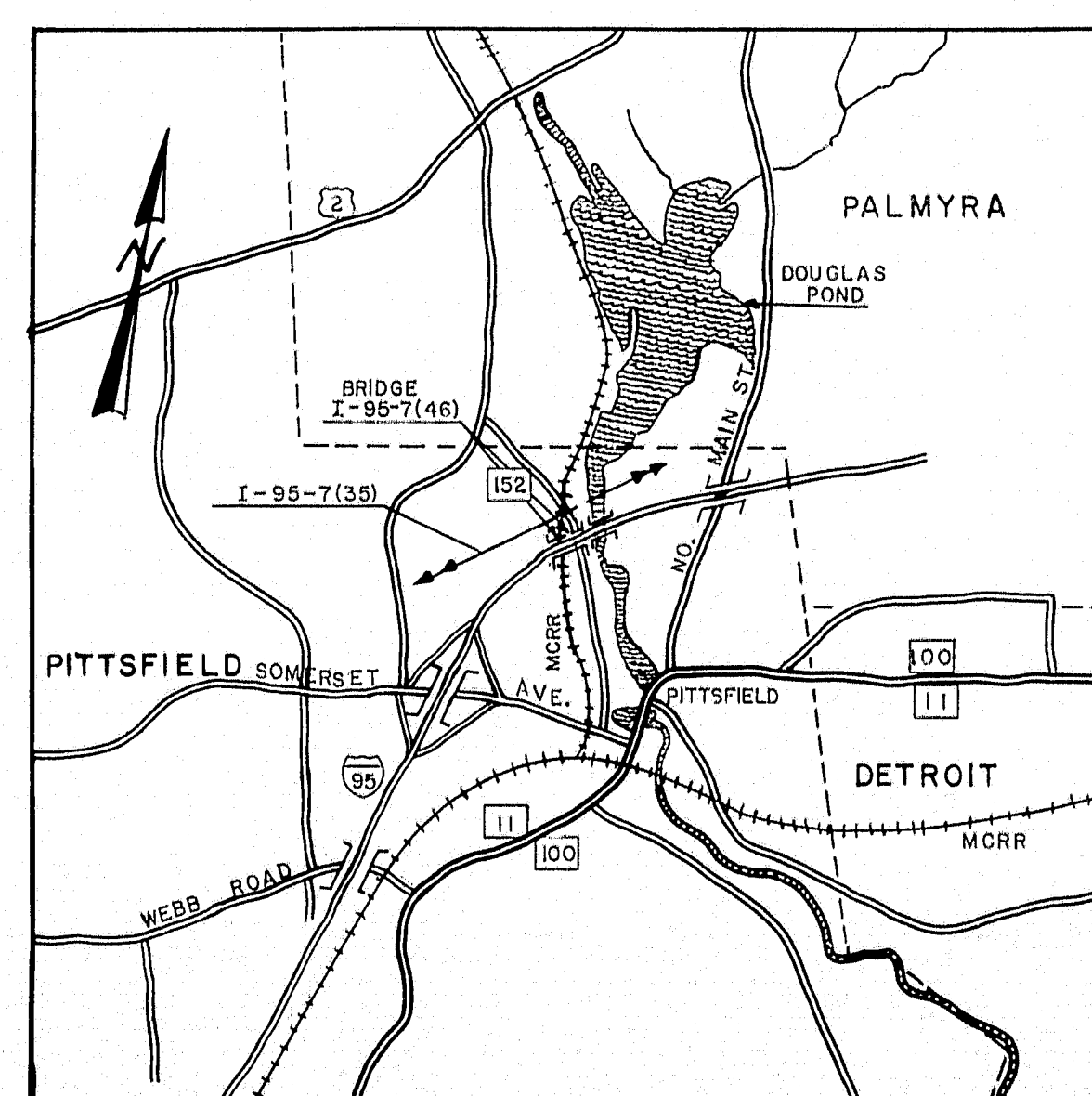


STATE OF MAINE
STATE HIGHWAY COMMISSION



INTERSTATE 95
OVER
MAINE CENTRAL RAILROAD &
ROUTE 152
IN THE TOWN OF
PITTSFIELD
SOMERSET COUNTY
FEDERAL AID PROJECT NO. I-95-7(46)144
LENGTH OF PROJECT 0.082 MILES



LOCATION MAP
APPROX. SCALE - 1" = 1 MILE

TRAFFIC

ROUTE 152		INTERSTATE 95
1300	A.D.T. 1963	5935
1820	A.D.T. 1983	7990
218	D.H.V.	959
11%	T.	11%
60%	D.	60%
55 MPH	V.	60 MPH

APPROVED
MAINE CENTRAL RAILROAD COMPANY

W. Wiggins
CHIEF ENGINEER

5-17-63
DATE

APPROVED
MAINE STATE HIGHWAY COMMISSION

David F. Smith
CHAIRMAN
Robert A. Williams
CHIEF ENGINEER
5/18/63
DATE

NOTE -
FOR INDEX OF SHEETS SEE SHEET 1A

DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
REGION 1	
APPROVED	
DIVISION ENGINEER	DATE

SPECIFICATIONS

DESIGN: A.A.S.H.O. Standard Specifications for Highway Bridges, 1961, with Interim Specifications 1961, 1962.

CONTRACT: State of Maine, State Highway Commission, Standard Specifications Highways and Bridges, Revision of January, 1958, and Supplemental Specifications.

LIVE LOADING

HS 20-44 as modified for Interstate Highways.

ALLOWABLE STRESSES

Structural Steel - $\frac{1}{2}$ - 20,000 p.s.i.
Reinforcing Steel - $\frac{1}{2}$ - 20,000 p.s.i.
Concrete - $\frac{1}{2}$ - 1200 p.s.i., n=10

CONCRETE CLASSIFICATION

All Concrete - Class "A" except concrete fill under Pier "I" - MCB-NB
Concrete fill shall be Class "B".

ELEVATIONS

Elevations are based on Bench Mark #29, Highway Vertical Spike in Birch, 130' left of Sta. 2181+00, N.B. Elev. 226.02.

ESTIMATE OF QUANTITIES

ITEM DESCRIPTION	C.Y.	STRUCTURES			APPROACHES	TOTAL
		Interstate Northbound over Maine Central Railroad	Interstate Northbound over Route 152	Interstate Southbound over Maine Central Railroad & Route 152		
Structural Earth Excavation, Drainage	C.Y.				40	40
Structural Earth Excavation, Piers	C.Y.	230	80	250		560
Gravel Borrow, In Place Measure	C.Y.				10,200	10,200
Borrow	C.Y.				12,300	12,300
Granular Borrow	C.Y.				1200	1200
Gravel Base Course, In Place Measurement	C.Y.				2000	2000
Bituminous Concrete Surface Course, Type A	Tons	75	75	140		310
Portland Cement Concrete, Abuts & Retaining Walls	C.Y.	234	206	210		650
Portland Cement Concrete, Piers	C.Y.	192	135	278		605
Portland Cement Concrete, Roadway & Sidewalk Slabs on Steel Bridges	C.Y.	190	183	393		766
Portland Cement	Barrels	925	785	1320		3030
Structural Steel, Fabricated & Delivered	L.S.					Lump Sum
Structural Steel, Erection	L.S.					Lump Sum
Structural Steel, Field Painting	L.S.					Lump Sum
Reinforcing Steel, Delivered	Lbs.	93,000	78,700	146,500		318,200
Reinforcing Steel, Placing	Lbs.	93,000	78,700	146,500		318,200
Steel H-beam Piles, 42 lbs./linear foot	L.Ft.	2055	3020	4700		9775
Bridge Rail	L.Ft.	356	344	700		1400
Membrane Waterproofing	S.Y.	760	670	1450		2880
Epoxy Resin Surface Sealant	S.Y.	110	90	90		290
Slope Paving	S.Y.				805	805
Granite Bridge Curb	L.Ft.	370	360	715		1445
Loam Borrow	C.Y.				900	900
Seeding - Method No. 2	Units				100	100
Hay Mulch	Tons				11	11
Asphalt Mulch Binder	Gals.				2700	2700
Bituminous Treated Stone Slope Protection	S.Y.				1000	1000

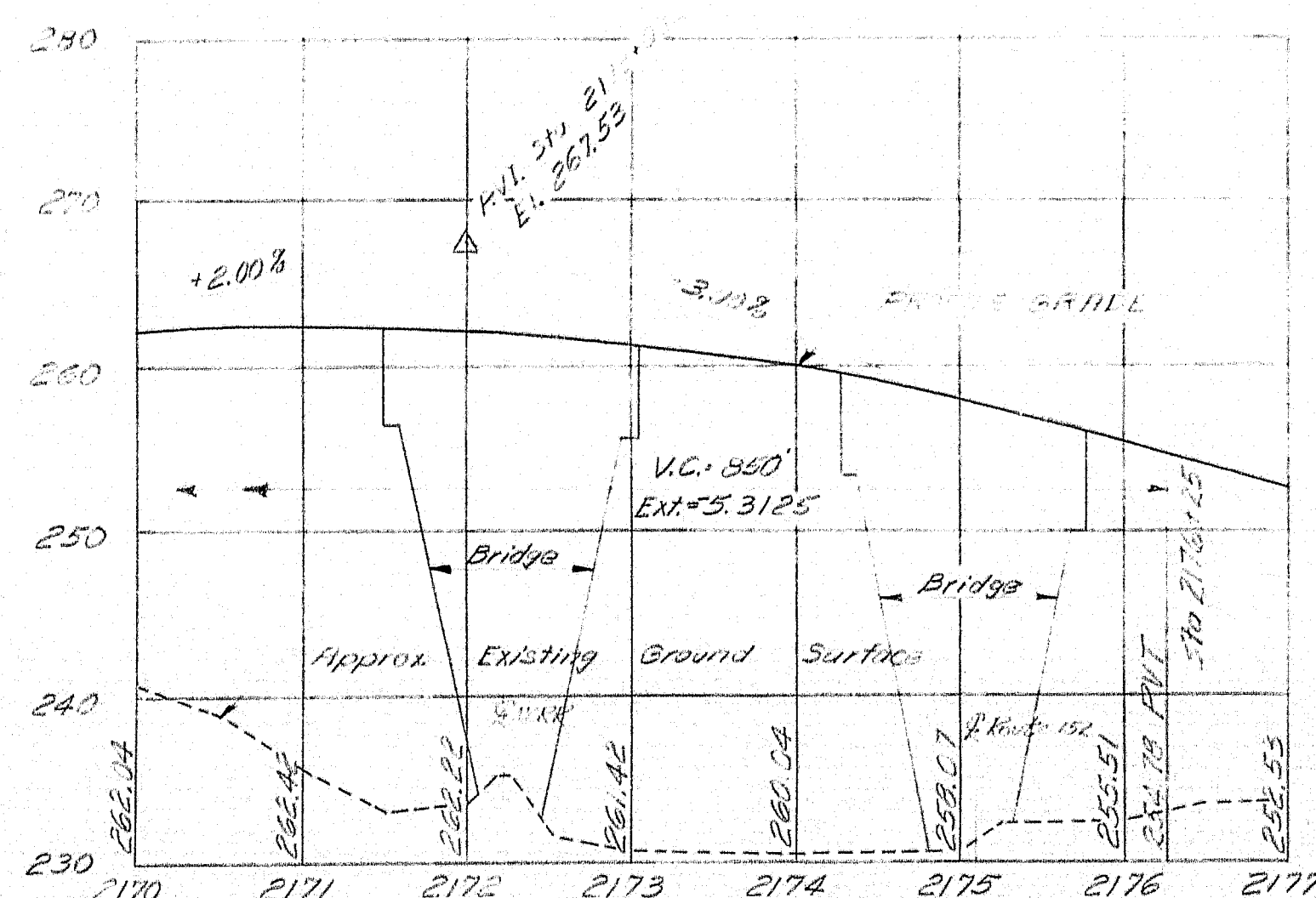
* Not a part of this contract.
* Estimated quantity of structural steel (including drains)
Interstate Northbound over M.C.R.R. 147,800 lbs.
Interstate Northbound over Route 152 133,800 lbs.
Interstate Southbound over M.C.R.R. & Route 152 353,600 lbs.
Total 635,200 lbs.

INDEX OF SHEETS

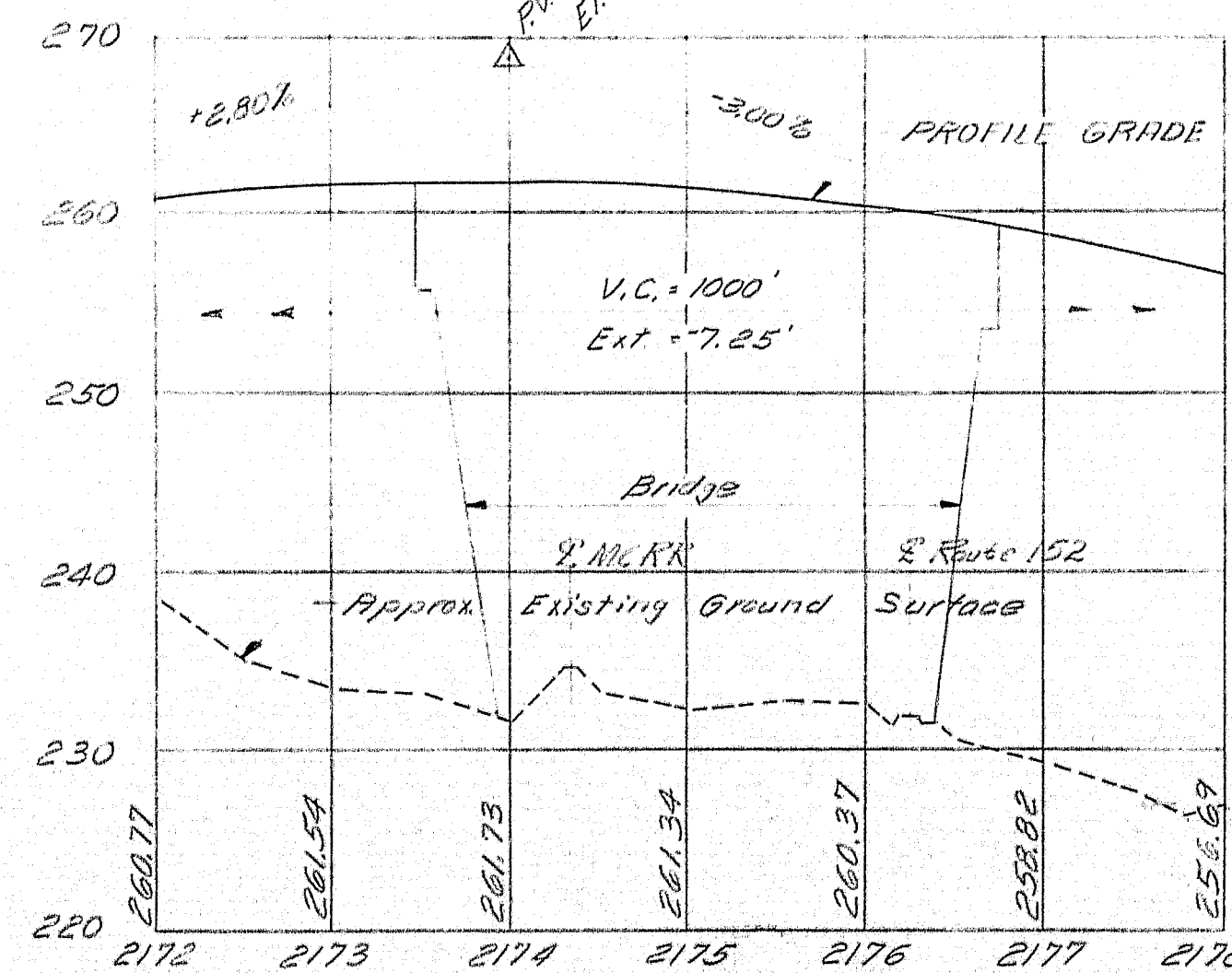
- Title Sheet
- Index, Northbound, Southbound, Piers
- General Plan & Elevation
- Maine Central Railroad Survey
- Foundation Survey
- Boring Details
- Reinforcing Work - Northbound, Stone Paving
- Reinforcing Work - Southbound
- Plan of Cross Sections
- Abutment No. 1 - Maine Central Railroad - Northbound
- Abutment No. 2 - Maine Central Railroad - Northbound
- Abutment No. 1 - Route 152 - Northbound
- Abutment No. 2 - Route 152 - Northbound
- Abutment No. 1 - M.C.R.R. & Route 152 - Southbound
- Abutment No. 2 - M.C.R.R. & Route 152 - Southbound
- Piers - Maine Central Railroad - Northbound
- Piers - Route 152 - Northbound
- Piers - Southbound
- Foundation Plan - Maine Central Railroad Northbound
- Foundation Plan - Route 152 - Northbound
- Structural Steel Foundation Plan - Southbound
- Expansion Joints - Northbound
- Expansion Joints - S.B., Drain Detail, Superstructure Notes
- Superstructure Details
- Blocking Details - Northbound
- Superstructure - M.C.R.R. - Spans 1 & 2 - Northbound
- Superstructure - M.C.R.R. - Spans 2 & 3 - Northbound
- Superstructure - Route 152 - Northbound
- Blocking Details - Southbound
- Deck Layout - Southbound
- Superstructure - Spans 1 & 2 - Southbound
- Superstructure - Spans 3, 4, 5 - Southbound
- Superstructure - Spans 4 & 5 - Southbound
- Reinforcing Steel Schedule - Abutments
- Reinforcing Steel Schedule - Piers & Superstructure

STANDARD DETAILS

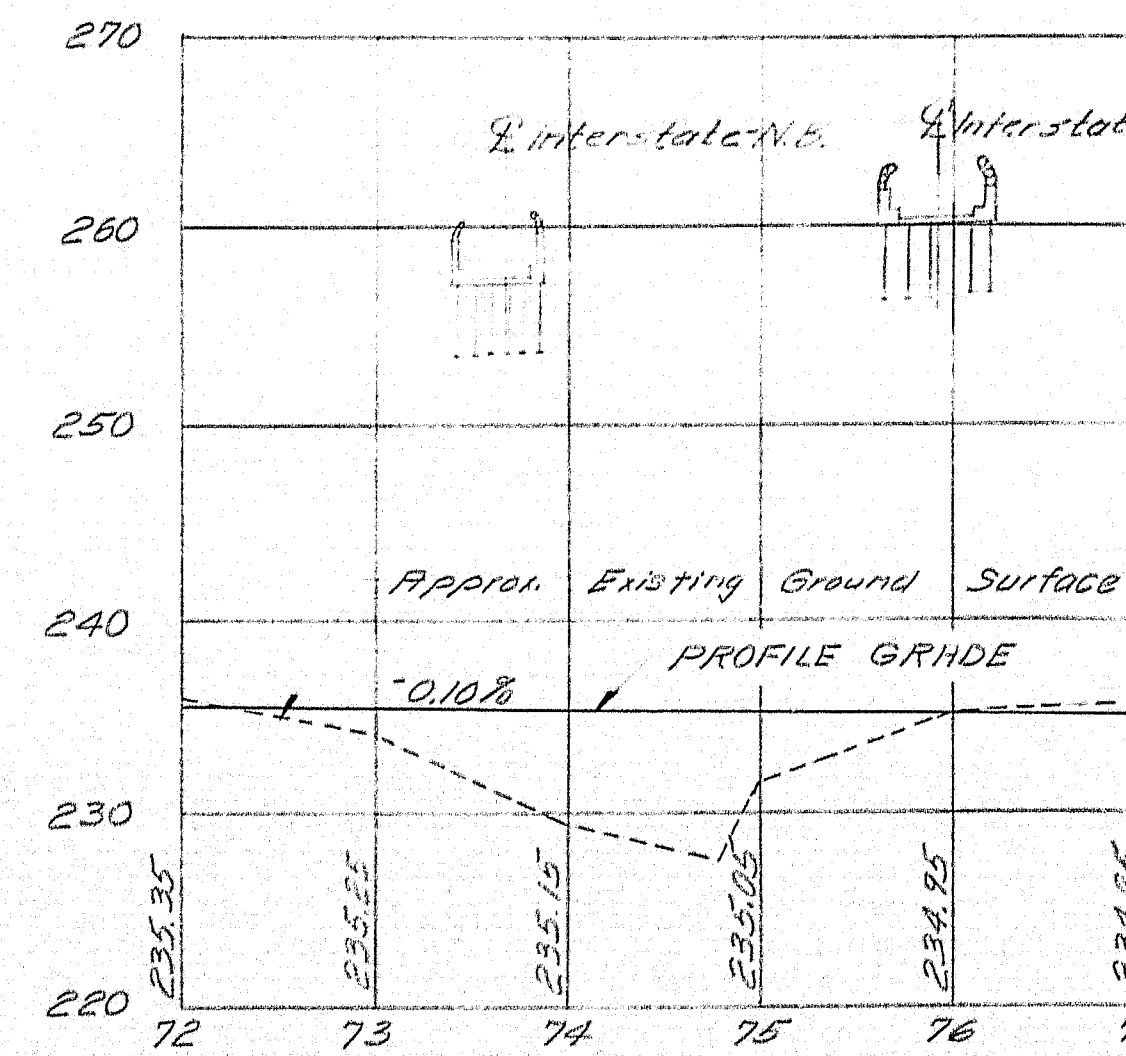
- BD 11-65 Reinforcing Pier/Pile
BD 11-65 Bridge Rail
BD 11-65 Bridge Spillway
BD 11-65 Diaphragm, Armored Joint
Shear Connectors, Drains



PROFILE & INTERSTATE - NORTHBOUND



PROFILE & INTERSTATE - SOUTHBOUND

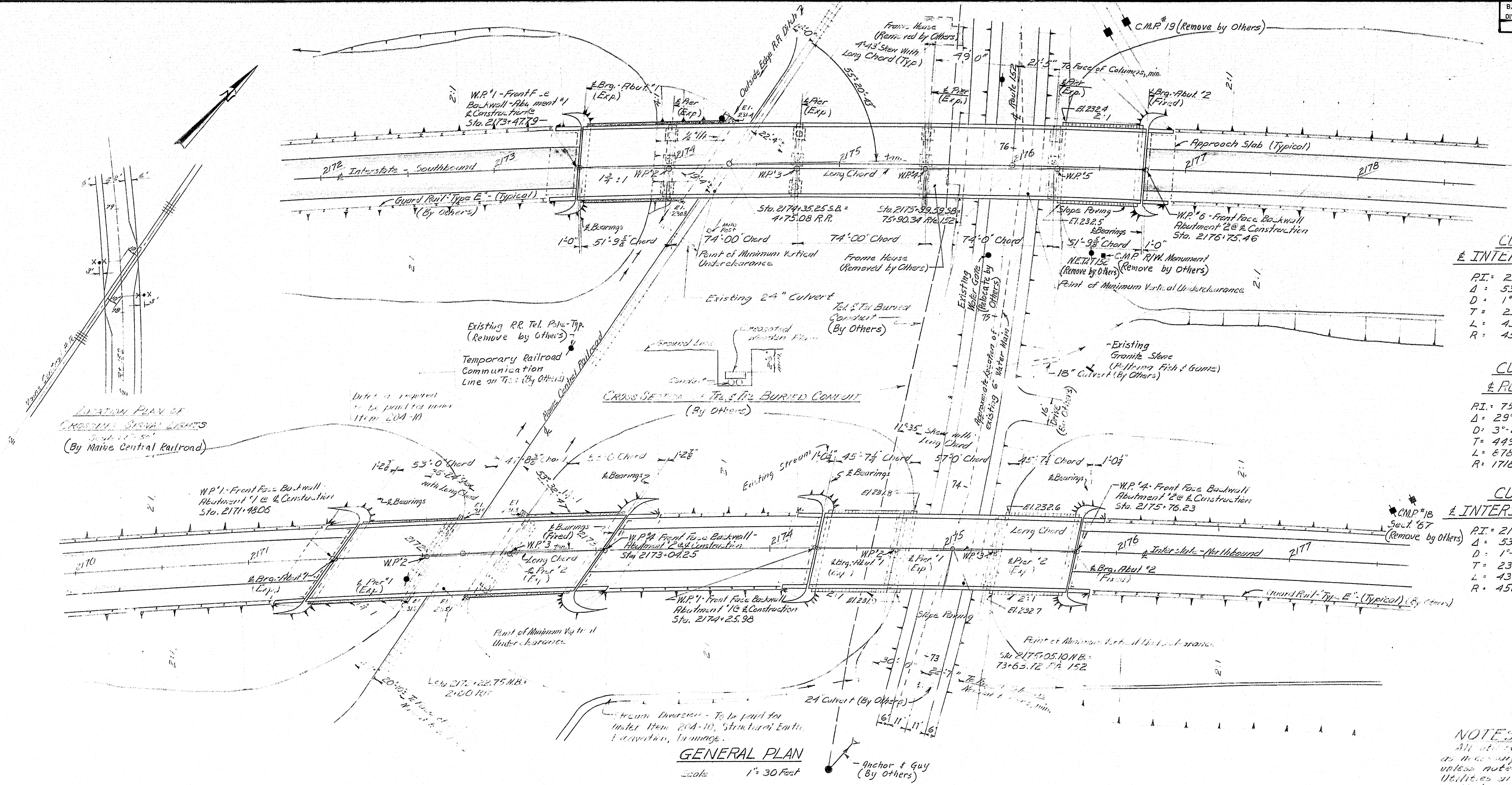


PROFILE & ROUTE 152

PROFILE SCALES:
Horiz. 1"=100'
Vert. 1"=10'

DESIGN - C.D.H. & P.W. TRACE - L.L.B. CHECK - J.D.D.	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION INTERSTATE 95 OVER MAINE CENTRAL RAILROAD & ROUTE 152 IN THE TOWN OF PITTSFIELD SOMERSET COUNTY INDEX, QUANTITIES, SPECIFICATIONS, PROFILES SHEET 1A OF 41 AUGUSTA, MAINE JAN. 63	

B.P.R.	STATE	PROJECT NUMBER	SHEET	TOTAL
DIV. NO.	MAINE	1-95-7(46)	2	41



CURVE DATA INTERSTATE-SOUTHBOUND

$PI = 2178+76.36$
 $\Delta = 53^{\circ}45'05''$
 $D = 1^{\circ}15'$
 $T = 2322.99$
 $L = 4300.12$
 $R = 4583.66$

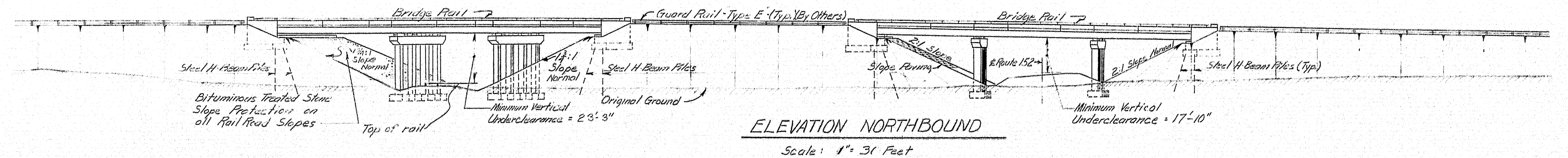
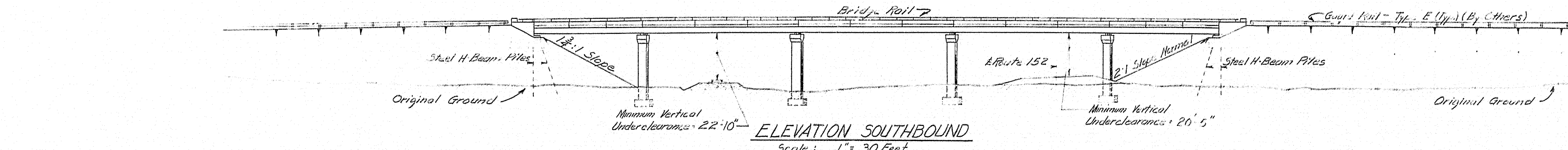
CURVE DATA ROUTE 152

$PI = 75+23.69$
 $\Delta = 29^{\circ}17'20''$
 $D = 3^{\circ}20'$
 $T = 449.20$
 $L = 678.75$
 $R = 1718.87$

CURVE DATA INTERSTATE-NORTHBOUND

$PI = 2178+08.23$
 $\Delta = 53^{\circ}45'05''$
 $D = 1^{\circ}15'$
 $T = 2322.99$
 $L = 4300.12$
 $R = 4583.66$

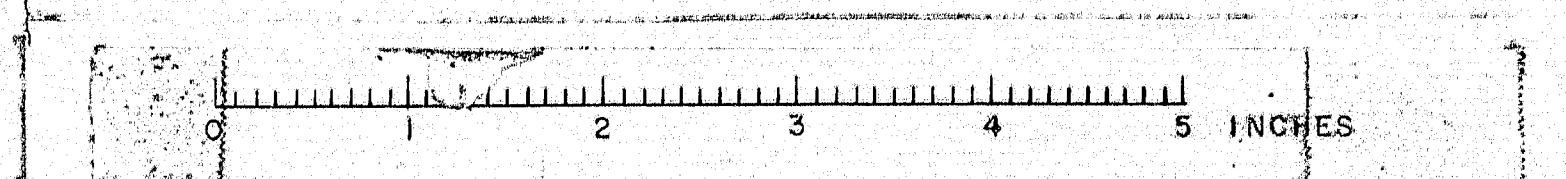
NOTES:
 All utility lines to be located as shown by the respective utilities unless noted.
 Utilities are:
 Maine Central Railroad Co.
 New England Tel. & Tel. Co.
 Pittsfield Water Works
 Central Maine Power Co.
 This plan shows ultimate construction.
 See "Section through Interstate-Southbound, 10' 0" and Section through Interstate-Northbound, 10' 0" for roadway work in this contract.
 For "Project Limits" and "Limit of Work" see sheets 3 & 9.



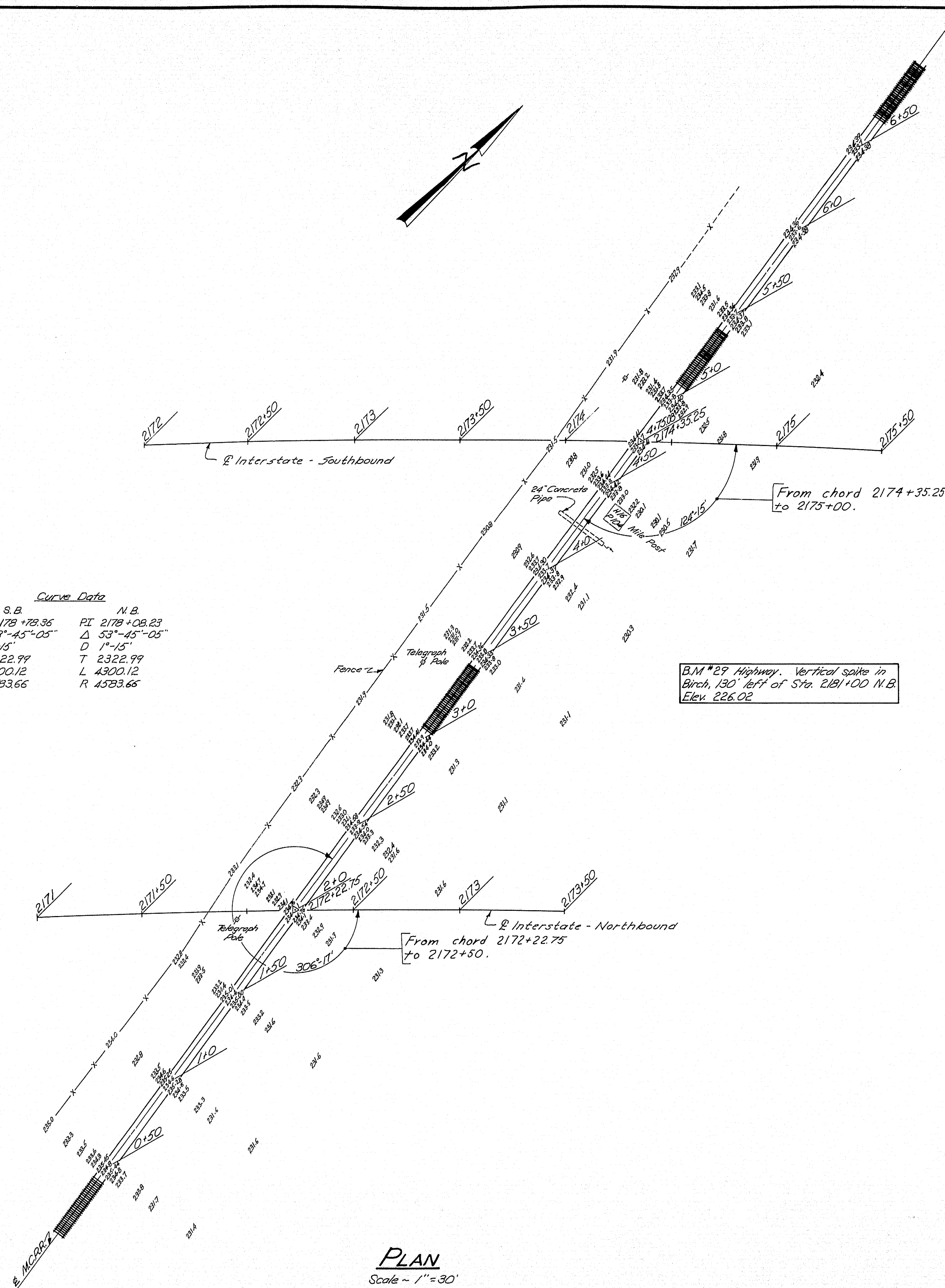
DESIGN - C. D. H.
 SURVEY - J. W.
 CHECK - D. J. H.

BRIDGE NO.
 SURVEY -
 PLOT -

STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
INTERSTATE 95
 OVER
MAINE CENTRAL RAILROAD
& ROUTE 152
 IN THE TOWN OF
PITTSFIELD
SOMERSET COUNTY
 GENERAL PLAN & ELEVATIONS
 SHEET 2 OF 41 AUGUSTA, MAINE JAN. 63



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(46)	3	41



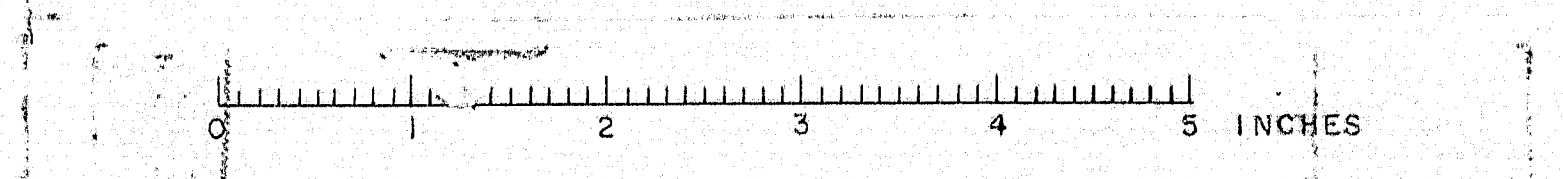
Curve Data

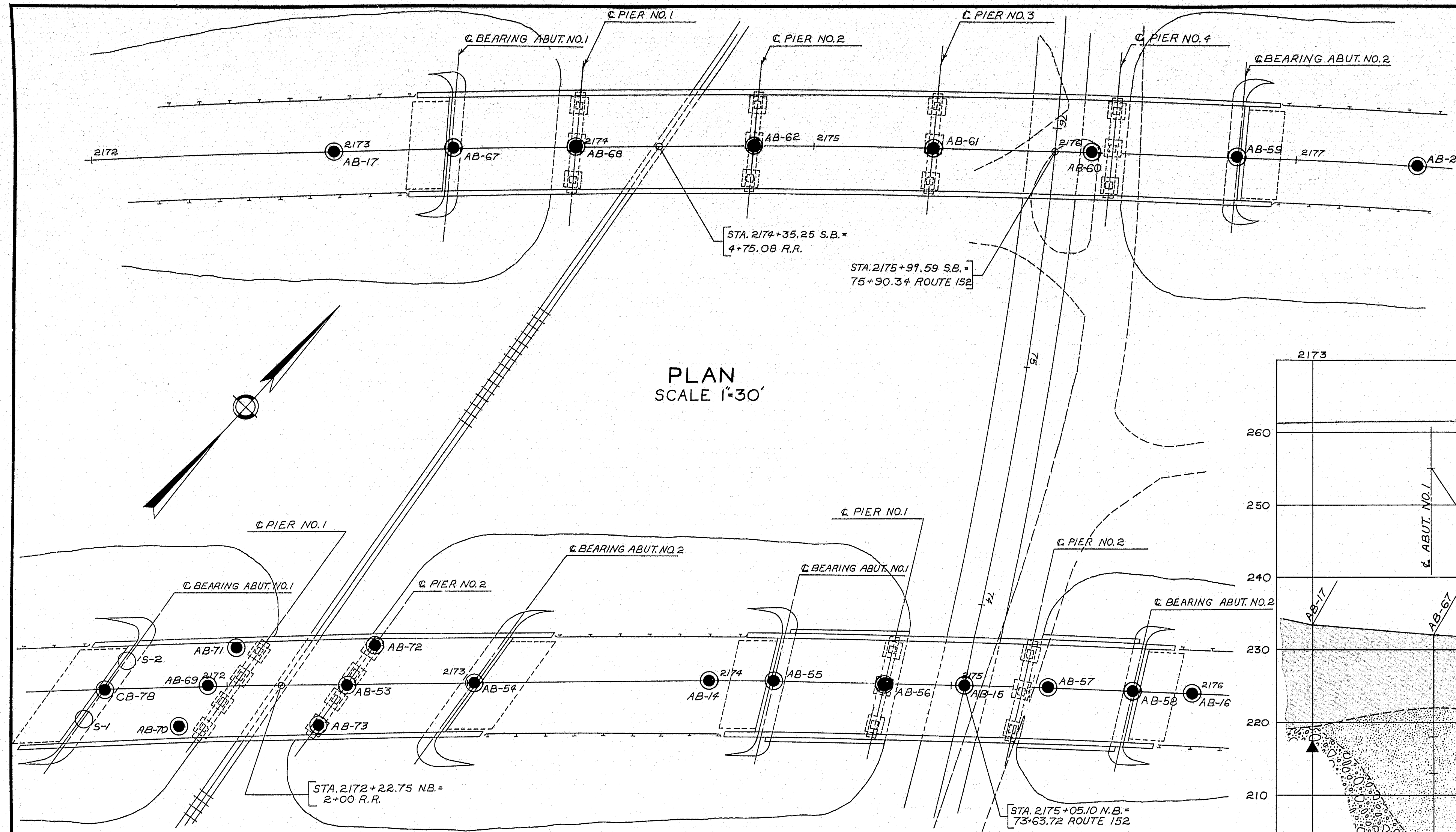
S.B.	N.B.
PI 2178+78.36	PI 2178+08.23
Δ 53°-45'-05"	Δ 53°-45'-05"
D-1°-15'	D-1°-15'
T 2322.97	T 2322.97
L 4300.12	L 4300.12
R 4523.66	R 4523.66

B.M. #29 Highway. Vertical spike in
Birch, 130' left of Sta. 2171+00 N.B.
Elev. 226.02

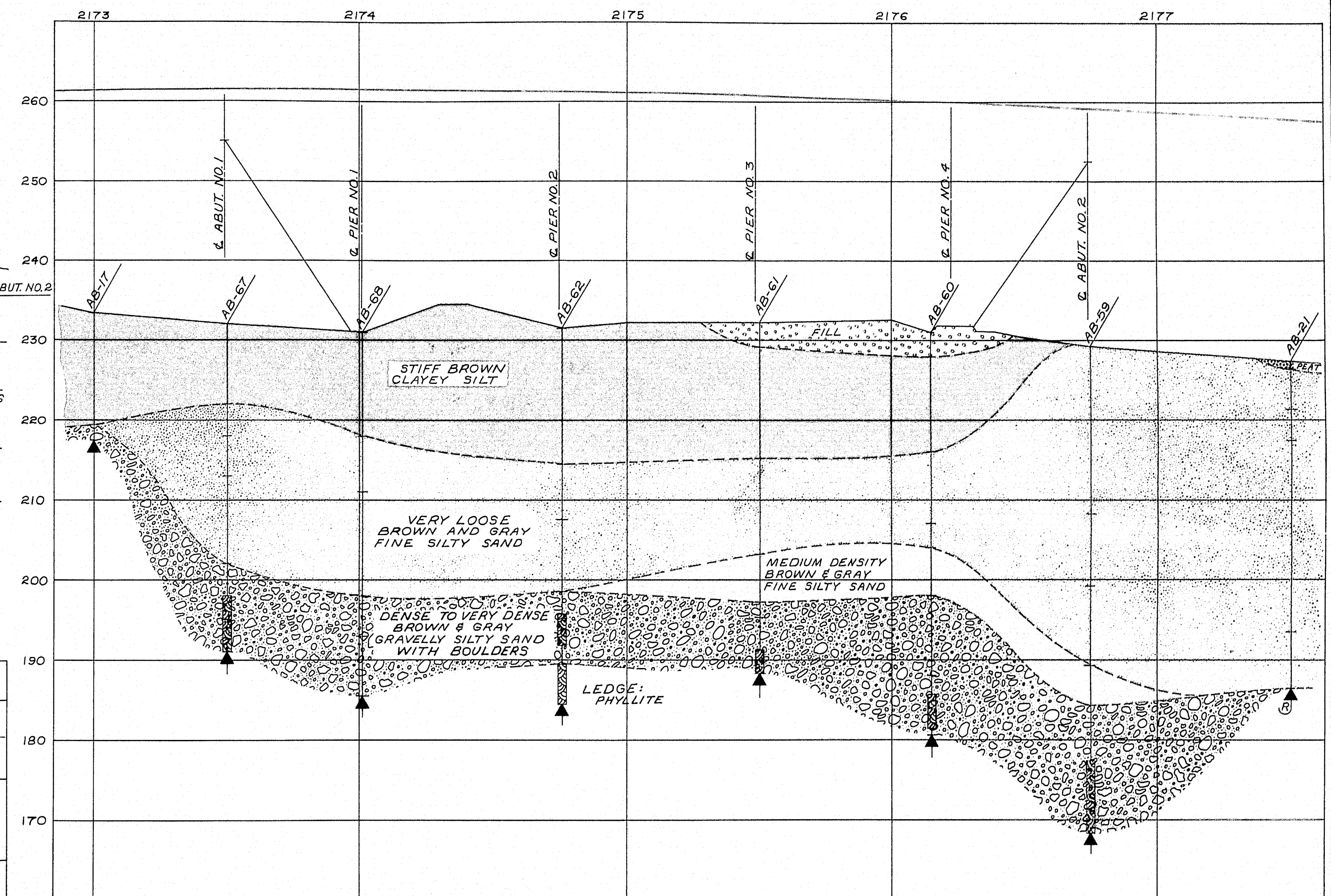
PLAN
Scale - 1" = 30'

DESIGN- TRACE- CHECK-	BRIDGE NO. SURVEY- PLOT-
ROG ROG ROG	BLAKE ROG
STATE HIGHWAY COMMISSION BRIDGE DIVISION INTERSTATE 95 OVER MAINE CENTRAL RAILROAD & ROUTE 152 IN THE TOWN OF PITTSFIELD SOMERSET COUNTY MAINE CENTRAL RAILROAD SURVEY SHEET 3 OF 4 AUGUSTA, MAINE JULY 1962	

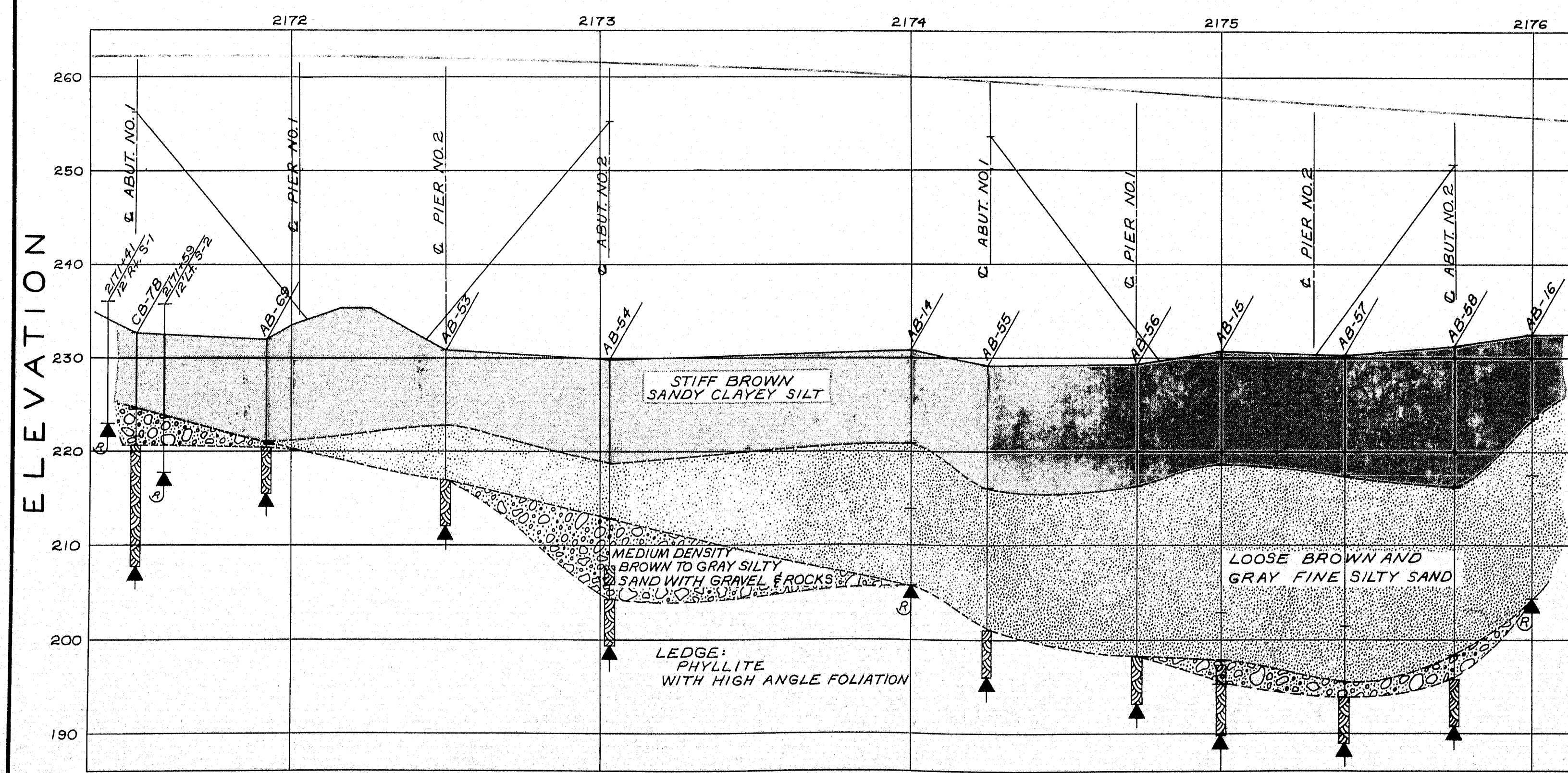




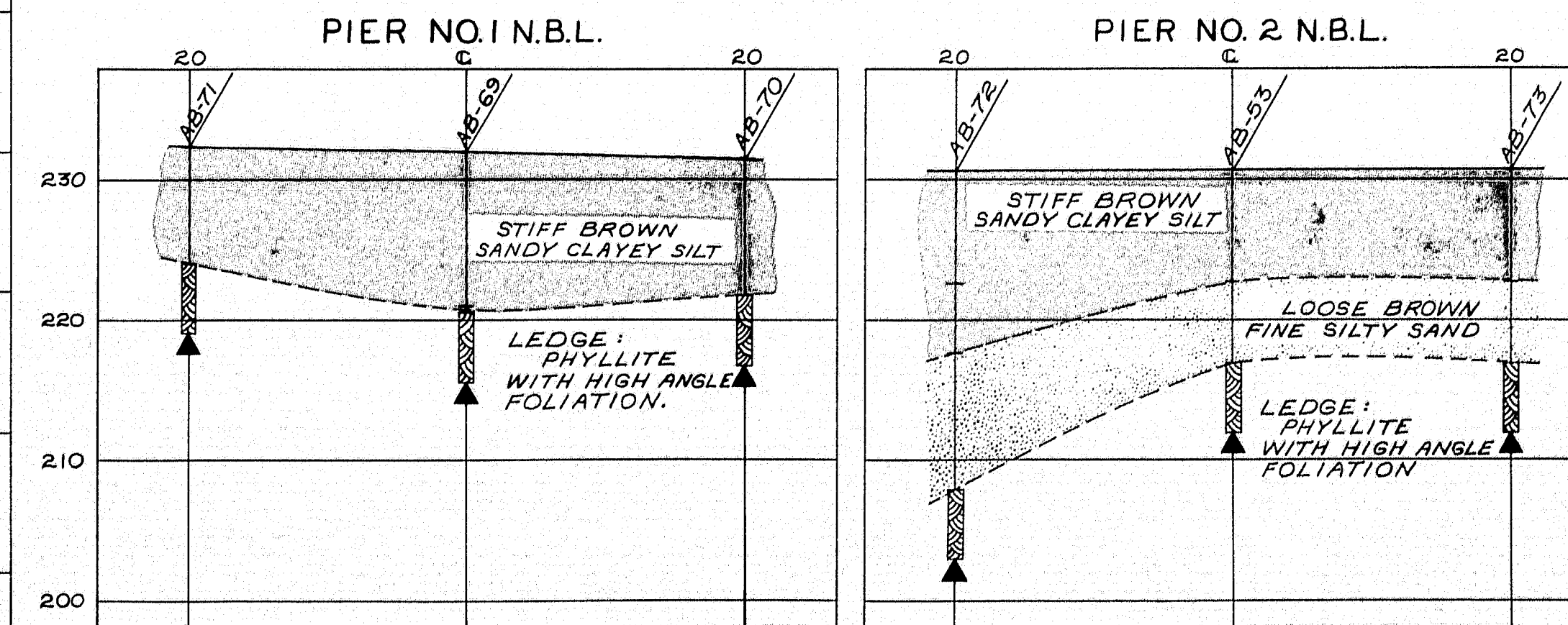
PROFILE SOUTHBOUND LANE



PROFILE NORTHBOUND LANE



TRANSVERSE SECTIONS

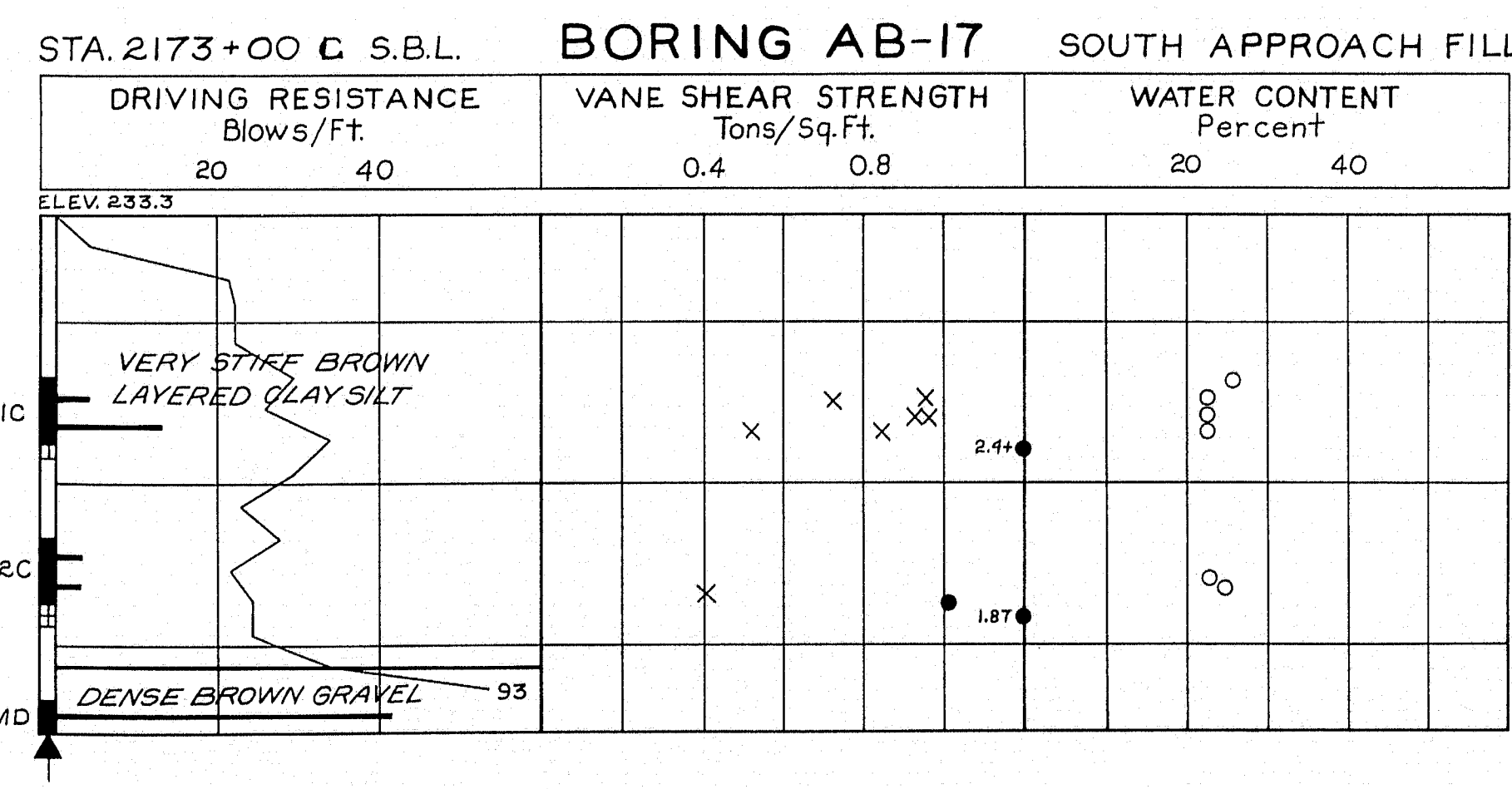
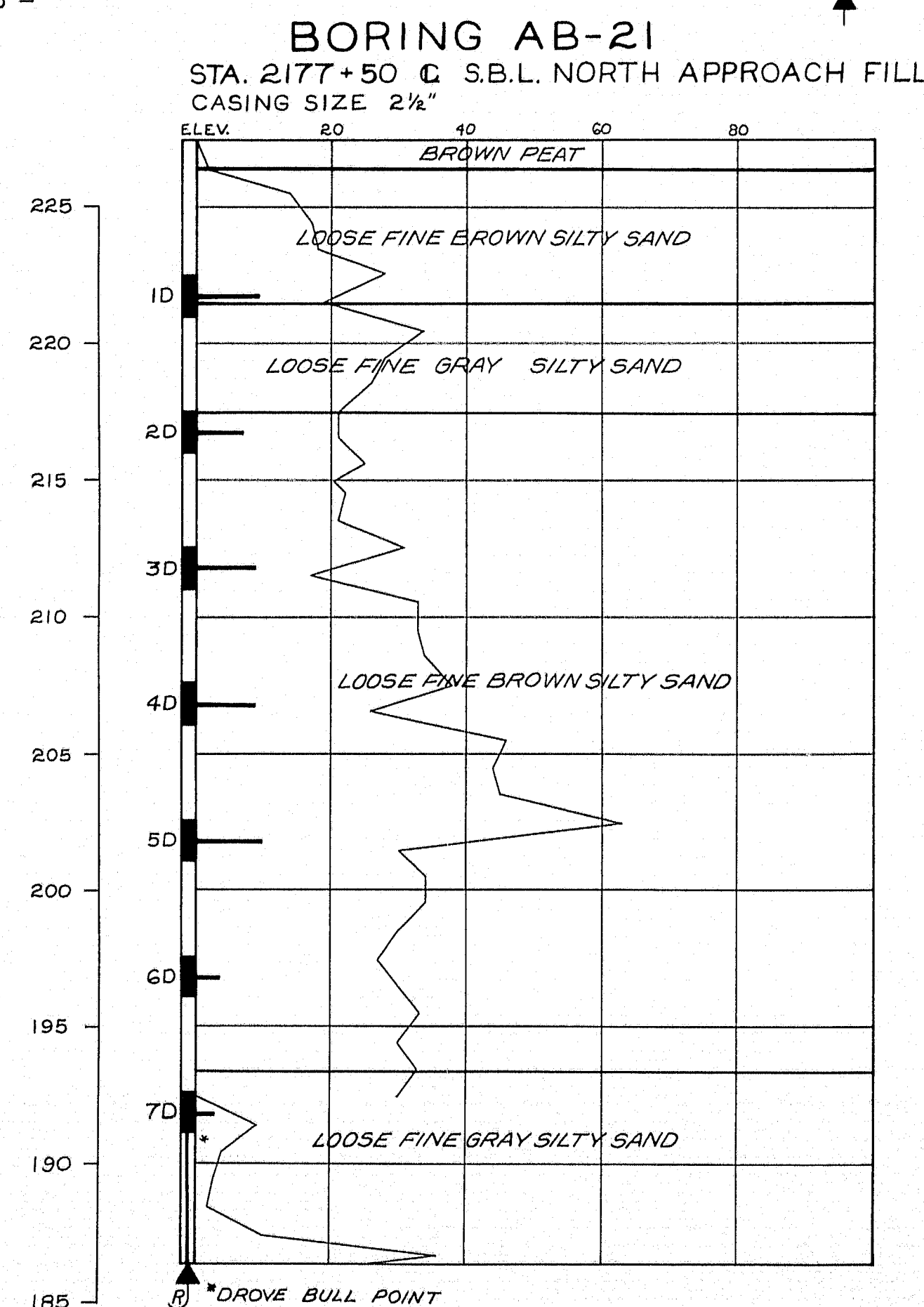
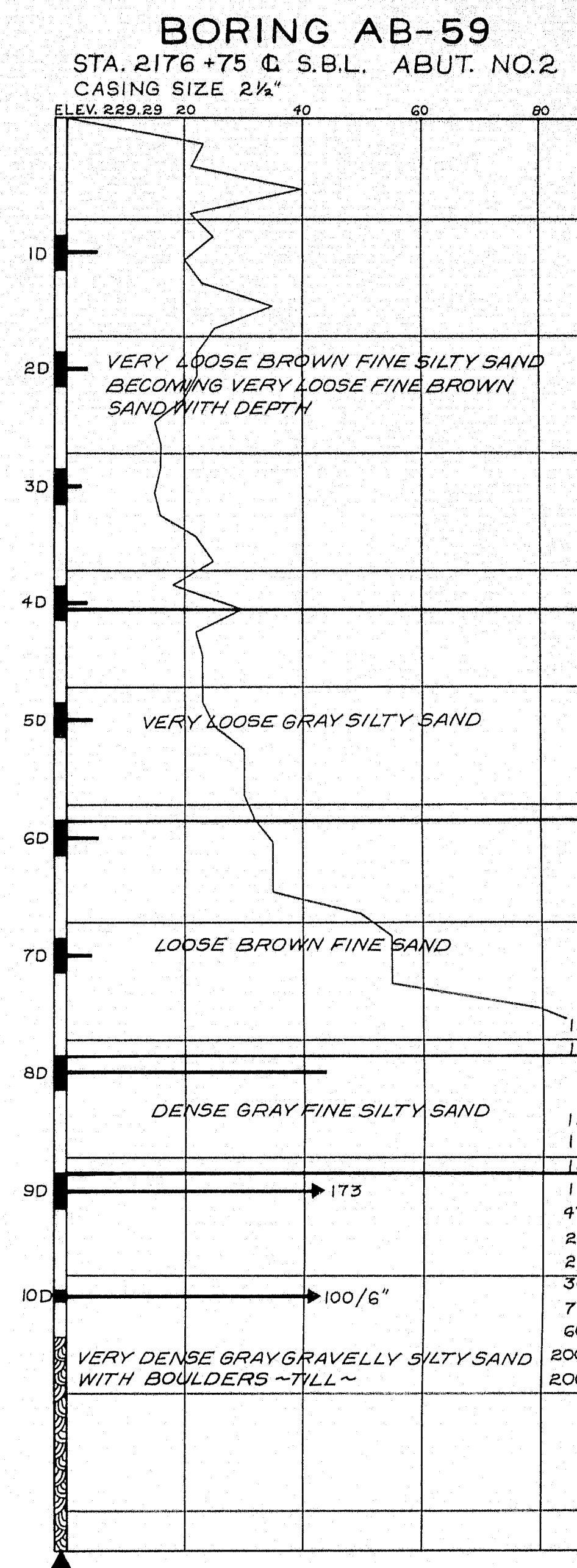
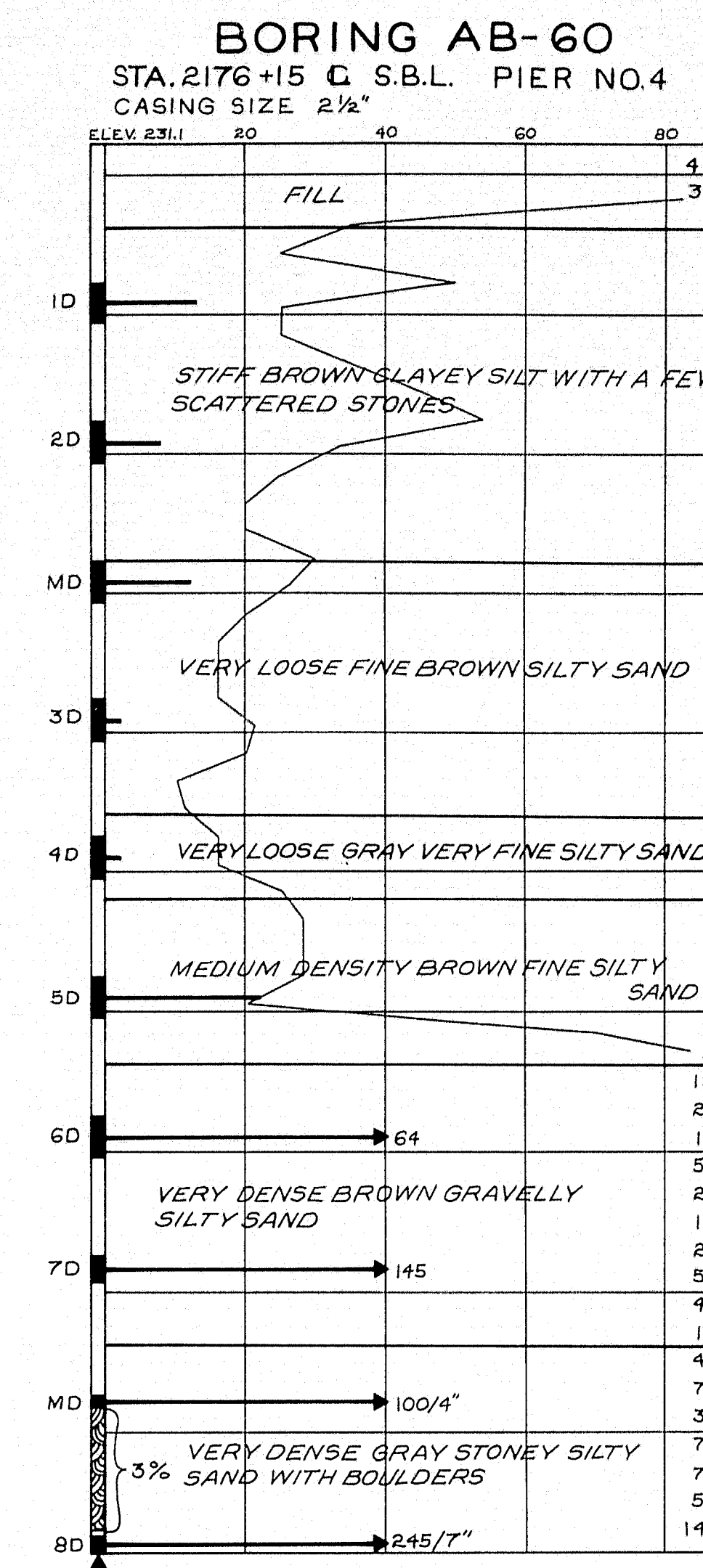
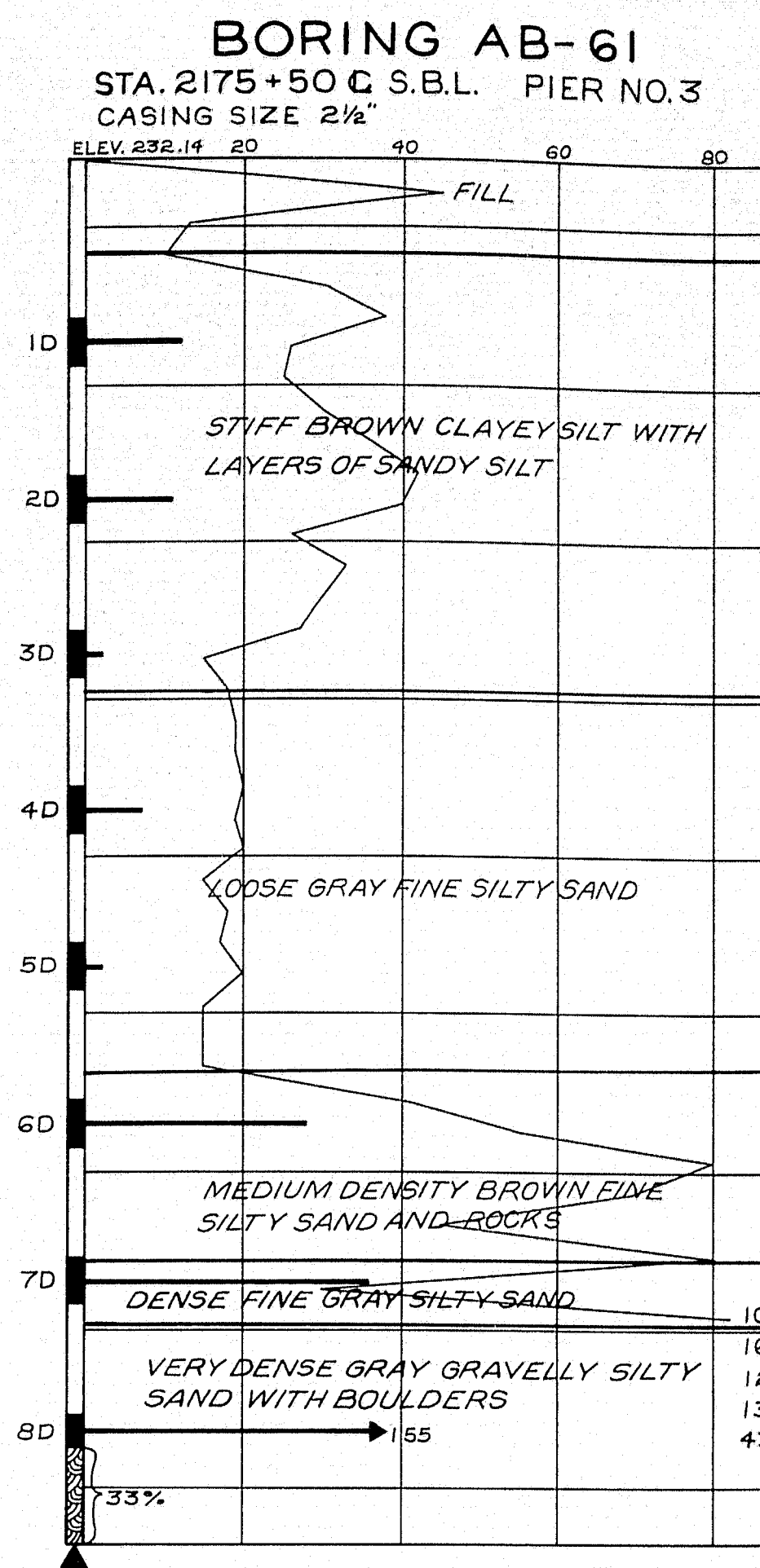
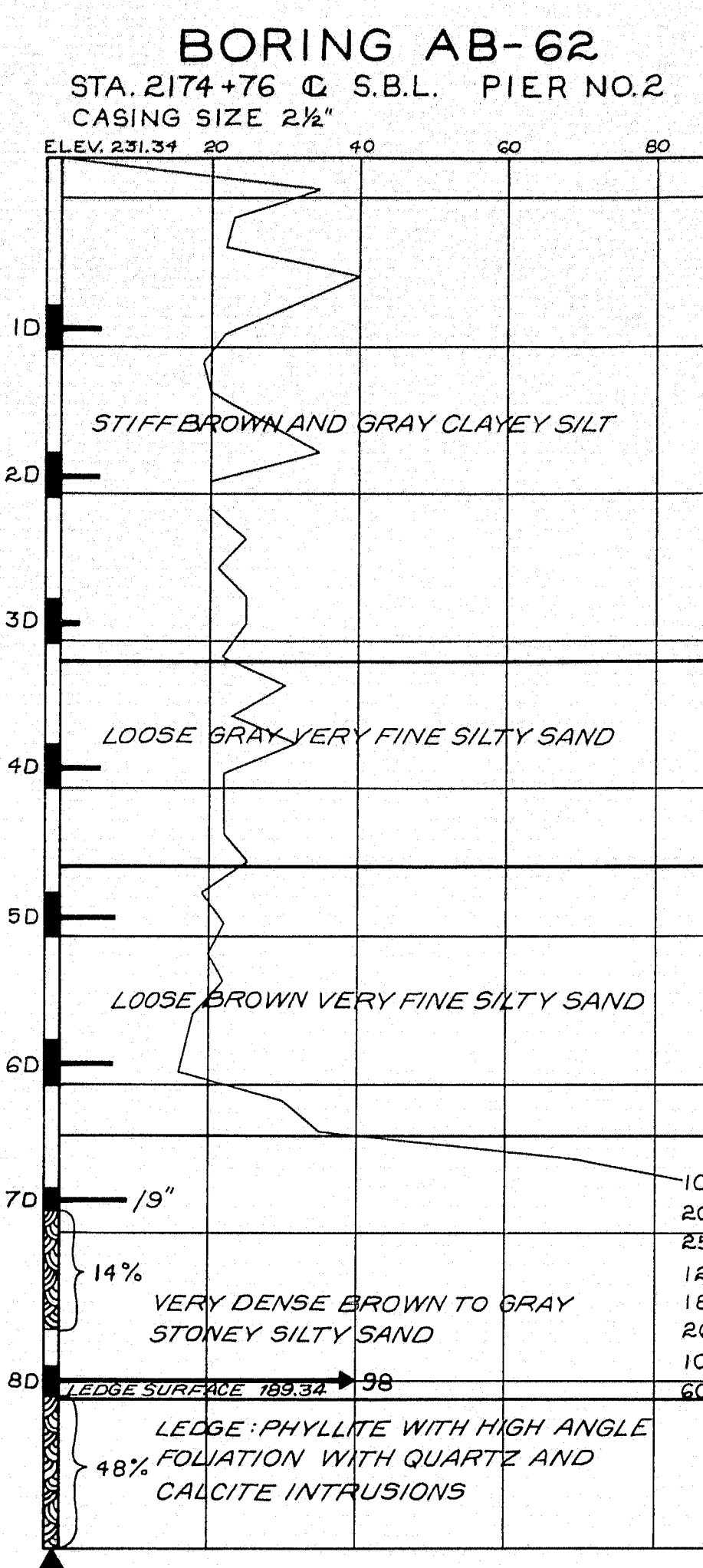
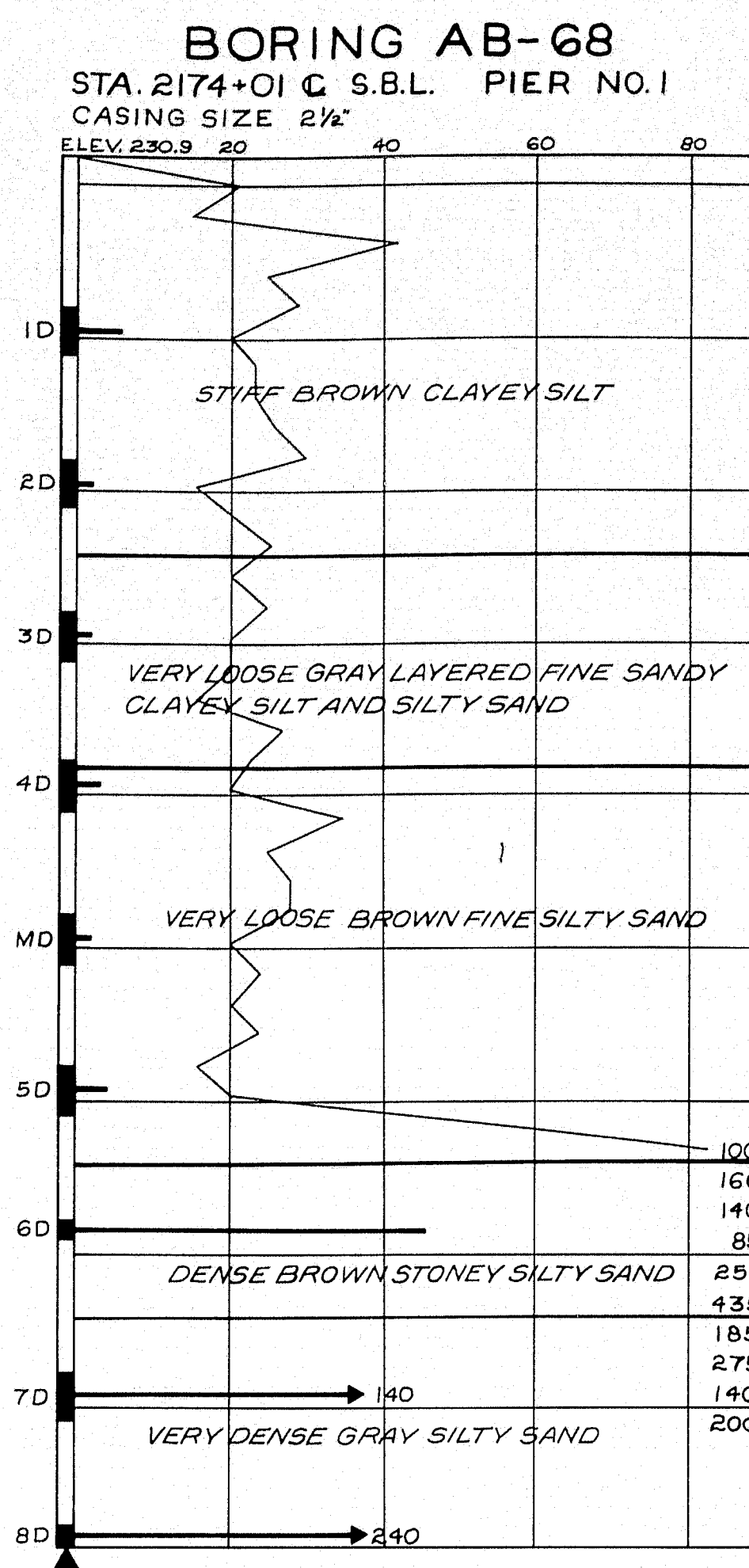
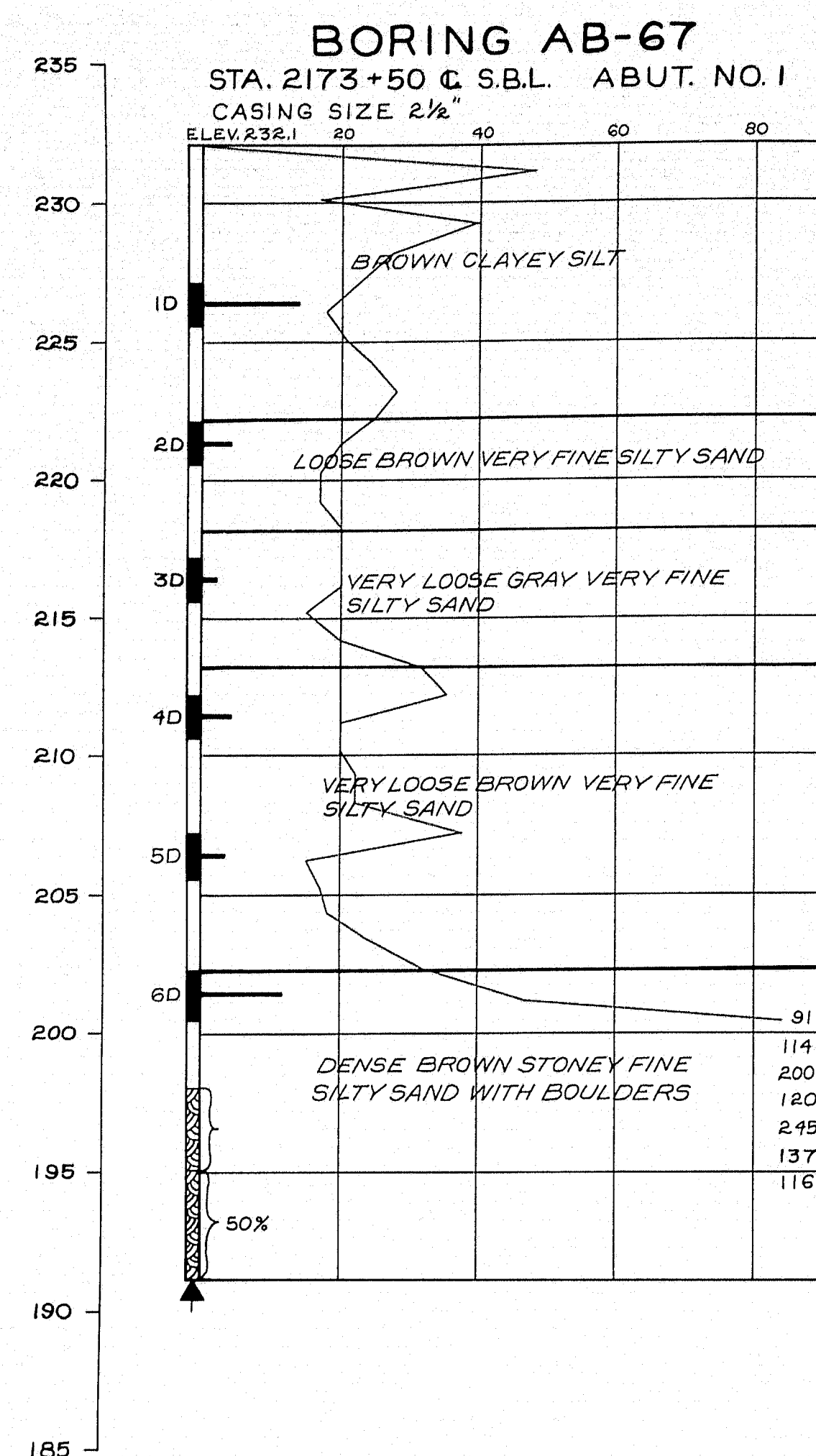


DESIGN: SOILS DIVISION
 TRACE: SURVEY-
 CHECK: PLOT-

STATE HIGHWAY COMMISSION
 BRIDGE DIVISION

INTERSTATE 95
 OVER
 MAINE CENTRAL R.R. AND ROUTE 152
 IN THE TOWN OF
 PITTSFIELD
 SOMERSET COUNTY
 FOUNDATION SURVEY

SHEET 4 OF 41 AUGUSTA, MAINE April 1963



BORING NOTES

ALL SAMPLES AND VANES 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
S&H SAMPLER #1290'S
2" O.D. 16 GA. SEAMLESS TUBING
3 1/2" O.D. 16 GA. SEAMLESS TUBING
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
FIELD VANE TEST
BOTTOM OF BORING (MAY NOT BE BOTTOM OF SOIL STRATA)
REFUSAL OF DRILL RODS OR CASING (MAY NOT BE LEDGE)
LOCATIONS CORED BY DIAMOND BIT AND PER CENT RECOVERY OF ROCK

SHEAR NOTES

• FIELD VANE SHEAR STRENGTH
X LABORATORY VANE SHEAR STRENGTHS
— SHEAR STRENGTHS IN EXCESS OF CAPACITY OF EQUIPMENT
○ NATURAL WATER CONTENTS, GIVEN AS PER CENT OF DRY WEIGHT

WATER CONTENT NOTES

NOTE:
THIS SHEET HAS BORING DETAILS FOR SOUTHBOUND LANE STRUCTURE.

DESIGN—
TRACE—
CHECK—

Soils Division

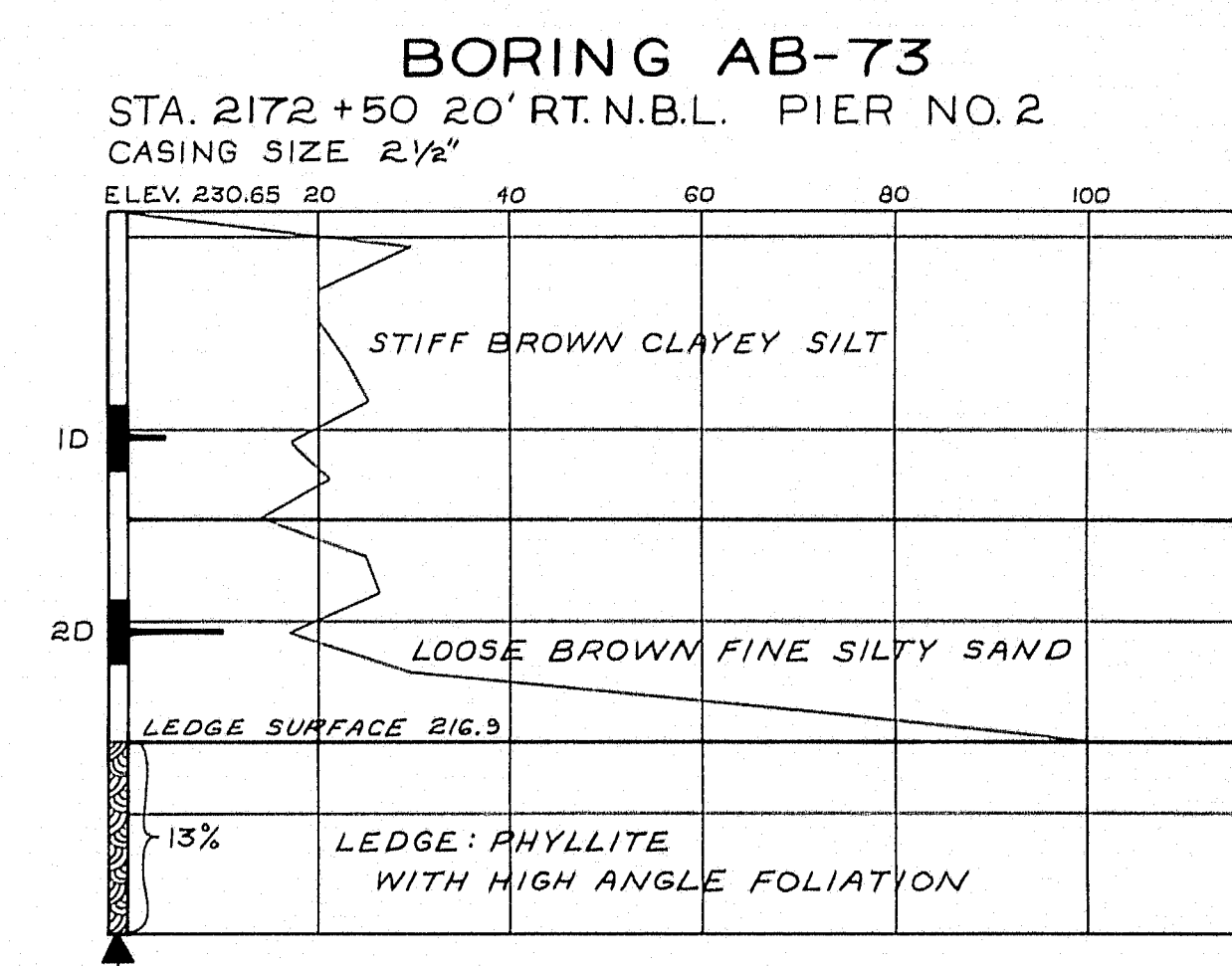
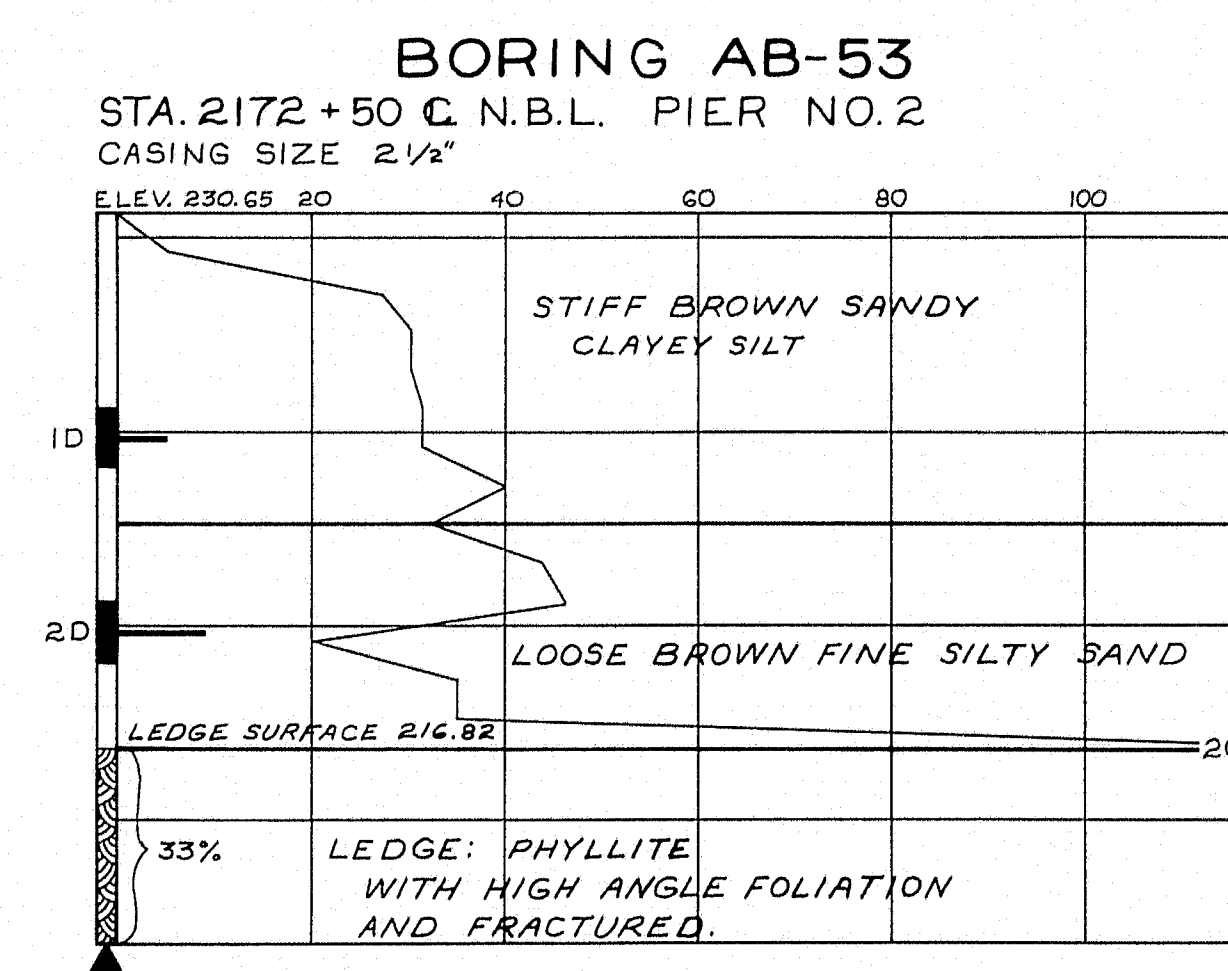
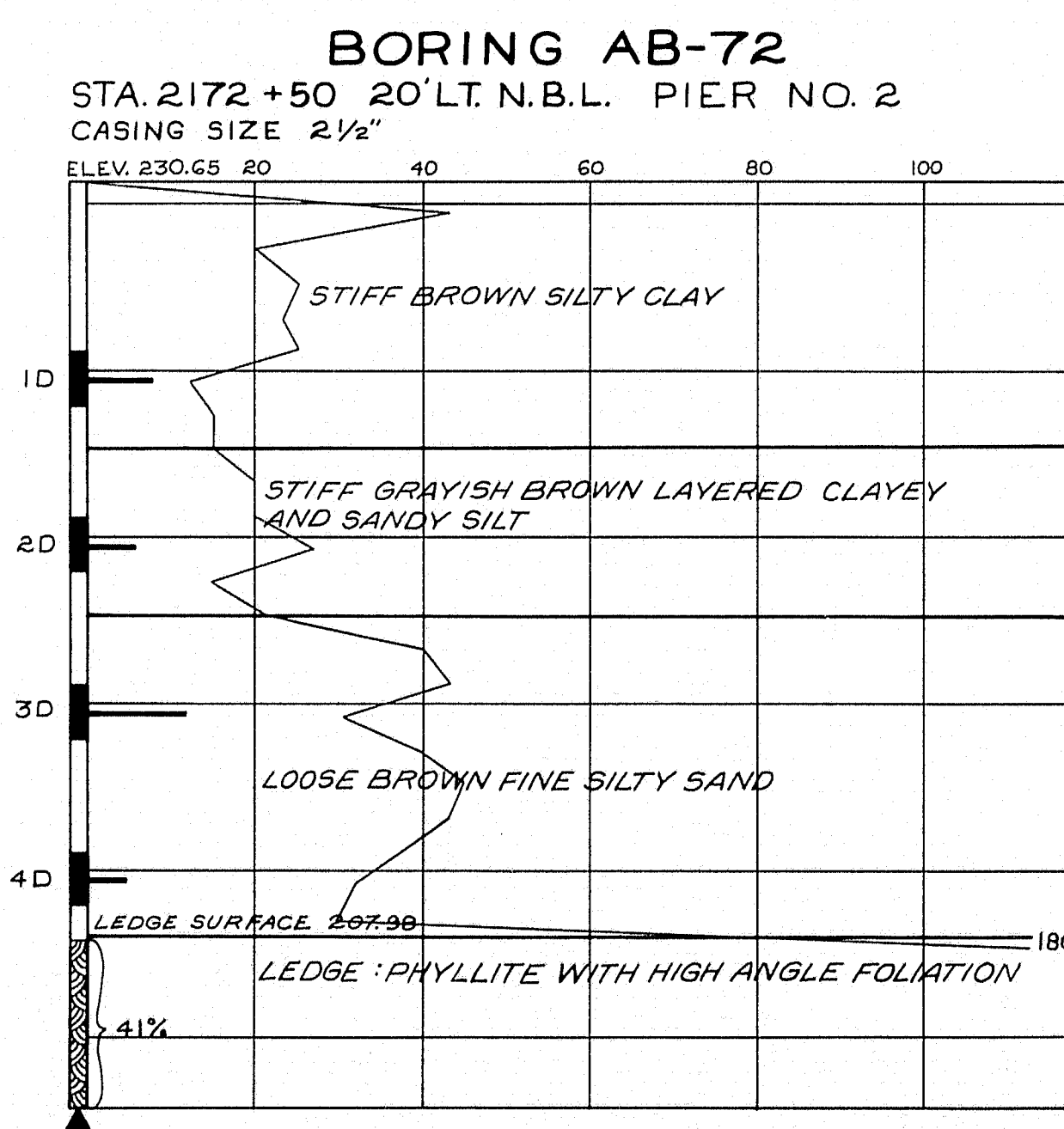
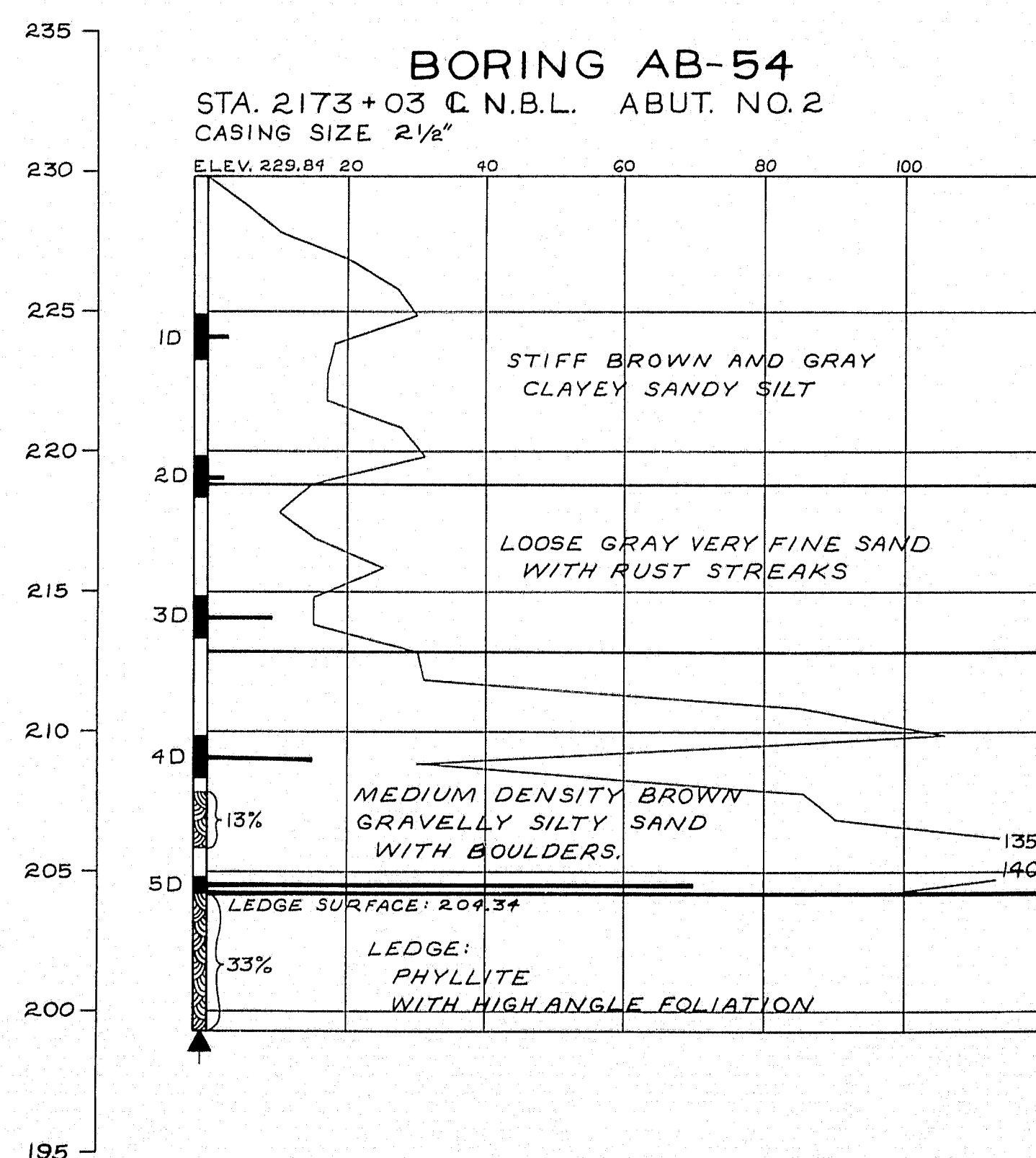
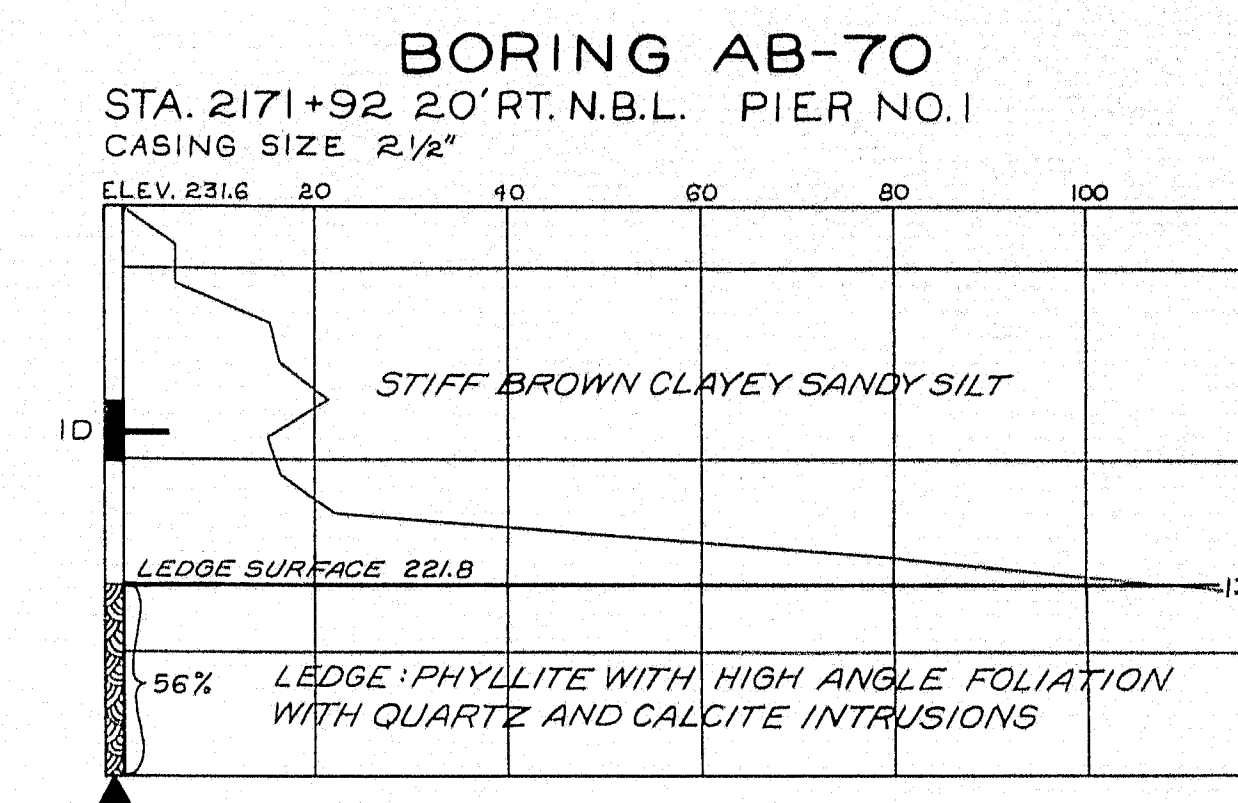
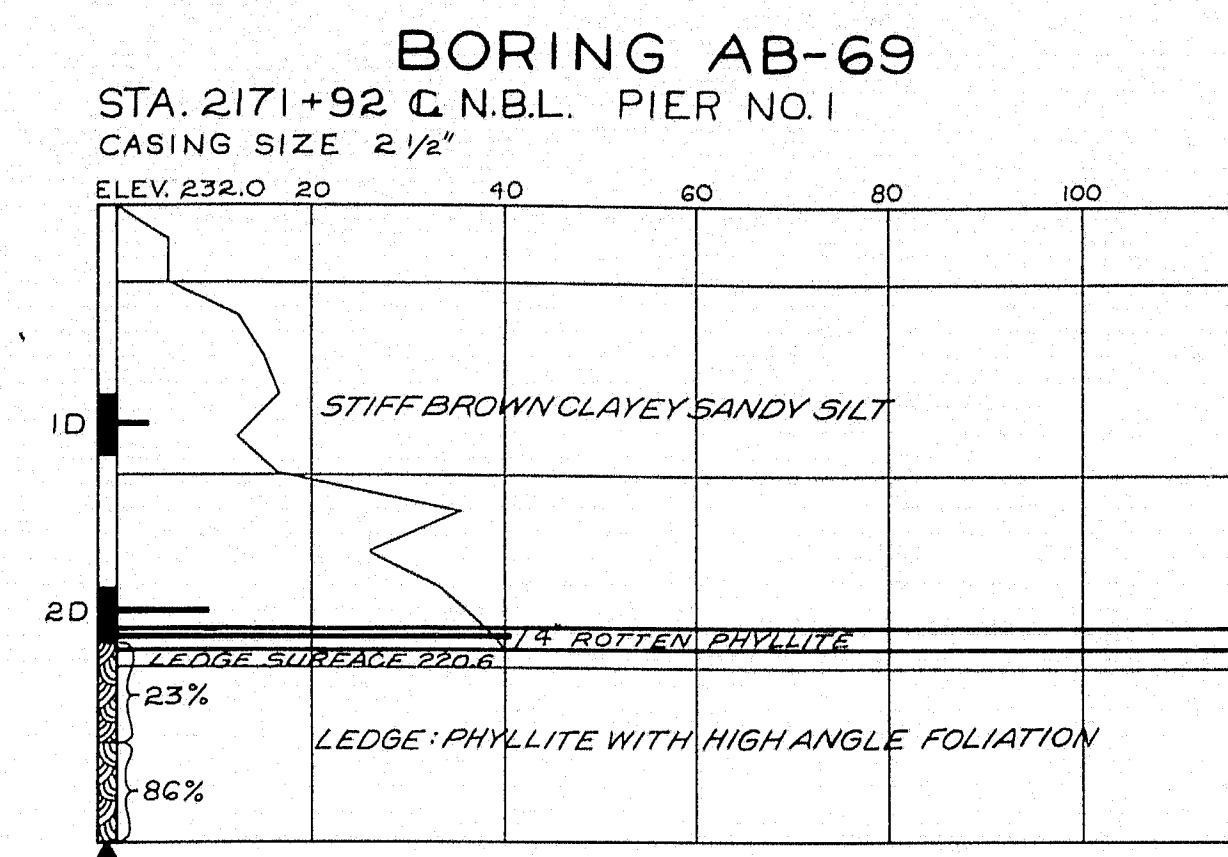
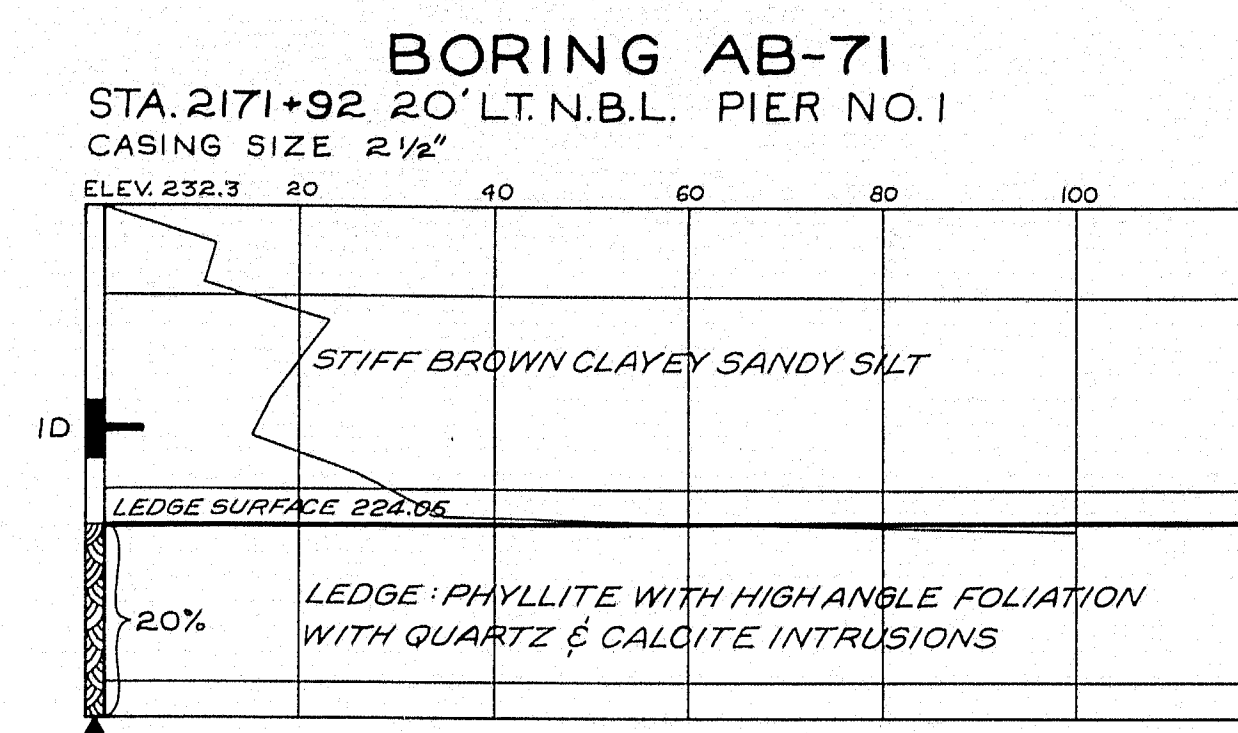
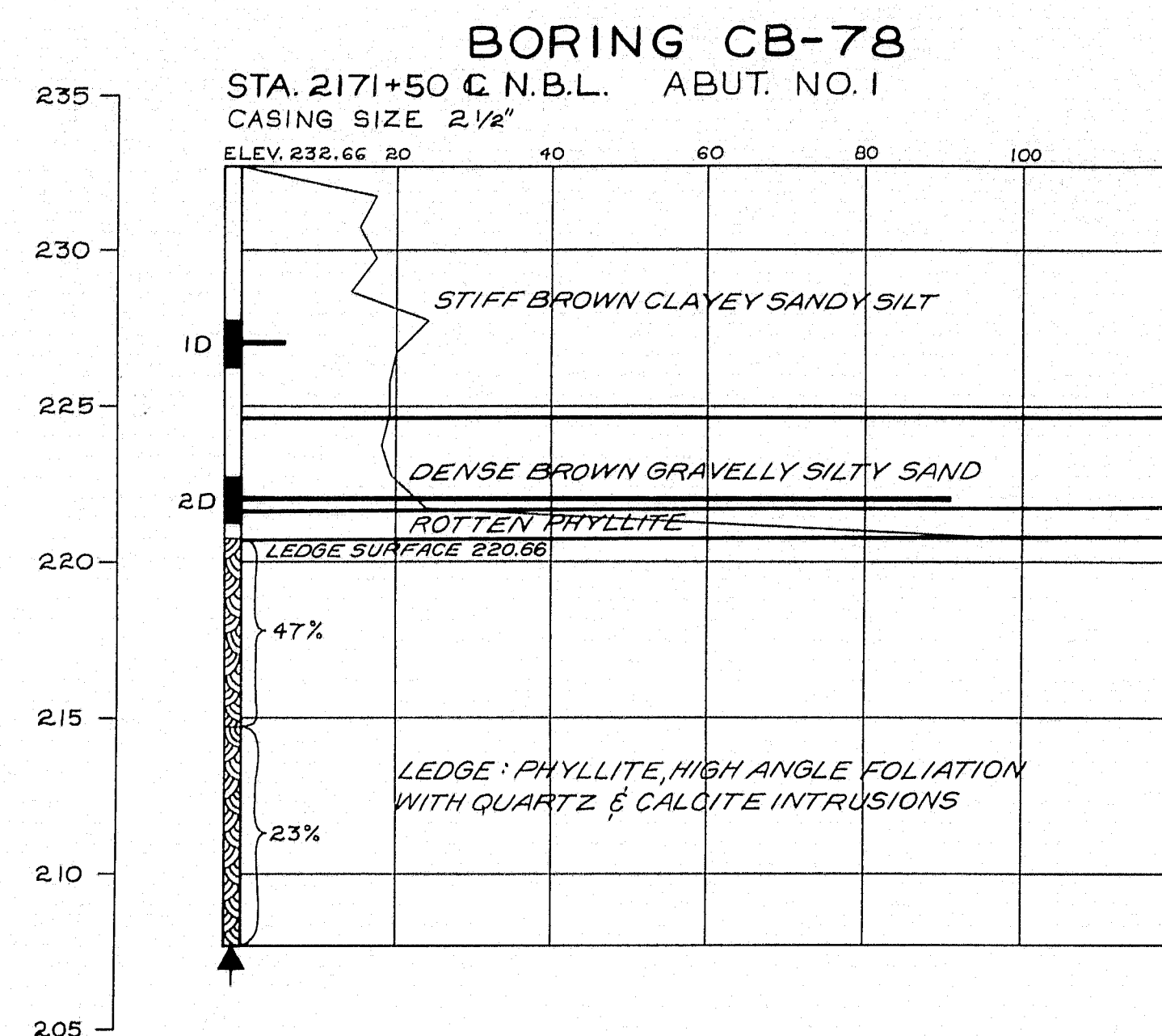
BRIDGE NO.
SURVEY—
PLOT—

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
MAINE CENTRAL R.R. AND ROUTE 152
IN THE TOWN OF
PITTSFIELD
SOMERSET COUNTY
BORING DETAILS

SHEET 5 OF 41 AUGUSTA, MAINE April 1963

ELEVATION



NOTE:
THIS SHEET HAS BORING DETAILS
FOR NORTHBOUND LANE MCRR STRUCTURE.

DESIGN - Soils Division
TRACE -
CHECK -

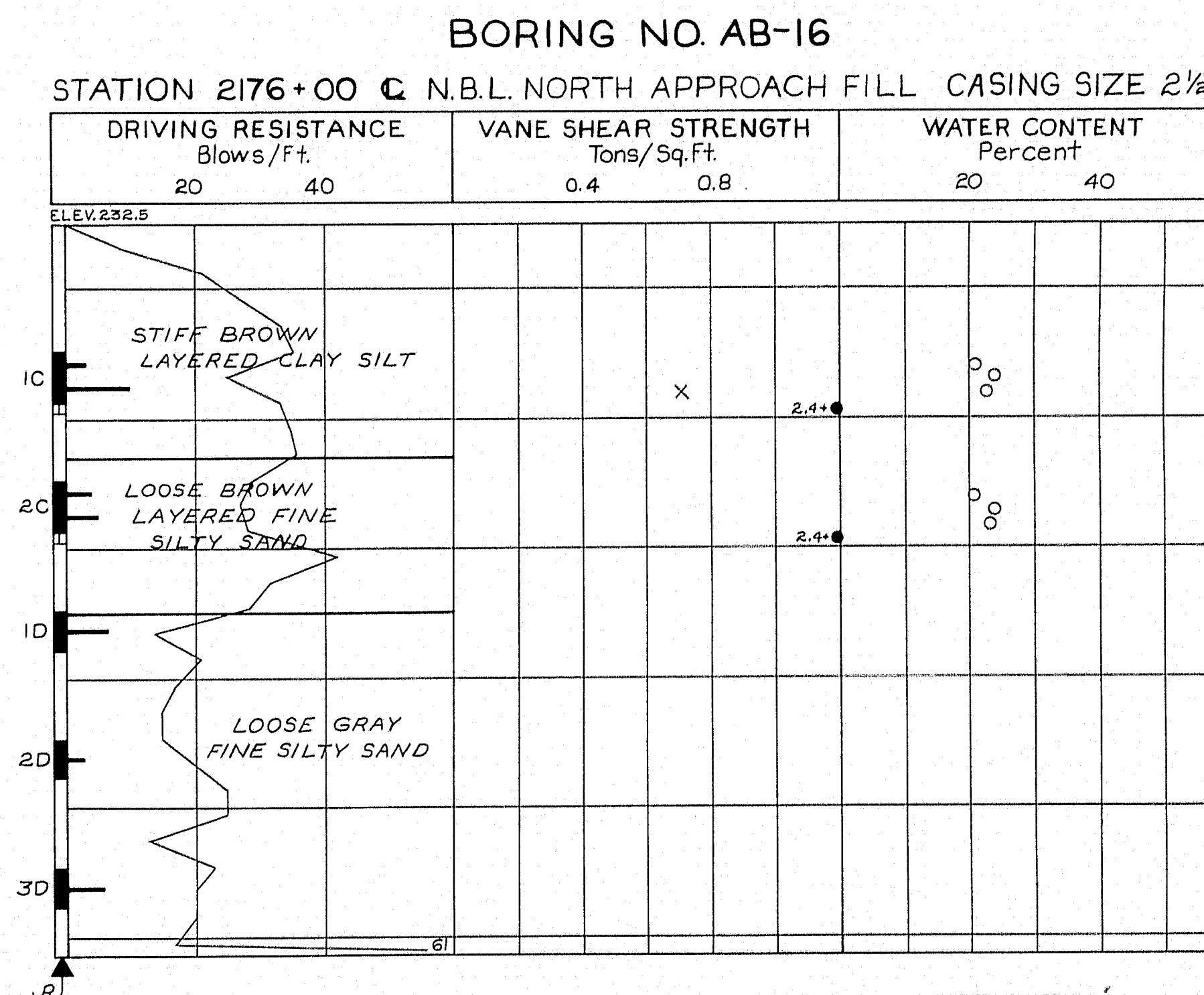
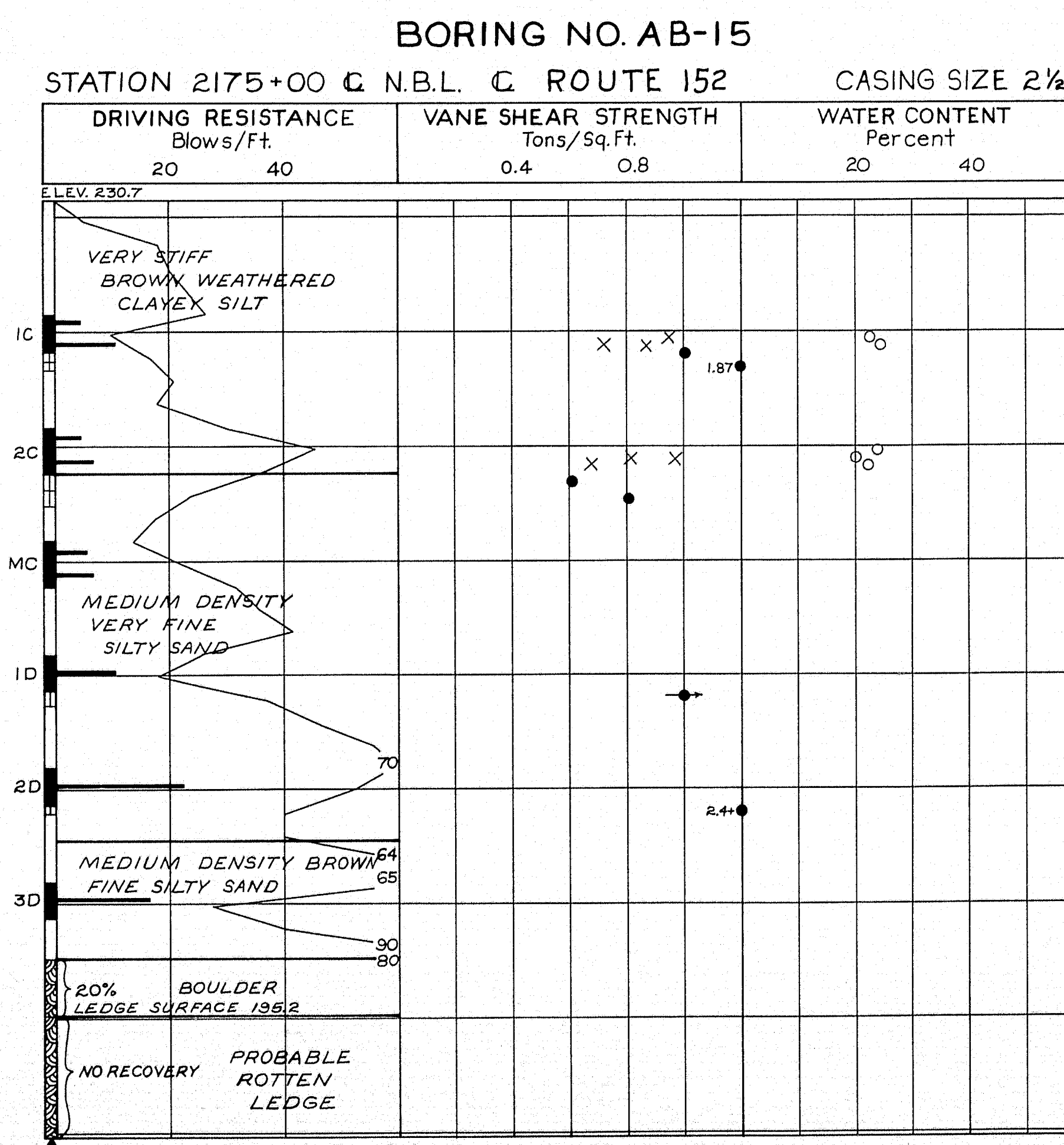
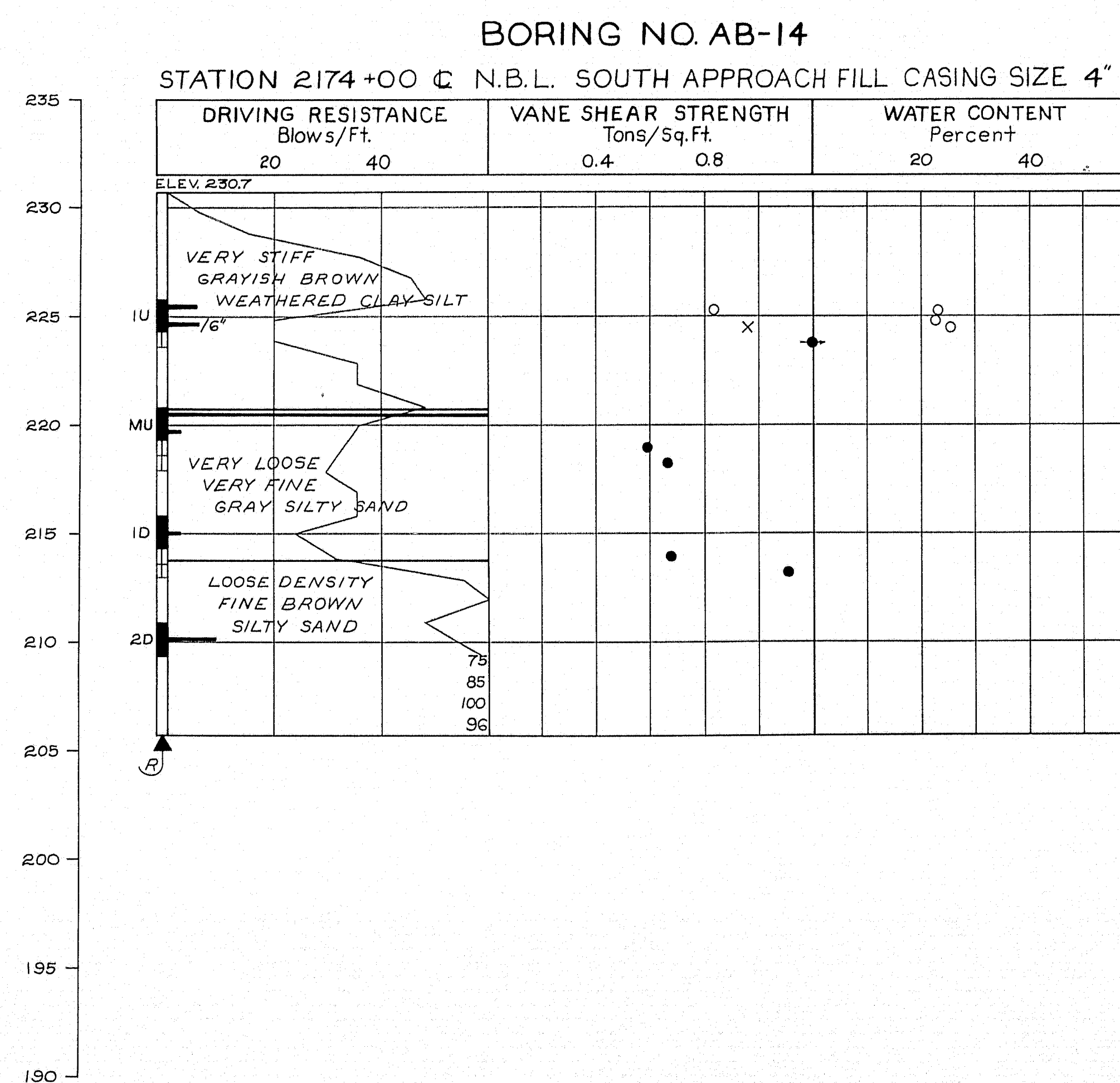
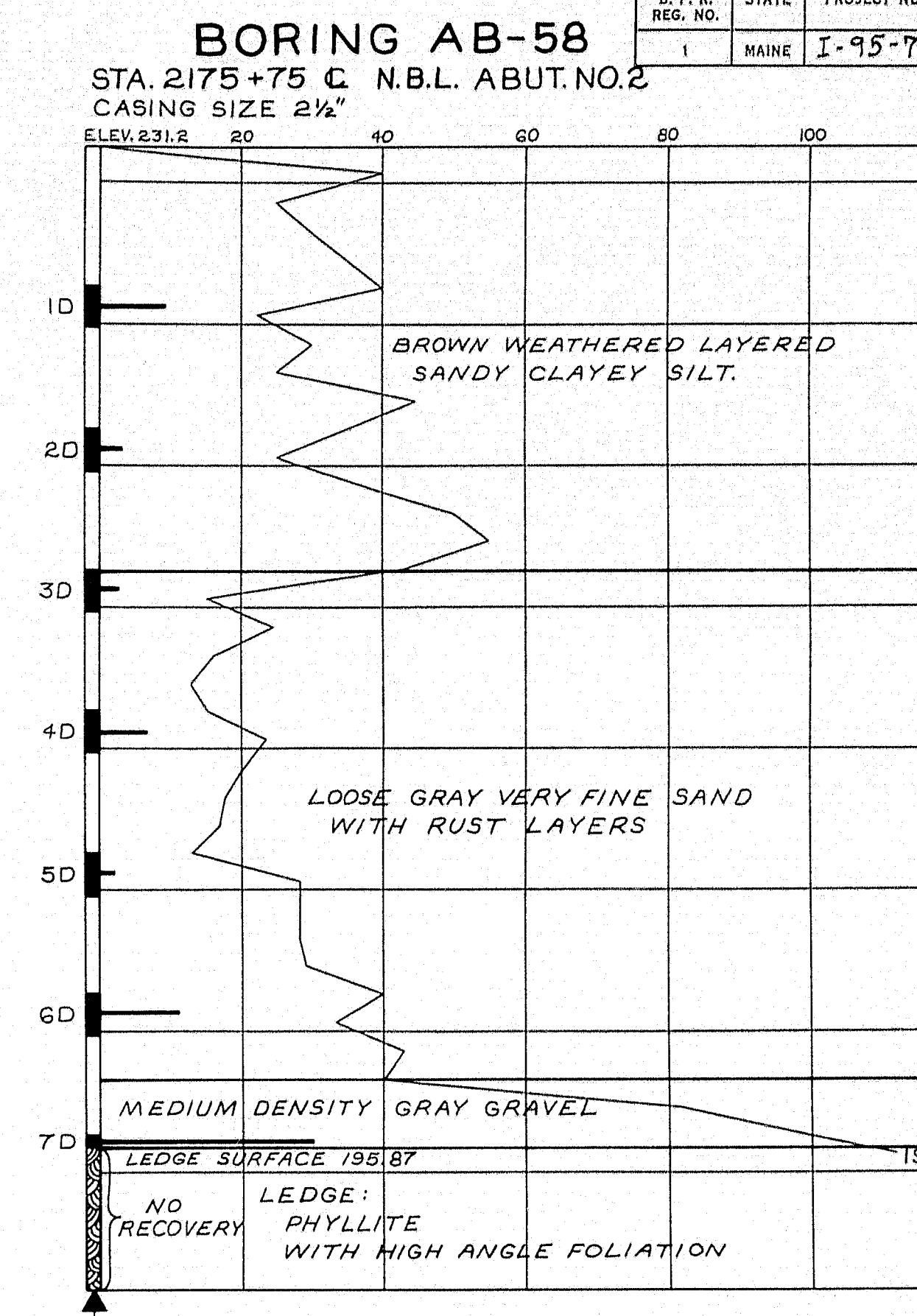
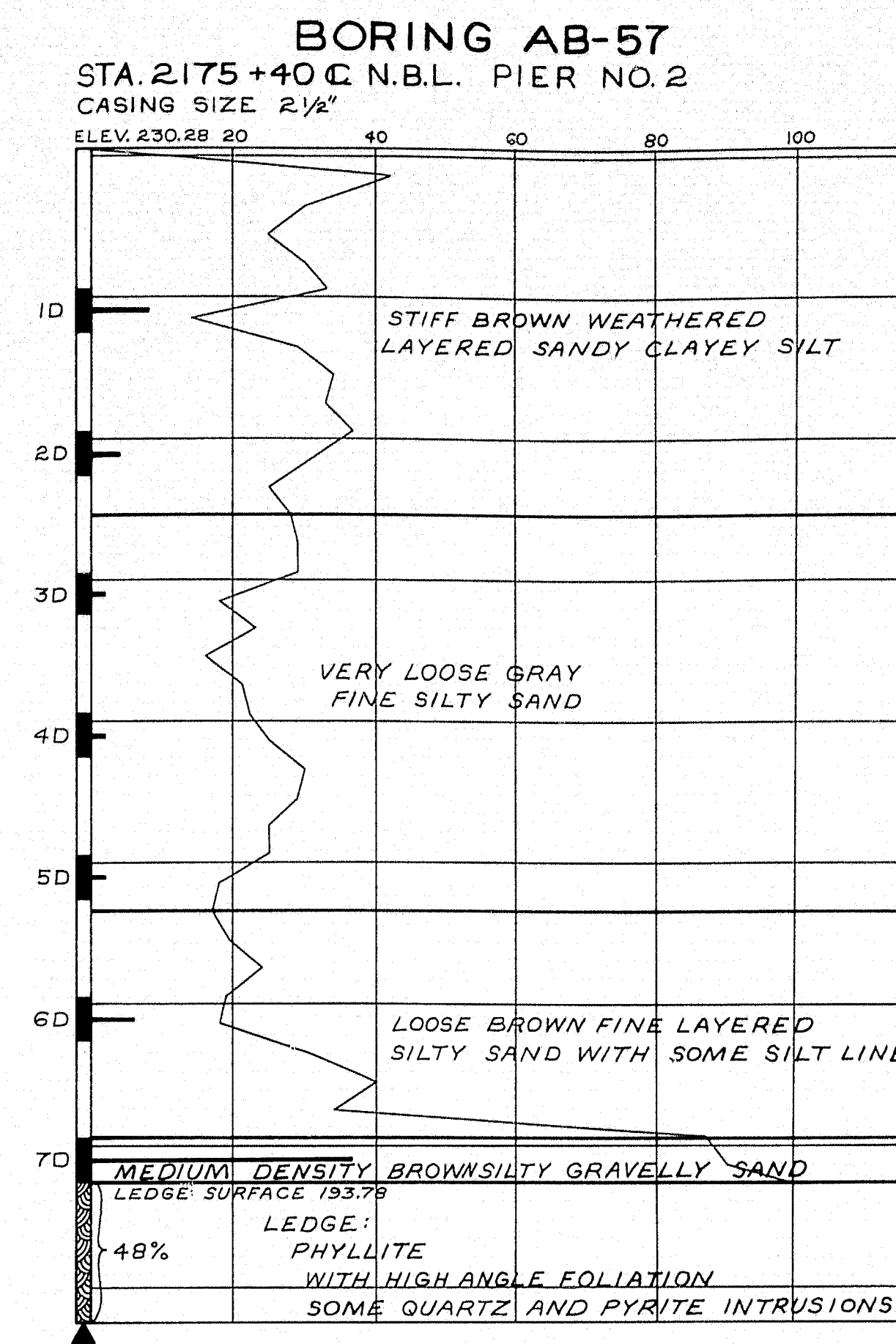
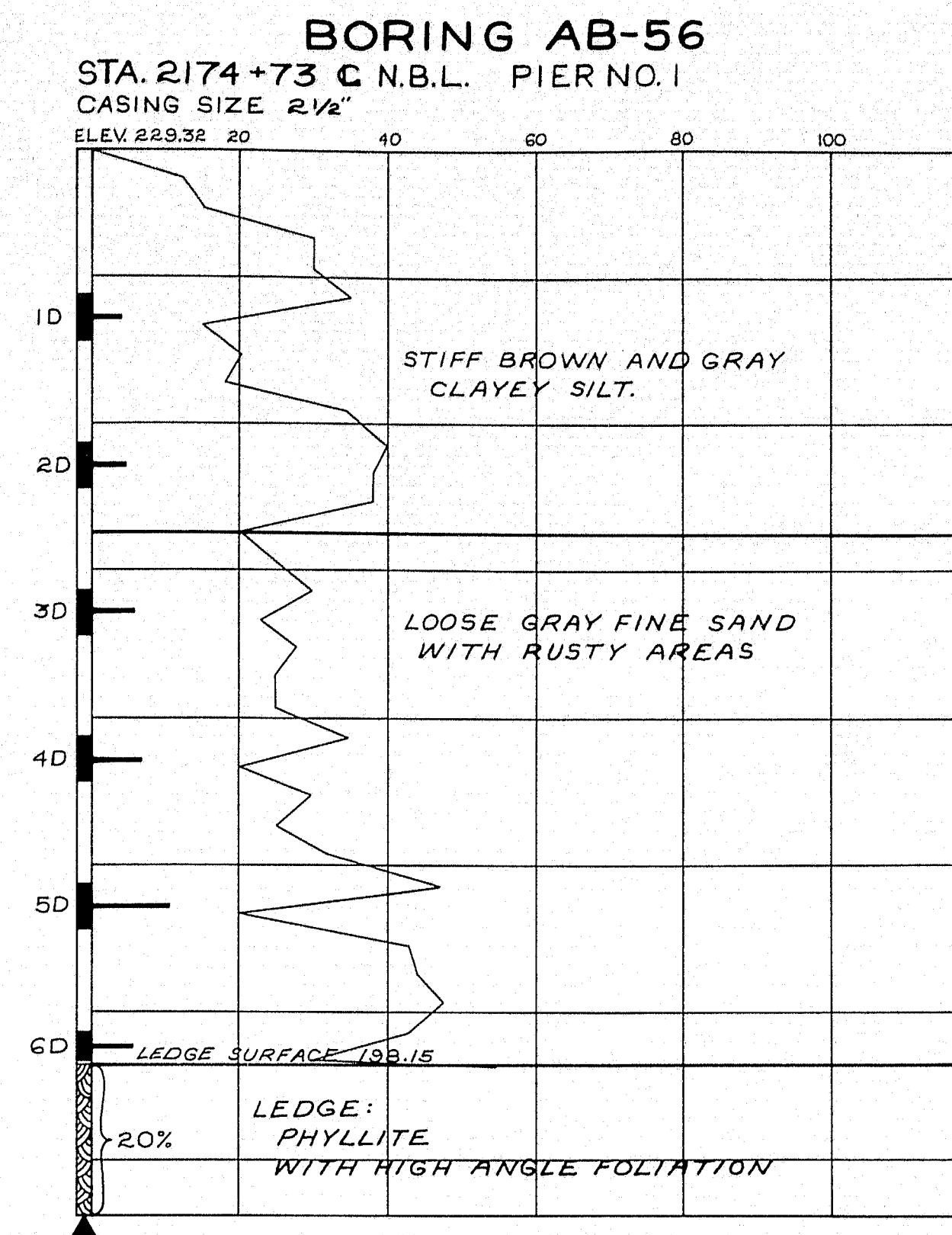
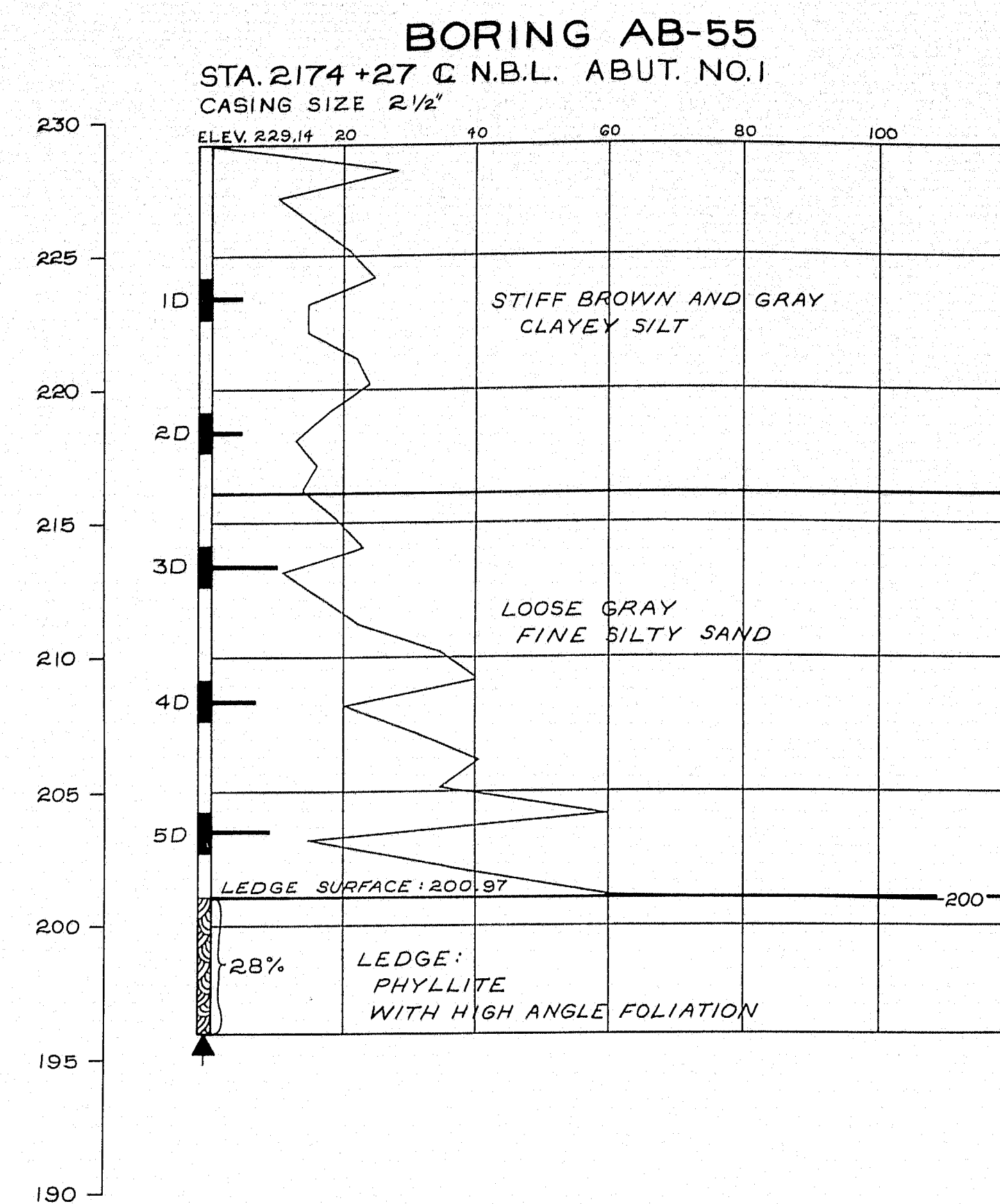
BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
MAINE CENTRAL R.R. AND ROUTE 152
IN THE TOWN OF
PITTSFIELD
SOMERSET COUNTY
BORING DETAILS

SHEET 5 OF 41 AUGUSTA, MAINE April 1963

ELEVATION

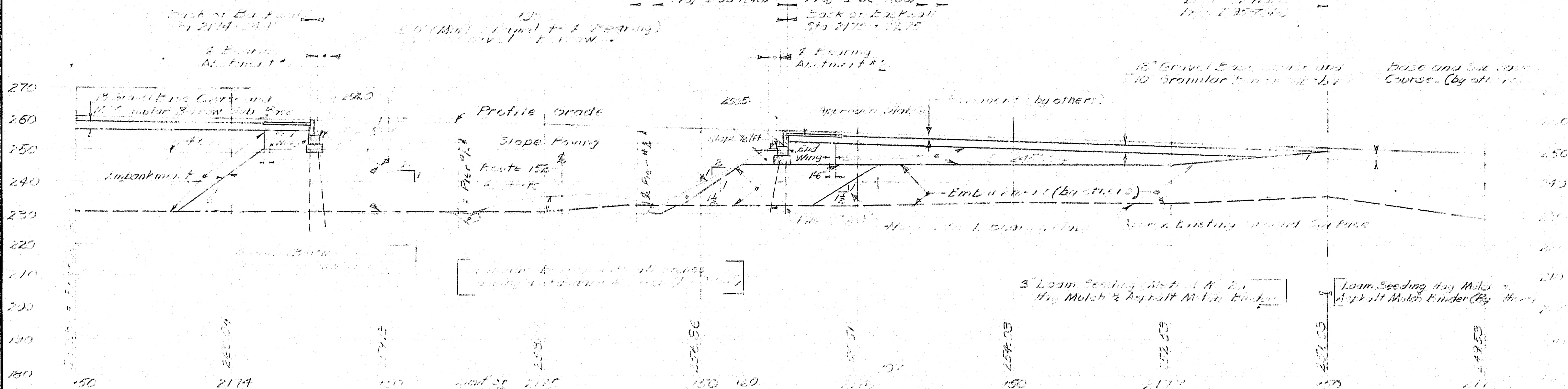
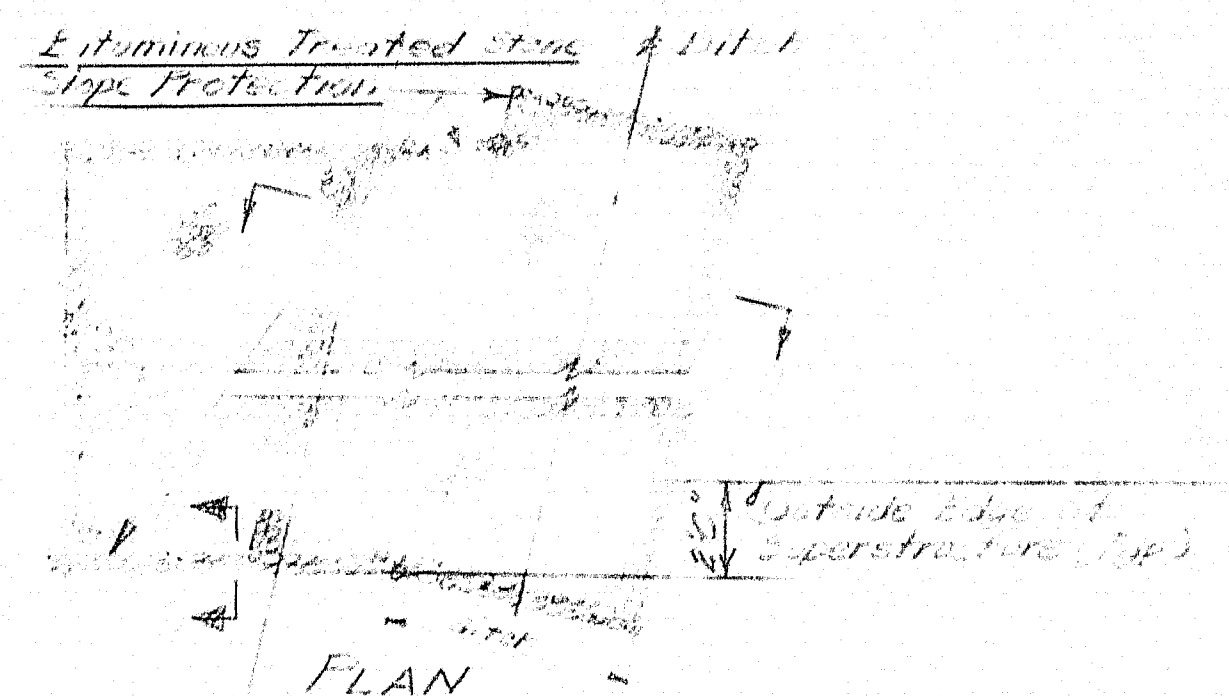
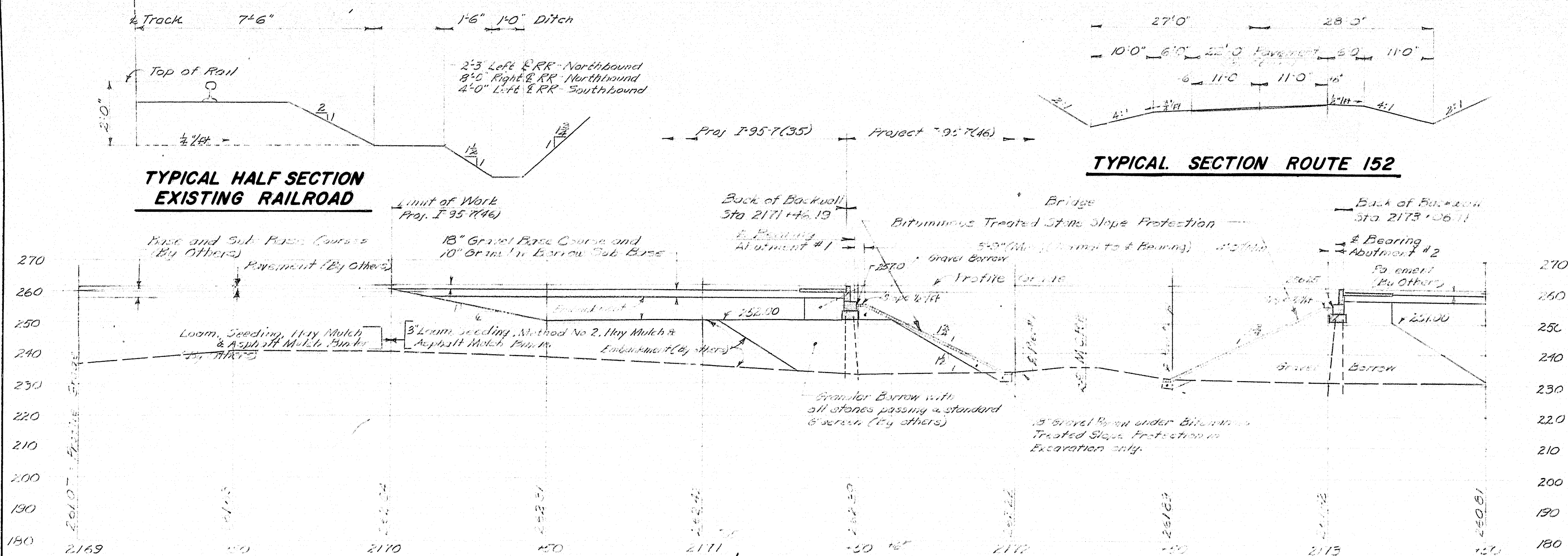


NOTE:
THIS SHEET HAS BORING DETAILS
FOR NORTHBOUND LANE RTE. 152 STRUCTURE.

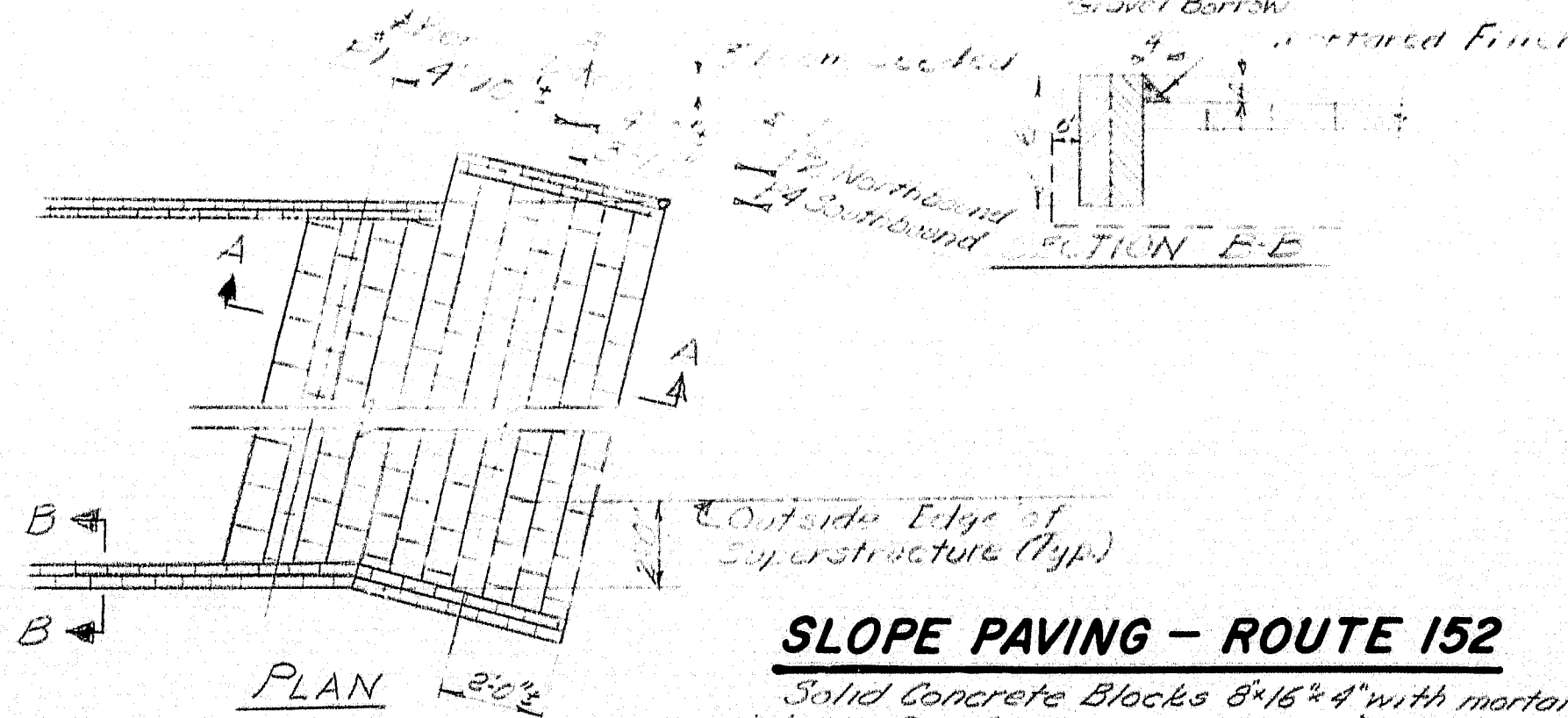
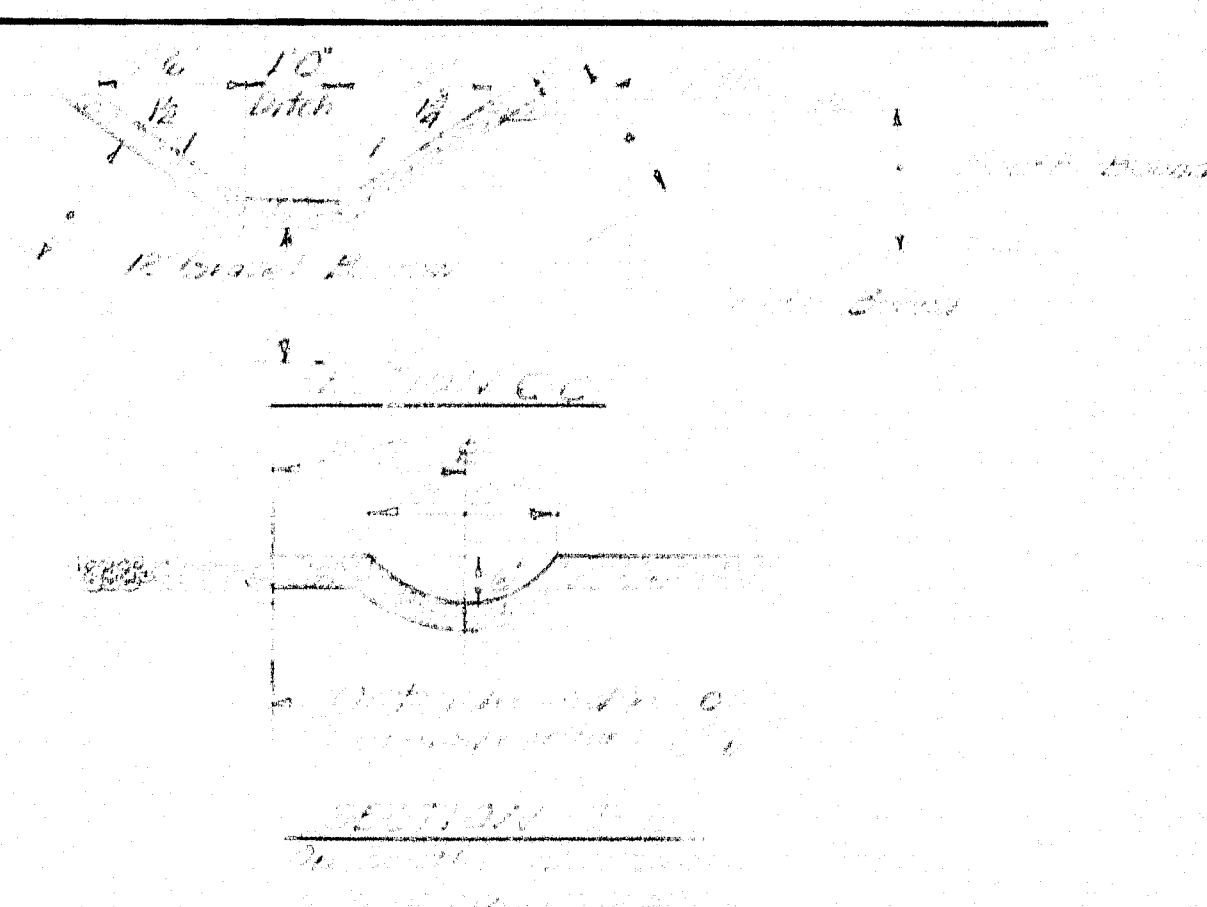
DESIGN - Soils Division
TRACE -
CHECK -
BRIDGE NO. SURVEY PLOT -
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
MAINE CENTRAL R.R. AND ROUTE 152
IN THE TOWN OF
PITTSFIELD
SOMERSET COUNTY
BORING DETAILS
SHEET 7 OF 4/ AUGUSTA, MAINE April 1963

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

LOCATION CONCRETE END POSTS		
ABUTMENT	STATION	OFF & INTERSTATE
MCRP	21.1 + 45	18.5" L
NB #1	21.1 + 18	22.5" R
MCRP	21.5 + 30	18.5" L
NB #2	21.5 + 03	22.5" R
RT 152	21.5 + 17	18.5" L
NB #1	21.5 + 07	22.5" R
RT 152	21.5 + 93	18.5" L
NB #2	21.5 + 86	22.5" R

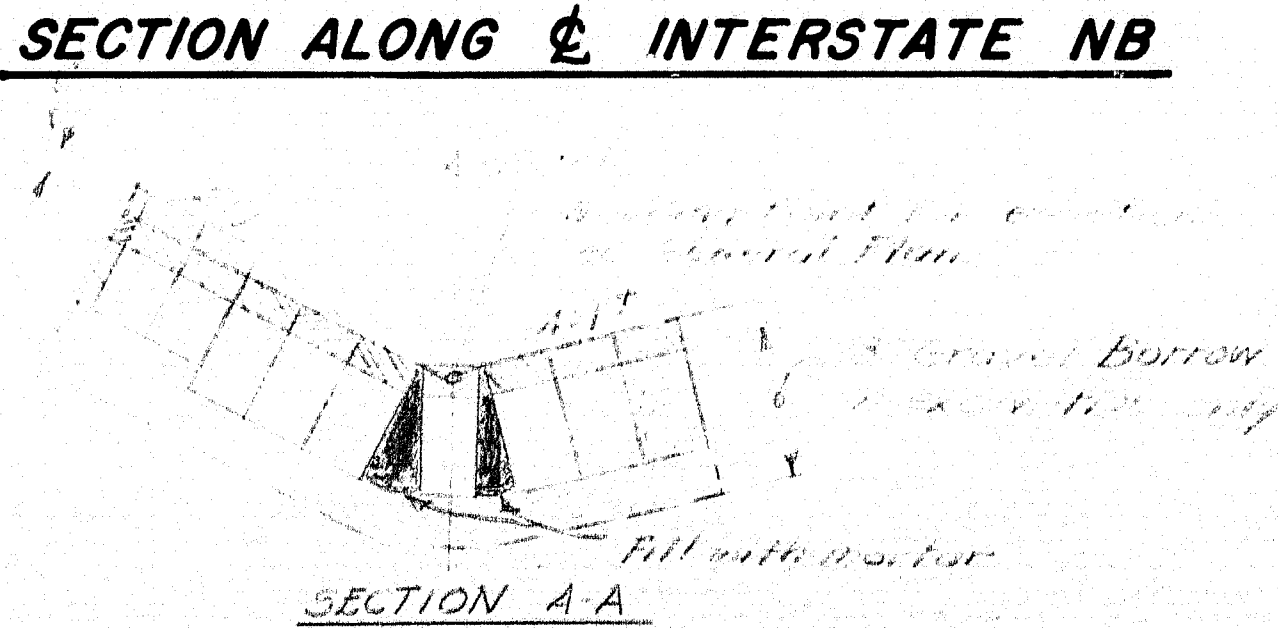


BITUMINOUS TREATED STONE SLOPE PROTECTION



SLOPE PAVING – ROUTE 152

Solid Concrete Blocks 8"x16"x4" with mortared joints or See Supplemental Specifications Section 808 for an Alternate.



SECTION A-A

The 18' Gravel Borrow under Slope Facing 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 Facing to be made under Item # 74.14, Structural Earth Excavation, Piers.

NOTES

1. Before piles are driven, Test 9 shall be performed on representative soil samples.
2. The Test 9 test method shall be used to determine the test method to be used to design foundation and bearing capacity under the structure.
3. See Test 9 notes for Test 9 test method of bearing capacity, ground water and movement. Test 9.
4. Any excavation required to construct Test 9 shall be paid for under Item 204-14 Structural Earth Excavation Piers.

DESIGN - C.O.d.
TRACE - B.S.H
CHECK - *Invisible*

BRIDGE NO.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

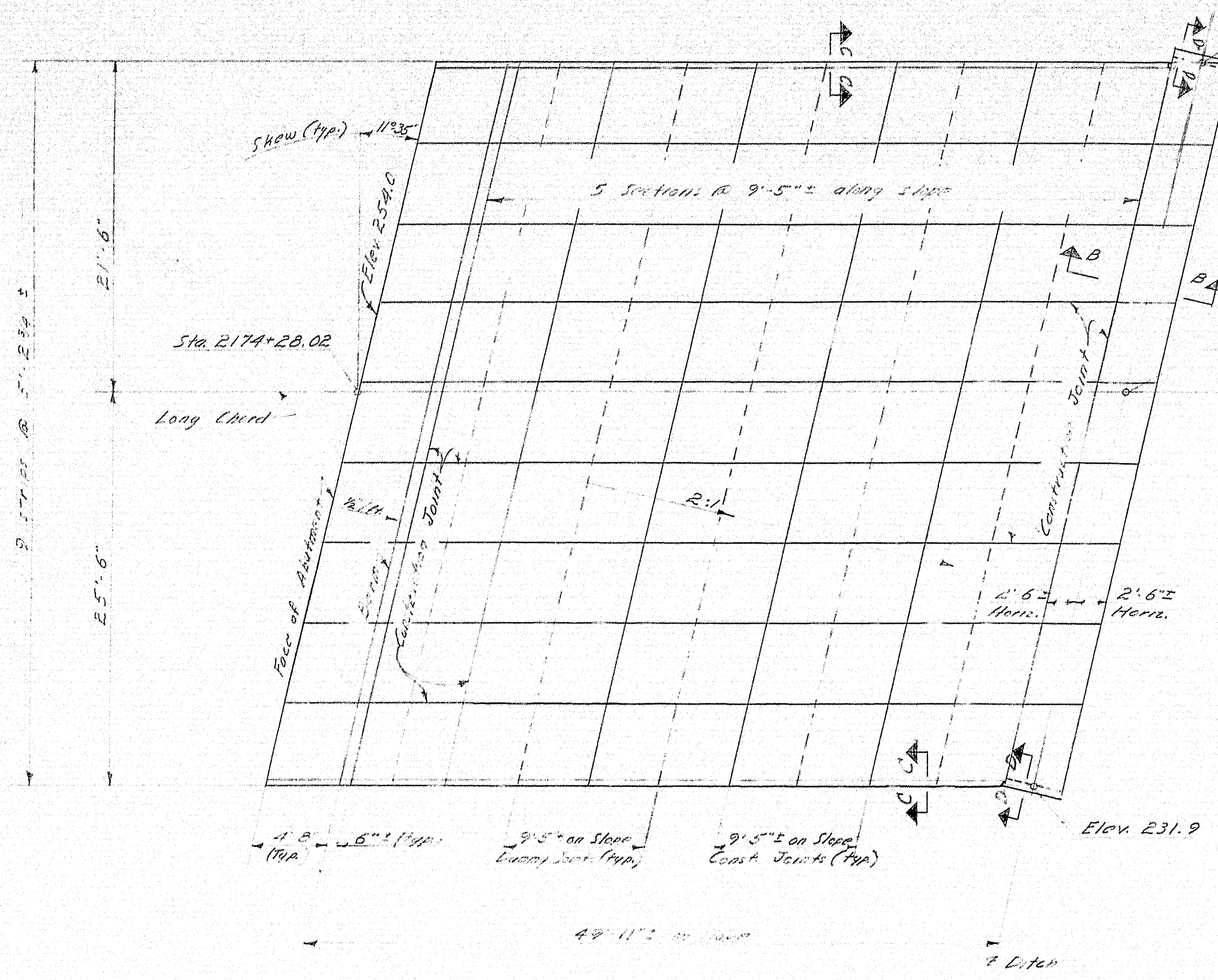
INTERSTATE 95
OVER
MAINE CENTRAL RAILROAD
& ROUTE 152

IN THE TOWN OF,

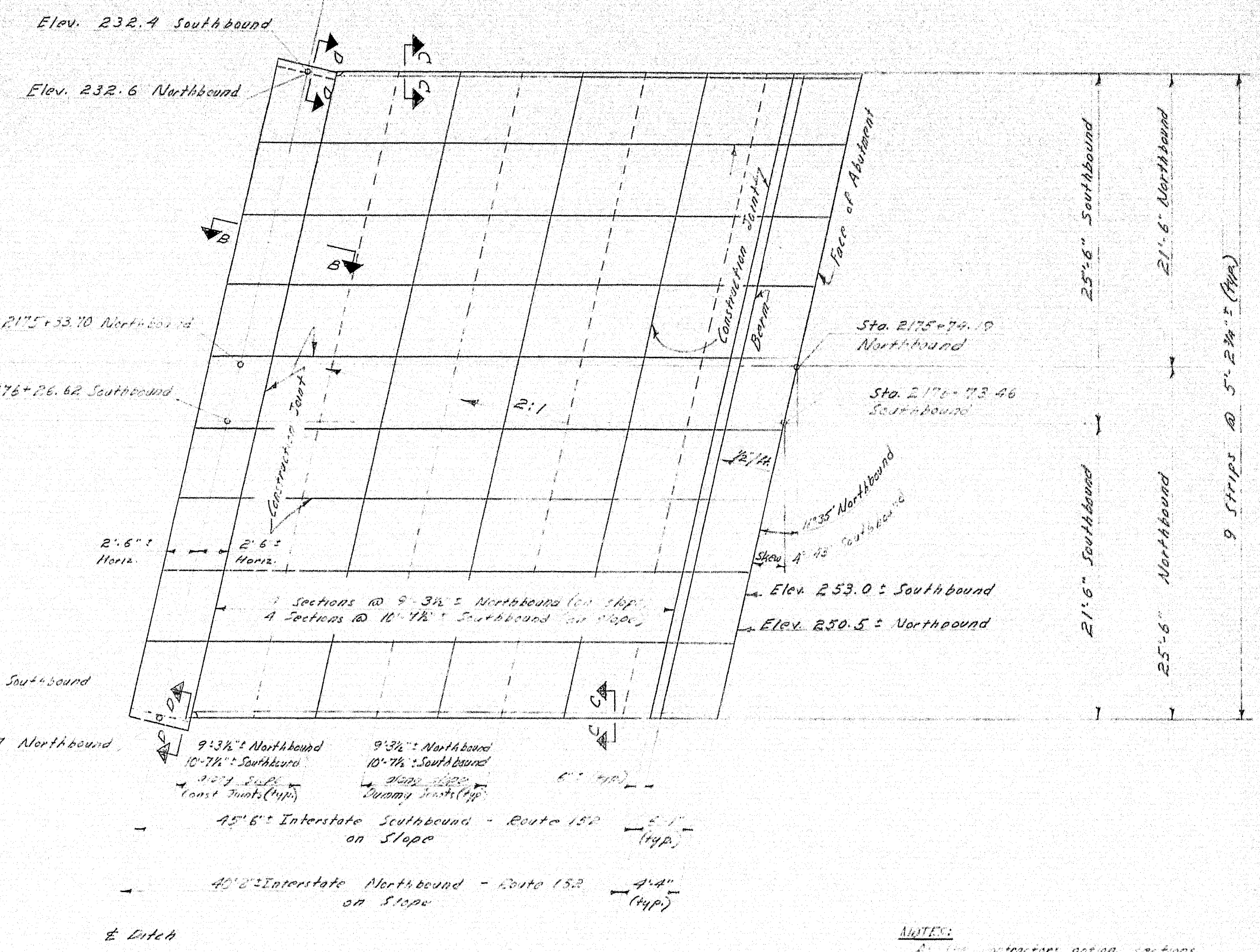
PITTSFIELD
SOMERSET COUNTY

ROADWAY WORK-NORTHBOUND, SLOPE PAVING

SHEET 8 OF 41 AUGUSTA, MAINE JANUARY 1963

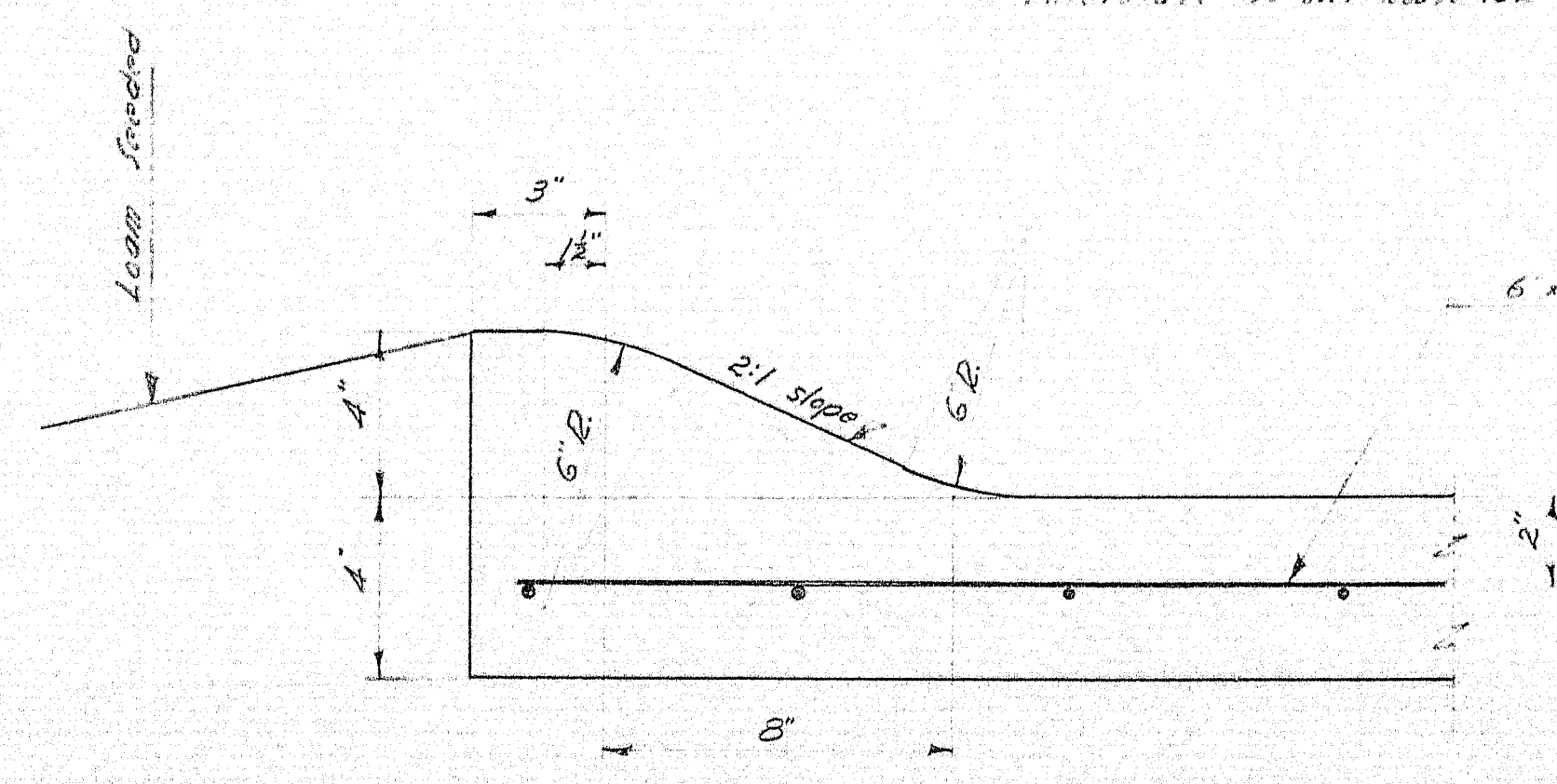


ABUTMENT #1 N.B.
Interstate 95 over Route 152

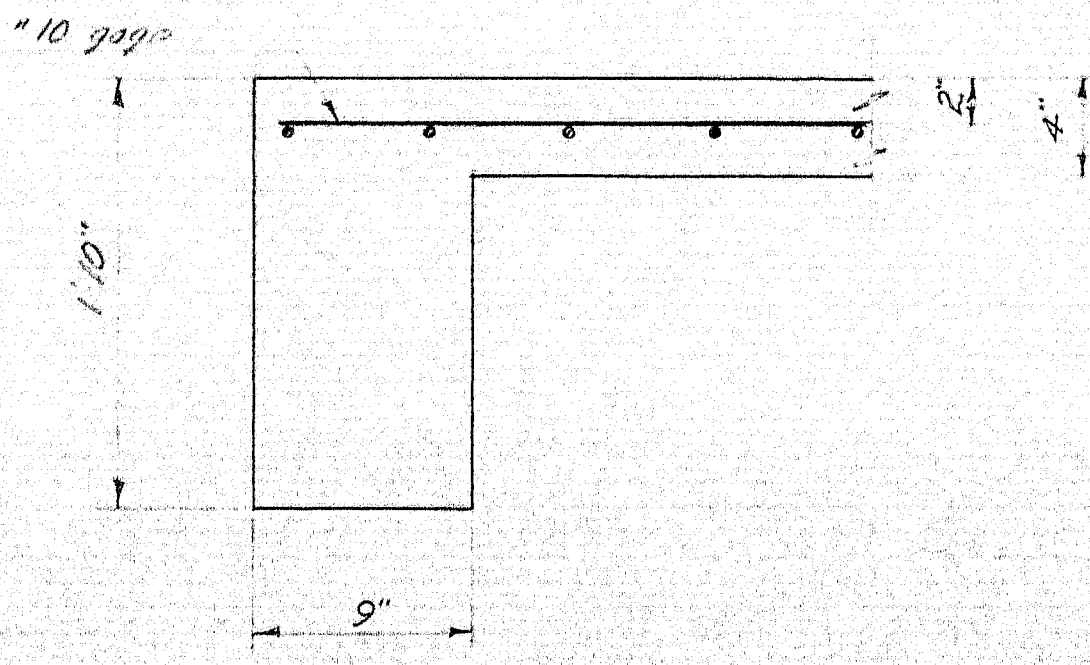


ABUTMENT #2 N.B. & S.B.
Interstate 95 over Route 152

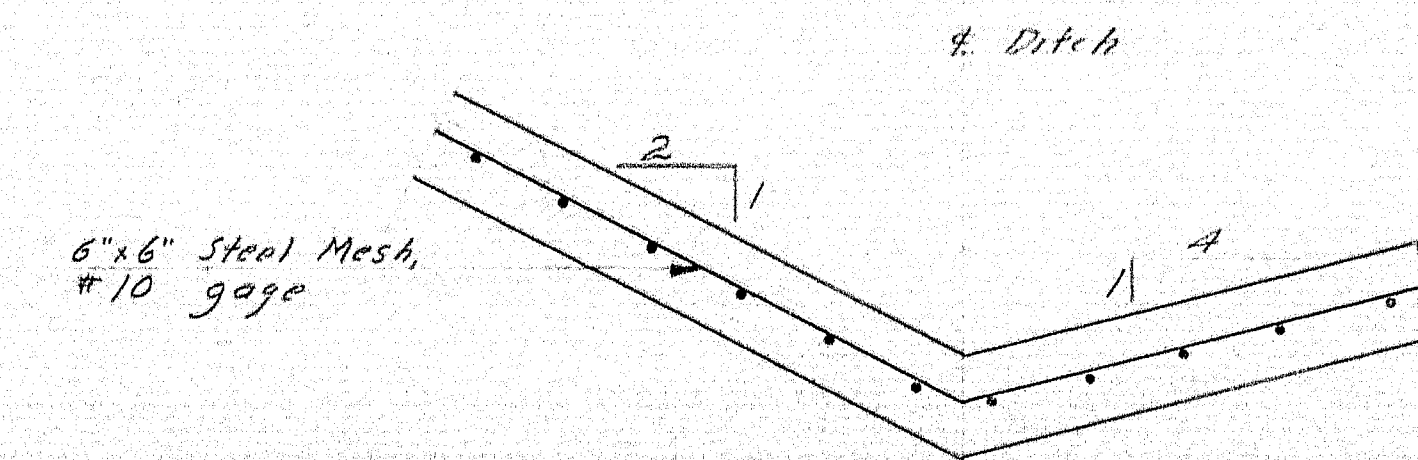
NOTES:
 1. The contractor shall place sections of the same strip may be cut in place. Shown bands be using a preferred continuous tapered expansion joint filler between adjoining sections.
 2. Dummy joints shall be made with a sidewalk edger tool to a depth of about 1/4". Construction joints shall be finished with a sidewalk edging tool. The top surface of all joints shall be uniform in appearance.



SECTION C-C



SECTION D-D

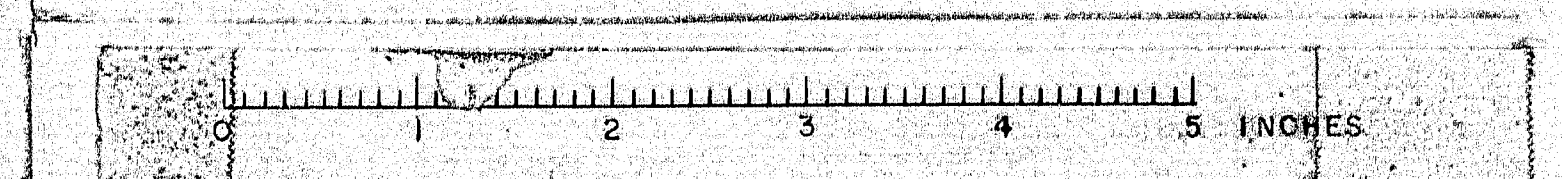


SECTION B-B

Work this sheet with sheet "8B"

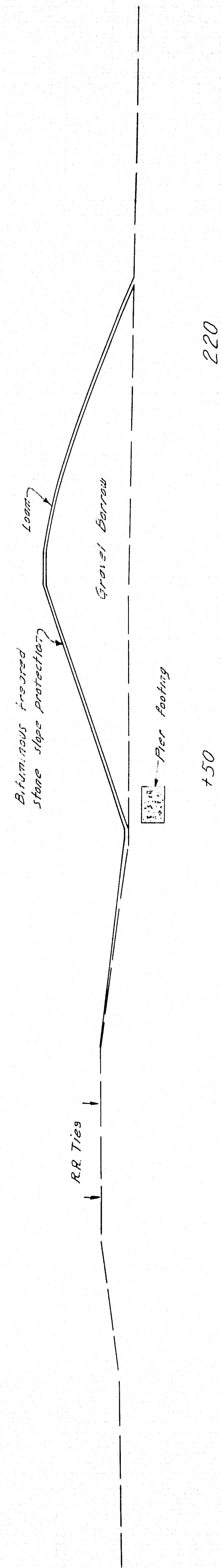
DESIGN-DETAIL-B.T.A.	BRIDGE NO.
TRACE-CHECK-V.L.	SURVEY-PLOT-

STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
INTERSTATE 95
 OVER
MAINE CENTRAL RAILROAD & ROUTE 152
 IN THE TOWN OF
PITTSFIELD
SOMERSET COUNTY
 SLOPE PAVING-ALTERNATE
 SHEET 8A OF 41 AUGUSTA, MAINE AUGUST 1963

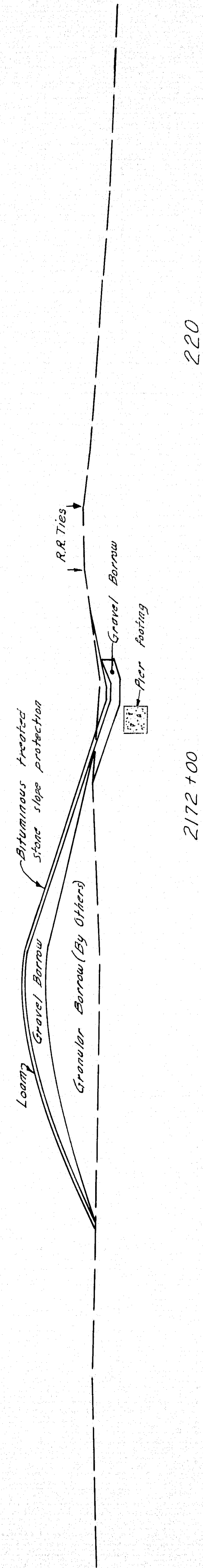


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	SHEET OF
1	MAINE	T-95-7(48)	10	41

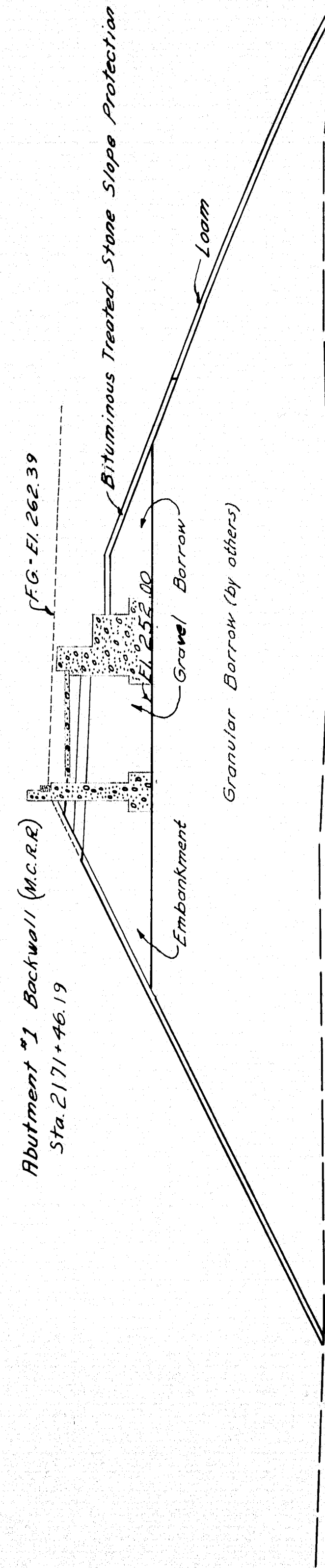
FG-EL 261.89



FG-EL 262.22



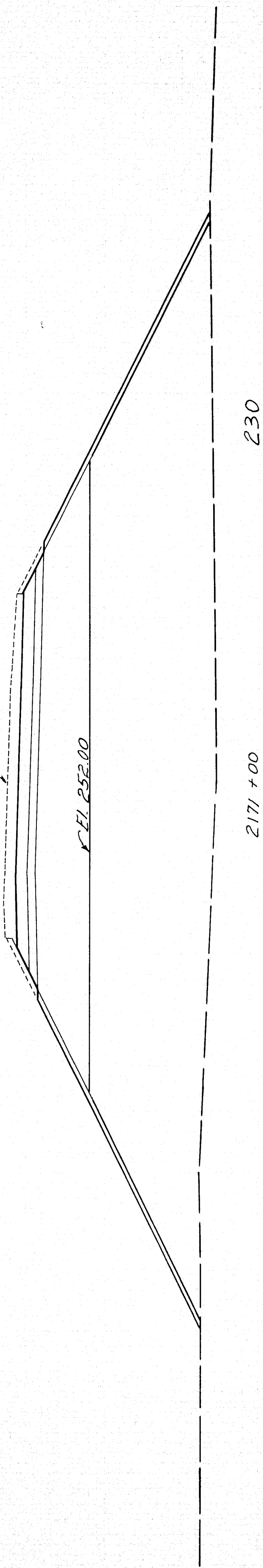
Abutment #1 Backwall (M.C.R.R.)
Sta. 2171+46.19



+50

220

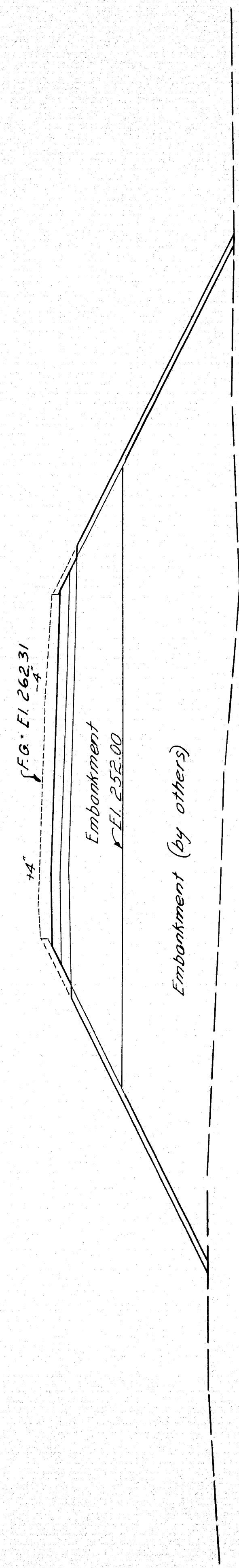
FG-EL 262.42



2171+00

230

FG-EL 262.31



+50

230

DESIGN - C.D.H. & P.W. DET.-L.L.R.	BRIDGE NO.
TRACE - L.L.R.	SURVEY
CHECK -	PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
INTERSTATE 95 OVER MAINE CENTRAL RAILROAD & ROUTE 152 IN THE TOWN OF PITTSFIELD SOMERSET COUNTY	
CROSS SECTIONS - /	
SHEET 10 OF 41	AUGUSTA, MAINE JAN. 63

3" Loom Seeding Method No. 2
Hay Mulch & Asphalt Mulch Binder.

Embankment (by others)
Approximate Existing Ground Surface (Typical all sections)

Limit of Work (Zero section)

2170+00

230

Northbound

83 35

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(46)	11	41

Abutment #2 back of Backwall (M.C.R.R.)
Sta 2173+06.11

FG-El 261.42

Bituminous Treated Stone Slope Protection

Gravel Borrow

Loom

220

2173+00

Northbound

DESIGN - C.D.H. & P.W.	DET. - L.L.R.	BRIDGE NO.
TRACE - L.L.R.	SURVEY	PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
INTERSTATE 95 OVER MAINE CENTRAL RAILROAD & ROUTE 152 IN THE TOWN OF PITTSFIELD SOMERSET COUNTY		
CROSS SECTIONS - 2		
SHEET 11 OF 41	AUGUSTA, MAINE	JAN. 63

83

220

+50

Ditch from Brook

FG-El 260.81

Embankment

220

2174+00

Construct Ditch
forward to drain into
culvert under Rte 152
at Sta 12+65.
(Culvert, by others)

Gravel Borrow

Embankment

FG-El 260.04

220

+50

Abutment #1 back of Backwall (Rte 152)
Sta 2174+24.45

Gravel Borrow

Slope Paving

Loom

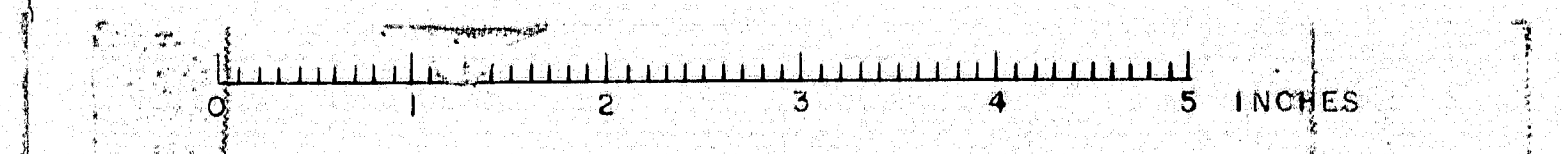
220

2175+00

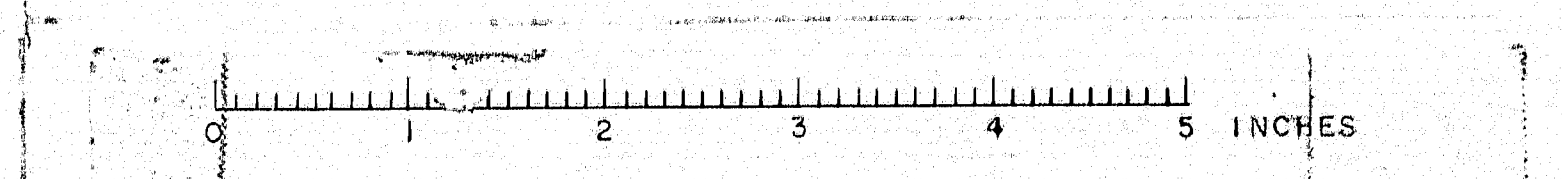
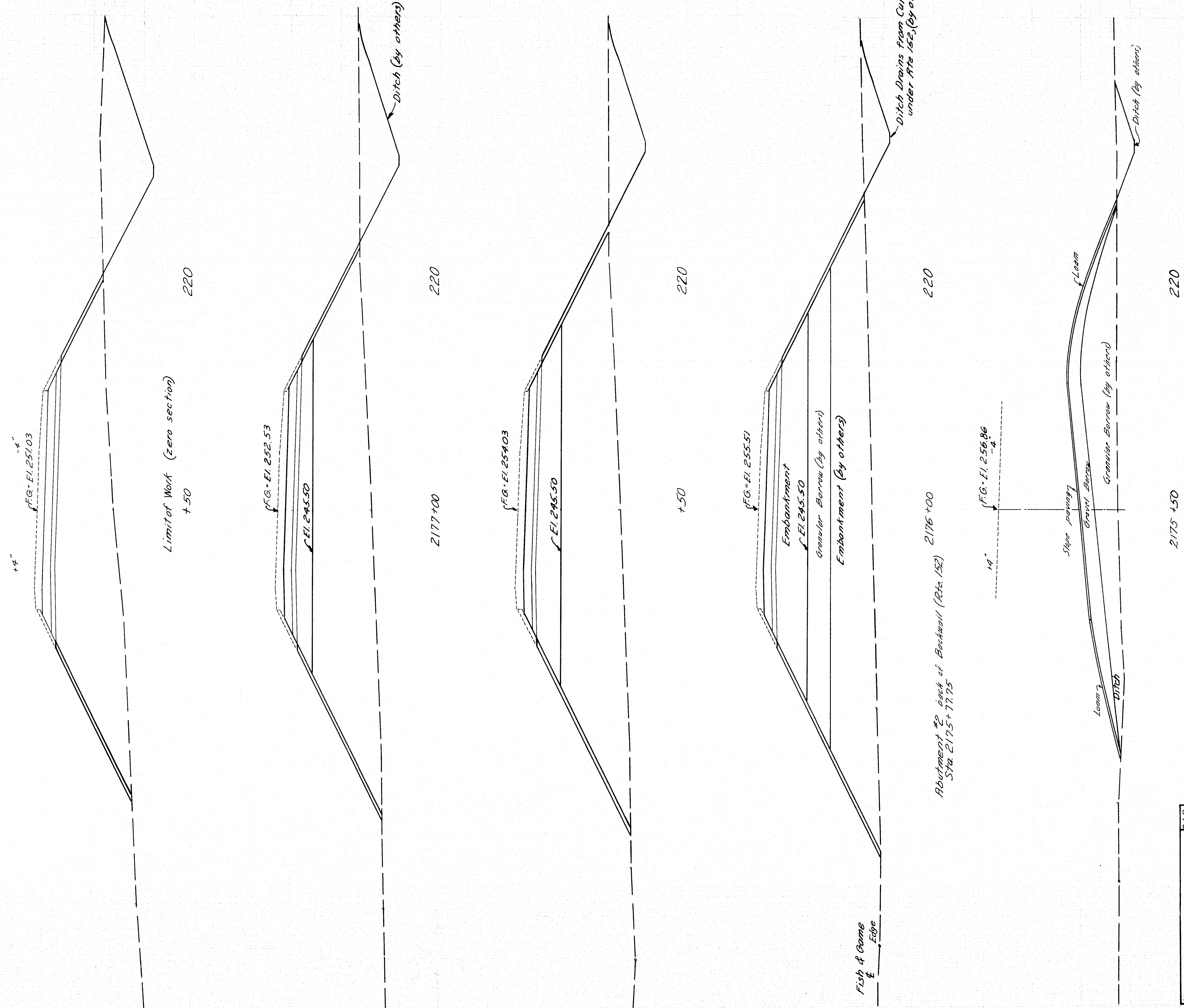
FG-El 259.13

Rt 152

FG-El 258.07



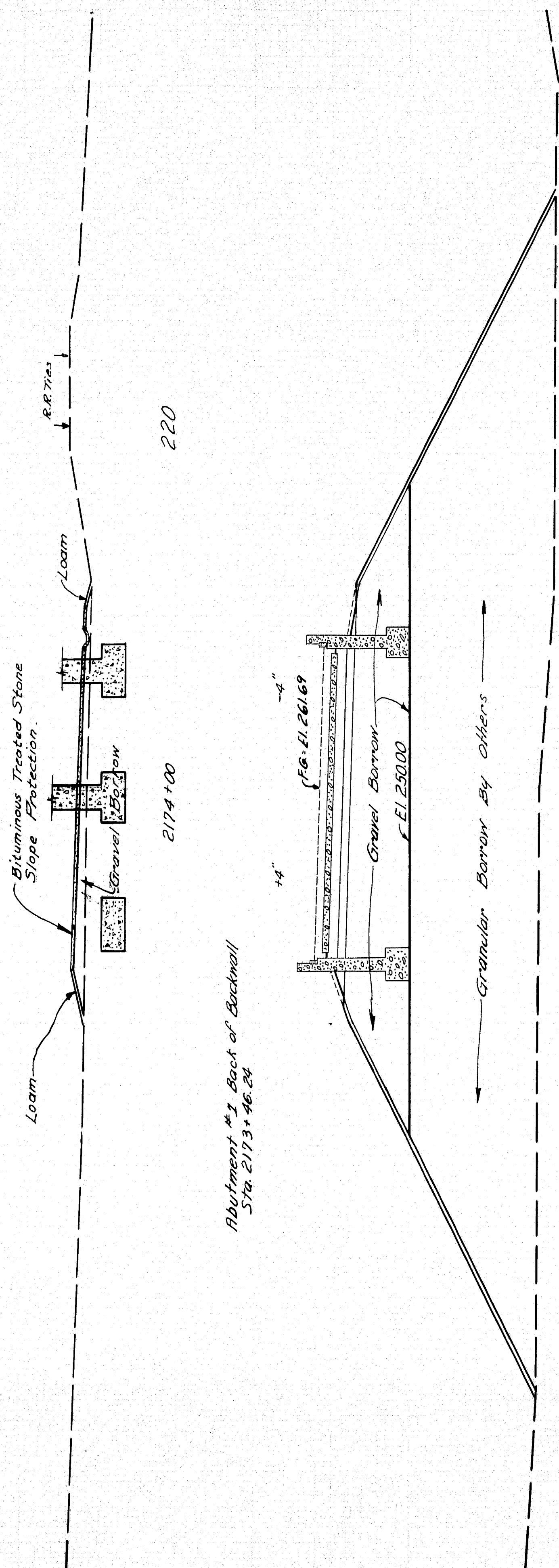
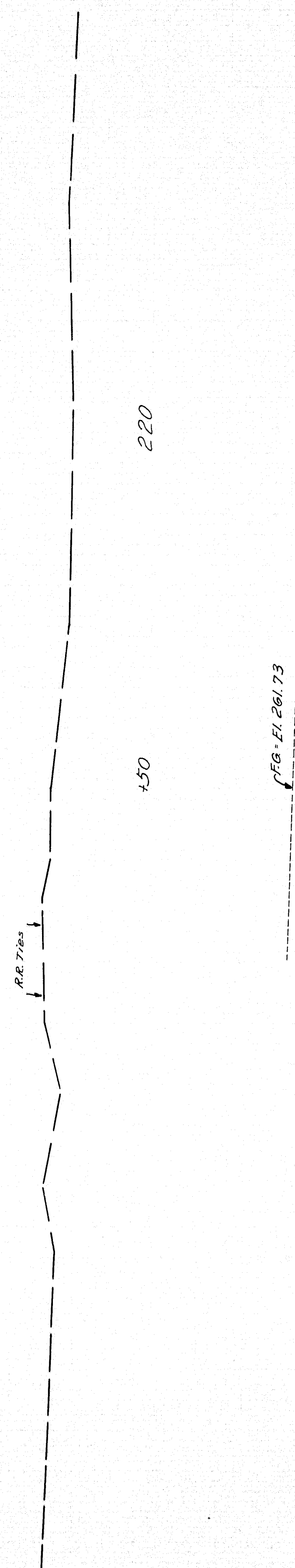
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(16)	12	41



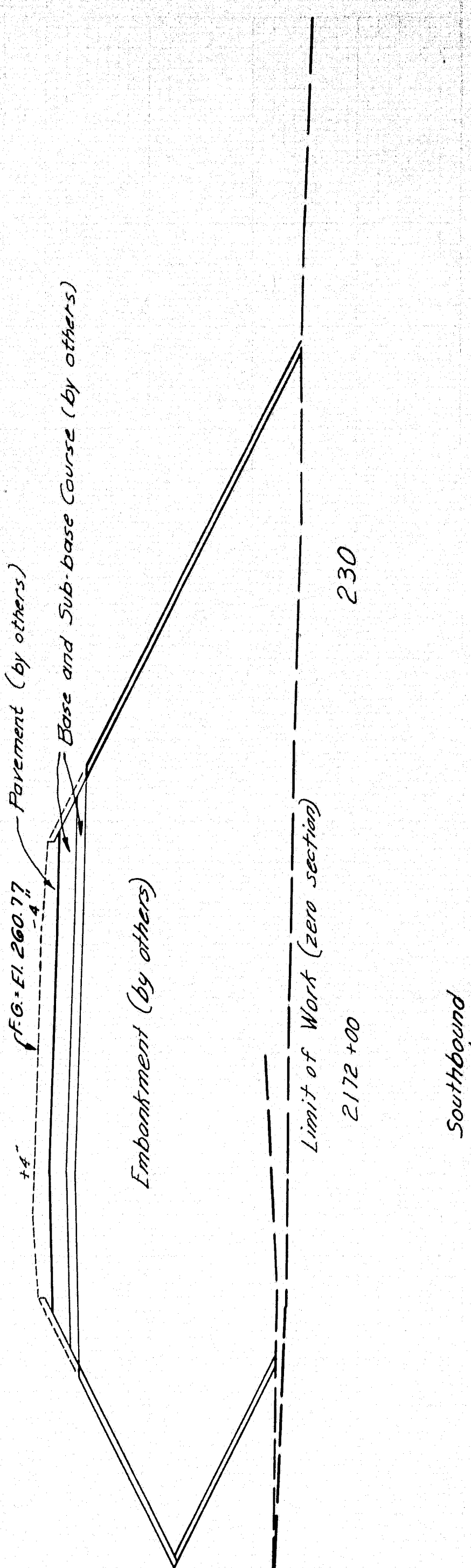
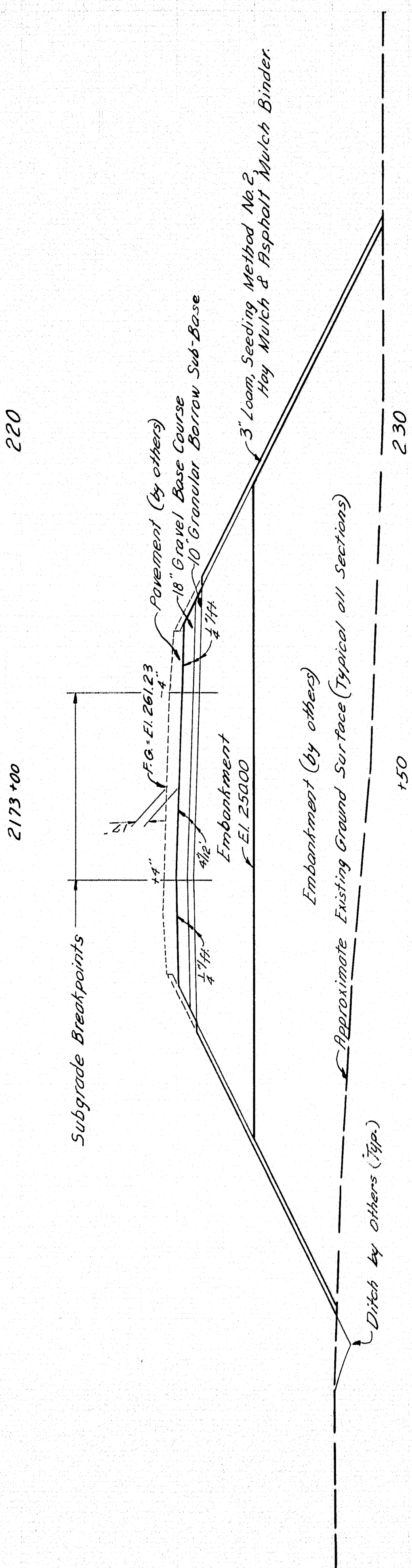
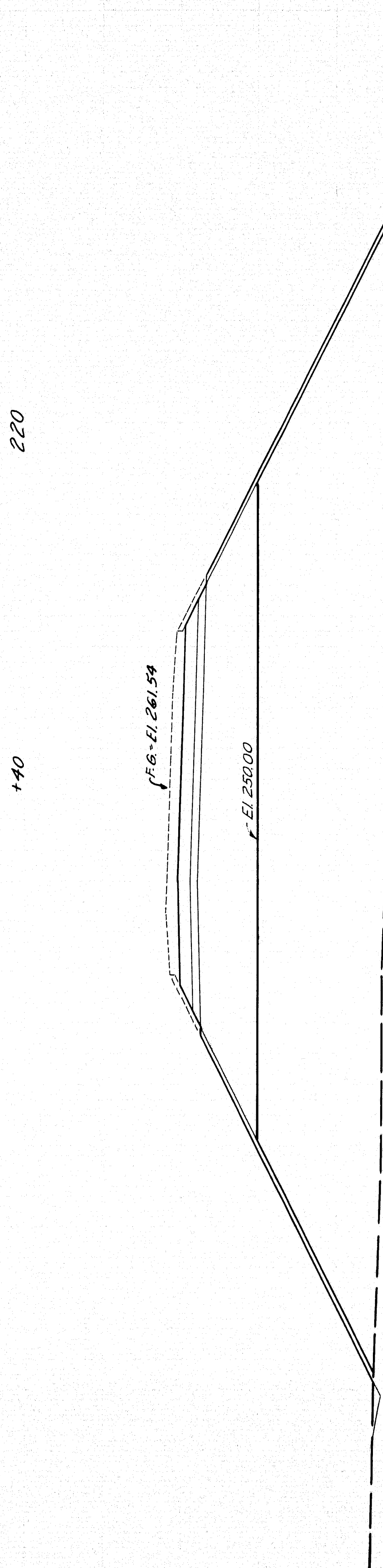
DESIGN - C.D.H. & P.W. DET - L.L.R.	BRIDGE NO.
TRACE - L. L. R.	SURVEY -
CHECK -	PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
INTERSTATE 95 OVER MAINE CENTRAL RAILROAD & ROUTE 152 IN THE TOWN OF PITTSFIELD SOMERSET COUNTY	
CROSS SECTIONS - 3	
SHEET 12 OF 41	AUGUSTA, MAINE JAN. 63

D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-7(46)	13	41

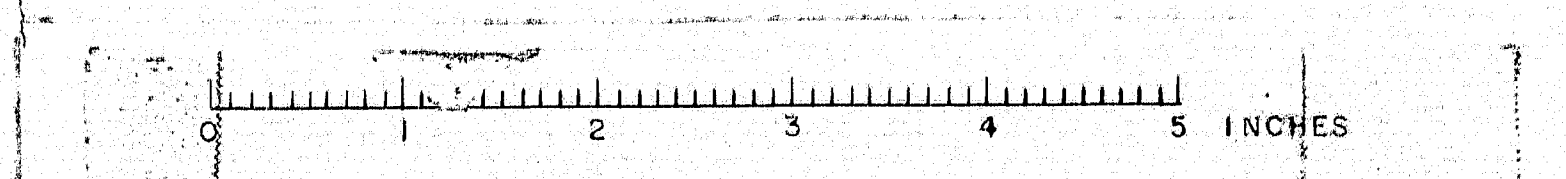
±
F.G. = EL. 261.61



Abutment #1 Back of Backwall
Sta 2173+46.24



DESIGN - C.D.H. TRACE - L.L.R. CHECK -	DET. L.L.R.	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
INTERSTATE 95 OVER MAINE CENTRAL RAILROAD & ROUTE 152 IN THE TOWN OF PITTSFIELD SOMERSET COUNTY		
CROSS SECTIONS - 4 SHEET 13 OF 41 AUGUSTA, MAINE JAN. 63		



D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-7(46)	14	41

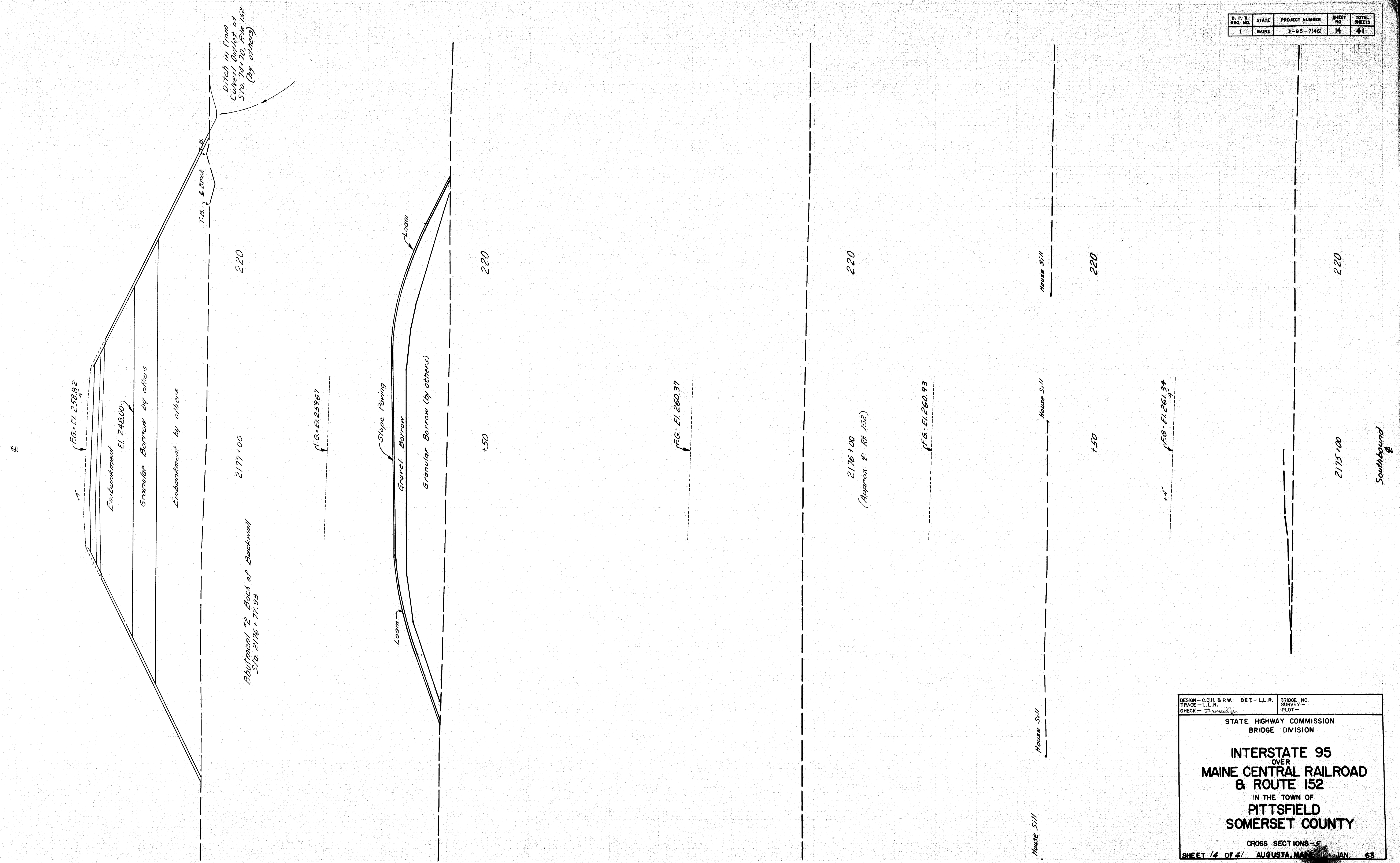
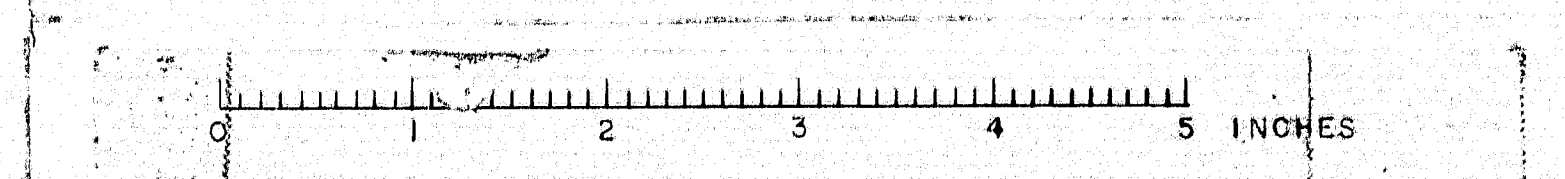
DESIGN - C.D.H. & P.W. DET. - L.L.R. BRIDGE NO. _____
TRACE - L.L.R. SURVEY - _____
CHECK - _____ PLOT - _____

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

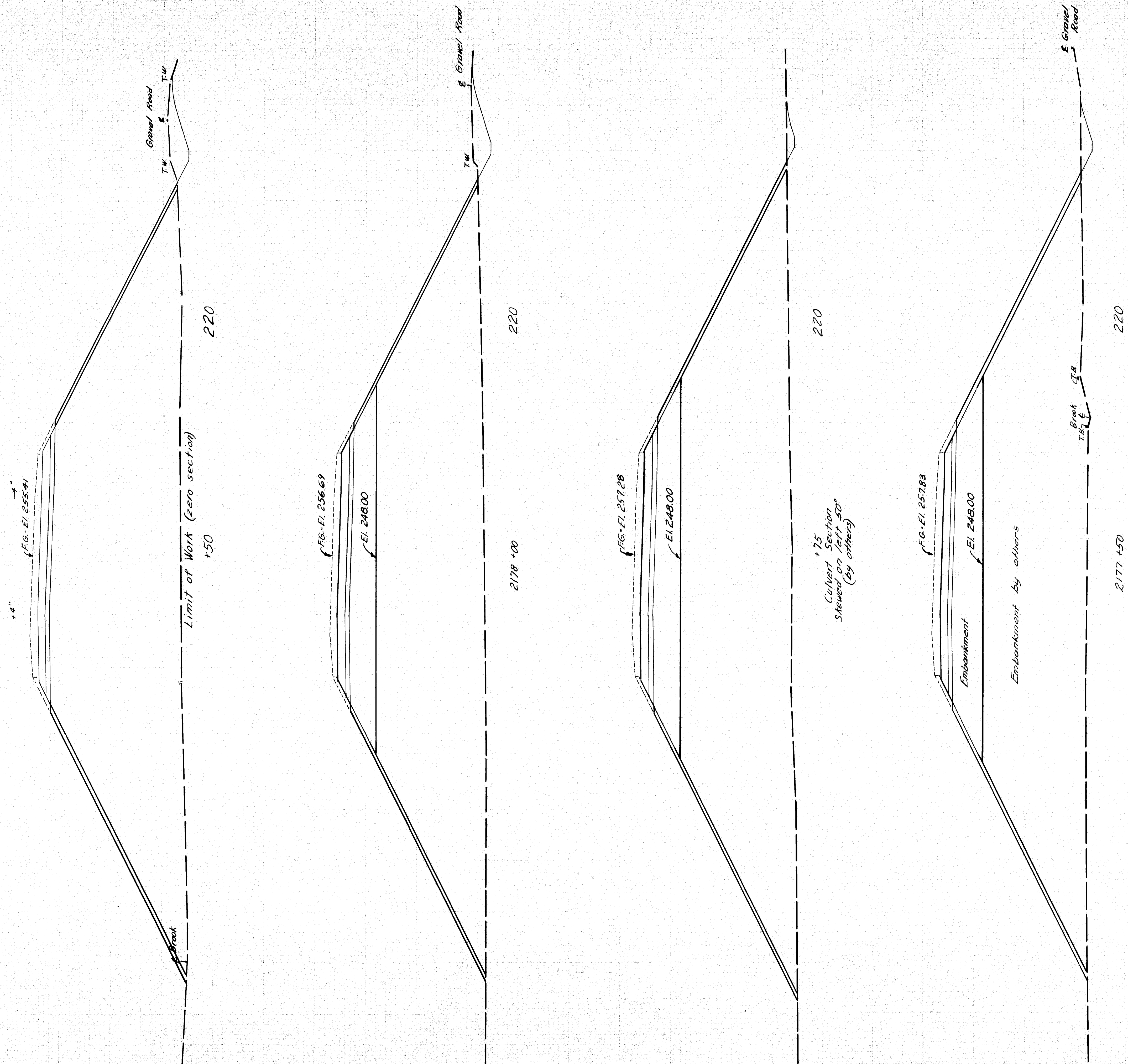
**INTERSTATE 95
OVER
MAINE CENTRAL RAILROAD
& ROUTE 152**
IN THE TOWN OF
**PITTSFIELD
SOMERSET COUNTY**

CROSS SECTIONS - 5
SHEET 14 OF 41 AUGUSTA, MAINE JAN. 63

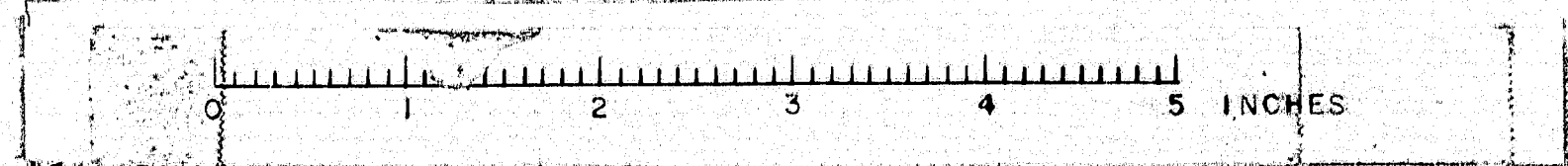
88



D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(46)	15	41

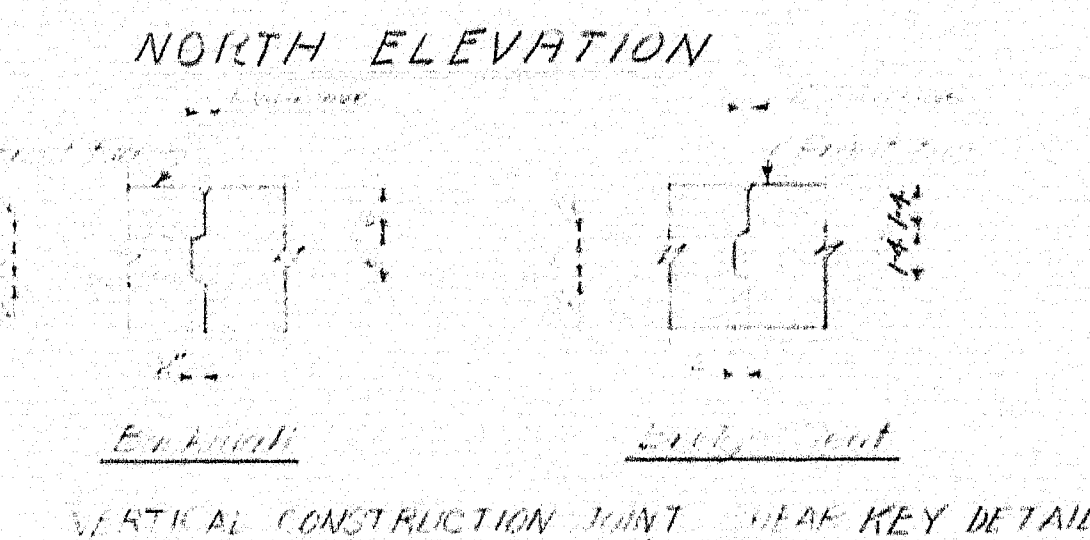
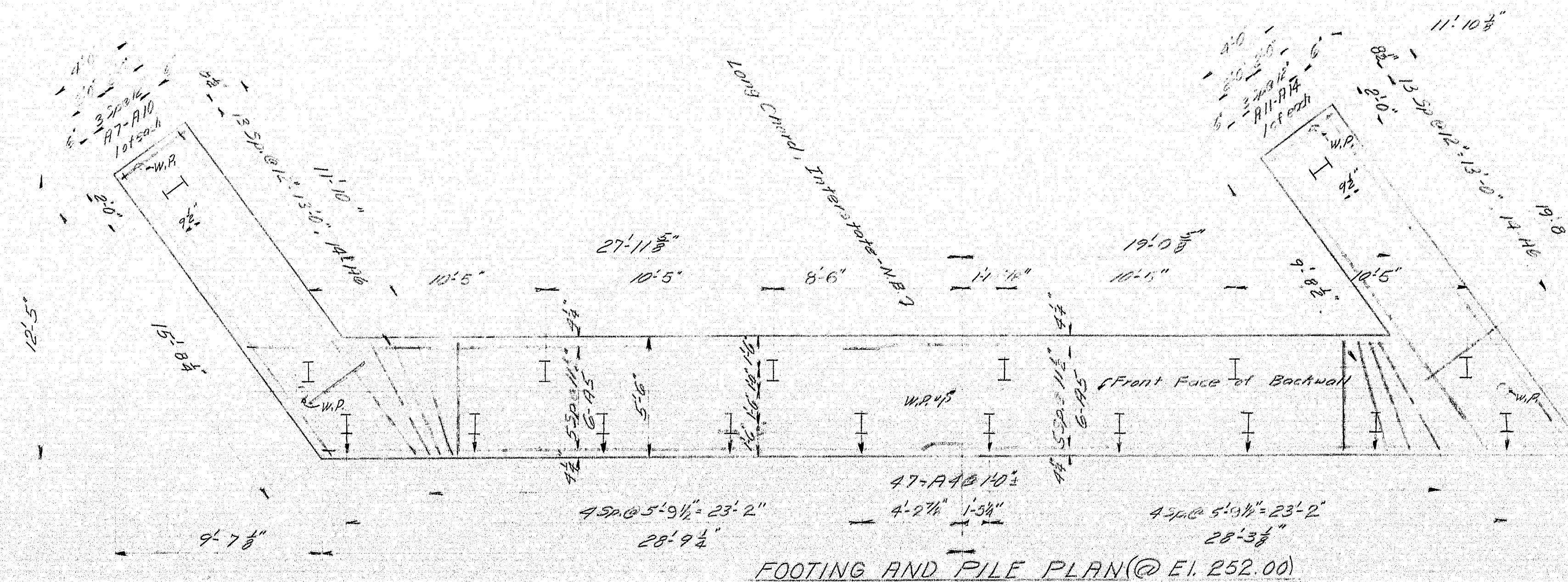
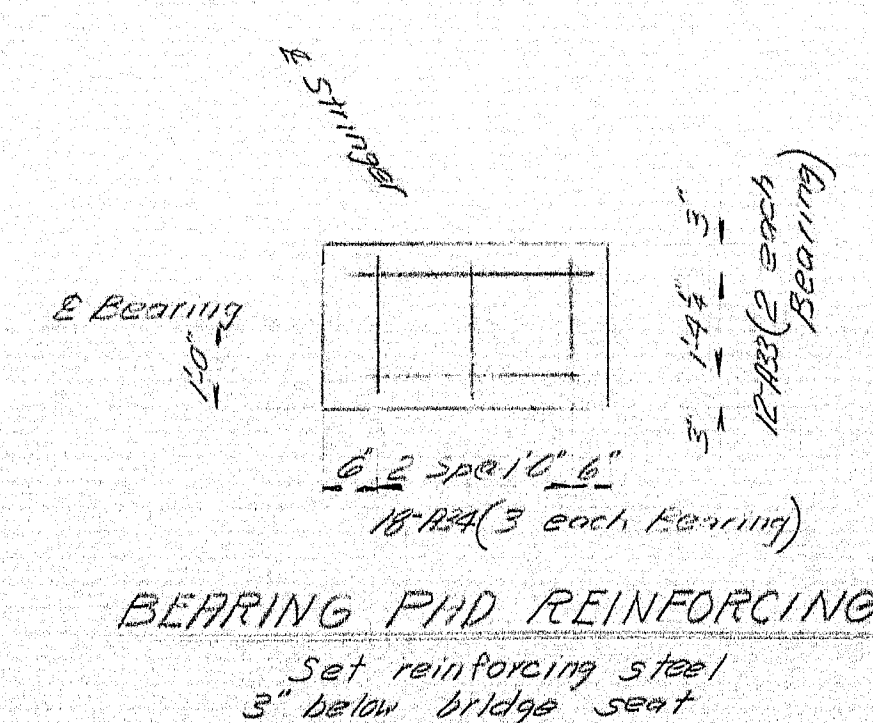
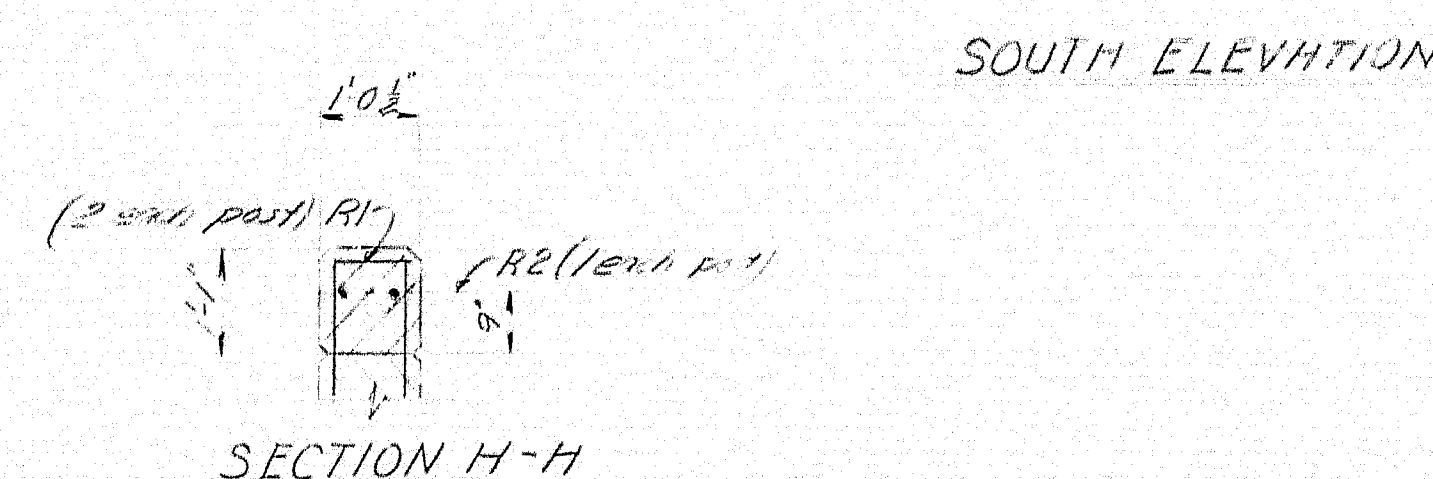
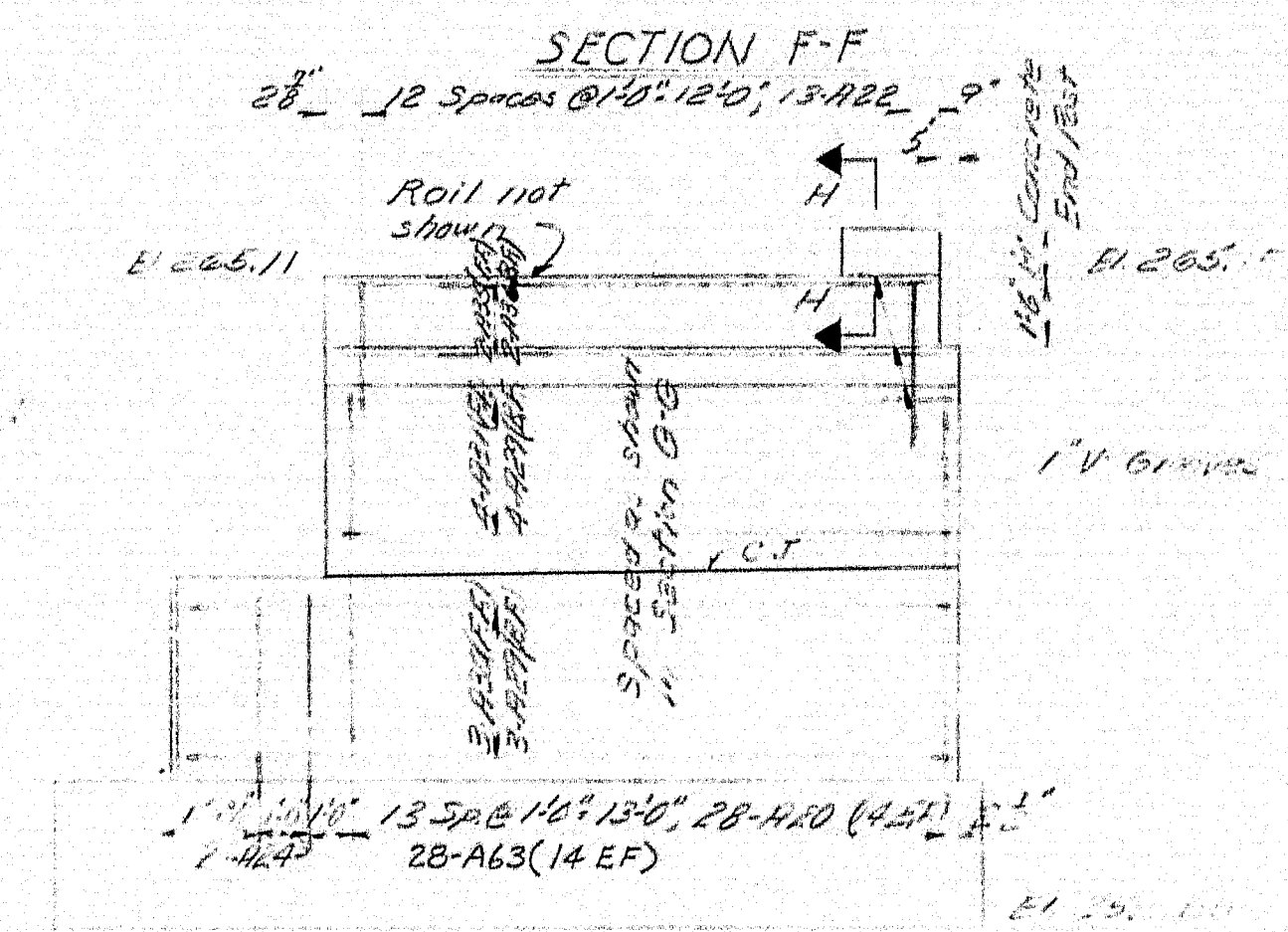
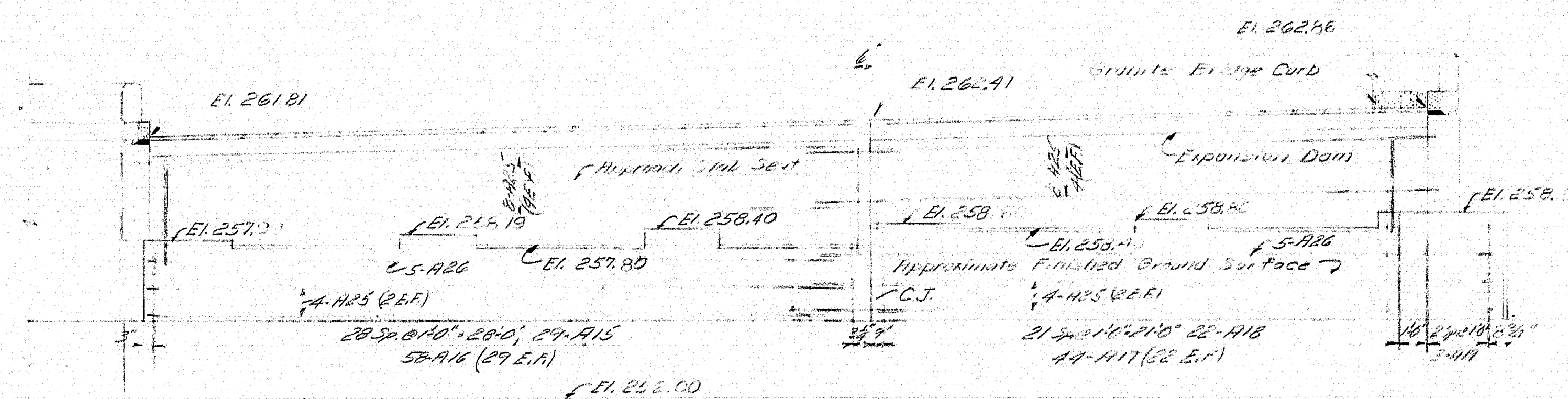
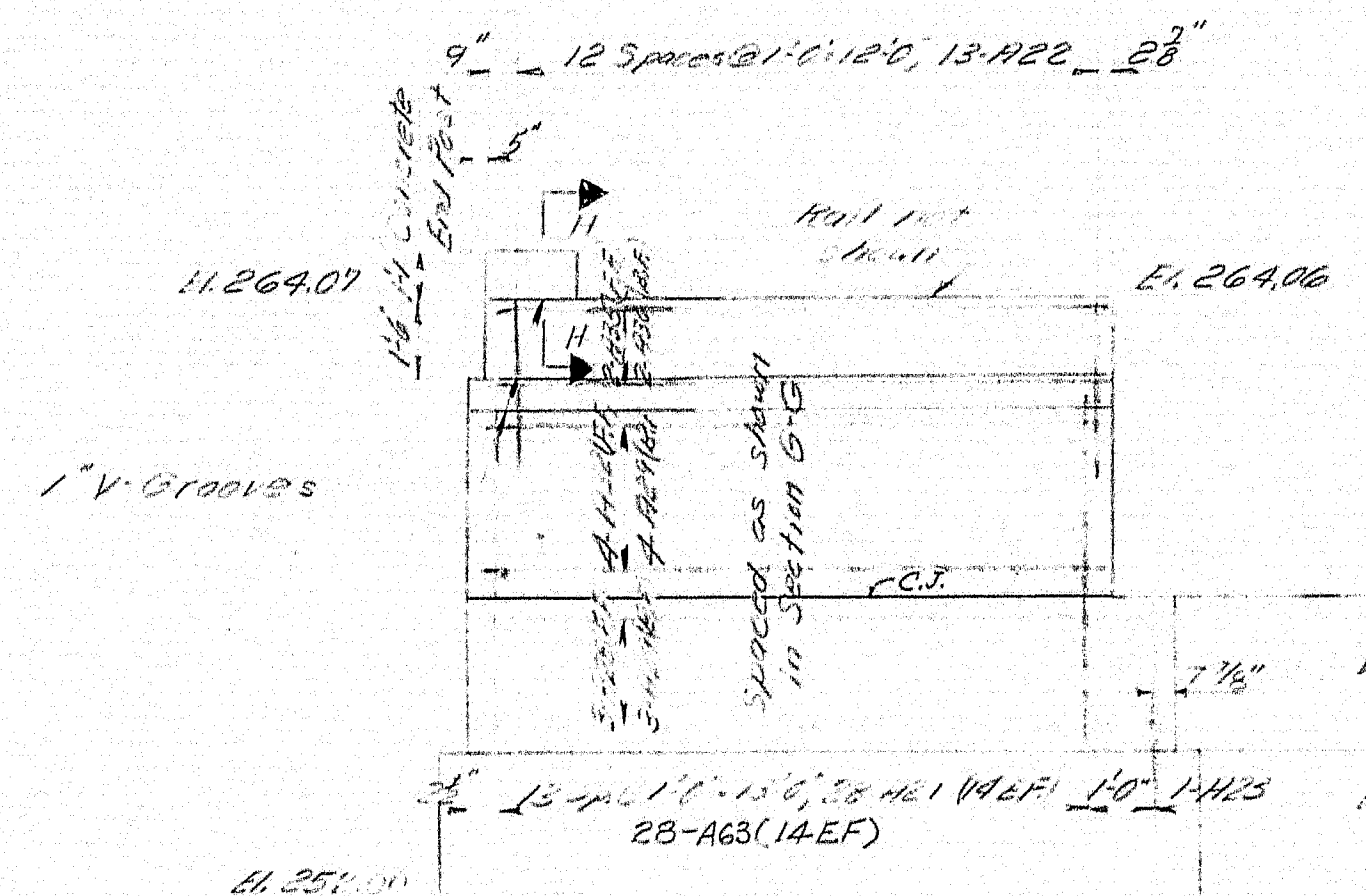
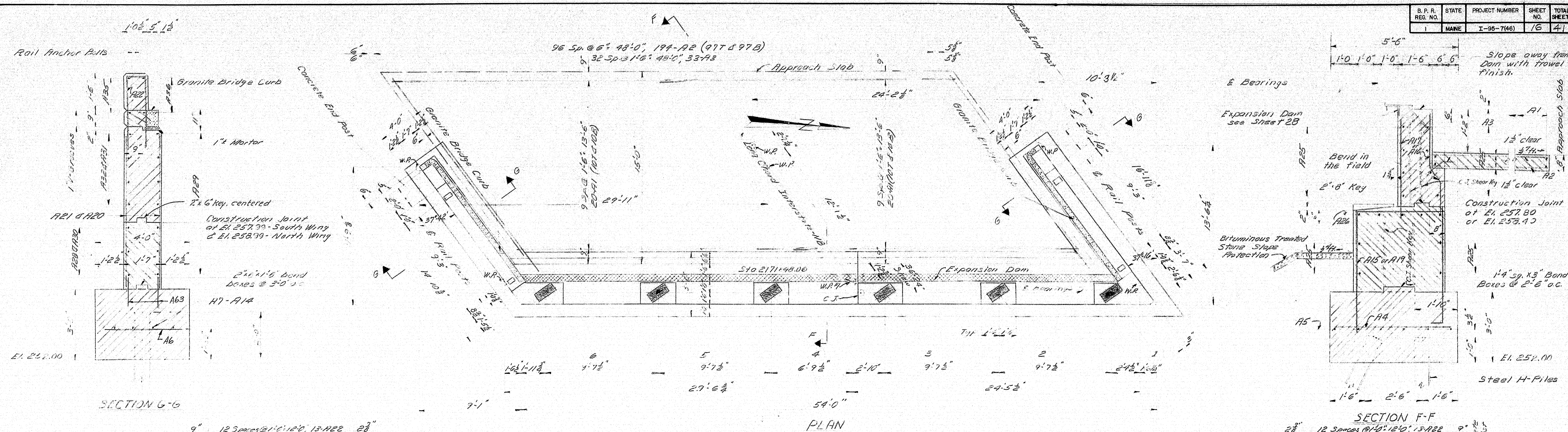


DESIGN - C.D.H. TRACE - L.L.R. CHECK - <i>W. S. S. S.</i>	DET. - L.L.R.	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
INTERSTATE 95 OVER MAINE CENTRAL RAILROAD & ROUTE 152 IN THE TOWN OF PITTSFIELD SOMERSET COUNTY		
CROSS SECTIONS - 6 SHEET 15 OF 41 AUGUSTA, MAINE JAN. 63		



South bound

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEET
1	MAINE	T-95-7(46)	16	41



NOTES
For General Notes & Pile Notes
See Sheet 17.

DESIGN — C. D. H. DETAILED — L. J. H. CHECK — <i>W. B.</i>	BRIDGE NO. — SURVEY — PLOT —
--	------------------------------------

STATE HIGHWAY COMMISSION

BRIDGE DIVISION

INTERSTATE 95

OVER

MAINE CENTRAL RAILROAD
& ROUTE 152

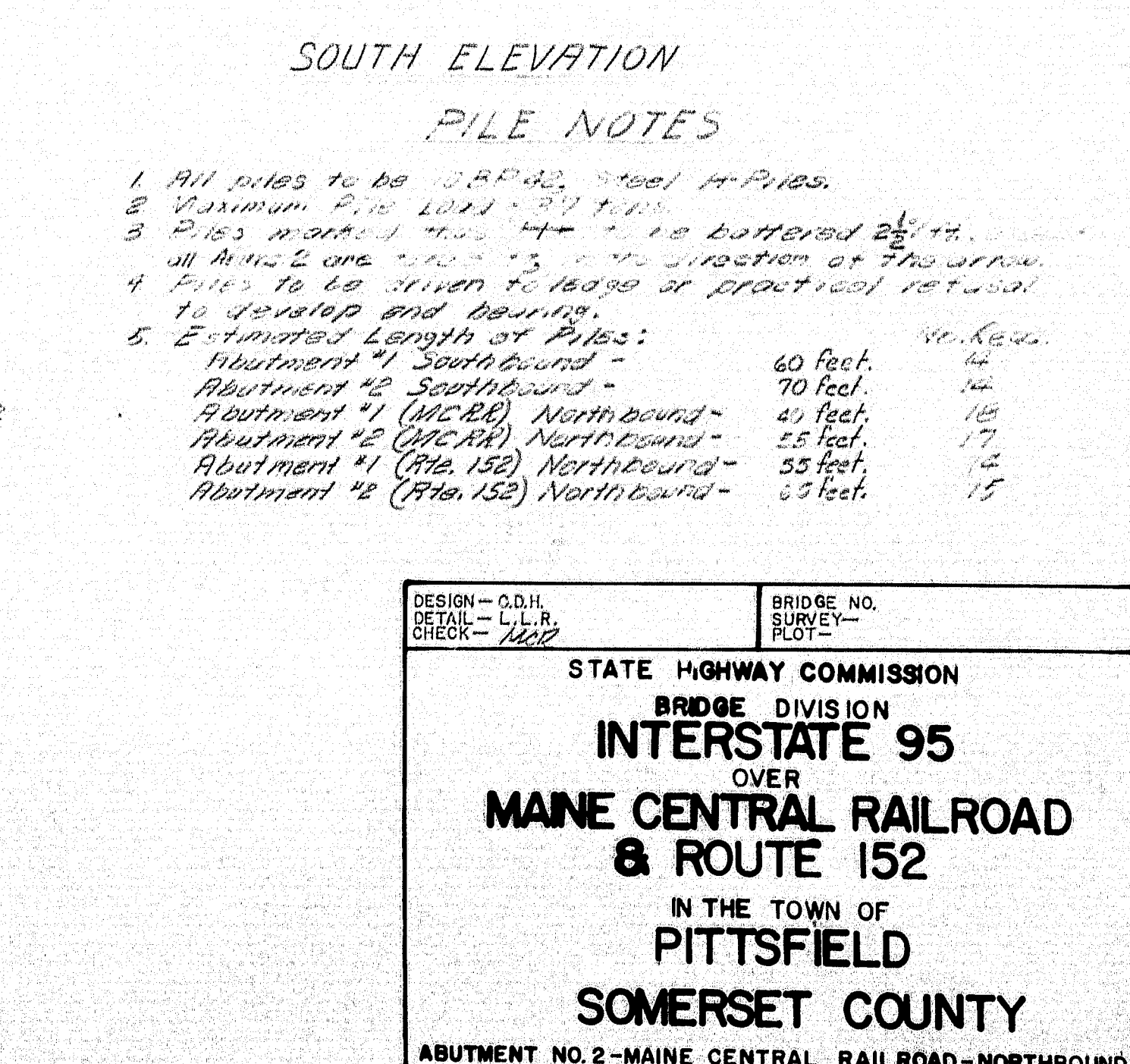
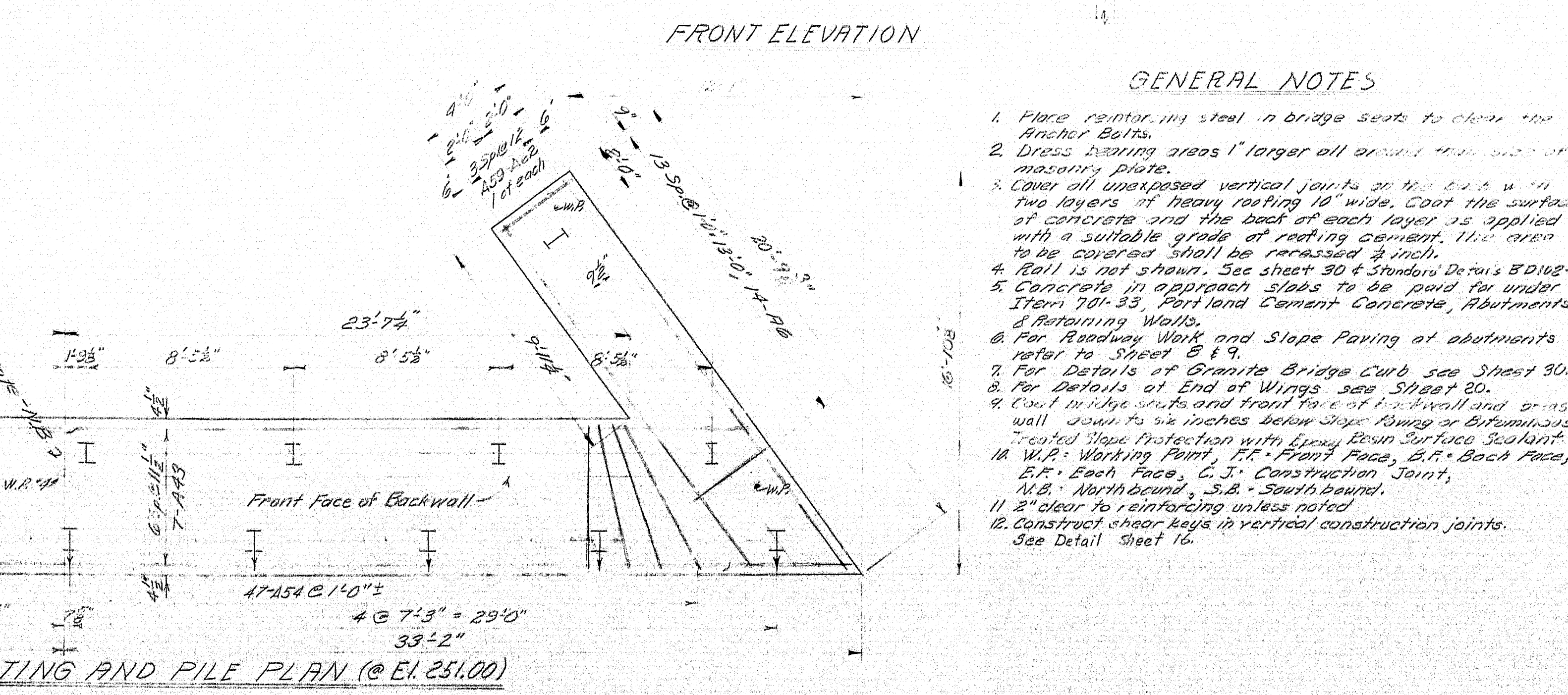
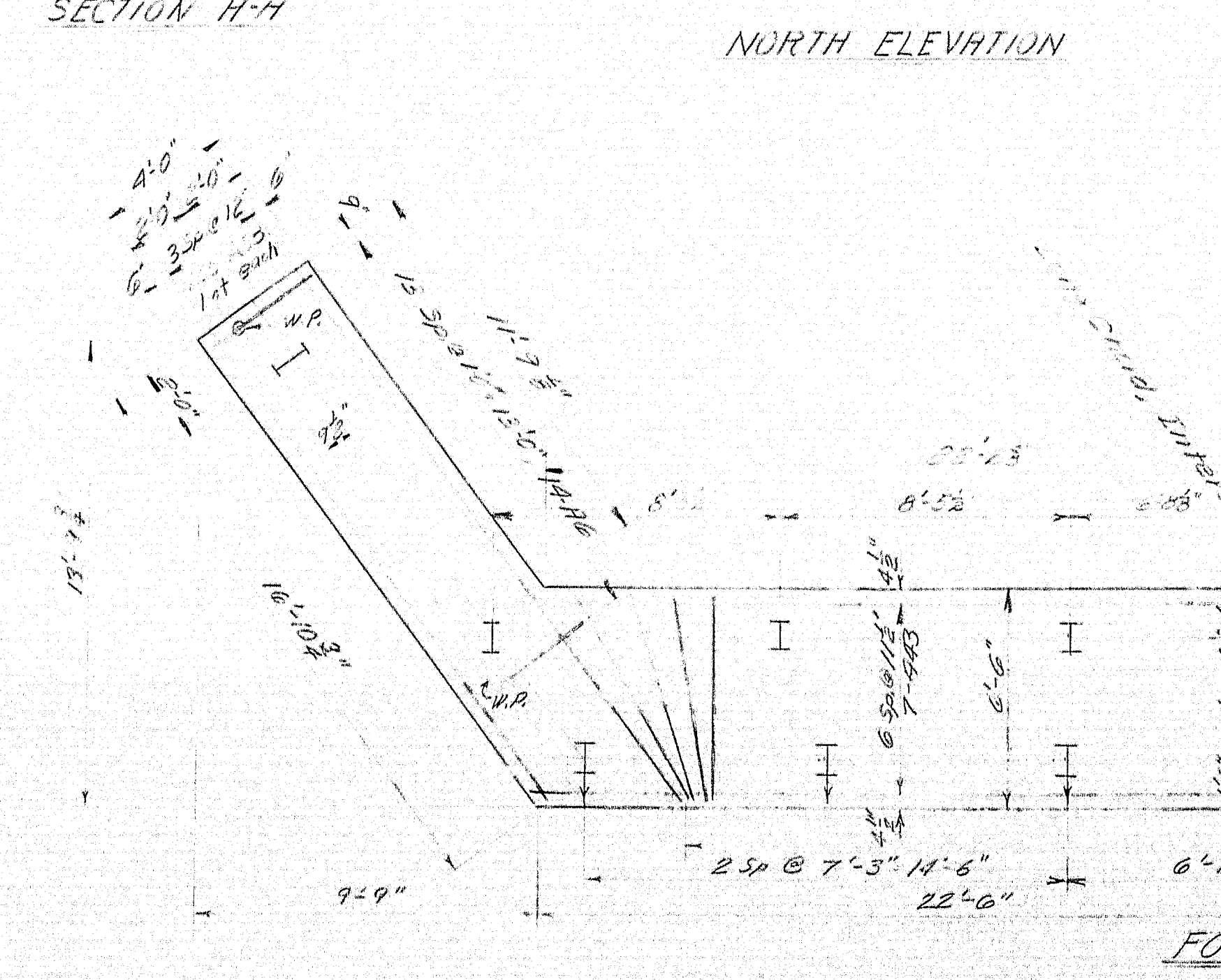
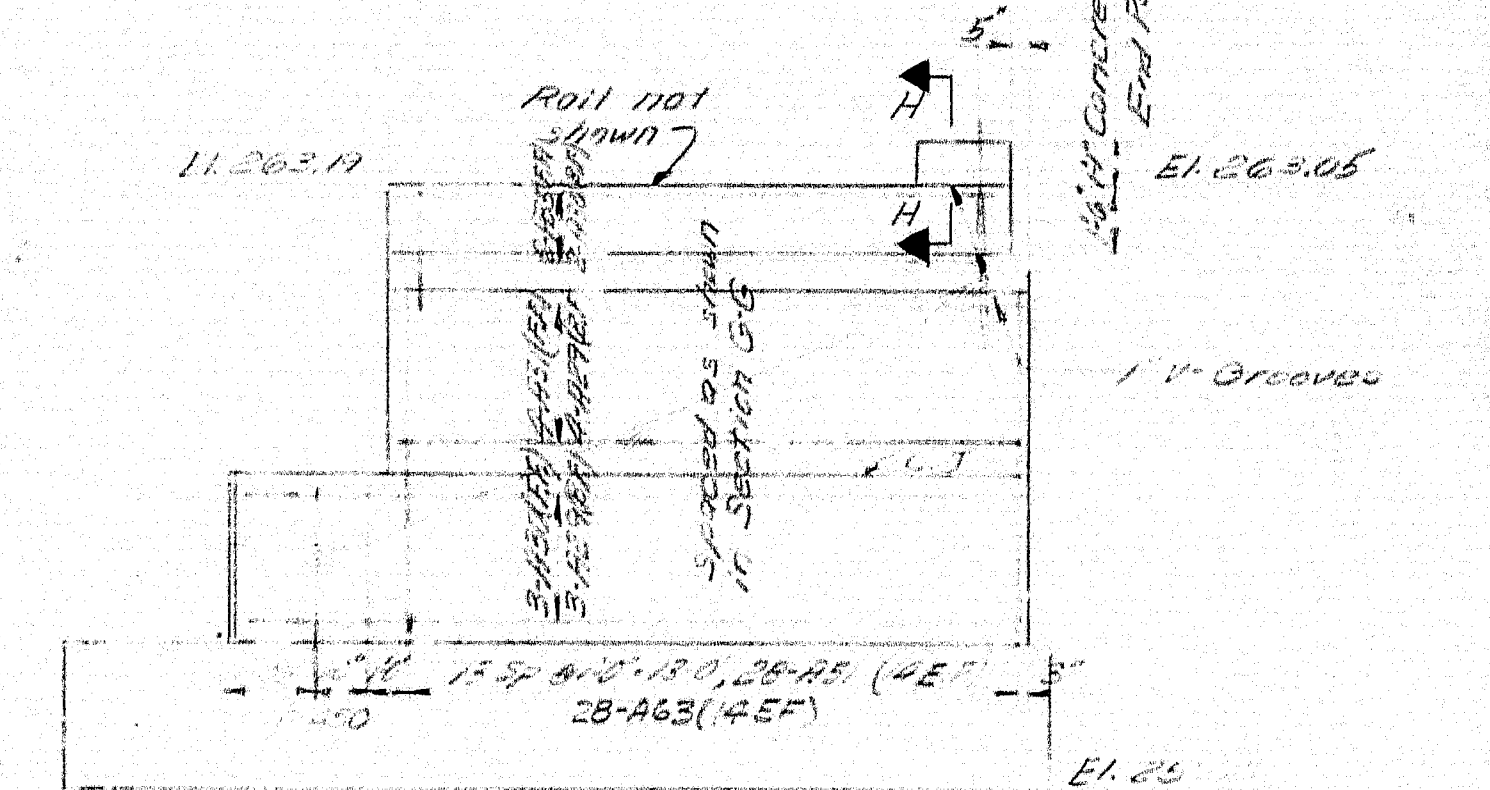
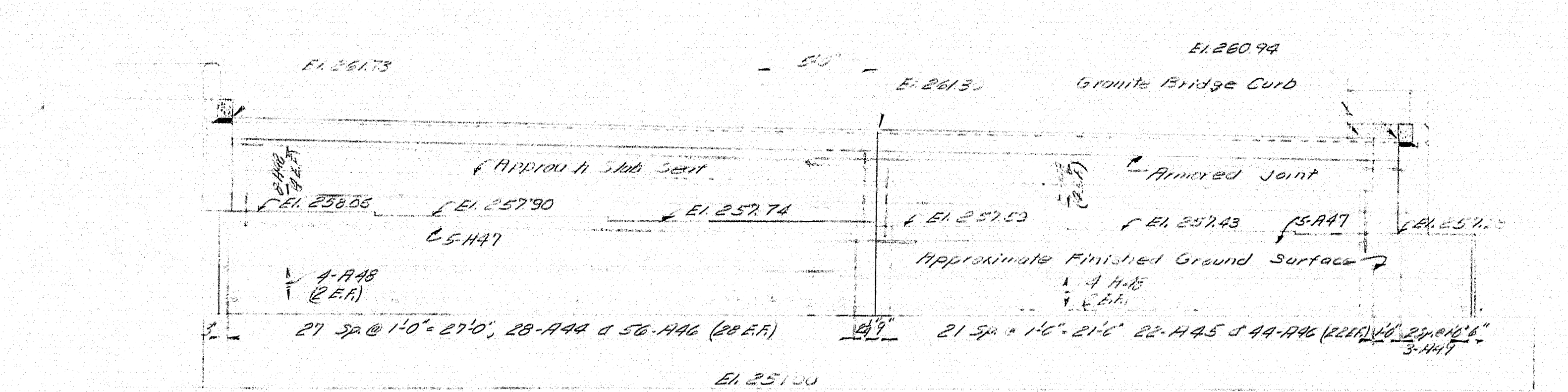
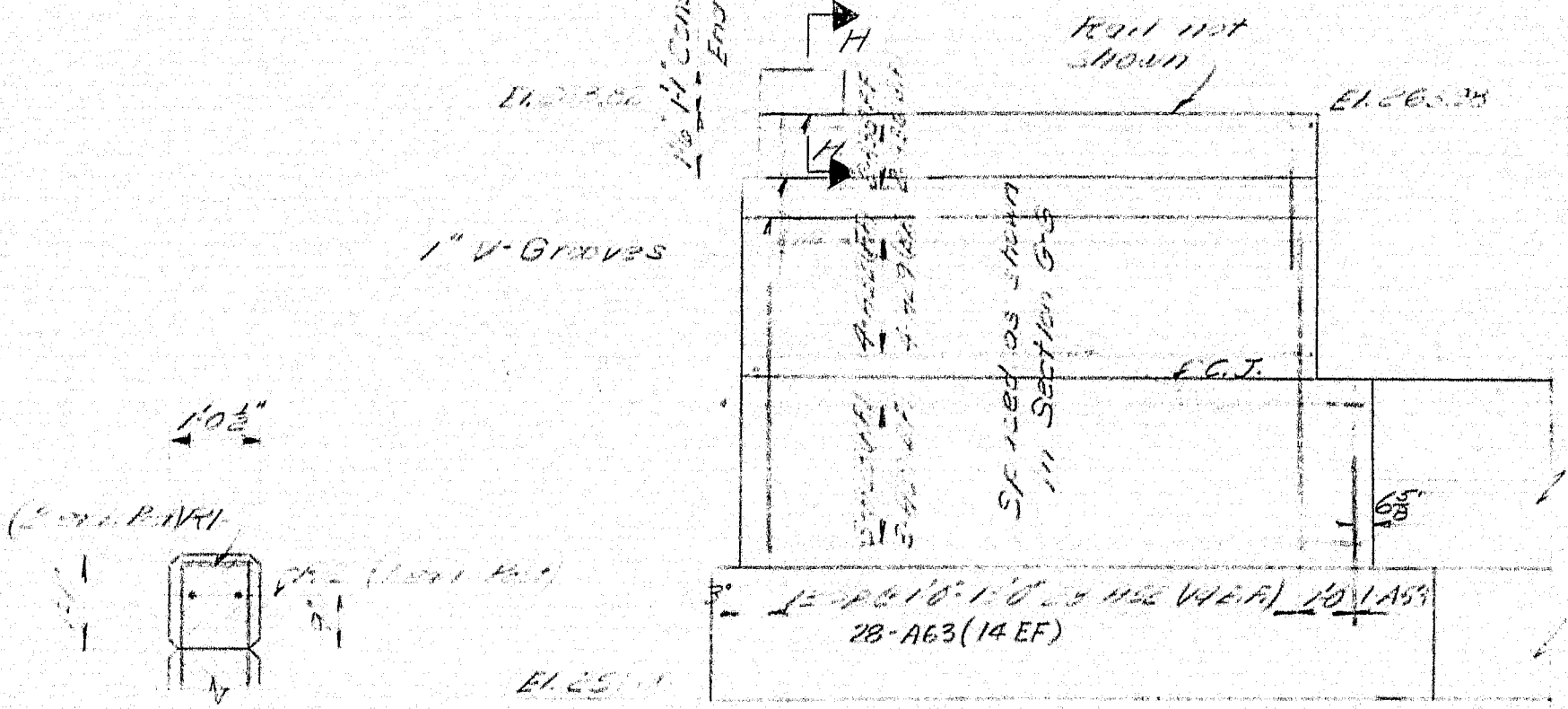
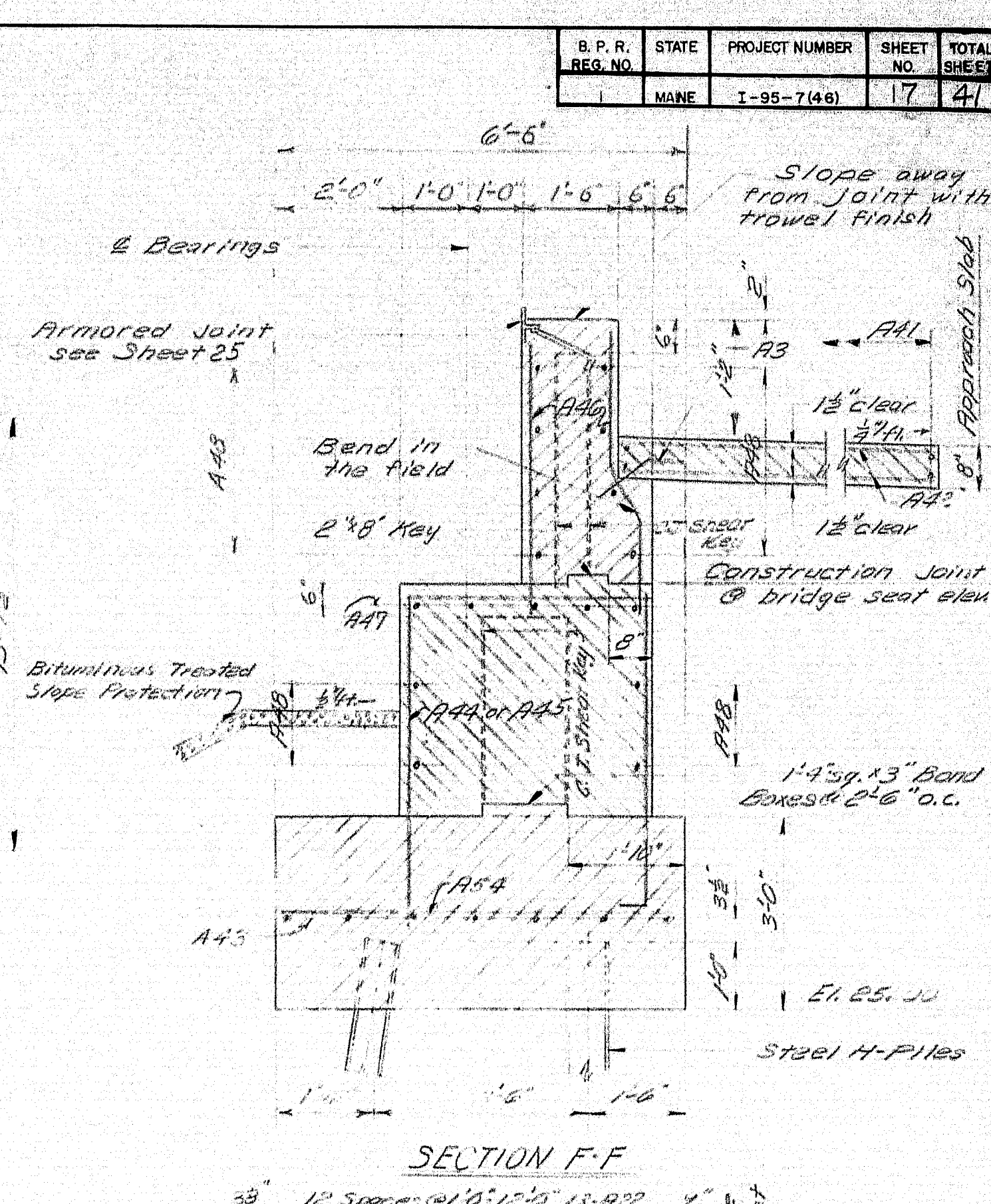
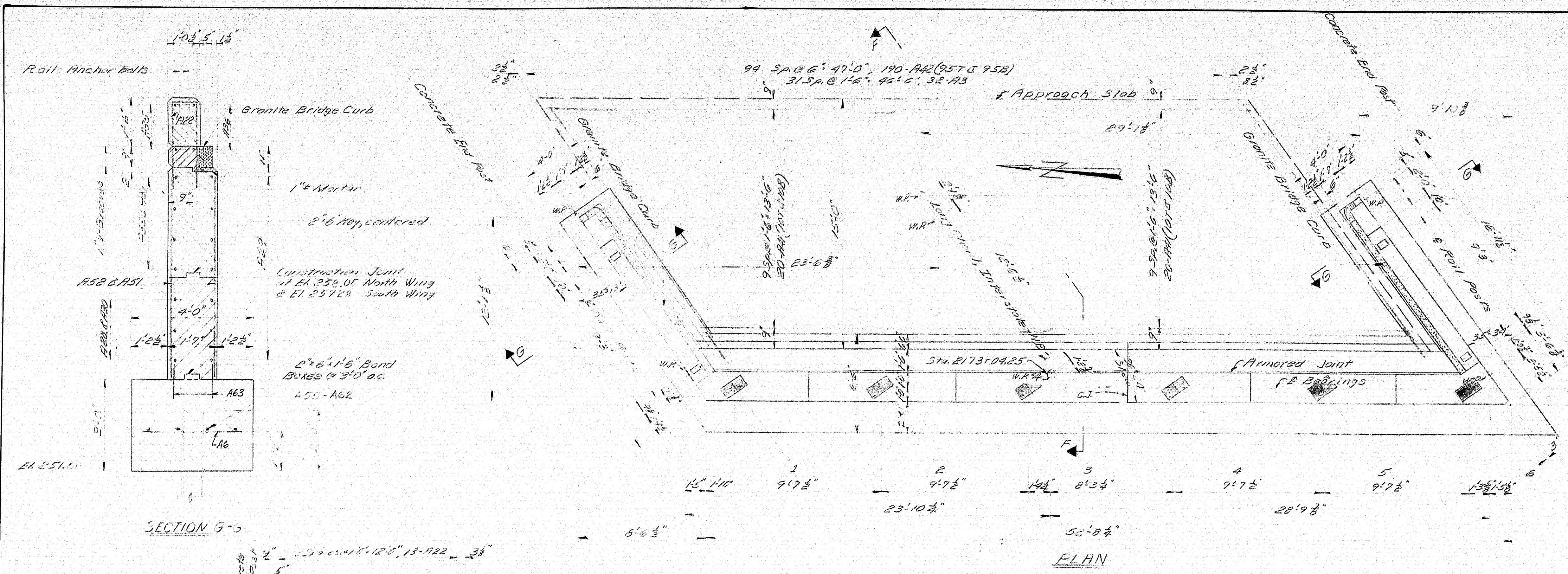
IN THE TOWN OF

PITTSFIELD

SOMERSET COUNTY

ABUTMENT NO. 1 — MAINE CENTRAL RAILROAD — NORTH-BOUND
SHEET 6 OF 41 AUGUSTA, MAINE JAN. 68

B. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	MAINE	1-95-7(48)	17	41



- GENERAL NOTES**
- Place reinforcing steel in bridge seats to show the Anchor Belts.
 - Draw bearing areas 1" larger all around than size of masonry abutment.
 - Cover all unexposed vertical joints on the back wall with two layers of heavy roofing 18" wide. Coat the surface of concrete and the back of each layer is applied with a suitable grade of reding cement. This area to be covered shall be recessed 1/2 inch.
 - Reinforcing steel shall be shown. See sheet 30 & Standard Detail B.D.102-62.
 - Concrete in approach slabs to be paid for under Item 701-83. Portland Cement Concrete, Abutments.
 - Reinforcing Walls.
 - For Roadway Work and Slope Paving at abutments refer to Sheet 8 & 9.
 - For Details of Granite Bridge Curb see Sheet 30.
 - For Details of End of Wings see Sheet 20.
 - Construct bridge seats and front face of backwall and grout wall down to six inches below Slope Paving or Bituminous Treated Slope Protection with Epoxy Resin Surface Sealant.
 - W.R.: Working Point, P.F.: Front Face, B.F.: Back Face, E.F.: Each Face, C.J.: Construction Joint, N.B.: Northbound, S.B.: Southbound.
 - 2" clear to reinforcing unless noted.
 - Construct shear keys in vertical construction joints. See Detail Sheet 16.

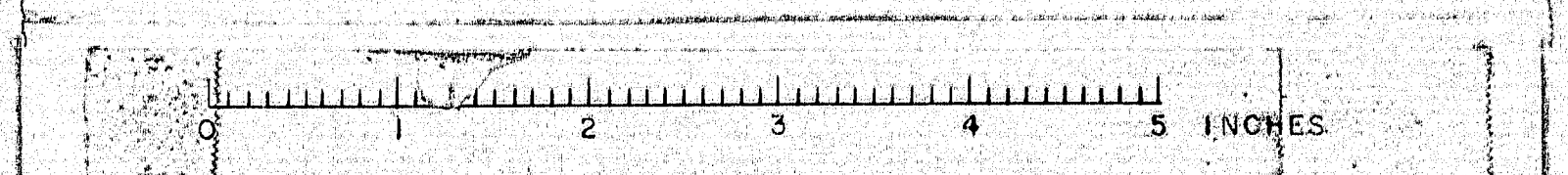
PILE NOTES

1. All piles to be 13.8P42, Steel H-Piles.	
2. Maximum Pile Load 137 tons.	
3. Piles worked thru 47' to 50' below ground.	
4. All piles to be driven to bearing or practical refusal to develop and bearing.	
5. Estimated Length of Piles:	
Abutment #1 Southbound -	60 feet
Abutment #2 Southbound -	70 feet
Abutment #1 (MCAR) Northbound -	40 feet
Abutment #2 (MCAR) Northbound -	25 feet
Abutment #1 (Rte. 152) Northbound -	55 feet
Abutment #2 (Rte. 152) Northbound -	65 feet

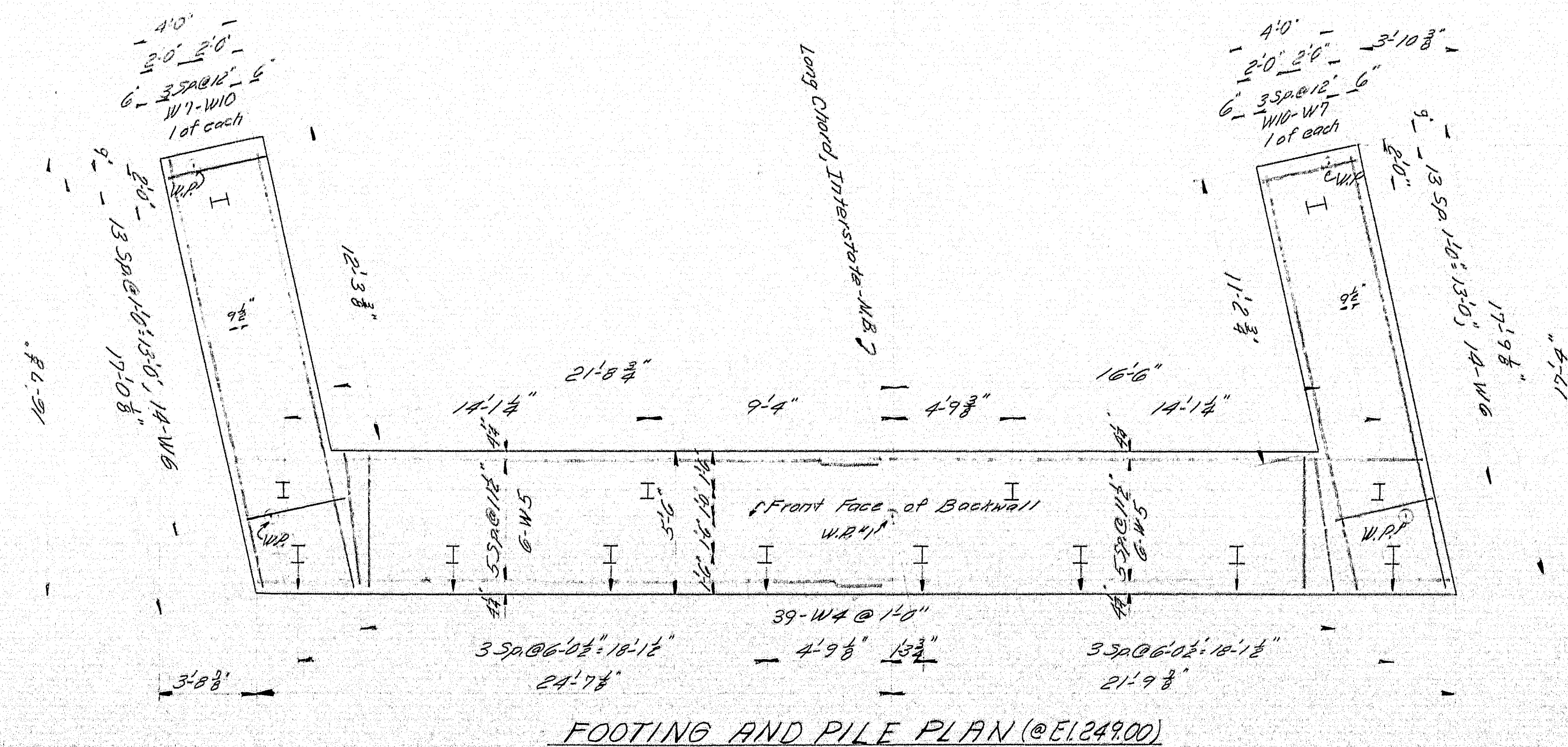
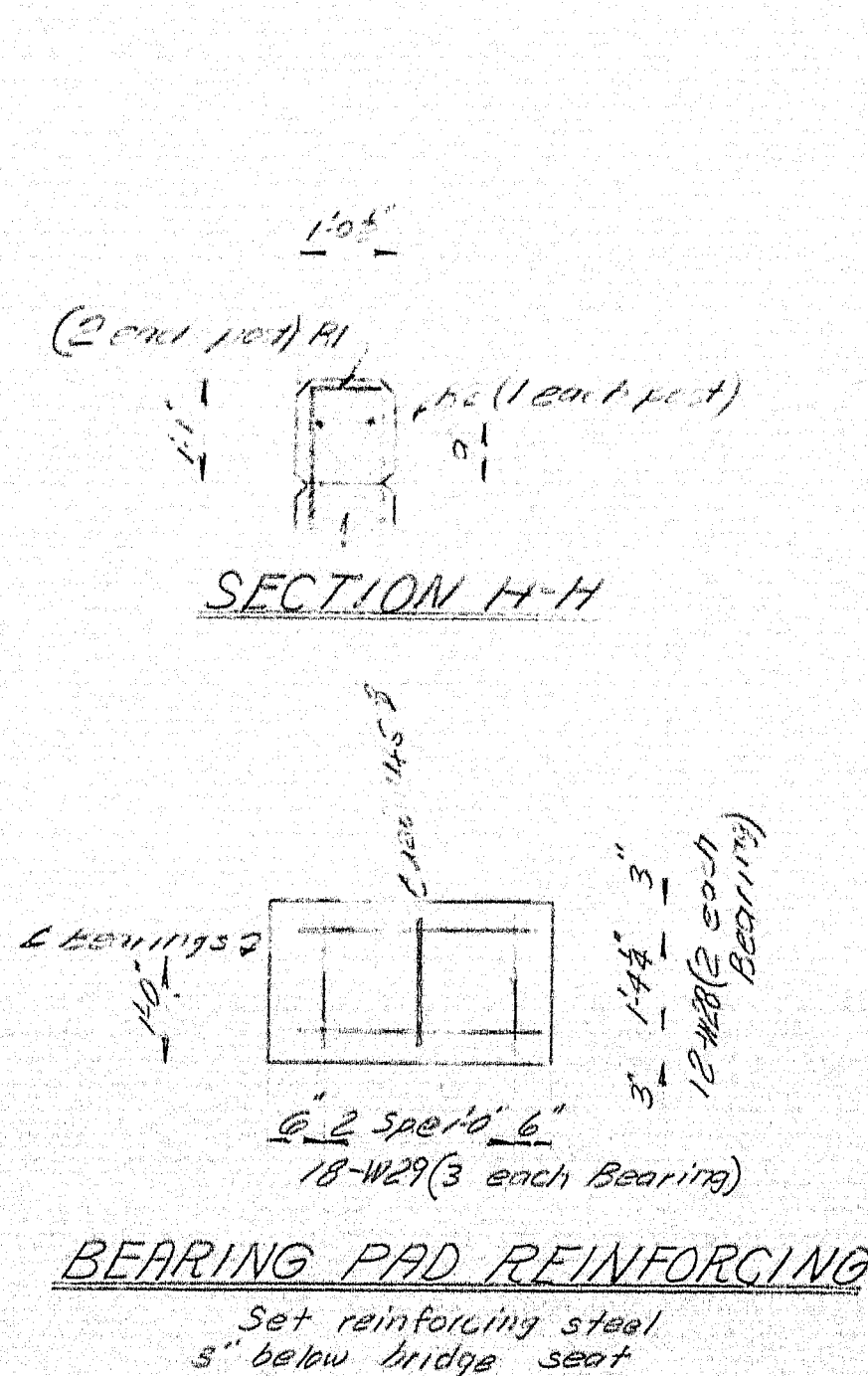
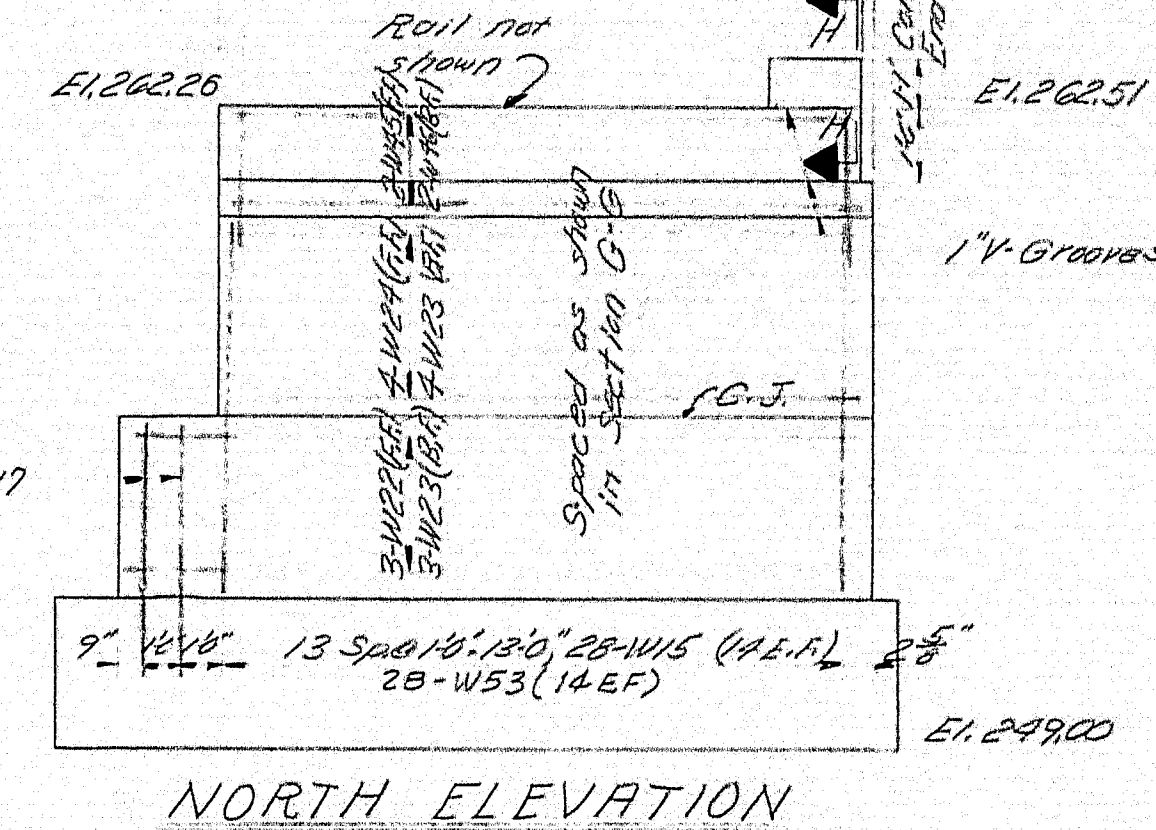
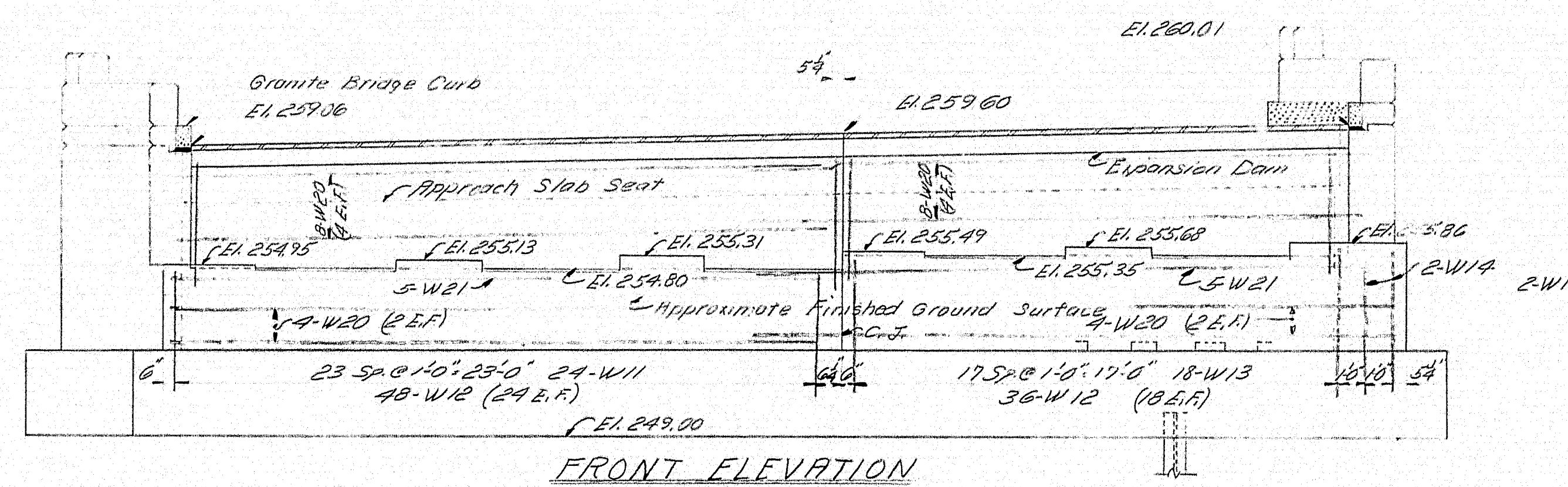
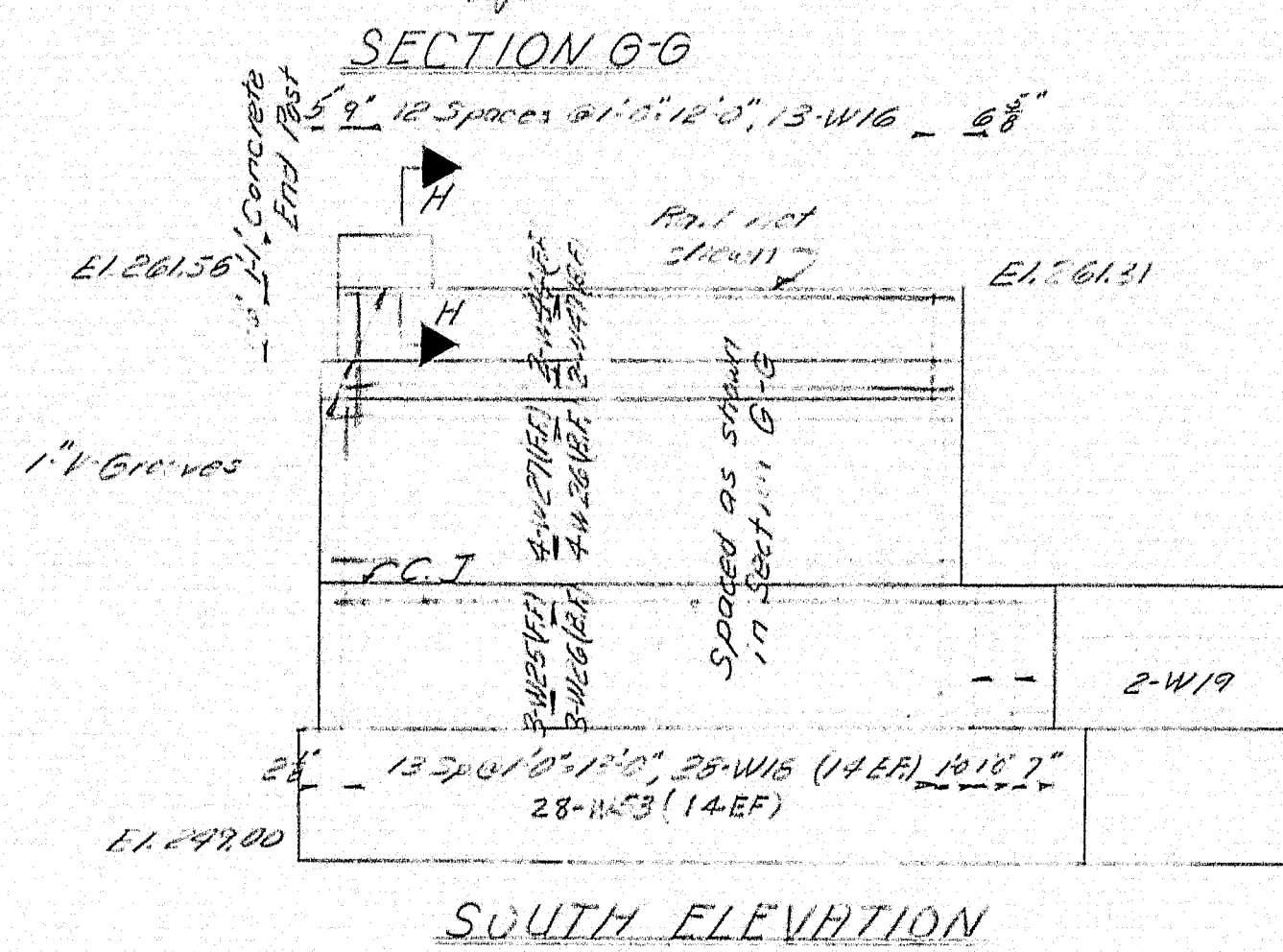
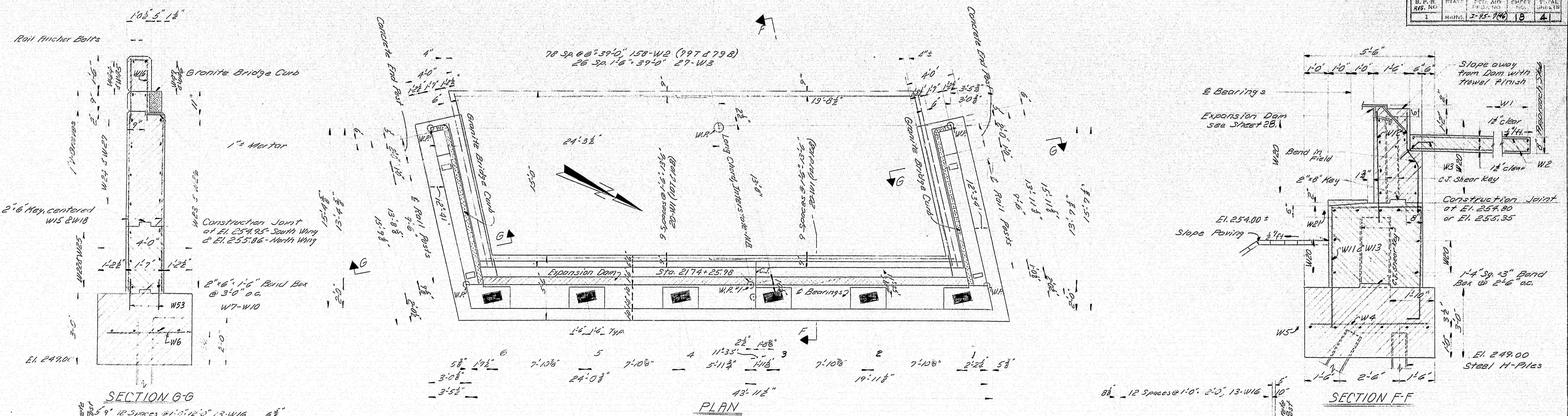
DESIGN - C.D.H.
DETAIL - L.L.R.
CHECK - H.M.D.

BRIDGE NO.
SURVEY
PLOT - 1102

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
MAINE CENTRAL RAILROAD & ROUTE 152
IN THE TOWN OF
PITTSFIELD
SOMERSET COUNTY
ABUTMENT NO. 2 - MAINE CENTRAL RAILROAD - NORTHBOUND
SHEET 17 OF 41 AUGUSTA, MAINE JAN. 63



B. P. R. REF. NO	STATE	FILE AND FBI NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-746	18	4



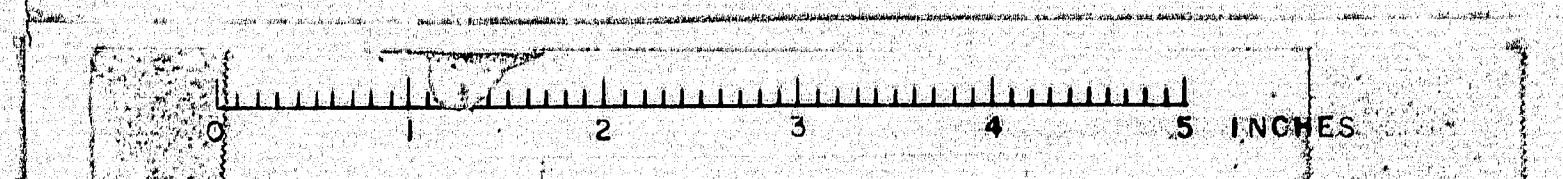
NOTES
For General Notes & File Notes
See Sheet 17.

DESIGN-C.D.H.
DETAIL-L.L.R.
CHECK - *Draschky*

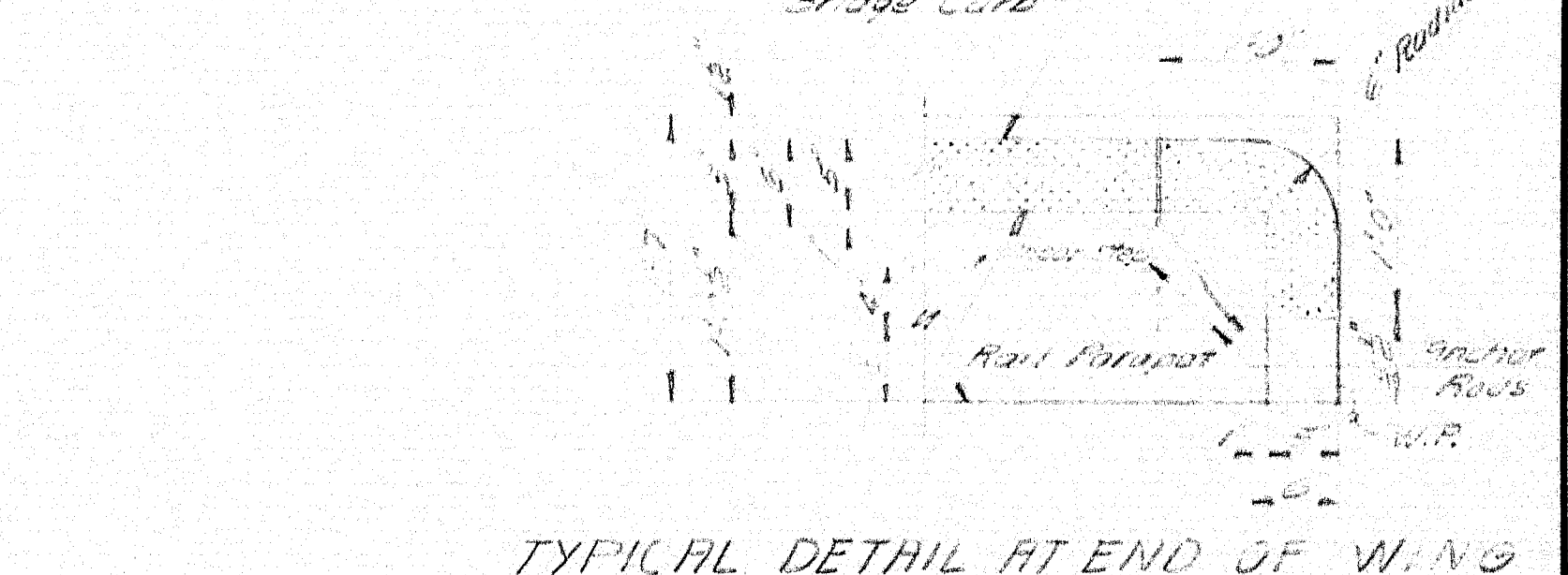
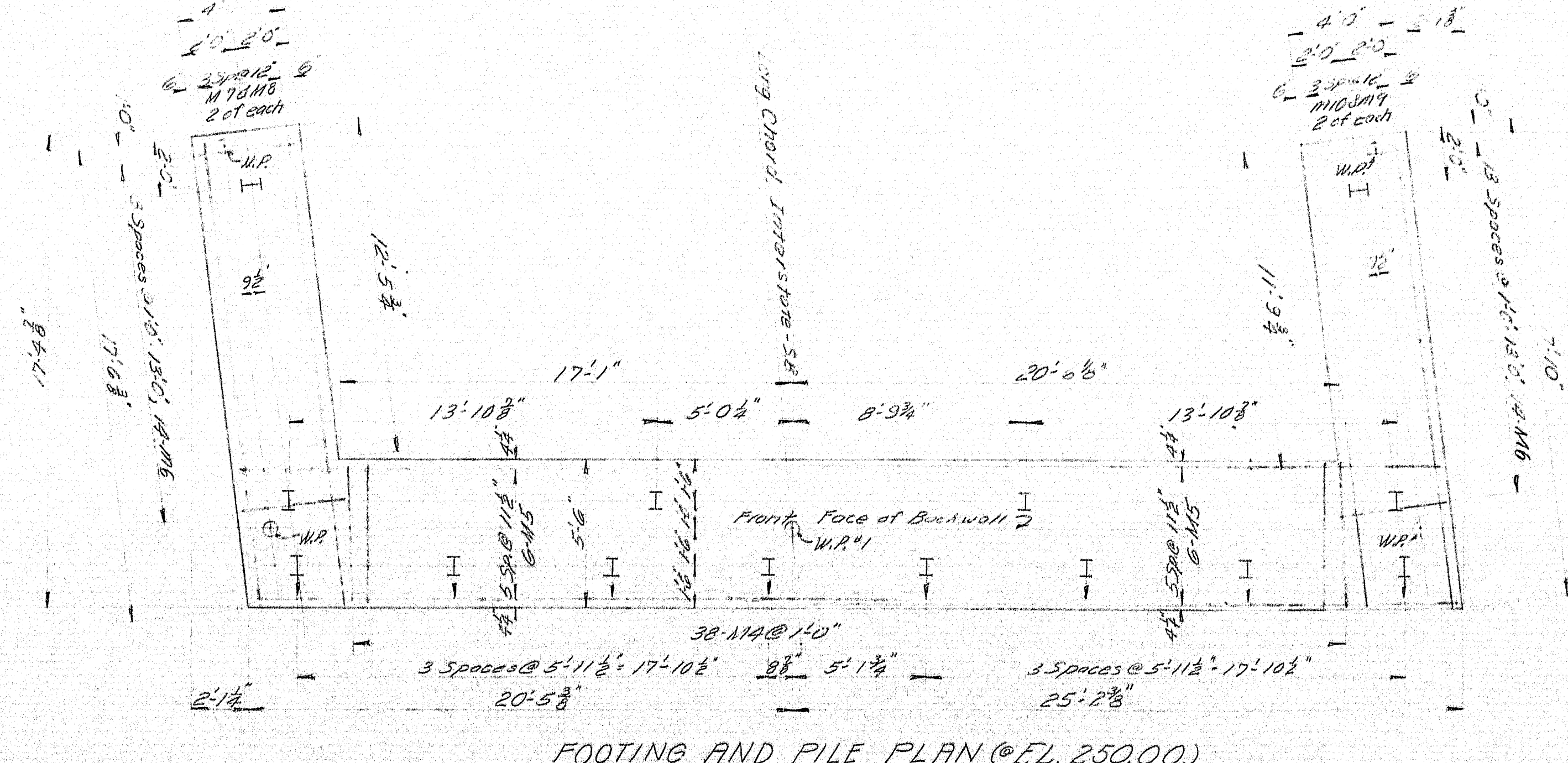
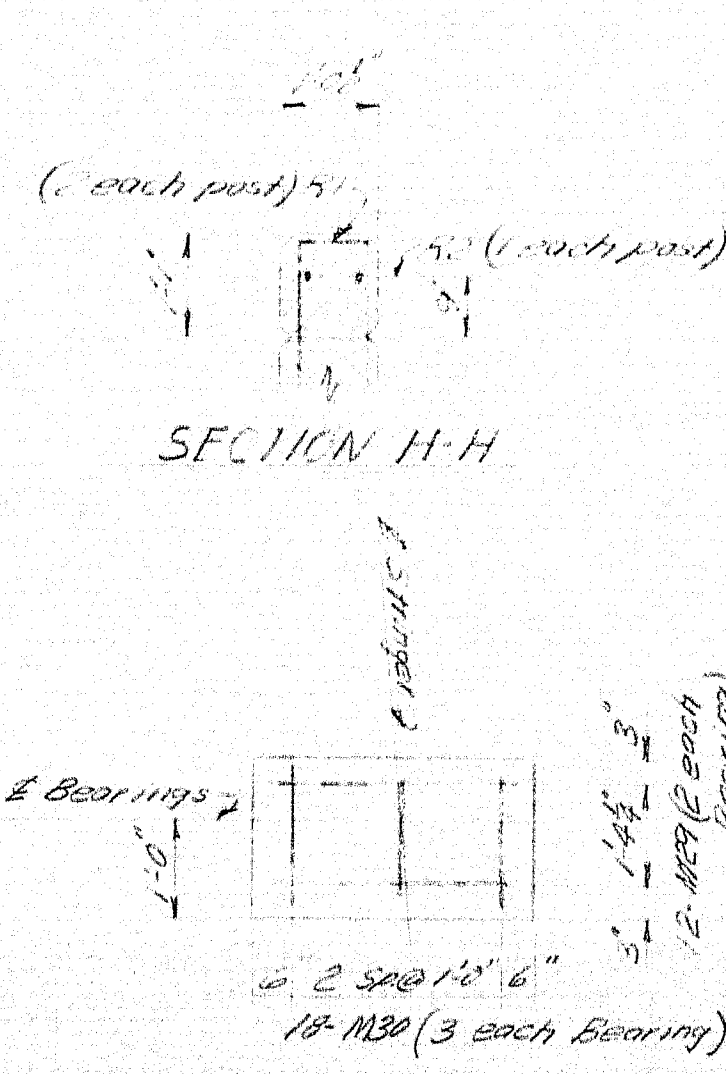
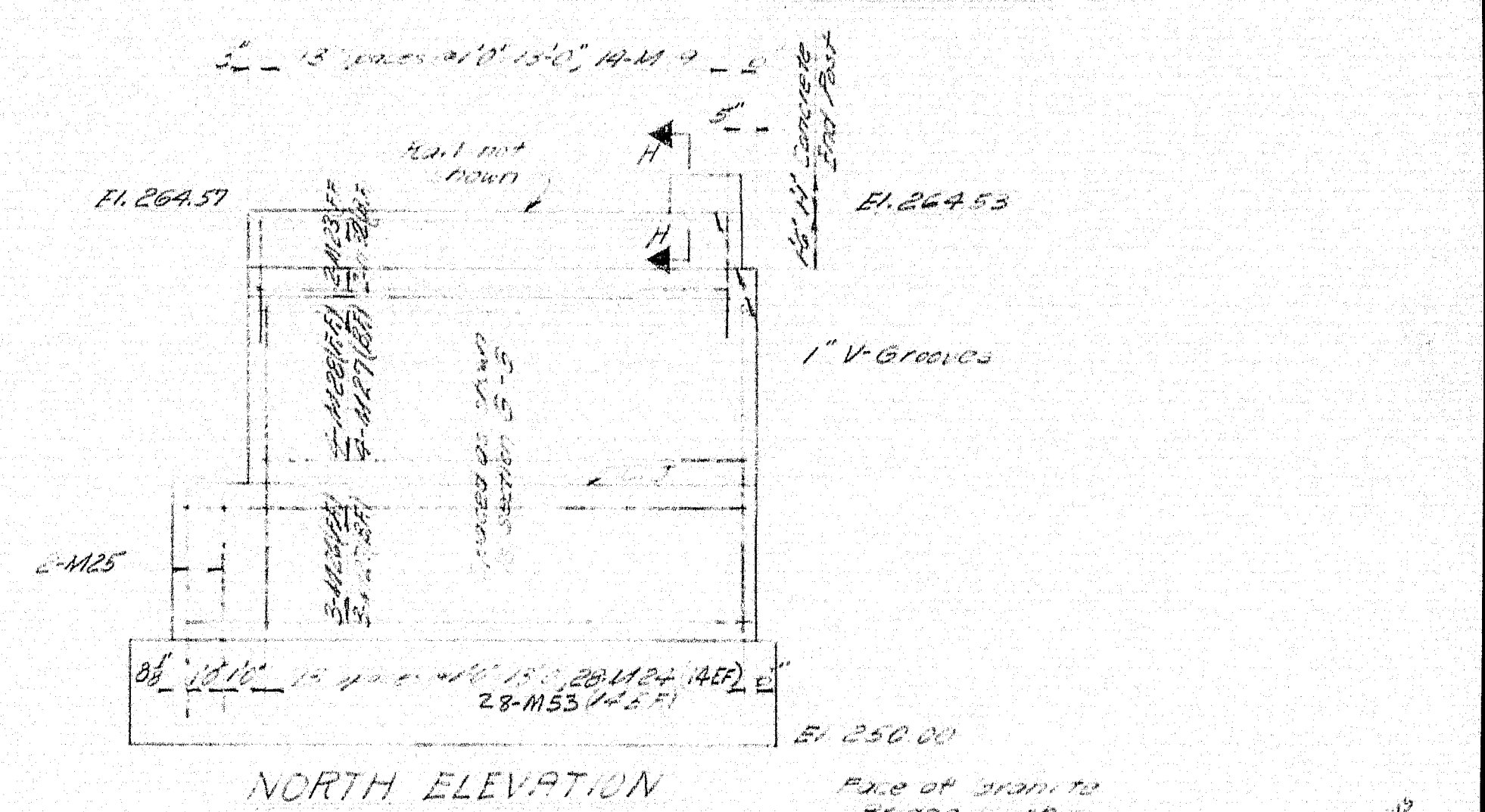
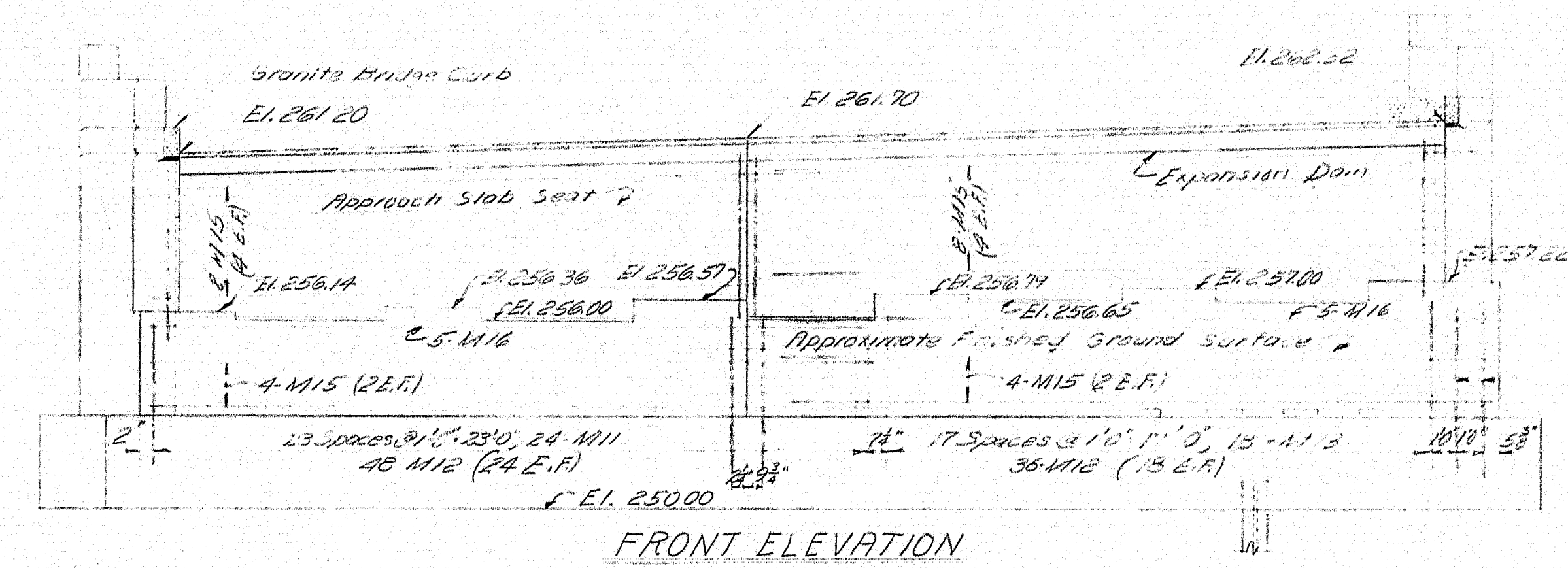
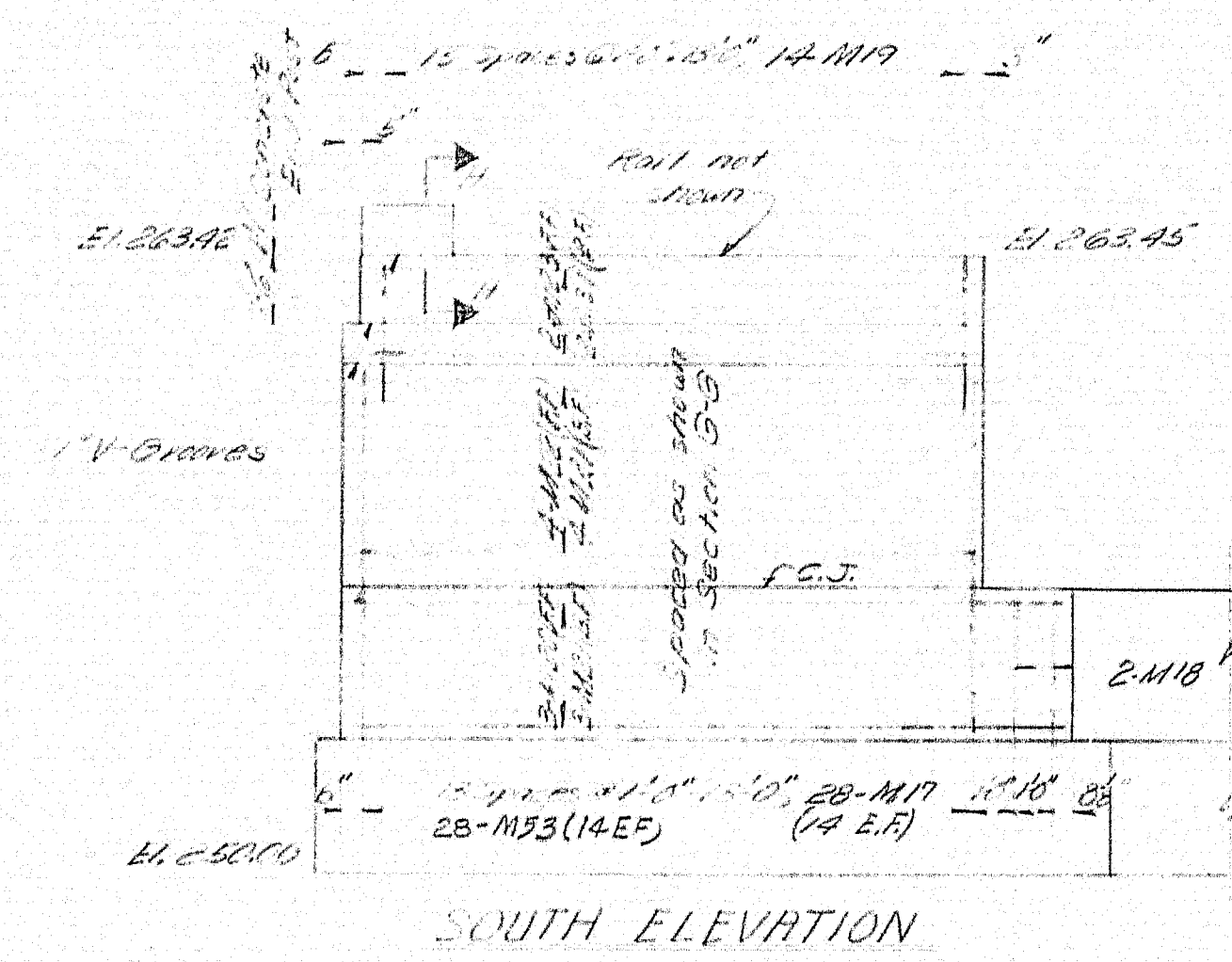
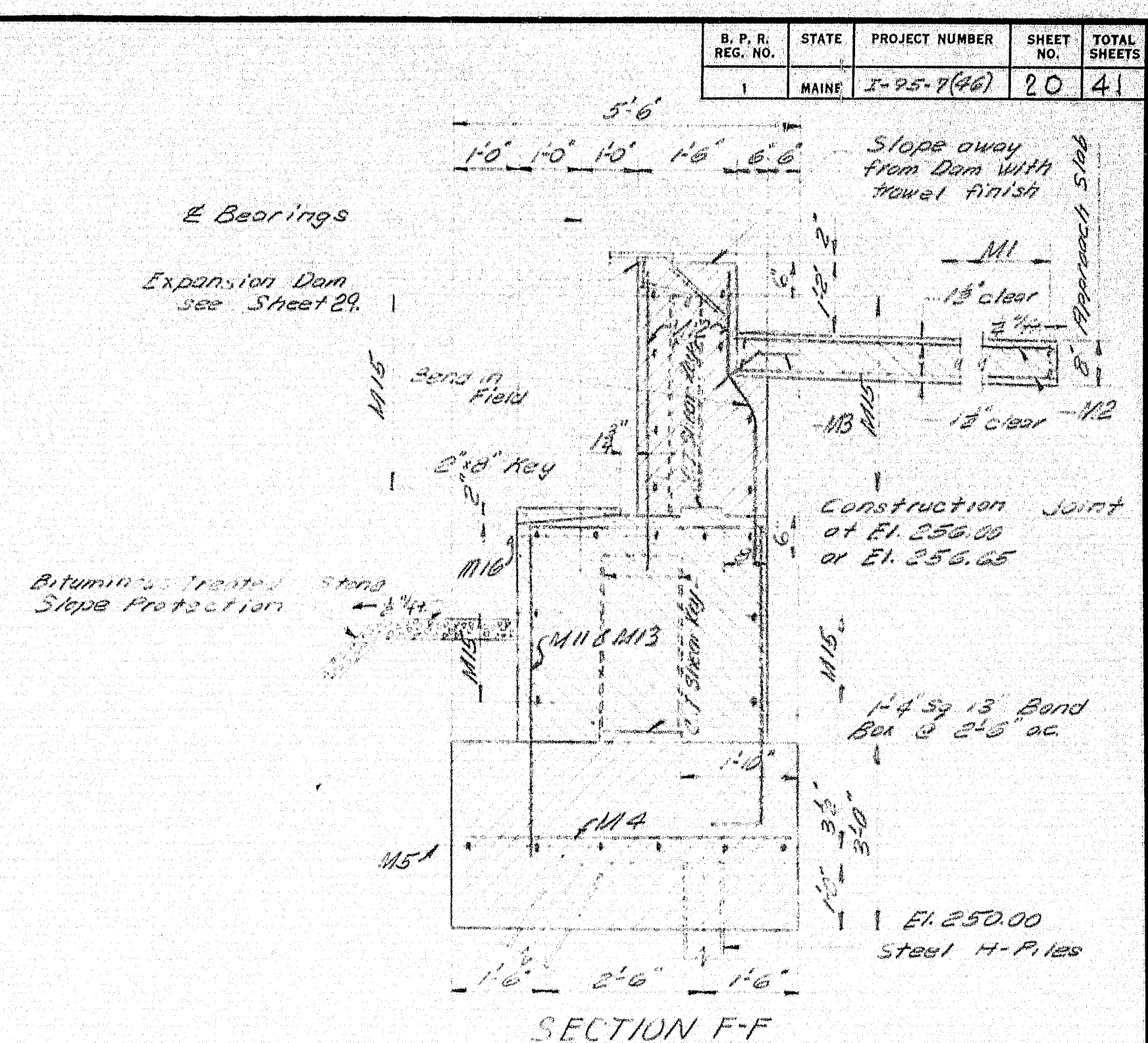
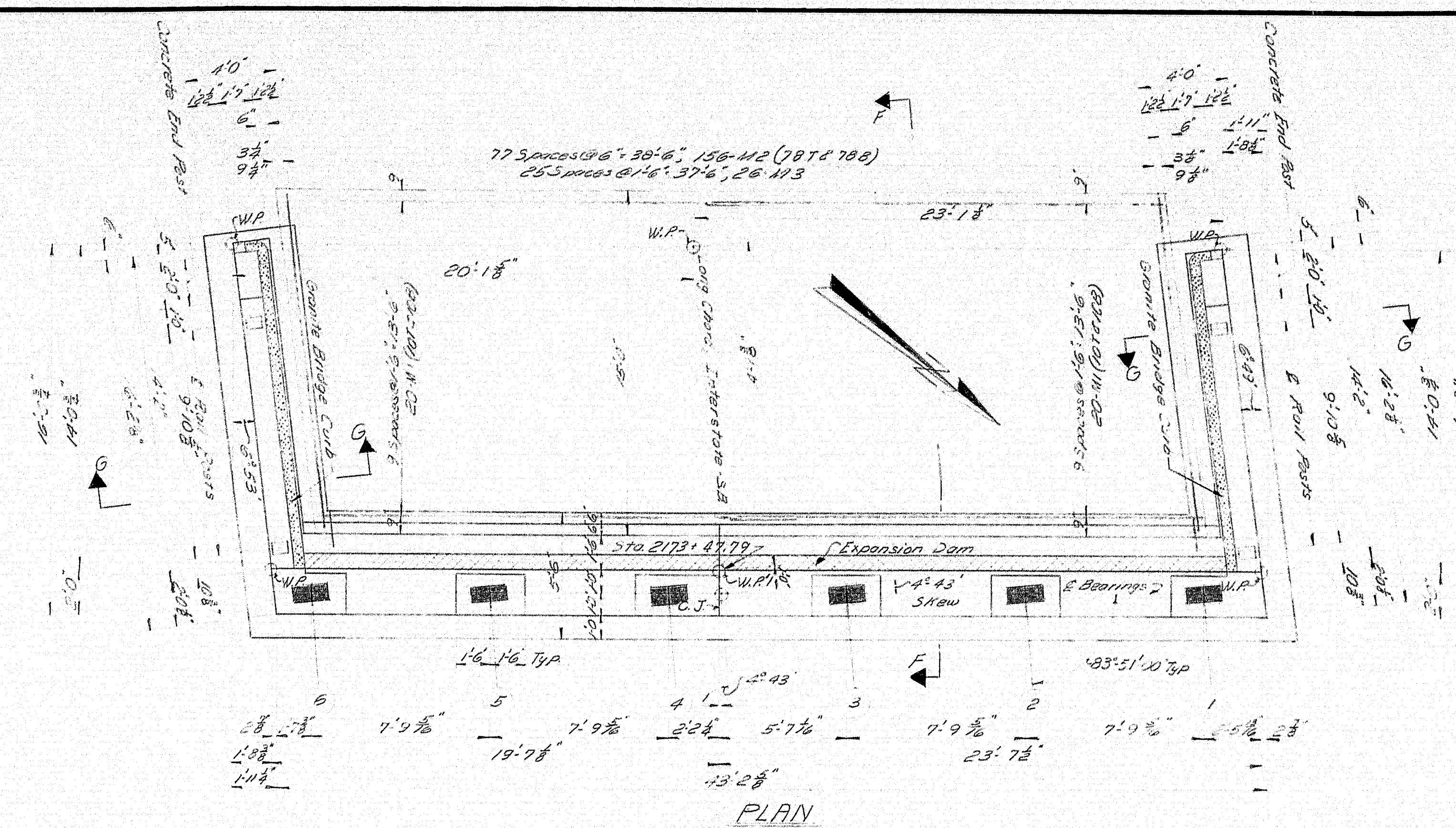
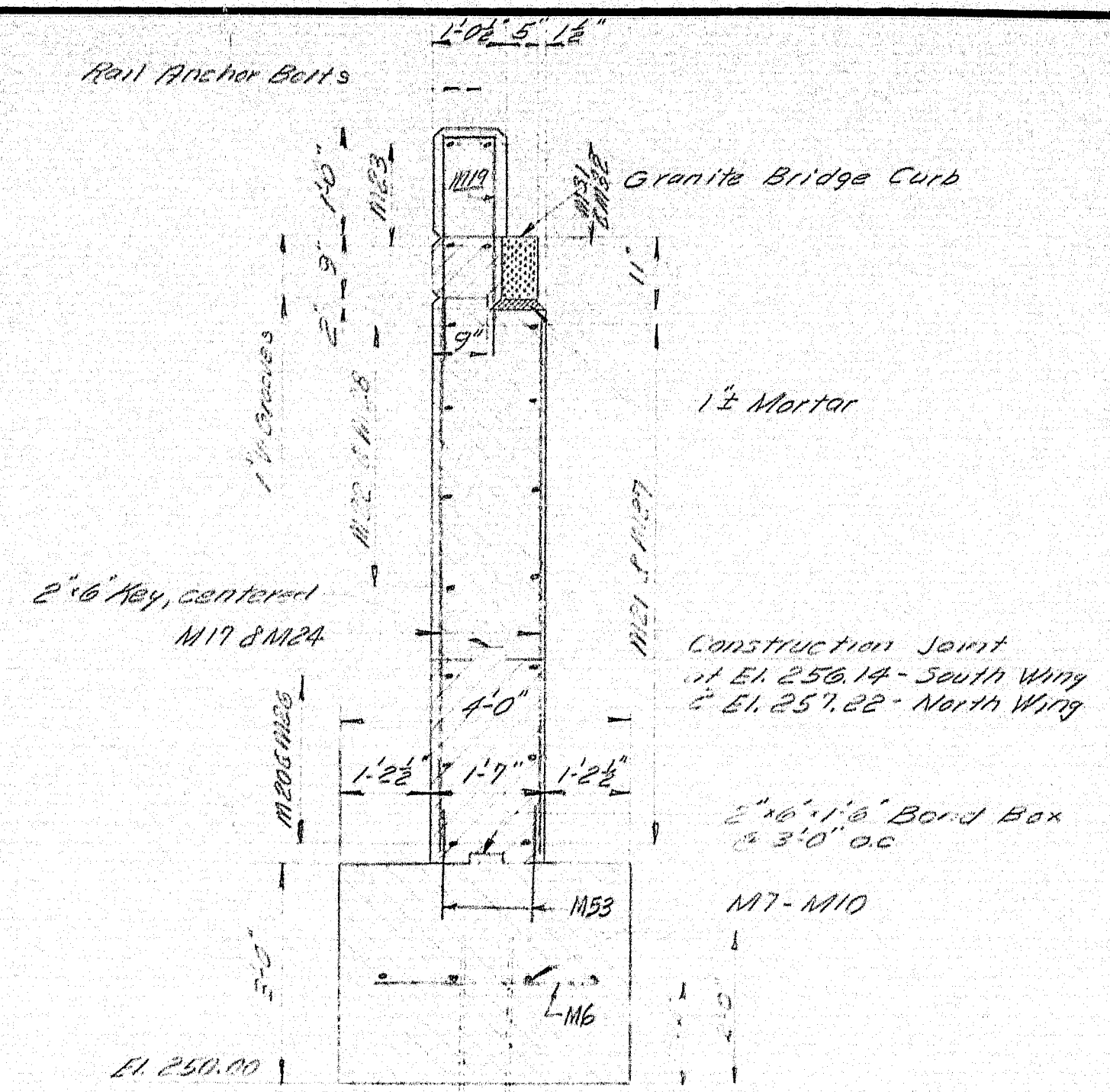
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
MAINE CENTRAL RAILROAD
& ROUTE 152
IN THE TOWN OF
PITTSFIELD
SOMERSET COUNTY

ABUTMENT No. 1- ROUTE 152 - NORTHBOUND
SHEET 18 of 41 AUGUSTA, MAINE JAN. 1963



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(66)	20	41

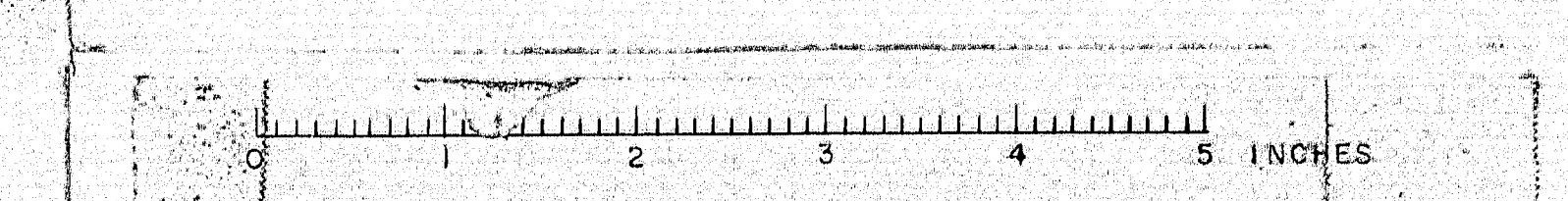


BEARING PAD REINFORCING
Set Reinforcing Steel
3" below Bridge Seat

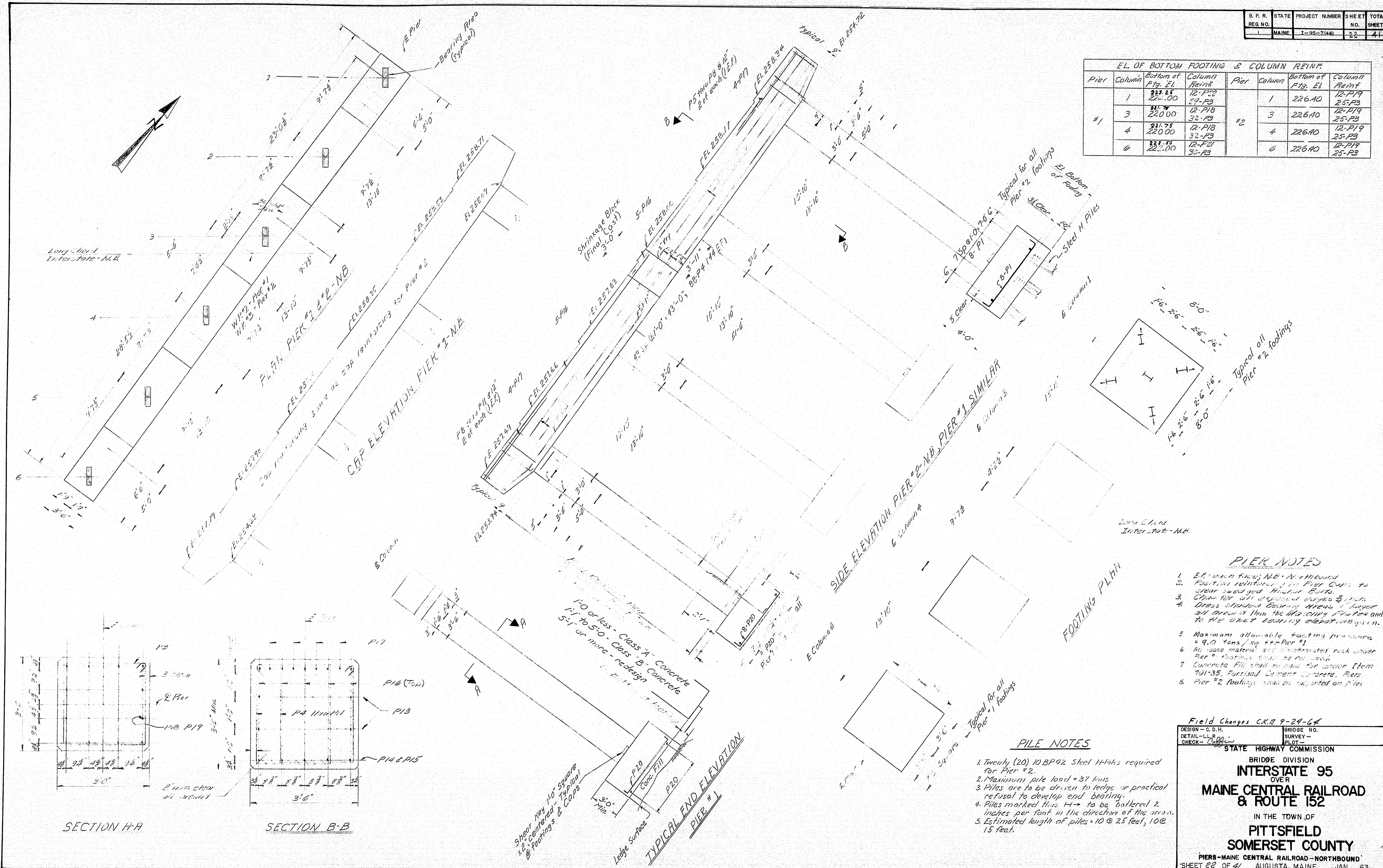
NOTES
For General Notes & Pile Notes
See Sheet 17.

DESIGN - C.D.M. TRACE - M.A.E. CHECK - M.A.E.	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
INTERSTATE 95 OVER MAINE CENTRAL RAILROAD & ROUTE 152 IN THE TOWN OF PITTSFIELD SOMERSET COUNTY	
ABUTMENT NO. 1 - M.C.R.R. & RTE. 152 - SOUTHBOUND SHEET 20 OF 41 AUGUSTA, MAINE JAN. 1963	

88-45



EL. OF BOTTOM FOOTING & COLUMN REINF.							
Pier	Column	Bottom of Ftg. EL	Column Reinf.	Pier	Column	Bottom of Ftg. EL	Column Reinf.
#1	1	223.25 224.00	12-P22 29-P3	#2	1	226.40	12-P19 25-P3
	3	221.75 220.00	12-P18 32-P3		3	226.40	12-P19 25-P3
	4	221.75 220.00	12-P18 32-P3		4	226.40	12-P19 25-P3
	6	222.50 222.00	12-P21 30-P3		6	226.40	12-P19 25-P3



PIER NOTES

1. E.P. shown face; NB - Northbound
2. Position rebar in Pier Caps to clear steel rod. Anchor bolts.
3. Clear Pier all exposed edges 3" min.
4. Dress shaded bearing areas 1" larger all around than the Masonry Plates and to the exact bearing elevations given.
5. Maximum allowable footing pressure = 9.0 tons/sq. ft. Pier #1
6. All loose material and disintegrated rock under Pier #1 footings shall be removed.
7. Concrete fill shall be used for under Item 701-35, Portland Cement Concrete, Piers
8. Pier #2 footings shall be supported on piles

PILE NOTES

1. Twenty (20) 10 BP42 Steel H-piles required for Pier #2.
2. Maximum pile load = 37 tons
3. Piles are to be driven to ledge or practical refusal to develop end bearing.
4. Piles marked thus H- to be battered 2 inches per foot in the direction of the arrow.
5. Estimated length of piles = 10 @ 25 feet, 10 @ 15 feet.

Field Changes C.K. 8-24-64

DESIGN - C. D. H.	BRIDGE NO.
DETAIL - L. L. R.	SURVEY -
CHECK - C. D. H.	BLOT -

STATE HIGHWAY COMMISSION

BRIDGE DIVISION

INTERSTATE 95

OVER

MAINE CENTRAL RAILROAD & ROUTE 152

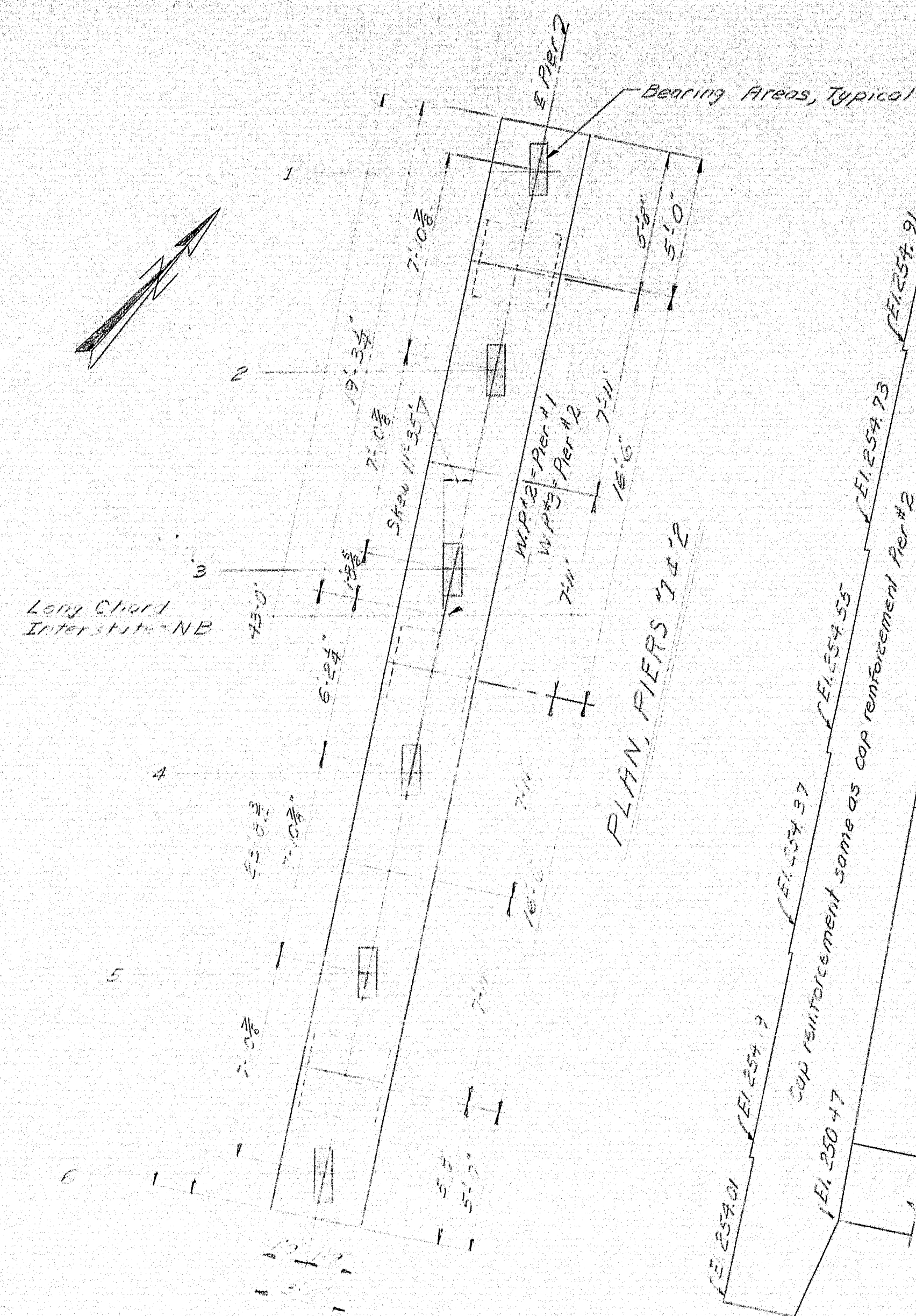
IN THE TOWN OF

PITTSFIELD

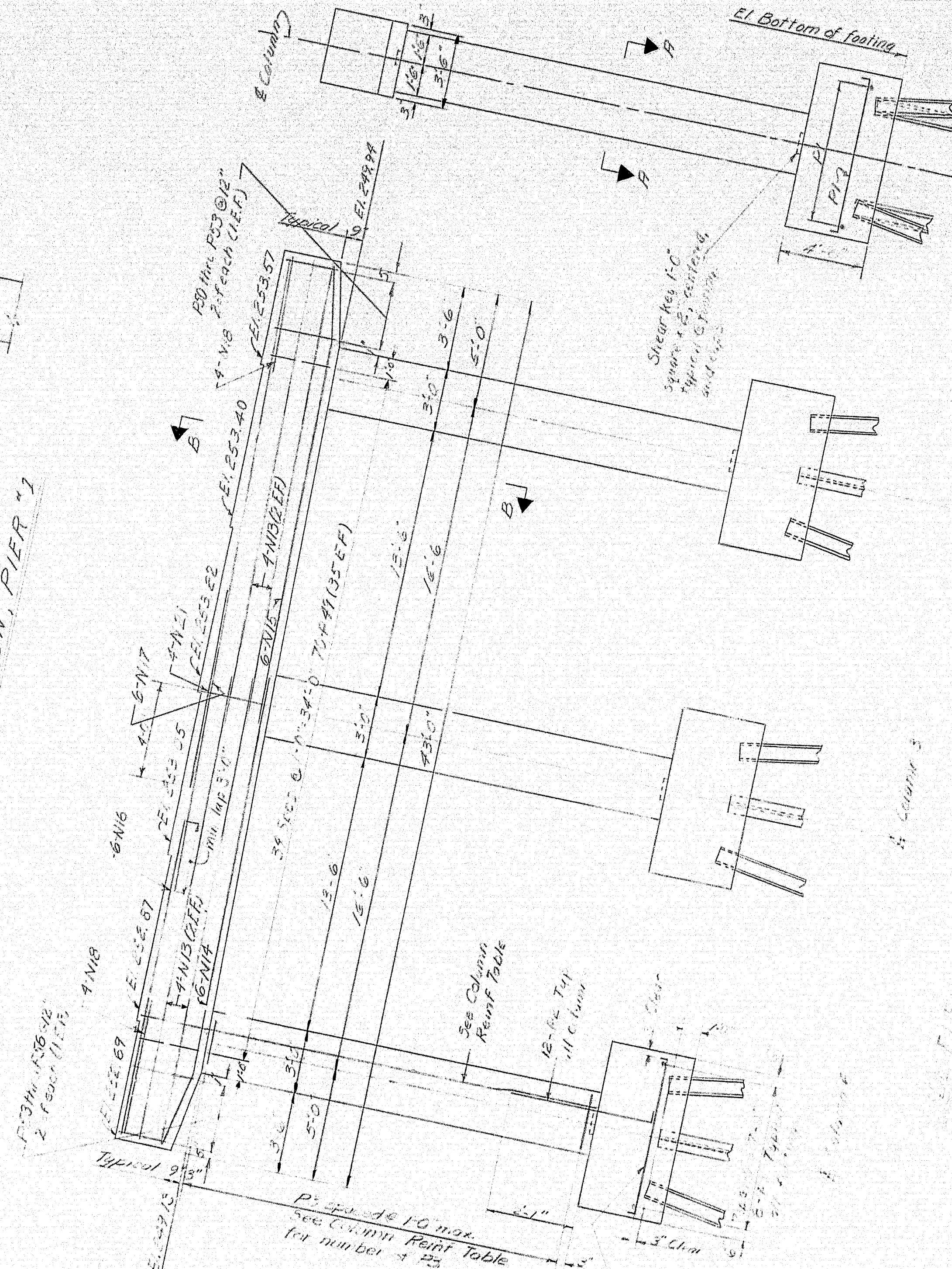
SOMERSET COUNTY

PIERS-MAINE CENTRAL RAILROAD-NORTHBOUND

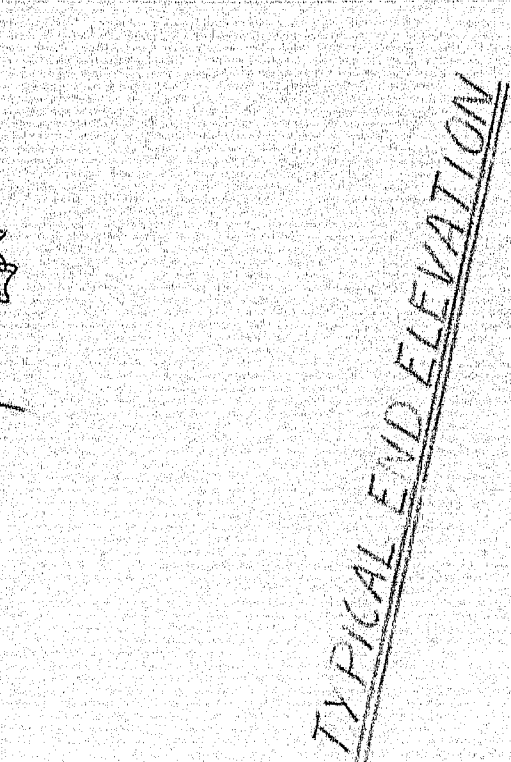
SHEET 22 OF 41 AUGUSTA, MAINE JAN. 63



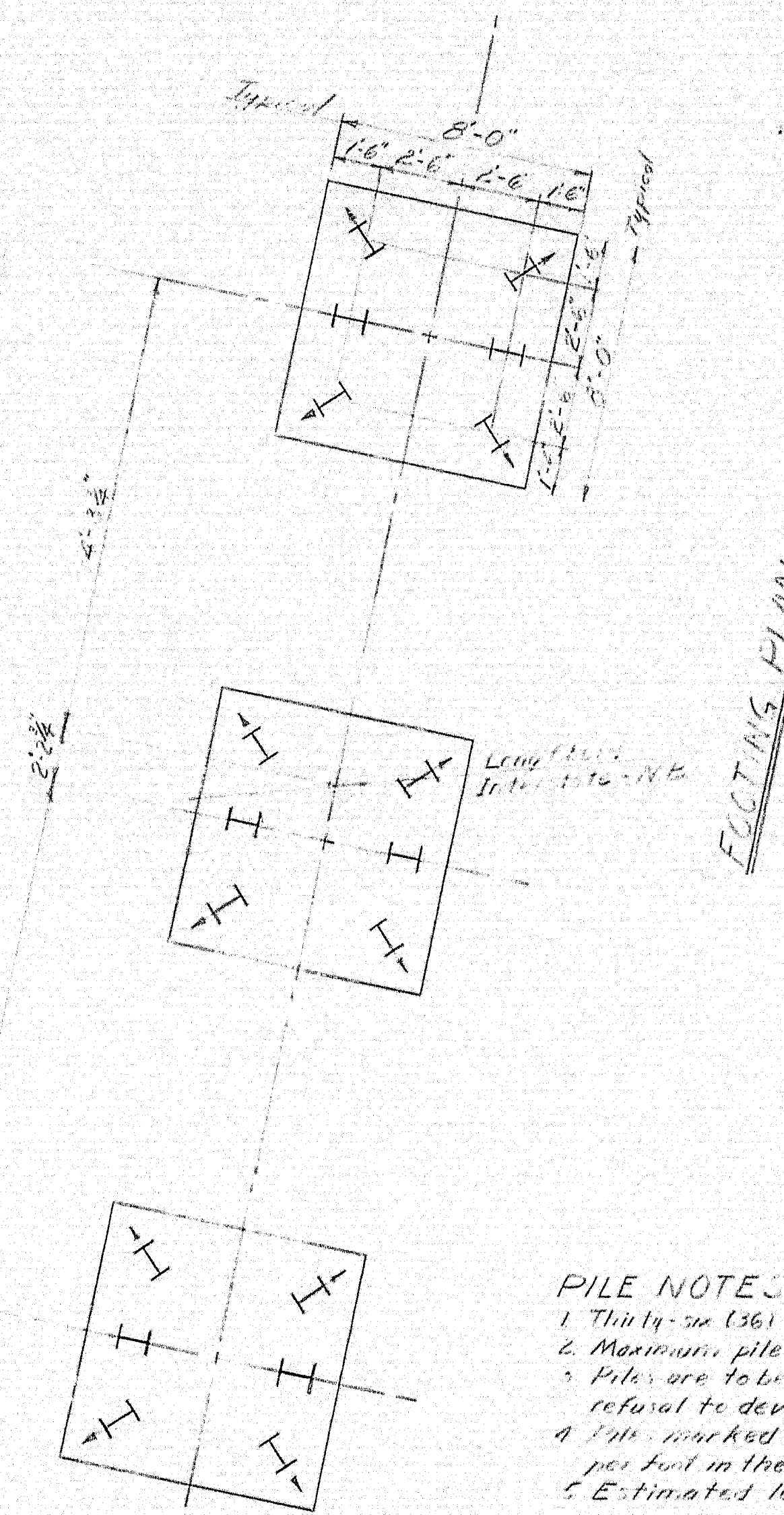
PLAN, PIERS 1 & 2



CAP ELEVATION, PIER #1



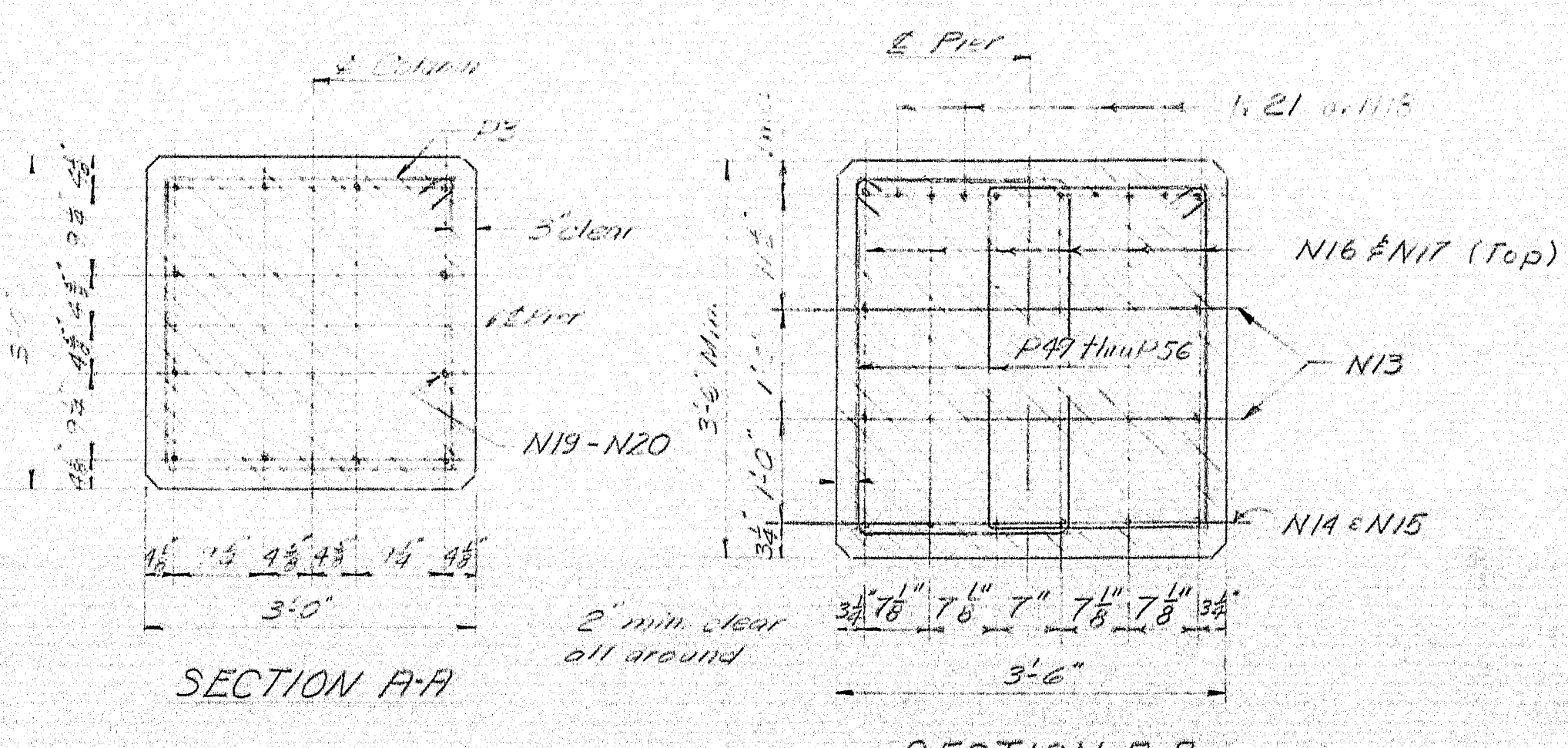
TYPICAL END ELEVATION



FOOTING PLAN

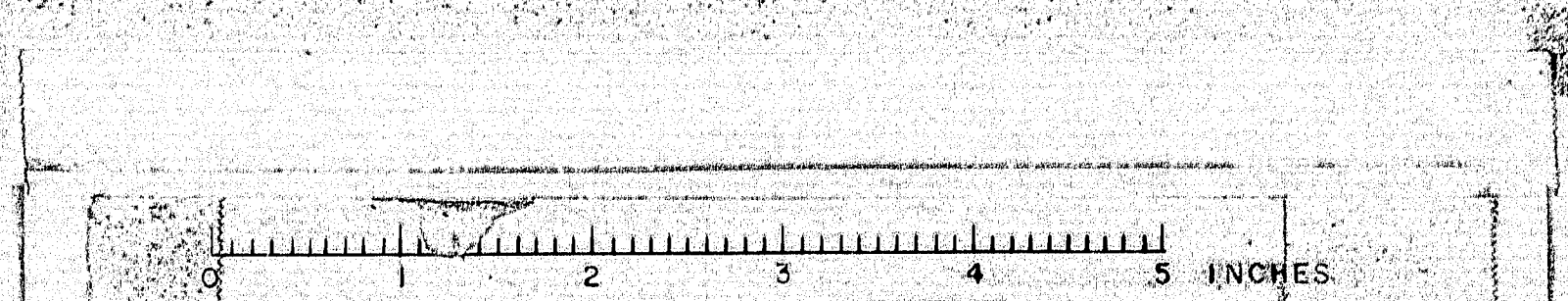
- PILE NOTES**
1. Thirty-two (32) 16" dia. steel H-piles required.
 2. Maximum pile load = 37 tons.
 3. Piles are to be driven to bottom or refusal, whichever occurs first, and then driven 2 feet further to develop end bearing.
 4. Piles marked this way to be battered 2 inches per foot in the direction of the arrow.
 5. Estimated length of pile:
- Pier #1 = 35 feet
Pier #2 = 40 feet

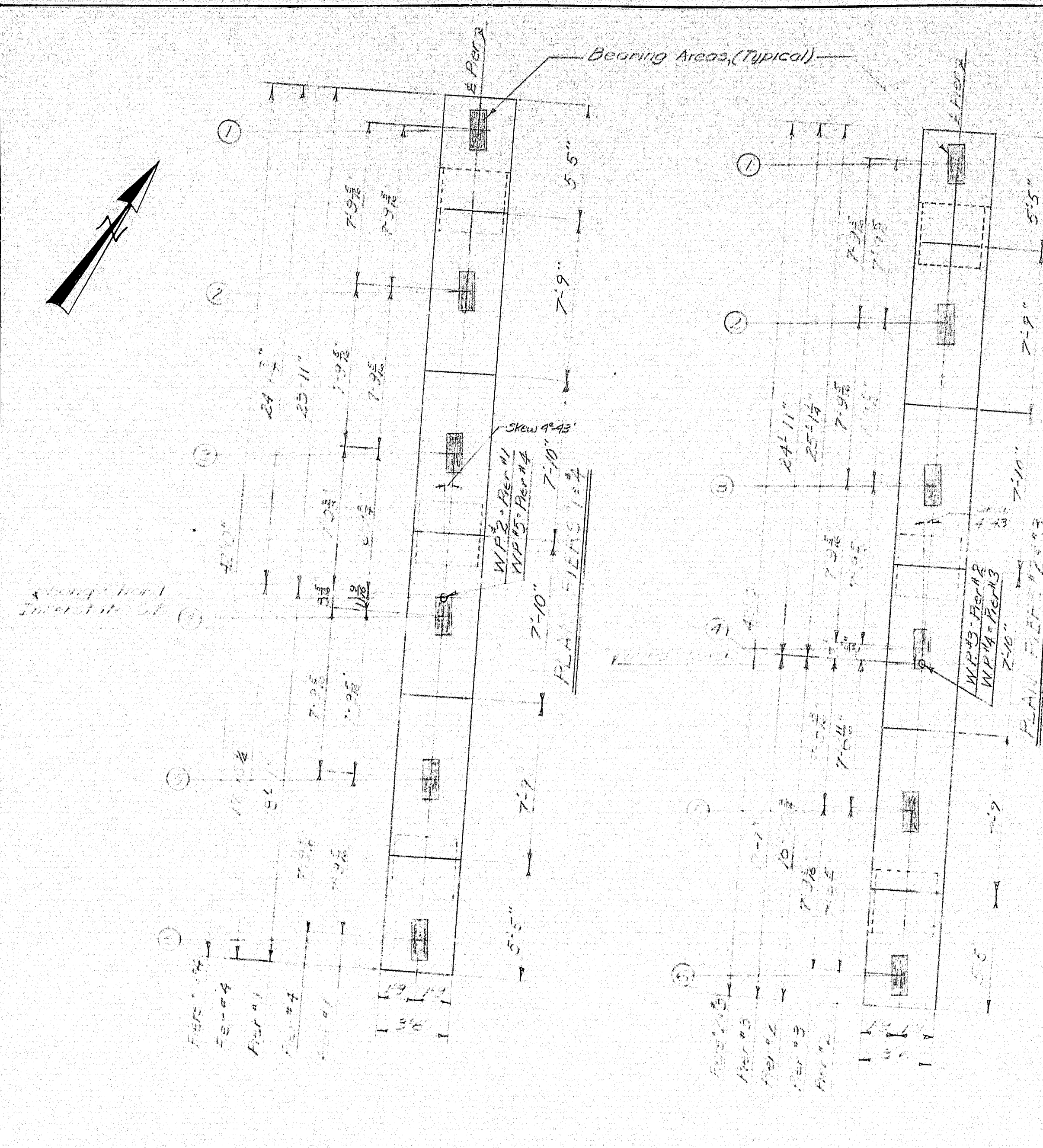
- PIER NOTES**
1. E.F. = each face; N.B. = northbound.
 2. Position reinforcing in Pier Cap to clear swaged anchor bolts.
 3. Chamfer all exposed edges 3/4 inch.
 4. Dress shaded Bearing Areas 1" larger all around than Min. Maturity (Fig. 1) and to the exact bearing elevations given.



BOTTOM OF FOOTING ELEVATIONS & COLUMN REINF.								
Pier	Column	Bottom of Ftg. El.	Column Reinf.		Pier	Column	Bottom of Ftg. El.	Column Reinf.
#1	1	226.5	12-N19 22-P3	12-N19	#2	1	227.5	12-N20 19-P3
	3	226.5	12-N19 21-P3			3	227.5	12-N20 19-P3
	6	226.5	12-N19 21-P3			6	227.5	12-N20 19-P3

DESIGN - C.D.H. TRACE - L.H. CHECK - J.H.	BRIDGE NO. SURVEY PILOT
STATE HIGHWAY COMMISSION BRIDGE DIVISION INTERSTATE 95 OVER MAINE CENTRAL RAILROAD & ROUTE 152 IN THE TOWN OF PITTSFIELD SOMERSET COUNTY PIERS-ROUTE 152 - NORTHBOUND SHEET 23 OF 41 AUGUSTA, MAINE DEC. 62	





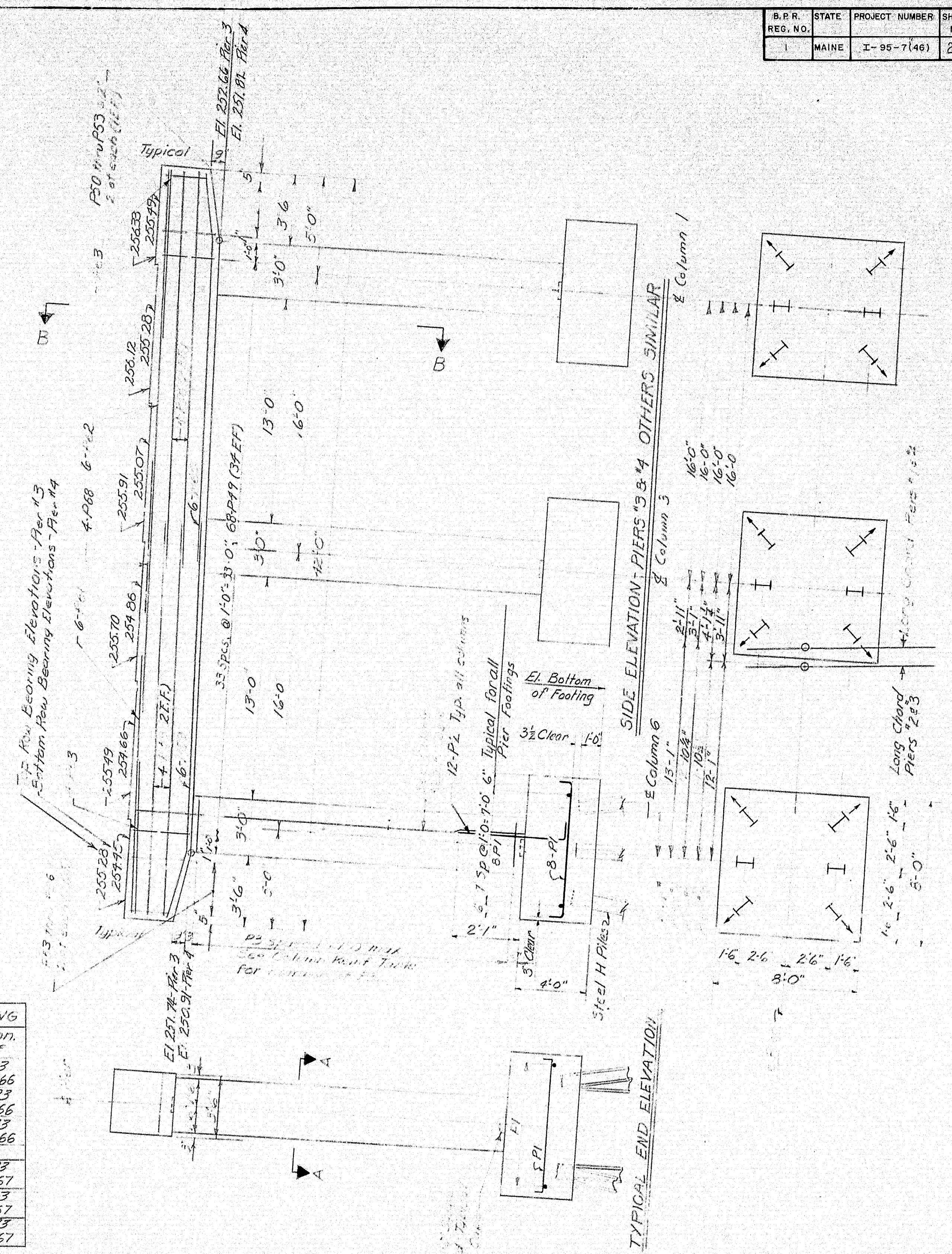
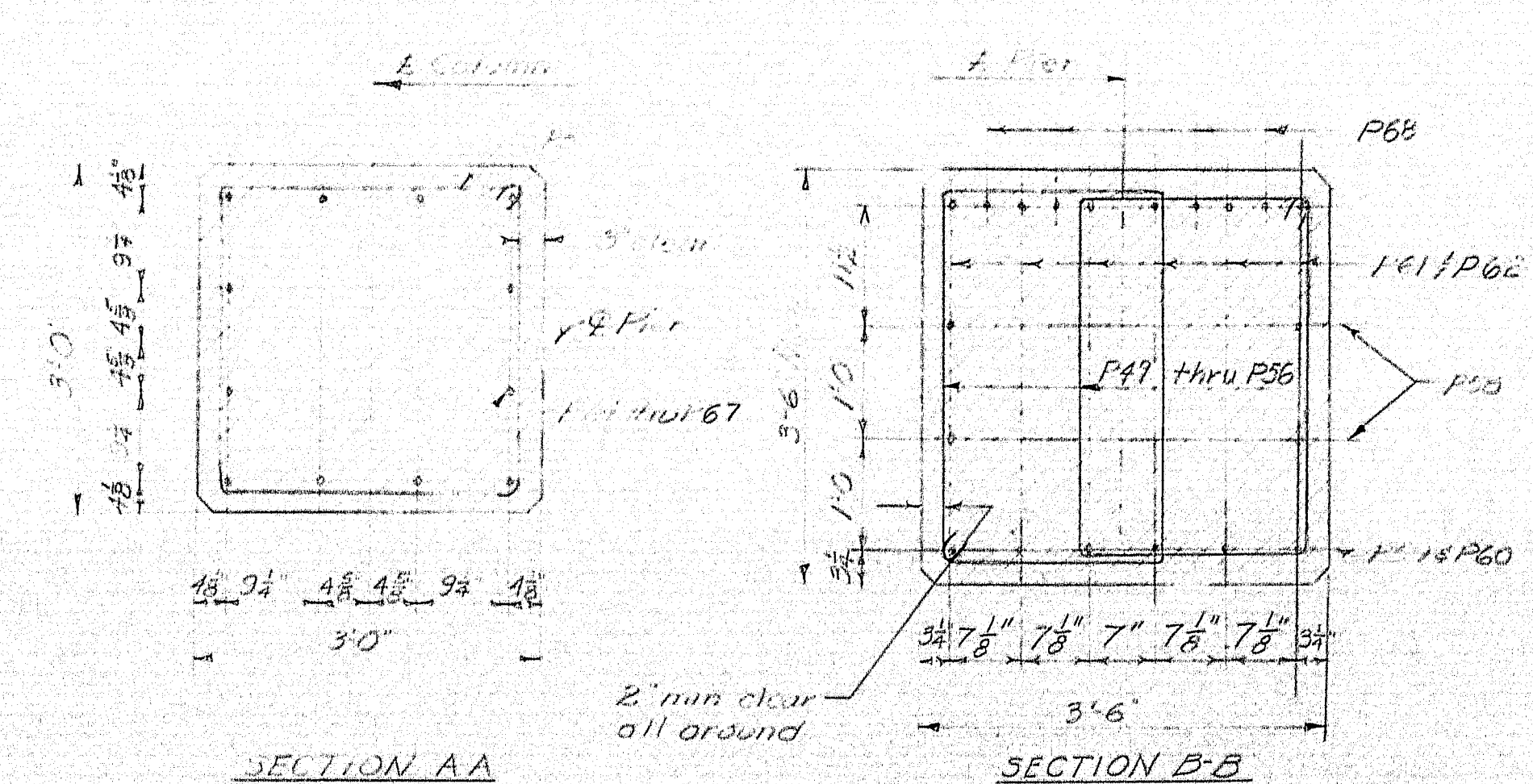
BOTTOM OF FOOTING ELEVATIONS & COLUMN REINFORCING							
Pier	Column	Bottom of Ftg. El.	Column Reinf.	Pier	Column	Bottom of Ftg. El.	Column Reinf.
1	1	226.5	24-P3 12-P64	3	1	226.5	23-P3 12-P66
	3	226.5	24-P3 12-P64		3	226.5	23-P3 12-P66
	6	226.5	23-P3 12-P64		6	226.5	22-P3 12-P66
2	1	226.0	24-P3 12-P65	4	1	227.5	21-P3 12-P67
	3	226.0	24-P3 12-P65		3	227.5	21-P3 12-P67
	6	226.0	23-P3 12-P65		6	227.5	20-P3 12-P67

PILE NOTES

- Seventy-two (72) 10BP42 Steel H-Piles required.
- Maximum pile load - 37 tons.
- Piles are to be driven to ledge or practical refusal to develop and bearing.
- Piles marked thus H- to be battered 2 inches per foot in the direction of the arrow.
- Estimated length of piles:
 Pier #1 - 40 feet, 18 Reqd.
 Pier #2 - 40 feet, 18 "
 Pier #3 - 40 feet, 18 "
 Pier #4 - 40 feet, 18 "

PIER NOTES

- EF - each face; SB - south bound.
- Position reinforcing in Pier 1 as shown.
- Chamber all exposed edges 1/2 inch.
- Dress shaded Bearing Areas 1" larger all around than the Masonry Plates, and to the exact bearing elevations given.
- For layout of Working Points (W.P.), See General Plan.

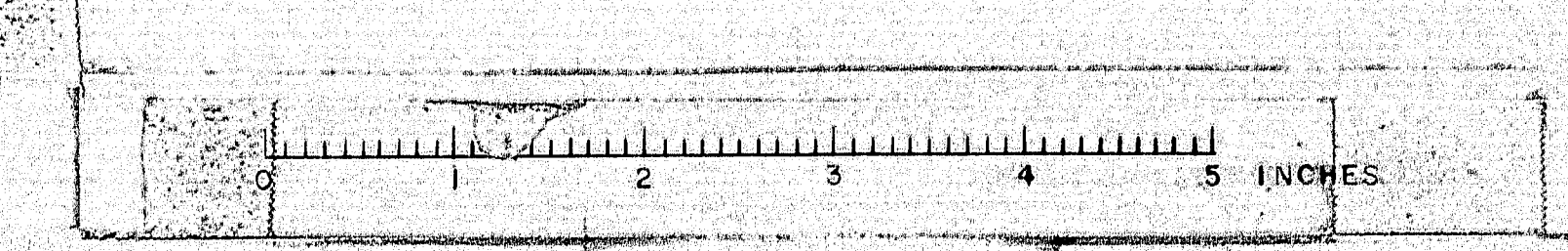


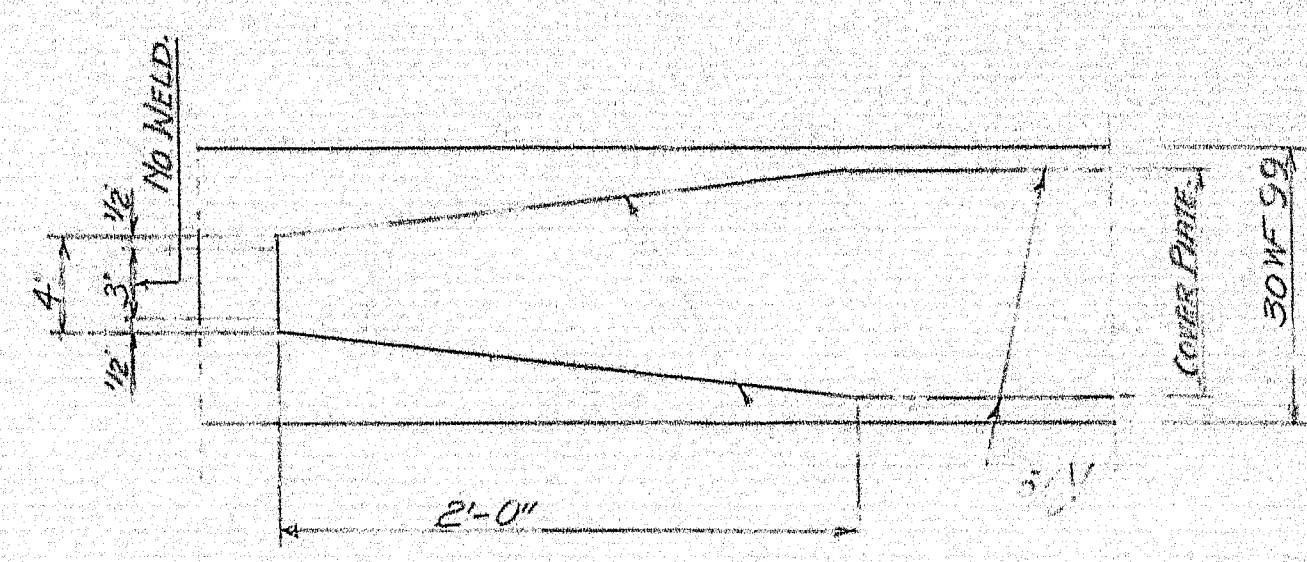
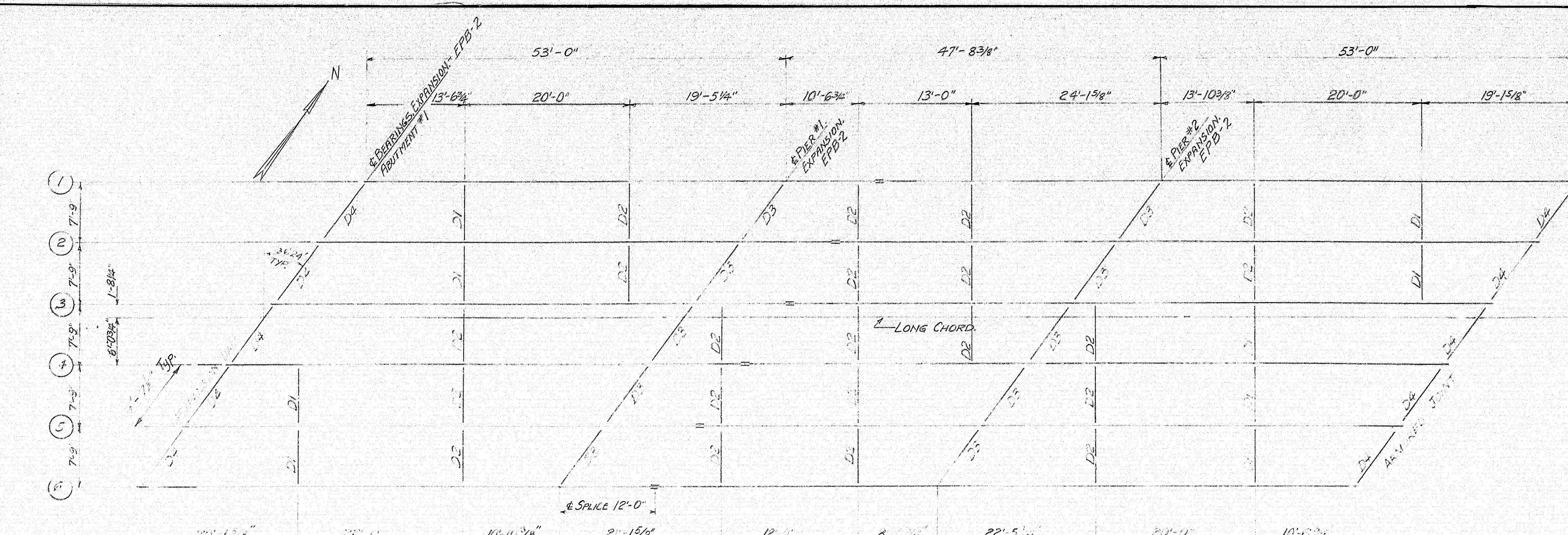
DESIGN - C.D.H.
 DETAIL - B.S.H.
 CHECK - D. H. H.

STATE HIGHWAY COMMISSION
 BRIDGE DIVISION

INTERSTATE 95
 OVER
MAINE CENTRAL RAILROAD
 & ROUTE 152
 IN THE TOWN OF
PITTSFIELD
SOMERSET COUNTY
 PIERS - SOUTHBOUND

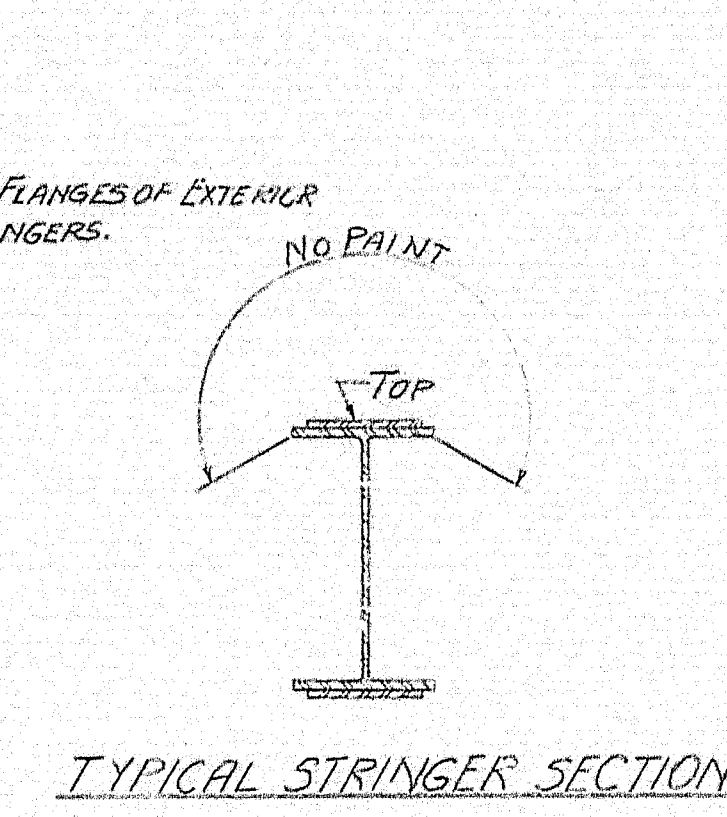
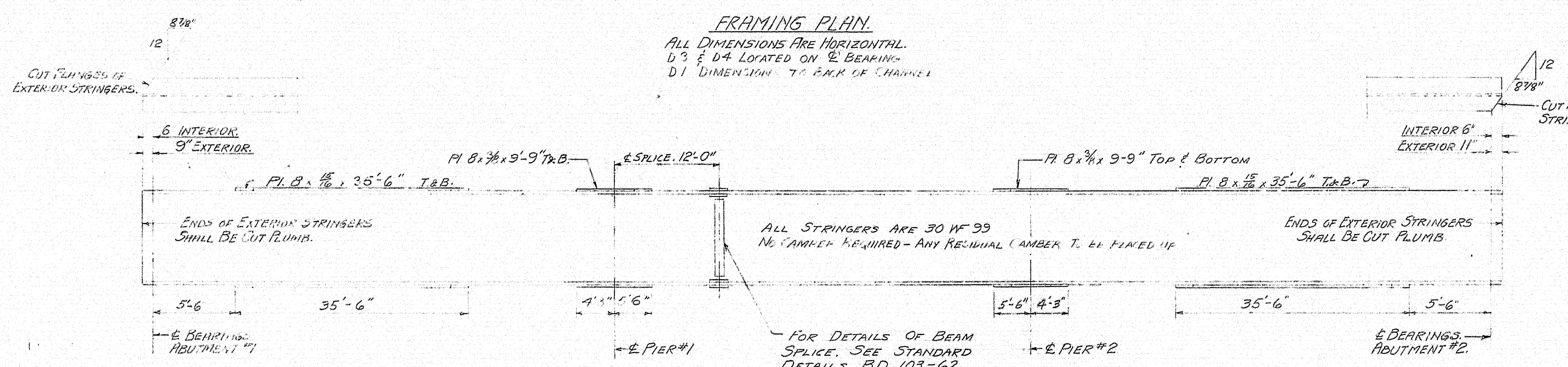
SHEET 24 OF 41 AUGUSTA, MAINE JAN 1963





END OF COVER PLATE DETAIL

FRAMING PLAN
ALL DIMENSIONS ARE HORIZONTAL.
D3 & D4 LOCATED ON E BEARING.
D1 DIMENSION TO BACK OF CHANNEL.



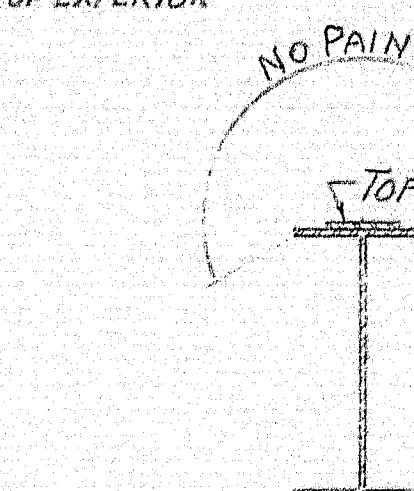
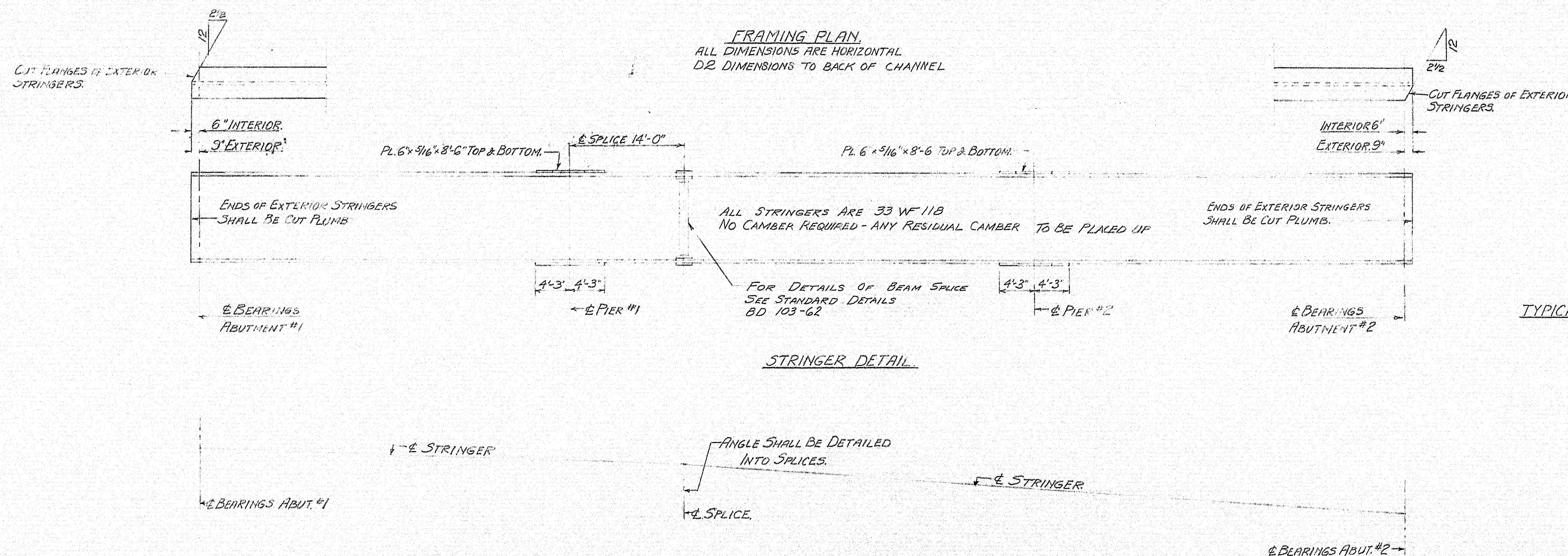
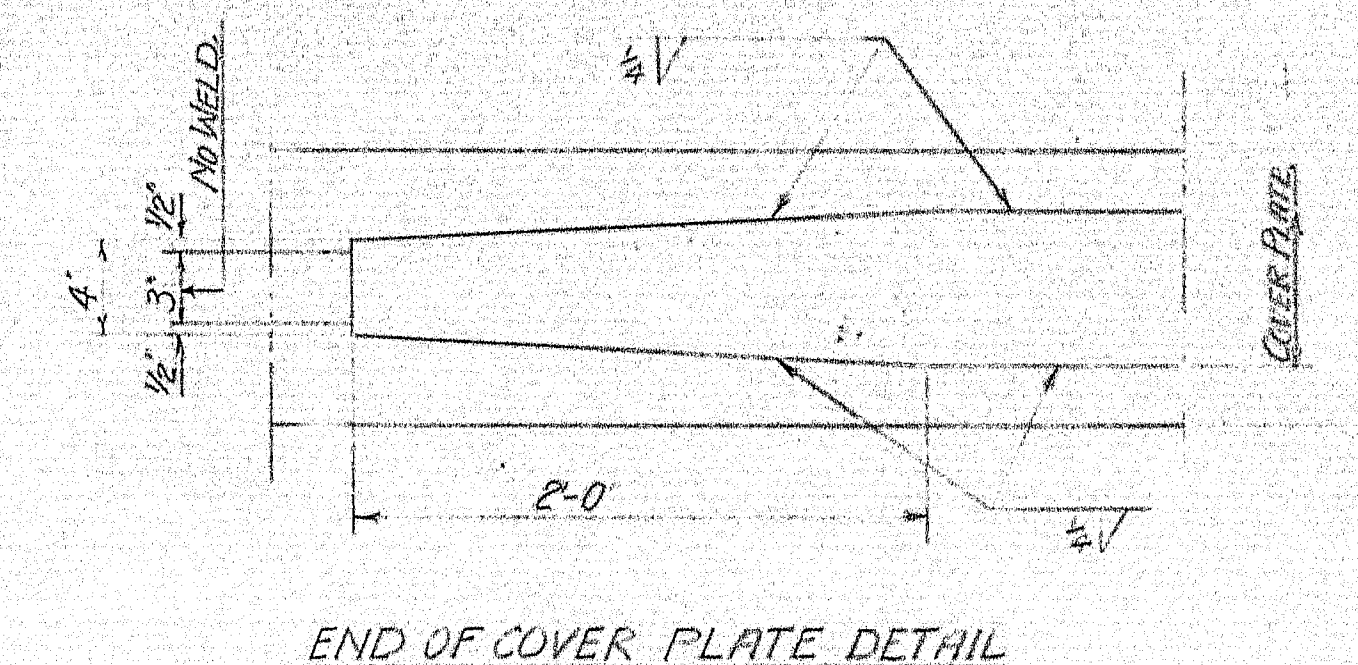
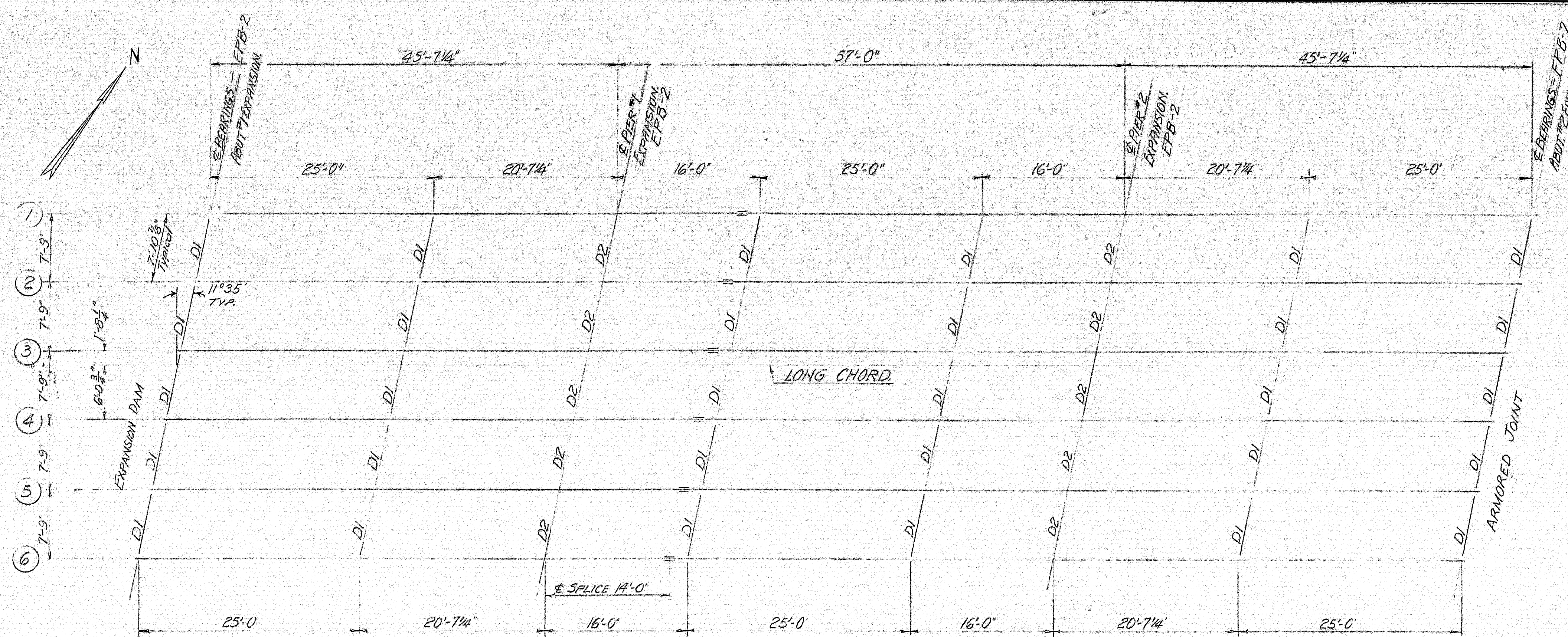
-NOTES-

1. ALL STRUCTURAL STEEL SHALL CONFORM TO THE LATEST REVISION OF THE SPECIFICATION A.S.T.M. DESIGNATION A36 EXCEPT DIAPHRAGMS WHICH MAY BE A36 OR A7.
2. FIELD CONNECTIONS SHALL BE 7/8" ϕ HIGH TENSILE STRENGTH BOLTS, 12" LONG.
3. THE ENGINEER SHALL BE SUPPLIED WITH A DIAGRAM SHOWING MATCH MARKS OF CONNECTION PARTS ASSEMBLED IN THE SHOP.
4. D1 & D2 ARE TOP & BOTTOM DIAPHRAGMS D3 & D4 ARE THE B' DIAPHRAGMS. SEE STANDARD DETAIL BD 104-62.
5. FOR BEARING DETAILS - EMB-2 & EMB-3, SEE STANDARD DETAIL BD 101-52.
6. FOR FIELD CONNECTIONS AND DRAINS SEE SHEET 1-95-7448-25.
7. FOR WALKWAY DETAIL SEE STANDARD DETAIL BD 104-62.

GRADES FROM ABUT #1 TO SPICE		GRADES FROM SPICE TO ABUT #2	
①	- .52830		- .86133
②	- .50943		- .82976
③	- .47163		- .81172
④	- .45283		- .77001
⑤	- .39622		- .75422
⑥	- .37735		- .71251

DIAGRAM OF GRADES AT & OF STRINGERS

DESIGN - C.D.H.	BRIDGE NO. 101-52
CHECK - J.E.	STATE HIGHWAY COMMISSION
	BRIDGE DIVISION
	INTERSTATE 95
	OVER
	MAINE CENTRAL RAILROAD
	& ROUTE 152
	IN THE TOWN OF
	PITTSFIELD
	SOMERSET COUNTY
FRAMING PLAN - MAINE CENTRAL RAILROAD - NORTHBOUND	
SHEET 25 OF 41	AUGUSTA, MAINE DEC 62



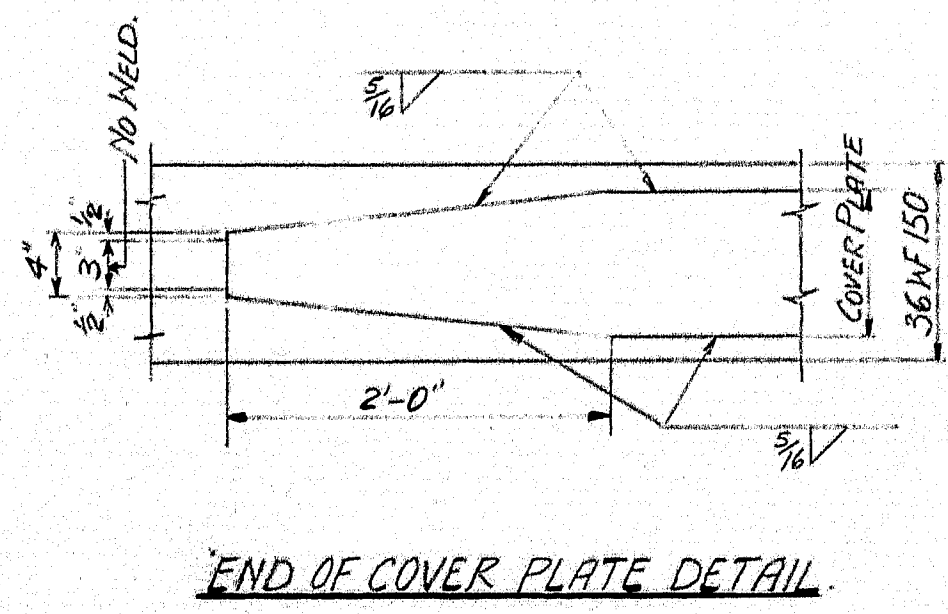
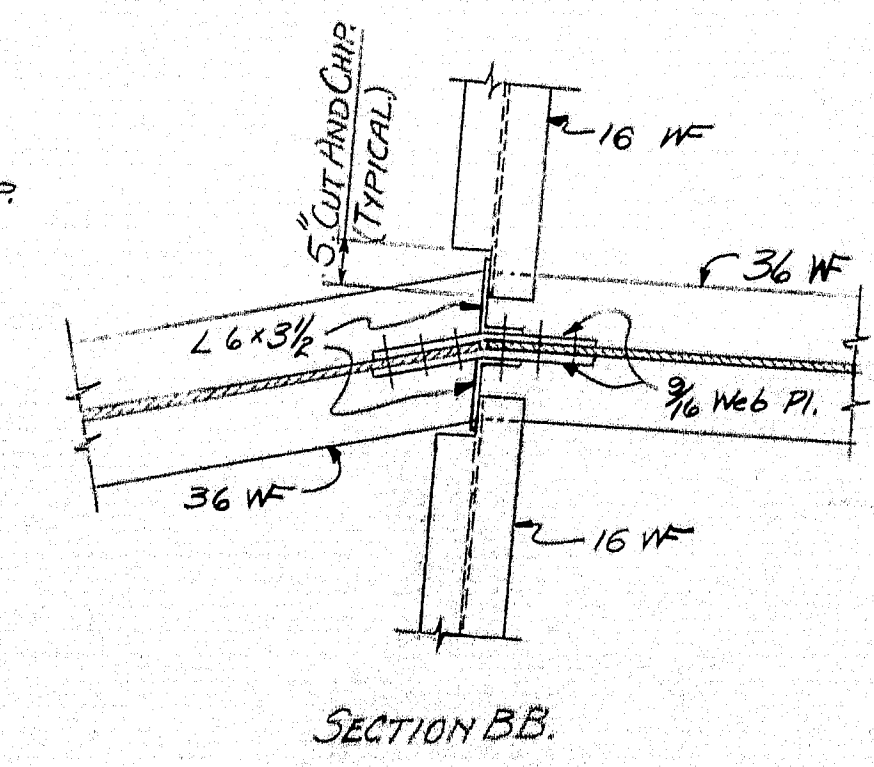
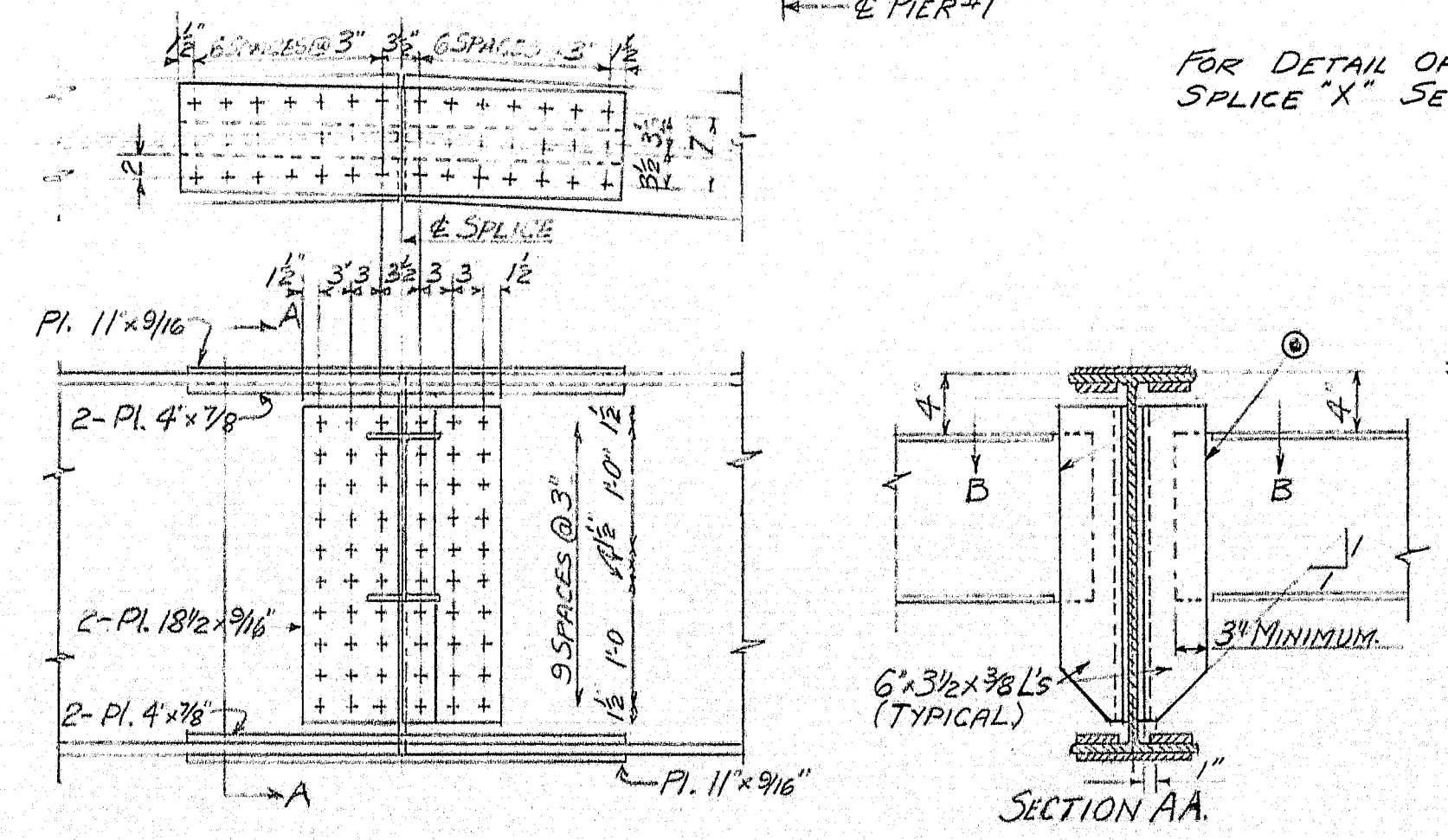
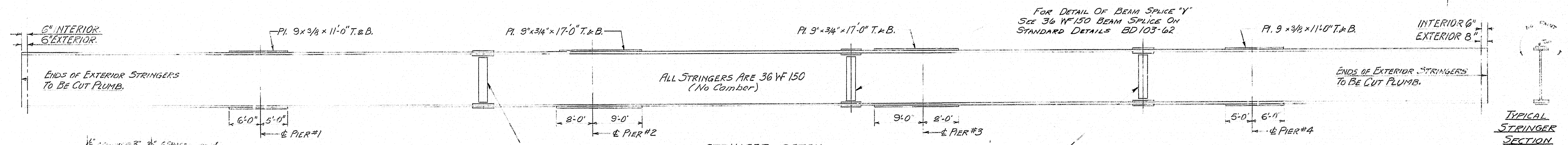
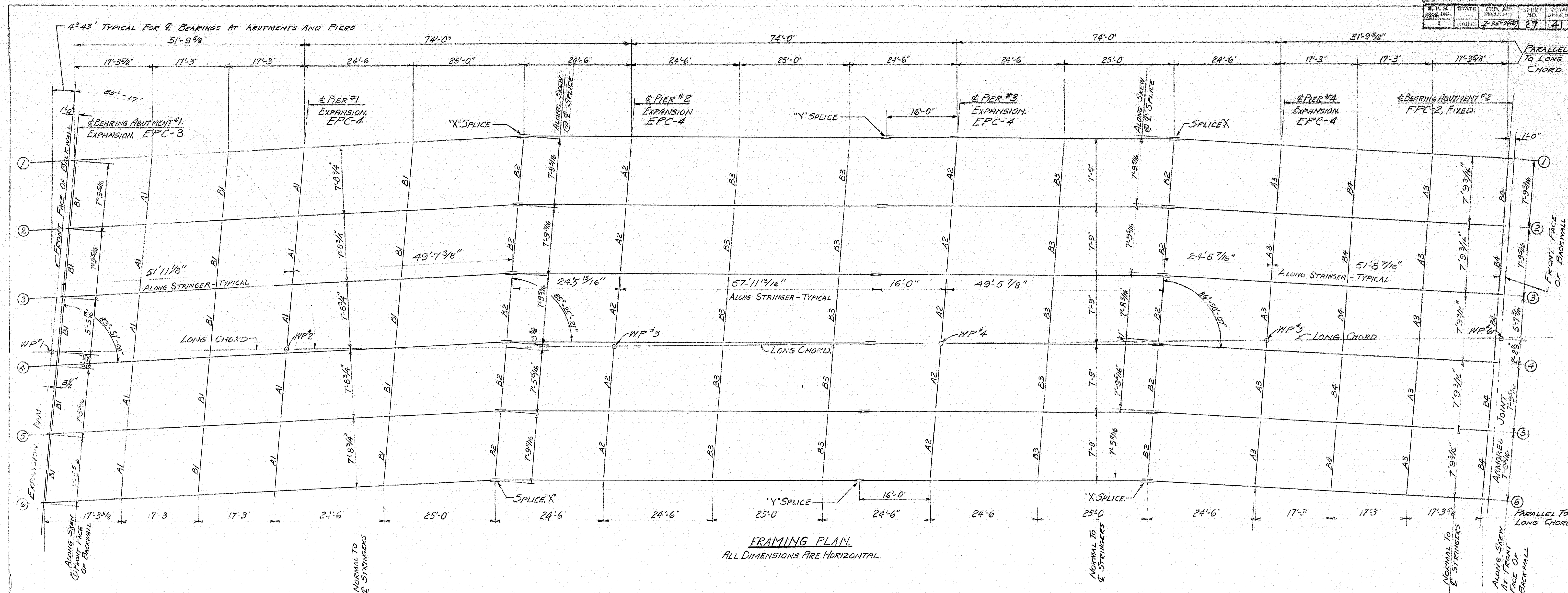
- NOTES -

1. FOR BEARING PEDESTALS FPB-2 & EPB-2, SEE STANDARD DETAILS BD 101-62.
2. ALL STRUCTURAL STEEL SHALL CONFORM TO THE REVISION OF THE SPECIFICATION A.S.T.M. DESIGNATION A36. EXCEPT DIAPHRAGMS WHICH MAY BE A36 OR A7.
3. FIELD CONNECTIONS SHALL BE 7/8" HIGH TENSILE STRENGTH BOLTS (BEAM SPACERS).
4. THE ENGINEER SHALL BE SUPPLIED WITH A DIAGRAM SHOWING MATCH MARKS OF CONNECTING PARTS ASSEMBLED IN THE SHOP.
5. D2 ARE TYPE "A" DIAPHRAGMS. D1 ARE TYPE "B" DIAPHRAGMS. SEE STANDARD DETAILS BD 104-62.
6. FOR EXPANSION DAM AND DRAIN SEE SH-28629.
7. FOR ARMORED JOINT SEE STANDARD DETAILS BD 104-62; FOR CURB TO CURB LENGTHS SEE SH-284.

GRADES FROM ABUT. #1 TO SPlice		GRADES FROM SPlice TO ABUT. #2	
1	- 2.083 %	1	- 2.421 %
2	- 2.083 %	2	- 2.410 %
3	- 2.061 %	3	- 2.413 %
4	- 2.061 %	4	- 2.402 %
5	- 2.061 %	5	- 2.402 %
6	- 2.061 %	6	- 2.391 %

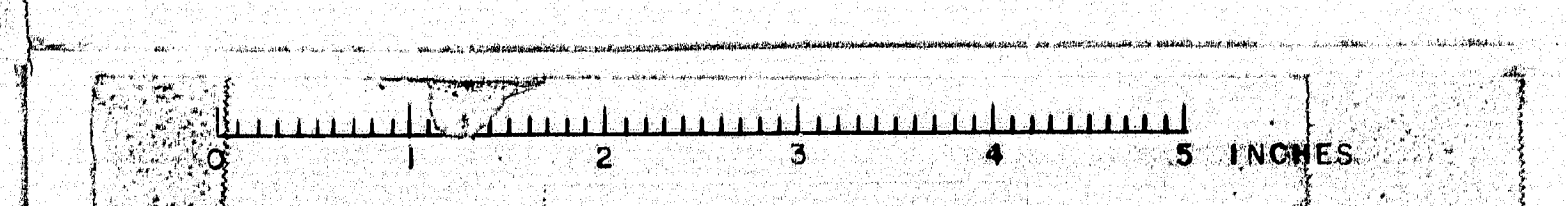
DIAGRAM OF GRADES AT & OF STRINGERS.

DESIGN - C.D.H.	BRIDGE NO.
CHECK - C.D.H.	PLOT -
STATE HIGHWAY COMMISSION	
BRIDGE DIVISION	
INTERSTATE 95	
OVER	
MAINE CENTRAL RAILROAD	
& ROUTE 152	
IN THE TOWN OF	
PITTSFIELD	
SOMERSET COUNTY	
FRAMING PLAN - ROUTE 152 - NORTHBOUND	
SHEET 26 OF 41	AUGUSTA, MAINE JAN. 63

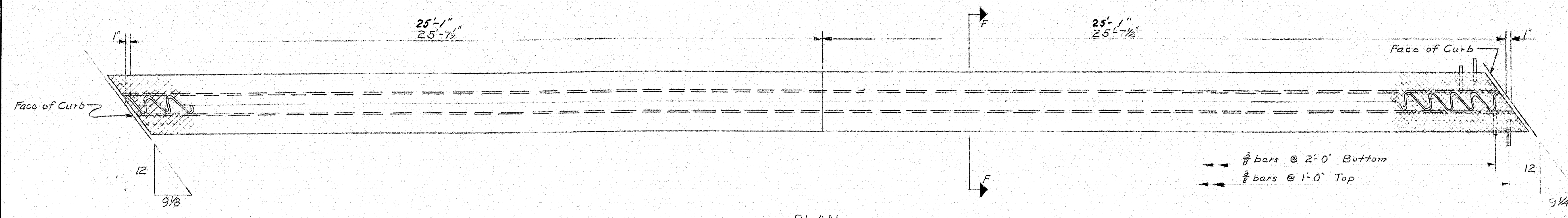


- NOTES**
1. FOR BEARING PEDESTALS EPC-3, EPC-4 & F1 & F2 SEE STANDARD DETAILS BD 101-62.
 2. ALL STRUCTURAL STEEL SHALL CONFORM TO THE LATEST REVISION OF THE SPECIFICATION A.S.T.M. DESIGNATION A36 EXCEPT DIAPHRAGMS WHICH MAY BE A360M.
 3. FIELD CONNECTIONS SHALL BE 1/2" HIGH TENSILE STRENGTH BOLTS (BEAM SPLICES).
 4. THE ENGINEER SHALL BE SUPPLIED WITH A DIAGRAM SHOWING MATCH MARKS OF CONNECTING PARTS ASSEMBLED IN THE SHOP.
 5. A1, A2, & A3 ARE TYPE "A" DIAPHRAGMS. B1 THRU B4 ARE TYPE "B" DIAPHRAGMS EXCEPT THAT DIAPHRAGMS B2 ARE TO BE USED WITH 6X3 1/2 X 3/8 ANGLES, INSTEAD OF 3/8 PLATES AS SHOWN IN DETAIL OF BEAM SPLICES "X". SEE STANDARD DETAILS BD 104-62.
 6. FOR EXPANSION DAM AND DRAINS SEE SHEET 29.
 7. FOR ARMORED JOINT SEE STANDARD DETAILS BD 104-62; FOR LENGTH CURB TO CURB SEE SH 39.
 8. See SH, #35 for "Diagram of Grades at E of Stringers."

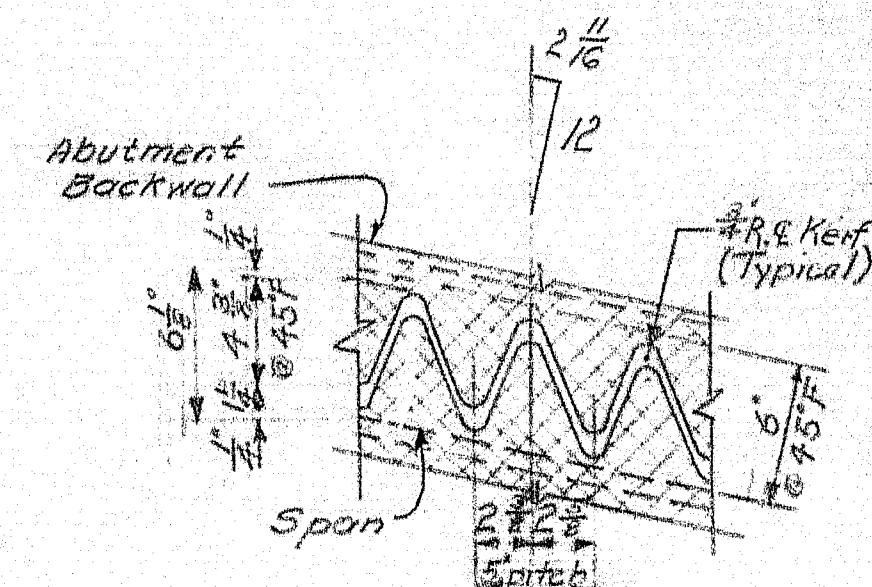
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
MAINE CENTRAL RAILROAD & ROUTE 152
IN THE TOWN OF
PITTSFIELD
SOMERSET COUNTY
STRUCTURAL STEEL FRAMING PLAN-SOUTHBOUND
SHEET 27 OF 41 AUGUSTA, MAINE JAN. 1963



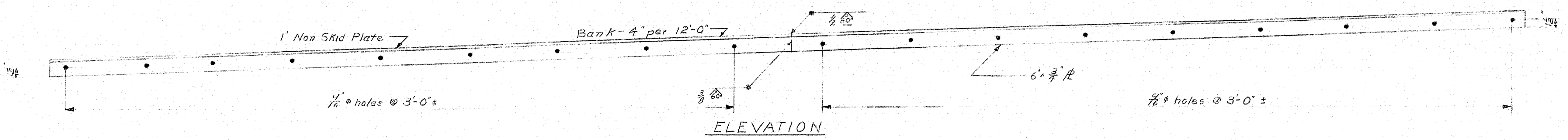
B. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(46)	28	41



PLAN

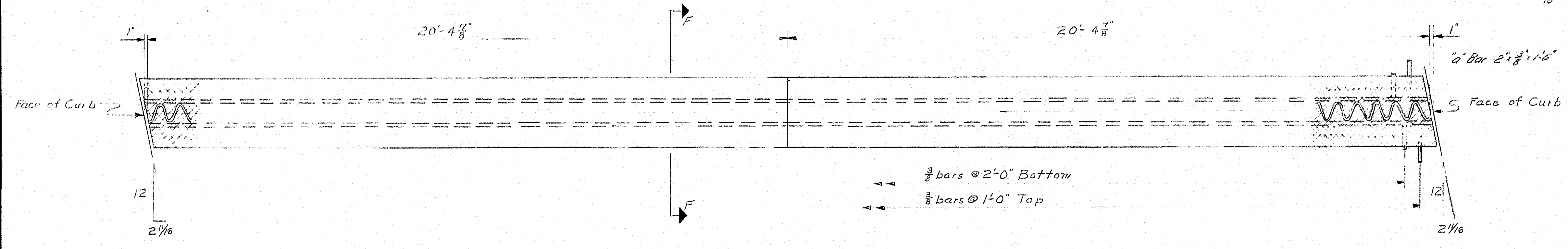


CUTTING DETAIL FOR 1" NON SKID PLATE - RT 152
Note: Cut from one plate and match mark

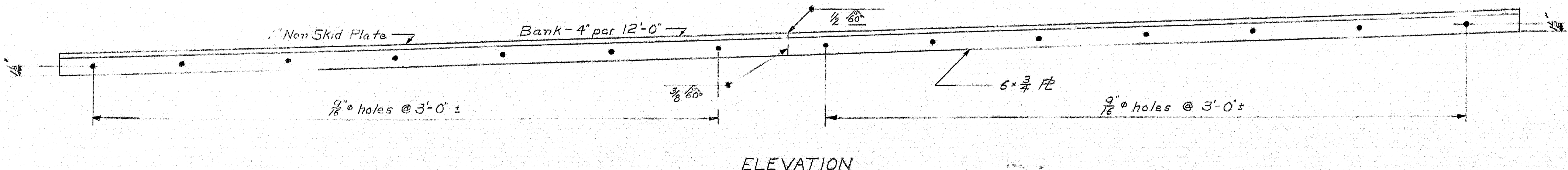


ELEVATION

EXPANSION DAM - MCRR
1 Required at Abutment #1

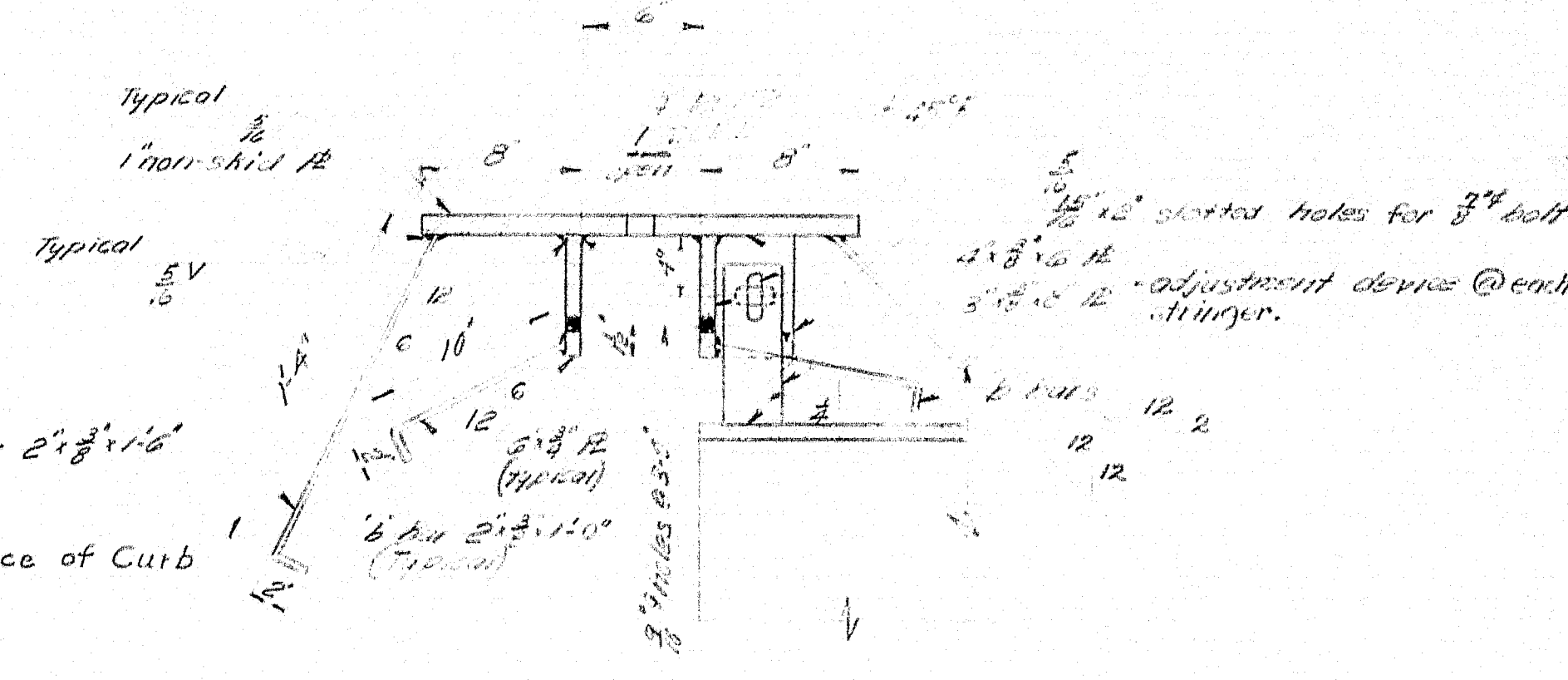


PLAN

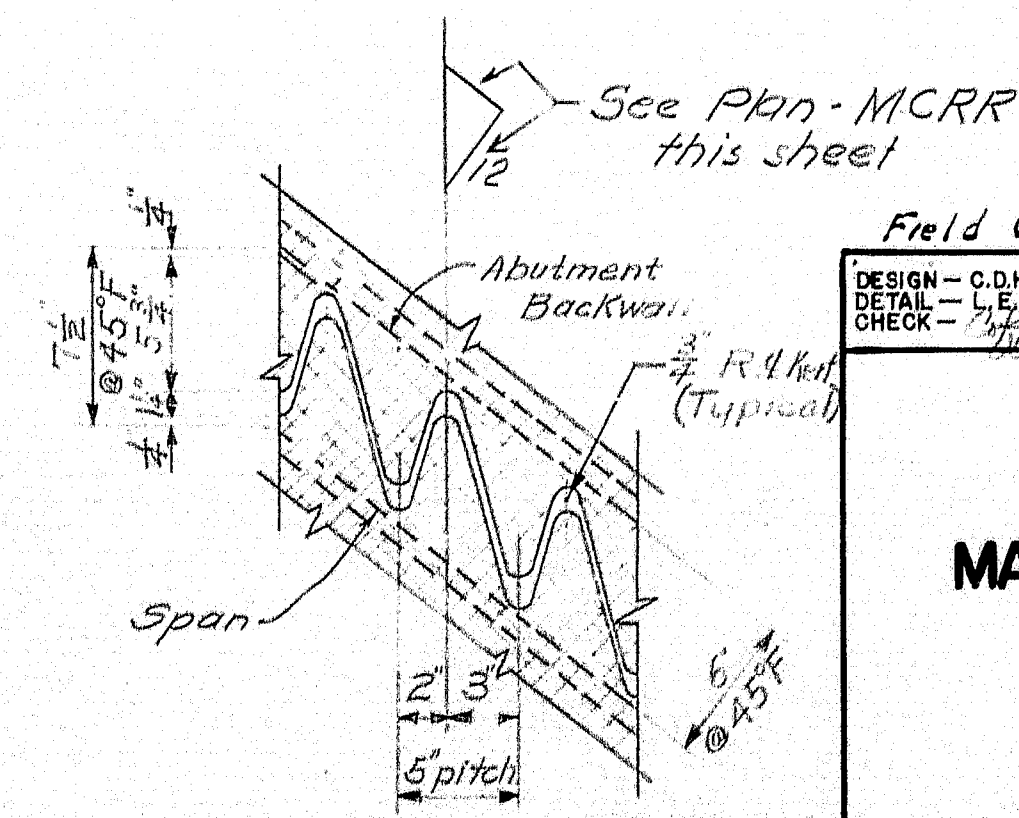


ELEVATION

EXPANSION DAM - RT 152
1 Required at Abutment #1



SECTION F-F

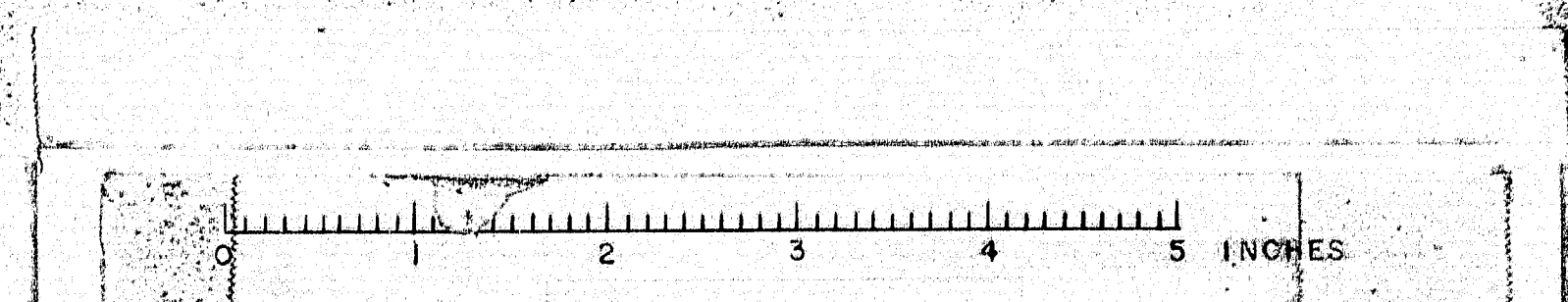


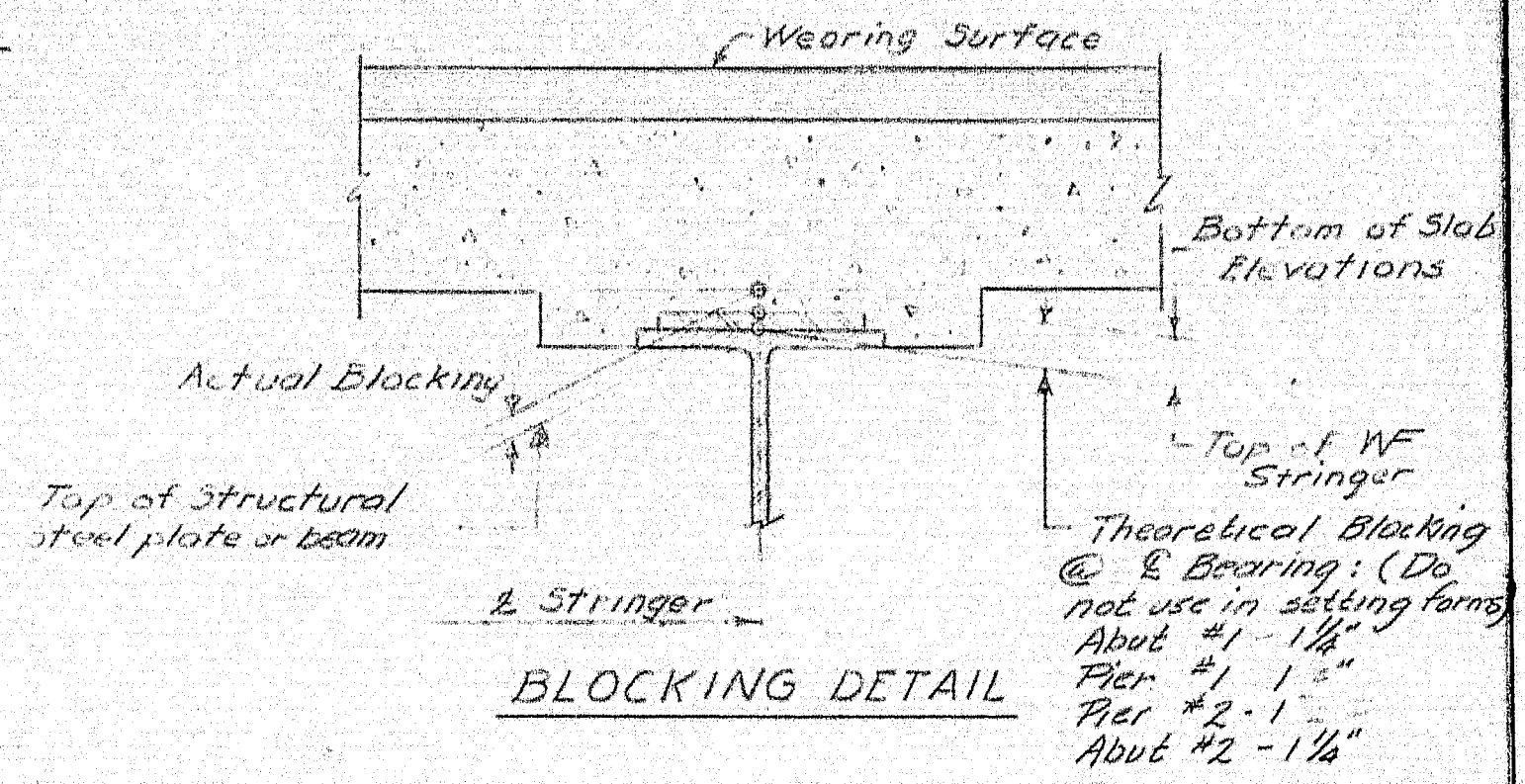
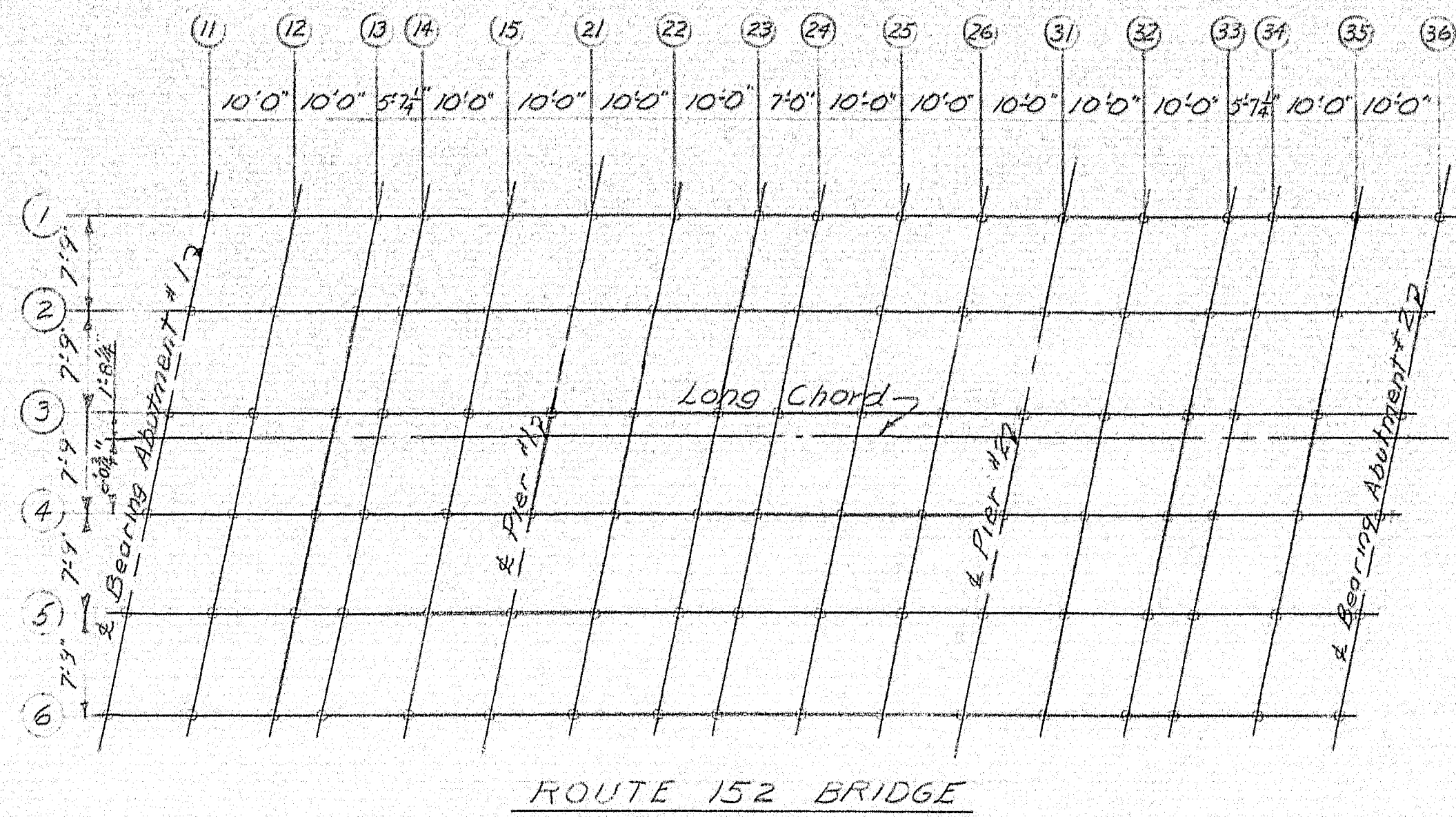
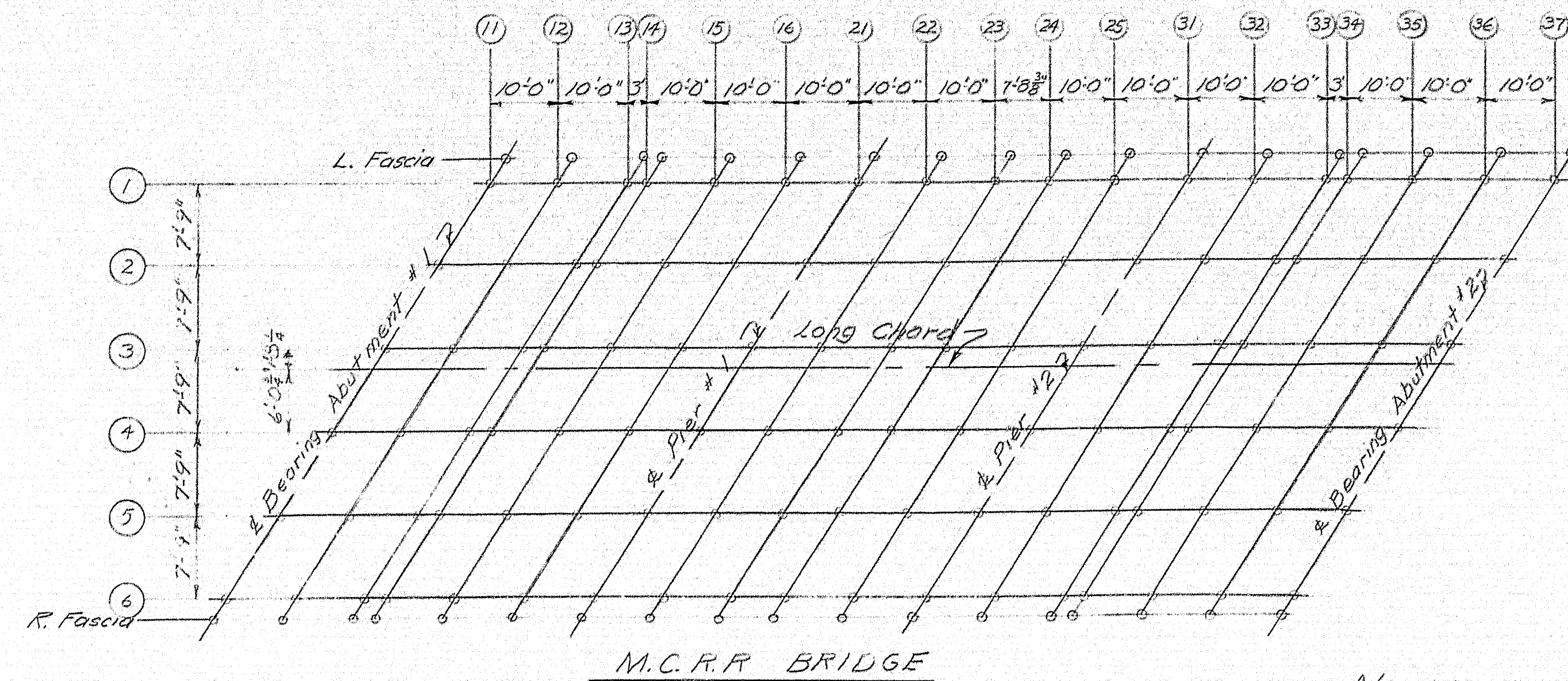
CUTTING DETAIL FOR 1" NON-SKID PLATE - MCRR
Note: Cut from one plate and match mark.

Field Change C.K.B. 9-24-64

DESIGN - C.D.H.	BRIDGE NO. SURVEY PLOT -
CHECK - L.E.G.	

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
MAINE CENTRAL RAILROAD & ROUTE 152
IN THE TOWN OF
PITTSFIELD
SOMERSET COUNTY
EXPANSION DAMS-NORTHBOUND
SHEET 28 OF 47 AUGUSTA, MAINE DEC. 19 62

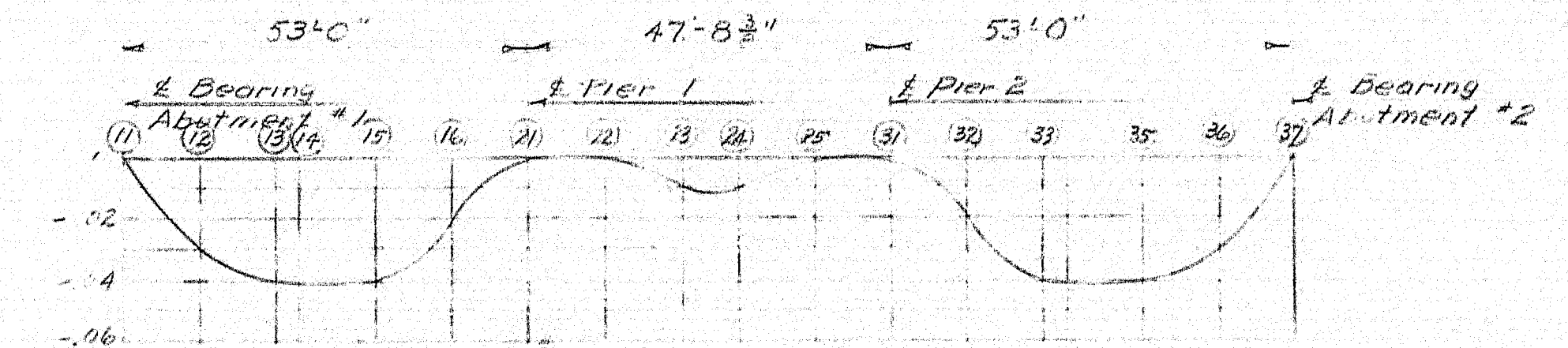




BLOCKING NOTE

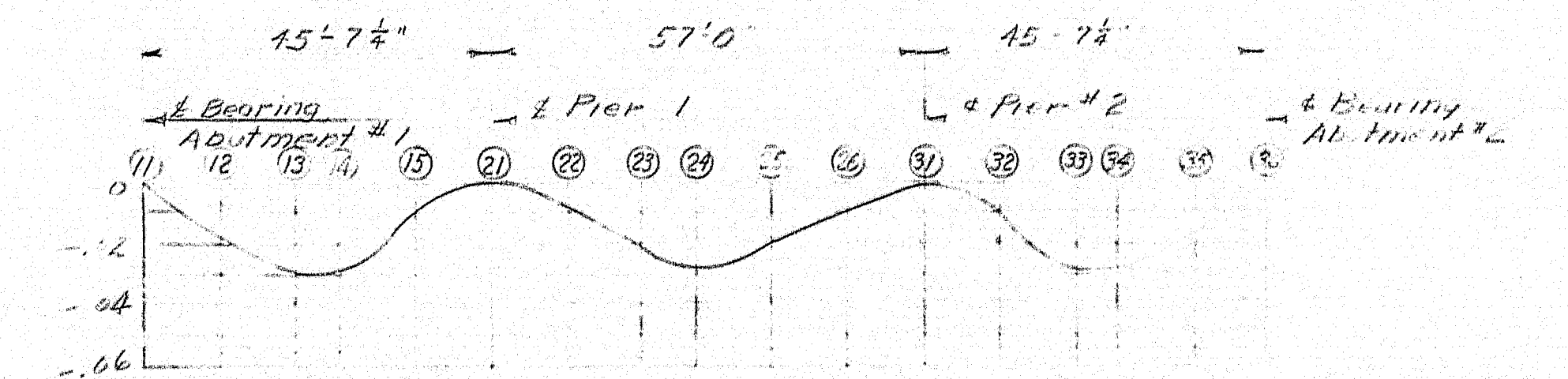
In order that the Wearing Surface may conform to the profile and cross sections shown on these plans, the accompanying tables of Bottom of Slab Elevations are given. These elevations which are computed to compensate for dead load deflections, must be set before slab forms are started.

* BOTTOM OF SLAB ELEVATIONS - MCRR																	
POINT	11	12	13	14	15	16	21	22	23	24	25	31	32	33	34	35	37
L. Fascia	262.05	262.05	262.05	262.01	261.96	261.89	261.81	261.75	261.69	261.63	261.54	261.46	261.39	261.32	261.29	261.18	260.92
1	262.06	262.05	262.05	262.02	261.97	261.90	261.82	261.76	261.70	261.65	261.56	261.48	261.41	261.34	261.31	261.21	260.96
2	261.87	261.86	261.84	261.83	261.78	261.71	261.64	261.58	261.53	261.47	261.39	261.31	261.25	261.18	261.15	261.05	260.81
3	261.67	261.67	261.65	261.63	261.60	261.53	261.46	261.40	261.35	261.30	261.22	261.14	261.08	261.02	260.99	260.89	260.65
4	261.47	261.47	261.45	261.44	261.40	261.34	261.27	261.22	261.17	261.12	261.05	260.97	260.91	260.85	260.82	260.73	260.50
5	261.26	261.27	261.25	261.25	261.21	261.17	261.09	261.04	260.99	260.93	260.87	260.80	260.74	260.68	260.66	260.57	260.34
6	261.06	261.07	261.05	261.05	261.02	260.96	260.90	260.85	260.81	260.76	260.69	260.63	260.57	260.51	260.49	260.41	260.10
R. Fascia	261.00	261.00	261.01	261.00	260.97	260.92	260.86	260.82	260.78	260.73	260.66	260.60	260.54	260.49	260.46	260.37	260.15



DEFLECTION CURVE - M.C.R.R.

Deflection for Dead Load minus weight of Stringer



DEFLECTION CURVE - ROUTE 152

Deflection for Dead Load minus weight of Stringer

* BOTTOM OF SLAB ELEVATIONS - ROUTE 152																
POINT	11	12	13	14	15	21	22	23	24	25	26	31	32	33	34	36
1	257.20	257.02	256.84	256.73	256.50	256.28	256.00	255.87	255.72	255.40	255.23	254.98	254.75	254.52	254.37	254.02
2	257.02	256.84	256.66	256.55	256.32	256.10	255.70	255.67	255.54	255.30	255.06	254.81	254.57	254.34	254.20	253.92
3	256.84	256.68	256.47	256.37	256.14	255.72	255.72	255.51	255.36	255.12	254.88	254.63	254.39	254.16	254.02	253.74
4	256.65	256.41	256.30	256.19	255.96	255.74	255.54	255.33	255.18	254.94	254.70	254.45	254.22	253.91	253.84	253.57
5	256.47	256.24	256.11	256.00	255.77	255.56	255.36	255.15	255.00	254.77	254.52	254.27	254.04	253.81	253.67	253.39
6	256.29	256.11	255.93	255.82	255.60	255.38	255.18	254.97	254.82	254.59	254.34	254.10	253.86	253.63	253.49	253.21

* See Sheet 30 "Cross Section" for fascia information

