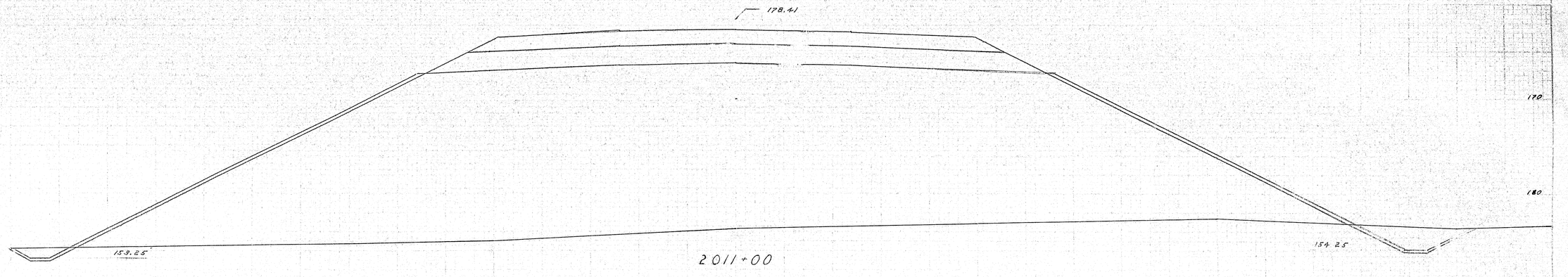
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8 (59)	22	47

℄

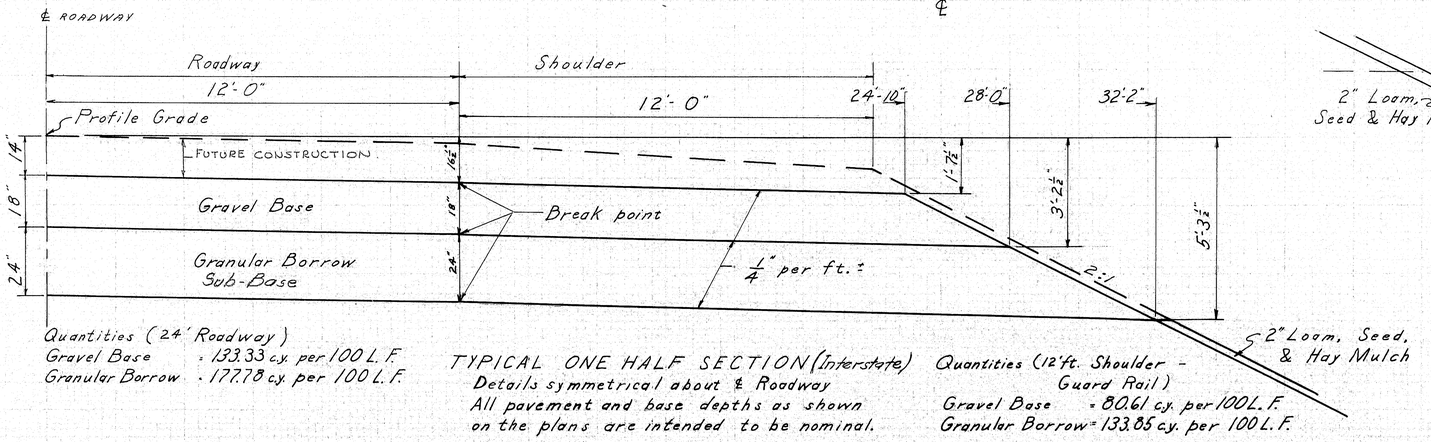


Grouted Hand Laid Riprap Ditch from Sta. 2010+50± to River

Grouted Hand Laid Riprap Ditch From Sta. 2010+20± to River

2010+50 (Interpolated)

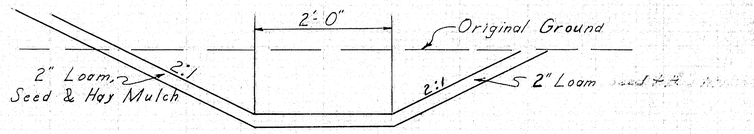
℄



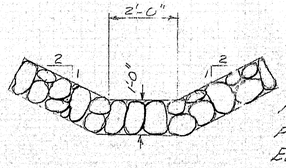
Quantities (24' Roadway)
Gravel Base = 133.33 c.y. per 100 L.F.
Granular Borrow = 177.78 c.y. per 100 L.F.

TYPICAL ONE HALF SECTION (Interstate)
Details symmetrical about ℄ Roadway
All pavement and base depths as shown on the plans are intended to be nominal.

Quantities (12'ft. Shoulder - Guard Rail)
Gravel Base = 80.61 c.y. per 100 L.F.
Granular Borrow = 133.85 c.y. per 100 L.F.



TYPICAL DITCH



Necessary excavation to be paid for under Item 203.09 Earth Excavation.

TYPICAL GROUTED HAND LAID RIPRAP DITCH

PLOT P.J.L.
CHECK Harris

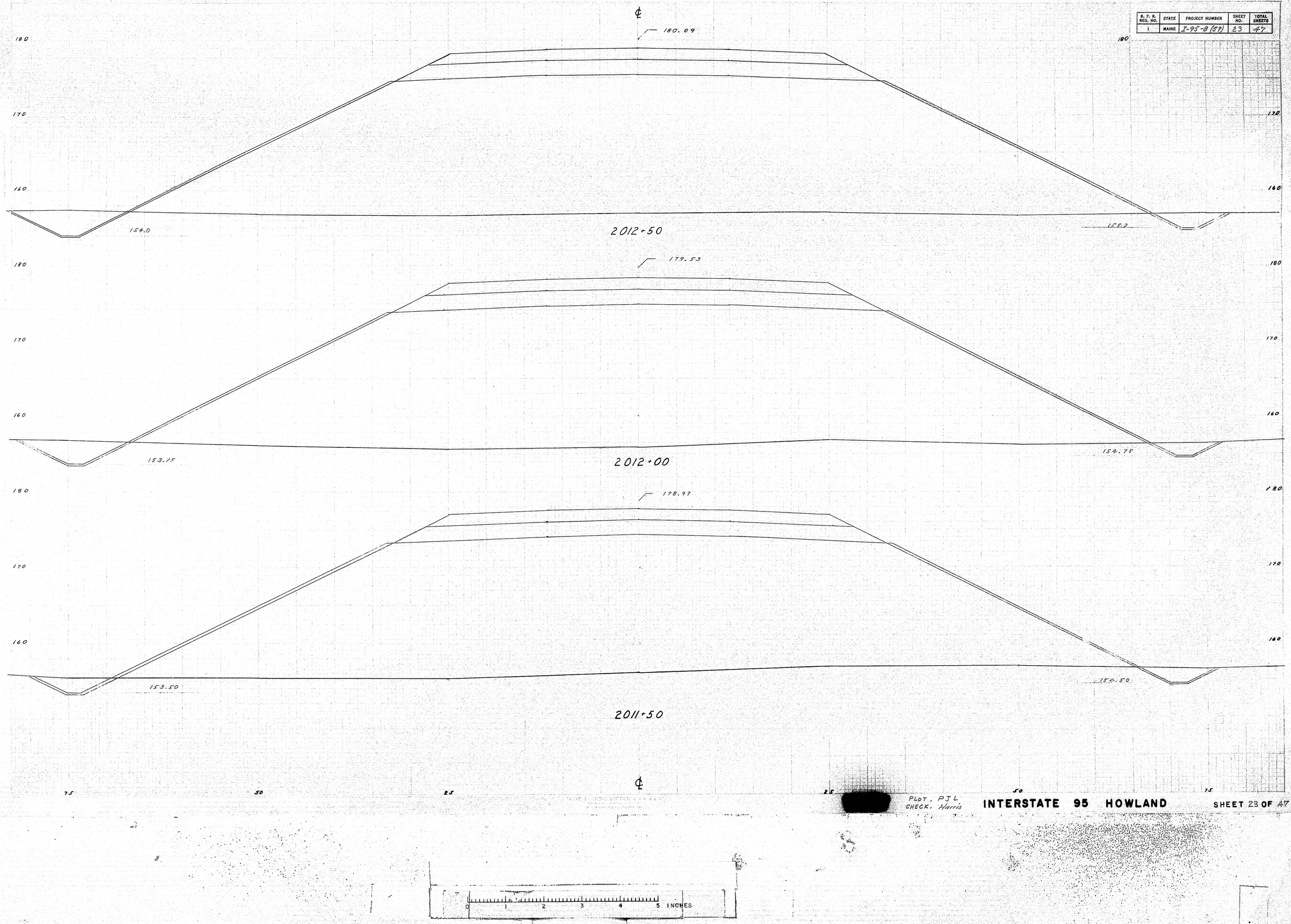
INTERSTATE 95 HOWLAND

SHEET 22 OF 47

TYPICAL SECTIONS & STATIONS 2010+50 → 2011+00

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-3(59)	23	47



STATIONS 2011+50 TO 2012+50

PLOT, PJL
CHECK, Harris

INTERSTATE 95 HOWLAND

SHEET 23 OF 47

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(59)	24	47

℄

181.77

180 170 160

154.75

155.75

2014+00

181.21

180 170 160

154.50

155.50

2013+50

180.65

180 170 160

154.25

155.25

2013+00

℄

75 50 25 25 50 75

PLOT P.J.L.
CHECK Harris

INTERSTATE 95 HOWLAND

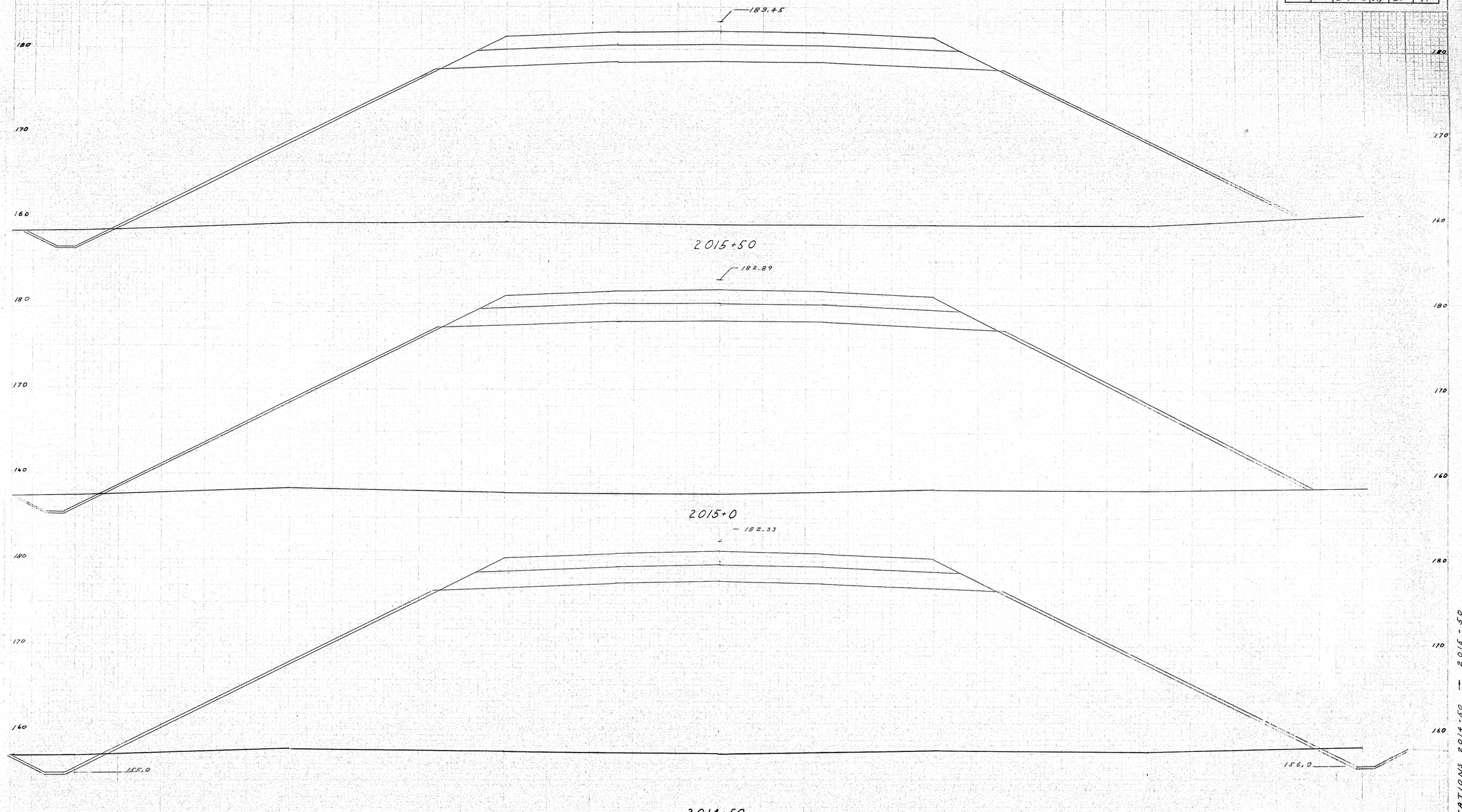
SHEET 24 OF 47

STATIONS 2013+00 TO 2014+00

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(57)	25	47

℄



PLOT P.J.L.
CHECK Harris

INTERSTATE 95 HOWLAND

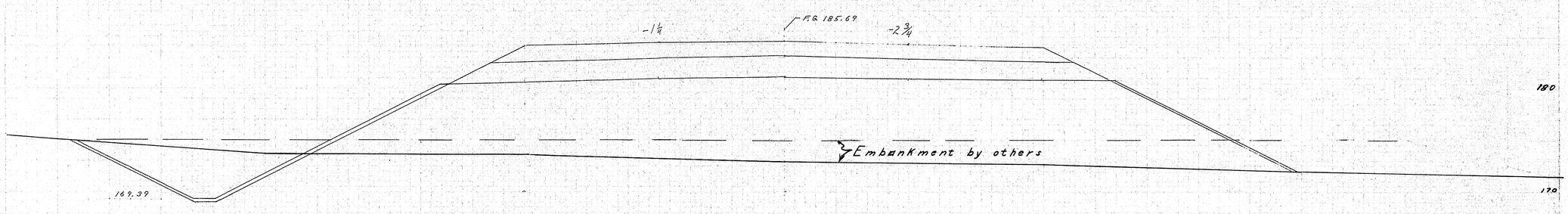
SHEET 25 OF 47

0 1 2 3 4 5 INCHES

D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-1(51)	26	47

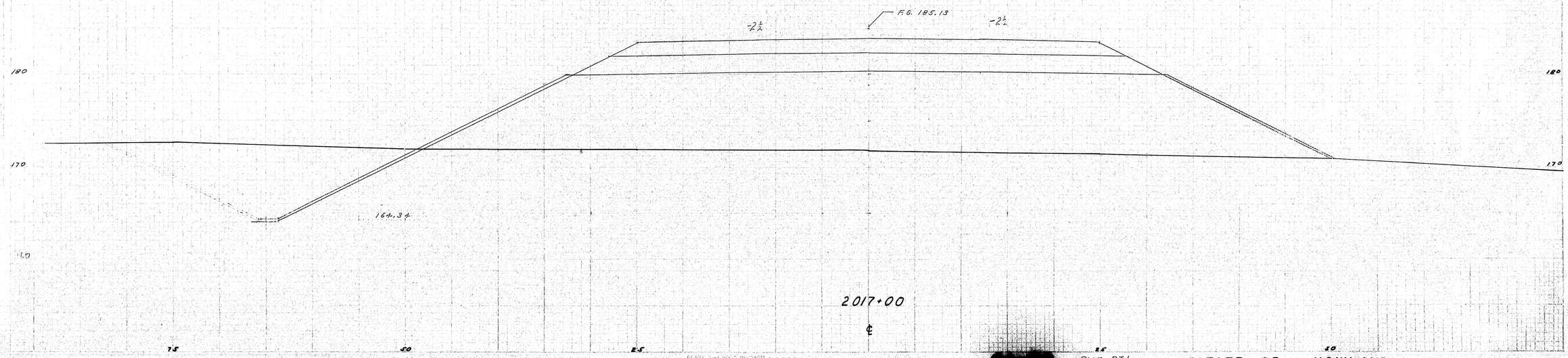
℄

ZERO SECTION
2018+00 (End Project)



2017+50

Use Jute Matting
From Sta 2017+50 ±
to Sta 2016+50 ±



2017+00

℄

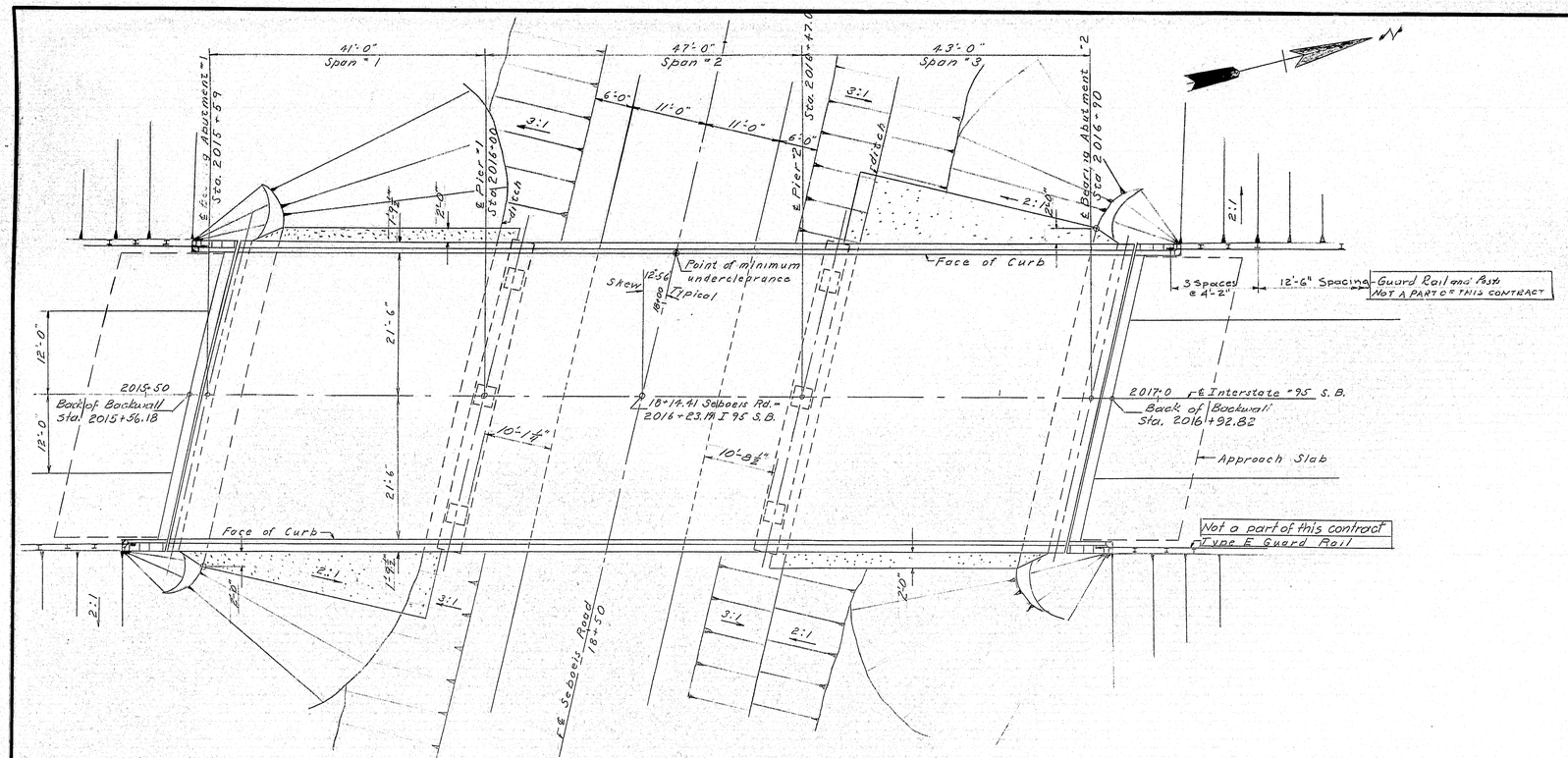
STATIONS 2017+00 → 2018+00

PLOT P.J.L.
CHECK. Harris

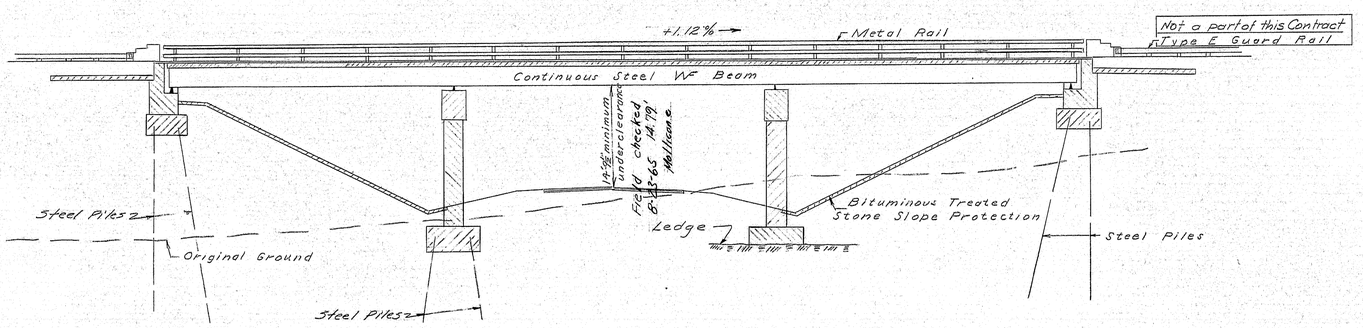
INTERSTATE 95 HOWLAND SHEET 26 OF 47

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(59)	27	47



PLAN
Scale 1" = 10'



SECTION on ℄ INTERSTATE
Scale 1" = 10'

CONCRETE CLASSIFICATION

All concrete shall be Class "A"

ALLOWABLE STRESSES

Concrete - f_c = 1200 p.s.i., n = 10
Reinforcing Steel, Intermediate Grade - f_s = 20,000 p.s.i.
Structural Steel, A36 - f_s = 20,000 p.s.i.
Point Bearing Steel Piles - f_s = 6,000 p.s.i.

SPECIFICATIONS

Design: AASHO Standard Specifications for Highway Bridges 1961 with Interim Specifications 1961, 1962, 1963, 1964.
Construction: State of Maine, State Highway Commission, Standard Specs, Highways and Bridges Revision of January 1956 and Supplemental Specifications February 1960.
Loading: HS 20-44 Modified for Interstate

DESIGN- T.H.K
TRACE- DET. D.L.G
CHECK- Harris

BRIDGE NO.
SURVEY-
PLOT-

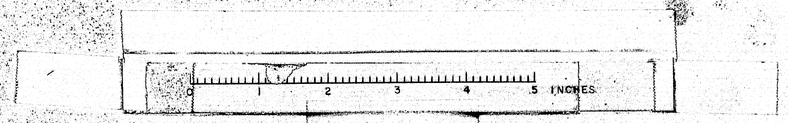
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
SEBOEIS ROAD
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY

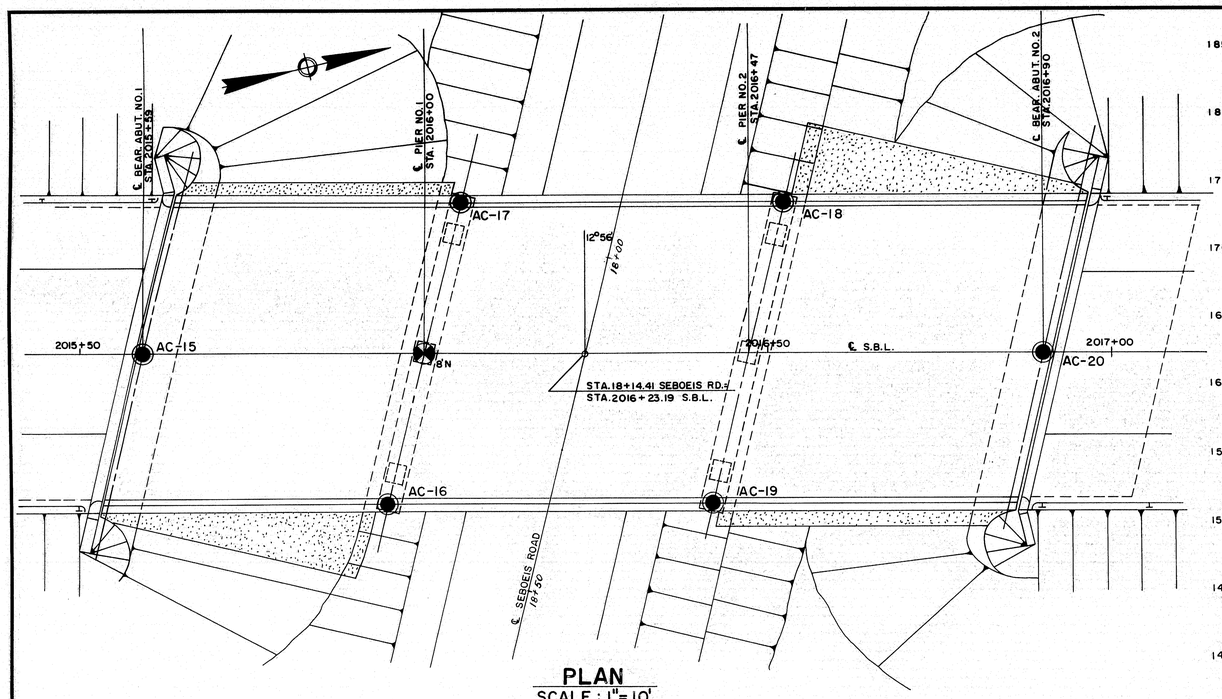
GENERAL PLAN & ELEVATION

SHEET 27 OF 47 AUGUSTA, MAINE SEPT. 1964

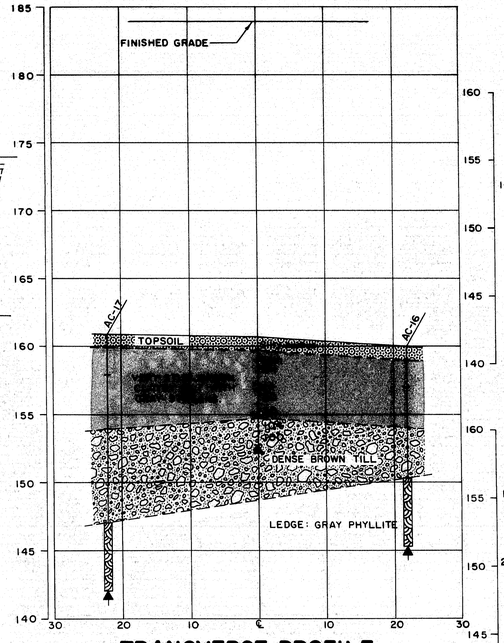
96-41



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(59)	28	47

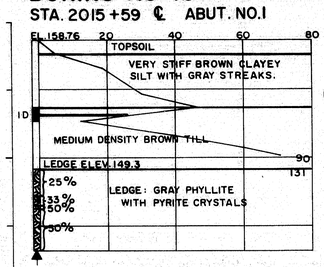


PLAN
SCALE : 1"= 10'

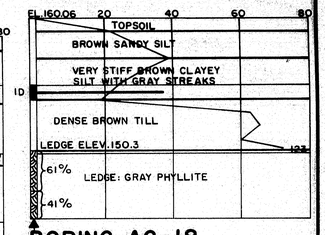


TRANSVERSE PROFILE
STA. 2016+00 PIER NO.1

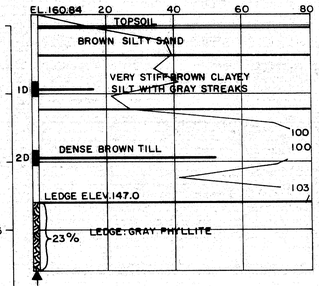
BORING AC-15
STA. 2015+59 ℄ ABUT. NO.1



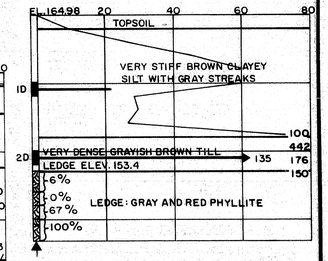
BORING AC-16
STA. 2015+95 22'RT. PIER NO.1



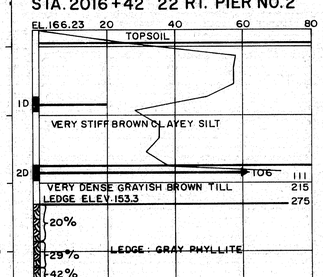
BORING AC-17
STA. 2016+05 22'LT. PIER NO. 1



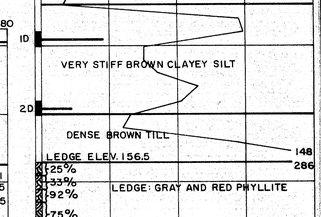
BORING AC-18
STA. 2016+52 22'LT. PIER NO. 2



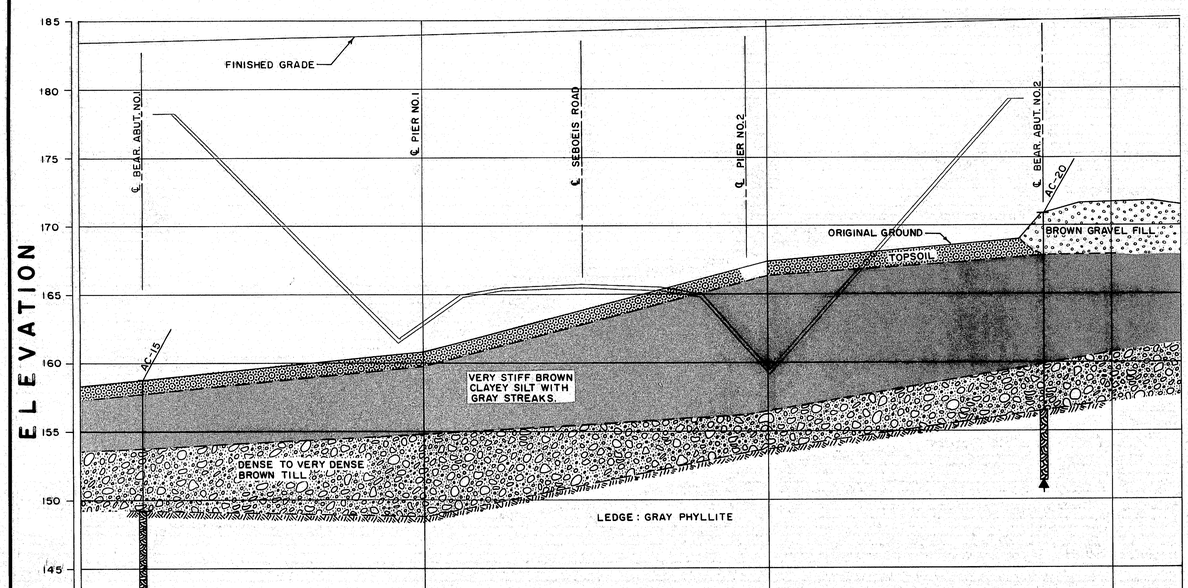
BORING AC-19
STA. 2016+42 22 RT. PIER NO.2



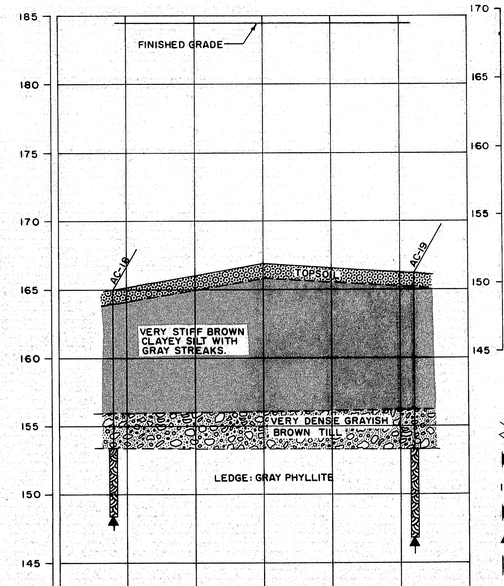
BORING AC-20
STA. 2016+90 ℄ ABUT. NO. 2



Note:
The till is a mixture of gravel, silt and sand.
The phyllite ledge has a high angle foliation and calcite veins.



℄ PROFILE SOUTHBOUND LANE



TRANSVERSE PROFILE
STA. 2016+47 PIER NO.2

BORING NOTES

- Casing size 2 1/2"
- All samples are made ahead of casing.
- Number of blows required to drive extra heavy casing one foot with 400 ft.lbs. of energy per blow.
- Location of sample or sample attempt.
- Number and type of dry sample.
- ID S & H Sampler No.1290's
- Number of blows required to drive spoon or tubing one foot with 350 ft. lbs. of energy per blow.
- Bottom of boring (may not be bottom of soil strata)
- 71% Locations cored by diamond bit and per cent recovery of rock.

DESIGN— TRACE— CHECK— } Soils Division

BRIDGE NO.
SURVEY—
PLOT—

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
SEBOEIS ROAD
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
FOUNDATION SURVEY

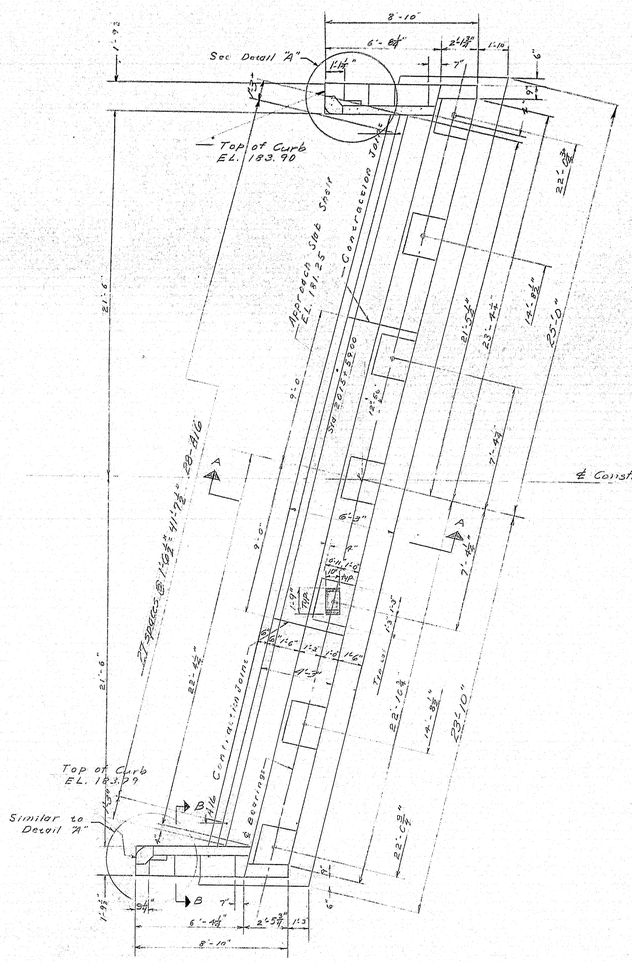
SHEET 28 OF 47 AUGUSTA, MAINE

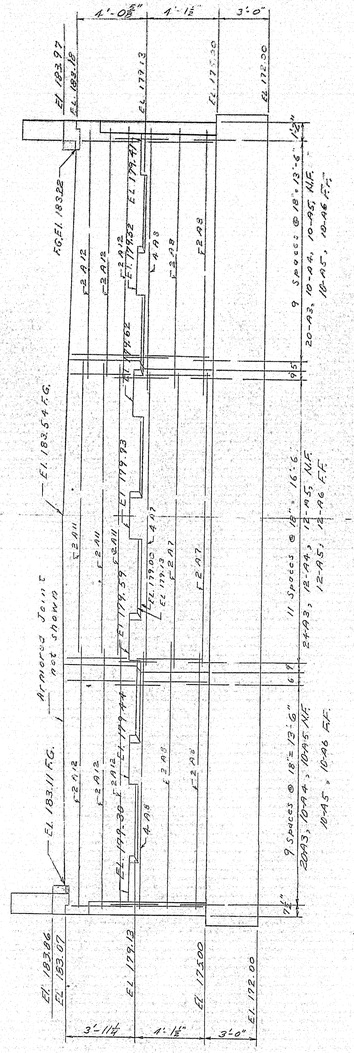
96-42

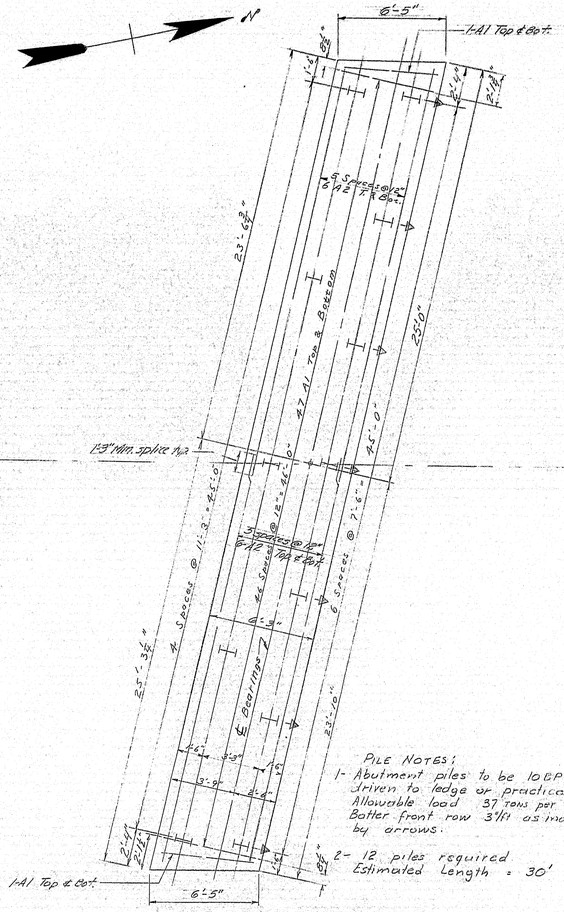
C. B. CO., NO. 44-131 29788

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(59)	29	47

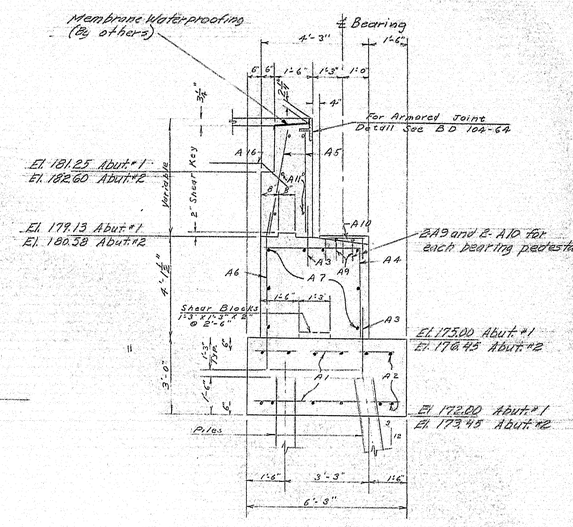






PILE AND FOOTING PLAN

PILE NOTES:
1- Abutment piles to be 10BP42 piles driven to ledge or practical refusal. Allowable load 37 tons per pile. Batter front row 3:1 ft as indicated by arrows.
2- 12 piles required
Estimated Length = 30'

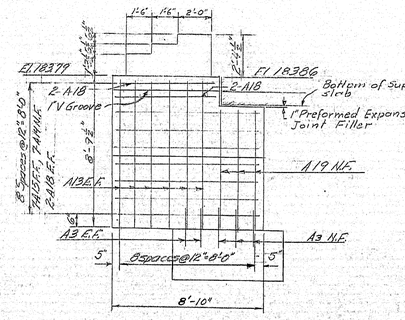


SECTION A-A

GENERAL ABUTMENT NOTES

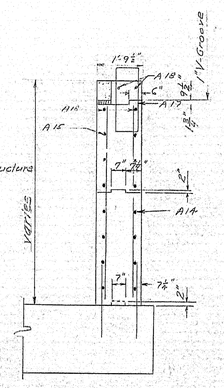
1. Paint bridge seat, face of backwall, and 1'-0" below top of slope paving on face of breastwall with Grey Epoxy Resin Surface Sealant.
2. Cover the back side of contraction joints with two layers of heavy roofing 10" wide bonded to concrete and to each other with a suitable grade of roofing cement. Recess area to be covered ¼". Coat surface of joint with asphalt paint to break bond.
3. Reinforcing cover 3" unless noted.
4. Backwalls and Wingwalls are to be built after Structural Steel has been erected and bottom of slab elevations established.
5. Bush bearing areas to exact elevations shown 1/4" larger all around than dimensions of bearing plates.

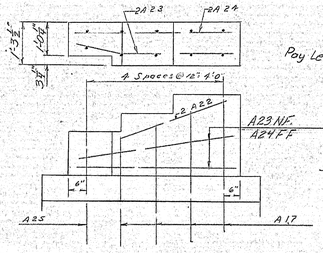
N. F. = Near Face
F. F. = Far Face
E. F = Each Face
F. G. = Finished Grade.



WING ELEVATION

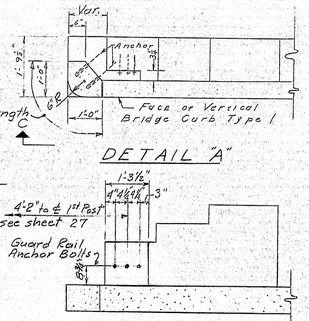
Reinforcing Steel typical for all wings





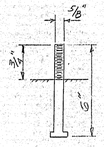
Payment for concrete in post to be made under Item 701-33, "Portland Cement Concrete, Abutments and Ret. Walls."

END POST DETAIL



All Vertical Bridge Curb Type 1 to be paid for under Item 901-24

VIEW C-C



ANCHOR BOLT (Structural Steel)

3 Required each end post.
Galvanized with nut & washer

Guard Rail anchor bolts shall be furnished and installed under this contract. Payment to be incidental to contract items.

Splice holes in Guard Rail beam shall be plugged with galvanized button head bolts
NOT A PART OF THIS CONTRACT.

DESIGN- T.H.K.
TRACE- DET. D.L.G.
CHECK- A.B.P.

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
SEBOEIS ROAD
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
ABUTMENT # 1

SHEET 29 OF 47 AUGUSTA, MAINE SEPT 1964

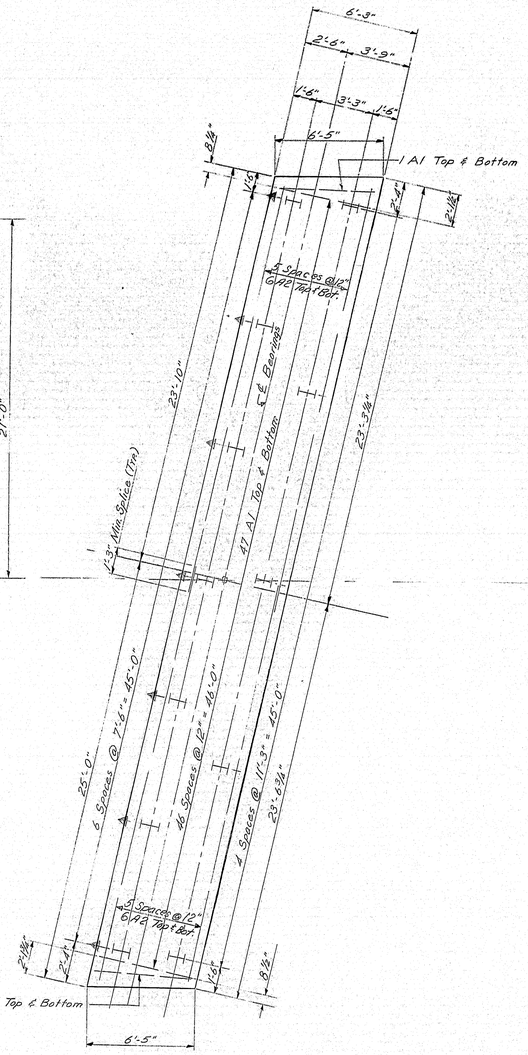
96-43

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95-2(53)	30	47

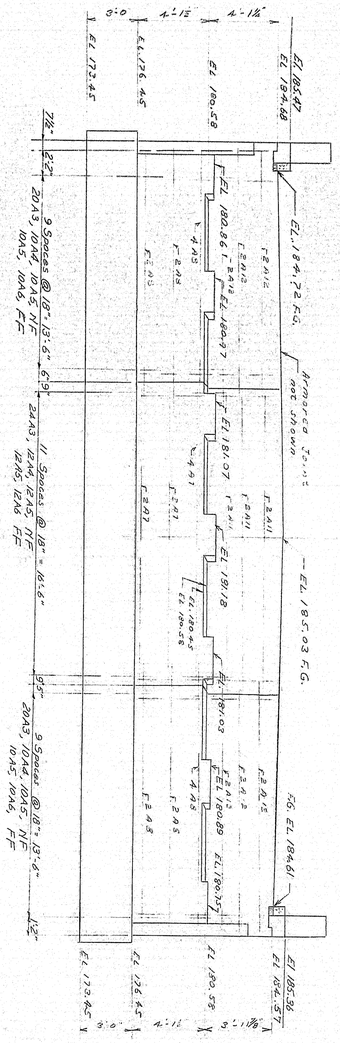
NOTE: Approach Slab concrete to be paid for under Item 701-33 Portland Cement Concrete Abutments and Retaining Walls.

APPROACH SLAB

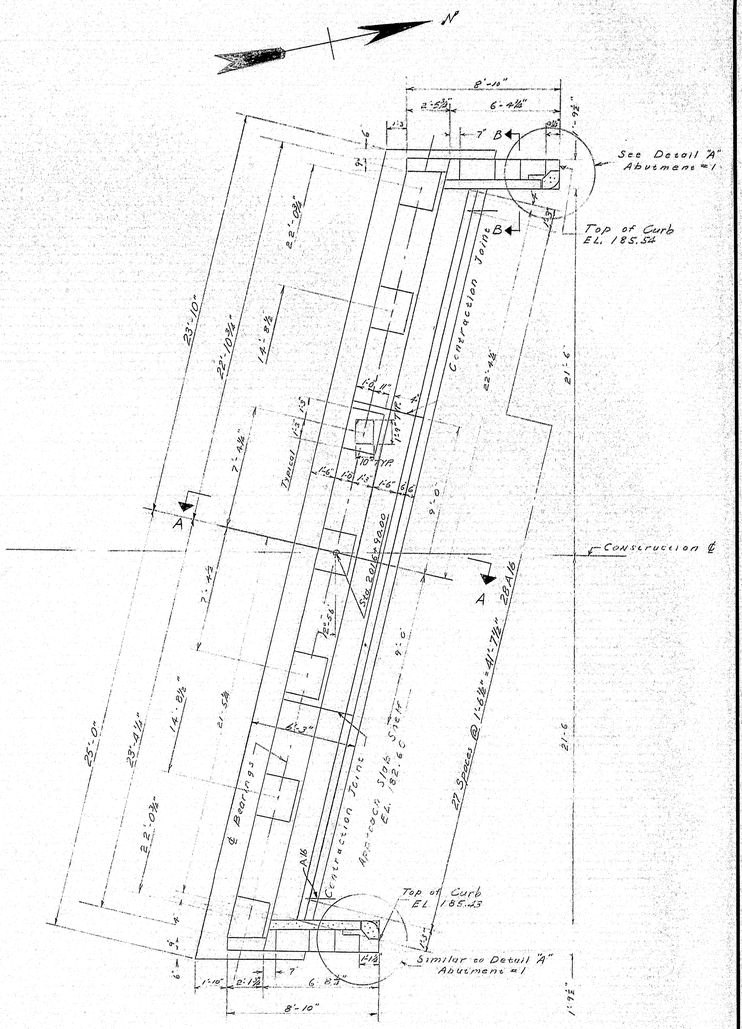
Abutment #2 shown ~ Abutment #1 similar



PILE AND FOOTING PLAN

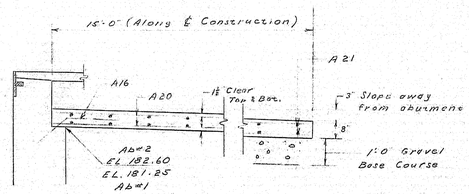


FRONT ELEVATION



PLAN

For Wingwall reinforcement, Section A-A, B-B, Detail "A" and End Post Details: see sheet 29



SECTION D-D

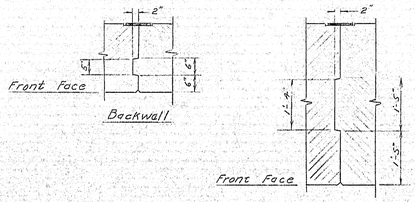
PILE NOTES

1. Abutment piles to be 10 BP 42 piles driven to ledge or practical refusal. Allowable load 37 tons per pile. Batter front row 3/ft. as indicated by arrows.

2. 12 piles required
Estimated length = 24'

GENERAL ABUTMENT NOTES

SEE SHEET 29



CONTRACTION JOINT SHEAR KEY
- TYPICAL BOTH ABUTMENTS -

DESIGN- T.H.K.
TRACE- DET. P.L.G.
CHECK- A.B.P.

BRIDGE NO.
SURVEY-
PLOT-

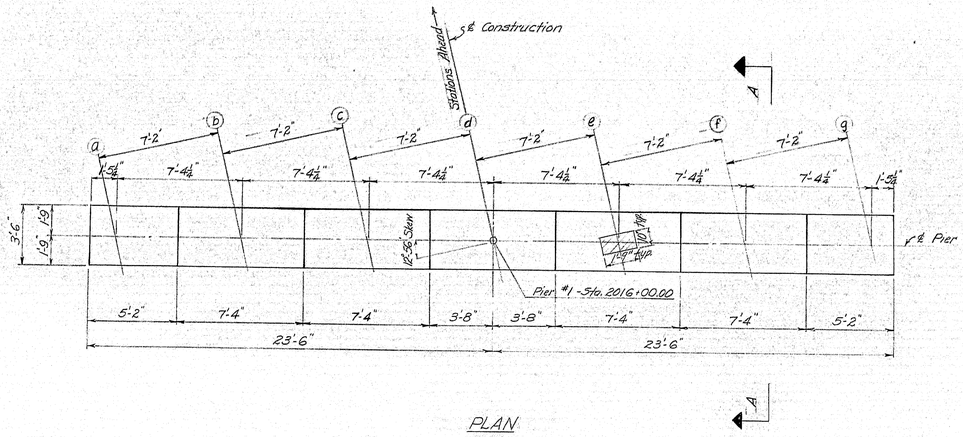
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
SEBOEIS ROAD
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
ABUTMENT #2

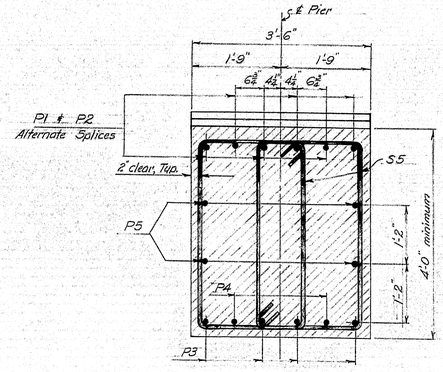
SHEET 30 OF 46 AUGUSTA, MAINE SEPT. 1964

96-44

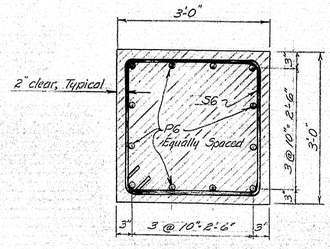
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-B(39)	31	47



PLAN

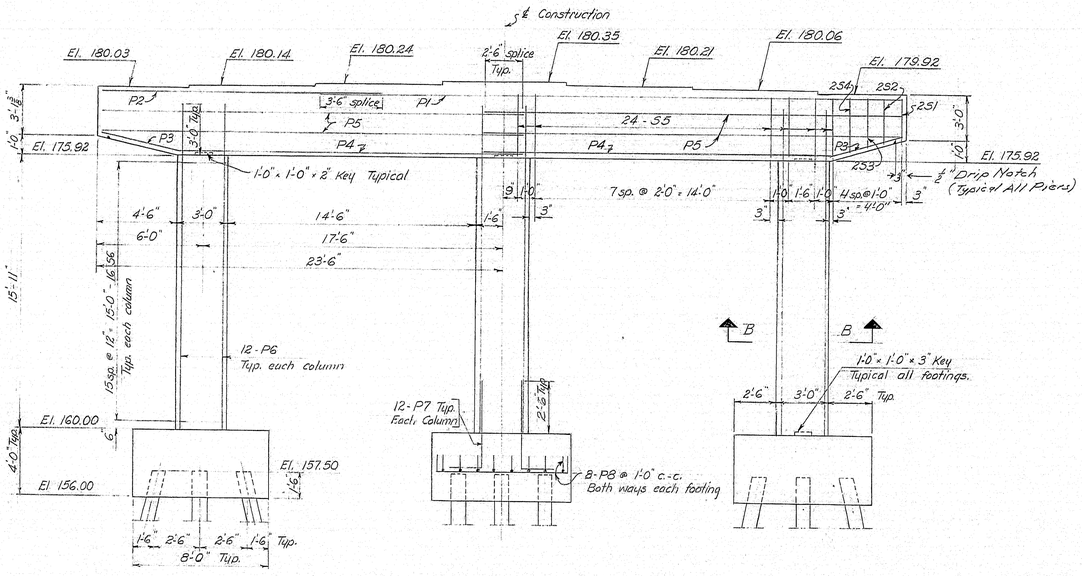


SECTION A-A

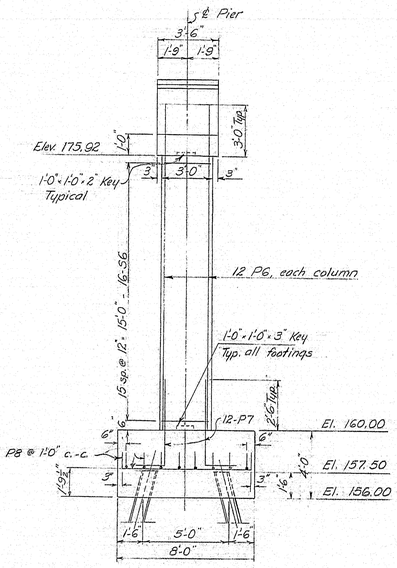


SECTION B-B

NOTE: Alternate location of splices Bar P1 to Bar P2.

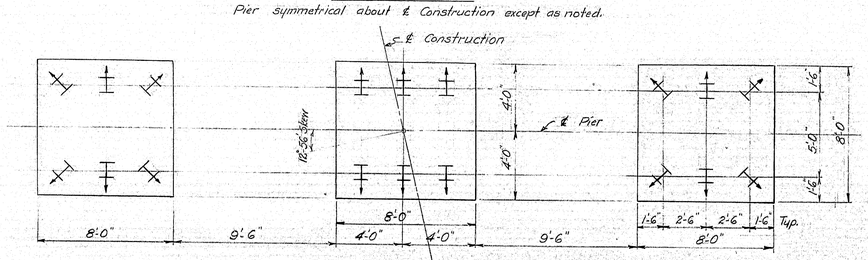


SIDE ELEVATION



END ELEVATION

Pier symmetrical about ℄ Construction except as noted.



PILE PLAN

PIER NOTES:
1. Bush bearing areas to exact elevations shown 1" larger all around than dimensions of bearing plates.
2. Place reinforcing steel in cap to clear anchor bolts.
3. Chamfer all exposed edges of concrete ½".

PILE NOTES:
1. Piles to be 10BP42, 18 required.
2. Maximum pile load = 37 tons.
3. Piles to be driven to ledge or practical refusal.
4. Estimated pile length = 15'.
5. All piles to be battered 2½" / 1' in direction indicated thus: ⊢⊸.

DESIGN– T. H. K.	BRIDGE NO.
TRACE– F. Foster	SURVEY–
CHECK– A.B.P.	PLOT–

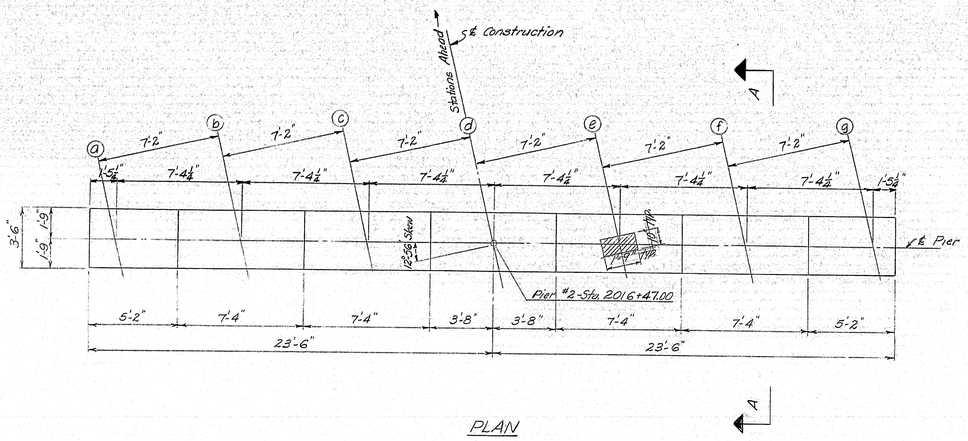
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
SEBOEIS ROAD
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
PIER NO. 1

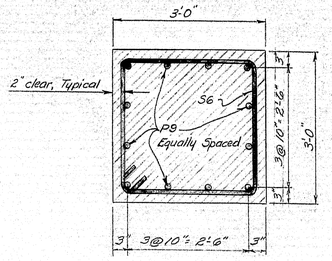
SHEET 31 OF 47 AUGUSTA, MAINE SEPT. 1964

96-45

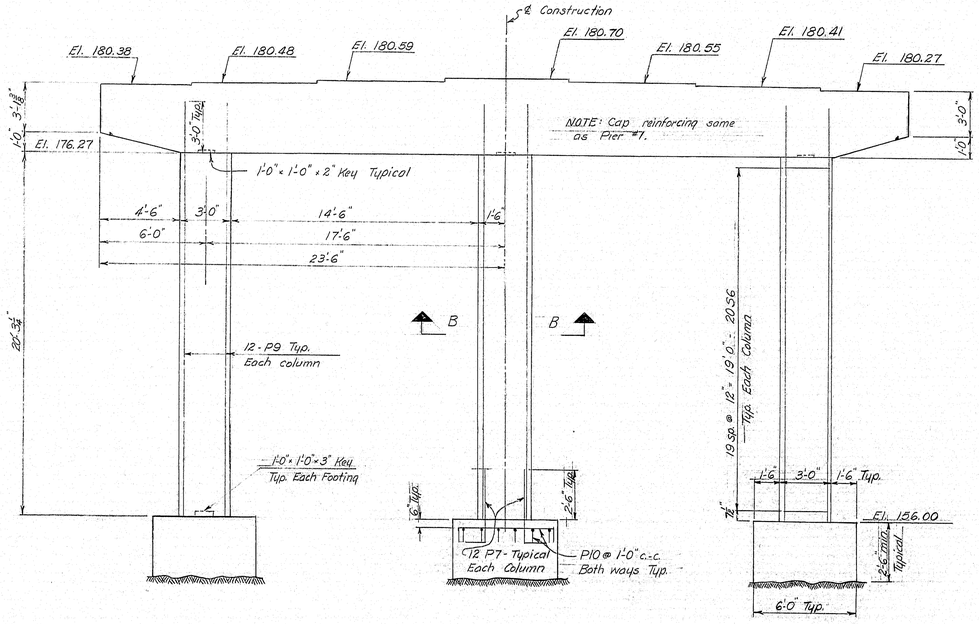
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-95-8(69)	32	47



PLAN

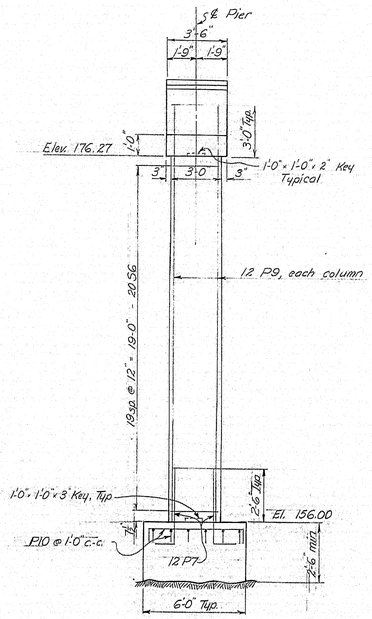


SECTION B-B



SIDE ELEVATION

Pier symmetrical about ℄ Construction except as noted.



END ELEVATION

NOTES:

1. For Pier Notes and Section A-A see Sh. 31.
2. For cap reinforcement see Sh. 31.
3. Maximum footing pressure = 8.5 tons/ft².
4. The elevation of the top of the footing may be raised to maintain the minimum depth of 2'-6" above the existing ledge surface.

DESIGN- T.H.K.
TRACE- F. Foster
CHECK- H.B.P.
PLOT-

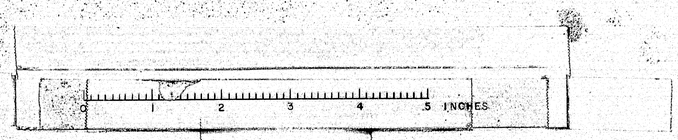
BRIDGE NO.
SURVEY-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

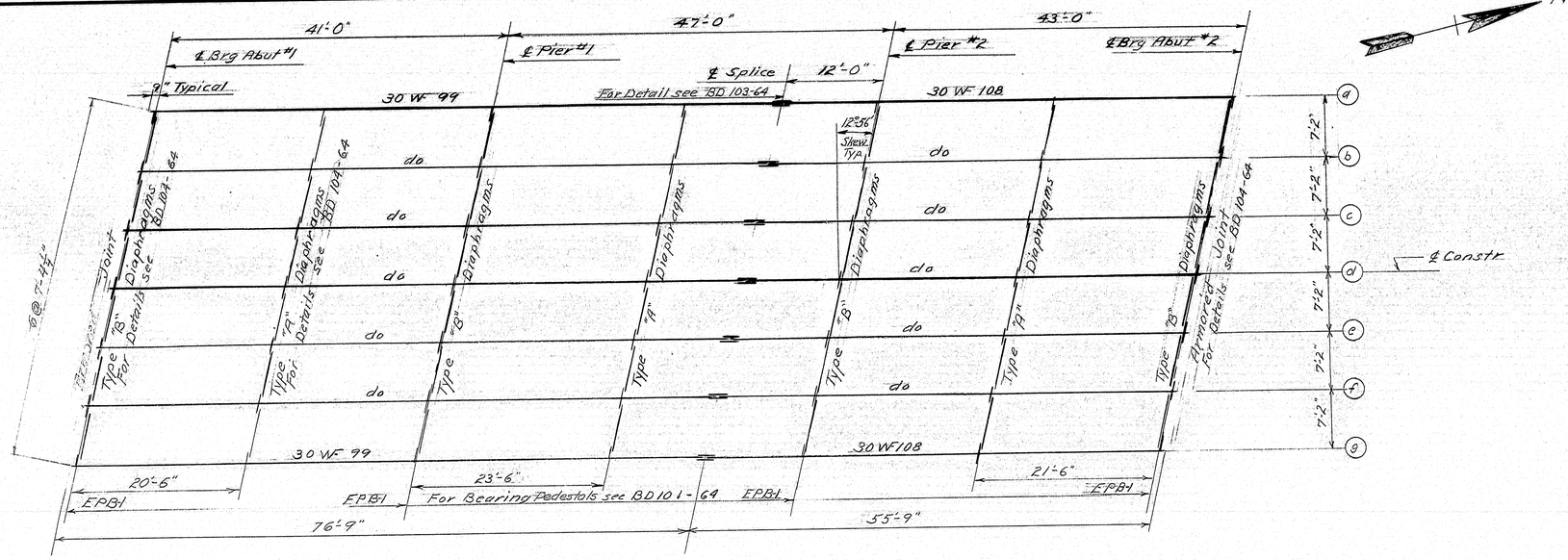
INTERSTATE 95
OVER
SEBOEIS ROAD
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
PIER NO. 2

SHEET 32 OF 47 AUGUSTA, MAINE SEPT 1964

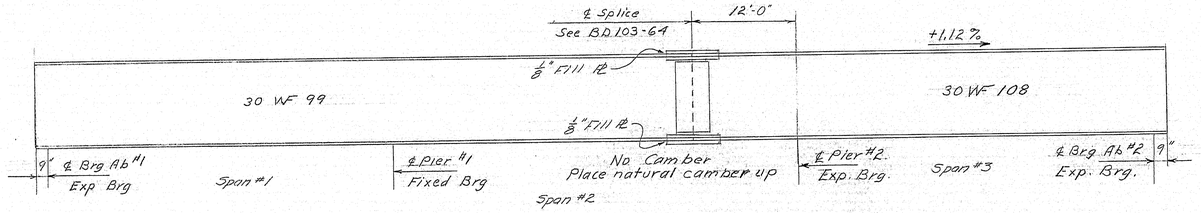
96-46



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(39)	33	47



ERECTION DIAGRAM



TYPICAL GIRDER ELEVATION

BLOCKING SCHEDULE

Beam Line	℄ Brg Abut #1	Span One			℄ Pier #1	Span Two			℄ Pier #2	Span Three			℄ Brg Abut #2
		¼ Point	½ Point	¾ Point		¼ Point	½ Point	¾ Point		¼ Point	½ Point	¾ Point	
"a"	182.46	182.59	182.71	182.82	182.92	183.06	183.19	183.32	183.45	183.58	183.71	183.83	183.93
"b"	182.57	182.70	182.81	182.92	183.03	183.16	183.30	183.43	183.55	183.69	183.82	183.93	184.04
"c"	182.67	182.80	182.92	183.03	183.13	183.27	183.41	183.53	183.66	183.79	183.92	184.04	184.14
"d"	182.78	182.91	183.03	183.13	183.24	183.38	183.51	183.64	183.77	183.90	184.03	184.14	184.25
"e"	182.64	182.77	182.88	182.99	183.10	183.23	183.37	183.50	183.62	183.75	183.88	184.00	184.10
"f"	182.49	182.62	182.74	182.85	182.95	183.09	183.23	183.35	183.48	183.61	183.74	183.86	183.96
"g"	182.35	182.48	182.60	182.71	182.81	182.95	183.08	183.21	183.34	183.47	183.60	183.71	183.82

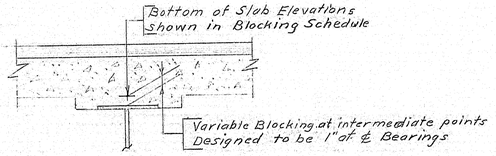
Note:— In order to compensate for dead load deflections and normal irregularities in the beams produced in the rolling process, set the blocking to bottom of slab elevation, in table above, at points indicated, before any of the slab forms are started.

SPECIFICATIONS

Fabrication and Erection: State of Maine, State Highway Comm. Standard Specifications Highways and Bridges, Revision of January 1956 and Supplements, Feb. 1960.

Design and Detail: A.A.S.H.O. Standard Specifications of 1961 and Interim Specifications 1961, 1962, 1963 & 1964.

Materials: Beams shall conform to A.S.T.M. designation A-36. Other members shall conform to A.S.T.M. designation A-36, unless otherwise noted on Standard Details.



BLOCKING DETAIL

8 drains required, see Standard Detail BD 104-64 and sheet 34

DESIGN— THK DETAIL— PJL
TRACE—
CHECK— A.B.P.
BRIDGE NO.
SURVEY—
PLOT—

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

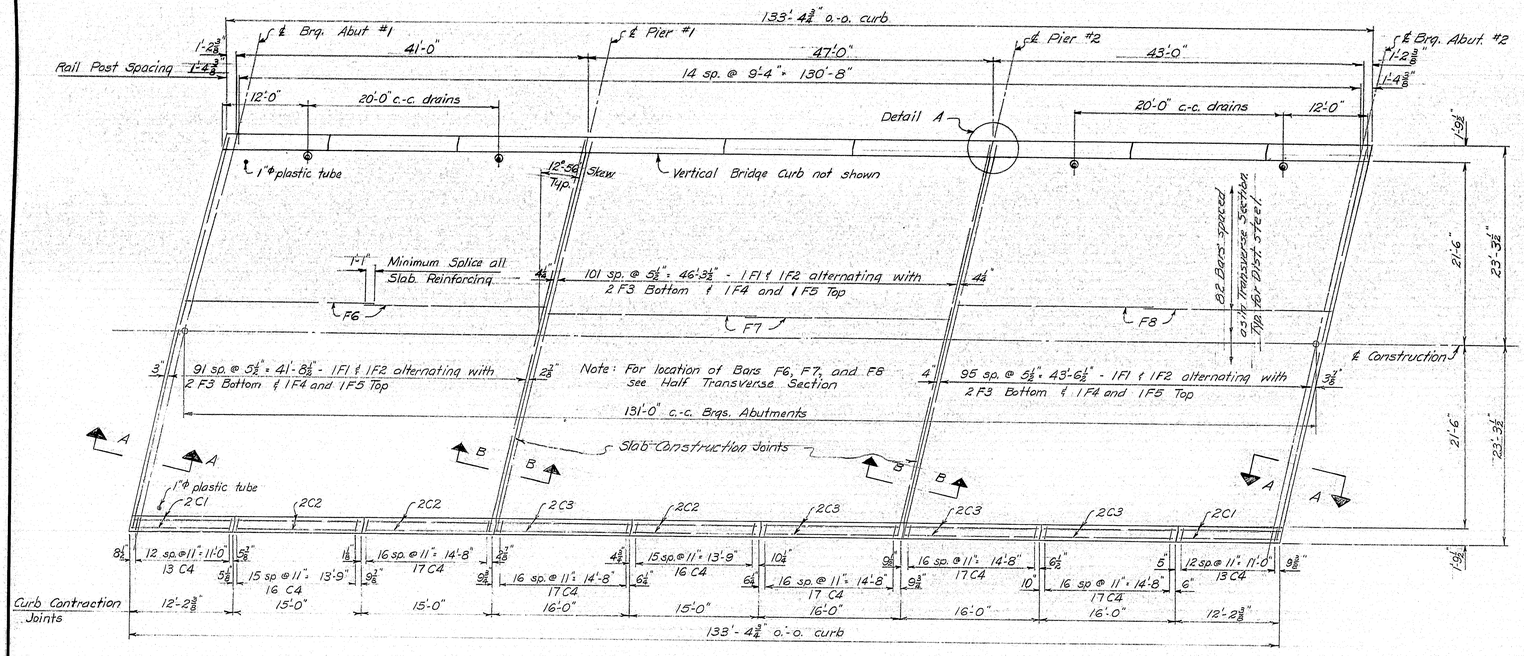
INTERSTATE 95
OVER
SEBOEIS ROAD
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
STRUCTURAL STEEL

SHEET 33 OF 47 AUGUSTA, MAINE SEPT. 1964

96-47

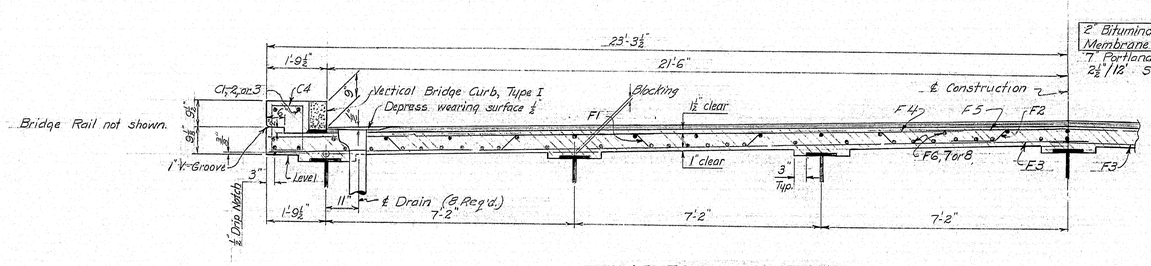
C. S. CO., NO. 44-131 38728

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(59)	34	47



PLAN

Spacing of Rail Posts, Curb Contraction Joints, Curb Reinforcing Steel, and Drains typical both sides of ℄.



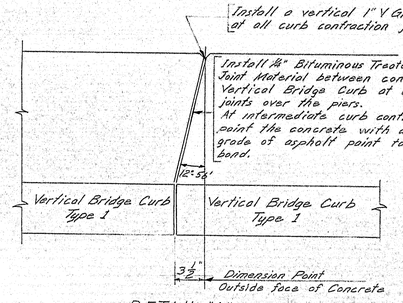
HALF TRANSVERSE SECTION

Structure symmetrical about ℄ Construction

2" Bituminous Concrete Surface Course
Membrane Waterproofing (¼" Allowed)
7" Portland Cement Concrete Slab
2½"/12" Straight Crown
Not a part of This Contract

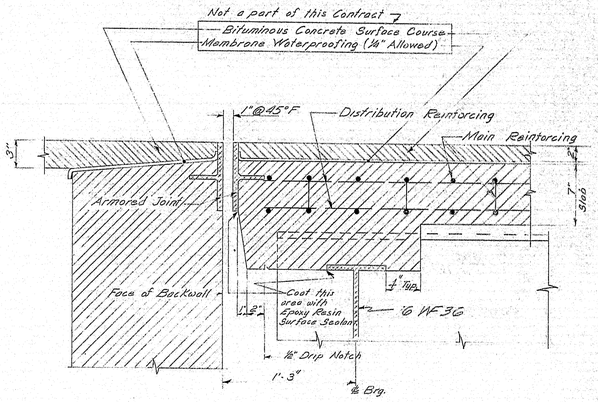
Install a vertical 1" V Groove in slab & curb at all curb contraction joints.

Install ½" Bituminous Treated Expansion Joint Material between concrete curbs and Vertical Bridge Curb at construction joints over the piers. At intermediate curb contraction joints paint the concrete with a suitable grade of asphalt paint to break the bond.



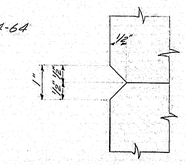
DETAIL "A"

Typical all Curb Joints

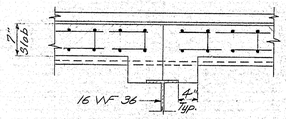


SECTION A-A

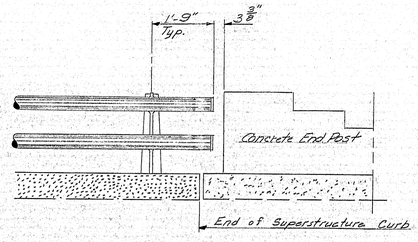
See Standard Detail Sheet BD 107-64 or Standard Detail Sheet BD 108-64 for 2 Bar Bridge Rail and Anchor Bolt Detail and Location.
See Standard Detail Sheet BD 104-64 for Drain Detail.



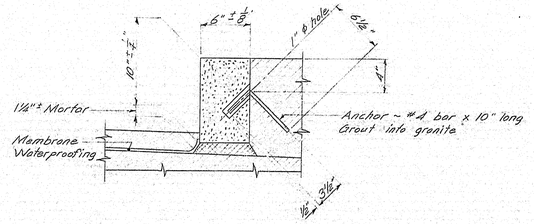
1" V-GROOVE



SECTION B-B



END POST DETAIL



VERTICAL BRIDGE CURB

TYPE 1.

Shown with 2" Bituminous Concrete and ¼" allowed for Membrane Waterproofing.

Provide two 1"ϕ plastic tube drains as shown on plan. Tube to extend 2" below bottom of slab. Tubes to be placed so that drip clears bridge seat. Do not cover top with membrane waterproofing. Payment to be incidental to Item 701-40, Portland Cement Concrete Roadway and Sidewalk Slabs on Steel Bridges.

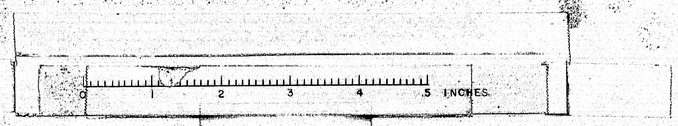
DESIGN- THK
TRACE- DET. F.S.F & E.R.A
CHECK- R.A.R.
BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
SEBOEIS ROAD
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
SUPERSTRUCTURE SLAB

SHEET 34 OF 47 AUGUSTA, MAINE SEPT. 1964

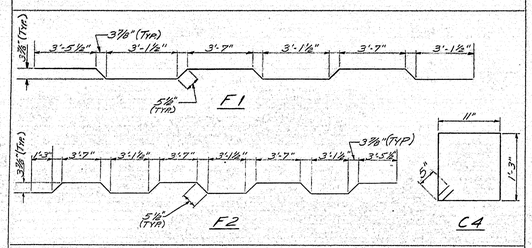
96-48



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95-8(59)	35	47

REINFORCING STEEL SCHEDULE

SUPERSTRUCTURE



BENT BARS

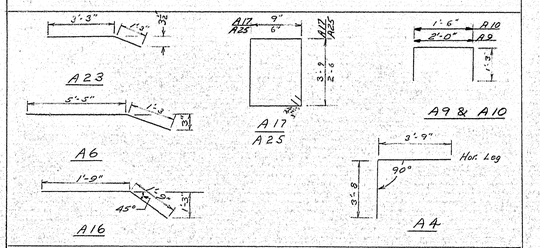
Mark	Size	Number	Length	Location
C4	#5	286	5'-2"	Curbs-
F1	#5	145	22'-4"	Slab - Main Steel
F2	#5	145	28'-0"	Slab " "

STRAIGHT BARS

C1	#5	8	11'-10"	Curb
C2	#5	12	14'-8"	Curb
C3	#5	16	15'-8"	Curb
F3	#5	290	21'-4"	Slab - Main Steel
F4	#5	145	20'-7"	" " "
F5	#5	145	28'-0"	" " "
F6	#5	164	21'-6"	Slab Distribution Steel
F7	#5	164	23'-11"	" " "
F8	#5	164	22'-6"	" " "

DET. F.F.

ABUTMENTS 1 & 2



BENT BARS

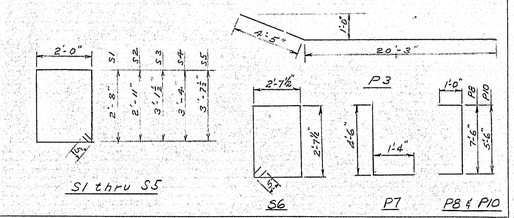
Mark	Size	Number	Length	Location
A4	#5	64	7'-5"	Bridge Seat
A6	#5	64	6'-8"	"
A9	#4	28	4'-6"	"
A10	#4	28	4'-0"	Bridge Seat
A16	#6	56	3'-6"	Backwall - Approach Slab
A17	#4	16	9'-9"	Wing wall - End post
A23	#4	8	4'-6"	End post
A25	#4	4	6'-9"	Wingwall - End post

STRAIGHT BARS

A1	#6	196	5'-9"	Footing
A2	#6	48	24'-10"	Footing - Spliced
A3	#5	156	2'-6"	Dowels
A5	#5	128	3'-5"	Backwall
A7	#5	16	11'-4"	Bridge Seat
A8	#5	32	16'-6"	Bridge Seat
A11	#4	12	17'-4"	Backwall
A12	#4	24	16'-6"	Backwall
A13	#5	48	8'-6"	Wing wall
A14	#5	28	8'-6"	"
A15	#6	28	8'-6"	"
A18	#4	16	6'-0"	"
A19	#5	12	7'-0"	Wing wall
A20	#6	336	14'-6"	Approach Slab
A21	#4	80	21'-10"	Approach Slab - Spliced
A22	#4	8	3'-3"	End Post
A24	#4	8	4'-6"	End Post

DET. D.L.

PIERS 1 & 2



BENT BARS

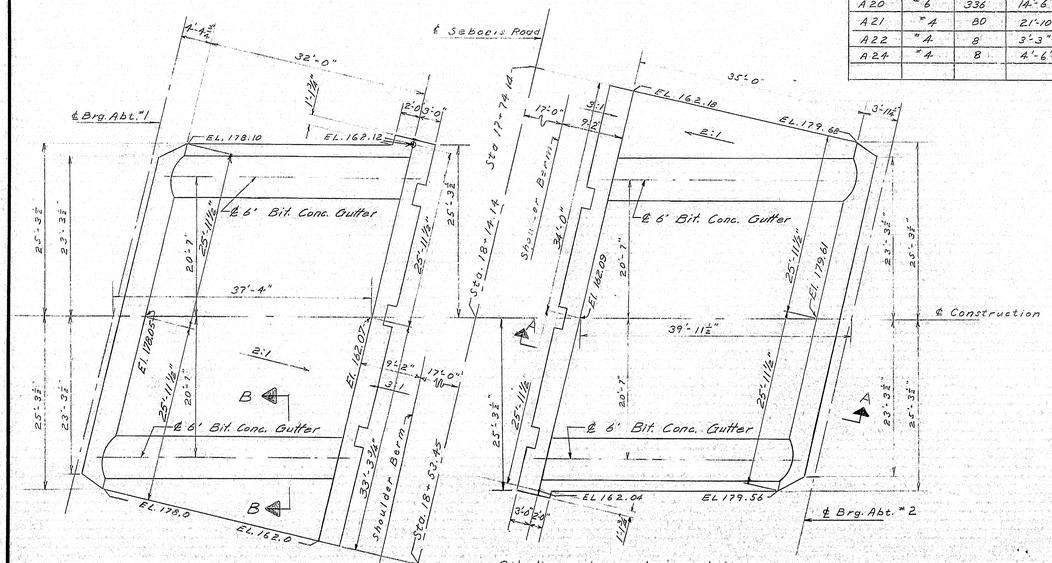
Mark	Size	Number	Length	Location
P3	#9	16	24'-8"	Bottom - Cap
S1	#5	8	10'-2"	Cap Stirrups
S2	#5	8	10'-8"	"
S3	#5	8	11'-1"	"
S4	#5	8	11'-6"	"
S5	#5	96	12'-1"	Cap Stirrups
S6	#4	108	11'-4"	Column Stirrups
P7	#9	72	5'-10"	Footings
P8	#8	48	9'-6"	Footings - Pier #1
P10	#6	36	7'-6"	Footings - Pier #2

Straight Bars

P1	#9	12	33'-10"	Top - Cap
P2	#9	12	16'-4"	Top - Cap
P4	#9	8	20'-3"	Bottom - Cap
P5	#6	16	24'-6"	Sides - Cap
P6	#9	36	18'-11"	Columns - Pier #1
P9	#9	36	23'-3"	Columns - Pier #2

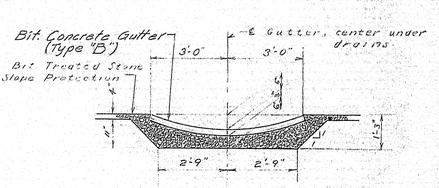
Det. - F. Foster

NOTES:
1. All reinforcing steel to be Intermediate Grade.
2. All dimensions to ℄ bars.



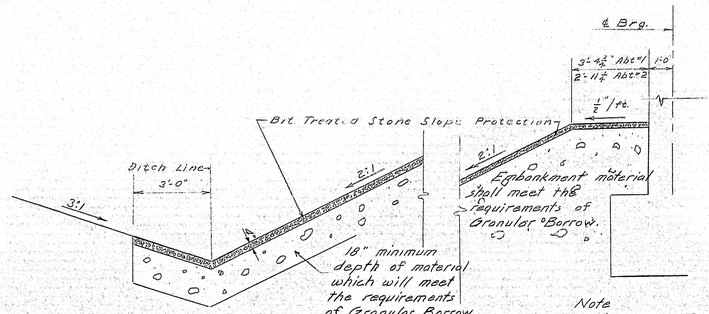
BITUMINOUS TREATED SLOPE PROTECTION

DET. P.L.



SECTION B-B

Note: Payment for Bit. Treated Stone Slope Protection placed beneath the gutter shall be made at the contract unit price for Item 9A3-8 "Bit. Treated Stone Slope Protection", per square yard.



SECTION A-A

Note
Necessary Excavation shall be paid for under Item 203-9, Earth Excavation.
Do not excavate for 18" depth under Bituminous Treated Slope Protection if existing material is suitable.

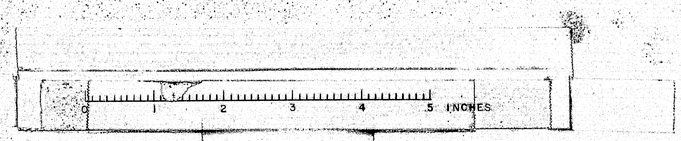
DESIGN- T.H.K
TRACE- DET. AS SHOWN
CHECK- A.B.P.
BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
SEBOEIS ROAD
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
REINFORCING STEEL

SHEET 35 OF 47 AUGUSTA, MAINE SEPT. 1964

96-49



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(59)	36	47

R/W Monuments ⊡

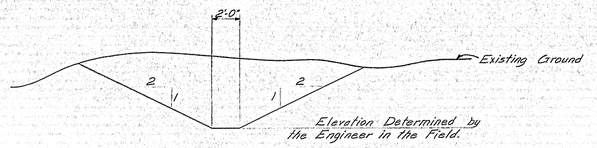
Sta.	Lt.	Rt.
2+00.00	50.00'	50.00'
16+75.09	50.00'	
16+97.64		50.00'
21+66.86	50.00'	
22+05.91		50.00'
24+00.00	50.00'	50.00'
P.T. 24+54.31	50.00'	50.00'

Survey Markers △

Sta.	Lt.	Rt.
P.C. 20+01.98	50.00'	50.00'

Utility Symbols

- Existing Pole
- Temporary Pole
- X Permanent Pole
- --- Temporary Line
- ——— Permanent Line



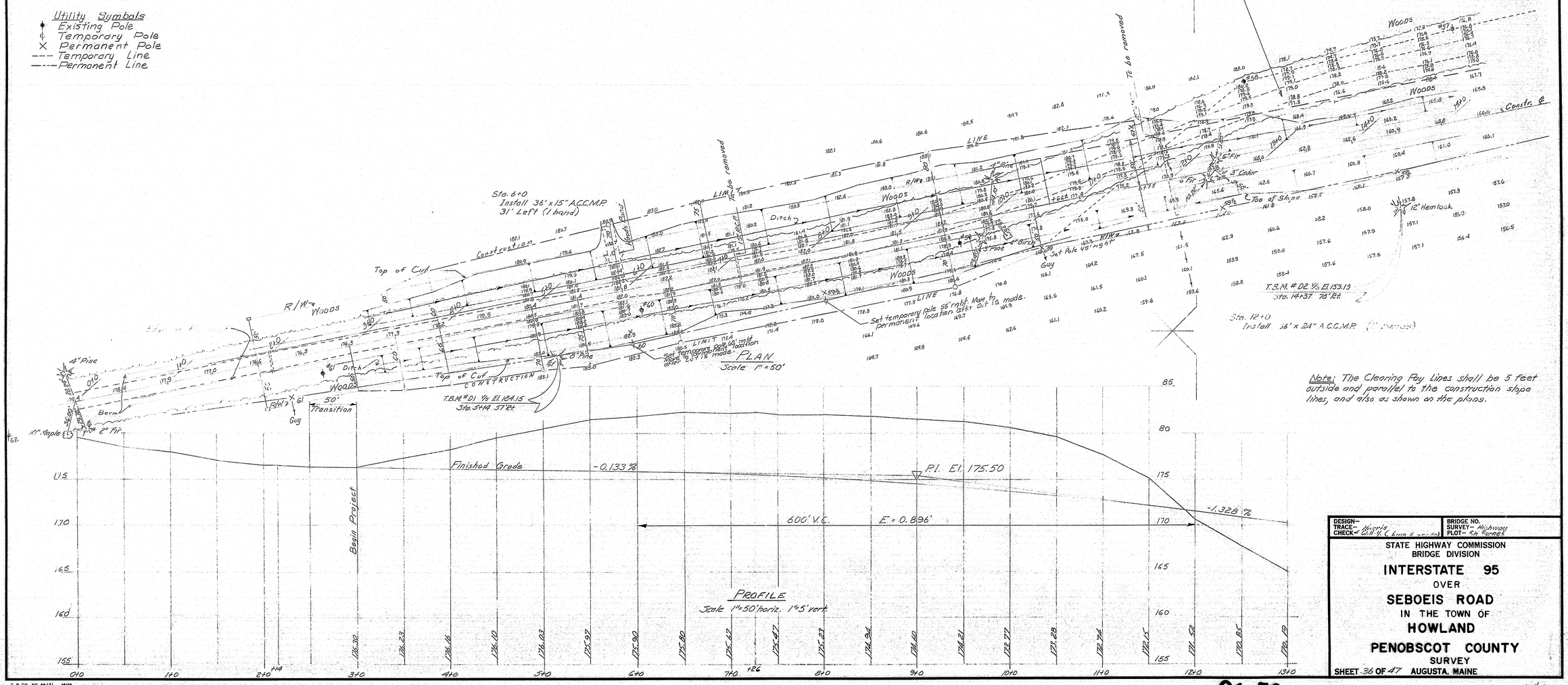
Elevation Determined by the Engineer in the Field.

Typical Ditch Section

For Replacing Existing Culverts @ Sta. 21+25± & Sta. 24+50±

Necessary excavation to be paid for under Item 204-10, Structural Earth Excavation-Drainage.

Existing tar pavement to be removed & area is to be loamed (2" loam) and seeded (Method #2) Sta. 13+0± to Sta. 25+0±.
Pavement removal to be paid per cubic yard under Item 203-9 Earth Excavation.



Note: The Clearing Pay Lines shall be 5 feet outside and parallel to the construction slope lines, and also as shown on the plans.

DESIGN–	BRIDGE NO.
TRACE–	SURVEY– Highway
CHECK– Will K. (Lima & Sons)	PLOT– S.H. Roads

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

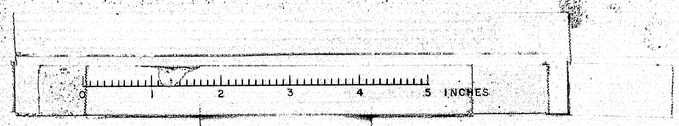
INTERSTATE 95
OVER
SEBOEIS ROAD
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
SURVEY

SHEET 36 OF 47 AUGUSTA, MAINE

C. S. CO., NO. 44-131 26758

96-50

Seboeis Rd. - Howland - Survey Sh. #1



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95-B(52)	37	47

Fencing - Metal Post, Typ.

Woods

Route 116

15° C.M.P.

15" C.M.P. To be removed & replaced by 24"

Welmon to small hardwood & softwood

U.S.G.S. Pisgot E. 165.22
Sta. 24+77 30' Lt.

Move 15'

Top of Cut

Ditch

Berm

Edge of Pavement

Toe of Slope

5" Cedar

6" Fir

12" Hemlock

4" Fir

8" Cedar

Survey ℄

Constr. ℄

R/W

Sta. 18+14.41 Seboeis Road
Sta. 2016+23.19 I95 Southbound

Sta. 17+50
Install 72' x 24" A.C.C.M.P.
(3 bands)

Sta. 21+23
Install 64' x 24" A.C.C.M.P.
(2 bands)

Sta. 24+50
Install 62' x 24" A.C.C.M.P.
(2 bands)

T.B.M. #02 Vs El. 159.19
Sta. 141+37 78' Rt.

T.B.M. #03 Vs El. 161.21
Sta. 21+90 74' Rt.

P.I. Sta. 25+07.59
Δ = 47° 37' 00" Rt
D = 5° 00'
T = 505.61'
L = 952.33
R = 1,195.91

Small mixed growth 3" to 6"

Small growth 1" to 6"

For Intersection Detail see Sh. # 39

Interstate I-95 (S.B.)

PLAN
Scale 1" = 50'

-1.328%

400' V.C.

E = 0.564'

P.I. El. = 166.20

-0.200%

Finished Grade

Survey ℄

Constr. ℄

PROFILE
Scales 1" = 50' horiz. 1" = 5' vert.

DESIGN–	BRIDGE NO.
TRACE– Morris	SURVEY–
CHECK– W.H.P. (Line & Grade)	PLOT–

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
SEBOEIS ROAD
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
SURVEY

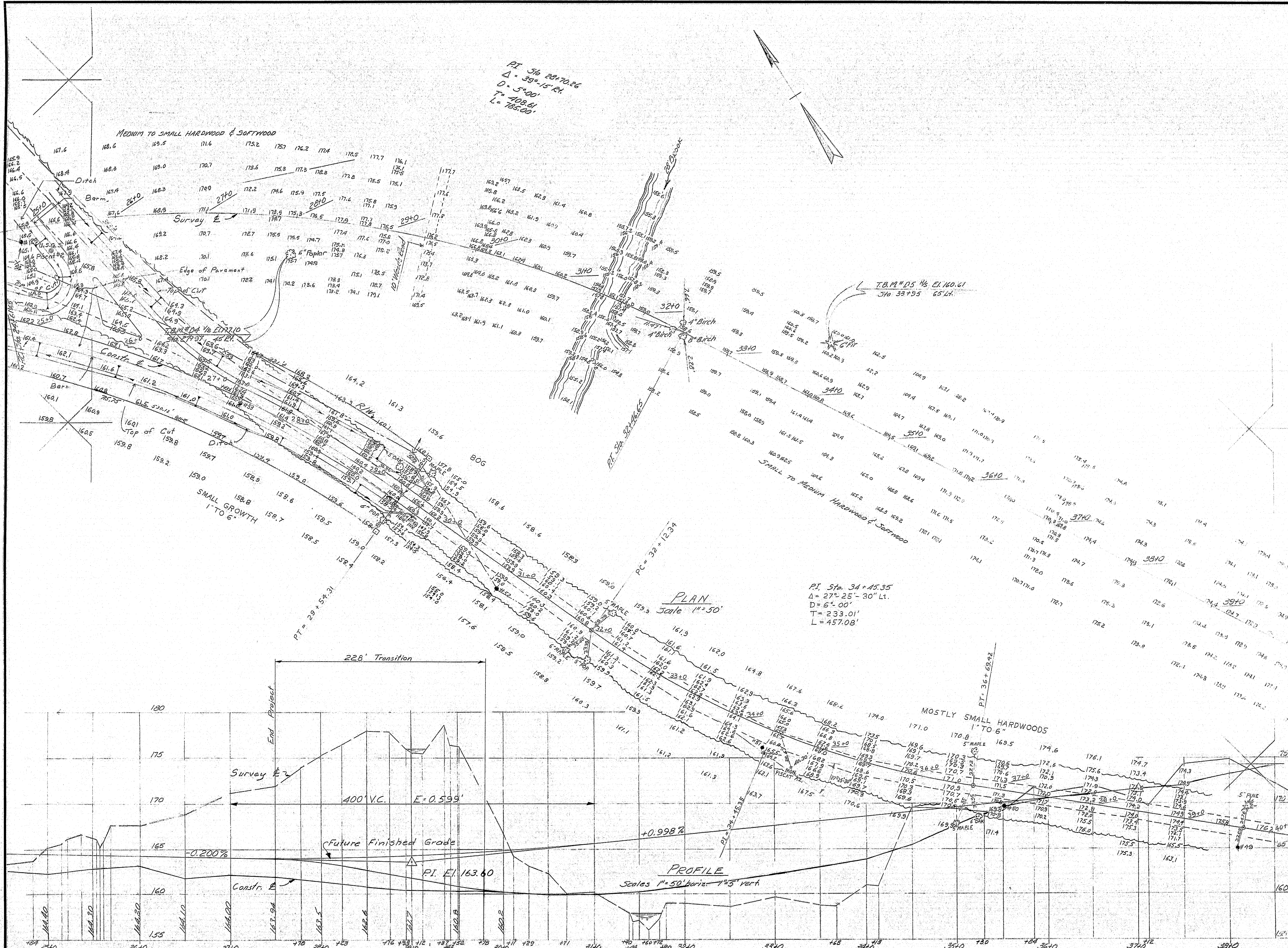
SHEET 37 OF 47 AUGUSTA, MAINE

G. B. CO., NO. 44-131 26788

96-51 ... in the Howland Survey Sh #2

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95-8(59)	38	47



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

DESIGN— TRACE— Harris CHECK— W.H.Y. (Line & Grade)	BRIDGE NO. SURVEY— Highway PLOT— F.H. Barnes

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95

OVER

SEBOEIS ROAD

IN THE TOWN OF

HOWLAND

PENOBSCOT COUNTY

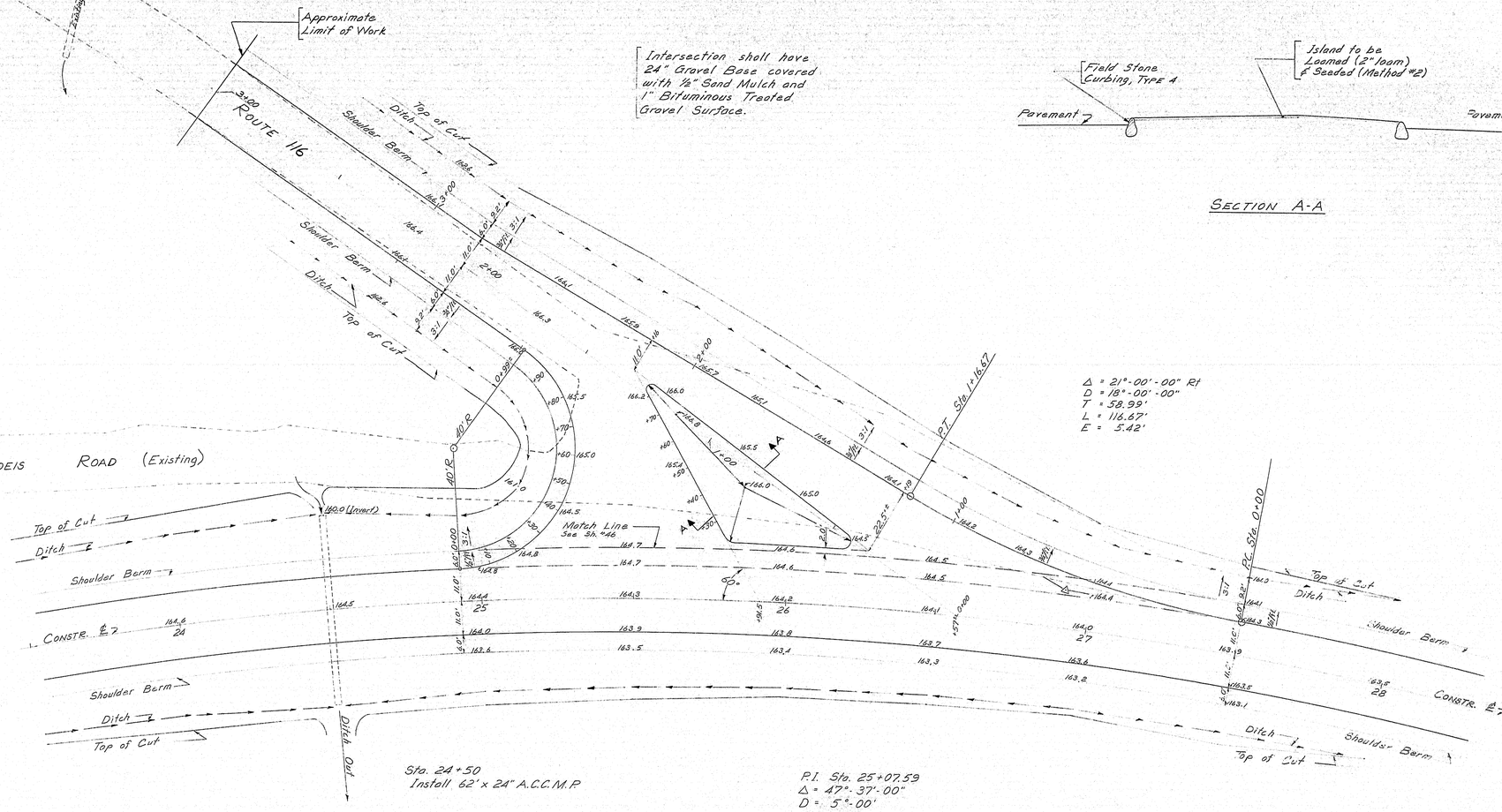
SURVEY

SHEET 38 OF 47 AUGUSTA, MAINE

96-52 Seboeis Road Howland Survey Sh. #3

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195-B(53)	39	47



INTERSECTION DETAIL

SCALE: 1" = 20'

Note: Elevations shown are Finished Grades...

DESIGN- E.R.A.
TRACE-
CHECK- Harris

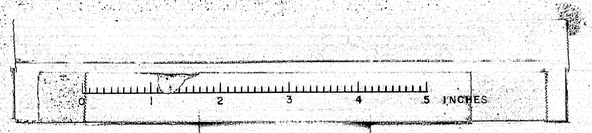
BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
SEBOEIS ROAD
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
INTERSECTION DETAIL

SHEET 39 OF 46 AUGUSTA, MAINE

96-53



B. P. R. PROJ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F 854(CS)	40	417

SEBOEIS ROAD

40

Sta. 6+0
Field Entrance -
Install 36' x 15" ACCMP 31' Length

95-859

Arius 8-64

FED. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BRF-9(58)	41	47

SEBOEIS ROAD

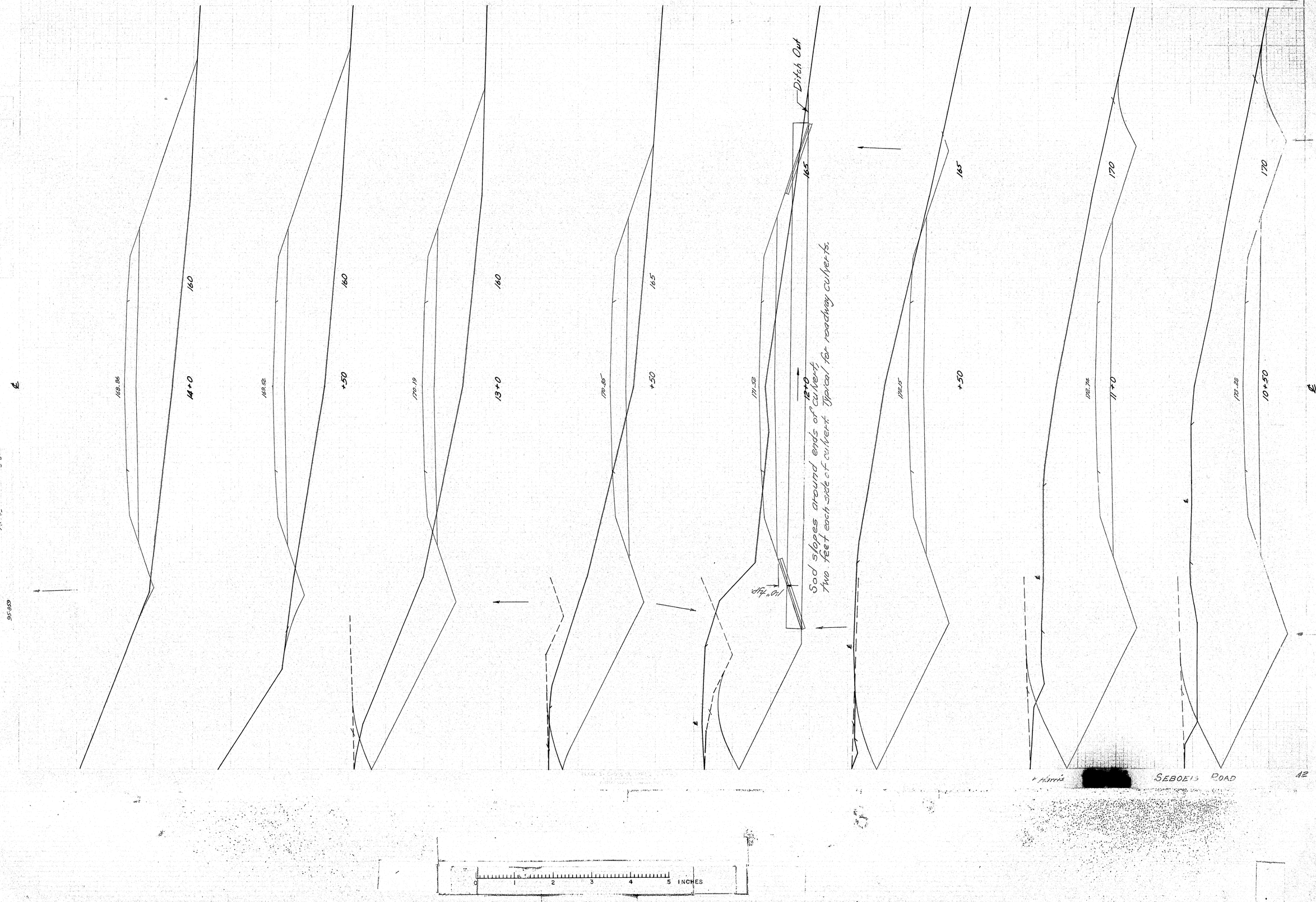
V. Harris

170	6+50	170
	175.80	
170	7+00	170
	175.67	
170	7+50	170
	175.47	
170	8+00	170
	175.23	
170	8+50	170
	174.94	
170	9+00	170
	174.60	
170	9+50	170
	174.21	
170	10+00	170
	173.77	

95-859

Arthur Perron Associates
8-64
3-64

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95-3(52)	42	47



R. P. W. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IM-95-8(53)	43	47

43

SEBOEIS RIVER

155

14+50

163.24

155

15+0

163.67

155

+50

163.19

155

16+0

163.76

155

+50

163.42

155

17+0

Note: Embankment material 155 from Sta. 17+00 to Sta. 19+00 shall meet the requirements of Granular Borrow.

163.14

155

18+0

163.80

For Slope Protection Detail See Sheet #35

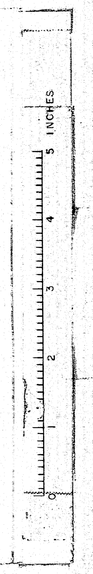
+50

163.94

See Interstate Sections for Ditches.

A-Plus B-64

95-859



B. F. H. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BRS-S(65)	44	47

For Slope Protection
Detail See Sheet #35

Harris Seboeis Road

18+50 — 155

-3" — 165.70 — -3"

19+0 — 155

-1" — 165.60 — -3"

+50 — 155

+1" — 165.50 — -3"

20+0 — 155

+3" — 165.40 — -3"

20+50 — 155

+5" — 165.30 — -3"

21+0 — 155

165.20

+23 — 16" C.M.P. on ℄ — 155

Ditch Out

165.15

+50 — 155

165.10

℄

95-859

A-Plus — B-64 — 2-42

R. P. & B. PROJ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	2935-X(79)	45	107

SEBOEIS ROAD

Harris

AS

22+0 155

165.00

+50 155

164.90

23+0 155

164.80

+50 155

164.70

24+0 155

164.60

+29 15" CMP on Lt (Removed) 155

Outlet inv=Ø

164.54
℄ Ditch

Ditch

Ditch Out

+50 155

164.50

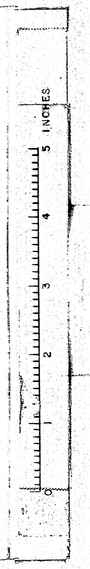
25+0 155

164.40

℄

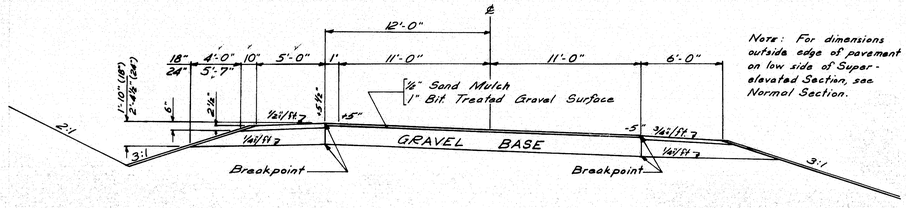
Artus B-64 3-66

95-859



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95-8(53)	46	47

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95-8(59)	47	47



Note: For dimensions outside edge of pavement on low side of Super-elevated Section, see Normal Section.

SUPERELEVATED SECTION

18" Gravel Base in Fill Sections
24" Gravel Base in Cut Sections

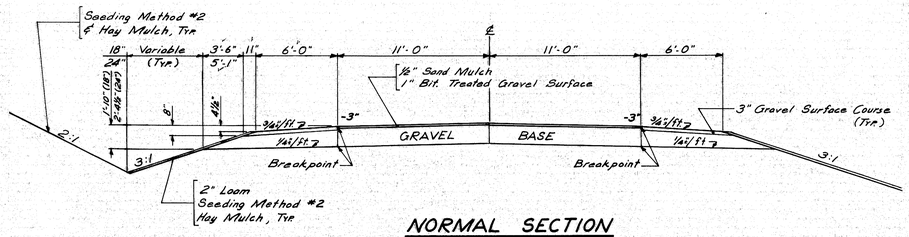
5 FT. SHOULDER

18" Gravel Base = 37.59' C.Y. Per 100 L.F.
24" Gravel Base = 57.31' C.Y. Per 100 L.F.

23 FT. ROADWAY

18" Gravel Base = 127.78' C.Y. Per 100 L.F.
24" Gravel Base = 170.37' C.Y. Per 100 L.F.

SEBOEIS ROAD



NORMAL SECTION

18" Gravel Base in Fill Sections
24" Gravel Base in Cut Sections

***6 FT. SHOULDER**

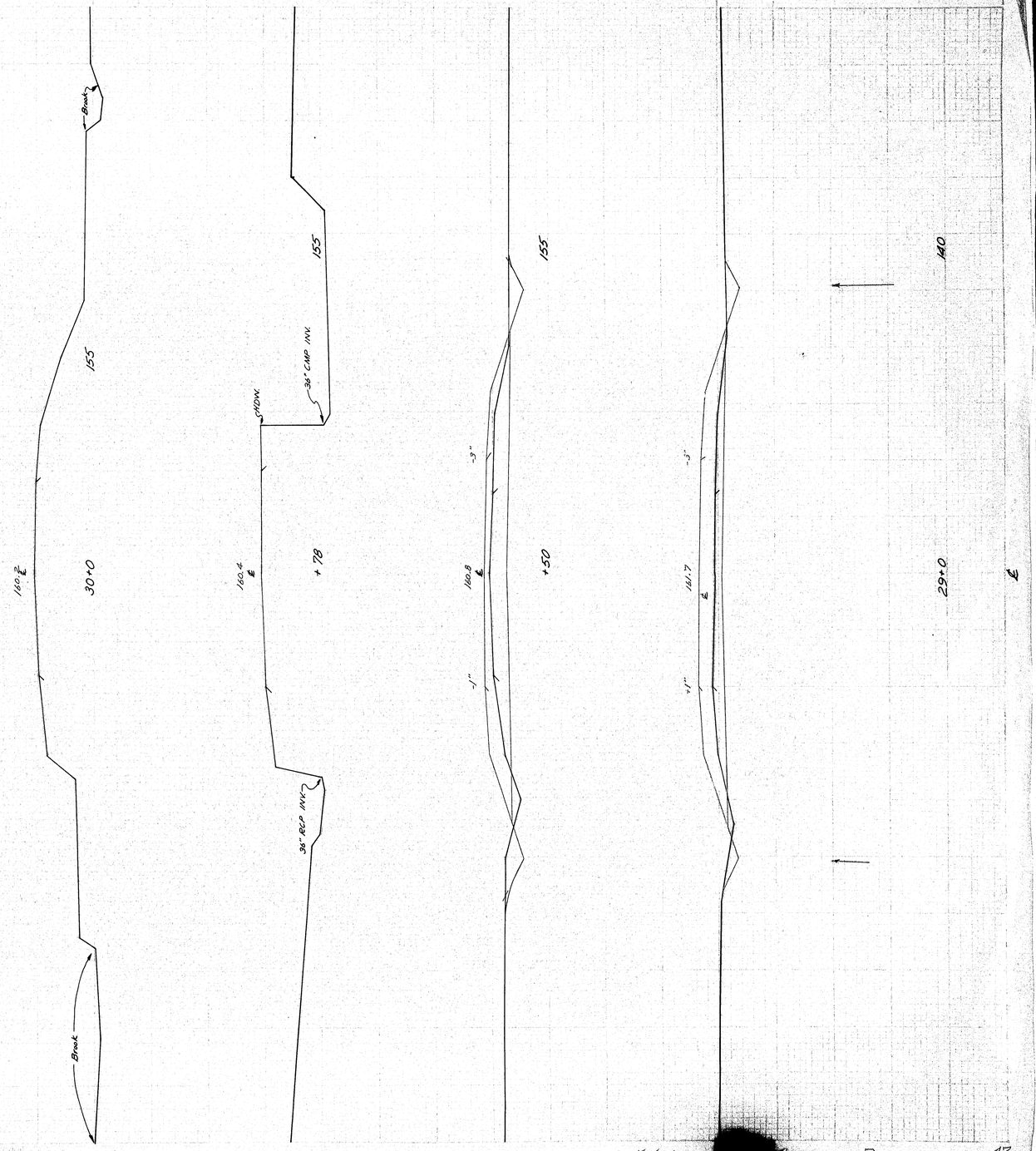
18" Gravel Base = 38.77' C.Y. Per 100 L.F.
24" Gravel Base = 59.63' C.Y. Per 100 L.F.

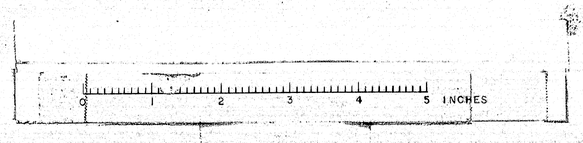
22 FT. ROADWAY

18" Gravel Base = 122.22' C.Y. Per 100 L.F.
24" Gravel Base = 162.96' C.Y. Per 100 L.F.

* Note: These quantities the same for 6' shoulder on low side of superelevated section.

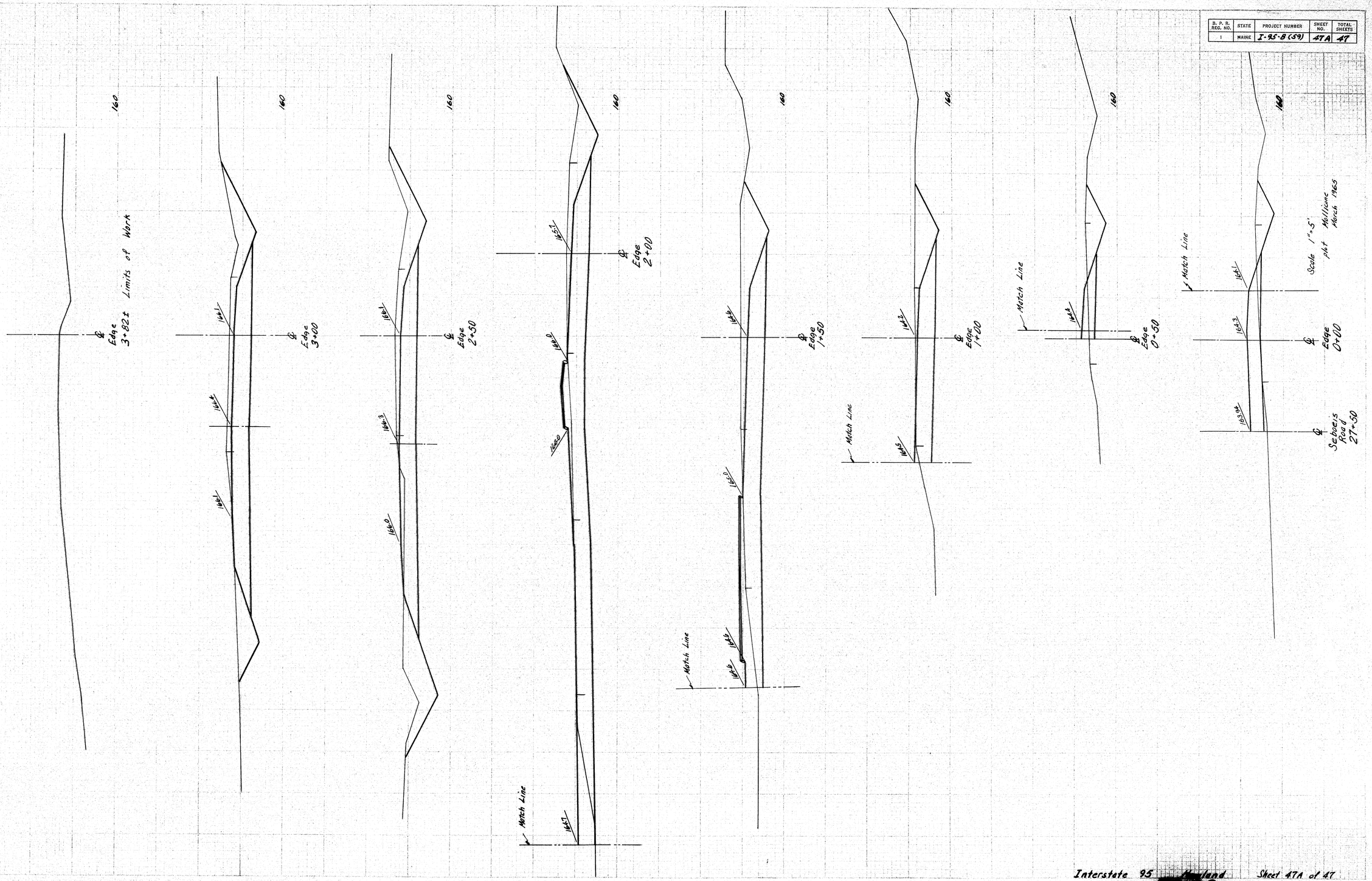
SEBOEIS ROAD





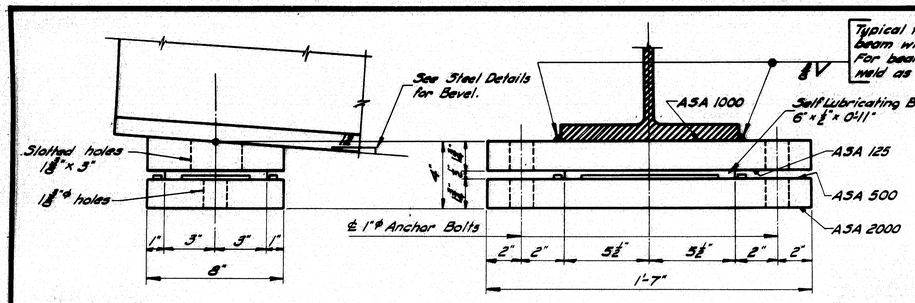
Harris [redacted] SEBOEIS ROAD 47

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(59)	47A	47

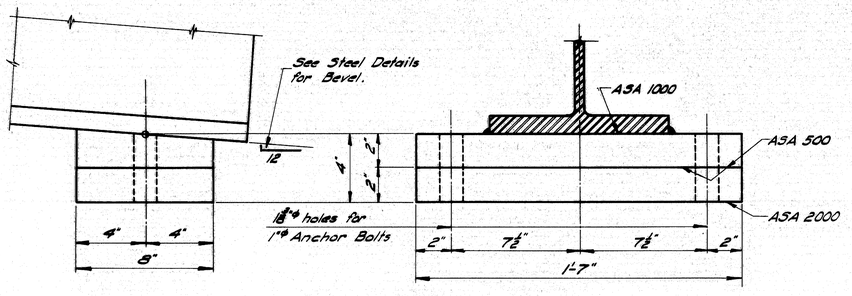


0 1 2 3 4 5 INCHES

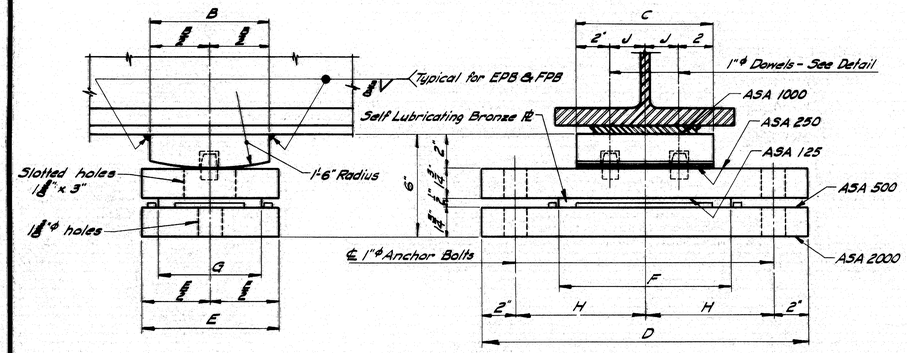
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			



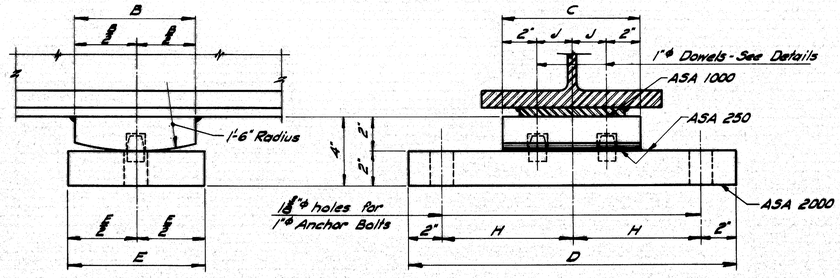
EXPANSION PEDESTAL - EPA



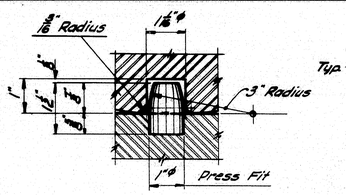
FIXED PEDESTAL - FPA



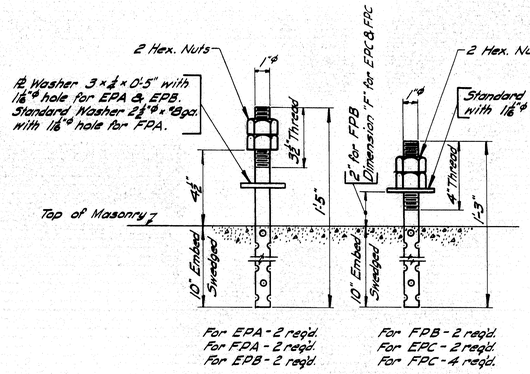
EXPANSION PEDESTAL - EPB



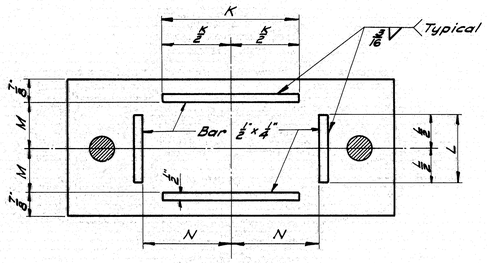
FIXED PEDESTAL - FPB



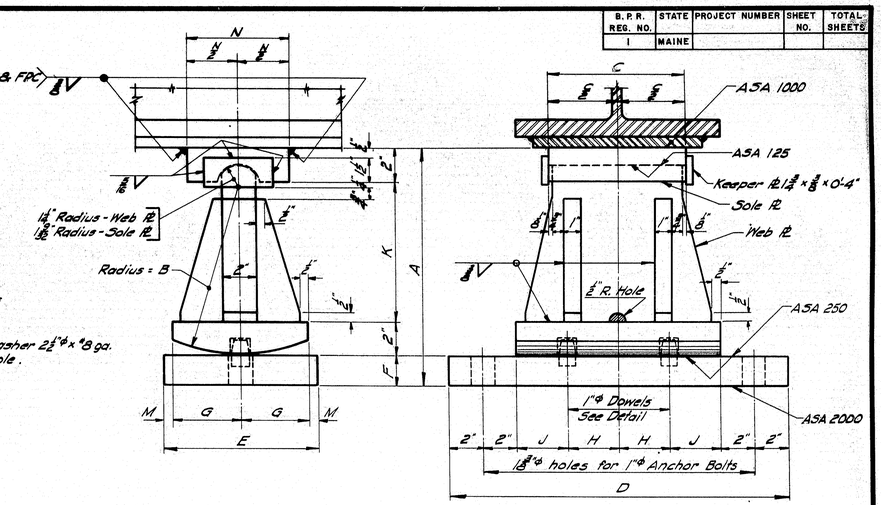
DOWEL DETAIL



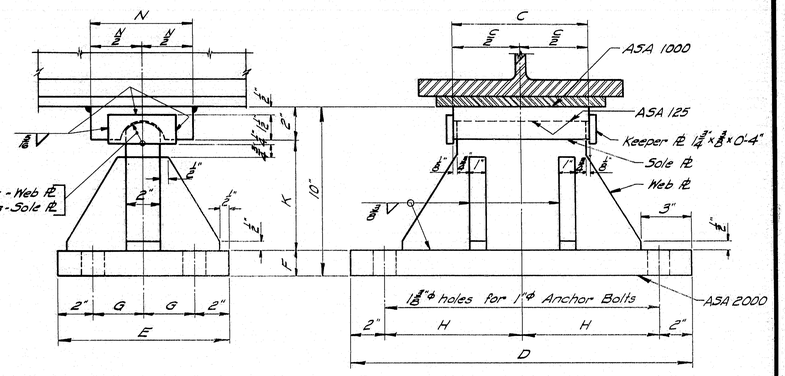
ANCHOR BOLT DETAIL



MASONRY PLATE



EXPANSION PEDESTAL - EPC



FIXED PEDESTAL - FPC

NOTE: At the location of bearing pedestals the concrete bridge seats shall be dressed one inch larger all around than size of masonry plates and to exact elevations shown on the plans. If dressed areas are below the surface of the surrounding bridge seat a small channel shall be cut to the edge of the bridge seat for drainage where required by the Engineer. Channels shall have a min. width of 2" and min. slope of ½ inch per foot. No separate payment for this work will be made as it shall be considered incidental to contract items.

PEDESTALS — ALLOWABLE LOADS & DIMENSIONS

Pedestal	Load	A	B	C	D	E	F	G	H	J	K	L	M	N
EPA	132 K	—	—	—	—	—	—	—	—	—	6"	4"	3½"	5⅝"
FPA	130 K	—	—	—	—	—	—	—	—	—	—	—	—	—
EPB-1	120 K	—	6"	8"	1'-7"	8"	10"	6"	7½"	2"	8"	4"	3½"	5⅝"
EPB-2	165 K	—	7"	10"	1'-8"	9"	1'-0"	7"	8"	3"	10"	5"	3½"	6⅝"
EPB-3	224 K	—	8"	1'-1"	2'-0"	10"	1'-4"	7"	10"	4½"	1'-2"	5"	3½"	6⅝"
FPB-1	120 K	—	6"	8"	1'-7"	8"	—	—	7½"	2"	—	—	—	—
FPB-2	165 K	—	7"	10"	1'-8"	9"	—	—	8"	3"	—	—	—	—
FPB-3	224 K	—	8"	1'-2"	2'-0"	10"	—	—	10"	5"	—	—	—	—
EPC-1	70 K	9½"	6"	8"	1'-8"	8"	1½"	3½"	3"	3"	4½"	—	½"	6"
EPC-2	100 K	11½"	8"	8"	1'-8"	8"	1½"	3½"	3"	3"	6½"	—	½"	6"
EPC-3	130 K	1'-2"	10"	8"	1'-9"	9"	1½"	4"	3"	3"	8½"	—	½"	7"
EPC-4	160 K	1'-2"	10"	8"	1'-10"	9"	1½"	4"	4"	3"	8½"	—	½"	7"
EPC-5	190 K	1'-2½"	10"	9"	2'-0"	10"	2"	4½"	5"	3"	8½"	—	½"	8"
EPC-6	220 K	1'-4½"	1'-0"	10"	2'-0"	1'-0"	2¼"	5"	5"	3"	10½"	—	1"	8"
EPC-7	250 K	1'-4½"	1'-0"	1'-0"	2'-2"	1'-0"	2¼"	5"	5"	4"	10½"	—	1"	8"
FPC-1	100 K	—	—	8"	1'-8"	9"	1½"	2½"	8"	—	6½"	—	1"	6"
FPC-2	160 K	—	—	8"	1'-8"	10"	1½"	3"	8"	—	6½"	—	—	7"
FPC-3	190 K	—	—	9"	2'-0"	10"	1½"	3"	10"	—	6½"	—	—	8"
FPC-4	220 K	—	—	10"	2'-0"	1'-0"	1½"	4"	10"	—	6½"	—	—	8"
FPC-5	250 K	—	—	1'-0"	2'-0"	1'-0"	2"	4"	10"	—	6"	—	—	8"

DESIGN SPECIFICATIONS

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

A.S.T.M. STEEL CLASSIFICATION

Anchor Bolts - A7, A36, or A 307
All other - A36.

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

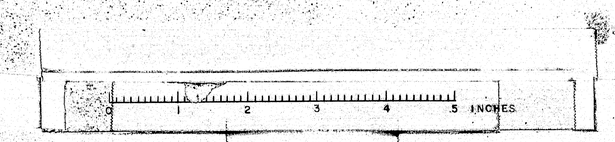
STANDARD DETAILS

(BD 101 - 64)

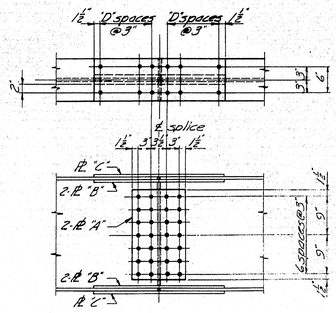
BEARING PEDESTALS

JANUARY 1964

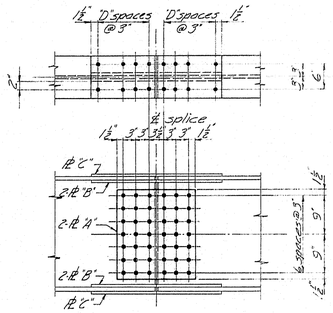
96-63



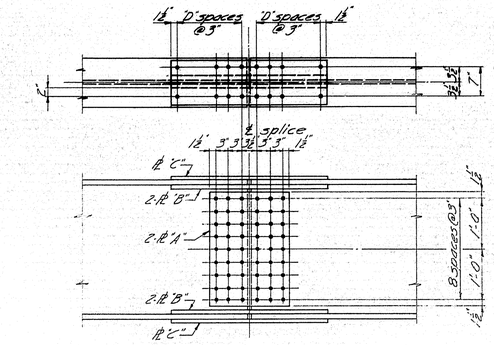
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEET
I	MAINE			



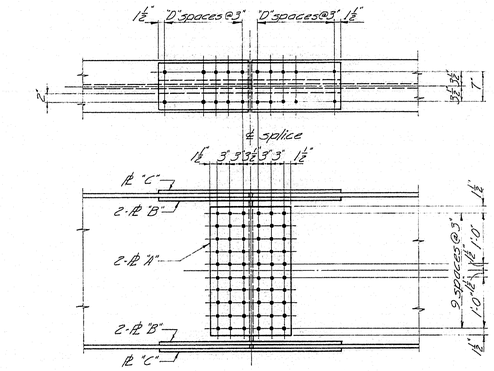
27 WF 84



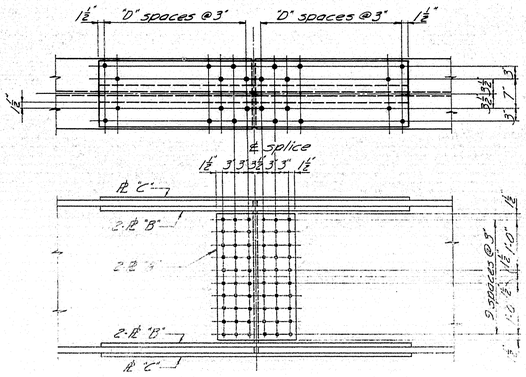
27 WF 94, 102, 114



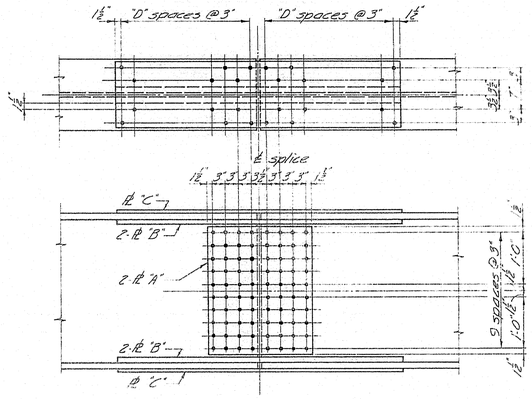
33 WF 118, 130, 141, 152



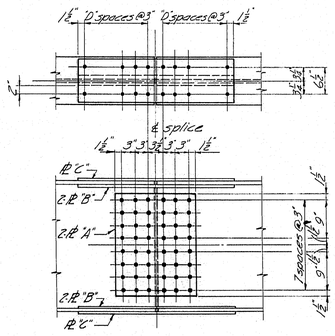
36 WF 135, 150, 160, 170, 182, 194



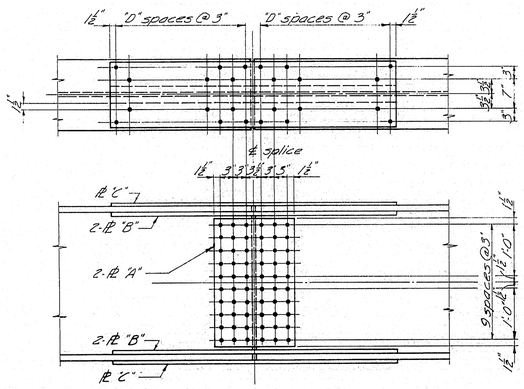
36 WF 245, 280



36 WF 300



30 WF 99, 108, 116, 124, 132



36 WF 230, 260

SPLICE DESIGN, PLATES AND FLANGE HOLES

BEAM	BEND. M.	SHEAR	PLATE "A"	PLATE "B"	PLATE "C"	"D"
27 WF 84	3070 K'	111 K	12⅝ x ⅝	4 x 7/16	10 x ⅝	3
27 WF 94	3520 K'	119 K	18⅝ x 7/16	4 x ½	10 x ⅜	3
27 WF 102	3862 K'	126 K	18⅝ x 7/16	4 x 7/16	10 x 7/16	4
27 WF 114	4341 K'	140 K	18⅝ x ½	4 x ½	10 x ½	4
30 WF 99	3921 K'	139 K	18⅝ x ½	4 x ½	10 x ⅜	3
30 WF 108	4360 K'	147 K	18⅝ x ½	4 x 7/16	10 x 7/16	4
30 WF 116	4780 K'	152 K	18⅝ x ½	4 x ⅜	10 x 7/16	4
30 WF 124	5170 K'	159 K	18⅝ x ½	4 x 7/16	10 x ½	4
30 WF 132	5539 K'	166 K	18⅝ x ½	4 x ⅜	10 x ⅜	5
33 WF 118	5287 K'	164 K	18⅝ x ½	4 x 7/16	11 x 7/16	4
33 WF 130	5978 K'	173 K	18⅝ x ½	4 x ⅜	11 x 7/16	5
33 WF 141	6604 K'	181 K	18⅝ x ½	4 x ½	11 x ½	5
33 WF 152	7193 K'	191 K	18⅝ x ½	4 x ⅜	11 x 7/16	6
36 WF 135	6473 K'	191 K	18⅝ x ⅝	4 x 7/16	11 x 7/16	4
36 WF 150	7436 K'	202 K	18⅝ x ⅝	4 x 7/16	11 x ½	5
36 WF 160	8005 K'	212 K	18⅝ x ⅝	4 x ⅜	11 x 7/16	6
36 WF 170	8574 K'	221 K	18⅝ x ⅝	½ x 9/16	11 x ⅝	6
36 WF 182	9204 K'	237 K	18⅝ x ⅝	½ x 9/16	11 x 11/16	7
36 WF 194	9838 K'	253 K	18⅝ x ⅝	4 x 1	11 x ¾	8
36 WF 230	12574 K'	247 K	18⅝ x ½	6 x 1	16 x ⅝	10
36 WF 245	13441 K'	260 K	18⅝ x ½	6 x 1	16 x 11/16	11
36 WF 260	14330 K'	276 K	18⅝ x ⅝	6 x 1¼	16 x ¾	12
36 WF 280	15551 K'	291 K	18⅝ x ¾	6 x 1⅜	16 x 15/16	13
36 WF 300	16678 K'	312 K	24⅛ x ¾	6 x 1⅜	16 x ⅞	14

GENERAL NOTES

1. Splice connections to be made with ⅞ ϕ high tensile strength bolts. Holes to be 15/16" ϕ.

2. The design bending moment is 90% of the net resisting moment of the beam with an allowable stress of 20,000 p.s.i. The design shear is 75% of the shear strength of the gross section of the web with an allowable stress of 12,000 p.s.i.

3. If beams of different sizes are to be spliced, use splice details shown for the smaller of the beams being spliced unless otherwise directed by design details. See design details for filler thickness. Place fillers to limits of splice plates only, with no extensions.

4. See design details for slopes of beams in order to correctly fabricate bevels at the splices.

A.S.T.M. STEEL CLASSIFICATION

High Tensile Strength Bolts A-325
Splice Plates A-36

DESIGN SPECIFICATIONS

AASHO Standard Specifications for Highway Bridges, 1961 with Interim Specifications, 1961 & 1962

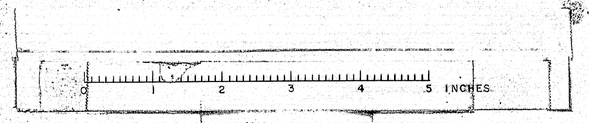
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS
(BD 103-64)

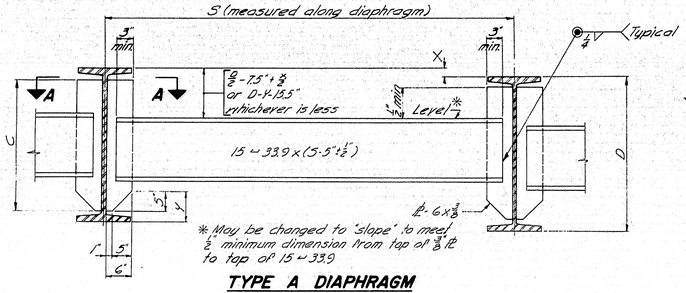
BEAM SPLICES

JANUARY 1964

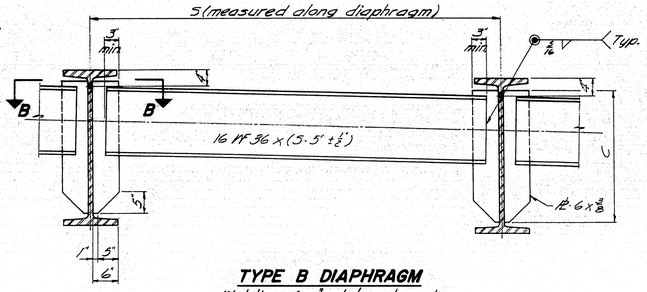
96-64



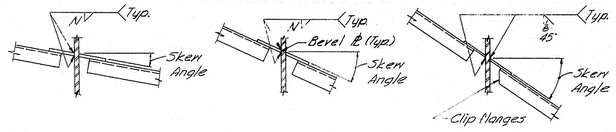
B.P.R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
I	MAINE			



TYPE A DIAPHRAGM



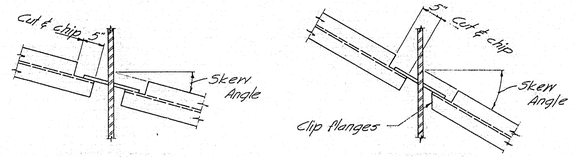
TYPE B DIAPHRAGM
Welding 6 x 3/8 plates to web same as for Type A Diaphragm.



SECTION A-A
Skew Angle 0° to 18°-30'

SECTION A-A
Skew Angle over 18°30' to 30°-00'

SECTION A-A
Skew Angle over 30°-00'



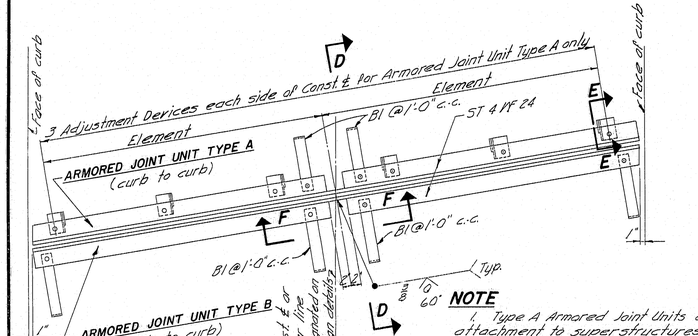
SECTION B-B
Skew Angle 0° to 25°-00'

SECTION B-B
Skew Angle over 25°-00'

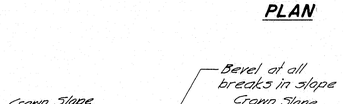
NOTE
See design details for diaphragm type, location and skew.

FILLET WELD SIZE "N" & DIMENSION "C" FOR DIAPHRAGM PLATES		
BEAM	C	N
27 WF 84 to 114 incl.	1'-11"	1/2"
30 WF 99 to 132 incl.	2'-2"	1/2"
33 WF 118 to 152 incl.	2'-5"	1/2"
36 WF 135 to 194 incl.	2'-7"	1/2"
36 WF 230 to 300 incl.	2'-6"	5/16"

DIAPHRAGMS



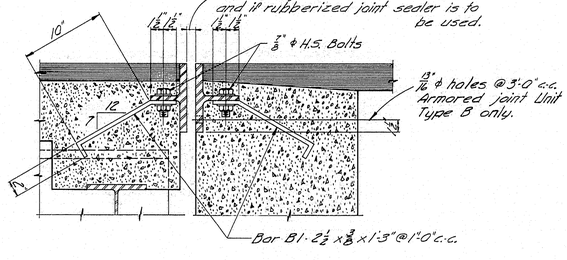
PLAN



SECTION F-F
Note: See design details for Constr. & to curb dimensions, skew, crown slope, slab thickness, other dimensions necessary to complete the fabrication details, and location.

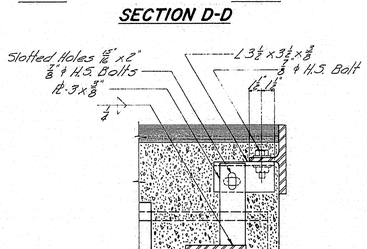
NOTE
1. Type A Armored Joint Units are intended to be used for attachment to superstructures. Type B Armored Joint Units are intended to be used for attachment to abutments. At armored joints over piers, two Type A Armored Joint Units shall be used.
2. If rubberized joint sealer is called for on the design details the area to which it is to be bonded shall not be painted and it shall be supported on non-bituminous material. At the Contractor's option the supporting material may be left in place or be removed. If the supporting material is left in place, it shall be compressible in accordance with specification AASHO M 153-54. In either case bond between the supporting material and the rubberized joint sealer shall be prevented by a 1" minimum thickness of Poly-urethane foam.
3. If more elements than the two shown in the "Plan" are required by the design details, there shall be three adjustment devices for each element for Armored Joint Unit Type A and the elements of both units shall be field welded together in the same manner as shown in the "Plan".
4. Armored Joints to be paid for as Structural Steel.

ARMORED JOINT
An armored joint consists of two armored joint units. See note 1.

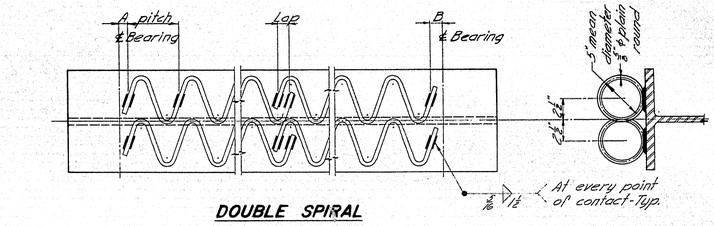


ARMORED JOINT UNIT TYPE A — ARMORED JOINT UNIT TYPE B

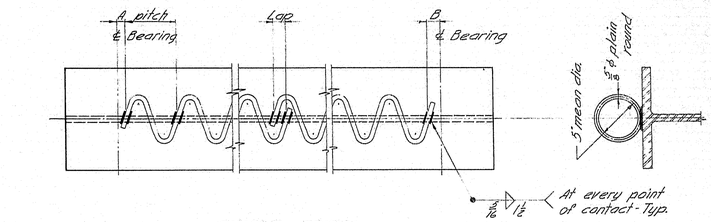
SECTION D-D



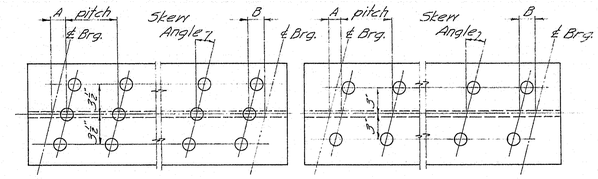
SECTION E-E
Showing Adjustment Device Armored Joint Unit Type A only - After Unit is in final position weld 3/8 PL to angle with 1/4 Fillet



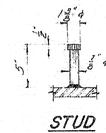
DOUBLE SPIRAL



SINGLE SPIRAL



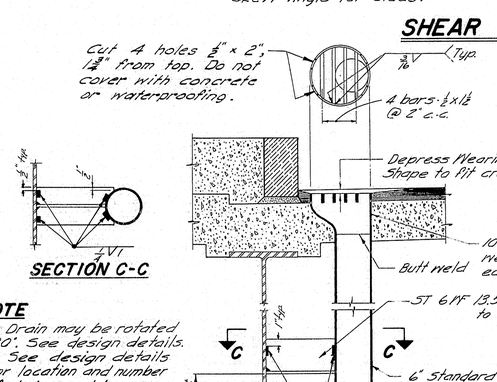
TRIPLE STUDS — **DOUBLE STUDS**



STUD DETAIL

NOTE
1. Spiral reinforcing or studs may be used at the option of the Contractor.
2. If studs are used they shall be granular or solid flux filled and automatically end welded to the top flange in the shop or field.
3. Studs are a patented product. If the Contractor elects to use them, he shall pay the royalty and payment to the contractor will be included in the lump sum price for Shear Connectors.
4. See the design details for Dimensions "A" and "B", spiral and stud pitch and Skew Angle for Studs.

SHEAR CONNECTORS



SECTION C-C

NOTE
1. Drain may be rotated 180°. See design details.
2. See design details for location and number of drains and beam size to which it is connected.
3. Drains to be paid for as structural steel.

DRAIN
Revised Nov. 1964, Welding Drain Support.

GENERAL NOTE

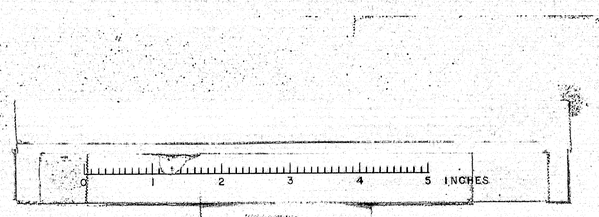
Use only those items called for on design details. In case of conflict between these Standard Details and the design details, the requirements of the design details shall be followed.

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

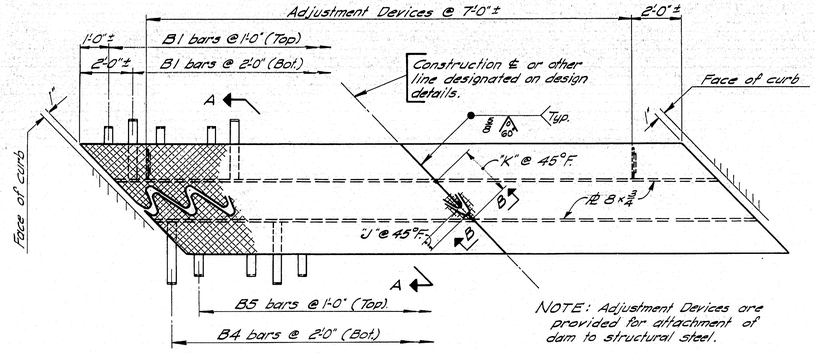
STANDARD DETAILS
(BD 104-64)
DIAPHRAGMS, ARMORED JOINT, SHEAR CONNECTORS, DRAIN

JANUARY 1964

96-65

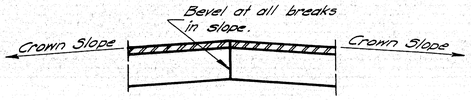


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
I	MAINE			



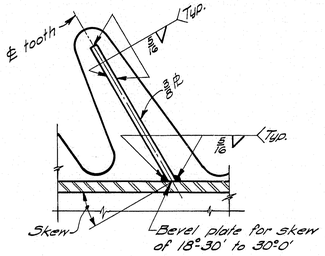
PLAN

Right skew indicated



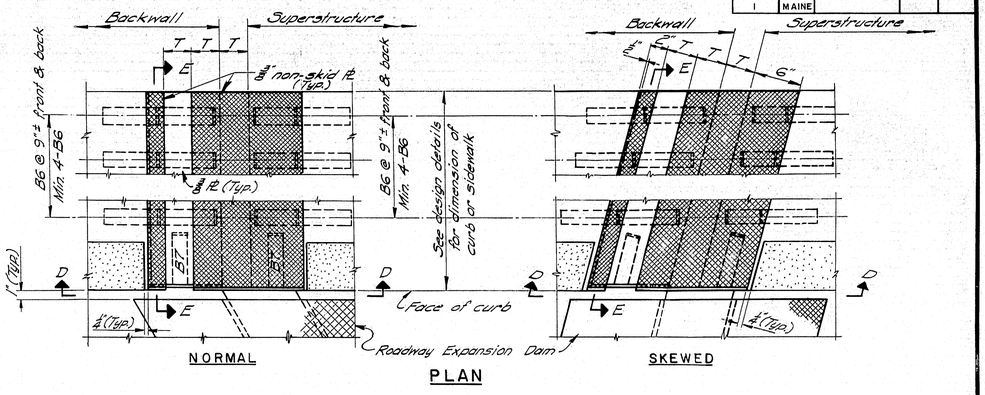
SECTION B-B

See design details for construction ℄ to curb dimensions, skew, crown slope, slab thickness, other dimensions & angles that are necessary to complete fabrication details and location of Roadway Expansion Dam.

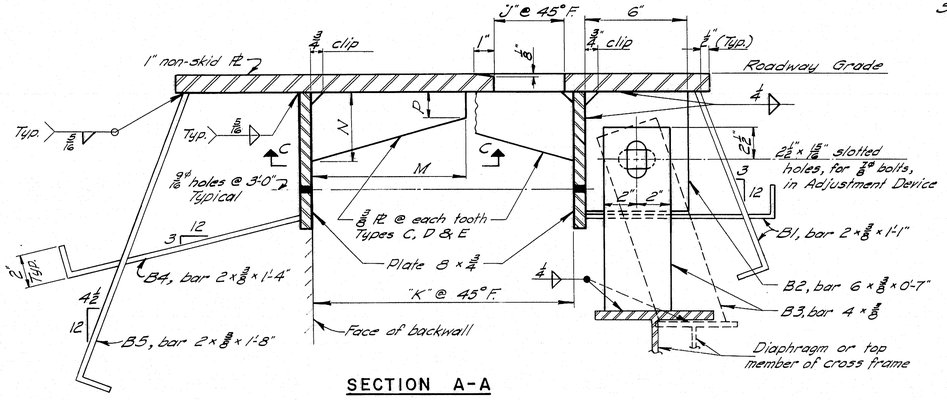


SECTION C-C

Skew ~0° to 30°0'

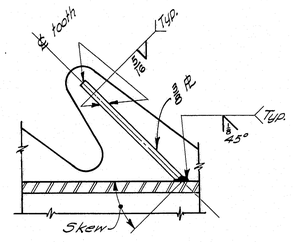


PLAN



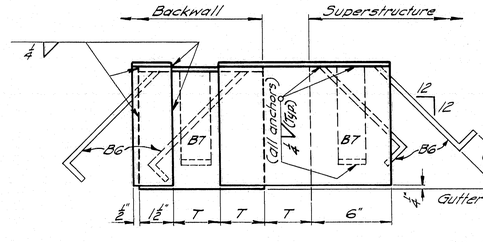
SECTION A-A

Bar B3 may be vertical or inclined as indicated, depending on design conditions.
After Adjustment Device is in final position weld bars B2 to B3 with 1/4" fillet weld.

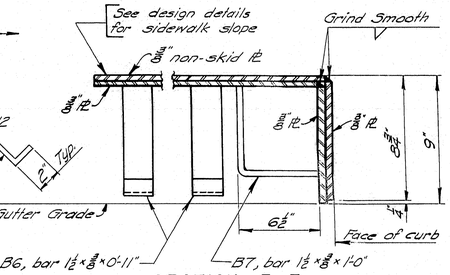


SECTION C-C

Skew over 30°



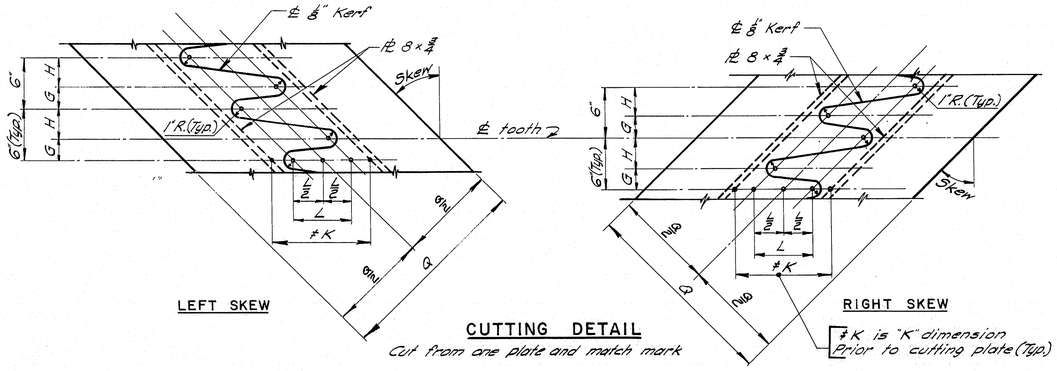
VIEW D-D



SECTION E-E

TYPE	V	W	X	Y	Z
Exp. Length	100'-280'	280'-440'	440'-600'	600'-760'	760'-920'
T	3"	4"	5"	6"	7"

CURB AND SIDEWALK EXPANSION DAM – DETAILS



CUTTING DETAIL

Cut from one plate and match mark

ROADWAY EXPANSION DAM – DETAILS

TABLE OF DIMENSIONS

Type	Exp. Length	Skew	≠K	L	G	H	K@45°	J@45°	M	N	P	Q
A	100'-280'	0°-5° incl.	7"	4"	3"	3"	9"	2 5/8"	—	—	—	21"
		5°-10°	7 1/4"	4 1/4"	2 5/8"	3 5/8"	9 1/4"	2 5/8"	—	—	—	22"
		10°-20°	8"	4 3/4"	2 5/8"	3 5/8"	10"	2 5/8"	—	—	—	22"
		20°-30°	8 5/8"	5 1/4"	2 5/8"	3 5/8"	10 5/8"	2 5/8"	—	—	—	23"
		30°-40°	9 3/8"	5 3/4"	2 5/8"	3 5/8"	11 3/8"	2 5/8"	—	—	—	23"
		40°-50° incl.	11 1/4"	6 1/2"	2 5/8"	3 5/8"	13 1/4"	2 5/8"	—	—	—	23"
B	280'-440'	0°-5° incl.	9"	6"	3"	3"	12"	3 5/8"	—	—	—	23"
		5°-10°	9 1/2"	6 1/2"	2 5/8"	3 5/8"	12 1/4"	3 5/8"	—	—	—	24"
		10°-20°	10"	6 3/4"	2 5/8"	3 5/8"	13"	3 5/8"	—	—	—	24"
		20°-30°	10 3/8"	7 1/4"	2 5/8"	3 5/8"	13 3/4"	3 5/8"	—	—	—	25"
		30°-40°	12"	8"	2 5/8"	3 5/8"	15"	3 5/8"	—	—	—	25"
		40°-50° incl.	13 3/4"	8 3/4"	2 5/8"	3 5/8"	16 3/8"	3 5/8"	—	—	—	25"
C	440'-600'	0°-10° incl.	11 1/4"	8 1/2"	3"	3"	15 1/4"	4 5/8"	9"	4"	1 1/2"	26"
		10°-20°	12"	8 3/8"	2 5/8"	3 5/8"	16"	4 5/8"	10"	4"	1 1/2"	26"
		20°-30°	12 3/8"	9 1/4"	2 5/8"	3 5/8"	16 3/8"	4 5/8"	11"	4"	1 1/2"	26"
		30°-40°	14"	10"	2 5/8"	3 3/4"	18"	4 5/8"	11"	4"	1 1/2"	26"
		40°-50° incl.	15 3/8"	10 3/8"	2 5/8"	3 5/8"	19 1/4"	4 5/8"	12"	4"	1 1/2"	26"
D	600'-760'	0°-10° incl.	13 1/4"	10 1/4"	3"	3"	18 1/4"	5 5/8"	11"	5"	2"	30"
		10°-20°	14"	10 3/8"	2 5/8"	3 5/8"	19"	5 5/8"	12"	5"	2"	30"
		20°-30°	14 3/8"	11"	2 5/8"	3 5/8"	19 3/8"	5 5/8"	13"	5"	2"	30"
		30°-40°	16"	12"	2 5/8"	3 5/8"	21"	5 5/8"	13"	5"	2"	30"
		40°-50° incl.	17 3/8"	13"	2 5/8"	3 3/4"	22 3/8"	5 5/8"	15"	5"	2"	30"
E	760'-920'	0°-10° incl.	15 1/4"	12 1/4"	3"	3"	21 1/4"	6 5/8"	13"	6"	2 5/8"	36"
		10°-20°	16"	12 3/8"	2 5/8"	3 5/8"	22"	6 5/8"	14"	6"	2 5/8"	36"
		20°-30°	16 3/8"	13 1/4"	2 5/8"	3 5/8"	22 3/8"	6 5/8"	15"	6"	2 5/8"	36"
		30°-40°	18"	14"	2 5/8"	3 5/8"	24"	6 5/8"	15"	6"	2 5/8"	36"
		40°-50° incl.	19 3/8"	15"	2 5/8"	3 3/4"	25 3/8"	6 5/8"	17"	6"	2 5/8"	36"

GENERAL NOTES

Expansion Dams to be paid for as Structural Steel.
If there is conflict between this Standard Detail and the design details, the requirements of the design details shall be followed.

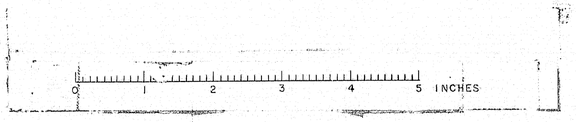
Steel Classification: A.S.T.M. A36

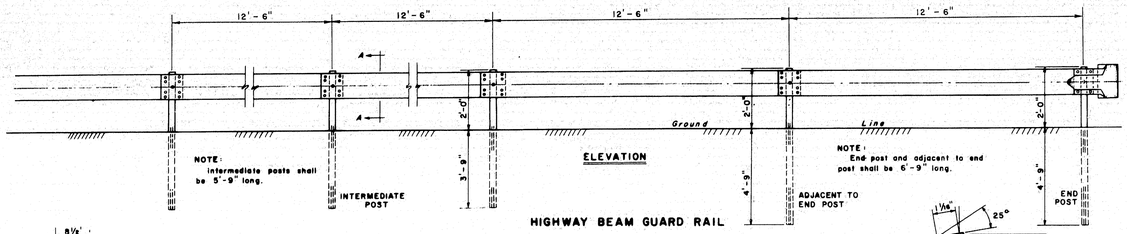
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS
(BD 105 – 64)

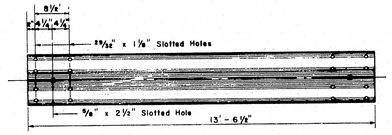
EXPANSION DAMS

APRIL 1964

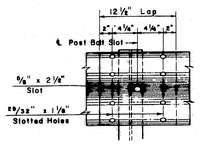




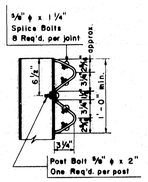
HIGHWAY BEAM GUARD RAIL



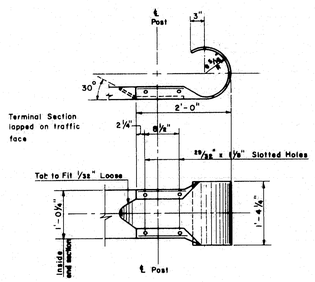
TYPICAL GUARD RAIL PANEL



ELEVATION OF GUARD RAIL SPLICE AT POST

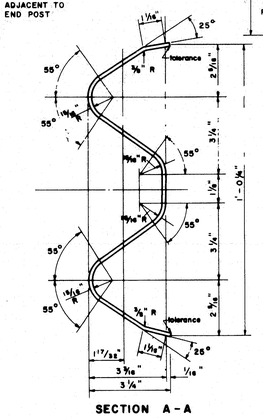


CROSS SECTION THROUGH GUARD RAIL SPLICE

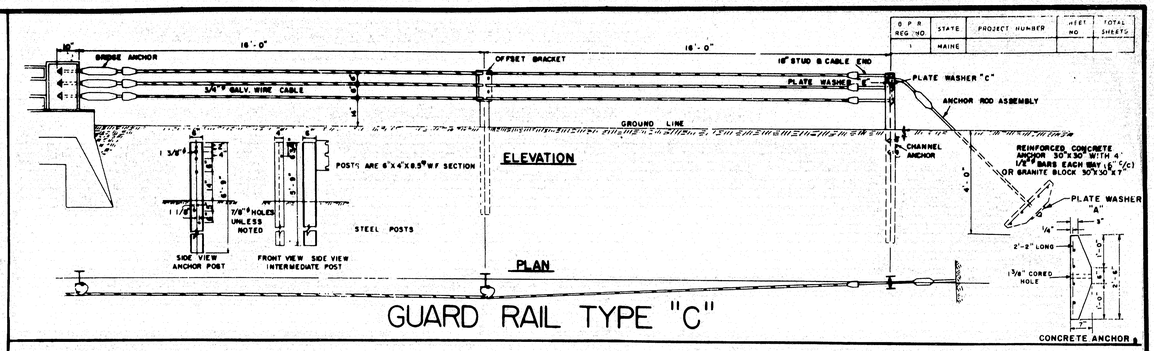


GUARD RAIL-TERMINAL END SECTION

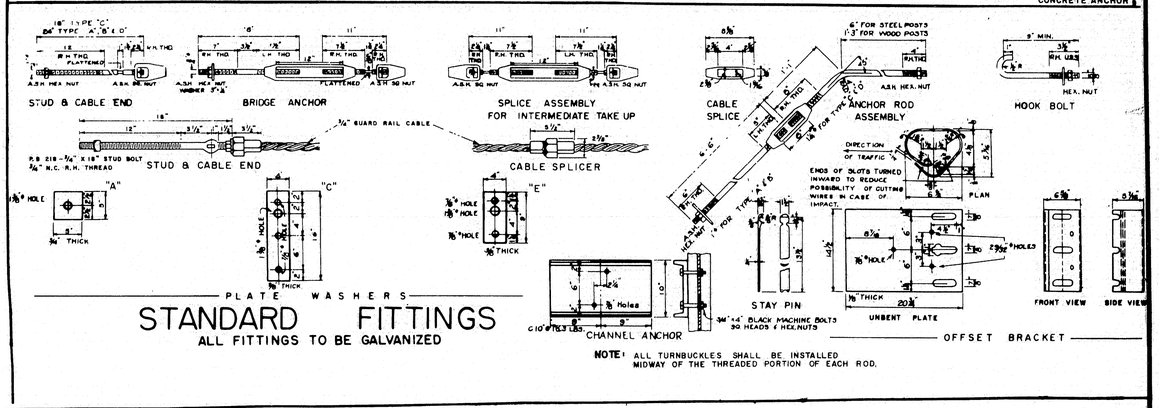
GUARD RAIL TYPE "E" "F" & "G"

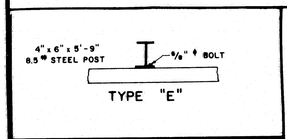


SECTION A-A

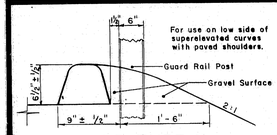


GUARD RAIL TYPE "C"

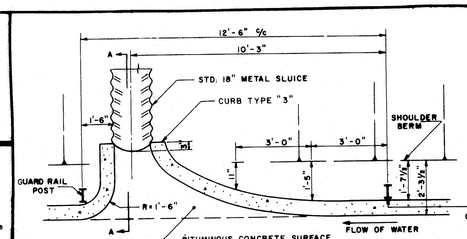




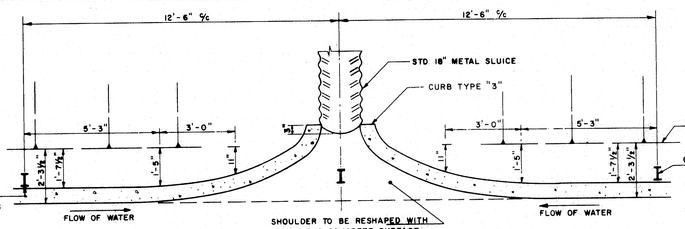
TYPE "E"



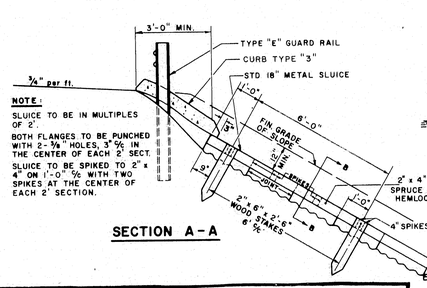
CURB TYPE 3

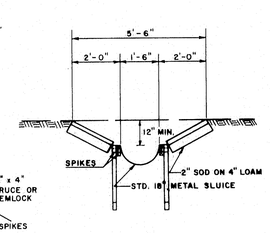


PLAN

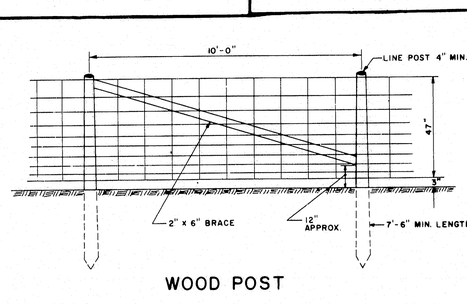


PLAN

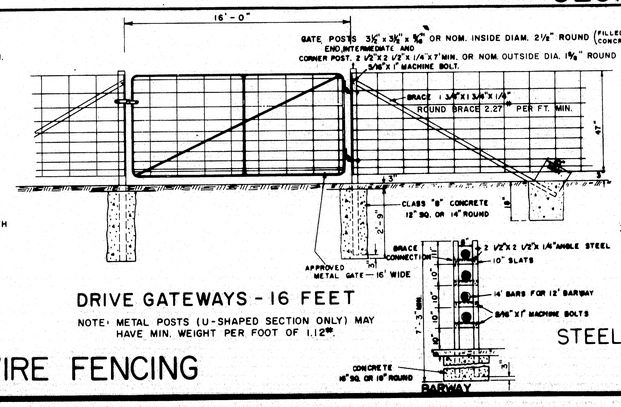




SLUICE ENTRANCE DETAIL

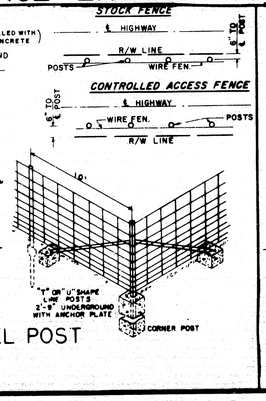


WOOD POST



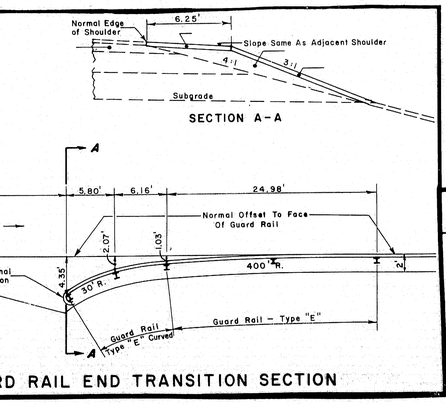
DRIVE GATEWAYS - 16 FEET

NOTE: METAL POSTS (U-SHAPED SECTION ONLY) MAY HAVE MIN. WEIGHT PER FOOT OF 1.12#.

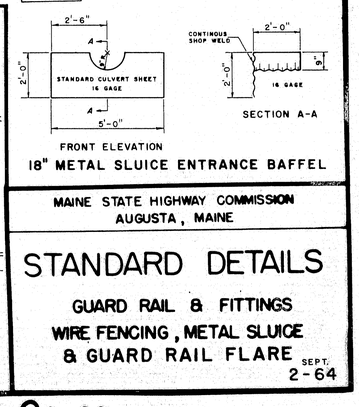


STEEL POST

WOVEN WIRE FENCING



GUARD RAIL END TRANSITION SECTION



18" METAL SLUICE ENTRANCE BAFFEL

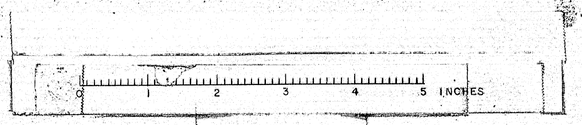
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

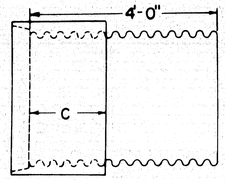
GUARD RAIL & FITTINGS
WIRE FENCING, METAL SLUICE
& GUARD RAIL FLARE

SEPT. 2-64

96-67



PIPE CONNECTIONS

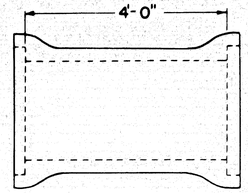


GROOVE END COMBINATION

For 24" to 72", inclusive, diameter connection between concrete and metal pipe

"C" = 17" min. for sizes 30" to 48" incl.
"C" = 23" min. for sizes over 48"

Asphalt coated corrugated metal pipe shall conform to the latest standard specifications

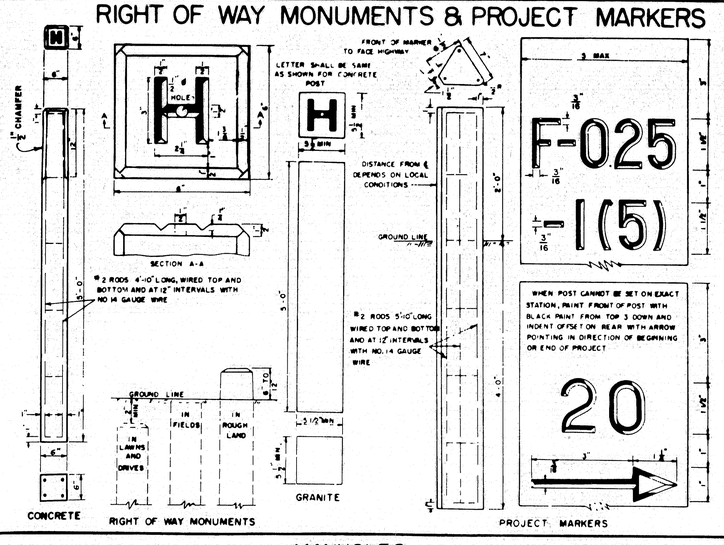


REINFORCED CONCRETE PIPE CONNECTOR DOUBLE BELL

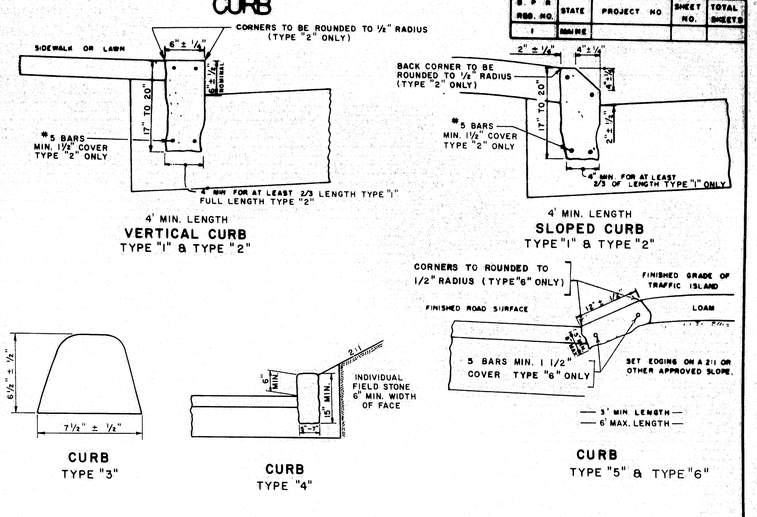
For 12" to 18", inclusive, diameter connection between concrete and metal pipe

Reinforced concrete pipe shall conform to the latest standard specifications

RIGHT OF WAY MONUMENTS & PROJECT MARKERS

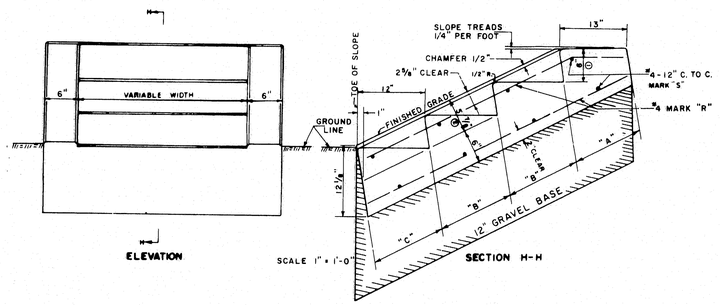


CURB



S. P. R. RSS. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE			

CONCRETE STEPS



CONCRETE CLASS "A"		
SECTION	STEPS PER FT. OF WIDTH	PARAPET EACH WALL
"A" HEADER	.030 CU. YDS.	.015 CU. YDS.
"B" EA. INTER ST.	.030 CU. YDS.	.020 CU. YDS.
"C" FOOTER	.030 CU. YDS.	.020 CU. YDS.

6" RISE - 12" TREAD (2:1 SLOPE)

REINFORCING STEEL			
MARK	SIZE	NUMBER	LENGTH (EACH)
R	#4 .668 LBS PER FT.	2 EACH PARAPET 1 EACH FT. OF WIDTH	11" FOR "A" +13.4 FOR EACH "B" +12" FOR "C"
S	#4 .668 LBS PER FT.	2 FOR "A" 2 FOR EACH "B" 2 FOR "C"	4" EACH PARAPET +12" PER FT. OF WIDTH

PAY ITEMS

ITEM NO.	DESCRIPTION
204-10	Struct. earth excav. - drain.
204-11	Struct. rocks excav. - drain.
302-14	Gravel for foundations
705-13	Reinforcing steel, delivered
705-14	Reinforcing steel, placed
904-11	Reinforced concrete steps

NOTE:
To determine the quantity of *"Structural Excavation"* for payment refer to the *"Standard Specifications"* section 204-6D, structural earth and rock excavation-abutments and retaining wall or piers.

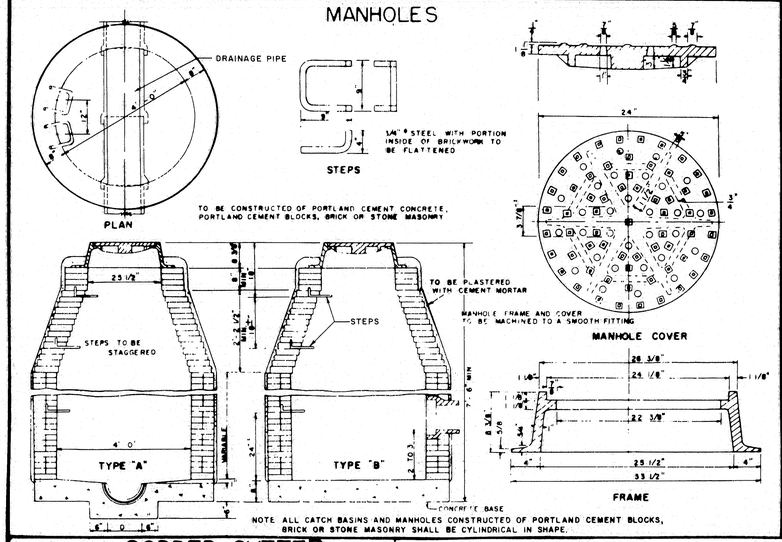
CONCRETE CLASS "A"		
SECTION	STEPS PER FT. OF WIDTH	PARAPET EACH WALL
"A" HEADER	.035 CU. YDS.	.018 CU. YDS.
"B" EA. INTER ST.	.035 CU. YDS.	.024 CU YDS
"C" FOOTER	.035 CU. YDS.	.024 CU YDS

8" RISE - 12" TREAD (1½:1 SLOPE)

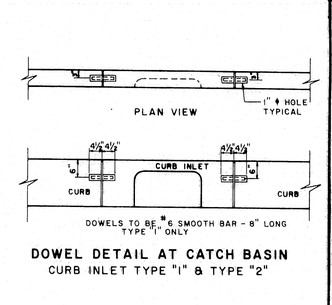
REINFORCING STEEL			
MARK	SIZE	NUMBER	LENGTH (EACH)
R	#4 .668 LBS. PER FT.	2 EACH PARAPET 1 EACH FT. OF WIDTH	11" FOR "A" +14½" FOR EACH "B" +12" FOR "C"
S	#4 .668 LBS. PER FT.	2 FOR "A" 2 FOR EACH "B" 2 FOR "C"	4" EACH PARAPET +12" PER FT. OF WIDTH

①=8"
②=7 ⅝"

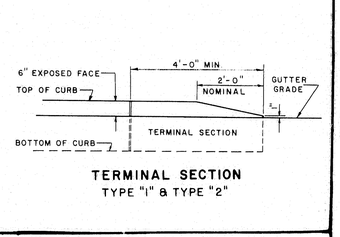
MANHOLES



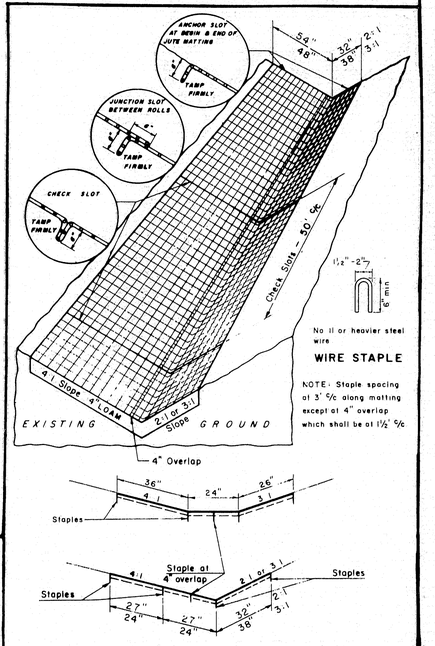
NOTE: ALL CATCH BASINS AND MANHOLES CONSTRUCTED OF PORTLAND CEMENT BLOCKS, BRICK OR STONE MASONRY SHALL BE CYLINDRICAL IN SHAPE.



DOWEL DETAIL AT CATCH BASIN
CURB INLET TYPE "1" & TYPE "2"



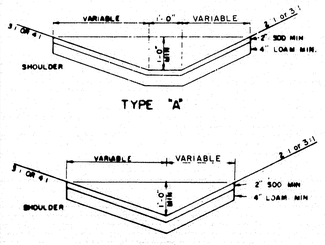
TERMINAL SECTION
TYPE "1" & TYPE "2"



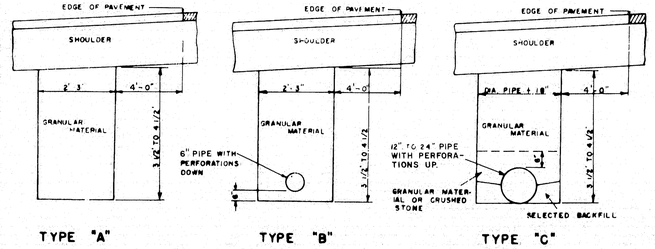
NOTE: Staple spacing at 3' ⁶/₇ along matting except at 4" overlap which shall be at 1½' ⁵/₆

JUTE MATTING - DITCH SECTION

SODDED GUTTER



UNDERDRAIN



NOTE: IF FIELD CONDITIONS WARRANT, THE ENGINEER MAY CHANGE THE DIMENSIONS DETAILED ABOVE.

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

MISCELLANEOUS ITEMS

SEPT. 3-64

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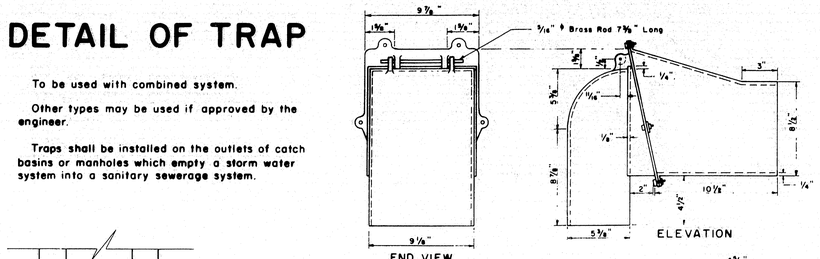
B P R REGION NO.	STATE	FEDERAL AID PROJECT NO	SHEET NO	TOTAL SHEETS
1	MAINE			

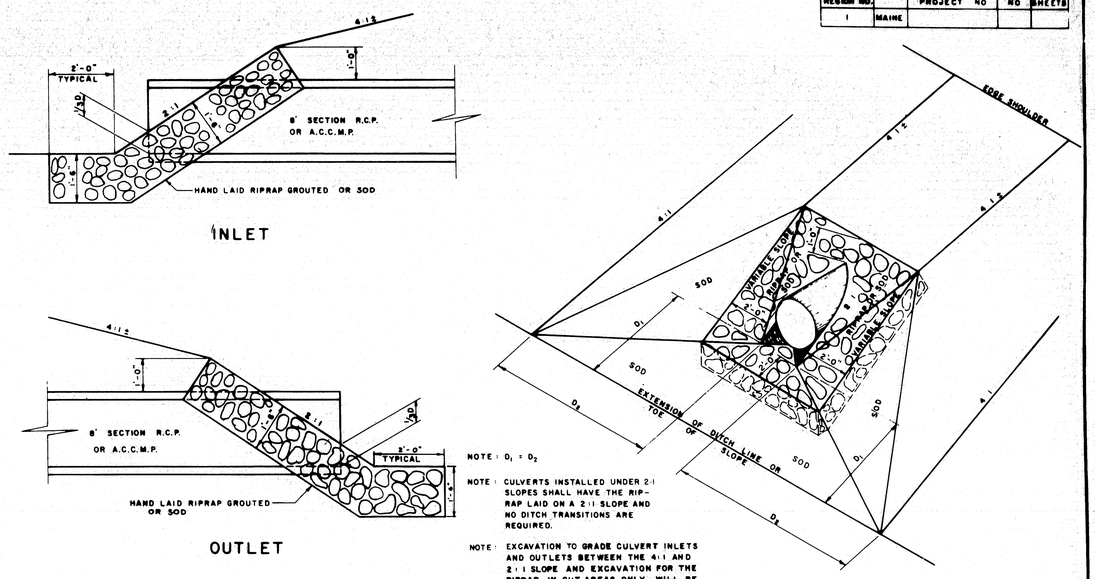
DETAIL OF TRAP

To be used with combined system.

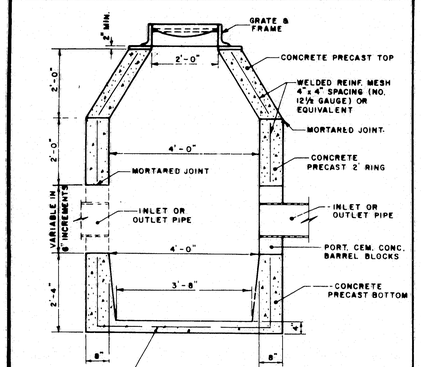
Other types may be used if approved by the engineer.

Traps shall be installed on the outlets of catch basins or manholes which empty a storm water system into a sanitary sewerage system.

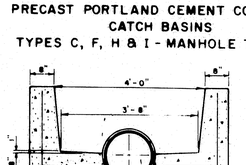




TYPICAL RIPRAP DETAIL FOR R.C.P. OR A.C.C.M.P.

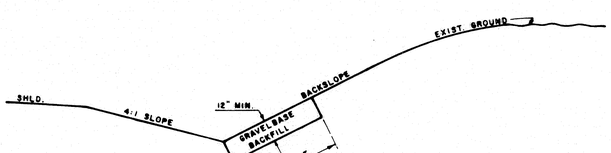


PRECAST PORTLAND CEMENT CONCRETE
CATCH BASINS
TYPES C, F, H & I - MANHOLE TYPE B

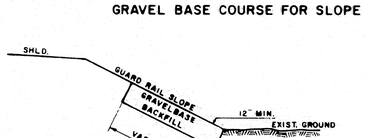


PRECAST PORTLAND CEMENT CONCRETE
CATCH BASIN TYPE G
MANHOLE TYPE A

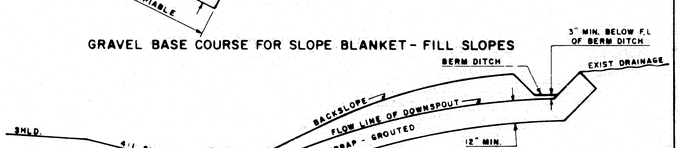
NOTE:
THE THREE SECTIONS DETAILED BELOW SHALL BE USED WHEN DIRECTED BY THE ENGINEER OR AS SHOWN ON THE PLANS



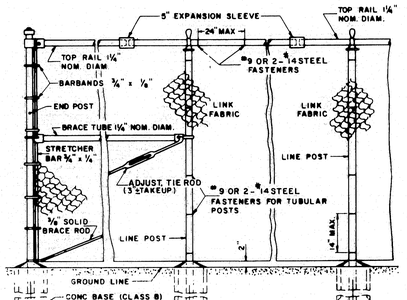
GRAVEL BASE COURSE FOR SLOPE BLANKET - BACKSLOPES



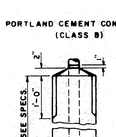
GRAVEL BASE COURSE FOR SLOPE BLANKET - FILL SLOPES



HAND LAID RIPRAP GROUTED DOWNSPOUT



PORTLAND CEMENT CONCRETE (CLASS B)

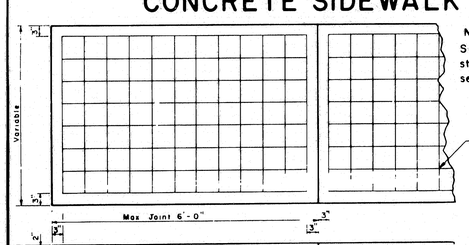


LINE, GATE AND END POST BASE

NOTE
ROUND BASES MAY BE SUBSTITUTED FOR THE SQUARE BASES SHOWN BY USING FIBRE TUBULAR FORMS. SUBSTITUTIONS SHALL BE AS FOLLOWS 13½" I.D. ROUND FOR 12" SQUARE OR 15" SQUARE

" CHAIN LINK FENCE

REINFORCED PORTLAND CEMENT CONCRETE SIDEWALK



NOTE
Sidewalk shall conform to standard specifications section 904.

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

DETAIL OF TRAP, REINFORCED PORTLAND CEMENT CONCRETE SIDEWALK, CHAIN LINK FENCE, TYPICAL RIPRAP DETAIL & PRECAST CATCH BASINS & MANHOLES

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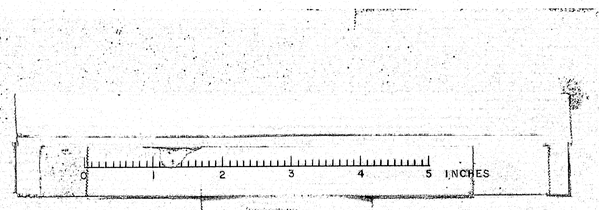


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95-8(59)	1	47

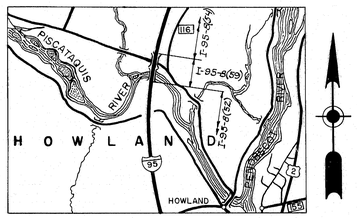
STATE OF MAINE
STATE HIGHWAY COMMISSION

INTERSTATE 95
OVER
PISCATAQUIS RIVER AND SEBOEIS ROAD
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY

FEDERAL PROJECT NO. I-95-8(59)212
LENGTH OF PROJECT 0.272 MILES

SCALES

INTERSTATE PLAN & PROFILE — HOR. 1" = 50' VERT. 1" = 5'
X-SECTIONS — 1" = 5'
SEBOEIS ROAD PLAN & PROFILE — HOR. 1" = 50' VERT. 1" = 5'
X-SECTIONS — 1" = 5'



LOCATION MAP
APPROX. SCALE: 1" = 1 MILE

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4. SURVEY
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6. GENERAL PLAN
7. FOUNDATION SURVEY
8. ABUTMENT NO. 1
9. ABUTMENT NO. 2
10. PIER NO. 1
11. PIERS NO. 2&3
12. ERECTION PLAN
13. STEEL DETAILS & GENERAL NOTES
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39. INTERSECTION DETAIL
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STANDARD SHEETS

BRIDGE

BD101-64 BEARING PEDESTALS
BD103-64 BEAM SPLICES
BD104-64 DIAPHRAMS, ARMORED JOINTS, SHEAR CONNECTORS, DRAINS
BD105-64 EXPANSION DAMS
BD107-64 STEEL RAIL
BD108-64 ALUMINUM RAIL

HIGHWAY

SEPT. 1963
2-64
3-64
4-64

TRAFFIC

(INTERSTATE 95)		(SEBOEIS ROAD)	
A.D.T. 1964	1790	A.D.T. 1964	340
A.D.T. 1984	2850	A.D.T. 1984	540
D.H.V.	345	D.H.V.	81
T.	14%	T.	14%
D.	60%	D.	60%
V.	60MPH	V.	45MPH

APPROVED
MAINE STATE HIGHWAY COMMISSION

CHAIRMAN

CHIEF ENGINEER — DATE: Sept. 30, 1964

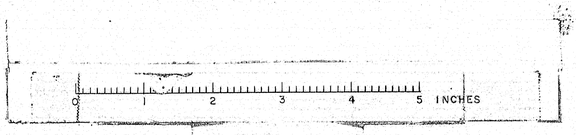
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION 1

APPROVED

DIVISION ENGINEER — DATE

G. S. CO., NO. 44-131 36788

96-14



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F95-2(39)	2	47

ESTIMATE OF QUANTITIES

	ITEM	DESCRIPTION	UNIT	PISCATAQUIS RIVER BRIDGE	SEBOEIS ROAD BRIDGE	INTERSTATE ROADWAY	SEBOEIS ROAD	TOTAL
	201-5	Clearing	Acres			2.5	3.5	6.0
	201-6	Selective Clearing and Thinning	Acres			2.5		2.5
	203-9	Earth Excavation	Cu. Yds.			1300	26,500	27,800
	204-10	Structural Earth Excavation - Drainage	Cu. Yds.			50	170	220
	204-14	Structural Earth Excavation - Piers	Cu. Yds.	315	145			460
	205-9	Granular Borrow	Cu. Yds.			32,000		32,000
	205-10	Gravel Borrow	Cu. Yds.			3200		3200
△	207-10	Machine Aerating	Hrs.			25		25
	302-7	Gravel Base Course (I.R.M.)	Cu. Yds.			2240	7400	9640
△	310-6	Sprinkling	Units				120	120
△	311-6	Calcium Chloride	Tons				12	12
	401-11	Gravel Surface Course	Cu. Yds.				700	700
*	404-28	Bit. Conc. Surface Course, Type "A"	Tons	195	73			268
	501-7	Road Tar	Gals.				5500	5500
	602-11	15-Inch Asphalt Coated Corr. Metal Pipe	Lin. Ft.				37	37
	602-14	24-Inch Asphalt Coated Corr. Metal Pipe	Lin. Ft.				273	273
	701-33	Portland Cem. Conc., Abuts & Ret. Wls.	Cu. Yds.	186	205			391
	701-35	Portland Cement Concrete, Piers	Cu. Yds.	490	130			620
	701-36	Portland Cem. Conc., Piers (Placed under water)	Cu. Yds.	545				545
	701-40	Port Cem. Conc. Roadway and Sid. Slabs	Cu. Yds.	580	160			740
	701-54	Portland Cement for Riprap Grout	Lbls.			50		50
	701-55	Curing Box for Concrete Cylinders	Each	1				1
	702-103.1	Structural Steel, Fab. & Del.	L. S.	L.S.				L.S.
	702-103.2	Structural Steel, Fab. & Del.	L. S.		L.S.			L.S.
	702-104.1	Structural Steel, Erection	L. S.	L.S.				L.S.
	702-104.2	Structural Steel, Erection	L. S.		L.S.			L.S.
	702-105.1	Structural Steel, Field Painting	L. S.	L.S.				L.S.
	702-105.2	Structural Steel, Field Painting	L. S.		L.S.			L.S.
	705-13	Reinforcing Steel, Delivered	Lbs.	169,000	68,000			237,000
	705-14	Reinforcing Steel, Placing	Lbs.	169,000	68000			237,000
	705-17	Shear Connectors	L. S.	L.S.				L.S.
	708-16	Steel H-Beam Piles 53 lbs. / Ft.	Lin. Ft.	845				845
	708-17	Steel H-Beam Piles 42 lbs. / Ft.	Lin. Ft.		942			942
	803-7	Cofferdams, Pier #1	L. S.	L.S.				L.S.
	803-8	Cofferdams, Pier #2	L. S.	L.S.				L.S.
	803-9	Cofferdams, Pier #3	L. S.	L.S.				L.S.
	805-8	Bridge Rail	Lin. Ft.	1046	268			1314
*	807-9	Membrane Waterproofing	Sq. Yds.	1775	650			2425
	807-11	Epoxy Resin Surface Sealant	Sq. Yds.	100	95			195
	901-24	Vertical Bridge Curb - Type 1	Lin. Ft.	1081	295			1376
	901-37	Curb Type 4	Lin. Ft.				190	190
	906-18	Fencing - Metal Posts	Lin. Ft.			1300		1300
	907-10	Hand Laid Rip-rap	Cu. Yds.			400		400
	908-10	Loam (I.R.M.)	Cu. Yds.			430	650	1080
	909-7	Sodding	Sq. Yds.				60	60
	909-9	Jute Matting - Weave "H"	Sq. Yds.			110		110
	910-13	Seeding - Method No. 2	Units			68	160	228
	912-7	Hay Mulch	Tons			4	9	13
	913-6	Bit. Treated Stone Slope Protection	Sq. Yds.			535		535
	907-8	Plain Riprap	Cu. Yds			20		20
	913-9	Bit. Concrete Gutter	Tons			17		17
	915-6	Right of Way Monuments	Each				10	10
	915-8	Survey Markers	Each				2	2

Estimated weight of Structural Steel including Drains
Piscataquis River Bridge = 540,000 lbs. Seboeis Road Bridge = 120,000 lbs.

△ Undetermined Location
* Not part of this contract

Computation of Granular Borrow

Earth Excavation (from Cross Sections Inc. scarifying)	27,800 C.Y.
Deduct Grubbing in cut areas	2,000
Total available Earth Excavation	25,800
Total Fill (from Cross Sections including 24" Base)	49,877
Total available earth excavation = 25,800 x 0.85 =	21,930
Total Fill minus Total available earth excavation	27,947
Granular Borrow = 27,947 x 1.15 =	32,139 C.Y.

DESIGN-	BRIDGE NO.
TRACE- Pm.C.W.	SURVEY-
CHECK- CKB	PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

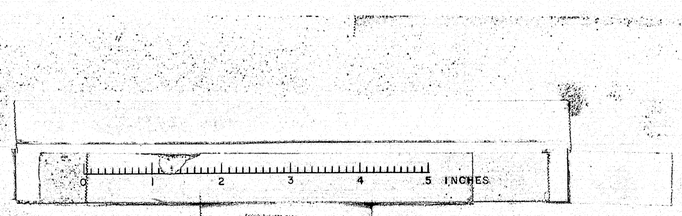
INTERSTATE 95
IN THE TOWN OF
HOWLAND

PENOBSCOT COUNTY

QUANTITIES

SHEET 2 OF 47 AUGUSTA, MAINE OCT. 1964

96-15



D. P. B. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-3(54)	3	47

CLEARING
Sta 2003+65 to Sta 2018+00

SELECTIVE CLEARING & THINNING
Sta 2003+65 to Sta. 2018+00

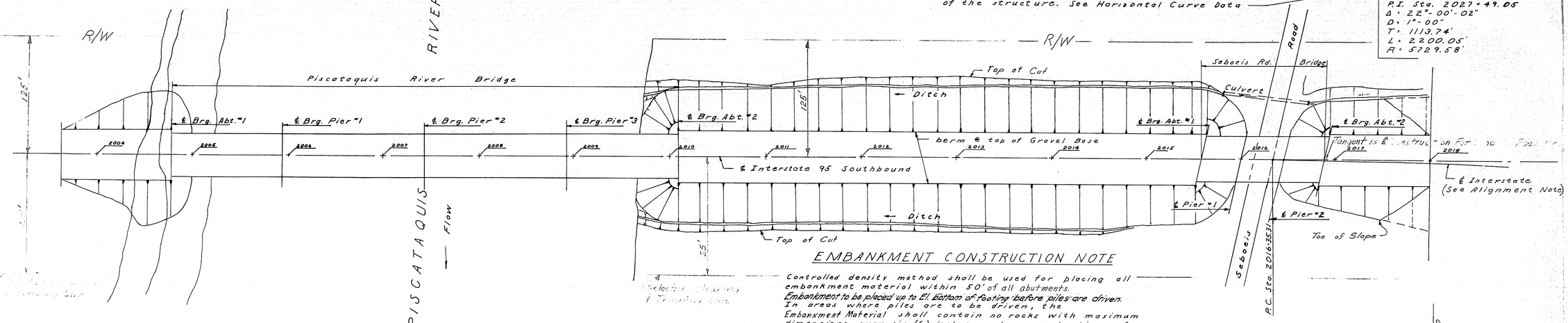
JUTE MATTING-WEAVE "H"
Sta 2016+50± to Sta. 2017+50±

ALIGNMENT NOTE

The Seboeis Road Bridge is designed for vertical and horizontal alignment ignoring the horizontal curve at the north side of the bridge. The Field Engineer is to adjust both the horizontal alignment and the superelevation of the North Bridge approach to match the line and grade of the structure. See Horizontal Curve Data

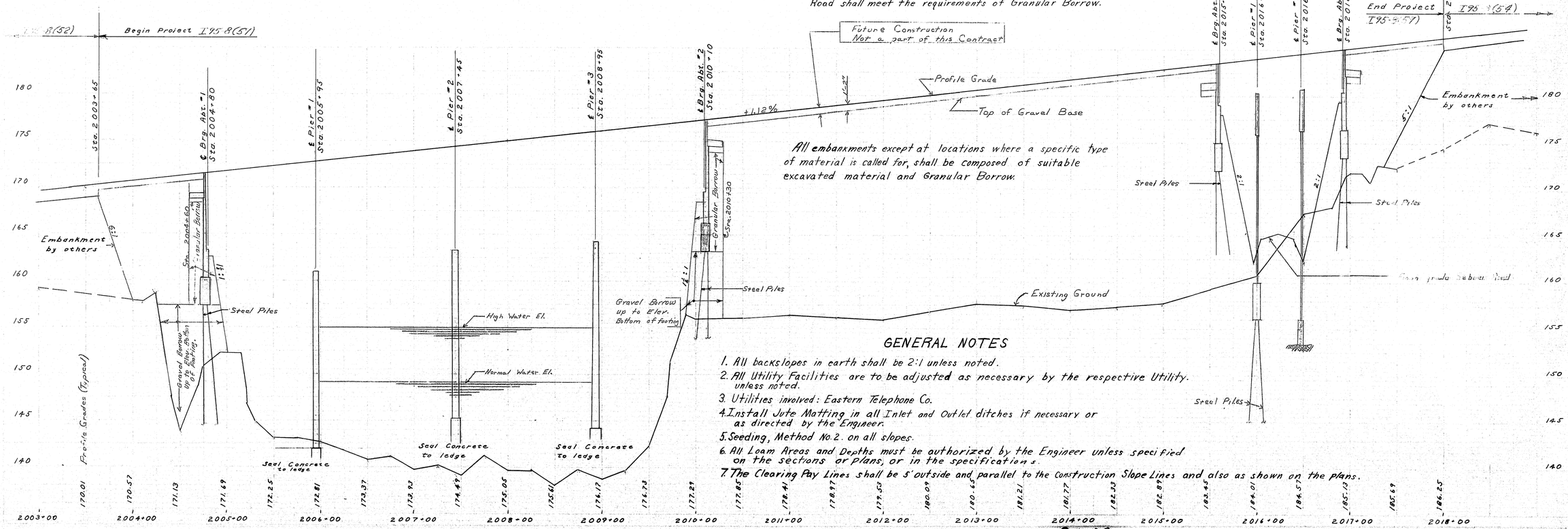
HORIZONTAL CURVE DATA

P.I. Sta. 2027+49.05
Δ = 22°-00'-02"
D = 1°-00"
T = 1113.74'
L = 2200.05'
R = 5729.58'



EMBANKMENT CONSTRUCTION NOTE

Controlled density method shall be used for placing all embankment material within 50' of all abutments.
Embankment to be placed up to El. Bottom of footing before piles are driven.
In areas where piles are to be driven, the Embankment Material shall contain no rocks with maximum dimensions over six (6) inches, and concentrations of rocks shall be avoided.
Embankment Material from Station 2015+35 to Station 2017+15 Interstate 95(S.B.) and from Station 17+00 to Station 19+00 Seboeis Road shall meet the requirements of Granular Borrow.



GENERAL NOTES

1. All backslopes in earth shall be 2:1 unless noted.
2. All Utility Facilities are to be adjusted as necessary by the respective Utility. unless noted.
3. Utilities involved: Eastern Telephone Co.
4. Install Jute Matting in all Inlet and Outlet ditches if necessary or as directed by the Engineer.
5. Seeding, Method No. 2. on all slopes.
6. All Loam Areas and Depths must be authorized by the Engineer unless specified on the sections or plans, or in the specifications.
7. The Clearing Pay Lines shall be 5' outside and parallel to the Construction Slope Lines and also as shown on the plans.

All embankments except at locations where a specific type of material is called for, shall be composed of suitable excavated material and Granular Borrow.

96-16

INTERSTATE 95 HOWLAND SHEET 3 OF 47

LAYOUT

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95-8(59)	4	47

Hwy. B.M. #132 Elev. 160.05
435'± Left of station
2004+75. Vertical Spike
in 12" Birch

N

P I S C A T A Q U I S R I V E R

Plain Riprap below water level

Approx. Toe of Slope

Hand Laid Riprap-
water level to El. 155.0

Hand Laid Riprap-
water level to El. 155.0

Plain Riprap below water level
See Sheet #5

2'0"x10'x2' deep, grouted hand laid riprap pads, centered under superstructure drains. Construct pads to drain towards the river.

Divert run into Grouted Hand Laid Riprap ditch For Details see Sheet #22

4' run

Hwy. B.M. #133 Vertical spike in 12" Spruce Elev. 158.15

Grouted Hand Laid Riprap ditch

Hand Laid Riprap (See Sh. #6 for width)

Approx. Toe of Slope

N 6°-57'-41" E

℄ Construction ℄ Interstate 3.B.

Finished Grade +1.12%

Granular Borrow

Travel Borrow

Water Elev. 155.0 (Mean High Water Mar.)

Water Elev. Dec. 1963 Elev. 149.17

Sta. 2010+30

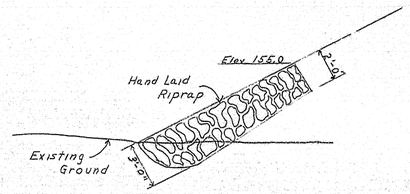
Elev. 170.0
Elev. 165.0
Elev. 160.0
Elev. 155.0
Elev. 150.0
Elev. 145.0
Elev. 140.0
Elev. 135.0
Elev. 130.0

2004+0 +25 +50 +75 2005+0 +25 +50 +75 2006+0 +25 +50 +75 2007+0 +25 +50 +75 2008+0 +25 +50 +75 2009+0 +25 +50 +75 2010+0 +25 +50

172.57 171.13 171.69 172.25 172.81 173.37 173.93 174.49 175.05 175.61 176.17 176.73 177.29 177.85

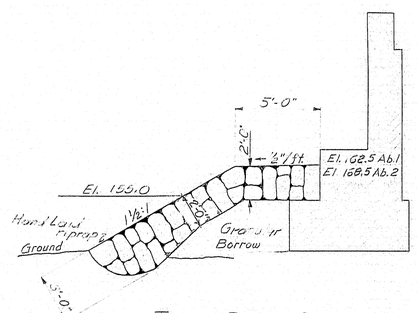
PLAN
Scale 1" = 30'

PROFILE
Scales: Horizontal 1"=30' Vertical 1"=5'



SECTION R-R

Note:
Necessary Excavation shall be paid for under Item 204-10 Structural Earth Excavation-Drainage.



TYPICAL RIPRAP SECTION AT ABUTMENT

NOTES:
Fenton Sta. 2+ [illegible]
Back to Grade Elev. [illegible]
Flush coma [illegible]
Existing Grade [illegible]
Storm [illegible]
Ver tab [illegible]

DESIGN– T.H.K.	BRIDGE NO.
TRACE– E.R.A.	SURVEY– PLAINE
CHECK– E.O.H.	PLOT– B.T.A.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PISCATAQUIS RIVER BRIDGE
INTERSTATE 95
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
SURVEY

SHEET 4 OF 47 AUGUSTA, MAINE DEC. 1963

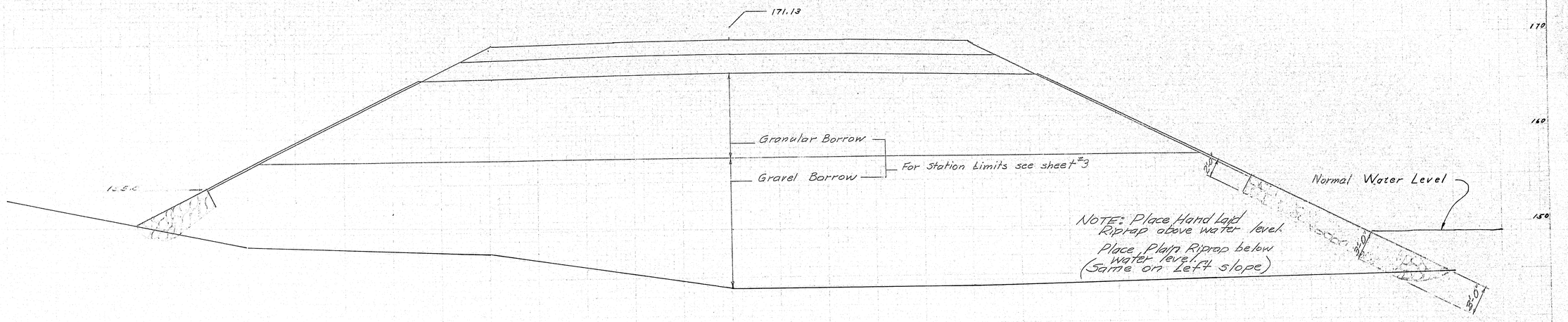
96-17

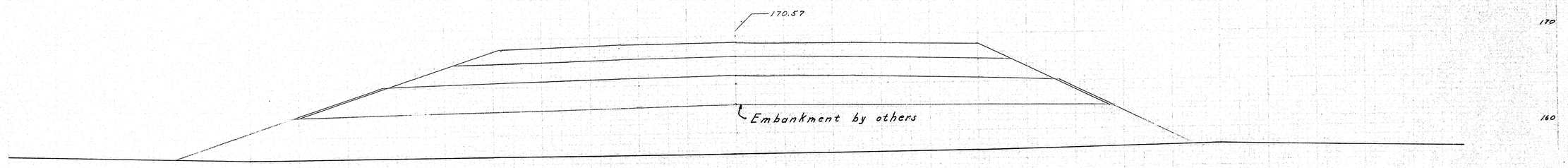
C. B. CO., NO. 44-131 39788

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95-8(57)	5	47

℄





ZERO SECTION
2003+65 (Begin Project)

For Typical Interstate Section
See Sheet #22.

STATIONS 2003+65 → 2004+50

℄ INTERSTATE

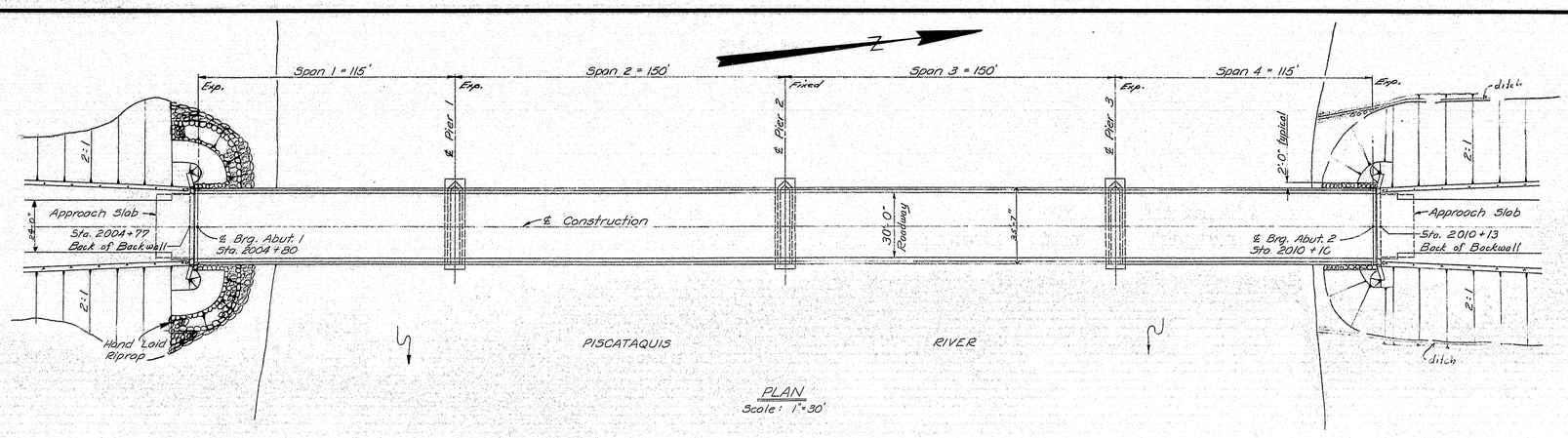
PLOT P.J.L.
CHECK Harris

INTERSTATE 95 HOWLAND

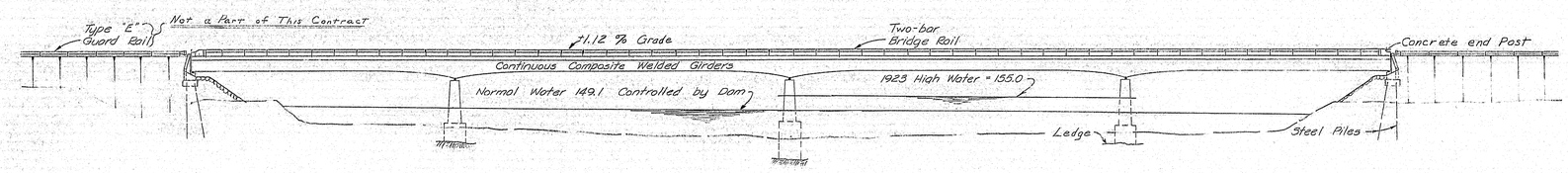
SHEET 5 OF 47

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95-8(59)	6	47



PLAN
Scale: 1"=30'



ELEVATION
Scale: 1"=30'

GENERAL NOTES

SPECIFICATIONS

Design: A.A.S.H.O. standard Specifications for Highway Bridges 1961, with Interim Specifications, 1961, 1962, 1964.
Contract: State of Maine, State Highway Commission Standard Specifications for Highways and Bridges, Revision of January 1956, and Supplemental Specifications, dated February 1960.

LIVE LOADING

HS 20-44 as modified for Interstate.

ALLOWABLE STRESSES

Concrete (n=10) ~ f_c = 1200 psi.
Reinforcing Steel, Intermediate Grade ~ f_s = 20,000 psi.
Structural Steel: See Steel Details, sh.# 13.

CONCRETE CLASSIFICATION

Piers: Seals ~ Class "S"
All Other ~ Class "A"

DESIGN- T.H.K.
TRACE- T.D.E.
CHECK- E.D.H.

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PISCATAQUIS RIVER BRIDGE

INTERSTATE 95
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
GENERAL PLAN

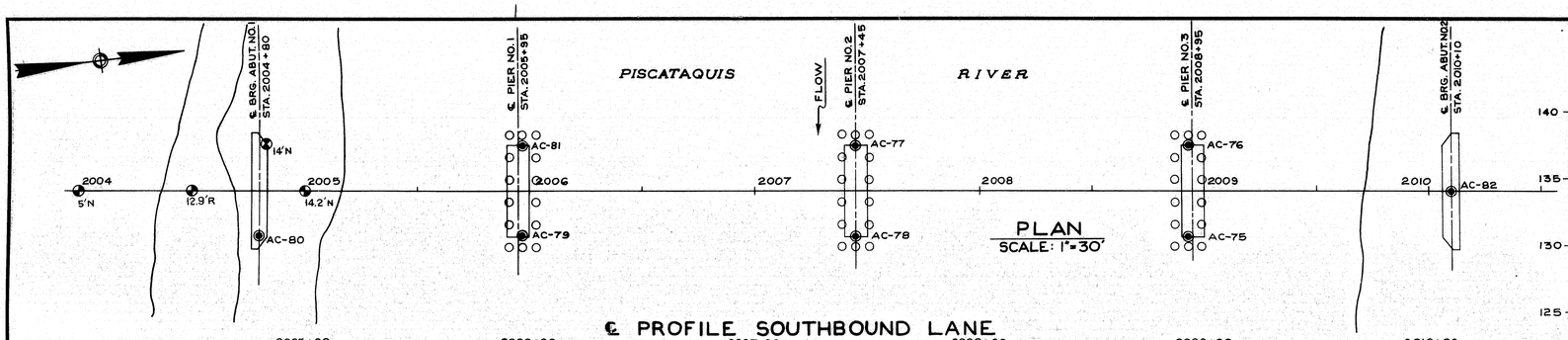
SHEET 6 OF 47 AUGUSTA, MAINE SEPT. 1964

96-19

C. E. CO., NO. 44-131

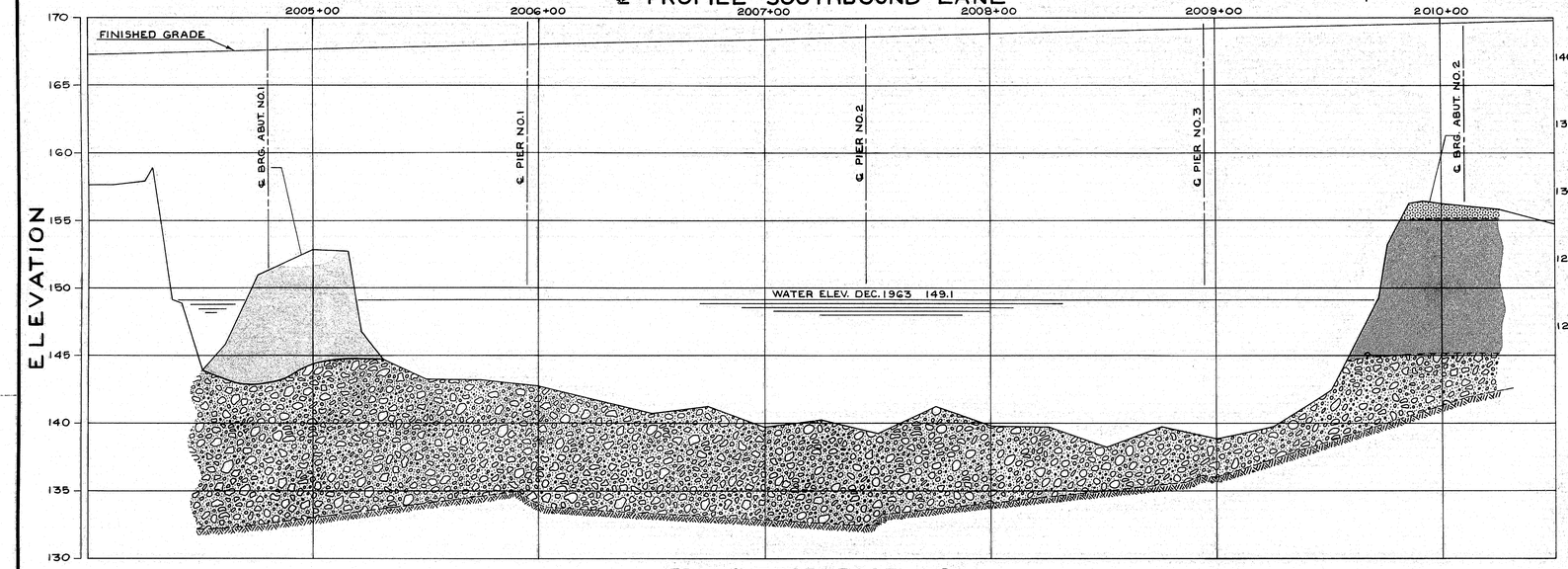
0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(59)	7	47

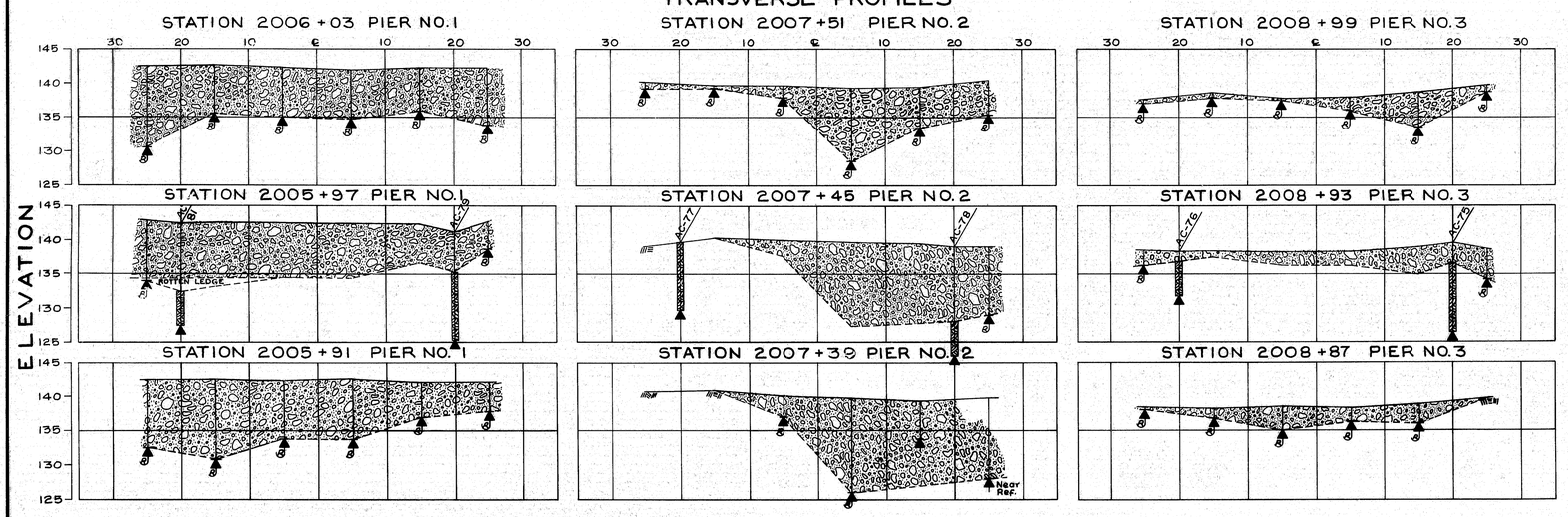


PLAN
SCALE: 1"=30'

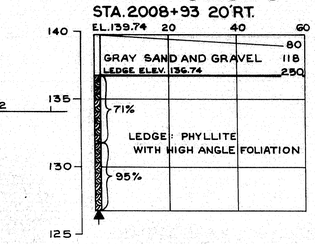
℄ PROFILE SOUTHBOUND LANE



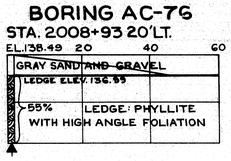
TRANSVERSE PROFILES



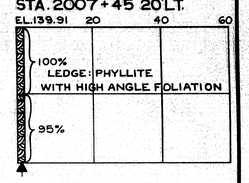
BORING AC-75
STA. 2008+93 20'RT.



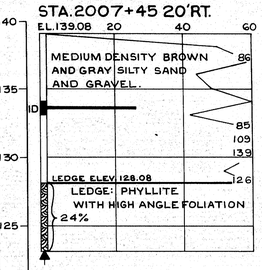
BORING AC-76
STA. 2008+93 20'LT.



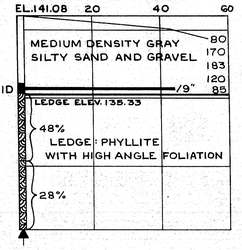
BORING AC-77
STA. 2007+45 20'LT.



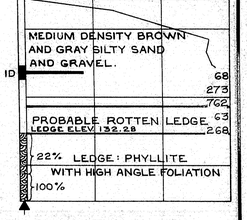
BORING AC-78
STA. 2007+45 20'RT.



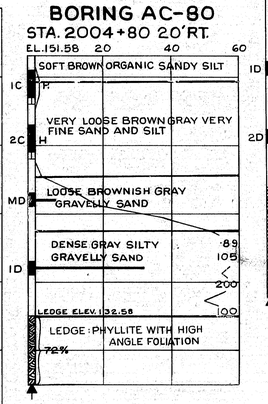
BORING AC-79
STA. 2005+97 20'RT.



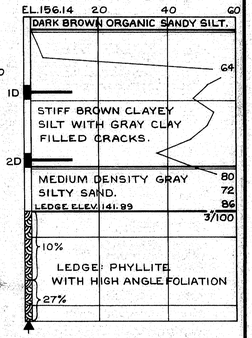
BORING AC-81
STA. 2005+97 20'LT.



BORING AC-80
STA. 2004+80 20'RT.



BORING AC-82
STA. 2010+10 ℄



LEGEND

- DARK BROWN ORGANIC SANDY SILT.
- STIFF BROWN CLAYEY SILT.
- VERY LOOSE BROWN AND GRAY SILTY SAND.
- MEDIUM DENSITY, BROWN AND GRAY SILTY SAND AND GRAVEL.
- LOOSE VERY FINE SAND & SILT

- WASH BORINGS
- AUGER BORINGS
- ROD SOUNDINGS

BORING NOTES

CASING SIZE 2½"
ALL SAMPLES AND VANES ARE MADE AHEAD OF CASING.
N — NUMBER OF BLOWS REQUIRED TO DRIVE EXTRA HEAVY CASING ONE FOOT WITH 400 FT. LBS. OF ENERGY PER BLOW.
▣ — LOCATION OF SAMPLE OR SAMPLE ATTEMPT.
NUMBER AND TYPE OF DRY SAMPLE.
ID — 5 & H SAMPLER @ 120 P.S.
IC — 2" O.D. 16 GA. SEAMLESS TUBING.
MD — UNSUCCESSFUL SAMPLE ATTEMPT AND TYPE OF SAMPLER.
▬ — NUMBER OF BLOWS REQUIRED TO DRIVE SPOON OR TUBING ONE FOOT WITH 350 FT. LBS. OF ENERGY PER BLOW.
H — SAMPLING SPOON OR SEAMLESS TUBING DRIVEN BY STATIC WEIGHT OF DRILL RODS AND HAMMER.
▯ — FIELD VANE TEST.
▲ — BOTTOM OF BORING (MAY NOT BE BOTTOM OF SOIL STRATA.)
▣ — LOCATIONS CORED BY DIAMOND BIT AND PER CENT RECOVERY OF ROCK.

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

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

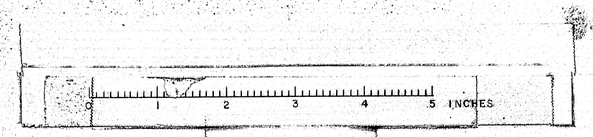
PISCATAQUIS RIVER BRIDGE

INTERSTATE 95
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
FOUNDATION SURVEY

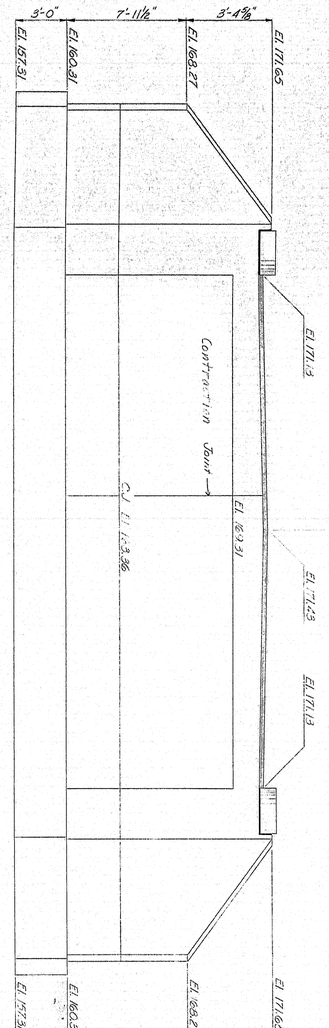
SHEET 7 OF 47 AUGUSTA, MAINE SEPT. 1964

96-20

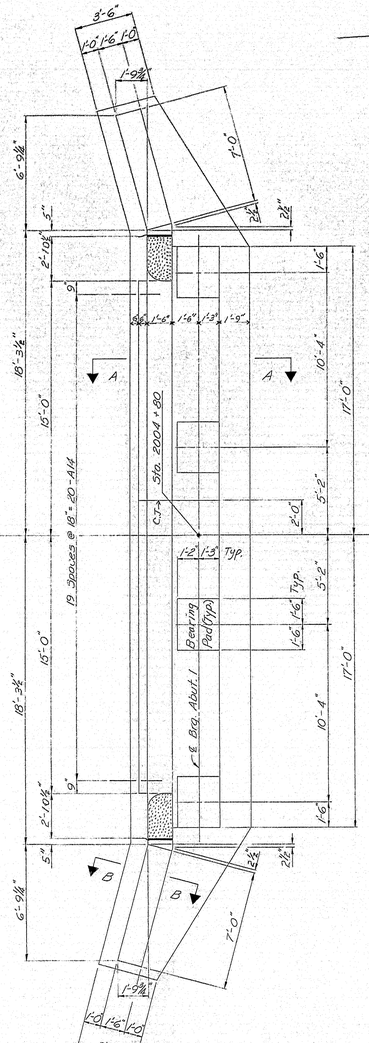
C. B. CO., NO. 44-131 28788



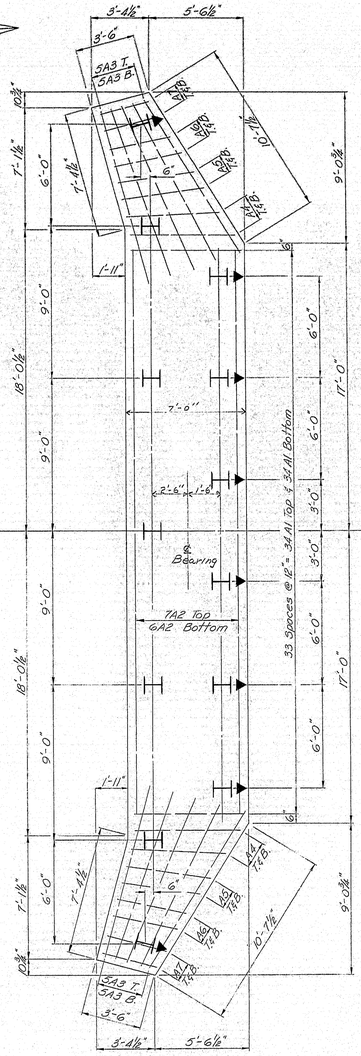
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95-8(59)	8	47



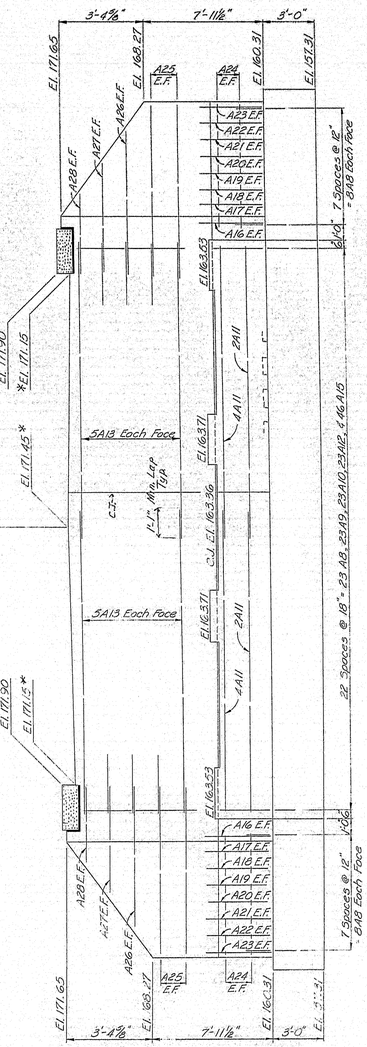
REAR ELEVATION



PLAN



FOOTING & PILE PLAN



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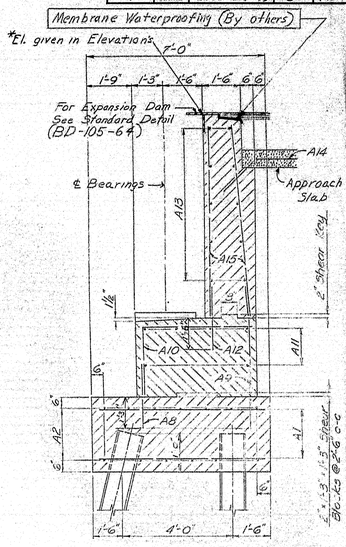
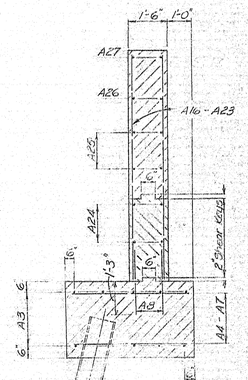


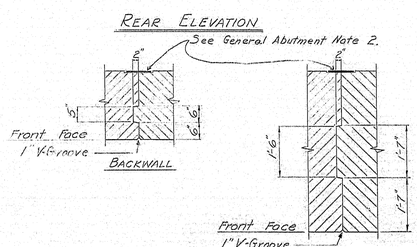
SECTION A-A



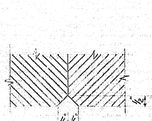
SECTION B-B

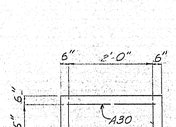
Items from A25, A26, A27, and A28 in field by P.T.

REAR ELEVATION



CONTRACTION JOINT SHEAR KEYS





BEARING PAD

PILE NOTES

1. Abutment piles to be 12 BP53 piles driven to ledge or practical refusal. Allowable load 46 tons per pile. Batter front row 3:1 ft. as indicated by arrows.
2. 13 Piles required per abutment. Estimated lengths:
   Abutment #1 = 35'
   Abutment #2 = 30'

7. Vertical Bridge Curb on the abutment backwalls shall be placed in position at the same time or after the the curb is place on the superstructure. Set to grade.
8. E.F. = Each Face

GENERAL ABUTMENT NOTES

1. Paint bridge seat, face of backwall, and down to 1'-0" below top of riprap on face and ends of breastwalls with Gray Epoxy Resin Surface Sealant.
2. Cover the back side of contruction joints with two layers of heavy roofing 10" wide bonded to concrete and to each other with a suitable grade of roofing cement. Recess area to be covered ¼". Coat surface of joint with asphalt paint to break bond.
3. For placing of borrow and riprap at abutments see sheet 3 & 4
4. Reinforcing cover 3" unless noted.
5. For vertical bridge curb details see sheet #19
6. For "Approach Slab" and "Guard Rail Detail" see sheet 9

DESIGN+DET. E.E.L.	BRIDGE NO.
TRACE–	SURVEY–
CHECK– CDH	PLOT–

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

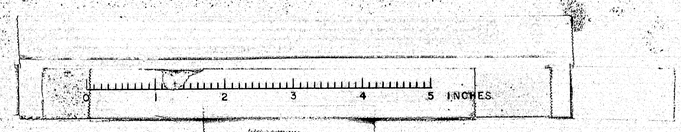
PISCATAQUIS RIVER BRIDGE

INTERSTATE 95
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
ABUTMENT 1

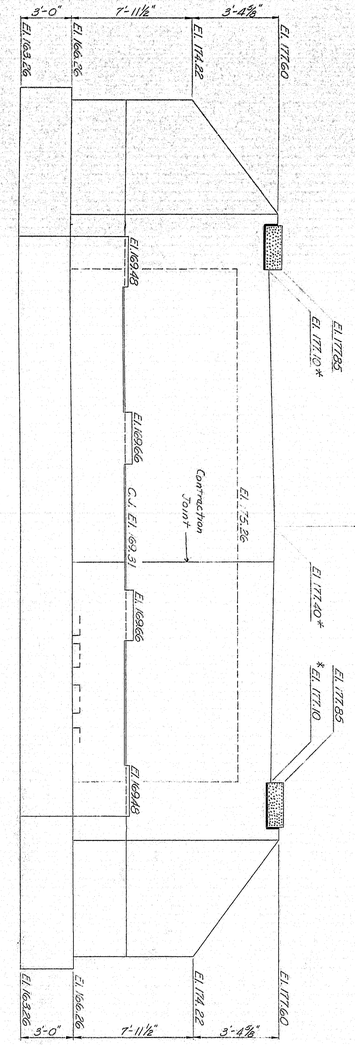
SHEET 8 OF 47 AUGUSTA, MAINE SEPT. 1984

C. H. CO., NO. 44-131 39798

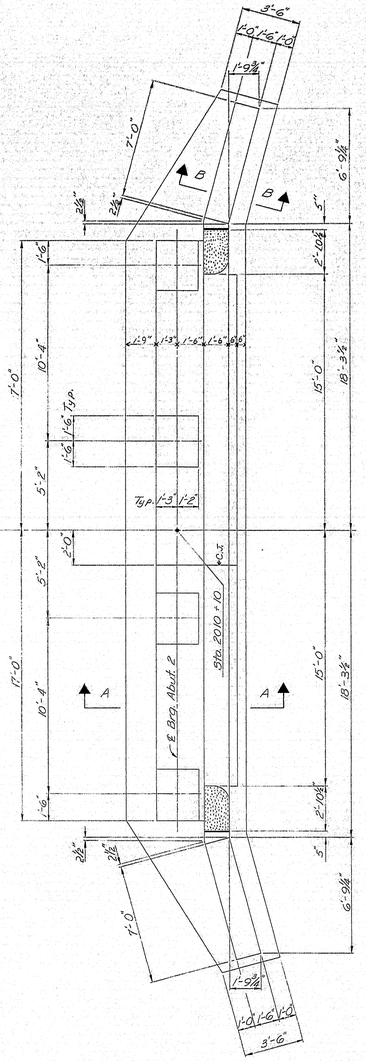
96-21



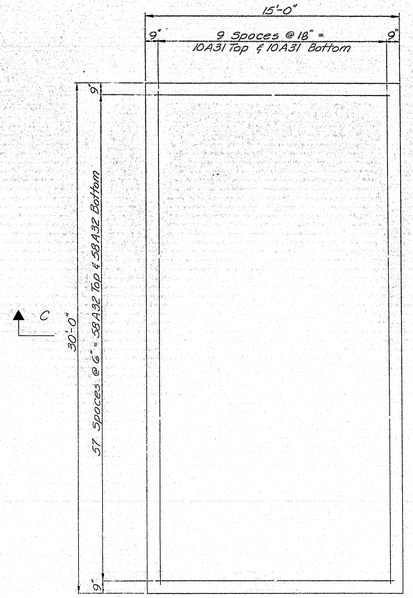
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I95-8(57)	9	47



FRONT ELEVATION

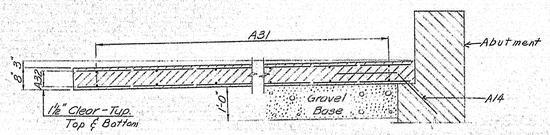


PLAN

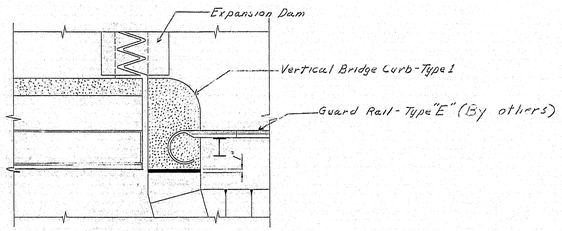


APPROACH SLAB

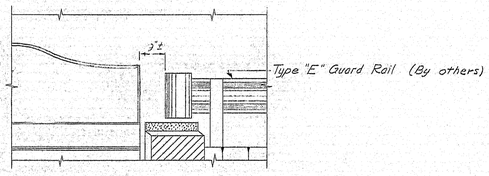
Approach slab concrete to be paid for under contract item 701-33 "Portland Cement Concrete, Abutments and Retaining Walls."



SECTION C-C



GUARD RAIL DETAIL



ELEVATION

NOTES

1. For "Sections A-A & B-B" see sheet #8
2. For reinforcing steel see sheet #21
3. For "Footing & Pile Plan" see sheet #8
4. For "General Abutment Notes" and details see sheet #8

DESIGN- DET. E.E.L.
TRACE-
CHECK- CDH

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

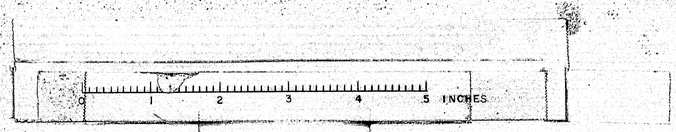
PISCATAQUIS RIVER BRIDGE

INTERSTATE 95
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
ABUTMENT 2

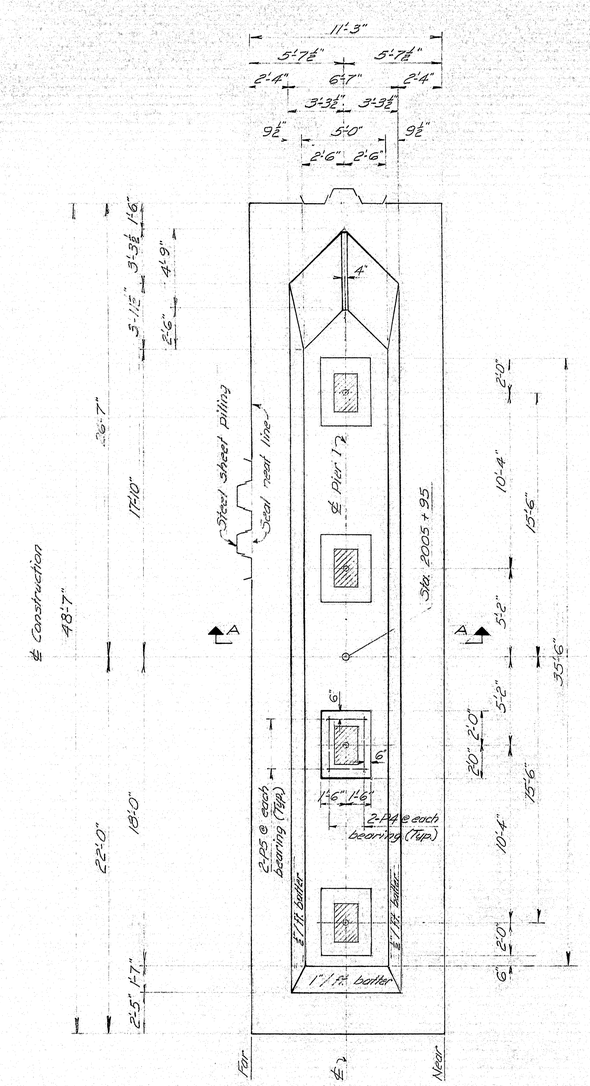
SHEET 9 OF 47 AUGUSTA, MAINE SEPT. 1964

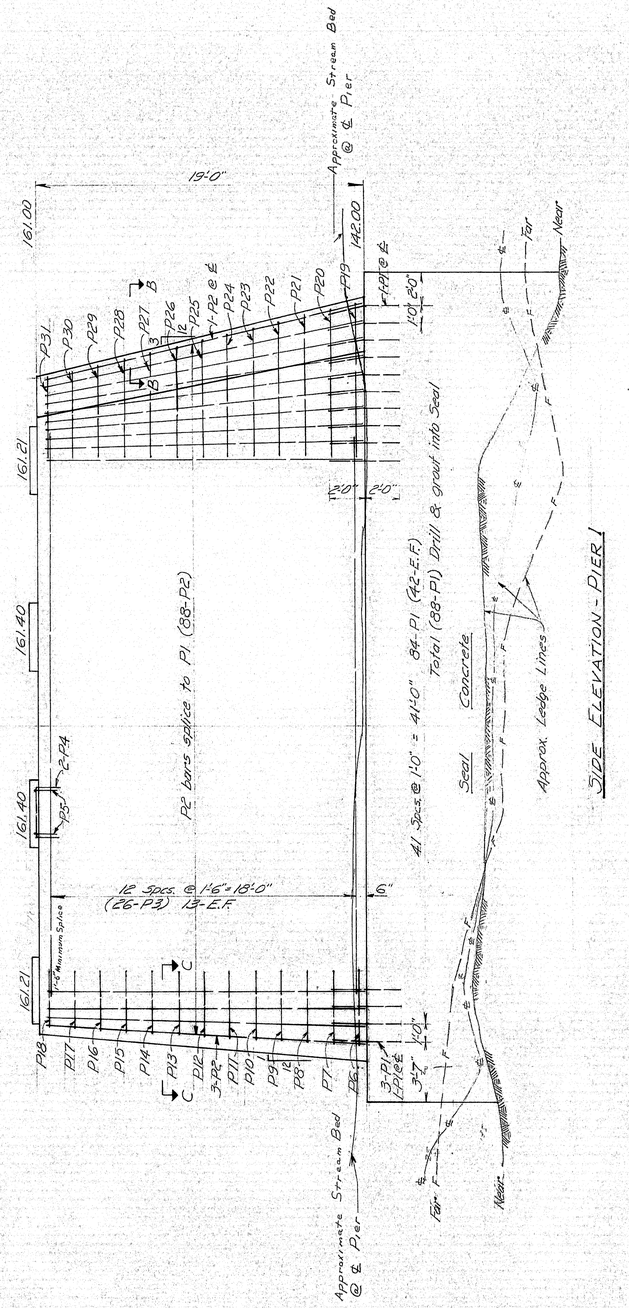
C. B. CO., NO. 44-131 - 26788

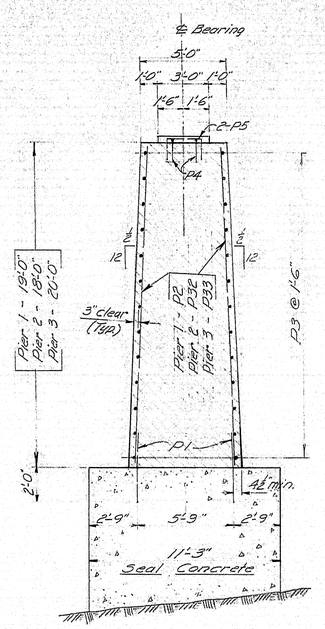
96-22



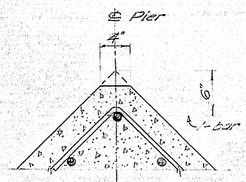
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(59)	10	47



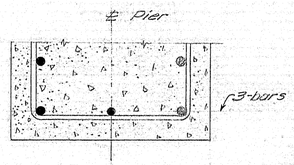




SECTION A-A



SECTION B-B



SECTION C-C

GENERAL NOTES

Pier Design based on a 1'-0" thickness of ice applied at Elev. 153.0, and a stream velocity of 10 ft. per second.

Reinforcing Steel to have a minimum 3" cover unless otherwise noted.

Payment for drilling for and grouting of P1 bars into Seal, shall be considered incidental to Item 705-14, Reinforcing Steel, Placing.

Seal Concrete is intended to be placed under water and to be paid for under Item 701-36. Seals may be unwatered when water elevation outside cofferdam is not in excess of Elev. 152.0

Seal dimensions are predicated on use of MP-116, DP-2, 1-27 or equivalent steel sheet piling with standard rolled corners. Pay dimensions for Seal Concrete shall be neat dimensions plus 10"

Maximum Footing pressure = 7 tons per square foot.

DESIGN- T.M.K.
TRACE+ DETAIL - G.M.C.
CHECK- EDH

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PISCATAQUIS RIVER BRIDGE

INTERSTATE 95

IN THE TOWN OF

HOWLAND

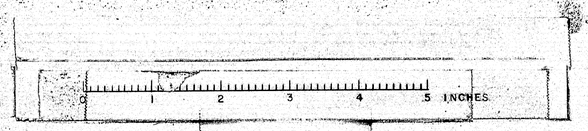
PENOBSCOT COUNTY

PIER 1

SHEET 10 OF 47 AUGUSTA, MAINE SEPT. 1964

C. D. CO., NO. 44-131 24788

96-23



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(57)	11	47

PLAN - PIER 2

PLAN - PIER 3

SIDE ELEVATION - PIER 2

SIDE ELEVATION - PIER 3

NOTE: See sheet #10 for General Notes & Sections.

DESIGN- T.H.K.	BRIDGE NO.
TRACE- DETAIL - G.M.C.	SURVEY-
CHECK- C.D.H.	PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PISCATAQUIS RIVER BRIDGE

INTERSTATE 95

IN THE TOWN OF

HOWLAND

PENOBSCOT COUNTY

PIERS 2 & 3

SHEET 11 OF 47 AUGUSTA, MAINE SEPT. 1964

C. S. CO., NO. 44-131 28728

96-24