F.A. PROJ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(29)	46	93

X-Sections Relocation Old Route 157 ~ 22+0 to 23+0

5 INCHES

Sta. 25+20
Install 36" A.C.C.M.P. x 90°; Skew 18° Back Left
Inv. El. 242.0 Lft
Inv. El. 241.5 Rt.
Place Sod around Inlet & Outlet.
Jute Matting - Weave H

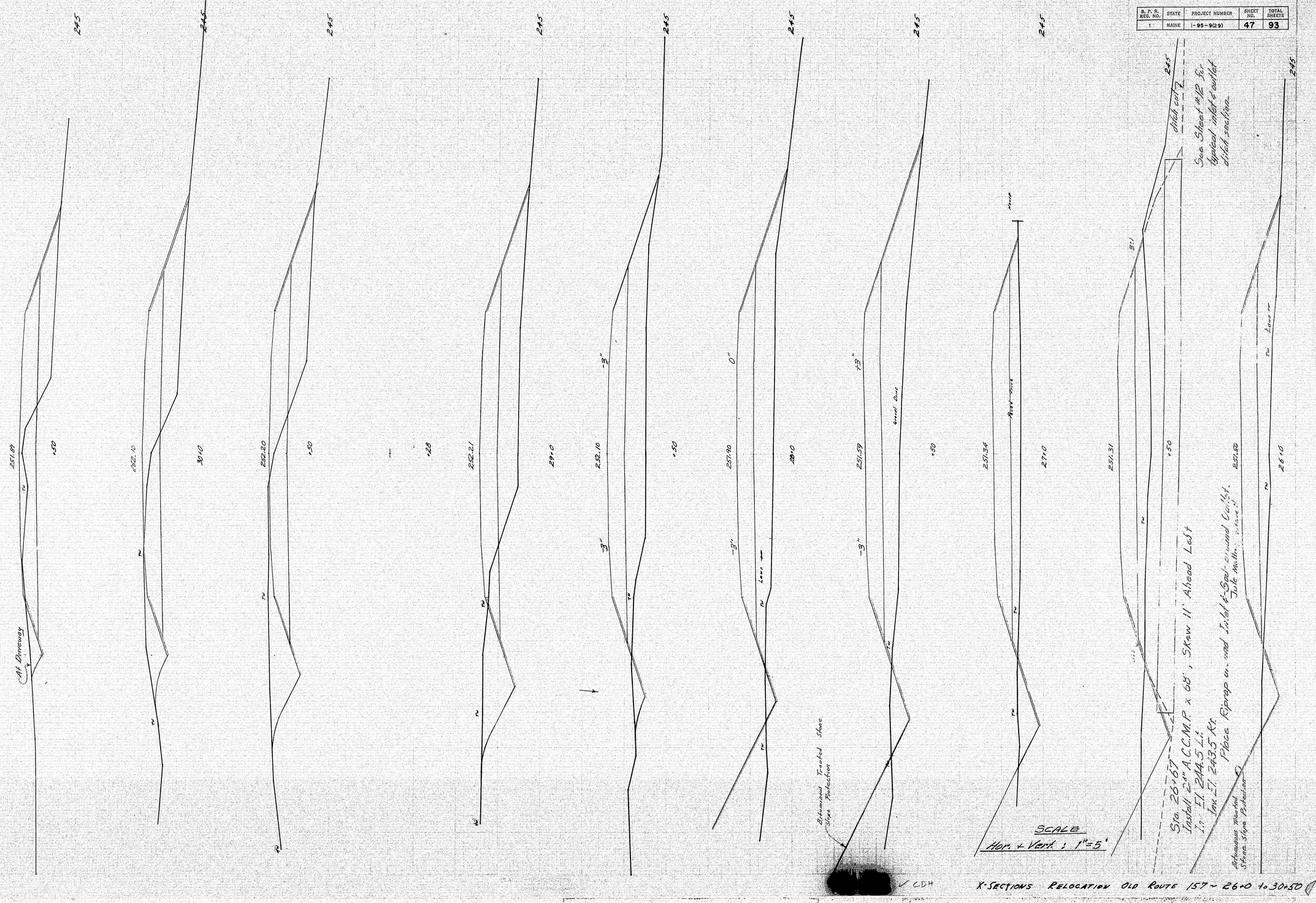
See Sh. #12 for typical inlet & outlet ditch section

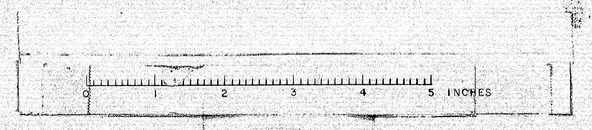
Sta. 22+37
Install 18" A.C.M.P. x 90°
Inv. El. 245.0 Left
Inv. El. 244.5 Right
Skew 18° Mitred Left
Place Sod around Inlet & Outlet.
Jute Matting - Weave H

* Note: For Match Section See Sheet #43

Scale: 1" = 5'
Hor. & Vert.

B. F. H. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(29)	47	93

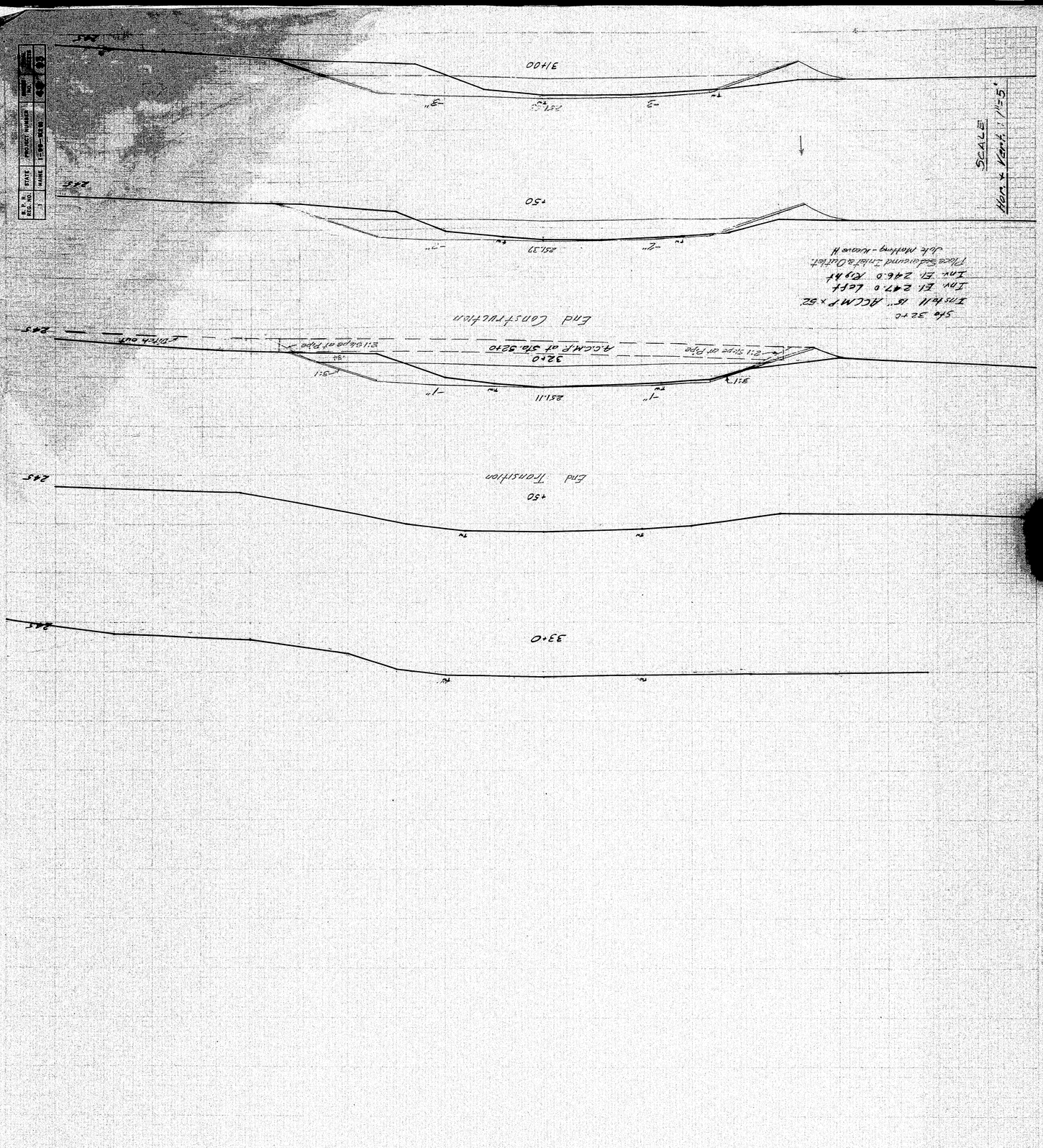


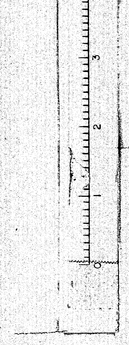


✓ CDH

X-SECTIONS RELOCATION OLD ROUTE 157 ~ 26+0 to 30+50

X-Sections Relocation Old Route 157 ~ 3/1000 to 330





BI. P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(29)	49	93

X-Sections

Connecting from Church Road to Relocation Old Park ST

*Note: For Meter Line See Sheet #45

SCALE
Hor. 1" = 10'
Ver. 1" = 5'

1230+0

1230+0 (North Section)*

1229+50

1229+00

1228+50

1228+00

1227+50

1227+00

1226+50

1226+00

1225+50

1225+00

1224+50

1224+00

1223+50

1223+00

1222+50

1222+00

1221+83

1221+50

1221+00

1220+50

1220+00

Begin Freeman Connection Church Road & Relocation Old Route 157

256.24 -3" -3" 4:1

256.12 0 -3" 4:1 4:1

256.36

256.94 +3" -3" 3:1 6:1 259.7

259.65 +3" -3" 257.4 257.0

285

280

275

270

265

260

255

250

245

PLATE 3 — CROSS SECTION C. P. R. R.
MAULE and MERRITT-CHAPMAN & SCOTT CORP.
CONTRACTORS, ENGINEERS AND CONSTRUCTORS
NEW YORK

INCHES 0 1 2 3 4 5

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(29)	22	23

25+63

24+73

23+01

22+38

21+95

21+10

20+80

22+50

21+74

23+10

Begin Construction

22+60

Connection from River Road to Relocation Old Route 157

SCALE
Hor. 1" = 5'
Ver. 1" = 5'

Connection from River Road to Relocation Old Route

X-Sections

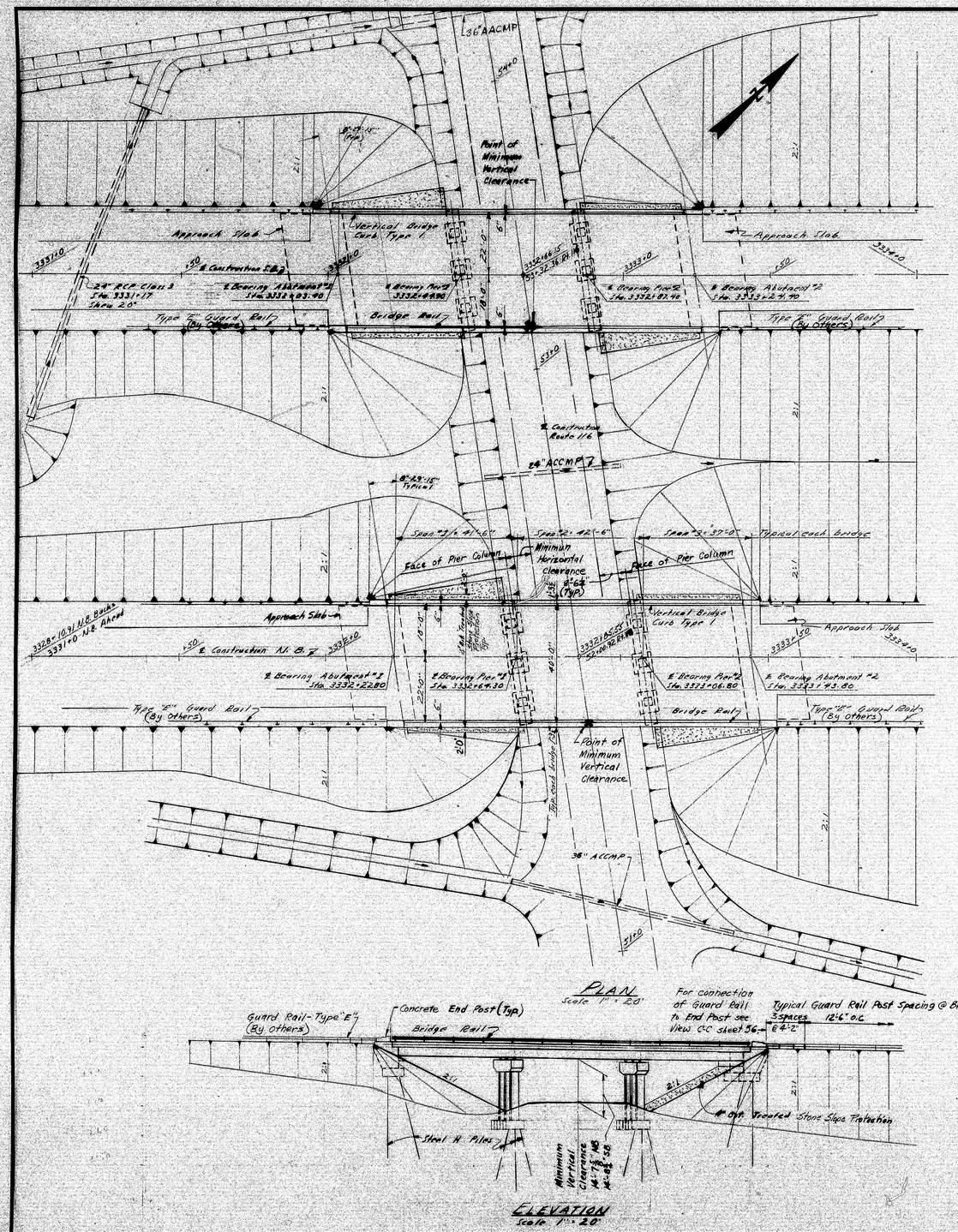
PLATE 3—CROSS SECTION

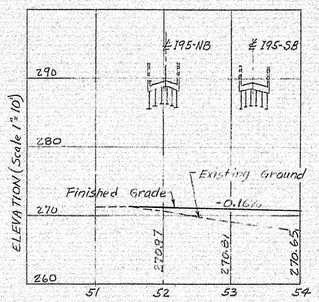
MAINE DEPARTMENT OF TRANSPORTATION
CHARLES HOSKING COMPANY, INC.

CDH

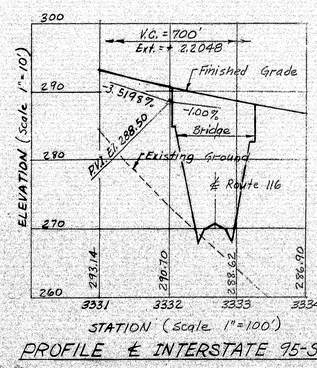
0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8 (62)	51	93

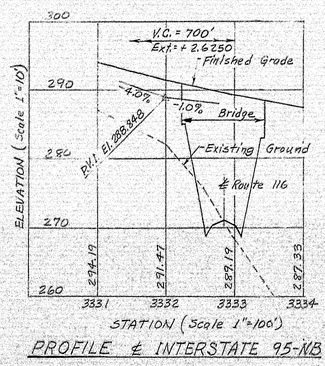




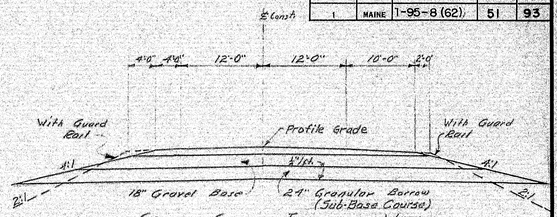
PROFILE ℄ ROUTE 116



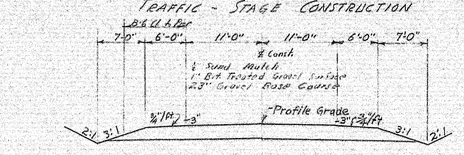
PROFILE ℄ INTERSTATE 95-SB



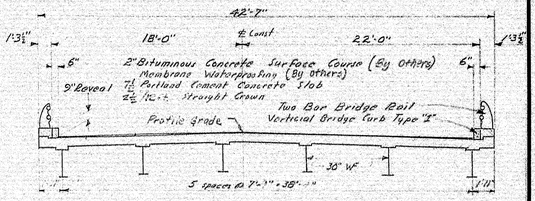
PROFILE ℄ INTERSTATE 95-NB



CROSS SECTION INTERSTATE WITH TRAFFIC - STAGE CONSTRUCTION



CROSS SECTION ROUTE 116



TYPICAL BRIDGE SECTION - WITH TRAFFIC

SPECIFICATIONS

DESIGN: AASHO Standard Specifications for Highway Bridges 1961, with Interim Specifications 1961 to 1964.

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

LIVE LOADING

H15-S0 44 as modified for Interstate Highways.

ALLOWABLE STRESSES

CONCRETE - f_c = 1,200 p.s.i. n = 10
REINFORCING STEEL - Intermediate Grade f_s = 20,000 p.s.i.
STRUCTURAL STEEL - A36 = 20,000 p.s.i.

CONCRETE CLASSIFICATION

ALL CONCRETE - Class "A".

STRUCTURAL STEEL CLASSIFICATION

Except as otherwise noted on the Standard Details all material shall conform to A.S.T.M. designation A36.

DESIGN- GDH	BRIDGE NO.
TRACE- [illegible]	SURVEY-
CHECK- HHQ	PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

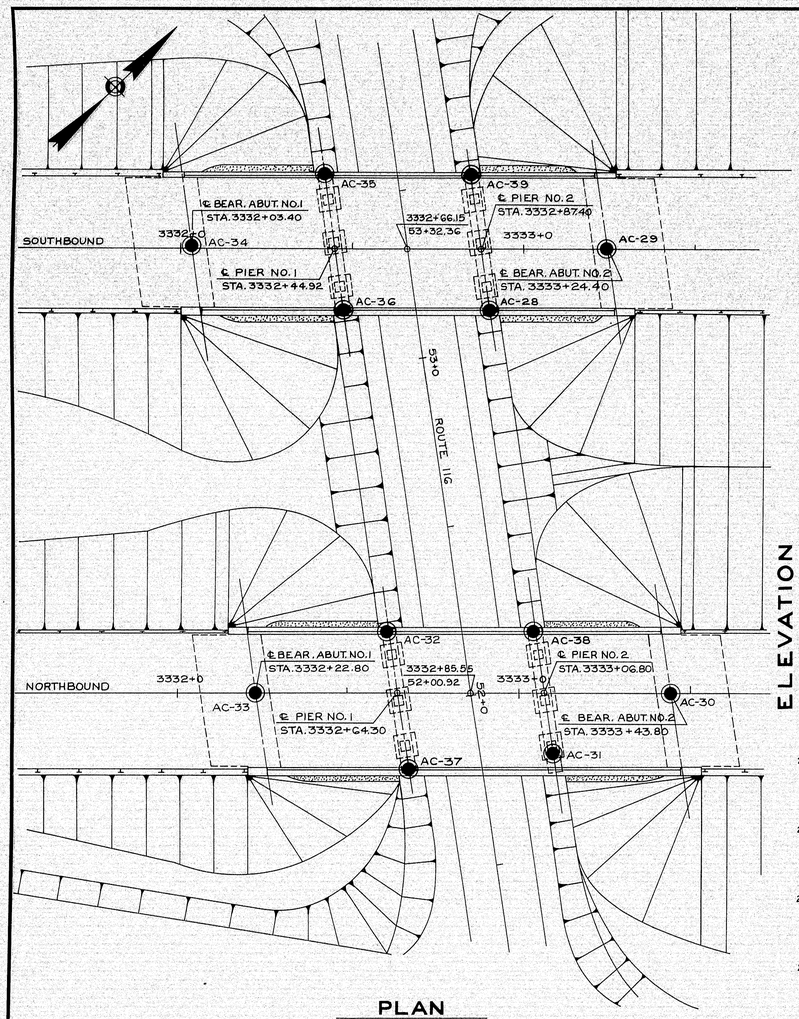
INTERSTATE 95
OVER
ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
GENERAL PLAN & ELEVATION

SHEET 51 OF 93 AUGUSTA, MAINE OCT. 1964

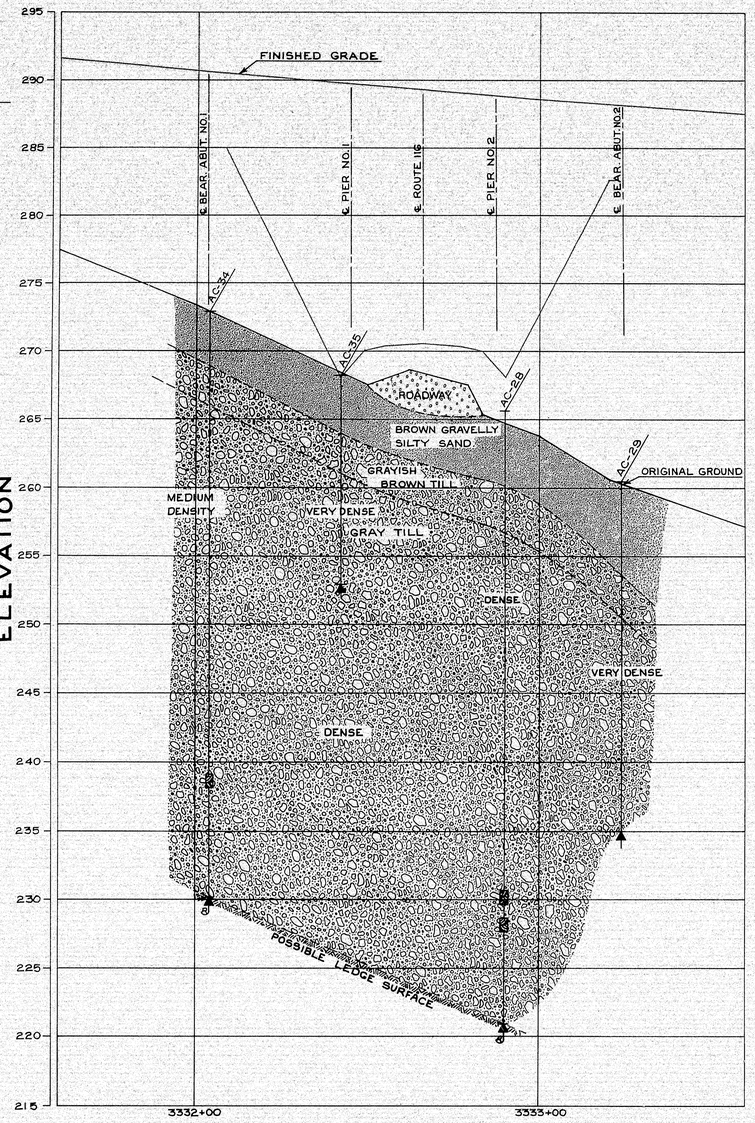
99-56



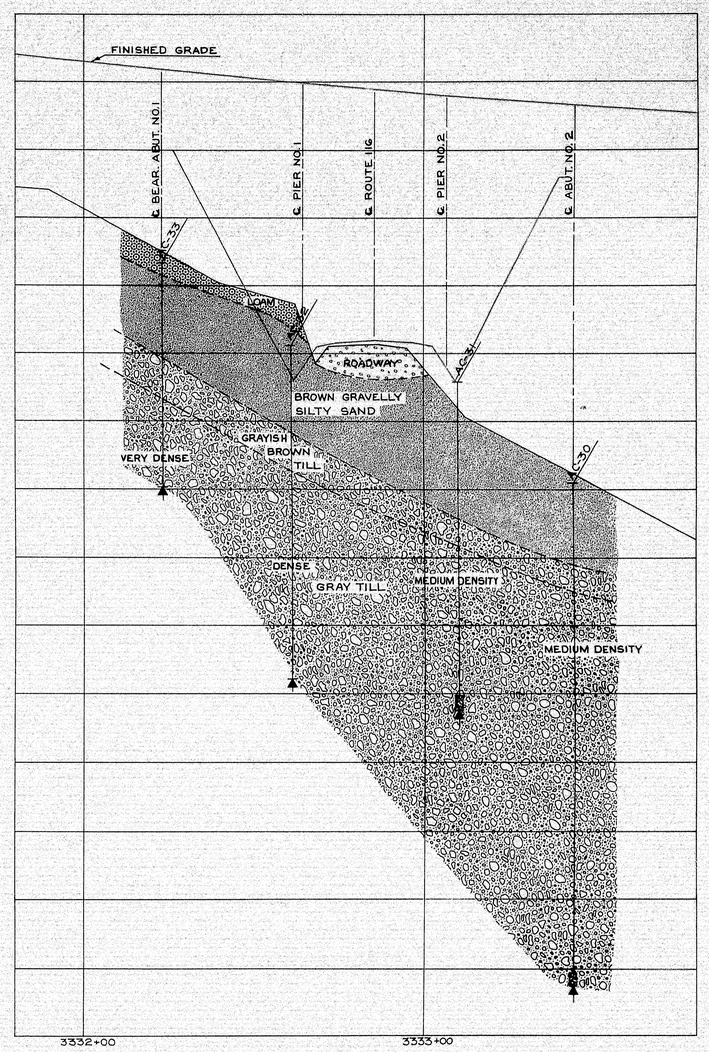
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(62)	52	93



PLAN
SCALE: 1"=20'



℄ PROFILE SOUTHBOUND LANE
SCALES: VERT.-1"=5' HORIZ. 1"=20'



℄ PROFILE NORTHBOUND LANE
SCALES: VERT. 1"=5' HORIZ. 1"=20'

Note: Springs and artesian flow of water from wash borings were noted along the Interstate line on high ground to south of bridge location.

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

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
FOUNDATION SURVEY

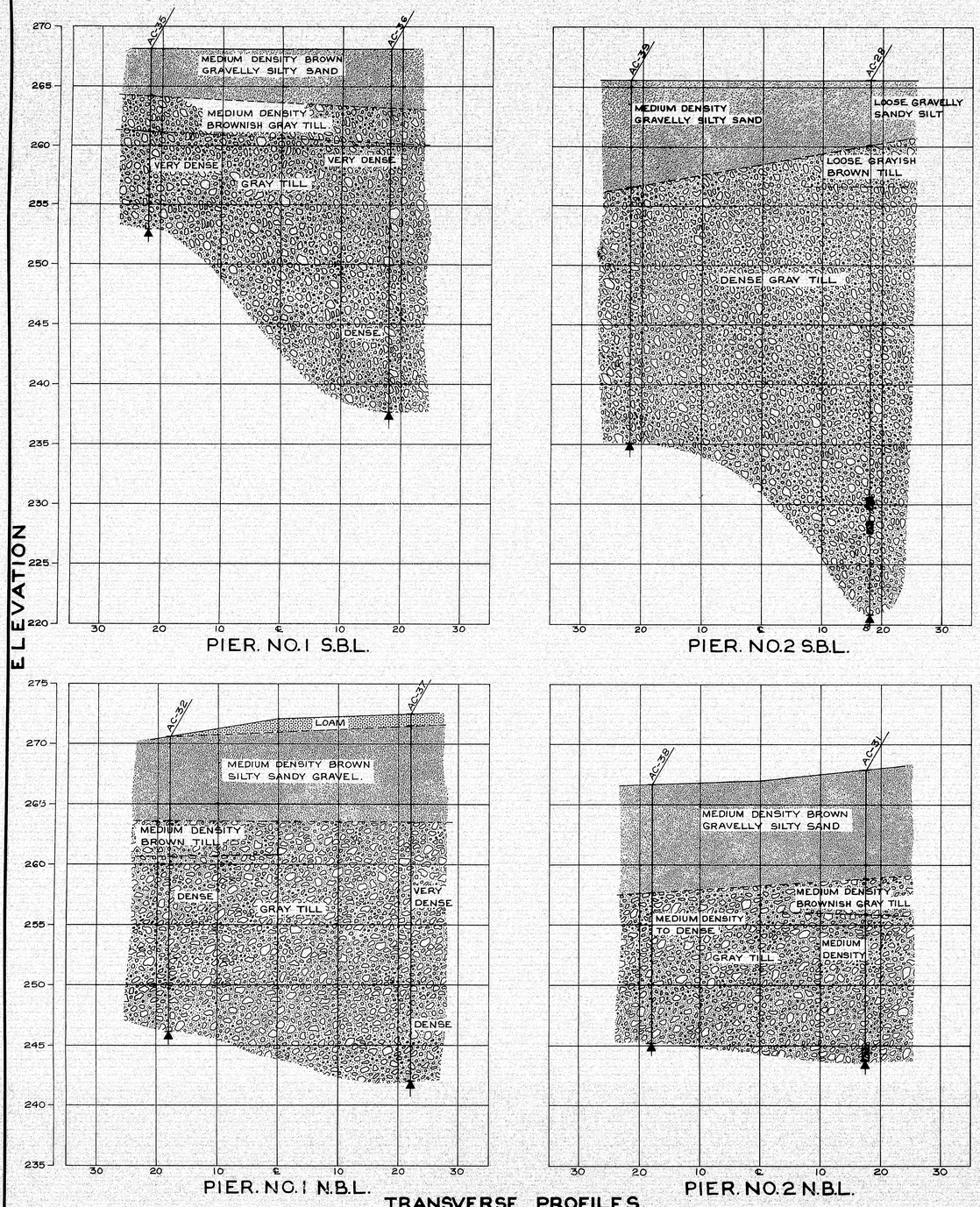
SHEET 52 OF 93 AUGUSTA, MAINE OCT. 1964

C. B. Co., No. 44-131 25788

99-57

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(62)	53	93

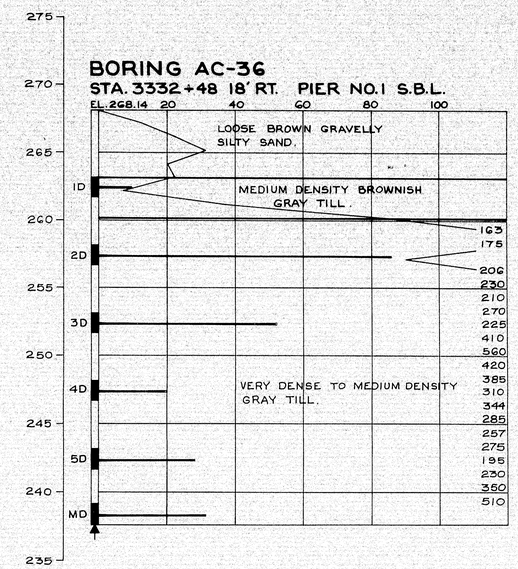


TRANSVERSE PROFILES

SCALES HORIZ. 1"=10' VERT. 1"=5'

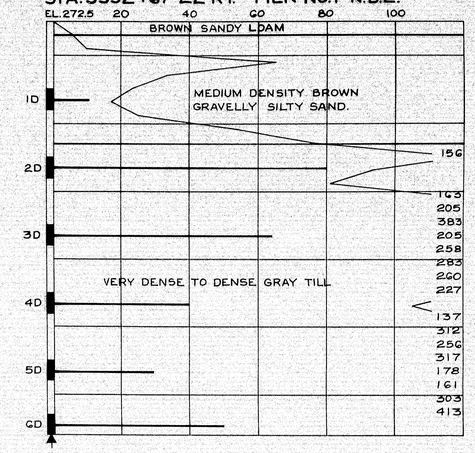
BORING AC-36

STA. 3332+48 18' RT. PIER NO.1 S.B.L.



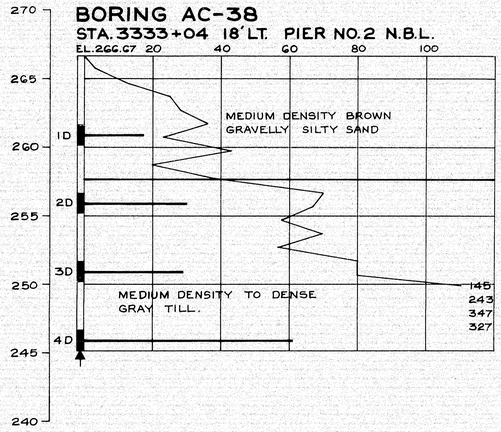
BORING AC-37

STA. 3332+67 22' RT. PIER NO.1 N.B.L.



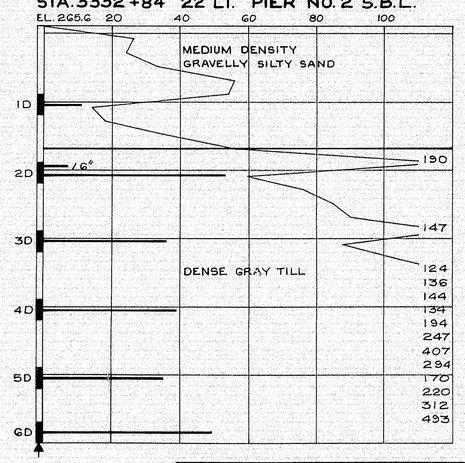
BORING AC-38

STA. 3333+04 18' LT. PIER NO.2 N.B.L.



BORING AC-39

STA. 3332+84 22' LT. PIER NO.2 S.B.L.



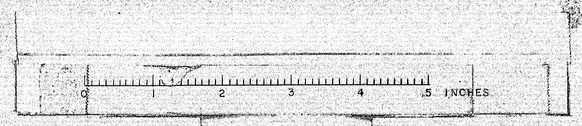
DESIGN–	BRIDGE NO.
TRACE–	SURVEY–
CHECK–	PLOT–

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
FOUNDATION SURVEY

SHEET 53 OF 93 AUGUSTA, MAINE OCT. 1964

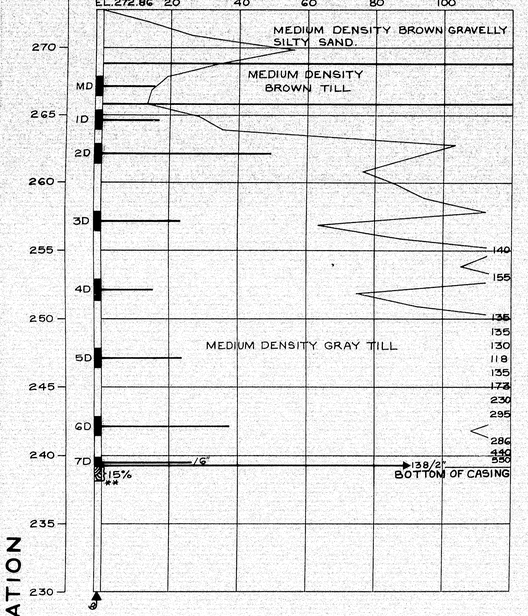
99-58



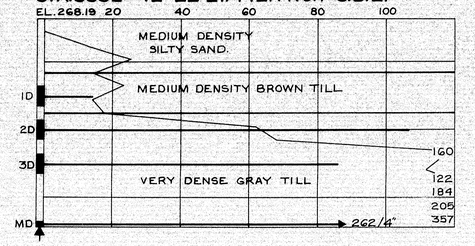
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8 (62)	54	93

ELEVATION

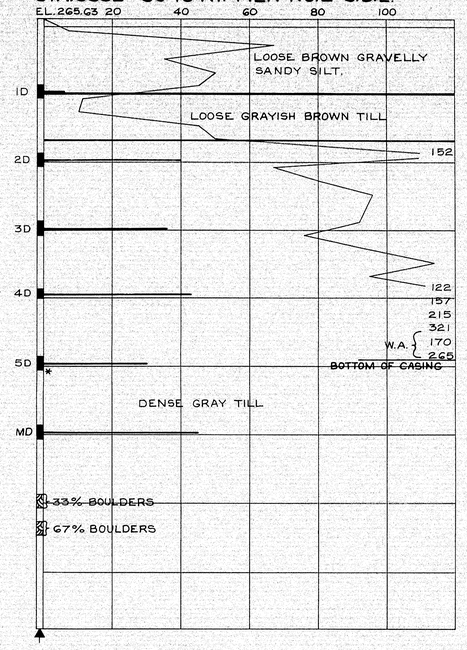
BORING AC-34
STA. 3332+03.75 1'LT. ABUT. NO. 1 S.B.L.



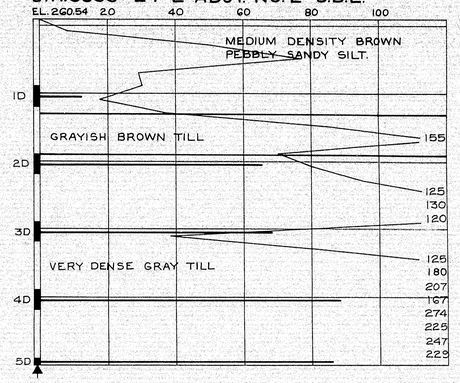
BORING AC-35
STA. 3332+42 22'LT. PIER NO. 1 S.B.L.



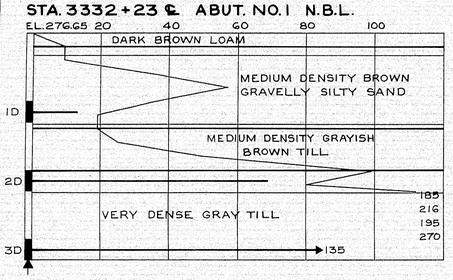
BORING AC-28
STA. 3332+90 18'RT. PIER NO. 2 S.B.L.



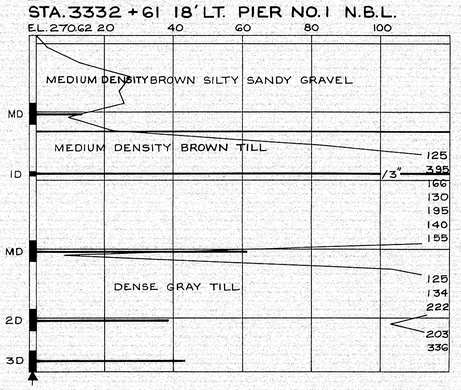
BORING AC-29
STA. 3333+24 ℄ ABUT. NO. 2 S.B.L.



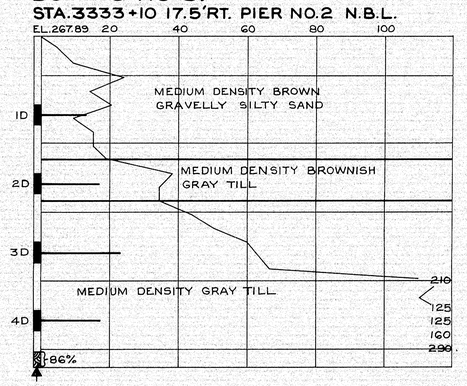
BORING AC-33
STA. 3332+23 ℄ ABUT. NO. 1 N.B.L.



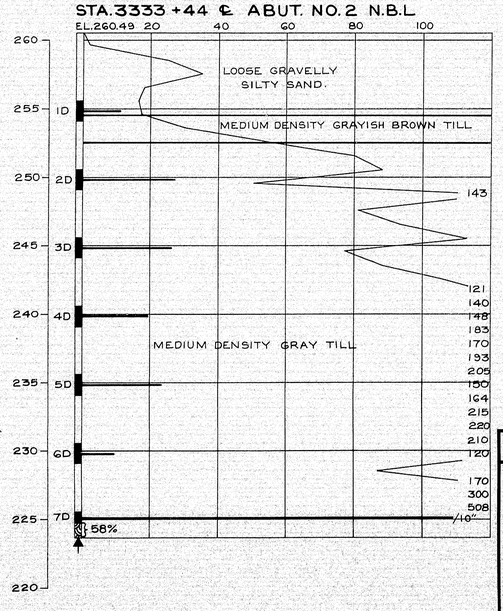
BORING AC-32
STA. 3332+61 18'LT. PIER NO. 1 N.B.L.



BORING AC-31
STA. 3333+10 17.5'RT. PIER NO. 2 N.B.L.



BORING AC-30
STA. 3333+44 ℄ ABUT. NO. 2 N.B.L.



BORING NOTES

Casing size 2½"
All samples are made ahead of casing
Number of blows required to drive extra heavy casing one foot with 400 ft. lbs. of energy per blow.
Location of sample or sample attempt.
Number and type of dry sample.
1D S℄H Sampler #1 2 3 0's
MD Unsuccessful sample attempt and type of sampler.
Number of blows required to drive spoon or tubing one foot with 350 ft. lbs. of energy per blow.
Bottom of boring (may not be bottom of soil strata.)
Locations cored by diamond bit and per cent recovery of rock.
* Drilled ahead with hard faced bit.
** Drilled ahead with pod auger.
W.A. Washed ahead

DESIGN—
TRACE—
CHECK—

BRIDGE NO.
SURVEY—
PLOT—

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

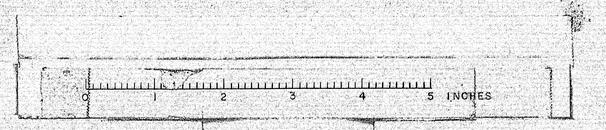
INTERSTATE 95
OVER
ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY

BORING DETAILS

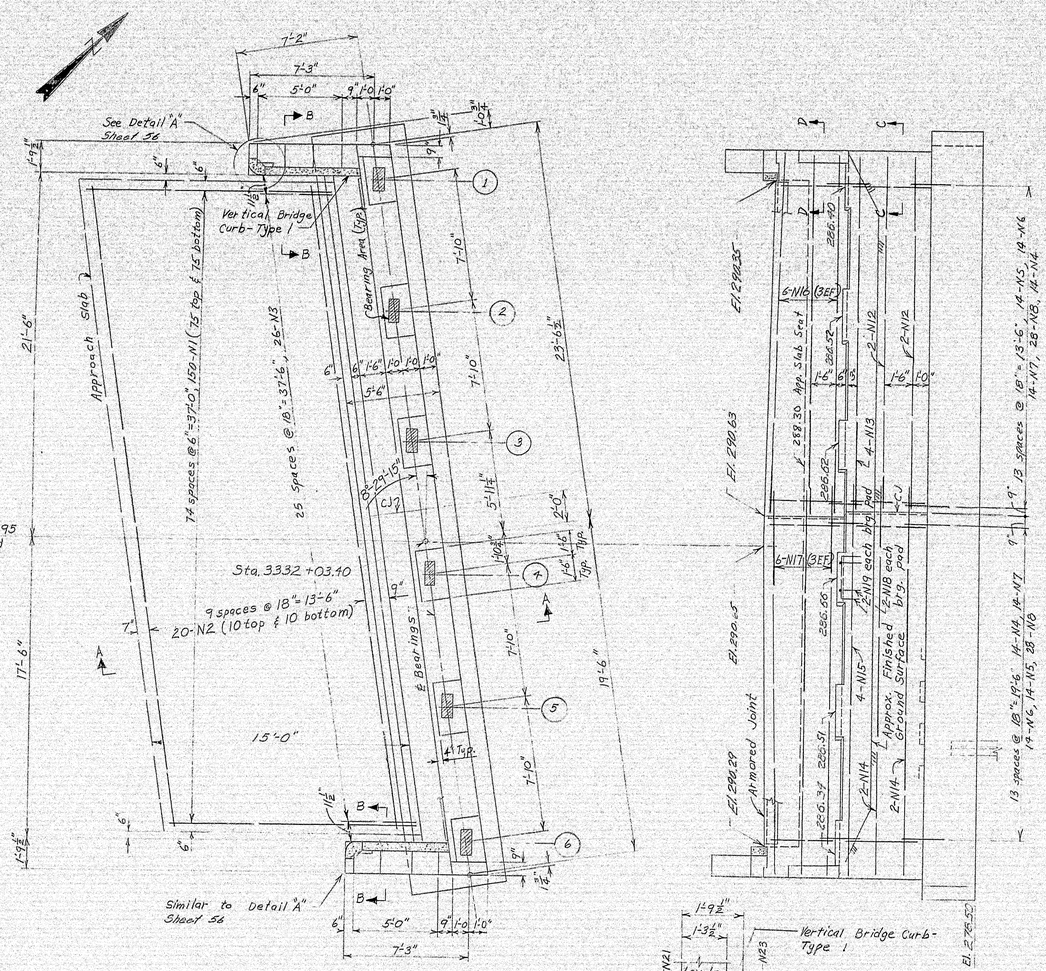
SHEET 54 OF 93 AUGUSTA, MAINE OCT. 1964

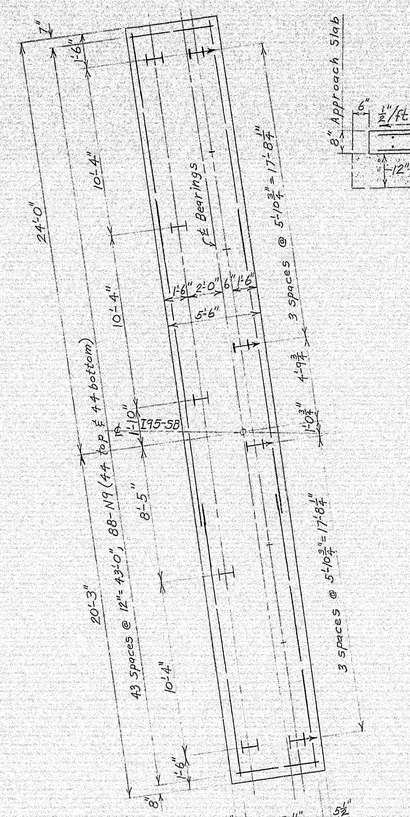
C. B. CO., NO. 44-131 28788

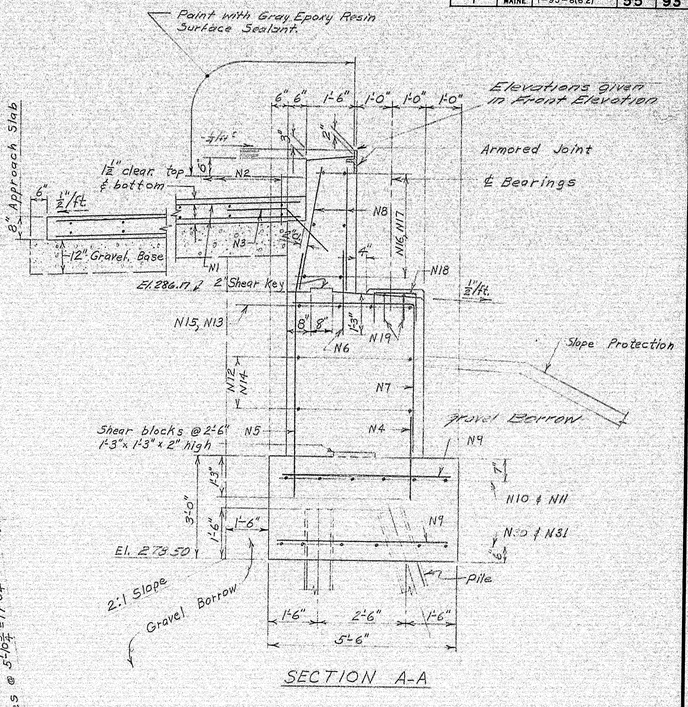
99-59

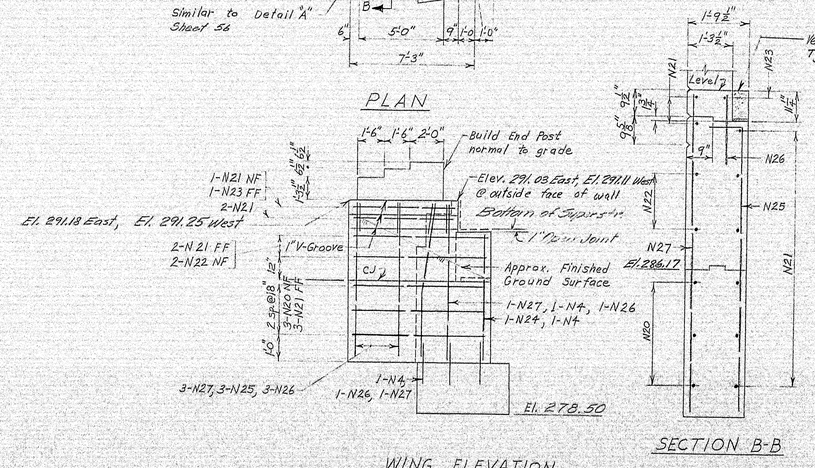


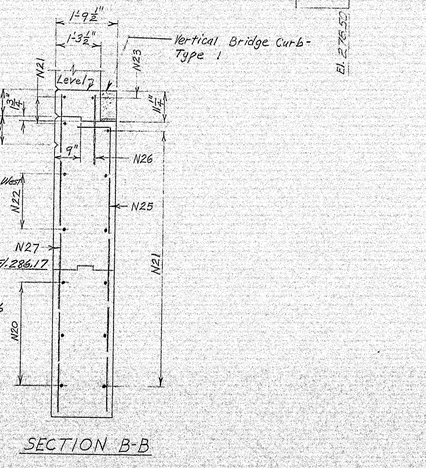
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(62)	55	93

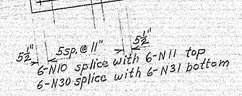














DESIGN- CDH
TRACE- LLB
CHECK- HRQ

BRIDGE NO.
SURVEY-
PLOT-

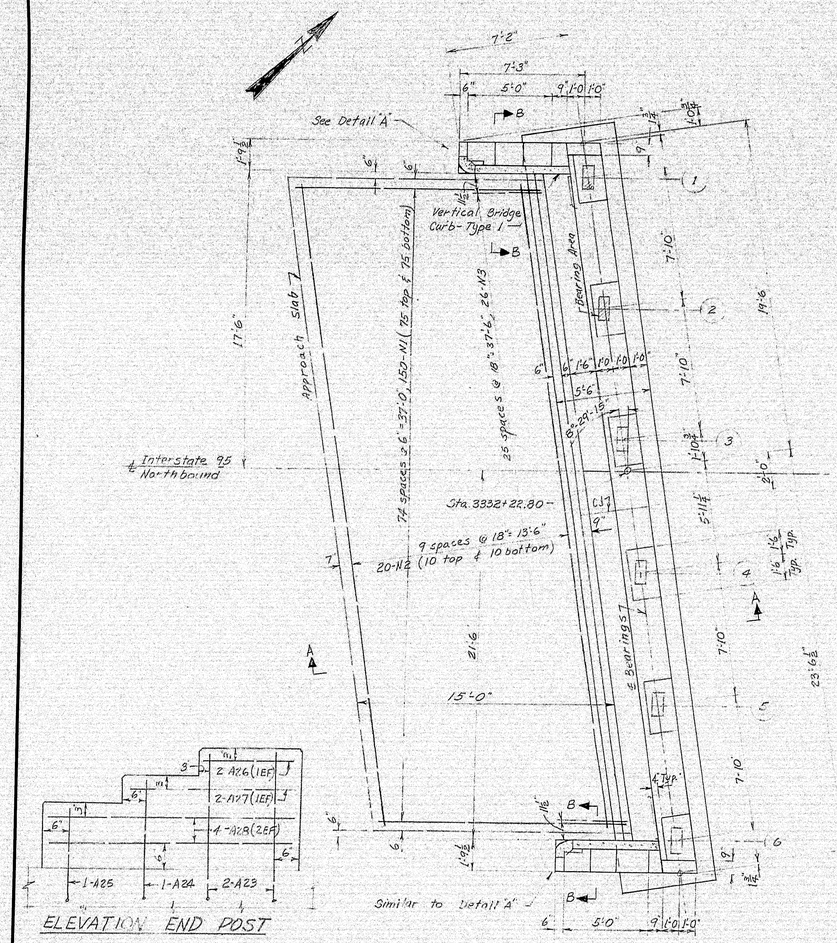
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

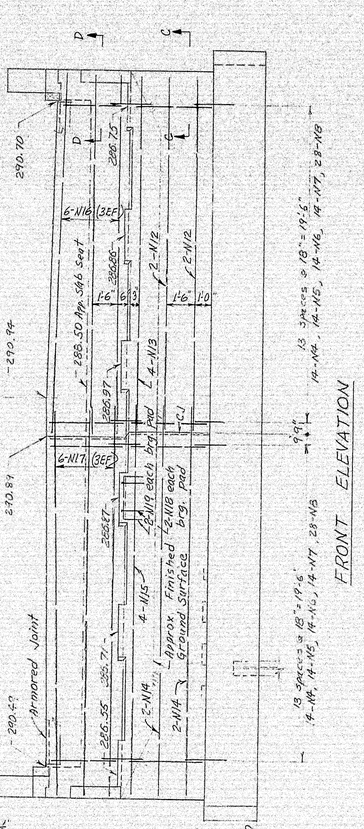
INTERSTATE 95
OVER
ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
ABUTMENT 1 SOUTHBOUND

SHEET 55 OF 93 AUGUSTA, MAINE OCTOBER 1964

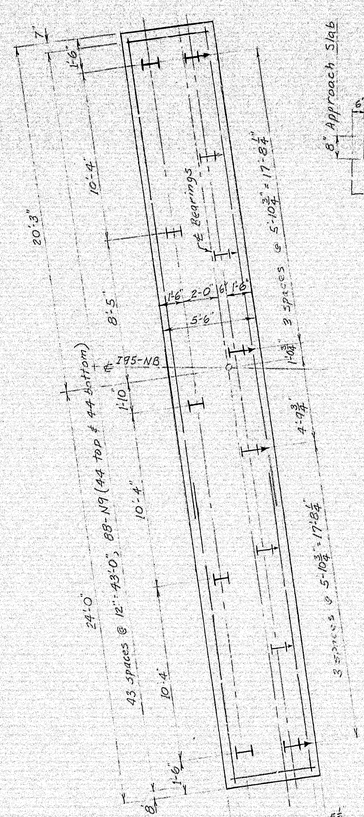
99-60

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(62)	56	93

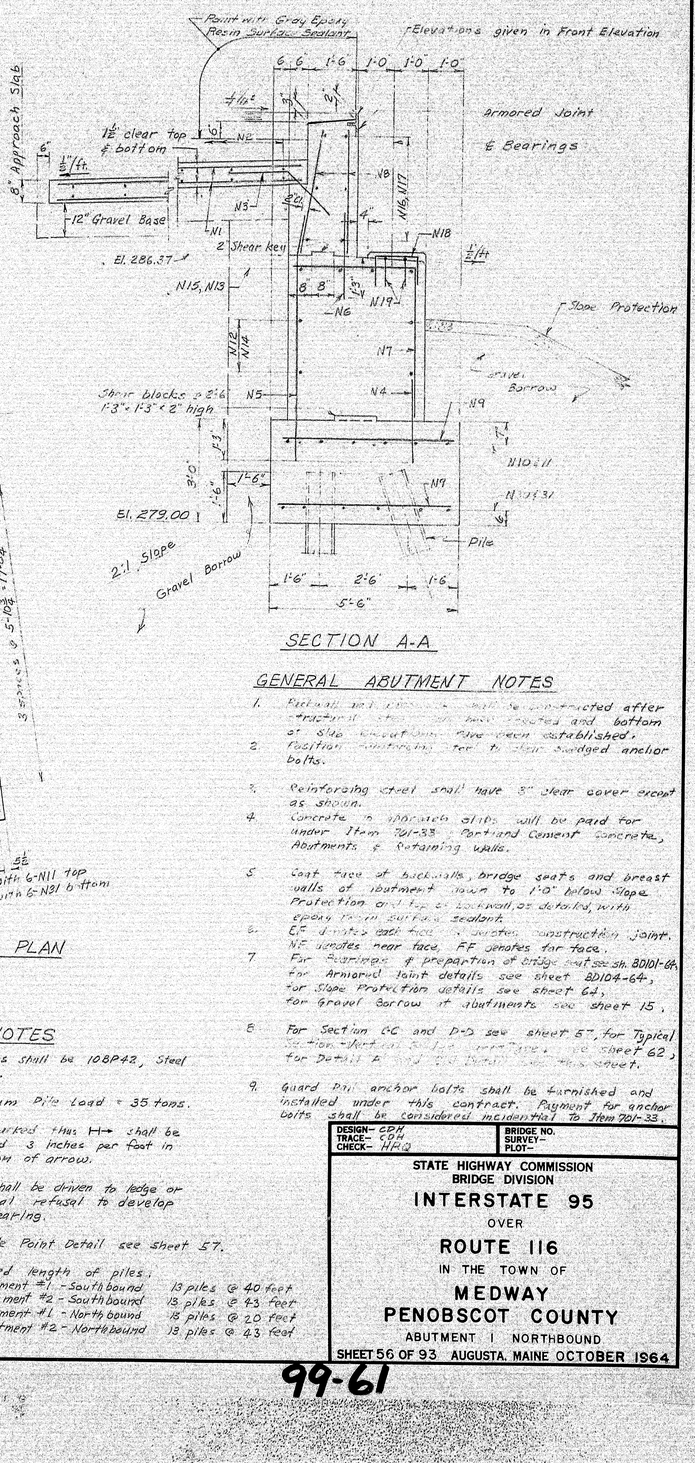




FRONT ELEVATION



PILE AND FOOTING PLAN

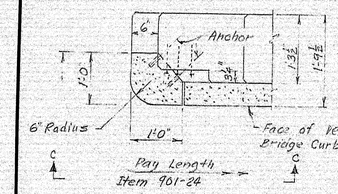


SECTION A-A

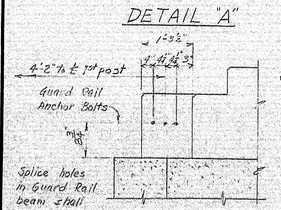
GENERAL ABUTMENT NOTES

1. Backwall and wingwalls shall be constructed after structural steel has been erected and bottom of slope excavations have been established; position reinforcing steel to clear dredged anchor bolts.
2. Reinforcing steel shall have 3" clear cover except as shown.
3. Concrete in approach slabs will be paid for under Item 701-33 Portland Cement Concrete, Abutments & Retaining Walls.
4. Cast face of backwalls, bridge seats and breast walls of abutment down to 1'-0" below Slope Protection and top of backwall, as detailed, with epoxy resin surface sealant.
5. CF denotes cast face of concrete construction joint. NF denotes near face, FF denotes far face.
6. For Bearings & preparation of bridge seat see sh. BD101-64, for Armored Joint details see sheet BD104-64, for Slope Protection details see sheet 64, for Gravel Borrow at abutments see sheet 15.
7. For Section C-C and D-D see sheet 57, for Typical Section-Vertical Slope Protection see sheet 62, for Detail F see sheet 57, for Detail E see sheet 57.
8. Guard Rail anchor bolts shall be furnished and installed under this contract. Payment for anchor bolts shall be considered incidential to Item 701-33.

ELEVATION END POST

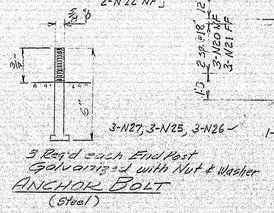


DETAIL "A"



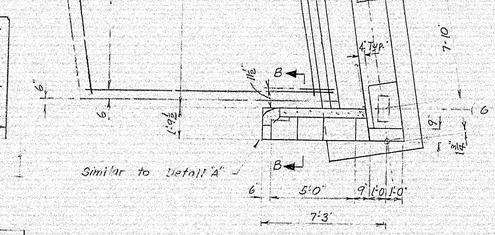
Splice holes in Guard Rail beam shall be plunged with galv. button head bolts (By Others)

VIEW C-C

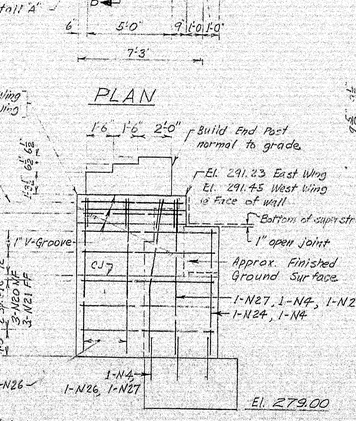


3 Req'd each End Post Galvanized with Nut & Washer

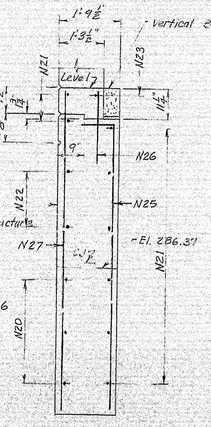
ANCHOR BOLT (Steel)



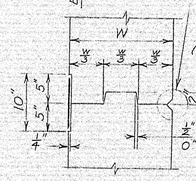
PLAN



WING ELEVATION



SECTION B-B



Cover the vertical construction joint on the outside with two (2) layers of heavy roofing 10" wide. Coat the surface of the concrete and each layer of roofing as applied with a suitable grade of roofing cement. Recess area to be covered by roofing ¼" as shown.
Paint the vertical construction joints with a suitable grade of asphalt paint to break bond.

CONSTRUCTION JOINT DETAIL

PILE NOTES

1. All piles shall be 10BP42, Steel H-piles.
2. Maximum Pile Load = 35 tons.
3. Piles marked thus H→ shall be battered 3 inches per foot in direction of arrow.
4. Piles shall be driven to ledge or practical refusal to develop end bearing.
5. For Pile Point Detail see sheet 57.
6. Estimated length of piles.

Abutment #1 - Southbound	13 piles	@ 40 feet
Abutment #2 - Southbound	13 piles	@ 43 feet
Abutment #1 - Northbound	13 piles	@ 20 feet
Abutment #2 - Northbound	13 piles	@ 43 feet

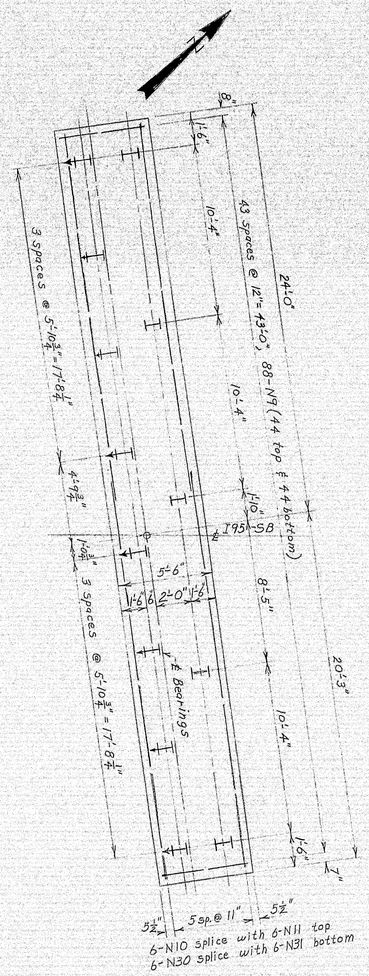
DESIGN- CDH	BRIDGE NO.
TRACE- CDH	SURVEY-
CHECK- HRQ	PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
ABUTMENT 1 NORTHBOUND
SHEET 56 OF 93 AUGUSTA, MAINE OCTOBER 1964

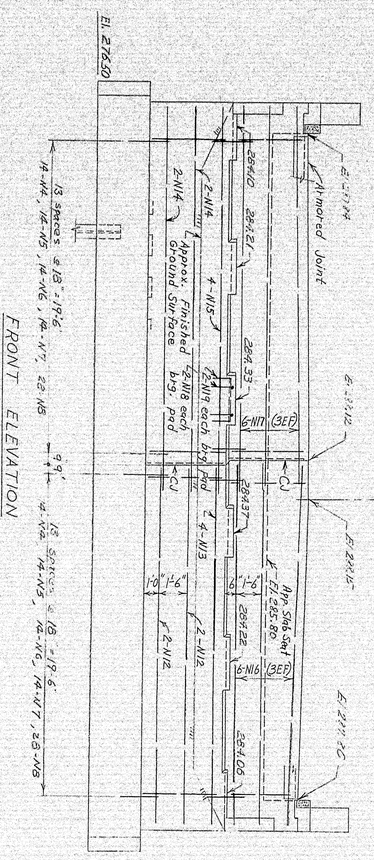
99-61

0 1 2 3 4 5 INCHES

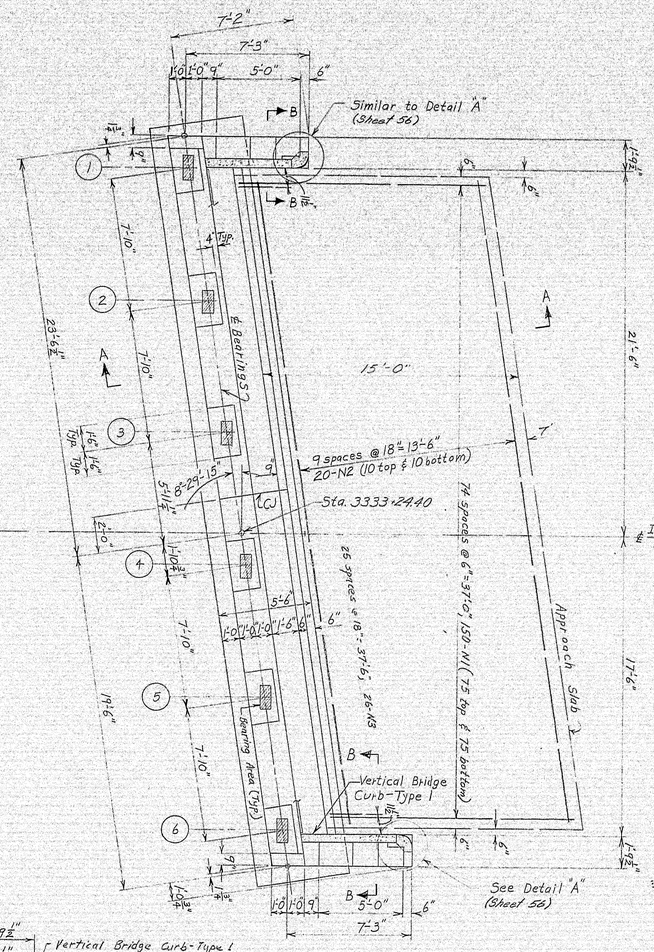
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(62)	57	93



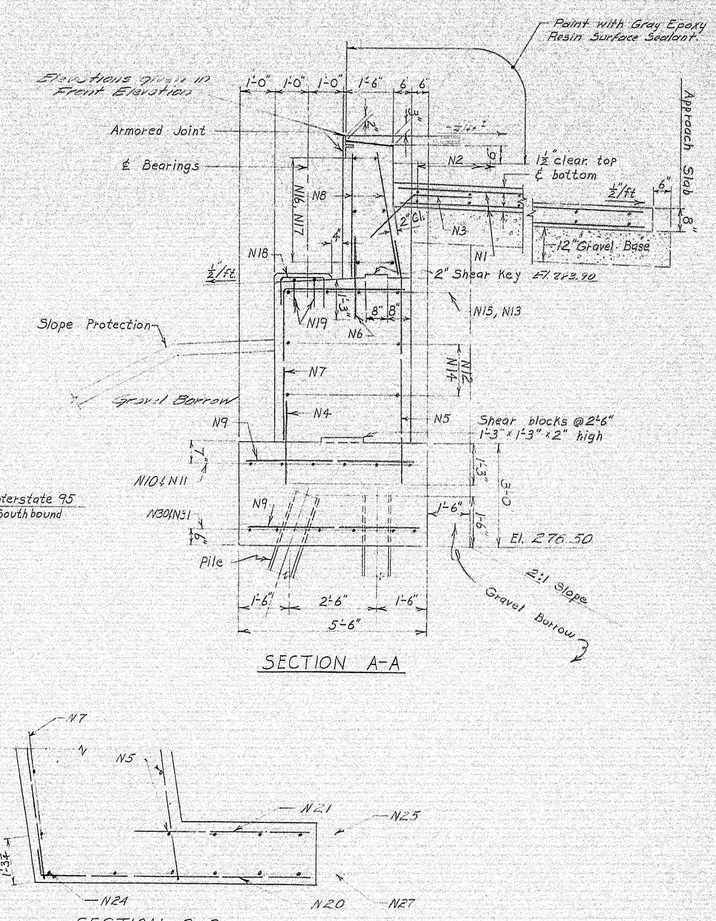
PILE AND FOOTING PLAN



FRONT ELEVATION

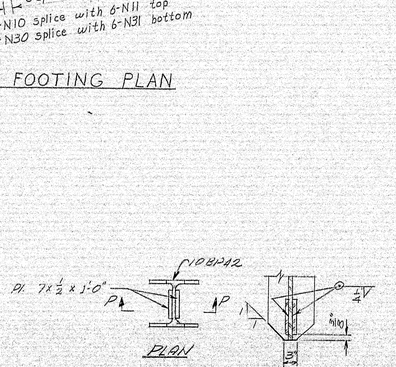


PLAN

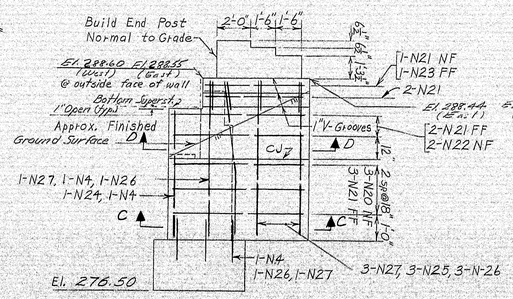


SECTION A-A

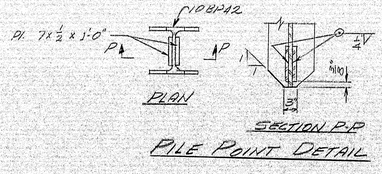
SECTION C-C
Typical all Abutments



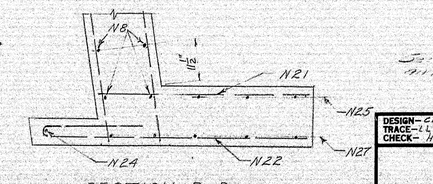
SECTION B-B



WING ELEVATION



PILE POINT DETAIL



SECTION D-D
Typical all Abutments

See Sheet 56 for General Notes and Pile Notes

DESIGN- CDN
TRACE- LLB
CHECK- WRQ

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY

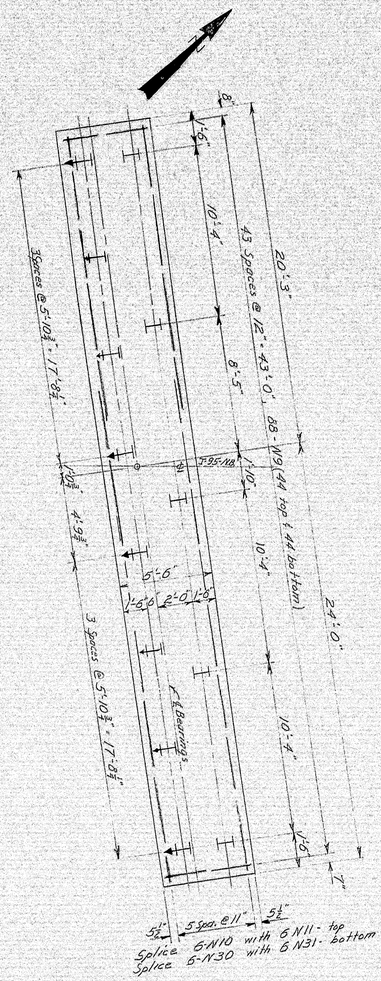
ABUTMENT 2 SOUTHBOUND

SHEET 57 OF 93 AUGUSTA, MAINE OCTOBER 1964

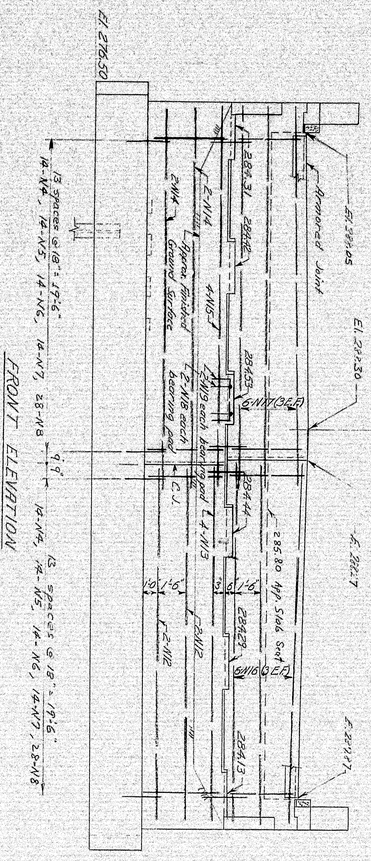
99-62

0 1 2 3 4 5 INCHES

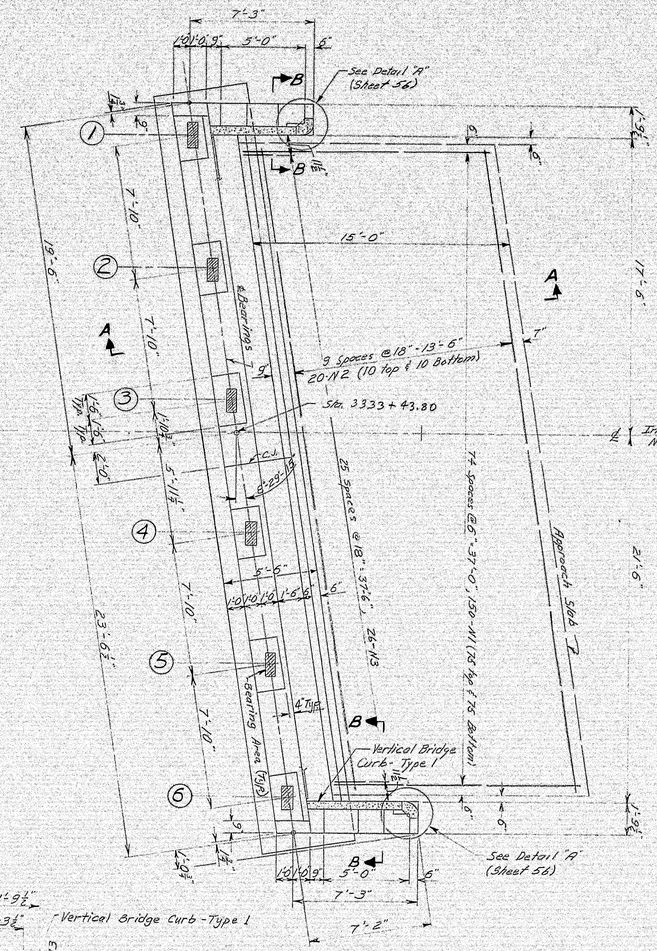
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8 (62)	58	93



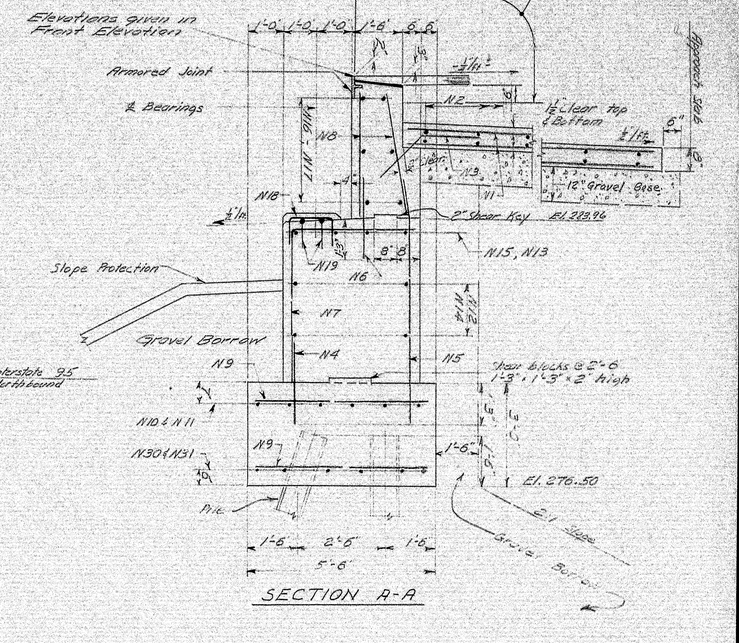
PILE AND FOOTING PLAN



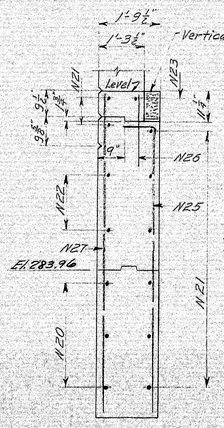
FRONT ELEVATION



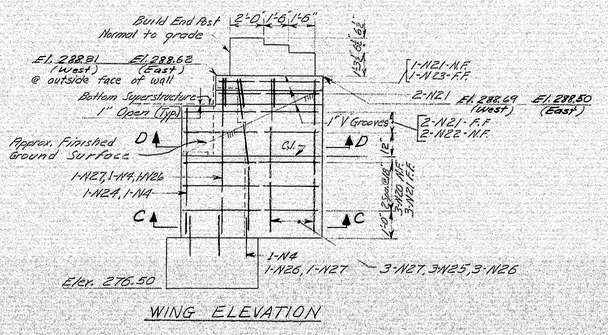
PLAN



SECTION A-A



SECTION B-B



WING ELEVATION

See Sheet 56 for General Notes and Pile Notes

DESIGN- CDH	BRIDGE NO.
TRACE- LLB	SURVEY-
CHECK- HRQ	PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
ABUTMENT 2 NORTHBOUND

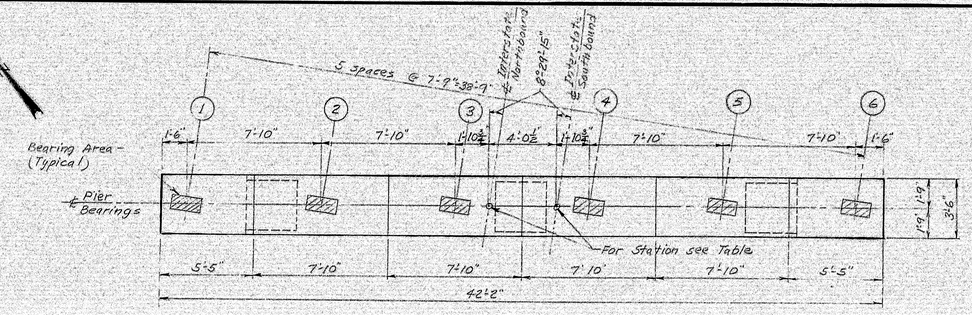
SHEET 58 OF 93 AUGUSTA, MAINE OCT. 1964

99-63

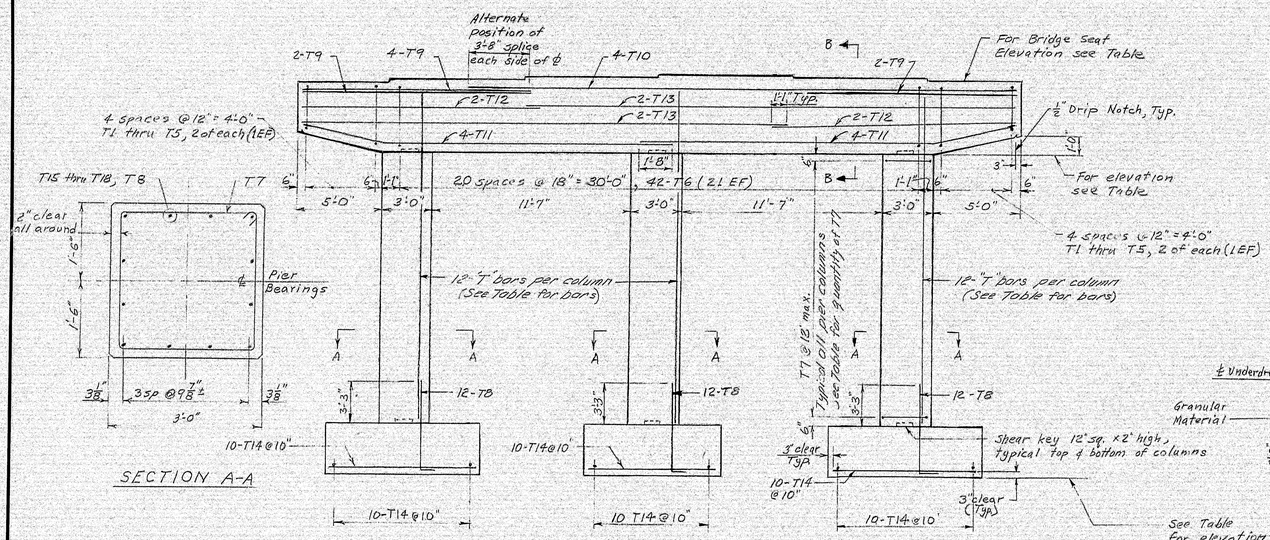


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(62)	59	93

PIER	STATION ℄ Pier @ ℄ Interstate	BRIDGE SEAT ELEVATIONS (1)	(2)	(3)	(4)	(5)	(6)	Bottom of Cap Elevation	Bottom of Footing Elevation	Column Length	Column Reinf.
#1-SB	3332+44.90	285.50	285.61	285.72	285.76	285.60	285.44	281.44	260.90	18.44	19 - T7 12 - T15
#2-SB	3332+87.40	284.65	284.76	284.87	284.92	284.76	284.61	280.61	260.50 o.s. 261.50 ℄ 260.50 o.s.	15.11	16 - T7 12 - T16
#1-NB	3332+64.30	285.79	285.90	286.01	285.91	285.75	285.59	281.59	261.00	17.59	18 - T7 12 - T17
#2-NB	3333+06.80	284.90	285.01	285.12	285.02	284.87	284.71	280.71	262.00 o.s. 262.00 ℄ 261.00 o.s.	14.71	15 - T7 12 - T18

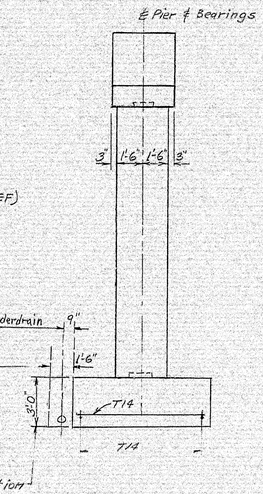


PLAN

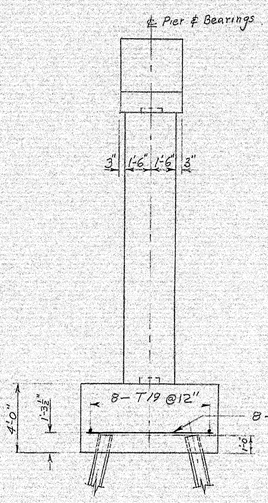


SECTION A-A

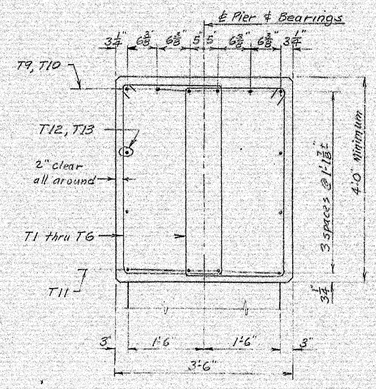
FRONT ELEVATION



END ELEVATION
PIERS #1



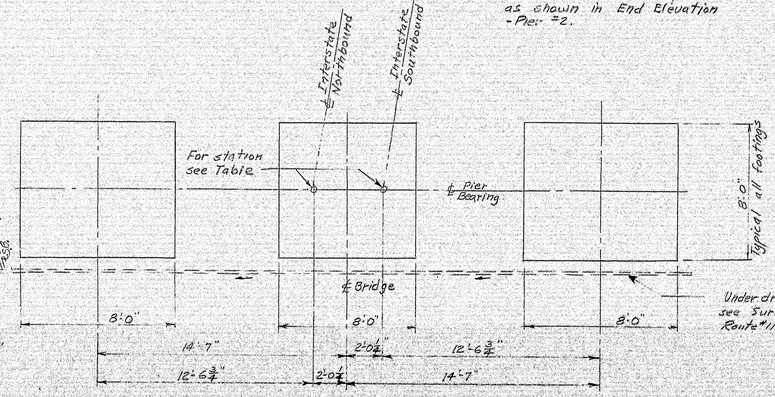
END ELEVATION
PIERS #2



SECTION B-B

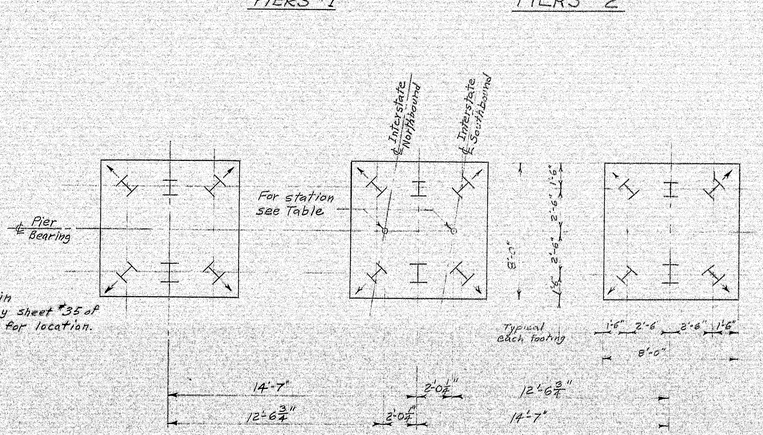
PILE NOTES

1. All piles shall be 10BP42 steel H-piles
2. Maximum Pile Load = 37 tons.
3. Piles marked thus H→ shall be battered 2½ inches per foot in direction of arrow.
4. Piles shall be driven to ledge or practical refusal to develop end bearing.
5. Estimated length of piles:
   Pier #2 - SB 18 @ 22 feet
   Pier #2 - NB 18 @ 19 feet
6. See Pile Point Detail Sheet 57.



FOOTING PLAN
PIERS #1

Piers #1 footings shown
Piers #2 similar except as shown in End Elevation - Pier #2.



PILE AND FOOTING PLAN
PIERS #2

PIER NOTES

1. Place reinforcing steel in bridge seats to clear swedged anchor bolts.
2. See Standard Detail Sheet SD 101-64, Bearing Pedestals, for note concerning preparation of Bearing Areas.
3. Abbreviations:
   SB = South bound
   NB = North bound
   EF = Each Face
4. Maximum Footing Pressure - Piers #1
   Group I 2.0 tons per sq. ft.
   Group VI 6.2 tons per sq. ft.

DESIGN- CDH
TRACE- CDH
CHECK- HRQ

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

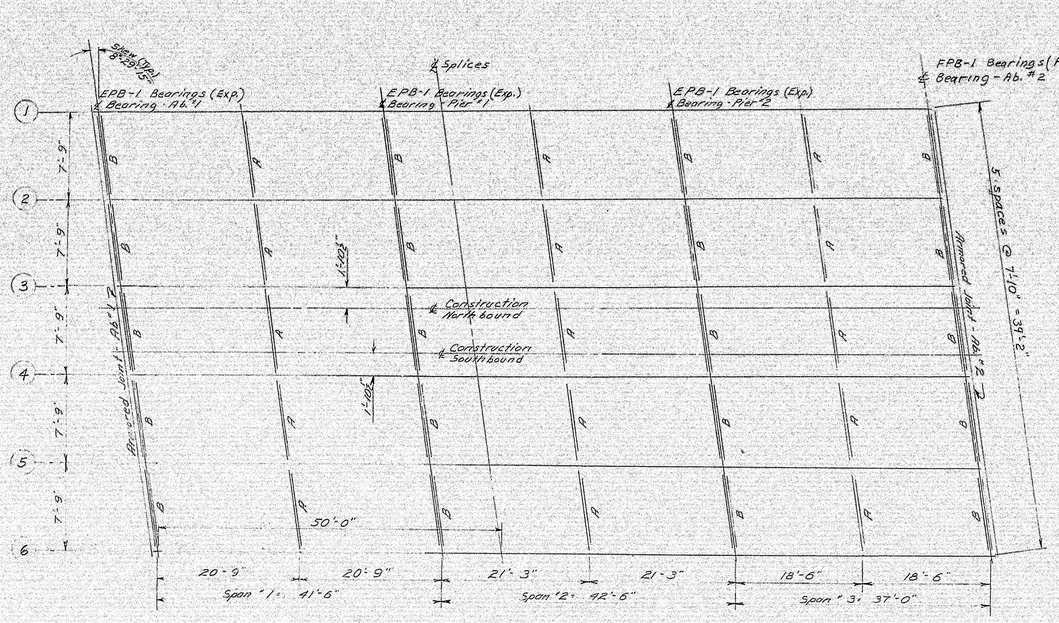
INTERSTATE 95
OVER
ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
PIERS

SHEET 59 OF 93 AUGUSTA, MAINE OCTOBER 1964

99-64

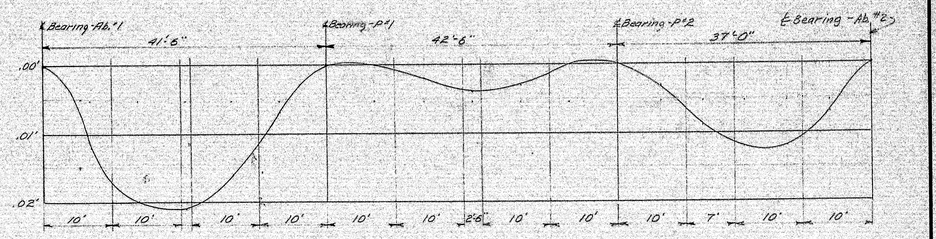


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(62)	60	93

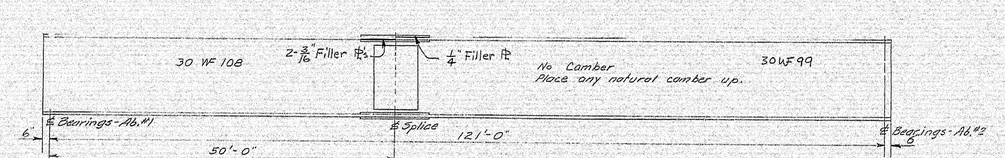


FRAMING PLAN - SOUTHBOUND (Framing Plan - Northbound is the same)

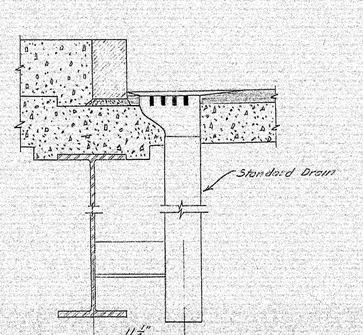
A: Type A Diaphragms
B: Type B Diaphragms
All dimensions are horizontal.



DEAD LOAD DEFLECTION CURVE
Excluding weight of Structural Steel.



STRINGER DETAIL
All dimensions are horizontal.



DRAIN DETAIL
12 Required

For locations see superstructure sheet (61)
For details see sheet BD 104-64.

BEAM GRADES
(Along bottom of bottom flange)

SOUTHBOUND

	℄ Bearing - Ab. #1	50'-0"	℄ Splice	121'-0"	℄ Bearing - Ab. #2
1	-2.168%			-1.946%	
2	-2.192%			-1.943%	
3	-2.168%			-1.946%	
4	-2.168%			-1.932%	
5	-2.192%			-1.915%	
6	-2.168%			-1.918%	

NORTHBOUND

	℄ Bearing - Ab. #1	50'-0"	℄ Splice	121'-0"	℄ Bearing - Ab. #2
1	-2.313%			-2.042%	
2	-2.313%			-2.048%	
3	-2.313%			-2.042%	
4	-2.313%			-2.028%	
5	-2.313%			-2.014%	
6	-2.313%			-2.014%	

Pedestals:
EPB-1 36 Required
FPB-1 12 Required

REFERENCES:
Armored Joints: Standard Details BD-104-64
Bearing Pedestals: Standard Details BD-101-64
Diaphragms: Standard Details BD-104-64
Drains: Standard Details BD-104-64
Splices: Standard Details BD-103-64

Note:
See General Plans for Structural Steel Specifications and Classifications. (Sheet 51)

DESIGN- CDH
TRACE- CDH
CHECK- HRQ
BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
STRUCTURAL STEEL
SHEET 60 OF 93 AUGUSTA, MAINE OCT. 1964

99-65

