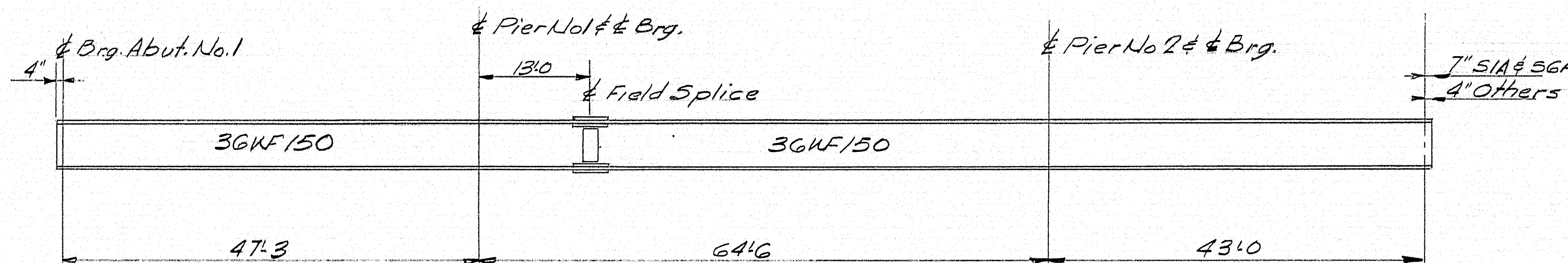
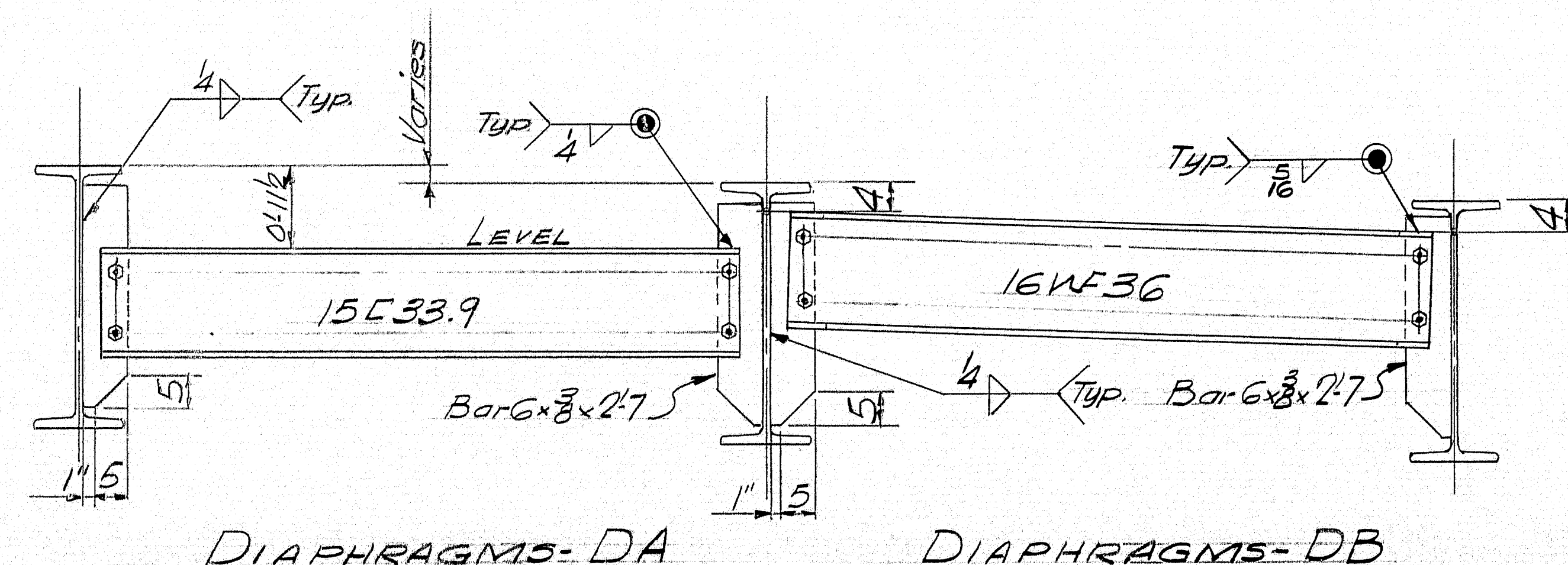


*offset from tangent to
EI-95 S.B. along bearing

ERECTION DIAGRAM Southbound Bridge



ELEVATION Dimensions Horizontal



DIAPHRAGMS-DA

DIAPHRAGMS-DB

Use 3/4" M. Bolts x 1 3/4" - Erection Bolts.

NOTE

Form Bracket Holes are to be plugged
with 3/4" x 14 Carriage Bolts, heads on
outside, holes to be completely covered.
Tack Weld nuts to Stringer Web.

GENERAL NOTES

- 1) All material shall conform to A.S.T.M. Desig. A36
- 2) Holes in field splices of continuous beams are to be sub-punched (or sub-drilled) and reamed while assembled in the shop and connecting parts to be match marked and bolted for shipment.
- 3) Bearings to be field welded to stringers.

Prov. No. I-95-9(12) 278

ERECTION DIAGRAM

Bumcraft & Martin Inc.

South Portland 7, Maine

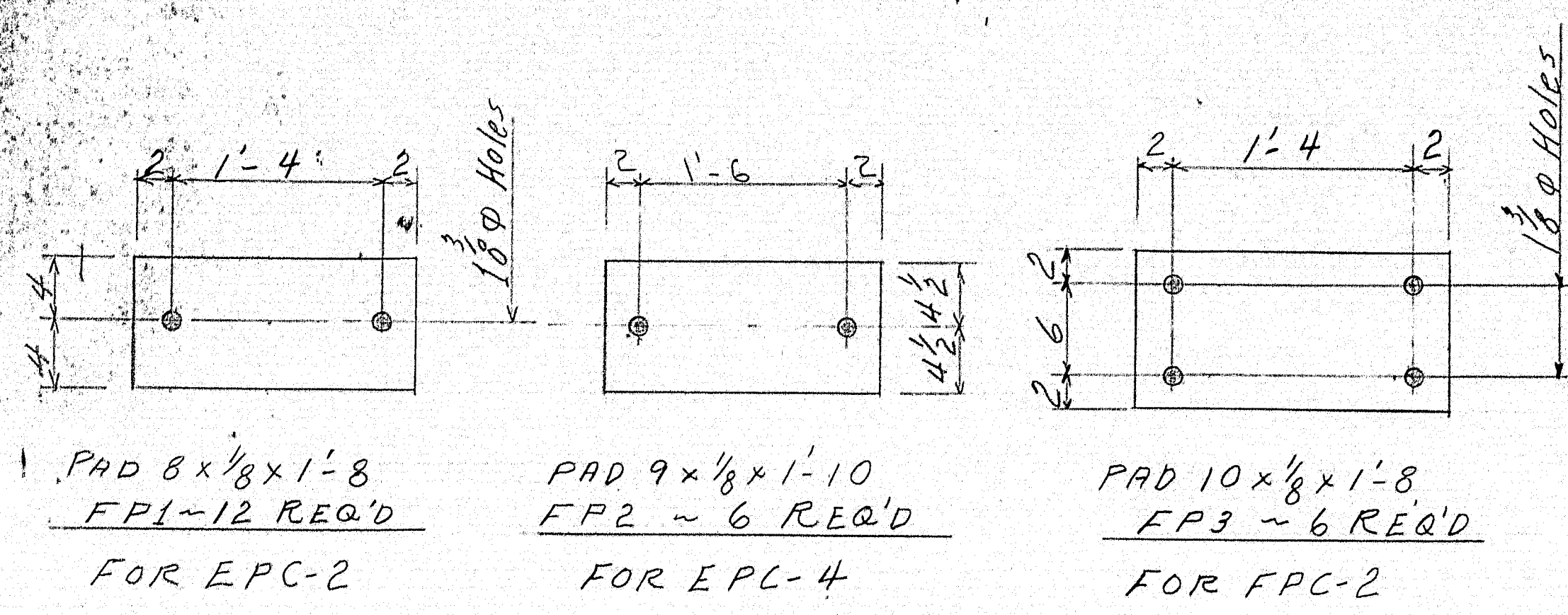
I-95 OVER OAKFIELD-SMYRNA RD. SB
OAKFIELD, MAINE

CUSTOMER GIANCHETTE BROS INC.
DESIGNER MAINE S.H.C. BRIDGE CO.

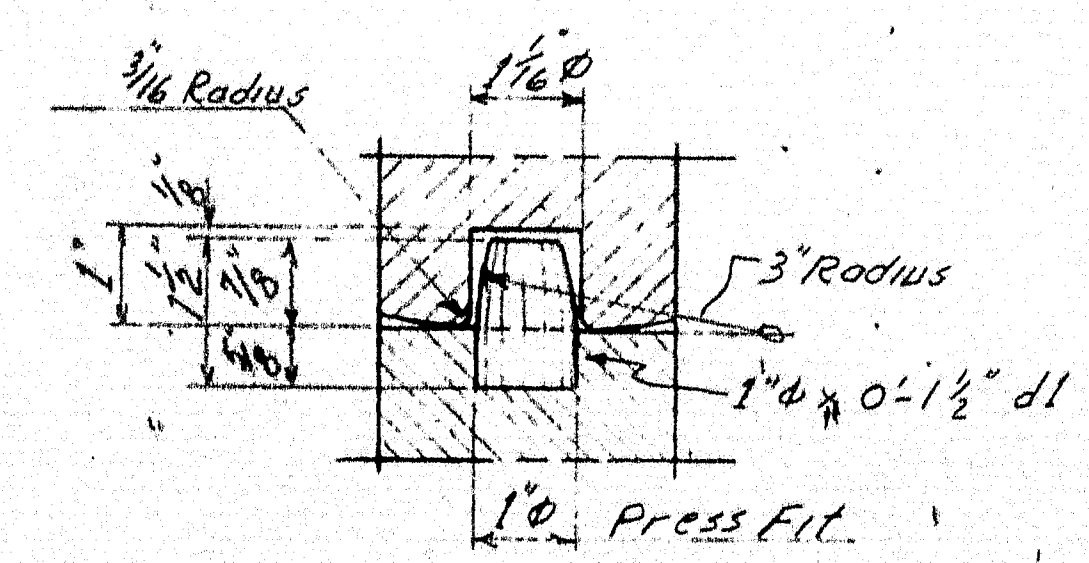
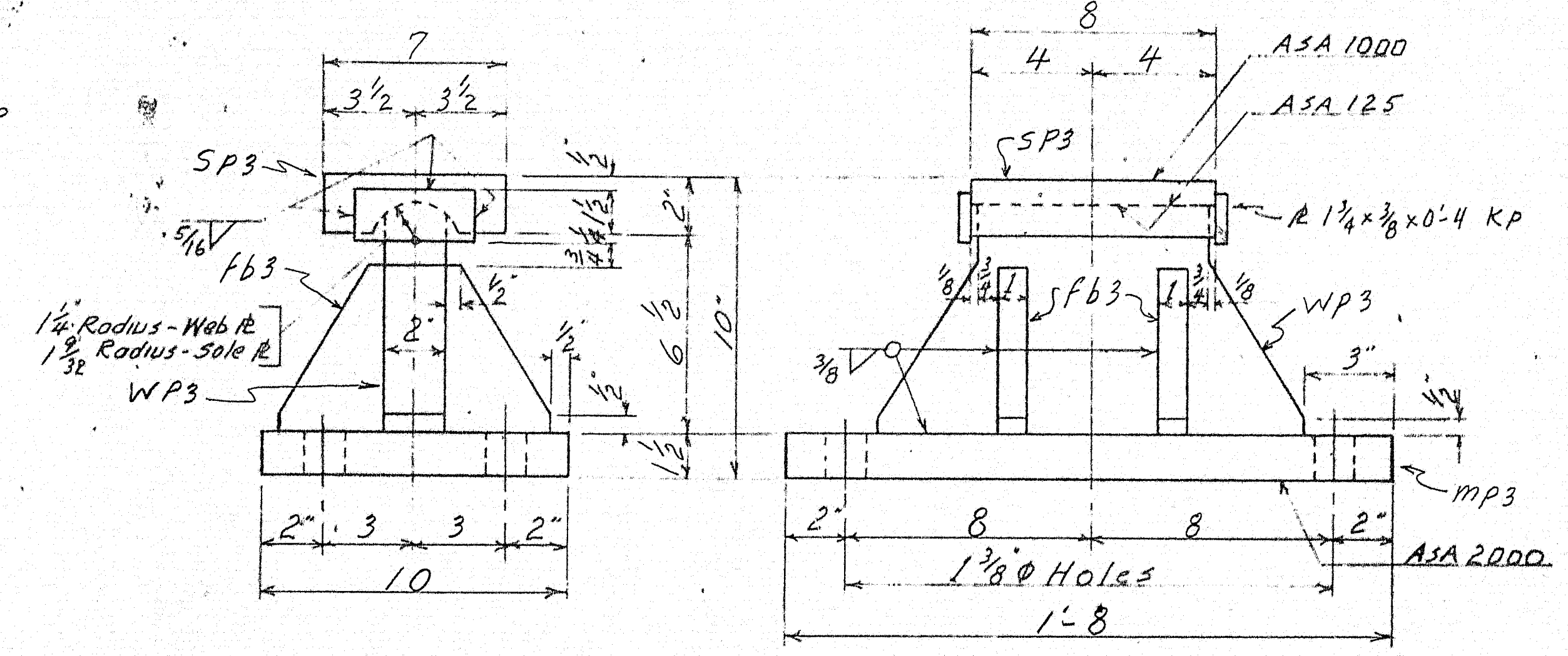
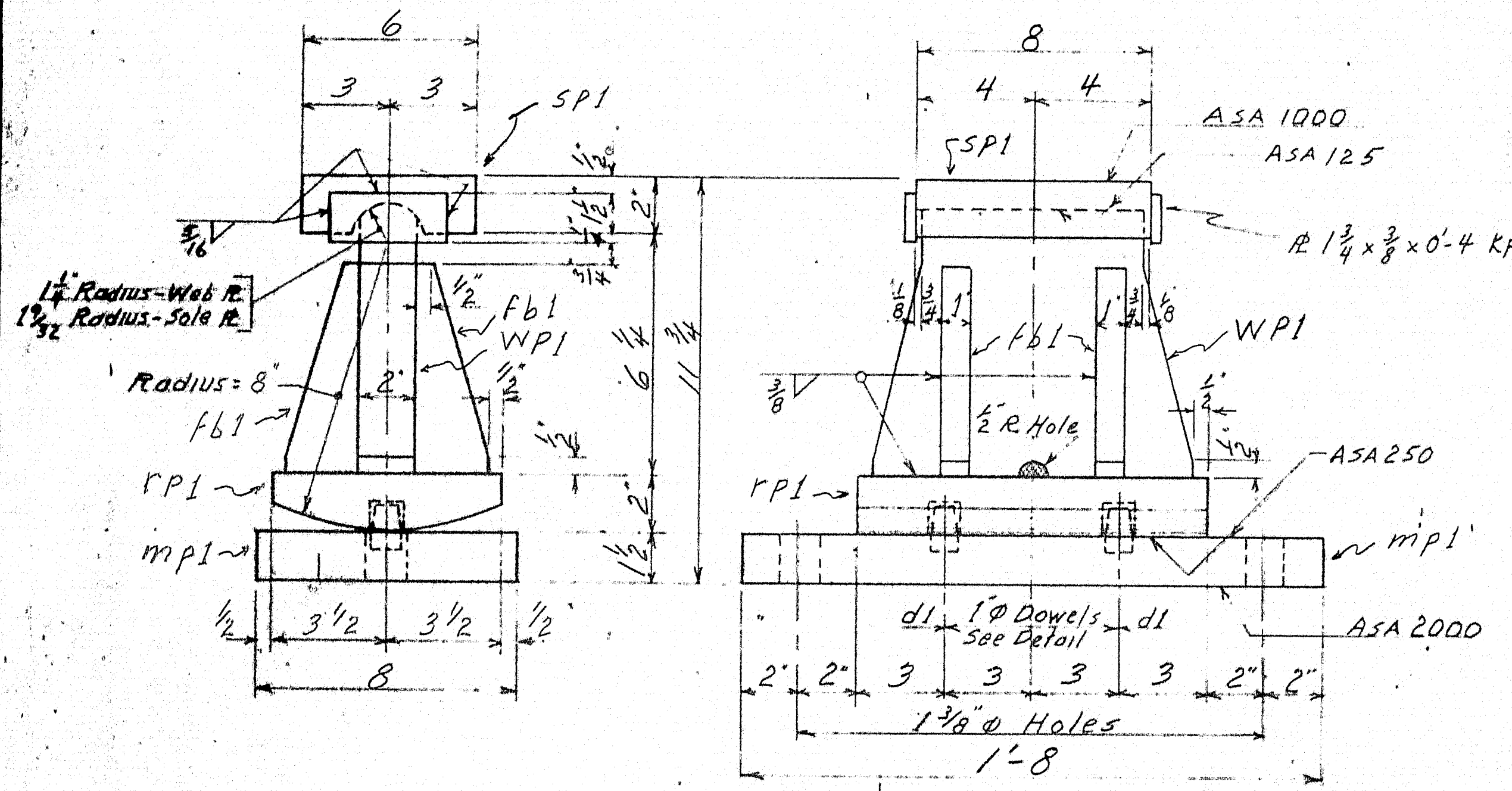
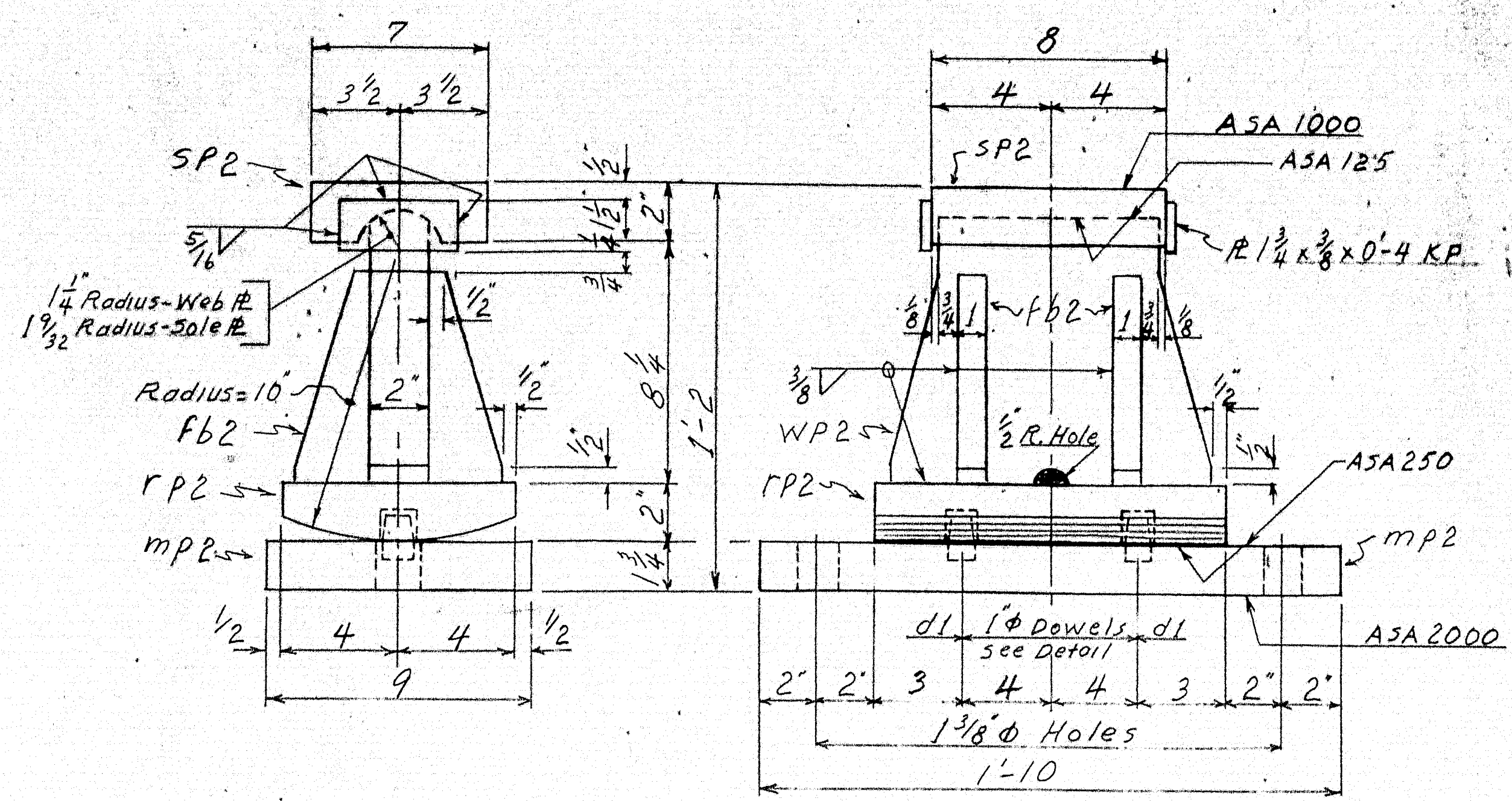
ORDER NO. VERBAL DWG. NO. 65-134-E1

DRAWN	7-28-65 J.P.F.
REVISION	9-24-65 J.P.F.
REVISION	
REVISION	

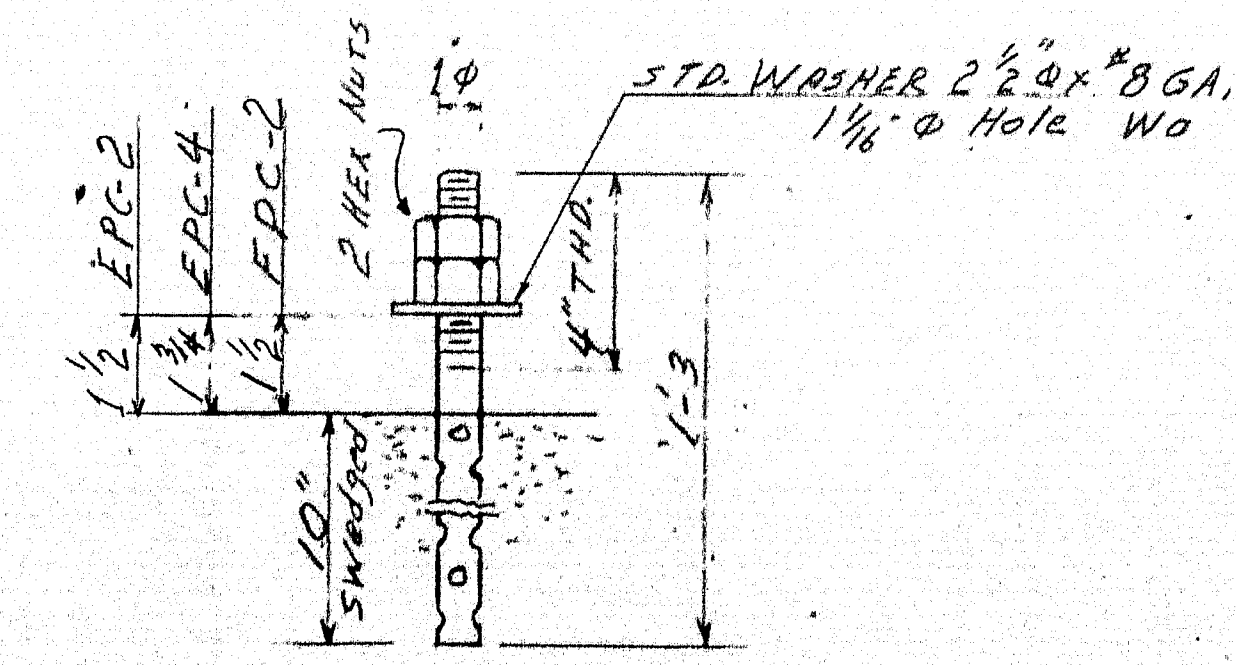
98-171



FABCO BEARING PADS "SA47"



PAINT NOTE
NO PAINT ON TOP OF SOLE PLATES "SP" AND
1" DOWN FROM TOP ON SIDES; COAT WITH BOILED
LINSEED OIL.
NO PAINT ON SURFACE WITH ASA 125 FINISH;
COAT WITH MIXTURE OF WHITE LEAD AND TALLOW.



SHIP	MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
EPC2	12			EXP BEARING ASSEMBLY			
	12	mp1		FB 8x1 1/2	1 8		
	12	rp1		FB 7x2	1 0		
	12	wp1		FB 7 1/4x2	0 11		
	12	sp1		FB 6x2	0 8		
	48	fb1		FB 2x1	0 5 1/4		
	24	kp		FB 1 1/4x3/8	0 4		
	24	d1		1" bar	0 1 1/2		
EPC4	6			EXP BEARING ASSEMBLY			
	6	mp2		FB 9x1 1/4	1 10		
	6	rp2		FB 8x2	1 2		
	6	wp2		FB 9 1/4x2	1 1		
	6	sp2		FB 7x2	0 8		
	24	fb2		FB 2 1/2x1	0 7 1/4		
	12	kp		FB 1 1/4x3/8	0 4		
	12	d1		1" bar	0 1 1/2		
FPC2	6			FIXED BEARING ASSEMBLY			
	6	mp3		FB 10x1 1/2	1 8		
	6	rp3		FB 7 1/2x2	1 2		
	6	sp3		FB 7x2	0 8		
	12	kp		FB 1 1/4x3/8	0 4		
	24	fb3		FB 3 1/2x1	0 5 1/2		
AB1	60			1" bar	1 3		
	120	SHOP		1" NUTS			HEX
FIELD	60			1" WASHER			2 1/2" O.D. 8 GA.
FPC1	12			Pad 8x1/8	1 8		
FPC2	6			Pad 9x1/8	1 10		Fabco "SA 47"
FPC3	6			Pad 10x1/8	1 8		1 REQ # 4068
Note - Allowance to be made for machining when cutting above material							
ITEM NO 702-103.1							
PROJECT NO: 1-95-9(12) 278							
BEARING MATERIAL TO BE ASTM A36							
ANCHOR BOLTS TO BE A307							
SHOP CONNECTIONS: WELDED							
FIELD CONNECTIONS:							
HOLES: AS NOTED							
PAINT: RED LEAD PER MAINE SHG SPEC.							
SOLE PLATES "SP" FIELD WELDED TO STRINGERS							

TYPE EPC & FPC

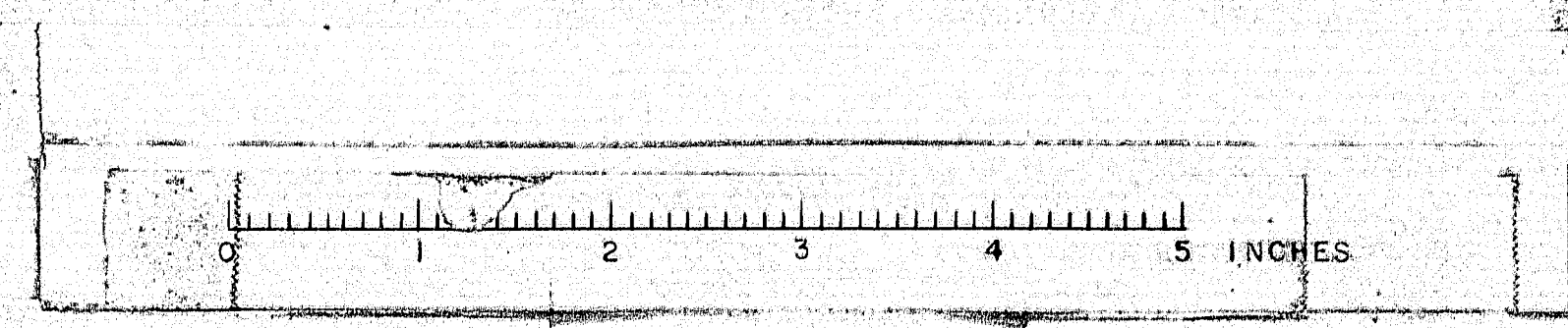
BEARING DETAILS

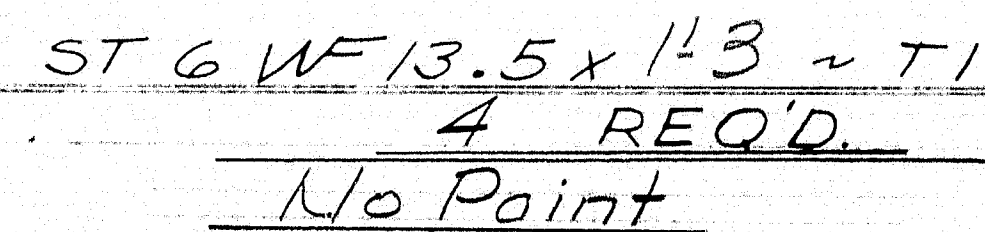
Brancroft & Martin Inc.
South Portland 7, Maine

1-95 OVER OAKFIELD - MYRNA ROAD
SOUTH BOUND
OAKFIELD - ME.

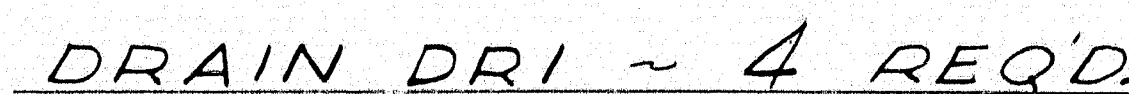
CUSTOMER: MAINE STATE HIGHWAY DEPT.
DESIGNER: MAINE STATE HIGHWAY DEPT.

ORDER NO. Verbal
DWG. NO. 98-172





TI's to be cut to exact lengths in field.



NOTE: SEE STATE'S DWGS. FOR DRAIN LOCATION

SHOP CONNECTIONS: *WELDED*
FIELD CONNECTIONS: *WELDED*
HOLES: _____
PAINT: *PER ME. STATE SPECS.*
RED LEAD & OIL & AS NOTED
Proj. No. T-95-2(12) 273

DRAIN DETAILS

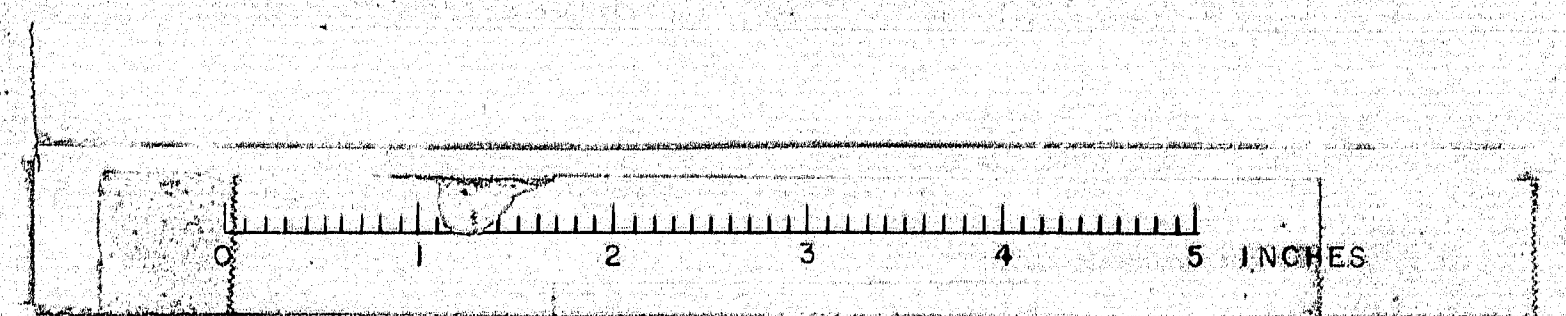
Bancroft & Martin Inc.
South Portland 7, Maine

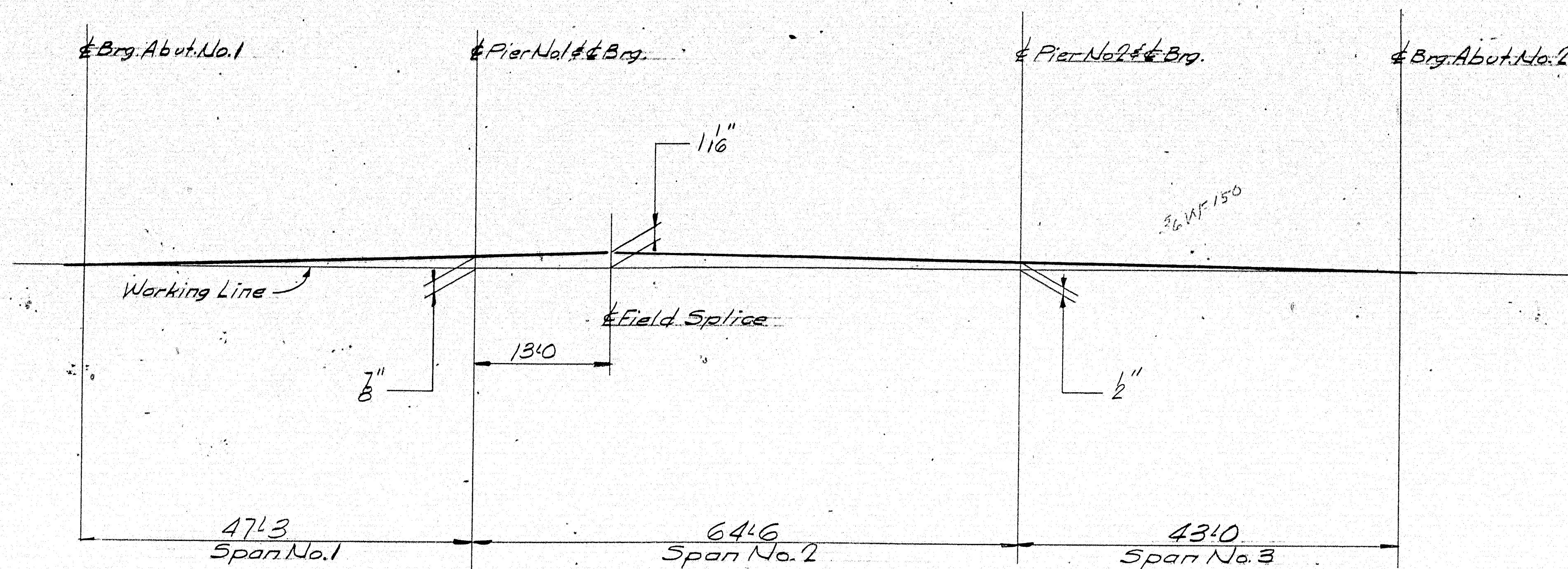
I-95 OVER OAKFIELD SMYRNA RD. SB
OAKFIELD, MAINE

CUSTOMER SIANCHETTE BROS. INC.
DESIGNER M.S.H.C.

ORDER NO. <u>VERBAL</u>	DWG. NO. <u>65-134-52</u>
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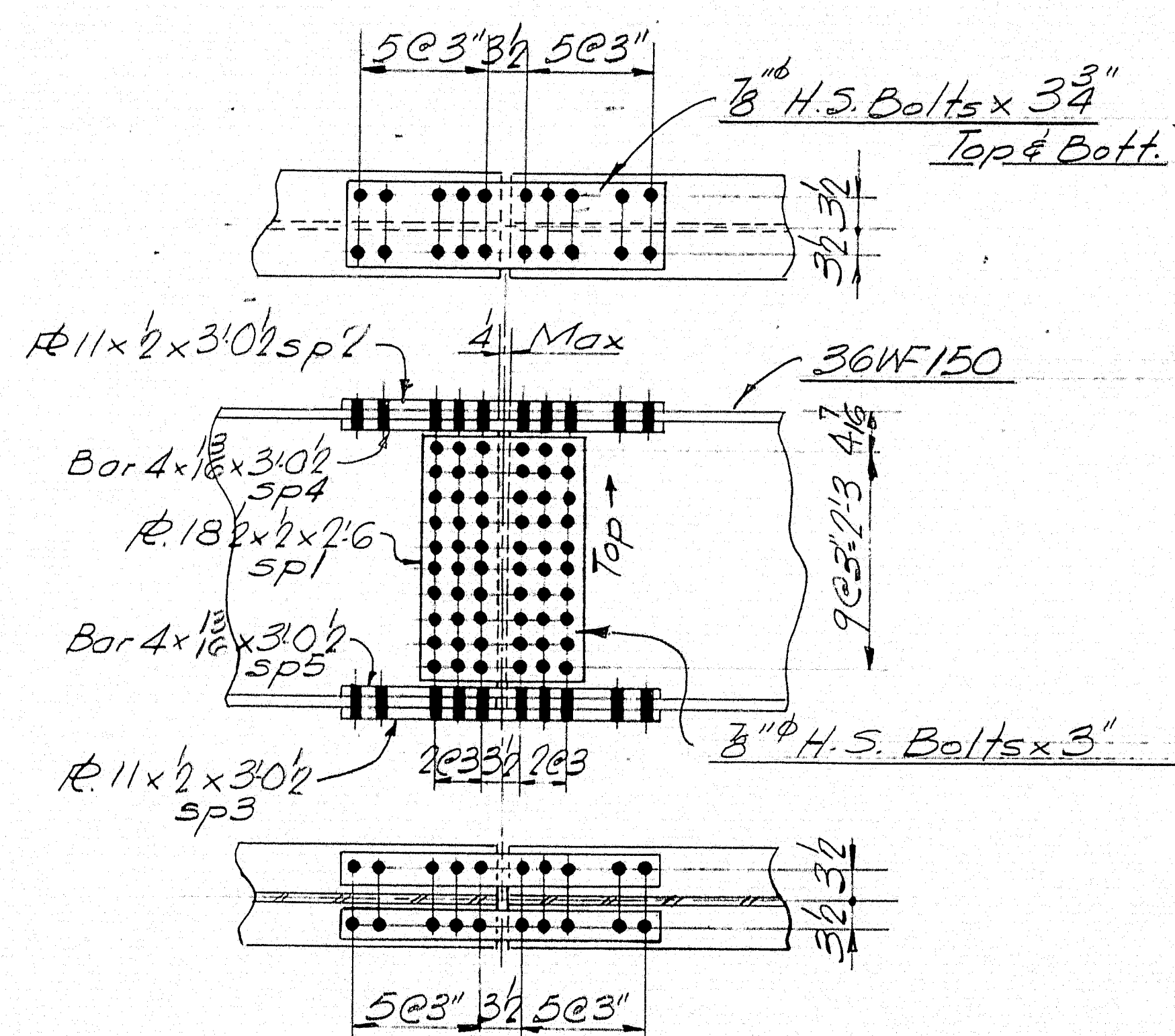
98-173





STRINGER ASSEMBLY DIAGRAM

Dimensions are given to underside of Bottom Flg.



SPICE DETAIL

After shop assembly of splices, splice plates are to be marked showing what stringers they are to connect.

- NOTE**
- 1) Holes in field splices of continuous beams are to be sub-punched (or sub-drilled) to $1/16"$ and reamed while assembled in the shop to $1/16"$. Connecting parts to be match marked & bolted for shipment.
 - 2) Any natural camber to be placed up.

Proj. No. I-95-9(12) 278

SHOP LAYOUT

Bancroft & Martin Inc.
South Portland, Maine

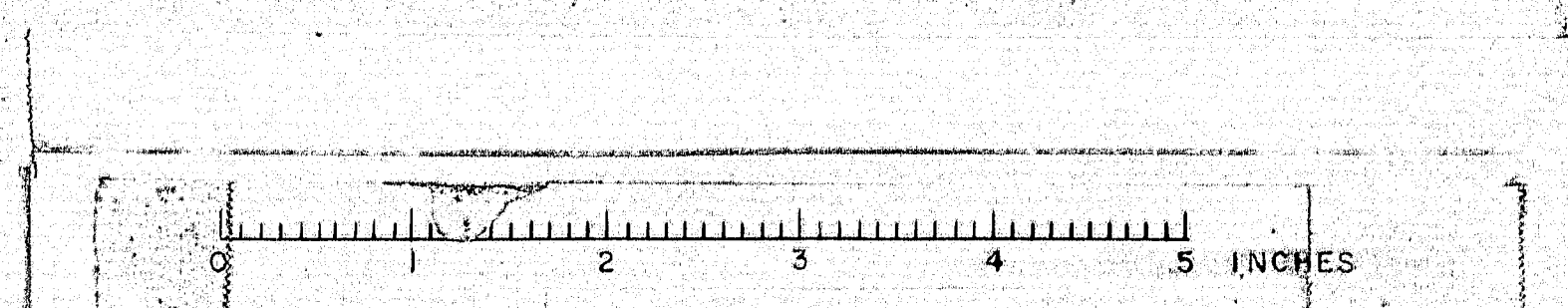
I-95 OVER OAKFIELD-SMYRNA RD. SB
OAKFIELD, MAINE

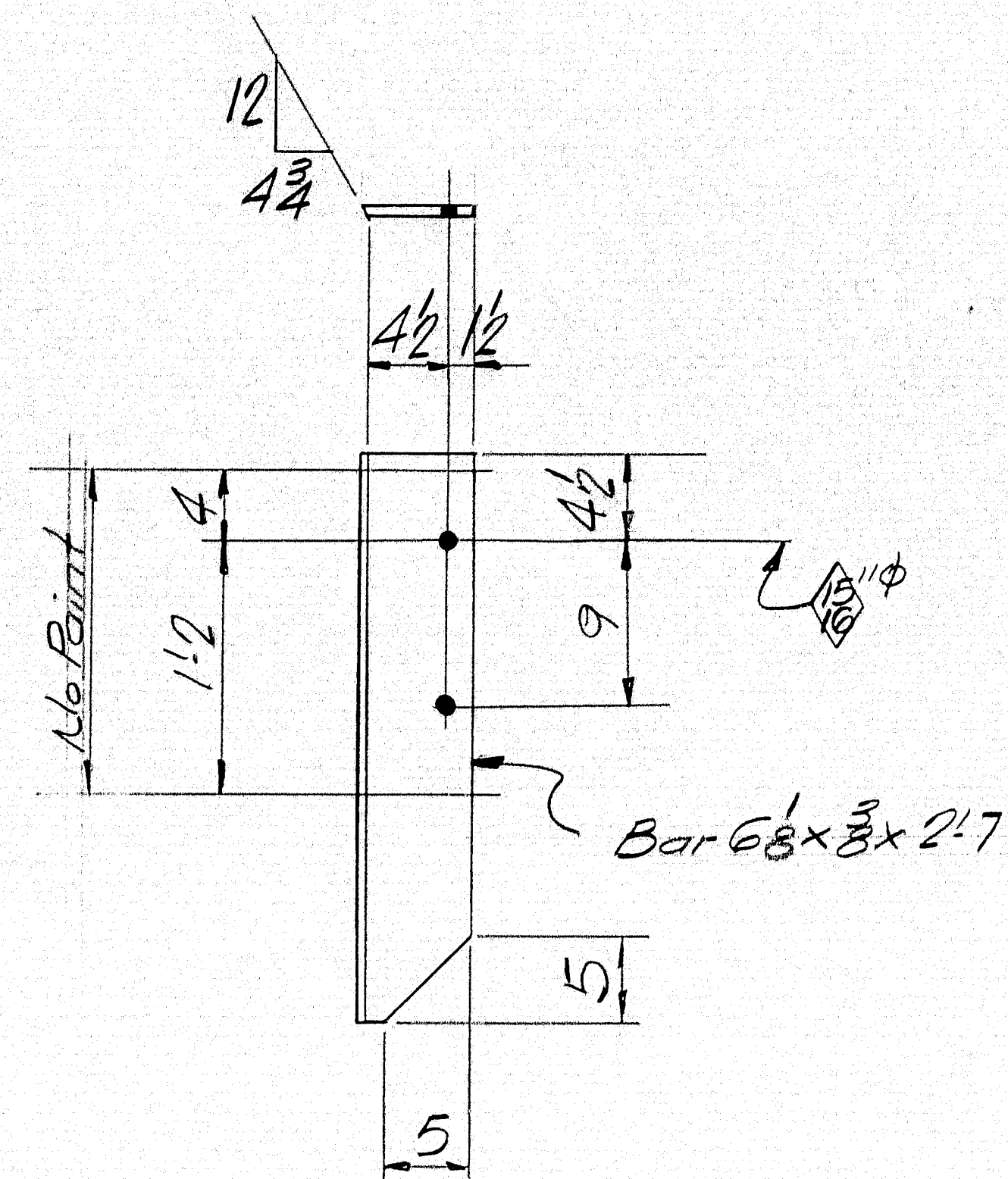
CUSTOMER: CIANCHETTE BROS. INC.
DESIGNER: MAINE S.H.C. BRIDGE DIV.

ORDER NO. VERBAL DWG. NO. 65-13453

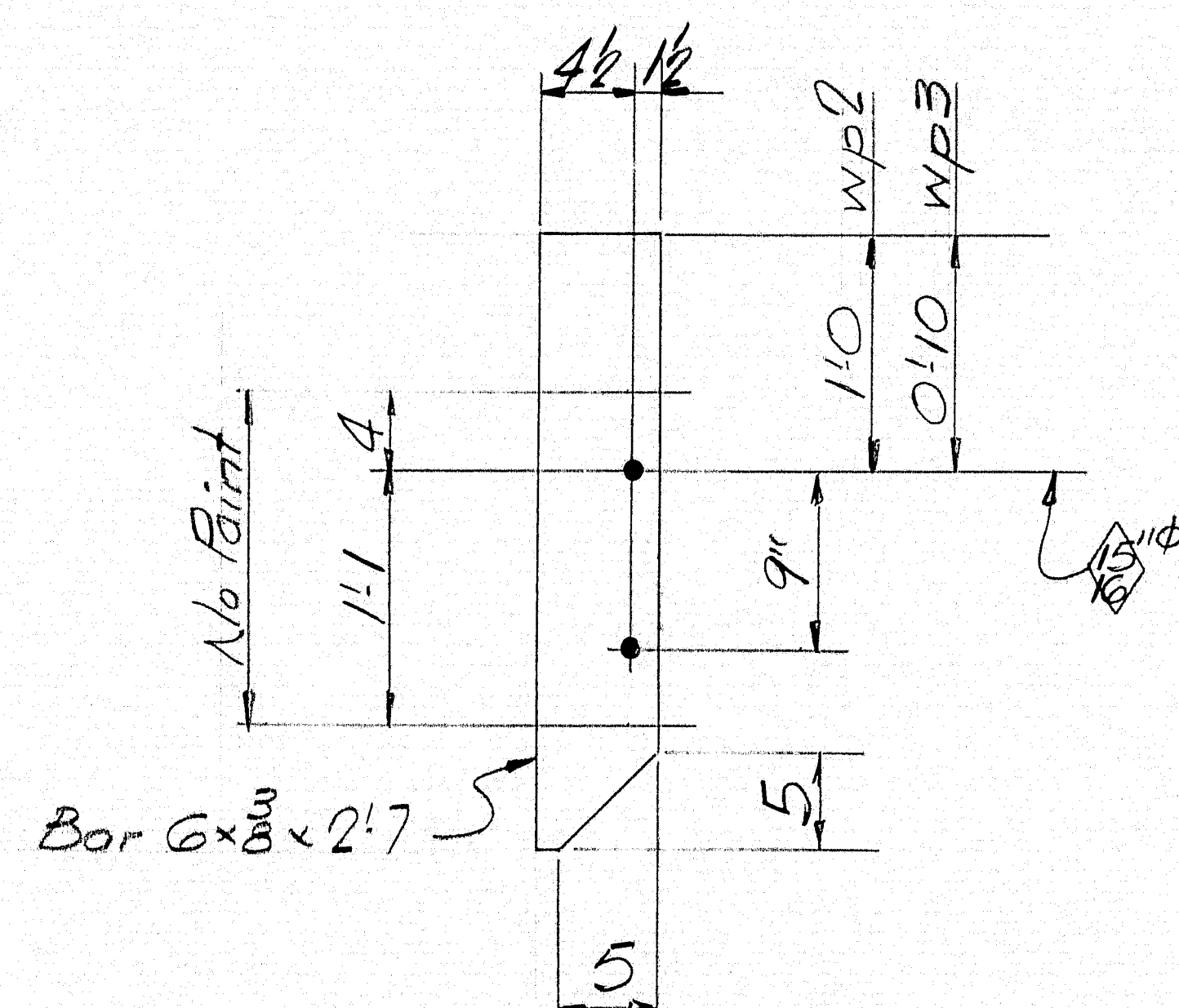
DRAWN	7-30-65	J.P.F.
REVISION		
REVISION		
REVISION		

98-174



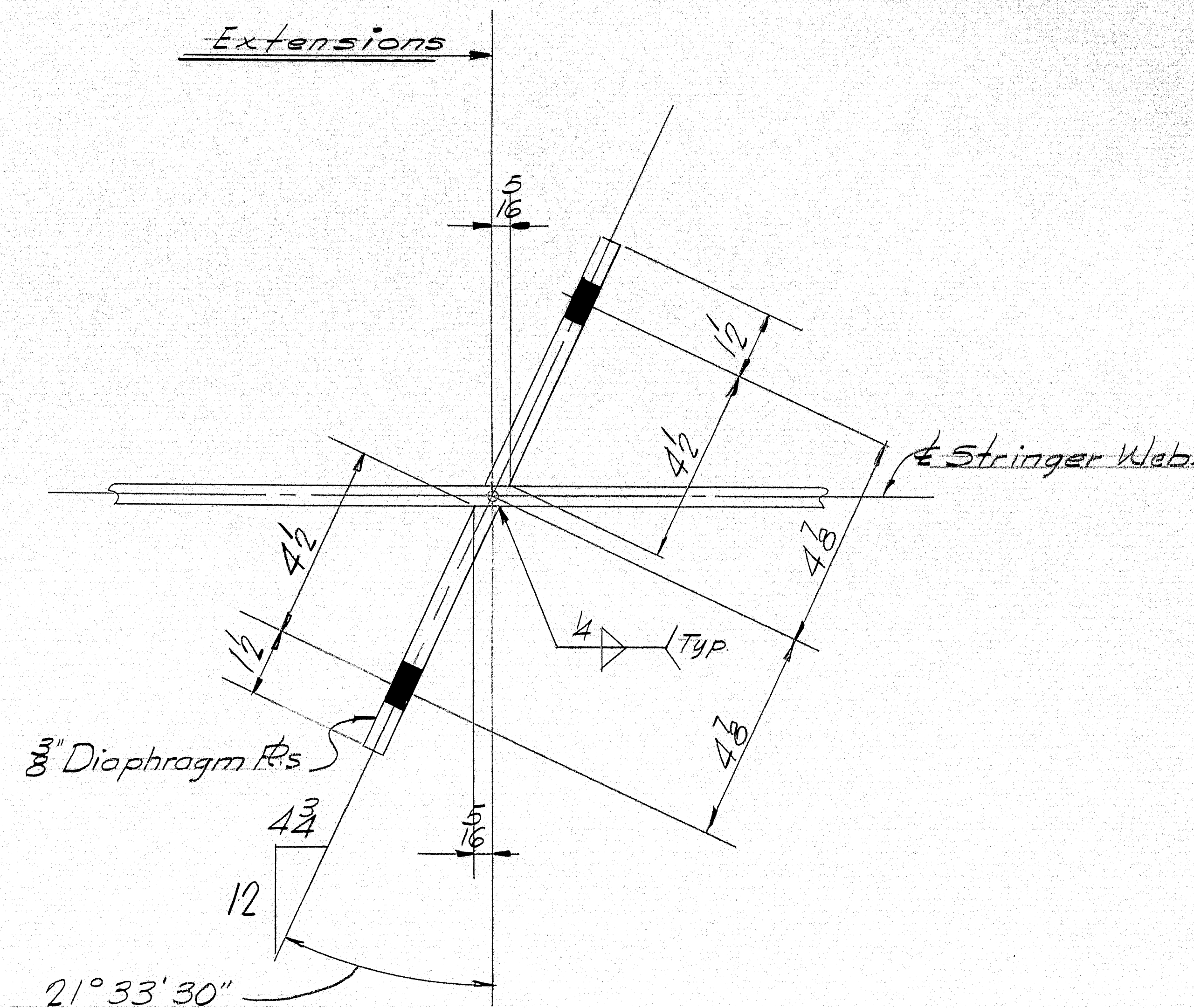


wpl-60 Req'd.



wp2-15 Req'd.

wp3-15 Req'd.

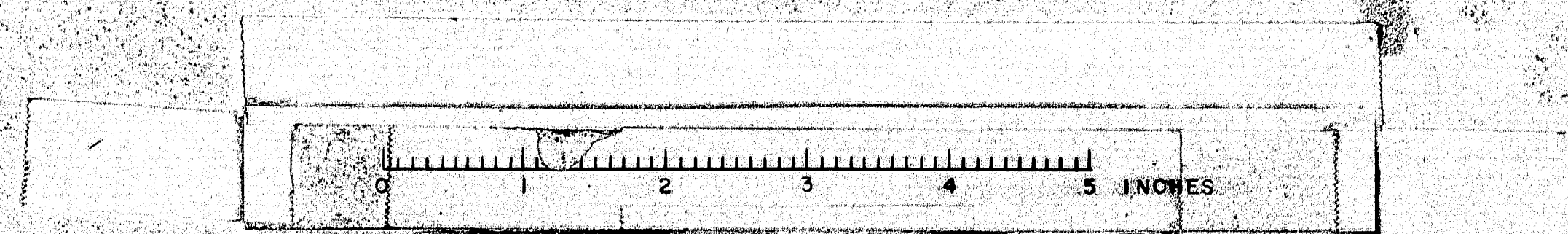


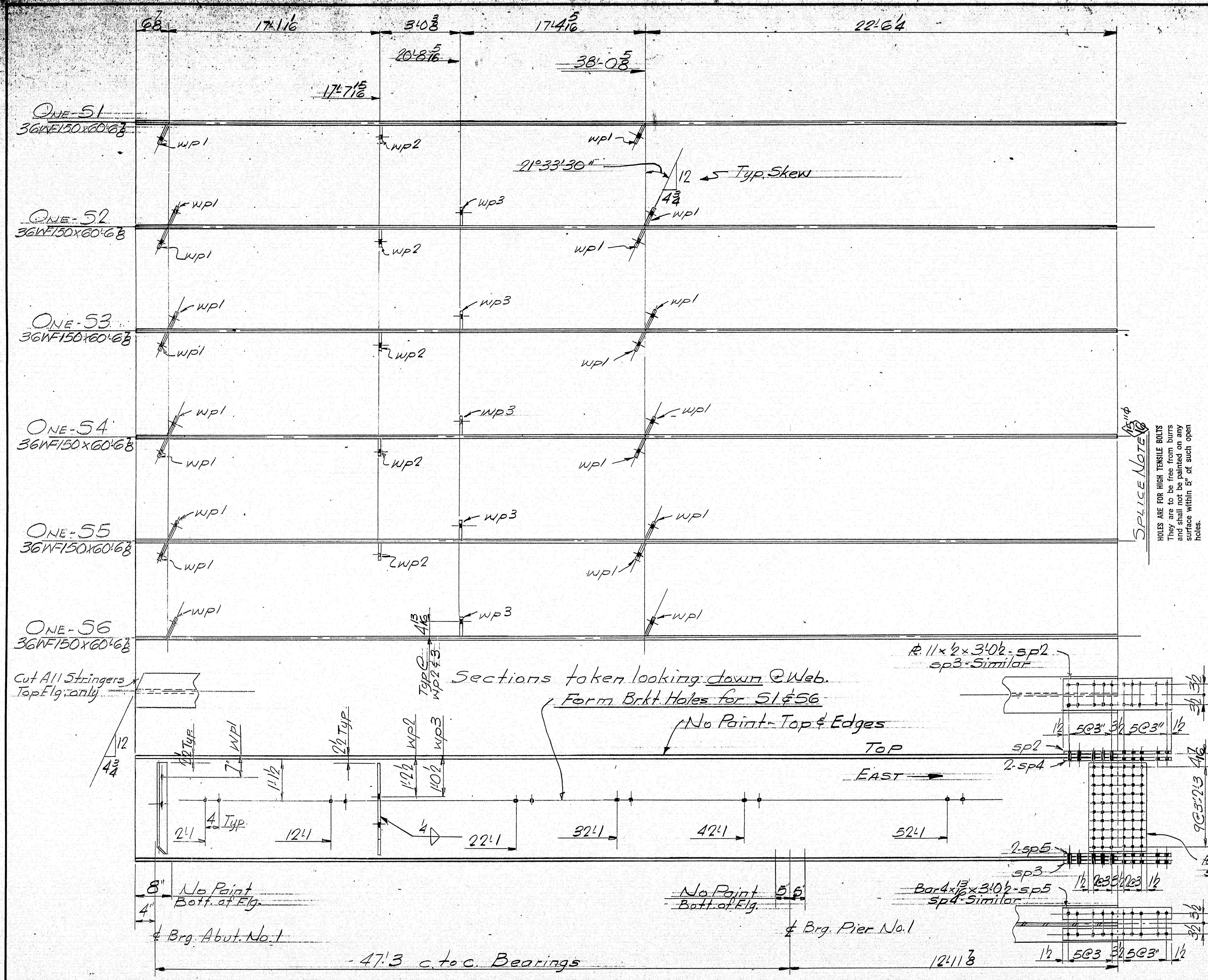
DETAIL @ DIAPHRAGM PLATES - wpl

Proj. No. I-95-9(12)278
TYPICAL DETAILS
Bancroft & Martin Inc.
South Portland 7, Maine
I-95 OVER OAKFIELD-SMYRNA RD. SB.
OAKFIELD, MAINE

DRAWN	8-5-65 J.P.F.	CUSTOMER	CIANCHETTE BROS. INC.
REVISION	9-23-65 J.P.F.	DESIGNER	MAINE S.H.G. BRIDGE DIV.
REVISION		ORDER NO.	VEREAL
REVISION		DWG. NO.	65-134-54

98-175





SHIP		BILL OF MATERIAL			DWG. NO. 65-134-55	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
51	1		36WF150	60' 6 3/8"		No Camber
52	1			60' 6 3/8"		
53	1			60' 6 3/8"		
54	1			60' 6 3/8"		
55	1			60' 6 3/8"		
56	1		36WF150	60' 6 3/8"		No Camber
	12	SP1	R 1/2 x 2	2' 6"		
	6	SP2	R 11 x 2	3' 0 1/2"		
	6	SP3	Do	3' 0 1/2"		
	12	SP4	Bar 4 x 1/2	3' 0 1/2"		
	12	SP5	Do	3' 0 1/2"		
	20	WP1	Bar 6 x 3/8	2' 7"		
	5	WP2	Bar 6 x 3/8	2' 7"		
	5	WP3	Do	2' 7"		
FIELD	370		3" H.S. BOLTS	0' 3"		
Do	300		Do	0' 3 3/4"		
Do	670		3" H.S. BOLTS	0' 14"		
Do	70		3" H.S. BOLTS	0' 14"		

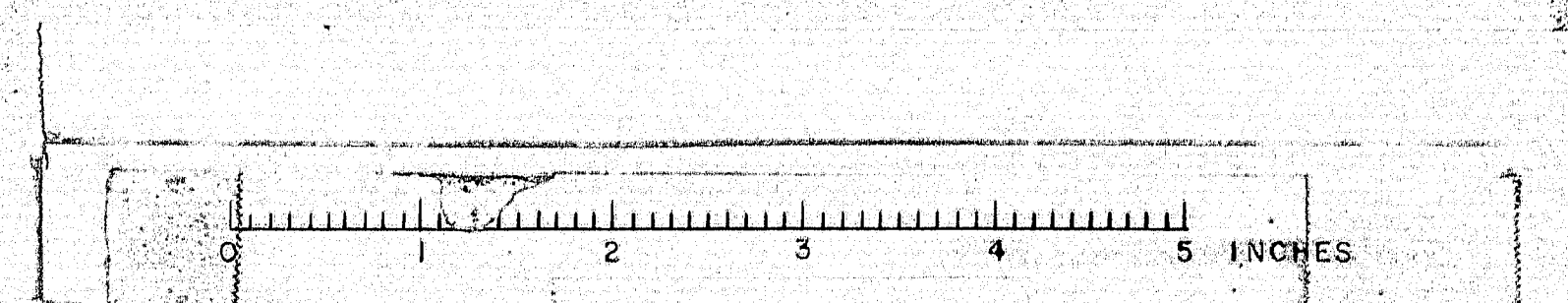
SPICE NOTE
 HOLES ARE FOR HIGH TENSILE BOLTS
 They are to be free from burrs
 and shall not be painted on any
 surface within 5" of such open
 holes.

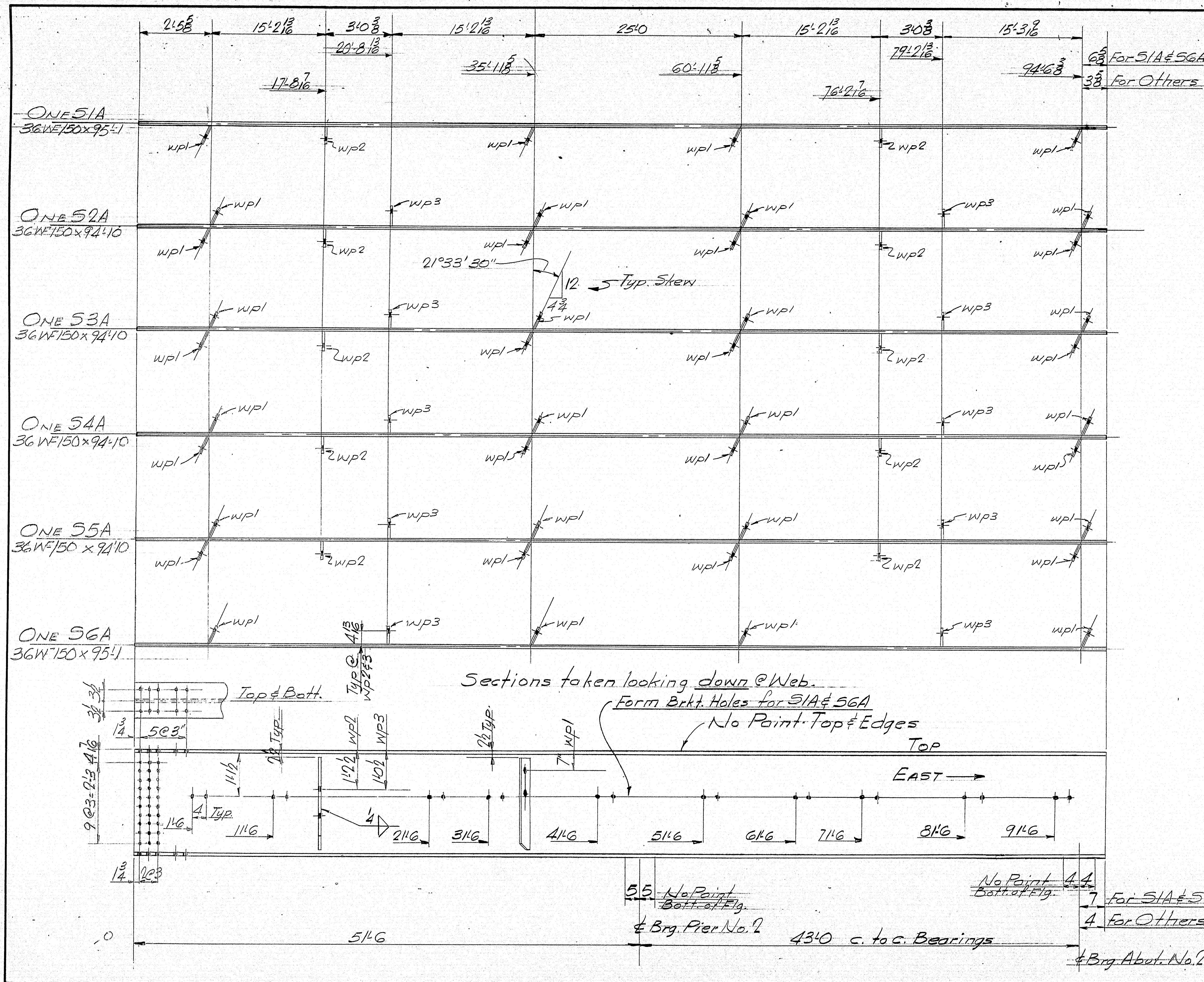
SHOP CONNECTIONS: Welded - E70 Rod.
 FIELD CONNECTIONS: Welded & Bolted
 HOLES: 1/8" dia
 PAINT: Red Lead Per Maine Specs

Proj. NO. I-95-9(12)278
 STRINGERS - SPAN No. 1
 Bancroft & Martin Inc.
 South Portland, Maine
 I-95 OVER OAKFIELD SPRING RD. SB
 OAKFIELD, MAINE
 CUSTOMER: CIANCHETTA BROS. INC.
 DESIGNER: MAINE S.H.S. BRIDGE DIV.
 ORDER NO. VERBAL DWG. NO. 65-134-55

DRAWN	8-26-65 J.P.F.
REVISION	9-7-65 J.P.F.
REVISION	
REVISION	

98-176





SHIP		BILL OF MATERIAL				DWG. NO. 65-134-56
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
51A	1		36WF150	95	1	No Camber
52A	1			94	10	
53A	1			94	10	
54A	1			94	10	
55A	1			94	10	
56A	1		36WF150	95	1	No Camber
	40	WPL	Borg & M	2	7	
	10	WPL	Borg & M	2	7	
	10	WPL	Do	2	7	
All Mat. A.S.T.M. Desig. A36						
ITEM 702-103.1						

SHOP CONNECTIONS: Welded - E70 Rod
FIELD CONNECTIONS: Welded & Bolted
HOLES: 1 1/2" dia
PAINT: Red Lead Per Maine Specs

Proj. No. I-95-9(12)278
STRINGERS - SPAN No. 3

Rancroft & Martin Inc.
South Portland, Maine

I-95 OVER OAKFIELD RIVER
OAKFIELD, MAINE

CUSTOMER: CANTHETTE BROS. INC.
DESIGNER: MAINE S.H.C. BRIDGE DIV.

ORDER NO. VERBAL
DWG. NO. 65-134-56

48-177

ESTIMATE OF QUANTITIES				
ITEM	DESCRIPTION	QUANTITY		UNIT
		S.B.	N.B.	
204-14	Structural Earth Excavation, Piers	125	156	Cu. Yds.
701-33	Portland Cement Concrete, Abutments & Retaining Walls	174	184	Cu. Yds.
701-33.1	Portland Cement Concrete, Piers (Oakfield-Smyrna Road)	133	134	Cu. Yds.
701-40	Portland Cem. Conc. Rdwy. & Sidewalk Slabs on Steel Bridges	186	196	Cu. Yds.
702-103.1	Structural Steel, Fabricated & Del. (Oakfield-Smyrna Road)	L.S.	L.S.	L.S.
702-104.1	Structural Steel, Erection (Oakfield-Smyrna Road)	L.S.	L.S.	L.S.
702-105.1	Structural Steel, Field Painting (Oakfield-Smyrna Road)	L.S.	L.S.	L.S.
705-13	Reinforcing Steel, Delivered	81,000	89,100	Lbs.
705-14	Reinforcing Steel, Placing	81,000	89,100	Lbs.
708-16	Steel H-Beam Piles 42 Lbs./Ft.	1,206	2,184	Lin. Ft.
805-8	Bridge Rail	305	322	Lin. Ft.
807-11	Epoxy Resin Surface Sealant	126	124	Sq. Yds.
808-6	Slope Paving	570	596	Sq. Yds.
901-24	Vertical Bridge Curb - Type I	313	330	Lin. Ft.
901-25	Vertical Bridge Curb Circular - Type I	12	12	Lin. Ft.
* 701-55	Curing Box For Concrete Cylinders		1	Each

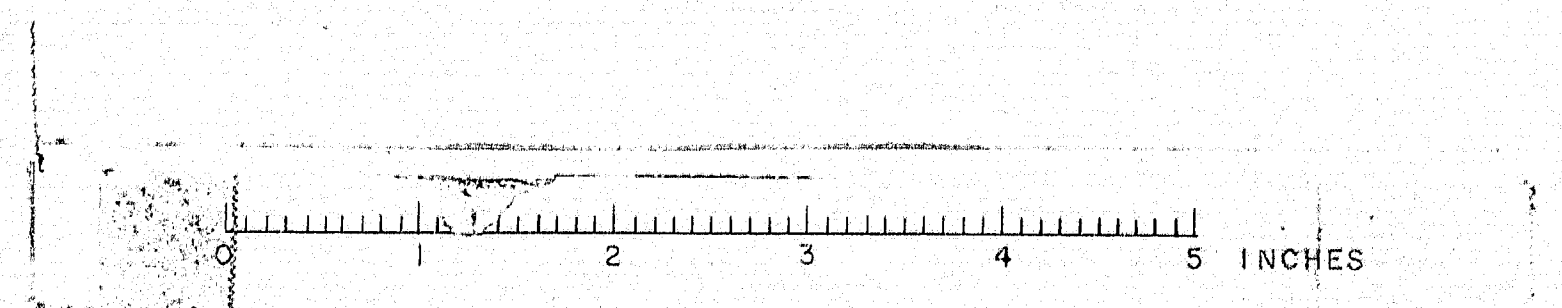
Estimated Weight of Structural Steel including Drains is 109,900 lbs. Southbound, 189,100 lbs. Northbound, for total of 299,000 lbs.
 * This curing box will also be used for the Mattawamkeag River Bridges in Oakfield

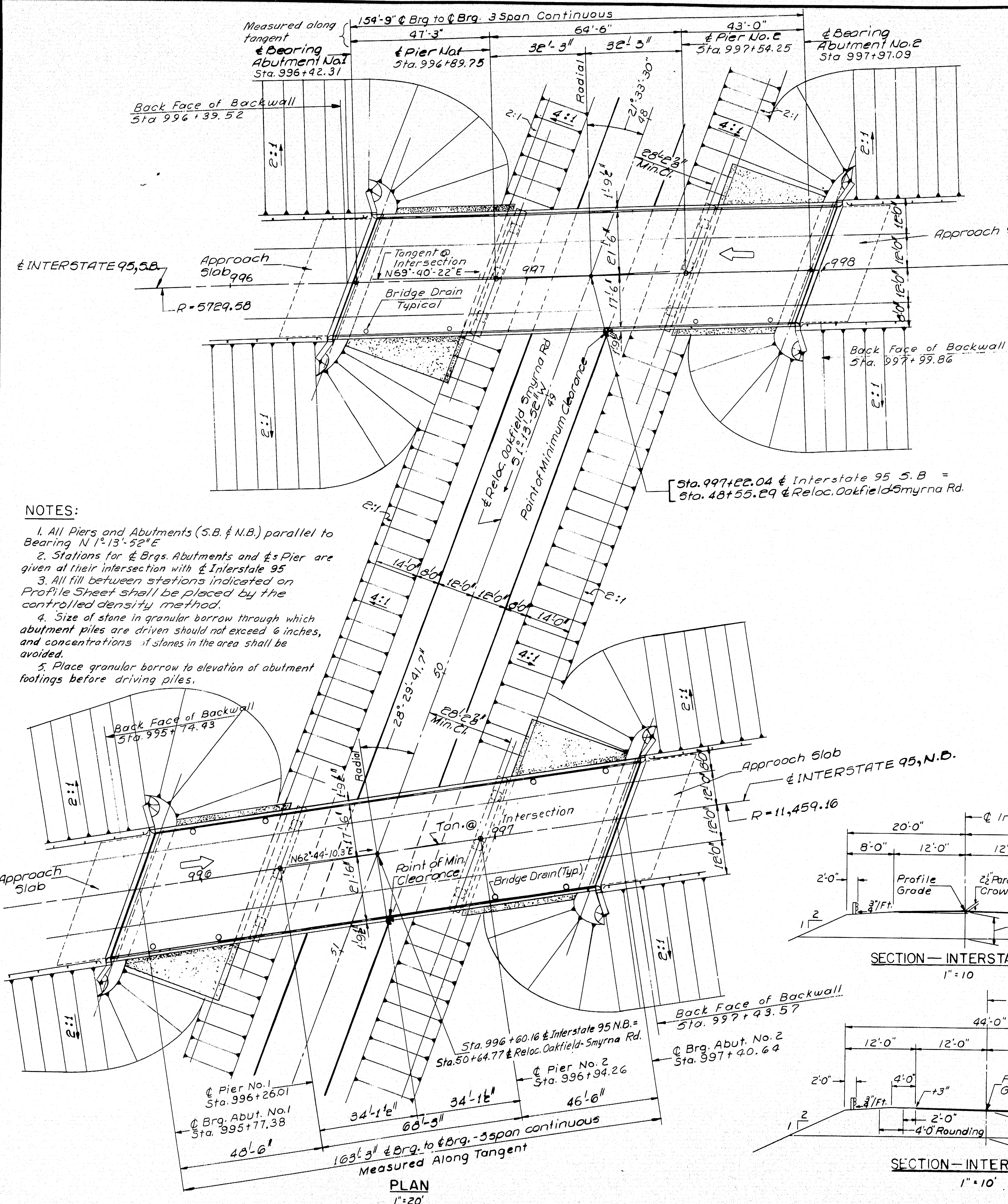
INDEX OF SHEETS	
1.	TITLE SHEET
2.	GENERAL PLAN
3.	FOUNDATION SURVEY S.B.
4.	FOUNDATION SURVEY N.B.
5.	ABUTMENT NO. 1 S.B.
6.	ABUTMENT NO. 2 S.B.-APPROACH SLAB
7.	ABUTMENT NO. 1 N.B.
8.	ABUTMENT NO. 2 N.B.-APPROACH SLAB
9.	PIERS S.B.
10.	PIERS N.B.
11.	STRUCTURAL STEEL & BLOCKING S.B.
12.	STRUCTURAL STEEL & BLOCKING N.B.
13.	SUPERSTRUCTURE S.B.
14.	SUPERSTRUCTURE N.B.
15.	SLOPE PAVING
16.	REINFORCING STEEL
17.	REINFORCING STEEL

STANDARD DETAIL SHEETS	
BD 101-64	BEARING PEDESTALS
BD 103-64	BEAM SPLICES
BD 104-64	DIAPHRAGMS, ARMORED JOINT, SHEAR CONNECTORS, DRAIN
BD 105-64	EXPANSION DAMS
BD 107-64	STEEL RAIL
BD 108-64	ALUMINUM RAIL

DESIGN-- TRACE-- CHECK--	DETAIL R. O. L. SURVEY-- PLOT--	BRIDGE NO. SURVEY-- PLOT--
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
INTERSTATE 95 OVER		
OAKFIELD-SMYRNA ROAD		
IN THE TOWN OF OAKFIELD		
ARROOSTOOK COUNTY		
TITLE SHEET		
HOWARD, NEEDLES, TAMMEN & BERGENDOFF CONSULTING ENGINEERS NEW YORK BOSTON KANSAS CITY		SHEET 1 OF 17 AUGUSTA, MAINE FEBRUARY 1961

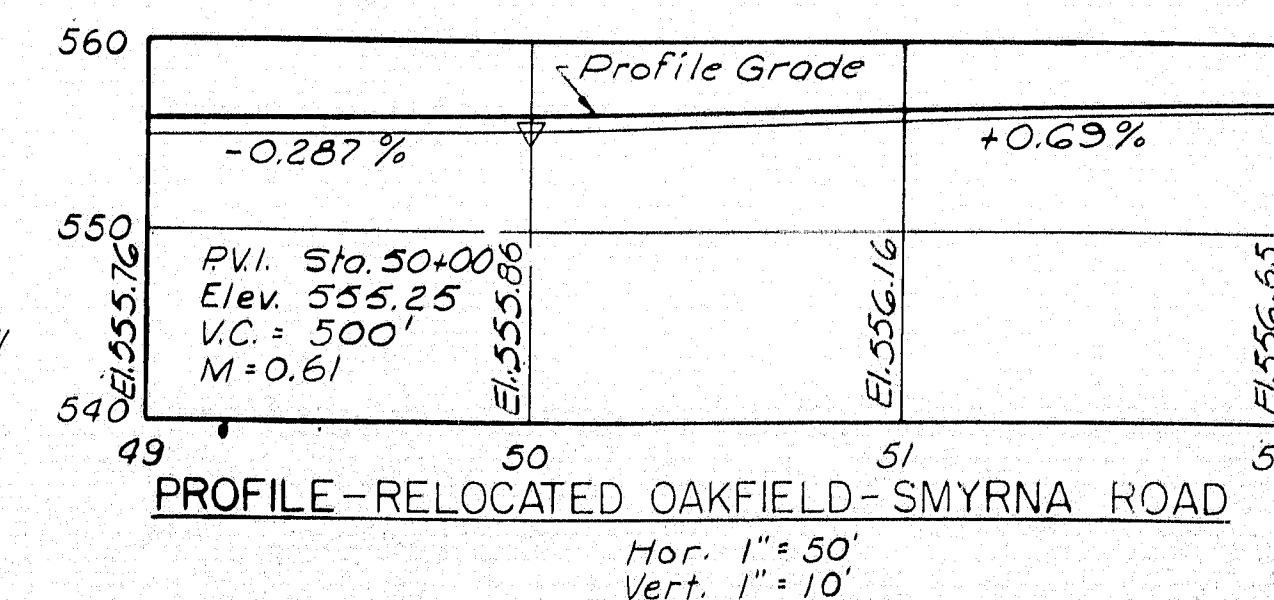
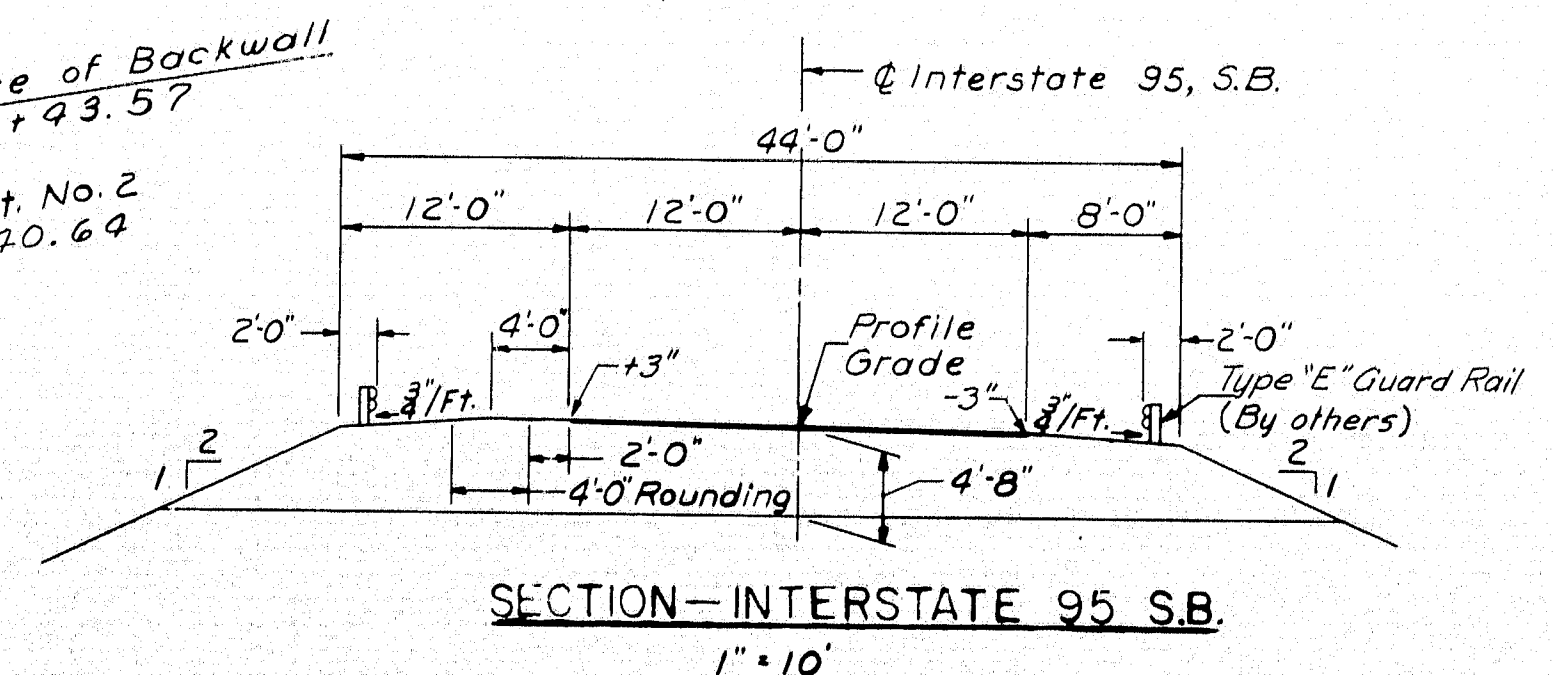
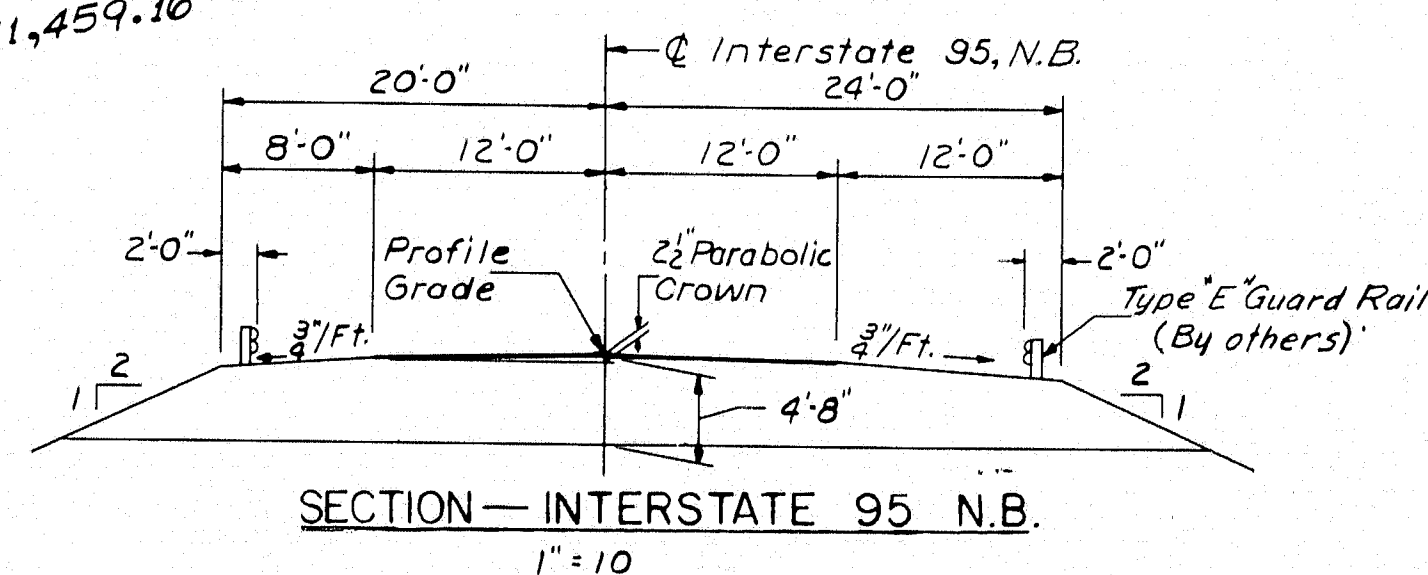
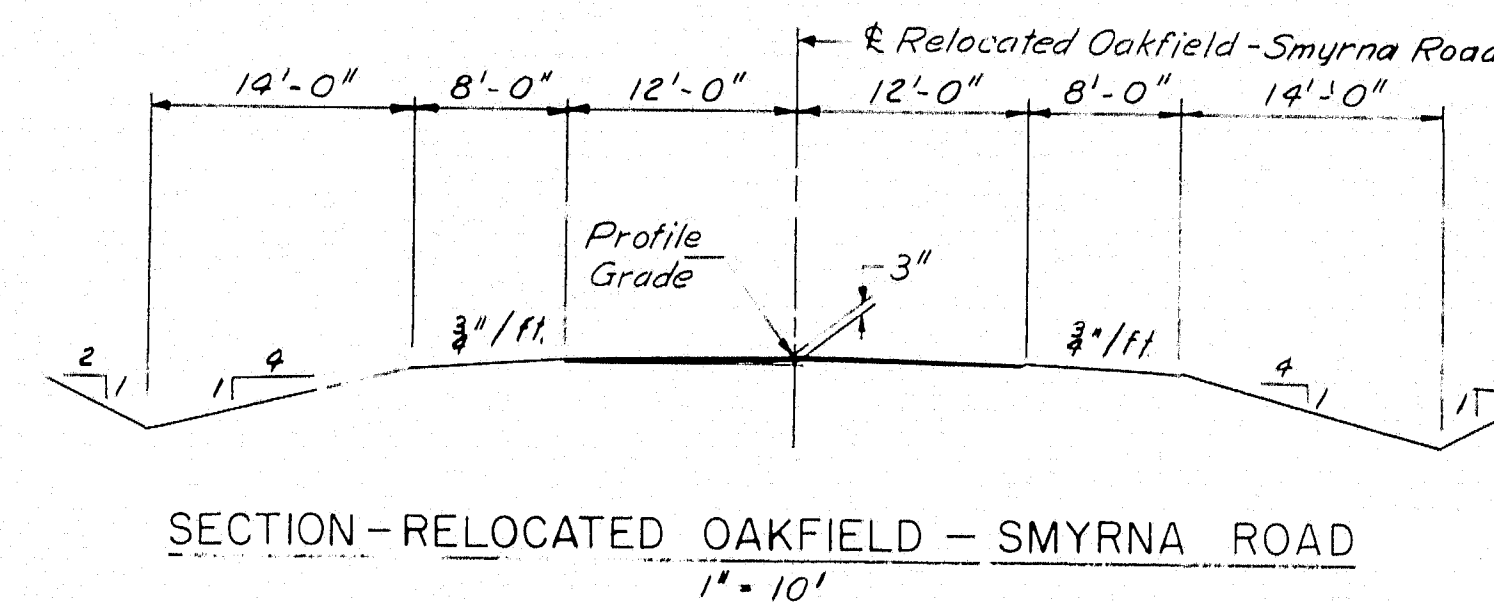
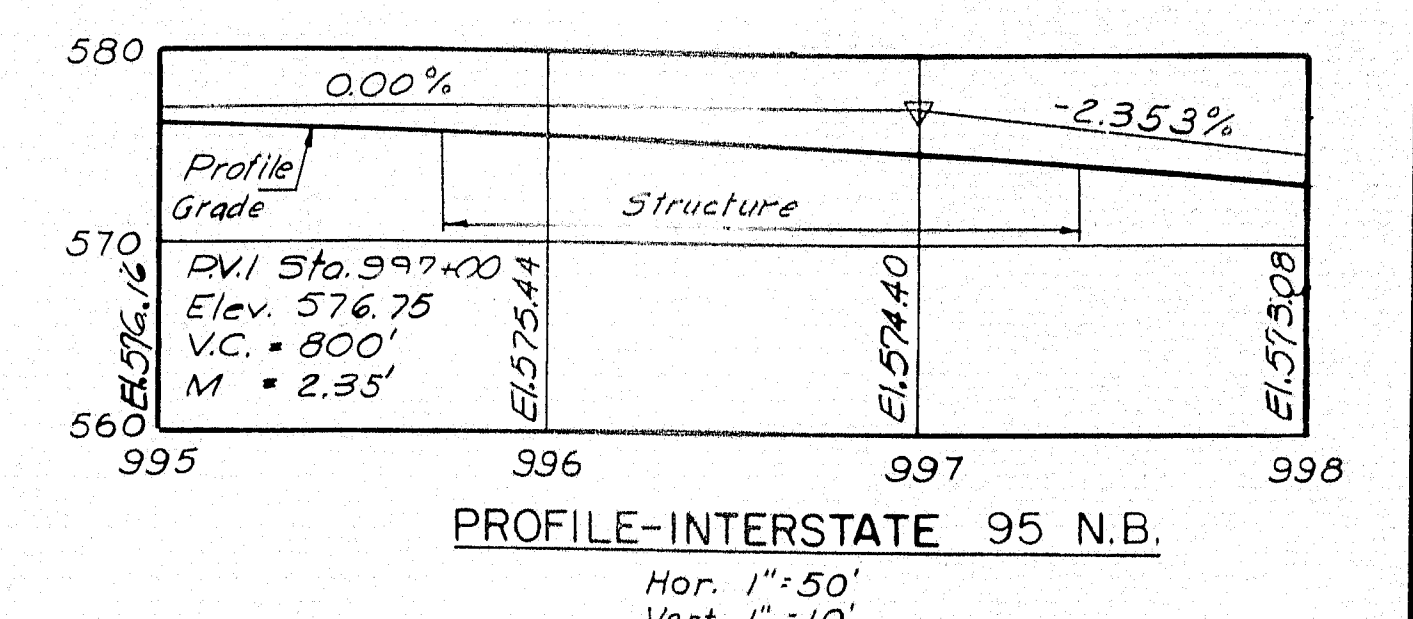
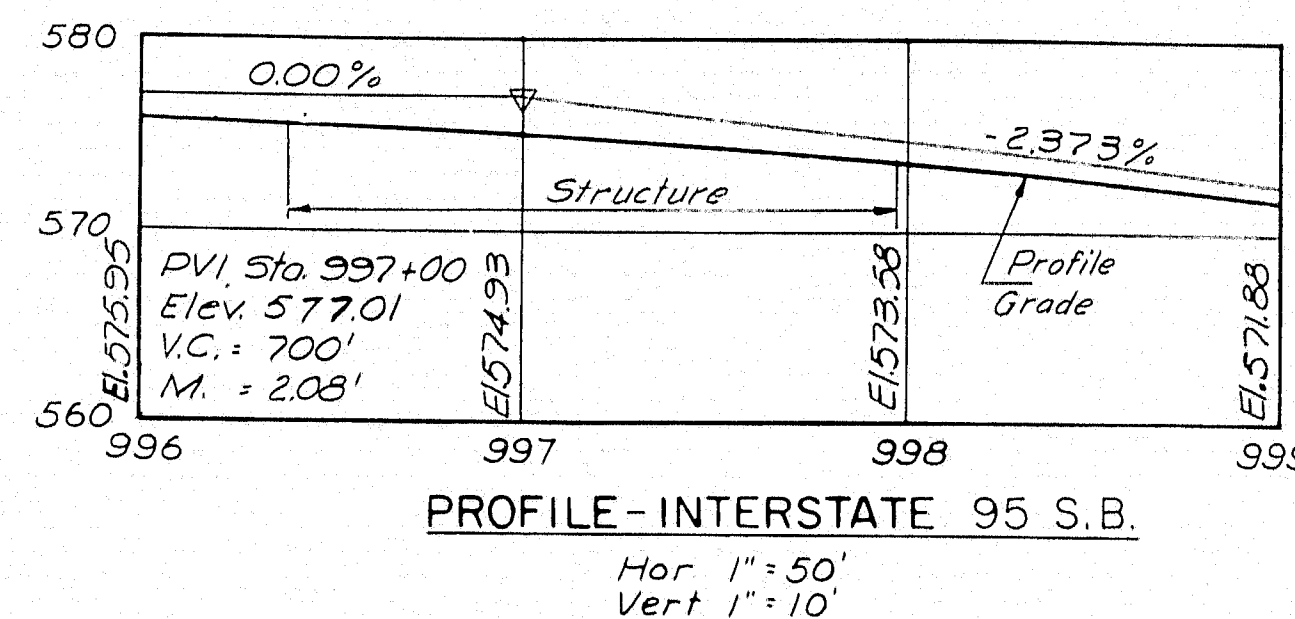
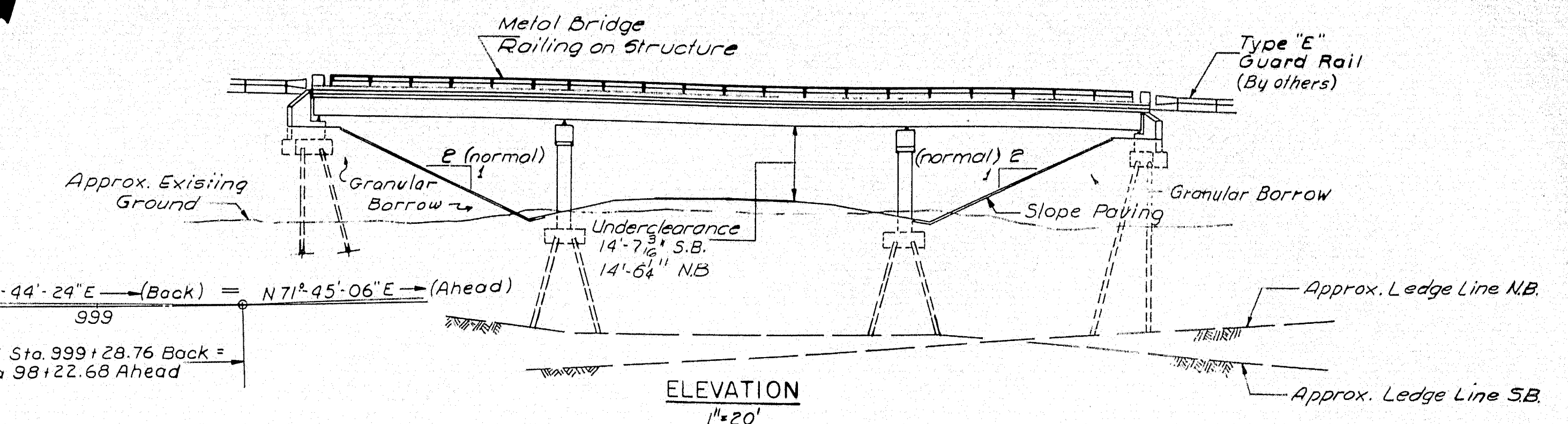
M-2271 OAKFIELD (12)





NOTES:

1. All Piers and Abutments (S.B. & N.B.) parallel to Bearing N 1°13'-52"E
2. Stations for Brgs. Abutments and Piers are given at their intersection with Interstate 95
3. All fill between stations indicated on Profile Sheet shall be placed by the controlled density method.
4. Size of stone in granular borrow through which abutment piles are driven should not exceed 6 inches, and concentrations of stones in the area shall be avoided.
5. Place granular borrow to elevation of abutment footings before driving piles.



SPECIFICATIONS

DESIGN
AASHTO Standard Specifications for Highway Bridges 1961 with Interim Specifications 1961, 1962, 1963 & 1964.

CONTRACT
State of Maine, State Highway Commission, Standard Specifications for Highways and Bridges, Revision of January 1956 and Supplemental Specifications February 1960

LIVE LOADING
HS 20-44 (Modified for Interstate)

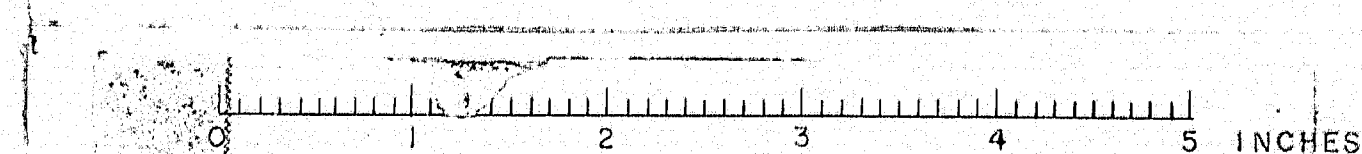
FOUNDATIONS
Abutments - 10BP42 End Bearing Piles (37 Ton Capacity)
Piers - 10BP42 End Bearing Piles (50 Ton Capacity)

ALLOWABLE STRESSES
Concrete ($n=10$) $\sim f_c = 1200$ psi
Reinforcing Steel, Int. Grade $\sim f_s = 20,000$ psi
Structural Steel $\sim f_s = 20,000$ psi. (A.S.T.M. A36)

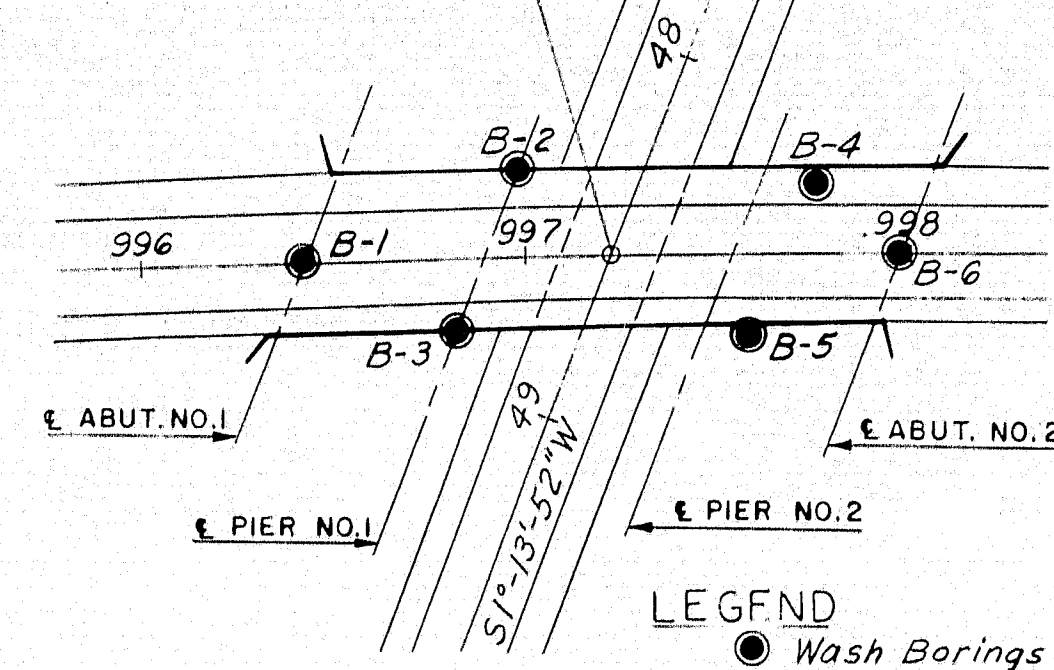
CONCRETE CLASSIFICATION
All concrete shall be Class 'A' except Slope Paving which shall be Class 'Y'.

DESIGN-TRACE-CHECK	DETAIL D.A.T.	BRIDGE NO. SURVEY- PLOT
PRN		
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
INTERSTATE 95 OVER OAKFIELD-SMYRNA ROAD IN THE TOWN OF OAKFIELD AROSTOOK COUNTY GENERAL PLAN		
SHEET 2 OF 17 AUGUSTA, MAINE FEBRUARY 1965		

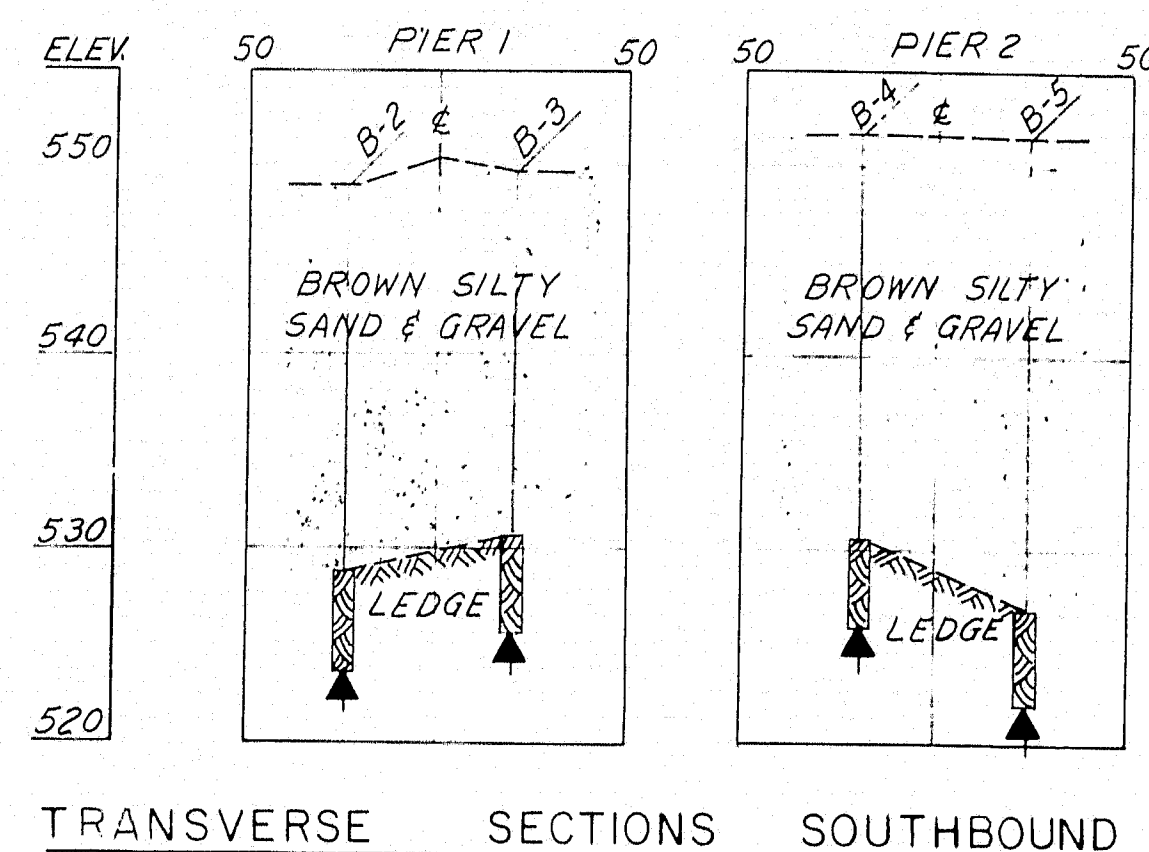
M-2272 OAKFIELD (12)



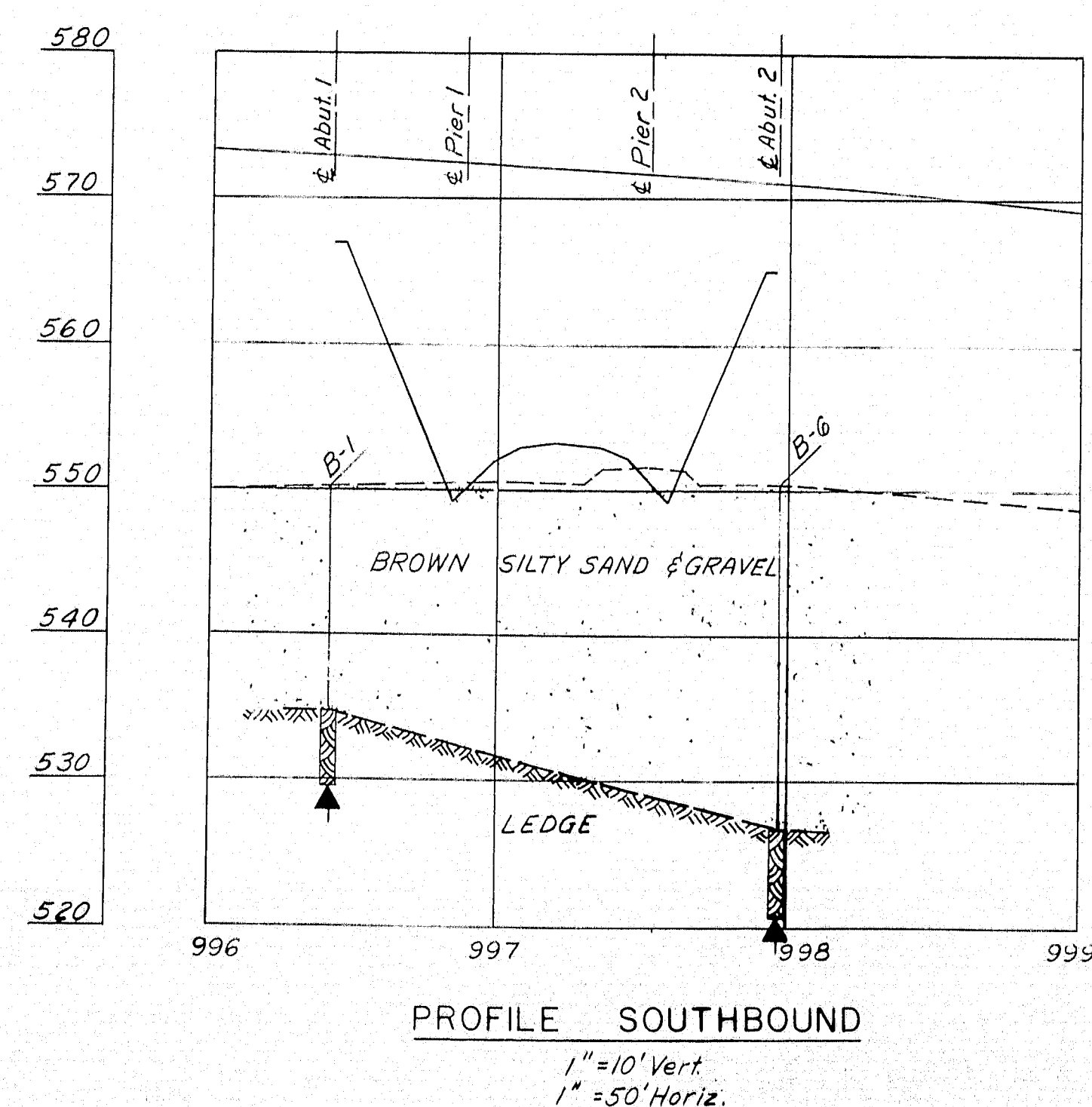
Sta. 997+22.04 & S.B. Rdwy. =
Sta. 48+55.29 & Reloc. Oakfield Rd.



PLAN
1" = 50'

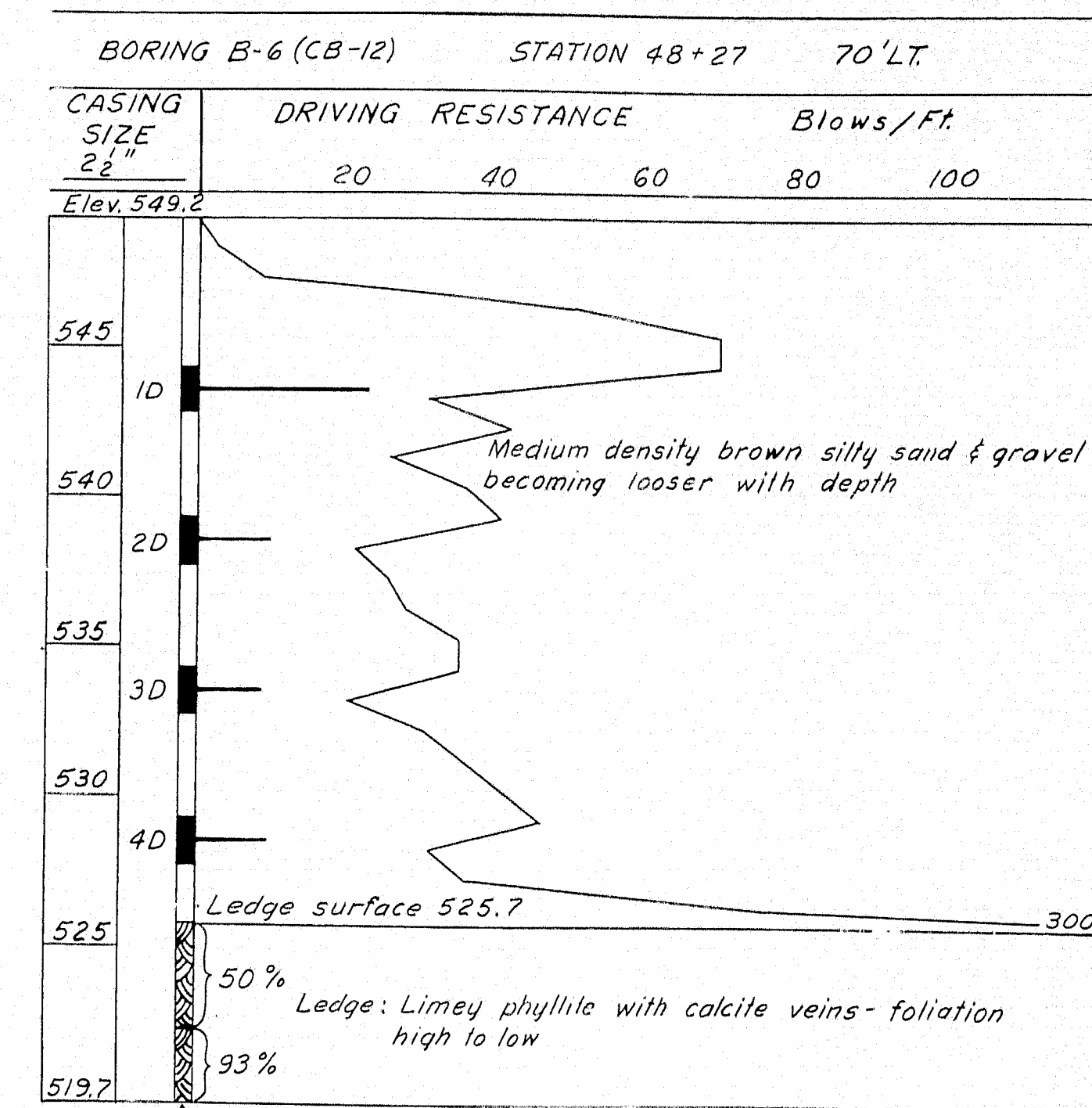
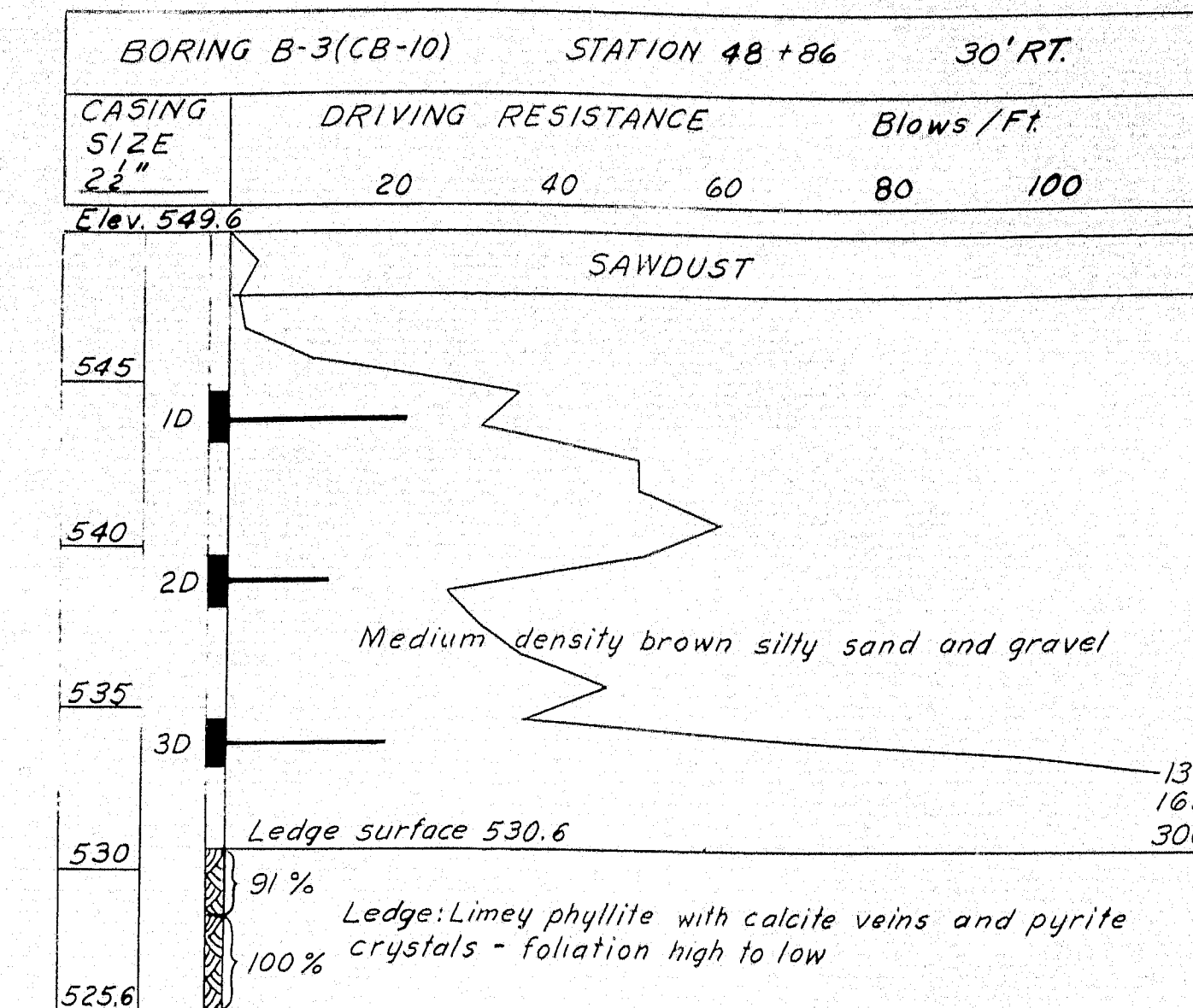
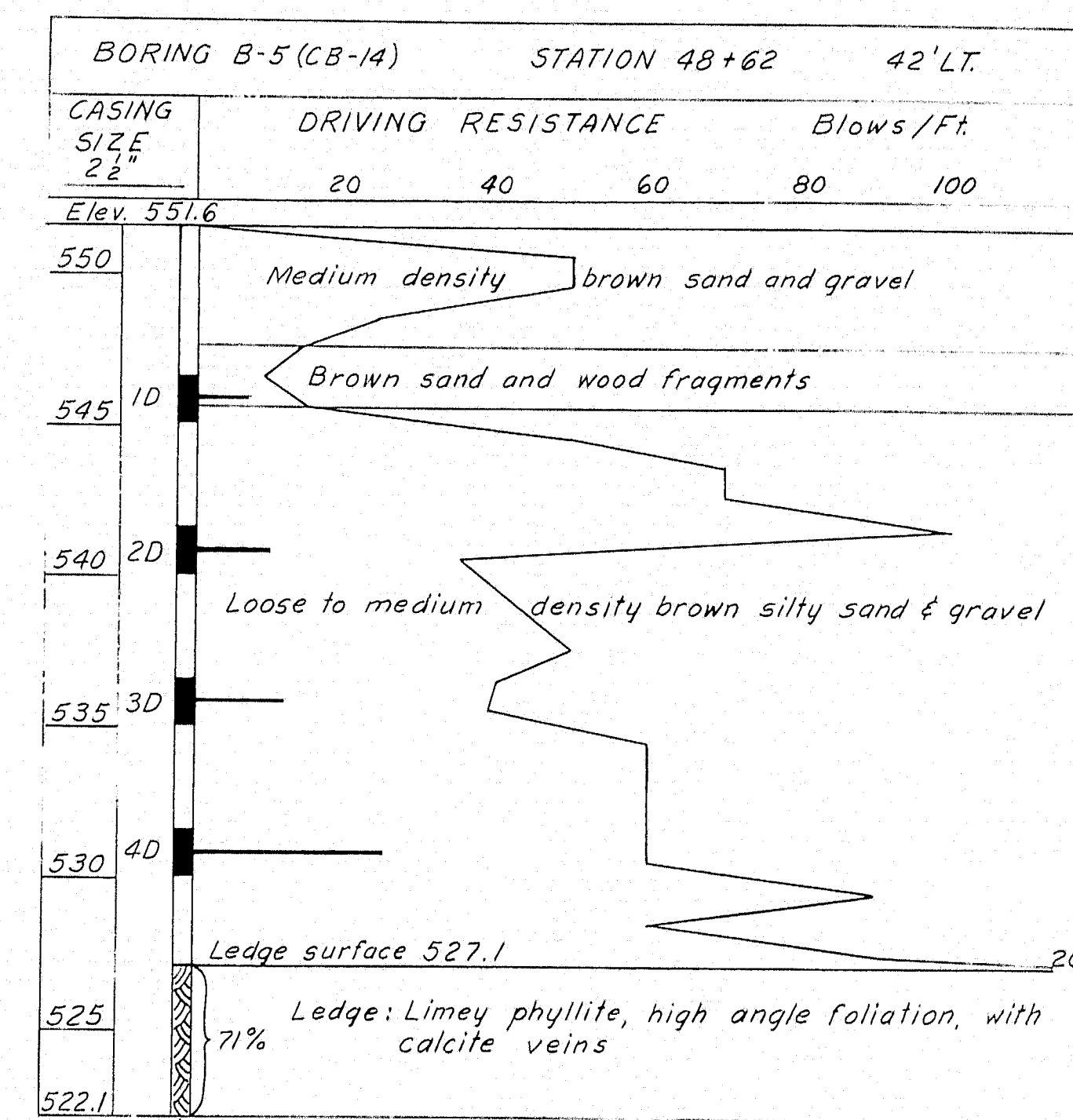
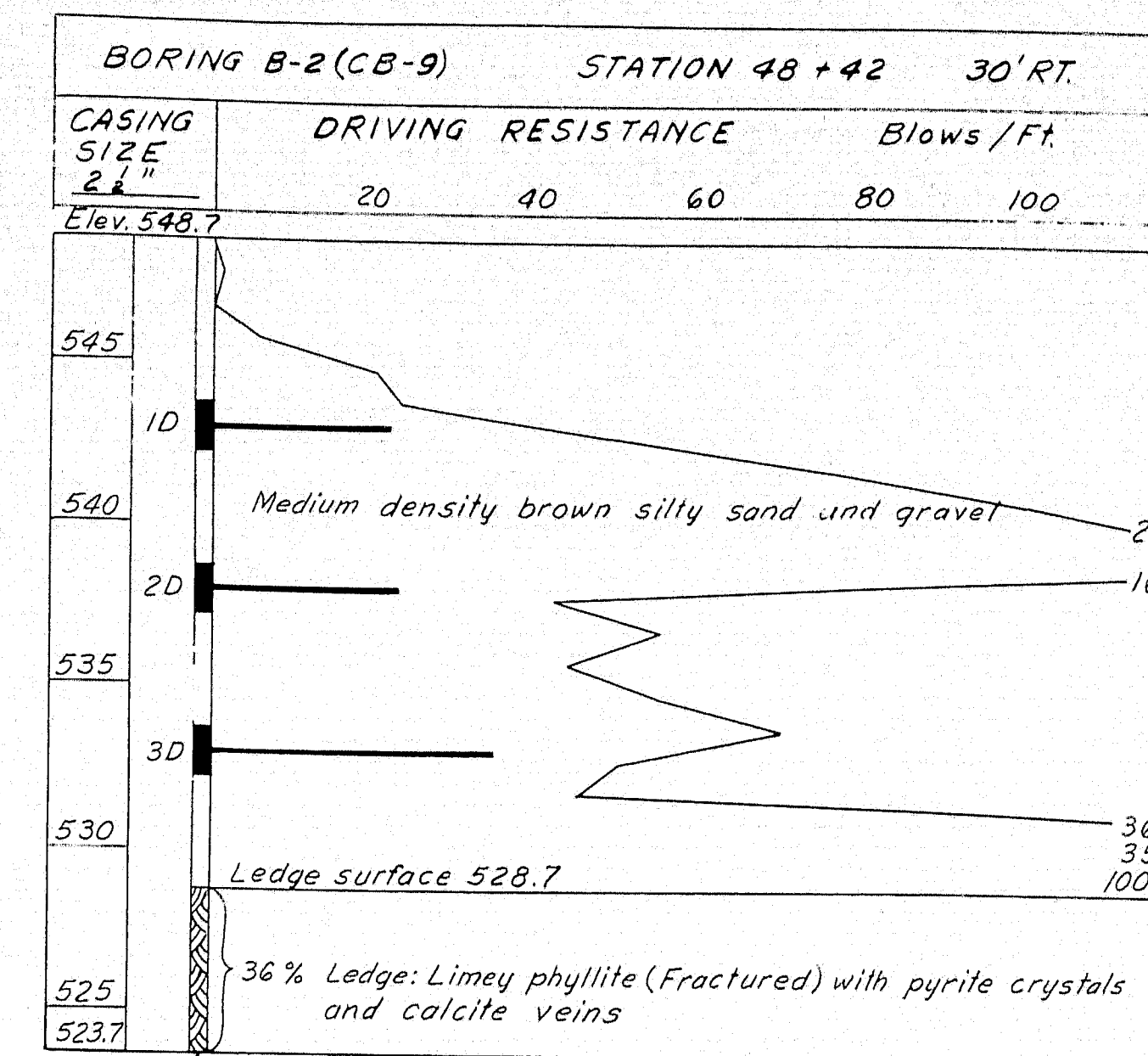
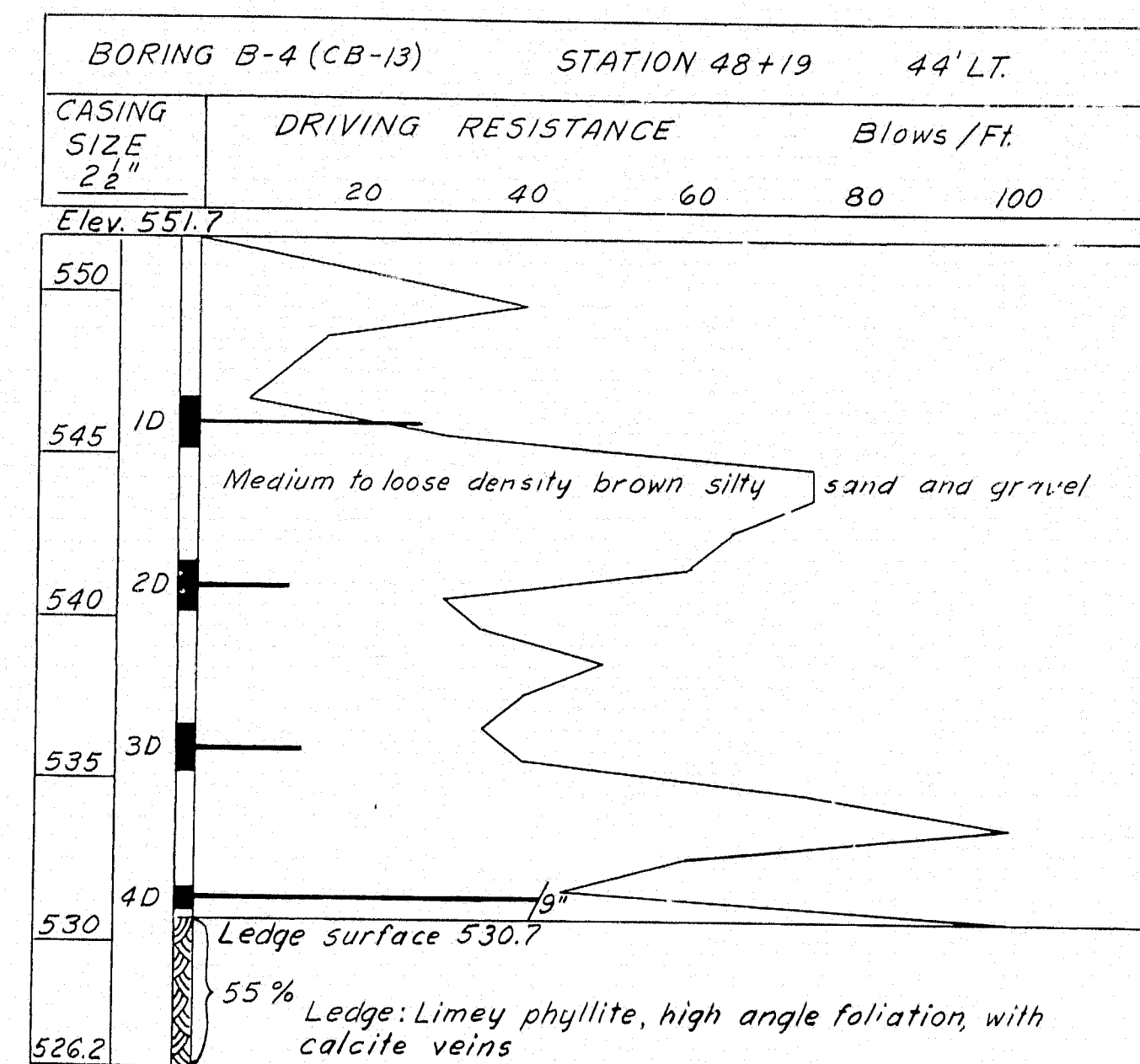
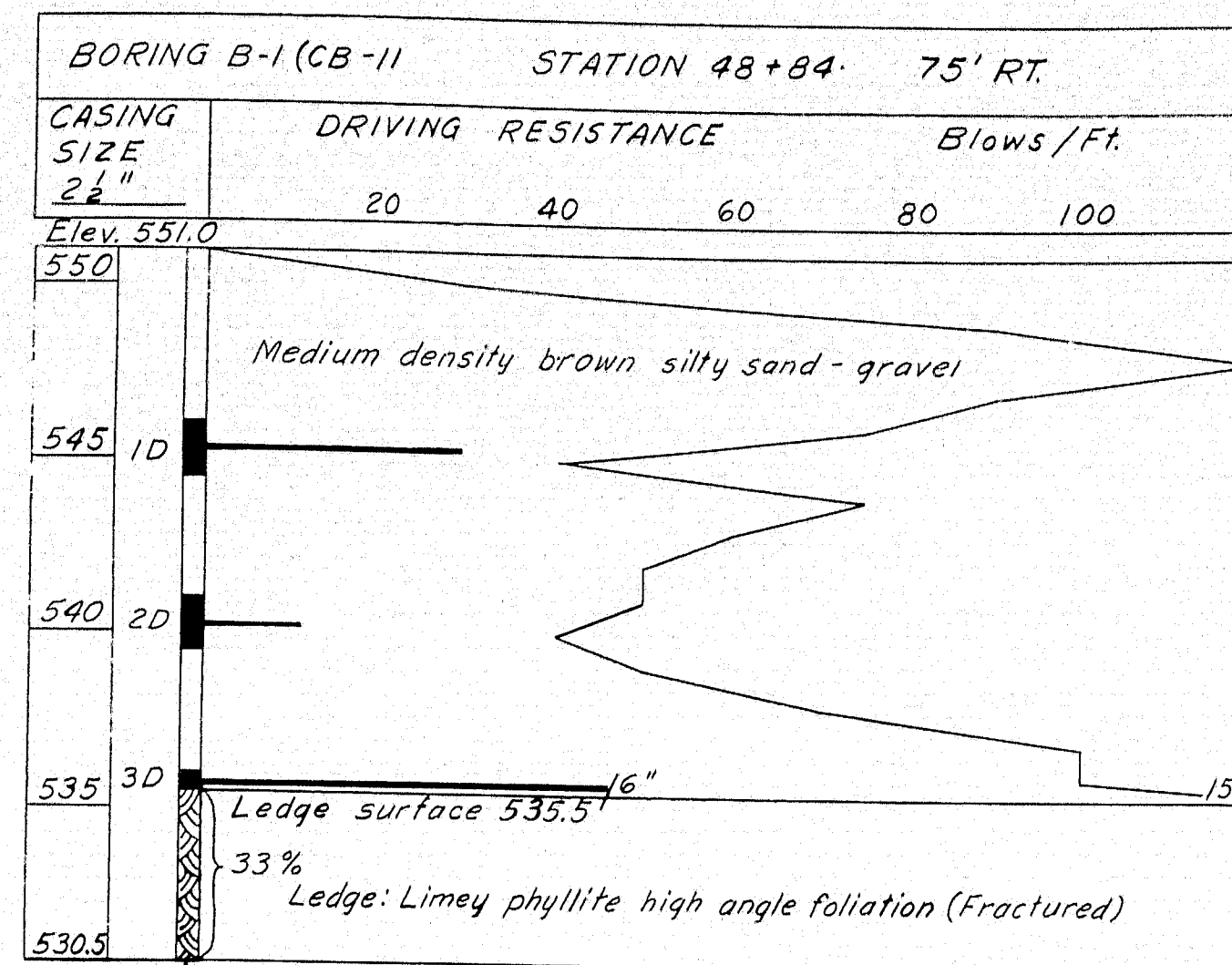


TRANSVERSE SECTIONS SOUTHBOUND



PROFILE SOUTHBOUND

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



NOTES:

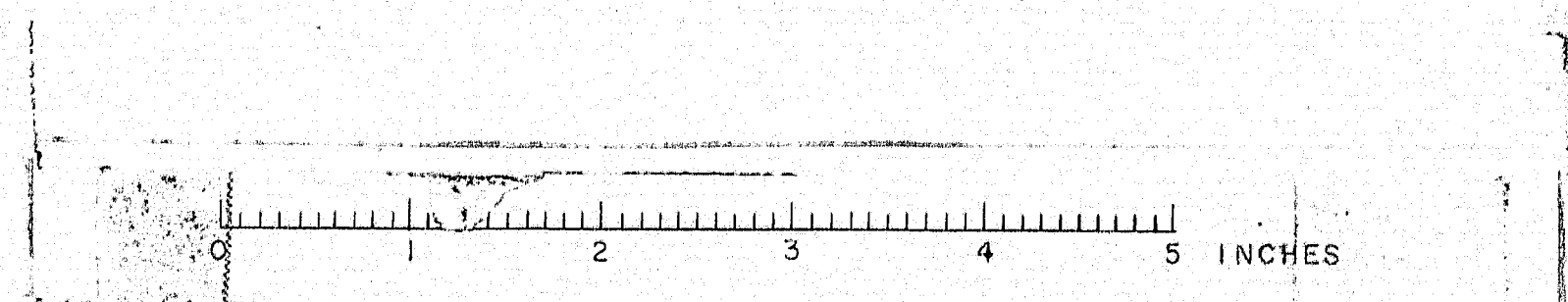
- Number of blows required to drive extra heavy casing one foot with 400 ft. lbs. of energy per blow.
- Location of sample or sample attempt.
- Number and type of dry sample
- 10 S&H Sampler #1290's
- Number of blows required to drive spoon or tubing one foot with 350 ft. lbs. of energy per blow.
- Bottom of boring (may not be bottom of soil strata)
- 71% Locations cored by diamond bit and per cent recovery of rock.

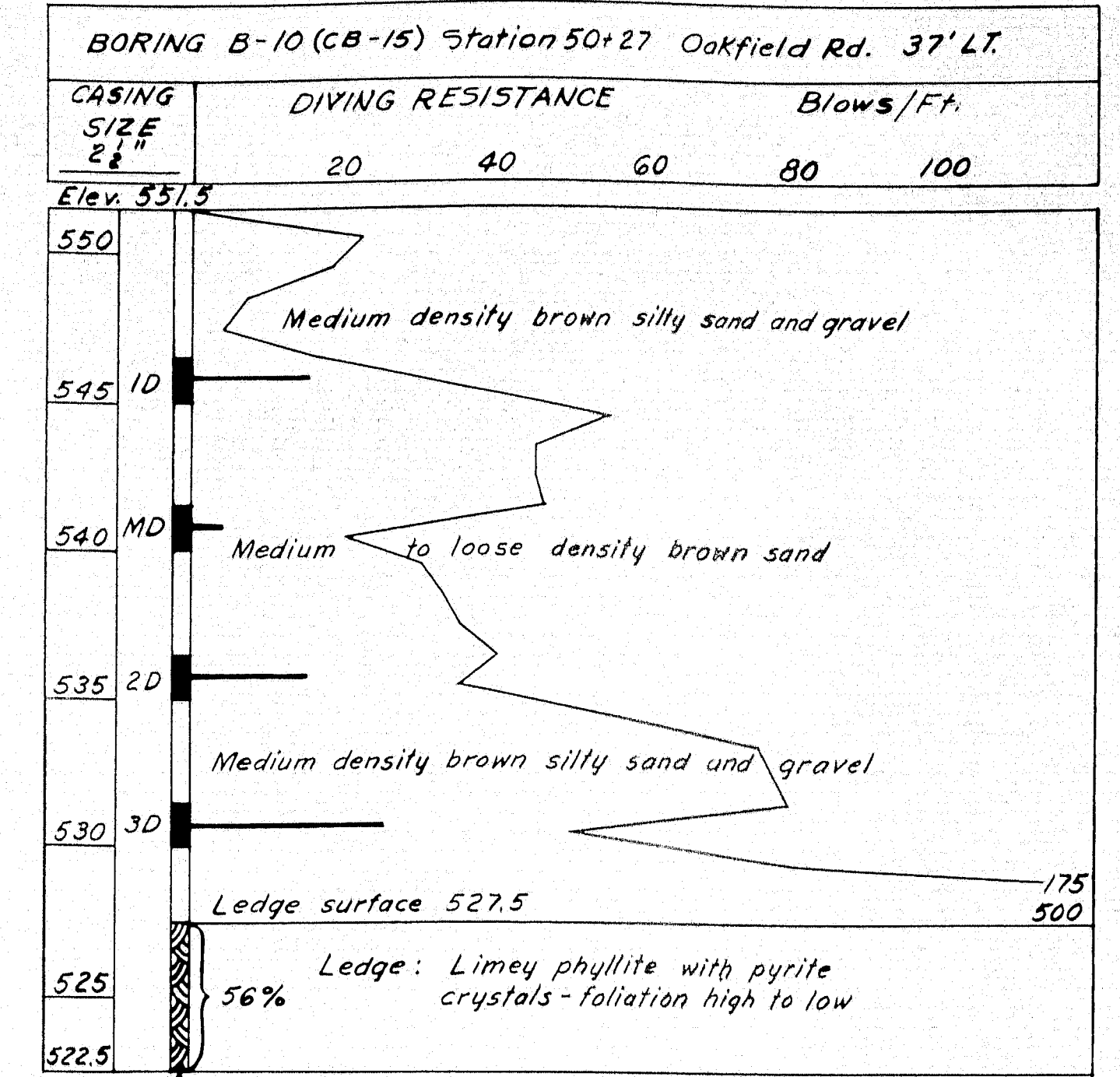
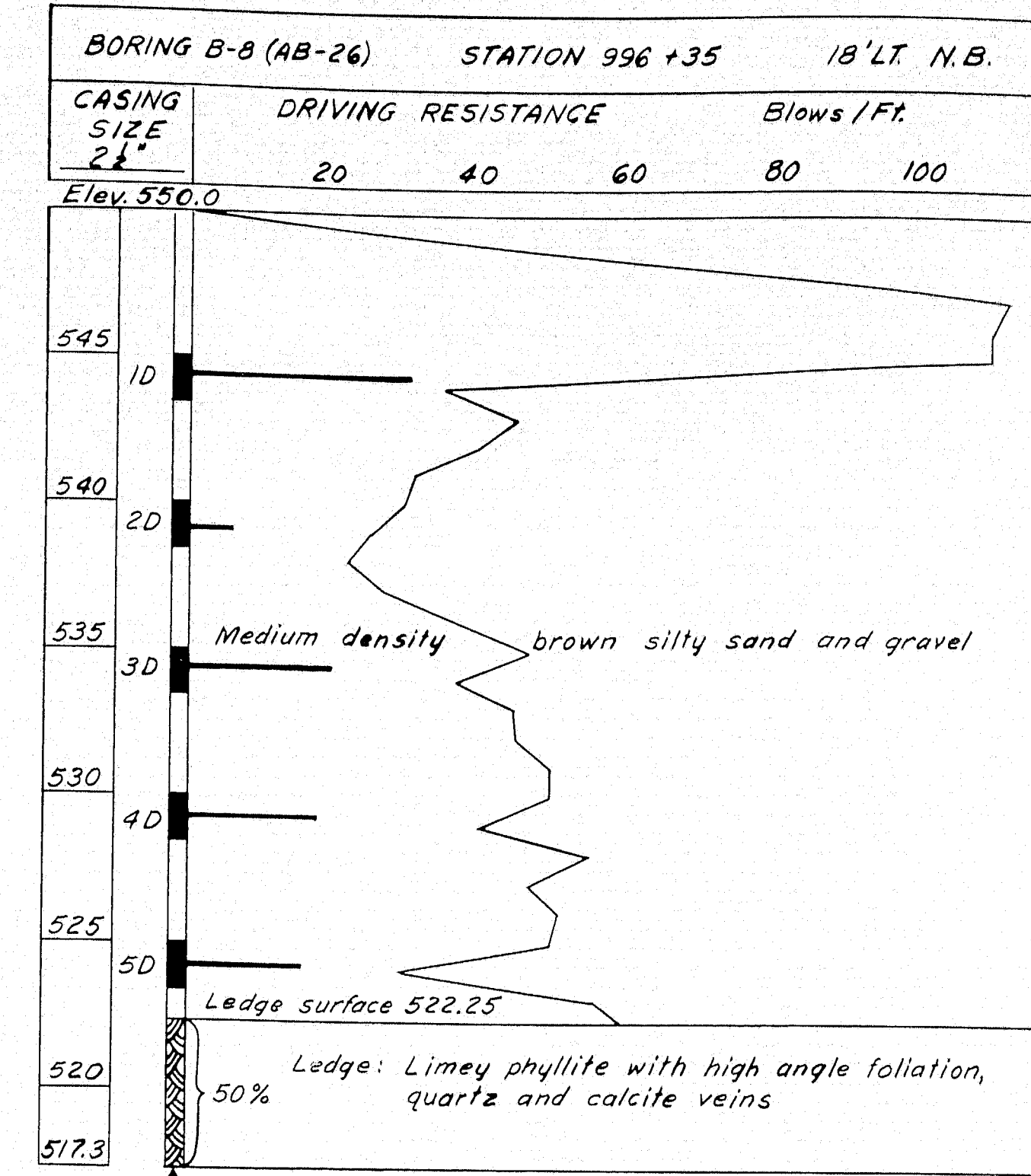
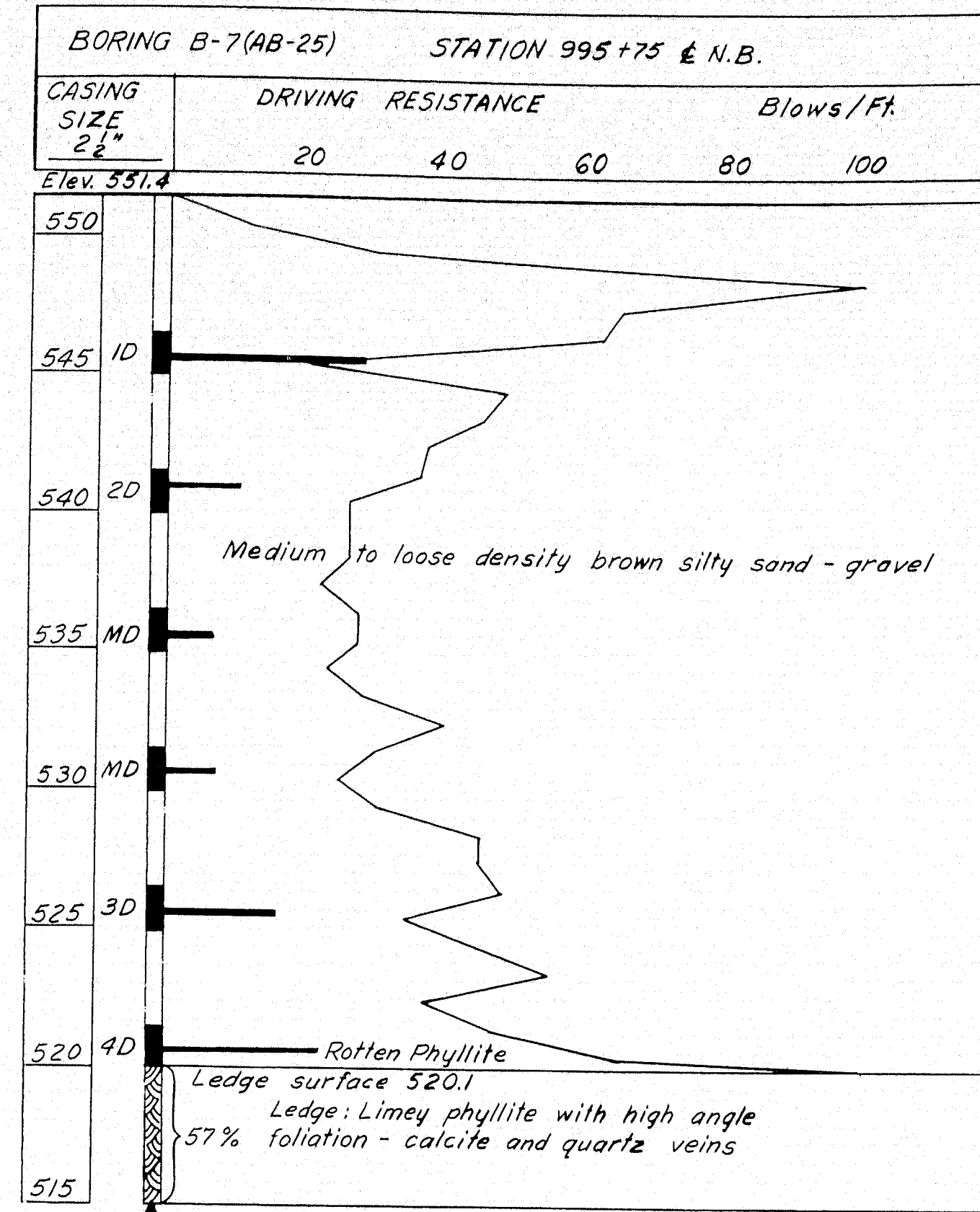
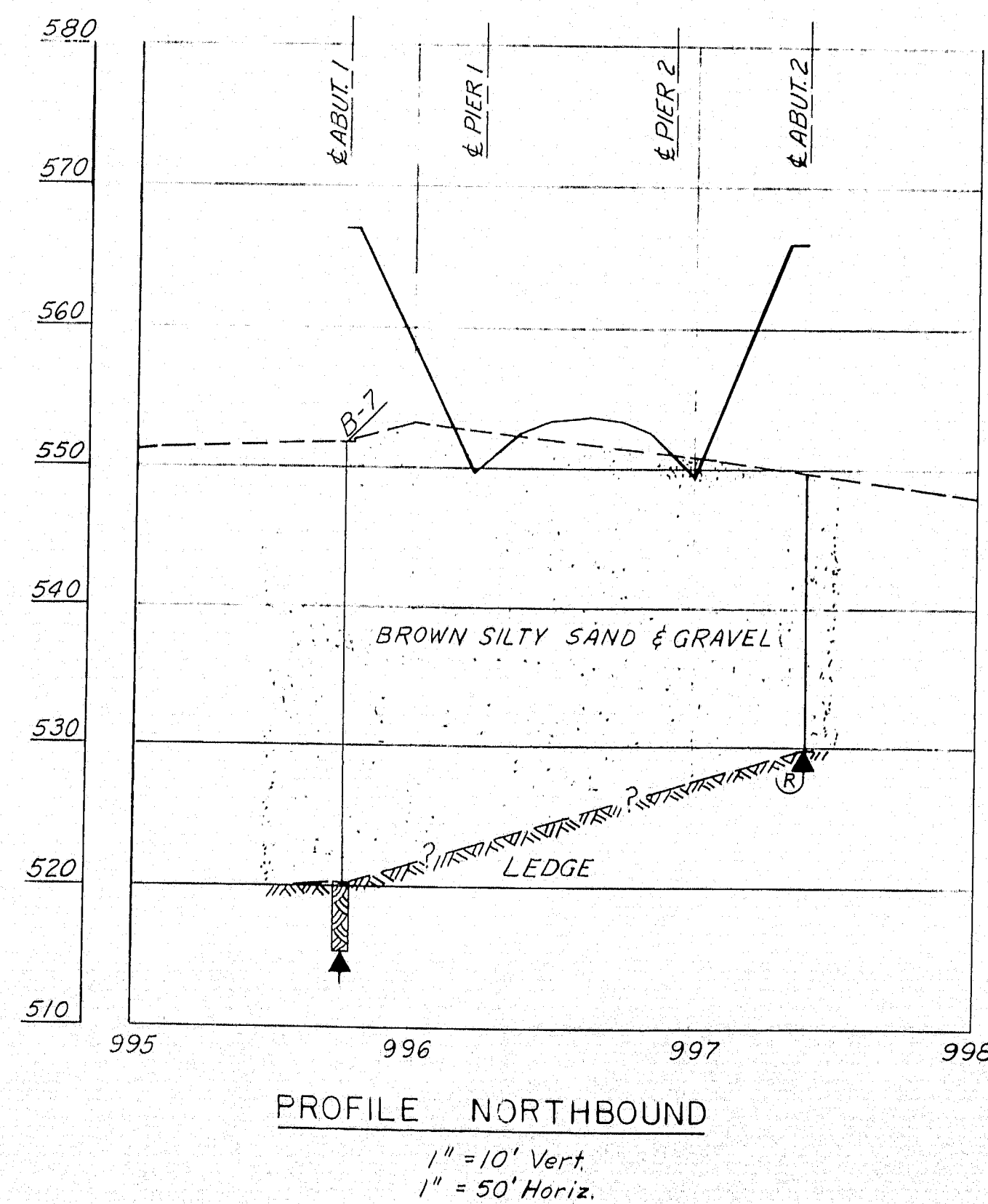
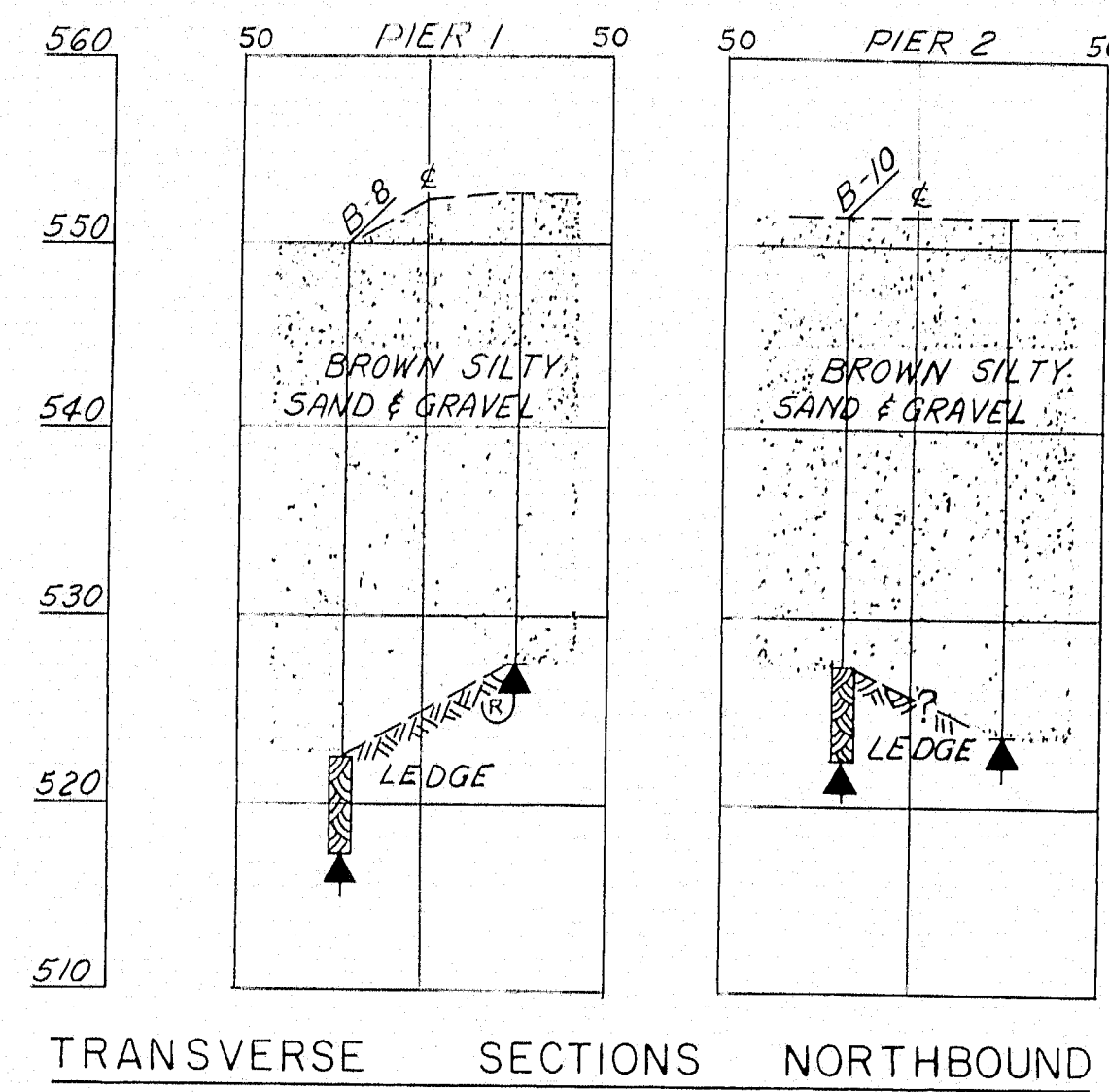
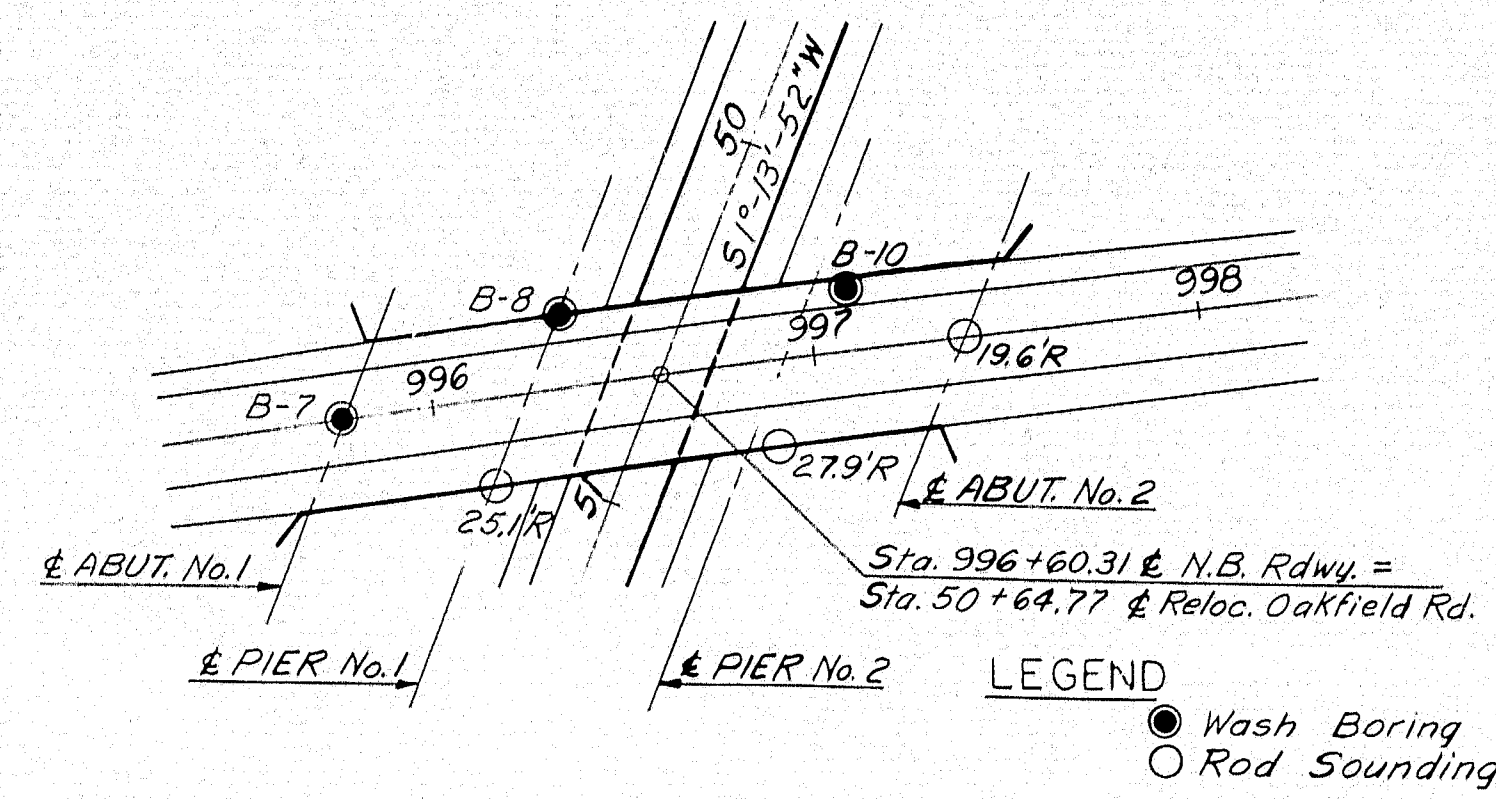
DESIGN-TRACE-CHECK-VAL.	DETAIL-N.K.	BRIDGE NO. SURVEY-PLOT
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
INTERSTATE 95 S.B. OVER		
OAKFIELD - SMYRNA ROAD IN THE TOWN OF OAKFIELD		
AROOSTOOK COUNTY		
FOUNDATION SURVEY		

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

SHEET 3 OF 17 AUGUSTA, MAINE FEBRUARY 1965

M-2273 OAKFIELD (12)



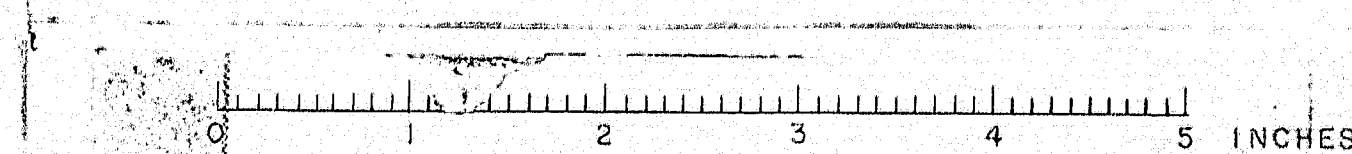


- NOTES:
- Number of blows required to drive extra heavy casing one foot with 400 ft. lbs. of energy per blow.
 - Location of sample or sample attempt.
 - Number and type of dry sample.
 - ID S & H Sampler #1290's
 - MD Unsuccessful sample attempt and type of sampler.
 - Number of blows required to drive spoon or tubing one foot with 350 ft. lbs. of energy per blow.
 - Bottom of boring (may not be bottom of soil strata).
 - Refusal of drill rods or casing (may not be ledge).
 - Locations cored by diamond bit and per cent recovery of rock.

DESIGN-TRACE-CHECK-V.A.V.	DETAIL-N.K.	BRIDGE NO. SURVEY-PLOT
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
INTERSTATE 95 N.B. OVER		
OAKFIELD - CMYRNA ROAD IN THE TOWN OF OAKFIELD AROOSTOOK COUNTY		
FOUNDATION SURVEY		
SHEET 4 OF 17 AUGUSTA, MAINE FEBRUARY 1965		

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

M-2274 OAKFIELD (12)



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 $\frac{1}{4}$ inch. Paint vertical construction joints with a suitable grade of asphalt paint to break bond.

I Indicates Vertical Piles
I Indicates Battered
↓ Piles Battered 3:12 in
direction of arrow.
All Piles 10BP42 with 37
Ton. Capacity.
Piles to be driven to
ledge or practical refusal
to develop end bearing.

ates Vertical Piles
ies Battered
Battered 3:12 in
row.
es 10BP42 with 37
to be driven to
actical refusal
and bearing.

FRONT ELEVATION

1. For approach slab details
See Sheet G.

2. Point Bridge Seat, face of Backwall, and 1'-0" below top of Slope Paving on Face and Ends of Breast Wall with gray Epoxy Resin Surface Sealant.

3. Dress bearing areas 1' larger all around than the masonry plates to exact elevations shown.

4. Reinforcing Steel to have 3" minimum cover unless otherwise shown.

5. Place reinforcing to clear Anchor Bolts.

6. M.F. denotes Near Face, F.F. denotes Far Face, E.F. denotes Each Face.

2-4415 (EF)

SECTION B-B
2" x 1'-0"

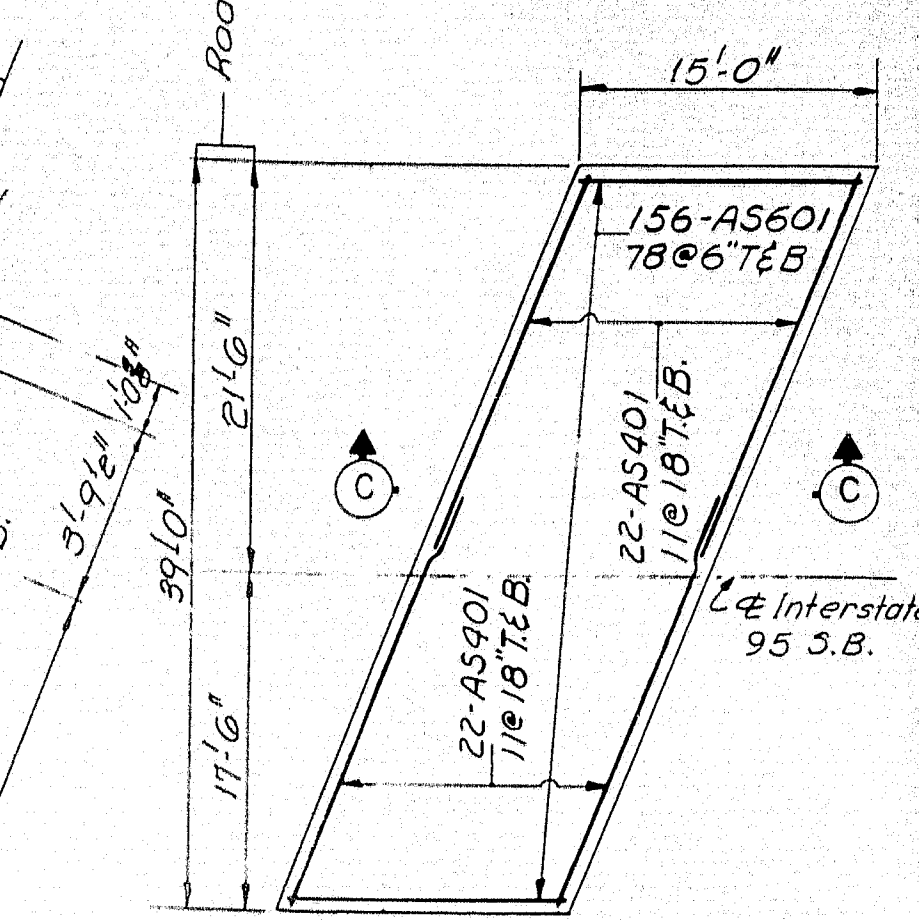
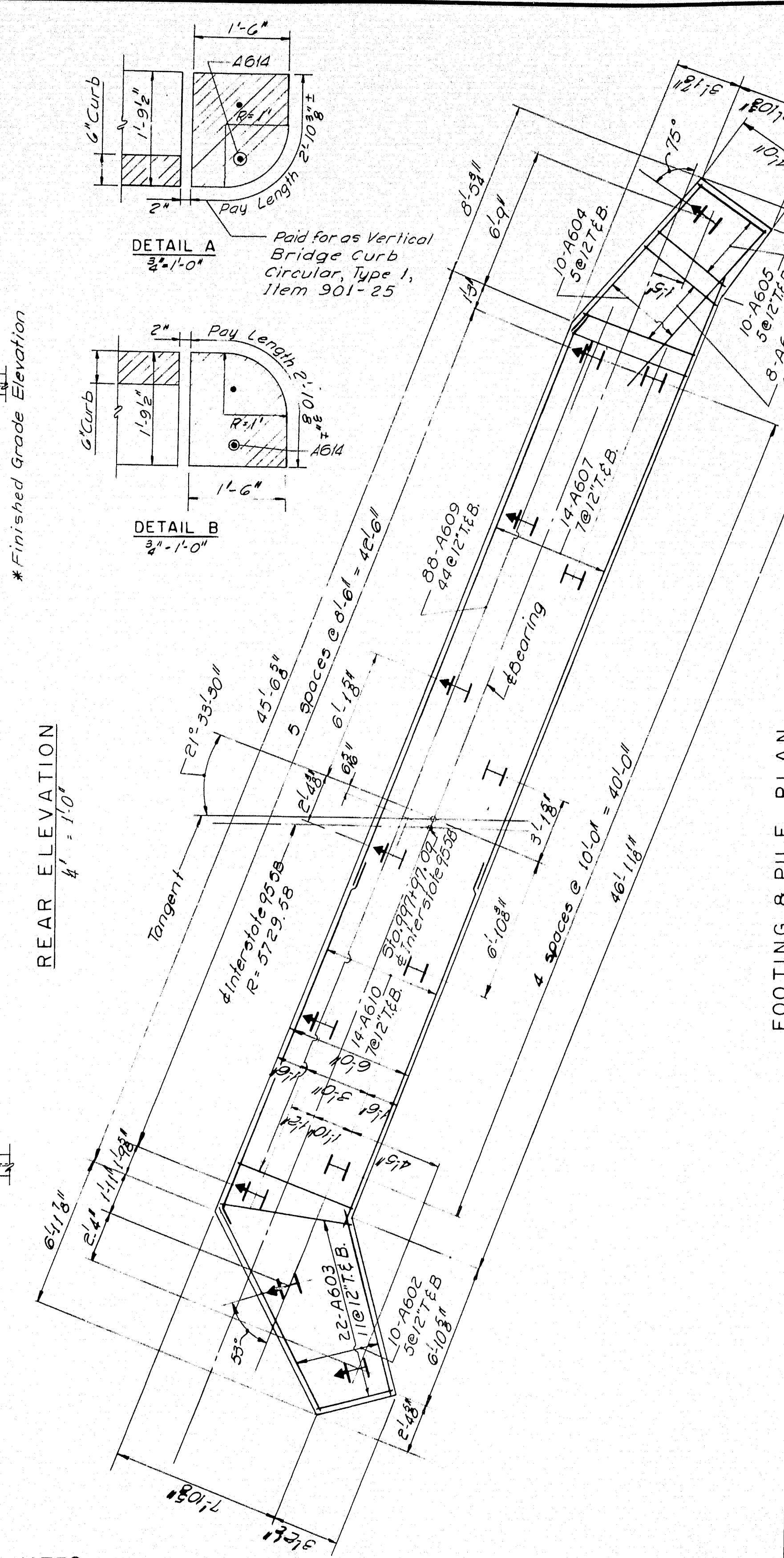
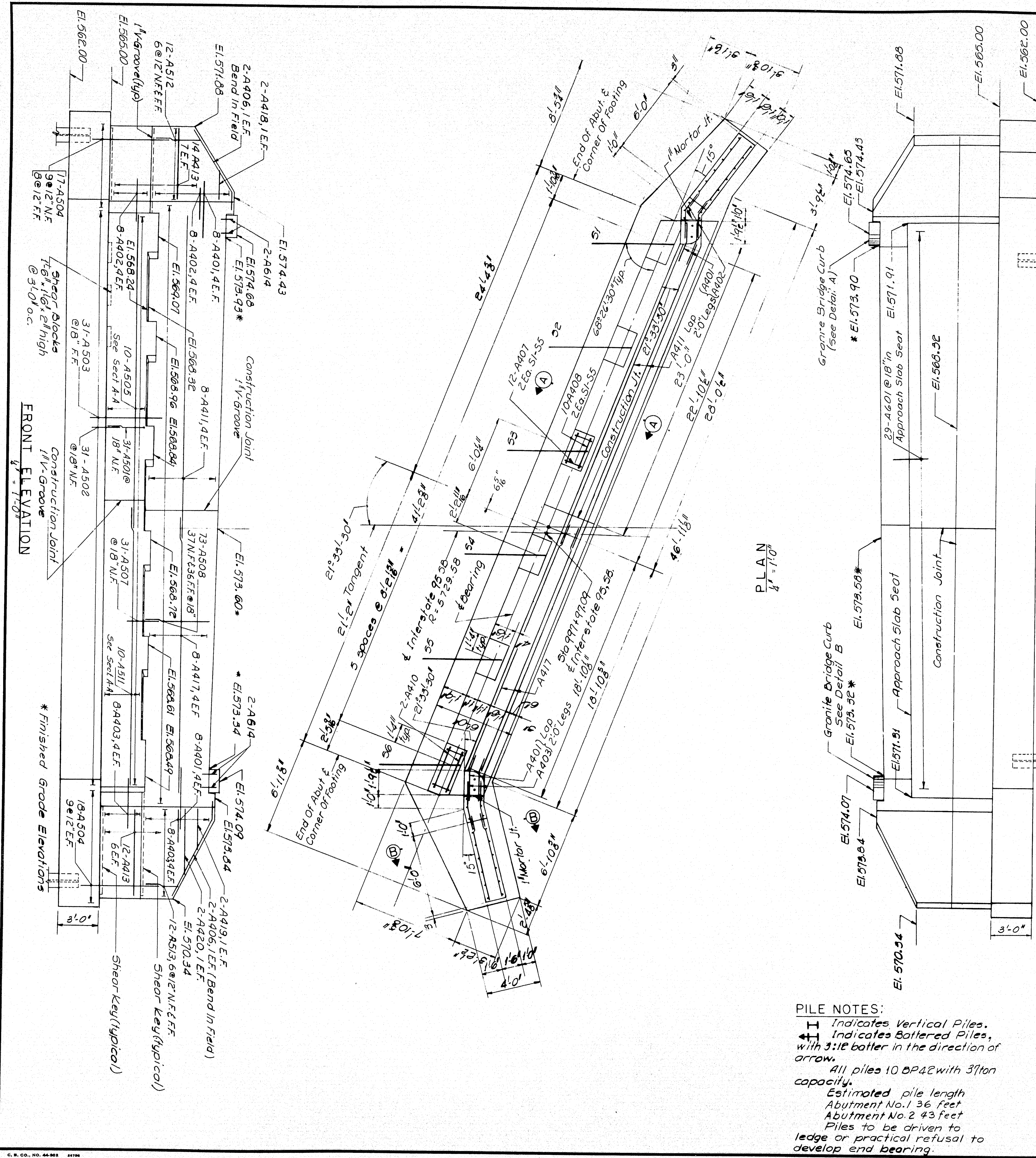
SECTION A-A
3" = 1'-0"

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95 S.B.
OVER
OAKFIELD-SMYRNA ROAD
IN THE TOWN OF
OAKFIELD
ARROOSTOOK COUNTY
ABUTMENT NO. 1

NEW YORK BOSTON KANSAS CITY SHEET 5 OF 17 AUGUSTA, MAINE FEBRUARY 1965

M-2275 OAKFIELD (12)

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-9(12)	88	115



NOTE:
Approach Slab Concrete will be paid for under Item 701-55, Portland cement concrete Abutments and Retaining Walls.

PLAN
1" = 10'

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

APPROACH SLAB DETAILS
Approach Slab @ Abutment No. 2 shown. Approach Slab @ Abutment No. 1 similar.

BRIDGE CURB NOTE
Grout A614 bars into 1 1/4" holes in stone prior to setting stone on backwall. Drill 1 1/4" holes in backwall to suit A614 bars.
Payment for drilling for and grouting of A614 bars to be included in the price for Item 705-14, Reinforcing Steel, Placing.
Granite blocks shall be placed in position after or at the same time as curb on bridge is positioned.

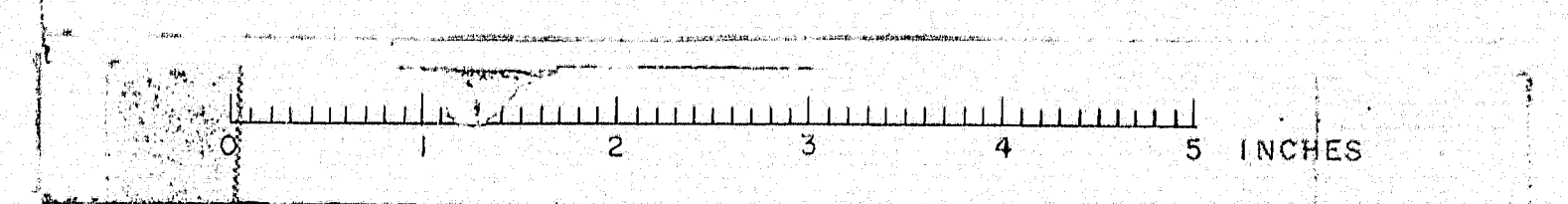
PILE NOTES:
Indicates Vertical Piles.
Indicates Battered Piles, with 3:12 batter in the direction of arrow.
All piles 10 @ 24" with 3' ton capacity.
Estimated pile length Abutment No. 1 36 feet. Abutment No. 2 43 feet.
Piles to be driven to ledge or practical refusal to develop end bearing.

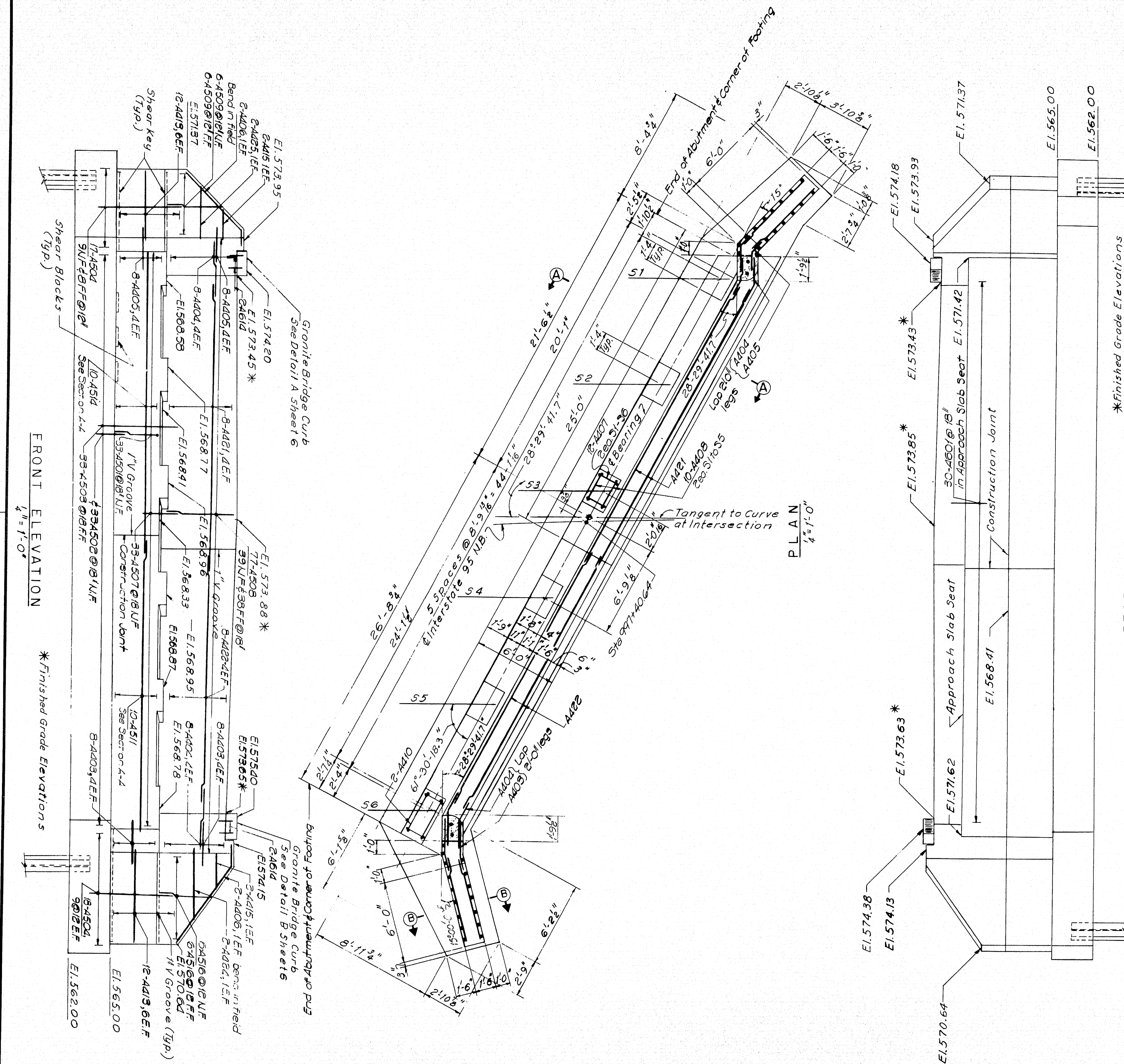
NOTES:
1. For general notes see sheet no. 5.
2. For sections A-A and B-B see sheet no. 5.
3. Cover the vertical construction joint on the outside with 2 layers of heavy roofing 10' wide. Bond the layers together and to the concrete with a suitable grade of roofing cement. Recess the vertical areas to be covered 1/2 inch. Paint vertical construction joints with a suitable grade of asphalt paint to break bond.

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

DESIGN - E.F.F.	DETAIL - D.A.T.	BRIDGE NO.
CHECK - R.R.S.		SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION INTERSTATE 95 SB OVER OAKFIELD - SMYRNA ROAD IN THE TOWN OF OAKFIELD ARROSTOOK COUNTY ABUTMENT NO. 2 & APPROACH SLAB		
SHEET 8 OF 17 AUGUSTA, MAINE FEBRUARY 1965		

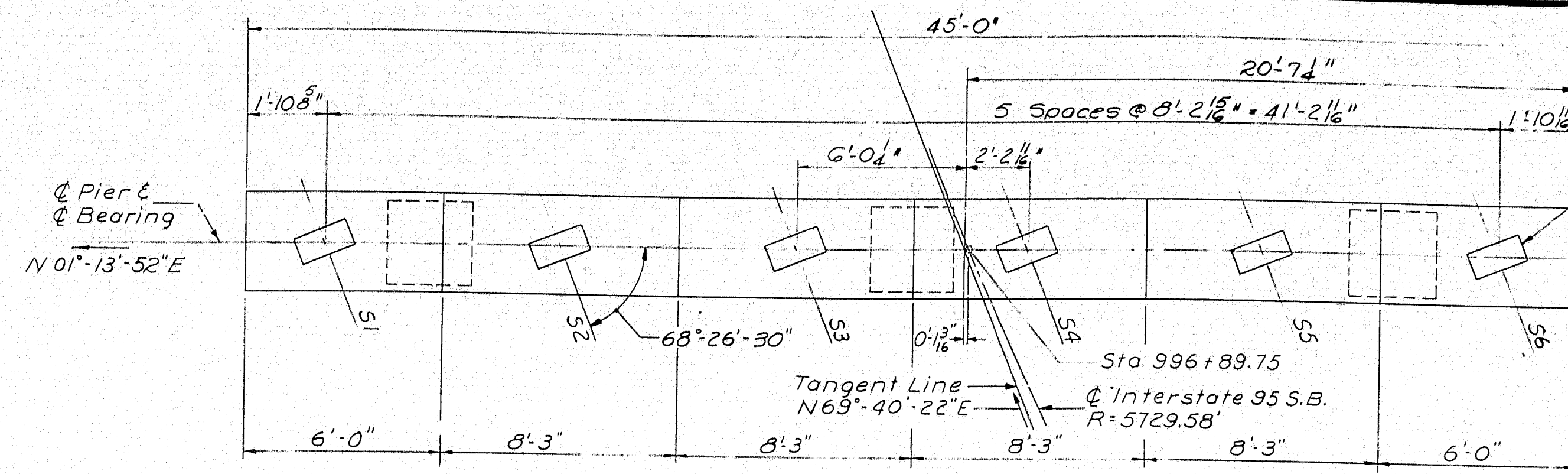
M-2276 OAKFIELD (12)



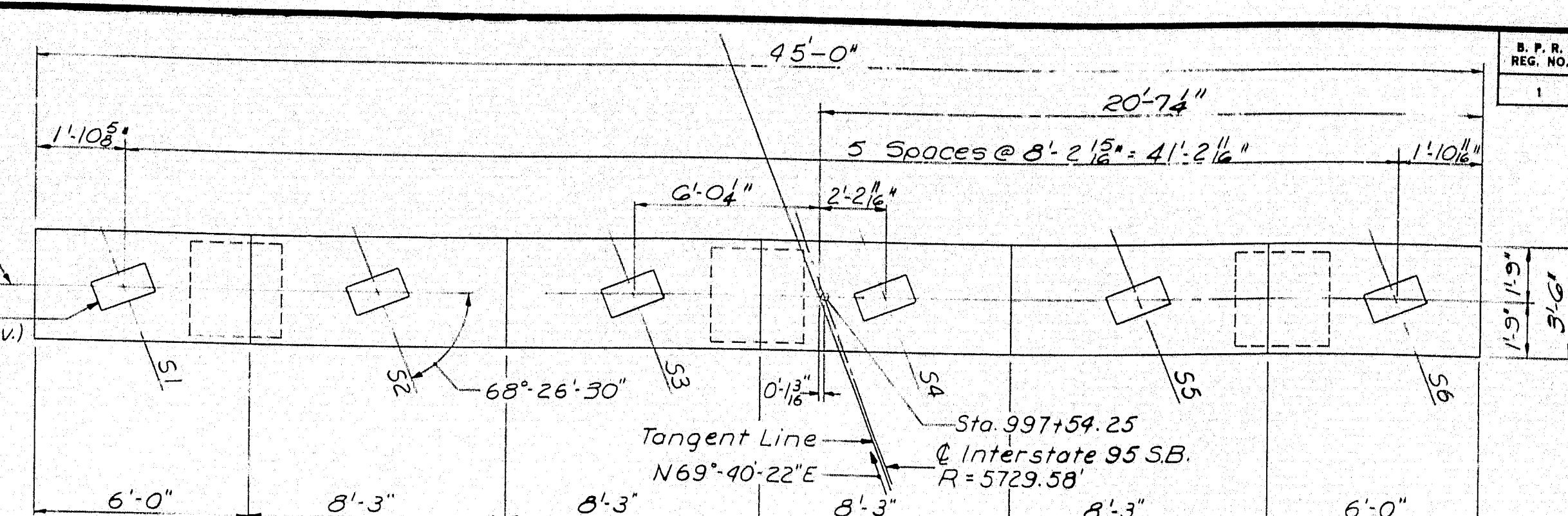


DESIGN - E.F.K. DETAIL REC. TRACE - P.R.N.	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION INTERSTATE 95 NB OVER OAKFIELD - SMYRNA ROAD IN THE TOWN OF OAKFIELD AROOSTOOK COUNTY ABUTMENT NO. 2 & APPROACH SLAB	
SHEET 8 OF 17 AUGUSTA, MAINE FEBRUARY 1965	

M-2278 OAKFIELD (12)



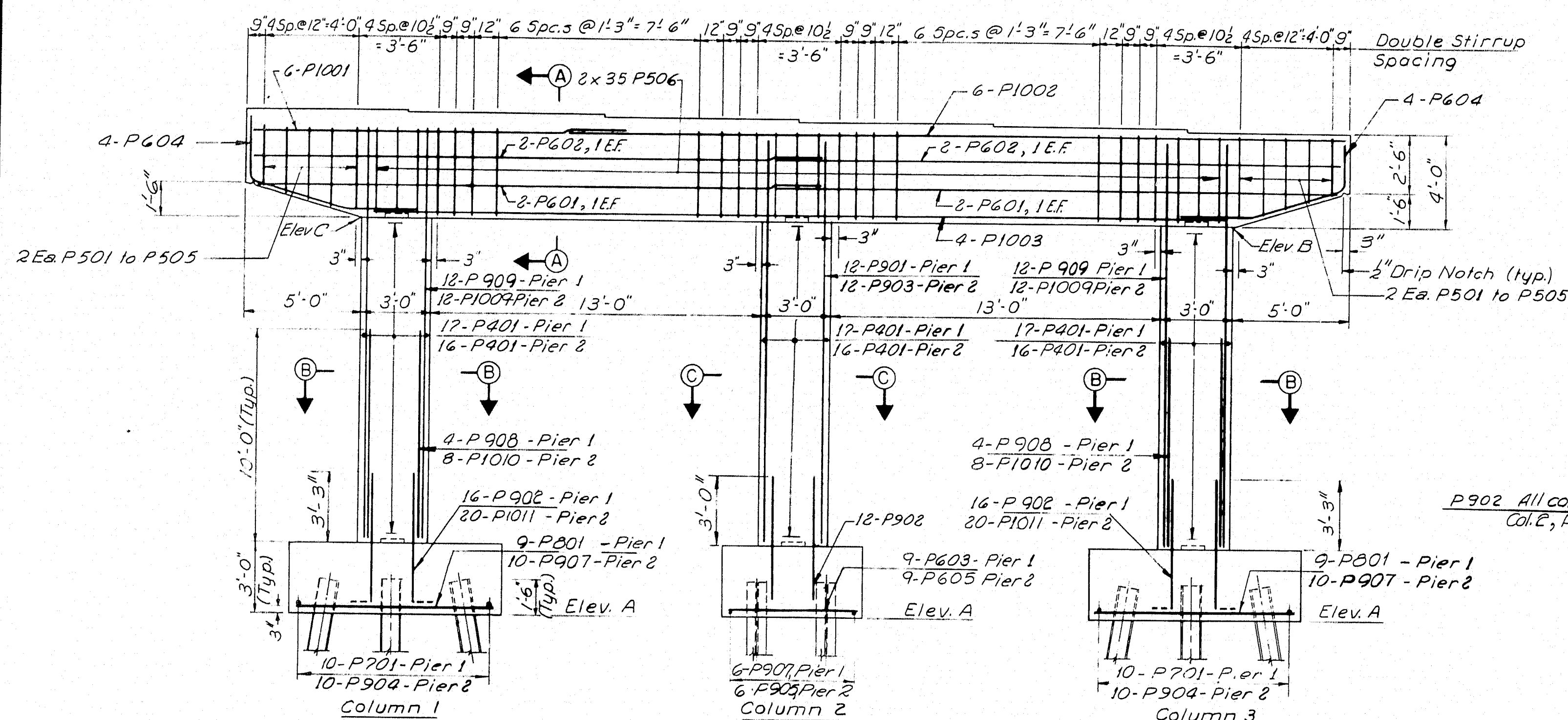
PLAN - PIER 1
1/4" = 1'-0"



PLAN - PIER 2
1/4" = 1'-0"

GENERAL NOTES:

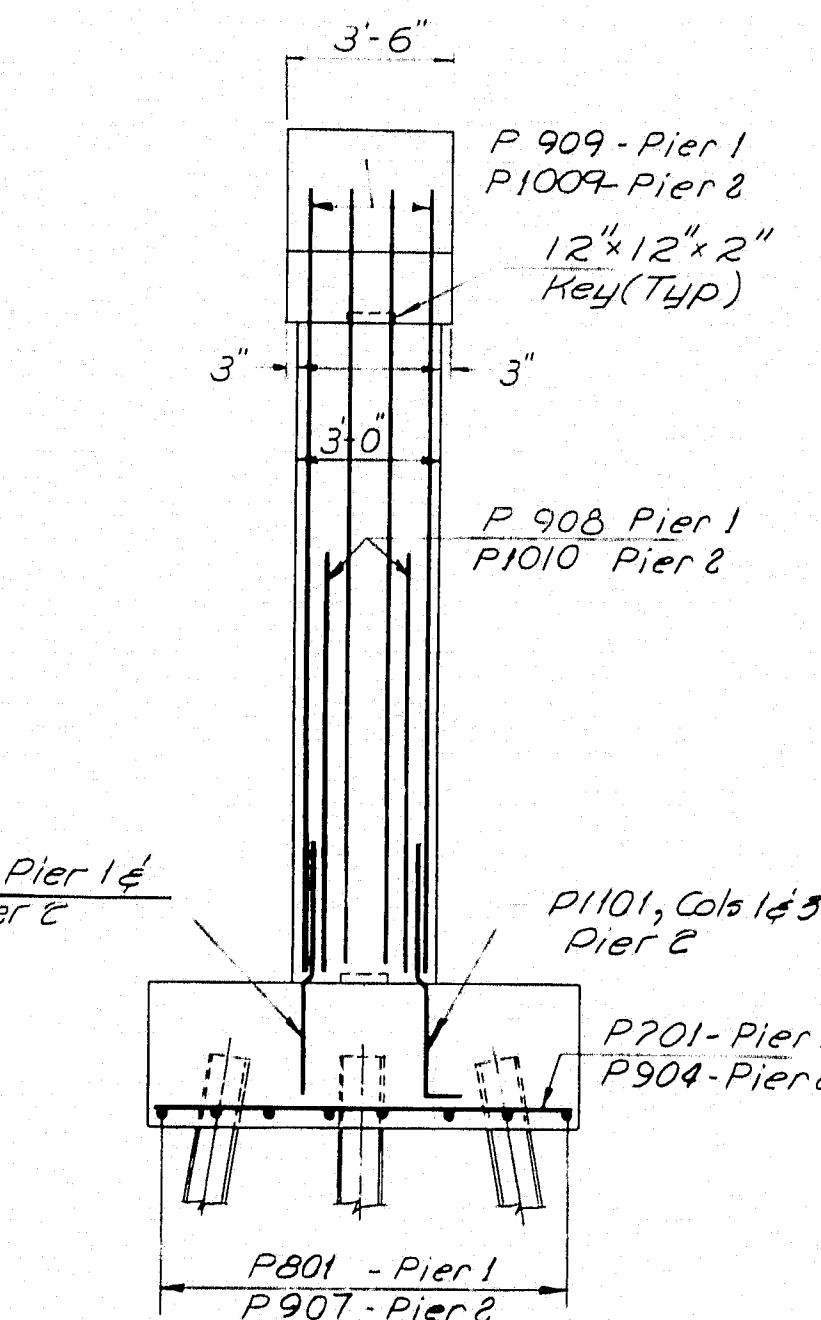
1. Reinforcing Steel to have 2" minimum cover unless otherwise shown.
2. All exposed corners to have 1" chamfer.
3. Dress bearing areas 1" larger all around than masonry plates to exact elevation shown.
4. Place reinforcing to clear anchor bolts.



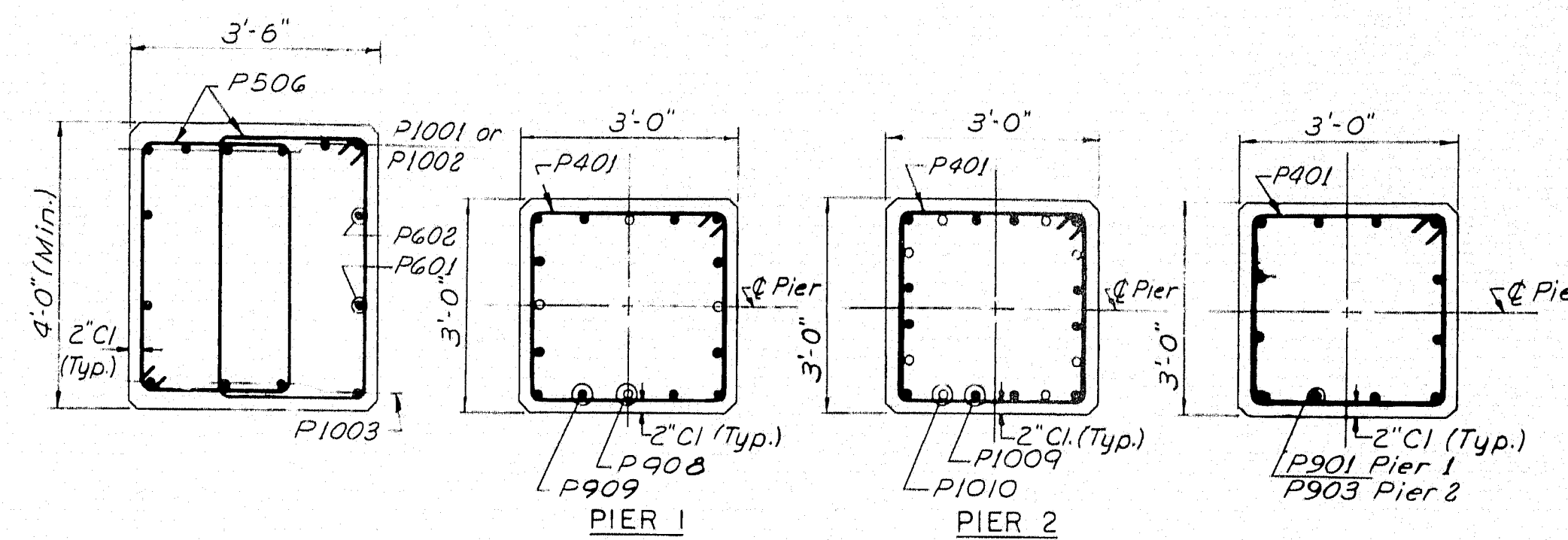
TYPICAL ELEVATION
1/4" = 1'-0"

NOTE:

Reinforcing for Pier 1 & Pier 2 same, unless noted otherwise.



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



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

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

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

BEARING ELEVATIONS		
BEAM	Pier 1	Pier 2
S1	570.32	569.81
S2	570.20	569.69
S3	570.08	569.57
S4	569.95	569.45
S5	569.83	569.33
S6	569.70	569.21

ELEVATIONS		
Elevation	Pier 1	Pier 2
Elev. A	545.70	545.50
Elev. B	563.70	563.21
Elev. C	566.32	565.81

LEGEND:

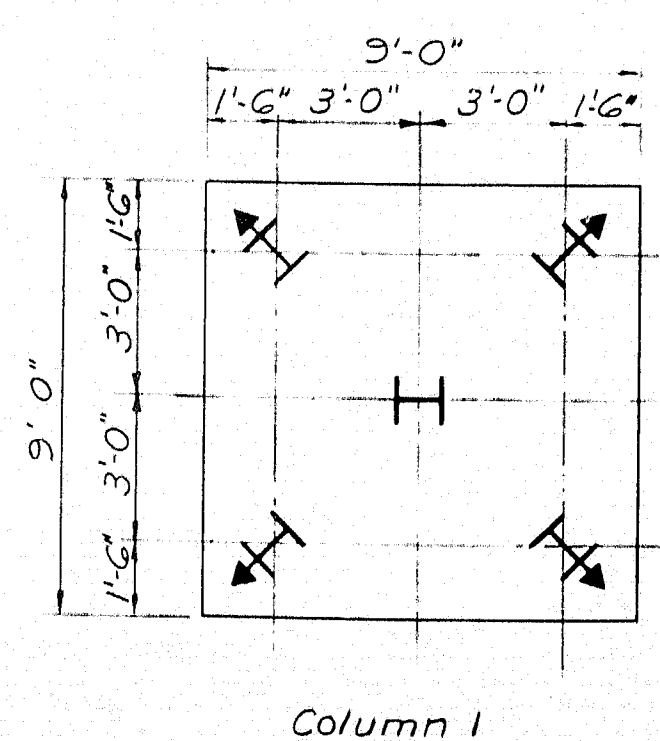
- Denotes full length bar.
- Denotes partial length bar.

NOTE:

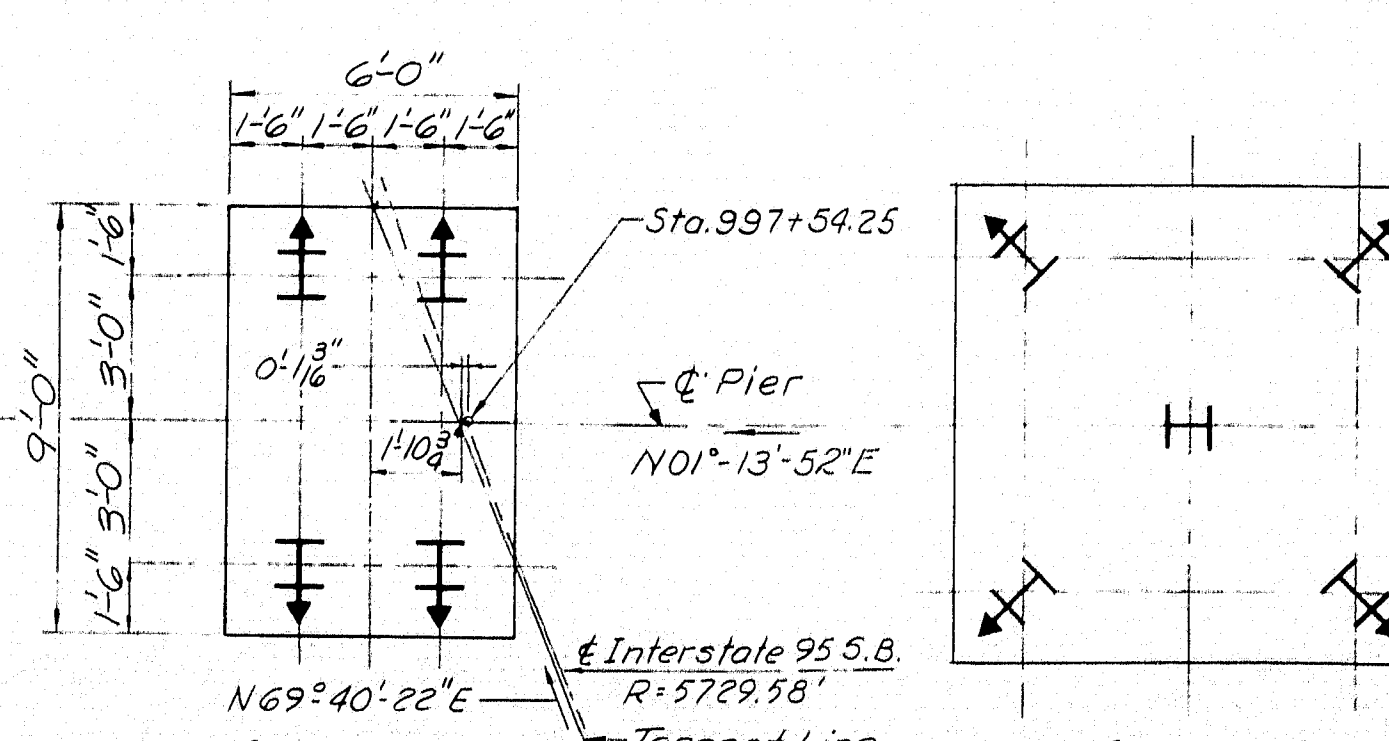
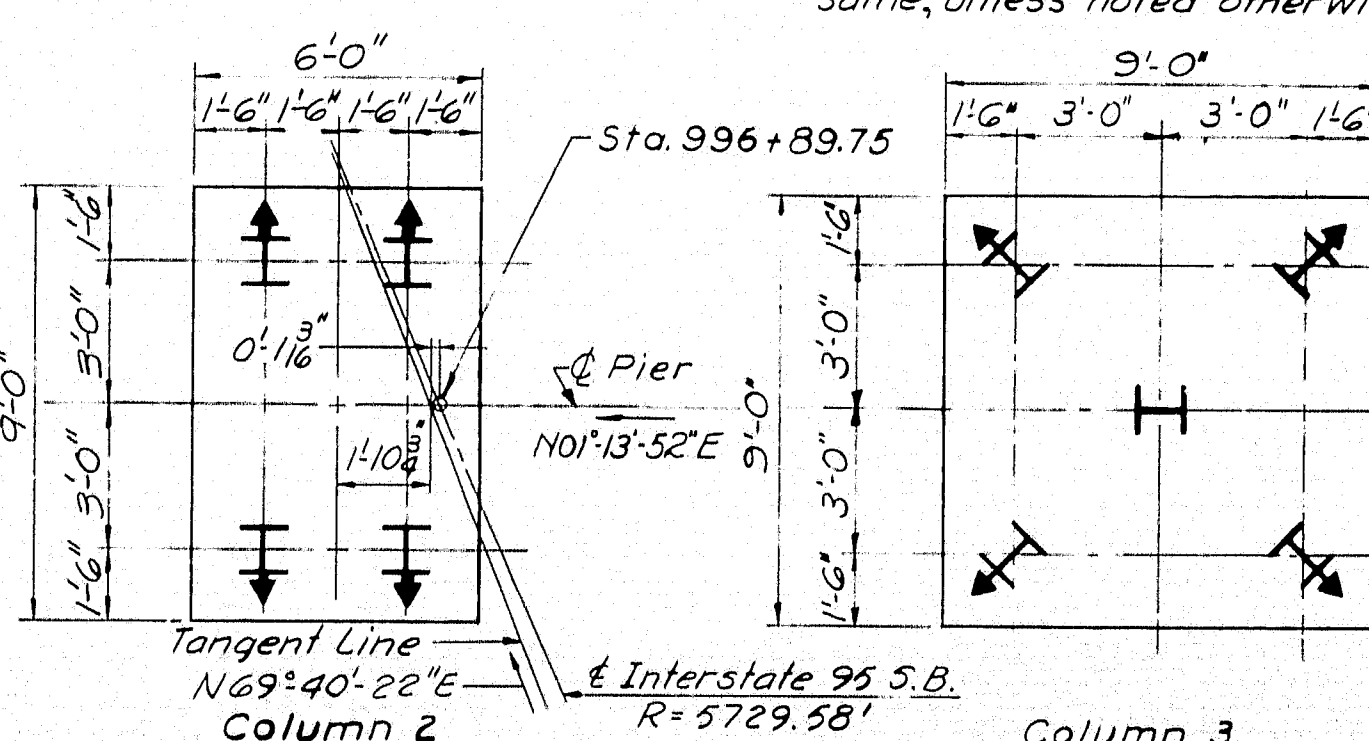
Soils information indicates that some water should be anticipated at the elevation of the pier footings. Payment for any unwatering of pier foundations shall not be made directly, but shall be considered incidental to the various contract items.

PILE NOTES:

1. Indicates Vertical Pile.
2. Indicates Batter Pile, with 3/12 Batter in Direction of Arrow.
3. All piles 10 BPA2, 50 Ton Capacity.
4. Estimated Pile Length: Pier No. 1 - 24 feet, Pier No. 2 - 26 feet.
5. Piles to be driven to ledge or practical refusal to develop end bearing.



FOOTING PLAN - PIER 1
1/4" = 1'-0"



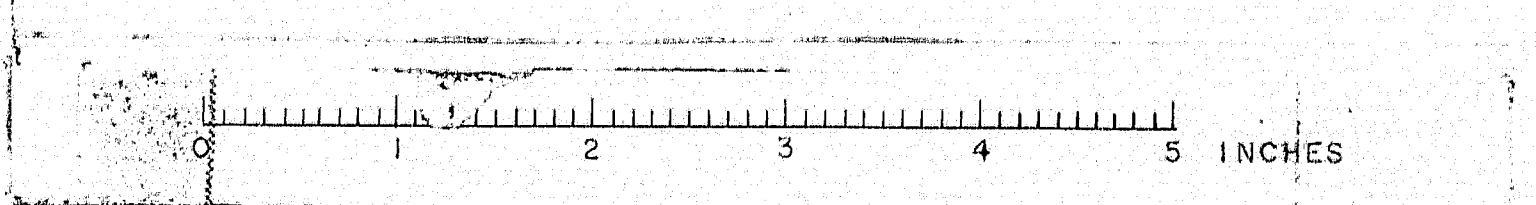
FOOTING PLAN - PIER 2
1/4" = 1'-0"

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95 S.B.
OVER
OAKFIELD-SMYRNA ROAD
IN THE TOWN OF
OAKFIELD
AROOSTOOK COUNTY
PIERS

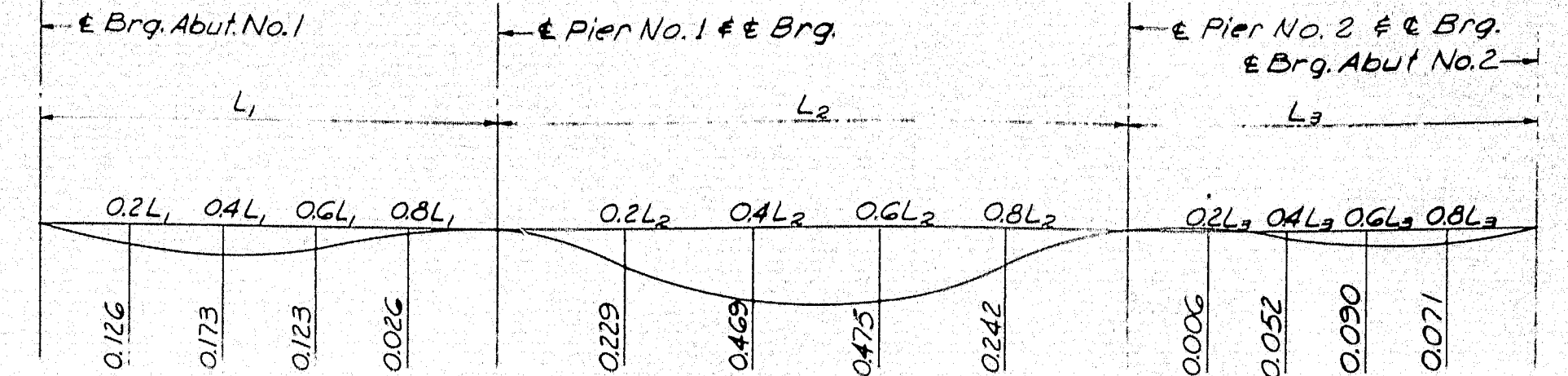
SHEET 9 OF 17 AUGUSTA, MAINE FEBRUARY 1965

M-2279 OAKFIELD (12)



NOTE:

No shop camber required - natural mill camber to be placed up.



DEAD LOAD DEFLECTION DIAGRAM
All deflections in inches

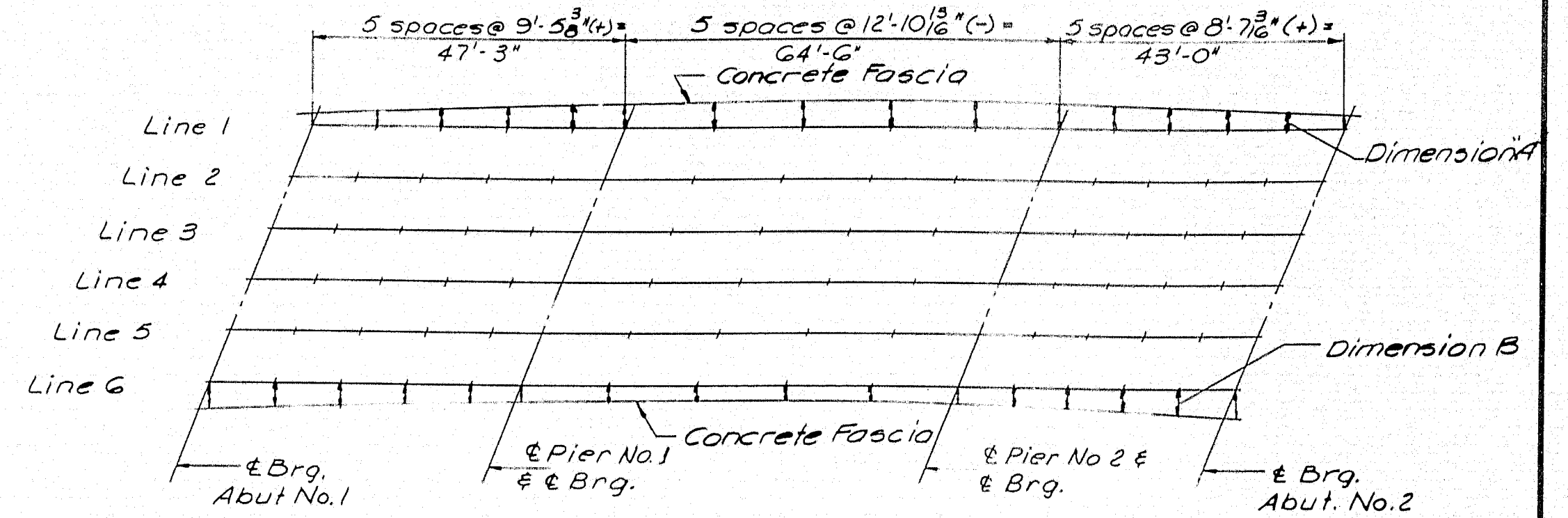
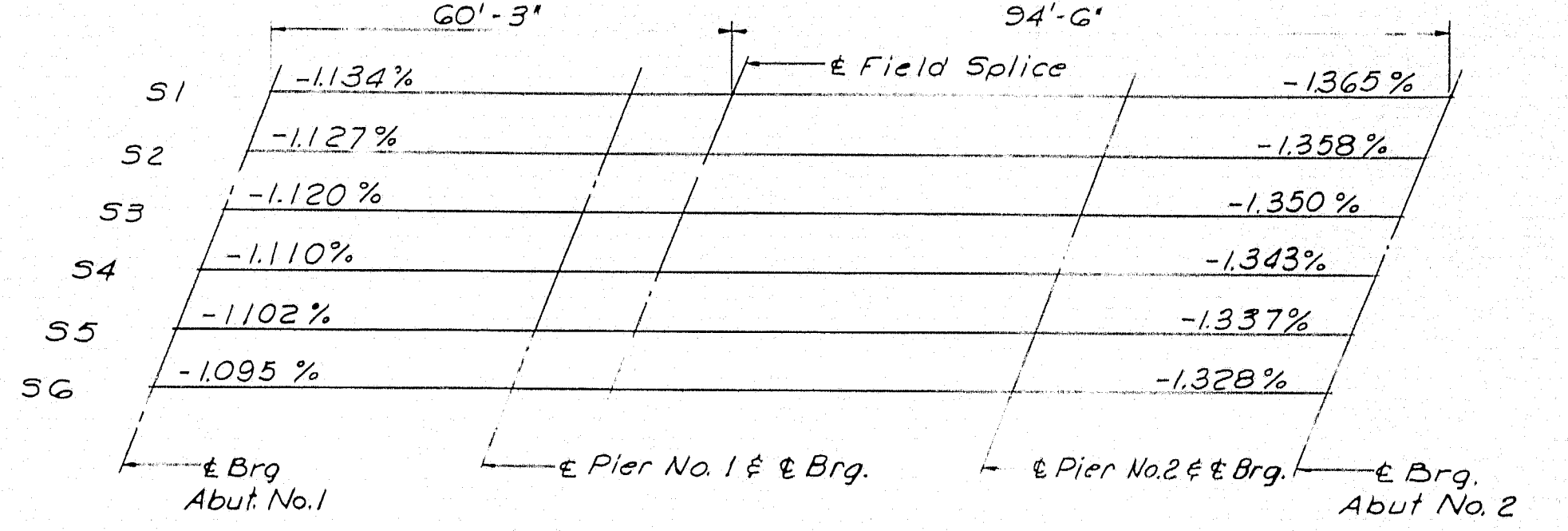


DIAGRAM OF BLOCKING POINTS



BEAM GRADES

REFERENCE

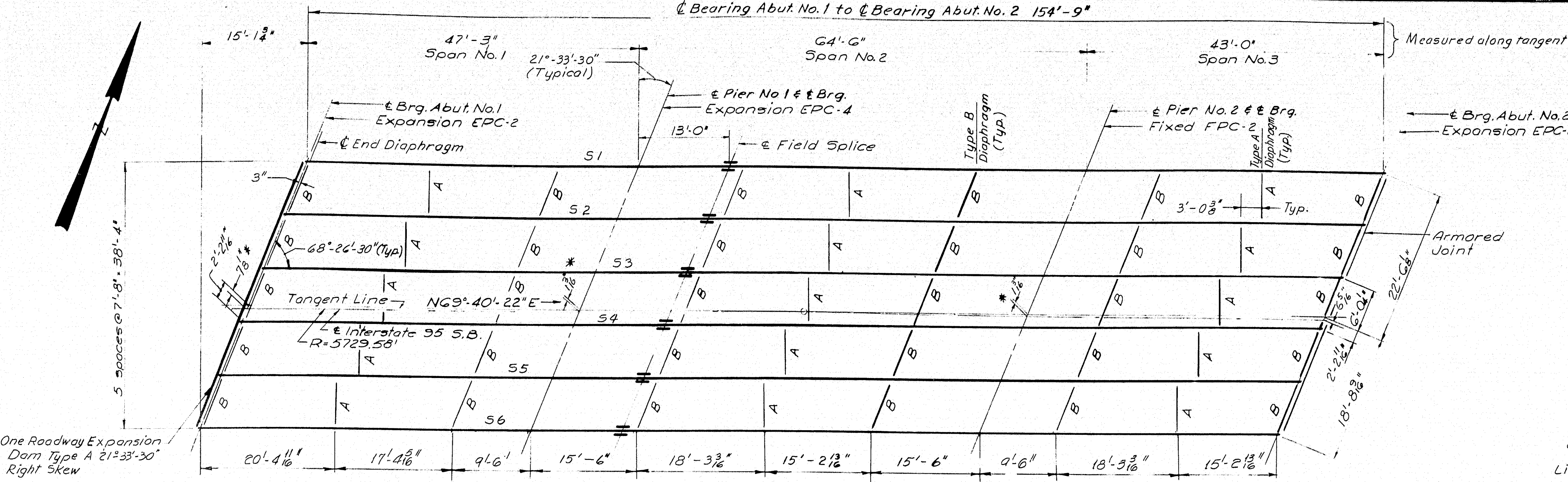
Splice - See Standard Details BD103-64
Diaphragms - See Standard Details BD104-64
Pedestals - See Standard Details BU101-64
Expansion Dam - See Standard Details BU105-64
Armored Joint - See Standard Details BD104-64
Fabrication and Erection: State of Maine Standard Specifications, Highways and Bridges, Revision of Jan. 1956 and Supplementary Specifications of Feb. 1960.
Design and Detail: A.A.S.H.O. Standard Specifications of 1961, and Interim Specifications 1961, 1962, 1963 & 1964.
Materials: Except as otherwise noted on the standard details, all materials shall conform to A.S.T.M. designation A-36.

SPECIFICATIONS

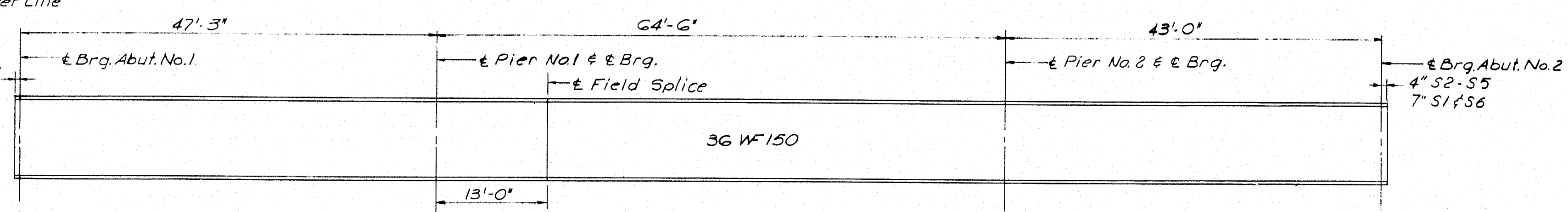
DESIGN - G.H. TRACE - CHECK - P.R.M. DETAIL - A.A.L. BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95 S.B.
OVER
OAKFIELD - SMYRNA ROAD
IN THE TOWN OF
OAKFIELD
AROOSTOOK COUNTY
STRUCTURAL STEEL & BLOCKING
SHEET 11 OF 17 AUGUSTA, MAINE FEBRUARY 1965

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

M-2281 OAKFIELD (12)

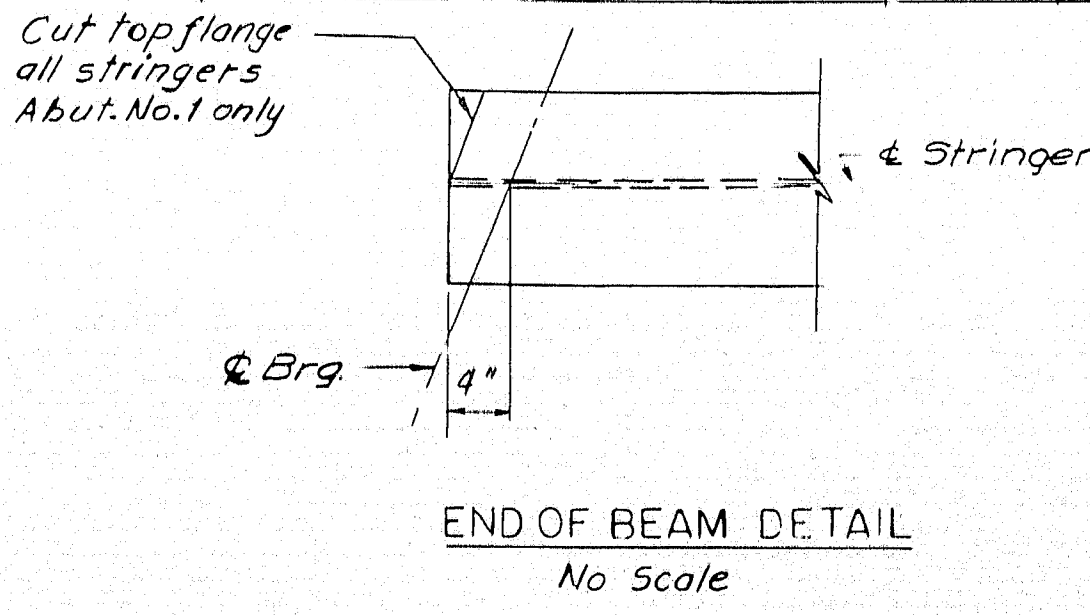


ERECTION DIAGRAM
1"=10'



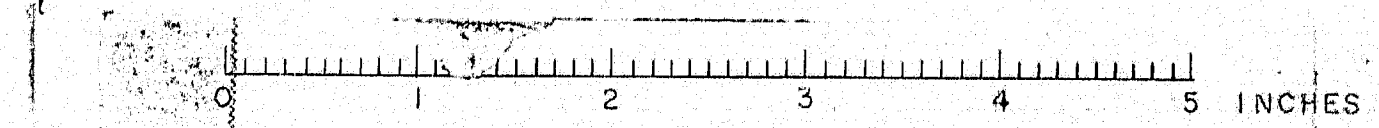
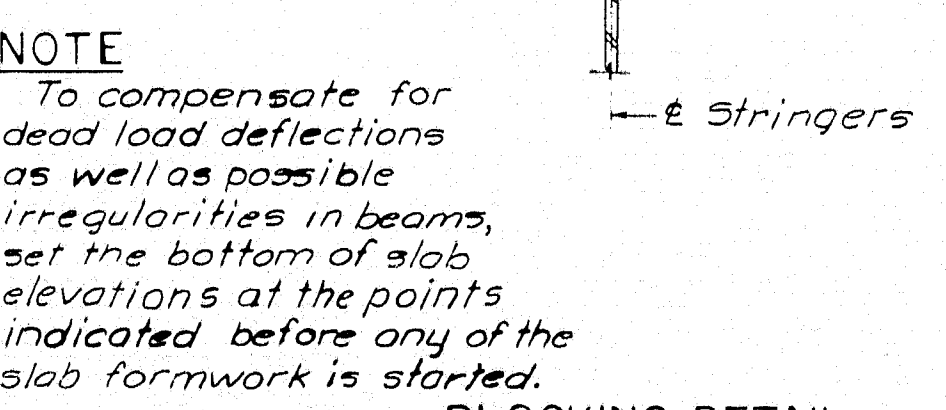
BOTTOM OF SLAB ELEVATIONS AT BLOCKING POINTS

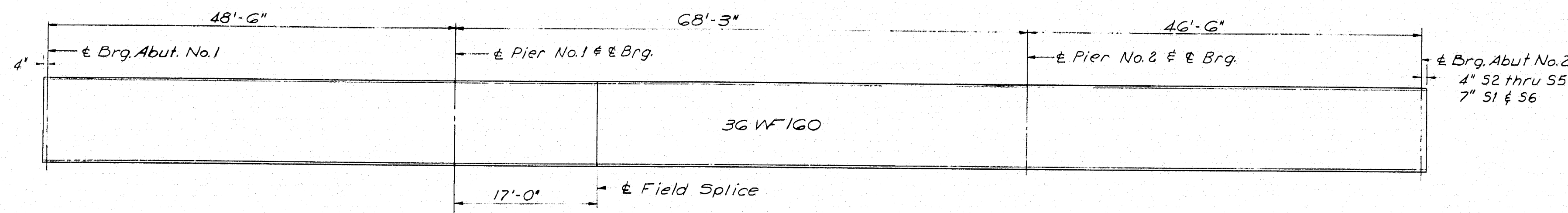
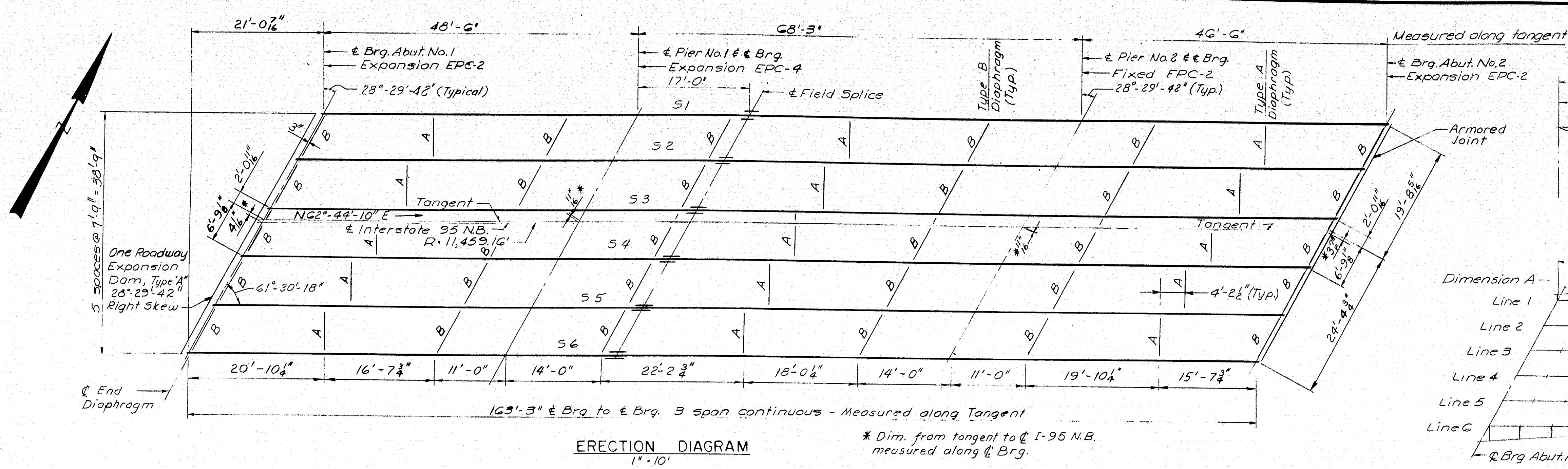
	Span No. 1	Span No. 2	Span No. 3
Line 1	575.10	575.02	574.92
Line 2	574.98	574.89	574.79
Line 3	574.85	574.76	574.66
Line 4	574.72	574.64	574.54
Line 5	574.60	574.51	574.41
Line 6	574.47	574.38	574.28
Point A	575.15	575.06	574.96
Point B	574.41	574.33	574.24



CONCRETE FASCIA TIES

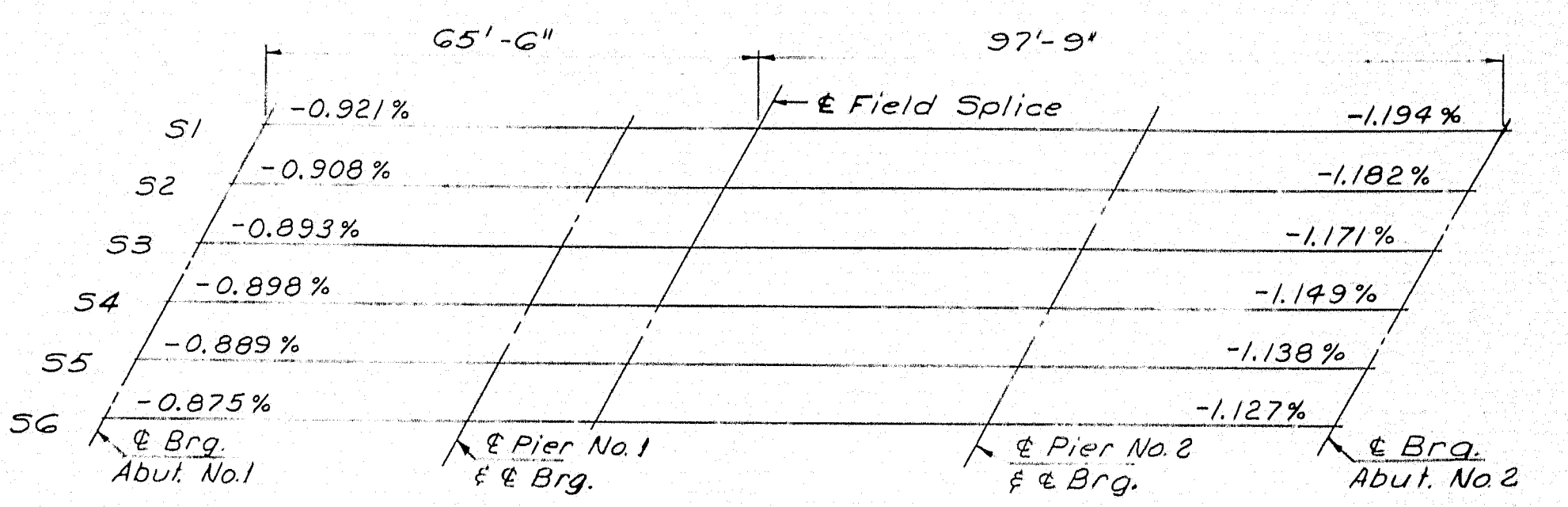
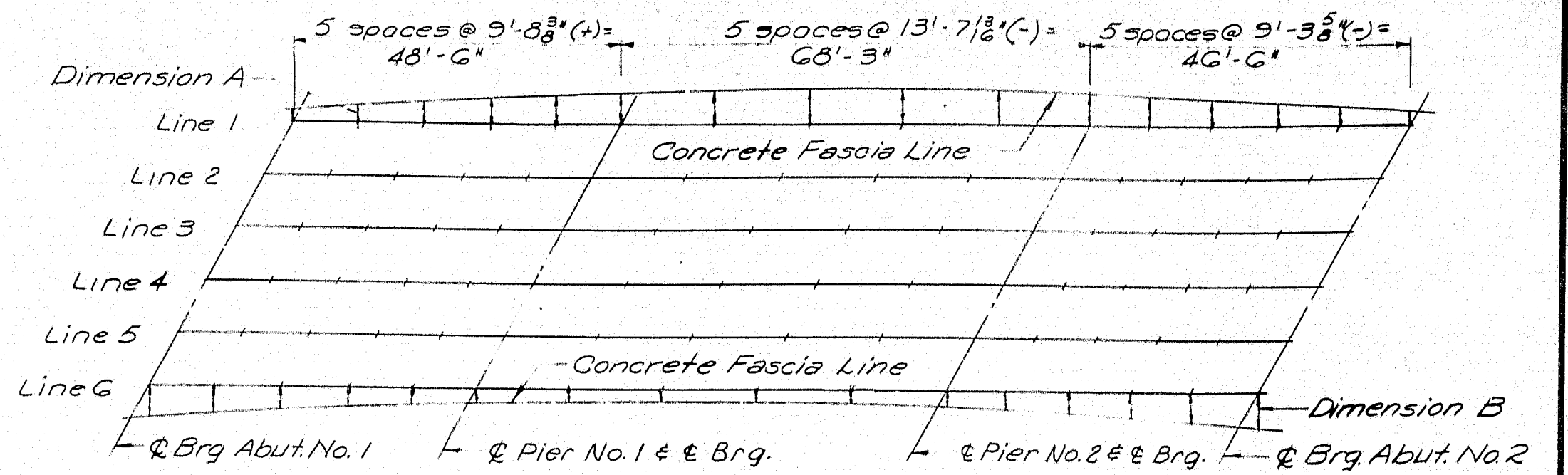
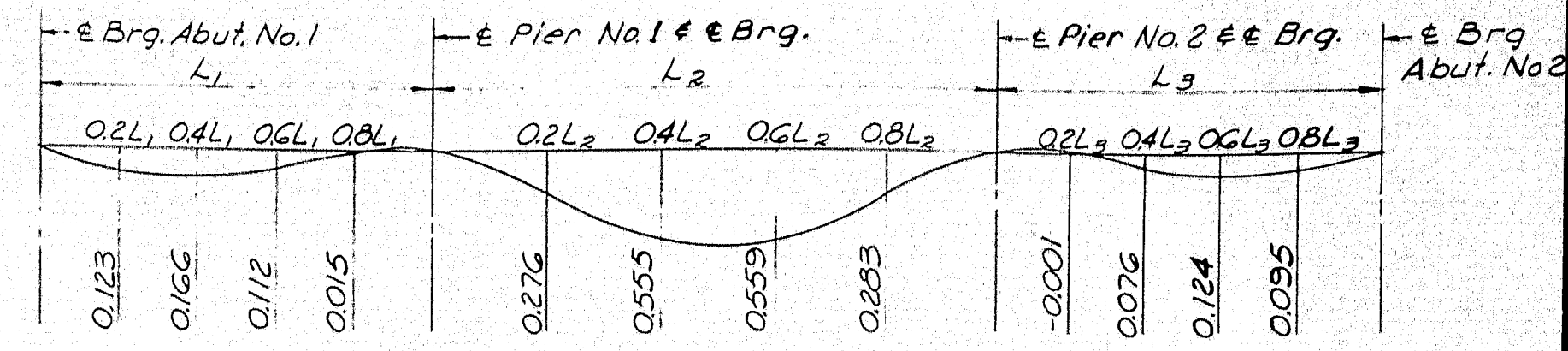
Span No. 1	Span No. 2	Span No. 3
0.2L, 0.4L, 0.6L, 0.8L	0.2L, 0.4L, 0.6L, 0.8L	0.2L, 0.4L, 0.6L, 0.8L
0.2L, 0.4L, 0.6L, 0.8L	0.2L, 0.4L, 0.6L, 0.8L	0.2L, 0.4L, 0.6L, 0.8L



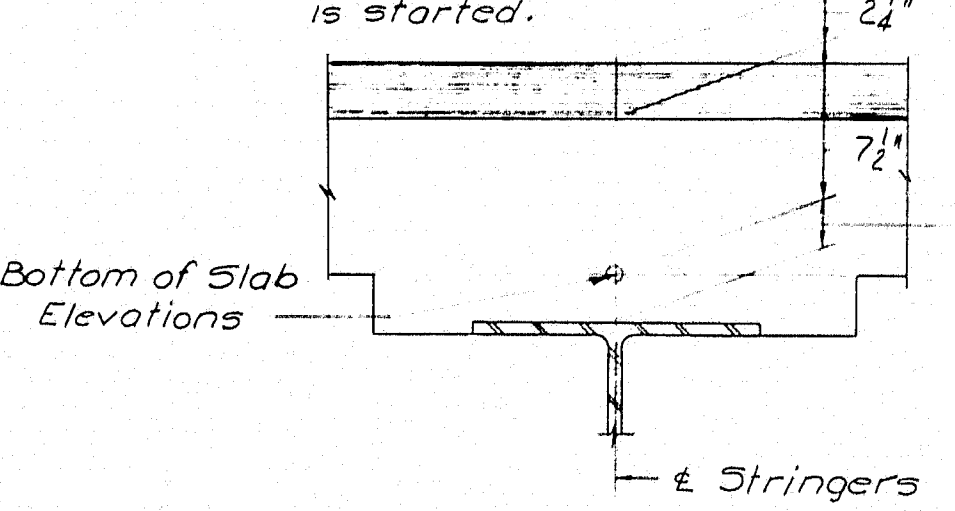


PEDESTALS
12-EPC-2 required
6-EPC-4 required
6-FPC-2 required

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



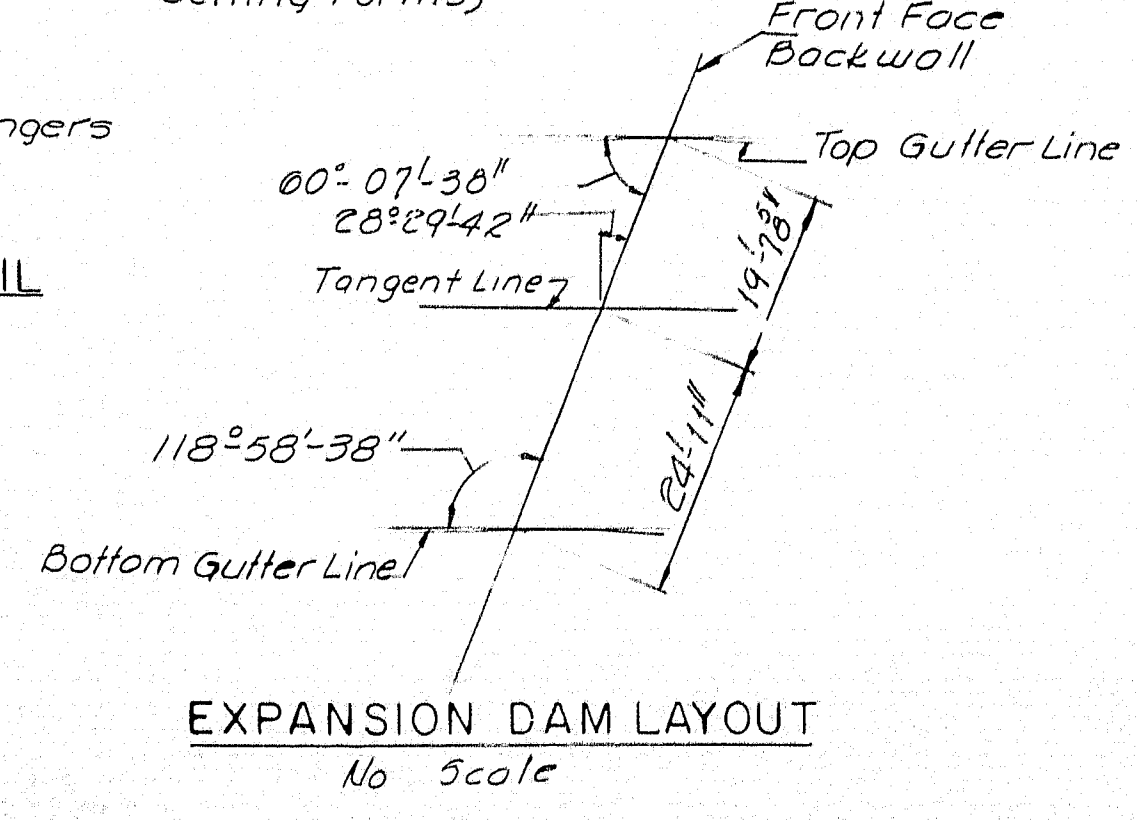
NOTE:
To compensate for dead load deflections as well as possible irregularities in beams, set the bottom of slab elevations at the points indicated before any of the slab form work is started.



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. 2			
		9'-8 3/8"	19'-4 1/2"	29'-1 1/8"	38'-9 1/2"		13'-7 1/2"	Splice	27'-3 3/8"	40'-11 1/2"	54'-7 1/8"		9'-3 3/8"	18'-7 1/8"	27'-10 3/8"	37'-2 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	573.24	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	574.93	574.86	574.78	574.69	574.59	574.50	574.39	574.36	574.27	574.13	573.96	573.78	573.67	573.56	573.45	573.33	573.20		
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	573.06	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	574.25	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	574.42	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 ₁	0.4L ₁	0.6L ₁	0.8L ₁		0.2L ₂	Splice	0.4L ₂	0.6L ₂	0.8L ₂		0.2L ₃	0.4L ₃	0.6L ₃	0.8L ₃			
Dim. A	1'-9 1/2"	1'-9 1/2"	1'-10 1/2"	1'-10 3/4"	1'-11 1/8"	1'-11 1/2"	1'-11 3/4"	1'-11 3/4"	1'-11 3/4"	1'-11 3/4"	1'-10 3/4"	1'-10 3/4"	1'-9 3/4"	1'-9 3/4"	1'-8 3/4"	1'-7 3/4"			
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 3/8"	1'-10 3/8"	1'-10 3/8"	1'-11 1/8"	1'-11 1/8"	2'-0 1/8"	2'-0 1/8"			

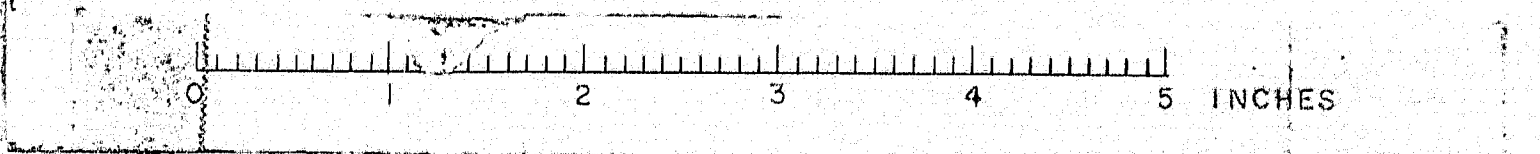


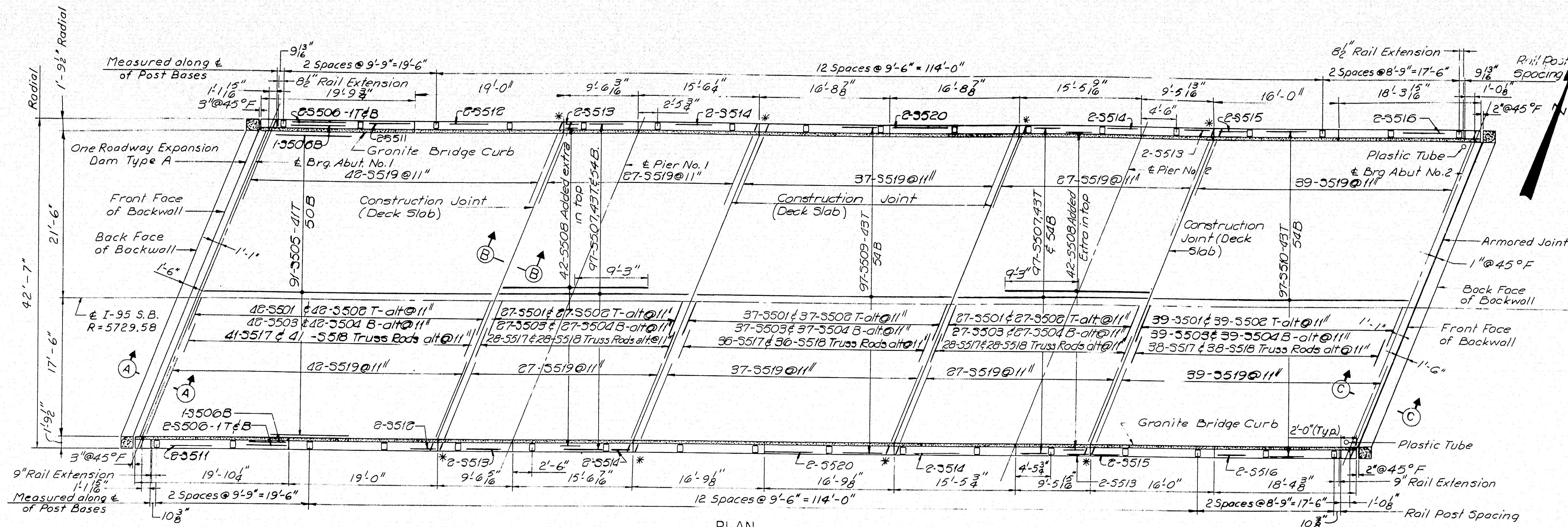
HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
NEW YORK BOSTON KANSAS CITY

DESIGN - G.H. DETAIL - A.A.L. BRIDGE NO. 112
CHECK - P.R.N. SURVEY PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95 N.B.
OVER
OAKFIELD-SMYRNA ROAD
IN THE TOWN OF
OAKFIELD
ARROOSTOOK COUNTY
STRUCTURAL STEEL & BLOCKING

SHEET 12 OF 17 AUGUSTA, MAINE FEBRUARY 1965



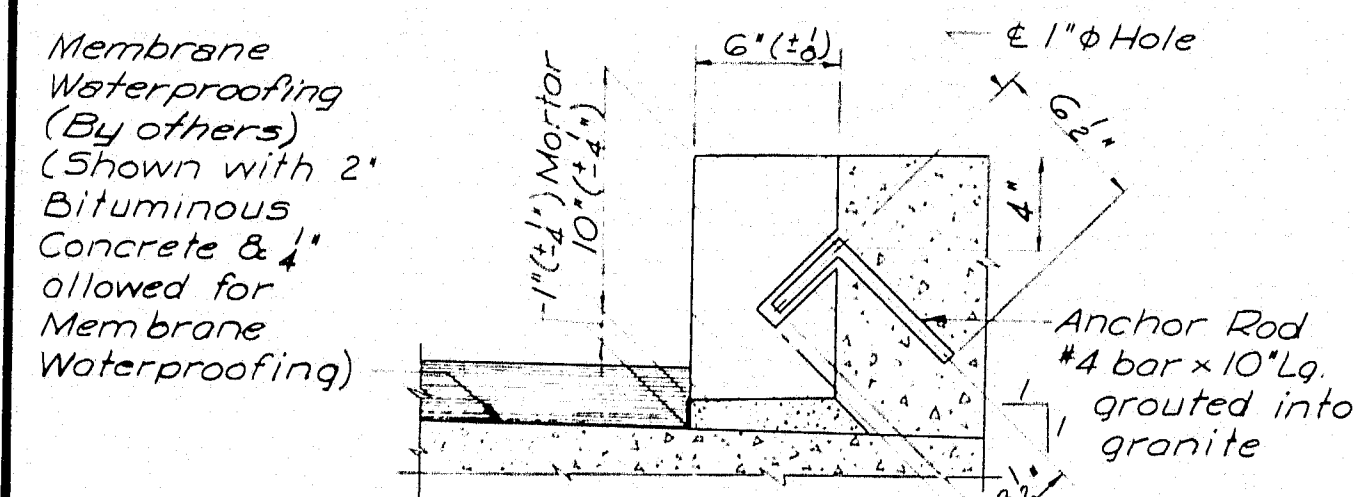


GENERAL SUPERSTRUCTURE NOTES

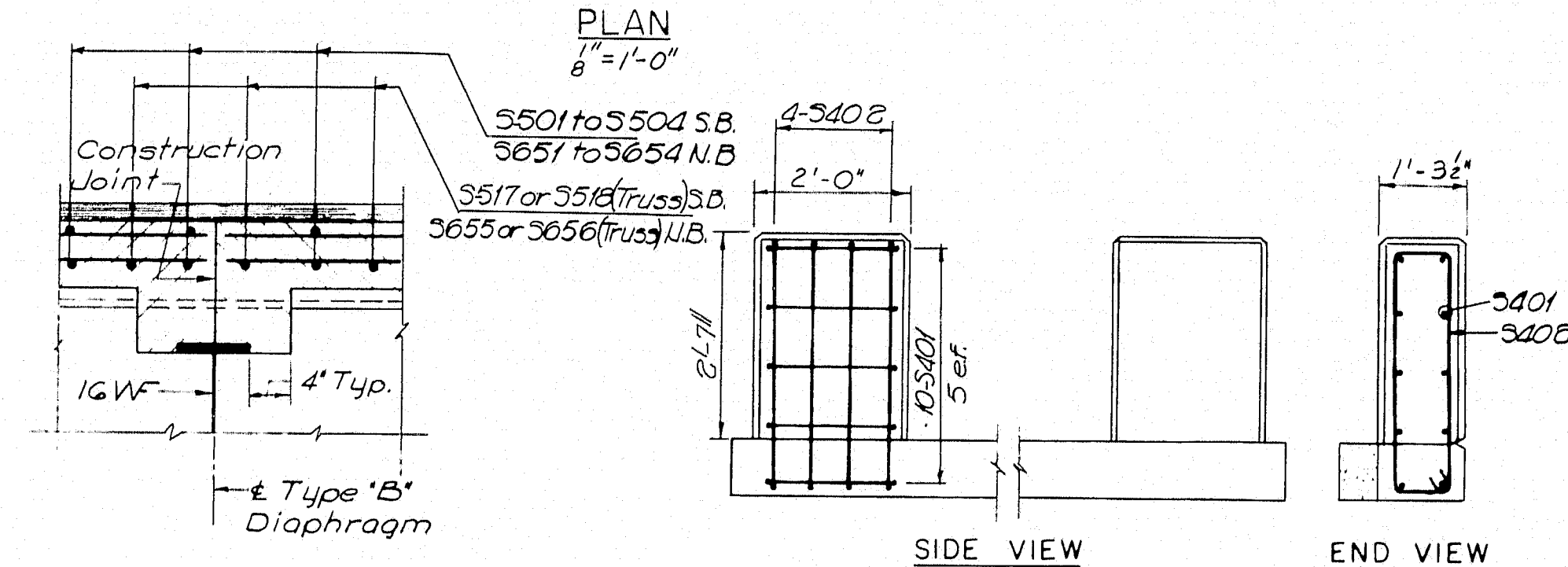
1. At joints in curbs of granite bridge curbs over piers, use 4" preformed expansion joint filler. At all other curb joints, break the bond between concrete surfaces with a suitable grade asphalt paint. Form "V" Groove on outside face of curb and slab at each vertical joint. Provide joints in granite bridge curb at curb C.J. 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.



TYPICAL CURB SECTION
1/2" x 1'-0"

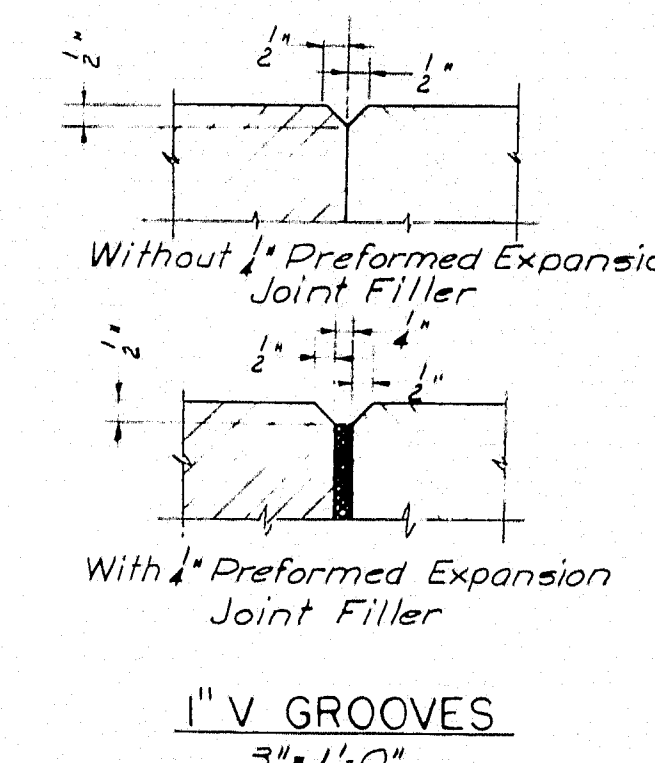


SECTION B-B
3/4" x 1'-0"

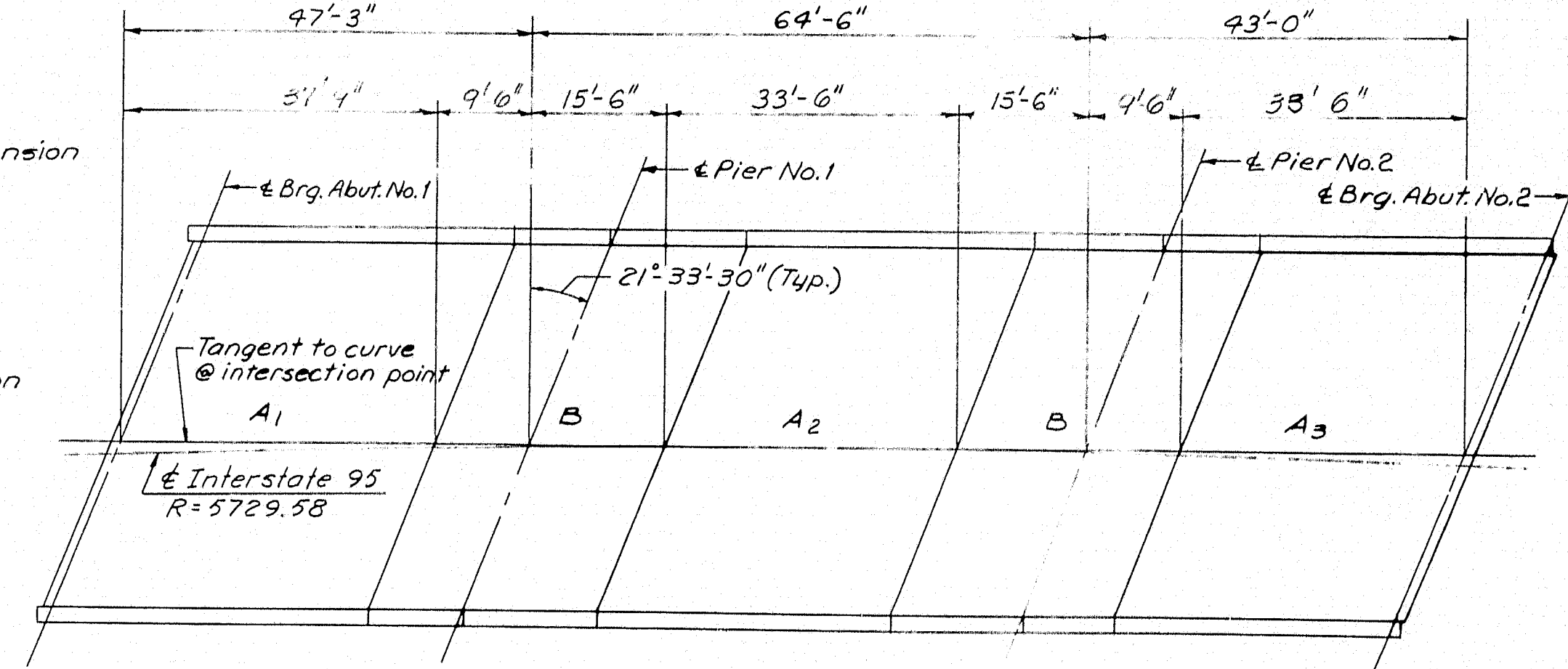
SIDE VIEW

END VIEW

END POST DETAIL
No Scale



1" V. GROOVES
3" x 1'-0"



POURING SEQUENCE

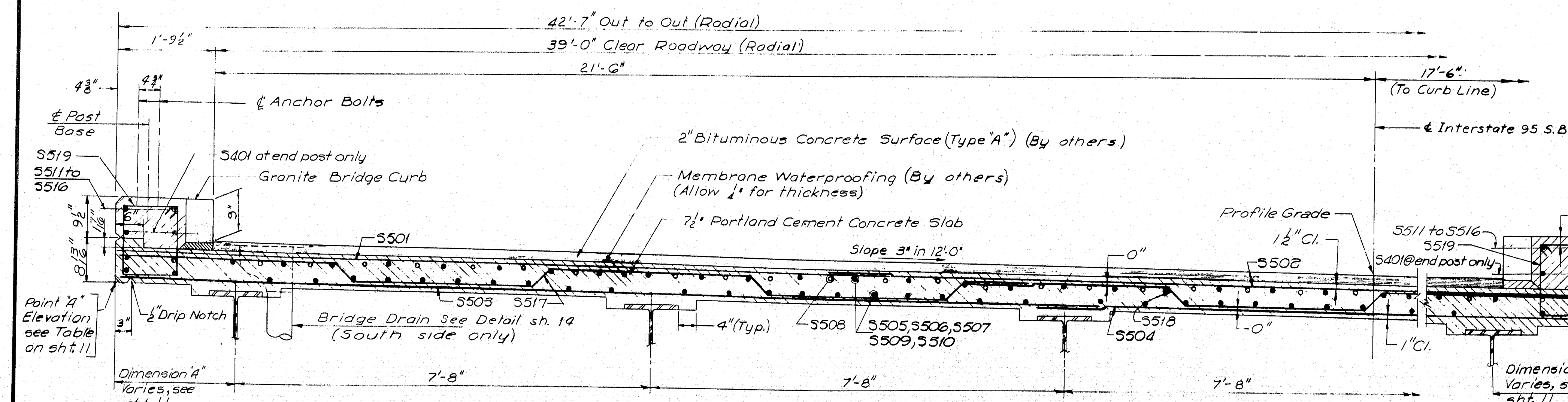
1/2" x 1'-0"

NOTE:
Place concrete in 'A' panels before placing concrete in 'B' panels.

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.

NOTES:
1. For sections A-A and C-C see Sheet 14.



PARTIAL TRANSVERSE SECTION
3/4" x 1'-0"
(Looking Up station)

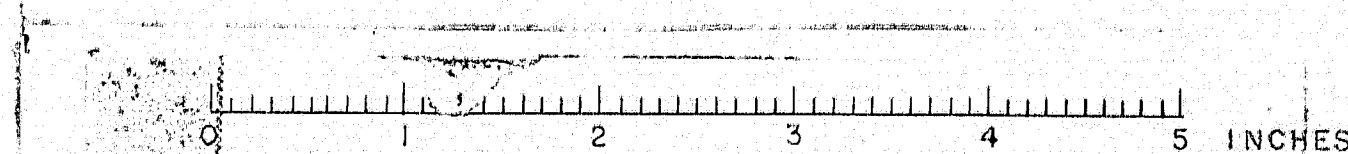
NOTE:
Because of the Monolithic Placement of the Concrete Slab, the Construction Joints were Eliminated and the Reinforcing Either Spliced or Continuous. The Concrete Haunch over the B Diaphragm was Also Eliminated.

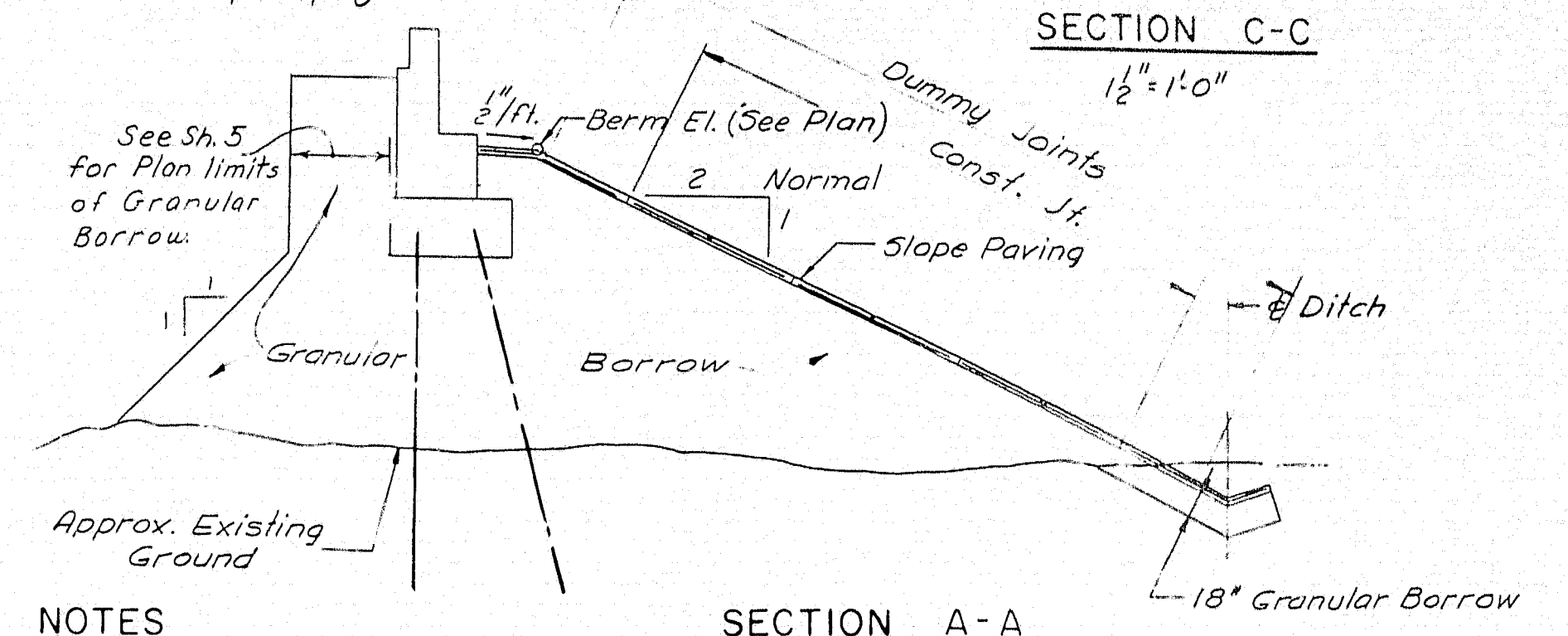
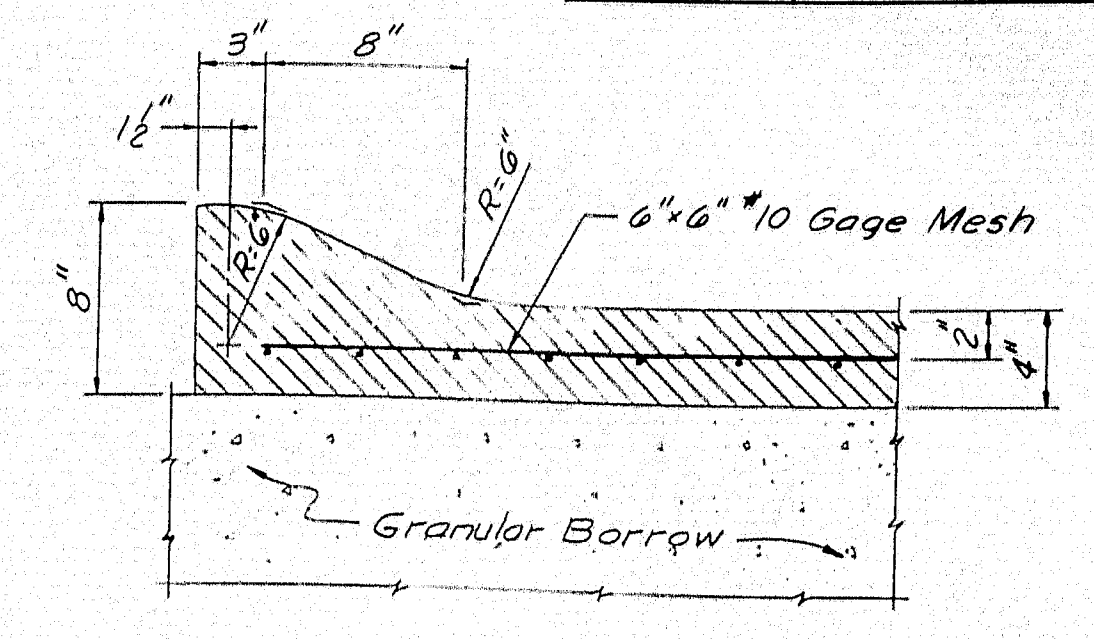
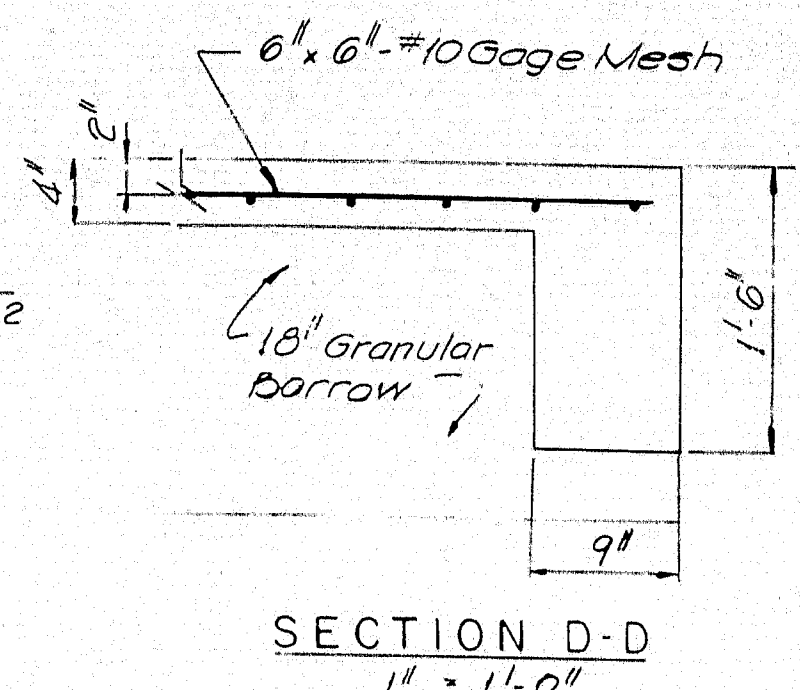
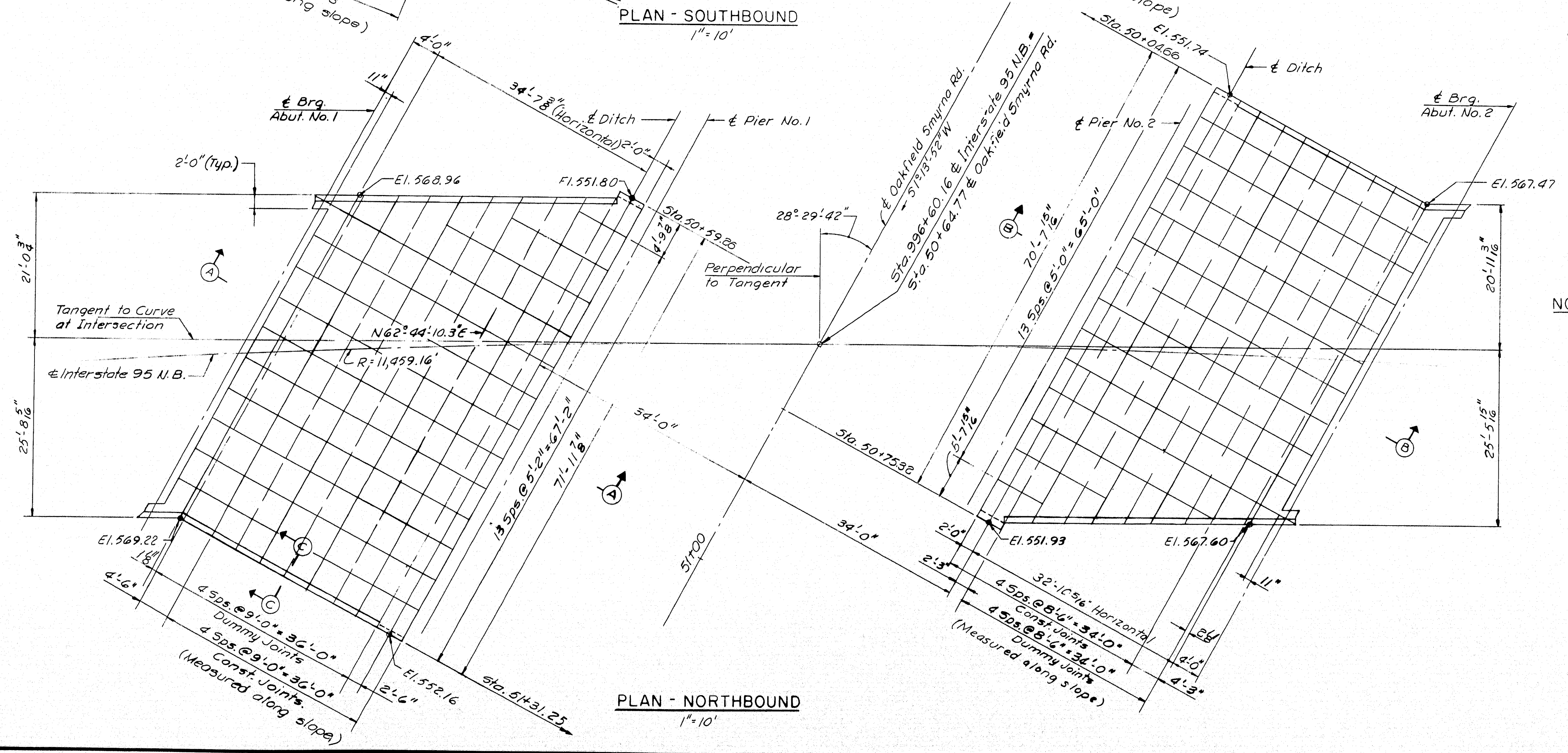
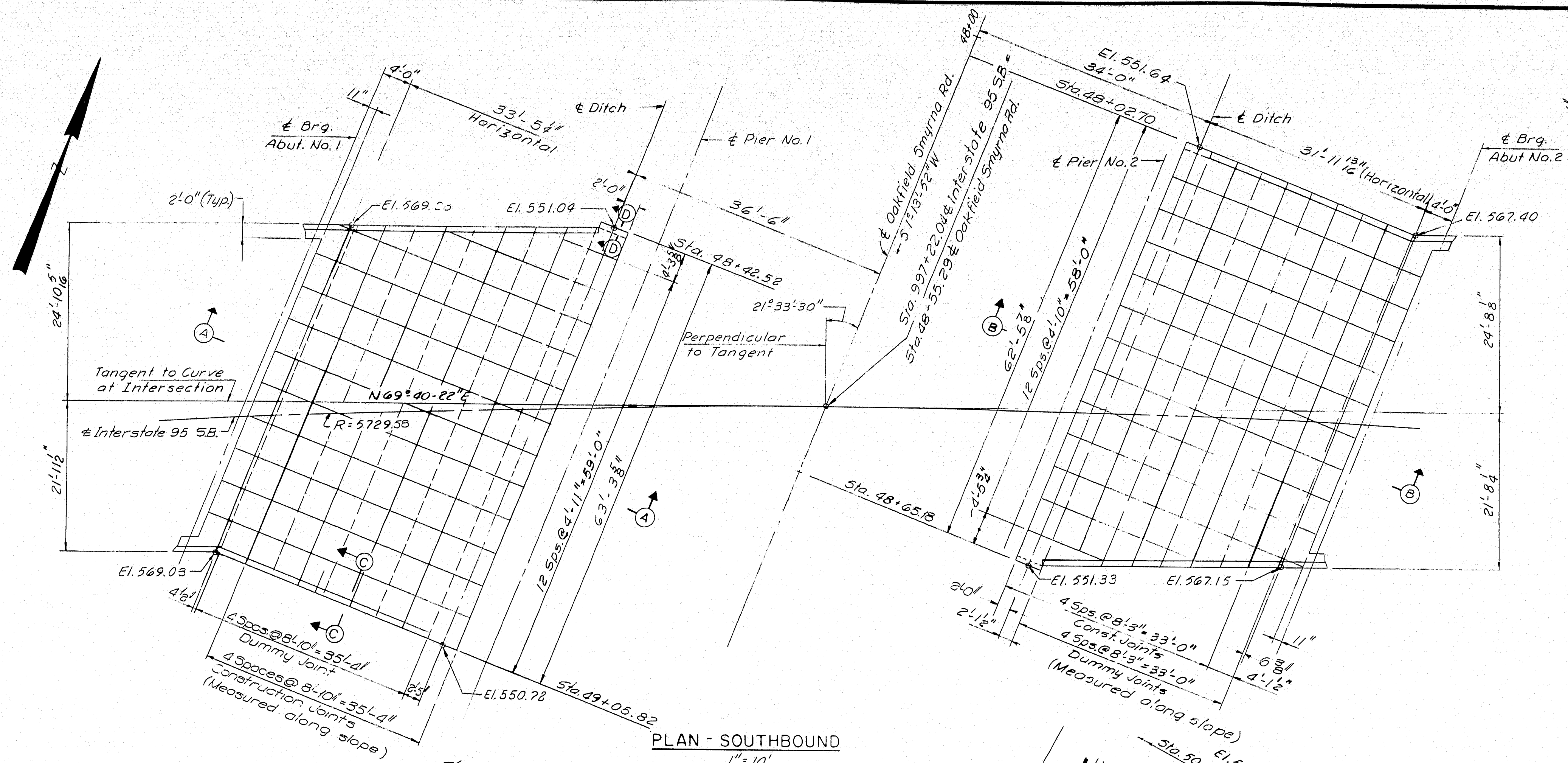
TYPICAL REINFORCING PATTERN

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

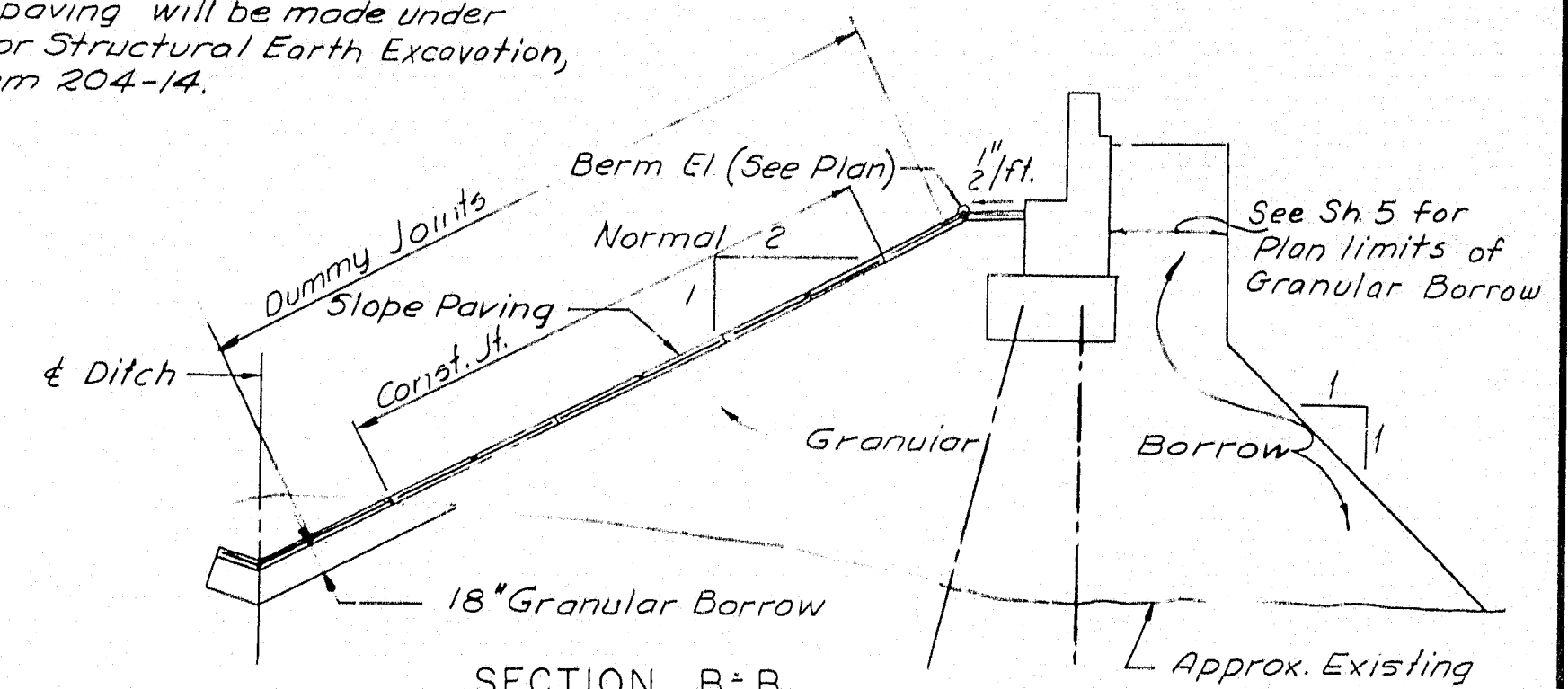
DESIGN - E.F.K.	DETAIL - A.A.L.	BRIDGE NO. SURVEY - PLOT -
TRACE -	CHECK - I.S.	
STATE HIGHWAY COMMISSION BRIDGE DIVISION INTERSTATE 95 SB OVER OAKFIELD - SMYRNA ROAD IN THE TOWN OF OAKFIELD AROSTOOK COUNTY SUPERSTRUCTURE		
SHEET 13 OF 17 AUGUSTA, MAINE FEBRUARY 1965.		

M-2283 OAKFIELD (12)





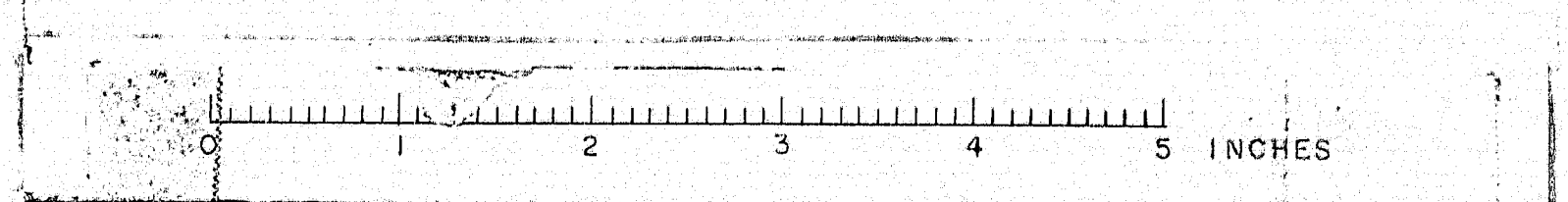
- NOTES
1. Provide 18" of Granular Borrow under slope paving in excavation areas.
 2. The 18" Granular Borrow under slope paving may be reduced or omitted, if in the opinion of the Engineer the existing material is suitable.
 3. Payment for any excavation required for slope paving will be made under 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 - 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 AROSTOOK COUNTY SLOPE PAVING		
HOWARD, NEEDLES, TAMMEN & BERGENDOFF CONSULTING ENGINEERS NEW YORK BOSTON KANSAS CITY		
SHEET 15 OF 17 AUGUSTA, MAINE FEBRUARY 1965		

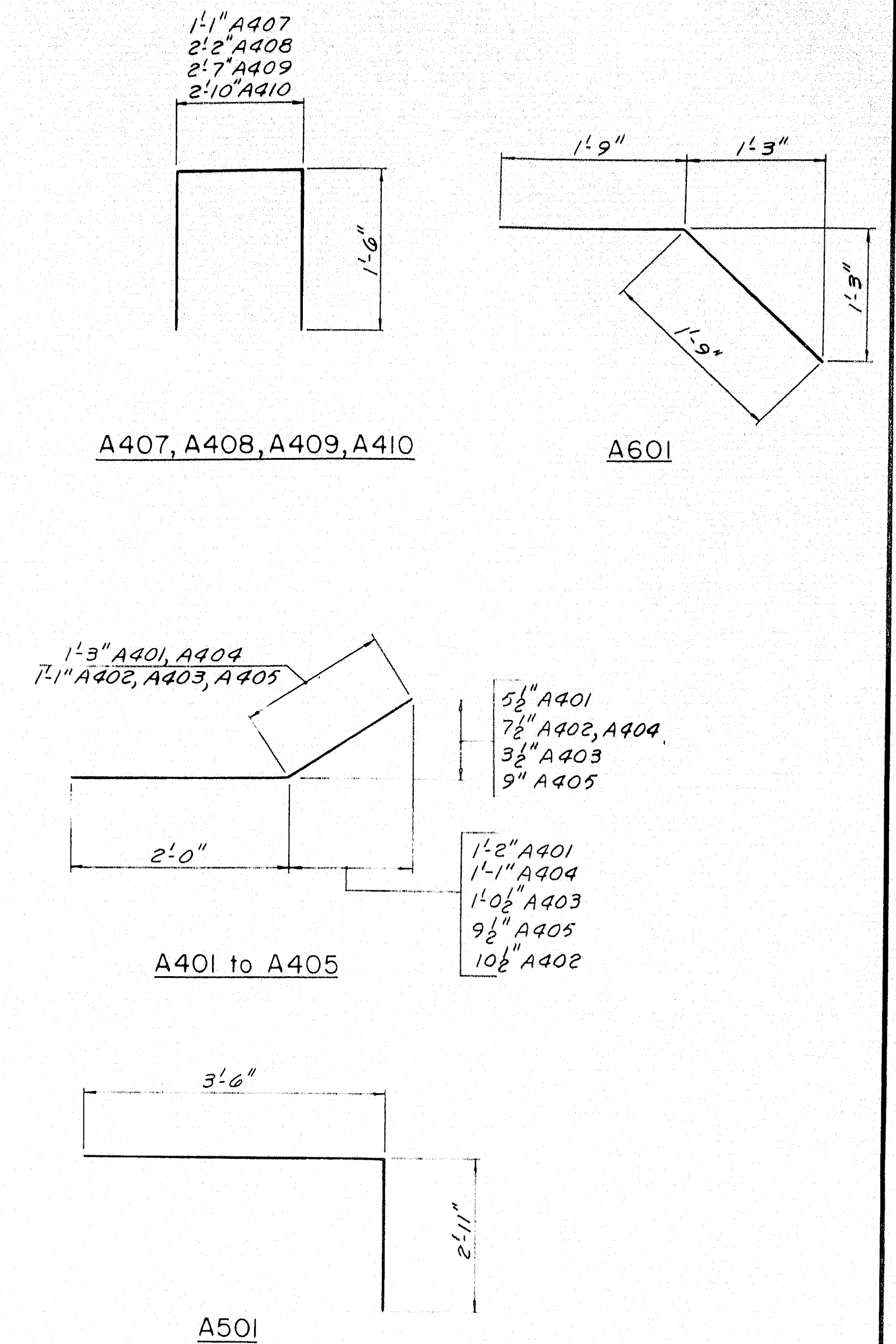
M-2285 OAKFIELD(12)



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
BENT BARS					
A502	5	32	2'7"		Footling
A503	5	32	6'4"		"
A504	5	35	5'11"		Footling
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"		Wingwall (2 Groups of 6)
A510	5	12	2'9" to 5'8"		Wingwall (2 Groups of 6)
BENT BARS					
A602	6	10	10'6"		Footling
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"		Footling
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
A404	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
BENT BARS					
A501	5	32	6'5"		Stem
BENT BARS					
A601	6	29	3'6"		Approach Slab dowels
APPROACH SLAB					
A5401	4	44	21'5"		Approach Slab
APPROACH SLAB					
A5601	6	156	14'6"		Approach Slab
ABUTMENT NO. 2 S.B.					
STRAIGHT BARS					
A411	4	8	23'0"		Backwall
A413	4	24	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
A421	4	8	25'5"		Backwall
A422	4	8	20'6"		Backwall
A423	4	2	2'5"		Wingwall
BENT BARS					
A502	5	33	2'7"		Footling
A503	5	33	6'4"		"
A504	5	35	5'11"		Footling
A505	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)
BENT BARS					
A602	6	10	10'6"		Footling
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"		Footling

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)
BENT BARS					
A602	6	10	10'6"		Footling
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"		Footling
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
BENT BARS					
A501	5	31	6'5"		Stem
BENT BARS					
A601	6	29	3'6"		Approach Slab dowels
APPROACH SLAB					
A5401	4	44	21'5"		Approach Slab
APPROACH SLAB					
A5601	6	156	14'6"		Approach Slab
ABUTMENT NO. 1 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
BENT BARS					
A502	5	33	2'7"		Footling
A503	5	33	6'4"		"
A504	5	35	5'11"		Footling
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)
BENT BARS					
A602	6	10	10'6"		Footling
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"		Footling

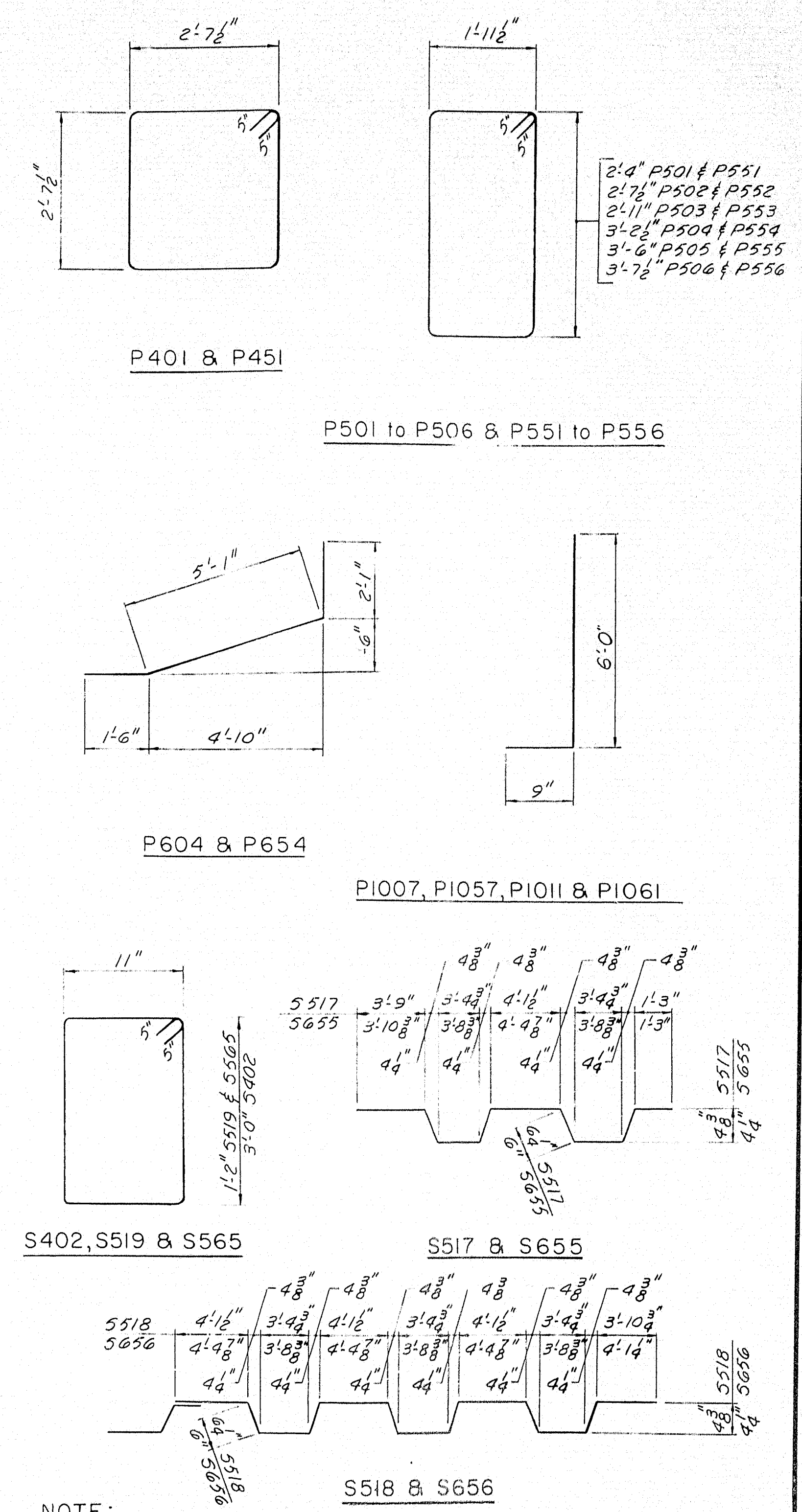
MARK	SIZE	NUMBER	LENGTH	INCR.	LOCATION
ABUTMENT NO. 1 N.B. (CONTINUED)					
STRAIGHT BARS					
A611	6	6	3'6"		Footling
A612	6	12	3'10" to 5'6"	4"	" (2 Groups of 6)
A613	6	14	21'9"		Footling
A614	6	4	1'0"		Curb dowels
BENT BARS					
A403	4	16	3'1"		Stem
A404	4	16	3'3"		"
A405	4	16	3'1"		Stem
A406	4	4	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
BENT BARS					
A501	5	33	6'5"		Stem
BENT BARS					
A601	6	30	3'6"		Approach Slab dowels
APPROACH SLAB					
A5402	4	44	22'8"		Approach Slab
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
BENT BARS					
A502	5	33	2'7"		Footling
A503	5	33	6'4"		"
A504	5	35	5'11"		Footling
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)
BENT BARS					
A602	6	10	10'6"		Footling
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"		Footling
A611	6	6	3'6"		"
A612	6	12	3'10" to 5'6"	4"	" (2 Groups of 6)
A613	6	14	21'9"		Footling
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. 2 N.B. (CONTINUED)					
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	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"		Footings
P701	7	20	8'-6"		Footings
P801	8	18	8'-6"		"
P901	9	12	20'-0"		Columns
P902	9	44	5'-9"		Footings
P907	9	6	8'-6"		"
P908	9	8	10'-0"		Columns
P909	9	24	20'-9"		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
P603	6	9	5'-6"		Footings
P902	9	12	5'-9"		Footings
P903	9	12	18'-9"		Columns
P904	9	20	9'-6"		Footings
P905	9	6	8'-6"		Footings
P907	9	20	9'-6"		Footings
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"		Footings
PIER NO. 1 N.B.					
STRAIGHT BARS					
P651	6	4	22'-9"		Cap
P652	6	4	24'-0"		Cap
P653	6	9	5'-6"		Footings
P751	7	20	8'-6"		Footings
P851	8	18	8'-6"		Footings
P951	9	12	19'-0"		Columns
P952	9	44	5'-9"		Footings
P957	9	6	8'-6"		Footings
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"		Footings
P952	9	12	5'-9"		Footings
P953	9	12	18'-9"		Columns
P954	9	20	9'-6"		Footings
P955	9	20	9'-6"		"
P957	9	6	8'-6"		Footings
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"		Footings

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	89	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)



NOTE:
For Notes and
Abutment Reinforcing
see Sheet 16.

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

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

M-2287 OAKFIELD(12)

