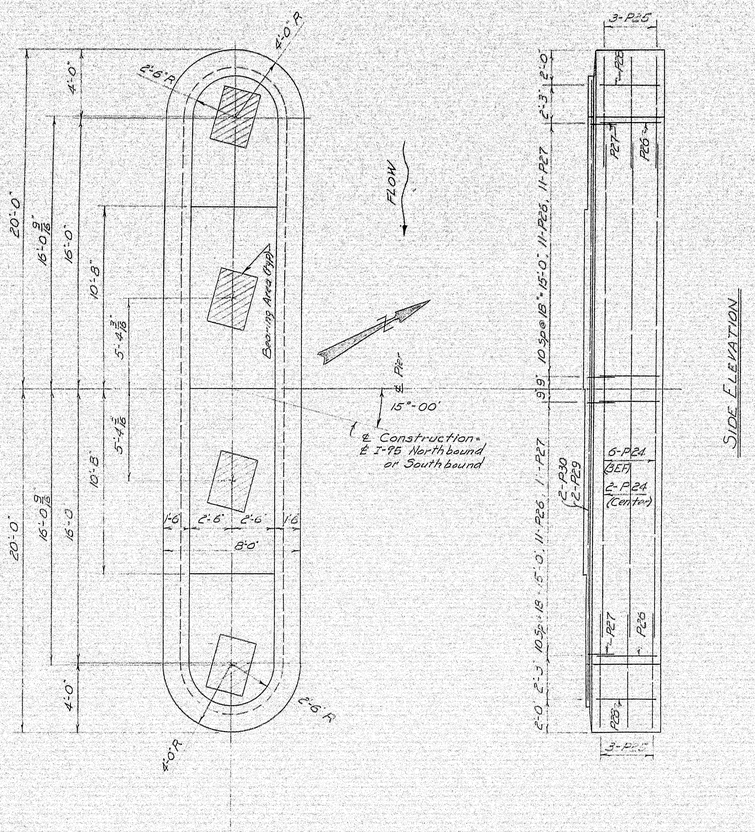
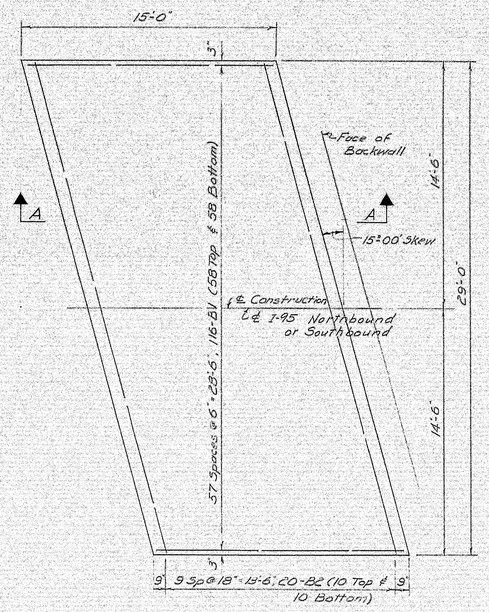
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(29)	76	93

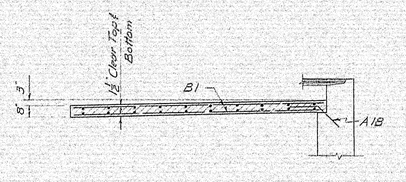


PLAN

SIDE ELEVATION



PLAN



SECTION A-A

PIER NOTES

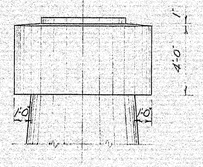
DESIGN CRITERIA

Buoyancy - Water level assumed at EL 240 and EL 250.
Stream Flow - Velocity of 10 ft per sec skewed at 15° to longitudinal center line of pier, and water level at EL 240 and EL 250.
Wind - 100 m.p.h.
Coefficient of Friction in Expansion Pedestals - 15 percent.
Ice - One foot thick skewed at 15° to longitudinal center line of pier, and water level at EL 240 and EL 250. (Ice pressure = 400 p.s.i)
Seal Depths - Seals may be unwatered when water level outside of cofferdam is not in excess of EL 243.
Maximum Pile Load - 9000 psi of point area.

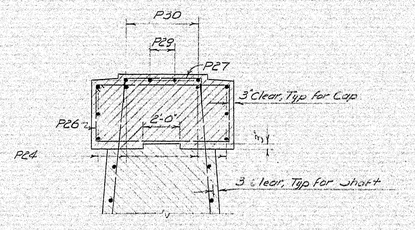
GENERAL

Reinforcing cover 3" unless otherwise noted.
Place reinforcing steel in pier caps to clear anchor bolts.
Seal concrete dimensions are predicated on use of MP-116, DP-2, I-27, or equivalent steel sheet piling with appropriate standard rolled corners. Pay dimensions for seal concrete shall be neat lines plus 6 inches all around.
Seal concrete is intended to be placed under water and to be paid for under Item "701-36".
Payment for drilling and grouting dowels into concrete seal shall be incidental to Item "708-14".
Pile lengths are based on ledge elevations indicated by soils investigation. Piles to be driven to ledge or practical refusal.
Allowable load per pile = 118 Tons.
Piles marked thus ⊢► shall be battered 2 inches per foot in the direction of arrow.
Abbreviations - EF = Each Face, DS = Down Stream, SB = Southbound, NB = Northbound.
Northbound ℄ Southbound Piers are identical except for stationing.

PLAN



END ELEVATION

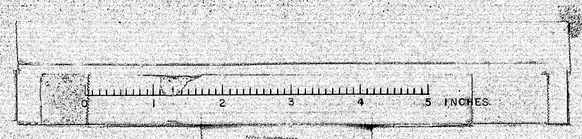


CAP SECTION

PIER CAP DETAILS

APPROACH SLAB DETAILS

Abutment "1" shown. Rotate 180° for Abutment "2".
Approach Slab concrete to be paid for under Item "701-33 P.C.C., Abutments & Retaining Walls. Northbound & Southbound Approach Slabs are identical.

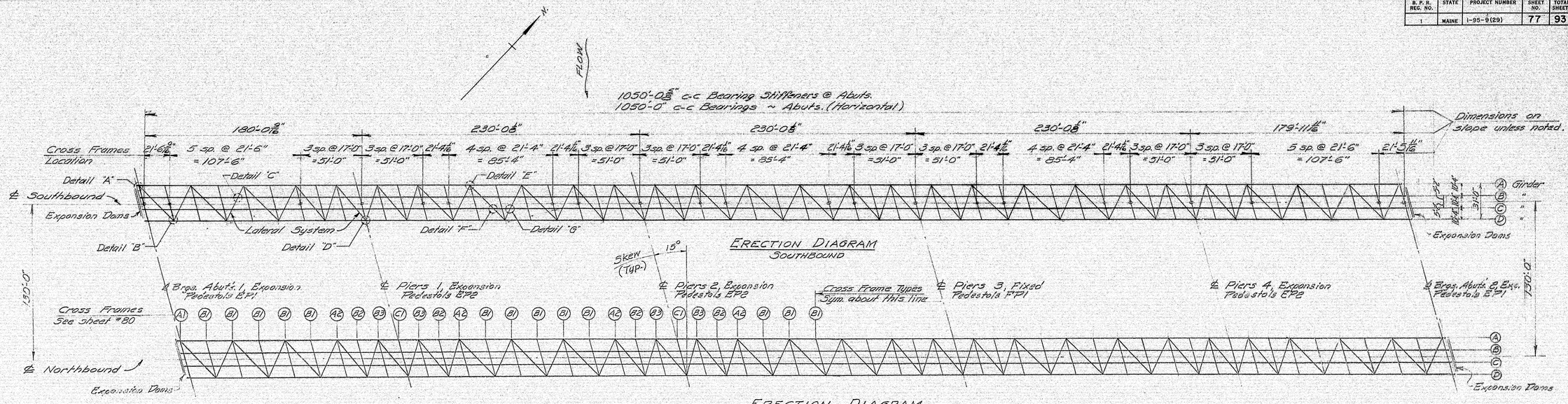


DESIGN - M. C. R.	BRIDGE NO.
TRACE - H. R. G.	SURVEY -
CHECK - A.H.H.	PLOT -

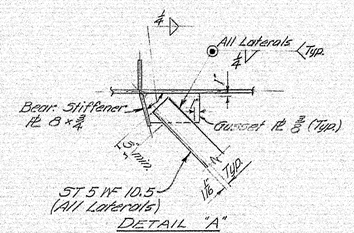
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
PENOBSCOT RIVER
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
PIER CAPS & APPROACH SLABS
SHEET 76 OF 93 AUGUSTA, MAINE OCTOBER 1964

99-81

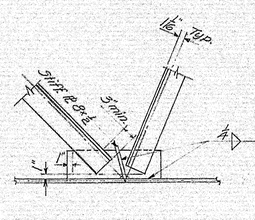
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(29)	77	93



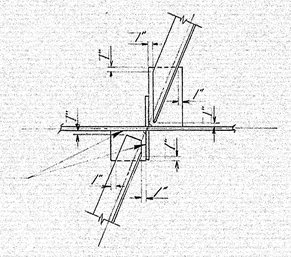
ERECTION DIAGRAM
NORTHBOUND
NOTE: Same as for Southbound



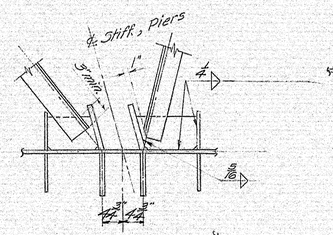
DETAIL "A"



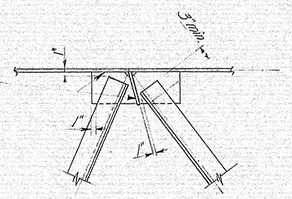
DETAIL "B"



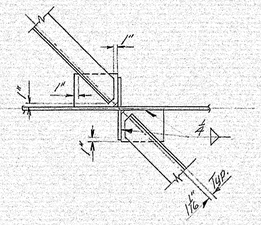
DETAIL "C"



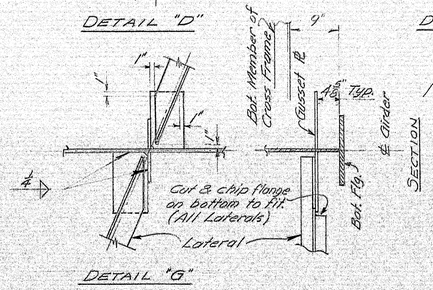
DETAIL "D"



DETAIL "E"



DETAIL "F"



DETAIL "G"

LATERAL SYSTEM DETAILS

NOTE: Cross Frames not shown.
Lateral connections not shown are similar to details as shown.
All Lateral System Members ST 5 WF 10.5
All Lateral System Gussets 3/8" PL
Connections to be detailed, to provide a minimum of 15" downhand field fillet weld.

GIRDER FABRICATION NOTES

The steel fabricator at his option may fabricate the web plates with butt welds with the following limitations:
A. A maximum of 2 transverse welds in the A36 sections per girder per span.
B. A maximum of 1 transverse weld each side of the ℄ of Bearings at a minimum distance of 10'-0" from the ℄ of Bearings and 1 longitudinal weld in the A441 sections per girder per flange.
If butt welds are used to fabricate the web plates, the locations and details shall be shown on the shop detail drawings.
Girders are to be cambered in accordance with the details shown.
Girders are to be fitted with Shear Connectors in accordance with the details shown.

STRUCTURAL STEEL NOTES

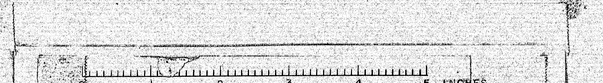
For Structural Steel Classification see General Plan and Elevation, sh. 65
For Details see sh's. 82, 83 and Standard Details BD 104-64.
For Expansion Dams see Standard Details 503.105-64 and as follows:
15°00' left skew typical
At Abutment 1 - Southbound & Northbound
3-Roadway Expansion Dams, Type D
4-Curb Expansion Dams, Type Y
At Abutment 2 - Southbound & Northbound
2-Roadway Expansion Dams, Type B
4-Curb Expansion Dams, Type W

DESIGN – M.C.R.	BRIDGE NO.
TRACE – G.W.C.	SURVEY –
CHECK – AMP	PLOT –

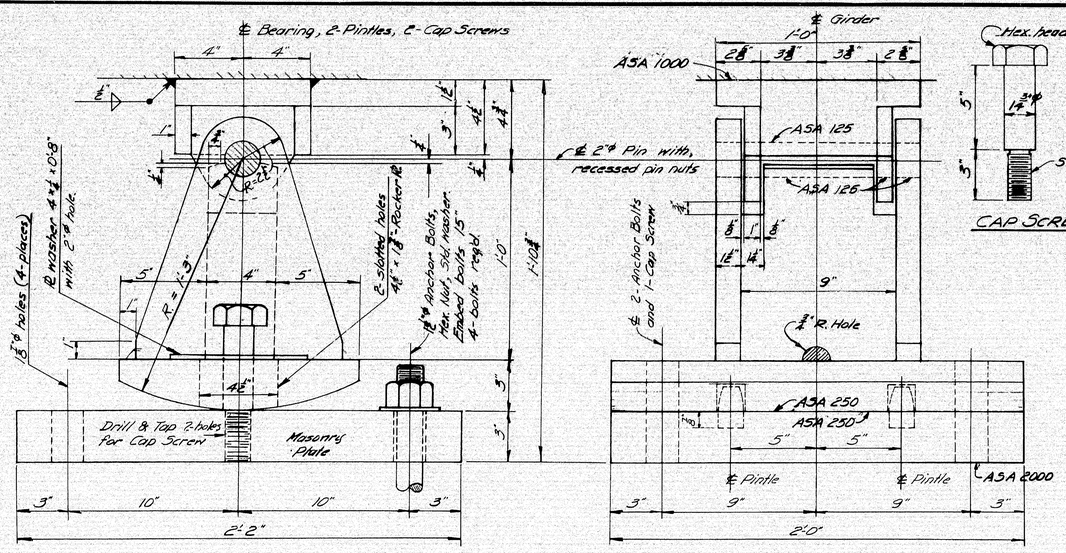
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
PENOBSCOT RIVER
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
ERECTION DIAGRAM
SHEET 77 OF 93 AUGUSTA, MAINE OCTOBER 1964

C. B. CO., NO. 44-131 38756

99-82

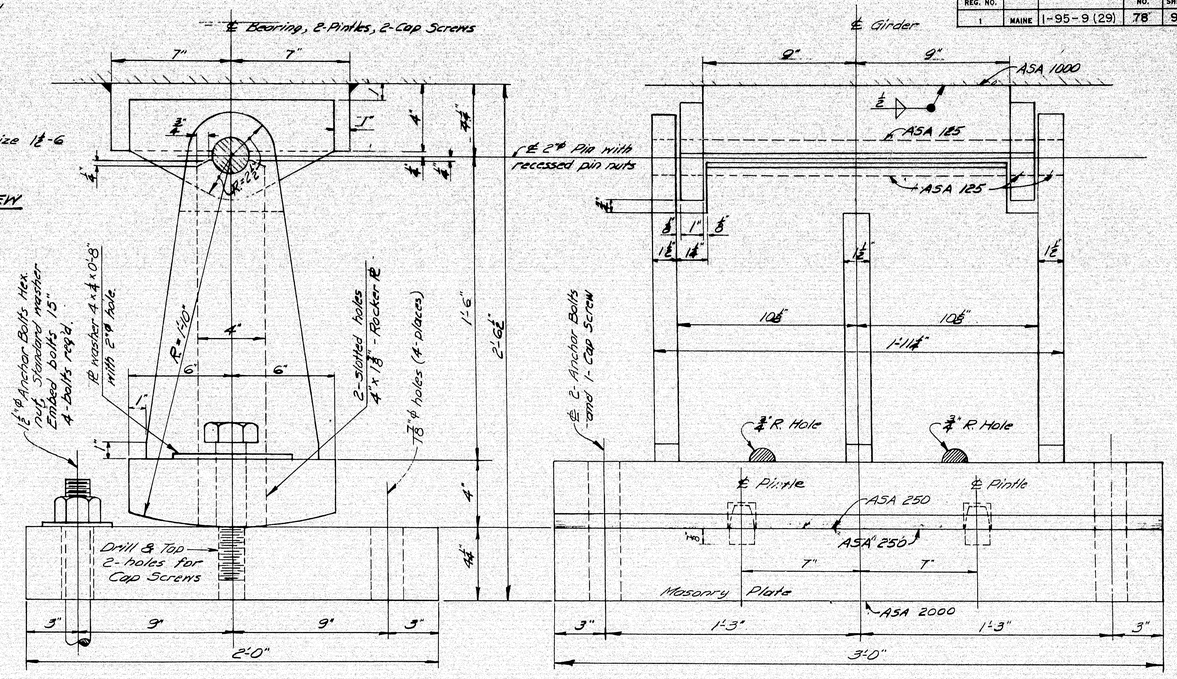


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9 (29)	78	93



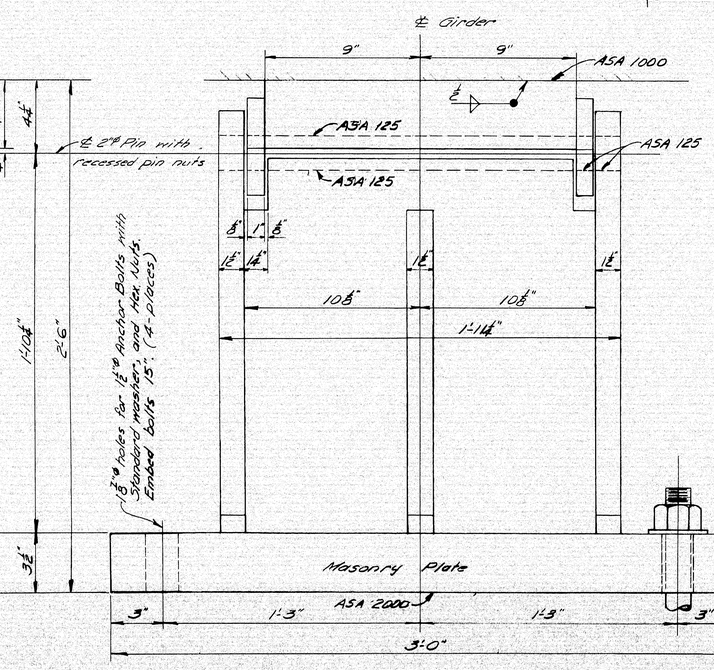
EXPANSION PEDESTAL EP1 - ABUTMENTS

8 Req'd. Southbound
8 Req'd. Northbound



EXPANSION PEDESTAL EP2 - PIERS 1, 2 & 4

12 Req'd. Southbound
12 Req'd. Northbound



FIXED PEDESTAL FP1 - PIERS 3

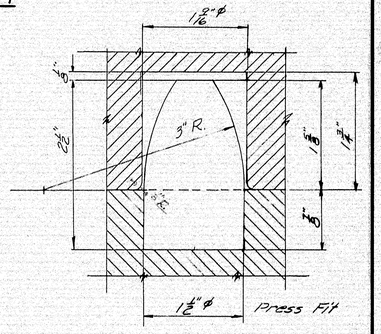
4 Req'd. Southbound
4 Req'd. Northbound

GENERAL NOTES

Material for two structures, Northbound & Southbound

Fabricate pedestals with ⅜" fillet shop welds.

At the location of bearing pedestals the concrete bridge seats shall be dressed one inch larger all around than size of masonry plates and to exact elevations shown on the plans. If the dressed areas are below the surrounding bridge seat a small channel shall be cut to the edge of the bridge seat for drainage where required by the Engineer. Channels shall have a minimum width of 2" and a minimum slope of one half inch per foot. No separate payment for this work will be made as it shall be considered incidental to contract items.



PINTLE

DESIGN- J.J.S.	BRIDGE NO.
TRACE- S.H.C.	SURVEY-
CHECK- MHA	PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
PENOBSCOT RIVER
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY

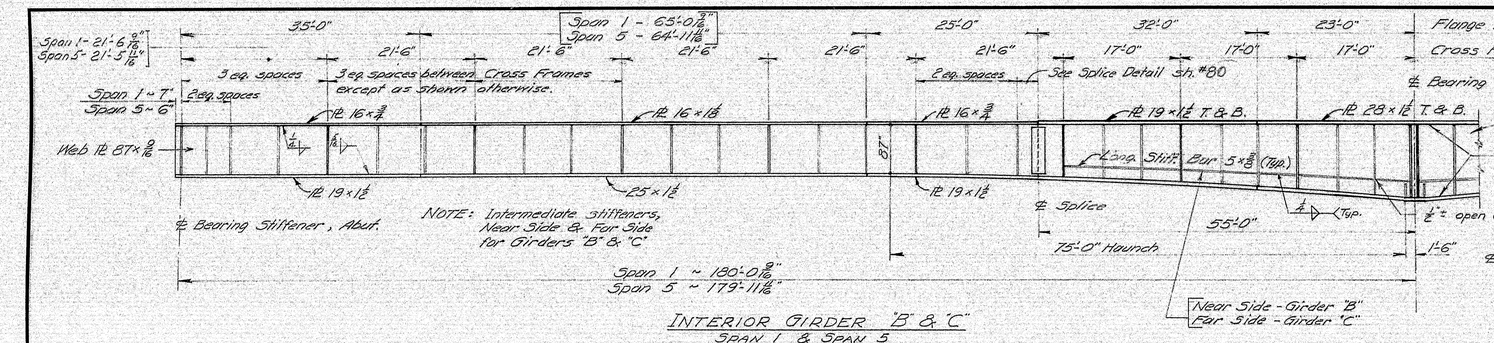
BEARING PEDESTALS

SHEET 78 OF 93 AUGUSTA, MAINE OCT. 1964

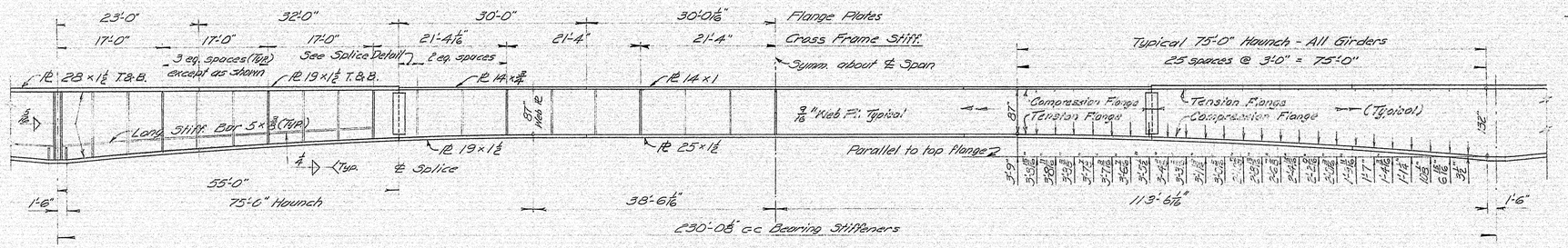
99-83



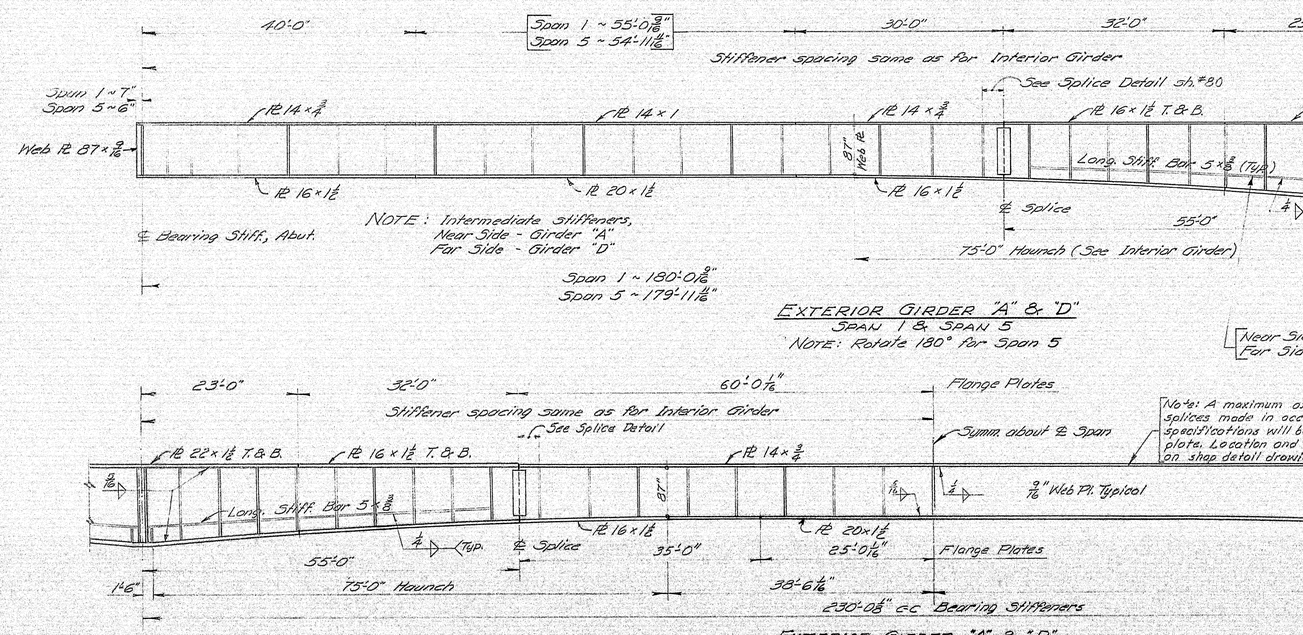
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(29)	79	93



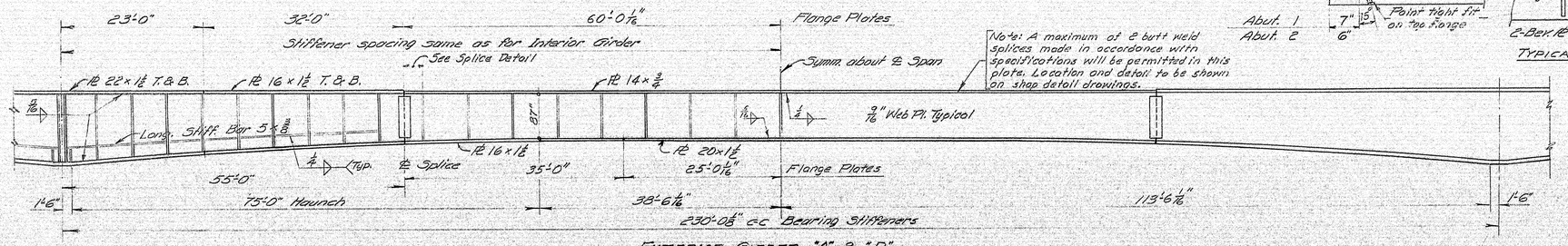
INTERIOR GIRDER "B" & "C"
SPAN 1 & SPAN 5
Note: Rotate 180° for Span 5



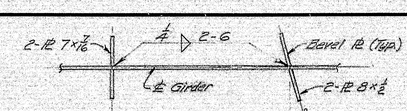
INTERIOR GIRDER "B" & "C"
SPANS 2, 3, & 4



EXTERIOR GIRDER "A" & "D"
SPAN 1 & SPAN 5
NOTE: Rotate 180° for Span 5

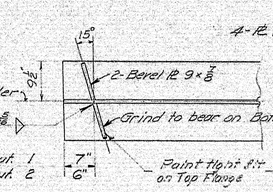


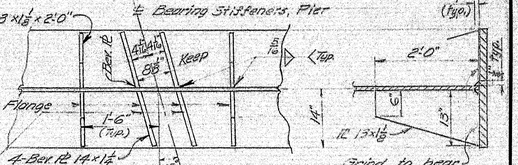
EXTERIOR GIRDER "A" & "D"
SPANS 2, 3, & 4
NOTE: Details not shown, same as Interior Girder



TYPICAL INTERMEDIATE STIFFENERS
Girders "B" & "C"

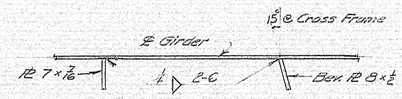
NOTE: Point tight fit at both flanges, or point tight fit at tension flange and 3/8" fillet weld to compression flange. Intermittent welding shown may be continuous 3/8" fillet.





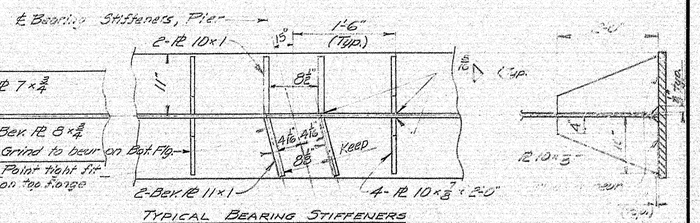
TYPICAL BEARING STIFFENERS
Girders "B" & "C"

FLANGE to WEB FILLET WELDS
3/8" Flange Plates - 1/4" Shop Fillet Weld Near & Far Side Web
All Other Flange Plates - 5/16" Shop Fillet Weld Near & Far Side Web



TYPICAL INTERMEDIATE STIFFENERS
Girders "A" & "D"

NOTE: Weld stiffeners to compression flange with 3/8" fillet (Exterior Girder only). Point tight fit at tension flg. Intermittent welding shown may be continuous 1/4" fillet.



TYPICAL BEARING STIFFENERS
Girders "A" & "D"

DESIGN - M.C.R.	BRIDGE NO.
TRACE - G.W.C.	SURVEY -
CHECK - AHR	PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
PENOBSCOT RIVER
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY

GIRDERS A-B-C-D

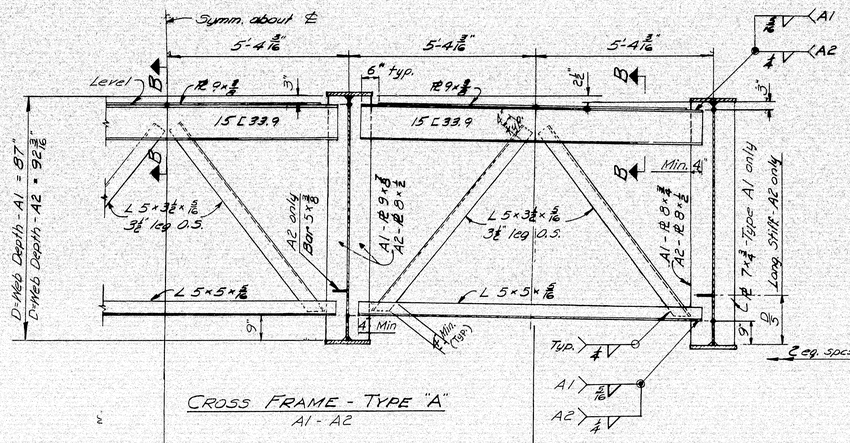
SHEET 79 OF 93 AUGUSTA, MAINE October 1964

C. B. CO., NO. 44-131 - 16755

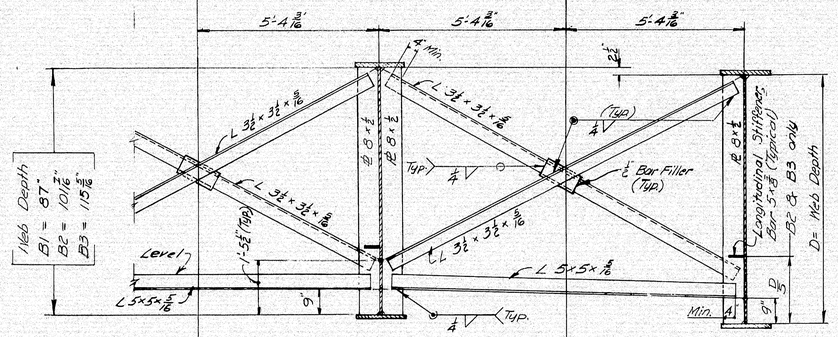
99-84

0 1 2 3 4 5 INCHES

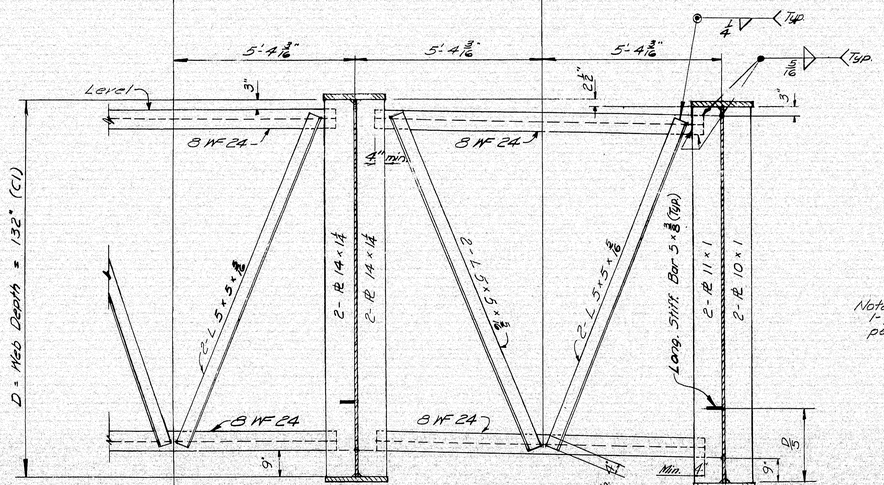
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(29)	80	93



CROSS FRAME - TYPE "A"
A1 - A2

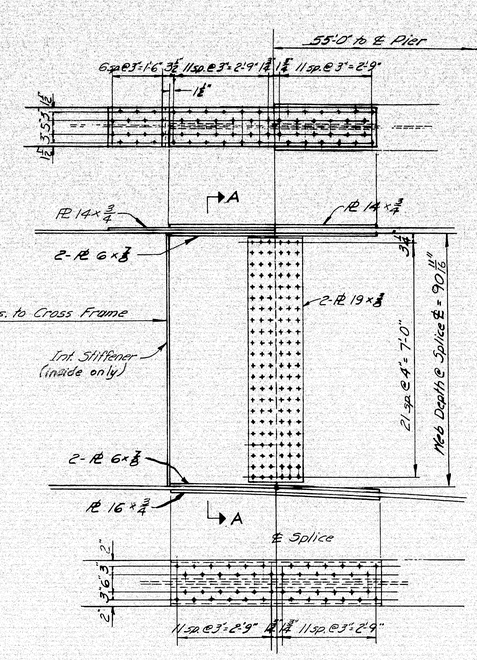


CROSS FRAME - TYPE "B"
B1 - B2 - B3

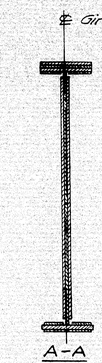


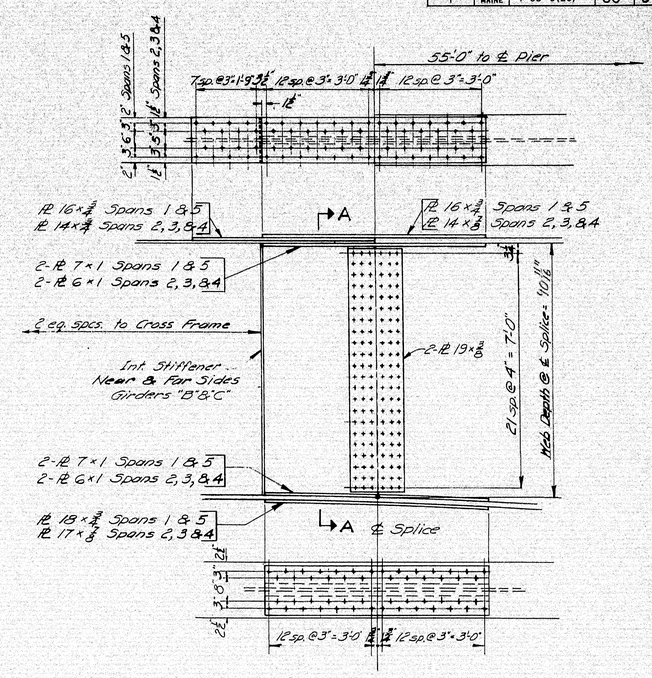
CROSS FRAME - TYPE "C"
C1

℄ Symm. about ℄



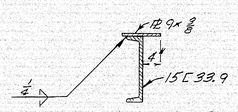
SPLICE DETAIL
Girders "A" & "D"
(Exterior)





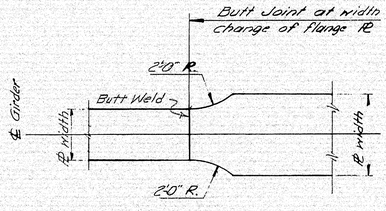
SPLICE DETAIL
Girders "B" & "C"
(Interior)

Note: Splice connections to be made with 7/8" High Tensile Strength Bolts. Holes to be 15/16" ø



SECTION B-B

Note: For the convenience of the Contractor 1-1/16" ø hole for an erection bolt will be permitted at each cross frame connection.



TRANSITION OF WIDTH
(Typical)

UNEQUAL PL THICKNESS
(Typical)

BUTT JOINT - FLANGE PLATES

DESIGN - M.C.R.	BRIDGE NO.
TRACE - G.W.C.	SURVEY -
CHECK - AHH	PLOT -

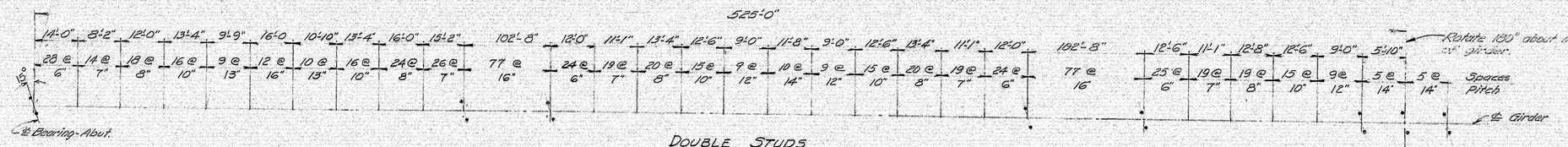
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
PENOBSCOT RIVER
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
CROSS FRAMES & SPLICES
SHEET 80 OF 93 AUGUSTA, MAINE October 1964

C. B. CO., NO. 44-151 39764

99-85

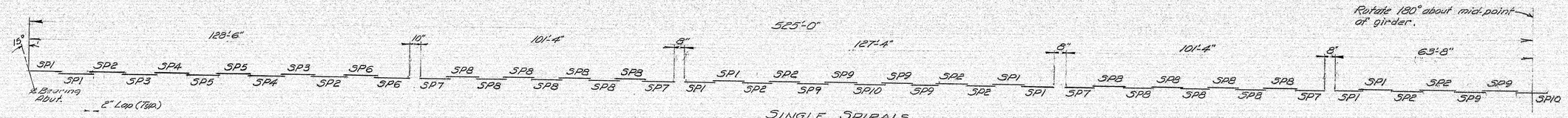


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(29)	81	93



DOUBLE STUDS

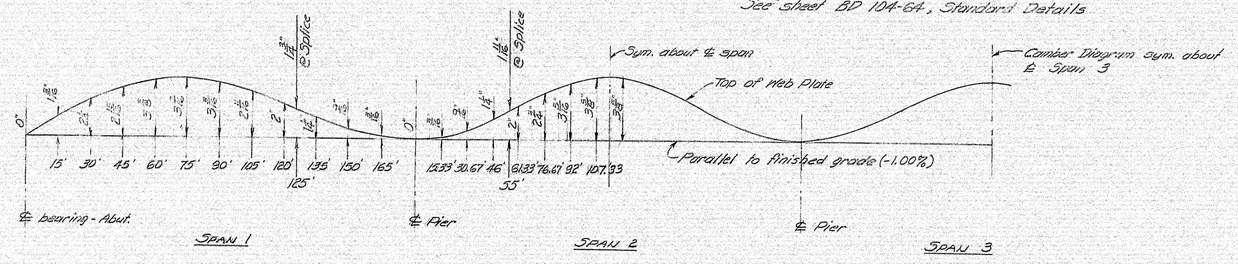
Total No. Studs Required = 19,312 N.B. & S.B.



SINGLE SPIRALS

SHEAR CONNECTORS

See sheet BD 104-64, Standard Details



CAMBER DIAGRAM

NOTE: For all Girders N.B and S.B. Structures
Camber for Span 5, Rotate Span 1 180°
Camber for Spans 2, 3, & 4 is identical and symmetrical about ℄ of each span.

SPIRAL TABLE

SPIRAL	* No.	SPACES	PITCH	LENGTH
SP1	128	29	4"	9'-8"
SP2	128	28	5"	11'-8"
SP3	32	26	6"	13'-0"
SP4	32	19	8"	12'-8"
SP5	32	11	10"	9'-2"
SP6	32	27	4"	9'-0"
SP7	64	7	16"	9'-4"
SP8	224	9	16"	12'-0"
SP9	96	15	7"	8'-9"
SP10	24	12	9"	9'-0"

* Total number required N.B. & S.B.

BOTTOM OF SLAB ELEVATIONS - NORTHBOUND & SOUTHBOUND

GIRDER	℄ BEAR. ABUT.	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'	165'	℄ PIER 1	15.33'	30.67'	46'	61.33'	76.67'	92'	107.33'	122.67'	138'	153.33'	168.67'	184'	199.33'	214.67'	℄ PIER 2	15.33'	30.67'	46'	61.33'	76.67'	92'
A	283.76	283.69	283.61	283.51	283.38	283.24	283.07	282.89	282.69	282.49	282.30	282.12	281.96	281.82	281.69	281.58	281.47	281.37	281.25	281.12	280.97	280.79	280.60	280.40	280.20	280.00	279.83	279.66	279.52	279.40	279.28	279.18	279.08	278.96
B	283.95	283.88	283.80	283.69	283.57	283.43	283.26	283.08	282.88	282.68	282.49	282.31	282.15	282.01	281.88	281.77	281.66	281.56	281.44	281.31	281.15	280.98	280.79	280.59	280.39	280.19	280.01	279.85	279.71	279.58	279.47	279.37	279.27	279.15
C	283.92	283.85	283.77	283.67	283.54	283.40	283.23	283.05	282.85	282.65	282.46	282.28	282.12	281.98	281.85	281.74	281.63	281.53	281.41	281.28	281.13	280.95	280.76	280.56	280.36	280.16	279.99	279.82	279.68	279.56	279.44	279.34	279.24	279.12
D	283.68	283.61	283.53	283.42	283.30	283.16	282.99	282.81	282.61	282.41	282.22	282.04	281.88	281.74	281.61	281.49	281.39	281.29	281.17	281.04	280.88	280.71	280.52	280.32	280.12	279.92	279.74	279.58	279.44	279.31	279.20	279.10	279.00	278.88

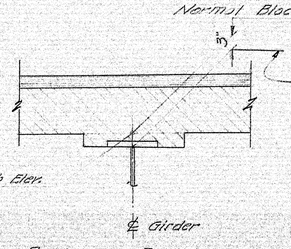
BOTTOM OF SLAB ELEVATIONS - CONT'D.

GIRDER	107.33'	122.67'	138'	153.33'	168.67'	184	199.33'	214.67'	℄ PIER 3	15.33'	30.67'	46'	61.33'	76.67'	92'	107.33'	122.67'	138'	153.33'	168.67	184	199.33'	214.67'
A	278.83	278.68	278.50	278.31	278.11	277.90	277.71	277.53	277.37	277.22	277.09	276.98	276.88	276.77	276.65	276.52	276.37	276.19	276.00	275.80	275.60	275.40	275.23
B	279.02	278.86	278.69	278.50	278.30	278.09	277.90	277.72	277.55	277.41	277.28	277.17	277.06	276.96	276.84	276.71	276.55	276.38	276.19	275.99	275.79	275.59	275.41
C	278.99	278.84	278.66	278.47	278.27	278.06	277.87	277.69	277.53	277.38	277.25	277.14	277.04	276.93	276.81	276.68	276.53	276.35	276.16	275.96	275.76	275.56	275.39
D	278.75	278.59	278.42	278.23	278.03	277.82	277.63	277.45	277.28	277.14	277.01	276.90	276.79	276.69	276.57	276.44	276.28	276.11	275.92	275.72	275.52	275.32	275.14

BOTTOM OF SLAB ELEVATIONS - CONT'D.

GIRDER	℄ PIER 4	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'	165'	℄ BEAR. ABUT. 2
A	275.07	274.93	274.80	274.69	274.59	274.49	274.37	274.24	274.08	273.91	273.71	273.49	273.26
B	275.25	275.11	274.99	274.88	274.78	274.68	274.56	274.43	274.27	274.09	273.90	273.68	273.45
C	275.23	275.09	274.96	274.85	274.75	274.65	274.53	274.40	274.24	274.07	273.87	273.65	273.42
D	274.98	274.84	274.72	274.61	274.51	274.41	274.29	274.16	274.00	273.82	273.63	273.41	273.18

NOTE: To compensate for dead load deflections, as well as possible irregularities in girders, set the bottom of slab elevations at the points indicated before any of the slab forms are started. Shear connectors shall be welded to the top flange of the girder before setting bottom of slab elevations for blocking.



BLOCKING DETAIL

DESIGN— M. C. R.
TRACE+ DETAIL— G.W.C.
CHECK— JHP
BRIDGE NO.
SURVEY—
PLOT—

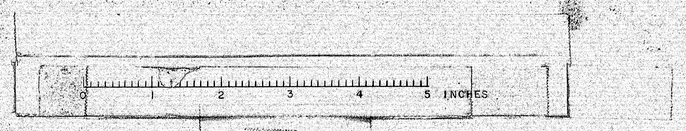
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

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MEDWAY
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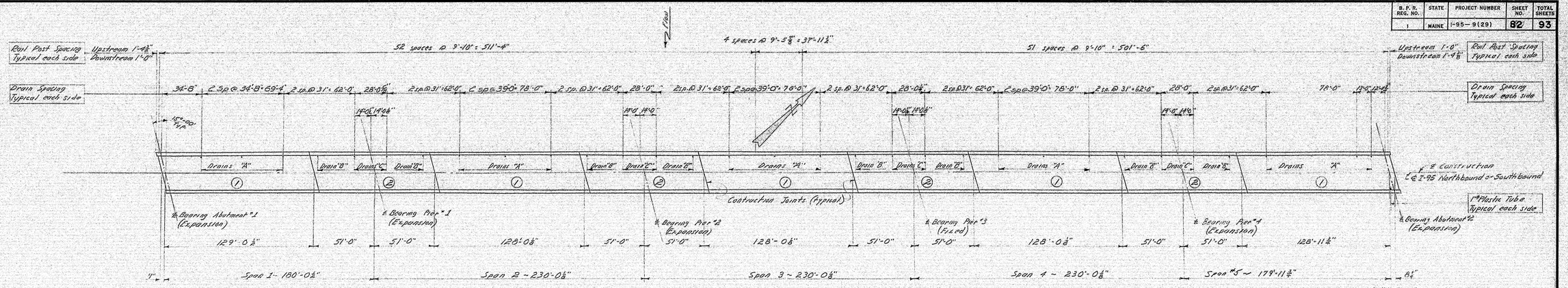
SHEAR CONNECTORS & SLAB ELEVATIONS

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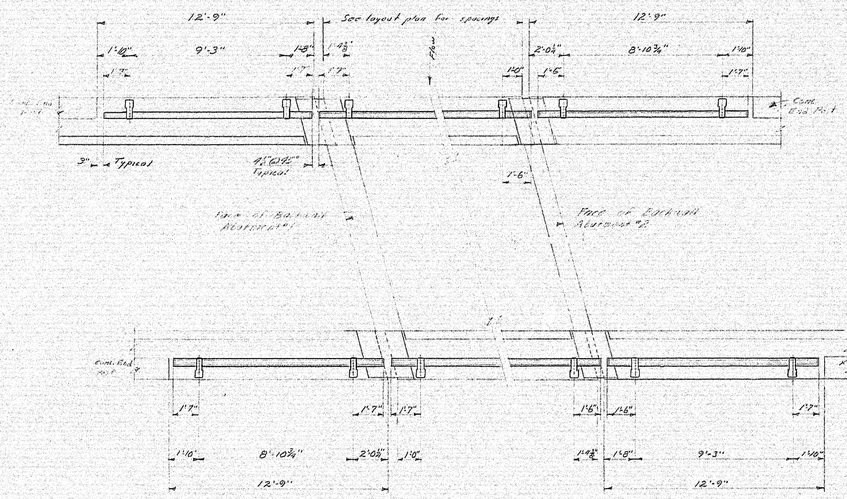
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(29)	82	93



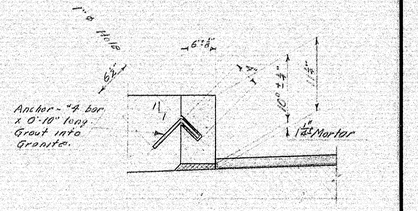
LAYOUT PLAN

Northbound & Southbound Identical.
Place all slabs marked (1) before placing slabs marked (2). After concrete has been placed in any slab no concrete shall be placed in an adjacent span until 24 hours has elapsed.
All dimensions are along structural steel.

1" Plastic drain tubes through slab and extend 2" below bottom of slab. Do not cover with membrane waterproofing. Payment to be incidental to item 701-10, Portland Cement Concrete Roadway and sidewalk slabs on Steel Bridges. Place in order for drip to clear Bridge Seat.

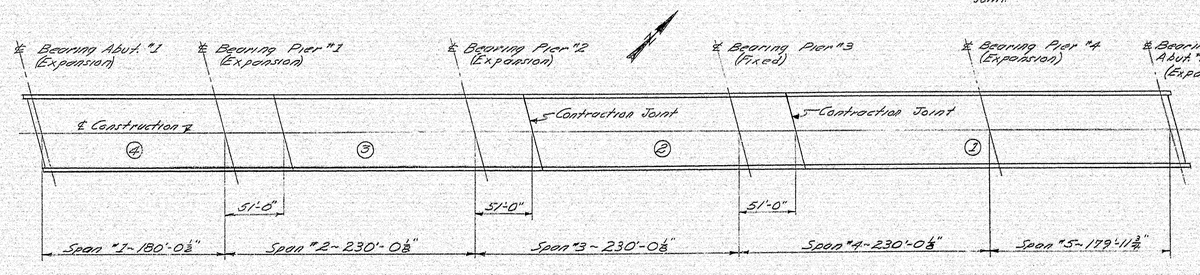


PLAN
RAIL DETAILS AT ABUTMENTS



DETAIL
VERTICAL BRIDGE CURB TYPE 1

Joints in Vertical Bridge Curb shall be located at every Concrete Curb Construction Joint.



ALTERNATE CONCRETE PLACING SEQUENCE

NOTES:

1. ——— Northbound and Southbound are identical.
2. ——— All dimensions are along structural steel.
3. ——— Place Concrete Panels in numerical sequence (1), (2), then (3).
4. ——— After concrete has been placed in any panel and has set at least 48 hours must elapse before placing the next panel.
5. ——— End stiffening of concrete slab may be omitted where Contraction Joints are eliminated. Longitudinal Reinforcing Steel must be continuous with 1'-0" minimum laps where Contraction Joints are eliminated.

Revised April 15, 1966
Concrete Placements changed from 3 to 4
Revised April 6, 1966
Alternate Concrete Placing Sequence - Added

DESIGN - M. C. R.
TRACE - DETAIL - R. T. A.
CHECK - AHF
BRIDGE NO.
SURVEY -
PLOT -

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SLAB LAYOUT

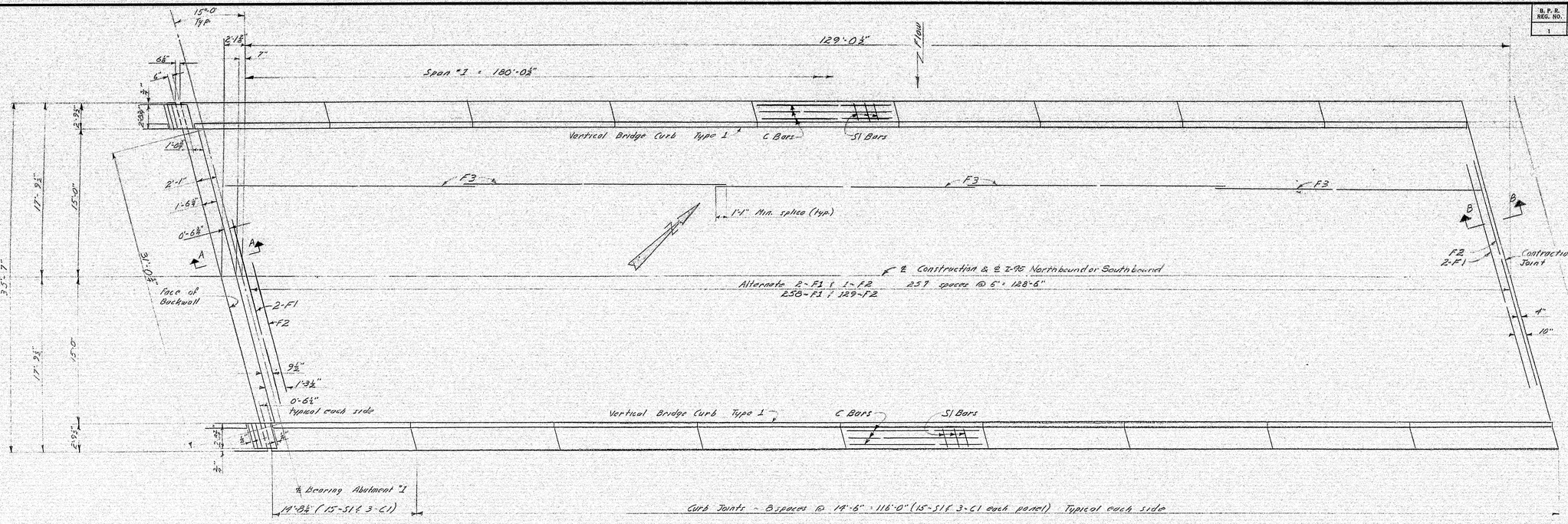
SHEET 82 OF 93 AUGUSTA, MAINE OCTOBER 1964

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

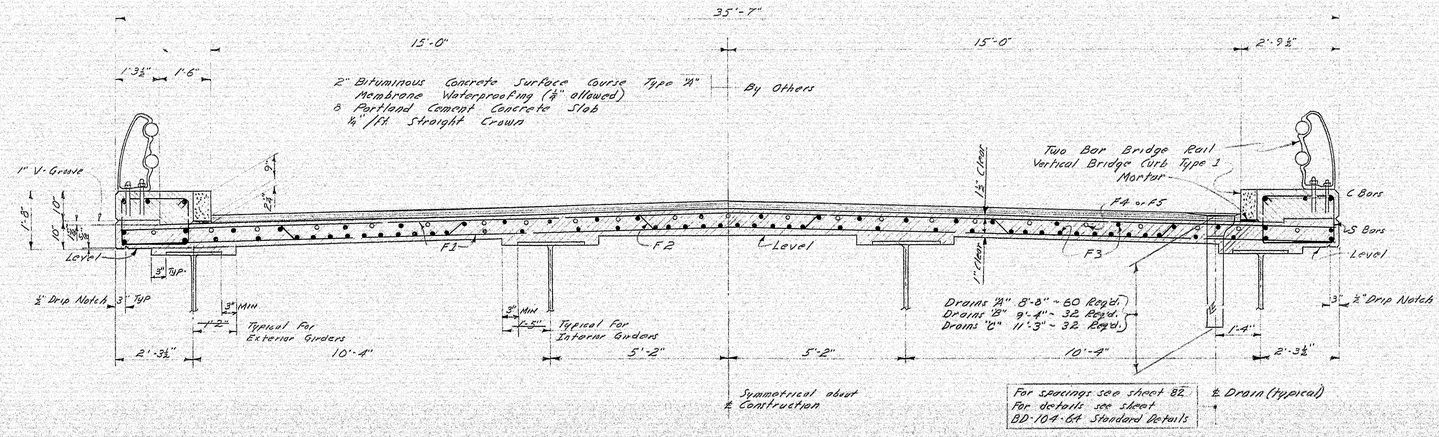
99-87



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(29)	83	93



PLAN - 129' SECTION - SPAN "1



TYPICAL TRANSVERSE SECTION

GENERAL SUPERSTRUCTURE NOTES:

1. All dimensions are along structural steel.
2. Concrete for curbs shall not be placed until concrete in superstructure has been in place a minimum period of 7 days. During the 7 day period form work may be performed and concrete curb placed, but hand equipment only shall be permitted on the slab.
3. Curb Stirrups (C1) to be placed approximately 3" from end of cure sections. Intermediate stirrups may be secured to transverse slab steel.
4. At contraction joints over piers provide ½" preformed expansion joint filler between contact surfaces of concrete curb and Vertical Bridge Curb. At all other contraction joints in concrete curb, break bond between the concrete surfaces by a coating of a suitable grade of asphalt paint.
5. Form a ½" V-Groove on outside face of curb and slab at each contraction joint.
6. Provide a joint in the Vertical Bridge Curb at each contraction joint in the concrete curb.
7. Two Bar Bridge Rail details are shown on Standard Sheets BD-107-64 and BD-108-64.

See Sheet #84 for Sections A-A and B-B

DESIGN- M.C.D.	BRIDGE NO.
TRACE- DETAIL - B.T.A.	SURVEY-
CHECK- M.M.F.	PLOT-

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BRIDGE DIVISION

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MEDWAY
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SLAB— SPAN 1

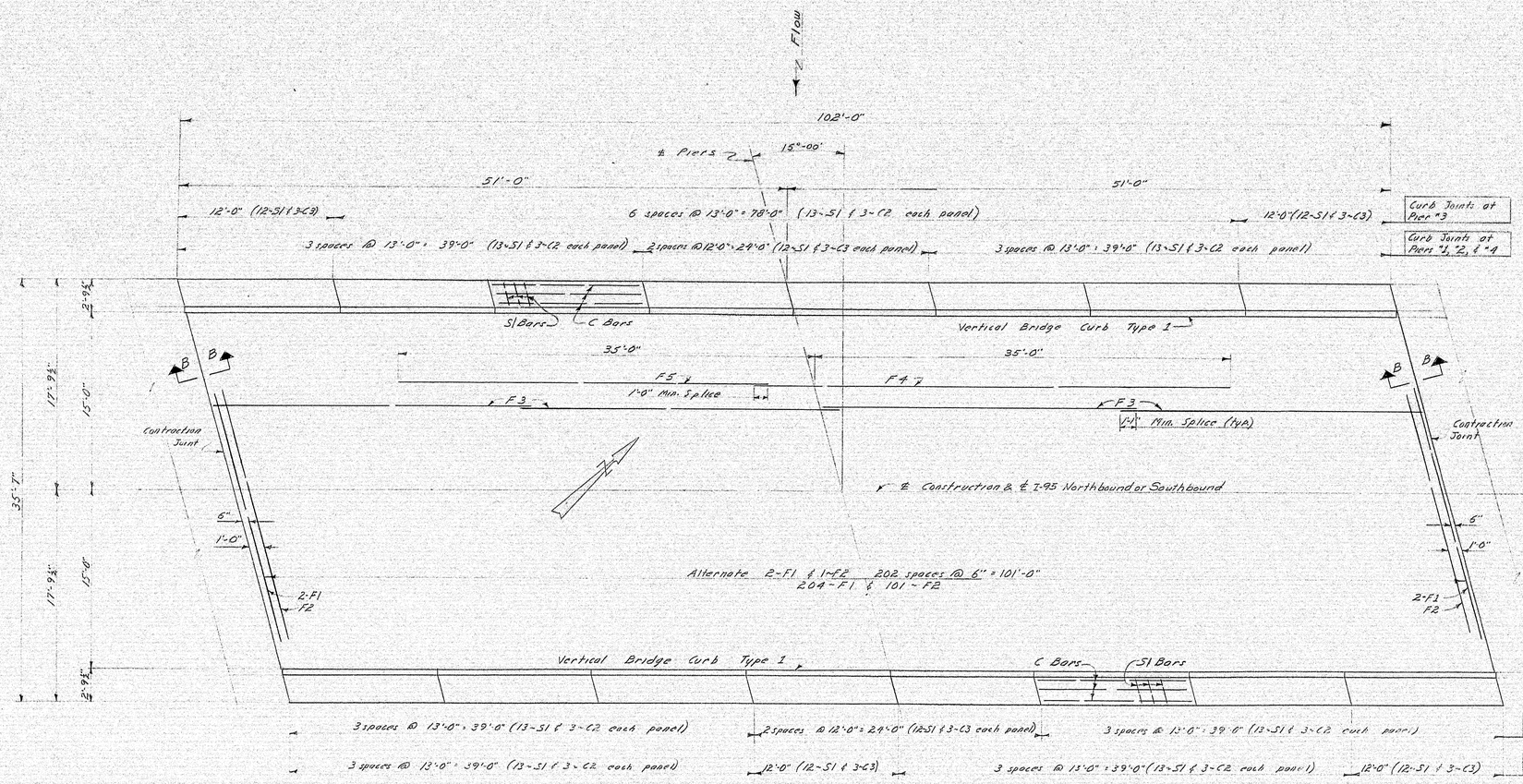
SHEET 83 OF 93 AUGUSTA, MAINE OCTOBER 1964

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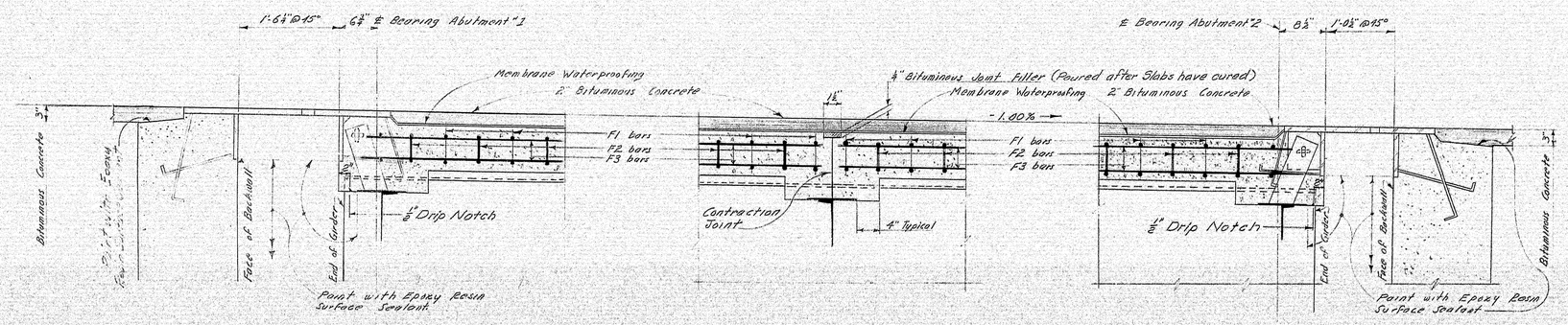
C. B. CO., NO. 44-131 24788

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(29)	84	93



PLAN - 102' SECTION at PIERS



SECTION A-A

SECTION B-B

SECTION C-C

NOTE:
Membrane Waterproofing and 2" Bituminous Concrete Surface Course by others.

DESIGN- M.C.R.	BRIDGE NO.
TRACE- DET. - R.T.A.	SURVEY-
CHECK- A.H.N.	PLOT-

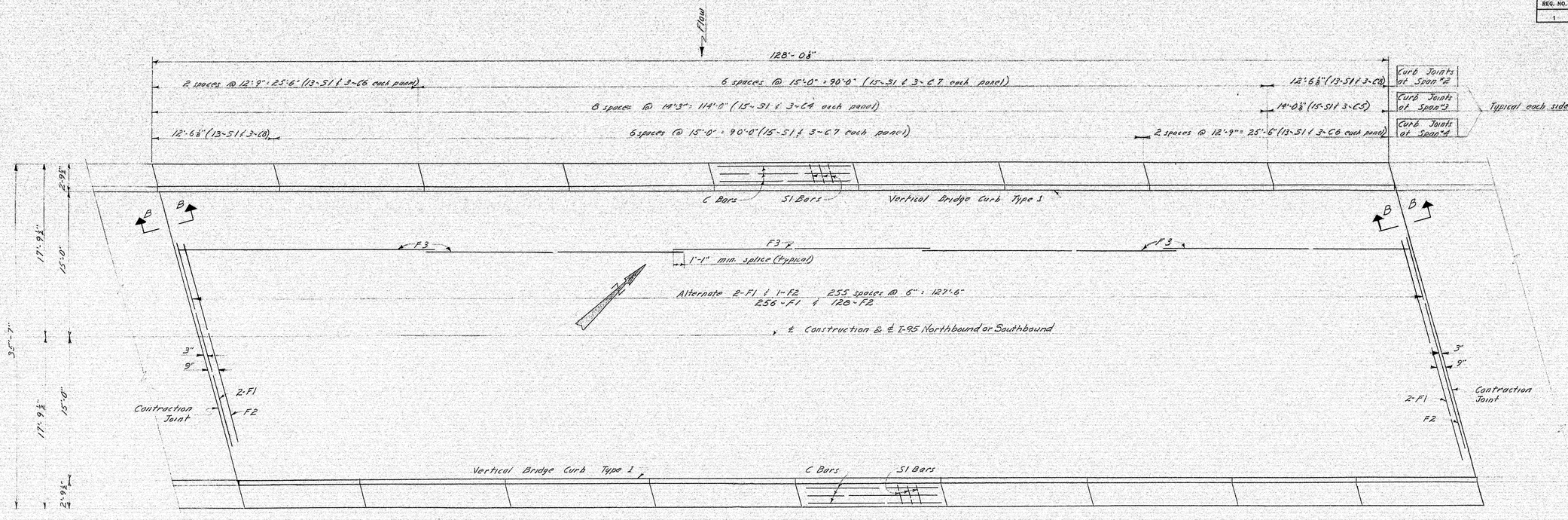
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
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PENOBSCOT COUNTY
SLAB — AT PIERS
SHEET 84 OF 93 AUGUSTA, MAINE OCTOBER 1964

C. B. CO. NO. 44-131 44768

99-89



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(29)	85	93



PLAN - 128' SECTION of SPANS #2, #3 & #4

See Sheet #84 for Section B-B

DESIGN- M.C.R. TRACE- DET.-B.T.A. CHECK- AHP	BRIDGE NO. SURVEY- PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

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SLAB- SPANS 2, 3 & 4

SHEET 85 OF 93 AUGUSTA, MAINE OCTOBER 1964

99-90

C. B. CO., NO. 44-131 39789

