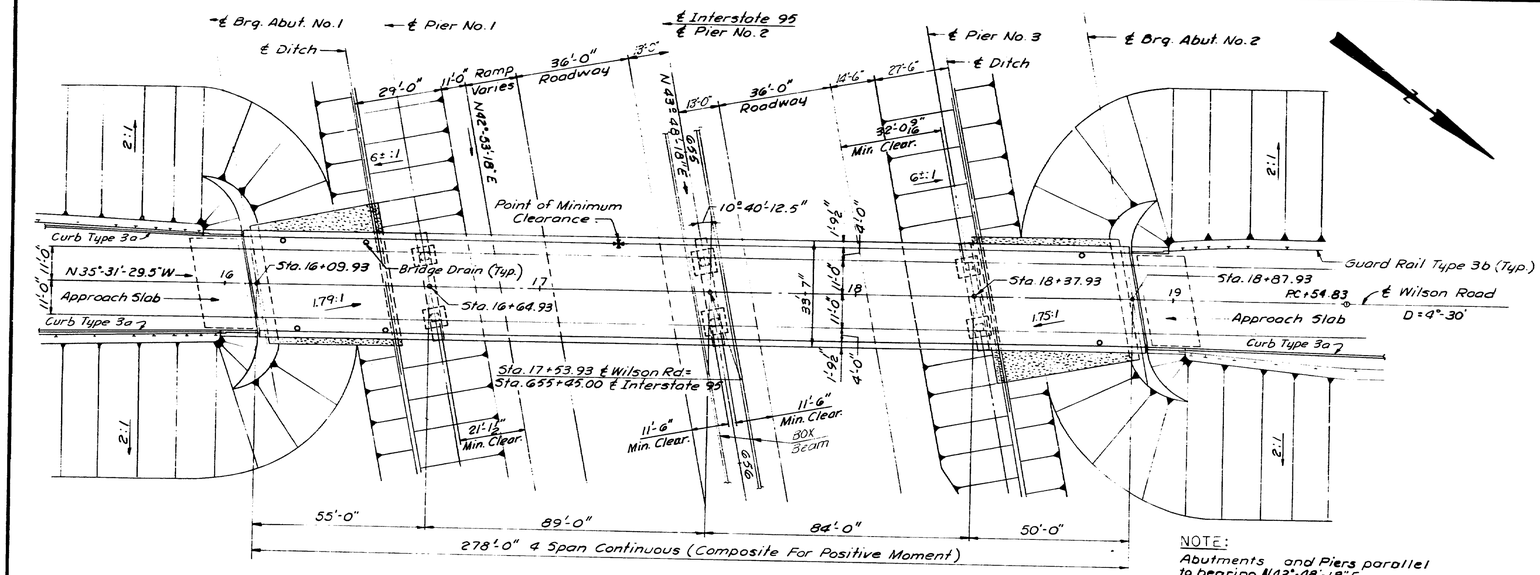
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-1(5)	52	133



PLAN
1"=20'

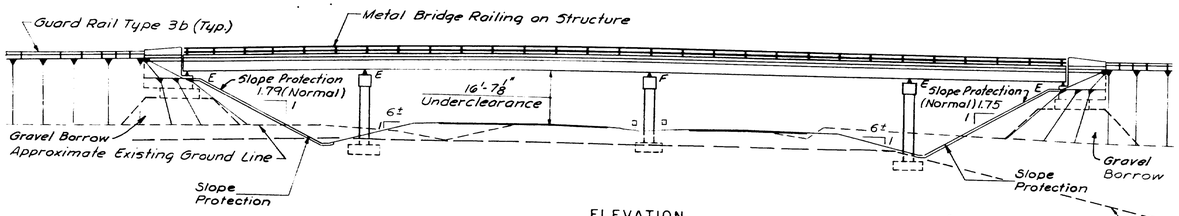
NOTE:
Abutments and Piers parallel to bearing N43°-48'-18"E

INDEX OF SHEETS

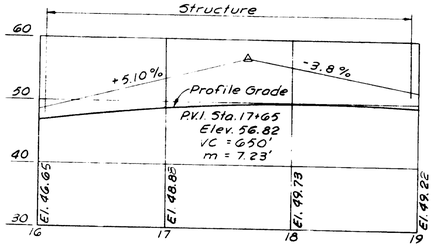
1 GENERAL PLAN AND QUANTITIES
2 FOUNDATION SURVEY
3 FOUNDATION SURVEY
4 ABUTMENT NO. 1
5 ABUTMENT NO. 2 & WINGWALLS
6. PIERS NO. 1,2 & 3
7 STRUCTURAL STEEL & BLOCKING
8 SUPERSTRUCTURE
9 SLOPE PROTECTION
10 REINFORCING STEEL

STANDARD DETAIL SHEETS

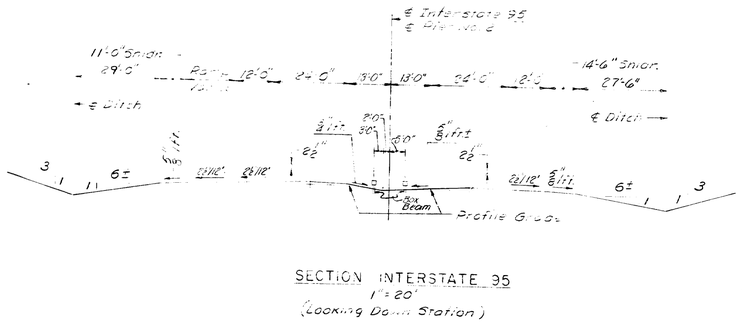
BD101-70 BEARING PEDESTALS
BD103-64 BEAM SPLICES
BD104-66 DIAPHRAGMS, SHEAR CONNECTORS AND DRAINS
BD105-64 EXPANSION DAMS
BD106-65 ALUMINUM RAIL



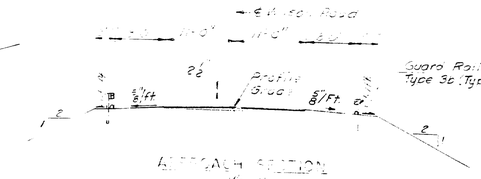
ELEVATION
1"=20'



PROFILE WILSON ROAD
Hor. 1"=50'
Vert. 1"=10'



SECTION INTERSTATE 95
1"=20'
(Looking Down Station)



APPROACH SECTION

SPECIFICATIONS

DESIGN:
A.A.S.H.O. Standard Specifications for Highway Bridges 1961, with Interim Specifications 1961, 1962, 1963, 1964 and Sept. 1, 1965 Draft of Section 8 Structural Steel Design.

CONTRACT:
State of Maine State Highway Commission, Standard Specifications for Highways and Bridges, Revision of June 1968

LIVE LOADING
H 20-44

FOUNDATIONS
Abutments - Spread footings on Gravel Borrow @ 2 Tons/Sq. ft. (Maximum).

Piers - Spread footings on Ledge @ 9 Tons/Sq. ft. (Maximum).

ALLOWABLE STRESSES
Concrete (n = 10) ~ fc = 1200 p.s.i.
Reinforcing Steel ~ fs = 20,000 p.s.i.
Structural Steel ~ fs = 20,000 p.s.i. (A.S.T.M. A36)

CONCRETE CLASSIFICATION
All concrete shall be Class "A", except Slope Protection which shall be Class "Y".

BRIDGE QUANTITIES

Item No.	Description	Quantity	Unit
203.20	Common Excavation	154	C.Y.
203.25	Ledge Excavation	2300	C.Y.
206.10	Structural Earth Excavation - Open	436	C.Y.
206.11	Structural Earth Excavation - Trench	144	C.Y.
403.08	Hot Bituminous Pavement, (Binding C)	102	Ton
502.21	Structural Concrete, Class "A" (Wilson Rd. Abut. No. 1 & Wingwalls)	417	C.Y.
502.23	Structural Concrete, Piers	117	C.Y.
502.243	Struct. Conc., Roadway & Sidewk. Slabs on Steel Bridges (Wilson Rd. over I-95)	6.5	C.S.
502.311	Structural Concrete, Approach Slabs (Wilson Rd. over I-95)	6.5	C.S.
503.18	Reinforcing Steel, Fabricated & Delivered	96,100	lbs.
503.19	Reinforcing Steel, Placing	~~96,100~~	lbs.
504.703	Structural Steel, Fabricated & Delivered (Wilson Rd. over I-95)	6.5	C.S.
504.719	Structural Steel, Erected (Wilson Road over I-95)	6.5	C.S.
505.035	Shear Connectors (Wilson Road over I-95)	6.5	C.S.
506.162	Field Painting Structural Steel (Wilson Rd. over I-95)	6.5	C.S.
507.03	Bridge Railing	561	L.F.
508.10	Membrane Waterproofing	927	S.Y.
513.03	Slope Protection - Portland Cement Concrete 8"	~~480~~	S.Y.
514.06	Curing Sys. for Concrete Lightweight	1	each
515.32	Protective Coating for Concrete Surfaces, Type 2	~~398~~	S.Y.
609.13	Vertical Bridge Curb Type 1	601	L.F.
639.09	Field Office Type B	1	each
403.14	Asphaltic Cement, Hot Bituminous Surface Pavements (Wearing)	42	Ton

Estimated Quantity of Structural Steel - 258,500 lbs.
Estimated Quantity of Shear Connectors: Studs - 5,841 pieces

Estimated Quantity of Concrete in Item 502.243 = 246 C.Y.
Estimated Quantity of Concrete in Item 502.311 = 21 C.Y.

DESIGN –	DETAIL - J.M.M.	BRIDGE NO.
TRACE –		SURVEY –
CHECK - G.J.D.		PLOT –

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

WILSON ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
KITTERY
YORK COUNTY

GENERAL PLAN AND QUANTITIES

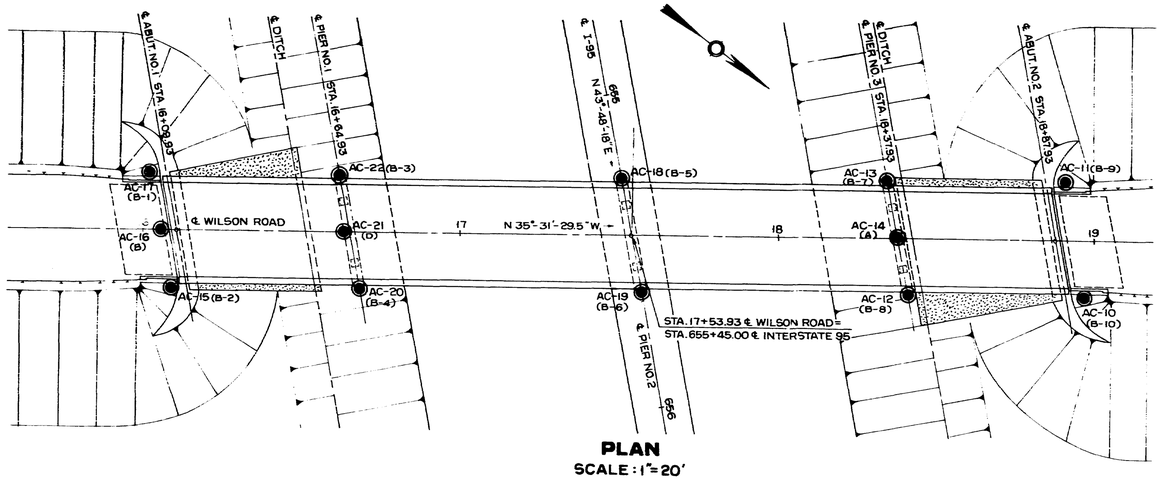
SHEET 1 OF 10 AUGUSTA, MAINE OCT. 1966

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

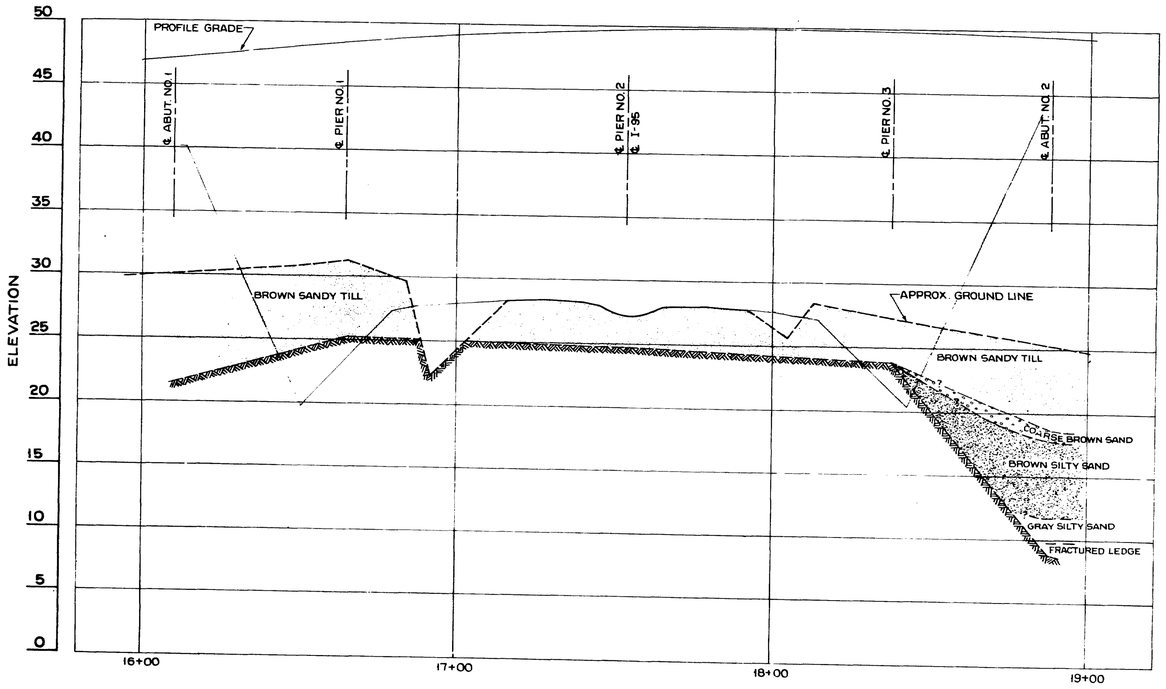
C. S. CO., NO. 66.903 27000

183-16 KITTERY (5)

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-1(5)	2	199

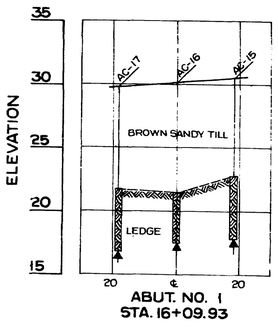


PLAN
SCALE: 1"=20'

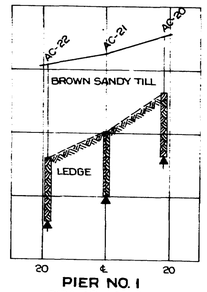


PROFILE
SCALE: 1"=20' HORIZ.
1"= 5' VERT.

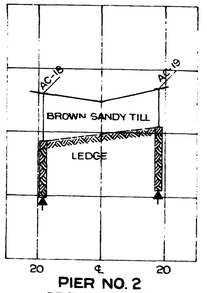
TRANSVERSE SECTIONS



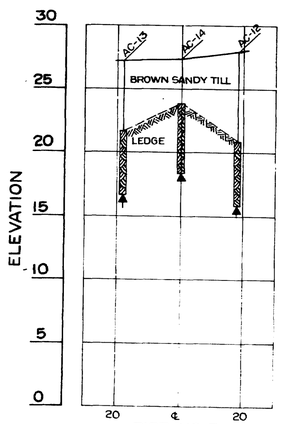
ABUT. NO. 1
STA. 16+09.93



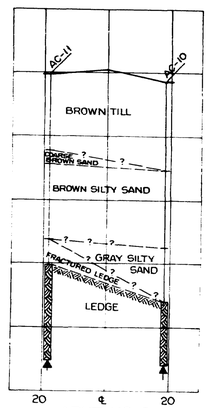
PIER NO. 1
STA. 16+64.93



PIER NO. 2
STA. 17+53.93



PIER NO. 3
STA. 18+37.93



ABUT. NO. 2
STA. 18+87.93

DESIGN– TRACE– CHECK–	BRIDGE NO. SURVEY– PLOT–

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

WILSON ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
KITTERY
YORK COUNTY
FOUNDATION SURVEY

SHEET 2 OF 10 AUGUSTA, MAINE OCT. 1966

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

183-17
KITTERY (5)

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1 95 1 15	3a	199

BORING AC-17 (B-1) STATION 16+01 18.3' LT.

CASING SIZE 2½" — DRIVING RESISTANCE — BLOWS/FT. (20 40 60 80 100)

Elev. 29.8

- 25 — Medium Density Brown Sandy Till - Sand, Silt, and Pebbles — 172, 145, 172
- 10
- 21.8
- 20 — 67 %, 100 %, 100 %, 91 %
- 16.8 — 80 % — Ledge: Dark Gray Dolomite Top Surface Weathered

BORING AC-21 (D) STATION 16+63 ℄

CASING SIZE 2½" — DRIVING RESISTANCE — BLOWS/FT. (20 40 60 80 100)

Elev. 31.3

- 30 — Medium Density Brown Till — 50, 100
- 25.1 — Washed Ahead
- 25 — 90 % — Ledge: Black Impure Limestone
- 20.13 — 10 %

BORING AC-13 (B-7) STATION 18+34.71 18.3 LT.

CASING SIZE 2½" — DRIVING RESISTANCE — BLOWS, FT. (20 40 60 80 100)

- 25 — Medium Density Brown Sandy Till - Silt, Sand, and Rocks — 16
- 21.7
- 10
- 20 — 75 %, 100 % — Ledge: Dark Gray Impure Limestone @ 60° Inclination (Compressive Test = 24,800 PSI)
- 16.7

BORING AC-11 (B-9) STATION 18+90.71 18.3' LT.

CASING SIZE 2½" — DRIVING RESISTANCE — BLOWS, FT. (20 40 60 80 100)

Elev. 29.9

- 20 — Medium Density Brown Sandy Till - Silt, Sand, and Rocks
- 10
- 16 — Coarse Brown Sand
- 15 — Medium to Dense Density Brown Silty Sand and Rocks
- 20 — 148, 297
- 10 — 0 % — Ledge: Fractured
- 9.9
- 5 — 100 % — Ledge: Black Dolomitic Marble (Compressive Test = 2660 PSI)
- 2.4

BORING AC-16 (B) STATION 16+05 ℄

CASING SIZE 2½" — DRIVING RESISTANCE — BLOWS/FT. (20 40 60 80 100)

Elev. 30.1

- 25 — Medium Density Brown Sandy Till - Sand and Silt — 190, 412, 214, 500
- 10
- 21.3
- 20 — 71 %, 100 %, 75 % — Ledge: Dark Gray Impure Limestone, Top Surface Weathered
- 17.33

BORING AC-20 (B-4) STATION 16+68.15 18.3' RT.

CASING SIZE 2½" — DRIVING RESISTANCE — BLOWS/FT. (20 40 60 80 100)

Elev. 32.8

- 30 — Medium Density Brown Sandy Till — 220, 225
- 28.8
- 25 — 67 %, 100 % — Ledge: Gray Impure Limestone
- 23.3 — 10 %

BORING AC-14 (A) STATION 18+38 ℄

CASING SIZE 2½" — DRIVING RESISTANCE — BLOWS/FT. (20 40 60 80 100)

Elev. 27.4

- 25 — Medium Density Brown Sandy Till — 185, 150, 139
- 23.9
- 20 — 71 %, 100 % — Ledge: Gray Impure Limestone @ 60° Inclination
- 18.4 — 100 % (Compressive Test = 21,500 PSI)

BORING AC-10 (B-10) STATION 18+97.15 18.3' RT.

CASING SIZE 2½" — DRIVING RESISTANCE — BLOWS/FT. (20 40 60 80 100)

Elev. 29.3

- 20 — Stiff Consistency Brown Weathered Silty Clay with Sand
- 1D
- 15 — Medium to Dense Density Brown Silty Sand and Rocks — 185, 159, 150
- 2D
- 10 — Medium to Dense Density Gray Silty Sand and Rocks — 165, 180, 272
- 3D
- 7 — 83 %, 72 % — Ledge: Black Dolomitic Marble
- 2.05

BORING AC-15 (B-2) STATION 16+08.15 18.3' RT.

CASING SIZE 2½" — DRIVING RESISTANCE — BLOWS/FT (20 40 60 80 100)

Elev. 30.6

- 30 — Medium Density Brown Sandy Till - Sand, Silt, and Rocks — 193, 133, 213, 179, 200
- 25
- 1D
- 22.9
- 20 — 25 % — Ledge: Black Dolomitic Marble, Top Weathered
- 17.93 — 75 % (Compressive Test = 5010 p.s.i.)

BORING AC-18 (B-5) STATION 17+51.71 18.3' LT.

CASING SIZE 2½" — DRIVING RESISTANCE — BLOWS/FT. (20 40 60 80 100)

Elev. 28.0

- 25 — Medium Density Brown Sandy Silt — 166
- 24.3
- 70 %, 100 %, 69 % — Ledge: Gray Impure Limestone Top Surface Fractured
- 20
- 19.83

BORING AC-12 (B-8) STATION 18+41.15 18' RT.

CASING SIZE 2½" — DRIVING RESISTANCE — BLOWS/FT. (20 40 60 80 100)

Elev. 27.9

- 25 — Medium Density Brown Sandy Till - Silt, Sand, Rocks and Wood — 128, 196
- 1D
- 20.8
- 20 — 71 %, 100 % — Ledge: Black Limestone with Calcite Veins @ 60° Inclination
- 15.82 (Compressive Test = 16,200 PSI)

BORING AC-22 (B-3) STATION 16+61 18' LT

CASING SIZE 2½" — DRIVING RESISTANCE — BLOWS/FT. (20 40 60 80 100)

Elev. 30.3

- 25 — Medium Density Brown Sandy Till — 134, 165, 380, 196, 168, 275
- 1D
- 23.0
- 20 — 88 %, 100 % — Ledge: Black Impure Limestone
- 18.05

BORING AC-19 (B-6) STATION 17+57.15 18.3' RT.

CASING SIZE 2½" — DRIVING RESISTANCE — BLOWS/FT. (20 40 60 80 100)

Elev. 28.5

- 25.5 — Medium Density Brown Sandy Till — 291
- 25 — 67 %, 83 %, 100 %, 100 % — Ledge: Light Gray Quartzite over Black Impure Limestone Material Highly Fractured
- 20.5

NOTES:

- Number of Blows required to drive extra heavy casing one ft. with 400 ft. lbs. of energy per blow.
- Location of sample or sample attempt.
- 1D Number and type of any samples: S & H Sampler #1290's
- Number of blows required to drive spoon or tuping one ft with 350 ft. lbs of energy per blow
- 71 % Locations cored by diamond bit and percent recovery of rock
- Bottom of boring (may not be bottom of soil strata.)

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

DESIGN– DETAIL–G.V.	BRIDGE NO.
TRACE–	SURVEY–
CHECK– G.J.D.	PLOT–

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

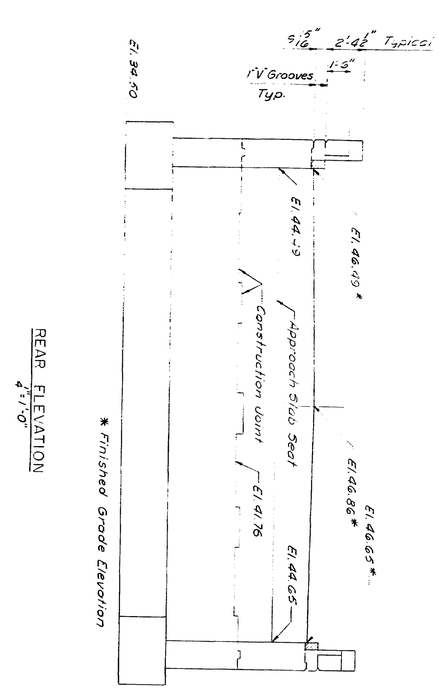
WILSON ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
KITTERY
YORK COUNTY
FOUNDATION SURVEY

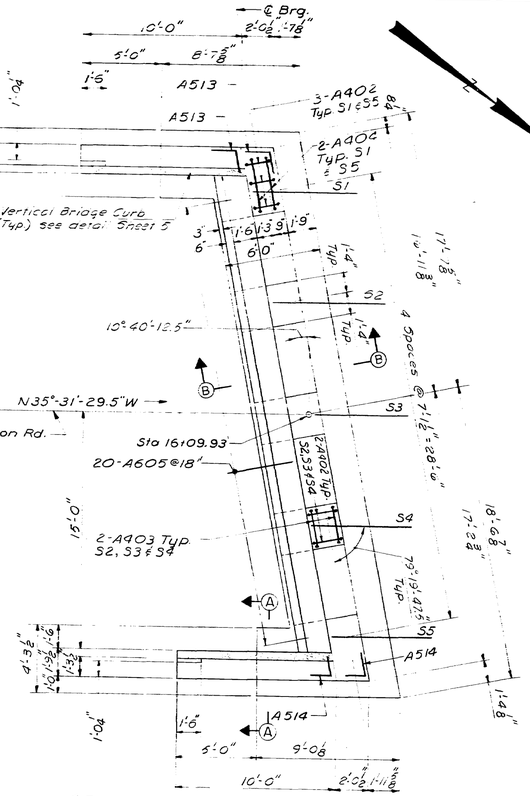
SHEET 3 OF 10 AUGUSTA, MAINE OCT. 1966

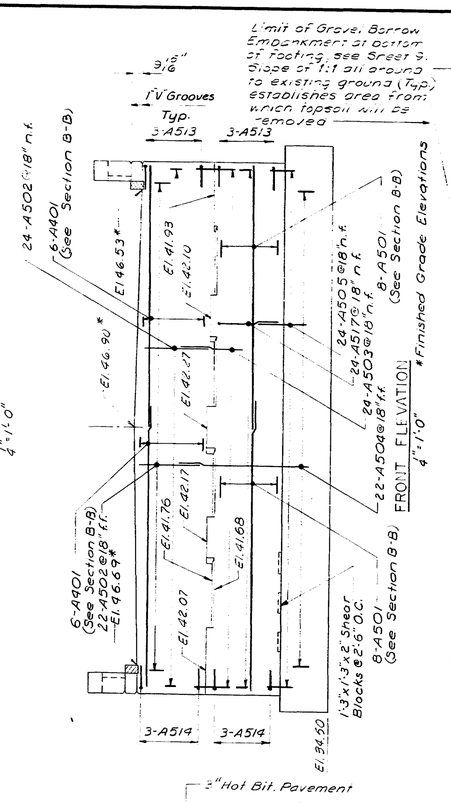
183-18 KITTERY (5)

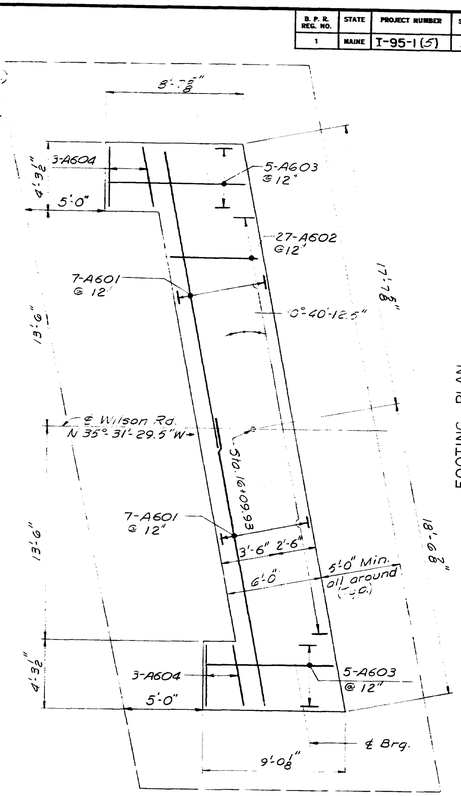
C. B. CO., NO. 44-303 27180

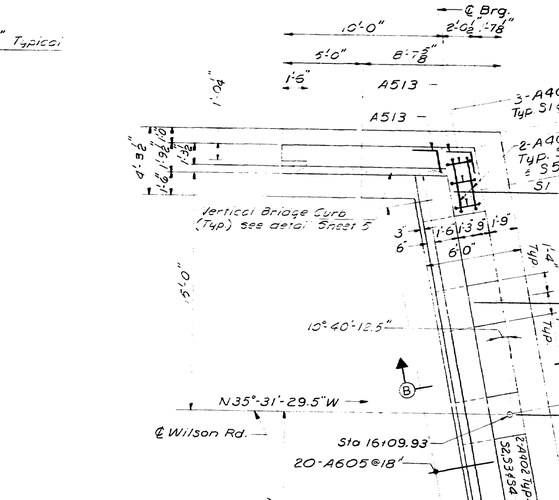
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-1(5)	57	199

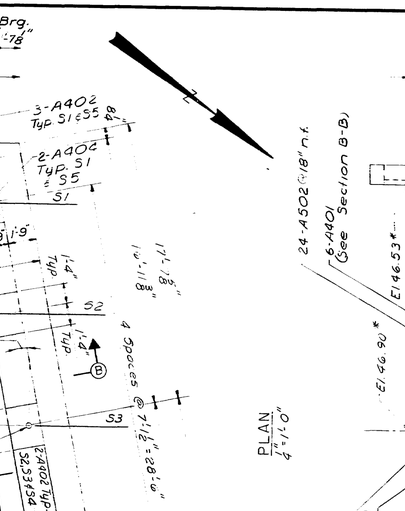












APPROACH SLAB

PLAN
1"=1'-0"

GENERAL NOTES:

1. Coat bridge seat, face of backwall, and down to 1'-0" below top of slope protection on face and ends of breast wall with Protective Coating for Concrete Surfaces.
2. Reinforcing steel to have 3" minimum cover, unless otherwise noted.
3. c.f. denotes near face; f.f. denotes far face and e.f. denotes each face.
4. For guard rail end post, vertical curb and guard rail details, see Sheet 5.
5. Where horizontal, to clear upper bolt.

NOTE:
For Details Of Tooth Joint See Standard Detail Sheet BD105-64.

DETAIL "A"
12"=1'-0"

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

DESIGN- E.F.K. DETAIL - R.D.F.
TRACE-
CHECK- G.J.D.
BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

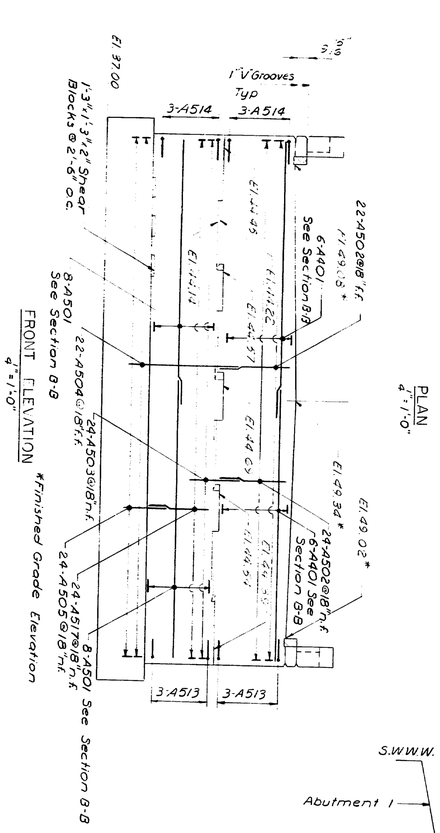
WILSON ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
KITTERY
YORK COUNTY
ABUTMENT NO. 1

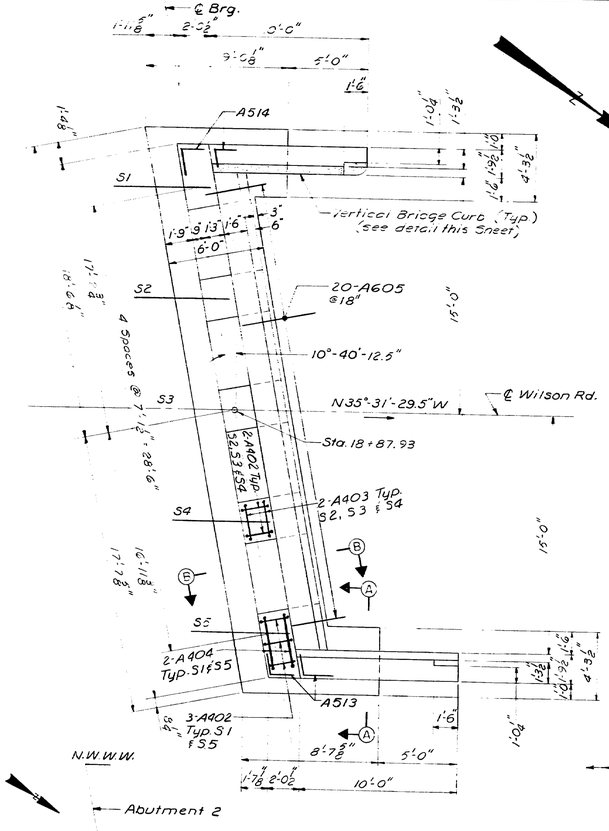
SHEET 4 OF 10 AUGUSTA, MAINE OCT. 1966

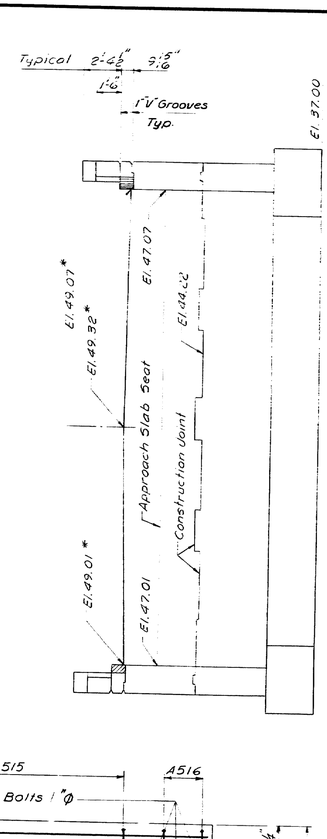
103-19 KITTERY (5)

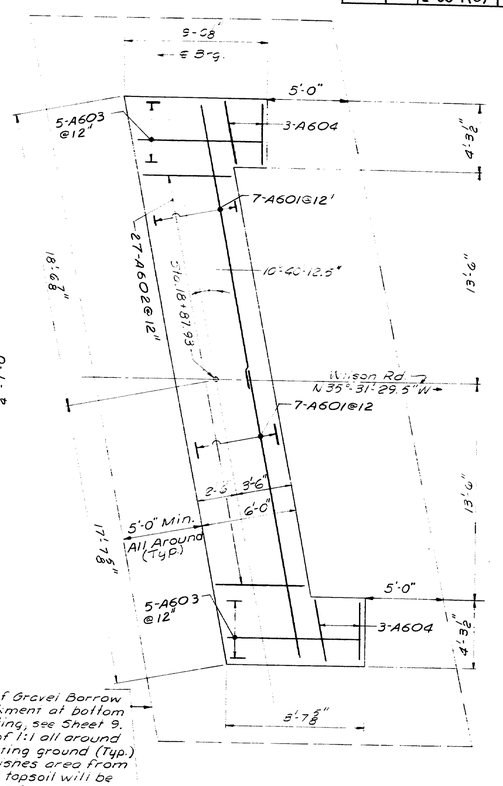
C. B. CO., NO. 44-303 27280

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95-1(5)	58	199

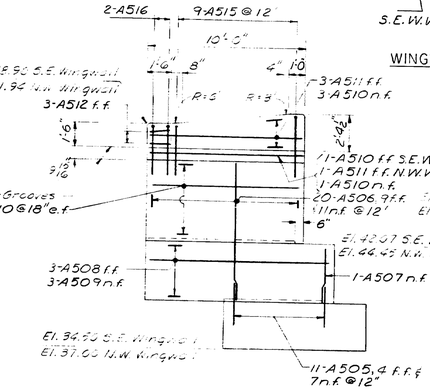






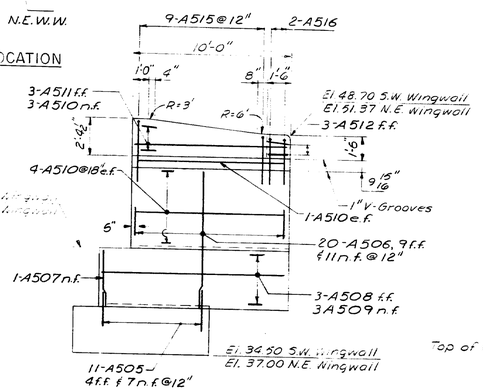


Limit of Gravel Borrow Embankment at bottom of footing, see Sheet 9. Slope of 1:1 all around to existing ground (Typ.) establishes area from which topsoil will be removed.

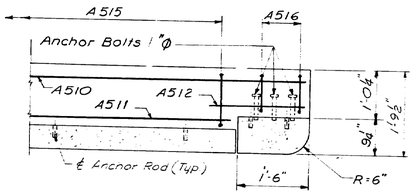


WINGWALL LOCATION PLAN

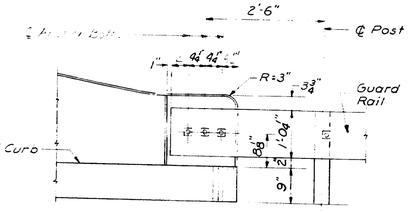
ELEVATION - SOUTHEAST & NORTHWEST WINGWALLS
4"=1'-0"



ELEVATION - SOUTHWEST & NORTHEAST WINGWALLS
4"=1'-0"



VERTICAL BRIDGE CURB DETAIL AT NORTHWEST WINGWALL
3"=1'-0"



GUARD RAIL END POST DETAIL
3"=1'-0"

NOTES:

1. For General Notes, see Sheet 4.
2. For Section A-A & B-B, see Sheet 4.
3. Cost of [illegible] per square foot of [illegible] for Concrete Surface.

GUARD RAIL NOTES:

1. Three anchor bolts required to each end post. Bolts to be furnished with hex head, nut and washer. All parts to be galvanized. Payment for acquiring and installing anchor bolts shall be incidental to Item 502.21 (Structural Concrete, Abutments and Retaining Walls).
2. For detail of [illegible] Standard Details, Guard Rail, [illegible] 1962.
3. Concrete in Guard Rail End Post will be paid for under Item 502.21, Structural Concrete, Abutments and Retaining Walls.

DESIGN- E.F.K. DETAIL- R.D.F.
TRACE-
CHECK- G.J.D.
BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

WILSON ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
KITTERY
YORK COUNTY
ABUTMENT NO.2 & WINGWALLS

SHEET 5 OF 10 AUGUSTA, MAINE OCT. 1966

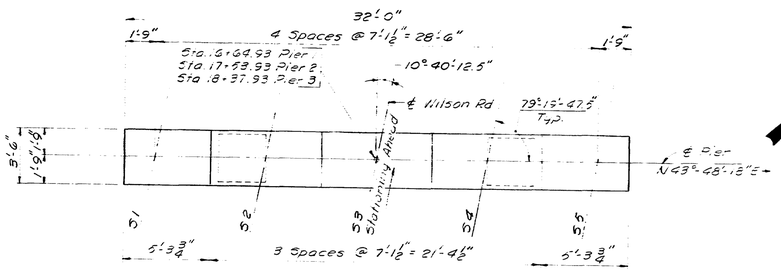
183-20

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

KITTERY (5)

C. B. CO., NO. 44-302

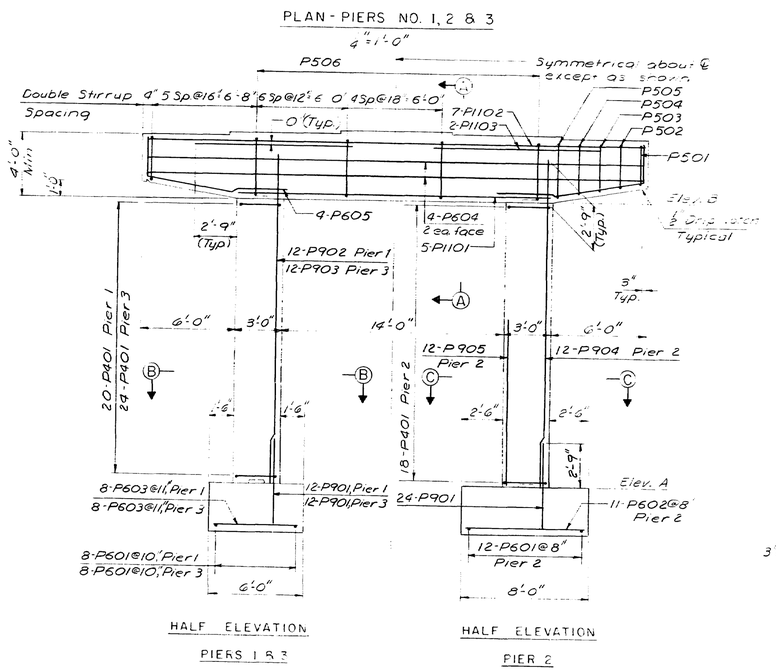
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-1(5)	59	198



PLAN - PIERS NO. 1, 2 & 3
4" = 1'-0"

BEARING ELEVATIONS			
Beam	Pier 1	Pier 2	Pier 3
S1	42.55	44.35	44.32
S2	43.02	44.50	44.46
S3	43.18	44.65	44.59
S4	43.07	44.52	44.45
S5	42.96	44.39	44.30

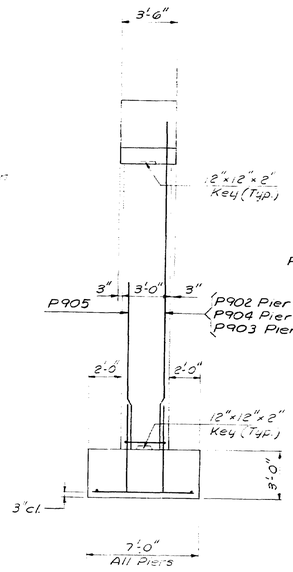
PIER ELEVATIONS			
Elev.	Pier 1	Pier 2	Pier 3
A	2.50	25.00	19.00
B	38.85	40.35	40.30



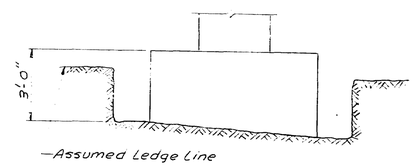
HALF ELEVATION
PIERS 1 & 3

HALF ELEVATION
PIER 2

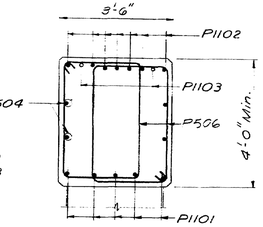
ELEVATION
¼" = 1'-0"



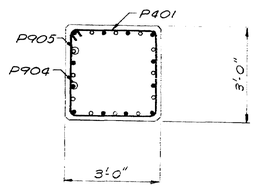
END ELEVATION
¼" = 1'-0"



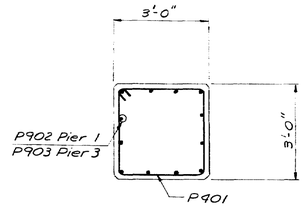
FOOTING IN LEDGE
No Scale



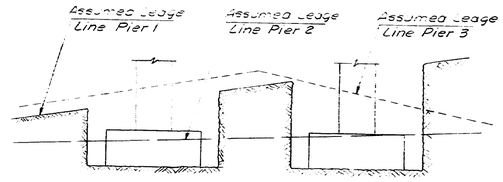
SECTION A-A
½" = 1'-0"



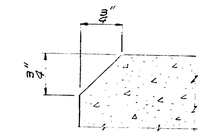
SECTION C-C
½" = 1'-0"



SECTION B-B
½" = 1'-0"



LEDGE PROFILE
(Looking Up Station)
No Scale



CHAMFER DETAIL
No Scale

NOTES:

1. Dress bearing pad area 1" larger all around than masonry plates to exact elevations shown.
2. Reinforcing steel to have 2" minimum cover, except 3" for footings.
3. Place reinforcing to clear anchor bolts.
4. All exposed corners to have ¾" chamfer, see detail this Sheet.
5. Maximum Footing Pressure:
Group I Loading 5.5 tons per sq. ft.
Group VI Loading 8.1 tons per sq. ft.
6. All weathered or broken ledge shall be removed before any footing concrete is placed.
7. Top of footing elevation may be altered to suit field conditions. No change in top of footing elevations greater than 2 feet shall be made without approval of the Engineer. Top of footing shall have a minimum of 1 foot of earth cover.
8. Footing side forms may be omitted in rock provided rock is excavated outside the plan dimensions and if approved by the Engineer. Payment for Structural Concrete-Piers will be made according to plan dimensions of footing.
9. Pier footings shall have a minimum depth of 3'-0" below the top of footing elevations.

NOTE:
• Denotes full length bar.
◦ Denotes cut off bar.

C. B. CO., NO. 44-302 27780

183-21

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

DESIGN- I.S. DETAIL- J.M.M.
TRACE-
CHECK- G.J.D.

BRIDGE NO.
SURVEY-
PLOT-

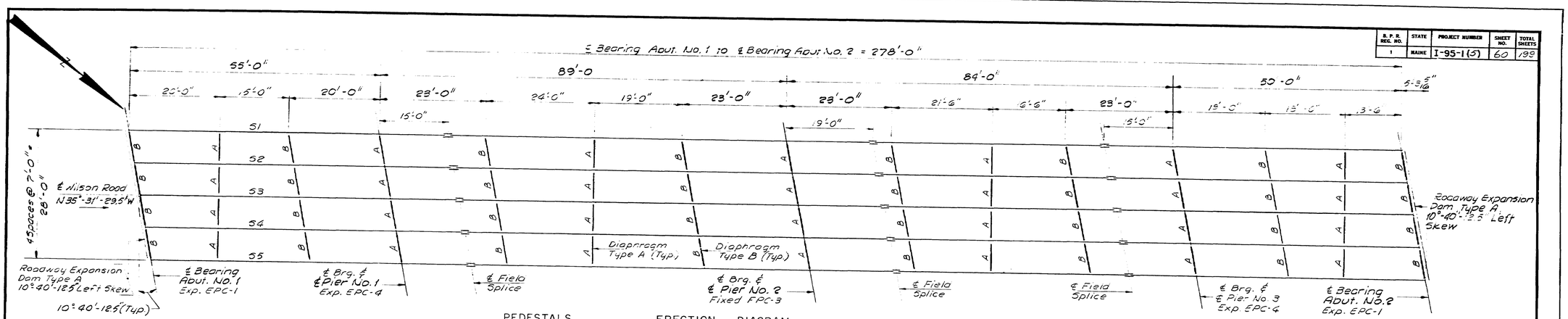
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

WILSON ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
KITTERY
YORK COUNTY
PIERS NO. 1, 2 & 3

SHEET 6 OF 10 AUGUSTA, MAINE OCT. 1966

KITTERY (5)

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-1(5)	60	199

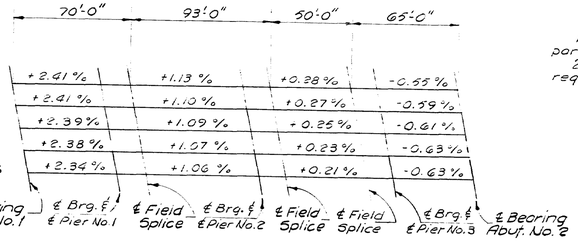


PEDESTALS

EPC-1; 10 Required
EPC-4; 10 Required
FPC-3; 5 Required

ERECTION DIAGRAM

1" = 10'



NOTE A

1. Shear studs to be placed parallel to piers.
2. Total number of studs required, 5160.

REFERENCES

Splices, see Standard Details Sheet BD.103-64
Pedestals, see Standard Details Sheet BD.101-70
Expansion Dams, see Standard Details Sheet BD.105-64.
Shear Connectors and Diaphragms, see Standard Details Sheet BD.104-66 and Standard Diaphragm Modifications, this sheet.

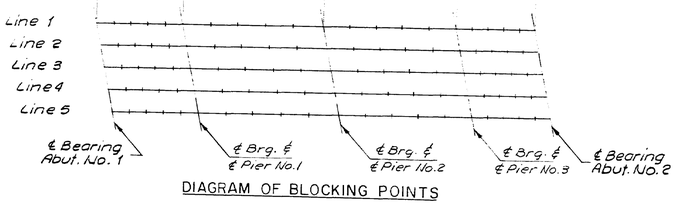
SPECIFICATIONS

Fabrication and Erection: State of Maine Standard Specifications, Highways and Bridges, Revision of June 1968.

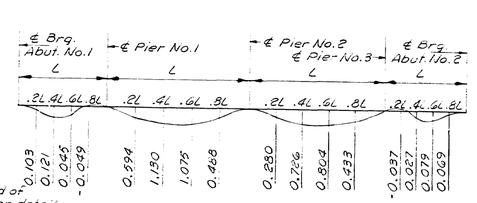
Design and Detail: A.A.S.H.O. Standard Specifications for Highway Bridges of 1961 and Interim Specifications of 1961, 1962, 1963, 1964 and Sept. 1, 1965 Draft Section 3 Structural Design.

Material: Except as otherwise noted on the Standard Details, all material shall conform to A.S.T.M. Designation A36.

DIAGRAM OF BLOCKING POINTS



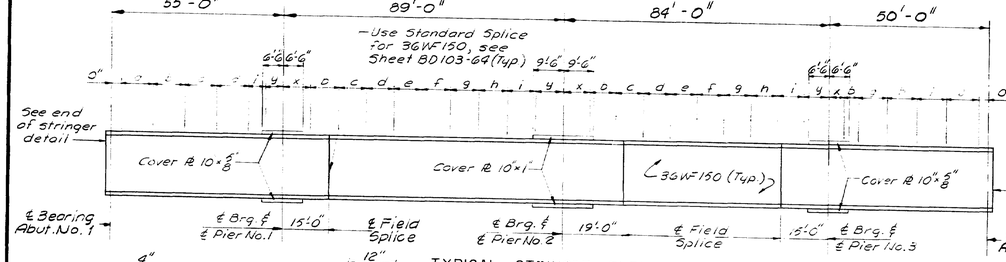
BEAM GRADES



DEAD LOAD DEFLECTION DIAGRAM

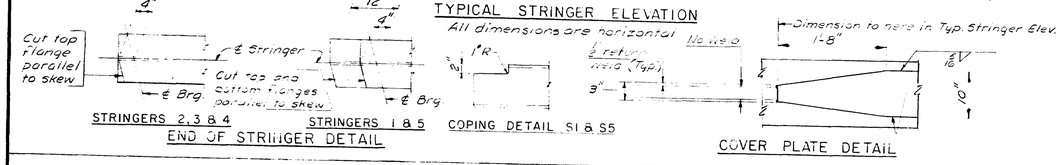
ALL DEFLECTIONS IN INCHES

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



TYPICAL STRINGER ELEVATION

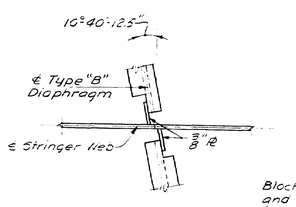
All dimensions are horizontal



END OF STRINGER DETAIL

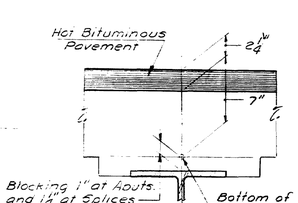
COVER PLATE DETAIL

STANDARD DIAPHRAGM MODIFICATIONS



NOTE: For details not shown see Standard Details Sheet BD.104-66

BLOCKING DETAIL



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 formwork is started. See Subsection 502.10(a) of the Standard Specifications, Revision of June 1968.

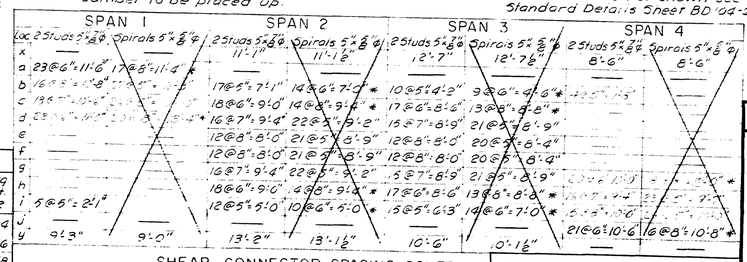
BOTTOM OF SLAB ELEVATIONS AT BLOCKING POINTS

	℄ Brg. Abut No. 1	SPAN 1 11'-0"	22'-0"	33'-0"	44'-0"	℄ Brg Pier No. 1	SPAN 2 17'-9 5/8"(-)	35'-7 7/8"	53'-4 1/8"	71'-2 1/16"	℄ Brg Pier No. 2	SPAN 3 16'-9 5/8"(-)	33'-7 3/16"	50'-4 13/16"	67'-2 1/16"	℄ Brg Pier No. 3	SPAN 4 10'-0"	20'-0"	30'-0"	40'-0"	℄ Brg Abut. No. 2
Line 1	45.82	46.13	46.42	46.68	46.92	47.16	47.54	47.87	48.12	48.30	48.45	48.59	48.69	48.74	48.73	48.67	48.63	48.58	48.52	48.44	48.34
Line 2	45.99	46.30	46.58	46.84	47.09	47.32	47.71	48.04	48.29	48.46	48.59	48.73	48.85	48.89	48.87	48.80	48.76	48.71	48.64	48.56	48.46
Line 3	46.16	46.47	46.75	47.01	47.25	47.48	47.86	48.20	48.44	48.61	48.74	48.87	48.98	49.03	49.00	48.93	48.88	48.83	48.77	48.68	48.58
Line 4	46.07	46.37	46.65	46.90	47.14	47.38	47.75	48.08	48.33	48.49	48.62	48.75	48.85	48.89	48.86	48.79	48.74	48.69	48.62	48.54	48.44
Line 5	45.97	46.27	46.55	46.80	47.04	47.27	47.63	47.95	48.19	48.36	48.49	48.62	48.71	48.76	48.72	48.65	48.61	48.55	48.48	48.39	48.29

C.B. CO. NO. 66303 87280

SHEAR CONNECTOR SPACING SCHEDULE

Typical for all stringers



NOTE: See Note A, this Sheet.

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

DESIGN- E.F.K. DETAIL - G.V.
TRACE-
CHECK- S.M.
BRIDGE NO.
SURVEY-
PLOT-

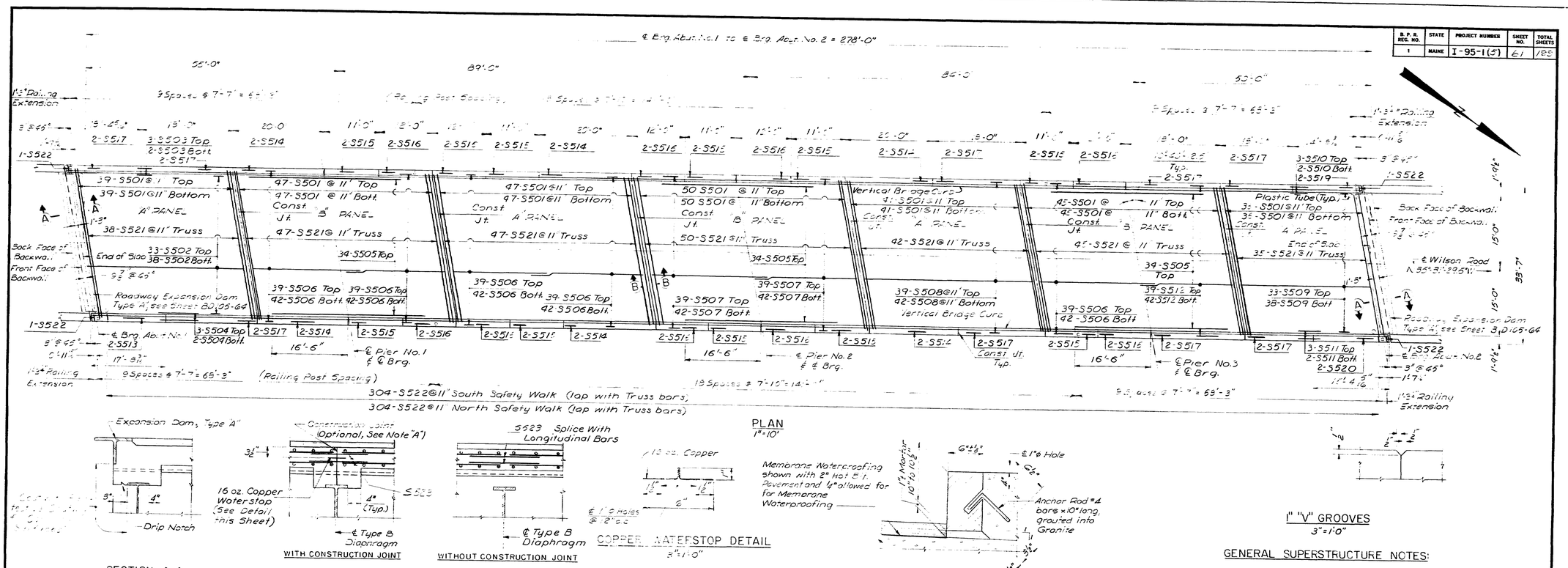
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

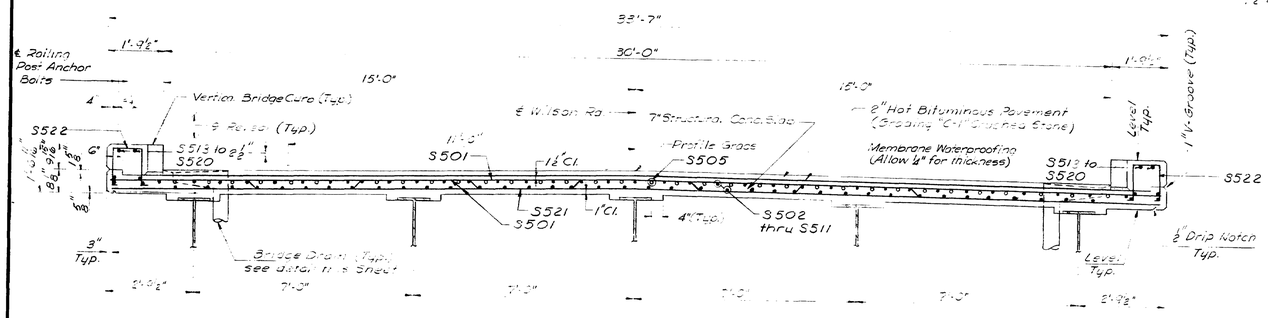
WILSON ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
KITTERY
YORK COUNTY
STRUCTURAL STEEL & BLOCKING

SHEET 7 OF 10 AUGUSTA, MAINE OCT. 1966

103-22 KITTERY (5)

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-1(5)	61	185

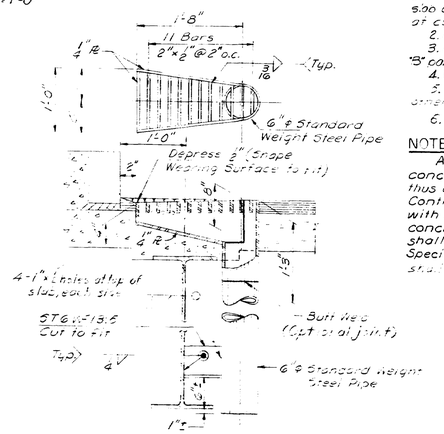




Note:
Coat the top and both faces of curb and slab with the 2 coats with "Protective Coating for Concrete Surfaces"

BRIDGE DRAIN NOTES:

1. Two bridge drains on each side of Span 1.
2. One bridge drain on each side of Span 4.
3. Drains shall be placed as they are at least 10'-0" clear of piers, exact position to be determined in field. For approximate locations, see Sheet 1.



TYPICAL CURB SECTION
½"=1'-0"

GENERAL SUPERSTRUCTURE NOTES:

At all curb joints, break the bond between concrete surfaces with a suitable grade of [illegible]. Form "V" grooves on outside face of curb and slab at each vertical joint. Provide joints in vertical bridge curb at curb construction joints.

2. For Bridge Rail, see Standard Details BD-106-65
3. Place concrete in "A" panels before placing concrete in "B" panels. See Note "A"
4. Vertical bridge curb will be paid for under Item 609.13.
5. Reinforcing steel to have 2" minimum cover unless otherwise shown.
6. Bituminous material for waterproofing shall be asphalt and shall be Type E.

NOTE "A"

As an alternate and at the contractors option, the deck concrete may be placed in one continuous operation, thus eliminating slab construction joints and waterstops. Continuous placing of concrete in the deck shall be made with the use of an acceptable set-retarder and liquid concrete curing compound. Payment for set-retarder shall be in accordance with Section 502 of the Standard Specifications. Payment for liquid curing compound shall be included in the various contract items.

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

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

WILSON ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
KITTERY
YORK COUNTY
SUPERSTRUCTURE

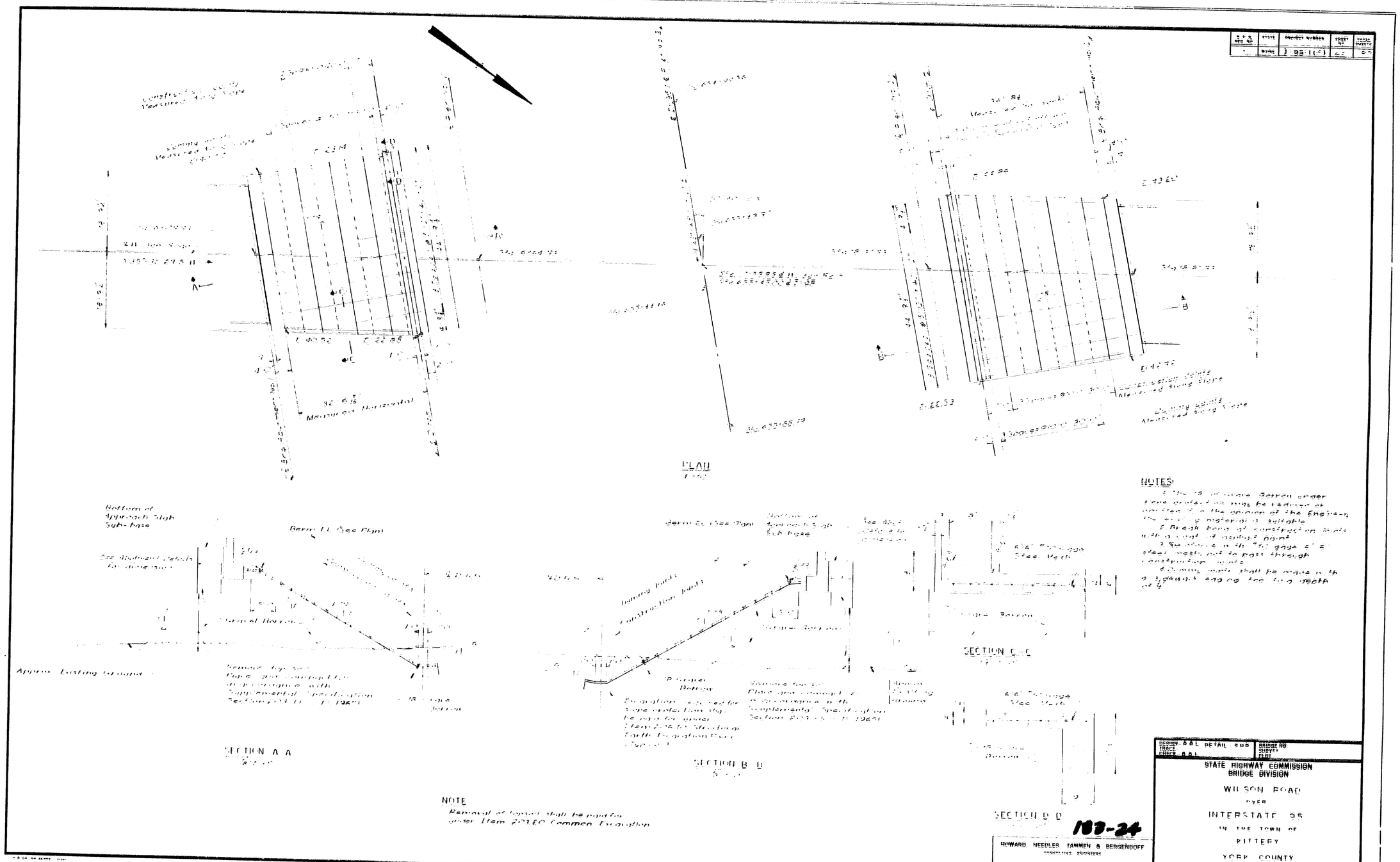
183-23

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

SHEET 8 OF 10 AUGUSTA, MAINE OCT. 1966

KITTERY (5)

C.B. CO. NO. 44-302 27480

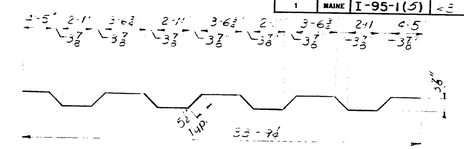

PLAN
SECTION A-A
SECTION B-B
SECTION C-C
SECTION D-D
NOTES:
NOTE
Removal of topsoil shall be paid for under Item 203.20 Common Excavation
Measured Horizontal
Bottom of Approach Slab Sub-base
Berm EL (See Plan)
Approx. Existing Ground
Gravel Borrow
Dummy Joints
Construction Joints
Steel Mesh
DESIGN
TRACE
CHECK
DETAIL
BRIDGE NO.
SURVEY
PLOT
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
WILSON ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
KITTERY
YORK COUNTY
SLOPE PROTECTION
SHEET 9 OF 10 AUGUSTA MAINE OCT. 1966
KITTERY(5)
HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
NEW YORK
BOSTON
KANSAS CITY
183-24

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-1(5)	10	199

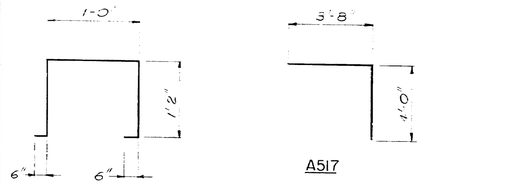
MARK	SIZE	NUMBER	LENGTH	INCR.	LOCATION
ABUTMENT NO. 1					
	STRAIGHT BARS				
A401	4	12	17'8"		Backwall
A501	5	16	17'8"		Stem
A502	5	46	4'6"		Backwall
A503	5	24	3'6"		Backwall dowels
A504	5	22	7'6"		Stem
A505	5	46	3'3"		Dowels
A506	5	40	8'9"		Wingwall
A507	5	2	4'4"		"
A508	5	6	11'0"		"
A509	5	6	11'6"		Wingwall
A510	5	26	9'8"		Parapet
A511	5	6	8'2"		"
A512	5	6	2'7"		Parapet
A601	6	14	19'0"		Footing
A602	6	27	5'8"		"
A603	6	10	8'8"		"
			7'11"	2¼"	2 groups of 5
A604	6	6	3'11"		Footing
	BENT BARS				
A402	4	12	4'5"		Stem
A403	4	6	5'2"		"
A404	4	4	6'0"		"
A513	5	6	2'6"		"
A514	5	6	2'6"		Stem
A515	5	18	10'0"		Parapet
A516	5	4	8'2"		Parapet
A517	5	24	7'8"		Stem
A605	6	20	3'6"		Approach Slab Seat
APPROACH SLAB					
	STRAIGHT BARS				
A5901	4	22	29'2"		Approach Slab
A5601	6	118	14'8"		Approach Slab
ABUTMENT NO. 2					
	STRAIGHT BARS				
A401	4	12	17'8"		Backwall
A501	5	16	17'8"		Stem
A502	5	46	4'6"		Backwall
A503	5	24	3'6"		Backwall dowel
A504	5	22	7'6"		Stem
A505	5	46	3'3"		Dowels
A506	5	40	8'9"		Wingwall
A507	5	2	4'3"		"
A508	5	6	11'0"		"
A509	5	6	11'6"		Wingwall
A510	5	25	9'8"		Parapet
A511	5	7	8'2"		"
A512	5	6	2'7"		Parapet
A601	6	14	19'0"		Footing
A602	6	27	5'8"		"
A603	6	10	8'8"		"
			7'11"	2¼	2 groups of 5
A604	6	6	3'11"		Footing
	BENT BARS				
A402	4	12	4'5"		Stem
A403	4	6	5'2"		"
A404	4	4	6'0"		"
A513	5	6	2'6"		"
A514	5	6	2'6"		Stem

MARK	SIZE	NUMBER	LENGTH	INCR.	LOCATION
ABUTMENT NO. 2 CONTINUED					
	BENT BARS				
A515	5	13	10'0"		Parapet
A516	5	4	8'2"		Parapet
A517	5	24	7'7"		Stem
A605	6	20	3'6"		Approach Slab Seat
APPROACH SLAB					
	STRAIGHT BARS				
A5901	4	22	29'2"		Approach Slab
A5601	6	118	14'8"		Approach Slab
PIER NO. 1					
	STRAIGHT BARS				
P601	6	16	6'6"		Footing
P602	6	16	5'6"		Footing
P604	6	4	31'8"		Cap
P901	9	24	5'6"		Column
P902	9	24	20'1"		Column
P1101	11	5	19'6"		Cap
P1102	11	7	31'8"		"
P1103	11	4	10'0"		Cap
	BENT BARS				
P401	4	40	11'6"		Column Tie
P501	5	4	10'9"		Cap
P502	5	4	11'2"		"
P503	5	4	11'7"		"
P504	5	4	12'0"		"
P505	5	4	12'5"		"
P506	5	34	12'7"		"
P605	6	8	11'7"		Cap
PIER NO. 2					
	STRAIGHT BARS				
P601	6	24	6'6"		Footing
P602	6	22	7'6"		Footing
P604	6	4	31'8"		Cap
P901	9	48	5'6"		Column
P904	9	24	18'1"		Column
P903	9	24	10'6"		Column
P1101	11	5	19'6"		Cap
P1102	11	7	31'8"		"
P1103	11	4	10'0"		Cap
	BENT BARS				
P401	4	36	11'6"		Column Tie
P501	5	4	10'9"		Cap
P502	5	4	11'2"		"
P503	5	4	11'7"		"
P504	5	4	12'0"		"
P505	5	4	12'5"		"
P506	5	34	12'7"		"
P605	6	8	11'7"		Cap
PIER NO. 3					
	STRAIGHT BARS				
P601	6	16	6'6"		Footing

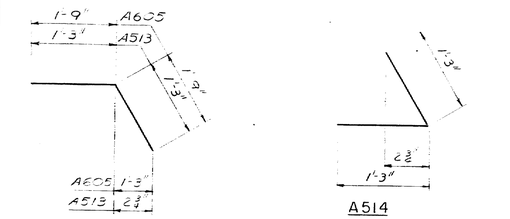
MARK	SIZE	NUMBER	LENGTH	INCR.	LOCATION
PIER NO. 3 CONTINUED					
	STRAIGHT BARS				
P603	6	16	5'6"		Footing
P604	6	4	31'8"		Cap
P901	9	24	5'6"		Column
P903	9	24	22'1"		Column
P1101	11	5	19'6"		Cap
P1102	11	7	31'8"		"
P1103	11	4	10'0"		Cap
	BENT BARS				
P401	4	48	11'6"		Column Tie
P501	5	4	10'9"		Cap
P502	5	4	11'2"		"
P503	5	4	11'7"		"
P504	5	4	12'0"		"
P505	5	4	12'5"		"
P506	5	34	12'7"		"
P605	6	8	11'7"		Cap
SUPERSTRUCTURE					
	STRAIGHT BARS				
S501	5	610	33'10"		Transverse Slab
S502	5	71	35'1"		Slab Longitudinal
S503	5	5	35'11"		"
S504	5	5	35'9"		"
S505	5	102	33'0"		"
S506	5	405	22'0"		"
S507	5	162	23'6"		"
S508	5	81	37'8"		"
S509	5	71	32'1"		"
S510	5	5	32'1"		"
S511	5	5	32'1"		"
S512	5	1	1'		"
S513	5	2	17'4"		Safety Walk
S514	5	12	19'8"		"
S515	5	22	10'8"		"
S516	5	22	11'8"		"
S517	5	13	17'8"		"
S519	5	2	14'4"		"
S520	5	2	14'8"		Safety Walk
S523	5	486	3'2"		Slab Longitudinal
	BENT BARS				
S521	5	304	34'10"		Transverse Slab
S522	5	612	4'4"		Safety Walk



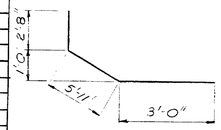
S521



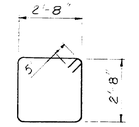
S522 A517



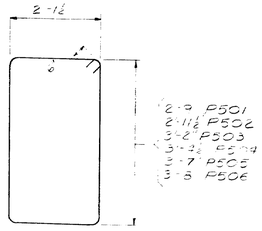
A513 & A605 A514



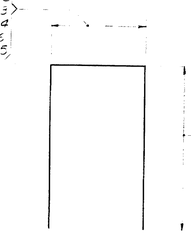
P605



P401



P501 THRU P506



A402, A403, A404, A515 & A516

NOTES:
1. All dimensions are to the ℄ of bars

DESIGN–	DETAIL-S.H.R.
TRACE–	
CHECK– D.B.N.	
BRIDGE NO.	
SURVEY–	
PLOT–	

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

WILSON ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
KITTERY
YORK COUNTY
REINFORCING STEEL

183-25

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

SHEET 10 OF 10 AUGUSTA, MAINE OCT. 1966

KITTERY(5)

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