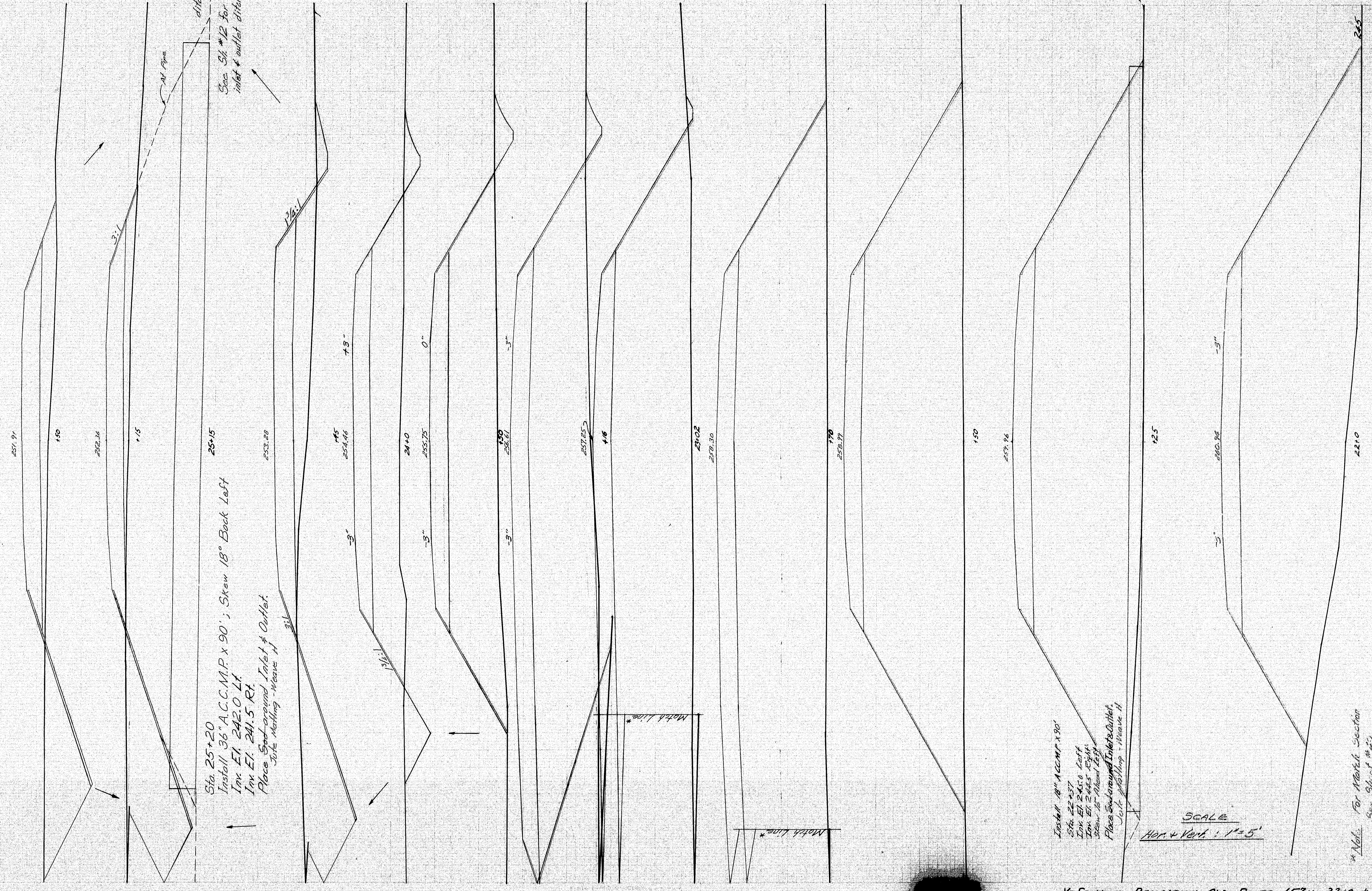
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(29)	46	93



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

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

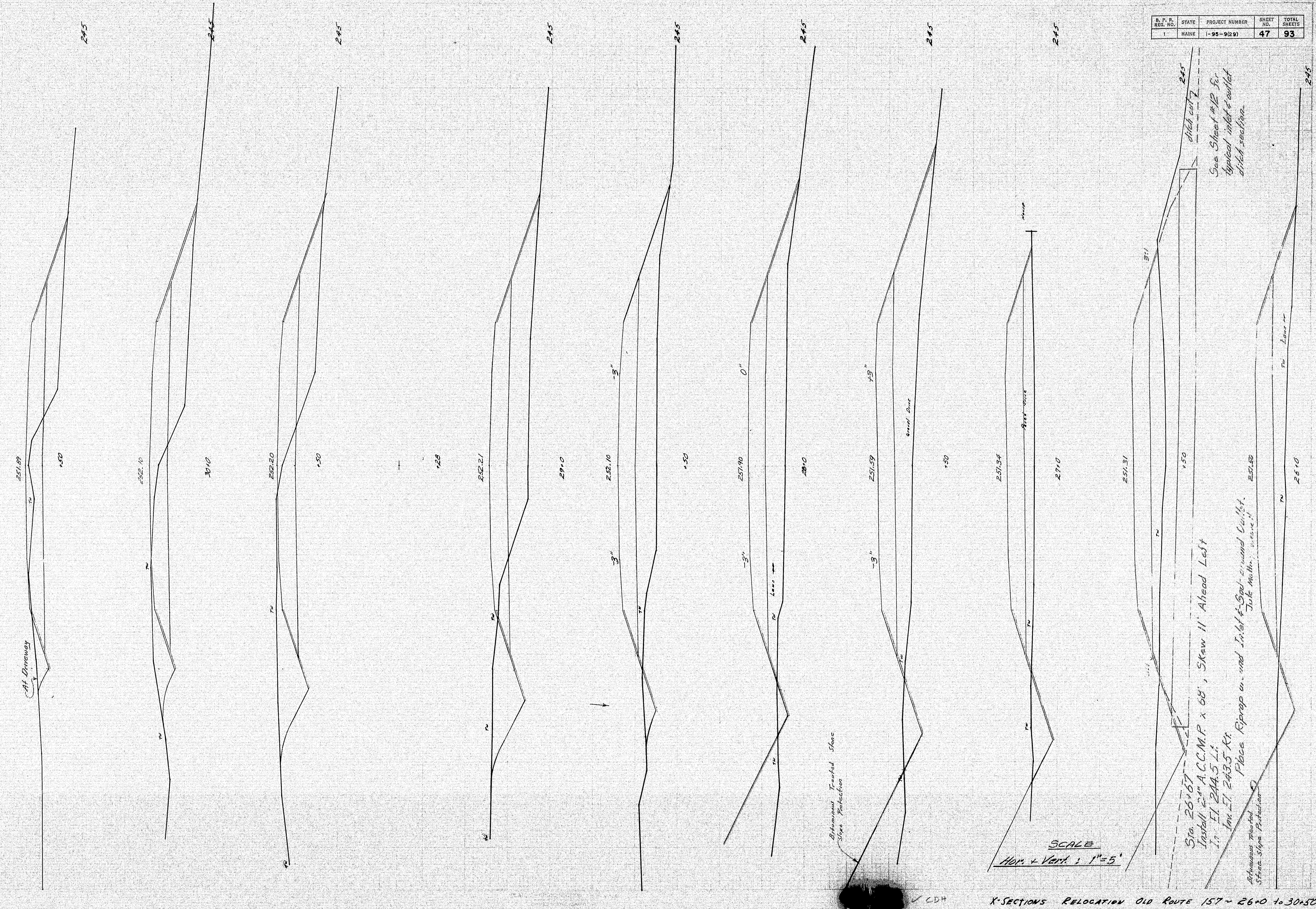
Install 18" ACCMP x 90'
Sta. 22+37
Inv. El. 245.0 Left
Inv. El. 244.5 Right
Skew 15° Ahead Left
Place Sod around Inlet & Outlet.
Jute Matting - Weave H

SCALE
Hor. + Vert. : 1" = 5'

* Note: For Match Section
See Sheet #43

X-SECTIONS RELOCATION OLD ROUTE 157 - 22+0 to 25+50

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



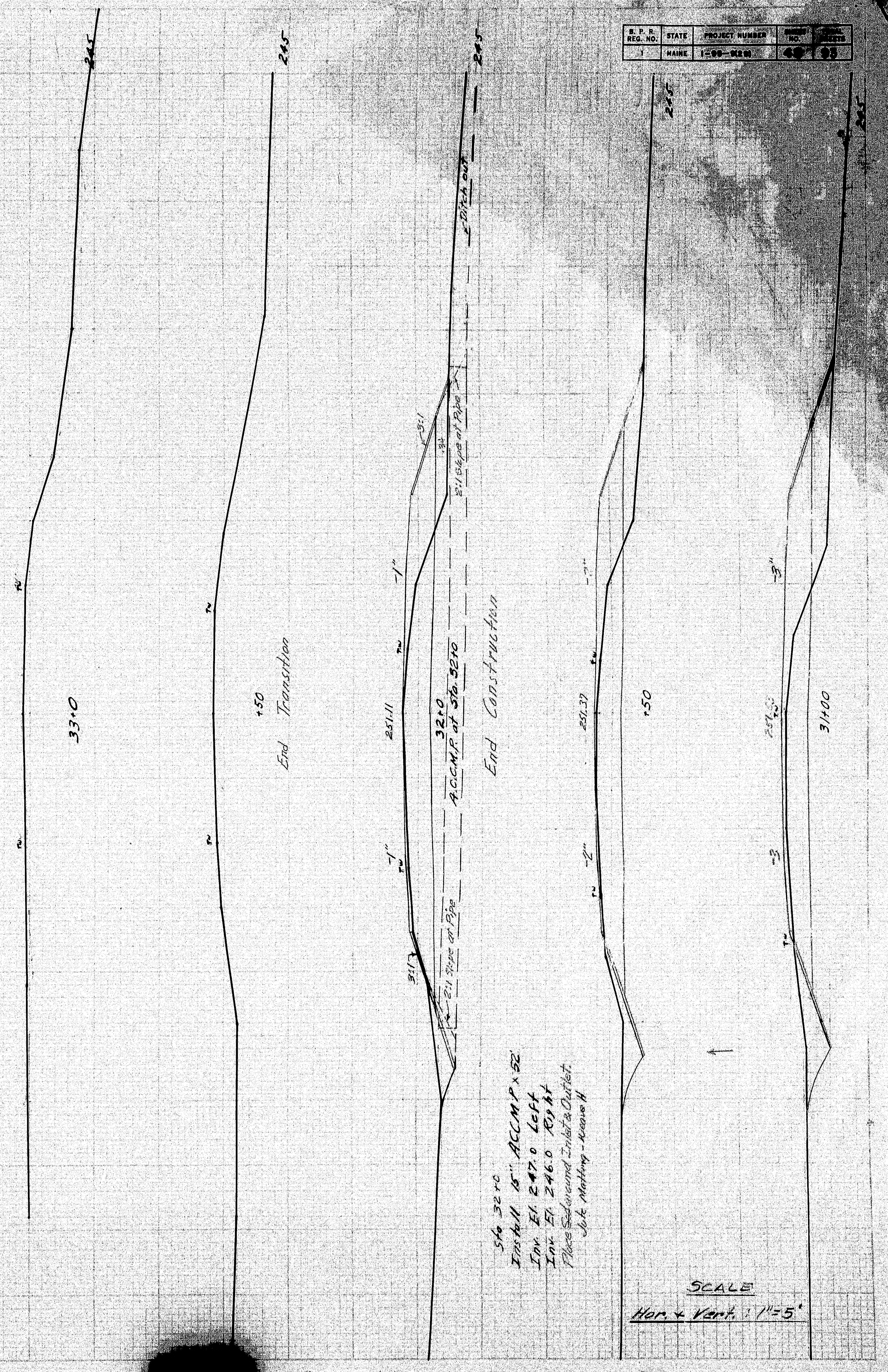
Sta. 26+67
Install 24" A.C.C.M.P. x 68', Skew 11° Ahead Left
In. El. 244.5 Lt.
Inv. El. 243.5 Rt.
Place Riprap around Inlet & Sod around Outlet.
Jute Matting where

SCALE
Hor. + Vert. : 1" = 5'

✓ CDH

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

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



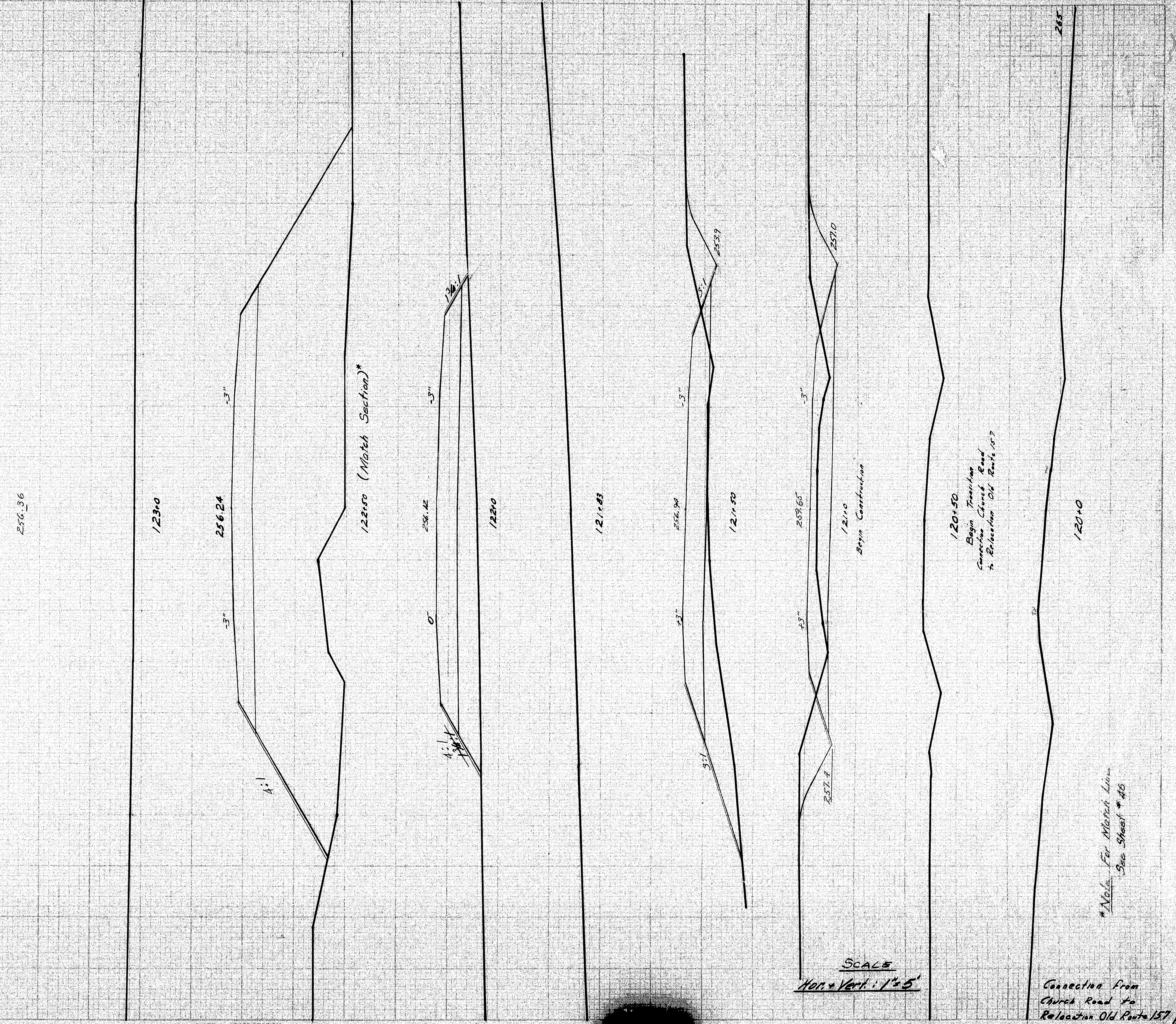
Sta 32+0
Install 15" ACCMP × 52'
Inv. El. 247.0 Left
Inv. El. 246.0 Right
Place Subground Inlet & Outlet
Jute Matting - Weave H

SCALE
Hor. + Vert. : 1"=5'

✓LDH

X-SECTIONS RELOCATION OLD ROUTE 157 – 31+00 to 33+0

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



*Note For Match Line
See Sheet #46

SCALE
Hor. + Vert.: 1" = 5'

Connection From
Church Road to
Relocation Old Route 157

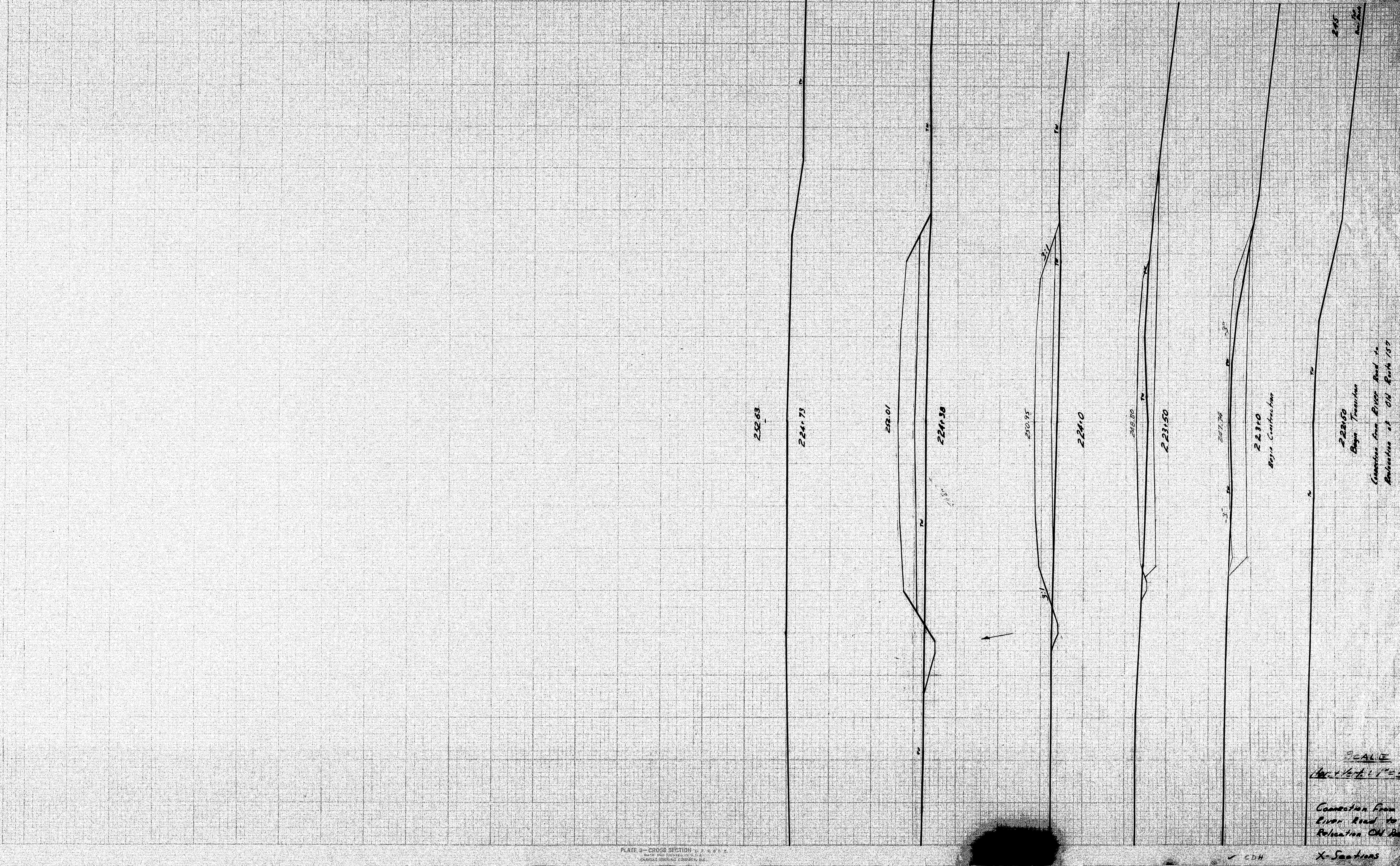
✓ CDH

X- Sections

PLATE 3—CROSS SECTION

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)	[illegible]	93



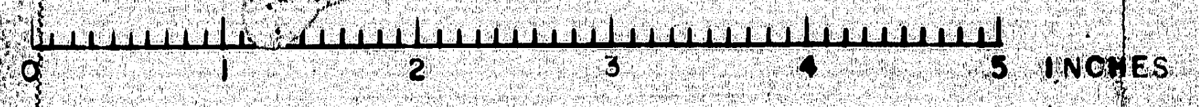
SCALE
Hor. + Vert.: 1" = 5'

Connection from
River Road to
Relocation Old Route

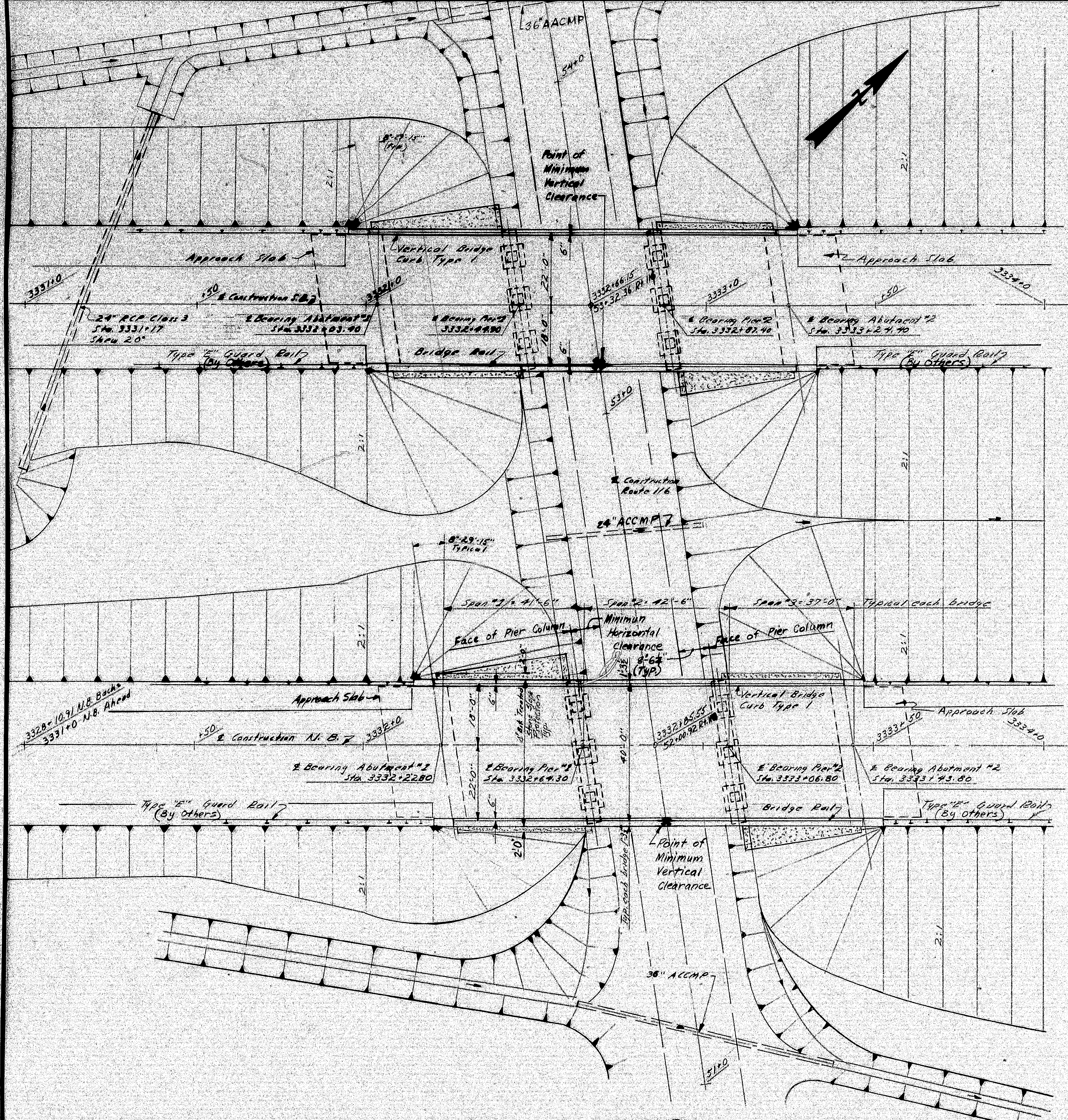
X-Sections

✓ CDH

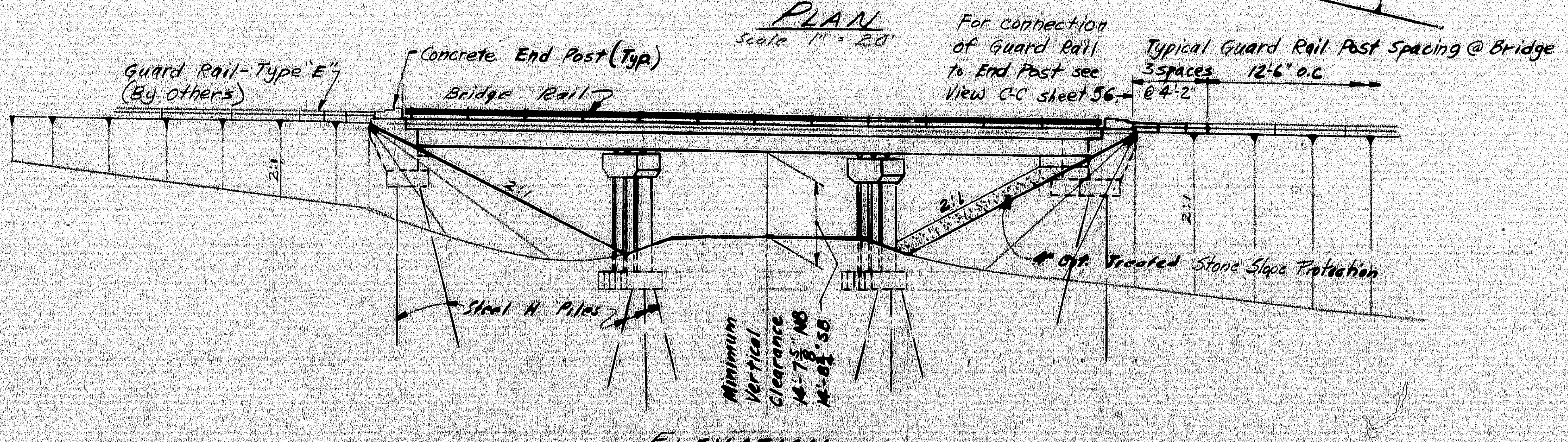
PLATE 3—CROSS SECTION
MADE AND PRINTED IN U.S.A.
CHARLES BRUNING COMPANY, INC.



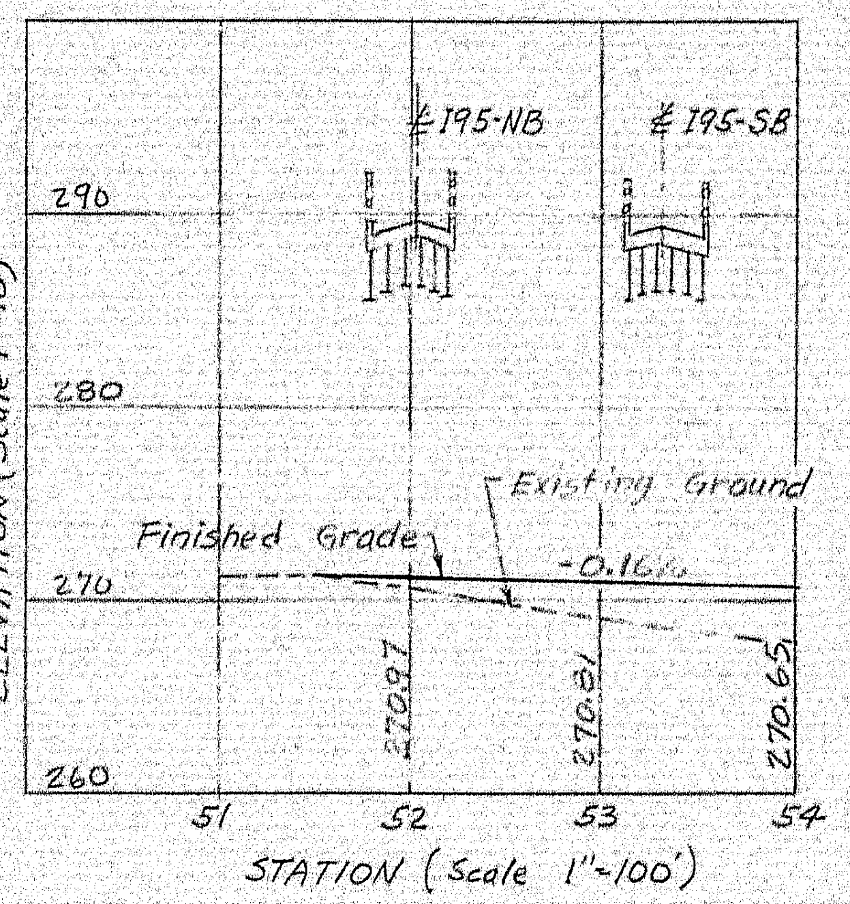
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-8 (62)	51	93


36" AACMP
N
Point of Minimum Vertical Clearance
Approach Slab
Vertical Bridge Curb Type I
℄ Construction S.B.
24" RCP Class 3 Sta. 3331+17 Skew 20°
℄ Bearing Abutment #1 Sta. 3332+03.40
℄ Bearing Pier #1
℄ Bearing Pier #2 Sta. 3332+87.40
℄ Bearing Abutment #2 Sta. 3333+24.90
Bridge Rail
Type "E" Guard Rail (By others)
℄ Construction Route 116
24" ACCMP
Span #1 41'-6"
Span #2 42'-6"
Span #3 37'-0"
Typical each bridge
Face of Pier Column
Minimum Horizontal Clearance
Approach Slab
℄ Construction N.B.
℄ Bearing Abutment #1 Sta. 3332+22.80
℄ Bearing Pier #1 Sta. 3332+64.30
℄ Bearing Pier #2 Sta. 3333+06.80
℄ Bearing Abutment #2 Sta. 3333+43.80
Type "E" Guard Rail (By others)
Point of Minimum Vertical Clearance
36" ACCMP
2:1

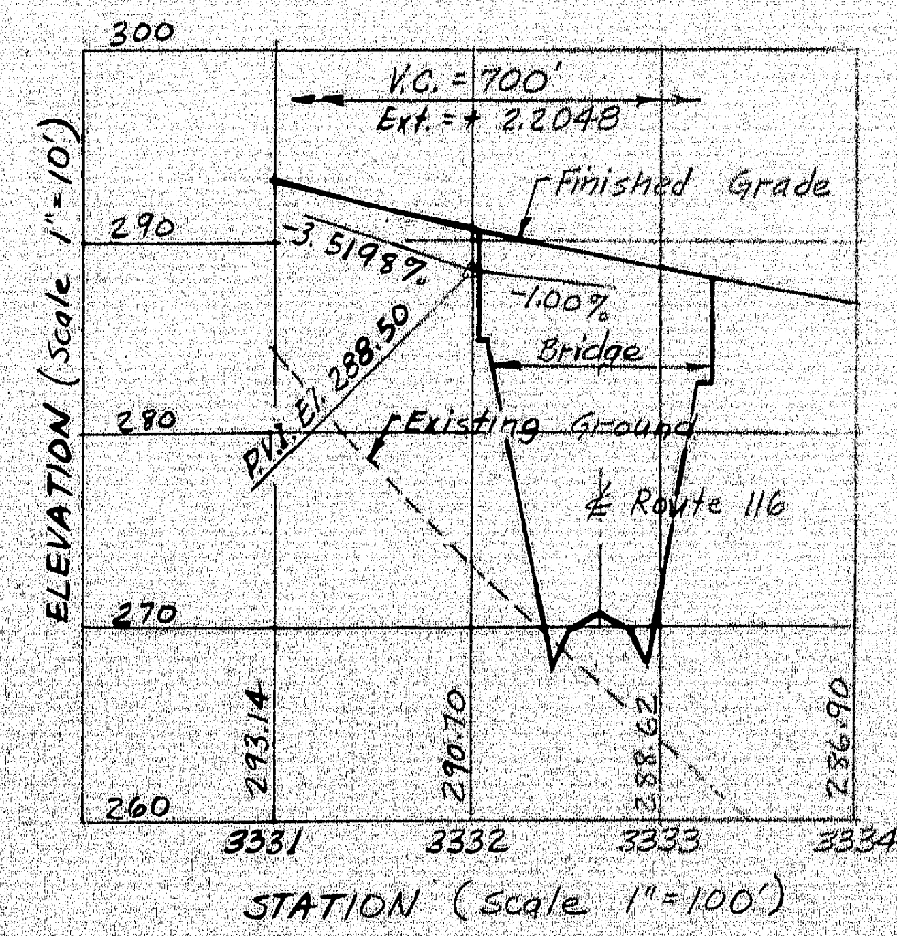
PLAN
Scale 1" = 20'


Guard Rail - Type "E" (By others)
Concrete End Post (Typ.)
Bridge Rail
For connection of Guard Rail to End Post see View C-C sheet 56
Typical Guard Rail Post Spacing @ Bridge 3 spaces 12'-6" o.c.
Steel H Piles
Minimum Vertical Clearance
Treated Stone Slope Protection
2:1

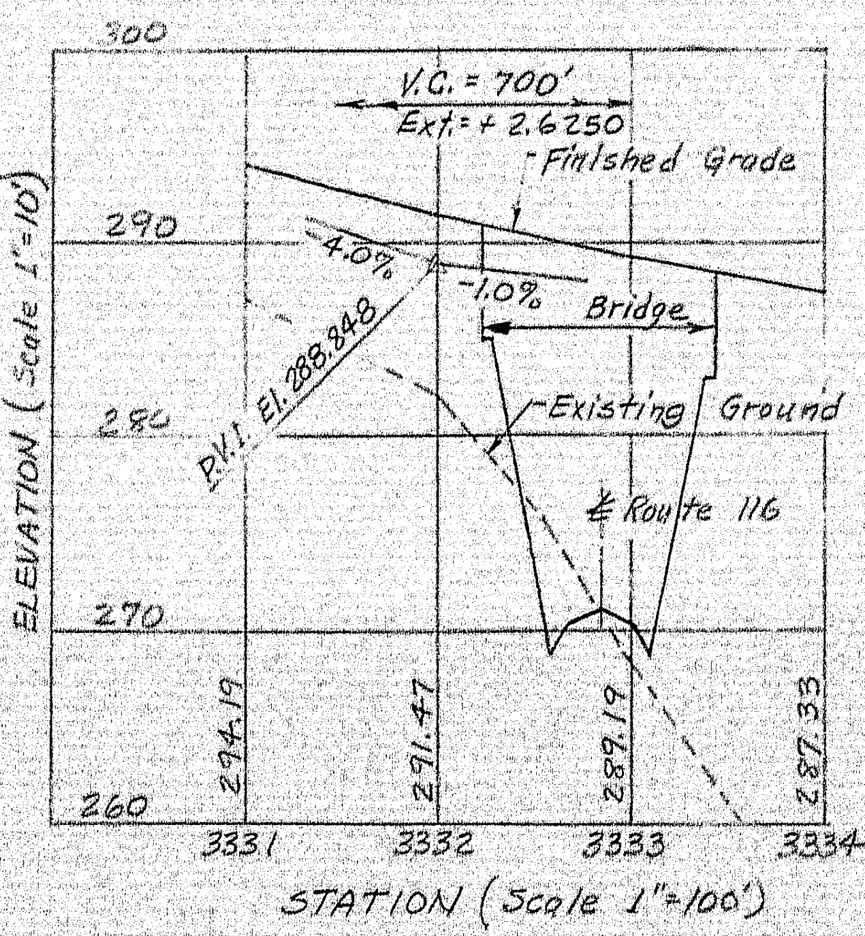
ELEVATION
Scale 1" = 20'



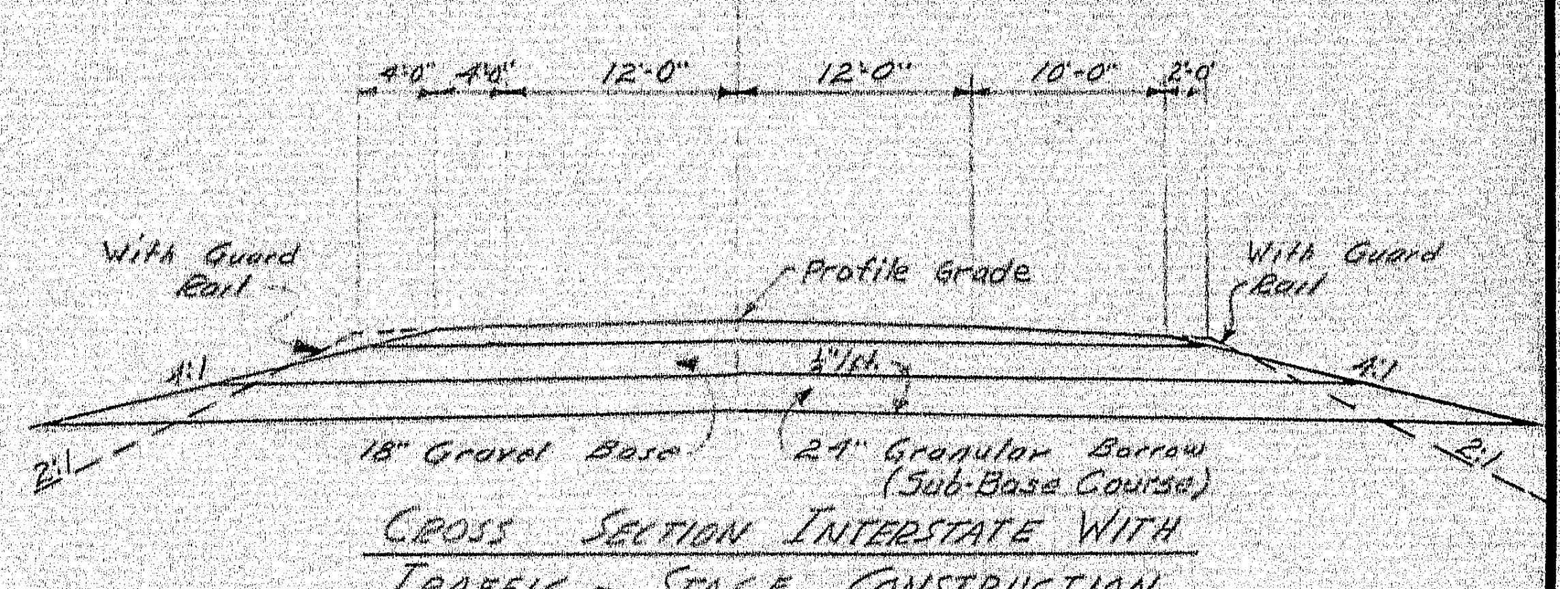
PROFILE ℄ ROUTE 116



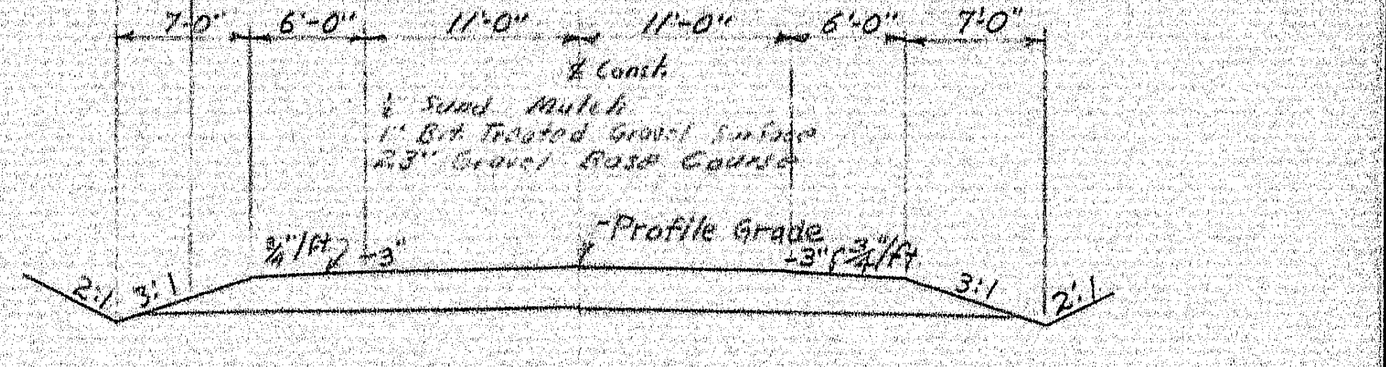
PROFILE ℄ INTERSTATE 95-SB



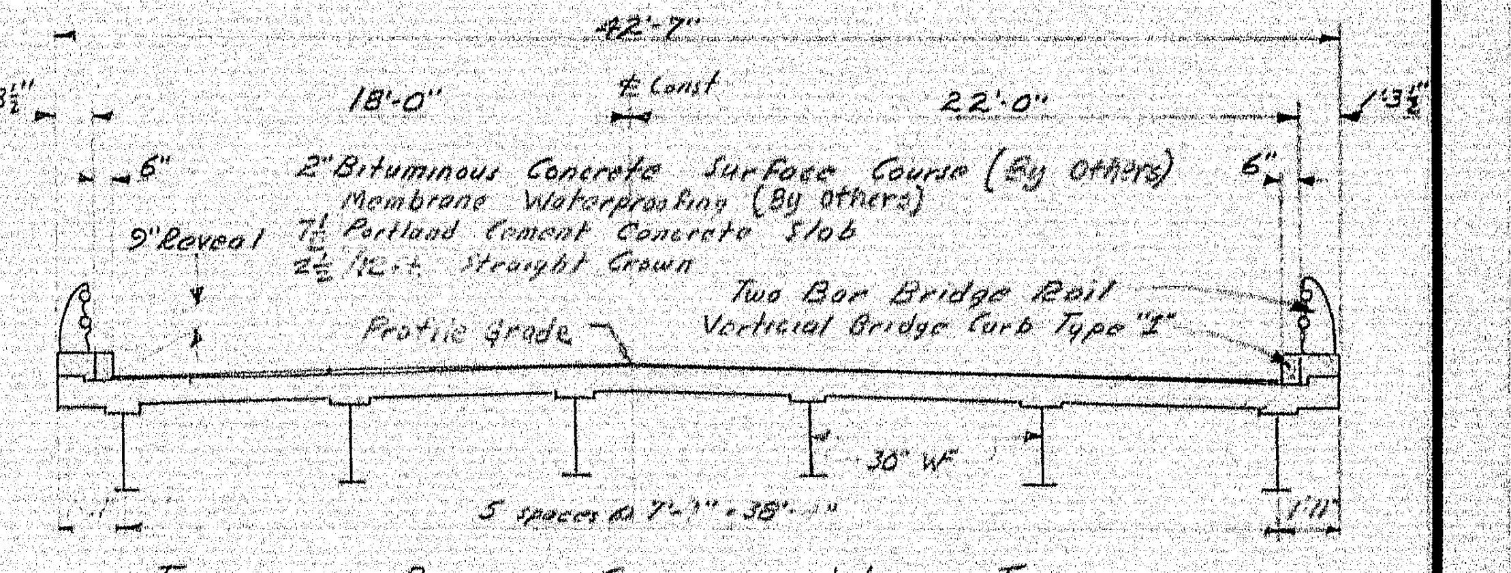
PROFILE ℄ INTERSTATE 95-NB



CROSS SECTION INTERSTATE WITH TRAFFIC - STAGE CONSTRUCTION



CROSS SECTION ROUTE 116


42'-7"
1'-3 1/2"
18'-0"
℄ Const.
22'-0"
6"
2" Bituminous Concrete Surface Course (By others)
Membrane Waterproofing (By others)
7 1/2" Portland Cement Concrete Slab
2 1/2" ... Straight Crown
9" Reveal
Two Bar Bridge Rail
Vertical Bridge Curb Type "I"
Profile Grade
30" WF
5 spaces @ 7'-..." = 38'-..."
1'-11"

TYPICAL BRIDGE SECTION - WITH TRAFFIC

SPECIFICATIONS

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

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

LIVE LOADING

HS20 44 as modified for Interstate Highways.

ALLOWABLE STRESSES

CONCRETE - Fc = 1200 p.s.i. n 10
REINFORCING STEEL - Intermediate Grade Fs 20,000 p.s.i.
STRUCTURAL STEEL - A36 = 20,000 p.s.i.

CONCRETE CLASSIFICATION

ALL CONCRETE - Class "A"

STRUCTURAL STEEL CLASSIFICATION

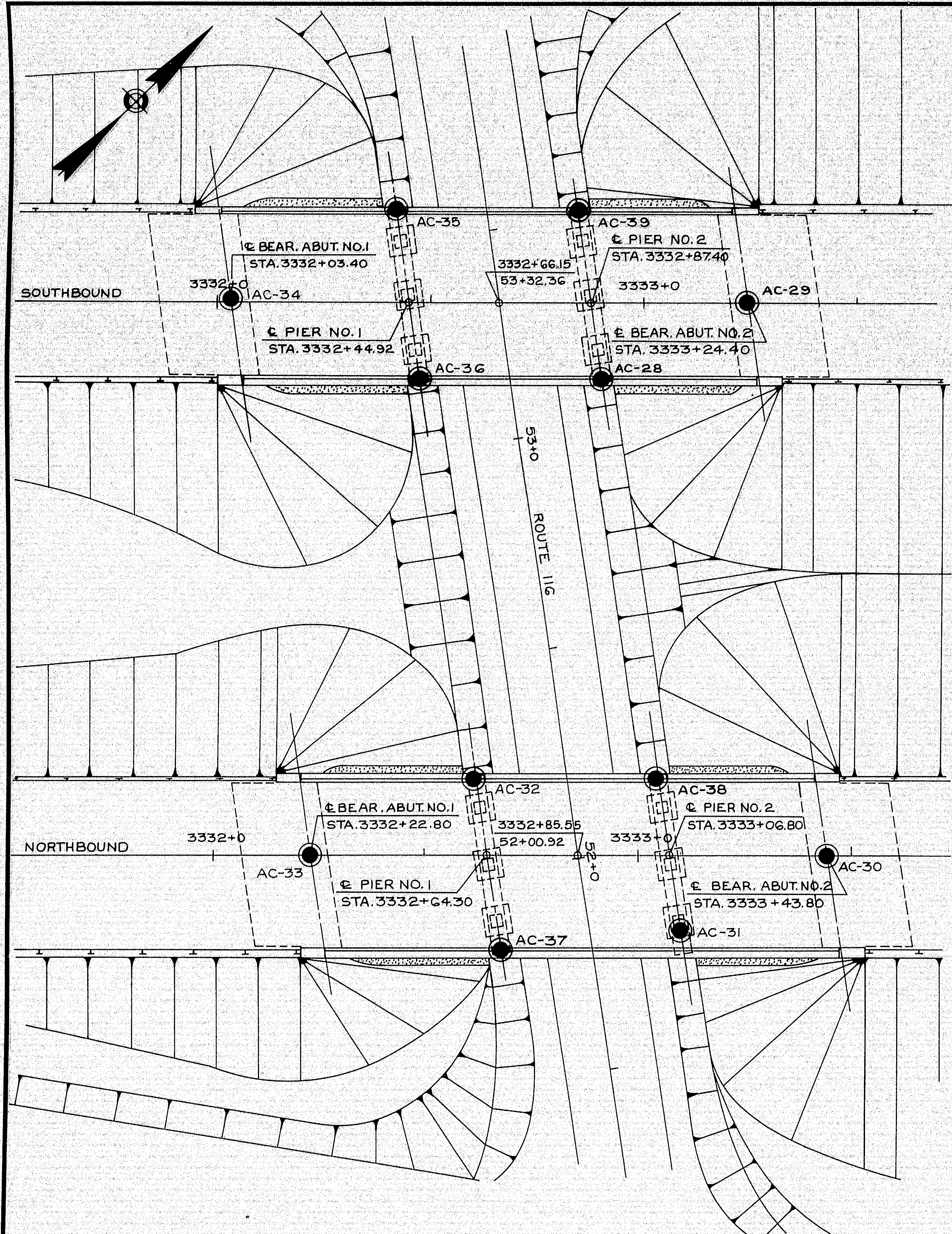
Except as otherwise noted on the Standard Details all material shall conform to A.S.T.M. designation A36.

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

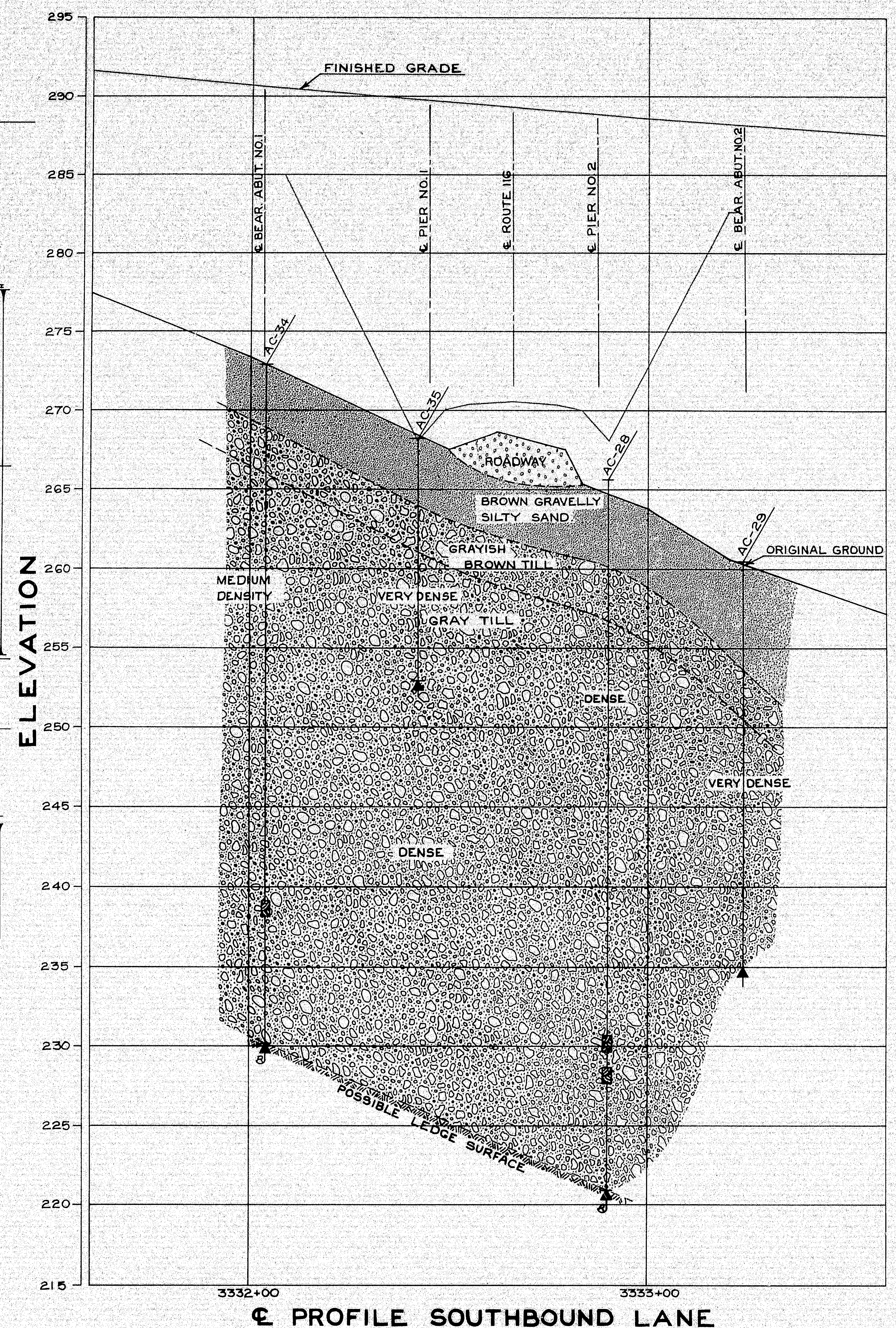
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
GENERAL PLAN & ELEVATION
SHEET 51 OF 93 AUGUSTA, MAINE OCT. 1964

99-56

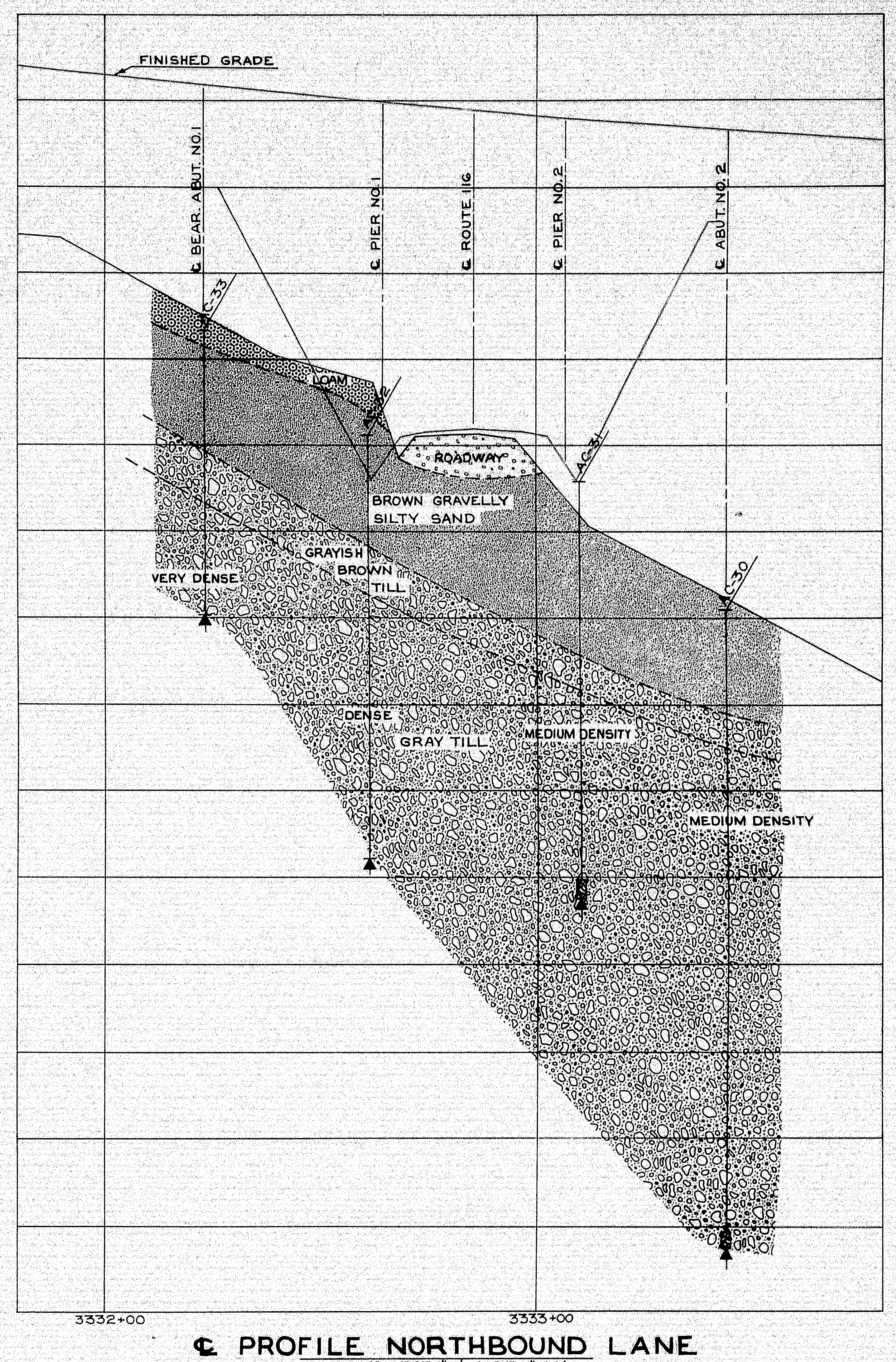
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8 (62)	52	93



PLAN
SCALE: 1"=20'



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



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

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

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

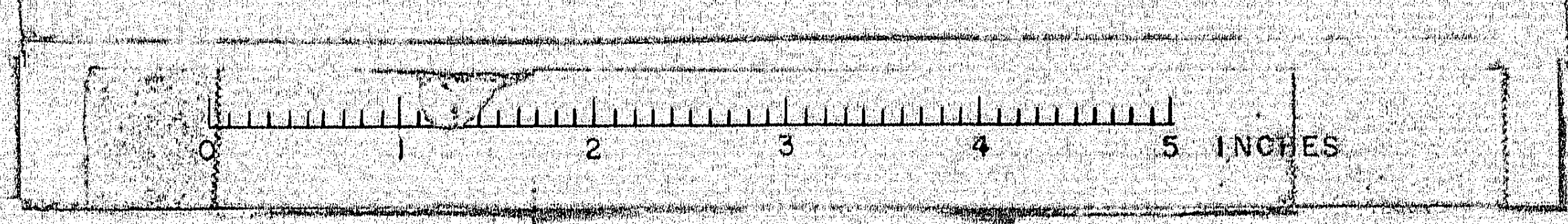
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

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

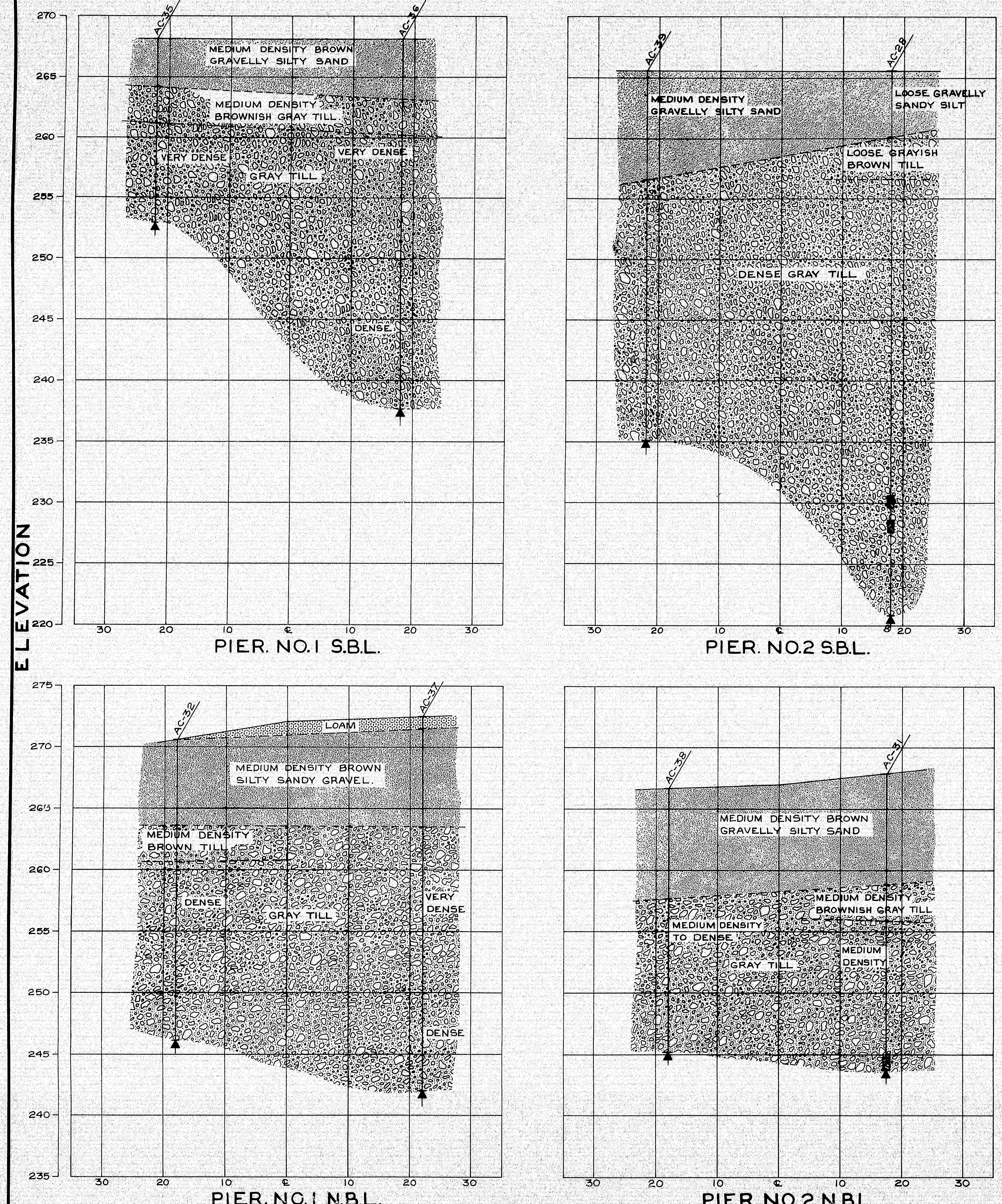
SHEET 52 OF 93 AUGUSTA, MAINE OCT. 1964

99-57

C. B. CO., NO. 44-131 20720



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


ELEVATION
270
265
260
255
250
245
240
235
230
225
220
AC-35
AC-36
MEDIUM DENSITY BROWN GRAVELLY SILTY SAND
MEDIUM DENSITY BROWNISH GRAY TILL
VERY DENSE
GRAY TILL
VERY DENSE
DENSE
AC-33
AC-28
MEDIUM DENSITY GRAVELLY SILTY SAND
LOOSE GRAVELLY SANDY SILT
LOOSE GRAYISH BROWN TILL
DENSE GRAY TILL
30 20 10 ℄ 10 20 30
275
AC-32
AC-37
LOAM
MEDIUM DENSITY BROWN SILTY SANDY GRAVEL
MEDIUM DENSITY BROWN TILL
DENSE
GRAY TILL
VERY DENSE
DENSE
AC-38
AC-31
MEDIUM DENSITY BROWN GRAVELLY SILTY SAND
MEDIUM DENSITY BROWNISH GRAY TILL
MEDIUM DENSITY TO DENSE
GRAY TILL
MEDIUM DENSITY

PIER. NO.1 S.B.L.

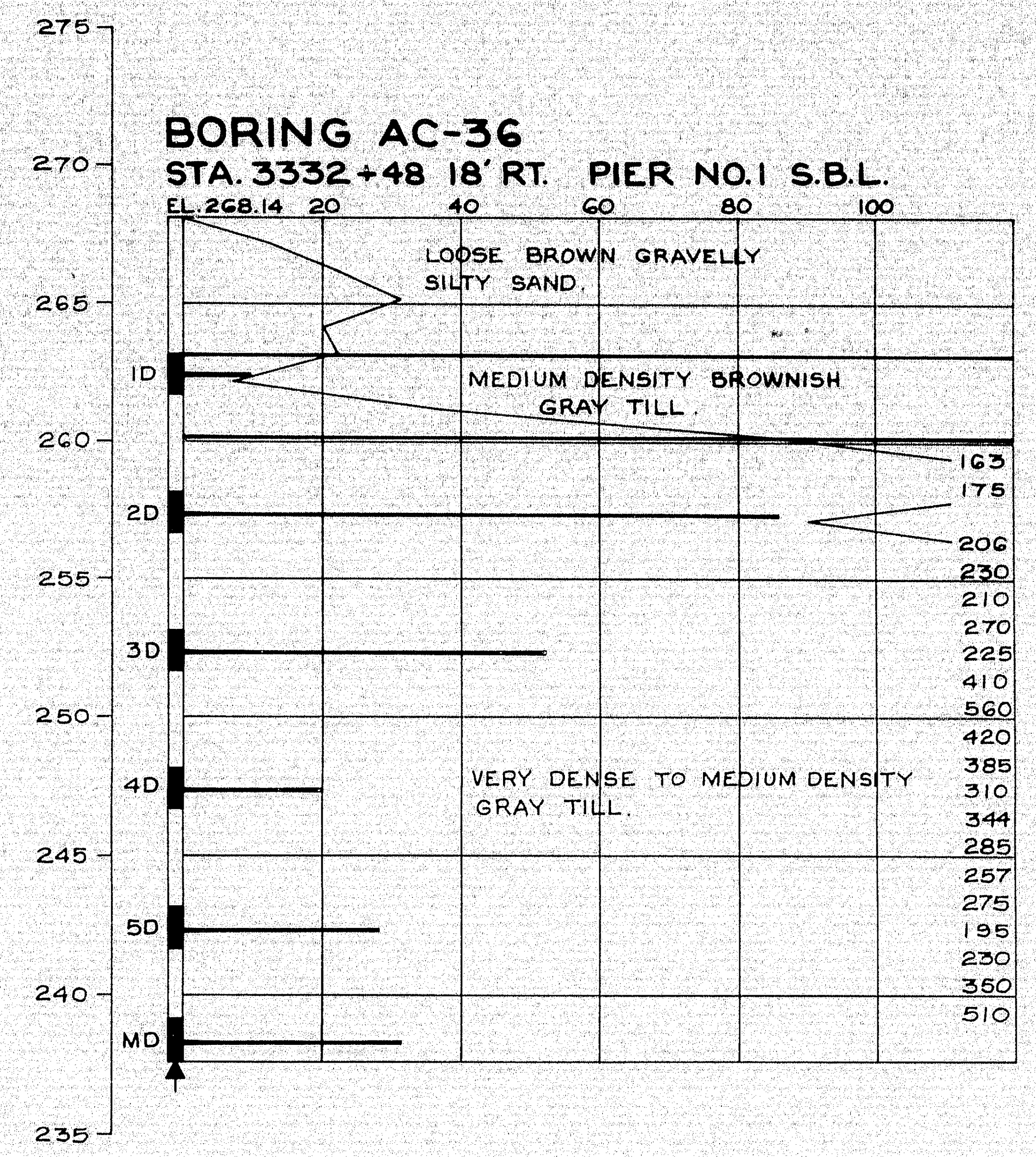
PIER. NO.2 S.B.L.

PIER. NO.1 N.B.L.

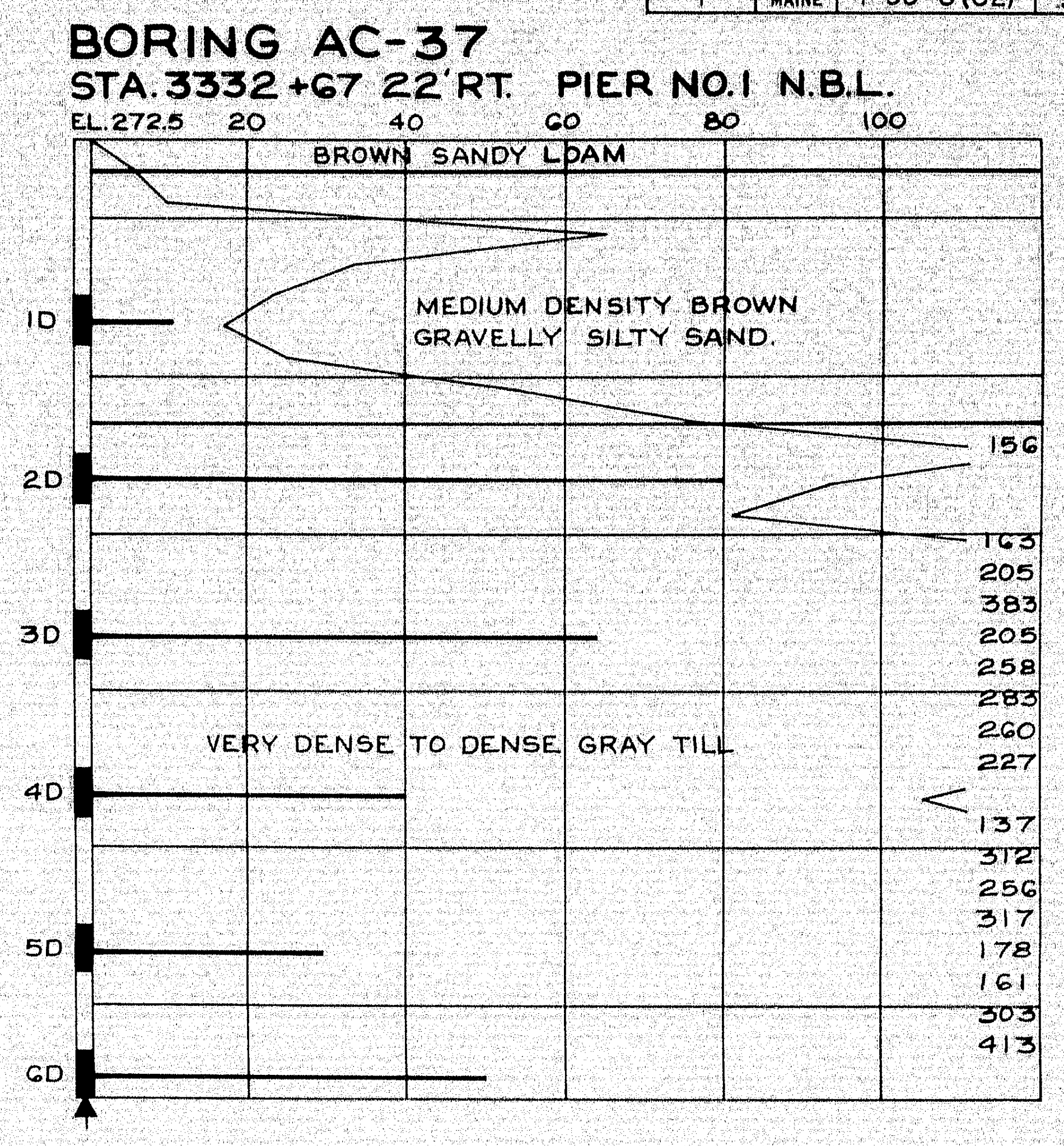
PIER. NO.2 N.B.L.

TRANSVERSE PROFILES

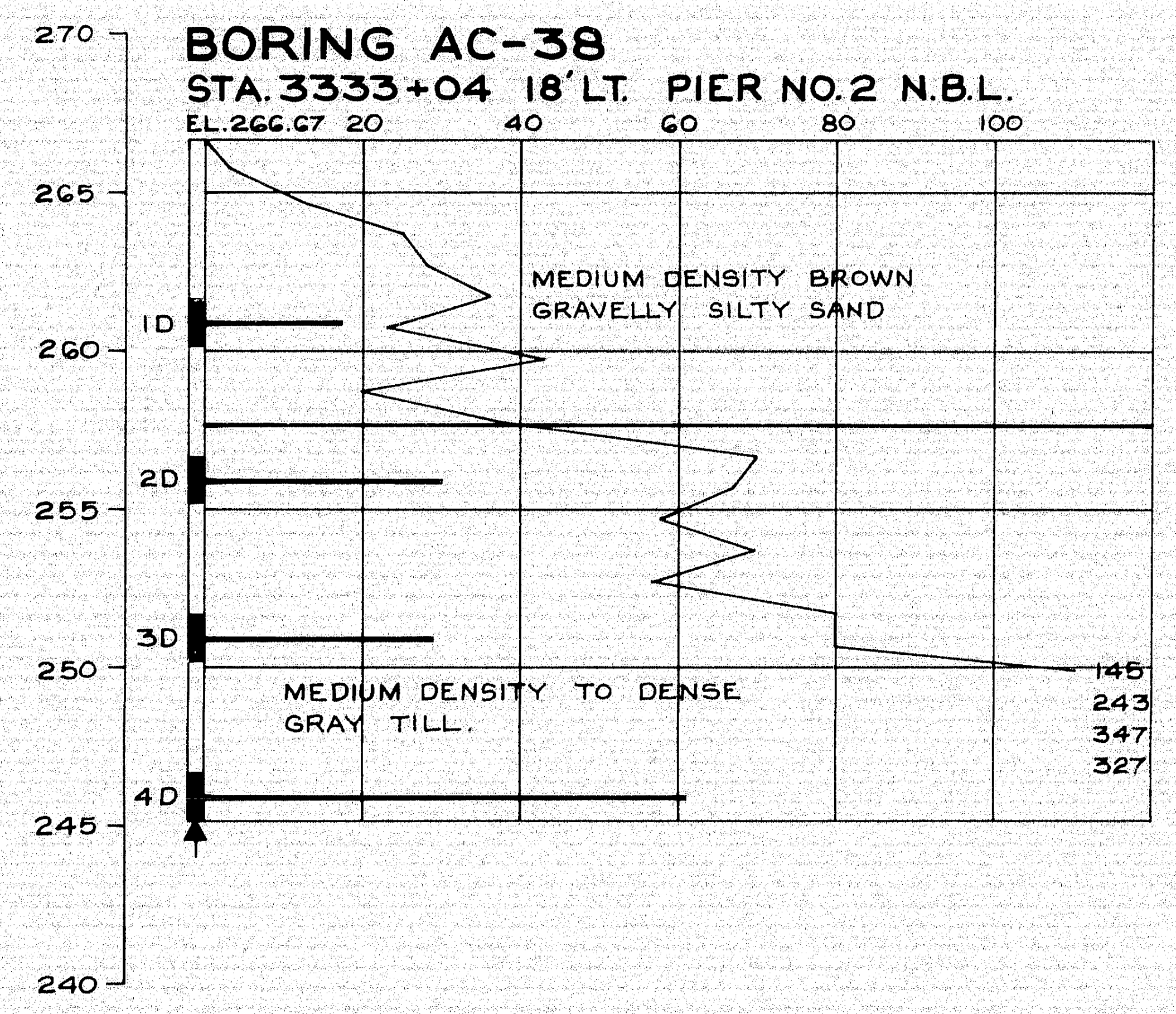
SCALES HORIZ. 1"=10' VERT. 1"=5'


BORING AC-36

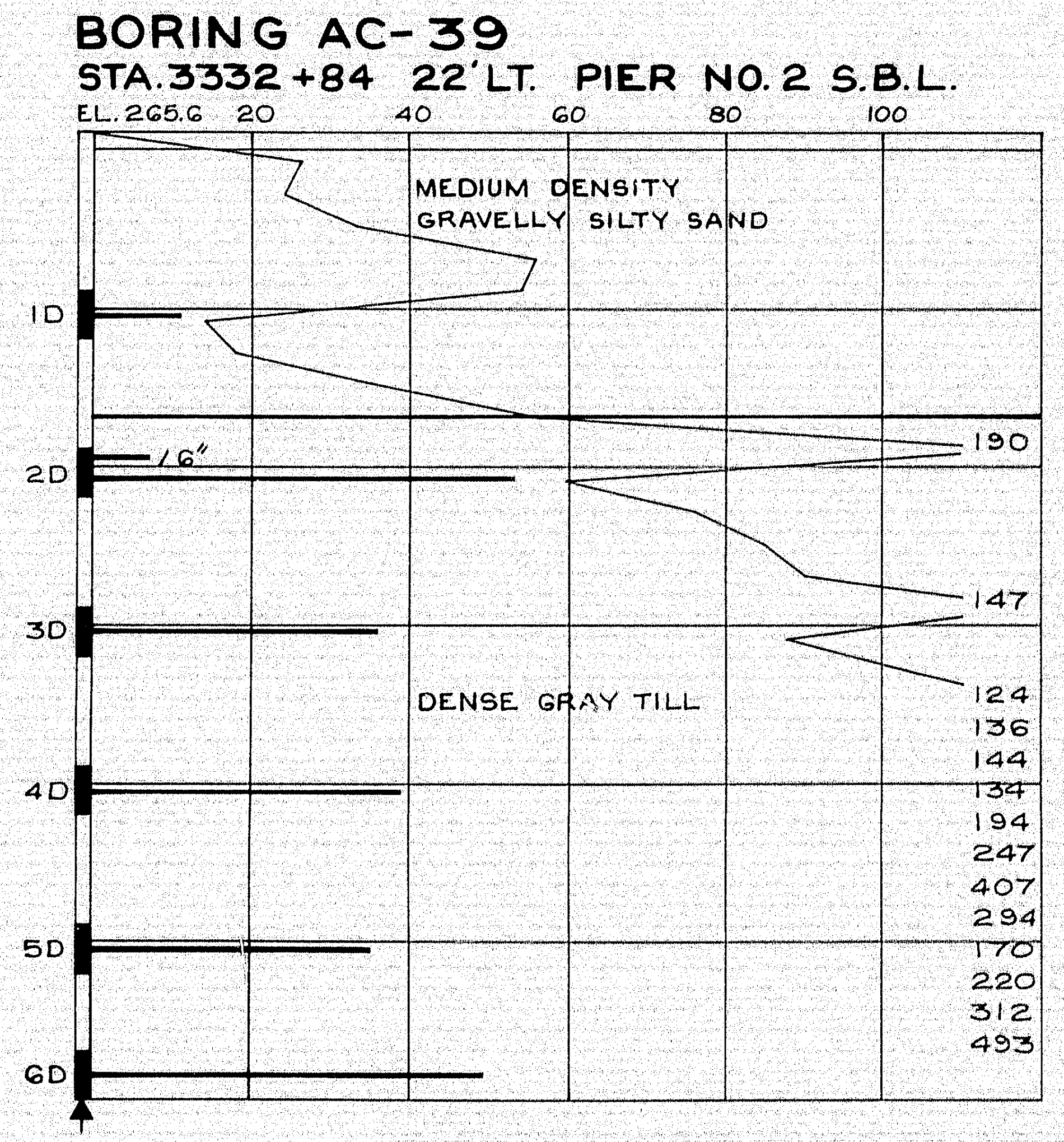
STA. 3332+48 18' RT. PIER NO.1 S.B.L.


BORING AC-37

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


BORING AC-38

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


BORING AC-39

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

DESIGN—
TRACE—
CHECK—

BRIDGE NO.
SURVEY—
PLOT—

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

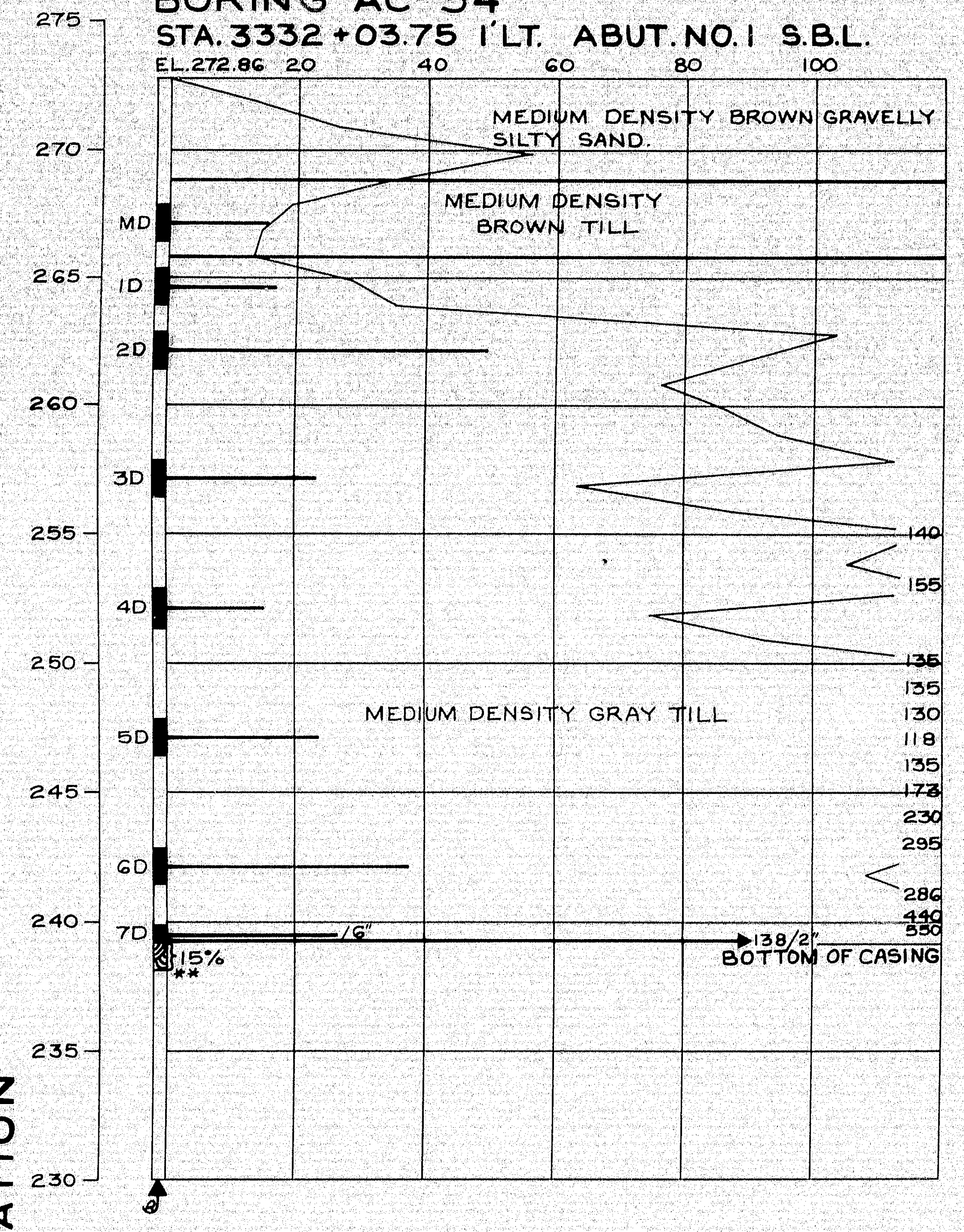
INTERSTATE 95
OVER
ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
FOUNDATION SURVEY

SHEET 53 OF 93 AUGUSTA, MAINE OCT. 1964

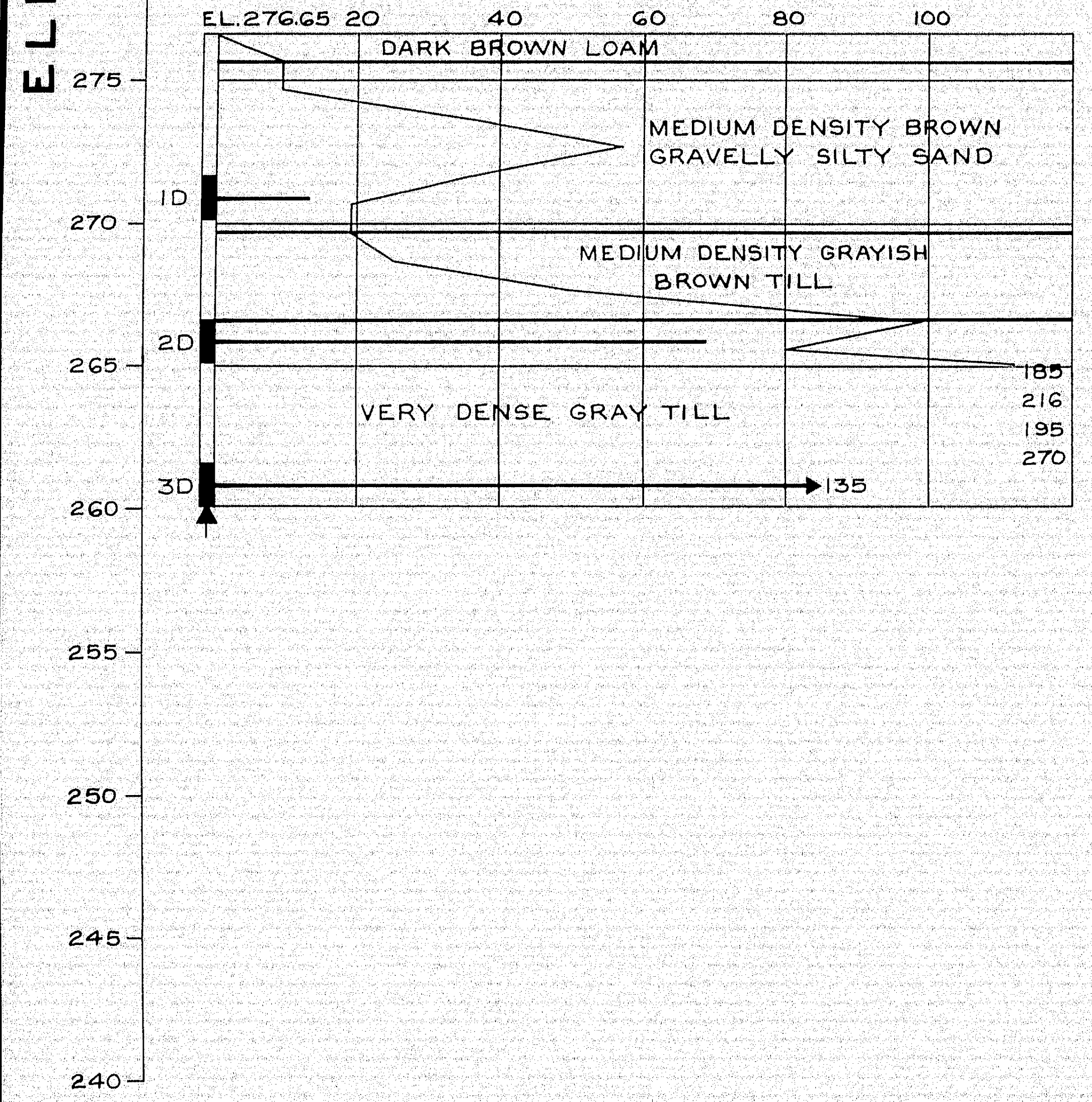
99-58

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

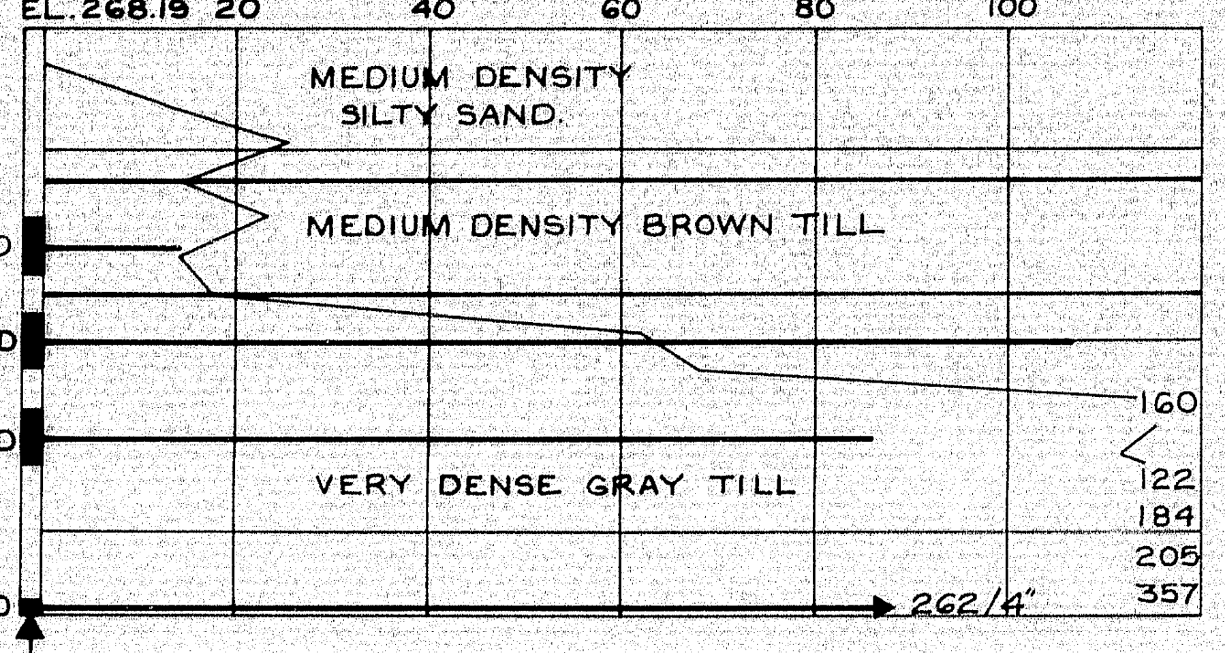
BORING AC-34
STA. 3332 + 03.75 1' LT. ABUT. NO. 1 S.B.L.



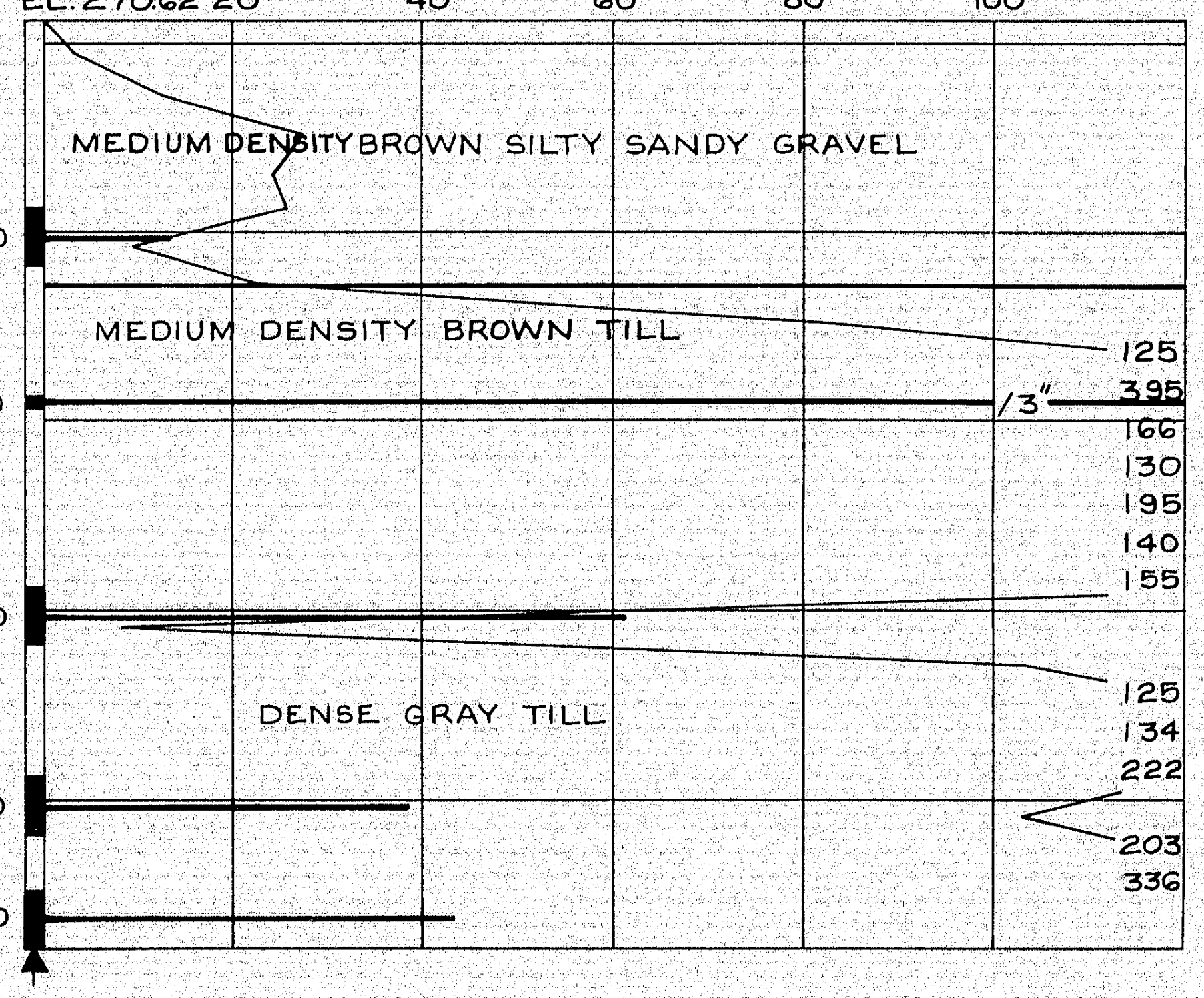
BORING AC-33
STA. 3332 + 23 ℄ ABUT. NO. 1 N.B.L.



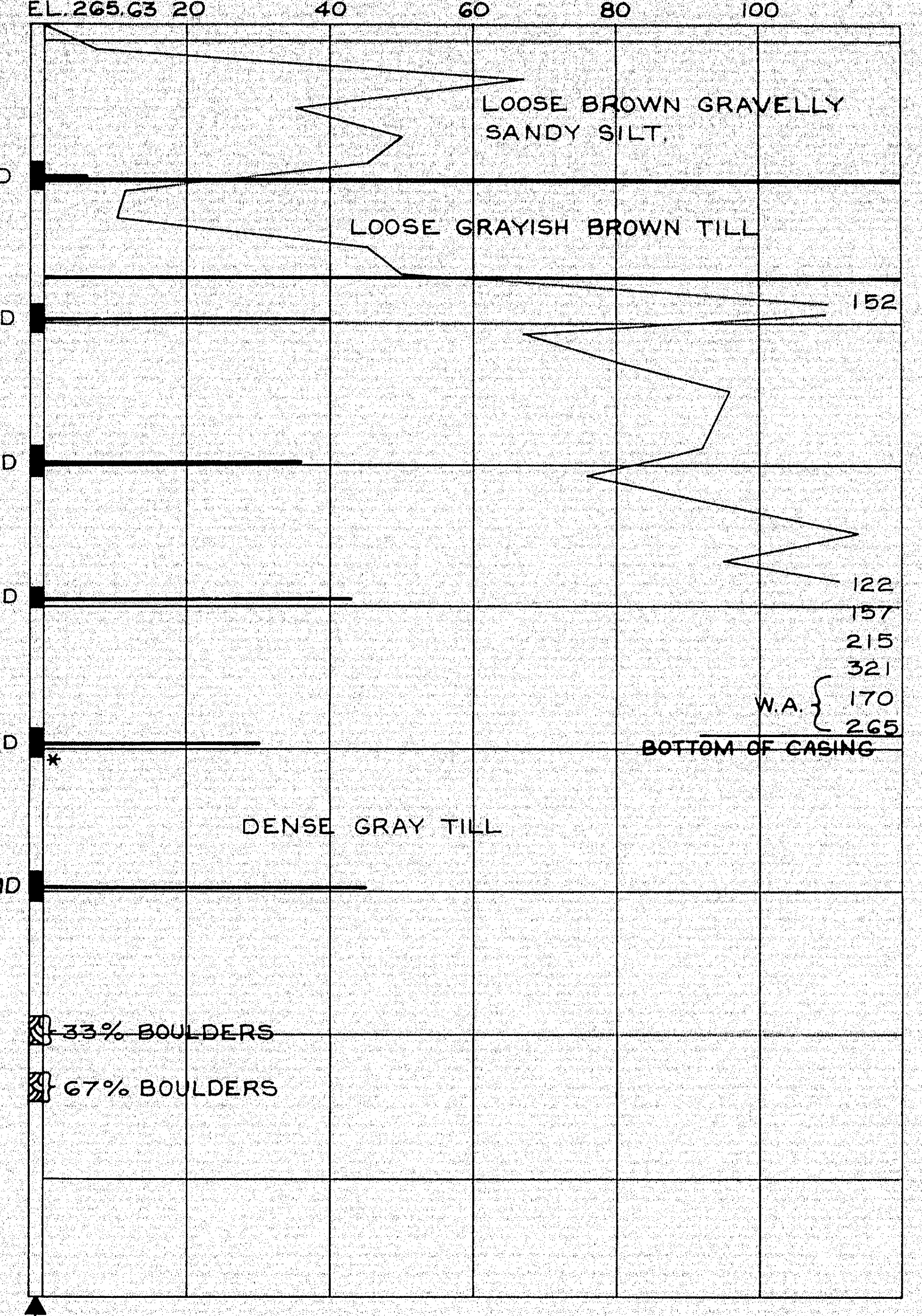
BORING AC-35
STA. 3332 + 42 22' LT. PIER NO. 1 S.B.L.



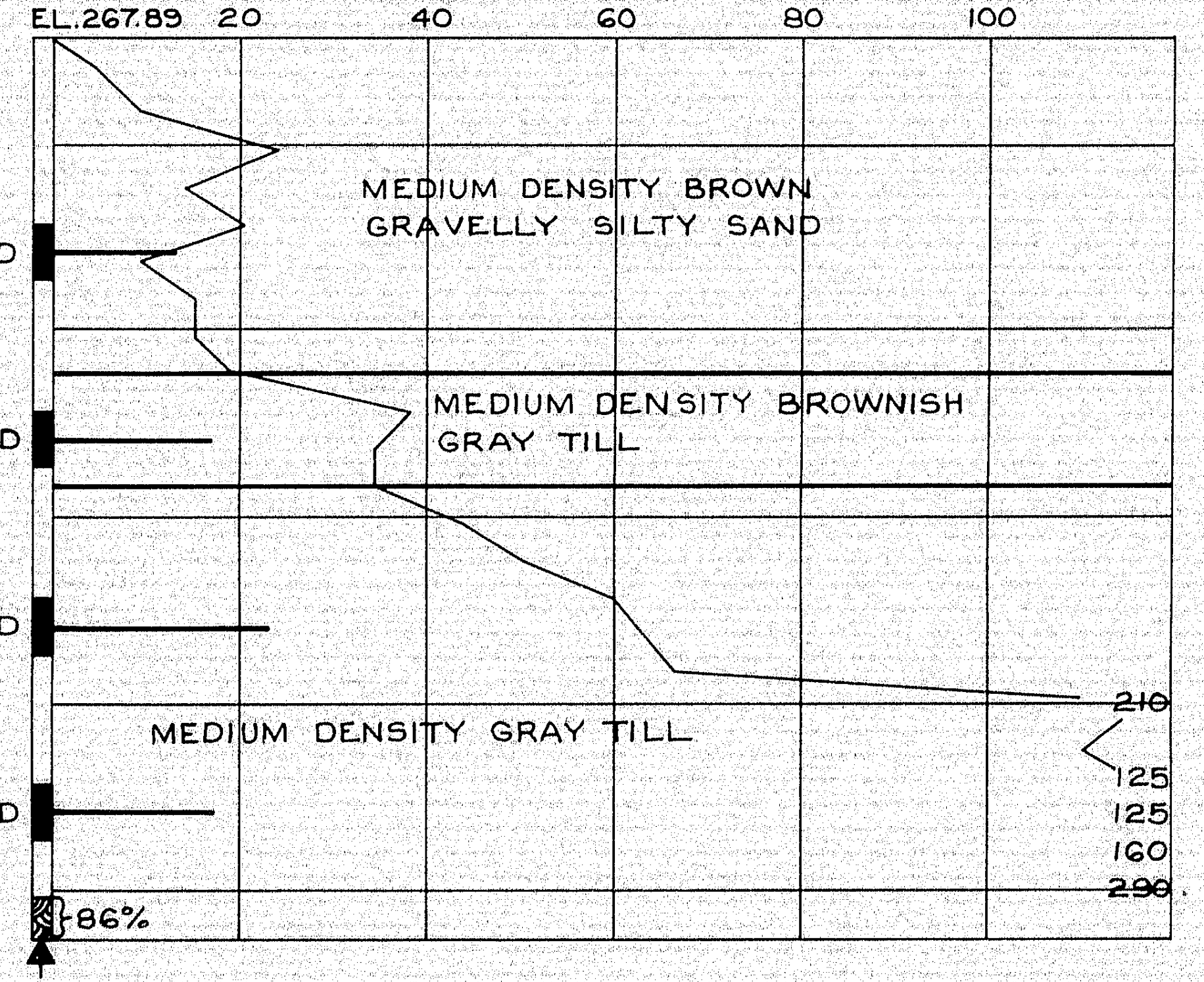
BORING AC-32
STA. 3332 + 61 18' LT. PIER NO. 1 N.B.L.



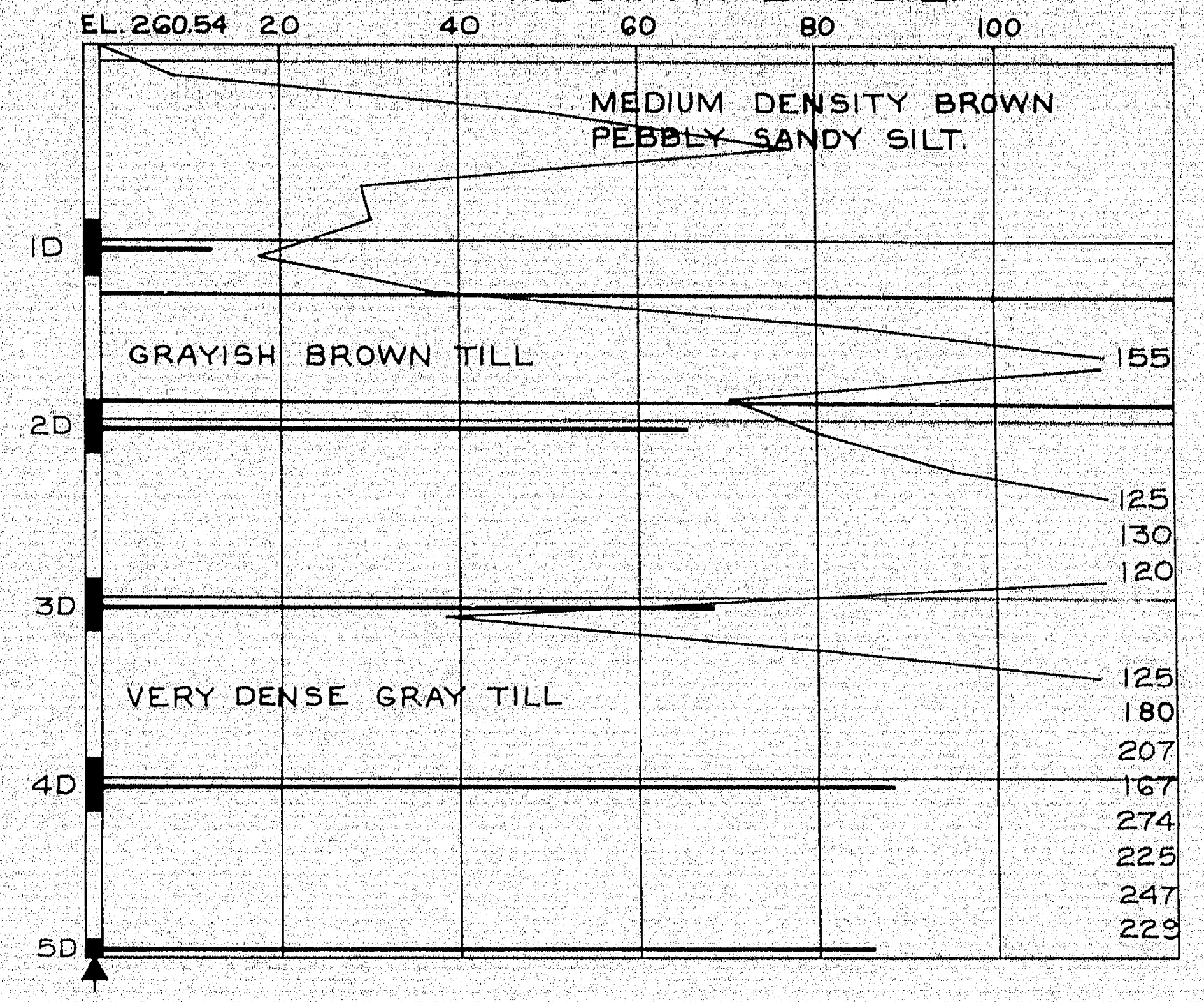
BORING AC-28
STA. 3332 + 90 18' RT. PIER NO. 2 S.B.L.



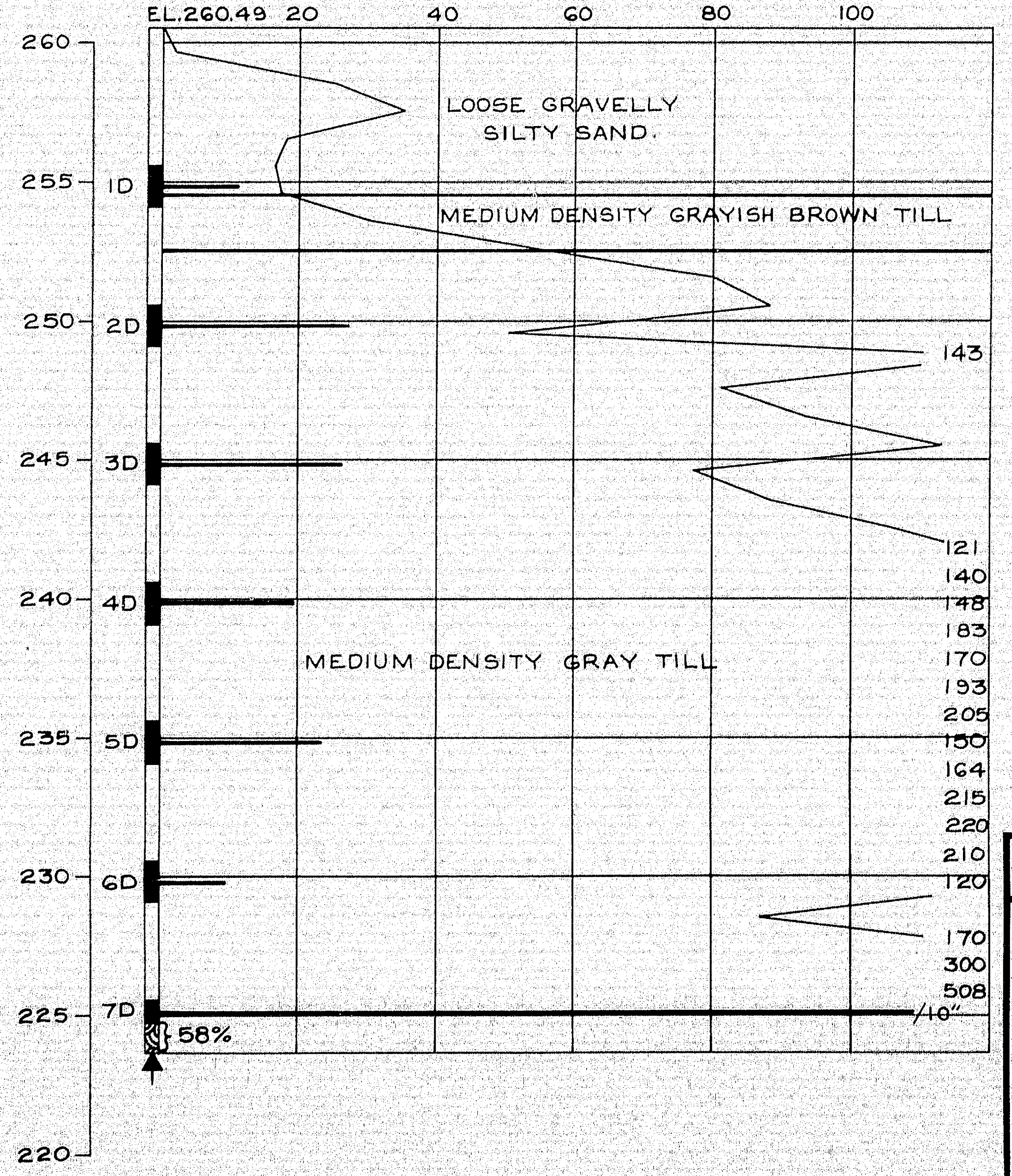
BORING AC-31
STA. 3333 + 10 17.5' RT. PIER NO. 2 N.B.L.



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



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



BORING NOTES

Casing size 2½"

All samples are made ahead of casing

⋛	Number of blows required to drive extra heavy casing one foot with 400 ft. lbs. of energy per blow.
▮	Location of sample or sample attempt.
	Number and type of dry sample.
ID	S&H Sampler #1290's
MD	Unsuccessful sample attempt and type of sampler.
▮—	Number of blows required to drive spoon or tubing one foot with 350 ft.lbs. of energy per blow.
▲	Bottom of boring (may not be bottom of soil strata.)
▨	Locations cored by diamond bit and per cent recovery of rock.
*	Drilled ahead with hard faced bit.
**	Drilled ahead with pod auger.
W.A.	Washed ahead

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

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

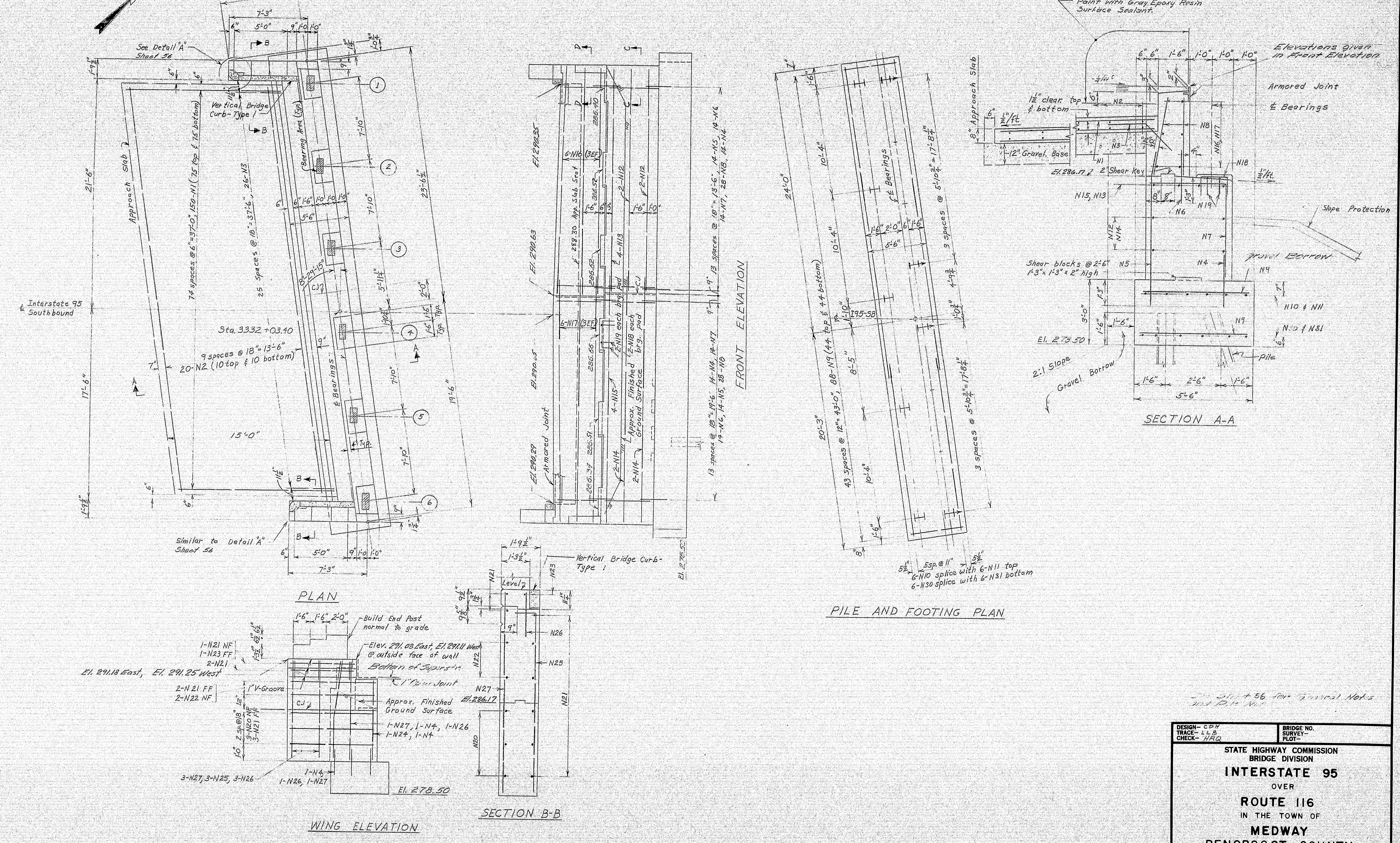
INTERSTATE 95
OVER
ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
BORING DETAILS

SHEET 54 OF 93 AUGUSTA, MAINE OCT. 1964

99-59

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)	55	93


PLAN
See Detail "A" Sheet 56
Vertical Bridge Curb-Type I
Approach Slab
74 spaces @ 6" = 37'-0" 150-N1 (75 top & 75 bottom)
25 Spaces @ 18" = 37'-6", 26-N3
9 spaces @ 18" = 13'-6" 20-N2 (10 top & 10 bottom)
Bearing Area (Typ.)
℄ Bearings
℄ Interstate 95 Southbound
Sta. 3332 +03.10
15'-0"
21'-6"
17'-6"
23'-0¾"
19'-6"
7'-2"
7'-3"
5'-0"
7'-10"
Similar to Detail "A" Sheet 56
CJ
FRONT ELEVATION
El. 290.63
El. 290.65
El. 290.29
El. 290.35
Armored Joint
6-N16 (3EF)
6-N17 (3EF)
℄ 288.30 App. Slab Seat
Approx. Finished Ground Surface
2-N19 each brg. pad
2-N18 each brg. pad
13 spaces @ 18" = 19'-6" 14-N4, 14-N7 19-N6, 14-N5, 28-N8
13 spaces @ 18" = 19'-6", 14-N5, 19-N6 14-N7, 28-N8, 14-N4
El. 278.50
PILE AND FOOTING PLAN
24'-0"
20'-3"
43 spaces @ 12" = 43'-0" 88-N9 (44 top & 44 bottom)
3 spaces @ 5'-10¾" = 17'-8¼"
℄ Bearings
I95-58
5sp. @ 11"
6-N10 splice with 6-N11 top
6-N30 splice with 6-N31 bottom
SECTION A-A
Paint with Gray Epoxy Resin Surface Sealant.
Elevations given in Front Elevation
Armored Joint
℄ Bearings
8" Approach Slab
1½" clear top & bottom
12" Gravel Base
El. 286.17
2" Shear Key
Shear blocks @ 2'-6" 1'-3" x 1'-3" x 2" high
Slope Protection
Gravel Borrow
2:1 Slope
El. 278.50
Pile
N10 & N11
N30 & N31
5'-6"
WING ELEVATION
Build End Post normal to grade
Elev. 291.03 East, El. 291.11 West @ outside face of wall
Bottom of Supers'r.
El. 291.18 East, El. 291.25 West
1" V-Groove
1" Prem. Joint
Approx. Finished Ground Surface
1-N27, 1-N4, 1-N26
1-N24, 1-N4
3-N27, 3-N25, 3-N26
1-N4, 1-N26, 1-N27
El. 278.50
SECTION B-B
Vertical Bridge Curb-Type I
Level
El. 286.17
N21
N23
N26
N25
N22
N27
N20

See Sht. 56 for General Notes and [illegible]

DESIGN- CDH
TRACE- LLB
CHECK- HRQ

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95

OVER

ROUTE 116

IN THE TOWN OF

MEDWAY

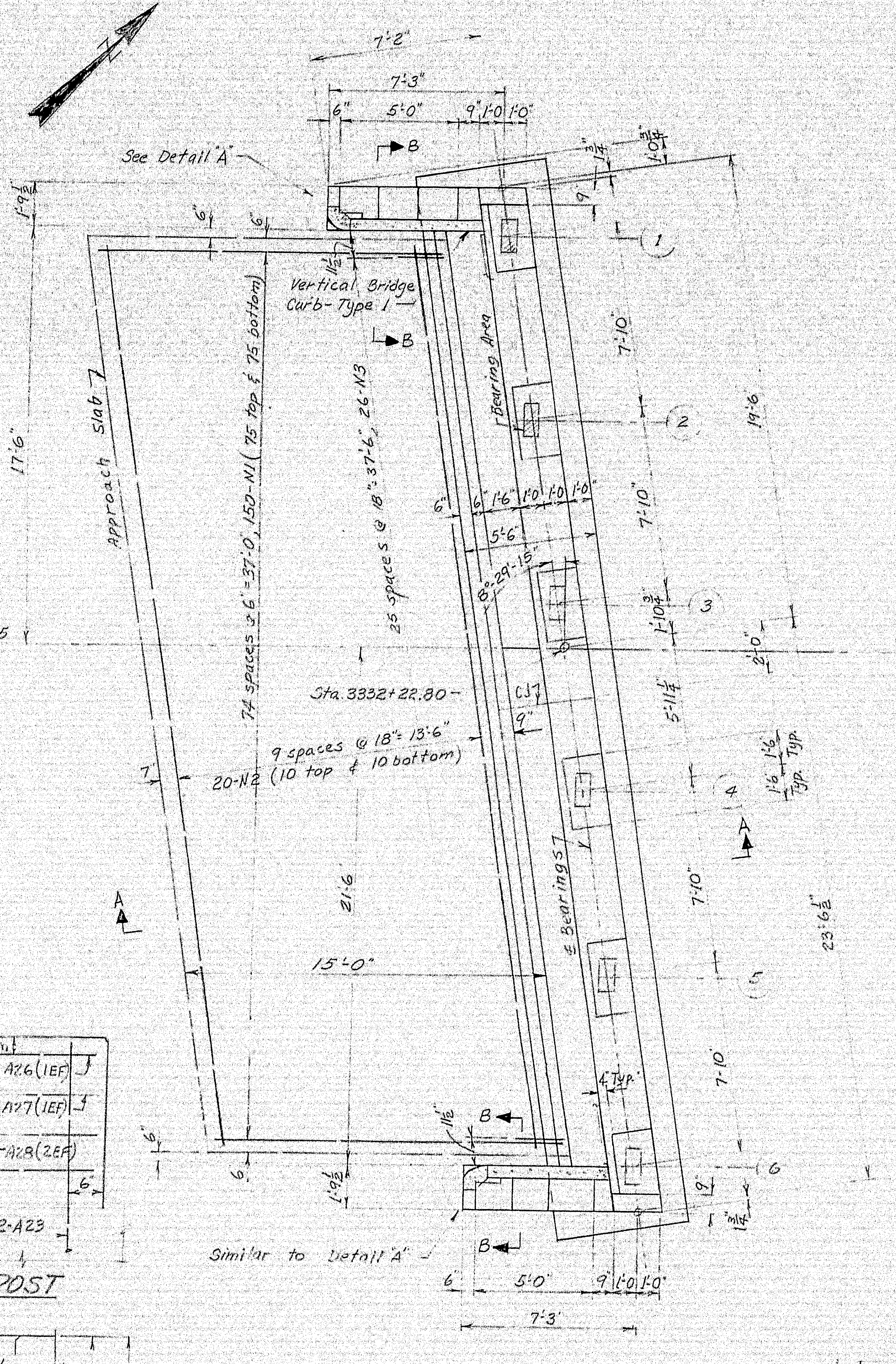
PENOBSCOT COUNTY

ABUTMENT 1 SOUTHBOUND

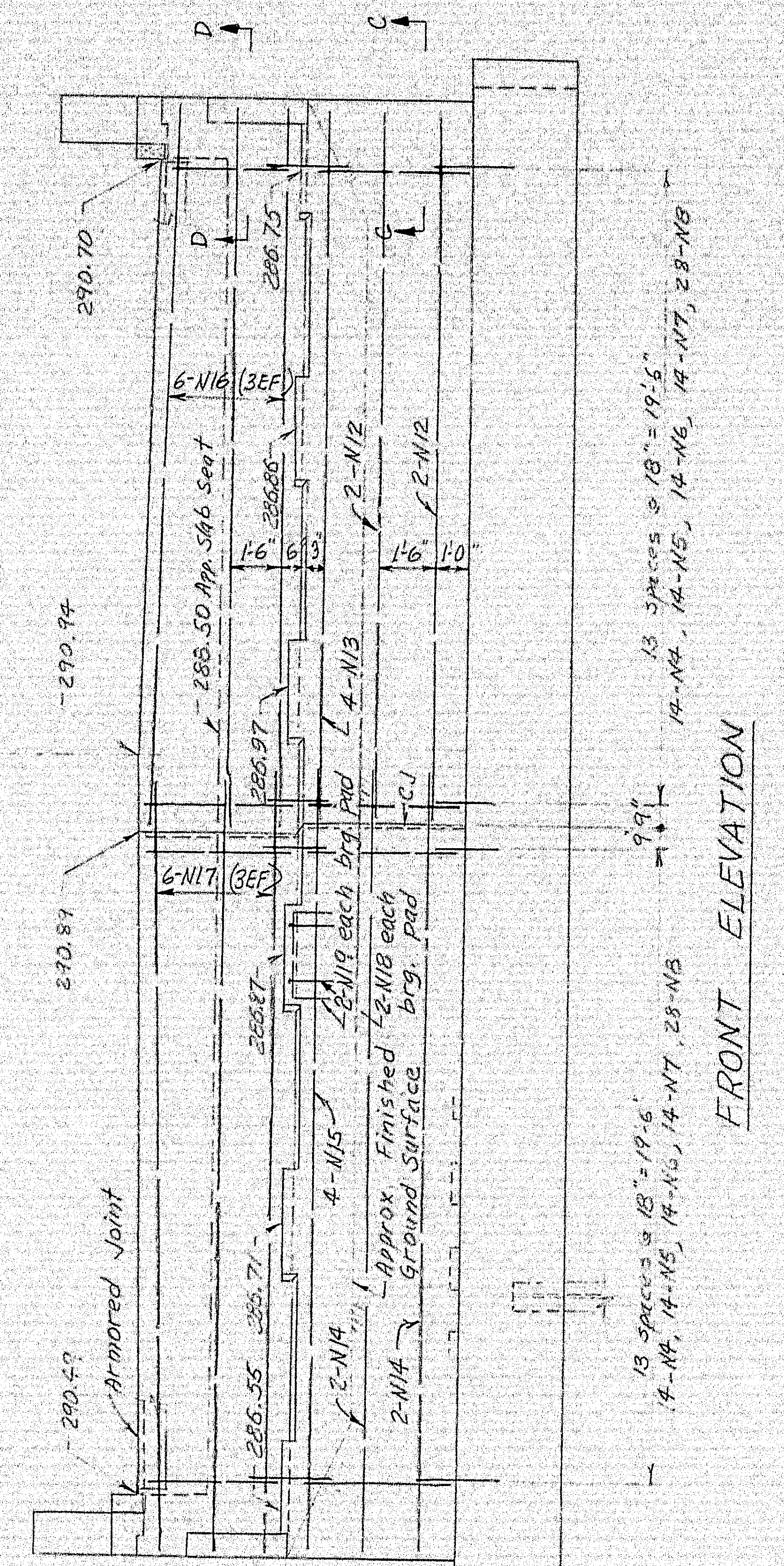
SHEET 55 OF 93 AUGUSTA, MAINE OCTOBER 1964

99-60

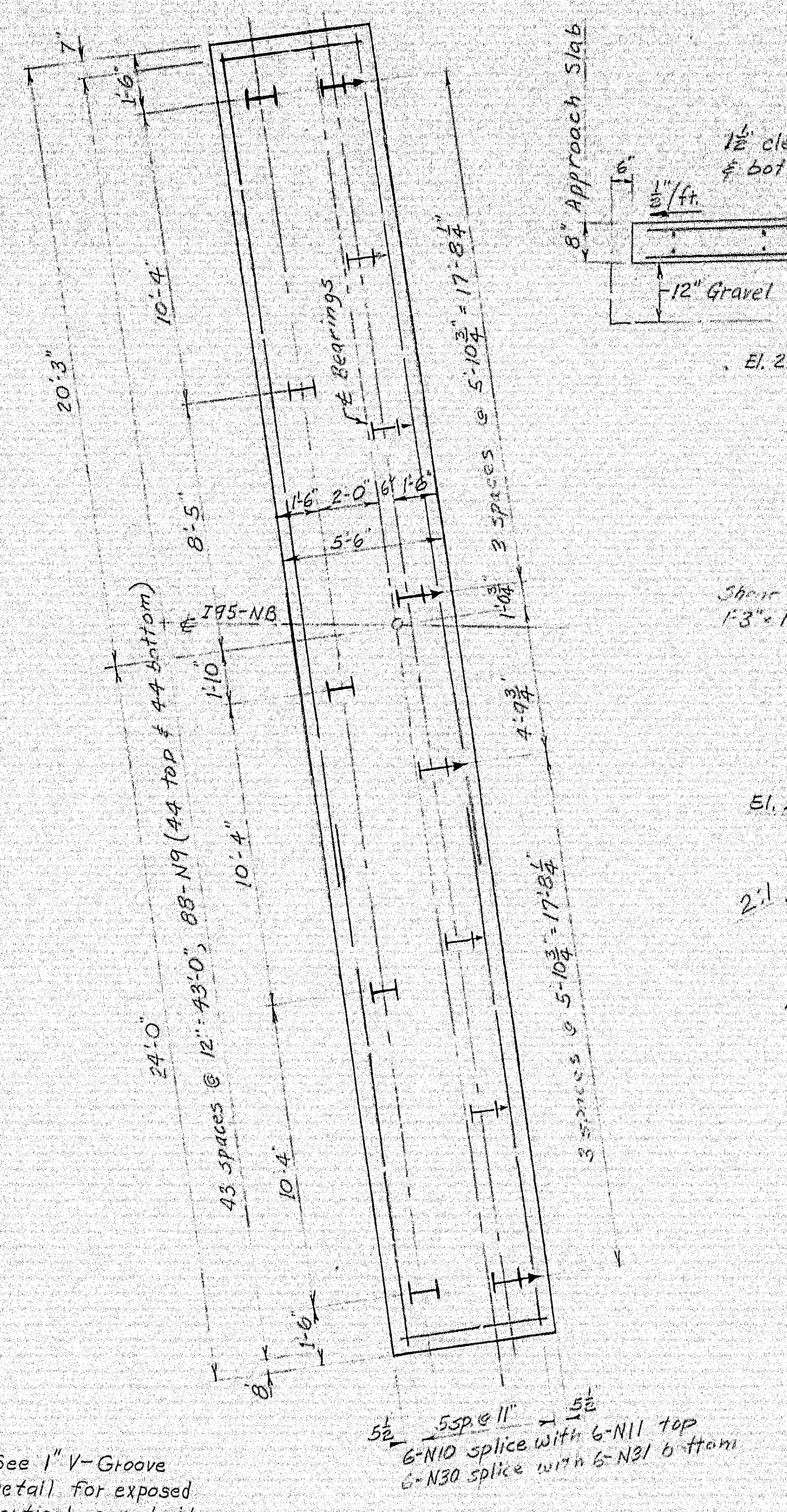
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(62)	56	93



PLAN

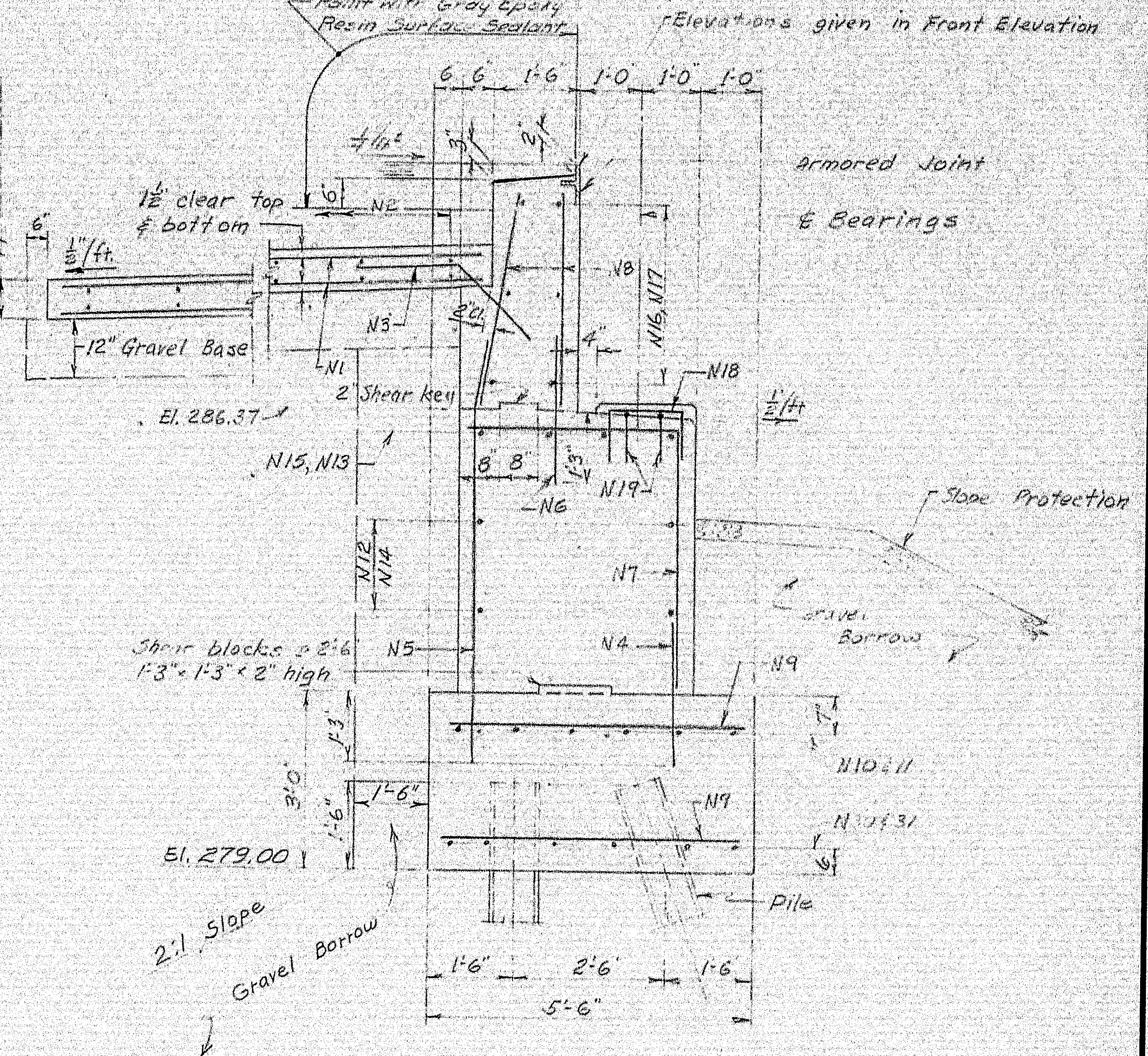


FRONT ELEVATION



20'-3"
10'-4"
8'-5"
℄ Bearings
195-N8
43 spaces @ 12" = 43'-0", 88-N9 (44 top & 44 bottom)
24'-0"
3 spaces @ 5'-10⅞" = 17'-8⅝"
5'-6"
5 sp. @ 11"
6-N10 splice with 6-N11 top
6-N30 splice with 6-N31 bottom

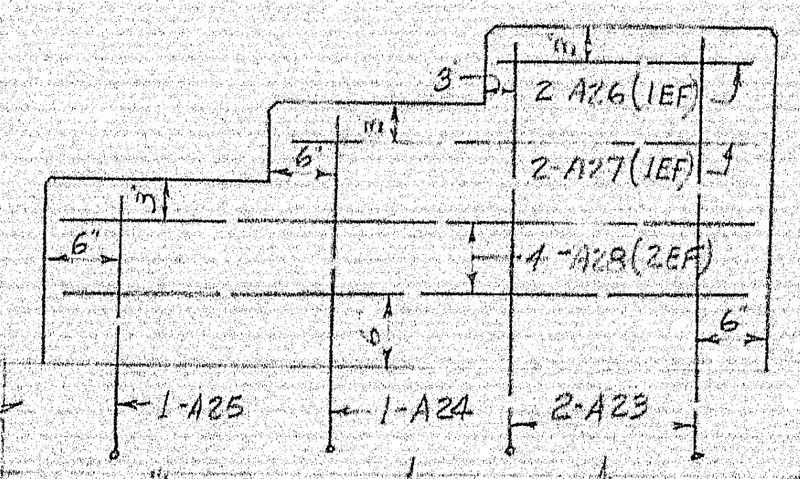
PILE AND FOOTING PLAN



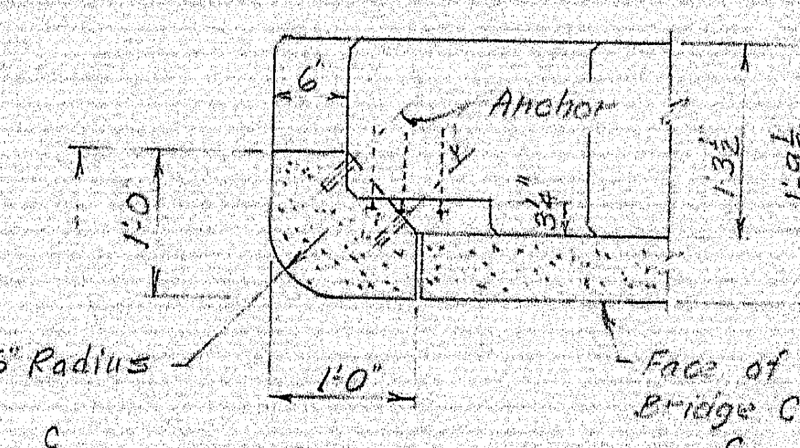
SECTION A-A

GENERAL ABUTMENT NOTES

1. Backwall and [illegible] shall be constructed after structural steel has been erected and bottom of slab elevations have been established.
2. Position reinforcing steel to clear swedged anchor bolts.
3. Reinforcing steel shall have 3" clear cover except as shown.
4. Concrete in approach slabs will be paid for under Item 701-33, Portland Cement Concrete, Abutments & Retaining Walls.
5. Coat face of backwalls, bridge seats and breast walls of abutment down to 1'-0" below Slope Protection and top of backwall, as detailed, with epoxy resin surface sealant.
6. EF denotes each face, CJ denotes construction joint. NF denotes near face, FF denotes far face.
7. For Bearings & preparation of bridge seat see sh. BD101-64, for Armored Joint details see sheet BD104-64, for Slope Protection details see sheet 64, for Gravel Borrow at abutments see sheet 15.
8. For Section C-C and D-D see sheet 57, for Typical Section-Vertical Bridge Curb-Type 1 see sheet 62, for Detail A and End Post see this sheet.
9. Guard Rail anchor bolts shall be furnished and installed under this contract. Payment for anchor bolts shall be considered incidental to Item 701-33.

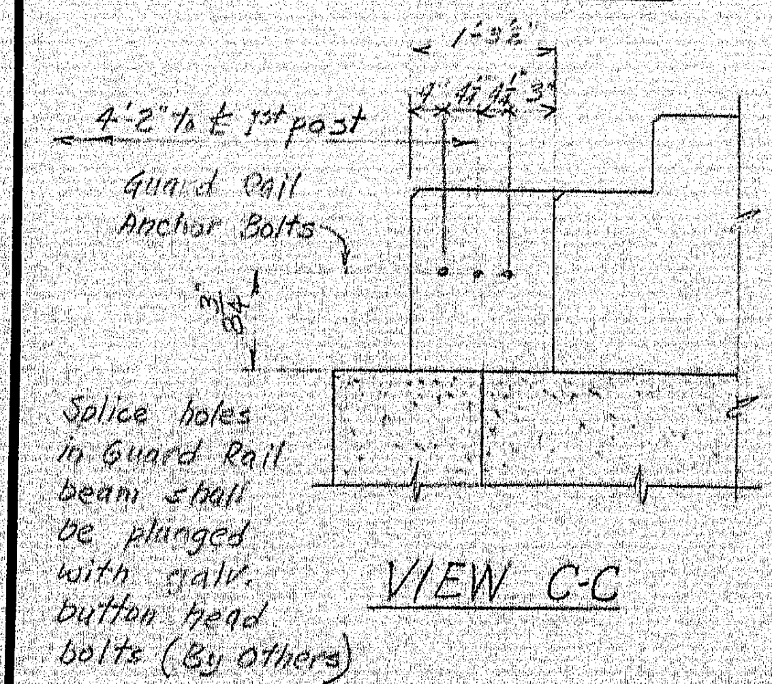


ELEVATION END POST



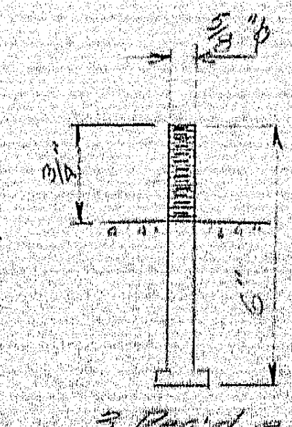
Pay Length
Item 901-24

DETAIL "A"



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

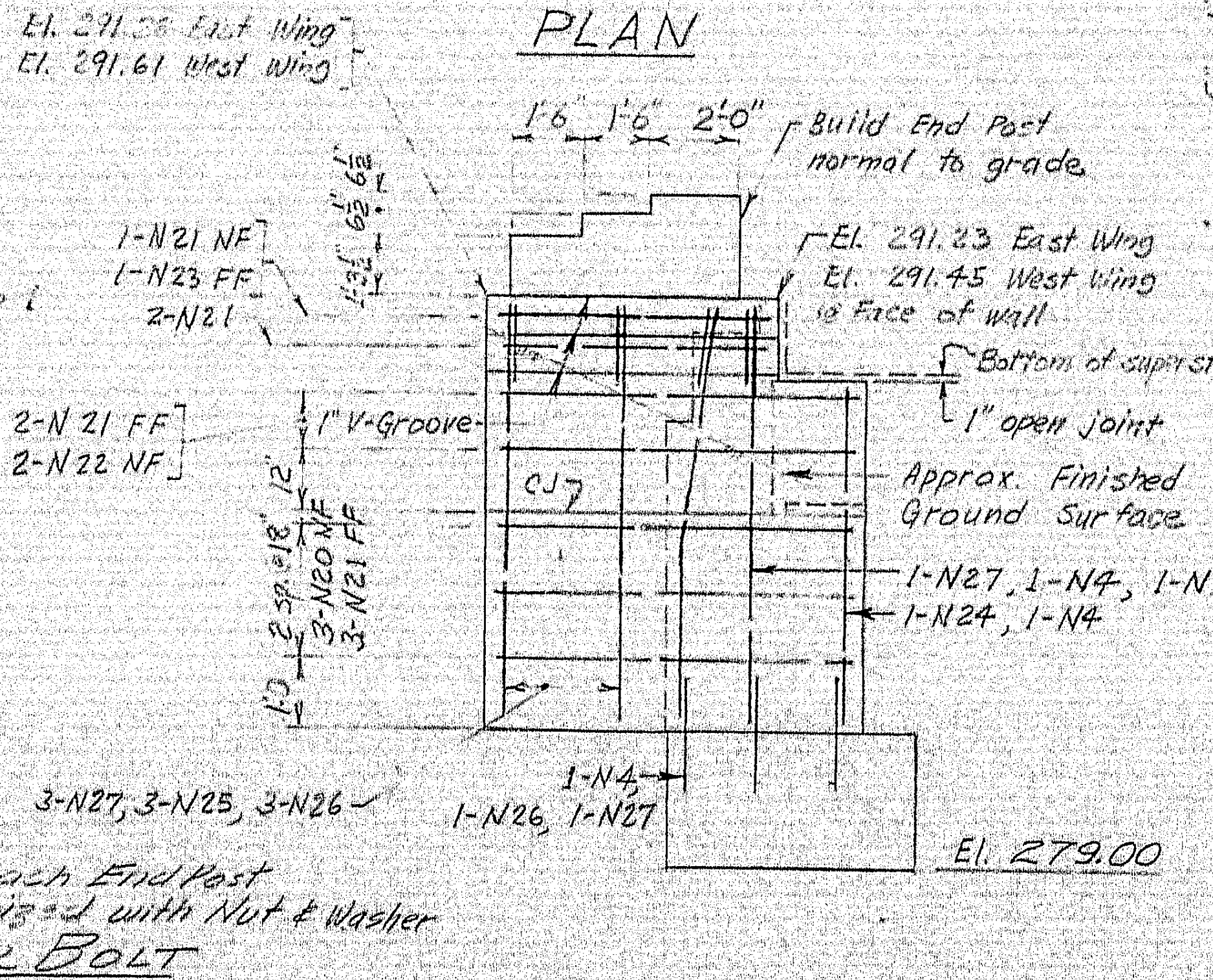
VIEW C-C



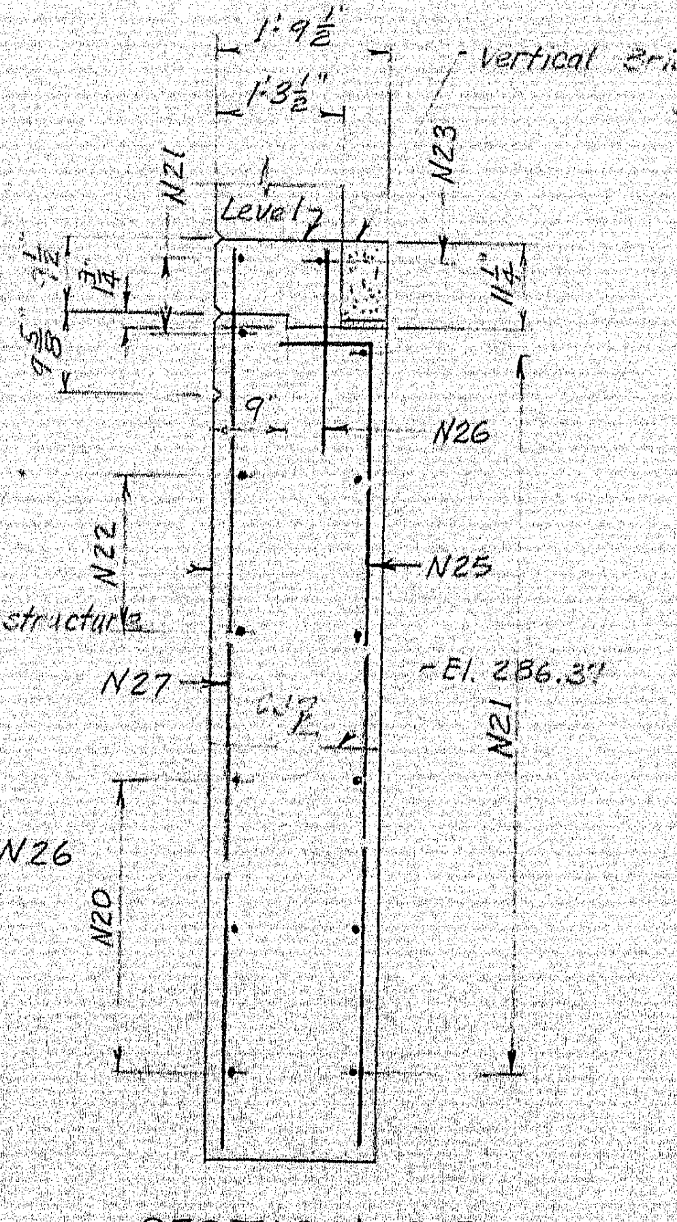
3 Req'd each End Post
Galvanized with Nut & Washer

ANCHOR BOLT

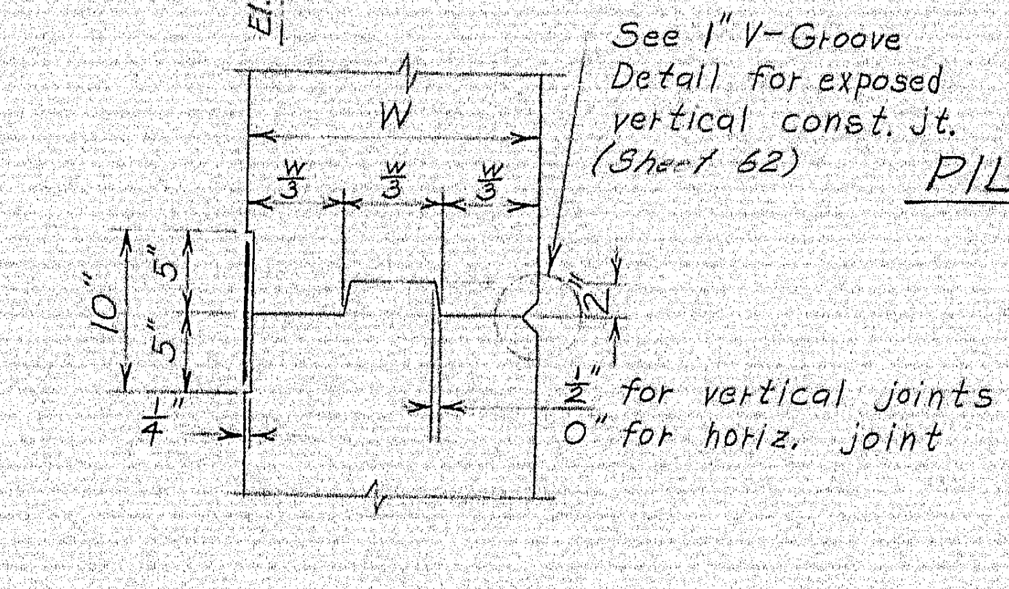
(Steel)



WING ELEVATION



SECTION B-B



El. 279.00
See 1" V-Groove Detail for exposed vertical const. Jt. (Sheet 62)
W
10"
½" for vertical joints
0" for horiz. joint

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

CONSTRUCTION JOINT DETAIL

PILE NOTES

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

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

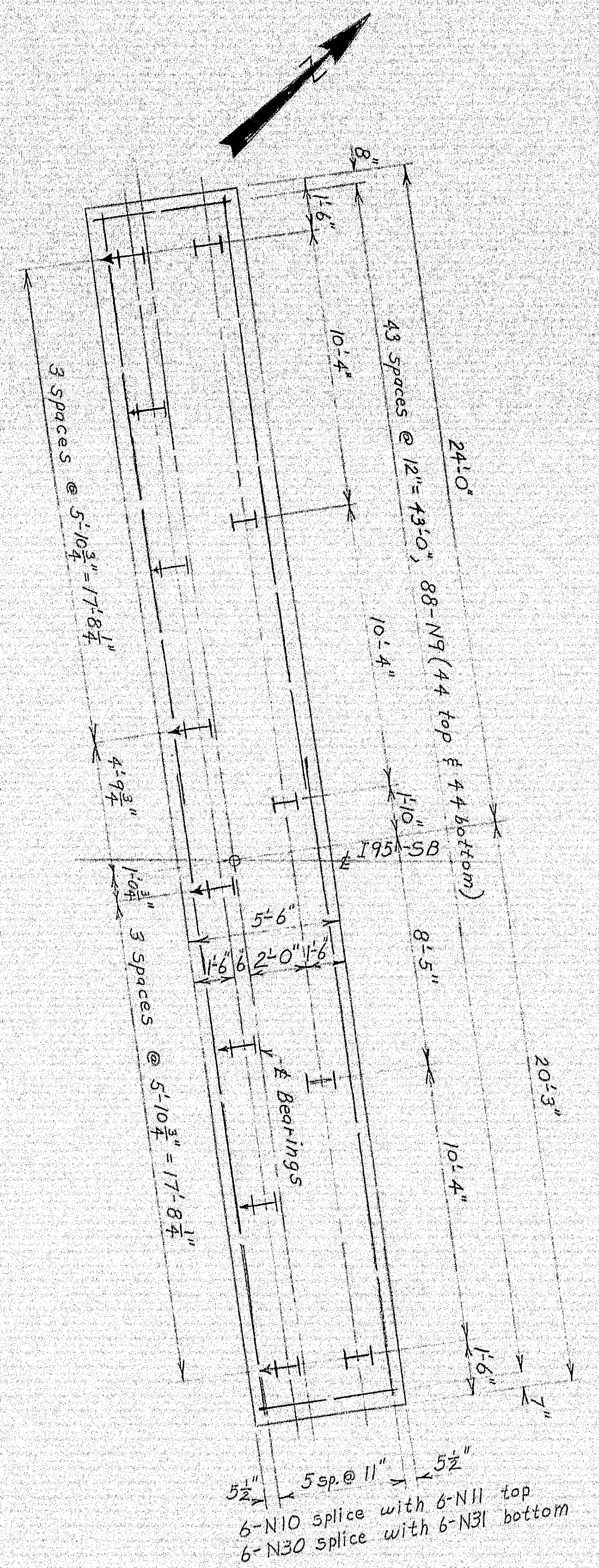
DESIGN- CDH
TRACE- CDH
CHECK- HRQ

BRIDGE NO.
SURVEY-
PLOT-

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

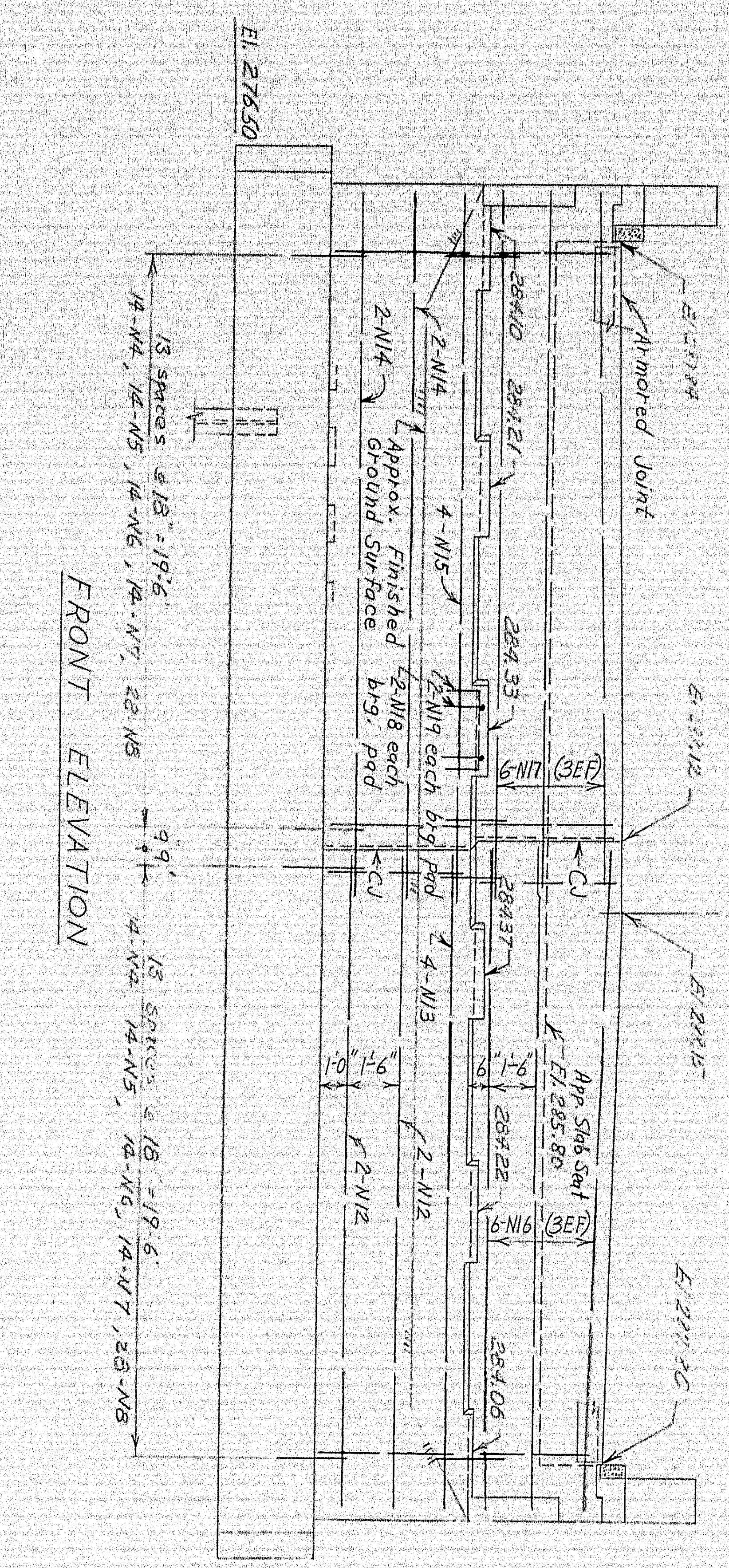
99-61

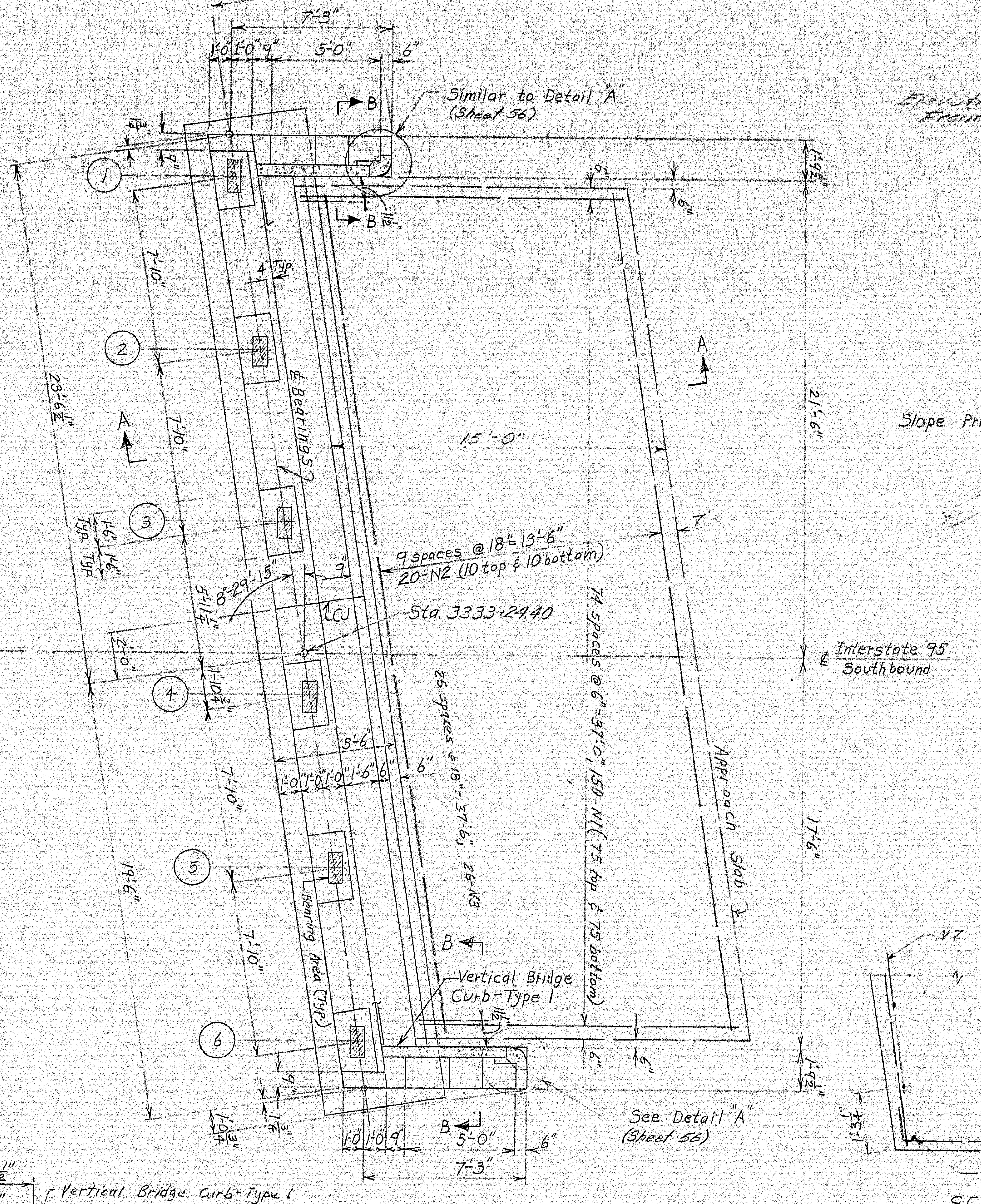
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(62)	57	93



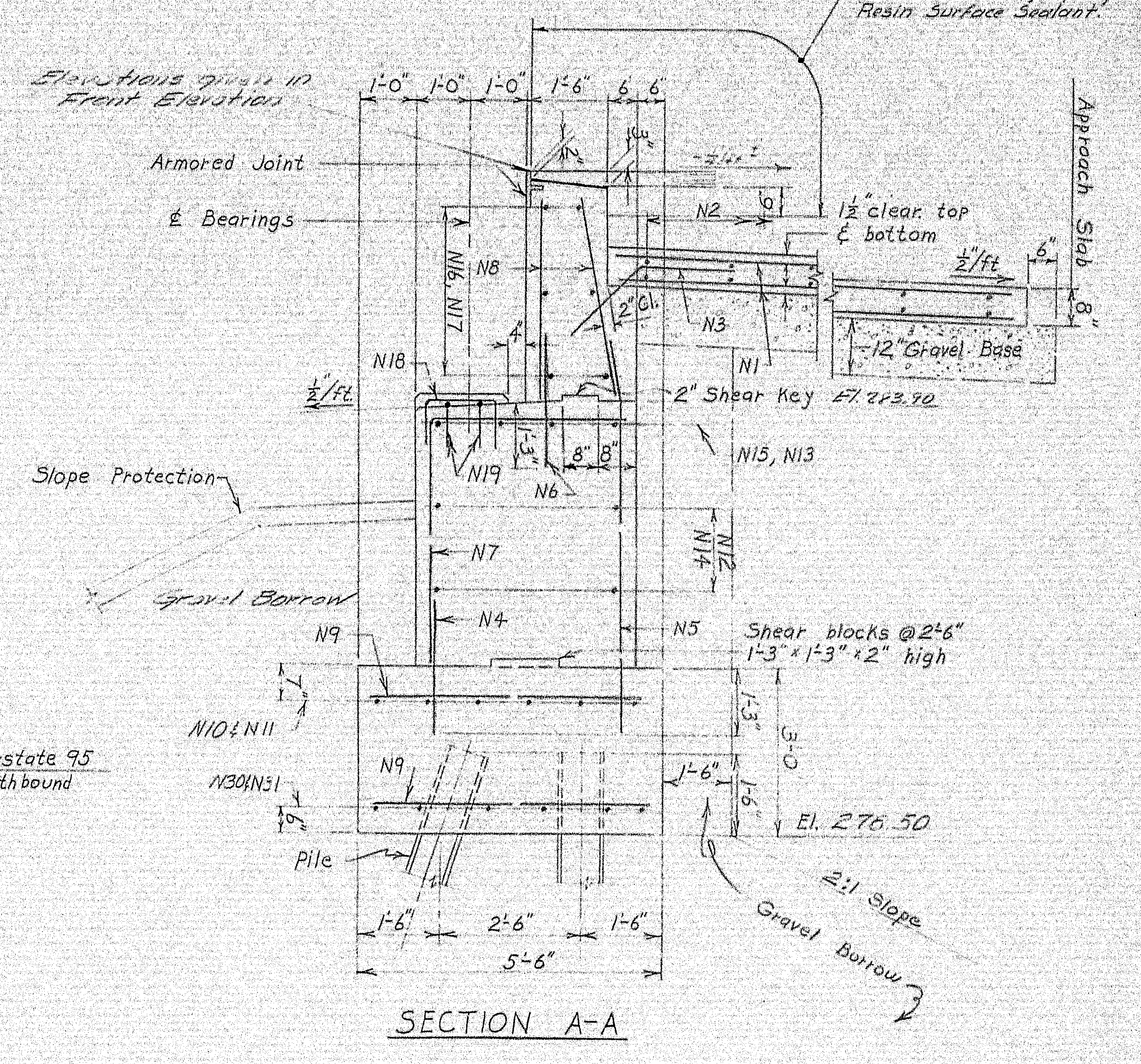
8"
1'-6"
24'-0"
43 spaces @ 12" = 43'-0", 88-N9 (44 top & 44 bottom)
3 spaces @ 5'-10¾" = 17'-8¼"
10'-4"
4'-9¾"
I95-SB
1'-0"
5'-6"
1'-6" 2'-0" 1'-6"
8'-5"
3 spaces @ 5'-10¾" = 17'-8¼"
℄ Bearings
20'-9"
10'-4"
1'-6"
7"
5½" 5 sp. @ 11" 5½"
6-N10 splice with 6-N11 top
6-N30 splice with 6-N31 bottom

PILE AND FOOTING PLAN

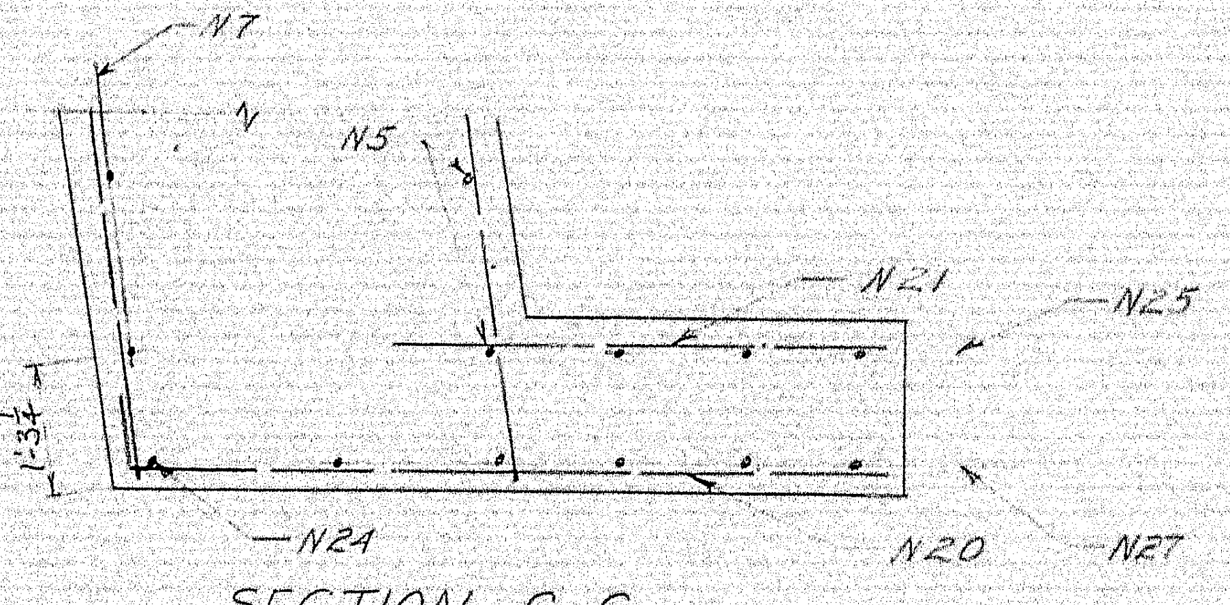




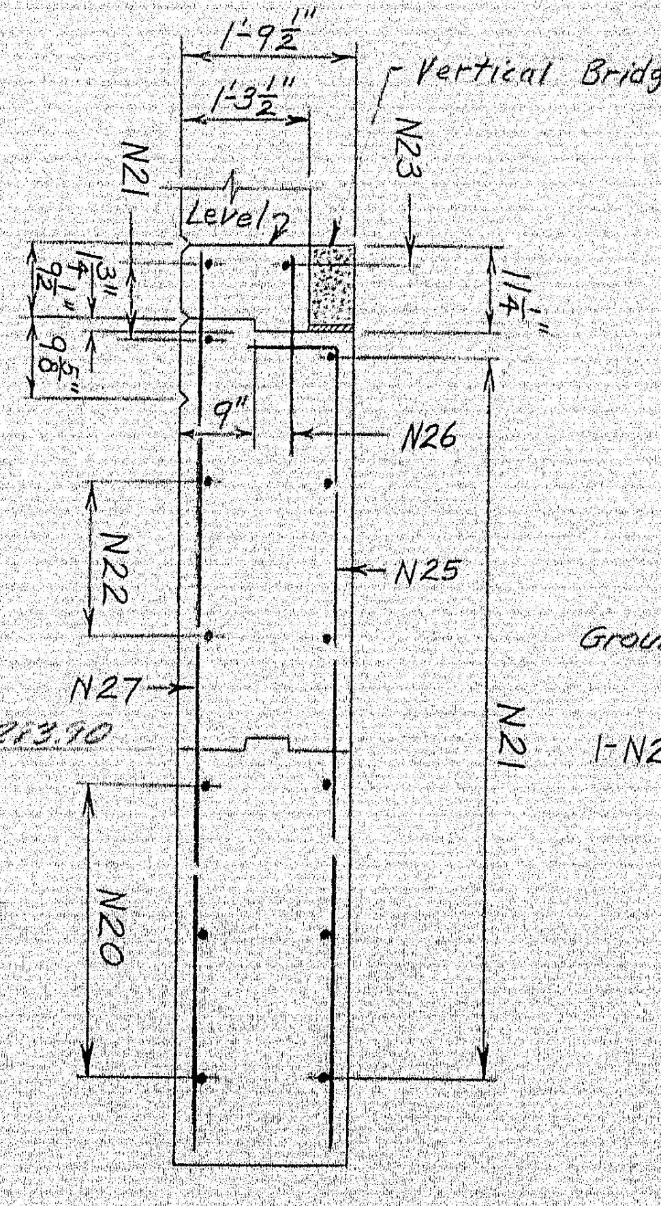
PLAN



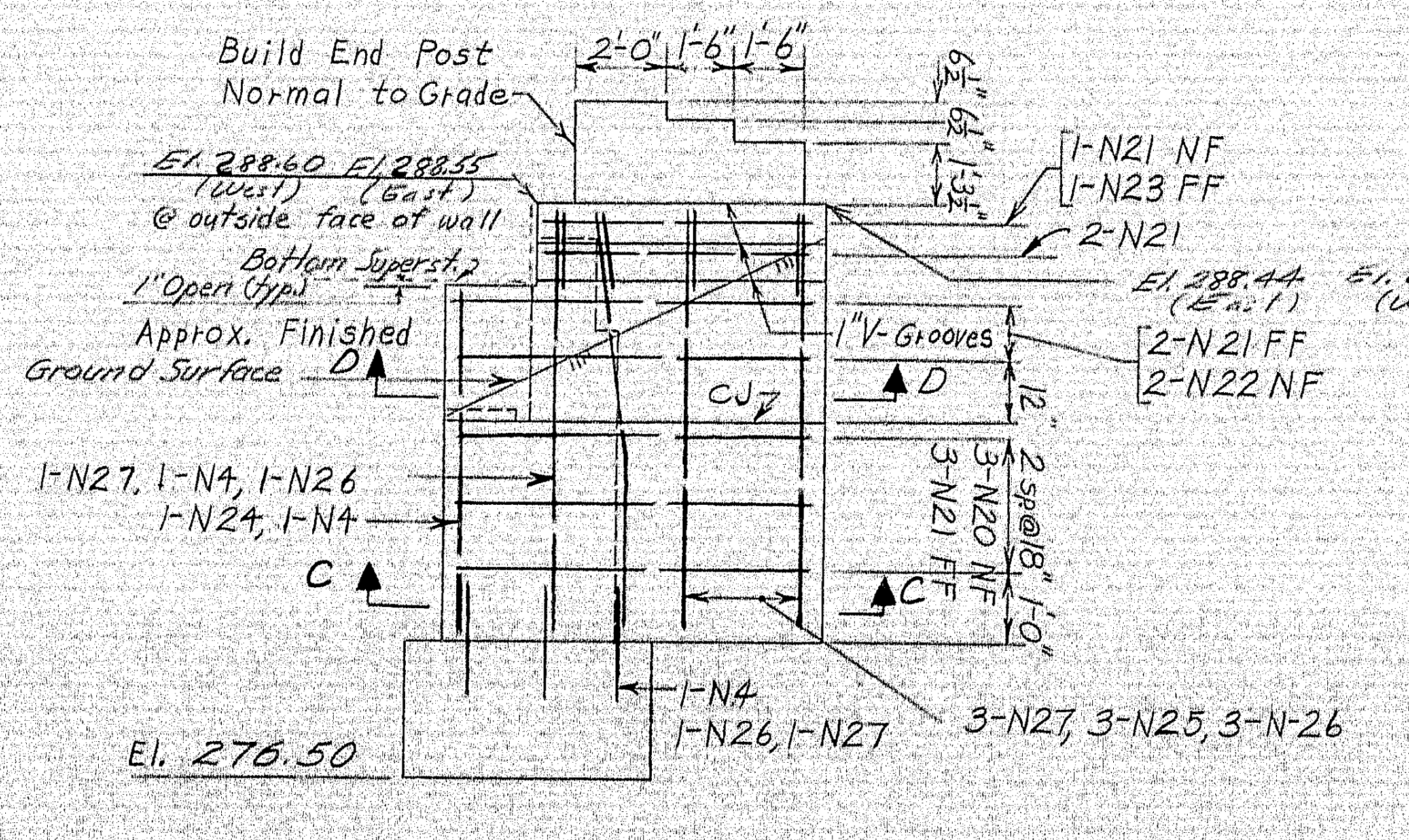
SECTION A-A



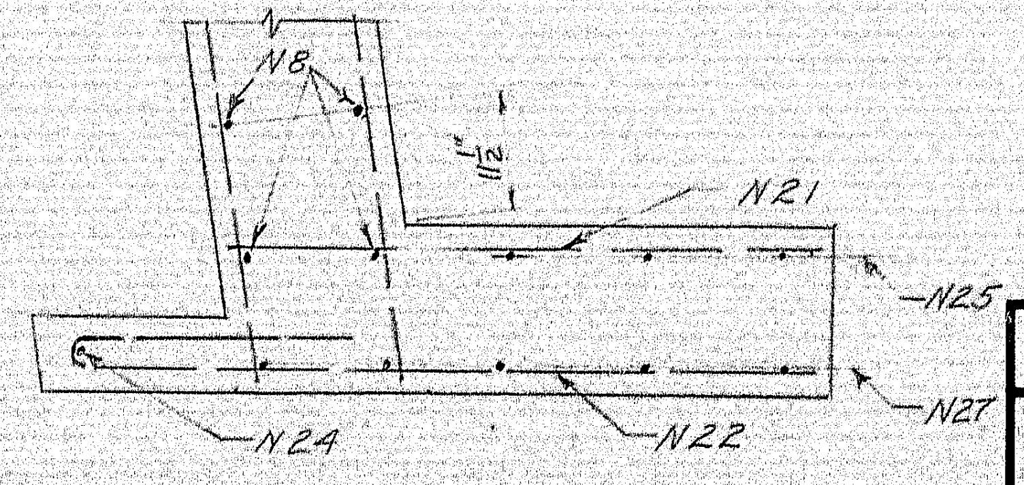
SECTION C-C
Typical all Abutments



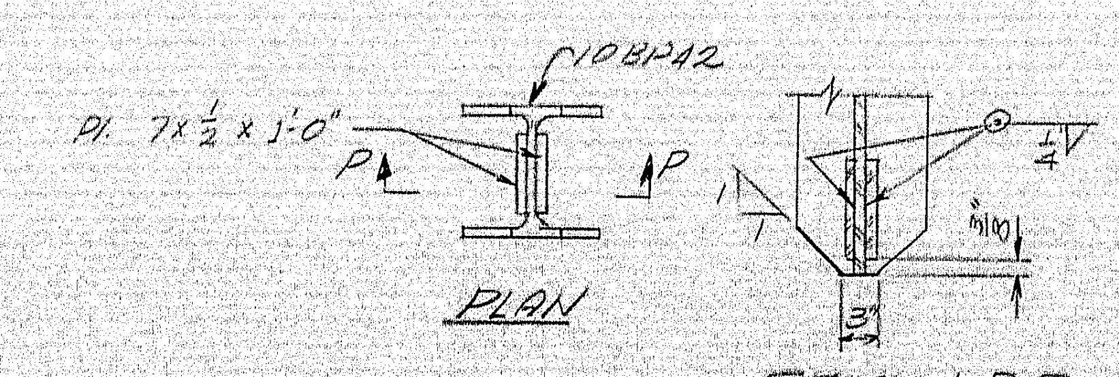
SECTION B-B



WING ELEVATION



SECTION D-D
Typical all Abutments



PILE POINT DETAIL

See Sheet 56 for General Notes and Pile Notes

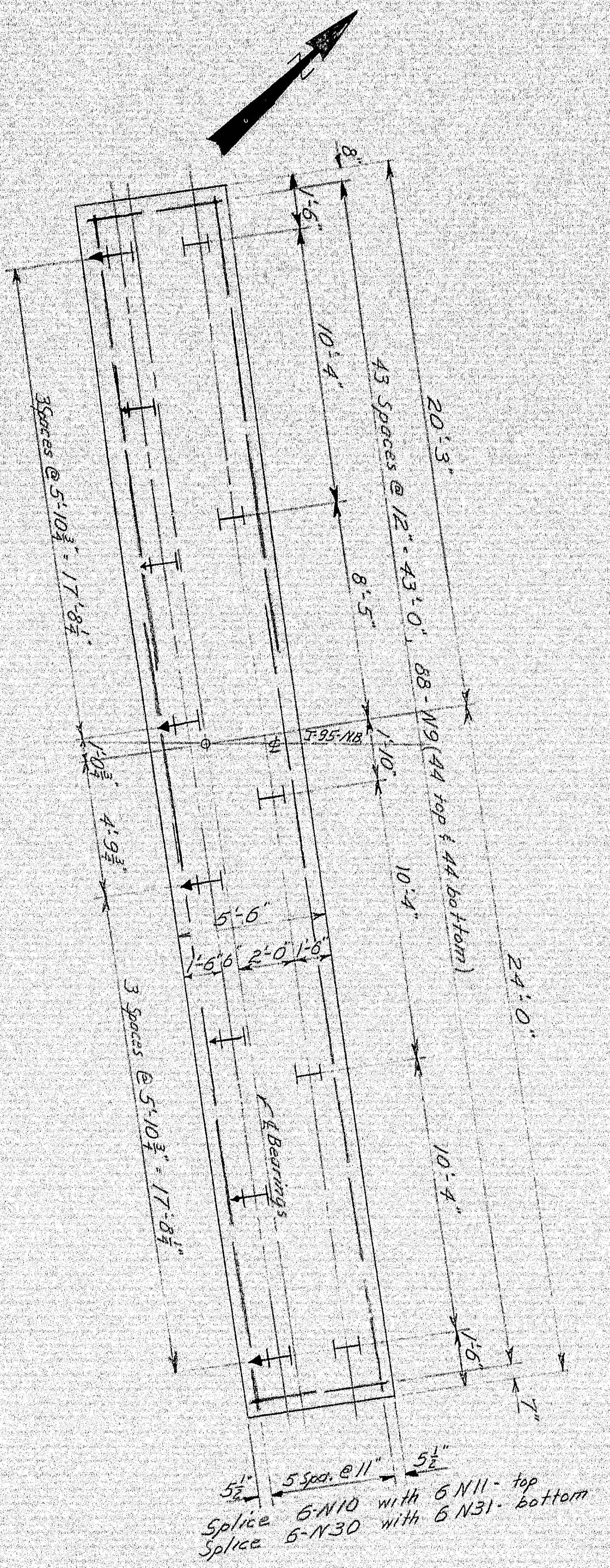
DESIGN- CDH
TRACE- LLB
CHECK- HRQ

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
ABUTMENT 2 SOUTHBOUND
SHEET 57 OF 93 AUGUSTA, MAINE OCTOBER 1964

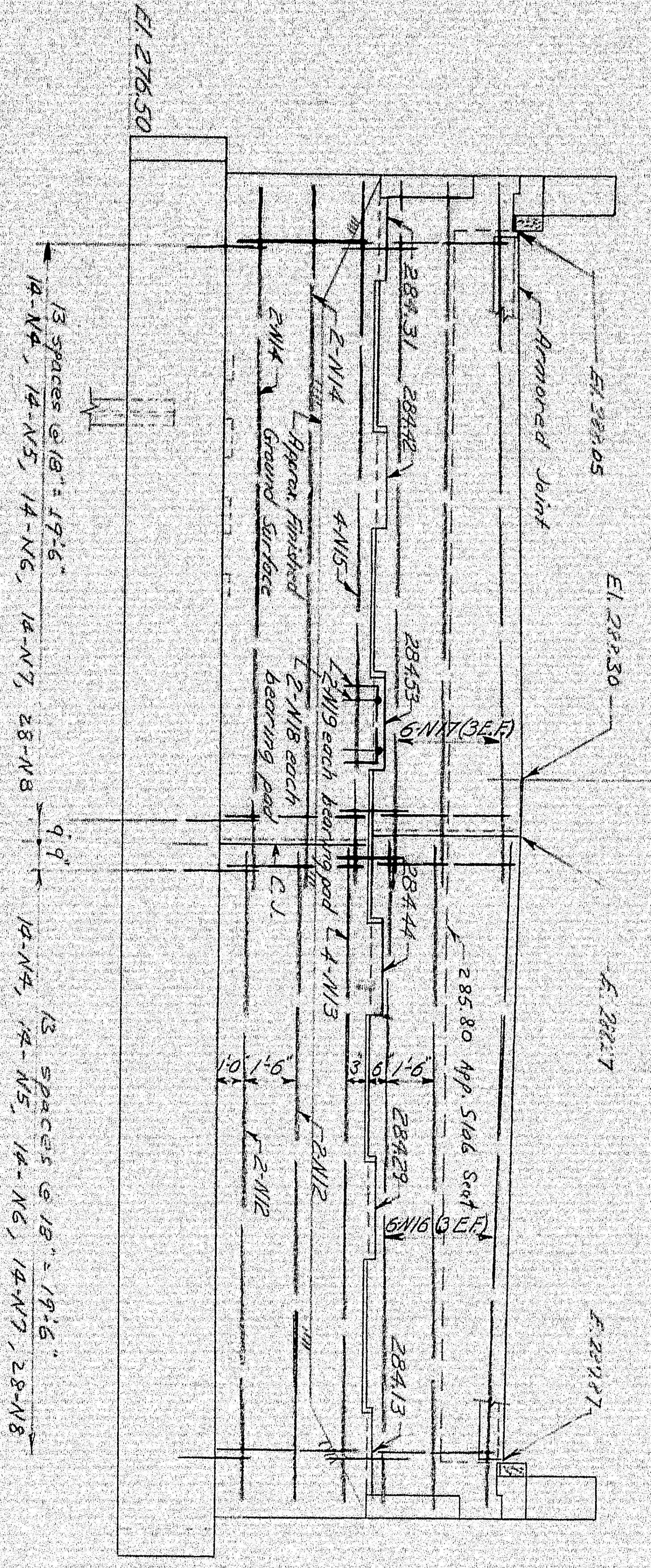
99-62

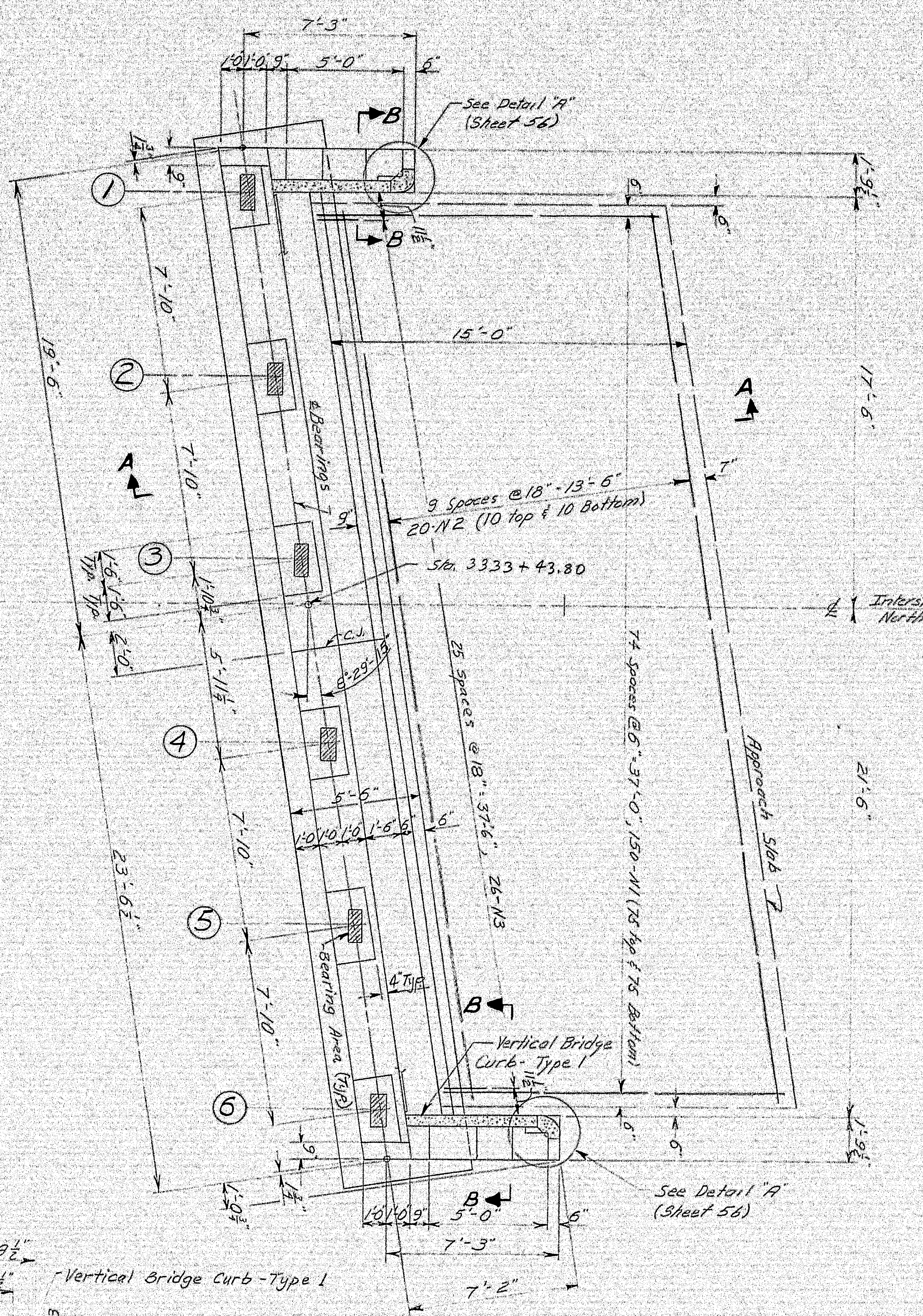
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8 (62)	58	93


N
8"
1'-6"
20'-3"
10'-4"
43 Spaces @ 12" = 43'-0", 88-N9 (44 top & 44 bottom)
8'-5"
3 Spaces @ 5'-10¾" = 17'-8¼"
I-95-NB
1'-10"
1'-0¾"
4'-9¾"
10'-4"
24'-0"
5'-6"
1'-6" 6 2'-0" 1'-6"
3 Spaces @ 5'-10¾" = 17'-8¼"
℄ Bearings
10'-4"
1'-6"
7"
5½" 5 Spa. @ 11" 5½"
Splice 6-N10 with 6-N11 - top
Splice 6-N30 with 6-N31 - bottom

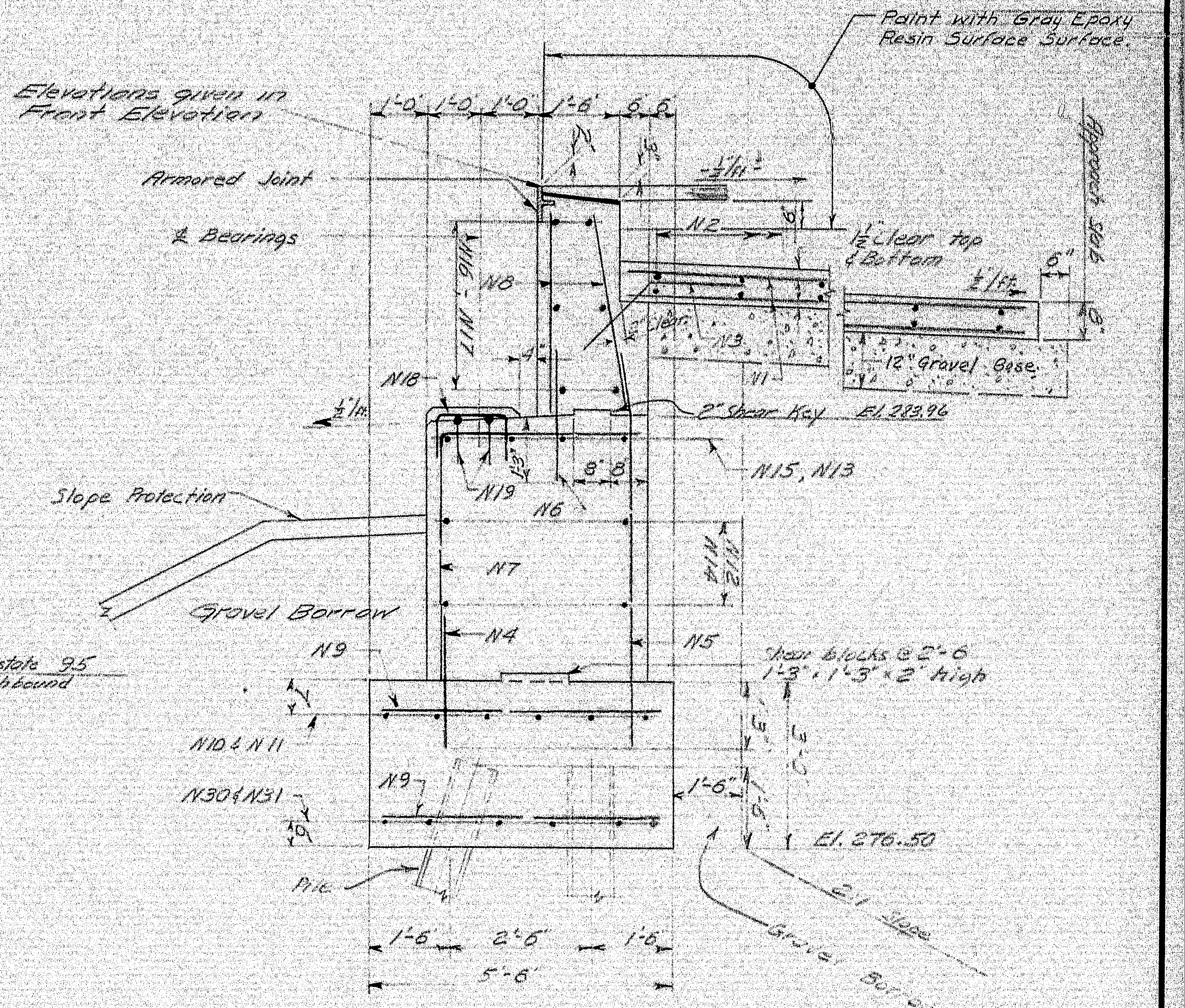
PILE AND FOOTING PLAN

FRONT ELEVATION

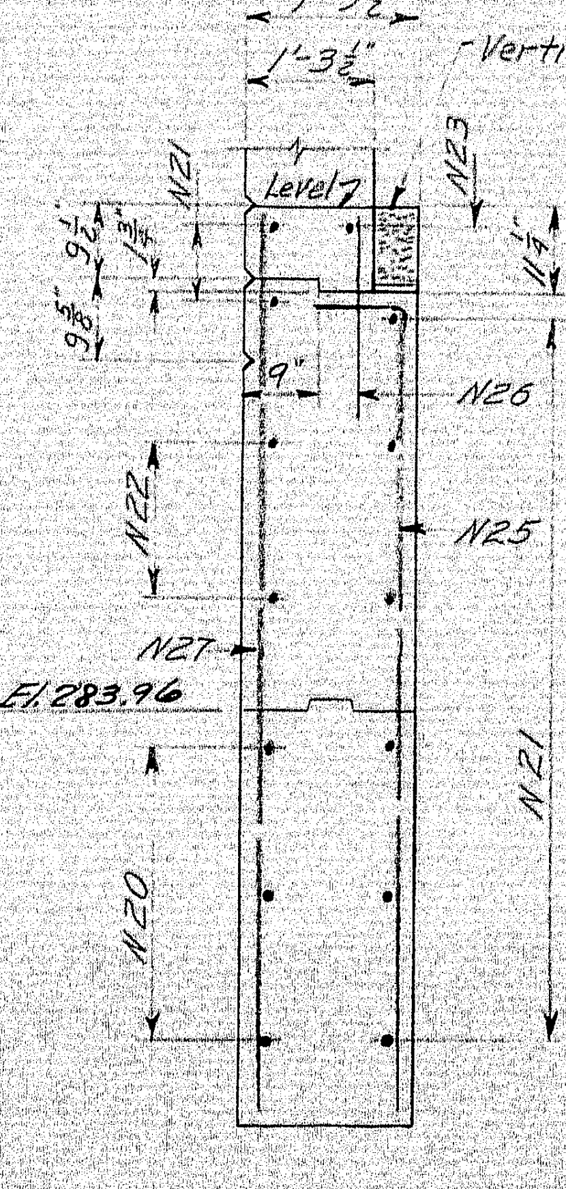




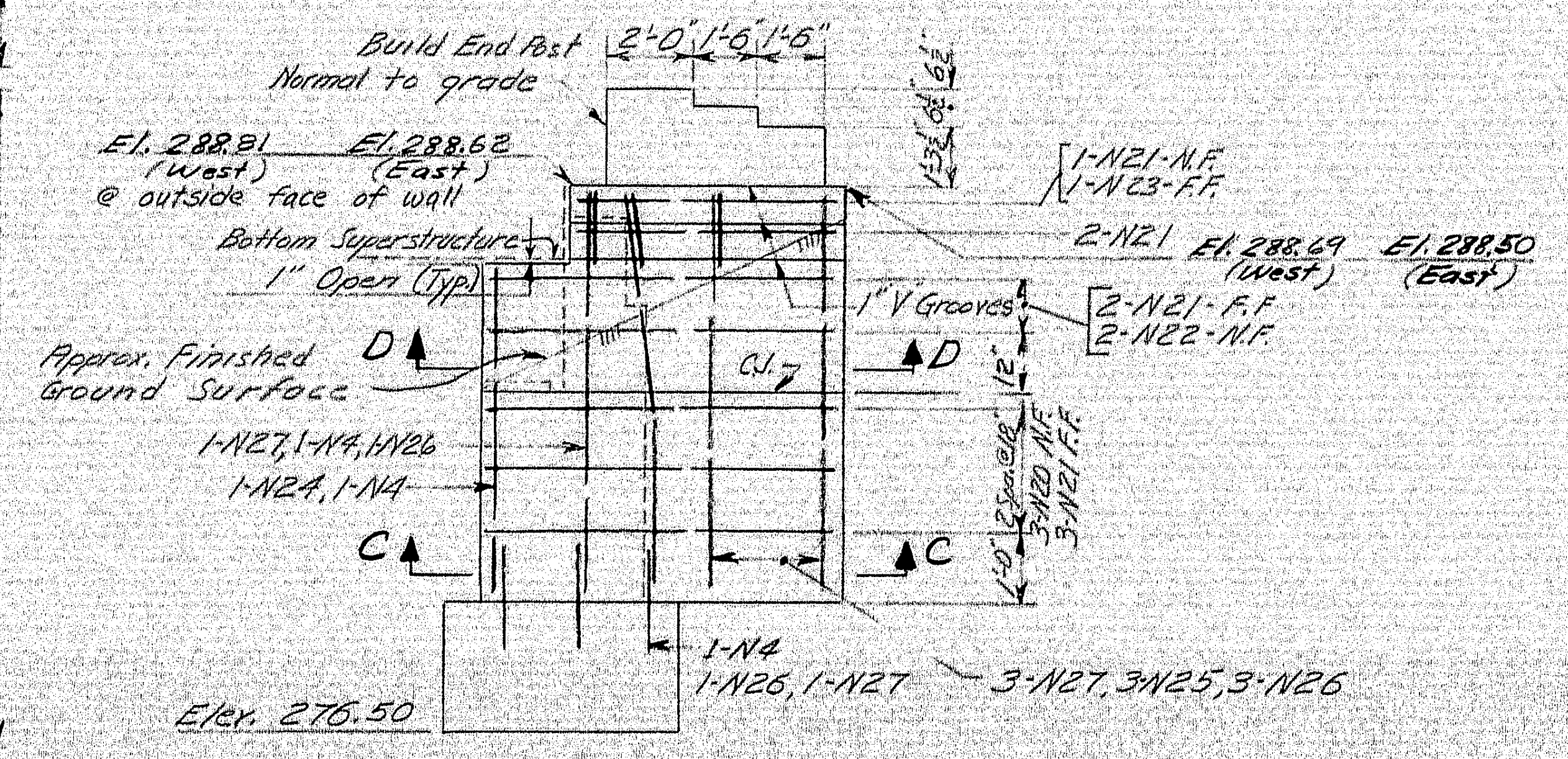
PLAN



SECTION A-A



SECTION B-B



WING ELEVATION

See Sheet 56 for General Notes and Pile Notes

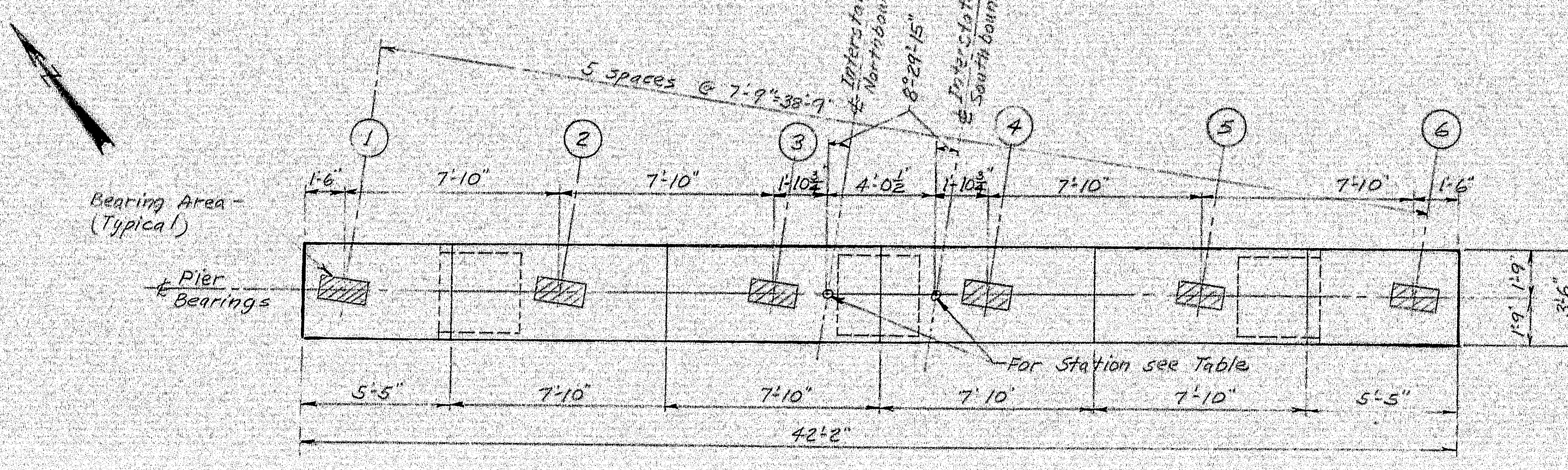
DESIGN- CDH
TRACE- LLB
CHECK- HRQ

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
ABUTMENT 2 NORTHBOUND
SHEET 58 OF 93 AUGUSTA, MAINE OCT. 1964

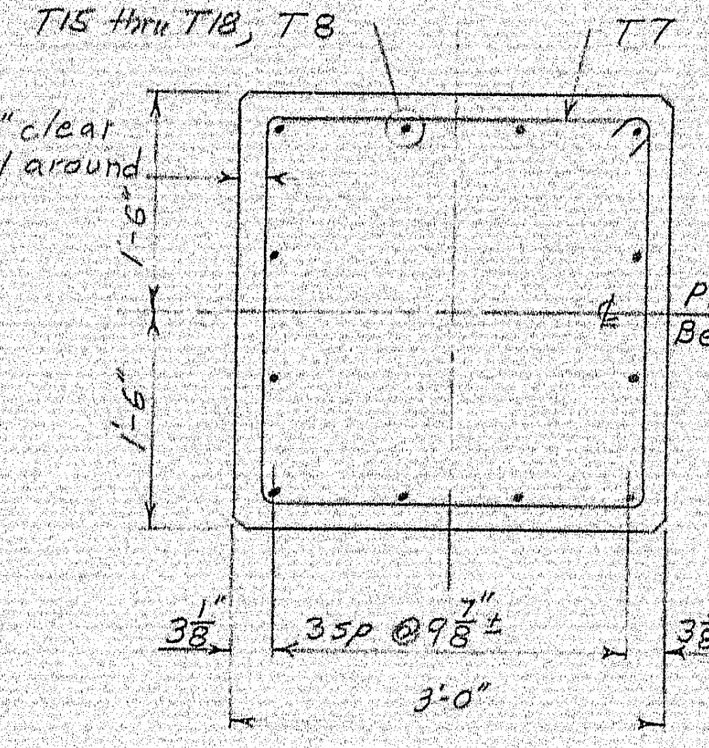
99-63

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

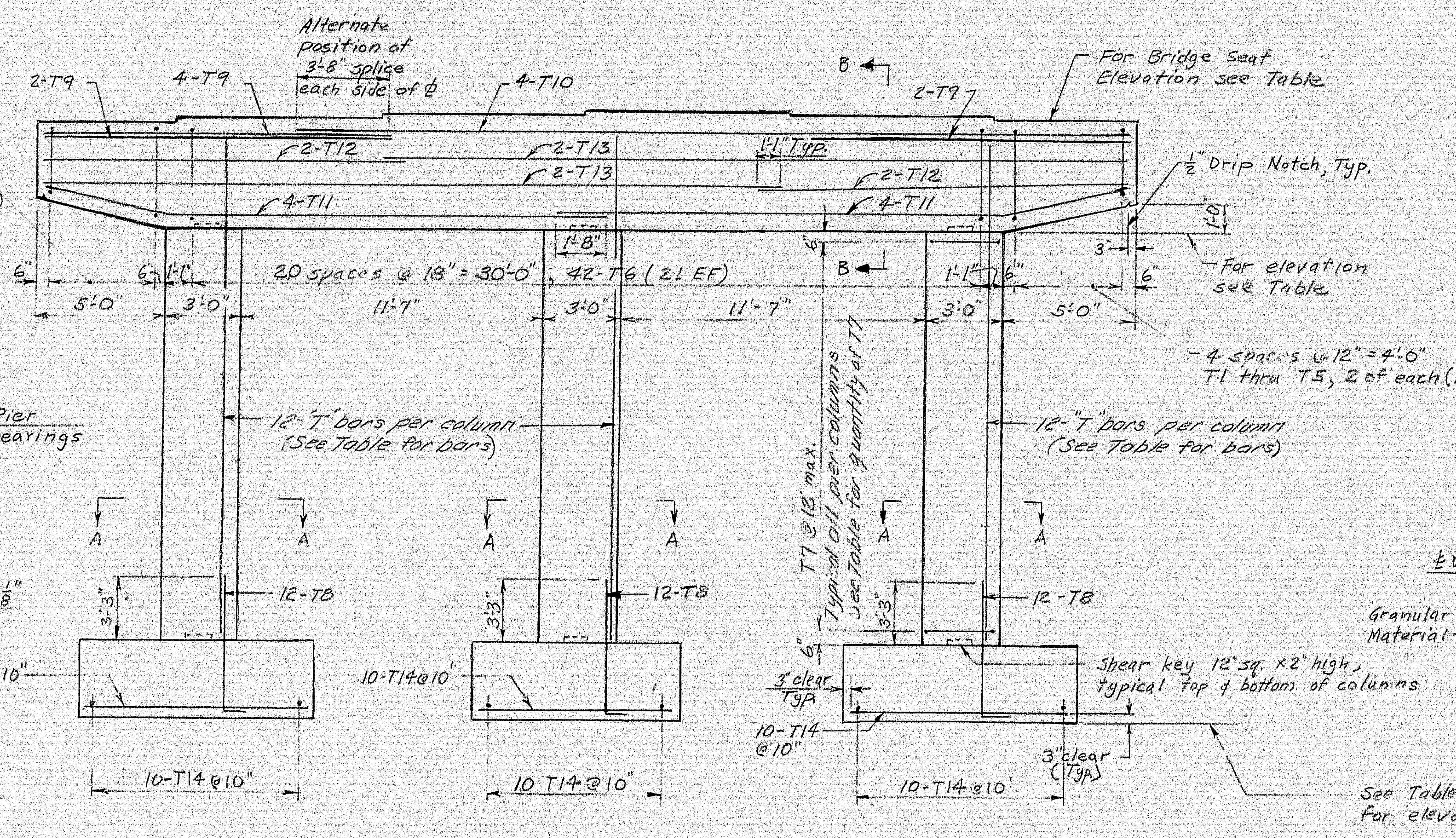


PLAN

PIER	STATION ℄ Pier @ ℄ Interstate	BRIDGE SEAT ELEVATIONS (1)	(2)	(3)	(4)	(5)	(6)	Bottom of Cap Elevation	Bottom of Footing Elevation	Column Length	Column Reinf.
#1-SB	3332+44.90	285.50	285.61	285.72	285.76	285.60	285.44	281.44	260.00	18.44	19-T7 12-T15
#2-SB	3332+87.40	284.65	284.76	284.87	284.92	284.76	284.61	280.61	260.50 u.s. 261.50 ℄ 260.50 o.s.	15.11	16-T7 12-T16
#1-NB	3332+64.30	285.79	285.90	286.01	285.91	285.75	285.59	281.59	261.00	17.59	18-T7 12-T17
#2-NB	3333+06.80	284.90	285.01	285.12	285.02	284.87	284.71	280.71	262.00 u.s. 262.00 ℄ 261.00 o.s.	14.71	15-T7 12-T18

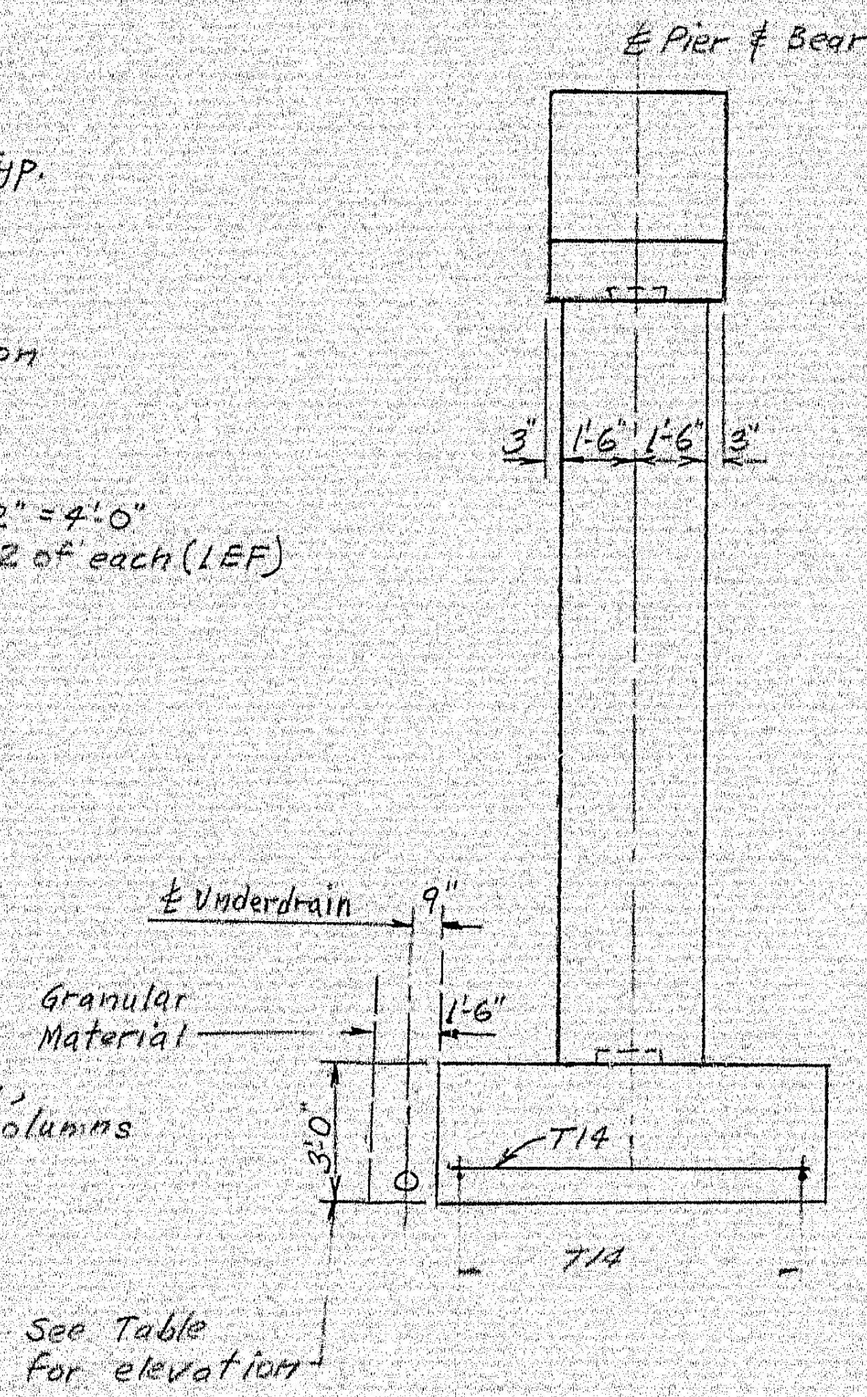


SECTION A-A

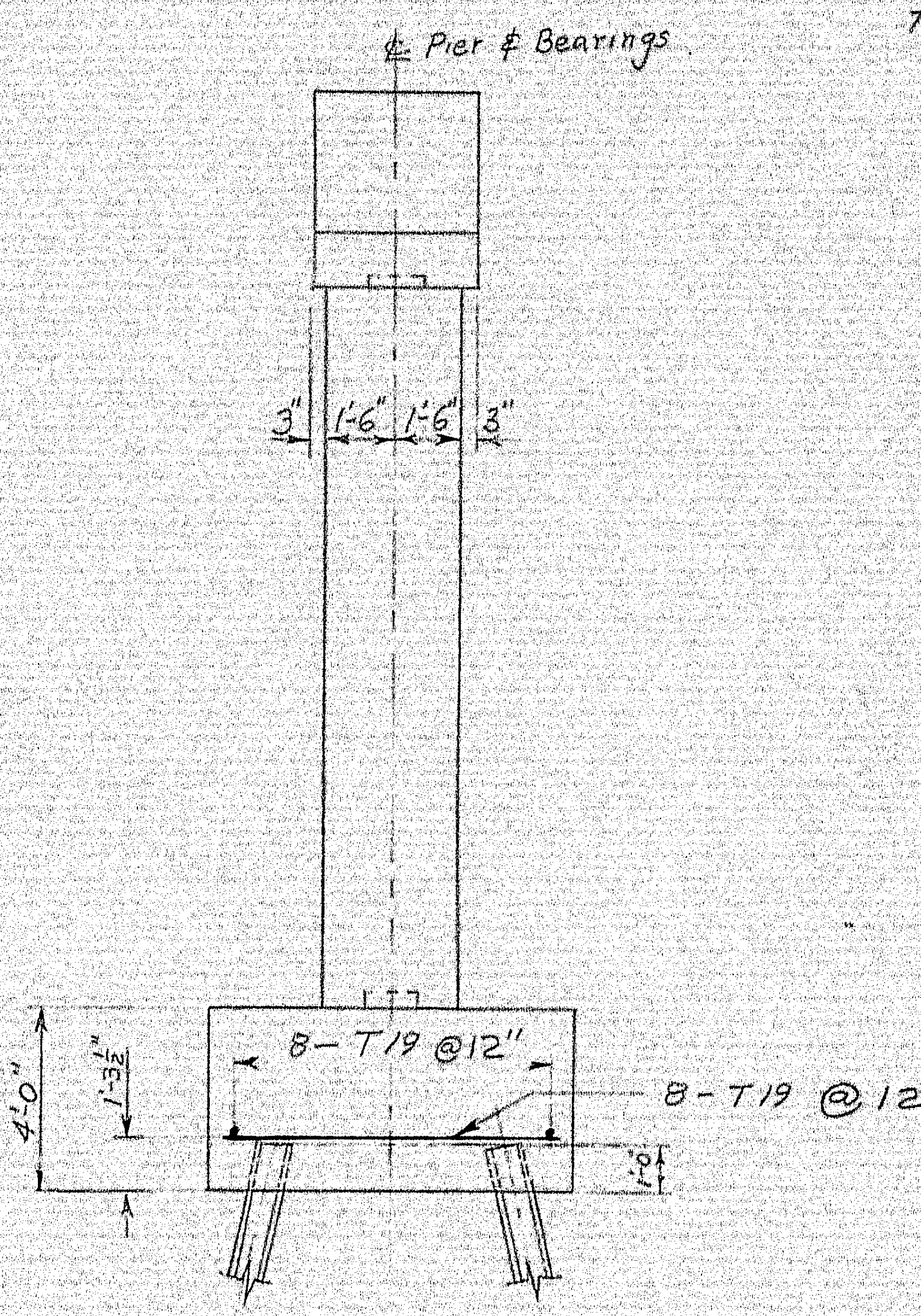

Alternate position of 3'-8" splice each side of ℄
2-T9
4-T9
4-T10
2-T9
For Bridge Seat Elevation see Table
2-T12
2-T13
2-T13
2-T12
4-T11
4-T11
1'-1" Typ.
½" Drip Notch, Typ.
B
B
4 spaces @ 12" = 4'-0" T1 thru T5, 2 of each (1EF)
For elevation see Table
4 spaces @ 12" = 4'-0" T1 thru T5, 2 of each (1EF)
20 spaces @ 18" = 30'-0", 42-T6 (21 EF)
1'-8"
5'-0"
3'-0"
11'-7"
3'-0"
11'-7"
3'-0"
5'-0"
12-"T" bars per column (See Table for bars)
12-"T" bars per column (See Table for bars)
T7 @ 18" max. Typical all per columns see Table for quantity of T7
A
A
A
A
A
A
12-T8
12-T8
12-T8
3'-3"
10-T14 @ 10"
10-T14 @ 10"
10-T14 @ 10"
3" clear Typ.
Shear key 12" sq. × 2" high, typical top & bottom of columns
3" clear (Typ.)
See Table for elevation
10-T14 @ 10"
10 T14 @ 10"
10-T14 @ 10"

FRONT ELEVATION

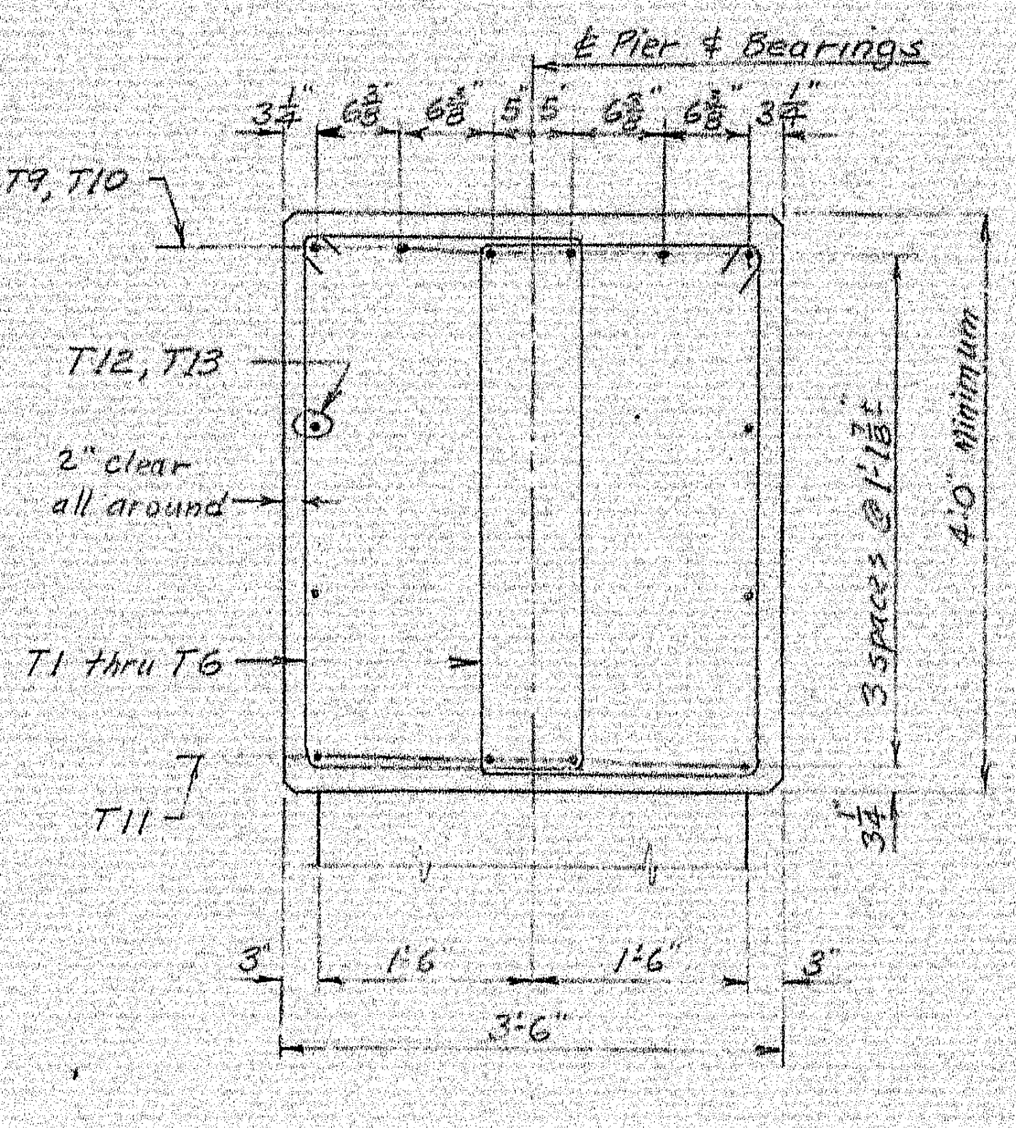
Piers #1 footings shown
Piers #2 similar except
as shown in End Elevation
-Pier #2.



END ELEVATION
PIERS #1



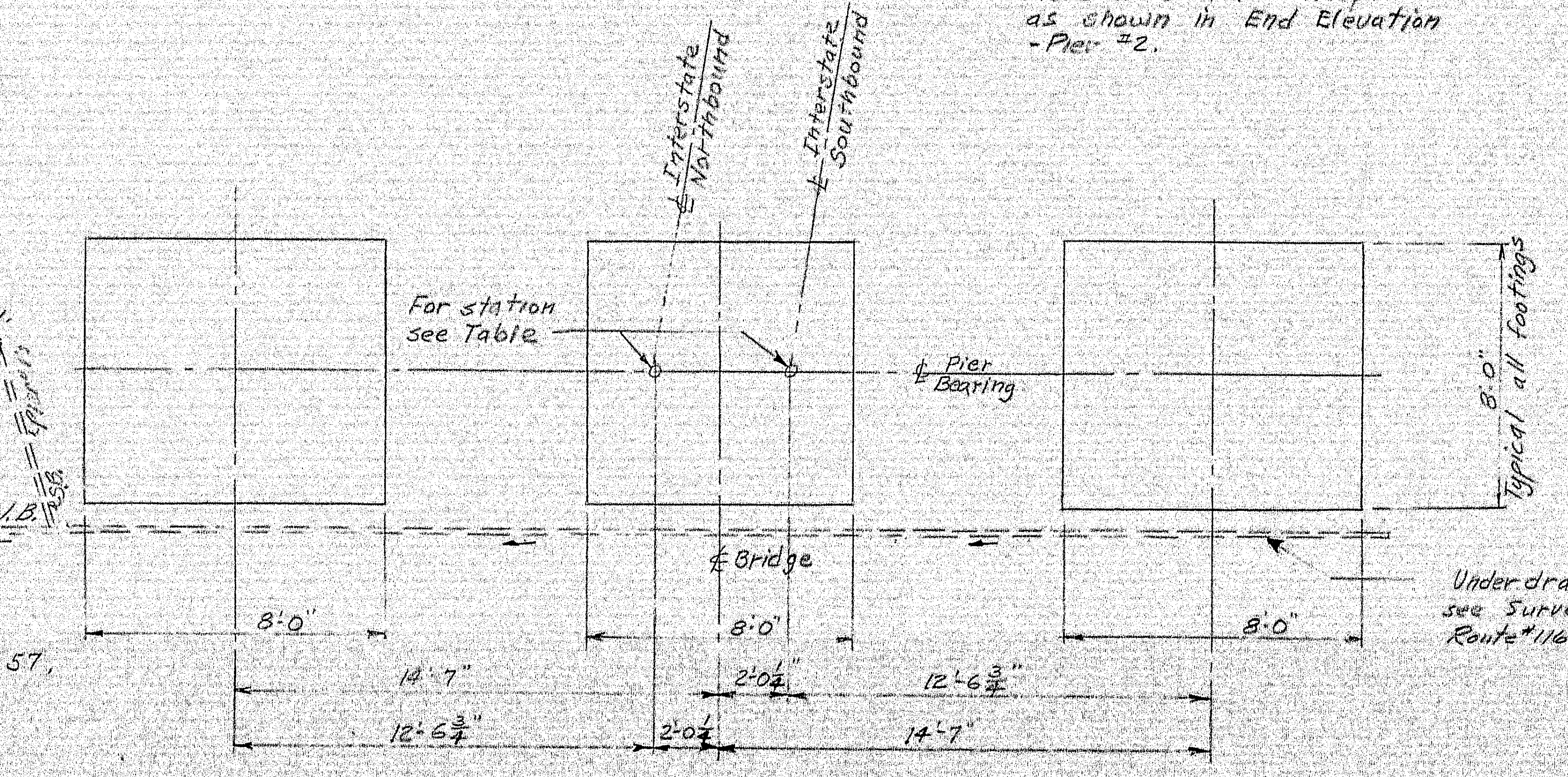
END ELEVATION
PIERS #2



SECTION B-B

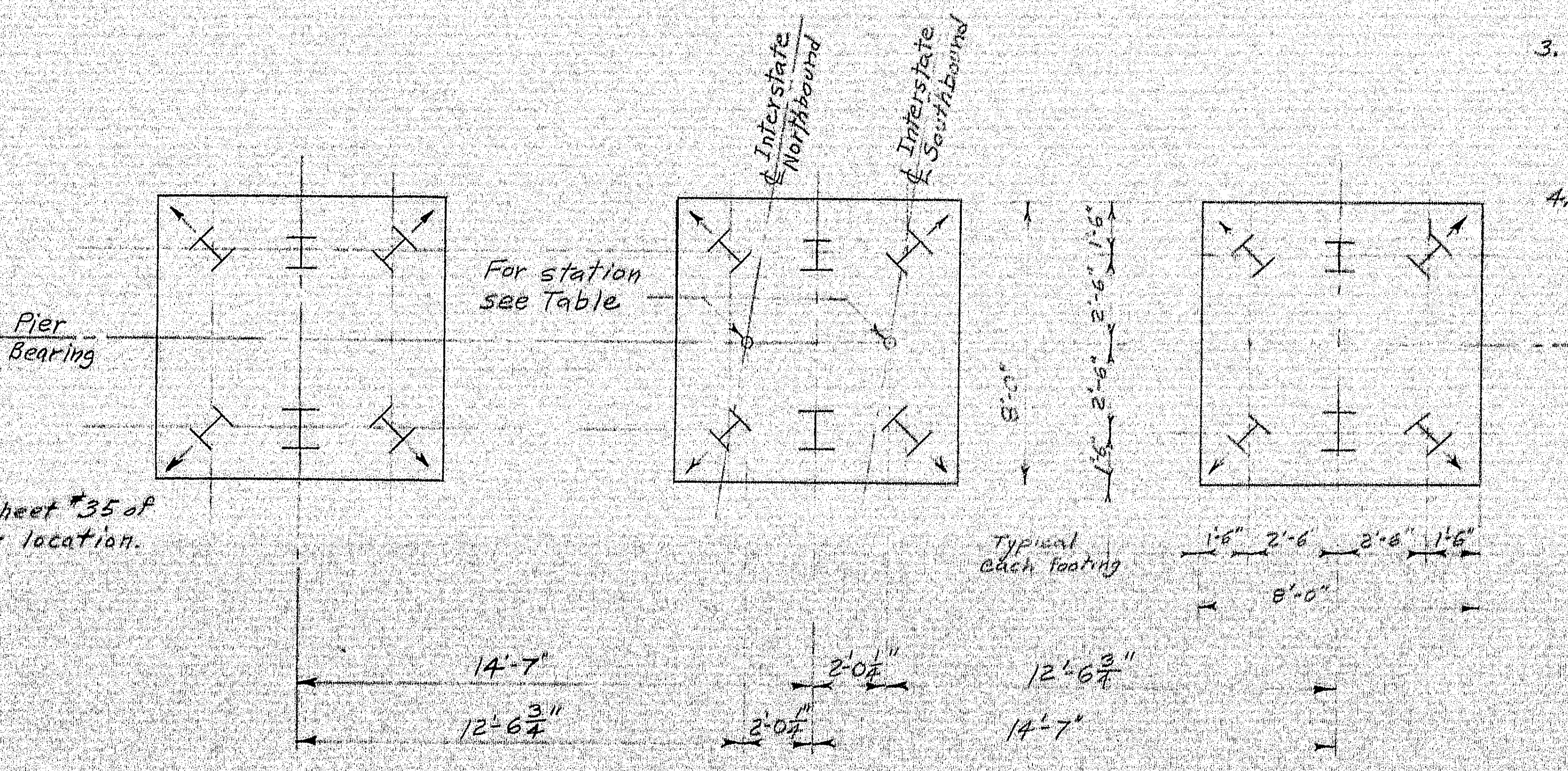
PILE NOTES

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



FOOTING PLAN
PIERS #1

Underdrain
see Survey sheet #35 of
Route #116 for location.



PILE AND FOOTING PLAN
PIERS #2

PIER NOTES

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

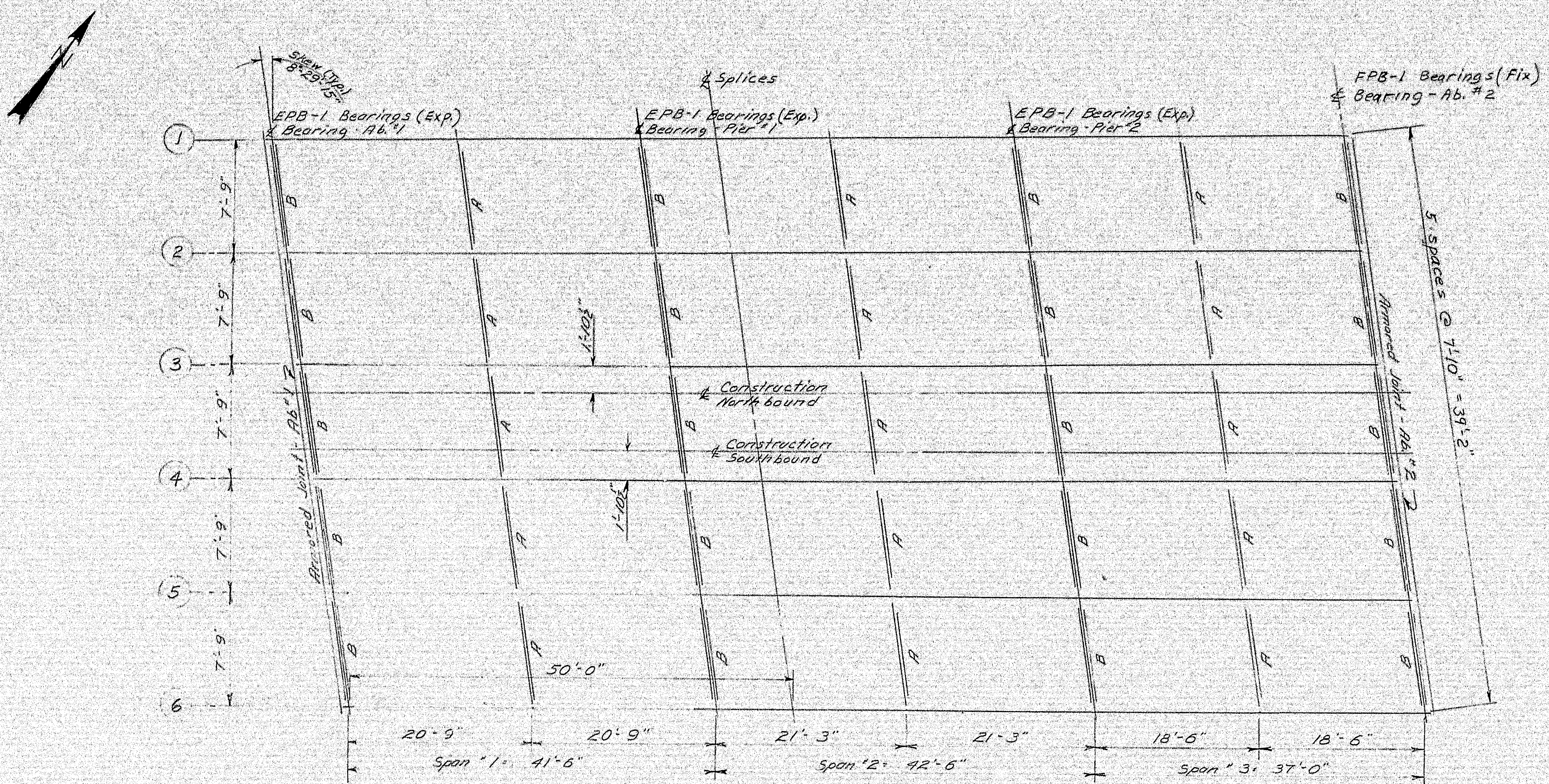
DESIGN- CDH
TRACE- CDH
CHECK- HRQ

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
PIERS
SHEET 59 OF 93 AUGUSTA, MAINE OCTOBER 1964

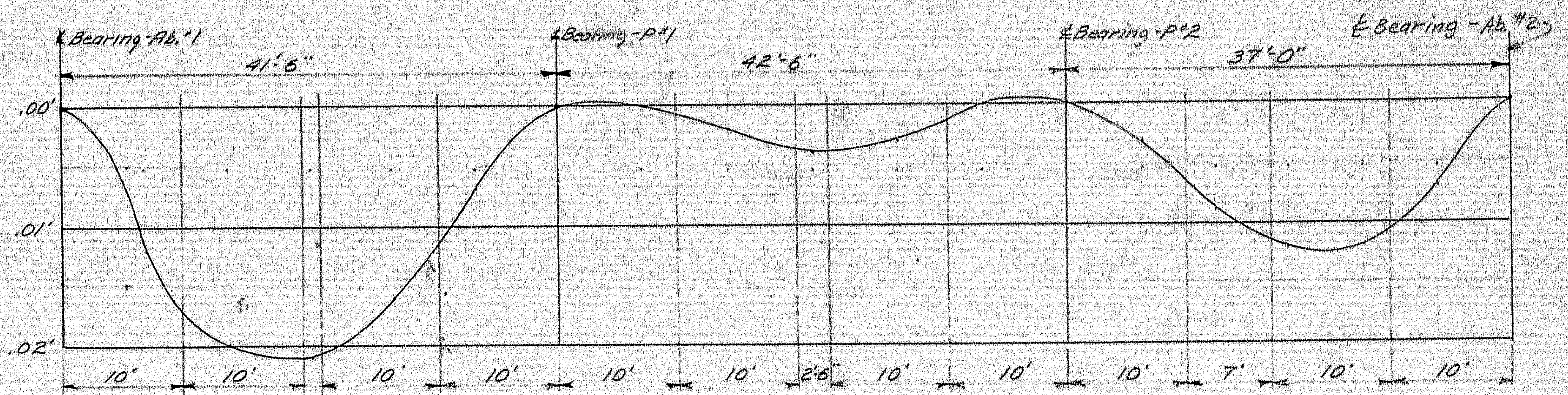
99-64

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



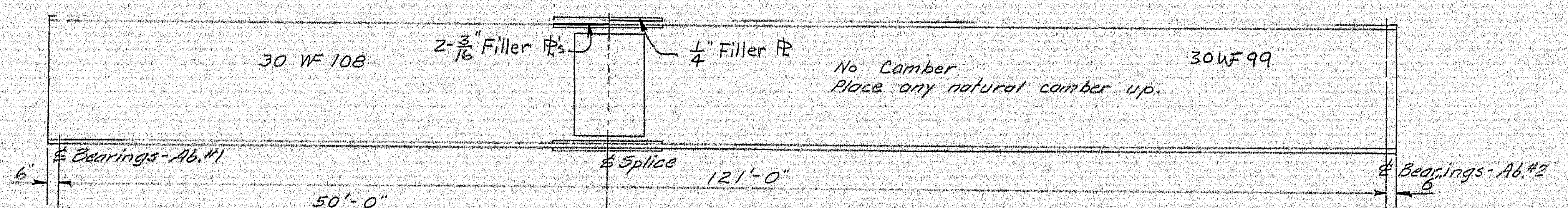
FRAMING PLAN - SOUTHBOUND (Framing Plan - Northbound is the same.)

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



DEAD LOAD DEFLECTION CURVE

Excluding weight of Structural Steel.

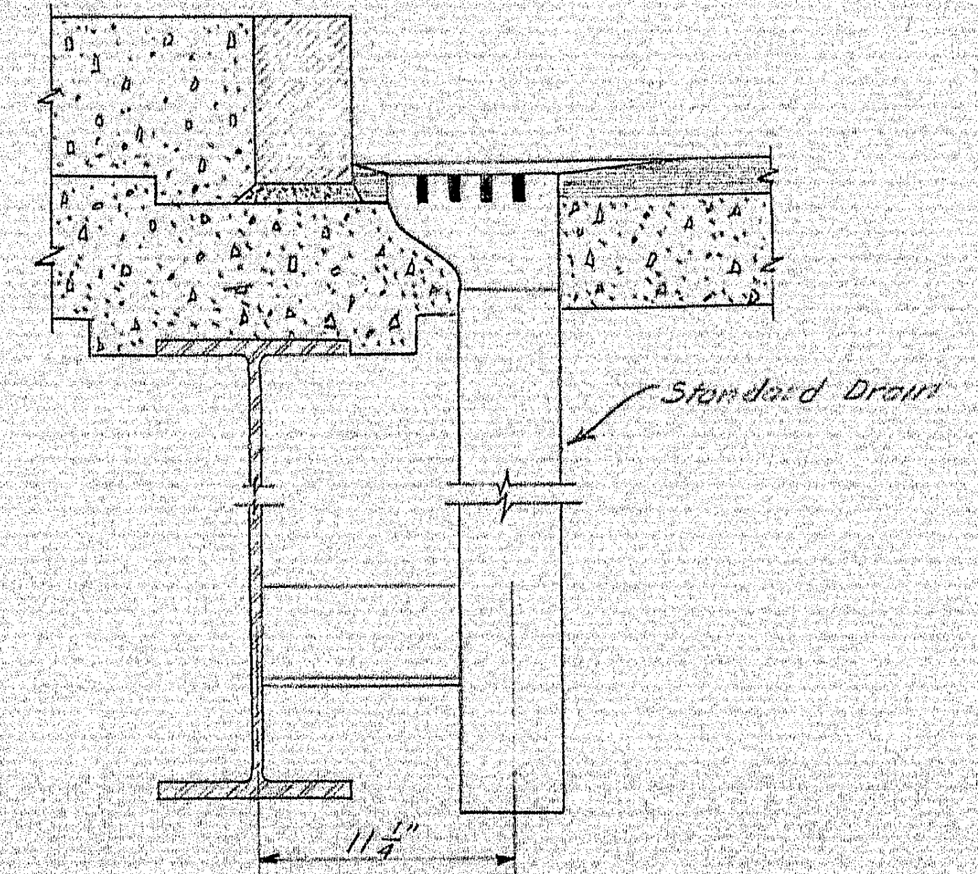


STRINGER DETAIL

All dimensions are horizontal.

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

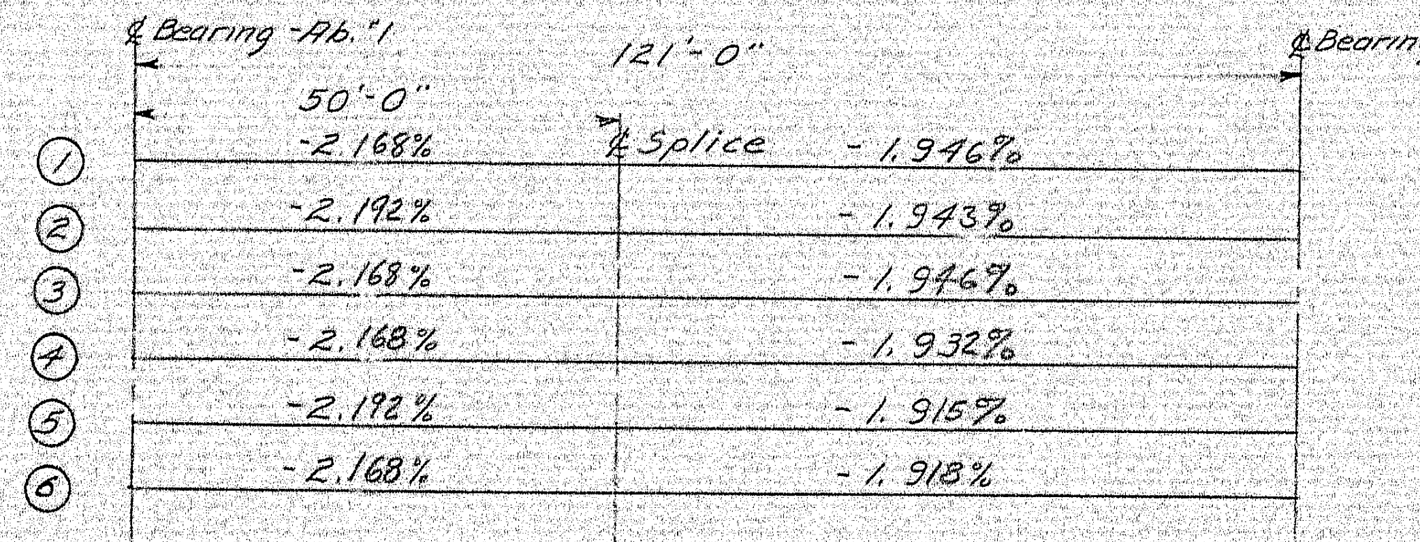
REFERENCES:
Armored Joints: Standard Details BD-104-64
Bearing Pedestals: Standard Details BD-101-64
Diaphragms: Standard Details BD-104-64
Drains: Standard Details BD-104-64
Splices: Standard Details BD-103-64



DRAIN DETAIL

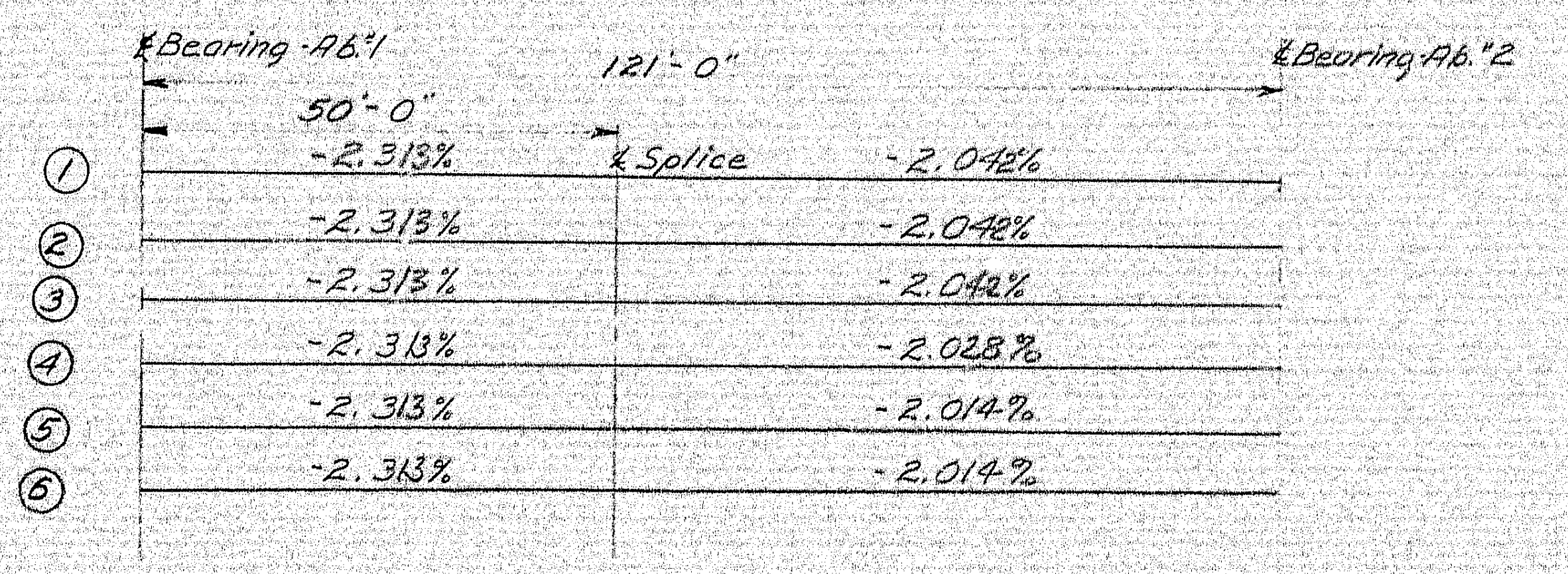
12 Required

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



	℄ Bearing - Ab. #1 to ℄ Splice	℄ Splice to ℄ Bearing - Ab. #2
①	-2.168%	-1.946%
②	-2.192%	-1.943%
③	-2.168%	-1.946%
④	-2.168%	-1.932%
⑤	-2.192%	-1.915%
⑥	-2.168%	-1.918%

SOUTHBOUND



	℄ Bearing - Ab. #1 to ℄ Splice	℄ Splice to ℄ Bearing - Ab. #2
①	-2.313%	-2.042%
②	-2.313%	-2.042%
③	-2.313%	-2.042%
④	-2.313%	-2.028%
⑤	-2.313%	-2.014%
⑥	-2.313%	-2.014%

NORTHBOUND

BEAM GRADES

(Along bottom of bottom flange)

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

DESIGN- CDH
TRACE- CDH
CHECK- HRQ

BRIDGE NO.
SURVEY-
PLOT-

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

99-65

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