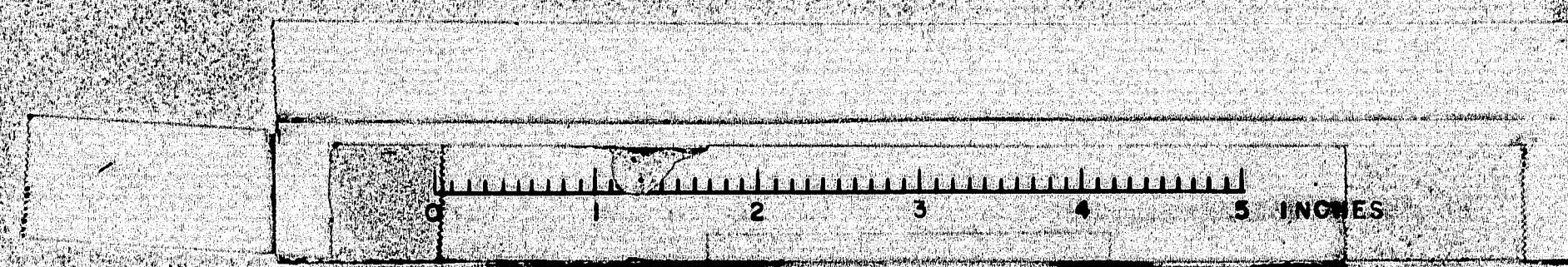
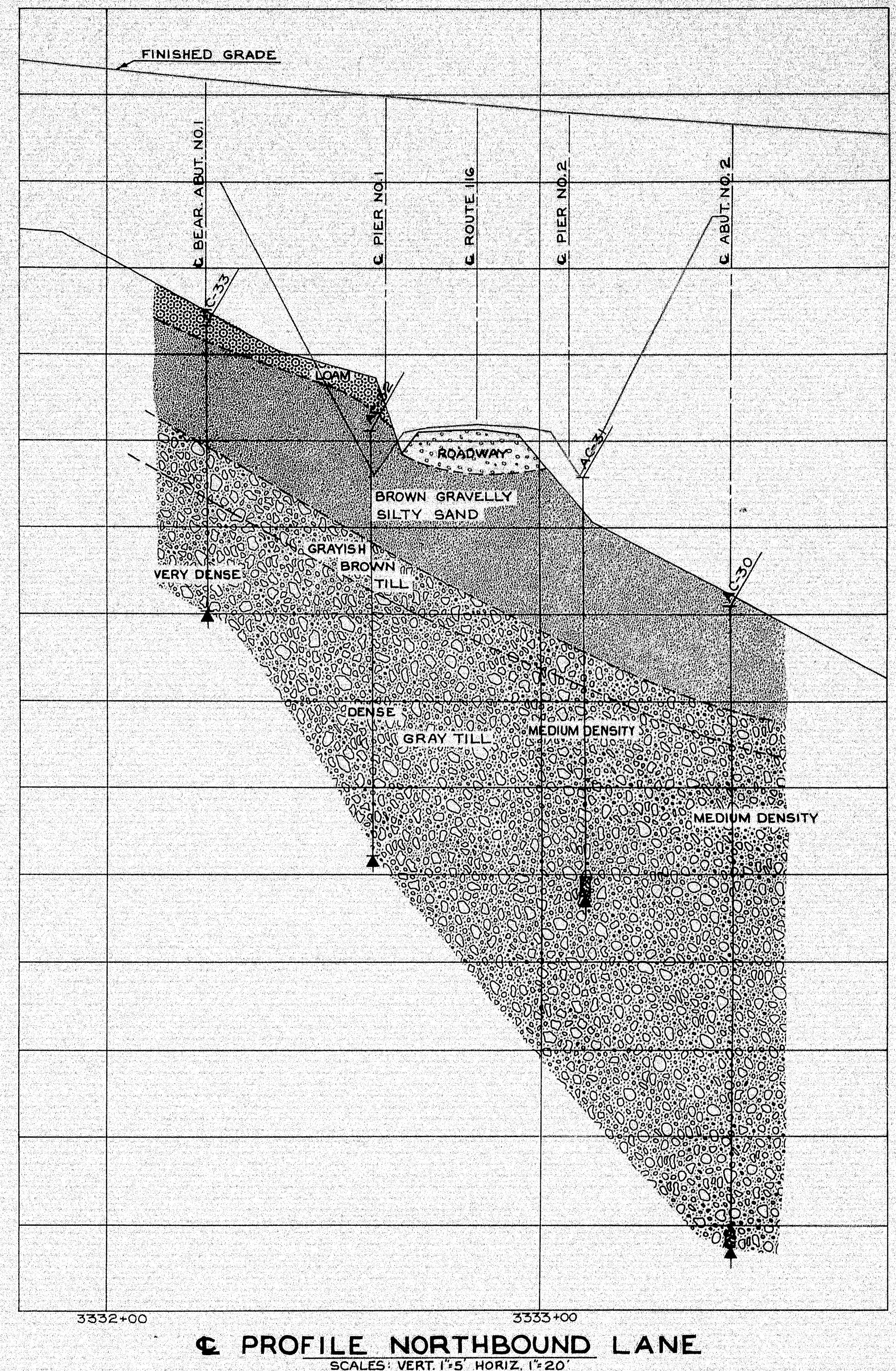
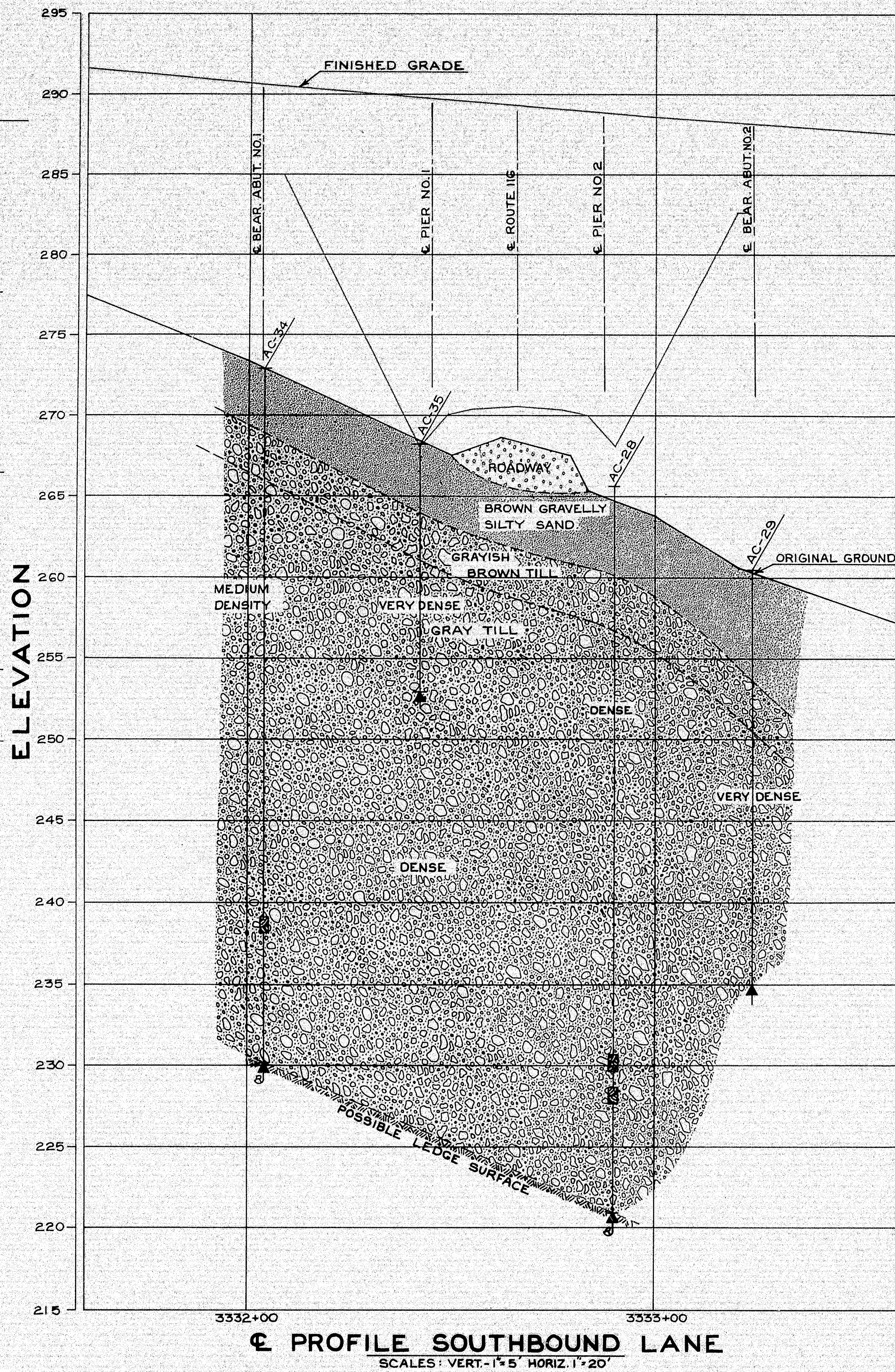
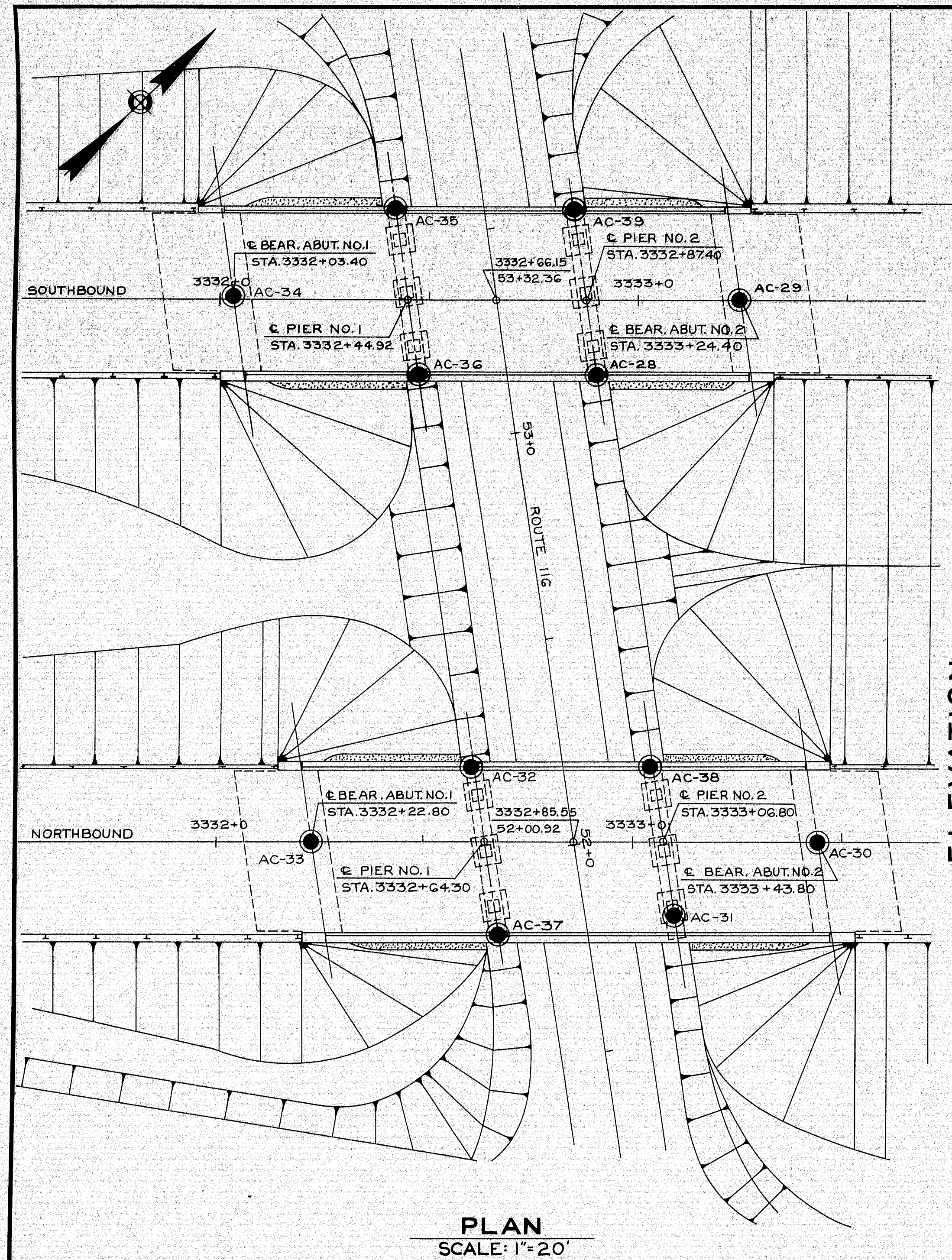


SPECIFICATIONS
 DESIGN: AASHTO Standard Specifications for Highway Bridges 1961, with Interim Specifications 1961/1964.
 CONTRACT: State of Maine State Highway Commission, Standard Specifications for Highways & Bridges, Revision of January 1956, and Supplemental Specifications, February 1960.
LIVE LOADING
 HS20-44 as modified for Interstate Highways.
ALLOWABLE STRESSES
 CONCRETE - $f_c = 4200$ p.s.i. $n = 10$
 REINFORCING STEEL - Intermediate Grades A, 20,000 p.s.i.
 STRUCTURAL STEEL - A36 - 20,000 p.s.i.
CONCRETE CLASSIFICATION
 ALL CONCRETE - Class "A"
STRUCTURAL STEEL CLASSIFICATION
 Except as otherwise noted, all standard details at material shall conform to A.S.T.M. designation A36.

DESIGN - CDH
 TRACE - JLA
 CHECK - HAO
 BRIDGE NO. SURVEY - PLOT
 STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
INTERSTATE 95
 OVER
ROUTE 116
 IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
 GENERAL PLAN & ELEVATION
 SHEET 51 OF 93 AUGUSTA, MAINE, OCT. 1964

99-56

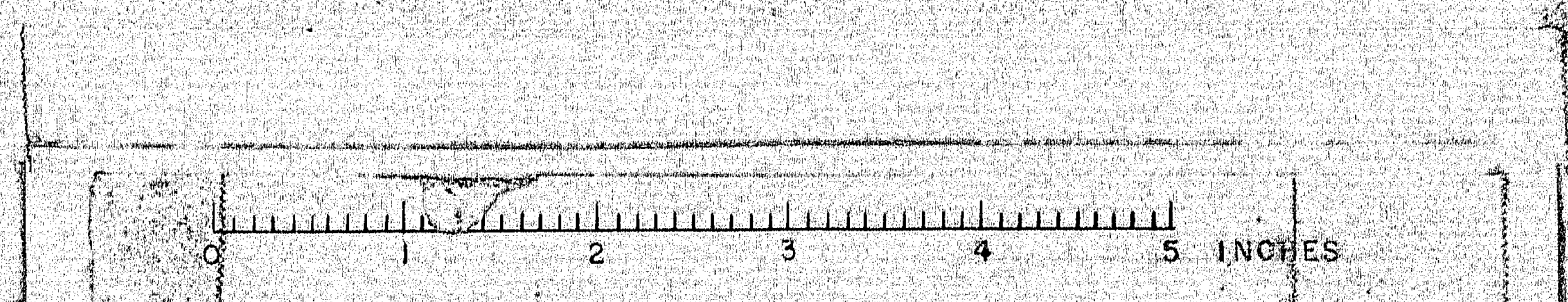


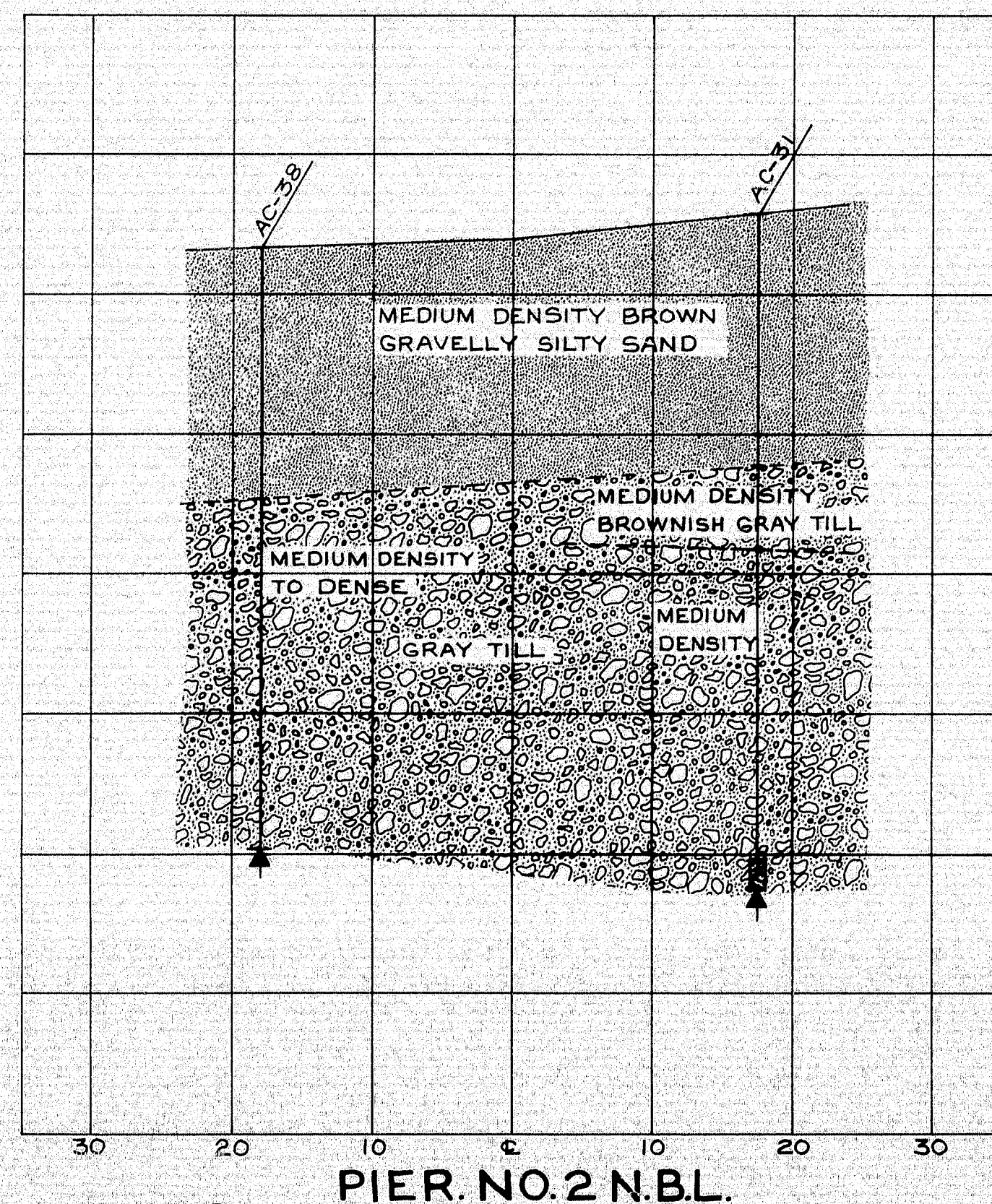
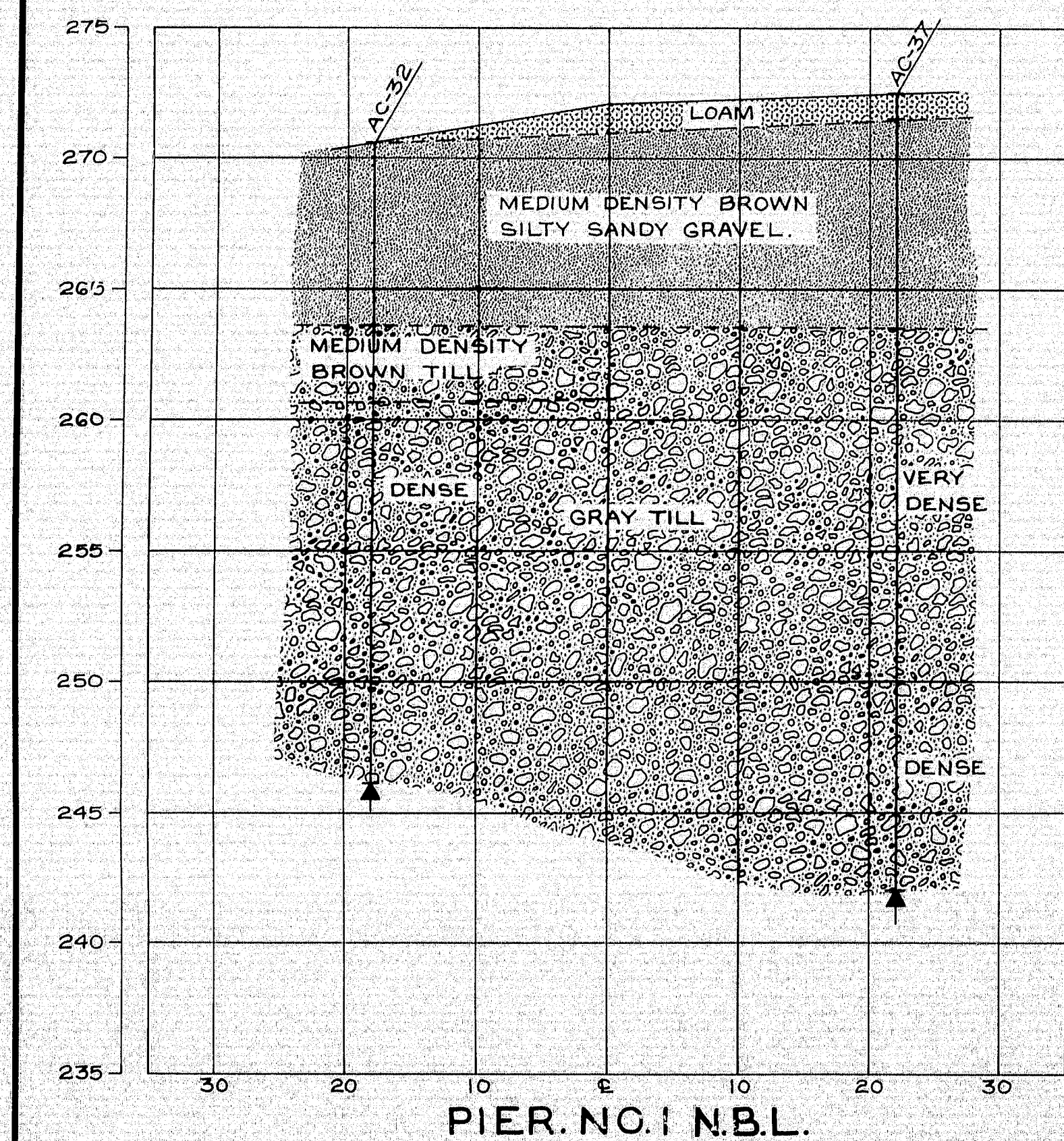
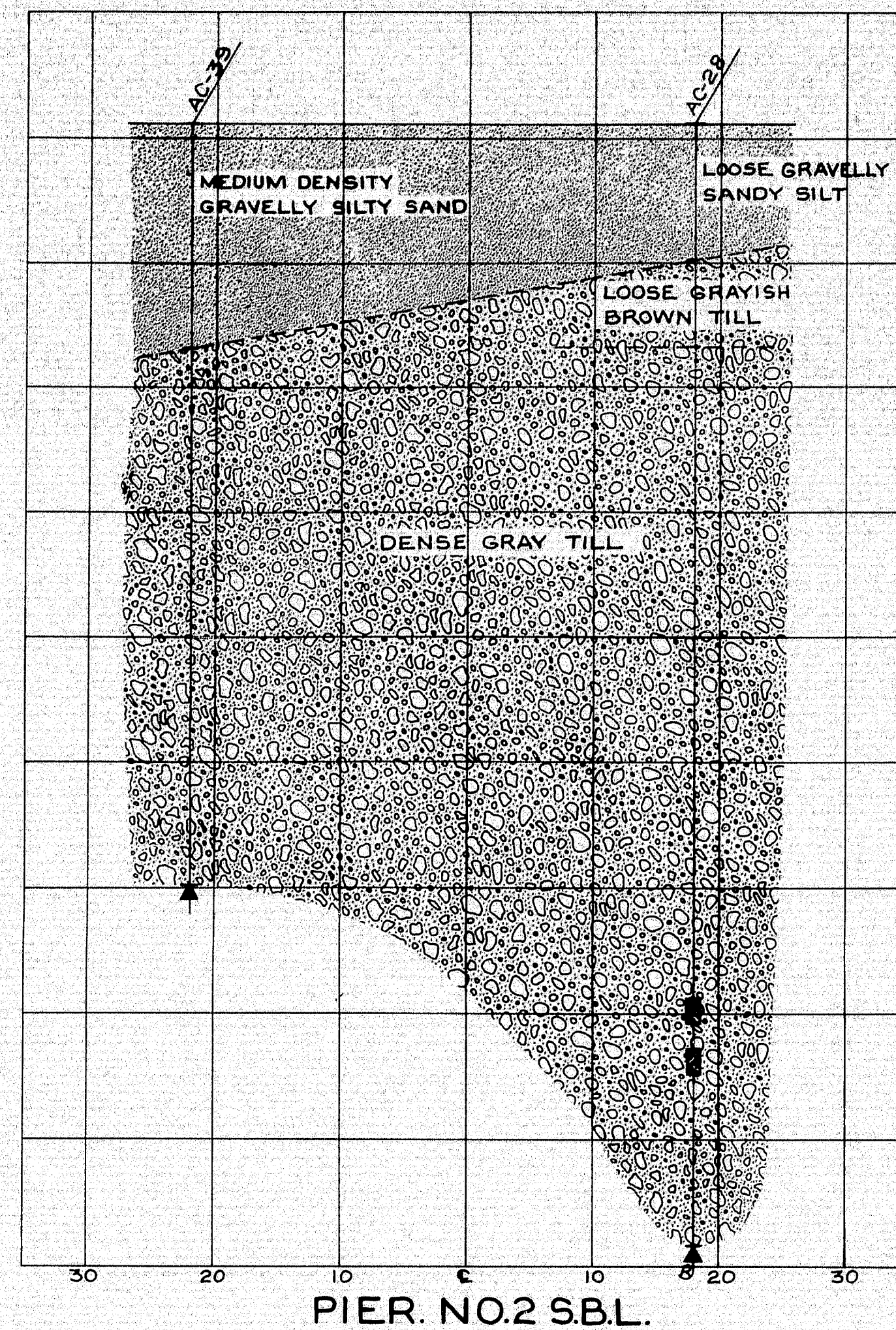
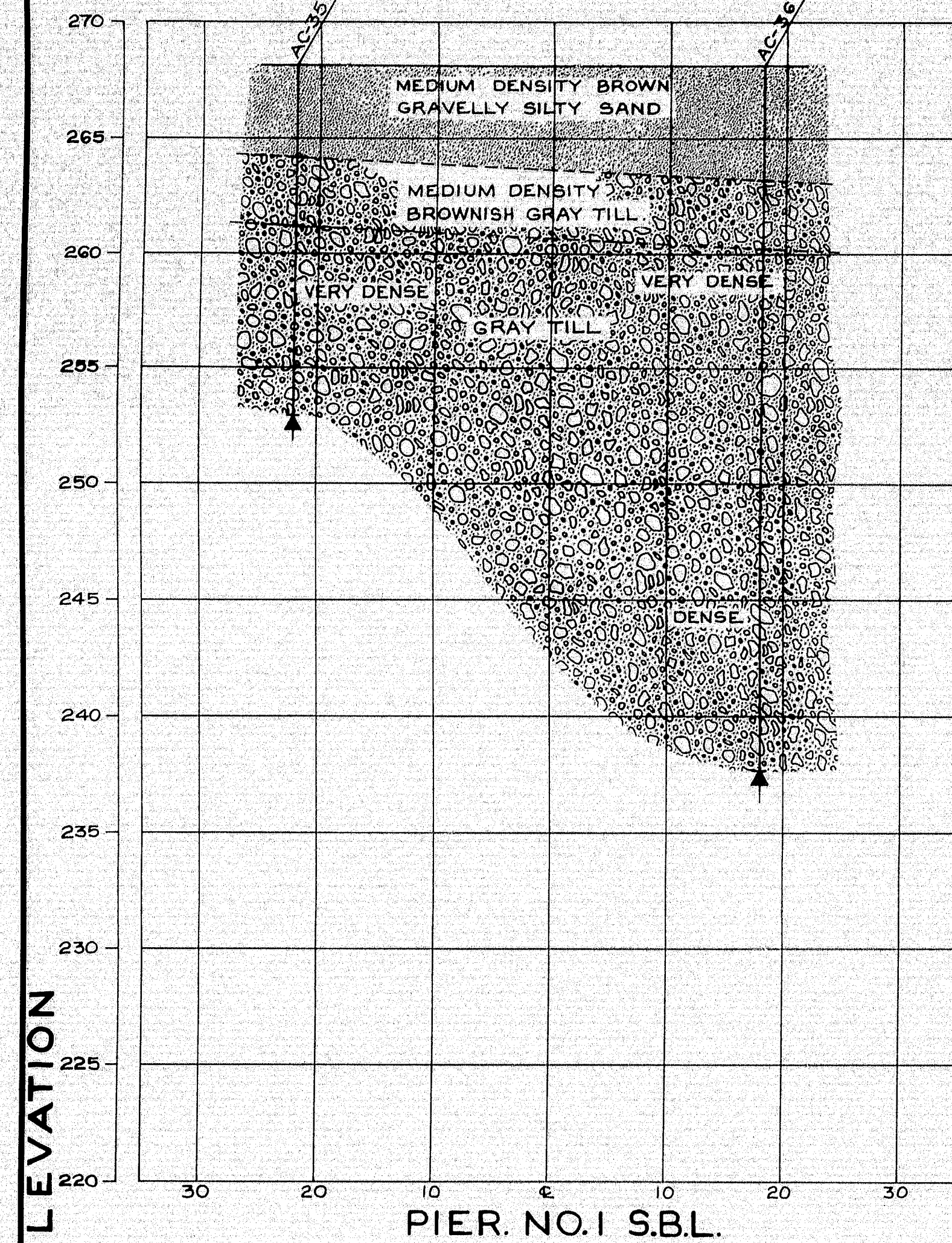


Note: Springs and artesian flow of water from wash borings were noted along the Interstate line on high ground to south of bridge location.

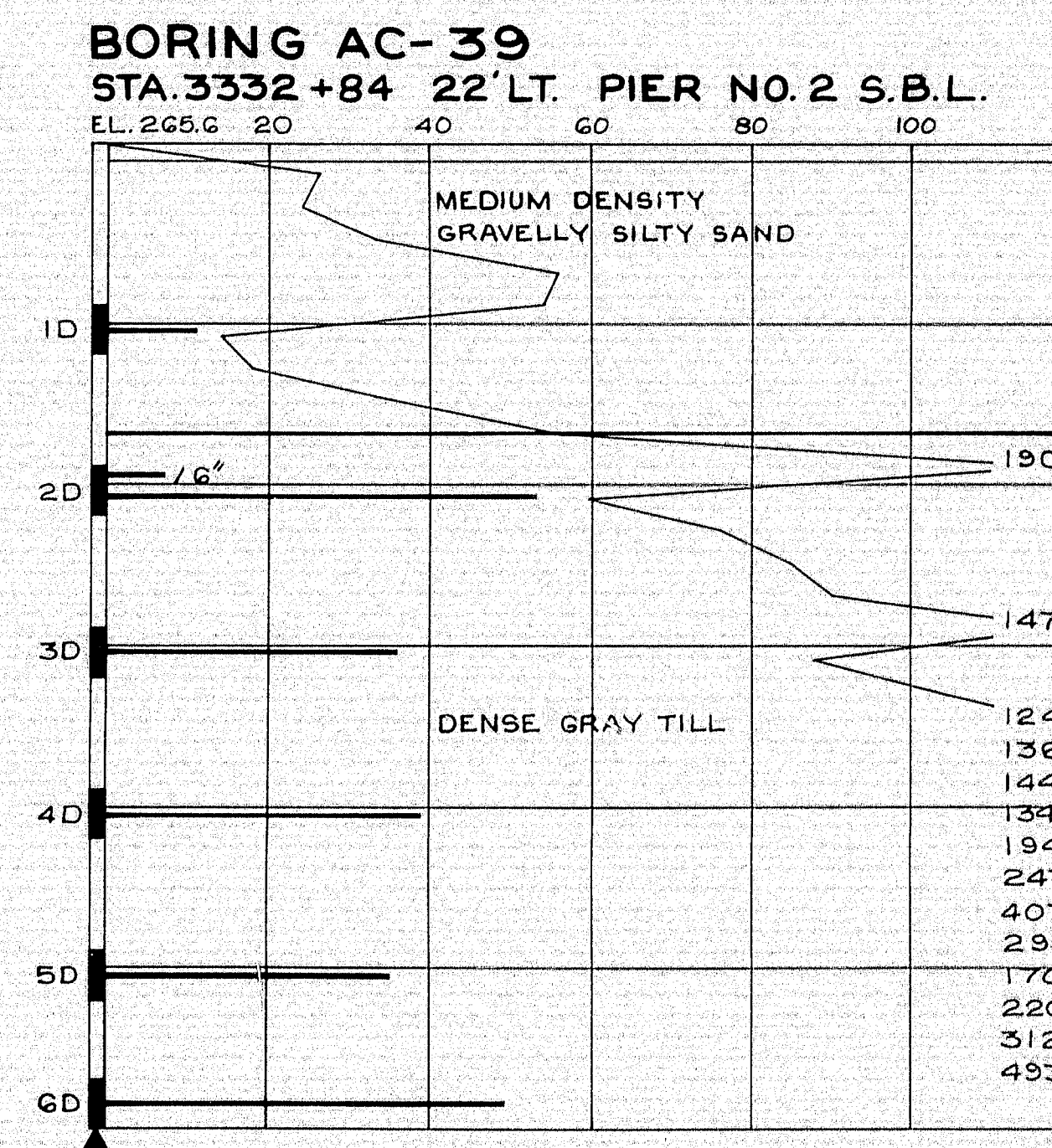
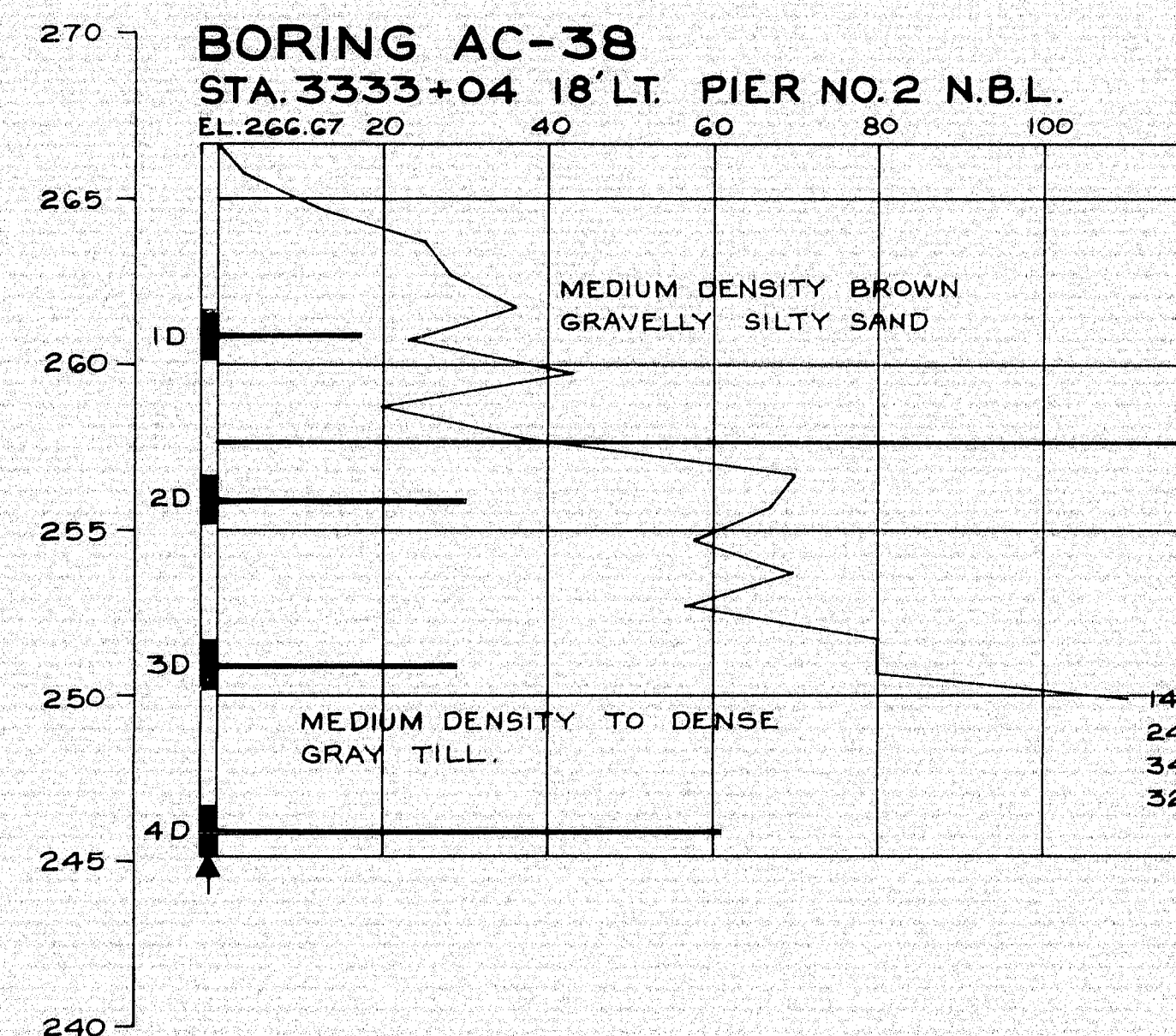
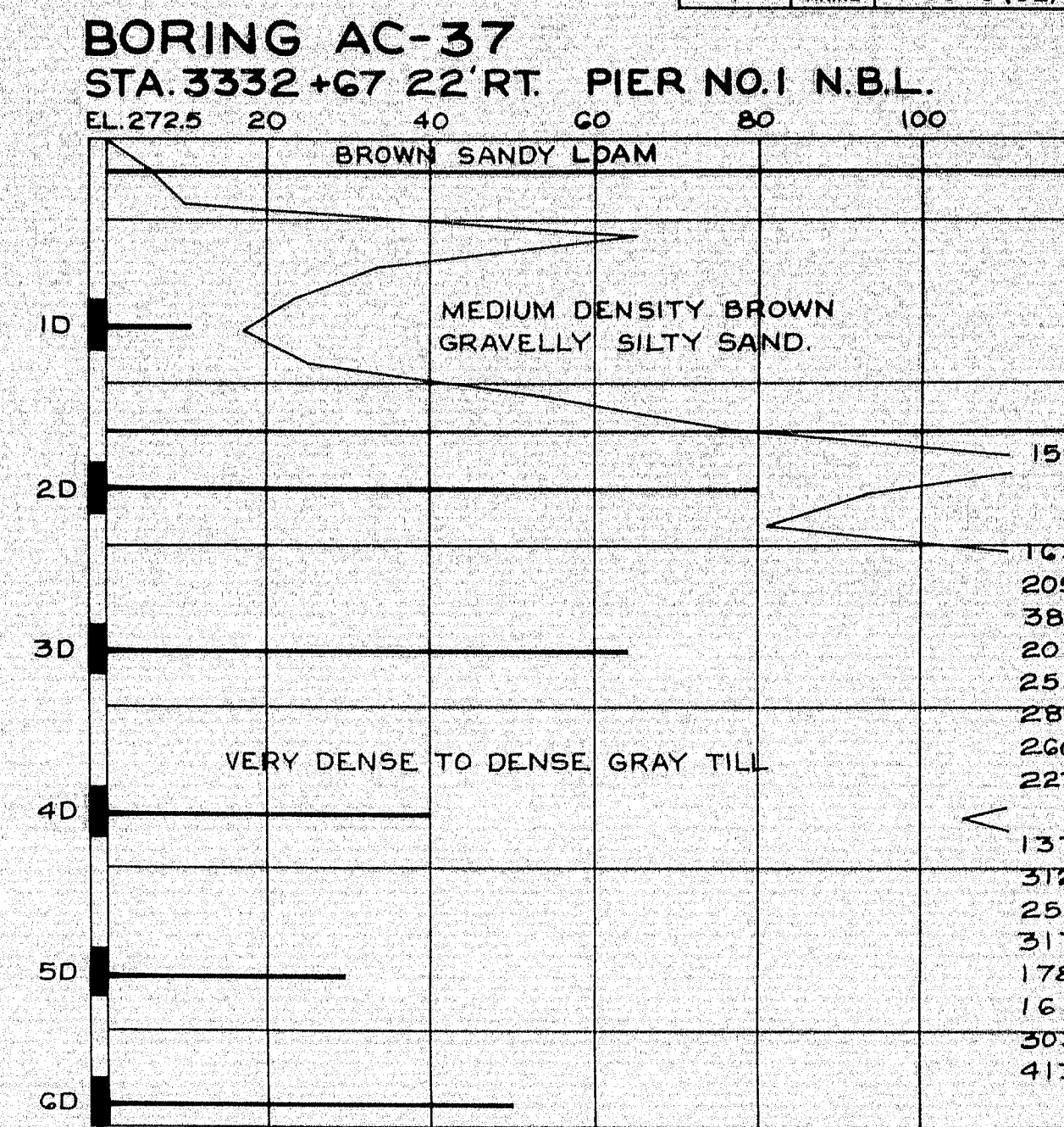
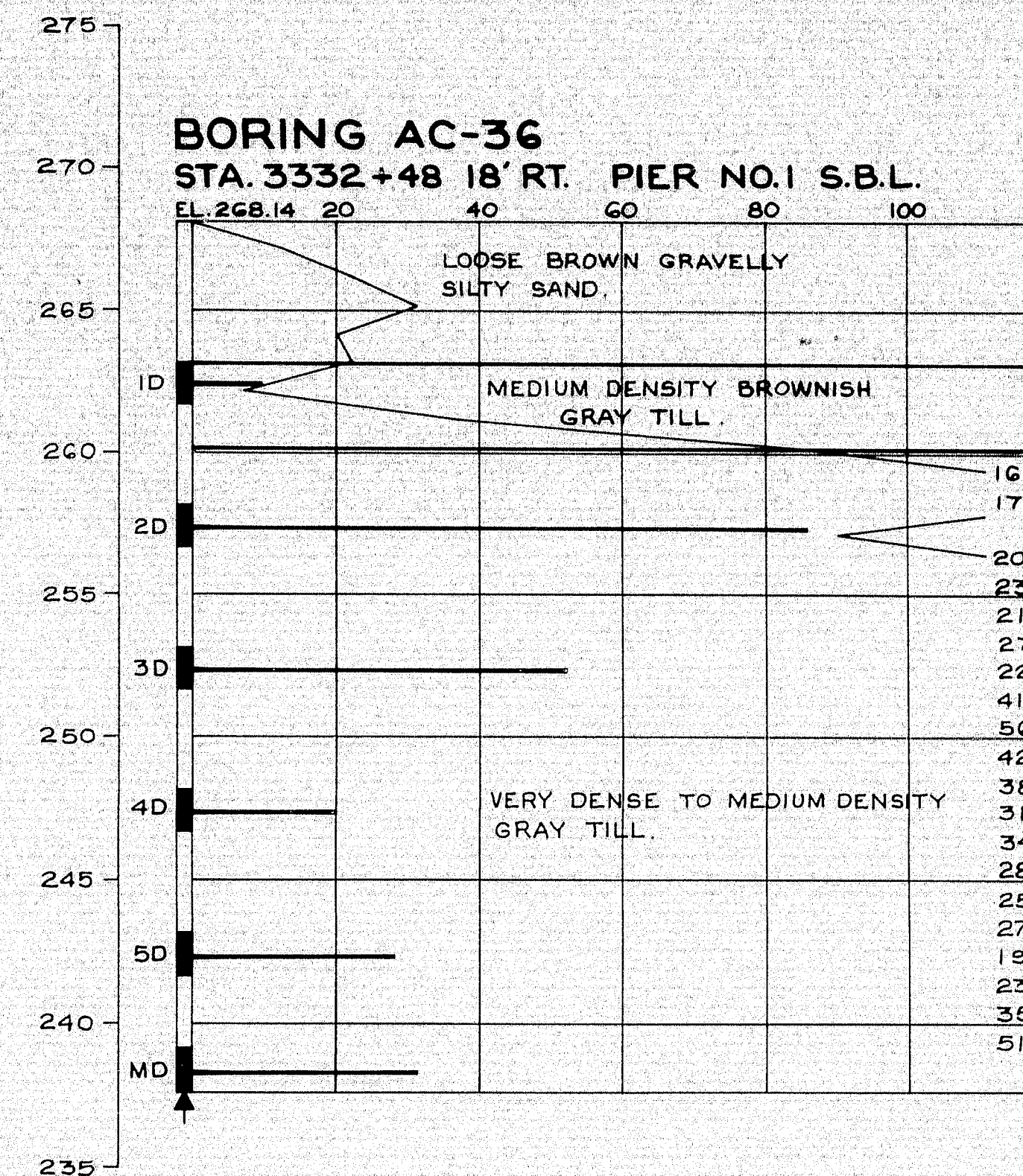
DESIGN- TRACE- CHECK-	BRIDGE NO. SURVEY- PLOT-
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
INTERSTATE 95	
OVER	
ROUTE 116	
IN THE TOWN OF	
MEDWAY	
PENOBSCOT COUNTY	
FOUNDATION SURVEY	
SHEET 52 OF 93 AUGUSTA, MAINE OCT. 1964	

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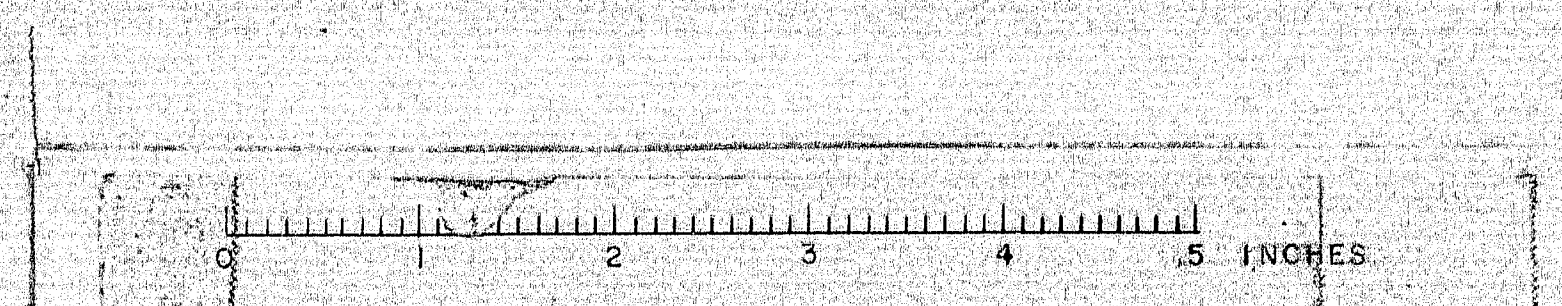


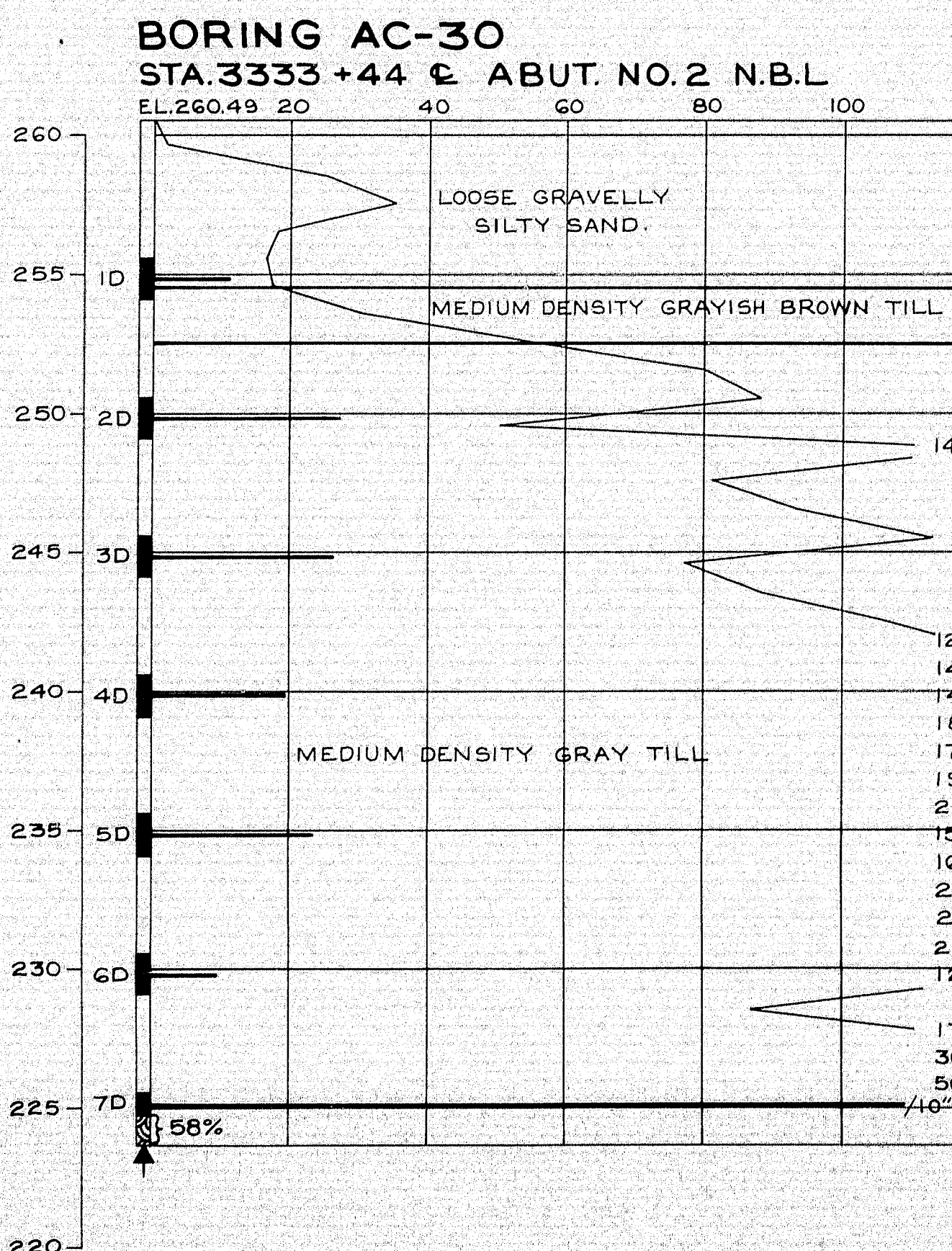
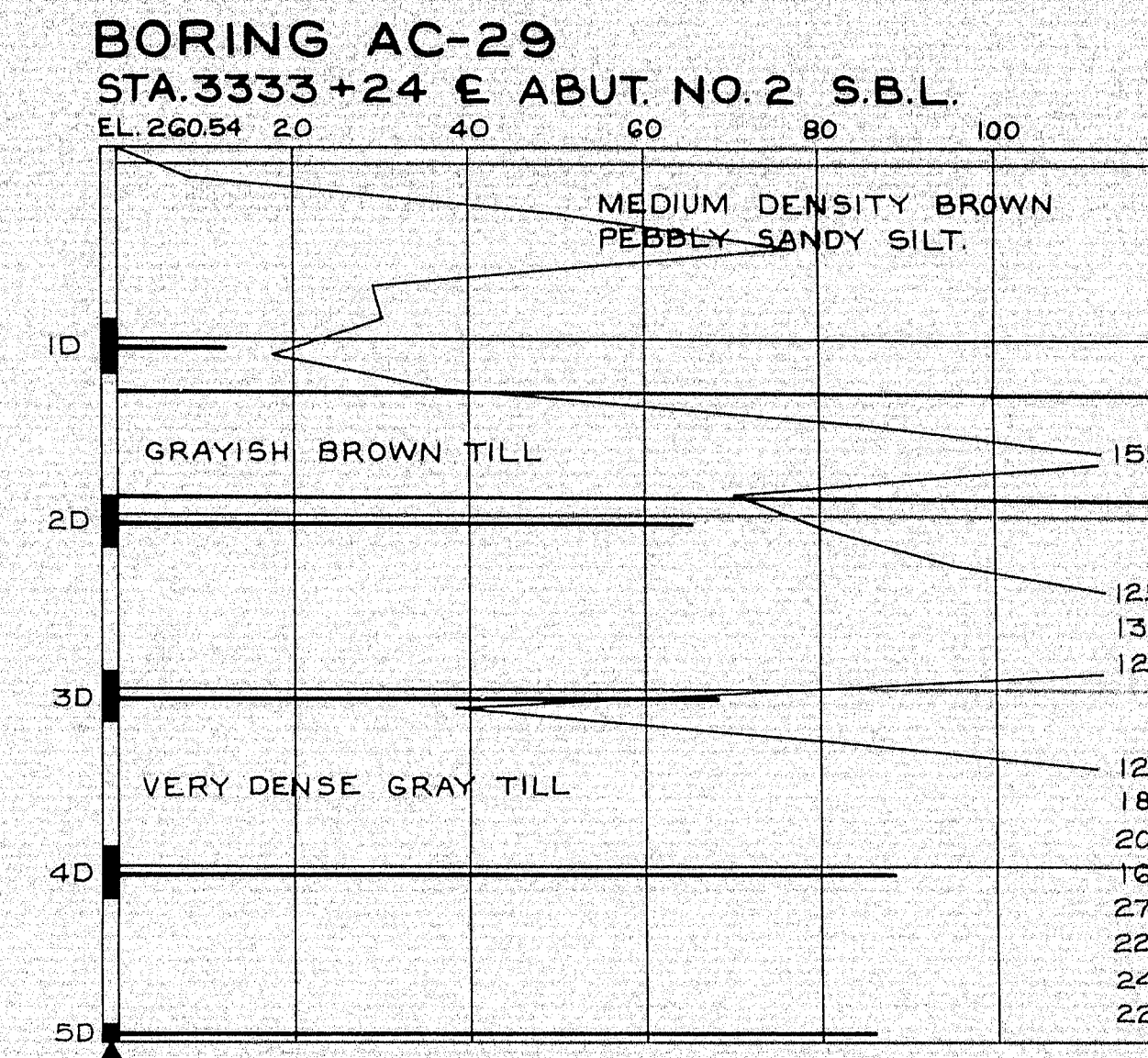
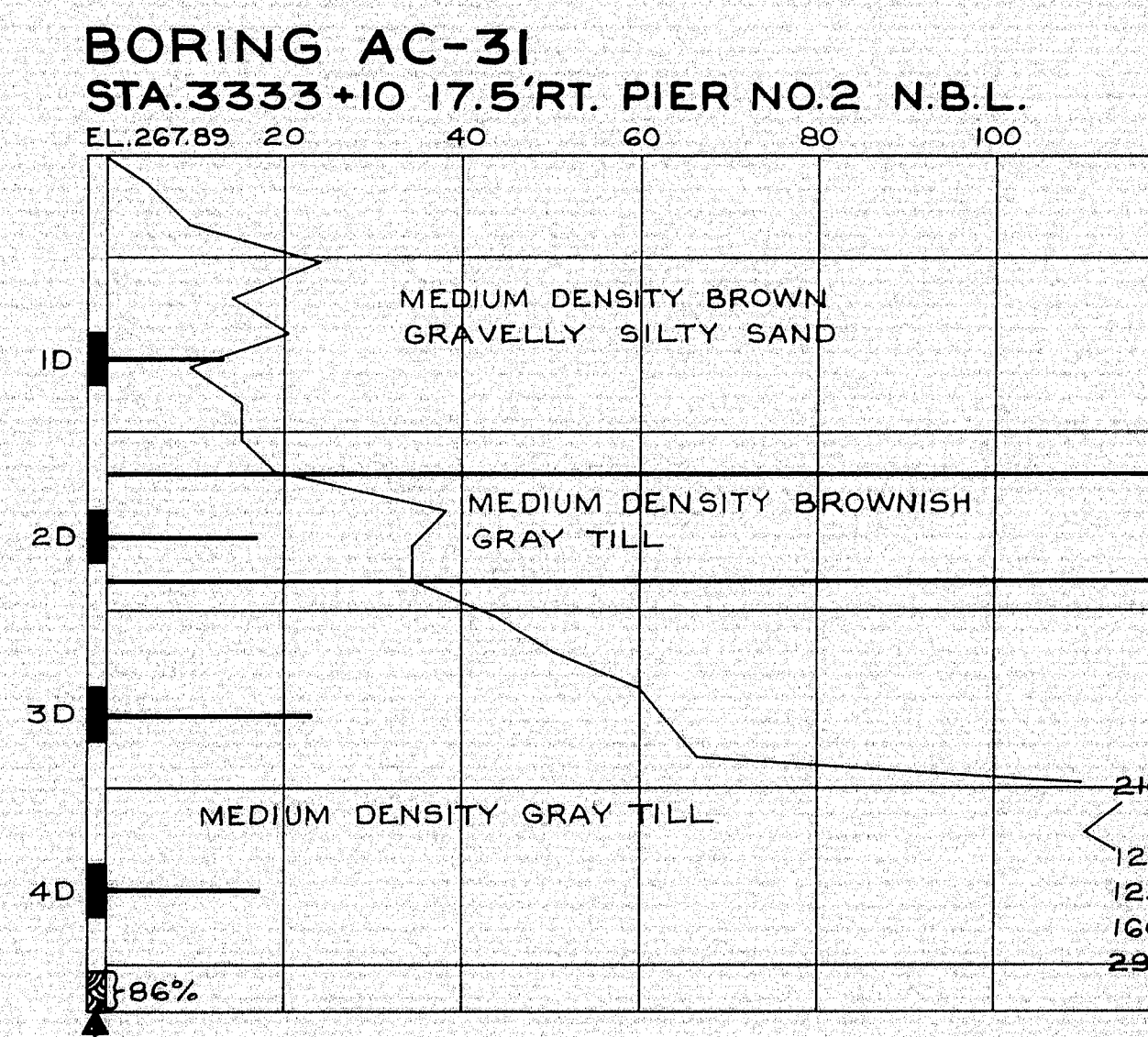
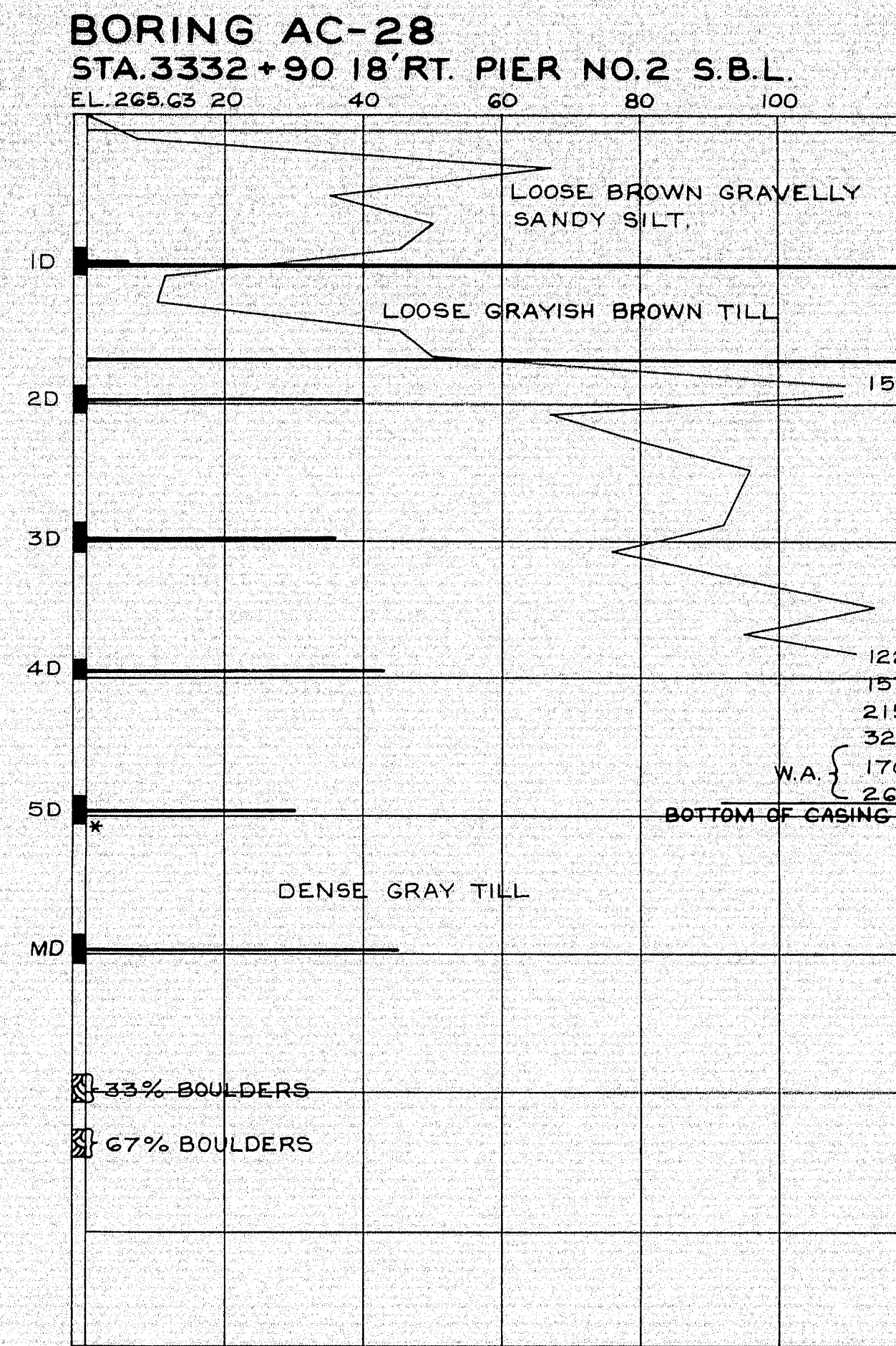
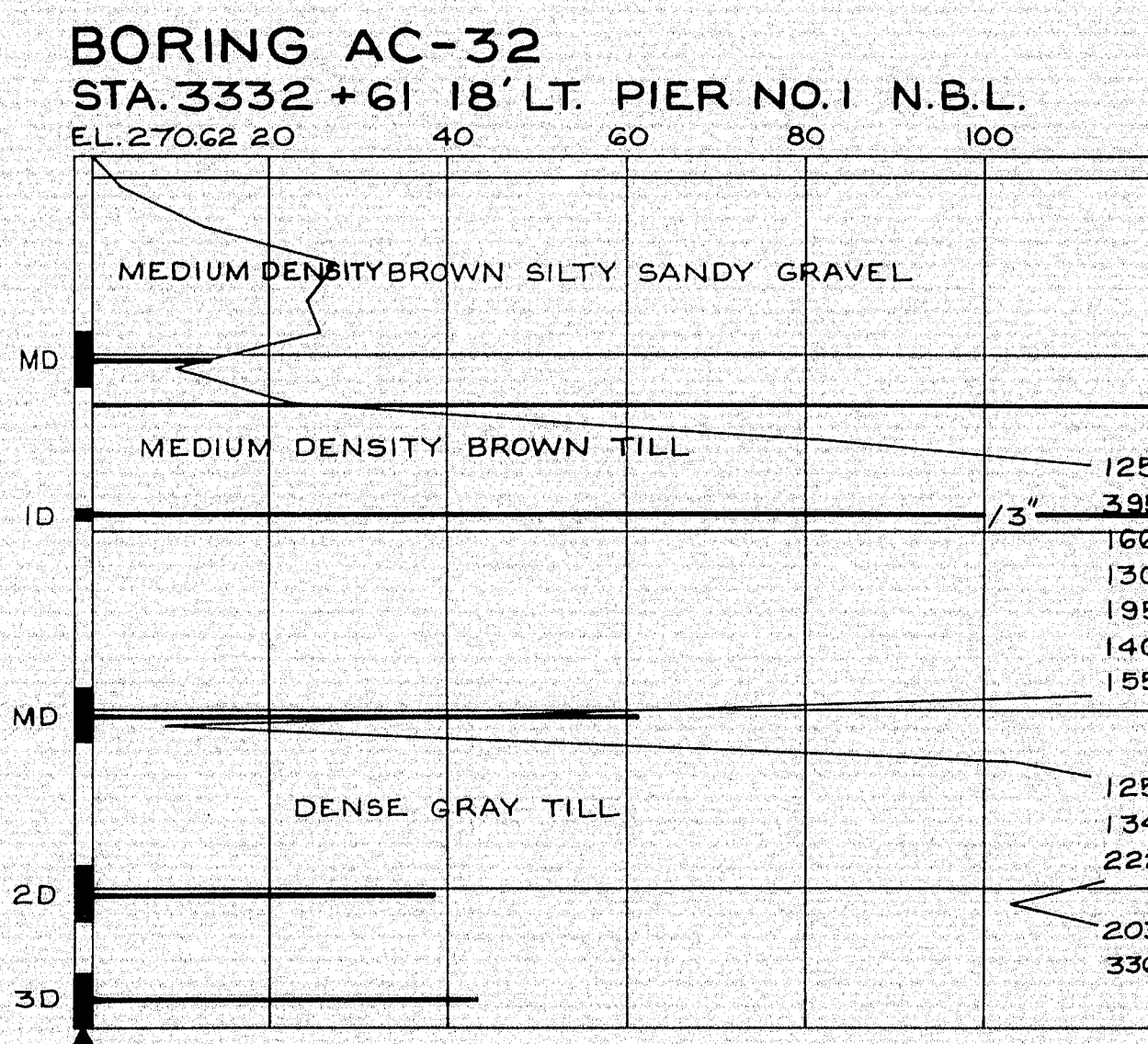
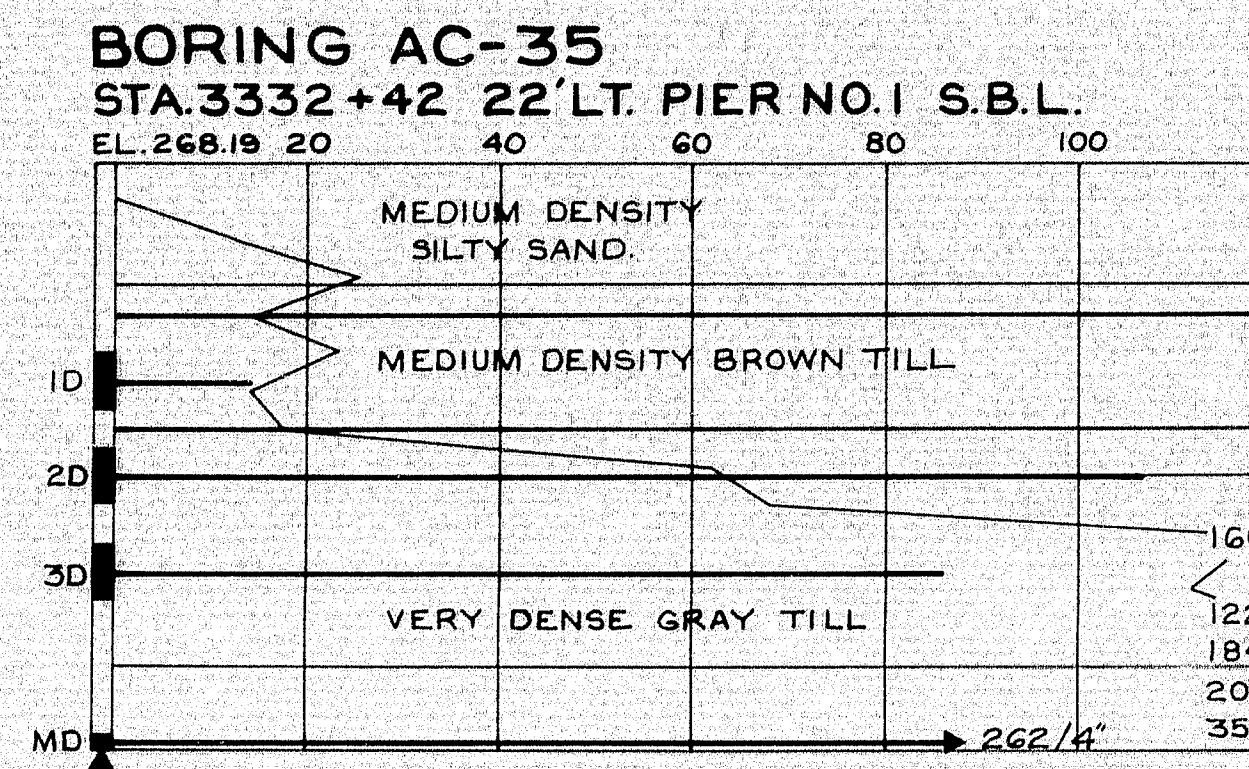
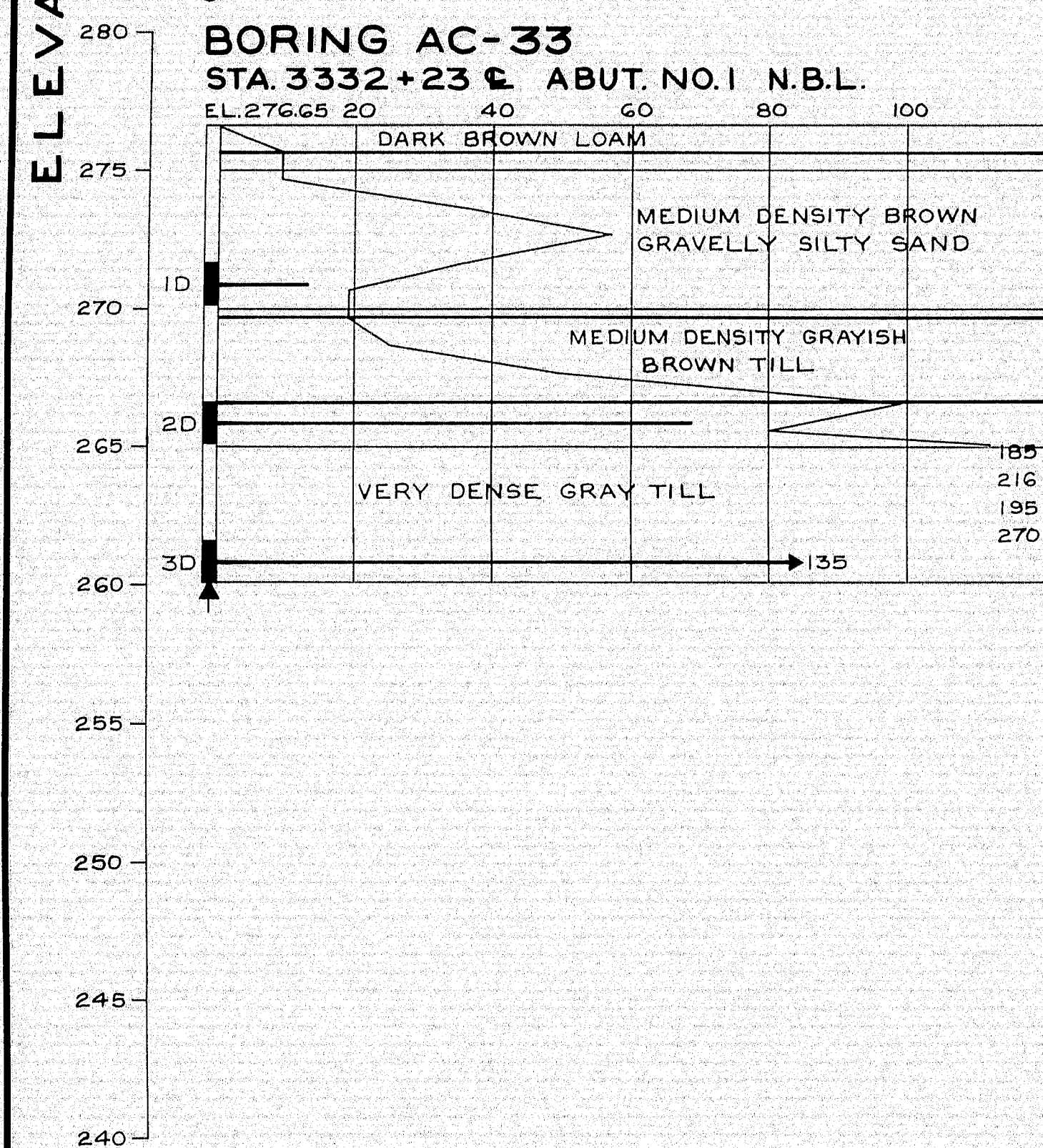
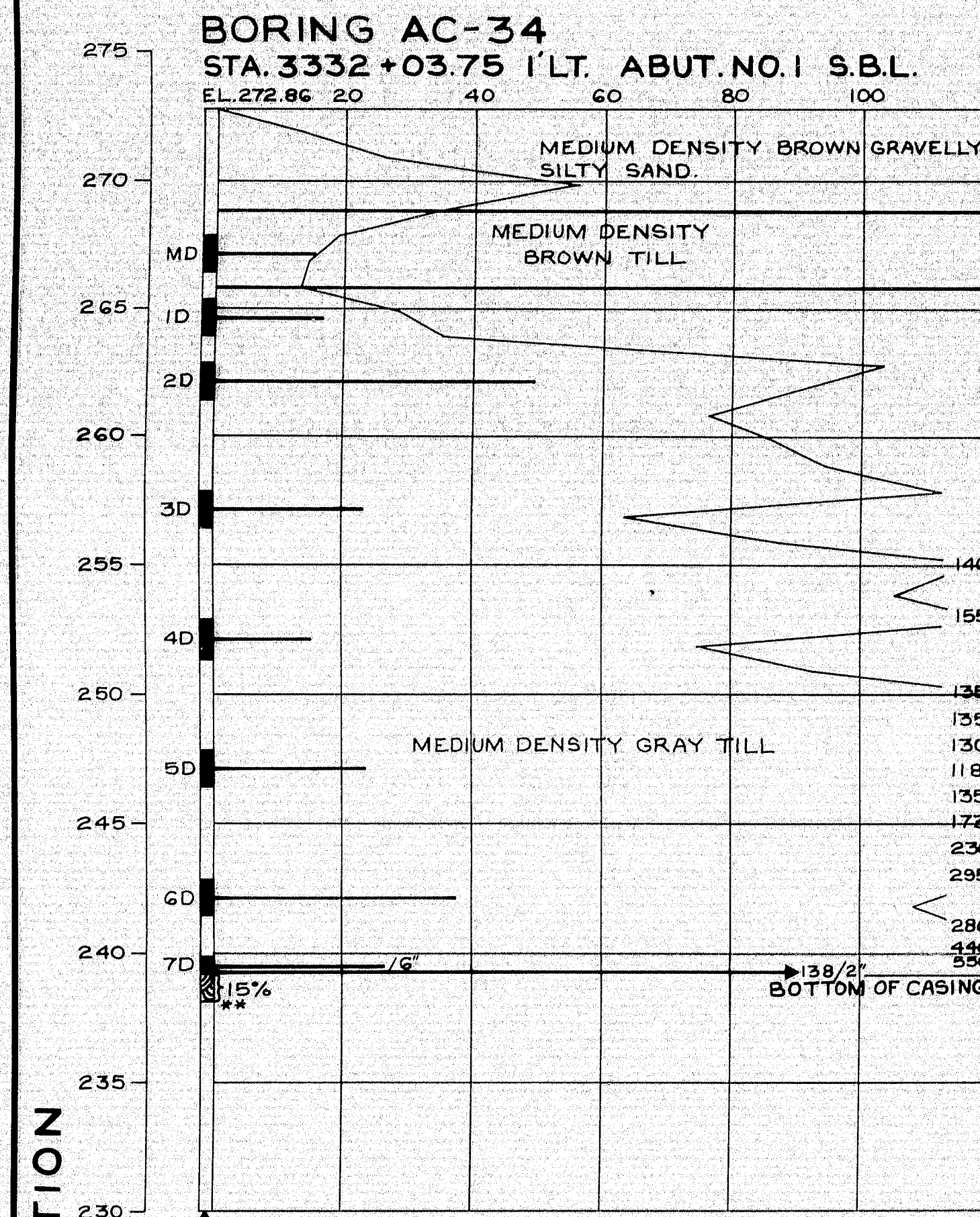
TRANSVERSE PROFILES
 SCALES: HORIZ. 1"=10' VERT. 1"=5'



DESIGN- TRACE- CHECK-	BRIDGE NO. SURVEY- PLOT-
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
INTERSTATE 95 OVER ROUTE 116 IN THE TOWN OF MEDWAY PENOBSCOT COUNTY FOUNDATION SURVEY	
SHEET 53 OF 93 AUGUSTA, MAINE OCT. 1964	

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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.

S&H Sampler #1290's

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.

Bottom of boring (may not be bottom of soil strata)

Locations cored by diamond bit and per cent recovery of rock.

* Drilled ahead with hard faced bit.

** Drilled ahead with pod auger.

W.A. Washed ahead

DESIGN -
TRACE -
CHECK -

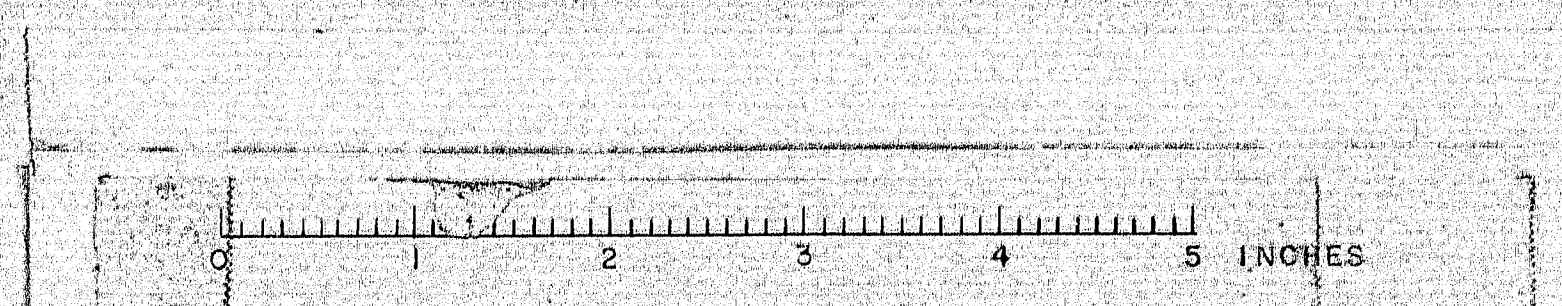
BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

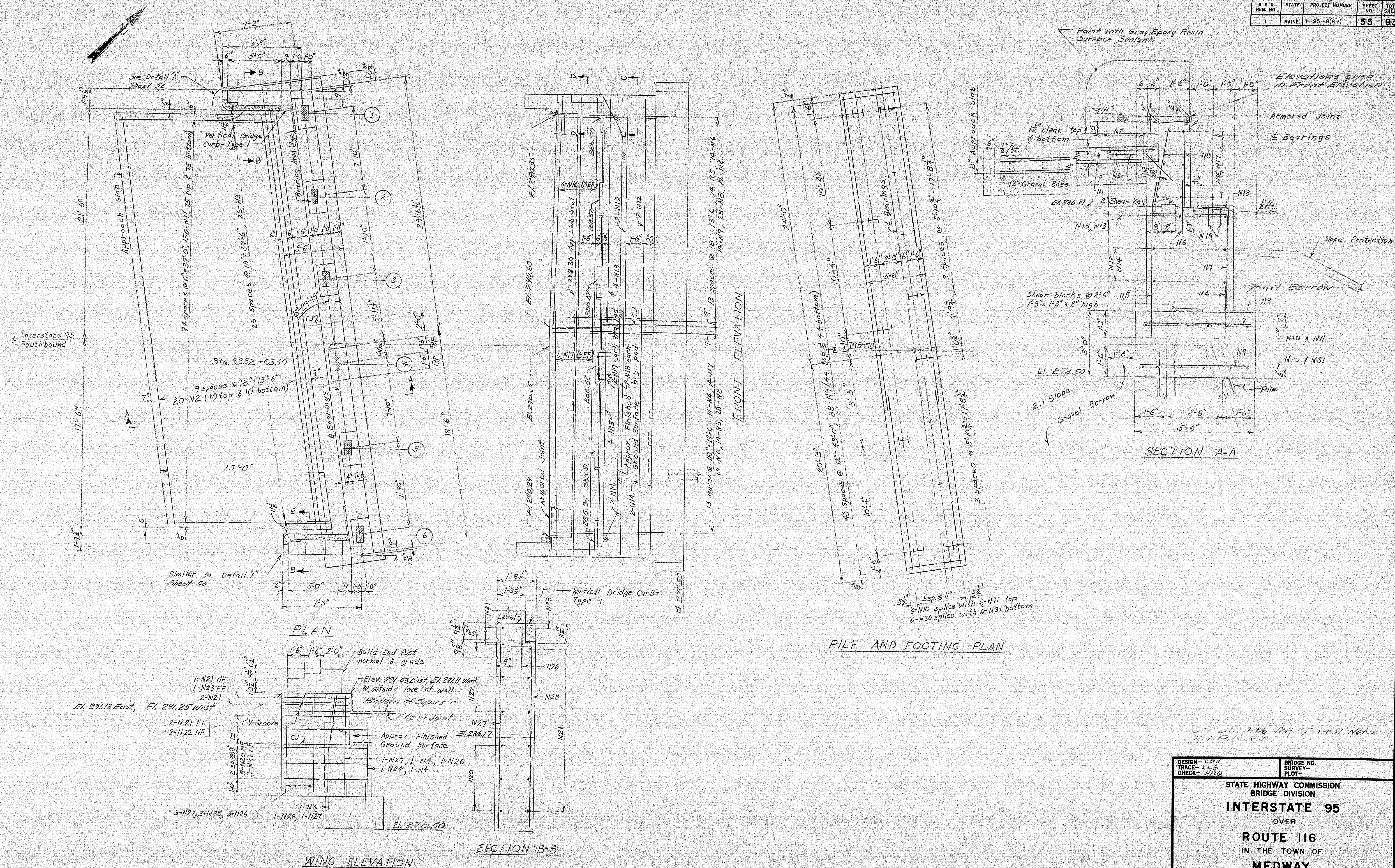
INTERSTATE 95
OVER
ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
BORING DETAILS

SHEET 54 OF 93 AUGUSTA, MAINE OCT. 1964

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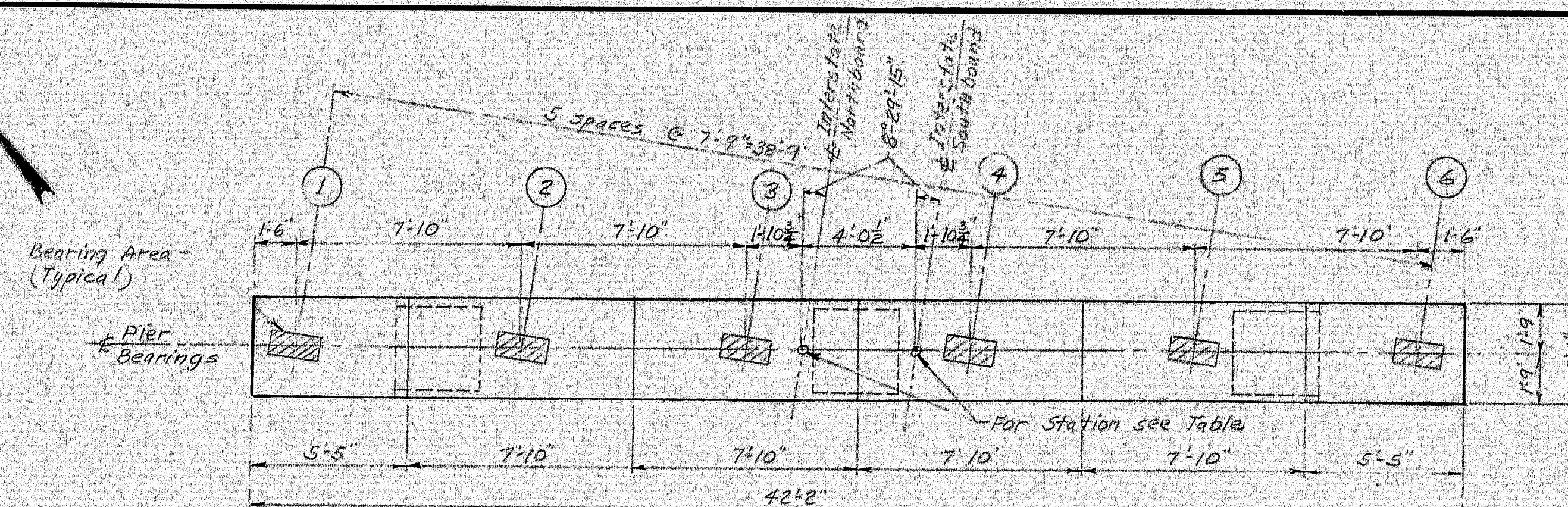
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-8(62)	55	93



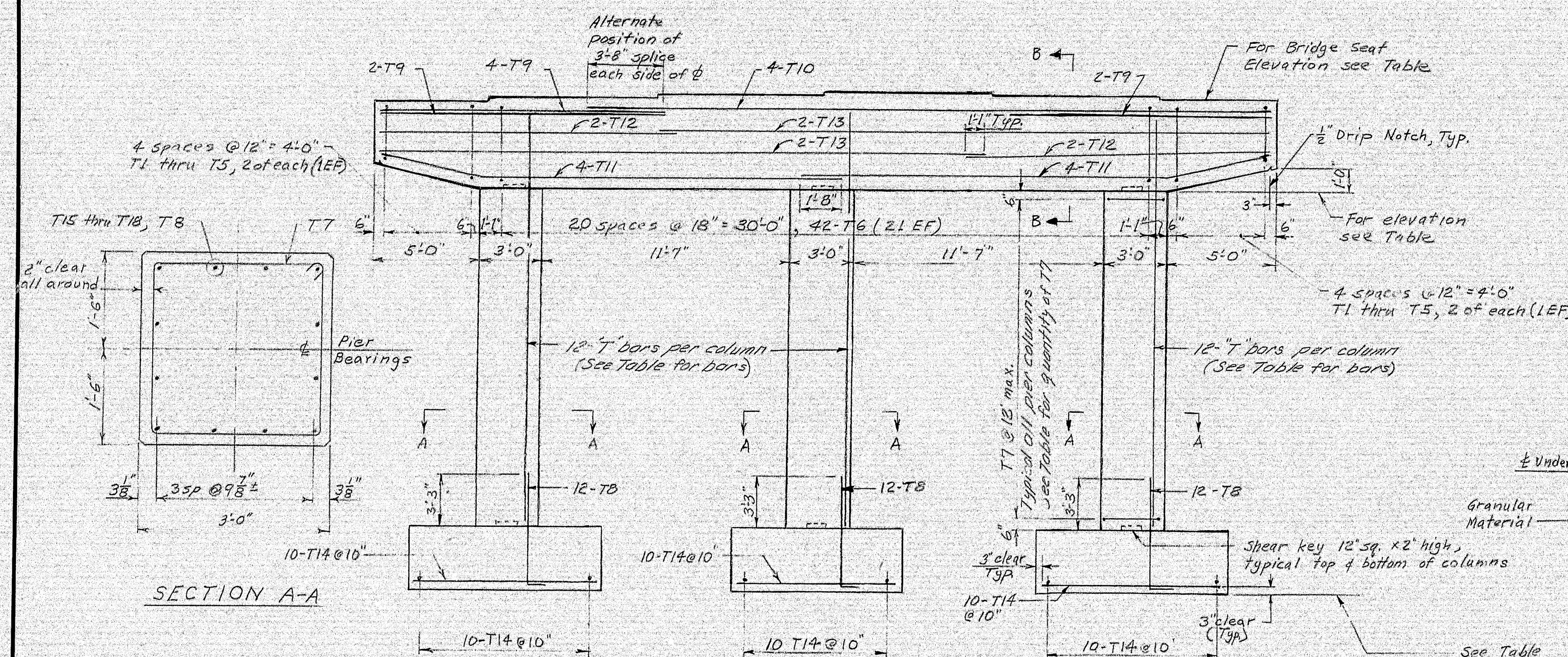
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
ABUTMENT 1 SOUTHBOUND
SHEET 55 OF 93 AUGUSTA, MAINE OCTOBER 1964

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
ABUTMENT 1 SOUTHBOUND
SHEET 55 OF 93 AUGUSTA, MAINE OCTOBER 1964

99-60



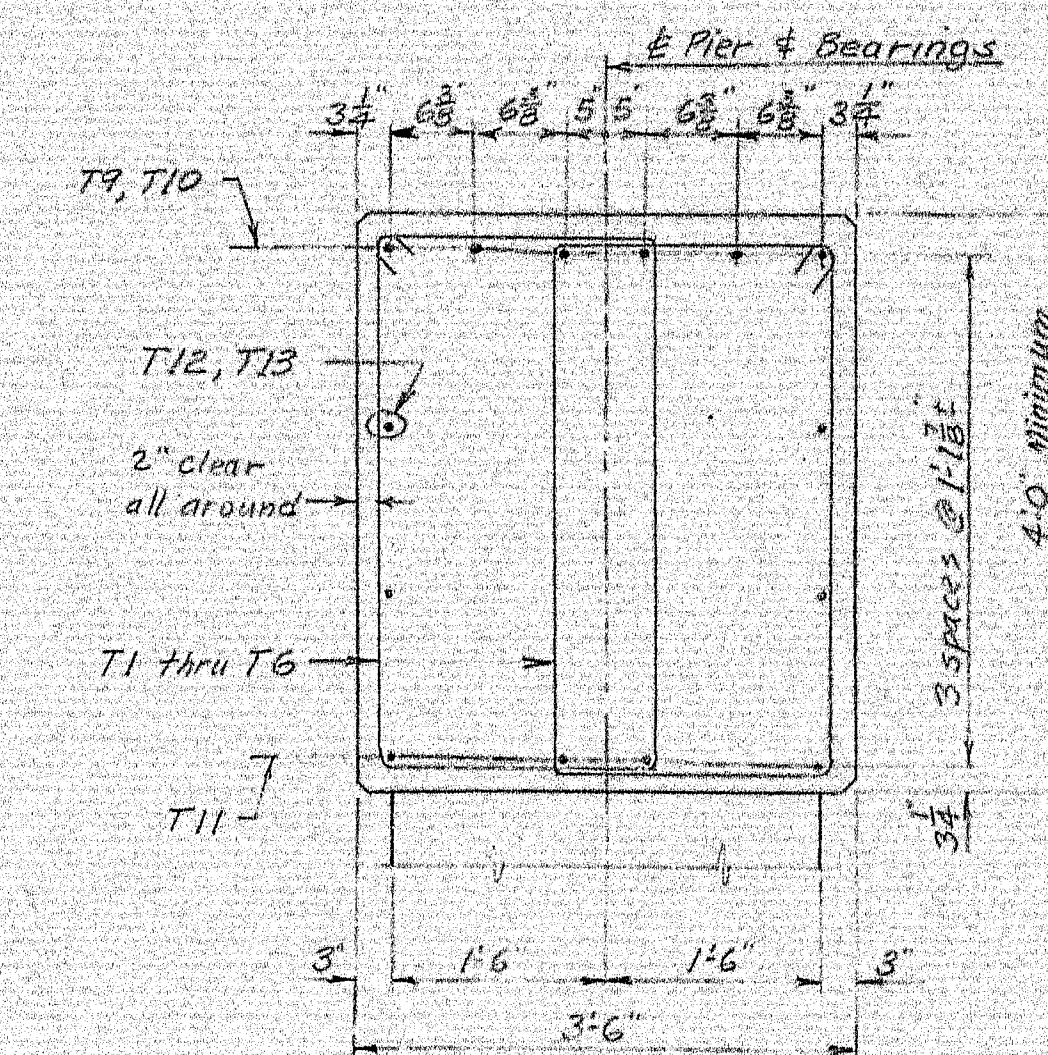
PLAN



FRONT ELEVATION

END ELEVATION
PIERS #1

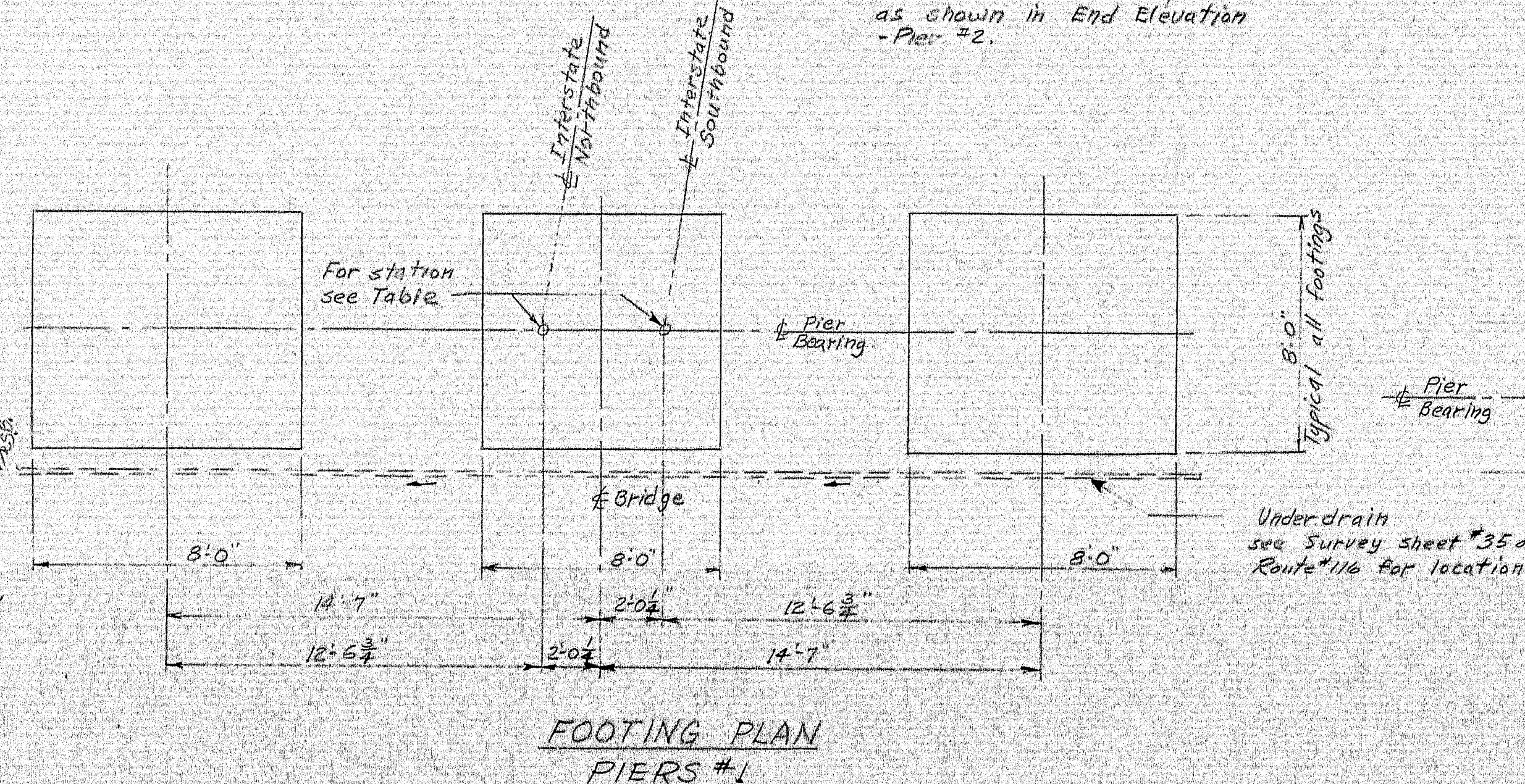
END ELEVATION
PIERS #2



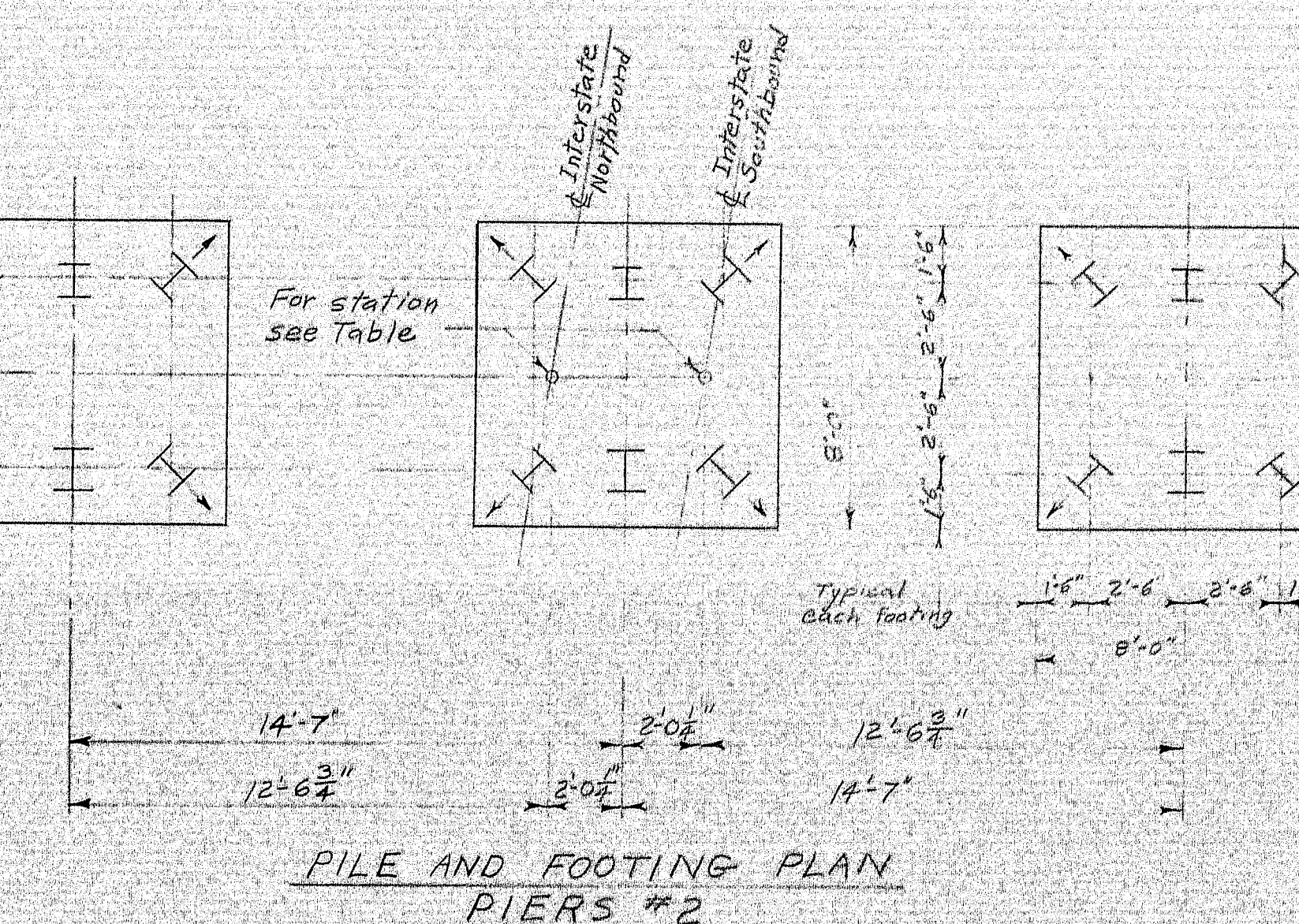
SECTION B-B

PILE NOTES

- All piles shall be 10BP42 steel H-piles.
- Maximum Pile Load = 37 tons.
- Piles marked thus **H** shall be battered $2\frac{1}{2}$ inches per foot in direction of arrow.
- Piles shall be driven to ledge or practical refusal to develop end bearing.
- Estimated length of piles:
Pier #2 - SB 18 @ 22 feet
Pier #2 - NB 18 @ 19 feet
- See Pile Point Detail Sheet 57.



FOOTING PLAN
PIERS #1



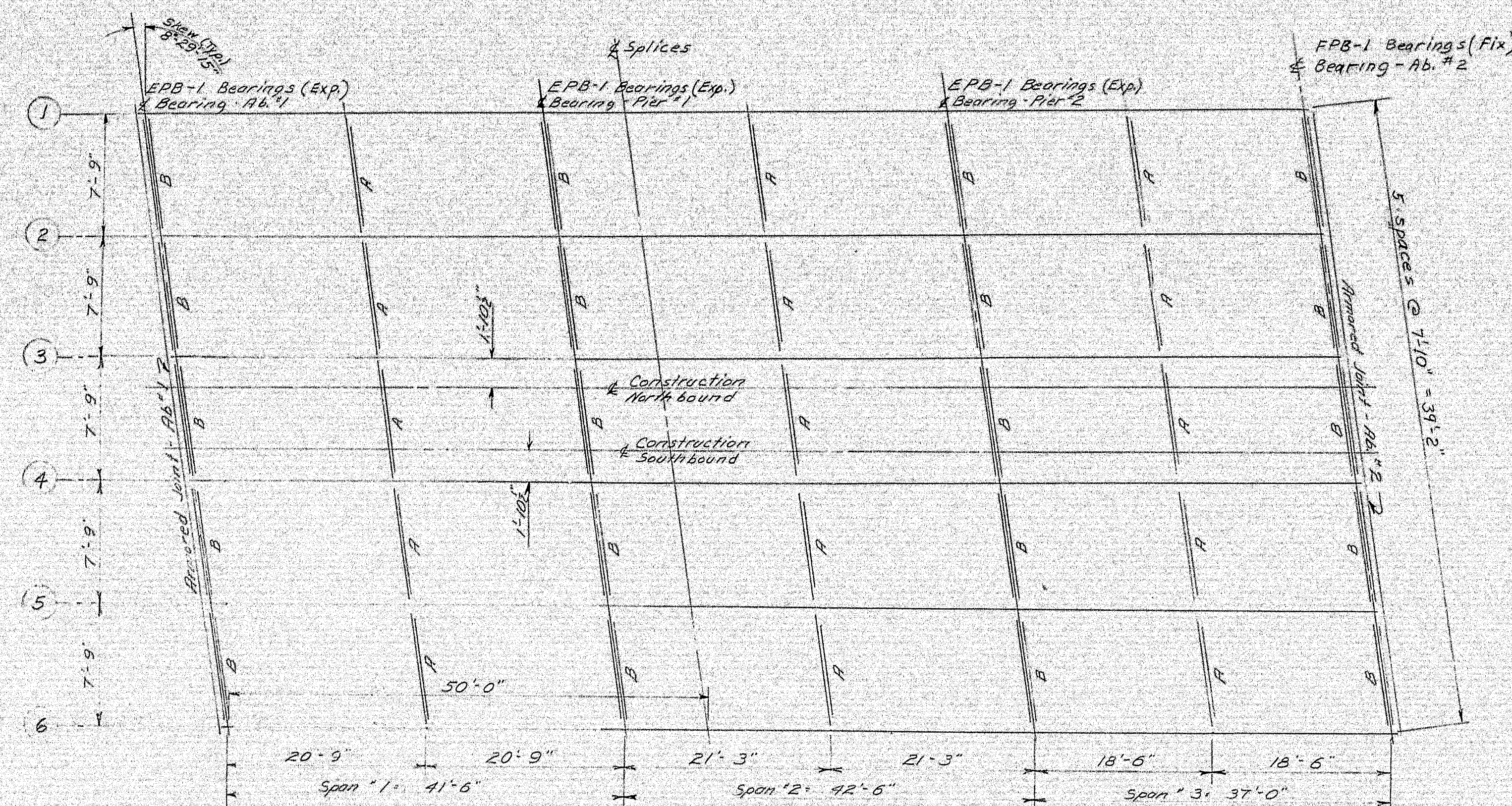
PILE AND FOOTING PLAN
PIERS #2

PIER NOTES

- Place reinforcing steel in bridge seats to clear swaged anchor bolts.
- See Standard Detail sheet 8D101-64, Bearing Pedestals for note concerning preparation of Bearing Areas.
- Abbreviations:
SB = South bound
NB = North bound
EF = Each Face
- Maximum Footing Pressure - Piers #1
Group I 2.0 tons per sq. ft.
Group VI 6.2 tons per sq. ft.

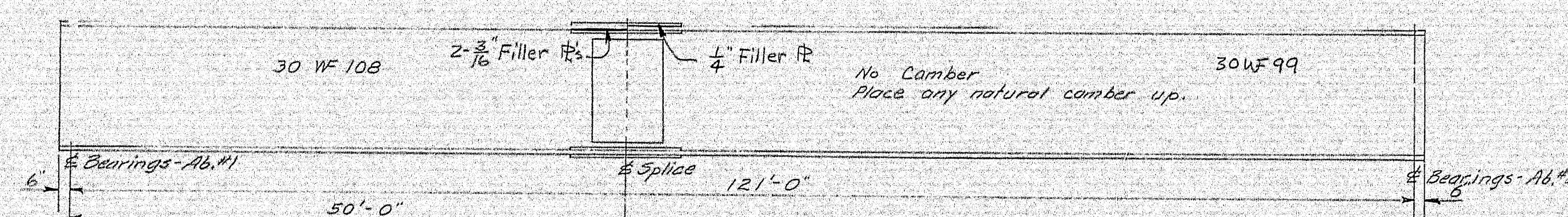
DESIGN - EBN TRACE - HQ CHECK - HQ	BRIDGE NO. SURVEY PILOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
INTERSTATE 95	
OVER	
ROUTE 116	
IN THE TOWN OF	
MEDWAY	
PENOBSCOT COUNTY	
PIERS	
SHEET 59 OF 93 AUGUSTA, MAINE OCTOBER 1964	

99-64

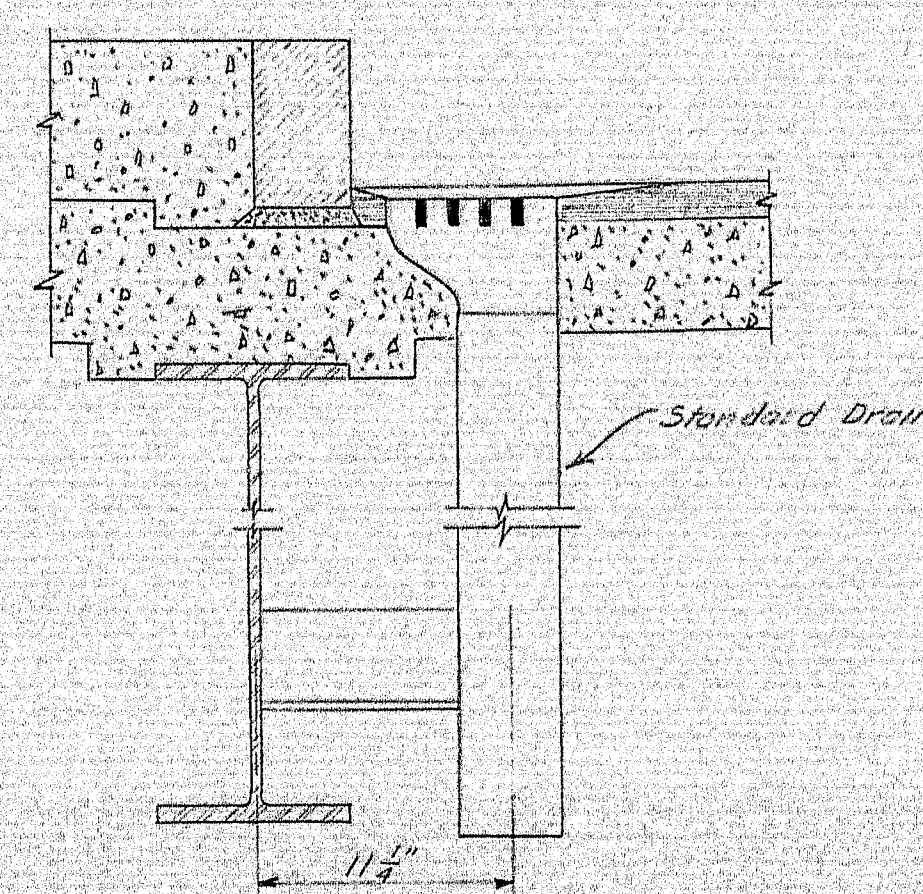


FRAMING PLAN - SOUTHBOUND (Framing Plan-Northbound is the same)

A - Type A Diaphragms
B - Type B Diaphragms
All dimensions are horizontal.



STRINGER DETAIL
All dimensions are horizontal.



DRAIN DETAIL
1/2 Required

For locations see superstructure sheet (61)
For details see sheet BD 102-64.

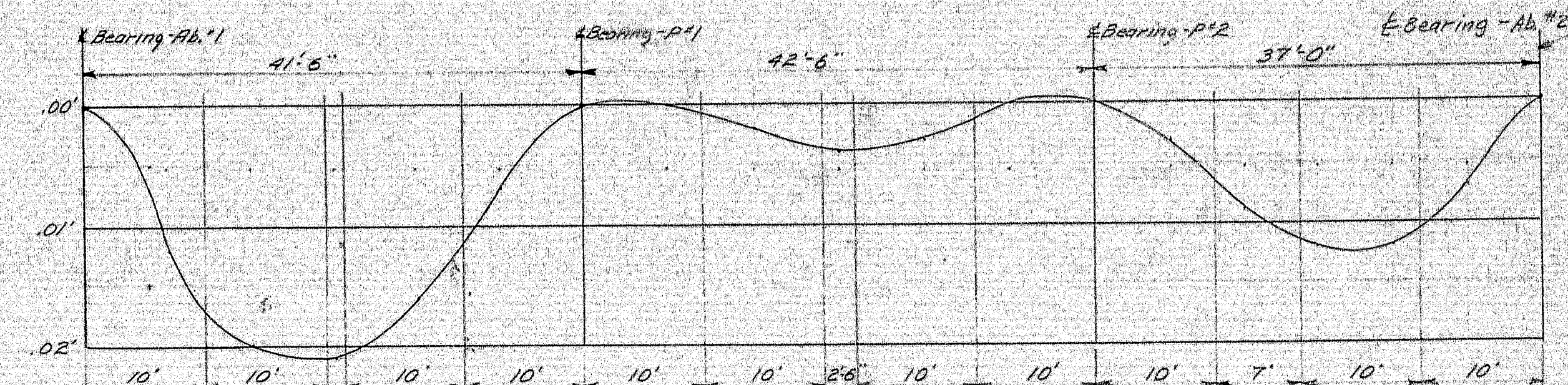
	Bearing - Ab. #1	Splice	Bearing - Ab. #2
1	50'-0"	121'-0"	
2	-2.168%	-1.946%	
3	-2.192%	-1.943%	
4	-2.168%	-1.946%	
5	-2.168%	-1.932%	
6	-2.192%	-1.915%	
7	-2.168%	-1.918%	

SOUTHBOUND

	Bearing - Ab. #1	Splice	Bearing - Ab. #2
1	50'-0"	121'-0"	
2	-2.313%	-2.042%	
3	-2.313%	-2.042%	
4	-2.313%	-2.042%	
5	-2.313%	-2.028%	
6	-2.313%	-2.014%	
7	-2.313%	-2.014%	

NORTHBOUND

BEAM GRADES
(Along bottom of bottom flange)



DEAD LOAD DEFLECTION CURVE
Excluding weight of structural steel.

Footings:
EPB-1 38 Required
FB-1 12 Required

REFERENCES:
Armored Joints: Standard Details BD-104-64
Bearing Pedestals: Standard Details BD-101-64
Diaphragms: Standard Details BD-104-64
Drains: Standard Details BD-104-64
Splices: Standard Details BD-103-64

Note:
See General Plan for Structural Steel
Specifications and Classifications (Sheet 57)

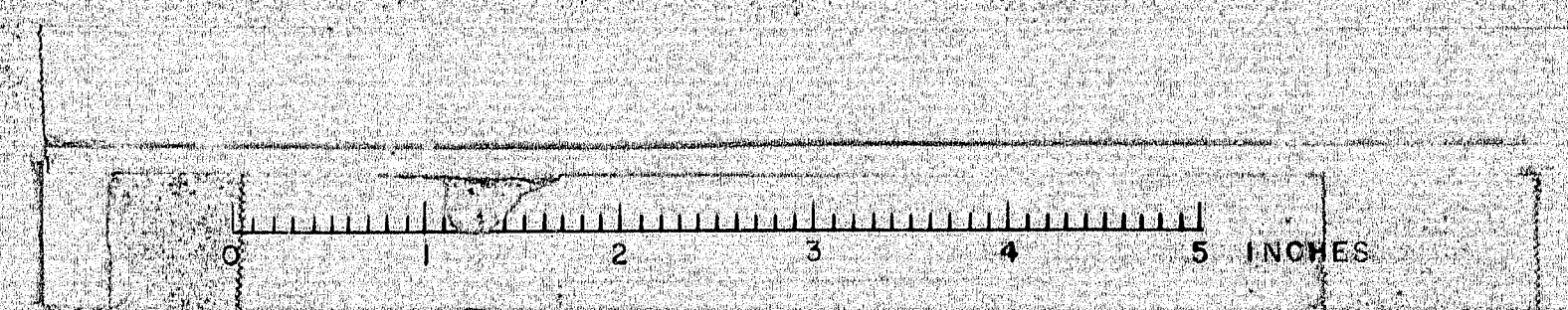
DESIGN - CDR
TRACE - CDR
CHECK - H/RQ

BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
STRUCTURAL STEEL

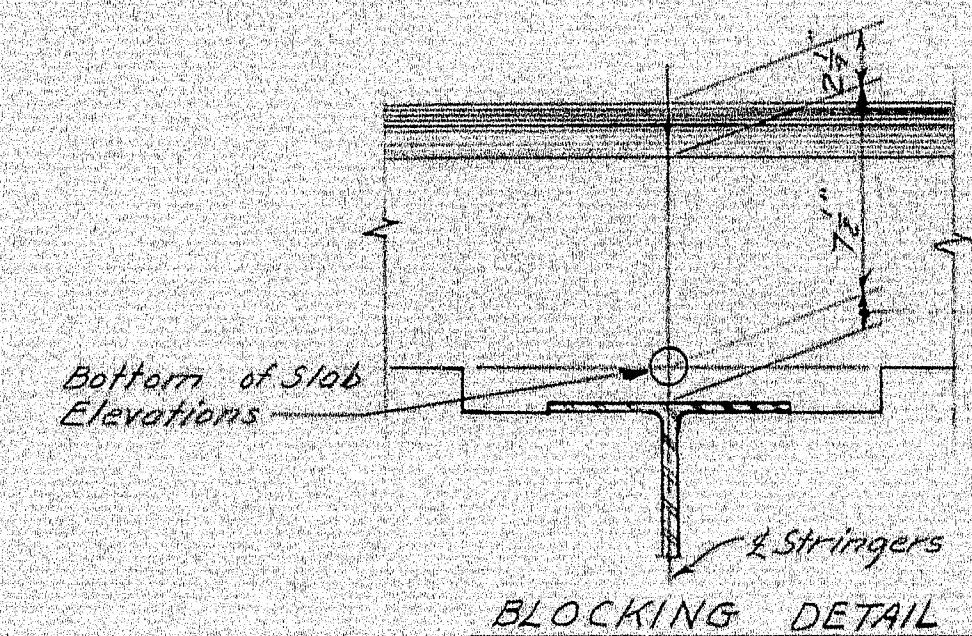
SHEET 60 OF 93 AUGUSTA, MAINE OCT. 1964

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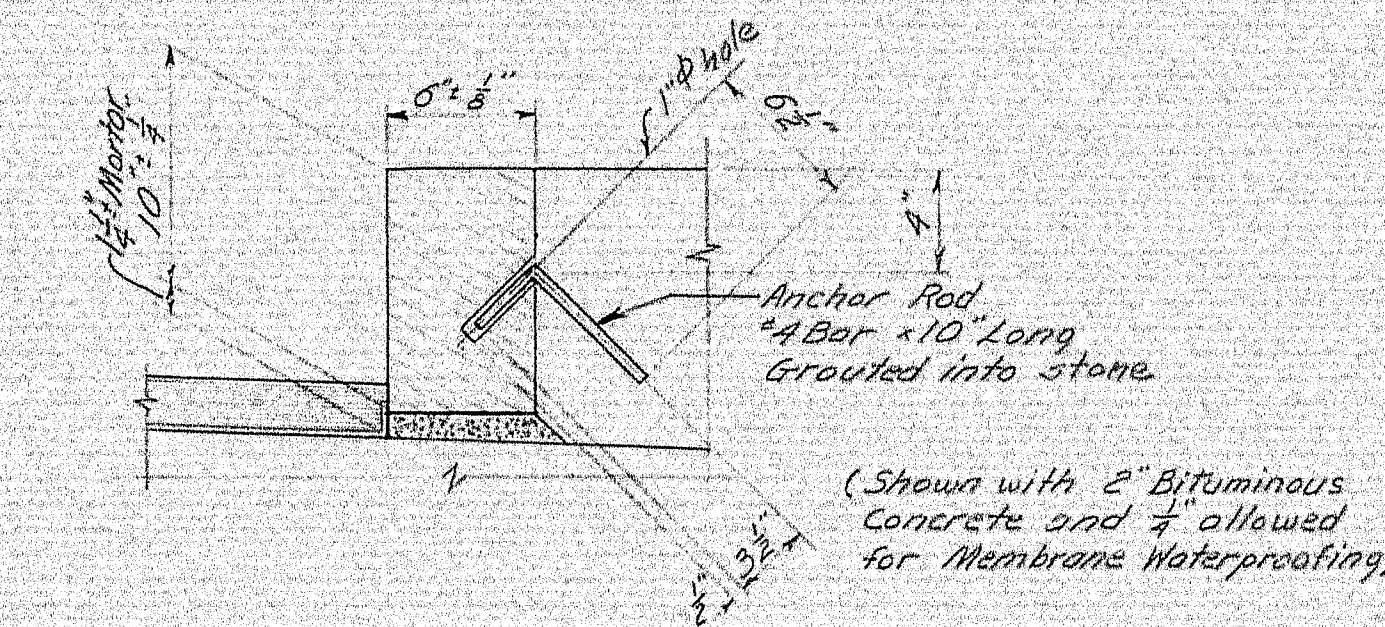
BOTTOM OF SLAB ELEVATIONS AT BLOCKING POINTS - NORTHBOUND																	
Stringer Line	L Brg. Ab. #1	Span 1				L Brg. Pier #1	Span 2				L Brg. Pier #2	Span 3			L Brg. Ab. #2		
		10'-0"	20'-0"	21'-6"	31'-6"		10'-0"	20'-0"	22'-6"	32'-6"		10'-0"	17'-0"	27'-0"			
Line 1	289.86	289.64	289.41	289.37	289.14	288.90	288.68	288.47	288.41	288.20	287.99	287.79	287.66	287.45	287.25	Line 1	
Line 2	289.97	289.75	289.52	289.48	289.24	289.01	288.79	288.58	288.52	288.31	288.10	287.90	287.77	287.57	287.37	Line 2	
Line 3	290.08	289.86	289.63	289.59	289.35	289.12	288.90	288.69	288.63	288.42	288.21	288.01	287.88	287.68	287.48	Line 3	
Line 4	289.98	289.76	289.53	289.49	289.25	289.02	288.80	288.59	288.54	288.32	288.12	287.92	287.79	287.59	287.39	Line 4	
Line 5	289.82	289.60	289.37	289.33	289.10	288.86	288.64	288.43	288.38	288.16	287.95	287.77	287.63	287.43	287.24	Line 5	
Line 6	289.66	289.44	289.21	289.17	288.94	288.70	288.48	288.27	288.22	288.00	287.80	287.61	287.47	287.28	287.08	Line 6	

BOTTOM OF SLAB ELEVATIONS AT BLOCKING POINTS - SOUTHBOUND																
Stringer Line	# Brg. Ab. #1	Span 1				# Brg. Pier 1	Span 2				# Brg. Pier 2	Span 3			# Brg. Ab. #2	
		10'-0"	20'-0"	21'-6"	31'-6"		10'-0"	20'-0"	22'-6"	32'-6"		10'-0"	17'-0"	27'-0"		
Line 1	289.52	289.31	289.09	289.05	288.84	288.61	288.40	288.20	288.15	287.94	287.75	287.55	287.43	287.24	287.05	Line 1
Line 2	289.63	289.42	289.20	289.17	288.94	288.72	288.51	288.31	288.26	288.05	287.86	287.67	287.54	287.35	287.16	Line 2
Line 3	289.73	289.53	289.31	289.28	289.05	288.83	288.62	288.42	288.37	288.17	287.97	287.78	287.66	287.47	287.27	Line 3
Line 4	289.78	289.57	289.36	289.32	289.10	288.88	288.67	288.47	288.42	288.21	288.02	287.83	287.70	287.52	287.32	Line 4
Line 5	289.62	289.41	289.20	289.16	288.94	288.72	288.51	288.31	288.26	288.05	287.86	287.67	287.55	287.36	287.17	Line 5
Line 6	289.46	289.25	289.04	289.00	288.78	288.56	288.35	288.15	288.10	287.90	287.70	287.52	287.39	287.20	287.01	Line 6

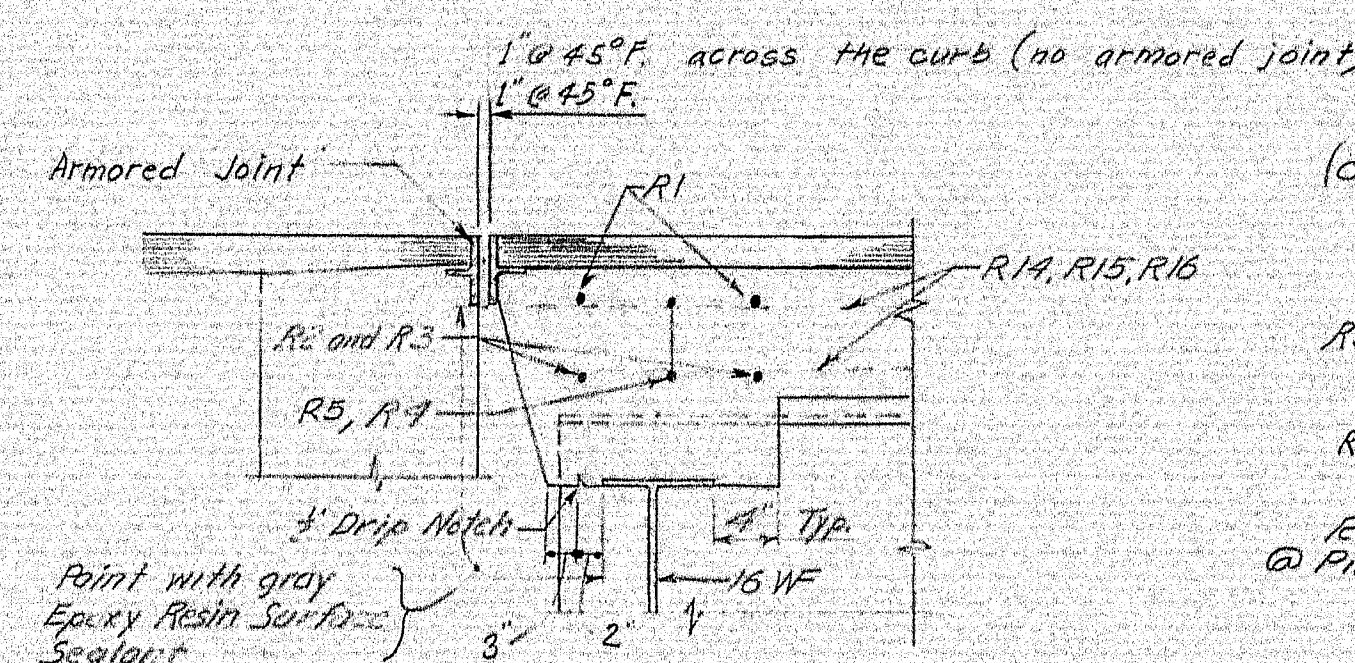


Blocking
& Bearing-Abut. #1 & Pier #1 = 1 1/2"
& Bearing- Pier #2 = 1 1/2"
& Bearing- Abut. #2 = 1 1/2"
(DO NOT use for setting forms)

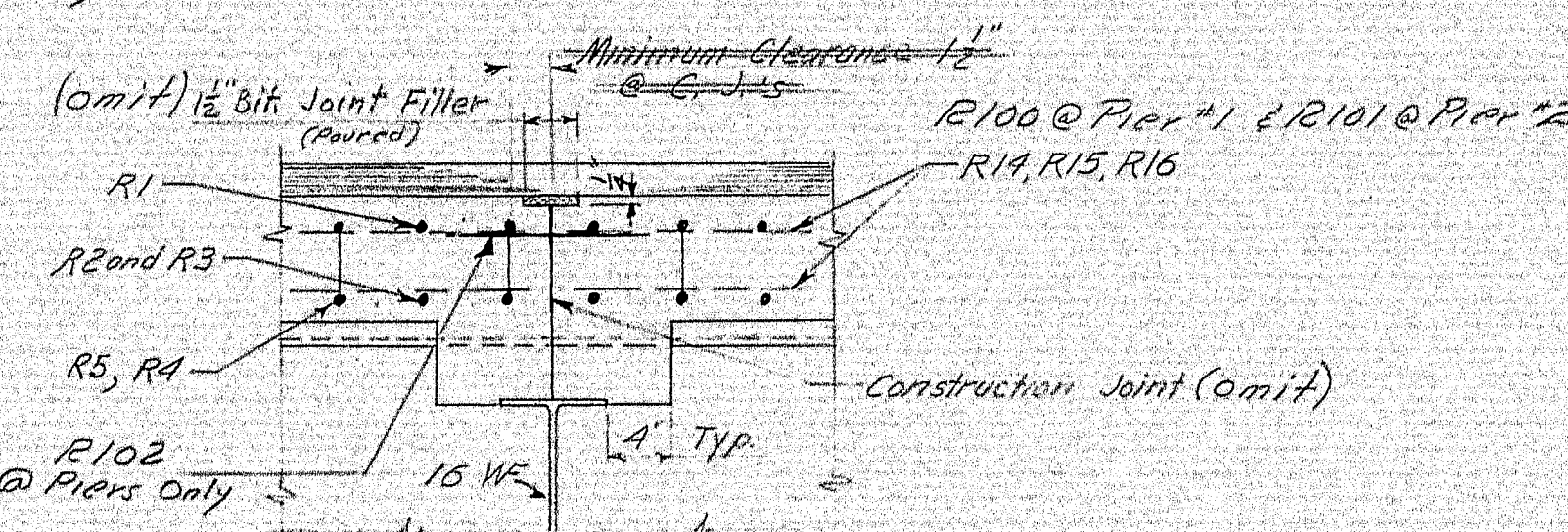
Note:
To compensate for dead load deflections as well as possible irregularities in beams, set the bottom of slab elevations at the points indicated before any of the slab formwork is started.



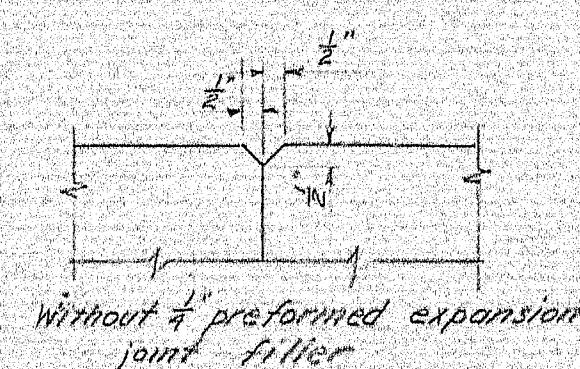
TYPICAL SECTION-VERTICAL BRIDGE CURB-TYPE 1



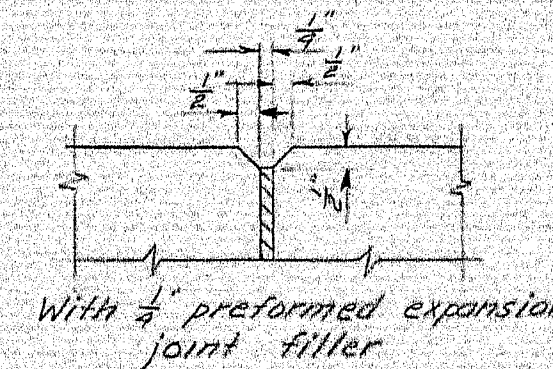
SECTION A-A
Typical @ Abutments



SECTION B-B
Typical @ Piers
Revised 8-5-64 H.L.D.



Without preformed expansion joint filler



With preformed expansion joint filler

1\"/>

GENERAL SUPERSTRUCTURE NOTES

- At joints in curbs and Vertical Bridge Curbs over Piers use 4\"/>

Revised Aug. 5, 1965 To place roadway slab in one operation.

Note:
Work this sheet with sheet 61.

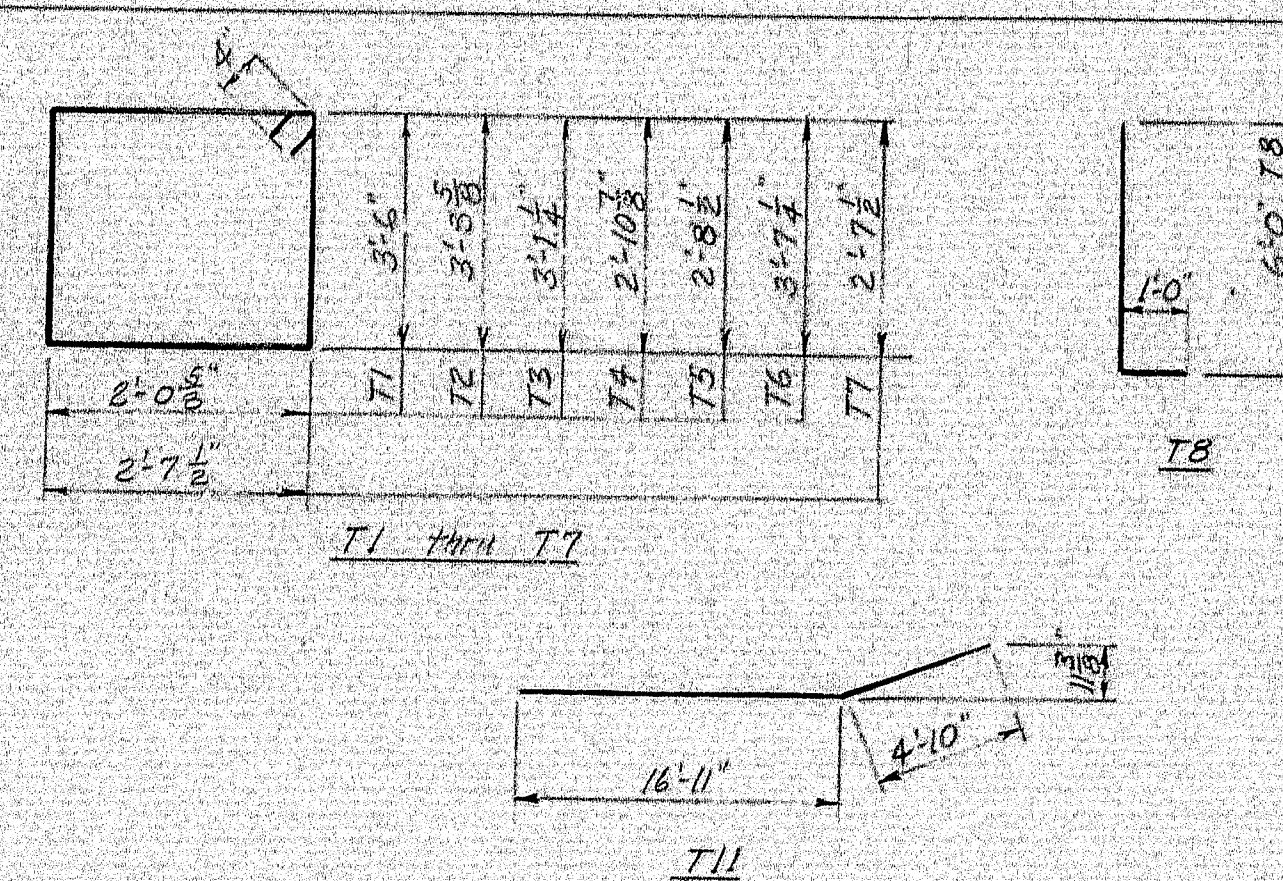
DESIGN - CCH	BRIDGE NO.
TRACE - CCH	SURVEY
CHECK - HPA	PLOT
STATE HIGHWAY COMMISSION	
BRIDGE DIVISION	
INTERSTATE 95	
OVER	
ROUTE 116	
IN THE TOWN OF	
MEDWAY	
PENOBSCOT COUNTY	
SUPERSTRUCTURE DETAILS & BLOCKING	
SHEET 62 OF 93 AUGUSTA, MAINE OCT. 1964	

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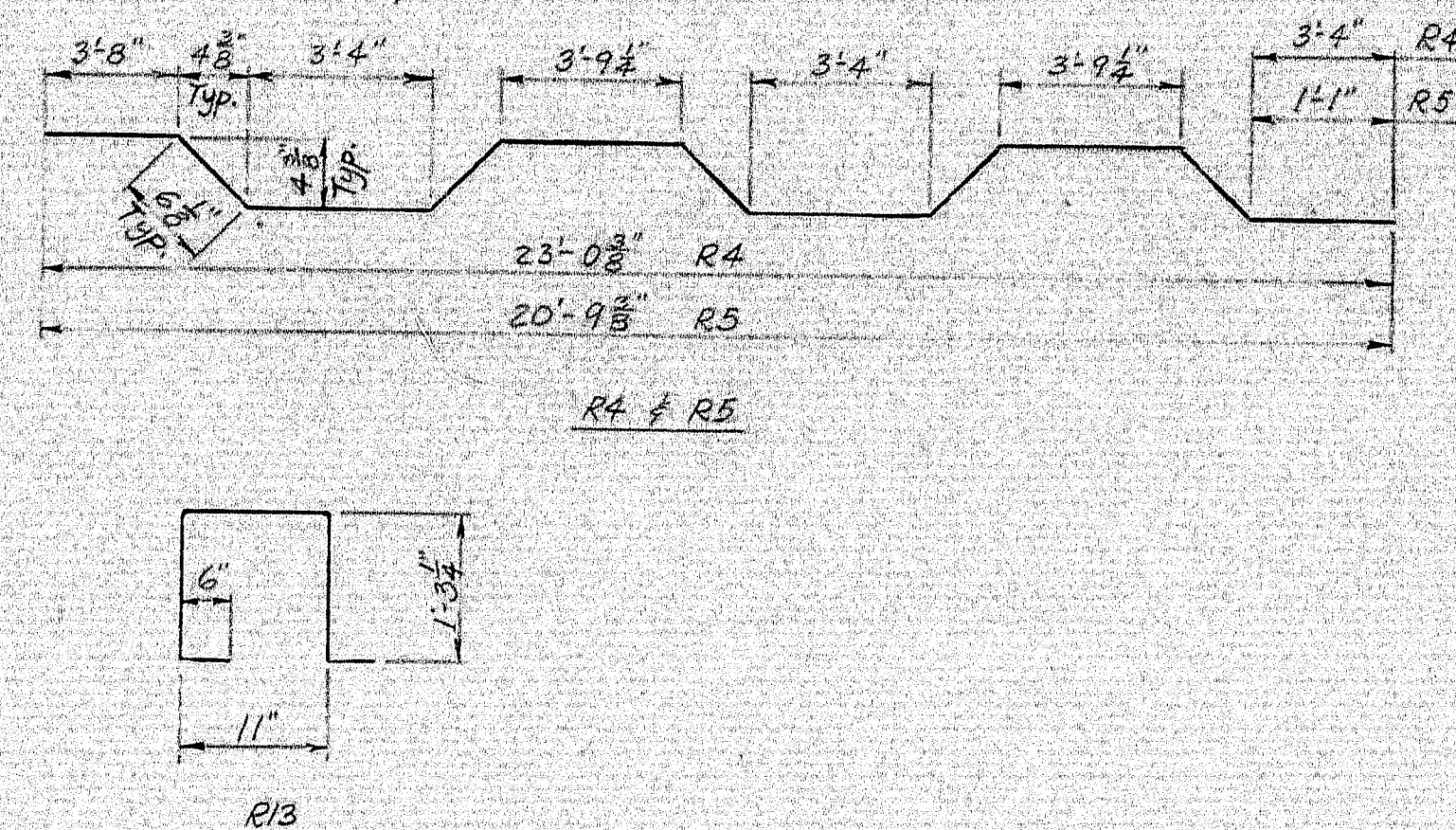
REINFORCING STEEL SCHEDULE

B. P. R. REG. NO. 1 STATE MAINE PROJECT NUMBER 1-95-8(62) SHEET NO. 63 TOTAL SHEETS 93

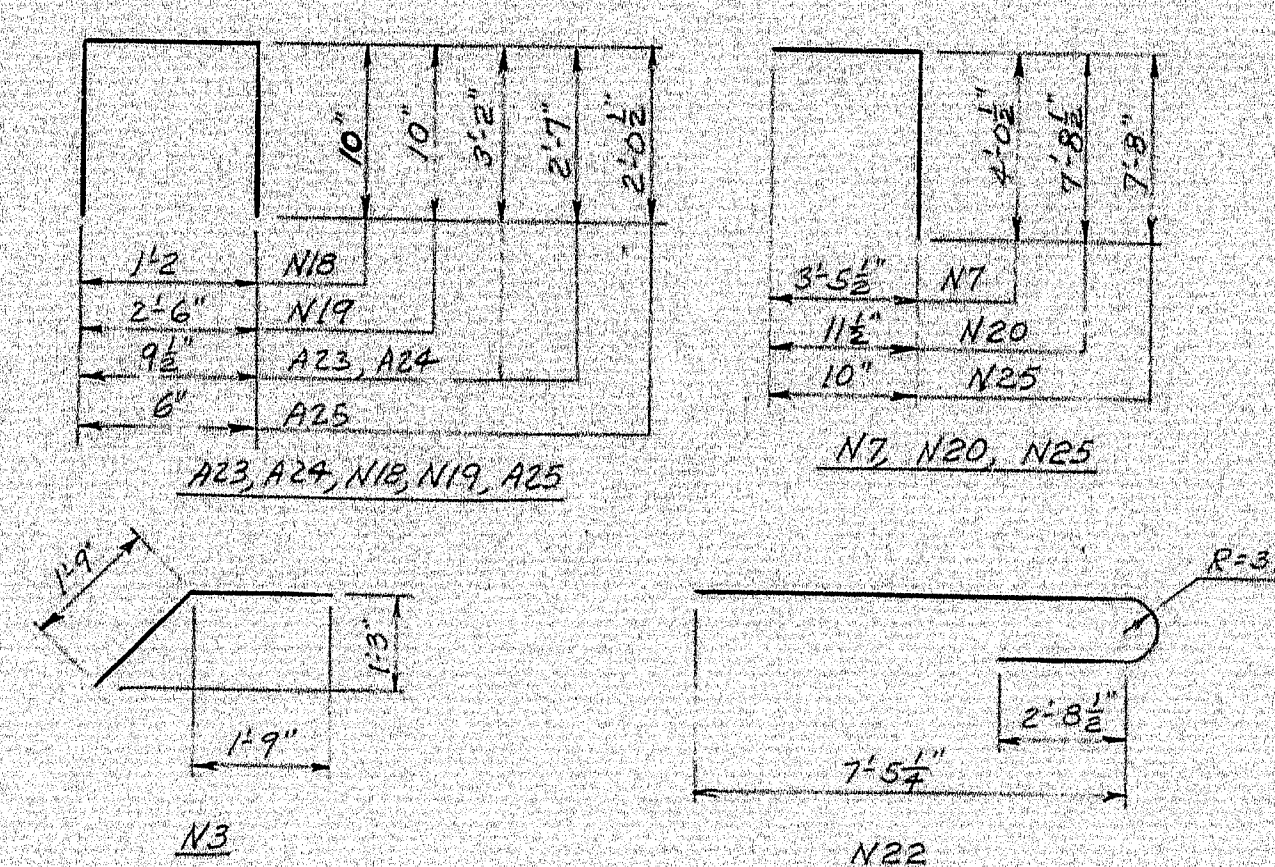
PIERS



SUPERSTRUCTURE



ABUTMENTS



ABUTMENTS

STRAIGHT BARS

MARK	SIZE	NO.	LENGTH	LOCATION
N13	#5	16	20'-10"	Bridge seat
N14	#5	16	23'-0"	Bridge seat
N15	#5	16	23'-0"	Bridge seat
N16	#4	24	20'-10"	Backwall
N17	#4	24	23'-0"	Backwall
N21	#4	64	5'-9"	Wings and curbs
N23	#4	8	4'-9"	Curbs
N24	#5	8	6'-6"	Bridge seat to curtain wall
N26	#5	40	2'-0"	Wings to curb
N27	#5	40	8'-8"	Wing to curb

BENT BARS

MARK	SIZE	NO.	LENGTH	LOCATION
T1	#5	16	11'-9"	Cap stirrup
T2		16	11'-5"	Cap stirrup
T3		16	11'-0"	Cap stirrup
T4		16	10'-7"	Cap stirrup
T5		16	10'-2"	Cap stirrup
T6		163	12'-0"	Cap stirrup
T7	#4	204	11'-2"	Column ties
T8	#9	144	7'-0"	Footing dowels
T11	#8	32	21'-9"	Bottom of cap

BENT BARS

MARK	SIZE	NO.	LENGTH	LOCATION
R4	#5	266	24'-9"	Main bent bars
R5	#5	266	21'-6"	Main bent bars
R13	#5	534	4'-6"	Curb

STRAIGHT BARS

MARK	SIZE	NO.	LENGTH	LOCATION
R1	#5	536	22'-1"	Main top bars
R2	#5	268	18'-2"	Main bottom bars
R3	#5	268	26'-0"	Main bottom bars
R6	#5	16	13'-8"	Curb
R7		16	16'-11"	
R8		4	10'-8"	
R9		8	15'-8"	
R10		8	17'-2"	
R11		8	8'-8"	
R12		4	6'-6"	
R14	#5	312	21'-7"	Longitudinal bars
R15	#5	312	21'-8"	Longitudinal bars
R16	#5	312	19'-4"	Longitudinal bars
R17	#5	4	6'-2"	Curb
R18	#5	4	11'-0"	Curb

BENT BARS

MARK	SIZE	NO.	LENGTH	LOCATION
A25	#5	8	4'-7"	End Post
N3	#6	104	3'-6"	Backwall to approach slab
N7	#5	112	7'-6"	Bridge seat
N18	#4	48	2'-10"	Bearing pads
N19	#4	48	4'-2"	Bearing pads
N20	#4	24	8'-8"	Wings
N22	#4	16	11'-0"	Wings and curtain walls
N25	#5	24	8'-6"	Wings
A23	#5	16	7'-2"	End Post
A24	#5	8	6'-0"	End Post

STRAIGHT BARS

MARK	SIZE	NO.	LENGTH	LOCATION
N1	#6	600	14'-6"	Approach slab
N2	#4	80	37'-11"	Approach slab
N4	#5	136	2'-9"	Footing to bridge seat
N5	#5	112	7'-7"	Footing to backwall
N6	#5	112	2'-9"	Bridge seat to backwall
N8	#5	224	3'-5"	Backwall
N9	#6	352	5'-0"	Footing
N10	#6	24	16'-7"	Footing
N11	#6	24	28'-11"	Footing
N12	#5	16	20'-10"	Bridge seat

STRAIGHT BARS

MARK	SIZE	NO.	LENGTH	LOCATION
T9	#10	32	13'-4"	Top of cap
T10	#10	16	31'-2"	Top of cap
T12	#6	16	14'-0"	Side of cap
T13	#6	16	24'-0"	Side of cap
T14	#6	120	7'-6"	Footing
T15	#9	36	21'-6"	Column
T16	#9	36	18'-2"	Column
T17	#9	36	20'-7"	Column
T18	#9	36	17'-9"	Column
T19	#9	96	7'-6"	Footing

Revised Aug. 5, 1965 To place roadway slab in one operation. By H.L.D.

MARK	SIZE	NO.	LENGTH	LOCATION
E100	#5	66	12'-8"	Pier #1 Top of slab
E101	#5	66	11'-11"	Pier #2 Top of slab
E102	#5	136	2'-10"	Slab Pier #1 Pier #2 splice bar

NOTES

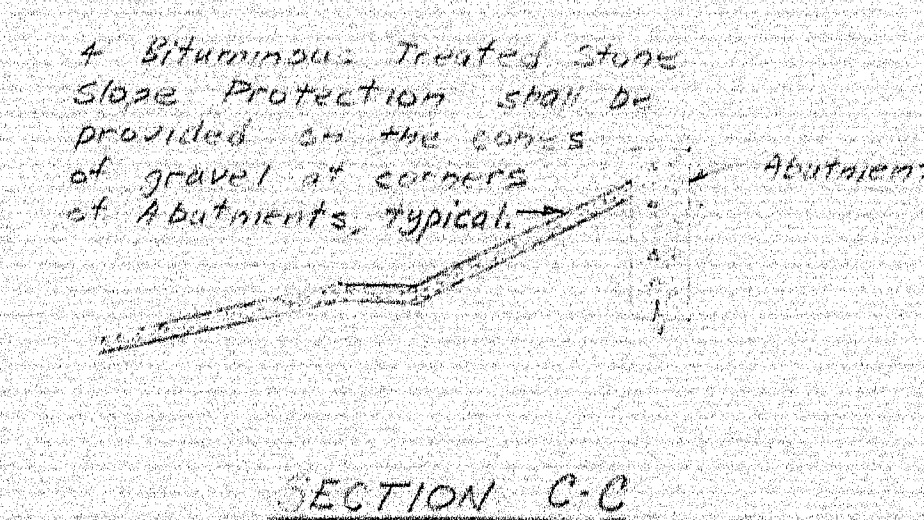
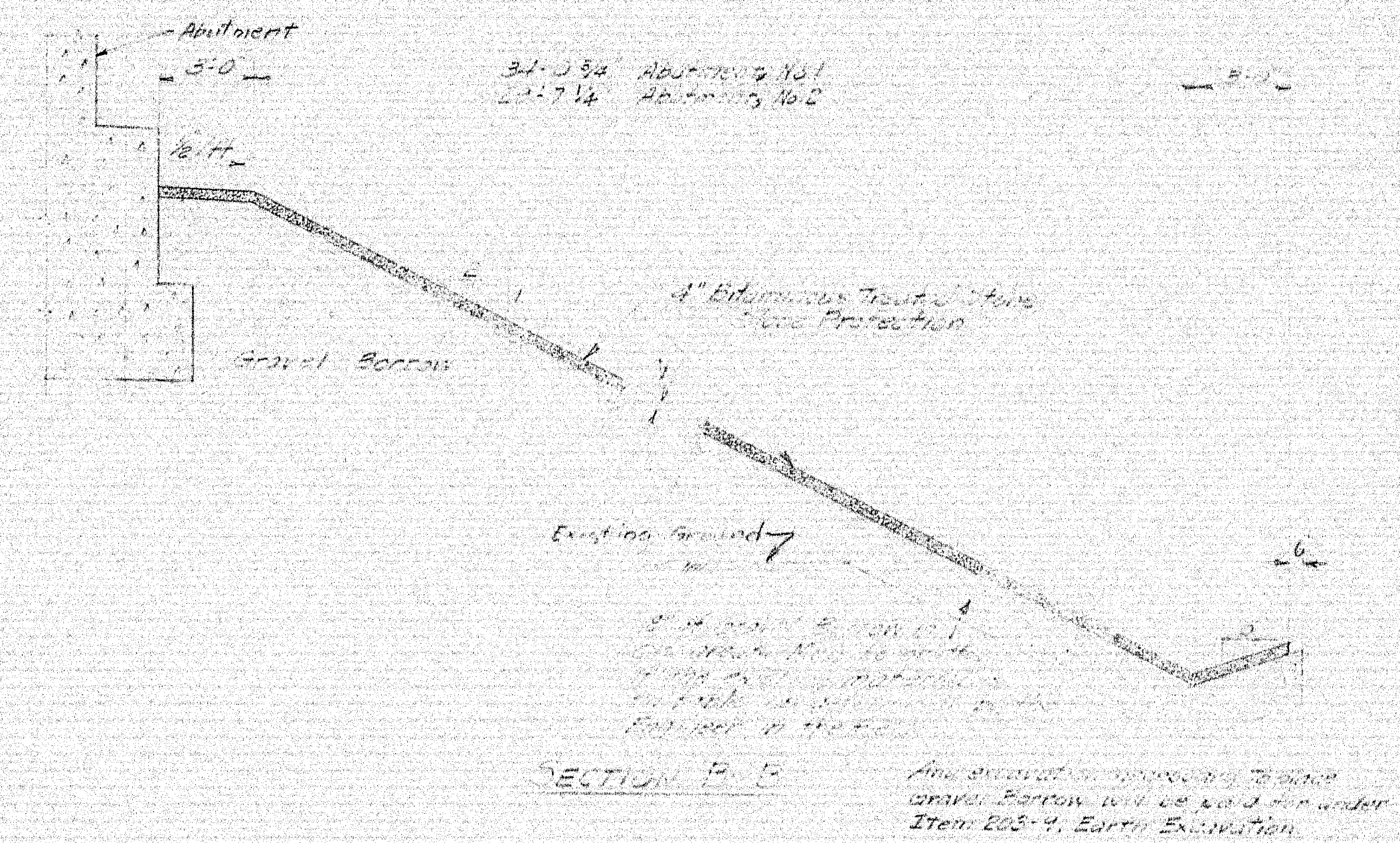
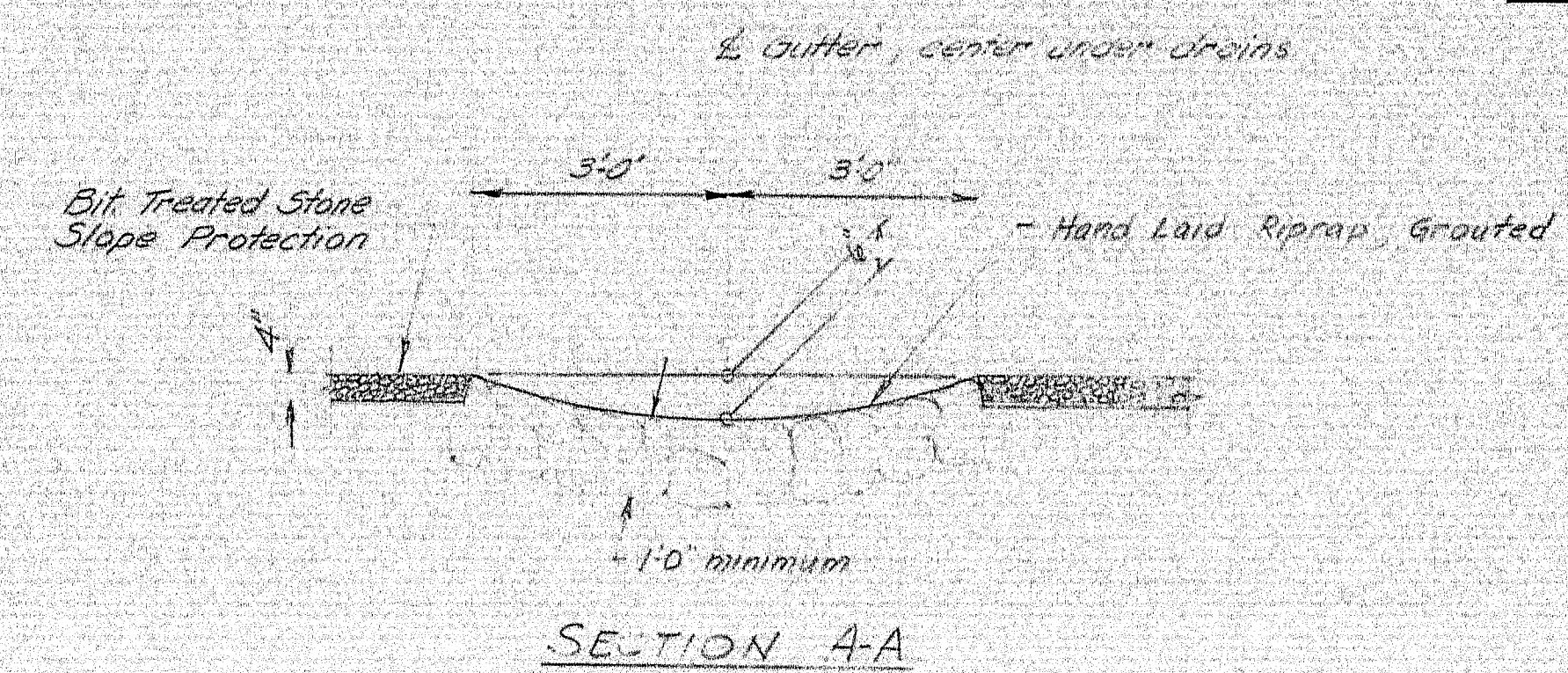
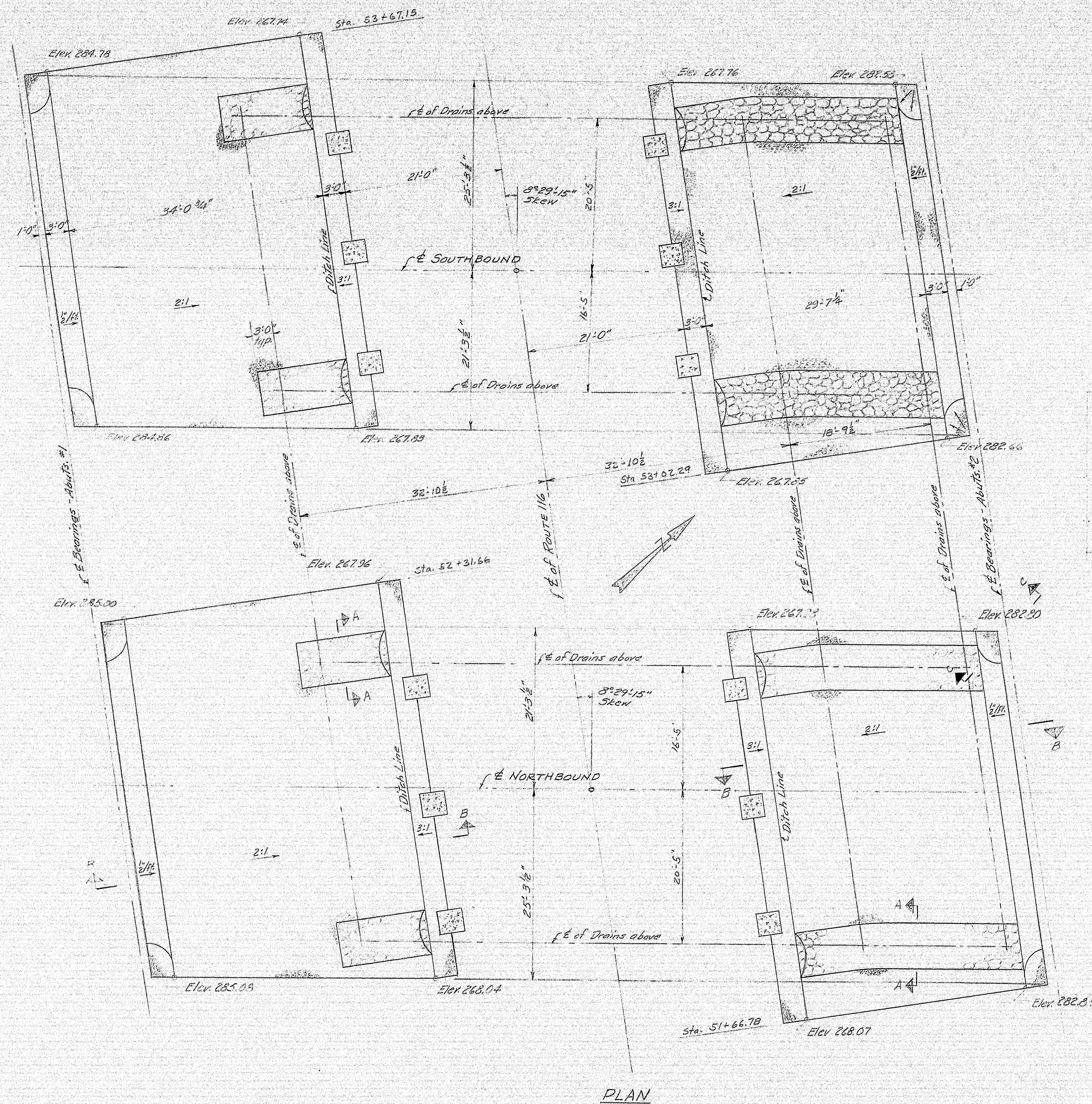
- All dimensions are to centerline of bars
- All bars shall be Intermediate Grade Steel.

DESIGN - CDH
CHECK - HMQ
BRIDGE NO. SURVEY PLOT
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
ROUTE 116
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
REINFORCING STEEL SCHEDULE
SHEET 63 OF 93 AUGUSTA, MAINE OCT. 1964

99-68



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-8 (62)	64	93



DESIGN - <i>CDH</i> TRACE - <i>DET. FH Barnes</i> CHECK - <i>HRG</i>	BRIDGE NO. SURVEY PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION INTERSTATE 95 OVER ROUTE 116 IN THE TOWN OF MEDWAY PENOBSCOT COUNTY SLOPE PROTECTION	
SHEET 64 OF 93	AUGUSTA, MAINE OCT. 1964

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
ROUTE 116
IN THE TOWN OF
MEDWAY
ENOBSBOT COUN
SLOPE PROTECTION

99-69

