

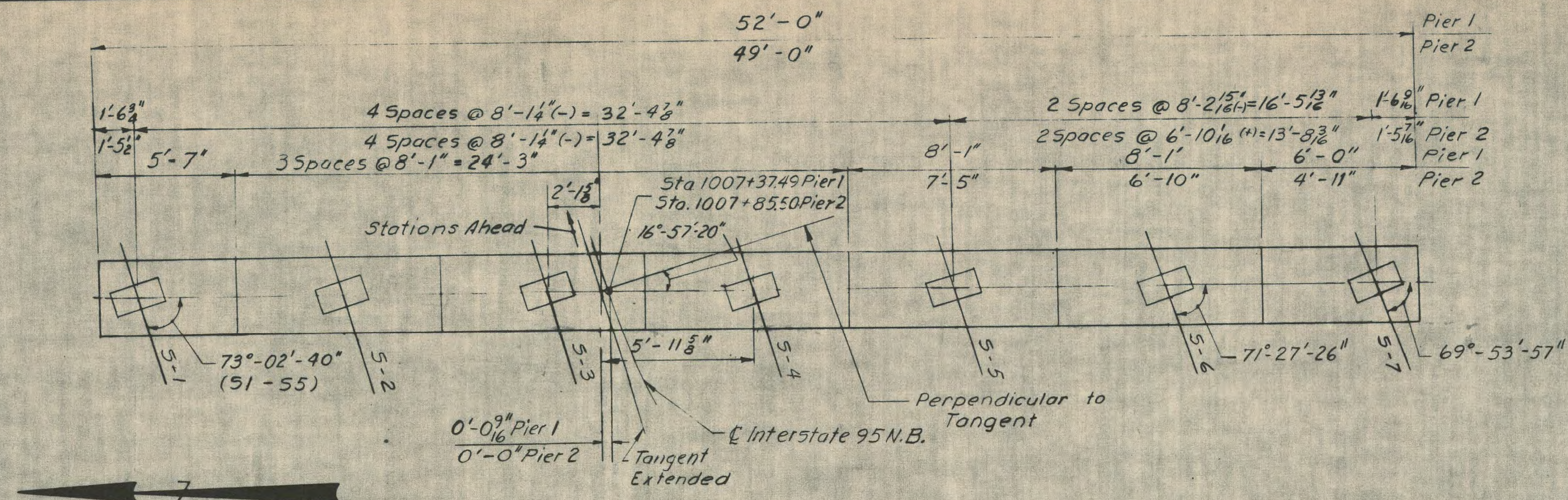
**NOTE:**

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 1/2". Paint vertical construction joints with a suitable grade of asphalt paint to break bond.

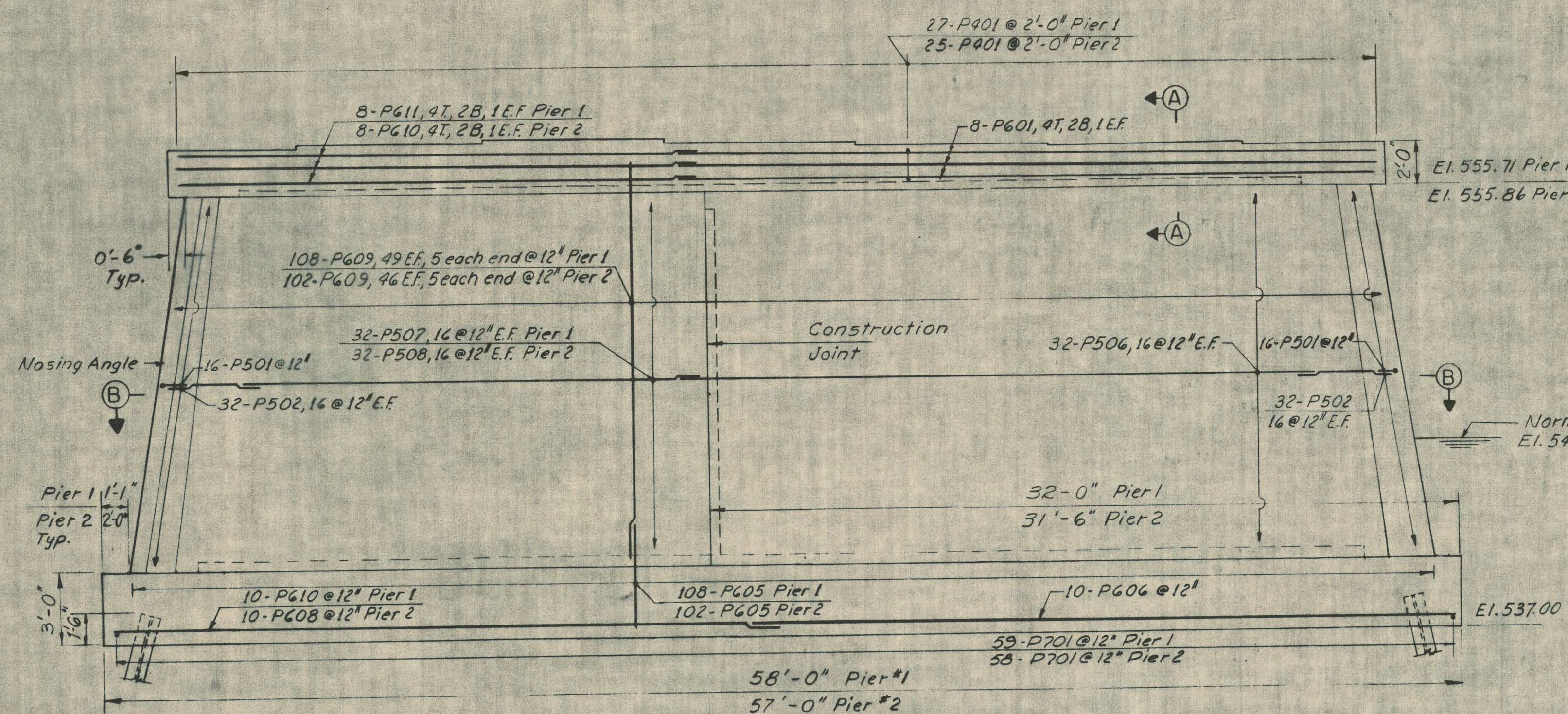






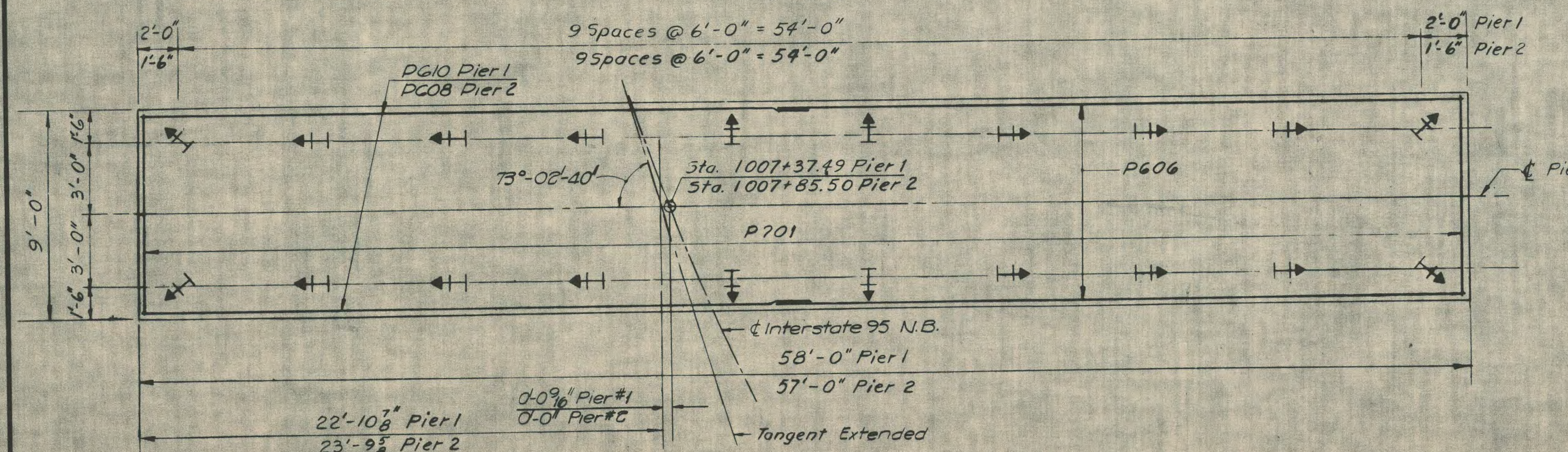


PLAN  
1/4" = 1'-0"



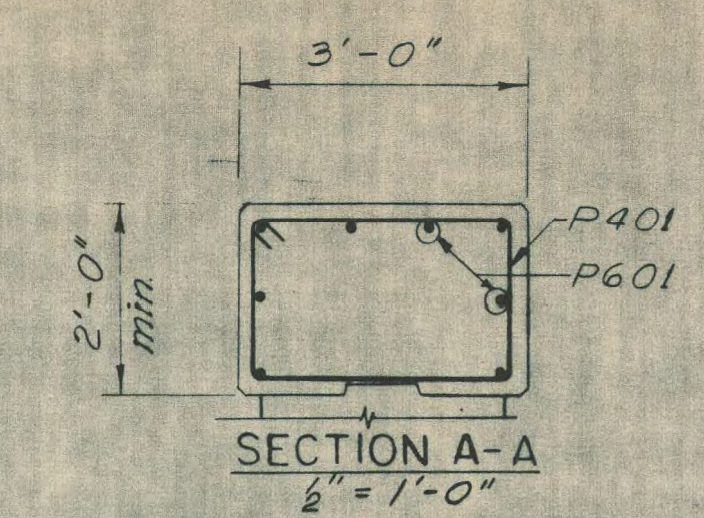
NOTE:  
Reinforcing shown is typical for each pier unless otherwise noted.

FRONT ELEVATION  
1/4" = 1'-0"

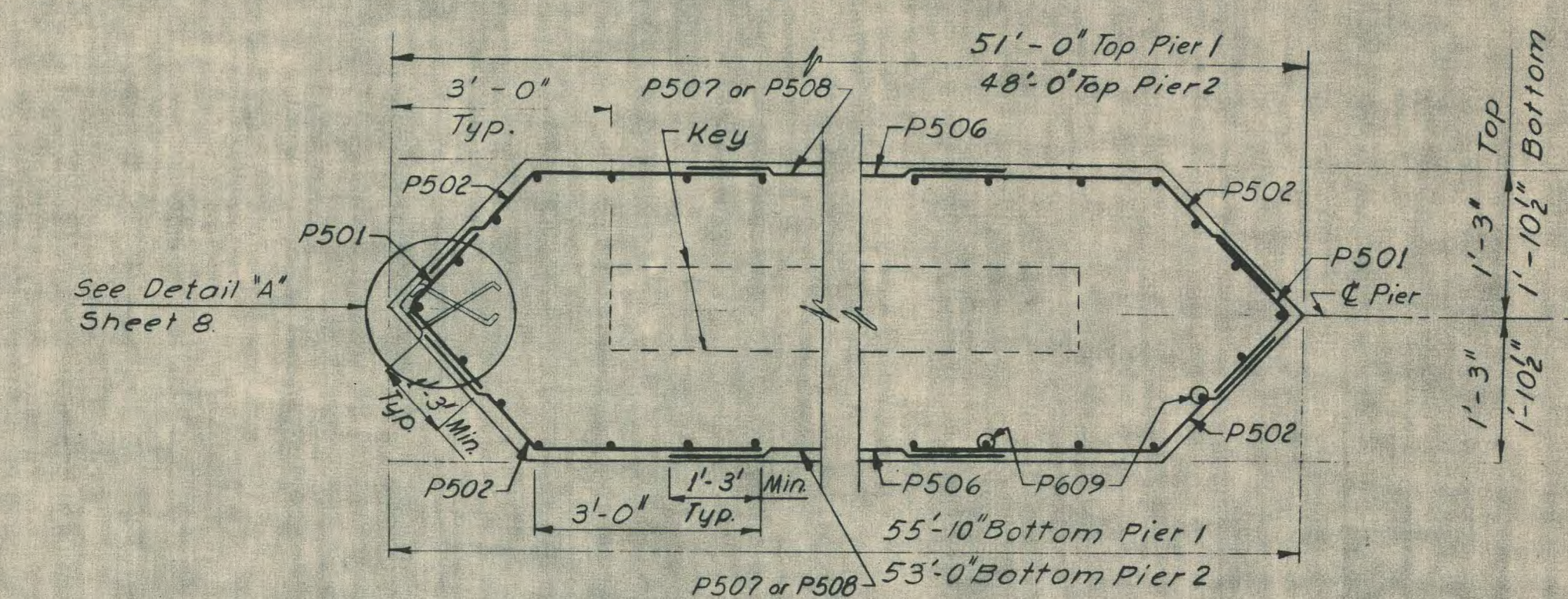


FOOTING & PILE PLAN  
1/4" = 1'-0"

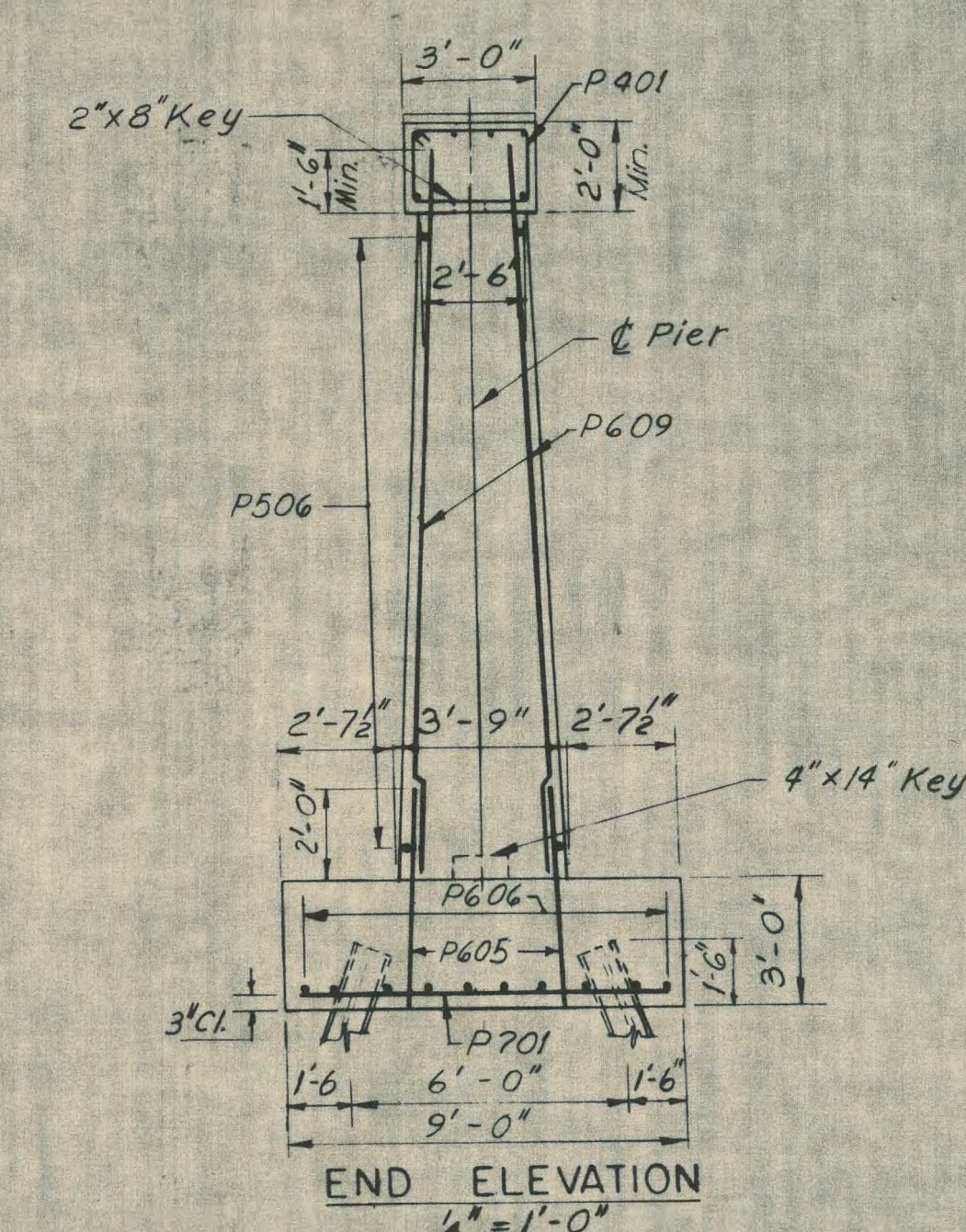
BEAM	PIER 1	PIER 2
S1	558.03	558.16
S2	558.15	558.27
S3	558.26	558.38
S4	558.18	558.29
S5	558.02	558.13
S6	557.87	557.99
S7	557.71	557.86



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



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



END ELEVATION  
1/4" = 1'-0"

- NOTES:
1. Reinforcing steel to have 2" minimum cover unless otherwise shown.
  2. All exposed corners to have 1" chamfer.
  3. Dress bearing areas 1" larger all around, than masonry plates to exact elevations shown.
  4. Place reinforcing to clear anchor bolts.
  5. EF denotes each face.

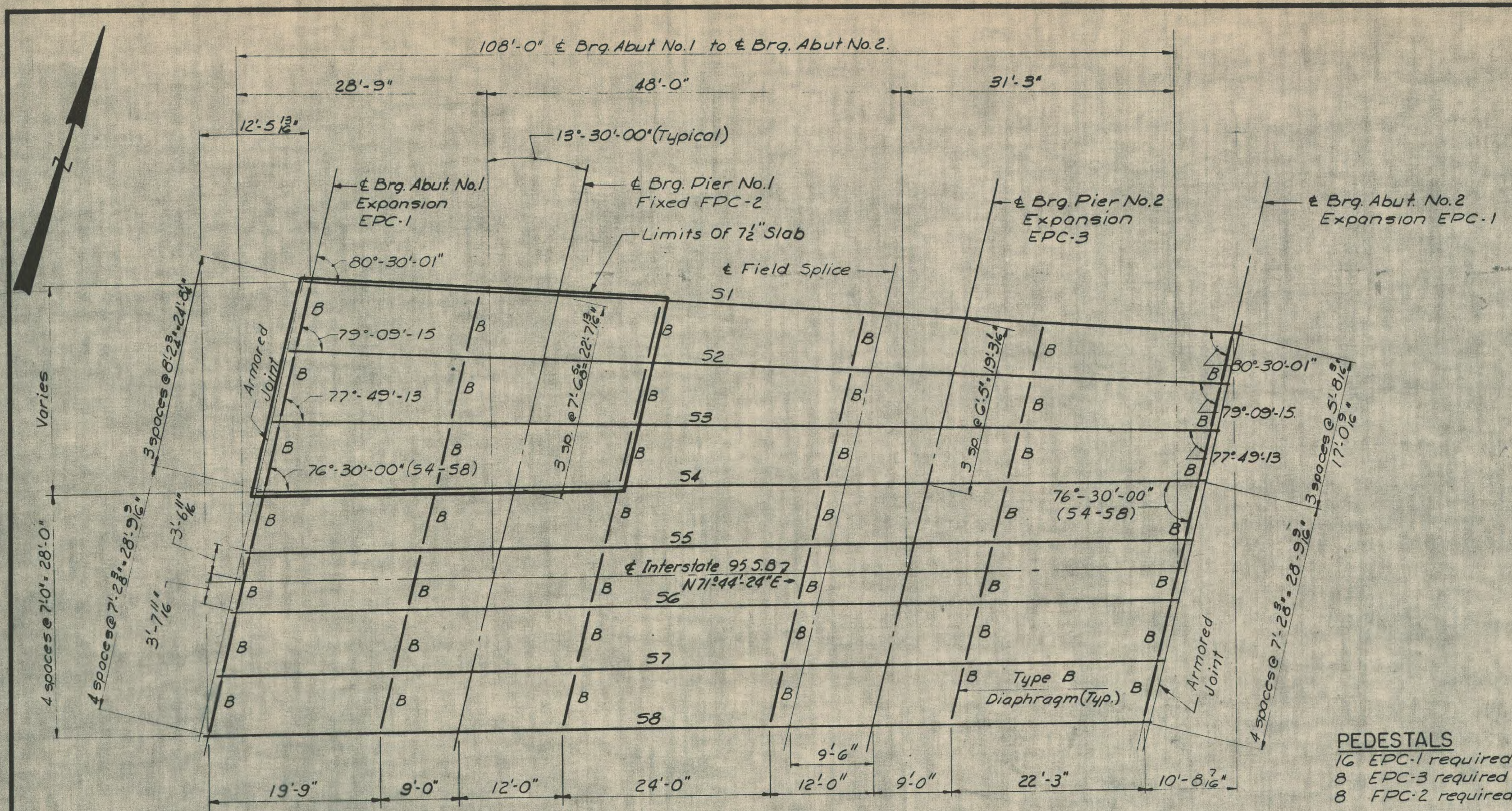
PILE NOTES:

1. I Indicates vertical piles.
2. I Indicates Batter Pile, battered 3:12 in direction of arrow.
3. All piles 10BP42 capacity = 37 Tons.
4. Estimated Pile Length: 23 feet.
5. Piles to be driven to ledge or practical refusal to develop end bearing.

DESIGN - E.F.K. DETAIL - R.F. TRACE - P.R.N.	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
INTERSTATE 95 N.B. OVER	
RELOCATED EAST BRANCH MATTAWAMKEAG RIVER	
IN THE TOWN OF OAKFIELD	
AROOSTOOK COUNTY	
PIERS	
SHEET 9 OF 16 AUGUSTA, MAINE FEBRUARY 1965	
DYER BROOK OAKFIELD (12)	

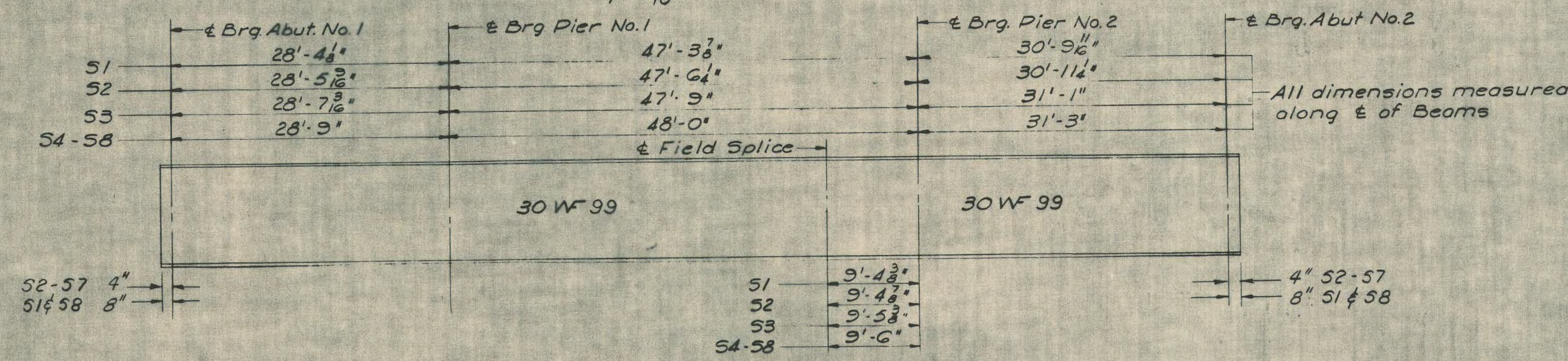
HOWARD, NEEDLES, TAMMEN & BERGENDOFF  
CONSULTING ENGINEERS  
NEW YORK BOSTON KANSAS CITY





ERECTOR DIAGRAM

1" = 10'



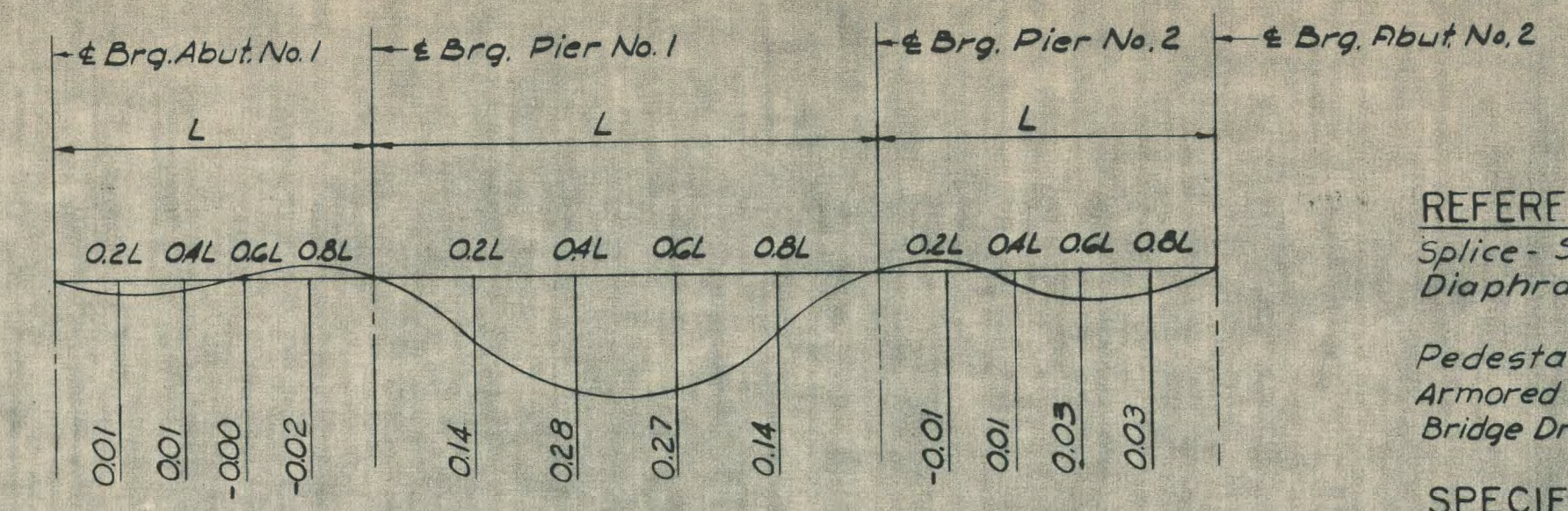
TYPICAL STRINGER ELEVATION

All dimensions horizontal

BOTTOM OF SLAB ELEVATIONS AT BLOCKING POINTS

	± Brg. Abut. No. 1 54-58	SPAN NO. 1				± Brg. Pier No. 1	SPAN NO. 2				± Brg. Pier No. 2	SPAN NO. 3				± Brg. Abut. No. 2
		5'-9"	11'-6"	17'-3"	23'-0"		9'-7 3/8"	19'-2 3/8"	28'-9 3/8"	38'-4 13/16"		6'-3"	12'-6"	18'-9"	25'-0"	
Line 1	5G1.03	5G1.08	5G1.14	5G1.19	5G1.24	5G1.30	5G1.41	5G1.57	5G1.68	5G1.78	5G1.89	5G1.97	5G2.05	5G2.13	5G2.22	5G2.30
Line 2	5G1.15	5G1.20	5G1.25	5G1.31	5G1.36	5G1.41	5G1.52	5G1.67	5G1.78	5G1.88	5G1.98	5G2.05	5G2.14	5G2.22	5G2.30	5G2.38
Line 3	5G1.28	5G1.33	5G1.37	5G1.42	5G1.47	5G1.53	5G1.63	5G1.78	5G1.88	5G1.97	5G2.07	5G2.16	5G2.23	5G2.31	5G2.39	5G2.46
Line 4	5G1.40	5G1.45	5G1.49	5G1.54	5G1.58	5G1.64	5G1.74	5G1.88	5G1.98	5G2.07	5G2.16	5G2.23	5G2.31	5G2.39	5G2.46	5G2.54
Line 5	5G1.55	5G1.60	5G1.64	5G1.69	5G1.73	5G1.78	5G1.88	5G1.98	5G2.08	5G2.17	5G2.26	5G2.33	5G2.41	5G2.49	5G2.56	5G2.64
Line 6	5G1.54	5G1.58	5G1.63	5G1.67	5G1.72	5G1.77	5G1.87	5G1.97	5G2.06	5G2.15	5G2.24	5G2.31	5G2.39	5G2.46	5G2.54	5G2.62
Line 7	5G1.40	5G1.45	5G1.49	5G1.54	5G1.58	5G1.63	5G1.73	5G1.83	5G1.92	5G2.01	5G2.10	5G2.17	5G2.25	5G2.32	5G2.40	5G2.47
Line 8	5G1.27	5G1.31	5G1.36	5G1.40	5G1.45	5G1.50	5G1.59	5G1.69	5G1.79	5G1.87	5G1.96	5G2.03	5G2.11	5G2.18	5G2.26	5G2.33
53	5'-8 3/8"	11'-5 1/4"	17'-1 1/2"	22'-10 1/2"			9'-6 5/8"	19'-1 1/4"	28'-7 3/4"	38'-2 3/8"		6'-2 3/8"	12'-5 1/4"	18'-7 3/4"	24'-0 3/8"	
52	5'-8 3/8"	11'-4 5/8"	17'-0 1/2"	22'-9 1/2"			9'-6 1/2"	19'-0 5/8"	28'-6 5/8"	38'-0 5/8"		6'-2 1/4"	12'-4 1/2"	18'-6 3/4"	24'-9"	
51	5'-8"	11'-4 1/4"	17'-0 1/8"	22'-8 1/2"			9'-5 1/2"	18'-11 1/8"	28'-4 1/4"	37'-10 3/8"		6'-1 1/2"	12'-3 3/8"	18'-5 3/4"	24'-7 1/2"	

Blocking Points Within Area of 7 1/2" Slab



DEAD LOAD DEFLECTION DIAGRAM

ALL DEFLECTIONS IN INCHES

NOTE:  
No Shop camber required.  
Natural mill camber to be placed up.

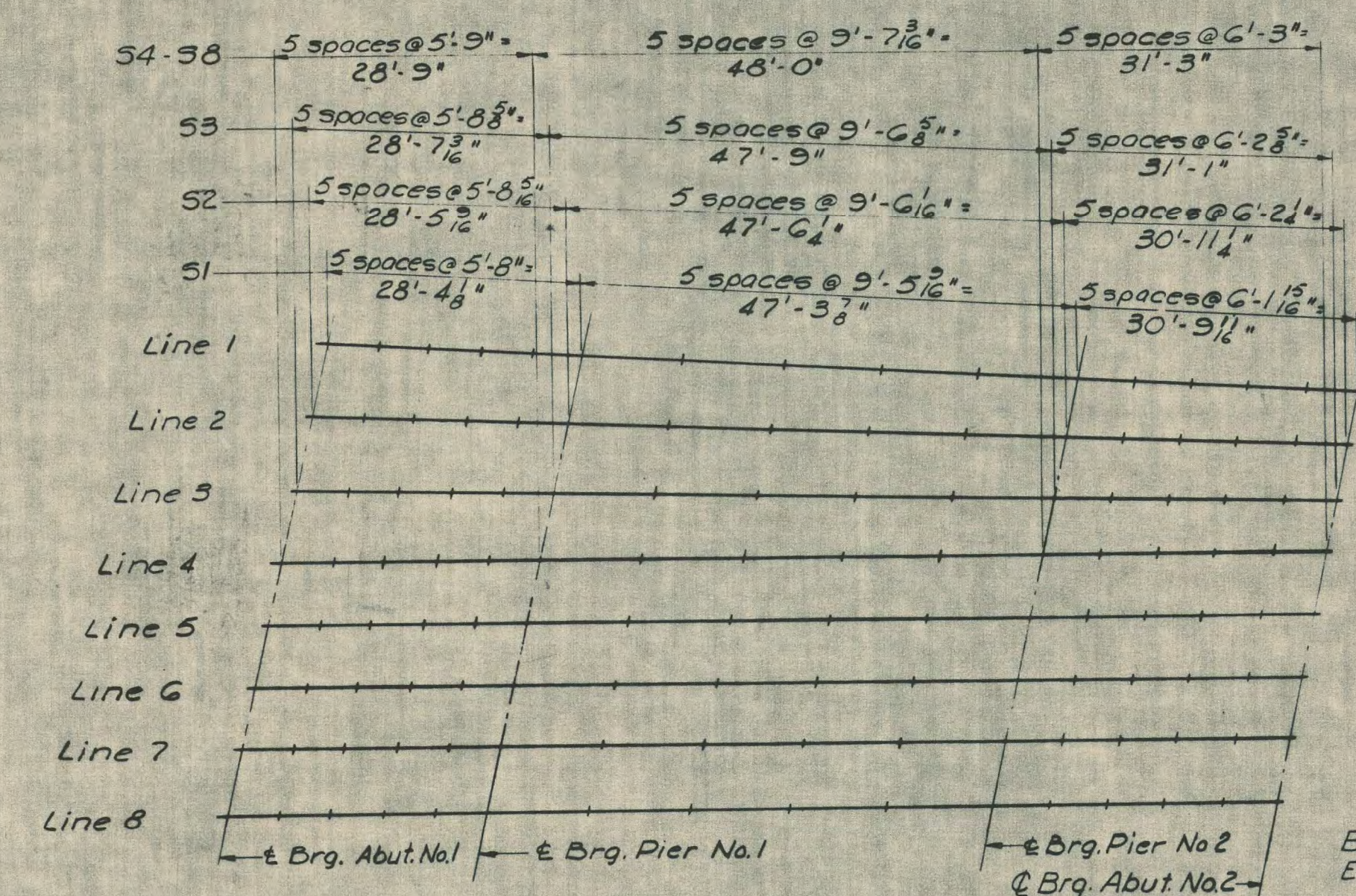
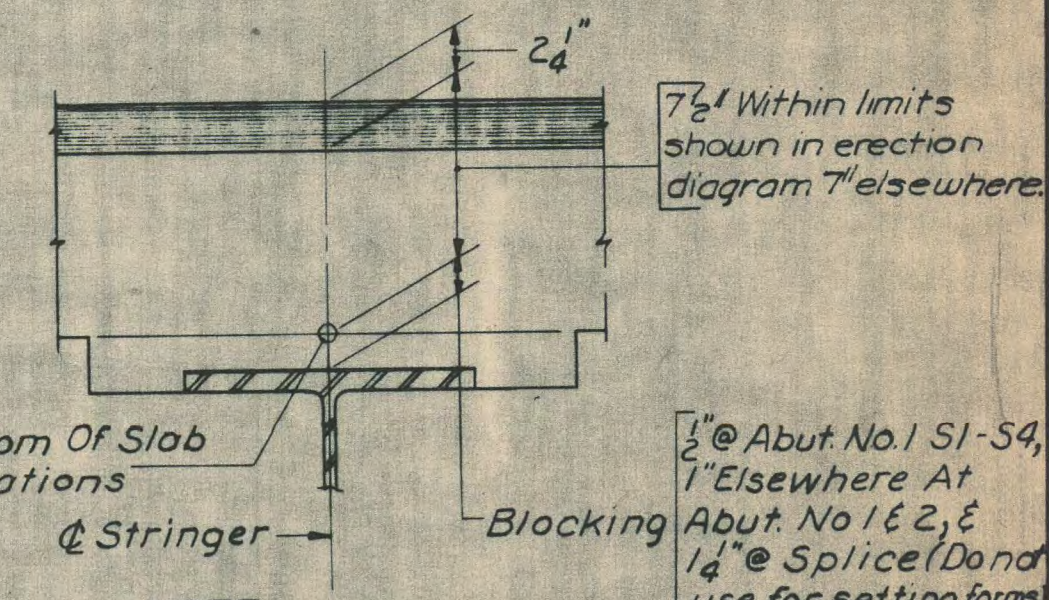


DIAGRAM OF BLOCKING POINTS

All Dimensions Along ± of Beams



NOTE:  
To compensate for dead load deflections as well as possible irregularities in beams, set the bottom of slab elevation at the points indicated before any of the slab formwork is started.

BLOCKING DETAIL

No Scale

DESIGN-G.H. DETAIL-A.A.L. BRIDGE NO. SURVEY-PLOT-  
CHECK-S.M.

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

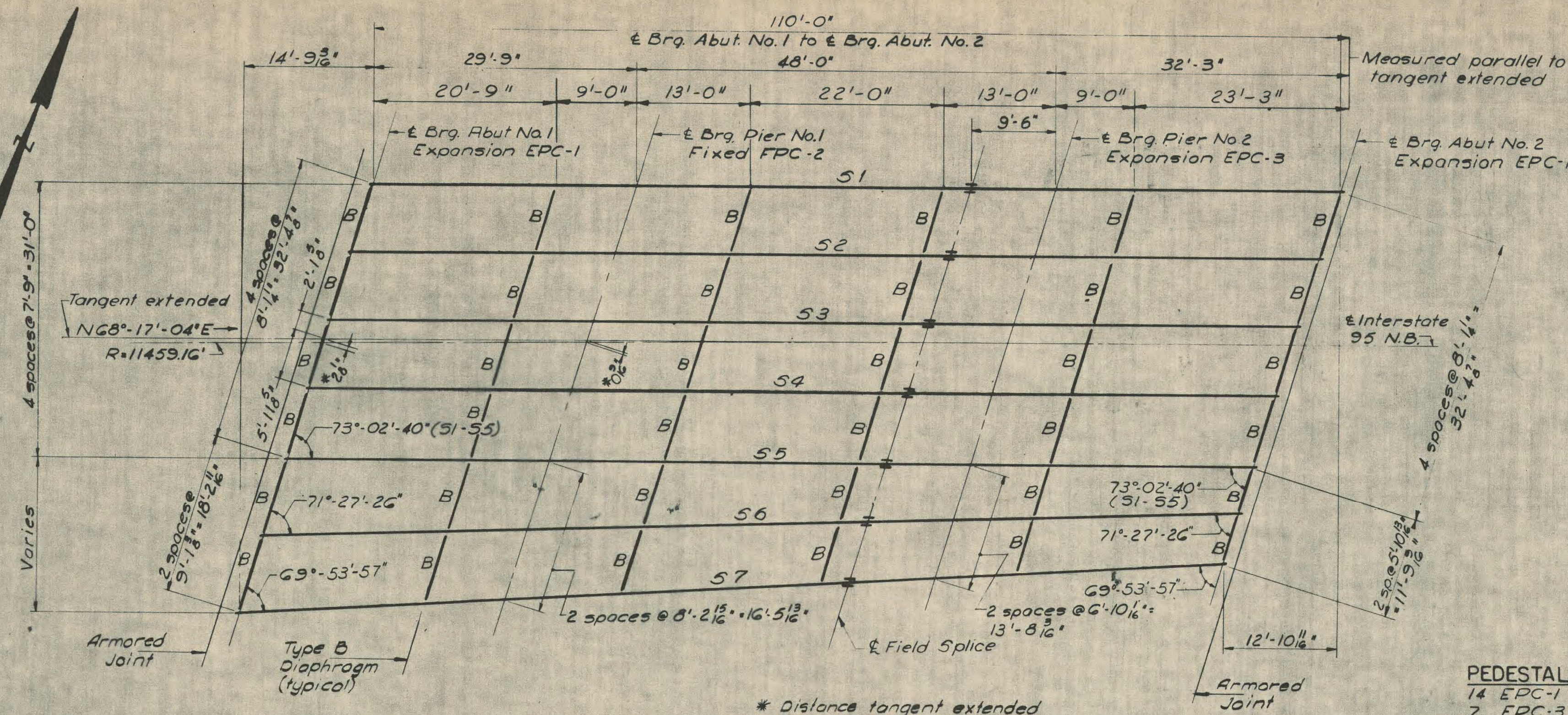
INTERSTATE 95 SB  
OVER  
RELOCATED EAST BRANCH  
MATTAWAMKEAG RIVER  
IN THE TOWN OF  
OAKFIELD  
ARROOSTOOK COUNTY  
STRUCTURAL STEEL & BLOCKING

HOWARD, NEEDLES, TAMMEN & BERGENDOFF  
CONSULTING ENGINEERS

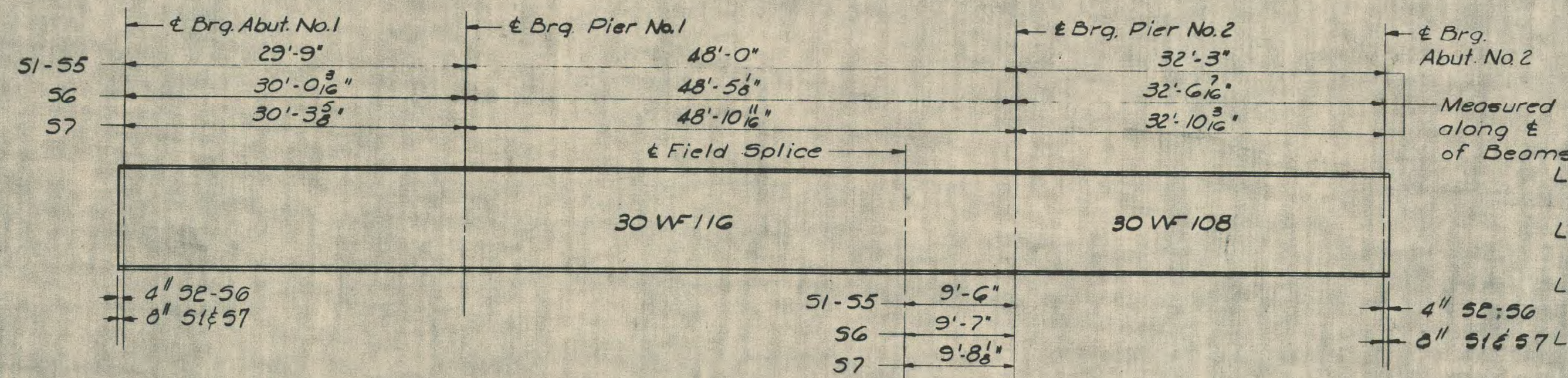
NEW YORK BOSTON KANSAS CITY

SHEET 10 OF 16 AUGUSTA, MAINE FEBRUARY 1965  
DYER BROOK OAKFIELD (12)

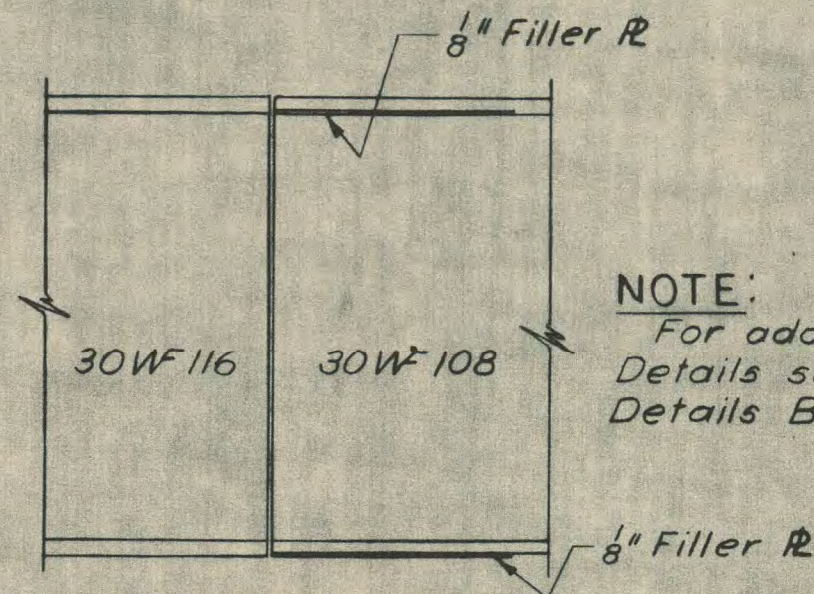




**ERECTION DIAGRAM**  
1"=10'

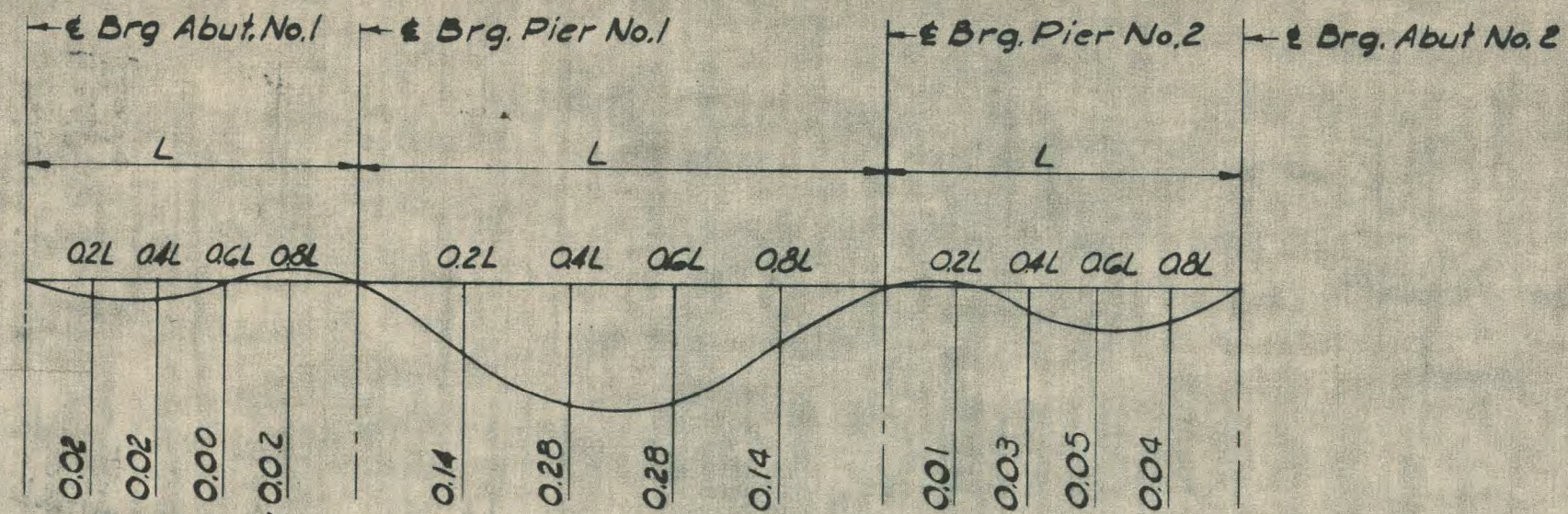


**TYPICAL STRINGER ELEVATION**  
All Dimensions Horizontal



**SPLICE DETAIL**  
No Scale

BOTTOM OF SLAB ELEVATIONS AT BLOCKING POINTS																
	£ Brg. Abut.No.1 51-55	SPAN NO. 1				£ Brg. Pier.No.1 51-55	SPAN NO. 2				£ Brg. Pier.No.2 51-55	SPAN NO. 3				£ Brg. Abut.No.3 51-55
	5'-11 <sup>1</sup> / <sub>2</sub> "	11'-10 <sup>3</sup> / <sub>4</sub> "	17'-10 <sup>1</sup> / <sub>2</sub> "	23'-9 <sup>3</sup> / <sub>4</sub> "		9'-7 <sup>3</sup> / <sub>8</sub> "	19'-2 <sup>3</sup> / <sub>8</sub> "	28'-9 <sup>3</sup> / <sub>8</sub> "	38'-4 <sup>1</sup> / <sub>8</sub> "		6'-5 <sup>3</sup> / <sub>8</sub> "	12'-10 <sup>3</sup> / <sub>8</sub> "	19'-4 <sup>1</sup> / <sub>8</sub> "	25'-9 <sup>3</sup> / <sub>8</sub> "		
Line 1	561.20	561.24	561.29	561.33	561.38	561.43	561.53	561.63	561.73	561.81	561.91	561.98	562.05	562.13	562.21	562.29
Line 2	561.32	561.36	561.41	561.45	561.50	561.55	561.64	561.74	561.84	561.92	562.01	562.09	562.16	562.24	562.32	562.39
Line 3	561.43	561.48	561.52	561.57	561.61	561.66	561.76	561.86	561.95	562.03	562.12	562.19	562.27	562.35	562.42	562.50
Line 4	561.36	561.40	561.44	561.49	561.53	561.58	561.67	561.77	561.86	561.95	562.03	562.10	562.18	562.25	562.33	562.40
Line 5	561.21	561.25	561.29	561.33	561.38	561.43	561.52	561.62	561.70	561.79	561.87	561.94	562.02	562.09	562.17	562.24
Line 6	561.04	561.08	561.13	561.17	561.22	561.27	561.37	561.47	561.56	561.65	561.74	561.81	561.89	561.97	562.04	562.12
Line 7	560.87	560.92	560.96	561.01	561.06	561.11	561.21	561.32	561.42	561.51	561.61	561.68	561.76	561.84	561.92	562.00
	56	6'-0 <sup>1</sup> / <sub>2</sub> "	12'-0 <sup>1</sup> / <sub>2</sub> "	18'-0 <sup>1</sup> / <sub>2</sub> "	24'-0 <sup>1</sup> / <sub>2</sub> "		9'-8 <sup>1</sup> / <sub>2</sub> "	19'-4 <sup>1</sup> / <sub>2</sub> "	29'-0 <sup>1</sup> / <sub>2</sub> "	38'-8 <sup>1</sup> / <sub>2</sub> "		6'-6 <sup>1</sup> / <sub>2</sub> "	13'-0 <sup>1</sup> / <sub>2</sub> "	19'-6 <sup>1</sup> / <sub>2</sub> "	26'-0 <sup>1</sup> / <sub>2</sub> "	
	57	6'-0 <sup>3</sup> / <sub>4</sub> "	12'-1 <sup>1</sup> / <sub>4</sub> "	18'-2 <sup>1</sup> / <sub>4</sub> "	24'-2 <sup>3</sup> / <sub>4</sub> "		9'-9 <sup>1</sup> / <sub>2</sub> "	19'-5 <sup>1</sup> / <sub>2</sub> "	29'-4 <sup>1</sup> / <sub>2</sub> "	39'-1 <sup>1</sup> / <sub>8</sub> "		6'-6 <sup>1</sup> / <sub>2</sub> "	13'-1 <sup>1</sup> / <sub>4</sub> "	19'-8 <sup>1</sup> / <sub>2</sub> "	26'-3 <sup>3</sup> / <sub>8</sub> "	

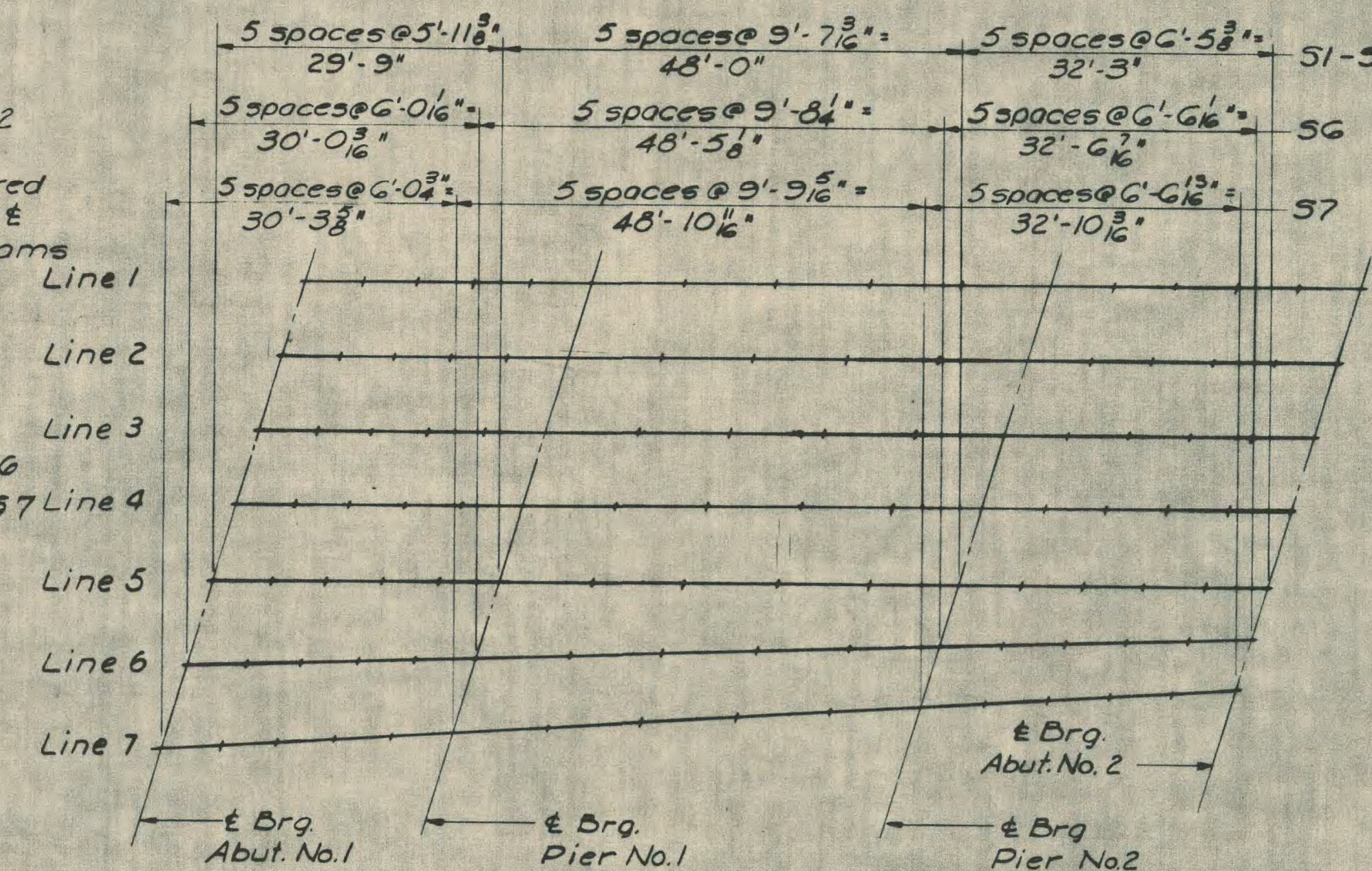


**DEAD LOAD DEFLECTION DIAGRAM**  
ALL DEFLECTIONS IN INCHES

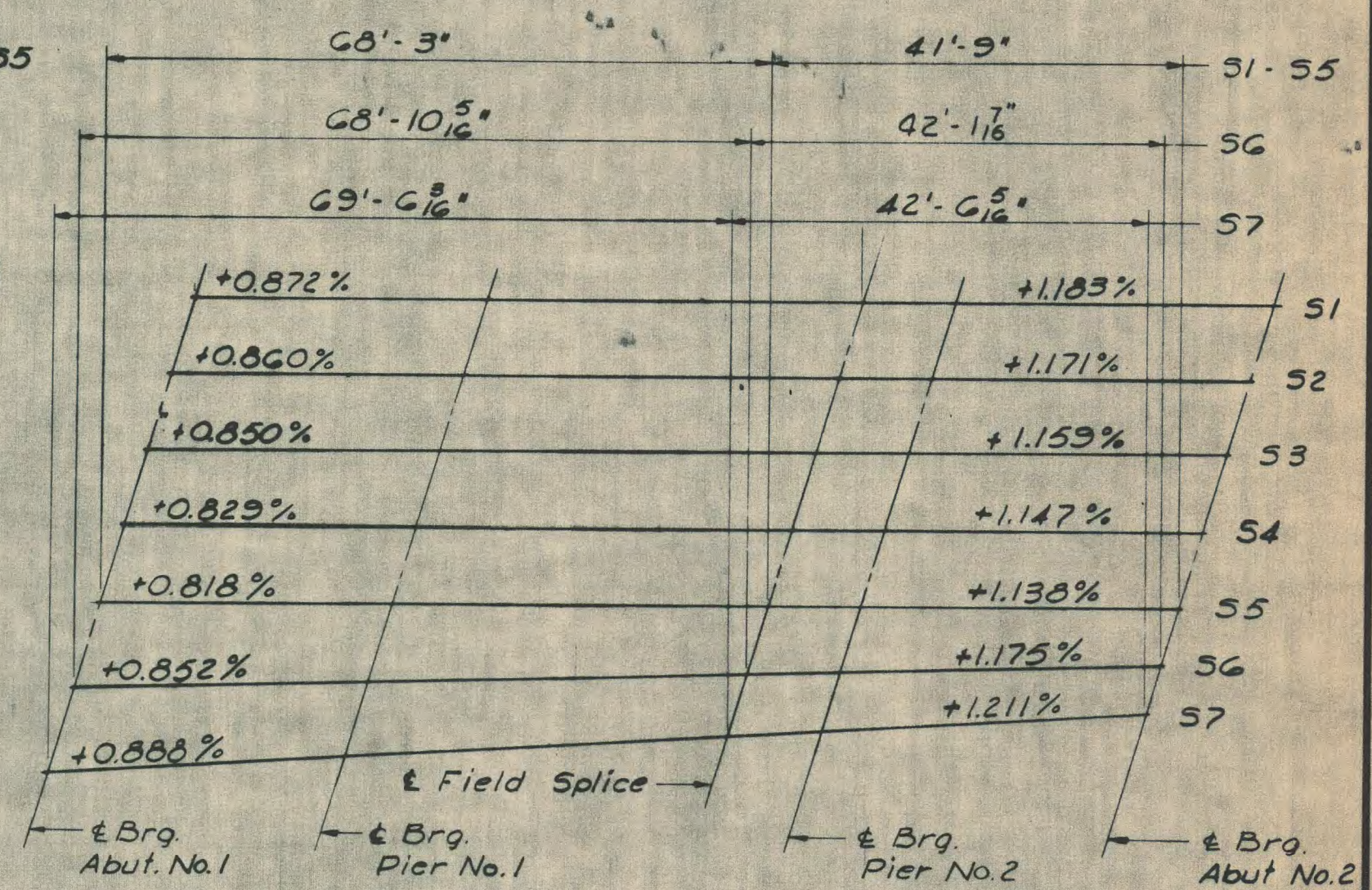
NOTE: No shop camber required. Natural mill camber to be placed up.

**PEDESTALS**

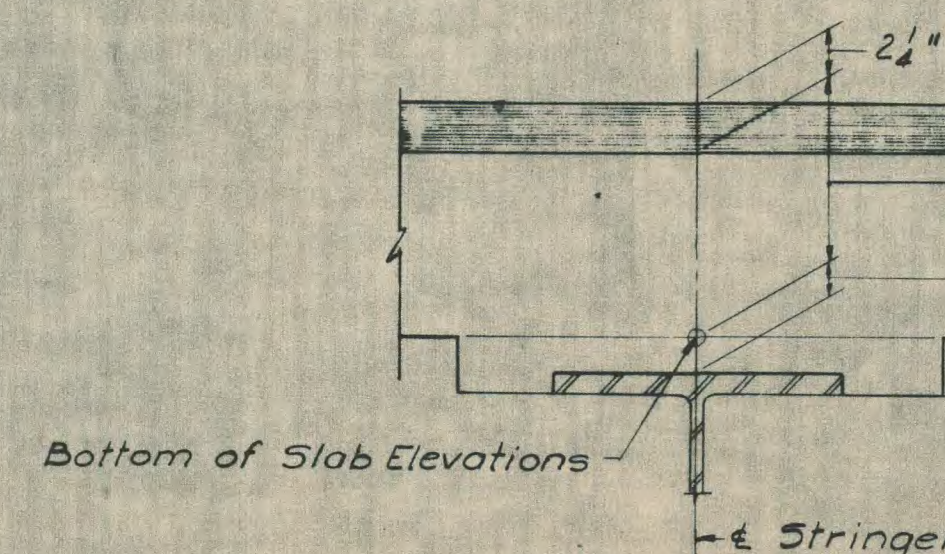
14 EPC-1 Required  
7 EPC-3 Required  
7 FPC-2 Required



**DIAGRAM OF BLOCKING POINTS**  
All Dimensions Along C of Beams



**BEAM GRADES**



**BLOCKING DETAIL**  
No Scale

NOTE: To compensate for dead load deflections as well as possible irregularities in beams, set the bottom of slab elevation at the points indicated before any of the slab formwork is started.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF  
CONSULTING ENGINEERS

DESIGN- G. H. DETAIL-A.A.L.  
TRACE-  
CHECK- S.M.

BRIDGE NO. SURVEY-  
PLOT-

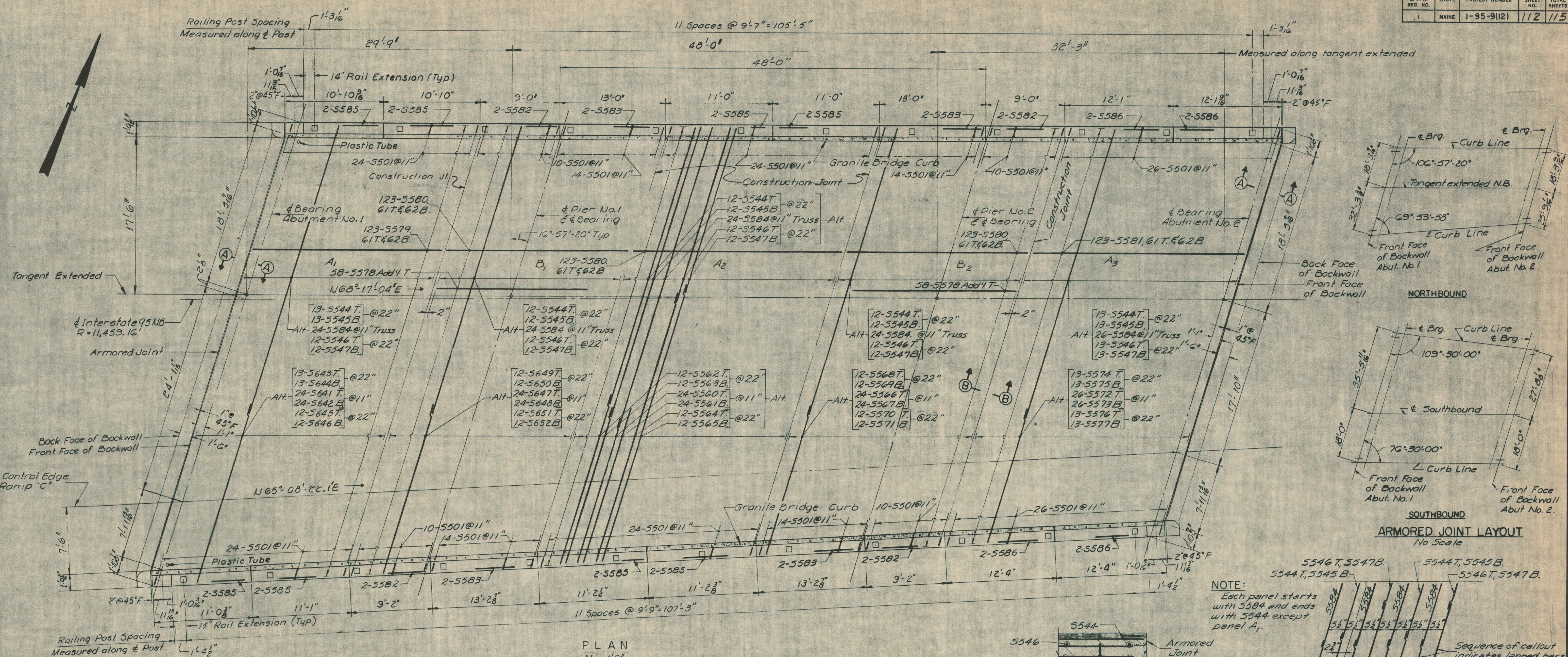
STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
INTERSTATE 95 NB.  
OVER  
RELOCATED EAST BRANCH  
MATTAWAMKEAG RIVER  
IN THE TOWN OF  
OAKFIELD  
AROOSTOOK COUNTY  
STRUCTURAL STEEL & BLOCKING

SHEET 11 OF 16 AUGUSTA, MAINE FEBRUARY 1965  
DYER BROOK OAKFIELD (12)









- NOTES:**
- For General Notes, additional details, and End Posts see Sheet No. 12.
  - For Section B-B, see Sheet No. 12.
  - For details of Bridge Drain, see Sheet BD 104-64.
  - Place concrete in A panels before placing concrete in B panels.

DESIGN-G.H. DETAIL-D.A.T. BRIDGE NO. 5402@ SUBV- PLOT-  
 TRACE-N.A.V.

STATE HIGHWAY COMMISSION  
 BRIDGE DIVISION

INTERSTATE 95 N.B.  
 OVER  
 RELOCATED EAST BRANCH  
 MATTAWAMKEAG RIVER

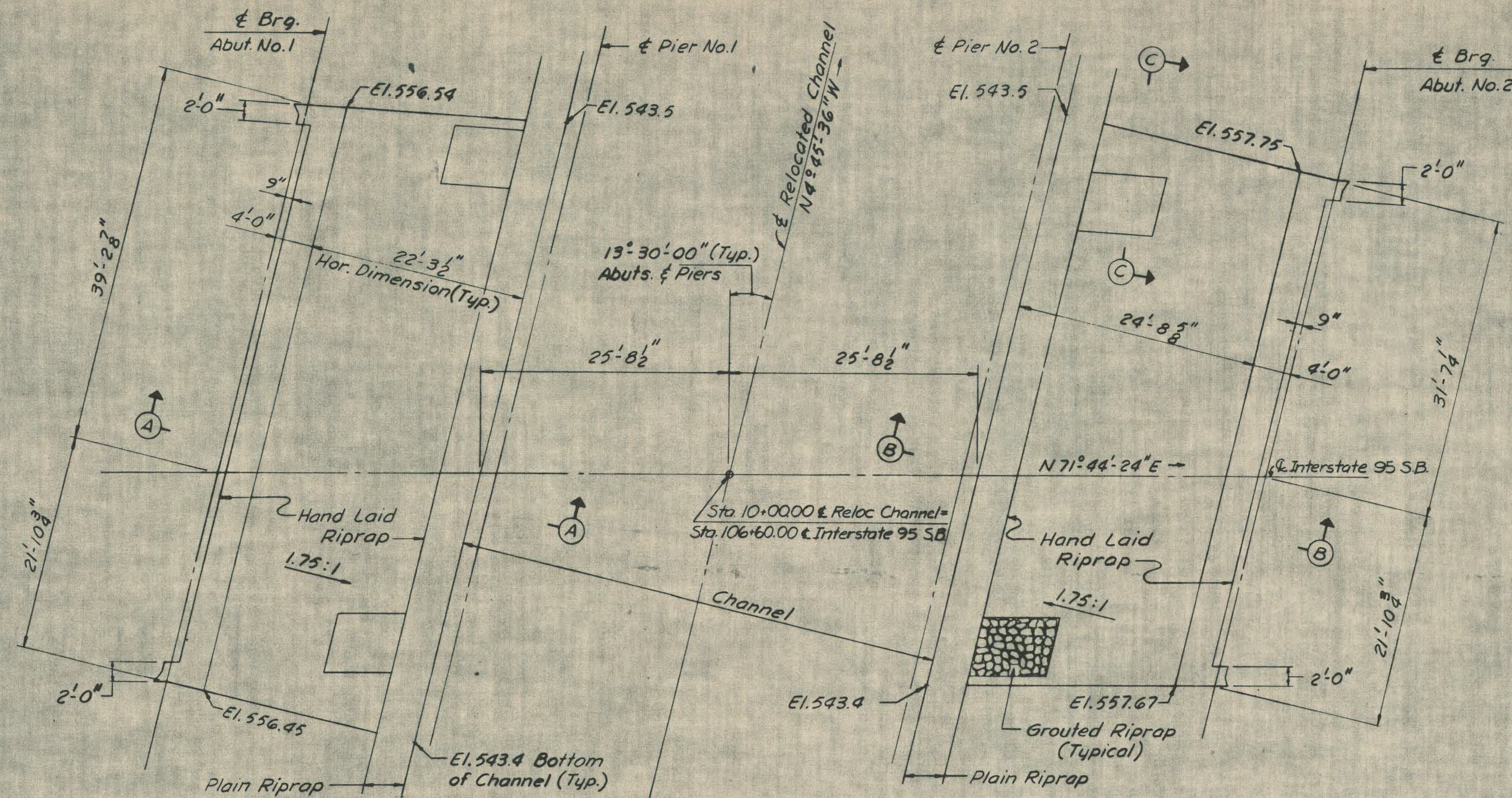
IN THE TOWN OF  
 OAKFIELD  
 AROOSTOOK COUNTY  
 SUPERSTRUCTURE

SHEET 13 OF 16 AUGUSTA, MAINE FEBRUARY 1965

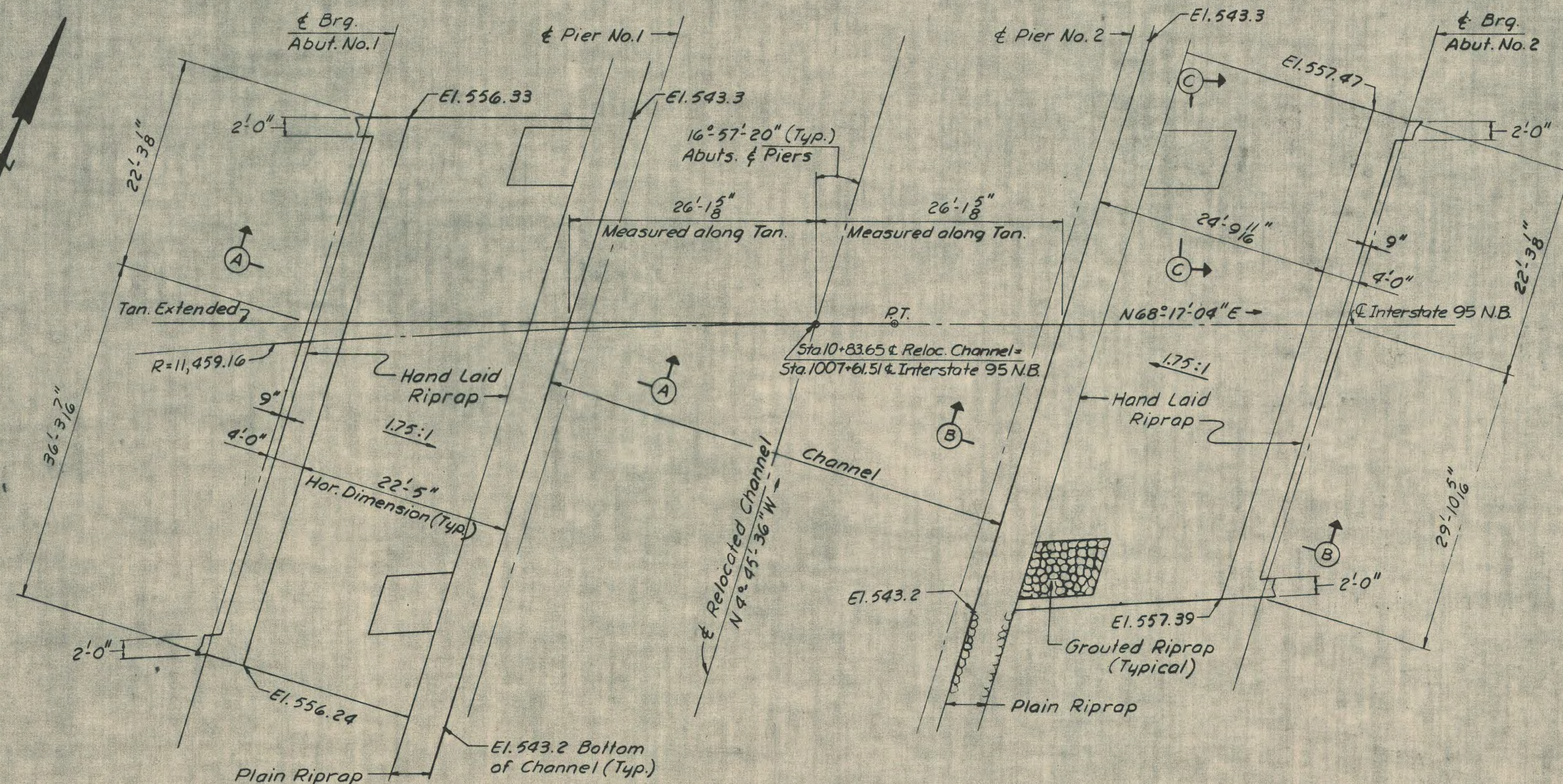
HOWARD, NEEDLES, TAMMEN & BERGENDOFF  
 CONSULTING ENGINEERS

NEW YORK BOSTON KANSAS CITY



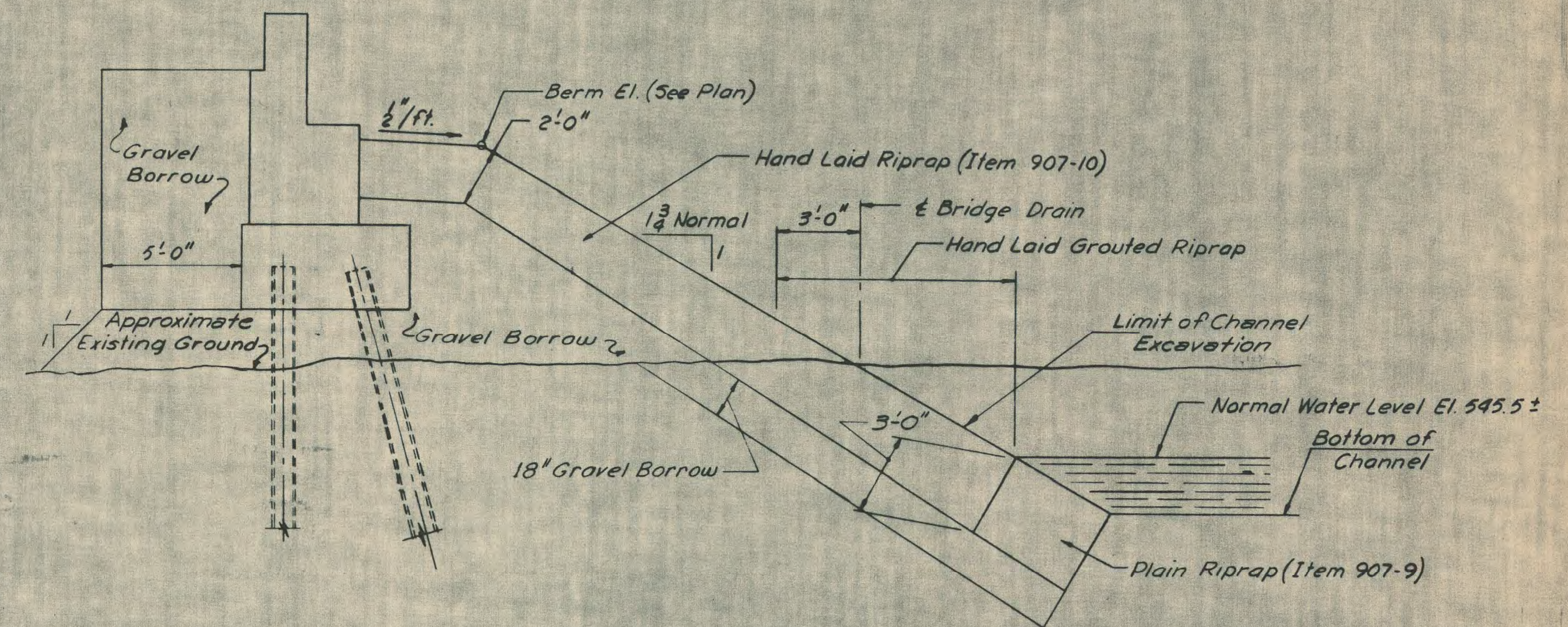


PLAN - SOUTHBOUND  
1" = 10'



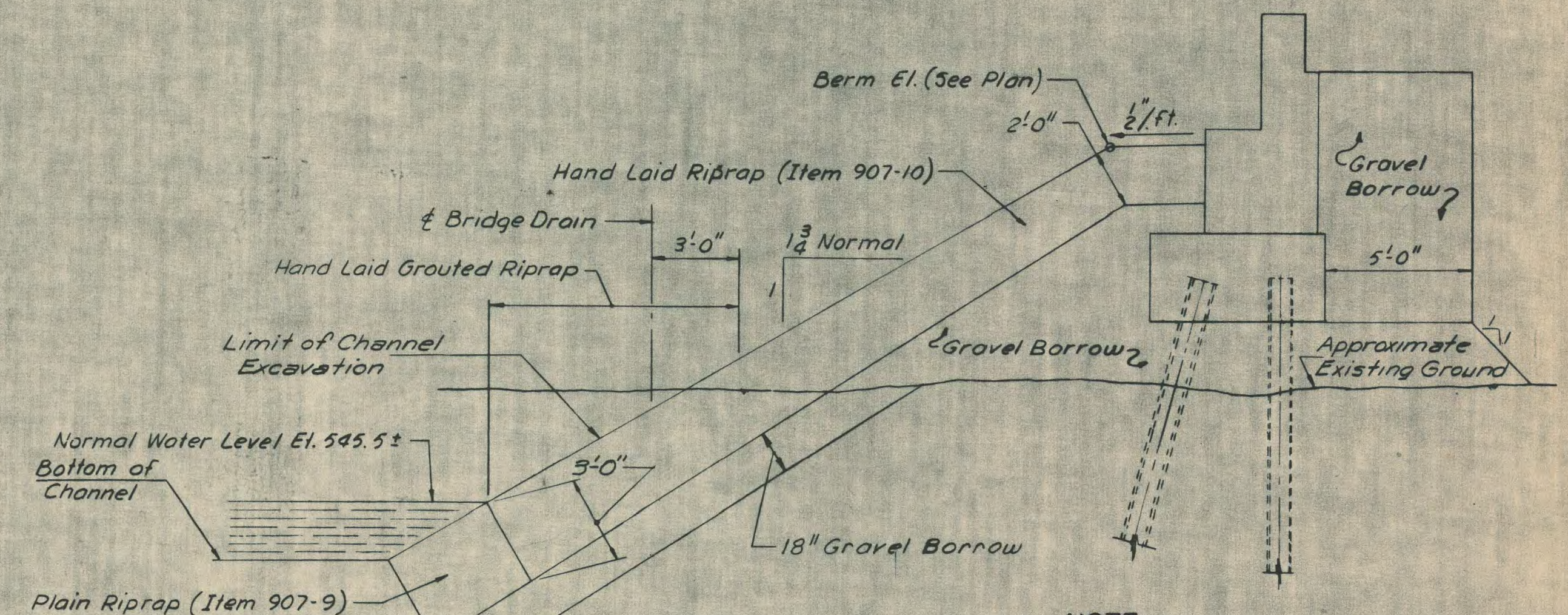
PLAN - NORTHBOUND  
1" = 10'

NOTE:  
For limits of Riprap see  
General Plan, Sheet 1.



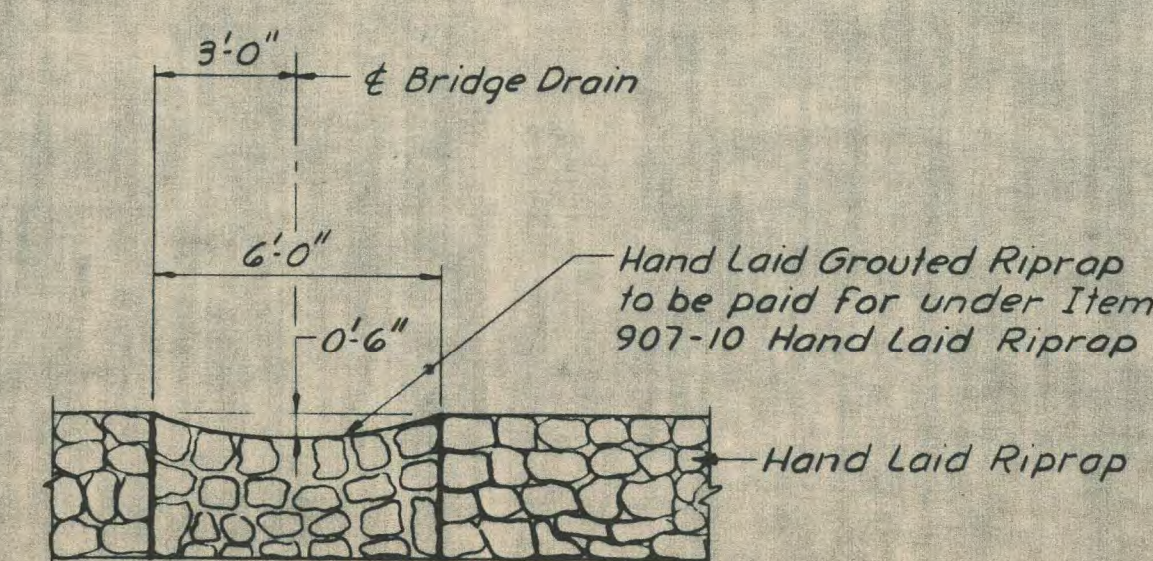
SECTION A-A  
1/4" = 1'-0"

NOTE:  
Payment for any excavation required  
for slope protection will be made under  
Item for Structural Earth Excavation  
Piers Item 204-14.



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

NOTE:  
The 18" of Gravel Borrow under  
the Riprap may be reduced or omitted  
if existing material is suitable.



SECTION C-C  
1/4" = 1'-0"

HOWARD, NEEDLES, TAMMEN & BERGENDOFF  
CONSULTING ENGINEERS

NEW YORK BOSTON KANSAS CITY

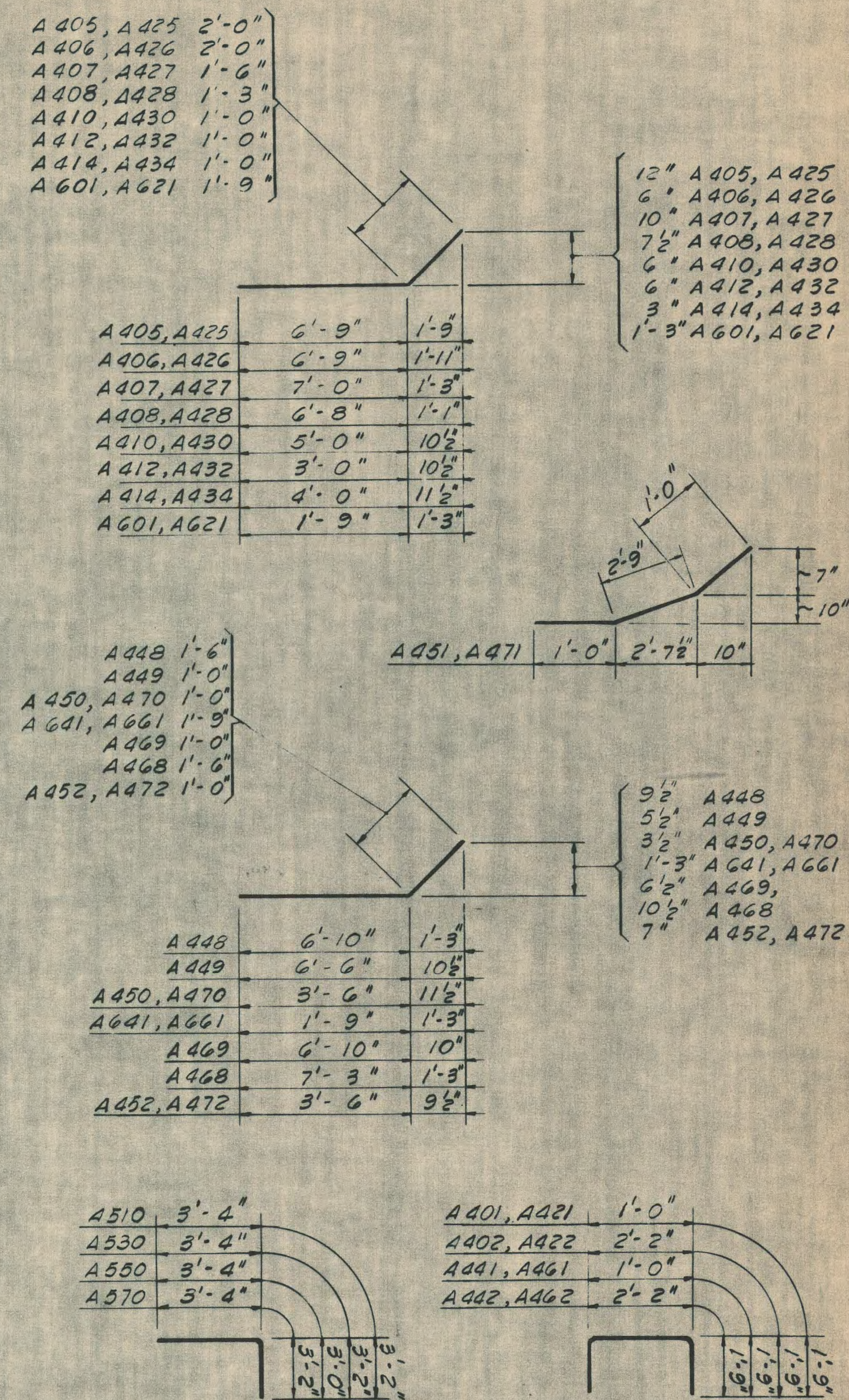
DESIGN - TRACE - CHECK - S.M.	DETAIL - J.M.M.	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
INTERSTATE 95 OVER RELOCATED EAST BRANCH MATTAWAMKEAG RIVER IN THE TOWN OF OAKFIELD ARROOSTOOK COUNTY SLOPE PROTECTION		
SHEET 14 OF 16 AUGUSTA, MAINE FEBRUARY 1965 DYER BROOK OAKFIELD (12)		



ABUTMENT 1 (Southbound)					
MARK	SIZE	NUMBER	LENGTH	INCR.	LOCATION
STRAIGHT BARS					
A403	4	12	30'-0"		Backwall
A404	4	8	8'-6"		Wingwall
A409	4	1	6'-0"		"
A411	4	1	4'-0"		"
A413	4	1	5'-0"		Wingwall
A501	5	16	28'-9"		Stem
A502	5	78	4'-0"		Backwall
A503	5	39	3'-0"		Stem & Backwall
A504	5	39	6'-0"		Footing & Stem
A505	5	71	2'-6"		Footing & Stem
A506	5	2	8'-1"		Wingwall
A507	5	2	8'-4"		"
A508	5	14	4'-4"		"
			8'-1"	7 1/2"	" 2 Groups of 7
A509	5	14	3'-2"		"
			8'-4"	6 3/8"	Wingwall 2 Groups of 7
A602	6	110	5'-6"		Footing
A603	6	24	29'-0"		"
A604	6	10	10'-0"		"
A605	6	10	10'-6"		"
A606	6	16	3'-6"		"
			5'-6"	3 1/2"	" 2 Groups of 8
A607	6	18	3'-6"		"
			5'-0"	2 1/2"	Footing 2 Groups of 9
A608	6	4	1'-0"		Granite Curbs
BENT BARS					
A401	4	16	4'-6"		Pads
A402	4	16	5'-8"		Pads
A403	4	4	8'-9"		Wingwall
A406	4	4	8'-9"		"
A407	4	2	8'-6"		"
A408	4	2	7'-11"		"
A410	4	1	6'-0"		"
A412	4	1	4'-0"		"
A414	4	1	5'-0"		Wingwall
A510	5	39	6'-6"		Stem
A601	6	39	3'-6"		Approach slab seat
ABUTMENT 2 (Southbound)					
STRAIGHT BARS					
A423	4	12	26'-3"		Backwall
A424	4	8	8'-6"		Wingwall
A429	4	1	6'-0"		"
A431	4	1	4'-0"		"
A433	4	1	5'-0"		Wingwall
A521	5	16	25'-0"		Stem
A522	5	68	4'-0"		Backwall
A523	5	34	3'-0"		Stem & Backwall
A524	5	34	6'-0"		Footing & Stem
A525	5	66	2'-6"		Footing & Stem
A526	5	2	7'-10"		Wingwall
A527	5	2	7'-9"		"
A528	5	14	4'-4"		"
			7'-10"	7"	" 2 Groups of 7
A529	5	14	4'-9"		"
			7'-9"	6"	Wingwall 2 Groups of 7
A622	6	96	5'-6"		Footing
A623	6	24	25'-3"		"
A624	6	10	10'-0"		"
A625	6	10	10'-6"		"
A626	6	16	3'-6"		"
			5'-6"	3 1/2"	" 2 Groups of 8
A627	6	18	3'-6"		"
			5'-0"	2 1/2"	Footing 2 Groups of 9
A628	6	4	1'-0"		Granite Curb

ABUTMENT 2 (Southbound) Cont.					
MARK	SIZE	NUMBER	LENGTH	INCR.	LOCATION
BENT BARS					
A421	4	16	4'-6"		Pads
A422	4	16	5'-8"		Pads
A425	4	4	8'-9"		Wingwall
A426	4	4	8'-9"		"
A427	4	2	8'-6"		"
A428	4	2	7'-11"		"
A430	4	1	6'-0"		"
A432	4	1	4'-0"		"
A434	4	1	5'-0"		Wingwall
A530	5	34	6'-6"		Stem
A621	6	34	3'-6"		Approach Slab Seat
ABUTMENT 1 (Northbound)					
STRAIGHT BARS					
A443	4	12	26'-0"		Backwall
A444	4	16	6'-9"		Wingwall
A445	4	2	5'-0"		"
A446	4	2	3'-0"		"
A447	4	2	4'-0"		Wingwall
A541	5	16	27'-6"		Stem
A542	5	74	4'-0"		Backwall
A543	5	37	3'-0"		Stem & Backwall
A544	5	37	6'-0"		Footing & Stem
A545	5	69	2'-6"		Footing & Stem
A546	5	2	8'-3"		Wingwall
A547	5	2	7'-11"		"
A548	5	14	4'-6"		"
			8'-3"	7 1/2"	" 2 Groups of 7
A549	5	14	4'-9"		"
			7'-11"	6 3/8"	Wingwall 2 Groups of 7
A642	6	104	5'-6"		Footing
A643	6	24	27'-9"		"
A644	6	10	11'-0"		"
A645	6	10	10'-0"		"
A646	6	18	3'-6"		"
			6'-0"	6 3/4"	" 2 Groups of 9
A647	6	16	3'-6"		"
			5'-0"	2 1/2"	Footing 2 Groups of 8
A648	6	4	1'-0"		"
BENT BARS					
A441	4	14	4'-6"		Pads
A442	4	14	5'-8"		Pads
A443	4	2	8'-9"		Wingwall
A449	4	2	7'-6"		Wingwall
A450	4	12	4'-6"		Backwall & Wingwall
A451	4	6	4'-9"		"
A452	4	6	4'-6"		Backwall & Wingwall
A550	5	37	6'-4"		Stem
A641	6	36	3'-6"		Approach Slab Seat
ABUTMENT 2 (Northbound)					
STRAIGHT BARS					
A463	4	12	22'-10"		Backwall
A464	4	16	6'-9"		Wingwall
A465	4	2	5'-0"		"
A466	4	2	3'-0"		"
A467	4	2	4'-0"		Wingwall
A561	5	16	24'-4"		Stem
A562	5	66	4'-0"		Backwall
A563	5	33	3'-0"		Stem & Backwall
A564	5	33	6'-2"		Footing & Stem
A565	5	65	2'-6"		Footing & Stem
A566	5	2	8'-1"		Wingwall
A567	5	2	8'-4"		Wingwall

ABUTMENT 2 (Northbound) Cont.					
MARK	SIZE	NUMBER	LENGTH	INCR.	LOCATION
STRAIGHT BARS					
A568	5	14	4'-4"		"
			8'-1"	7 1/2"	Wingwall 2 Groups of 7
A569	5	14	5'-3"		"
			8'-4"	6 1/2"	Wingwall 2 Groups of 7
A662	6	92	5'-6"		Footing
A663	6	24	24'-7"		"
A664	6	10	11'-0"		"
A665	6	10	10'-0"		"
A666	6	18	3'-6"		"
			6'-0"	3 3/4"	" 2 Groups of 9
A667	6	16	3'-6"		"
			5'-0"	2 1/2"	Footing 2 Groups of 8
A668	6	4	1'-0"		Granite Curb
BENT BARS					
A461	4	14	4'-6"		Pads
A462	4	14	5'-8"		Pads
A468	4	2	8'-9"		Wingwall
A469	4	2	7'-10"		Wingwall
A470	4	12	4'-6"		Backwall & Wingwall
A471	4	6	4'-9"		"
A472	4	6	4'-6"		Backwall & Wingwall
A570	5	33	6'-6"		Stem
A661	6	32	3'-6"		Approach Slab Seat
Approach Slabs					
A5401	4	44	27'-7"		Abutment 1 (Southbound)
A5601	6	212	14'-6"		Abutment 1 (Southbound)
A5421	4	44	23'-1"		Abutment 2 (Southbound)
A5621	6	178	14'-6"		Abutment 2 (Southbound)
A5441	4	44	23'-7"		Abutment 1 (Northbound)
A5641	6	204	14'-6"		Abutment 1 (Northbound)
A5461	4	44	22'-3"		Abutment 2 (Northbound)
A5661	6	176	14'-6"		Abutment 2 (Northbound)
PIER 1 (Southbound)					
STRAIGHT BARS					
P503	5	32	21'-9"		Stem Horizontal
P504	5	32	25'-6"		Stem Horizontal
P601	6	8	30'-0"		Cap
P602	6	8	25'-5"		Cap
P604	6	120	17'-8"		Stem Vertical
P605	6	120	4'-9"		Footing Dowels
P606	6	10	30'-0"		Footing Longitudinal
P607	6	10	31'-3"		Footing Longitudinal
P701	7	61	8'-6"		Footing Transverse
BENT BARS					
P401	4	28	9'-2"		Cap
P501	5	32	2'-8"		Nosing
P502	5	64	4'-4"		Nosing
			5'-3"	3 1/4"	Nosing



- NOTES:
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HOWARD, NEEDLES, TAMMEN & BERGENDOFF  
CONSULTING ENGINEERS

DESIGN-G.H. DETAIL-J.R.A. BRIDGE NO. SURVEY- PLOT-  
TRACE-CHECK-PRN

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
INTERSTATE 95  
OVER  
RELOCATED EAST BRANCH  
MATTAWAKEAG RIVER  
IN THE TOWN OF  
OAKFIELD  
AROOSTOOK COUNTY  
REINFORCING STEEL

SHEET 15 OF 16 AUGUSTA, MAINE FEBRUARY 1965

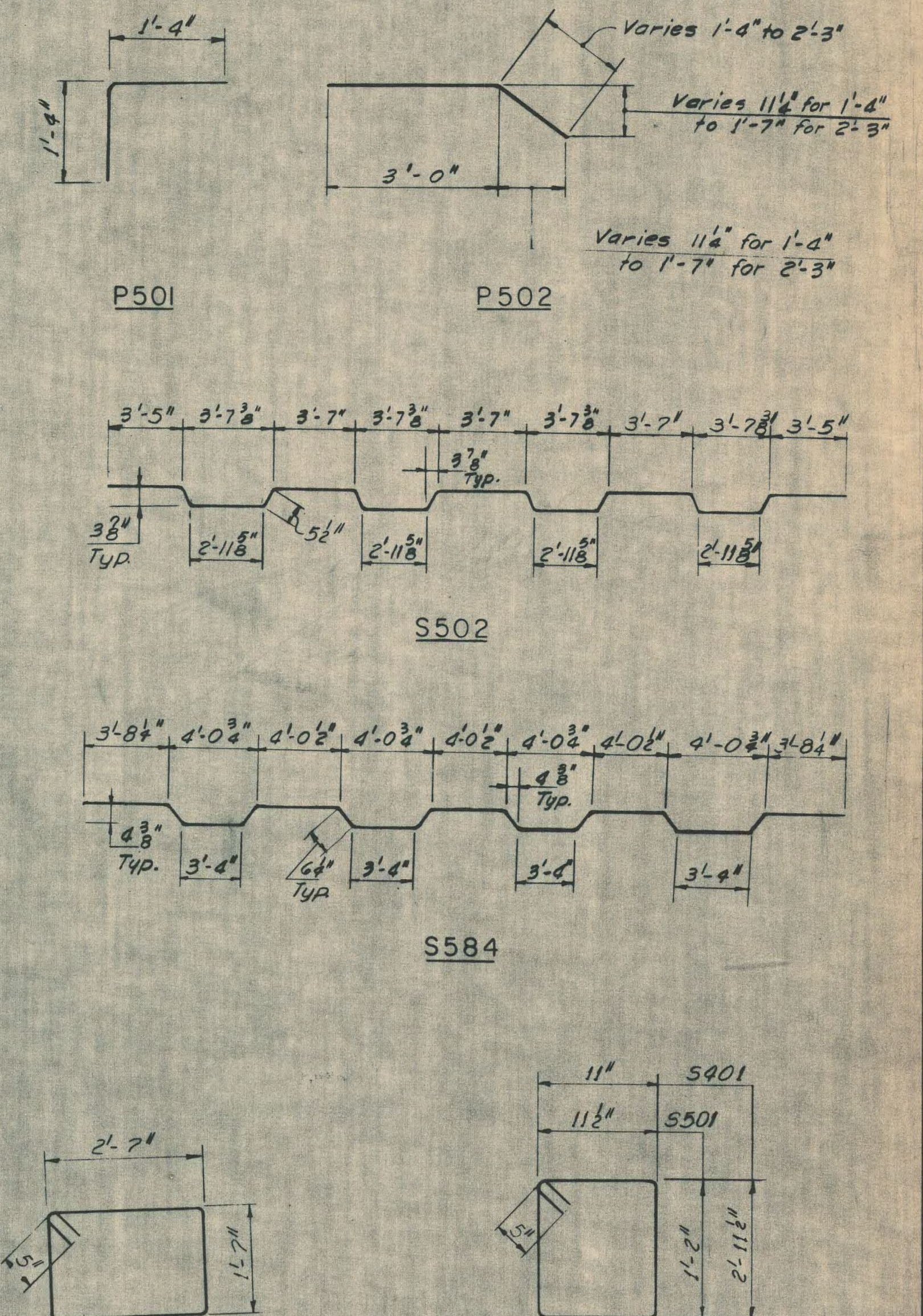
DYER BROOK OAKFIELD (12)



PIER 2 (Southbound)				
MARK	SIZE	NUMBER	LENGTH	INCR.
STRAIGHT BARS				
P503	5	32	26'-9"	
P505	5	32	22'-2"	
P601	6	8	30'-0"	
P603	6	8	21'-11"	
P604	6	112	17'-8"	
P605	6	112	4'-9"	
P606	6	10	30'-0"	
P608	6	10	27'-9"	
P701	7	58	8'-6"	
BENT BARS				
P401	4	26	9'-2"	
P501	5	32	2'-8"	
P502	5	64	4'-4" to 5'-3"	
PIER 1 (Northbound)				
STRAIGHT BARS				
P506	5	32	28'-6"	
P507	5	32	21'-3"	
P601	6	8	30'-0"	
P605	6	108	4'-9"	
P606	6	10	30'-0"	
P609	6	108	17'-3"	
P610	6	10	28'-9"	
P611	6	8	22'-11"	
P701	7	59	8'-6"	
BENT BARS				
P401	4	27	9'-2"	
P501	5	32	2'-8"	
P502	5	64	4'-4" to 5'-3"	
PIER 2 (Northbound)				
STRAIGHT BARS				
P506	5	32	28'-6"	
P508	5	32	18'-5"	
P601	6	8	30'-0"	
P605	6	102	4'-9"	
P606	6	10	30'-0"	
P608	6	10	27'-9"	
P609	6	102	17'-3"	
P610	6	8	19'-11"	
P701	7	58	8'-6"	
BENT BARS				
P401	4	25	9'-2"	
P501	5	32	2'-8"	
P502	5	64	4'-4" to 5'-3"	

SUPERSTRUCTURE (Southbound)				
MARK	SIZE	NUMBER	LENGTH	INCR.
STRAIGHT BARS				
S402	4	40	1'-8"	
S503	5	59	35'-2"	
S504	5	59	31'-0"	
S505	5	63	20'-2"	
S506	5	63	23'-9"	
Bars S507 to S513 Not used				
S519	5	27	23'-0"	
S520	5	27	23'-7"	
S521	5	13	20'-5"	
S522	5	13	24'-1"	
S523	5	14	34'-11"	
S524	5	14	31'-4"	
S525	5	23	21'-3"	
S526	5	23	21'-10"	
S527	5	11	19'-11"	
S528	5	11	22'-4"	
S529	5	12	33'-2"	
S530	5	12	29'-7"	
S531	5	27	19'-9"	
S532	5	25	20'-4"	
S533	5	13	17'-10"	
S534	5	13	20'-10"	
S535	5	13	31'-8"	
S536	5	13	28'-1"	
S537	5	98	17'-8"	
S538	5	122	20'-4"	
S539	5	240	20'-8"	
S540	5	120	23'-8"	
S541	5	120	22'-10"	
S542	5	8	8'-8"	
S543	5	24	11'-8"	
S544	5	8	11'-0"	
S601	6	23	25'-10"	
S602	6	23	26'-8"	
S603	6	11	22'-10"	
S604	6	11	26'-11"	
S605	6	12	37'-9"	
S606	6	12	34'-2"	
S607	6	23	24'-5"	
S608	6	23	25'-0"	
S609	6	11	21'-8"	
S610	6	11	25'-6"	
S611	6	12	36'-4"	
S612	6	12	32'-9"	
BENT BARS				
S401	4	16	8'-7"	
S501	5	236	5'-1"	
S502	5	121	33'-1 1/2"	
SUPERSTRUCTURE (Northbound)				
STRAIGHT BARS				
S402	4	40	1'-8"	
S544	5	62	30'-7"	
S545	5	62	34'-8"	
S546	5	61	22'-6"	
S547	5	61	18'-5"	
Bars S548 to S559 Not used				
S560	5	29	16'-11"	
S561	5	24	17'-6"	
S562	5	12	22'-1"	
S563	5	12	18'-0"	
S564	5	12	30'-2"	
S565	5	12	34'-2"	
S566	5	24	15'-8"	
S567	5	24	16'-3"	
S568	5	12	20'-10"	

SUPERSTRUCTURE (Northbound) Continued				
MARK	SIZE	NUMBER	LENGTH	INCR.
STRAIGHT BARS				
S569	5	12	16'-9"	
S570	5	12	28'-11"	
S571	5	12	32'-11"	
S572	5	26	14'-5"	
S573	5	26	15'-0"	
S574	5	13	19'-7"	
S575	5	13	15'-6"	
S576	5	13	27'-8"	
S577	5	13	30'-8"	
S578	5	116	17'-6"	
S579	5	123	21'-2"	
S580	5	369	21'-8"	
S581	5	123	23'-10"	
S582	5	8	8'-8"	
S583	5	8	12'-8"	
S585	5	16	10'-6"	
S586	5	8	11'-9"	
S641	6	24	19'-5"	
S642	6	24	20'-0"	
S643	6	13	24'-7"	
S644	6	13	20'-6"	
S645	6	12	32'-8"	
S646	6	12	36'-8"	
S647	6	24	18'-2"	
S648	6	24	18'-9"	
S649	6	12	23'-4"	
S650	6	12	19'-3"	
S651	6	12	31'-5"	
S652	6	12	35'-5"	
BENT BARS				
S401	4	16	8'-7"	
S501	5	244	5'-1"	
S584	5	122	37'-0"	



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