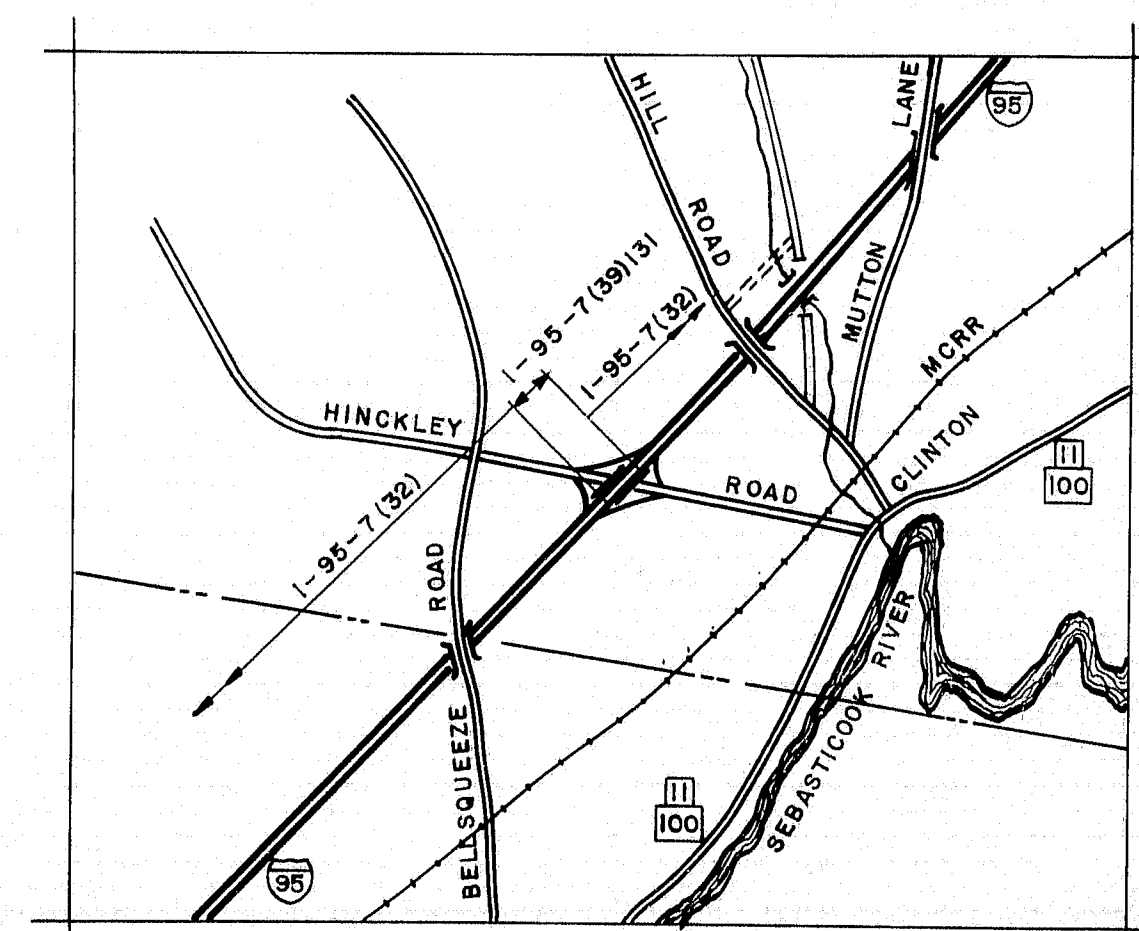


STATE OF MAINE  
STATE HIGHWAY COMMISSION



INTERSTATE 95  
OVER  
HINCKLEY ROAD  
IN THE TOWN OF  
CLINTON  
KENNEBEC COUNTY  
FEDERAL AID PROJECT NO. I-95-7(39)131  
LENGTH OF PROJECT 0.032 MILES



LOCATION MAP

APPROX. SCALE - 1" = 1 MILE

INDEX OF SHEETS

1. TITLE SHEET
- 2, 3. FOUNDATION SURVEY
4. GENERAL PLAN (ESTIMATE OF QUANTITIES)
5. PROFILES, ROADWAY WORK
6. CROSS SECTIONS, NORTHBOUND
7. CROSS SECTIONS, SOUTHBOUND
8. ABUTMENT NO. 1, NORTHBOUND
9. ABUTMENT NO. 2, NORTHBOUND
10. ABUTMENT NO. 1, SOUTHBOUND
11. ABUTMENT NO. 2, SOUTHBOUND
12. PIERS, NORTHBOUND AND SOUTHBOUND
13. STRUCTURAL STEEL
14. SUPERSTRUCTURE
15. REINFORCING STEEL - GRANITE BRIDGE CURB
16. SLOPE PAVING DETAILS

STANDARD DETAIL SHEETS

- BD 101 - 62. BEARING PEDESTALS
- BD 102 - 62. BRIDGE RAIL
- BD 103 - 62. BEAM SPLICE
- BD 104 - 62. DIAPHRAGMS, ARMORED JOINT, SHEAR CONNECTORS, DRAIN.

TRAFFIC

| HINCKLEY ROAD | INTERSTATE 95    |
|---------------|------------------|
| 1285          | A.D.T. 1962 6035 |
| 1745          | A.D.T. 1982 8200 |
| 209           | D.H.V. 984       |
| 11 %          | T 11 %           |
| 60 %          | D 60 %           |
| 45 MPH        | V 60 MPH         |

APPROVED  
MAINE STATE HIGHWAY COMMISSION

*Don W. Stevens*  
CHAIRMAN

*Charles E. Wilbourn*  
CHIEF ENGINEER

DATE  
May 8, 1963

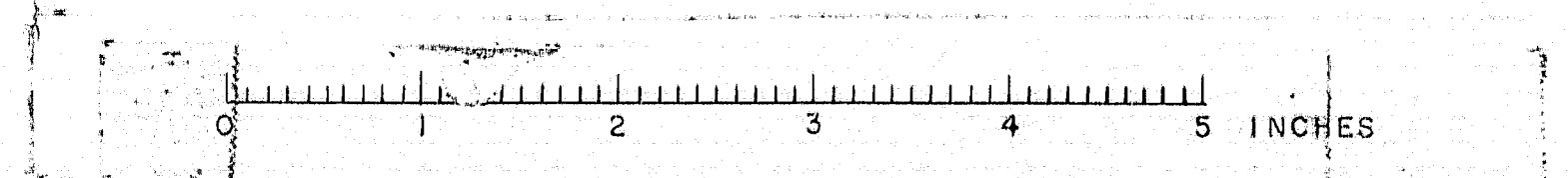
DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS

REGION 1

APPROVED

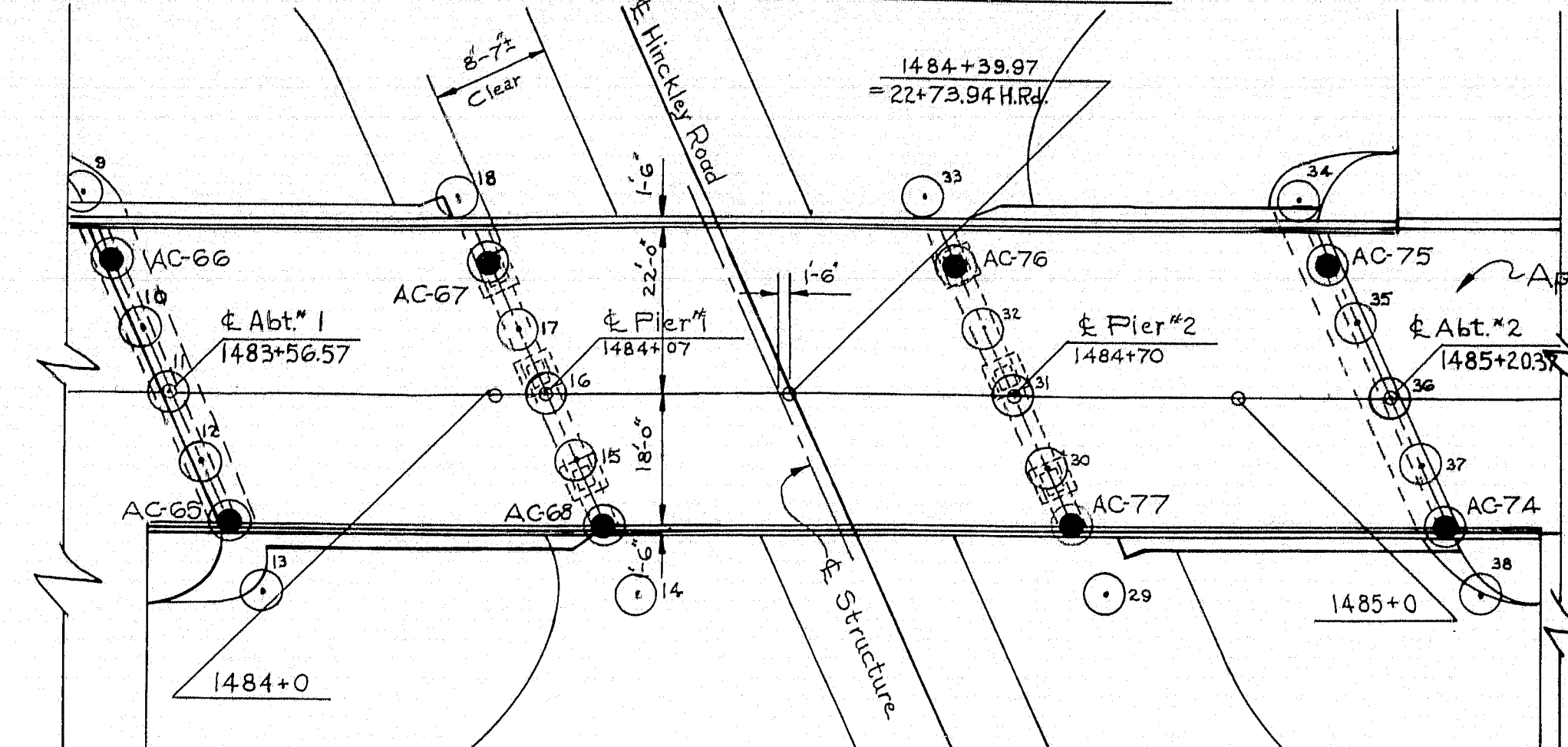
DIVISION ENGINEER DATE

96-165

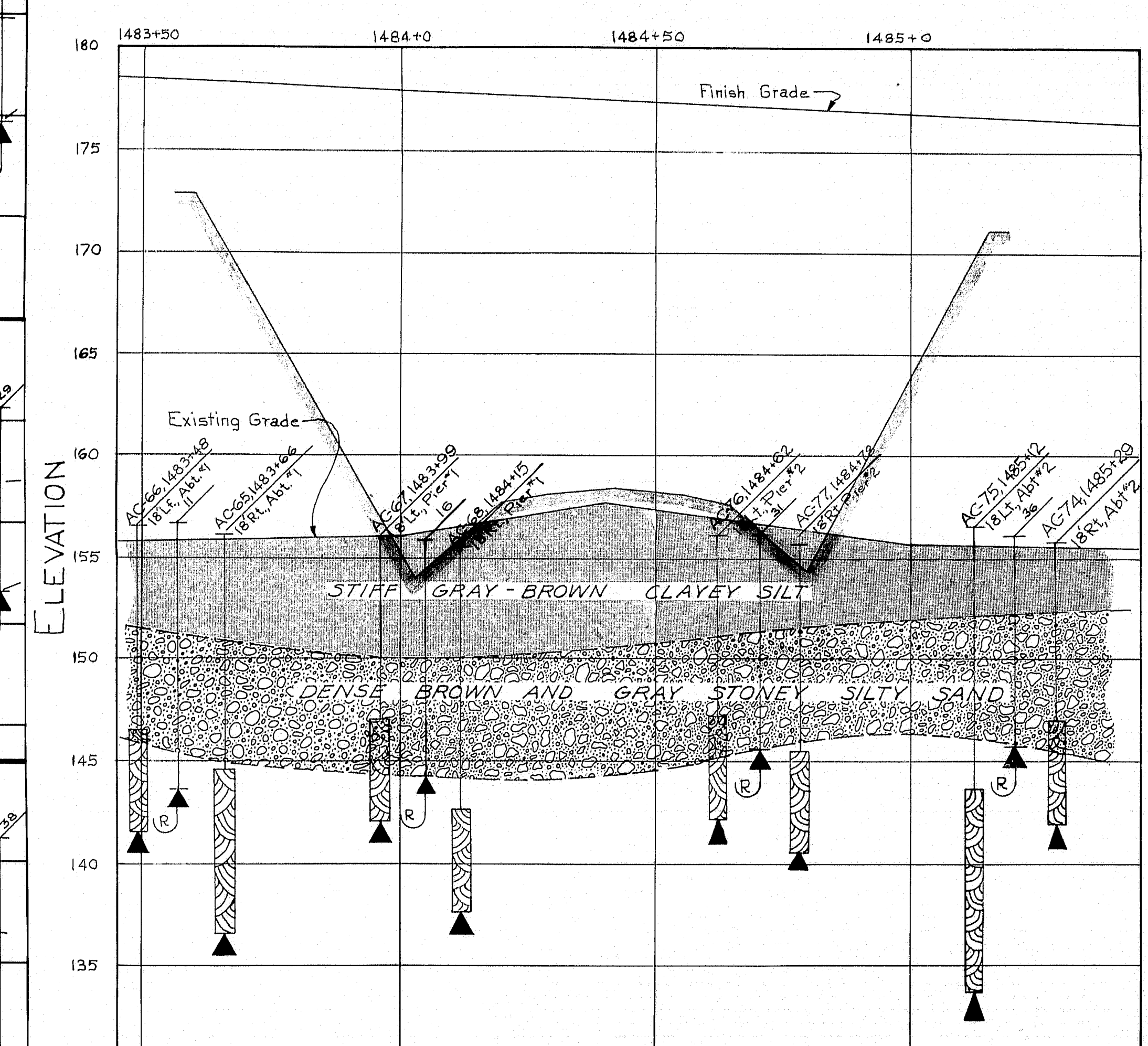




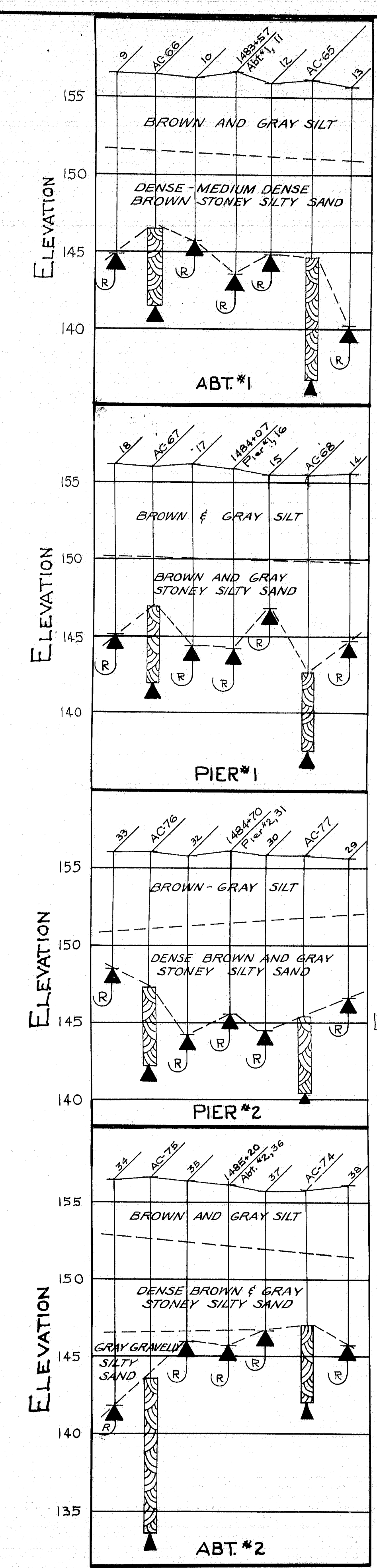
# SOUTH BOUND



PLAN  
SCALE 1"=20'

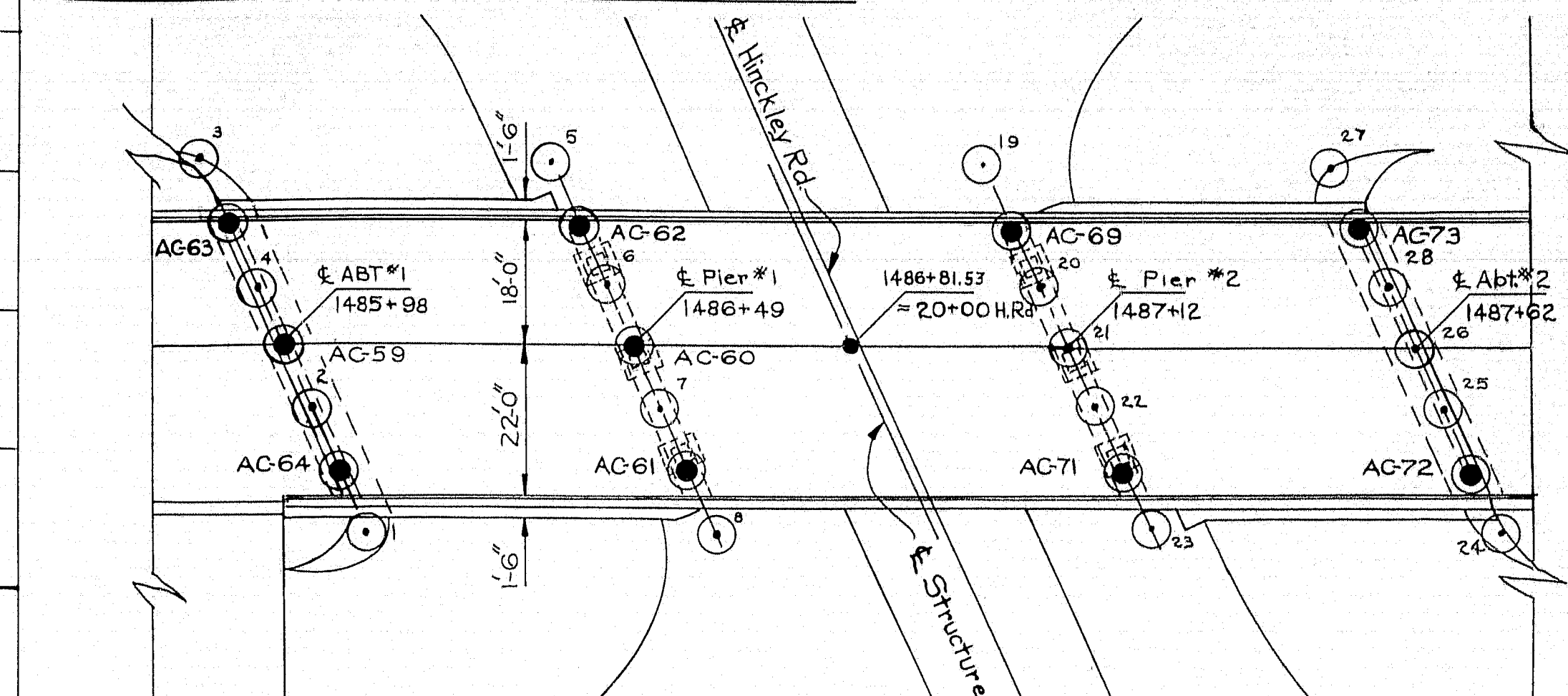


STATION PROFILE  
HORIZONTAL SCALE 1"=20'  
VERTICAL SCALE 1"=5'

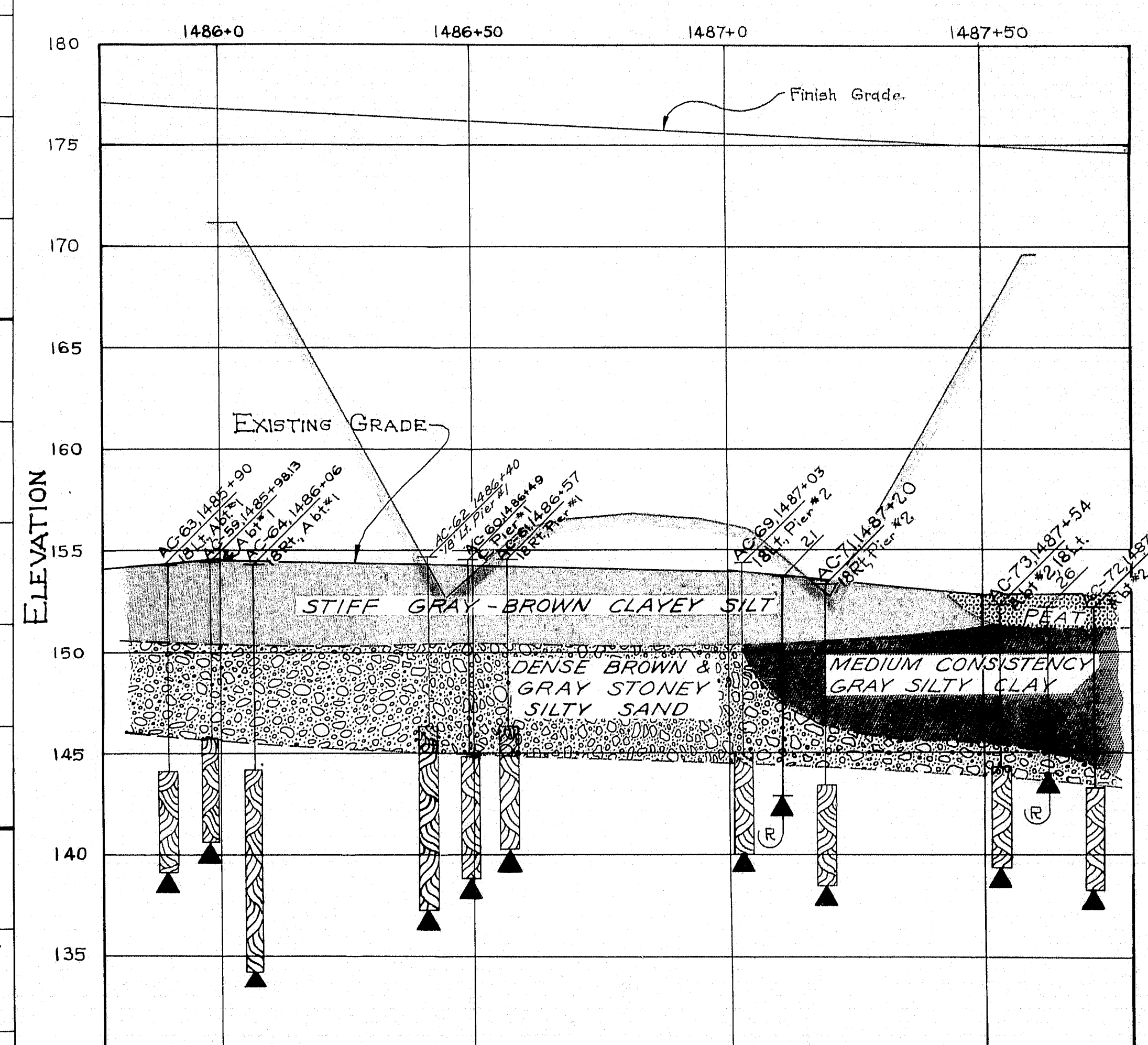


SECTIONS  
VERT. SCALE 1"=5', HORIZ. SCALE 1"=20'

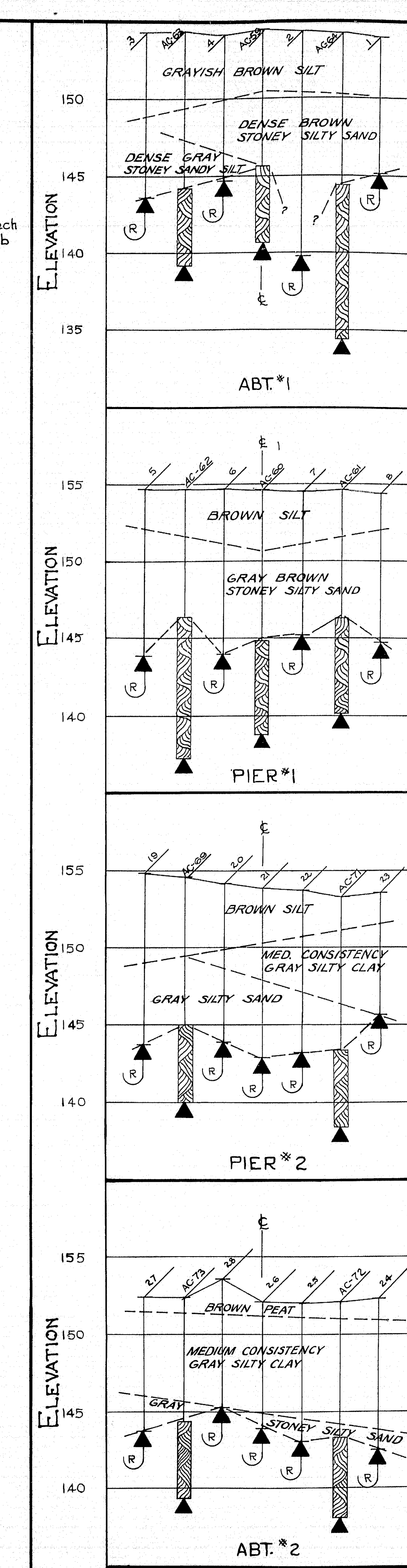
# NORTH BOUND



PLAN



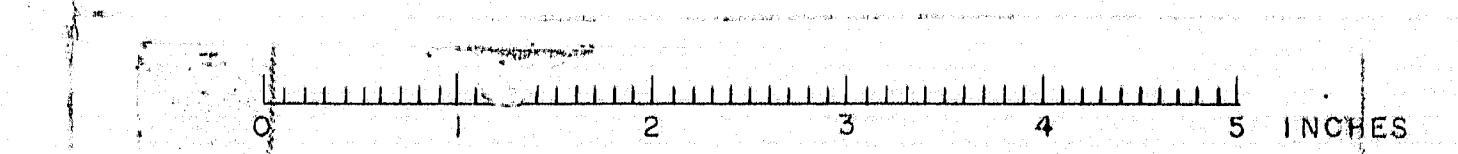
STATION PROFILE  
HORIZ. SCALE 1"=20', VERT. SCALE 1"=5'



SECTIONS  
VERT. SCALE 1"=5', HORIZ. SCALE 1"=20'

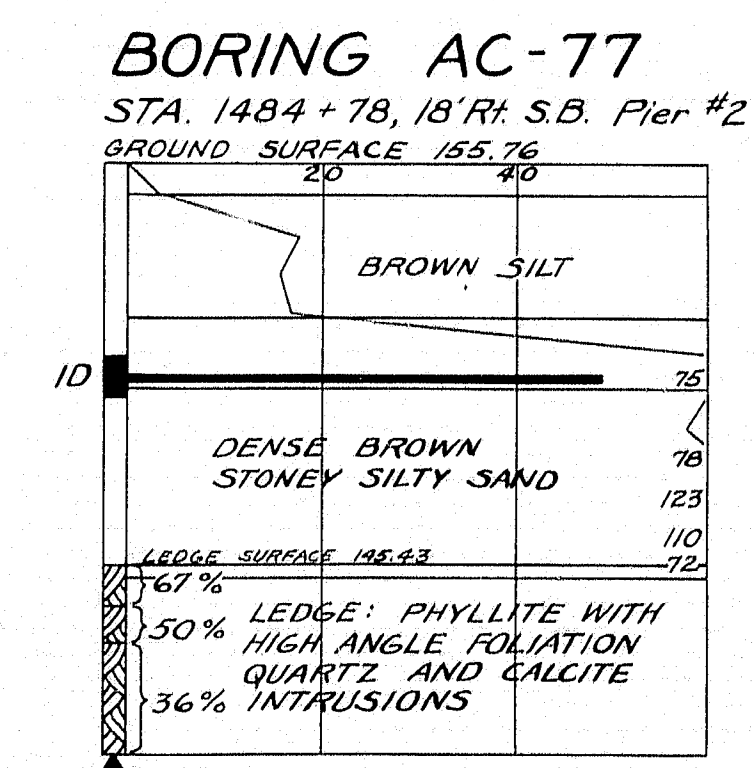
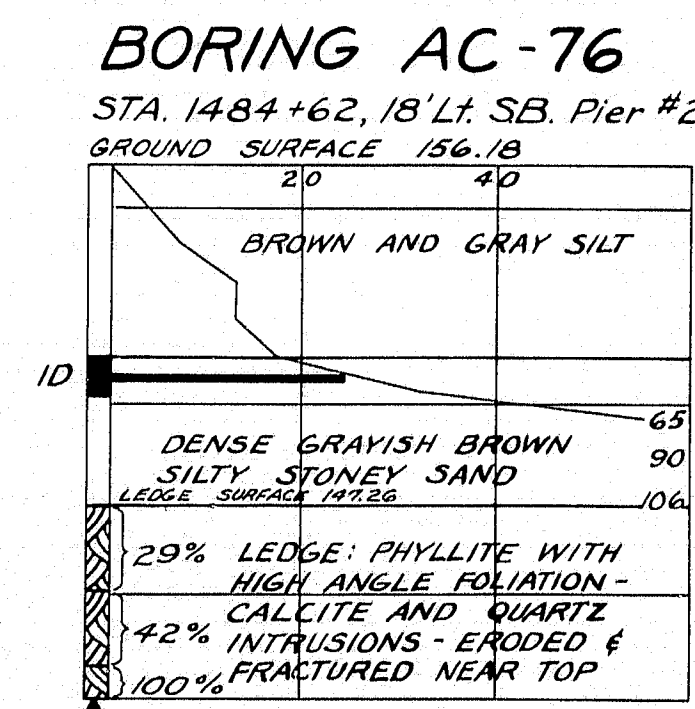
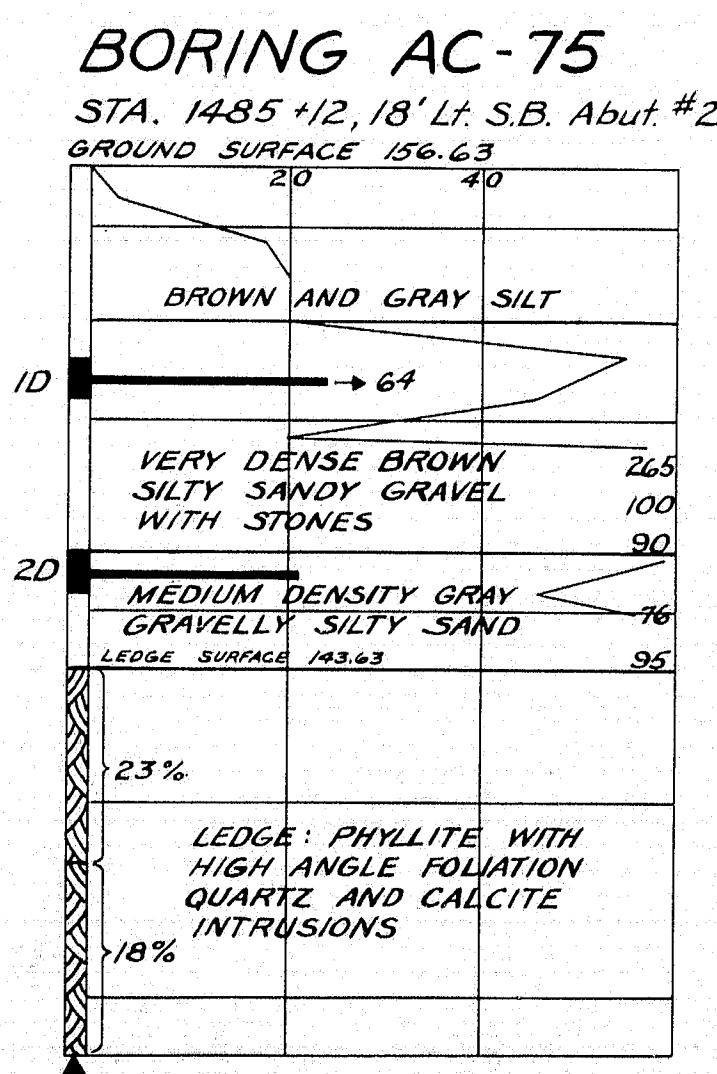
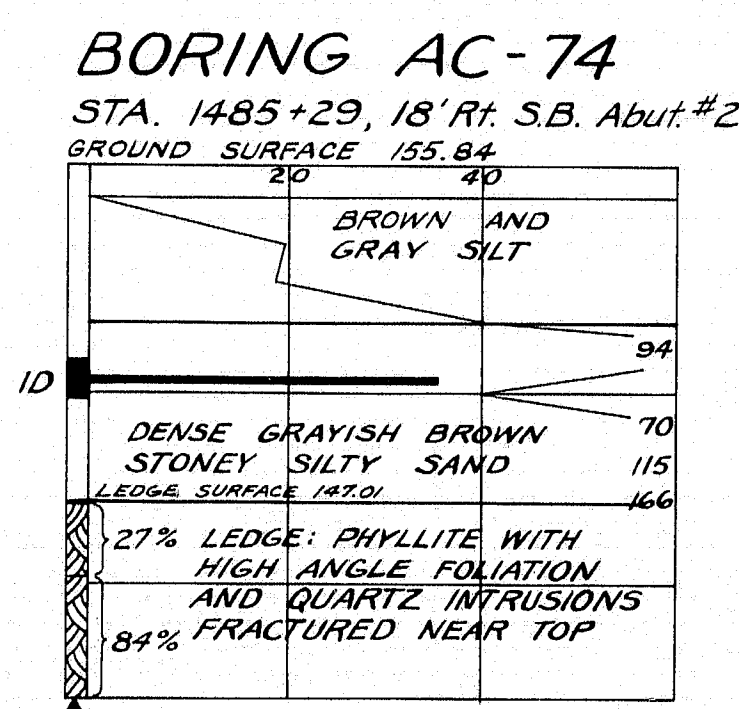
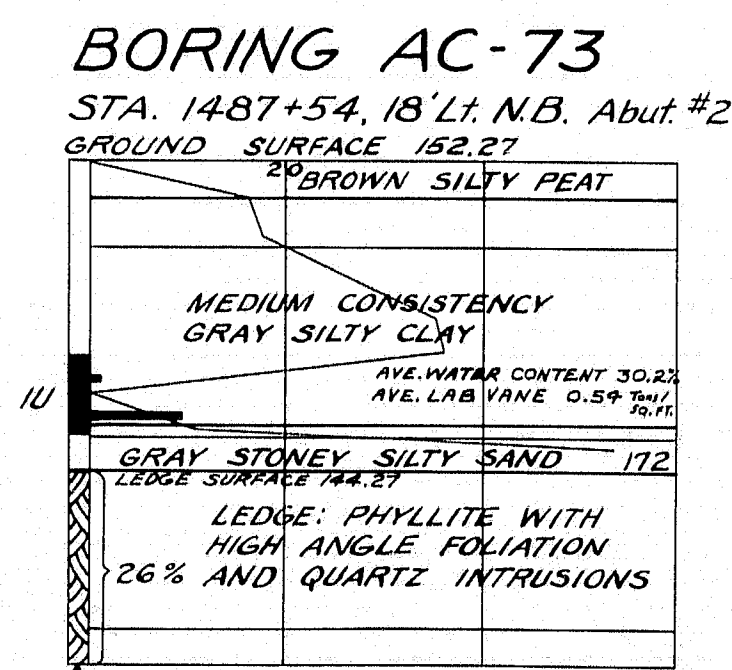
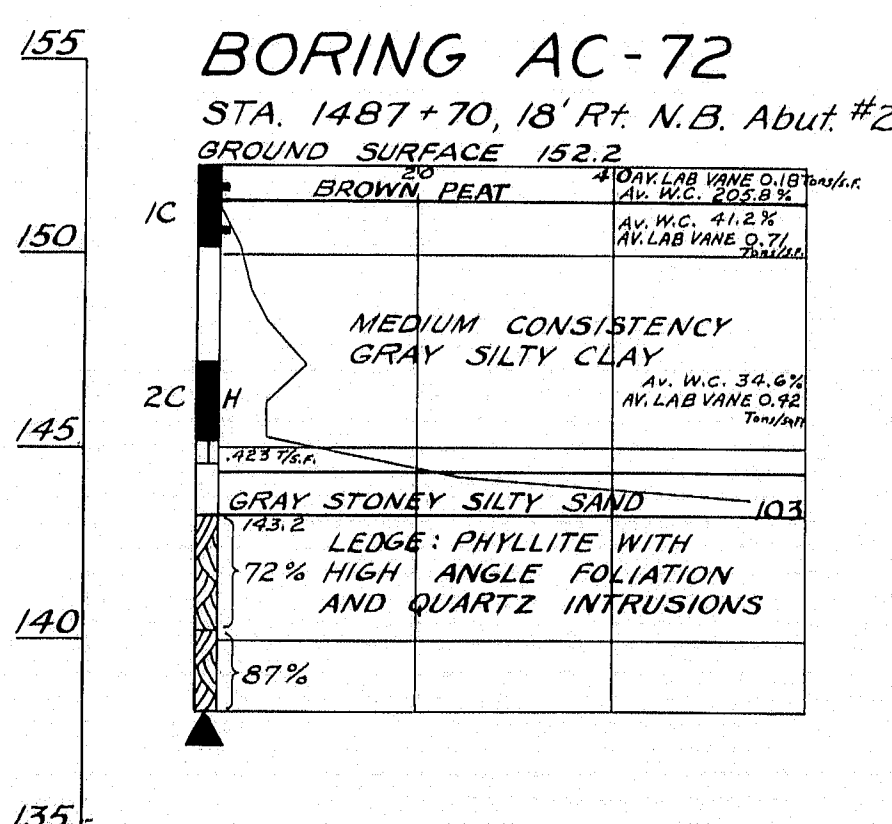
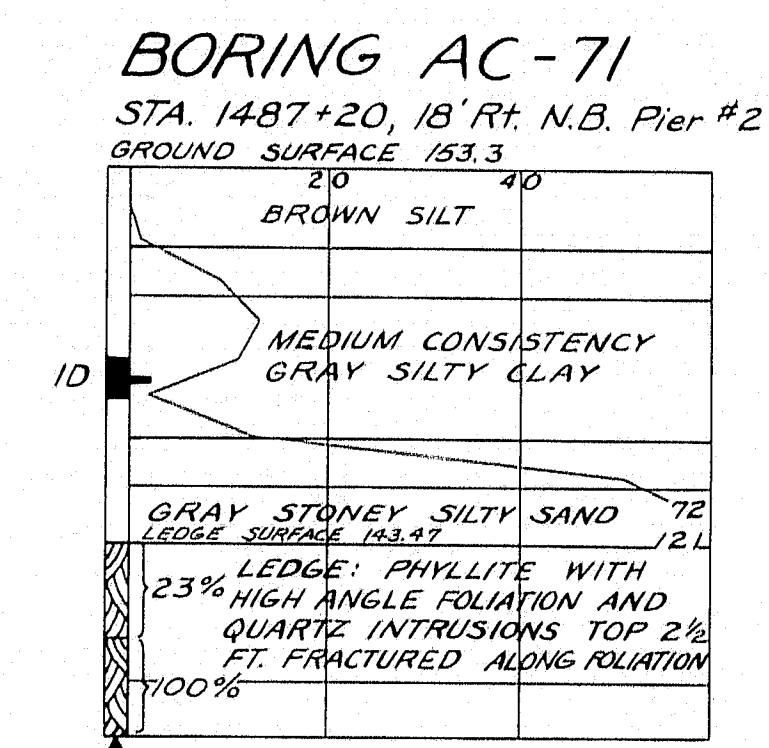
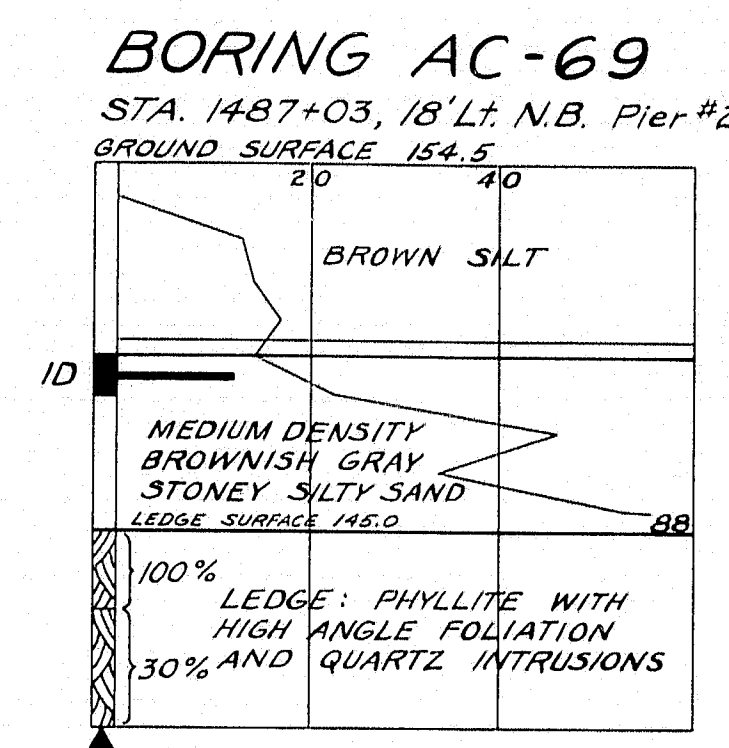
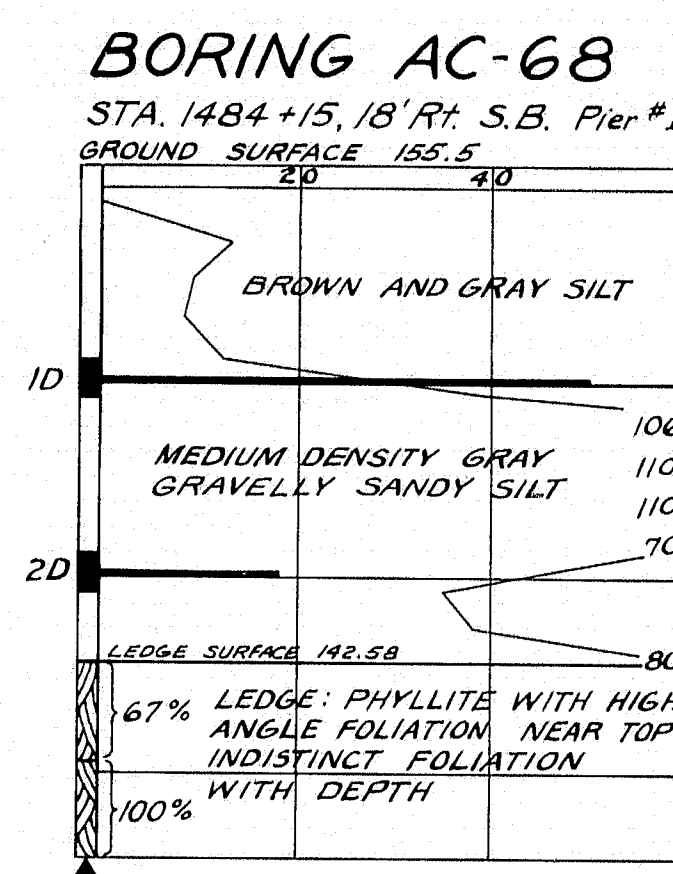
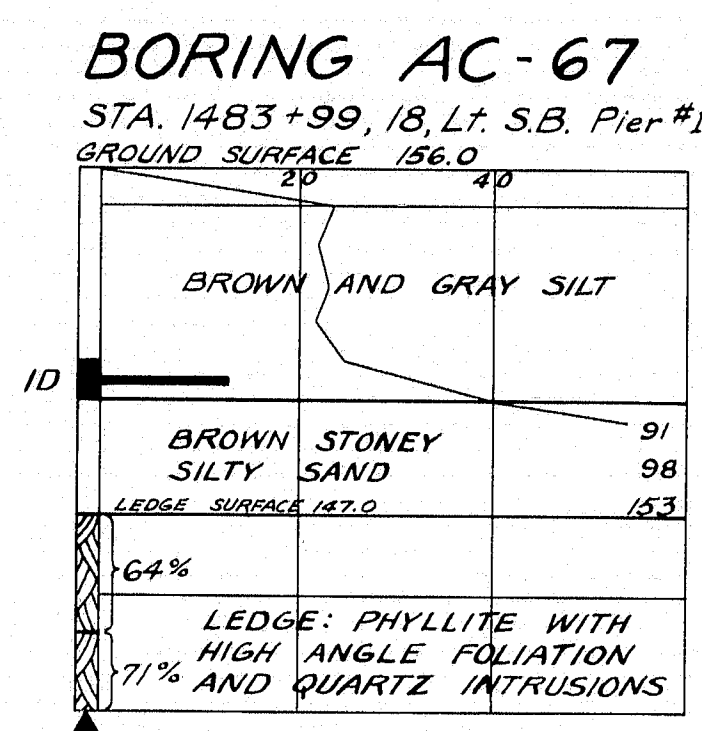
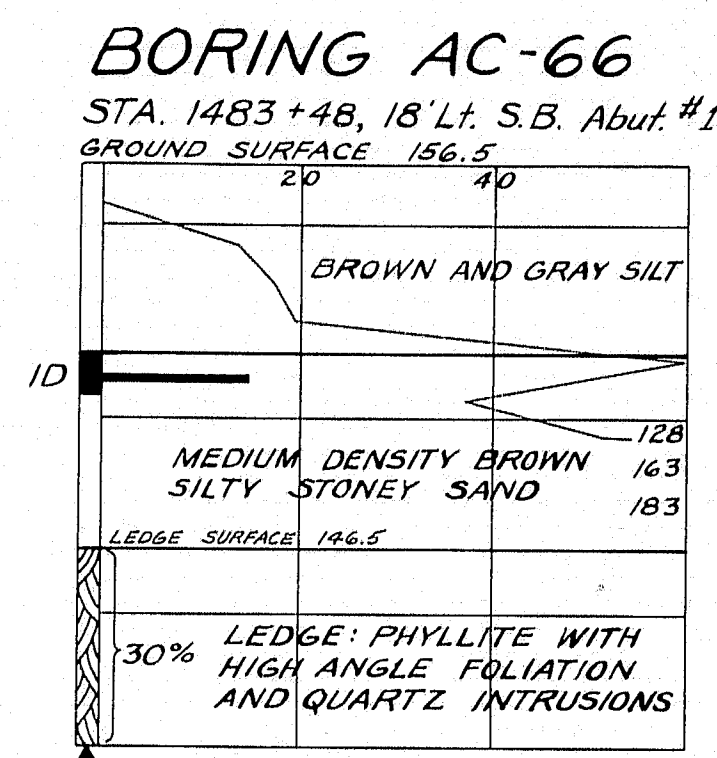
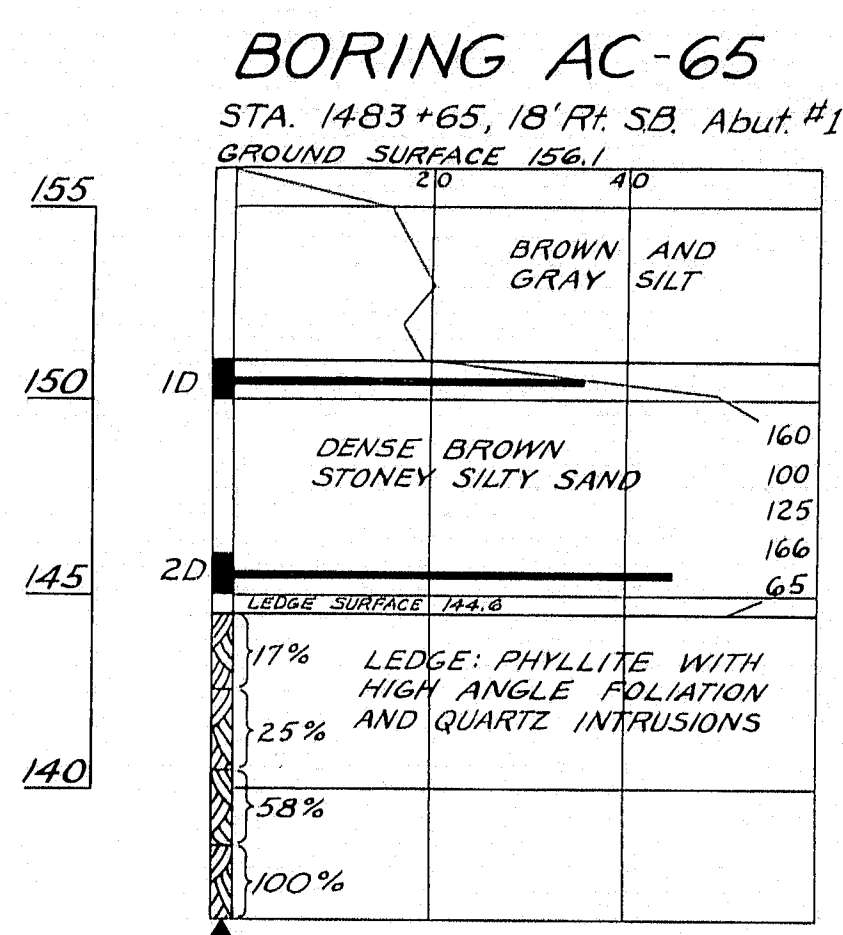
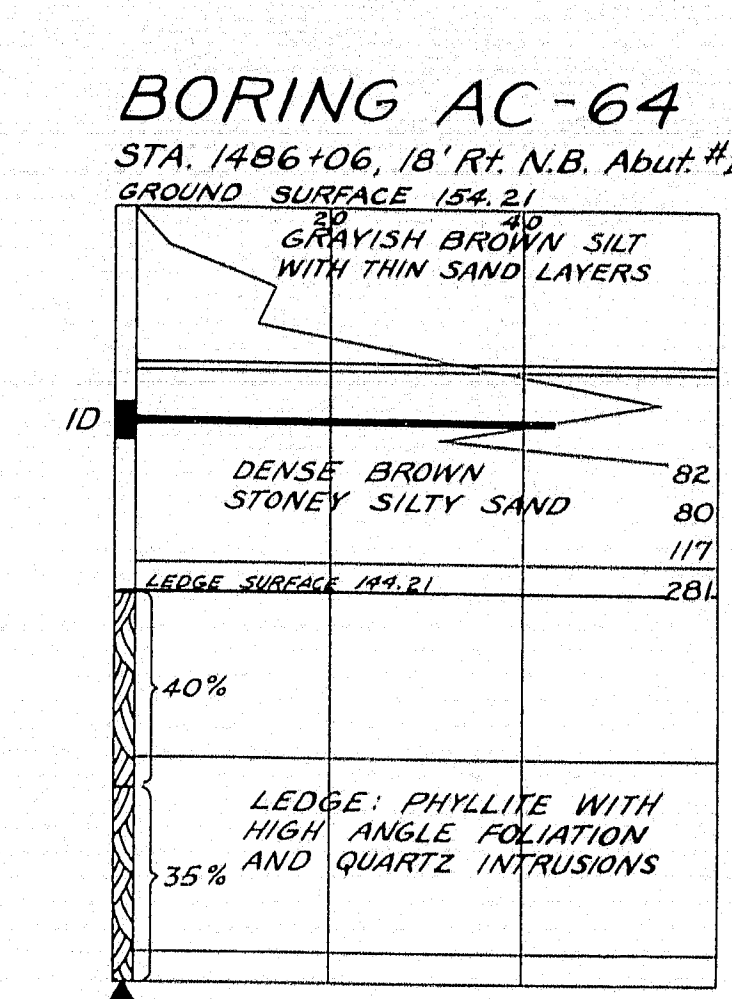
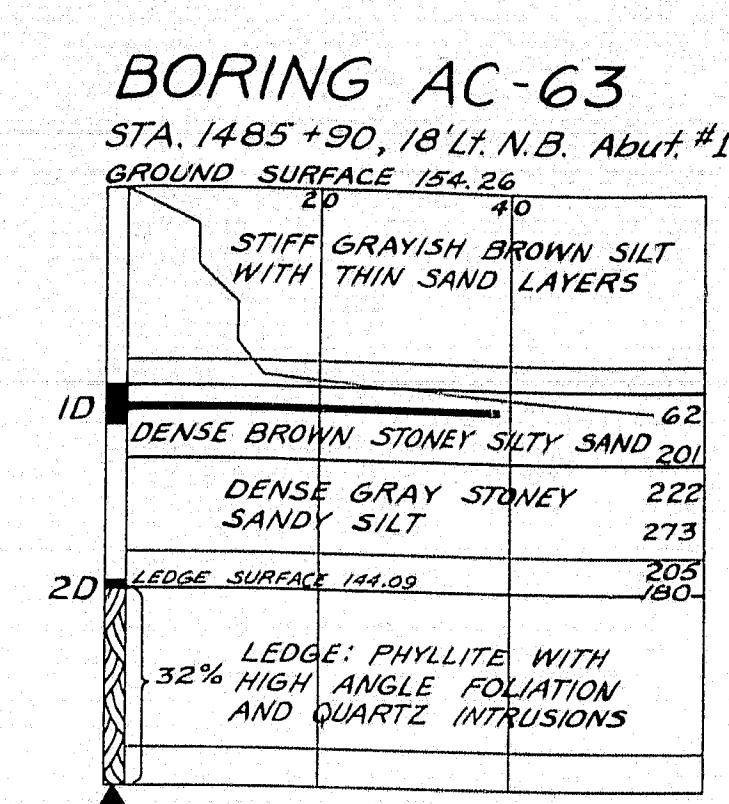
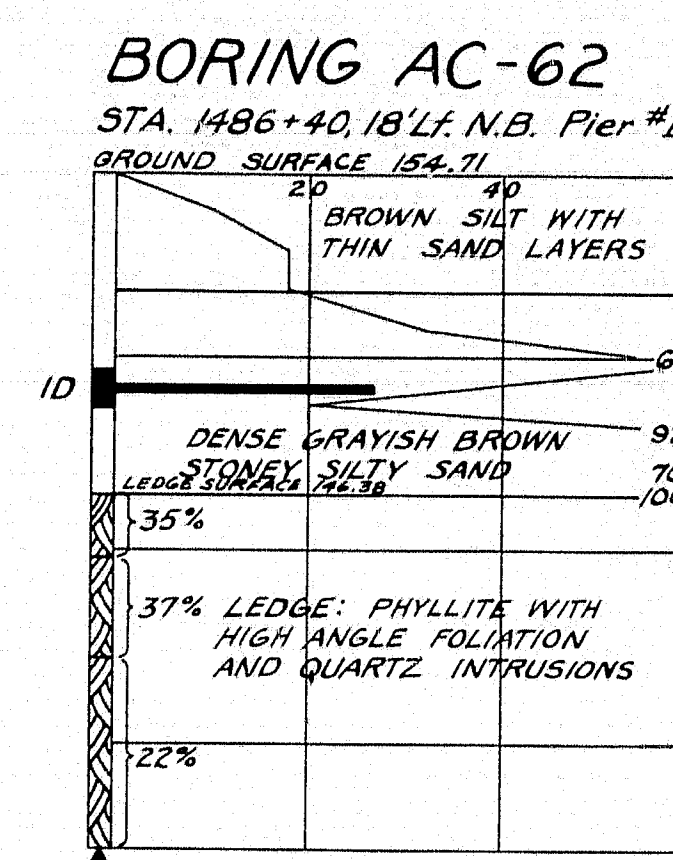
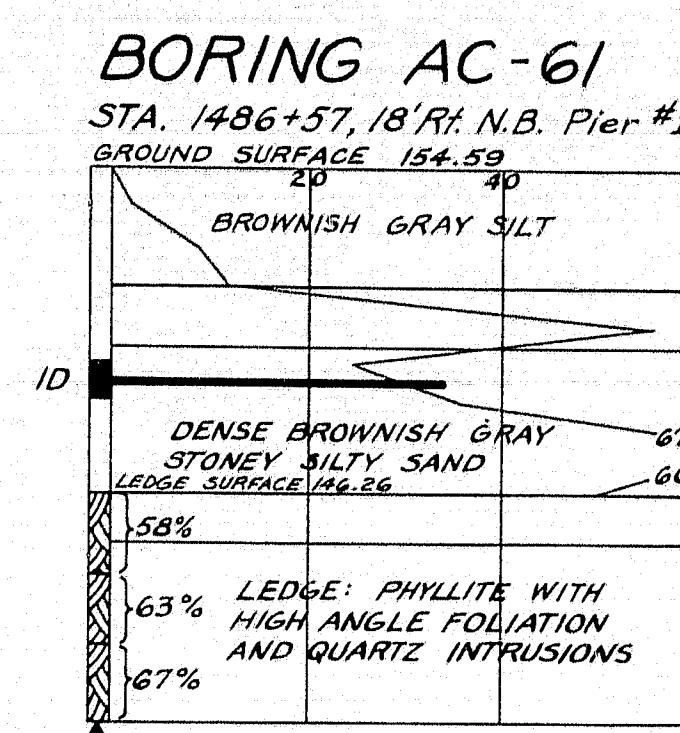
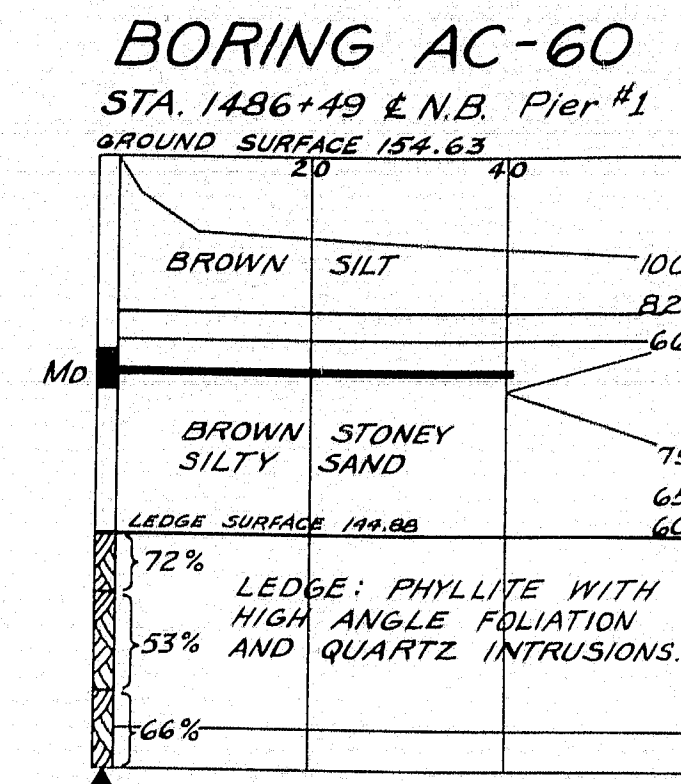
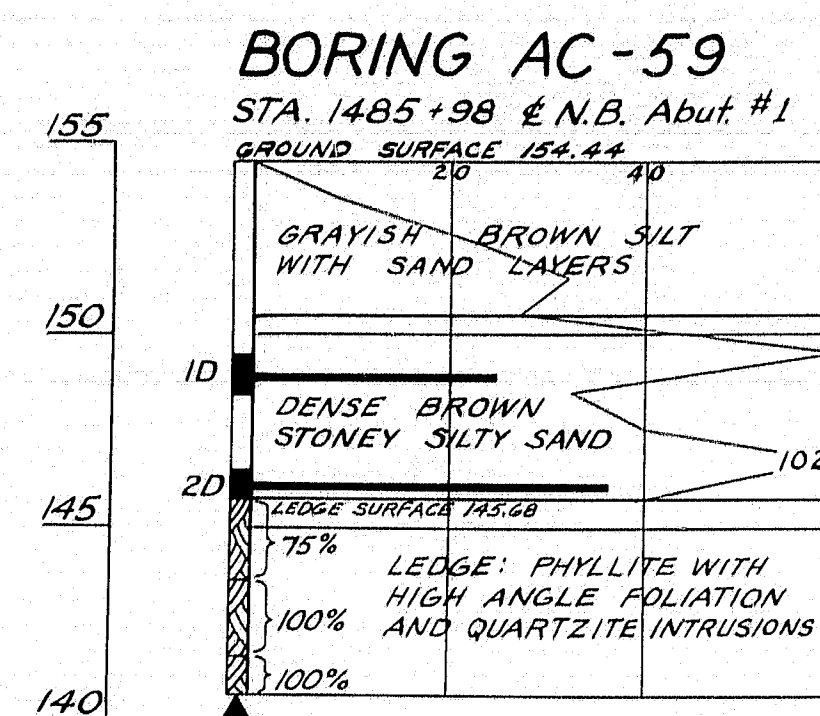
|   |                                |
|---|--------------------------------|
| DESIGN—<br>TRACE—<br>CHECK—   | BRIDGE NO.<br>SURVEY—<br>PLOT— |
| STATE HIGHWAY COMMISSION<br>BRIDGE DIVISION   |                                |
| INTERSTATE 95<br>OVER<br>HINKLEY ROAD<br>IN THE TOWN OF<br>CLINTON<br>KENNEBEC COUNTY |                                |
| FOUNDATION SURVEY   |                                |
| SHEET 2 OF 16 AUGUSTA, MAINE FEB. 1963  |                                |

86-166





ELEVATION



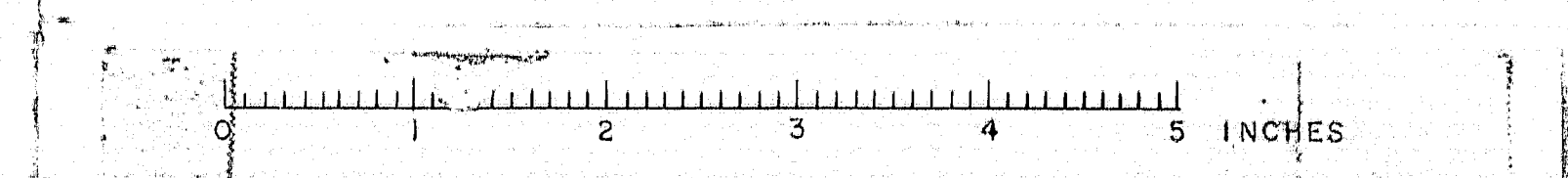
**BORING NOTES**  
ALL SAMPLES AND VANS ARE MADE AHEAD OF CASING.  
NUMBER OF BLOWS REQUIRED TO DRIVE EXTRA HEAVY CASING ONE FOOT WITH 400 FT. LBS. OF ENERGY PER BLOW.  
LOCATION OF SAMPLE OR SAMPLE ATTEMPT.  
NUMBER AND TYPE OF DRY SAMPLE.  
ID 5 1/4" SAMP. #12903  
IC 2" O.D. 16 GA. SEAMLESS TUBING  
IU 3" O.D. 16 GA. SEAMLESS TUBING  
No 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.  
H SAMPLING SPOON OR SEAMLESS TUBING DRIVEN BY STATIC WEIGHT OF DRILL RODS AND HAMMER.  
FIELD VANE TEST.  
BOTTOM OF BORING (MAY NOT BE BOTTOM OF SOIL STRATA).  
LOCATIONS CORED BY DIAMOND BIT AND PER CENT RECOVERY OF ROCK.

DRIVING RESISTANCE - BLOWS / FT.

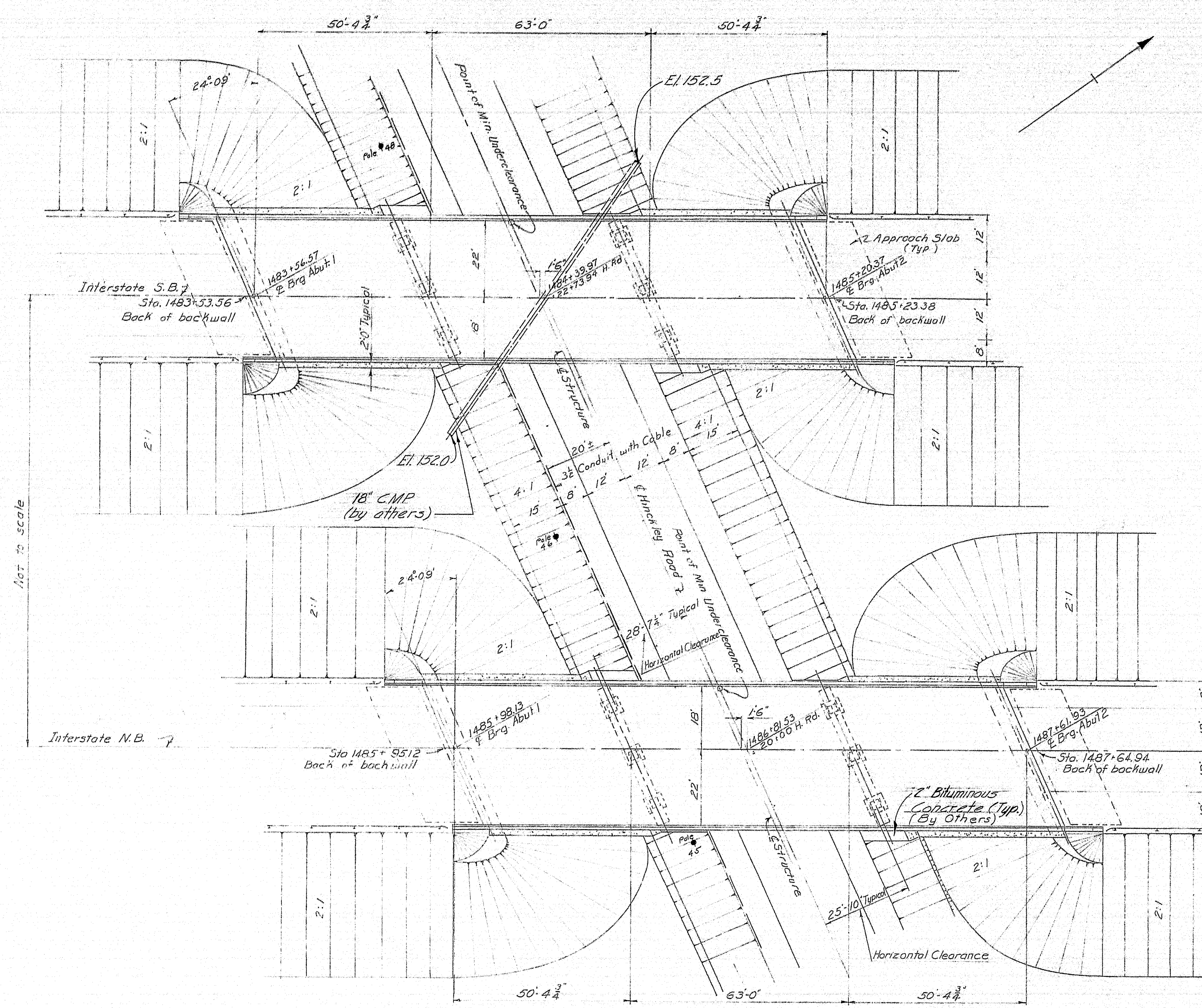
DESIGN -  
TRACE -  
CHECK -

BRIDGE NO.  
SURVEY -  
PLOT -

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
**INTERSTATE 95**  
OVER  
**HINCKLEY ROAD**  
IN THE TOWN OF  
**CLINTON**  
**KENNEBEC COUNTY**  
FOUNDATION SURVEY  
SHEET 3 OF 16 AUGUSTA, MAINE FEB. 1963

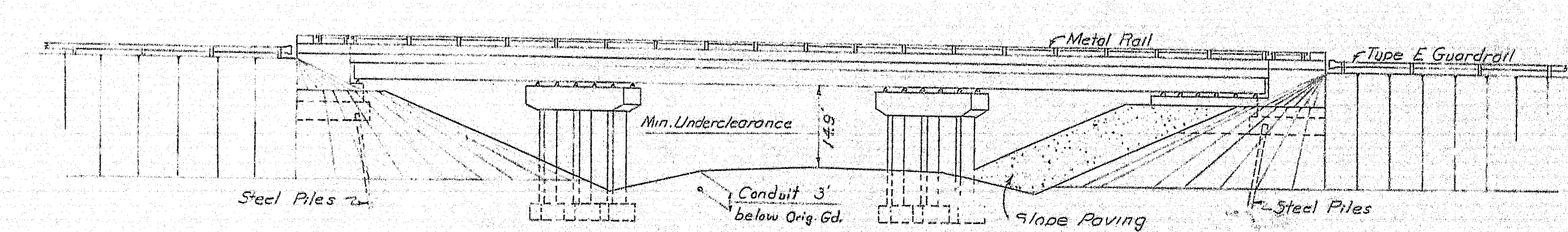






**NOTE**  
Poles No. 45, 46, & 48 to be removed by others.  
3/4\" Conduit with cable to be permanent relocation, located approximately 3' below original ground.

**PLAN**  
Scale: 1\"/>



**ELEVATION**  
Scale: 1\"/>

| ESTIMATE OF QUANTITIES   |          |                  |                   |
|--|----------|------------------|-------------------|
| ITEM DESCRIPTION   | UNIT     | TOTAL QUANTITIES | BRIDGE QUANTITIES |
| Structural Earth Excavation - Piers                                  | C.Y.     | 260              | 260               |
| Borrow   | C.Y.     | 10,000           |                   |
| Granular Borrow  | C.Y.     | 1,200            |                   |
| Gravel Borrow (In Place Measure)                                     | C.Y.     | 750              |                   |
| Gravel Base Course (In Place Measure)                                | C.Y.     | 1,650            |                   |
| Portland Cement Concrete - Abutments and Retaining Walls             | C.Y.     | 420              | 420               |
| Portland Cement Concrete - Piers                                     | C.Y.     | 245              | 245               |
| Portland Cement Concrete - Roadway & Sidewalk Slabs on Steel Bridges | C.Y.     | 390              | 390               |
| Portland Cement  | Bbls.    | 1,580            | 1,580             |
| Structural Steel - Fabricated and Delivered                          | L.S.     | Lump Sum         | Lump Sum          |
| Structural Steel - Erection  | L.S.     | Lump Sum         | Lump Sum          |
| Structural Steel - Field Painting                                    | L.S.     | Lump Sum         | Lump Sum          |
| Reinforcing Steel - Delivered  | Lbs.     | 170,500          | 170,500           |
| Reinforcing Steel - Placing  | Lbs.     | 170,500          | 170,500           |
| Steel H-Beam Piles - 42 Lbs. Per Foot                                | Lin. Ft. | 1,649            | 1,649             |
| Bridge Rail  | Lin. Ft. | 694              | 694               |
| Slope Paving   | S.Y.     | 1,030            |                   |
| Granite Bridge Curb  | Lin. Ft. | 750              | 750               |
| Loom Borrow  | C.Y.     | 570              |                   |
| Seeding - Method No. 1   | Units    | 60               |                   |
| Hay Mulch  | Tons     | 7                |                   |
| Asphalt Mulch Binder   | Gals.    | 280              |                   |
| Epoxy Resin Surface Sealant  | S.Y.     | 170              | 170               |
| * Bituminous Concrete Surface Course, Type "A"                       | Tons     | 170              | 170               |
| * Membrane Waterproofing   | S.Y.     | 1500             | 1500              |

Estimated Quantity of Structural Steel including Drains = 33,500 Lbs.  
\* These items are not a part of this contract.

**DESIGN SPECIFICATIONS**

A.S.S.H.O. 1961, Standard Specifications for Highway Bridges, with Interim Specifications  
LOADING H20-S16-44, Modified for Interstate  
STRESSES  
 $f_a = 20,000$  psi  
 $f_c = 1,200$  psi  
 $n = 10$   
 $f_s = 20,000$  psi - Structural Steel

**CONTRACT SPECIFICATIONS**

State of Maine, State Highway Commission Standard Specifications, Highways and Bridges, Revision of January 1956.

**UTILITIES**

New England Tel and Tel Co

**CONCRETE CLASSIFICATION**

Concrete under Pier Rigs - Class B  
All Other - Class A

**STANDARD DETAIL SHEETS**

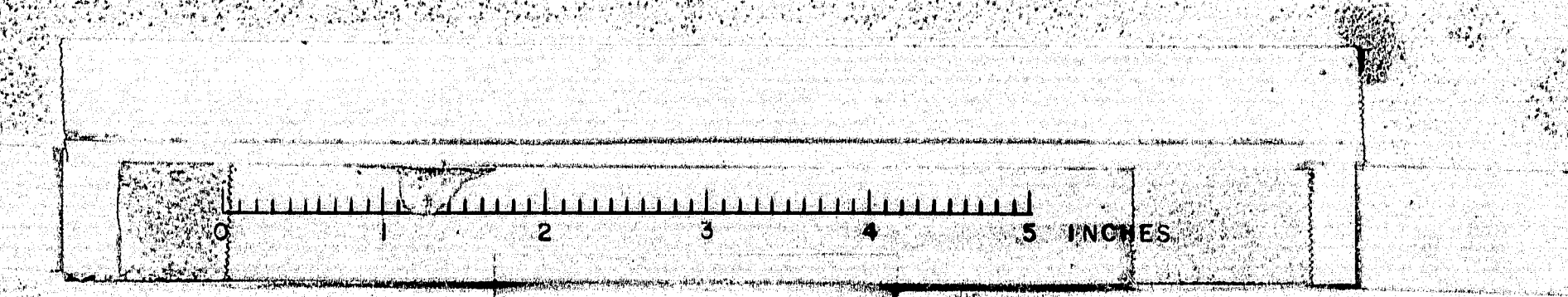
Bearing Pedestals BD-101-62  
Bridge Rail BD-102-62  
Beam Splice BD-103-62  
Diaphragms, Armored Joint, Shear Connectors, Drain BD-104-62

DESIGN-N.L.J.  
DETAIL-N.L.J.  
CHECK-TH.K.

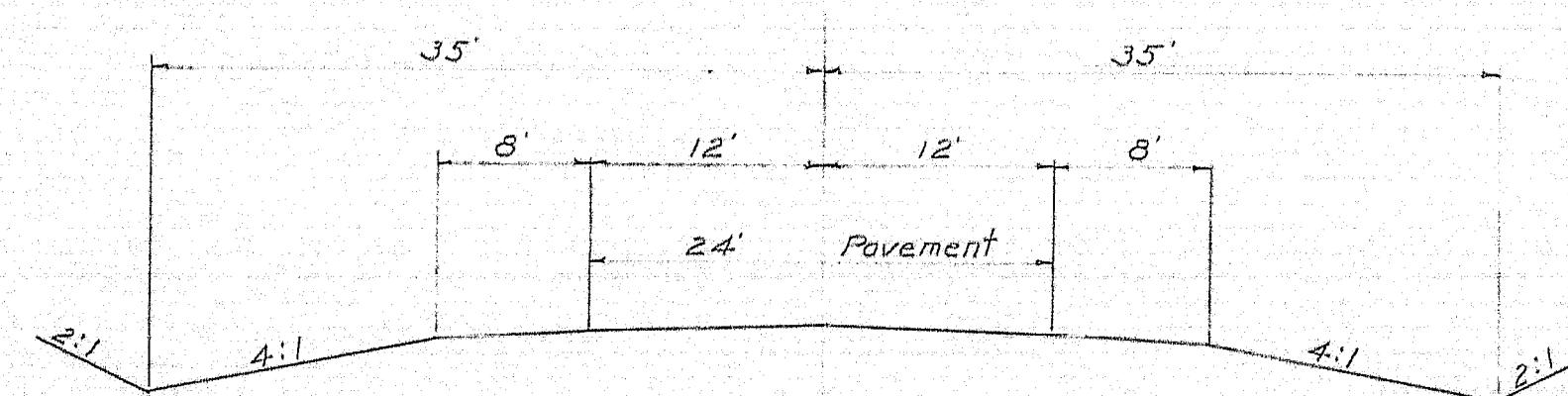
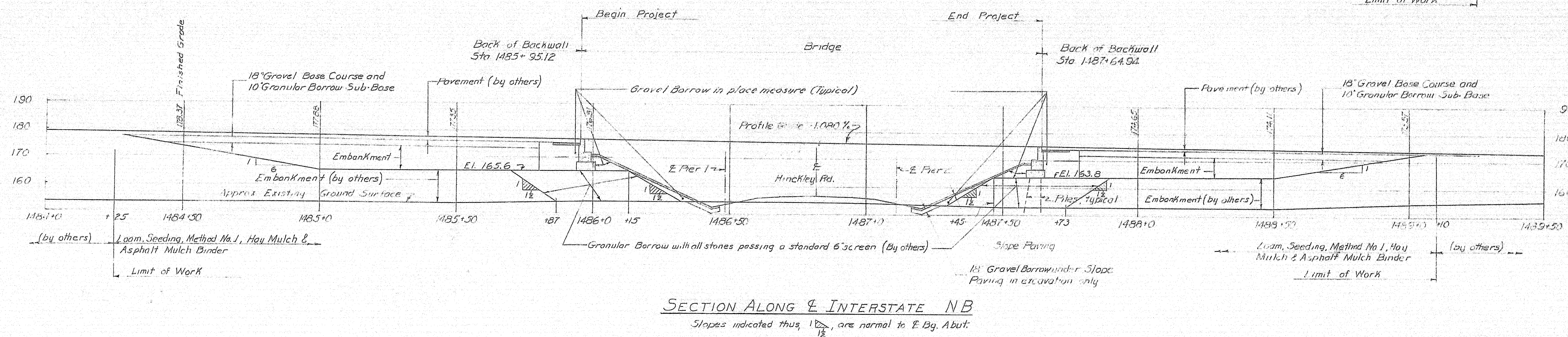
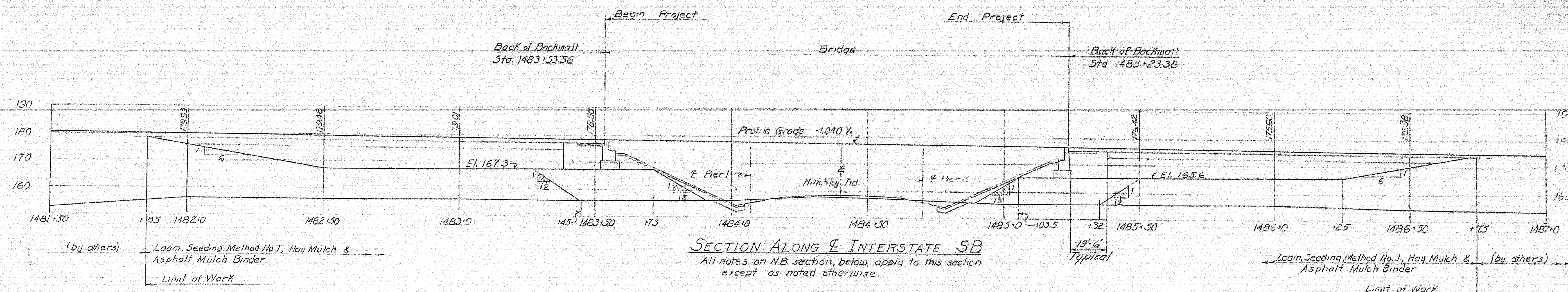
STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

**INTERSTATE 95**  
OVER  
**HINCKLEY ROAD**  
IN THE TOWN OF  
**CLINTON**  
**KENNEBEC COUNTY**  
GENERAL PLAN

SHEET 4 OF 16 AUGUSTA, MAINE JAN. 1963



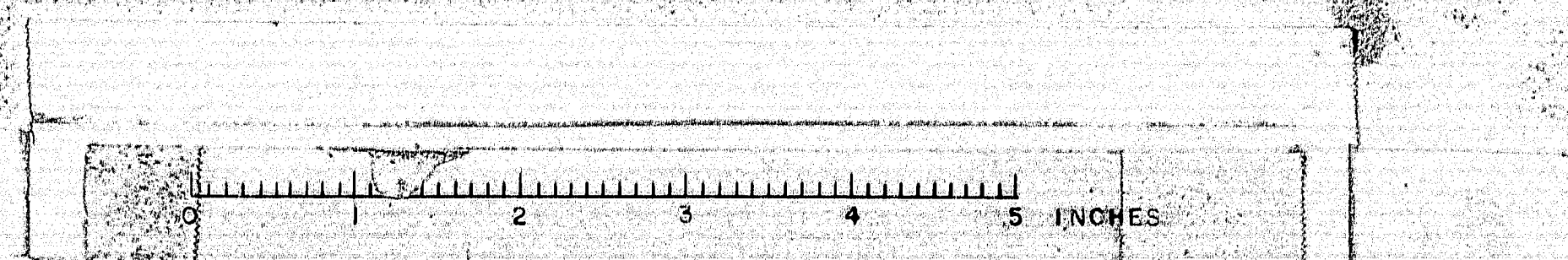




### Notes

Before piles are driven, granular borrow shall be placed and compacted to elevation of bottom footing of abutments.  
The controlled density method shall be used for placing embankment under this contract.  
See General Plan for ultimate location of berm lines, guard rails, and pavement.  
Guard rails to line up with inside face of concrete end posts on bridge.  
The 18" Gravel Borrow under Slope Paving may be reduced or omitted, if in the opinion of the Engineer, the existing material is suitable.  
Payment for excavation for Gravel Borrow under Slope Paving to be made under Item 204-14, Structural Earth Excavation, Piers.  
Necessary excavation for Abutments & Retaining Walls shall be paid for under Item 204-14.

|   |  |
|---|--|
| PLAN - N.L.J.   |  |
| CHECK - T.H.K.  |  |
| STATE HIGHWAY COMMISSION<br>BRIDGE DIVISION<br><b>INTERSTATE 95</b><br>OVER<br><b>HINCKLEY ROAD</b><br>IN THE TOWN OF<br><b>CLINTON</b><br><b>KENNEBEC COUNTY</b><br>PROFILES, ROADWAY WORK<br>SHEET 5 OF 16 AUGUSTA, MAINE JAN. 1963 |  |











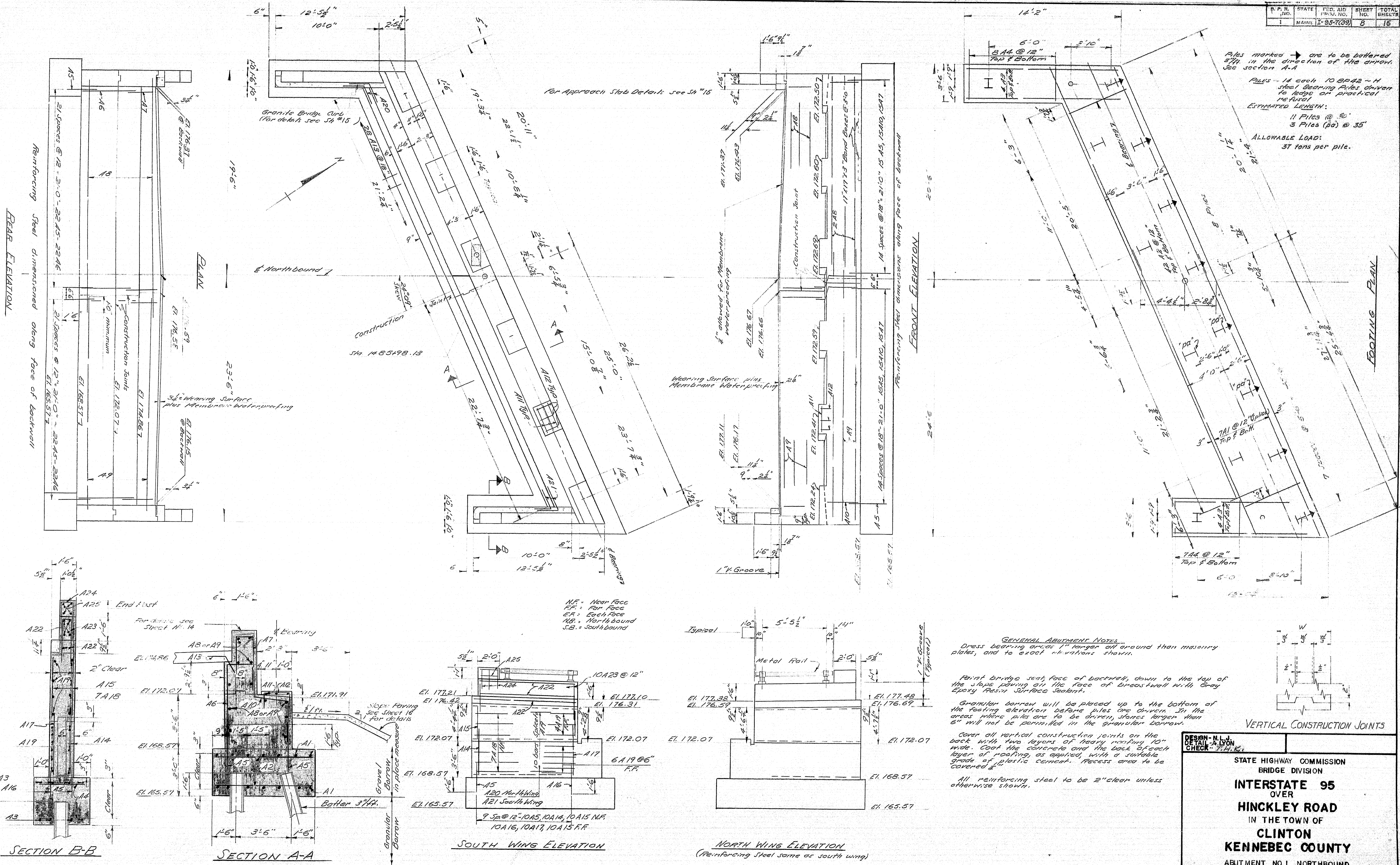


Piles marked → are to be battered 5/16" in the direction of the abutment. See section A-A.

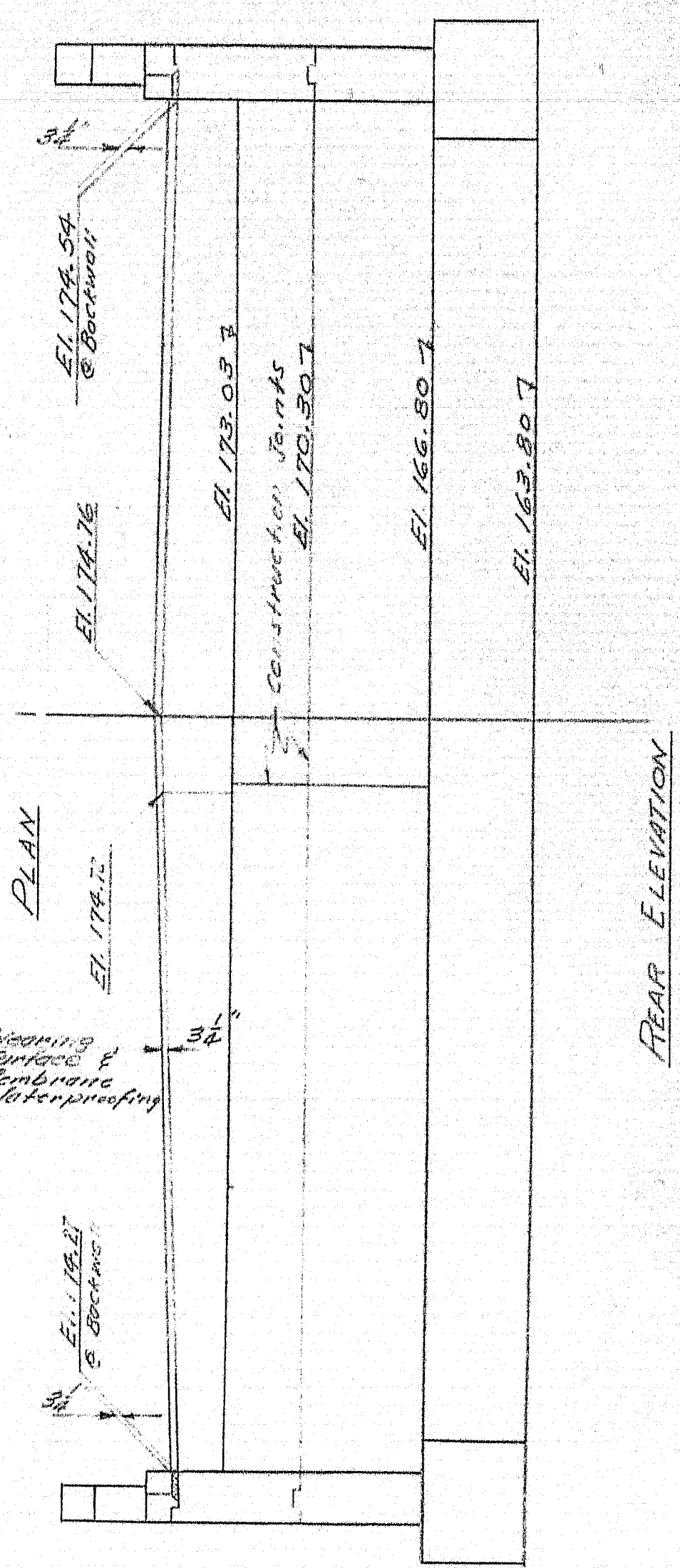
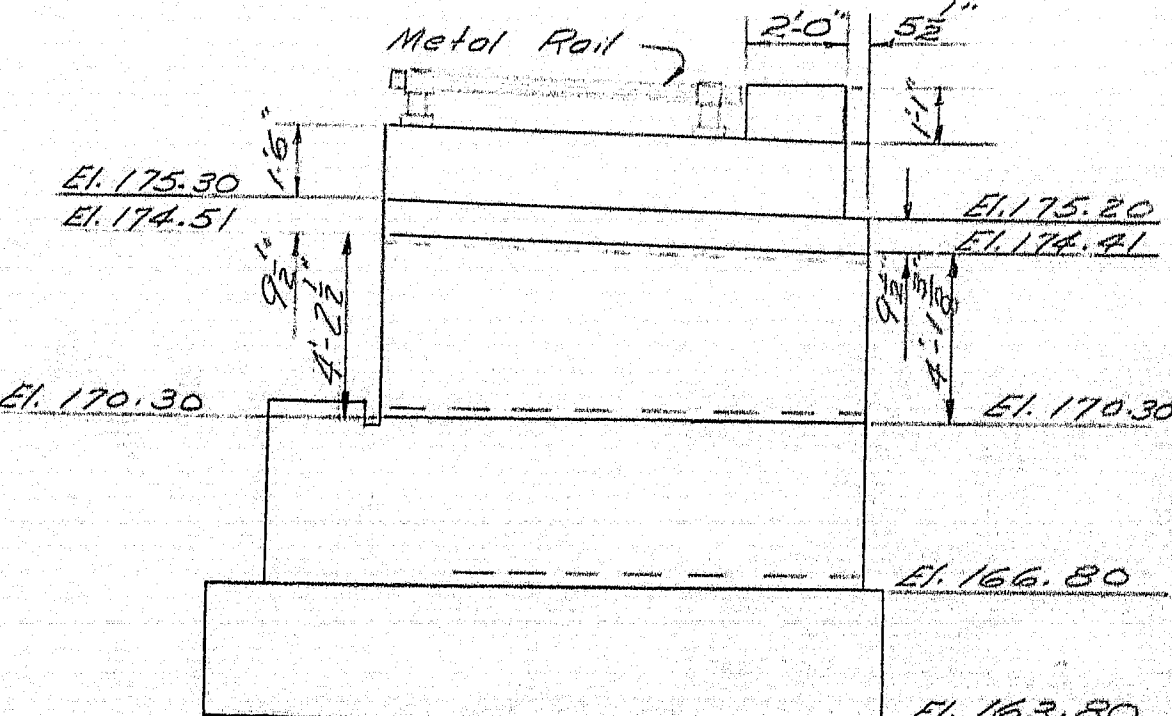
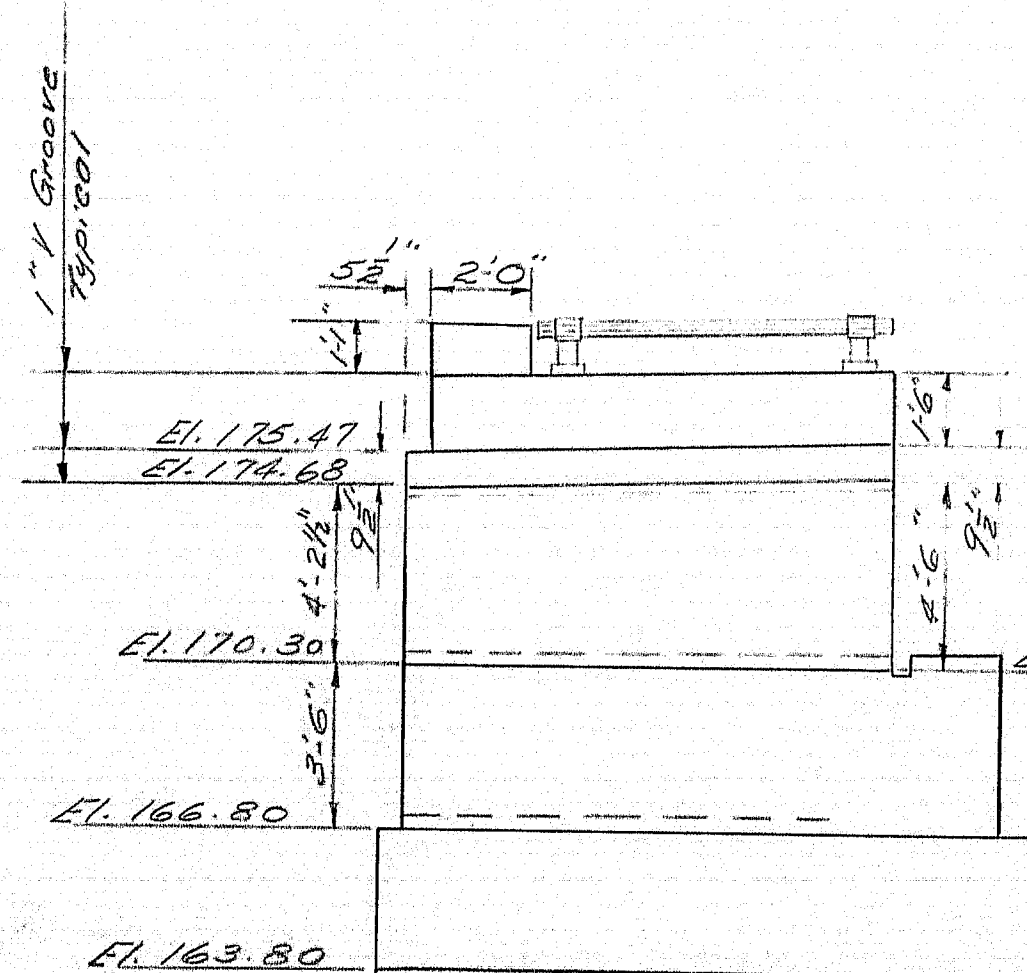
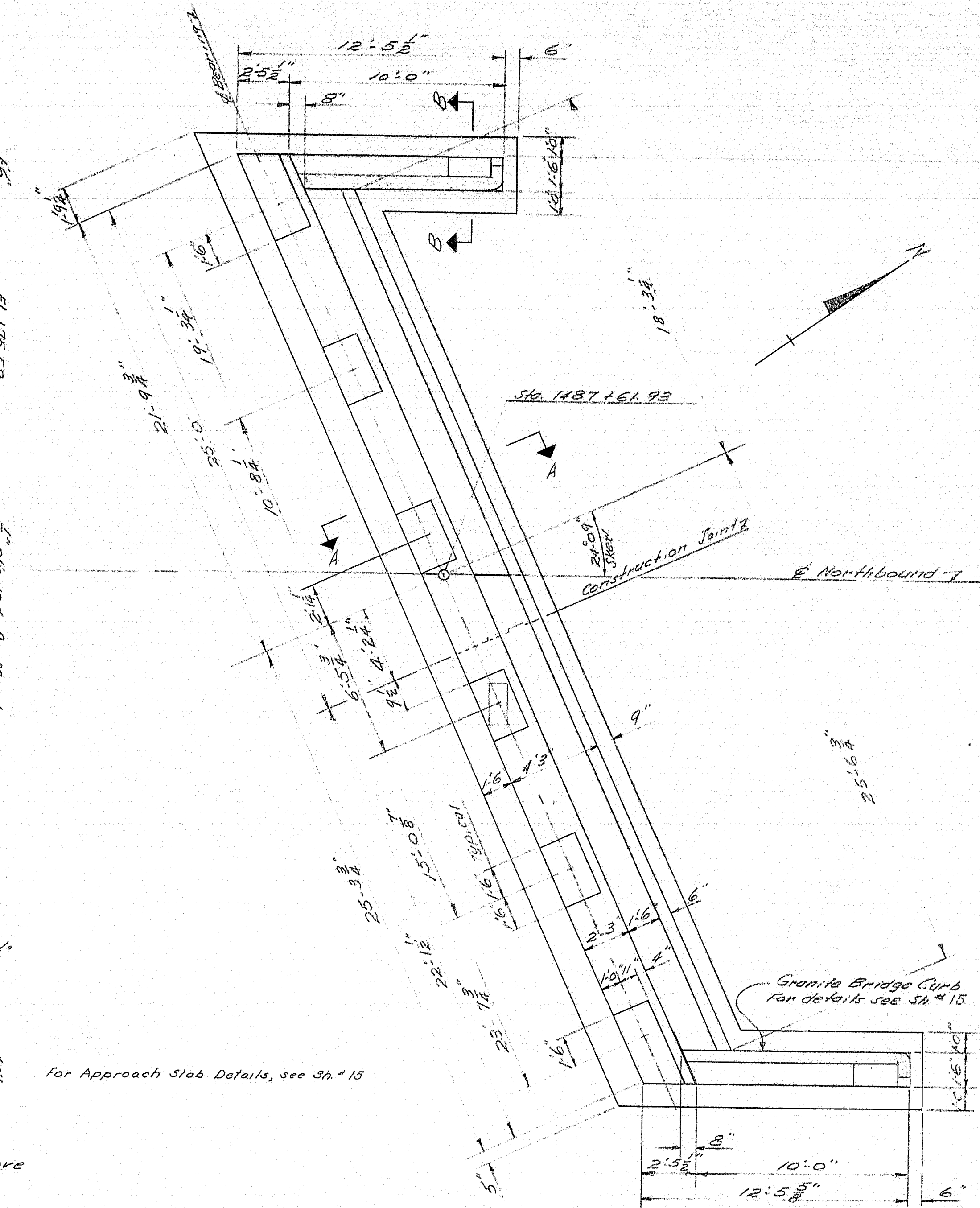
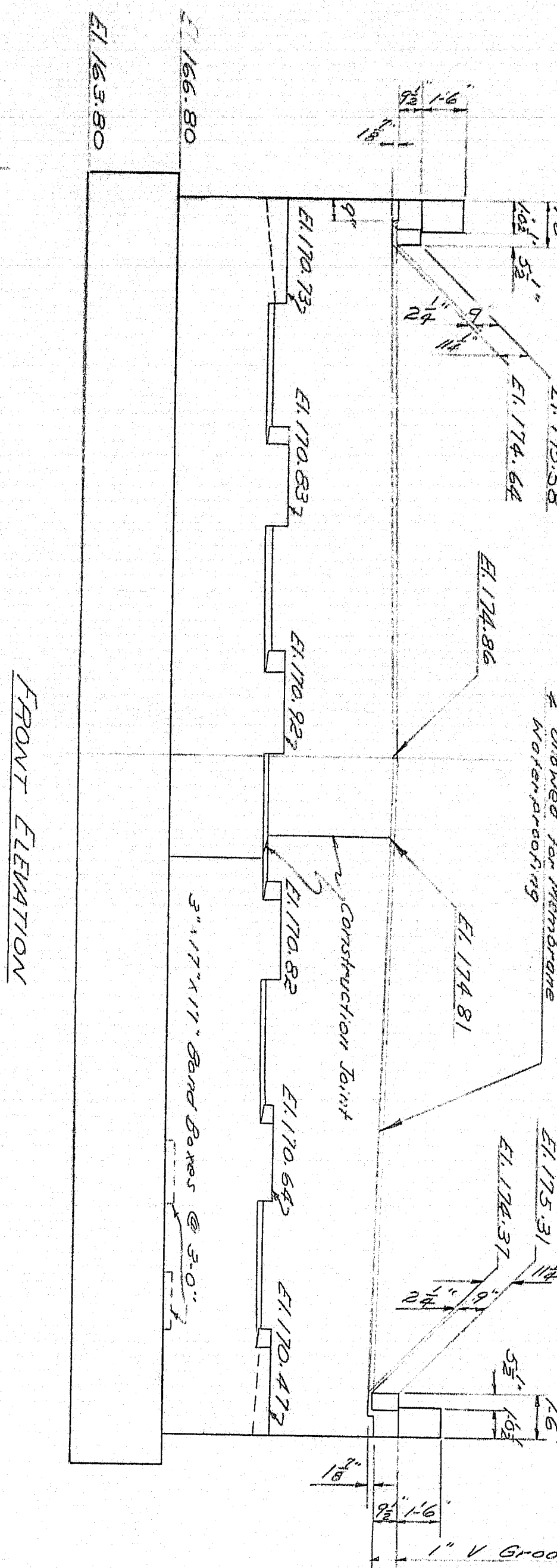
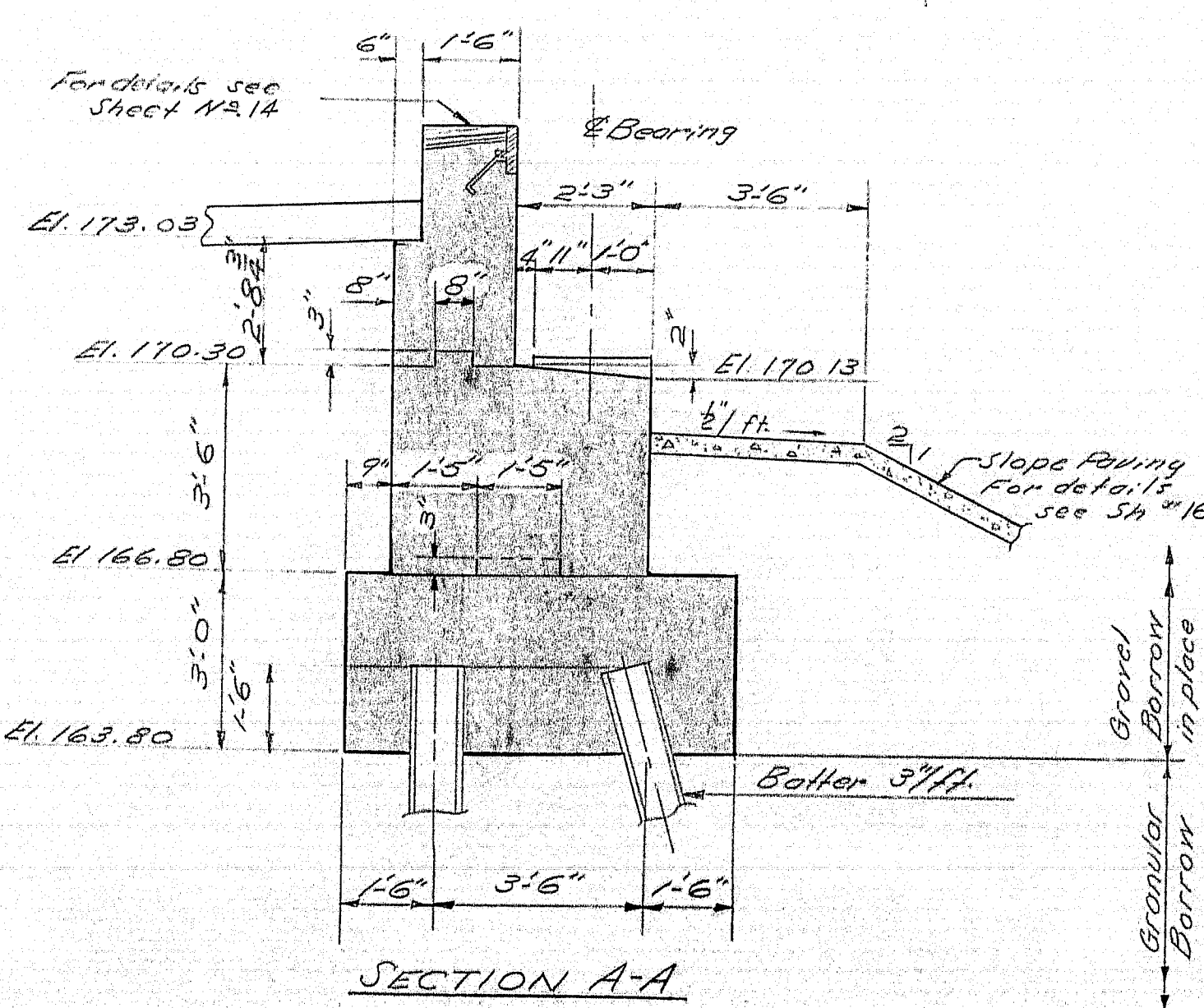
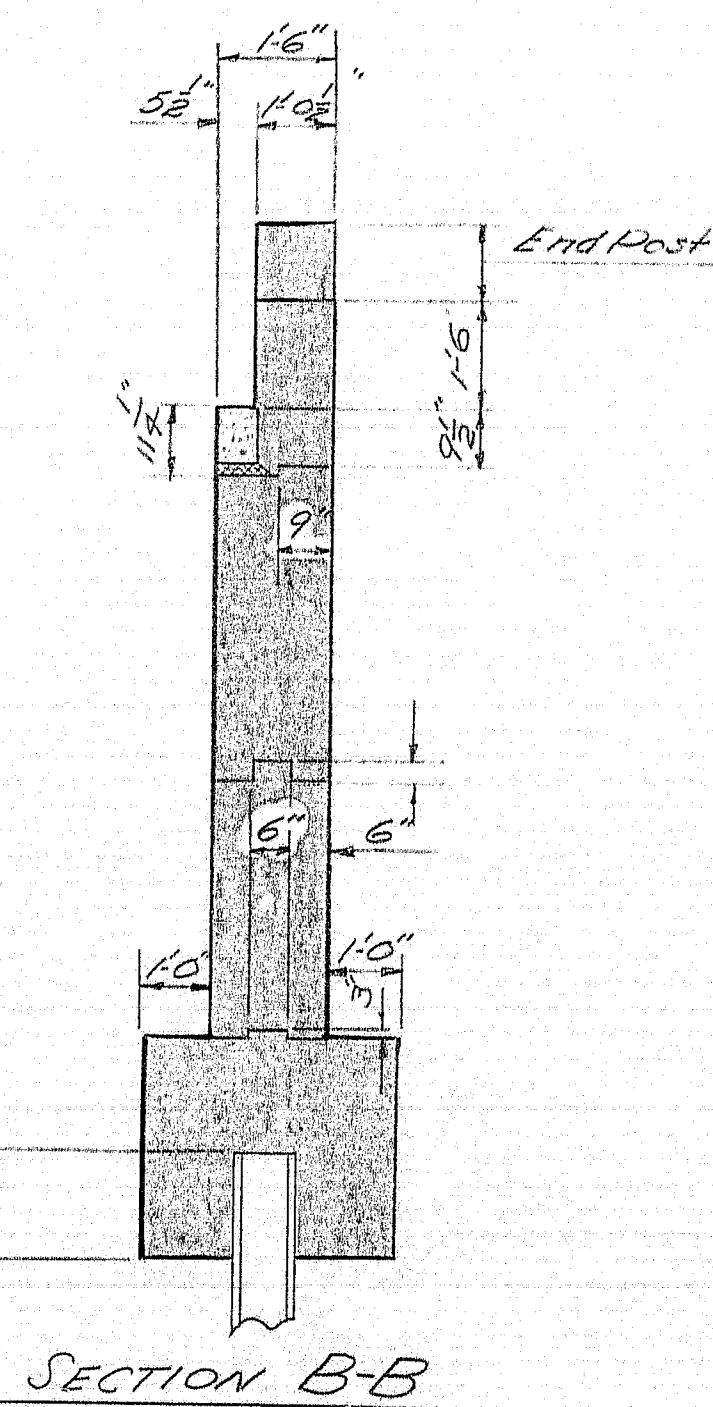
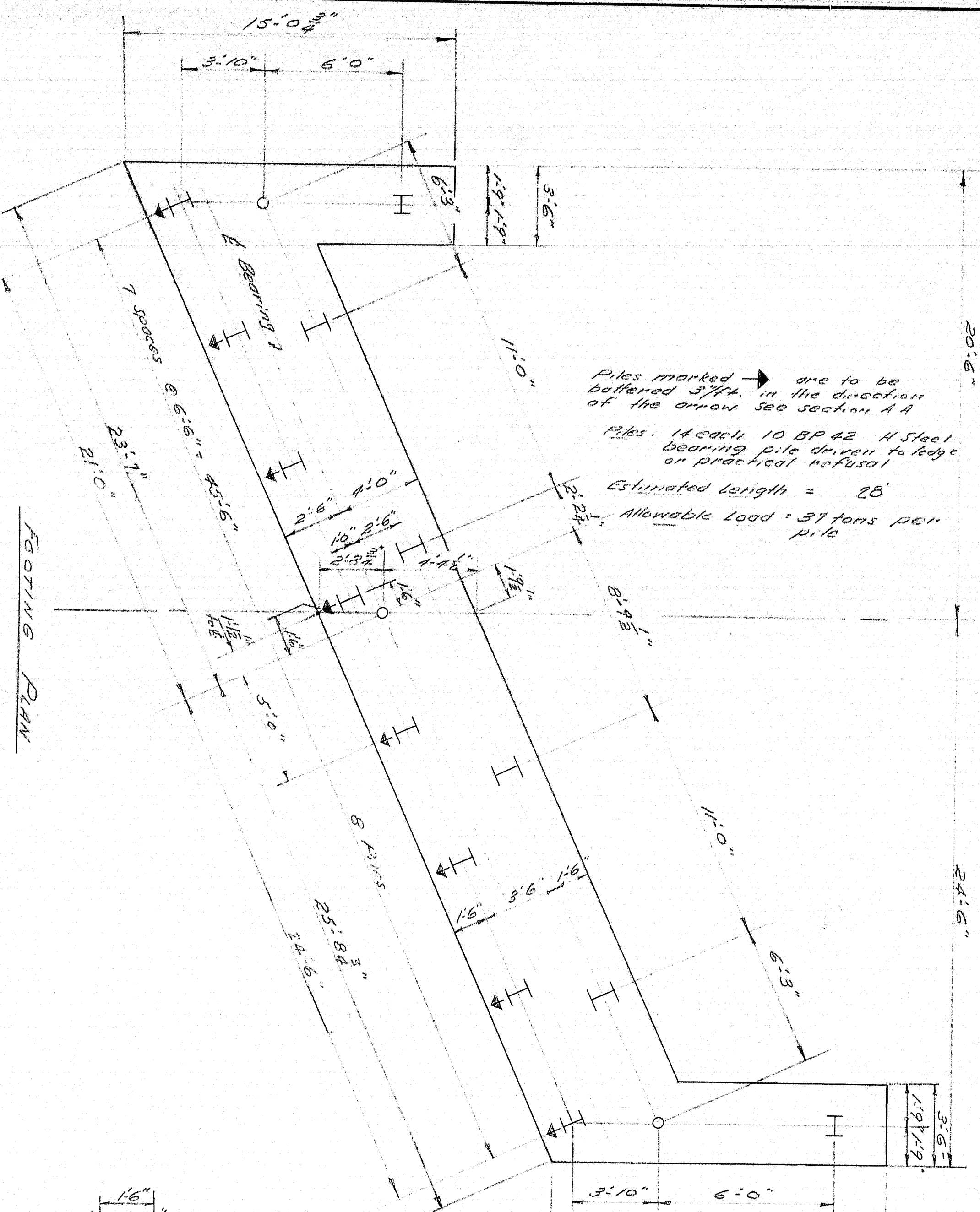
Piles - 14 each, 10 @ 42" - 4" steel bearing piles driven to ledge on practical refusal.

ESTIMATED LENGTH:  
11 Piles @ 90'  
3 Piles @ 35'

ALLOWABLE LOAD:  
37 tons per pile.







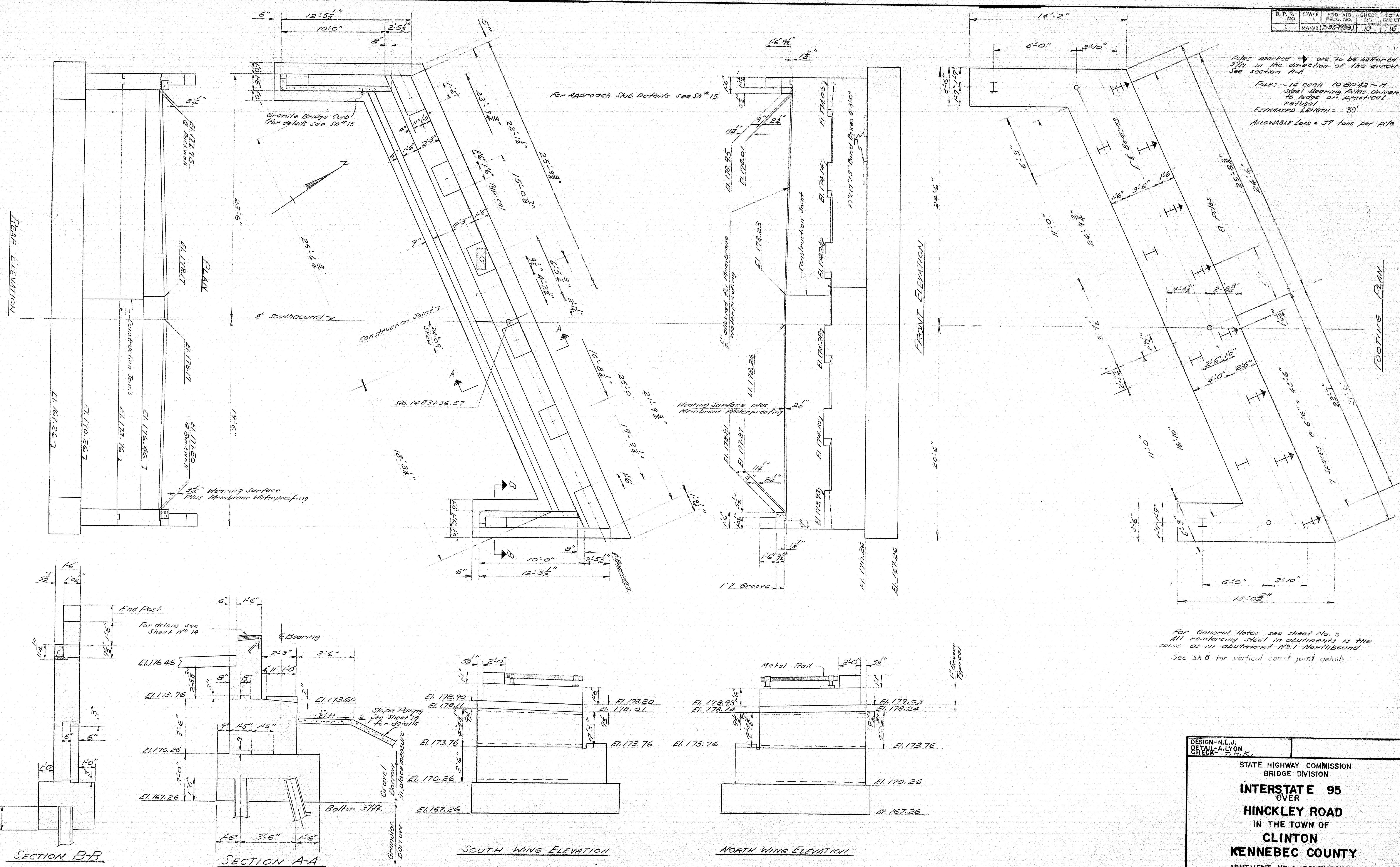
FOR General Notes see sheet #8  
 All reinforcing steel is the same  
 as abutment No. 1 Northbound  
 See sh 8 for vertical const joint details

DESIGN - N. J. LYON  
 CHECK - T. H. K.  
 STATE HIGHWAY COMMISSION  
 BRIDGE DIVISION  
**INTERSTATE 95**  
 OVER  
**HINCKLEY ROAD**  
 IN THE TOWN OF  
**CLINTON**  
**KENNEBEC COUNTY**  
 ABUTMENT NO. 2 NORTHBOUND  
 SHEET 9 OF 16 AUGUSTA, MAINE JAN. 1963



| B. P. R. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|--------------|-------|--------------------|-----------|--------------|
| 1            | MAINE | 1-357-739          | 10        | 16           |

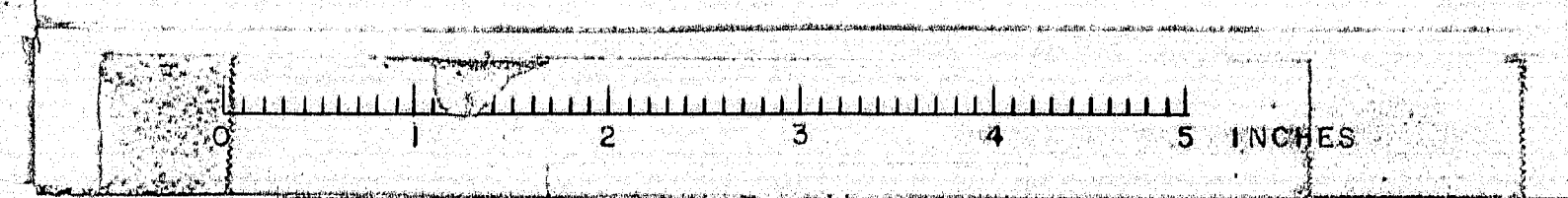
Piles marked  $\rightarrow$  are to be battered 3 ft. in the direction of the arrow. See section A-A.  
Piles ~ 14 each 10 @ 42" ~ H  
Steel bearing piles driven to ledge on practical level.  
ESTIMATED LENGTH = 30'  
ALLOWABLE LOAD = 37 tons per pile



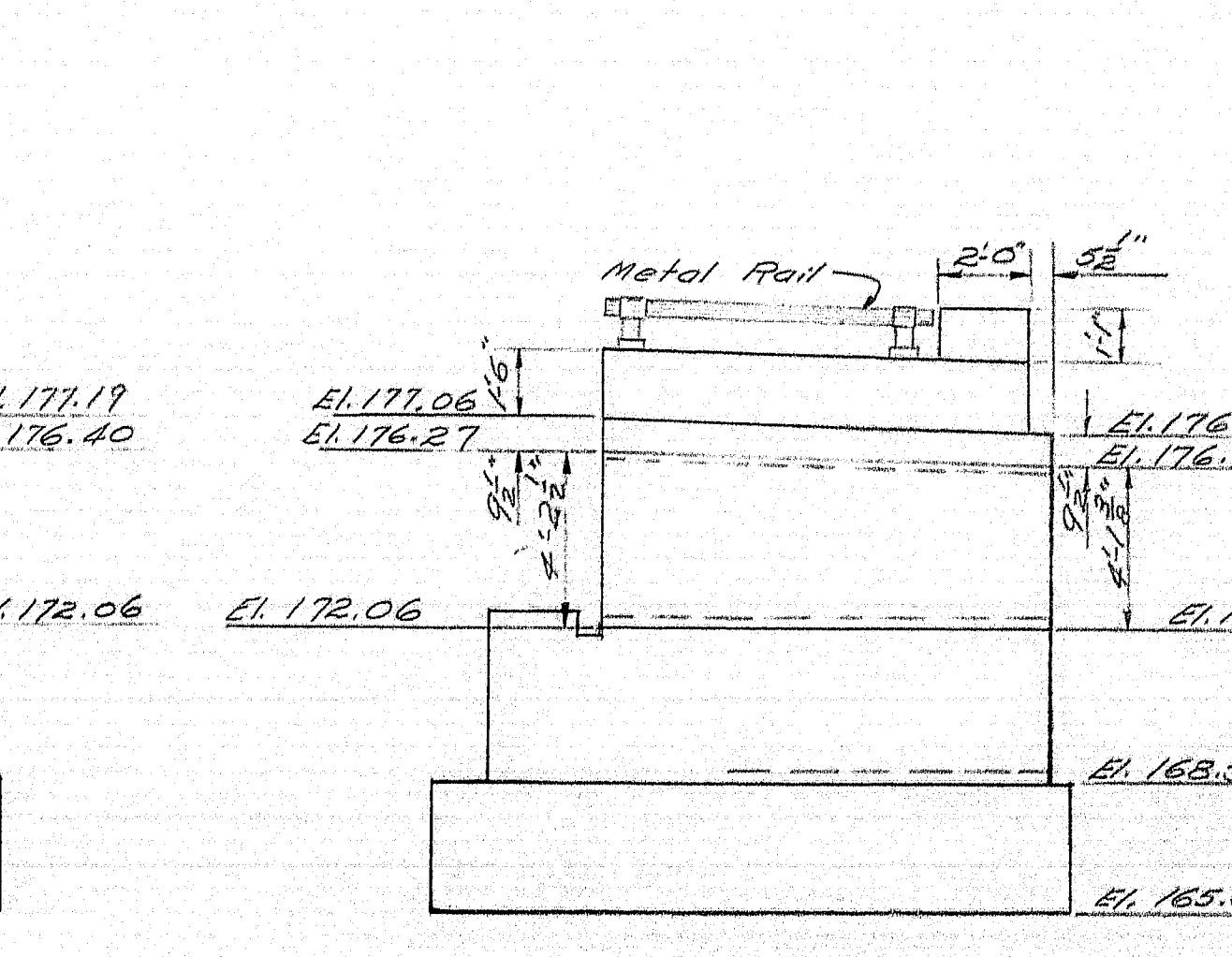
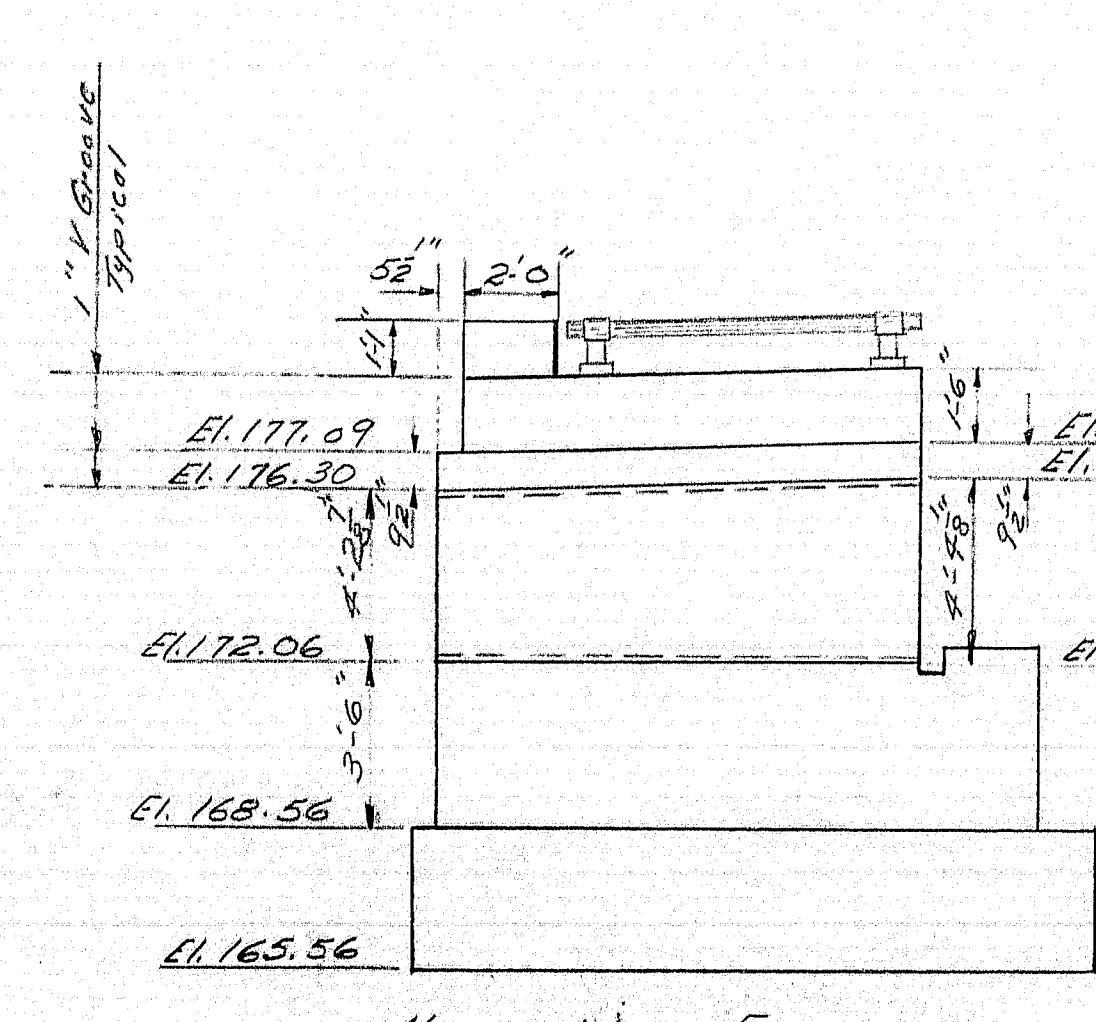
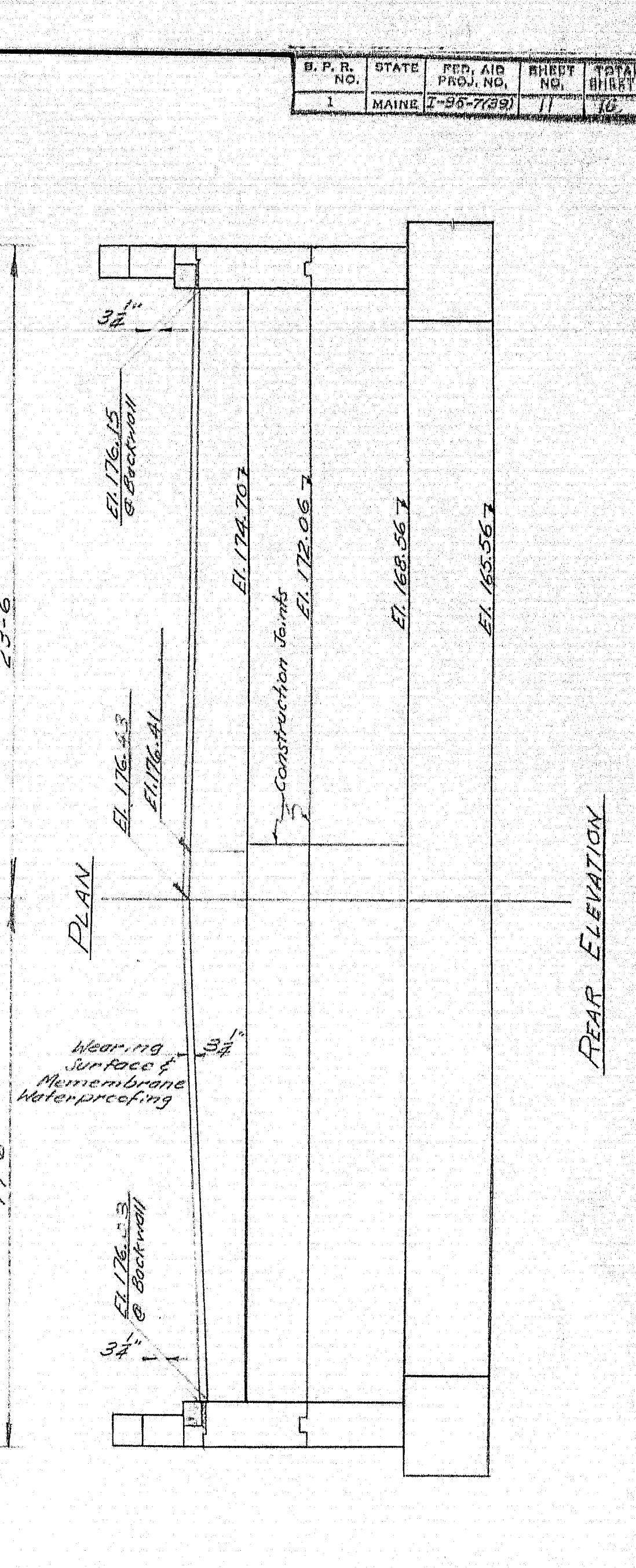
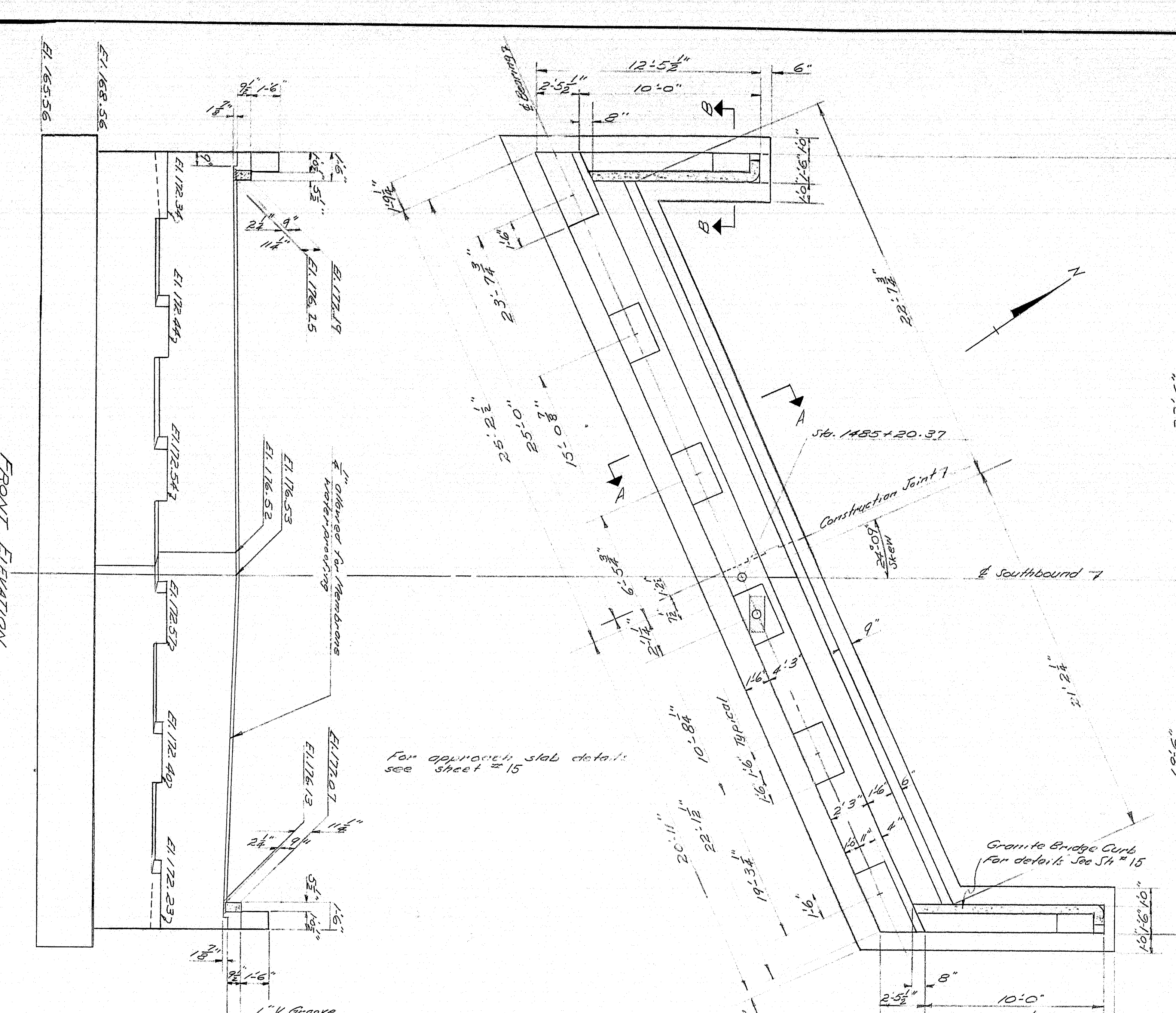
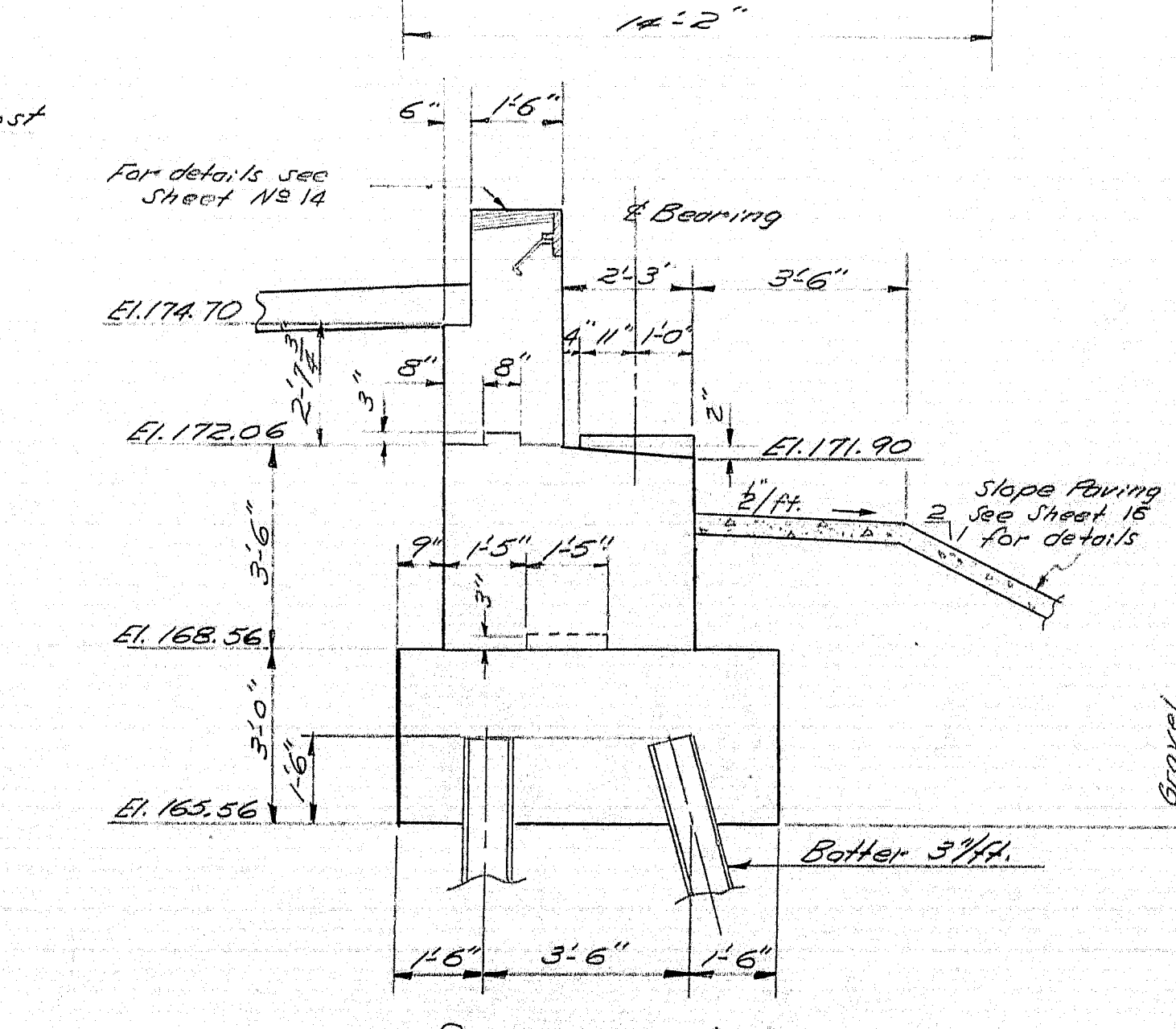
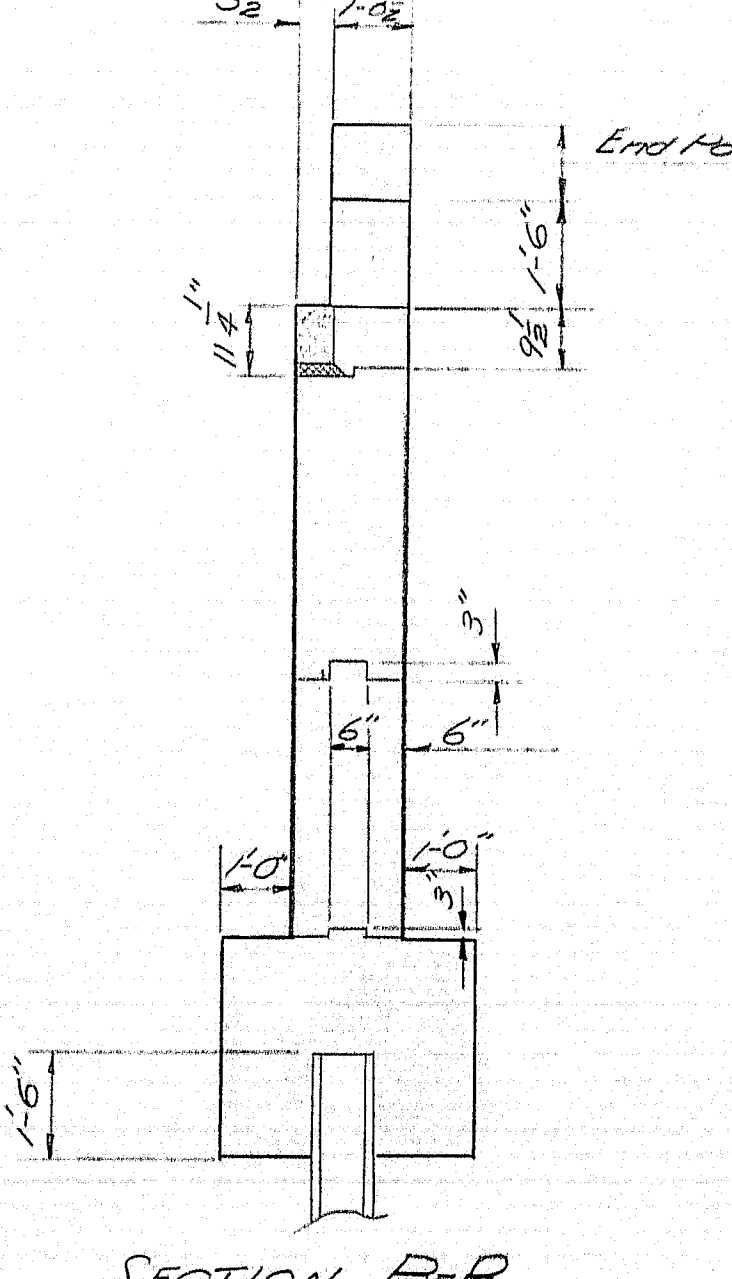
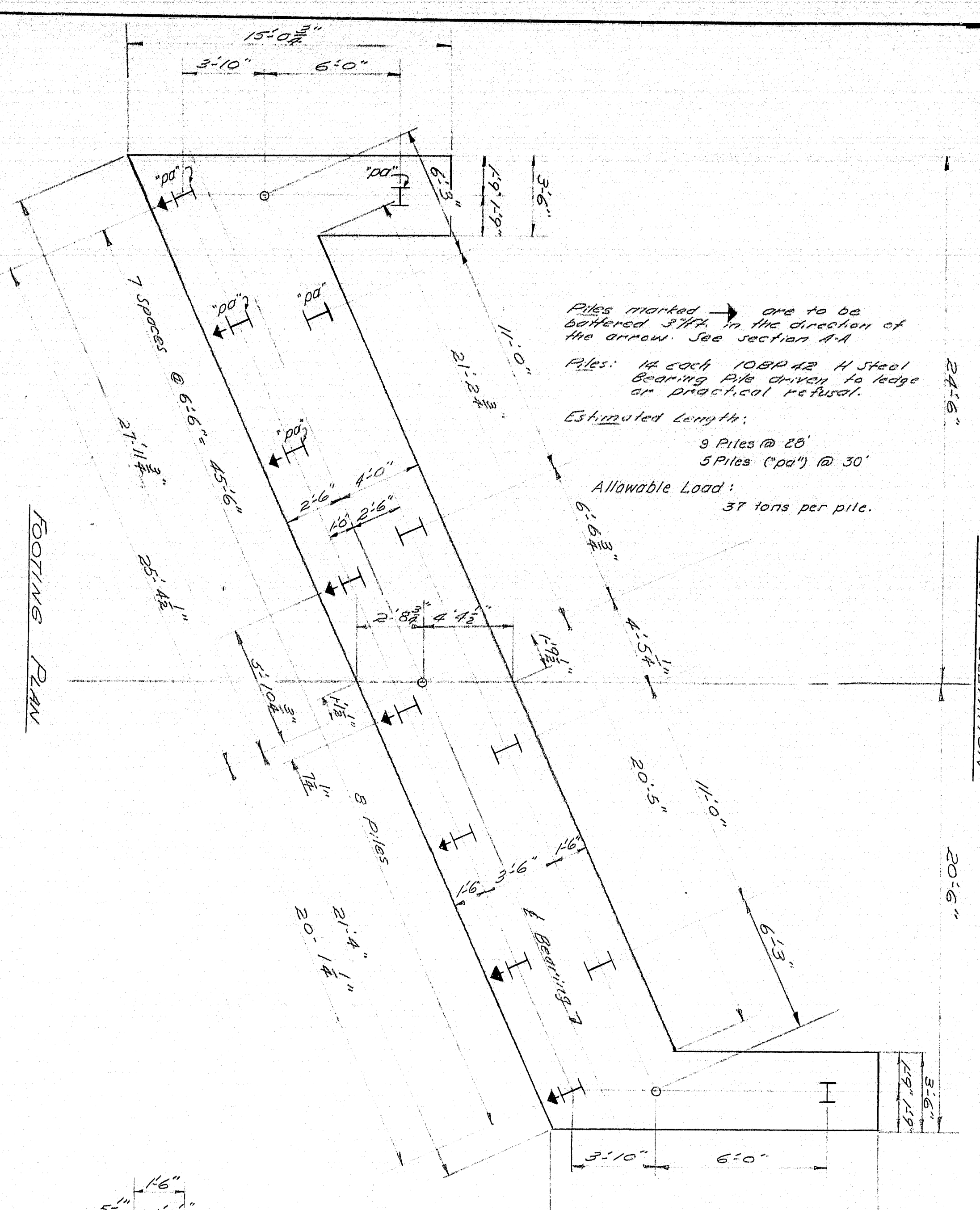
|   |  |
|---|--|
| DESIGN - N. L. J.<br>DETAIL - A. LYON<br>CHECK - T. H. K. | STATE HIGHWAY COMMISSION<br>BRIDGE DIVISION<br><b>INTERSTATE 95</b><br>OVER<br><b>HINCKLEY ROAD</b><br>IN THE TOWN OF<br><b>CLINTON</b><br><b>KENNEBEC COUNTY</b><br>ABUTMENT NO. 1 SOUTHBOUND |
|---|--|

SHEET 10 OF 16 AUGUSTA, MAINE JAN. 1963

86-174





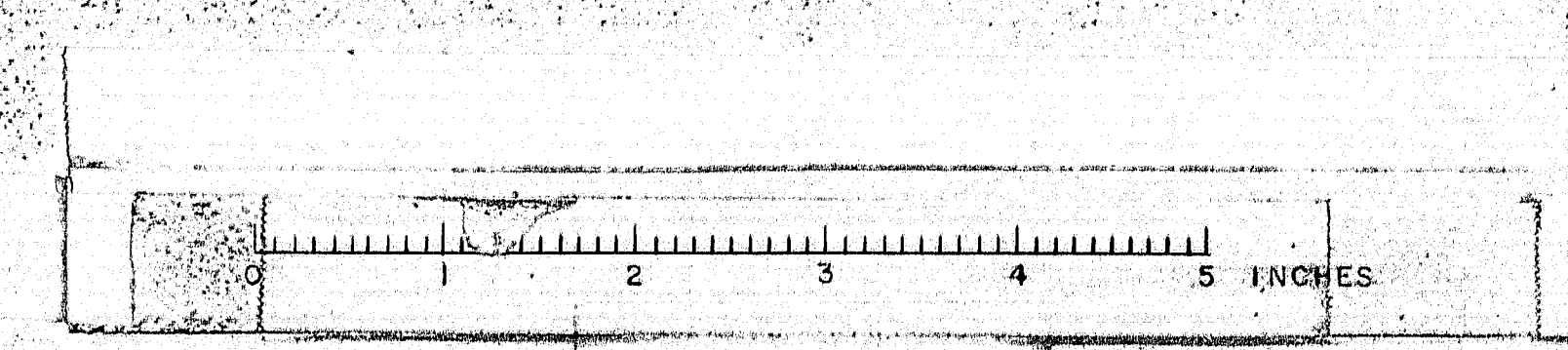


For General Notes see sheet #3  
All reinforcing steel is the same as abutment #21 northbound  
See sh.8 for vertical joint details

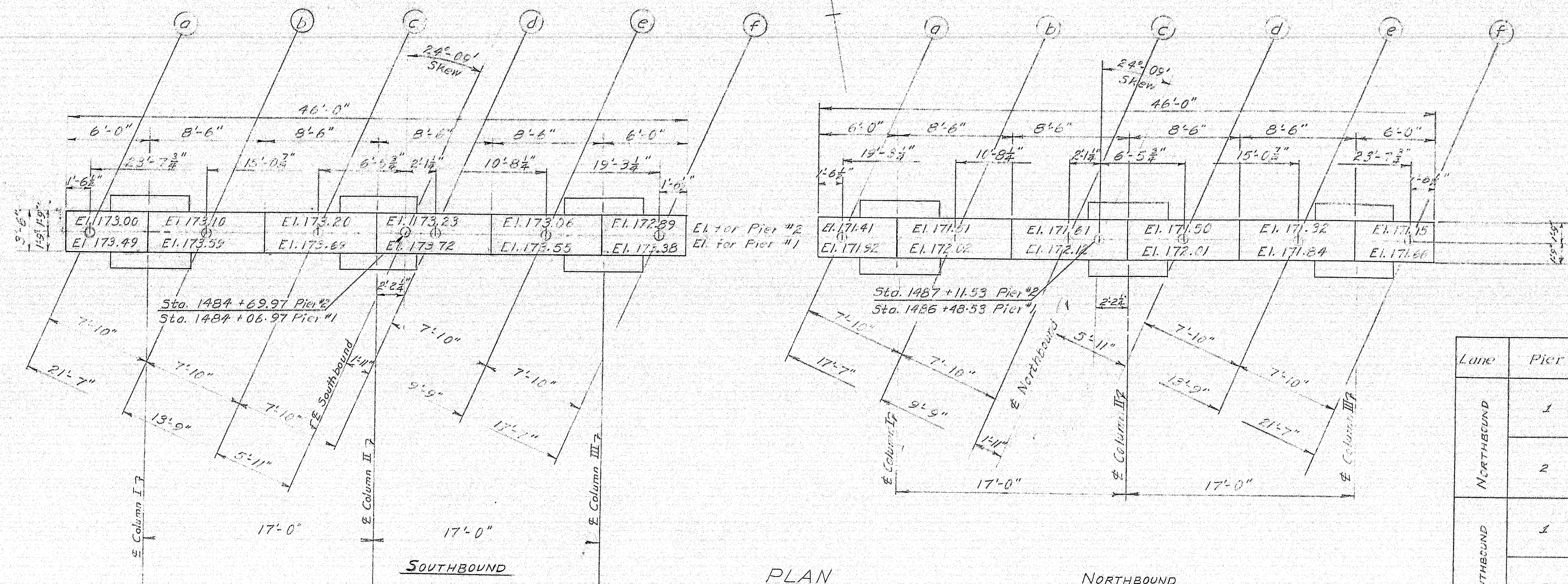
DESIGN - N.L.J.  
DETAIL - A.L.YON  
CHECK - T.H.K.

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

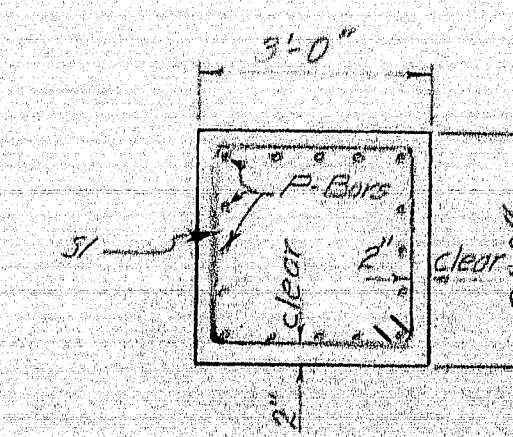
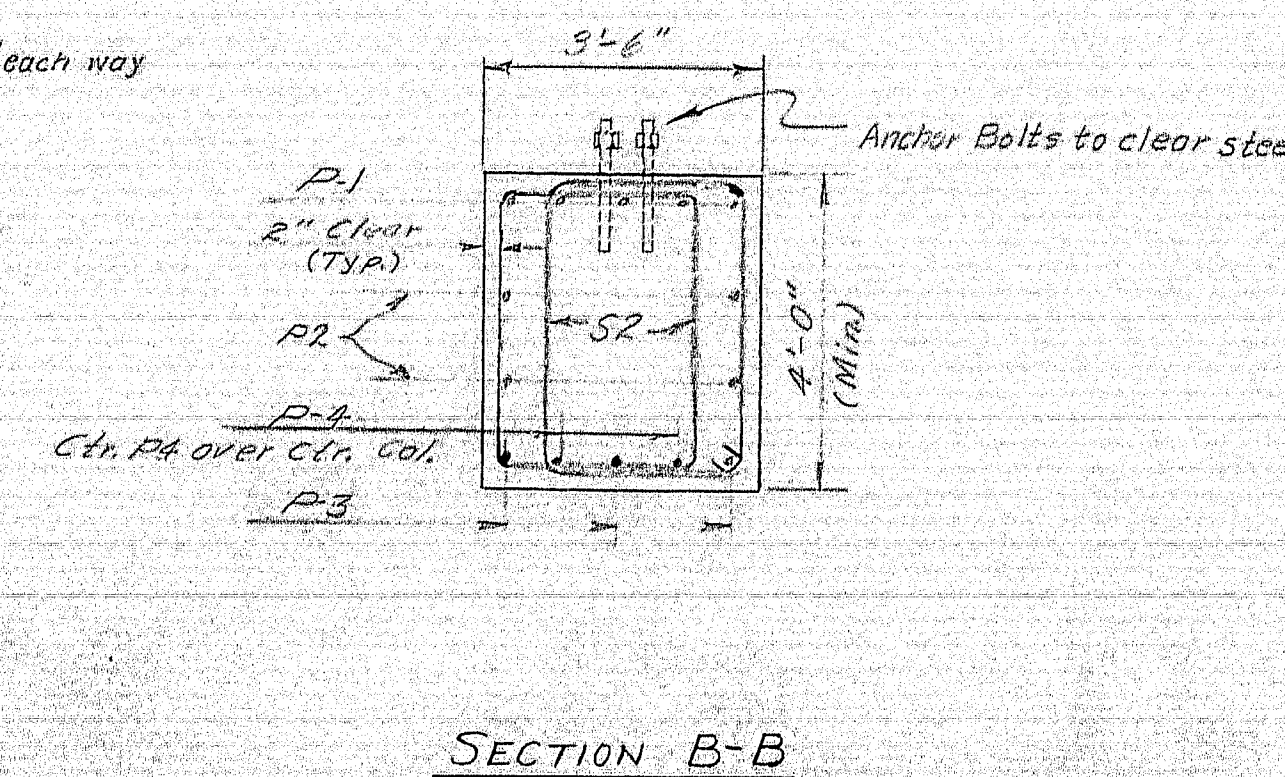
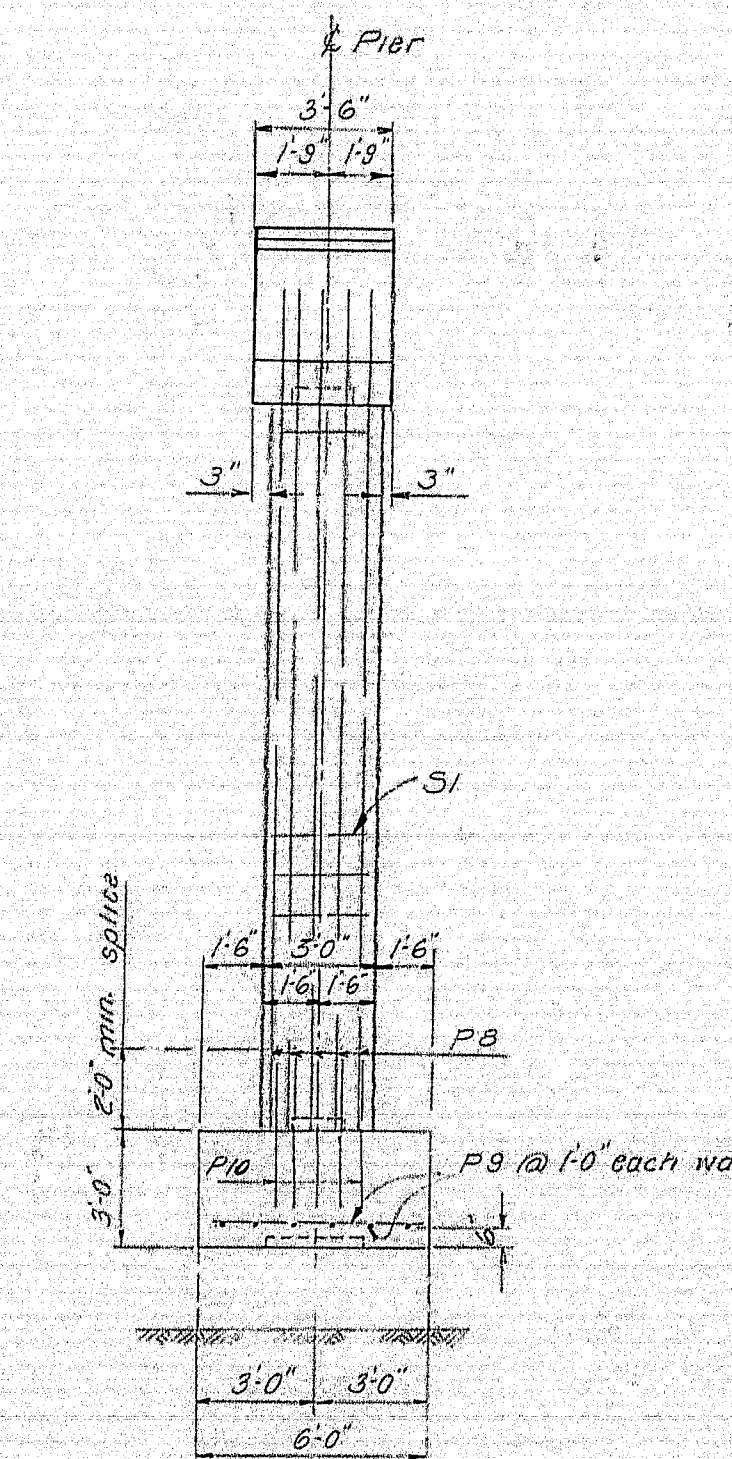
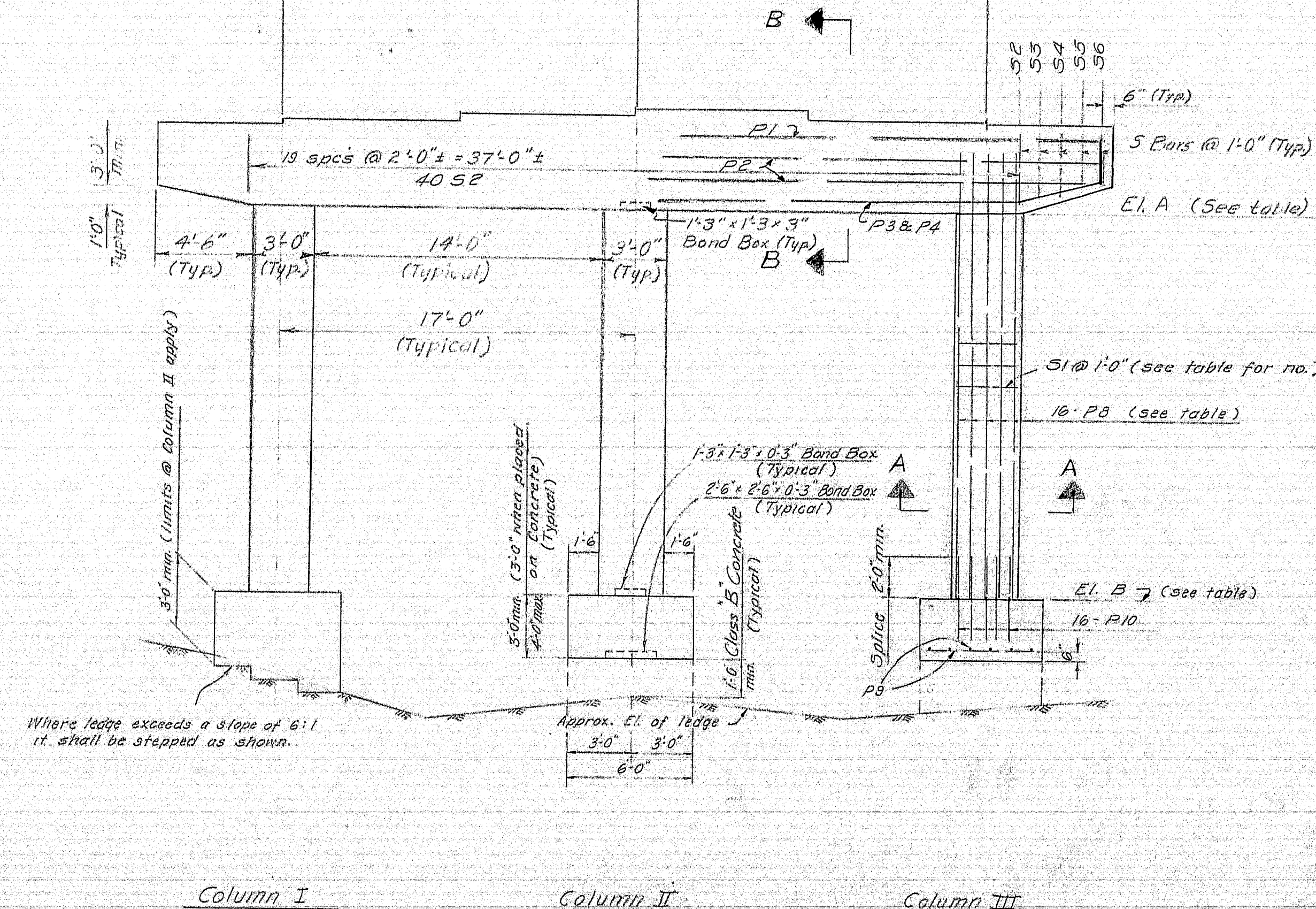
**INTERSTATE 95**  
OVER  
**HINCKLEY ROAD**  
IN THE TOWN OF  
**CLINTON**  
**KENNEBEC COUNTY**  
ABUTMENT NO. 2 SOUTHBOUND







| Lane       | Pier | Column | Elev. A | Elev. B | P-Bars (vertical) | No. of SI Bars |
|------------|------|--------|---------|---------|-------------------|----------------|
| NORTHBOUND | 1    | I      | 167.66  | 152.16  | P5                | 17             |
|            |      | II     | 167.66  | 150.16  | "                 | "              |
|            |      | III    | 167.66  | 150.16  | "                 | "              |
|            | 2    | I      | 167.15  | 148.65  | P6                | 18             |
|            |      | II     | 167.15  | 148.65  | "                 | "              |
|            |      | III    | 167.15  | 148.65  | "                 | "              |
| SOUTHBOUND | 1    | I      | 169.38  | 150.38  | P7                | 19             |
|            |      | II     | 169.38  | 150.38  | "                 | "              |
|            |      | III    | 169.38  | 150.38  | "                 | "              |
|            | 2    | I      | 168.89  | 150.89  | P8                | 18             |
|            |      | II     | 168.89  | 150.89  | "                 | "              |
|            |      | III    | 168.89  | 150.89  | "                 | "              |



Note:  
Bush bearing areas 1" larger all around than masonry plates and to exact elevations shown. Concrete under Pier footings - Class B.

Max. Footing Pressure: 14 Tons/sq'

DESIGN: N.L.J.  
DETAIL: P.J.M.  
CHECK: T.H.K.

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
**INTERSTATE 95**  
OVER  
**HINCKLEY ROAD**  
IN THE TOWN OF  
**CLINTON**  
**KENNEBEC COUNTY**  
PIERS - NORTHBOUND AND SOUTHBOUND  
SHEET 12 OF 16 AUGUSTA, MAINE JAN. 1963

86-176



| B.P.E.<br>REG. NO. | STATE | PROJECT NUMBER | SHEET<br>NO. | TOTAL<br>SHEETS |
|--------------------|-------|----------------|--------------|-----------------|
| 1                  | MAINE | J-95-7(39)     | 13           | 16              |

# **SPECIFICATIONS**

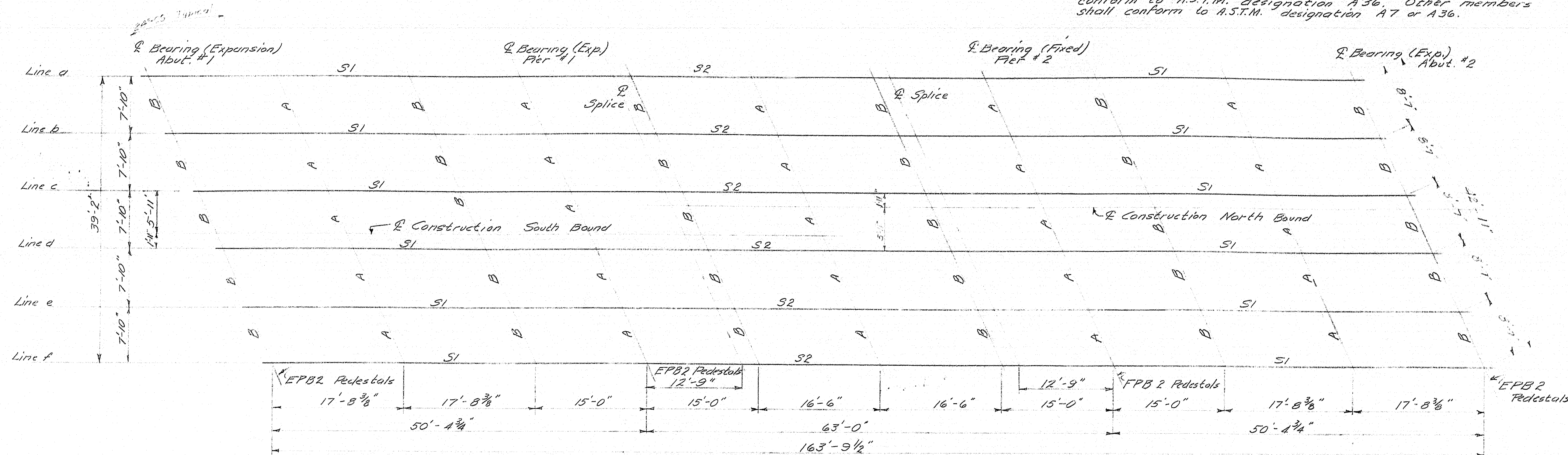
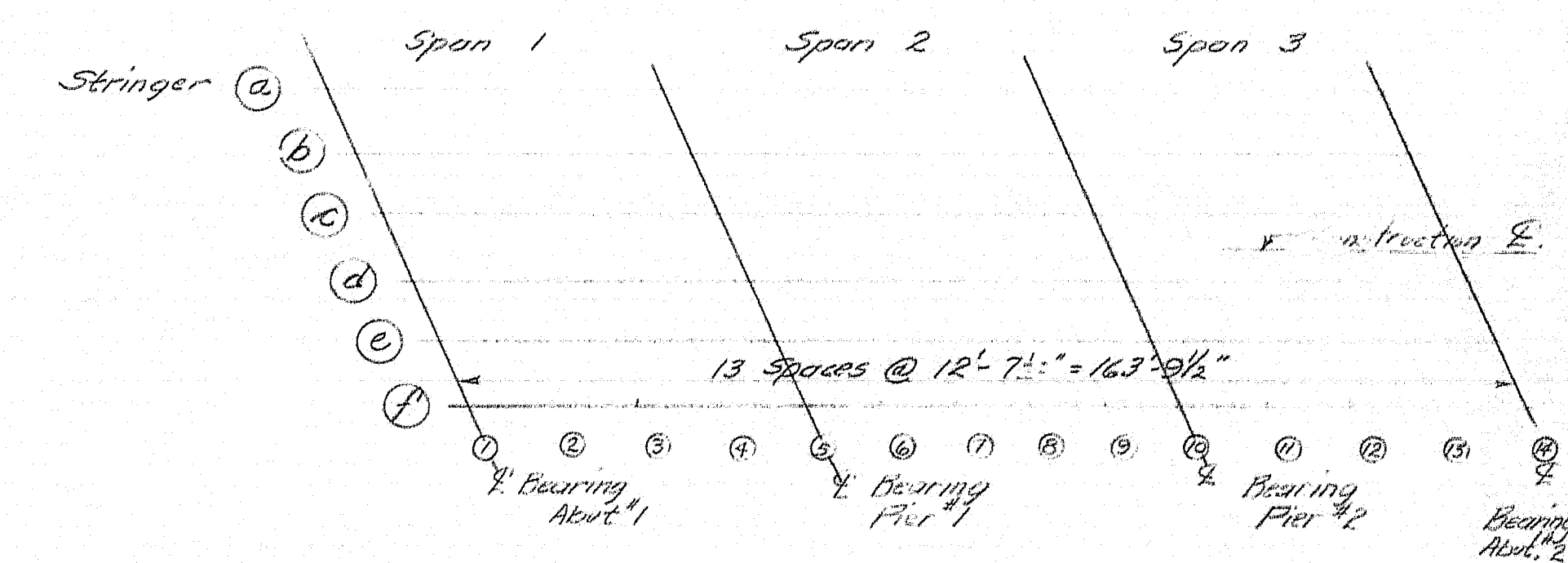
**Fabrication and Erection:** State of Maine, Standard Specifications, Highways and Bridges, Revision of Jan 1956 and supplements.  
**Design and Detail:** AASHTO Standard Specifications of 1961, and revisions.  
**Materials:** Stringers, cover plates, and splice plates shall conform to A.S.T.M. designation A36. Other members shall conform to A.S.T.M. designation A7 or A36.

## **BLOCKING SCHEDULE**

| SOUTHBOUND |       |        |        |        |        |        |
|------------|-------|--------|--------|--------|--------|--------|
| STRINGER   |       |        |        |        |        |        |
| SPAN       | Point | a      | b      | c      | d      | e      |
| 1          | 1     | 177.39 | 177.49 | 177.59 | 177.62 | 177.45 |
|            | 2     | 177.28 | 177.38 | 177.48 | 177.51 | 177.34 |
|            | 3     | 177.15 | 177.25 | 177.35 | 177.38 | 177.21 |
|            | 4     | 177.01 | 177.10 | 177.20 | 177.24 | 177.06 |
|            | 5     | 176.86 | 176.96 | 177.06 | 177.09 | 176.92 |
| 2          | 6     | 176.75 | 176.84 | 176.94 | 176.98 | 176.81 |
|            | 7     | 176.63 | 176.73 | 176.83 | 176.86 | 176.69 |
|            | 8     | 176.50 | 176.60 | 176.70 | 176.73 | 176.56 |
|            | 9     | 176.35 | 176.45 | 176.55 | 176.58 | 176.41 |
|            | 10    | 176.21 | 176.31 | 176.41 | 176.44 | 176.27 |
| 3          | 11    | 176.10 | 176.20 | 176.30 | 176.33 | 176.16 |
|            | 12    | 175.97 | 176.07 | 176.17 | 176.20 | 176.03 |
|            | 13    | 175.82 | 175.92 | 176.02 | 176.06 | 175.89 |
|            | 14    | 175.68 | 175.78 | 175.88 | 175.92 | 175.75 |

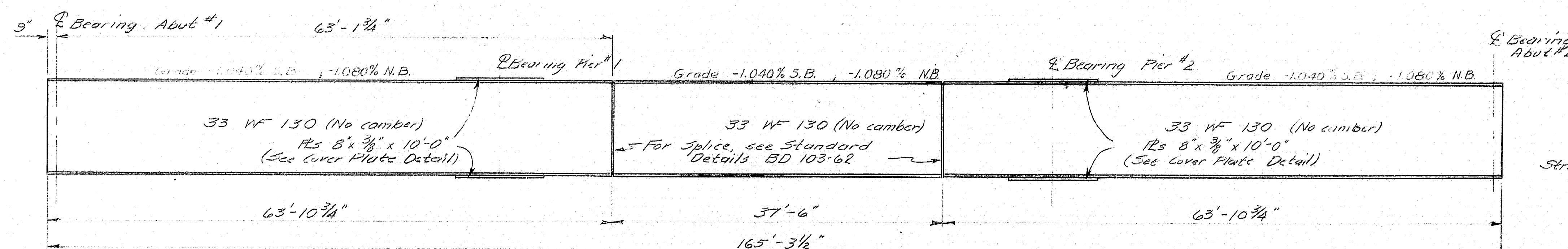
| NORTHBOUND |       |        |        |        |        |        |
|------------|-------|--------|--------|--------|--------|--------|
| STRINGER   |       |        |        |        |        |        |
| SPAN       | Point | a      | b      | c      | d      | e      |
| 1          | 1     | 175.81 | 175.91 | 176.01 | 176.03 | 175.86 |
|            | 2     | 175.70 | 175.80 | 175.90 | 175.93 | 175.76 |
|            | 3     | 175.59 | 175.69 | 175.79 | 175.82 | 175.65 |
|            | 4     | 175.44 | 175.54 | 175.64 | 175.67 | 175.50 |
|            | 5     | 175.29 | 175.39 | 175.49 | 175.52 | 175.35 |
| 2          | 6     | 175.17 | 175.27 | 175.37 | 175.40 | 175.23 |
|            | 7     | 175.05 | 175.15 | 175.25 | 175.28 | 175.11 |
|            | 8     | 174.92 | 175.02 | 175.12 | 175.15 | 174.98 |
|            | 9     | 174.77 | 174.87 | 174.97 | 175.00 | 174.83 |
|            | 10    | 174.61 | 174.71 | 174.81 | 174.84 | 174.67 |
| 3          | 11    | 174.50 | 174.60 | 174.70 | 174.73 | 174.56 |
|            | 12    | 174.34 | 174.44 | 174.54 | 174.57 | 174.40 |
|            | 13    | 174.19 | 174.29 | 174.39 | 174.42 | 174.25 |
|            | 14    | 174.05 | 174.15 | 174.25 | 174.28 | 174.11 |

Note: In order to compensate for dead load deflections and normal irregularities in the stringers produced in the rolling process, set the elevations in the table above, at the points indicated below before any of the slab forms are started.



## **ERECTION DIAGRAM**

Northbound & Southbound Structures



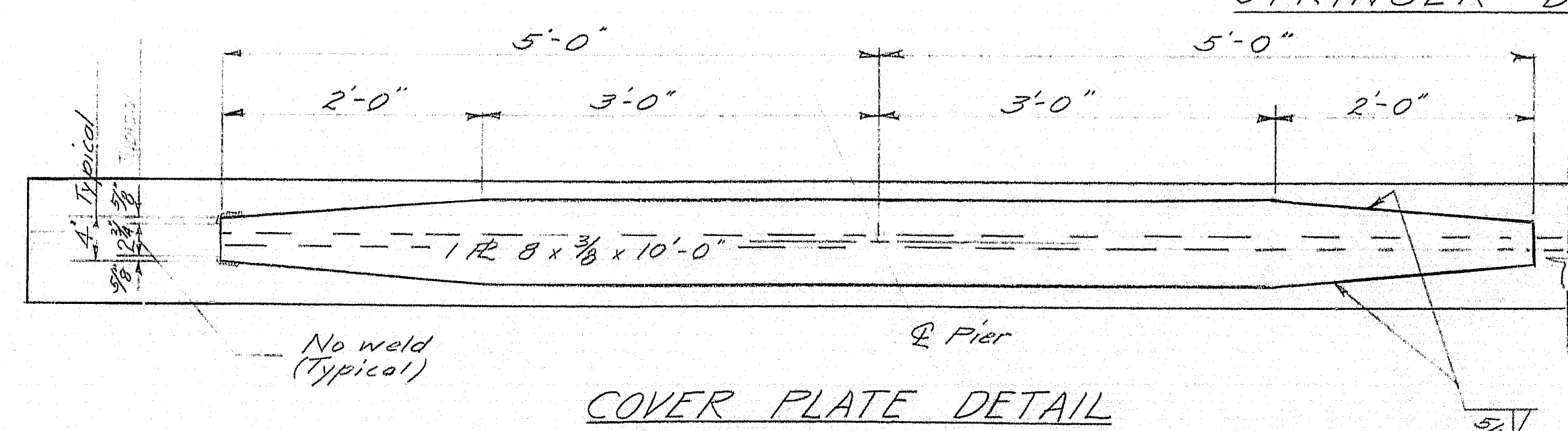
## **STRINGER DETAIL**

S1 - 24 Required  
S2 - 12 Required

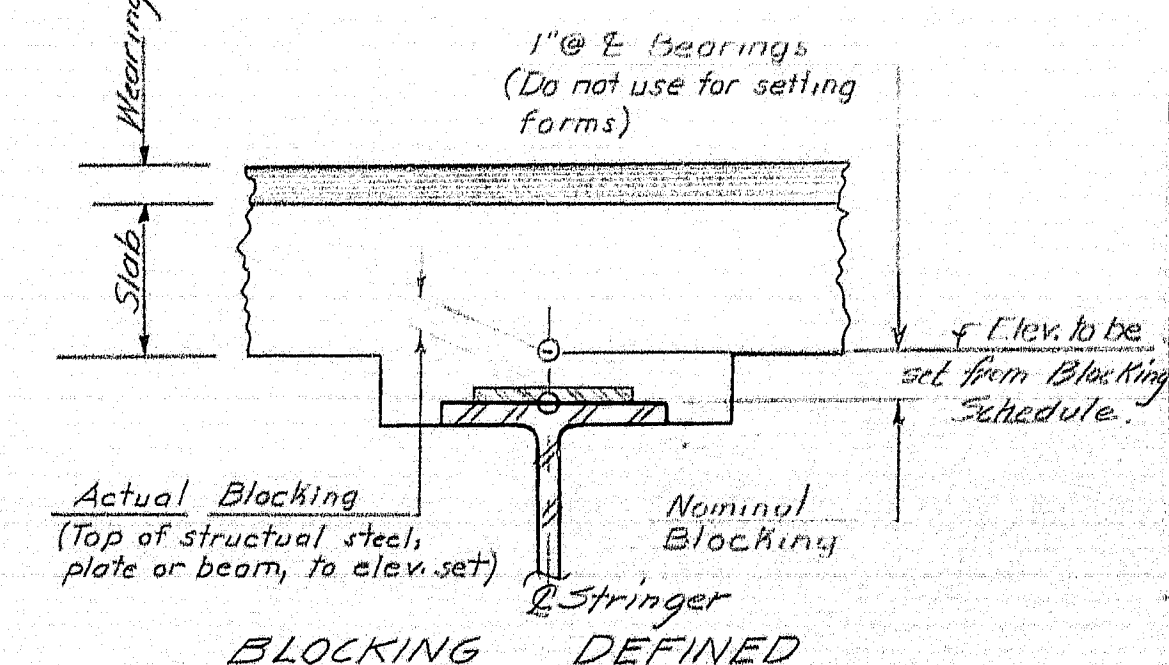
## **NOTES**

All dimensions are horizontal.  
No paint where concrete is in contact with steel.

**Bearing Pedestals:** 12 FPB2 required @ Pier #2  
36 FPB2 required @ Abut #1, Pier #1 and Abut #2, see Standard Details BD 101-62.  
**Diaphragms:** 50 Diaphragm Type A required.  
60 Diaphragm Type B required. See Standard Details BD 104-62.  
**Armored Joint:** 4 Required, see Standard Details BD 104-62.



## **COVER PLATE DETAIL**



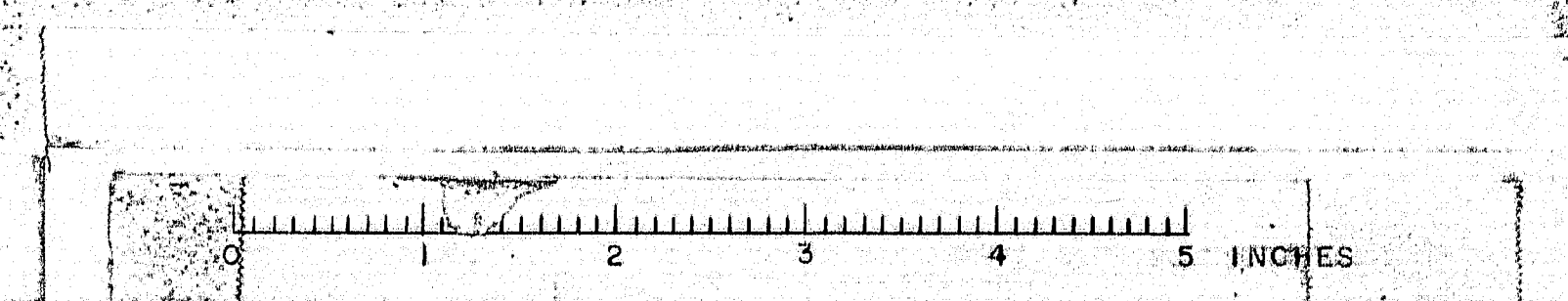
DESIGN BY: M.L.J.  
CHECK BY: J.H.K.

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

**INTERSTATE 95**  
OVER  
**HINCKLEY ROAD**  
IN THE TOWN OF  
**CLINTON**  
**KENNEBEC COUNTY**  
STRUCTURAL STEEL

SHEET 13 OF 16 AUGUSTA, MAINE JAN 1963

86-177





# CONSTRUCTION JOINTS

**Curb Joints**  
Break joint with a coat of heavy asphalt paint at all curb joints except at curb joints of piers where a layer of Performance Bituminous Joint Filler is to be used. (Note: Do not paint Granite Curb)

**Slab Joints**  
Break joint with a coat of heavy asphalt paint.

**Granite Bridge Curb Joints**  
Granite curb joints are to be mortared and pointed at all joints except those at pier bearing line and at abutment expansion joints.

**Chamfer of Joints**  
Use 1" chamfer on around curb parapets. Chamfer chamfer down through curb face to bottom of slab.

Place 1" plastic tube through the slab for drainage. Do not cover with water-proofing. This work to be incidental to contract items.

Drain Spacing

Drains ~ 12' Reg. curb edge.

Drain Spacing  
(See standard detail sheet  
BL 104-62 for drain detail)

**GENERAL NOTES:** Membrane waterproofing and bituminous concrete items are to be done by others.

Concrete is to be placed in the following sequence:

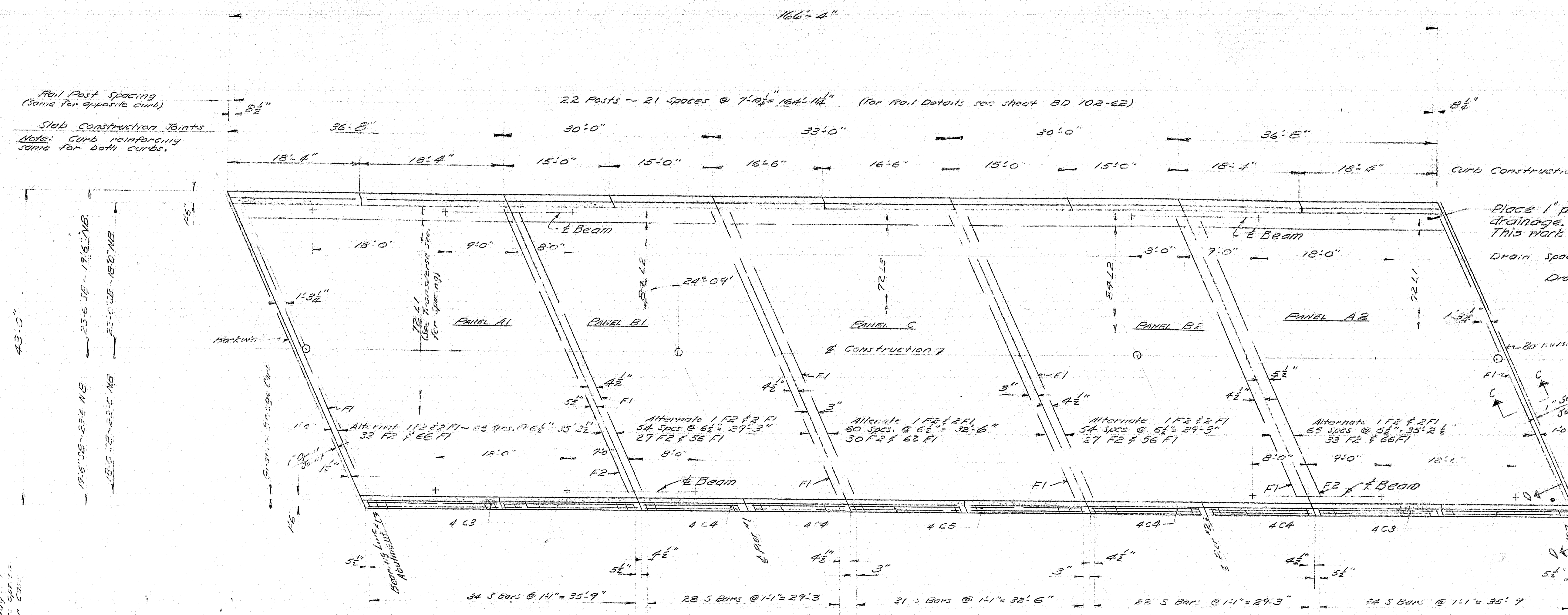
- 1st Panel: A1 & A2
- 2nd Panel: C
- 3rd Panel: B1 & B2

Chamfer all exposed concrete edges 1/2"

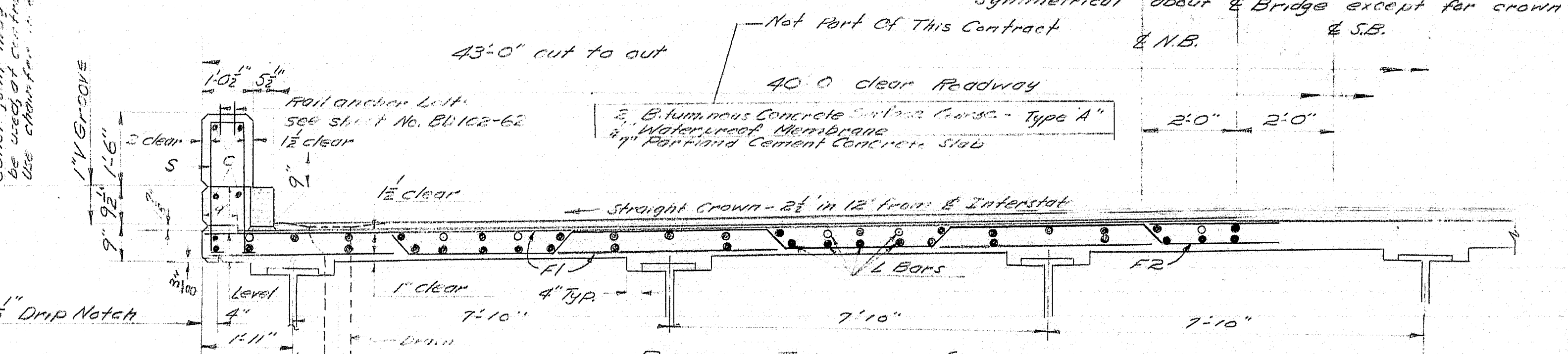
For Rail Detail see sheet BD 102-62

For Drain Detail see sheet BL 104-62

For Location of 1" V-Groove see supplemental specification section 901, Granite Bridge Curb

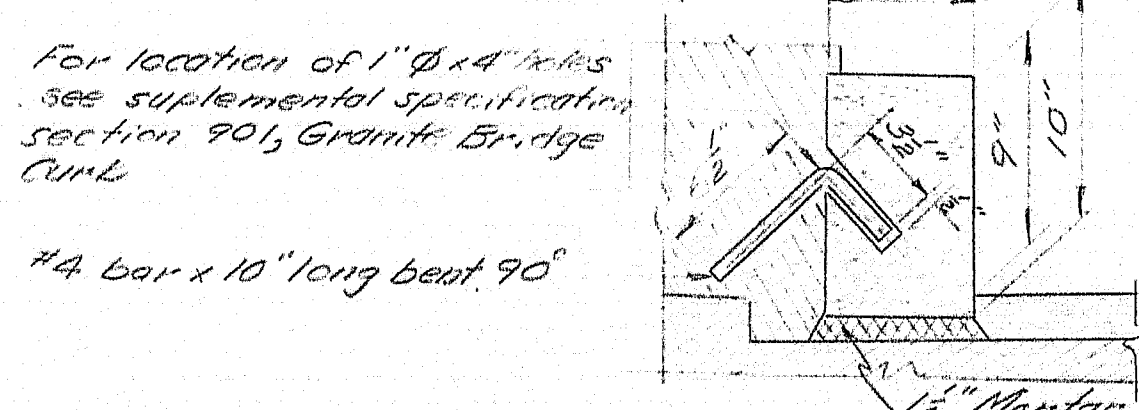


## PLAN



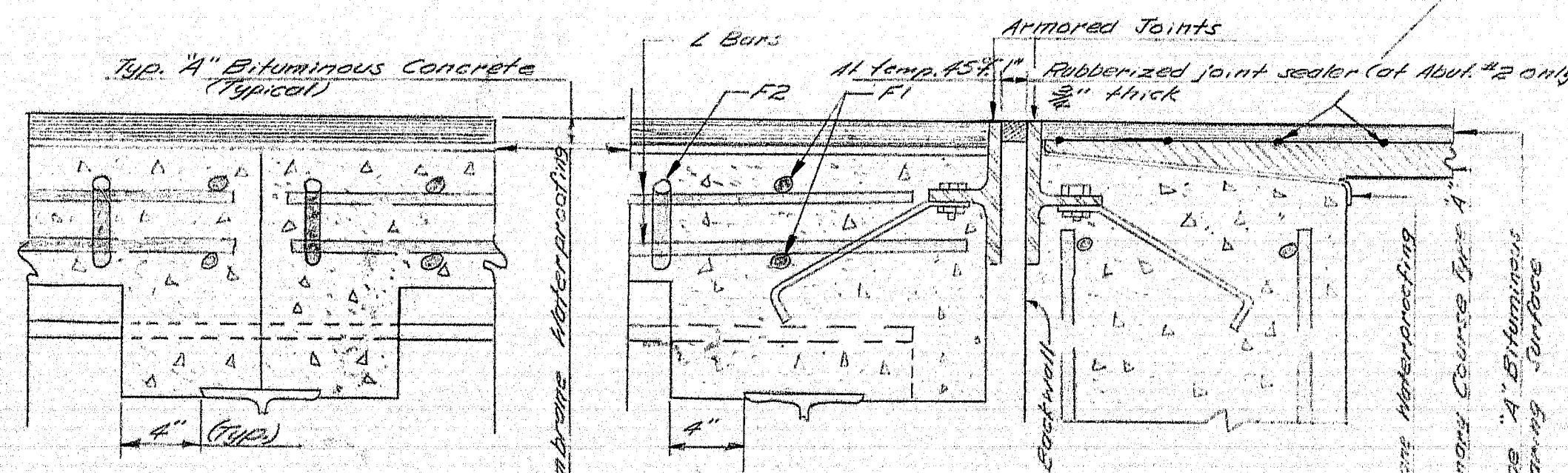
## PARTIAL TRANSVERSE SECTION

Note: L Bars mounted thusly are to be placed in panels B1 & B2 only to compensate for negative moment over pier bearings.



## GRANITE BRIDGE CURB DETAIL

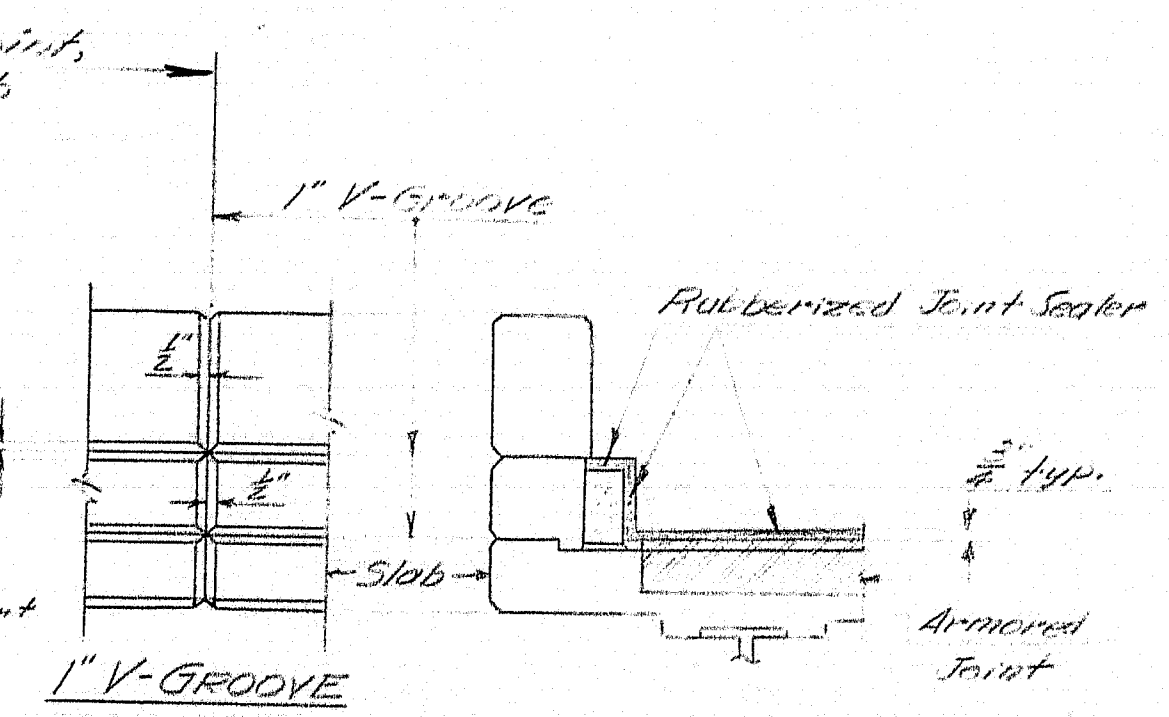
Note: Stone is to be cut on a 24" skew at abutments and at all skewed construction joints. Cut granite square at square construction joints.



## TYPICAL SLAB CONSTRUCTION JOINT

## SECTION C-C

(Abutment #1 same except that no Rubberized Sealer Required)



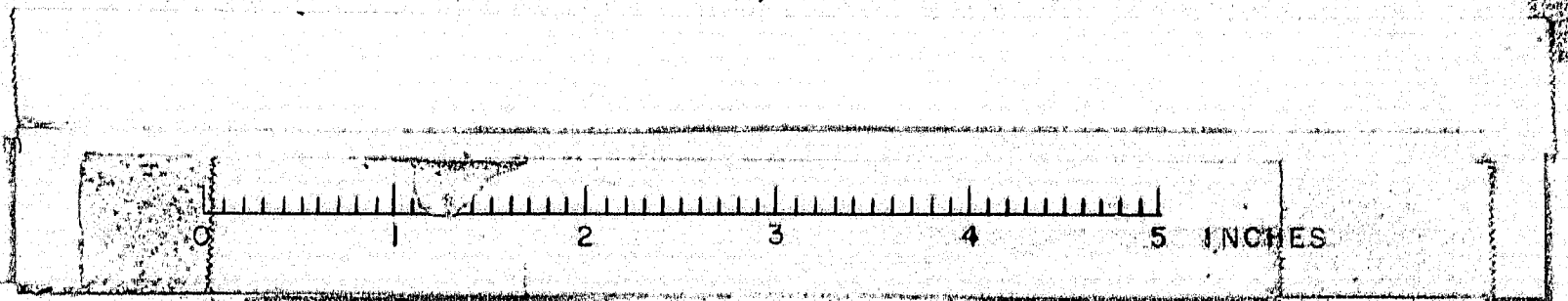
## VIEW D-D

Note: Opening between slab and backwall is to be sealed, or abutment #2 only, as shown in view D-D above. Joint at abutment #1 is to be left open.

Rubberized joint sealer shall be supported on a non-bituminous material. The supporting material may be left in place or removed, at the contractor's option. If left in place, seal material shall be compressible in a temperature with A.A.S.H.O. specification M153-54. Bonding with the rubberized joint sealer shall be prevented by a method satisfactory to the Engineer (layer of fine sand, wax paper, etc.).

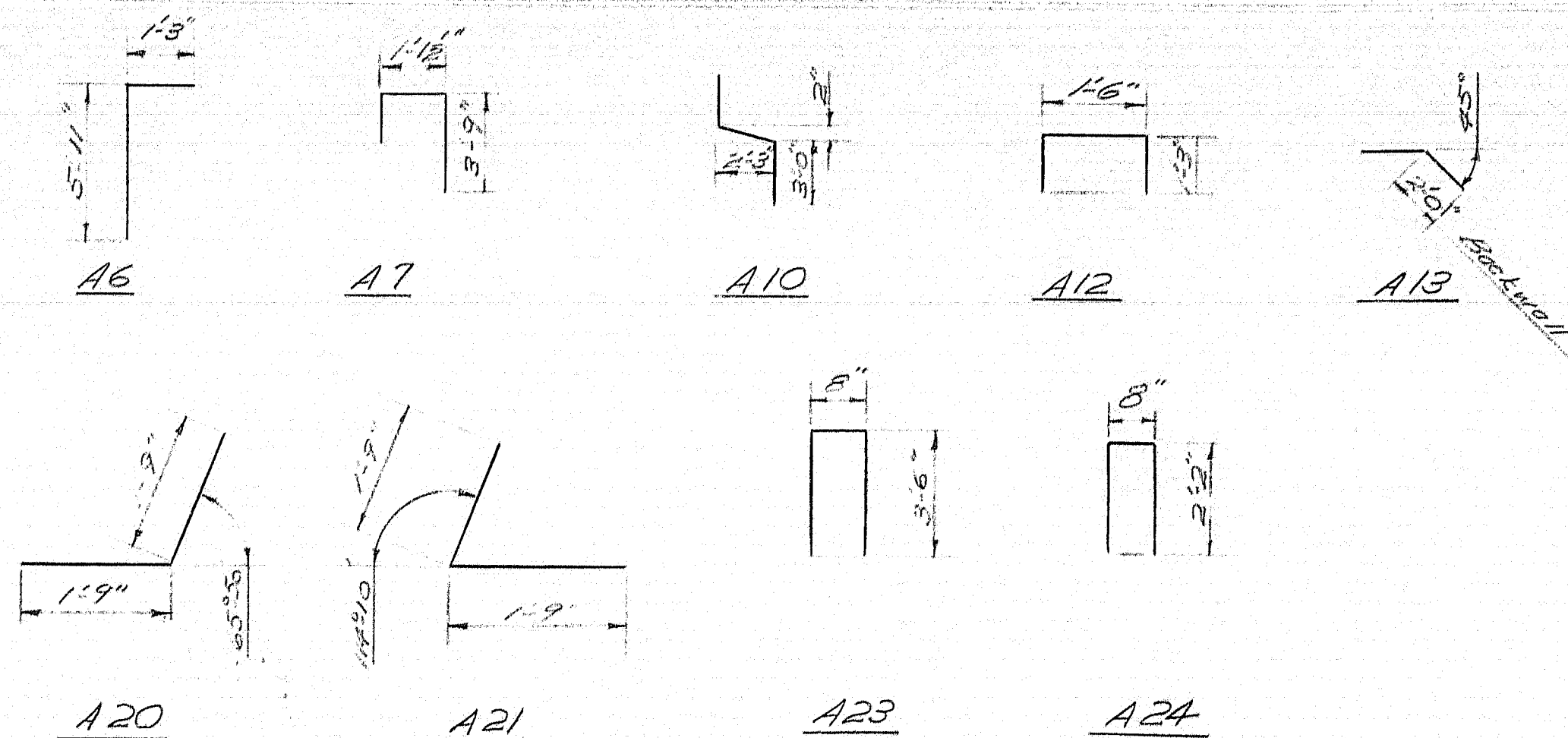
|                                 |   |
|---------------------------------|---|
| DESIGN: N.L.J.<br>CHECK: T.H.K. | STATE HIGHWAY COMMISSION<br>BRIDGE DIVISION<br><b>INTERSTATE 95</b><br>OVER<br><b>HINCKLEY ROAD</b><br>IN THE TOWN OF<br><b>CLINTON</b><br><b>KENNEBEC COUNTY</b><br>SUPERSTRUCTURE |
|---------------------------------|---|

SHEET 14 OF 16 AUGUSTA, MAINE JAN. 1963





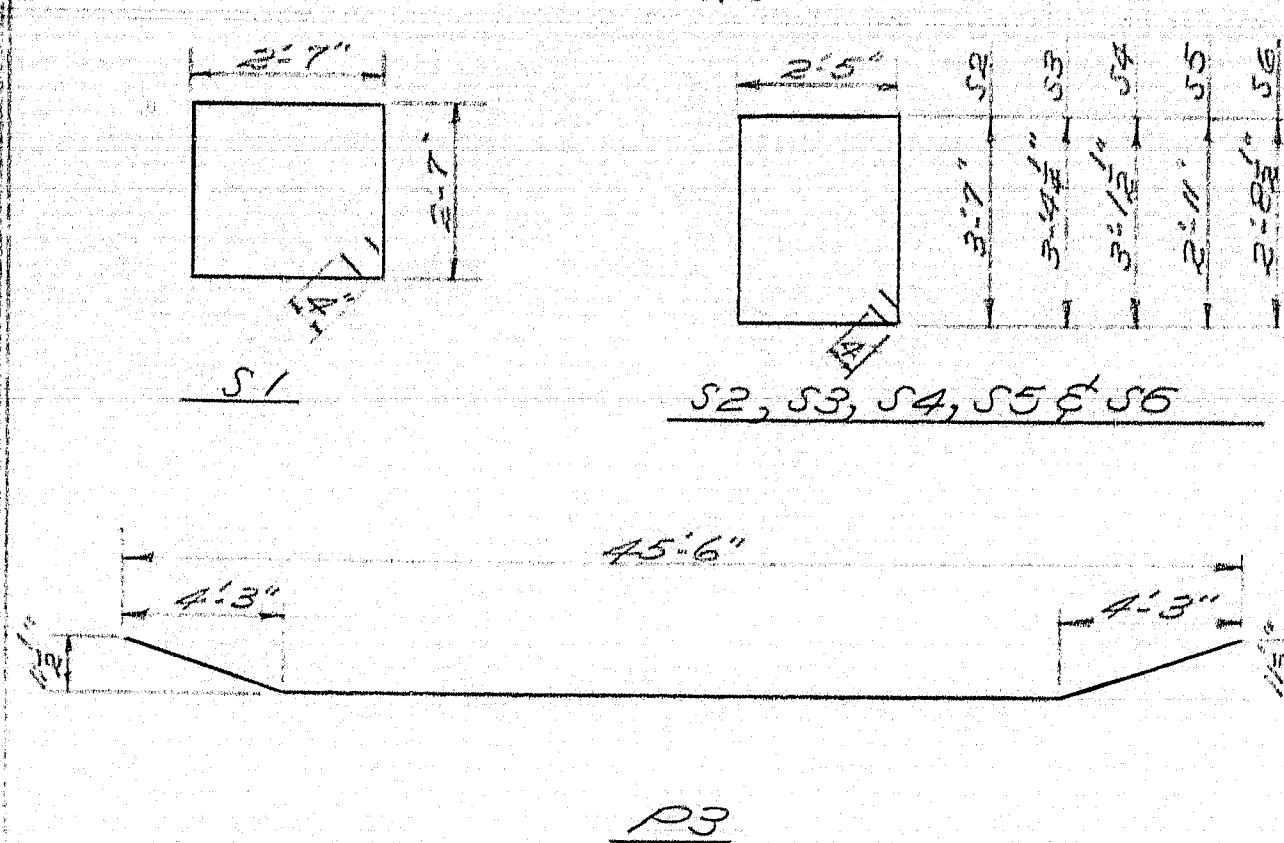
# ABUTMENTS & APPROACH SLABS



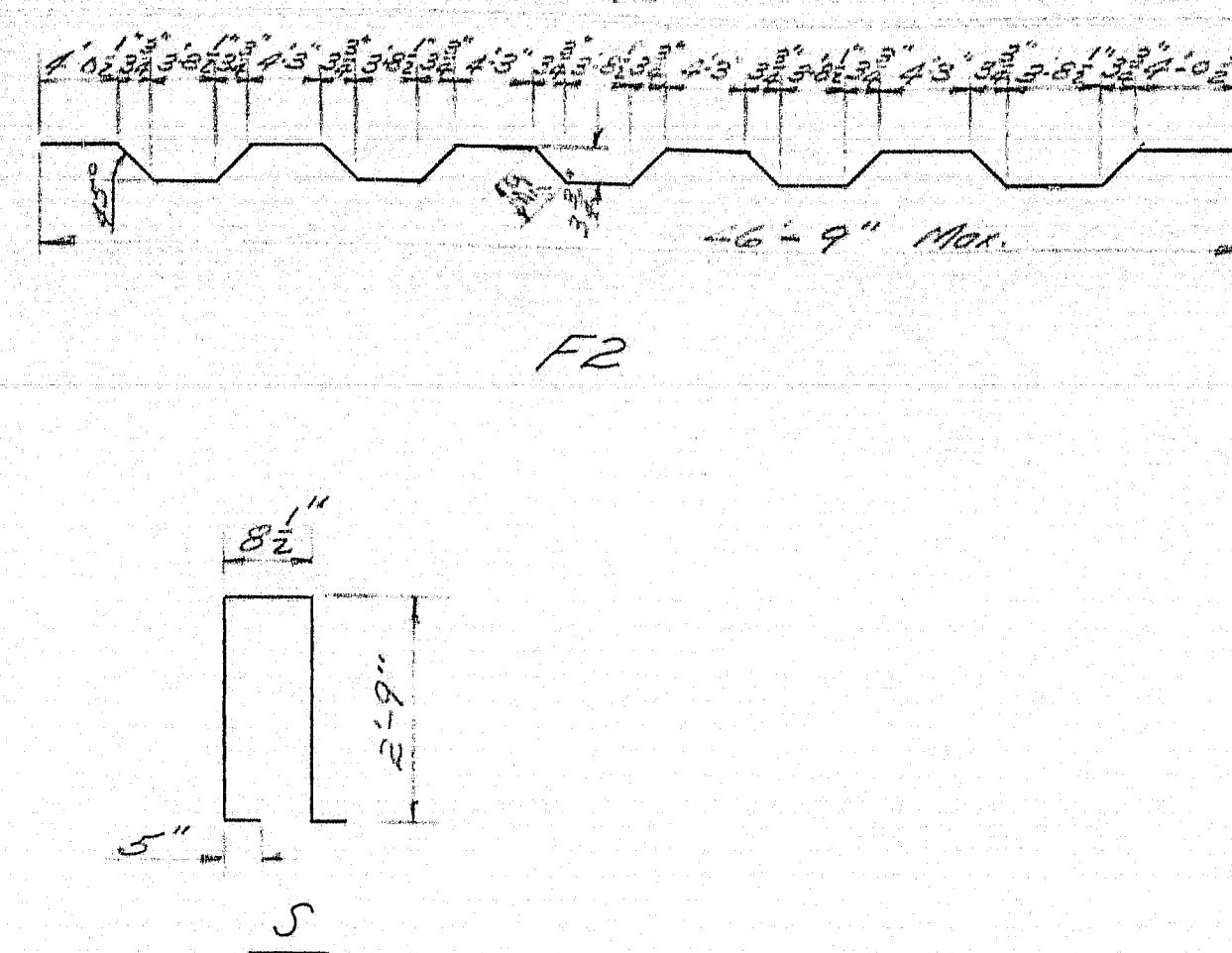
## REINFORCING

## STEEL

## SCHEDULE



## SUPERSTRUCTURE

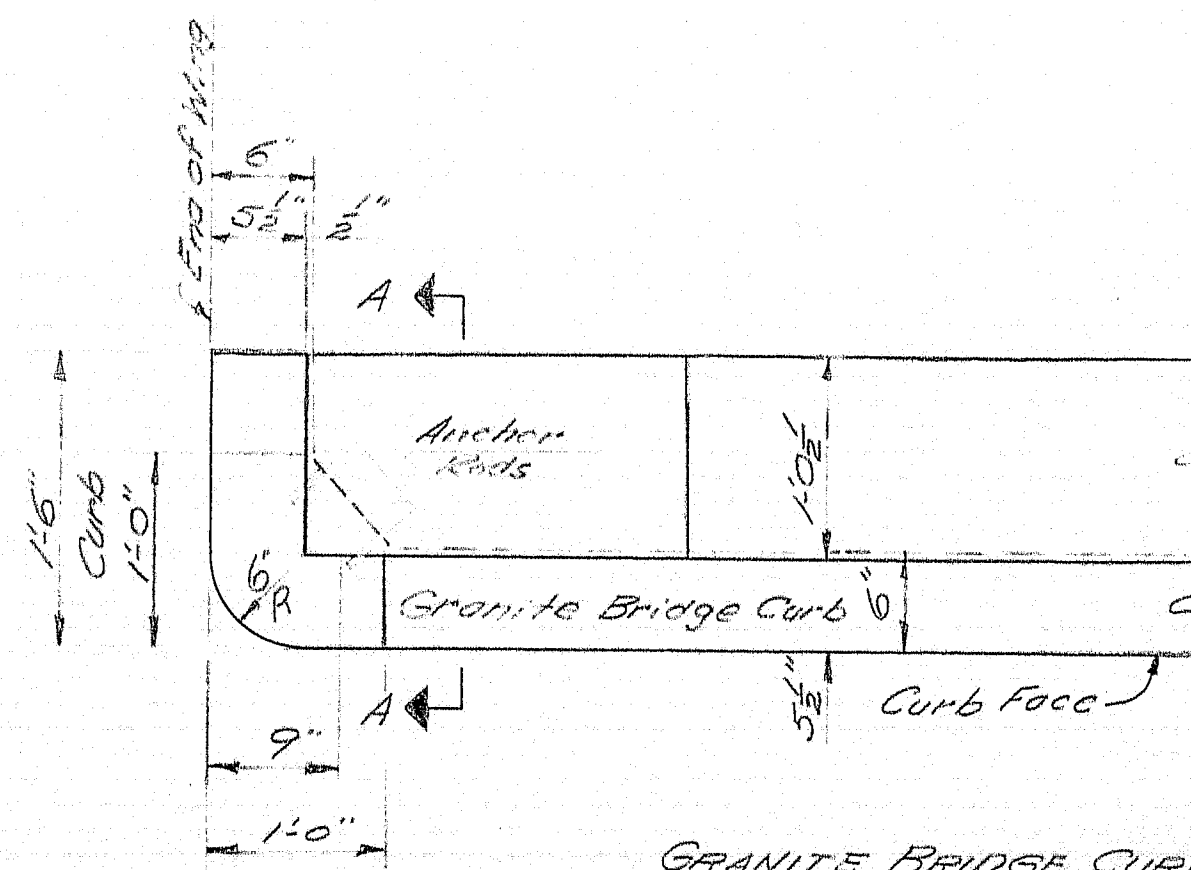


| Bar | Size | Number | Length | Location      |
|-----|------|--------|--------|---------------|
| A6  | #5   | 176    | 7'-2"  | Bridge Seats  |
| A7  | #5   | 120    | 7'-0"  | Backwalls     |
| A10 | #5   | 124    | 7'-0"  | Bridge Seat   |
| A12 | #5   | 72     | 4'-0"  | Bearing Areas |
| A13 | #5   | 112    | 3'-0"  | Approach Slab |
| A20 | #6   | 40     | 3'-6"  | Wings         |
| A21 | #6   | 40     | 3'-6"  | Wings         |
| A23 | #4   | 80     | 1'-8"  | Wings         |
| A24 | #4   | 24     | 5'-0"  | End Posts     |

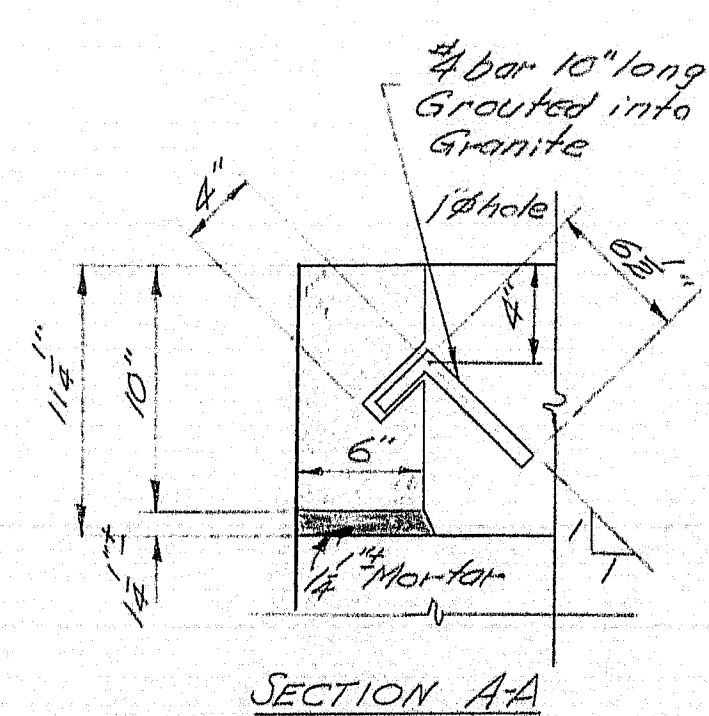
| Bar | Size | Number | Length | Location             |
|-----|------|--------|--------|----------------------|
| A1  | #5   | 112    | 25'-3" | Footings             |
| A2  | #6   | 336    | 6'-0"  | Footings             |
| A3  | #6   | 64     | 13'-9" | Footings             |
| A4  | #6   | 120    | 3'-0"  | Footings             |
| A5  | #5   | 380    | 3'-0"  | Footings to Br. Seat |
| A8  | #4   | 48     | 24'-0" | Br. Seat & Br. Wall  |
| A9  | #4   | 48     | 22'-9" | Br. Seat & Br. Wall  |
| A11 | #5   | 72     | 2'-8"  | Bearing Areas        |
| A14 | #5   | 50     | 5'-2"  | Wings                |
| A15 | #5   | 160    | 3'-10" | Wings                |
| A16 | #6   | 80     | 3'-0"  | Wings                |
| A17 | #6   | 80     | 5'-4"  | Wings                |
| A18 | #4   | 56     | 9'-6"  | Wings                |
| A19 | #6   | 80     | 9'-0"  | Wings                |
| A22 | #4   | 48     | 8'-6"  | Wings                |
| A25 | #4   | 32     | 1'-8"  | End Posts            |
| AS1 | #4   | 80     | 42'-3" | Approach Slabs       |
| AS2 | #6   | 624    | 14'-6" | Approach Slabs       |

| Bar | Size | Number | Length  | Location                   |
|-----|------|--------|---------|----------------------------|
| S1  | #4   | 216    | 11'-0"  | Columns                    |
| S2  | #4   | 160    | 12'-8"  | Pier Caps                  |
| S3  | #4   | 16     | 12'-5"  | Pier Caps                  |
| S4  | #4   | 16     | 11'-9"  | Pier Caps                  |
| S5  | #4   | 16     | 11'-4"  | Pier Caps                  |
| S6  | #4   | 16     | 10'-11" | Pier Caps                  |
| P3  | #9   | 12     | 45'-8"  | Pier Caps                  |
| P1  | #11  | 20     | 45'-6"  | Pier Caps                  |
| P2  | #6   | 16     | 45'-6"  | Pier Caps                  |
| P4  | #9   | 8      | 36'-6"  | Pier Caps                  |
| P5  | #8   | 48     | 20'-6"  | Col. Pier #1 NB (vertical) |
| P6  | #8   | 48     | 21'-6"  | Col. Pier #2 NB ( " )      |
| P7  | #8   | 48     | 22'-0"  | Col. Pier #1 SB ( " )      |
| P8  | #8   | 48     | 21'-0"  | Col. Pier #2 SB ( " )      |
| P9  | #6   | 144    | 5'-6"   | Column Footings            |
| P10 | #8   | 192    | 5'-0"   | Column Footings            |

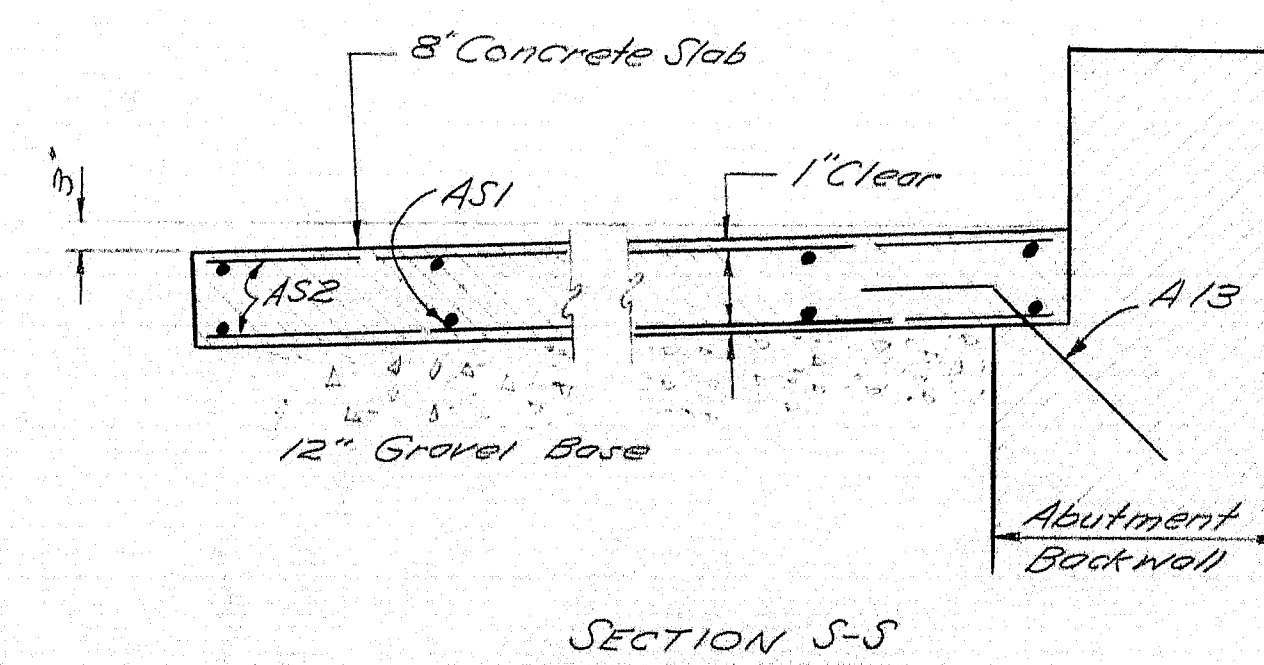
| Bar | Size | Number | Length  | Location      |
|-----|------|--------|---------|---------------|
| F2  | #6   | 300    | 45'-0"  | Roadway Slab  |
| S   | #4   | 620    | 7'-2"   | Rail Parapets |
| C1  | #4   | 64     | 17'-8"  | Rail Parapet  |
| C2  | #4   | 64     | 16'-4"  | Rail Parapet  |
| C3  | #4   | 32     | 15'-10" | Rail Parapet  |
| F1  | #6   | 612    | 46'-9"  | Roadway Slab  |
| L1  | #6   | 238    | 36'-2"  | Roadway Slab  |
| L2  | #6   | 336    | 29'-8"  | Roadway Slab  |
| L3  | #6   | 144    | 32'-8"  | Roadway Slab  |



GRANITE BRIDGE CURB DETAIL AT ABUTMENT WINGS

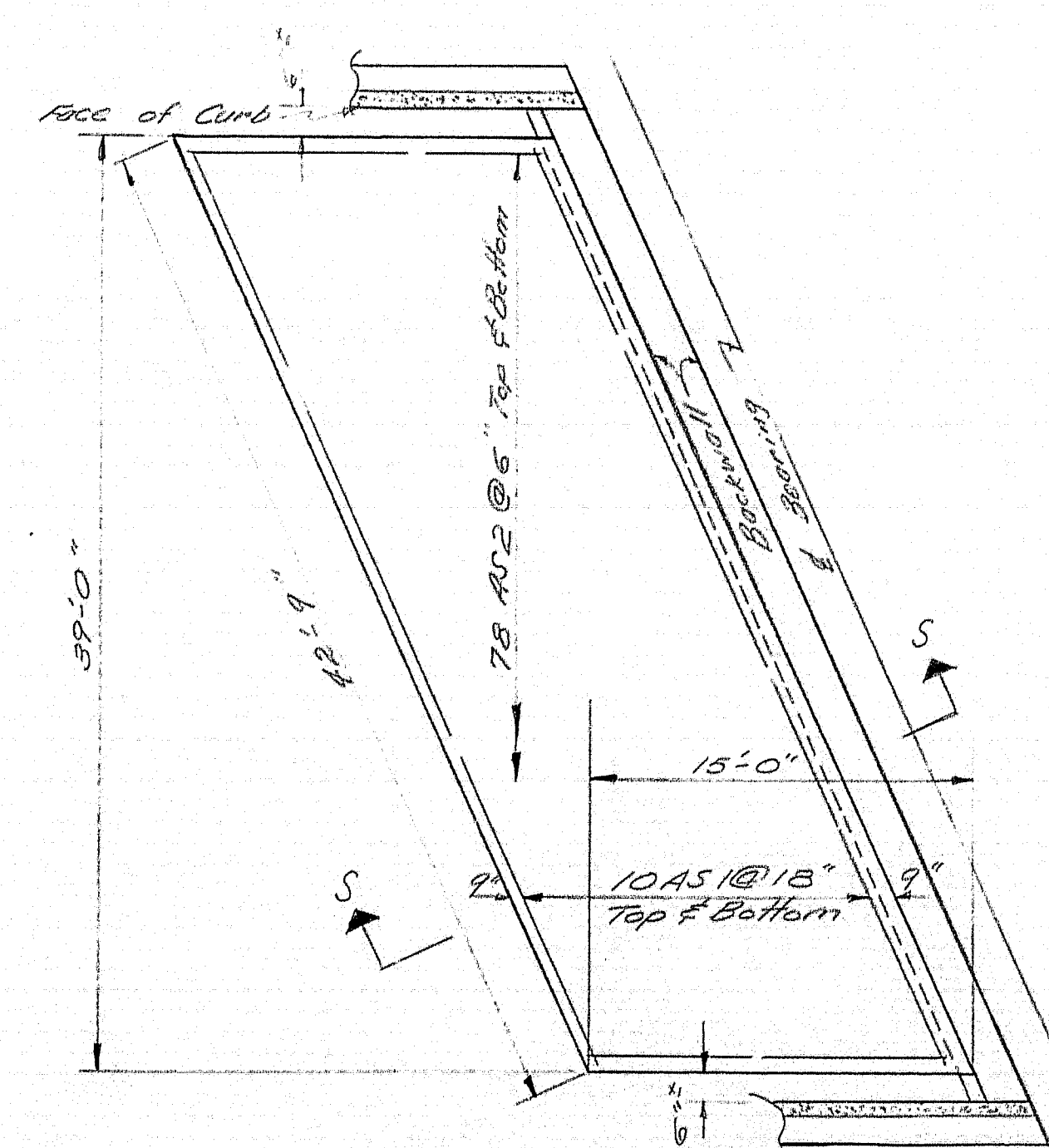


SECTION AA



SECTION S-S

APPROACH SLAB DETAILS



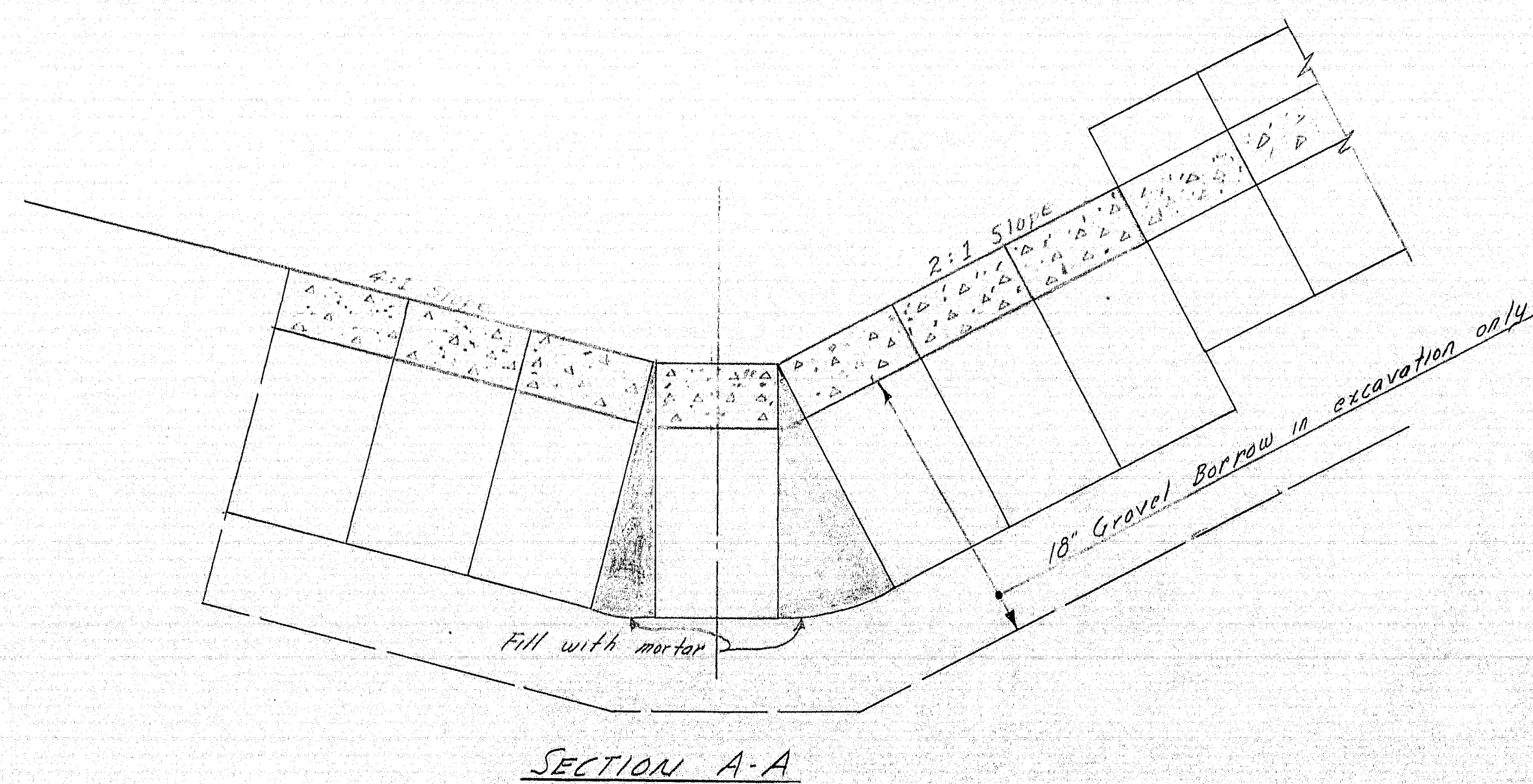
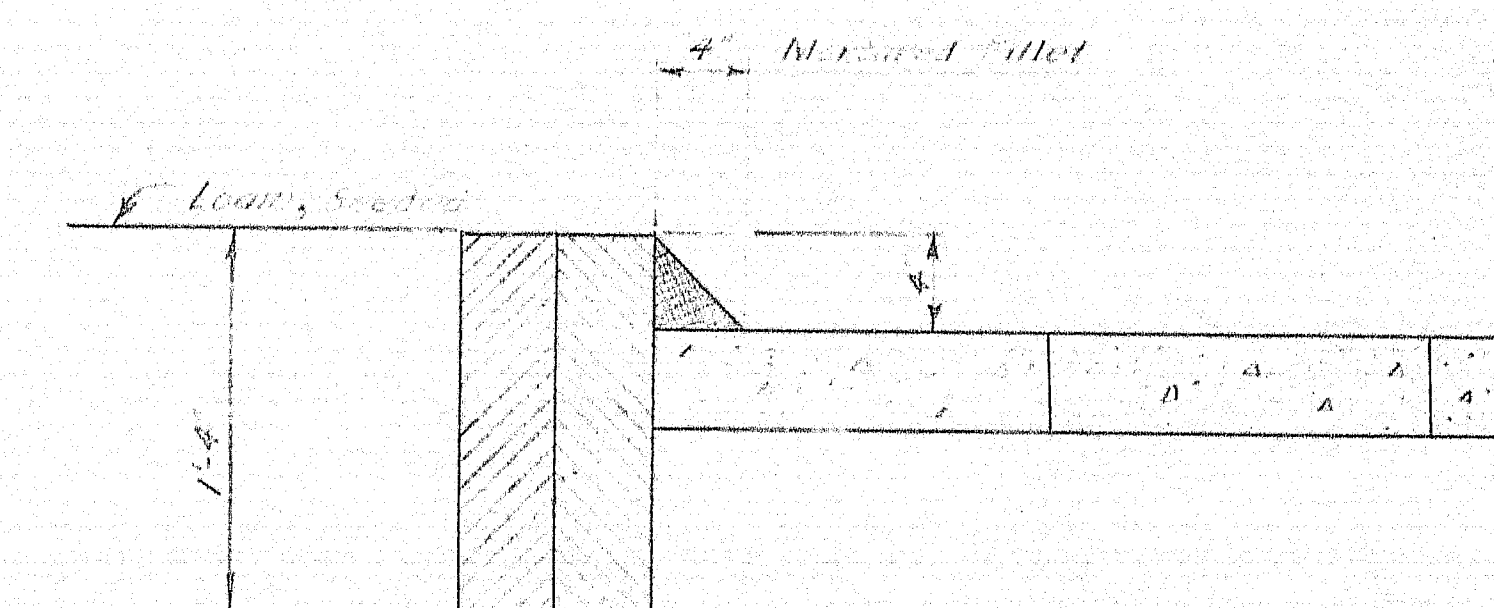
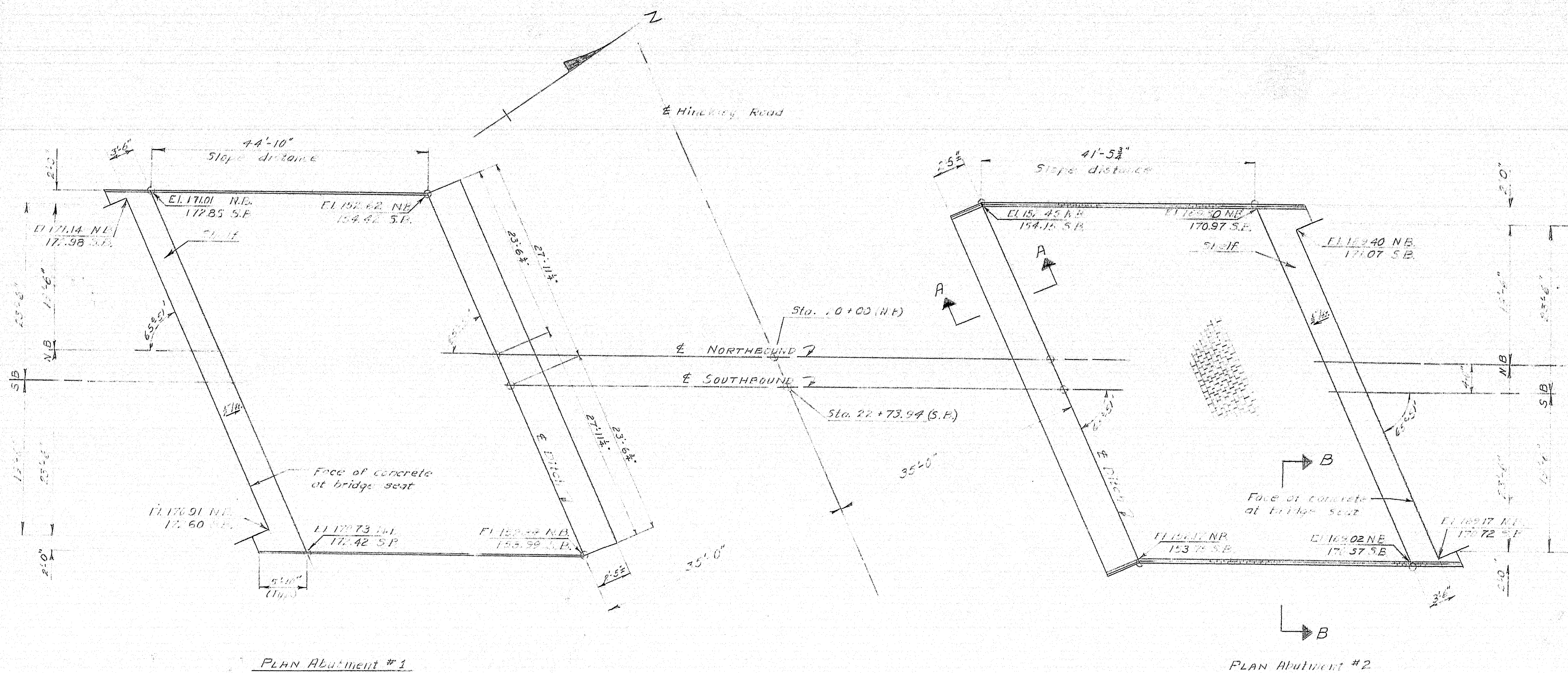
PLAN

Note: Approach Slabs to be paid for under Item 701-33, Portland Cement Concrete - Abutments & Retaining Walls.

- 1) Reinforcing Steel to be of Intermediate Grade
- 2) Dimensions are to center of bars

|  |                                  |
|--|----------------------------------|
| DESIGN - N. L. J.<br>TRACE - A. LYON<br>CHECK - T. H. K. | BRIDGE NO.<br>SURVEY -<br>PLOT - |
| STATE HIGHWAY COMMISSION<br>BRIDGE DIVISION              |                                  |
| <b>INTERSTATE 95</b><br>OVER                             |                                  |
| <b>HINKLEY ROAD</b><br>IN THE TOWN OF                    |                                  |
| <b>CLINTON</b>   |                                  |
| <b>KENNEBEC COUNTY</b>                                   |                                  |
| REINFORCING STEEL - GRANITE BRIDGE CURB                  |                                  |
| APPROACH SLAB DETAILS                                    |                                  |
| SHEET 15 OF 16 AUGUSTA, MAINE JAN, 1963                  |                                  |

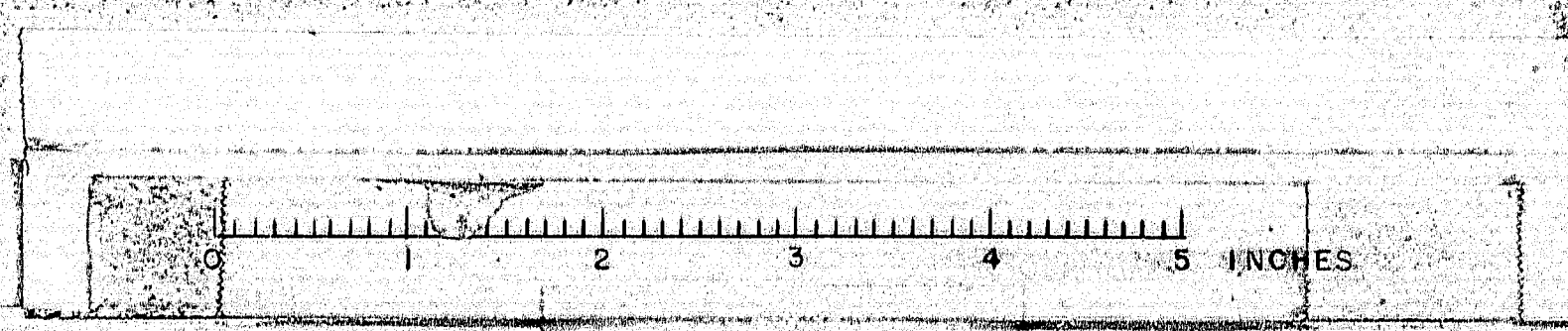




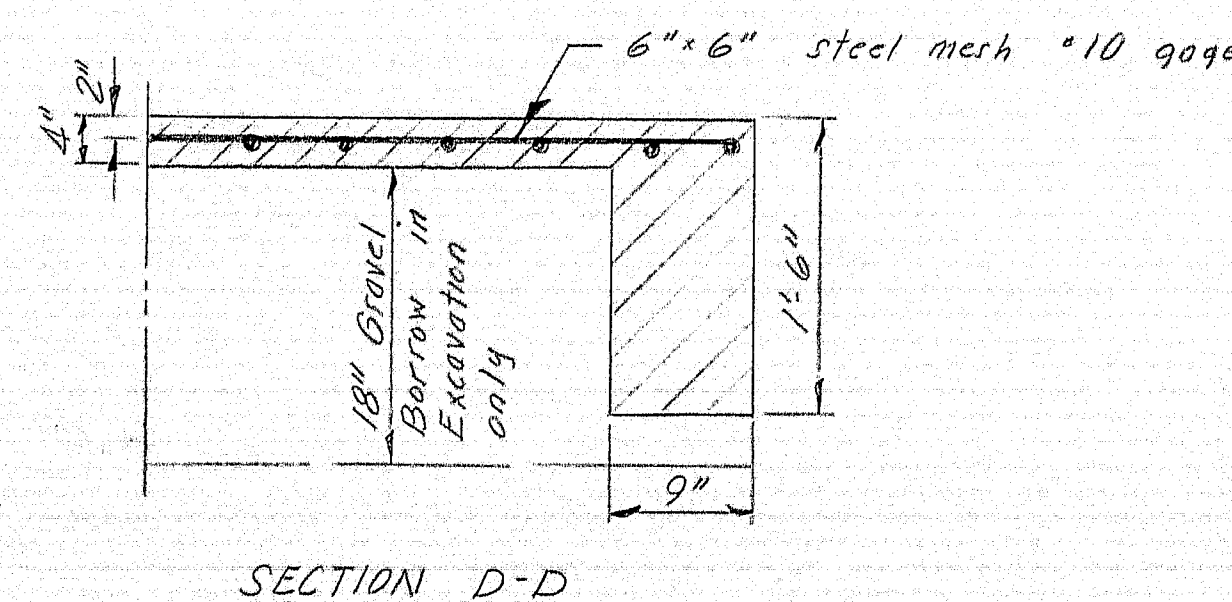
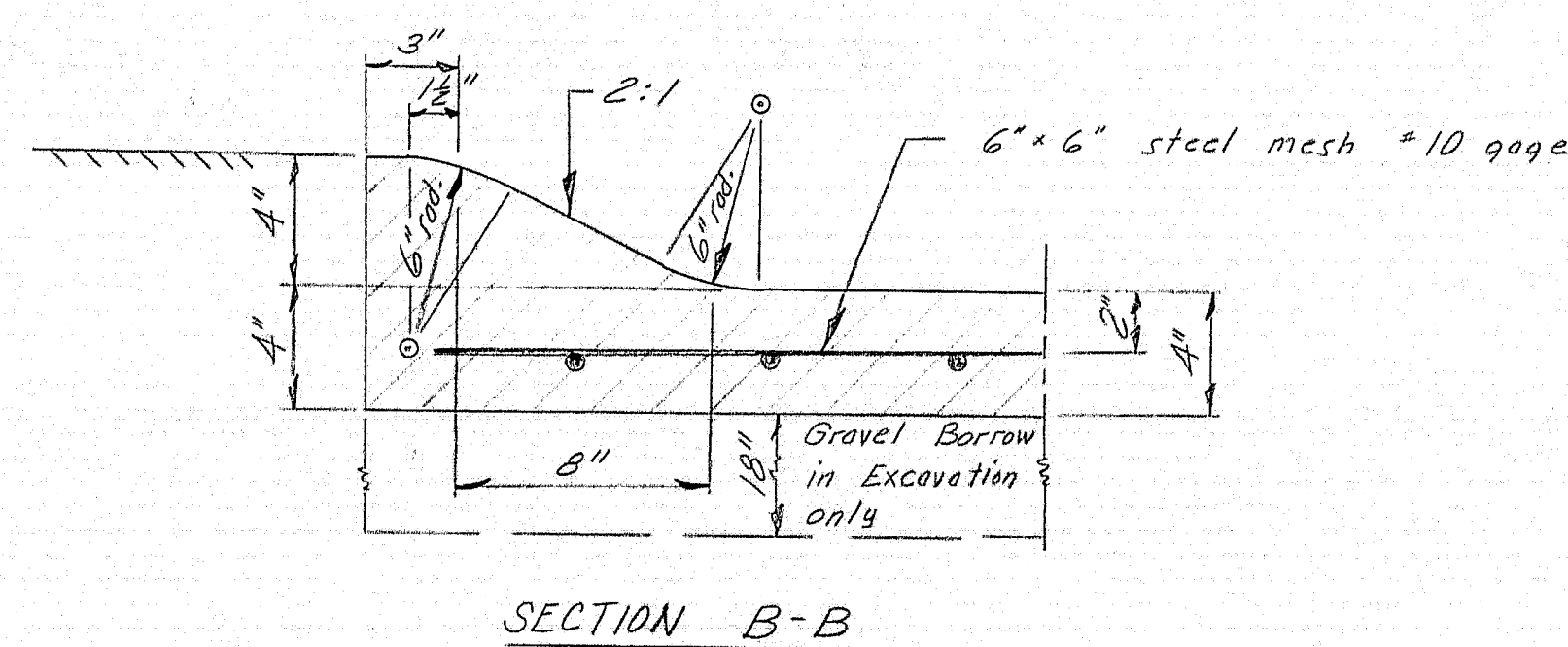
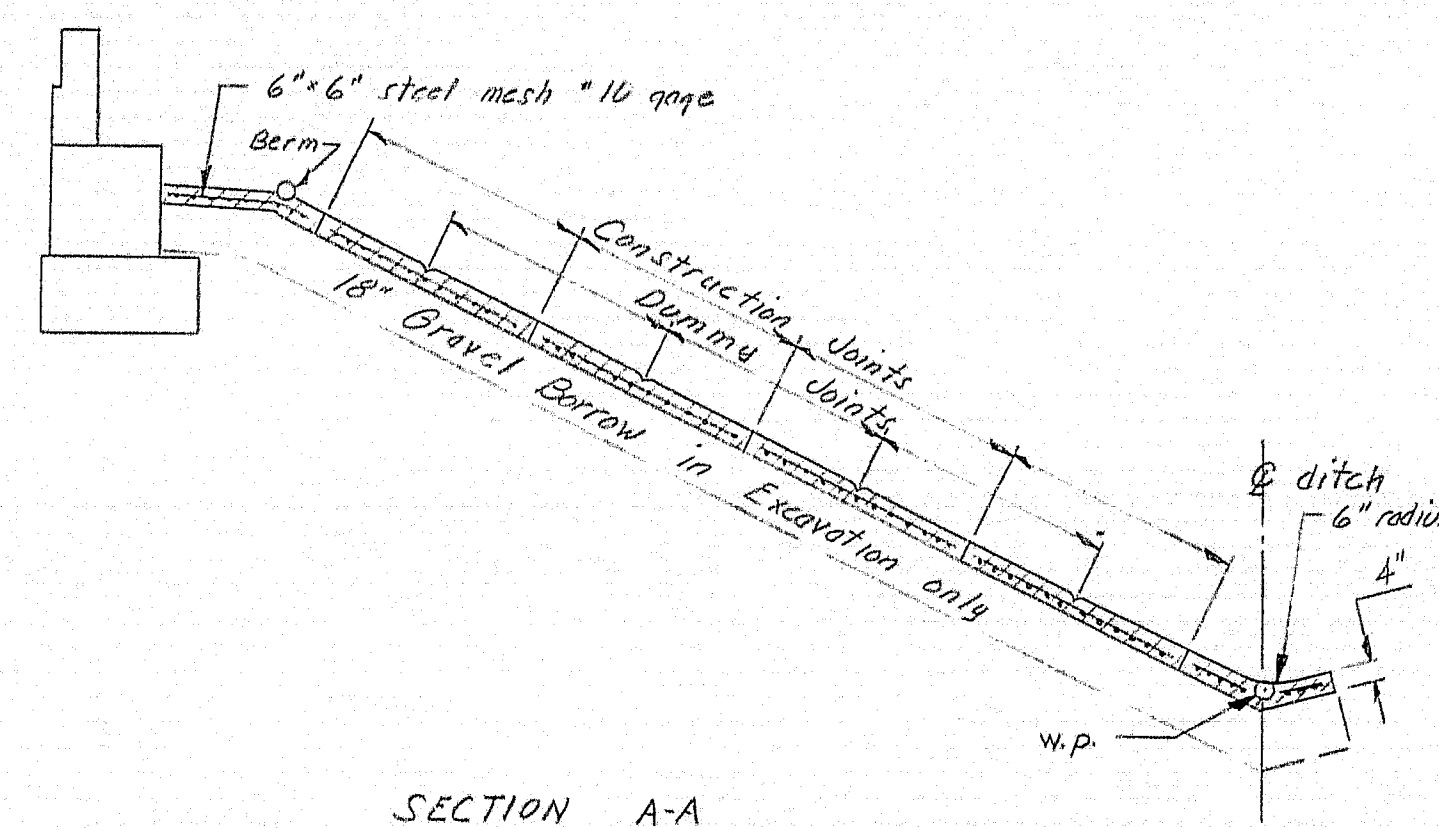
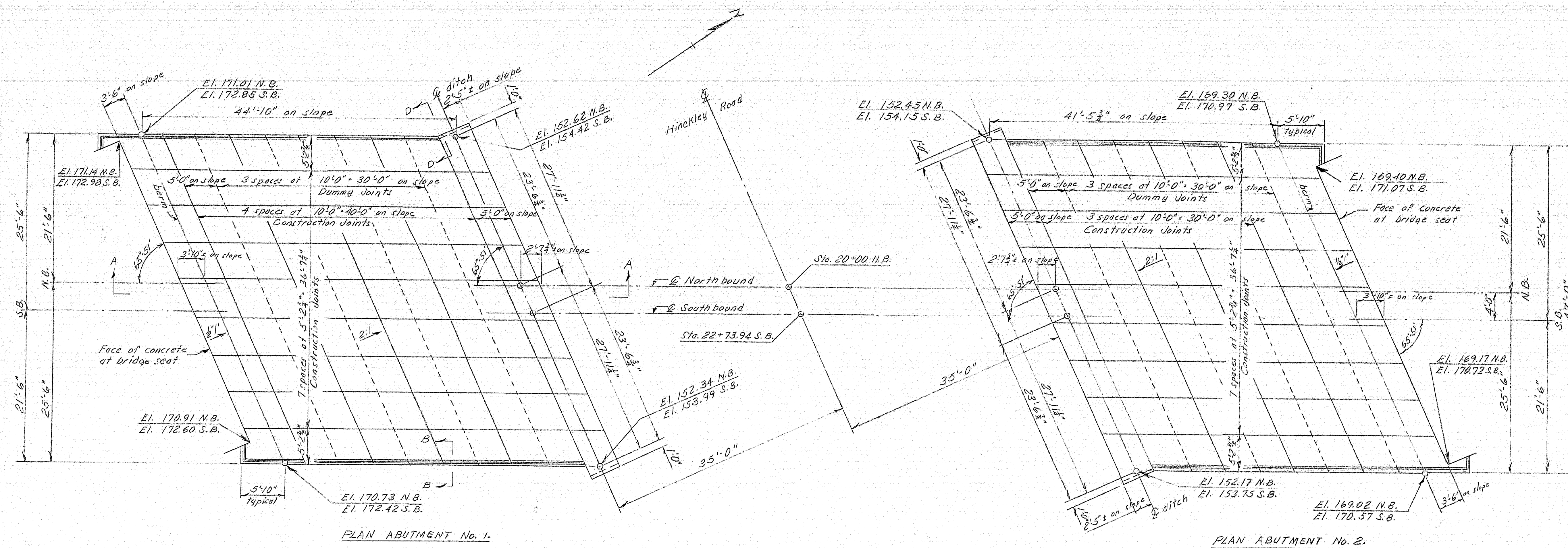
DESIGN-N.L.J.  
 DETAIL-R.J.M.  
 CHECK-T.H.K.

STATE HIGHWAY COMMISSION  
 BRIDGE DIVISION  
**INTERSTATE 95**  
 OVER  
**HINKLEY ROAD**  
 IN THE TOWN OF  
**CLINTON**  
**KENNEBEC COUNTY**  
 SLOPE PAVING DETAILS  
 SHEET 16 OF 16 AUGUSTA, MAINE JAN. 1963

86-180



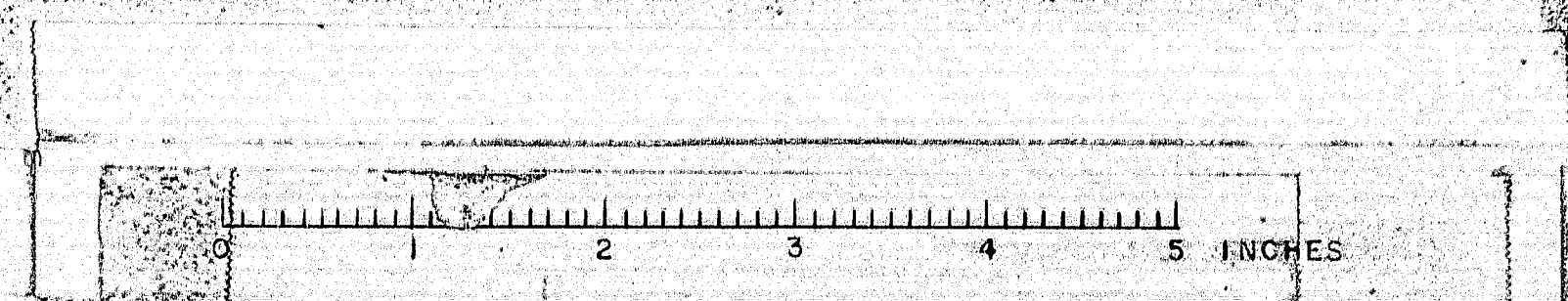




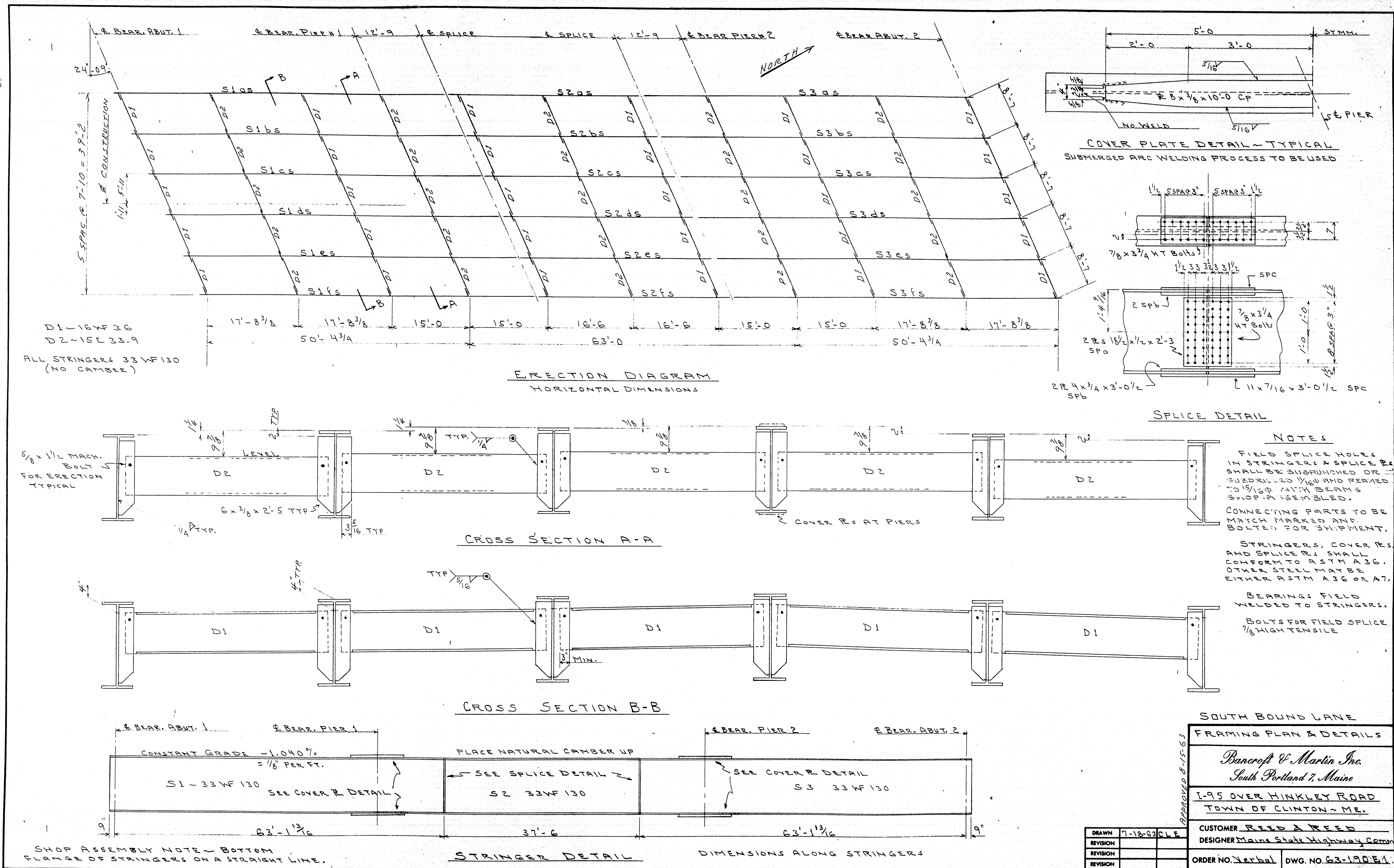
- NOTES:
1. Break band at Construction Joints with a coat of asphalt paint.
  2. Reinforce with 6"x6" steel mesh #10 gage, not to pass through Construction Joints.
  3. At Contractor's option, sections of same strip may be cast in order. Band will be broken between adjoining sections with  $\frac{1}{4}$ " of Bituminous Treated Preformed Expansion Joint Filler.
  4. Dummy joints shall be made with a sidewalk edging tool to a depth of  $\frac{1}{4}$ ".
  5. The 18" Gravel Borrow under the Slope Paving may be reduced or omitted if in the opinion of the Engineer the existing material is suitable. Payment for excavation for Gravel Borrow under Slope Paving to be made under item 204-14, Structural Earth Excavation, Piers.

|  |                             |                               |
|--|-----------------------------|-------------------------------|
| DESIGN-<br>TRACE-<br>CHECK-  | Mollicone<br>W. B. Hamilton | BRIDGE NO.<br>SURVEY<br>PLOT- |
| STATE HIGHWAY COMMISSION<br>BRIDGE DIVISION  |                             |                               |
| INTERSTATE 95<br>OVER<br>HINCKLEY ROAD<br>IN THE TOWN OF<br>CLINTON<br>KENNEBEC COUNTY<br>Slope Paving (Cast-in-Place) |                             |                               |
| SHEET 16A OF 16 AUGUSTA, MAINE Oct. 1963   |                             |                               |

86-181







**NOTES**

FIELD SPLICE HOLES IN STRINGERS & SPLICE PLATES SHALL BE SUBDRILLED OR SUBDRILLED  $\frac{1}{16}$ " AND REAMED TO  $\frac{5}{16}$ " WITH BEAMS SHOP ASSEMBLED.

CONNECTING PARTS TO BE MATCH MARKED AND BOLTED FOR SHIPMENT.

STRINGERS, COVER PLATES AND SPLICE PLATES SHALL CONFORM TO ASTM A36. OTHER STEEL MAY BE EITHER ASTM A36 OR A7.

BEARINGS FIELD WELDED TO STRINGERS.

BOLTS FOR FIELD SPLICE  $\frac{7}{8}$ " HIGH TENSILE.

**SOUTH BOUND LANE**

**FRAMING PLAN & DETAILS**

*Bancroft & Martin Inc.*  
South Portland, Maine

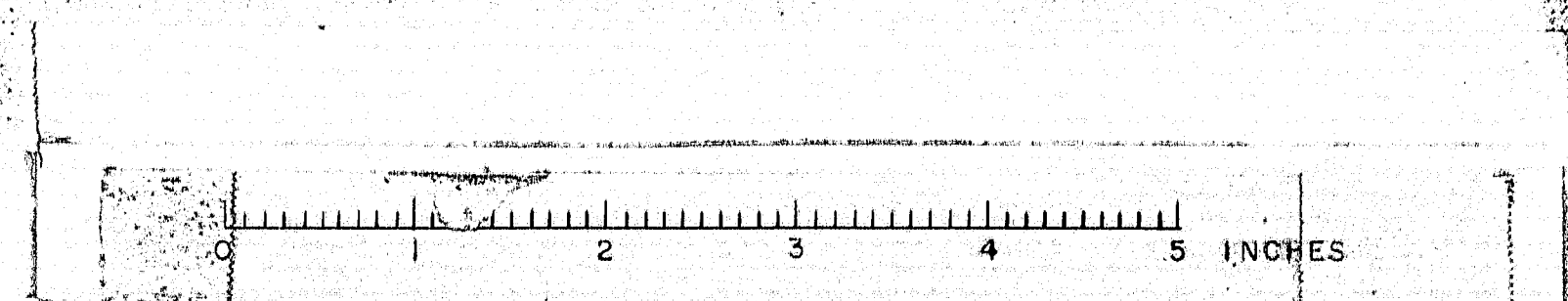
**I-95 OVER HINKLEY ROAD**  
TOWN OF CLINTON - ME.

CUSTOMER **REED & REED**  
DESIGNER **Maine State Highway Comm.**

ORDER NO. **Verbal** DWG. NO. **63-190 E-1**

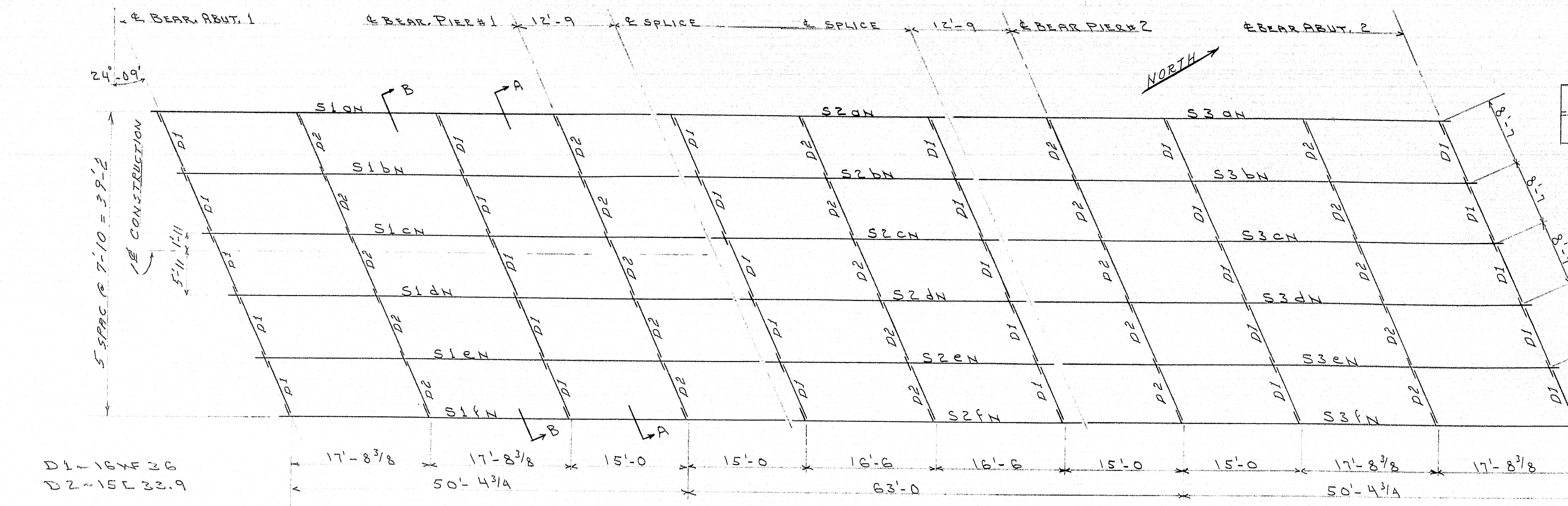
APPROVED 8-15-63

|          |         |     |
|----------|---------|-----|
| DRAWN    | 7-18-63 | CLE |
| REVISION |         |     |
| REVISION |         |     |
| REVISION |         |     |

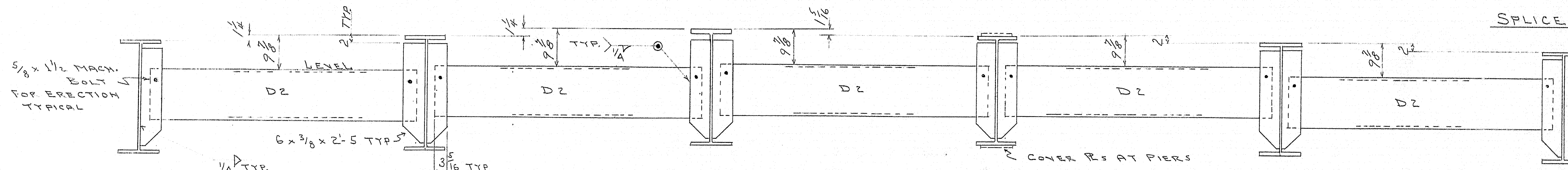


**86-181 A**

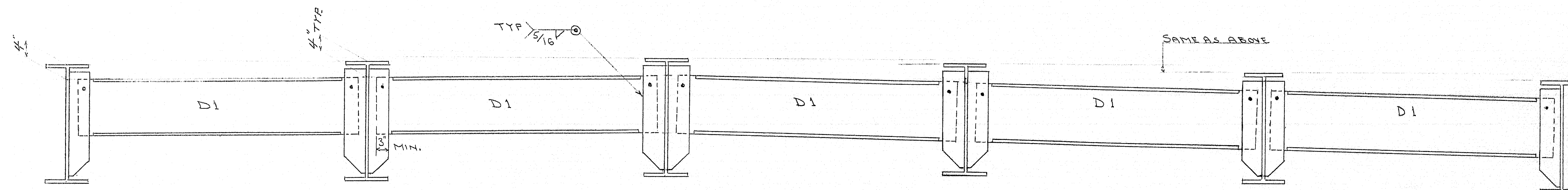




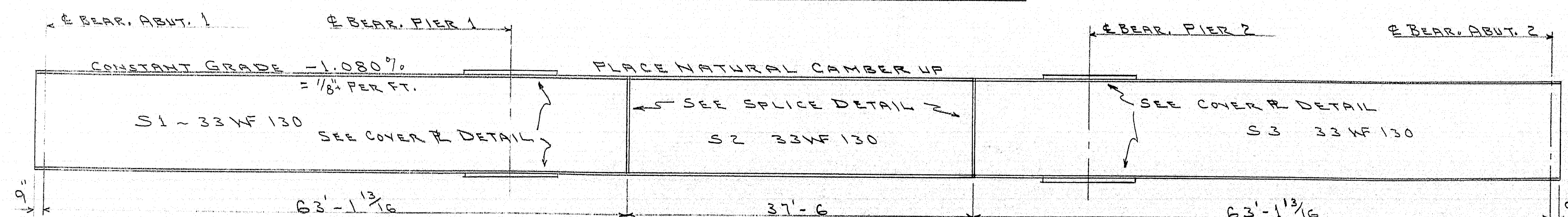
ERECTION DIAGRAM  
HORIZONTAL DIMENSIONS



CROSS SECTION A-A

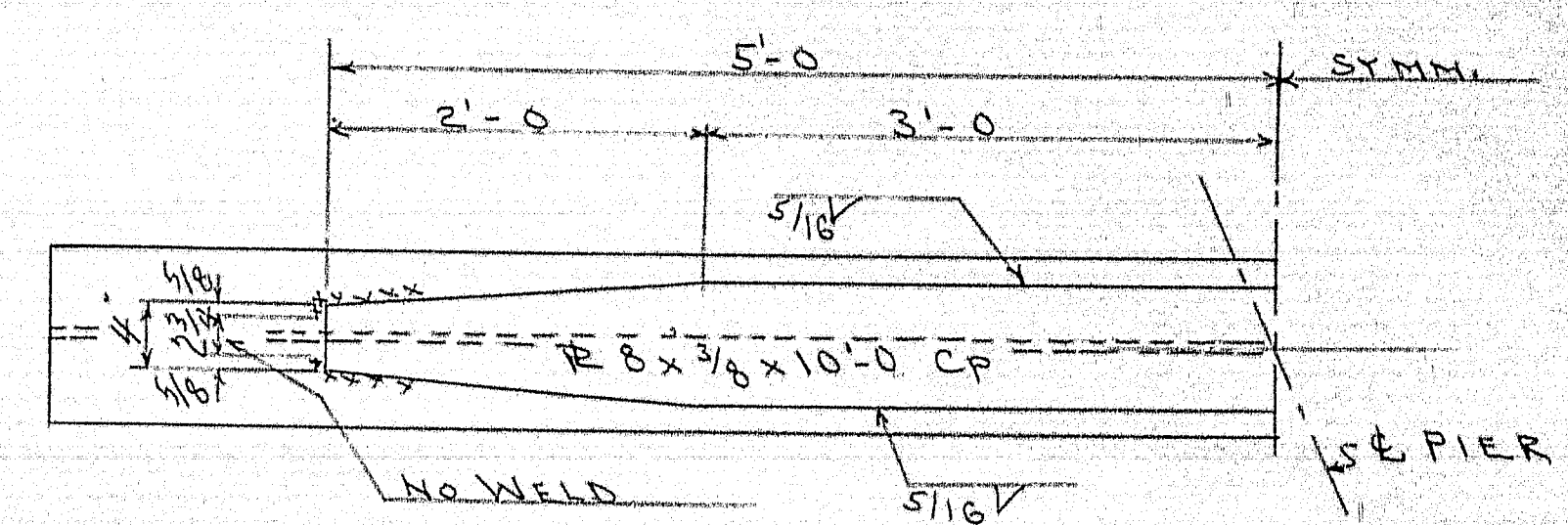


CROSS SECTION B-B

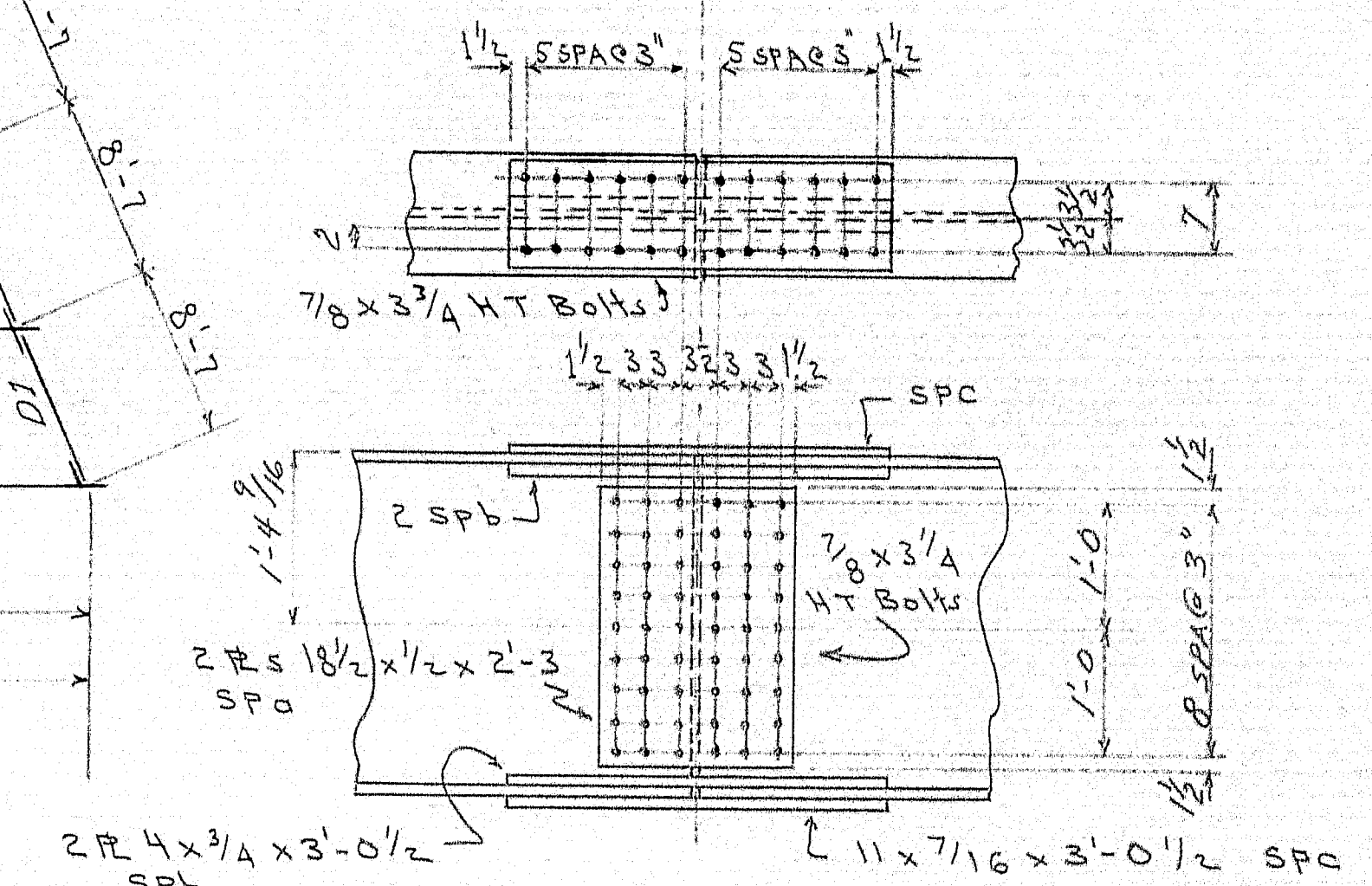


STRINGER DETAIL

DIMENSIONS ALONG STRINGERS



COVER PLATE DETAIL - TYPICAL  
SUBMERGED ARC WELDING PROCESS TO BE USED



SPICE DETAIL

NOTES

- FIELD SPICE HOLES IN STRINGERS & SPICE R5 SHALL BE SUBPUNCHED OR SUBDRILLED 1/8" AND REAMED TO 15/16" WITH BEAMS SHOP ASSEMBLED.
- CONNECTING PARTS TO BE MATCH MARKED AND BOLTED FOR SHIPMENT.
- STRINGERS, COVER R5 AND SPICE R5 SHALL CONFORM TO ASTM A36. OTHER STEEL MAY BE EITHER ASTM A36 OR A7.
- BEARINGS FIELD WELDED TO STRINGERS.
- BOLTS FOR FIELD SPICE 7/8" HIGH TENSILE

NORTH BOUND LANE  
FRAMING PLAN & DETAILS

Bancroft & Martin Inc.  
South Portland, Maine

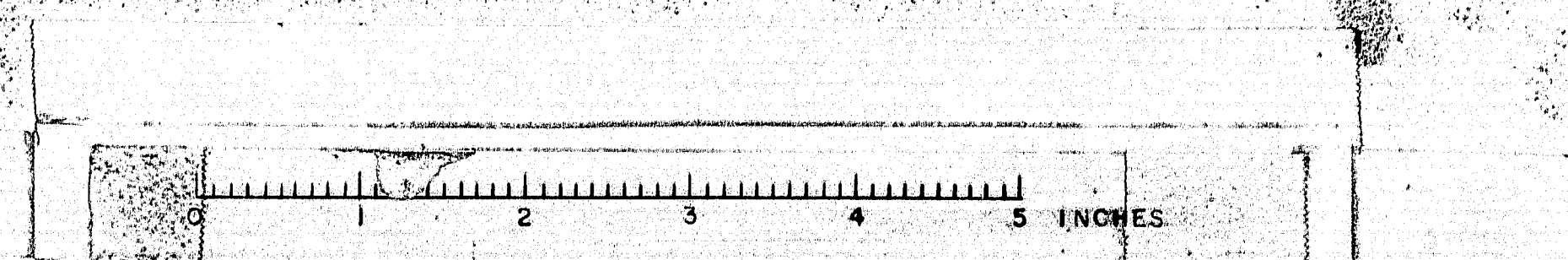
I-95 OVER HINKLEY ROAD  
TOWN OF CLINTON - ME.

CUSTOMER: REED & REED  
DESIGNER: Maine State Highway Comm.

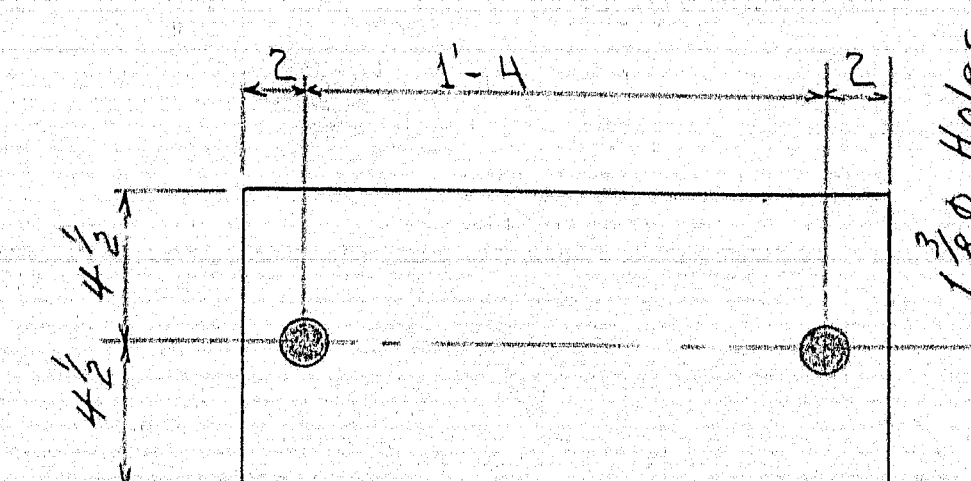
ORDER NO. Verbal DWG. NO. 63-190 E2

|          |             |
|----------|-------------|
| DRAWN    | 7-18-63 CLE |
| REVISION |             |
| REVISION |             |
| REVISION |             |

66-101 D





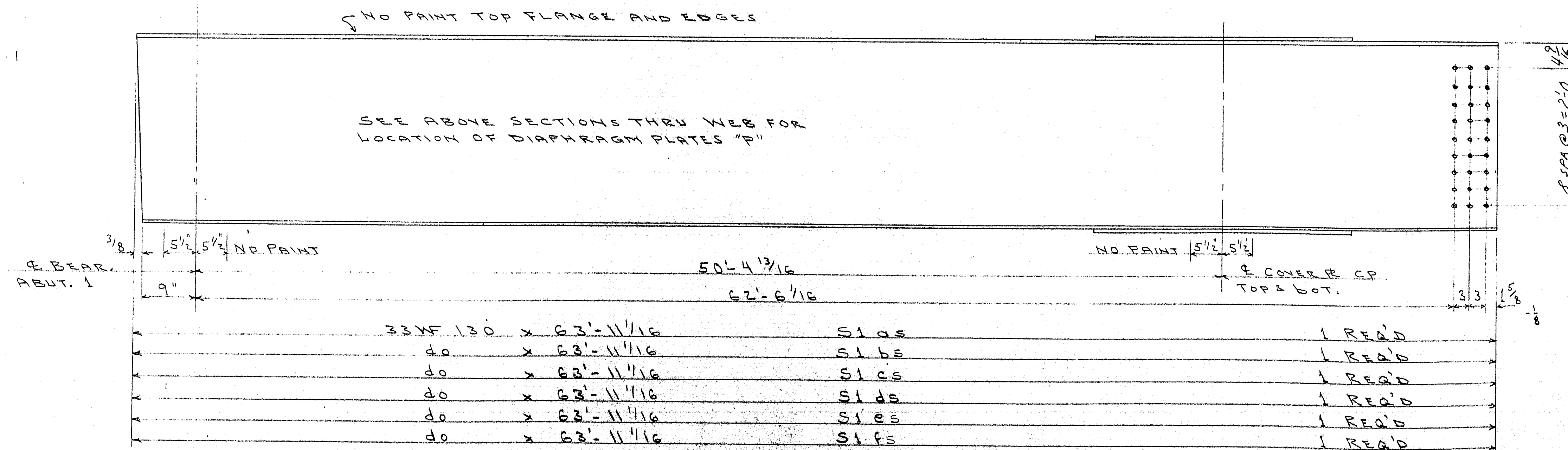
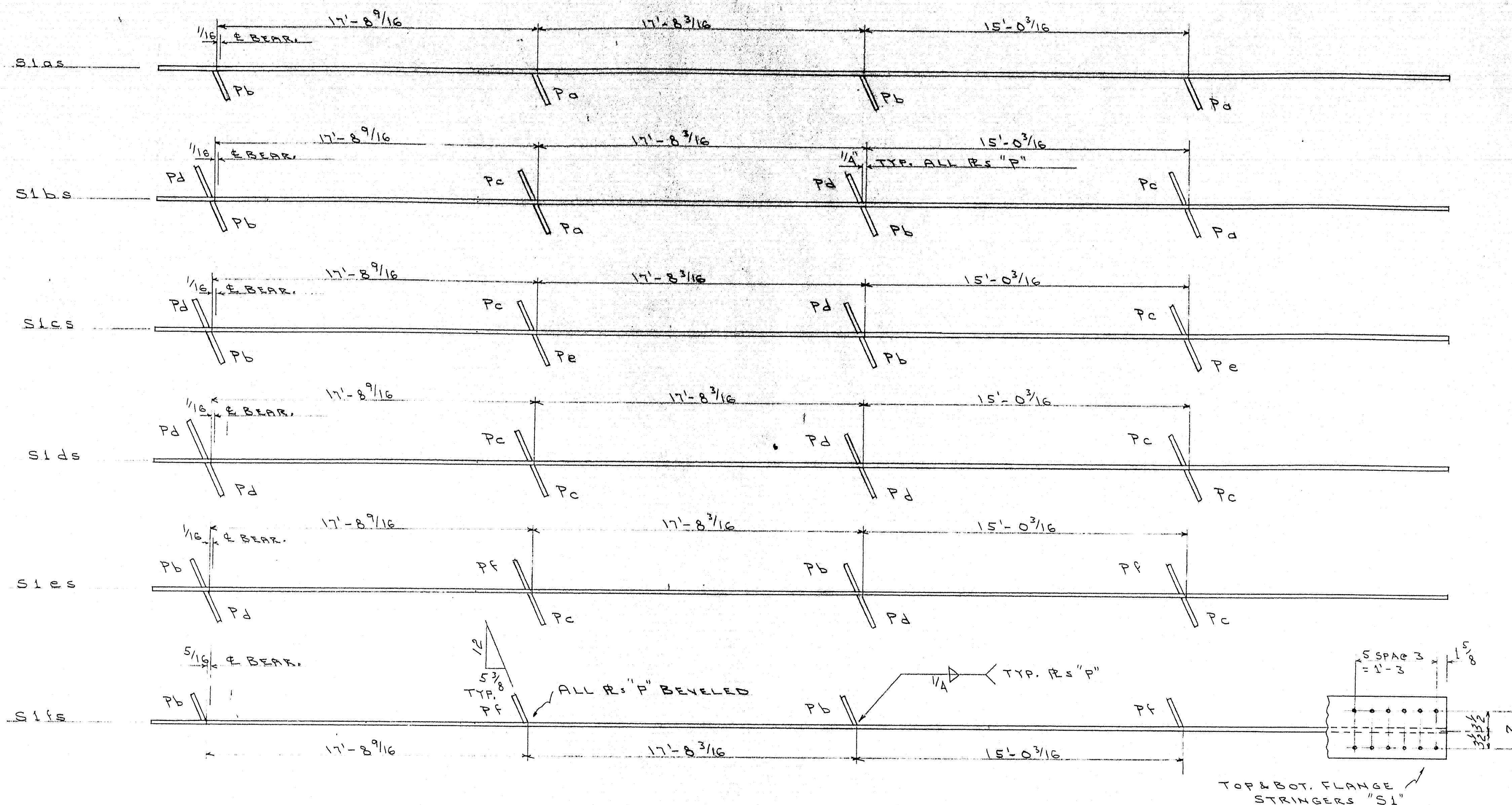


86-181 C









SEE DWG. NO. 63-190 S5  
FOR DETAIL OF DIAPHRAGM PLATES "P"

SEE DWG. NO. 63-190-E1  
FOR COVER PLATE DETAIL AND  
NOTES.

| SHIP |     | BILL OF MATERIAL |          |            |     | DWG. NO. 63-190-53 |  |
|------|-----|------------------|----------|------------|-----|--------------------|--|
| MARK | NO. | MARK             | SHAPE    | LENGTH     | WT. | REMARKS            |  |
| Sigs | 1   |                  | 33WF 130 | 63 11 1/16 |     | ASTM A 36          |  |
| Slbs | 1   |                  | do       | 63 11 1/16 |     | do                 |  |
| Sics | 1   |                  | do       | 63 11 1/16 |     | do                 |  |
| Sids | 1   |                  | do       | 63 11 1/16 |     | do                 |  |
| Sies | 1   |                  | do       | 63 11 1/16 |     | do                 |  |
| Sifs | 1   |                  | do       | 63 11 1/16 |     | do                 |  |
|      | 4   | Pa               | FB 6x3/8 | 25         |     |                    |  |
|      | 10  | Pb               | do       | 25         |     |                    |  |
|      | 10  | Pc               | do       | 25         |     |                    |  |
|      | 10  | Pd               | do       | 25         |     |                    |  |
|      | 2   | Pe               | do       | 25         |     |                    |  |
|      | 4   | Pf               | do       | 25         |     |                    |  |
|      | 12  | CP               | FB 8x3/8 | 100        |     | ASTM A 36          |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |
|      |     |                  |          |            |     |                    |  |

HOLES ARE FOR HIGH TENSILE BOLTS  
They are to be free from burrs  
and shall not be painted on any  
surface within 5" of such open  
holes.

SHOP CONNECTIONS: WELDED  
FIELD CONNECTIONS: 7/8 H.T. BOLTS  
HOLES: NOT NOTED 15/16" SEE NOTE  
PAINT: RED LEAD PER M.S.M.C. SPEC.

SOUTH BOUND LANE

STRINGER DETAILS

*Bancroft & Martin Inc.*  
South Portland 7, Maine

1-95 OVER HINKLEY ROAD  
TOWN OF CLINTON ME.

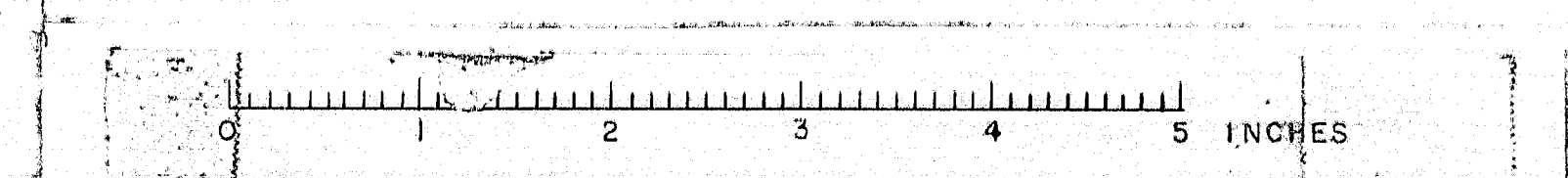
CUSTOMER: REED & REED

DESIGNER: MAINE STATE HIGHWAY COMM.

ORDER NO. Verbal DWG. NO. 63-190-S3

|          |         |     |
|----------|---------|-----|
| DRAWN    | 7-18-63 | CLE |
| REVISION |         |     |
| REVISION |         |     |
| REVISION |         |     |

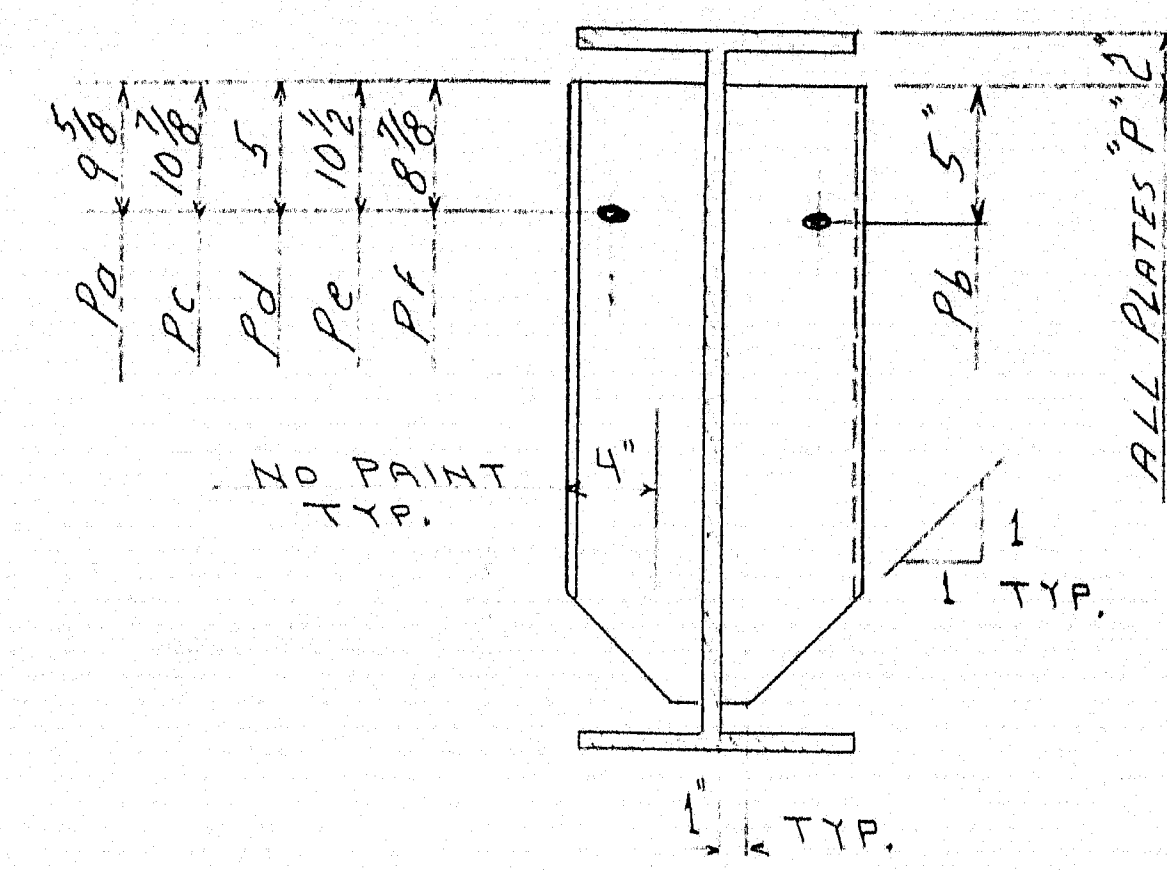
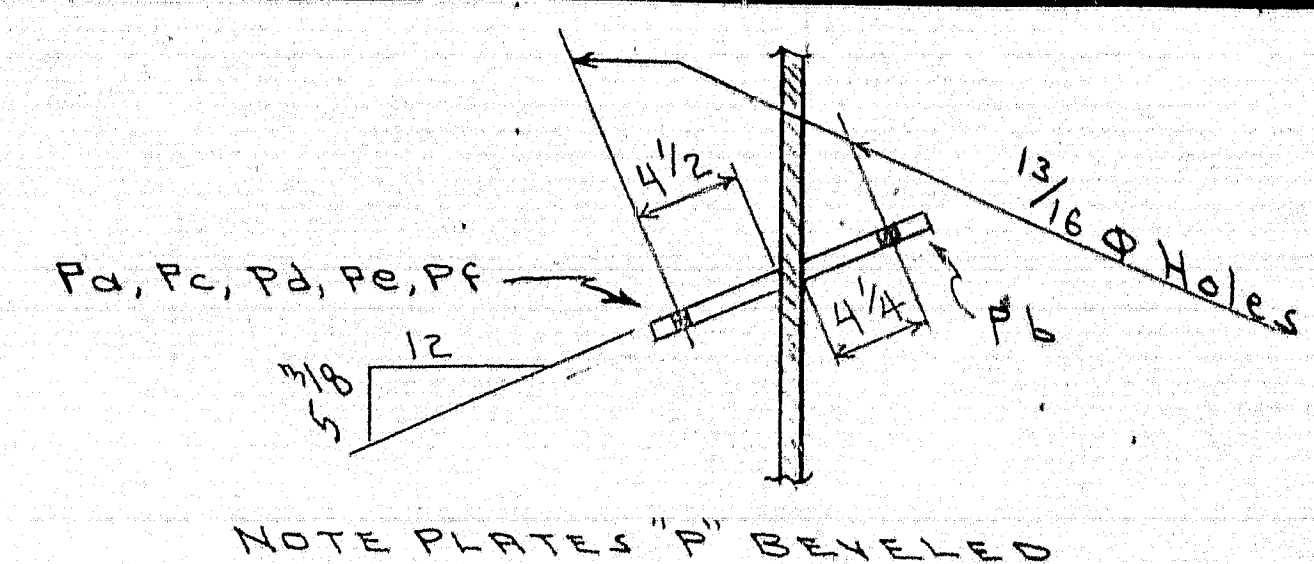
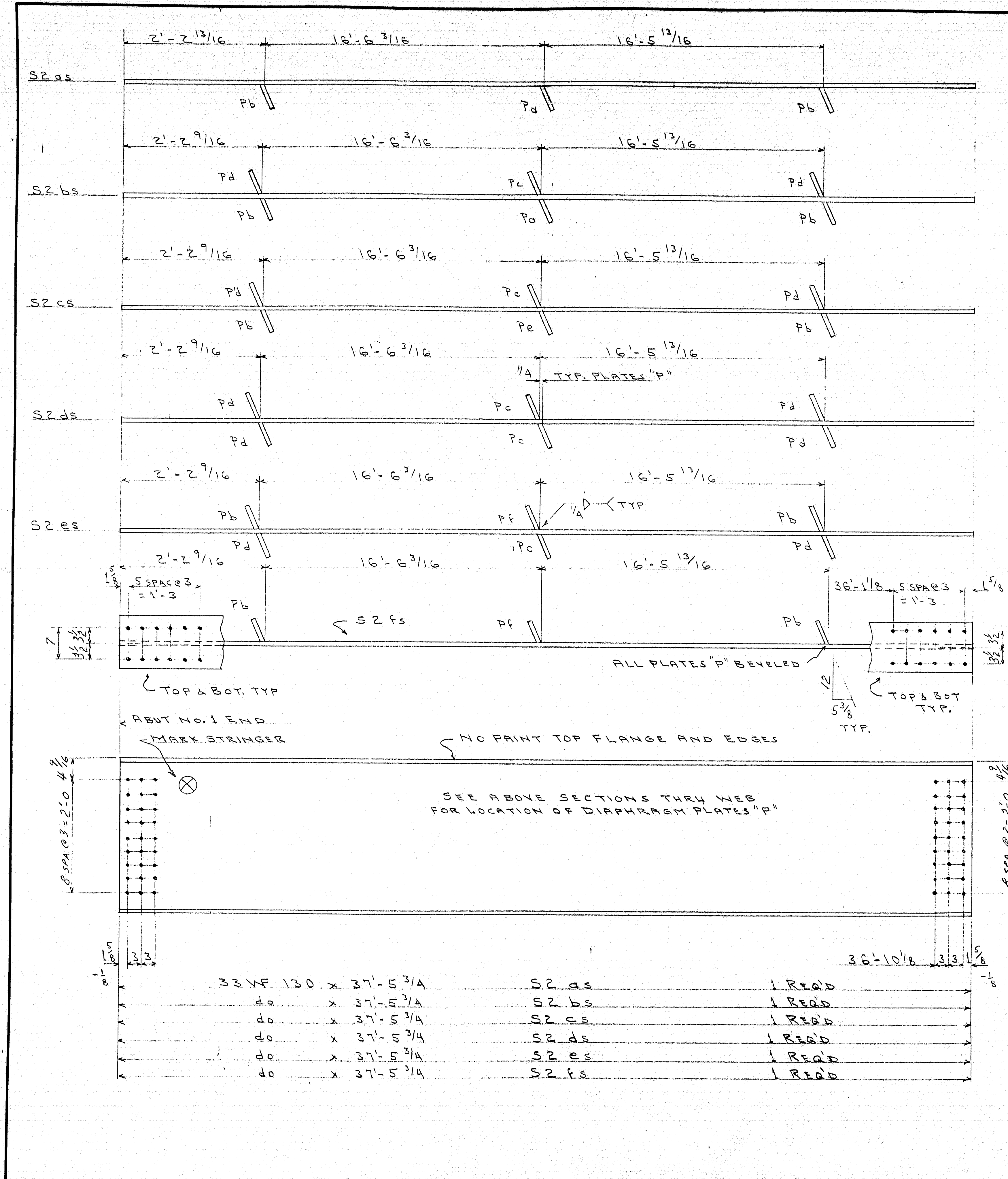
86-181 E



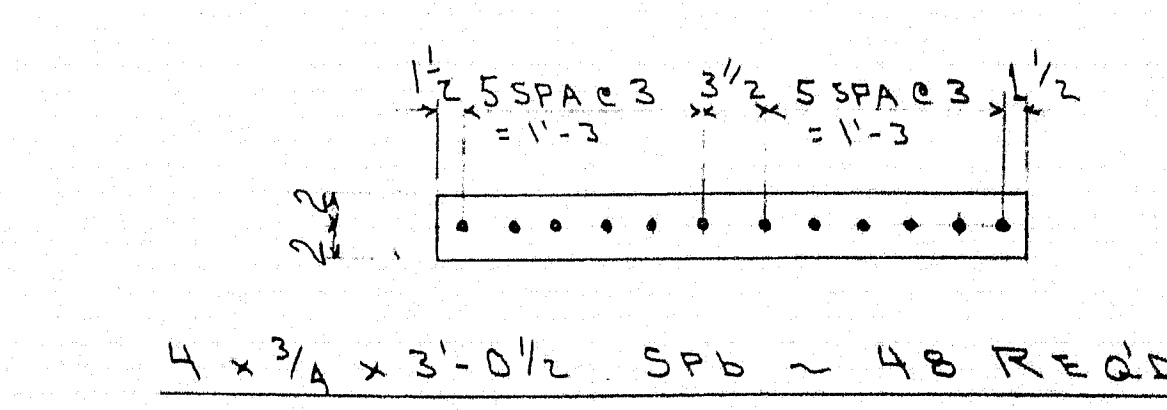
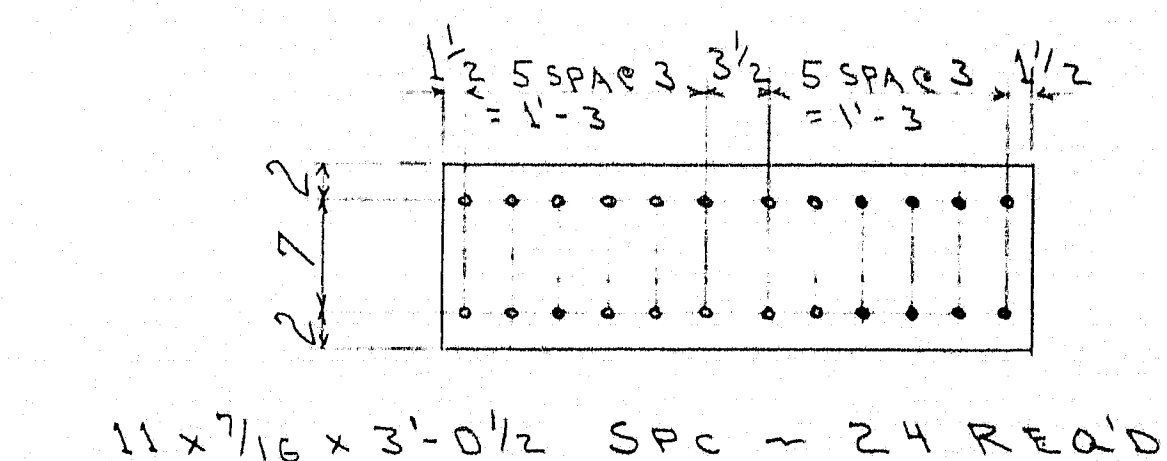
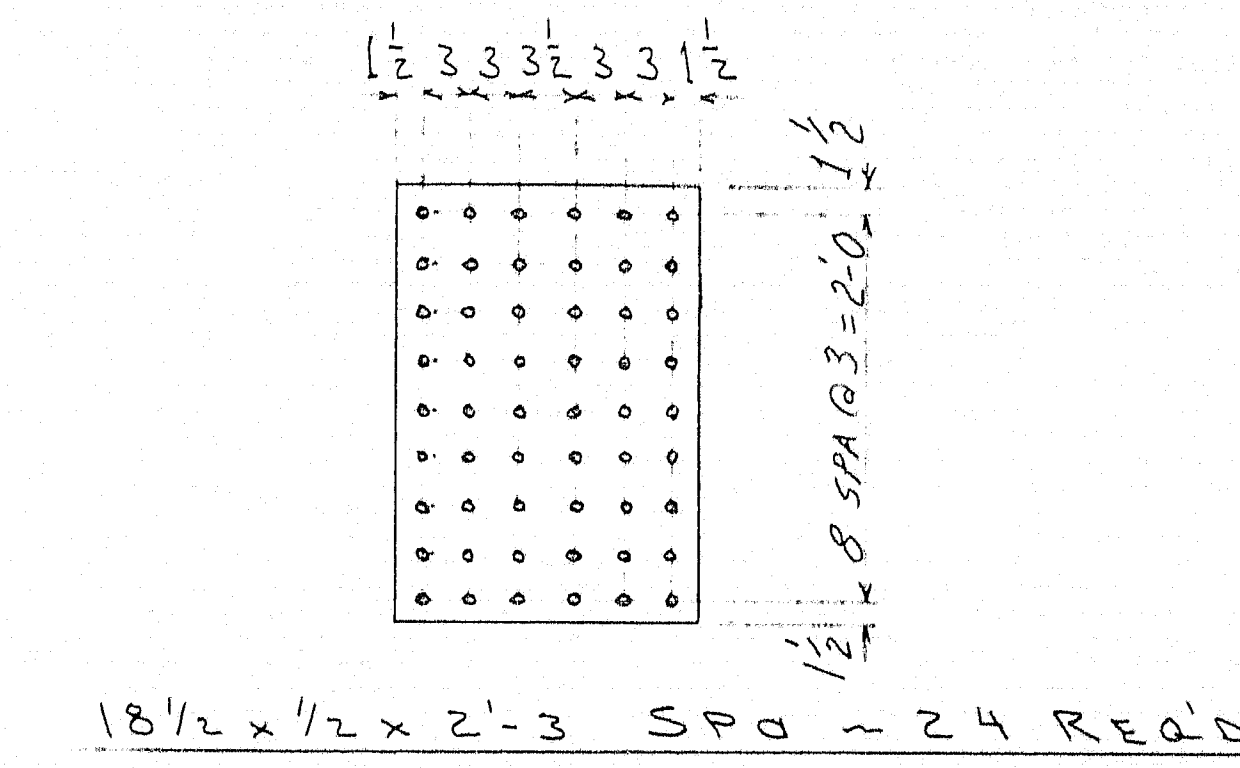








DETAIL OF DIAPHRAGM PLATES "P"



HOLES ARE FOR HIGH TENSILE BOLTS  
They are to be free from burrs  
and shall not be painted on any  
surface within 5" of such open  
holes.

SEE DWG. NO. 63-190-E1  
FOR SPLICE & OTHER NOTES

| SHIP    |      | BILL OF MATERIAL |                |           | DWG. NO. 63-190-S5 |              |
|---------|------|------------------|----------------|-----------|--------------------|--------------|
| MARK    | NO.  | MARK             | SHAPE          | LENGTH    | WT.                | REMARKS      |
| S2 as   | 1    |                  | 33 WF 130      | 37' 5 3/4 |                    | ASTM A 36    |
| S2 bs   | 1    |                  | do             | 37' 5 3/4 |                    | do           |
| S2 cs   | 1    |                  | do             | 37' 5 3/4 |                    | do           |
| S2 ds   | 1    |                  | do             | 37' 5 3/4 |                    | do           |
| S2 es   | 1    |                  | do             | 37' 5 3/4 |                    | do           |
| S2 fs   | 1    |                  | do             | 37' 5 3/4 |                    | do           |
|         | 24   | SPa              | R 18 1/2 x 1/2 | 2' 3      |                    | do           |
|         | 48   | SPb              | FB 4 x 3/4     | 3' 0 1/2  |                    | do           |
|         | 24   | SPc              | R 11 x 7/16    | 3' 0 1/2  |                    | do           |
|         | 2    | Pa               | FB 6 x 3/8     | 2' 5      |                    |              |
|         | 10   | Pb               | do             | 2' 5      |                    |              |
|         | 5    | Pc               | do             | 2' 5      |                    |              |
|         | 10   | Pa               | do             | 2' 5      |                    |              |
|         | 1    | Pe               | do             | 2' 5      |                    |              |
|         | 2    | Pf               | do             | 2' 5      |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
| BOLTS   | 588  |                  | 7/8 H.T.       | 0' 3 3/4  |                    | ASTM A 325   |
| do      | 680  |                  | do             | 0' 3 3/4  |                    | do           |
| Washers | 2500 |                  | 7/8            | —         |                    | HARD 2" O.D. |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           |                    |              |
|         |      |                  |                |           | </                 |              |

SHOP CONNECTIONS: WELDED  
FIELD CONNECTIONS: 7/8 H.T. BOLTS  
HOLES: NOT NOTED 15/16" SEE NOTE  
PAINT: RED LEAD PER M.S.H.C. SPEC.

SOUTH BOUND LANE

STRINGER DETAILS

*Bancroft & Martin Inc.*  
South Portland, Maine

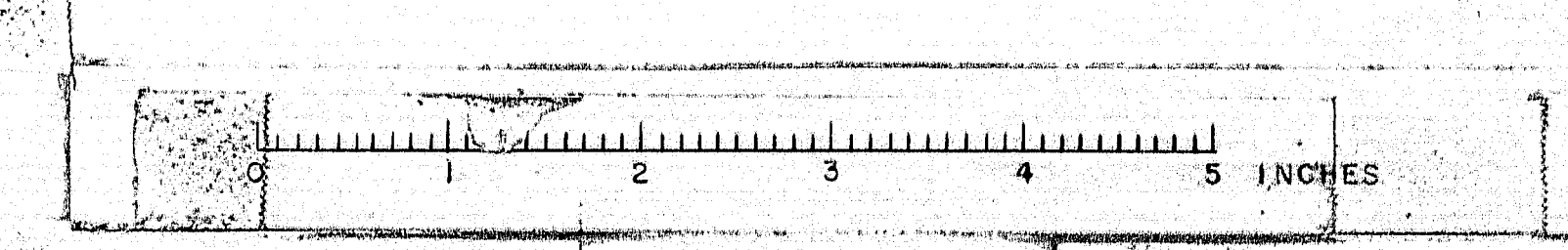
I-95 OVER HINKLEY ROAD  
TOWN OF CLINTON, ME.

CUSTOMER: REED & REED  
DESIGNER: Maine State Highway Comm.

ORDER NO. Verbal DWG. NO. 63-190-S5

|          |             |
|----------|-------------|
| DRAWN    | 7-18-63/CLE |
| REVISION |             |
| REVISION |             |
| REVISION |             |

APPROVED 8-15-63



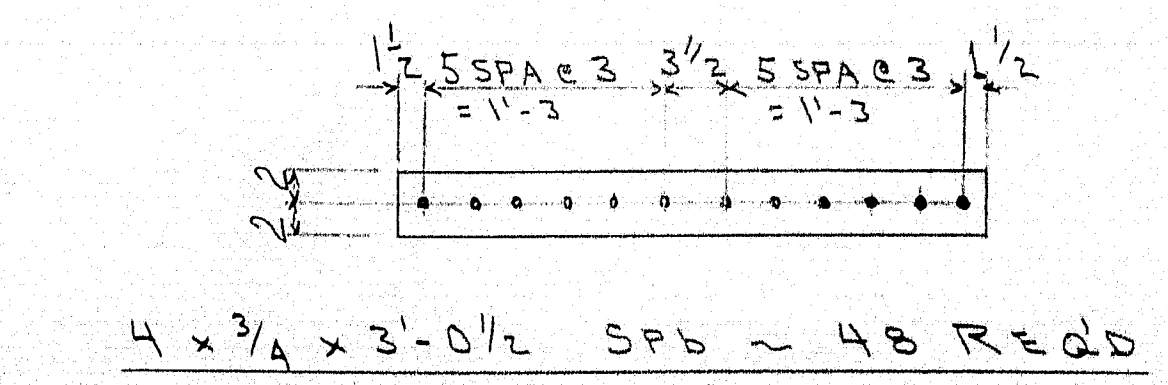
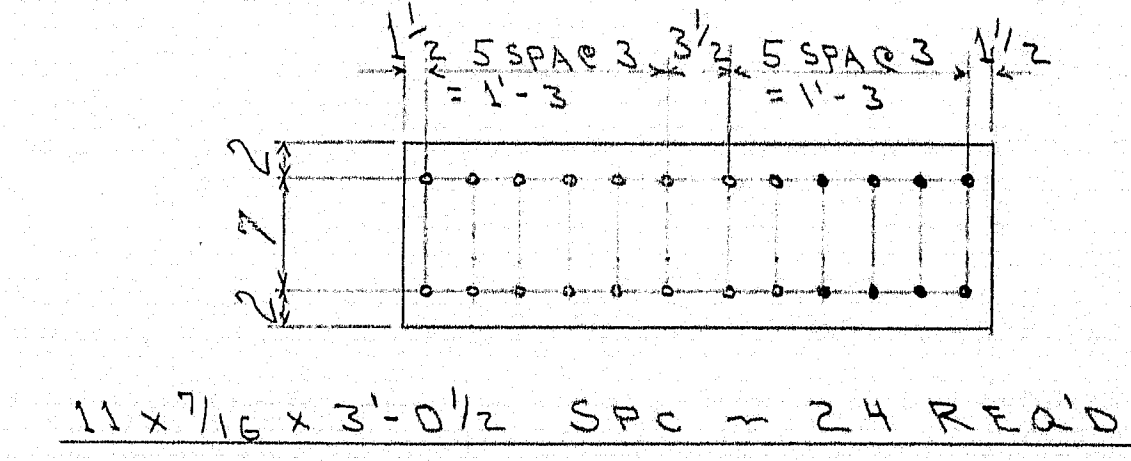
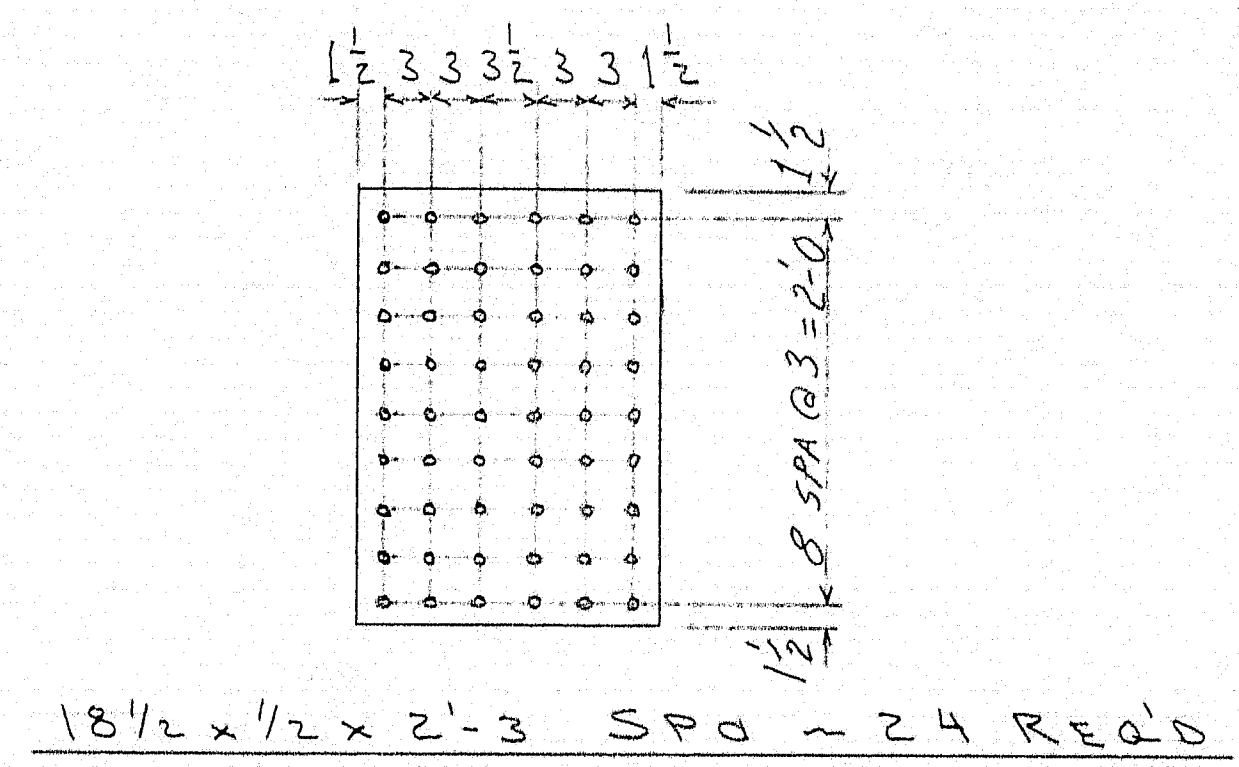
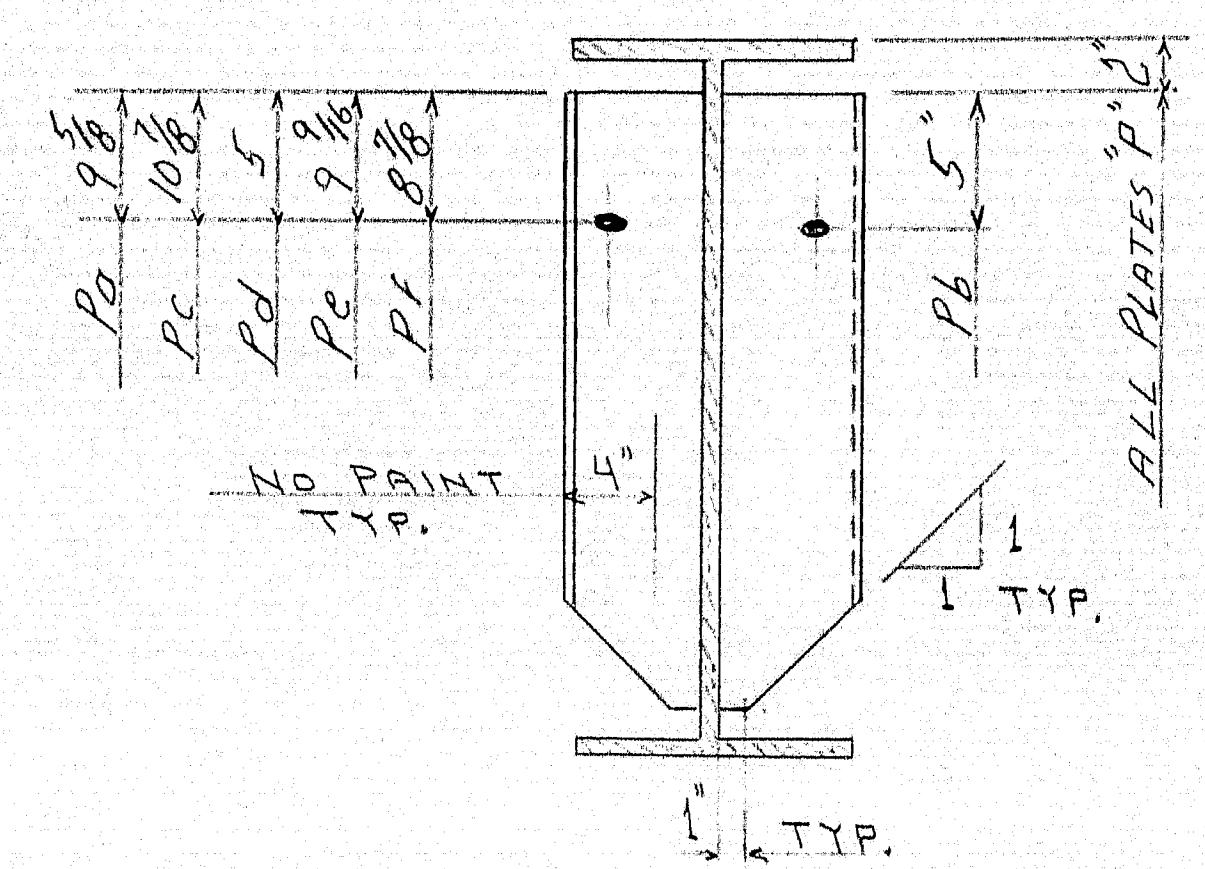
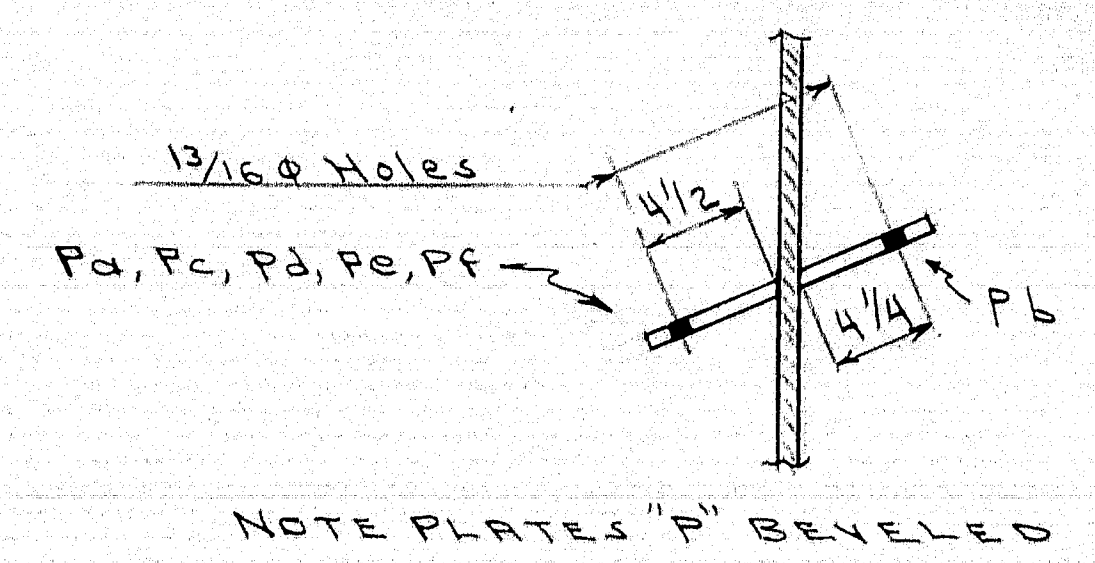
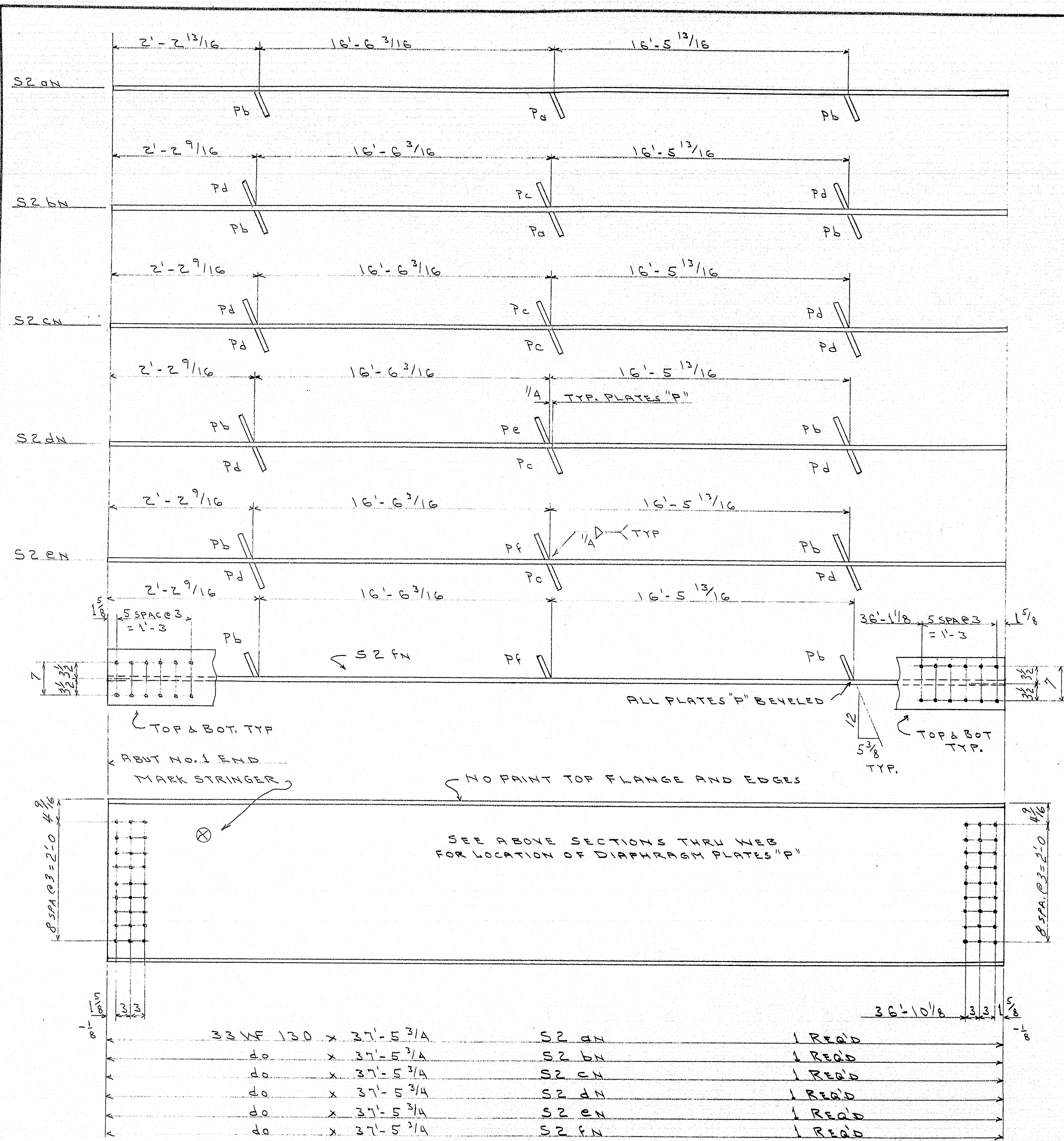












HOLES ARE FOR HIGH TENSILE BOLTS  
They are to be free from burrs  
and shall not be painted on any  
surface within 2" of each end  
hole.

SEE DWG. NO. 63-190-E2  
FOR SPLICE & OTHER NOTES

SHOP CONNECTIONS: WELDED  
FIELD CONNECTIONS: 7/8 H.T. BOLTS  
HOLES: NOT NOTED 15/16" SEE NOTE  
PAINT: RED LEAD PER M.S.H.C. SPEC.

| NORTH BOUND LANE   |                    |
|--|--------------------|
| STRINGER DETAILS   |                    |
| Bancroft & Martin Inc.<br>South Portland, Maine            |                    |
| 1.95 OVER HINKLEY ROAD<br>TOWN OF CLINTON - ME.            |                    |
| CUSTOMER REED & REED<br>DESIGNER Maine State Highway Comm. |                    |
| ORDER NO. Verbal   | DWG. NO. 63-190-SB |

|          |             |
|----------|-------------|
| DRAWN    | 7-18-63 CLE |
| REVISION |             |
| REVISION |             |
| REVISION |             |

86-1013

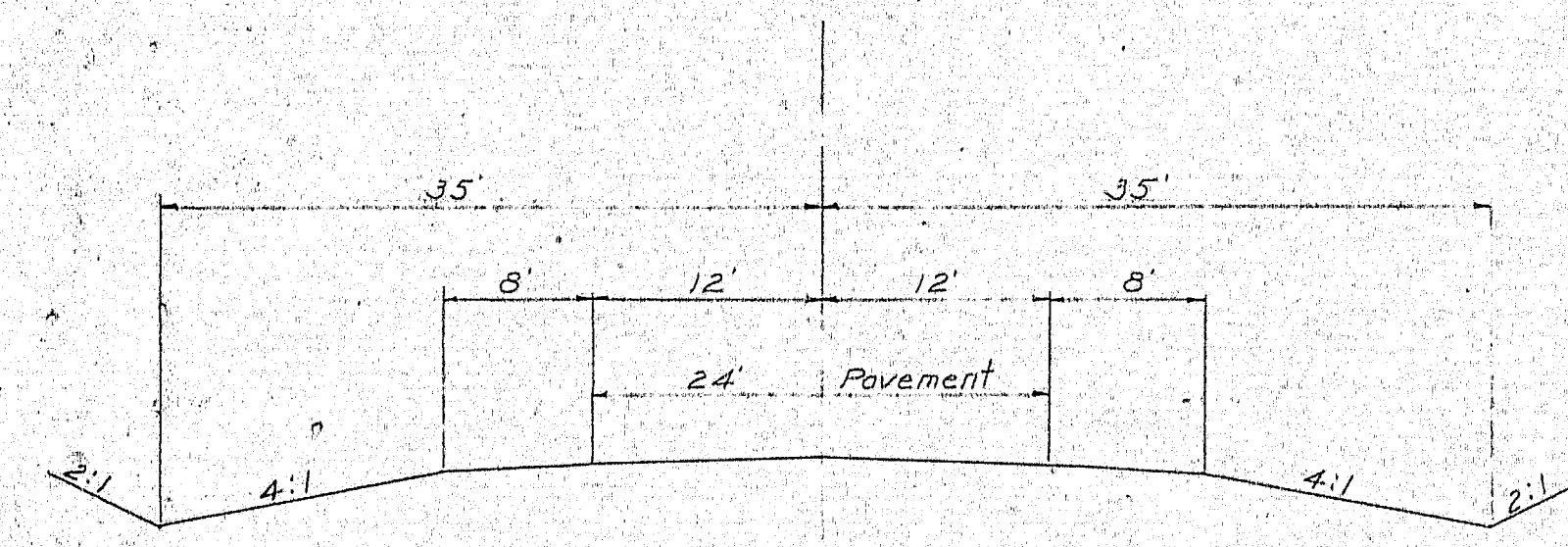
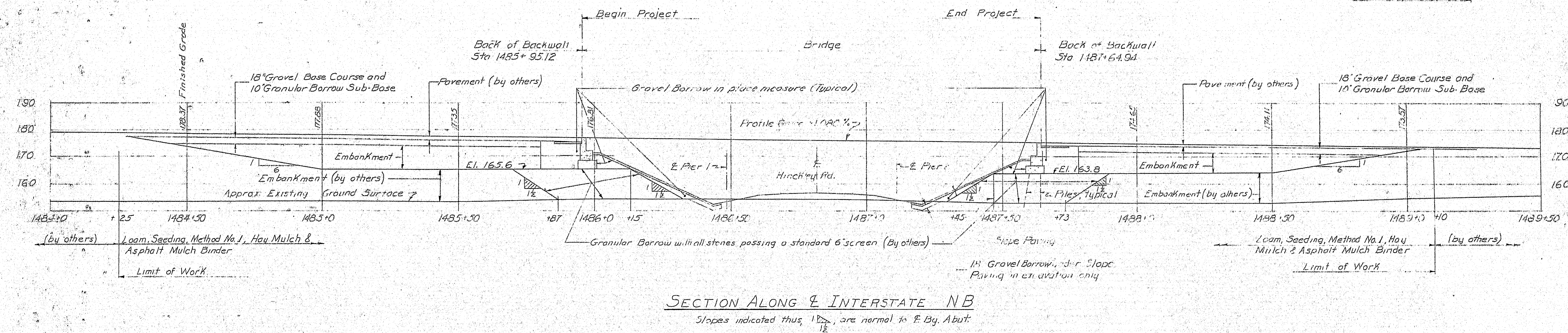
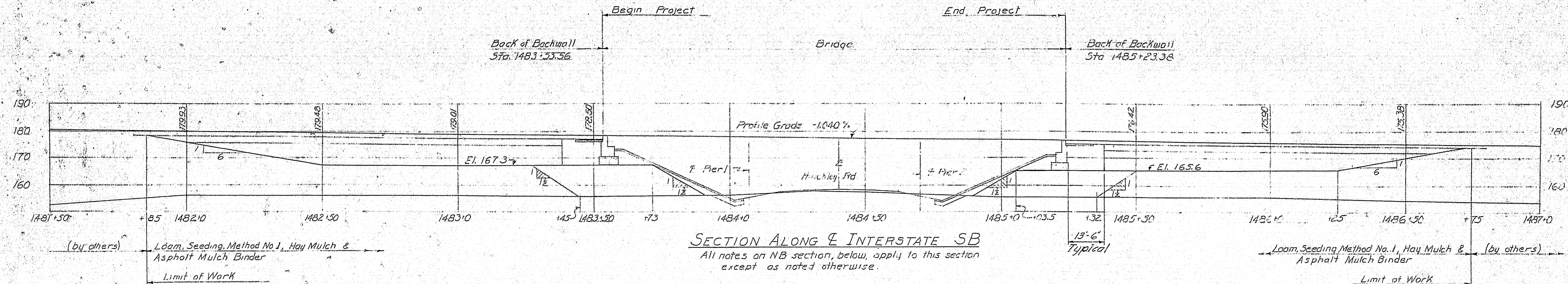












**Notes**

Before piles are driven, granular borrow shall be placed and compacted to elevation of bottom footing of abutments.  
The controlled density method shall be used for placing embankment under this contract.  
See General Plan for ultimate location of berm lines, guard rails and pavement.  
Guard rails to line up with inside face of concrete end posts on bridge.  
The 18" Gravel Borrow under Slope Paving may be reduced or omitted, if in the opinion of the Engineer, the existing material is suitable.  
Payment for excavation for Gravel Borrow under Slope Paving to be made under Item 204-14, Structural Earth Excavation, Piers.  
Necessary excavation for Abutments & Retaining Walls shall be paid for under Item 204-14.

|   |  |
|---|--|
| PLAN - N.L.J.   |  |
| CHECK - T.H.K.  |  |
| STATE HIGHWAY COMMISSION<br>BRIDGE DIVISION<br><b>INTERSTATE 95</b><br>OVER<br><b>HINCKLEY ROAD</b><br>IN THE TOWN OF<br><b>CLINTON</b><br><b>KENNEBEC COUNTY</b><br>PROFILES, ROADWAY WORK<br>SHEET 5 OF 16 AUGUSTA, MAINE JAN. 1983 |  |

