

SPECIFICATIONS
 DESIGN. A.A.S.H.T.O. Standard Specifications for Highway
 Bridges, 1977 and Interim Specifications 1978.
 CONTRACT. State of Maine, State Highway Commission,
 Standard Specifications, Highways and Bridges,
 Revision of June, 1968.

MATERIALS
 STRUCTURAL STEEL. A.S.T.M. A36

BASIC ALLOWABLE STRESS
 STRUCTURAL STEEL. $f_s = 20,000$ psi

NOTE
 All work contemplated under this contract shall be governed by and in conformity
 with the Standard Specifications (Revision of 1968) and supplements thereto,
 except as modified on the plans and in the Special Provisions.

ESTIMATED QUANTITIES					
ITEM No.	DESCRIPTION	UNIT	QUANTITIES		
			I-95-9(73)8 I-95 S.B. over B&A RR (Oakfield)	I-95-9(74)8 I-95 over U.S. Route 2 (Smyrna)	I-95-9(73)8 I-95-9(74) (Combined)
202.20	Removing Bituminous Concrete Pavement	S.Y.	995	1,835	2,830
202.201	Removing Bit. Pave. (inc. Mem. Waterproofing)	S.Y.	1,325	2,170	3,495
403.09	Hot Bit. Pavement, Gra. C.-Gr. Ledge, Ton	Ton	285	495	780
403.121	Hot Bit. Pavement Grading & Skimming	Ton	28	51	79
504.7801	Armored Jt. Modification (Oakfield)	L.S.	1	—	1
504.7802	Armored Jt. Modification (Smyrna)	L.S.	—	1	1
508.14	Membrane Waterproofing-Epoxy Penetration Sealer	S.Y.	1,325	2,170	3,495
629.05	Labor, Straight Time	M.H.	30	30	60
630.06	Traffic Officers	M.H.	320	320	640
631.10	Air Compressor (including operator)	Hour	10	10	20
631.11	Air Tool (including operator)	Hour	10	10	20
631.171	Truck - small (including operator)	Hour	10	10	20
631.22	Front End Loader (including operator)	Hour	10	10	20
632.08	Warning Lights	Grp.	1	2	3
639.10	Field Office, Type C	Each	0.5	0.5	1
645.61	4" Solid White Pavement Marking Line	L.F.	1,500	3,000	4,500
645.62	4" Broken White Pavement Marking Line	L.F.	2,200	4,400	6,600
645.63	4" Solid Yellow Pavement Marking Line	L.F.	1,500	3,000	4,500
645.66	Removing 4 in. Pavement Marking Line	L.F.	3,800	7,600	11,400
652.23	Flashing Arrow Board	Each	1	1	2
652.31	Type I Barricades	Each	20	40	60
652.33	Drums	Each	10	20	30
652.35	Construction Sign	Sq. Ft.	150	316	466
652.36	Maintenance of Traffic Control Sign	Sq. Ft.	12	17	25
659.10	Mobilization	L.S.	Nec.	—	Nec.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION



BUREAU OF HIGHWAYS REHABILITATION OF BRIDGE DECK ON I-95 OVER U.S. ROUTE 2 IN THE TOWN OF SMYRNA AROOSTOOK COUNTY PROJECT NUMBER TQI-FI-95-91741284 LENGTH OF PROJECT 0.049 MILES AND I-95 OVER B & A RR YARD IN THE TOWN OF OAKFIELD AROOSTOOK COUNTY PROJECT NUMBER TQIG-FIG-95-91731279 LENGTH OF PROJECT 0.053 MILES

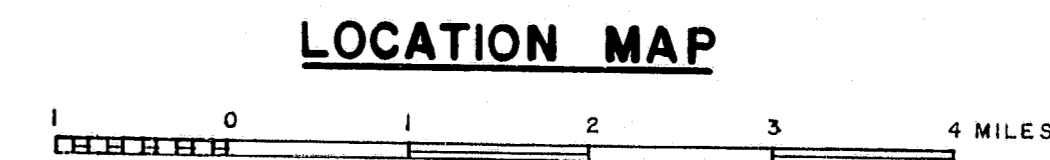
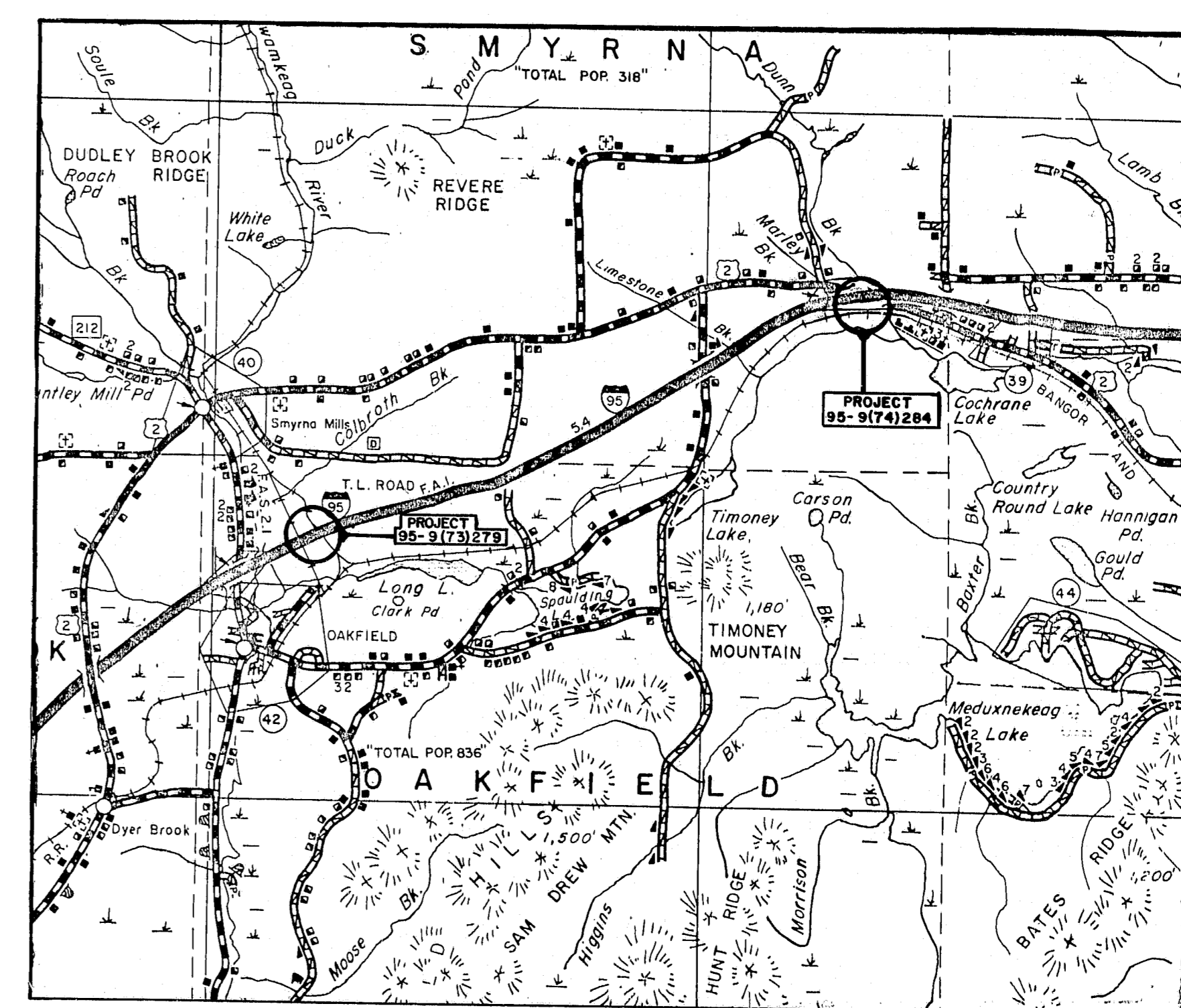
I-95 SB OVER U.S. ROUTE 2
 OR
 I-95 NB OVER U.S. ROUTE 2
 TRAFFIC DATA
 A.D.T. 1980 1835
 A.D.T. 2000 2755
 D.H.V. 394
 T.(%) 21
 D.(%) 100
 V. 70 mph
 18 KIPS. 602

I-95 OVER B&A RR YARD
 TRAFFIC DATA
 A.D.T. 1980 1835
 A.D.T. 2000 2755
 D.H.V. 394
 T.(%) 21
 D.(%) 100
 V. 70 mph
 18 KIPS. 602

INDEX OF SHEETS

1. Title Sheet
2. Rehabilitation Plan of Approaches
3. Rehabilitation Deck Plan (Oakfield)
4. Rehabilitation Deck Plan (Smyrna)

—STANDARDS—
 FOR FIELD OFFICE AND CONSTRUCTION SIGNING
 STANDARDS REFER TO PROJECT I-IG-95-9(101) STANDARDS.

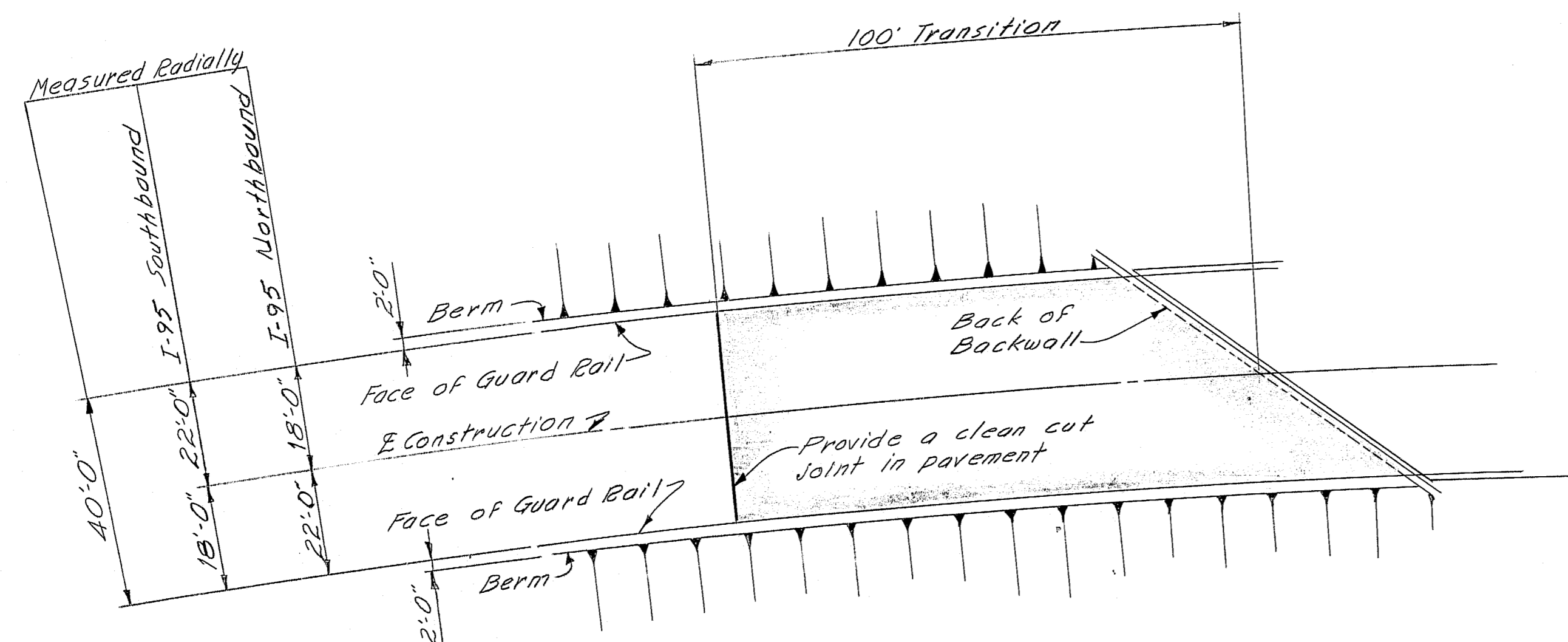


APPROVED:
 STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 COMMISSIONER
 DATE 8-11-77
 CHIEF ENGINEER & BUREAU DIRECTOR
 DATE 8-11-77

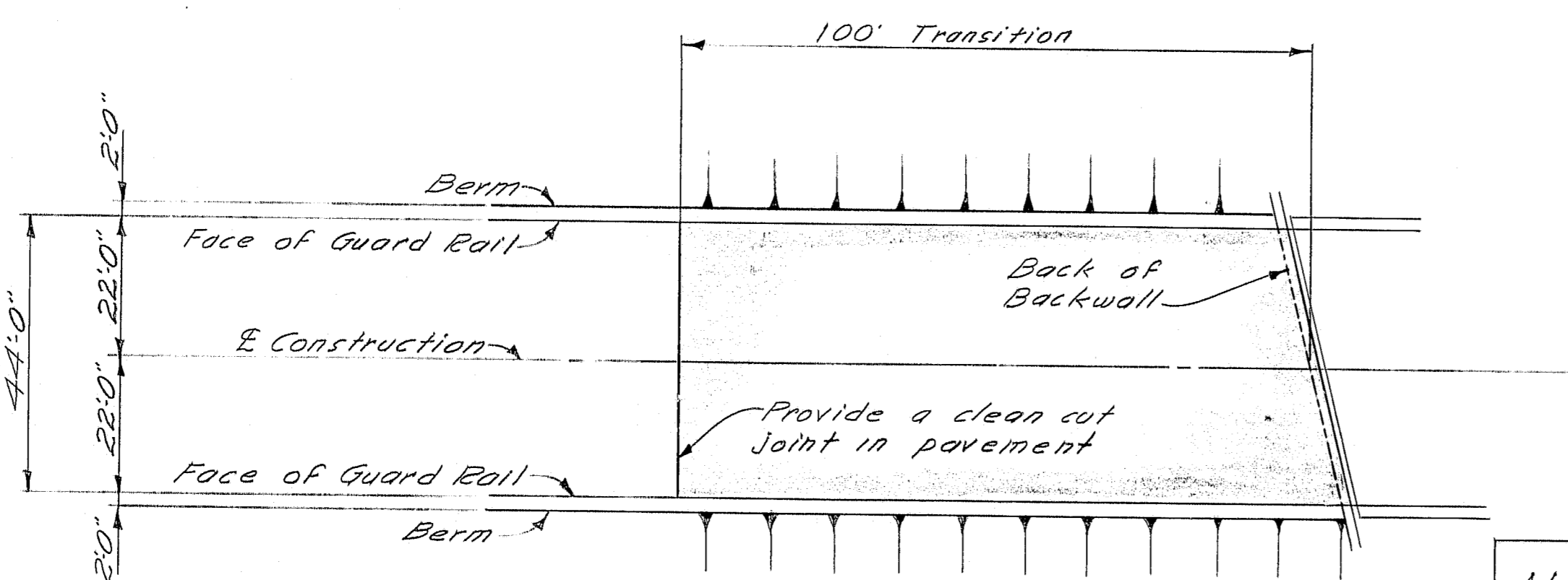
R92-475

As Built 1981
 UNITED STATES
 DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 REGION I
 APPROVED:
 DIVISION ADMINISTRATOR
 DATE

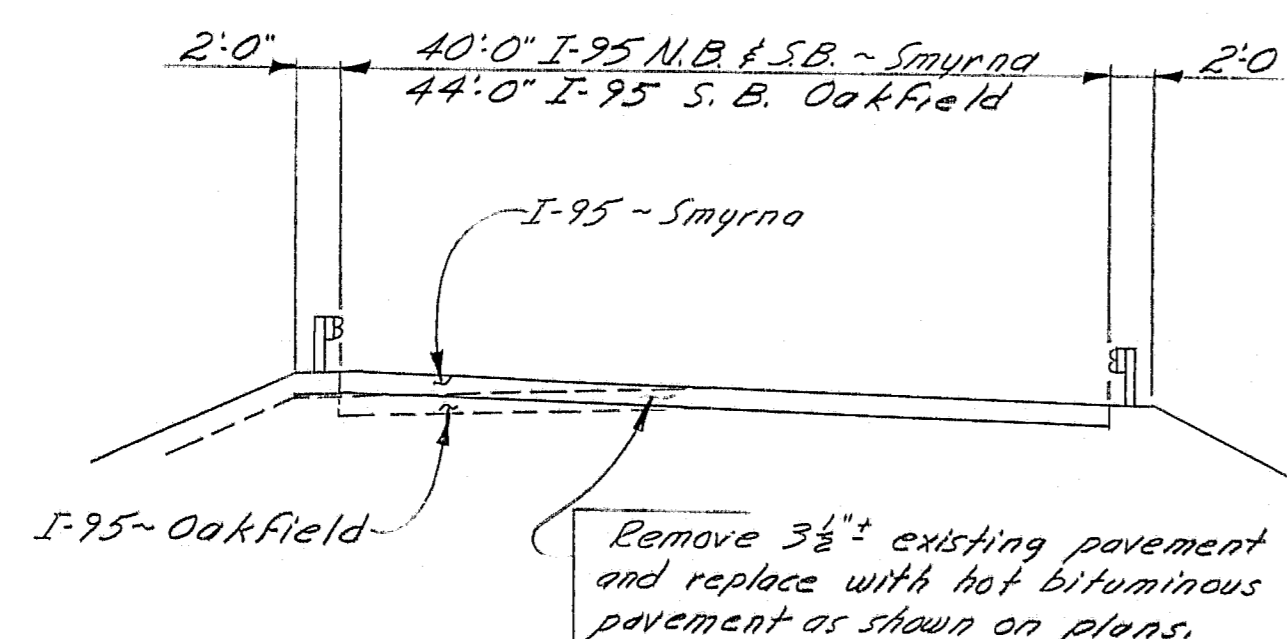
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	W. Lynde P.T.A.	3-79
CHECKED	RMW	3-79
REVISIONS		
FIELD CHANGES		
PLANS		



TYPICAL APPROACH PLAN
I-95 NB & SB SMYRNA



TYPICAL APPROACH PLAN
I-95 SB OAKFIELD



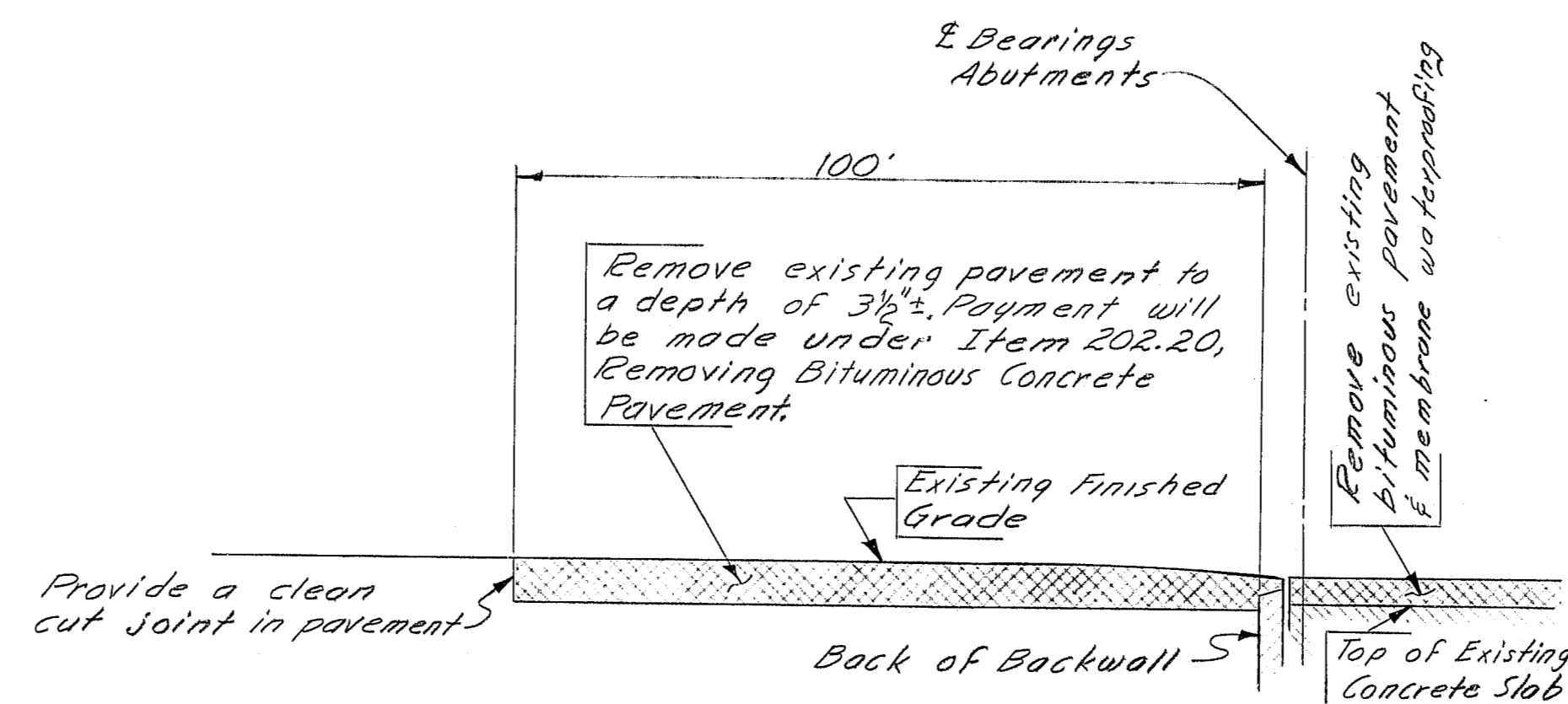
TYPICAL APPROACH SECTION
(Looking up-station)

NOTES - SMYRNA

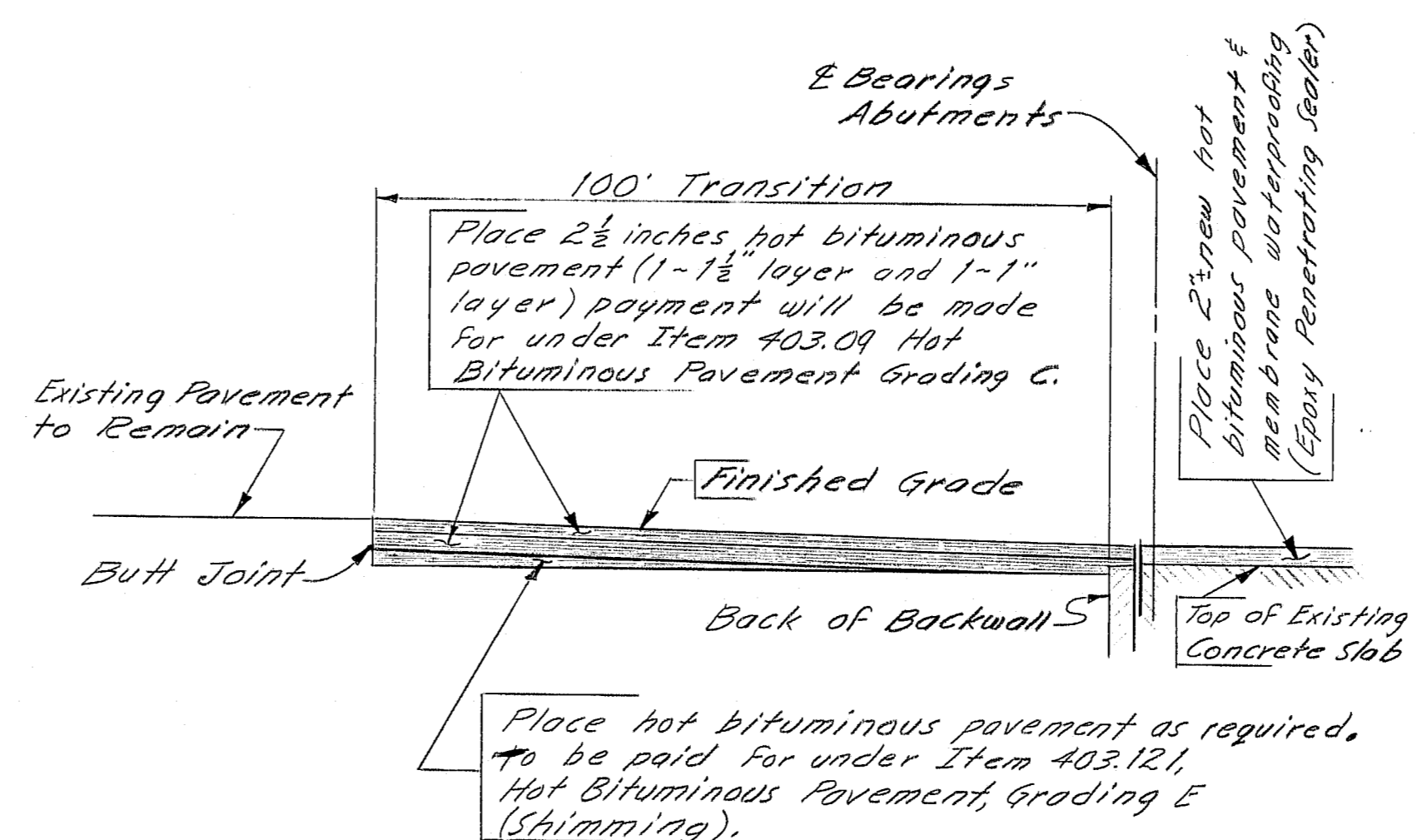
- The Existing concrete shall be removed from the superstructure slab at the armored joints as shown on the plans. Payment for removing concrete as described will be incidental to Item 504.7802, "Armored Joint Modifications, Smyrna."
- Preformed Elastic Joint Seals are not required for the curb joints.
- The Preformed Elastic Joint Seals shall have a minimum Movement Rating of 1.00 inch.
- The joint openings will vary depending on the dimensions of the Preformed Elastic Joint Seals selected by the contractor. The joint opening shall be set according to the opening shown on the approved "Armored Joint" shop detail drawings.
- The Preformed Elastic Joint Seal shall be approved by the Engineer prior to fabrication of the armored joint. Payment for Fabrication, Delivery and Setting of Preformed Elastic Joint Seal will be incidental to contract items.

NOTES - OAKFIELD

- The Preformed Elastic Joint Seals to be furnished shall have a minimum Movement Rating of:
 - Abutment No. 1 = 0.625 inches
 - Pier No. 1 = 0.500 inches
 - Abutment No. 2 = 0.625 inches
- In addition to the minimum Movement Rating requirements given above, the Preformed Elastic Joint Seals furnished must also fit the existing joint openings. The existing joint openings are as follows:
 - Abutment No. 1 = 1.25 inches @ 45° R
 - Pier No. 1 = 1.5 to 2.0 inches (Movement of joint is due to live load deflection)
 - Abutment No. 2 = 1.25 inches @ 45° R
- At the curbs, the contractor shall cut and bend the Preformed Elastic Joint Seal as shown on the plan and as directed by the Engineer.
- The Preformed Elastic Joint Seal shall be approved by the Engineer prior to installation. Payment for Fabrication, Delivery and Setting of Preformed Elastic Joint Seal will be incidental to contract items.



EXISTING PROFILE ALONG E I-95



NEW TRANSITION
PROFILE ALONG E I-95

NOTES - GENERAL

- The contractor shall maintain traffic at all times with a minimum lane width of 15 feet.
- The contractor shall remove the existing bituminous wearing surface and membrane waterproofing from the bridge structures.
- The contractor shall remove the existing joint sealer and filler from the curb joint openings to the satisfaction of the Engineer. Payment for removing the existing joint sealer and filler will be incidental to Items 504.7801 and 504.7802, "Armored Joint Modifications."
- The contractor shall straighten existing bent armored joint steel by an approved method where directed by the Engineer. Payment will be made under the appropriate labor & equipment rental items. Payment for rental of equipment not included as an item in this contract will be made on a force account basis as provided in sub-section 109.04 of the Standard Specifications.
- No paint is required on any new or existing structural steel.
- The contractor shall replace any concrete removed from the superstructure slab with epoxy mortar (Road Patch, Set #5, Colma - DUE or equal) as outlined in Special Provisions for Item 202.20, "Removing Bituminous Pavement (including membrane waterproofing)." Payment for cutting and grinding and cleaning will be incidental to Item 504.7801 or Item 504.7802, "Armored Joint Modifications."

REFERENCES

- For Rehabilitation Deck Plan Oakfield see sheet #3
- For Rehabilitation Deck Plan Smyrna see sheet #4

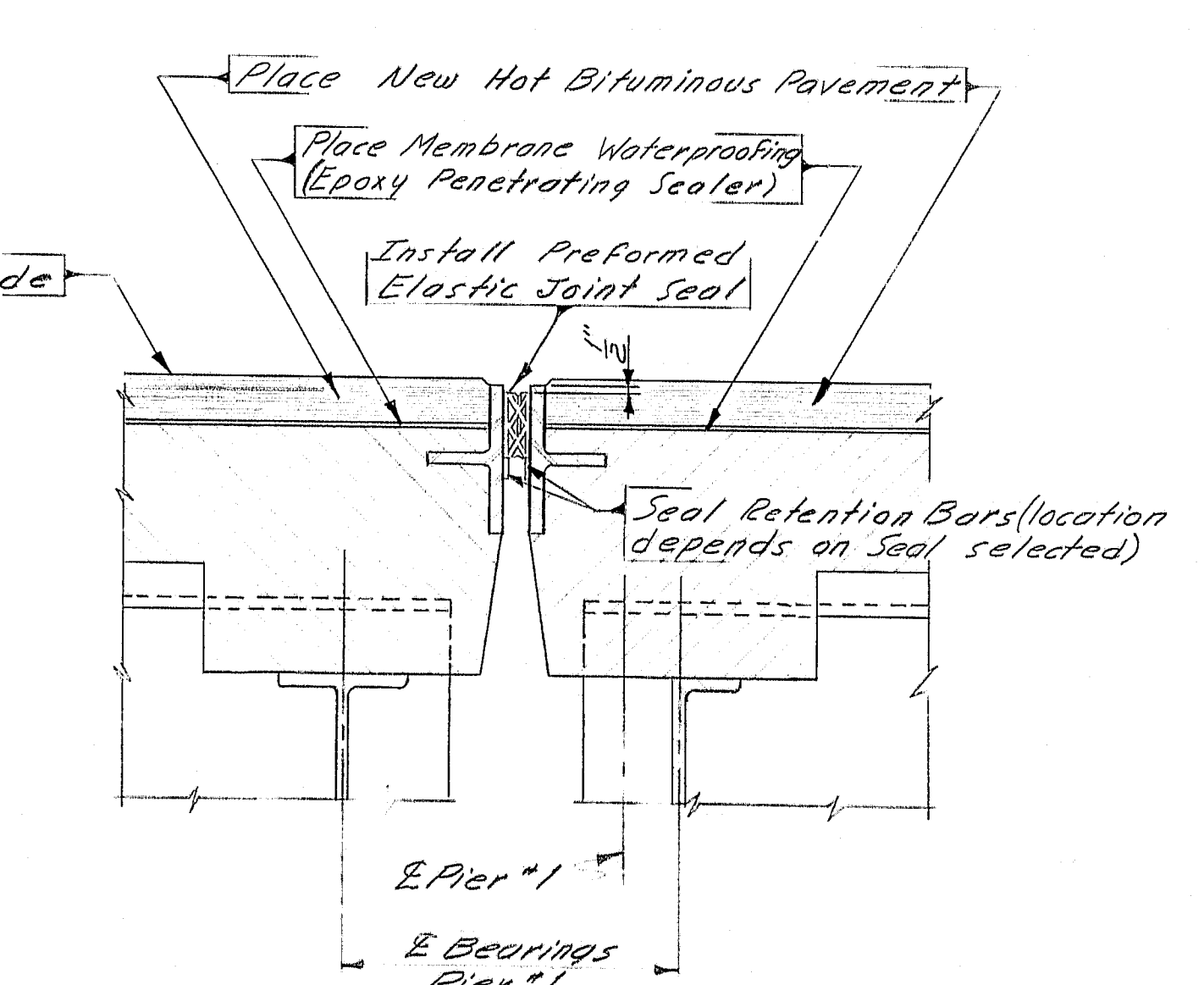
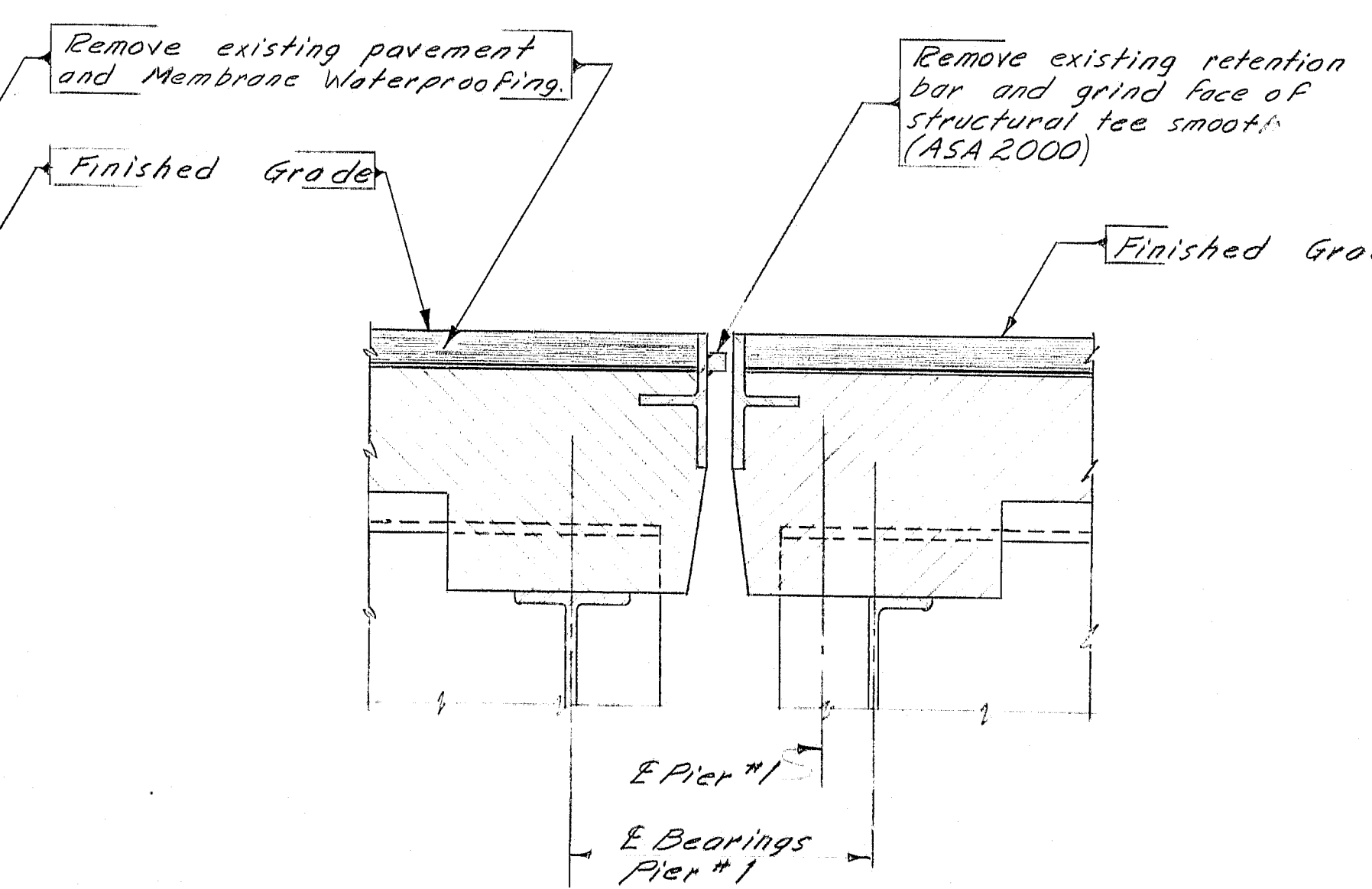
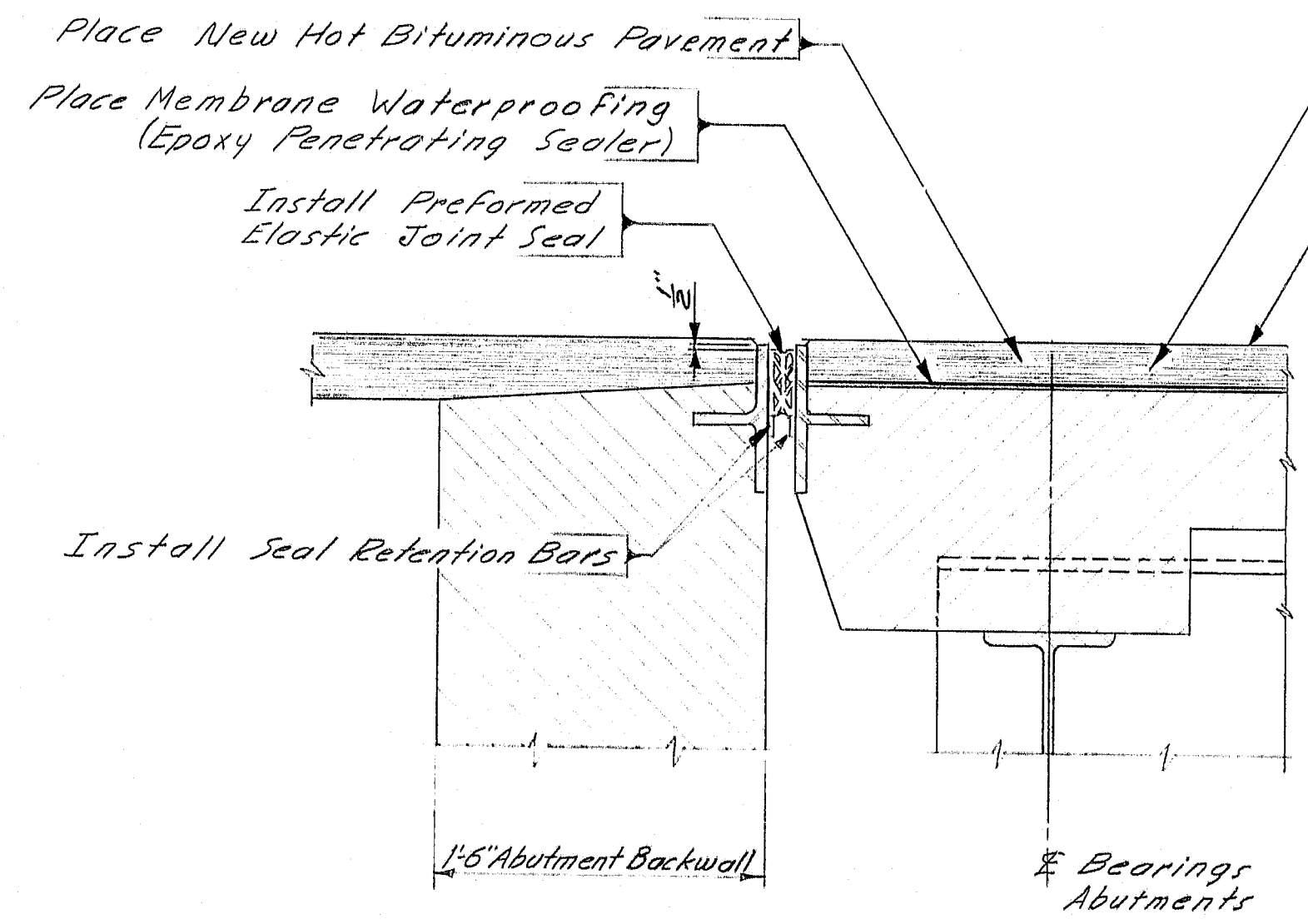
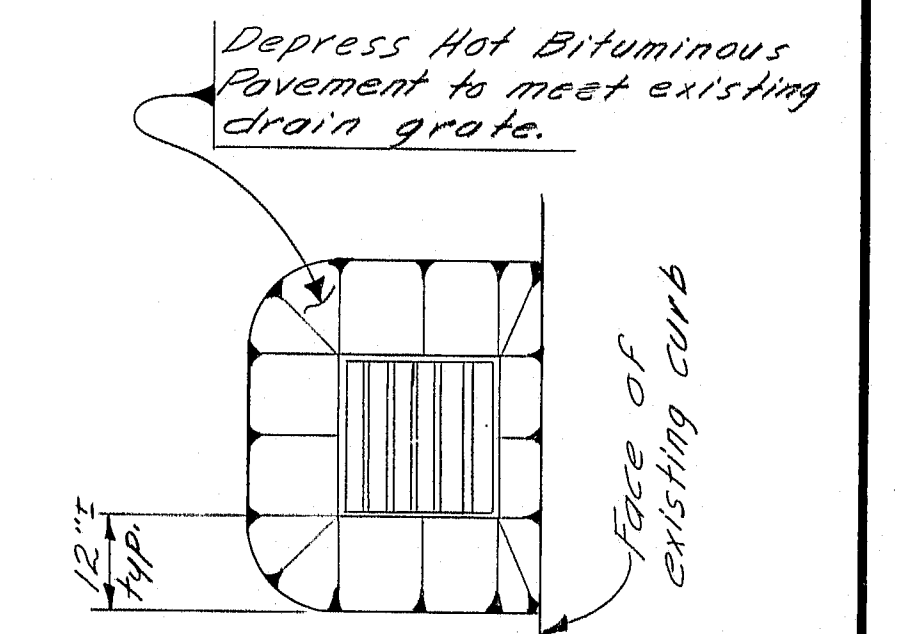
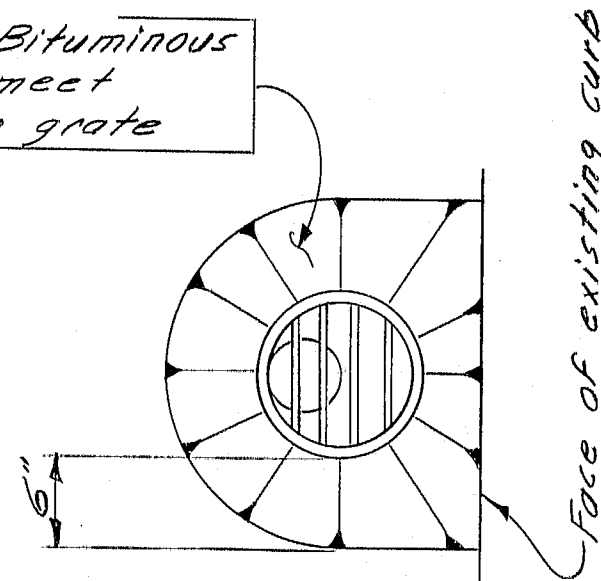
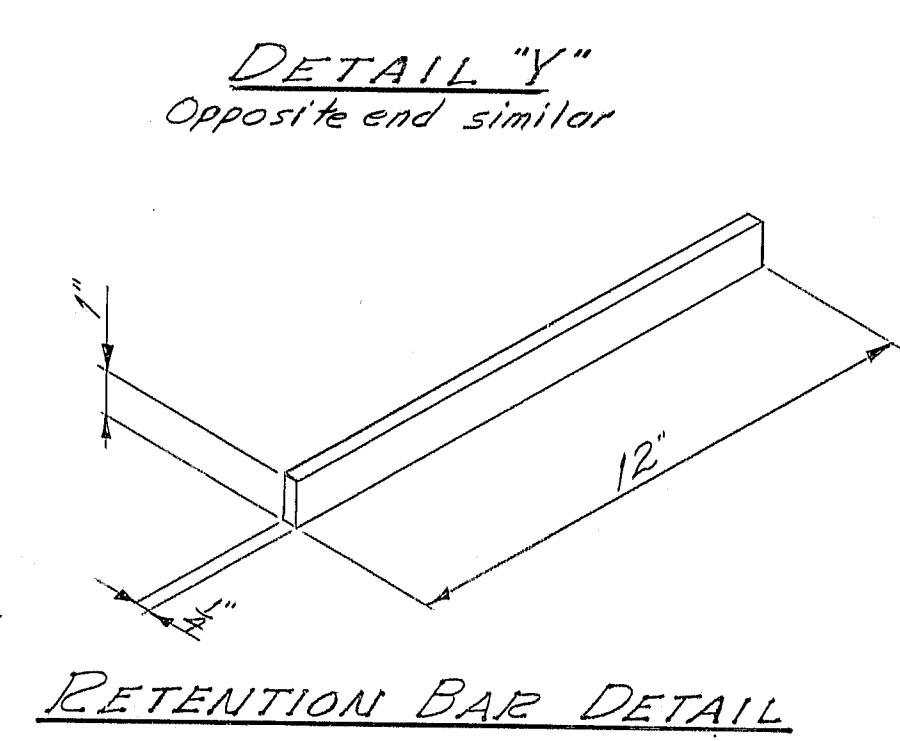
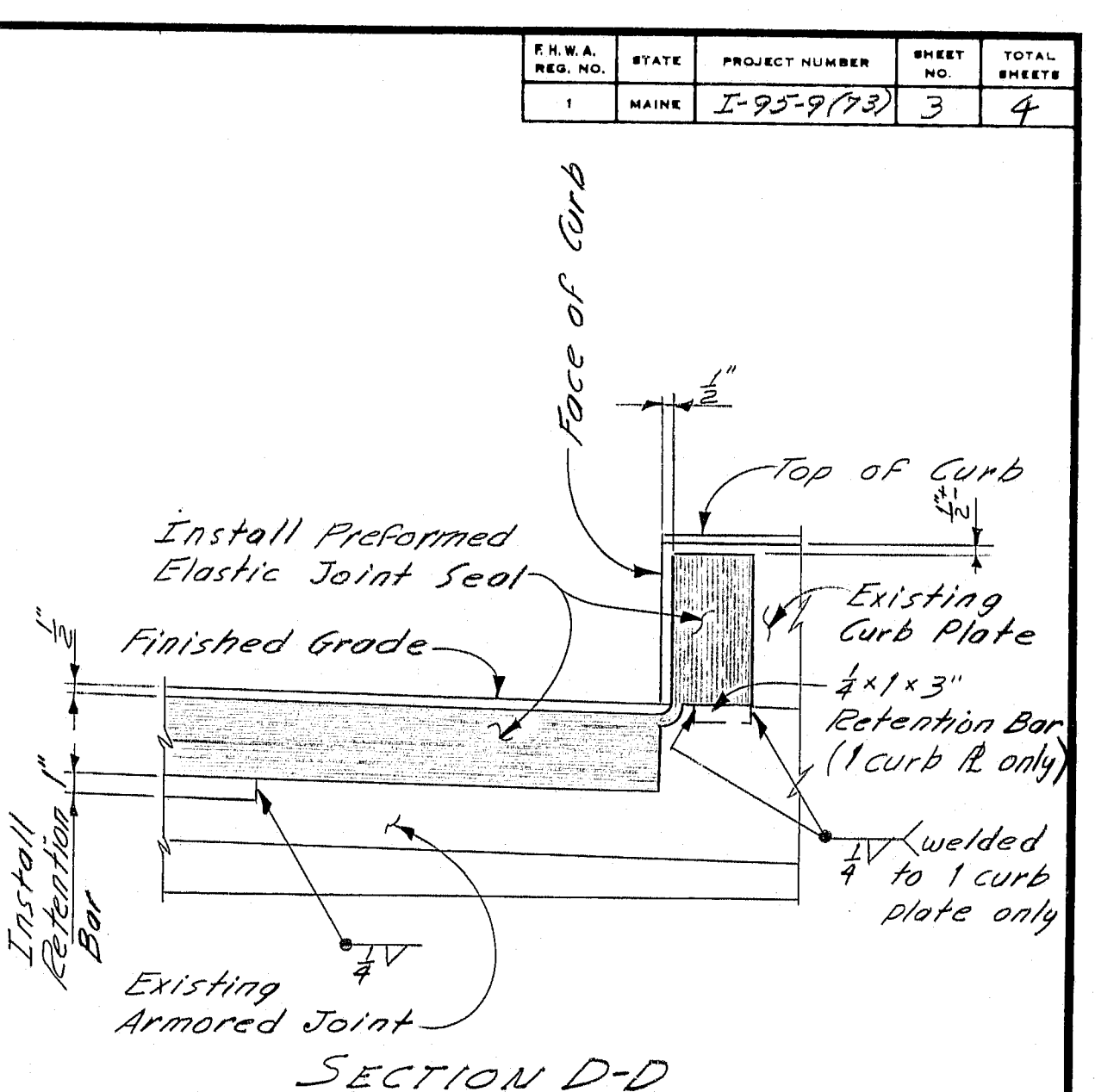
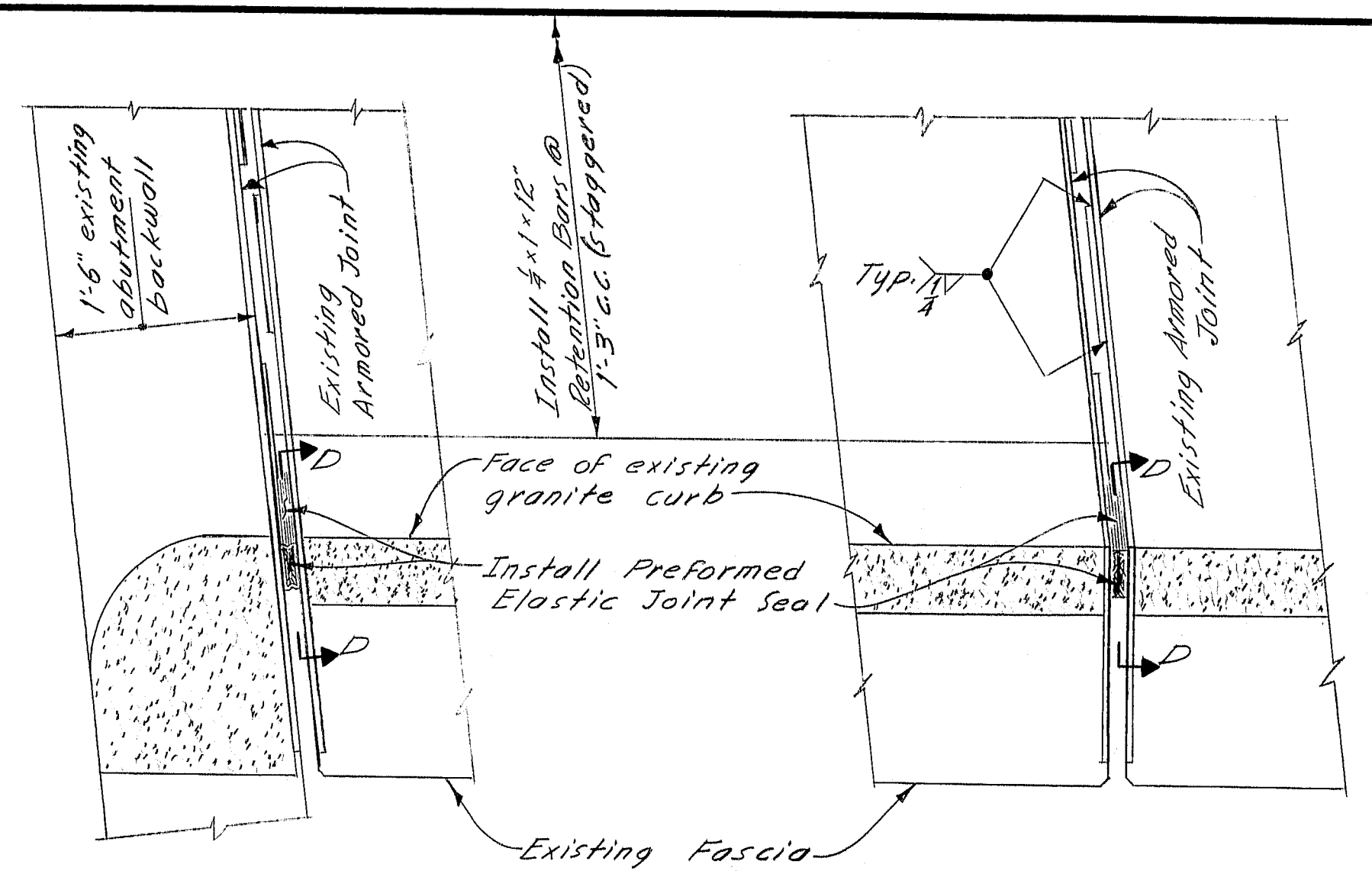
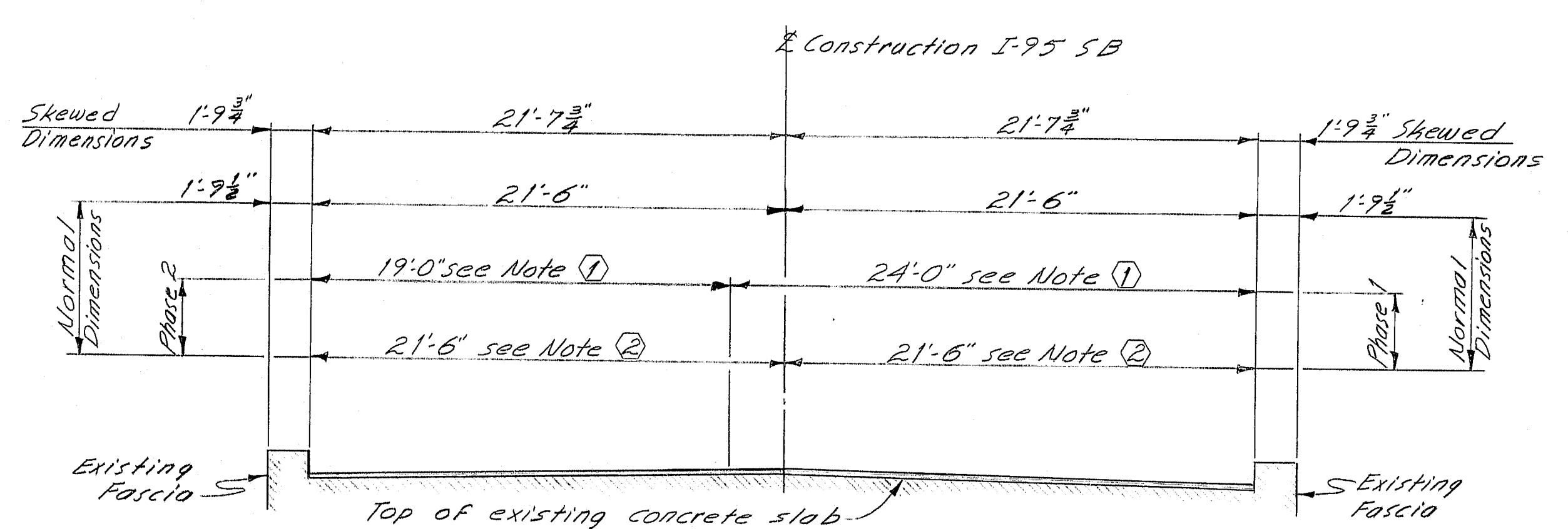
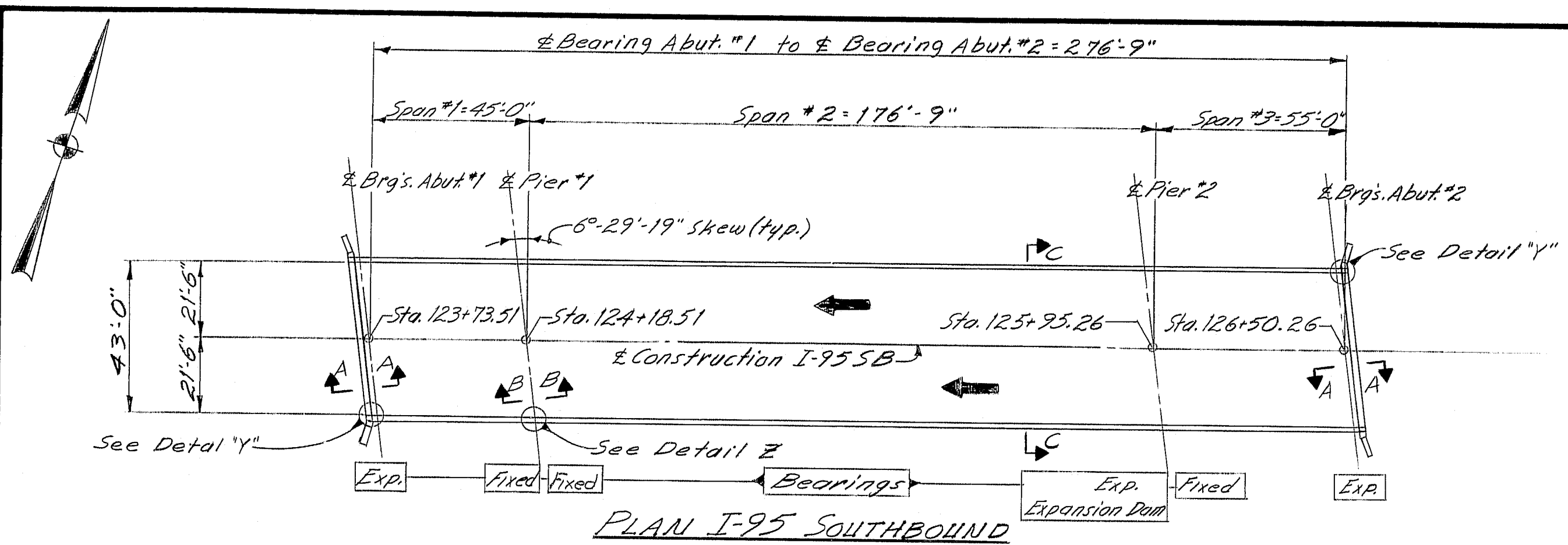
As Built in 1981

Plans of the existing bridge are available for the Contractor's reference at the Bridge Design Office in Augusta. The plans are reproductions of original drawings as prepared for the construction of the bridge and it is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the bridge during its life span.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INTERSTATE-95
OVER
B & A RR YARD & U.S. ROUTE 2
IN THE TOWNS OF
OAKFIELD & SMYRNA
AROOSTOOK COUNTY
REHABILITATION PLAN OF APPROACHES
SHEET 2 OF 7 AUGUSTA, MAINE March 1980

R92-476



REFERENCES

For Notes see sheet #2

For Approach Plans & Details see sheet #2

NOTE

Work shall not begin on this structure until northbound traffic has been allowed on new adjacent northbound bridge.

As Built 1981

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

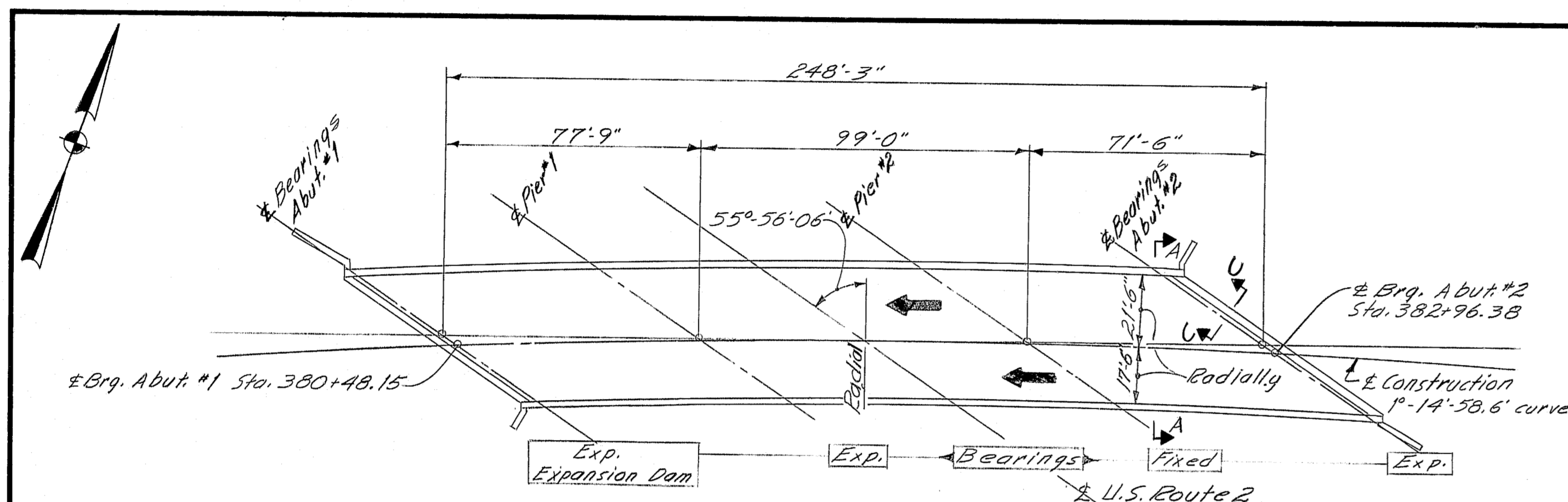
INTERSTATE-95
OVER
B & A RR YARD
IN THE TOWN OF
OAKFIELD
AROSTOOK COUNTY
REHABILITATION DECK PLAN

SHEET 3 OF 7 AUGUSTA, MAINE March 1980

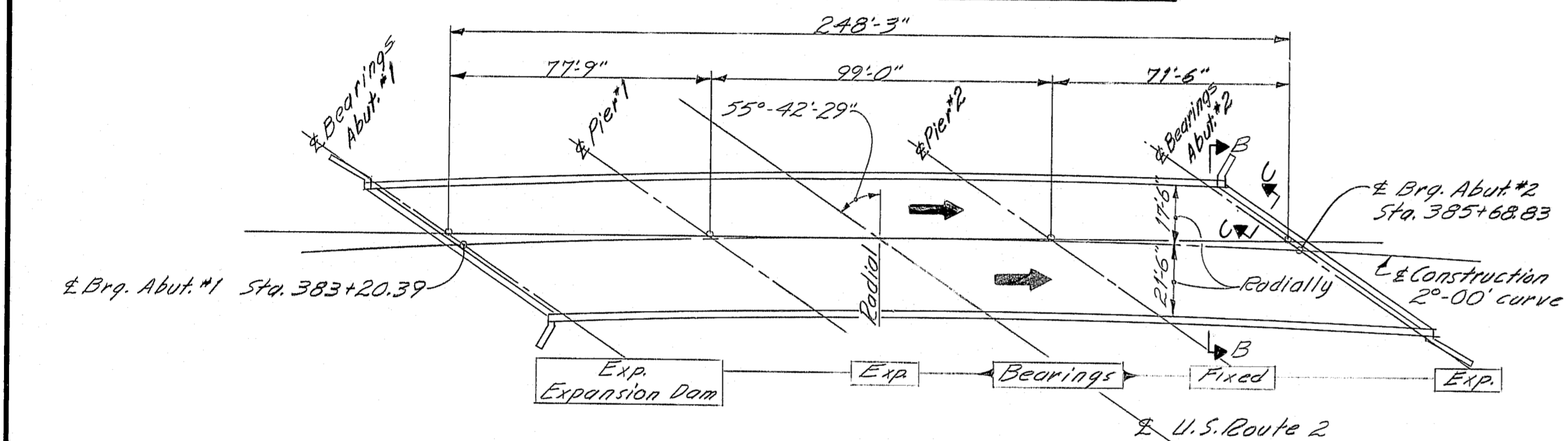
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	3-79
CHECKED	3-79
APPROVED	3-79
REVISIONS	
FILED CHANGES	

R92-477

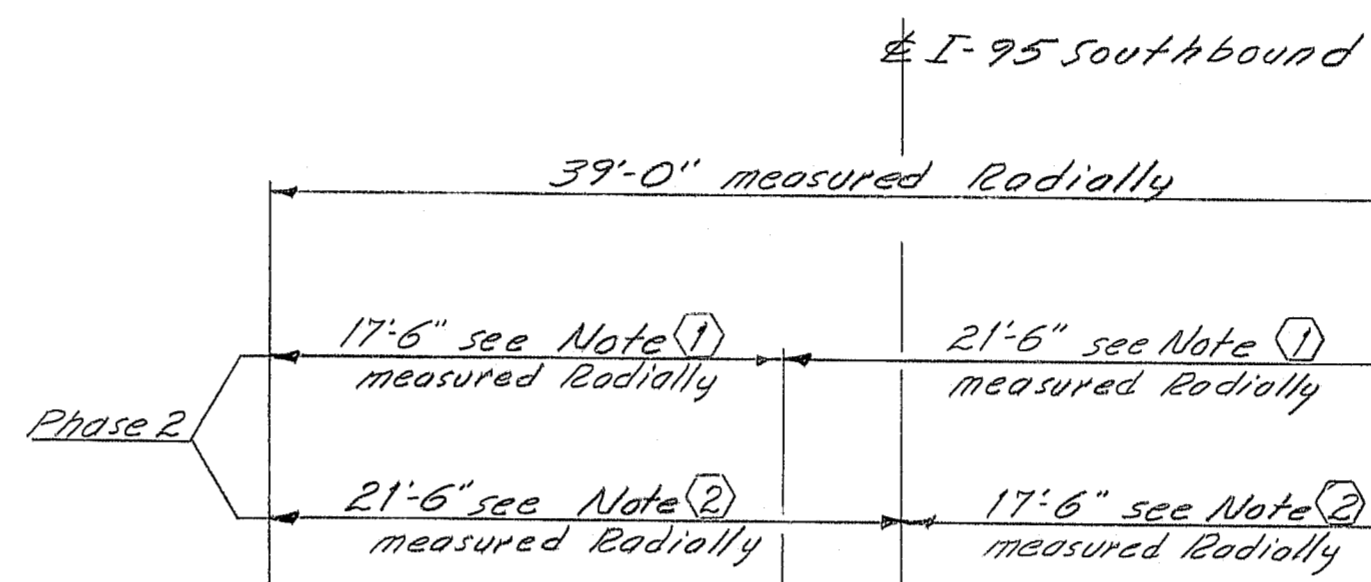
F.H.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9 (74)	4	4



PLAN-I-95 SOUTHBOUND

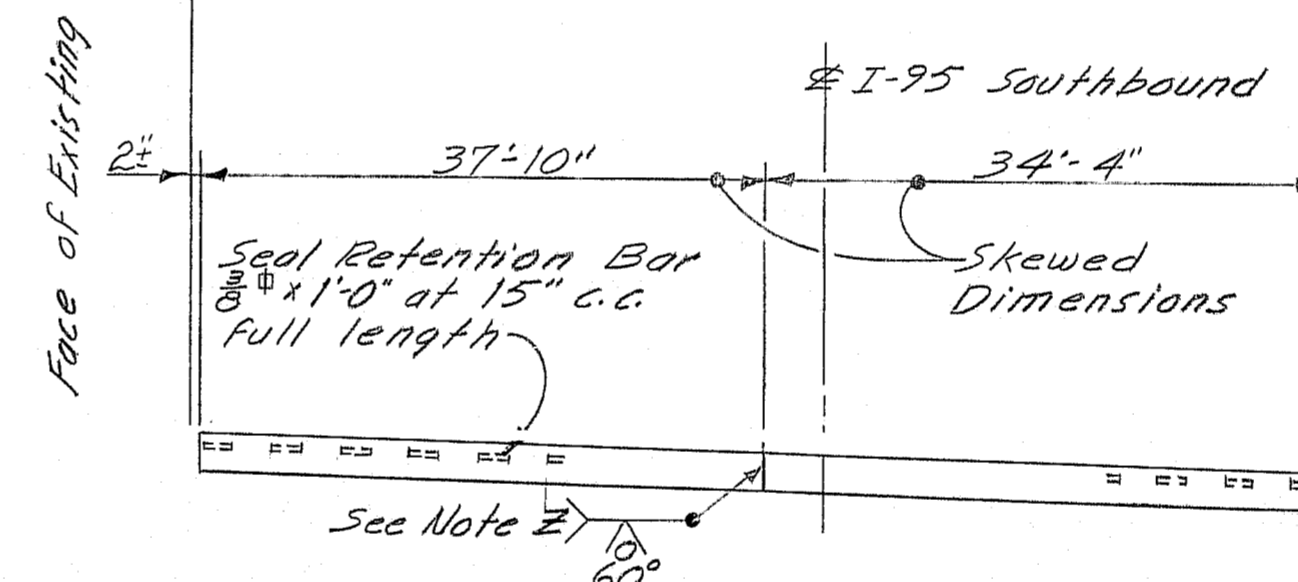


PLAN-I-95 NORTHBOUND



SECTION A-A

Note ① Remove Existing Pavement & Membrane Waterproofing
Note ② Place Membrane Waterproofing (Epoxy Penetrating Seal) and 2" Hot Bituminous Pavement



SECTION B-B

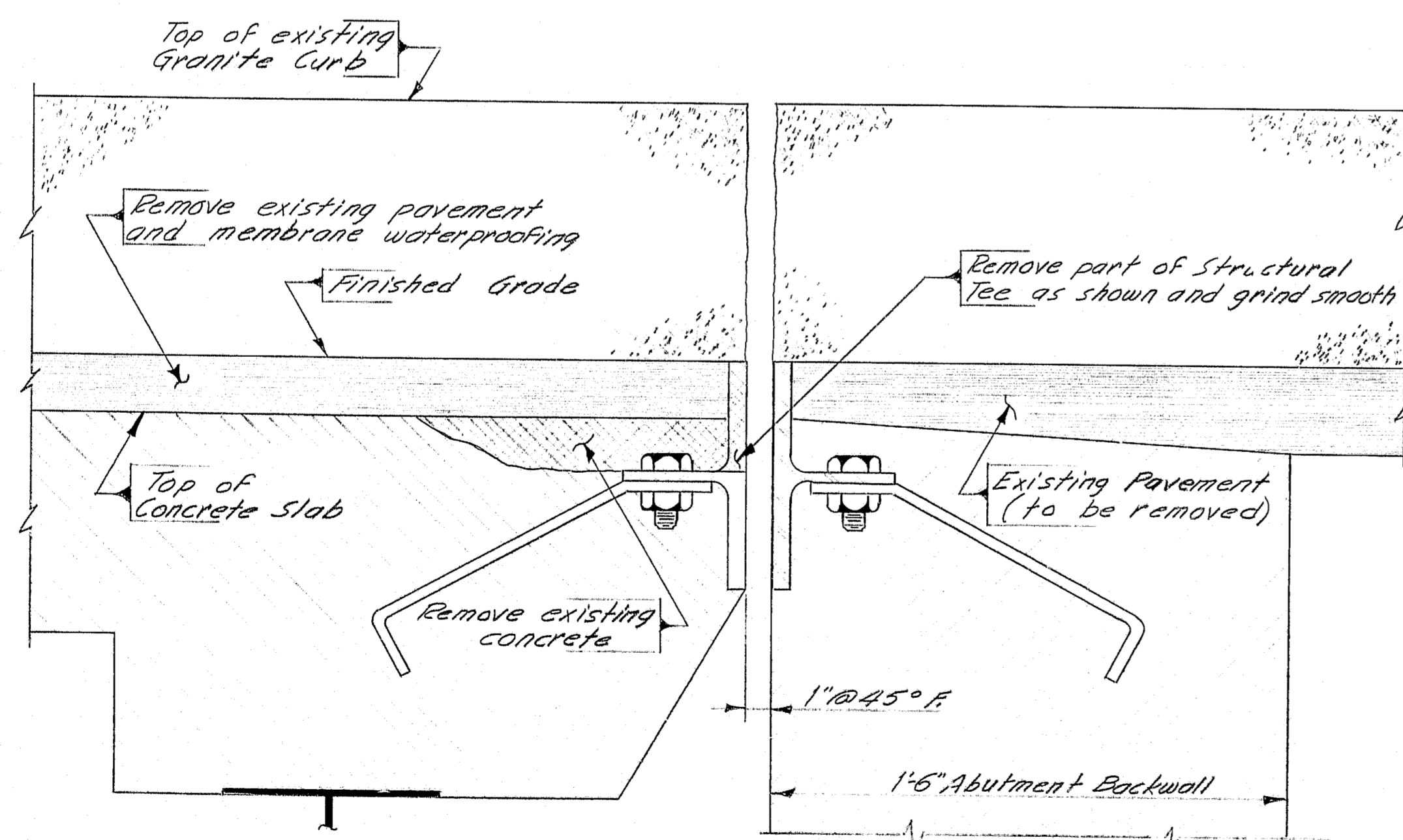
Note ① Remove Existing Pavement & Membrane Waterproofing
Note ② Place Membrane Waterproofing (Epoxy Penetrating Seal) and 2" Hot Bituminous Pavement

NEW BAR "A" FOR ARMORED JOINT

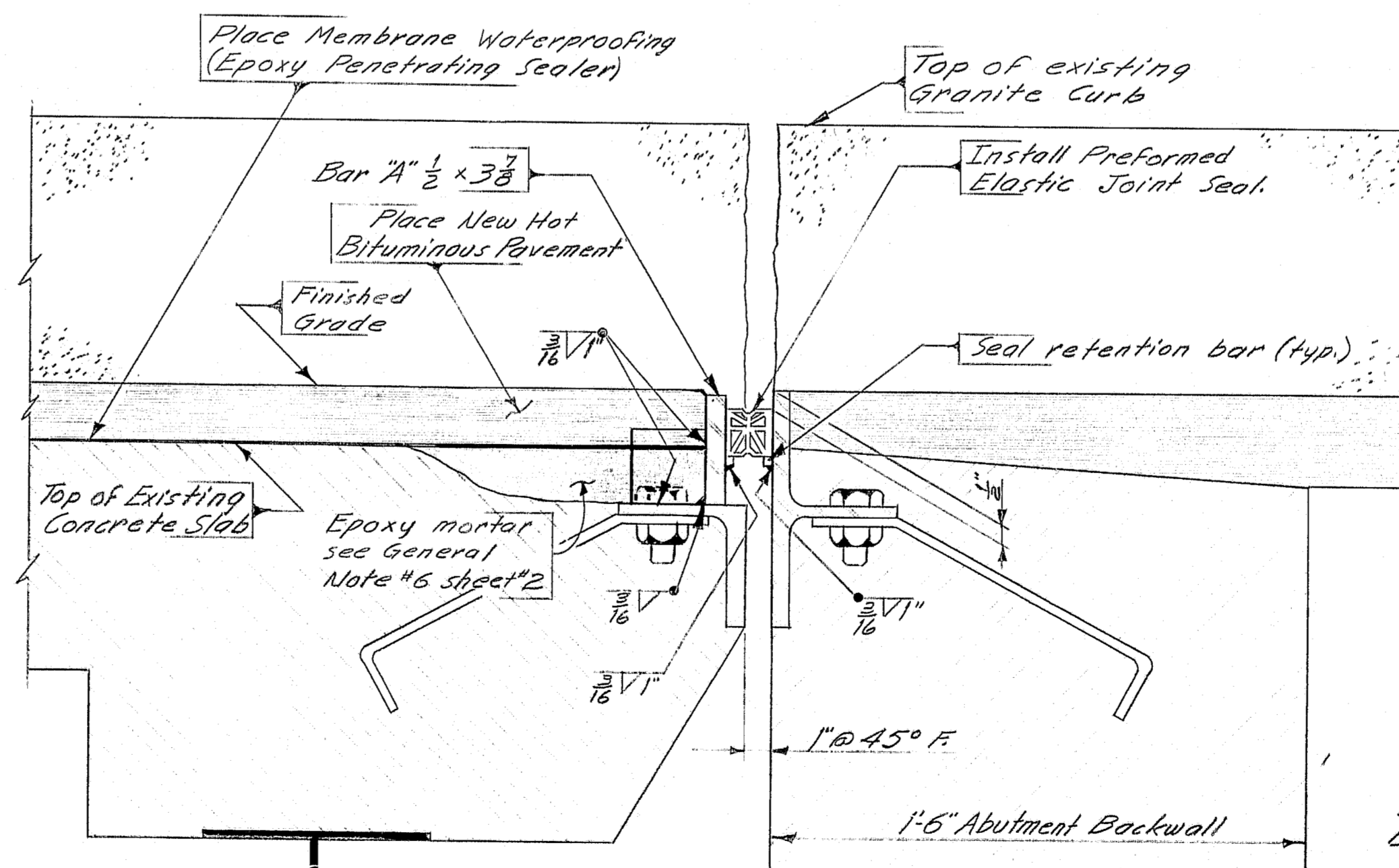
Bar "A" 3/8" x 1/2" (1 req'd)
at Abutment #2 end of slab.

NEW BAR "A" FOR ARMORED JOINT

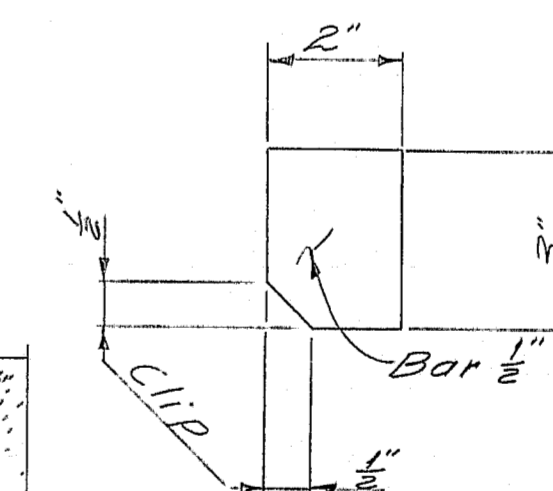
Bar "A" 3/8" x 1/2" (1 req'd)
at Abutment #2 end of slab.



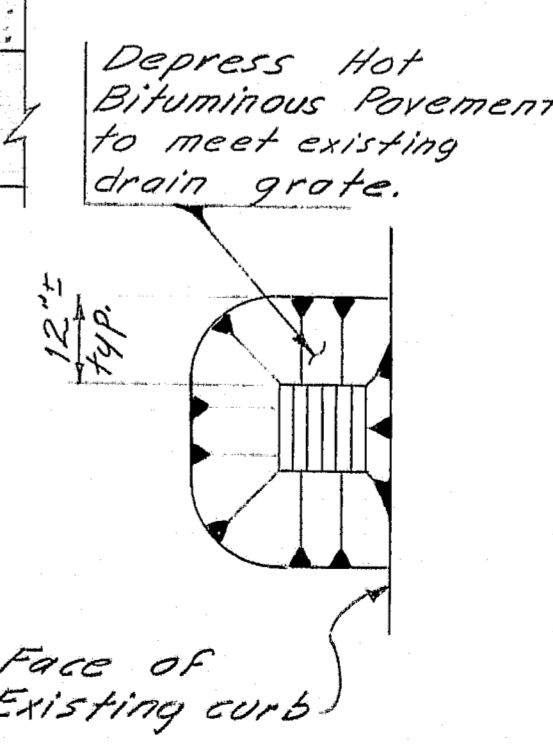
EXISTING ARMORED JOINT - SECTION C-C
Abutment #2 only



NEW ARMORED JOINT - SECTION C-C
Abutment #2 only



BAR "B" DETAIL
(Spaced at 2'-0")



DRAIN DETAIL

NOTE Z

Grind smooth on face where Preformed Elastic Joint Seal will be installed.

REFERENCES

For Notes see sheet #2
For Approach Plan and Details see sheet #2

As Built 1981

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INTERSTATE-95

OVER

U. S. ROUTE 2

IN THE TOWN OF

SMYRNA

ARROSTOOK COUNTY

REHABILITATION DECK PLAN

SHEET 4 OF 7 AUGUSTA, MAINE March 1981

R92-478

PROJECT DESIGN ENGINEER	BY	DATE
W. J. R. R. R.	W. J. R. R. R.	3-77
DESIGNED	CHECKED	REVISIONS
W. J. R. R. R.	W. J. R. R. R.	1-77
PLANS	FIELD CHANGES	

SPECIFICATIONS

DESIGN

A.A.S.H.O. 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 of February 1960.

LIVE LOADING

H5 20-44 (Modified for Interstate).

ALLOWABLE STRESSES

Concrete (n=10) - f_c = 1200 p.s.i.
Reinforcing Steel, min. Grade - f_s = 20,000 p.s.i.
Structural Steel ASTM Designation A941
Span 2 Girder Main Material, f_s = 27,000 p.s.i.
3" and under, f_s = 25,000 p.s.i., over 3" to 12" incl., f_s = 23,000 p.s.i., over 12" A36 All other f_s = 20,000 p.s.i.

CONCRETE CLASSIFICATION

All Concrete shall be Class "A"

FOUNDATIONS

Abutment No. 1 and No. 2, maximum design soil pressure 2.7 tons/sq. ft.
Piers No. 1 and No. 2, maximum design ledge pressure 8.6 tons/sq. ft.

ELEVATIONS TOP OF RAILS TRACK NO. 7			
STA.	ELEV.	STA.	ELEV.
43+00	574.94	48+00	573.57
44+00	574.64	49+00	573.22
45+00	574.36	50+00	572.91
46+00	574.01	51+00	572.68
47+00	573.84	52+00	572.28

INDEX OF DRAWINGS

- 1 General Plan & Quantities
- 2 Foundation Survey
- 3 Abutment No. 1
- 4 Abutment No. 2 & Approach Slabs
- 5 Piers
- 6 Structural Steel & Blocking
- 7 Structural Steel Details
- 8 Superstructure
- 9 Superstructure
- 10 Slope Protection
- 11 Reinforcing Steel

STANDARD DETAIL DRAWINGS

- BD 101-64 --- Bearing Pedestals
- BD 104-64 --- Diaphragms, Armored Joints
- BD 105-64 --- Expansion Dams
- BD 107-64 --- Steel Rail
- BD 108-64 --- Aluminum Rail

ESTIMATE OF BRIDGE QUANTITIES

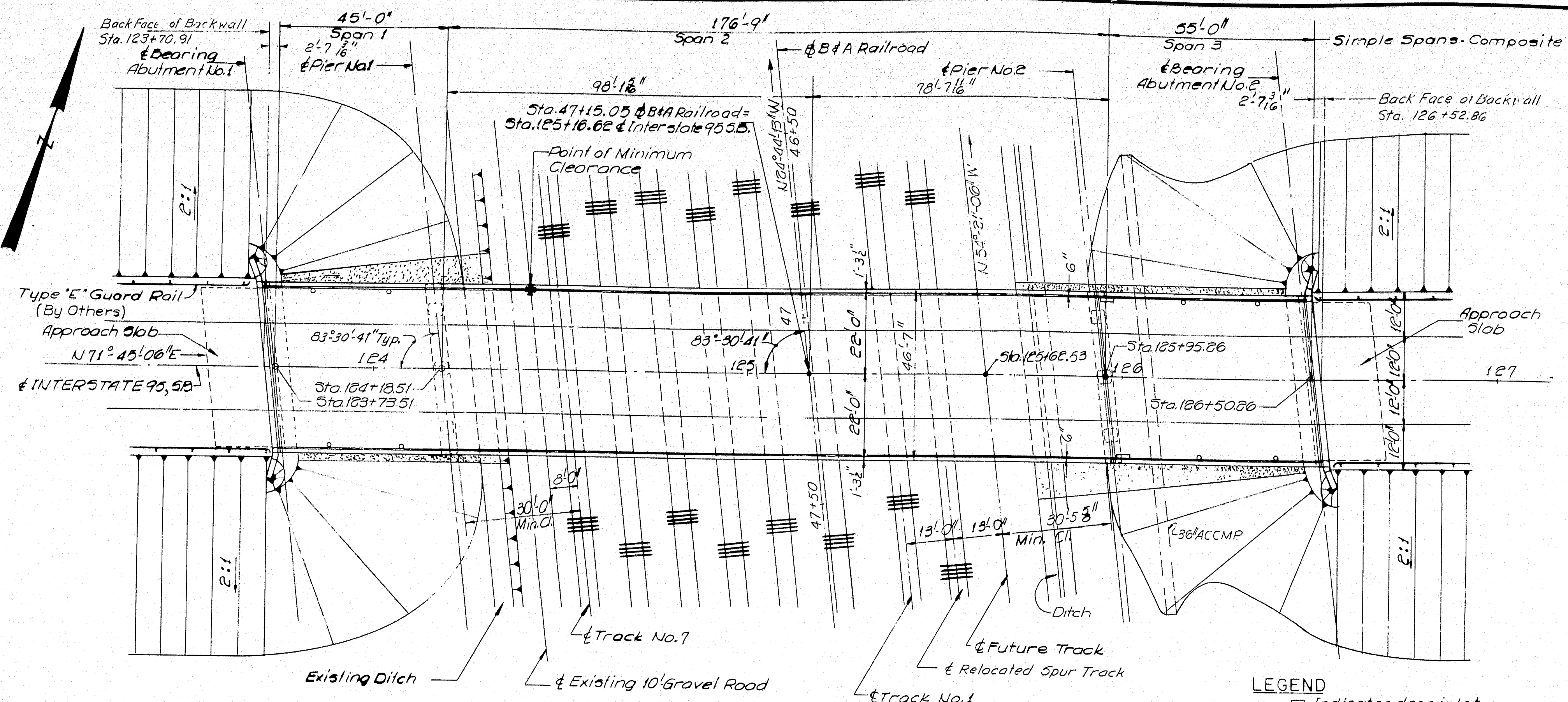
ITEM NO.	DESCRIPTION	UNIT	QUANT.
204-12	Structural Earth Excavation Abutments & Retaining Walls	C.Y.	85
204-14	Structural Earth Excavation, Piers	C.Y.	347
204-15	Structural Rock Excavation, Piers	C.Y.	24
701-33	Portland Cement Concrete Abutments & Retaining Walls	C.Y.	237
701-35	Portland Cement Concrete Piers	C.Y.	197
701-40	Portland Cement Concrete Roadway & Sidewalk Slabs on Steel Bridges	C.Y.	362
701-55	Curing Box for Concrete Cylinders	Each	1
702-103.1	Structural Steel, Fabricated & Delivered, Rolled Beam A36	L.S.	L.S.
702-103.2	Structural Steel, Fabricated & Delivered, Welded Girder A36	L.S.	L.S.
702-103.3	Structural Steel, Fabricated & Delivered, Welded Girder A441	L.S.	L.S.
702-104	Structural Steel - Erection	L.S.	L.S.
702-105	Structural Steel - Field Painting	L.S.	L.S.
705-13	Reinforcing Steel - Delivered	Lbs.	127,300
705-14	Reinforcing Steel - Placing	Lbs.	127,300
705-17	Shear Connectors	L.S.	L.S.
805-8	Bridge Rail	L.F.	549
807-11	Epoxy Resin Surface Sealant	S.Y.	400
901-24	Vertical Bridge Curb - Type I	L.F.	556
901-25	Vertical Bridge Curb - Type I - Circular	L.F.	12

Estimated weight of Structural Steel including drains and drop inlets:
Rolled Beam A36 110,200 Lbs.
Welded Girder A36 56,500 Lbs.
Welded Girder A441 350,500 Lbs.

Estimated weight of Shear Connectors
Spirals 6209 Lbs.
Estimated Number of Shear Connectors
Studs 5316 Pcs.

NOTE

(All fill between stations indicated on Profile Sheet shall be placed by the controlled density method.)



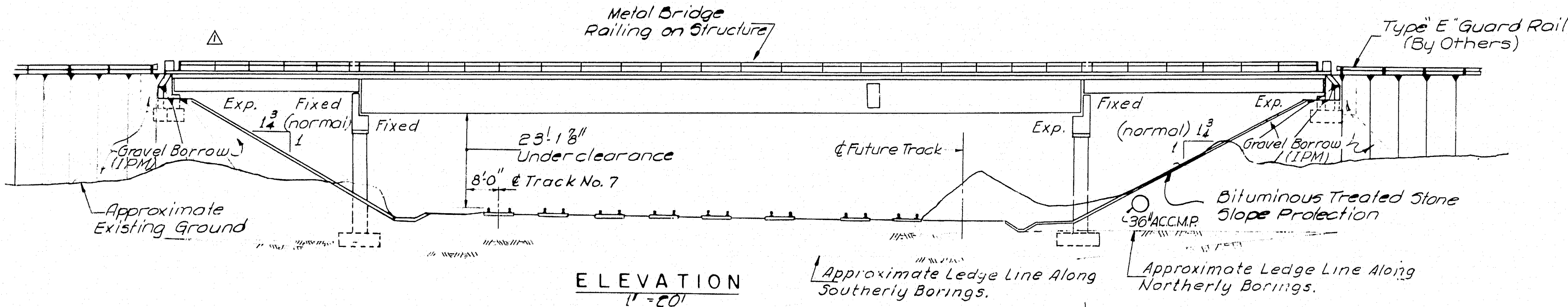
PLAN
1" = 20'

LEGEND

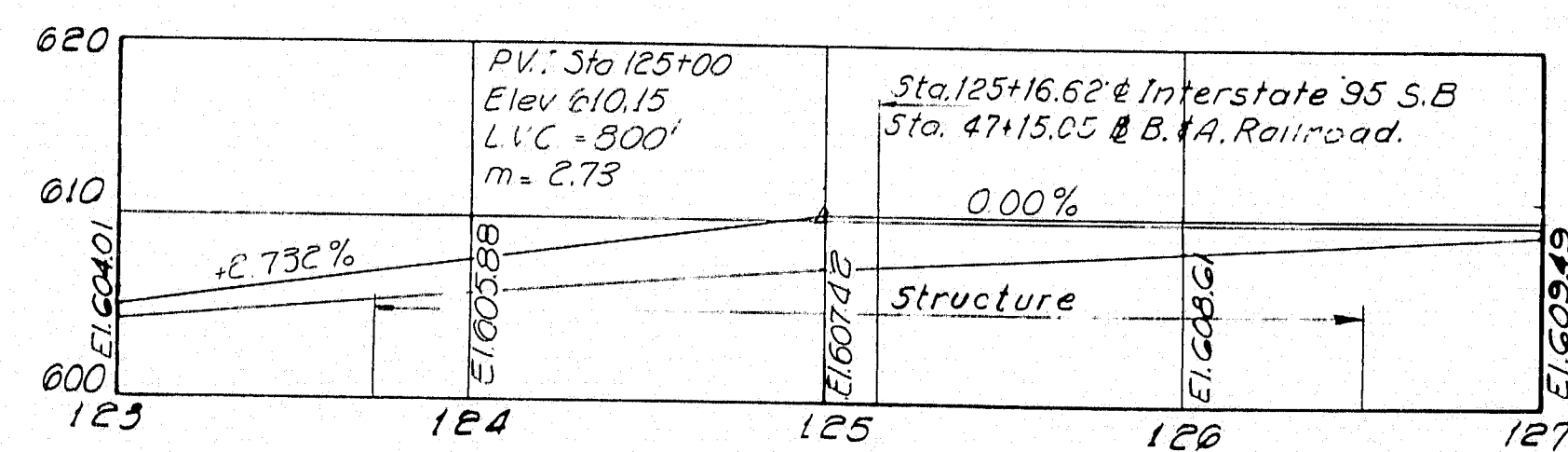
- Indicates drop inlet
- Indicates bridge drain

NOTE

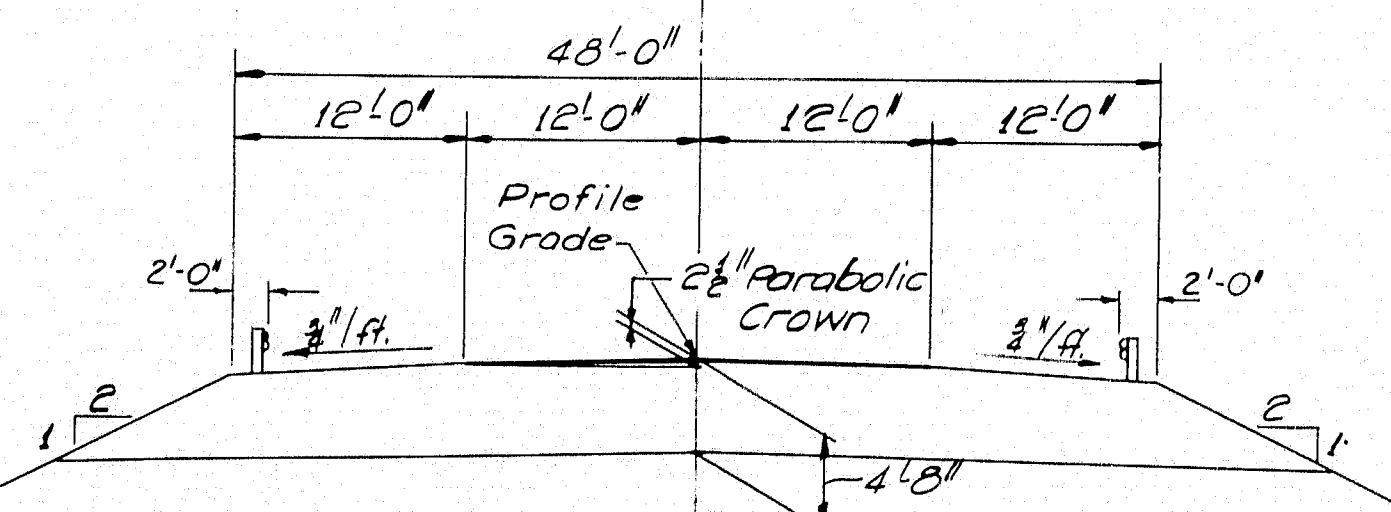
Piers and Abutments are parallel to Brg S24° 44' 13" E.



ELEVATION
1" = 20'



PROFILE - INTERSTATE 95 S.B.
Horiz. 1" = 50'
Vert. 1" = 10'



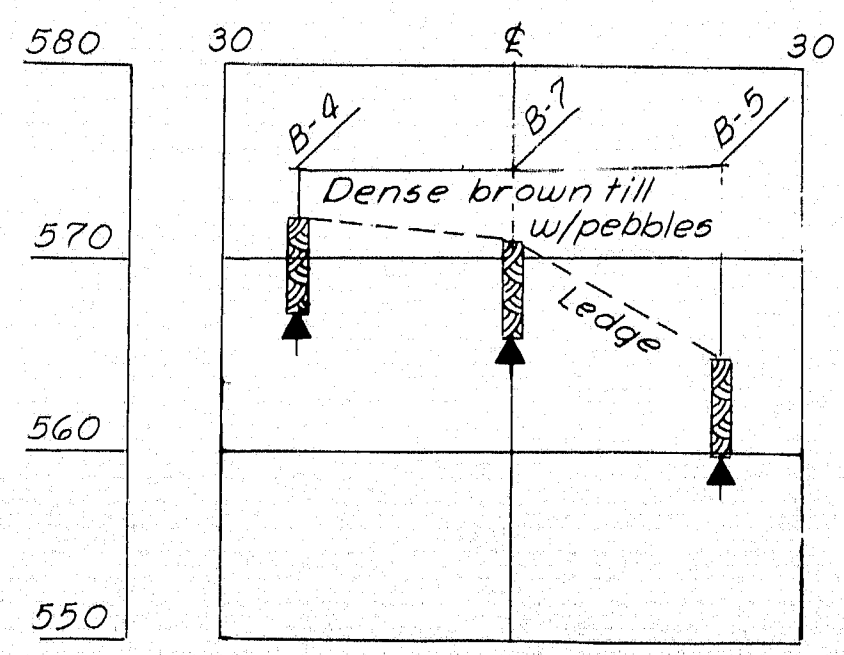
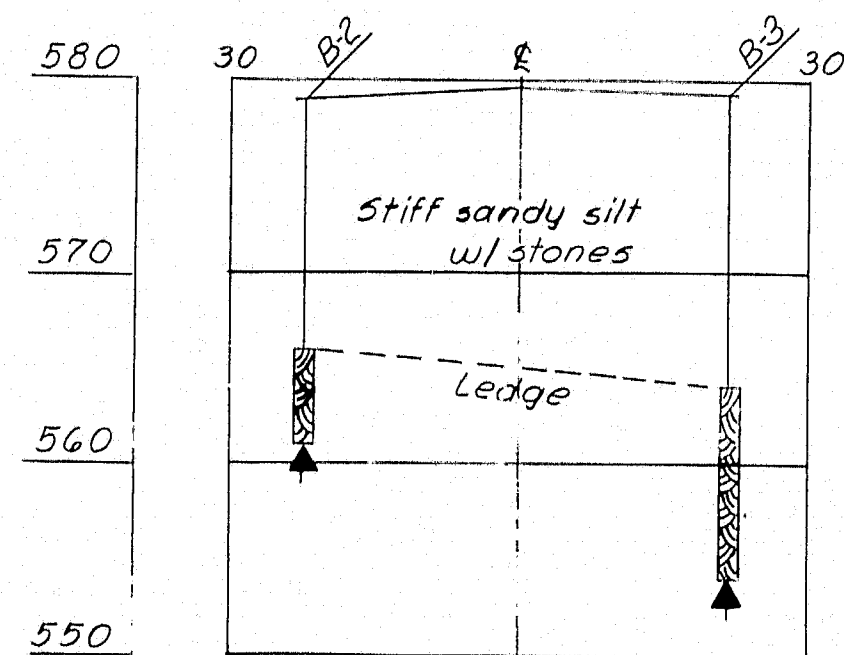
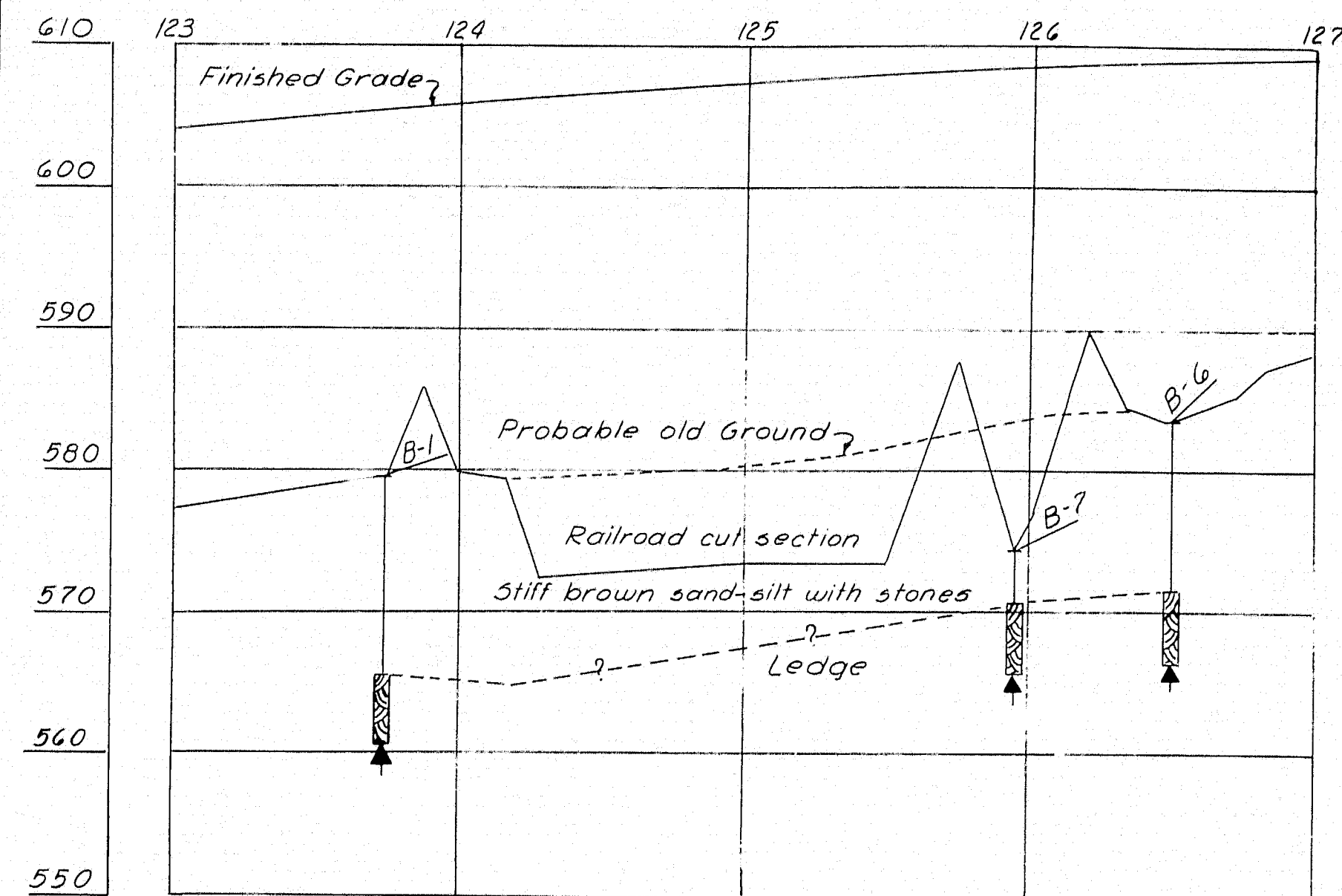
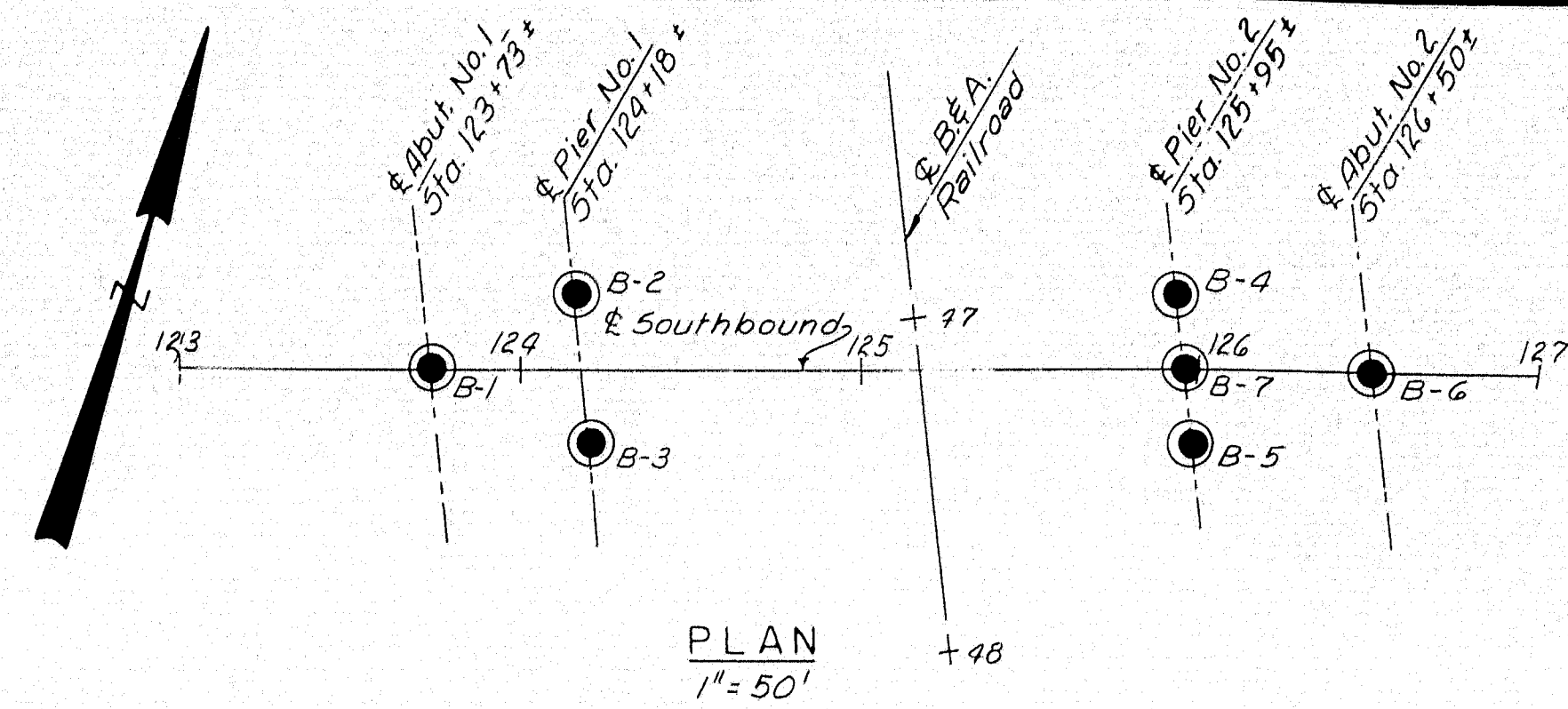
SECTION - INTERSTATE 95 S.B.
1" = 10'

1-12-66 Bridge Railing Spacing Revised

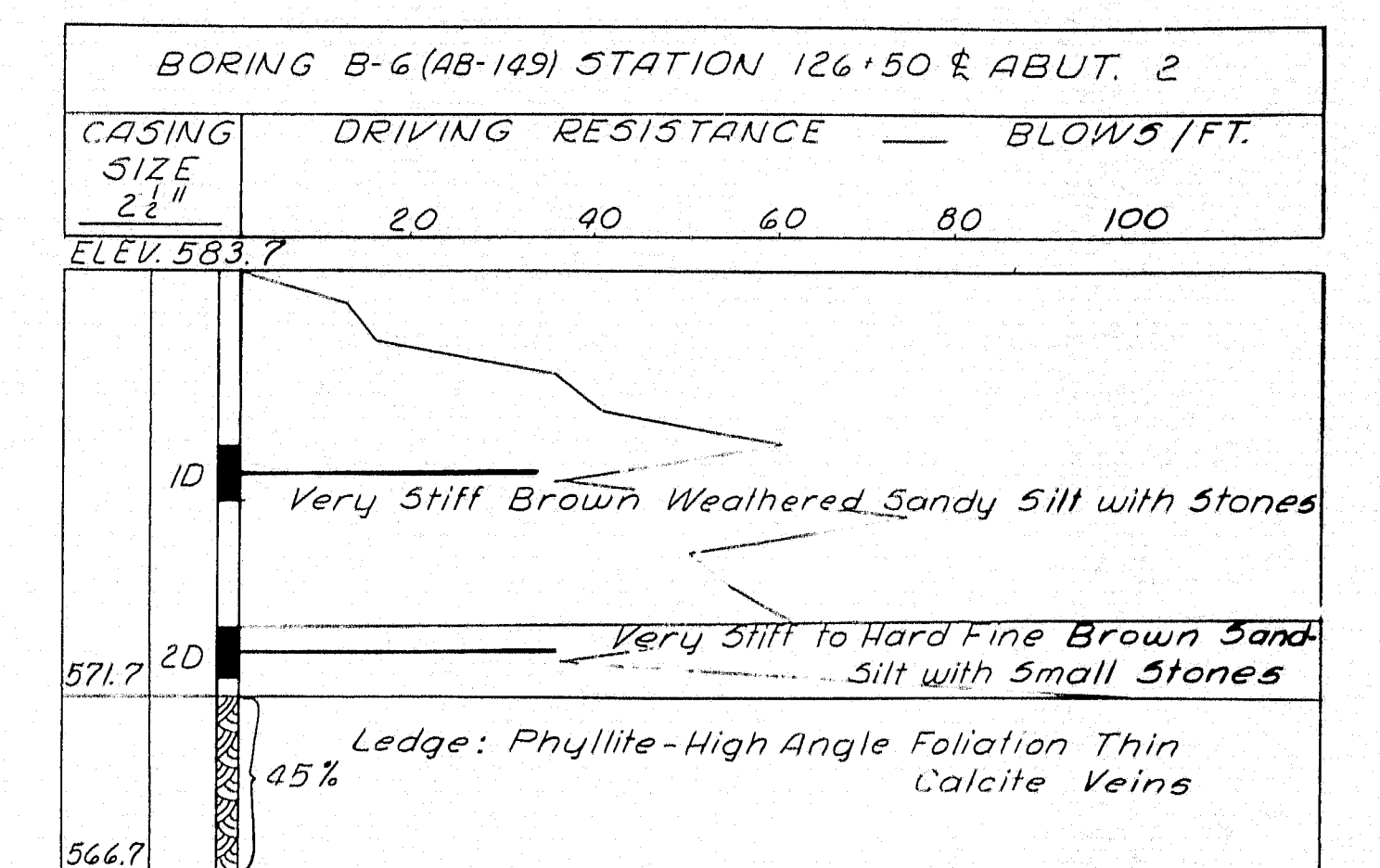
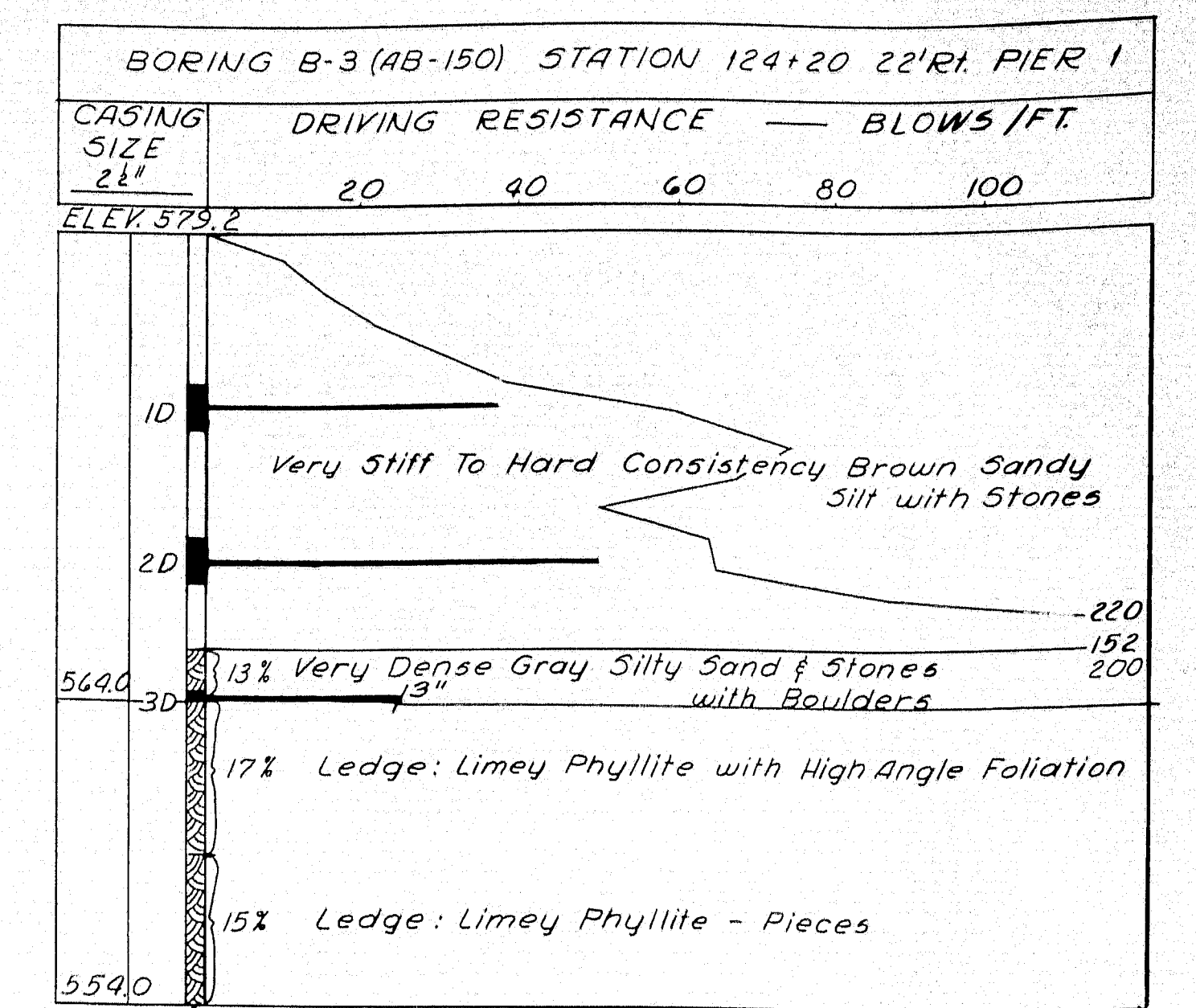
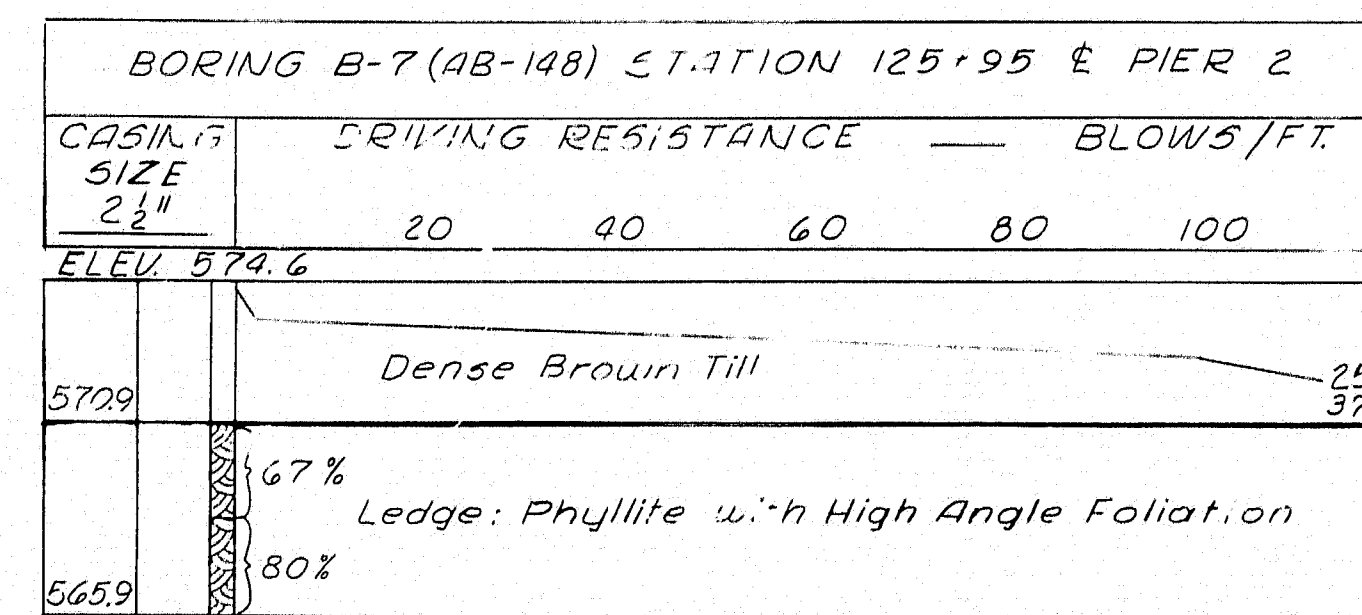
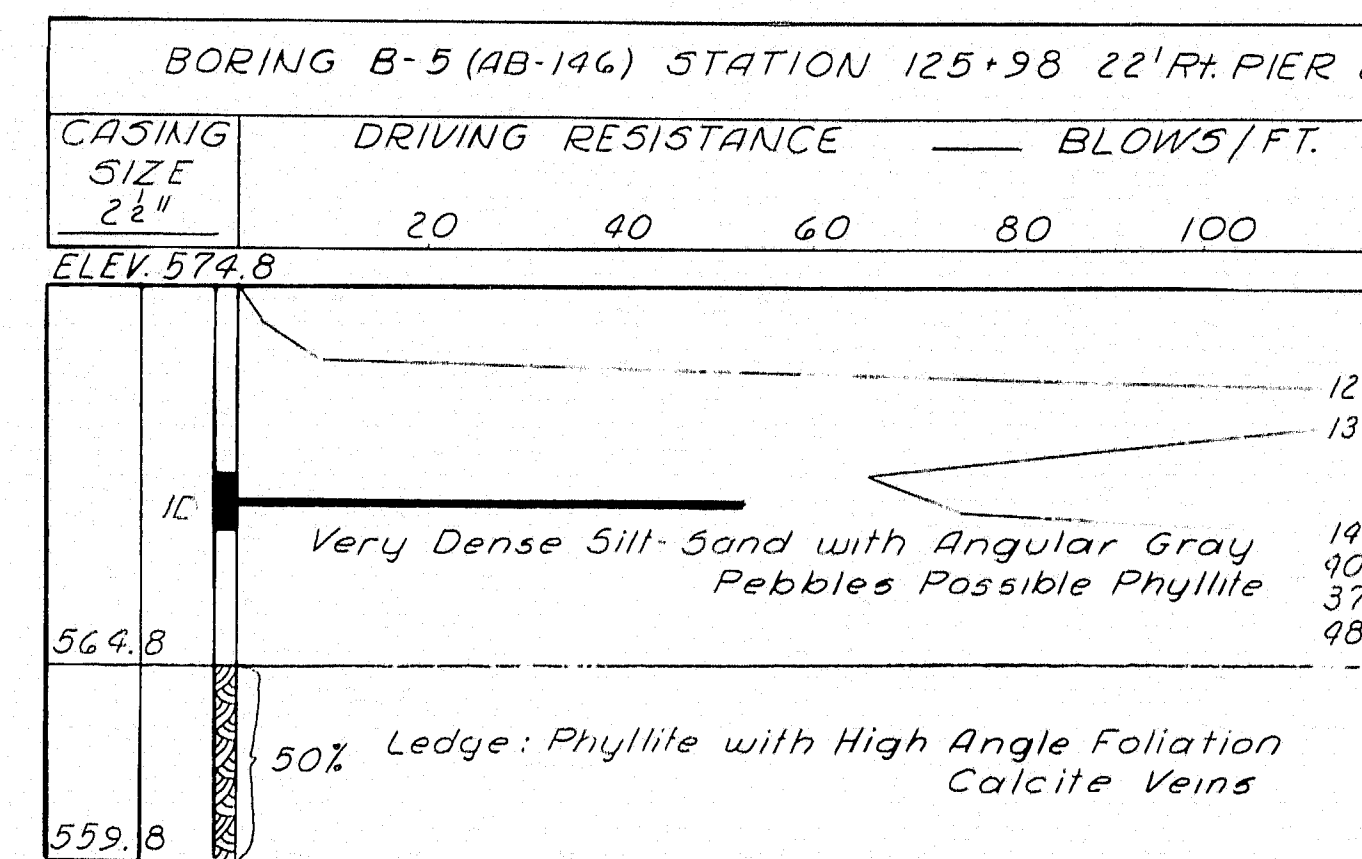
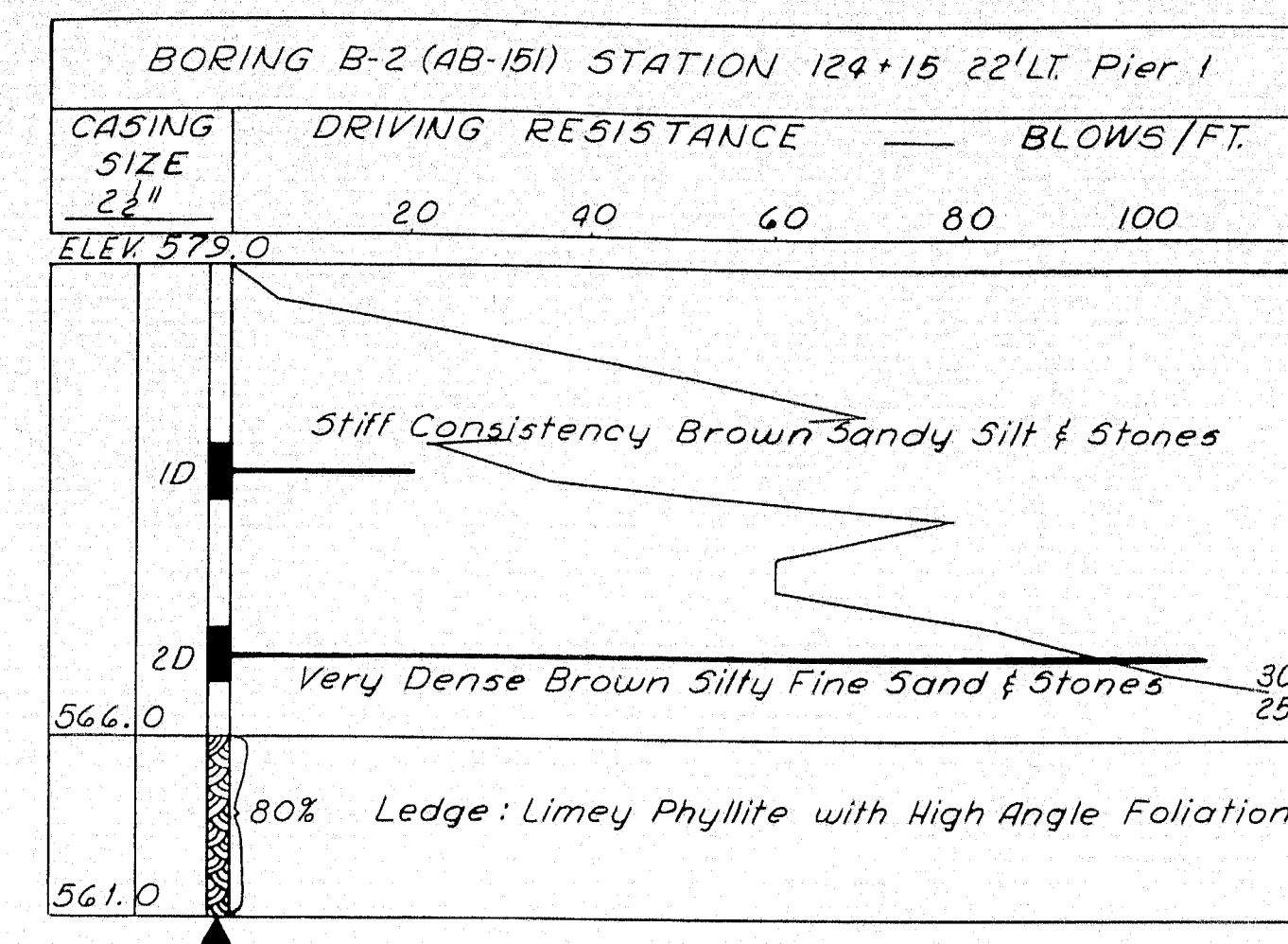
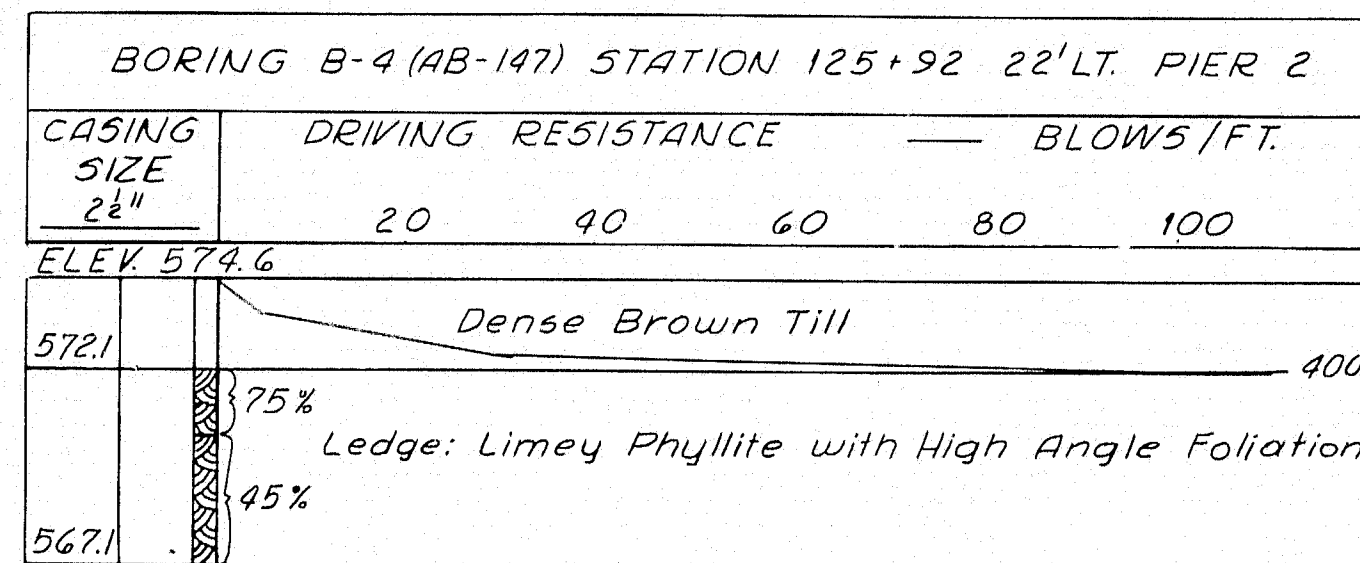
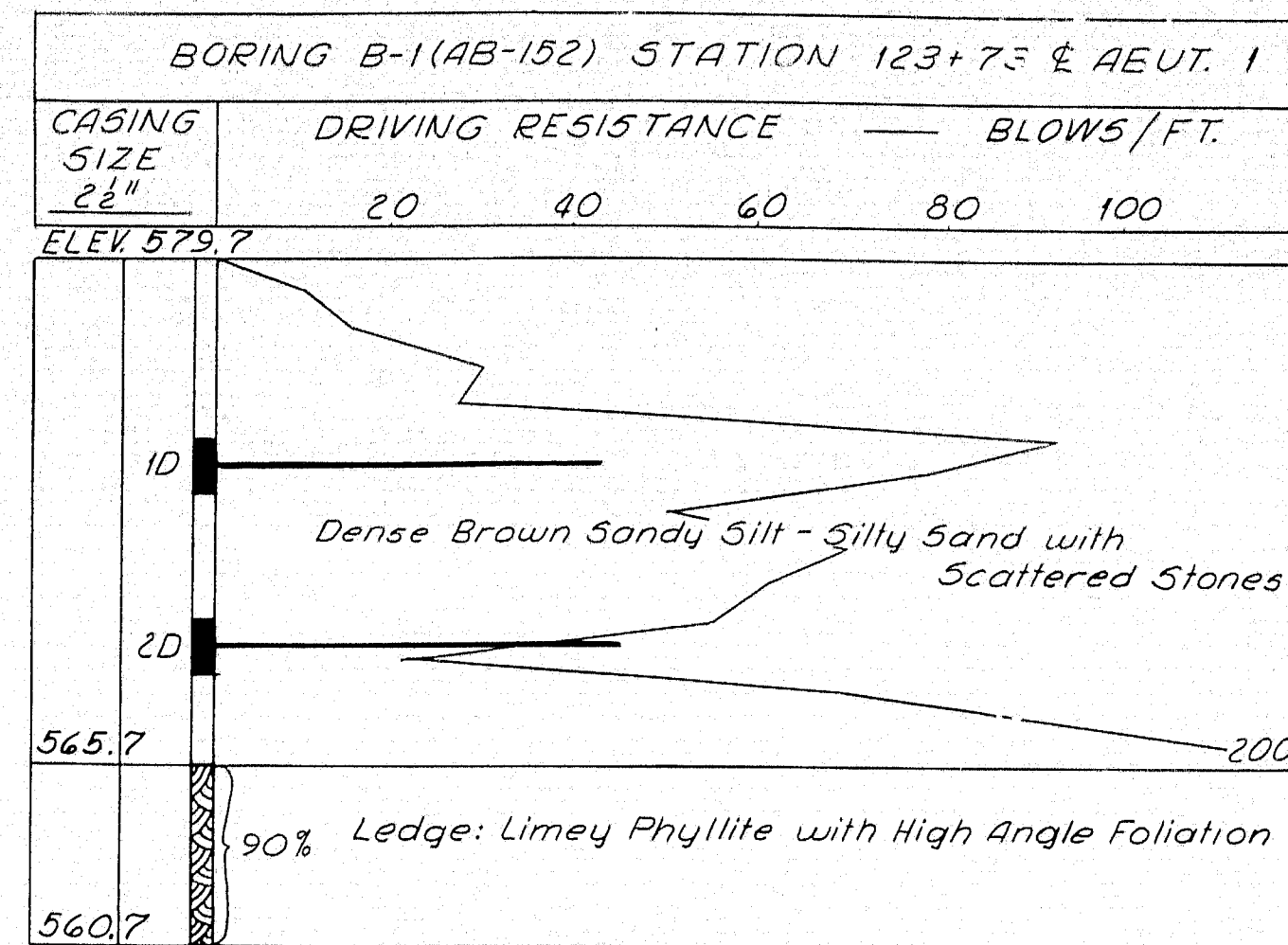
HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
NEW YORK BOSTON KANSAS CITY

DESIGN - I.S.	DETAIL - GAT	BRIDGE NO. SURVEY - PLOT -
CHECK - P.R.N.		
STATE HIGHWAY COMMISSION BRIDGE DIVISION INTERSTATE 95 OVER B. & A. R.R. YARDS IN THE TOWN OF OAKFIELD AROOSTOOK COUNTY GENERAL PLAN & QUANTITIES SHEET 1 OF 11 AUGUSTA, MAINE FEBRUARY 1965 OAKFIELD SMYRNA (13)		

M-2241



TRANSVERSE SECTIONS



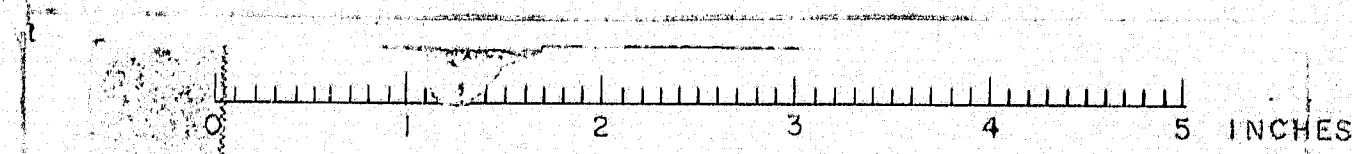
BORING NOTES:

- Number of blows required to drive extra heavy casing one foot with 900 ft. lbs. of energy per blow
- Location of sample or sample attempt
- Number and type of dry sample
- 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

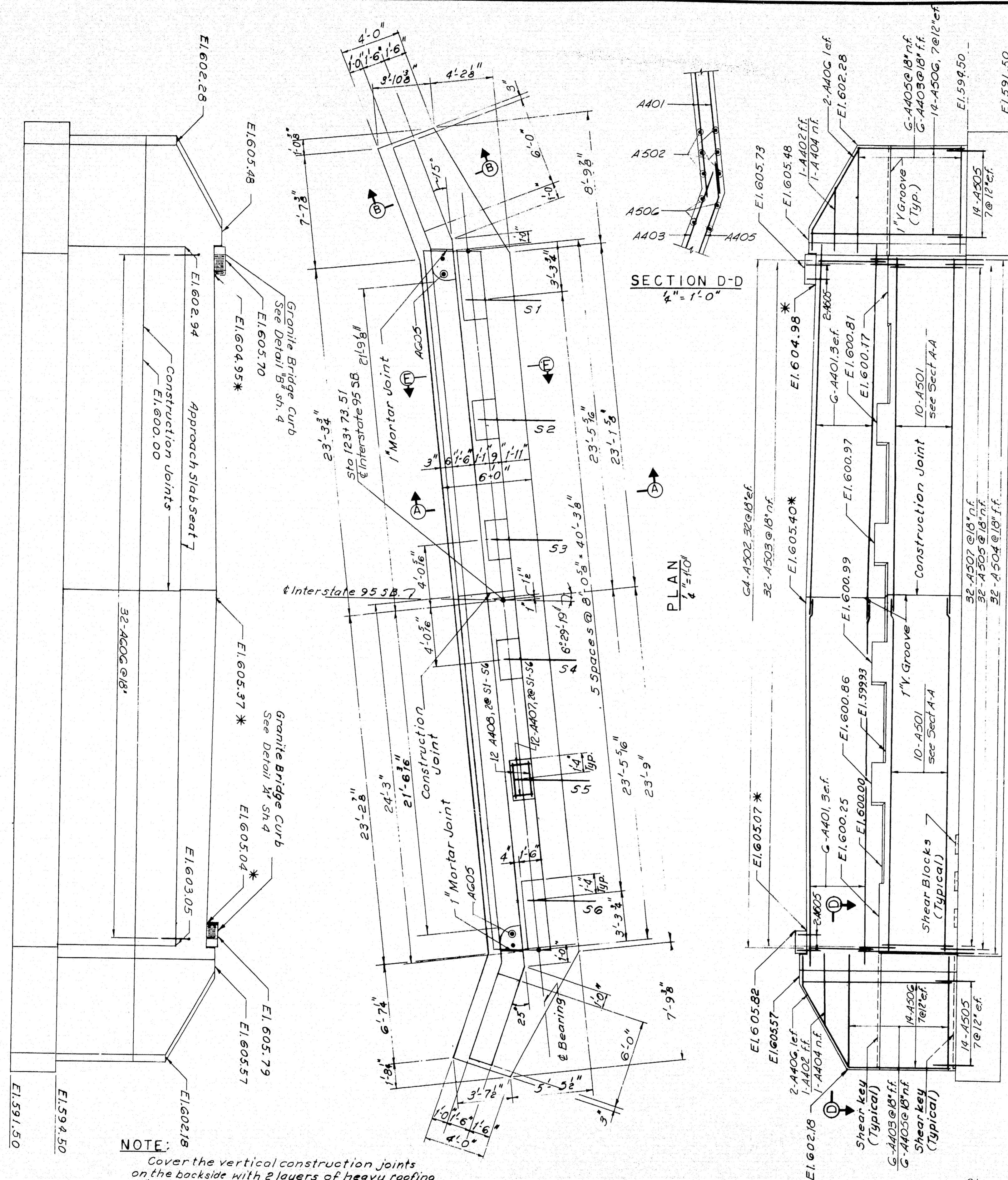
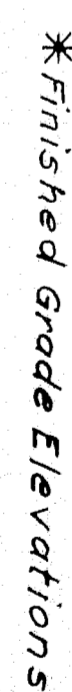
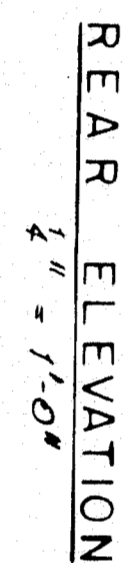
DESIGN— TRACE— CHECK— VAV	DETAIL - RPK.	BRIDGE NO. SURVEY— PLOT—
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
INTERSTATE 95 S.B. OVER		
BANGOR & AROOSTOOK R.R. YARDS IN THE TOWN OF OAKFIELD		
AROOSTOOK COUNTY FOUNDATION SURVEY		
SHEET 2 OF 11 AUGUSTA, MAINE FEBRUARY 1961		

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

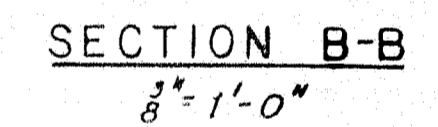
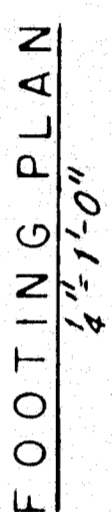
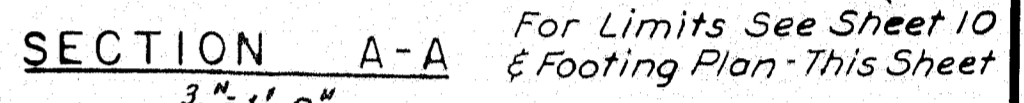
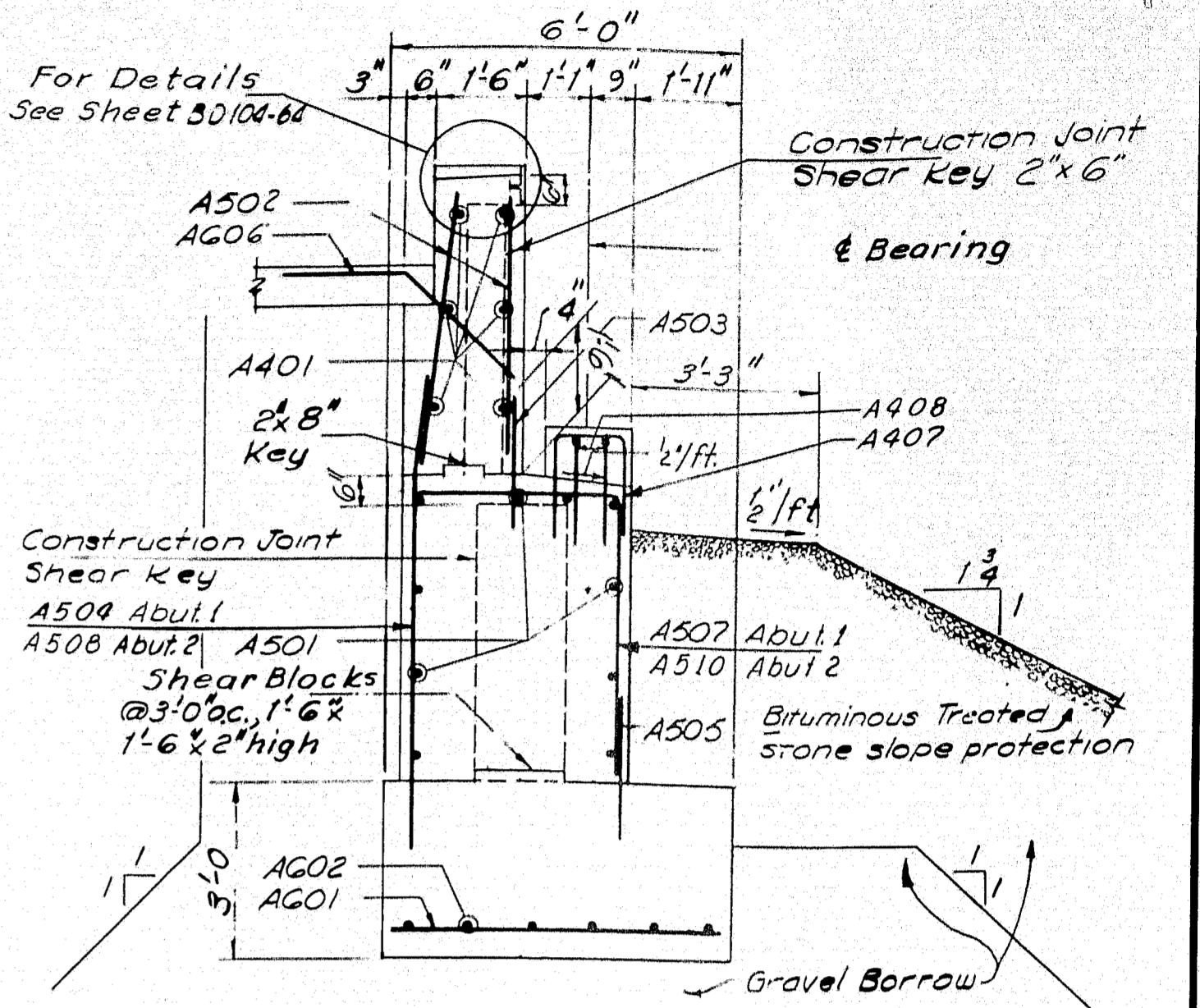
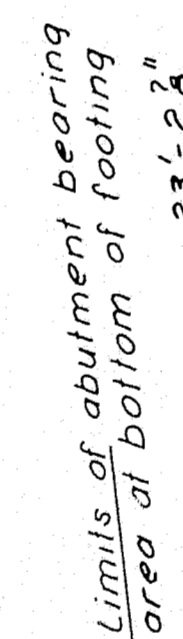
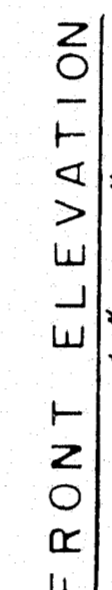
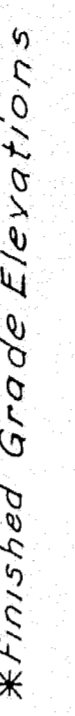
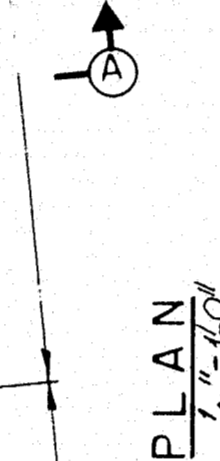
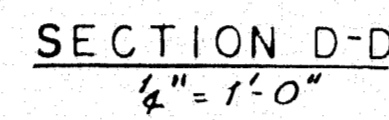
M-2242
OAKFIELD SMYRNA (13)



B. F. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1- 95-9(13)	89	97



NOTE: 1/2" 4'0"
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 $\frac{1}{4}$ ". Paint vertical construction joints with a suitable grade of asphalt paint to break bond.



- ## NOTES
1. For Approach Slab Details, see sheet 4.
 2. Paint bridge seat, face of back wall and down to 1'-0" below top of slope paving on face and ends of breast wall with Gray Epoxy Resin Surface Sealant.
 3. Reinforcing steel to have 3" minimum cover unless otherwise shown
 4. Max Design Soil Pressure 2.7 tons / Sq.Ft Group I.
 5. E.F. indicates each face, n.F. indicates near face, f.I. indicates far face.
 6. Dress bearing areas 1" larger all around than masonry plates to exact elev. shown.
 7. For Section E-E see sheet 4.

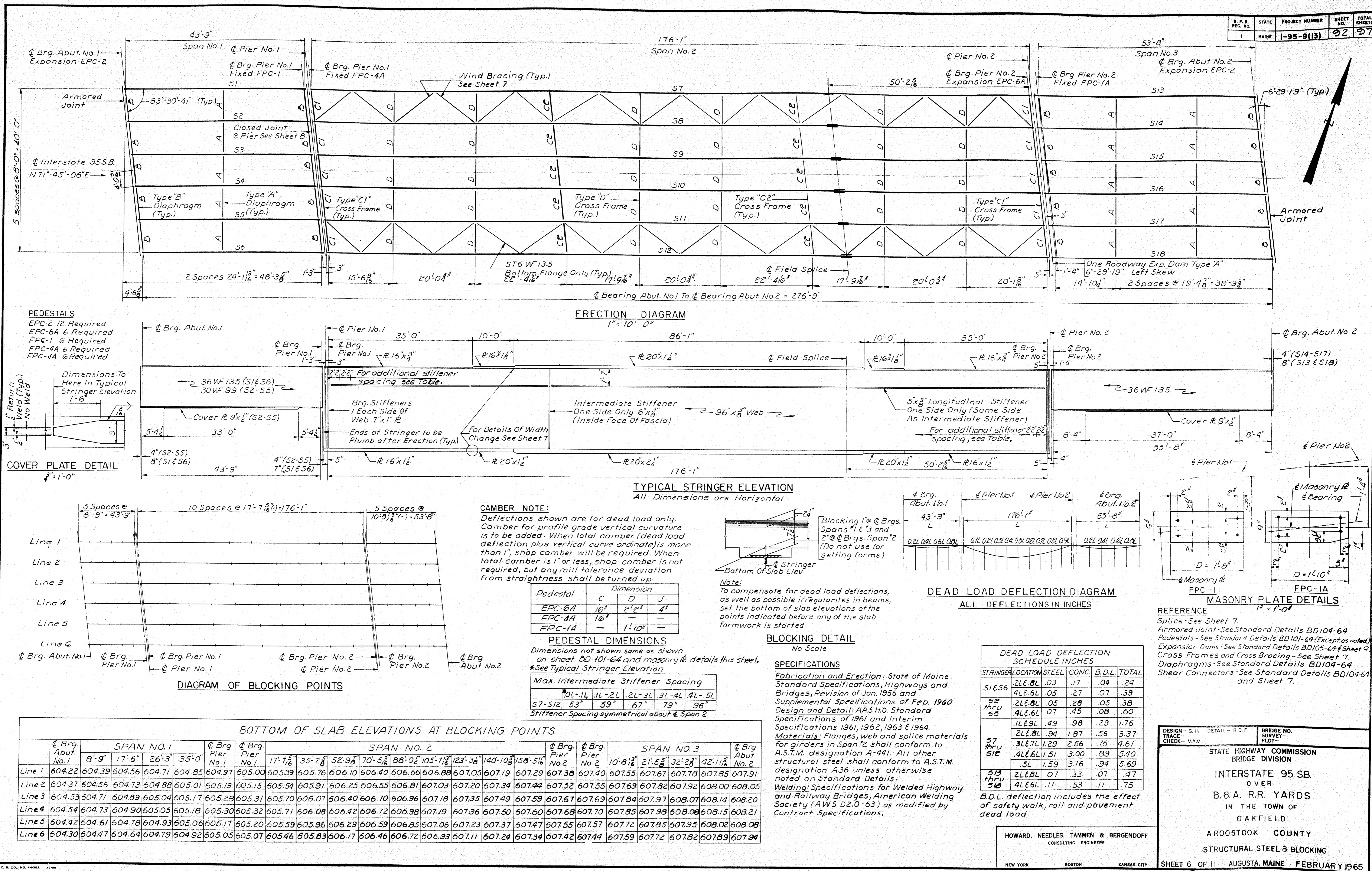
DESIGN-EFK	DETAIL-GEC	BRIDGE NO.
TRACE-		SURVEY-
CHECK-SM		PLOT-

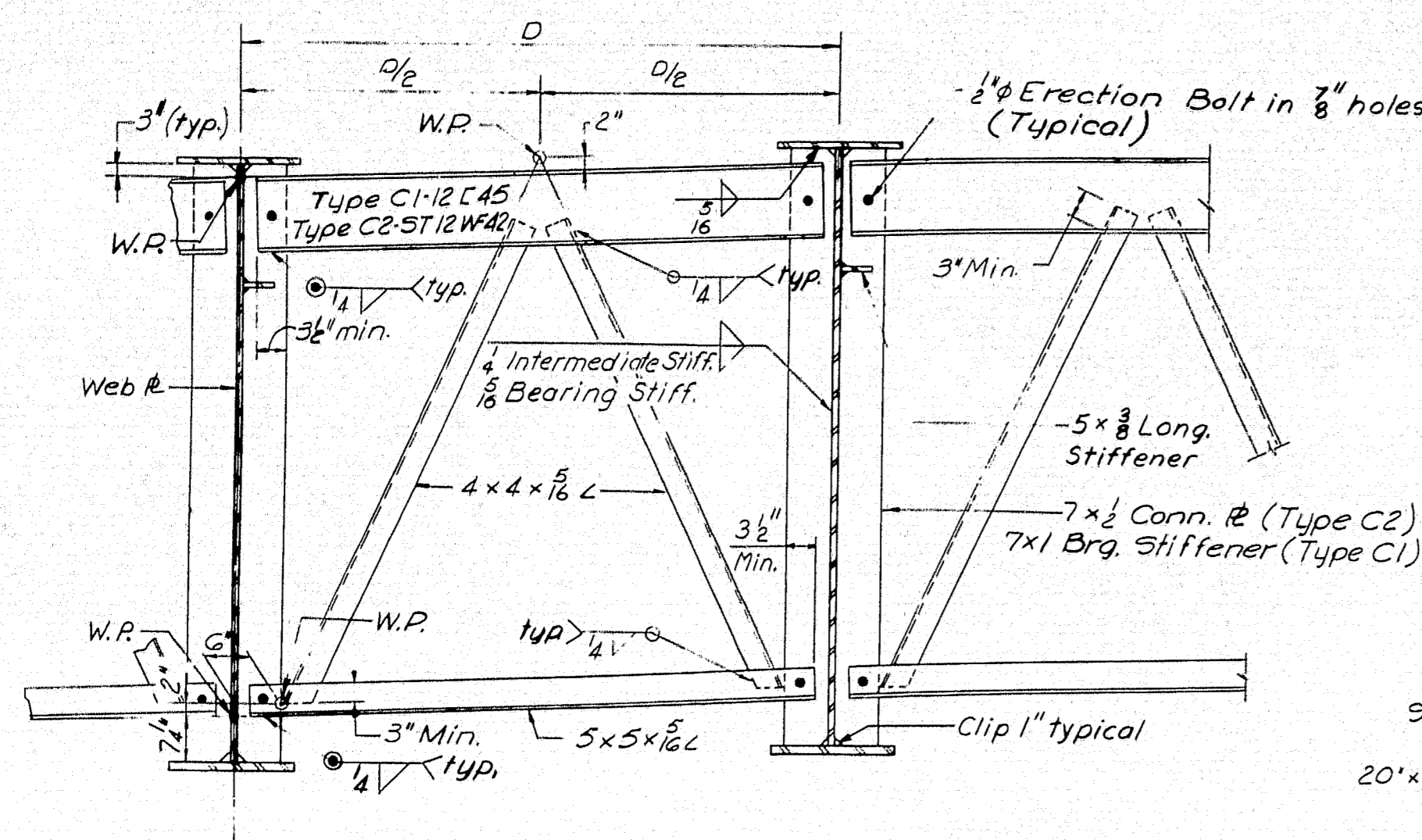
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95 S.B.
OVER
B & A R R YARDS
IN THE TOWN OF
OAKFIELD
AROSTOOK COUNTY
ABUTMENT NO. 1

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

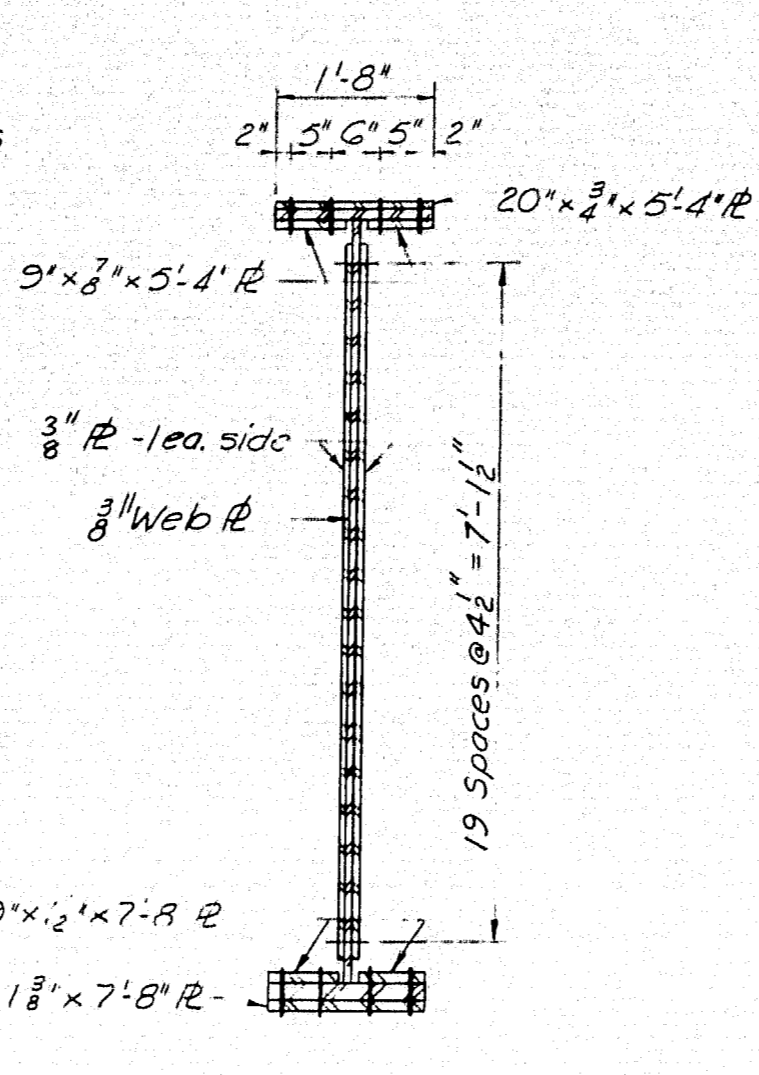
SHEET 3 OF 11 AUGUSTA, MAINE FEBRUARY 1965

M-2243 OAKFIELD SMYRNA (13)

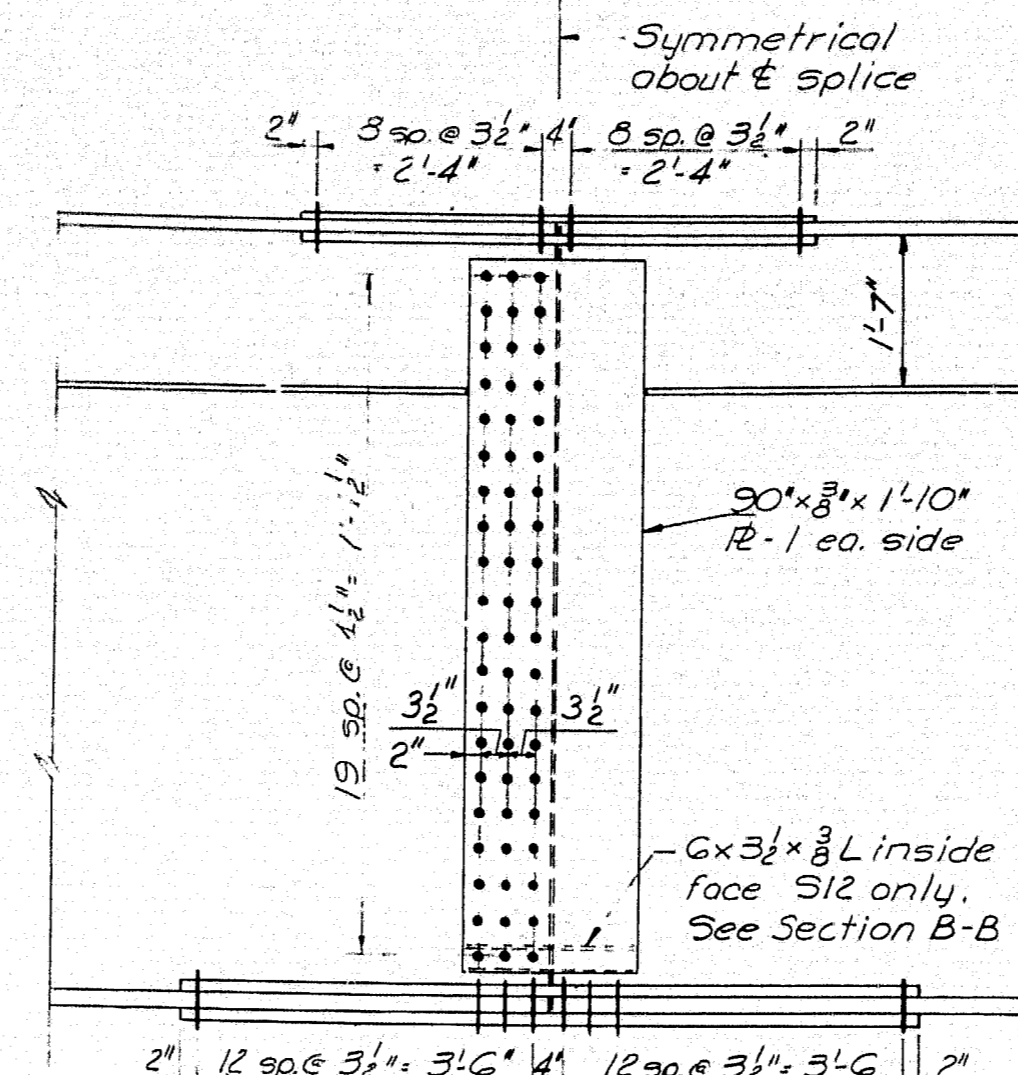




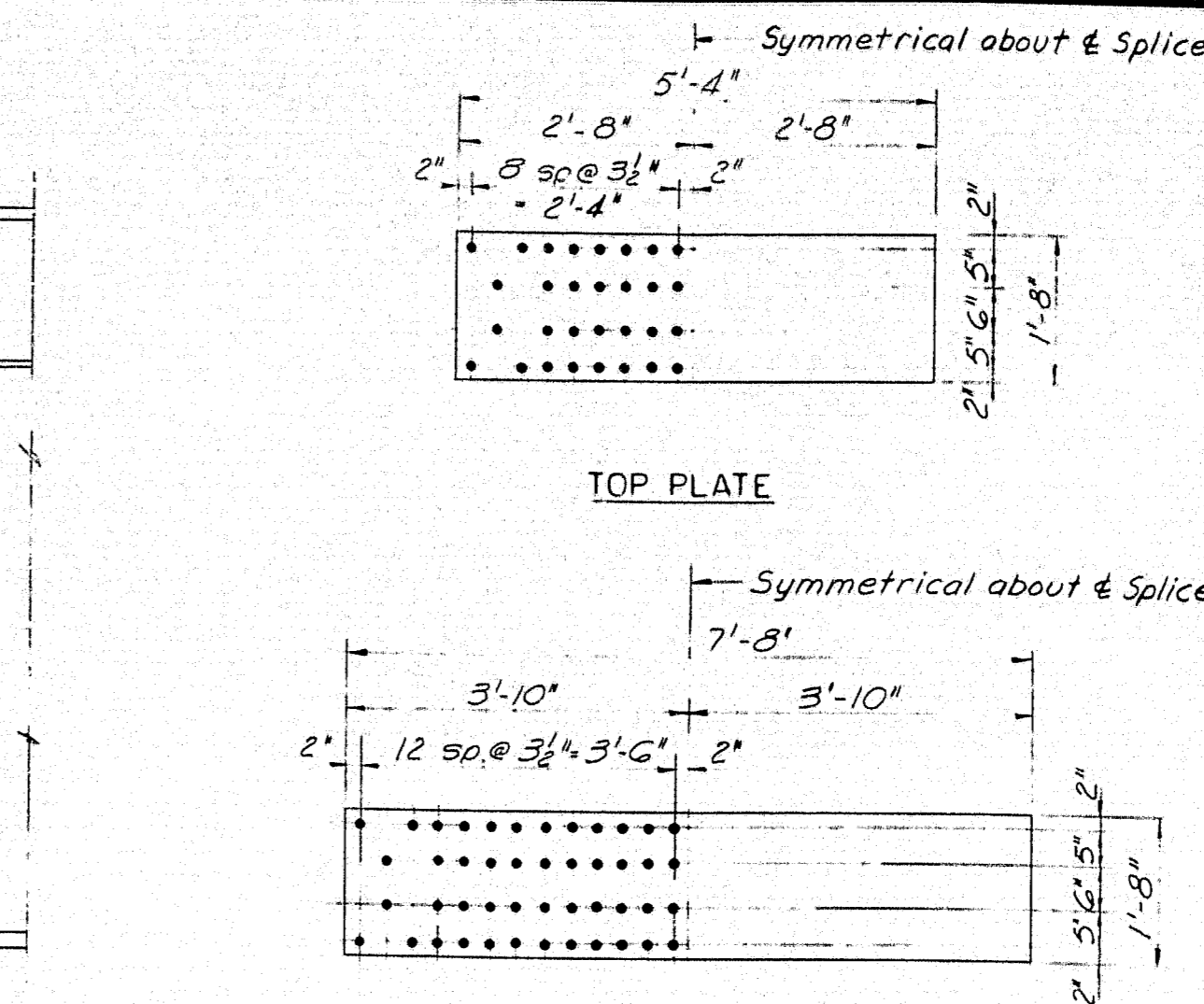
CROSS FRAME-TYPE C1 (AS SHOWN)
CROSS FRAME-TYPE C2 (AS NOTED)



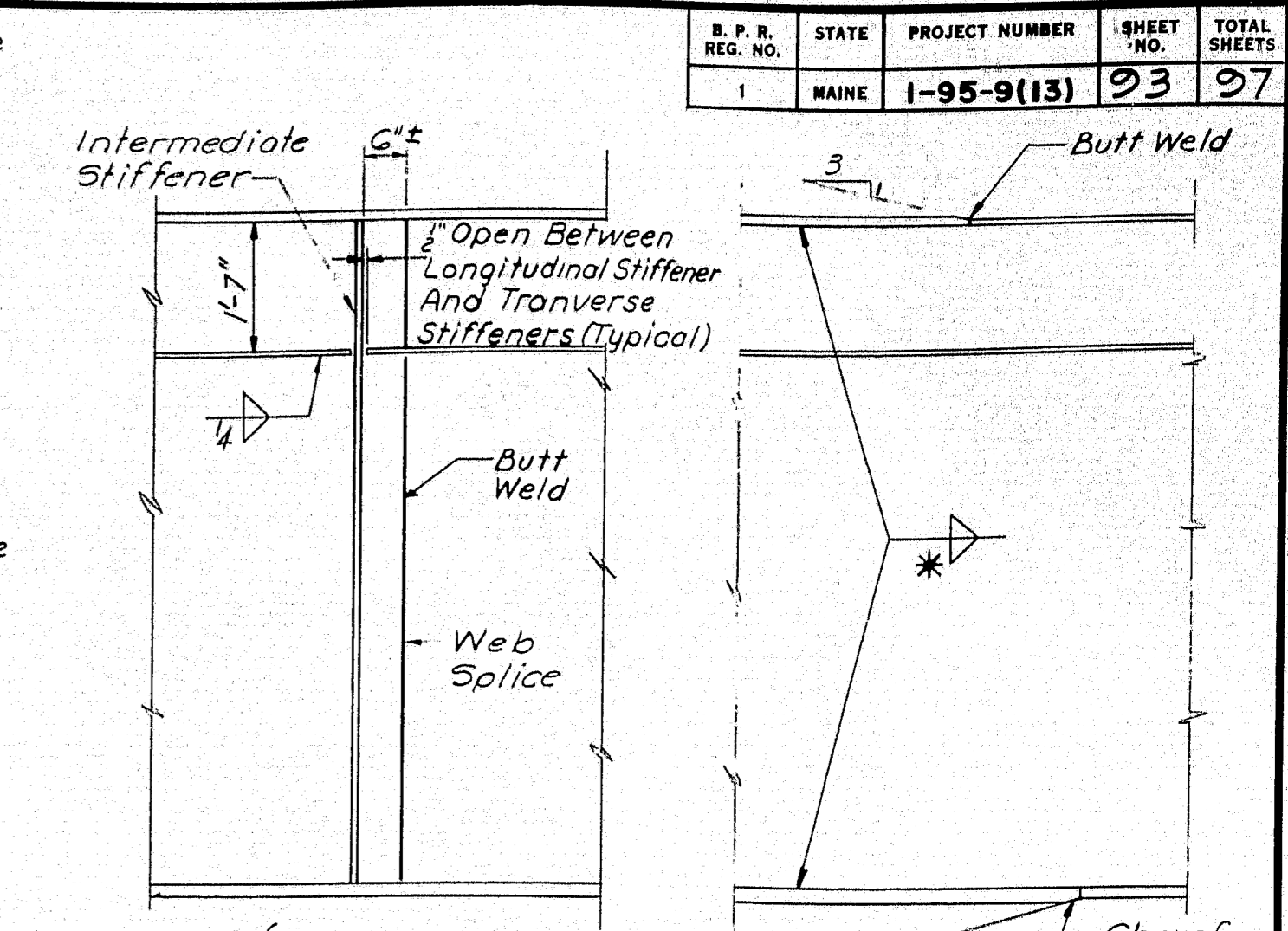
SECTION



ELEVATION



BOTTOM PLATE



TYPICAL SHOP WEB SPLICE
TYPICAL SHOP FLANGE SPLICE

- NOTE:
- All bolts to be 1" High Strength conforming to ASTM designation A325.
 - All holes for field bolts to be sub-punched or sub-drilled and reamed assembled.
 - Nuts to be on inside face of splice at fascia stringers.

FIELD SPLICE DETAILS

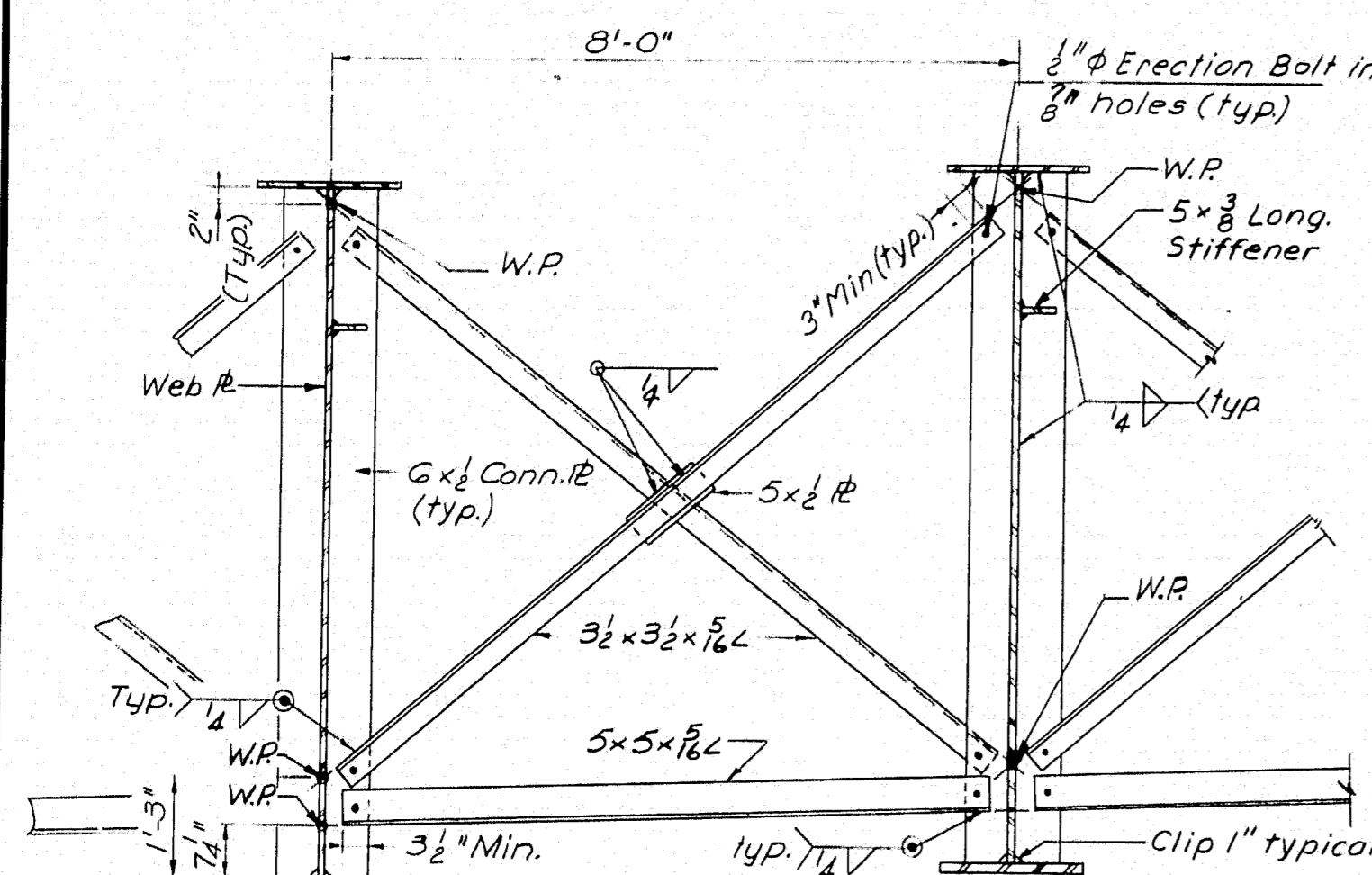
FLANGE BUTT WELD AT WIDTH CHANGE
No Scale

- Intermediate stiffeners shall be normal to the flanges.
- Bearing stiffeners shall be plumb after erection.
- Bearing stiffeners on outside face of fascia girder shall be normal to the web. All others shall be skewed to receive cross frames.

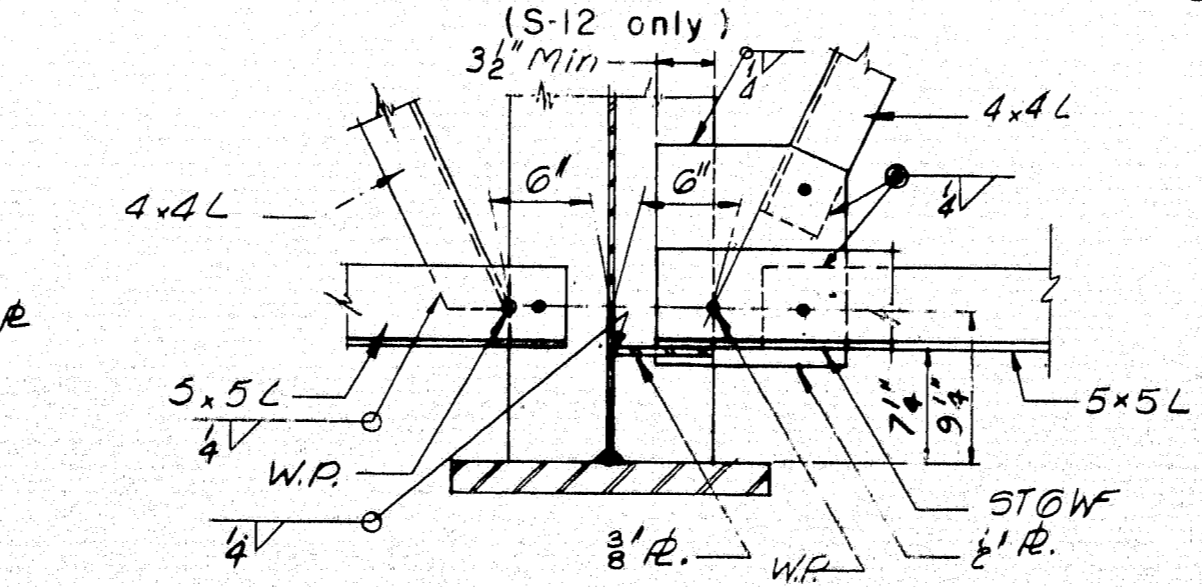
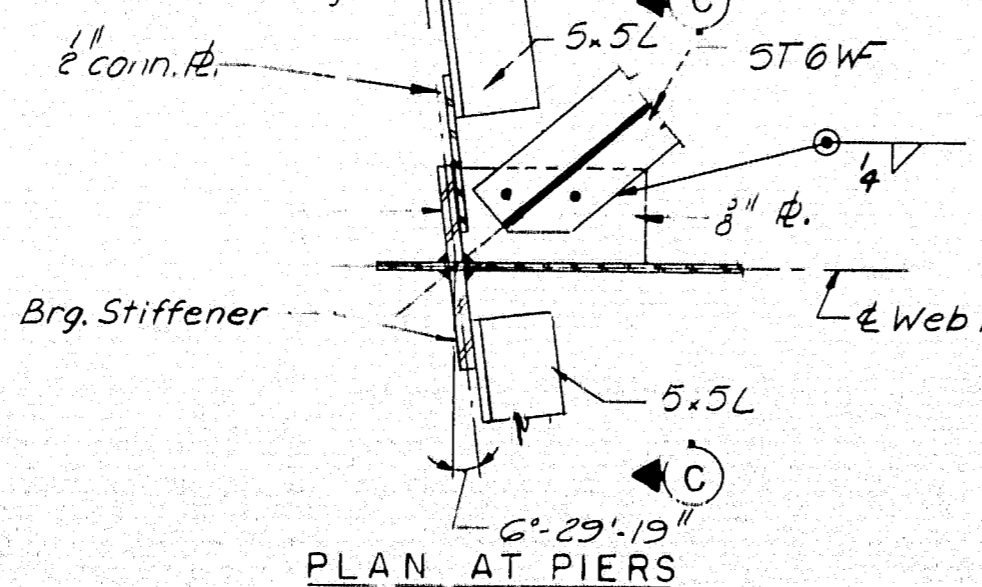
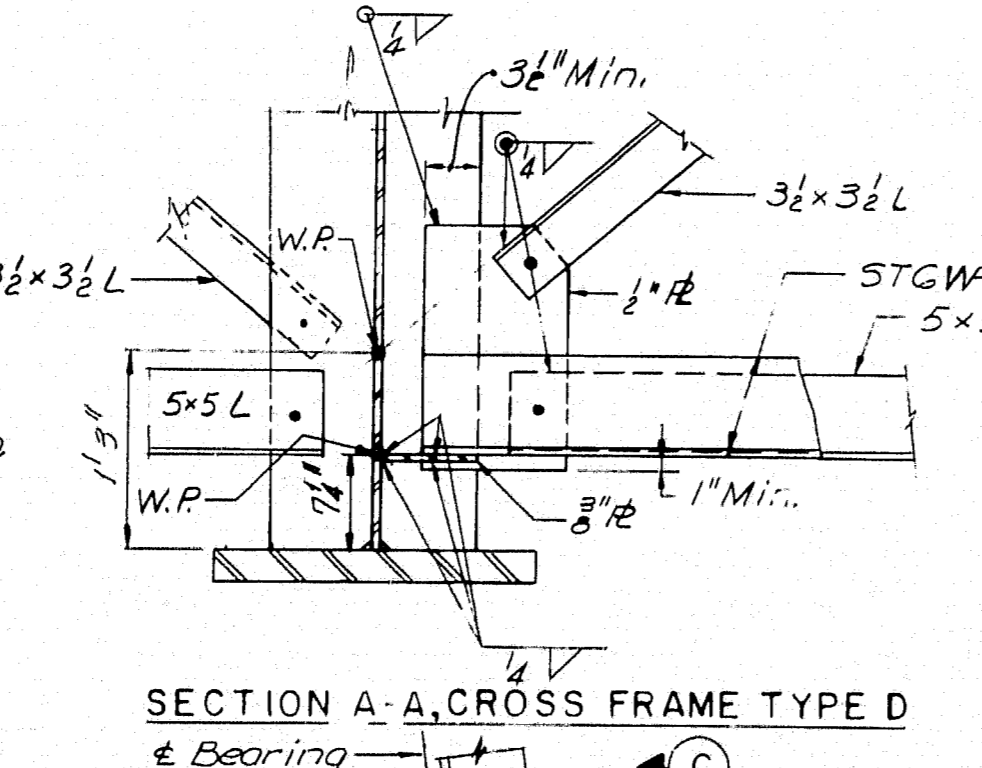
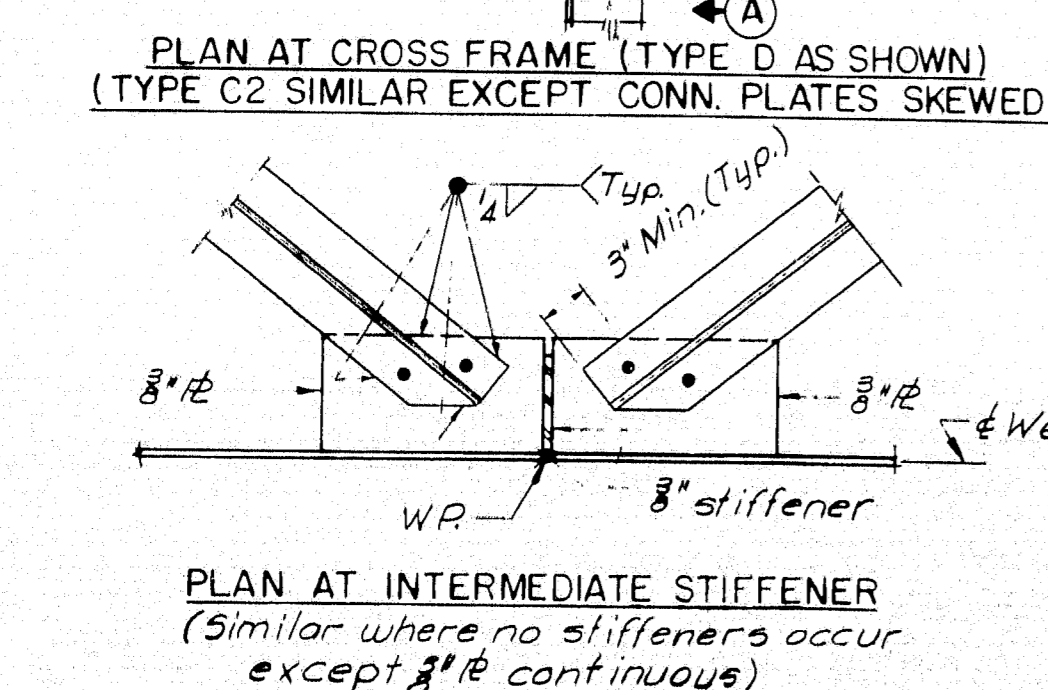
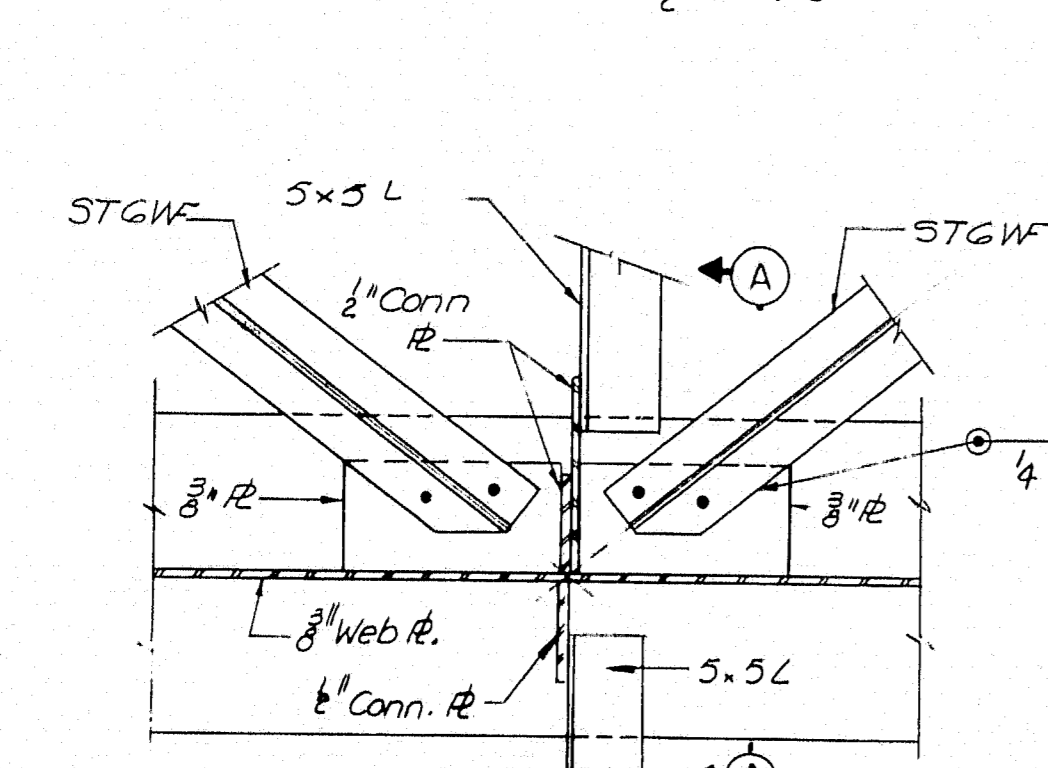
INTERMEDIATE

BEARING

STIFFENER DETAILS



CROSS FRAME-TYPE D



BRACING CONNECTION DETAILS

Span	Studs	Studs	Studs	Studs	Studs
Span 1	21 Sp. @ 5" = 8'-9"	12 Sp. @ 6" = 6'-6"	13 Sp. @ 6" = 6'-6"	19 Sp. @ 6" = 9'-6"	Span 3
Span 2	25 Sp. @ 8" = 17'-8"	21 Sp. @ 10" = 17'-6"	15 Sp. @ 14" = 17'-6"	11 Sp. @ 19" = 17'-5"	9 Sp. @ 24" = 18'-0"

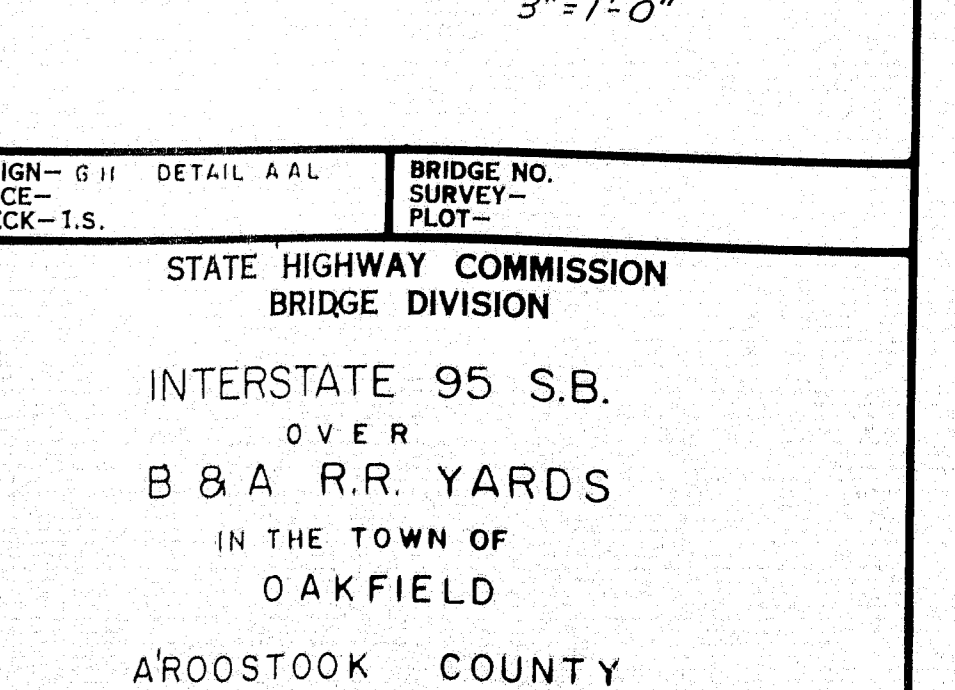
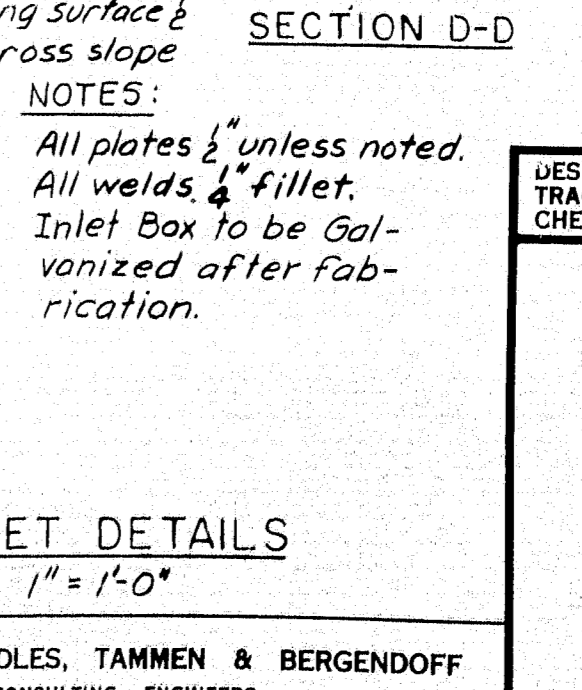
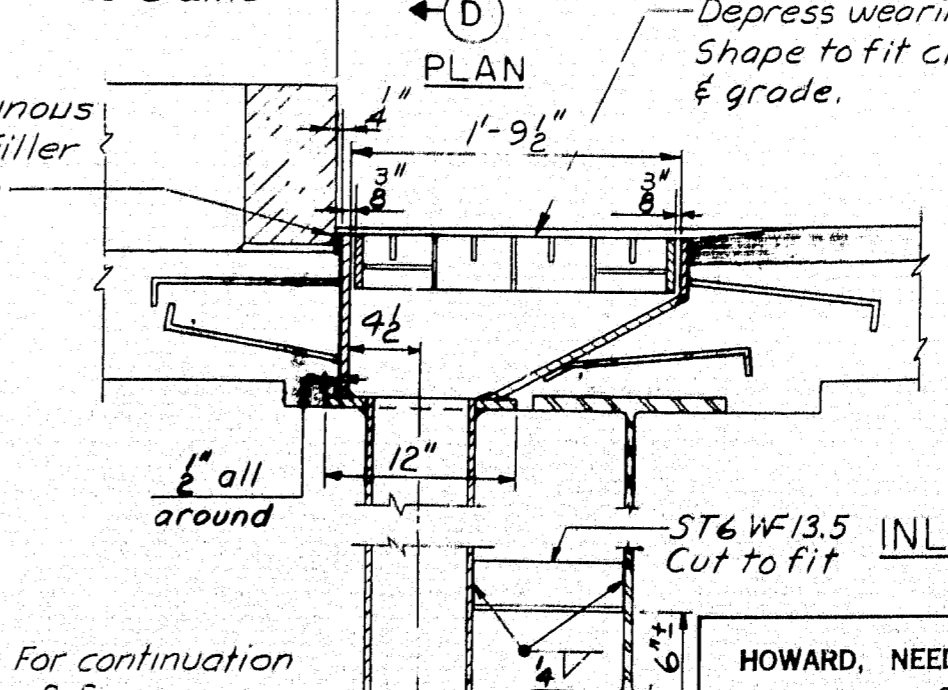
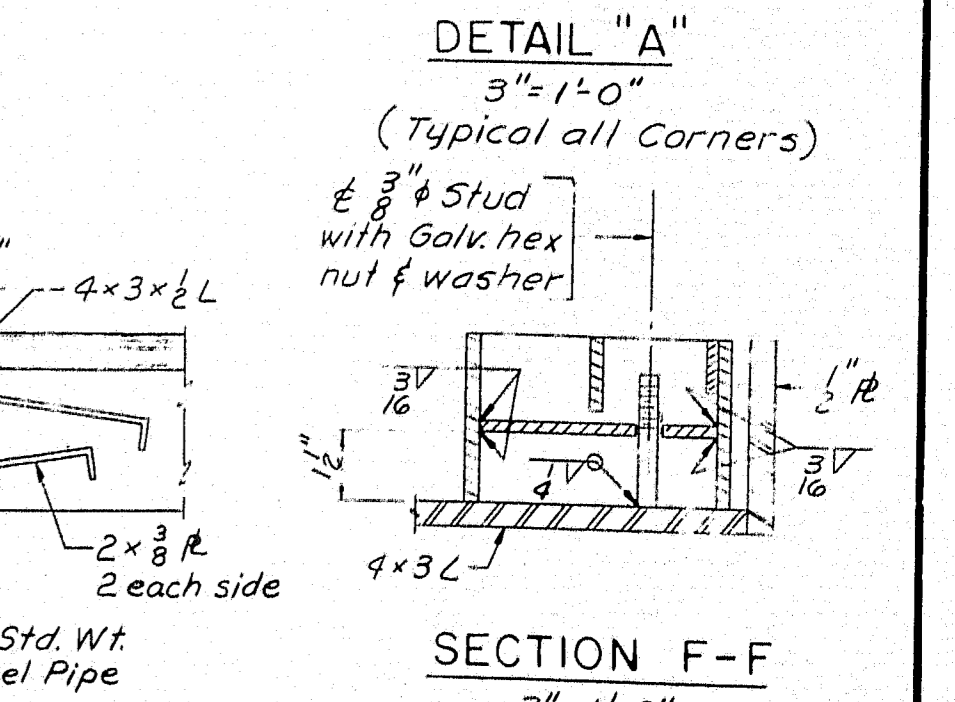
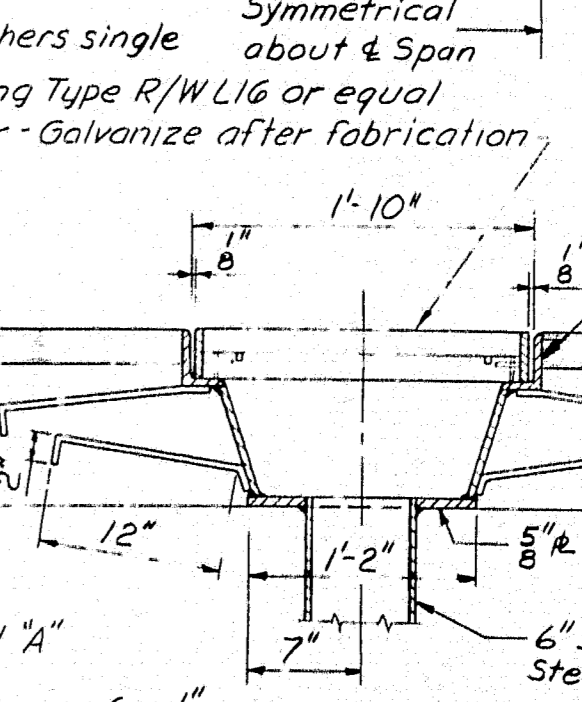
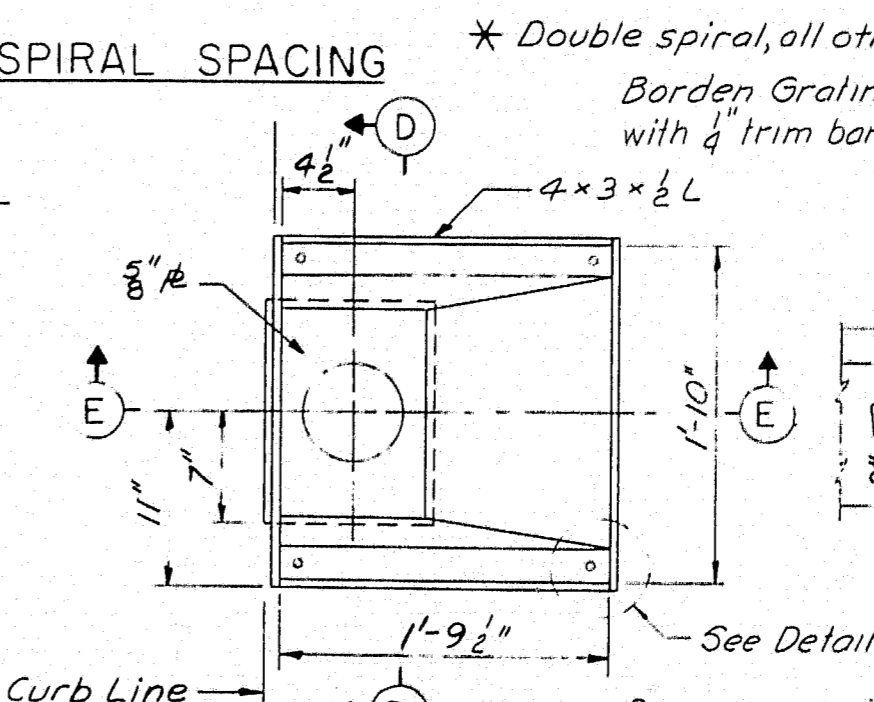
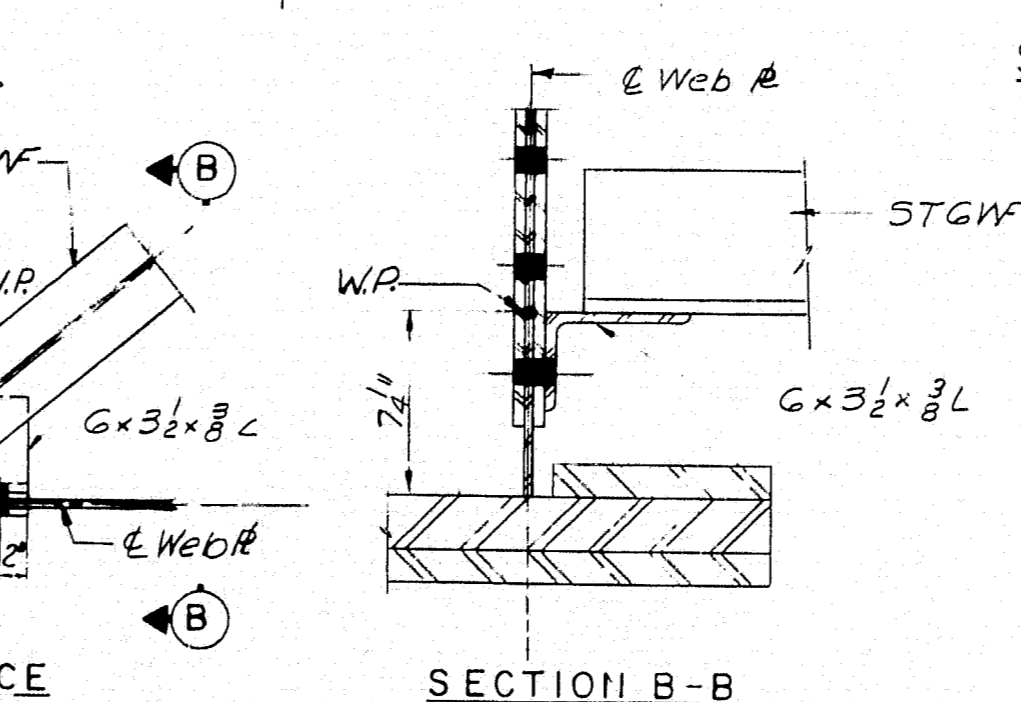
STUD SPACING

* 3-8" Studs per row
all others 2-8" Studs per row

Span	Studs	Studs	Studs	Studs	Studs
Span 1	26 Sp. @ 4" = 8'-8"	19 Sp. @ 5 1/2" = 8'-11"	13 Sp. @ 4 1/2" = 4'-10 1/2"	16 Sp. @ 4 1/2" = 6'-0"	Span 3
Span 2	32 Sp. @ 4" = 10'-8"	23 Sp. @ 5 1/2" = 10'-6 1/2"	14 Sp. @ 9 1/2" = 11'-1"	8 Sp. @ 14 1/2" = 9'-8"	5 Sp. @ 24" = 10'-0"

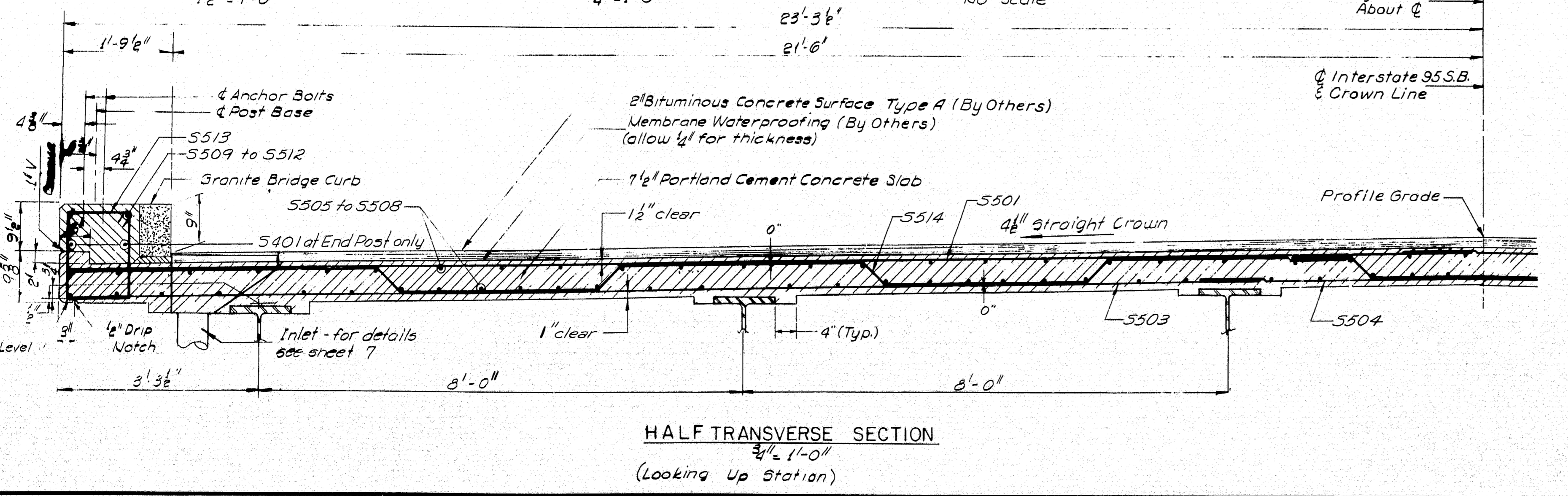
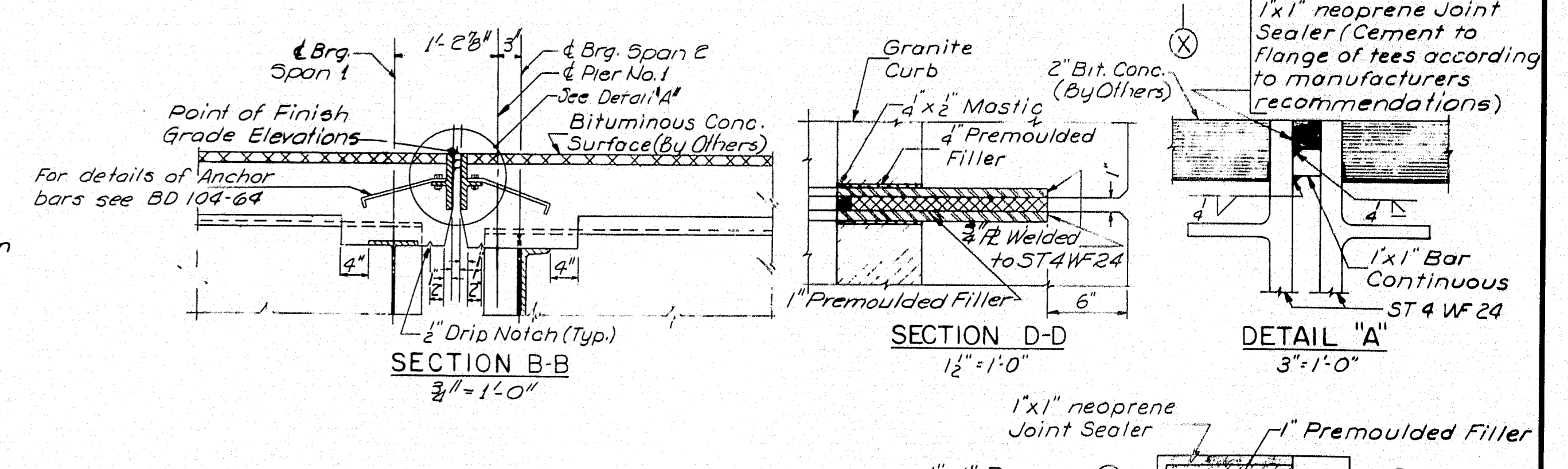
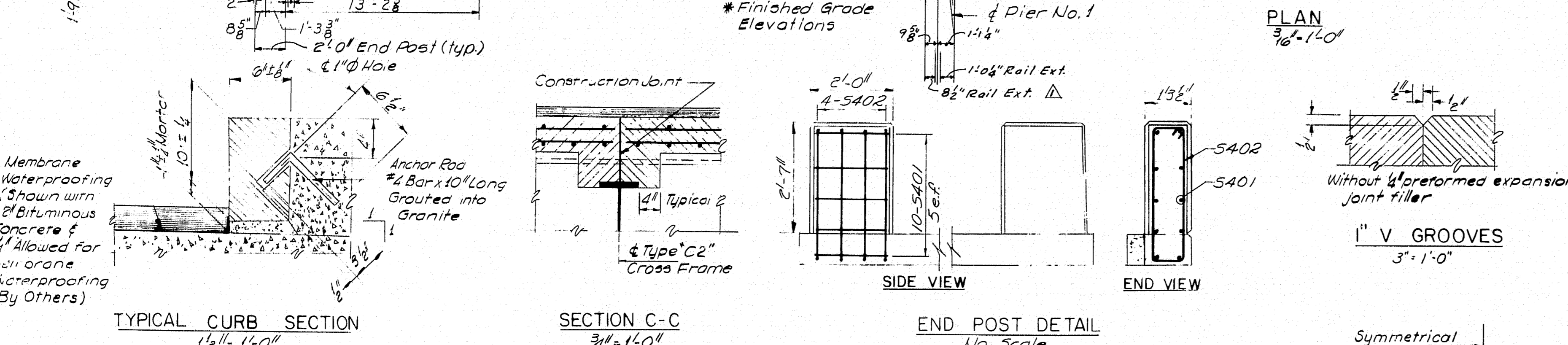
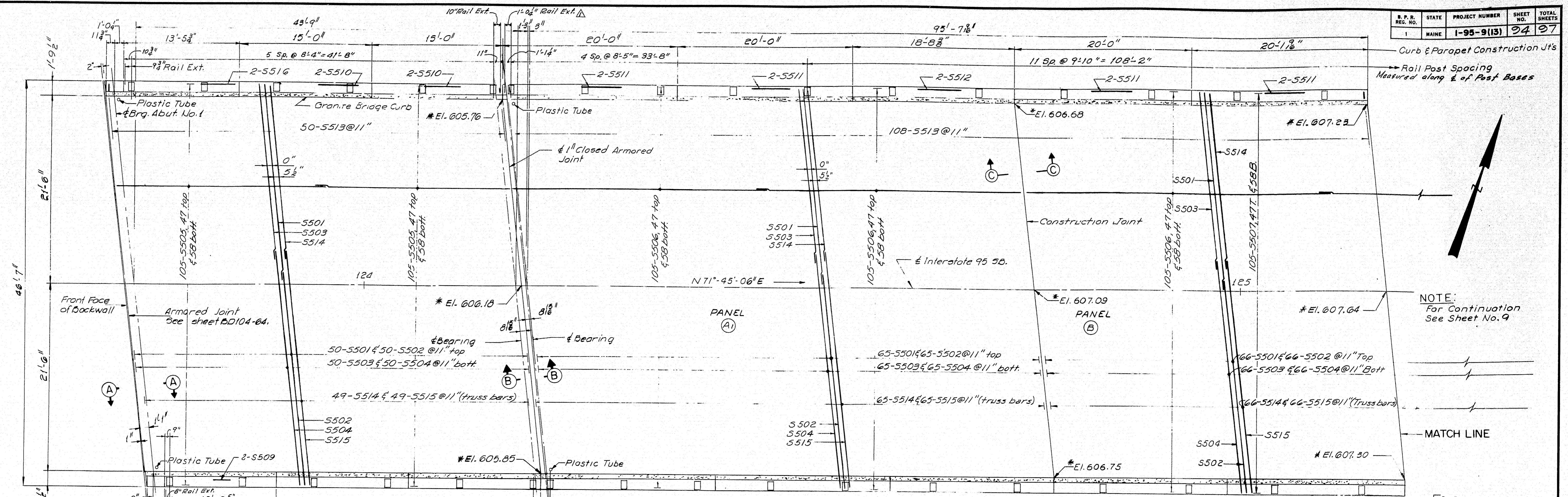
SPRALL SPACING

* Double sprall, all others single
Borden Grating Type R/W L16 or equal
with 4" trim bar - Galvanize after fabrication



DESIGN - G.H. DETAIL A.A.
TRACE - CHECK - I.S.
BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95 S.B.
OVER
B & A R.R. YARDS
IN THE TOWN OF
OAKFIELD
AROOSTOOK COUNTY
STRUCTURAL STEEL DETAILS
SHEET 7 OF 11 AUGUSTA, MAINE FEBRUARY 1965
OAKFIELD SMYRNA (13)

M-2247



GENERAL SUPERSTRUCTURE NOTES:

- At all curb joints, break the bond between concrete surfaces with a suitable grade of asphalt paint. Form "V" grooves on outside face of curb and slab at each vertical joint. Provide joints in granite bridge curb at curb construction joints.
- 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.
- For bridge rail, see standard details, BD107-64 and BD108-64.
- For Section A-A, see sheet 9.
- Bottom of slab grades for blocking shall be set after shear connectors are welded to the top flange.
- No work other than form work utilizing hand tools will be permitted on any span for a period of seven days following the final placing of the slab concrete within this span.
- Concrete in end rail posts to be paid for under Item 701-40.
- Granite Bridge Curb means Vertical Bridge Curb-Type 1.

SLAB PLACING SEQUENCE (SPAN 2)

Place (A) panels simultaneously. Panels (A) shall be in place for a period of at least seven days before placing Panel (B).

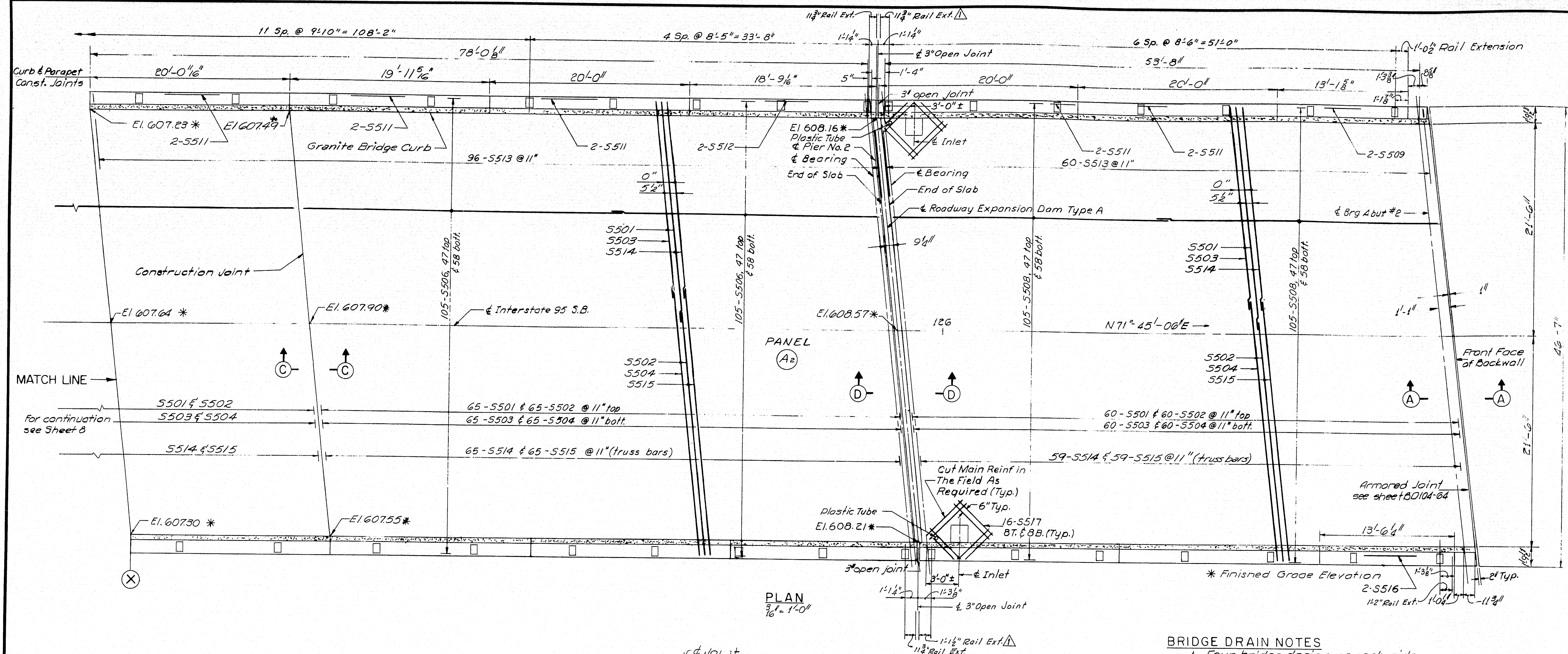
Bridge Railing Spacing Revised 1-12-66

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

DESIGN - G.H. CHECK - P.R.N. DETAIL - P.B.D. BRIDGE NO. SURVEY - PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95 SB
OVER
B & A RR YARDS
IN THE TOWN OF
OAKFIELD
ARCOOSTOOK COUNTY
SUPERSTRUCTURE
SHEET 8 OF 11 AUGUSTA, MAINE FEBRUARY 1965

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-9(13)	95	97

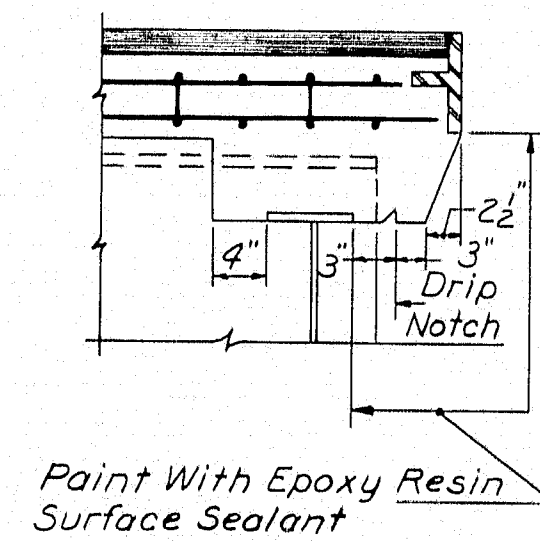
BRIDGE DRAIN NOTES

- BRIDGE DRAIN NOTES
1. Four bridge drains on each side.
 2. For approximate location see sheet 1, exact position to be determined in the field.
 3. Bridge drains to be placed a min. 10' from pier.

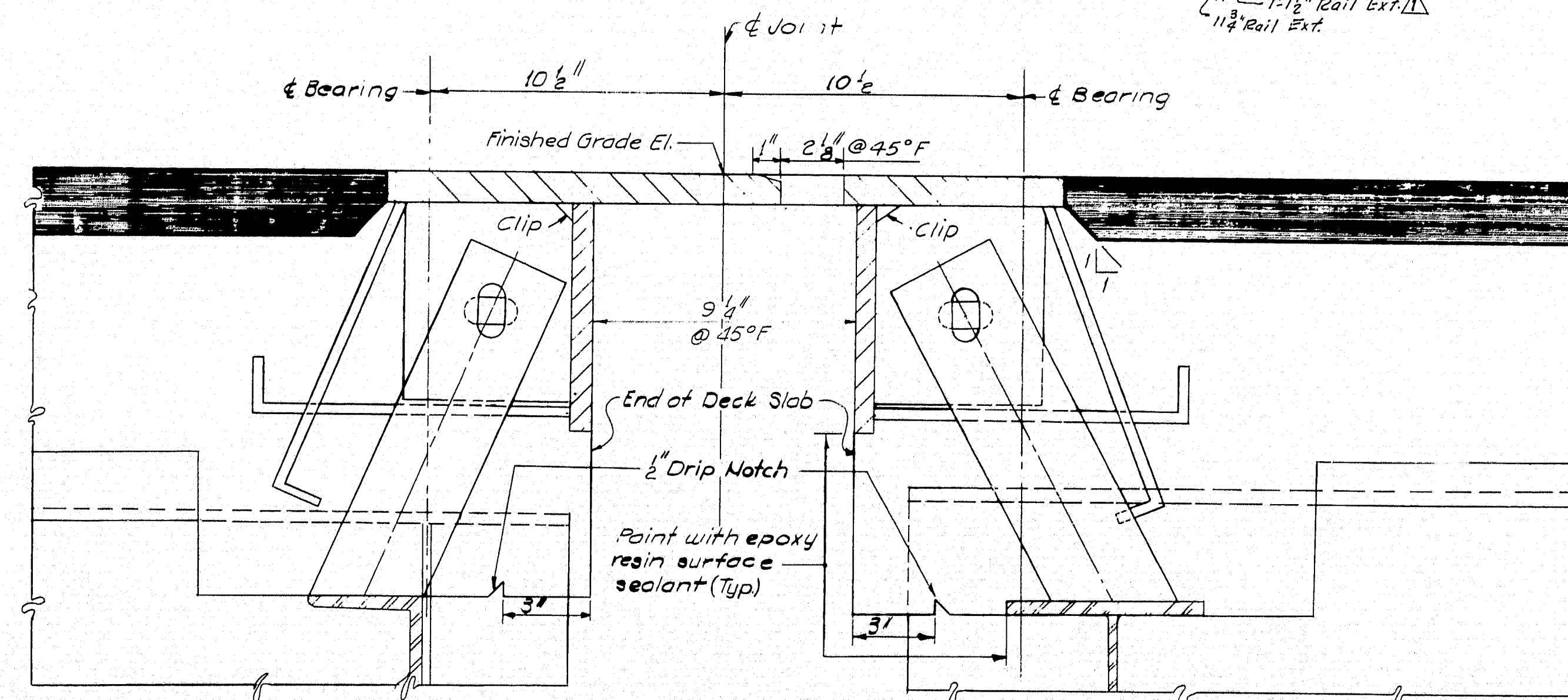
NOTES:

- NOTES:
1. For Section C-C see sheet 8.
 2. For General Superstructure Notes see sheet 9.

△ Bridge Rating Scheduling Revised 1-12-66



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



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

NOTE:
For additional detail of joint
see BD 105-64

DESIGN— 6 M
TRACE—
CHECK— P P N

BRIDGE NO.
SURVEY—
PLOT—

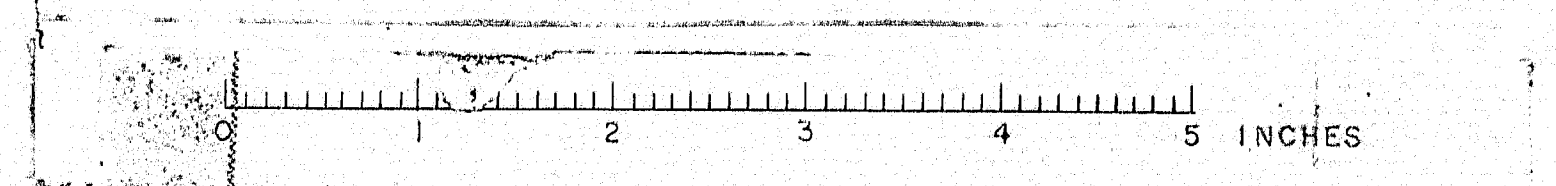
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

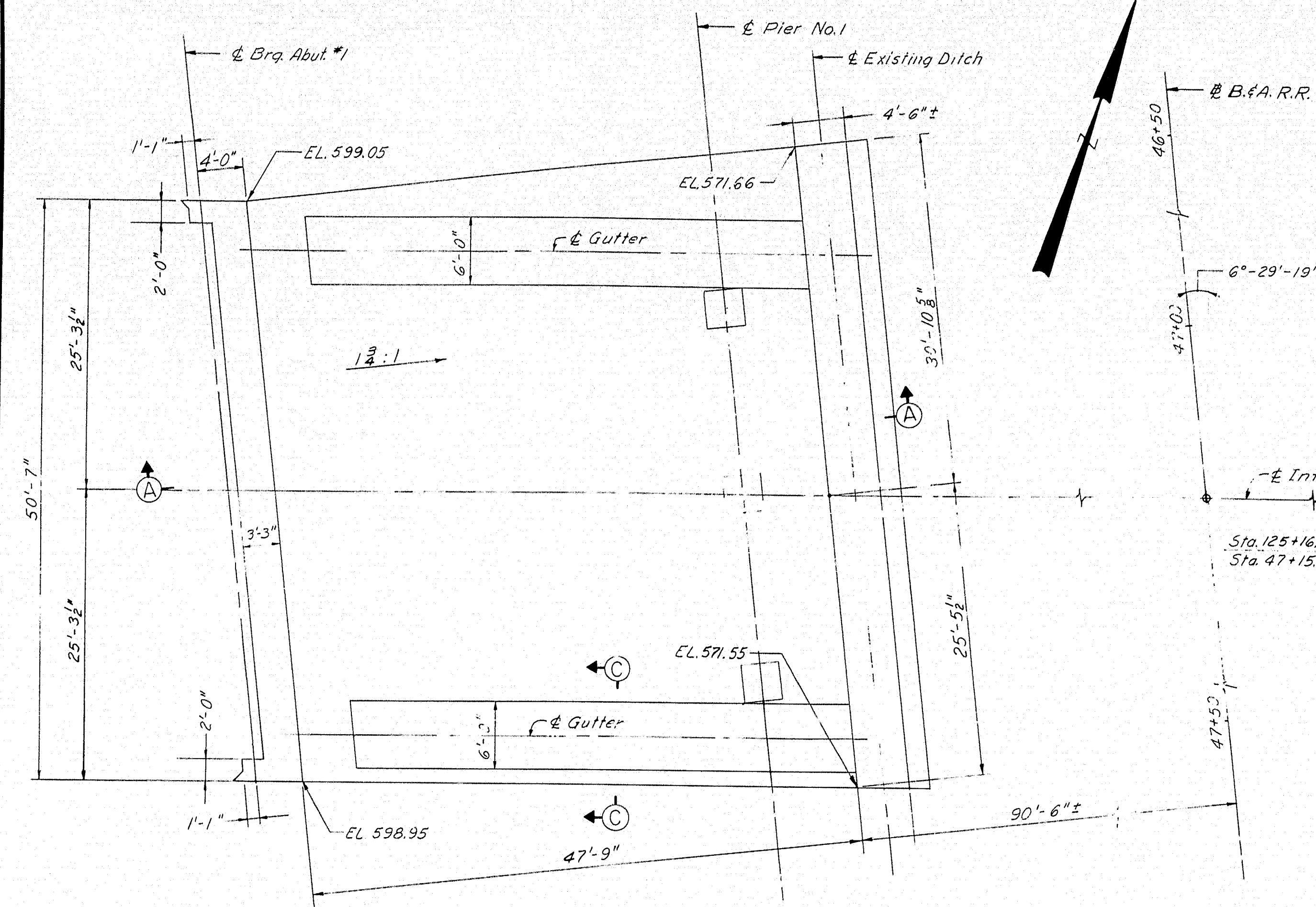
INTERSTATE 95 S.B
OVER
B & A R.R. YARDS
IN THE TOWN OF
OAKFIELD
AROSTOOK COUNTY
SUPERSTRUCTURE

SHEET 9 OF 11 AUGUSTA, MAINE FEBRUARY 1965

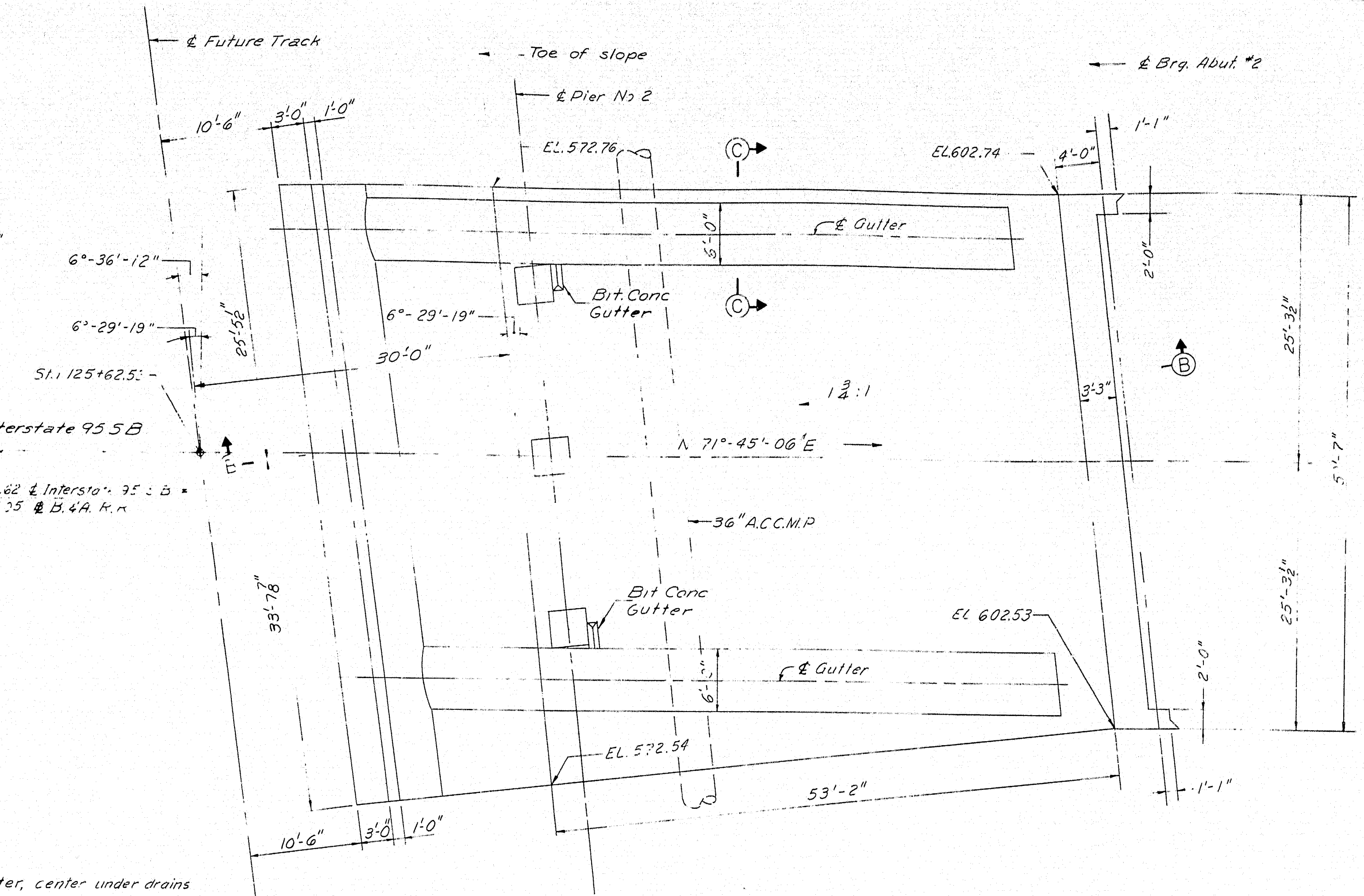
M-2249 OAKFIELD SMYRNA(13)

M-2249 OAKFIELD SMYRNA(13)

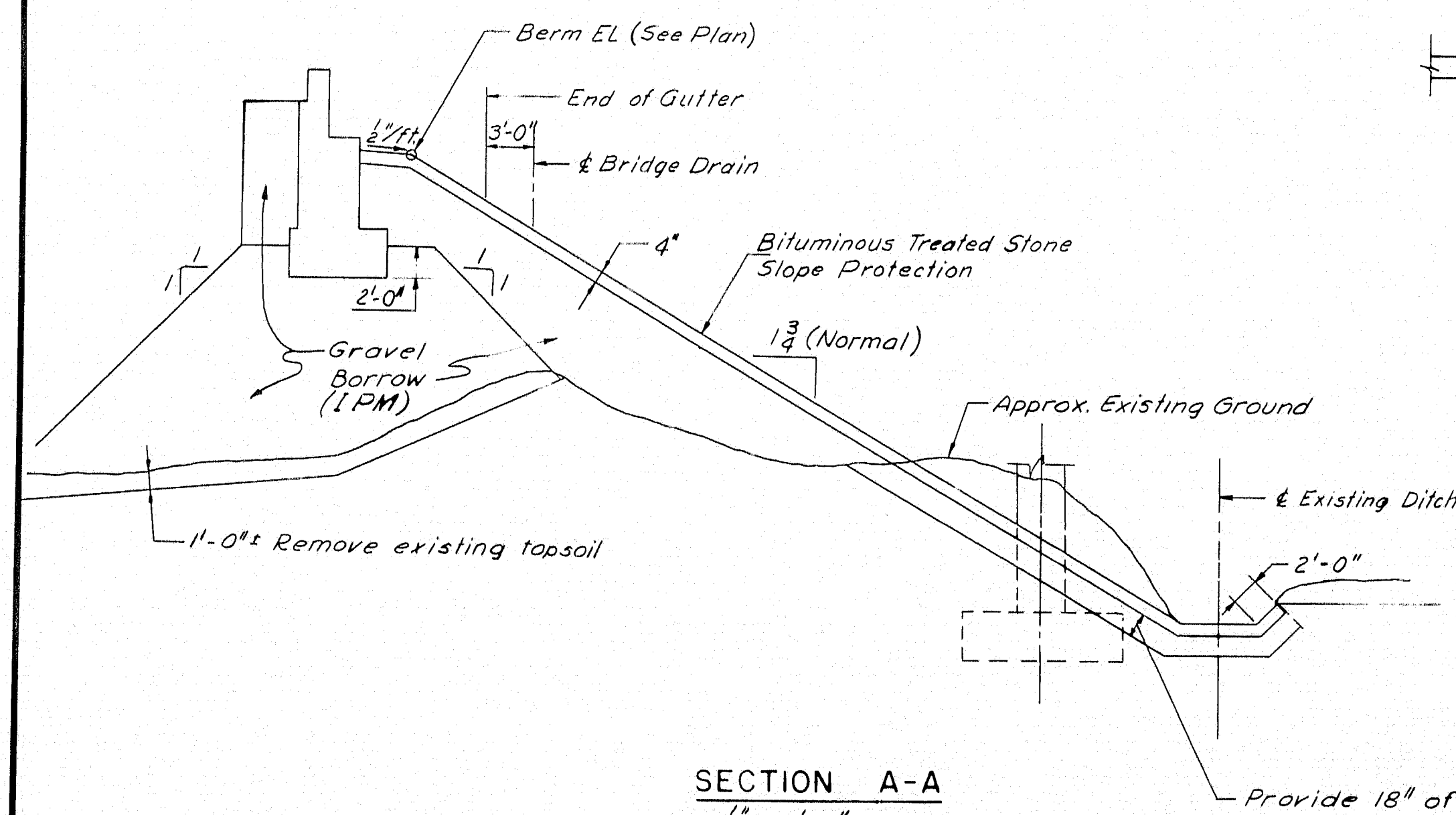




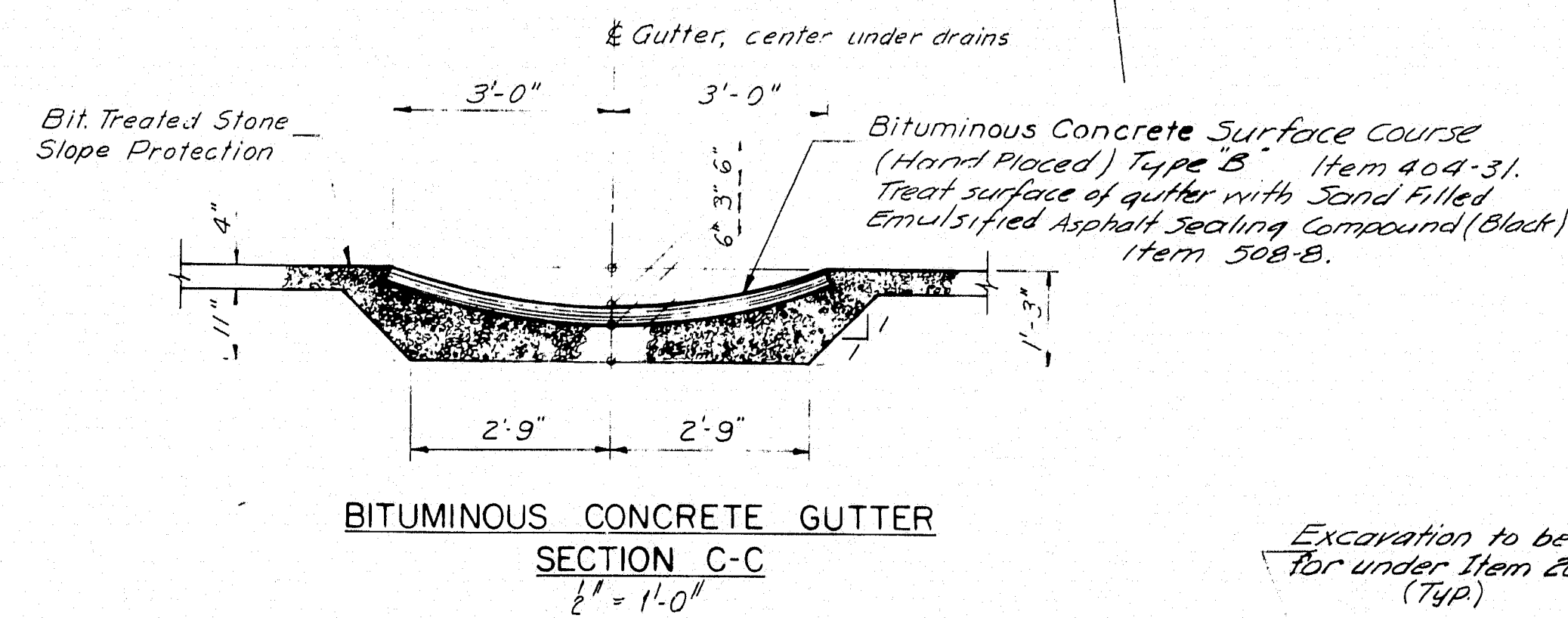
PLAN - ABUTMENT NO. 1
1/8" = 1'-0"



PLAN - ABUTMENT NO. 2
1/8" = 1'-0"

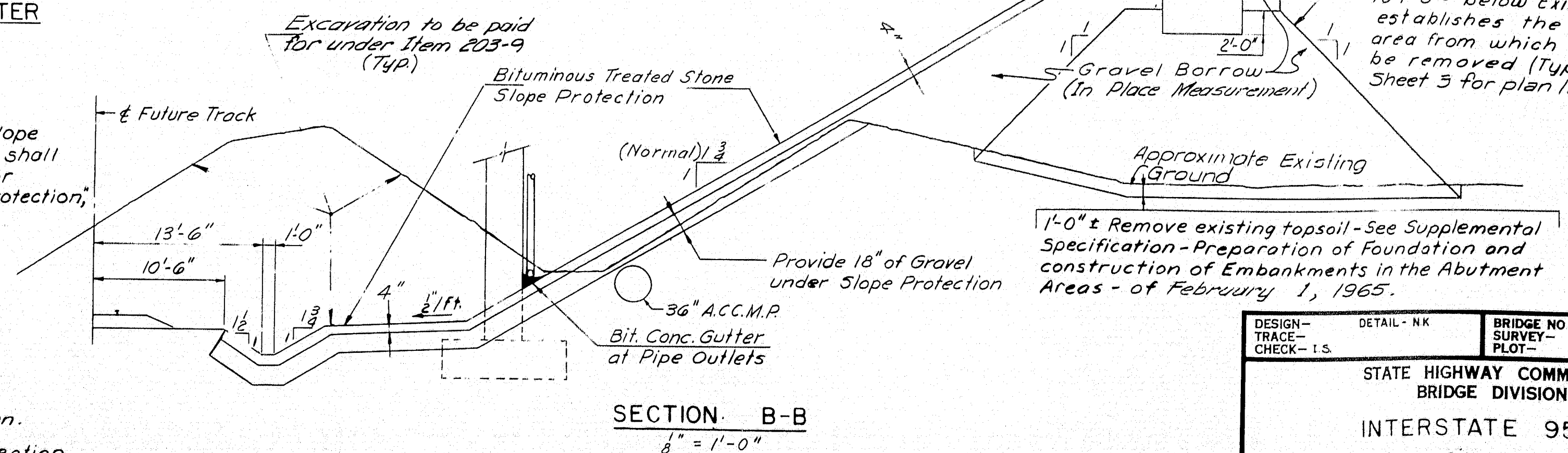


SECTION A-A
1/8" = 1'-0"



NOTE:
Payment for Bit. Treated Stone Slope Protection placed beneath the gutter shall be made at the contract unit price for Item 913-B, "Bit. Treated Stone Slope Protection", per square yard.

Provide 18" of Gravel Borrow under slope protection.
The 18" of Gravel Borrow under the slope protection may be reduced or omitted, if in the opinion of the Engineer the existing material is suitable.
Payment for any excavation required for slope protection will be made under the appropriate item for Structural Excavation, Piers Items 204-14 and 204-15.



SECTION B-B
1/8" = 1'-0"

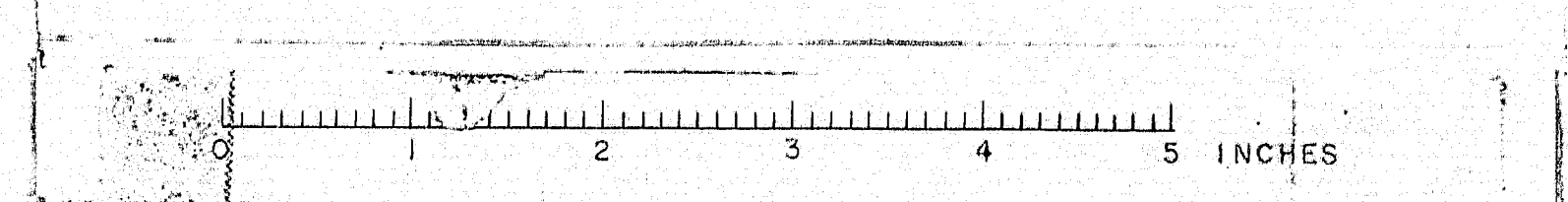
Place embankment to an elevation 2 feet above bottom of abutment footings before abutment excavation is started. (Typical)
Slope of 1:1 all around from elev. of bottom of footing down to 1'-0" below Existing Ground establishes the foundation area from which topsoil will be removed (Typical). See Sheet 3 for plan limits.

DESIGN - TRACE - CHECK - I.S.	DETAIL - N.K.	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
INTERSTATE 95 S.B. OVER B & A R.R. YARDS IN THE TOWN OF OAKFIELD ARROOSTOOK COUNTY SLOPE PROTECTION		

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

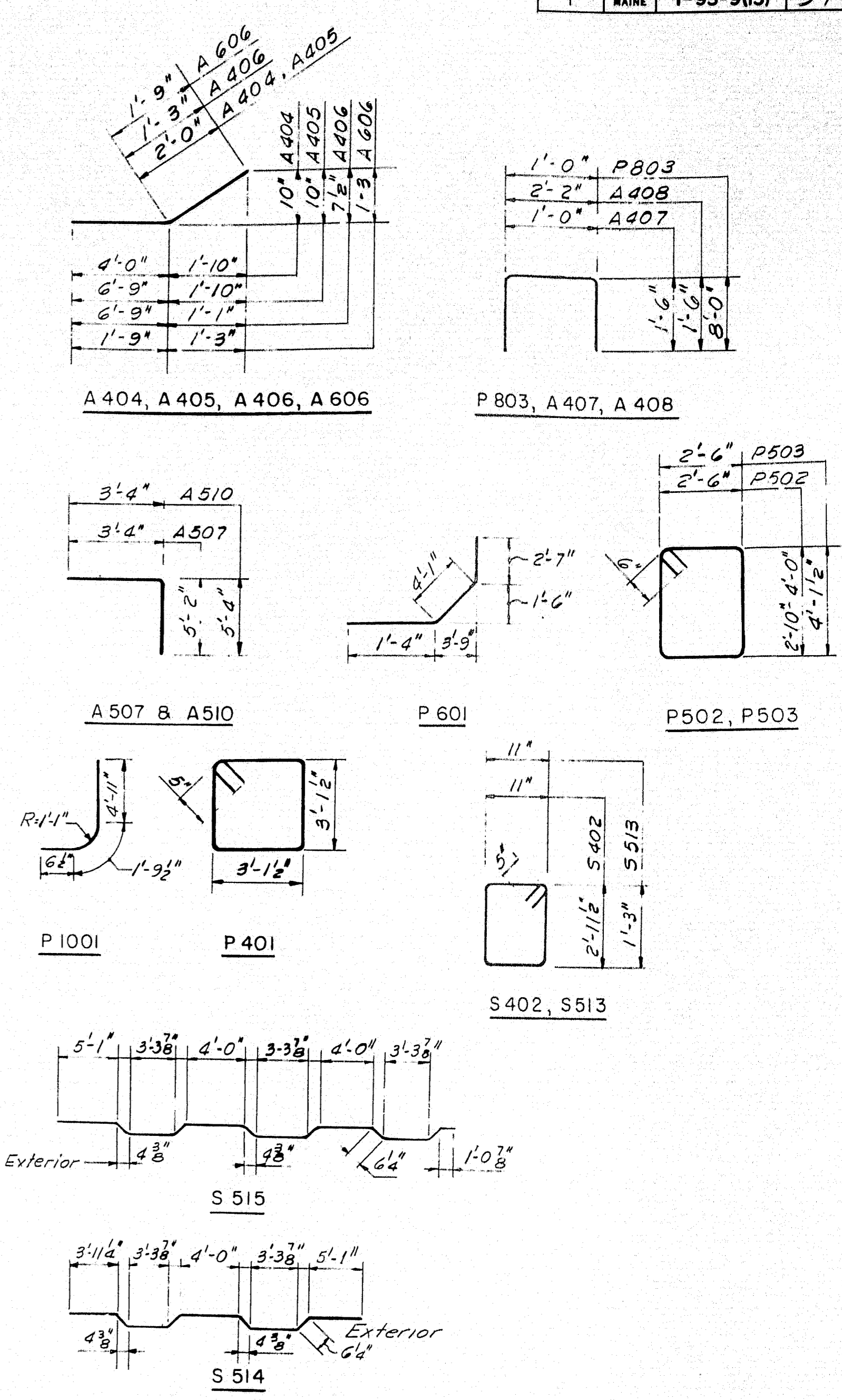
SHEET 10 OF 11 AUGUSTA, MAINE FEBRUARY 1965

M-2250 OAKFIELD SMYRNA(13)



ABUTMENT NO. 1.				
MARK	SIZE	NUMBER	LENGTH	LOCATION
STRAIGHT BARS				
A401	4	12	24'-0"	Backwall
A402	4	2	5'-6"	Wingwall
A403	4	12	8'-6"	Wingwall
A501	5	20	23'-8"	Stem
A502	5	64	4'-9"	Backwall
A503	5	32	3'-0"	Stem & Backwall
A504	5	32	3'-3"	Footings & Stem
A505	5	60	2'-6"	Footings & Stem
A506	5	28	7'-6"	Wingwall (4 Groups of 7)
A601	6	47	5'-6"	Footings
A602	6	12	24'-0"	"
A603	6	10	9'-6"	Footings
A604	6	18	3'-6"	Footings (2 Groups of 9)
A605	6	4	1'-0"	Granite Curb
BENT BARS				
A404	4	2	6'-0"	Wingwall
A405	4	12	8'-9"	"
A406	4	4	8'-0"	Wingwall
A407	4	12	4'-0"	Pads
A408	4	12	5'-2"	Pads
A507	5	32	8'-6"	Stem
A606	6	32	3'-6"	Approach slab dowels
ABUTMENT NO. 2				
STRAIGHT BARS				
A401	4	12	24'-0"	Backwall
A402	4	2	5'-6"	Wingwall
A403	4	12	8'-6"	Wingwall
A501	5	20	23'-8"	Stem
A502	5	64	4'-9"	Backwall
A503	5	32	3'-0"	Stem & Backwall
A505	5	60	2'-6"	Footings & Stem
A508	5	32	8'-5"	Footings & Stem
A509	5	28	7'-8"	Wingwall (4 Groups of 7)
A601	6	47	5'-6"	Footings
A602	6	12	24'-0"	"
A603	6	10	9'-6"	Footings
A604	6	18	3'-6"	Footings (2 Groups of 9)
A605	6	4	1'-0"	Granite Curb
BENT BARS				
A404	4	2	6'-0"	Wingwall
A405	4	12	8'-9"	"
A406	4	4	8'-0"	Wingwall
A407	4	12	4'-0"	Pads
A408	4	12	5'-2"	Pads
A510	5	32	8'-8"	Stem
A606	6	32	3'-6"	Approach slab dowels
APPROACH SLABS (Total for 2 Approach Slabs)				
A5401	4	88	22'-0"	
A5601	6	344	14'-6"	

PIER NO. 1				
MARK	SIZE	NUMBER	LENGTH	LOCATION
STRAIGHT BARS				
P602	6	12	22'-6"	Cap
P603	6	30	6'-6"	Footings
P801	8	30	8'-6"	Footings
P901	9	6	36'-0"	Cap
P1002	10	10	31'-10"	"
P1003	10	10	15'-8"	Cap
P1004	10	12	25'-7"	Columns
P1005	10	12	27'-7"	"
P1006	10	24	15'-0"	"
P1009	10	12	26'-7"	Columns
P501	5	40	7'-8"	Beam Pedestal
P504	5	20	5'-8"	Beam Pedestal
BENT BARS				
P401	4	69	13'-4"	Column Ties
P502	5	20	11'-8"	Cap Stirrups
P503	5	66	14'-3"	Cap Stirrups
P601	6	8	8'-0"	Cap Ends
P803	8	42	17'-0"	Beam Pedestal
P1001	10	60	7'-3"	Column Dowels
PIER NO. 2				
STRAIGHT BARS				
P602	6	12	22'-6"	Cap
P603	6	27	6'-6"	Footings
P802	8	27	7'-6"	Footings
P901	9	6	36'-0"	Cap
P1002	10	10	31'-10"	"
P1003	10	10	15'-8"	Cap
P1007	10	24	24'-11"	Columns
P1008	10	12	28'-11"	Columns
P501	5	40	7'-8"	Beam Pedestal
P504	5	20	5'-8"	Beam Pedestal
BENT BARS				
P401	4	69	13'-4"	Column Ties
P502	5	20	11'-8"	Cap Stirrups
P503	5	66	14'-3"	Cap Stirrups
P601	6	8	8'-0"	Cap Ends
P803	8	42	17'-0"	Beam Pedestal
P1001	10	36	7'-3"	Column Dowels
SUPERSTRUCTURE				
STRAIGHT BARS				
S401	4	40	1'-8"	End Post
S501	5	306	22'-10"	Slab
S502	5	306	24'-9"	"
S503	5	306	19'-9"	"
S504	5	306	27'-10"	"
S505	5	210	23'-3"	"
S506	5	525	30'-0"	"
S507	5	105	31'-0"	"
S508	5	210	27'-11"	Slab
S509	5	4	14'-10"	Parapet
S510	5	8	14'-8"	"
S511	5	36	19'-7"	"
S512	5	8	18'-4"	Parapet
S516	5	4	15'-2"	Parapet
S517	5	32	4'-0"	Drop Inlet
BENT BARS				
S402	4	16	8'-7"	End Post
S513	5	628	5'-2"	Parapet
S514	5	304	21'-9"	Slab
S515	5	304	27'-3"	Slab

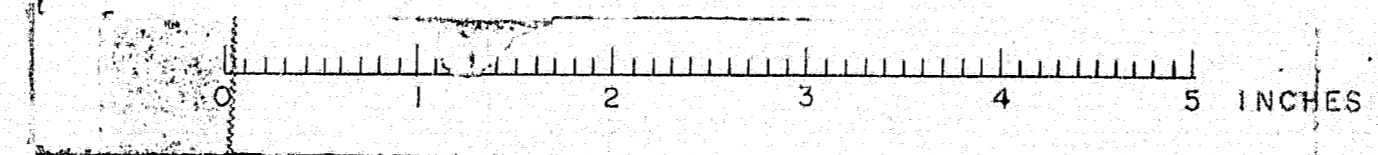


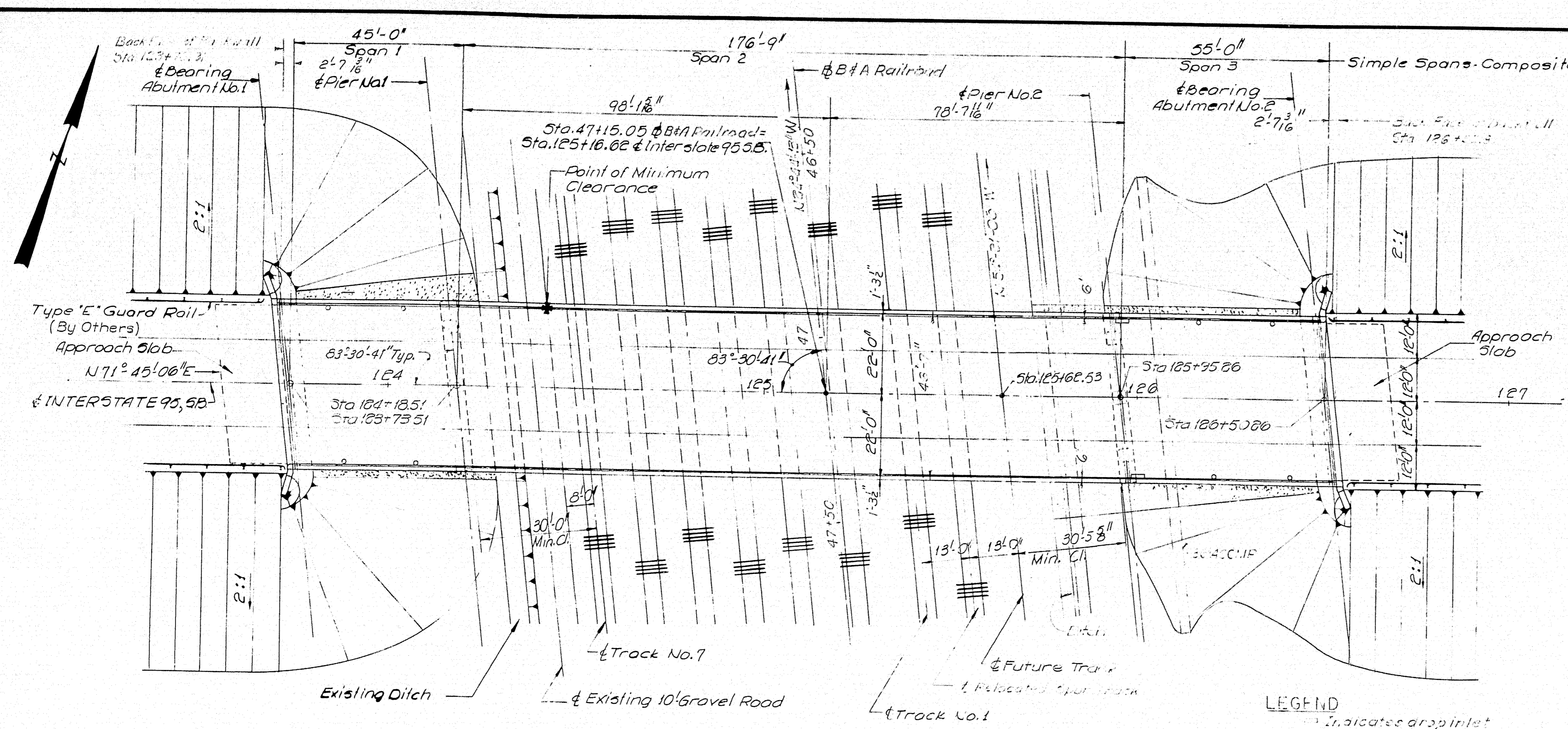
NOTES:
 1. All dimensions are to the center of bars.
 2. All reinforcing bars shall be intermediate grade steel.
 3. Reinforcing steel to have 2" minimum cover, unless otherwise shown.

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

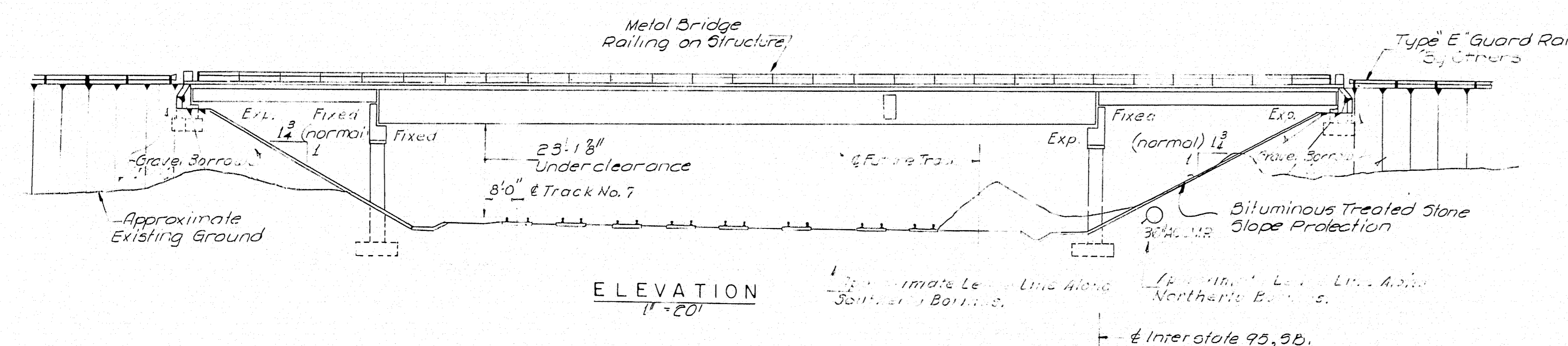
DESIGN-TRACE-CHECK- P.R.N.
 DETAIL J.R.A.
 BRIDGE NO. SURVEY PLOT
 STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
 INTERSTATE 95 S.B.
 OVER
 B. & A. R. R. YARDS
 IN THE TOWN OF
 OAKFIELD
 AROOSTOOK COUNTY
 REINFORCING STEEL
 SHEET 11 OF 11 AUGUSTA, MAINE FEBRUARY 1965

M-2251 OAKFIELD SMYRNA (13)

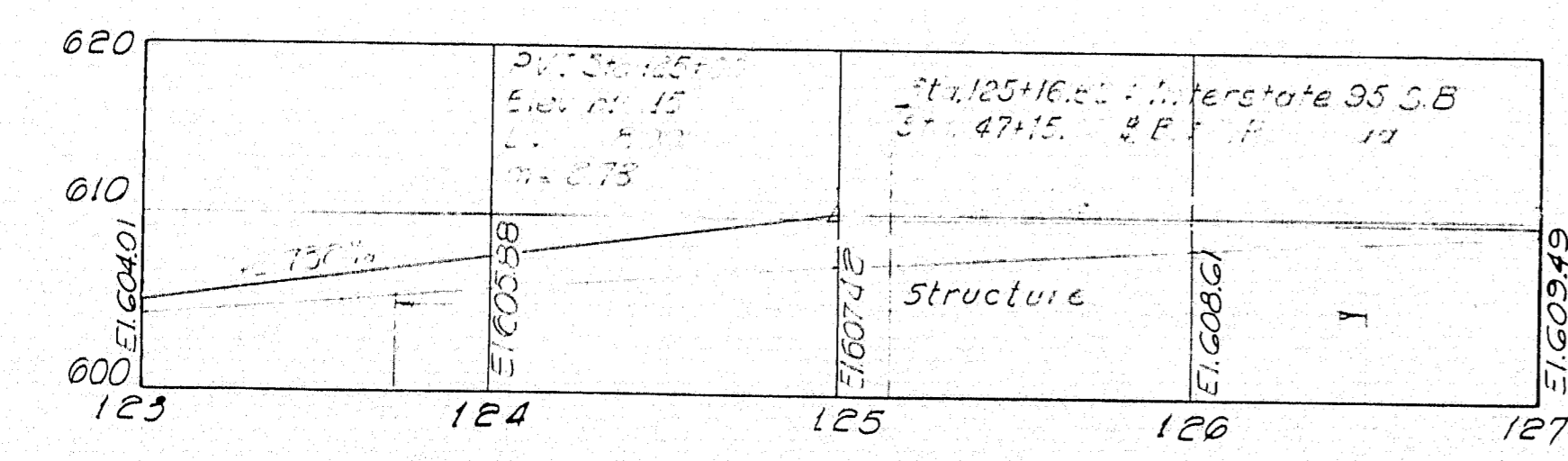




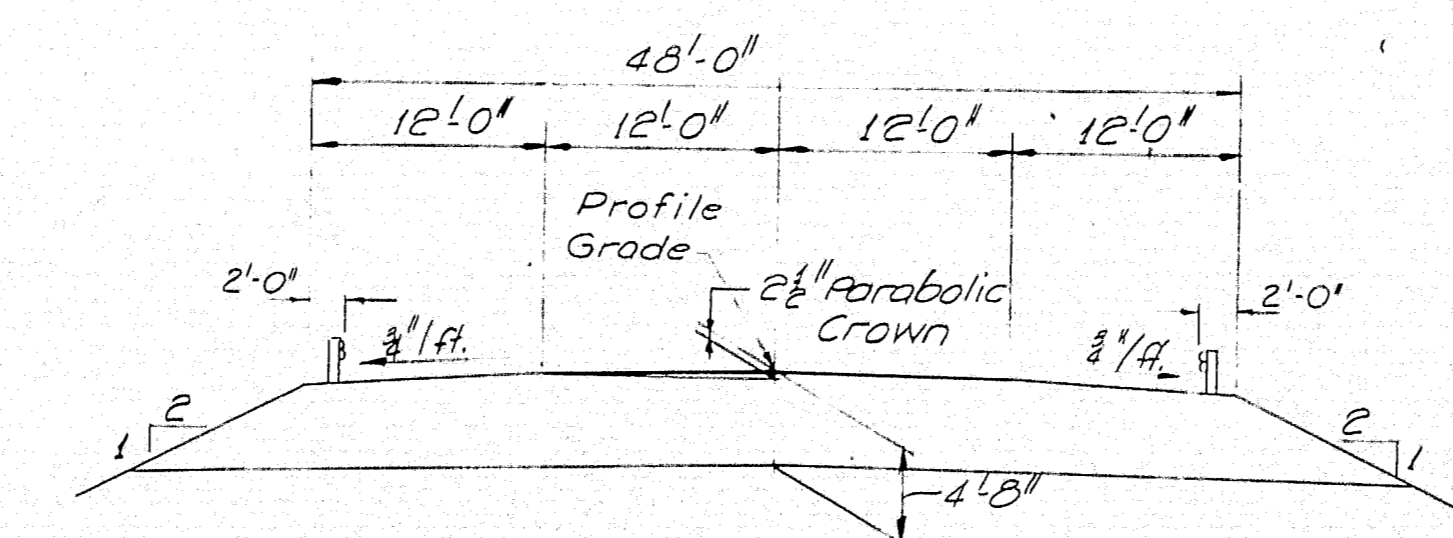
PLAN
1"=20'



ELEVATION
1"=20'



PROFILE - INTERSTATE 95 SB
Horiz. 1"=50'
Vert. 1"=10'



SECTION - INTERSTATE 95 SB
1"=10'

INDEX OF DRAWINGS

- 1. General Notes
- 2. Foundation Survey
- 3. Abutment No. 1
- 4. Abutment No. 2
- 5. Pier No. 1
- 6. Pier No. 2
- 7. Simple Spans - Composite
- 8. Approach Slab
- 9. Track No. 7
- 10. Future Track
- 11. Existing 10' Gravel Road
- 12. Existing Ditch
- 13. Type 'E' Guard Rail
- 14. Approach Slab
- 15. Pier No. 1
- 16. Pier No. 2
- 17. Abutment No. 1
- 18. Abutment No. 2
- 19. Simple Spans - Composite
- 20. Approach Slab
- 21. Track No. 7
- 22. Future Track
- 23. Existing 10' Gravel Road
- 24. Existing Ditch
- 25. Type 'E' Guard Rail

STANDARD DETAIL DRAWINGS

- SD 101-24 Bearing Brackets
- SD 101-25 Bridge Deck
- SD 101-26 Bridge Deck
- SD 101-27 Bridge Deck
- SD 101-28 Bridge Deck
- SD 101-29 Bridge Deck
- SD 101-30 Bridge Deck
- SD 101-31 Bridge Deck
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- SD 101-33 Bridge Deck
- SD 101-34 Bridge Deck
- SD 101-35 Bridge Deck
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- SD 101-95 Bridge Deck
- SD 101-96 Bridge Deck
- SD 101-97 Bridge Deck
- SD 101-98 Bridge Deck
- SD 101-99 Bridge Deck
- SD 101-100 Bridge Deck

ESTIMATE OF BRIDGE QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANT.
101	Structural Earth Retention Elements & Retaining Walls	sq. ft.	10
102	Structural Earth Retention Walls	sq. ft.	10
103	Structural Earth Retention Walls	sq. ft.	10
104	Structural Earth Retention Walls	sq. ft.	10
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199	Structural Earth Retention Walls	sq. ft.	10
200	Structural Earth Retention Walls	sq. ft.	10

NOTE: All fill between stations indicated on Profile Sheet shall be placed by the contractor using the method.

Estimated weight of Shear Connectors
Spirals 6,209 Lbs.
Estimated Number of Shear Connectors
Studs 5,316 Pcs.

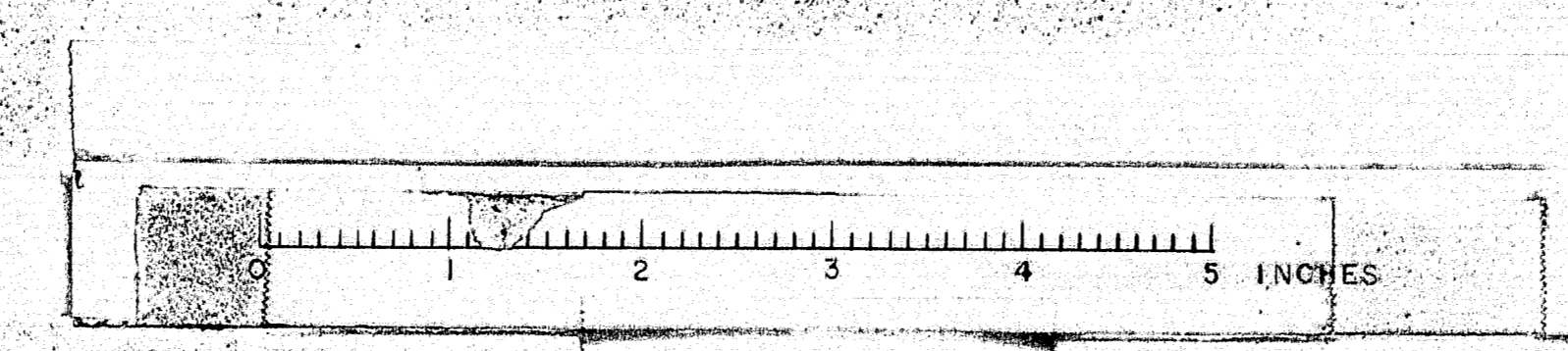
*Superseded
See sheet
Revised 1-12-66*

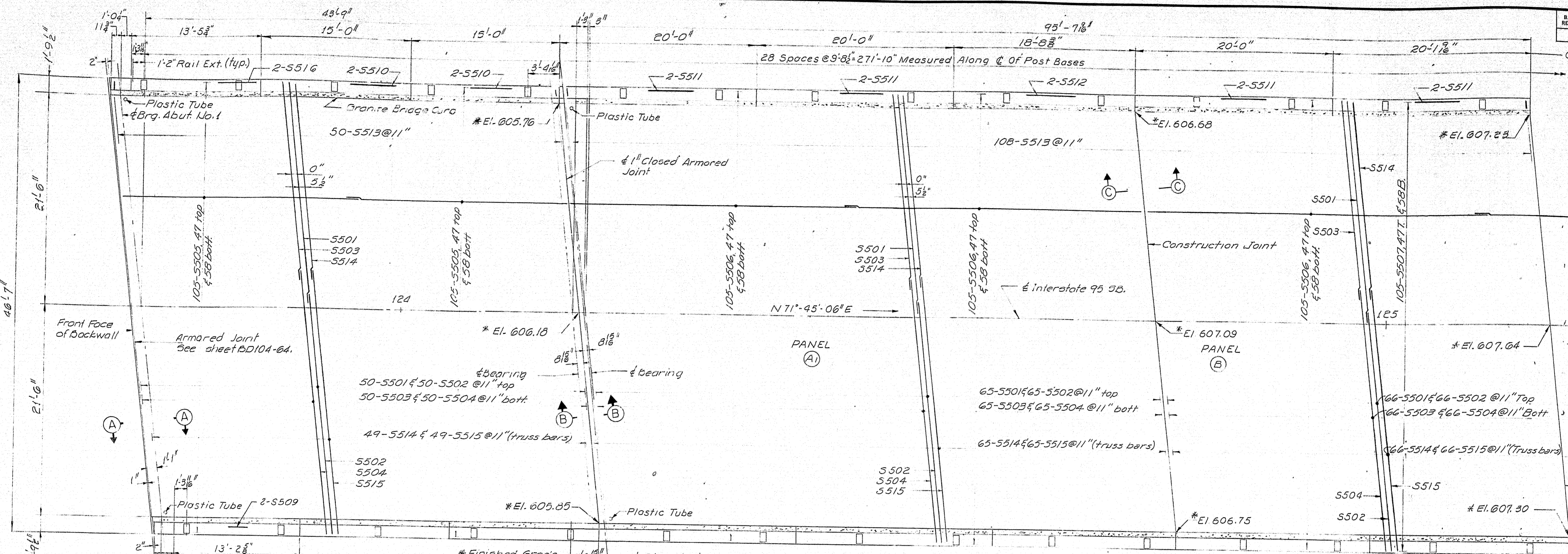
HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

DESIGN - 1	DETAIL - DAT	BRIDGE NO.
TRACE - P.R.N.		
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
INTERSTATE 95 OVER B. & A. R.R. YARDS IN THE TOWN OF OAKFIELD AROOSTOOK COUNTY		
GENERAL PLAN & QUANTITIES		
SHEET 1 OF 11 AUGUSTA, MAINE FEBRUARY 1965		
OAKFIELD SMYRNA(13)		

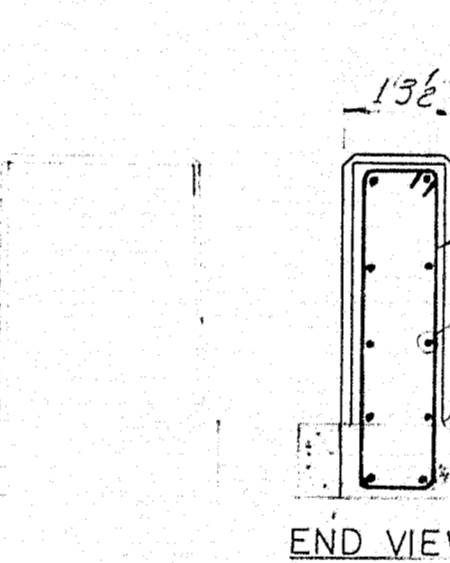
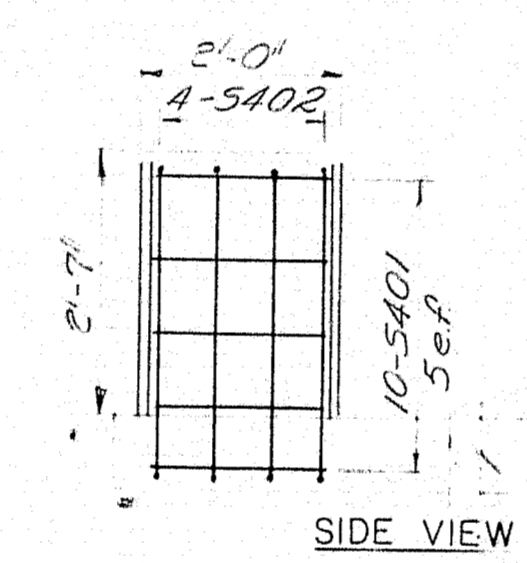
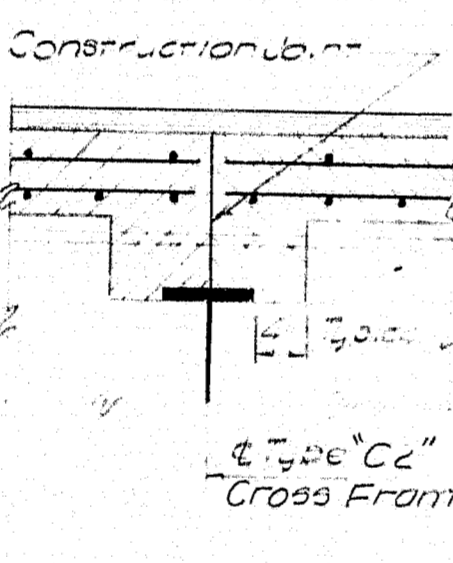
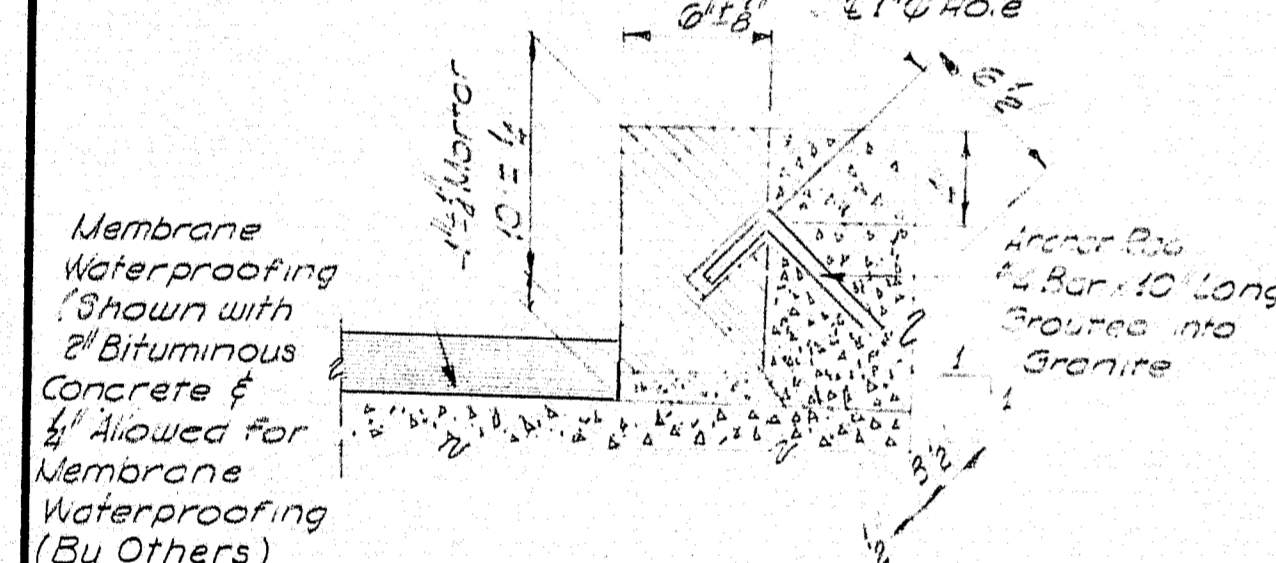
NEW YORK BOSTON KANSAS CITY

2252

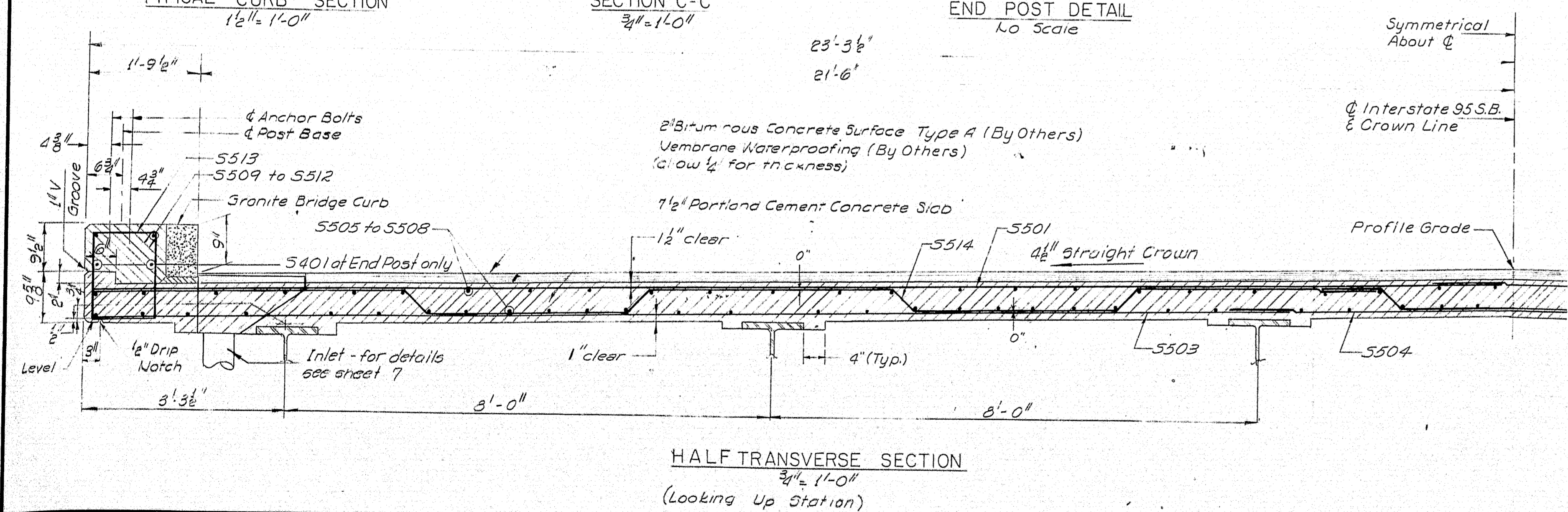
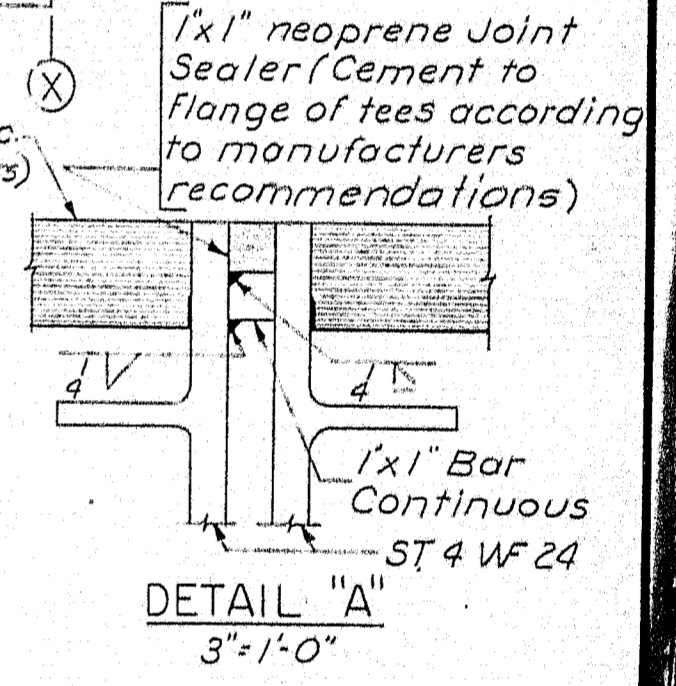
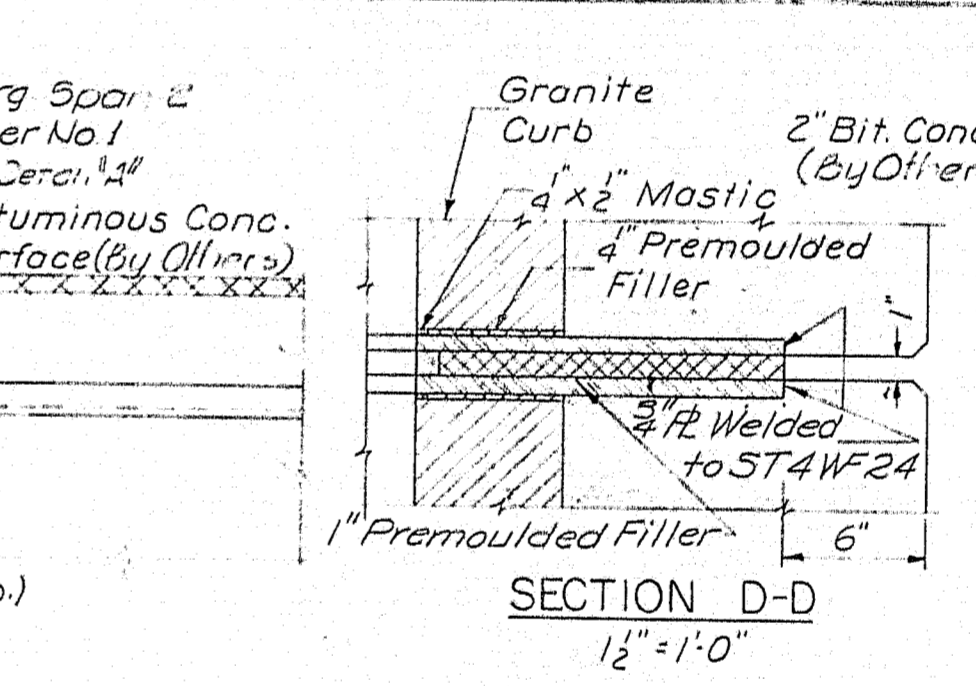
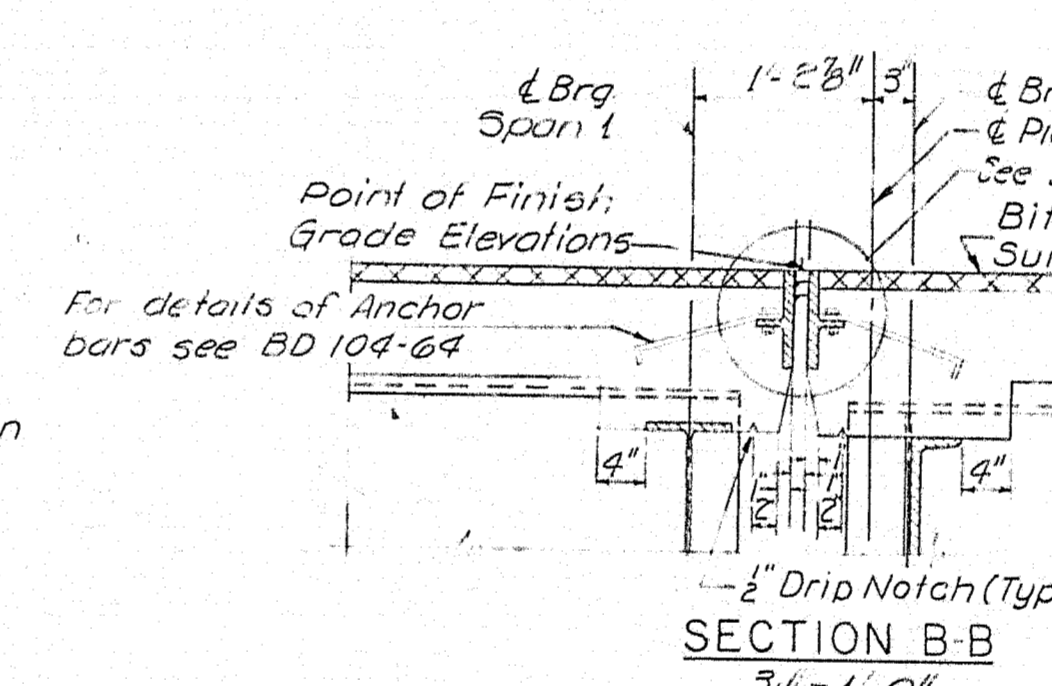
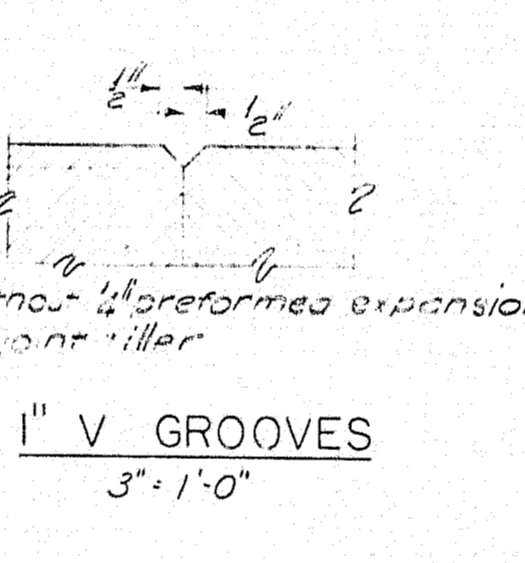




NOTE:
For Continuation
See Sheet No. 9



PLAN
3/8" = 1'-0"



GENERAL SUPERSTRUCTURE NOTES:

- At all curb joints, break the bond between concrete surfaces with a suitable grade of asphalt paint. Form "V" Grooves on outside face of curb and slab at each vertical joint. Provide joints in granite bridge curb at curb construction joints.
- 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.
- For bridge rail, see standard details, BD/107-64 and BD/108-64.
- For Section A-A, see sheet 9.
- Bottom of slab grades for blocking shall be set after shear connectors are welded to the top flange.
- No work other than form work utilizing hand tools will be permitted on any span for a period of seven days following the final placing of the slab concrete within this span.
- Concrete in end rail posts to be paid for under Item 701-40.
- Granite Bridge Curb means Vertical Bridge Curb - Type I.

SLAB PLACING SEQUENCE (SPAN 2)

Place (A) panels simultaneously.
Panels (A) shall be in place for a period of at least seven days before placing Panel (B).

SECTION THRU SIDEWALK (PIER NO. 1)

1" = 1'-0"

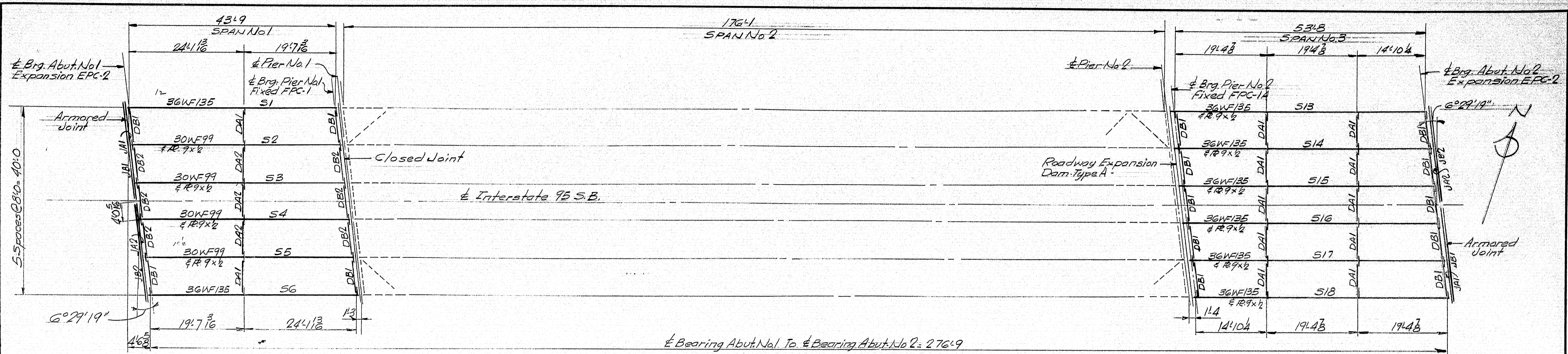
DESIGN - G.H. DETAIL - P.B.B. BRIDGE NO. SURVEY - PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95 SB
OVER
B & A RR YARDS
IN THE TOWN OF
OAKFIELD
AROSTOOK COUNTY
SUPERSTRUCTURE
SHEET 8 OF 11 AUGUSTA, MAINE, FEBRUARY 1966
OAKFIELD SMYRNA (13)

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

NEW YORK BOSTON KANSAS CITY

2253



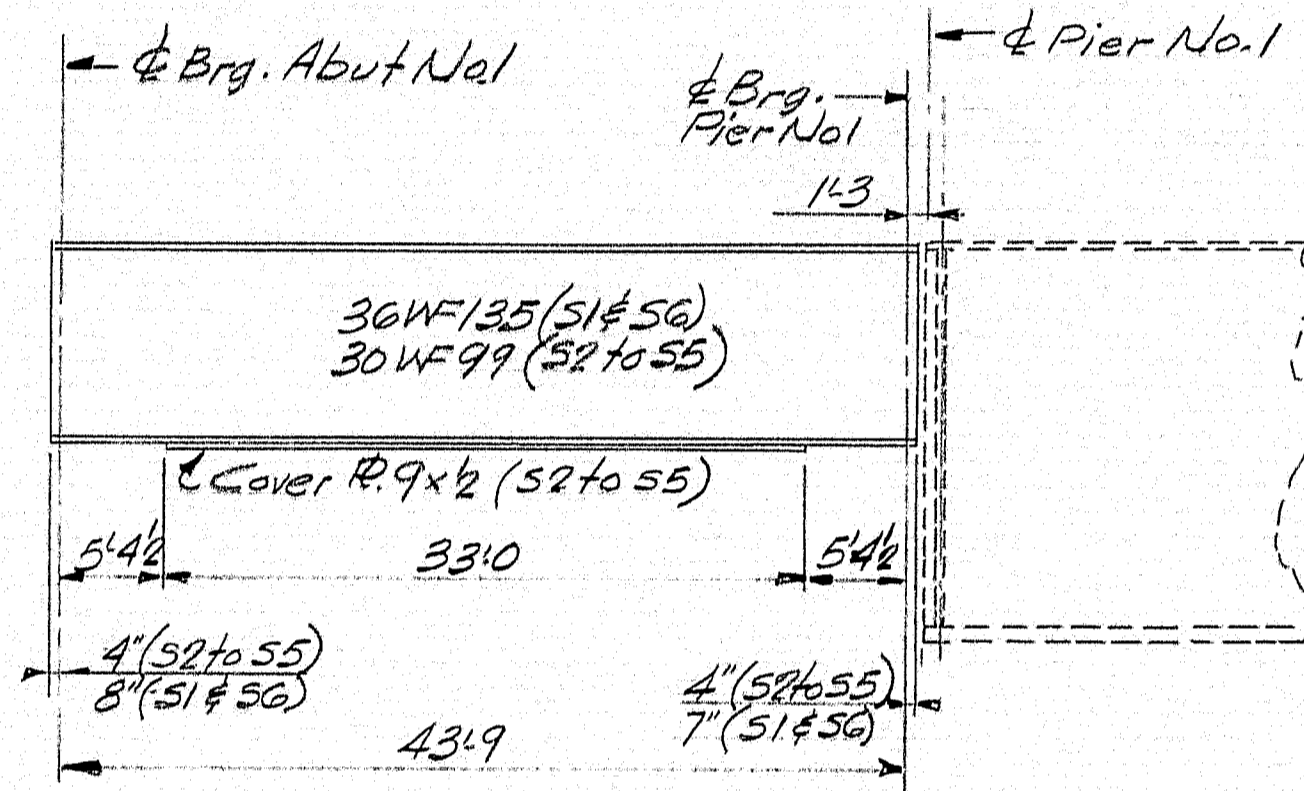
± Bearing Abut. No. 1 To ± Bearing Abut. No. 2 = 276.9

ERECTION DIAGRAM - SPANS No. 1 & 3

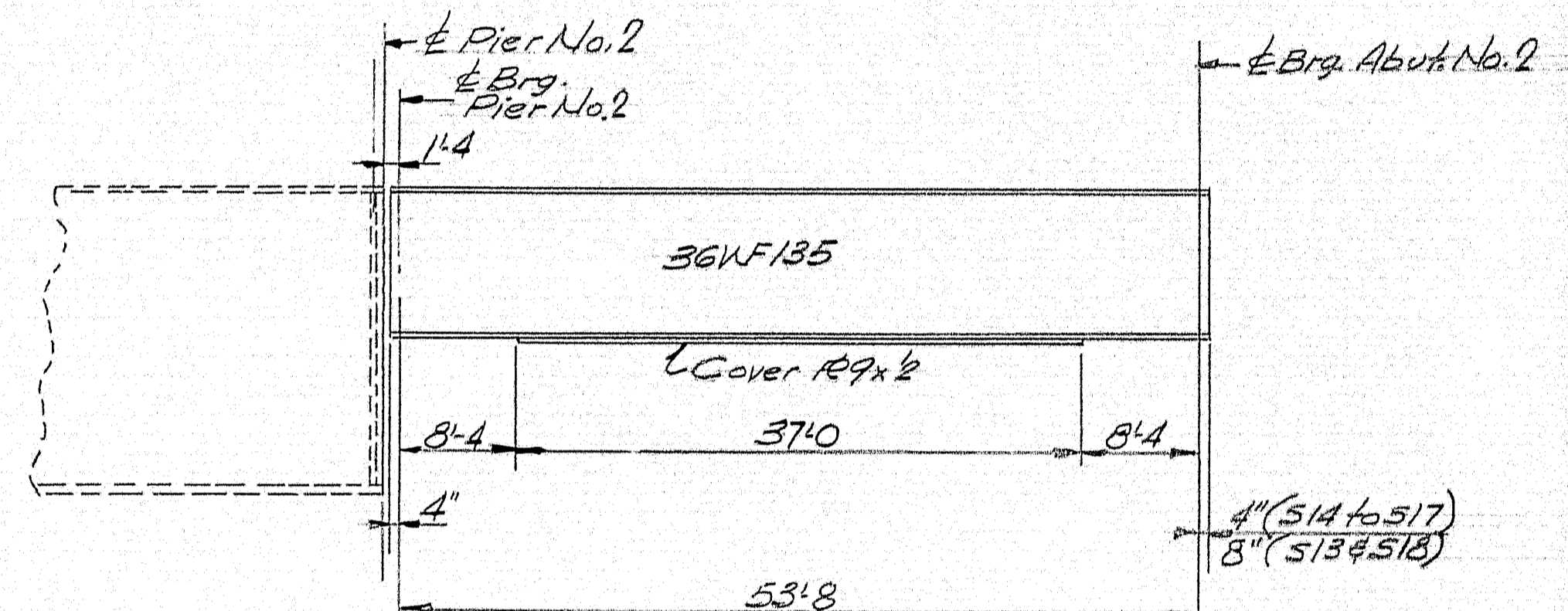
Form Bracket Holes are to be plugged with 3/8" x 1/4" Carriage Bolts, heads on outside, holes to be completely covered Tack Weld nuts to Stringer Web.

WELDING NOTE

Automatic or semi-automatic arc welding shall be certified by a letter of compliance that the electrode and flux are capable of producing weld metal having properties for applicable base metal.



ELEVATION - SPAN No. 1



ELEVATION - SPAN No. 3

GENERAL NOTES

- 1) All material for Spans 1 & 3 shall conform to A.S.T.M. A36
- 2) Bearings to be field welded to stringers.

PAINT: Red Lead per Maine Specs.

Proj. No. I-95-9(13)

ERECTION DIAGRAM - SPANS 1 & 3

Bancroft & Martin Inc.
South Portland 7, Maine

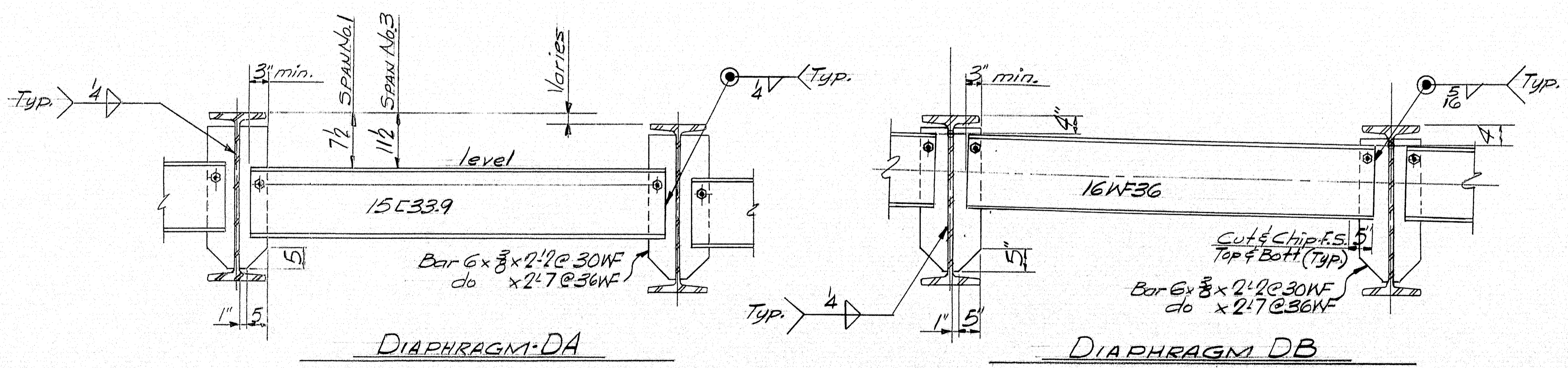
**I-95 OVER BARRYARDS
OAKFIELD, MAINE**

CUSTOMER: THOMAS DICENZO
DESIGNER: MAINE S.H.C. BRIDGE DIV.

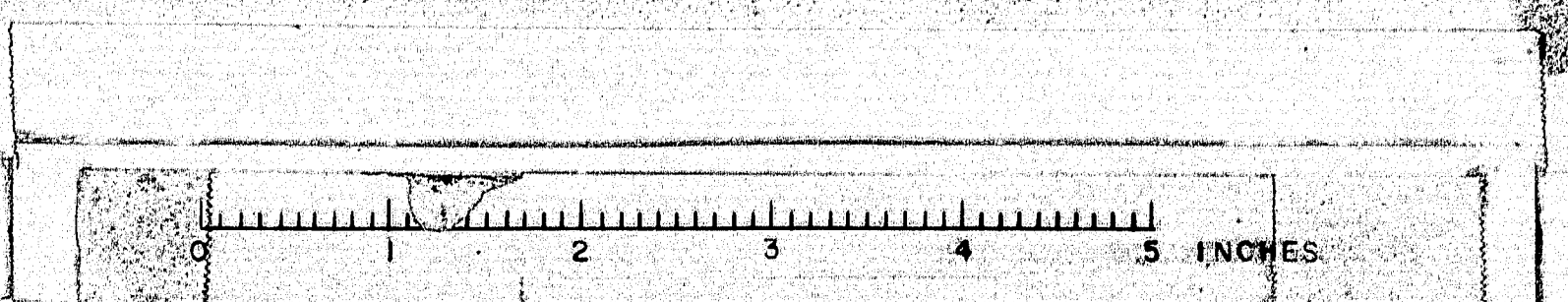
ORDER NO. VERBAL DWG. NO. 65-68-E1

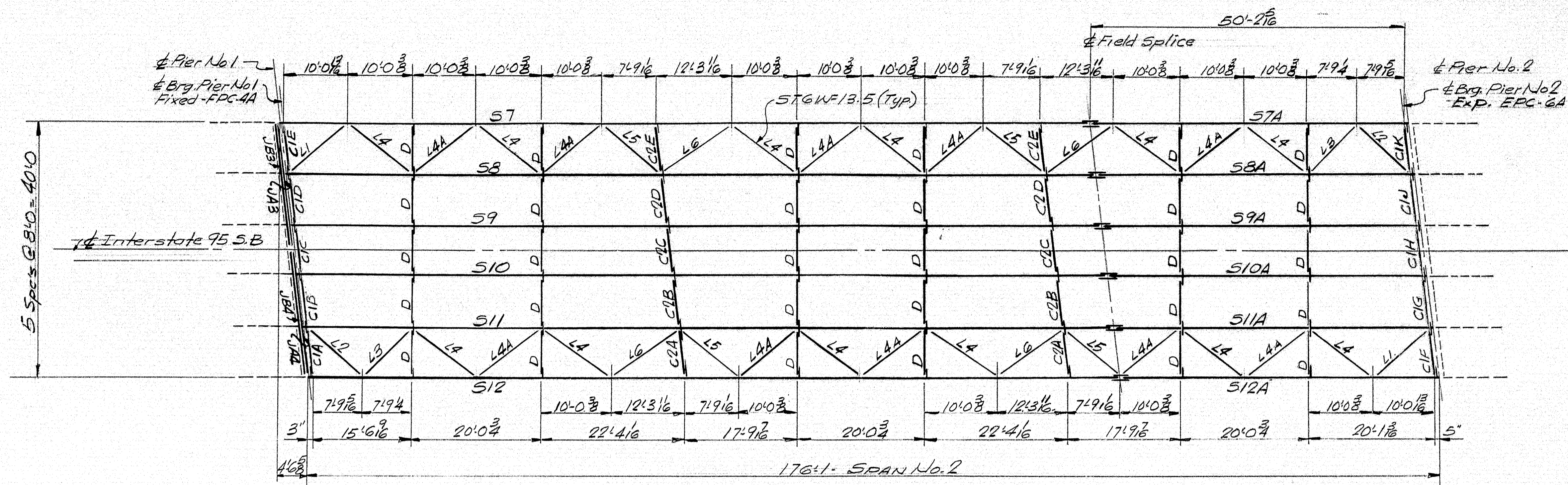
DRAWN	6-25-65 J.P.F.
REVISION	
REVISION	
REVISION	

98-115



Use 3/4" M. Bolts x 1 1/2" - Erection Bolts.





ERECTION DIAGRAM - SPAN No. 2

Form Bracket Holes are to be plugged with $\frac{3}{8}$ " x 14 Carriage Bolts, heads on outside, holes to be completely covered. Jack Weld nuts to Stringer Web.

GENERAL NOTES

- 1) Flanges-Web & Splice materials for girders shall conform to A.S.T.M. Desig A441. All other steel shall conform to A.S.T.M. A36. High Tensile Strength Bolts A.S.T.M. Desig A325 Pins A.S.T.M. A235 (Class E).
- 2) Girders are to be cambered in accordance with the details.
- 3) Girders are to be fitted with Shear Connectors in accordance with the details.
- 4) Welds for flange plate & web plate butts: Submerged Arc.
A441-Steel Linde Air Prod. Co. Unionmelt $\frac{5}{32}$ " #36 wire Grade 50 Flux.
Web to flange fillets: Submerged Arc.
A441-Steel Linde Air Prod. Co. Unionmelt $\frac{5}{32}$ " #29 wire Grade 50 Flux.
Bearing Stiffeners: Submerged Arc.
A441 & A36 Steel-Lincoln Electric Co. $\frac{3}{32}$ " L60 wire - 780 Flux.
- 5) The following non-destructive tests of the welded steel girders will be required:
A- Radiographic testing of shop butt welds.
B- Magnetic particle of shop welds, girder webs to flanges & bearing stiffeners to girder webs.
For additional information see supplemental specifications and Special Provisions.
- 6) Flanges & webs are to be butt welded & inspected in accordance with the above specifications prior to being fillet welded to each other.
- 7) Holes in field splices of continuous girders are to be sub-punched (or sub-drilled) and reamed while assembled in the shop and connecting parts to be match marked & bolted for shipment.
- 8) Shop Paint shall be one coat of Red Lead per Maine Specs.
All steel shall be "Wheelabrator Cleaned".
- 9) Bearings to be field welded to girders.

SPLICE NOTE

Bolts to be 1" A.S.T.M. A-325.
Nuts to be on inside face of splice @ Face Stringers.

Automatic or semi-automatic arc welding shall be certified by a letter of compliance that the electrode and flux are capable of producing weld metal having properties specified for the applicable base metal.

Proj. No. I-95-7(13)

ERECTION DIAGRAM - SPAN 2

Bancroft & Martin Inc.

South Portland 7, Maine

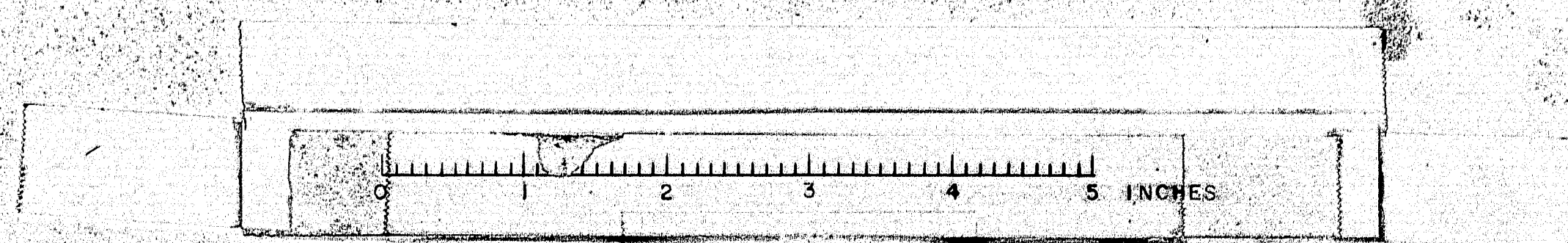
I-95 OVER BERRYARDS
OAKFIELD, MAINE

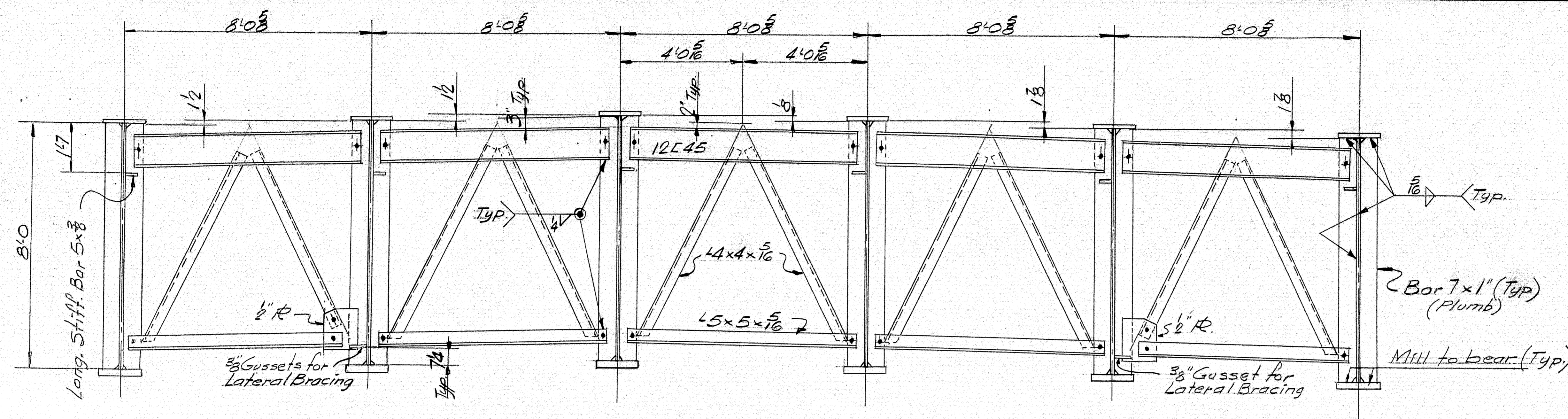
CUSTOMER THOMAS DICENZO
DESIGNER MAINE S.H.C. BRIDGE DIV.

ORDER NO. VERBAL DWG. NO. 65-68-E2

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

WAG 98-116

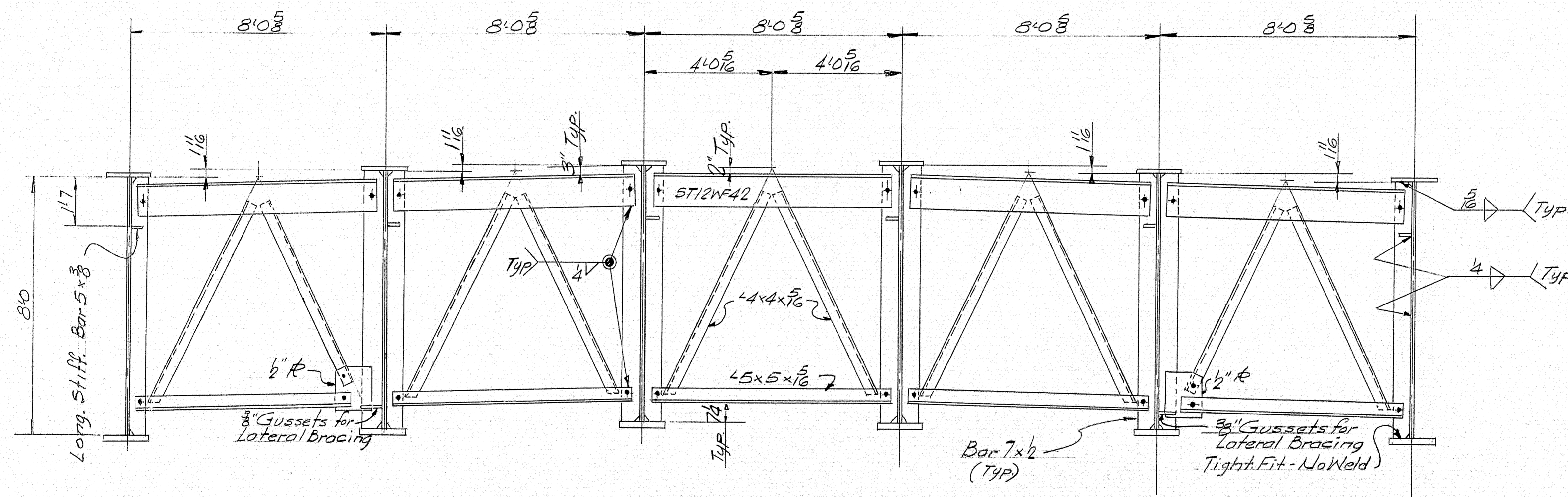




CROSS FRAMES - TYPE C1 (@ PIER No. 1 - PIER No. 2 SIMILAR)

Section taken looking West

Erection Bolts - Use $\frac{1}{2}$ " M. Bolts x 24 in $\frac{13}{16}$ " holes.



CROSS FRAMES - TYPE C2

Section taken looking EAST

Erection Bolts - Use $\frac{1}{2}$ " M. Bolts x 24 in $\frac{13}{16}$ " holes.

PROJ. No. I-95-9(13)

CROSS FRAMES - TYPES C1 & C2

Bancroft & Martin Inc.
South Portland 7, Maine

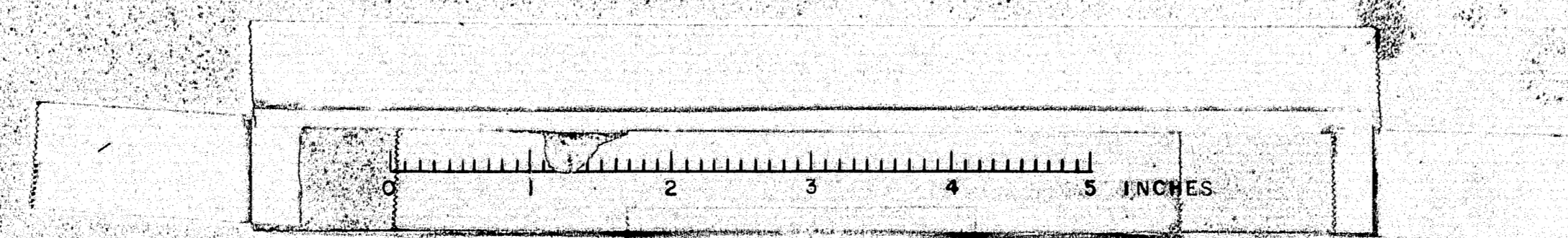
I-95-OVERBARRYARDS
OAKFIELD, MAINE

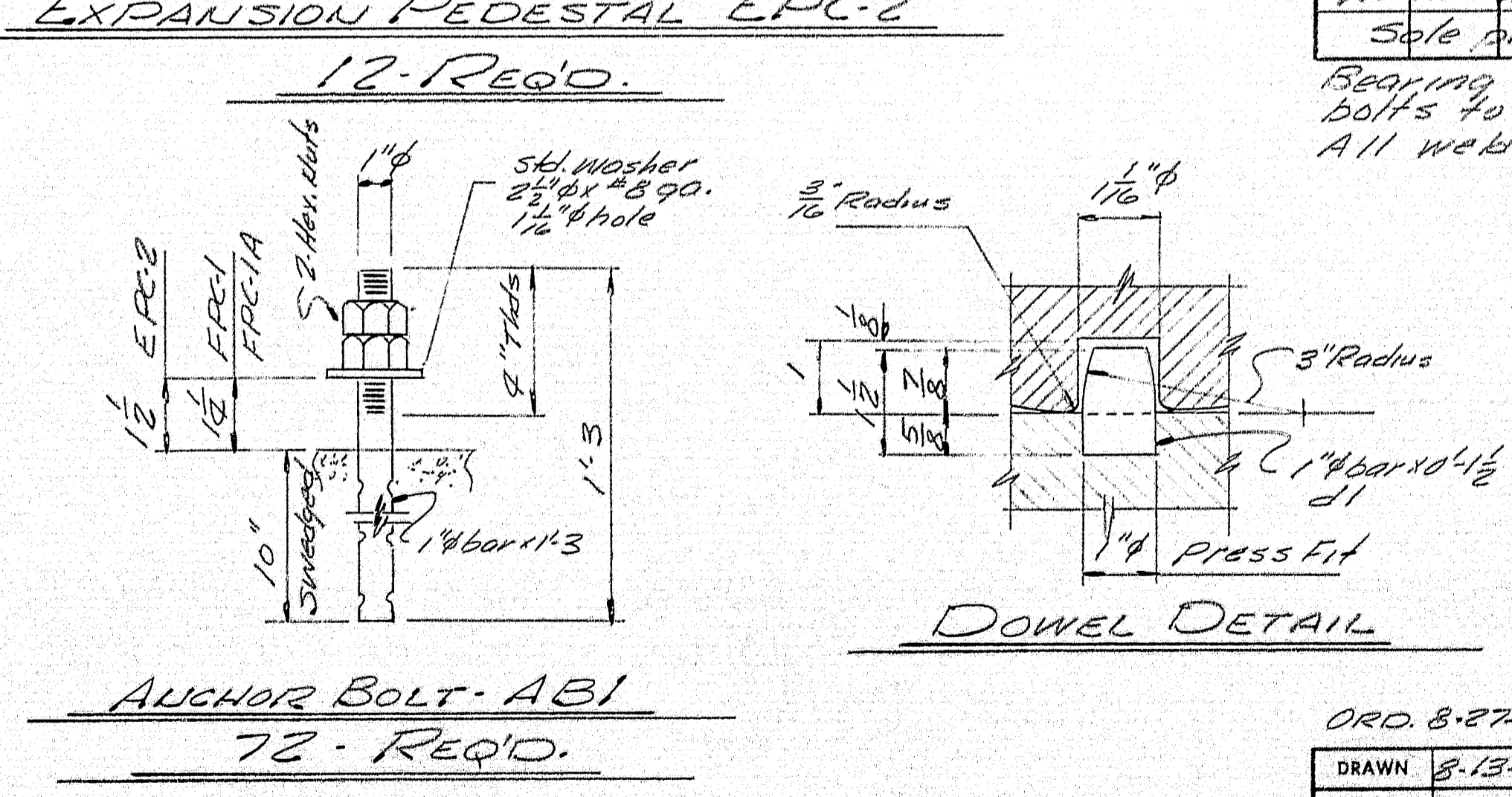
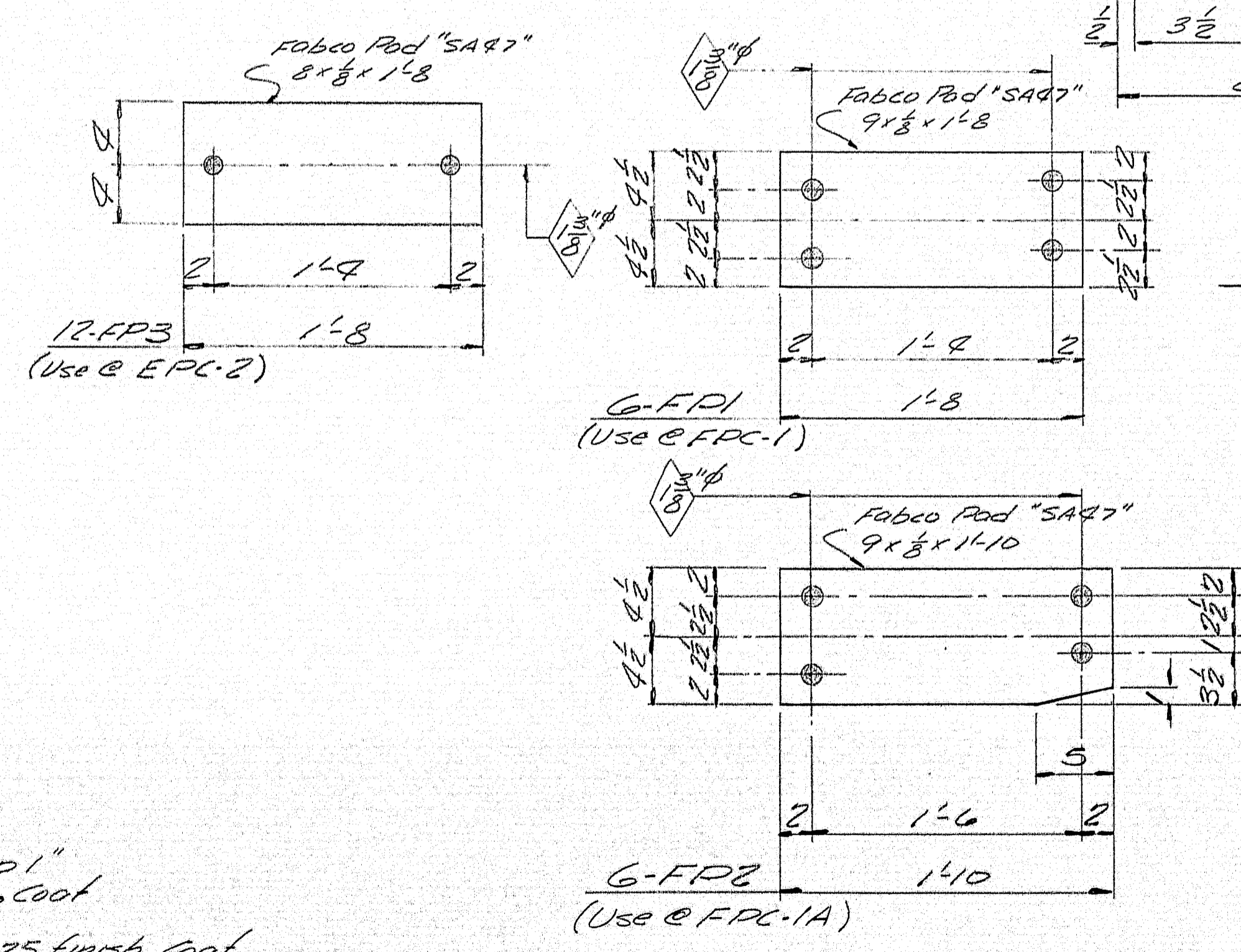
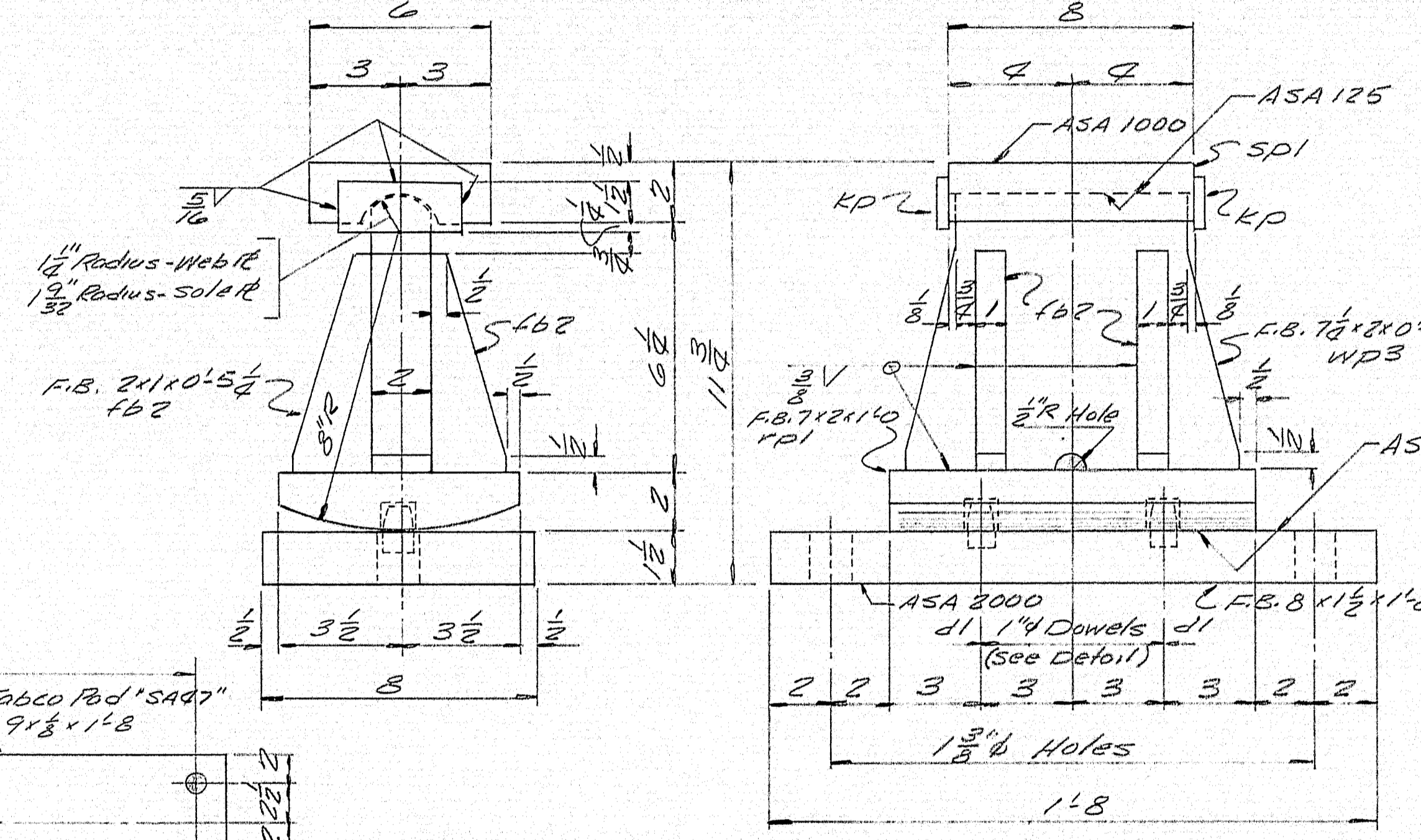
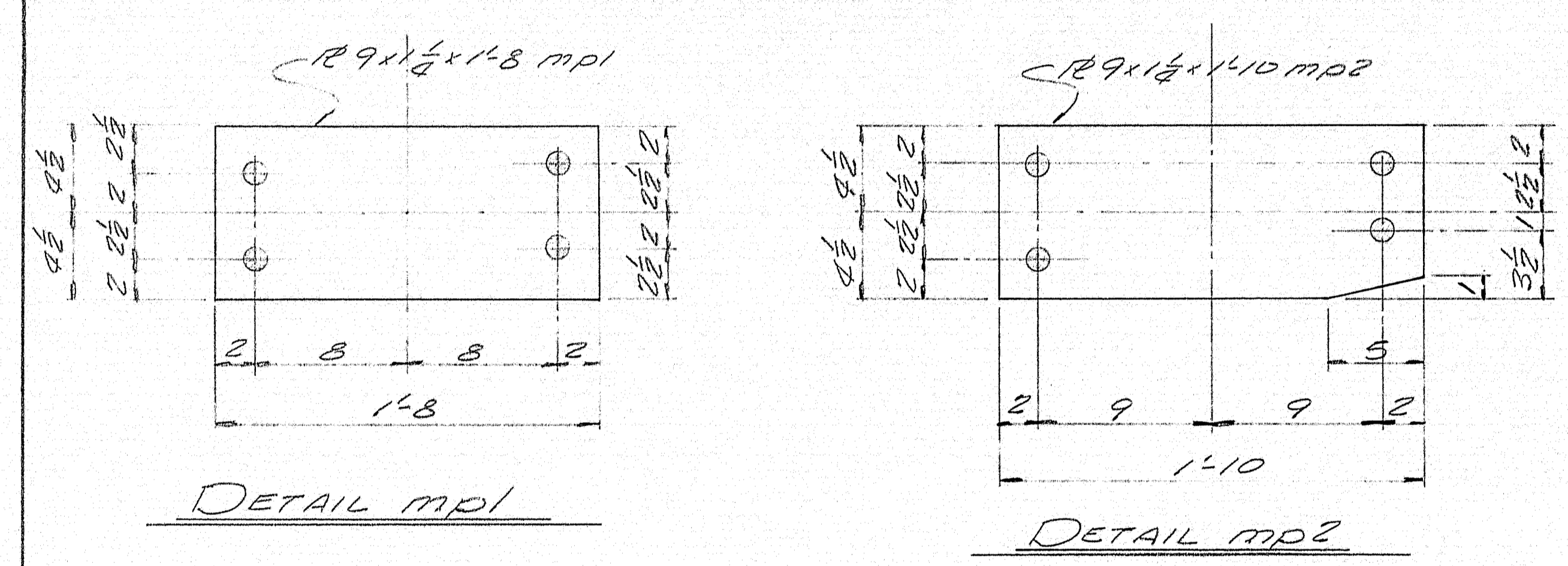
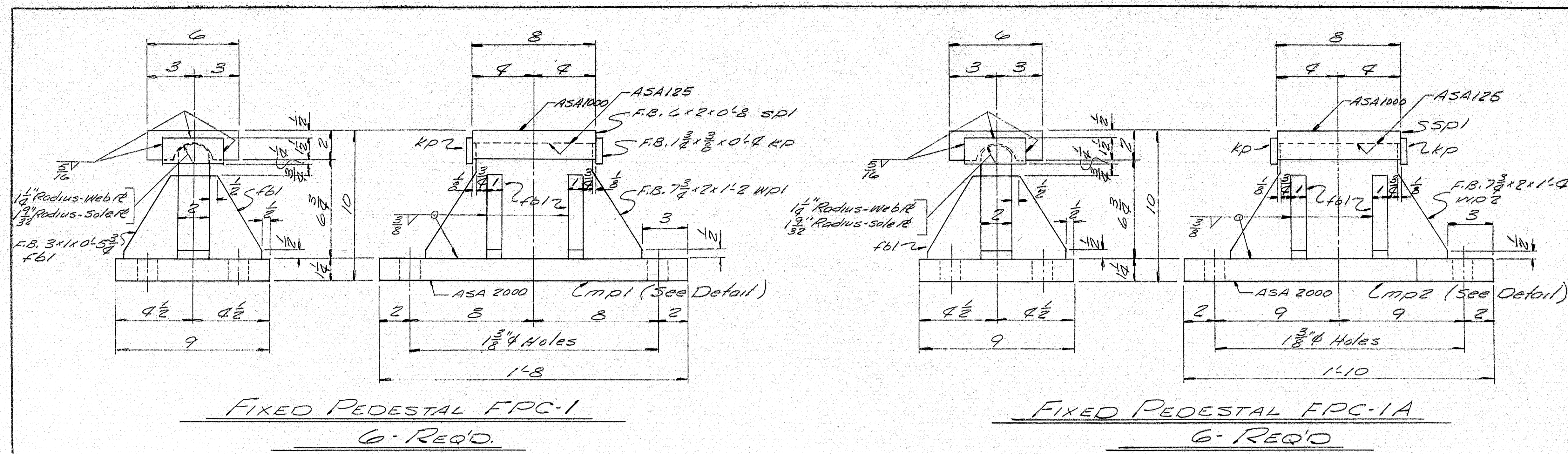
CUSTOMER THOMAS DICENZO
DESIGNER MAINE S.H.C. BRIDGE DIV.

ORDER NO. VERBAL DWG. NO. 65-68-ES

DRAWN	7-8-65 J.P.P.
REVISION	
REVISION	
REVISION	

98-117



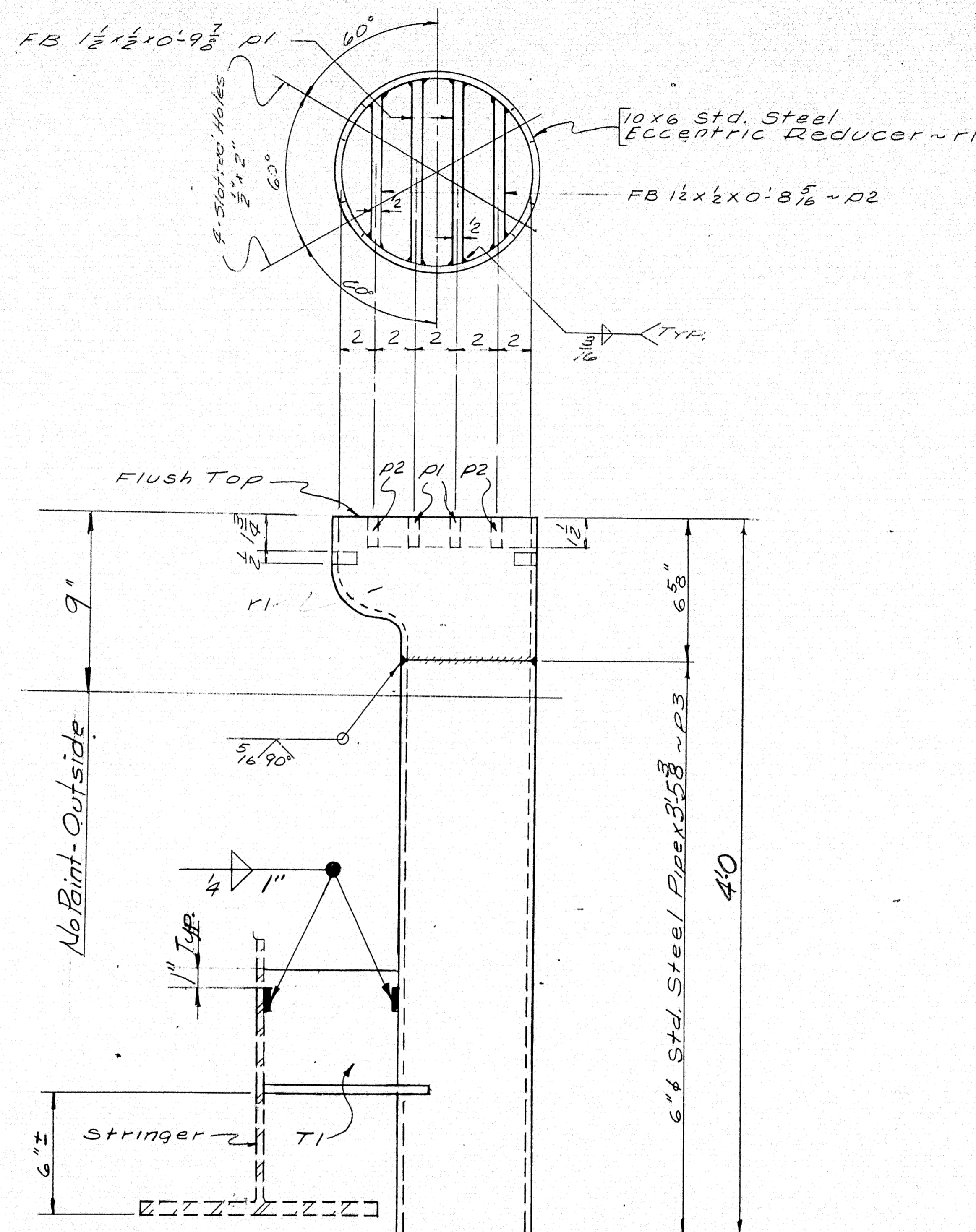
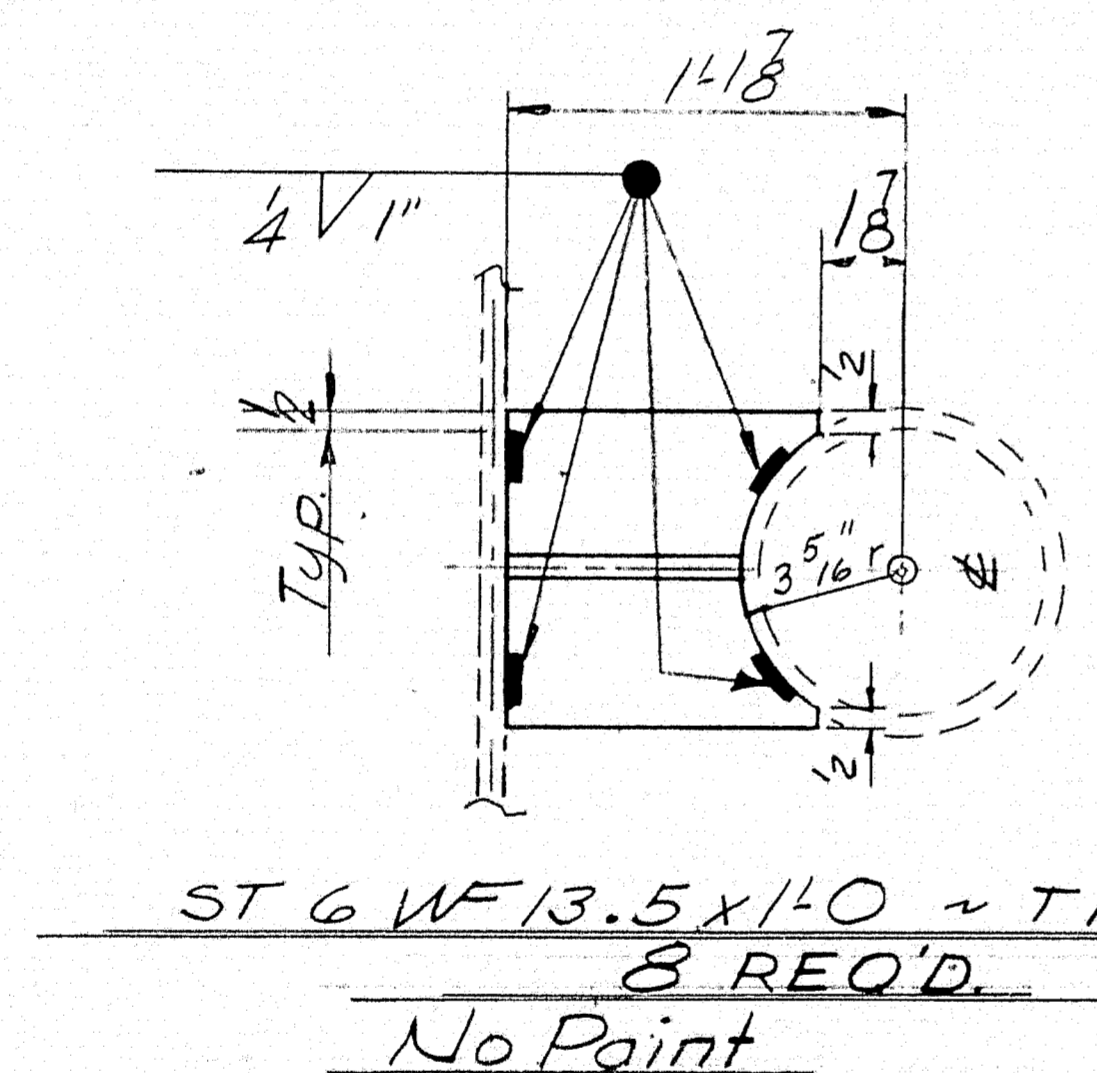


PAINT NOTE:
No paint on top of sole plates 'sPl' and 1" down from top on sides, coat with boiled linseed oil.
No paint on surface with ASA 125 finish, coat with mixture of white lead and tallow.
No paint on Anchor bolts - oil tlds.

SHIP		BILL OF MATERIAL				DWG. NO. 65-68-31
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
FPC-1	6		FIXED PEDESTAL ASSY.			
	6	MP1	129x1 1/2	1 8		
	6	WD1	F.B. 7/8 x 2	1 8		
	6	SPl	F.B. 6 x 2	0 8		field weld to stringer
	12	KD	F.B. 1 1/2 x 3/8	0 4		
	24	FBI	F.B. 3 x 1	0 5 1/2		
FPC-1A	6		FIXED PEDESTAL ASSY.			
	6	MP2	129x1 1/2	1 10		
	6	WD2	F.B. 7/8 x 2	1 4		
	6	SPl	F.B. 6 x 2	0 8		field weld to stringer
	12	KD	F.B. 1 1/2 x 3/8	0 4		
	24	FBI	F.B. 3 x 1	0 5 1/2		
EPC-2	12		EXPANSION PEDESTAL ASSY.			
	12	MP3	F.B. 8 x 1 1/2	1 8		
	12	SPl	F.B. 6 x 2	0 8		field weld to stringer
	12	WD3	F.B. 7/8 x 2	0 11		
	12	KP1	F.B. 7 x 2	1 0		
	48	FBI	F.B. 3 x 1	0 5 1/2		
	24	DI	1" dia	0 1 1/2		
	24	KP	F.B. 1 1/2 x 3/8	0 4		
ABI	72		1" dia	1 3		
	144	shp	1" dia			
Field	72		1" dia			2 1/2" x 8" sq, 1 1/2" hole
FPI	6		Pad 9 x 3	1 8		Fabco Pad "SA47"
FPR	6		Pad 9 x 3	1 10		du
FP3	12		Pad 8 x 3	1 8		du
						Reg. No. 8078
ITEM - 702-103.1						
PROJECT NO. 1-95-9(13)						
Allowance to be made for machining						
when cutting above material.						
Sole plates "sPl" field weld to stringers.						
Bearing material to be A57M A36, Anchor bolts to be A7, A36 or A307.						
All welds to be made with E70 Electrodes.						
SHOP CONNECTIONS: welded						
FIELD CONNECTIONS: welded						
HOLES: As noted.						
PAINT: Red lead per spec S.H.C. spec, and as noted.						
PEDESTAL DETAILS (SPALS #13)						
Baneroff & Martin Inc.						
South Portland 7, Maine						
INTERSTATE 95						
OVER B. & A. R.R. YARDS						
OAKFIELD, MAINE.						
CUSTOMER THOMAS DICENZO						
DESIGNER M.S.H.C. BRIDGE DIV.						
ORDER NO. Verbol						
DWG. NO. 65-68-31						

ORD. 8-27465	
DRAWN 8-1345 H.L.	
REVISION	
REVISION	
REVISION	

98-119



NOTE: SEE STATE'S DWGS. FOR DRAIN LOCATION

SHIP		BILL OF MATERIAL				DWG. NO. 65-68-52
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
DRI	8		Shop Assy			
T1	8		ST 6 WF 13.5	10		
	16	P1	FB 1 1/2 x 1 1/2	0 9 3/8		
	16	P2	do	0 8 5/16		
	8	P3	6" PIPE	3 5 3/8		
	8	r1	10 x 6	0 7		Std. Steel Eccentric Reducer Req. # 8034
ITEM NO. 702-103.1						

SHOP CONNECTIONS: WELDED
FIELD CONNECTIONS: WELDED
HOLES: _____
PAINT: PER ME. STATE SPECS.
RED LEAD OIL AS NOTED
SPANS 1 & 3

DRAIN DETAILS

Bancroft & Martin Inc.
South Portland, Maine

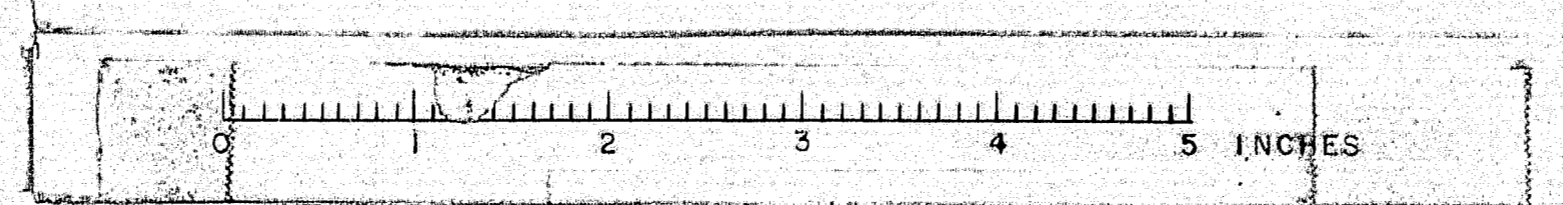
I-95 OVER B.I.A.R. YARDS
OAKFIELD, MAINE

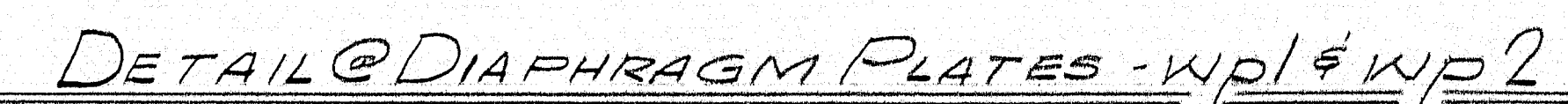
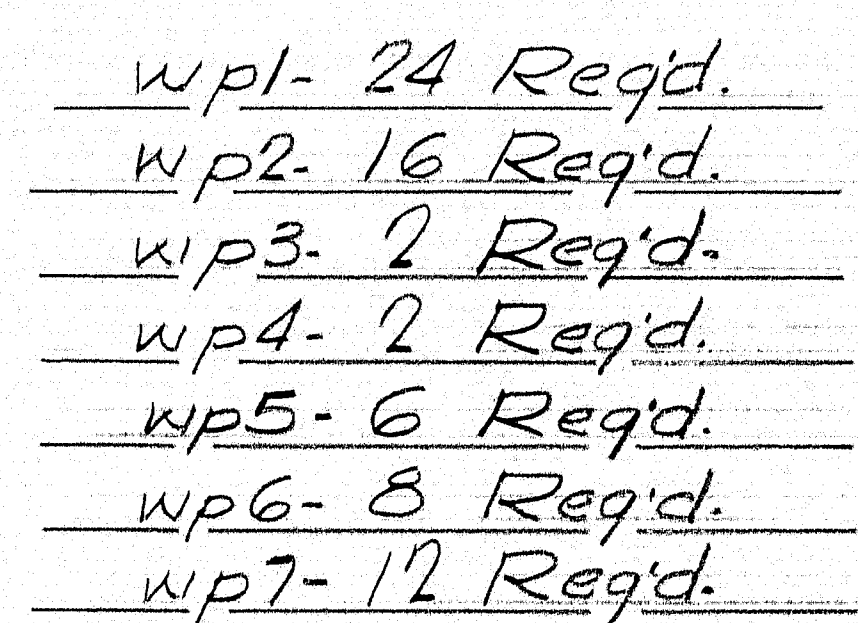
CUSTOMER THOMAS D. BROWN
DESIGNER M.S.H.C.

ORDER NO. VERBAL

DWG. NO. 2

98-120





DRAWN	6-30-65 J.R.F.	CUSTOMER	THOMAS DICENZO
REVISION		DESIGNER	MAINE S.H.G. BRIDGE DIV.
REVISION		ORDER NO.	1/ERBAL
REVISION		DWG. NO.	65-68-53

PROV. NO. I-95-9(13)

TYPICAL DETAILS

Bancroft & Martin Inc.

South Portland 7, Maine

I-95 OVER BEARR YARDS

OAKFIELD, MAINE

CUSTOMER THOMAS DICENZO

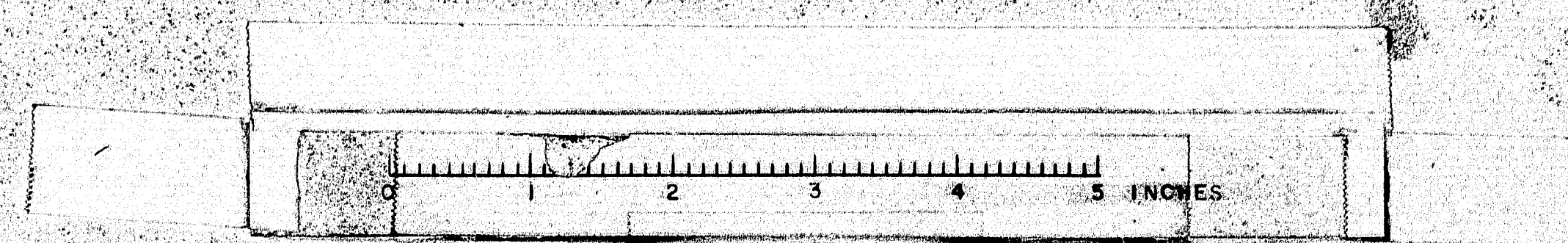
DESIGNER MAINE S.H.C. BRIDGE DIV.

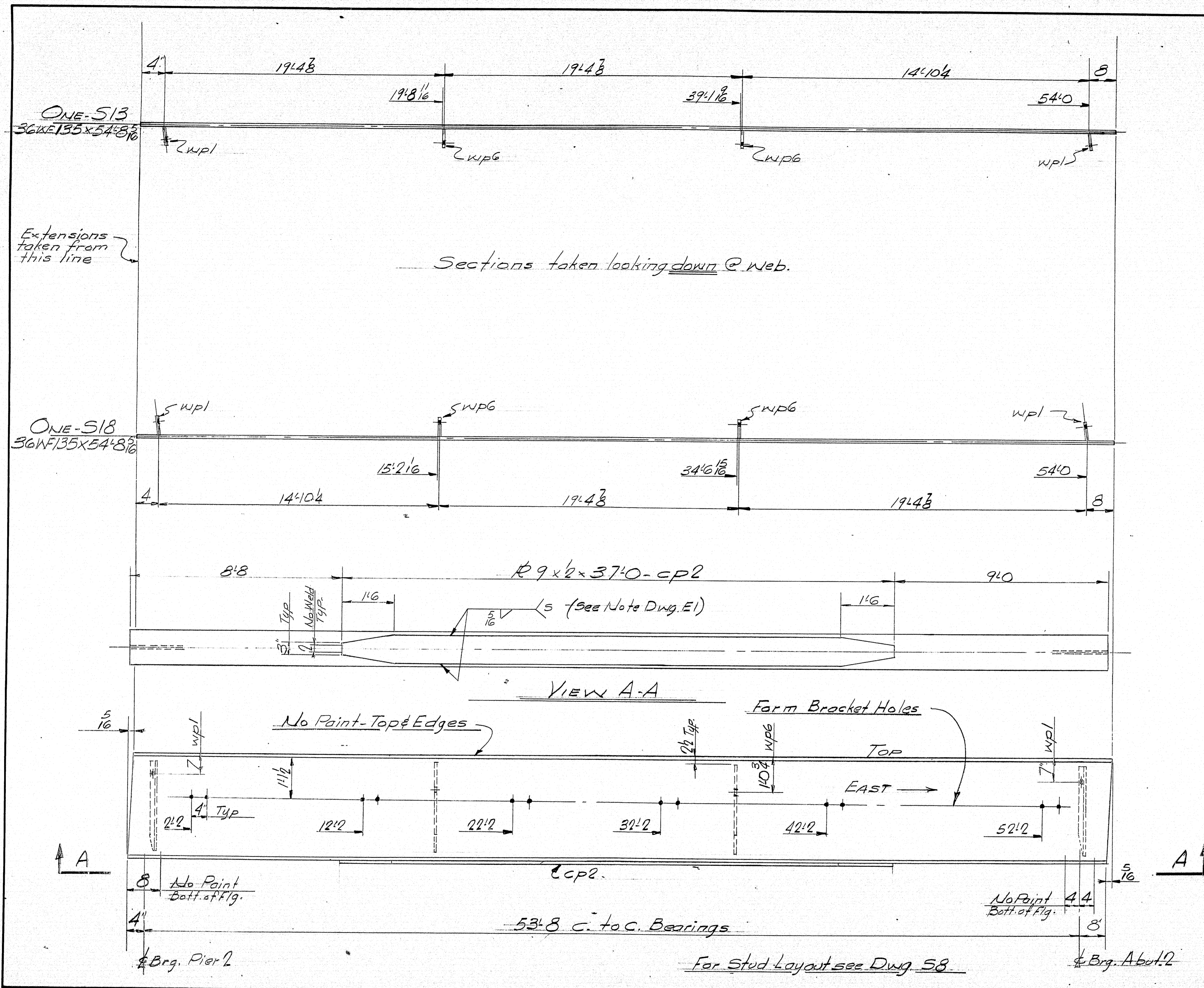
ORDER NO. VERBAL

DWG. NO. 65-68-53

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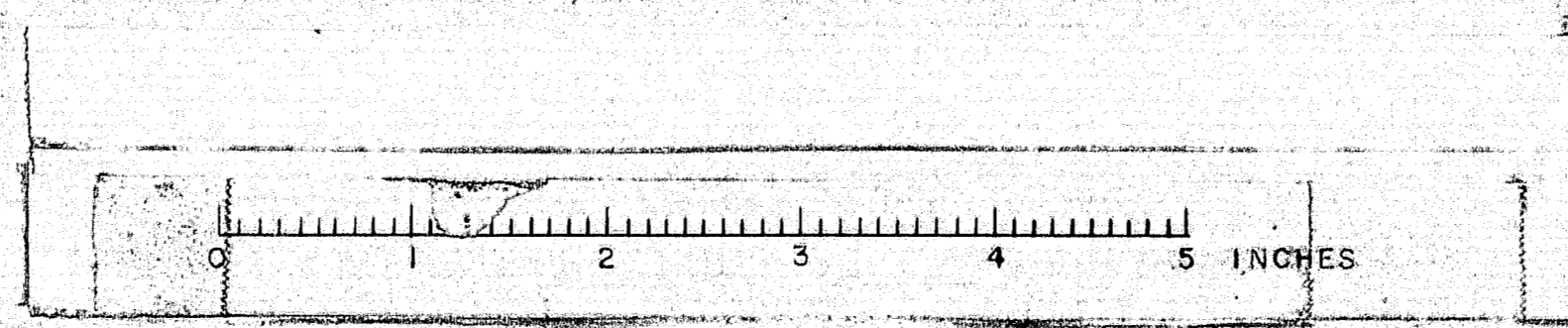
SHIP		BILL OF MATERIAL				DWG. NO. 65-68-56
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
S13	1		36WF135	54'8 3/8		
S18	1		Do	54'8 3/8		
	2	cp2	9x2	37'0		
	4	WPL	Bar 6x3	2'7		
	4	WPG	Do	2'7		
FIELD 26		5th CORR. 3 BULTS		0'14		W/NUTS
		616 SHAPES 3 STUDS		0'5		ITEM 705-17
A.S.T.M. Spec. A36						
ITEM 702-103.1-Except as Noted.						

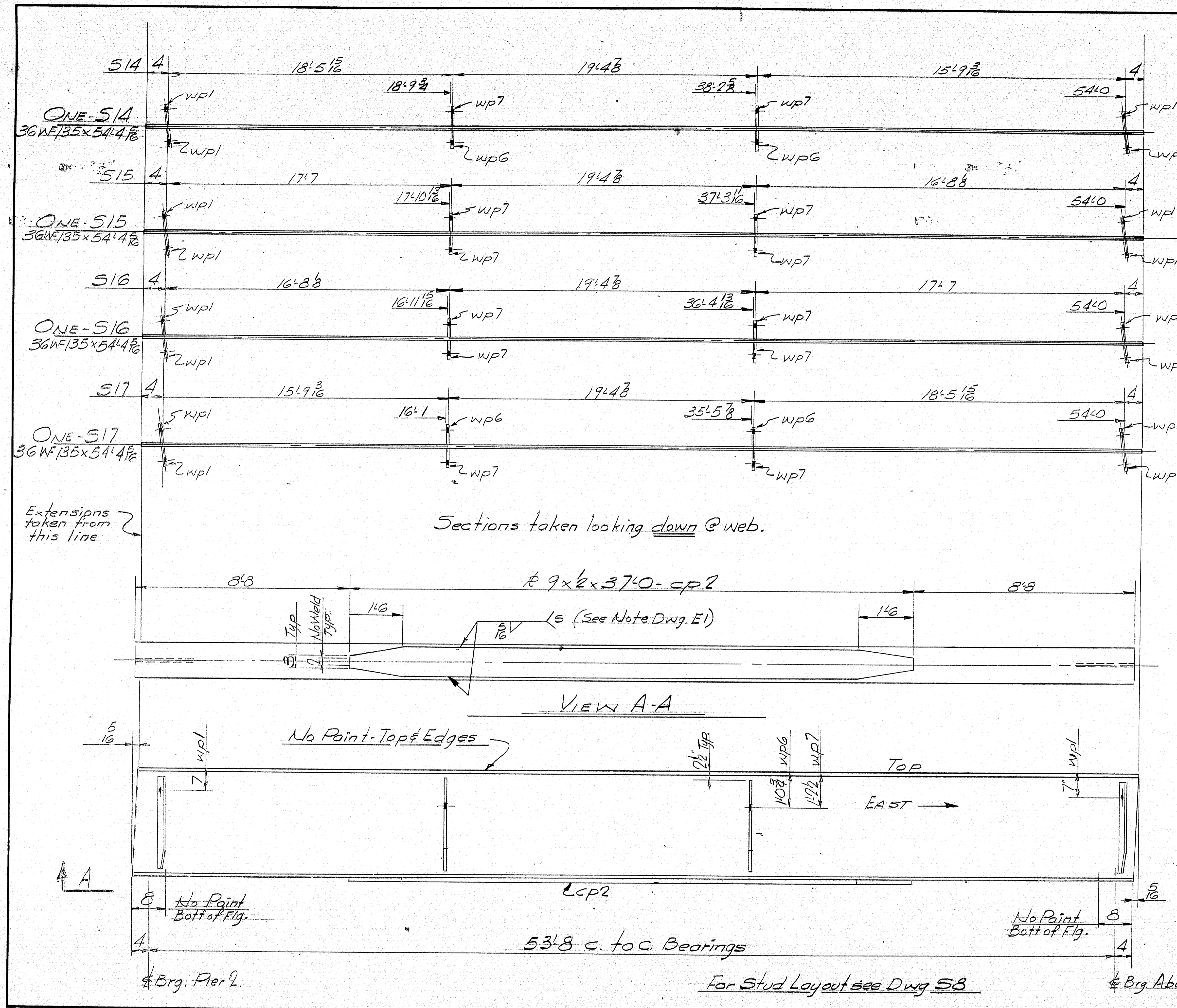
SHOP CONNECTIONS: Welded
 FIELD CONNECTIONS: Welded-Bolted
 HOLES: 1/2" dia.
 PAINT: Red Lead per Maine Specs.
 & As Noted.
 Prov. No. E-95-9(13)

APR 8-11-65		STRINGERS-SPAN 3	
		Bancroft & Martin Inc. South Portland 7, Maine	
		I-95 OVER BARRIARD OAKFIELD, MAINE	
		CUSTOMER THOMAS DICENZO	
		DESIGNER MAINE S.H.C. BRIDGE CO.	
		ORDER NO. VERBAL	DWG. NO. 65-68-56

DRAWN	6-29-65	J.R.F.
REVISION		
REVISION		
REVISION		

98-124



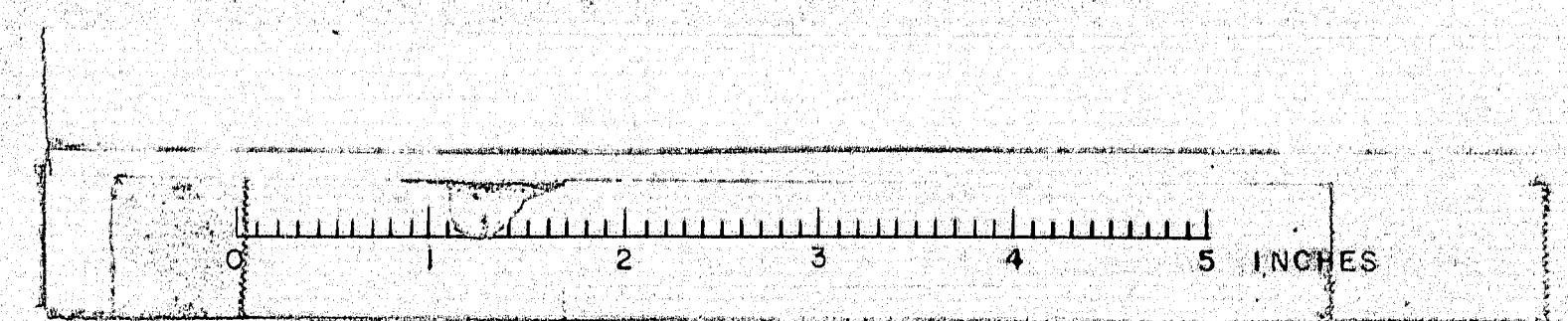


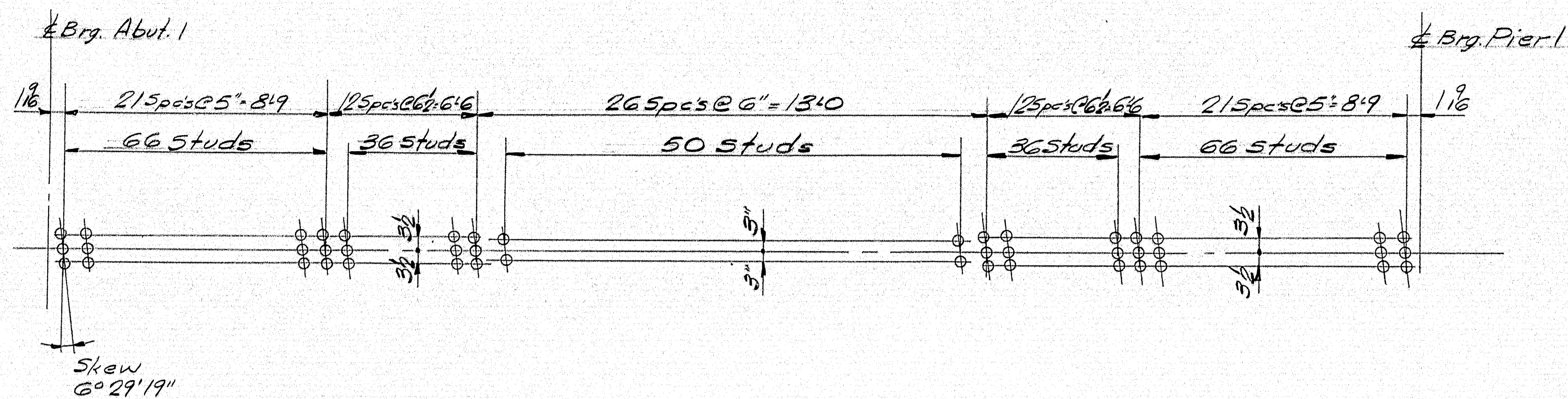
SHIP		BILL OF MATERIAL				DWG. NO. 65-68-57
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
514	1		36WF135	54'4 $\frac{1}{2}$		
515	1		Do	54'4 $\frac{1}{2}$		
516	1		Do	54'4 $\frac{1}{2}$		
517	1		Do	54'4 $\frac{1}{2}$		
	4	CP2	R9x $\frac{1}{2}$	37'0"		
	16	Wp1	Bar 6x $\frac{3}{8}$	2'7"		
	4	Wp6	Do	2'7"		
	12	Wp7	Do	2'7"		
	1232	3" DIAM. STUDS		0'5"		ITEM 705-17
A.S.T.M. Desig. A36						
ITEM 702-03.1 Except as Noted						

SHOP CONNECTIONS: Welded
 FIELD CONNECTIONS: Welded, Bolted
 HOLES: $\frac{1}{8}$ "
 PAINT: Red Lead per Maine Specs.
 & 4s Noted.
 Prov. No. I-95-9 (13)

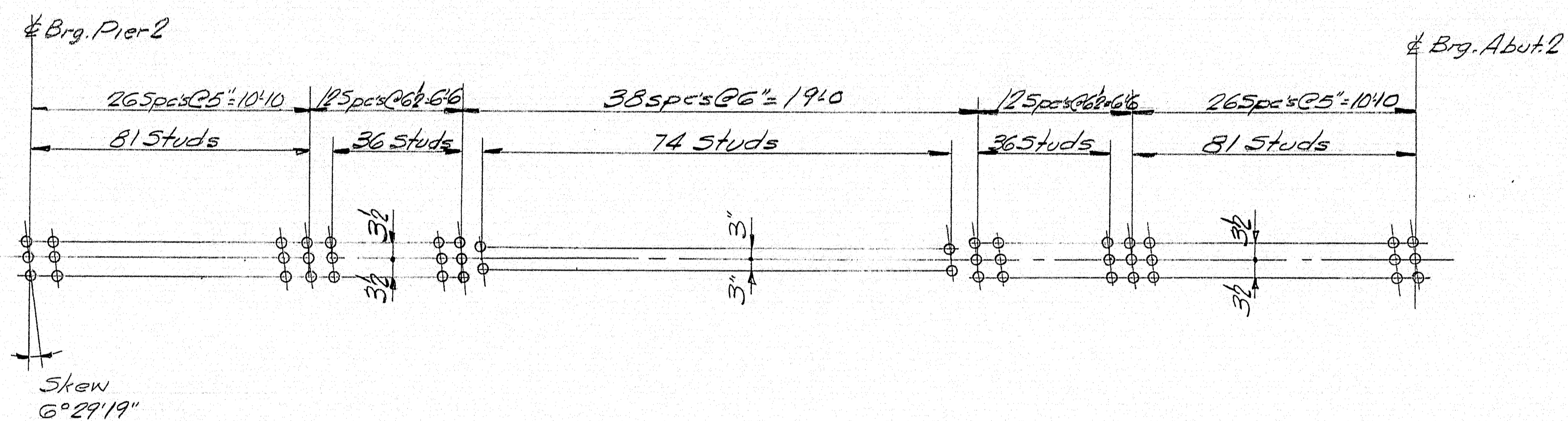
APP 811-GS	STRINGERS-SPAN 3	
	Ranocroft & Martin Inc. South Portland, Maine	
	I-95 OVER BEARE YARD OAKFIELD, MAINE	
	CUSTOMER THOMAS DIENZO DESIGNER MAINE S.H.C. BRIDGE DIV.	
DRAWN 8-29-65 U.P.F.		ORDER NO. VERBAL
REVISION		DWG. NO. 65-68-57
REVISION		
REVISION		

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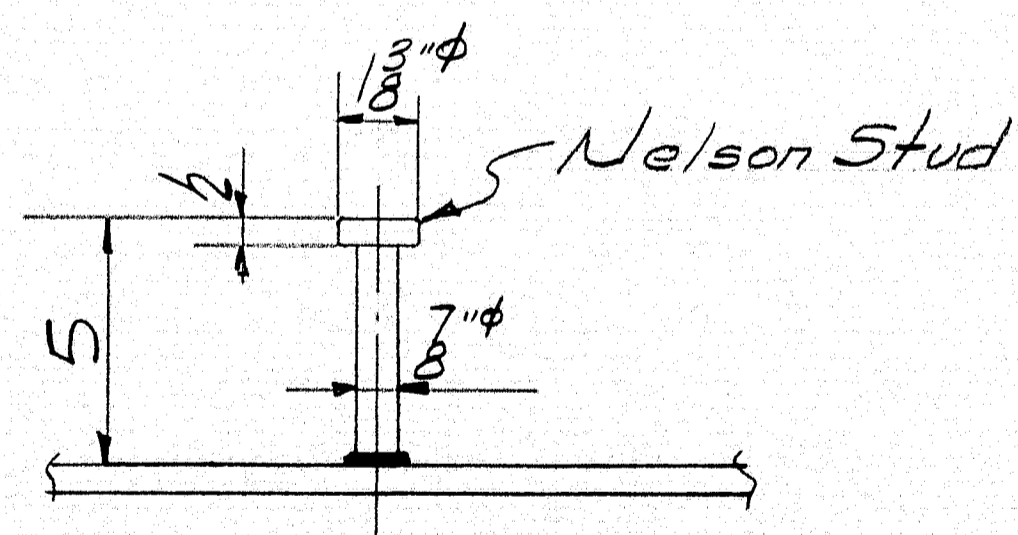




STUD LAYOUT - SPAN 1
3" x 5" Studs 1524 Req'd.
254 per Stringer



STUD LAYOUT - SPAN 3
3" x 5" Studs - 1848 Req'd.
308 per Stringer



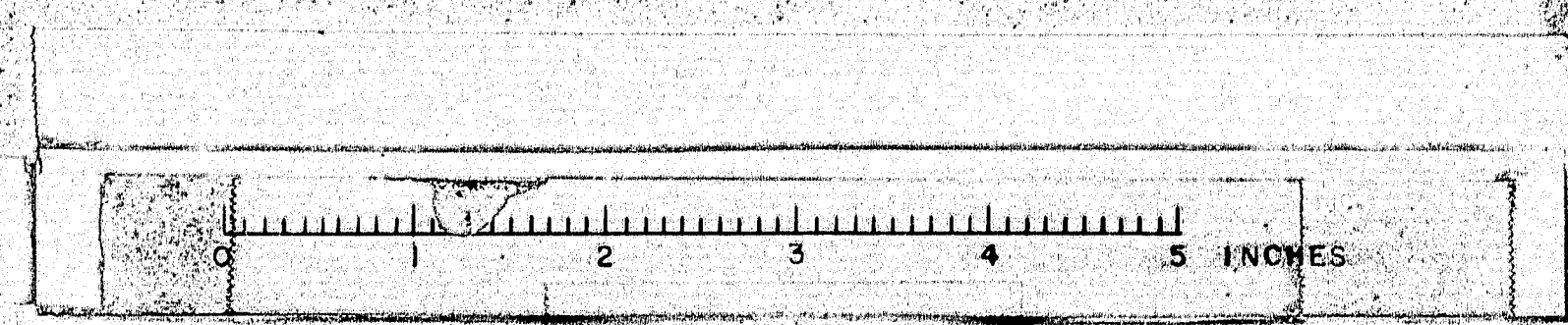
STUD DETAIL

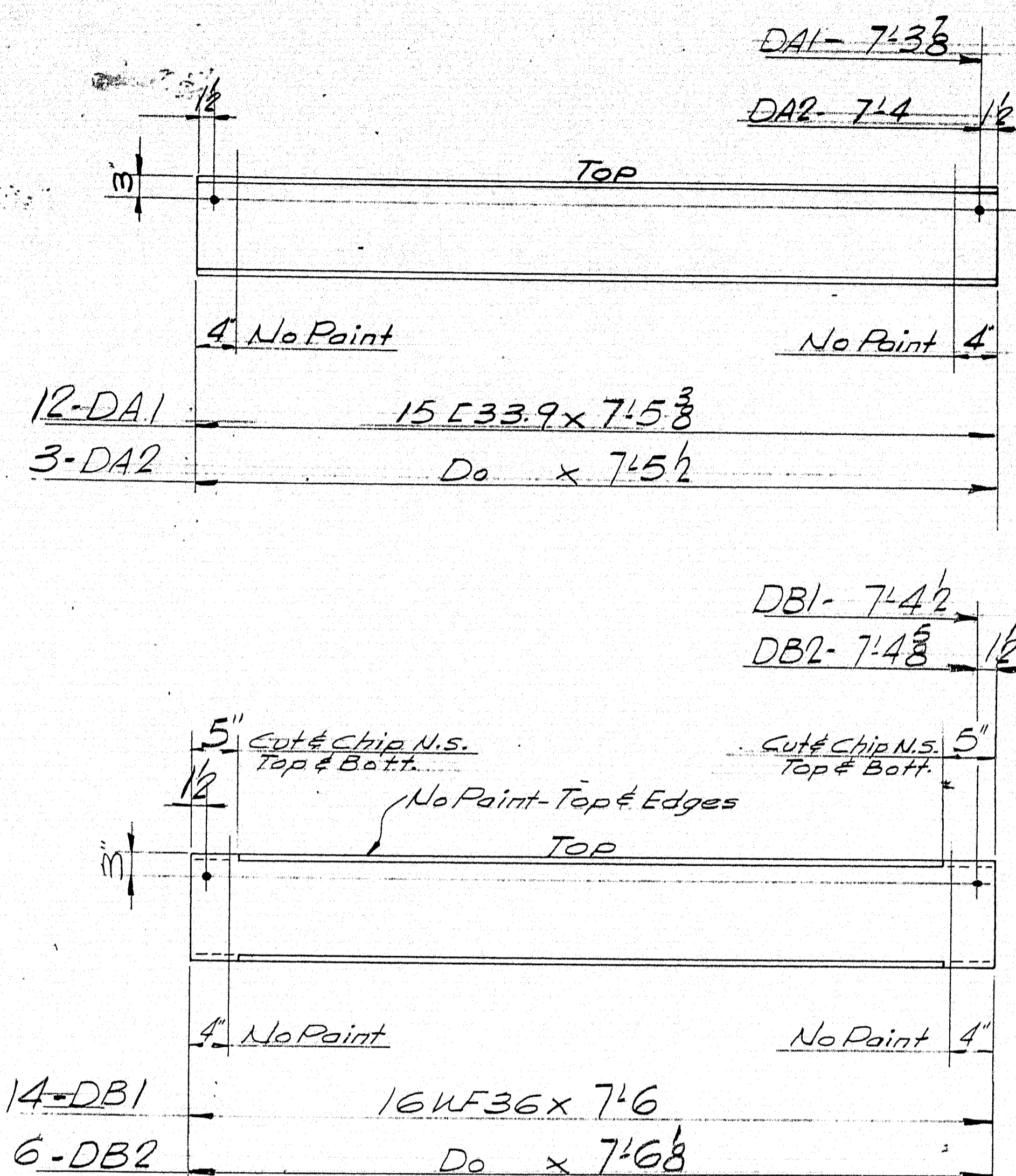
APP 8-11-65

PROJ No. I-95-9(13)	
STUD LAYOUT	
Bancroft & Martin Inc. South Portland 7, Maine	
I-95 OVER BARRYARDS OAKFIELD, MAINE	
CUSTOMER THOMAS DICENZO	DESIGNER MAINE S. H. C. BRIDGED INC.
ORDER NO. VERBAL	DWG. NO. 65-68-58

DRAWN	6-30-65 J.P.F.
REVISION	
REVISION	
REVISION	

98-126



[illegible]

SHOP CONNECTIONS: 3-8
FIELD CONNECTIONS: 7 M Bolts - Welded
HOLES: 1 1/2" φ
PAINT: Per State of Maine Specs
As Noted
Proc. No. E-95-2(13)

DIAPHRAGMS

Bancroft & Martin Inc.
South Portland 7, Maine

I. 95 OVER BEARR YARDS
OAKFIELD, MAINE

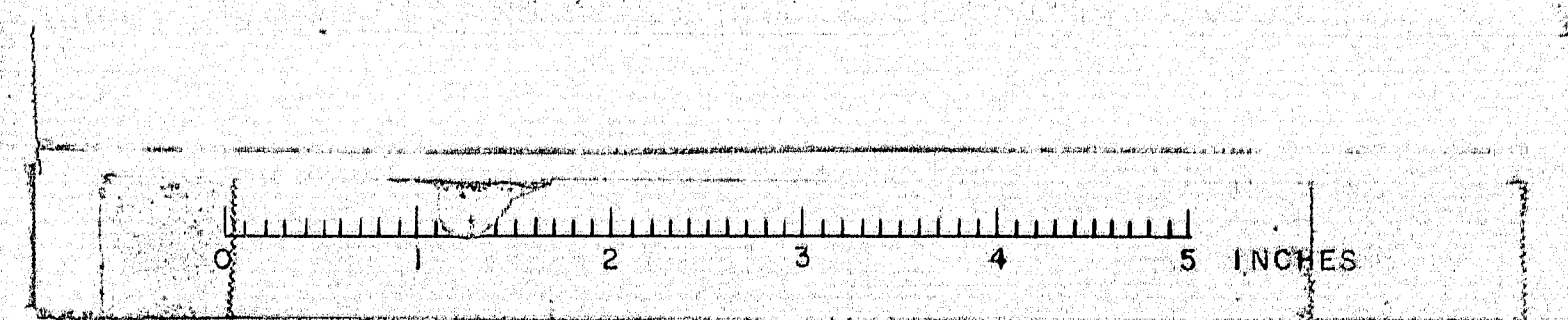
CUSTOMER THOMAS DIENZO
DESIGNER MAINE S. H. C. BRIDGE DIV.

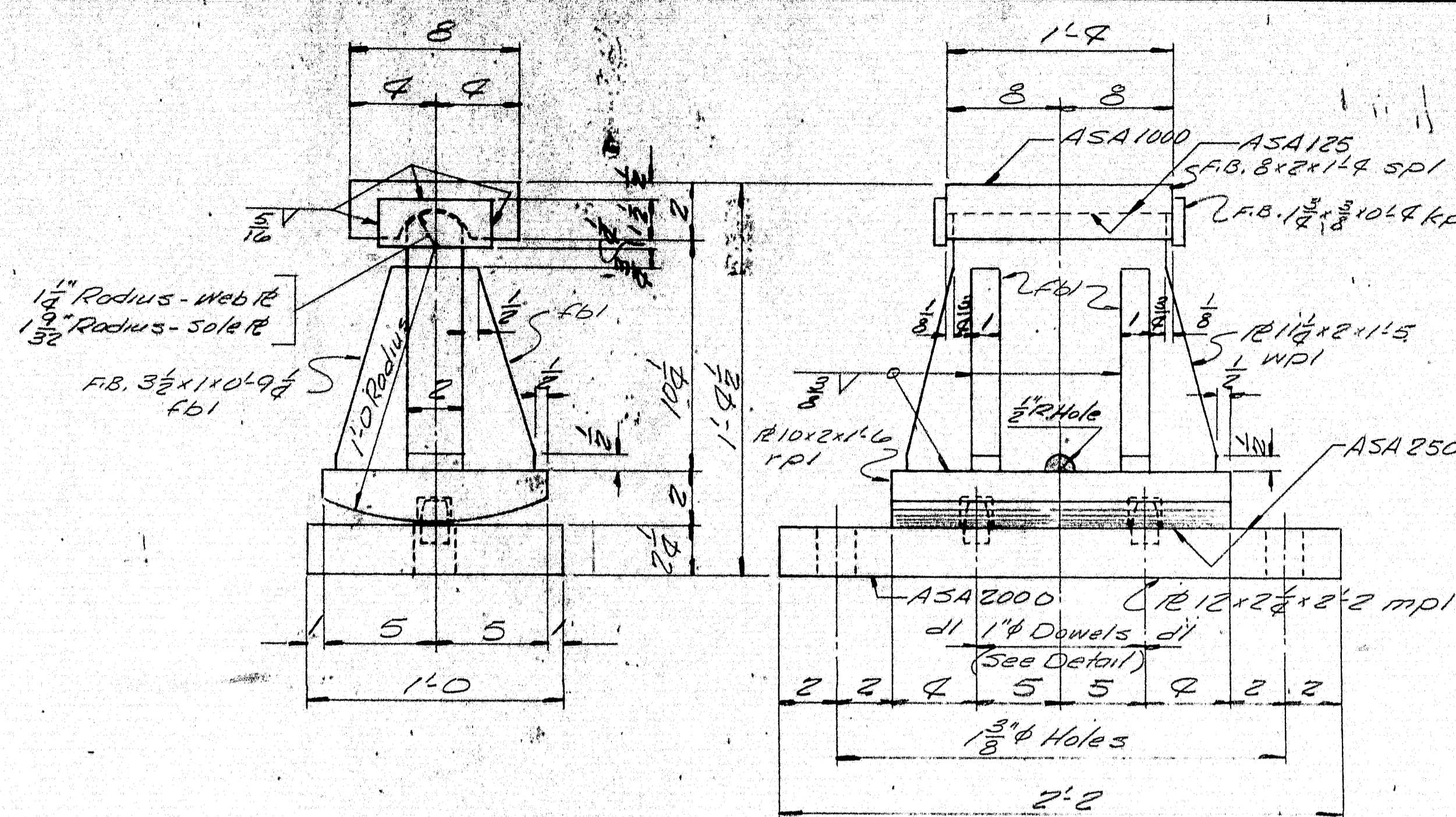
ORDER NO. <u>VERBAL</u>	DWG. NO. <u>65-68-59</u>
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DRAWN	6.30.65	J.P.F.
REVISION		
REVISION		
REVISION		

ORDER NO. <u>VERBAL</u>	DWG. NO. <u>65-68-59</u>
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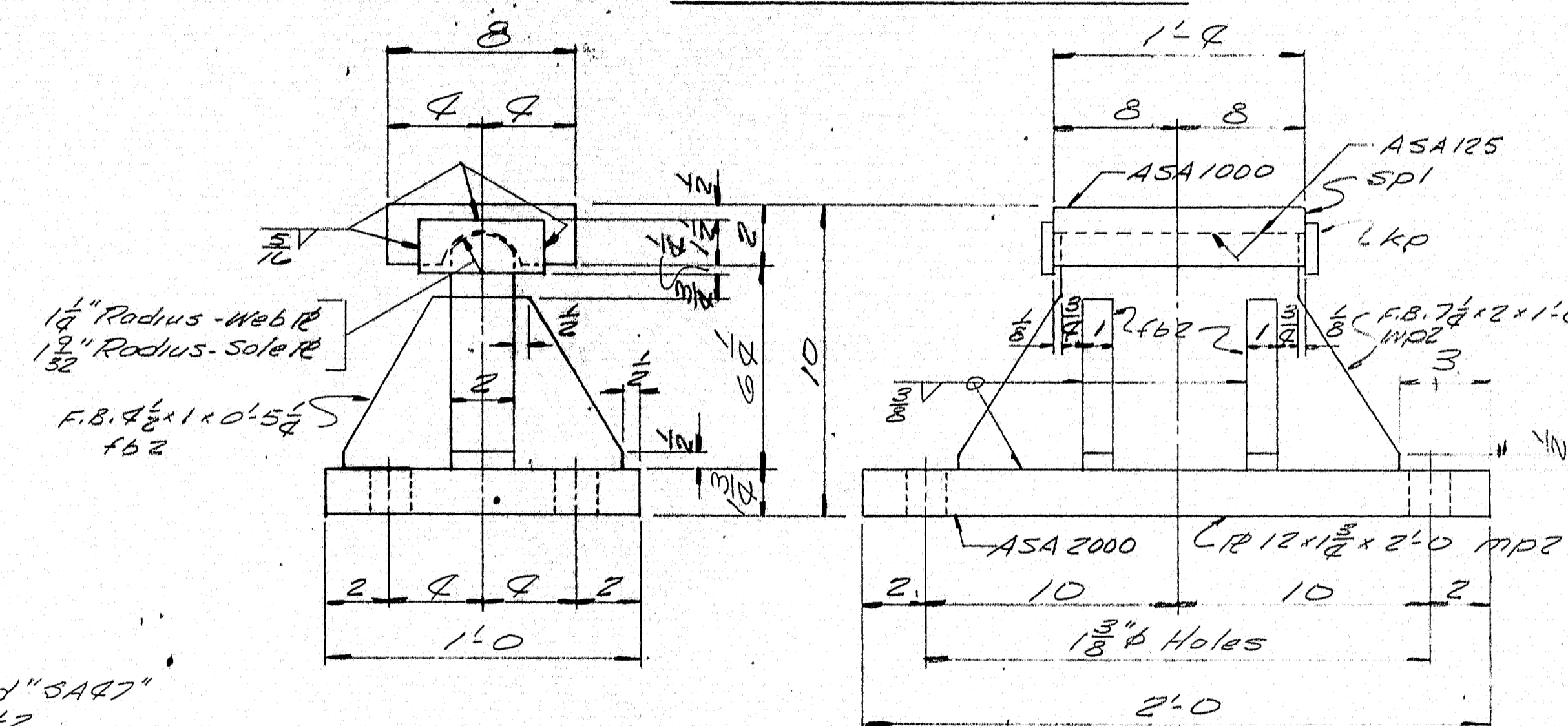
98-127





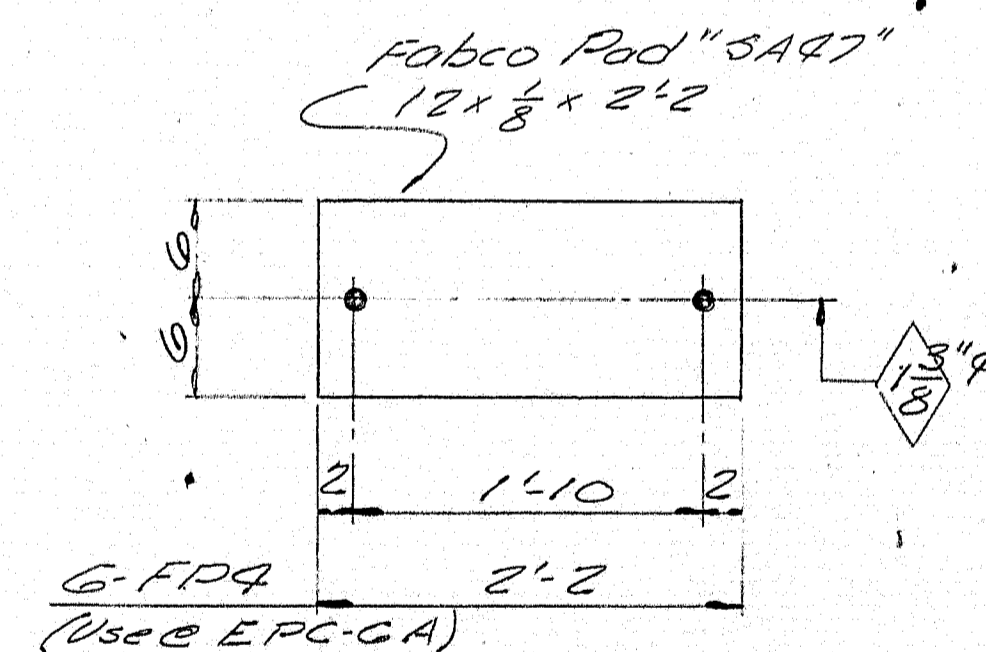
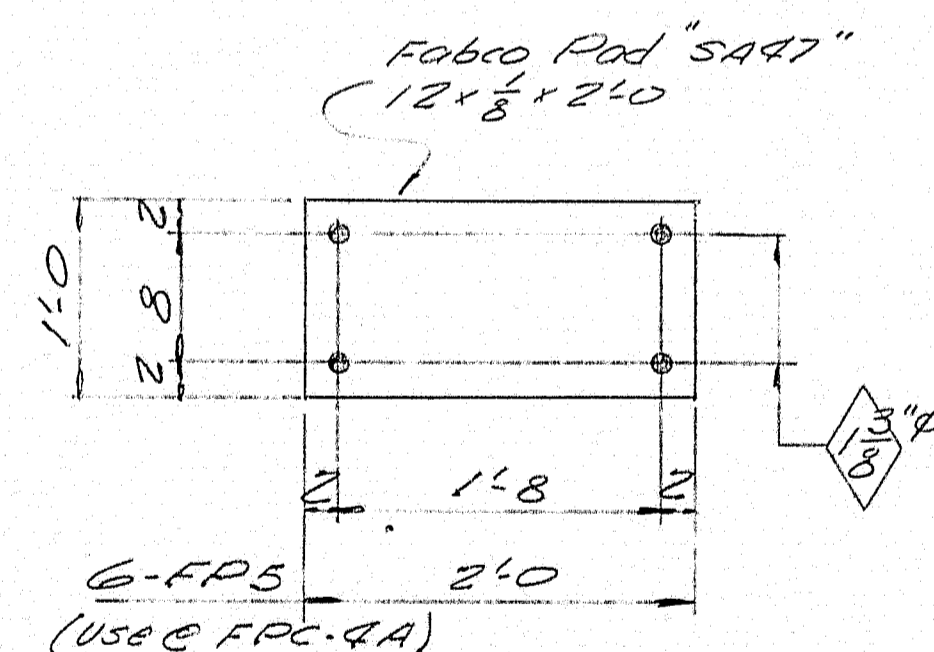
EXPANSION PEDESTAL EPC-6A

6" REQ'D.



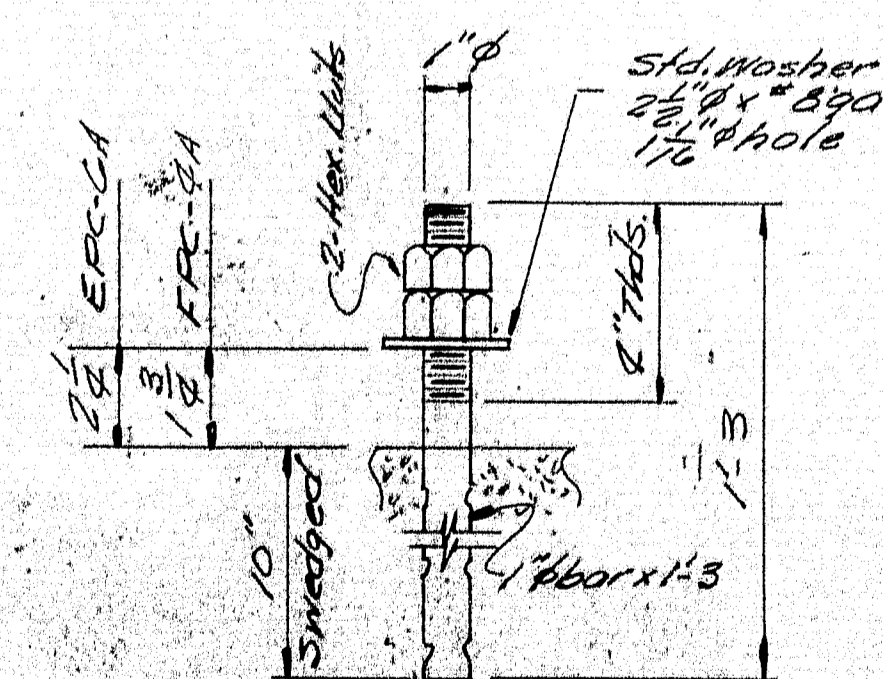
FIXED PEDESTAL FPC-4A

6" REQ'D.



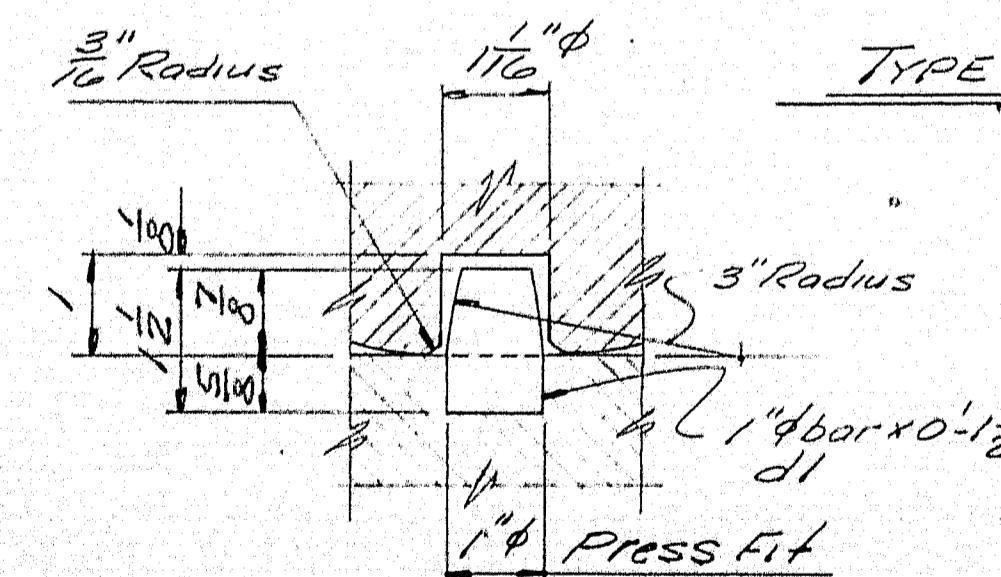
PAINT NOTE:

No paint on top of sole plates "sp" and "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.
No paint on Anchor Bolts - Oil tids.



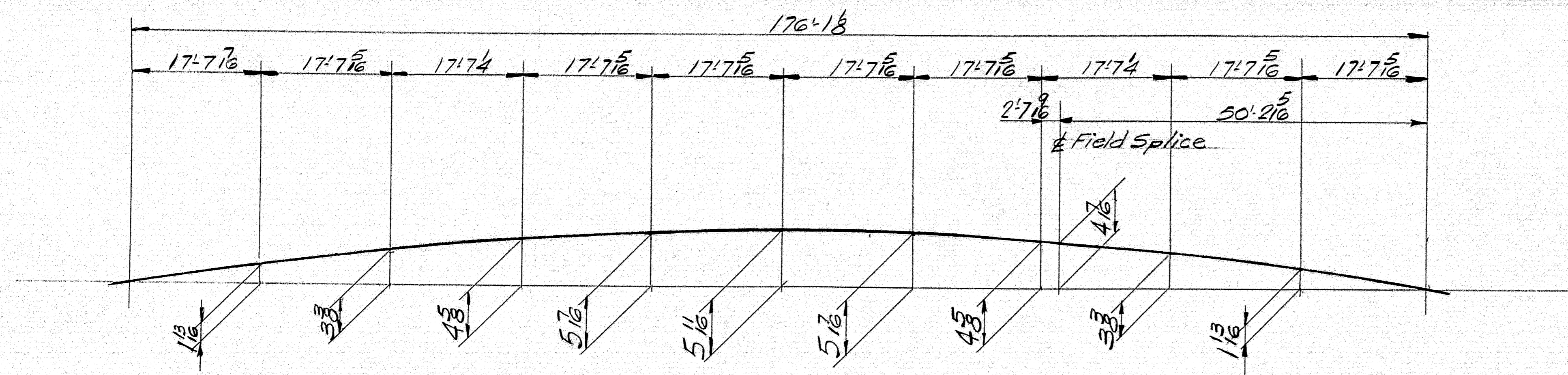
ANCHOR BOLT - ABI

3/8" REQ'D.

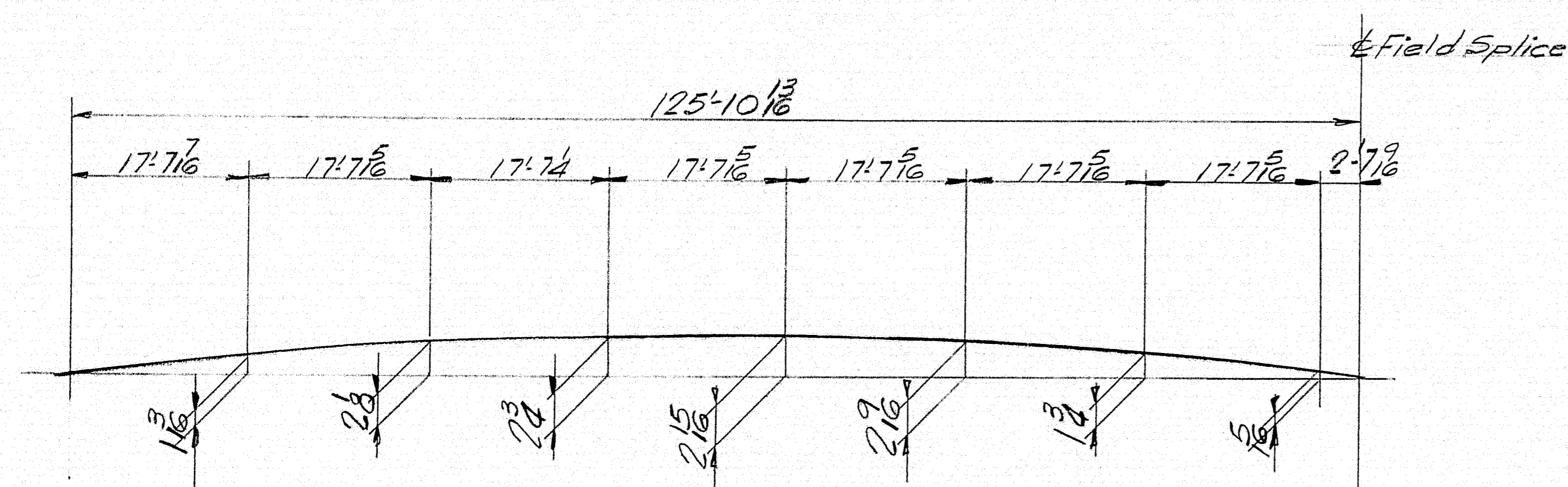


DOWEL DETAIL

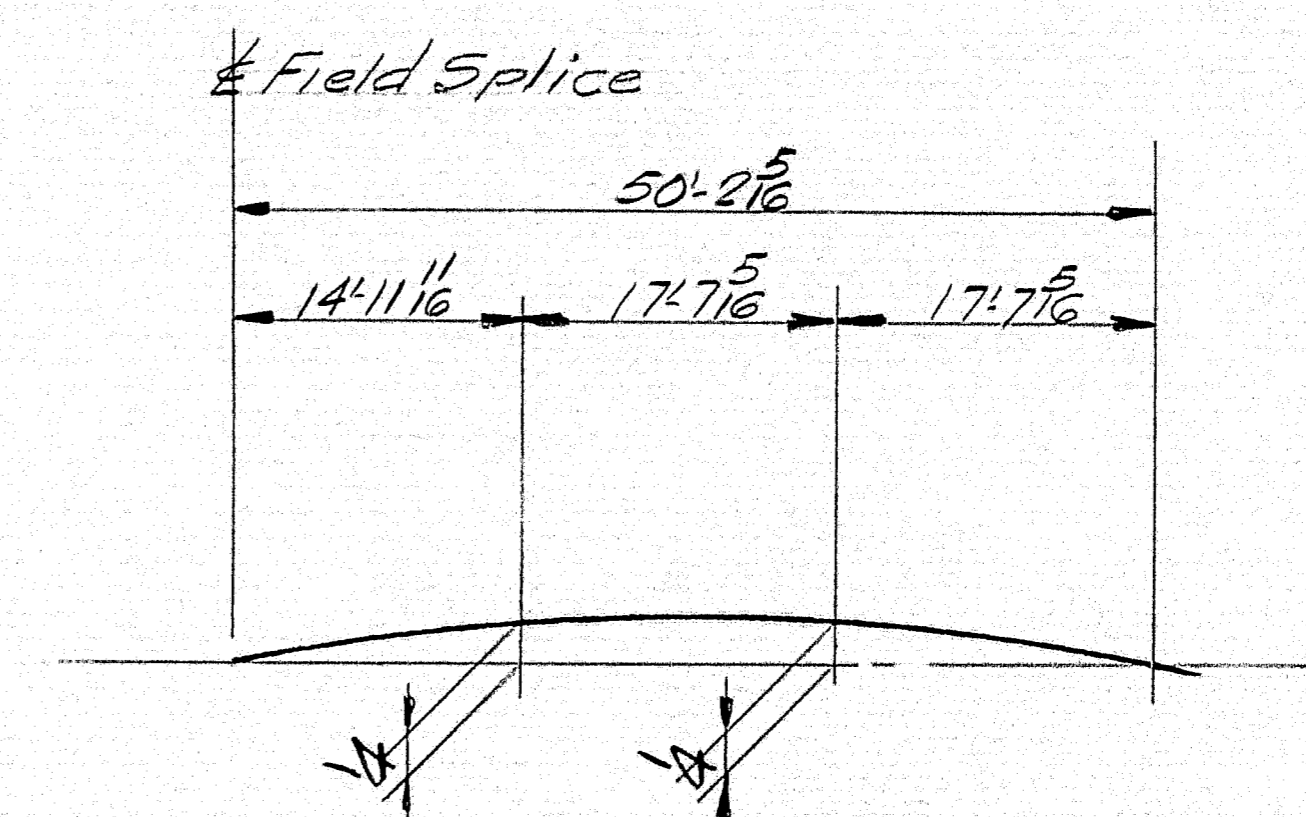
SHIP		BILL OF MATERIAL				DWG. NO. 65-68-S11
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
EPC-6A	6		EXPANSION PEDESTAL ASS'Y.			
	6	mpi	12x8x2	2	2	
	6	mpi	12x8x2	1	6	
	6	mpi	12x8x2	1	5	
	6	spi	F.B. 8x2	1	2	
	12	kp	F.B. 1 1/2 x 1 1/2	0	2	
	24	fbi	F.B. 3 1/2 x 1	0	9 1/2	
	12	di	1" bar	0	1 1/2	
FPC-4A	6		FIXED PEDESTAL ASS'Y.			
	6	mpi	12x8x2	2	0	
	6	mpi	F.B. 7 1/2 x 2	1	6	
	6	spi	F.B. 8x2	1	2	
	12	kp	F.B. 1 1/2 x 1 1/2	0	2	
	24	fb2	F.B. 4 1/2 x 1	0	5 1/2	
ABI	36		1" bar	1	3	
	72	shop	1" bar			
Field	36		1" washer			2 1/2" x 1 1/2" 3/4" 1/2" hole
FP4	6		pad 12x8	2	2	Fobco Pad "S497"
FP5	6		pad 12x8	2	0	Do Do
						Reg. No. 8078
ITEM 703-103.2						
PROJECT NO. 1-95-9(13)						
Allowance to be made for Machining when cutting above plates.						
Sole plates "sp" must be welded to stringers.						
Bearing Material to be ASTM A36. Anchor bolts to be A7, A36, or A507.						
All welds to be made with E70 Electrodes.						
SHOP CONNECTIONS: Welded						
FIELD CONNECTIONS: As Noted						
HOLES: As Noted						
PAINT: Red lead per M.S.H.C. Spec. One coat noted.						
SEAL: No 3						
BEARING PEDESTAL DETAILS						
Bancroft & Martin Inc.						
South Portland 1, Maine						
INTERSTATE 95						
OVER B.F.A. R.R. YARDS						
OAKFIELD, MAINE.						
CUSTOMER THOMAS DICENZO						
DESIGNER M.S.H.C. BRIDGE DIV.						
ORD. 8-27-65						
DRAWN 5-27-65 H.L.						
REVISION						
REVISION						
REVISION						
ORDER NO. Verbol						
DWG. NO. 65-68-S11						



CAMBER DIAGRAM - ASSEMBLED GIRDERS



Camber tolerance @ $\pm \frac{3}{8}$ "
GIRDERS 57-58-59-510-511-512



Camber tolerance @ $\pm \frac{3}{8}$ "
GIRDERS 57A-58A-59A-510A-511A-512A

CAMBER DIAGRAMS

Cambers shown are finished cambers.
No allowances shown for shrinkage due to welding.
Holes in field splices of continuous girders are
to be sub-punched (or sub-drilled) and reamed
while assembled in the shop and connecting parts
to be match marked & bolted for shipment.

Proj. No. I-95-9 (13)
CAMBER DIAGRAMS
Bancroft & Martin Inc.
South Portland 7, Maine
I-95 OVER BEARR YARDS
OAKFIELD, MAINE
CUSTOMER THOMAS DICENZO
DESIGNER MAINES HC. BRIDGE DN.
ORDER NO. VERBAL DWG. NO. 65-68-512

DRAWN	10-4-65 J.P.F.
REVISION	
REVISION	
REVISION	

98-130

