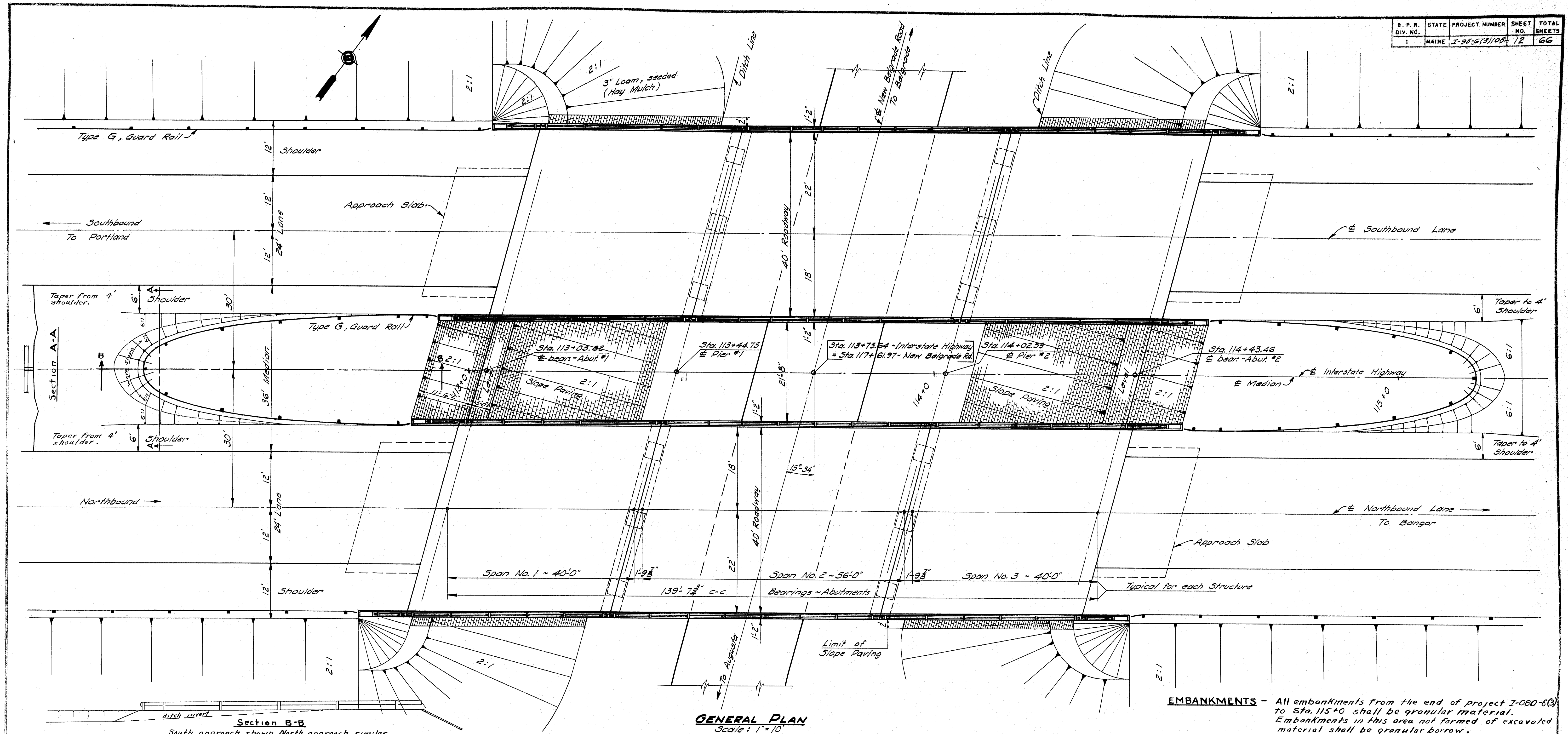


B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(3)/05	12	66



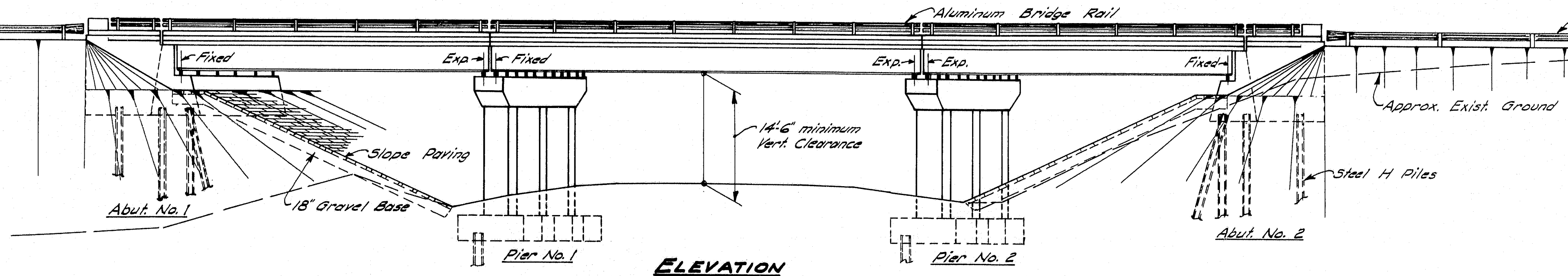
GENERAL PLAN
Scale: 1" = 10'

EMBANKMENTS - All embankments from the end of project I-95-6(3) to Sta. 115+0 shall be granular material. Embankments in this area not formed of excavated material shall be granular borrow.

DESIGN SPECIFICATIONS
A. A. S. H. O. STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES 1953.

LOADING
H20-S16-44 AS MODIFIED FOR INTERSTATE HIGHWAYS.

CONTRACT SPECIFICATIONS
STATE OF MAINE, STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS, REVISION OF JAN. 1956



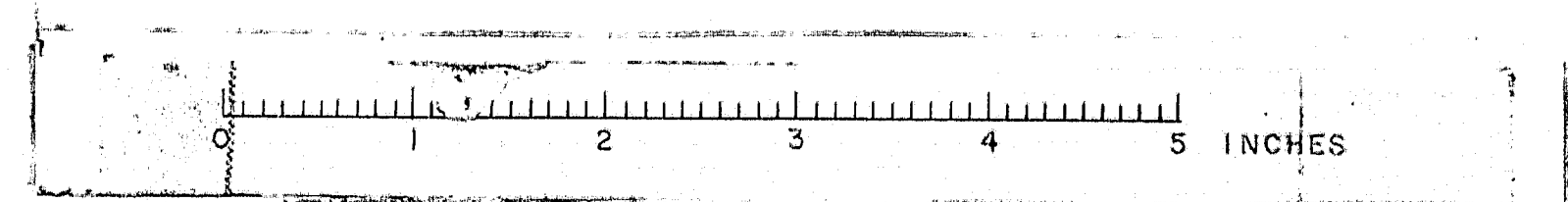
ELEVATION
Scale: 1" = 10'

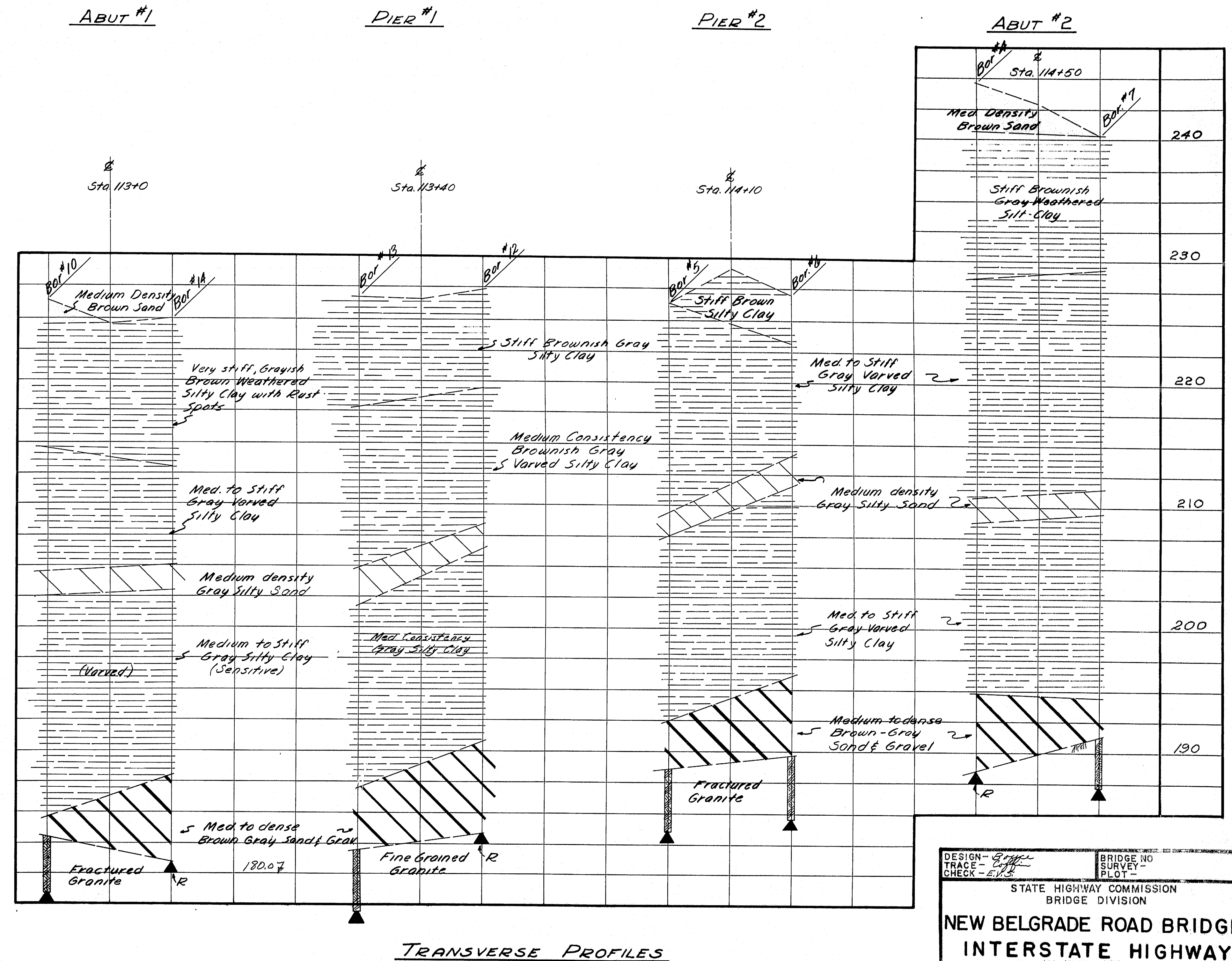
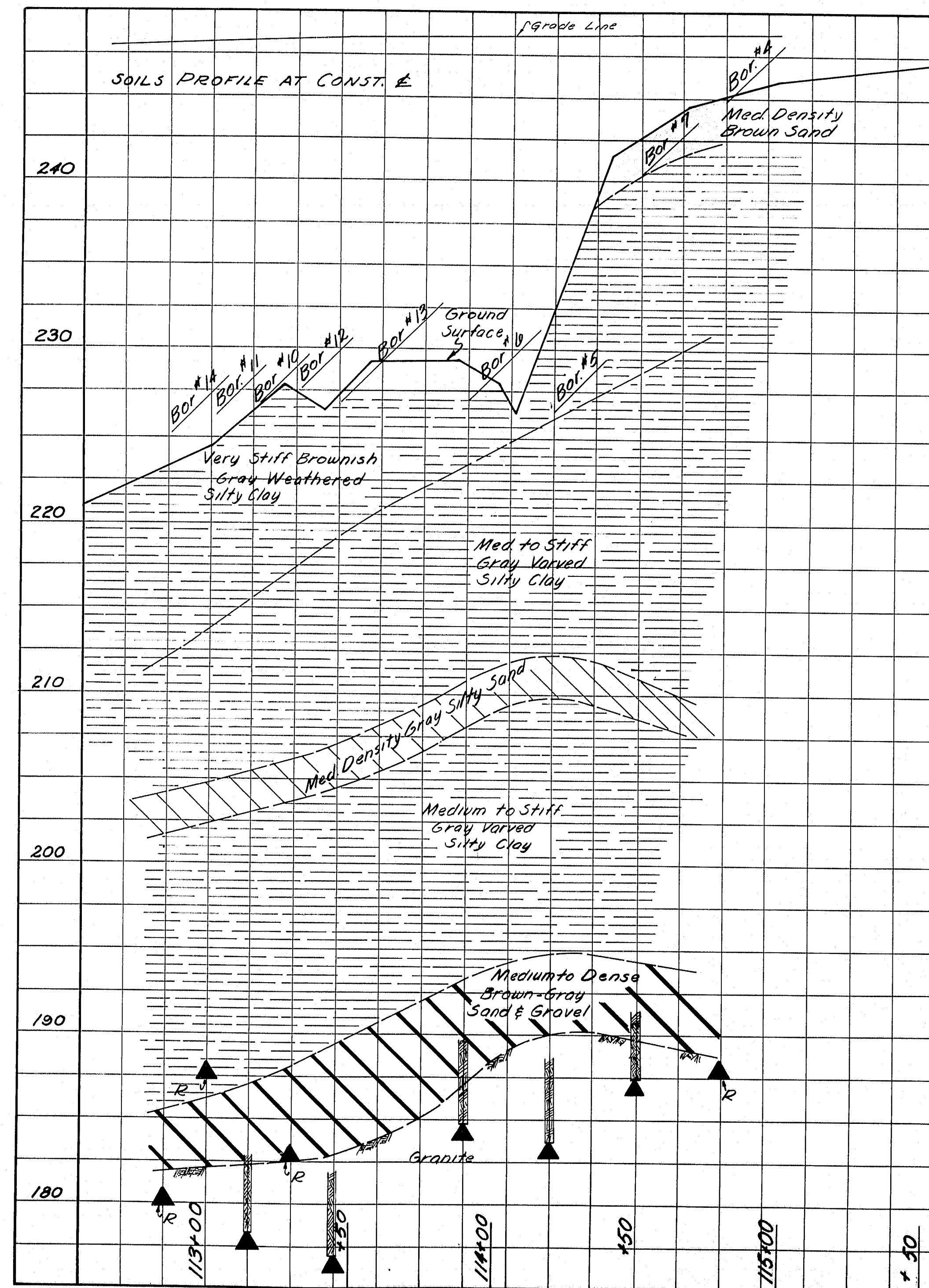
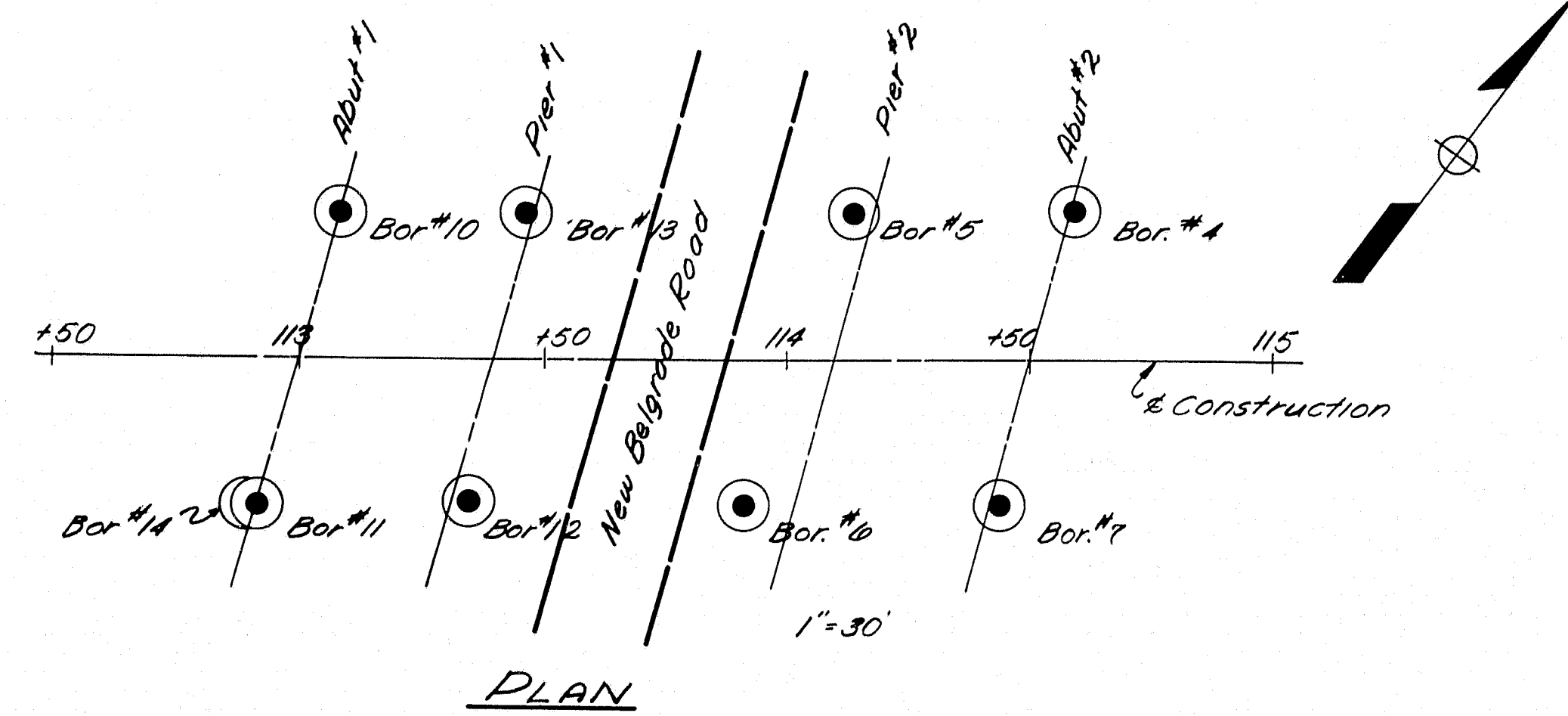
Notes: Payment for excavation, for toe of Slope Paving to be made under Item 204-14, Structural Earth Excavation, Plans.
The 18" Gravel Base under Slope Paving may be reduced or omitted if in the opinion of the Engineer the fill is suitable.
Guard rails are not a part of this contract.

CONCRETE CLASSIFICATION
SUPERSTRUCTURE, APPROACH SLABS & PIERS CLASS A
ABUTMENTS (Except as noted) CLASS B

PLAN - G.W.C. CHECK - <i>[Signature]</i>	BRIDGE NO. SURVEY PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
NEW BELGRADE ROAD BRIDGE	
INTERSTATE HIGHWAY	
IN THE CITY OF	
AUGUSTA	
KENNEBEC COUNTY	
GENERAL PLAN & ELEVATION	
SHEET 1 OF 10 AUGUSTA, MAINE JAN. 1958	

M-1101





DESIGN - *[Signature]*
 TRACE - *[Signature]*
 CHECK - *[Signature]*

BRIDGE NO. *[Blank]*
 SURVEY PLOT - *[Blank]*

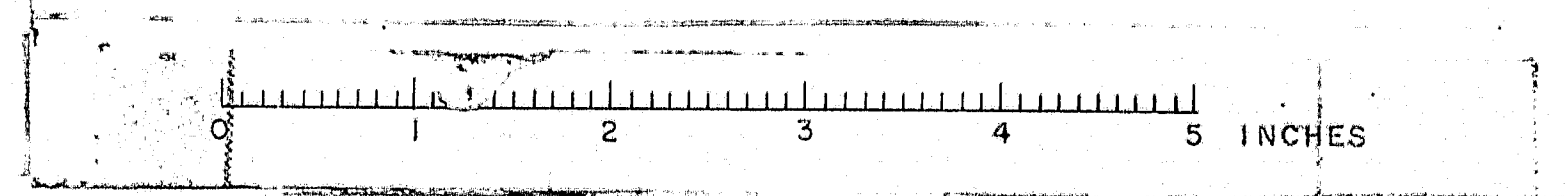
STATE HIGHWAY COMMISSION
 BRIDGE DIVISION

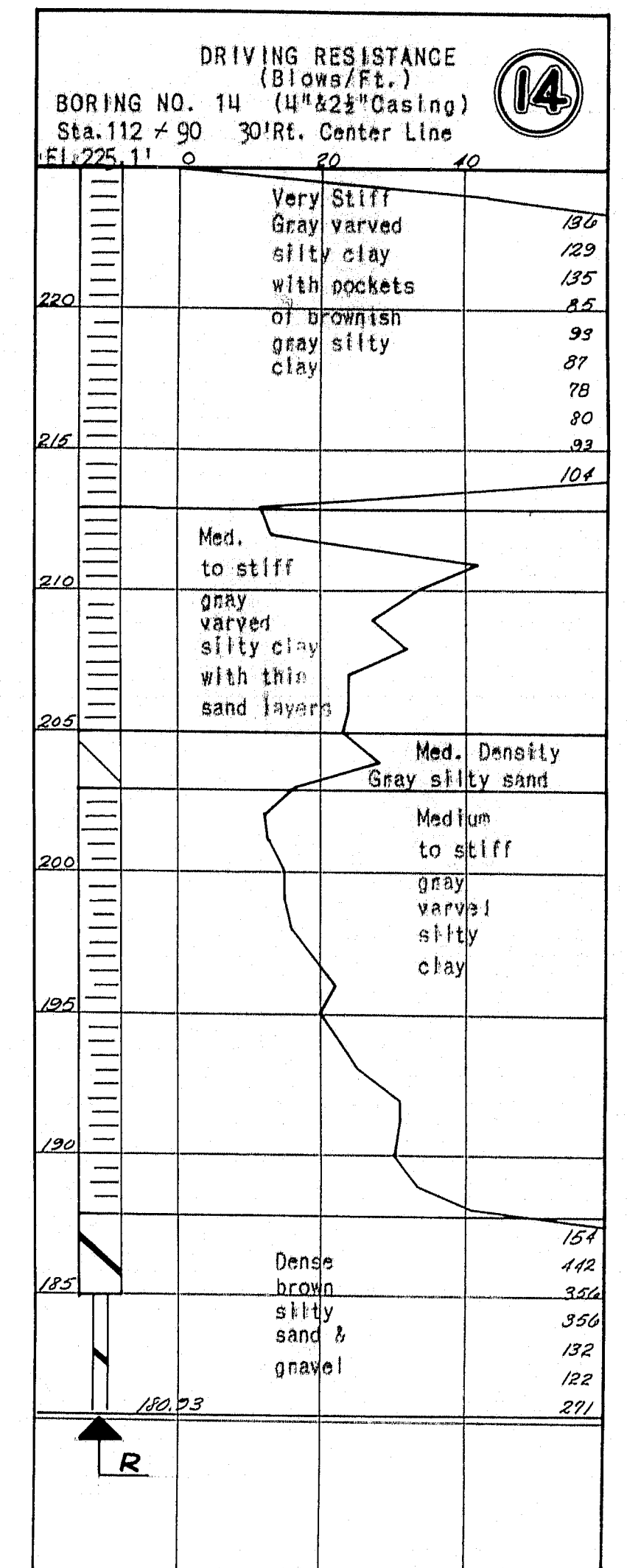
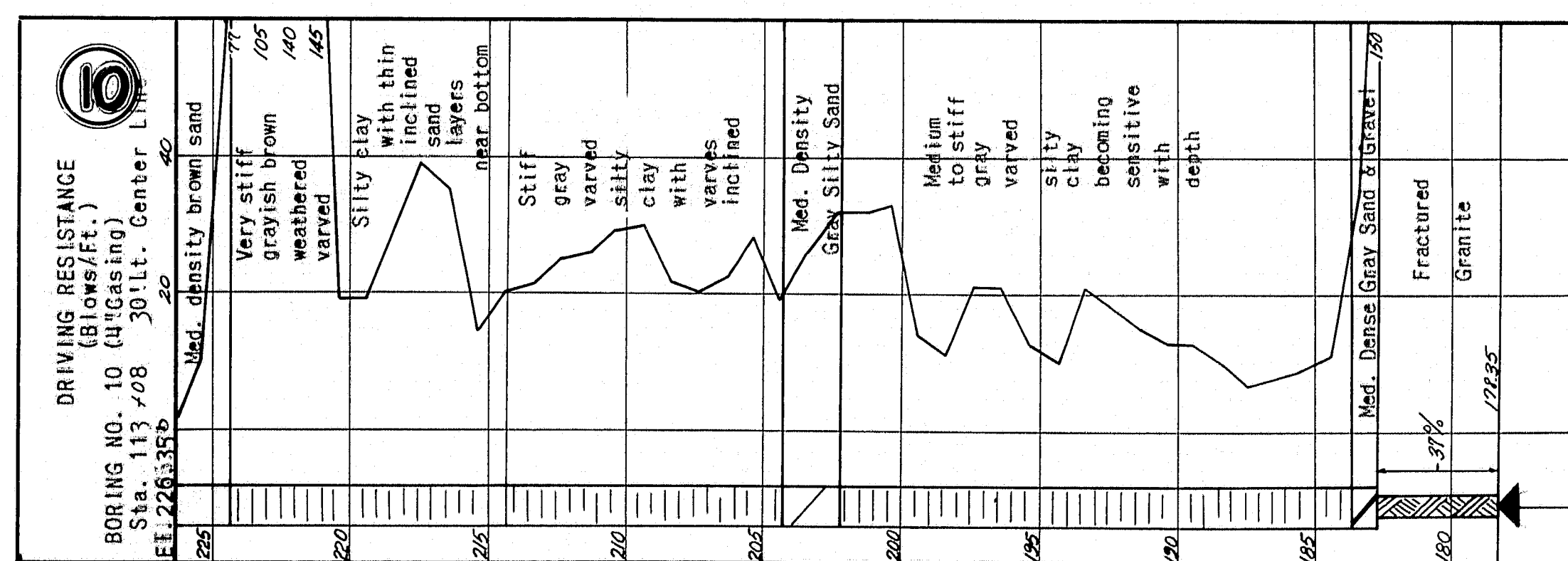
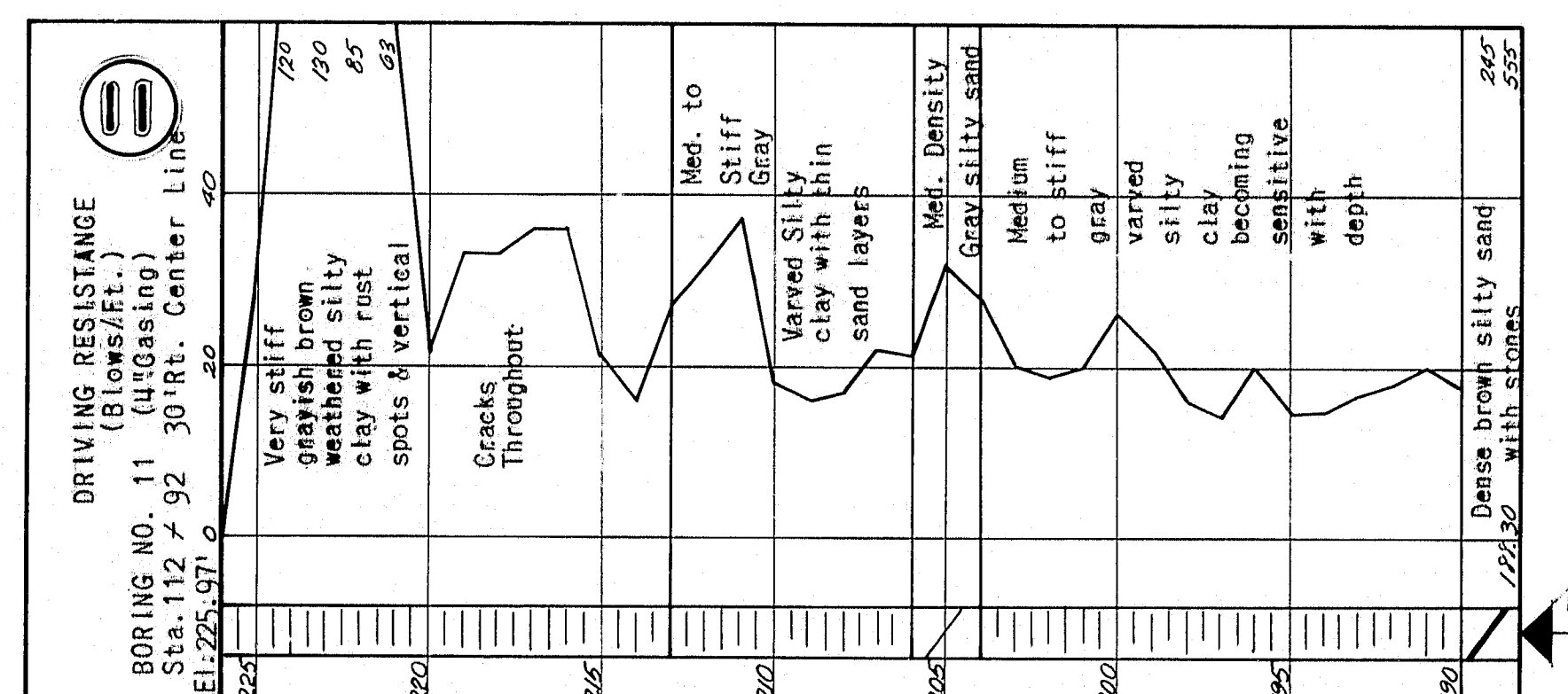
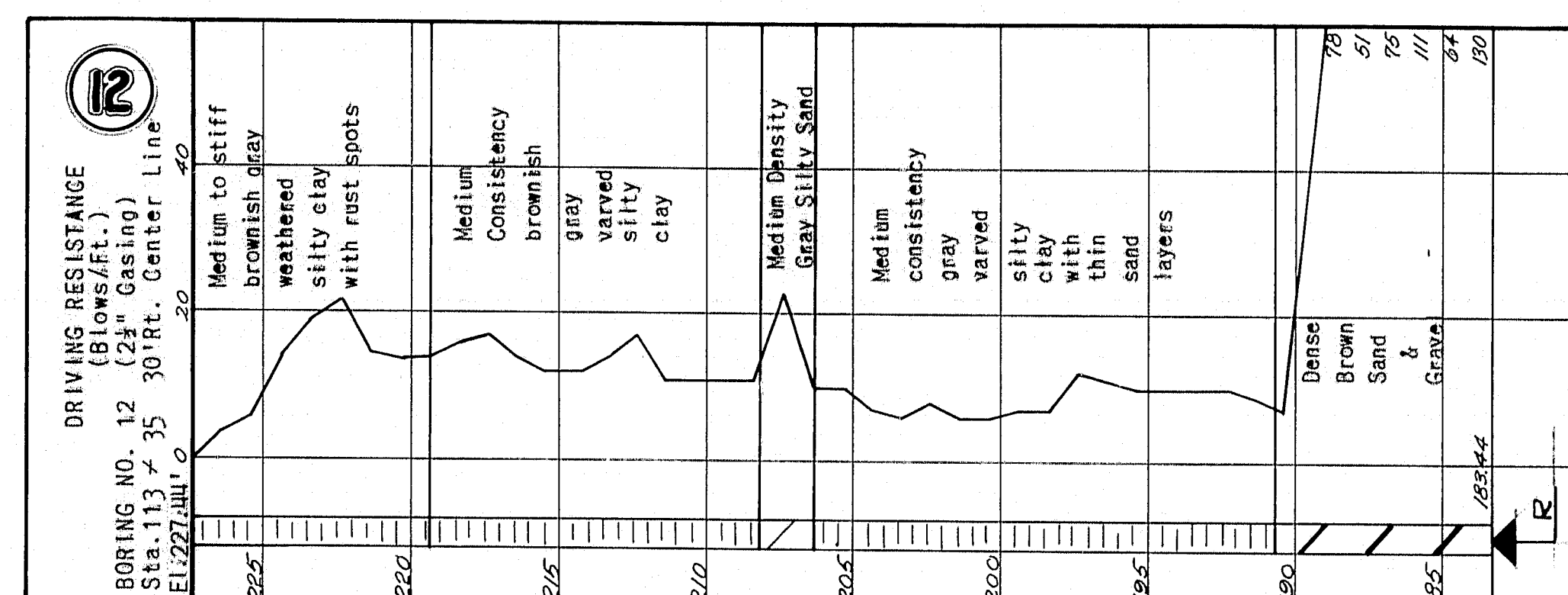
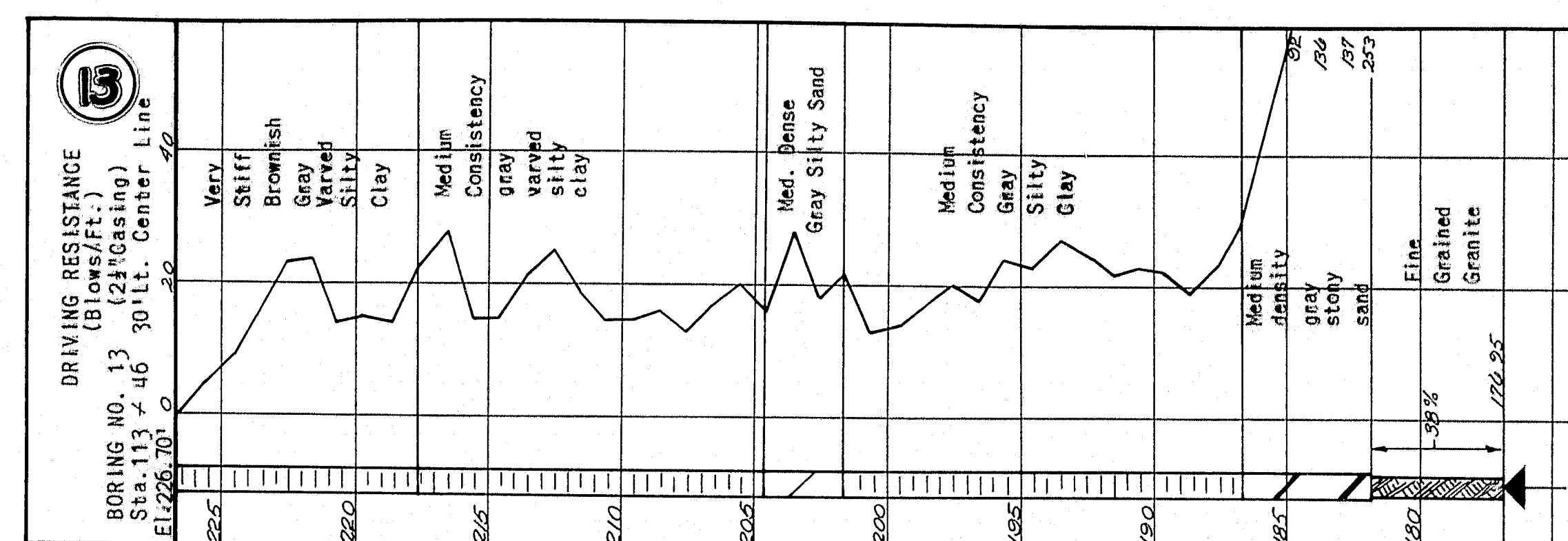
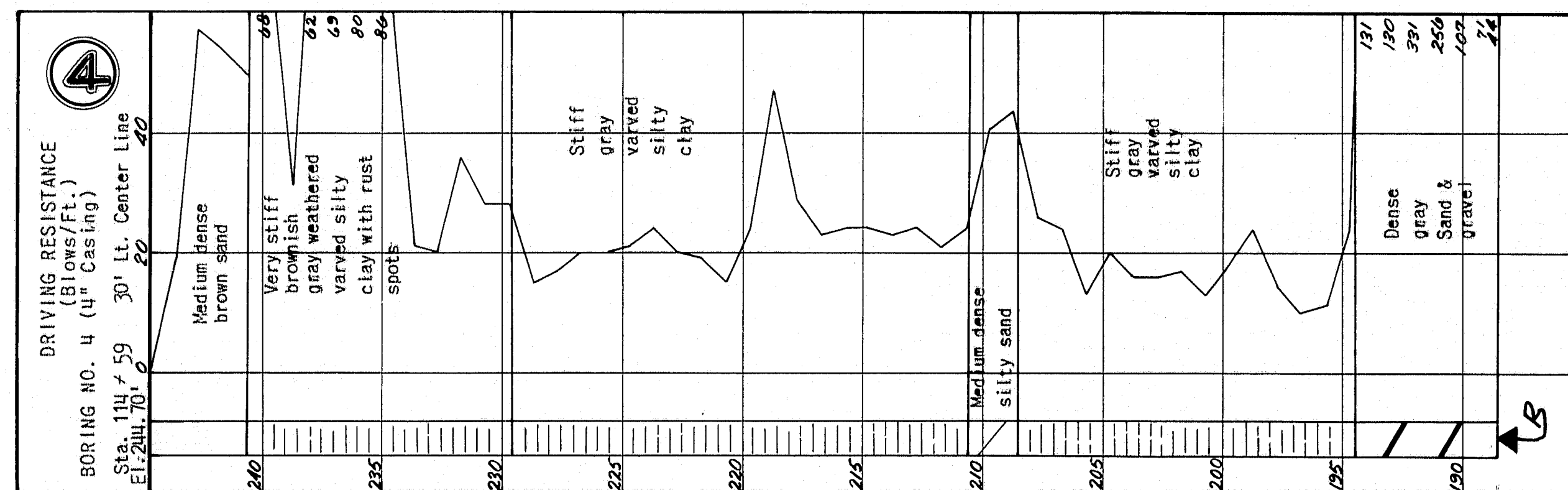
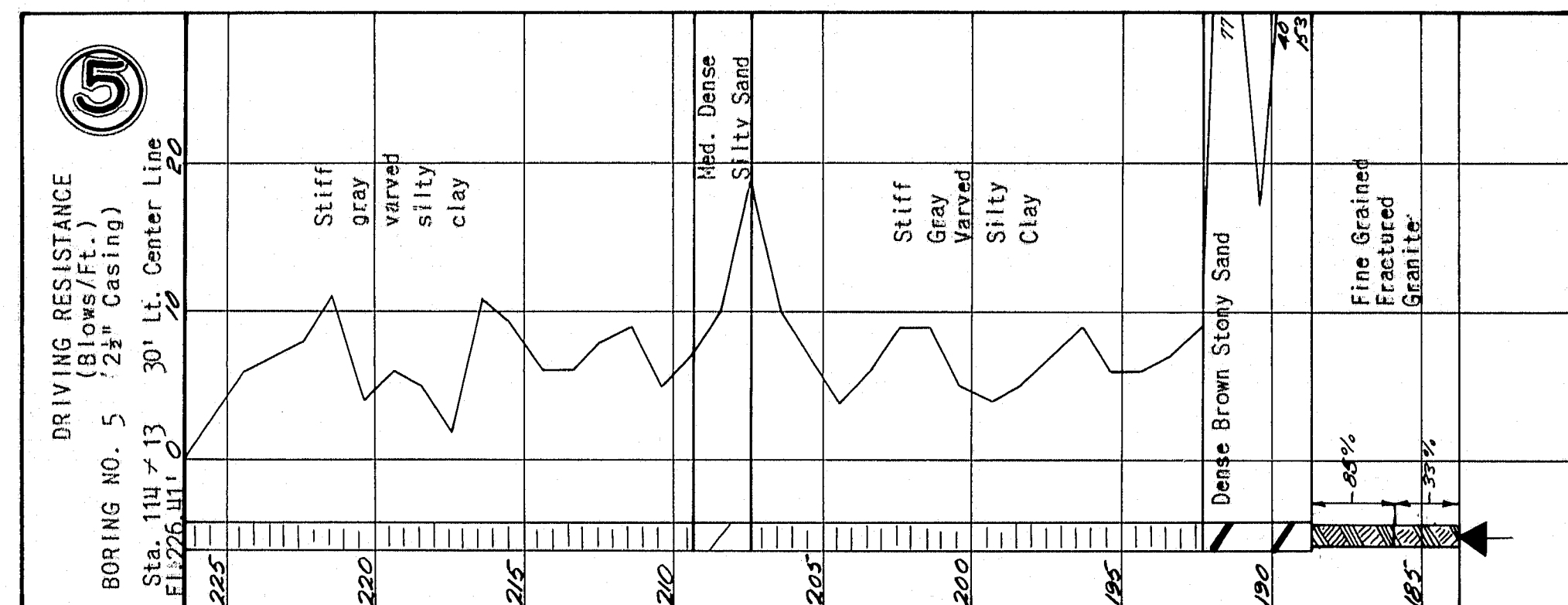
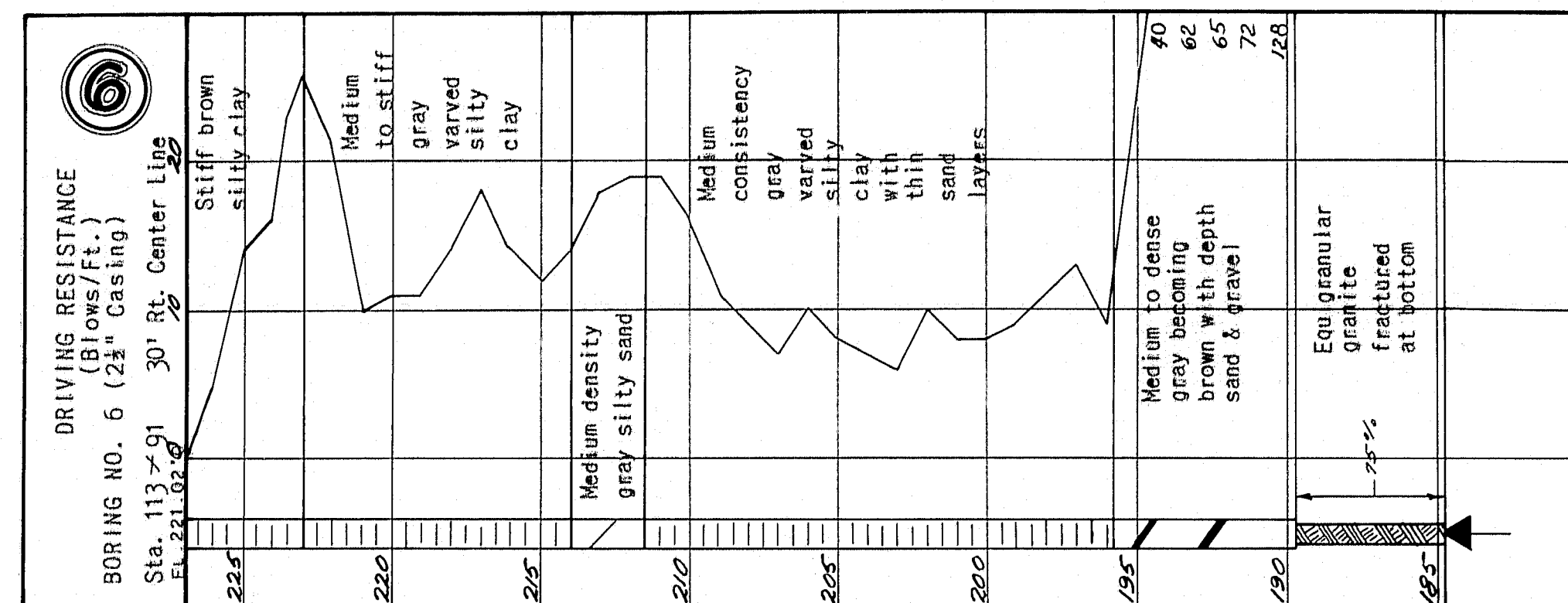
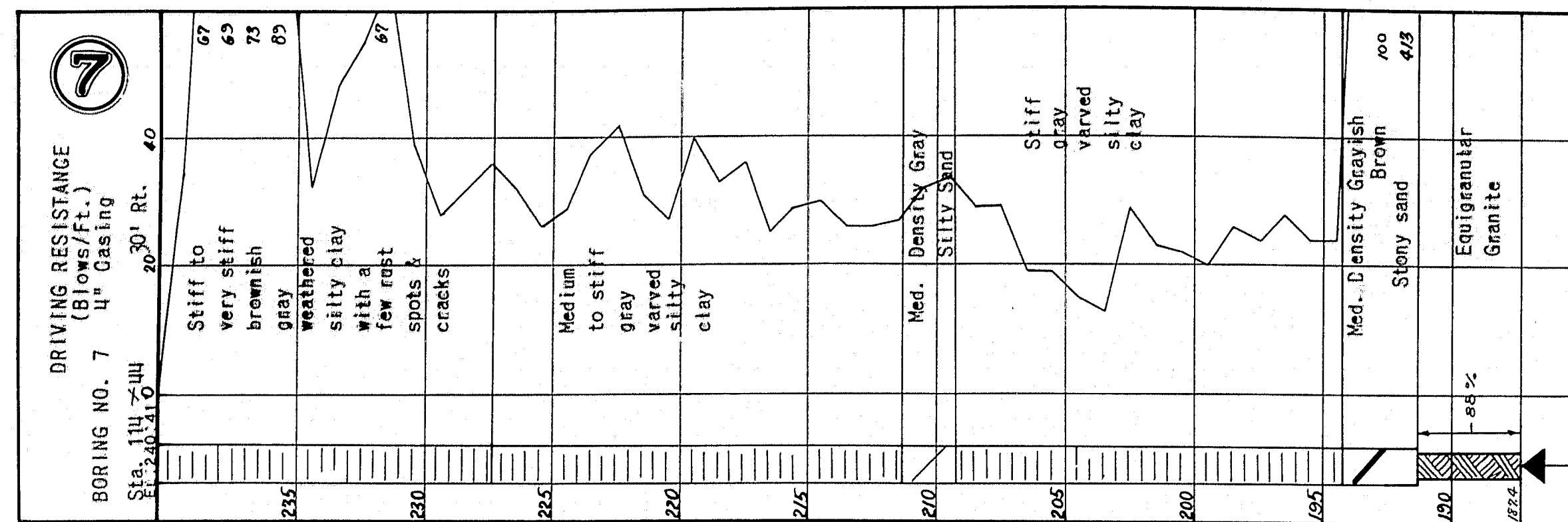
NEW BELGRADE ROAD BRIDGE
INTERSTATE HIGHWAY
 IN THE CITY OF
AUGUSTA
KENNEBEC COUNTY

SOILS PROFILE

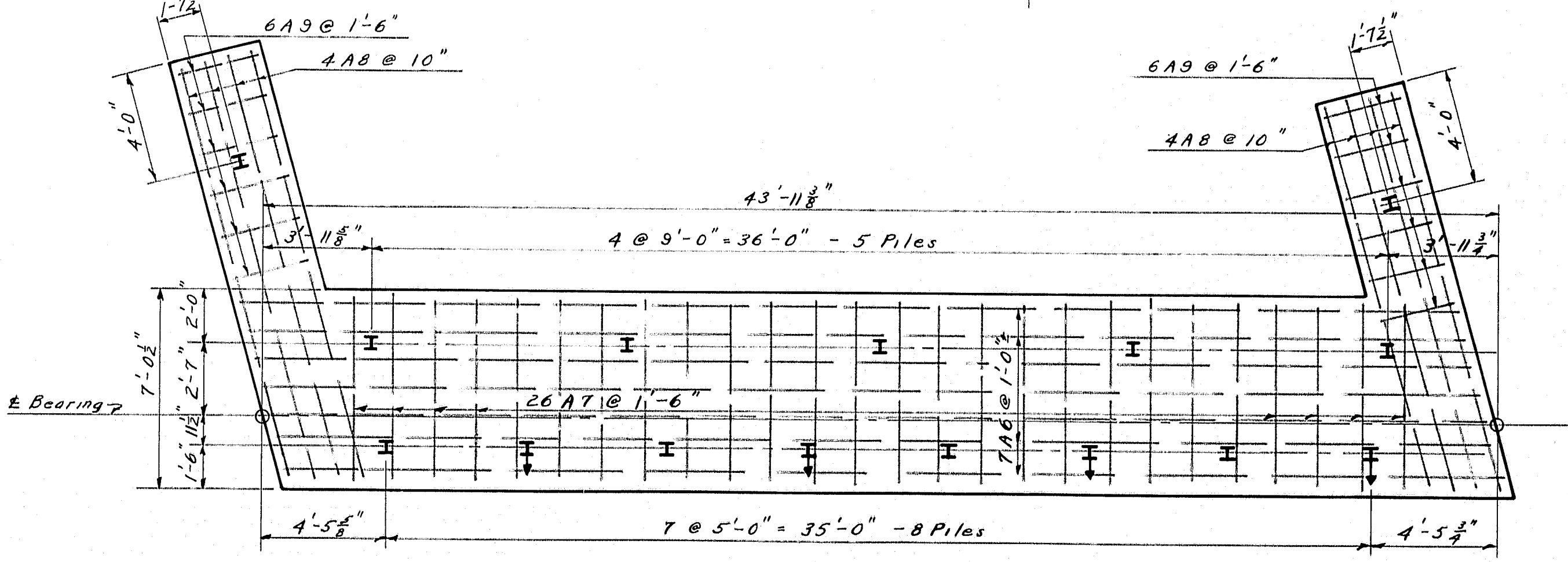
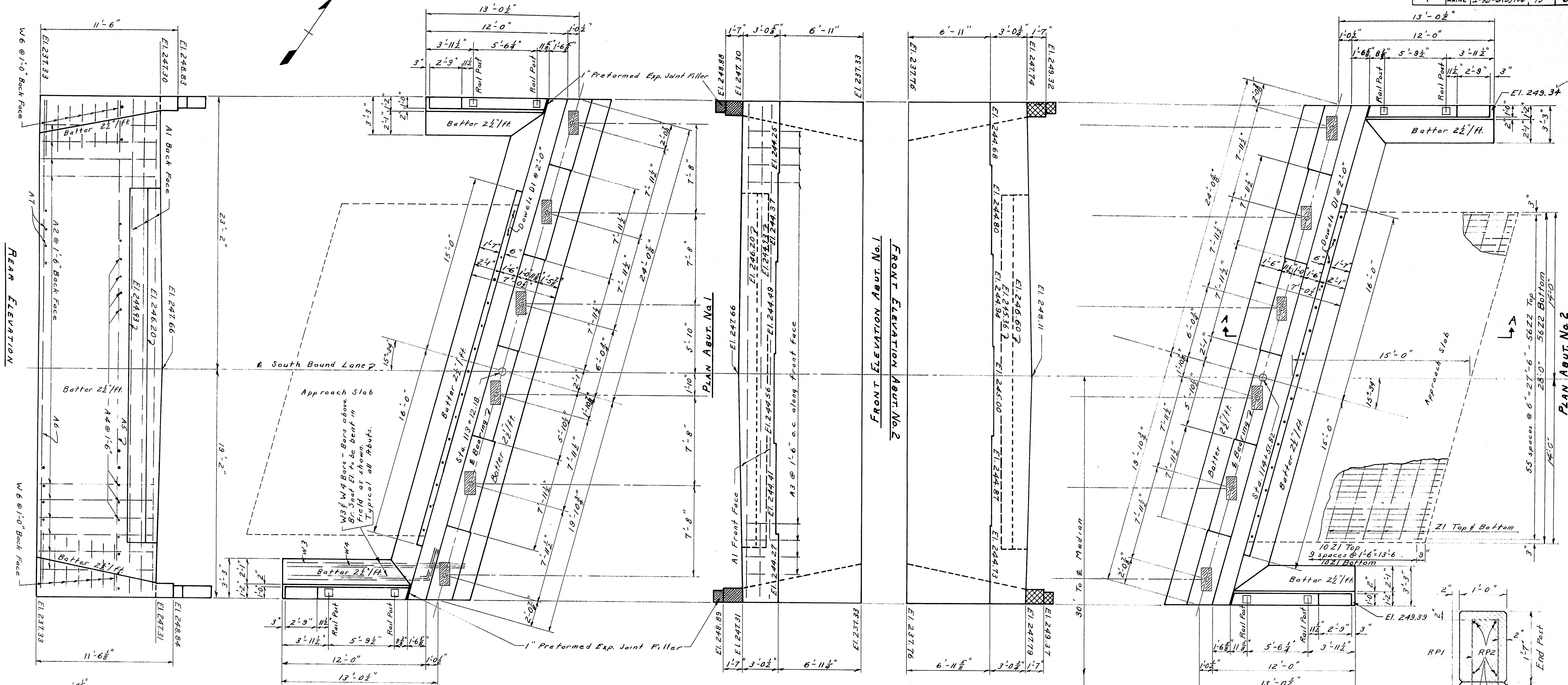
SHEET 2 OF 10 AUGUSTA, MAINE DE C. 57

M-1102

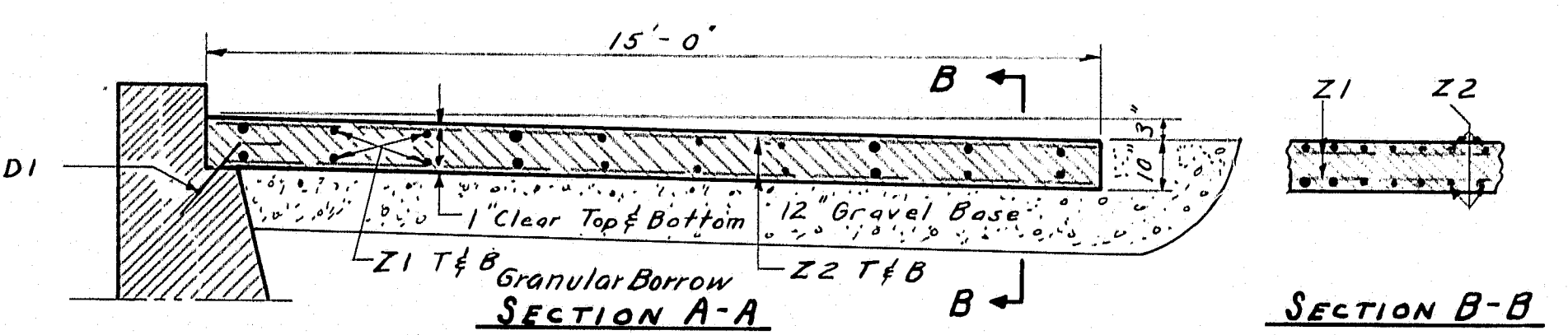




BORING NOTES
Number of blows of 275g hammer falling 18 inches required to drive extra heavy casing one foot thus:
Bottom of boring indicated thus:
Refusal of drill rods or casing indicated thus:
Percent recovery of rock core by diamond bit thus:



FOUNDATION PILE & REINFORCING STEEL LAYOUT
(Typical all Abutments)



APPROACH SLABS

Typical
Approach Slabs to be paid for under Item 701-40,
Portland Cement Concrete, Roadway Slab on Steel Bridges.

NOTES ON PILES

10" x 10" x 42" Steel H Piles - 60 Required.
15 Piles Abut. #1 Northbound Lane - Estimated Length Below Cutoff 60'.
15 Piles Abut. #1 Southbound Lane - " " " " 60'.
15 Piles Abut. #2 Northbound Lane - " " " " 55'.
15 Piles Abut. #2 Southbound Lane - " " " " 60'.
Maximum Pile Load 30 Tons.
Piles shown thus ∇ to be battered 2 1/2" per foot
in the direction indicated by the arrow.

See Sheet #5 for General Notes,
elevations and typical sections
not shown on this sheet.

DESIGN - McDUGAL, DET. CFW
TRACE - F. SMITH
CHECK - J. P. S.

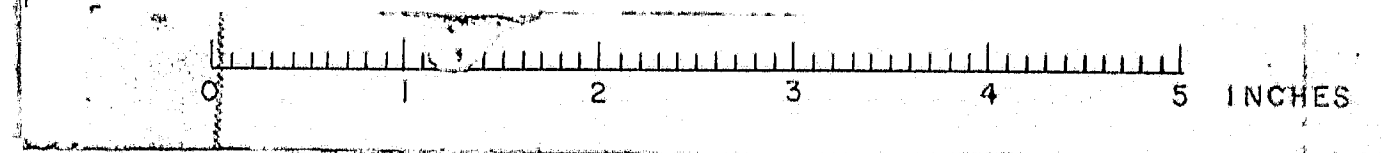
BRIDGE NO. 105
SURVEY PLOT

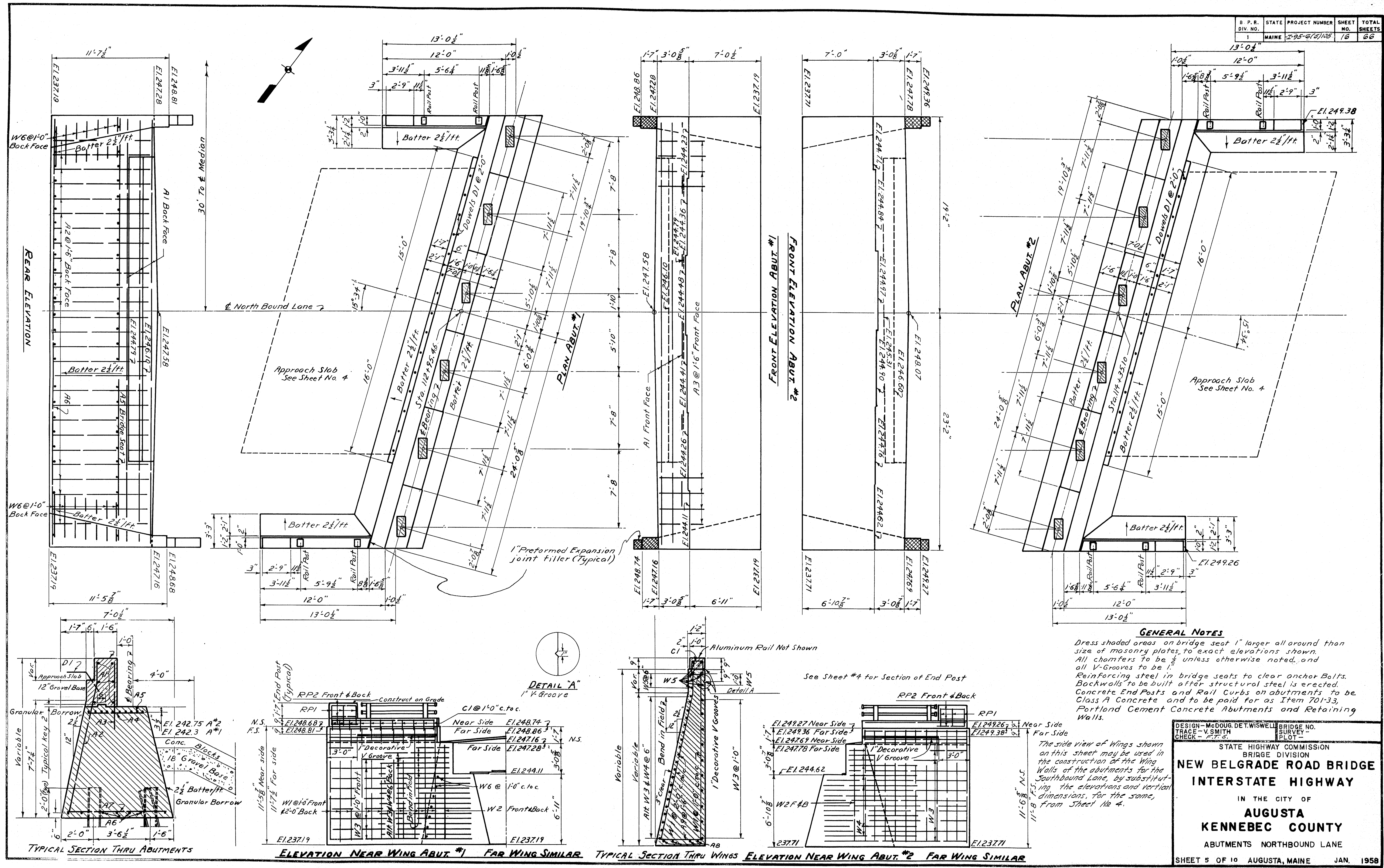
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

NEW BELGRADE ROAD BRIDGE
INTERSTATE HIGHWAY
IN THE CITY OF
AUGUSTA
KENNEBEC COUNTY
ABUTMENTS SOUTHBOUND LANE

SHEET 4 OF 10 AUGUSTA, MAINE JAN. 1958

M-1104





GENERAL NOTES

Dress shaded areas on bridge seat 1" larger all around than size of masonry plates to exact elevations shown. All chamfers to be 1/2" unless otherwise noted, and all V-Grooves to be 1". Reinforcing steel in bridge seats to clear anchor Bolts. Backwalls to be built after structural steel is erected. Concrete End Posts and Rail Curbs on abutments to be Class A Concrete and to be paid for as Item 701-33, Portland Cement Concrete Abutments and Retaining Walls.

DESIGN - McDoug DET. WISWELL
 TRACE - V. SMITH
 CHECK - E. J. S.

BRIDGE NO. 105
 SURVEY PLOT

STATE HIGHWAY COMMISSION
 BRIDGE DIVISION

NEW BELGRADE ROAD BRIDGE
INTERSTATE HIGHWAY

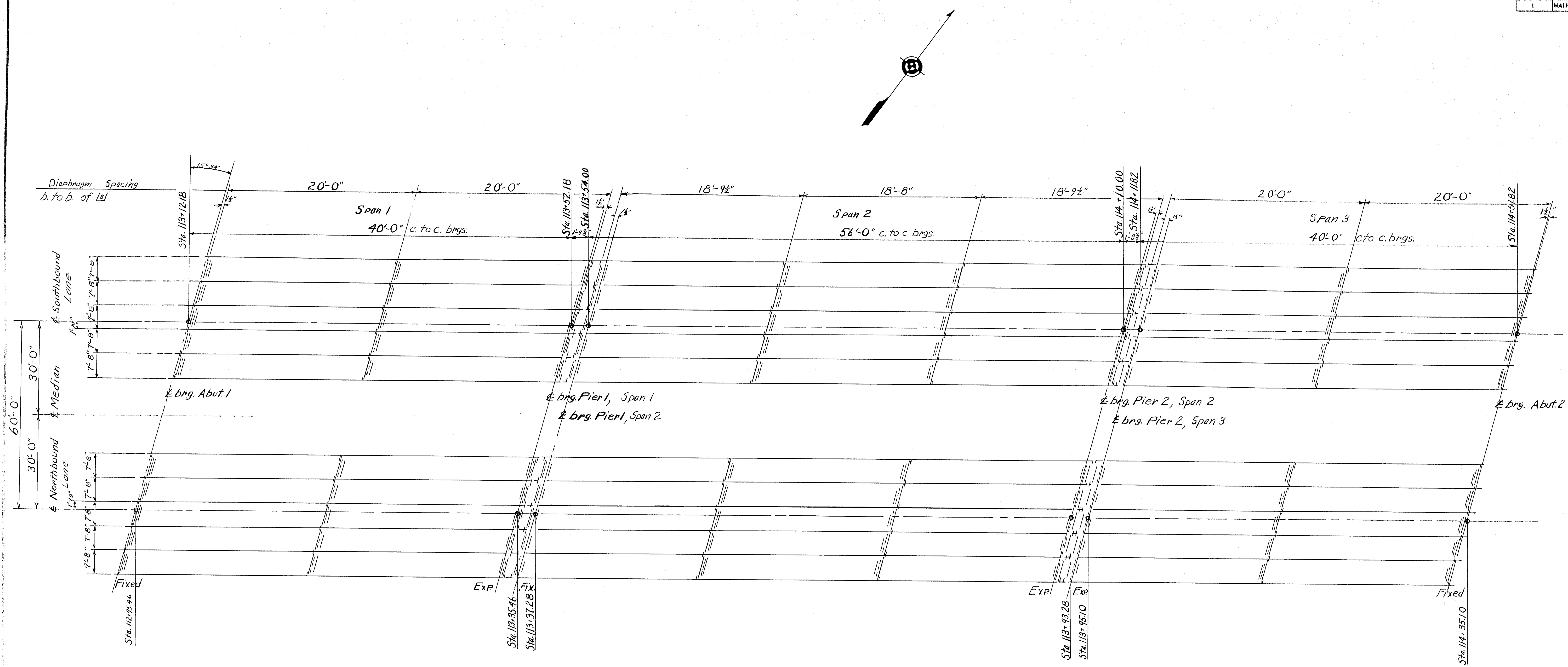
IN THE CITY OF
AUGUSTA
KENNEBEC COUNTY

ABUTMENTS NORTHBOUND LANE

SHEET 5 OF 10 AUGUSTA, MAINE JAN. 1958

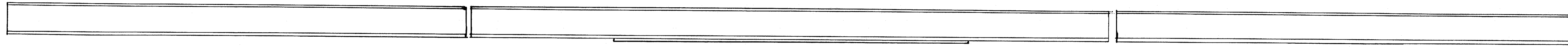
M-1105

D.P.R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	7-95-6(9)105	13	66



ERECTION DIAGRAM

SPECIFICATIONS FOR STRUCTURAL STEEL
 Materials Fabrication and Erection shall conform to Maine Highway Commission Standard Specifications for Highways and Bridges, Revision of January, 1956. Design shall conform to AASHTO Standard Specifications for Highway Bridges, 1953 Loading 120-516-44 As modified for Interstate Highways.



Beam Section 33WF 130" - All Spans

ELEVATION

The steel for stringers and cover plates, in the case of stringers with welded cover plates, shall conform to the current A.S.T.M. Standard Specifications for Structural Weldable Steel, Designation A-373. All other structural steel shall conform to the above mentioned A.S.T.M. Standard Specifications for Steel for Bridges and Buildings, Designation A-7.

McDOUGAL, DET. WHITE

BRIDGE NO. 105

MAINE HIGHWAY COMMISSION

BRIDGE DIVISION

NEW BELGRADE ROAD BRIDGE

INTERSTATE HIGHWAY

IN THE CITY OF

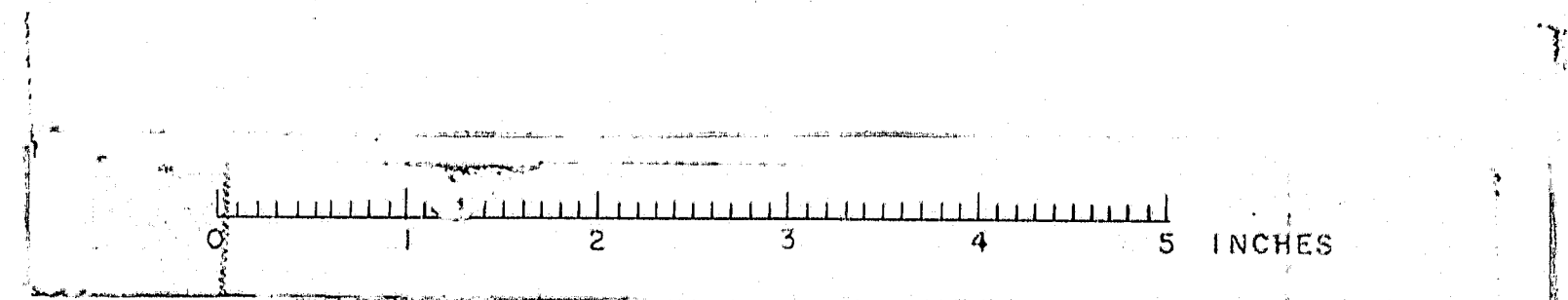
AUGUSTA

KENNEBEC COUNTY

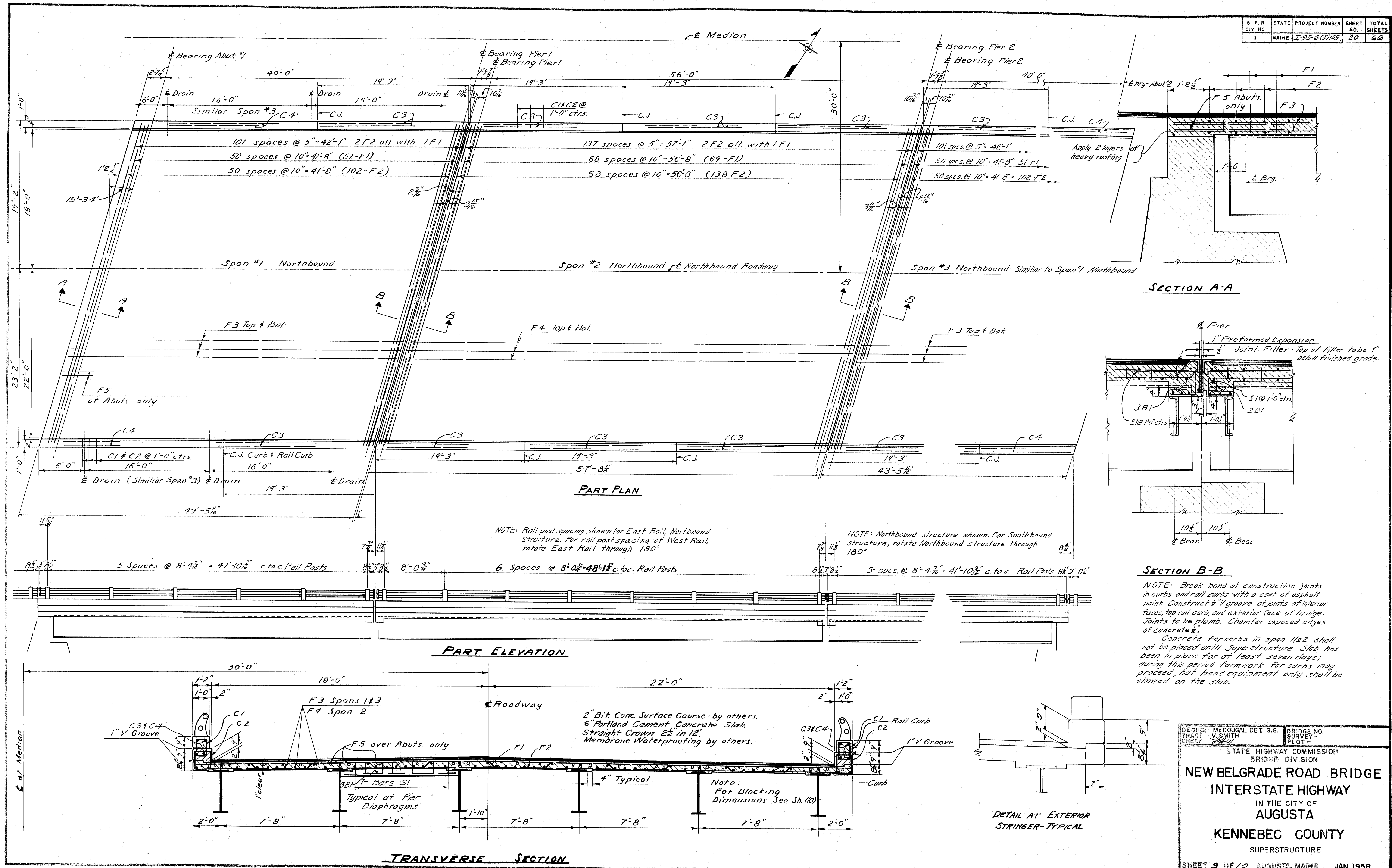
STRUCTURAL STEEL ERECTION DIAGRAM

SHEET 13 OF 10 AUGUSTA, MAINE DEC. 1957

M-1107

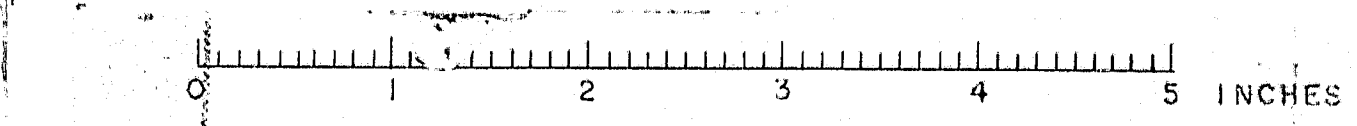


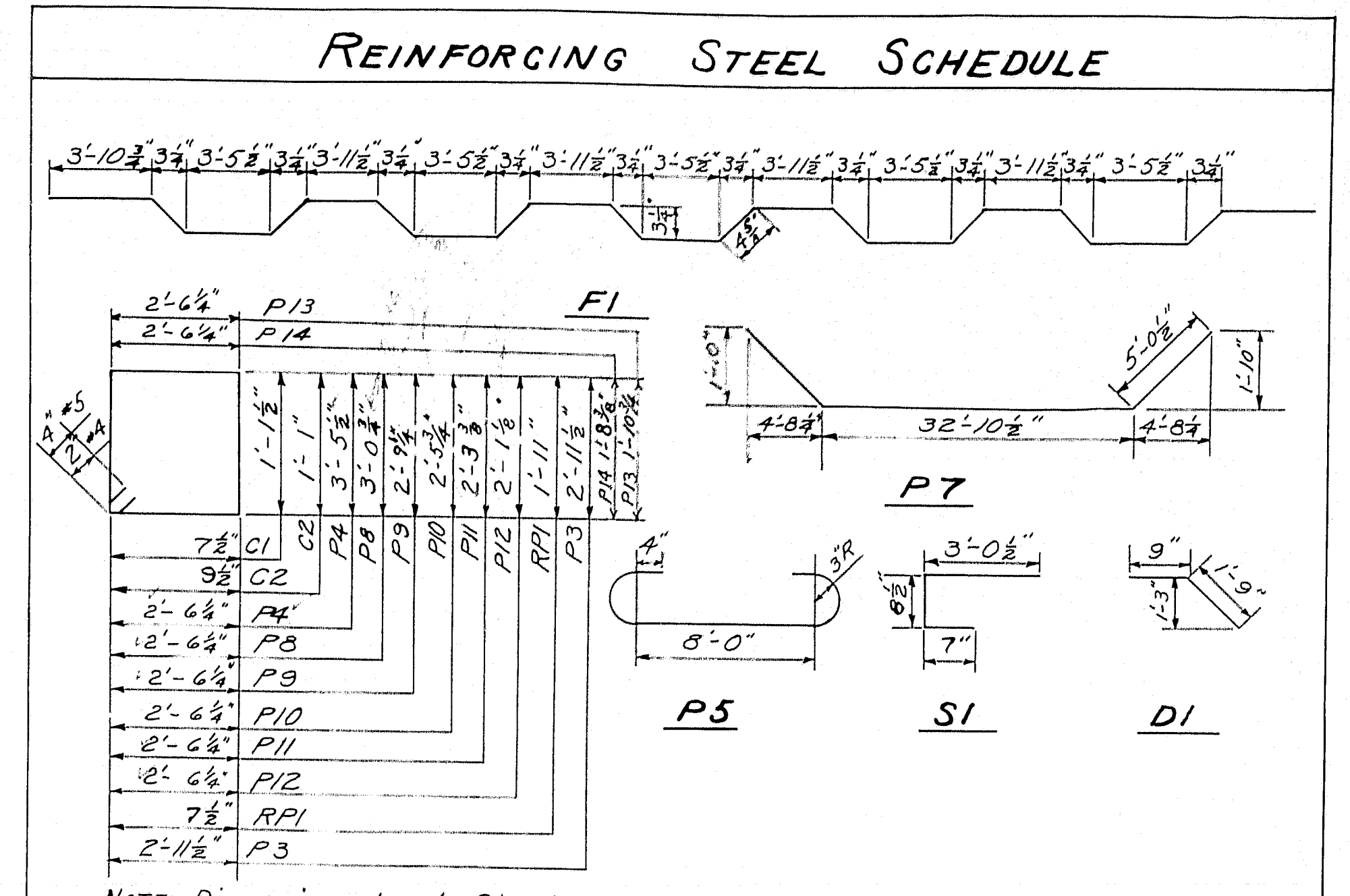
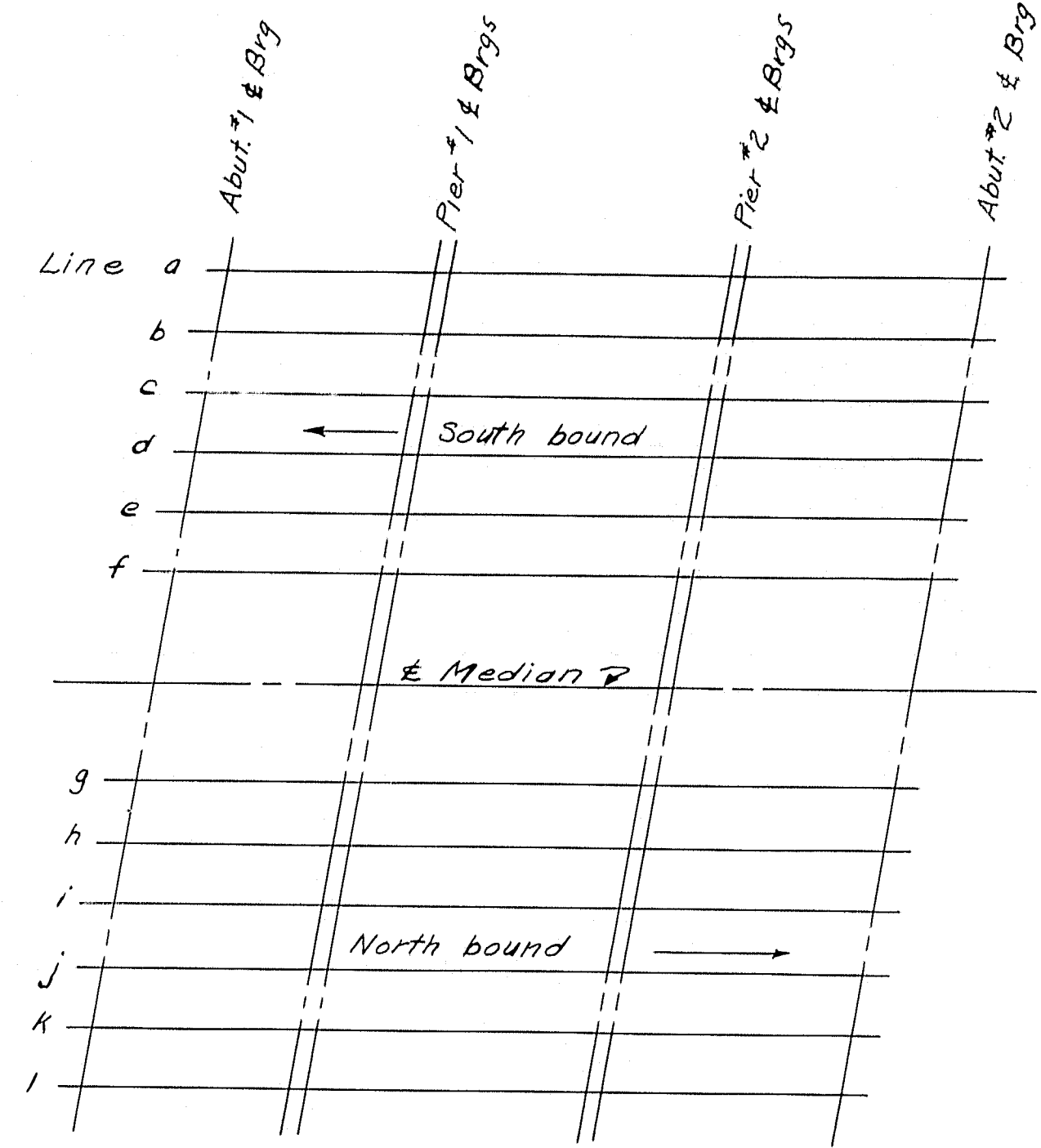
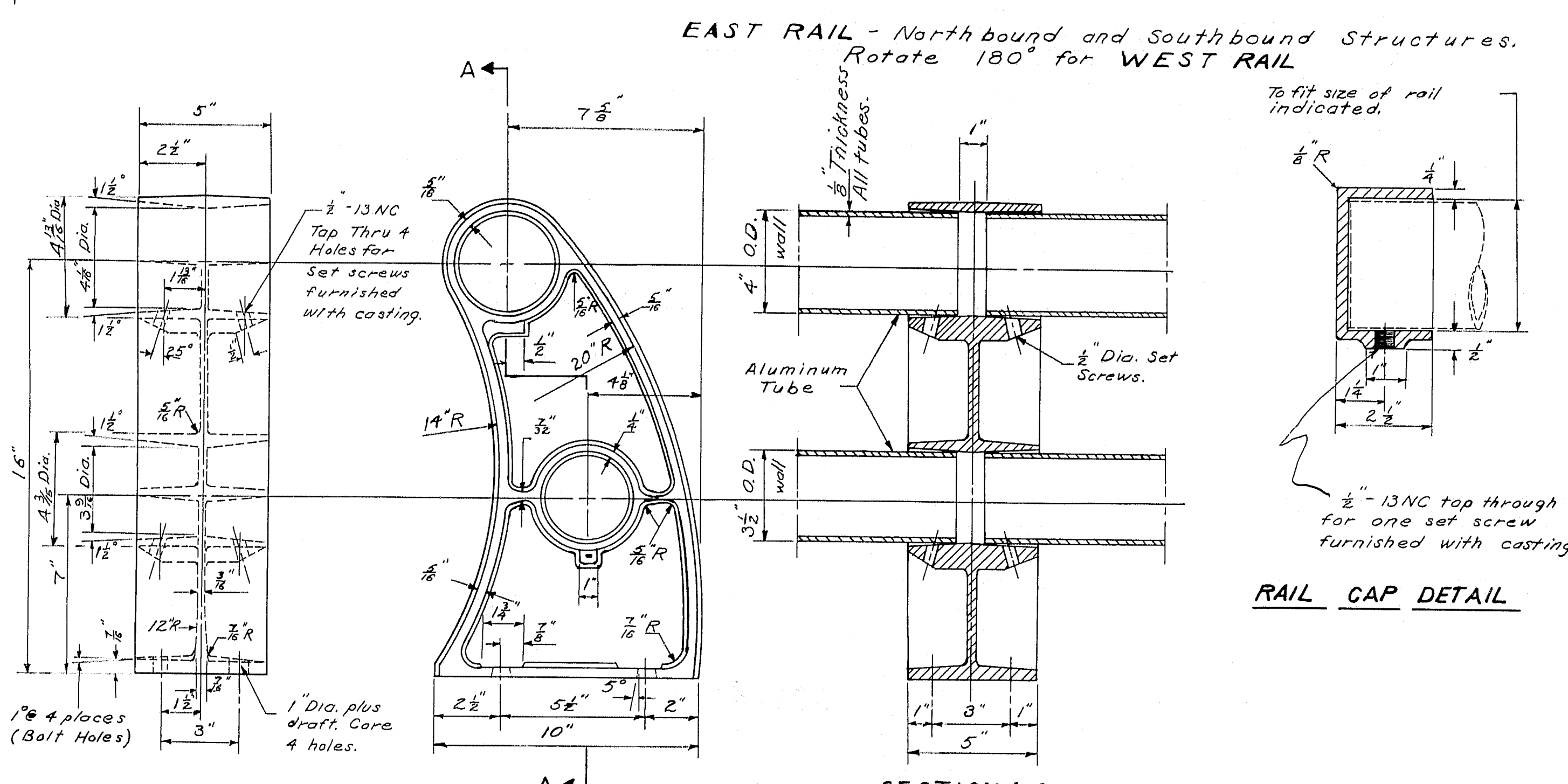
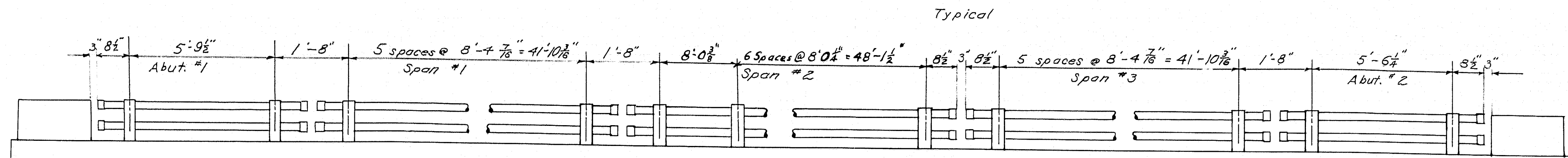
S.P.R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(5)105	20	66



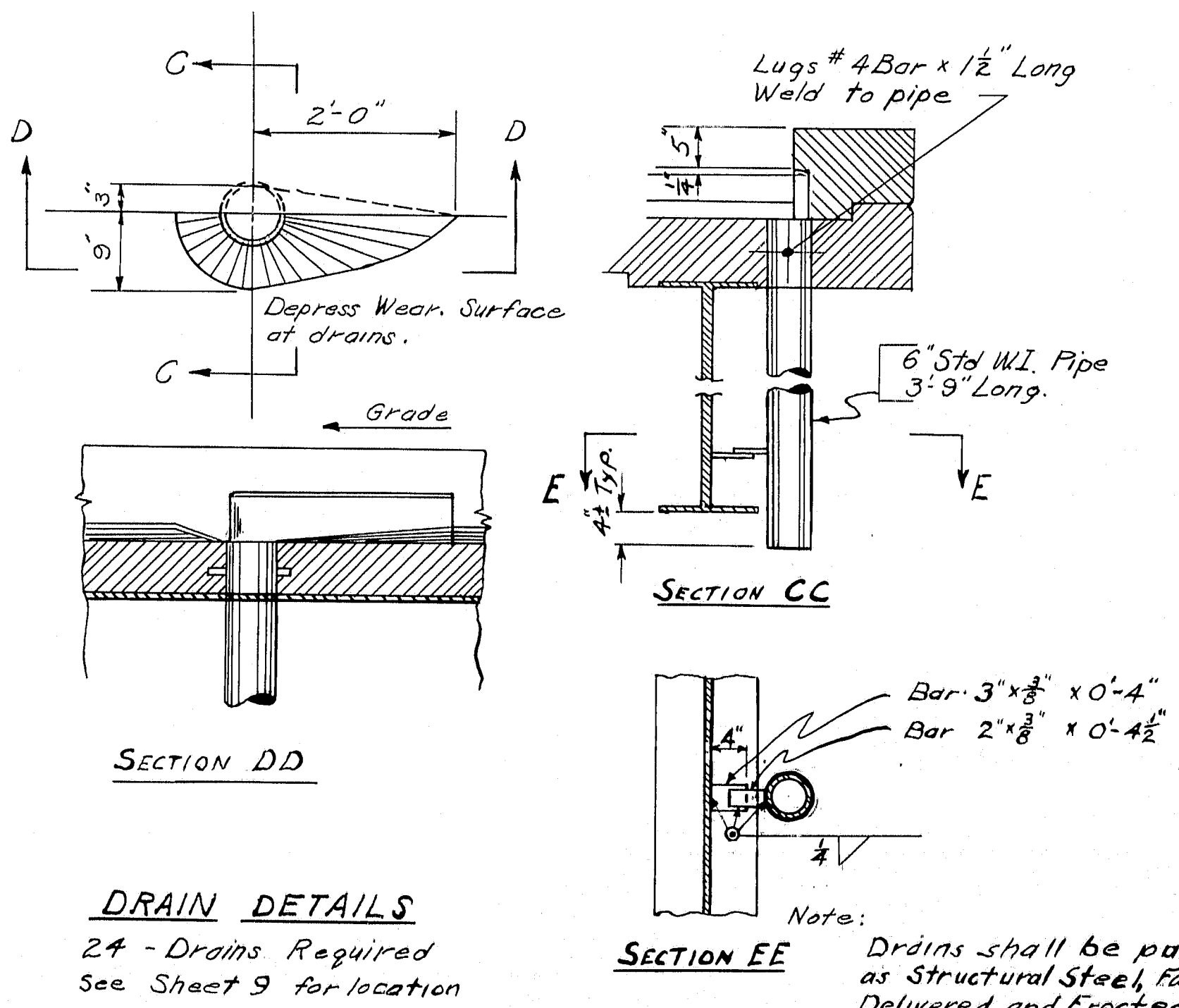
DESIGN: McDUGAL DET. G.G.
TRACE: V. SMITH
CHECK: [Signature]
BRIDGE NO. 105
SURVEY PLOT
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
NEW BELGRADE ROAD BRIDGE
INTERSTATE HIGHWAY
IN THE CITY OF
AUGUSTA
KENNEBEC COUNTY
SUPERSTRUCTURE
SHEET 9 OF 10 AUGUSTA, MAINE JAN. 1958

M-110?

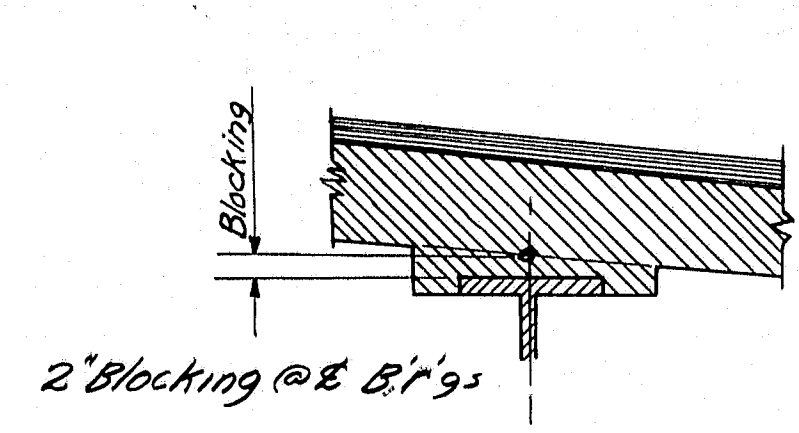




BENT BARS					STRAIGHT BARS				
Mark	Size	No.	Length	Location	Mark	Size	No.	Length	Location
C1	#4	672	3'-10"	Rail Curb	A9	#6	48	2'-9"	Abutments
C2	#4	584	4'-1"	Curb	Z1	#5	80	14'-6"	Approach Slab
D1	#6	60	2'-6"	Approach Slab & Abut.	Z2	#7	448	28'-6"	Approach Slab
F1	#5	342	4'-9"	Roadway Slab	B1	#4	120	7'-8"	Diaphragms at Piers
P4	#5	272	12'-7"	Pier Caps	F2	#5	684	43'-7"	Roadway Slab
P5	#6	240	10'-3"	Pier Footings	F3	#4	240	43'-1"	Rdy slab Spans 1 & 3
P7	#9	32	42'-1 1/8"	Pier Caps	F4	#4	120	57'-5"	Rdy slab Spans #2
P8	#5	16	11'-10"		F5	#5	140	5'-0"	Rdy slab over Abut. BW
P9	#5	16	11'-3"		P1	#9	240	4'-0"	Pier Footings & Shaft
P10	#5	16	10'-8"		P2	#9	240	18'-9"	Pier Shafts
P11	#5	16	10'-3 1/2"		P6	#10	32	42'-3"	Pier Caps
P12	#5	16	9'-10 3/8"	Pier Caps	RP2	#4	48	2'-5"	End Posts
RPI	#4	24	5'-5"	End Posts					
S1	#5	280	4'-4"	Diaphragms at Piers					
P3	#4	180	12'-2"	Pier Shafts					
P13	#5	16	9'-6"	Pier Caps					
P14	#5	16	9'-1 1/4"	" "					
STRAIGHT BARS					STRAIGHT BARS				
A1	#4	24	43'-6"	Abutments	W1	#5	136	10'-9"	Abutments
A2	#6	108	9'-6"		W2	#5	16	9'-3"	
A3	#5	108	4'-6"		W3	#5	160	13'-6"	
A4	#5	120	3'-6"		W4	#5	72	9'-0"	
A5	#6	40	43'-6"		W5	#5	56	10'-0"	
A6	#6	28	43'-6"		W6	#5	56	4'-0"	Abutments
A7	#6	104	6'-6"		C3	#4	80	18'-9"	Curbs
A8	#6	32	14'-9"	Abutments	C4	#4	32	23'-8"	Curbs
P15	#5	16	42'-3"	Pier Caps					



Line	Bar #	Length	Span #	Bar #	Length	Span #	Bar #	Length	Span #	Bar #	Length	Span #	Bar #	Length	Span #	Bar #	Length	Span #	Bar #	Length	Span #	Bar #	Length	Span #
a	247.43	247.54	247.59	247.62	247.64	247.64	247.72	247.78	247.80	247.81	247.82	247.87	247.90	247.90	247.90	247.90	247.90	247.90	247.90	247.90	247.90	247.90	247.90	247.90
b	247.60	247.65	247.71	247.75	247.76	247.76	247.84	247.92	247.95	247.95	247.94	247.99	248.03	248.04	248.03	248.03	248.03	248.03	248.03	248.03	248.03	248.03	248.03	248.03
c	247.73	247.80	247.85	247.88	247.90	247.90	247.97	248.04	248.06	248.07	248.08	248.12	248.15	248.17	248.17	248.17	248.17	248.17	248.17	248.17	248.17	248.17	248.17	248.17
d	247.79	247.85	247.90	247.93	247.95	247.95	248.04	248.10	248.13	248.14	248.14	248.19	248.23	248.23	248.23	248.23	248.23	248.23	248.23	248.23	248.23	248.23	248.23	248.23
e	247.63	247.70	247.75	247.78	247.80	247.81	247.89	247.95	247.98	247.99	247.99	248.04	248.08	248.09	248.09	248.09	248.09	248.09	248.09	248.09	248.09	248.09	248.09	248.09
f	247.50	247.58	247.61	247.64	247.66	247.67	247.75	247.82	247.84	247.86	247.86	247.90	247.94	247.95	247.95	247.95	247.95	247.95	247.95	247.95	247.95	247.95	247.95	247.95
g	247.46	247.53	247.58	247.61	247.63	247.64	247.72	247.79	247.82	247.84	247.84	247.89	247.93	247.94	247.94	247.94	247.94	247.94	247.94	247.94	247.94	247.94	247.94	247.94
h	247.58	247.65	247.71	247.74	247.76	247.76	247.84	247.91	247.95	247.95	247.96	248.01	248.05	248.07	248.07	248.07	248.07	248.07	248.07	248.07	248.07	248.07	248.07	248.07
i	247.71	247.78	247.83	247.87	247.89	247.89	247.98	248.05	248.08	248.09	248.10	248.15	248.19	248.21	248.21	248.21	248.21	248.21	248.21	248.21	248.21	248.21	248.21	248.21
j	247.64	247.70	247.76	247.79	247.81	247.82	247.91	247.97	248.00	248.02	248.02	248.07	248.11	248.14	248.14	248.14	248.14	248.14	248.14	248.14	248.14	248.14	248.14	248.14
k	247.48	247.55	247.60	247.64	247.66	247.67	247.75	247.84	247.85	247.88	247.88	247.92	247.96	247.98	247.98	247.98	247.98	247.98	247.98	247.98	247.98	247.98	247.98	247.98
l	247.34	247.42	247.46	247.51	247.52	247.53	247.61	247.69	247.72	247.73	247.74	247.79	247.82	247.84	247.84	247.84	247.84	247.84	247.84	247.84	247.84	247.84	247.84	247.84



Note: In order to compensate for Dead Load Deflections and any irregularities in the rolling of the Steel, Elevations are given in the accompanying Table for the bottom of the Roadway Slab at the points shown, and must be set before any slab forms have been constructed.

DESIGN - McDUGAL DET. G.G. BRIDGE NO. 103
TRACE - HICKS SURVEY PLOT - 2474
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
NEW BELGRADE ROAD BRIDGE
INTERSTATE HIGHWAY
IN THE CITY OF
AUGUSTA
KENNEBEC COUNTY
REINFORCING STEEL
SUPERSTRUCTURE DETAILS
SHEET 10 OF 10 AUGUSTA, MAINE JAN. 1958

M-1110