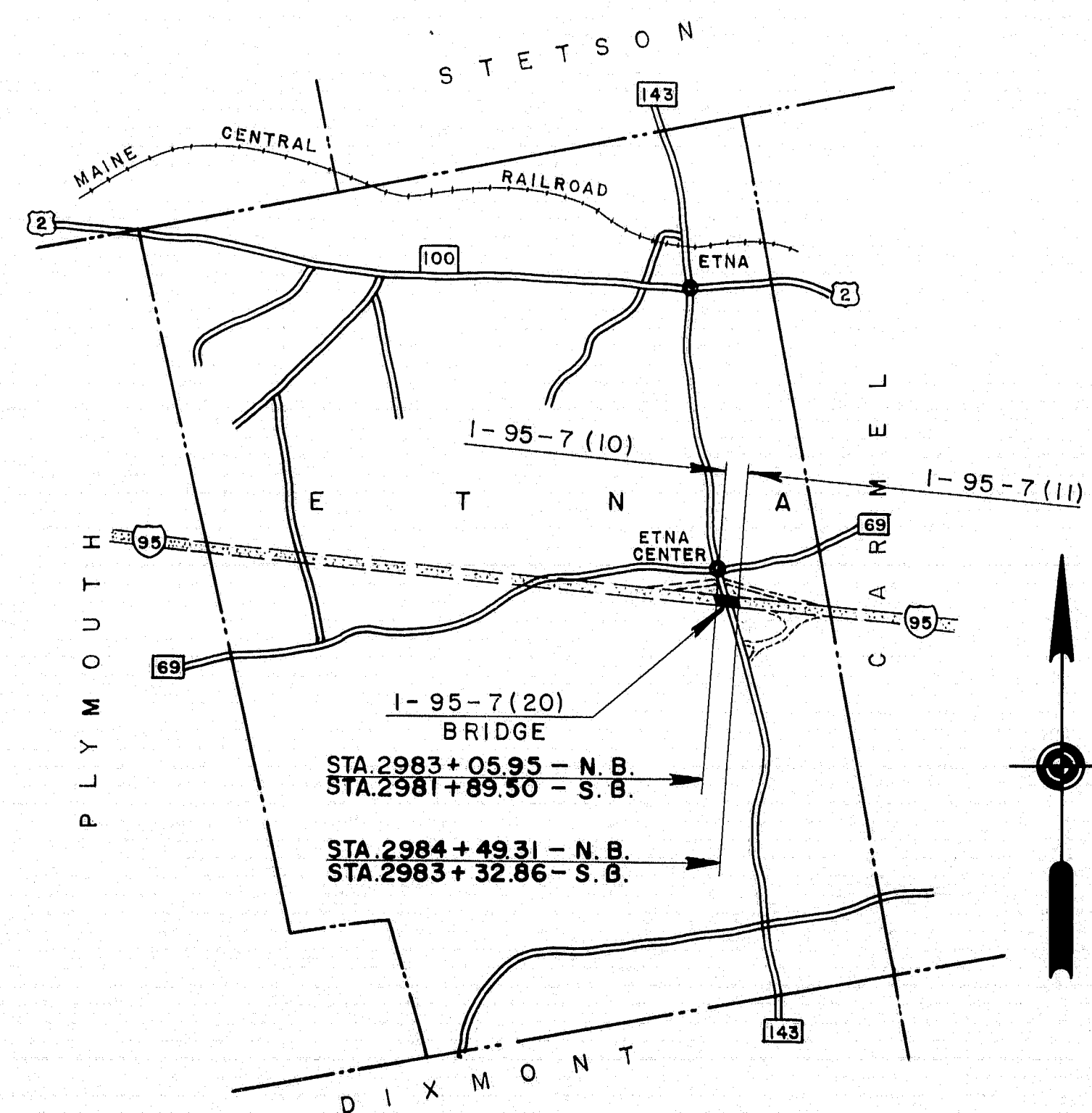


STATE OF MAINE
STATE HIGHWAY COMMISSION



INTERSTATE NO. 95
OVER
ROUTE NO. 143
IN THE TOWN OF
ETNA
PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. I-95-7(20)161
LENGTH OF PROJECT 0.027 MILES



LOCATION MAP

APPROX. SCALE - 1" = 1 MILE

TRAFFIC

| | ROUTE 143 | INTERSTATE 95 |
|-------------|-----------|---------------|
| A.D.T. 1960 | 385 | 6660 |
| A.D.T. 1980 | 530 | 9300 |
| D.H.V. | 64 | 1116 |
| T | 11 % | 11 % |
| D | 60 % | 60 % |
| V | 60 m.p.h. | 60 m.p.h. |

APPROVED
MAINE STATE HIGHWAY COMMISSION
David H. Stevens
CHAIRMAN

Charles W. Hammett
CHIEF ENGINEER

JAN. 3, 1962
DATE

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION 1

APPROVED

DISTRICT ENGINEER

DATE

0 1 2 3 4 5 INCHES

| D. P. R. REG. NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|----------------------|-------|----------------|--------------|-----------------|
| 1 | MAINE | I-95 - 7120 | 2 | 19 |

SPECIFICATIONS

DESIGN - A.A.S.H.O. STANDARD SPECIFICATIONS FOR
HIGHWAY BRIDGES 1957, AND TENTATIVE REVISIONS
TO 1961.

CONTRACT - STATE OF MAINE, STATE HIGHWAY COMMISSION,
STANDARD SPECIFICATIONS HIGHWAYS AND BRIDGES, REVISION
OF JANUARY 1956, AND SUPPLEMENTAL SPECIFICATIONS.

LIVE LOADING

H20-S16-44 AS MODIFIED FOR INTERSTATE HIGHWAYS.

ALLOWABLE STRESSES

STRUCTURAL STEEL A.S.T.M. DESIGNATION A36 - fs = 20,000 p.s.i.
STRUCTURAL STEEL A.S.T.M. DESIGNATION A7 - fs = 18,000 p.s.i.
REINFORCING STEEL, INTERMEDIATE GRADE - fs = 20,000 p.s.i.
CONCRETE (n = 10) - fc = 1200 p.s.i.

CONCRETE CLASSIFICATION

CONCRETE FILL _____ CLASS "B"
ALL OTHER CONCRETE _____ CLASS "A"

ELEVATIONS

ELEVATIONS ARE BASED ON BENCH MARK NO. 100, RAILROAD
SPIKE IN 28" PINE, 180' RIGHT OF STATION 2983 + 85,
NORTHBOUND. ELEVATION 298.34

ESTIMATE OF QUANTITIES

| ITEM NO. | ITEM | UNIT | QUANTITY |
|----------|---|-------|----------|
| 204-14 | Structural Earth Excavation - Piers | c.y. | 580 |
| 205-B | Common Borrow | c.y. | 8,200 |
| 205-9 | Granular Borrow | c.y. | 2,500 |
| 302-7 | Gravel Base Course - In Place Measure | c.y. | 1,740 |
| 701-33 | Portland Cement Concrete, Abutments and Retaining Walls | c.y. | 350 |
| 701-35 | Portland Cement Concrete, Piers | c.y. | 250 |
| 701-40 | Portland Cement Concrete, Roadway and Sidewalk Slabs on Steel Bridges | c.y. | 350 |
| 701-47 | Portland Cement | Bbl. | 1440 |
| 702-103 | Structural Steel, Fabricated and Delivered | Lbs. | 236,500 |
| 702-104 | Structural Steel, Erection | Lbs. | 236,500 |
| 702-105 | Structural Steel, Field Painting | Lbs. | 236,500 |
| 705-13 | Reinforcing Steel, Delivered | Lbs. | 154,300 |
| 705-14 | Reinforcing Steel, Placing | Lbs. | 154,300 |
| 705-17 | Shear Connectors | L.S. | |
| 708-16 | Steel H-Beam Piles, 42 lbs./ft. | L.F. | 1960 |
| 806-7 | Aluminum Rail | L.F. | 600 |
| 808-6 | Slope Paving | s.y. | 955 |
| 901-21 | Granite Bridge Curb | L.F. | 630 |
| 908-9 | Loam Borrow | c.y. | 620 |
| 910-12 | Seeding - Method No. 1 | Units | 40 |
| 910-13 | Seeding - Method No. 2 | Units | 30 |
| 912-7 | Hay Mulch | Tons | 5 |
| 913-7 | Asphalt Mulch Binder | Gals. | 310 |
| 204-15 | Structural Rock Excavation - Piers | c.y. | 10 |
| 701-55 | Concrete Fill | c.y. | 10 |
| | | | |
| 404-28 | Bit. Cong. Surface Course, Type "A" | Tons | 140 |
| 807-9 | Membrane Waterproofing | s.y. | 1275 |

Items not under
this contract

INDEX OF SHEETS

| SHEET NO. | TITLE |
|-----------|--------------------------------------|
| 1. | TITLE SHEET |
| 2. | NOTES, QUANTITIES, & INDEX |
| 3. | FOUNDATION SURVEY |
| 4,5. | BORING DETAIL SHEETS |
| 6. | GENERAL PLAN & ELEVATION |
| 7. | ROADWAY WORK, PROFILES, SLOPE PAVING |
| 7A. | RELOCATION OF MERRILL BROOK |
| 8. | CROSS SECTION - S.B. |
| 9. | CROSS SECTION - S.B. |
| 10. | CROSS SECTION - N.B. |
| 11. | CROSS SECTION - N.B. |
| 12. | ABUTMENTS |
| 13. | PIERS |
| 14. | STRUCTURAL STEEL - FRAMING PLAN |
| 15. | STRUCTURAL STEEL & ALUMINUM RAIL |
| 16. | BLOCKING DETAILS, UTILITIES |
| 17. | SUPERSTRUCTURE - SPAN 1 |
| 18. | SUPERSTRUCTURE - SPANS 2 & 3 |
| 19. | REINFORCING STEEL SCHEDULE |

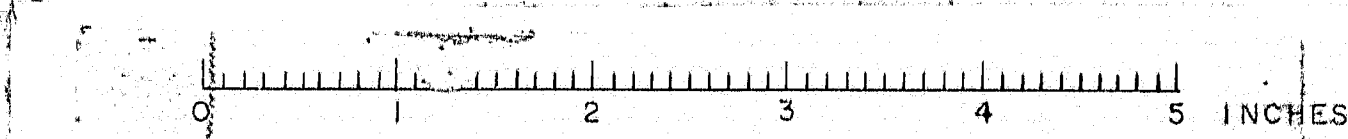
| | |
|-----------------------|------------|
| DESIGN - C.D.H. | BRIDGE NO. |
| TRACE - L.L.P. & W.C. | SURVEY - |
| CHECK - W.W.Y. | PLOT - |

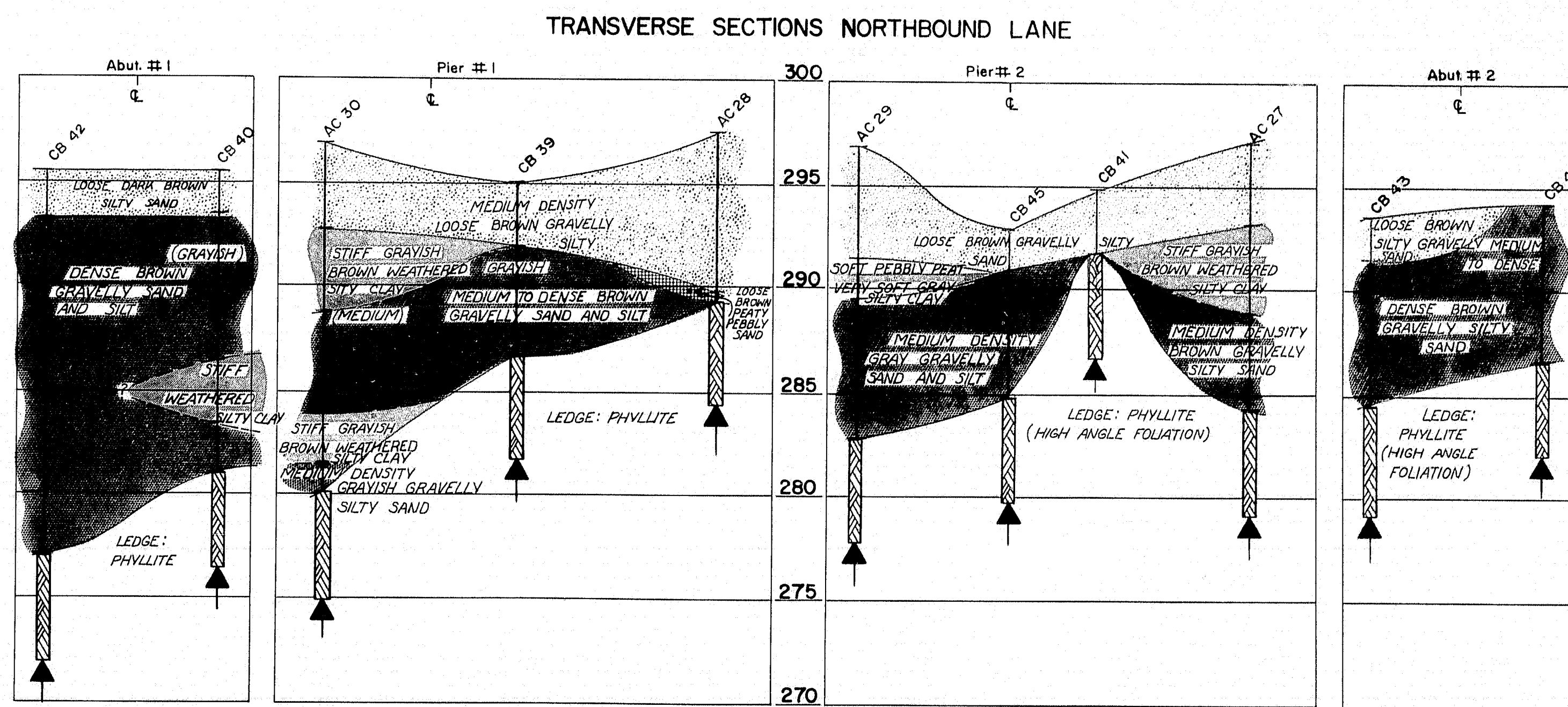
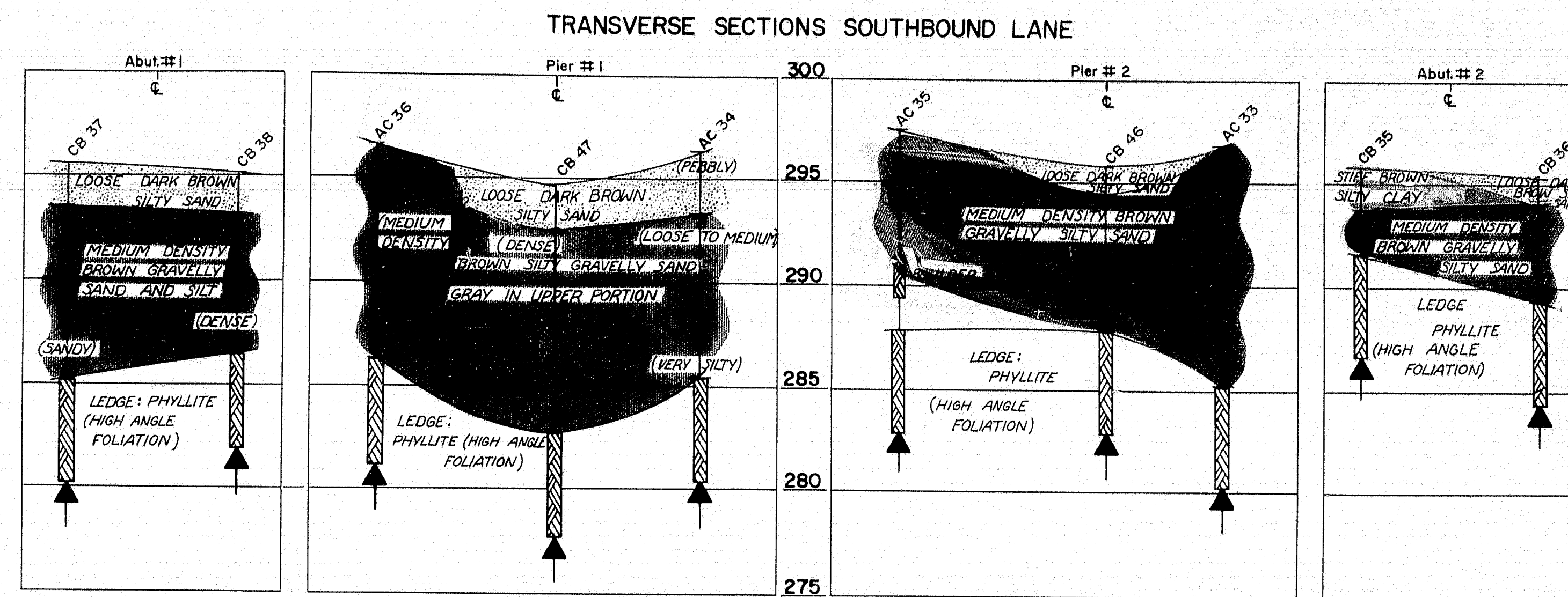
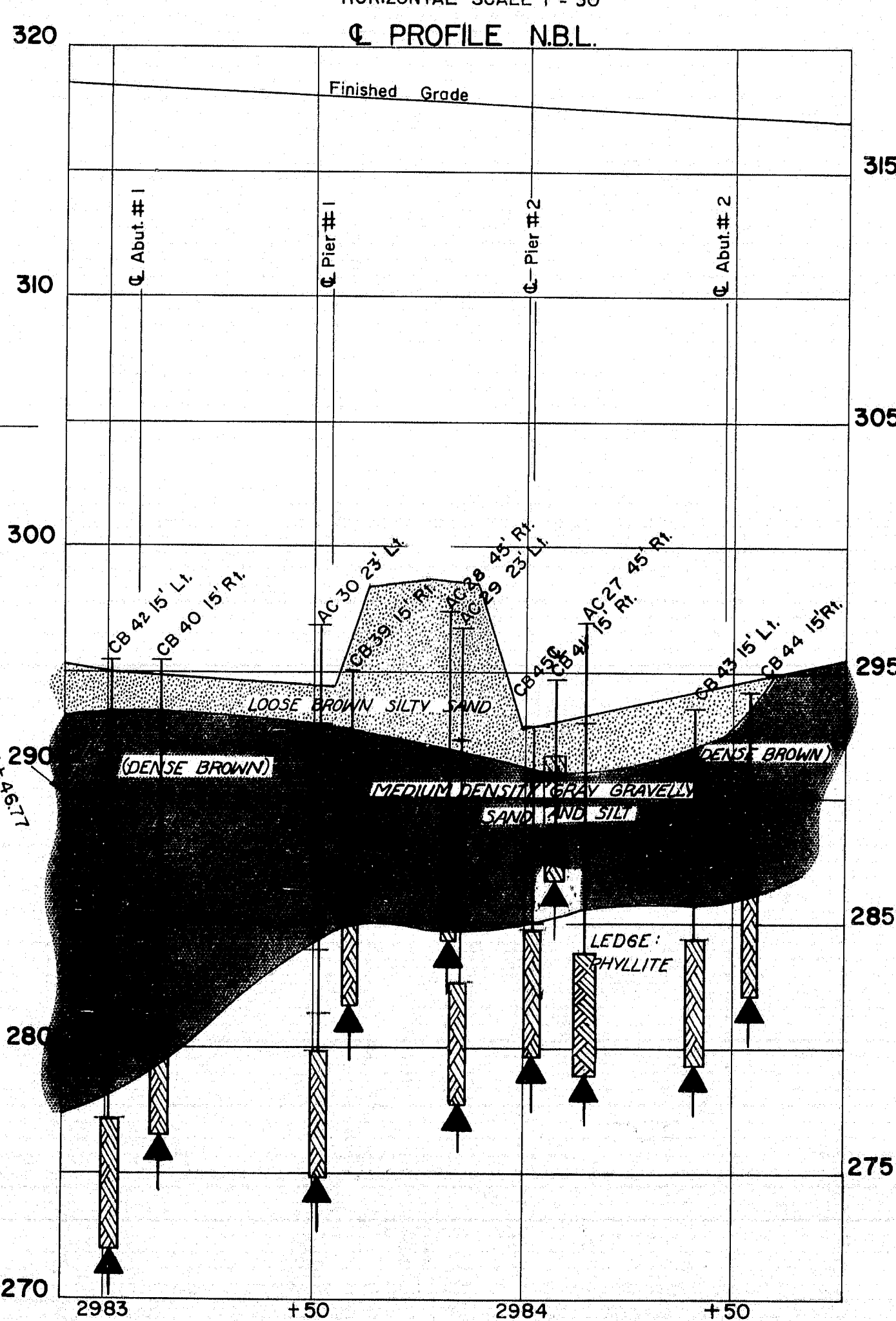
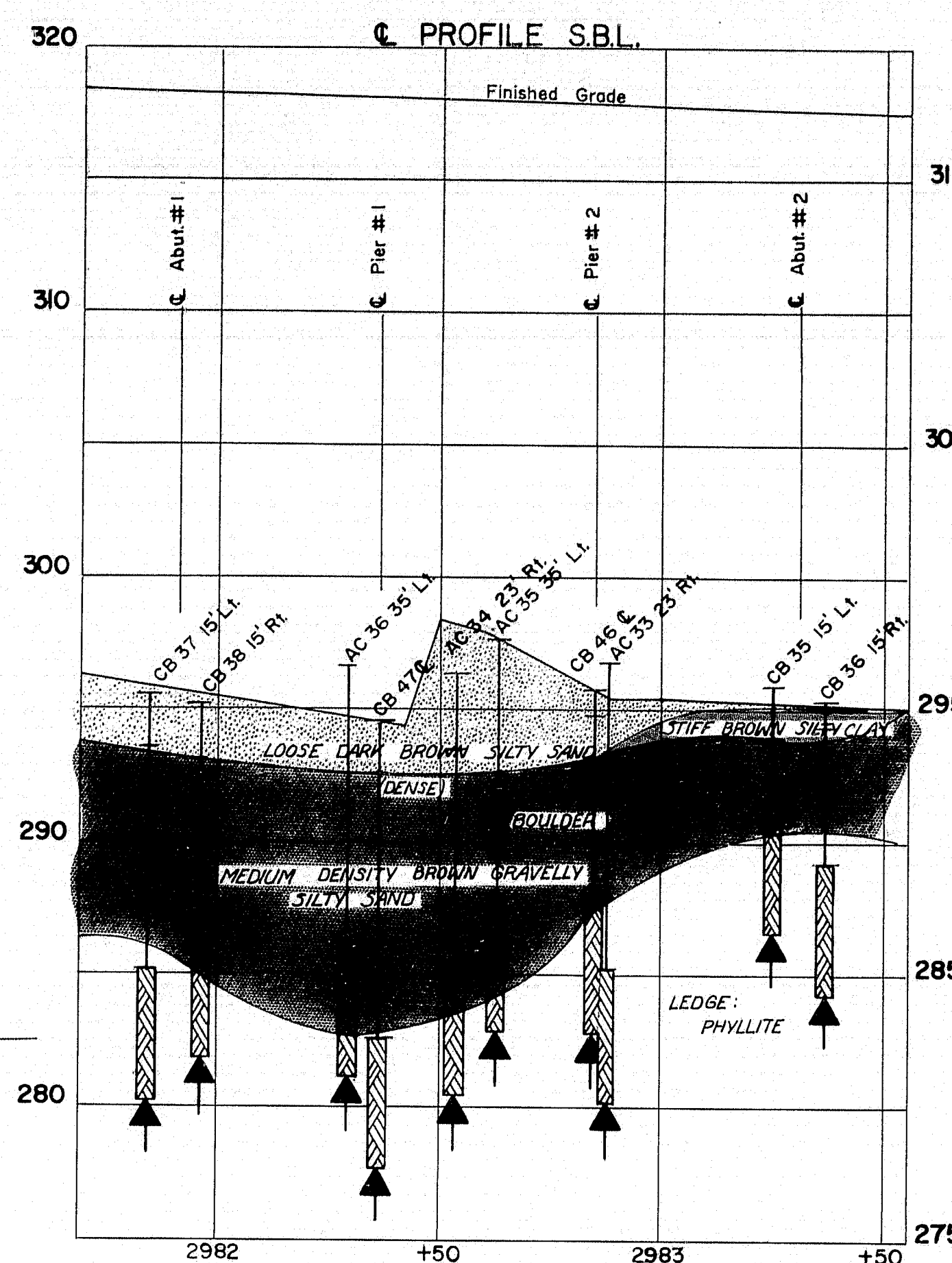
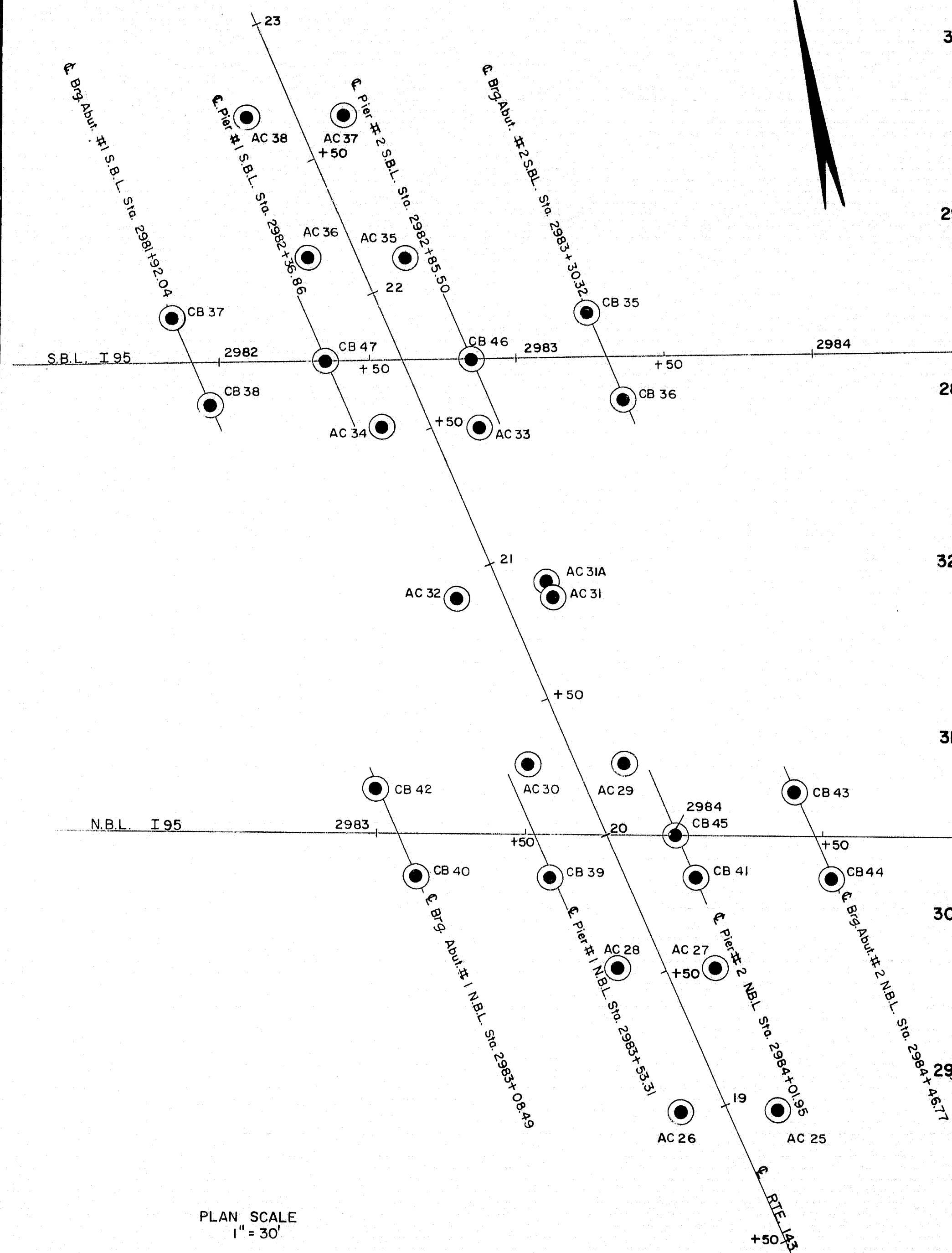
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE NO. 95
OVER
ROUTE NO. 143
IN THE TOWN OF
ETNA
PENOBSCOT COUNTY

NOTES, QUANTITIES & INDEX

SHEET 2 OF 19 AUGUSTA, MAINE, JANUARY, 1962





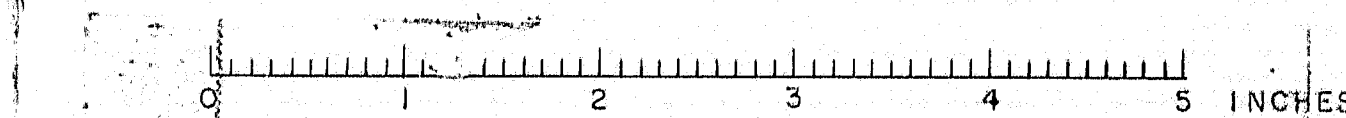
DESIGN—
TRACE—
CHECK—

SOILS DIV.

BRIDGE NO.
SURVEY—
PLOT—

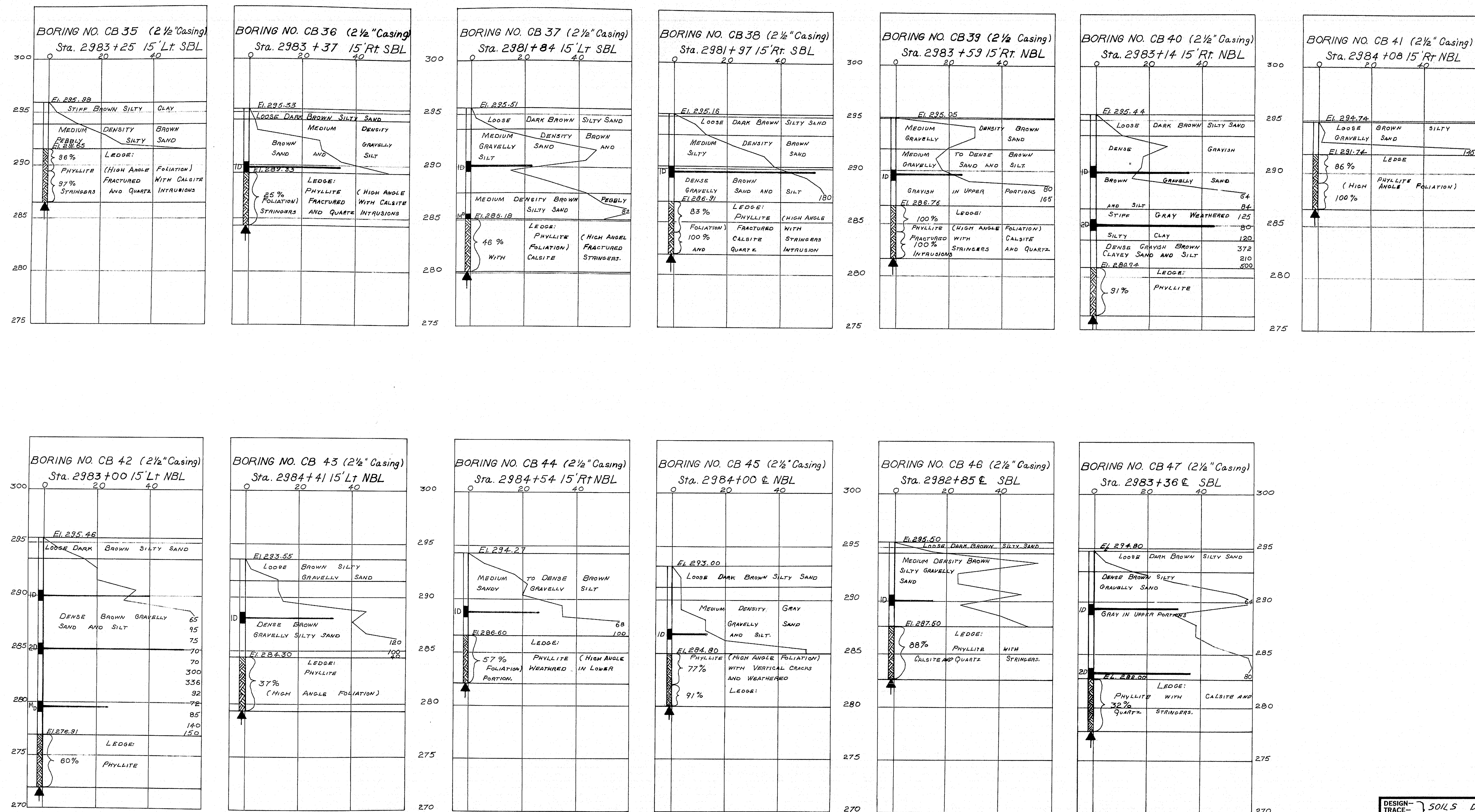
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
ROUTE 143 BRIDGE
IN THE TOWN OF
ETNA
PENOBSCOT COUNTY
FOUNDATION SURVEY

SHEET 3 OF 19 AUGUSTA, MAINE JANUARY, 1962



DRIVING RESISTANCE

(BLOWS / FT.)



DESIGN - 50/LS DIV. CHECK - SURVEY - PLOT -

BRIDGE NO. 143

STATE HIGHWAY COMMISSION

BRIDGE DIVISION

ROUTE 143 BRIDGE

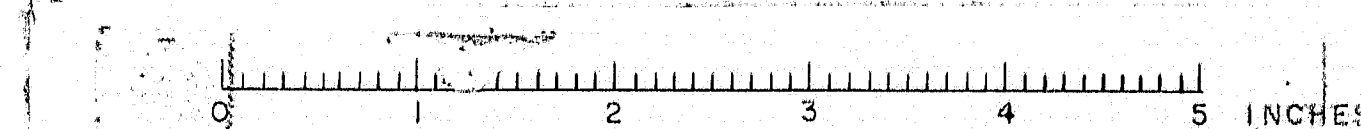
IN THE TOWN OF

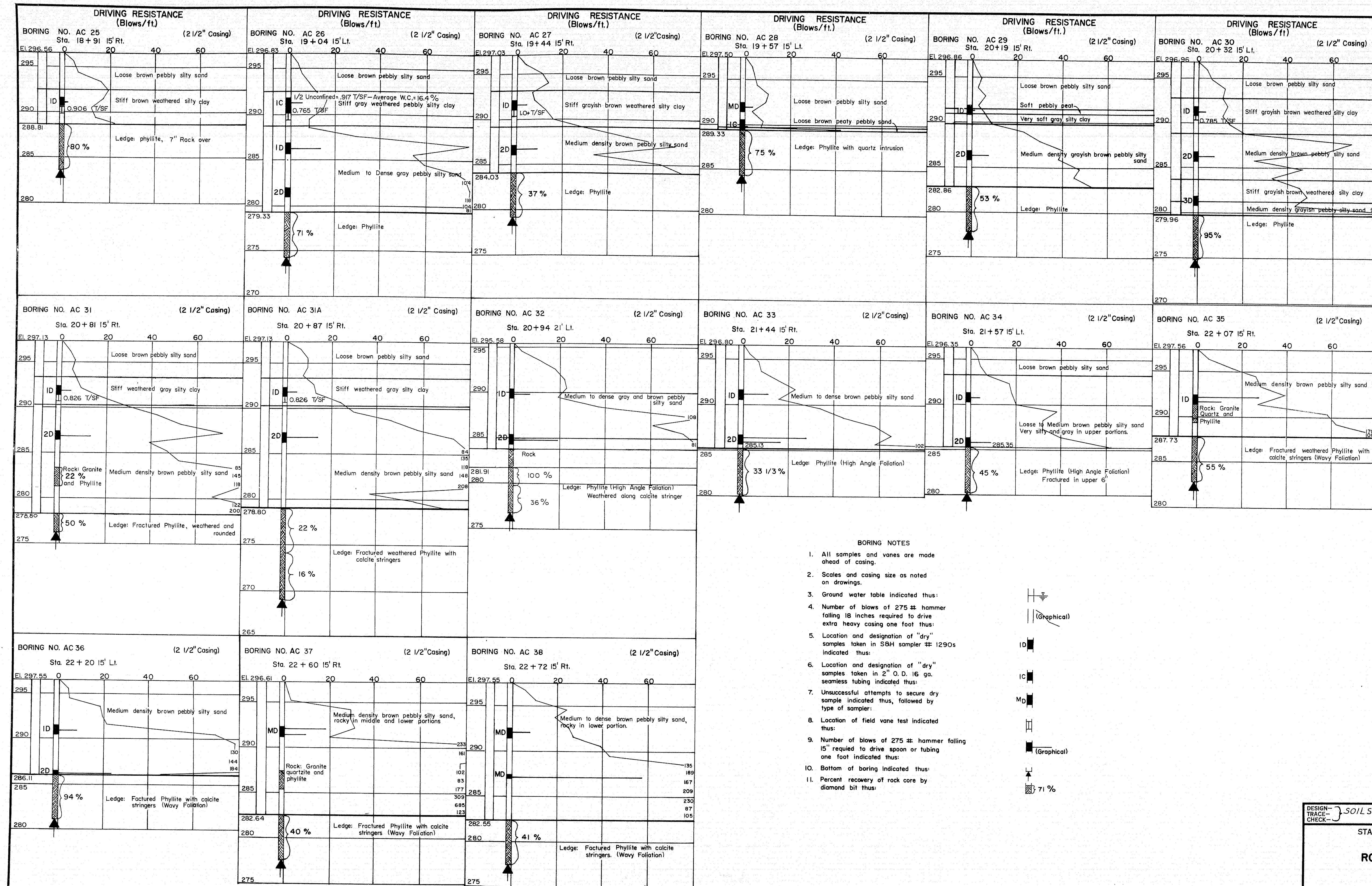
ETNA

PENOBSCOT COUNTY

BORING DETAIL SHEET

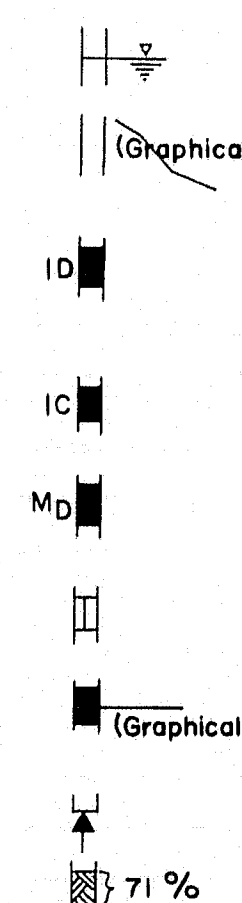
SHEET 4 OF 19 AUGUSTA, MAINE JANUARY, 1962



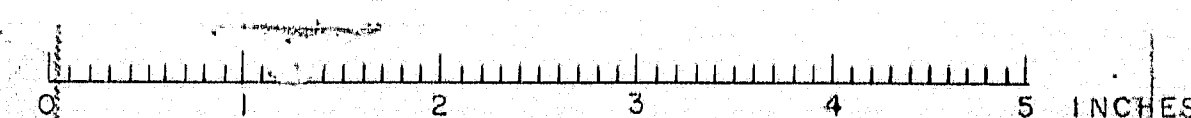


BORING NOTES

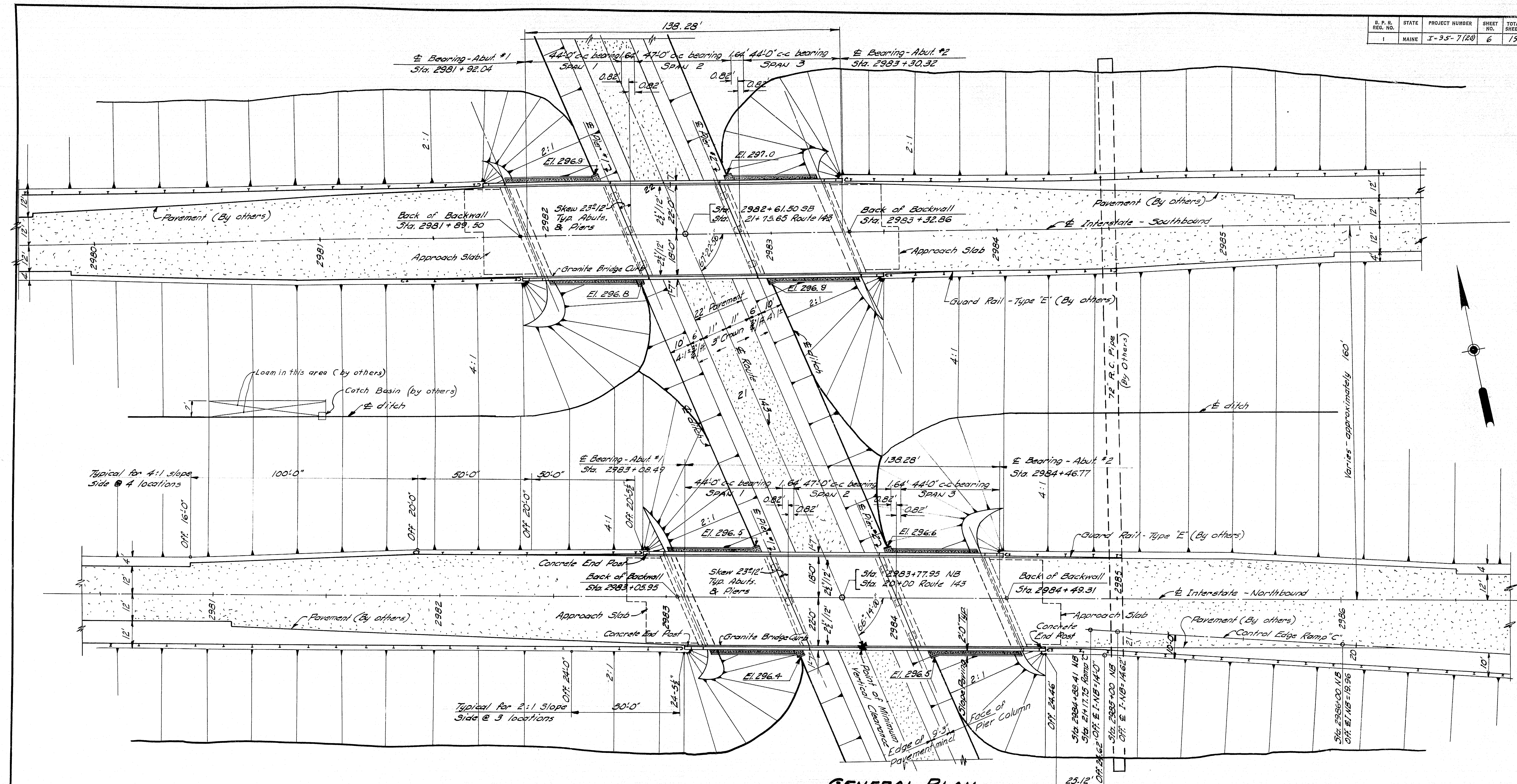
- All samples and vane are made ahead of casing.
- Scales and casing size as noted on drawings.
- Ground water table indicated thus:
- Number of blows of 275 # hammer falling 18 inches required to drive extra heavy casing one foot thus:
- Location and designation of "dry" samples taken in SBH sampler # 1290s indicated thus:
- Location and designation of "dry" samples taken in 2" O. D. 16 ga. seamless tubing indicated thus:
- Unsuccessful attempts to secure dry sample indicated thus, followed by type of sampler:
- Location of field vane test indicated thus:
- Number of blows of 275 # hammer falling 15" required to drive spoon or tubing one foot indicated thus:
- Bottom of boring indicated thus:
- Percent recovery of rock core by diamond bit thus:



| | | |
|---|-----------|--------------------------------|
| DESIGN- TRACE- CHECK- | SOILS DIV | BRIDGE NO. SURVEY- PLOT- |
| STATE HIGHWAY COMMISSION BRIDGE DIVISION | | |
| ROUTE 143 BRIDGE | | |
| IN THE TOWN OF ETNA | | |
| PENOBSCOT COUNTY | | |
| BORING DETAIL SHEET | | |
| SHEET 5 OF 19 AUGUSTA, MAINE JANUARY, 1962 | | |

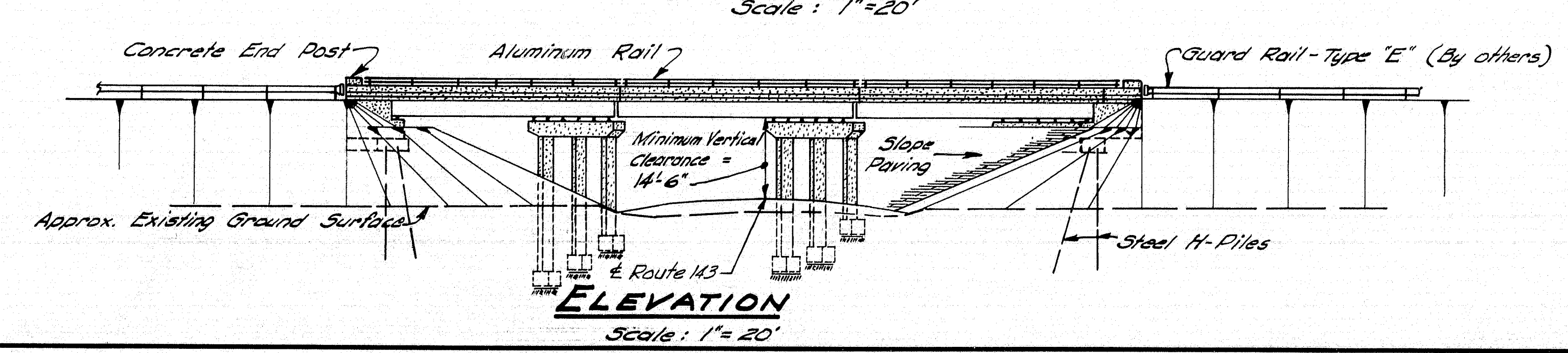


| D. P. R. NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|--------------|-------|----------------|-----------|--------------|
| 1 | MAINE | I-95-7(20) | 6 | 19 |

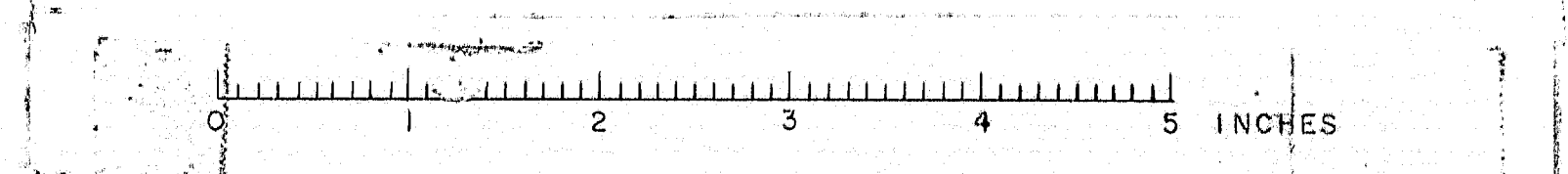


NOTE: This plan shows ultimate construction. See sections along Interstate for roadway work in this contract.

- El. 330
- El. 320
- El. 310
- El. 300
- El. 290

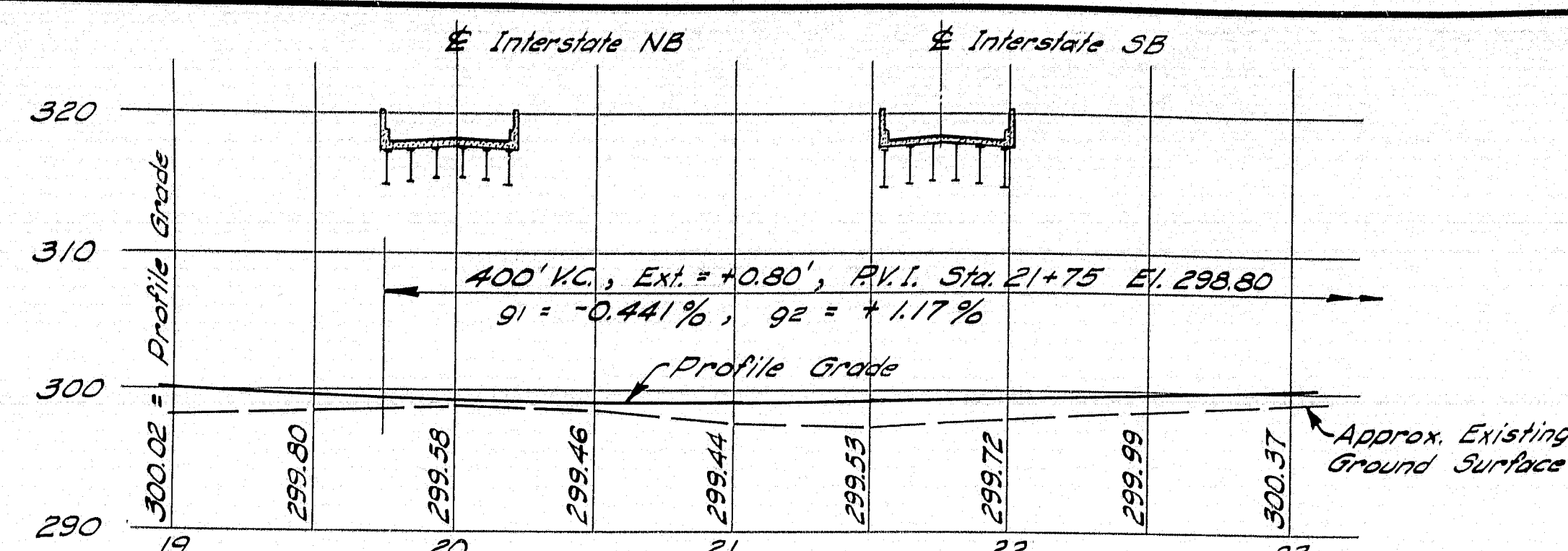


| | |
|---|----------------------------|
| DESIGN - G.D.H. TRACE - G.W.C. CHECK - M.W.T. | BRIDGE NO. SURVEY - PLOT - |
| STATE HIGHWAY COMMISSION BRIDGE DIVISION | |
| INTERSTATE NO. 95 | |
| OVER | |
| ROUTE NO. 143 | |
| IN THE TOWN OF | |
| ETNA | |
| PENOBSCOT COUNTY | |
| GENERAL PLAN & ELEVATION | |
| SHEET 6 OF 19 AUGUSTA, MAINE JANUARY, 1962 | |



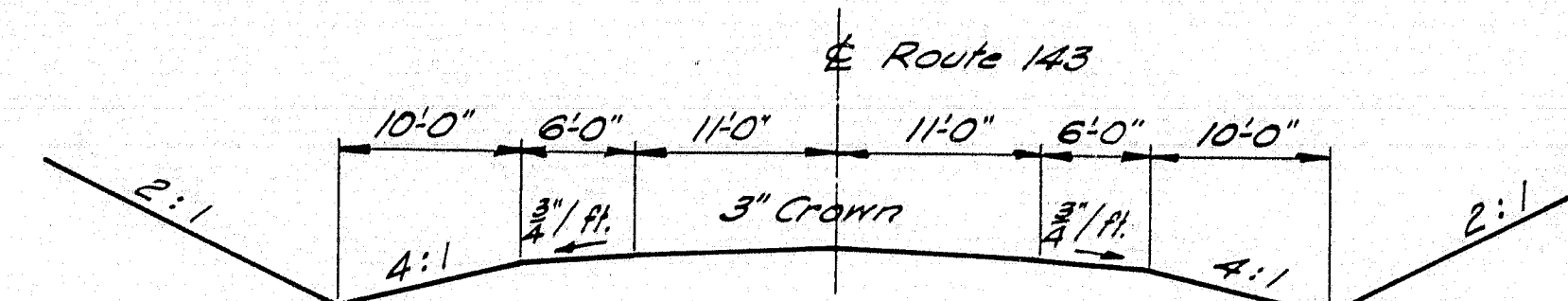
NOTE:
Face of Guard Rail shall line up with inside face of Concrete End Posts on bridge. For location of ends of posts see table below.

| LOCATION - CONCRETE END POSTS | | |
|-------------------------------|------------|-------------------|
| ABUTMENT | STATION | OFF. & INTERSTATE |
| SB #1 | 2981+90.43 | 18'-5 1/2" R. |
| | 2981+71.93 | 22'-5 1/2" L. |
| SB #2 | 2983+48.71 | 18'-5 1/2" R. |
| | 2983+30.21 | 22'-5 1/2" L. |
| NB #1 | 2983+08.60 | 22'-5 1/2" R. |
| | 2982+90.10 | 18'-5 1/2" L. |
| NB #2 | 2984+66.88 | 22'-5 1/2" R. |
| | 2984+48.38 | 18'-5 1/2" L. |



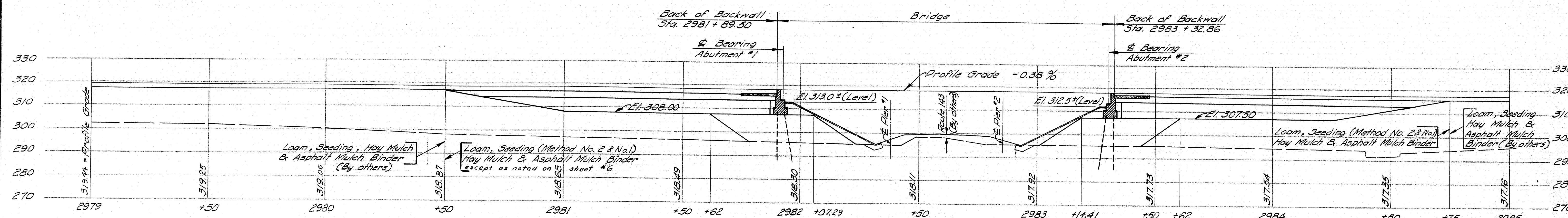
PROFILE ALONG & ROUTE 143

Scale: Hor. 1" = 50', Vert. 1" = 10'



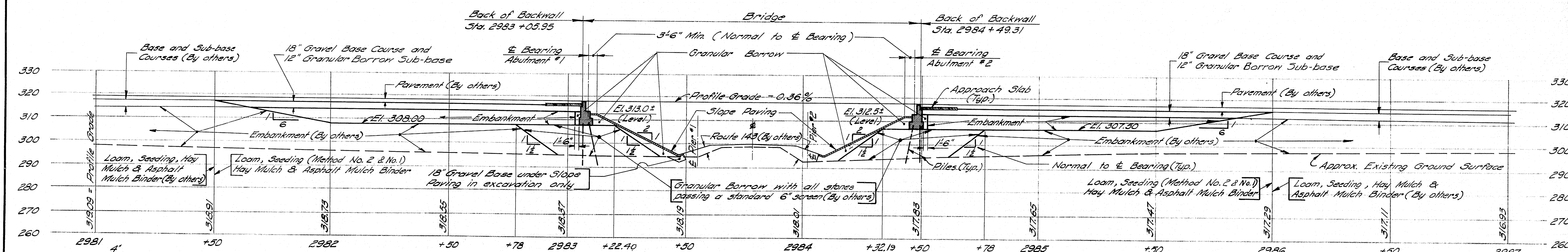
TYPICAL SECTION ROUTE 143

NOTE: The highway plans indicate side slopes varying from the 4:1, shown above, to provide drainage between the Northbound and Southbound Bridges.

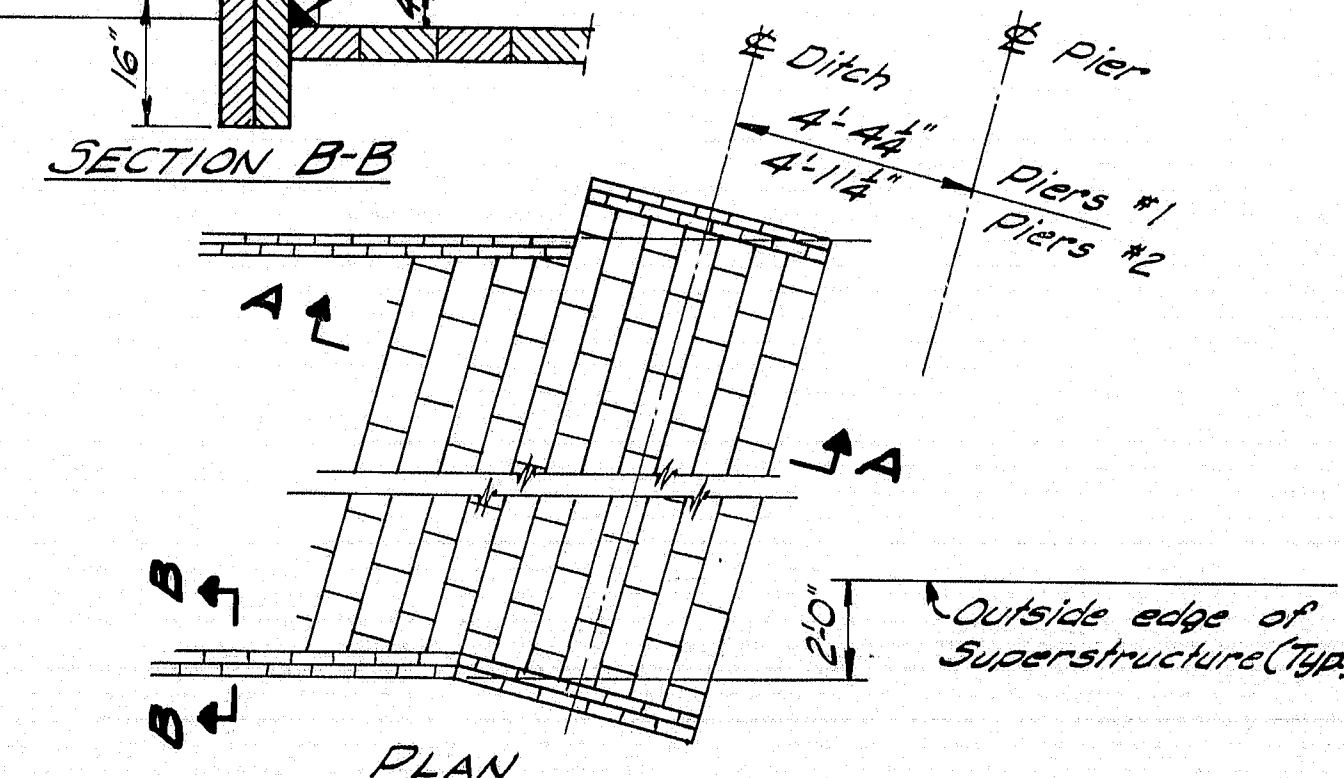


SECTION ALONG & INTERSTATE SB

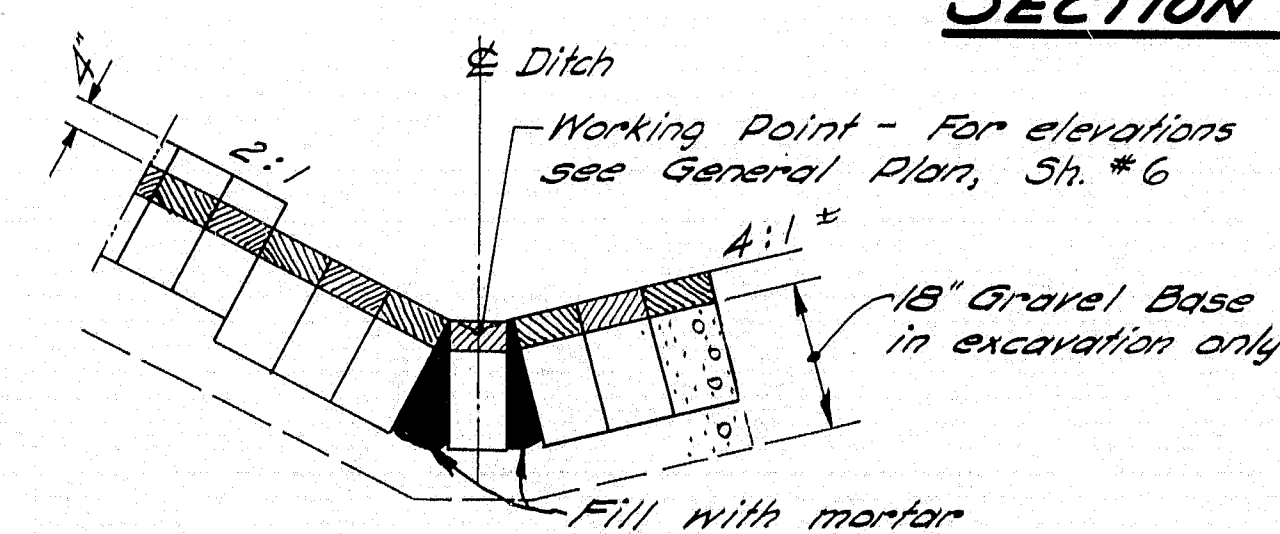
All notes in NB Section apply to this section except as otherwise noted.



SECTION ALONG & INTERSTATE NB



PLAN



SECTION A-A

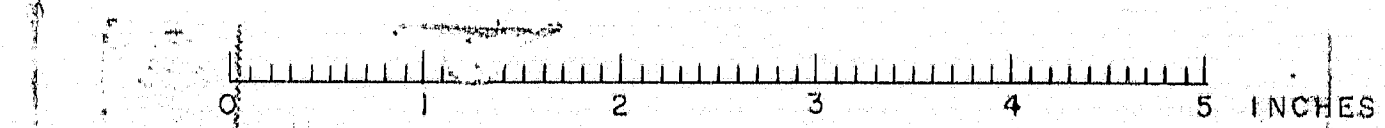
The 16" Gravel Base under Slope Paving may be reduced or omitted if in the opinion of the Engineer the existing material is suitable. Payment for excavation for Gravel Base under Slope Paving to be made under Item 204-14, Structural Earth Excavation, Piers.

SLOPE PAVING
Solid Concrete Blocks 8"x16"x4", mortared

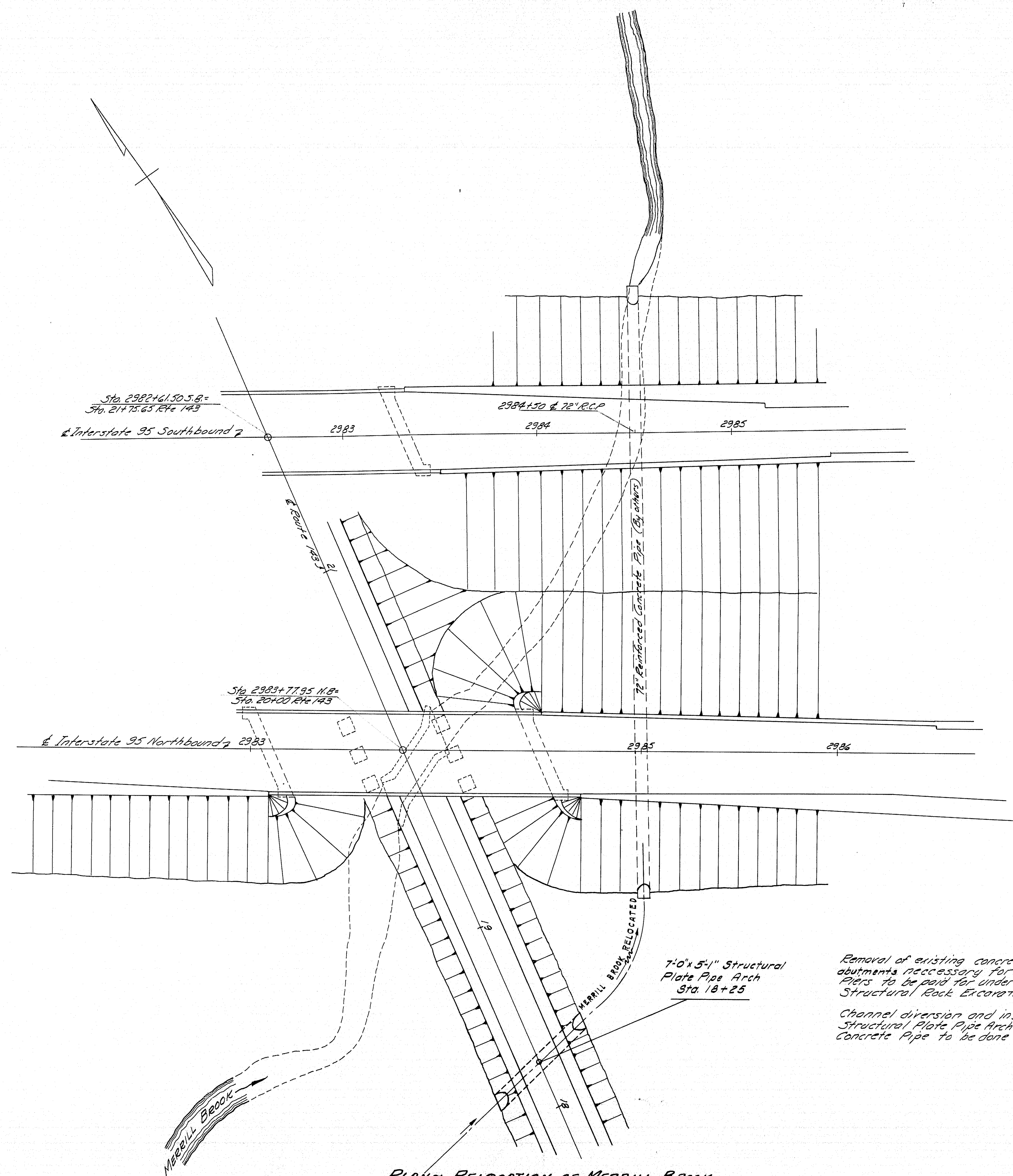
NOTES

1. Before piles are driven, granular borrow shall be placed and compacted to Elevation of bottom of footing, Abutments.
2. The controlled density method shall be used for placing Embankment and Granular Borrow under this contract.
3. See General Plan for ultimate location of berm lines, guard rail, and pavement.

| | |
|---|------------|
| DESIGN - C.D.H. | BRIDGE NO. |
| TRACE - G.W.C. | 19 |
| CHECK - K.W.T. | PLOT - |
| STATE HIGHWAY COMMISSION BRIDGE DIVISION | |
| INTERSTATE NO. 95 | |
| OVER | |
| ROUTE NO. 143 | |
| IN THE TOWN OF | |
| ETNA | |
| PENOBSCOT COUNTY | |
| ROADWAY WORK, PROFILES, SLOPE PAVING | |
| SHEET 7 OF 19 AUGUSTA, MAINE JANUARY, 1962 | |



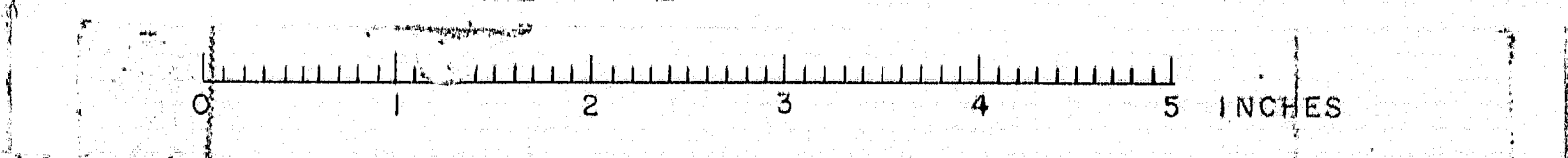
| B. P. D. REG. NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|----------------------|-------|----------------|--------------|-----------------|
| 1 | MAINE | I-95-7(20) | 7A | 18 |



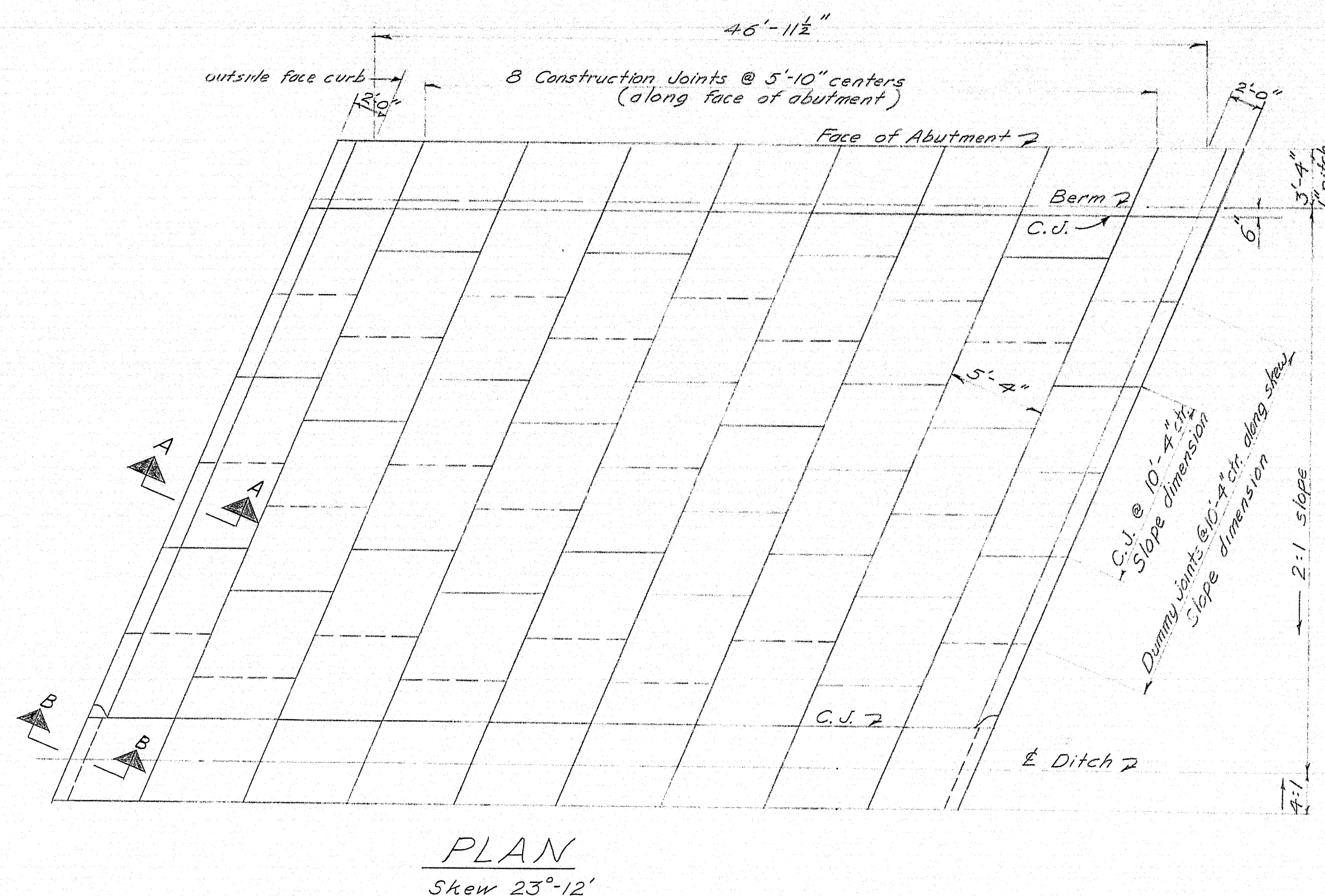
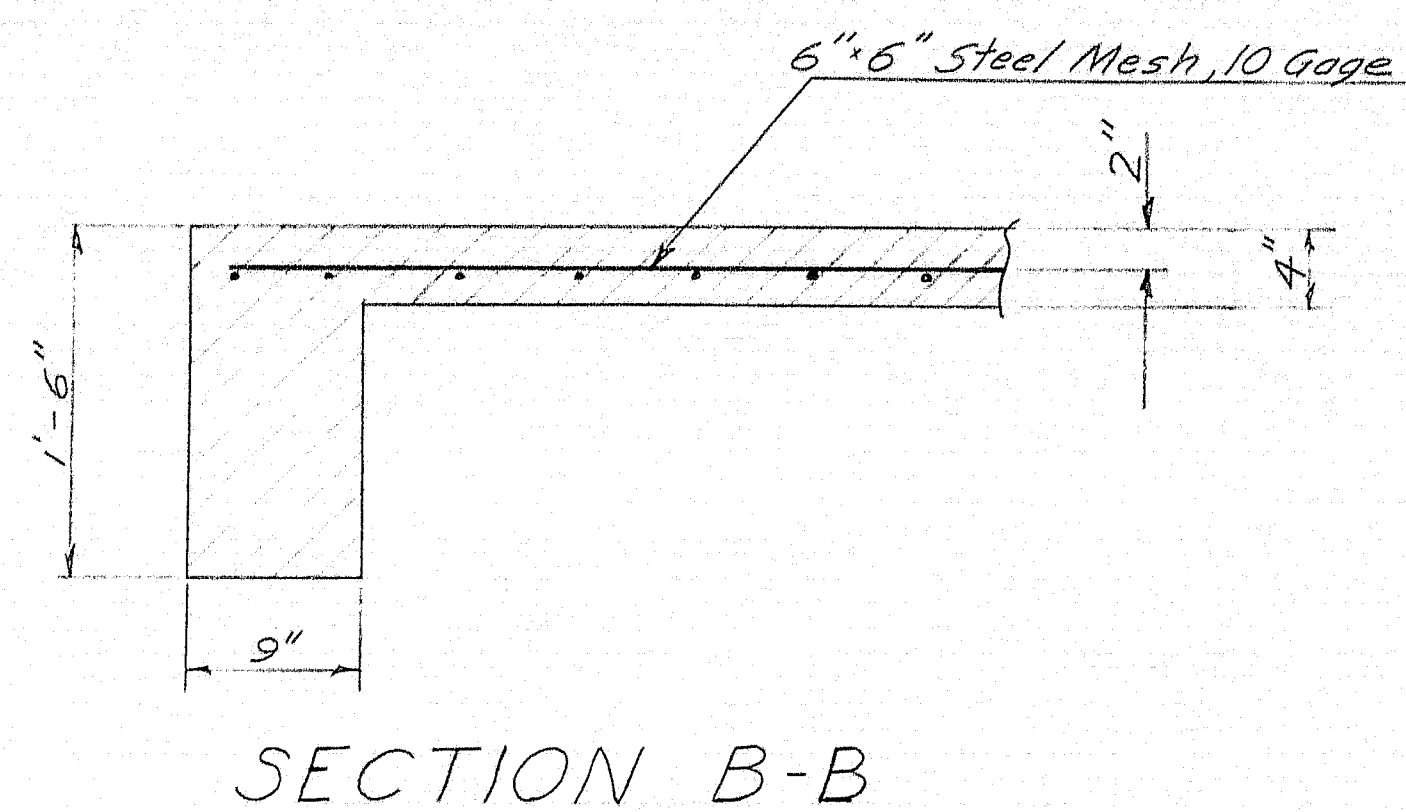
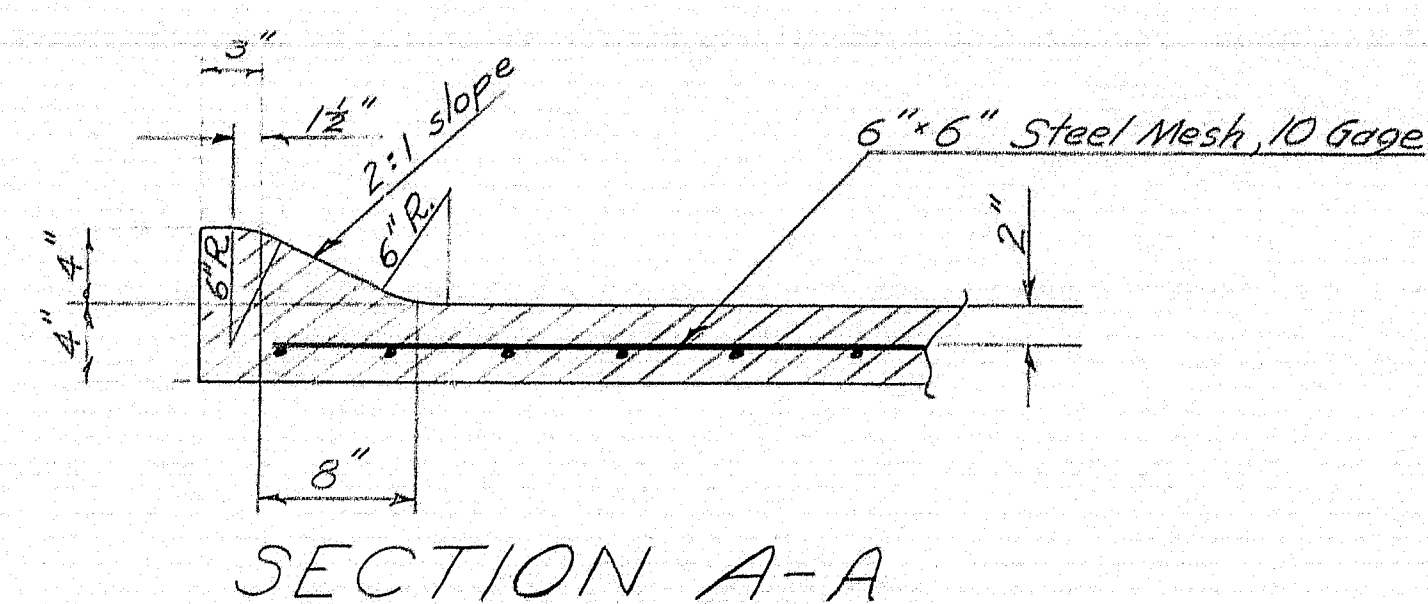
PLAN - RELOCATION OF MERRILL BROOK
Scale 1"=30'

| | | | |
|--|--------------|----------------------------------|--------------|
| DESIGN - TRACE - CHECK - | F. H. Barnes | BRIDGE NO. SURVEY - PLOT - | F. H. Barnes |
| STATE HIGHWAY COMMISSION BRIDGE DIVISION | | | |
| INTERSTATE NO. 95 OVER ROUTE NO. 143 IN THE TOWN OF ETNA PENOBSCOT COUNTY | | | |
| RELOCATION OF MERRILL BROOK | | | |
| SHEET 7A OF 18 AUGUSTA, MAINE FEB. 1962 | | | |

85-132 A



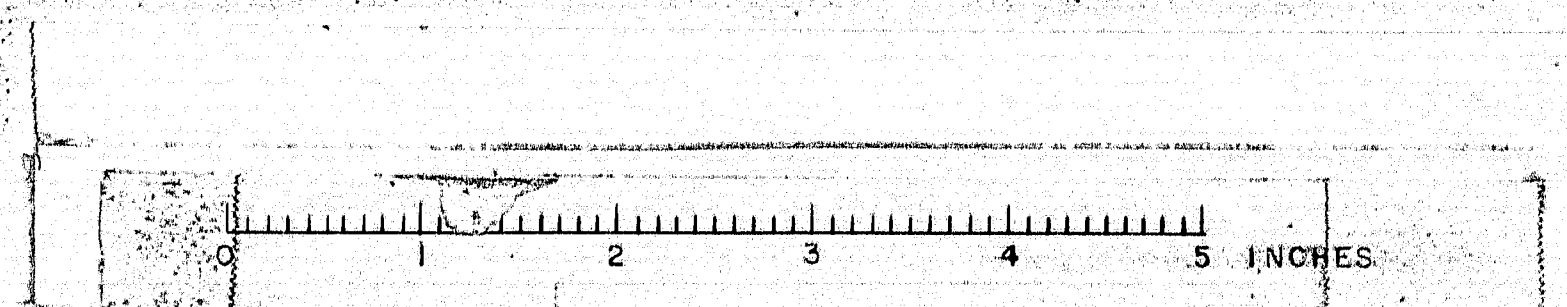
| S. P. R. REG. NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|----------------------|-------|----------------|--------------|-----------------|
| 1 | MAINE | 1-35-7120 | 73 | 13 |



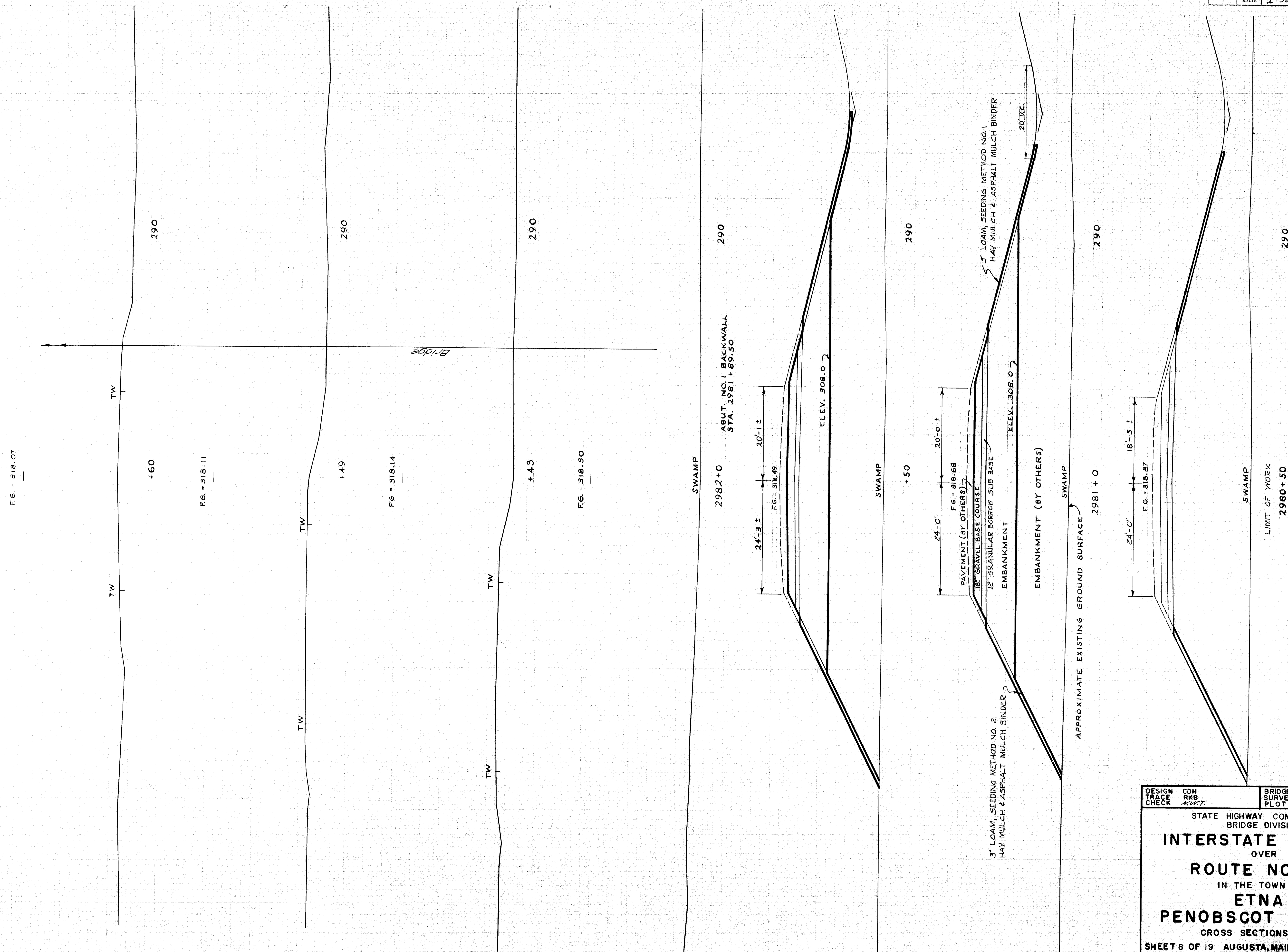
NOTES:
Break bond at joints with a coat of asphalt paint.
Reinforce with 10 gage 6" x 6" Steel Mesh, not to pass
through Construction Joints.
At contractors option, sections of the same strip
may be cast in order, bond will be broken
between adjoining sections with a 1/4" layer of
Preformed Expansion Joint Filler.
Elevations and Dimensions as shown on original plans.

| | |
|---|--|
| DESIGN- TRACE- CHECK- J. J. L. L. | BRIDGE NO. SURVEY PLOT- J. J. L. L. |
| STATE HIGHWAY COMMISSION BRIDGE DIVISION | |
| INTERSTATE NO. 95 | |
| OVER | |
| ROUTE NO. 143 | |
| IN THE TOWN OF | |
| ETNA | |
| PENOBSCOT COUNTY | |
| SLOPE PAVING | |
| SHEET 73 OF 13 AUGUSTA, MAINE June 1963 | |

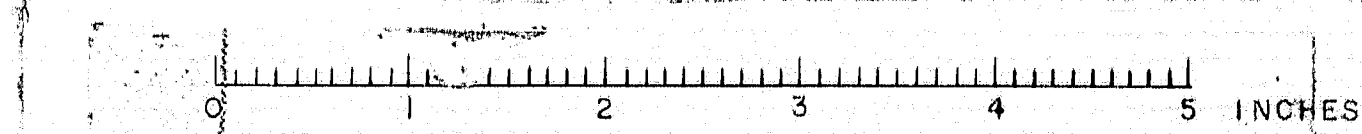
85-132 B



| B. P. R. REG. NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|----------------------|-------|----------------|-----------|--------------|
| 1 | MAINE | I-95-7(20) | 8 | 19 |

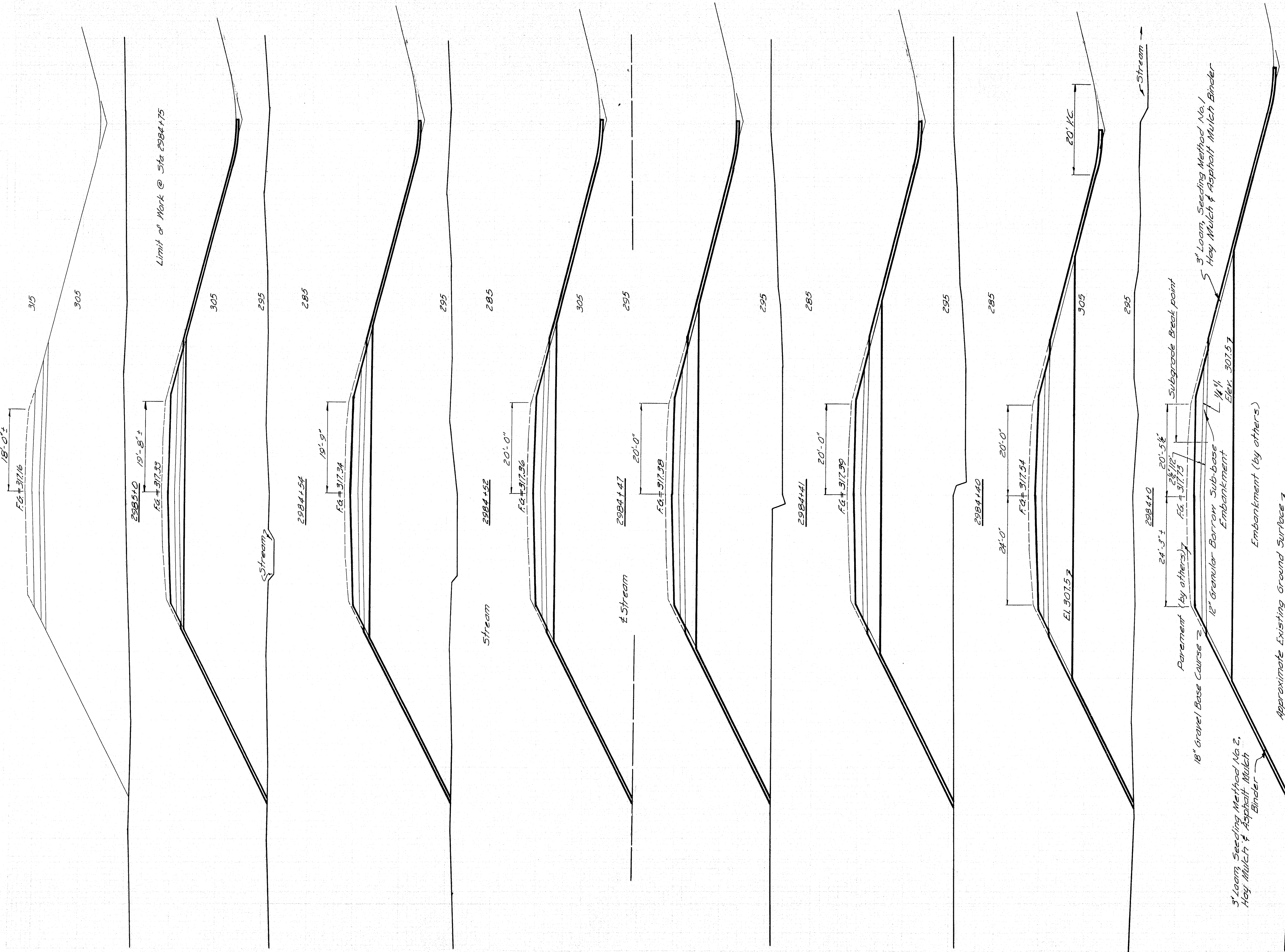


| | | |
|---|-------------------|------------------------------|
| DESIGN TRACE CHECK | CDM RKB KMT | BRIDGE NO. SURVEY PLOT |
| STATE HIGHWAY COMMISSION BRIDGE DIVISION | | |
| INTERSTATE NO. 95 OVER ROUTE NO. 143 IN THE TOWN OF ETNA PENOBSCOT COUNTY CROSS SECTIONS - S.B. SHEET 8 OF 19 AUGUSTA, MAINE JANUARY, 1962 | | |

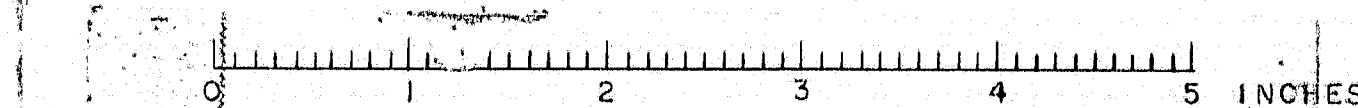


Southbound

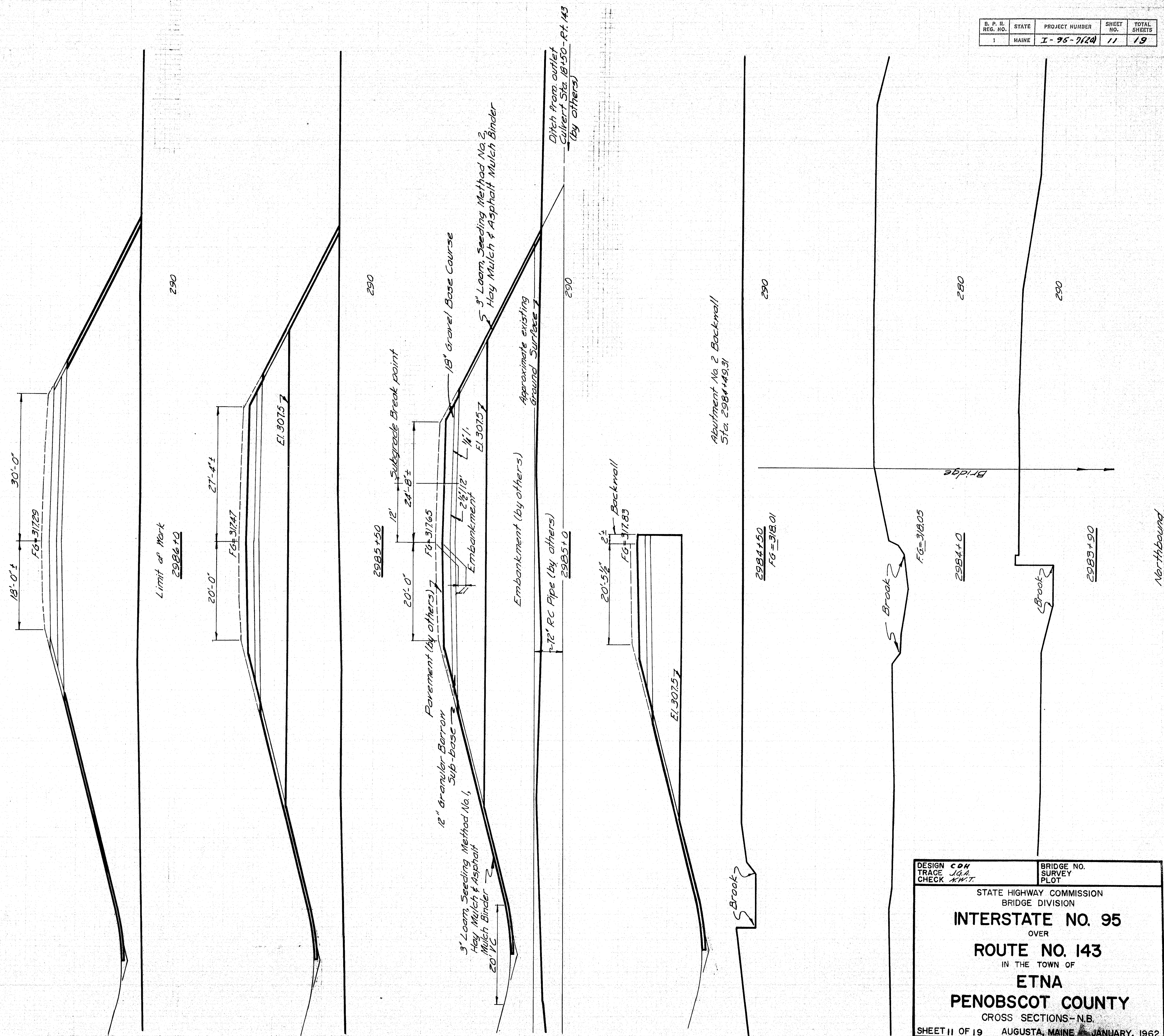
| B. P. H. REG. NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|-------------------|-------|----------------|-----------|--------------|
| 1 | MAINE | I-95-7(20) | 9 | 19 |



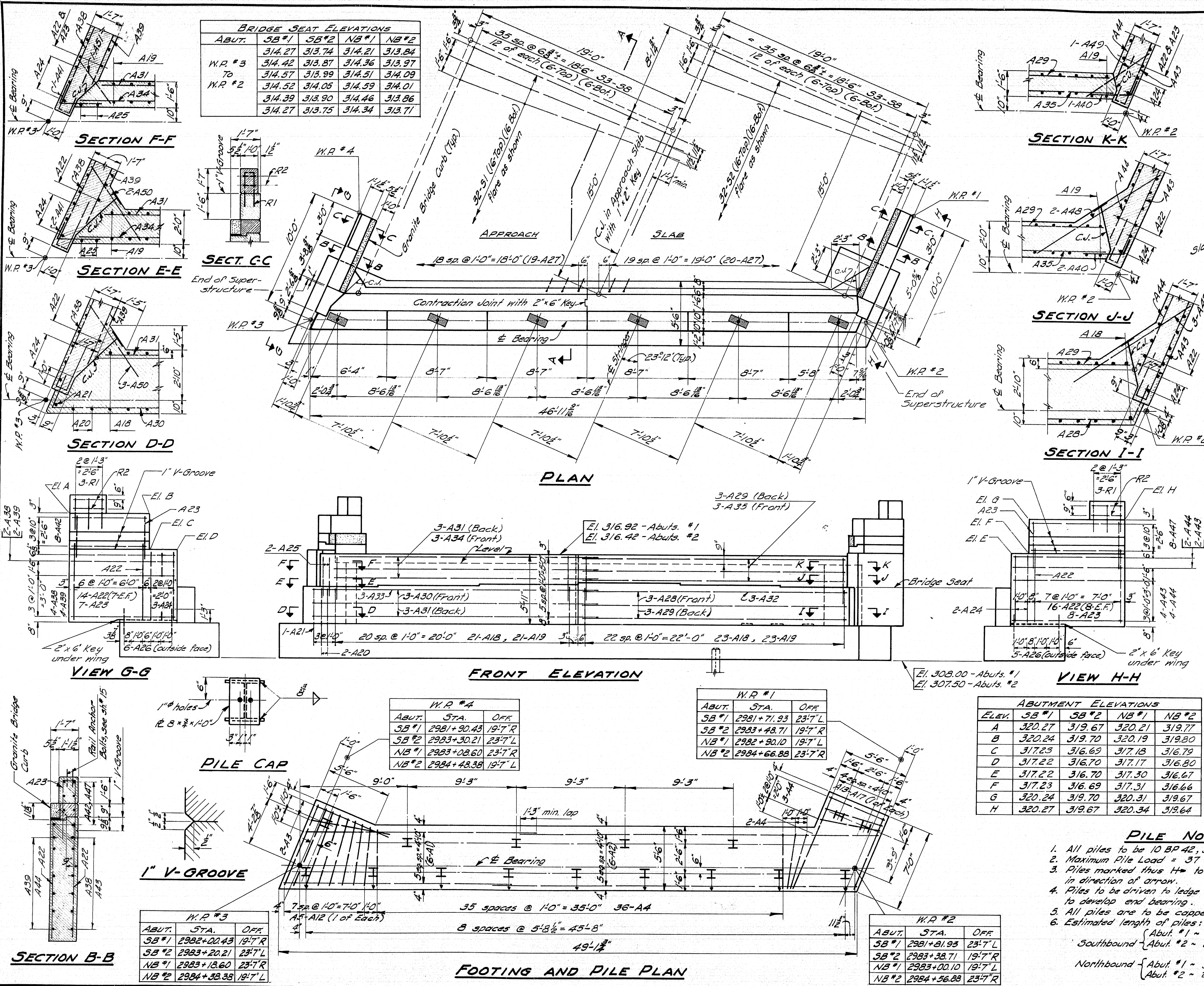
| | | |
|--|-------------------|------------------------------|
| DESIGN CHECK | CDH JGA KWT | BRIDGE NO. SURVEY PLOT |
| STATE HIGHWAY COMMISSION BRIDGE DIVISION | | |
| INTERSTATE NO. 95 OVER ROUTE NO. 143 IN THE TOWN OF ETNA PENOBSCOT COUNTY | | |
| CROSS SECTIONS-S.B. SHEET 9 OF 19 AUGUSTA, MAINE JANUARY, 1962 | | |



| D. P. R. REG. NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|----------------------|-------|----------------|-----------|-----------------|
| 1 | MAINE | I-95-7120 | 11 | 19 |



| | | |
|---|-------------------------|------------------------------|
| DESIGN TRACE CHECK | CON J.B.A. K.W.T. | BRIDGE NO. SURVEY PLOT |
| STATE HIGHWAY COMMISSION BRIDGE DIVISION | | |
| INTERSTATE NO. 95 OVER | | |
| ROUTE NO. 143 IN THE TOWN OF | | |
| ETNA PENOBSCOT COUNTY | | |
| CROSS SECTIONS-N.B. | | |
| SHEET 11 OF 19 AUGUSTA, MAINE JANUARY, 1962 | | |



GENERAL NOTES

- Place reinforcing steel in bridge seats to clear the anchor bolts.
- Dress shaded bearing areas 1" larger all around than size of masonry plate.
- Cover all unexposed joints (except at top of footing) on the back with two layers of heavy roofing 10" wide. Coat the surface of concrete and the back of each layer as applied with a suitable grade of roofing cement. The area to be covered shall be recessed 1/4" inch.
- Break band of vertical contraction joints with a coat of asphalt paint.
- Concrete in approach slabs to be paid for under Item 701-33, Portland Cement Concrete, Abutments & Retaining Walls.
- For Roadway Work and Slope Paving at abutments refer to sheet #17.
- W.R. = Working Point, C.J. = Construction Joint, SB = Southbound, NB = Northbound, E.F. = Each Face

PILE NOTES

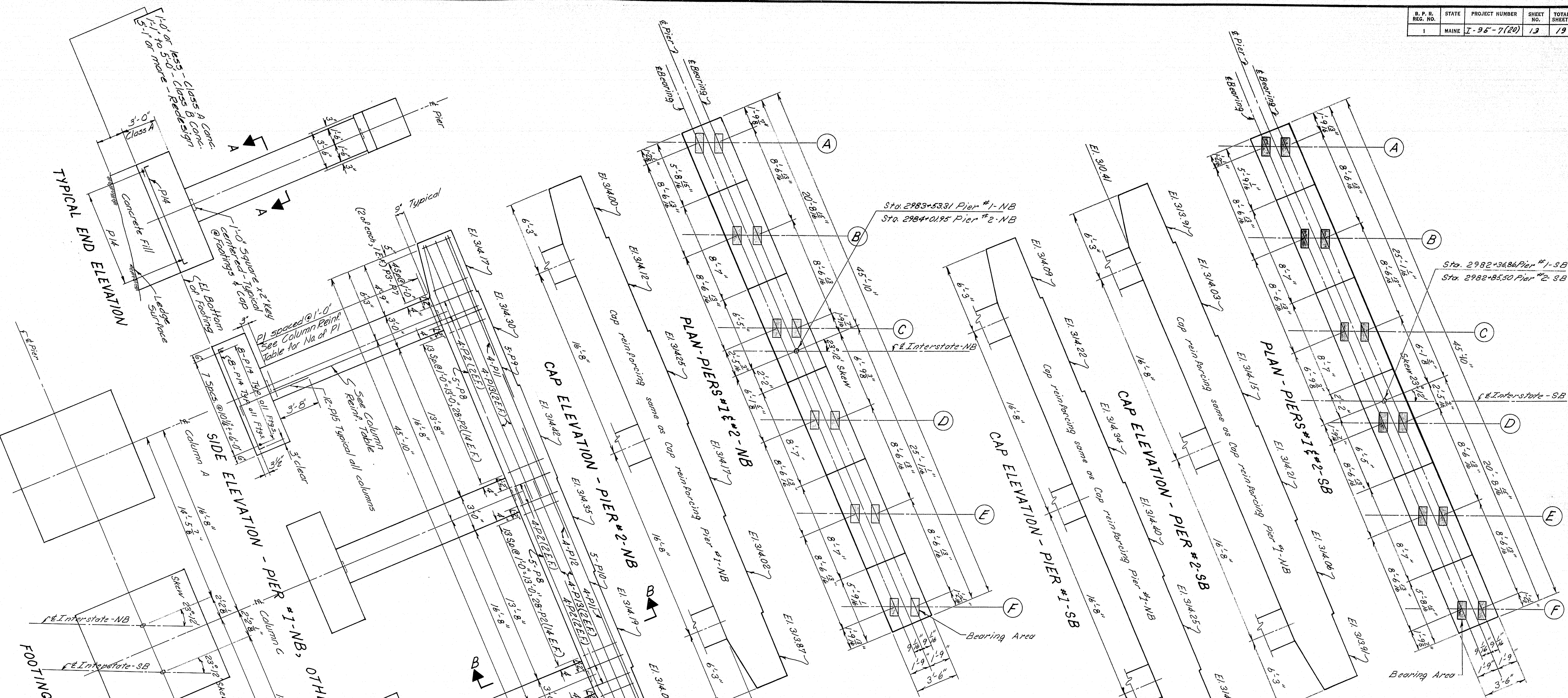
- All piles to be 10 BP 42, steel H-piles.
- Maximum Pile Load = 37 tons
- Piles marked thus H to be battered 3/16" in direction of arrow.
- Piles to be driven to ledge or practical refusal to develop end bearing.
- All piles are to be capped.
- Estimated length of piles:
Southbound { Abut. #1 ~ 27 ft.
 Abut. #2 ~ 22 ft.
Northbound { Abut. #1 ~ 35 ft.
 Abut. #2 ~ 21 ft.

DESIGN - C.H.
TRACE - C.H.
CHECK - J.W.

BRIDGE NO. _____
SURVEY - PLOT - _____

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE NO. 95
OVER
ROUTE NO. 143
IN THE TOWN OF
ETNA
PENOBSCOT COUNTY
ABUTMENTS



PIER NOTES

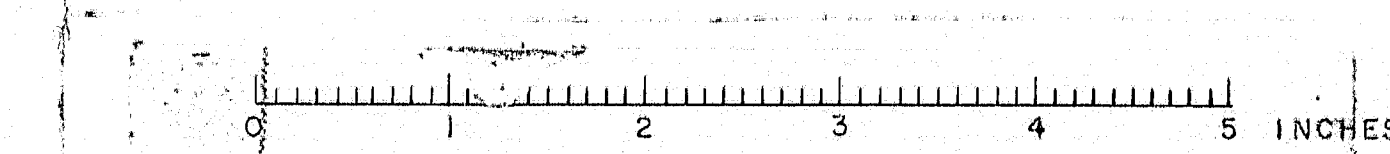
1. EF means each face.
2. Position reinforcing in Pier Cap to clear splayed anchor bolts.
3. Chamfer all exposed edges $\frac{3}{4}$ inch.
4. Dress shaded Bearing Areas 1" larger all around than Masonry Plates to the exact bearing elevations given.
5. Max. Footing Pressure = 8.0 tons/sq. ft.

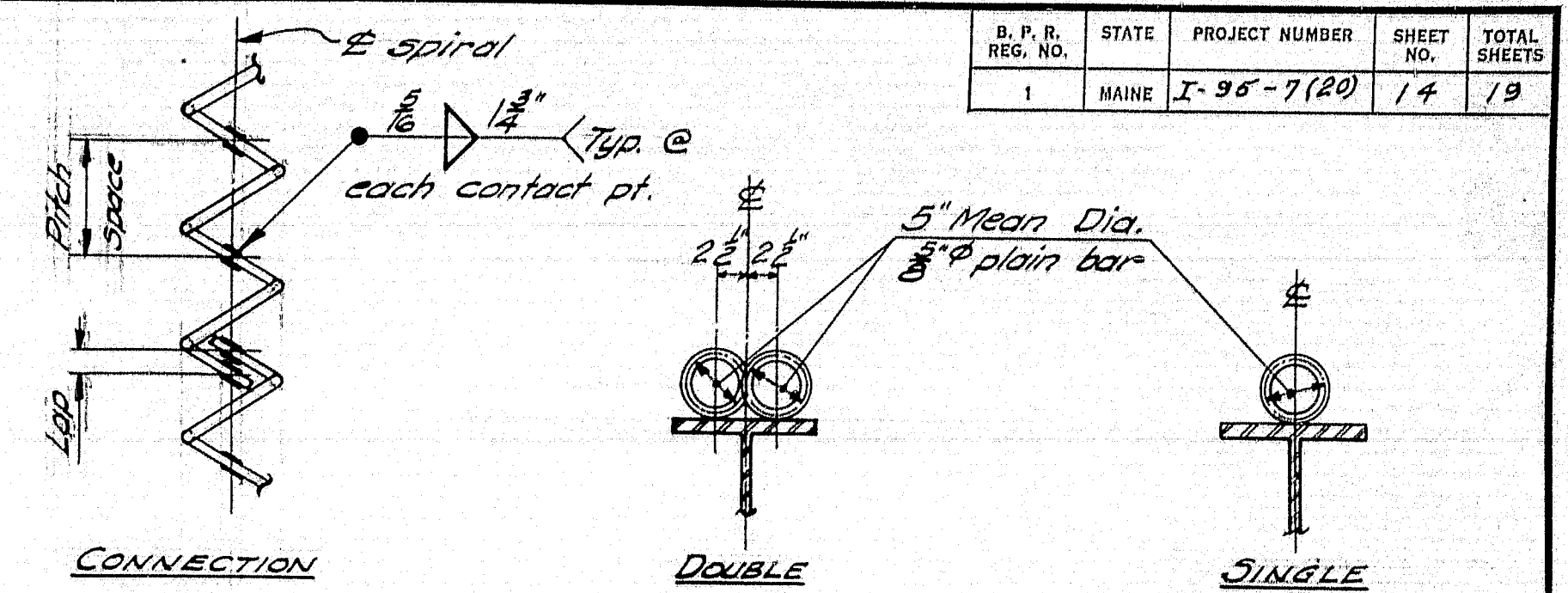
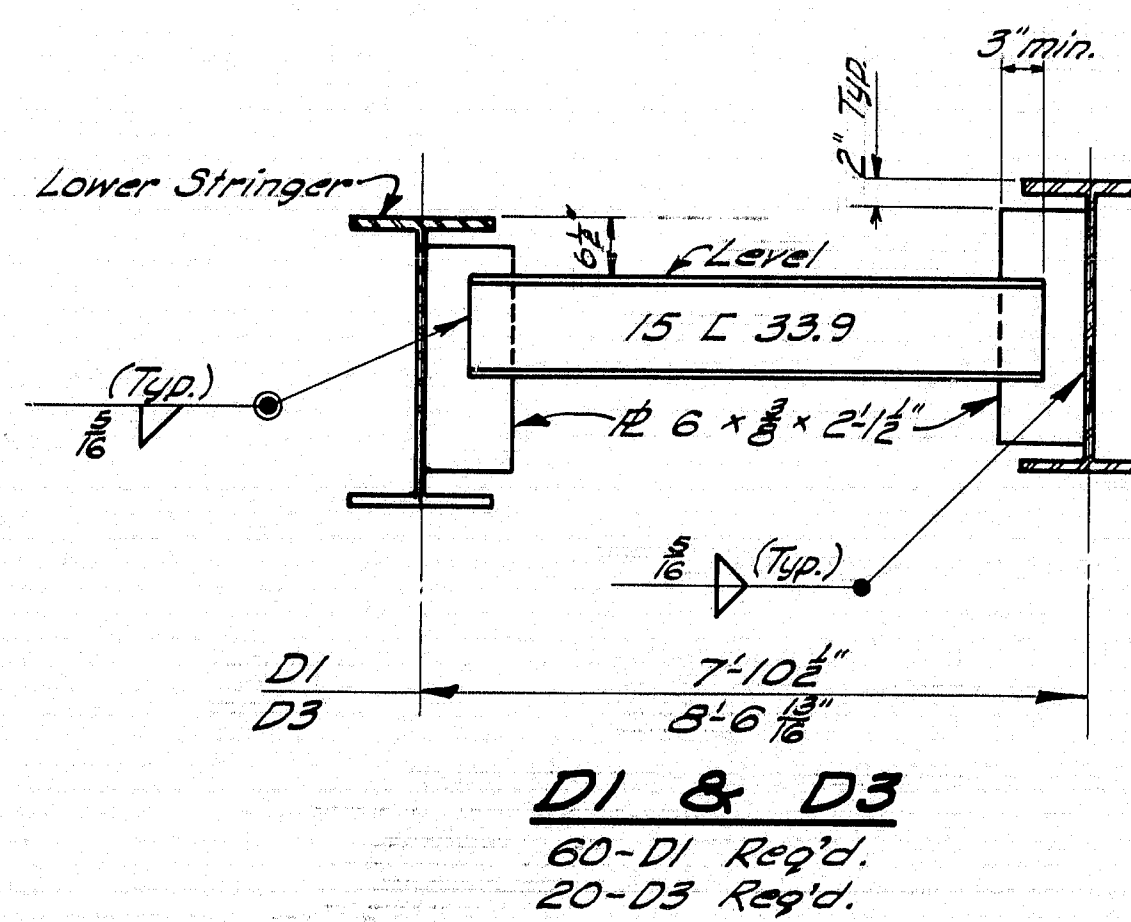
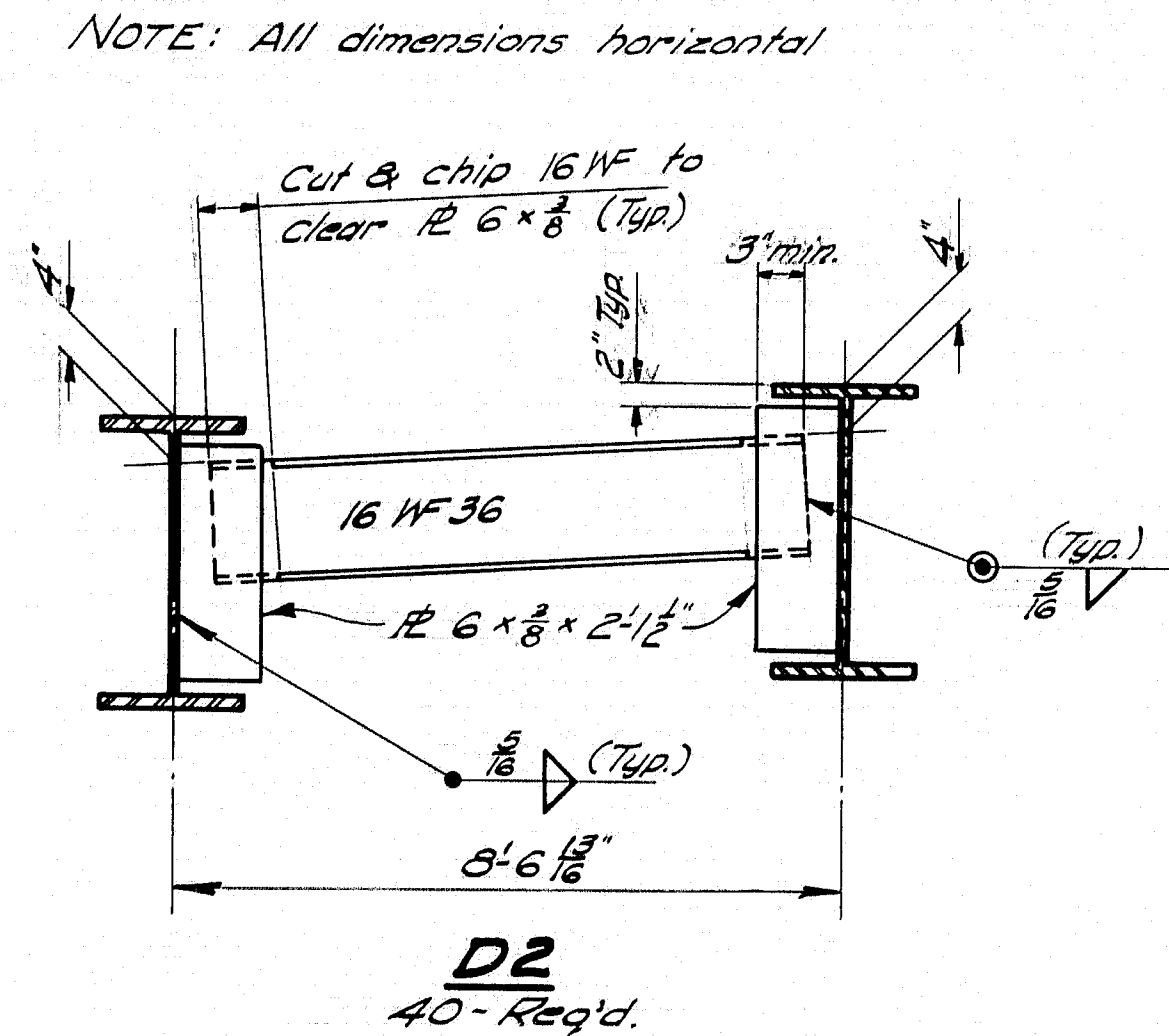
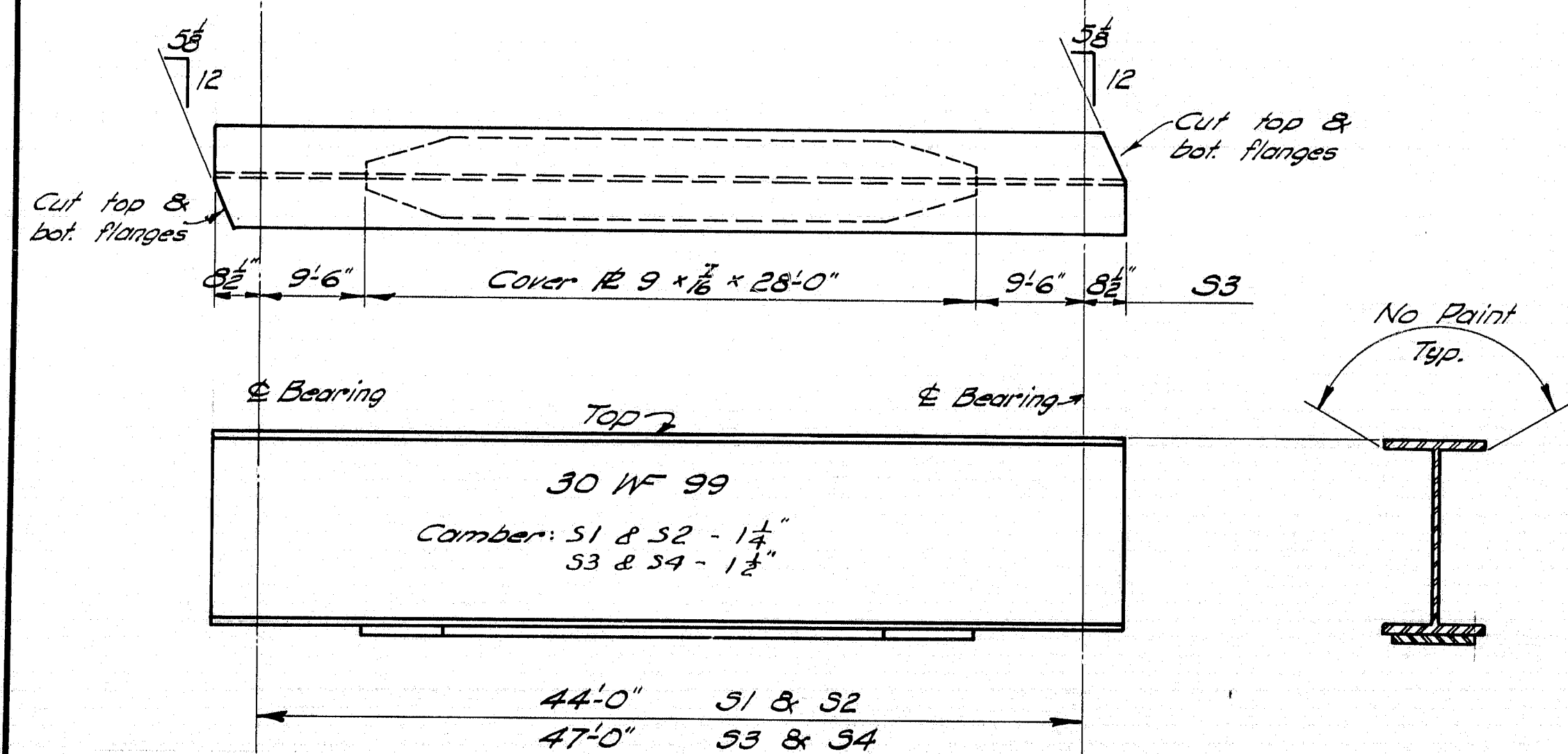
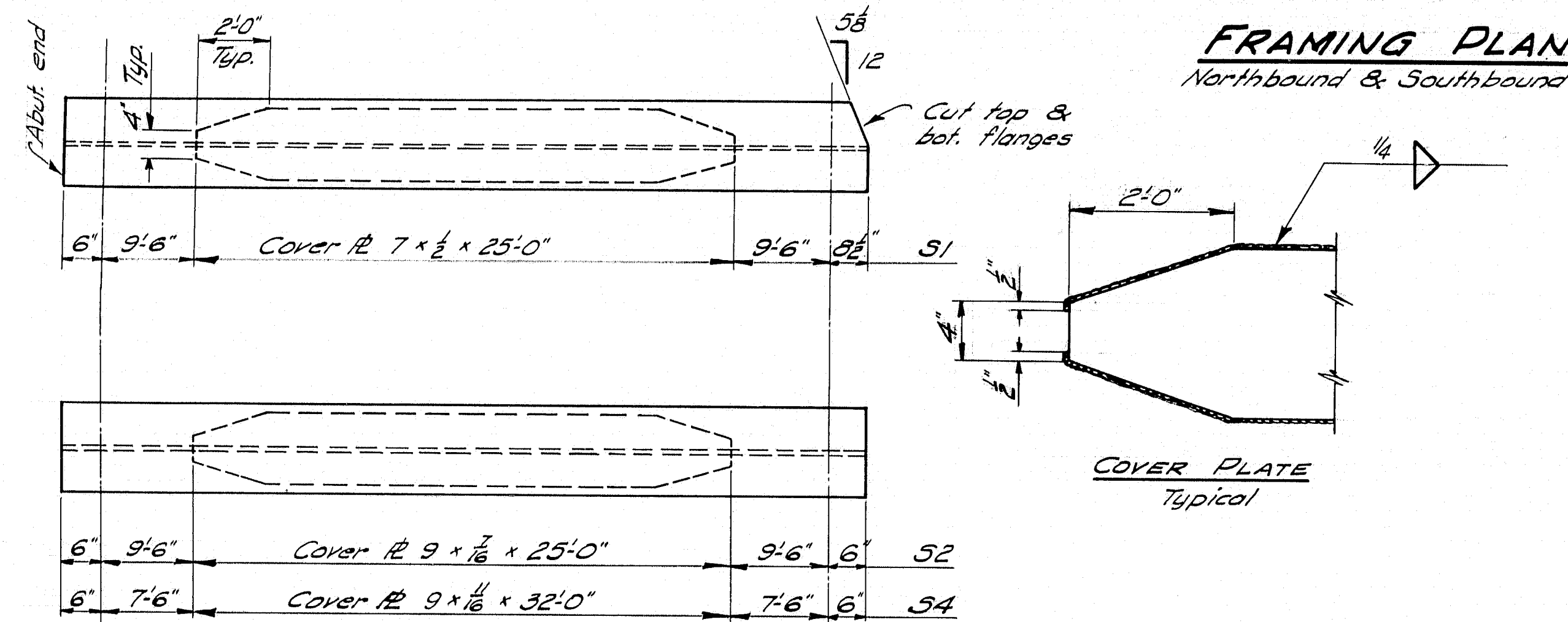
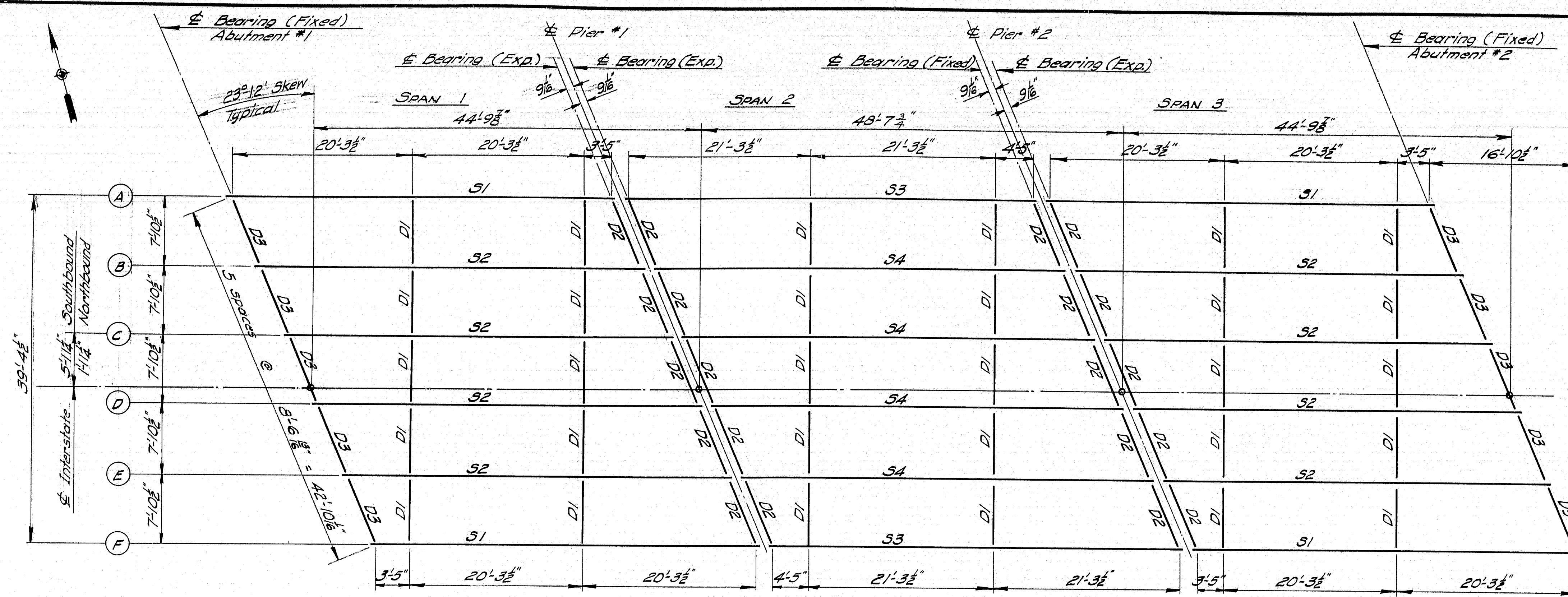
DESIGN - C.D.H.
TRACE - L.M.C.
CHECK - J.M.R.

BRIDGE NO.
SURVEY -
PLOT -

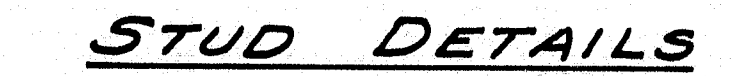
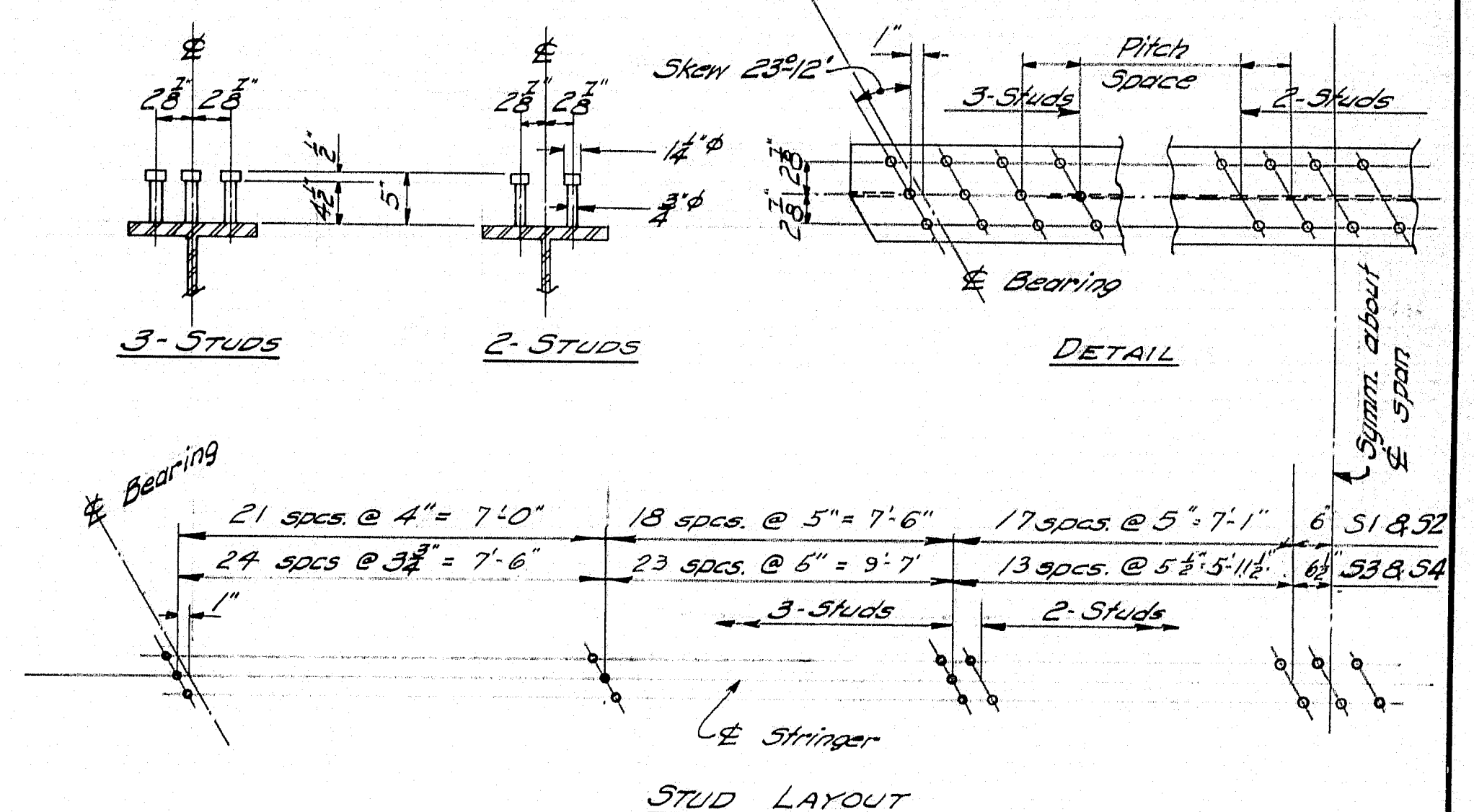
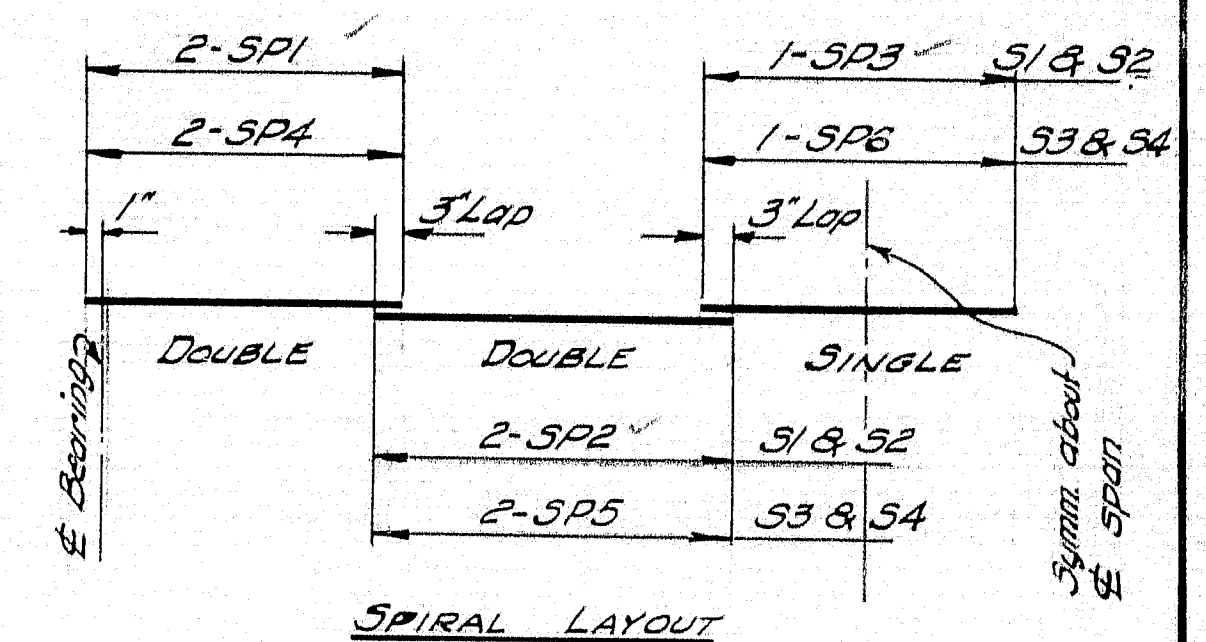
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE NO. 95
OVER
ROUTE NO. 143
IN THE TOWN OF
ETNA
PENOBSCOT COUNTY
PIERS





| Mark | No. | Spaces | Pitch | Length |
|------|-----|--------|-------------------------|----------------------|
| SP1 | 96 | 23 | 4 $\frac{1}{2}$ " | 8'-7 $\frac{1}{2}$ " |
| SP2 | 96 | 15 | 6 $\frac{1}{2}$ " | 8'-1 $\frac{1}{2}$ " |
| SP3 | 24 | 28 | 5 $\frac{1}{2}$ " | 11'-6" |
| SP4 | 48 | 28 | 4 $\frac{1}{2}$ " | 9'-11" |
| SP5 | 48 | 17 | 7" | 9'-11" |
| SP6 | 12 | 20 | 5 $\frac{1}{2}$ " \pm | 8'-6" |



SHEAR CONNECTORS

Note ~ Either studs or spirals may be used

- ## NOTES:
1. Stringers and cover plates shall conform to the latest revision of the Specification A.S.T.M. Designation A 36. All other structural steel (Bearings, Diaphragms and Armored Joints) shall conform to the latest revision of the Specification A.S.T.M. Designation A 7.
 2. Payment of royalties on stud shear connectors, if any, shall be included in the lump sum price for Item 705-17, Shear Connectors.

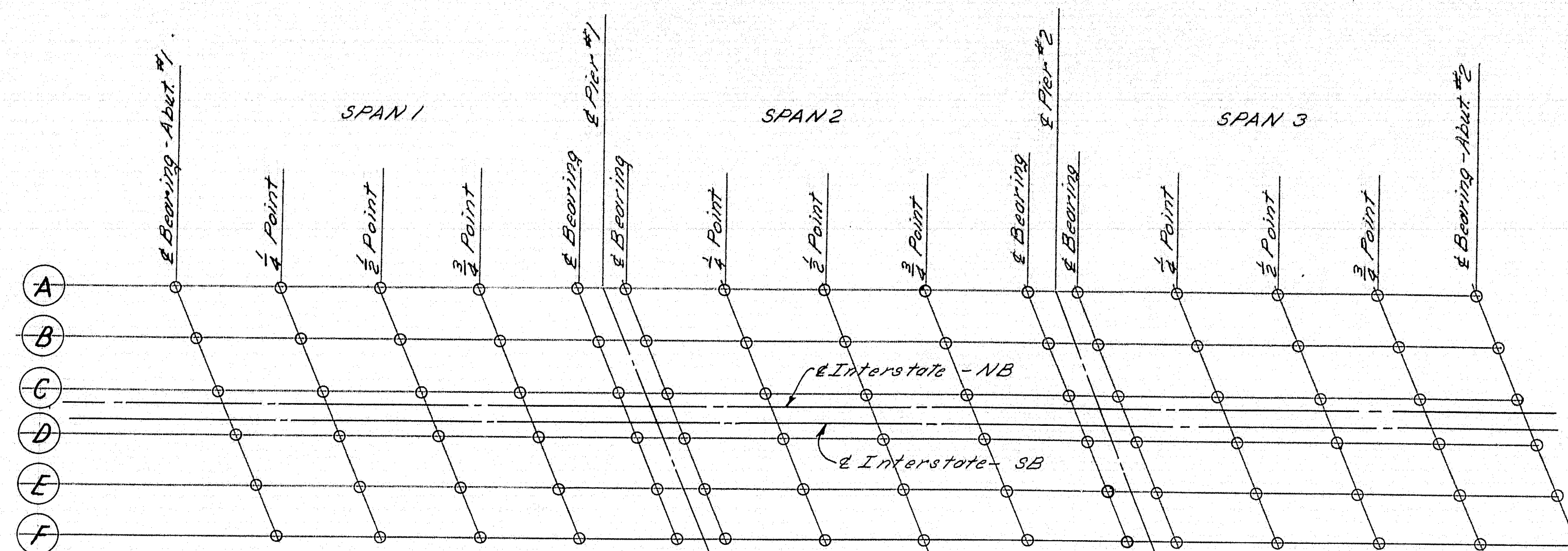
| | |
|---------------------|------------|
| DESIGN - <i>GDH</i> | BRIDGE NO. |
| TRACE - <i>GDH</i> | SURVEY - |
| CHECK - <i>MEY</i> | PLOT - |

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE NO. 95
OVER
ROUTE NO. 143
IN THE TOWN OF
ETNA
PENOBSCOT COUNTY

STRUCTURAL STEEL - FRAMING PLAN

SHEET **14** OF **19** AUGUSTA, MAINE **JANUARY, 1962**



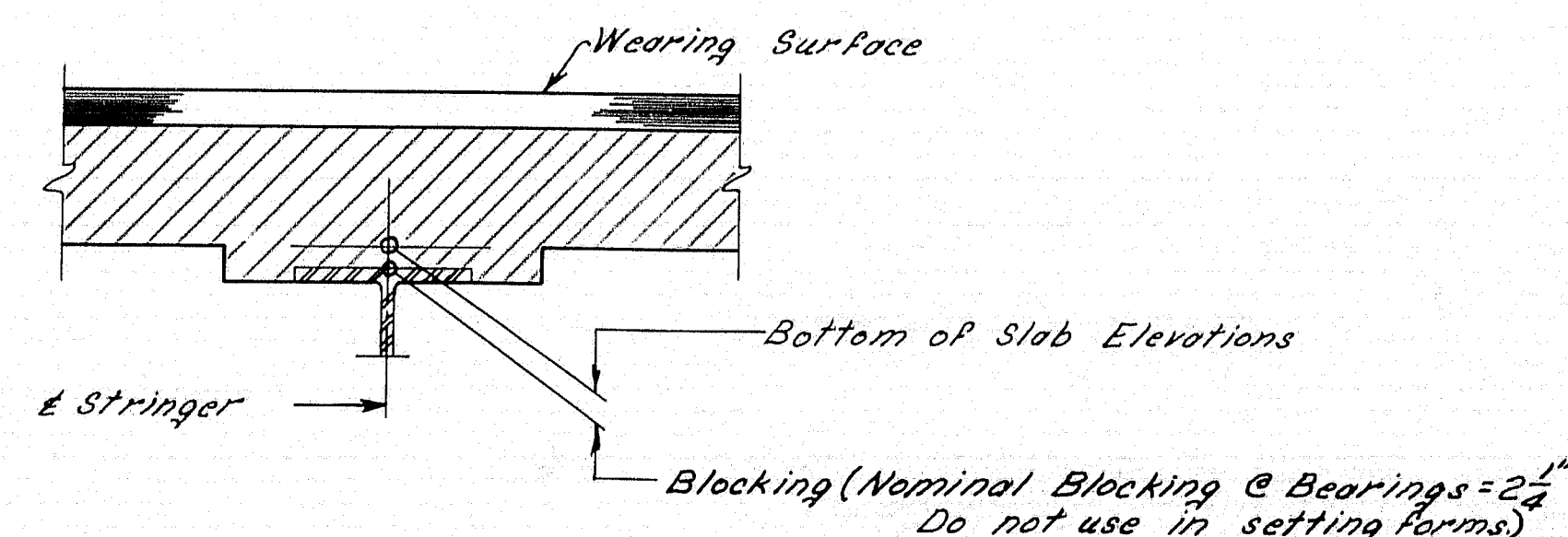
BLOCKING PLAN

| BOTTOM OF SLAB ELEVATIONS - SOUTHBOUND | | | | | | | | | | | | | | | |
|--|--------------------|-----------|-----------|-----------|-------------------|-------------------|-----------|-----------|-----------|-------------------|-------------------|-----------|-----------|-----------|--------------------|
| LINE | SPAN 1 | | | | | SPAN 2 | | | | | SPAN 3 | | | | |
| | Bearing - Abut. #1 | 1/4 Point | 1/2 Point | 3/4 Point | Bearing - Pier #1 | Bearing - Pier #2 | 1/4 Point | 1/2 Point | 3/4 Point | Bearing - Pier #2 | Bearing - Pier #3 | 1/4 Point | 1/2 Point | 3/4 Point | Bearing - Abut. #2 |
| A | 317.26 | 317.25 | 317.22 | 317.17 | 317.09 | 317.09 | 317.08 | 317.05 | 316.99 | 316.91 | 316.90 | 316.89 | 316.86 | 316.81 | 316.73 |
| B | 317.38 | 317.37 | 317.34 | 317.29 | 317.22 | 317.21 | 317.20 | 317.17 | 317.12 | 317.03 | 317.03 | 317.01 | 316.98 | 316.93 | 316.86 |
| C | 317.51 | 317.50 | 317.46 | 317.41 | 317.34 | 317.33 | 317.33 | 317.30 | 317.24 | 317.16 | 317.15 | 317.14 | 317.11 | 317.05 | 316.98 |
| D | 317.56 | 317.55 | 317.52 | 317.47 | 317.40 | 317.39 | 317.39 | 317.35 | 317.30 | 317.21 | 317.21 | 317.19 | 317.16 | 317.11 | 317.04 |
| E | 317.41 | 317.40 | 317.37 | 317.32 | 317.25 | 317.24 | 317.24 | 317.20 | 317.15 | 317.06 | 317.06 | 317.04 | 317.01 | 316.96 | 316.89 |
| F | 317.26 | 317.25 | 317.22 | 317.17 | 317.10 | 317.09 | 317.09 | 317.05 | 317.00 | 316.91 | 316.91 | 316.89 | 316.86 | 316.81 | 316.74 |

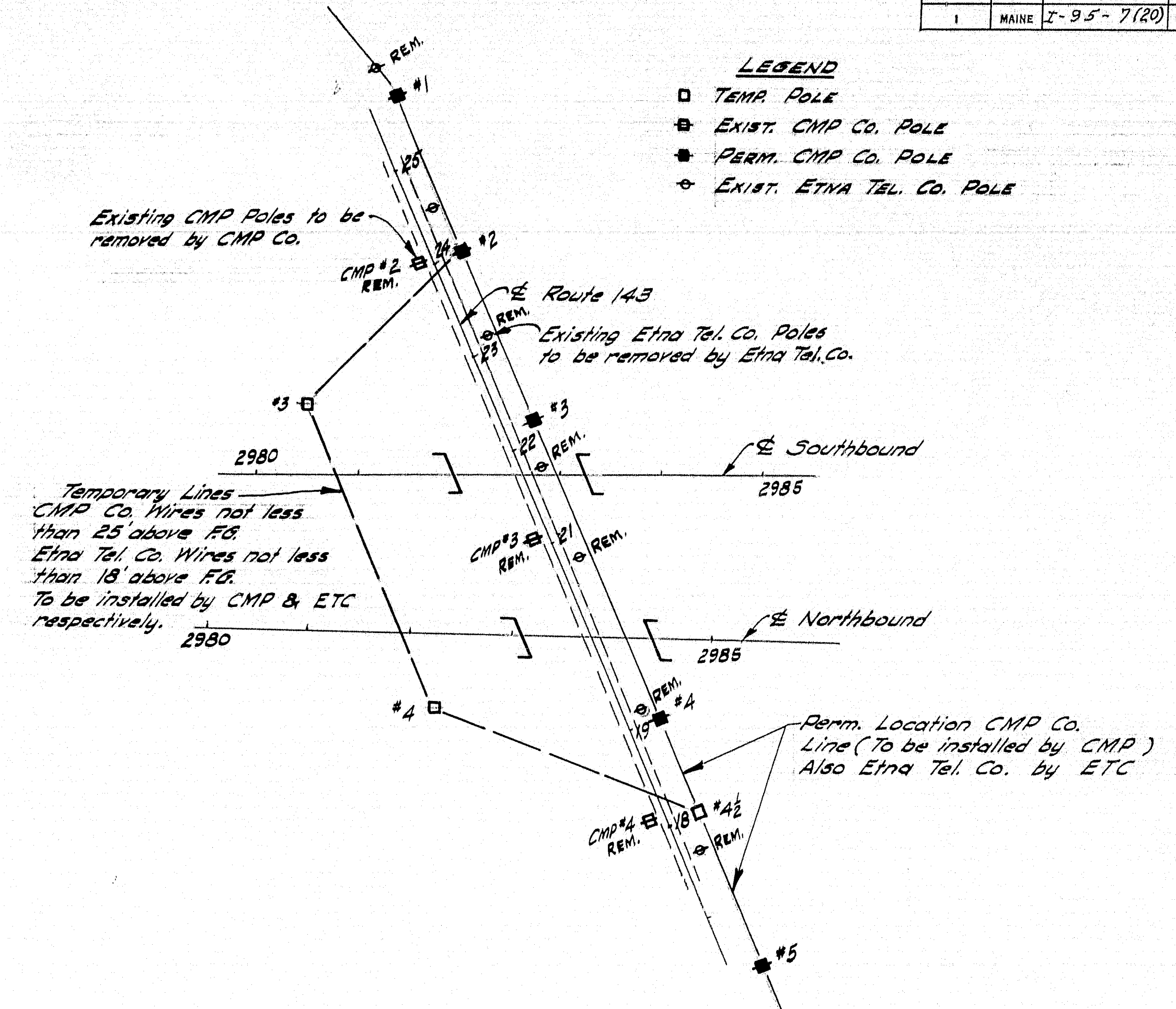
| BOTTOM OF SLAB ELEVATION - NORTHBOUND | | | | | | | | | | | | | | | |
|---------------------------------------|----------------------|---------|---------|---------|---------------------|---------------------|---------|---------|---------|---------------------|---------------------|---------|---------|---------|----------------------|
| LINE | SPAN 1 | | | | | SPAN 2 | | | | | SPAN 3 | | | | |
| | ± Bearing - Abut. #1 | ¼ Point | ½ Point | ¾ Point | ± Bearing - Pier #1 | ± Bearing - Pier #2 | ¼ Point | ½ Point | ¾ Point | ± Bearing - Pier #2 | ± Bearing - Pier #2 | ¼ Point | ½ Point | ¾ Point | ± Bearing - Abut. #2 |
| A | 317.33 | 317.32 | 317.29 | 317.24 | 317.17 | 317.17 | 317.16 | 317.13 | 317.08 | 317.00 | 316.99 | 316.98 | 316.95 | 316.90 | 316.83 |
| B | 317.46 | 317.45 | 317.42 | 317.37 | 317.30 | 317.29 | 317.29 | 317.26 | 317.20 | 317.12 | 317.12 | 317.11 | 317.08 | 317.03 | 316.96 |
| C | 317.58 | 317.57 | 317.54 | 317.49 | 317.42 | 317.42 | 317.41 | 317.38 | 317.33 | 317.25 | 317.24 | 317.23 | 317.20 | 317.15 | 317.08 |
| D | 317.50 | 317.49 | 317.46 | 317.41 | 317.34 | 317.33 | 317.33 | 317.30 | 317.25 | 317.16 | 317.16 | 317.15 | 317.12 | 317.07 | 317.00 |
| E | 317.35 | 317.34 | 317.31 | 317.26 | 317.19 | 317.19 | 317.18 | 317.15 | 317.10 | 317.02 | 317.01 | 317.00 | 316.97 | 316.92 | 316.85 |
| F | 317.20 | 317.19 | 317.16 | 317.11 | 317.04 | 317.04 | 317.03 | 317.00 | 316.95 | 316.87 | 316.86 | 316.85 | 316.82 | 316.77 | 316.70 |

BLOCKING NOTES

- In order that the Wearing Surface may conform to the profile and cross sections shown on these plans, the accompanying tables of Bottom of Slab Elevations are given. These elevations, which are computed to compensate for dead load deflections, must be set before slab forms are started.
- Dead load deflection at 1/4 Points for Spans 1 & 3 is $\frac{1}{16}$ " and for Span 2 is $\frac{1}{8}$ ".

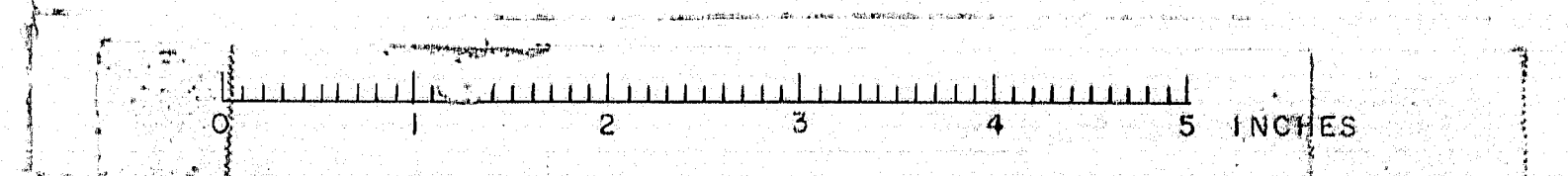


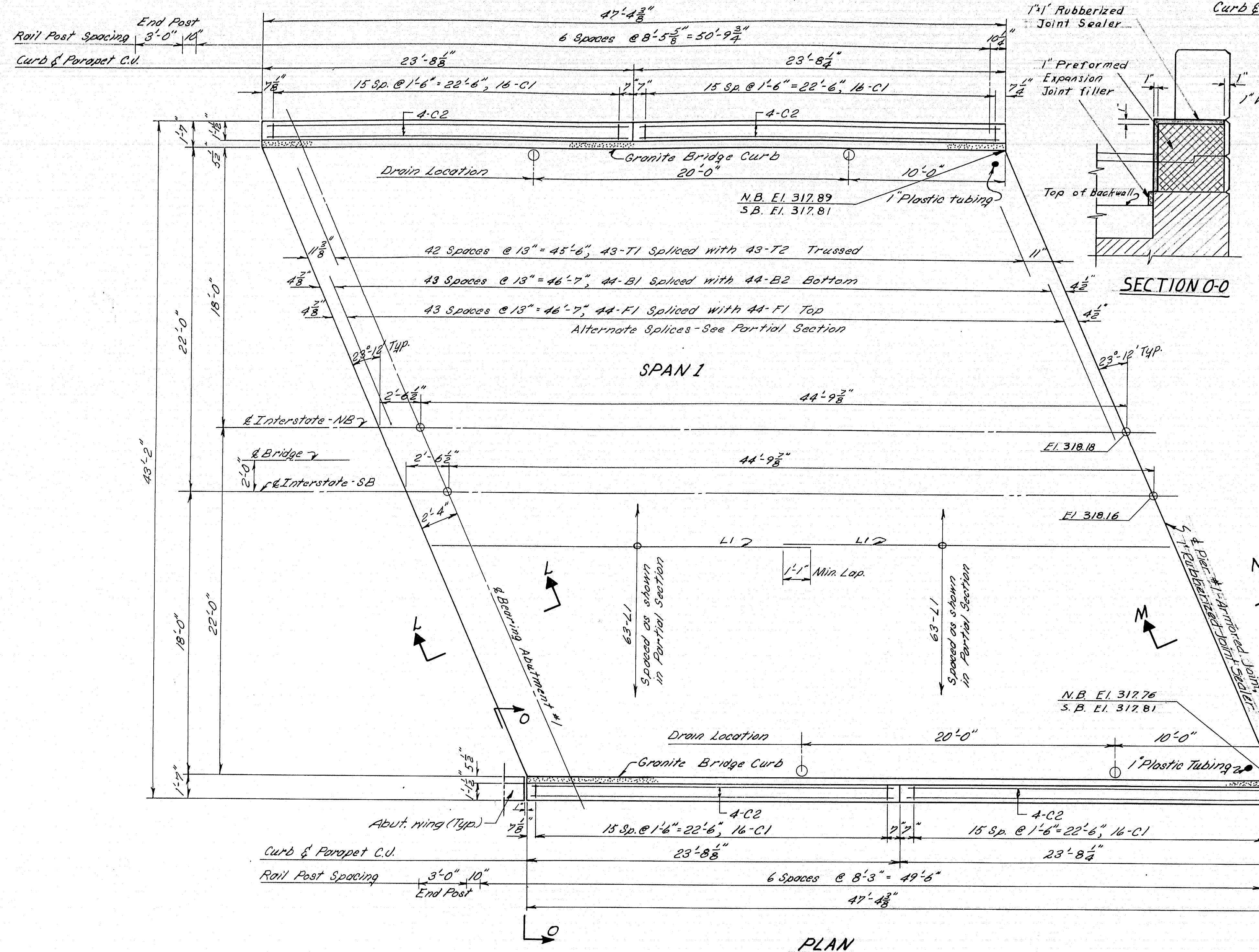
BLOCKING DETAIL



UTILITIES
Scale: 1" = 100'

| | |
|---|------------|
| DESIGN - C.D.H. | BRIDGE NO. |
| TRACE - L.M.C. | SURVEY - |
| CHECK - N.W.T. | PLOT - |
| STATE HIGHWAY COMMISSION BRIDGE DIVISION | |
| INTERSTATE NO. 95 OVER | |
| ROUTE NO. 143 | |
| IN THE TOWN OF | |
| ETNA | |
| PENOBSCOT COUNTY | |
| BLOCKING DETAILS, UTILITIES | |
| SHEET 16 OF 19 AUGUSTA, MAINE JANUARY, 1962 | |

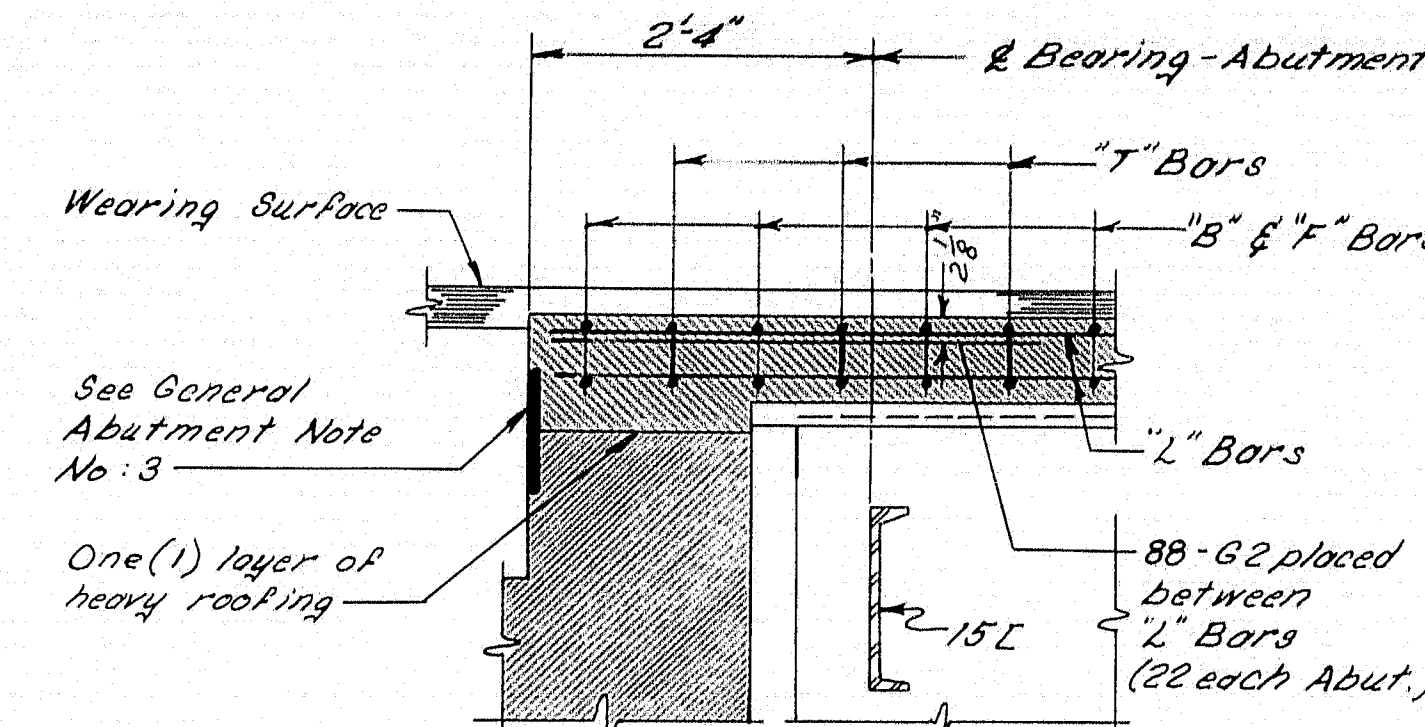




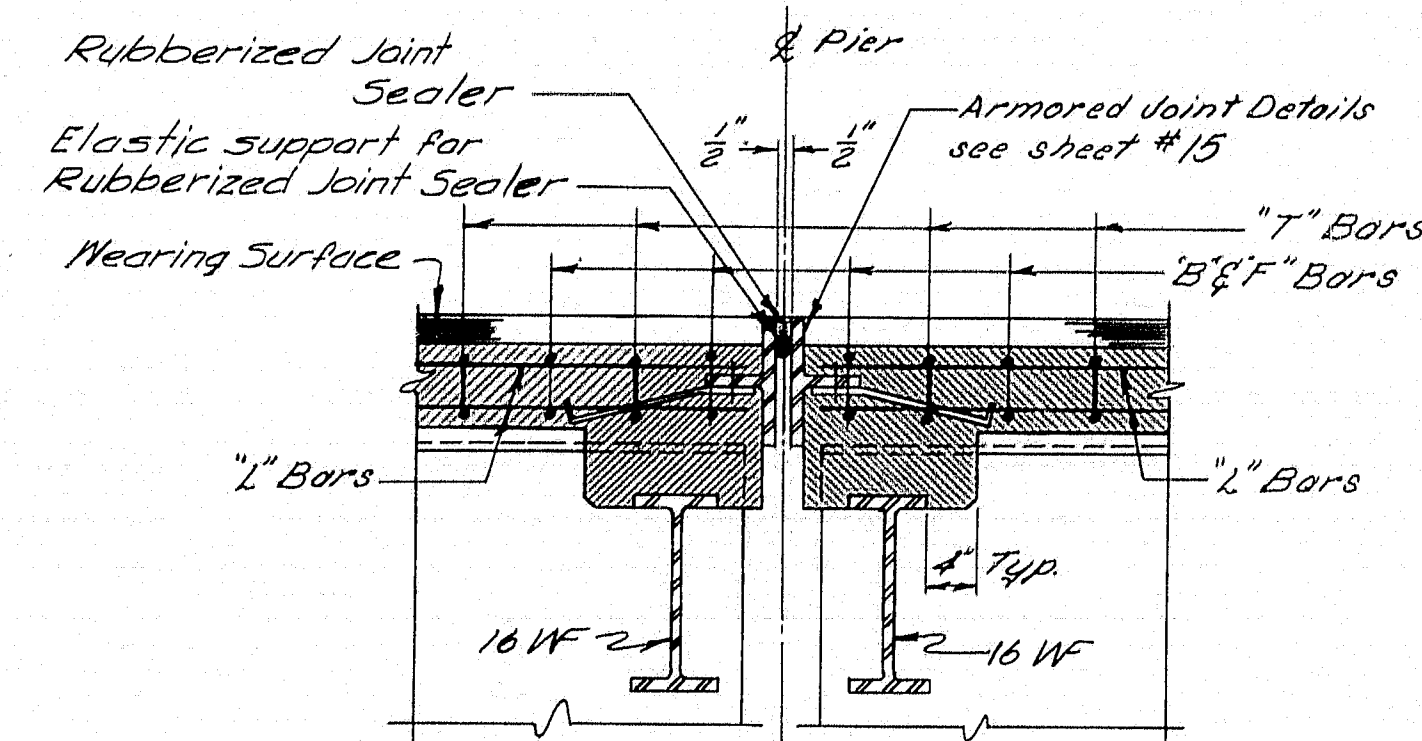
SECTION O-O

TYP. PART SIDE VIEW OF SUPERSTRUCTURE

SECTION N-N



SECTION L-L



SECTION M-M

GENERAL NOTES

1. Preformed Expansion Filler shall be the non-bituminous type.
2. Break band of Curb & Parapet C.U. by painting concrete with a suitable grade of asphalt paint. Form V-groove on top, inside & outside faces of parapet, and outside face of curb & slab of each vertical joint. For joints in granite curb see note on sheet #18.
3. Elevations shown are for top of Armored Joints.
4. Concrete for curbs shall not be placed until concrete in superstructure slab has been in place for a minimum period of seven (7) days. During the seven day period form work may be placed but hand equipment only shall be allowed on the slab.
5. At the low points in slabs, exact location to be determined by the Engineer, place 1" plastic tubing through slab for drainage. Do not cover with water-proofing. Payment to be considered as incidental to contract items.
6. Elastic support for Rubberized Joint Sealer shall be non-bituminous type.

NOTE
For Details see sheet #18

| | |
|-----------------|------------|
| DESIGN - C.D.H. | BRIDGE NO. |
| TRACE - L.M.C. | SURVEY - |
| CHECK - M.W.T. | PLOT - |

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE NO. 95

OVER

ROUTE NO. 143

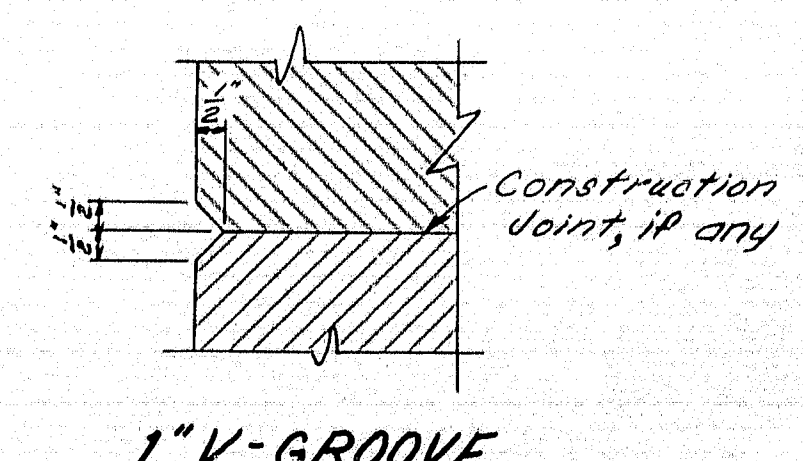
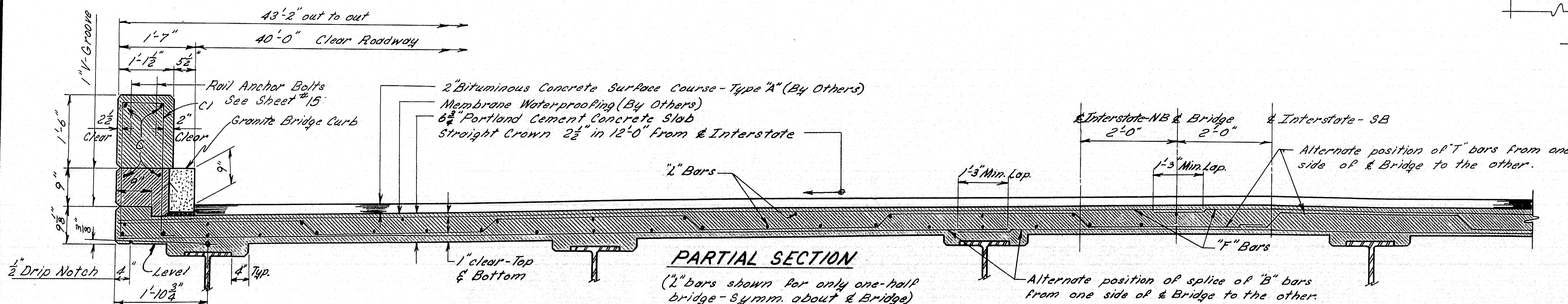
IN THE TOWN OF

ETNA

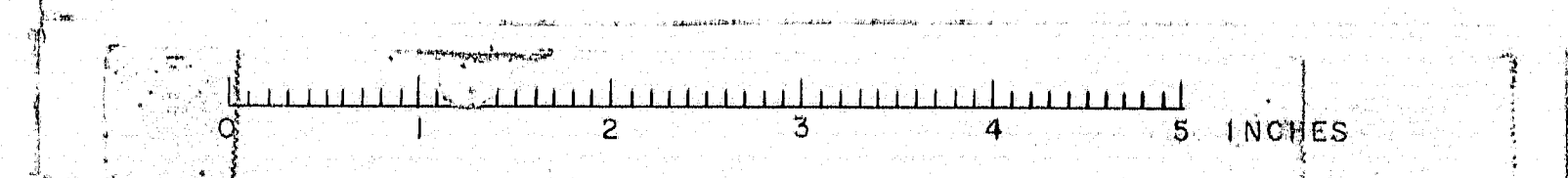
PENOBSCOT COUNTY

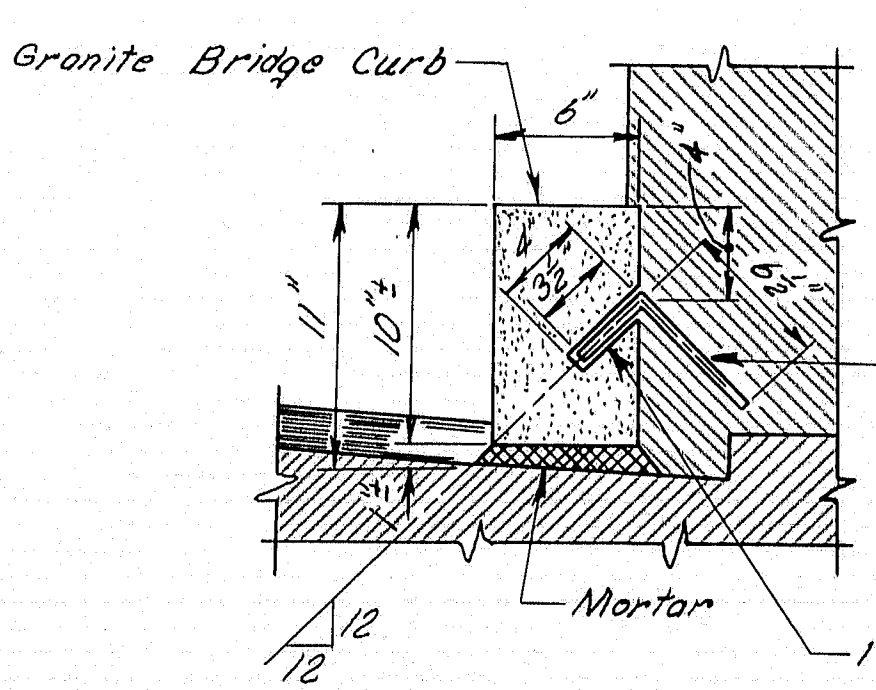
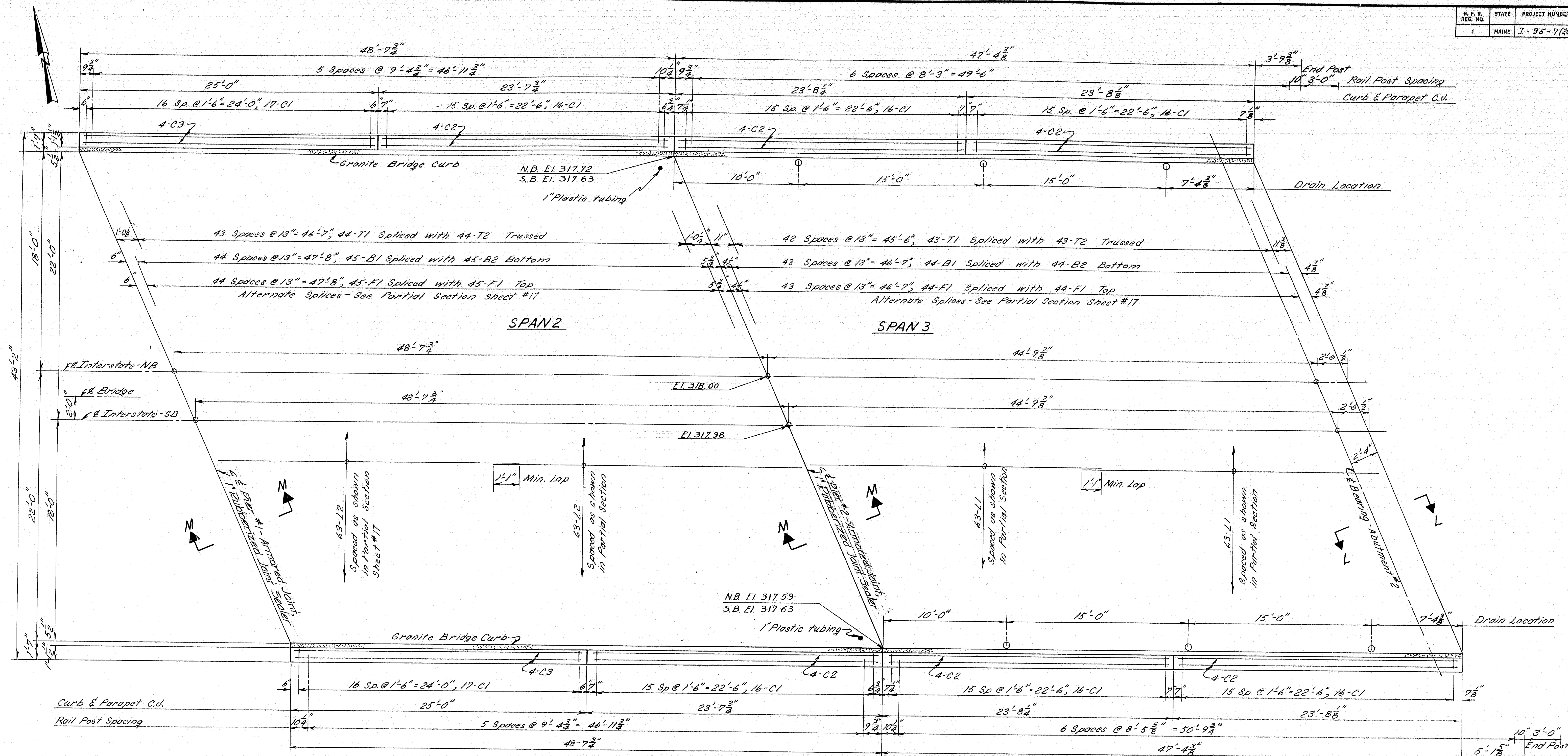
SUPERSTRUCTURE - SPAN 1

SHEET 17 OF 19 AUGUSTA, MAINE, JANUARY, 1962



1" V-GROOVE

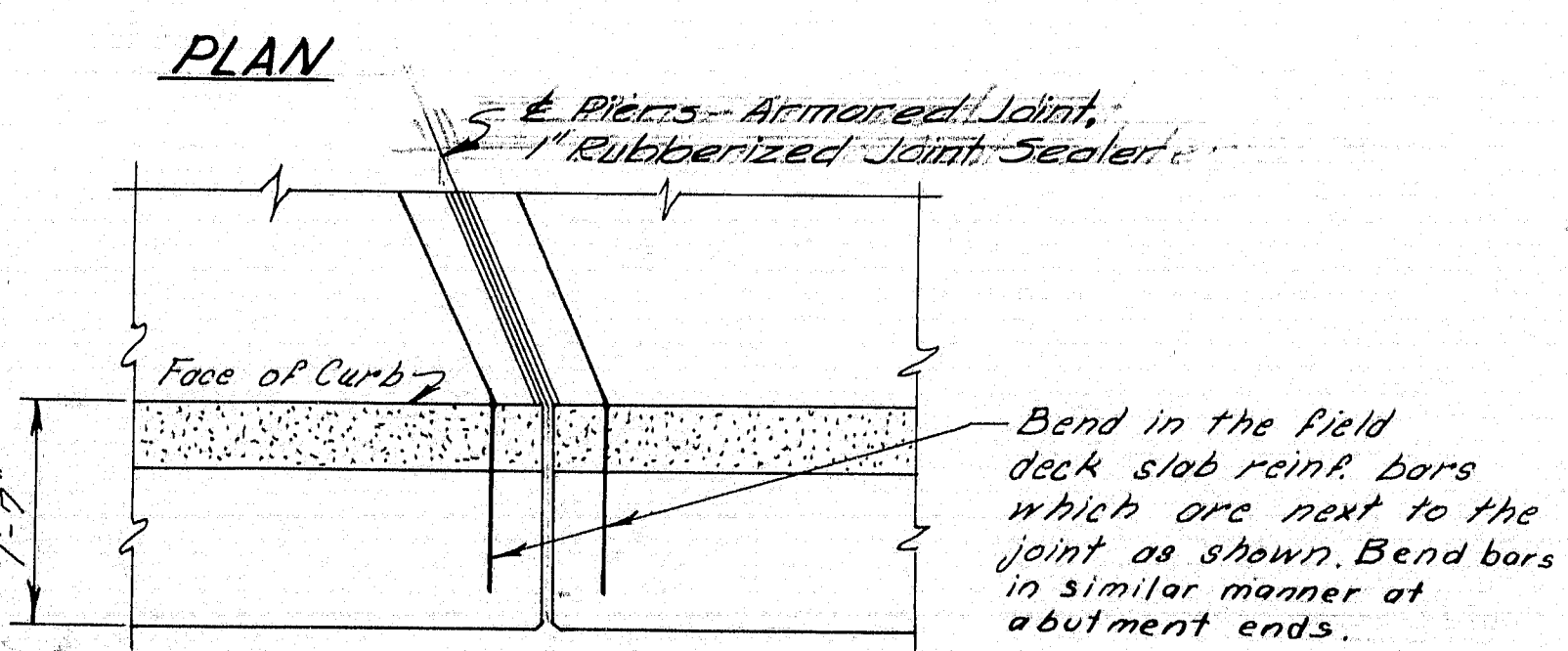




**TYPICAL SECTION
GRANITE BRIDGE CURB**

NOTES

1. Joints in Granite Curb shall be located at the \pm Piers and at C.U. between abutments and superstructure. Other joints need not be located at the Curb & Parapet C.U.'s.
2. For joint at \pm Piers, see Sections M-M & N-N sh. #17

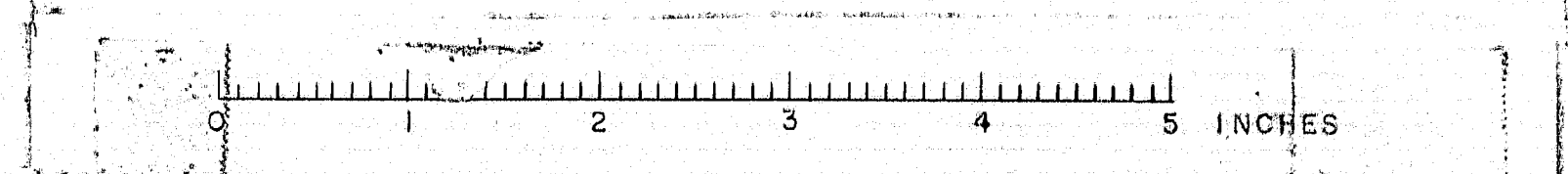


TYPICAL DETAIL AT \pm PIERS

NOTE
For General Notes, Sections & Details see Sheet #17

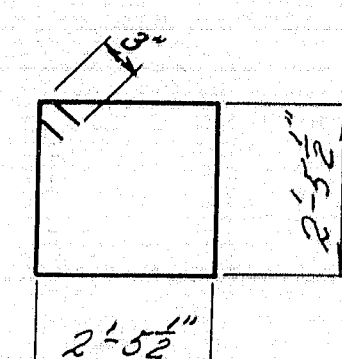
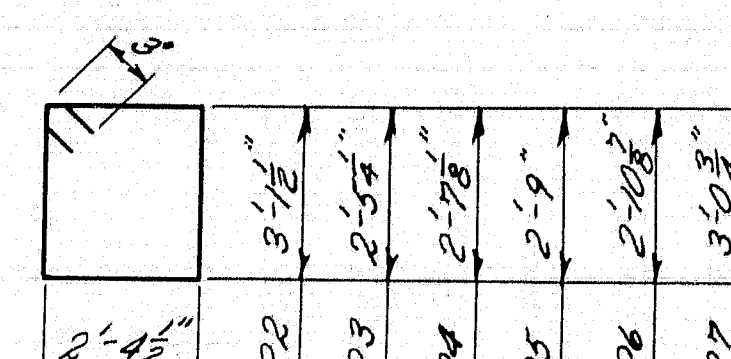
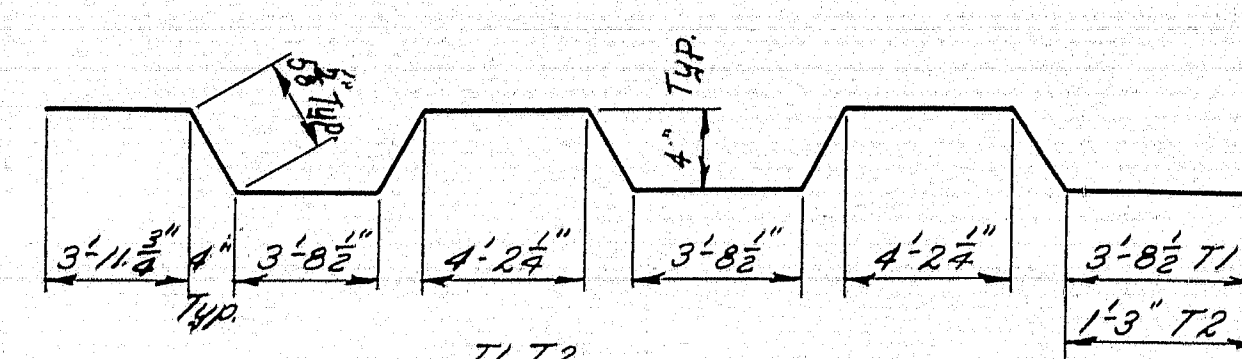
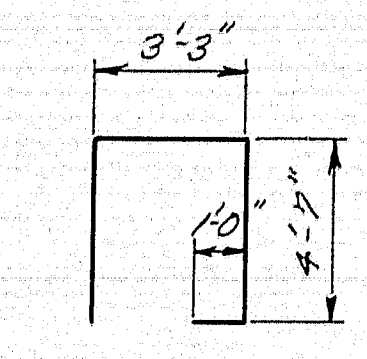
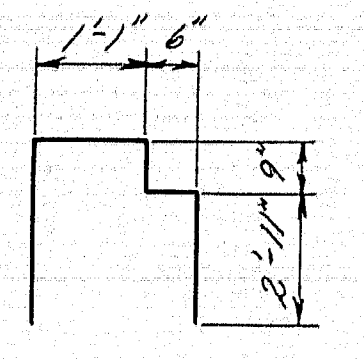
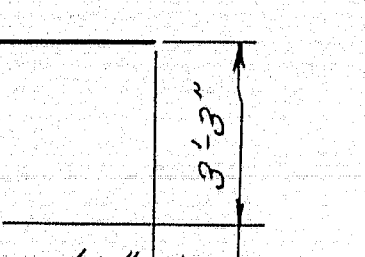
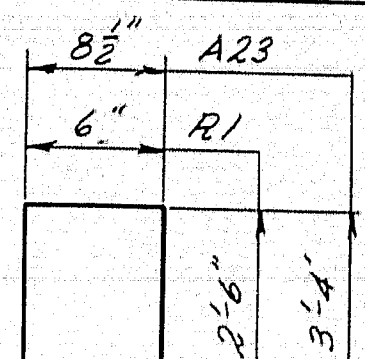
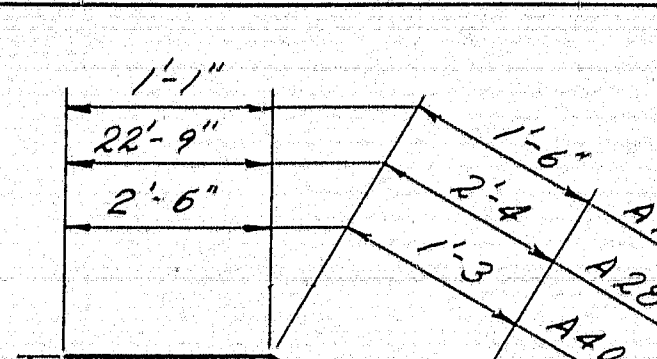
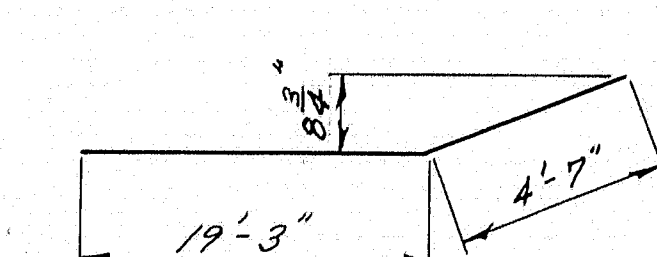
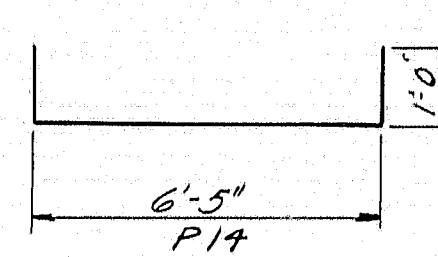
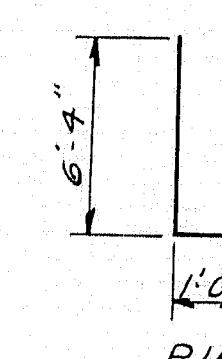
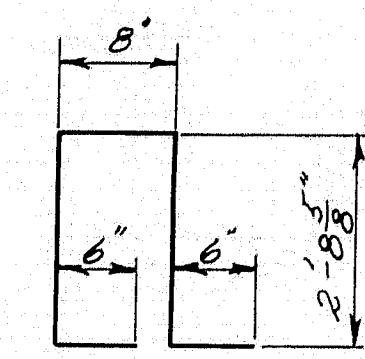
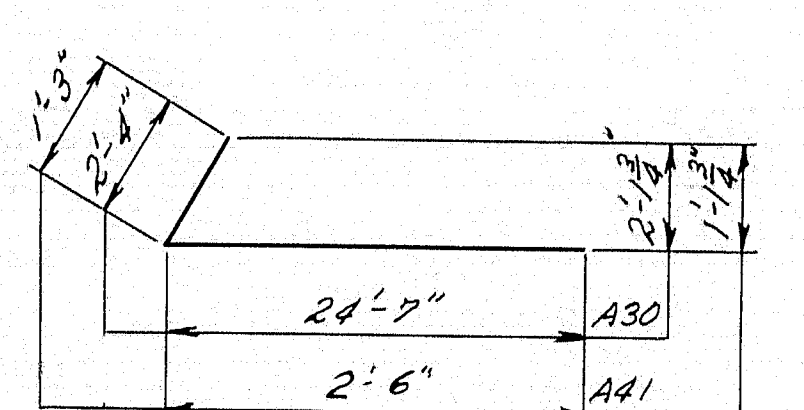
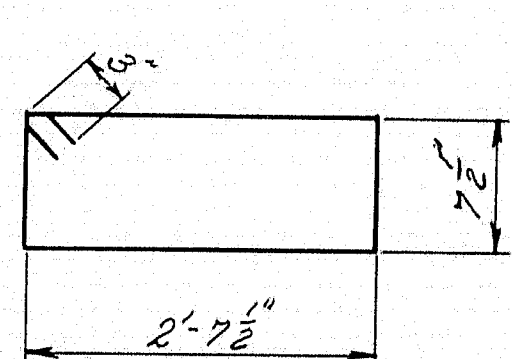
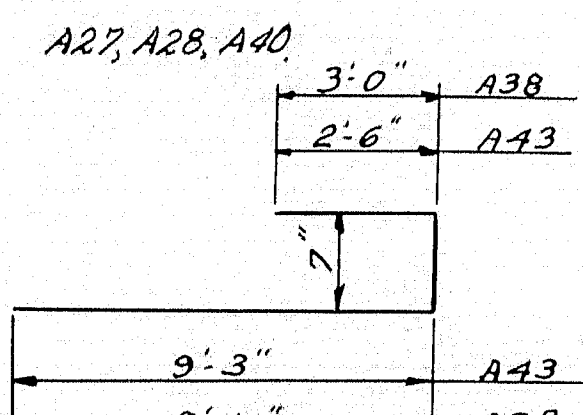
| | |
|-----------------|------------|
| DESIGN - C.D.H. | BRIDGE NO. |
| TRACE - L.M.C. | 19 |
| CHECK - K.W.H. | PLOT - |

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE NO. 95
OVER
ROUTE NO. 143
IN THE TOWN OF
ETNA
PENOBSCOT COUNTY
SUPERSTRUCTURE - SPANS 2 & 3
SHEET 18 OF 19 AUGUSTA, MAINE JANUARY 1962



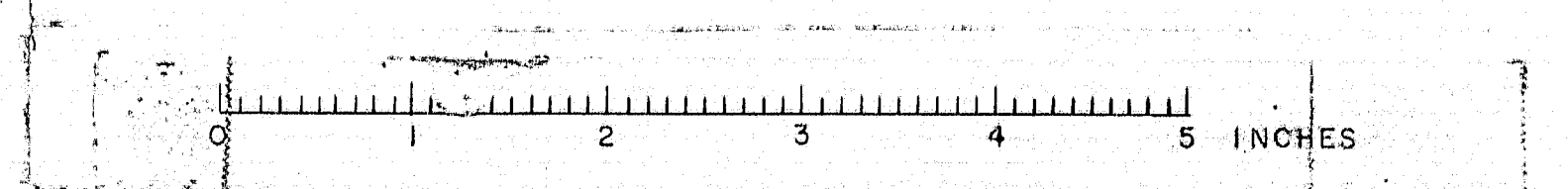
REINFORCING STEEL SCHEDULE

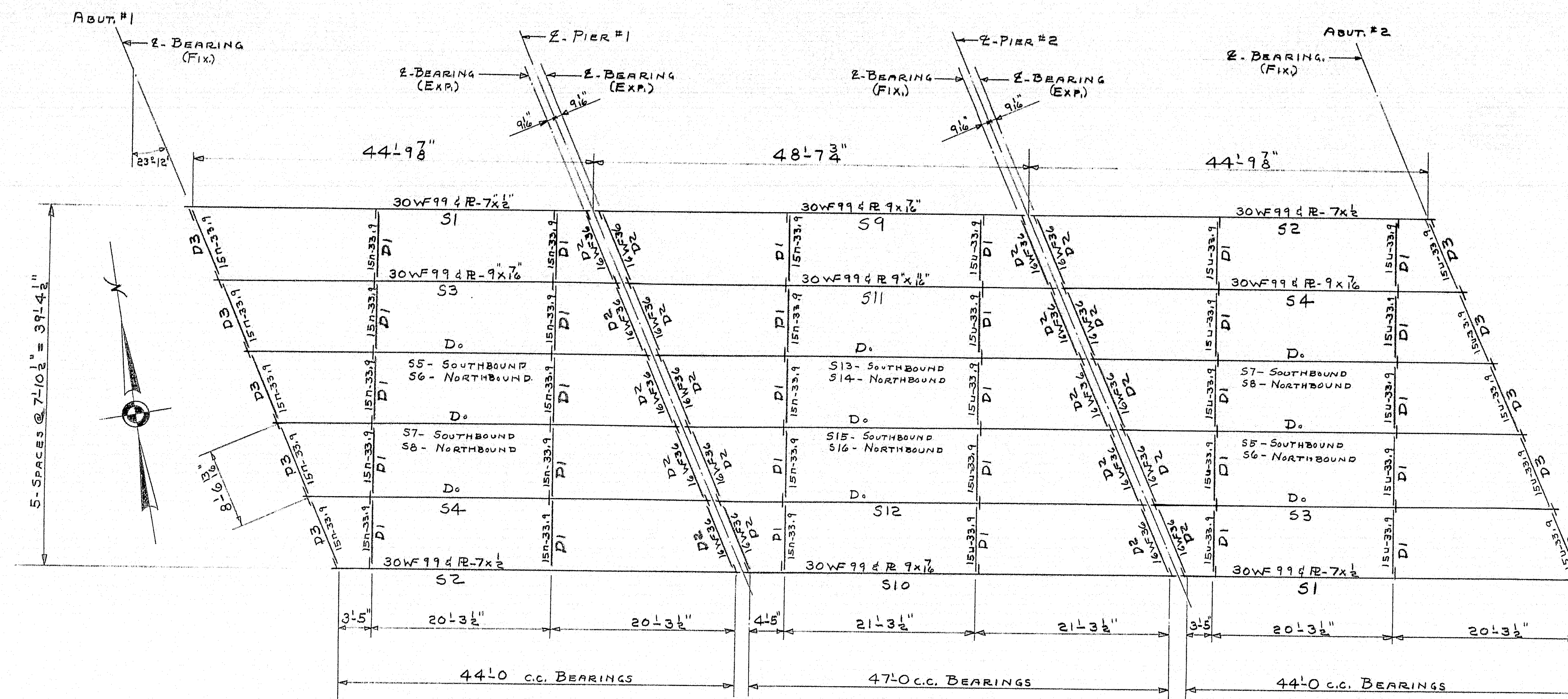
| D. P. R. REG. NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|-------------------|-------|----------------|-----------|--------------|
| 1 | MAINE | 7-95-7(20) | 19 | 19 |

| PIERS | | | | | SUPERSTRUCTURE | | | | | ABUTMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|------|-----|---------|-----------------|--|------|-----|---------|-------------------|--|------|-----|---------|-------------------------|--|------|-----|---------|----------------------|---|--|--|--|--|--|--|--|--|--|---|--|--|--|--|--|--|--|--|--|
|  P1 | | | | |  P2-P7 | | | | |  T1, T2 | | | | |  A18 | | | | |  A19 | | | | |  A20 | | | | |  A23, R1 | | | | |  A27, A28, A40 | | | | |
|  P8 | | | | |  P14 | | | | |  P15 | | | | |  C1 | | | | |  A30, A41 | | | | |  R2 | | | | |  A38, A43 | | | | | | | | | |
| BENT BARS | | | | | BENT BARS | | | | | BENT BARS | | | | | BENT BARS | | | | | | | | | | | | | | | | | | | | | | | | |
| Mark | Size | No. | Length | Location | Mark | Size | No. | Length | Location | Mark | Size | No. | Length | Location | Mark | Size | No. | Length | Location | | | | | | | | | | | | | | | | | | | | |
| P1 | #4 | 261 | 10'-4" | Column Tie | T1 | #6 | 260 | 25'-10" | Slab | A18 | #5 | 180 | 13'-5" | Bridge Seat | A38 | #5 | 24 | 12'-5" | Wingwall | | | | | | | | | | | | | | | | | | | | |
| P2 | #5 | 272 | 11'-6" | Cap Stirrups | T2 | #6 | 260 | 23'-4" | Slab | A19 | #5 | 180 | 8'-11" | Backwall | A40 | #5 | 12 | 3'-9" | Wingwall to Backwall | | | | | | | | | | | | | | | | | | | | |
| P3 | #5 | 16 | 10'-2" | Cap Stirrups | C1 | #4 | 388 | 7'-1" | Parapet | A20 | #5 | 8 | 7'-10" | Bridge Seat | A41 | #5 | 12 | 3'-9" | Wingwall to Backwall | | | | | | | | | | | | | | | | | | | | |
| P4 | #5 | 16 | 10'-6" | " | | | | | | A23 | #5 | 60 | 7'-5" | Wingwall Parapet | A43 | #5 | 24 | 12'-4" | Wingwall | | | | | | | | | | | | | | | | | | | | |
| P5 | #5 | 16 | 10'-9" | " | | | | | | A27 | #6 | 156 | 2'-7" | Approach Slab | | | | | | | | | | | | | | | | | | | | | | | | | |
| P6 | #5 | 16 | 11'-1" | " | | | | | | A28 | #5 | 12 | 25'-1" | Bridge Seat | | | | | | | | | | | | | | | | | | | | | | | | | |
| P7 | #5 | 16 | 11'-5" | " | | | | | | A30 | #5 | 12 | 26'-11" | Bridge Seat | R1 | #5 | 24 | 5'-6" | End Posts | | | | | | | | | | | | | | | | | | | | |
| P8 | #10 | 40 | 23'-10" | Cap Bottom | | | | | | | | | | | R2 | #4 | 16 | 7'-0" | End Posts | | | | | | | | | | | | | | | | | | | | |
| P14 | #6 | 192 | 8'-5" | Footings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P15 | #10 | 144 | 7'-4" | Footings Dowels | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STRAIGHT BARS | | | | | STRAIGHT BARS | | | | | STRAIGHT BARS | | | | | STRAIGHT BARS | | | | | | | | | | | | | | | | | | | | | | | | |
| Mark | Size | No. | Length | Location | Mark | Size | No. | Length | Location | Mark | Size | No. | Length | Location | Mark | Size | No. | Length | Location | | | | | | | | | | | | | | | | | | | | |
| P9 | #10 | 20 | 16'-1" | Cap Top | C2 | #4 | 80 | 23'-3" | Parapet & Curb | A1 | #6 | 24 | 19'-0" | Footings | A39 | #5 | 24 | 7'-0" | Wingwall | | | | | | | | | | | | | | | | | | | | |
| P10 | #10 | 20 | 33'-1" | " | C3 | #4 | 16 | 24'-8" | " | A2 | #6 | 24 | 31'-0" | " | A42 | #5 | 32 | 6'-4" | Parapet | | | | | | | | | | | | | | | | | | | | |
| P11 | #10 | 32 | 11'-0" | " | | | | | | A3 | #6 | 8 | 7'-0" | " | A44 | #5 | 24 | 8'-0" | Wingwall | | | | | | | | | | | | | | | | | | | | |
| P12 | #10 | 16 | 10'-0" | " | L1 | #5 | 504 | 24'-1" | Longitudinal Slab | A4 | #6 | 164 | 5'-0" | " | A47 | #5 | 32 | 7'-6" | Parapet | | | | | | | | | | | | | | | | | | | | |
| P13 | #6 | 32 | 23'-5" | Cap | L2 | #5 | 252 | 24'-9" | " | A5 | #6 | 4 | 7'-9" | " | A48 | #6 | 20 | 8'-0" | Section I-I & J-J | | | | | | | | | | | | | | | | | | | | |
| P16 | #10 | 12 | 29'-9" | Columns | | | | | | A6 | #6 | 4 | 7'-4" | " | A49 | #6 | 4 | 4'-0" | Section K-K | | | | | | | | | | | | | | | | | | | | |
| P17 | #10 | 36 | 26'-6" | Columns | | | | | | A7 | #6 | 4 | 6'-11" | " | A50 | #6 | 20 | 5'-0" | Section D-D & E-E | | | | | | | | | | | | | | | | | | | | |
| P18 | #10 | 48 | 22'-6" | Columns | G2 | #6 | 88 | 3'-6" | at Abutments | A8 | #6 | 4 | 6'-7" | " | A51 | #6 | 4 | 3'-0" | Section F-F | | | | | | | | | | | | | | | | | | | | |
| P19 | #10 | 36 | 24'-6" | Columns | | | | | | A9 | #6 | 4 | 6'-2" | " | | | | | | | | | | | | | | | | | | | | | | | | | |
| P20 | #10 | 12 | 19'-0" | Columns | F1 | #6 | 532 | 24'-0" | Top Slab | A10 | #6 | 4 | 5'-10" | " | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | A11 | #6 | 4 | 5'-5" | " | S1 | #4 | 128 | 20'-0" | Approach Slab | | | | | | | | | | | | | | | | | | | | |
| | | | | | B1 | #6 | 266 | 19'-8" | Bottom Slab | A12 | #6 | 4 | 5'-1" | " | S2 | #4 | 128 | 18'-4" | | | | | | | | | | | | | | | | | | | | | |
| | | | | | B2 | #6 | 266 | 28'-3" | " | A13 | #6 | 4 | 6'-7" | " | S3 | #6 | 96 | 21'-2" | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | A14 | #6 | 4 | 7'-1" | " | S4 | #6 | 96 | 19'-10" | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | A15 | #6 | 4 | 7'-7" | " | S5 | #6 | 96 | 18'-6" | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | A16 | #6 | 4 | 8'-1" | " | S6 | #6 | 96 | 17'-2" | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | A17 | #6 | 4 | 8'-8" | Footings | S7 | #6 | 96 | 15'-10" | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | A21 | #5 | 4 | 5'-2" | Bridge Seat | S8 | #6 | 96 | 14'-6" | Approach Slab | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | A22 | #5 | 120 | 6'-7" | Wingwall | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | A24 | #5 | 20 | 6'-0" | " | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | A25 | #5 | 8 | 3'-8" | Backwall | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | A26 | #5 | 44 | 2'-6" | Wingwall Footing Dowels | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | A29 | #5 | 24 | 22'-3" | Backwall | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | A31 | #5 | 24 | 21'-7" | " & Bridge Seat | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | A32 | #6 | 12 | 22'-3" | Bridge Seat | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | A33 | #6 | 12 | 21'-7" | " | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | A34 | #5 | 12 | 23'-0" | Backwall | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | A35 | #5 | 12 | 22'-9" | " | | | | | | | | | | | | | | | | | | | | | | | | | |

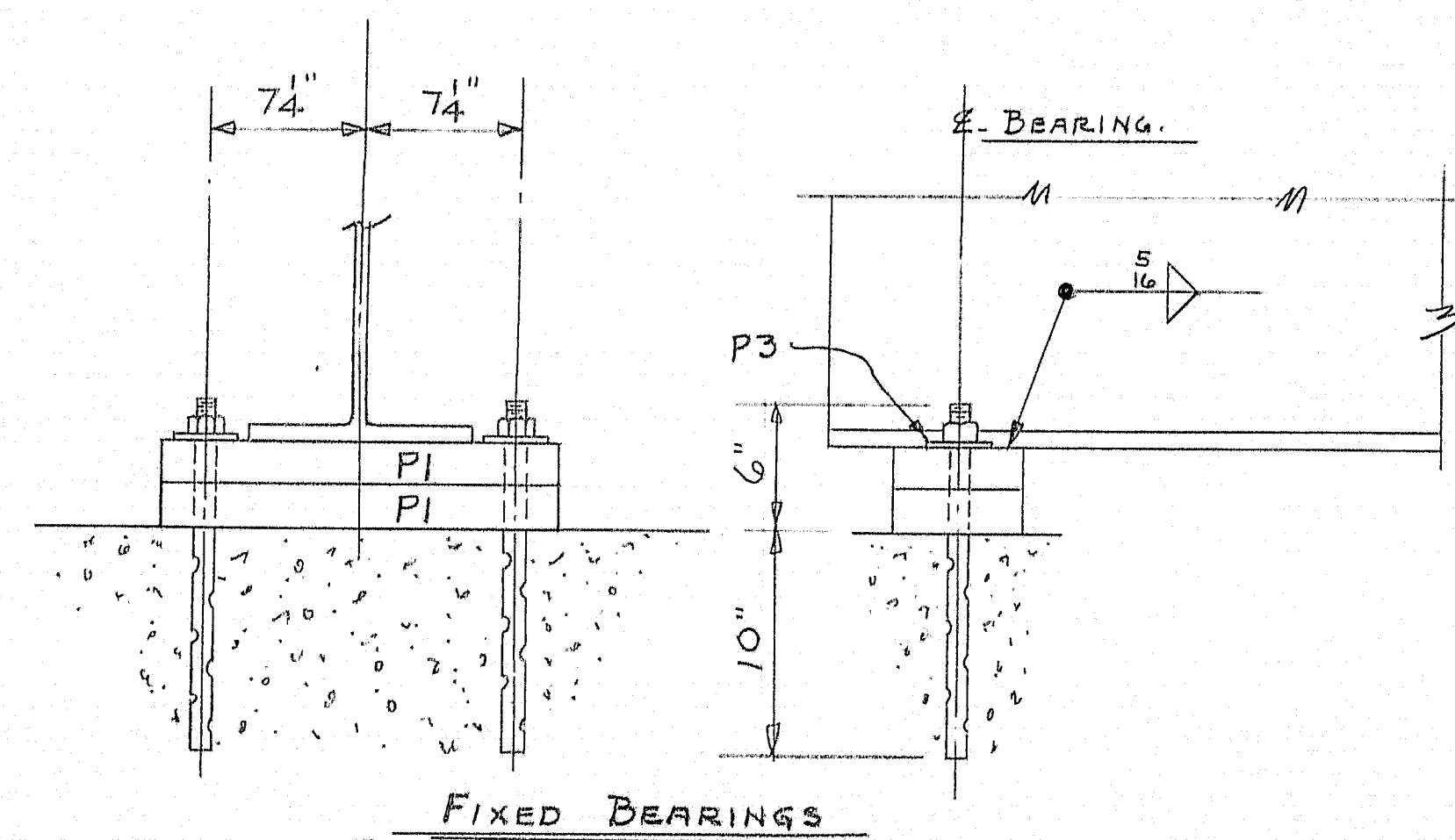
- NOTES**
- All dimensions to centerline of bars.
 - All reinforcing bars to be Intermediate Grade Steel, $f_s = 20,000$ p.s.i.

| | |
|---|------------|
| DESIGN - C.D.H. | BRIDGE NO. |
| TRACE - L.M.C. | SURVEY - |
| CHECK - A.W.T. | PLOT - |
| STATE HIGHWAY COMMISSION BRIDGE DIVISION | |
| INTERSTATE NO. 95 OVER | |
| ROUTE NO. 143 | |
| IN THE TOWN OF | |
| ETNA | |
| PENOBSCOT COUNTY | |
| REINFORCING STEEL SCHEDULE | |
| SHEET 19 OF 19 AUGUSTA, MAINE JANUARY, 1962 | |

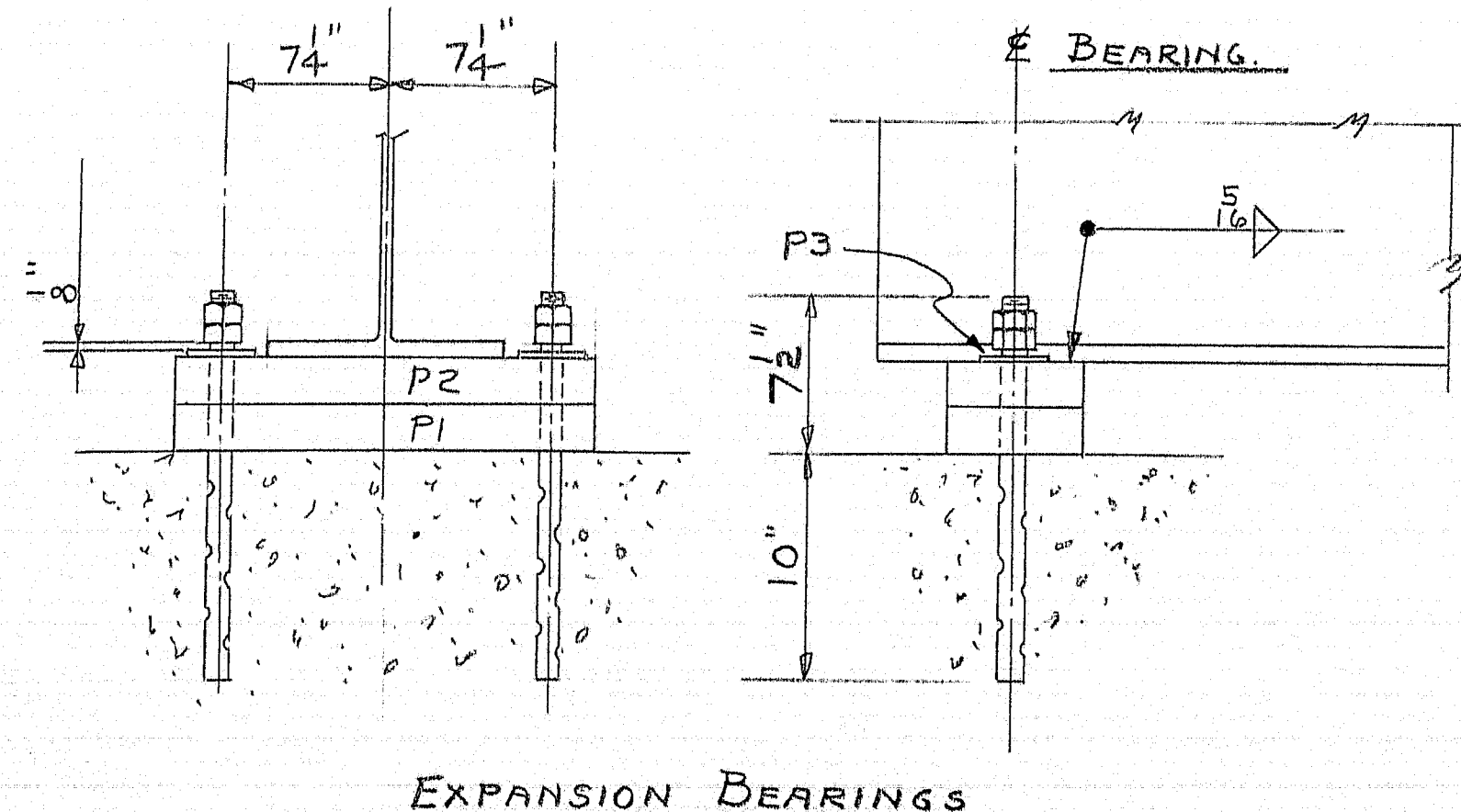




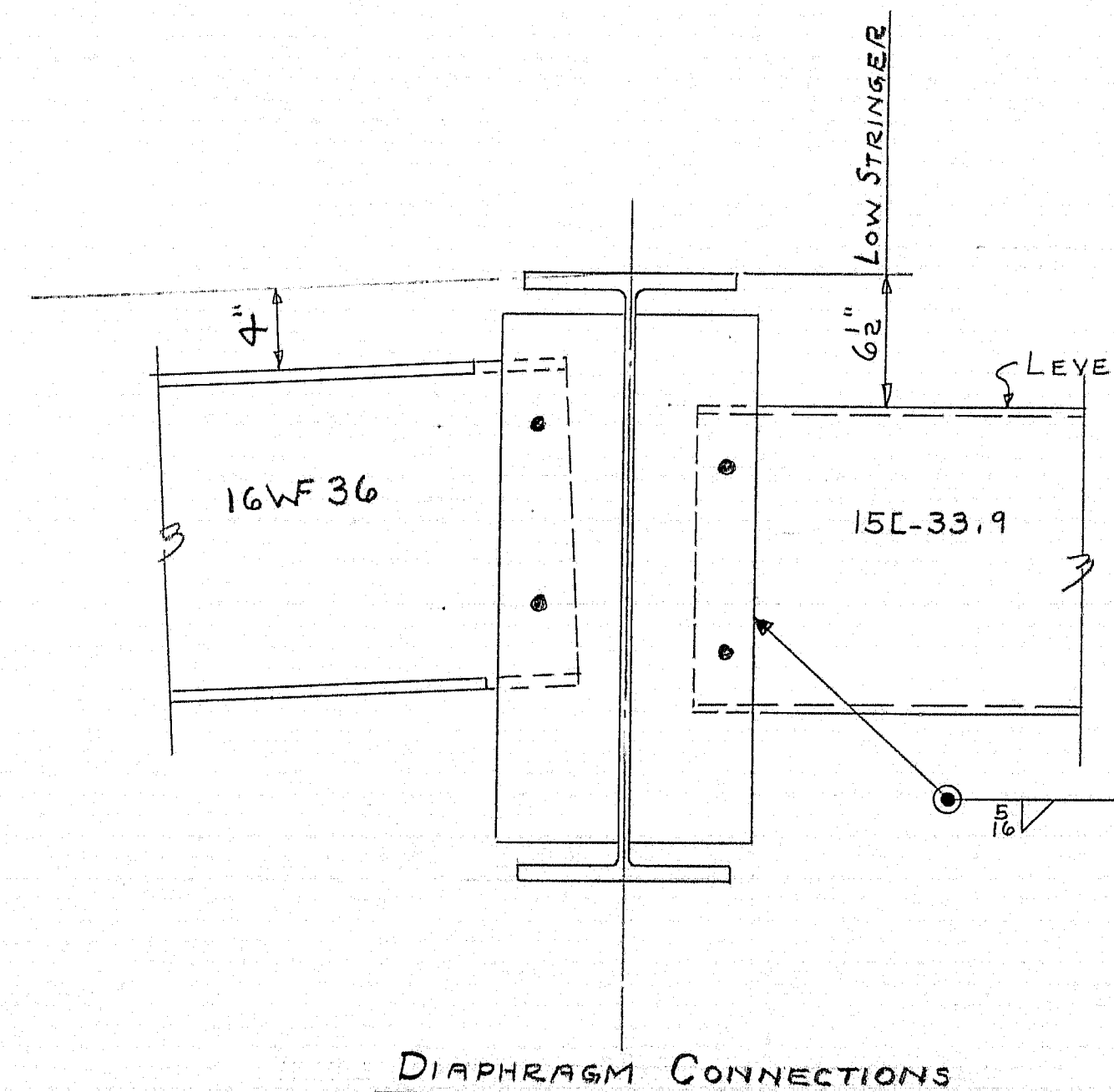
FRAMING PLAN



FIXED BEARINGS



EXPANSION BEARINGS



DIAPHRAGM CONNECTIONS

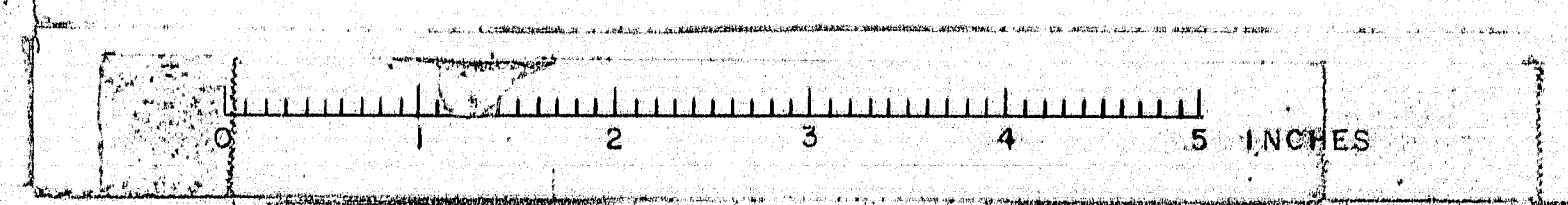
SHOP CONNECTIONS: WELD
FIELD CONNECTIONS: WELD
HOLES: AS NOTED
PAINT: STATE OF MAINE SPEC'S.

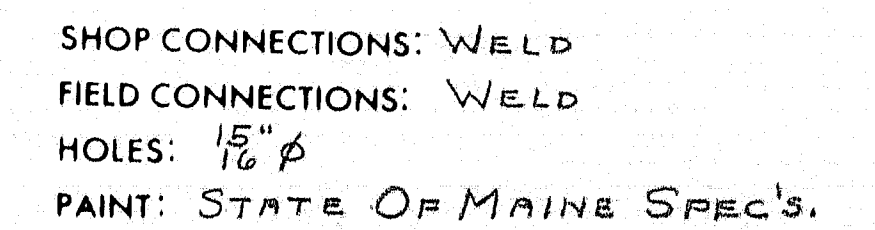
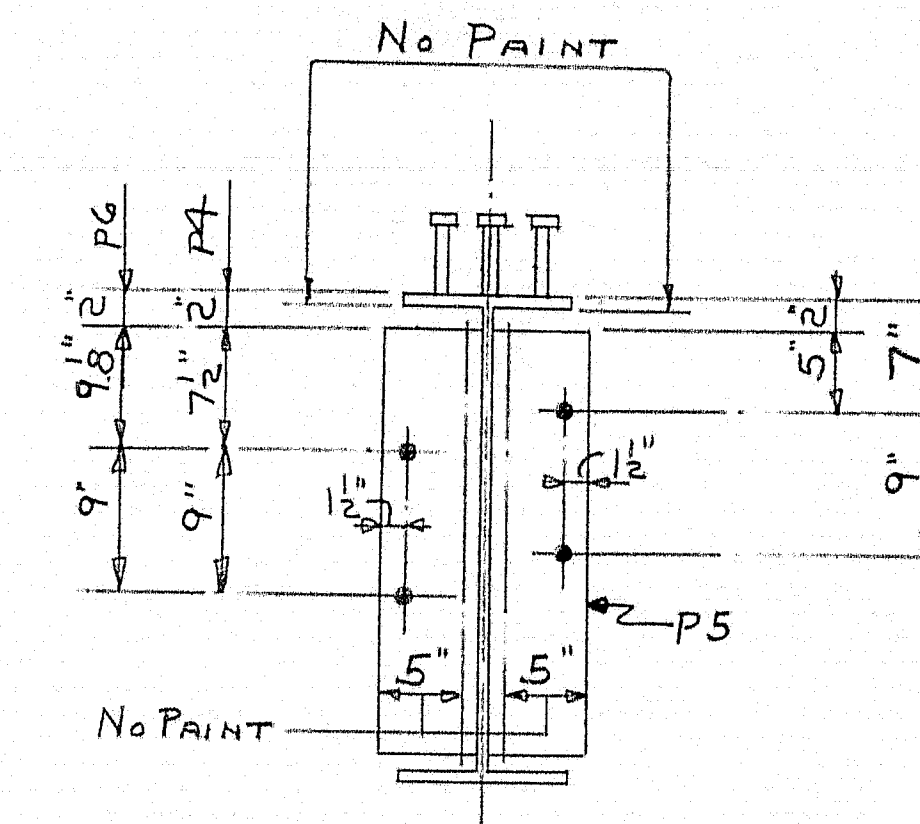
APP'D 7/12/62

FRAMING PLAN

| PRINT ISSUE | | Bancroft & Martin Rolling Mills Company Brewer, Maine | |
|-------------|---------------|--|--|
| NO. | DATE | | |
| 3 | DIST. 9-19-62 | INTERSTATE #95 OVER ROUTE 143 ETNA, MAINE | |
| 1 | SHIP 9-19-62 | | |
| 2 | F/A 7-6-62 | CUSTOMER REED & REED | |
| DRAWN | 7-3-62 D.C. | DESIGNER STATE HIGHWAY COMM. | |
| REVISION | | ORDER VERBAL | |
| REVISION | | DWG. 362-99-E1 | |

85-144C

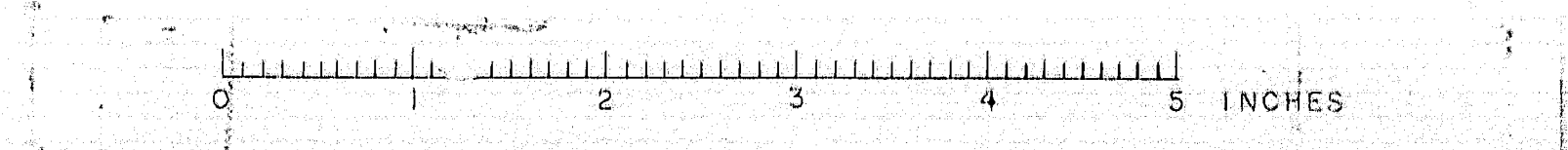
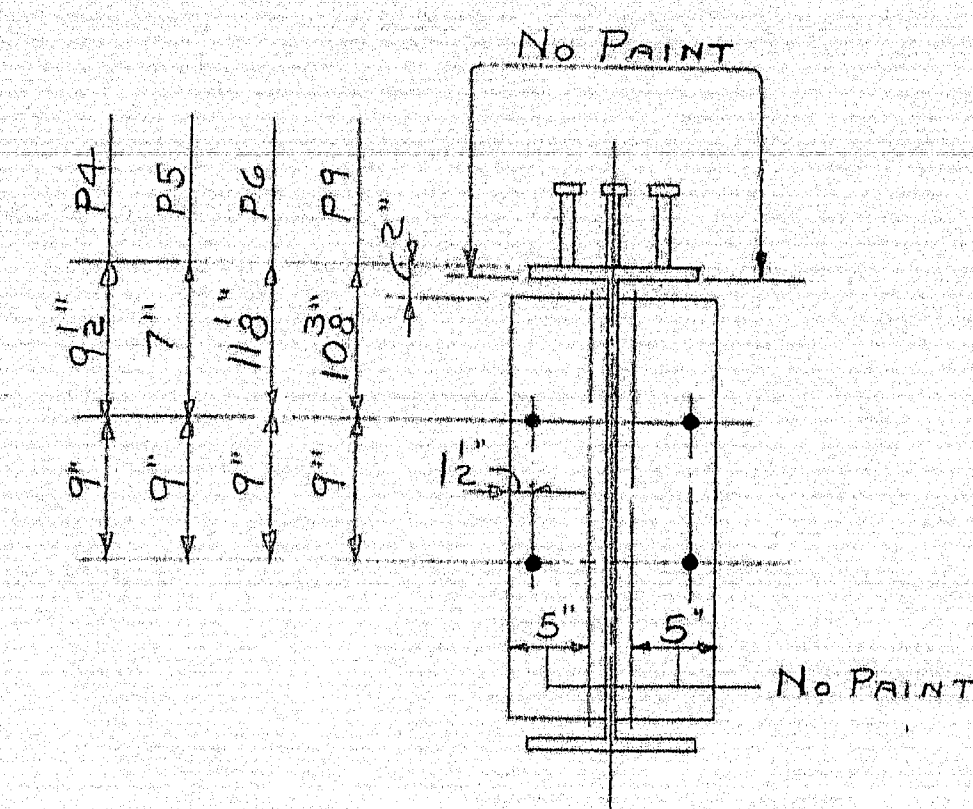




APP'D AS NOTED 7-12-62

| | | | |
|-------------|-------|--|--|
| STRINGERS | | SPANS 143 | |
| PRINT ISSUE | | <i>Bancroft & Martin Pottery Mills Company</i> <i>Brewer, Maine</i> | |
| | | | |
| 3 | DIST. | 9-19-62 | INTERSTATE #95 OVER ROUTE 143 ETNA, MAINE |
| 5 | SHIP | 9-19-62 | |
| 2 | FILE | 7-6-62 | |
| DRAWN | | 7-3-62 | DC. |
| REVISION | | | |
| REVISION | | | |
| REVISION | | | |
| ORDER | | VERBAL | DWG. 662-99-52 |

85-144 E

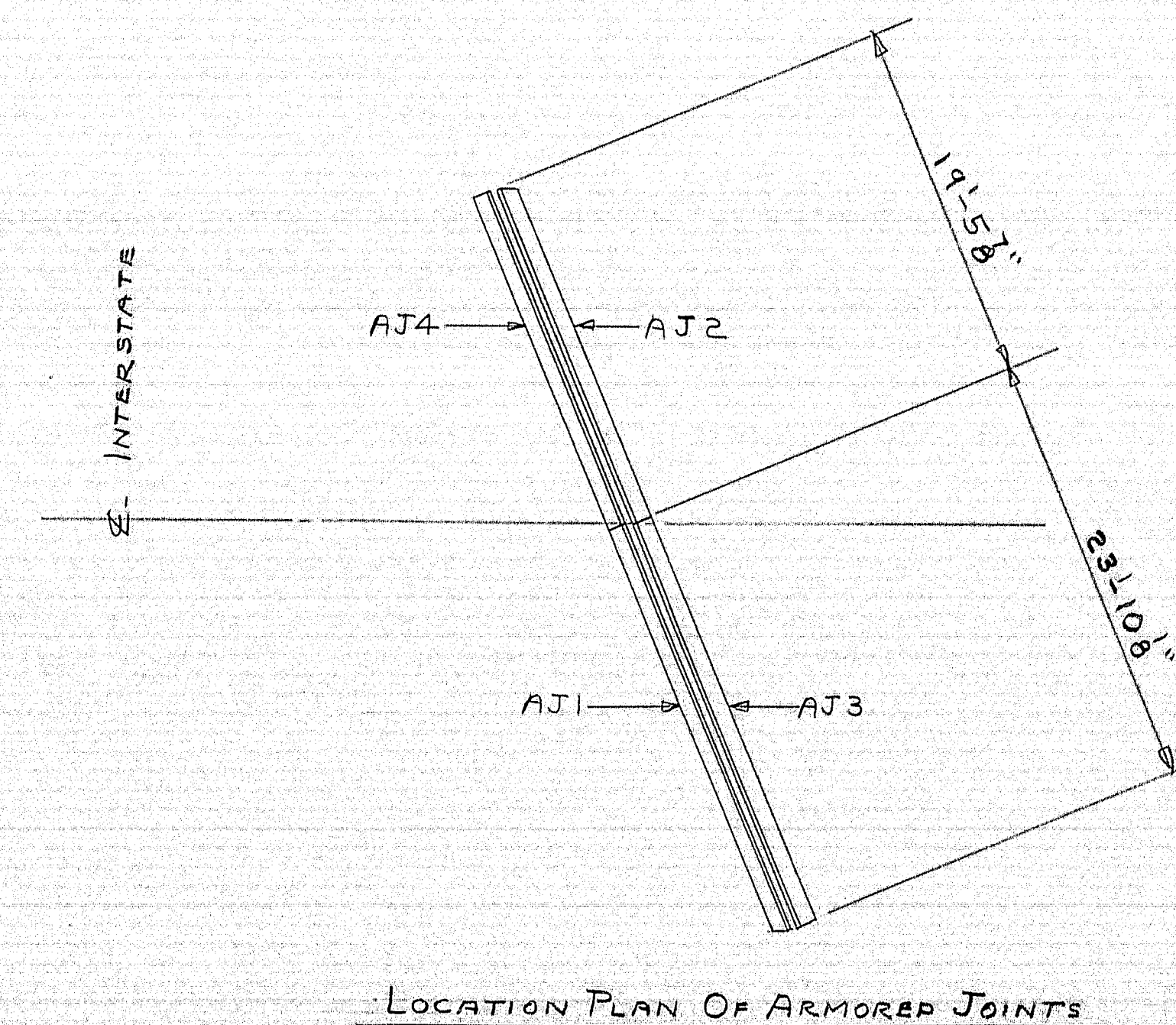
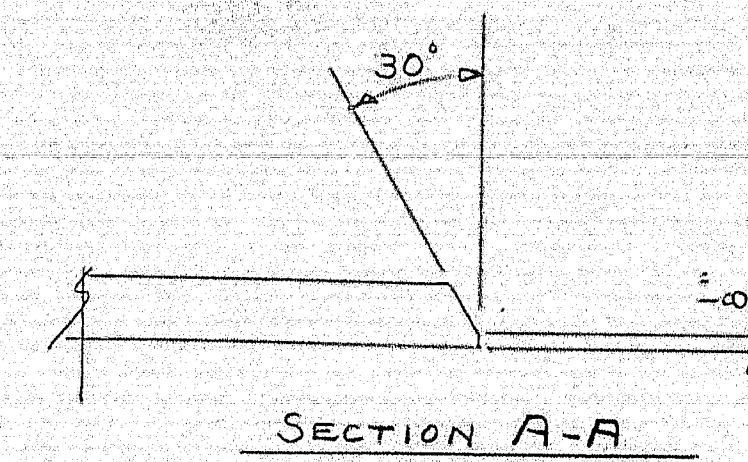


SHOP CONNECTIONS: WELD
FIELD CONNECTIONS: WELD
HOLES: 1/2"
PAINT: STATE OF MAINE SPEC

APP'D AS NOTED 7-12-62

| PRINT ISSUE | | <i>Ramcraft & Martin Rollings Mfg Company</i> <i>Brewer, Maine</i> INTERSTATE #95 OVER ROUTE 143 ETNA, MAINE CUSTOMER <u>REED & REED</u> DESIGNER <u>STATE HIGHWAY COMM.</u> ORDER <u>VERBAL</u> DWG <u>862-99-54</u> |
|--------------|---------------|---|
| 3 | DIST. 9-19-62 | |
| 5 | SHOP 9-19-62 | |
| 2 | FIP 7-6-62 | |
| DRAWN 7-5-62 | D.C. | |
| REVISION | | |
| REVISION | | |
| REVISION | | |

85-144 G



SHOP CONNECTIONS: 7/8 H.S. BOLTS
FIELD CONNECTIONS: WELD
HOLES: 1 1/2" Ø
PAINT: STATE OF MAINE SPEC.

| | |
|-------------------------|---|
| APP'D. AS NOTED 7-13-62 | |
| ARMORED JOINTS | |
| PRINT ISSUE | <i>Bancroft & Martin Rollings Mills Company</i> <i>Brewer, Maine</i> |
| | |
| | |
| | |
| | |
| 3 DIST. 9-19-62 | INTERSTATE OVER ROUTE 143 ETNA, MAINE |
| 5 SHOP 9-19-62 | |
| 2 F/A 7-6-62 | |
| DRAWN 7-6-62 D.C. | CUSTOMER <u>REED & REED</u> |
| REVISION | DESIGNER <u>STATE HIGHWAY COMM.</u> |
| REVISION | |
| REVISION | |
| | ORDER <u>VERBAL</u> DWG. <u>B62-99-S6</u> |

05-1441

