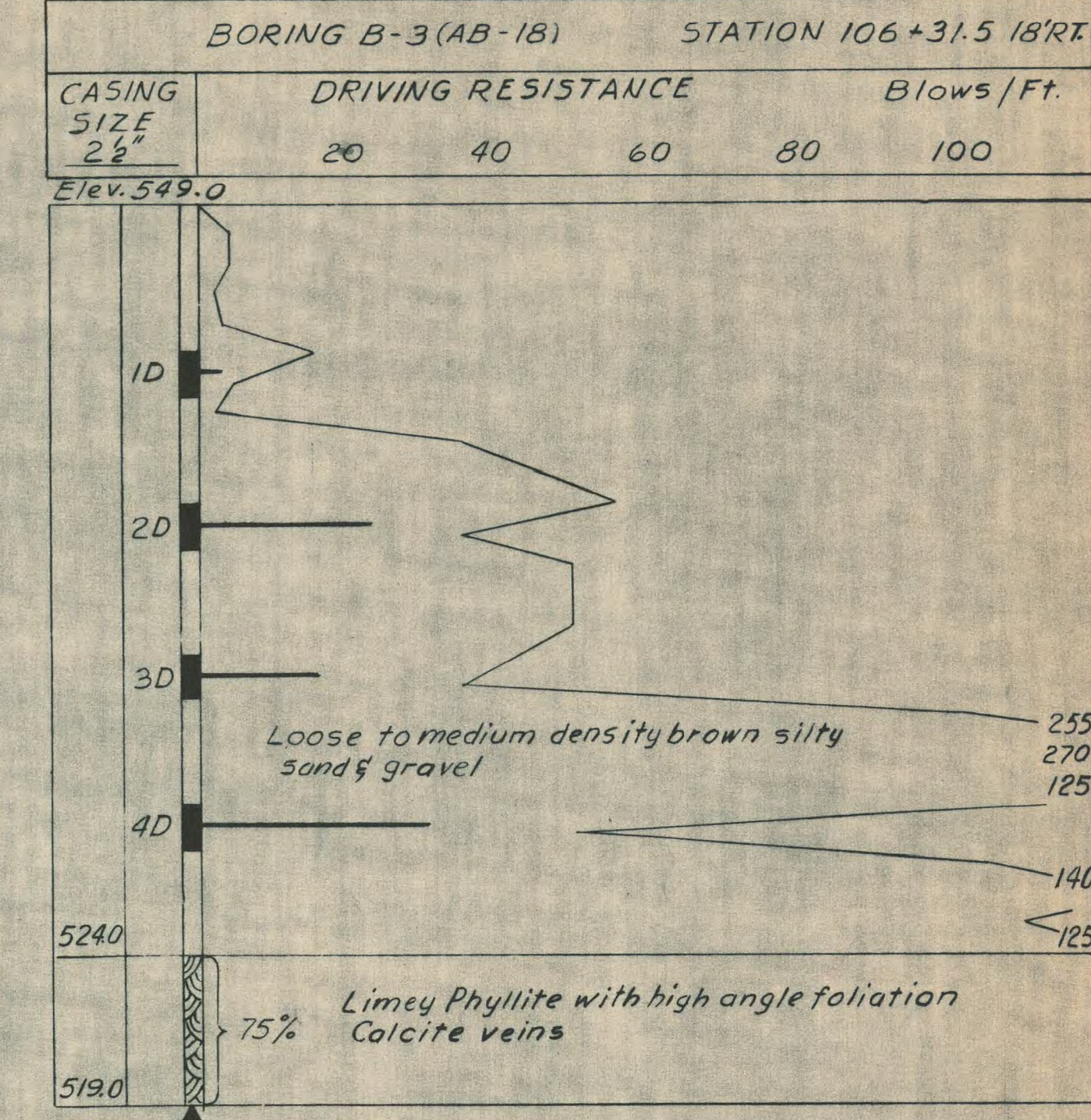
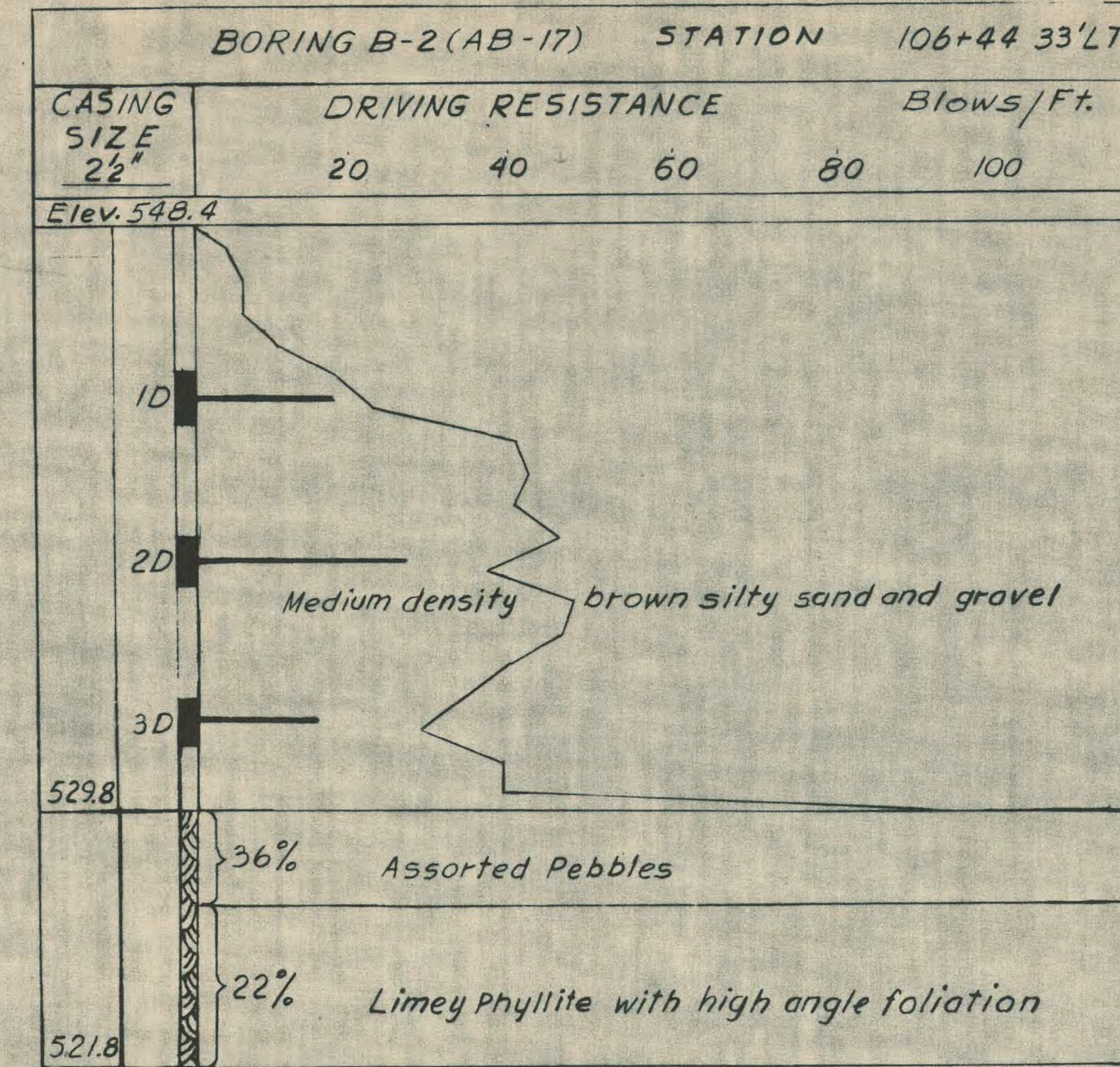
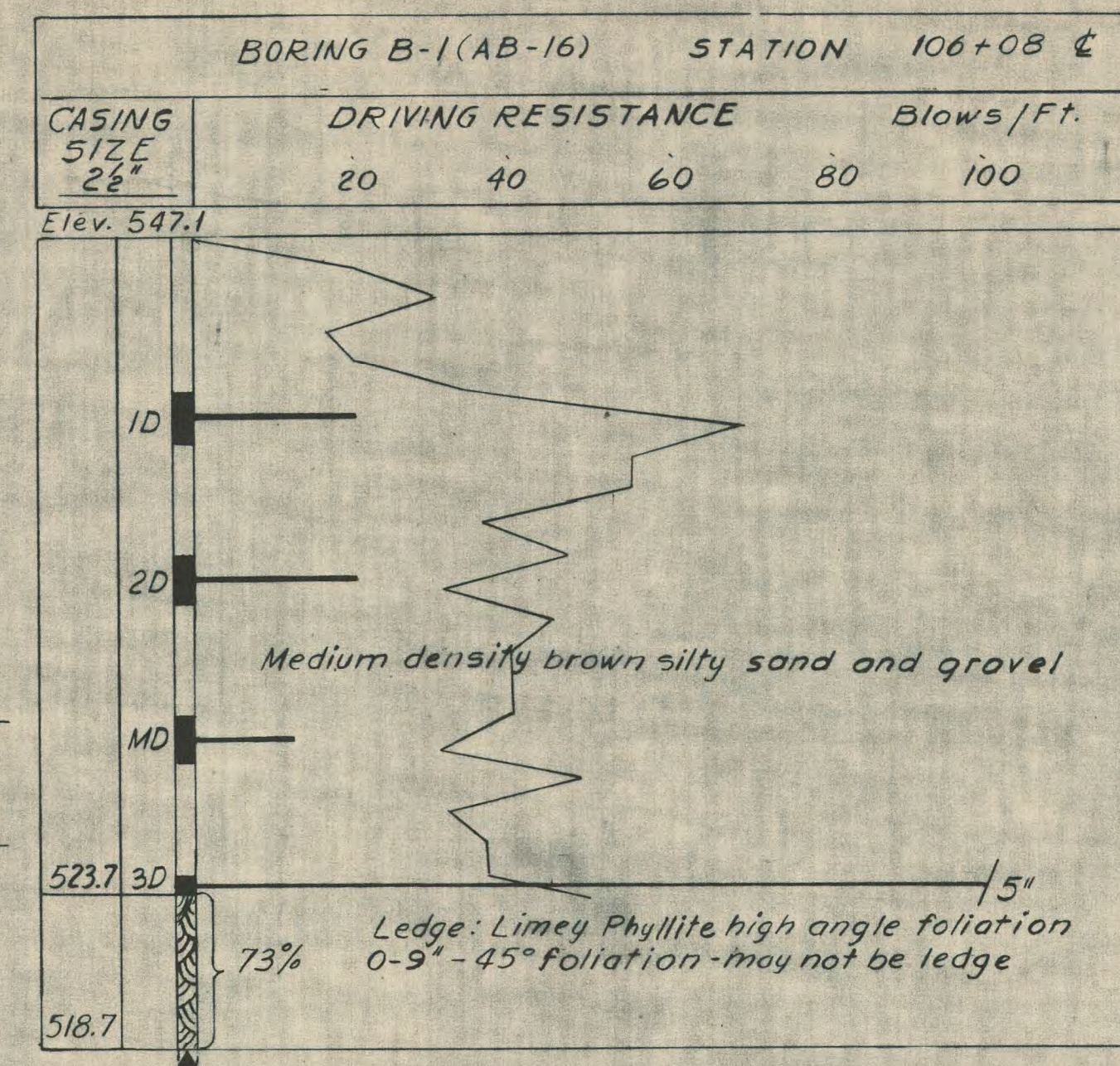
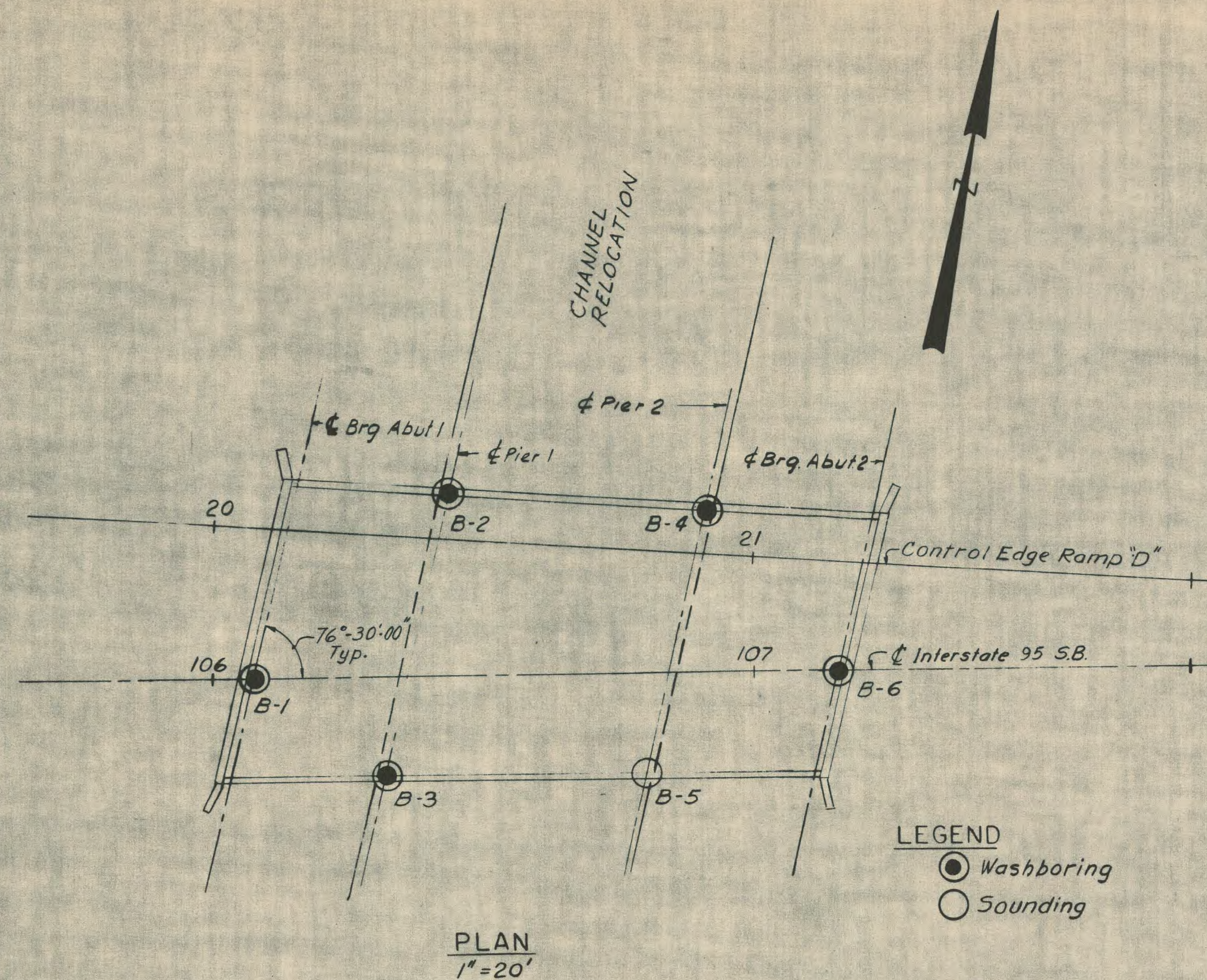
HOWARD, NEEDLES, TAMMEN & BERGENDOFF  
CONSULTING ENGINEERS

NEW YORK BOSTON KANSAS CITY









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.
- 1D 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 350ft. lbs. of energy per blow.
- Bottom of boring (may not be bottom of soil strata)
- Refusal of drill rods or casing (may not be ledge)
- 71% Locations cored by diamond bit and per cent recovery of rock.

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

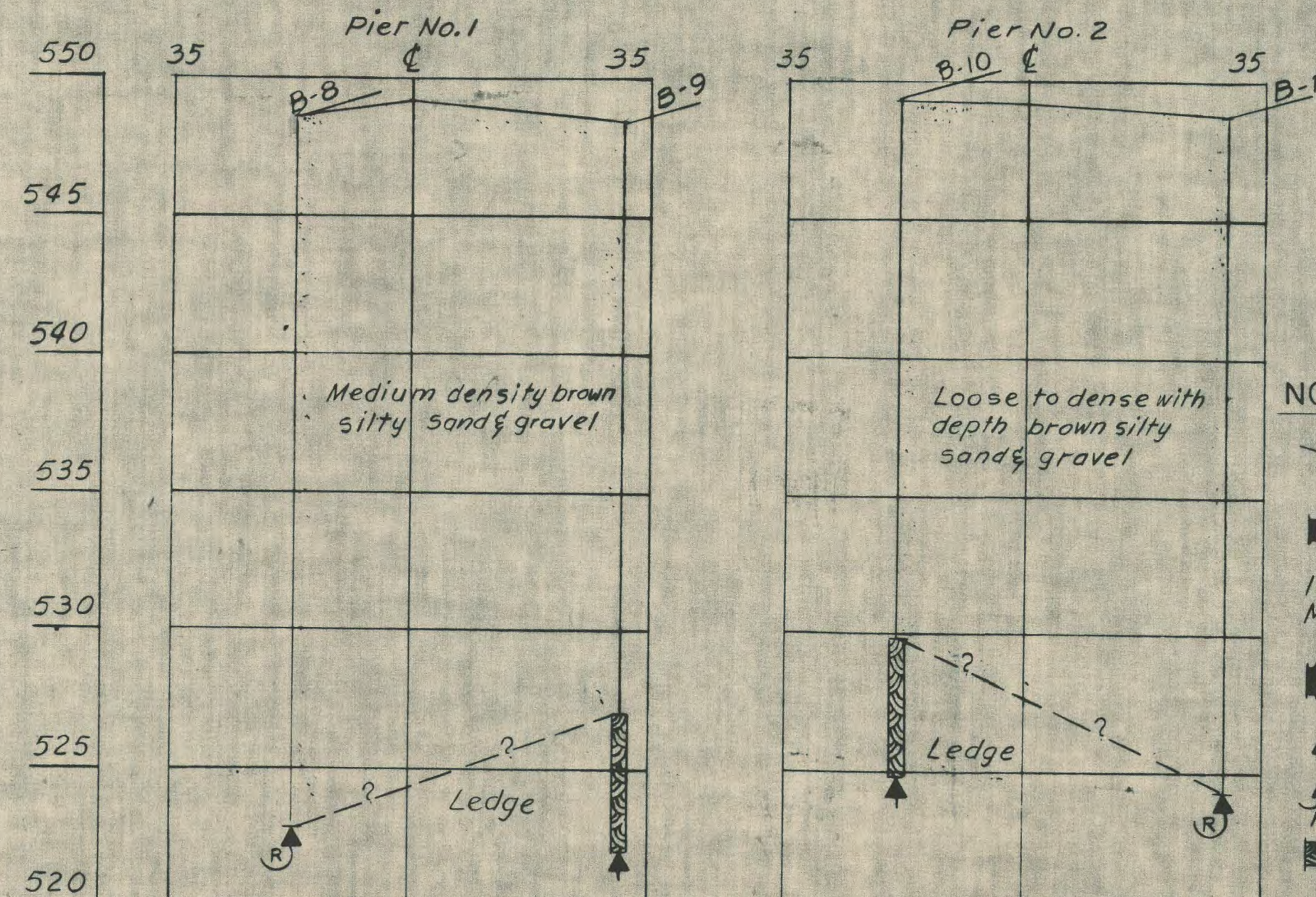
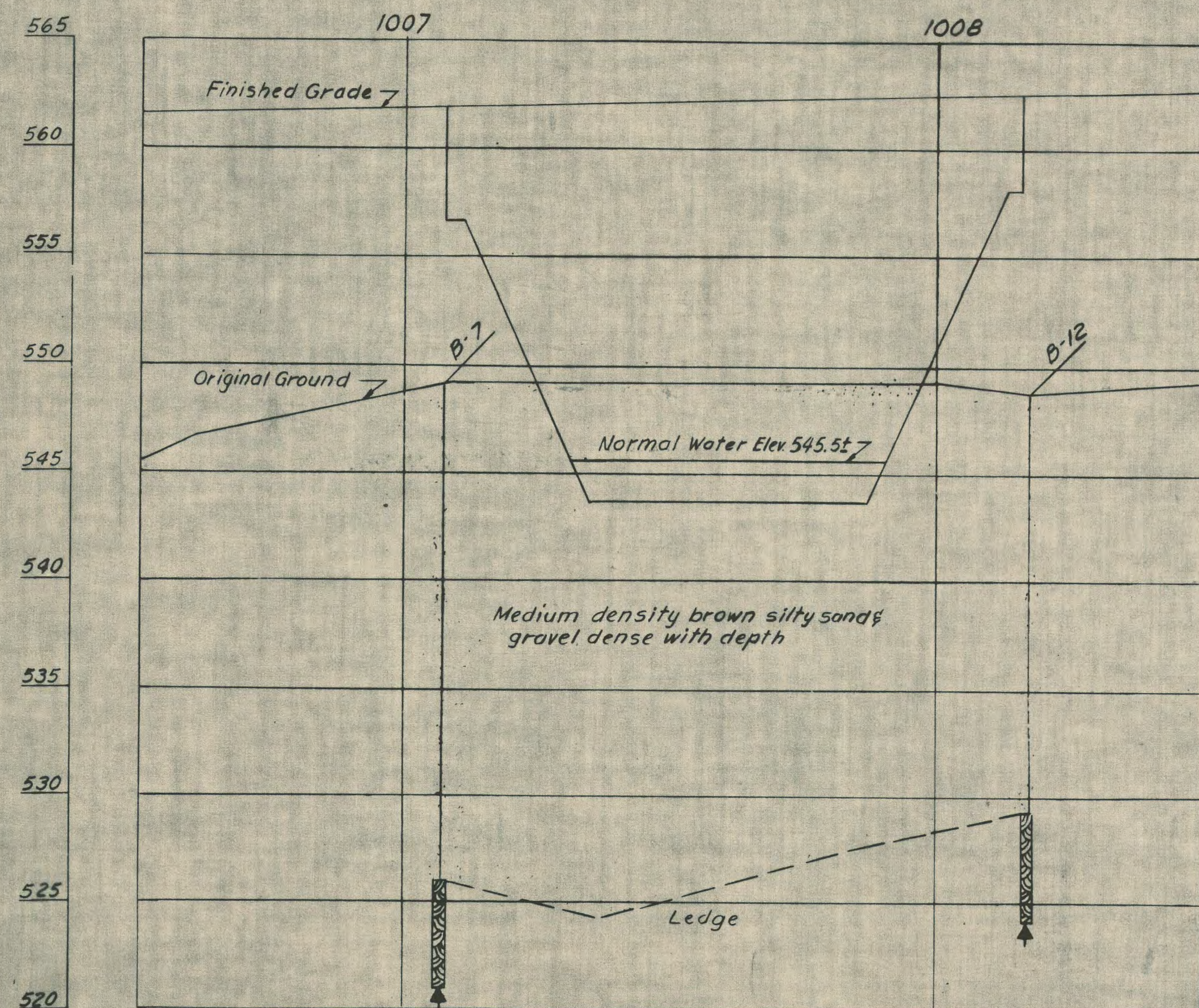
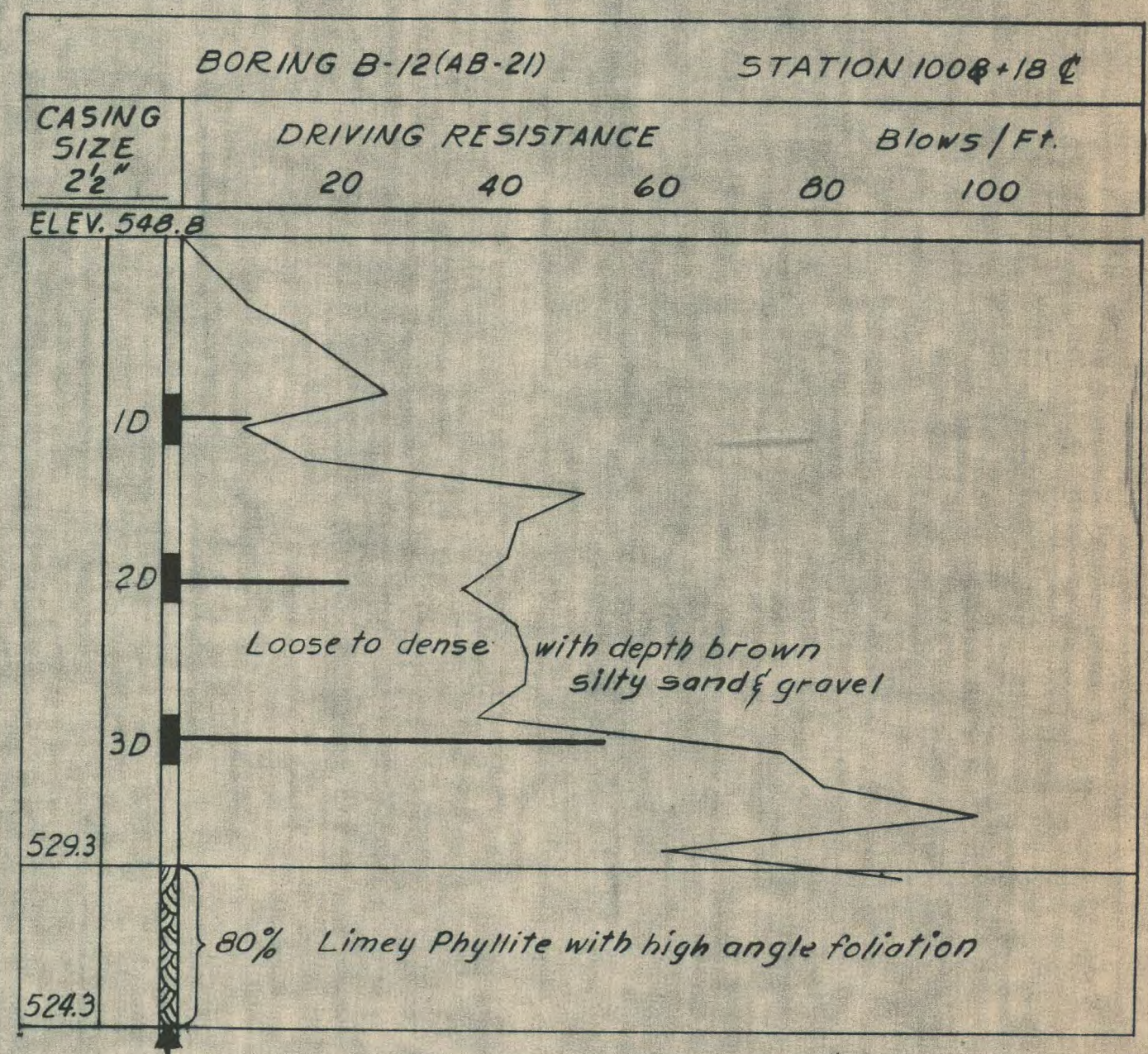
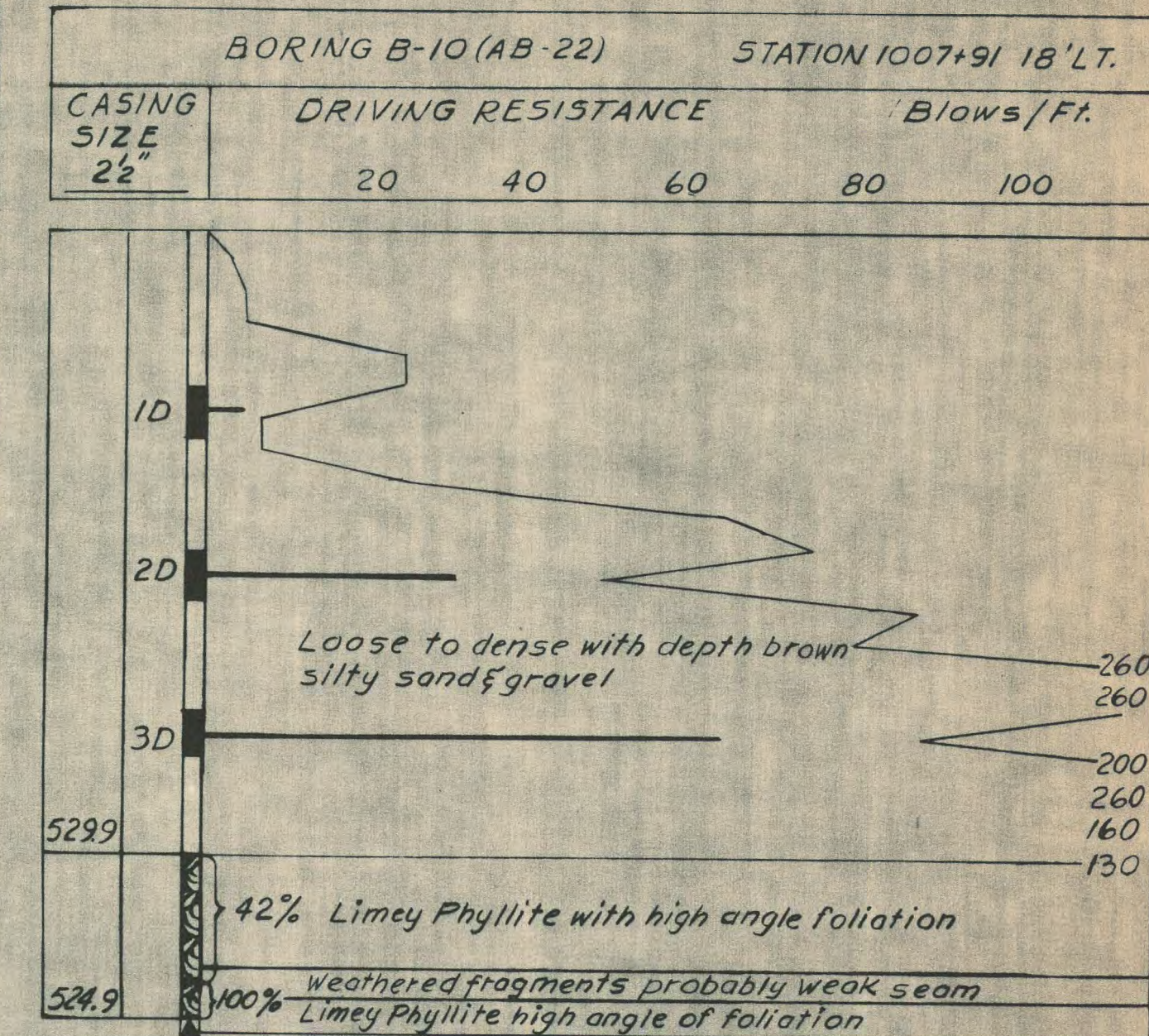
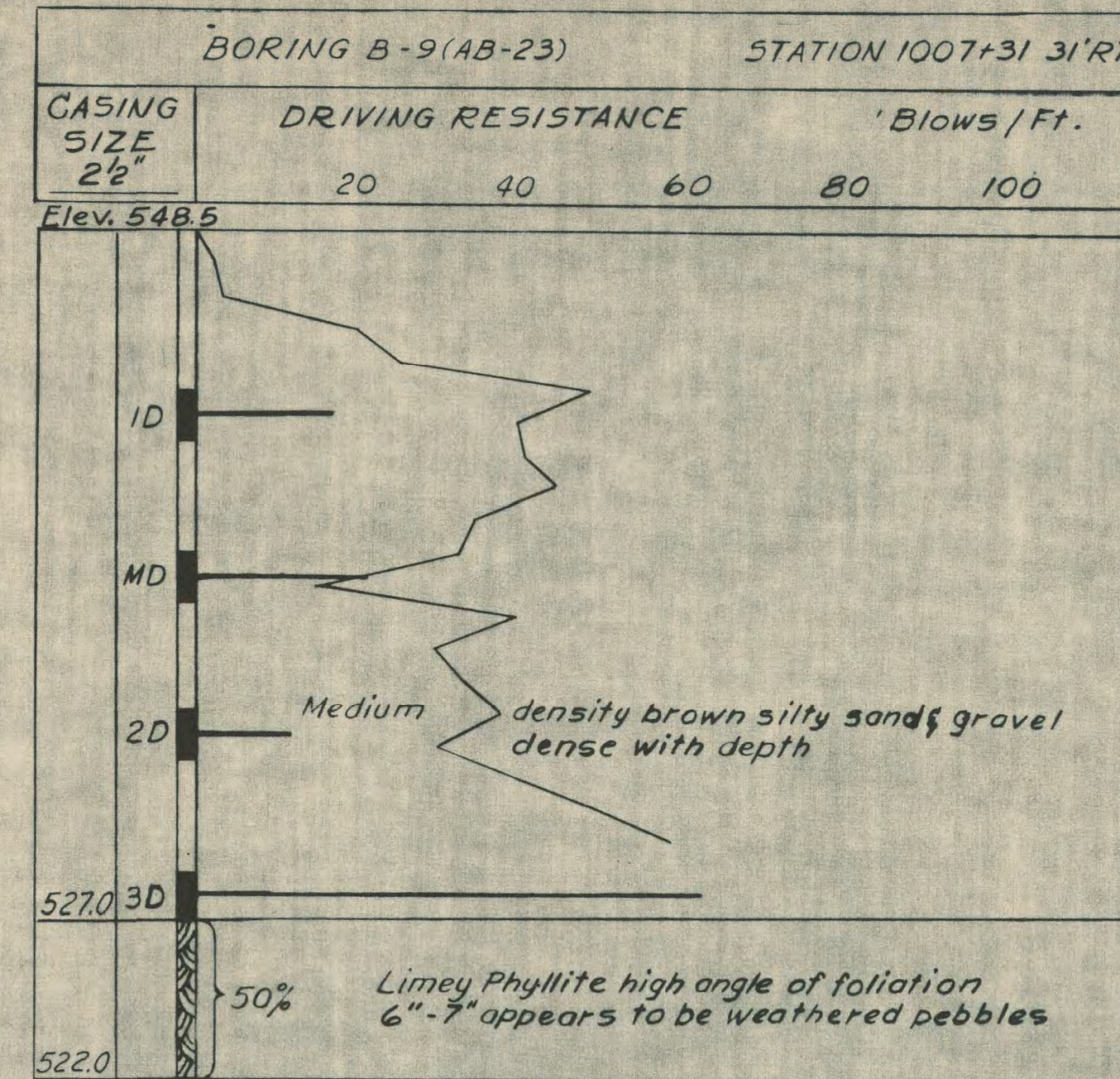
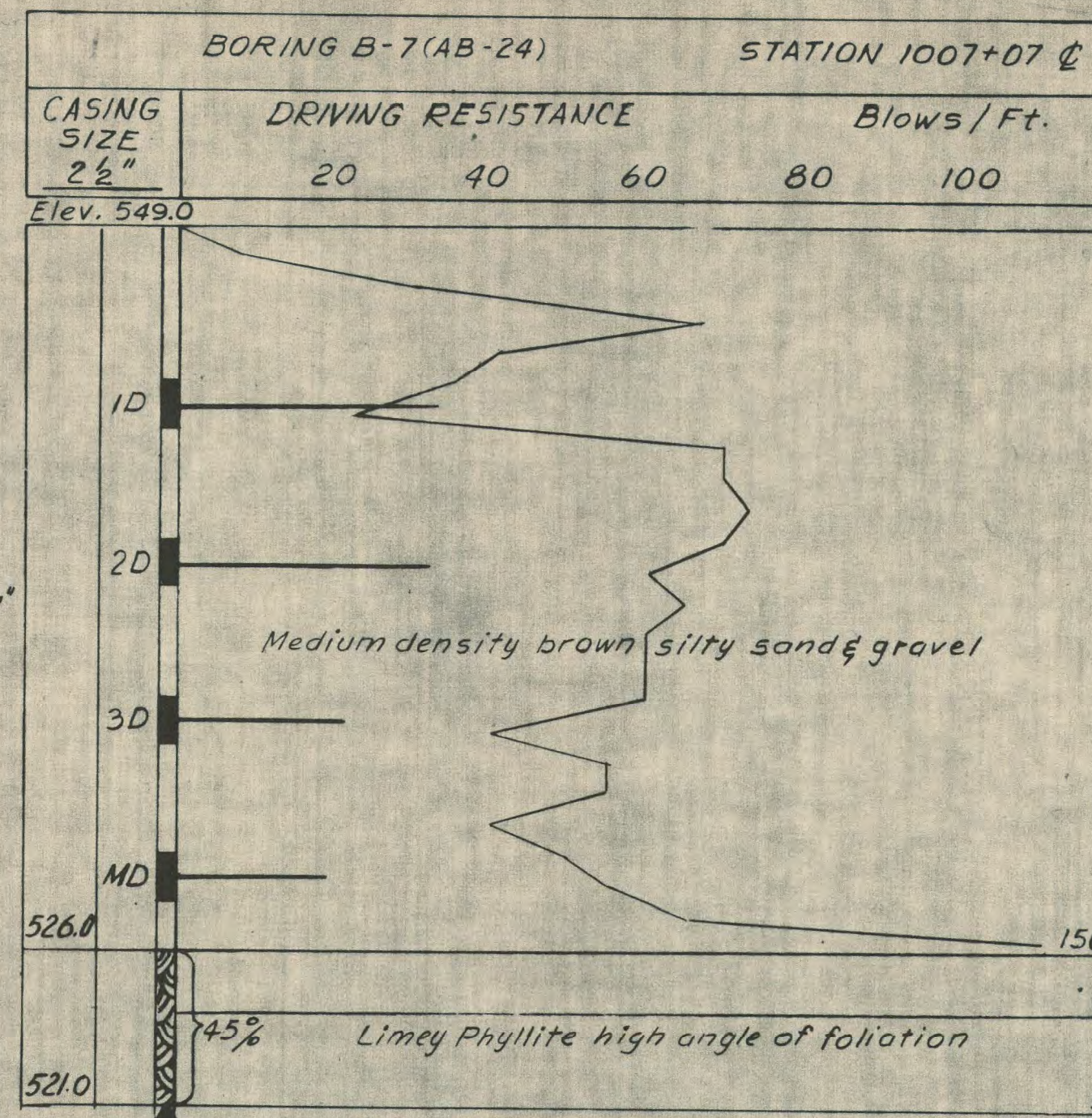
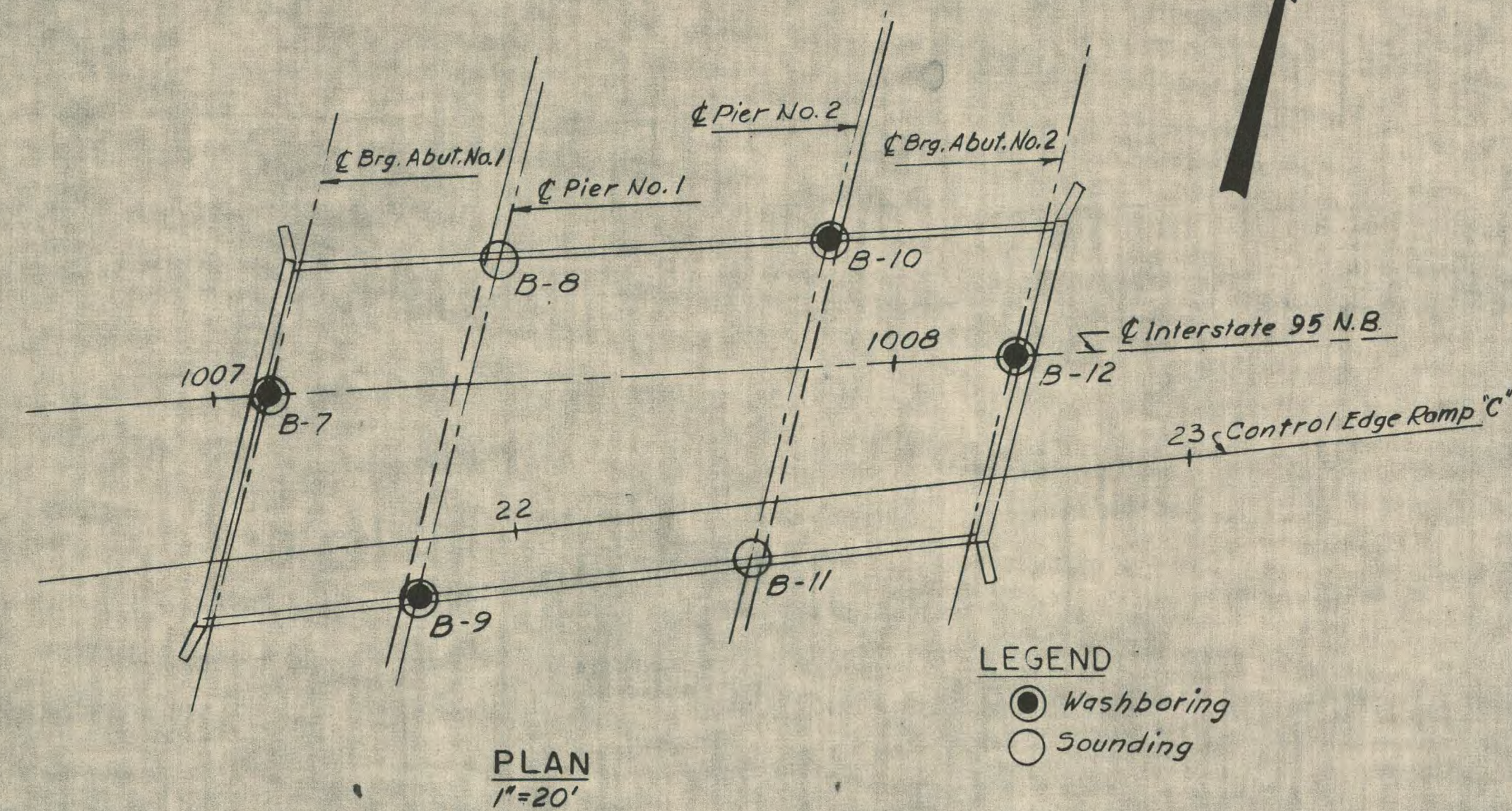
DESIGN - R.F.  
TRACE - V.A.V.  
BRIDGE NO. SURVEY - PLOT -

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

INTERSTATE 95 S.B.  
OVER  
RELOCATED EAST BRANCH  
MATTAWAMKEAG RIVER  
IN THE TOWN OF  
OAKFIELD  
AROOSTOOK COUNTY  
FOUNDATION SURVEY

SHEET 2 OF 16 AUGUSTA, MAINE FEBRUARY 1965  
DYER BROOK OAKFIELD (12)





- 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.
  - 1D S.H. Sampler #1290's unsuccessful sample attempt and type of sampler
  - MD
  - 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)
  - Refusal of drill rods or casing (may not be ledge)
  - 7% Locations cored by diamond bit and per cent recovery of rock.

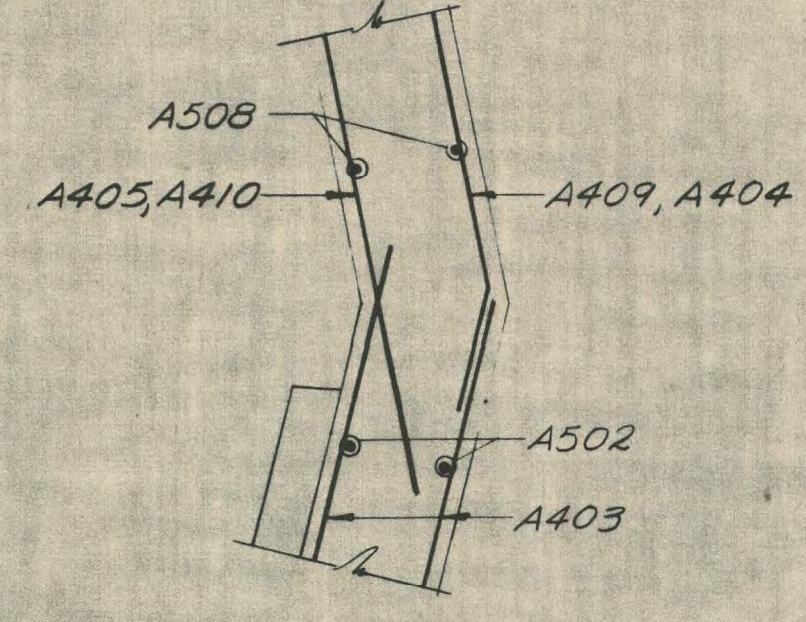
DESIGN-TRACE-CHECK-V.A.V. DETAIL-R.F. BRIDGE NO. SURVEY-PLOT

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
INTERSTATE 95 NB  
OVER  
RELOCATED EAST BRANCH  
MATTAWAMKEAG RIVER  
IN THE TOWN OF  
OAKFIELD  
AROSTOOK COUNTY  
FOUNDATION SURVEY

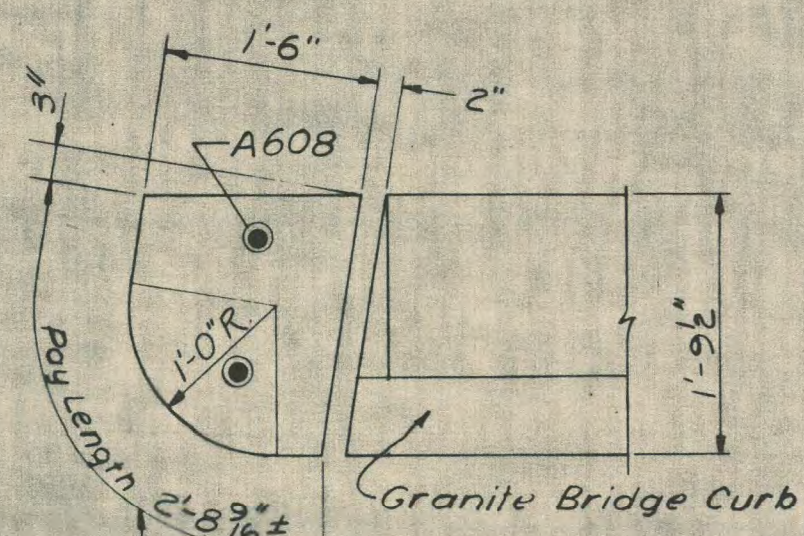
HOWARD, NEEDLES, TAMMEN & BERGENDOFF  
CONSULTING ENGINEERS  
NEW YORK BOSTON KANSAS CITY



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". Paint vertical construction joints with a suitable grade of asphalt paint to break band.



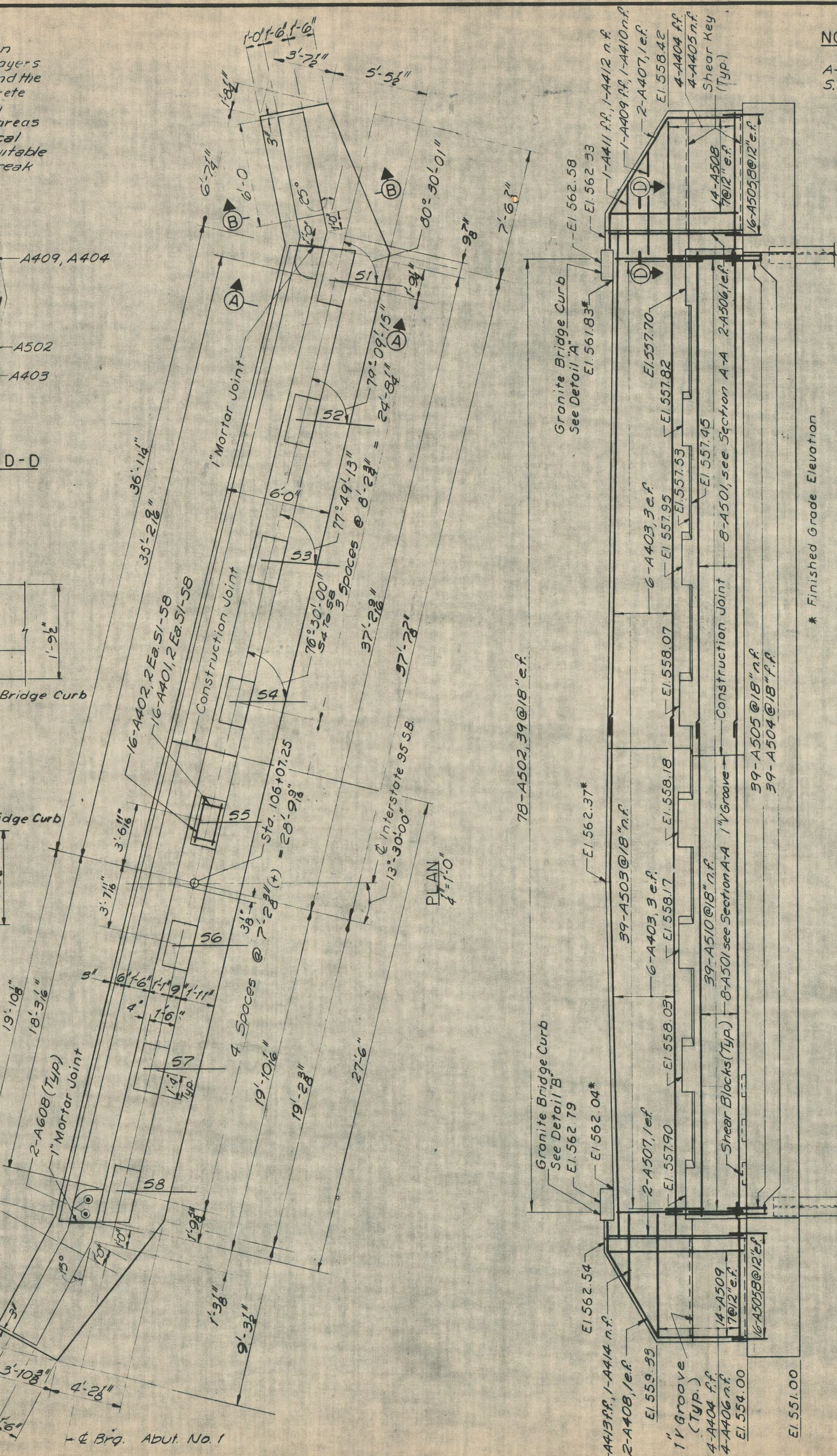
SECTION D-D  
1/2" = 1'-0"



DETAIL "A"  
3/4" = 1'-0"

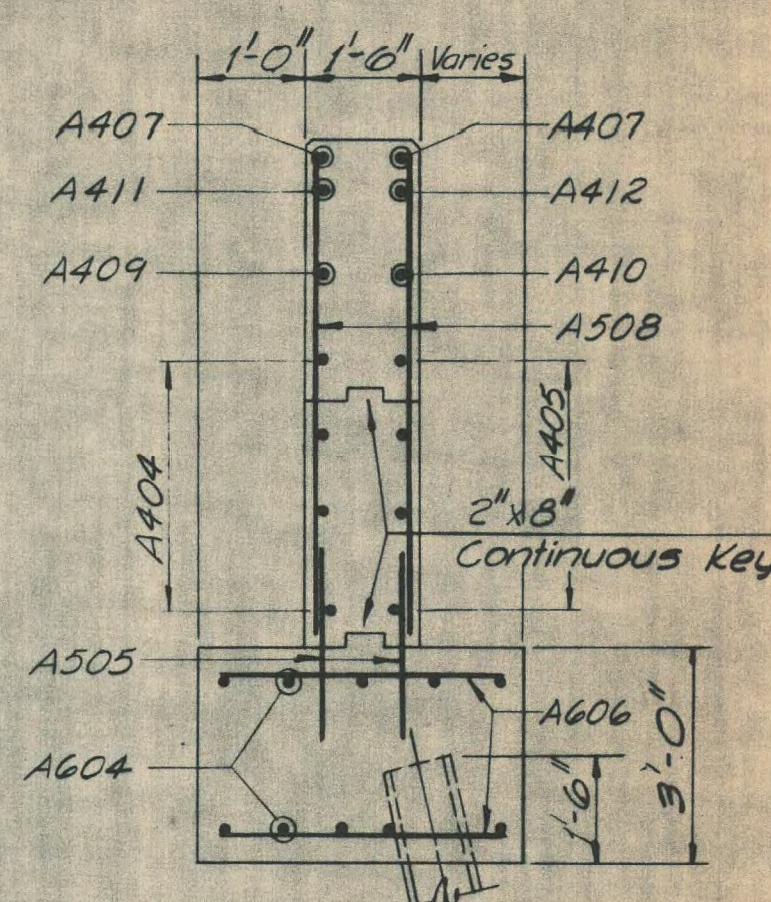
NOTES:  
1. Grout A608 bars into 1 1/2" holes in stone prior to setting stone on backwall. Drill 1 1/2" holes in backwall to suit A608 bars.  
2. Payment for drilling for and grouting of A608 bars to be included in the price for Item 705-14, Reinforcing Steel, Placing.  
3. Granite blocks shall be placed in position either at the same time as curb on bridge is positioned.

DETAIL "B"  
3/4" = 1'-0"

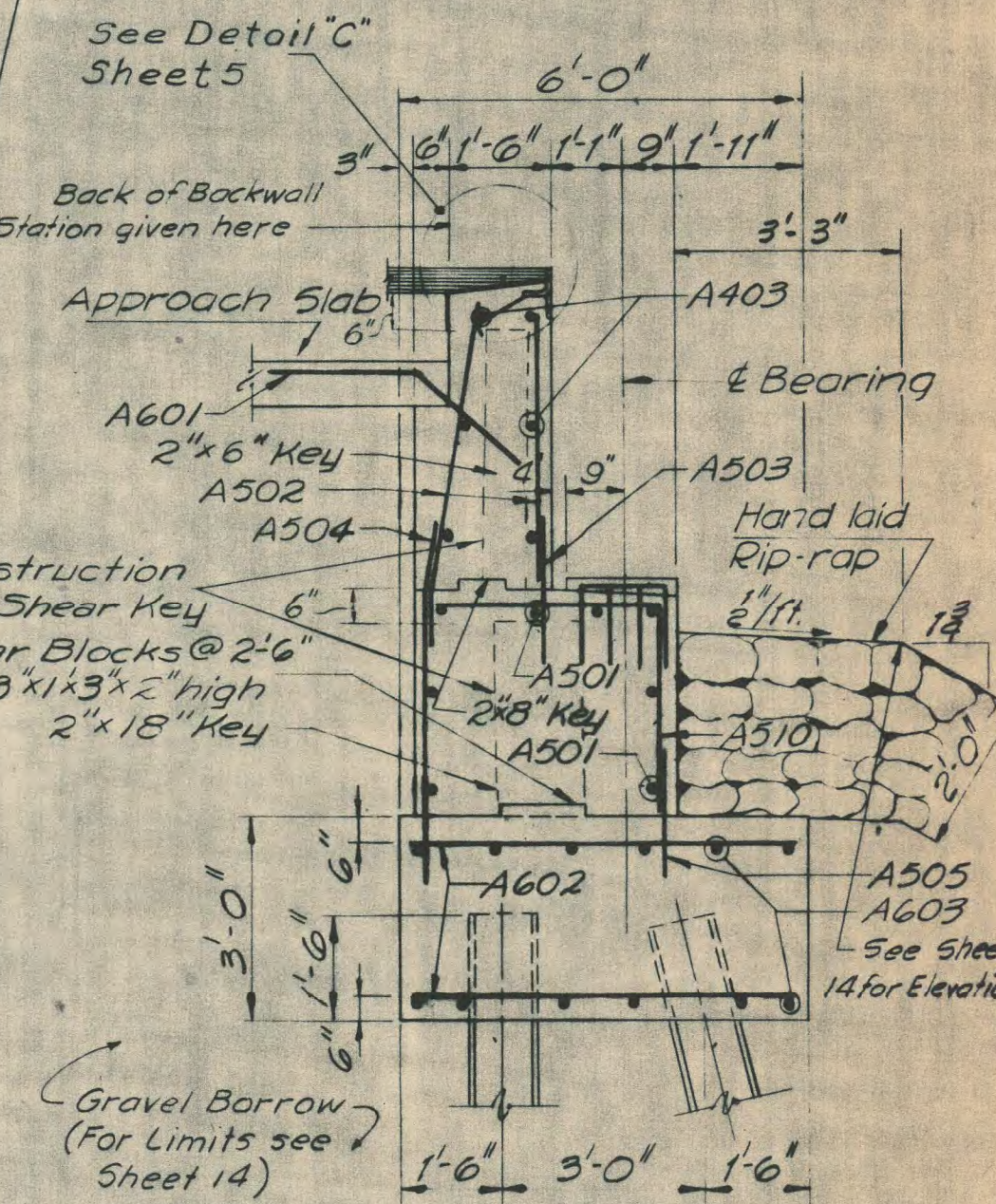


NOTE:  
Bar numbers shown in Section A-A and B-B are for Abutment 1 S.B. For Abutment 2 S.B. add 20. For Abutment 1 N.B. add 40. For Abutment 2 N.B. add 60.

FRONT ELEVATION  
1/2" = 1'-0"



SECTION B-B  
3/4" = 1'-0"



SECTION A-A  
3/4" = 1'-0"

GENERAL NOTES:

1. For Approach Slab details see Sheet 5.
  2. Paint Bridge Seat, face of Backwall, and 1'-0" below top of Slope Protection on face and ends of Breast Wall with Gray Epoxy Resin Surface Sealant.
  3. Dress bearing areas 1' larger all around than the masonry piles to exact elevations shown.
  4. Reinforcing steel to have 1" minimum cover unless otherwise shown.
  5. Place reinforcing to clear Anchor Bolts.
- @ n.f. denotes near face, f.f. denotes far face, e.f. denotes each face.

PILE NOTES:

- I Indicates Vertical Piles
  - ↓ Indicates Battered Piles Battered 3:12 in direction of arrow
- All Piles 108 P42 with 37 Ton capacity.  
Estimated pile length 34 ft. Abut. 1 & 2. Piles to be driven to ledge or practical refusal to develop end bearing.

DESIGN - G.H. DETAIL - G.V.  
TRACE - S.M.  
CHECK - S.M.

BRIDGE NO. SURVEY - PLOT -

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
INTERSTATE 95 S.B.  
OVER  
RELOCATED EAST BRANCH  
MATTAWAKEAG RIVER  
IN THE TOWN OF  
OAKFIELD  
AROOSTOOK COUNTY  
ABUTMENT NO. 1

HOWA. D. NEEDLES, TAMMEN & BERGENDOFF  
CONSULTING ENGINEERS

NEW YORK BOSTON KANSAS CITY



