B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(62) I-95-9(29)	1	93

STATE OF MAINE - STATE HIGHWAY COMMISSION

INTERSTATE 95
OVER
ROUTE 116
FEDERAL AID PROJECT NO. I-95-8(62) 239
LENGTH = 0.274 MILES

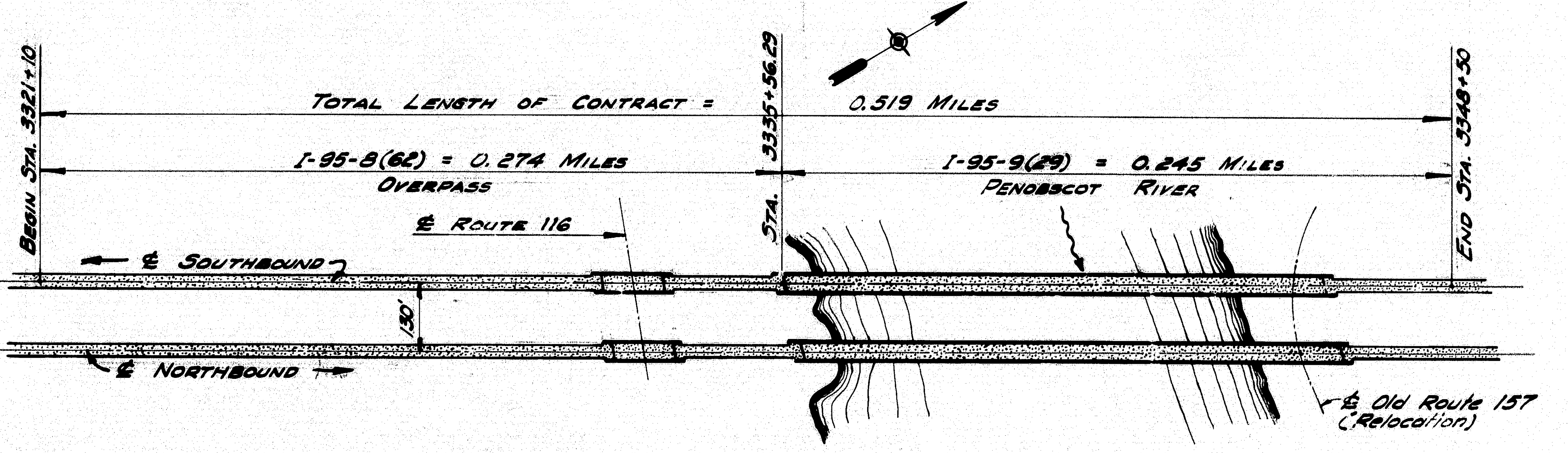
INTERSTATE 95
OVER
PENOBSCOT RIVER
FEDERAL AID PROJECT NO. I-95-9(29) 239
LENGTH = 0.245 MILES

IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
TOTAL LENGTH OF CONTRACT = 0.519 MILES

TRAFFIC

INTERSTATE		ROUTE 116	
1966 ADT	1850	1966 ADT	290
1986 ADT	2890	1986 ADT	450
DHV	350	DHV	70
T	14%	T	14%
D	60	D	60
V	60 MPH	V	45 MPH

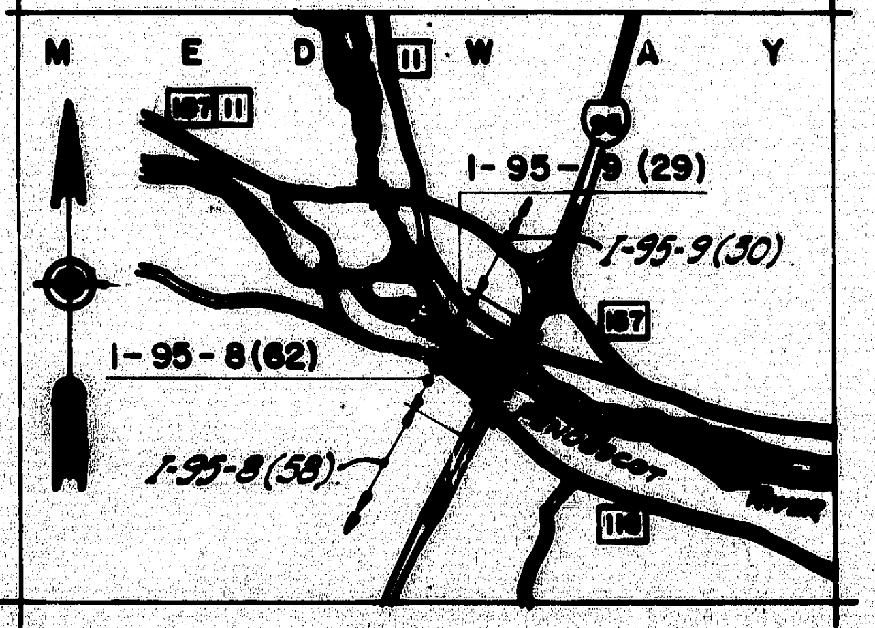
OLD ROUTE 157	
1966 ADT	190
1986 ADT	295


BEGIN STA. 3321+10
TOTAL LENGTH OF CONTRACT = 0.519 MILES
I-95-8(62) = 0.274 MILES
OVERPASS
℄ ROUTE 116
STA. 3335+56.29
I-95-9(29) = 0.245 MILES
PENOBSCOT RIVER
END STA. 3348+50
℄ SOUTHBOUND
130'
℄ NORTHBOUND
℄ Old Route 157 (Relocation)

KEY PLAN
SCALE: 1"=200'

INDEX OF SHEETS

1 TITLE SHEET
2 TYPICAL CROSS SECTIONS - INTERSTATE
3 TYPICAL CROSS SECTIONS - ROUTES 116, OLD 157
4 QUANTITIES
5-9 HIGHWAY STANDARDS
PROJECTS I-95-8(62) & I-95-9(29)
10-13 SURVEY
14-17 PROFILE
18-25 CROSS SECTIONS - SOUTHBOUND
26-34 CROSS SECTIONS - NORTHBOUND
ROUTE 116
35,36 PLAN & PROFILE
37-41 CROSS SECTIONS
OLD ROUTE 157 RELOCATION, RIVER & CHURCH ROADS & CONNECTIONS
42 PLAN & PROFILE—OLD ROUTE 157 RELOCATION
43 LAYOUT—OLD ROUTE 157 RELOCATION
44 PLAN & PROFILE—RIVER & CHURCH ROADS
45-48 CROSS SECTIONS-RELOCATION OLD ROUTE 157
49,50 CROSS SECTIONS-CONNECTION ROADS
BRIDGE—I-95 OVER ROUTE 116
51 GENERAL PLAN
52-54 FOUNDATION SURVEY
55-58 ABUTMENTS
59 PIERS
60 STRUCTURAL STEEL
61,62 SUPERSTRUCTURE
63 REINFORCING STEEL SCHEDULE
64 SLOPE PROTECTION
BRIDGE - I-95 OVER PENOBSCOT RIVER
65 GENERAL PLAN & ELEVATIONS
66-68 FOUNDATION SURVEY
69-71 ABUTMENTS
72-75 PIERS
76 PIER CAPS & APPROACH SLABS
77-80 STRUCTURAL STEEL
81 SHEAR CONNECTORS & SLAB ELEVATIONS
82-86 SUPERSTRUCTURE SLABS
87 REINFORCING STEEL SCHEDULE
88-93 BRIDGE STANDARDS


M E D W A Y
157 11
11
95
I-95-9(29)
I-95-9(30)
157
I-95-8(62)
I-95-8(58)
Penobscot River
116

LOCATION MAP
APPROX. SCALE: 1" = 1 MILE

NOTE: For Specifications see sheets 51 & 65

APPROVED
MAINE STATE HIGHWAY COMMISSION

CHAIRMAN

Bertrand G. Lockhart

CHIEF ENGINEER

Sept. 30, 1964
DATE

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION :

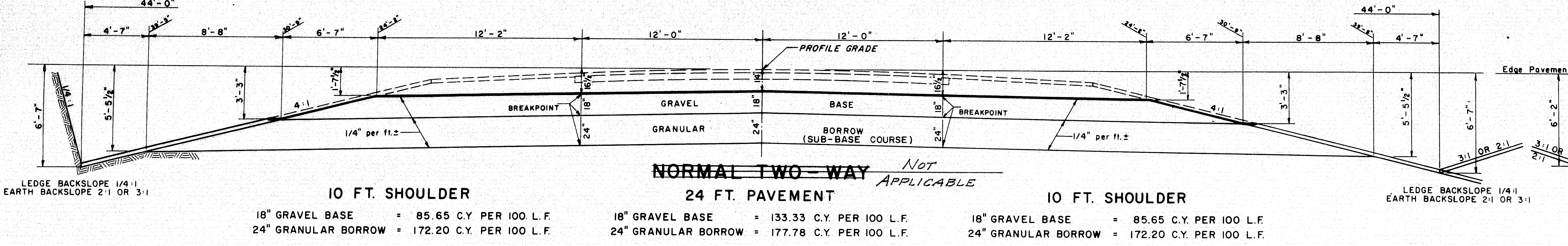
APPROVED

DIVISION ENGINEER DATE

STAGE CONSTRUCTION — GRADING AND GRAVEL BASE *

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8 (62) I-95-9 (29)	2	93

18" GRAVEL BASE
24" GRANULAR BORROW SUBBASE


44'-0"
4'-7"
39'-5"
8'-8"
30'-9"
6'-7"
24'-2"
12'-2"
12'-0"
12'-0"
12'-2"
24'-2"
6'-7"
30'-9"
8'-8"
39'-5"
4'-7"
44'-0"
PROFILE GRADE
6'-7"
1/4:1
5'-5½"
3'-3"
1'-7½"
4:1
16½
14
16½
18"
24"
BREAKPOINT
GRAVEL
BASE
GRANULAR
BORROW
(SUB-BASE COURSE)
1/4" per ft.±
1'-7½"
3'-3"
5'-5½"
6'-7"
4:1
3:1 OR 2:1
LEDGE BACKSLOPE 1/4:1
EARTH BACKSLOPE 2:1 OR 3:1

~~NORMAL TWO-WAY~~ NOT APPLICABLE

10 FT. SHOULDER

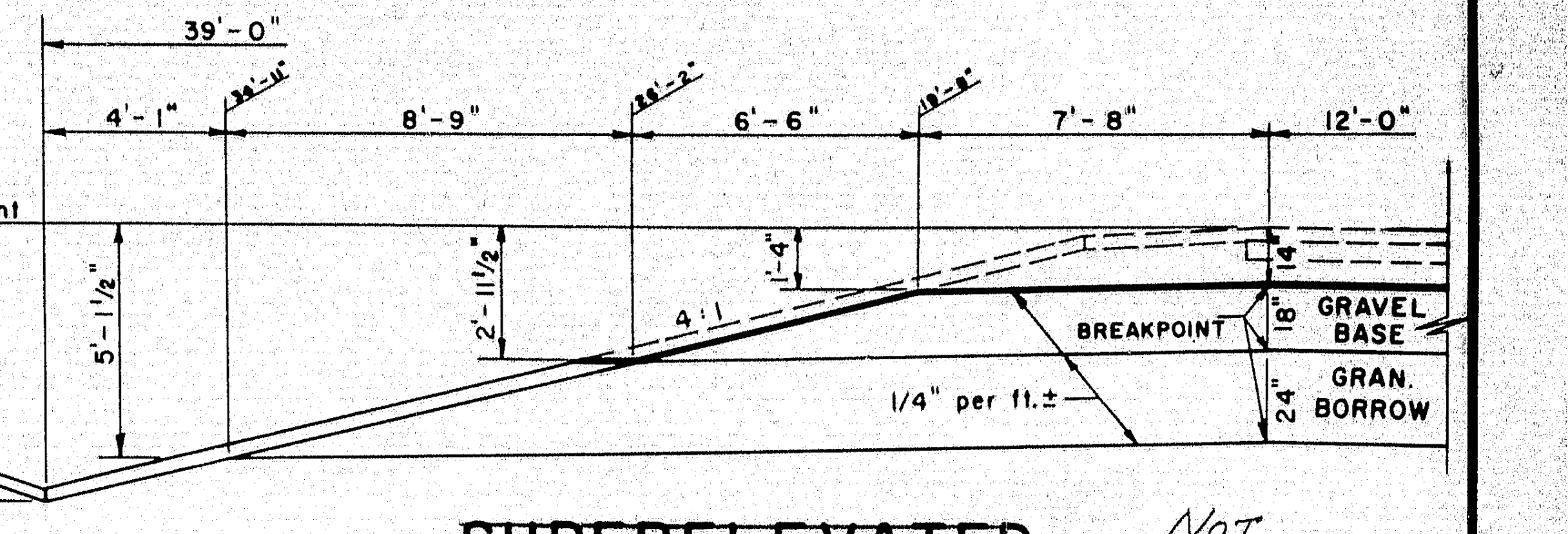
18" GRAVEL BASE = 85.65 C.Y. PER 100. L.F.
24" GRANULAR BORROW = 172.20 C.Y. PER 100 L.F.

24 FT. PAVEMENT

18" GRAVEL BASE = 133.33 C.Y. PER 100 L.F.
24" GRANULAR BORROW = 177.78 C.Y. PER 100 L.F.

10 FT. SHOULDER

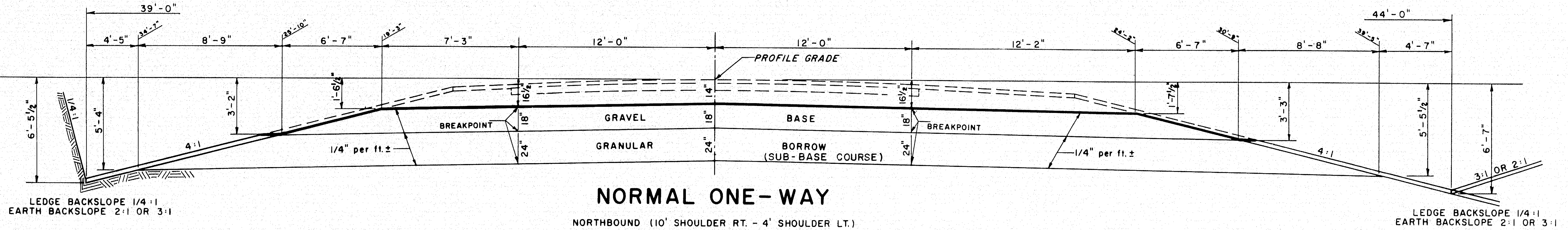
18" GRAVEL BASE = 85.65 C.Y. PER 100 L.F.
24" GRANULAR BORROW = 172.20 C.Y. PER 100 L.F.


39'-0"
4'-1"
34'-11"
8'-9"
26'-2"
6'-6"
19'-8"
7'-8"
12'-0"
Edge Pavement
6'-7"
6'-2"
5'-1½"
2'-11½"
1'-4"
4:1
14
18"
24"
BREAKPOINT
GRAVEL BASE
GRAN. BORROW
1/4" per ft.±
3:1 OR 2:1

~~SUPERELEVATED~~ NOT APPLICABLE

4 FT. SHOULDER HIGH SIDE

18" GRAVEL BASE = 60.42 C.Y. PER 100 L.F.
24" GRANULAR BORROW = 136.99 C.Y. PER 100 L.F.


39'-0"
4'-5"
34'-7"
8'-9"
25'-10"
6'-7"
19'-3"
7'-3"
12'-0"
12'-0"
12'-2"
24'-2"
6'-7"
30'-9"
8'-8"
39'-5"
4'-7"
44'-0"
PROFILE GRADE
6'-5½"
1/4:1
5'-4"
3'-2"
1'-6½"
4:1
16½
14"
16½
18"
24"
BREAKPOINT
GRAVEL
BASE
GRANULAR
BORROW
(SUB-BASE COURSE)
1/4" per ft.±
1'-7½"
3'-3"
5'-5½"
6'-7"
4:1
3:1 OR 2:1
LEDGE BACKSLOPE 1/4:1
EARTH BACKSLOPE 2:1 OR 3:1

NORMAL ONE-WAY

NORTHBOUND (10' SHOULDER RT. - 4' SHOULDER LT.)
SOUTHBOUND (4' SHOULDER RT. - 10' SHOULDER LT.)

4 FT. SHOULDER

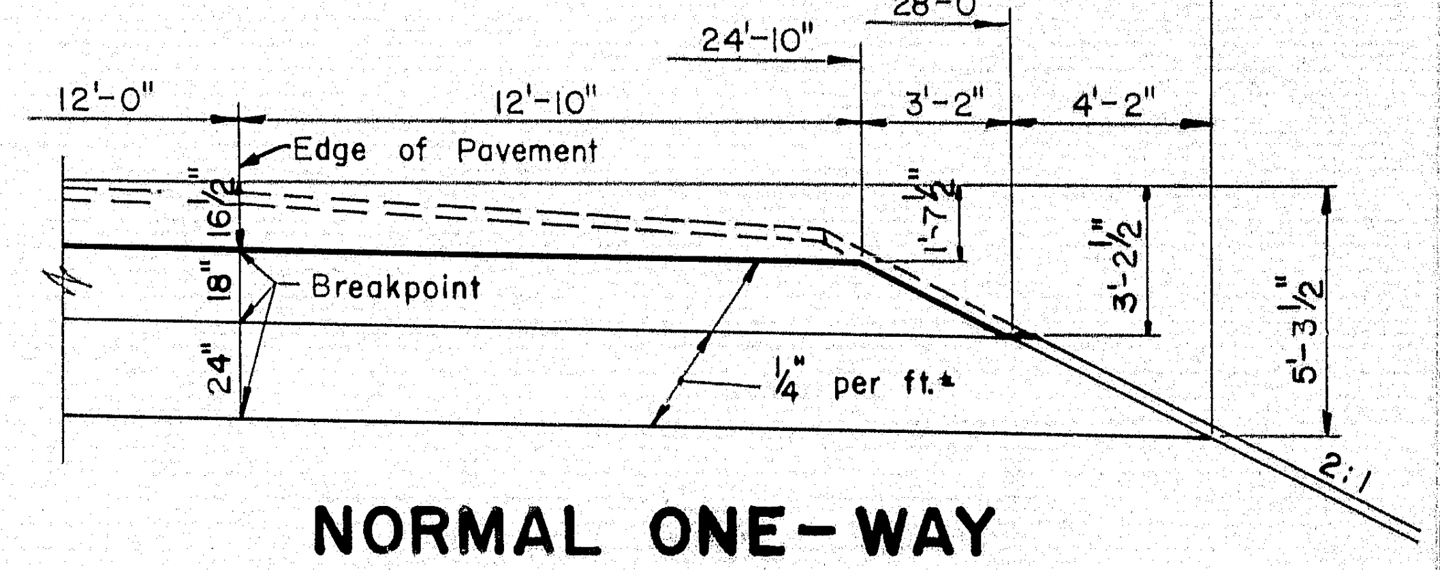
18" GRAVEL BASE = 58.21 C.Y. PER 100 L.F.
24" GRANULAR BORROW = 134.42 C.Y. PER 100 L.F.

24 FT. PAVEMENT

18" GRAVEL BASE = 133.33 C.Y. PER 100 L.F.
24" GRANULAR BORROW = 177.78 C.Y. PER 100 L.F.

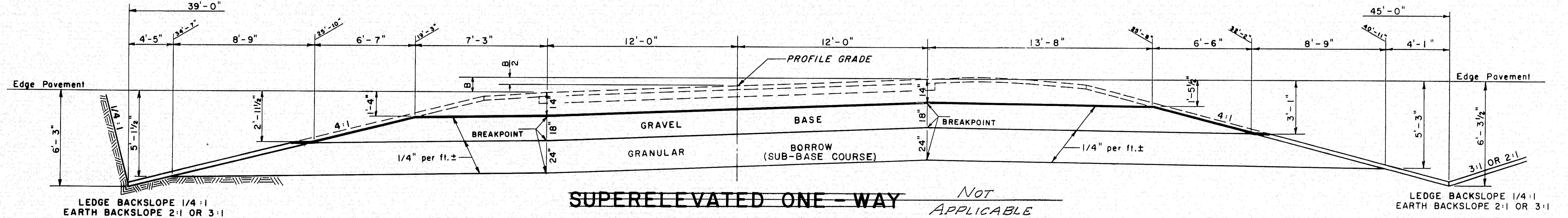
10 FT. SHOULDER

18" GRAVEL BASE = 85.65 C.Y. PER 100 L.F.
24" GRANULAR BORROW = 172.20 C.Y. PER 100 L.F.


12'-0"
12'-10"
24'-10"
28'-0"
32'-2"
3'-2"
4'-2"
Edge of Pavement
16½"
18"
24"
Breakpoint
1'-7½"
3'-2½"
5'-3½"
¼" per ft.±
2:1

NORMAL ONE-WAY
12 FT. SHOULDER — GUARD RAIL

18" GRAVEL BASE = 80.61 C.Y. PER 100 L.F.
24" GRANULAR BORROW = 133.85 C.Y. PER 100 L.F.


39'-0"
4'-5"
34'-7"
8'-9"
25'-10"
6'-7"
19'-3"
7'-3"
12'-0"
12'-0"
13'-8"
25'-8"
6'-6"
32'-2"
8'-9"
40'-11"
4'-1"
45'-0"
PROFILE GRADE
Edge Pavement
Edge Pavement
B/2
B
6'-3"
1/4:1
5'-1½"
2'-11½"
1'-4"
4:1
14"
14"
18"
24"
BREAKPOINT
GRAVEL
BASE
GRANULAR
BORROW
(SUB-BASE COURSE)
1/4" per ft.±
1'-5½"
3'-1"
5'-3"
6'-3½"
4:1
3:1 OR 2:1
LEDGE BACKSLOPE 1/4:1
EARTH BACKSLOPE 2:1 OR 3:1

~~SUPERELEVATED ONE-WAY~~ NOT APPLICABLE

NORTHBOUND (10' SHOULDER RT. - 4' SHOULDER LT.)
SOUTHBOUND (4' SHOULDER RT. - 10' SHOULDER LT.)

4 FT. SHOULDER

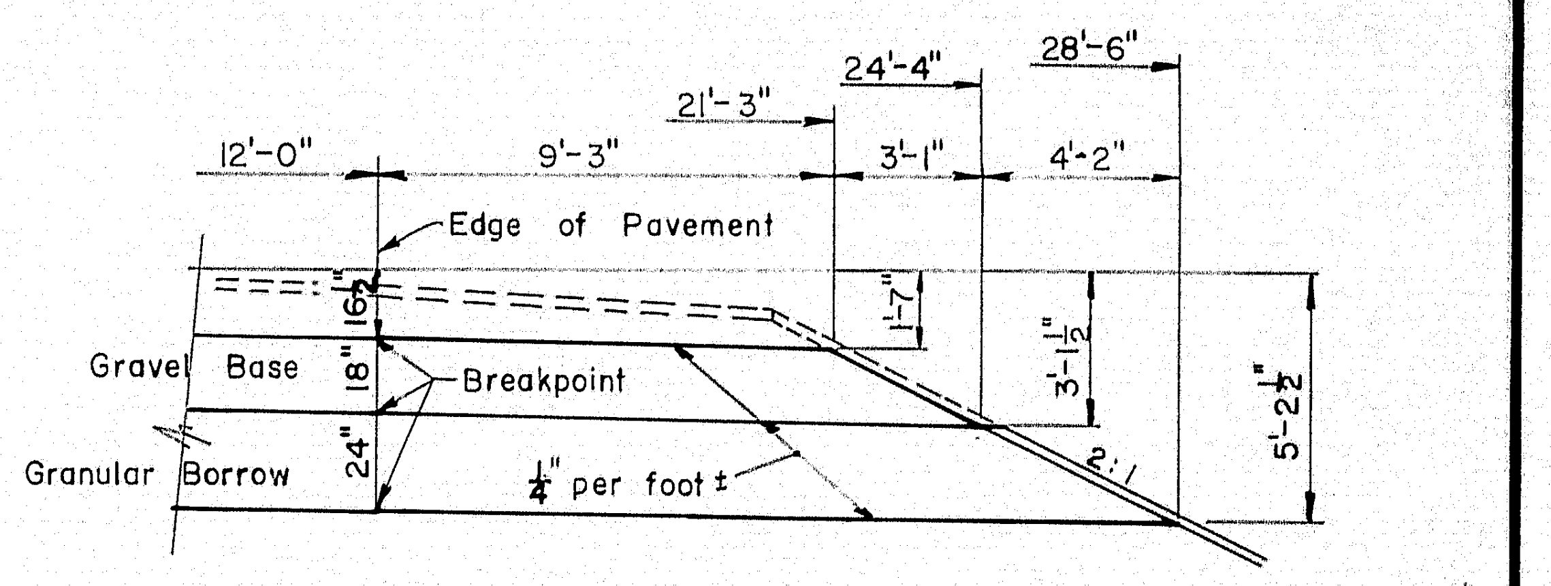
18" GRAVEL BASE = 58.21 C.Y. PER 100 L.F.
24" GRANULAR BORROW = 134.42 C.Y. PER 100 L.F.

24 FT. PAVEMENT

18" GRAVEL BASE = 133.33 C.Y. PER 100 L.F.
24" GRANULAR BORROW = 177.78 C.Y. PER 100 L.F.

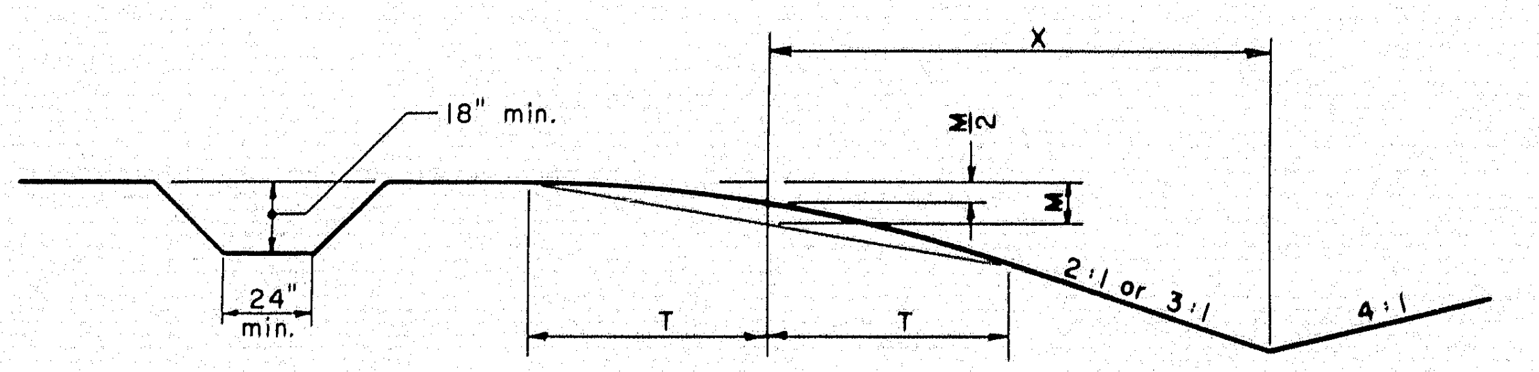
10 FT. SHOULDER

18" GRAVEL BASE = 93.63 C.Y. PER 100 L.F.
24" GRANULAR BORROW = 181.26 C.Y. PER 100 L.F.


12'-0"
9'-3"
21'-3"
24'-4"
28'-6"
3'-1"
4'-2"
Edge of Pavement
16½
18"
24"
Gravel Base
Granular Borrow
Breakpoint
1'-7"
3'-1½"
5'-2½"
¼" per foot ±
2:1

NORMAL ONE-WAY
8 FT. SHOULDER — GUARD RAIL

18" GRAVEL BASE = 59.48 C.Y. PER 100 L.F.
24" GRANULAR BORROW = 106.76 C.Y. PER 100 L.F.


18" min.
24" min.
X
M/2
M
T
T
2:1 or 3:1
4:1

BERM DITCH

Construct berm ditch as shown on the plans or as directed by the engineer.

Where a 2:1 slope is not practical, use a 1½:1 slope.

Where "X" = 7 or less, "T" = X - 2, otherwise "T" = 5.

To avoid property damage and to save shade trees, this formular may be modified by the engineer.

NOTE - LOAMING SLOPES

When slopes are specified to be loamed either by the engineer or notes on the plans or sections, they shall be loamed up to the bottom of the gravel base.

Superelevation shall be as specified in A.A.S.H.O. Policy of Geometric Design of Rural Highways. (e) The maximum superelevation shall not exceed 0.08' per foot width of pavement All curves shall have full superelevation at the first 50' station occurring a minimum distance of 50' after the P.C. and a minimum distance of 50' before the P.T. When superelevation exceeds 3/4" per foot, inside shoulder shall have same slope as pavement.

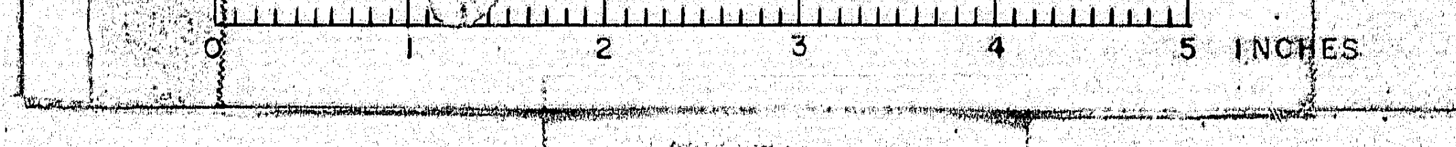
NOTE:

For all sections depth of ditch depends on local conditions. Depth of base as shown may be changed to meet local conditions.

***NOTE:**

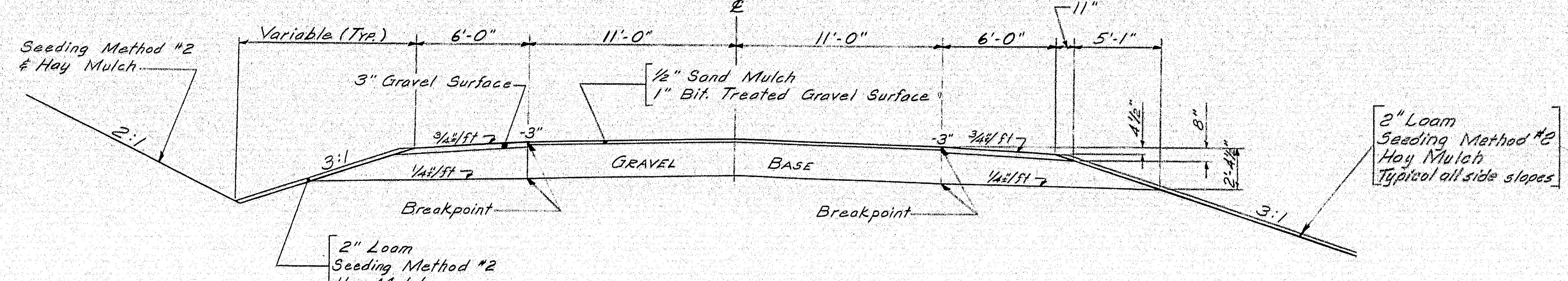
The pavement and base depths as shown on the plans are intended to be nominal.

99-2


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)	3	93

I-95-8(62)


Variable (Typ.)
6'-0"
11'-0"
℄
11'-0"
6'-0"
11"
5'-1"
Seeding Method #2
& Hay Mulch
2:1
3" Gravel Surface
½" Sand Mulch
1" Bit. Treated Gravel Surface
3:1
¾"/ft
-3"
Gravel
Base
-3"
¾"/ft
4½"
8"
2'-4½"
¼"/ft
¼"/ft
Breakpoint
Breakpoint
2" Loam
Seeding Method #2
Hay Mulch
Typical all side slopes
3:1
2" Loam
Seeding Method #2
Hay Mulch

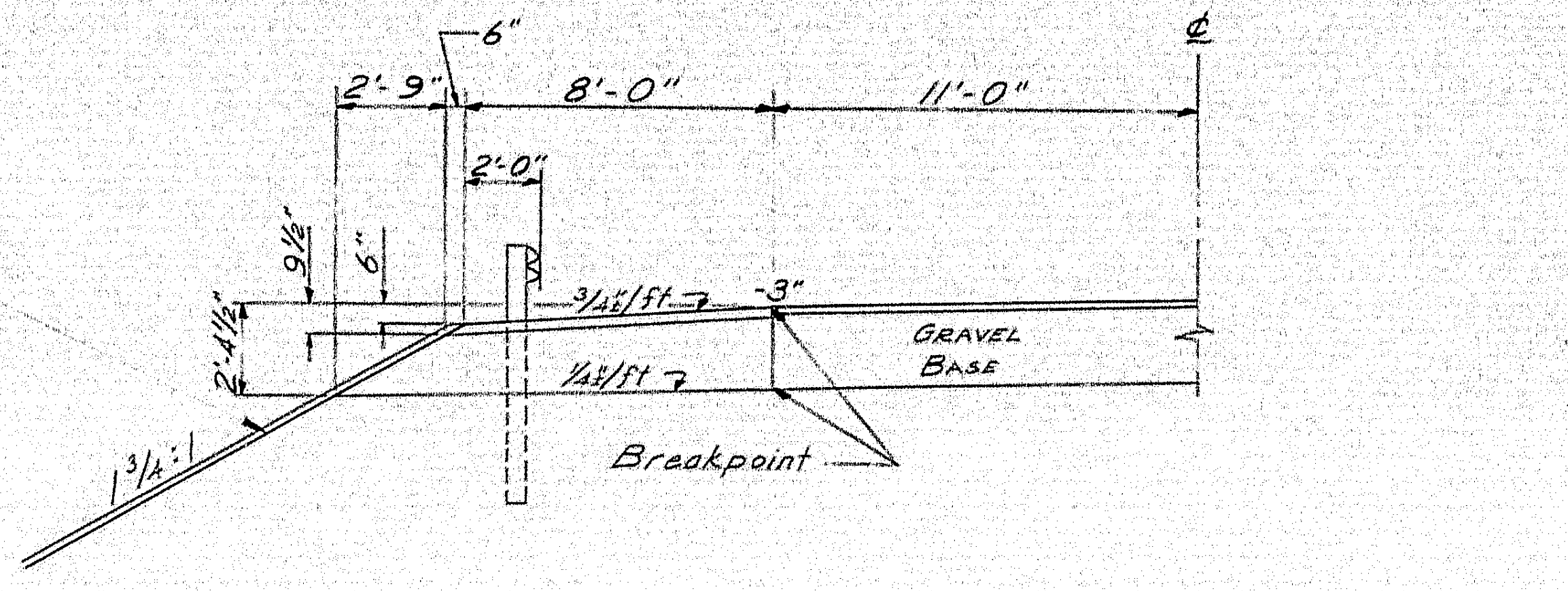
NORMAL

6 FT. SHOULDER

24" Gravel Base = 59.63 C.Y. Per 100 L.F.

22 FT. ROADWAY

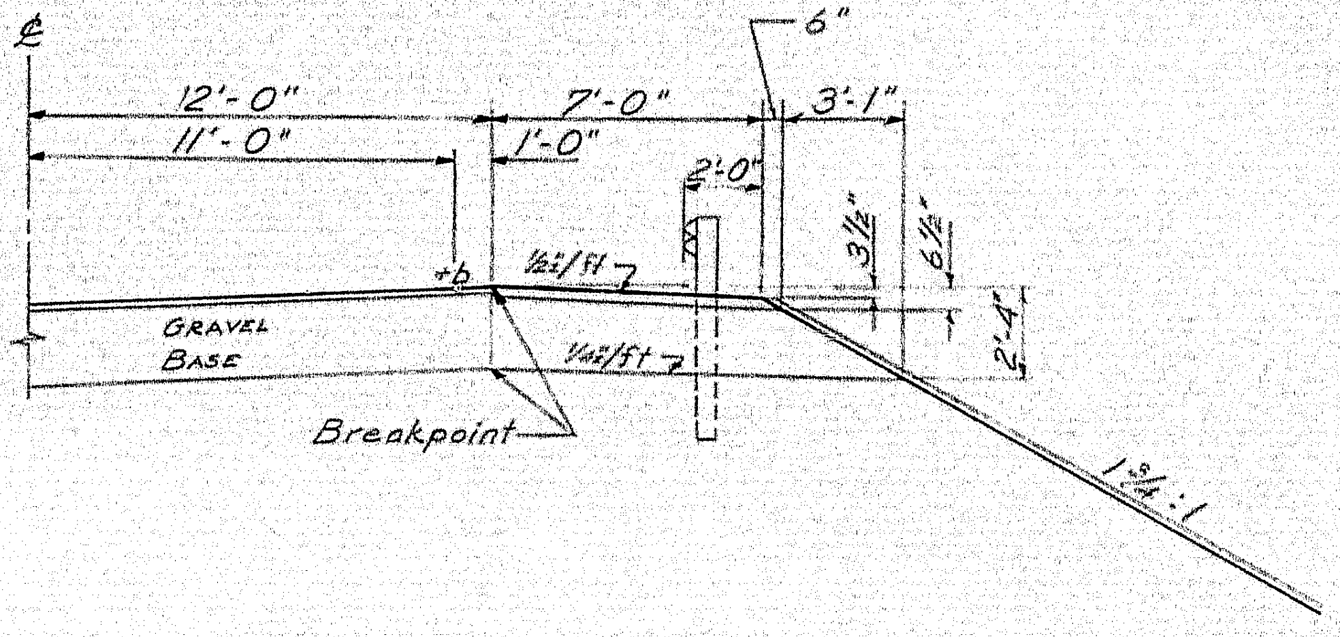
24" Gravel Base = 162.96 C.Y. Per 100 L.F.


6"
2'-9"
8'-0"
11'-0"
℄
2'-0"
9½"
6"
2'-4½"
¾"/ft
-3"
Gravel
Base
¼"/ft
1¾:1
Breakpoint

NORMAL - WITH GUARDRAIL

8 FT. SHOULDER

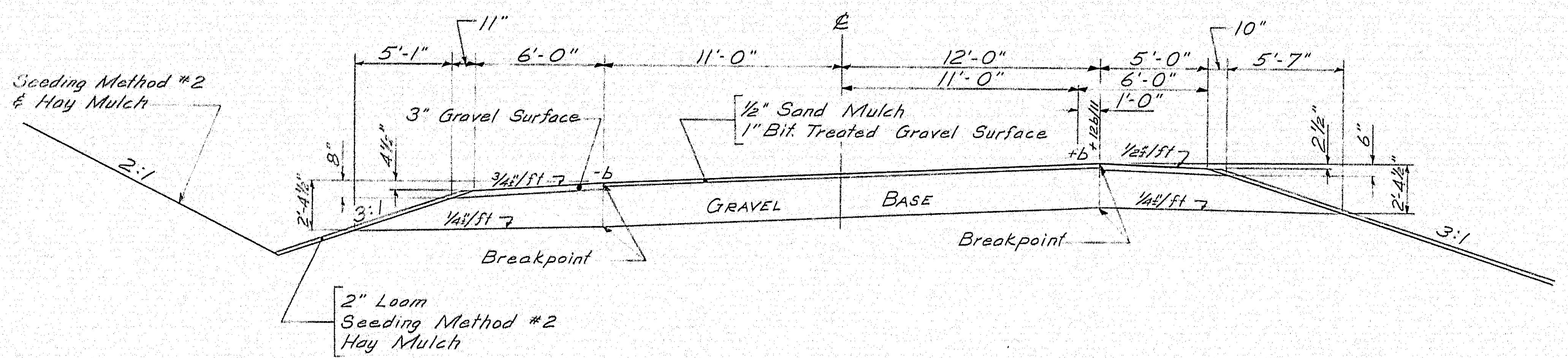
24" Gravel Base = 61.23 C.Y. Per 100 L.F.


℄
12'-0"
11'-0"
7'-0"
1'-0"
6"
3'-1"
2'-0"
+b
½"/ft
3½"
6½"
2'-4"
Gravel
Base
¼"/ft
Breakpoint
1¾:1

SUPERELEVATED - WITH GUARDRAIL

7 FT. SHOULDER

24" Gravel Base = 59.97 C.Y. Per 100 L.F.


11"
5'-1"
6'-0"
11'-0"
℄
12'-0"
11'-0"
5'-0"
6'-0"
1'-0"
10"
5'-7"
Seeding Method #2
& Hay Mulch
2:1
3" Gravel Surface
½" Sand Mulch
1" Bit. Treated Gravel Surface
8"
4½"
2'-4½"
3:1
¾"/ft
-b
+b
+12b/11
½"/ft
2½"
6"
2'-4½"
Gravel
Base
¼"/ft
¼"/ft
Breakpoint
Breakpoint
3:1
2" Loam
Seeding Method #2
Hay Mulch

SUPERELEVATED

6 FT. SHOULDER

24" Gravel Base = 59.63 C.Y. Per 100 L.F.

23 FT. ROADWAY

24" Gravel Base = 170.37 C.Y. Per 100 L.F.

5 FT. SHOULDER

24" Gravel Base = 57.31 C.Y. Per 100 L.F.

Summary of Earth Excavation and Borrow Quantities

(Quantities in Cu.Yds.)

Description	I-95-8(62)		I-95-9(29)		Contract
	Main Line	Route 116	Main Line	Route 157	Grand Total
Earth Excavation for Estimate					
Earth Excavation (from Cross-Sections)	72635	2600	520	2430	78185
Grubbing in Fill Sections	1445	0	0	0	1445
Top 2' Muck Excavation (Muck Exc. @Pier #1, Pen. River)	3370	0	0	0	3370
Total Earth Excavation	77450	2600	520	2430	83000
Fill for Borrow Calculations					
Fill (from Cross-Sections)	59000	1200	26900	8270	95370
Grubbing (fill areas)	1445	0	0	0	1445
Muck Excavation (incl. top 2')	3370	0	0	0	3370
Total Fill	63815	1200	26900	8270	100185
Ledge Excavation for Estimate					
Total Ledge Excavation	460	0	0	50	510
Available Earth Excavation for Borrow Calculations					
Total Earth Excavation	77450	2600	520	2430	83000
Deductions:					
Grubbing in Cut Areas	4000	0	0	0	4000
Grubbing in Fill Areas	1445	0	0	0	1445
Top 2' Muck Excavation	3370	0	0	0	3370
Total Deductions	-8815	0	0	0	-8815
Total Available Earth Excavation	68635	2600	520	2430	74185
Computation of Gravel Borrow for Estimate					
Total Fill	63815	1200	26900	8270	100185
Total Available Earth x .85 =	58340	2210	442	2065	63057
Total Available Ledge x 1.33 =	612	0	0	66	678
Total Available Earth and Ledge	58952	2210	442	2131	63735
Total Fill minus Total Available Earth and Ledge	4863	-1010	26458	6139	36450
24" Granular Borrow Subbase	11200	0	2400	0	13600
Plus 24" Granular Borrow Subbase	16063	-1010	28858	6139	50050
Total Fill minus Tot. Avail. Ea. & Ledge plus Subbase x 1.15	18472	-1161	33187	7060	57558
Excess Earth Exc. from Rt. 116 deducted from other locations	-365	0	-656	-140	-1161
Granular Borrow (for undetermined locations), prorated	3146	0	5652	1202	10000
Adjusted Fill required	21253	0	38183	8122	67558
Granular Borrow for Estimate (on Sheet 4) say	21500	0	38000	8000	67500

DESIGN— E.R.A. TRACE— E.R.A. CHECK— Harris	BRIDGE NO. SURVEY— PLOT—

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
PENOBSCOT RIVER & ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
TYPICAL SECTIONS — ROUTES 116, OLD 157
SHEET 3 OF 93 AUGUSTA, MAINE OCTOBER 1964

99-3

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) I-95-8(62)	4	93

ESTIMATE OF QUANTITIES

Item Description	Unit	I-95-8(62)				I-95-9(29)				
		Interstate Main Line (Approach)	Route 116 (Approach)	I-95 over Route 116 (Bridge)	Project Total	Interstate Main Line (Approach)	Old Rte. 157 Relocation (Approach)	I-95 over Penobscot R. (Bridge)	Project Total	Contract Grand Total
Clearing	Acres	3.10	.08		3.18	.32	.50		.82	4
Selective Clearing and Thinning	Acres	1			1					1
Removing Trees (9"-24")	Each	3			3		5		5	8
Removing Trees (over 24")	Each					1	2		3	3
Earth Excavation	C.Y.	77 450	2600		80050	520	2430		2950	83000
Rock Excavation	C.Y.	460			460		50		50	510
Structural Earth Excavation, Drainage	C.Y.	50	350		400		200		200	600
Structural Earth Excavation, Piers, Route 116	C.Y.			380	380					380
Structural Earth Excavation, Piers, Penobscot River	C.Y.							3400	3400	3400
Granular Borrow (See Summary on Sheet 3)	C.Y.	21500			21500	38000	8000		46000	67500
Gravel Borrow, Pit Measure	C.Y.	33000			33000	4400			4400	37400
Machine Aerating	Hours	90			90	10			10	100
Gravel Base Course - In Place Measure	C.Y.	7300	2350		9650	1850	5400		7250	16900
Sprinkling	Units	25			25	5			5	30
Calcium Chloride	Tons	3			3	1			1	4
Gravel Surface Course	C.Y.	32	218		250		430		430	680
Road Tar	Gal.		1830		1830		3870		3870	5700
15 Inch Corrugated Metal Pipe	L.F		37		37					37
15 Inch Asphalt Coated Corrugated Metal Pipe	L.F						54		54	54
18 Inch Asphalt Coated Corrugated Metal Pipe	L.F	125			125		94		94	219
24 Inch Asphalt Coated Corrugated Metal Pipe	L.F		112		112		71		71	183
36 Inch Asphalt Coated Corrugated Metal Pipe	L.F		129		129		94		94	223
24 Inch Reinforced Concrete Pipe - Class III	L.F	104			104					104
Underdrain, Type "B"	L.F	‡ 800	180		980					980
Underdrain Outlets	L.F	‡ 200	155		355					355
Metal End Walls for 36-Inch Pipe	Each		2		2					2
Portland Cement Concrete, Abutments & Retaining Walls, Rte 116	C.Y.			350	350					350
Port. Cem. Concrete, Abuts. & Ret. Walls, Penobscot River	C.Y.							625	625	625
Portland Cement Concrete, Piers, Route 116	C.Y.			255	255					255
Portland Cement Concrete, Piers, Penobscot River	C.Y.							3840	3840	3840
Portland Cement Concrete, Piers (Placed Under Water)	C.Y							3600	3600	3600
Port. Cem. Conc., Rdway. & Sdwalk Slabs on Steel Bridges, Rte. 116	C.Y.			280	280					280
Port. Cem. Conc., Rdway. & Sdwalk Slabs on Steel Bridges, Penobscot River	C.Y							2430	2430	2430
Portland Cement Concrete for Riprap Grout	bbls.	287			287	13			13	300
Curing Box for Concrete Cylinders	Each							1	1	1
Structural Steel, Fabricated & Delivered, Route 116	L.S.			L.S.	L.S.					L.S.
Structural Steel, Fabricated & Delivered, Penobscot River	L.S.							L.S.	L.S.	L.S.
Structural Steel, Erection, Rte. 116	L.S.			L.S.	L.S.					L.S.
Structural Steel, Erection, Penobscot River	L.S.							L.S.	L.S.	L.S.
Structural Steel Field Painting, Route 116	L.S.			L.S.	L.S.					L.S.
Structural Steel Field Painting, Penobscot River	L.S.							L.S.	L.S.	L.S.
Reinforcing Steel, Delivered	lbs.			118560	118560			759700	759700	878260
Reinforcing Steel, Placed	lbs.			118560	118560			759700	759700	878260
Shear Connectors	L.S.							L.S.	L.S.	L.S.
Steel H-beam Piles 42 lbs/ft.	L.F			3076	3076					3076
Steel H-beam Piles 53 lbs/ft.	L.F.							2520	2520	2520
Steel H-beam Piles 89 lbs/ft.	L.F.							10380	10380	10380

‡ Undetermined Location

Note: If muck is encountered its removal shall be paid for under Item 203-9

Item Description	Unit	I-95-8(62)				I-95-9(29)				
		Interstate Main Line (Approach)	Route 116 (Approach)	I-95 over Route 116 (Bridge)	Project Total	Interstate Main Line (Approach)	Old Rte. 157 Relocation (Approach)	I-95 over Penobscot R. (Bridge)	Project Total	Contract Grand Total
Cofferdams, Pier 1 S.B.	L.S.							L.S.	L.S.	L.S.
Cofferdams, Pier 2 S.B.	L.S.							L.S.	L.S.	L.S.
Cofferdams, Pier 3 S.B.	L.S.							L.S.	L.S.	L.S.
Cofferdams, Pier 4 S.B.	L.S.							L.S.	L.S.	L.S.
Cofferdams, Pier 1 N.B.	L.S.							L.S.	L.S.	L.S.
Cofferdams, Pier 2 N.B.	L.S.							L.S.	L.S.	L.S.
Cofferdams, Pier 3 NB	L.S.							L.S.	L.S.	L.S.
Cofferdams, Pier 4 N.B.	L.S.							L.S.	L.S.	L.S.
Bridge Rail	L.F.			496	496			4314	4314	4810
Epoxy Resin Surface Sealant	S.Y.			220	220			330	330	550
Vertical Bridge Curb - Type I	L.F			550	550			4310	4310	4860
Vertical Bridge Curb, Circular - Type I	L.F.							40	40	40
Guard Rail - Type E	L.F.						625		625	625
Guard Rail - Type E, Terminal Sections	Each						8		8	8
Guard Rail - Type E, Curved	L.F						145		145	145
Single Posts - Type A	Each		8		8		6		6	14
Fencing - Metal Posts	L.F.	1665			1665	670			670	2335
Stone Fill	CY	3600			3600					3600
Hand Laid Riprap	C.Y.	668			668	32			32	700
Crane Laid Riprap Face	S.Y.	1800			1800					1800
Loam, In Place Measure	C.Y.	1040	110		1150	500	260		760	1910
Sodding	S.Y.		85		85	590	50		640	725
Jute Matting, Weave "H"	S.Y.	2830			2830	370			370	3200
Seeding, Method No. 2	Unit	245	25		270	62	48		110	380
Hay Mulch	Tons	19	2		21	5	4		9	30
Bituminous Treated Stone Slope Protection	S.Y.	775			775	325			325	1100
Right of Way Monuments	Each	4			4		14		14	18
Survey Markers	Each	2			2		9		9	11
Removing or Razing Building No. 1	L.S.	L.S.			L.S.					L.S.
Removal or Razing Building No. 3	L.S.					L.S.			L.S.	L.S.
Removing or Razing Buildings No. 4	L.S.					L.S.			L.S.	L.S.
Removal or Razing Building No. 5	L.S.					L.S.			L.S.	L.S.
Removal or Razing Buildings No. 6	L.S.					L.S.			L.S.	L.S.
Removal or Razing Building No. 7	L.S.					L.S.			L.S.	L.S.
Removal or Razing Building No. 8	L.S.					L.S.			L.S.	L.S.
Warning Lights & Illuminating Signs	Group	2			2	2			2	4
*Bituminous Concrete Surface Course, Type A	Tons			117	117			767	767	884
*Membrane Waterproofing	S.Y.			1064	1064			7010	7010	8074
Field Office - Type B	L.S.							L.S.	L.S.	L.S.
Moving, Repairing and Renovating Central Field Office and Soils Laboratory	L.S.					L.S.			L.S.	L.S.

See shs. 11 & 42

*Items not included in this contract

Approximate quantity of Structural Steel for I-95 over Rte 116 = 193,000 lbs.

Approximate quantity of Structural Steel for I-95 over Penobscot River = 3,660,000 lbs.

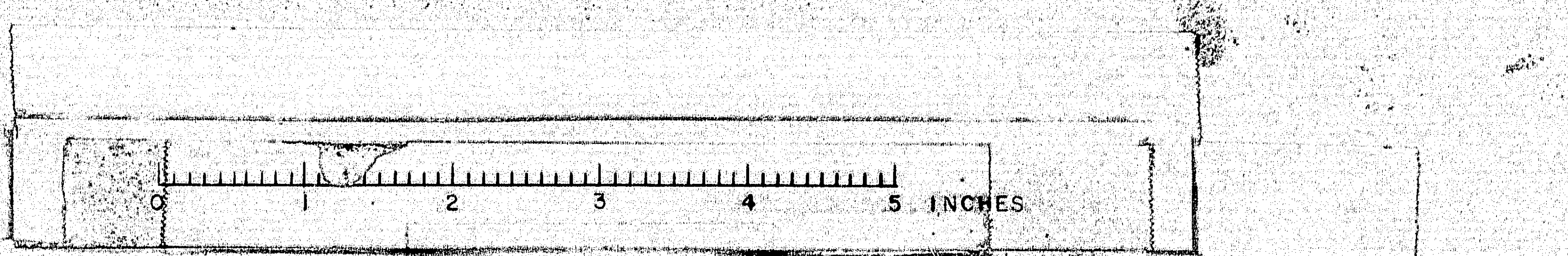
Estimated weight of Structural Steel includes Drains, is based on nominal sizes, and does not include Welds.

DESIGN–
TRACE– J.C.
CHECK– Harris

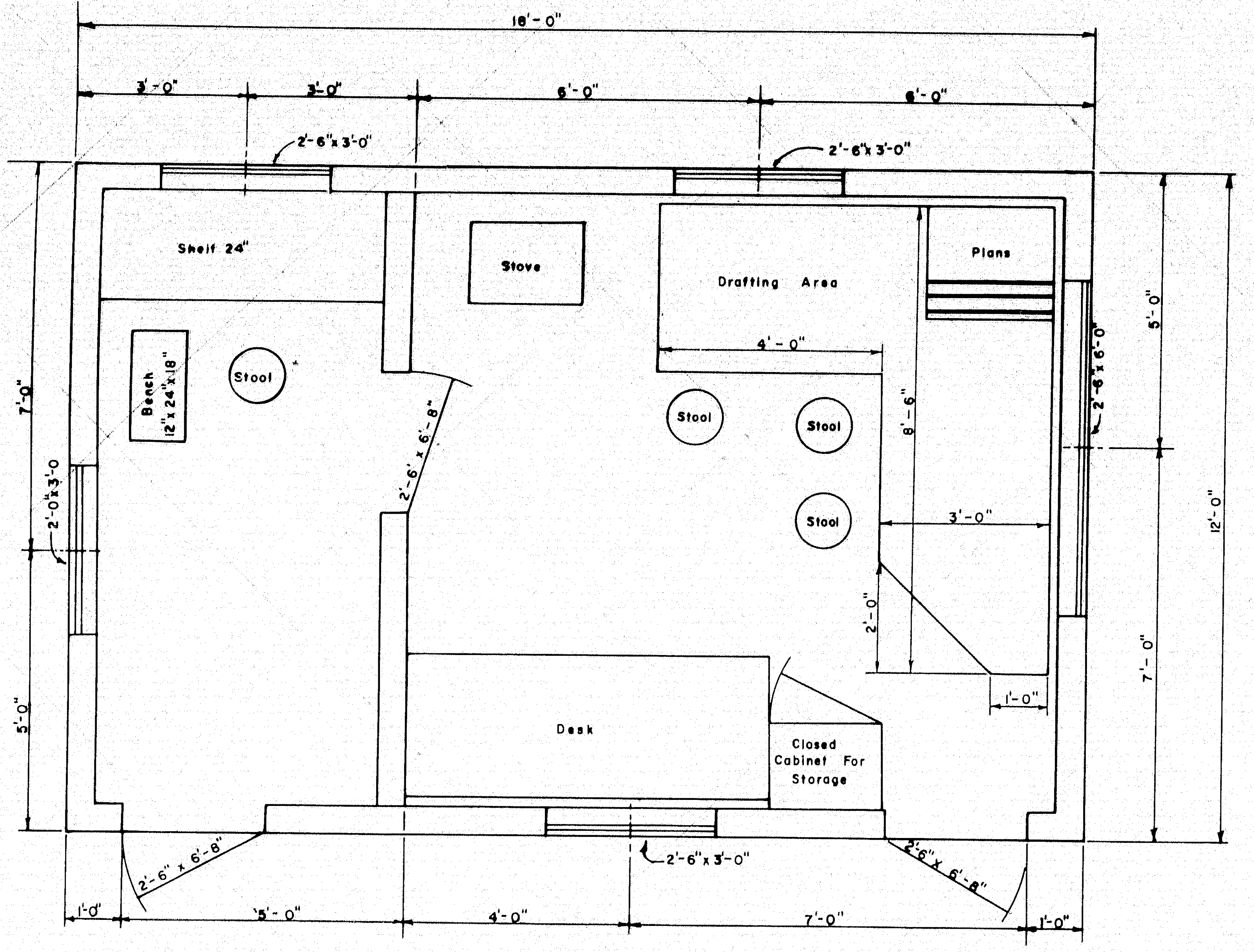
BRIDGE NO.
SURVEY–
PLOT–

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
PENOBSCOT RIVER & ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
QUANTITIES
SHEET 4 OF 93 AUGUSTA, MAINE OCTOBER 1964

99-4

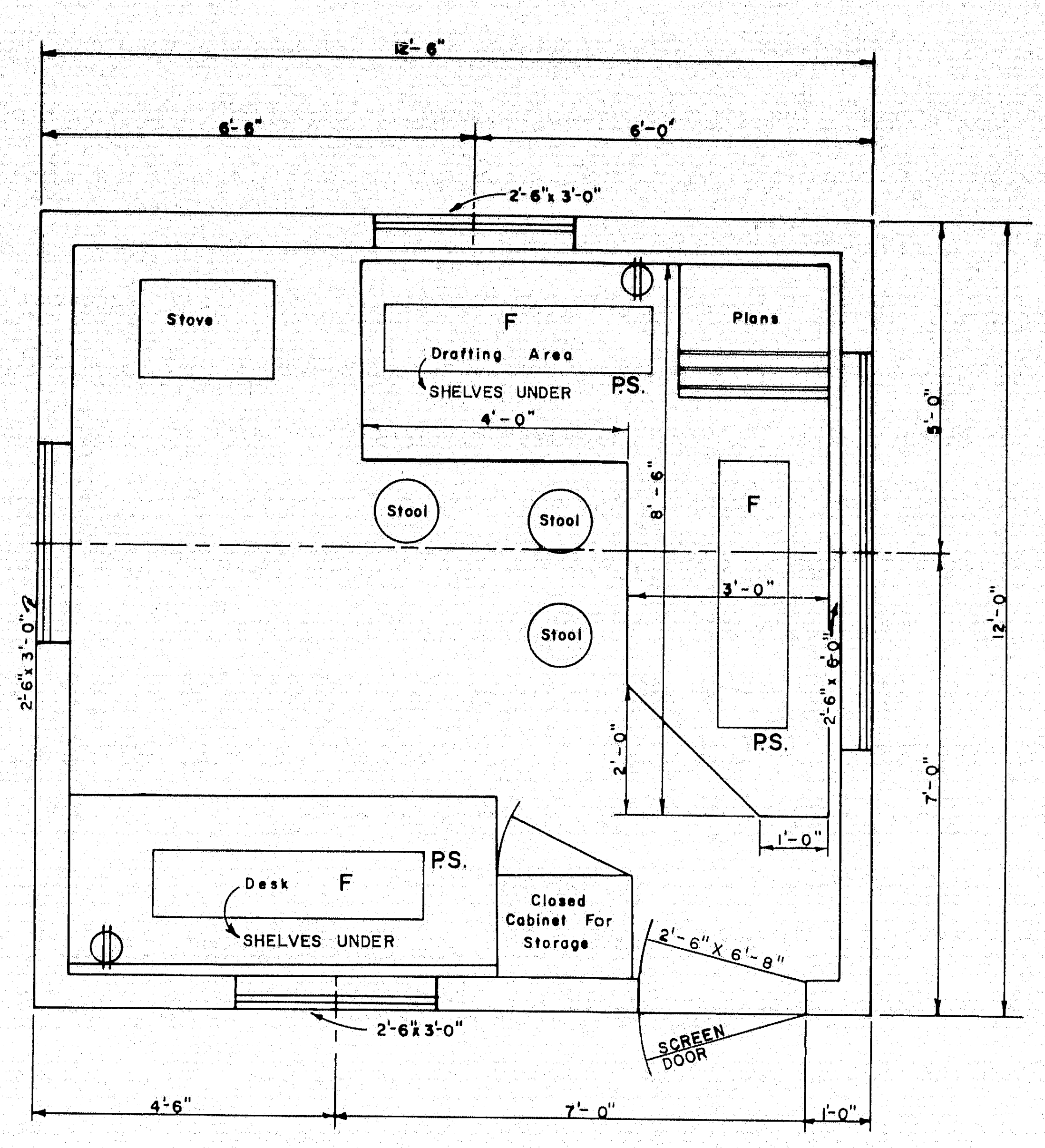


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	I-95-8 (62) I-95-9 (29)	5	93



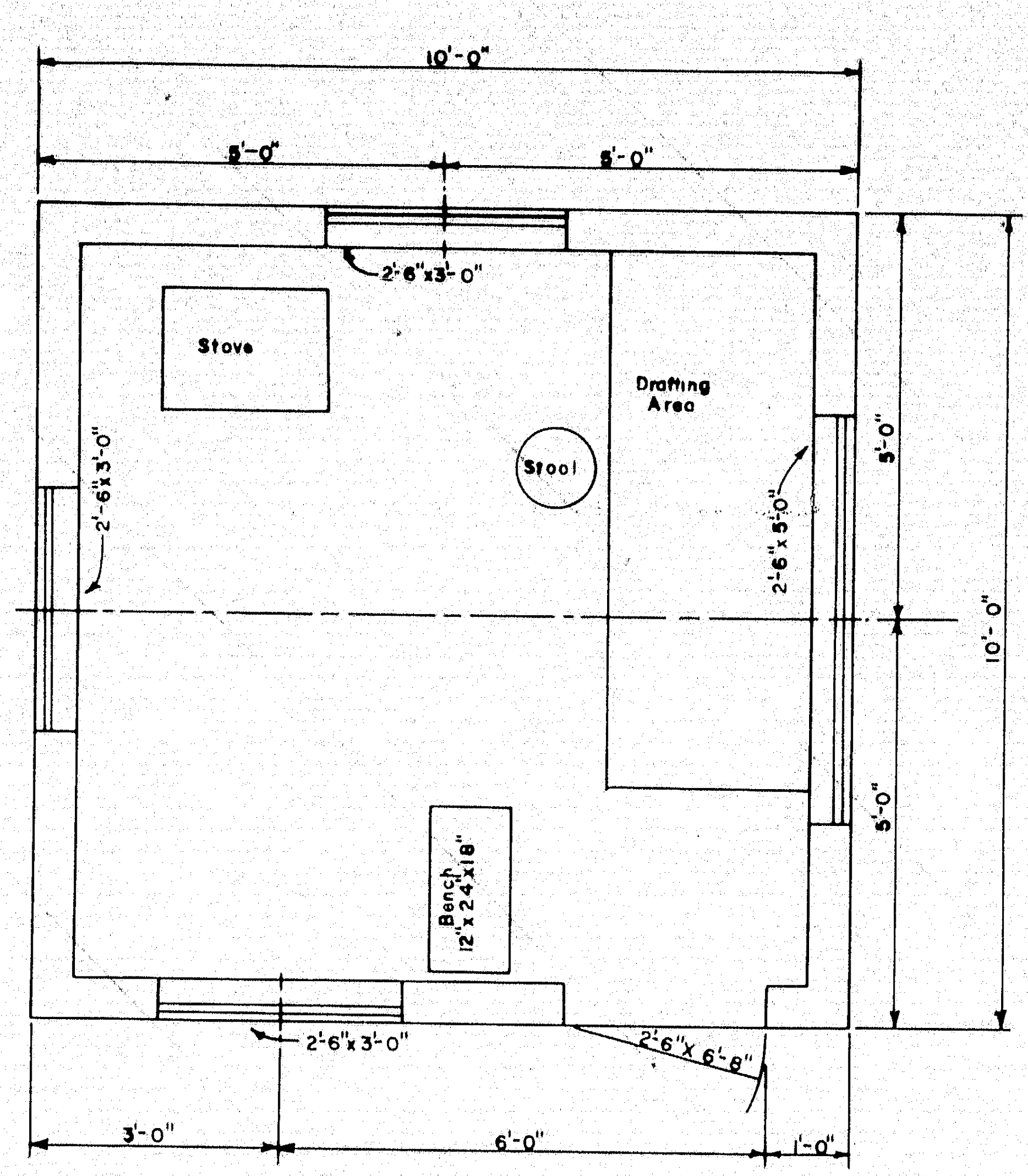
18'-0"
3'-0"
3'-0"
6'-0"
6'-0"
2'-6" x 3'-0"
2'-6" x 3'-0"
Shelf 24"
Stove
Drafting Area
Plans
Bench 12" x 24" x 18"
Stool
Stool
Stool
Stool
4'-0"
8'-6"
3'-0"
2'-6" x 6'-8"
2'-6" x 6'-0"
2'-0" x 3'-0"
7'-0"
5'-0"
5'-0"
12'-0"
7'-0"
2'-0"
1'-0"
Desk
Closed Cabinet For Storage
2'-6" x 6'-8"
2'-6" x 3'-0"
2'-6" x 6'-8"
1'-0"
5'-0"
4'-0"
7'-0"
1'-0"

FLOOR PLAN
TYPE "A"



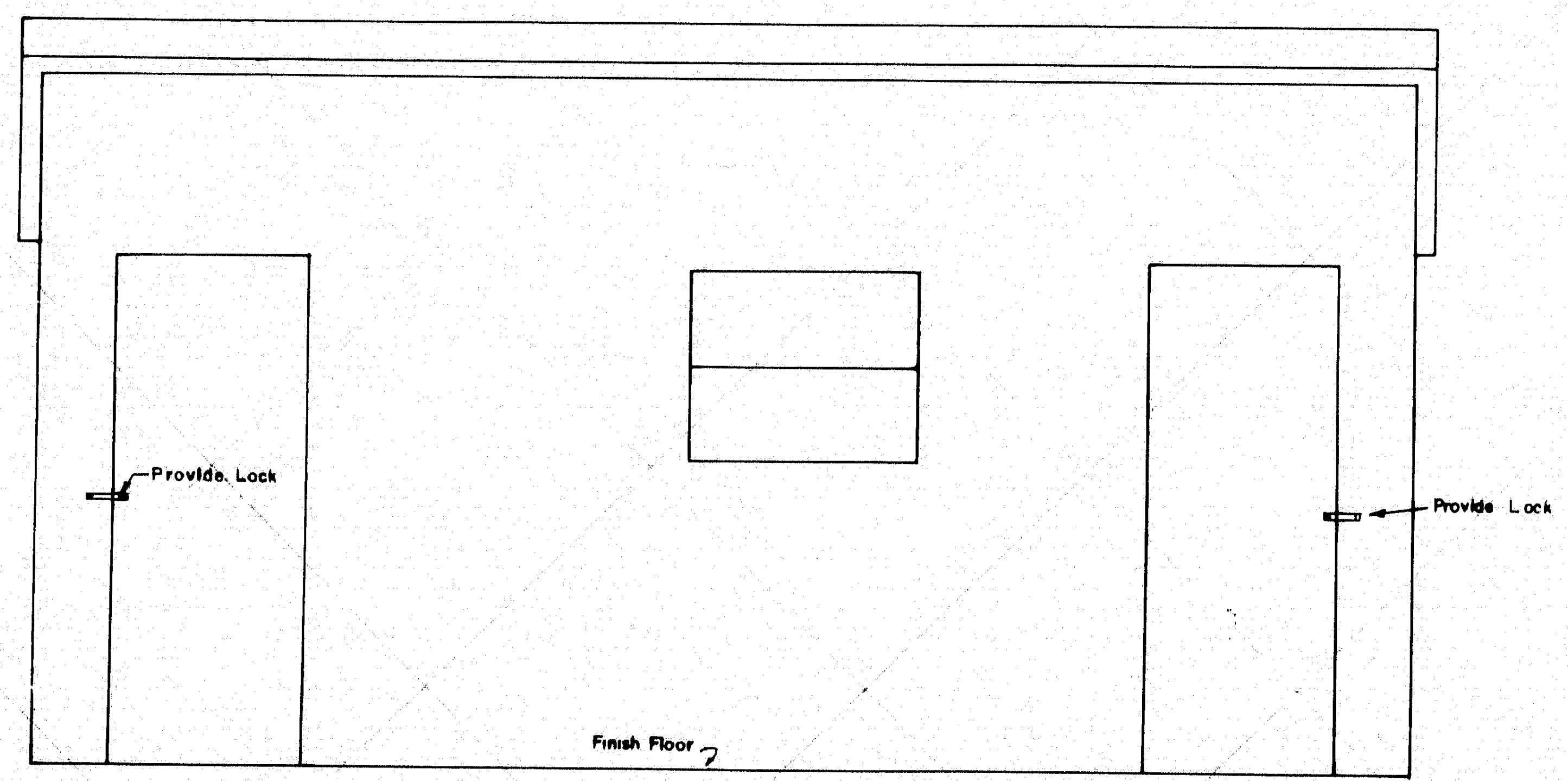
12'-6"
6'-6"
6'-0"
2'-6" x 3'-0"
Stove
F
Drafting Area
SHELVES UNDER
P.S.
Plans
4'-0"
Stool
Stool
Stool
8'-6"
F
3'-0"
P.S.
2'-6" x 6'-0"
2'-6" x 3'-0"
5'-0"
12'-0"
7'-0"
2'-0"
1'-0"
Desk
F
SHELVES UNDER
P.S.
Closed Cabinet For Storage
2'-6" x 6'-8"
SCREEN DOOR
2'-6" x 3'-0"
4'-6"
7'-0"
1'-0"

FLOOR PLAN
TYPE "B"



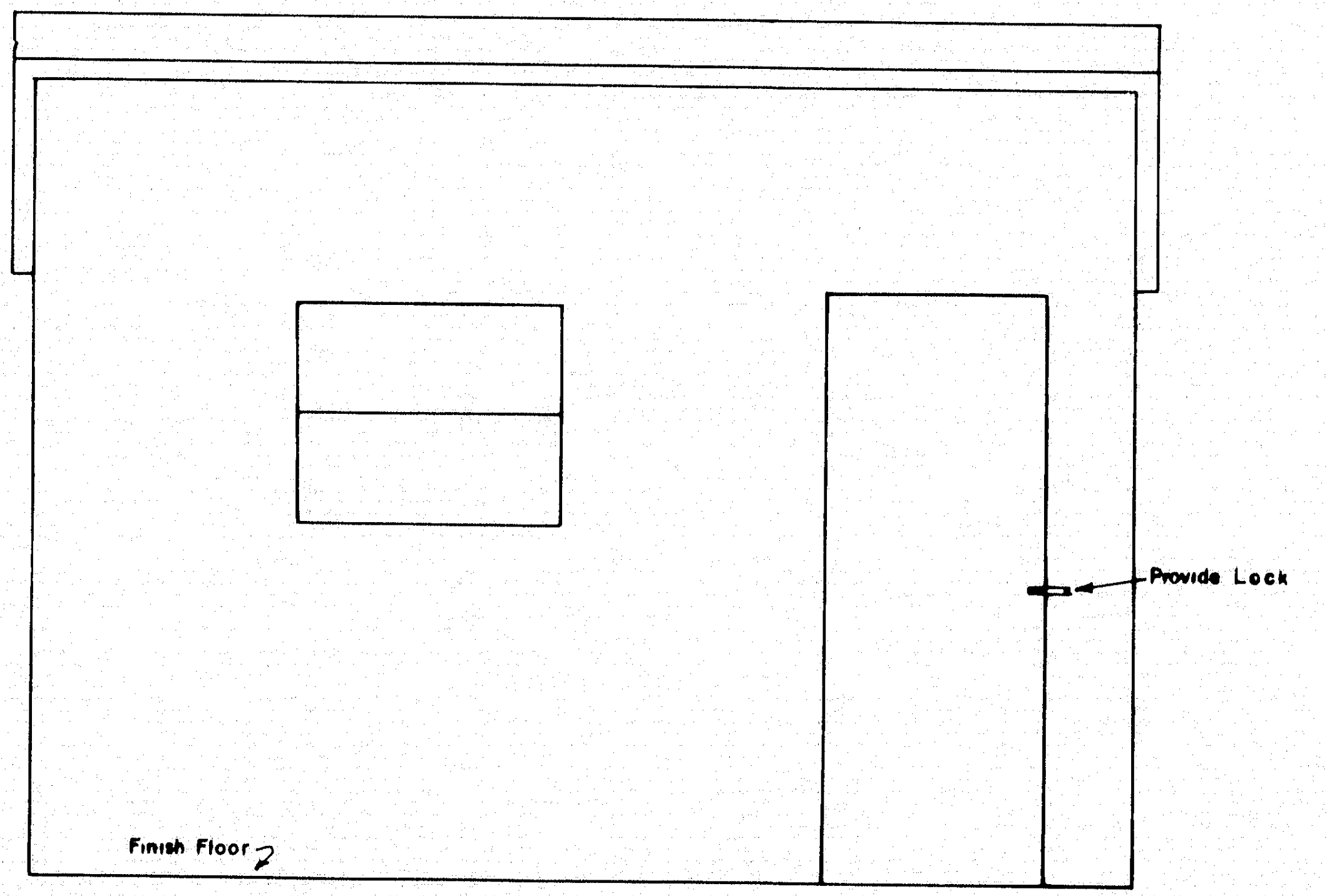
10'-0"
5'-0"
5'-0"
2'-6" x 3'-0"
Stove
Drafting Area
Stool
2'-6" x 3'-0"
2'-6" x 5'-0"
5'-0"
5'-0"
10'-0"
Bench 12" x 24" x 18"
2'-6" x 3'-0"
2'-6" x 6'-8"
3'-0"
6'-0"
1'-0"

FLOOR PLAN
TYPE "C"



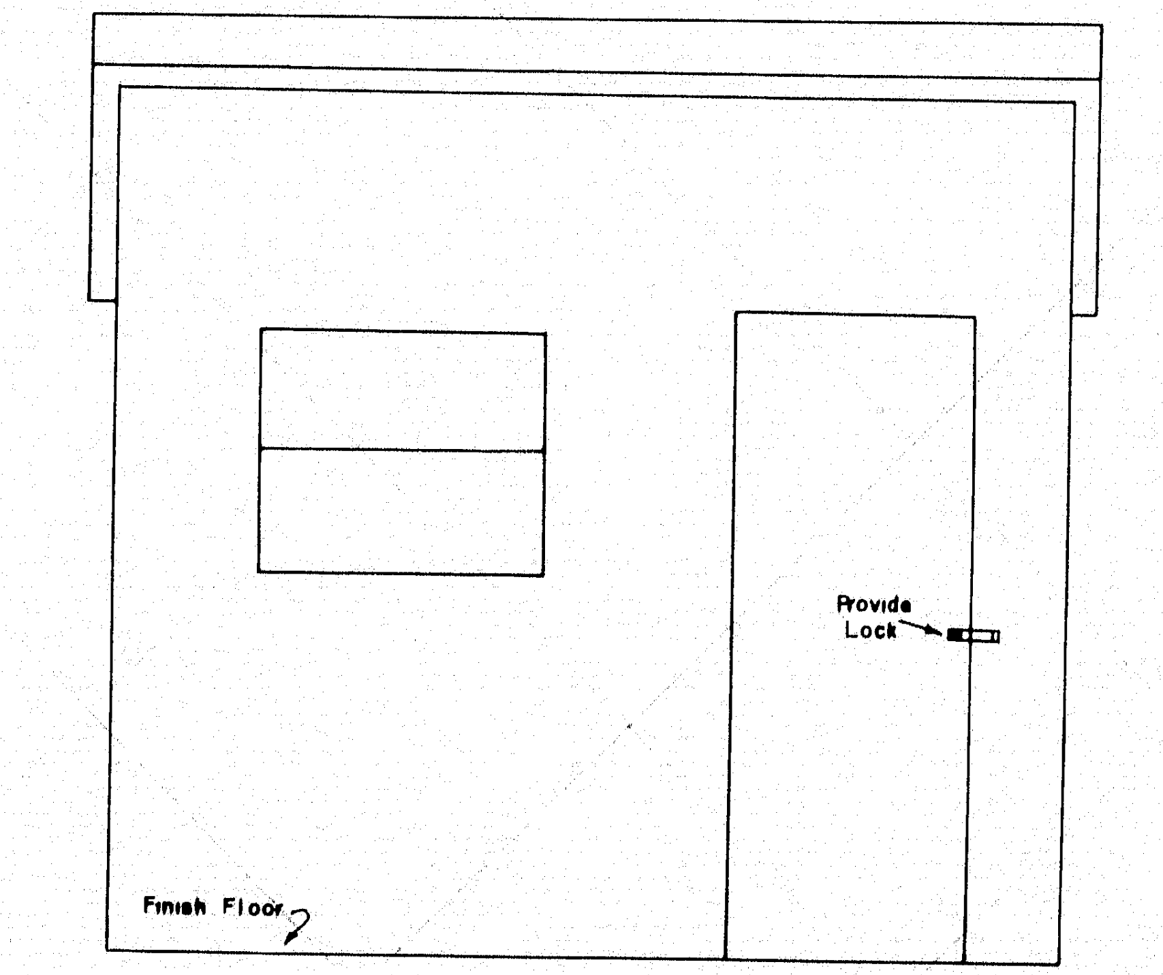
Provide Lock
Provide Lock
Finish Floor

FRONT ELEVATION
TYPE "A"



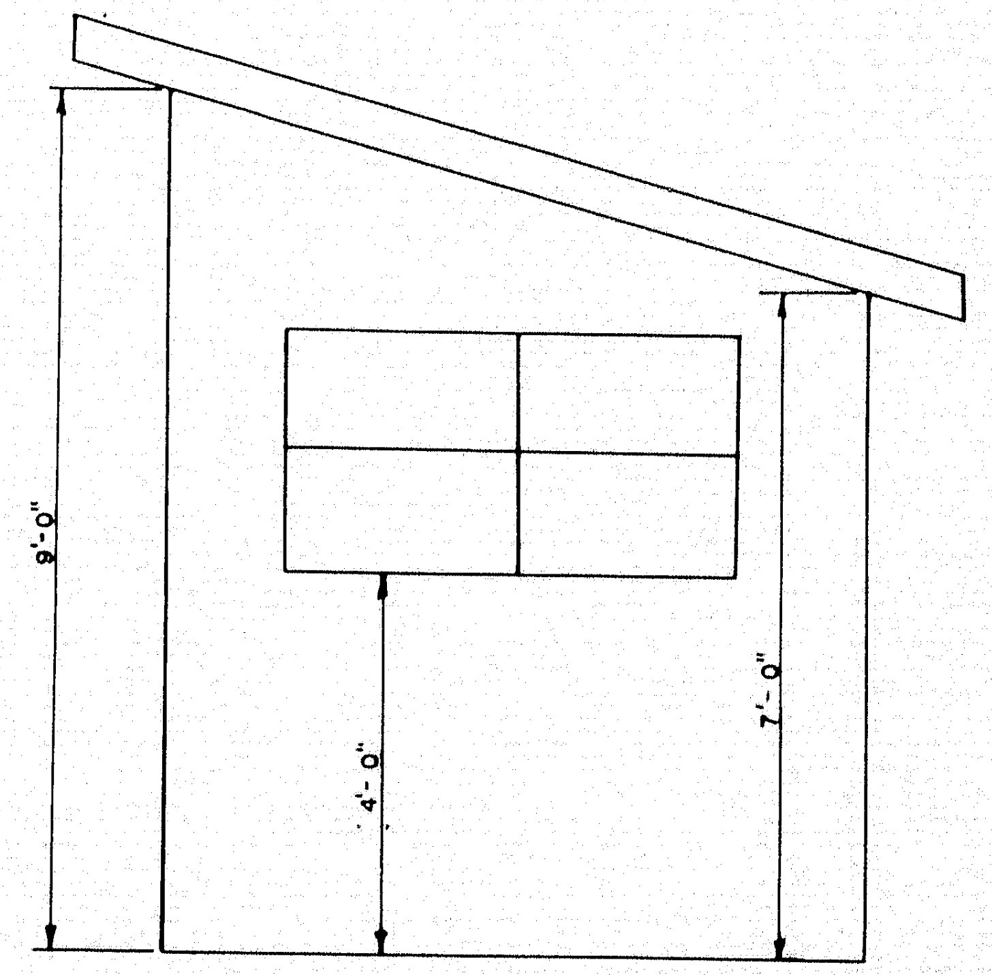
Provide Lock
Finish Floor

FRONT ELEVATION
TYPE "B"



Provide Lock
Finish Floor

FRONT ELEVATION
TYPE "C"



SIDE ELEVATION
TYPES "A" "B" & "C"

NOTES:

Drafting table 3'-4" high at front edge.

Set drafting table out 2" from studs to allow prints to hang down behind table when in use.

The engineer may rearrange the items shown on the plan views during construction of the field office.

Shelves under desk to fit 11½" x 14" x 25" trans files.

ENGINEERS FIELD OFFICES

SCALE $\frac{1}{2}$" = 1'-0"

FURNISHINGS TO BE SUPPLIED
2 Straight back chairs.
3 Stools.

SYMBOLS

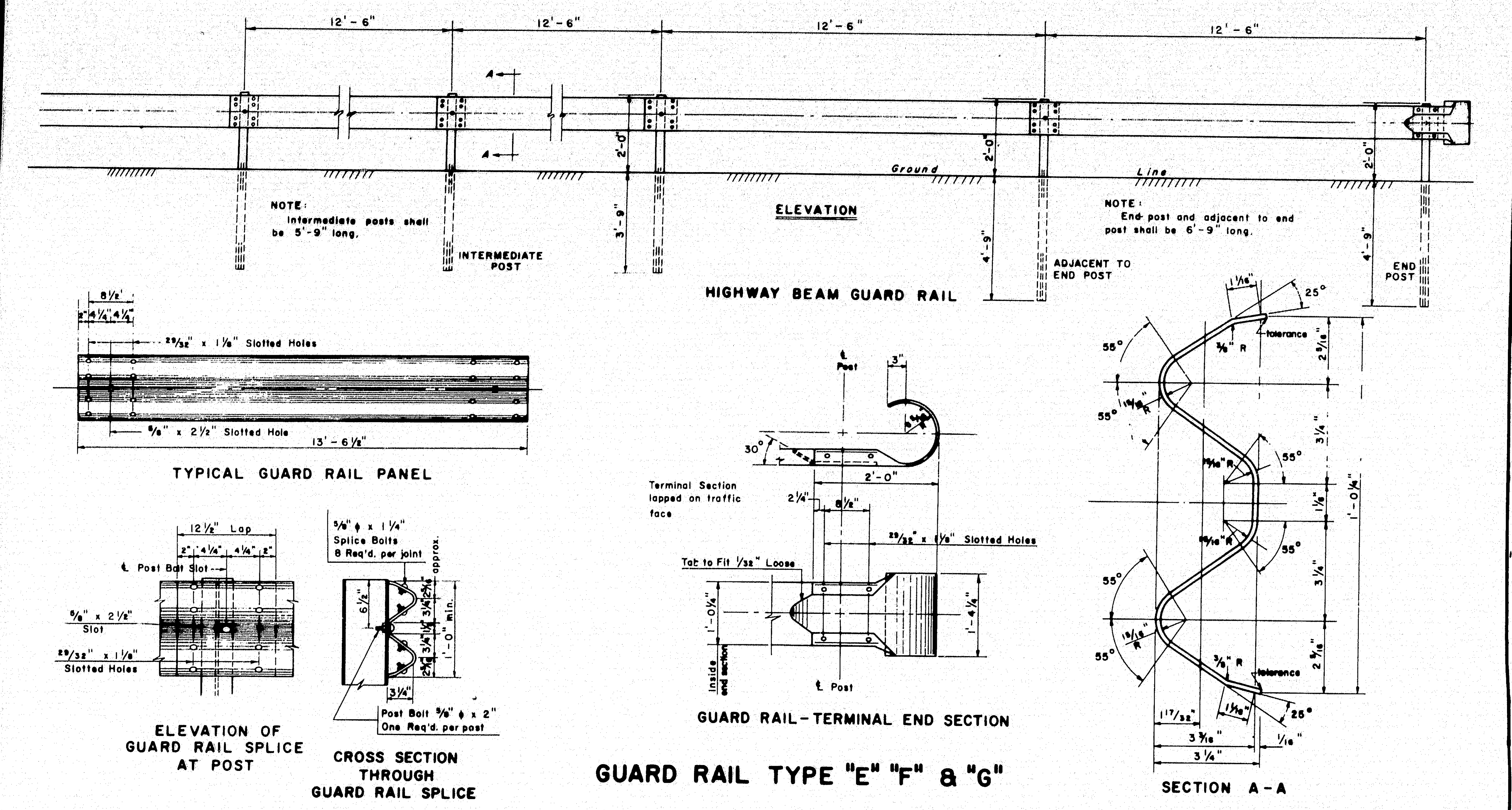
F	Flourescent lights - 2 light, rapid start, 48" strips, 40 watt bulbs.
P.S.	Pull switch.
⏀	Duplex Wall Outlet - 15 amp. unless otherwise noted.

SEPTEMBER 1963

99-5

0 1 2 3 4 5 INCHES

B.P.R. REG NO	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
	MAINE	I-95-8 (62) I-95-9 (29)	6	93


12'-6"
A
Ground Line
2'-0"
3'-9"
4'-9"
INTERMEDIATE POST
ADJACENT TO END POST
END POST
8 1/2"
29/32" x 1 1/8" Slotted Holes
5/8" x 2 1/2" Slotted Hole
13'-6 1/4"
12 1/2" Lap
℄ Post Bolt Slot
Slot
Slotted Holes
5/8" ϕ x 1 1/4" Splice Bolts 8 Req'd. per joint
Post Bolt 5/8" ϕ x 2" One Req'd. per post
℄ Post
30°
2'-0"
Terminal Section lapped on traffic face
Tab to Fit 1/32" Loose
29/32" x 1 1/8" Slotted Holes
1'-4 1/4"
Inside end section
55°
25°
tolerance
3/8" R
3 1/4"
1'-0 3/4"

HIGHWAY BEAM GUARD RAIL

ELEVATION

NOTE: Intermediate posts shall be 5'-9" long.

NOTE: End post and adjacent to end post shall be 6'-9" long.

TYPICAL GUARD RAIL PANEL

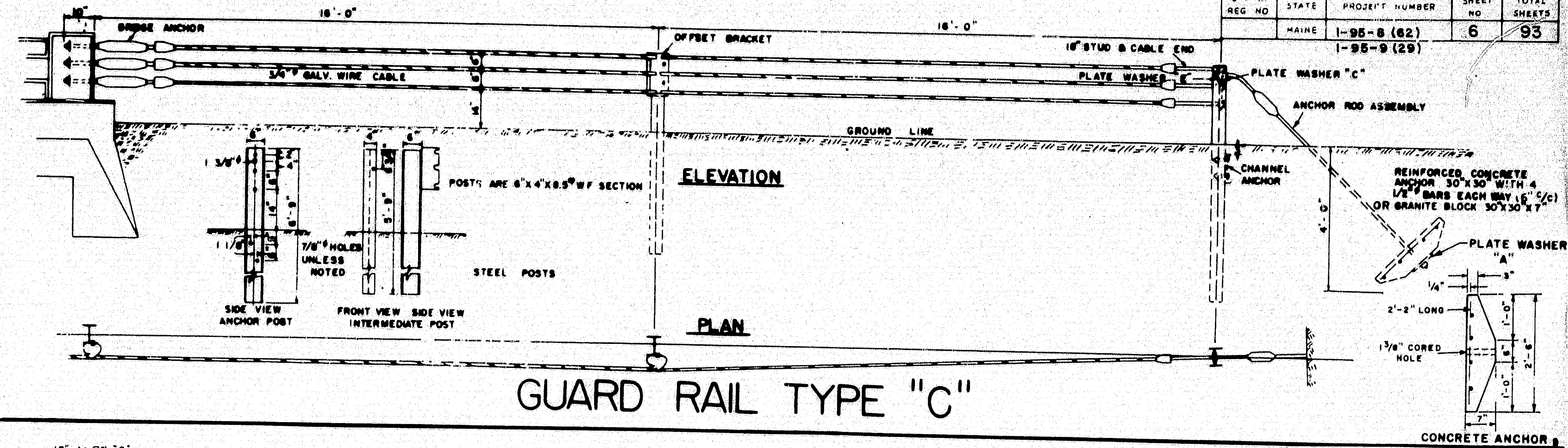
ELEVATION OF GUARD RAIL SPLICE AT POST

CROSS SECTION THROUGH GUARD RAIL SPLICE

GUARD RAIL - TERMINAL END SECTION

SECTION A-A

GUARD RAIL TYPE "E" "F" & "G"


16'-0"
BRIDGE ANCHOR
OFFSET BRACKET
3/4" GALV. WIRE CABLE
18" STUD & CABLE END
PLATE WASHER "E"
PLATE WASHER "C"
ANCHOR ROD ASSEMBLY
GROUND LINE
CHANNEL ANCHOR
REINFORCED CONCRETE ANCHOR 30"x30" WITH 4 1/2" BARS EACH WAY (6" C/C) OR GRANITE BLOCK 30"x30"x7"
PLATE WASHER "A"
POSTS ARE 6"x4"x8.5# WF SECTION
7/8" HOLES UNLESS NOTED
SIDE VIEW ANCHOR POST
FRONT VIEW SIDE VIEW INTERMEDIATE POST
STEEL POSTS
ELEVATION
PLAN
2'-2" LONG
1 3/8" CORED HOLE
CONCRETE ANCHOR

GUARD RAIL TYPE "C"

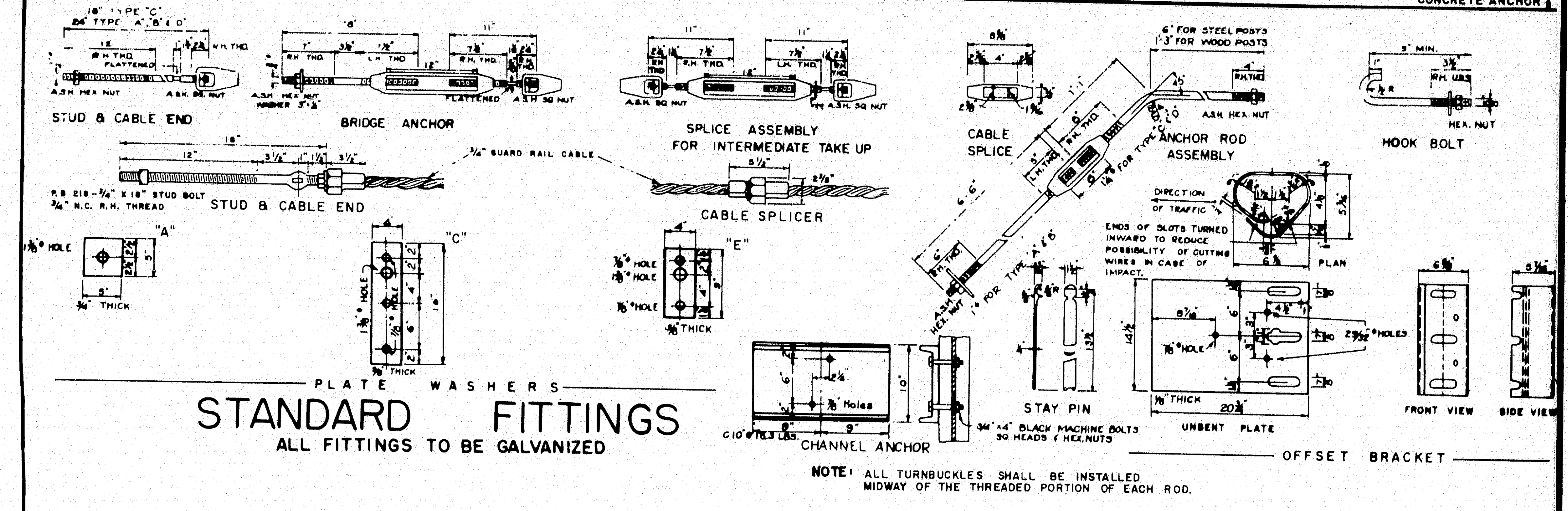

STUD & CABLE END
BRIDGE ANCHOR
SPLICE ASSEMBLY FOR INTERMEDIATE TAKE UP
CABLE SPLICE
ANCHOR ROD ASSEMBLY
HOOK BOLT
STUD & CABLE END
3/4" GUARD RAIL CABLE
CABLE SPLICER
"A"
"C"
"E"
CHANNEL ANCHOR
STAY PIN
UNBENT PLATE
FRONT VIEW
SIDE VIEW
6" FOR STEEL POSTS
1'-3" FOR WOOD POSTS
ENDS OF SLOTS TURNED INWARD TO REDUCE POSSIBILITY OF CUTTING WIRES IN CASE OF IMPACT.
DIRECTION OF TRAFFIC
3/4"x4" BLACK MACHINE BOLTS SQ HEADS & HEX.NUTS
PLAN

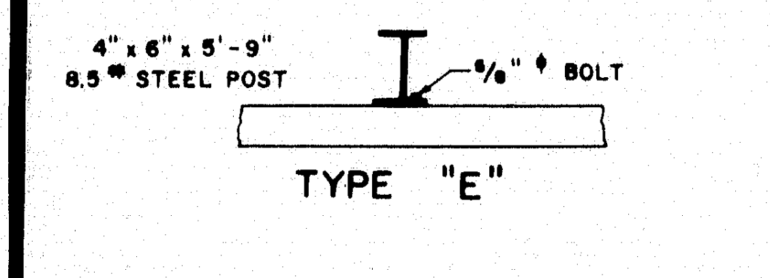
PLATE WASHERS

OFFSET BRACKET

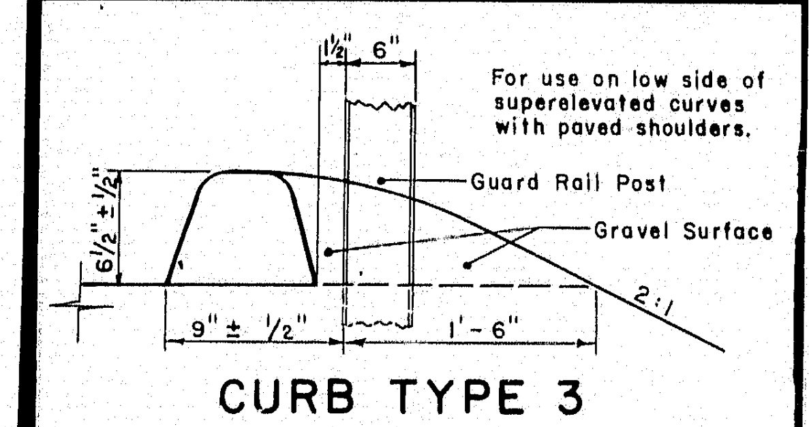
STANDARD FITTINGS

ALL FITTINGS TO BE GALVANIZED

NOTE: ALL TURNBUCKLES SHALL BE INSTALLED MIDWAY OF THE THREADED PORTION OF EACH ROD.

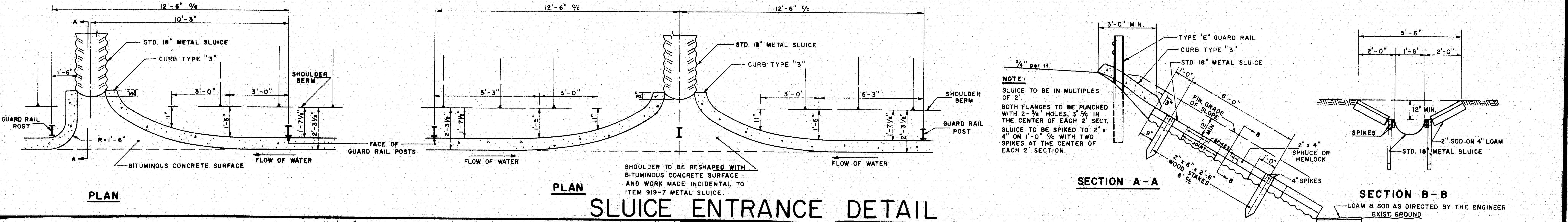

4"x6"x5'-9" 8.5# STEEL POST
5/8" ϕ BOLT

TYPE "E"


Guard Rail Post
Gravel Surface
9" ± 1/2"
1'-6"
2:1

For use on low side of superelevated curves with paved shoulders.

CURB TYPE 3


12'-6" C/C
10'-3"
STD. 18" METAL SLUICE
CURB TYPE "3"
SHOULDER BERM
GUARD RAIL POST
FACE OF GUARD RAIL POSTS
BITUMINOUS CONCRETE SURFACE
FLOW OF WATER
R=1'-6"
5'-3"
3'-0"
3'-0" MIN.
TYPE "E" GUARD RAIL
3/4" per ft.
FIN. GRADE OF SLOPE
6'-0"
1'-0"
12" MIN.
JOINT
SPIKES
2" x 4" SPRUCE OR HEMLOCK
2" x 6" x 2'-6" WOOD STAKES 6' C/C
4" SPIKES
5'-6"
2'-0"
1'-6"
2" SOD ON 4" LOAM
STD. 18" METAL SLUICE
LOAM & SOD AS DIRECTED BY THE ENGINEER
EXIST. GROUND

PLAN

PLAN

SHOULDER TO BE RESHAPED WITH BITUMINOUS CONCRETE SURFACE AND WORK MADE INCIDENTAL TO ITEM 919-7 METAL SLUICE.

NOTE:

SLUICE TO BE IN MULTIPLES OF 2'.

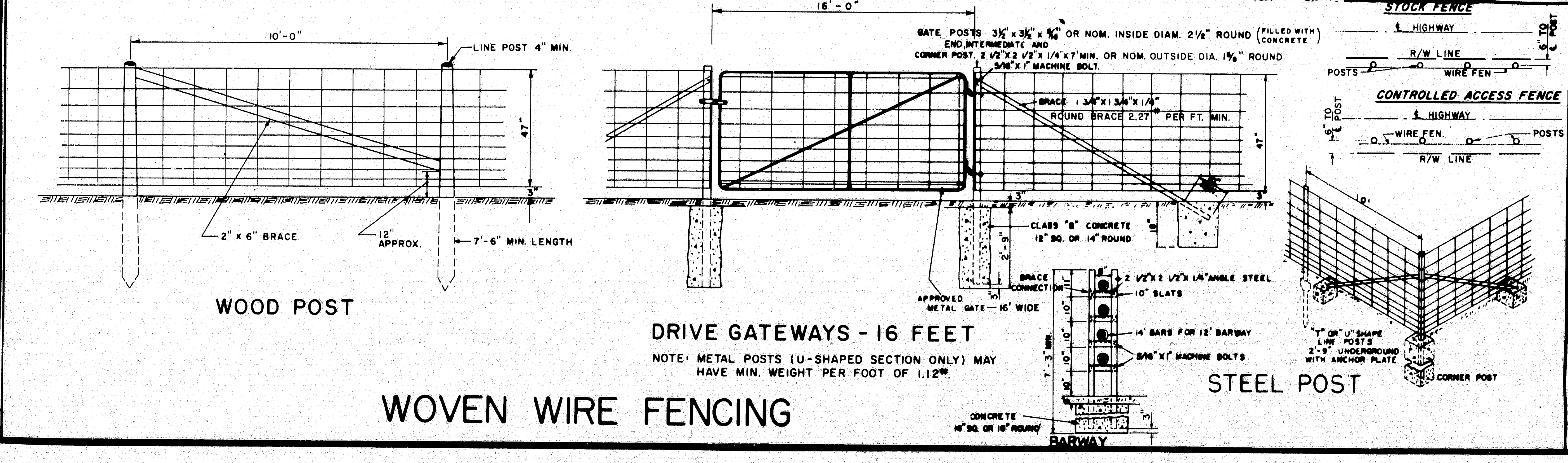
BOTH FLANGES TO BE PUNCHED WITH 2-3/8" HOLES, 3" C/C IN THE CENTER OF EACH 2' SECT.

SLUICE TO BE SPIKED TO 2" x 4" ON 1'-0" C/C WITH TWO SPIKES AT THE CENTER OF EACH 2' SECTION.

SECTION A-A

SECTION B-B

SLUICE ENTRANCE DETAIL


10'-0"
LINE POST 4" MIN.
47"
2" x 6" BRACE
12" APPROX.
7'-6" MIN. LENGTH
16'-0"
GATE POSTS 3 1/2" x 3 1/2" x 5/16" OR NOM. INSIDE DIAM. 2 1/2" ROUND (FILLED WITH CONCRETE)
END, INTERMEDIATE AND CORNER POST. 2 1/2" X 2 1/2" X 1/4" X 7' MIN. OR NOM. OUTSIDE DIA. 1 7/8" ROUND
5/16" X 1" MACHINE BOLT.
BRACE 1 3/4" X 1 3/4" X 1/4" ROUND BRACE 2.27# PER FT. MIN.
CLASS "B" CONCRETE 12" SQ. OR 14" ROUND
APPROVED METAL GATE — 16' WIDE
BRACE CONNECTION
2 1/2" X 2 1/2" X 1/4" ANGLE STEEL
10" SLATS
14' BARS FOR 12' BARWAY
5/16" X 1" MACHINE BOLTS
CONCRETE 16" SQ. OR 18" ROUND
BARWAY
STOCK FENCE
℄ HIGHWAY
R/W LINE
POSTS
WIRE FEN
6" TO ℄ POST
CONTROLLED ACCESS FENCE
"T" OR "U" SHAPE LINE POSTS 2'-9" UNDERGROUND WITH ANCHOR PLATE
CORNER POST
10'

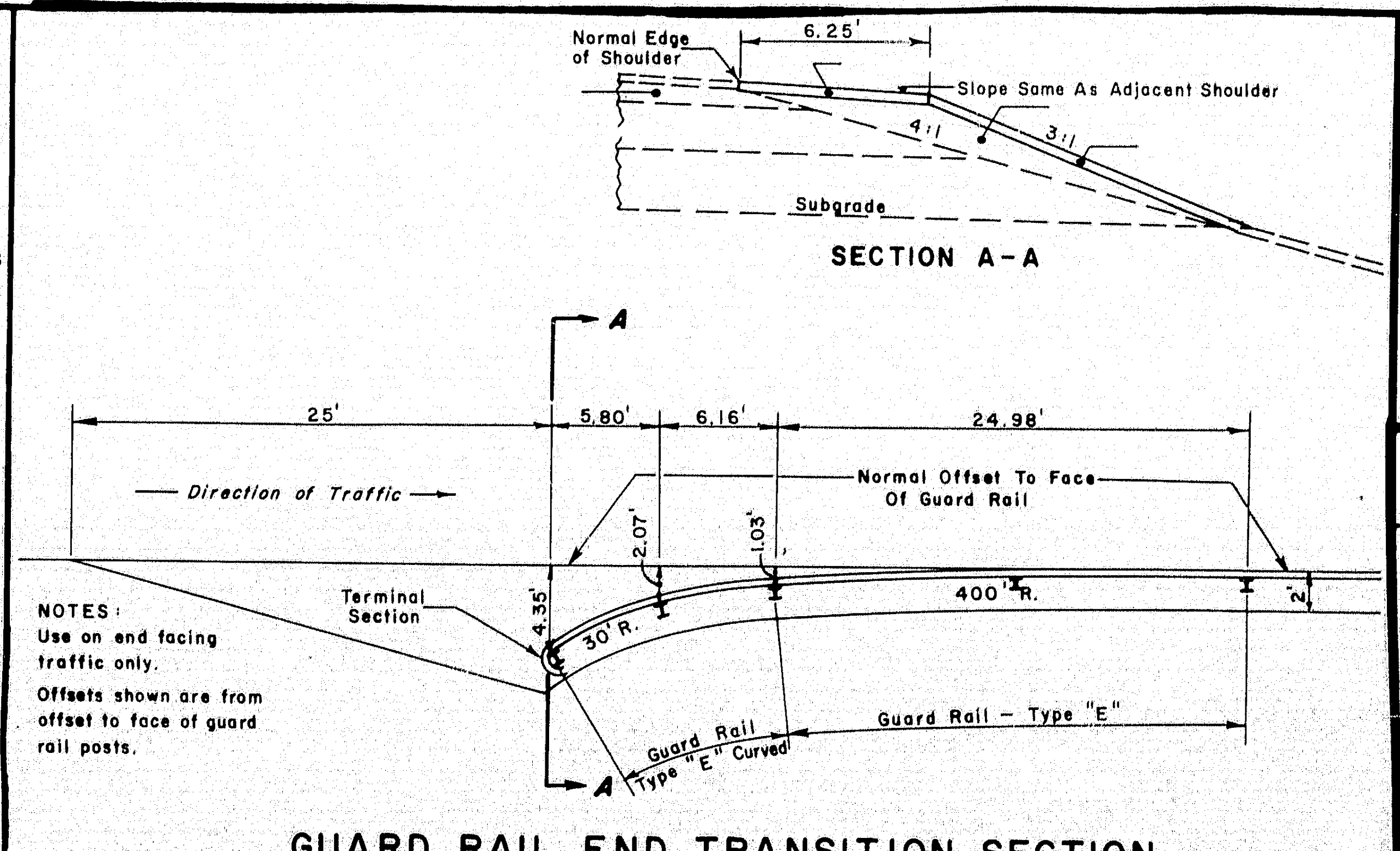
WOOD POST

DRIVE GATEWAYS - 16 FEET

NOTE: METAL POSTS (U-SHAPED SECTION ONLY) MAY HAVE MIN. WEIGHT PER FOOT OF 1.12#.

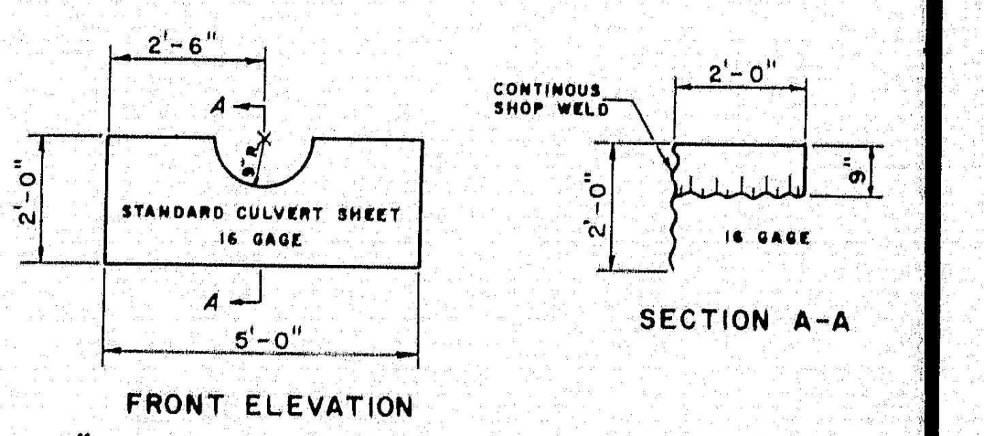
STEEL POST

WOVEN WIRE FENCING


Normal Edge of Shoulder
6.25'
Slope Same As Adjacent Shoulder
4:1
3:1
Subgrade
SECTION A-A
25'
5.80'
6.16'
24.98'
Direction of Traffic
Normal Offset To Face Of Guard Rail
Terminal Section
30' R.
400' R.
Guard Rail Type "E" Curved
Guard Rail - Type "E"
A

NOTES:
Use on end facing traffic only.
Offsets shown are from offset to face of guard rail posts.

GUARD RAIL END TRANSITION SECTION


2'-6"
A
STANDARD CULVERT SHEET 16 GAGE
5'-0"
2'-0"
CONTINOUS SHOP WELD
16 GAGE
SECTION A-A

FRONT ELEVATION

18" METAL SLUICE ENTRANCE BAFFEL

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

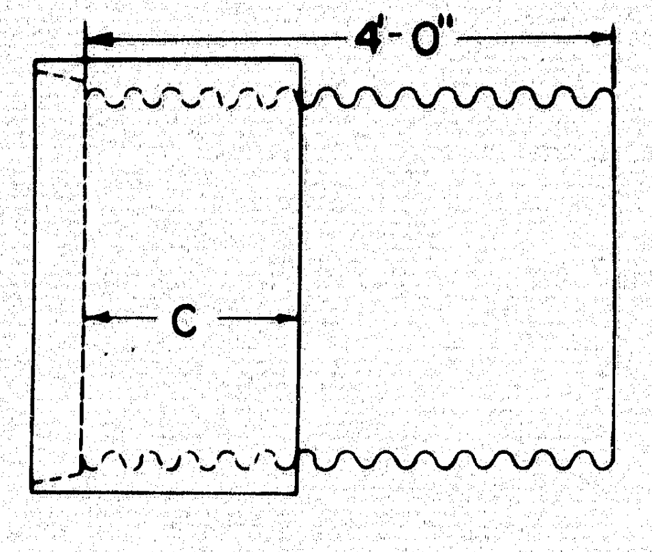
GUARD RAIL & FITTINGS
WIRE FENCING, METAL SLUICE & GUARD RAIL FLARE

JUNE
2-64

99-6

B P R REG. NO.	STATE	PROJECT NO	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8 (62) I-95-9 (29)	7	93

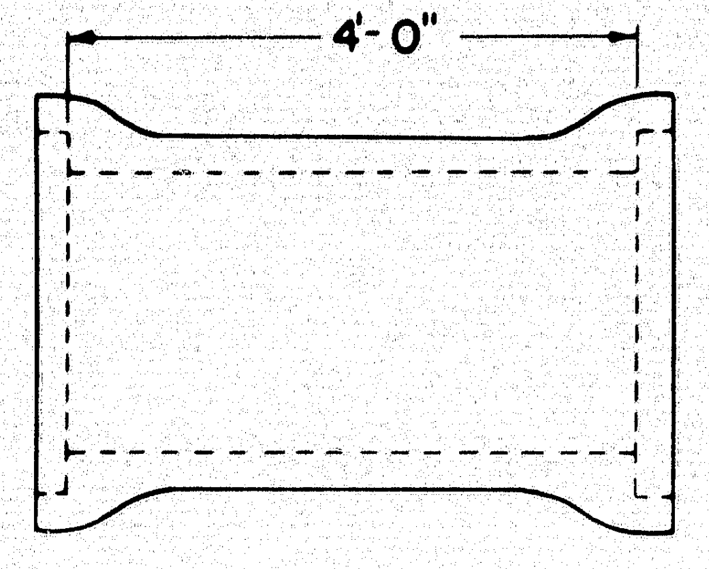
PIPE CONNECTIONS



GROOVE END COMBINATION
For 24" to 72", inclusive, diameter connection between concrete and metal pipe

"C" = 17" min. for sizes 30" to 48" incl.
"C" = 23" min. for sizes over 48"

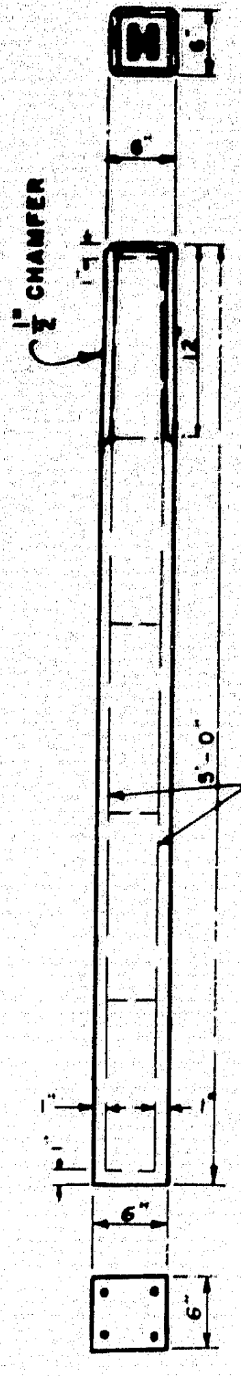
Asphalt coated corrugated metal pipe shall conform to the latest standard specifications



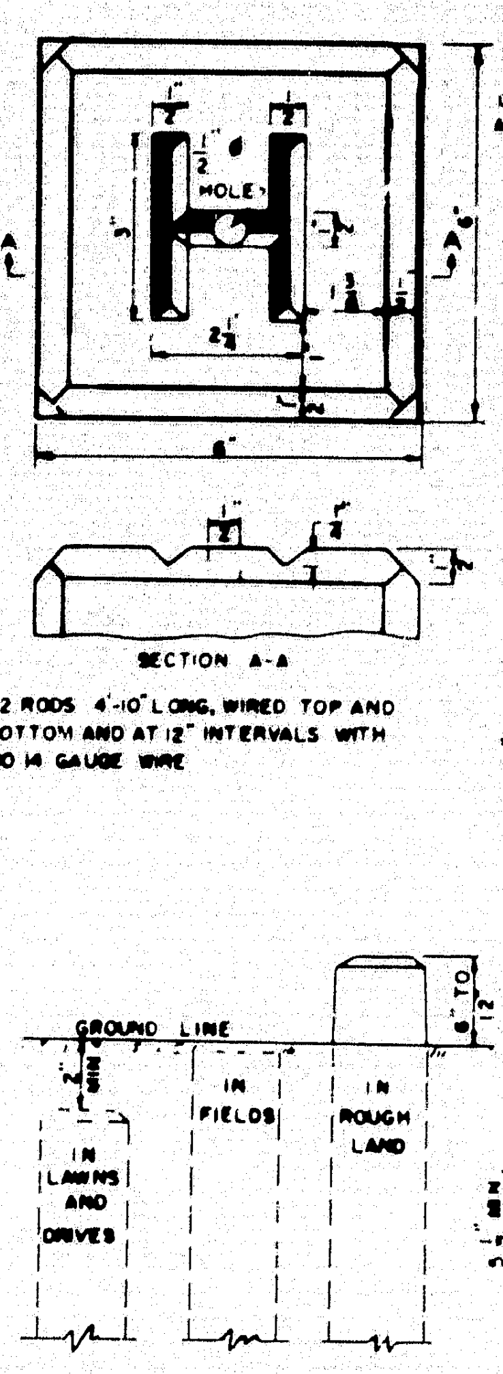
REINFORCED CONCRETE PIPE CONNECTOR DOUBLE BELL
For 12" to 18", inclusive, diameter connection between concrete and metal pipe

Reinforced concrete pipe shall conform to the latest standard specifications

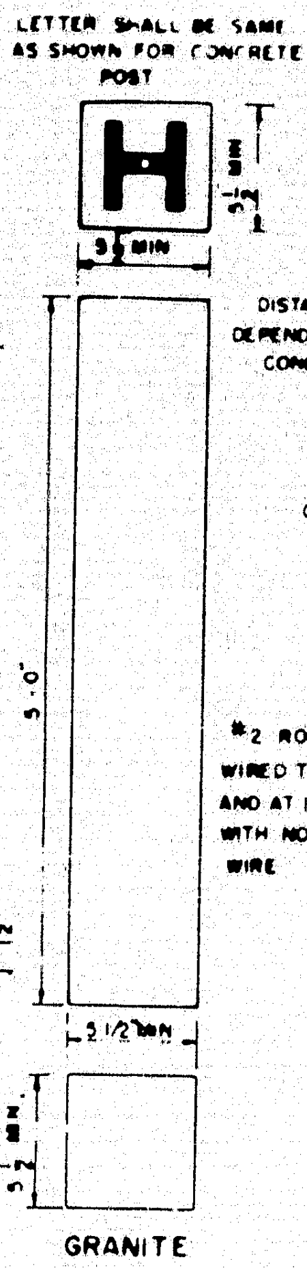
RIGHT OF WAY MONUMENTS & PROJECT MARKERS


H
6"
1" CHAMFER
12"
5'-0"
6"
6"

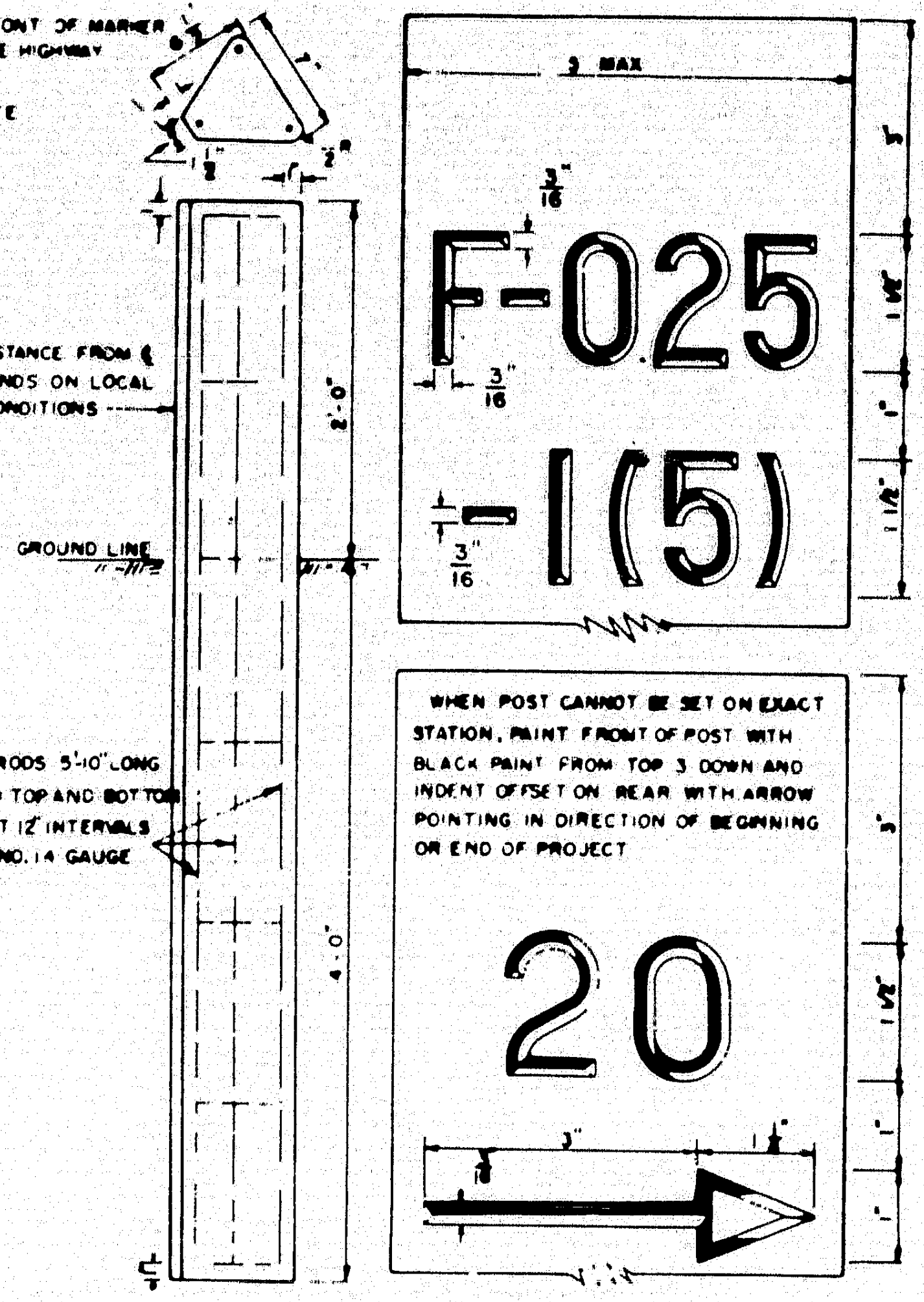
CONCRETE


HOLE
3"
2 1/4"
6"
A
A
SECTION A-A
#2 RODS 4'-10" LONG, WIRED TOP AND BOTTOM AND AT 12" INTERVALS WITH NO 14 GAUGE WIRE
GROUND LINE
2" MIN
IN LAWNS AND DRIVES
IN FIELDS
IN ROUGH LAND
6" TO 12"

RIGHT OF WAY MONUMENTS

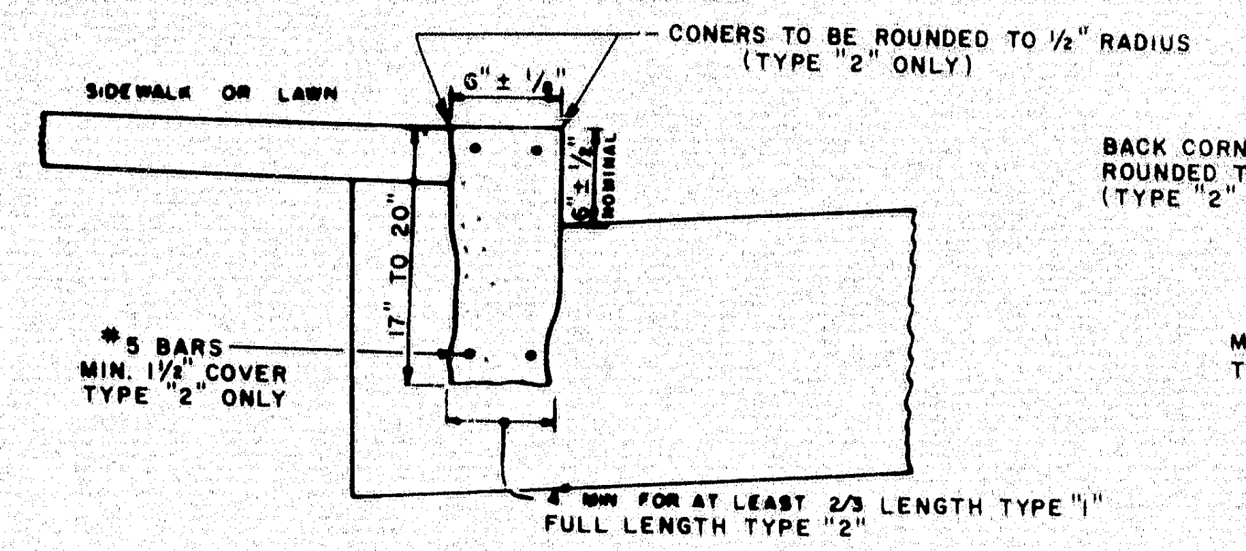

LETTER SHALL BE SAME AS SHOWN FOR CONCRETE POST
H
3 1/2" MIN
5'-0"
2 1/2" MIN
5 1/2" MIN

GRANITE

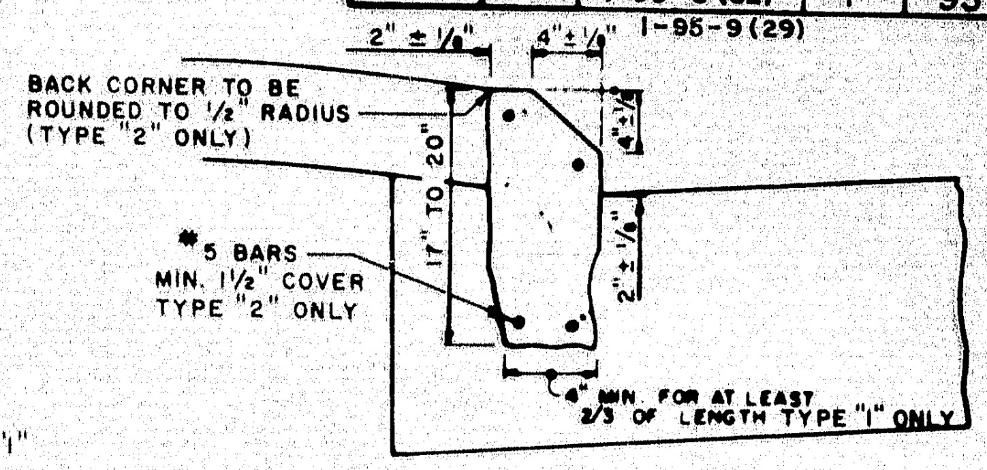

FRONT OF MARKER TO FACE HIGHWAY
DISTANCE FROM ℄ DEPENDS ON LOCAL CONDITIONS
GROUND LINE
#2 RODS 5'-10" LONG WIRED TOP AND BOTTOM AND AT 12" INTERVALS WITH NO. 14 GAUGE WIRE
2'-0"
4'-0"
℄
3' MAX
F-025
-1(5)
3/16"
WHEN POST CANNOT BE SET ON EXACT STATION, PAINT FRONT OF POST WITH BLACK PAINT FROM TOP 3 DOWN AND INDENT OFFSET ON REAR WITH ARROW POINTING IN DIRECTION OF BEGINNING OR END OF PROJECT
20
3"

PROJECT MARKERS

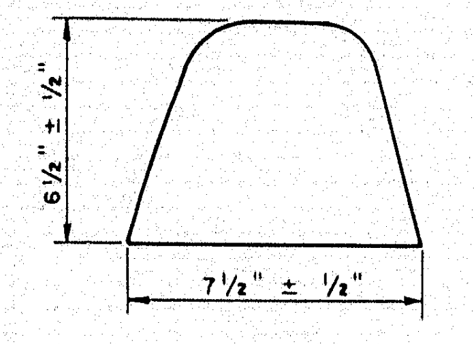
CURB


CONERS TO BE ROUNDED TO 1/2" RADIUS (TYPE "2" ONLY)
SIDEWALK OR LAWN
6" ± 1/8"
6" ± 1/2" NOMINAL
17" TO 20"
#5 BARS MIN. 1 1/2" COVER TYPE "2" ONLY
4" MIN FOR AT LEAST 2/3 LENGTH TYPE "1" FULL LENGTH TYPE "2"

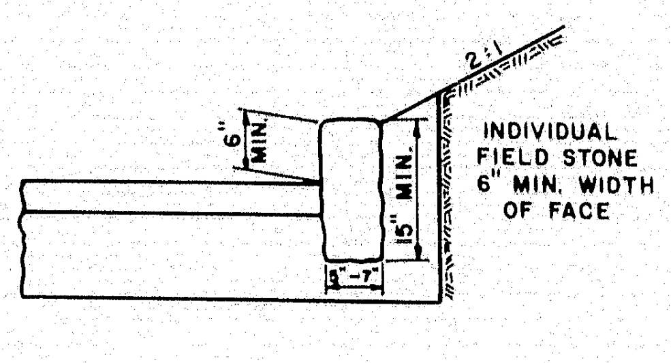
4' MIN. LENGTH
VERTICAL CURB
TYPE "1" & TYPE "2"


2" ± 1/8"
4" ± 1/8"
BACK CORNER TO BE ROUNDED TO 1/2" RADIUS (TYPE "2" ONLY)
17" TO 20"
4" ± 1/8"
2" ± 1/8"
#5 BARS MIN. 1 1/2" COVER TYPE "2" ONLY
4" MIN. FOR AT LEAST 2/3 OF LENGTH TYPE "1" ONLY

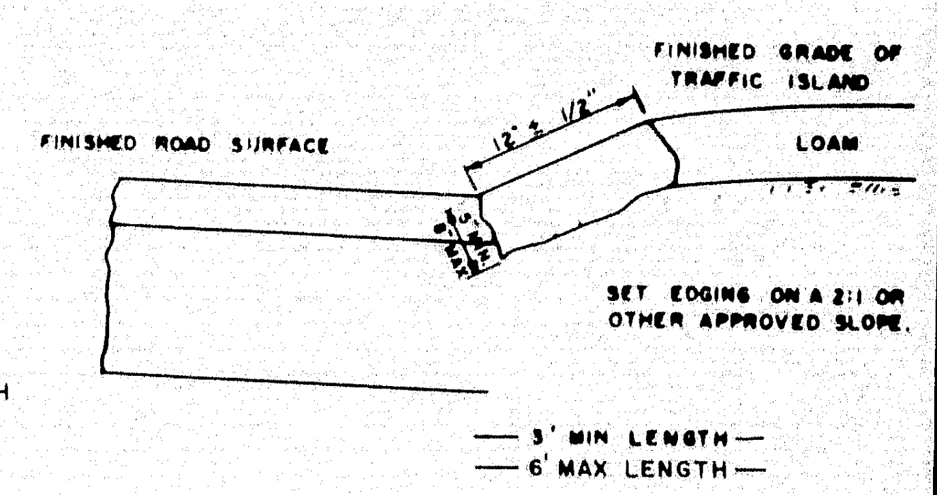
4' MIN. LENGTH
SLOPED CURB
TYPE "1" & TYPE "2"


6 1/2" ± 1/2"
7 1/2" ± 1/2"

CURB
TYPE "3"

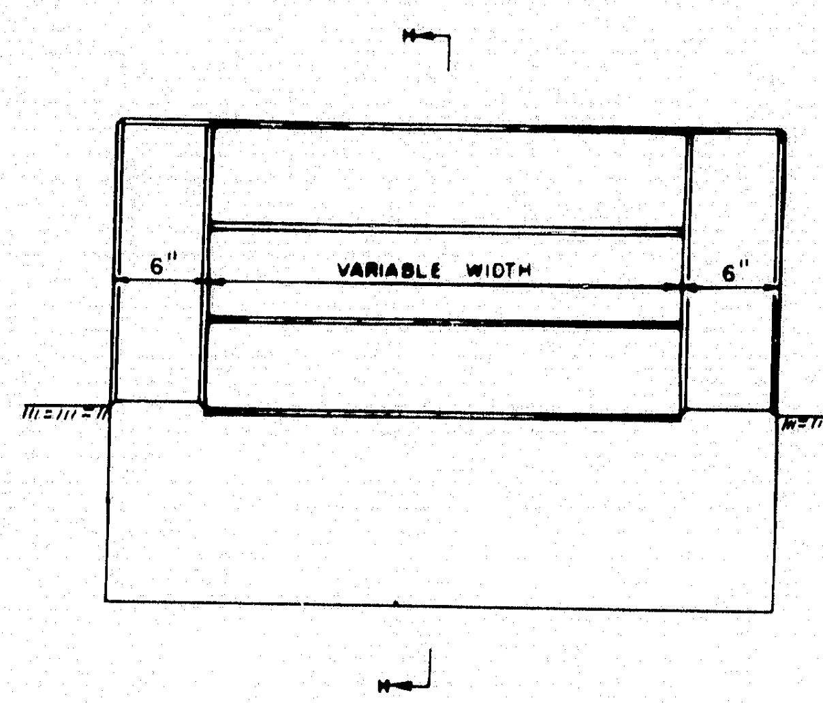

2:1
6" MIN.
15" MIN.
5"-7"
INDIVIDUAL FIELD STONE 6" MIN. WIDTH OF FACE

CURB
TYPE "4"

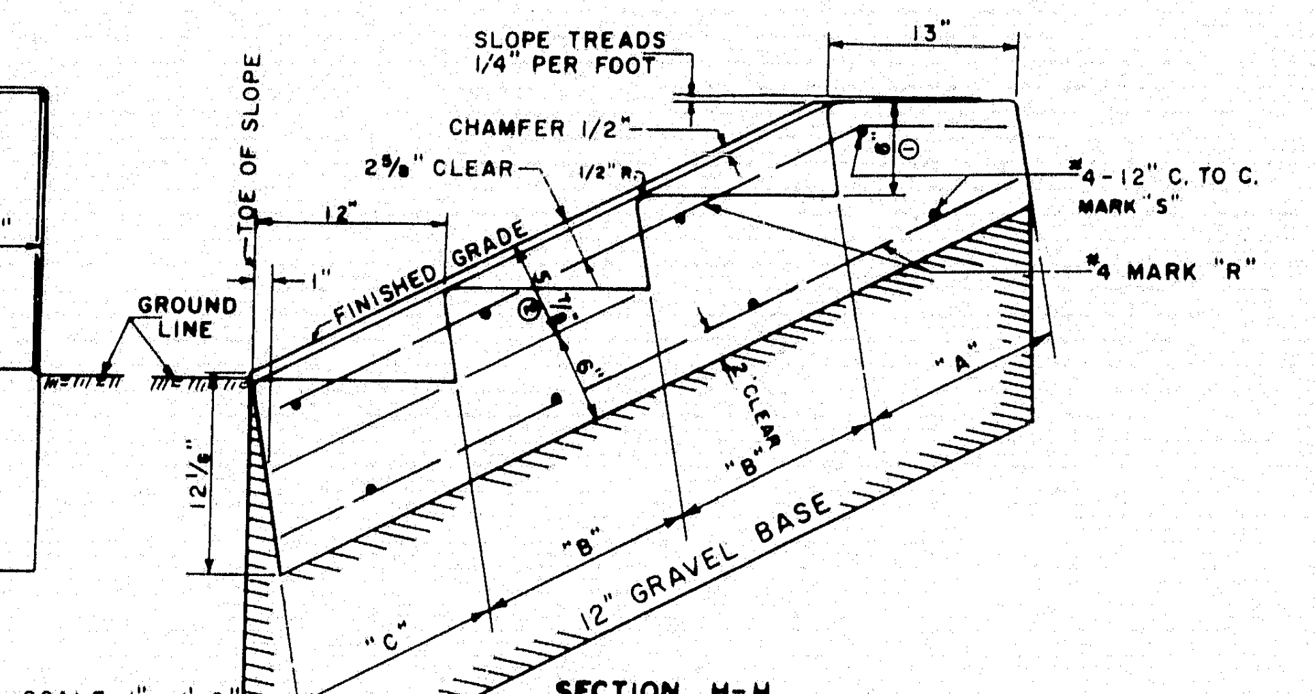

FINISHED GRADE OF TRAFFIC ISLAND
FINISHED ROAD SURFACE
12" ± 1/2"
LOAM
5" MIN.
6" MAX.
SET EDGING ON A 2:1 OR OTHER APPROVED SLOPE.
3' MIN LENGTH
6' MAX LENGTH

CURB
TYPE "5"

CONCRETE STEPS


H
6"
VARIABLE WIDTH
6"
H

ELEVATION


TOE OF SLOPE
SLOPE TREADS 1/4" PER FOOT
13"
CHAMFER 1/2"
2 5/8" CLEAR
1/2" R.
#4-12" C. TO C. MARK "S"
#4 MARK "R"
12"
1"
FINISHED GRADE
GROUND LINE
12 1/8"
6"
2" CLEAR
"A"
"B"
"B"
"C"
12" GRAVEL BASE

SCALE 1" = 1'-0"

SECTION H-H

CONCRETE CLASS "A"		
SECTION	STEPS PER FT. OF WIDTH	PARAPET EACH WALL
"A" HEADER	.030 CU. YDS.	.015 CU. YDS.
"B" EA. INTER ST.	.030 CU. YDS.	.020 CU. YDS.
"C" FOOTER	.030 CU. YDS.	.020 CU. YDS.

6" RISE-12" TREAD
(2:1 SLOPE)

REINFORCING STEEL			
MARK	SIZE	NUMBER	LENGTH (EACH)
R	#4 .668 LBS PER FT	2 EACH PARAPET 1 EACH FT OF WIDTH	11" FOR "A" +13 4" FOR EACH "B" +12" FOR "C"
S	#4 .668 LBS PER FT.	2 FOR "A" 2 FOR EACH "B" 2 FOR "C"	4" EACH PARAPET +12" PER FT. OF WIDTH

PAY ITEMS

ITEM NO.	DESCRIPTION
204-10	Struct. earth excav.-drain.
204-11	Struct. rocks excav.-drain.
302-14	Gravel for foundations
705-13	Reinforcing steel, delivered
705-14	Reinforcing steel, placed
904-11	Reinforced concrete steps

NOTE:
To determine the quantity of *"Structural Excavation"* for payment refer to the *"Standard Specifications"* section 204-6D, structural earth and rock excavation-abutments and retaining wall or piers.

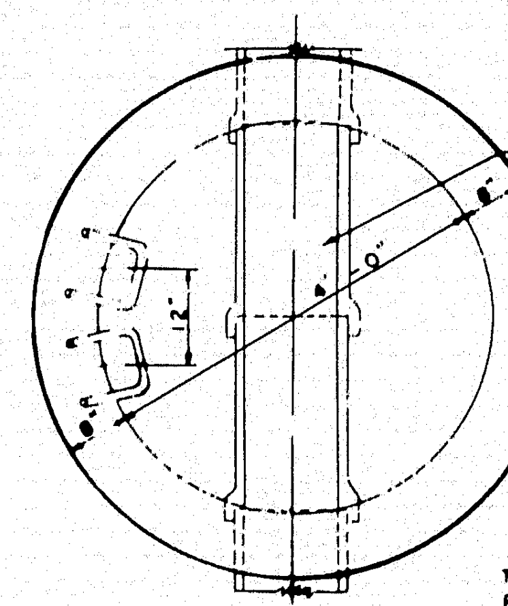
CONCRETE CLASS "A"		
SECTION	STEPS PER FT. OF WIDTH	PARAPET EACH WALL
"A" HEADER	.035 CU. YDS.	.018 CU. YDS.
"B" EA. INTER ST.	.035 CU YDS.	.024 CU YDS
"C" FOOTER	.035 CU YDS	.024 CU YDS

8" RISE-12" TREAD
(1 1/2:1 SLOPE)

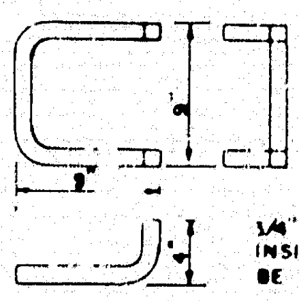
REINFORCING STEEL			
MARK	SIZE	NUMBER	LENGTH (EACH)
R	#4 .668 LBS. PER FT	2 EACH PARAPET 1 EACH FT OF WIDTH	11" FOR "A" +14 1/2" FOR EACH "B" +12" FOR "C"
S	#4 .668 LBS. PER FT	2 FOR "A" 2 FOR EACH "B" 2 FOR "C"	4" EACH PARAPET +12" PER FT. OF WIDTH

① = 8"
② = 7 1/8"

MANHOLES


DRAINAGE PIPE
4'-0"
8"
12"

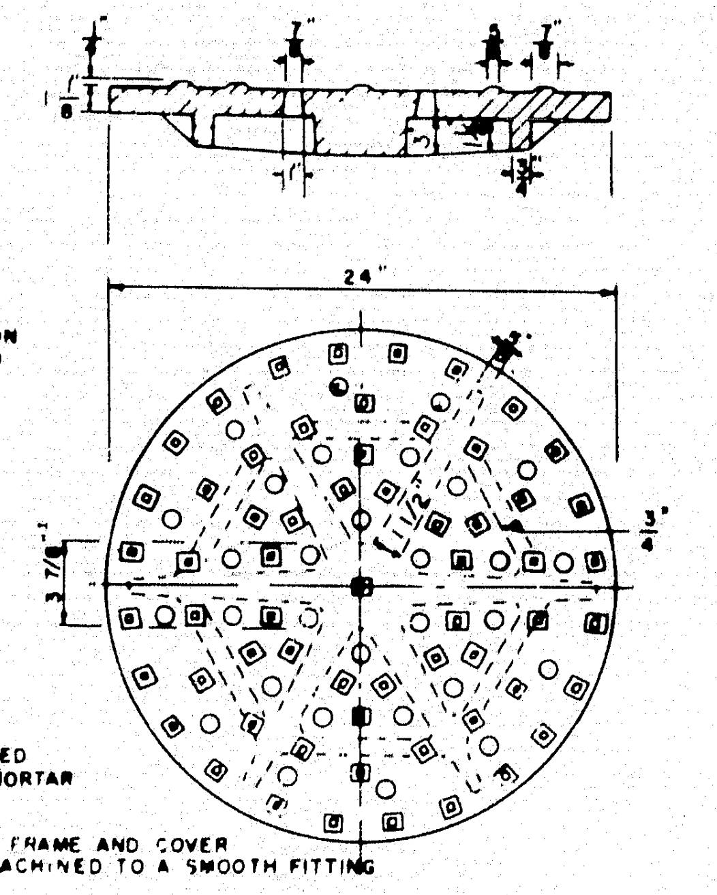
PLAN

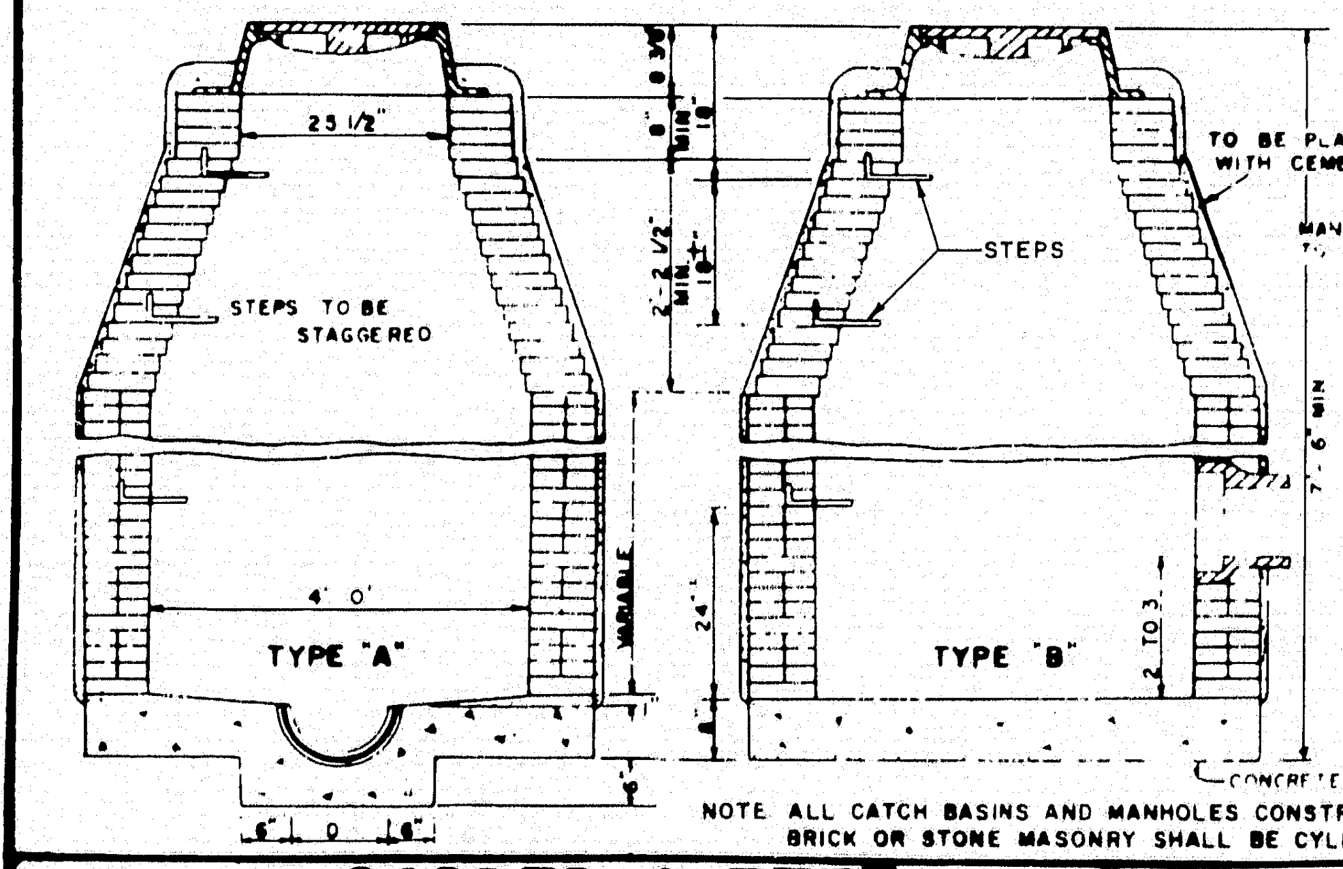


3/4" ⌀ STEEL WITH PORTION INSIDE OF BRICKWORK TO BE FLATTENED

STEPS

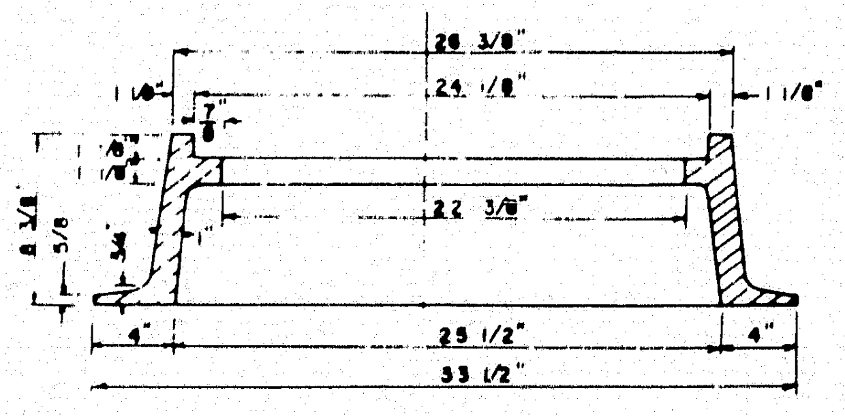
TO BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE, PORTLAND CEMENT BLOCKS, BRICK OR STONE MASONRY




25 1/2"
STEPS TO BE STAGGERED
4'-0"
TYPE "A"
VARIABLE
24"
8"
6"
6"
0
6"
10" MIN
2'-2 1/2"
STEPS
TYPE "B"
2' TO 3'
7'-6" MIN
TO BE PLASTERED WITH CEMENT MORTAR
CONCRETE BASE

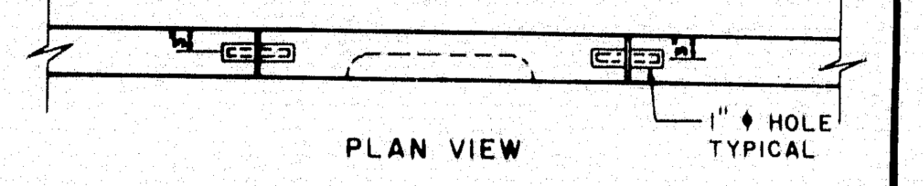
MANHOLE FRAME AND COVER TO BE MACHINED TO A SMOOTH FITTING

MANHOLE COVER

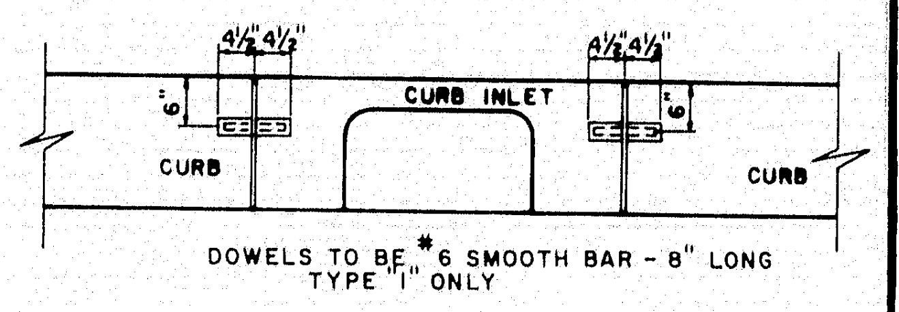

26 3/8"
24 1/8"
1 1/8"
1 1/8"
22 3/8"
25 1/2"
33 1/2"
4"
4"

FRAME

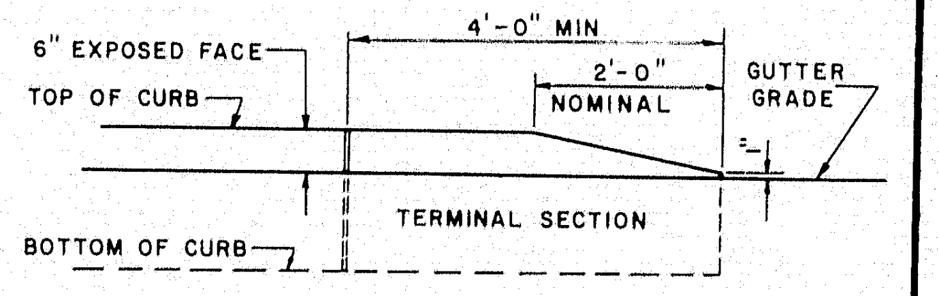
NOTE: ALL CATCH BASINS AND MANHOLES CONSTRUCTED OF PORTLAND CEMENT BLOCKS, BRICK OR STONE MASONRY SHALL BE CYLINDRICAL IN SHAPE.


1" ⌀ HOLE TYPICAL

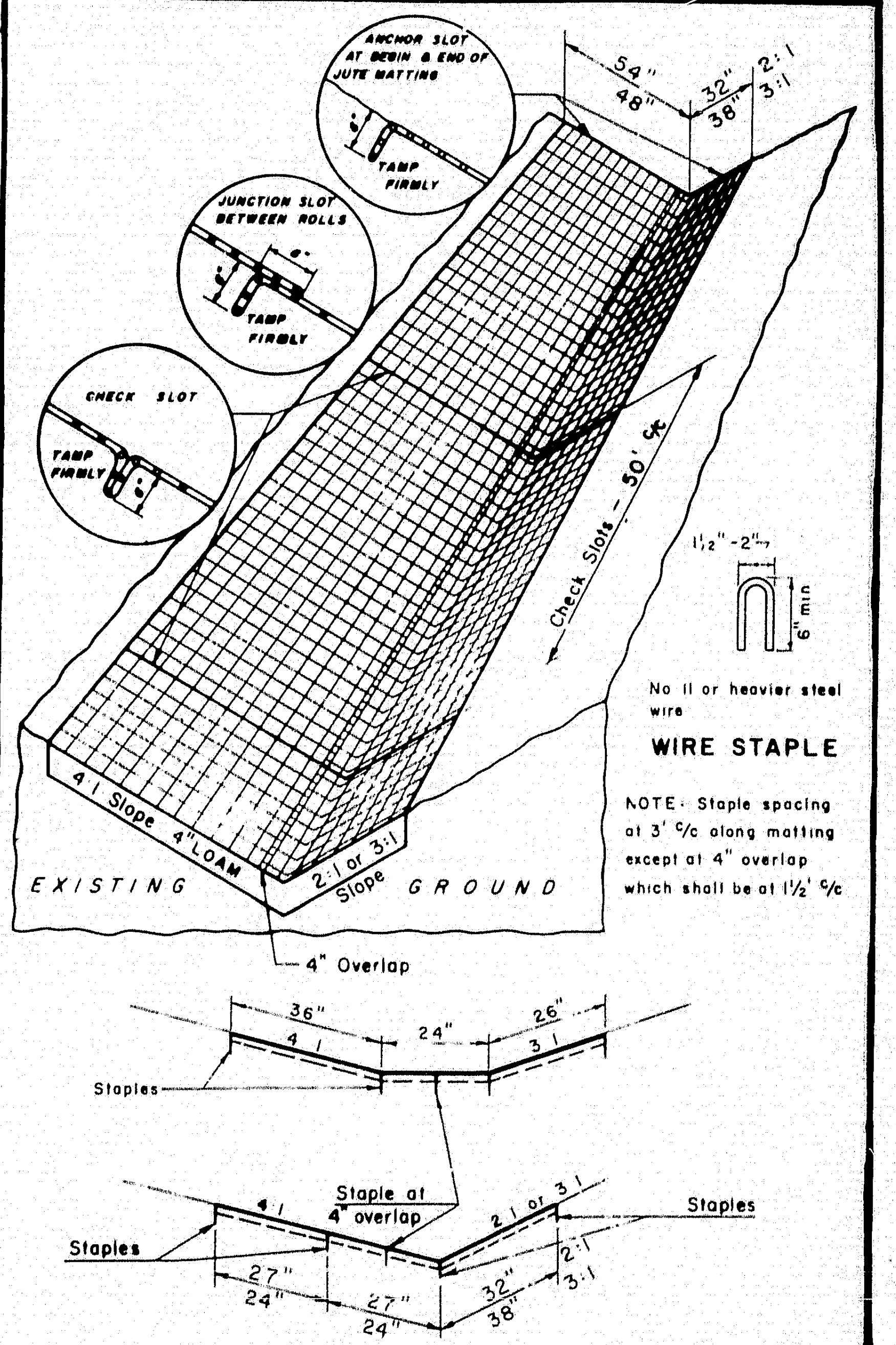
PLAN VIEW


4 1/2" 4 1/2"
4 1/2" 4 1/2"
CURB INLET
6"
6"
CURB
CURB
DOWELS TO BE #6 SMOOTH BAR - 8" LONG TYPE "1" ONLY

DOWEL DETAIL AT CATCH BASIN
CURB INLET TYPE "1" & TYPE "2"


6" EXPOSED FACE
TOP OF CURB
4'-0" MIN
2'-0" NOMINAL
GUTTER GRADE
BOTTOM OF CURB
TERMINAL SECTION

TERMINAL SECTION
TYPE "1" & TYPE "2"


ANCHOR SLOT AT BEGIN & END OF JUTE MATTING
TAMP FIRMLY
JUNCTION SLOT BETWEEN ROLLS
TAMP FIRMLY
CHECK SLOT
TAMP FIRMLY
54"
48"
32"
38"
2:1
3:1
Check Slots - 50' c/c
4:1 Slope 4" LOAM
2:1 or 3:1 Slope
EXISTING GROUND
4" Overlap
1 1/2"-2"
6" min
36"
4:1
24"
26"
3:1
Staples
Staple at 4" overlap
Staples
4:1
2:1 or 3:1
Staples
27"
24"
27"
24"
32"
38"
2:1
3:1

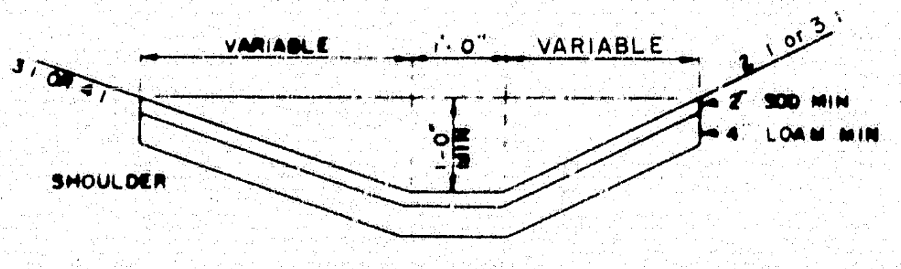
No 11 or heavier steel wire

WIRE STAPLE

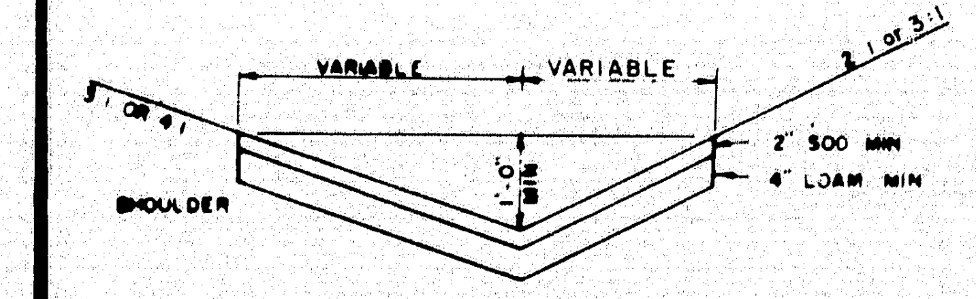
NOTE: Staple spacing at 3' c/c along matting except at 4" overlap which shall be at 1 1/2' c/c

JUTE MATTING - DITCH SECTION

SODDED GUTTER

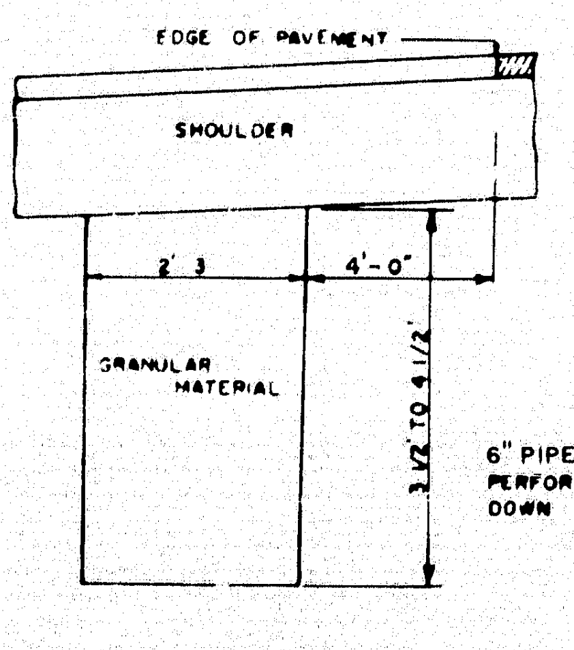

VARIABLE
1'-0"
VARIABLE
3:1 OR 4:1
2:1 or 3:1
2" SOD MIN
4" LOAM MIN
1'-0" MIN
SHOULDER

TYPE "A"

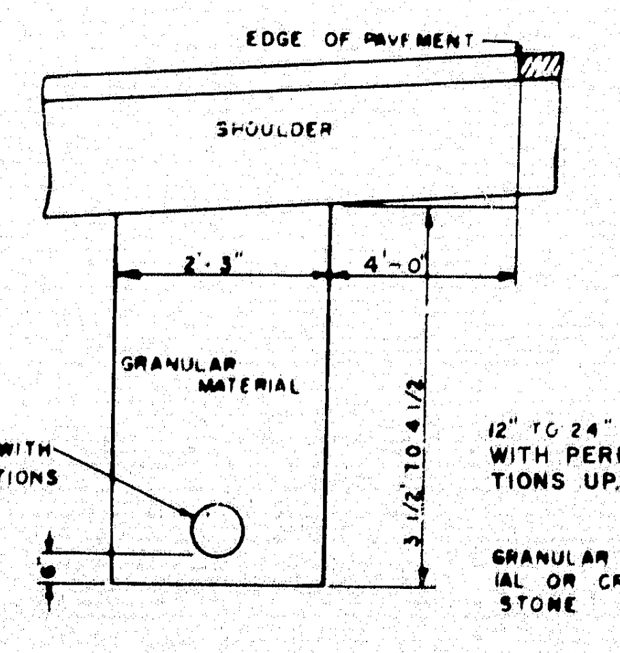

VARIABLE
VARIABLE
3:1 OR 4:1
2:1 or 3:1
2" SOD MIN
4" LOAM MIN
1'-0" MIN
SHOULDER

TYPE "B"

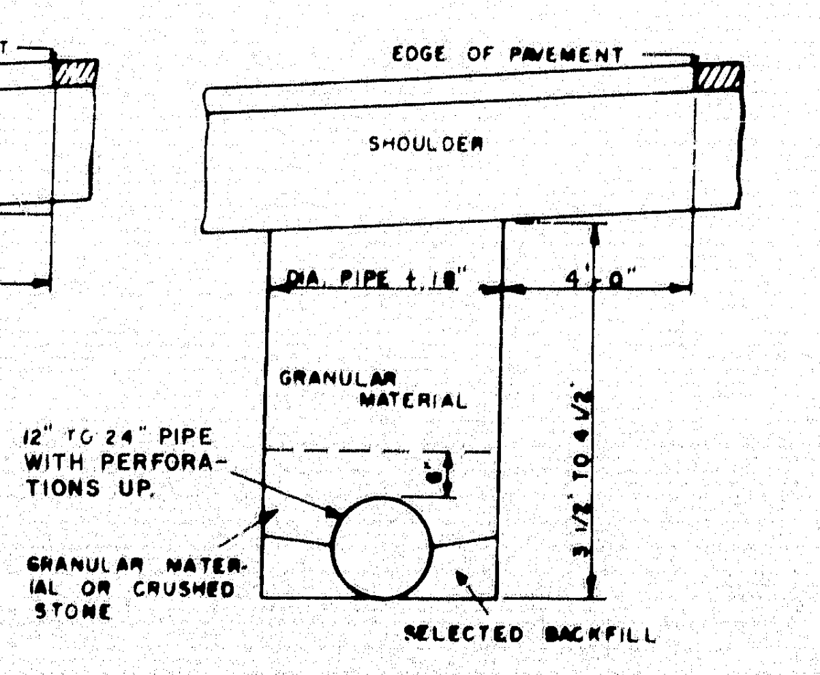
UNDERDRAIN


EDGE OF PAVEMENT
SHOULDER
2' 3
4'-0"
GRANULAR MATERIAL
3 1/2' TO 4 1/2'

TYPE "A"


EDGE OF PAVEMENT
SHOULDER
2'-3"
4'-0"
GRANULAR MATERIAL
6" PIPE WITH PERFORATIONS DOWN
3 1/2' TO 4 1/2'
6"

TYPE "B"


EDGE OF PAVEMENT
SHOULDER
DIA. PIPE + 18"
4'-0"
GRANULAR MATERIAL
12" TO 24" PIPE WITH PERFORATIONS UP.
GRANULAR MATERIAL OR CRUSHED STONE
SELECTED BACKFILL
3 1/2' TO 4 1/2'
6"

TYPE "C"

NOTE: IF FIELD CONDITIONS WARRANT, THE ENGINEER MAY CHANGE THE DIMENSIONS DETAILED ABOVE.

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

MISCELLANEOUS ITEMS

SEPT.
3-64

99-7

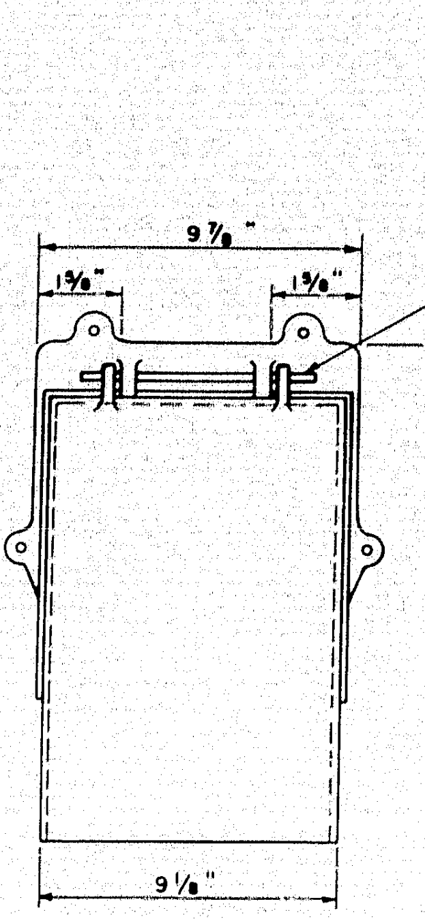
S P R REGION NO.	STATE	FEDERAL AID PROJECT NO	SHEET NO	TOTAL SHEETS
1	MAINE	I-95-8 (62) I-95-9 (29)	8	93

DETAIL OF TRAP

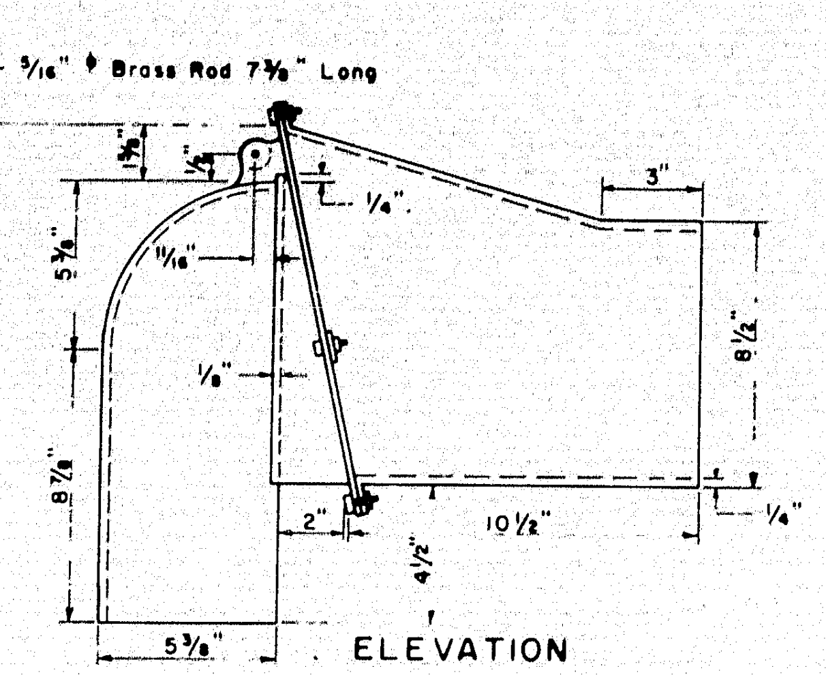
To be used with combined system.

Other types may be used if approved by the engineer.

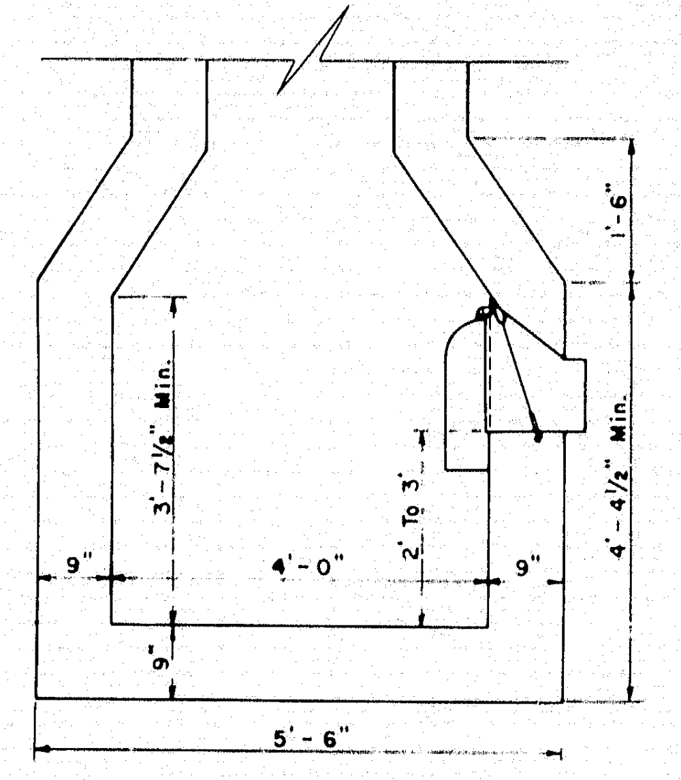
Traps shall be installed on the outlets of catch basins or manholes which empty a storm water system into a sanitary sewerage system.


9 7/8"
1 5/8"
1 5/8"
9 1/8"

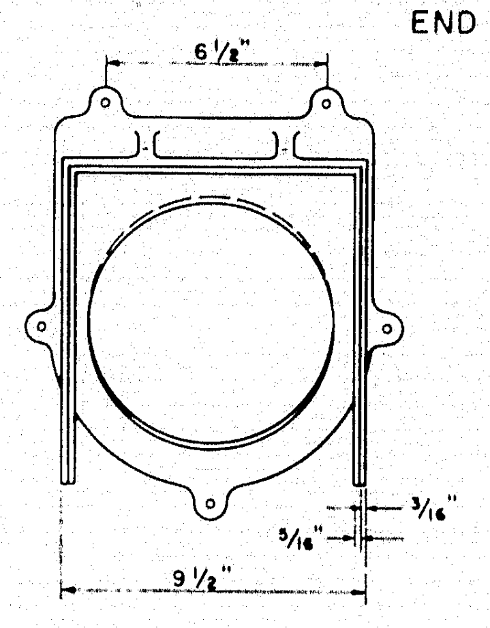
END VIEW


5/16" ϕ Brass Rod 7 3/8" Long
5/8"
1/2"
1/4"
3"
5 3/8"
11/16"
1/8"
8 1/2"
8 7/8"
2"
10 1/2"
1/4"
4 1/2"
5 3/8"

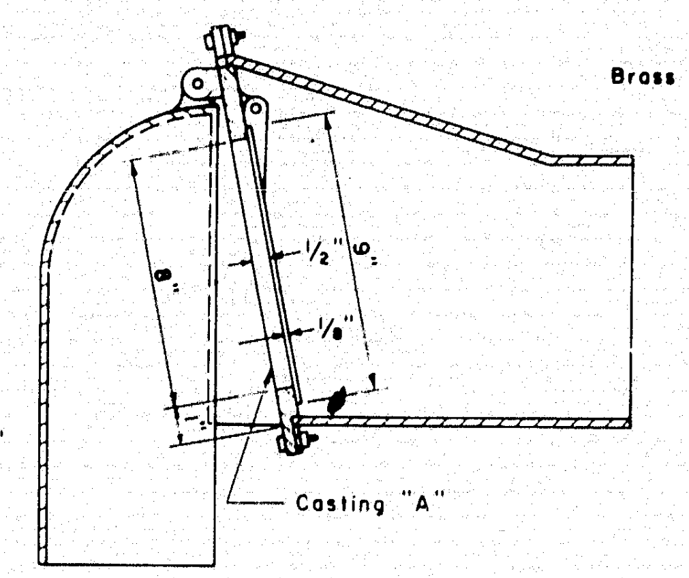
ELEVATION


1'-6"
3'-7 1/2" Min.
4'-4 1/2" Min.
2' To 3'
9"
4'-0"
9"
9"
5'-6"

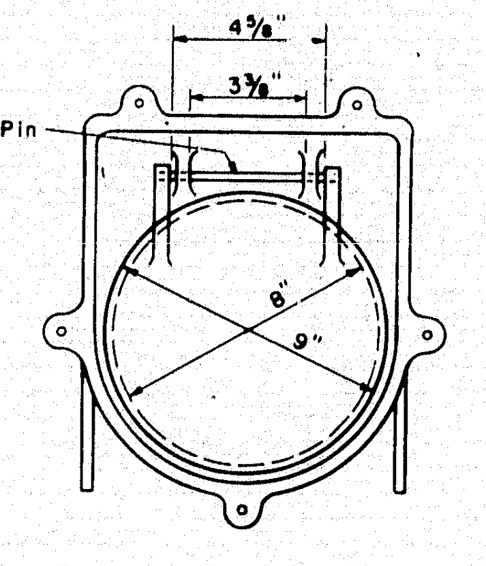
CATCH BASIN


6 1/2"
3/16"
5/16"
9 1/2"

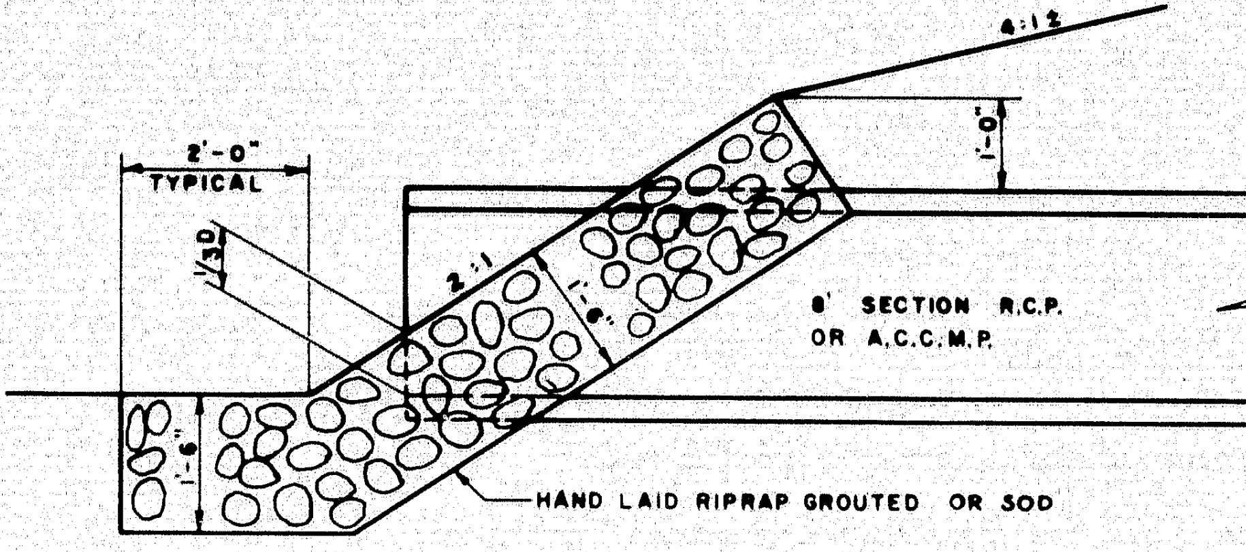
END VIEW WITH HOOD AND CLAPPER REMOVED


1/2"
9"
8"
1/8"
Casting "A"

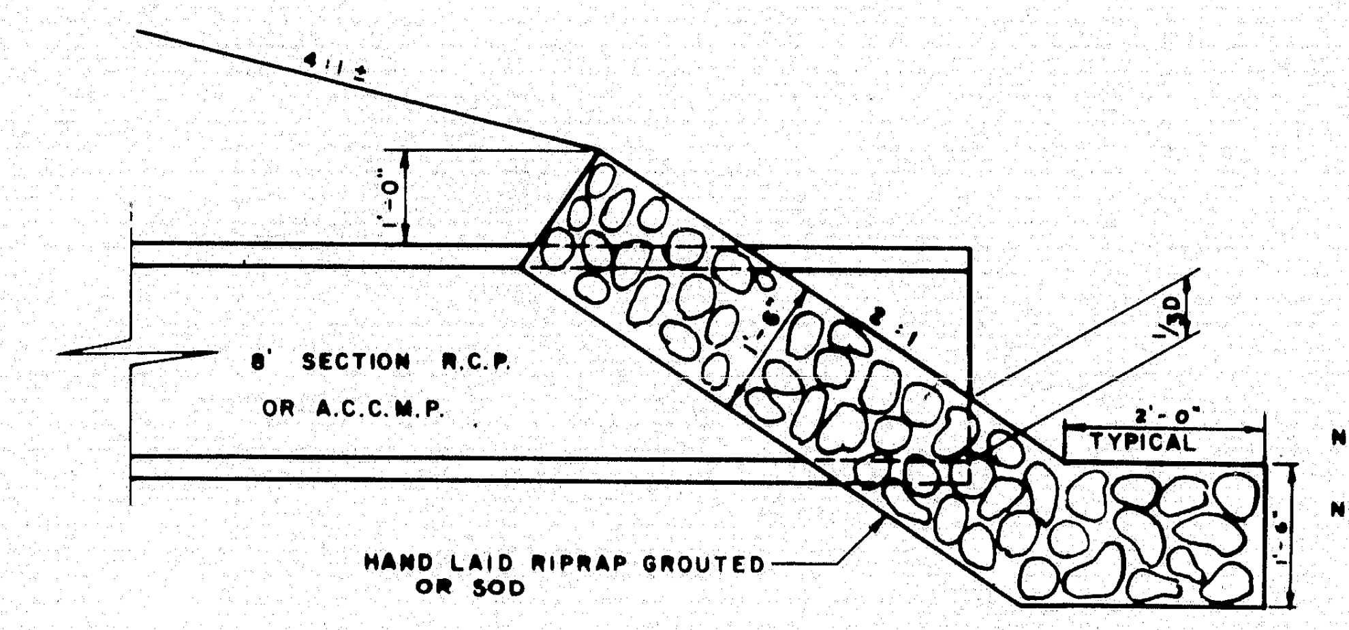
SECTION THROUGH CENTER


4 5/8"
3 3/8"
Brass Pin
8"
9"

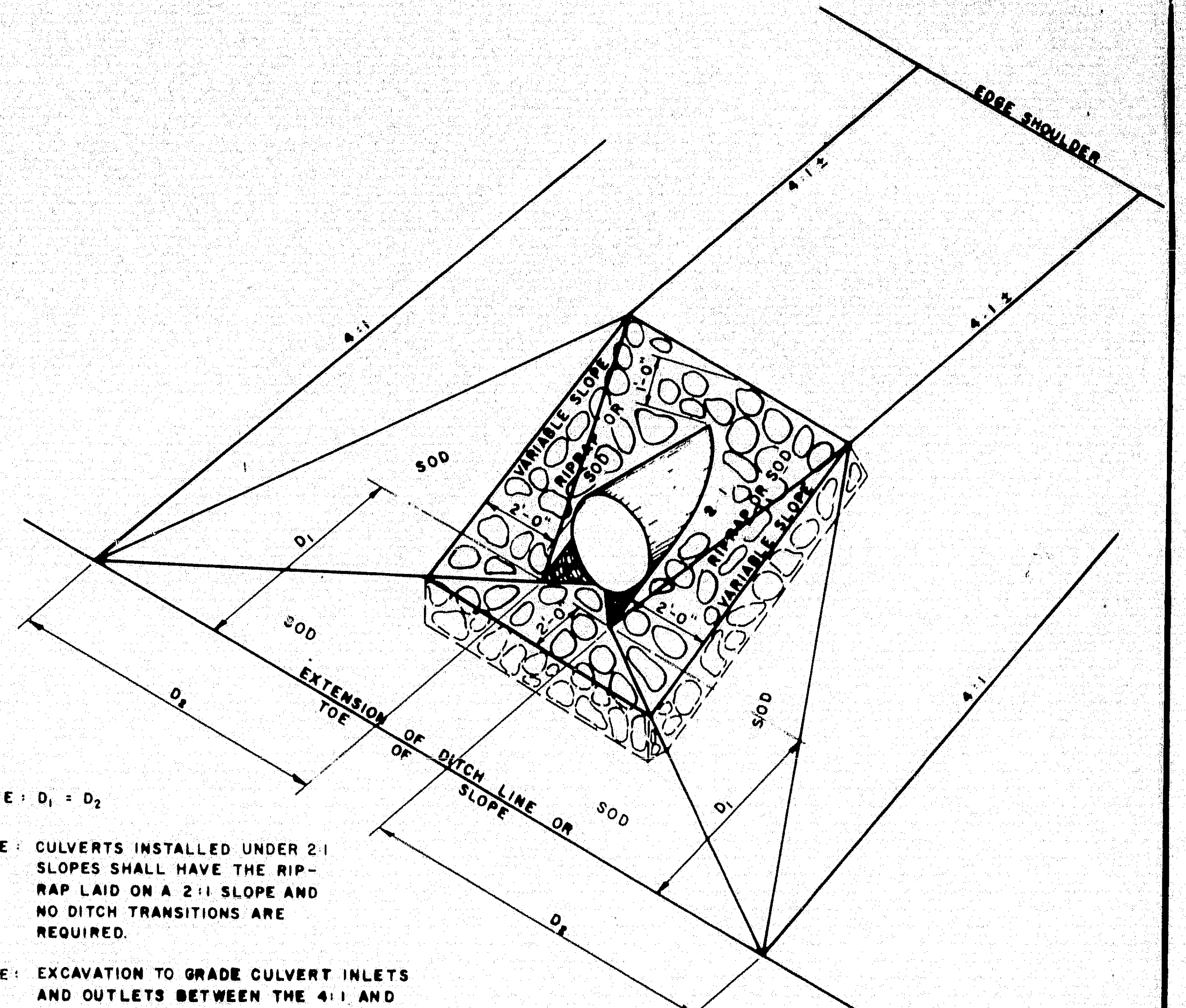
CASTING "A" & CLAPPER


4:1 ±
2'-0"
TYPICAL
1-0"
1/30
2:1
1'-6"
1'-6"
8' SECTION R.C.P.
OR A.C.C.M.P.
HAND LAID RIPRAP GROUTED OR SOD

INLET


4:1 ±
1'-0"
8' SECTION R.C.P.
OR A.C.C.M.P.
1'-6"
2:1
1/30
2'-0"
TYPICAL
1'-6"
HAND LAID RIPRAP GROUTED
OR SOD

OUTLET

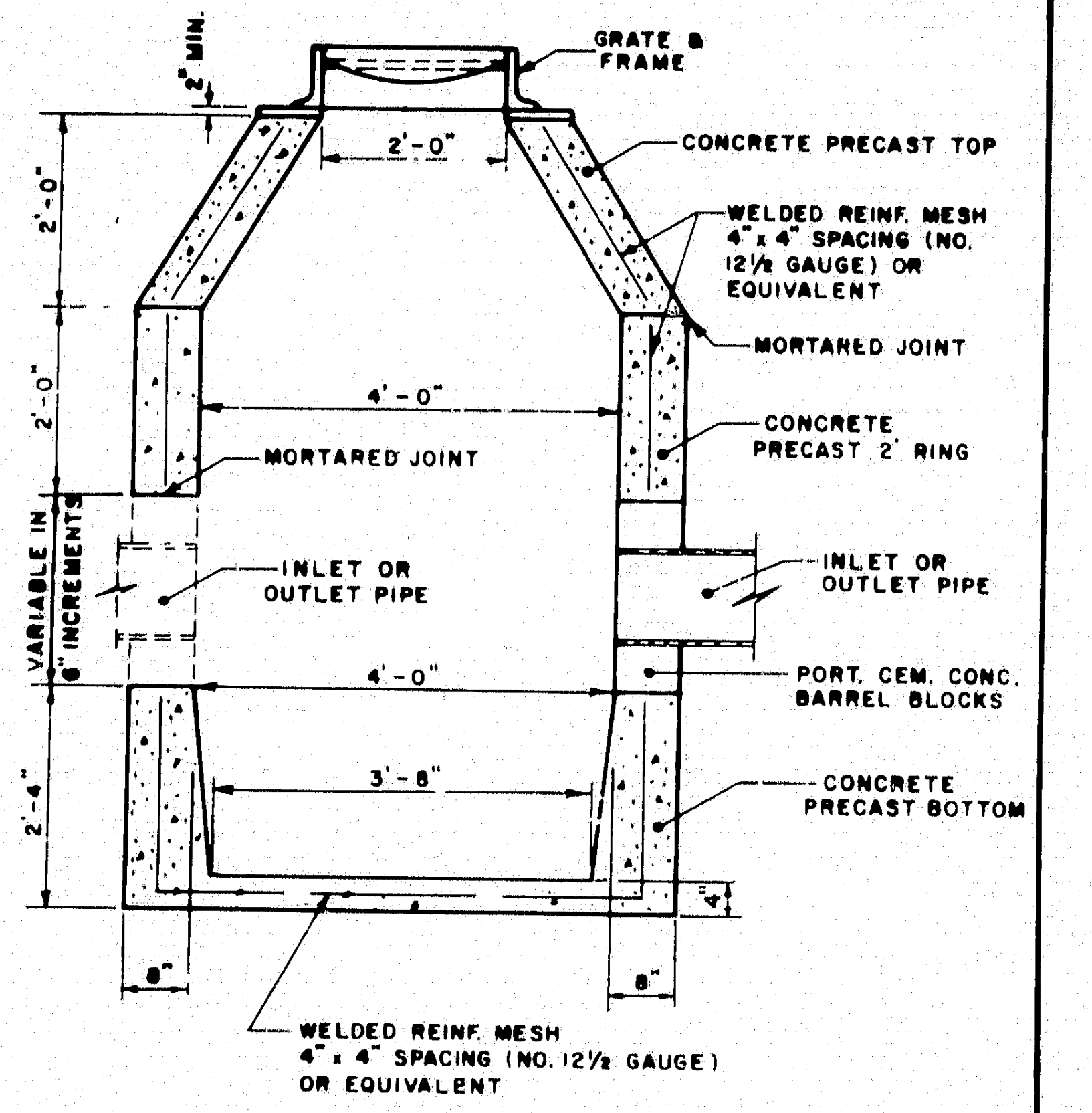

EDGE SHOULDER
4:1 ±
4:1 ±
4:1
1
SOD
D1
SOD
D2
VARIABLE SLOPE
RIPRAP OR SOD
1'-0"
2'-0"
2:1
RIPRAP OR SOD
VARIABLE SLOPE
2'-0"
2'-0"
EXTENSION OF DITCH LINE OR
TOE OF SLOPE
SOD
SOD
D1
D2
4:1

NOTE: D1 = D2

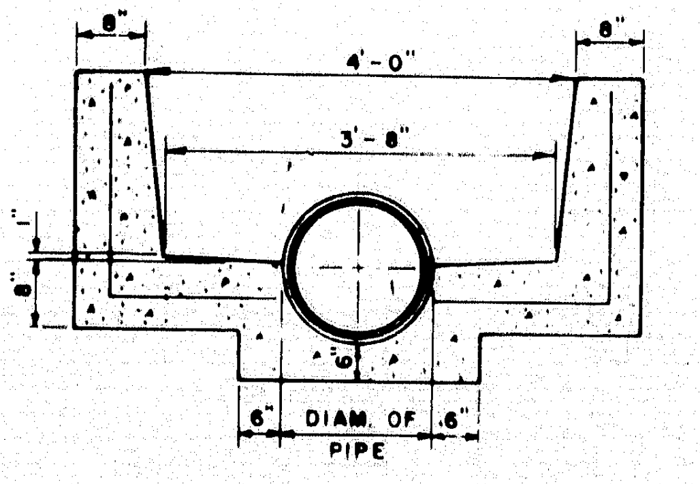
NOTE: CULVERTS INSTALLED UNDER 2:1 SLOPES SHALL HAVE THE RIPRAP LAID ON A 2:1 SLOPE AND NO DITCH TRANSITIONS ARE REQUIRED.

NOTE: EXCAVATION TO GRADE CULVERT INLETS AND OUTLETS BETWEEN THE 4:1 AND 2:1 SLOPE AND EXCAVATION FOR THE RIPRAP, IN CUT AREAS ONLY, WILL BE PAID FOR UNDER ITEM NO. 204-10 STRUCTURAL EARTH EXCAVATION-DRAINAGE.

TYPICAL RIPRAP DETAIL FOR R.C.P. OR A.C.C.M.P.

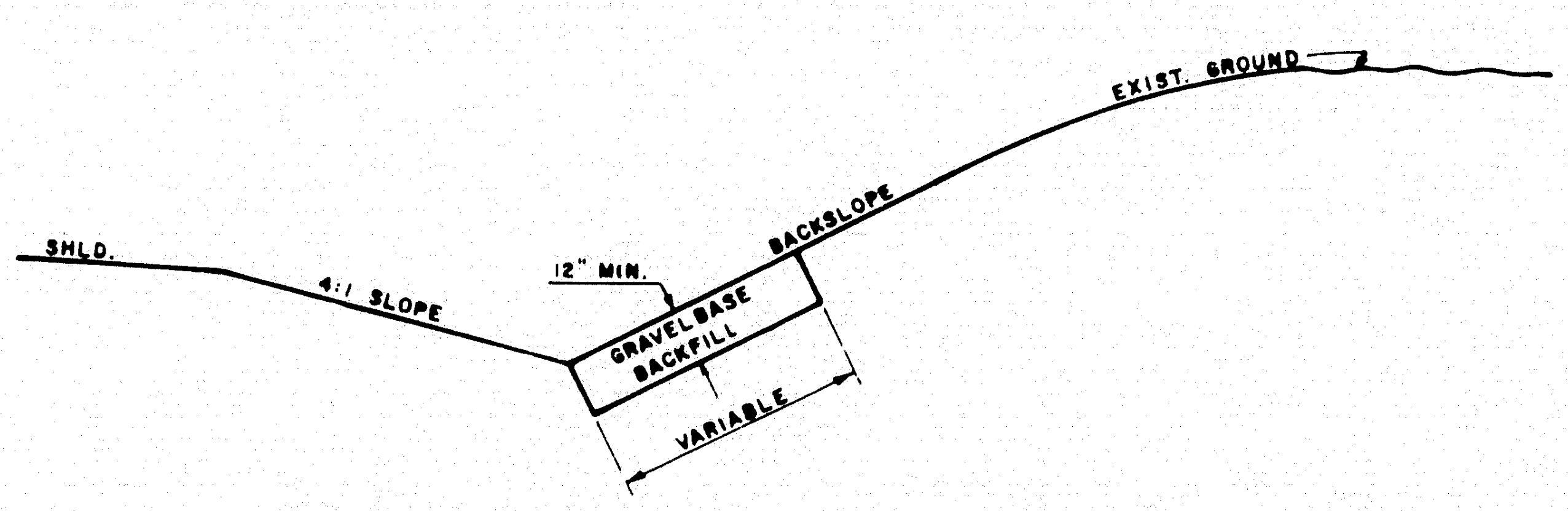

2" MIN.
GRATE & FRAME
2'-0"
CONCRETE PRECAST TOP
WELDED REINF. MESH 4" x 4" SPACING (NO. 12 1/2 GAUGE) OR EQUIVALENT
MORTARED JOINT
2'-0"
2'-0"
4'-0"
MORTARED JOINT
CONCRETE PRECAST 2' RING
VARIABLE IN 6" INCREMENTS
INLET OR OUTLET PIPE
INLET OR OUTLET PIPE
4'-0"
PORT. CEM. CONC. BARREL BLOCKS
2'-4"
3'-8"
CONCRETE PRECAST BOTTOM
4"
8"
8"
WELDED REINF. MESH 4" x 4" SPACING (NO. 12 1/2 GAUGE) OR EQUIVALENT

PRECAST PORTLAND CEMENT CONCRETE
CATCH BASINS
TYPES C, F, H & I - MANHOLE TYPE B

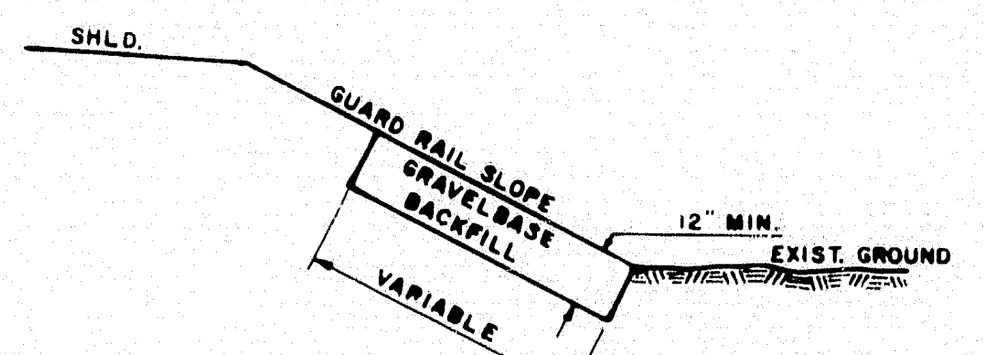

8"
8"
4'-0"
3'-8"
1"
8"
6"
6"
DIAM. OF PIPE
6"

PRECAST PORTLAND CEMENT CONCRETE
CATCH BASIN TYPE G
MANHOLE TYPE A

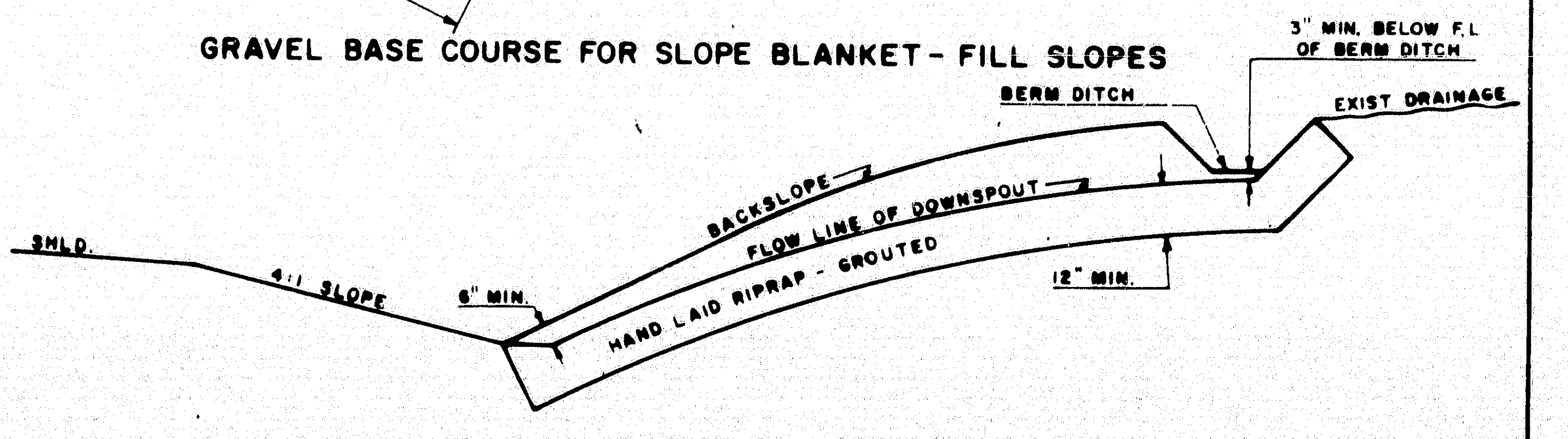
NOTE:
THE THREE SECTIONS DETAILED BELOW SHALL BE USED WHEN DIRECTED BY THE ENGINEER OR AS SHOWN ON THE PLANS


EXIST. GROUND
SHLD.
4:1 SLOPE
BACKSLOPE
12" MIN.
GRAVEL BASE BACKFILL
VARIABLE

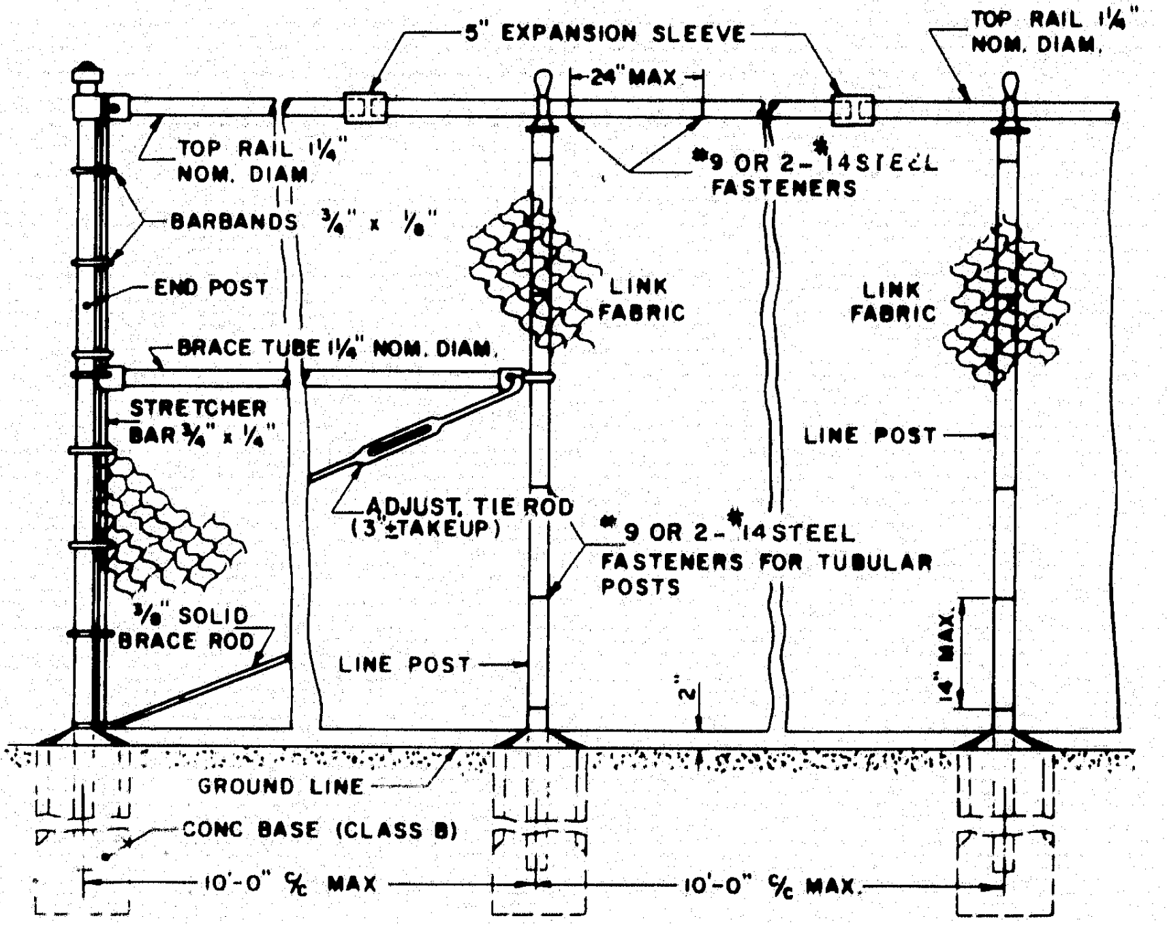
GRAVEL BASE COURSE FOR SLOPE BLANKET - BACKSLOPES


SHLD.
GUARD RAIL SLOPE
GRAVELBASE BACKFILL
12" MIN.
EXIST. GROUND
VARIABLE

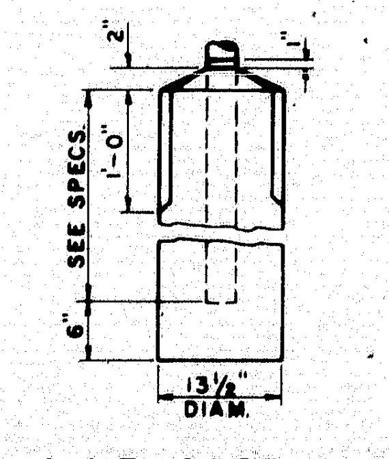
GRAVEL BASE COURSE FOR SLOPE BLANKET - FILL SLOPES


3" MIN. BELOW F.L OF BERM DITCH
BERM DITCH
EXIST. DRAINAGE
SHLD.
4:1 SLOPE
6" MIN.
BACKSLOPE
FLOW LINE OF DOWNSPOUT
HAND LAID RIPRAP - GROUTED
12" MIN.

HAND LAID RIPRAP GROUTED DOWNSPOUT


5" EXPANSION SLEEVE
TOP RAIL 1 1/4" NOM. DIAM.
24" MAX
TOP RAIL 1 1/4" NOM. DIAM
#9 OR 2-#14 STEEL FASTENERS
BARBANDS 3/4" x 1/8"
END POST
LINK FABRIC
LINK FABRIC
BRACE TUBE 1 1/4" NOM. DIAM.
STRETCHER BAR 3/4" x 1/4"
LINE POST
ADJUST. TIE ROD (3" ± TAKEUP)
#9 OR 2-#14 STEEL FASTENERS FOR TUBULAR POSTS
3/8" SOLID BRACE ROD
LINE POST
2"
14" MAX.
GROUND LINE
CONC BASE (CLASS B)
10'-0" C/C MAX
10'-0" C/C MAX.

PORTLAND CEMENT CONCRETE
(CLASS B)

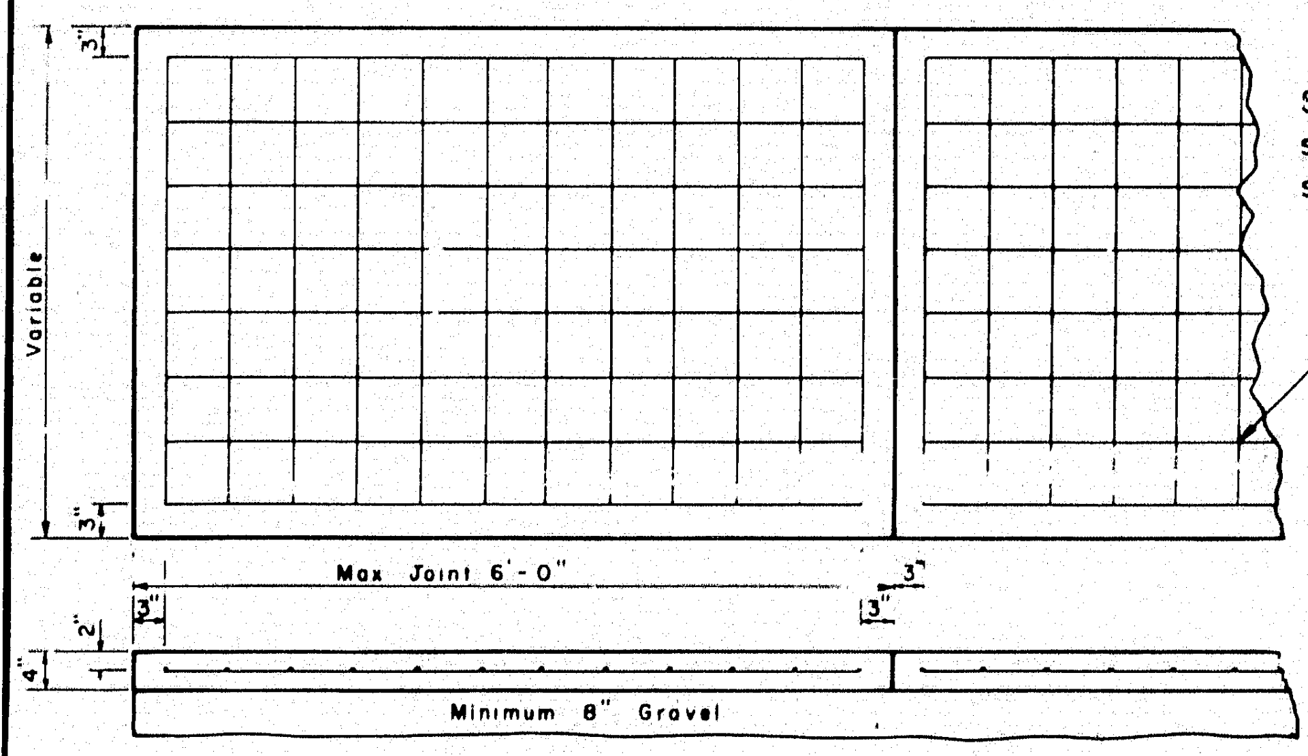

2"
1"
1'-0"
SEE SPECS.
6"
13 1/2" DIAM.

NOTE
ROUND BASES MAY BE SUBSTITUTED FOR THE SQUARE BASES SHOWN BY USING FIBRE TUBULAR FORMS. SUBSTITUTIONS SHALL BE AS FOLLOWS 13 1/2" I D ROUND FOR 12" SQUARE OR 15" SQUARE

LINE, GATE AND
END POST BASE

" CHAIN LINK FENCE

REINFORCED PORTLAND CEMENT CONCRETE SIDEWALK


3"
Variable
3"
Welded Steel Wire Fabric 6" x 6" 10/10 Approx Weight 21 lbs per 100 sq ft
Max Joint 6'-0"
3"
3"
3"
2"
4"
Minimum 8" Gravel

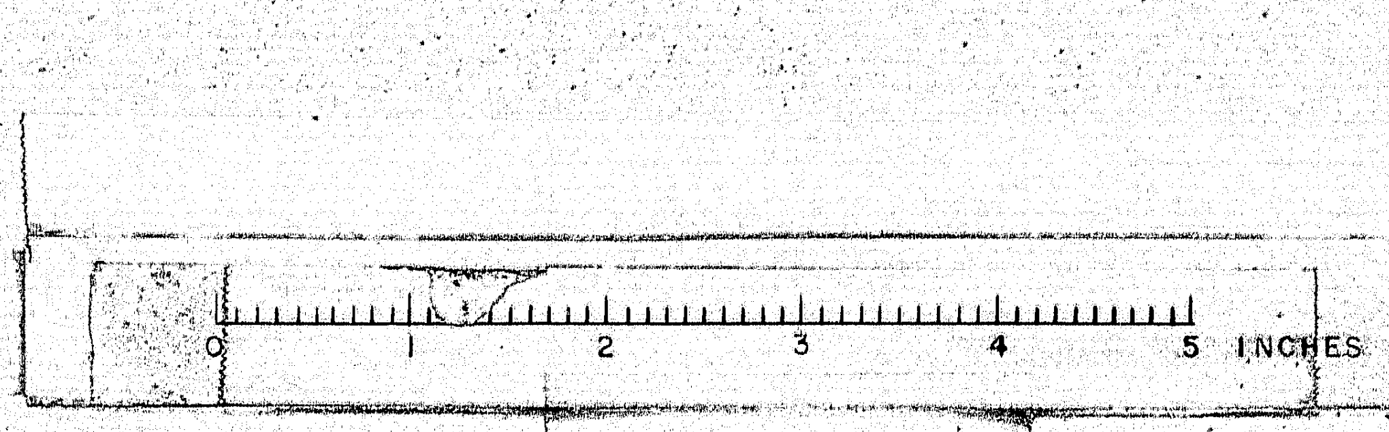
NOTE
Sidewalk shall conform to standard specifications section 904.

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

DETAIL OF TRAP, REINFORCED PORTLAND CEMENT CONCRETE SIDEWALK, CHAIN LINK FENCE, TYPICAL RIPRAP DETAIL & PRECAST CATCH BASINS & MANHOLES
SEPT.
4-64

99-8


0
1
2
3
4
5
INCHES

B.P.R. REGION NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8 (62)	9	93

BENDS AND BANDS for A.C.C.M.P. MEDIAN DRAINAGE

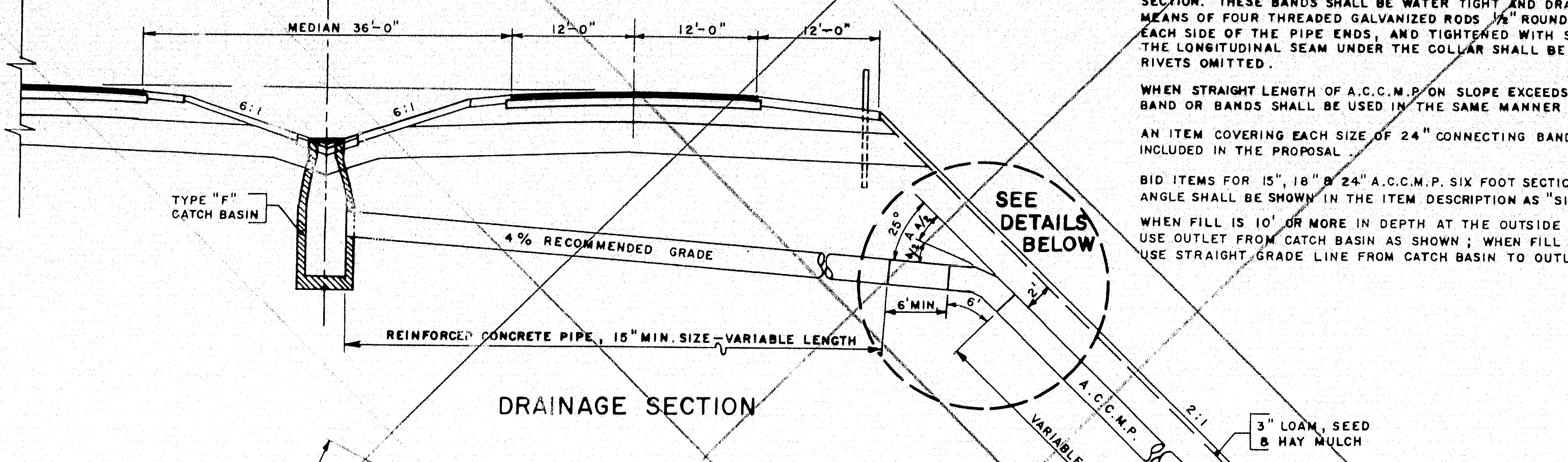
NOTE: 24" CONNECTING BANDS SHALL BE USED ON THE ENDS OF EACH ANGLE SECTION. THESE BANDS SHALL BE WATER TIGHT AND DRAWN SECURE BY MEANS OF FOUR THREADED GALVANIZED RODS ½" ROUND, PLACED UNIFORMLY EACH SIDE OF THE PIPE ENDS, AND TIGHTENED WITH SILO TYPE LUGS. THE LONGITUDINAL SEAM UNDER THE COLLAR SHALL BE WELDED AND RIVETS OMITTED.

WHEN STRAIGHT LENGTH OF A.C.C.M.P. ON SLOPE EXCEEDS 20 FEET, 24" BAND OR BANDS SHALL BE USED IN THE SAME MANNER AS DESCRIBED ABOVE.

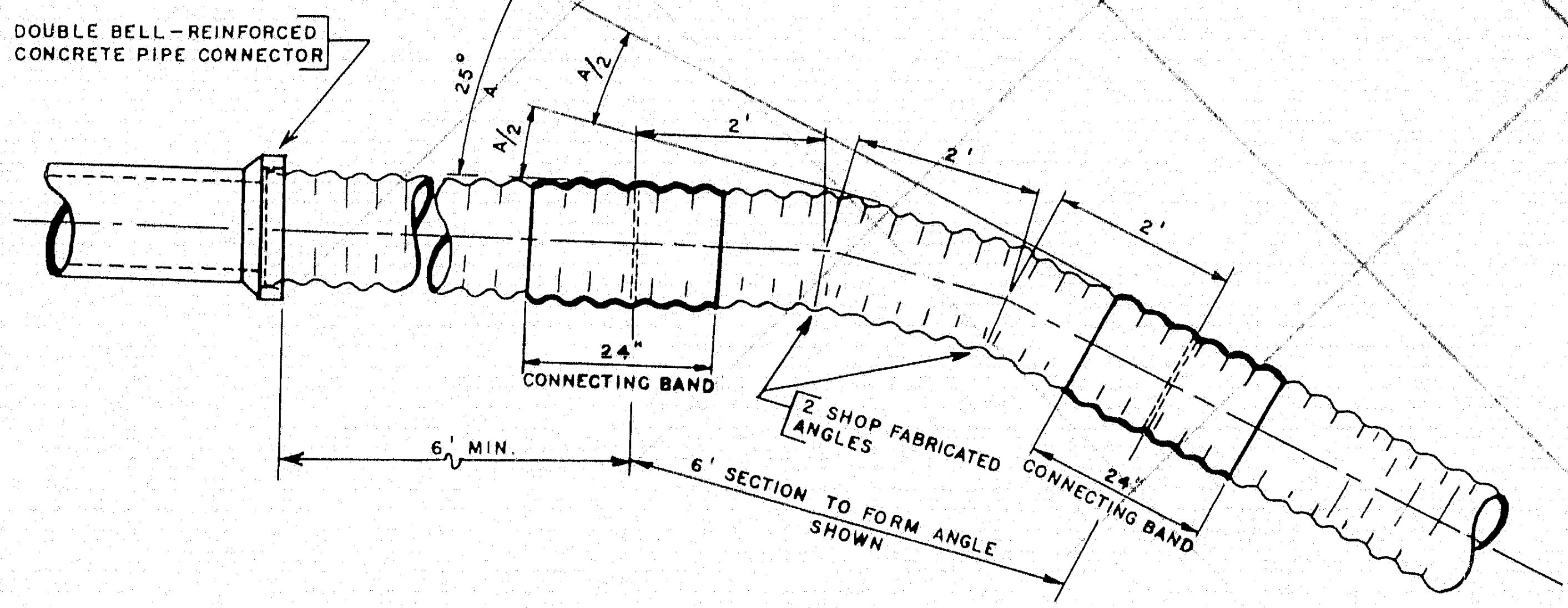
AN ITEM COVERING EACH SIZE OF 24" CONNECTING BANDS SHALL BE INCLUDED IN THE PROPOSAL.

BID ITEMS FOR 15", 18" & 24" A.C.C.M.P. SIX FOOT SECTION TO FORM 25° ANGLE SHALL BE SHOWN IN THE ITEM DESCRIPTION AS "SIX FOOT BENDS".

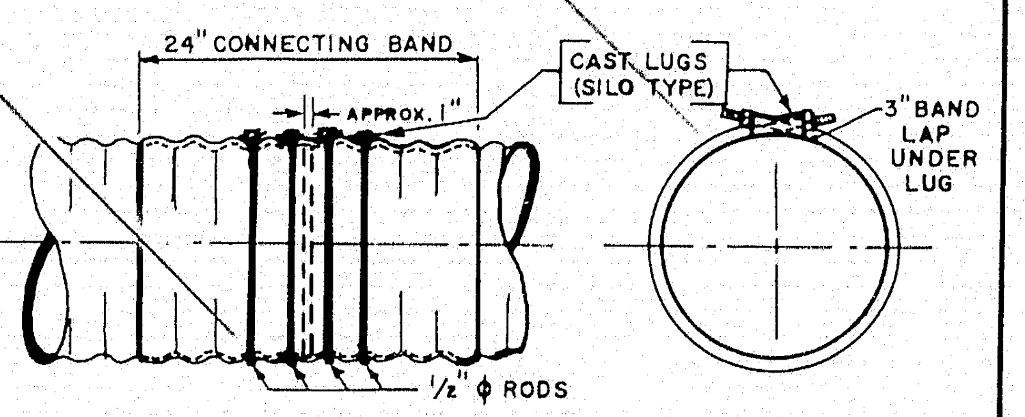
WHEN FILL IS 10' OR MORE IN DEPTH AT THE OUTSIDE SHOULDER BERM USE OUTLET FROM CATCH BASIN AS SHOWN; WHEN FILL IS LESS THAN 10' USE STRAIGHT GRADE LINE FROM CATCH BASIN TO OUTLET END OF PIPE.


MEDIAN 36'-0"
12'-0"
12'-0"
12'-0"
6:1
6:1
TYPE "F" CATCH BASIN
4% RECOMMENDED GRADE
REINFORCED CONCRETE PIPE, 15" MIN. SIZE - VARIABLE LENGTH
SEE DETAILS BELOW
25°
A
A/2
6' MIN.
6'
2'
A.C.C.M.P.
VARIABLE
2:1
3" LOAM, SEED & HAY MULCH
PLACE HAND LAID RIPRAP AROUND OUTLET
SEE DETAILS BELOW
VARIABLE

DRAINAGE SECTION

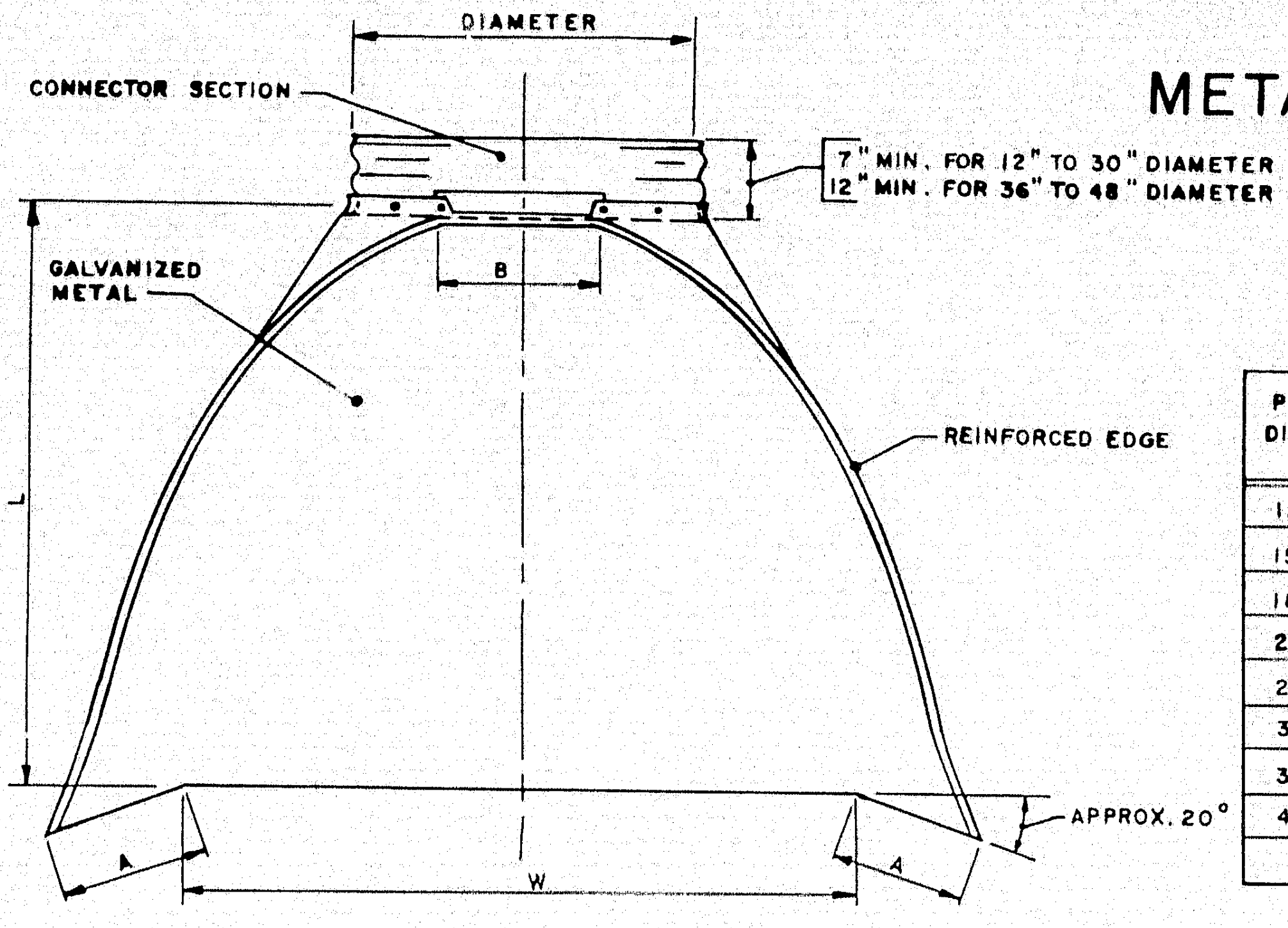

DOUBLE BELL-REINFORCED CONCRETE PIPE CONNECTOR
25°
A
A/2
2'
2'
2'
24" CONNECTING BAND
2 SHOP FABRICATED ANGLES
24" CONNECTING BAND
6' MIN.
6' SECTION TO FORM ANGLE SHOWN

DETAIL OF SIX-FOOT BENDS


24" CONNECTING BAND
APPROX. 1"
CAST LUGS (SILO TYPE)
3" BAND LAP UNDER LUG
½" ϕ RODS

DETAIL OF 24" CONNECTING BANDS

METAL ENDWALLS


DIAMETER
CONNECTOR SECTION
7" MIN. FOR 12" TO 30" DIAMETER
12" MIN. FOR 36" TO 48" DIAMETER
GALVANIZED METAL
B
L
REINFORCED EDGE
APPROX. 20°
A
A
W

PLAN

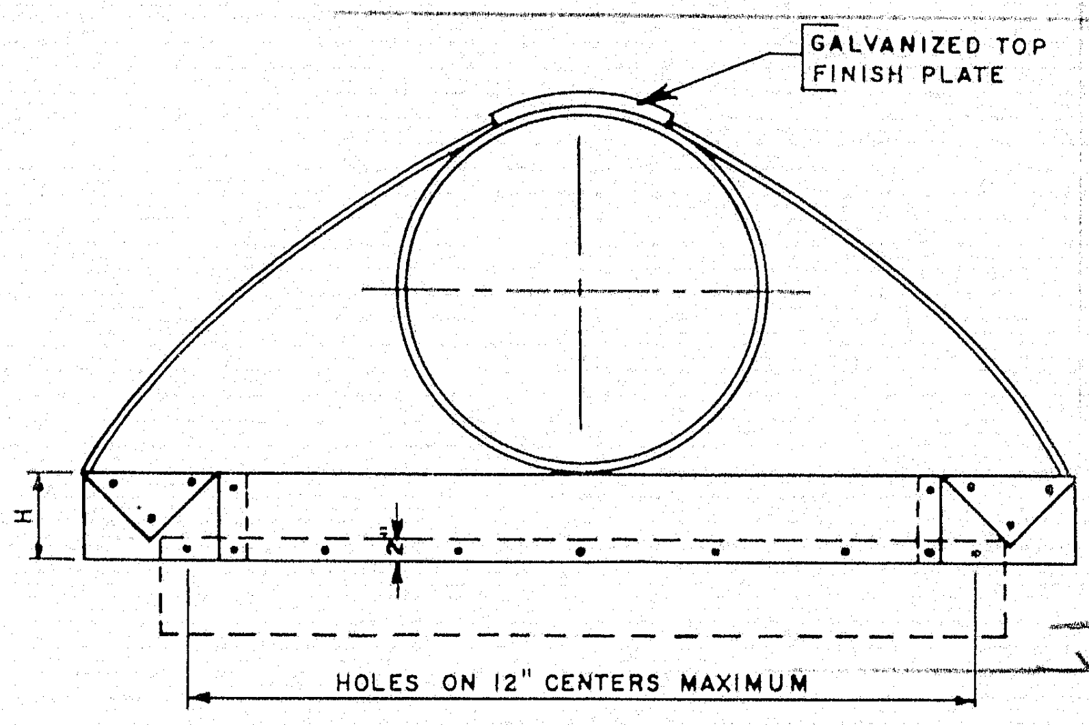
PIPE DIAM.	GAUGE	DIMENSIONS				
		A 1" TOL.	B MAX.	H 1" TOL.	L 1½" TOL.	W 2" TOL.
12"	16	4¾"	6"	6"	21"	24"
15"	16	6"	8"	6"	26"	30"
18"	16	7"	9"	6"	31"	36"
21"	16	8¼"	11"	6"	36"	42"
24"	14	9½"	12"	6"	42"	48"
30"	14	12"	15"	7½"	52½"	60"
36"	12	14"	18"	9"	63"	72"
42"	12	16"	21"	10½"	73½"	84"

TOE PLATE TO BE PUNCHED TO MATCH HOLES IN SKIRT LIP. LENGTH OF TOE PLATE IS W+10" FOR 12" TO 30" DIAMETER PIPE, INCLUSIVE, AND W+22" FOR 36" TO 42" DIAMETER PIPE INCLUSIVE.

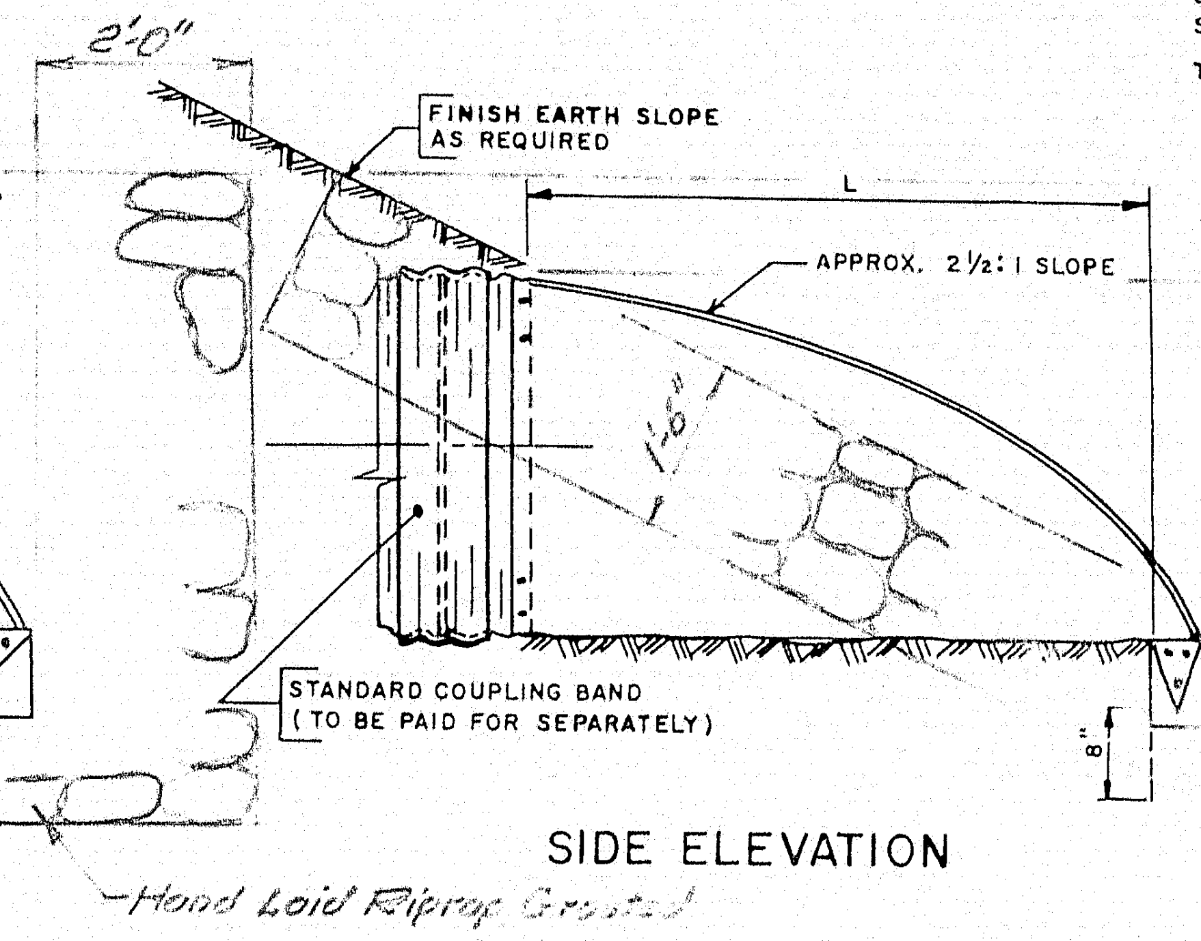
SKIRT SECTION FOR 12" TO 24" DIAMETER PIPE, INCLUSIVE, TO BE MADE IN ONE PIECE. SKIRT SECTION FOR 30" TO 48" DIAMETER PIPE MAY BE MADE FROM TWO SHEETS JOINED BY RIVETING OR BOLTING ON CENTERLINE.

CONNECTOR SECTION, CORNER PLATE AND TOE PLATE TO BE SAME GAUGE AS SKIRT AND EACH TO BE GALVANIZED.

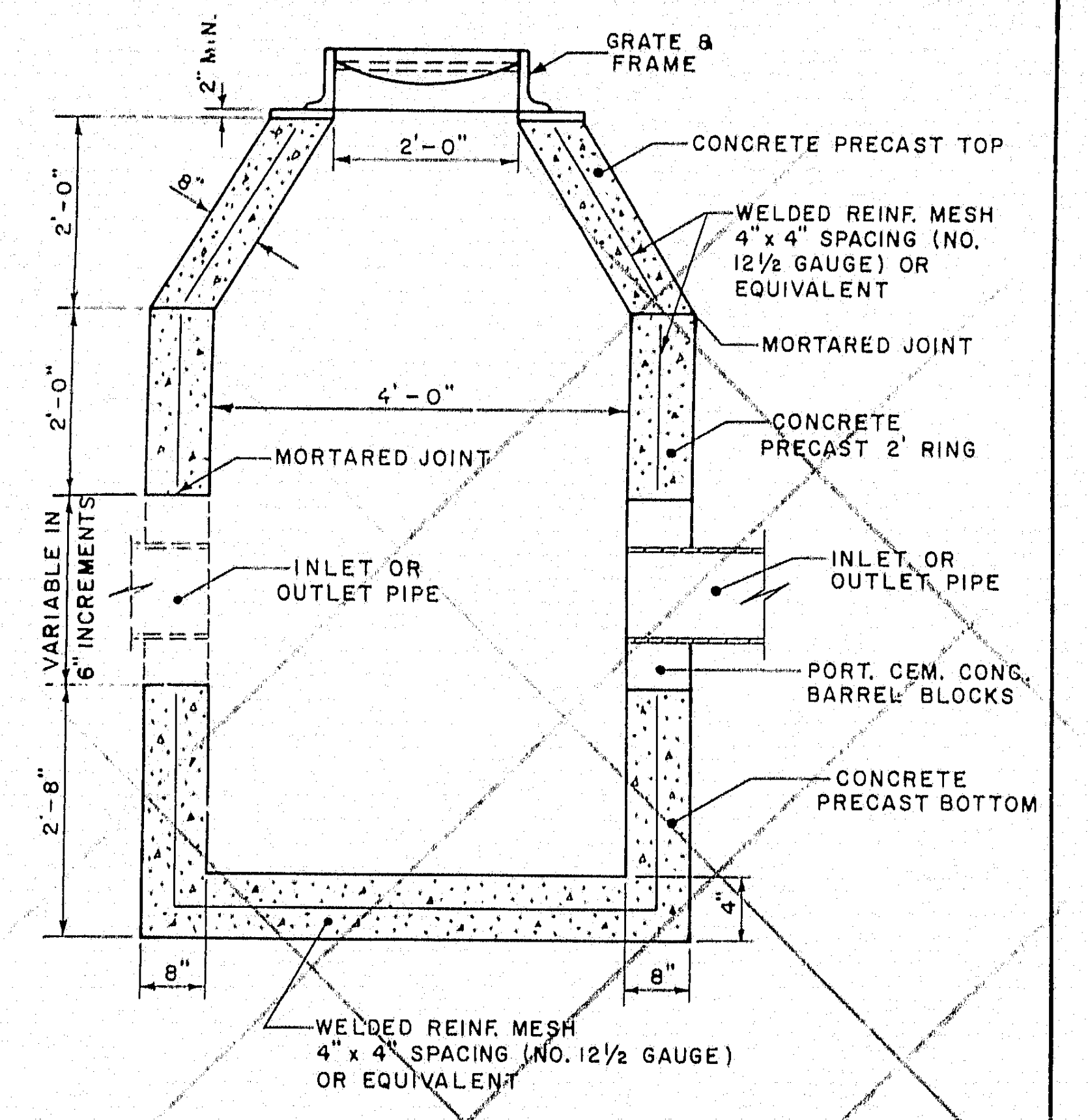
TOE PLATE TO BE INCLUDED IN UNIT COST.


GALVANIZED TOP FINISH PLATE
H
2"
HOLES ON 12" CENTERS MAXIMUM

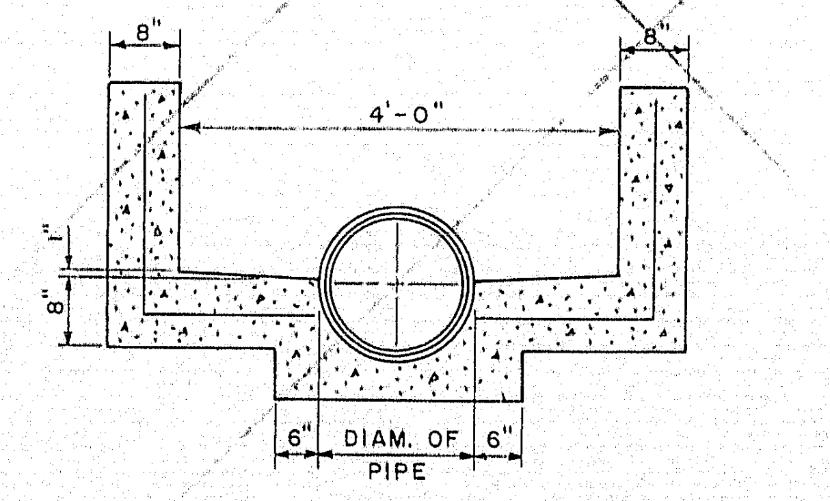
ELEVATION


2'0"
FINISH EARTH SLOPE AS REQUIRED
L
APPROX. 2½:1 SLOPE
1'-6"
STANDARD COUPLING BAND (TO BE PAID FOR SEPARATELY)
8"
Hand Laid Riprap Grouted

SIDE ELEVATION

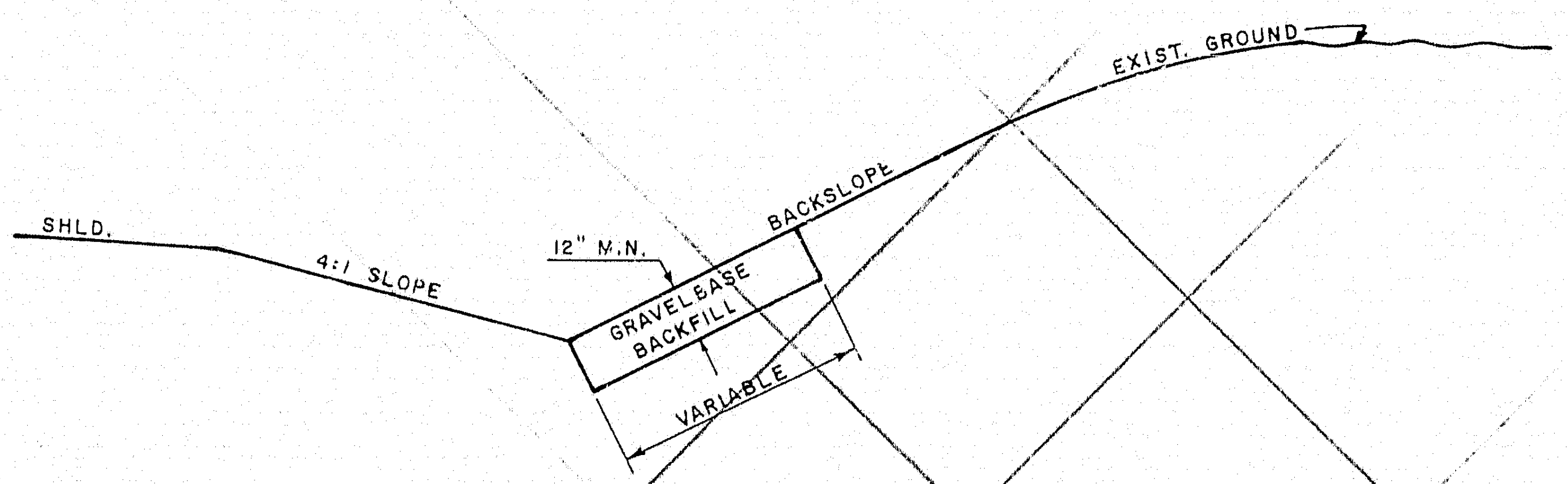

2" MIN.
GRATE & FRAME
2'-0"
CONCRETE PRECAST TOP
8"
2'-0"
WELDED REINF. MESH 4"x4" SPACING (NO. 12½ GAUGE) OR EQUIVALENT
MORTARED JOINT
2'-0"
4'-0"
MORTARED JOINT
CONCRETE PRECAST 2' RING
VARIABLE IN 6" INCREMENTS
INLET OR OUTLET PIPE
INLET OR OUTLET PIPE
PORT. CEM. CONC. BARREL BLOCKS
2'-8"
CONCRETE PRECAST BOTTOM
4"
8"
8"
WELDED REINF. MESH 4"x4" SPACING (NO. 12½ GAUGE) OR EQUIVALENT

PRECAST PORTLAND CEMENT CONCRETE CATCH BASINS
TYPES C, F, H & I - MANHOLE TYPE B

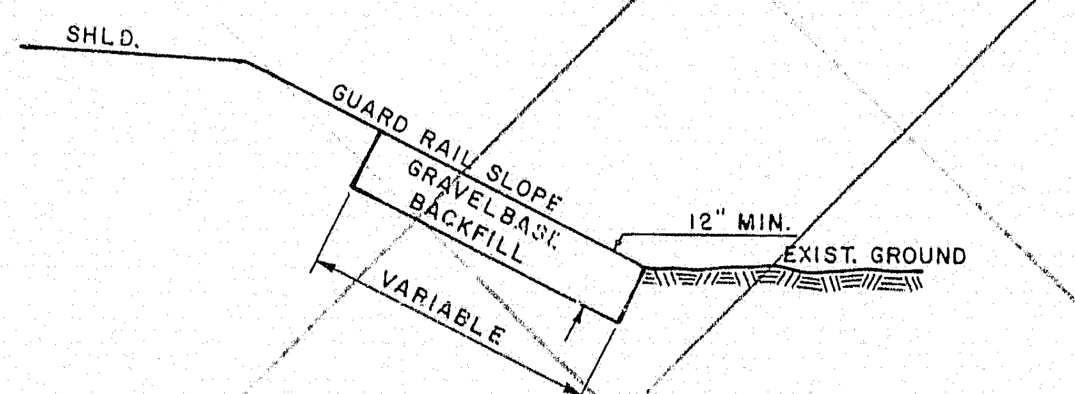

8"
8"
4'-0"
1"
8"
6"
DIAM. OF PIPE
6"

PRECAST PORTLAND CEMENT CONCRETE
CATCH BASIN TYPE G
MANHOLE TYPE A

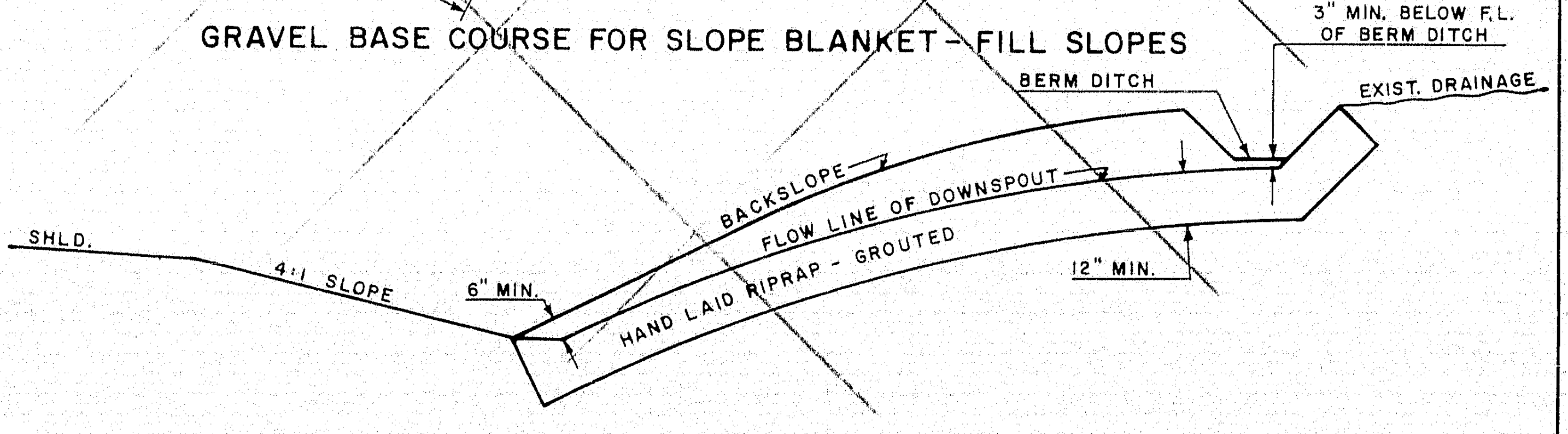
NOTE:
THE THREE SECTIONS DETAILED BELOW SHALL BE USED WHEN DIRECTED BY THE ENGINEER OR AS SHOWN ON THE PLANS.


EXIST. GROUND
BACKSLOPE
SHLD.
4:1 SLOPE
12" MIN.
GRAVEL BASE BACKFILL
VARIABLE

GRAVEL BASE COURSE FOR SLOPE BLANKET - BACKSLOPES

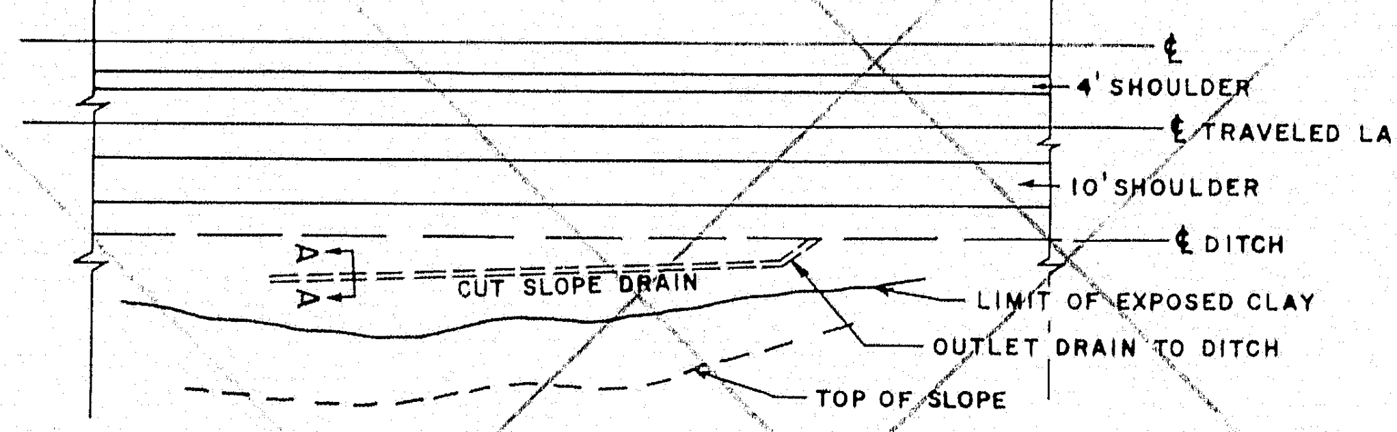

SHLD.
GUARD RAIL SLOPE
GRAVEL BASE BACKFILL
12" MIN.
EXIST. GROUND
VARIABLE

GRAVEL BASE COURSE FOR SLOPE BLANKET - FILL SLOPES

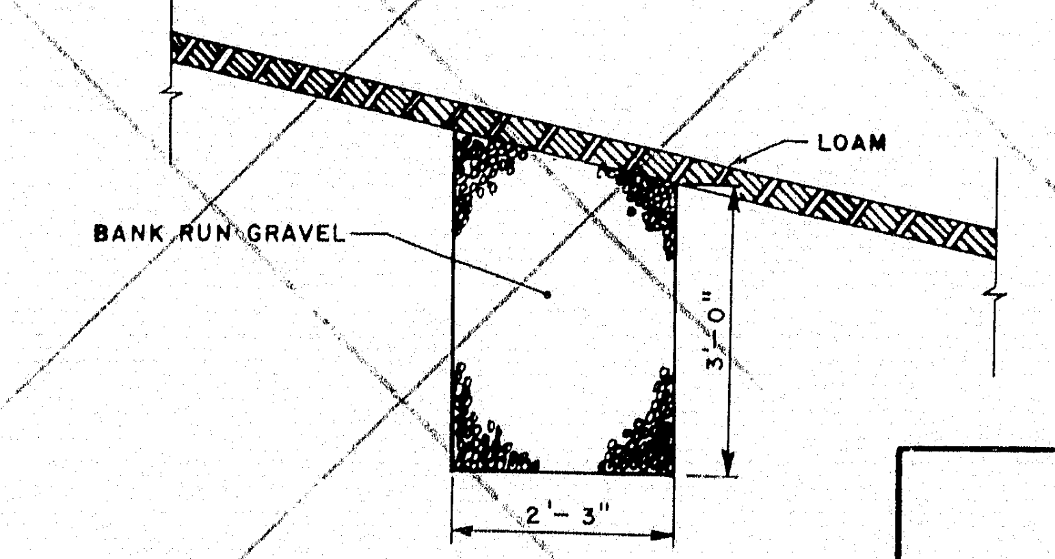

3" MIN. BELOW F.L. OF BERM DITCH
BERM DITCH
EXIST. DRAINAGE
BACKSLOPE
FLOW LINE OF DOWNSPOUT
SHLD.
4:1 SLOPE
6" MIN.
HAND LAID RIPRAP - GROUTED
12" MIN.

HAND LAID RIPRAP GROUTED DOWNSPOUT

CUT SLOPE DRAIN

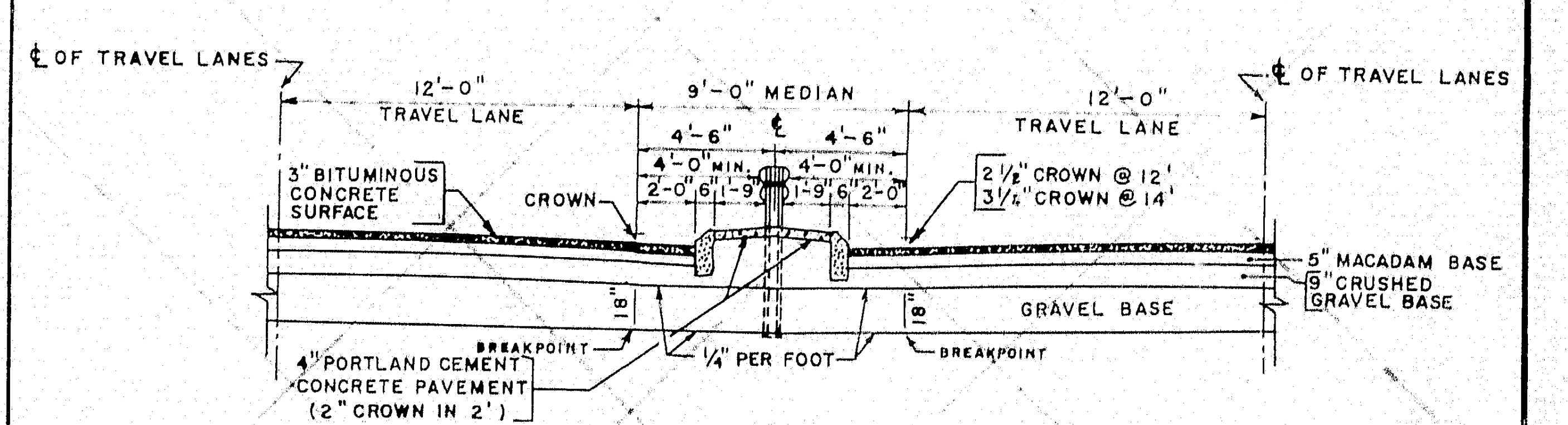

℄
4' SHOULDER
℄ TRAVELED LANE
10' SHOULDER
℄ DITCH
A
A
CUT SLOPE DRAIN
LIMIT OF EXPOSED CLAY
OUTLET DRAIN TO DITCH
TOP OF SLOPE

PLAN

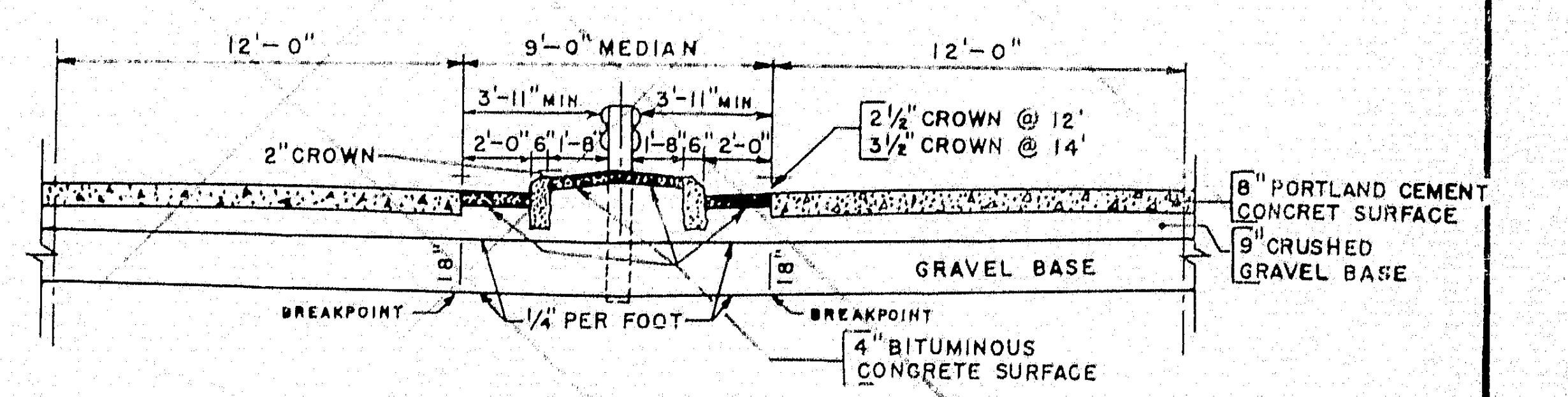

LOAM
BANK RUN GRAVEL
3'-0"
2'-3"

SECTION A-A

9-FOOT MEDIAN


℄ OF TRAVEL LANES
12'-0" TRAVEL LANE
9'-0" MEDIAN
℄
4'-6"
4'-6"
4'-0" MIN.
4'-0" MIN.
2'-0" 6" 1'-9"
1'-9" 6" 2'-0"
12'-0" TRAVEL LANE
℄ OF TRAVEL LANES
3" BITUMINOUS CONCRETE SURFACE
CROWN
2½" CROWN @ 12'
3½" CROWN @ 14'
5" MACADAM BASE
9" CRUSHED GRAVEL BASE
GRAVEL BASE
18"
18"
BREAKPOINT
¼" PER FOOT
BREAKPOINT
4" PORTLAND CEMENT CONCRETE PAVEMENT (2" CROWN IN 2')

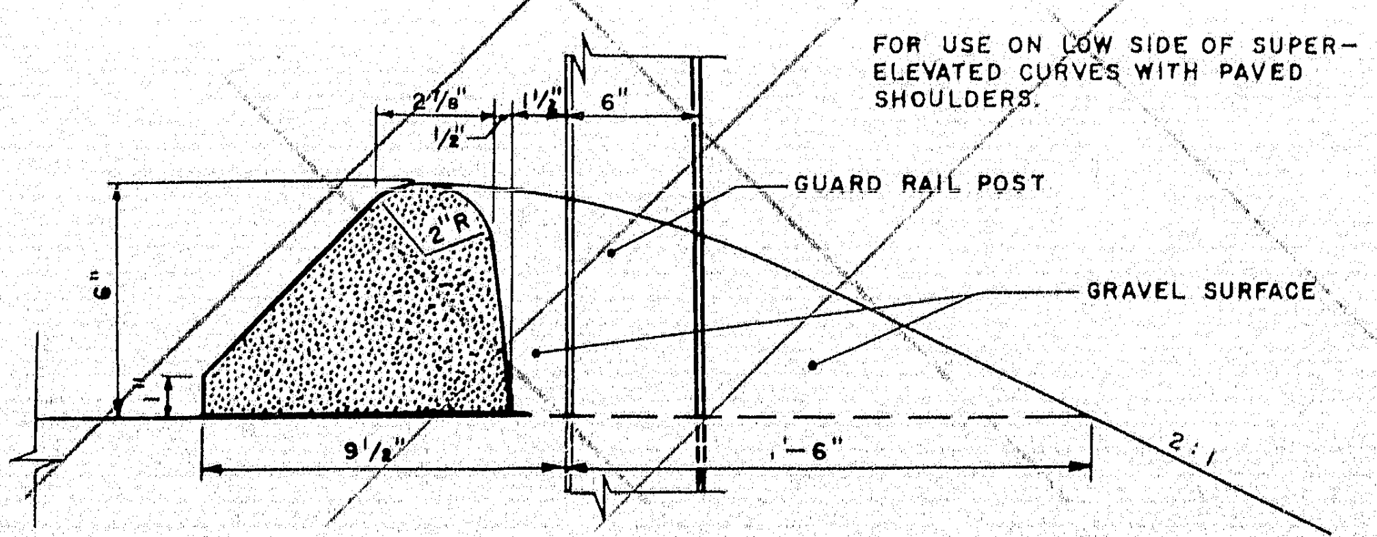
STEEL POST


12'-0"
9'-0" MEDIAN
12'-0"
3'-11" MIN.
3'-11" MIN.
2'-0" 6" 1'-8"
1'-8" 6" 2'-0"
2" CROWN
2½" CROWN @ 12'
3½" CROWN @ 14'
8" PORTLAND CEMENT CONCRET SURFACE
9" CRUSHED GRAVEL BASE
GRAVEL BASE
18"
18"
BREAKPOINT
¼" PER FOOT
BREAKPOINT
4" BITUMINOUS CONCRETE SURFACE

WOOD POST

BITUMINOUS CONCRETE CURB

FOR USE ON LOW SIDE OF SUPER-ELEVATED CURVES WITH PAVED SHOULDERS.


2⅞"
1½"
6"
½"
2"R
6"
1"
GUARD RAIL POST
GRAVEL SURFACE
9½"
1'-6"
2:1

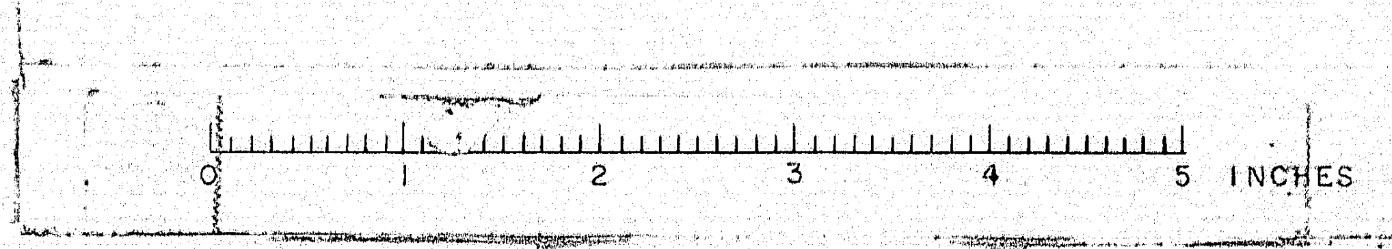
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

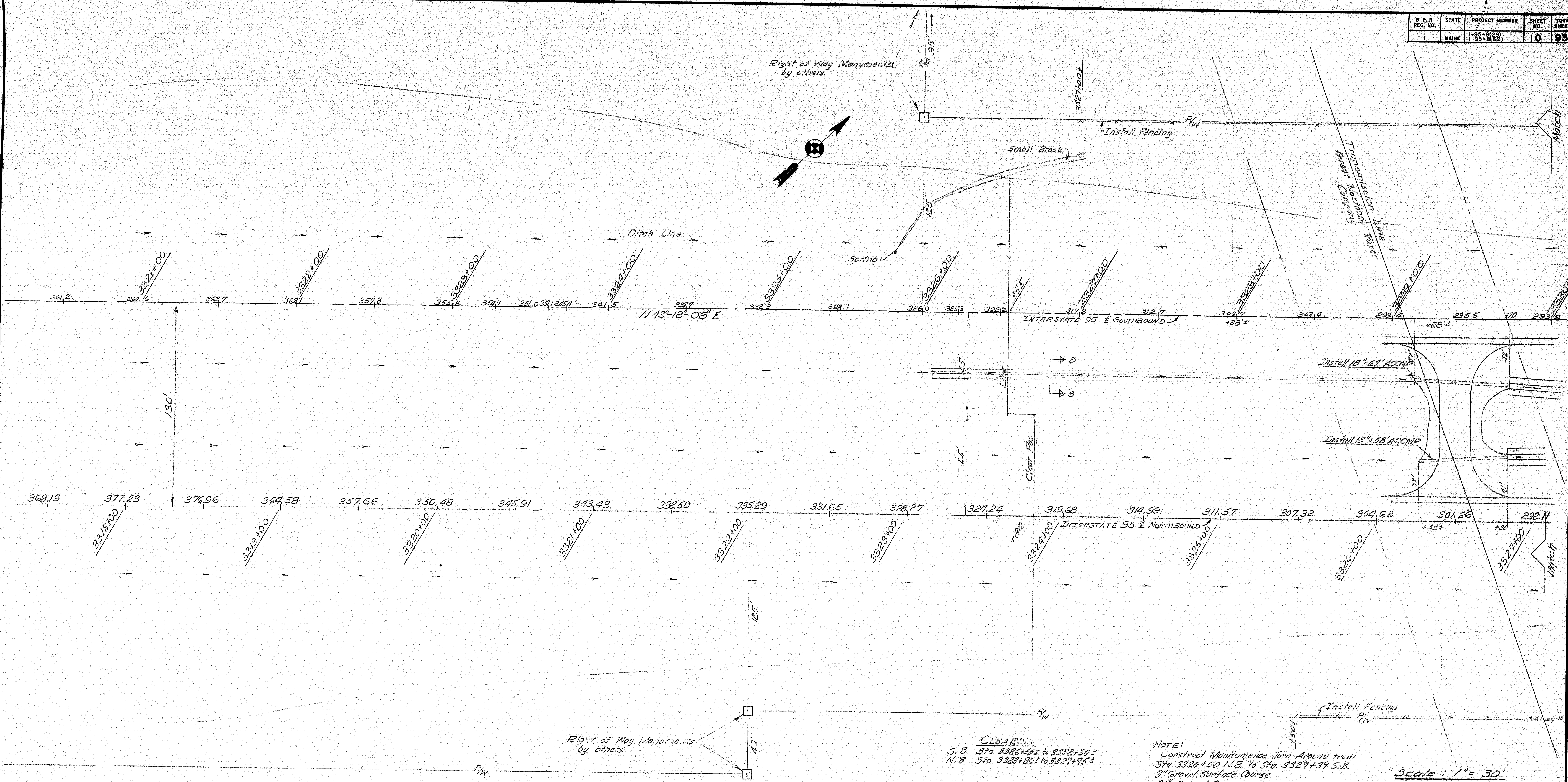
~~BENDS & BANDS~~, METAL ENDWALLS, ~~GUARD RAIL ON RAMPS, CUT SLOPE DRAIN, 9-FOOT MEDIAN & BITUMINOUS CONCRETE CURB~~

4-62

99-9


0
1
2
3
4
5
INCHES

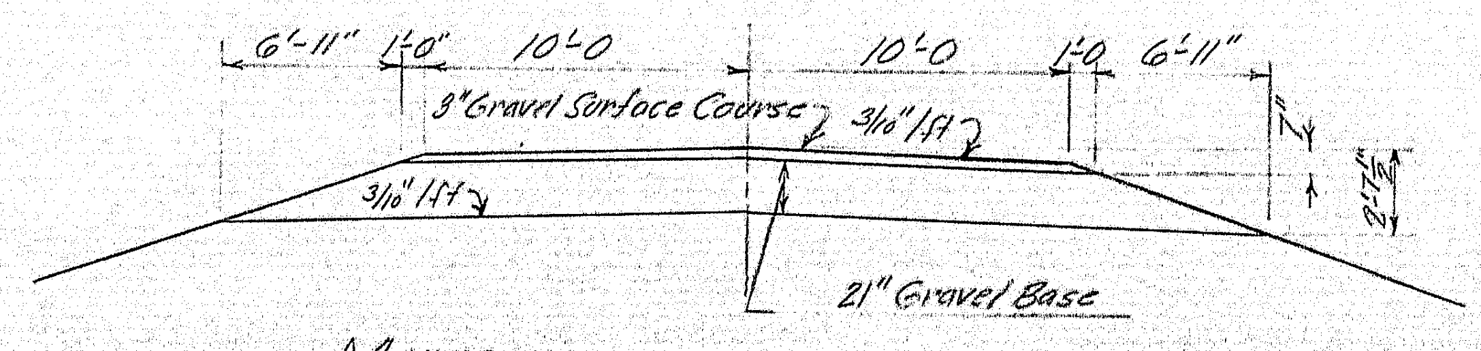
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(29) I-95-8(62)	10	93


Right of Way Monuments by others.
P/L 95'
3327+00
P/W
Install Fencing
Match
Small Brook
Transmission Line Great Northern Paper Company
12'
Spring
Ditch Line
3321+00
3322+00
3323+00
3324+00
3325+00
3326+00
3327+00
3328+00
3329+00
3330+00
N 43°-18'-08" E
INTERSTATE 95 ℄ SOUTHBOUND
+28'±
+98'±
Install 18"×62' ACCMP
Install 18"×58' ACCMP
B
B
Clear. Line
130'
65'
INTERSTATE 95 ℄ NORTHBOUND
3318+00
3319+00
3320+00
3321+00
3322+00
3323+00
3324+00
3325+00
3326+00
3327+00
+80
+43±
368.13
377.23
376.96
364.58
357.66
350.48
345.91
343.43
338.50
335.29
331.65
328.27
324.24
319.68
314.99
311.57
307.32
304.62
301.26
298.11
125'
Install Fencing
P/W
+50'±
Right of Way Monuments by others.
15'
P/W

Scale : 1" = 30'

INTERSTATE GENERAL NOTES

1. All backslopes in earth shall be 3:1 unless noted.
2. All fill slopes below bottom of gravel base shall be loamed 2" unless otherwise directed by the Engineer.
3. All loam areas and depths must be authorized by the Engineer unless specified on the Sections, Plans or in the Specifications.
4. Seeding Method No. 2 and hay mulch on all slopes.
5. Grubbing in fills shall be done for a width as indicated by the heavy vertical tick marks shown on the cross sections and shall be for a maximum width as follows unless otherwise directed by the Engineer:
   30' from ℄ for 10' shoulders
   25' from ℄ for 4' shoulders
6. All utility facilities are to be adjusted as necessary by the respective utilities unless noted.
   Utilities involved:
   New England Telephone & Telegraph Co.
   Bangor Hydro-Electric Co.


6'-11"
1'-0"
10'-0
10'-0
1'-0
6'-11"
3" Gravel Surface Course
3/16"/Ft
3/16"/Ft
7"
2'-7½"
21" Gravel Base

MAINTAINANCE TURN AROUND

CLEARING

S.B. Sta. 3326+55± to 3332+30±
N.B. Sta. 3323+80± to 3327+95±

GRUBBING IN FILLS

S.B. Sta. 3330+25± to 3331+20± (95'±)
N.B. Sta. 3327+90± to 3331+80± (100'±)

JUTE MATTING - WEAVE "H"

SB Left Sta. 3321+10 to 3330+50
SB Right Sta. 3321+10 to 3329+12±
NB Left Sta. 3319+75 to 3326+25±

Note: Begin Hand Laid Riprap, Grouted Ditch NB Right Sta. 3319+85±, SB Right Sta 3326+06±

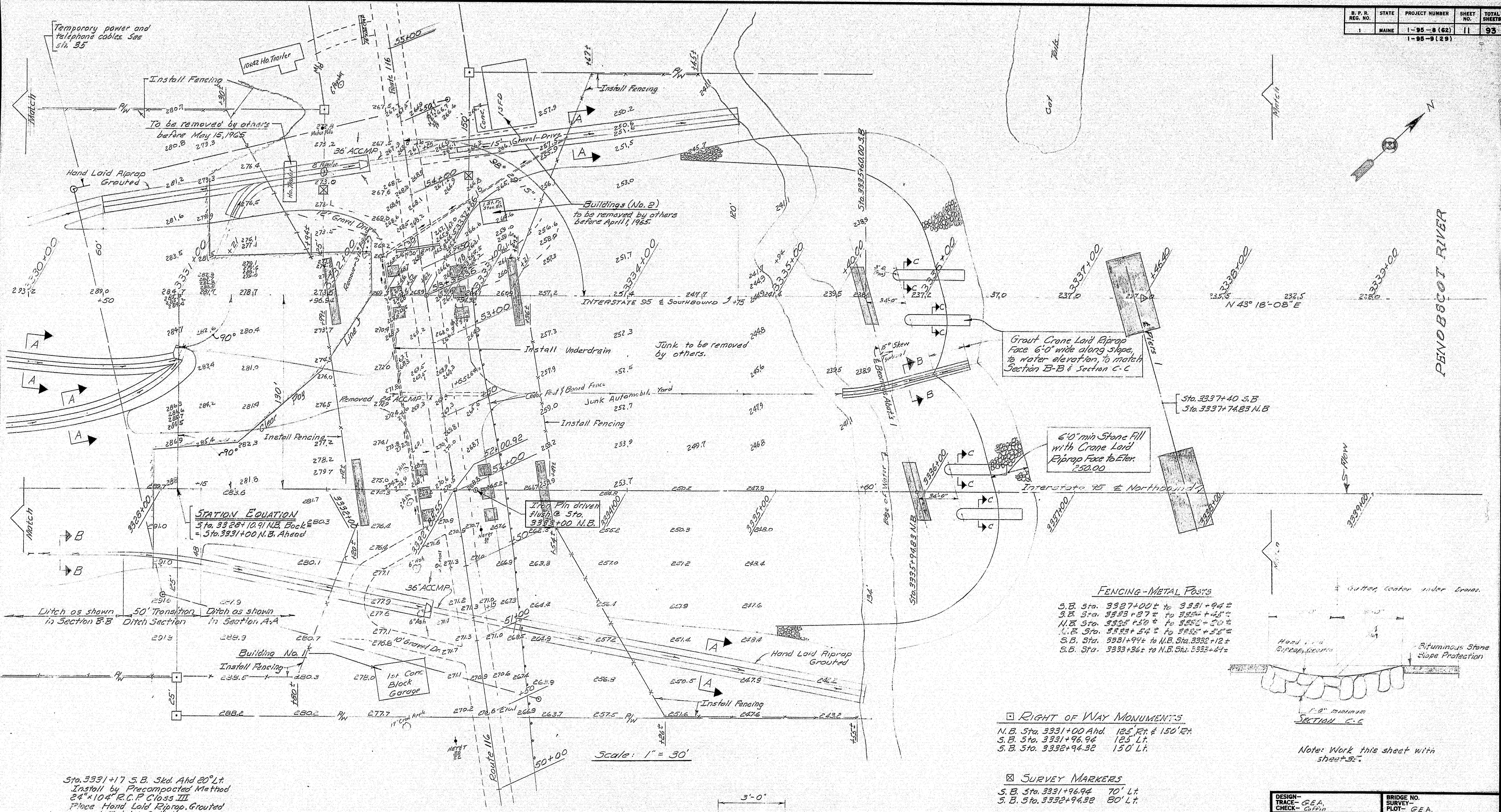
NOTE:
Construct Maintainence Turn Around from Sta. 3326+50 N.B. to Sta. 3329+39 S.B.
3" Gravel Surface Course
21" Gravel Base
Install 18"×58' ACCMP Sta 3326+50 N.B 40'± Lt. (2 Bands)
Install 18"×62' ACCMP Sta 3329+50 S.B. 41'± Rt. (3 Bands)
Place Hand Laid Riprap Grouted around Inlets & Outlets

DESIGN– TRACE– R.T.A. CHECK– Coffin	BRIDGE NO. SURVEY– } HIGHWAY PLOT–

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
PENOBSCOT RIVER & ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
SURVEY
SHEET 10 OF 93 AUGUSTA, MAINE OCTOBER 1964

99-10

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8 (62) I-95-9 (29)	11	93


Temporary power and telephone cables. See sh. 35
Match
Install Fencing
To be removed by others before May 15, 1965
10x42 Ho. Trailer
Route 116
55+00
Hand Laid Riprap Grouted
36" ACCMP
Ho. Trailer
12' Gravel Drive
Gravel Drive
Conc.
Buildings (No. 2) to be removed by others before April 1, 1965.
54+00
53+00
52+00
52+00.92
51+00
50+00
3330+00
3331+00
3332+00
3333+00
3334+00
3335+00
3336+00
3337+00
3338+00
3339+00
3328+00
INTERSTATE 95 ℄ SOUTHBOUND
N 43° 18'-08" E
Interstate 95 ℄ Northbound
PENOBSCOT RIVER
Car
N
Install Underdrain
Junk to be removed by others.
Cedar Post & Board Fence
Junk Automobile Yard
Install Fencing
Removed 24" ACCMP
Line 3
Clear
Edge of Water
℄ Bearing Abut. 1
15° Skew Typical
Sta. 3335+60.00 S.B.
Sta. 3335+94.83 N.B.
Grout Crane Laid Riprap Face 6'-0" wide along slope, to water elevation, to match Section B-B & Section C-C
Sta. 3337+40 S.B.
Sta. 3337+74.83 N.B.
6'-0" min Stone Fill with Crane Laid Riprap Face to Elev. 250.00
Iron Pin driven flush @ Sta. 3333+00 N.B.
STATION EQUATION
Sta. 3328+10.91 N.B. Back = Sta. 3331+00 N.B. Ahead
36" ACCMP
Building No. 11
1st Conc. Block Garage
10' Gravel Dr.
Install Fencing
Hand Laid Riprap Grouted
Ditch as shown in Section B-B
50' Transition Ditch Section
Ditch as shown in Section A-A
17" Crab Apple
Route 116
50+00
Scale: 1" = 30'
A
B
C
Gutter, Center under Drains.
Hand Laid Riprap, Grouted
Bituminous Stone Slope Protection
1'-0" minimum
Section C-C

FENCING-METAL POSTS

S.B. Sta. 3327+00± to 3331+94±
S.B. Sta. 3333+27± to 3335+45±
N.B. Sta. 3335+50± to 3335+20±
N.B. Sta. 3333+54± to 3335+55±
S.B. Sta. 3331+94± to N.B. Sta. 3332+12±
S.B. Sta. 3333+36± to N.B. Sta. 3333+44±

⊡ RIGHT OF WAY MONUMENTS

N.B. Sta. 3331+00 Ahd.	125' Rt. & 150' Rt.
S.B. Sta. 3331+96.94	125' Lt.
S.B. Sta. 3332+94.32	150' Lt.

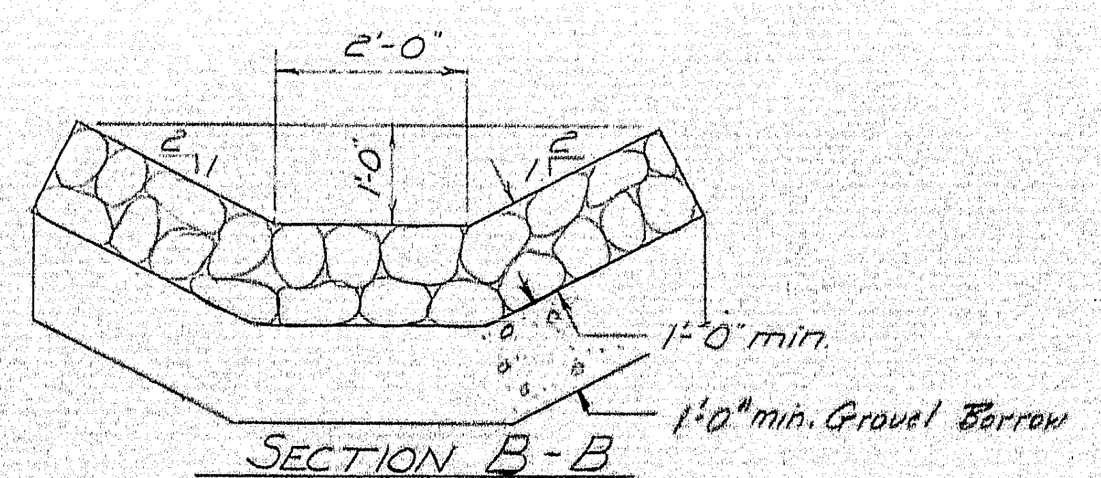
☒ SURVEY MARKERS

S.B. Sta. 3331+96.94	70' Lt.
S.B. Sta. 3332+94.32	80' Lt.

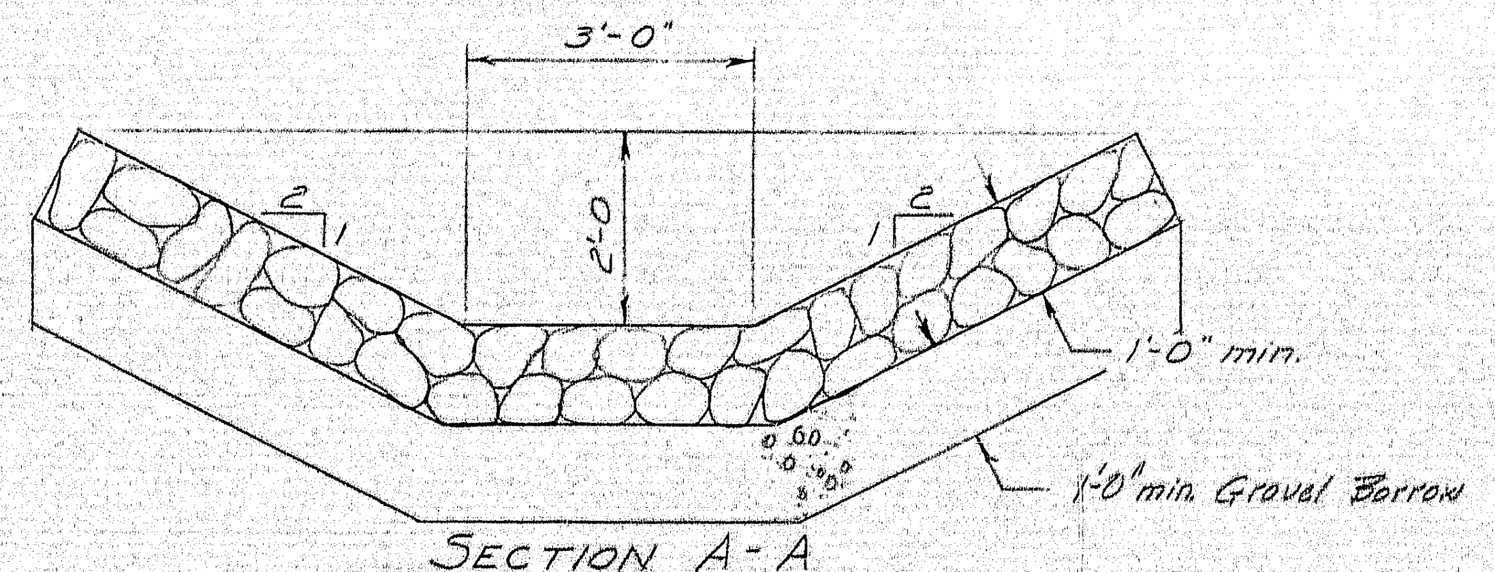
Note: Work this sheet with sheet 35.

Sta. 3331+17 S.B. Skd. Ahd 20° Lt.
Install by Precompacted Method
24"×104' R.C.P. Class III
Place Hand Laid Riprap, Grouted
around Inlet & Outlet.

Note: For details of culverts & underdrain under Rte. 116 see Rte. 116 Plans.


2'-0"
2:1
1'-0"
1:2
1'-0" min.
1'-0" min. Gravel Borrow

SECTION B-B
Hand Laid Riprap, Grouted


3'-0"
2:1
2'-0"
1:2
1'-0" min.
1'-0" min. Gravel Borrow

SECTION A-A
Hand Laid Riprap, Grouted

DESIGN-
TRACE- G.E.A.
CHECK- Coffin

BRIDGE NO.
SURVEY-
PLOT- G.E.A.

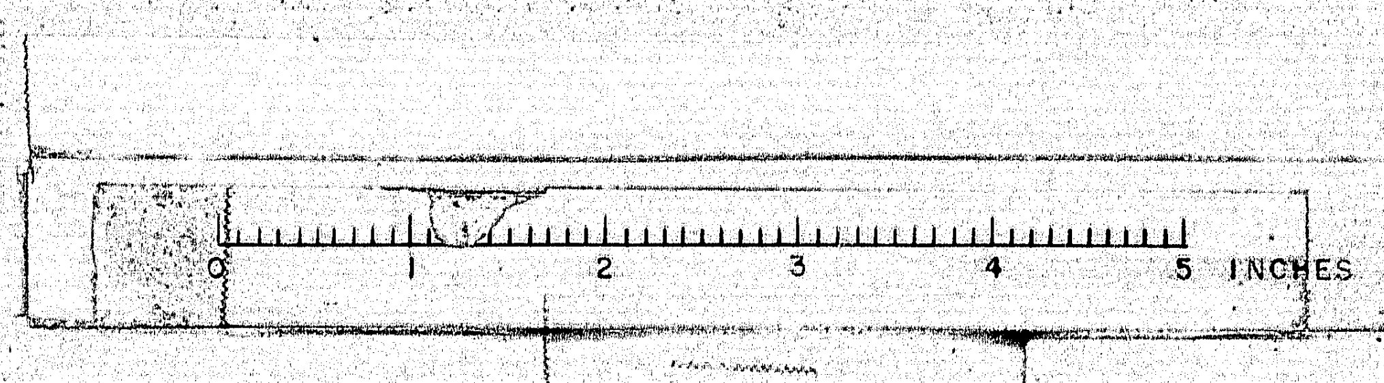
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

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

SHEET 11 OF 93 AUGUSTA, MAINE OCT. 1964

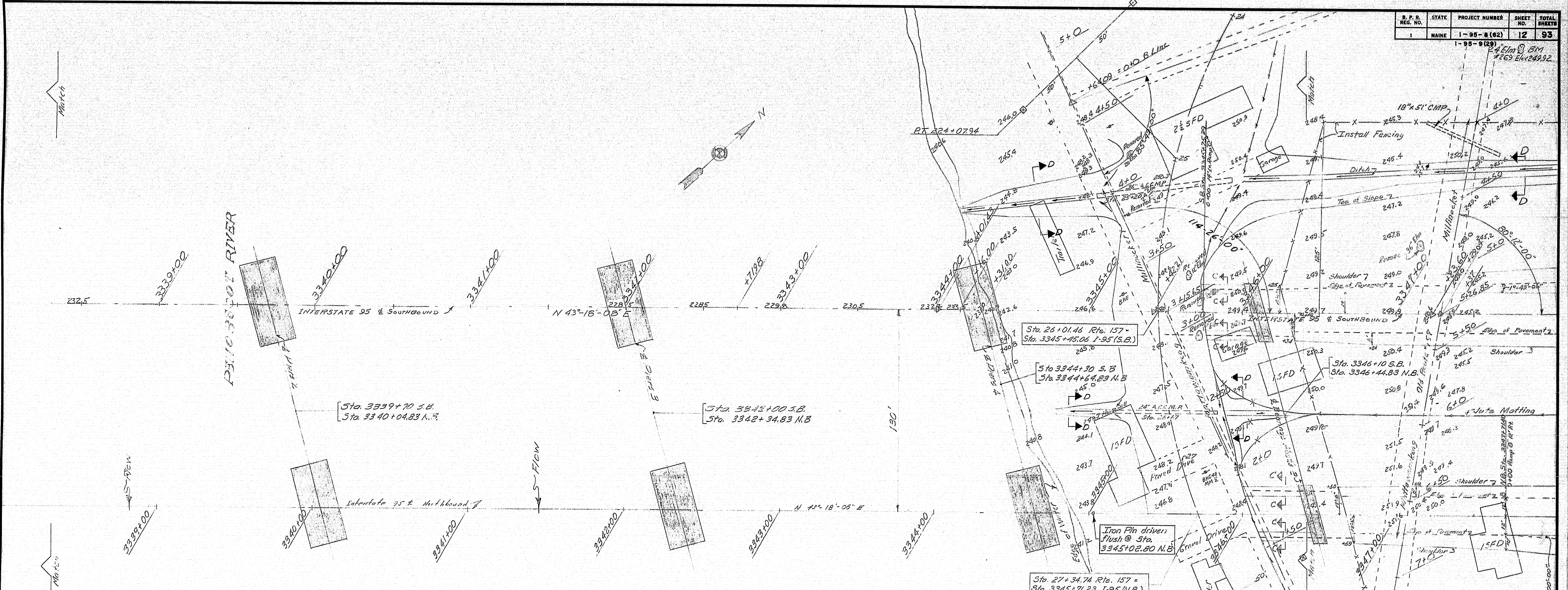
C. B. CO. NO. 44-131 26725

99-11


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)	12	93

I-95-9(29)


24" Elm BM #269 Elev 249.92
18"x51' CMP
Install Fencing
Match
N
PENOBSCOT RIVER
3339+00
3340+00
3341+00
+79.8
3343+00
3344+00
3345+00
3346+00
3347+00
232.5
INTERSTATE 95 ℄ SOUTHBOUND
INTERSTATE 95 ℄ SOUTHBOUND
N 43°-18'-08" E
Interstate 95 ℄ Northbound
N 43°-18'-08" E
Flow
130'
P.T. 224+07.94
P.T. 27+90.98
Sta. 3339+70 S.B.
Sta. 3340+04.83 N.B.
Sta. 3342+00 S.B.
Sta. 3342+34.83 N.B.
Sta. 26+01.46 Rte. 157 = Sta. 3345+45.06 I-95 (S.B.)
Sta. 3344+30 S.B.
Sta. 3344+64.83 N.B.
Sta. 3346+10 S.B.
Sta. 3346+44.83 N.B.
Iron Pin driven flush @ Sta. 3345+02.80 N.B.
Sta. 27+34.74 Rte. 157 = Sta. 3345+71.23 I-95 (N.B.)
Millinocket
Garage
Ditch
Toe of Slope
Shoulder
Edge of Pavement
Jute Matting
Trailer
Gravel Drive
Paved Drive
1½ SFD
2½ SFD
2 SFD
Old Rte. 157
"A" Line
34°-13'-30"
8+16.50 Old Rte. 157 = 0+00 "A" Line
Install Fencing
℄ Construction Relocation Old Rte. 157. See sh. 42 for details.
D

FENCING - METAL POSTS
S.B. Sta. 3346+25± to S.B. Sta. 3348+50
S.B Sta. 3346+34± to N.B. Sta 3346+60±
N.B. Sta. 3346+69± to N.B. Sta. 3348+50

Scale 1" = 30'

JUTE MATTING (3 STRIPS WIDE)
S.B. Sta. 3346+40± to S.B. Sta. 3349+50

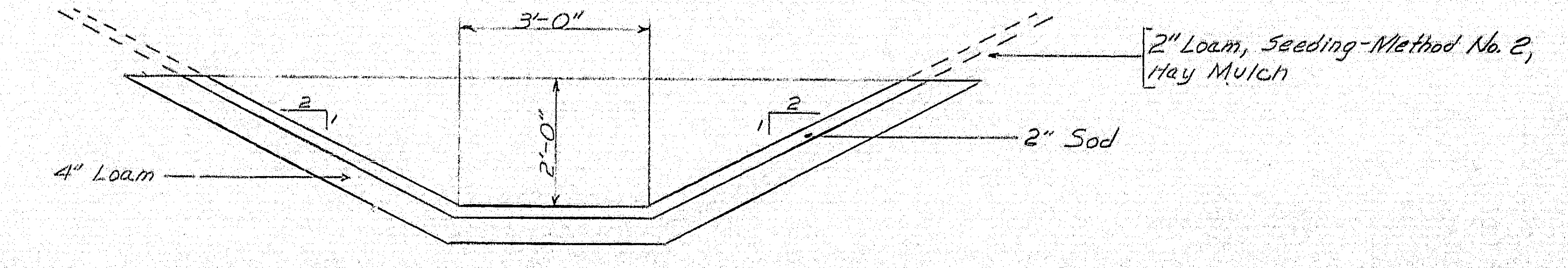
RIGHT OF WAY MONUMENTS* ⊡

Station	Left	Right
Reloc. Old Rte. 157		
P.C. 19+01.68	33'	50'
P.T. 20+95.60		50'
P.C 23+60.92		50'
24+00.00		50'
P.C. 31+12.55	42'	
P.T. 34+16.72	33'	33'
Reloc River Road		
P.C. 222+86.11	50'	
P.T. 224+07.94	50'	
Reloc. Church Road		
120+32.00	40'	40'
P.C. 120+88.54	40'	40'

SURVEY MARKERS* ⊠

Station	Left	Right
Reloc. Old Rte. 157		
P.T. 20+95.60	50'	
P.C. 23+60.92	50'	
P.T. 27+90.98	50'	50'
P.C. 31+12.55		50'
Reloc. River Road		
P.C. 222+86.11		35'
P.T. 224+07.94		50'
Reloc. Church Road		
P.T. 122+00.00	40'	40'

*Work with Sheet *42


3'-0"
2'-0"
2
1
2
1
4" Loam
2" Sod
2" Loam, Seeding-Method No. 2, Hay Mulch

Section D-D

Note: For Section D-D see sh. 11

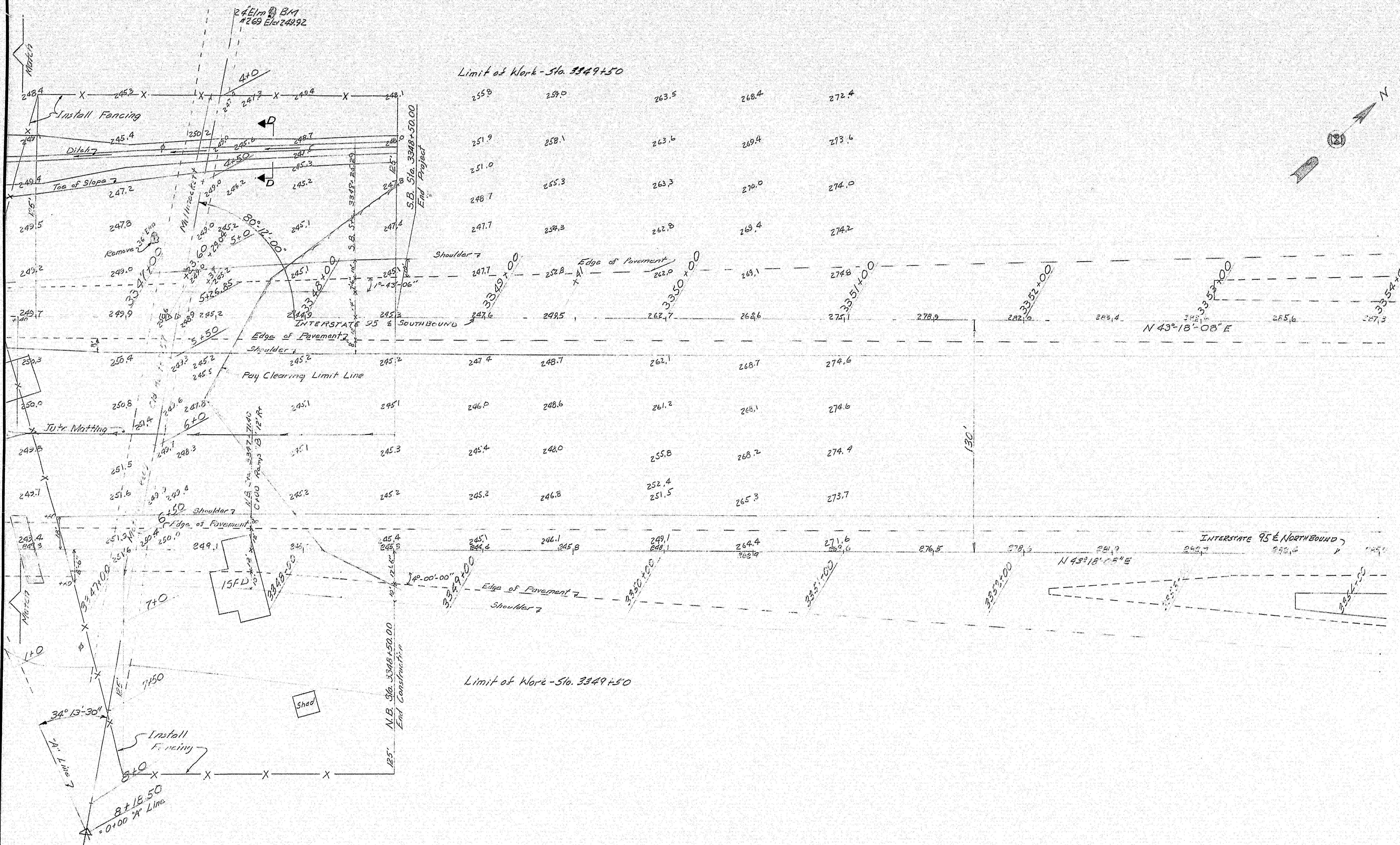
DESIGN-
TRACE- G.E.A.
CHECK- [illegible]

BRIDGE NO.
SURVEY-
PLOT- G.E.A.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
PENOBSCOT RIVER & ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
SURVEY
SHEET 12 OF 93 AUGUSTA, MAINE OCT. 1964

99-12

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8 (62) I-95-9 (29)	13	93



24 Elm BM
#269 Elev 249.92
Match
Install Fencing
Ditch
Toe of Slope
Remove 36" Elm
Millinocket
D
Limit of Work - Sta. 3349+50
S.B. Sta. 3348+50.00
End Project
S.B. Sta. 3348+25.29
80°-12'-00"
1°-43'-06"
4+0
4+50
5+0
5+26.85
5+50
6+0
6+50
7+0
7+50
8+0
1+0
3347+00
3348+00
3349+00
3350+00
3351+00
3352+00
3353+00
3354+00
3355+00
3356+00
Shoulder
Edge of Pavement
INTERSTATE 95 ℄ SOUTHBOUND
N 43°-18'-08"E
Pay Clearing Limit Line
Jute Matting
130'
125'
N.B. Sta. 3347+71.40
C+00 Ramp 'B' 12' Rt
INTERSTATE 95 ℄ NORTHBOUND
N 43°18'08"E
4°-00'-00"
15FD
Shed
N.B. Sta. 3348+50.00
End Construction
Limit of Work - Sta. 3349+50
34° 13'-30"
"A" Line
Install Fencing
8+18.50
= 0+00 "A" Line
N

Note: Loam, Seed, and
Hay Mulch to Sta. 3349+50.

Scale 1" = 30'

Note: For Section D-D
see Sheet #12.

DESIGN-
TRACE- G.E.A.
CHECK-

BRIDGE NO.
SURVEY-
PLOT- GEA

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95

OVER

PENOBSCOT RIVER & ROUTE 116

IN THE TOWN OF

MEDWAY
PENOBSCOT COUNTY

SURVEY

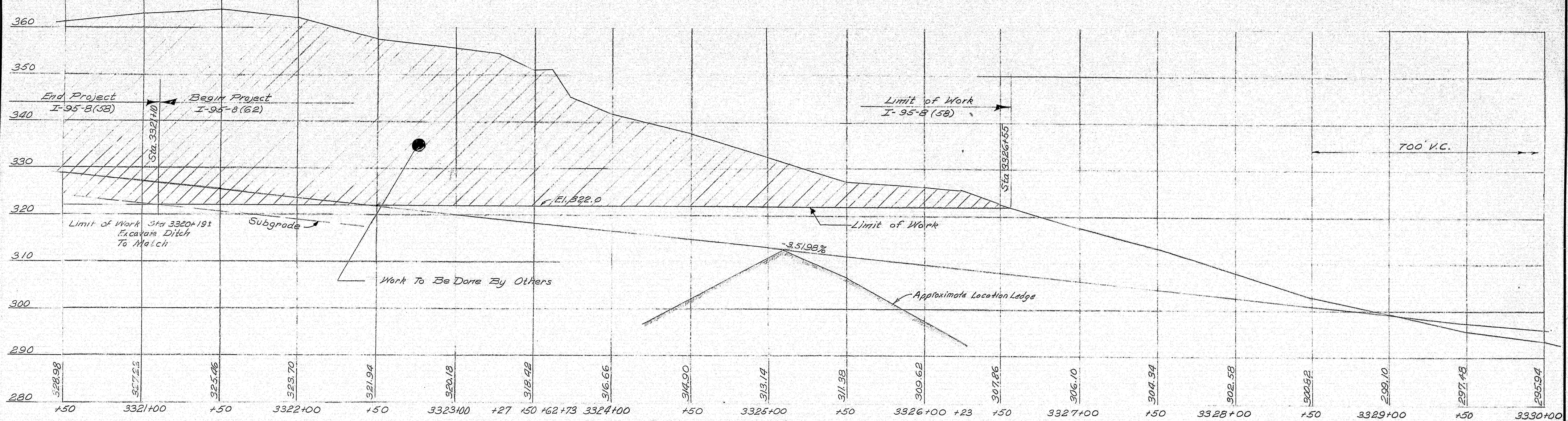
SHEET 13 OF 93 AUGUSTA, MAINE OCT. 1964

99-13

C. B. CO. NO. 44-131 26725

0 1 2 3 4 5 INCHES

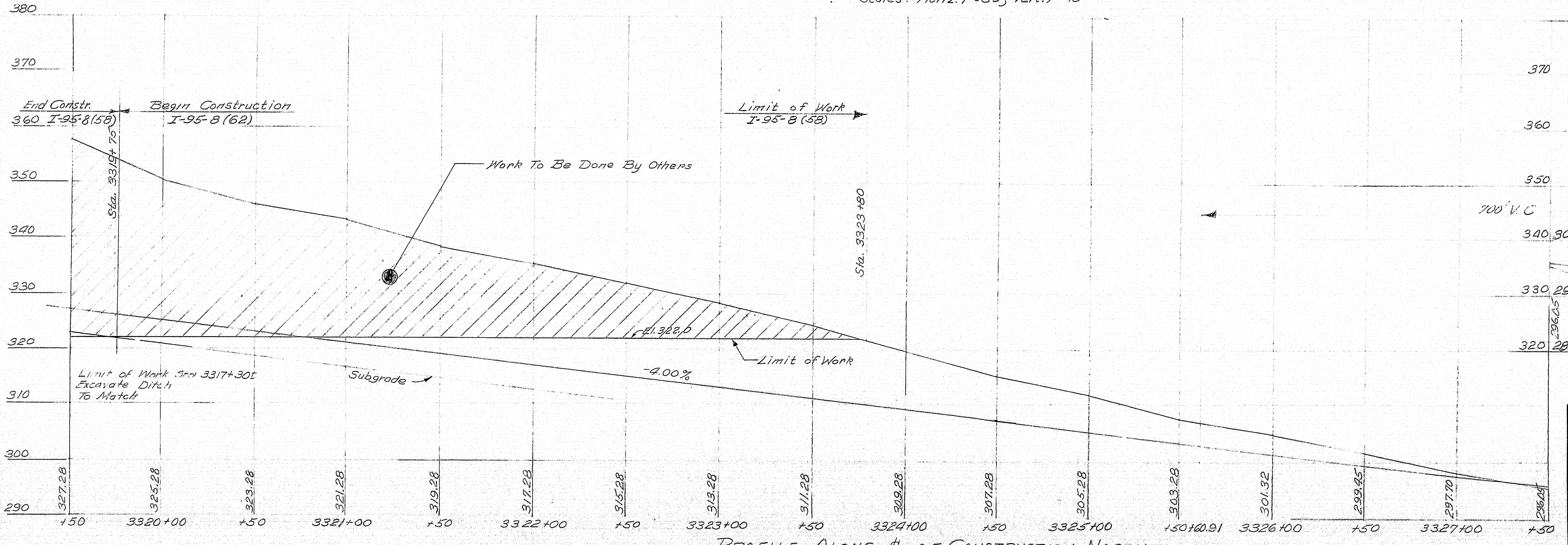
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(29) I-95-8(62)	14	93



360
350
340
330
320
310
300
290
280
End Project I-95-8 (58)
Begin Project I-95-8 (62)
Sta. 3321+10
Limit of Work I-95-8 (58)
Sta. 3326+55
700' V.C.
El. 322.0
Limit of Work Sta 3320+19± Excavate Ditch To Match
Subgrade
Limit of Work
-3.5198%
Approximate Location Ledge
Work To Be Done By Others
328.98
327.22
325.46
323.70
321.94
320.18
318.42
316.66
314.90
313.14
311.38
309.62
307.86
306.10
304.34
302.58
300.82
299.10
297.48
295.94
+50
3321+00
+50
3322+00
+50
3323+00
+27
+50
+62
+73
3324+00
+50
3325+00
+50
3326+00
+23
+50
3327+00
+50
3328+00
+50
3329+00
+50
3330+00

PROFILE ALONG ℄ OF CONSTRUCTION, SOUTHBOUND

Scales: Horiz. 1"=30'; Vert. 1"=10'



380
370
360
350
340
330
320
310
300
290
End Constr. I-95-8 (58)
Begin Construction I-95-8 (62)
Sta. 3319+75
Limit of Work I-95-8 (58)
Sta. 3323+80
Work To Be Done By Others
El. 322.0
Limit of Work
Limit of Work Sta 3317+30± Excavate Ditch To Match
Subgrade
-4.00%
700' V.C.
370
360
350
340 300
330 290
320 280
296.05
327.28
325.28
323.28
321.28
319.28
317.28
315.28
313.28
311.28
309.28
307.28
305.28
303.28
301.32
299.45
297.70
296.04
+50
3320+00
+50
3321+00
+50
3322+00
+50
3323+00
+50
3324+00
+50
3325+00
+50
+60.91
3326+00
+50
3327+00
+50

PROFILE ALONG ℄ OF CONSTRUCTION, NORTHBOUND

Scales: Horiz. 1"=30'; Vert. 1"=10'

294.51
3328+10.91
3331+00
3328+00

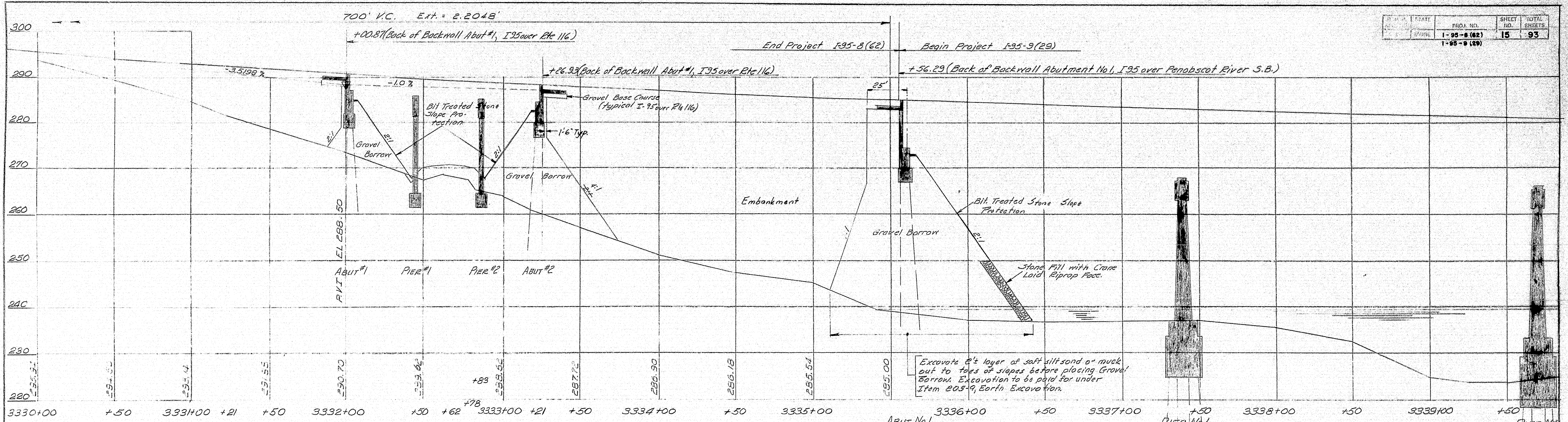
STATION EQUATION
Sta. 3328+10.91 N.B. Back =
Sta. 3331+00 N.B. Ahead

DESIGN— TRACE— W.J.M. CHECK— Coffin	BRIDGE NO. SURVEY— HIGHWAY PLOT—

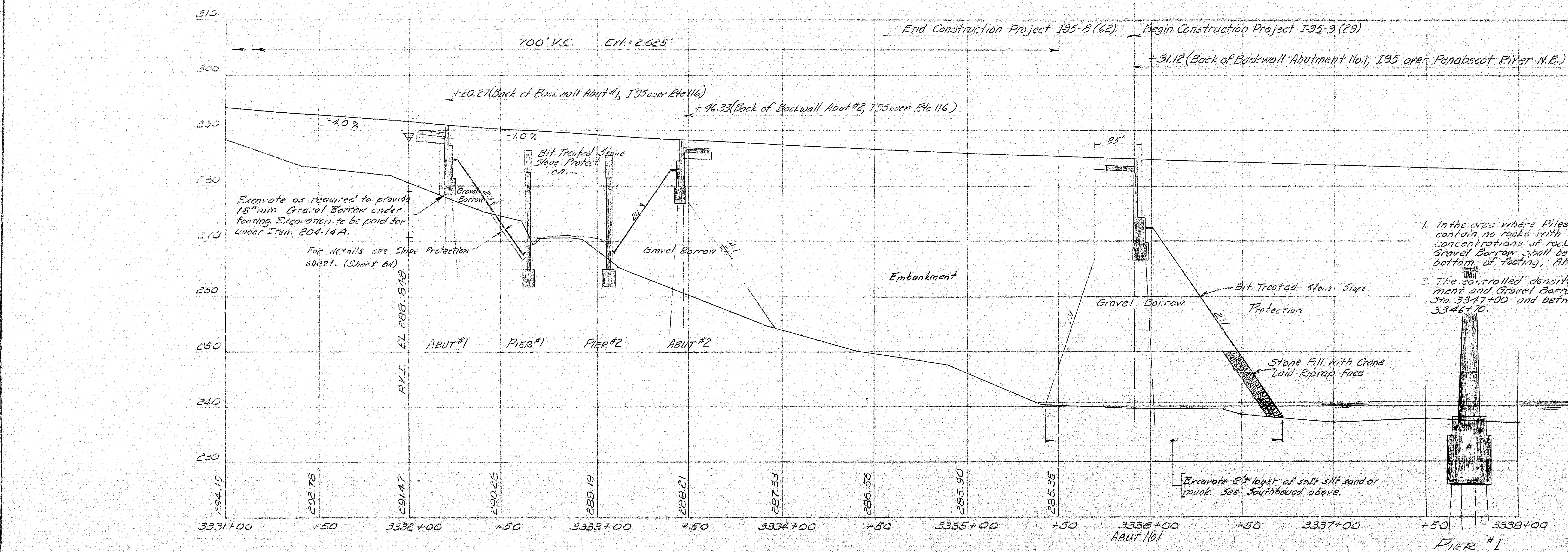
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
PENOBSCOT RIVER & ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
PROFILE
SHEET 14 OF 93 AUGUSTA, MAINE OCTOBER 1964

99·14

STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
MAINE	I-95-8 (62) I-95-9 (29)	15	93


700' V.C. Ext. = 2.2048'
+00.87 (Back of Backwall Abut #1, I95 over Rte 116)
End Project I-95-8(62)
Begin Project I-95-9(29)
+26.93 (Back of Backwall Abut #1, I95 over Rte 116)
+56.29 (Back of Backwall Abutment No.1, I95 over Penobscot River S.B.)
-3.5198 %
-1.0 %
25'
Gravel Base Course (typical I-95 over Rte 116)
Bit Treated Stone Slope Protection
1'-6" Typ.
Gravel Borrow
Gravel Borrow
2:1
2:1
2:1
4:1
1:1
2:1
Embankment
Gravel Borrow
Bit Treated Stone Slope Protection
Stone Fill with Crane Laid Riprap Face
EL 288.50
P.V.I.
ABUT #1
PIER #1
PIER #2
ABUT #2
Excavate 8'± layer of soft silt sand or muck out to toes of slopes before placing Gravel Borrow. Excavation to be paid for under Item 203-9, Earth Excavation.
300
290
280
270
260
250
240
230
220
290.70
289.62
288.62
287.72
286.90
286.18
285.54
285.00
3330+00
+50
3331+00
+21
+50
3332+00
+50
+62
+78
+83
3333+00
+21
+50
3334+00
+50
3335+00
ABUT No.1
3336+00
+50
3337+00
PIER No.1
+50
3338+00
+50
3339+00
+50
PIER No.2

PROFILE ALONG ℄ OF CONSTRUCTION, SOUTHBOUND
Scales: Horiz. 1" = 30', Vert. 1" = 10'


700' V.C. Ext. = 2.625'
End Construction Project I-95-8(62)
Begin Construction Project I-95-9(29)
+91.12 (Back of Backwall Abutment No.1, I95 over Penobscot River N.B.)
+20.27 (Back of Backwall Abut #1, I95 over Rte 116)
+46.33 (Back of Backwall Abut #2, I95 over Rte 116)
-4.0 %
-1.0 %
25'
Excavate as required to provide 18" min. Gravel Borrow under footing. Excavation to be paid for under Item 204-14A.
For details see Slope Protection sheet. (Sheet 64)
Gravel Borrow
Bit Treated Stone Slope Protection.
2:1
2:1
4:1
1:1
2:1
Gravel Borrow
Embankment
Gravel Borrow
Bit Treated Stone Slope Protection
Stone Fill with Crane Laid Riprap Face
EL 288.848
P.V.I.
ABUT #1
PIER #1
PIER #2
ABUT #2
Excavate 8'± layer of soft silt sand or muck. See Southbound above.
310
300
290
280
270
260
250
240
230
294.19
292.76
291.47
290.26
289.19
288.21
287.33
286.56
285.90
285.35
3331+00
+50
3332+00
+50
3333+00
+50
3334+00
+50
3335+00
+50
3336+00
ABUT No.1
+50
3337+00
+50
3338+00
PIER #1
+50
3339+00
+50

PROFILE ALONG ℄ OF CONSTRUCTION, NORTHBOUND
Scales: Horiz. 1" = 30', Vert. 1" = 10'

~ NOTES ~

1. In the area where Piles are to be driven the Gravel Borrow shall contain no rocks with maximum dimensions over six inches and concentrations of rocks shall be avoided. Before Piles are driven, Gravel Borrow shall be placed and compacted to elevation of bottom of footing, Abutments.
2. The controlled density method shall be used for placing Embankment and Gravel Borrow between Northbound Sta. 3331+70 and Sta. 3347+00 and between Southbound Sta. 3331+50 and Sta. 3346+70.

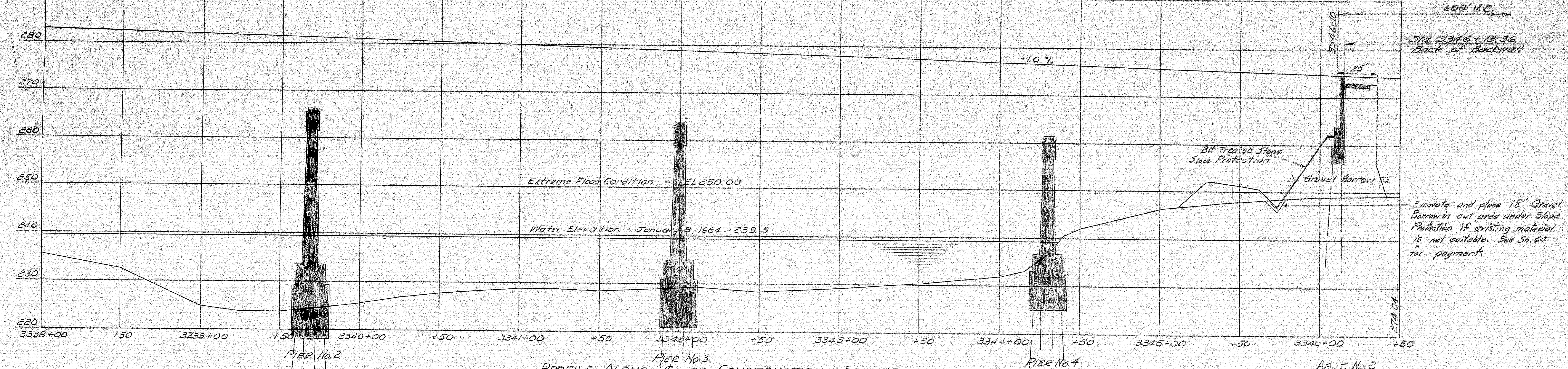
PLOT — HRQ
CHECK — Coffin

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
PENOBSCOT RIVER & ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
PROFILE
SHEET 15 OF 93 AUGUSTA, MAINE OCT. 1964

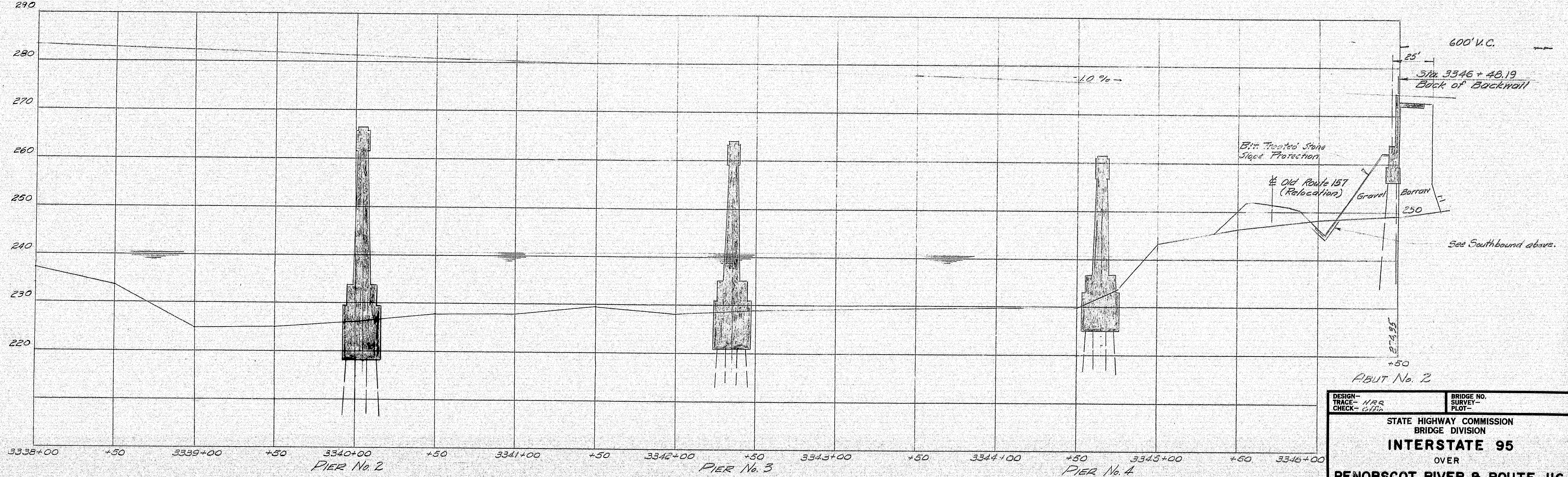
99-15

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8 (62) I-95-9 (29)	16	93


290
280
270
260
250
240
230
220
600' V.C.
Sta. 3346+13.36
Back of Backwall
3346+10
25'
-1.0 %
Extreme Flood Condition - EL 250.00
Water Elevation - January 9, 1964 - 239.5
Bit Treated Stone
Slope Protection
Gravel Borrow
274.04
3338+00
+50
3339+00
+50
3340+00
+50
3341+00
+50
3342+00
+50
3343+00
+50
3344+00
+50
3345+00
+50
3346+00
+50
Pier No. 2
Pier No. 3
Pier No. 4
Abut. No. 2

Excavate and place 18" Gravel Borrow in cut area under Slope Protection if existing material is not suitable. See Sh. 64 for payment.

PROFILE ALONG ℄ OF CONSTRUCTION, SOUTHBOUND
Scales: Horiz. 1" = 30', Vert. 1" = 10'


290
280
270
260
250
240
230
220
600' V.C.
25'
Sta. 3346 + 48.19
Back of Backwall
-1.0 %
Bit. Treated Stone
Slope Protection
℄ Old Route 157
(Relocation)
Gravel
Borrow
250
274.35
+50
Abut No. 2
3338+00
+50
3339+00
+50
3340+00
+50
3341+00
+50
3342+00
+50
3343+00
+50
3344+00
+50
3345+00
+50
3346+00
Pier No. 2
Pier No. 3
Pier No. 4

See Southbound above.

PROFILE ALONG ℄ OF CONSTRUCTION, NORTHBOUND
Scales: Horiz. 1" = 30', Vert. 1" = 10'

DESIGN-
TRACE- HRQ
CHECK- Coffin

BRIDGE NO.
SURVEY-
PLOT-

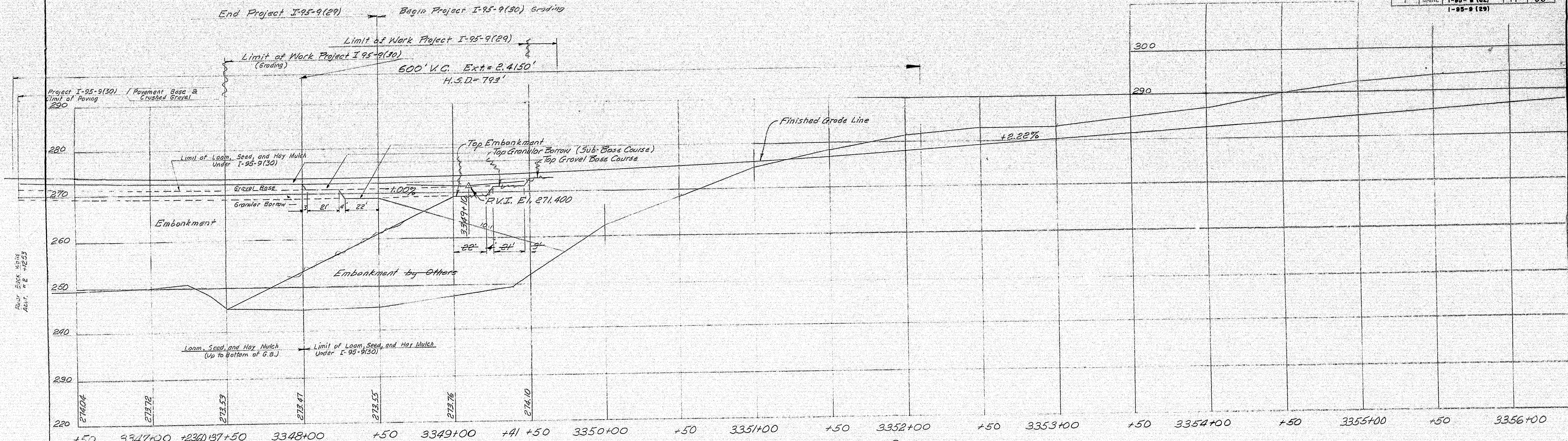
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
PENOBSCOT RIVER & ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
PROFILE
SHEET 16 OF 93 AUGUSTA, MAINE OCT. 1964

99-16

0 1 2 3 4 5 INCHES

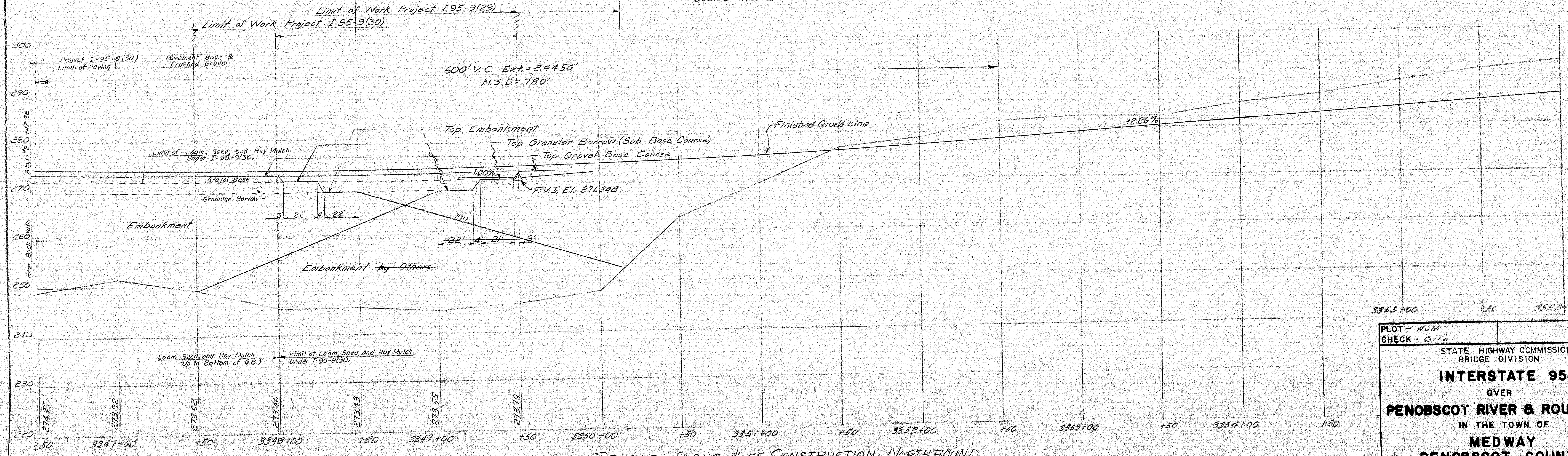
F.A.P. REG. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(62) I-95-9(29)	17	93



End Project I-95-9(29)
Begin Project I-95-9(30) Grading
Limit of Work Project I-95-9(29)
Limit of Work Project I 95-9(30) (Grading)
600' V.C. Ext.= 2.4150'
H.S.D.= 793'
Project I-95-9(30) Limit of Paving
Pavement Base & Crushed Gravel
Rear Back Wall Abut. #2 +12.53
Limit of Loam, Seed, and Hay Mulch Under I-95-9(30)
Top Embankment
Top Granular Borrow (Sub-Base Course)
Top Gravel Base Course
Finished Grade Line
+2.22%
-1.00%
Gravel Base
Granular Borrow
Embankment
Embankment by Others
P.V.I. El. 271.400
3349+10
10:1
3' 21' 4' 22'
22' 21' 3'
Loam, Seed, and Hay Mulch (Up to Bottom of G.B.)
Limit of Loam, Seed, and Hay Mulch Under I-95-9(30)
300
290
280
270
260
250
240
230
220
274.04
273.72
273.53
273.47
273.55
273.76
274.10
+50
3347+00
+23.60
+37+50
3348+00
+50
3349+00
+41
+50
3350+00
+50
3351+00
+50
3352+00
+50
3353+00
+50
3354+00
+50
3355+00
+50
3356+00

PROFILE ALONG ℄ OF CONSTRUCTION, SOUTHBOUND

Scales: Horiz. 1"= 30', Vert. 1"= 10'



Limit of Work Project I 95-9(29)
Limit of Work Project I 95-9(30)
Project I-95-9(30) Limit of Paving
Pavement Base & Crushed Gravel
600' V.C. Ext.= 2.4450'
H.S.D.= 780'
Abut. #2 C+47.36
Rear Back Walls
Limit of Loam, Seed, and Hay Mulch Under I-95-9(30)
Top Embankment
Top Granular Borrow (Sub-Base Course)
Top Gravel Base Course
Finished Grade Line
+2.26%
-1.00%
Gravel Base
Granular Borrow
Embankment
~~Embankment by Others~~
P.V.I. El. 271.348
10:1
3' 21' 4' 22'
22' 21' 3'
Loam, Seed, and Hay Mulch (Up to Bottom of G.B.)
Limit of Loam, Seed, and Hay Mulch Under I-95-9(30)
300
290
280
270
260
250
230
220
274.35
273.92
273.62
273.46
273.43
273.55
273.79
+50
3347+00
+50
3348+00
+50
3349+00
+50
3350+00
+50
3351+00
+50
3352+00
+50
3353+00
+50
3354+00
+50
3355+00
+50
3356+00

PROFILE ALONG ℄ OF CONSTRUCTION, NORTHBOUND

Scales: Horiz. 1"= 30', Vert. 1"= 10'

PLOT - WJM
CHECK - [illegible]

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95

OVER

PENOBSCOT RIVER & ROUTE 116

IN THE TOWN OF

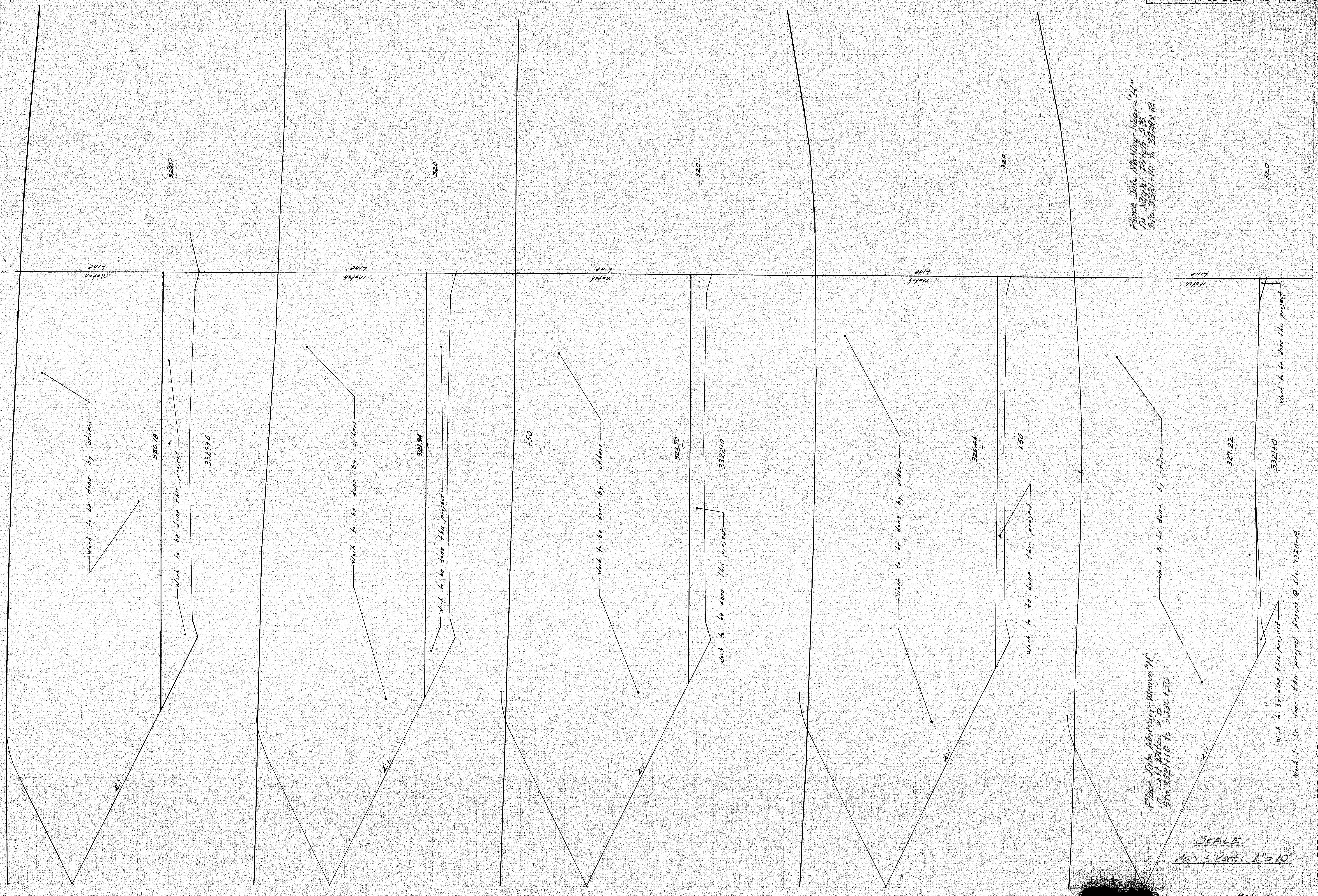
MEDWAY
PENOBSCOT COUNTY

PROFILE

SHEET 17 OF 93 AUGUSTA, MAINE OCT. 1964

99-17

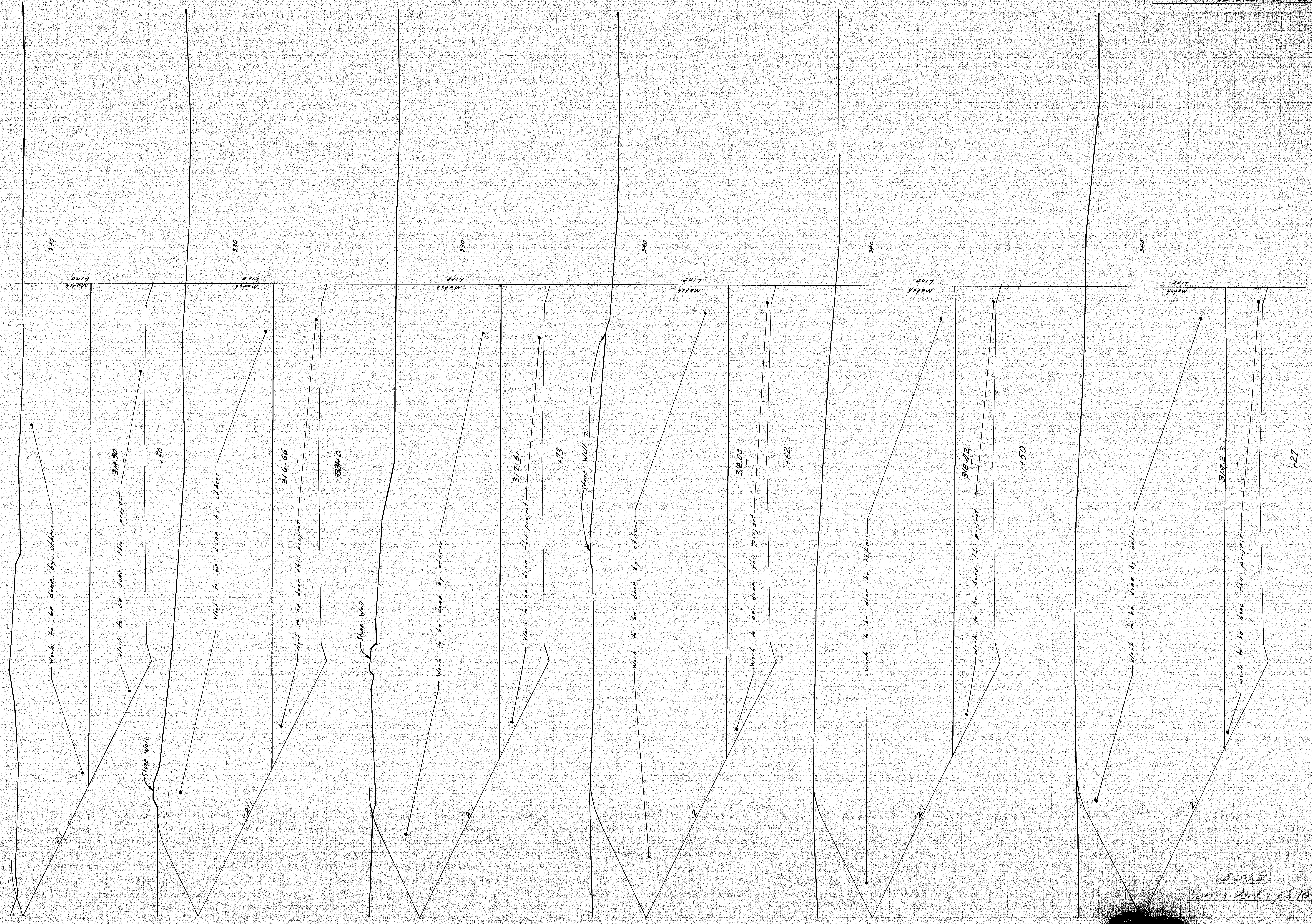
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8 (62)	18	93


Place Jute Matting-Weave "H"
In Right Ditch SB
Sta. 3321+10 to 3324+12
320
Match Line
Work to be done by others
Work to be done this project
320.18
3323+0
2:1
321.94
+50
323.70
3322+0
325.46
327.22
3321+0
Work to be done this project begins @ Sta. 3320+19
Place Jute Matting-Weave "H"
In Left Ditch SB
Sta. 3321+10 to 3330+50
SCALE
Hor. + Vert: 1" = 10'
Medway

Sta. 3321+0 to 3323+0 SB

0 1 2 3 4 5 INCHES

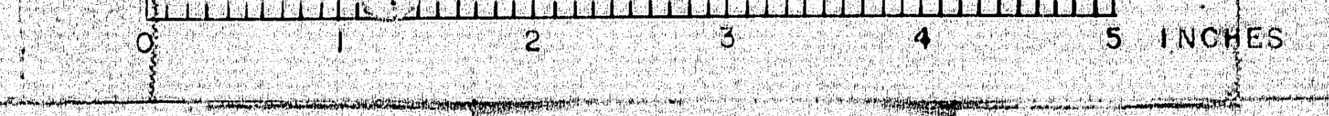
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(62)	19	93


330
330
330
340
340
340
Match Line
Match Line
Match Line
Match Line
Match Line
Match Line
Work to be done by others
Work to be done this project
Work to be done by others
Work to be done this project
Work to be done by others
Work to be done this project
Work to be done by others
Work to be done this project
Work to be done by others
Work to be done this project
Work to be done by others
Work to be done this project
Stone Wall
Stone Wall
Stone Wall
314.90
+50
316.66
3324+0
317.61
+73
318.00
+62
318.42
+50
318.23
+27
2:1
2:1
2:1
2:1
2:1
2:1

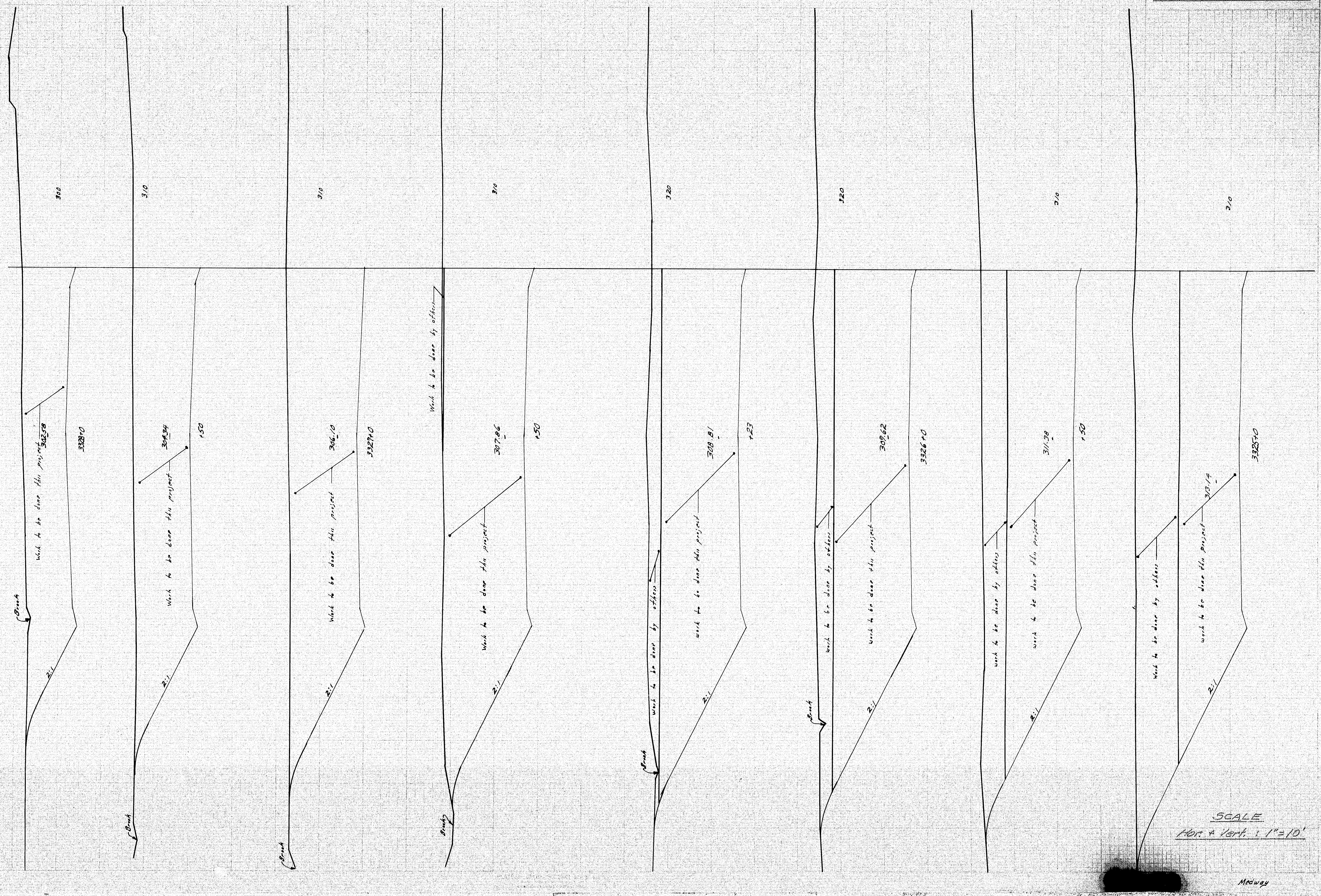
SCALE
Hor. & Vert.: 1"=10'

Medway

Sta. 3323+27 to 3324+5058


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)	20	93


300
310
310
310
320
320
310
310
302.58
3328+0
304.34
+50
306.10
3327+0
307.86
+50
308.81
+23
309.62
3326+0
311.38
+50
313.14
3325+0
Work to be done this project
Work to be done by others
Brook
2:1

SCALE
Hor. + Vert. : 1" = 10'

Medway

3325+0 to 3328+0 SP