B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	1	29

STATE OF MAINE

STATE HIGHWAY COMMISSION

INTERSTATE 95

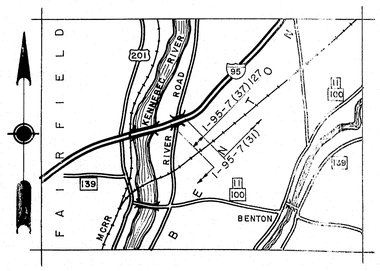
OVER

RIVER ROAD

IN THE TOWN OF

BENTON
KENNEBEC COUNTY

FEDERAL AID PROJECT NO. I-95-7(37)127
LENGTH OF PROJECT 0.074 MILES



LOCATION MAP

APPROX. SCALE - 1" = 1 MILE

INDEX OF SHEETS

1 _____ TITLE SHEET
2 _____ FOUNDATION SURVEY
3, 4 ____ BORING DETAILS
5 _____ ROADWAY WORK, PROFILE
6, 7 ____ CROSS SECTIONS, S.B.
8 _____ CROSS SECTIONS, N.B.
9 _____ CROSS SECTIONS, N.B. - TYPICAL SECTIONS
10 _____ GENERAL PLAN & QUANTITIES
11 _____ ABUTMENT NO. 1, S.B.
12 _____ ABUTMENT NO. 2, S.B.
13 _____ ABUT. PILE PLANS, S.B.
14 _____ ABUTMENT NO. 1, N.B
15 _____ ABUTMENT NO. 2, N.B.
16 _____ APPROACH SLABS, N.B. & S.B.
17 _____ PIERS, S.B.
18 _____ PIERS, N.B.
19 _____ SLOPE PAVING DETAILS, N.B. & S.B.
20 _____ STRUCTURAL STEEL, S.B.
21 _____ STRUCTURAL STEEL, N.B.
22 _____ ARMORED JOINTS & DRAIN DETAILS S.B. & N.B.
23 _____ BLOCKING, S.B. & N.B.
24, 25 ____ SUPERSTRUCTURE, S.B.
26, 27 ____ SUPERSTRUCTURE, N.B.
28 _____ REINFORCING STEEL SCHEDULE, S.B.
29 _____ REINFORCING STEEL SCHEDULE, N.B.
STANDARDS - BD 101-62, BEARING PEDESTALS
BD 102-62, BRIDGE RAIL
BD 103-62, BEAM SPLICES

SCALES

PLAN & PROFILE ___ (HOR. 1" = 20', VERT. 1" = 10')

CROSS SECTIONS ___ 1" = 10'

TRAFFIC

INTERSTATE 95		RIVER ROAD
6535	A.D.T. 1962	400
8880	A.D.T. 1982	560
1066	D.H.V.	56
11 %	T	8 %
60 %	D	60 %
60 MPH	V	

APPROVED
MAINE STATE HIGHWAY COMMISSION

David H. Stevens
CHAIRMAN

Edward Stafford

Myron Williams

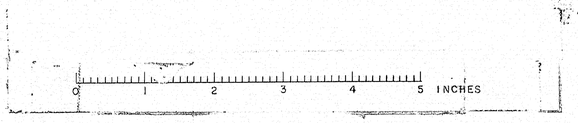
Vaughan Hardy
CHIEF ENGINEER

4-10-63
DATE

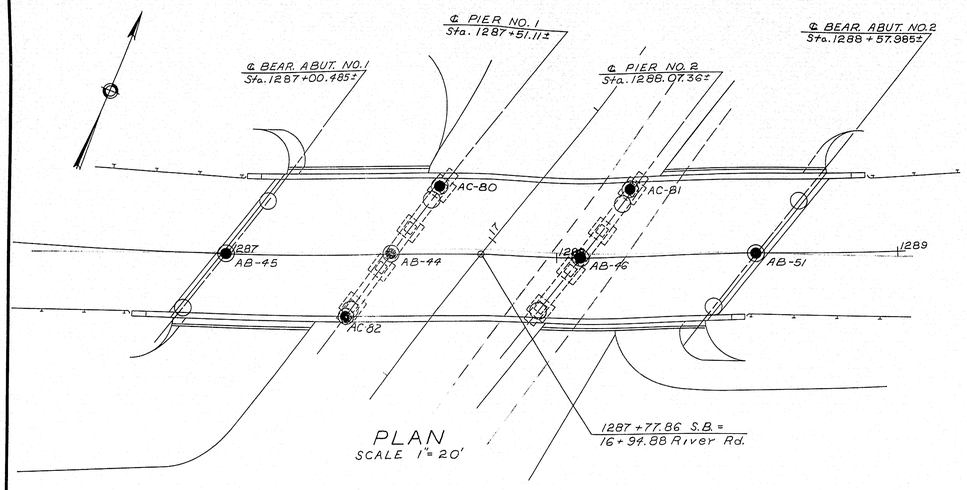
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION 1

APPROVED

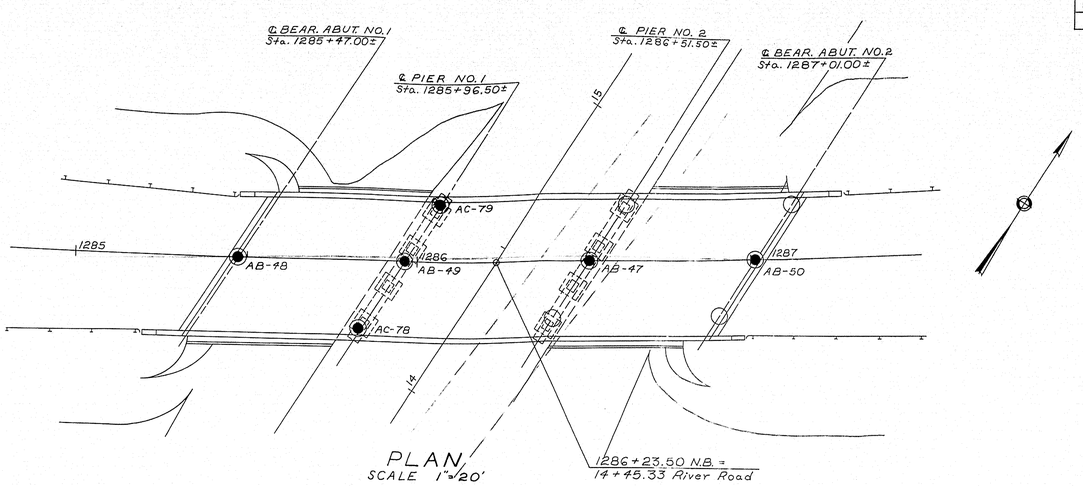
DIVISION ENGINEER ____ DATE



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	2	29

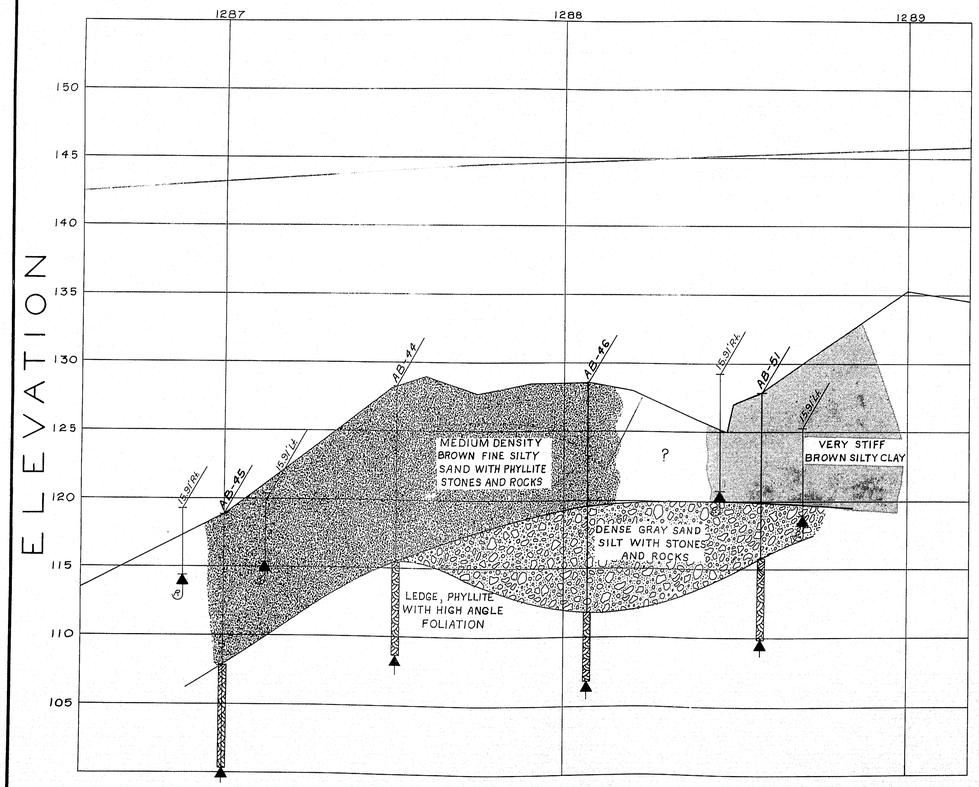


PLAN
SCALE 1"= 20'

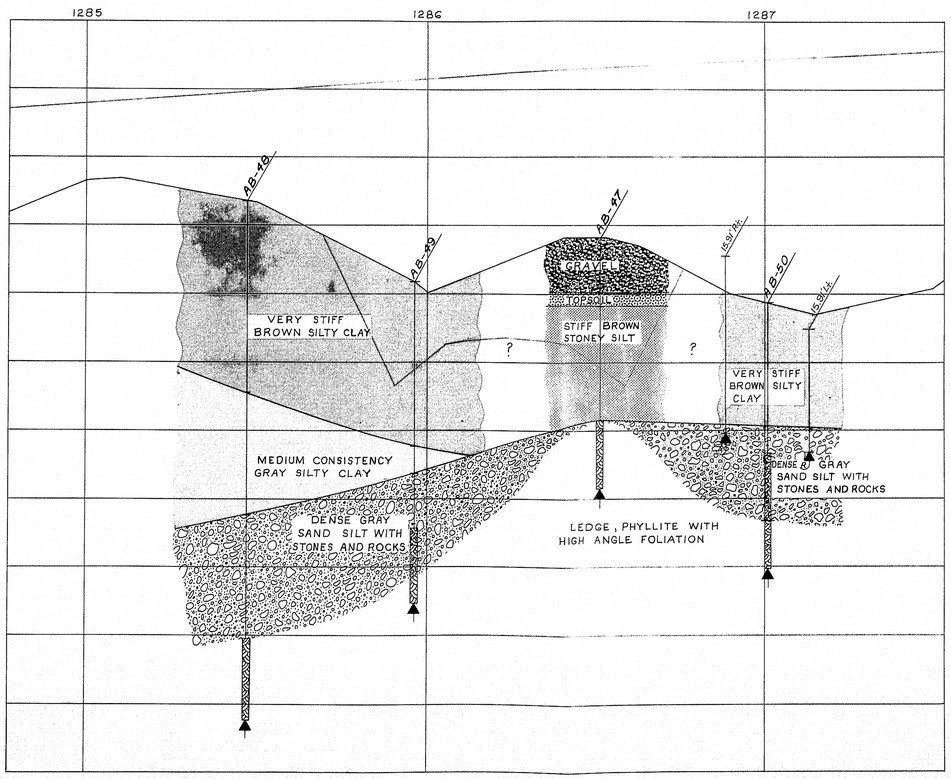


PLAN
SCALE 1"=20'

SOUTHBOUND LANE



NORTHBOUND LANE



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

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
RIVER ROAD
IN THE TOWN OF
BENTON
KENNEBEC COUNTY
FOUNDATION SURVEY

SHEET 2 OF 29 AUGUSTA, MAINE JUNE 1963

70-2

C. H. CO., NO. 3720 22747

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	3	29

SOUTHBOUND LANE

BORING AB-45

STATION 1287+0 ℄ — CASING SIZE 2½" — ELEV. 118.85

1D — DENSE BROWN AND GRAY FINE SILTY SAND WITH PHYLLITE STONES AND ROCKS — 200

2D — LEDGE ELEV. 107.85 — 23%

LEDGE: PHYLLITE WITH HIGH ANGLE FOLIATION AND QUARTZ INTRUSIONS. — 47%

BORING AB-44

STATION 1287+51 ℄ — CASING SIZE 2½" — ELEV. 128.27

1D — MEDIUM DENSITY BROWN FINE SILTY SAND WITH PHYLLITE STONES AND ROCKS

2D — LEDGE ELEV. 115.49 — 50%

63%

80%

LEDGE: PHYLLITE WITH HIGH ANGLE FOLIATION AND QUARTZ INTRUSIONS.

BORING AB-46

STATION 1288+07 ℄ — CASING SIZE 2½" — ELEV. 128.55

1D — MEDIUM DENSITY BROWN SILTY SAND WITH ROCKS — 215

2D — MEDIUM DENSITY GRAY SILTY SAND AND SANDY SILT WITH PHYLLITE STONES AND ROCKS — 135 — 143

3D — LEDGE ELEV. 111.88 — 100%

80%

100%

LEDGE: PHYLLITE WITH HIGH ANGLE FOLIATION.

BORING AB-51

STATION 1288+58 ℄ — CASING SIZE 2½" — ELEV. 127.84

1D — VERY STIFF BROWN SILTY CLAY — 395 — 250 — 210 — 161

22% — DENSE GRAY SILTY SAND AND ROCKS

LEDGE ELEV. 115.89 — 30%

90%

90%

LEDGE: PHYLLITE WITH HIGH ANGLE FOLIATION

BORING NOTES

ALL SAMPLES AND VANES ARE MADE AHEAD OF CASING.

NUMBER OF BLOWS REQUIRED TO DRIVE EXTRA HEAVY CASING ONE FOOT WITH 400 FT. LBS. OF ENERGY PER BLOW.

LOCATION OF SAMPLE OR SAMPLE ATTEMPT. NUMBER AND TYPE OF DRY SAMPLE.

1D S&H SAMPLER #1290's

1C 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.

SHEAR NOTES

• FIELD VANE SHEAR STRENGTHS

X LABORATORY VANE SHEAR STRENGTHS

→ SHEAR STRENGTHS IN EXCESS OF CAPACITY OF EQUIPMENT

○ ONE HALF UNCONFINED COMPRESSIVE STRENGTHS.

WATER CONTENT NOTES

○ NATURAL WATER CONTENTS, GIVEN AS PER CENT OF DRY WEIGHT.

⊙---X PLASTIC AND LIQUID LIMITS

NORTHBOUND LANE

ELEVATION

BORING AB-48

STATION 1285+47 ℄ — CASING SIZE 2½"

DRIVING RESISTANCE Blows/Ft. 20 40	VANE SHEAR STRENGTH Tons/Sq.Ft. 0.4 0.8	WATER CONTENT Percent 20 40

ELEV. 141.8

1D — VERY STIFF GRAYISH BROWN SILTY CLAY — 2.4+

1C

2C H

MC — MEDIUM CONSISTENCY GRAY VARVED SILTY CLAY

2D — 85 — 70

3D — MEDIUM DENSITY GRAY VERY FINE SILTY SAND — 90 — 120 — GC — 85

LEDGE ELEV. 109.8

50% LEDGE: PHYLLITE WITH HIGH ANGLE FOLIATION

33%

75%

BORING AB-49

STATION 1285+96 ℄ — CASING SIZE 2½"

DRIVING RESISTANCE Blows/Ft. 20 40	VANE SHEAR STRENGTH Tons/Sq.Ft. 0.4 0.8	WATER CONTENT Percent 20 40

ELEV. 135.9

1C — VERY STIFF WEATHERED BROWN SILTY CLAY — 72 — 63 — 2.4+

1D — MEDIUM CONSISTENCY GRAY SILTY CLAY — 75

2D — DENSE GRAY SILT SAND WITH PHYLLITE STONES — 103 — 175

5% QUARTZITE ROCK

LEDGE ELEV. 119.9

90% LEDGE: PHYLLITE WITH HIGH ANGLE FOLIATION

BORING AB-47

STATION 1286+51 ℄ — CASING SIZE 2½" — ELEV. 139.11

GRAVEL — 300 — 135

TOPSOIL

1D — STIFF BROWN STONEY SILT — 175 — 265 — 30

2D — LEDGE ELEV. 126.81 — 75%

100%

100%

LEDGE: PHYLLITE WITH HIGH ANGLE FOLIATION

BORING AB-50

STATION 1287+01 — CASING SIZE 2½" — ELEV. 134.4

1D — VERY STIFF BROWN SILTY CLAY — 165 — 125

2D — VERY DENSE BROWN AND GRAY GRAVELLY SANDY SILT WITH ROCKS UP TO 2'. — 83%

0%

LEDGE ELEV. 118.4

72%

92%

LEDGE: PHYLLITE WITH HIGH ANGLE FOLIATION

0 1 2 3 4 5 INCHES

C. B. Cd., NO. 3793 28767

DESIGN— TRACE— CHECK— | BRIDGE NO. SURVEY— PLOT—

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
RIVER ROAD
IN THE TOWN OF
BENTON
KENNEBEC COUNTY
BORING DETAILS

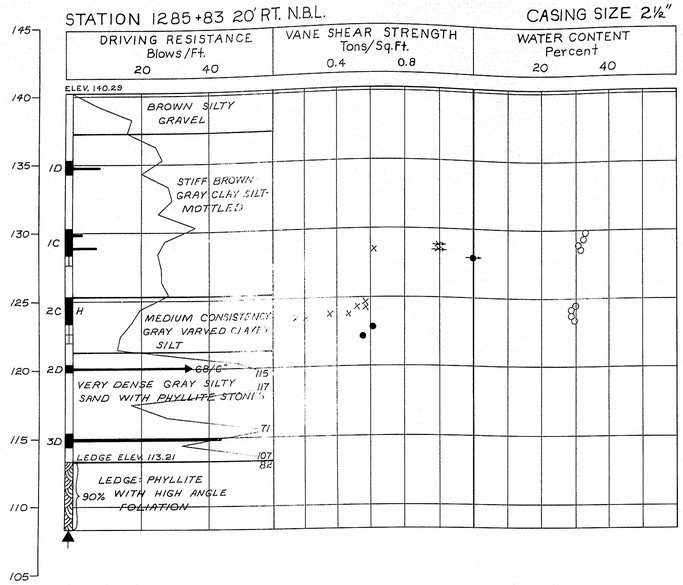
SHEET 3 OF 29 AUGUSTA, MAINE JUNE 1963

90-2

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	4	29

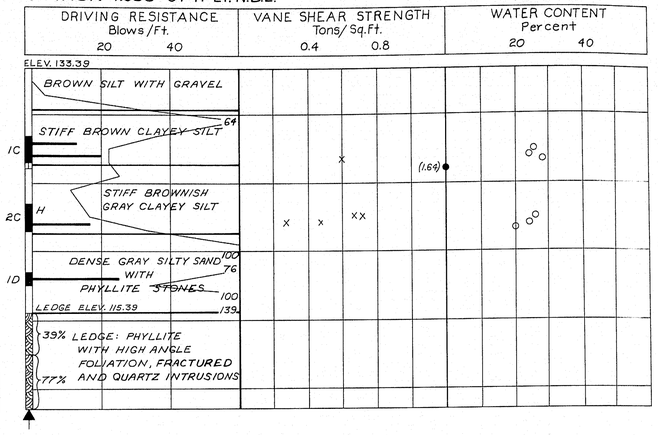
BORING NO. AC-78

STATION 1285+83 20' RT. N.B.L. CASING SIZE 2½"



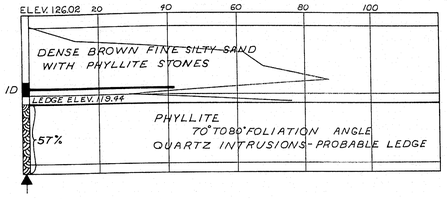
BORING NO. AC-79

STATION 1286+07 17' LT. N.B.L. CASING SIZE 2½"



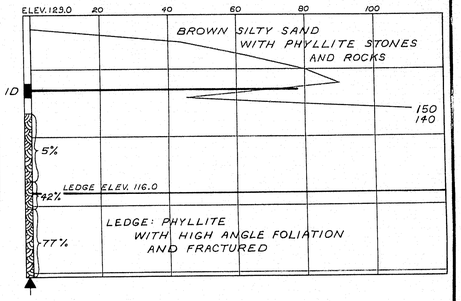
BORING NO. AC-80

STATION 1287+66 20' LT. S.B.L. CASING SIZE 2½"



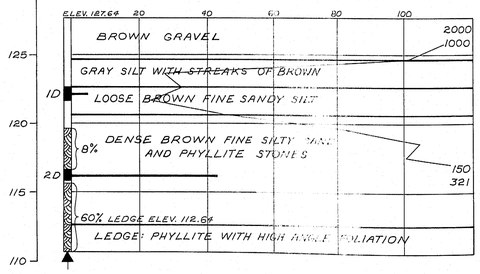
BORING NO. AC-82

STATION 1287+38 17' RT. S.B.L. CASING SIZE 2½"



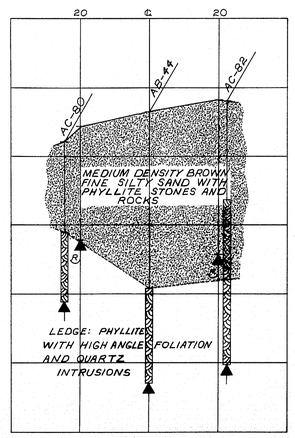
BORING NO. AC-81

STATION 1288+22 20' LT. S.B.L. CASING SIZE 2½"

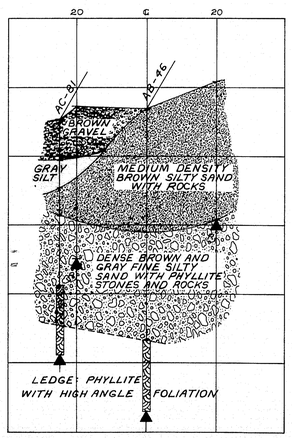


TRANSVERSE SECTIONS

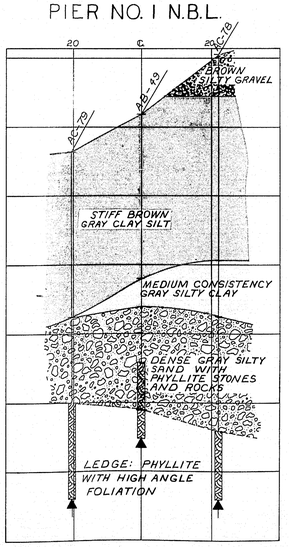
PIER NO. 1 S.B.L.



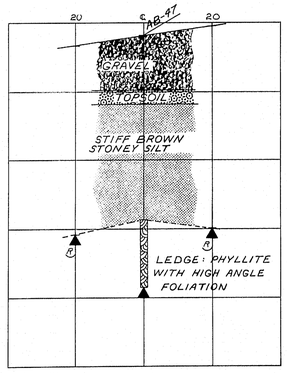
PIER NO. 2 S.B.L.



PIER NO. 1 N.B.L.

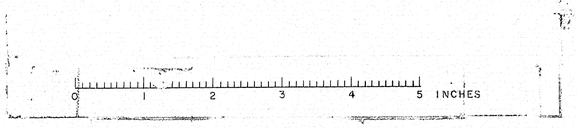


PIER NO. 2 N.B.L.



ELEVATION

135 140
130 135
125 130
120 125
115 120
110 115
105 110



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

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

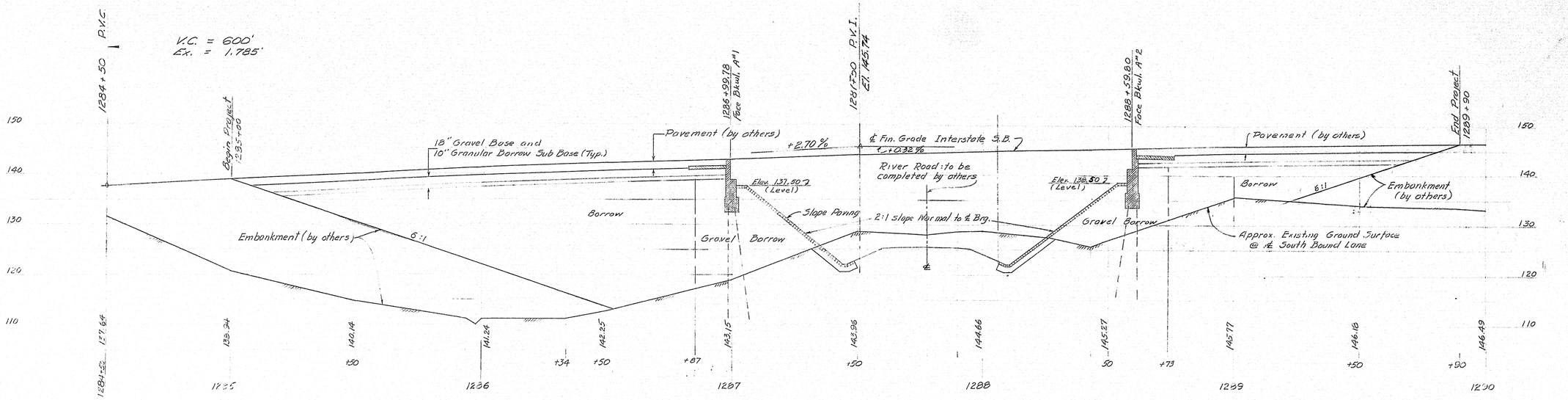
INTERSTATE 95
OVER
RIVER ROAD
IN THE TOWN OF
BENTON
KENNEBEC COUNTY
BORING DETAILS

SHEET 4 OF 29 AUGUSTA, MAINE JUNE 1963

90-4

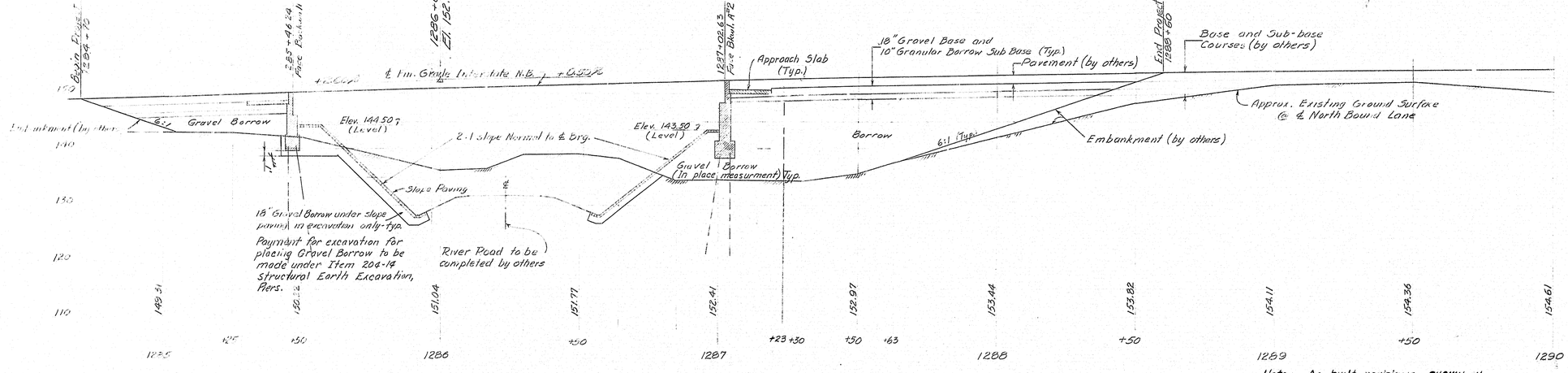
C. D. CO., NO. 37918 38197

S. P. R. Res. No.	State	Project Number	Sheet No.	Total Sheets
1	Maine	I-95-7(37)	5	29



PROFILE ALONG ℄ INTERSTATE (SOUTH BOUND)

Scale: Horiz. 1" = 20' ; Vert 1" = 10'



Note: As built revisions SHOWN IN Black INK. 9-24-64 E. Bernard

PROFILE ALONG ℄ INTERSTATE (NORTH BOUND)

Scale: Horiz. 1" = 20', Vert. 1" = 10'

NOTES:

1. Place gravel borrow to bottom of abutment footings before driving piles.
2. Loam, Seeding Method No. 2, Hay Mulch & Asphalt Mulch Binder up to bottom of Granular Borrow South Bound Sta. 1285+00 to 1289+90, North Bound Sta. 1284+70 to 1288+60 to be done under Bridge Contract; Elsewhere by others.
3. The vertical planes at the intersection of Borrow and Gravel Borrow are skewed parallel to ℄ Bearings of adjacent abutments.

DESIGN - AHR HRD DET. - FBF
TRACE - FBF
CHECK - Dragalla
BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

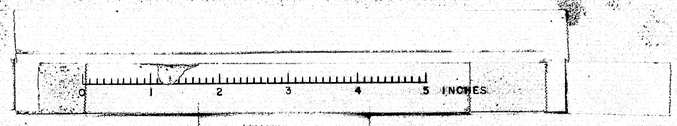
IN THE TOWN OF

BENTON

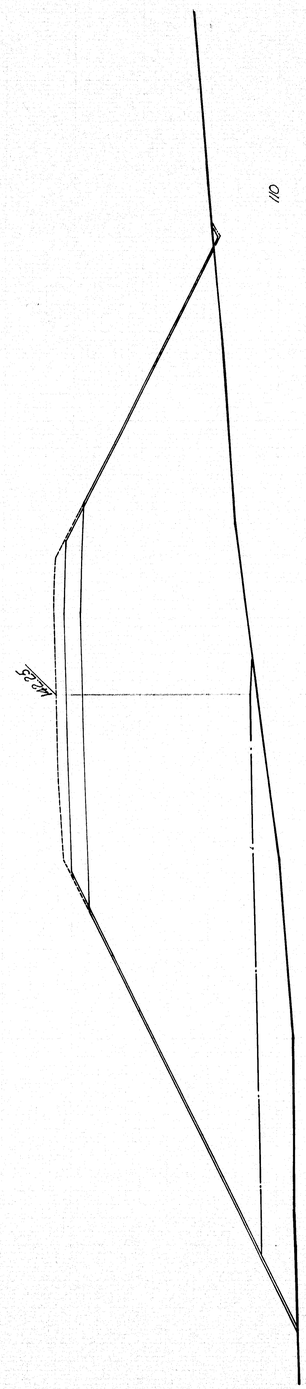
KENNEBEC COUNTY

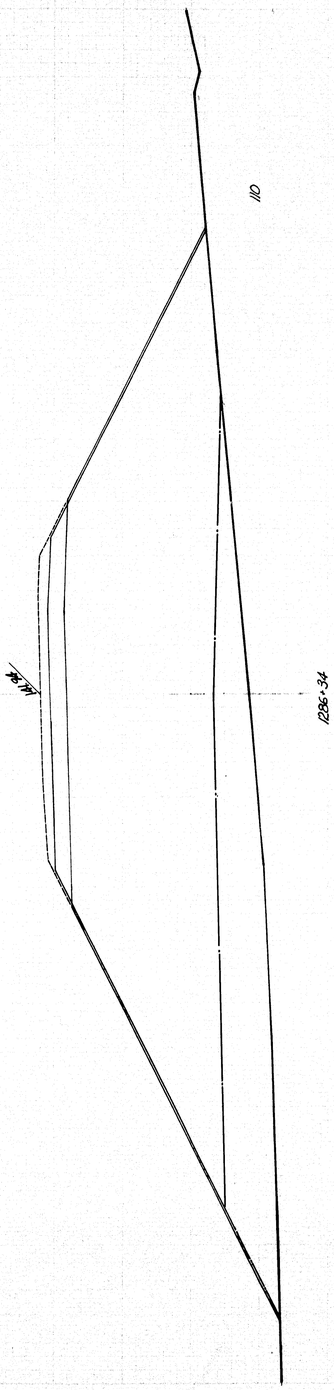
ROADWAY WORK, PROFILE

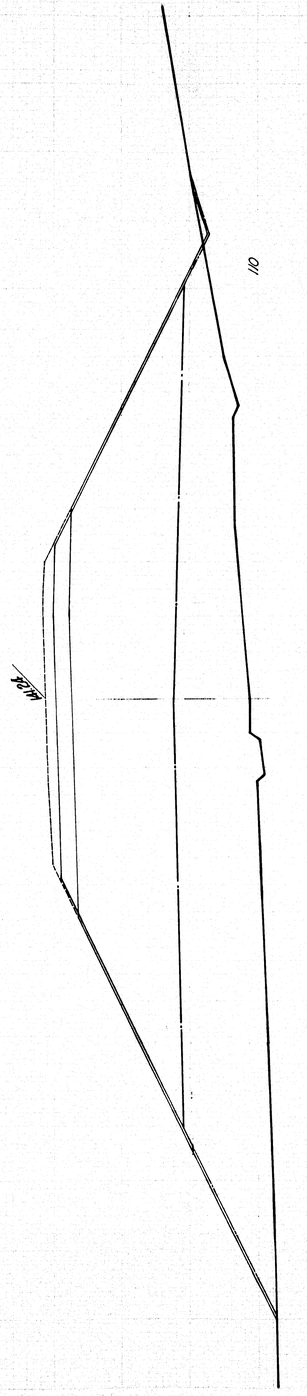
SHEET 5 OF 29 AUGUSTA, MAINE JUNE 1965

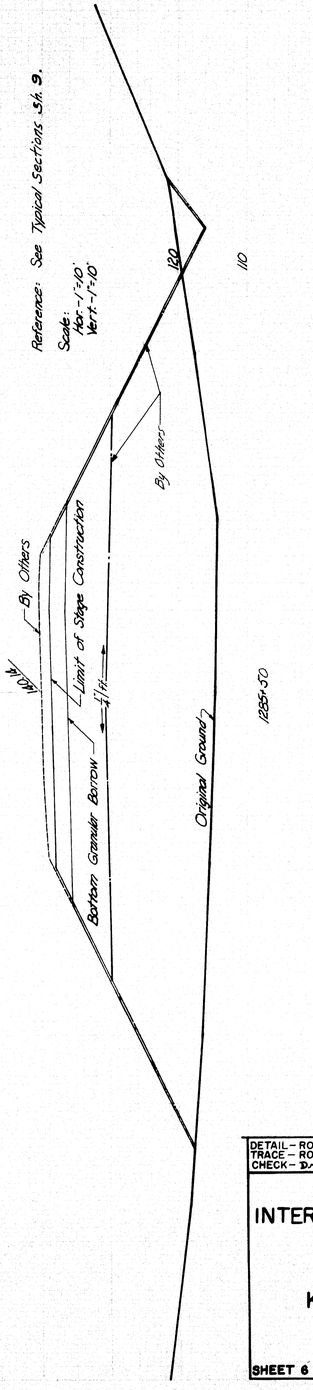


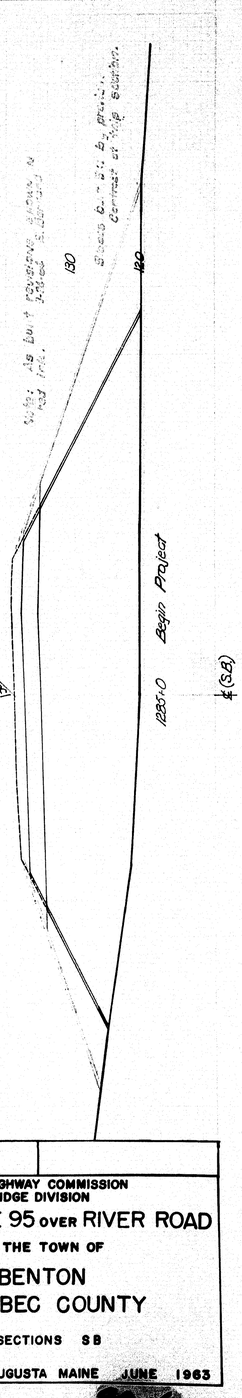
D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	6	29











9%73

DETAIL- ROG
TRACE- ROG
CHECK- Dreadby

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

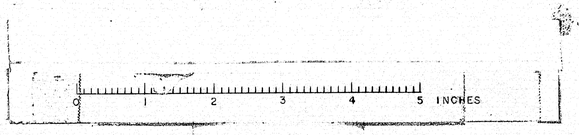
INTERSTATE 95 over RIVER ROAD

IN THE TOWN OF

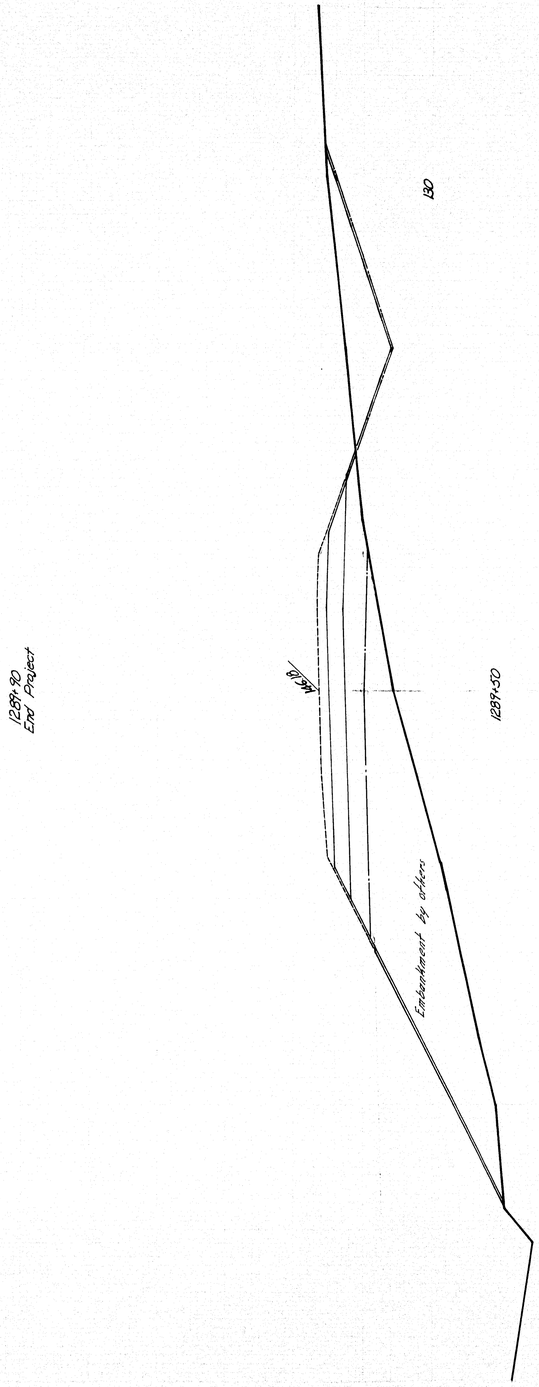
BENTON
KENNEBEC COUNTY

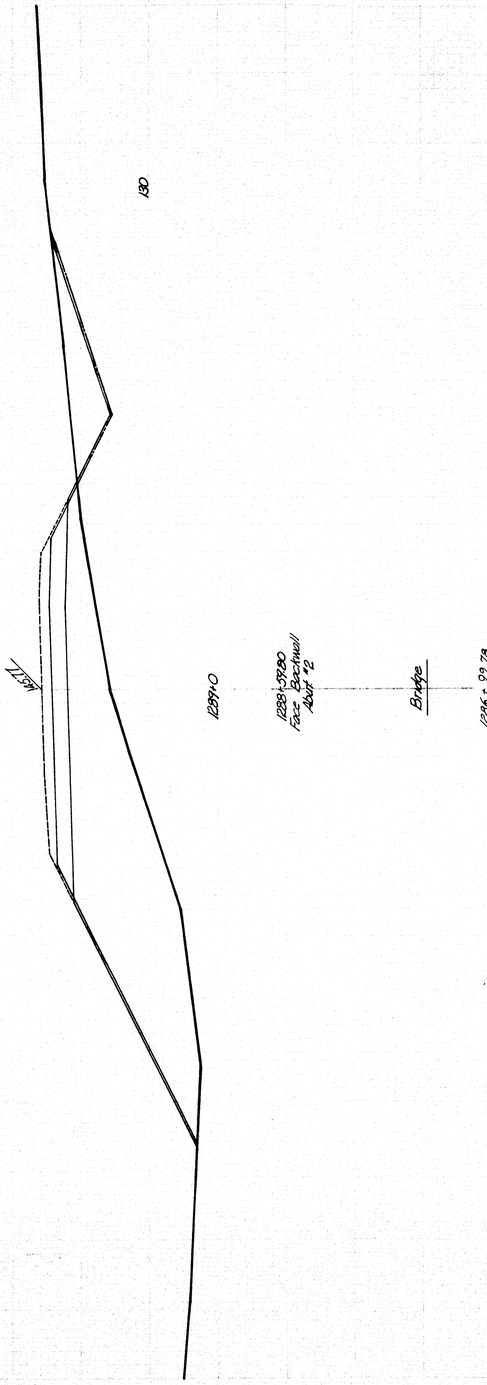
CROSSECTIONS S B

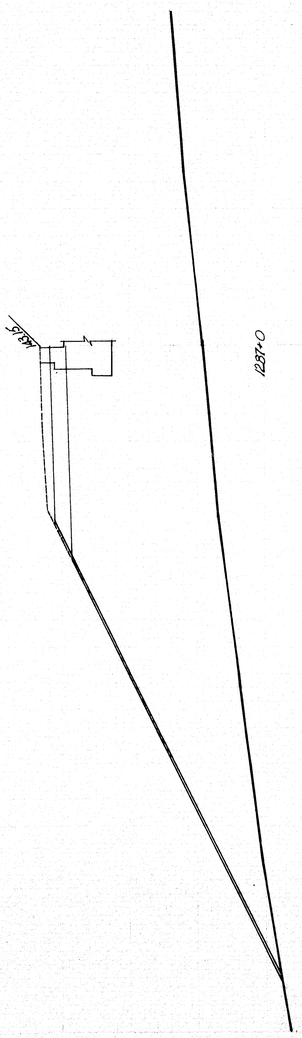
SHEET 6 OF 29 AUGUSTA MAINE JUNE 1963



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	7	29







9%x23

DETAIL – ROG	
TRACE – ROG	
CHECK – Dreadly	

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

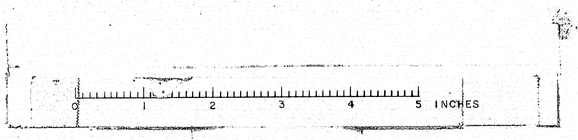
INTERSTATE 95 over RIVER ROAD

IN THE TOWN OF

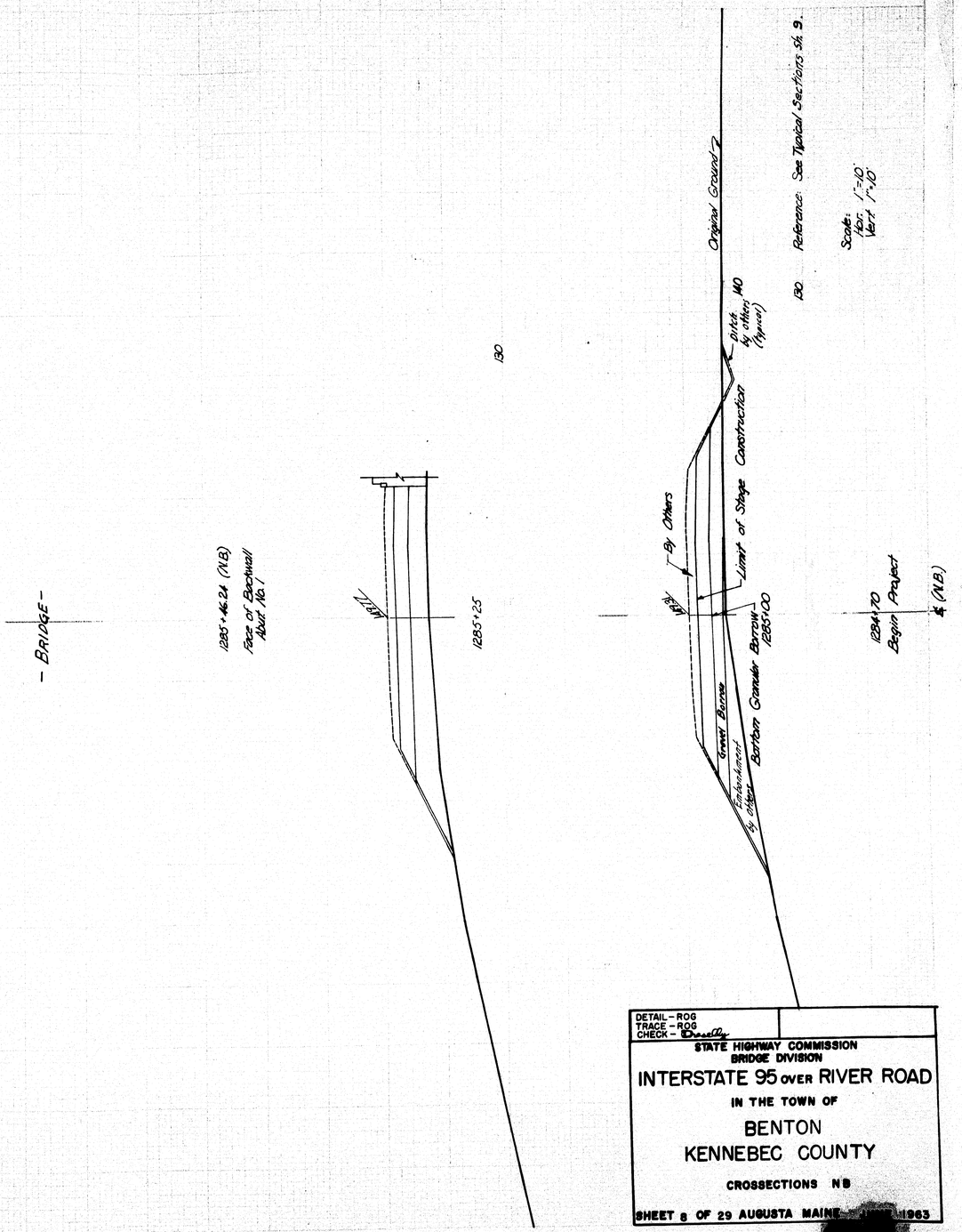
BENTON
KENNEBEC COUNTY

CROSSECTIONS SB

SHEET 7 OF 29 AUGUSTA MAINE JUNE 1963



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	8	29



DETAIL - ROG
TRACE - ROG
CHECK - Dreadly

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

IN THE TOWN OF

BENTON

KENNEBEC COUNTY

CROSSECTIONS NB

SHEET 8 OF 29 AUGUSTA MAINE [redacted] 1963

95/479

0 1 2 3 4 5 INCHES

B. P. R. Roll No.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	9	23

DETAIL – ROG
TRACE – ROG
CHECK – Donnelly

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 OVER RIVER ROAD
IN THE TOWN OF
BENTON
KENNEBEC COUNTY
CROSSECTIONS NB
TYPICAL SECTIONS
SHEET 9 OF 23 AUGUSTA MAINE JUNE 1963

1287+02.63 (NB)
Face of Backwall
Abut No. 2
(NB)

1287+30
ditch by others-Typical
130
52.75

1287+30
130
58.97

1287+63
130
53.10

1288+0
130
Embankment by others
1/1ft
1/1ft
53.44

1288+60 (NB) End Project
130
53.08

~ Typical Interstate Section-NB ~

S.B. same except where seperate dimensions in parenthesses are shown.
See Sheet 5 for limits of work done under this contract and material limits.

NOTE: All work above the top of the 18" gravel base course to be done by others.

Edge Pavement
2:1
Typical: 3" Loam
Seeding, method #2
Hay Mulch
Asphalt Mulch Binder
4'-0" (4'-8")
1'-6" (1'-3")
9" Crushed Gravel
18" Gravel Base
10" Granular Borrow
Gravel (or Common) Berrow
Subgrade Breakpoints
4" per ft.
3" Bit. Conc. Surf.
5" Mac. Base
2'-0"
4" per ft.
3" Mac. Shld.
1'-6" (1'-3")
9" (8")
1'-9"
3'-2"
1'-9"
8'-0" (12'-0")
12'-0"
12'-0" (8'-0")
3" Mac. Shld.
4" VC.
2'-1"
3'-2"
1'-9"
Edge Pavement
4'-2" (4'-1")
3'-4" (3'-2")
1'-6" (1'-3")
9" (8")

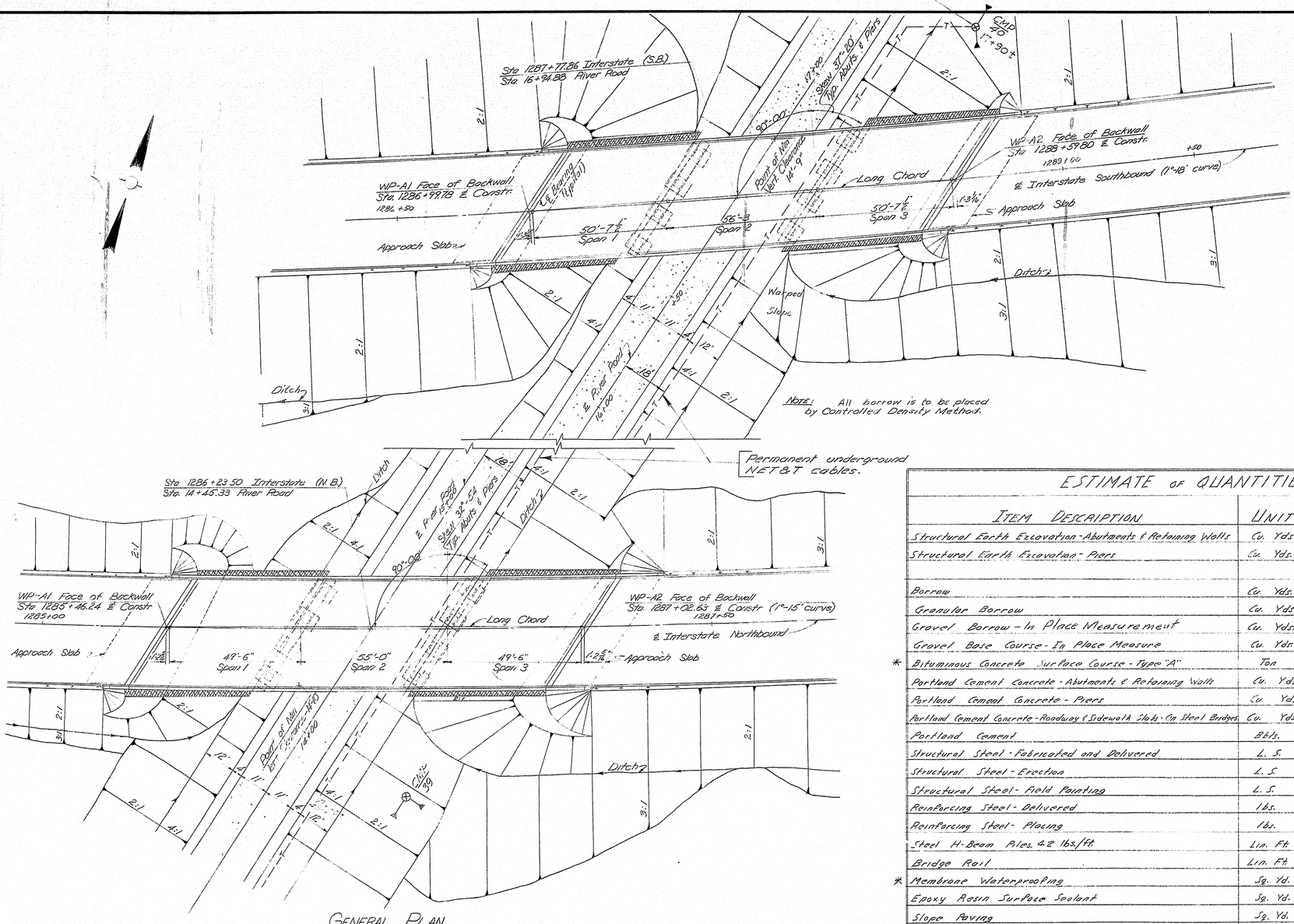
~ Typical River Road Section ~

NOTE: River Road by others.

℄ River Road
2" Bit. Conc. Surf. Course
1" Gravel Surf. Course
24" Gravel Base
3" Gravel Surf
3" loam, seeded
℄ 1/ft ±
℄ 1/ft ±
2:1
3'-6"
5'-1"
11'-0"
4'-0"
8'-0"
4'-0"
2'-0"
3'-2"
1'-6"
1'-0"

℄ Interstate
12'-0"
12'-0"
4'-0"
2'-0"

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	10	29



GENERAL PLAN
Scale 1" = 20'

ELEVATION
Scale - Hor. & Vert. 1" = 20'

CURVE DATA

Southbound

Horizontal
P.I. Sta. 1287 + 36.85
Δ = 40°-23'-26" Lt.
D = 1°-18'
T = 1621.18'
L = 3106.97'
R = 4407.37'
E = 298.71'

Vertical
P.V.I. Sta. 1287 + 50, El. 145.74
L = 600'
E = 17.850'
g_1 = +2.70%
g_2 = +0.32%
P.V.C. Sta. 1284 + 50, El. 137.64

Northbound

Horizontal
P.I. Sta. 1283 + 47.84
Δ = 43°-09'-43" Lt.
D = 1°-15'
T = 1813.03'
L = 3452.96'
R = 4589.66'
E = 345.54'

Vertical
P.V.I. Sta. 1286 + 00, El. 152.61
L = 600'
E = 1.575D'
g_1 = +2.60%
g_2 = -0.50%
P.V.C. Sta. 1283 + 00, El. 144.81

River Road

Vertical
P.V.I. Sta. 17+30, El. 117.48
P.V.C. Sta. 14+05, El. 133.73
L = 650'
E = 8.125D
g_1 = -5.00%
g_2 = +5.00%

UTILITIES

Central Maine Power Company
New England Tel. & Tel. Company

ESTIMATE OF QUANTITIES

	Item Description	Unit	Total Quantities	Bridge Quantities
	Structural Earth Excavation - Abutments & Retaining Walls	Cu. Yds.	50	50
	Structural Earth Excavation - Piers	Cu. Yds.	700	700
	Borrow	Cu. Yds.	13,600	
	Granular Borrow	Cu. Yds.	930	
	Gravel Borrow - In Place Measurement	Cu. Yds.	6,500	
	Gravel Base Course - In Place Measure	Cu. Yds.	1,570	
*	Bituminous Concrete Surface Course - Type "A"	Ton	154	154
	Portland Cement Concrete - Abutments & Retaining Walls	Cu. Yds.	469	469
	Portland Cement Concrete - Piers	Cu. Yds.	283	283
	Portland Cement Concrete - Roadway & Sidewalk Slab - On Steel Bridges	Cu. Yds.	385	385
	Portland Cement	Bbls.	1,700	1,700
	Structural Steel - Fabricated and Delivered	L. S.	Lump Sum	Lump Sum
	Structural Steel - Erection	L. S.	Lump Sum	Lump Sum
	Structural Steel - Field Painting	L. S.	Lump Sum	Lump Sum
	Reinforcing Steel - Delivered	lbs.	166,400	166,400
	Reinforcing Steel - Placing	lbs.	166,400	166,400
	Steel H-Beam Piles 42 lbs/ft	Lin. Ft.	1,735	1,735
	Bridge Rail	Lin. Ft.	706	706
*	Membrane Waterproofing	Sq. Yd.	1,405	1,405
	Epoxy Resin Surface Sealant	Sq. Yd.	233	233
	Slope Paving	Sq. Yd.	1,070	
	Granite Bridge Curb	Lin. Ft.	728	728
	Loam Borrow	Cu. Yds.	600	
	Seeding - Method No. 2	Unit	65	
	Hay Mulch	Ton	3.5	
	Asphalt Mulch Binder	Gallon	1,800	

Estimated Quantity of Structural Steel = 296,500 lbs.
* Not Part of This Contract.

SPECIFICATIONS

DESIGN: A.A.S.H.O. Standard Specifications for Highway Bridges 1961, with interim revisions.

CONSTRUCTION: State of Maine, State Highway Comm. Standard Specifications for Highways and Bridges, revision of January 1956, with supplements.

LOADING: H20-S16-44, modified for Interstate Structural Steel - $A36-f_b$=20,000, A7-f_b=18,000 Reinforcing Steel - f_s=20,000 p.s.i. Concrete - (n=10), f_c=1,200 p.s.i.

CONCRETE CLASSIFICATIONS: All concrete Class "A"

DETAIL - ROG
TRACE - ROG
CHECK - Dwselley

BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

IN THE TOWN OF

BENTON

KENNEBEC COUNTY

GENERAL PLAN
QUANTITIES

SHEET 10 OF 29 AUGUSTA, MAINE JUNE 1963

C. B. CO., NO. 44-302 29216

0 1 2 3 4 5 INCHES

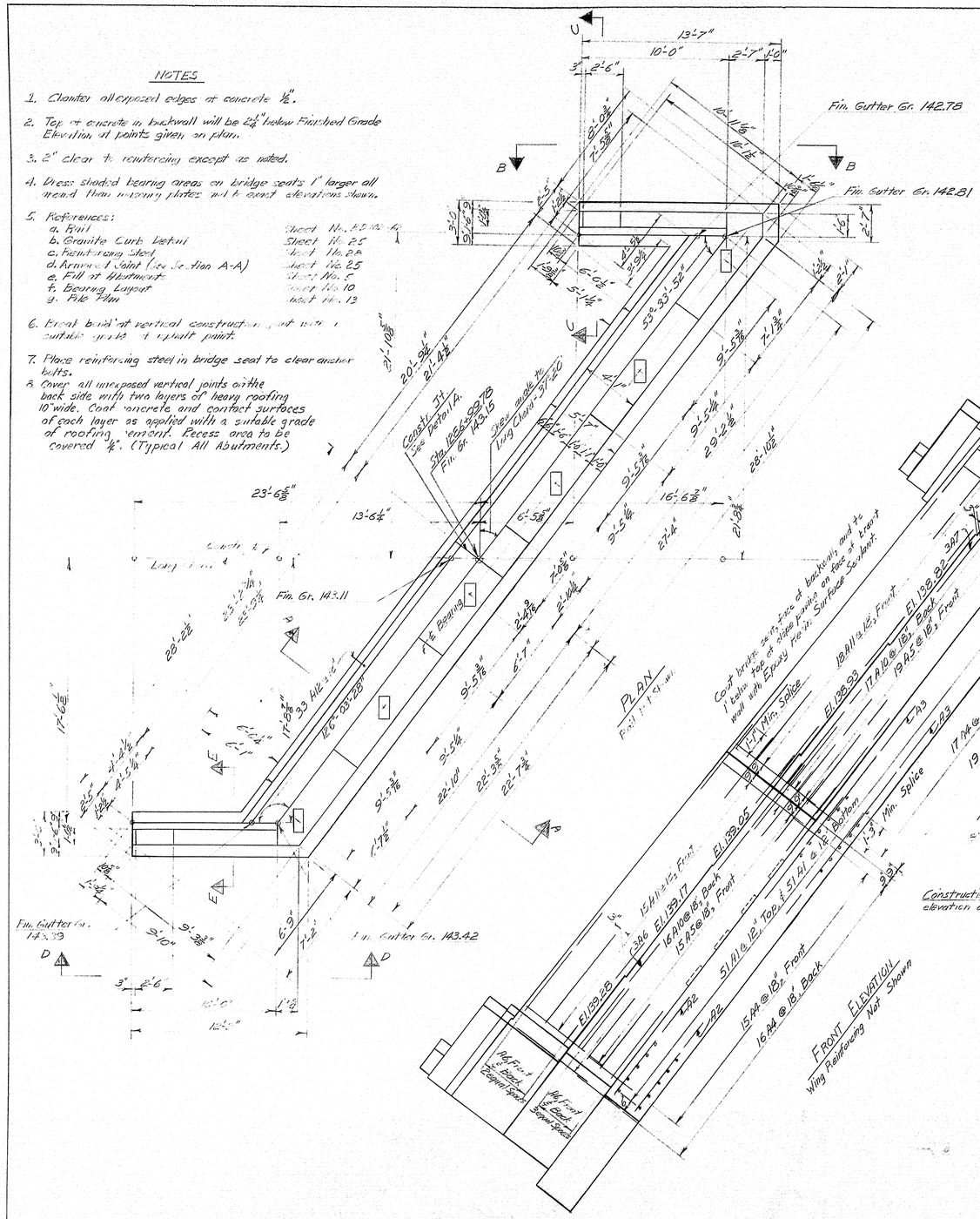
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	11	29

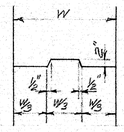
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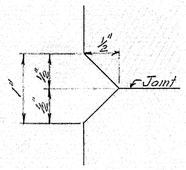
1. Chamfer all exposed edges of concrete ½".
2. Top of concrete in backwall will be 2¼" below Finished Grade Elevation at points given on plan.
3. 2" clear to reinforcing except as noted.
4. Press shaded bearing areas on bridge seats 1" larger all around than masonry plates and to exact elevations shown.
5. References:

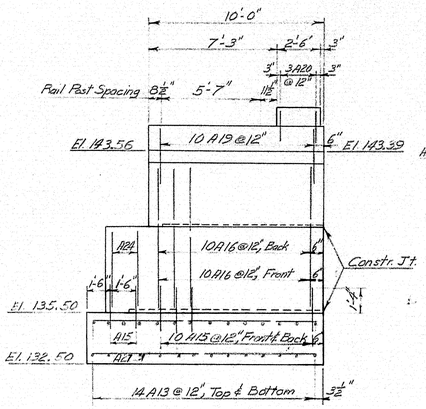
a. Rail	Sheet No. E.D.10-6
b. Granite Curb Detail	Sheet No. 25
c. Reinforcing Steel	Sheet No. 26
d. Armored Joint (See Section A-A)	Sheet No. 25
e. Fill at Abutment	Sheet No. 5
f. Bearing Layout	Sheet No. 10
g. Pile Plan	Sheet No. 13

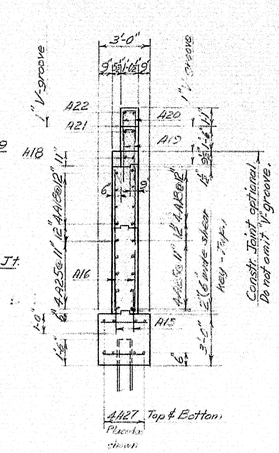
6. Break bond at vertical construction joint with a suitable grade of asphalt paint.
7. Place reinforcing steel in bridge seat to clear anchor bolts.
8. Cover all unexposed vertical joints on the back side with two layers of heavy roofing 10" wide. Coat concrete and contact surfaces of each layer as applied with a suitable grade of roofing cement. Recess area to be covered ½". (Typical All Abutments.)

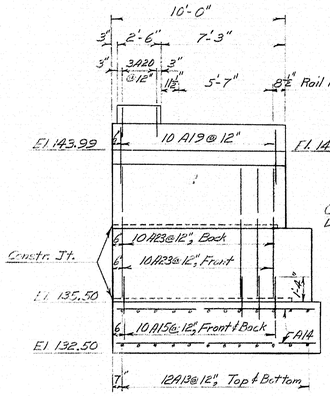


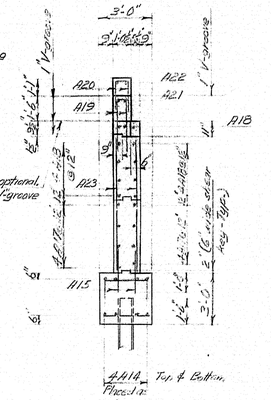


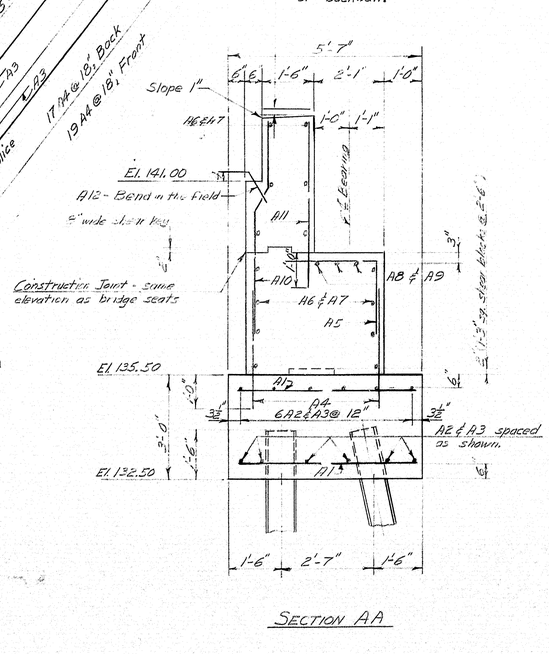






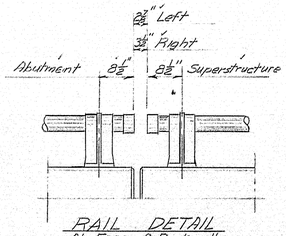






2¼" below finished grade (Typ.)

Membrane waterproofing top of backwall.



DESIGN - HRD	DET. - HRD
TRACE - HRD	
CHECK - A. Porter	

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

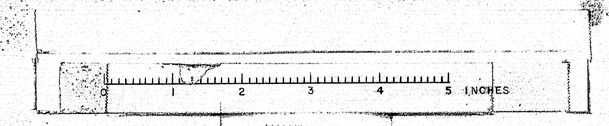
IN THE TOWN OF

BENTON
KENNEBEC COUNTY

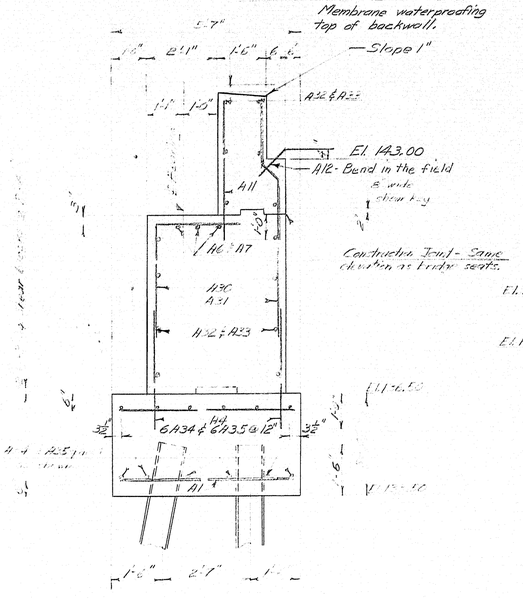
ABUTMENT NO. 1 S.B.

SHEET 11 OF 29 AUGUSTA, MAINE JUNE 1963

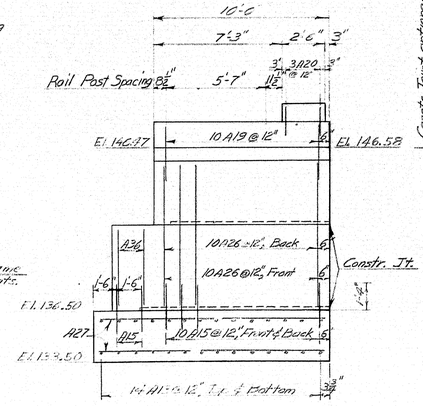
10-11



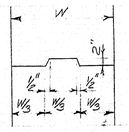
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	12	29



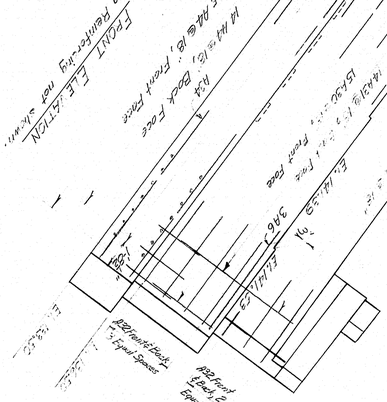
VIEW BB

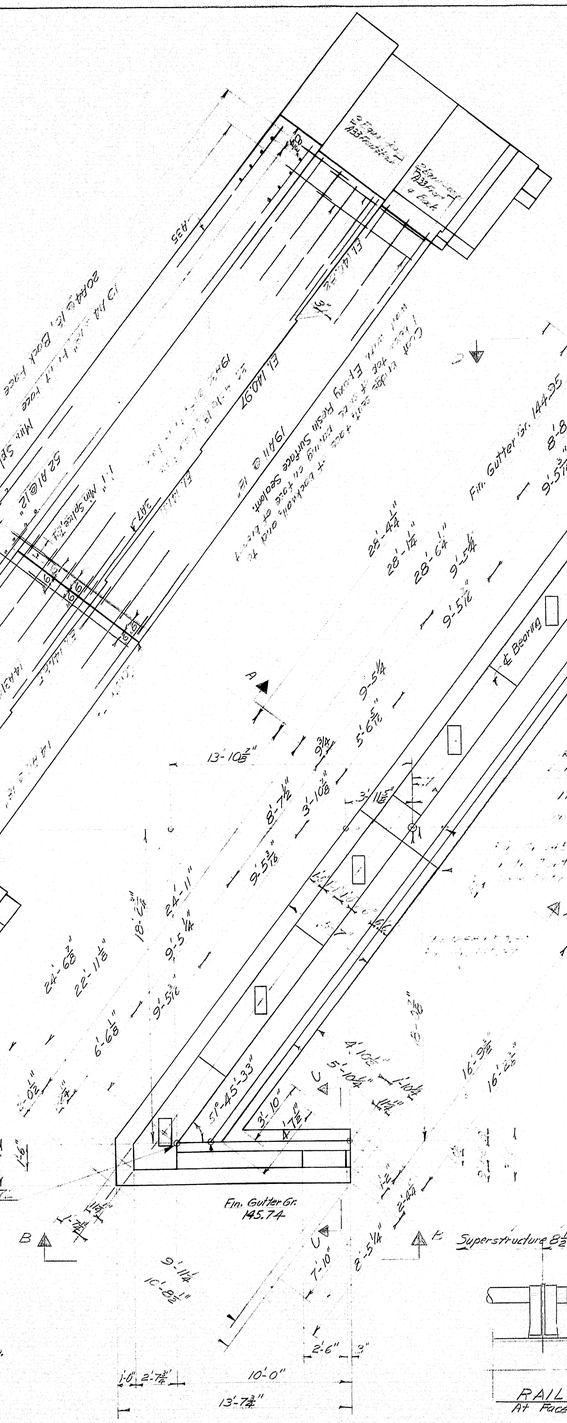


SECTION CC

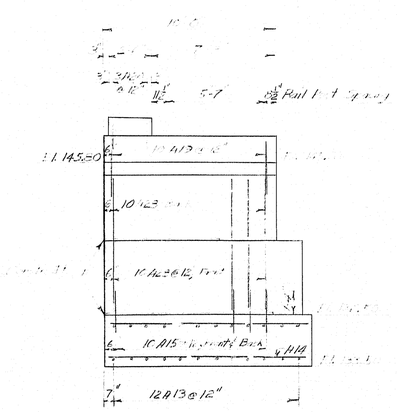


DETAIL A

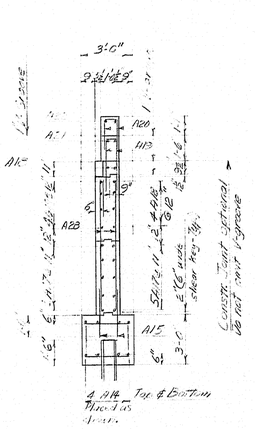




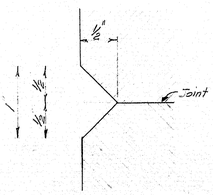
PLAN
Rail not shown.



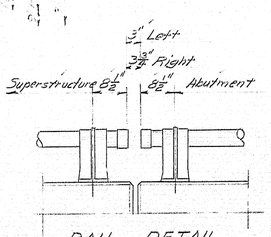
VIEW DD



SECTION EE



1" V GROOVE



RAIL DETAIL
At Face of Backwall

NOTES

1. Place reinforcing steel in bridge seat to clear anchor bolts.
2. Chamfer all exposed corners of concrete ½".
3. Top of concrete in backwall to be at the Grade Elevation at point shown on plans.
4. 2" clear to reinforcing except as noted.
5. Dress shaded bearing areas of bridge seats 1" larger all around than masonry plates and to exact elevations shown.
6. References:

a. Rail	Sheet No. 10
b. Reinforcing Steel	Sheet No. 28
c. Granite Cap Detail	Sheet No. 25
d. Armored Joint (Type A)	Sheet No. 25
e. Fill at Abutment	Sheet No. 5
f. Bearing Layout	Sheet No. 10
g. Pile Trim	Sheet No. 13

7. Break bond at vertical construction joint with a suitable grade of expansion joint.

DESIGN – HRD DET. – HRD
TRACE – HRD
CHECK – A Porter

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

IN THE TOWN OF

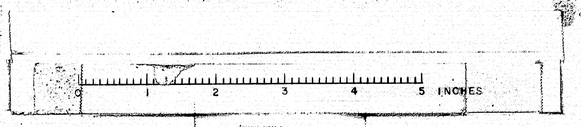
BENTON

KENNEBEC COUNTY

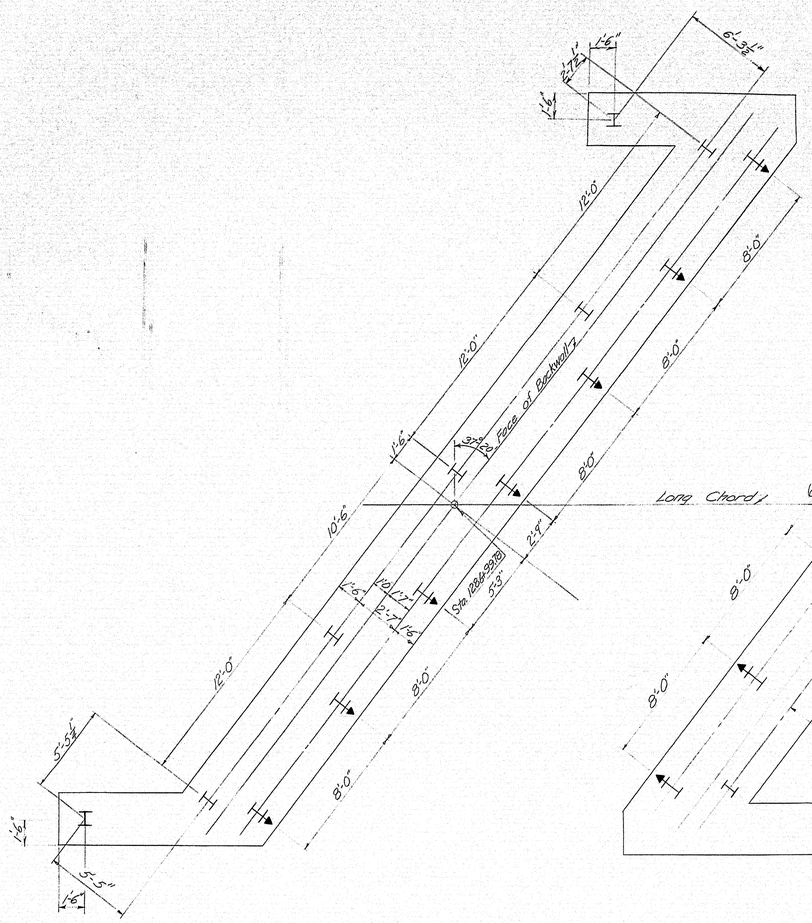
ABUTMENT NO. 2 S.B.

SHEET 12 OF 29 AUGUSTA, MAINE JUNE 1963

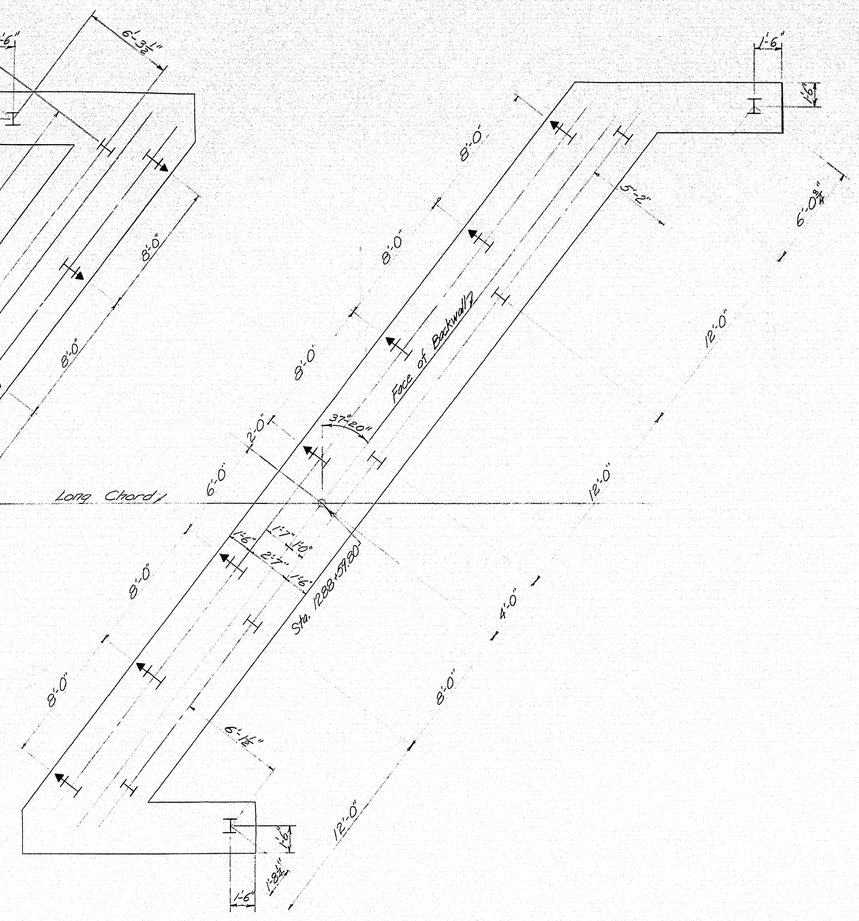
90-12



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	13	29



PILE PLAN - ABUT. #1



PILE PLAN - ABUT. #2

PILE NOTES

All piles to be 10 BP 42, no pile caps required.
Maximum pile load = 37 tons per pile.
Drive piles to ledge or practical refusal.
Batter piles indicated thus, |→ 2½" per foot in direction of arrow. All others plumb.
28 piles required, Estimated length Abut #1 - 14 @ 30'
Abut #2 - 14 @ 25'

DESIGN- H&O
TRACE- A&S
CHECK- H. Porter
BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 OVER RIVER ROAD

IN THE TOWN OF

BENTON

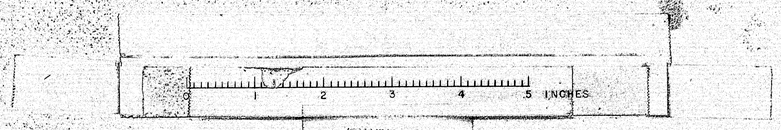
KENNEBEC COUNTY

ABUT PILE PLANS S.B.

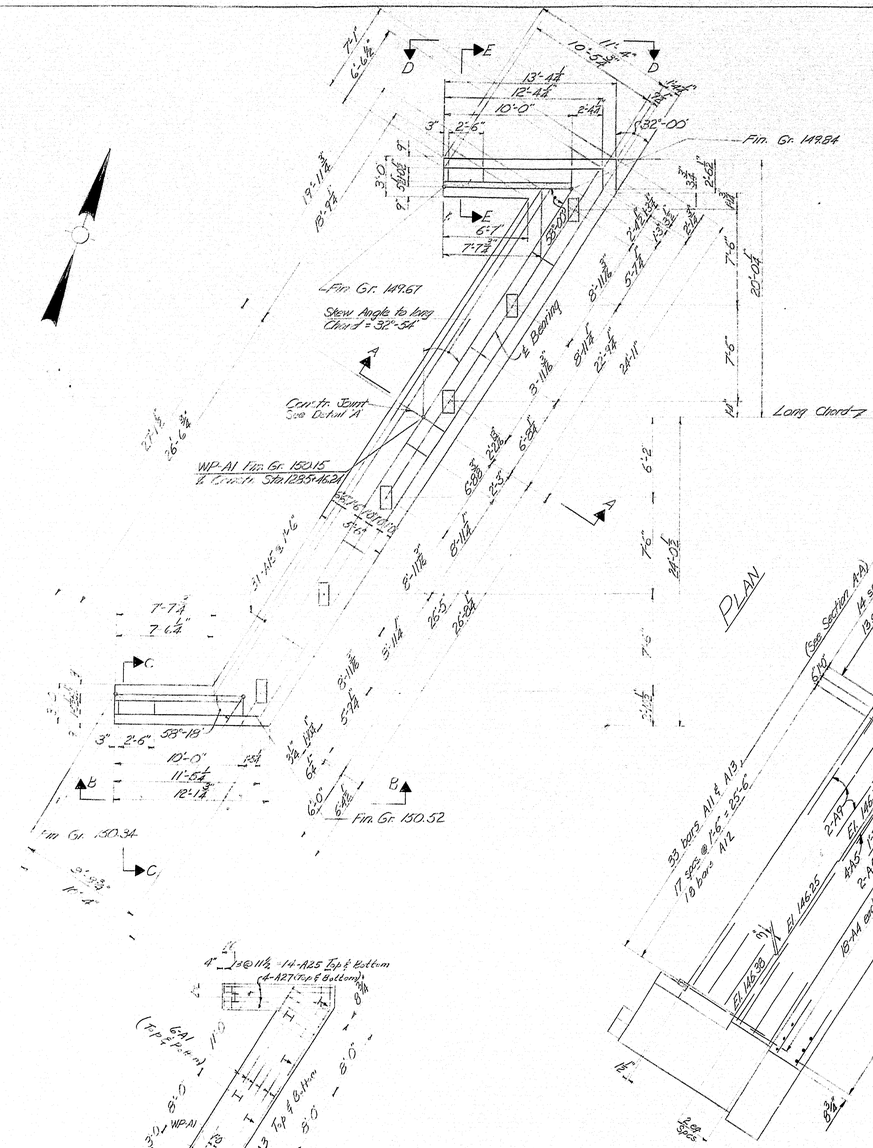
SHEET 13 OF 29 AUGUSTA, MAINE JUNE 1963

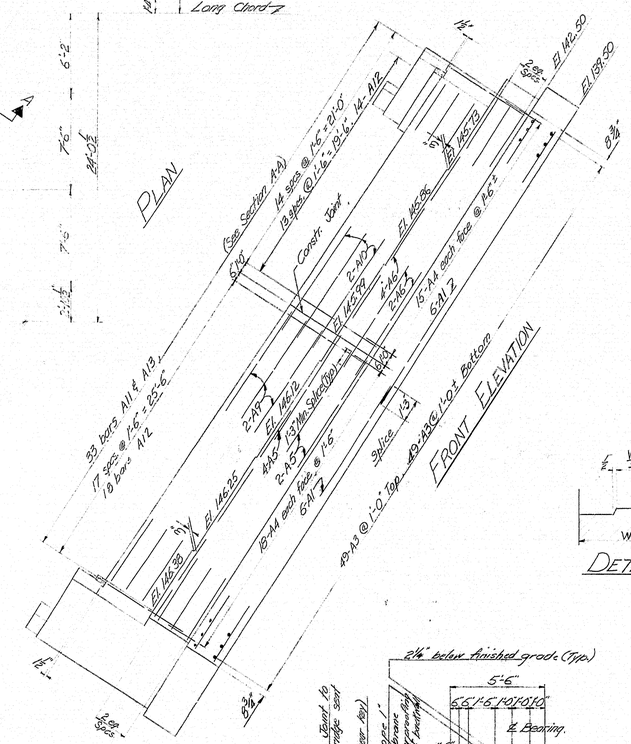
90-13

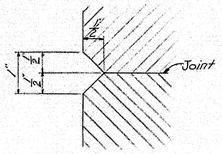
C. B. CO., NO. 44-302 28816



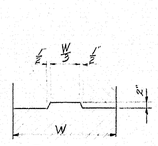
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1	MAINE	I-95-7(57)	14	29



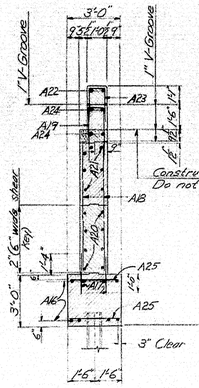




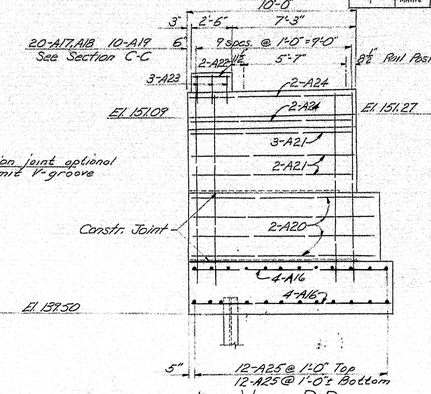
1" V-GROOVE



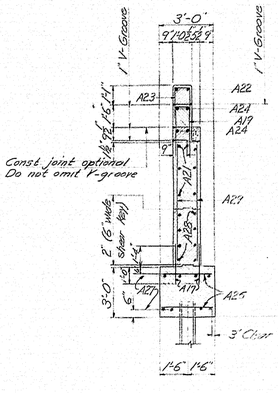
DETAIL A



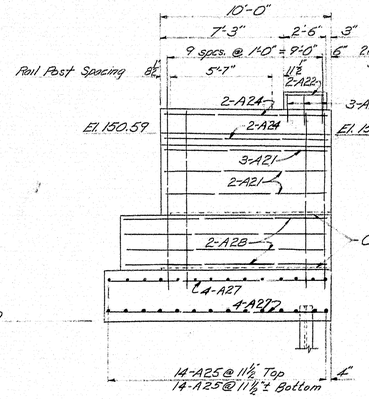
SECTION C-C



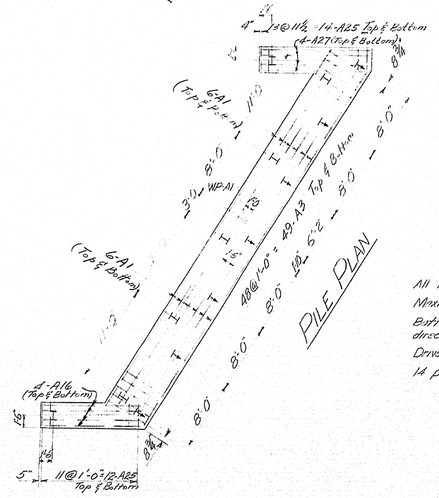
VIEW B-B



SECTION E-E

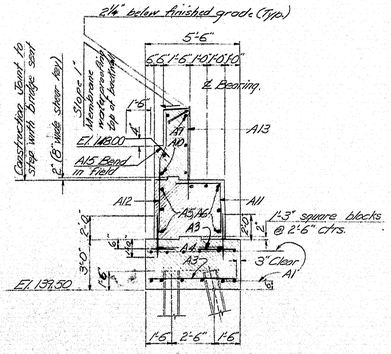


VIEW D-D

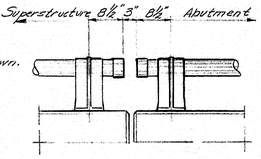


PILE NOTES

All piles to be 10 BP 42, no pile cap required.
Maximum Pile Load = 37 tons per pile.
Batter piles indicated thus, ⊢► 2½ per foot in direction of arrow. All others plumb.
Drive piles to ledge or practical refusal
14 piles required; Estimated Length 35'-0"



SECTION A-A



RAIL DETAIL
At Face of Backwall

GENERAL NOTES

1. Concrete in backwall 2½" below finished grades at points shown.
2. 2" clear to reinforcing except as noted.
3. Dress sloped bearing areas on bridge seats, 1" larger all around than masonry plates and to exact elevations shown.
4. Place reinforcing steel in bridge seat to clear anchor bolts.
5. Coat bridge seat, face of backwall, 1' below top of slope paving on face of breastwall with Epoxy Resin Surface Sealant.
6. References:
   - a. Bridge Rail — Sh. No. BD 102-62
   - b. Reinforcing Steel — Sh. No. 29
   - c. Armored Joint (See Section A-A) — Sh. No. 27
   - d. Fill @ Abutments — Sh. No. 5
   - e. Granite Curb Detail — Sh. No. 27
7. Break bond with a suitable grade of asphalt paint at the vertical construction joint.

DESIGN – AHR DET. – ROG BRIDGE NO.
TRACE – ROG
CHECK – N.W.T. Steel RBP

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

IN THE TOWN OF

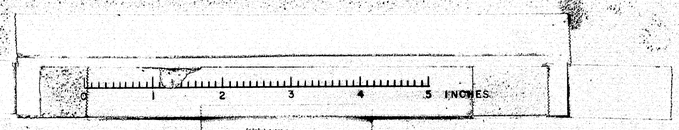
BENTON

KENNEBEC COUNTY

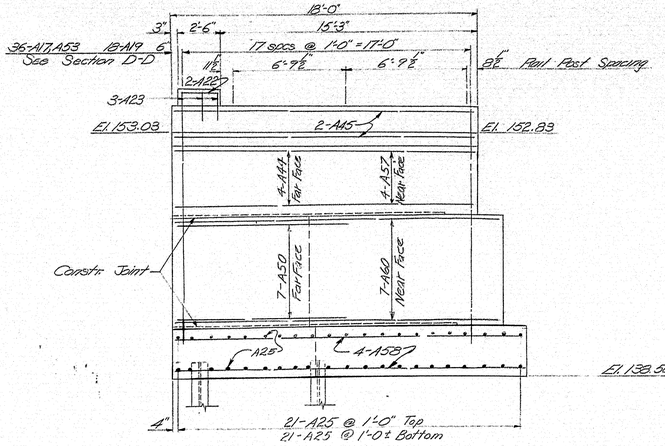
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SHEET 14 OF 29 AUGUSTA, MAINE JUNE 1963

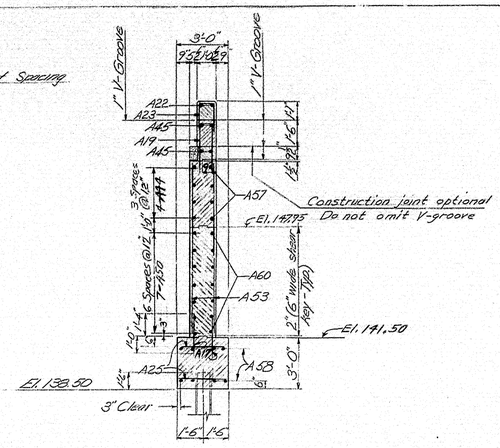
N.B. Abut #1 I-95 Plans No. 90-14



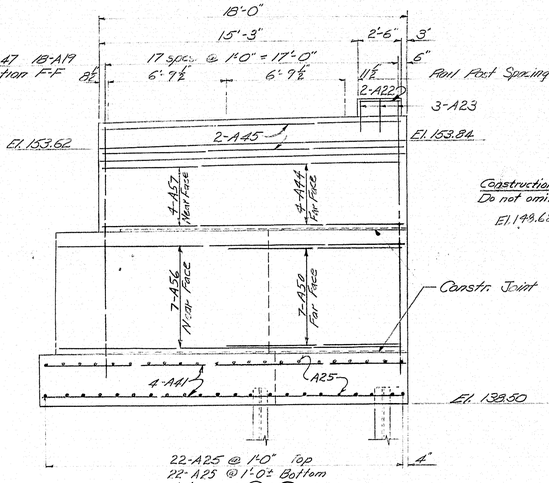
B. P. R. Reg No.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	15	29



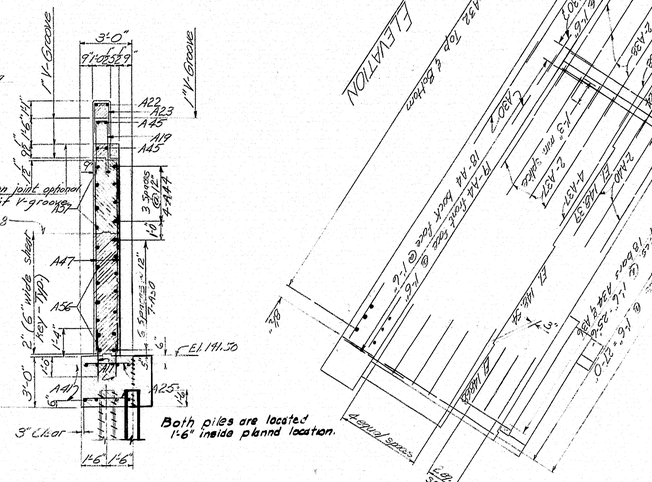
VIEW A-A



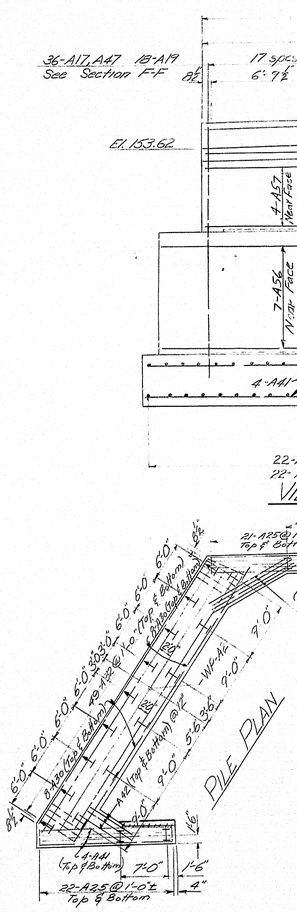
SECTION D-D



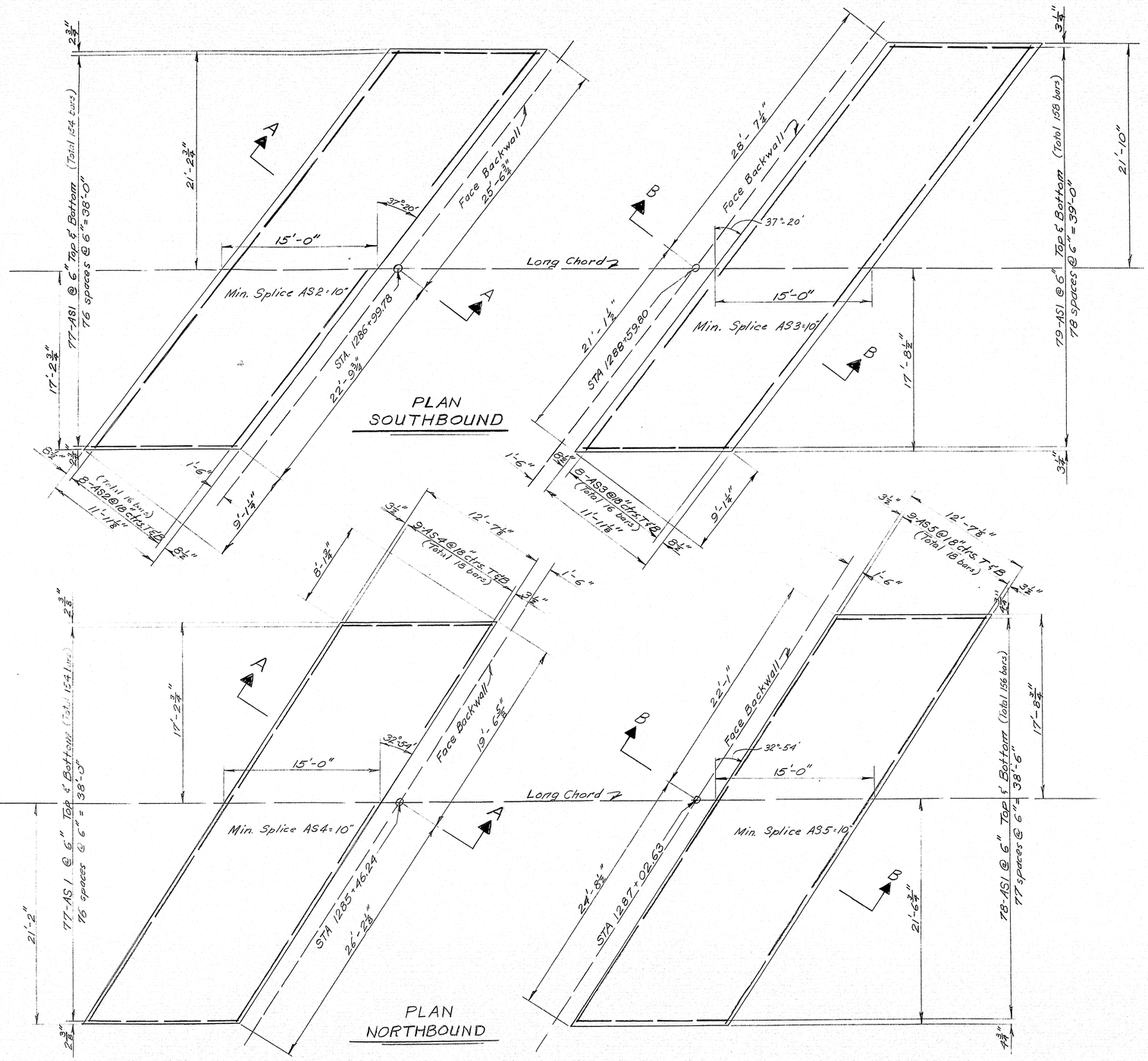
VIEW C-C

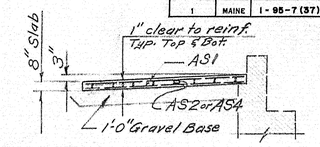


SECTION F-F

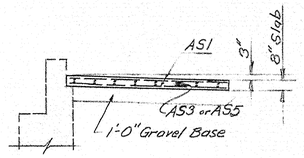

7'-0"
21-A25@1'-0" Top & Bottom
1'-6"
4"
4-A58 (Top & Bottom)
A19 (Top & Bottom) @ 6"
A17 (Top & Bottom) @ 12"
9'-0"
6'-0"
6'-0"
6

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I - 95-7 (37)	16	29





SECTION A-A



SECTION B-B

NOTE :
Payment for concrete in approach slabs to be made under Item "M-15 Portland Cement Concrete Abutments and Retaining Walls.

DESIGN- ANR	DET- RWL	BRIDGE NO.
TRACE- RWL		SURVEY-
CHECK- F.B.P.		PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

IN THE TOWN OF

BENTON

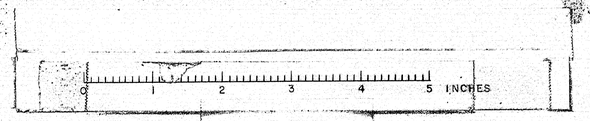
KENNEBEC COUNTY

APPROACH SLABS SB & NB

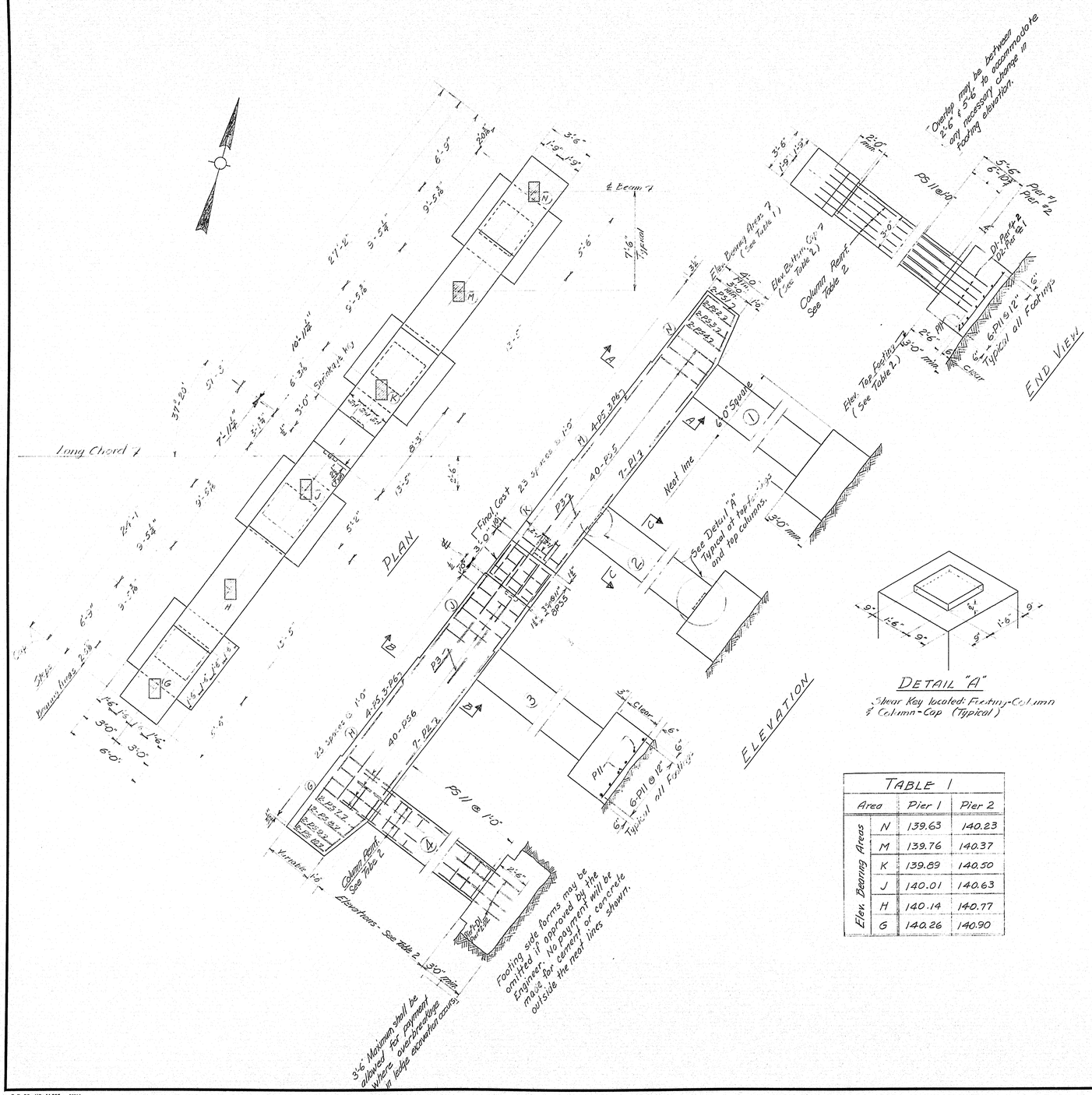
SHEET 16 OF 29 AUGUSTA, MAINE JUNE 1963

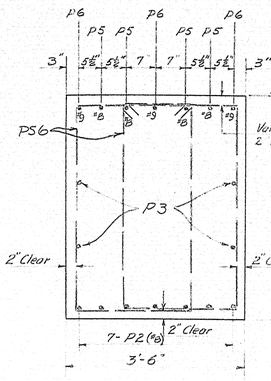
S.B. & M.B. APPROACH SLABS I 95 RIVER RD. 90-16

C. B. CO., NO. 44-302 24316

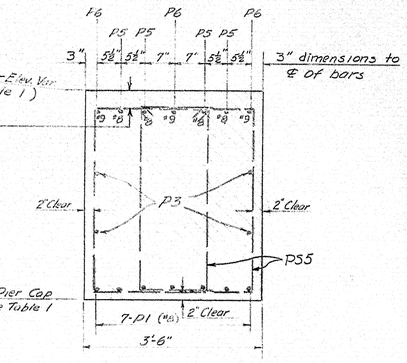


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	17	29

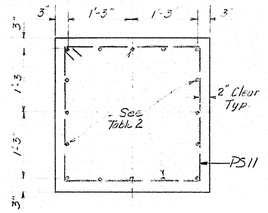




SECTION B-B



SECTION A-A



SECTION C-C

DETAIL "A"

Shear Key located: Footing-Column & Column-Cap (Typical)

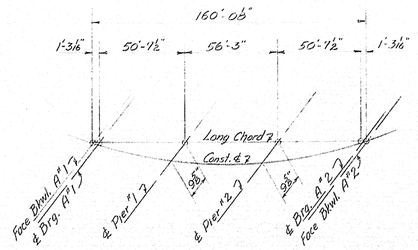
TABLE 2

	Column Location	Column Reinf.	Column Stirrups	Top of Column El.	Top of Footing El.	Column Height	Approx Ledge El.
PIER 1	1	16-P22 #8	18 P5 11	135.63	121.00	22.63 14'-7½"	119.00
	2	16-P23 #8	18 P5 11	135.63	120.00	15'-7½"	117.00
	3	16-P24 #8	18 P5 11	135.63	118.00	17'-7½"	115.00
	4	16-P25 #8	18 P5 11	135.63	117.00	18'-7½"	116.00
PIER 2	1, 2, 3, 4	16-P26	18 P5 11	136.23	115.00	21'-2¾"	112.00
	2	16-P26	18 P5 11	136.23	119.00	17.23	
	3	16-P26	20 P5 11	136.23	117.00	19.23	
	4	16 P26	19 P5 11	136.23	117.50	18.73	

Note: For ledge elevations see Field Book 2, pages 49, 51.

TABLE 1

Area		Pier 1	Pier 2
Elev. Bearing Areas	N	139.63	140.23
	M	139.76	140.37
	K	139.89	140.50
	J	140.01	140.63
	H	140.14	140.77
	G	140.26	140.90



LONG CHORD LAYOUT

Note: As built revisions shown in black ink. 9-24-64 E. Barnard

NOTES

Dress shaded bearing areas to exact elevations shown and 1" larger all around than the required masonry plate.

Reinforcing steel in top of cap to clear anchor bolts.

All weathered or broken ledge shall be removed before any footing concrete is placed.

Maximum footing Pressure = 14 Tons/sq. ft.

Top of footing elevations may be changed by the Engineer in the field to fit ledge conditions.

The top of any footing shall not be less than 1.0" below the surface of the final ground elevation.

Soils information indicates that some water should be anticipated in pier foundation excavations. No direct payment will be made for unwatering foundations. This work should be considered as incidental to the contract items.

DESIGN- HRD	DET- FBF	BRIDGE NO.
TRACE- FBF		SURVEY-
CHECK- T.H.K.		PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

IN THE TOWN OF

BENTON

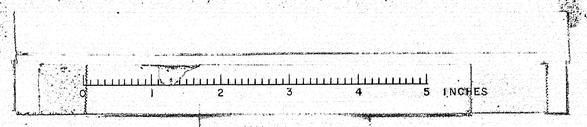
KENNEBEC COUNTY

PIERS S.B.

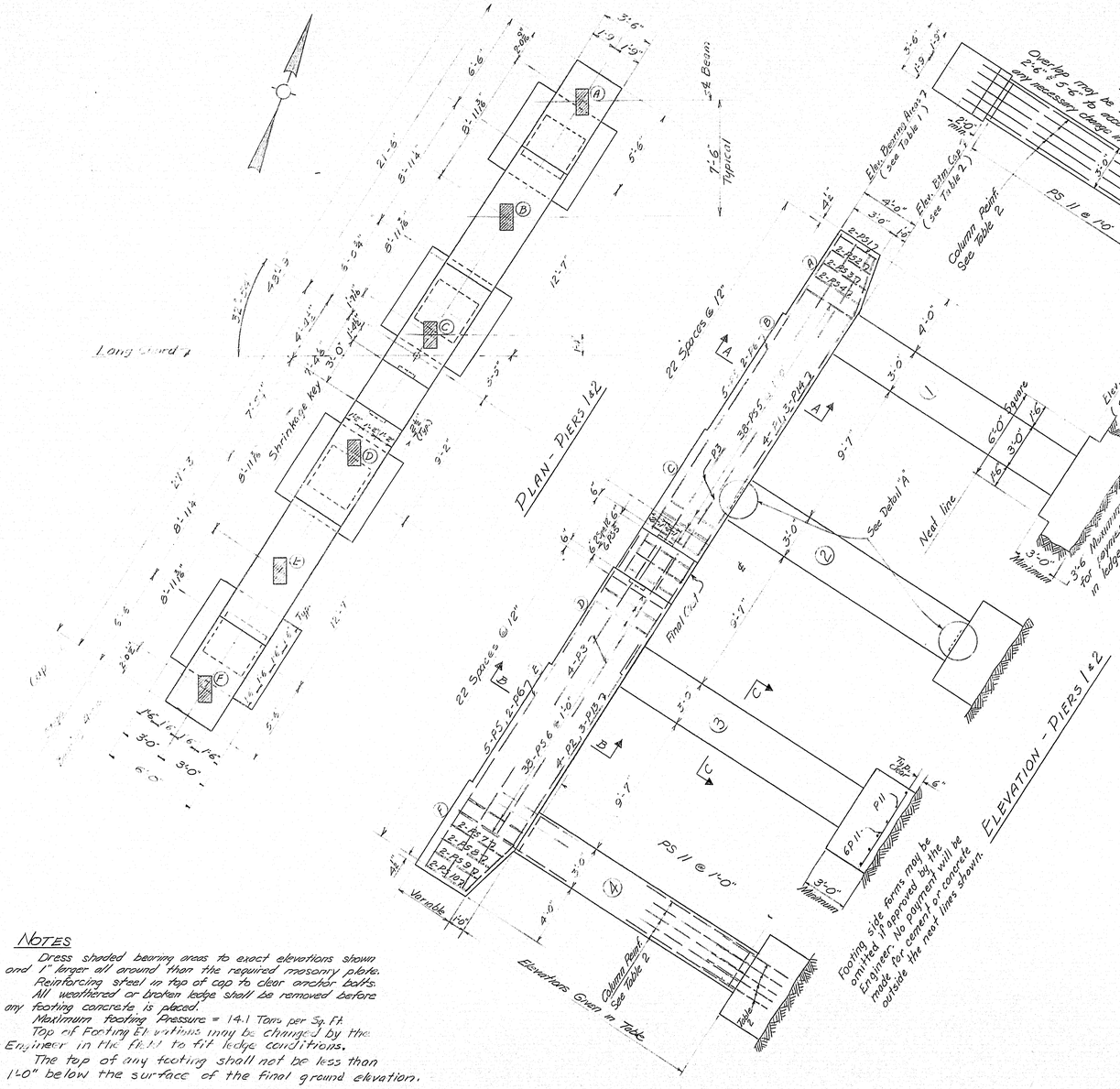
SHEET 17 OF 29 AUGUSTA, MAINE JUNE 1963

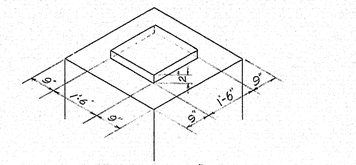
C. B. CO., NO. 44-302 88818

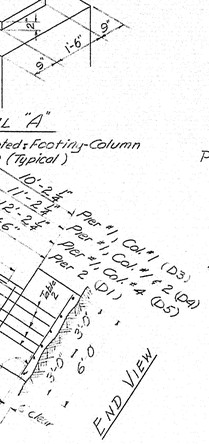
PIERS S.B. 90-17

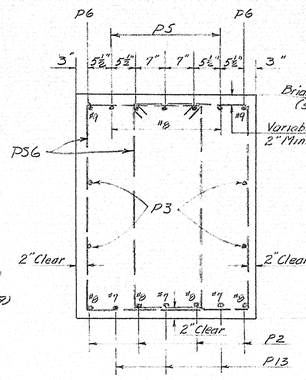


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	18	29

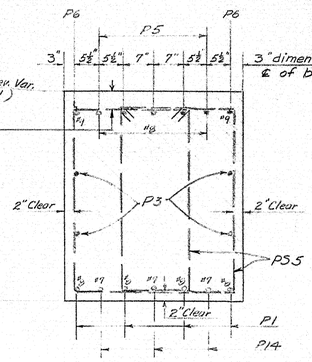




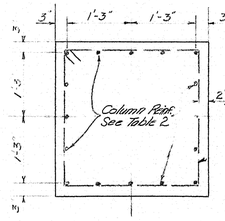




SECTION B-B



SECTION A-A

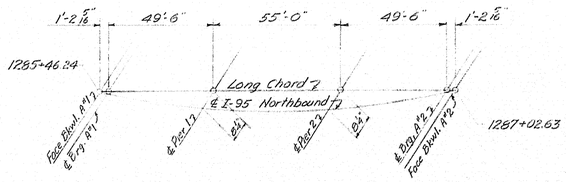


SECTION C-C

TABLE 2	Column Location	Column Reinf.	Column Stirrups	Top of Column Elev.	Top of Footing Elev.	Column Height	Approx. Ledge Elev.	Footing Dowels
PIER 1	1	16-P15	25-PS11	142.69	118.00	24'-8½"	115.00	16-D3
	2	16-P15	26-PS11	142.69	117.00	25'-8½"	114.00	16-D4
	3	16-P15	26-PS11	142.69	117.00	25'-8½"	114.00	16-D4
	4	16-P15	27-PS11	142.69	116.00	26'-8½"	113.00	16-D5
PIER 2	1	16-P18	17-PS11	143.31	126.00	17'-3¾"	125.00	16-D1
	2	16-P19	17-PS11	143.31	126.50	16'-9¾"	126.00	16-D1
	3	16-P20	16-PS11	143.31	127.00	16'-3¾"	125.00	16-D1
	4	16-P21	15-PS11	143.31	128.00	15'-3¾"	125.00	16-D1

Note: For ledge elevations see Field Book 2, pages 48, 50.

TABLE 1		Pier 1	Pier 2
Elev. Bearing Areas	A	146.69	147.31
	B	146.82	147.45
	C	146.96	147.60
	D	147.09	147.74
	E	147.23	147.88
	F	147.36	148.02



LONG CHORD LAYOUT

NOTES

Dress shaded bearing areas to exact elevations shown and 1" larger all around than the required masonry plate.

Reinforcing steel in top of cap to clear anchor bolts.

All weathered or broken ledge shall be removed before any footing concrete is placed.

Maximum footing Pressure = 14.1 Tons per Sq. Ft.

Top of Footing Elevations may be changed by the Engineer in the field to fit ledge conditions.

The top of any footing shall not be less than 1'-0" below the surface of the final ground elevation.

Note: As built revisions shown in black ink. 9-24-64 E. Barnard

DESIGN- AHP. DET-ADL, FBP	BRIDGE NO.
TRACE- FBI	SURVEY-
CHECK- T.H.K.	PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 OVER RIVER ROAD

IN THE TOWN OF

BENTON

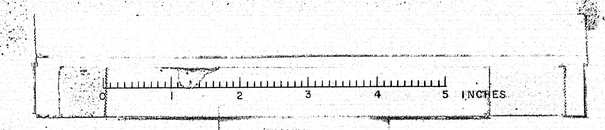
KENNEBEC COUNTY

PIERS N.B.

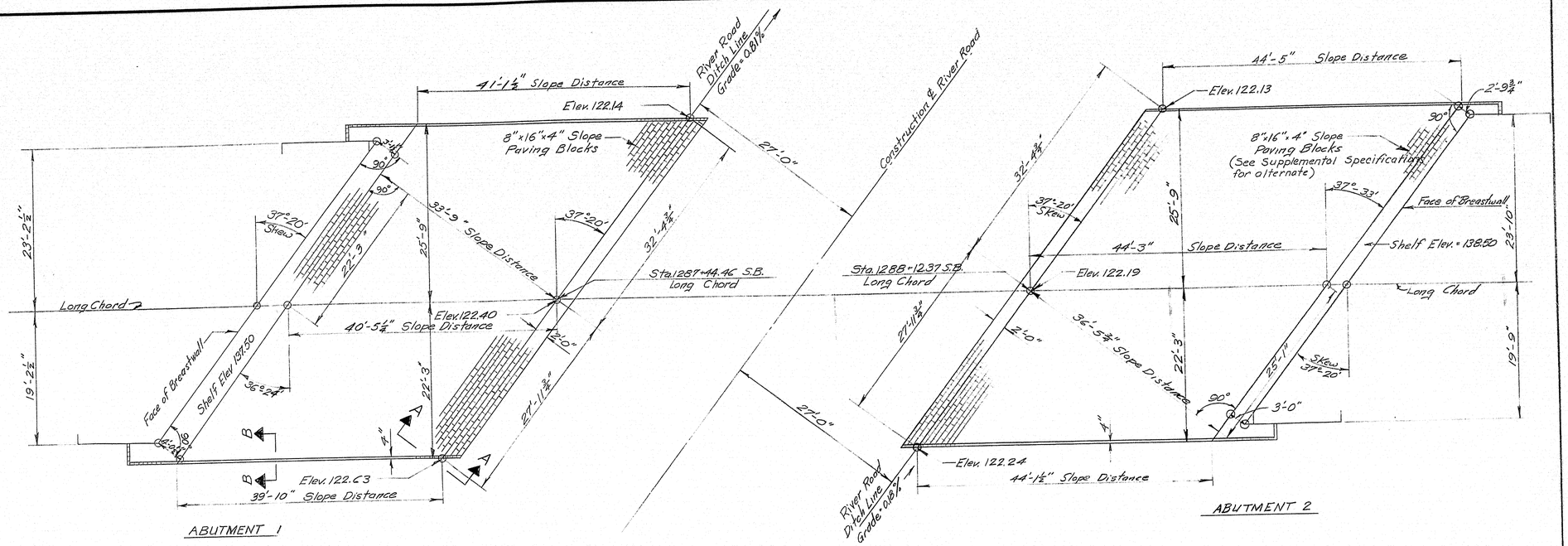
SHEET 18 OF 29 AUGUSTA, MAINE JUNE 1963

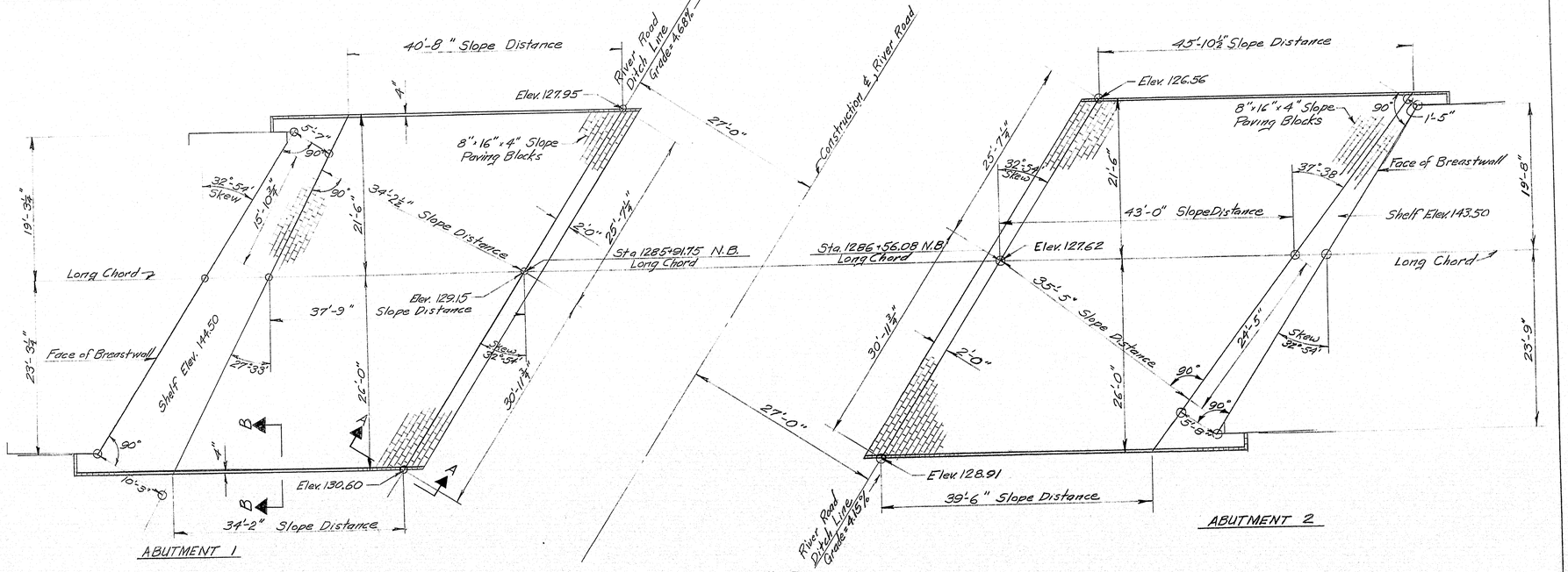
PIERS N.B. 90-18

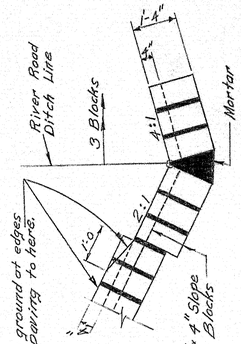
C. B. CO., NO. 44-302 28816



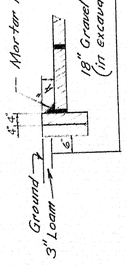
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	19	29







SECTION A-A
TYPICAL



SECTION B-B
TYPICAL

Notes:
Excavation for 18" Gravel Borrow (in excavated areas) under Item 204.14 Slope Paving to be paid for under Item 609.0201 Structural Earth Excavation. Dims
Depth of Gravel Borrow under slope paving may be reduced or omitted if in the opinion of the Engineer the existing material is suitable.

DESIGN- A.H.R., W.R.D. DET- E.R. P.W.L.
TRACE- P.W.L.
CHECK- D. Dunn C.R.W.
BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

IN THE TOWN OF

BENTON

KENNEBEC COUNTY

SLOPE PAVING DETAILS SB & NB

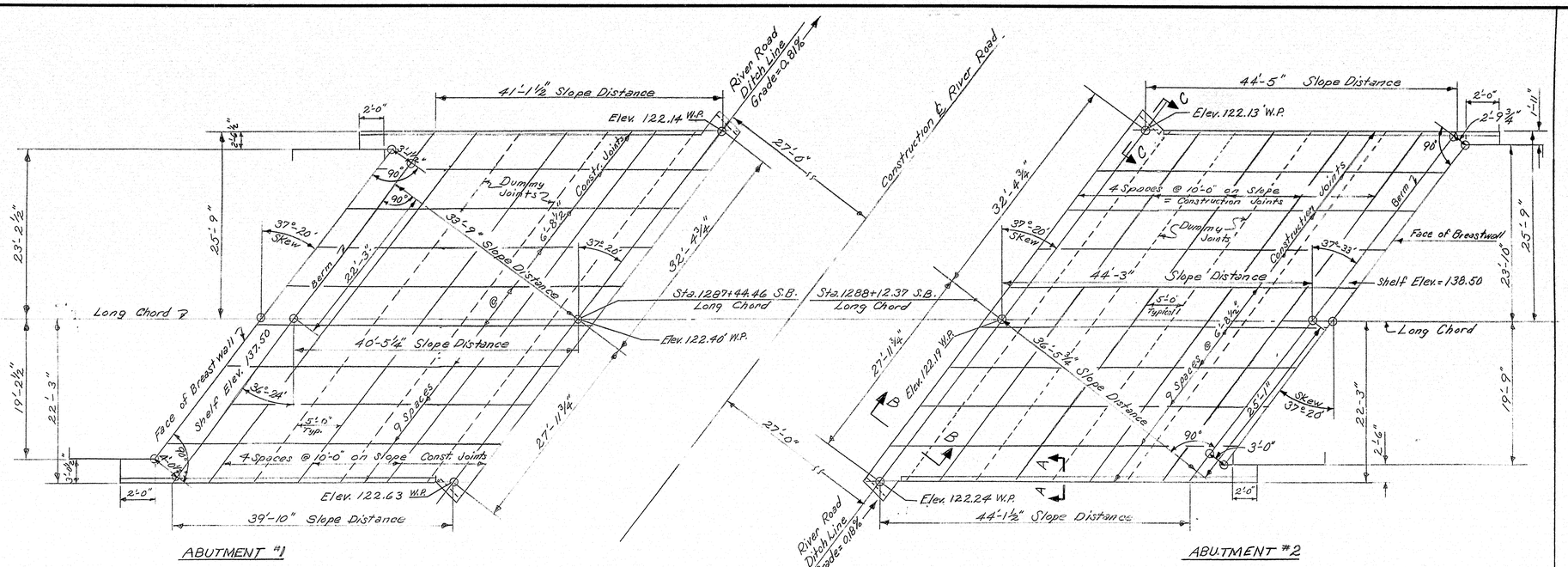
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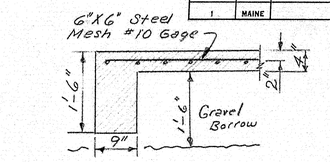
90-19

C. B. CO., NO. 44-302 88818

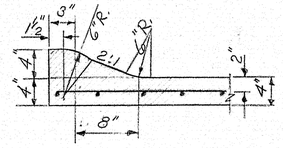
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B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			

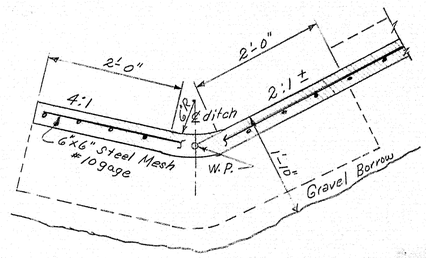




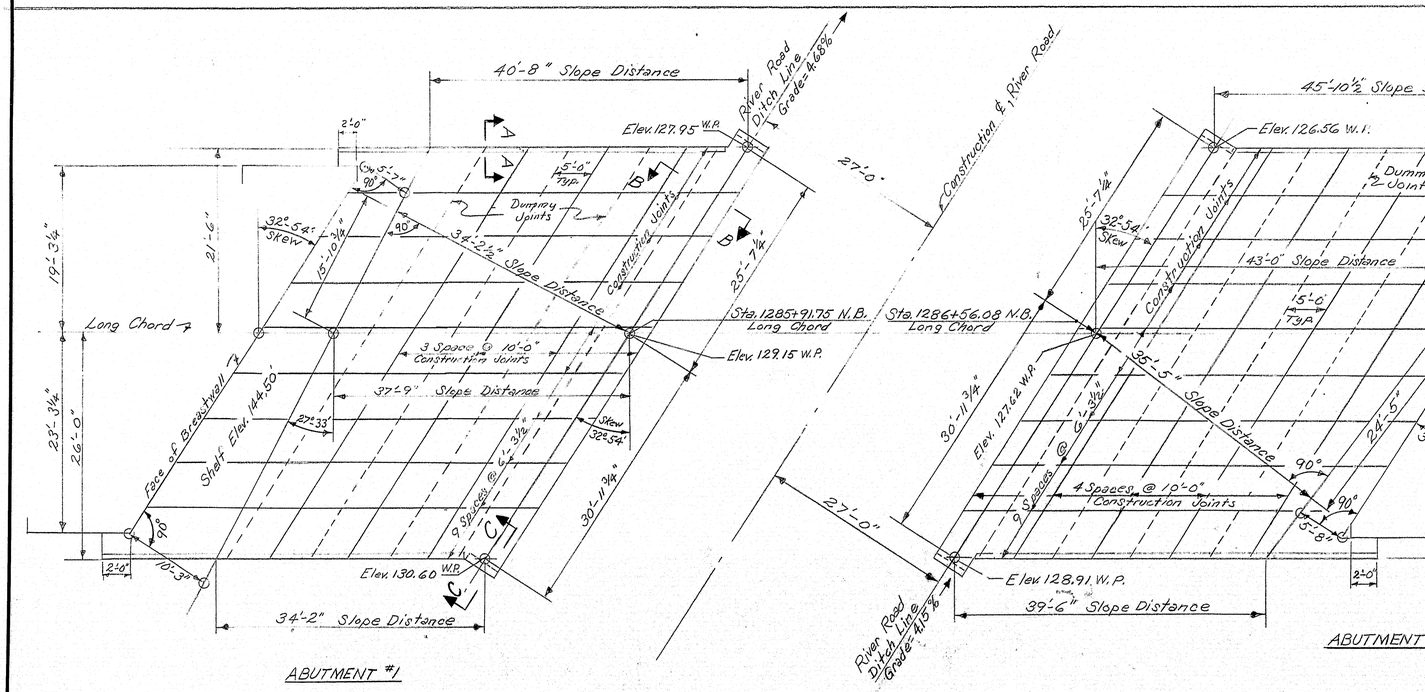
SECTION "C-C" (TYPICAL)



SECTION "A-A" (TYPICAL)



SECTION "B-B" (TYPICAL)



NOTES:

1. Break bond at Construction Joints with a coat of asphalt paint.
2. Reinforce with #10 Gage 6"x6" Steel Mesh, not to pass through Construction Joints.
3. At Contractors option, sections of the same strip may be cast in order. Bond will be broken between adjoining sections with ½" of Preformed Expansion Joint Filler.
4. Dummy Joints shall be made with a sidewalk edging tool to a depth of ¼".
5. The 18" Gravel Borrow under the slope paving may be reduced or omitted, if in the opinion of the Engineer, the existing material is suitable.
6. Payment for excavation for Gravel Borrow under Slope Paving to be made under Item 204-14, Structural Earth Excavation - Piers.

DESIGN- AHR, CWM	BRIDGE NO.
TRACE-	SURVEY-
CHECK- CDH	PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 OVER RIVER ROAD

IN THE TOWN OF

BENTON
KENNEBEC COUNTY

SLOPE PAVING DETAILS S.B. & N.B.

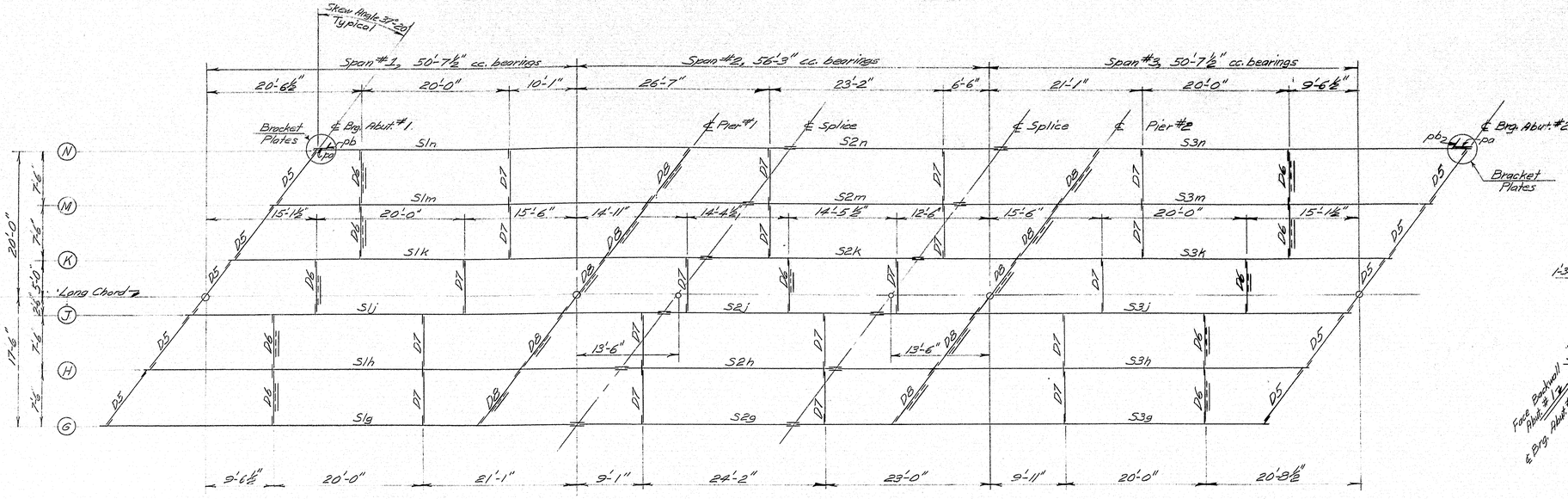
SHEET 19A OF 29 AUGUSTA, MAINE NOV. 1963

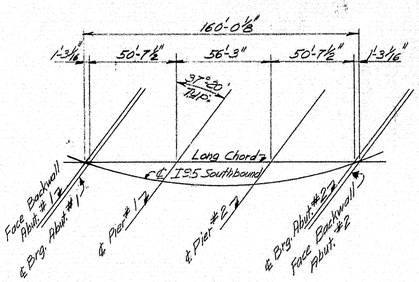
90-19A

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

0 1 2 3 4 5 INCHES

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	20	29



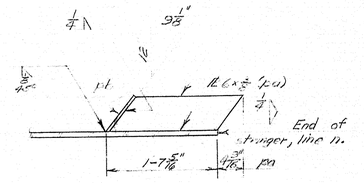


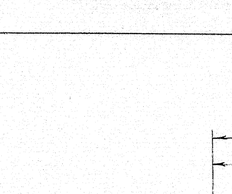
LONG CHORD LAYOUT

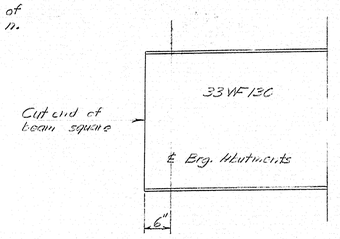
Stringers:
S1 33 WF 130 6 Req'd.
S2 33 WF 118 6 Req'd.
S3 33 WF 130 6 Req'd.

Diaphragms:
D5 - 16 WF 36 10 Req'd.
D6 - 15 C 33.9 11 Req'd.
D7 - 16 WF 36 20 Req'd.
D8 - 15 C 33.9 10 Req'd.

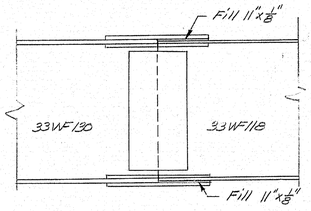
ERECTION DIAGRAM







TYPICAL END OF STRINGER



TYPICAL SPLICE
Standard Splice 33 WF 118

STRINGER GRADES IN PERCENT			
Line	S1	S2	S3
G	1.607	1.429	1.253
H	1.591	1.413	1.236
J	1.575	1.398	1.219
K	1.559	1.383	1.201
M	1.543	1.364	1.184
N	1.526	1.346	1.166

All grades are plus.

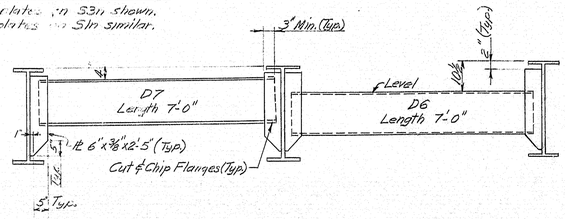
SPECIFICATIONS:
Design - AASHO Standard Specifications and revisions (1961).
Fabrication & Erection - State of Maine Standard Specifications, Highways & Bridges, Revision of Jan. 1956 with Supplemental Specifications.
Materials - Steel stringers & splice plates shall be structural steel ASTM Designation A36. All other structural steel shall be A.S.T.M. designation A7 or A36.

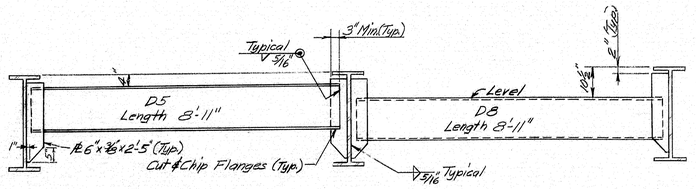
SPLICE NOTES:
At the splice cut 33 WF 130 square and cut 33 WF 118 to match. Each row of bolts in the web splice shall be normal to the axis of 33 WF 130. Splice details are shown on Standard Details, S.D. 103-62, Beam Splices Use standard splice for 33 WF 118.

BEARING NOTE:
Bearing details are shown on Standard Details, S.D. 101-62, Bearing Pedestals. Use EPB-2 at Abutments 1 & 2 and Pier 2. Use FPB-2 at Pier 1.

GENERAL NOTES:
Armored Joints and Drains are shown on Sheet "22".
No camber all stringers and no cover plates required.
All dimensions are horizontal.
All diaphragms shall be set plumb.

BRACKET PLATE DETAILS
Bracket plates on S3n shown.
Bracket plates on S1n similar.





DIAPHRAGM DETAILS
Similar to details for D4-4
See Sheet 21

DESIGN-HRD DET.-HRD
TRACE-HRD
CHECK-H.W.T.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

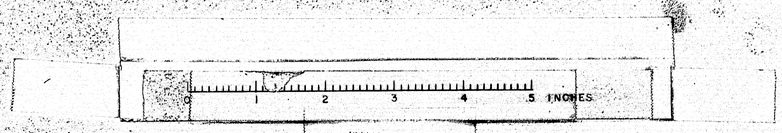
IN THE TOWN OF

BENTON
KENNEBEC COUNTY

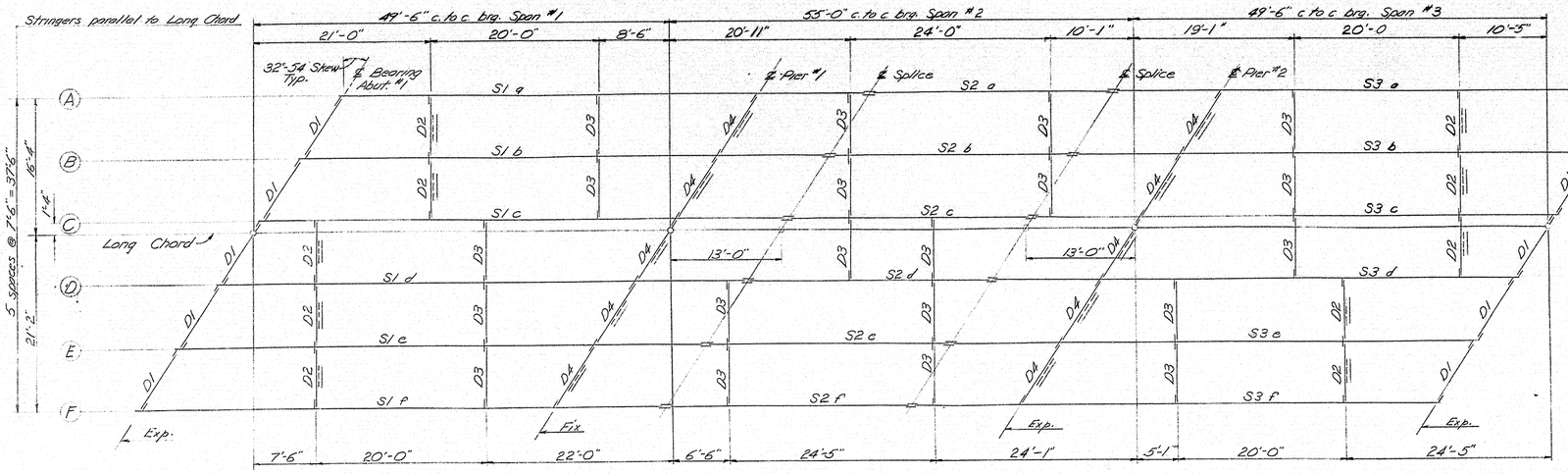
STRUCTURAL STEEL S.B.

SHEET 20 OF 29 AUGUSTA MAINE JUNE 1963

(S.B.) Struct. steel R- 90-20



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	21	29

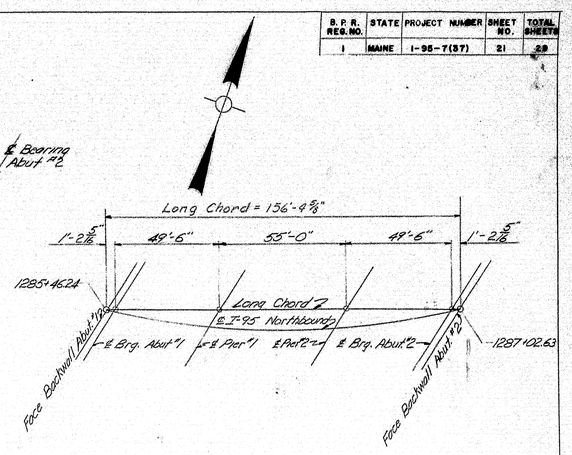


Erection Diagram

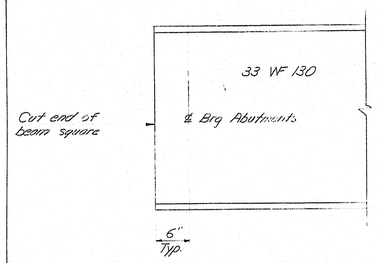
S1 - 33 WF 130 6 Reqd.
S2 - 33 WF 118 6 Reqd.
S3 - 33 WF 130 6 Reqd.

Diaphragms:

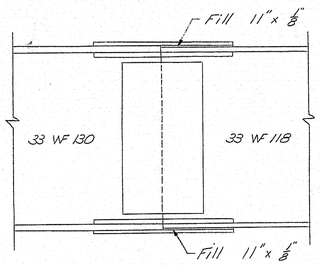
D1 - 16 WF 36 10 Reqd.
D2 - 15 C 33.9 10 Reqd.
D3 - 16 WF 36 20 Reqd.
D4 - 15 C 33.9 10 Reqd.



Long Chord Layout



Typical End of Stringer

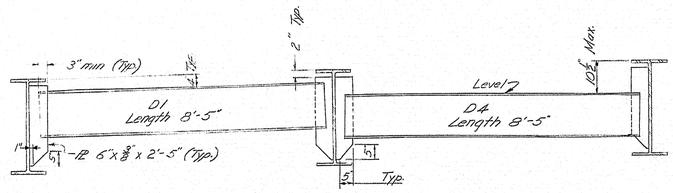


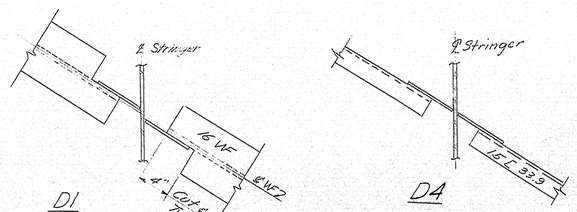
Typical Splice

Standard splice 33 WF 118

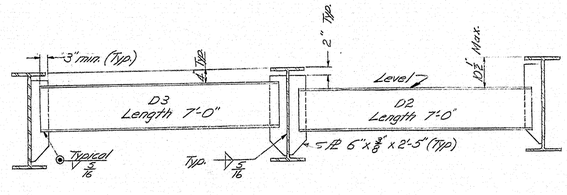
Stringer Grades in Percent			
Line	S1	S2	S3
a	1.5913	1.4393	1.2865
b	1.6027	1.4511	1.2988
c	1.6135	1.4631	1.3111
d	1.6248	1.4743	1.3232
e	1.6358	1.4860	1.3354
f	1.6465	1.4976	1.3473

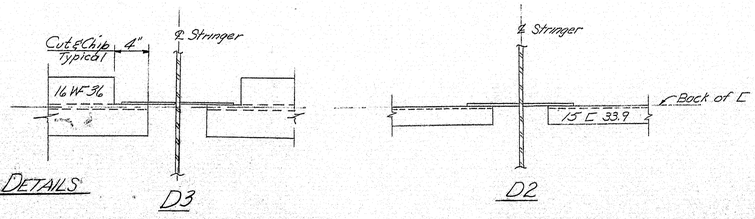
All grades are plus.





D1 D4





Diaphragm Details

D3 D2

Specifications:

Design - AASHO Standard Specifications and revisions (1961).
Fabrication & Erection - State of Maine Standard Specifications, Highways & Bridges, Revision of Jan. 1956 with Supplemental Specifications.
Materials - Steel stringers & splice plates shall be structural steel ASTM designation A36. All other structural steel shall be ASTM designation A7 or A36.

Splice Notes:

At the splice cut 33 WF 130 square and cut 33 WF 118 to match. Each row of bolts in the web splice shall be normal to the ans. at 33 WF 130.
Splice details are shown on "Standard Details, Beam Splices, BD 103 G2. Use standard splice for 33 WF 118.

Bearing Note:

Bearing details are shown on "Standard Details, Bearing Pedestals" BD 101-G2. Use EPB-2 at Abutments 1 & 2 and Pier 2. Use FPB-2 at Pier 1.

General Notes:

Armored Joints & Drains are shown on sheet #22
No camber all stringers & no cover plates required.
All dimensions are horizontal.
All diaphragms shall be set plumb.

DESIGN - AWS DET. - ROG
TRACE - CHECK - A.W.T.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 OVER RIVER ROAD

IN THE TOWN OF

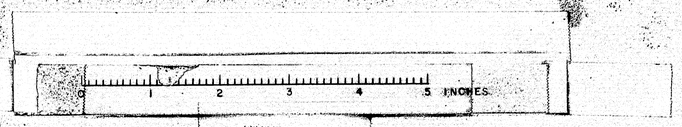
BENTON

KENNEBEC COUNTY

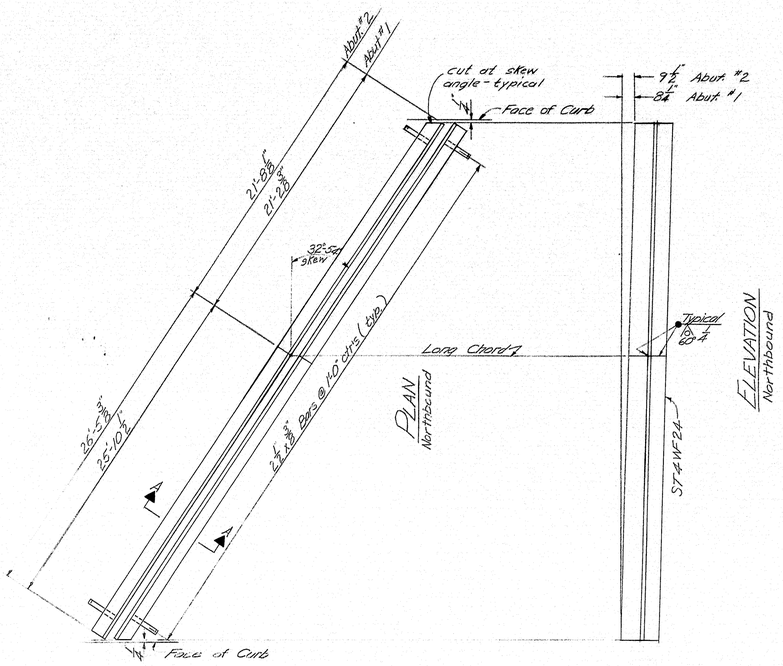
STRUCTURAL STEEL N.B.

SHEET 21 OF 29 SHEETS AUGUSTA, MAINE JUNE 1963

(N.B.) STRUCT. STEEL 90-21

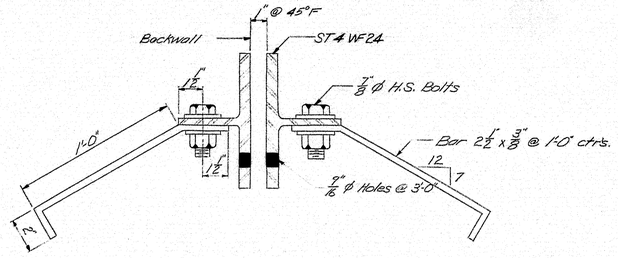


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	22	29

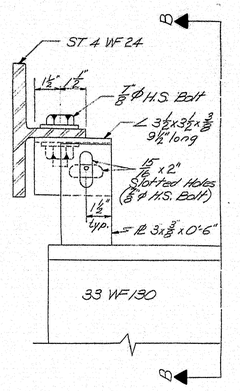


ARMORED JOINT DETAIL

Required: 1 set as shown on respective plans on each of 4 abutments

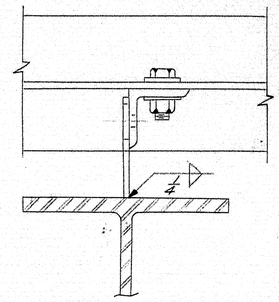


SECTION A-A



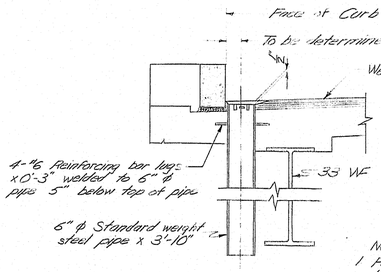
ADJUSTMENT DEVICE

Required at each beam. For location see sheets 20 & 21

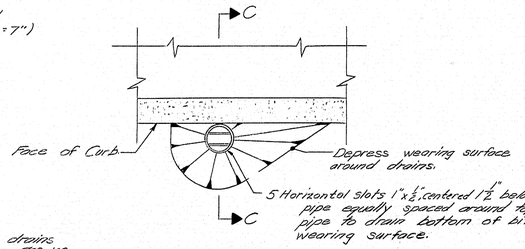


SECTION B-B

Notes: After prepared joint is in its final position, weld PL to L with ¼" fillet weld. 3/4" PL need not be centered exactly on stringers.



SECTION C-C

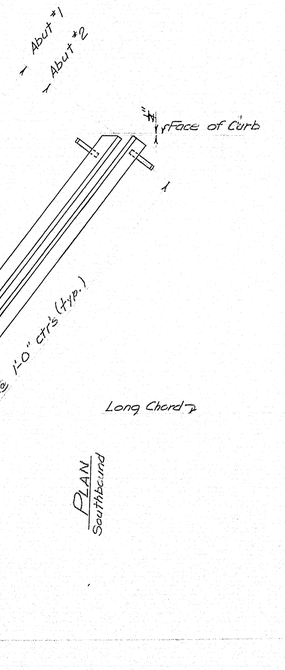


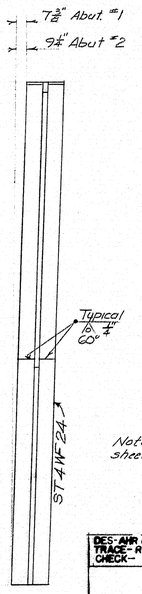
PLAN

NOTE:
1. Payment for steel pipe drains to be made under Items 702-103, 702-104, & 702-105 Structural Steel.
2. For locations of drains see sheets "21 & "27

DRAIN DETAILS

4 Required S.B.
4 Required N.B.





Note: Horizontal measurements on this sheet may be used as slope measurements.

DES. AHR & HRD DET. ROG
TRACE - ROG
CHECK - Dsmalley

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 OVER RIVER ROAD

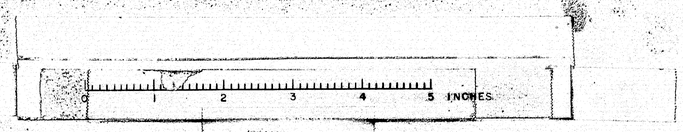
IN THE TOWN OF

BENTON
KENNEBEC COUNTY

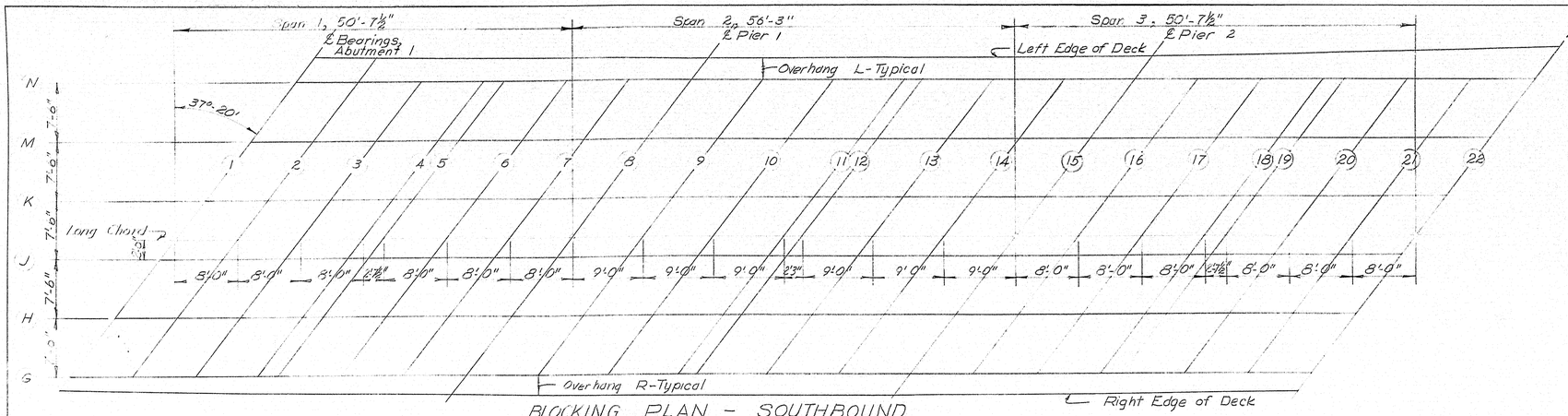
ARMORED JOINTS & DRAIN DETAILS SB AND NB

SHEET 22 OF 29 AUGUSTA MAINE JUNE 1963

90-22

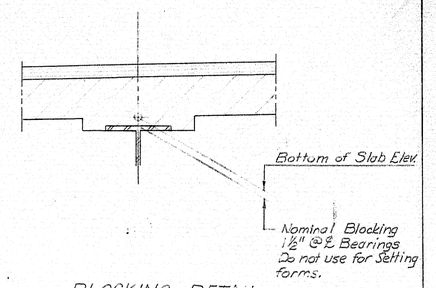


B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	23	29



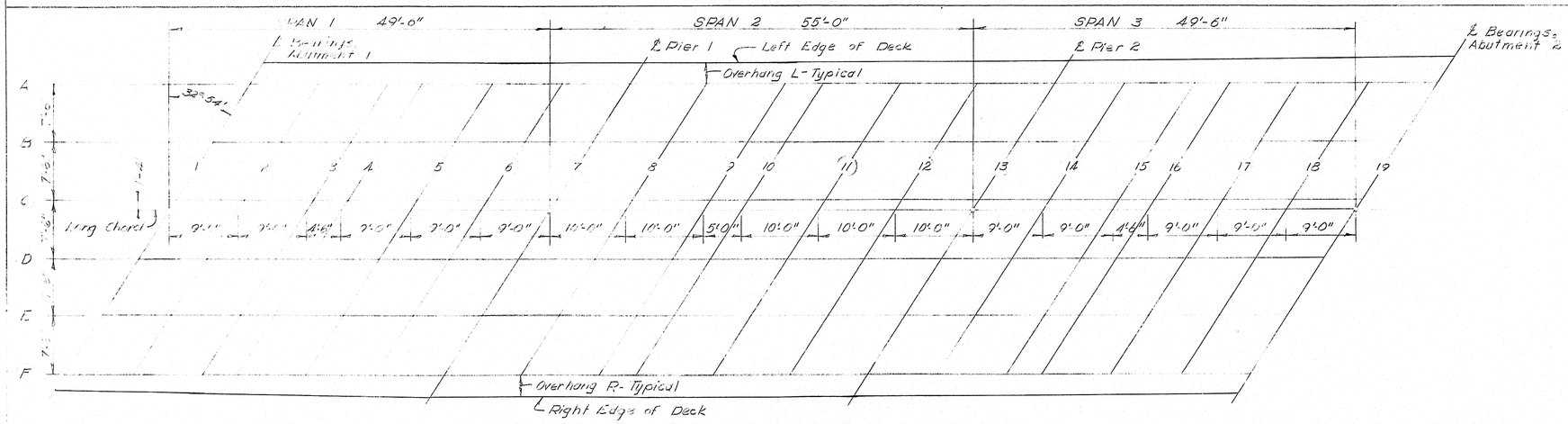
BLOCKING PLAN - SOUTHBOUND

	BOTTOM OF SLAB ELEVATIONS & OVERHANG OF EDGE OF DECK																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Overhang L	3'-2 13/16"	3'-1½"	3'-0 3/8"	2'-11 7/16"	2'-11⅛"	2'-10 7/16"	2'-9⅞"	2'-9½"	2'-9 5/16"	2'-9 5/16"	2'-9⅜"	2'-9 1/16"	2'-10 3/16"	2'-10 15/16"	2'-11⅞"	3'-0⅞"	3'-2⅛"	3'-3½"	3'-4"	3'-5 3/8"	3'-7⅜"	3'-9 5/8"
Line N	142.15	142.23	142.37	142.49	142.53	142.64	142.75	142.86	142.99	143.12	143.25	143.28	143.40	143.60	143.62	143.72	143.83	143.94	143.97	144.06	144.13	144.21
" M	142.25	142.35	142.49	142.61	142.65	142.77	142.87	142.98	143.12	143.25	143.38	143.41	143.53	143.64	143.75	143.86	143.97	144.07	144.11	144.20	144.28	144.35
" K	142.32	142.47	142.61	142.73	142.77	142.89	143.00	143.11	143.24	143.38	143.51	143.54	143.66	143.77	143.89	144.00	144.11	144.21	144.25	144.34	144.42	144.49
" J	142.44	142.58	142.72	142.85	142.89	143.01	143.12	143.23	143.37	143.51	143.64	143.67	143.79	143.90	144.02	144.13	144.24	144.35	144.38	144.48	144.56	144.64
" H	142.55	142.70	142.84	142.97	143.01	143.13	143.24	143.36	143.49	143.63	143.77	143.80	143.92	144.03	144.15	144.26	144.38	144.49	144.52	144.62	144.70	144.78
" G	142.67	142.82	142.96	143.09	143.13	143.25	143.36	143.48	143.62	143.76	143.89	143.93	144.05	144.17	144.29	144.40	144.52	144.62	144.66	144.76	144.84	144.92
Overhang R	1'-2 3/16"	1'-11⅛"	2'-0 7/8"	2'-2 7/16"	2'-2⅝"	2'-4¼"	2'-5⅜"	2'-6⅝"	2'-7 7/16"	2'-7 15/16"	2'-8 7/16"	2'-8½"	2'-8 11/16"	2'-8 11/16"	2'-8 7/16"	2'-8"	2'-7 7/16"	2'-6 11/16"	2'-6 3/8"	2'-5 3/8"	2'-4¼"	2'-2 15/16"



BLOCKING DETAIL
Northbound and Southbound

Note:
In order that the roadway slab will conform to the profile and cross sections shown on these plans the accompanying table of Elevations is given. Elevations for the bottom of the slab, which are computed to compensate for dead load deflections, must be set before slab forms are started.



BLOCKING PLAN - NORTHBOUND

	BOTTOM of SLAB ELEVATIONS & OVERHANG of EDGE of DECK																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Overhang L	2'-11 13/16"	2'-10 5/16"	2'-9 1/16"	2'-8 9/16"	2'-7 5/8"	2'-6 7/8"	2'-6 3/8"	2'-6 1/16"	2'-6"	2'-6 1/16"	2'-6 7/16"	2'-7 1/16"	2'-7 7/8"	2'-8 5/8"	2'-10 1/8"	2'-10 13/16"	3'-0 3/8"	3'-2 1/8"	3'-1 1/8"
Line A	149.12	149.25	149.44	149.51	149.65	149.78	149.91	150.06	150.21	150.29	150.43	150.56	150.70	150.83	150.96	151.02	151.14	151.24	151.34
" B	149.25	149.42	149.57	149.65	149.78	149.91	150.04	150.20	150.35	150.43	150.57	150.70	150.84	150.97	151.10	151.17	151.26	151.39	151.48
" C	149.38	149.55	149.70	149.78	149.91	150.04	150.18	150.33	150.49	150.56	150.71	150.84	150.98	151.11	151.24	151.31	151.43	151.53	151.63
" D	149.51	149.67	149.83	149.91	150.05	150.18	150.31	150.47	150.62	150.70	150.85	150.98	151.12	151.25	151.39	151.45	151.57	151.68	151.78
" E	149.63	149.80	149.96	150.04	150.18	150.31	150.44	150.60	150.76	150.84	150.98	151.12	151.26	151.39	151.53	151.60	151.72	151.82	151.92
" F	149.76	149.93	150.09	150.17	150.31	150.44	150.58	150.74	150.90	150.97	151.12	151.26	151.40	151.54	151.67	151.74	151.86	151.97	152.07
Overhang R	2'-1¼"	2'-3 5/16"	2'-5 3/16"	2'-6"	2'-7 7/16"	2'-8 3/4"	2'-9 15/16"	2'-10 3/4"	2'-11 7/16"	2'-11 5/8"	2'-11 7/8"	3'-0"	2'-11 3/4"	2'-11 5/16"	2'-10 11/16"	2'-10 5/16"	2'-9 7/16"	2'-8 3/16"	2'-6 3/4"

DES-AHR & HRD DET-EB TRACE-EB CHECK-N.W.T.	

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

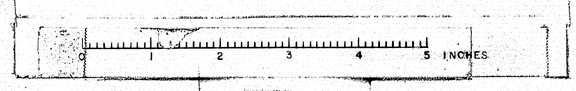
IN THE TOWN OF

BENTON
KENNEBEC COUNTY

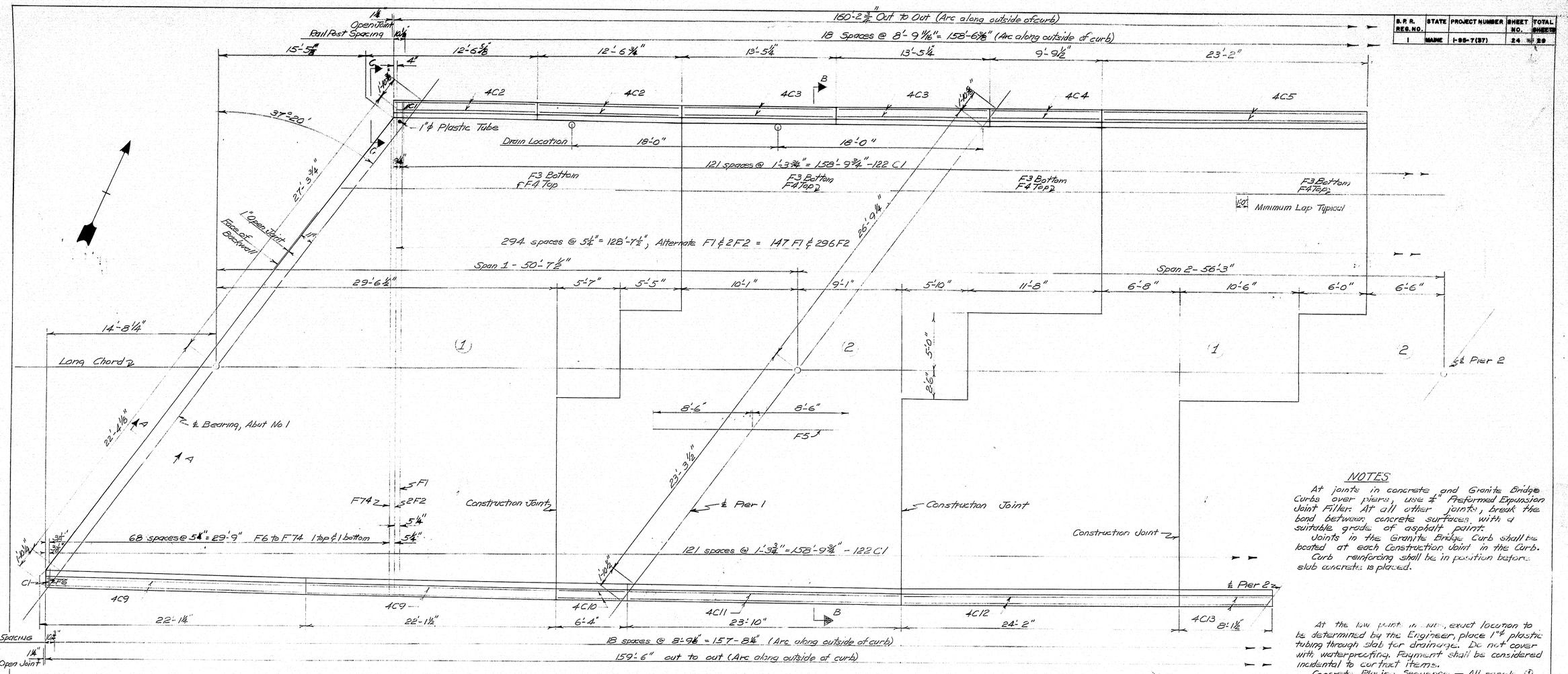
BLOCKING SB & NB

SHEET 23 OF 29 AUGUSTA MAINE JUNE 1963

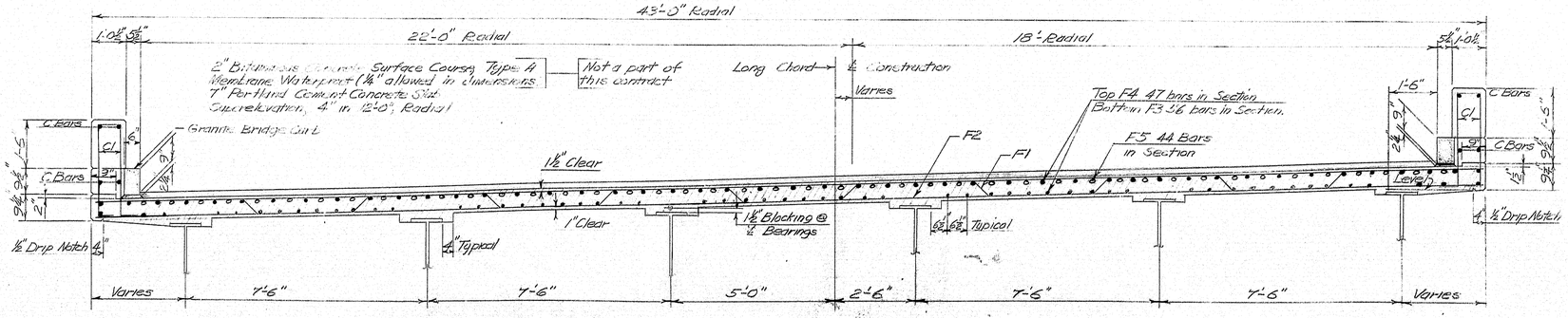
90-23



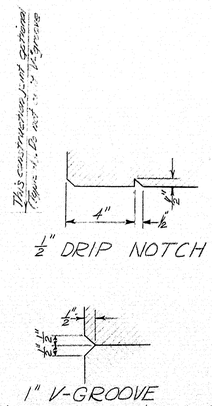
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	24	29



PLAN
All dimensions are horizontal



SECTION B-B
Metal Rail Not Shown



NOTES

At joints in concrete and Granite Bridge Curbs over piers, use ½" Preformed Expansion Joint Filler. At all other joints, break the bond between concrete surfaces with a suitable grade of asphalt paint.

Joints in the Granite Bridge Curb shall be located at each Construction Joint in the Curb.

Curb reinforcing shall be in position before slab concrete is placed.

At the low point in curb, exact location to be determined by the Engineer, place 1" ϕ plastic tubing through slab for drainage. Do not cover with waterproofing. Payment shall be considered incidental to contract items.

Concrete Placing Sequence — All panels ① must be placed before starting panels ②.

Long Chord Layout is shown on sheet 20

Work this sheet with sheet 25.

Rail details are shown on Standard Detail BD 102-62, Bridge Rail.

DESIGN - HRD
TR. CE. HDL
CHECK: N.W.T.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

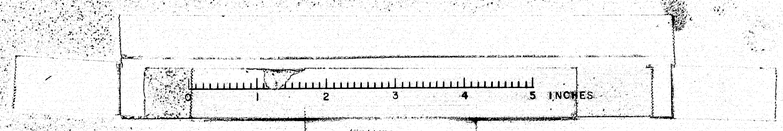
IN THE TOWN OF

BENTON
KENNEBEC COUNTY

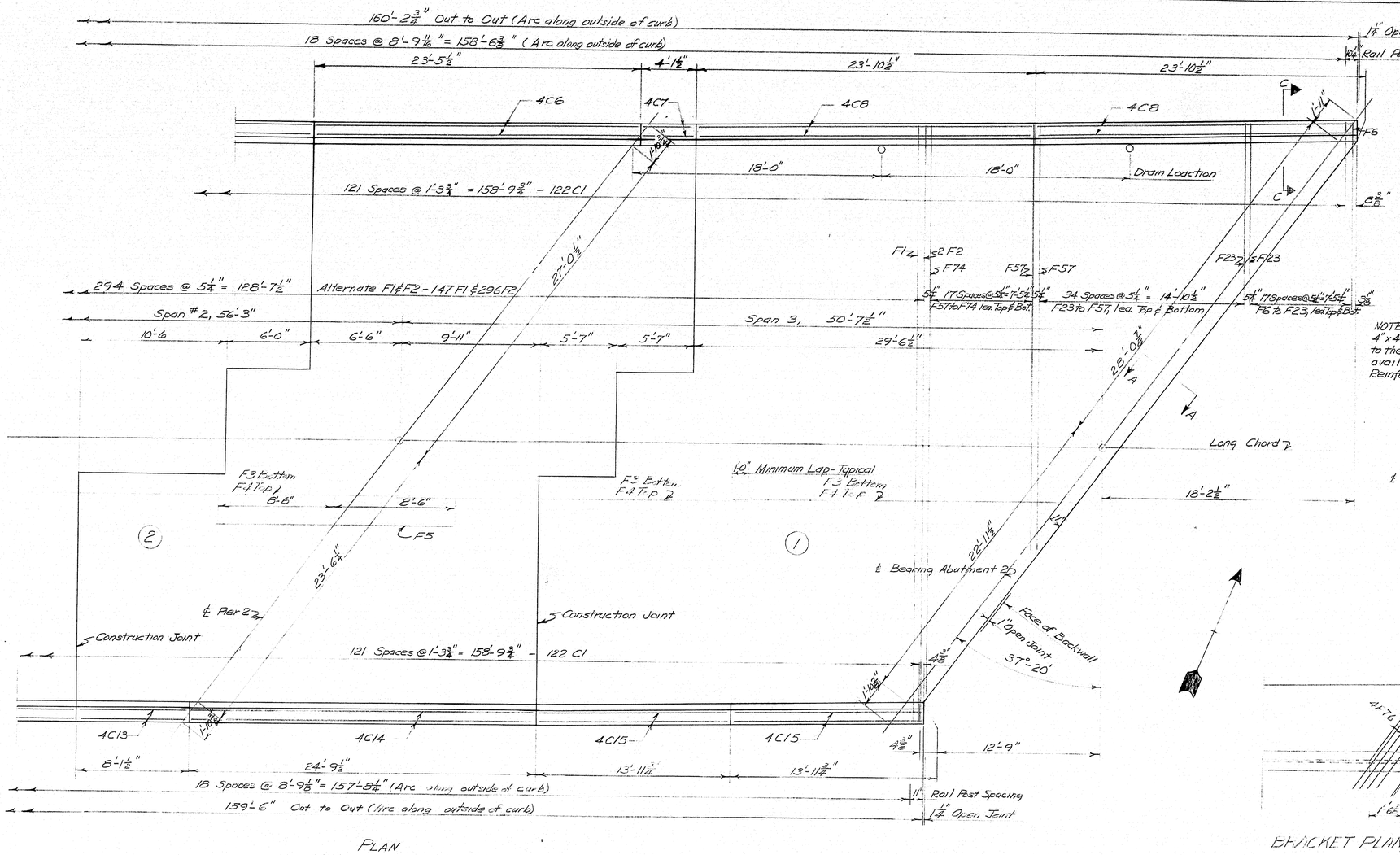
SUPERSTRUCTURE S.B.

SHEET 24 OF 29 AUGUSTA, MAINE JUNE 1963

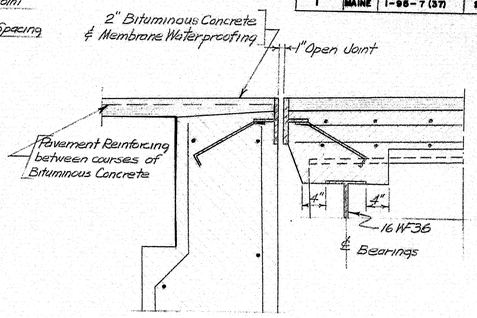
90.24



B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	25	29

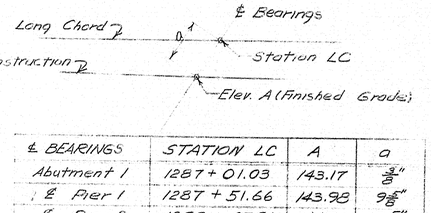


PLAN
All dimensions are horizontal

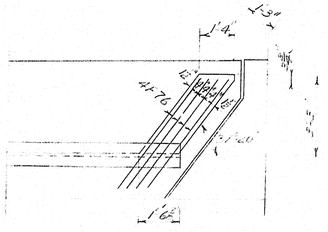


SECTION A-A

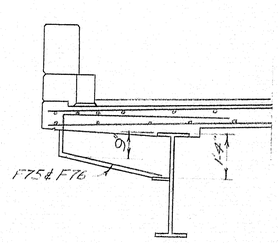
NOTE: Pavement Reinforcing Details - 36" minimum width x 30'-0" ±, 4"x4"-10 gage galvanized welded wire mesh. (An equivalent, satisfactory to the Engineer, may be substituted if 4"-10/10 is not radially available.) Bituminous Concrete, Membrane Waterproofing, and Pavement Reinforcing are not a part of this Contract.



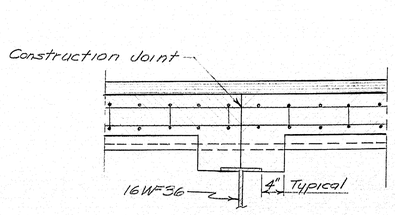
℄ BEARINGS	STATION LC	A	a
Abutment 1	1287+01.03	143.17	3/8"
℄ Pier 1	1287+51.66	143.98	9 5/8"
℄ Pier 2	1288+07.91	144.76	9 5/8"
Abutment 2	1288+58.53	145.36	3/8"



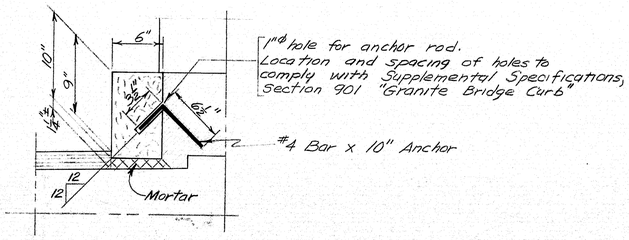
BRACKET PLAN, SPAN 3



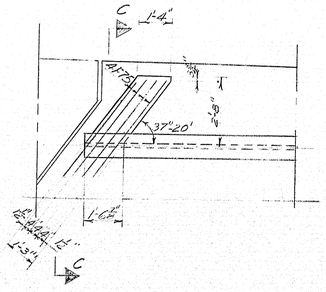
SECTION CC



TYPICAL SLAB CONSTRUCTION JOINT



TYPICAL GRANITE BRIDGE CURB



BRACKET PLAN, SPAN 1

DES'GN- HPD
TRACE- LDL
CHECK- N.W.T.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

IN THE TOWN OF

BENTON

KENNEBEC COUNTY

SUPERSTRUCTURE S.B.

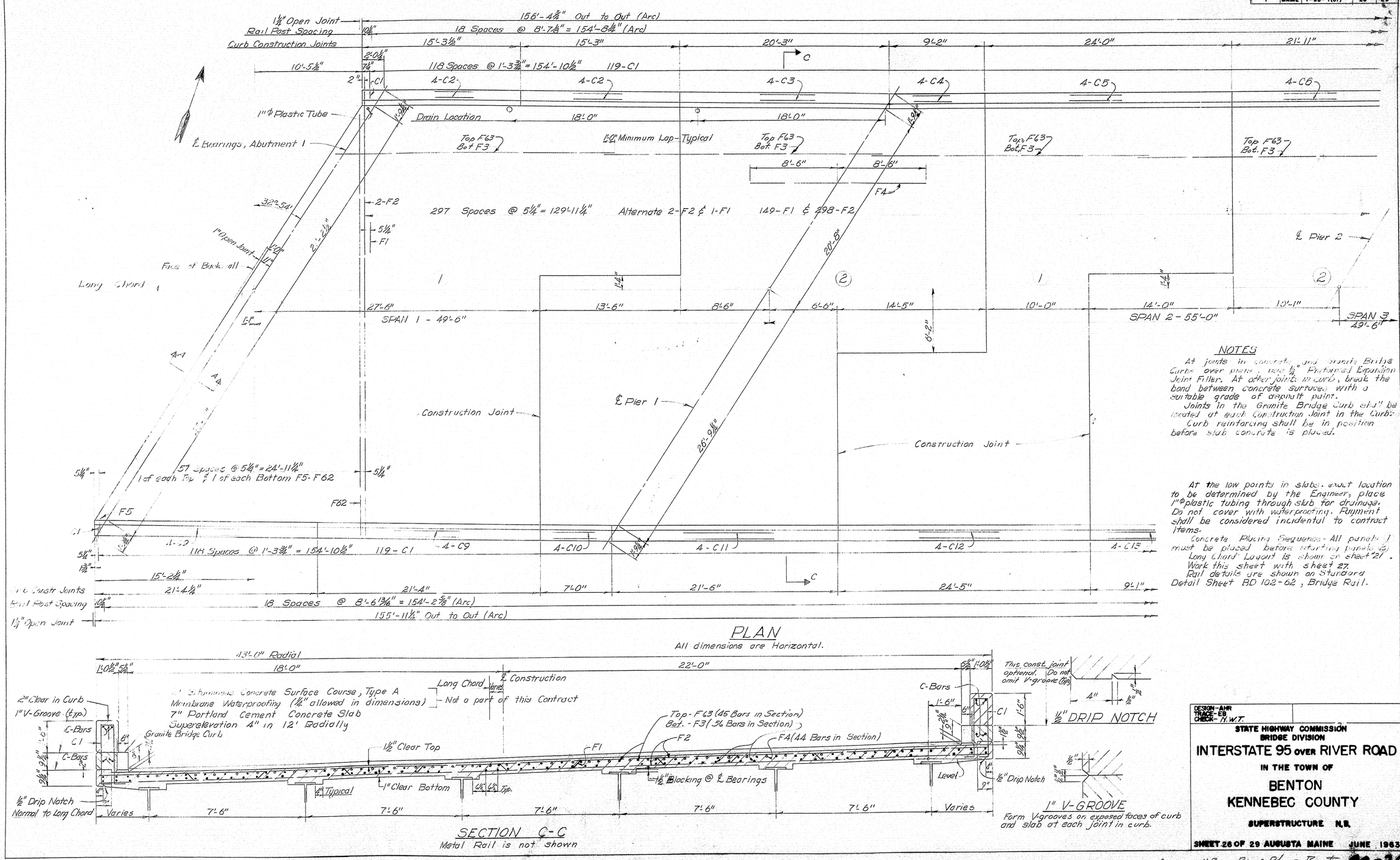
SHEET 25 OF 29 SHEETS AUGUSTA, MAINE, JUNE 1963

Superst. S.B.

90-25

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	26	29



PLAN

All dimensions are Horizontal.

SECTION C-C

Metal Rail is not shown

Form V-grooves on exposed faces of curb and slab at each joint in curb.

NOTES

At joints in concrete and granite Bridge Curbs over piers, use ½" Preformed Expansion Joint Filler. At other joints in curb, break the bond between concrete surfaces with a suitable grade of asphalt paint.

Joints in the Granite Bridge Curb shall be located at each Construction Joint in the Curb.

Curb reinforcing shall be in position before slab concrete is placed.

At the low points in slabs, exact location to be determined by the Engineer, place 1" ϕ plastic tubing through slab for drainage. Do not cover with waterproofing. Payment shall be considered incidental to contract items.

Concrete Placing Sequence - All panels 1 must be placed before starting panels (2). Long Chord Layout is shown on sheet 27.

Work this sheet with sheet 27.

Rail details are shown on Standard Detail Sheet BD 102-62, Bridge Rail.

DESIGN-AHR
TRACE-EB
CHECK-N.W.T.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

IN THE TOWN OF

BENTON

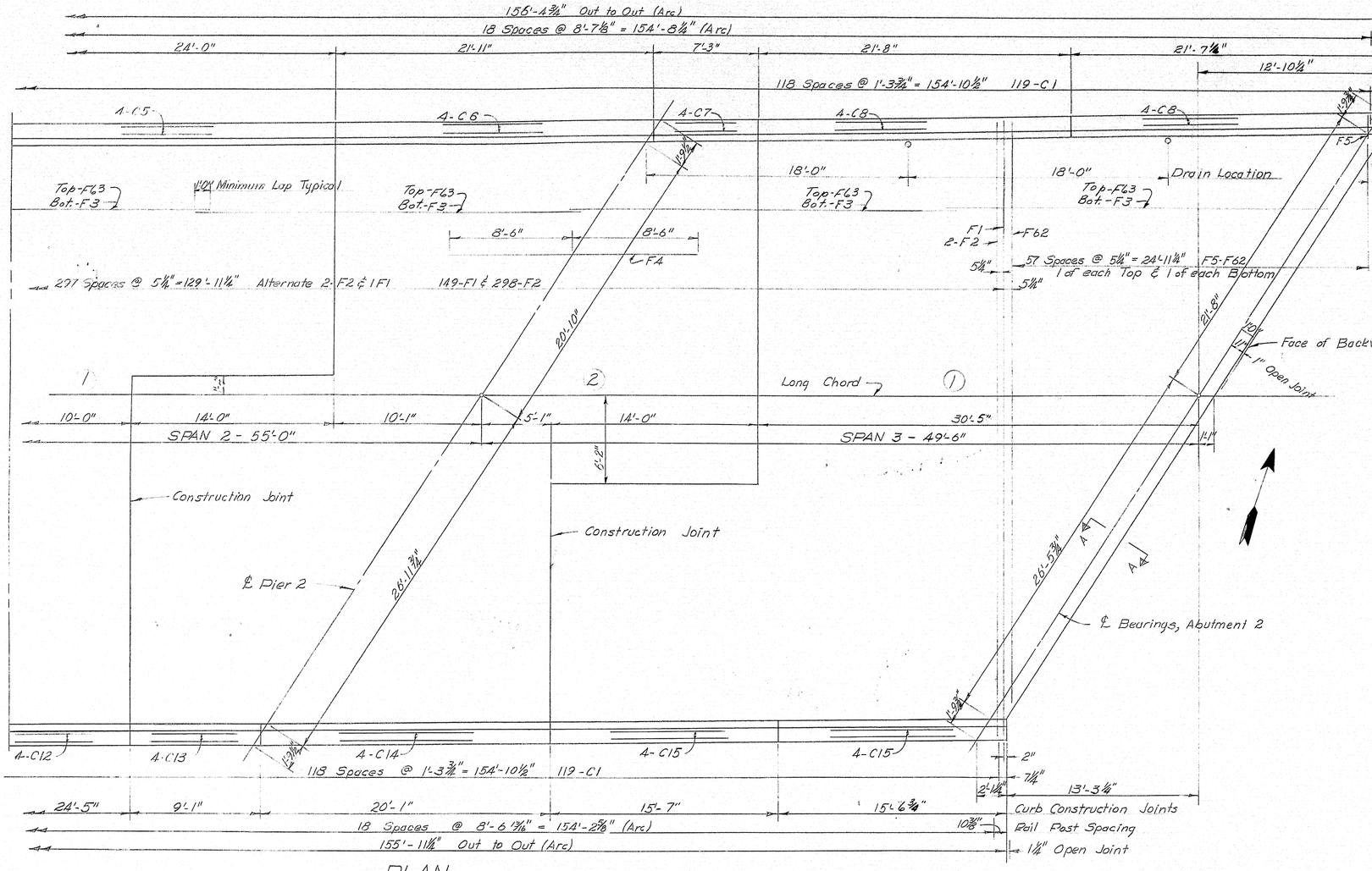
KENNEBEC COUNTY

SUPERSTRUCTURE N.B.

SHEET 26 OF 29 AUGUSTA MAINE JUNE 1963

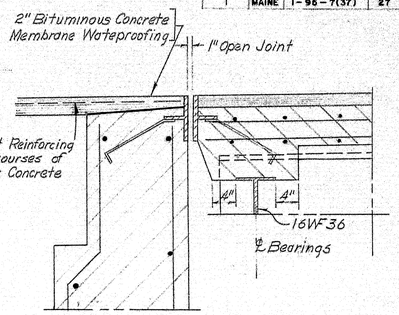
Super. N.B. River Rd. - Benton 90-26

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	27	29



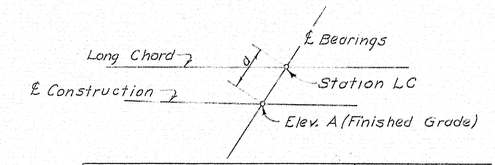
PLAN

All dimensions are horizontal.

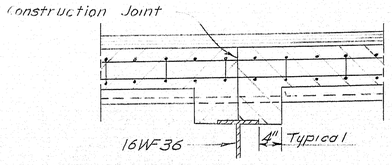


SECTION A-A

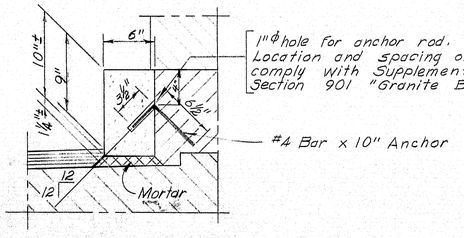
NOTE: Pavement Reinforcing Details - 36" minimum width x 28'-0" 4" x 4" - 10 gage galvanized welded wire mesh. (An equivalent satisfactory to the Engineer, may be substituted if 44-10/10 is not readily available.) Bituminous Concrete, Membrane Waterproofing and Pavement Reinforcing are not a part of this Contract.



℄ BEARINGS	STATION LC	A	a
Abutment 1	1285 + 47.41	150.17	1/4"
℄ Pier 1	1285 + 96.55	150.98	8 1/4"
℄ Pier 2	1286 + 51.55	151.79	8 1/4"
Abutment 2	1287 + 01.42	152.43	1/4"



TYPICAL SLAB CONSTRUCTION JOINT



TYPICAL GRANITE BRIDGE CURB

DESIGN-AHR
TRACE-EB
CHECK-
N.W.T.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

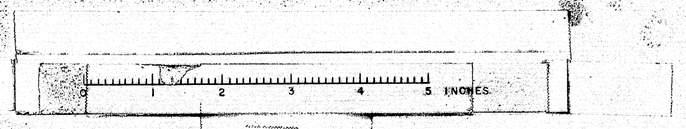
IN THE TOWN OF

BENTON
KENNEBEC COUNTY

SUPERSTRUCTURE NB

SHEET 27 OF 29 AUGUSTA MAINE, JUNE 1963

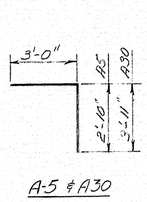
Super. N.B. Riverrd — Benton 90-27



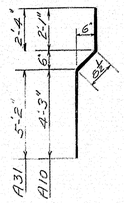
REINFORCING STEEL SCHEDULE - SOUTH BOUND

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	28	29

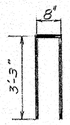
ABUTMENTS



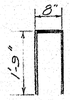
A-5 & A30



A10 & A31



A-19



A-20

ABUTMENT #1

BENT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
A5	#5	34	5'-10"	Breastwall
A10	#5	33	7'-0½"	Backwall
A19	#4	20	7'-2"	Wing Walls
A20	#4	6	4'-2"	End Posts

STRAIGHT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
A1	#6	102	5'-1"	Footing
A2	#6	12	24'-0"	"
A3	#6	12	29'-0"	"
A4	#5	67	3'-0"	"
A6	#5	17	25'-6"	Breastwall & Backwall
A7	#5	17	28'-0"	" "
A11	#5	33	4'-9"	Backwall
A12	#6	33	3'-6"	Approach Slab Seat
A13	#6	52	2'-6"	Footings, both wings
A14	#6	8	11'-8"	" , Southerly Wing
A15	#5	42	2'-4"	" , Both Wings
A16	#5	20	6'-9"	Northerly Wing
A17	#5	8	11'-1"	Southerly Wing
A18	#5	20	9'-8"	Both Wings
A21	#4	4	9'-8"	" "
A22	#4	4	2'-2"	" "
A23	#5	20	7'-4"	Southerly Wing
A24	#5	2	2'-10"	Northerly Wing
A25	#5	8	12'-3"	" "
A27	#6	8	13'-1"	Footing, Northerly Wing

ABUTMENT #2

BENT BARS

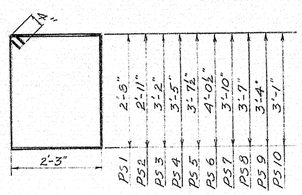
MARK	SIZE	NUMBER	LENGTH	LOCATION
A19	#4	20	7'-2"	Wing Walls
A20	#4	6	4'-2"	End Posts
A30	#5	34	6'-11"	Breastwall
A31	#5	34	8'-2½"	Backwall

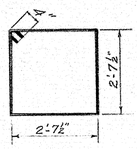
STRAIGHT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
A1	#6	104	5'-1"	Footing
A4	#5	68	3'-0"	"
A6	#5	3	25'-6"	Bridge Seat
A7	#5	3	28'-0"	" "
A11	#5	33	4'-9"	Backwall
A12	#6	34	3'-6"	Slab Seat
A13	#6	52	2'-6"	Ftg., Both Wings
A14	#6	8	11'-8"	" Northerly Wing
A15	#5	42	2'-4"	" , Both Wings
A17	#5	10	11'-1"	Northerly Wing
A18	#5	20	9'-8"	Both Wings
A21	#4	4	9'-8"	" "
A22	#4	4	2'-2"	" "
A23	#5	2	4'-10"	Southerly Wing
A25	#5	10	12'-3"	" "
A26	#5	20	8'-10"	" "
A27	#6	8	13'-2"	Footing, Southerly Wing
A28	#5	20	8'-0"	Northerly Wing
A32	#5	14	25'-0"	Breastwall & Backwall
A33	#5	14	29'-0"	" "
A34	#6	12	25'-3"	Footing
A35	#6	12	29'-0"	"

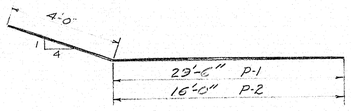
✓ A.B.P.

PIERS





P.S-11



PIER #1

BENT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
PS1	#4	2	10'-6"	Pier Cap
PS2		2	11' "	
PS3		2	11'-6"	
PS4		2	12'-0"	
PS5		48	12'-5"	
PS6		40	13'-3"	
PS7		2	12'-10"	
PS8		2	12'-4"	
PS9		2	11'-10"	
PS10		2	11'-4"	
PS11	#4	78 86	11'-2"	Columns
P1	#8	7	33'-6"	Btm. Pier Cap
P2	#8	7	20'-0"	"

STRAIGHT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
P3	#6	8	26'-6"	Sides Pier Cap
P5	#8	8	26'-6"	Top Pier Cap
P6	#9	6	26'-6"	"
P11	#6	48	5'-6"	Footings
D+2	#8 #9	64	9'-8"	Dowels, Ftg.
P22	#8	16	15'-6"	Columns
P23	#8	16	16'-6"	"
P24	#8	16	18'-6"	"
P25	#8	16	17'-6"	"

PIER #2

BENT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
PS1	#4	2	10'-6"	Pier Cap
PS2		2	11'-0"	
PS3		2	11'-6"	
PS4		2	12'-0"	
PS5		48	12'-5"	
PS6		40	13'-3"	
PS7		2	12'-10"	
PS8		2	12'-4"	
PS9		2	11'-10"	
PS10		2	11'-4"	
PS11	#4	84 76	11'-2"	Columns
P1	#8	7	33'-6"	Btm. Pier Cap
P2	#8	7	20'-0"	"

STRAIGHT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
P3	#6	F	26'6"	Sides Pier Cap
P5	#8	8	26'-6"	Top Pier Cap
P6	#9	6	26'-6"	"
P11	#6	48	5'-6"	Footings
P26	#8	64	21'-0"	Columns
D+1	#8	64	8'-5"	Dowels, Ftg.

✓ T.H.K.

CURB

BENT BARS

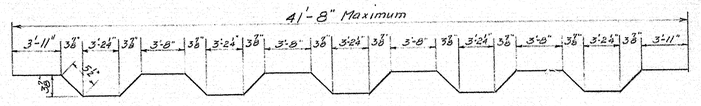
MARK	SIZE	NUMBER	LENGTH	LOCATION
C1	#4	244	7'-2"	Curb Stirrups

STRAIGHT BARS

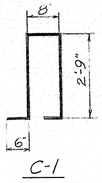
MARK	SIZE	NUMBER	LENGTH	LOCATION
C2	#4	8	12'-3"	Curb - (Long.)
C3		8	13'-1"	
C4		4	9'-5"	
C5		4	22'-10"	
C6	#4	4	23'-1"	Curb (Long.)
C7	#4	4	3'-10"	" "
C8	#4	8	23'-7"	Curb (Long.)
C9		8	21'-9"	
C10		4	6'-0"	
C11		4	23'-6"	
C12		4	23'-10"	
C13		4	7'-9"	
C14		4	24'-5"	
C15	#4	8	13'-8"	Curb (Long.)

✓ T.H.W.T.

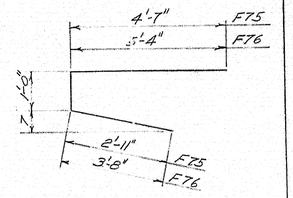
SUPERSTRUCTURE



F-1



C-1



F75 & F76

SUPERSTRUCTURE

BENT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
F1	#5	147	43'-0"	Slab, Trans.
F75	#5	4	8'-6"	Slab Bracket, Span 1
F76	#5	4	10'-0"	Slab Bracket, Span 3

STRAIGHT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
F2	#5	296	42'-8"	Slab Trans.
F3	#5	336	27'-5"	" Long.
F4	#4	282	27'-5"	" "
F5	#5	88	17'-0"	" over piers
F6		4	1'-5"	Trans. Ends
F7			2'-2"	
F8			2'-9"	
F9			3'-3"	
F10			3'-10"	
F11			4'-5"	
F12			5'-0"	
F13			5'-7"	
F14			6'-2"	
F15			6'-9"	
F16			7'-4"	
F17			7'-11"	
F18			8'-5"	
F19			9'-0"	
F20			9'-7"	
F21			10'-1"	
F22		4	10'-8"	
F23		6	11'-3"	
F24		4	12'-1"	
F25			12'-8"	
F26			13'-3"	
F27			13'-10"	
F28			14'-5"	
F29			15'-0"	
F30			15'-7"	
F31			16'-2"	
F32			16'-9"	
F33			17'-4"	
F34			17'-11"	
F35			18'-6"	
F36			19'-1"	
F37			19'-8"	
F38			20'-3"	
F39			20'-10"	
F40			21'-5"	
F41			22'-0"	
F42			22'-7"	
F43			23'-2"	
F44			23'-8"	
F45			24'-3"	
F46			24'-10"	
F47			25'-5"	
F48	#5	4	26'-0"	Slab, Trans., Ends

STRAIGHT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
F49	#5	4	26'-6"	Slab, Trans., Ends
F50			27'-1"	
F51			27'-8"	
F52			28'-3"	
F53			28'-10"	
F54			29'-4"	
F55			29'-11"	
F56		4	30'-6"	
F57		6	31'-1"	
F58		4	31'-10"	
F59			32'-5"	
F60			33'-0"	
F61			33'-7"	
F62			34'-2"	
F63			34'-9"	
F64			35'-4"	
F65			35'-11"	
F66			36'-6"	
F67			37'-1"	
F68			37'-7"	
F69			38'-2"	
F70			38'-9"	
F71			39'-5"	
F72			40'-0"	
F73			40'-6"	
F74	#5	4	41'-1"	Slab, Trans., Ends

✓ N.W.T.

APPROACH SLABS

MARK	SIZE	NUMBER	LENGTH	LOCATION
AS 1	#6	312	14'-8"	(Long. both slabs)
AS 2	#4	32	24'-6"	(Trans. @ A"1") Spliced
AS 3	#4	32	25'-2"	(Trans @ A"2) Spliced

✓ A.B.P.

NOTES

DIMENSIONS ARE TO ℄ OF BARS.
ALL REINFORCING STEEL SHALL BE INTERMEDIATE GRADE.

Note: As built revisions shown in Black ink. 9-24-64 E. Barnard

DESIGN- H.S.A.
TRACE- FBE
CHECK- AS NOTED

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

IN THE TOWN OF

BENTON

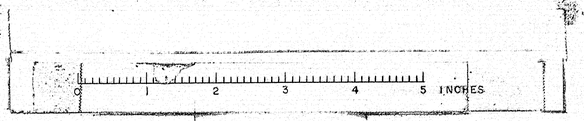
KENNEBEC COUNTY

REINFORCING STEEL SCHEDULE SB

SHEET 28 OF 29 AUGUSTA, MAINE JUNE 1963

Reinf. Steel Sche. S.B. - River Rd 90-28

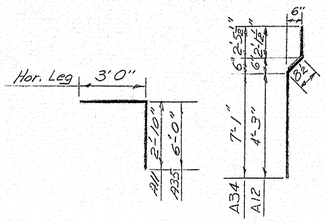
C. B. CO., NO. 44-302 88810



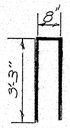
REINFORCING STEEL SCHEDULE NORTH BOUND

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	29	29

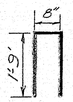
ABUTMENTS



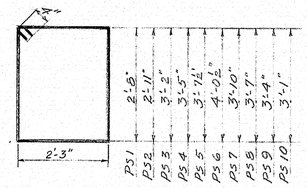
A-19

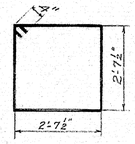


A23

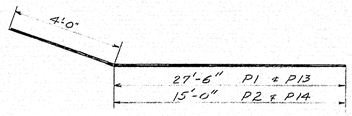


PIERS

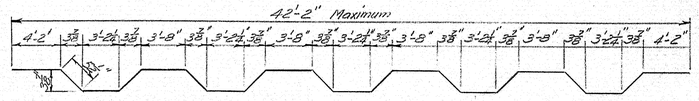




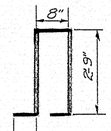
P S 11



SUPERSTRUCTURE



F-1



C-1

ABUTMENT #1

BENT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
A 11	#5	33	5'-10"	BREASTWALL
A 12	#5	32	7'-1"	BACKWALL
A 19	#4	20	7'-2"	WINGS
A 23	#4	6	4'-2"	END POSTS
STRAIGHT BARS				
A 1	#6	24	25'-0"	FOOTING (Spliced)
A 3	#6	98	5'-0"	"
A 4	#5	66	3'-0"	FOOTING
A 5	↓	8	76'-0"	BREASTWALL
A 6		8	23'-9"	BREASTWALL
A 9		6	27'-0"	BACKWALL
A 10		6	23'-9"	"
A-13	#5	33	5'-0"	"
A-15	#6	31	3'-6"	BACKWALL
A-16	#6	8	11'-8"	SOUTH WING
A 17	#5	40	2'-4"	BOTH WINGS
A 18	↓	20	1'-6"	SOUTH WING
A 20		8	11'-0"	SOUTH WING
A 21	#5	14	9'-8"	BOTH WINGS
A 22	#4	4	2'-2"	END POSTS
A 24	#4	8	9'-9"	BOTH WINGS
A 25	#6	52	2'-6"	BOTH WINGS
A 27	#6	8	12'-10"	NORTH WING
A 28	#5	8	12'-0"	" "
A 29	#5	20	6'-10"	NORTH WING

V A.B.P

ABUTMENT #2

BENT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
A 19	#4	36	7'-2"	WINGS
A 23	#4	6	4'-2"	END POSTS
A 34	#5	33	10'-3"	BREASTWALL
A 35	#5	34	9'-0"	BREASTWALL
P S 11	#4	8	11'-2"	STRS. USED IN WINGWALL & WING FOOTING
STRAIGHT BARS				
A 22	#4	4	2'-2"	END POSTS
A 30	#6	32	26'-0"	FOOTING
A 32	#6	100	6'-6"	FOOTING
A 36	#5	33	5'-0"	BACKWALL
A 37	↓	12	27'-4"	BREASTWALL
A 38		12	23'-6"	BREASTWALL
A 39		6	25'-0"	BACKWALL
A 40	#5	6	26'-0"	BACKWALL
A 41	#6	8	20'-11"	FOOTING - SOUTH WING
A 42	#6	6	8'-0"	SOUTH WING
A 43	#6	8	15'-0"	NORTH WING
A 44	#5	8	17'-6"	BOTH WINGS
A 45	#4	8	17'-6"	" "
A 46	#7	6	6'-0"	NORTH WING
A 48	#8	8	6'-0"	BREASTWALL
A 49	#5	6	6'-3"	NORTH WING
A 50	#7	14	10'-0"	BOTH WINGS
A 52	#7	7	15'-0"	NORTH WINGS
A 53	#5	36	10'-3"	NORTH WING
A 56	↓	7	19'-11"	SOUTH WING
A 57	#5	8	17'-6"	BOTH WINGS
A 58	#6	8	20'-3"	NORTH WING FOOTING
A 60	#5	1	15'-11"	NORTH WING
A 25	#6	36	2'-6"	FOOTINGS - BOTH WINGS
A 4	#5	67	3'-0"	FOOTING
A 17	#5	81	2'-4"	BOTH WINGS
A 15	#6	32	3'-6"	BACKWALL
A 61	#5	3	7'-0"	SOUTH WING
A 62	#7	7	10'-0"	" "
A 63	#7	8	6'-0"	BREASTWALL

PIER #1

BENT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
P S 1	#4	2	10'-6"	Pier Cap
P S 2	↑	2	11'-0"	↑
P S 3		2	11'-6"	
P S 4		2	12'-0"	
P S 5		44	12'-5"	
P S 6		38	13'-3"	
P S 7		2	12'-10"	
P S 8		2	12'-4"	
P S 9		2	11'-10"	
P S 10		2	11'-4"	Pier Cap
P S 11	#4	98 104	11'-2"	Columns
P 1	#8	4	31'-6"	Pier Cap
P 2	#8	4	19'-0"	↓
P 13	#7	3	31'-6"	↑
P 14	#7	3	19'-0"	Pier Cap
STRAIGHT BARS				
P 3	#6	8	25'-0"	Pier Cap (Sides)
P 5	#8	10	25'-0"	" (Top)
P 6	#9	4	25'-0"	" "
P 11	#6	48	5'-6"	Footings
D 3	#9	16	12'-8"	Dowels (Ftg)
D 4	#9	32	13'-8"	"
D 5	#9	16	14'-8"	"
P 15	#8	64	22'-0"	Columns

PIER #2

BENT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
P S 1	#4	2	10'-6"	Pier Cap
P S 2	↑	2	11'-0"	↑
P S 3		2	11'-6"	
P S 4		2	12'-0"	
P S 5		44	12'-5"	
P S 6		38	13'-3"	
P S 7		2	12'-10"	
P S 8		2	12'-4"	
P S 9		2	11'-10"	
P S 10		2	11'-4"	Pier Cap
P S 11	#4	65	11'-2"	Columns
P 1	#8	4	31'-6"	Pier Cap
P 2	#8	4	19'-0"	↓
P 13	#7	3	31'-6"	↑
P 14	#7	3	19'-0"	Pier Cap
STRAIGHT BARS				
P 3	#6	8	25'-0"	Pier Cap (Sides)
P 5	#8	10	25'-0"	" (Top)
P 6	#9	4	25'-0"	" "
P 11	#6	48	5'-6"	Footings
D 1	#8	64	8'-0"	Dowels (Ftg.)
P 18	#8	16	19'-4"	Columns
P 19	#8	16	18'-4"	"
P 20	#8	16	17'-4"	"
P 21	#8	16	16'-4"	"

V T.H.K.

SUPERSTRUCTURE

BENT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
F 1	#5	149	43'-6"	SLAB
C 1	#4	238	7'-2"	CURBS
STRAIGHT BARS				
F 2	#5	298	42'-8"	SLAB
F 3	↑	336	26'-9"	↑
F 4		88	17'-0"	
F 5		6	1'-8"	
F 6		4	2'-4"	
F 7			3'-0"	
F 8			3'-8"	
F 9			4'-4"	
F 10			5'-1"	
F 11			5'-9"	
F 12			6'-5"	
F 13			7'-1"	
F 14			7'-10"	
F 15			8'-6"	
F 16			9'-2"	
F 17			9'-10"	
F 18			10'-6"	
F 19			11'-2"	
F 20			11'-11"	
F 21			12'-7"	
F 22			13'-3"	
F 23			13'-11"	
F 24			14'-7"	
F 25			15'-4"	
F 26			16'-0"	
F 27			16'-8"	
F 28			17'-4"	
F 29			18'-1"	
F 30			18'-9"	
F 31			19'-5"	
F 32			20'-1"	
F 33			20'-9"	
F 34			21'-5"	
F 35			22'-2"	
F 36			22'-10"	
F 37			23'-6"	
F 38			24'-2"	
F 39			24'-10"	
F 40			25'-7"	
F 41			26'-3"	
F 42			26'-11"	
F 43			27'-7"	
F 44			28'-4"	
F 45			29'-0"	
F 46	↓	↓	29'-8"	↓
F 47	#5	4	30'-4"	SLAB

V N.W.T.

MARK	SIZE	NUMBER	LENGTH	LOCATION
STRAIGHT BARS				
F 48	#5	4	31'-0"	SLAB
F 49	↑	↑	31'-9"	↑
F 50			32'-5"	
F 51			33'-1"	
F 52			33'-9"	
F 53			34'-5"	
F 54			35'-1"	
F 55			35'-10"	
F 56			36'-6"	
F 57			37'-2"	
F 58			37'-10"	
F 59			38'-7"	
F 60			39'-3"	
F 61			39'-11"	
F 62	#5	4	40'-7"	SLAB
C 2	#4	8	14'-11"	CURB
C 3	↑	4	19'-11"	↑
C 4		↑	8'-10"	
C 5			23'-3"	
C 6			21'-7"	
C 7		4	6'-11"	
C 8		8	21'-3"	
C 9		8	21'-0"	
C 10		4	6'-8"	
C 11		↑	21'-2"	
C 12			24'-1"	
C 13			8'-9"	
C 14	↓	4	19'-9"	↓
C 15	#4	8	15'-3"	CURB
F 63	#4	270	26'-9"	Slab

V N.W.T.

APPROACH SLABS

A S 1	#6	310	14'-8"	(Long Tot. Slab)
A S 4	#4	36	23'-2"	(Thru ... A") spliced
A S 5	#4	36	23'-8"	(... A"2) spliced

V A.B.P

NOTES

DIMENSIONS ARE TO ℄ OF BARS.
ALL REINFORCING STEEL SHALL BE INTERMEDIATE GRADE.

Note: As built revisions shown in Black Ink. 9-26-66 E. Barnard.

DESIGN- A.R. DET- J.F.M.
TRACE- J.F.M.
CHECK- As Noted

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

IN THE TOWN OF

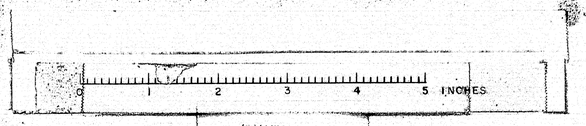
BENTON

KENNEBEC COUNTY

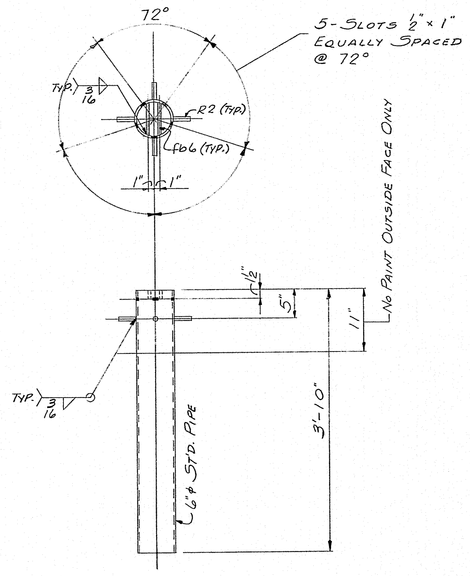
REINFORCING STEEL SCHEDULE NB

SHEET 29 OF 29 AUGUSTA MAINE JUNE 1963

90-29



SHIP MARK	NO.	MARK	SHAPE	LENGTH		WT.	REMARKS
			BILL OF MATERIAL				DWG. B63-202-510
DP1	8		6"ϕ STD. PIPE	3	10		
	16	F06	BAR-1'2"x'2	0	6		FIT
	32	R2	1/2" RE BAR	0	3		



8-DP1

SHOP CONNECTIONS: WELD (E70 ELECTRODE)
FIELD CONNECTIONS: ———
HOLES: AS NOTED
PAINT: STATE OF MAINE SPEC'S.

APP'D. - 2-12-64

DRAINS - SOUTHBOUND & NORTHBOUND

PRINT ISSUE		
3	DIST.	2-13-64
5	SHOP	2-6-64
2	F.A.	1-22-64
DRAWN	1-22-64	R.A.M.
REVISION		
REVISION		
REVISION		

Bancroft & Martin Rolling Mills Company
Brewer, Maine

INT. #95 OVER RIVER ROAD
BENTON, MAINE

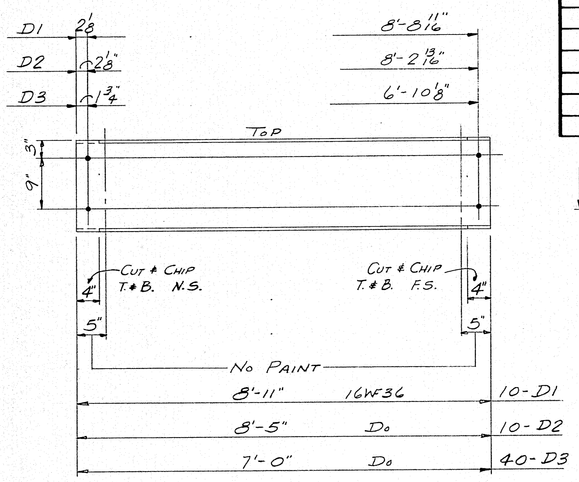
CUSTOMER SEAWARD CONST. CO.
DESIGNER STATE HIGHWAY COMM.

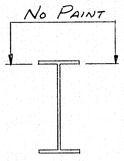
ORDER VERBAL DWG. B63-202-510

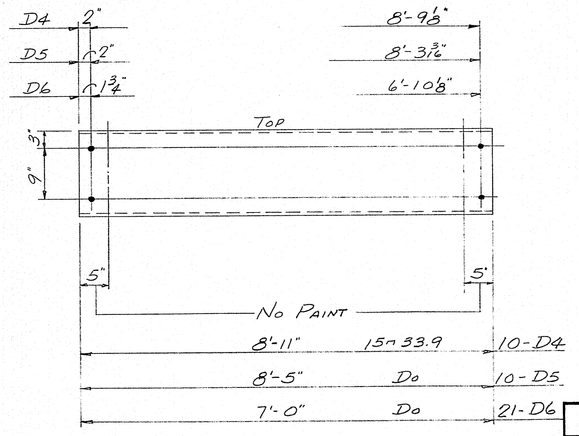
30-29 A

SHIP MARK	NO.	MARK	SHAPE	LENGTH		WT.	REMARKS
D1	10		16WF36	8	11		A7 OR A36
D2	10		Do	8	5		
D3	40		Do	7	0		
D4	10		15n33.9	8	11		
D5	10		Do	8	5		
D6	21		Do	7	0		

BILL OF MATERIAL DWG. B63-202-59







SHOP CONNECTIONS: ——
FIELD CONNECTIONS: 3/4" ϕ MACH. BOLT & WELD
HOLES: 15/16" ϕ
PAINT: STATE OF MAINE SPEC'S.

APP'D. 2-12-64

DIAPHRAGMS – SOUTHBOUND & NORTHBOUND

PRINT ISSUE		
3	DIST.	2-13-64
5	SHOP	2-6-64
2	F.A.	1-22-64
DRAWN		1-21-64 R.A.M.
REVISION		
REVISION		
REVISION		

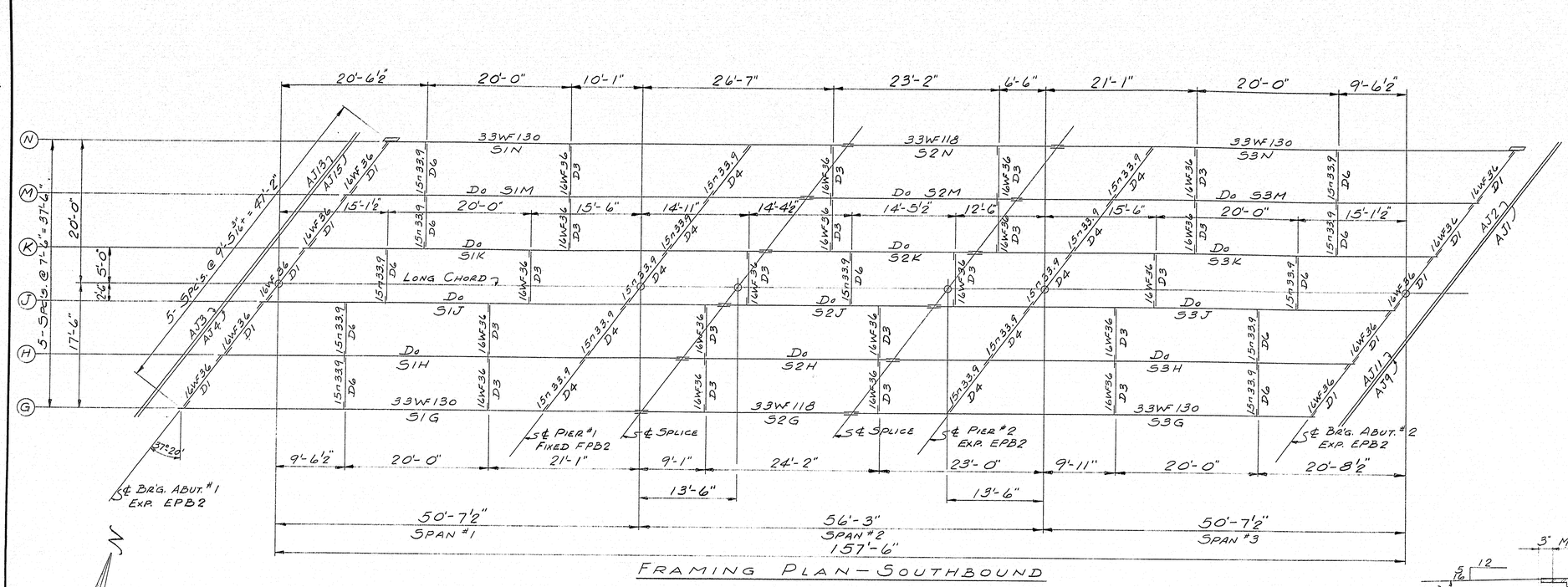
Bancroft & Martin Rolling Mills Company
Brewer, Maine

INT. #95 OVER RIVER ROAD
BENTON, MAINE

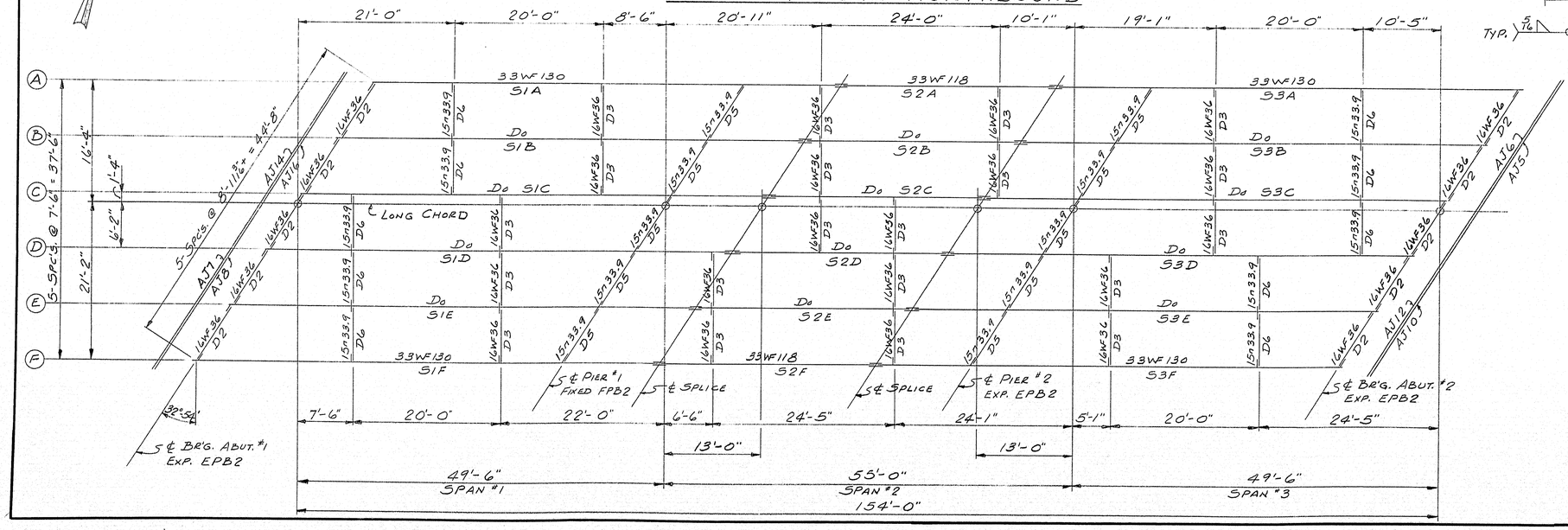
CUSTOMER SEAWARD CONST. CO.
DESIGNER STATE HIGHWAY COMM.

ORDER VERBAL DWG. B63-202-59

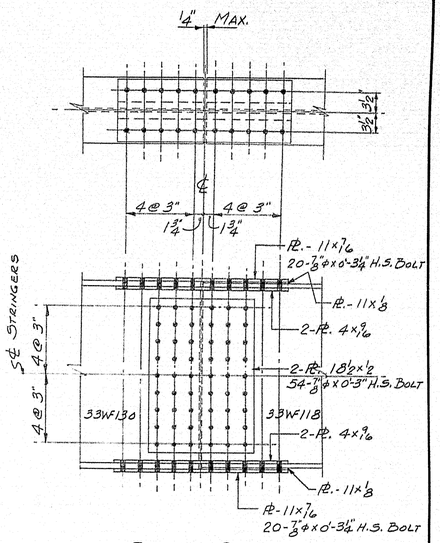
30-29 B



FRAMING PLAN—SOUTHBOUND

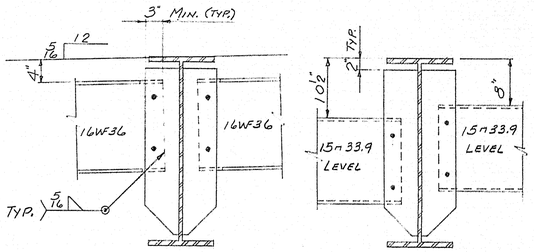


FRAMING PLAN—NORTHBOUND



SPLICE DETAIL

SET STRINGERS TO SLOPE DIAGRAM DRWG. B63-202-E2, BEFORE DRILLING & REAMING.



DIAPHRAGM DETAILS

SEE DRW'G. #B63-202-E2 FOR GENERAL NOTES

SHOP CONNECTIONS: WELD (E70 ELECTRODE)
FIELD CONNECTIONS: ⅞ø H.S. BOLT
HOLES: 15/16" ø
PAINT: STATE OF MAINE SPEC'S.

APP'D. 2-12-64

FRAMING PLANS - SOUTHBOUND & NORTHBOUND

PRINT ISSUE		
3	DIST.	2-13-64
1	SHOP	2-13-64
2	F.A.	1-22-64
DRAWN	2-26-63	R.A.M.
REVISION		
REVISION		
REVISION		

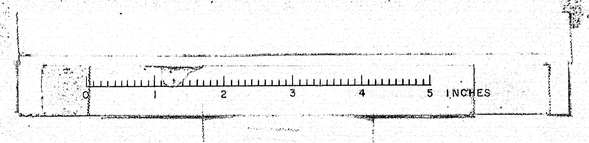
Bancroft & Martin Rolling Mills Company
Brewer, Maine

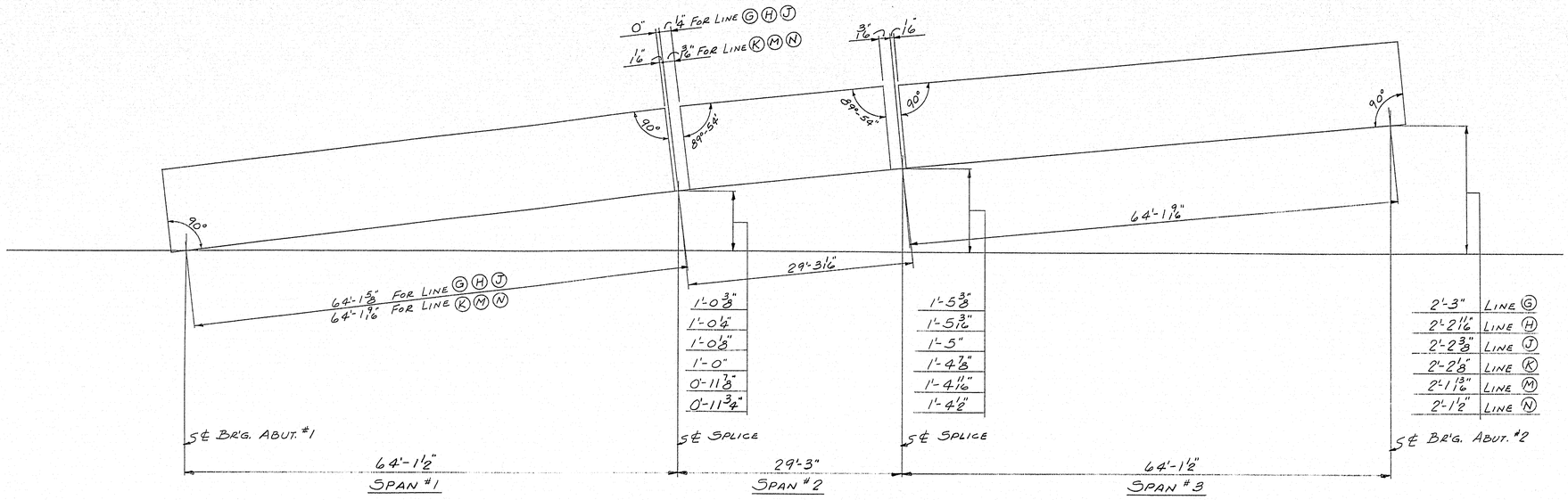
INT. #95 OVER RIVER ROAD
BENTON, MAINE

CUSTOMER SEAWARD CONST. CO.
DESIGNER STATE HIGHWAY COMM.

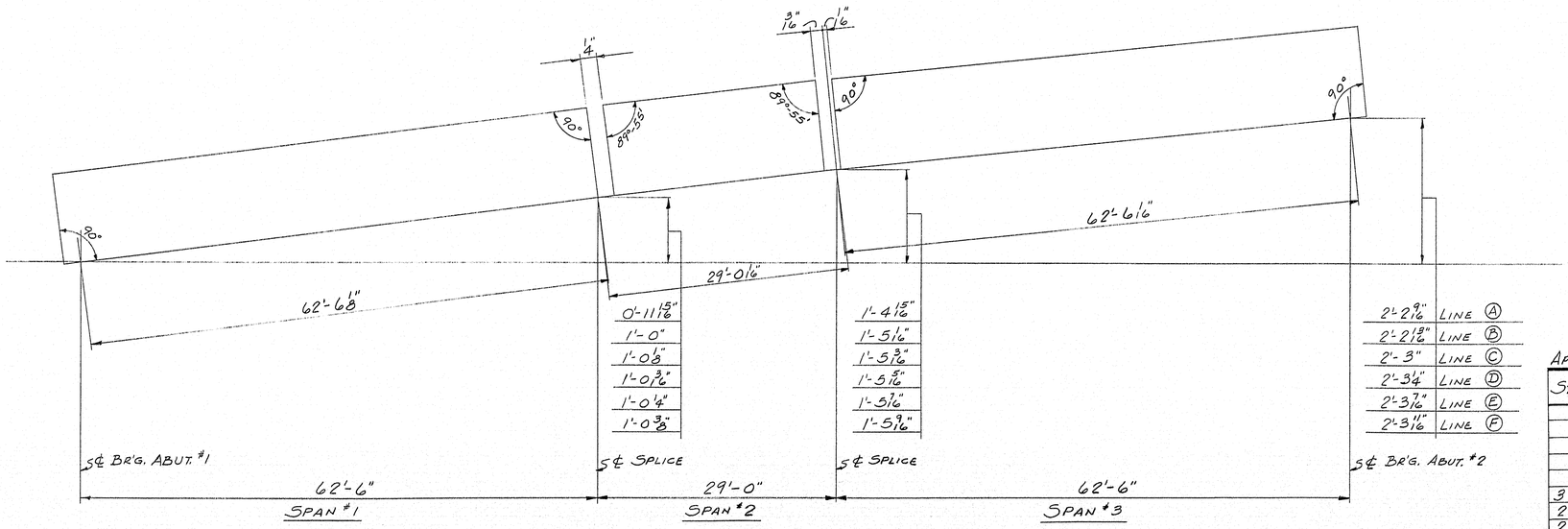
ORDER VERBAL DWG. B63-202-E1

90-29C





STRINGER DIAGRAM FOR SPLICING - SOUTHBOUND



STRINGER DIAGRAM FOR SPLICING - NORTHBOUND

NOTES

STEEL FOR STRINGERS, & SPLICE PLS. SHALL BE ASTM A36. ALL OTHER STEEL TO BE ASTM A36 OR A7.

BOLTS FOR SPLICES SHALL BE ASTM A325, 7/8" ϕ HEX HEAVY STRUCT. BOLTS WITH HEAVY SEMI-FINISHED HEX NUTS & ONE HARDENED ROUND WASHER.

HOLES IN STRINGERS ARE FOR H.S. BOLTS. THEY ARE TO BE FREE FROM BURRS. THERE SHALL BE NO PAINT WITHIN 3" OF SUCH OPEN HOLES. SUB PUNCH OR DRILL 1 1/16" ϕ; REAM ASSEMBLED (NO TEMPLATES) PARTS TO 15/16" ϕ OR DRILL FROM SOLID FOR FIELD CONNECTION. MATCHMARK ALL CONNECTING PARTS BEFORE DISASSEMBLING. SUPPLY ENGINEER WITH A DIAGRAM OF MATCHMARKS.

STRINGERS TO BE SET TO GRADE BEFORE DRILLING & REAMING SPLICES.

SHOP CONNECTIONS: WELD (E70 ELECTRODE)
FIELD CONNECTIONS: 7/8" ϕ H.S. BOLT
HOLES: 15/16" ϕ
PAINT: STATE OF MAINE SPEC'S.

APP'D. 2-12-64

STRINGER DIAGRAMS FOR SOUTHBOUND & NORTHBOUND

PRINT ISSUE		
3	DIST.	2-13-64
2	SHOP	2-13-64
2	F.A.	1-22-64
DRAWN	12-27-63	R.A.M.
REVISION		
REVISION		
REVISION		

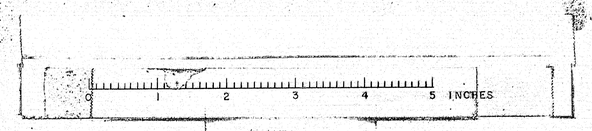
Bancroft & Martin Rolling Mills Company
Brewer, Maine

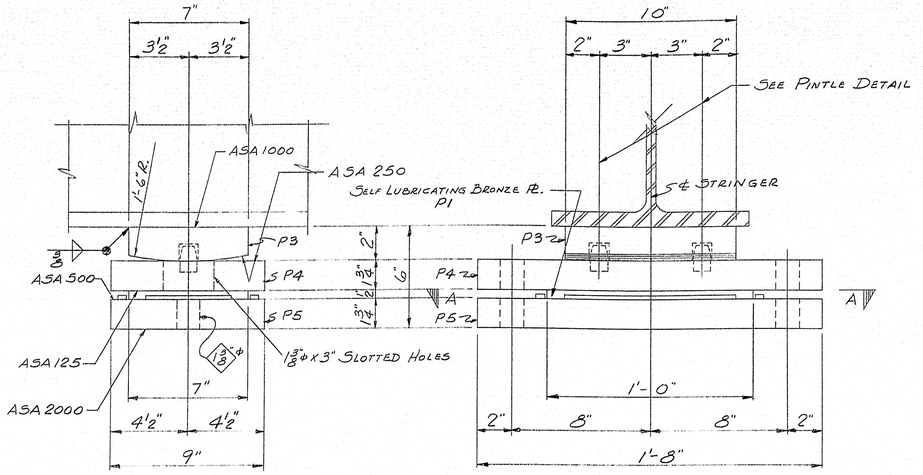
INT. #95 OVER RIVER ROAD
BENTON, MAINE

CUSTOMER SEAWARD CONST. CO.
DESIGNER STATE HIGHWAY COMM.

ORDER VERBAL DWG. B63-202-E2

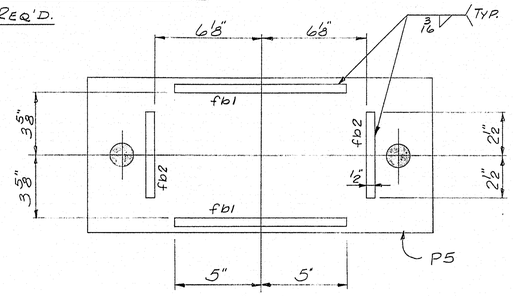
90-29 D



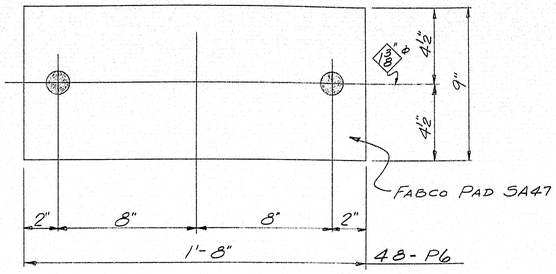


EXPANSION PEDESTAL - MARK EPB2

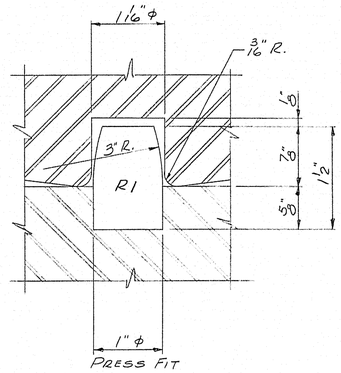
36 - REQ'D.



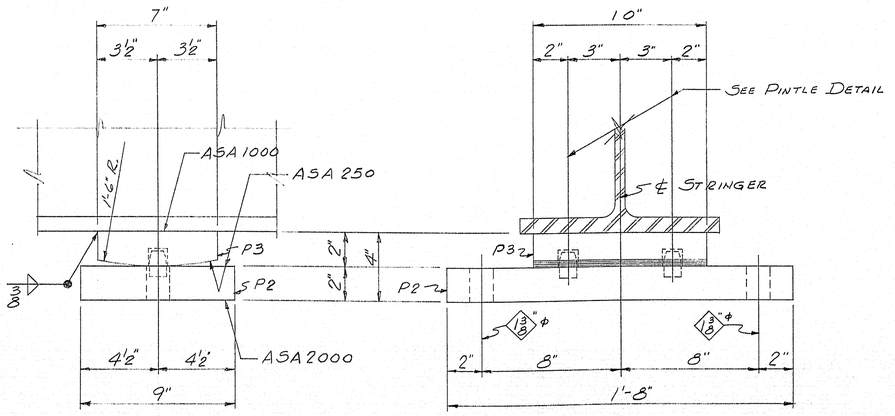
"AA"



48 - P6

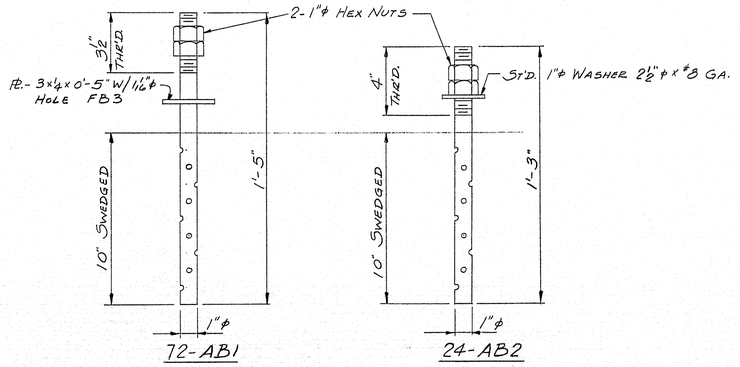


PINTLE DETAIL



FIXED PEDESTAL - MARK FPB2

12 - REQ'D.



SHIP MARK	NO.	MARK	BILL OF MATERIAL SHAPE	LENGTH		WT.	REMARKS
EPB2	36		Bearings				
FPB2	12		Do				
P2	12		PL- 9 x 2 x	1	8		Machined A36
P3	48		PL- 7 x 2 x	0	10		Do A36
P4	36		PL- 9 x 1¾ x	1	8		Do A36
P5	36		Do	1	8		Do A36
	96	R1	Rod- 1"ϕ x	0	1'2		Do A36
P1	36		PL- 7 x ½ x	1	0		Lubrite self lubricating Bronze R. Req.# 8123
P6	48		9 x ⅝ x	1	8		Fabco Pad SA47
	72	fb1	Bar- ½ x 1¼ x	0	10		A36
	72	fb2	Do	0	5		A36
AB1	72		Rod- 1"ϕ	1	5		Thr'd. & Swedged A36
AB2	24		Do	1	3		Do A36
FB3	72		Bar- 3 x ¼	0	5		A36
Field	24		1"ϕ Washer				A36
	192	Shop	1"ϕ Hex Nut				

Req. 8570 for all items except Lubrite Plates.

SHOP CONNECTIONS: Weld (E70 electrode)
FIELD CONNECTIONS: Weld & Bolt
HOLES: As noted
PAINT: State of Maine spec's.

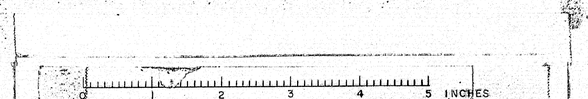
App'd. 2-12-64

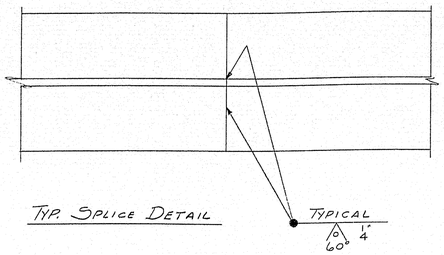
PRINT ISSUE		
3	Dist.	2-13-64
4	Port	1-31-64
2	F.A.	1-22-64
DRAWN	12-30-63	R.A.M.
REVISION		
REVISION		
REVISION		

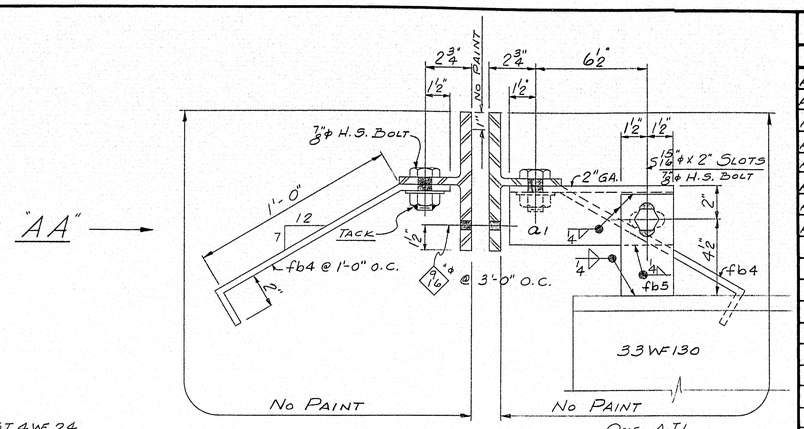
Bancroft & Martin Inc.
Brewer, Maine
Int. #95 Over River Road
Benton, Maine

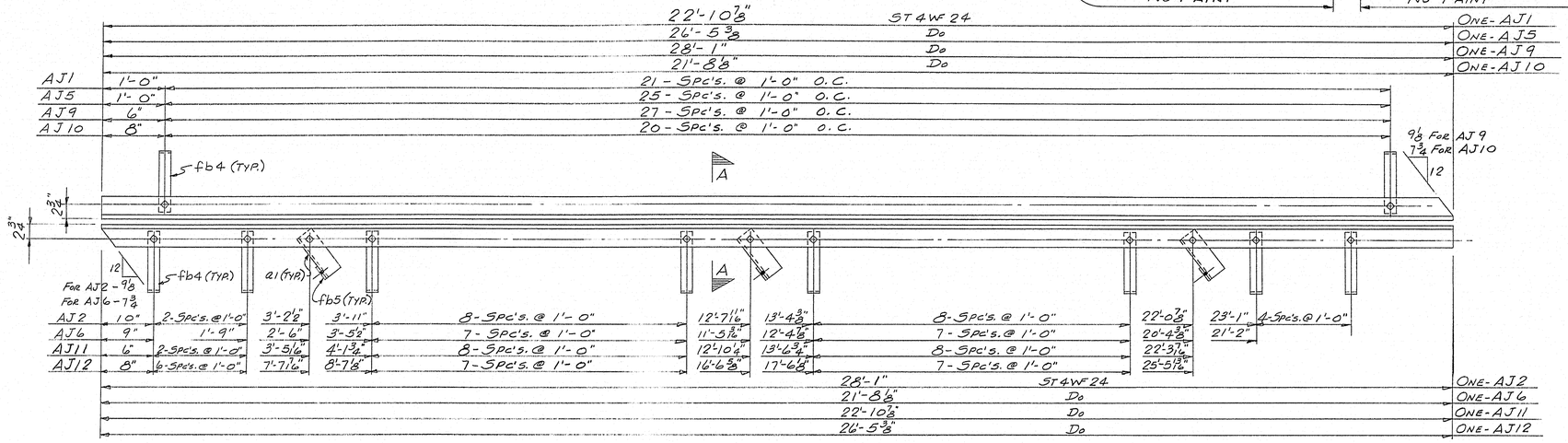
CUSTOMER Seaward Const. Co.
DESIGNER State Highway Comm.
ORDER Verbal DWG. B63-202-51

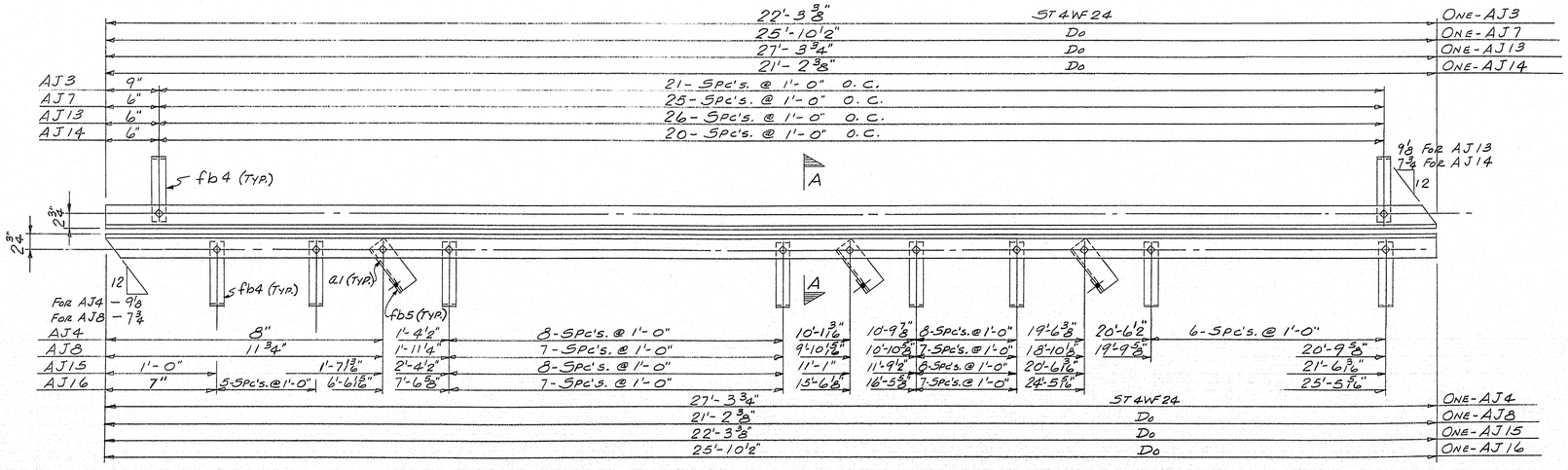
Bearing Details











SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
AJ1	1		ST4WF24	22 10⅞		A7 OR A36
AJ2	1		Do	28 1		
AJ3	1		Do	22 3⅜		
AJ4	1		Do	27 3¾		
AJ5	1		Do	26 5⅜		
AJ6	1		Do	21 8⅛		
AJ7	1		Do	25 10½		
AJ8	1		Do	21 2⅜		
	24	a1	¼-3½x3½x⅜	0 9½		
	368	fb4	BAR-2½x⅜	1 5		BENT
	24	fb5	BAR-3x⅜	0 6½		
	416	SHOP	⅞ϕ H.S. BOLT	0 24		HEAVY NUTS A325
	416	Do	⅞ϕ H.S. WASHER			A325
AJ9	1		ST4WF24	28 1		A7 OR A36
AJ10	1		Do	21 8⅛		
AJ11	1		Do	22 10⅞		
AJ12	1		Do	26 5⅜		
AJ13	1		Do	27 3¾		
AJ14	1		Do	21 2⅜		
AJ15	1		Do	22 3⅜		
AJ16	1		Do	25 10½		

BILL OF MATERIAL DWG. B63-202-52

SHOP CONNECTIONS: ⅞ϕ H.S. BOLT
FIELD CONNECTIONS: WELD
HOLES: 15/16ϕ U.N.
PAINT: STATE OF MAINE SPEC'S.

APP'D. AS NOTED

ARMORED JOINTS FOR SOUTHBOUND & NORTHBOUND

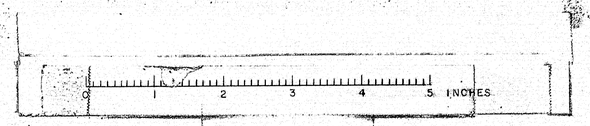
PRINT ISSUE		
3	DIST.	2-13-64
5	SHOP	2-6-64
5	SHOP	2-3-64
2	F.A.	1-22-64
DRAWN	1-10-64	R.A.M.
REVISION	2-5-64	R.A.M.
REVISION		
REVISION		

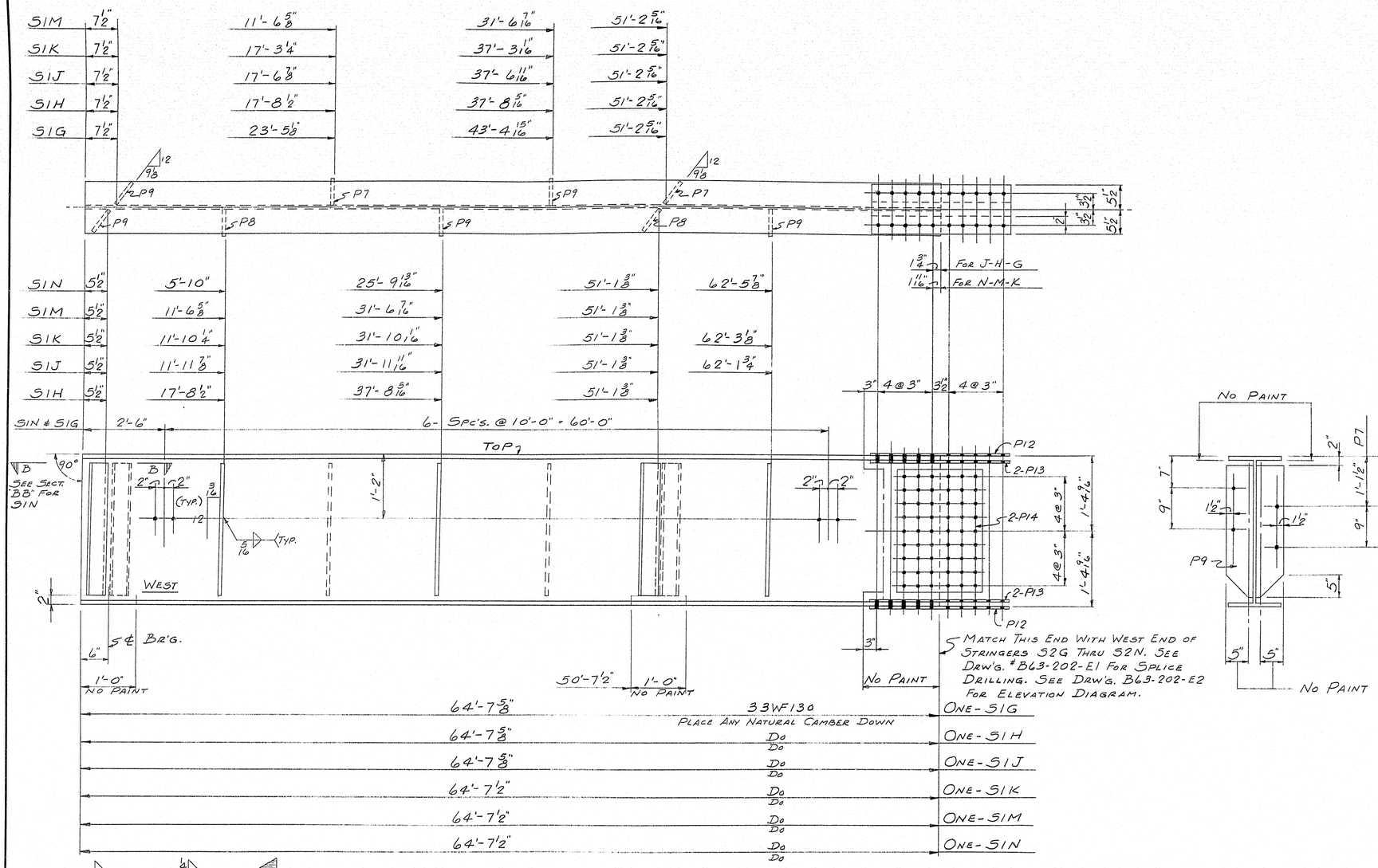
Bancroft & Martin Inc.
Brewer, Maine

INT. #95 OVER RIVER ROAD
BENTON, MAINE

CUSTOMER SEAWARD CONST. CO.
DESIGNER STATE HIGHWAY COMM.

ORDER VERBAL DWG. B63-202-52





SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
SIG	1		33WF130	64 7 5/8		A36
SIH	1		Do	64 7 5/8		
SIJ	1		Do	64 7 5/8		
SIK	1		Do	64 7½		
SIM	1		Do	64 7½		
SIN	1		Do	64 7½		
	10	P7	Pt. 6 x 3/8	2 5		A7 or A36
	10	P8	Do	2 5		
	23	P9	Do	2 5		
	1	P10	Do	1 11 7/16		
	1	P11	Pt.-7½ x 3/8	1 2		
	12	P12	Pt.-11 x 7/16	2 6½		A36
	24	P13	Pt.-4 x 9/16	2 6½		
	12	P14	Pt.-18½ x ½	2 3		
FIELD	984		⅞" ø H.S. Bolt	0 3¼		A325
Do	1328		Do	0 3		A325
Do	424		⅞" ø Mach. Bolt	0 1¾		
Do	2312		⅞" ø H.S. Washer			A325

BILL OF MATERIAL DWG. B63-202-53

SHOP CONNECTIONS: Weld (E70 Electrode)
FIELD CONNECTIONS: Weld & ⅞" ø H.S. Bolt
HOLES: 1 1/16" ø
PAINT: State of Maine Spec's.

App'd. As Noted 2-12-64

Stringers - Span #1 - Southbound

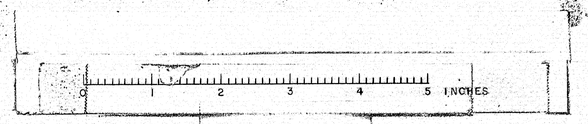
PRINT ISSUE		
3	Dist.	2-13-64
5	Shop	2-13-64
2	F.A.	1-22-64
DRAWN	1-13-64	R.A.M.
REVISION		
REVISION		
REVISION		

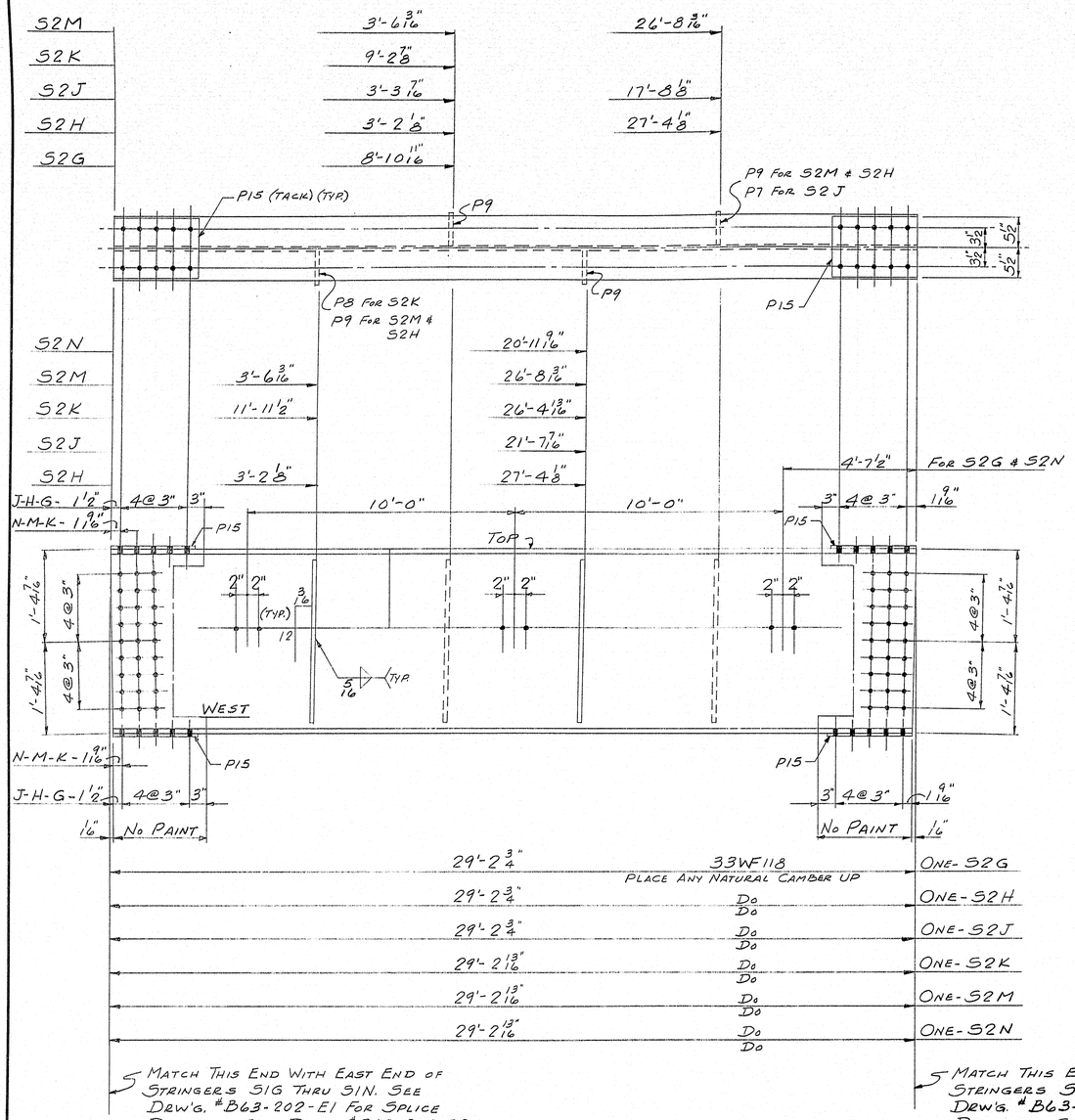
Bancroft & Martin Inc.
Brewer, Maine

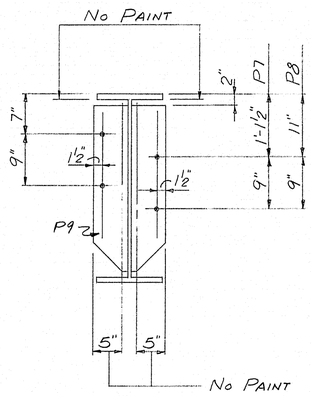
Int. #95 Over River Road
Benton, Maine

CUSTOMER Seaward Const. Co.
DESIGNER State Highway Comm.
ORDER Verbal DWG. B63-202-53

90-236







SHIP MARK	NO.	MARK	SHAPE	LENGTH		WT.	REMARKS
S2G	1		33WF118	29	2 3/4		A36
S2H	1		Do	29	2 3/4		↓
S2J	1		Do	29	2 3/4		
S2K	1		Do	29	2 13/16		
S2M	1		Do	29	2 13/16		
S2N	1		Do	29	2 13/16		
	1	P7	PL. 6x 3/8	2	5		A7 OR A36
	1	P8	Do	2	5		↓
	14	P9	Do	2	5		
	24	P15	PL.-11x 1/2	1	3		A36

BILL OF MATERIAL DWG. B63-202-S4

SHOP CONNECTIONS: WELD (E70 ELECTRODE)
FIELD CONNECTIONS: WELD ∉ 7/8" ϕ H.S. BOLT
HOLES: 15/16" ϕ
PAINT: STATE OF MAINE SPEC'S.

APP'D. AS NOTED 2-12-64

STRINGERS - SPAN #2 - SOUTHBOUND

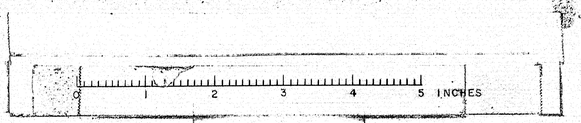
PRINT ISSUE		
3	DIST.	2-13-64
5	SHOP	2-13-64
2	F.A.	1-22-64
DRAWN	1-14-64	R.A.M.
REVISION		
REVISION		
REVISION		

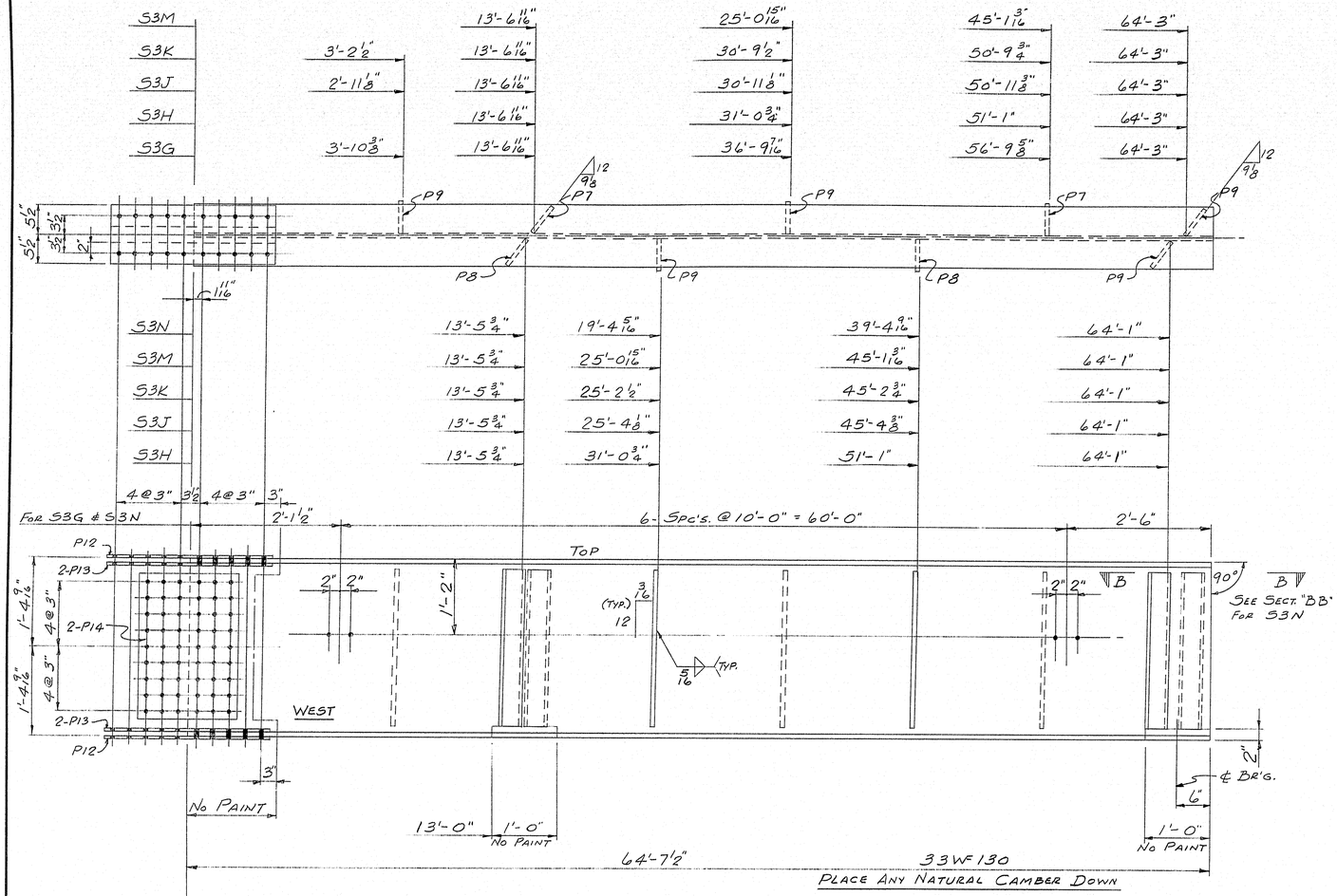
Bancroft & Martin Inc.
Brewer, Maine

INT. #95 OVER RIVER ROAD
BENTON, MAINE

CUSTOMER SEAWARD CONST. CO.
DESIGNER STATE HIGHWAY COMM.
ORDER VERBAL
DWG. B63-202-S4

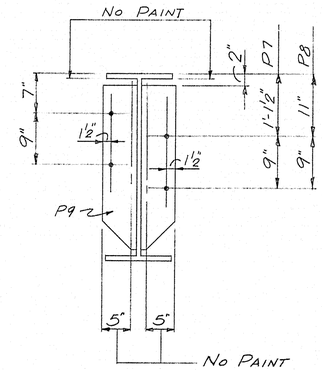
30-29 H

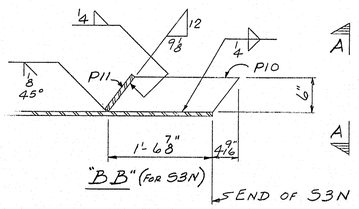




5 MATCH THIS END WITH EAST END OF STRINGERS S2G THRU S2N. SEE DRW'S. #B63-202-E1 FOR SPLICE DRILLING. SEE DRW'S. #B63-202-E2 FOR ELEVATION DIAGRAM.

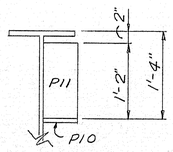
ONE - S3G
ONE - S3H
ONE - S3J
ONE - S3K
ONE - S3M
ONE - S3N





"BB" (FOR S3N)

5 END OF S3N



"AA"

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
S3G	1		33WF130	64 7½		A36
S3H	1		Do	64 7½		
S3J	1		Do	64 7½		
S3K	1		Do	64 7½		
S3M	1		Do	64 7½		
S3N	1		Do	64 7½		
	10	P7	PL.-6×⅜	2 5		A7 OR A36
	10	P8	Do	2 5		
	23	P9	Do	2 5		
	1	P11	PL.-7½×⅜	1 2		
	12	P12	PL.-11×7/16	2 6½		A36
	24	P13	PL.-4×9/16	2 6½		
	12	P14	PL.-18½×½	2 3		
	1	P10	PL.-6×⅜	1 11 7/16		A7 OR A36

SHOP CONNECTIONS: WELD (E70 ELECTRODE)
FIELD CONNECTIONS: WELD # ⅞" H.S. BOLT
HOLES: 13/16" ϕ
PAINT: STATE OF MAINE SPEC'S.

APP'D. AS NOTED 2-12-64

STRINGERS - SPAN #3 - SOUTHBOUND

PRINT ISSUE		
3	DIST.	2-13-64
5	SHOP	2-13-64
2	F.A.	1-22-64
DRAWN	1-15-64	R.A.M.
REVISION		
REVISION		
REVISION		

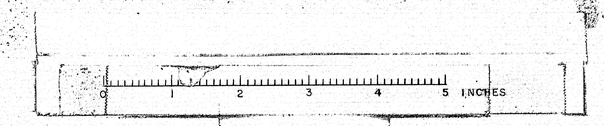
Bancroft & Martin Inc.
Brewer, Maine

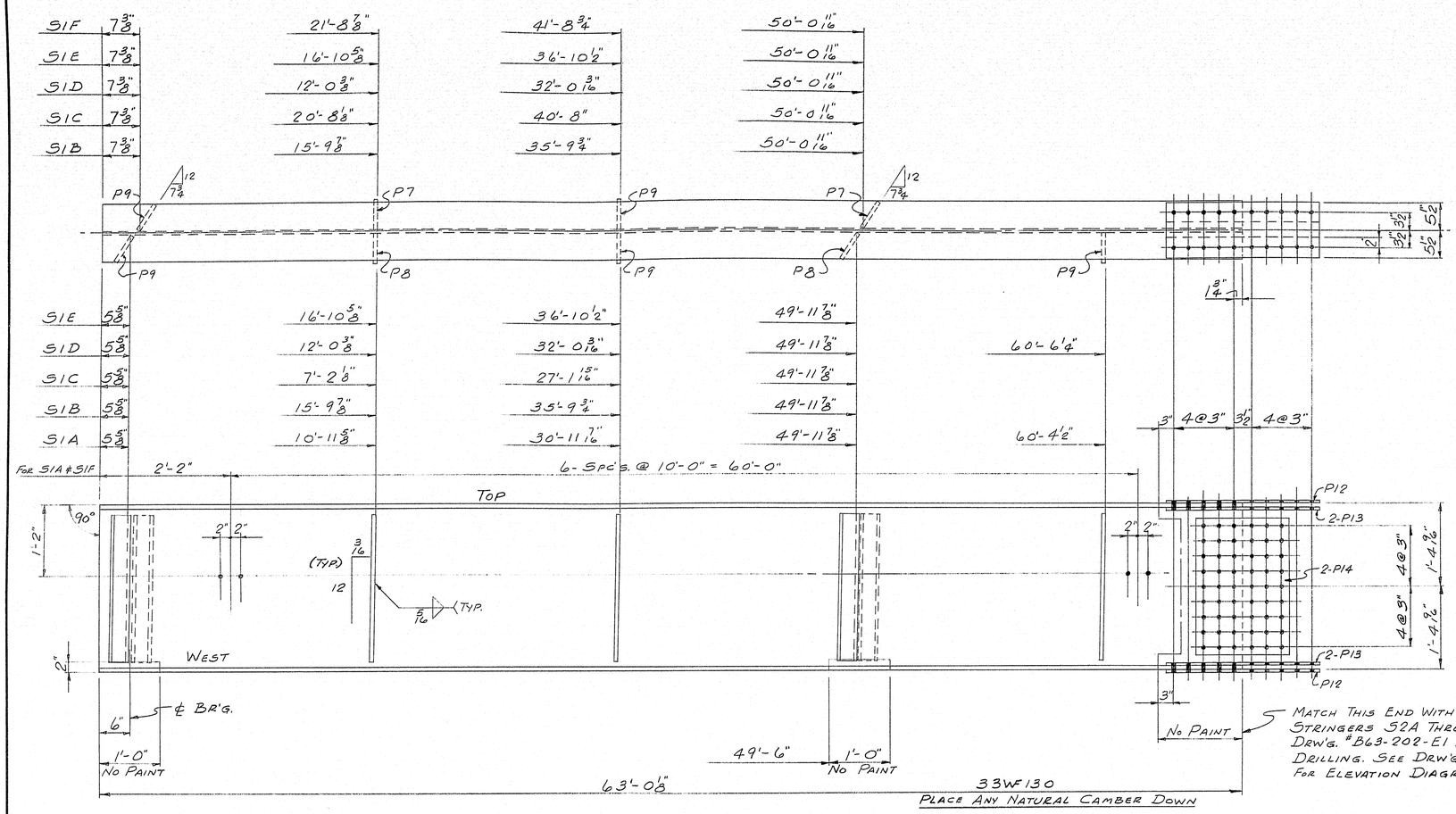
INT. #95 OVER RIVER ROAD
BENTON, MAINE

CUSTOMER SEAWARD CONST. CO.
DESIGNER STATE HIGHWAY COMM.

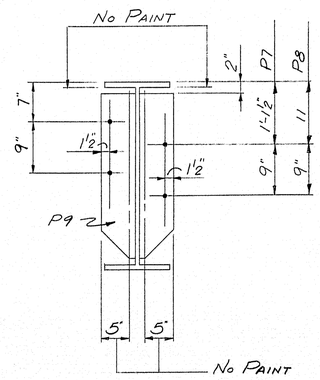
ORDER VERBAL DWG. B63-202-S5

20-29 1





ONE - S1A
ONE - S1B
ONE - S1C
ONE - S1D
ONE - S1E
ONE - S1F



SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
S1A	1		33WF130	63 0 1/8		A36
S1B	1		Do	63 0 1/8		
S1C	1		Do	63 0 1/8		
S1D	1		Do	63 0 1/8		
S1E	1		Do	63 0 1/8		
S1F	1		Do	63 0 1/8		
	10	P7	PL. - 6 x 5/8	2 5		A7 OR A36
	10	P8	Do	2 5		
	22	P9	Do	2 5		
	12	P12	PL. - 11 x 7/16	2 6 1/2		A36
	24	P13	PL. - 4 x 9/16	2 6 1/2		
	12	P14	PL. - 18 1/2 x 1/2	2 3		

SHOP CONNECTIONS: WELD (E70 ELECTRODE)
FIELD CONNECTIONS: WELD & 7/8" ϕ H.S. BOLT
HOLES: 15/16" ϕ
PAINT: STATE OF MAINE SPEC'S.

APP'D. AS NOTED

STRINGERS - SPAN #1 - NORTHBOUND

PRINT ISSUE		
3	DIST.	2-13-64
5	SHOP	2-13-64
2	F.A.	1-22-64
DRAWN	1-21-64	R.A.M.
REVISION		
REVISION		
REVISION		

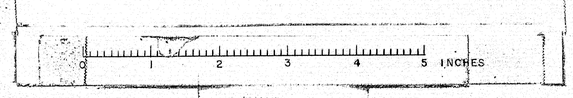
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Brewer, Maine

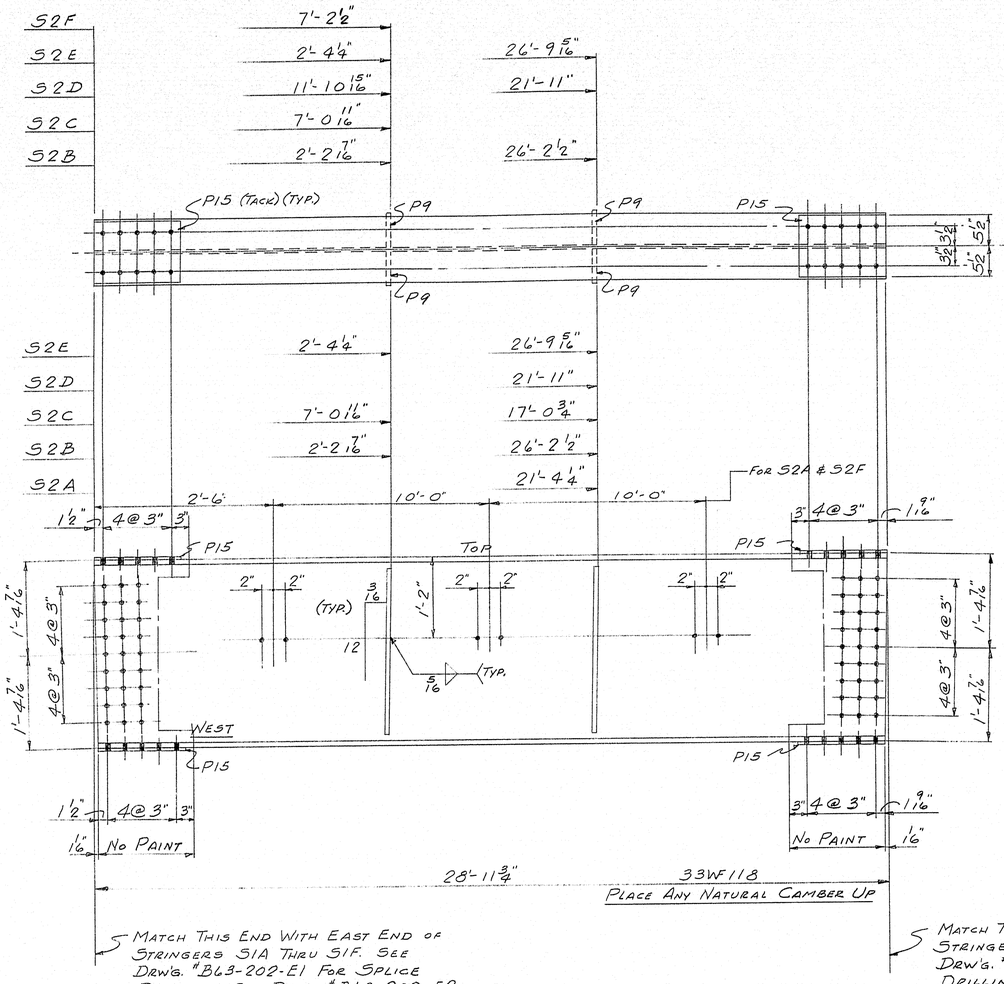
INT. #95 OVER RIVER ROAD
BENTON, MAINE

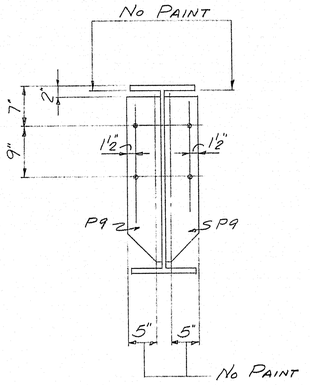
CUSTOMER SEAWARD CONST. CO.
DESIGNER STATE HIGHWAY COMM.

ORDER VERBAL DWG. B63-202-S6

90-89 J







ONE - S2A
ONE - S2B
ONE - S2C
ONE - S2D
ONE - S2E
ONE - S2F

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
S2A	1		33WF118	28 11¾		A36
S2B	1		Do	28 11¾		
S2C	1		Do	28 11¾		
S2D	1		Do	28 11¾		
S2E	1		Do	28 11¾		
S2F	1		Do	28 11¾		
	16	P9	PL-6 x ⅜	2 5		A7 OR A36
	24	P15	PL-11 x ⅛	1 3		A36

SHOP CONNECTIONS: WELD (E70 ELECTRODE)
FIELD CONNECTIONS: WELD & ⅞" ϕ H.S. BOLT
HOLES: 15/16" ϕ
PAINT: STATE OF MAINE SPEC'S.

APP'D. 2-12-64

STRINGERS - SPAN #2 - NORTHBOUND

PRINT ISSUE		
3	DIST.	2-13-64
5	SHOP	2-13-64
2	F.A.	1-22-64
DRAWN	1-20-64	R.A.M.
REVISION		
REVISION		
REVISION		

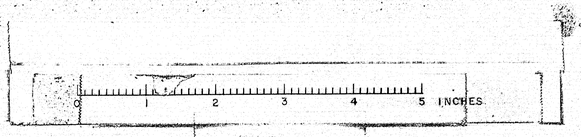
Bancroft & Martin Inc.
Brewer, Maine

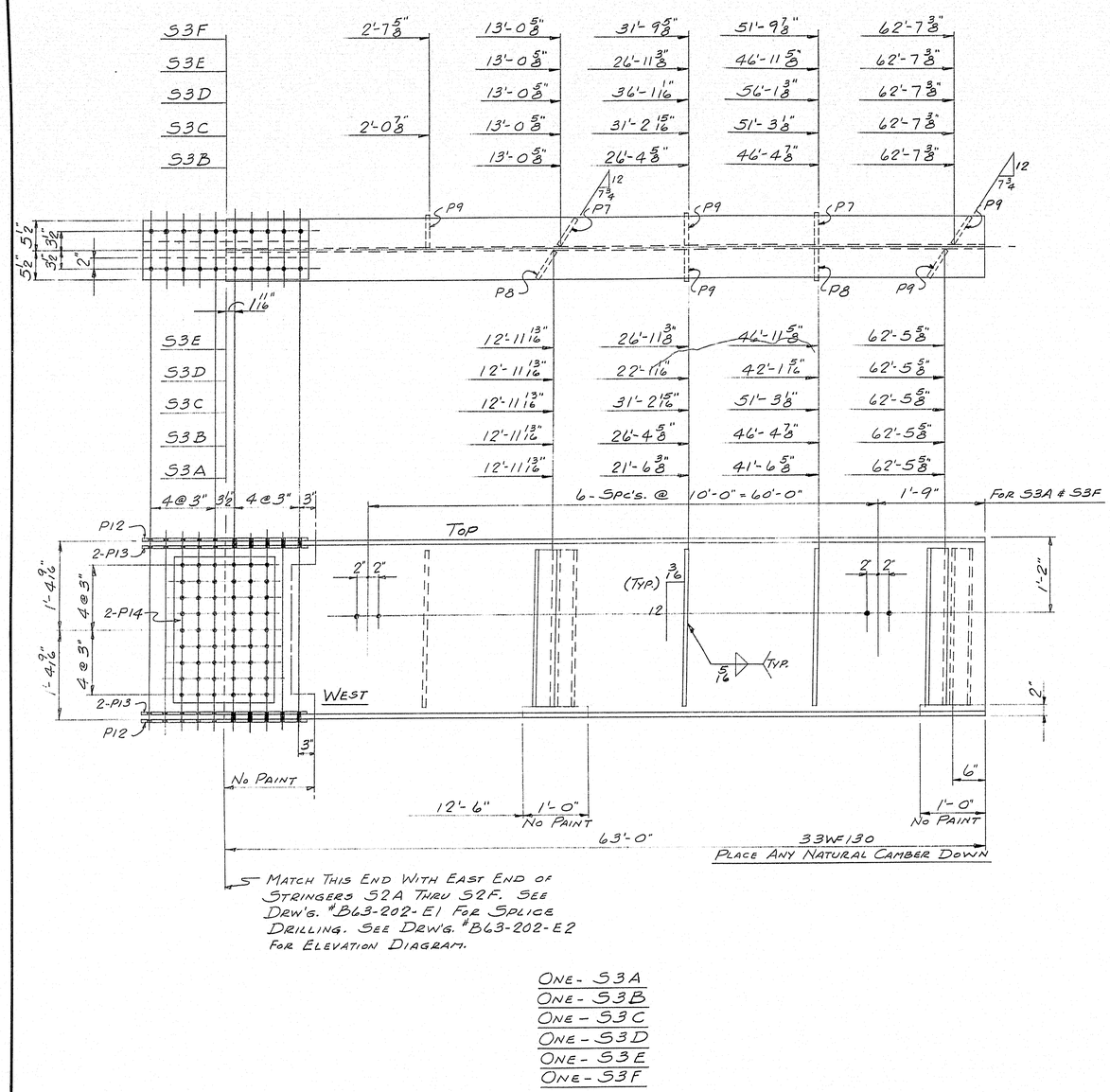
INT. #95 OVER RIVER ROAD
BENTON, MAINE

CUSTOMER SEAWARD CONST. CO.
DESIGNER STATE HIGHWAY COMM.

ORDER VERBAL | DWG. B63-202-S7

90-20 K





= MATCH THIS END WITH EAST END OF STRINGERS S2A THRU S2F. SEE DRW'S. #B63-202-E1 FOR SPLICE DRILLING. SEE DRW'S. #B63-202-E2 FOR ELEVATION DIAGRAM.

ONE - S3A
ONE - S3B
ONE - S3C
ONE - S3D
ONE - S3E
ONE - S3F

SHIP MARK	NO.	MARK	SHAPE	LENGTH		WT.	REMARKS
S3A	1		33WF130	63	0		A36
S3B	1		Do	63	0		
S3C	1		Do	63	0		
S3D	1		Do	63	0		
S3E	1		Do	63	0		
S3F	1		Do	63	0		
	10	P7	PL-6x3/8	2	5		A7 or A36
	10	P8	Do	2	5		
	22	P9	Do	2	5		
	12	P12	PL-11x7/16	2	6'2		A36
	24	P13	PL-4x9/16	2	6'2		
	12	P14	PL-18 1/2x1/2	2	3		

SHOP CONNECTIONS: WELD (E70 ELECTRODE)
FIELD CONNECTIONS: WELD @ 7/8" ϕ H.S. BOLT
HOLES: 13/16" ϕ
PAINT: STATE OF MAINE SPEC'S.

APP'D. AS NOTED 2-12-64

STRINGERS - SPAN #3 - NORTHBOUND

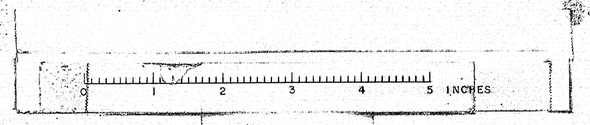
PRINT ISSUE		
3	DIST.	2-13-64
5	SHOP	2-13-64
2	F.A.	1-22-64
DRAWN	1-21-64	R.A.M.
REVISION		
REVISION		
REVISION		

Bancroft & Martin Inc.
Brewer, Maine

INT. #95 OVER RIVER ROAD
BENTON, MAINE

CUSTOMER SEAWARD CONST. CO.
DESIGNER STATE HIGHWAY COMM.
ORDER VERBAL DWG. B63-202-S8

90-29 L



B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	1	29

STATE OF MAINE

STATE HIGHWAY COMMISSION

INTERSTATE 95

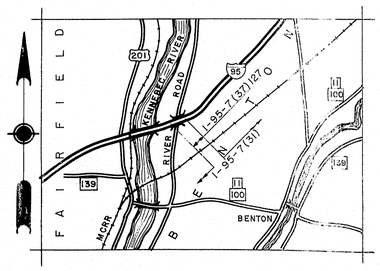
OVER

RIVER ROAD

IN THE TOWN OF

BENTON
KENNEBEC COUNTY

FEDERAL AID PROJECT NO. I-95-7(37)127
LENGTH OF PROJECT 0.074 MILES



LOCATION MAP

APPROX. SCALE - 1" = 1 MILE

INDEX OF SHEETS

1 _____ TITLE SHEET
2 _____ FOUNDATION SURVEY
3, 4 ____ BORING DETAILS
5 _____ ROADWAY WORK, PROFILE
6, 7 ____ CROSS SECTIONS, S.B.
8 _____ CROSS SECTIONS, N.B.
9 _____ CROSS SECTIONS, N.B. - TYPICAL SECTIONS
10 _____ GENERAL PLAN & QUANTITIES
11 _____ ABUTMENT NO. 1, S.B.
12 _____ ABUTMENT NO. 2, S.B.
13 _____ ABUT. PILE PLANS, S.B.
14 _____ ABUTMENT NO. 1, N.B
15 _____ ABUTMENT NO. 2, N.B.
16 _____ APPROACH SLABS, N.B. & S.B.
17 _____ PIERS, S.B.
18 _____ PIERS, N.B.
19 _____ SLOPE PAVING DETAILS, N.B. & S.B.
20 _____ STRUCTURAL STEEL, S.B.
21 _____ STRUCTURAL STEEL, N.B.
22 _____ ARMORED JOINTS & DRAIN DETAILS S.B. & N.B.
23 _____ BLOCKING, S.B. & N.B.
24, 25 ____ SUPERSTRUCTURE, S.B.
26, 27 ____ SUPERSTRUCTURE, N.B.
28 _____ REINFORCING STEEL SCHEDULE, S.B.
29 _____ REINFORCING STEEL SCHEDULE, N.B.
STANDARDS - BD 101-62, BEARING PEDESTALS
BD 102-62, BRIDGE RAIL
BD 103-62, BEAM SPLICES

SCALES

PLAN & PROFILE ___ (HOR. 1" = 20', VERT. 1" = 10')

CROSS SECTIONS ___ 1" = 10'

TRAFFIC

INTERSTATE 95		RIVER ROAD
6535	A.D.T. 1962	400
8880	A.D.T. 1982	560
1066	D.H.V.	56
11 %	T	8 %
60 %	D	60 %
60 MPH	V	

APPROVED
MAINE STATE HIGHWAY COMMISSION

David H. Stevens
CHAIRMAN

Edward Stafford

Myron Williams

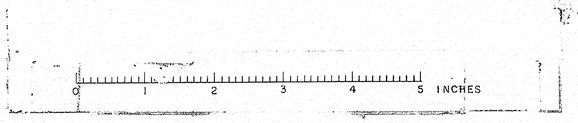
Vaughan Hardy
CHIEF ENGINEER

4-10-63
DATE

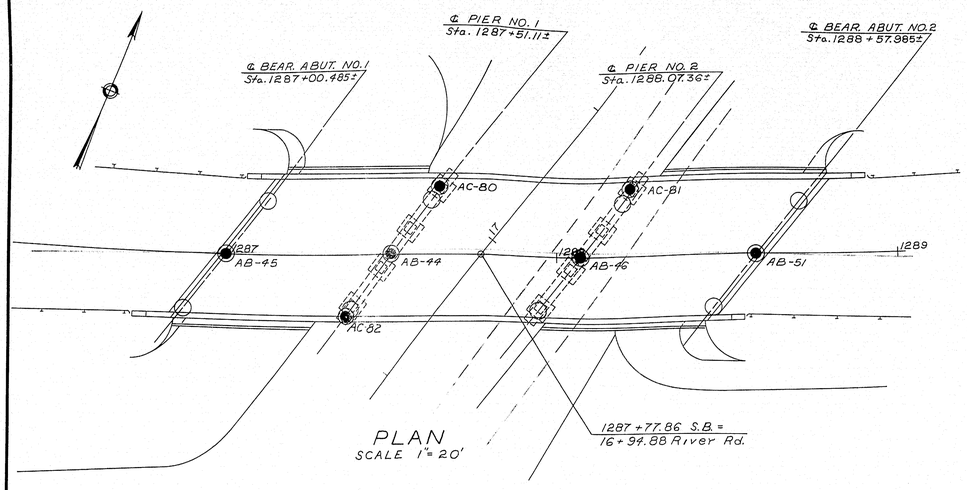
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION 1

APPROVED

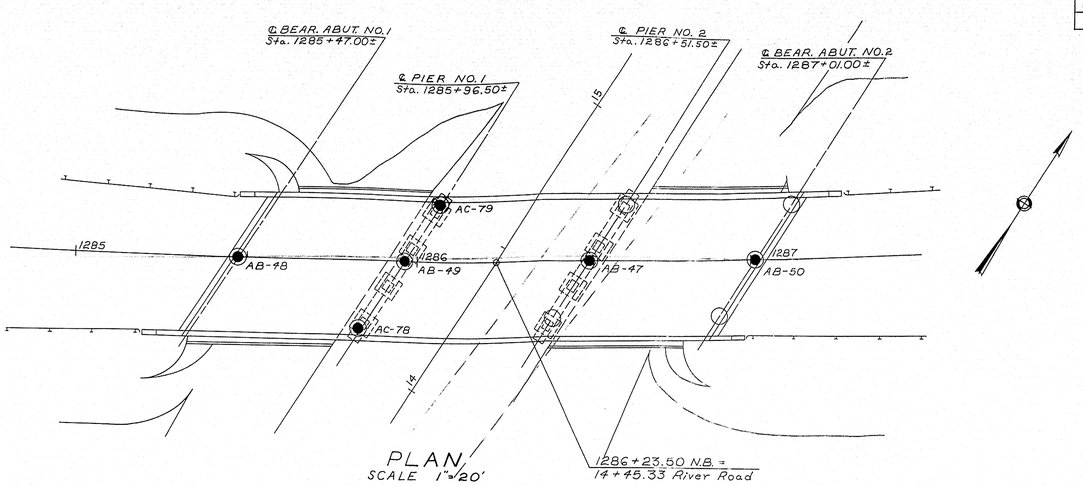
DIVISION ENGINEER ____ DATE



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	2	29

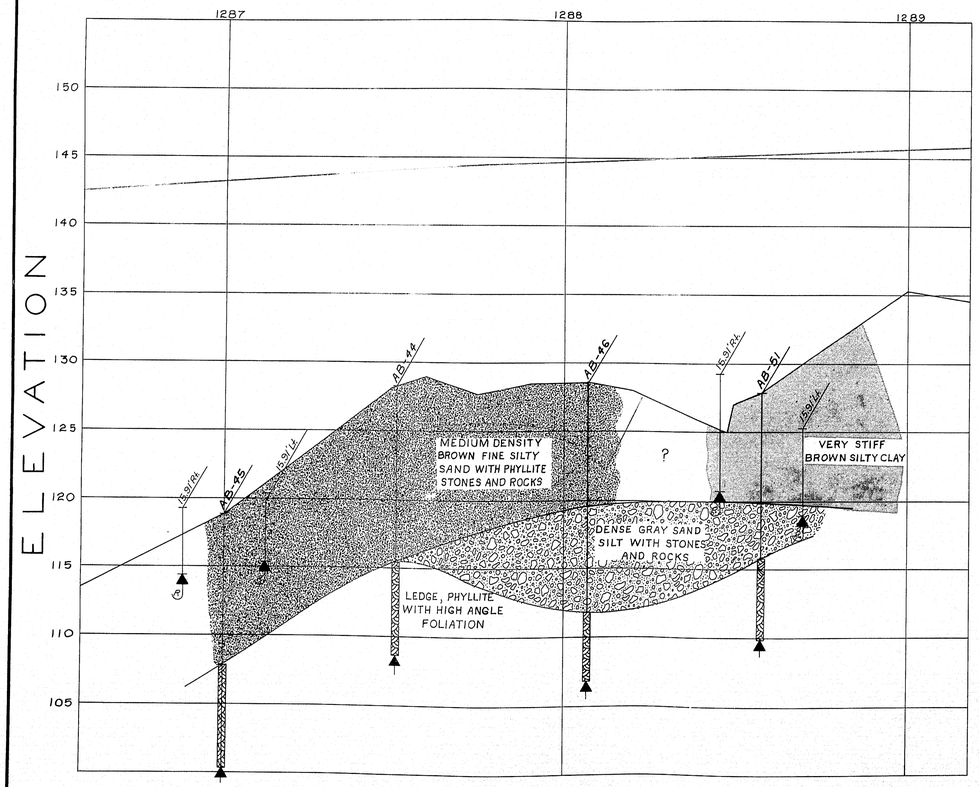


PLAN
SCALE 1"= 20'

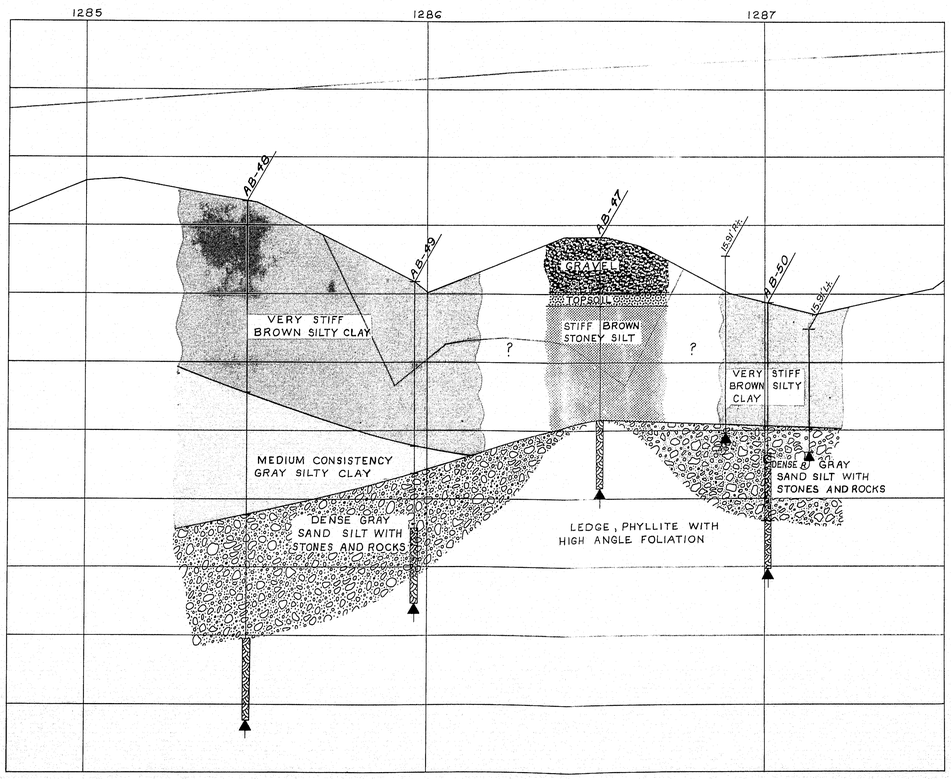


PLAN
SCALE 1"=20'

SOUTHBOUND LANE



NORTHBOUND LANE



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

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
RIVER ROAD
IN THE TOWN OF
BENTON
KENNEBEC COUNTY
FOUNDATION SURVEY

SHEET 2 OF 29 AUGUSTA, MAINE JUNE 1963

70-2

C. H. CO., NO. 3720 22747

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	3	29

SOUTHBOUND LANE

BORING AB-45

STATION 1287+0 ℄ — CASING SIZE 2½" — ELEV. 118.85

1D — DENSE BROWN AND GRAY FINE SILTY SAND WITH PHYLLITE STONES AND ROCKS — 200

2D — LEDGE ELEV. 107.85 — 23%

LEDGE: PHYLLITE WITH HIGH ANGLE FOLIATION AND QUARTZ INTRUSIONS. — 47%

BORING AB-44

STATION 1287+51 ℄ — CASING SIZE 2½" — ELEV. 128.27

1D — MEDIUM DENSITY BROWN FINE SILTY SAND WITH PHYLLITE STONES AND ROCKS

2D — LEDGE ELEV. 115.49 — 50%

63%

80%

LEDGE: PHYLLITE WITH HIGH ANGLE FOLIATION AND QUARTZ INTRUSIONS.

BORING AB-46

STATION 1288+07 ℄ — CASING SIZE 2½" — ELEV. 128.55

1D — MEDIUM DENSITY BROWN SILTY SAND WITH ROCKS — 215

2D — MEDIUM DENSITY GRAY SILTY SAND AND SANDY SILT WITH PHYLLITE STONES AND ROCKS — 135 — 143

3D — LEDGE ELEV. 111.88 — 100%

80%

100%

LEDGE: PHYLLITE WITH HIGH ANGLE FOLIATION.

BORING AB-51

STATION 1288+58 ℄ — CASING SIZE 2½" — ELEV. 127.84

1D — VERY STIFF BROWN SILTY CLAY — 395 — 250 — 210 — 161

22% — DENSE GRAY SILTY SAND AND ROCKS

LEDGE ELEV. 115.89 — 30%

90%

90%

LEDGE: PHYLLITE WITH HIGH ANGLE FOLIATION

BORING NOTES

ALL SAMPLES AND VANES ARE MADE AHEAD OF CASING.

NUMBER OF BLOWS REQUIRED TO DRIVE EXTRA HEAVY CASING ONE FOOT WITH 400 FT. LBS. OF ENERGY PER BLOW.

LOCATION OF SAMPLE OR SAMPLE ATTEMPT. NUMBER AND TYPE OF DRY SAMPLE.

1D S&H SAMPLER #1290's

1C 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.

SHEAR NOTES

• FIELD VANE SHEAR STRENGTHS

X LABORATORY VANE SHEAR STRENGTHS

→ SHEAR STRENGTHS IN EXCESS OF CAPACITY OF EQUIPMENT

○ ONE HALF UNCONFINED COMPRESSIVE STRENGTHS.

WATER CONTENT NOTES

○ NATURAL WATER CONTENTS, GIVEN AS PER CENT OF DRY WEIGHT.

⊙---X PLASTIC AND LIQUID LIMITS

NORTHBOUND LANE

ELEVATION

BORING AB-48

STATION 1285+47 ℄ — CASING SIZE 2½"

DRIVING RESISTANCE Blows/Ft. 20 40	VANE SHEAR STRENGTH Tons/Sq.Ft. 0.4 0.8	WATER CONTENT Percent 20 40

ELEV. 141.8

1D — VERY STIFF GRAYISH BROWN SILTY CLAY — 2.4+

1C

2C H

MC — MEDIUM CONSISTENCY GRAY VARVED SILTY CLAY

2D — 85 — 70

3D — MEDIUM DENSITY GRAY VERY FINE SILTY SAND — 90 — 120 — GC — 85

LEDGE ELEV. 109.8

50% LEDGE: PHYLLITE WITH HIGH ANGLE FOLIATION

33%

75%

BORING AB-49

STATION 1285+96 ℄ — CASING SIZE 2½"

DRIVING RESISTANCE Blows/Ft. 20 40	VANE SHEAR STRENGTH Tons/Sq.Ft. 0.4 0.8	WATER CONTENT Percent 20 40

ELEV. 135.9

1C — VERY STIFF WEATHERED BROWN SILTY CLAY — 72 — 63 — 2.4+

1D — MEDIUM CONSISTENCY GRAY SILTY CLAY — 75

2D — DENSE GRAY SILT SAND WITH PHYLLITE STONES — 103 — 175

5% QUARTZITE ROCK

LEDGE ELEV. 119.9

90% LEDGE: PHYLLITE WITH HIGH ANGLE FOLIATION

BORING AB-47

STATION 1286+51 ℄ — CASING SIZE 2½" — ELEV. 139.11

GRAVEL — 300 — 135

TOPSOIL

1D — STIFF BROWN STONEY SILT — 175 — 265 — 30

2D — LEDGE ELEV. 126.81 — 75%

100%

100%

LEDGE: PHYLLITE WITH HIGH ANGLE FOLIATION

BORING AB-50

STATION 1287+01 — CASING SIZE 2½" — ELEV. 134.4

1D — VERY STIFF BROWN SILTY CLAY — 165 — 125

2D — VERY DENSE BROWN AND GRAY GRAVELLY SANDY SILT WITH ROCKS UP TO 2'. — 83%

0%

LEDGE ELEV. 118.4

72%

92%

LEDGE: PHYLLITE WITH HIGH ANGLE FOLIATION

0 1 2 3 4 5 INCHES

C. B. Cd., NO. 3793 28767

DESIGN— TRACE— CHECK— | BRIDGE NO. SURVEY— PLOT—

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
RIVER ROAD
IN THE TOWN OF
BENTON
KENNEBEC COUNTY
BORING DETAILS

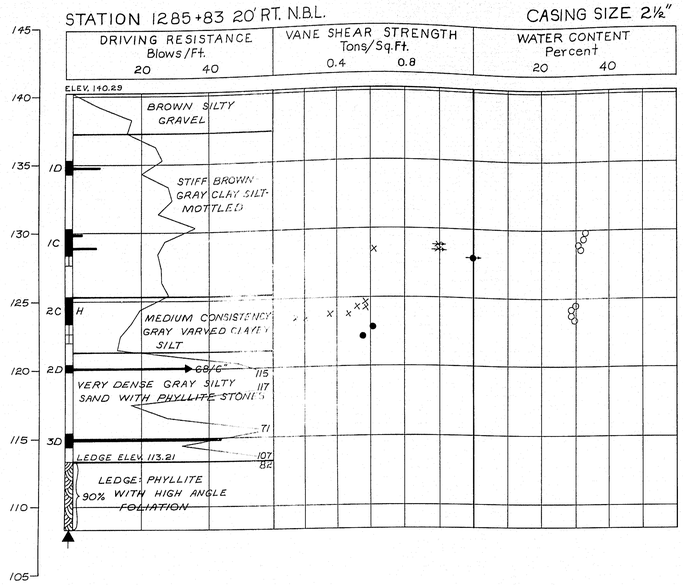
SHEET 3 OF 29 AUGUSTA, MAINE JUNE 1963

90-2

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	4	29

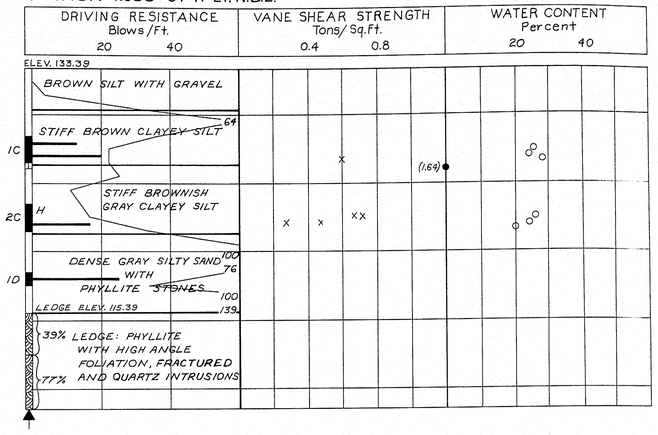
BORING NO. AC-78

STATION 1285+83 20' RT. N.B.L. CASING SIZE 2½"



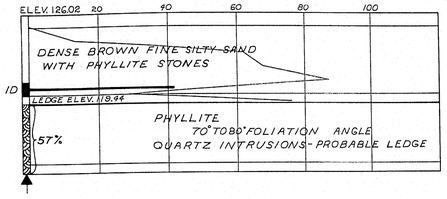
BORING NO. AC-79

STATION 1286+07 17' LT. N.B.L. CASING SIZE 2½"



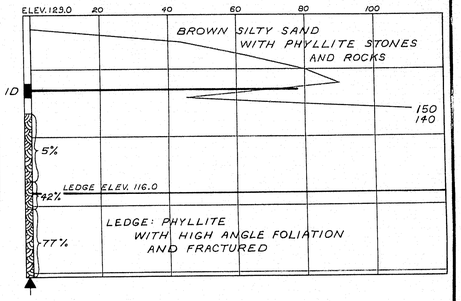
BORING NO. AC-80

STATION 1287+66 20' LT. S.B.L. CASING SIZE 2½"



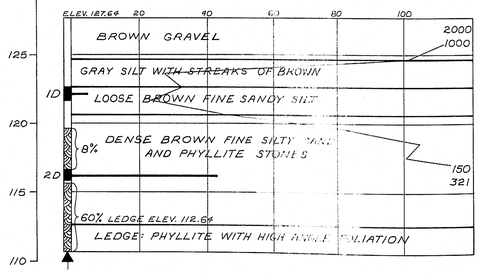
BORING NO. AC-82

STATION 1287+38 17' RT. S.B.L. CASING SIZE 2½"



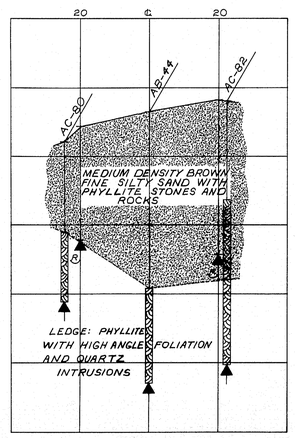
BORING NO. AC-81

STATION 1288+22 20' LT. S.B.L. CASING SIZE 2½"

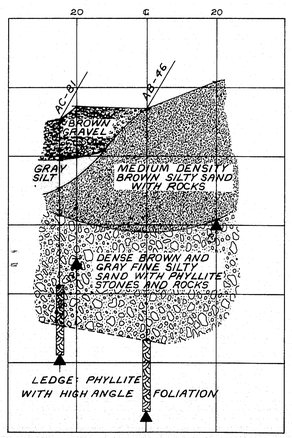


TRANSVERSE SECTIONS

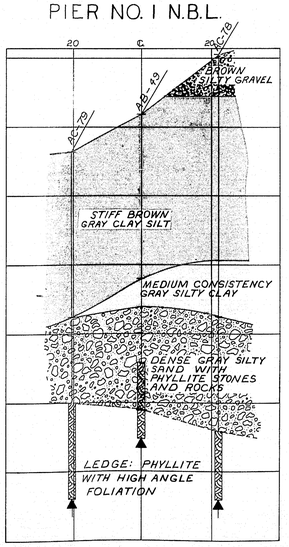
PIER NO. 1 S.B.L.



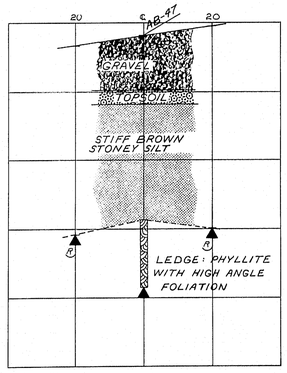
PIER NO. 2 S.B.L.



PIER NO. 1 N.B.L.

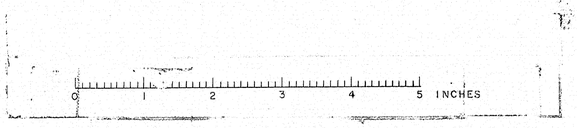


PIER NO. 2 N.B.L.



ELEVATION

135 140
130 135
125 130
120 125
115 120
110 115
105 110



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

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

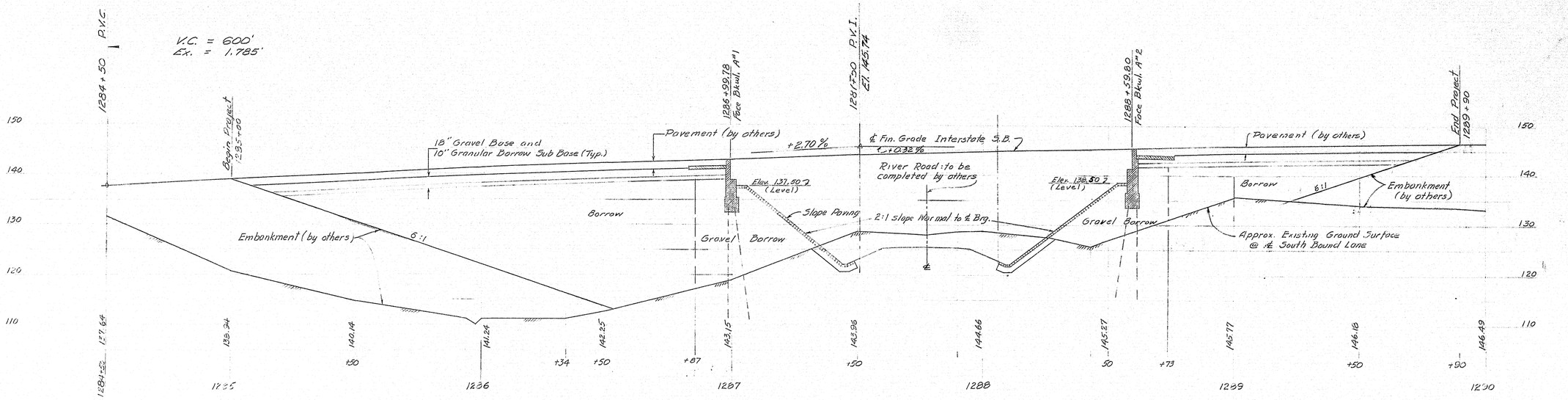
INTERSTATE 95
OVER
RIVER ROAD
IN THE TOWN OF
BENTON
KENNEBEC COUNTY
BORING DETAILS

SHEET 4 OF 29 AUGUSTA, MAINE JUNE 1963

90-4

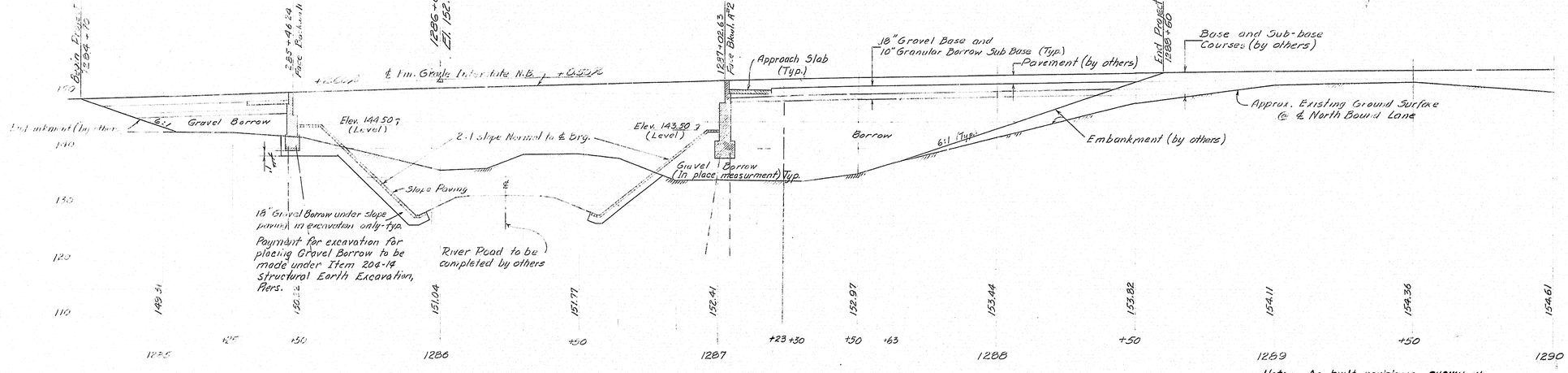
C. D. CO., NO. 37918 38197

S. P. R. Res. No.	State	Project Number	Sheet No.	Total Sheets
1	Maine	I-95-7(37)	5	29



PROFILE ALONG ℄ INTERSTATE (SOUTH BOUND)

Scale: Horiz. 1" = 20' ; Vert 1" = 10'



Note: As built revisions SHOWN IN Black INK. 9-24-64 E. Bernard

PROFILE ALONG ℄ INTERSTATE (NORTH BOUND)

Scale: Horiz. 1" = 20', Vert. 1" = 10'

NOTES:

1. Place gravel borrow to bottom of abutment footings before driving piles.
2. Loam, Seeding Method No. 2, Hay Mulch & Asphalt Mulch Binder up to bottom of Granular Borrow South Bound Sta. 1285+00 to 1289+90, North Bound Sta. 1284+70 to 1288+60 to be done under Bridge Contract; Elsewhere by others.
3. The vertical planes at the intersection of Borrow and Gravel Borrow are skewed parallel to ℄ Bearings of adjacent abutments.

DESIGN - AHR HRD DET. - FBF
TRACE - FBF
CHECK - Dragalla
BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

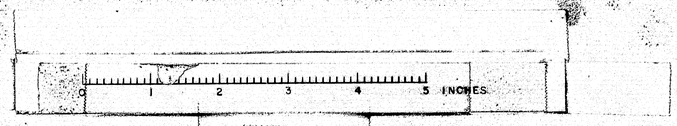
IN THE TOWN OF

BENTON

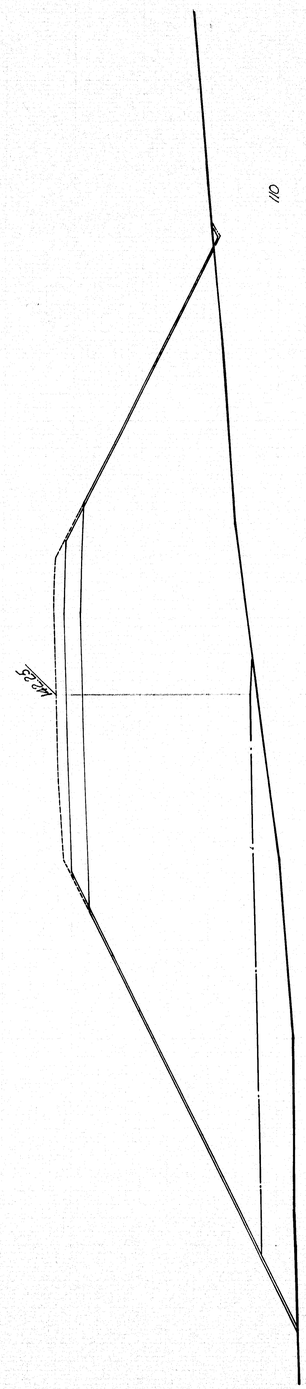
KENNEBEC COUNTY

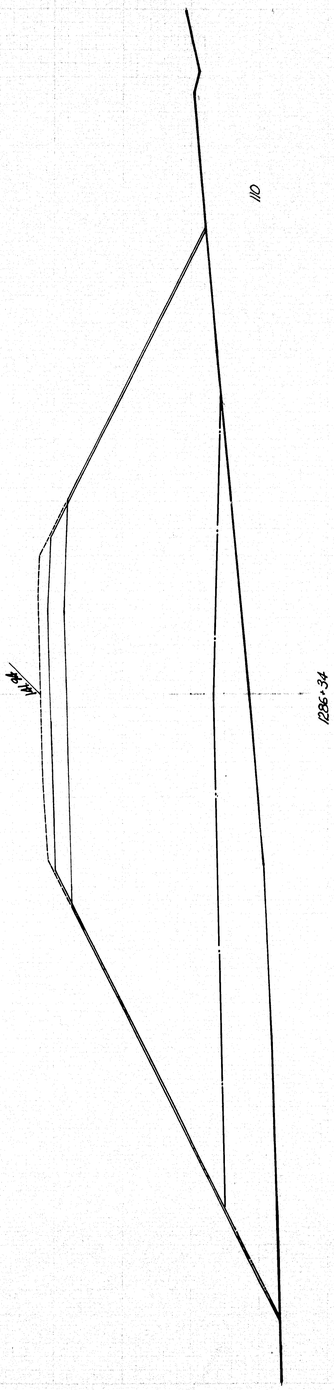
ROADWAY WORK, PROFILE

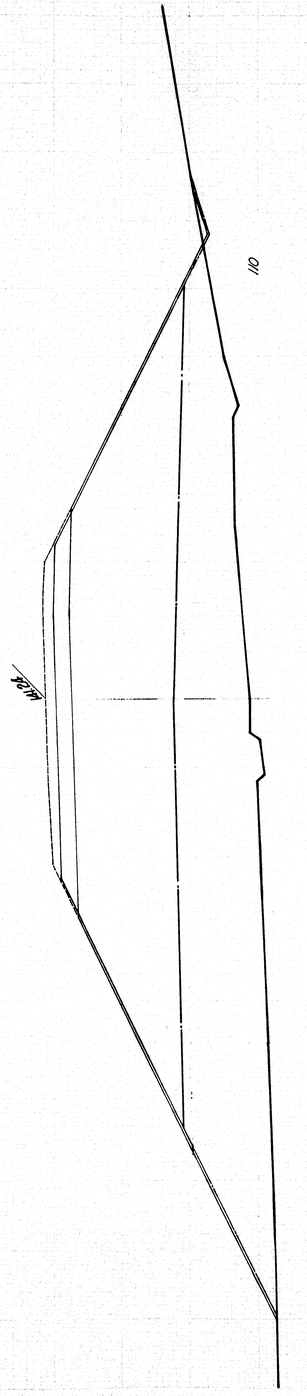
SHEET 5 OF 29 AUGUSTA, MAINE JUNE 1965

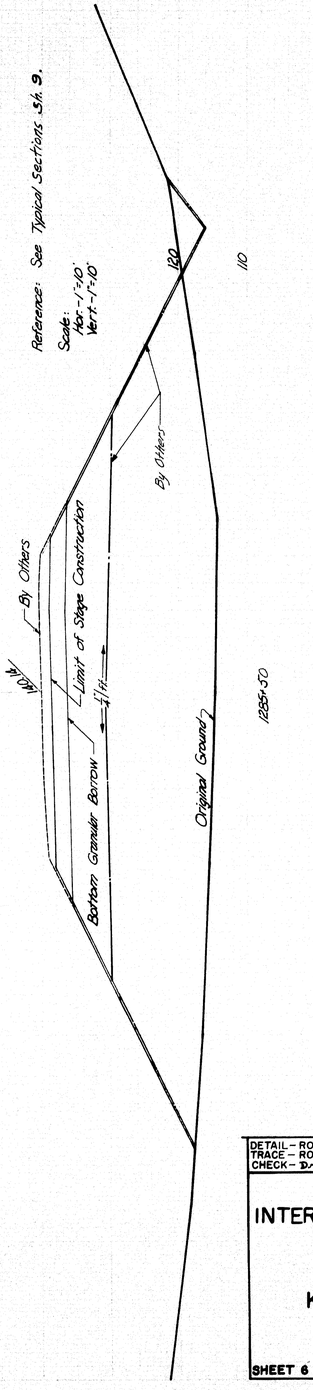


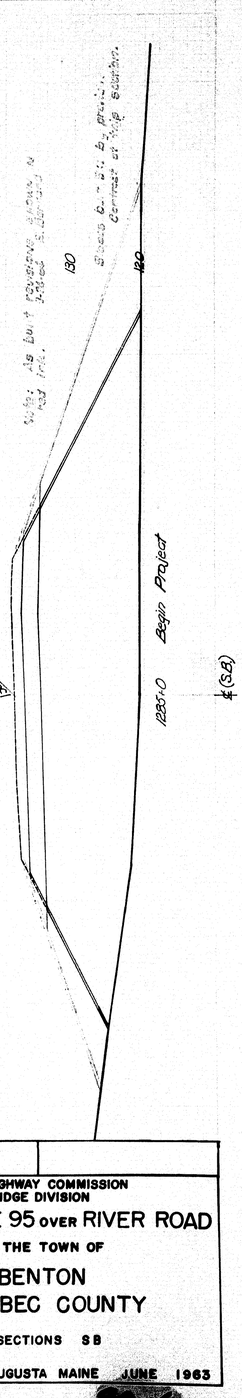
D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	6	29











9%73

DETAIL- ROG
TRACE- ROG
CHECK- Dreadby

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

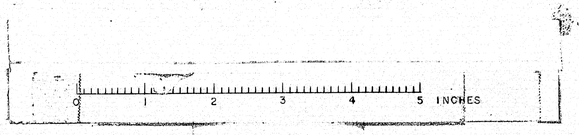
INTERSTATE 95 over RIVER ROAD

IN THE TOWN OF

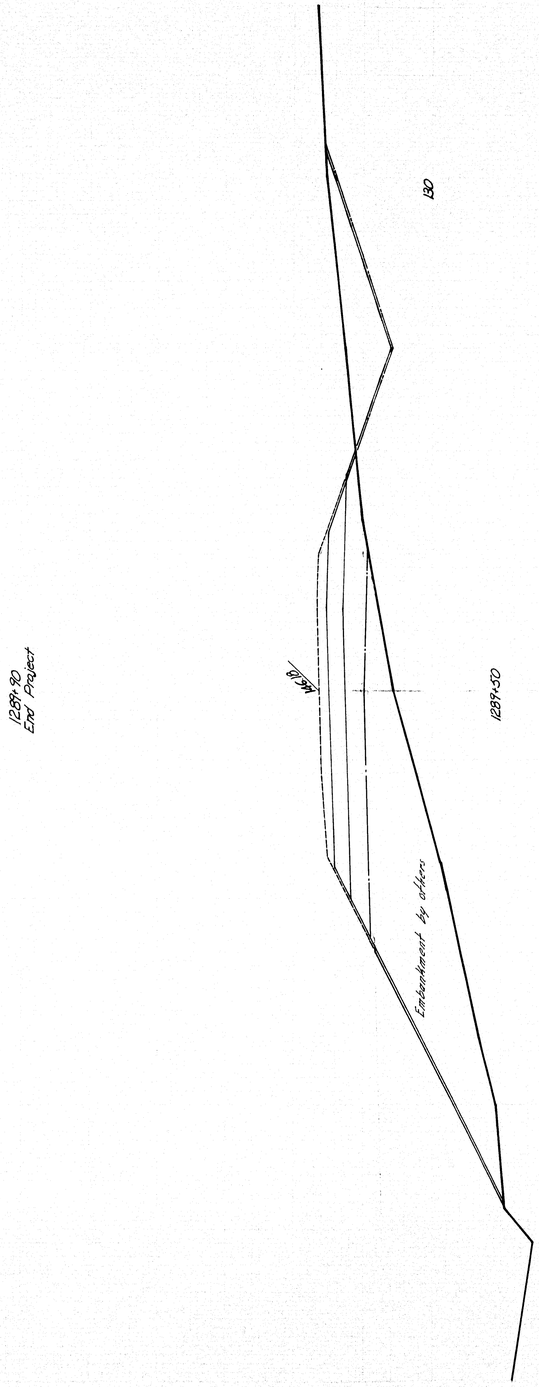
BENTON
KENNEBEC COUNTY

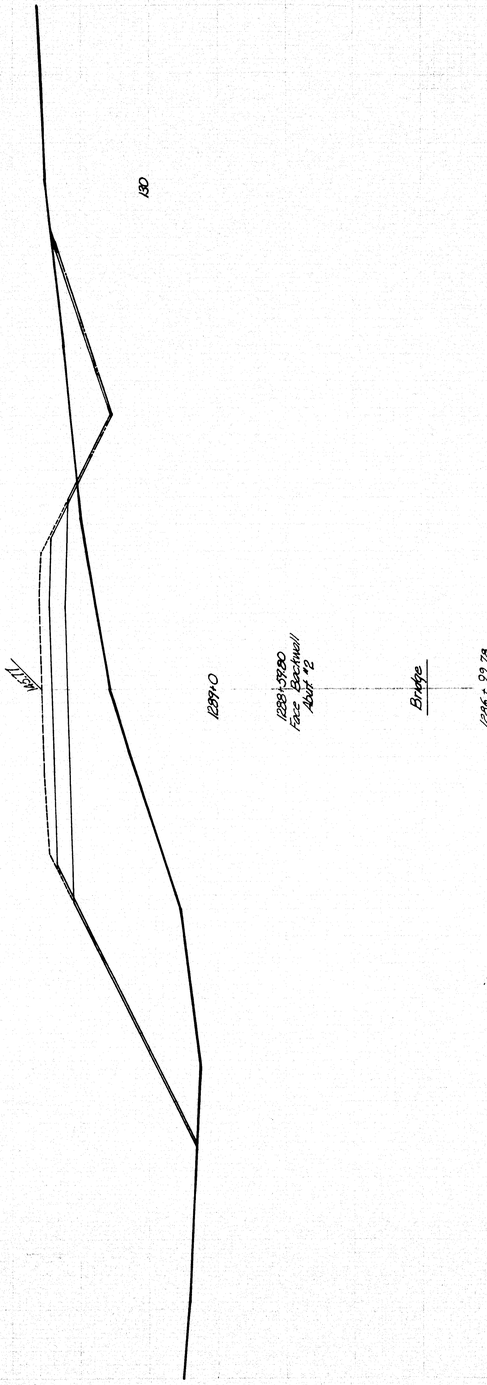
CROSSECTIONS S B

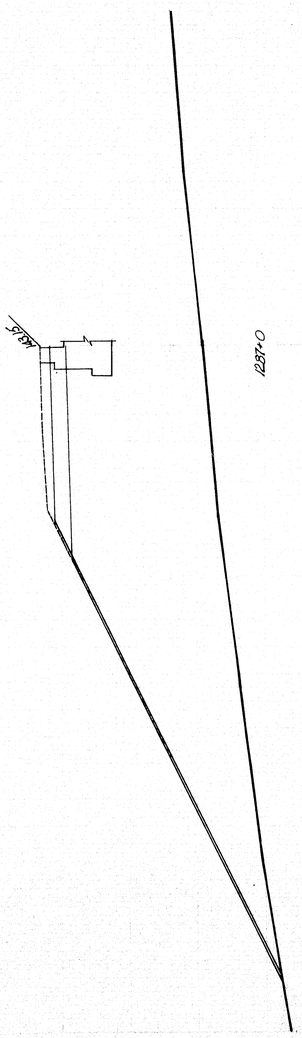
SHEET 6 OF 29 AUGUSTA MAINE JUNE 1963



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	7	29







9%x23

DETAIL – ROG	
TRACE – ROG	
CHECK – Dreadly	

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

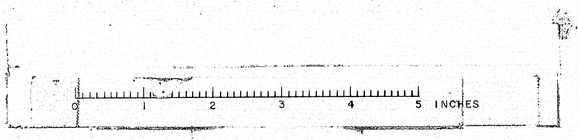
INTERSTATE 95 over RIVER ROAD

IN THE TOWN OF

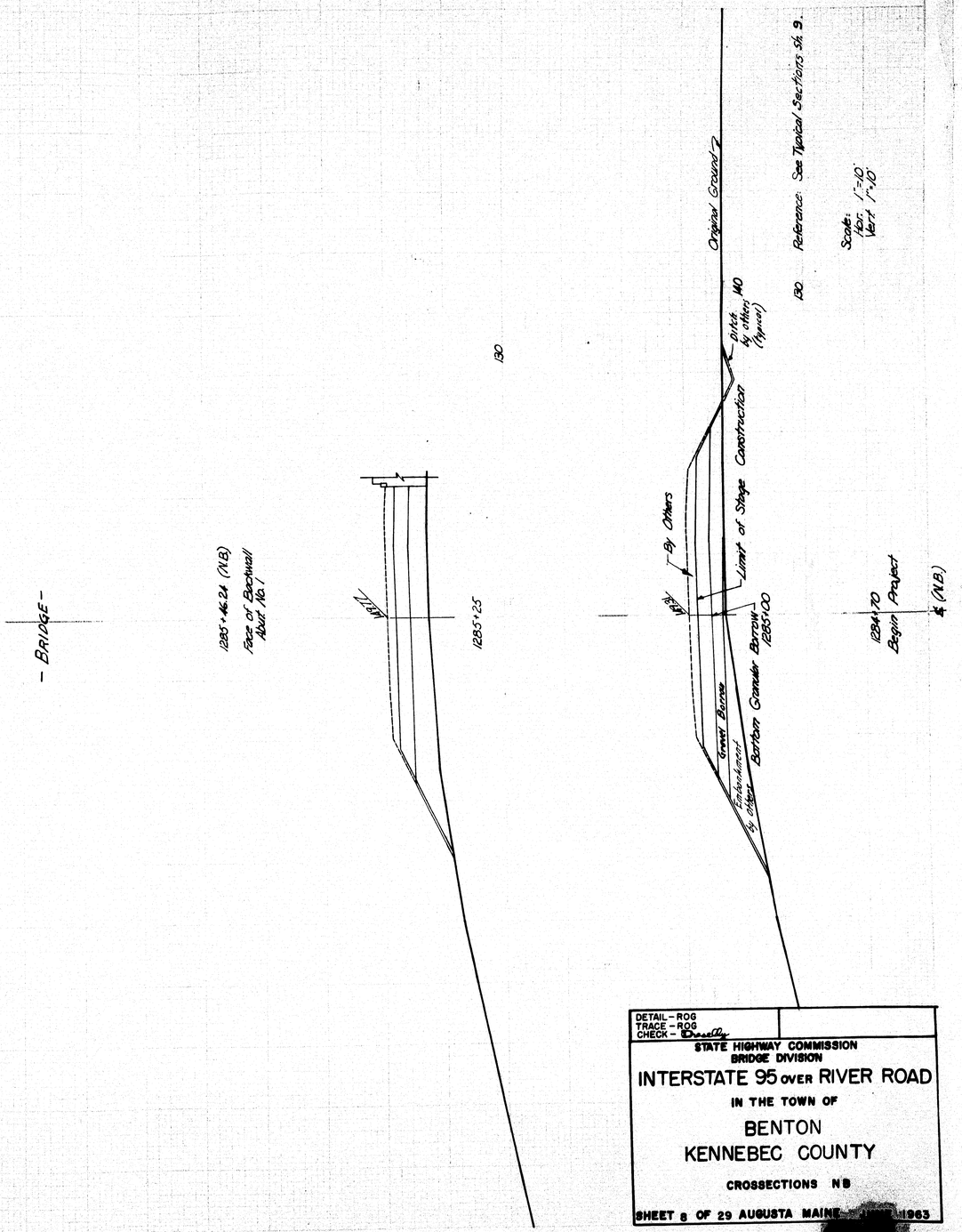
BENTON
KENNEBEC COUNTY

CROSSECTIONS SB

SHEET 7 OF 29 AUGUSTA MAINE JUNE 1963



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	8	29



DETAIL - ROG
TRACE - ROG
CHECK - Dreadly

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

IN THE TOWN OF

BENTON

KENNEBEC COUNTY

CROSSECTIONS NB

SHEET 8 OF 29 AUGUSTA MAINE [redacted] 1963

95/479

0 1 2 3 4 5 INCHES

B. P. R. Roll No.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	9	23

DETAIL – ROG
TRACE – ROG
CHECK – Donnelly

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 OVER RIVER ROAD
IN THE TOWN OF
BENTON
KENNEBEC COUNTY
CROSSECTIONS NB
TYPICAL SECTIONS
SHEET 9 OF 23 AUGUSTA MAINE JUNE 1963

1287+02.63 (NB)
Face of Backwall
Abut No. 2
(NB)

1287+30
ditch by others-Typical
130
52.75

1287+30
130
58.97

1287+63
130
53.10

1288+0
130
Embankment by others
1/1ft
1/1ft
53.44

1288+60 (NB) End Project
130
53.08

~ Typical Interstate Section-NB ~

S.B. same except where seperate dimensions in parenthesses are shown.
See Sheet 5 for limits of work done under this contract and material limits.

NOTE: All work above the top of the 18" gravel base course to be done by others.

Edge Pavement
2:1
Typical: 3" Loam
Seeding, method #2
Hay Mulch
Asphalt Mulch Binder
4'-0" (4'-8")
1'-6" (1'-3")
9" Crushed Gravel
18" Gravel Base
10" Granular Borrow
Gravel (or Common) Berrow
Subgrade Breakpoints
4" per ft.
3" Bit. Conc. Surf.
5" Mac. Base
2'-0"
4" per ft.
3" Mac. Shld.
1'-6" (1'-3")
9" (8")
1'-9"
3'-2"
1'-9"
8'-0" (12'-0")
12'-0"
12'-0" (8'-0")
3" Mac. Shld.
4" VC.
2'-1"
3'-2"
1'-9"
Edge Pavement
4'-2" (4'-1")
3'-4" (3'-2")
1'-6" (1'-3")
9" (8")

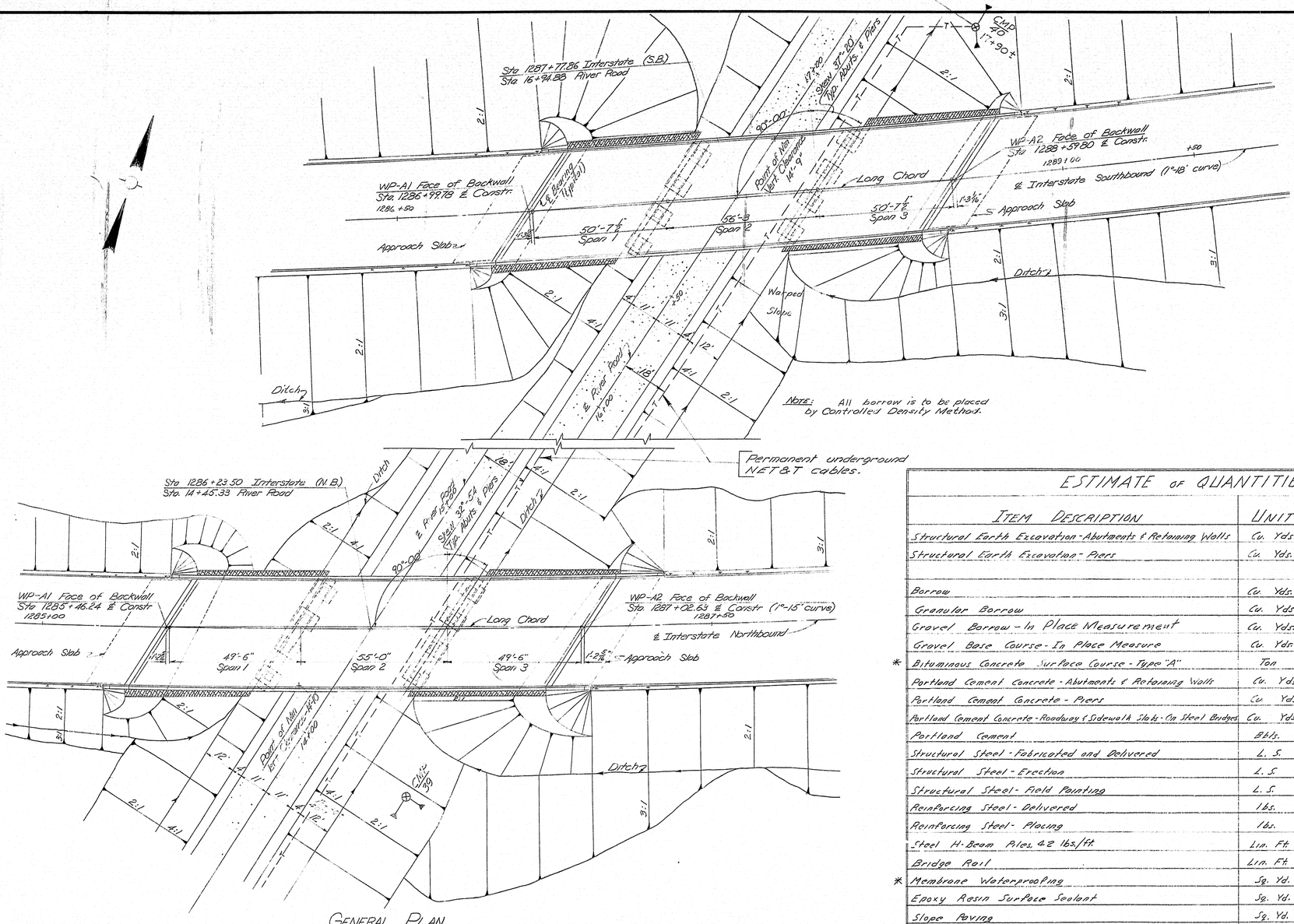
~ Typical River Road Section ~

NOTE: River Road by others.

℄ River Road
2" Bit. Conc. Surf. Course
1" Gravel Surf. Course
24" Gravel Base
3" Gravel Surf
3" loam, seeded
℄ 1/ft ±
℄ 1/ft ±
2:1
3'-6"
5'-1"
11'-0"
4'-0"
8'-0"
4'-0"
2'-0"
3'-2"
1'-6"
1'-0"

℄ Interstate
12'-0"
12'-0"
4'-0"
2'-0"

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	10	29



GENERAL PLAN
Scale 1" = 20'

ELEVATION
Scale - Hor. & Vert. 1" = 20'

CURVE DATA

Southbound

Horizontal
P.I. Sta. 1287 + 36.85
Δ = 40°-23'-26" Lt.
D = 1°-18'
T = 1621.18'
L = 3106.97'
R = 4407.37'
E = 298.71'

Vertical
P.V.I. Sta. 1287 + 50, El. 145.74
L = 600'
E = 17.850'
g_1 = +2.70%
g_2 = +0.32%
P.V.C. Sta. 1284 + 50, El. 137.64

Northbound

Horizontal
P.I. Sta. 1283 + 47.84
Δ = 43°-09'-43" Lt.
D = 1°-15'
T = 1813.03'
L = 3452.96'
R = 4589.66'
E = 345.54'

Vertical
P.V.I. Sta. 1286 + 00, El. 152.61
L = 600'
E = 1.575D'
g_1 = +2.60%
g_2 = -0.50%
P.V.C. Sta. 1283 + 00, El. 144.81

River Road

Vertical
P.V.I. Sta. 17+30, El. 117.48
P.V.C. Sta. 14+05, El. 133.73
L = 650'
E = 8.125D
g_1 = -5.00%
g_2 = +5.00%

UTILITIES

Central Maine Power Company
New England Tel. & Tel. Company

ESTIMATE OF QUANTITIES

	Item Description	Unit	Total Quantities	Bridge Quantities
	Structural Earth Excavation - Abutments & Retaining Walls	Cu. Yds.	50	50
	Structural Earth Excavation - Piers	Cu. Yds.	700	700
	Borrow	Cu. Yds.	13,600	
	Granular Borrow	Cu. Yds.	930	
	Gravel Borrow - In Place Measurement	Cu. Yds.	6,500	
	Gravel Base Course - In Place Measure	Cu. Yds.	1,570	
*	Bituminous Concrete Surface Course - Type "A"	Ton	154	154
	Portland Cement Concrete - Abutments & Retaining Walls	Cu. Yds.	469	469
	Portland Cement Concrete - Piers	Cu. Yds.	283	283
	Portland Cement Concrete - Roadway & Sidewalk Slab - On Steel Bridges	Cu. Yds.	385	385
	Portland Cement	Bbls.	1,700	1,700
	Structural Steel - Fabricated and Delivered	L. S.	Lump Sum	Lump Sum
	Structural Steel - Erection	L. S.	Lump Sum	Lump Sum
	Structural Steel - Field Painting	L. S.	Lump Sum	Lump Sum
	Reinforcing Steel - Delivered	lbs.	166,400	166,400
	Reinforcing Steel - Placing	lbs.	166,400	166,400
	Steel H-Beam Piles 42 lbs/ft	Lin. Ft.	1,735	1,735
	Bridge Rail	Lin. Ft.	706	706
*	Membrane Waterproofing	Sq. Yd.	1,405	1,405
	Epoxy Resin Surface Sealant	Sq. Yd.	233	233
	Slope Paving	Sq. Yd.	1,070	
	Granite Bridge Curb	Lin. Ft.	728	728
	Loam Borrow	Cu. Yds.	600	
	Seeding - Method No. 2	Unit	65	
	Hay Mulch	Ton	3.5	
	Asphalt Mulch Binder	Gallon	1,800	

Estimated Quantity of Structural Steel = 296,500 lbs.
* Not Part of This Contract.

SPECIFICATIONS

DESIGN: A.A.S.H.O. Standard Specifications for Highway Bridges 1961, with interim revisions.

CONSTRUCTION: State of Maine, State Highway Comm. Standard Specifications for Highways and Bridges, revision of January 1956, with supplements.

LOADING: H20-S16-44, modified for Interstate Structural Steel - $A36-f_b$=20,000, A7-f_b=18,000 Reinforcing Steel - f_s=20,000 p.s.i. Concrete - (n=10), f_c=1,200 p.s.i.

CONCRETE CLASSIFICATIONS: All concrete Class "A"

DETAIL - ROG
TRACE - ROG
CHECK - Dwselley

BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

IN THE TOWN OF

BENTON

KENNEBEC COUNTY

GENERAL PLAN
QUANTITIES

SHEET 10 OF 29 AUGUSTA, MAINE JUNE 1963

C. B. CO., NO. 44-302 29216

0 1 2 3 4 5 INCHES

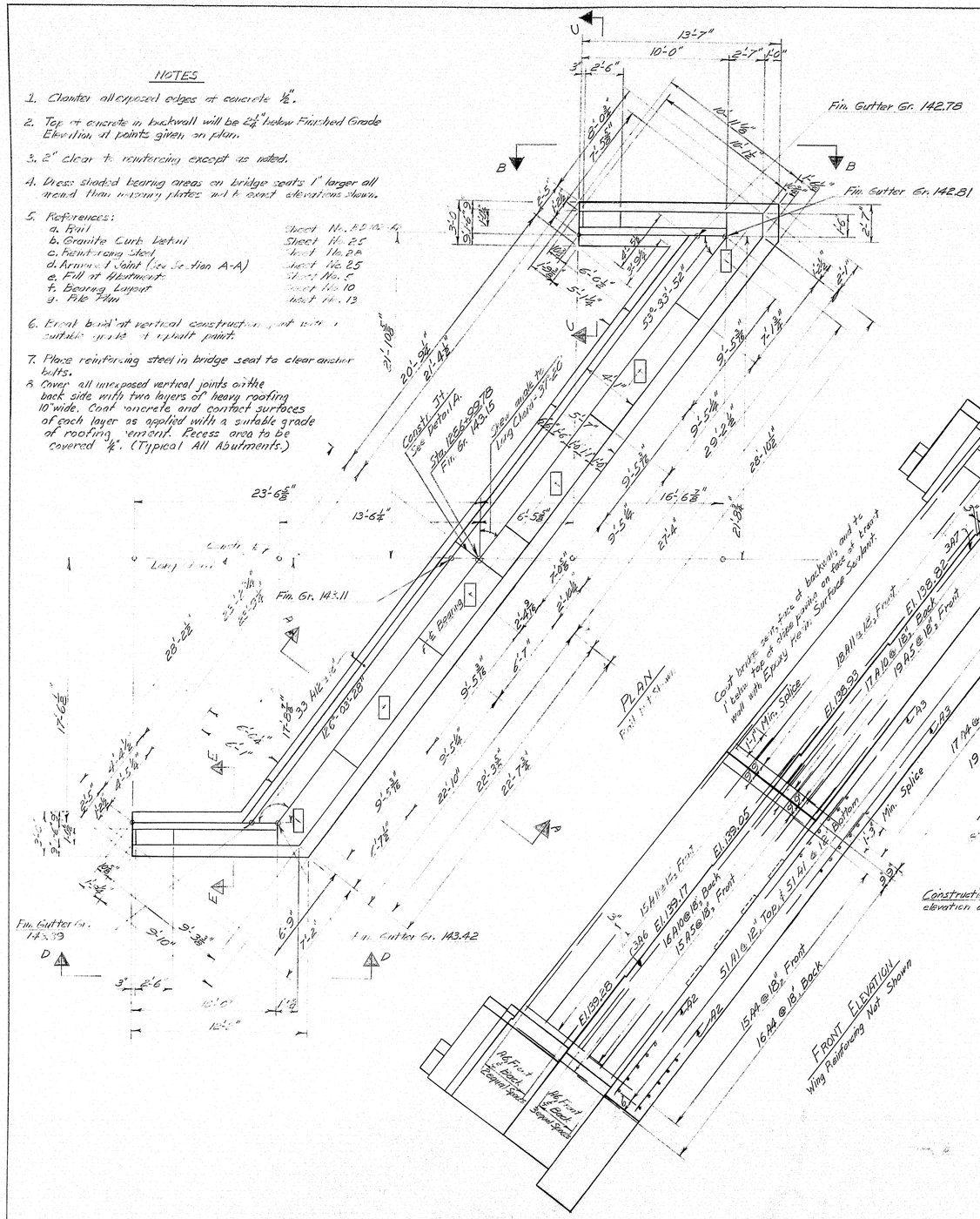
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	11	29

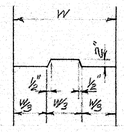
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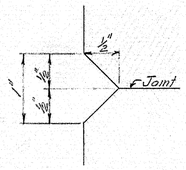
1. Chamfer all exposed edges of concrete ½".
2. Top of concrete in backwall will be 2¼" below Finished Grade Elevation at points given on plan.
3. 2" clear to reinforcing except as noted.
4. Press shaded bearing areas on bridge seats 1" larger all around than masonry plates and to exact elevations shown.
5. References:

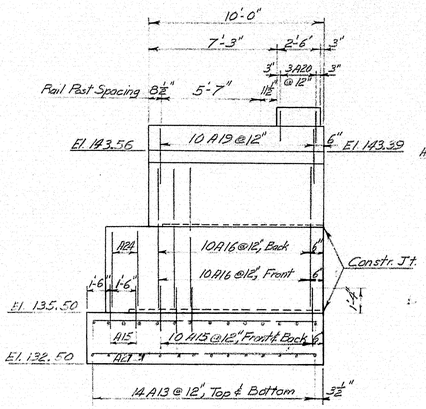
a. Rail	Sheet No. E.D.10-6
b. Granite Curb Detail	Sheet No. 25
c. Reinforcing Steel	Sheet No. 26
d. Armored Joint (See Section A-A)	Sheet No. 25
e. Fill at Abutment	Sheet No. 5
f. Bearing Layout	Sheet No. 10
g. Pile Plan	Sheet No. 13

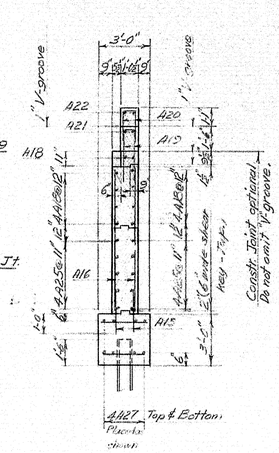
6. Break bond at vertical construction joint with a suitable grade of asphalt paint.
7. Place reinforcing steel in bridge seat to clear anchor bolts.
8. Cover all unexposed vertical joints on the back side with two layers of heavy roofing 10" wide. Coat concrete and contact surfaces of each layer as applied with a suitable grade of roofing cement. Recess area to be covered ½". (Typical All Abutments.)

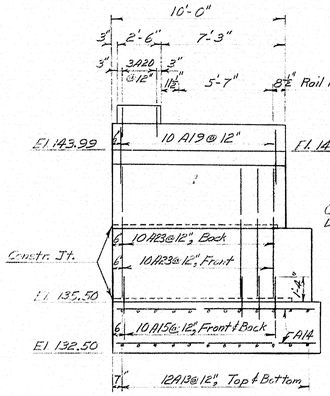


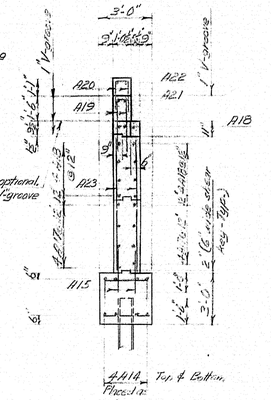


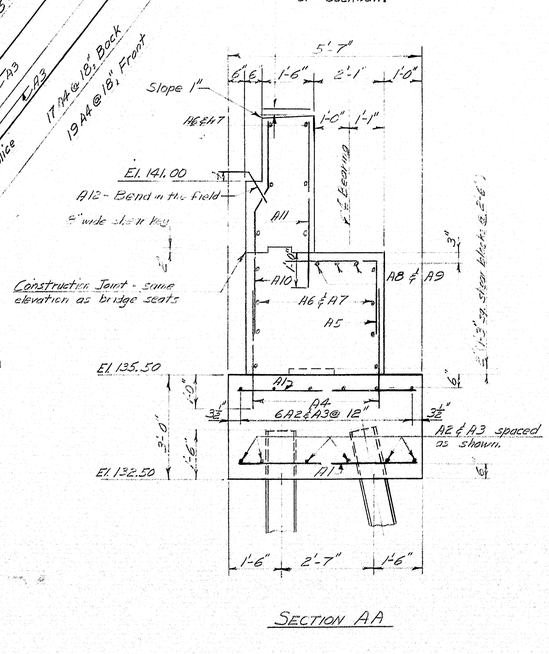






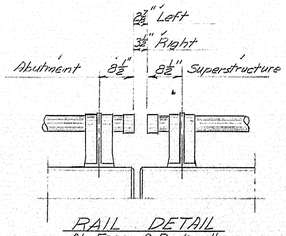






2¼" below finished grade (Typ.)

Membrane waterproofing top of backwall.



DESIGN - HRD	DET. - HRD
TRACE - HRD	
CHECK - A. Porter	

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

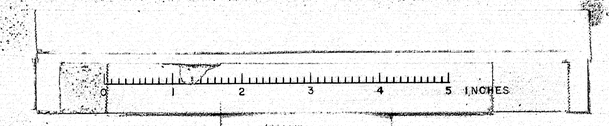
IN THE TOWN OF

BENTON
KENNEBEC COUNTY

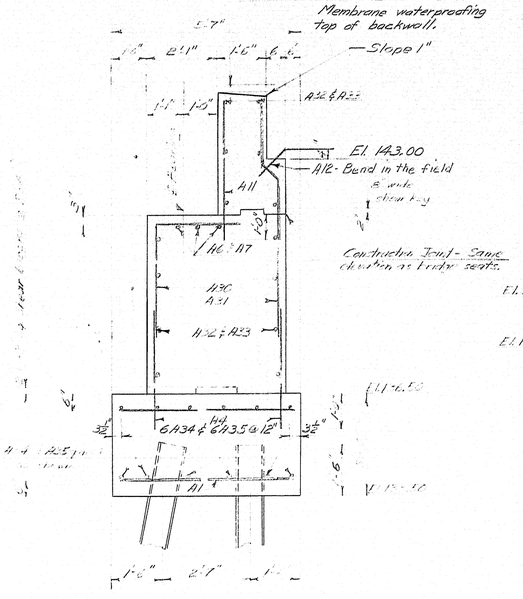
ABUTMENT NO. 1 S.B.

SHEET 11 OF 29 AUGUSTA, MAINE JUNE 1963

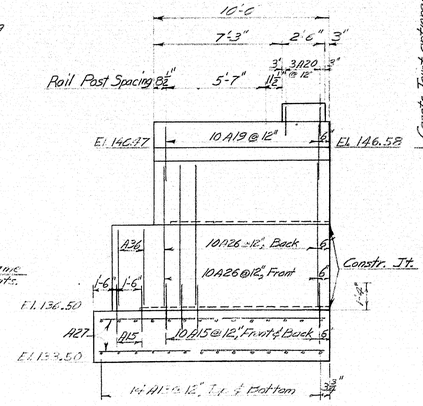
10-11



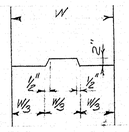
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	12	29



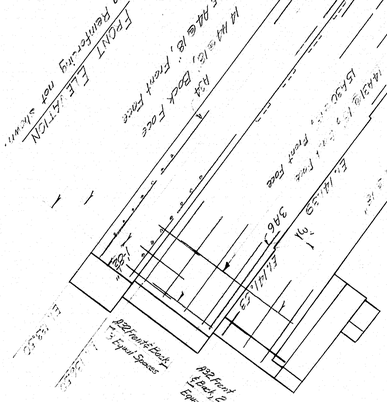
VIEW BB

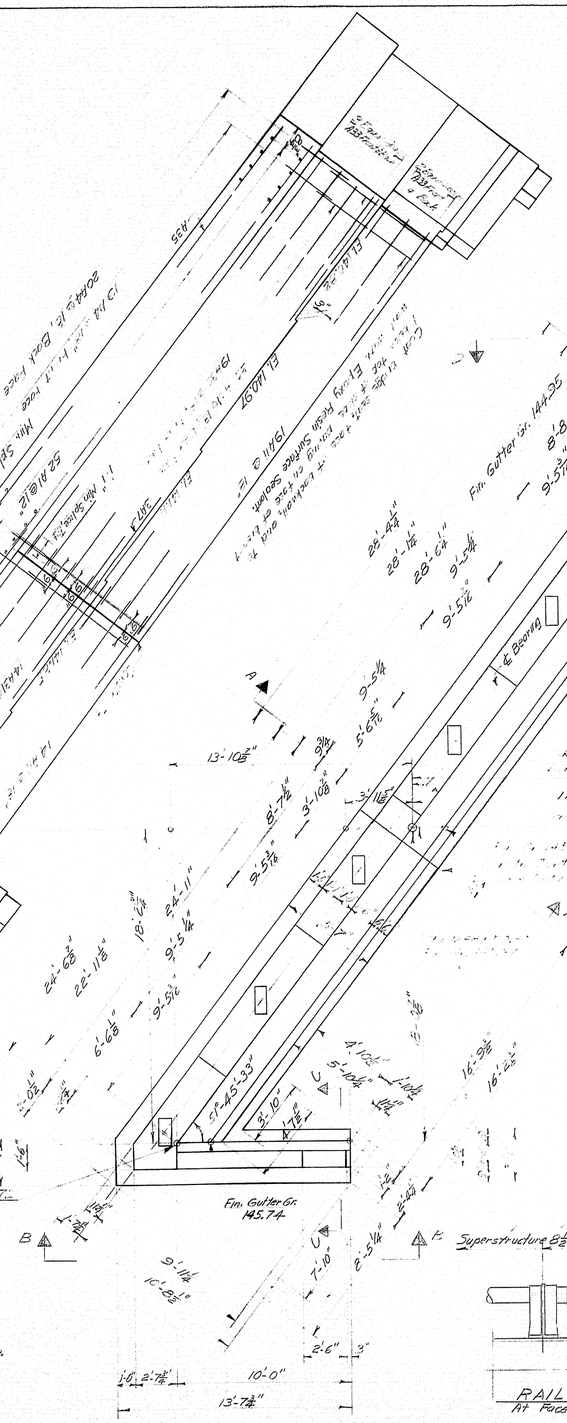


SECTION CC

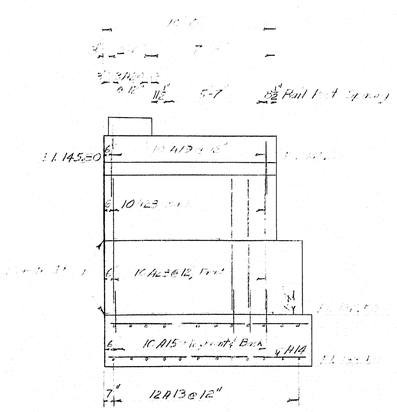


DETAIL A

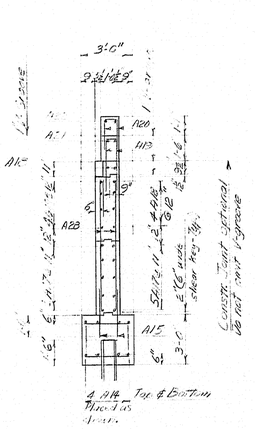




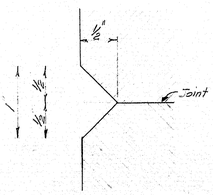
PLAN
Rail not shown.



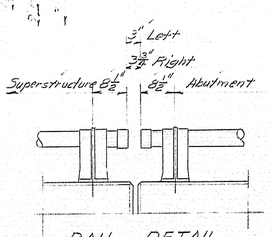
VIEW DD



SECTION EE



1" V GROOVE



RAIL DETAIL
At Face of Backwall

NOTES

1. Place reinforcing steel in bridge seat to clear anchor bolts.
2. Chamfer all exposed corners of concrete ½".
3. Top of concrete in backwall to be at the Grade Elevation at point shown on plans.
4. 2" clear to reinforcing except as noted.
5. Dress shaded bearing areas of bridge seats 1" larger all around than masonry plates and to exact elevations shown.
6. References:

a. Rail	Sheet No. 10
b. Reinforcing Steel	Sheet No. 28
c. Granite Cap Detail	Sheet No. 25
d. Armored Joint (Type A)	Sheet No. 25
e. Fill at Abutment	Sheet No. 5
f. Bearing Layout	Sheet No. 10
g. Pile Trim	Sheet No. 13

7. Break bond at vertical construction joint with a suitable grade of expansion joint.

DESIGN – HRD DET. – HRD
TRACE – HRD
CHECK – A Porter

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

IN THE TOWN OF

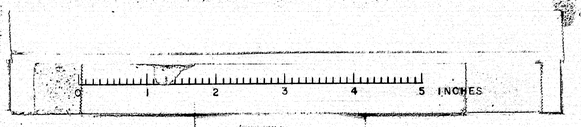
BENTON

KENNEBEC COUNTY

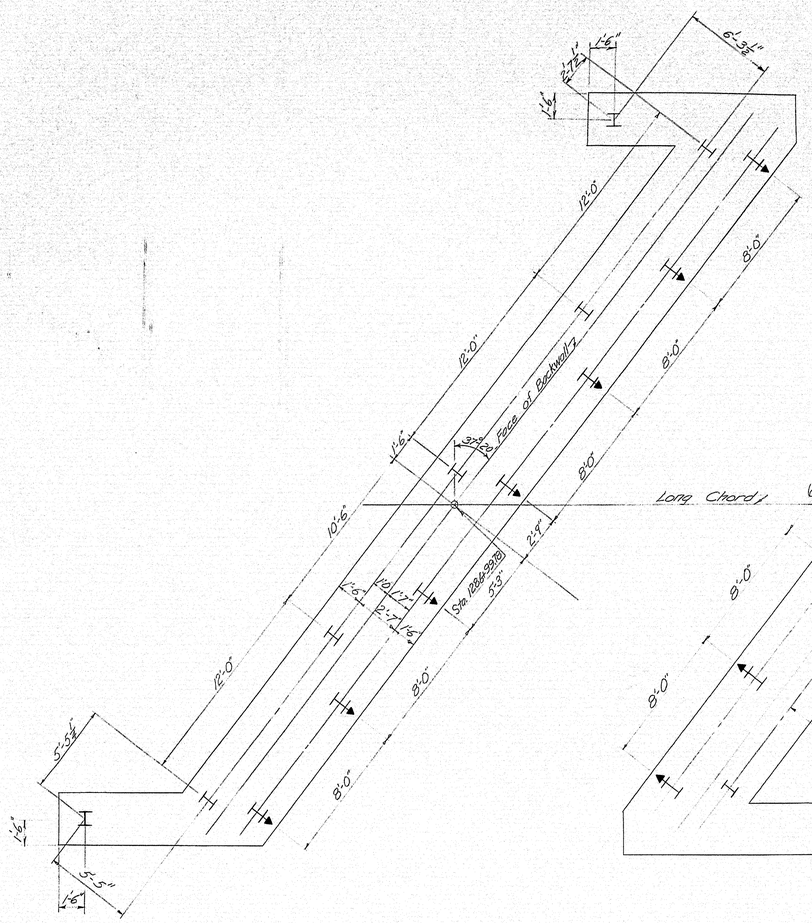
ABUTMENT NO. 2 S.B.

SHEET 12 OF 29 AUGUSTA, MAINE JUNE 1963

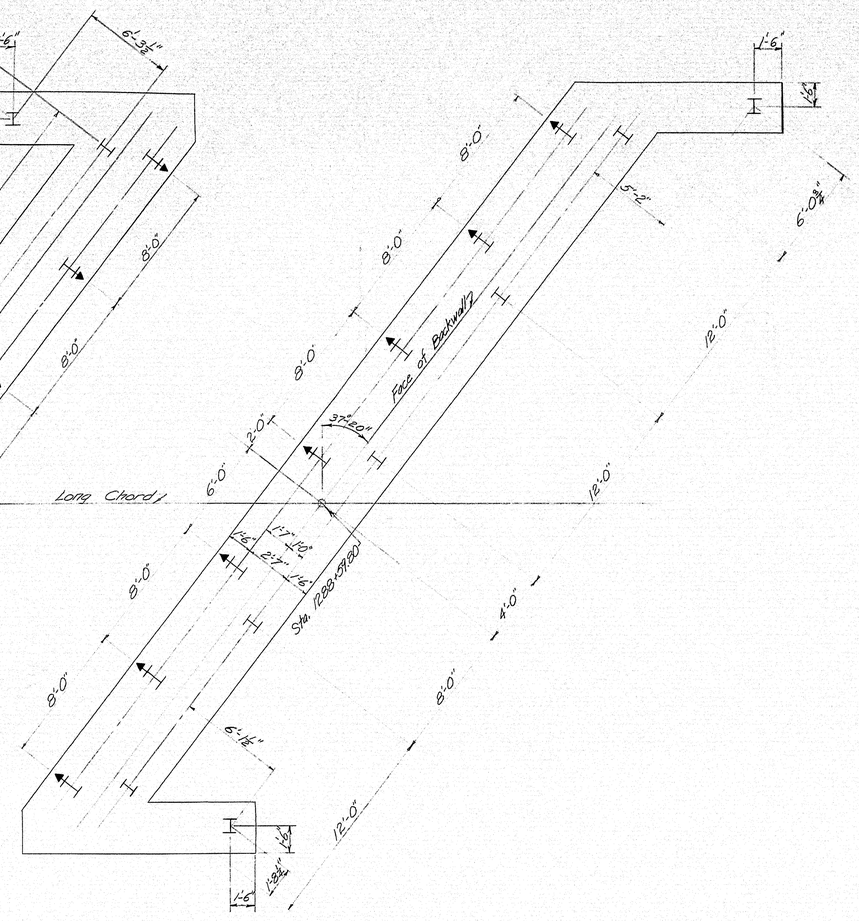
90-12



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	13	29



PILE PLAN - ABUT. #1



PILE PLAN - ABUT. #2

PILE NOTES

All piles to be 10 BP 42, no pile caps required.
Maximum pile load = 37 tons per pile.
Drive piles to ledge or practical refusal.
Batter piles indicated thus, |→ 2½" per foot in direction of arrow. All others plumb.
28 piles required, Estimated length Abut #1 - 14 @ 30'
Abut #2 - 14 @ 25'

DESIGN- H&O
TRACE- A&S
CHECK- H. Porter
BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 OVER RIVER ROAD

IN THE TOWN OF

BENTON

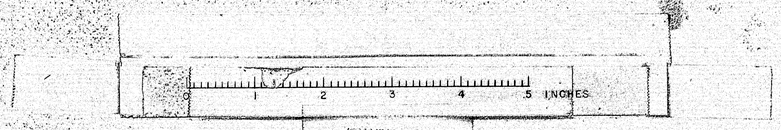
KENNEBEC COUNTY

ABUT PILE PLANS S.B.

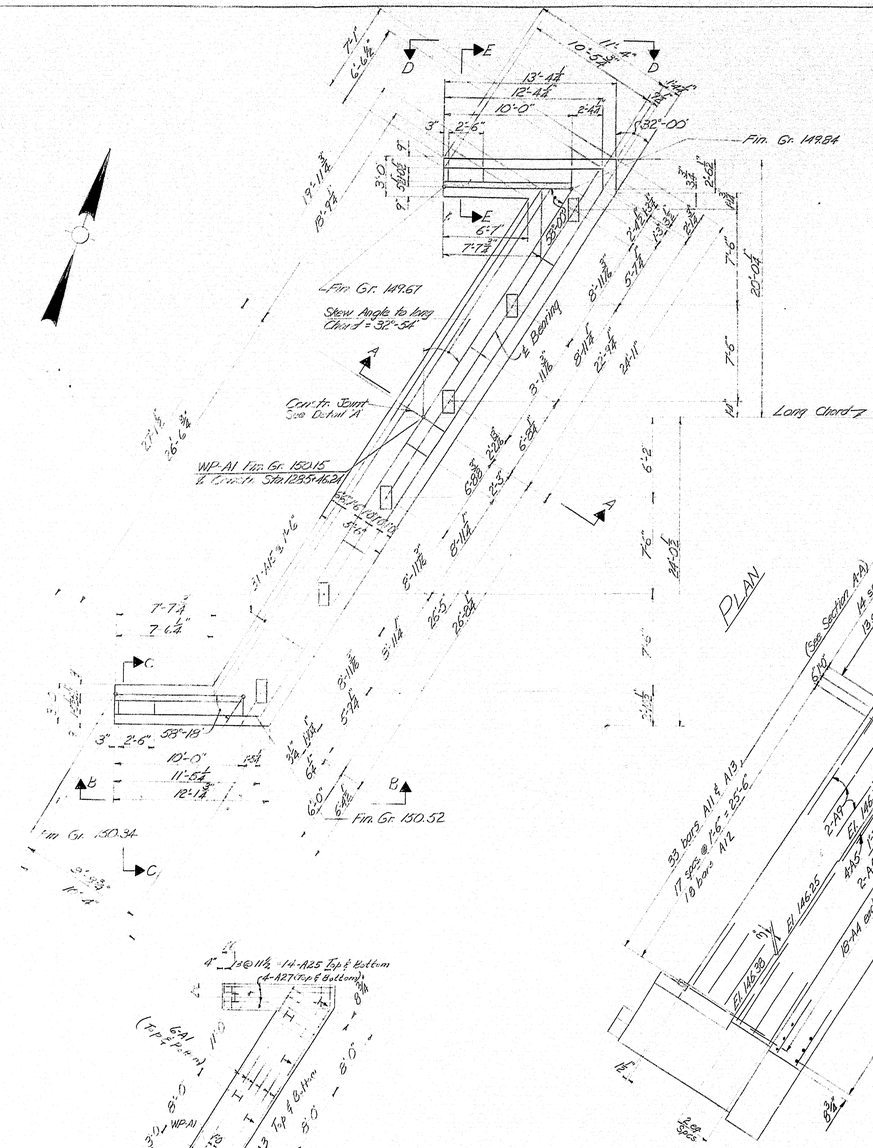
SHEET 13 OF 29 AUGUSTA, MAINE JUNE 1963

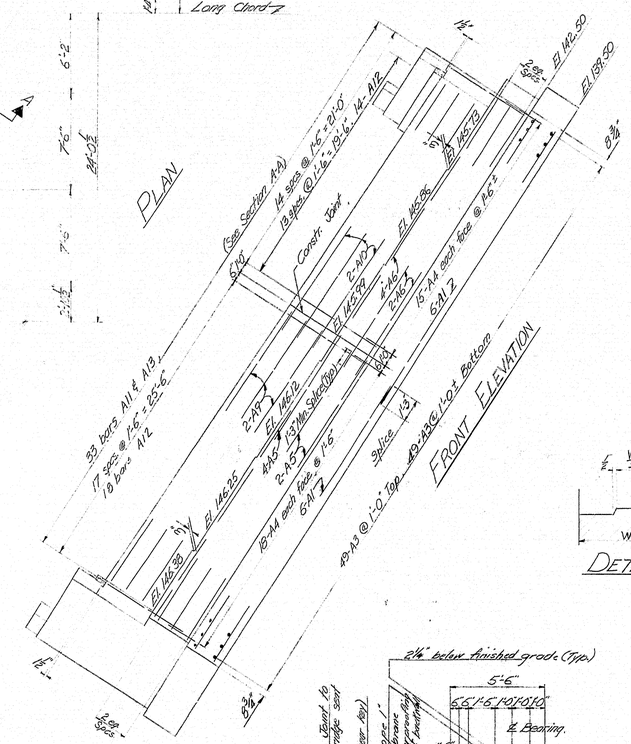
90-13

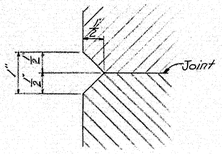
C. B. CO., NO. 44-302 28816



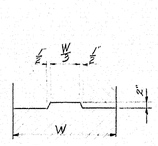
B.P.R. REG NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	I-95-7(57)	14	29



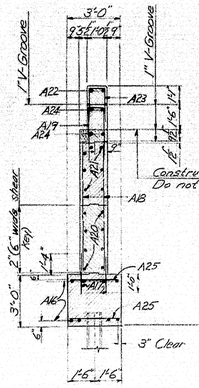




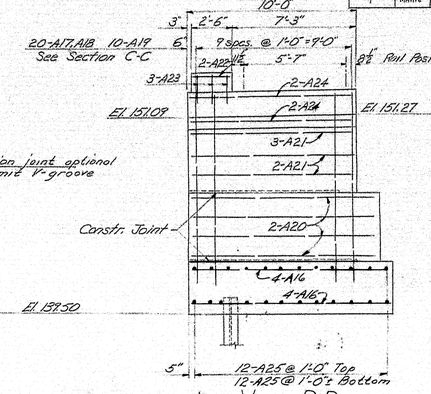
1" V-GROOVE



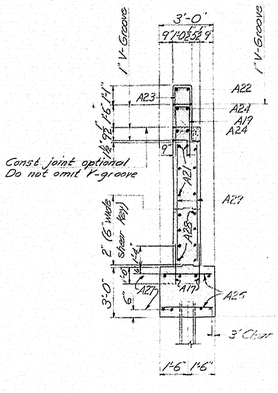
DETAIL A



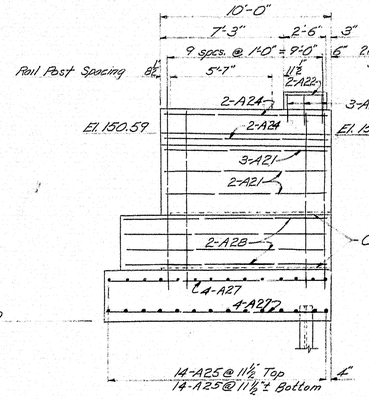
SECTION C-C



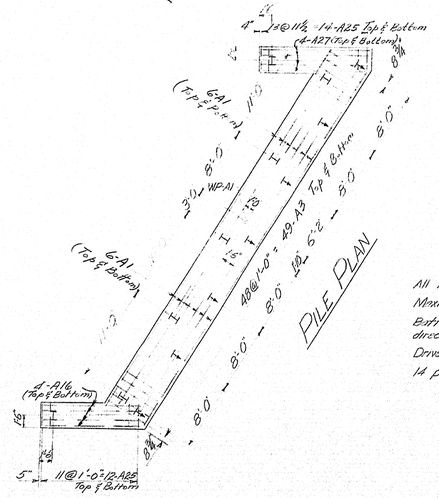
VIEW B-B



SECTION E-E

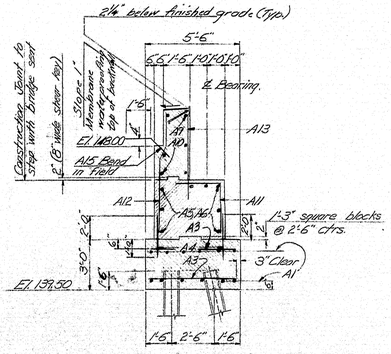


VIEW D-D

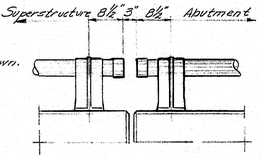


PILE NOTES

All piles to be 10 BP 42, no pile cap required.
Maximum Pile Load = 37 tons per pile.
Batter piles indicated thus, ⊢► 2½ per foot in direction of arrow. All others plumb.
Drive piles to ledge or practical refusal
14 piles required; Estimated Length 35'-0"



SECTION A-A



RAIL DETAIL
At Face of Backwall

GENERAL NOTES

1. Concrete in backwall 2½" below finished grades at points shown.
2. 2" clear to reinforcing except as noted.
3. Dress sloped bearing areas on bridge seats, 1" larger all around than masonry plates and to exact elevations shown.
4. Place reinforcing steel in bridge seat to clear anchor bolts.
5. Coat bridge seat, face of backwall, 1' below top of slope paving on face of breastwall with Epoxy Resin Surface Sealant.
6. References:
   - a. Bridge Rail — Sh. No. BD 102-62
   - b. Reinforcing Steel — Sh. No. 29
   - c. Armored Joint (See Section A-A) — Sh. No. 27
   - d. Fill @ Abutments — Sh. No. 5
   - e. Granite Curb Detail — Sh. No. 27
7. Break bond with a suitable grade of asphalt paint at the vertical construction joint.

DESIGN – AHR DET. – ROG BRIDGE NO.
TRACE – ROG
CHECK – N.W.T. Steel RBP

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

IN THE TOWN OF

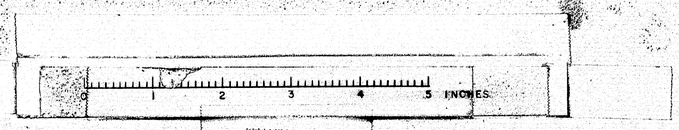
BENTON

KENNEBEC COUNTY

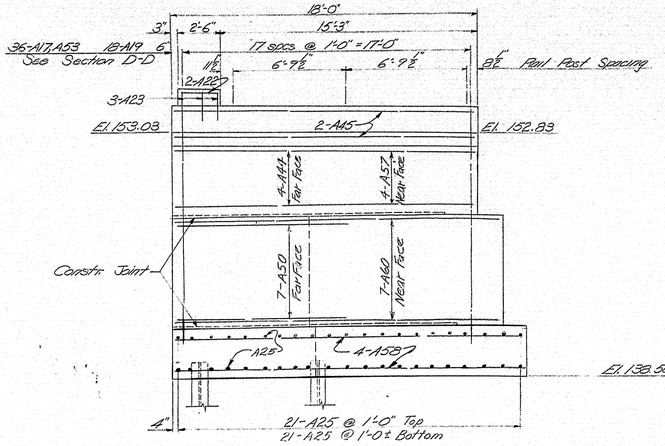
ABUTMENT NO. 1 N.B.

SHEET 14 OF 29 AUGUSTA, MAINE JUNE 1963

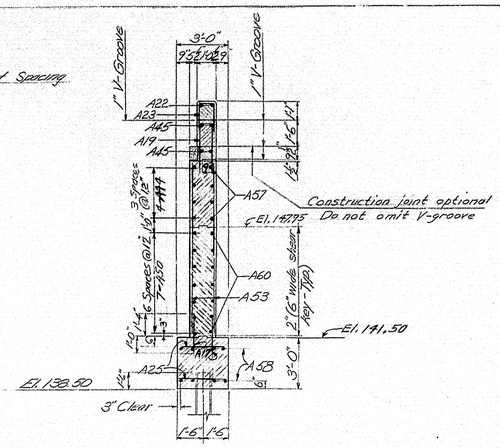
N.B. Abut #1 I-95 Plans No. 90-14



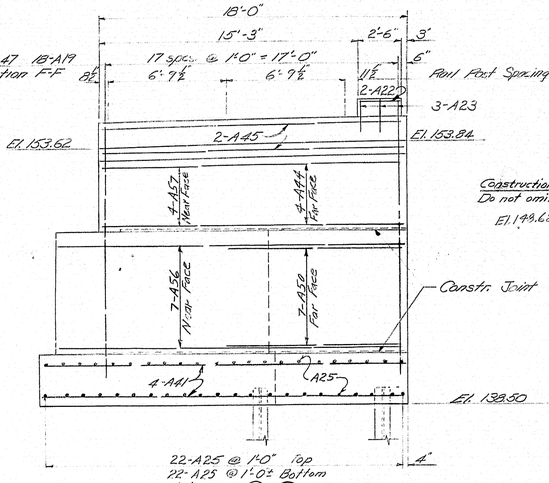
B. P. R. Reg No.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	15	29



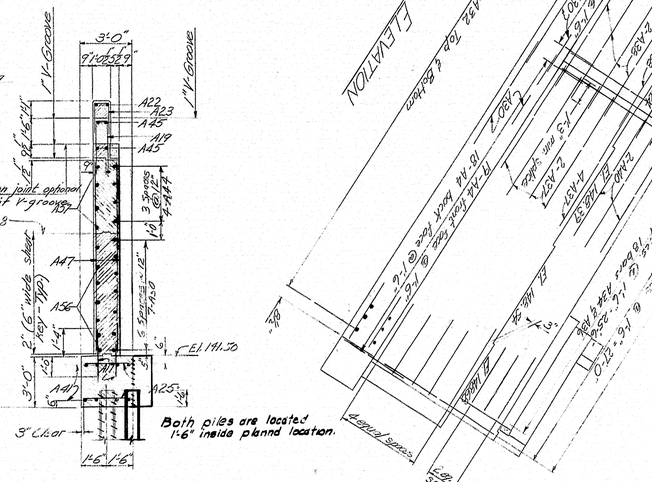
VIEW A-A



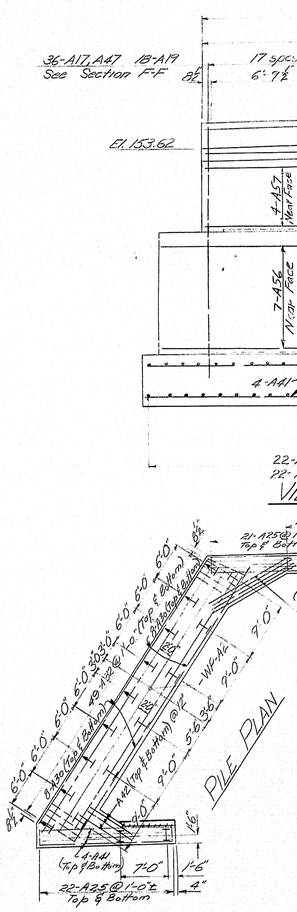
SECTION D-D



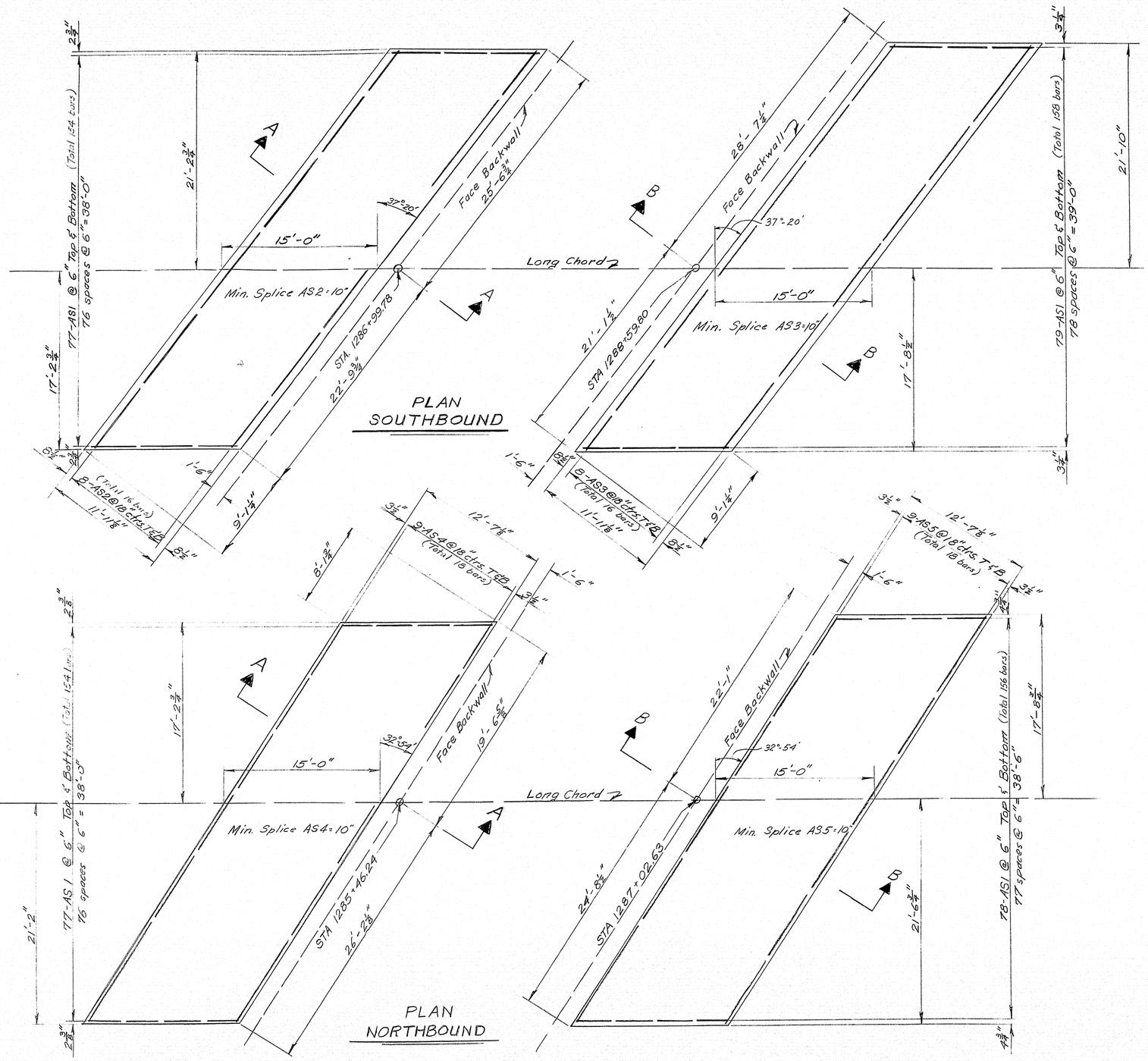
VIEW C-C

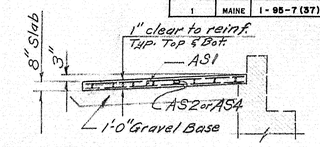


SECTION F-F

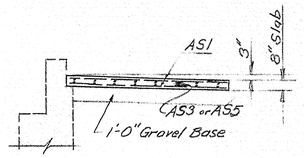

7'-0"
21-A25@1'-0" Top & Bottom
1'-6"
4"
4-A58 (Top & Bottom)
A19 (Top & Bottom) @ 6"
A17 (Top & Bottom) @ 12"
9'-0"
6'-0"
6'-0"
6

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I - 95-7 (37)	16	29





SECTION A-A



SECTION B-B

NOTE :
Payment for concrete in approach slabs to be made under Item "M-15 Portland Cement Concrete Abutments and Retaining Walls.

DESIGN- ANR	DET- RWL	BRIDGE NO.
TRACE- RWL		SURVEY-
CHECK- F.B.P.		PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

IN THE TOWN OF

BENTON

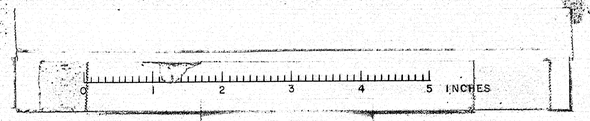
KENNEBEC COUNTY

APPROACH SLABS SB & NB

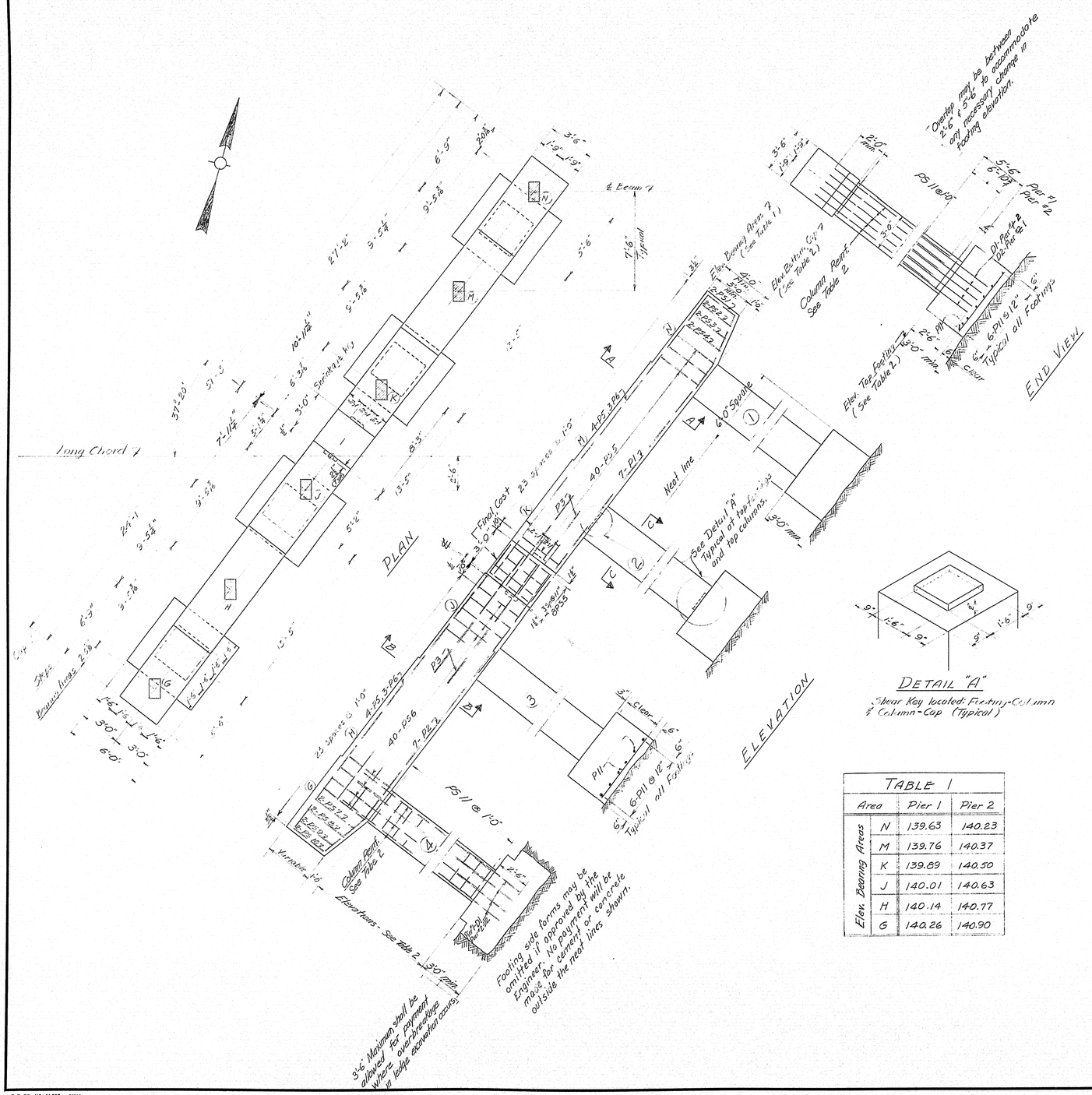
SHEET 16 OF 29 AUGUSTA, MAINE JUNE 1963

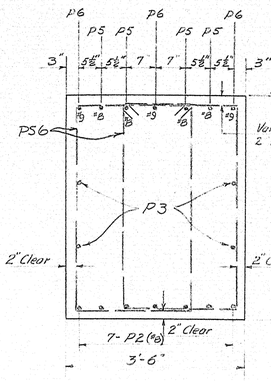
S.B. & M.B. APPROACH SLABS I 95 RIVER RD. 90-16

C. B. CO., NO. 44-302 24316

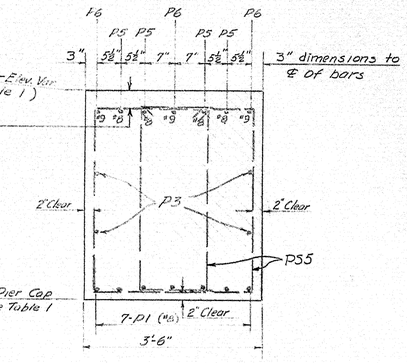


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	17	29

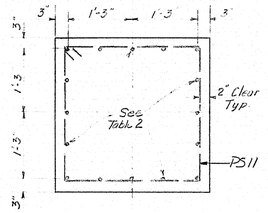




SECTION B-B



SECTION A-A



SECTION C-C

DETAIL "A"

Shear Key located: Footing-Column & Column-Cap (Typical)

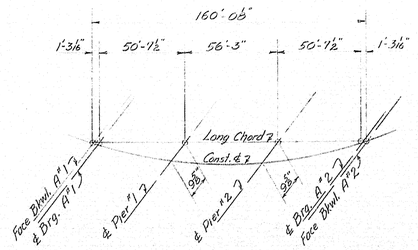
TABLE 2

	Column Location	Column Reinf.	Column Stirrups	Top of Column El.	Top of Footing El.	Column Height	Approx Ledge El.
PIER 1	1	16-P22 #8	18 P5 11	135.63	121.00	22.63 14'-7½"	119.00
	2	16-P23 #8	18 P5 11	135.63	120.00	15'-7½"	117.00
	3	16-P24 #8	18 P5 11	135.63	118.00	17'-7½"	115.00
	4	16-P25 #8	18 P5 11	135.63	117.00	18'-7½"	116.00
PIER 2	1, 2, 3, 4	16-P26	18 P5 11	136.23	115.00	21'-2¾"	112.00
	2	16-P26	18 P5 11	136.23	119.00	17.23	
	3	16-P26	20 P5 11	136.23	117.00	19.23	
	4	16 P26	19 P5 11	136.23	117.50	18.73	

Note: For ledge elevations see Field Book 2, pages 49, 51.

TABLE 1

Area		Pier 1	Pier 2
Elev. Bearing Areas	N	139.63	140.23
	M	139.76	140.37
	K	139.89	140.50
	J	140.01	140.63
	H	140.14	140.77
	G	140.26	140.90



LONG CHORD LAYOUT

Note: As built revisions shown in black ink. 9-24-64 E. Barnard

NOTES

Dress shaded bearing areas to exact elevations shown and 1" larger all around than the required masonry plate.

Reinforcing steel in top of cap to clear anchor bolts.

All weathered or broken ledge shall be removed before any footing concrete is placed.

Maximum footing Pressure = 14 Tons/sq. ft.

Top of footing elevations may be changed by the Engineer in the field to fit ledge conditions.

The top of any footing shall not be less than 1.0" below the surface of the final ground elevation.

Soils information indicates that some water should be anticipated in pier foundation excavations. No direct payment will be made for unwatering foundations. This work should be considered as incidental to the contract items.

DESIGN- HRD	DET- FBF	BRIDGE NO.
TRACE- FBF		SURVEY-
CHECK- T.H.K.		PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

IN THE TOWN OF

BENTON

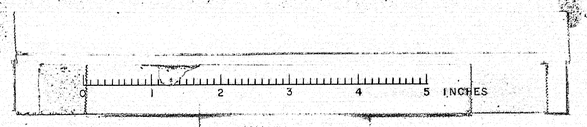
KENNEBEC COUNTY

PIERS S.B.

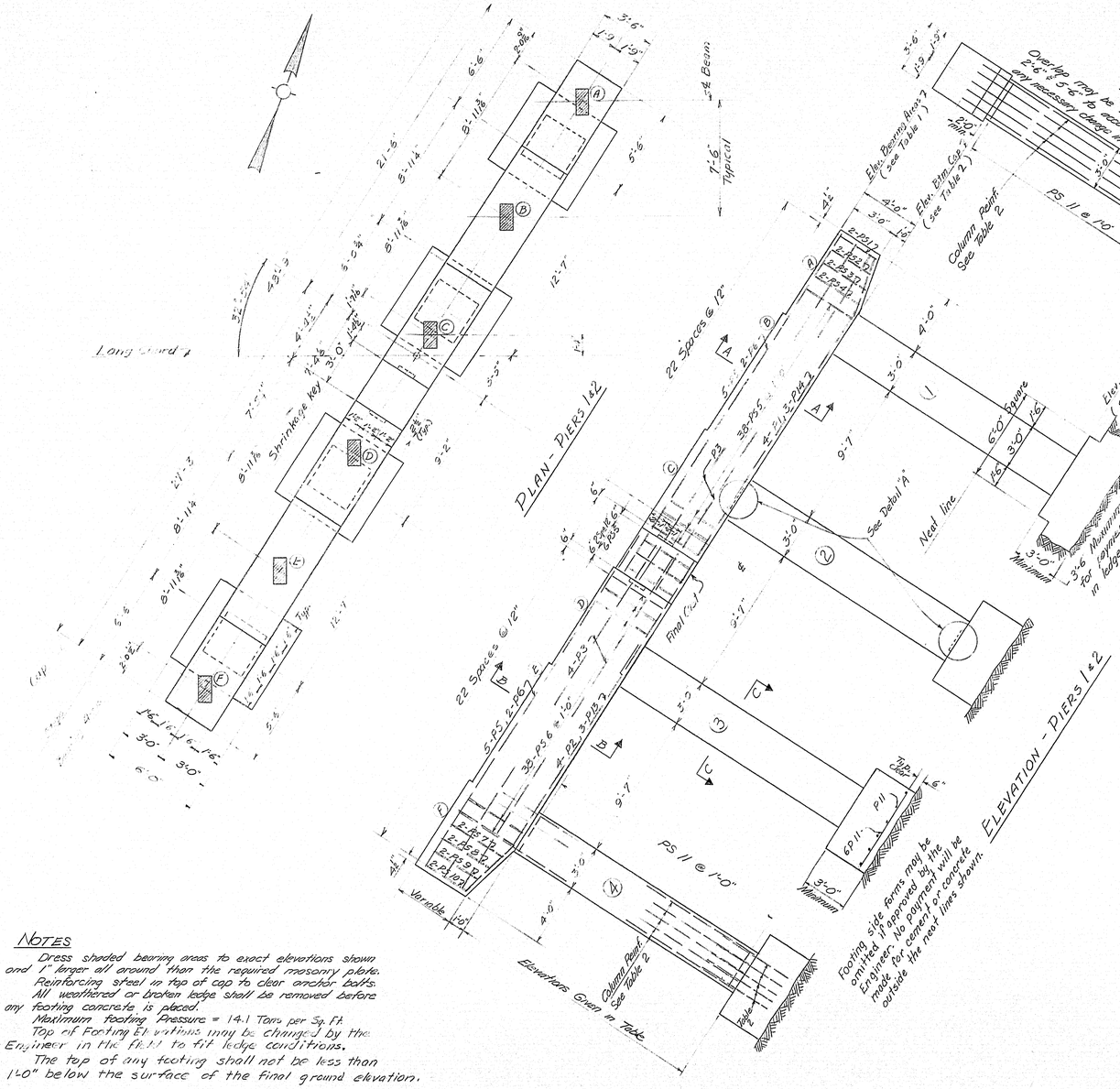
SHEET 17 OF 29 AUGUSTA, MAINE JUNE 1963

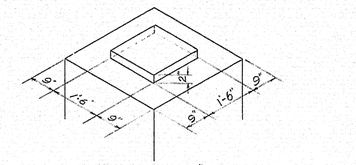
C. B. CO., NO. 44-302 88818

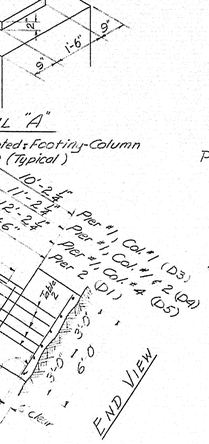
PIERS S.B. 90-17

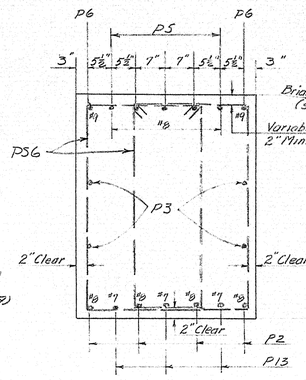


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	18	29

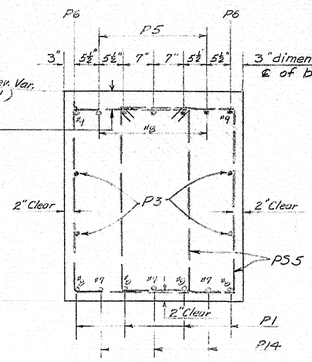




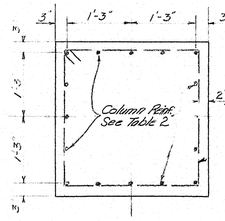




SECTION B-B



SECTION A-A

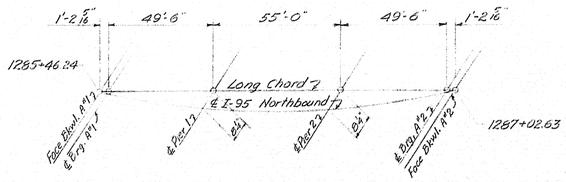


SECTION C-C

TABLE 2	Column Location	Column Reinf.	Column Stirrups	Top of Column Elev.	Top of Footing Elev.	Column Height	Approx. Ledge Elev.	Footing Dowels
PIER 1	1	16-P15	25-PS11	142.69	118.00	24'-8½"	115.00	16-D3
	2	16-P15	26-PS11	142.69	117.00	25'-8½"	114.00	16-D4
	3	16-P15	26-PS11	142.69	117.00	25'-8½"	114.00	16-D4
	4	16-P15	27-PS11	142.69	116.00	26'-8½"	113.00	16-D5
PIER 2	1	16-P18	17-PS11	143.31	126.00	17'-3¾"	125.00	16-D1
	2	16-P19	17-PS11	143.31	126.50	16'-9¾"	126.00	16-D1
	3	16-P20	16-PS11	143.31	127.00	16'-3¾"	125.00	16-D1
	4	16-P21	15-PS11	143.31	128.00	15'-3¾"	125.00	16-D1

Note: For ledge elevations see Field Book 2, pages 48, 50.

TABLE 1		Pier 1	Pier 2
Elev. Bearing Areas	A	146.69	147.31
	B	146.82	147.45
	C	146.96	147.60
	D	147.09	147.74
	E	147.23	147.88
	F	147.36	148.02



LONG CHORD LAYOUT

NOTES

Dress shaded bearing areas to exact elevations shown and 1" larger all around than the required masonry plate.

Reinforcing steel in top of cap to clear anchor bolts.

All weathered or broken ledge shall be removed before any footing concrete is placed.

Maximum footing Pressure = 14.1 Tons per Sq. Ft.

Top of Footing Elevations may be changed by the Engineer in the field to fit ledge conditions.

The top of any footing shall not be less than 1'-0" below the surface of the final ground elevation.

Note: As built revisions shown in black ink. 9-24-64 E. Barnard

DESIGN- AHP. DET-ADL, FBP	BRIDGE NO.
TRACE- FBI	SURVEY-
CHECK- T.H.K.	PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 OVER RIVER ROAD

IN THE TOWN OF

BENTON

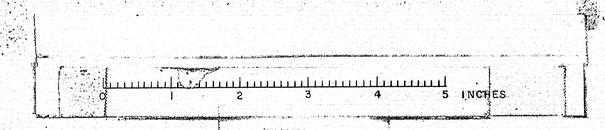
KENNEBEC COUNTY

PIERS N.B.

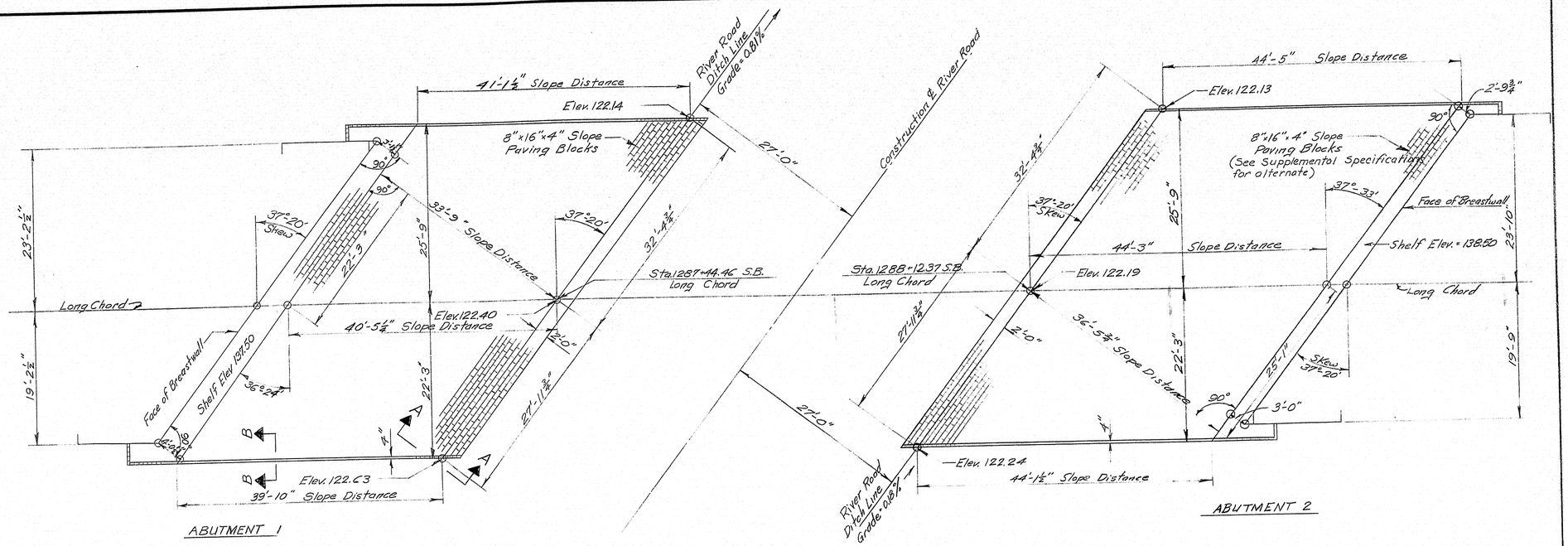
SHEET 18 OF 29 AUGUSTA, MAINE JUNE 1963

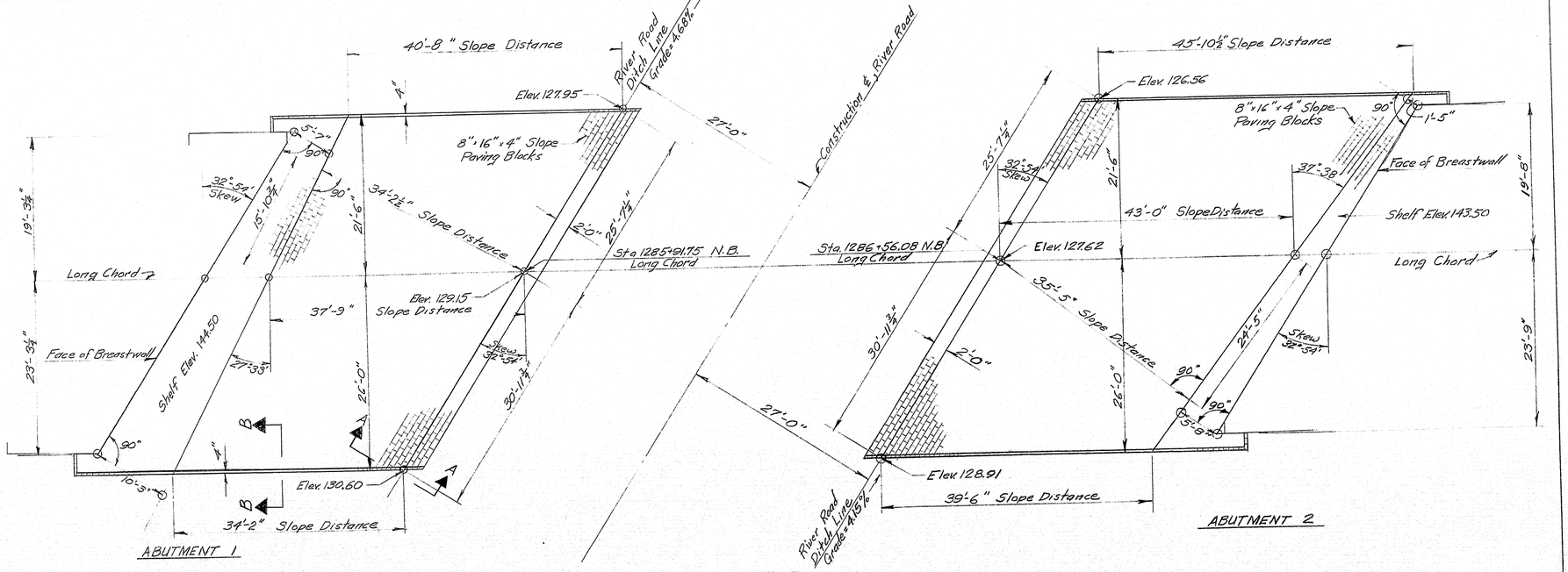
PIERS N.B. 90-18

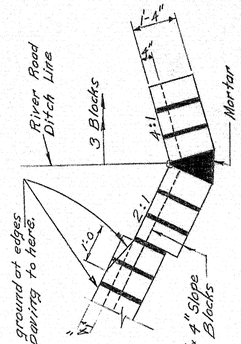
C. B. CO., NO. 44-302 28816



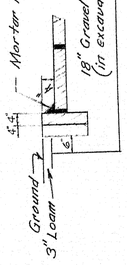
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	19	29







SECTION A-A
TYPICAL



SECTION B-B
TYPICAL

Notes:
Excavation for 18" Gravel Borrow (in excavated areas) under Item 204.14 Slope Paving to be paid for under Item 609.0201 Structural Earth Excavation. Dims
Depth of Gravel Borrow under slope paving may be reduced or omitted if in the opinion of the Engineer the existing material is suitable.

DESIGN- A.H.R., W.R.D. DET- E.R. P.W.L.
TRACE- P.W.L.
CHECK- D. Dunn C.R.W.
BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

IN THE TOWN OF

BENTON

KENNEBEC COUNTY

SLOPE PAVING DETAILS SB & NB

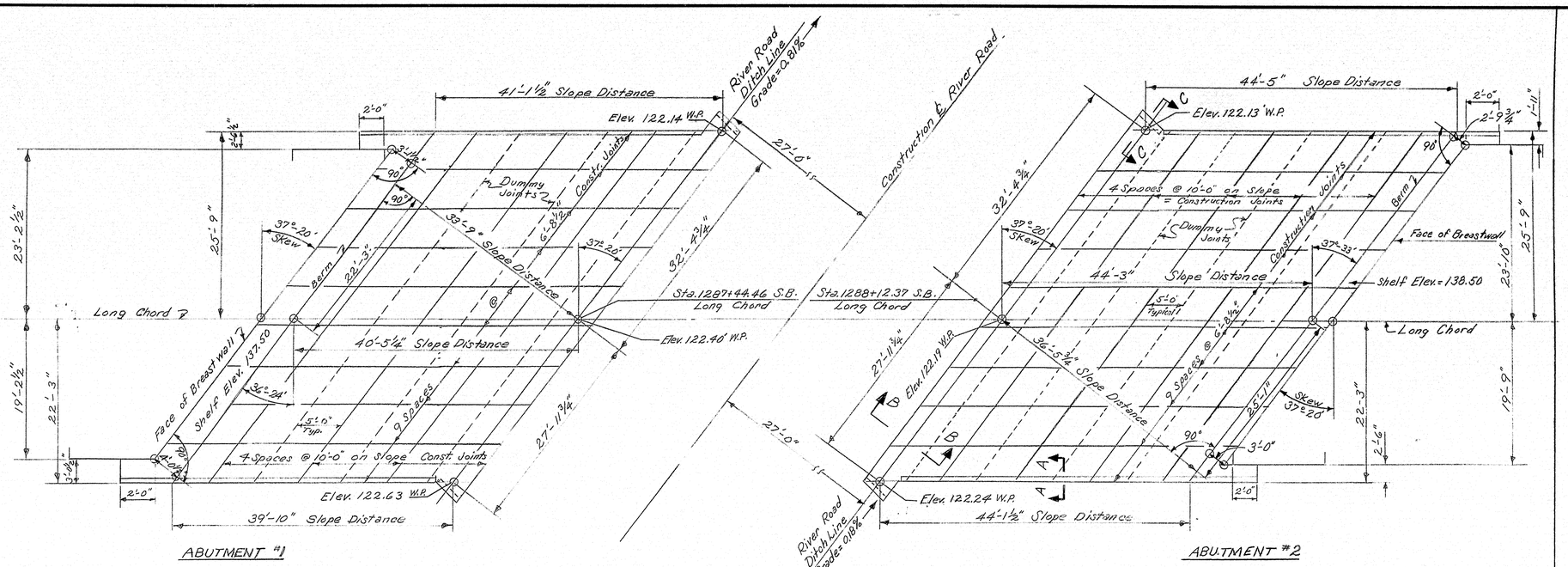
SHEET 19 OF 29 AUGUSTA, MAINE JUNE 1963

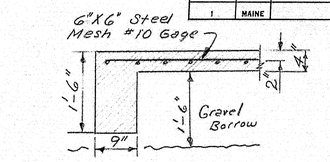
90-19

C. B. CO., NO. 44-302 88818

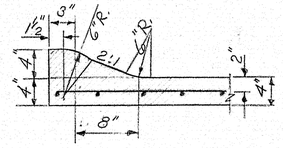
0 1 2 3 4 5 INCHES

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

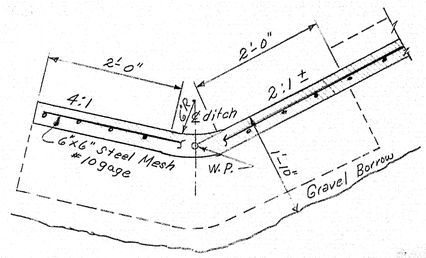




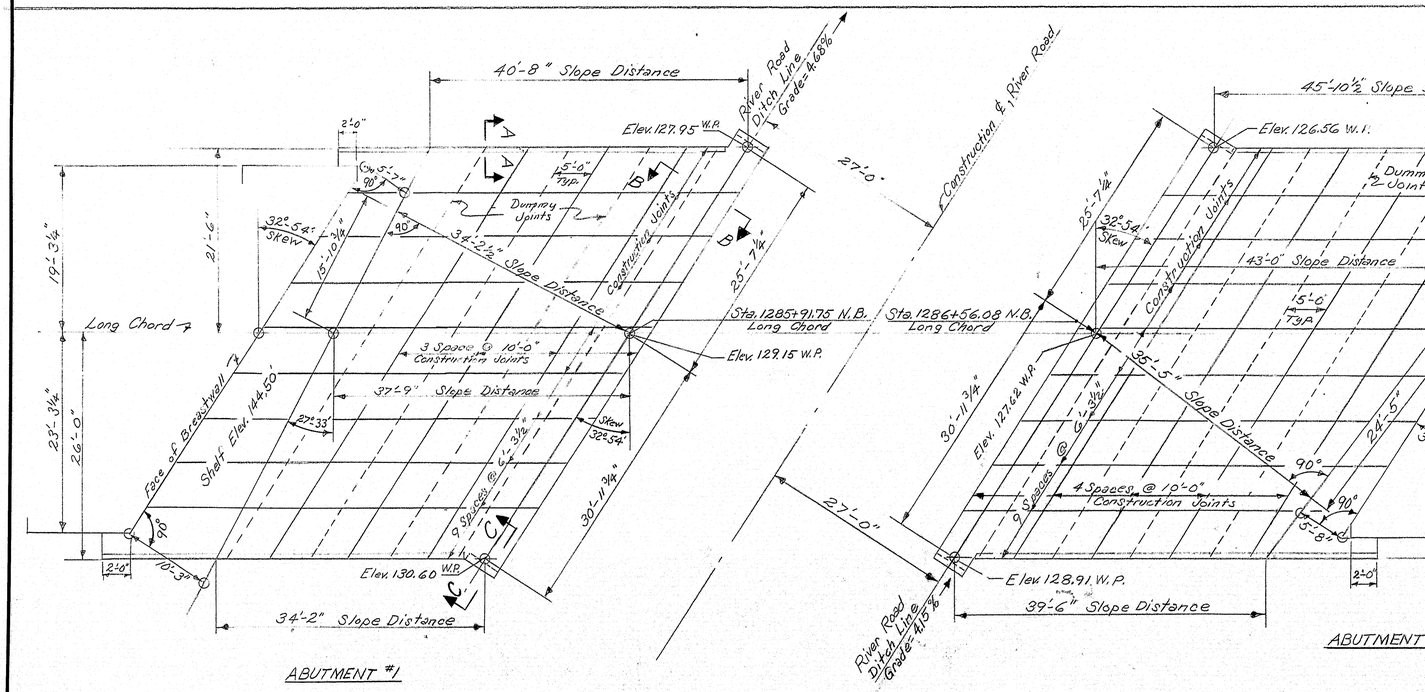
SECTION "C-C" (TYPICAL)



SECTION "A-A" (TYPICAL)



SECTION "B-B" (TYPICAL)



NOTES:

1. Break bond at Construction Joints with a coat of asphalt paint.
2. Reinforce with #10 Gage 6"x6" Steel Mesh, not to pass through Construction Joints.
3. At Contractors option, sections of the same strip may be cast in order. Bond will be broken between adjoining sections with ½" of Preformed Expansion Joint Filler.
4. Dummy Joints shall be made with a sidewalk edging tool to a depth of ¼".
5. The 18" Gravel Borrow under the slope paving may be reduced or omitted, if in the opinion of the Engineer, the existing material is suitable.
6. Payment for excavation for Gravel Borrow under Slope Paving to be made under Item 204-14, Structural Earth Excavation - Piers.

DESIGN- AHR, CWM	BRIDGE NO.
TRACE-	SURVEY-
CHECK- CDH	PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 OVER RIVER ROAD

IN THE TOWN OF

BENTON
KENNEBEC COUNTY

SLOPE PAVING DETAILS S.B. & N.B.

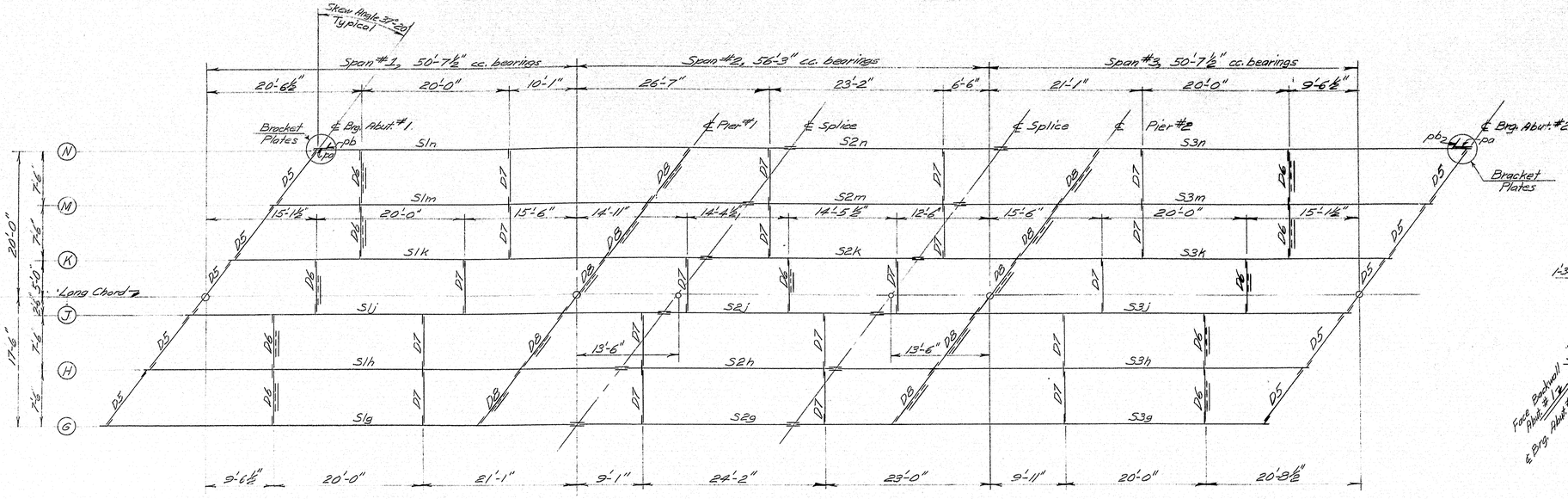
SHEET 19A OF 29 AUGUSTA, MAINE NOV. 1963

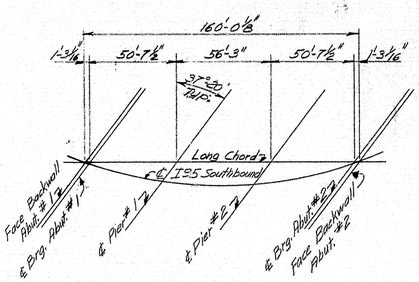
90-19A

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

0 1 2 3 4 5 INCHES

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	20	29



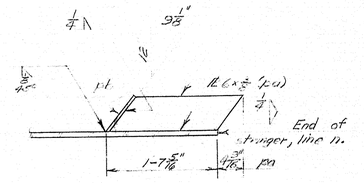


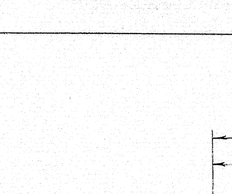
LONG CHORD LAYOUT

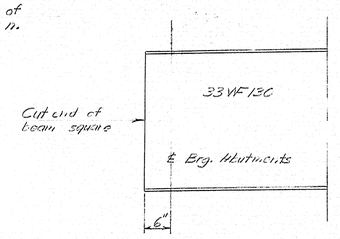
Stringers:
S1 33 WF 130 6 Req'd.
S2 33 WF 118 6 Req'd.
S3 33 WF 130 6 Req'd.

Diaphragms:
D5 - 16 WF 36 10 Req'd.
D6 - 15 C 33.9 11 Req'd.
D7 - 16 WF 36 20 Req'd.
D8 - 15 C 33.9 10 Req'd.

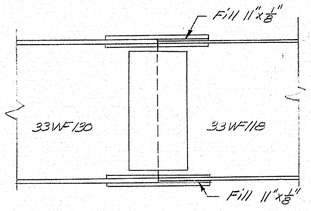
ERECTION DIAGRAM







TYPICAL END OF STRINGER



TYPICAL SPLICE
Standard Splice 33 WF 118

STRINGER GRADES IN PERCENT			
Line	S1	S2	S3
G	1.607	1.429	1.253
H	1.591	1.413	1.236
J	1.575	1.398	1.219
K	1.559	1.383	1.201
M	1.543	1.364	1.184
N	1.526	1.346	1.166

All grades are plus.

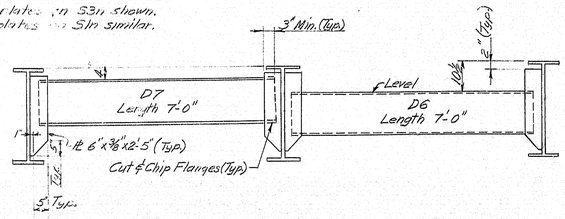
SPECIFICATIONS:
Design - AASHO Standard Specifications and revisions (1961).
Fabrication & Erection - State of Maine Standard Specifications, Highways & Bridges, Revision of Jan. 1956 with Supplemental Specifications.
Materials - Steel stringers & splice plates shall be structural steel ASTM Designation A36. All other structural steel shall be A.S.T.M. designation A7 or A36.

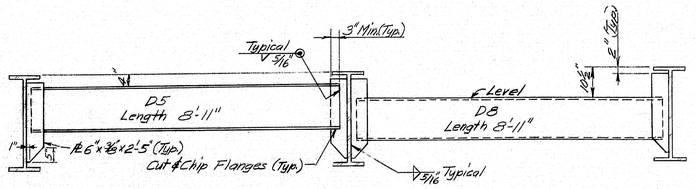
SPLICE NOTES:
At the splice cut 33 WF 130 square and cut 33 WF 118 to match. Each row of bolts in the web splice shall be normal to the axis of 33 WF 130. Splice details are shown on Standard Details, S.D. 103-62, Beam Splices Use standard splice for 33 WF 118.

BEARING NOTE:
Bearing details are shown on Standard Details, S.D. 101-62, Bearing Pedestals. Use EPB-2 at Abutments 1 & 2 and Pier 2. Use FPB-2 at Pier 1.

GENERAL NOTES:
Armored Joints and Drains are shown on Sheet "22".
No camber all stringers and no cover plates required.
All dimensions are horizontal.
All diaphragms shall be set plumb.

BRACKET PLATE DETAILS
Bracket plates on S3n shown.
Bracket plates on S1n similar.





DIAPHRAGM DETAILS
Similar to details for D4-4
See Sheet 21

DESIGN-HRD DET.-HRD
TRACE-HRD
CHECK-H.W.T.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

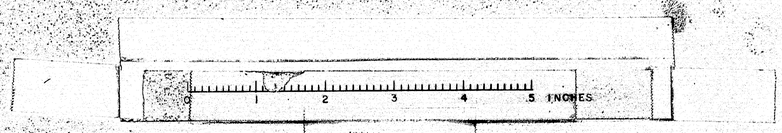
IN THE TOWN OF

BENTON
KENNEBEC COUNTY

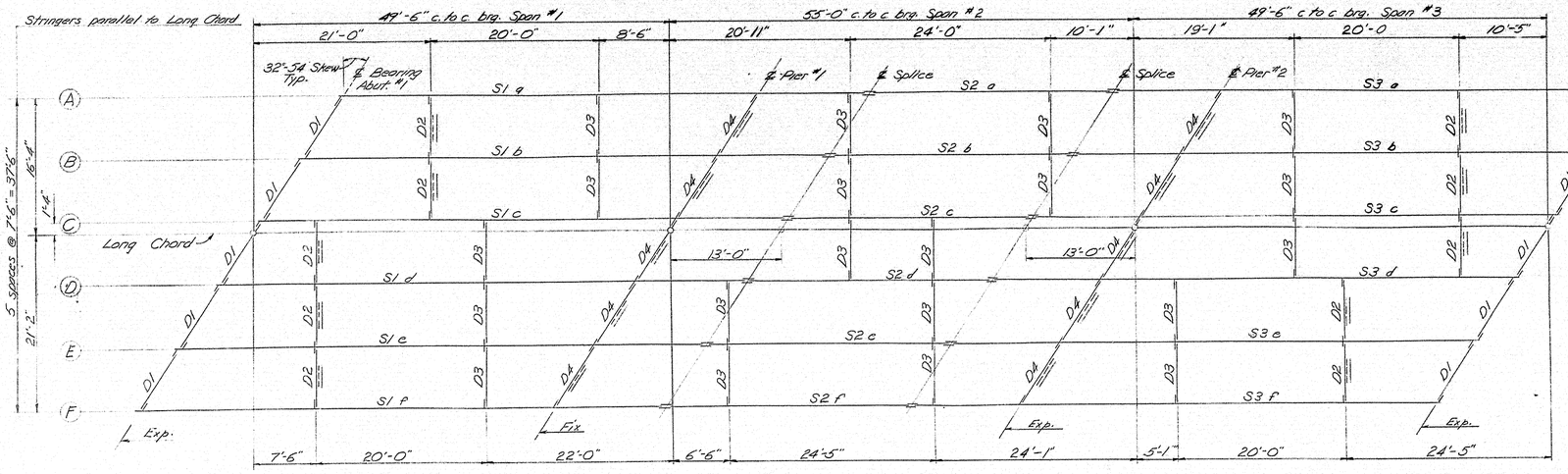
STRUCTURAL STEEL S.B.

SHEET 20 OF 29 AUGUSTA MAINE JUNE 1963

(S.B.) Struct. steel R- 90-20



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	21	29

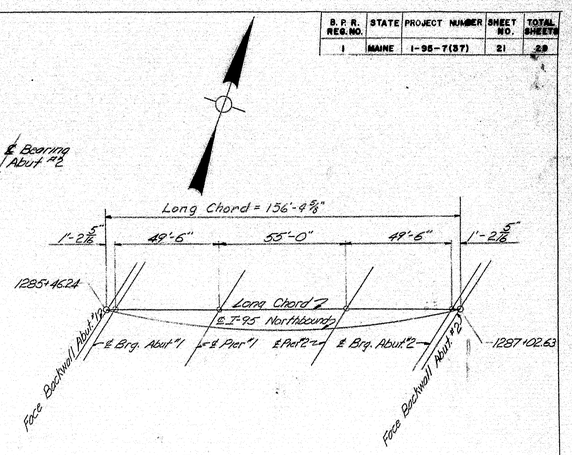


Erection Diagram

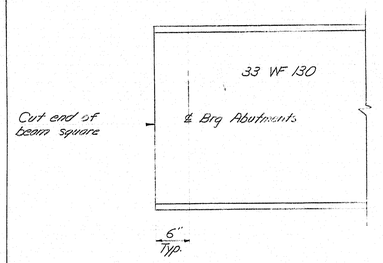
S1 - 33 WF 130 6 Reqd.
S2 - 33 WF 118 6 Reqd.
S3 - 33 WF 130 6 Reqd.

Diaphragms:

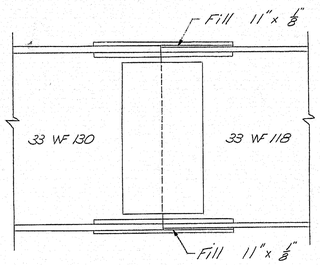
D1 - 16 WF 36 10 Reqd.
D2 - 15 C 33.9 10 Reqd.
D3 - 16 WF 36 20 Reqd.
D4 - 15 C 33.9 10 Reqd.



Long Chord Layout



Typical End of Stringer

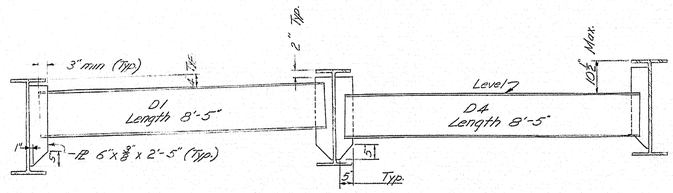


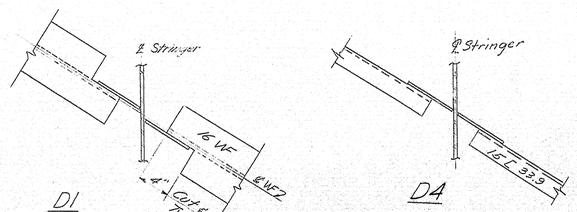
Typical Splice

Standard splice 33 WF 118

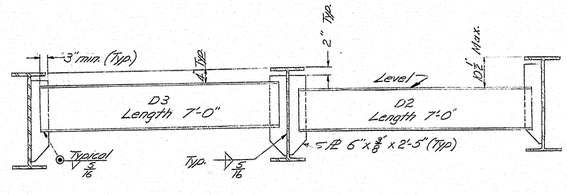
Stringer Grades in Percent			
Line	S1	S2	S3
a	1.5913	1.4393	1.2865
b	1.6027	1.4511	1.2988
c	1.6135	1.4631	1.3111
d	1.6248	1.4743	1.3232
e	1.6358	1.4860	1.3354
f	1.6465	1.4976	1.3473

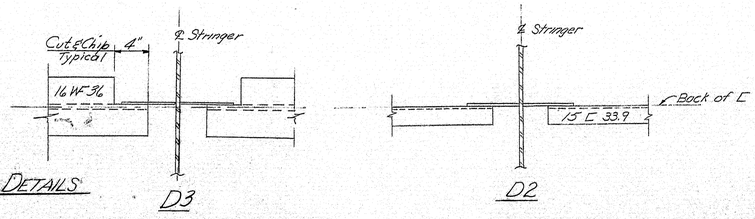
All grades are plus.





D1 D4





Diaphragm Details

D3 D2

Specifications:

Design - AASHO Standard Specifications and revisions (1961).
Fabrication & Erection - State of Maine Standard Specifications, Highways & Bridges, Revision of Jan. 1956 with Supplemental Specifications.
Materials - Steel stringers & splice plates shall be structural steel ASTM designation A36. All other structural steel shall be ASTM designation A7 or A36.

Splice Notes:

At the splice cut 33 WF 130 square and cut 33 WF 118 to match. Each row of bolts in the web splice shall be normal to the ans. at 33 WF 130.
Splice details are shown on "Standard Details, Beam Splices, BD 103 G2. Use standard splice for 33 WF 118.

Bearing Note:

Bearing details are shown on "Standard Details, Bearing Pedestals" BD 101-G2. Use EPB-2 at Abutments 1 & 2 and Pier 2. Use FPB-2 at Pier 1.

General Notes:

Armored Joints & Drains are shown on sheet #22
No camber all stringers & no cover plates required.
All dimensions are horizontal.
All diaphragms shall be set plumb.

DESIGN - AWS DET. - ROG
TRACE - CHECK - A.W.T.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 OVER RIVER ROAD

IN THE TOWN OF

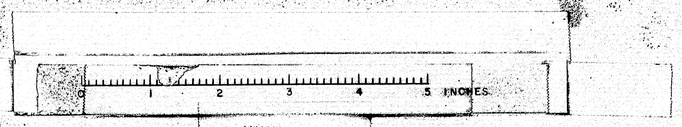
BENTON

KENNEBEC COUNTY

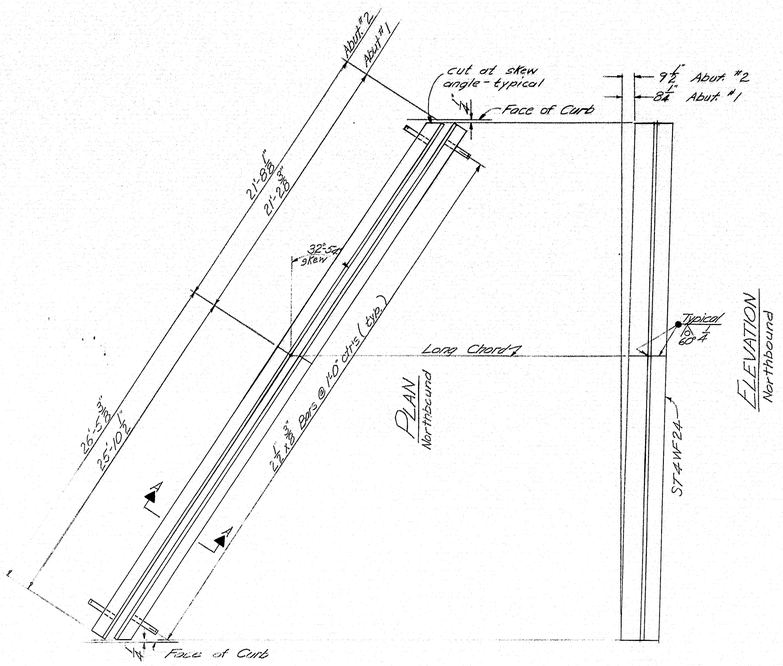
STRUCTURAL STEEL N.B.

SHEET 21 OF 29 SHEETS AUGUSTA, MAINE JUNE 1963

(N.B.) STRUCT. STEEL 90-21

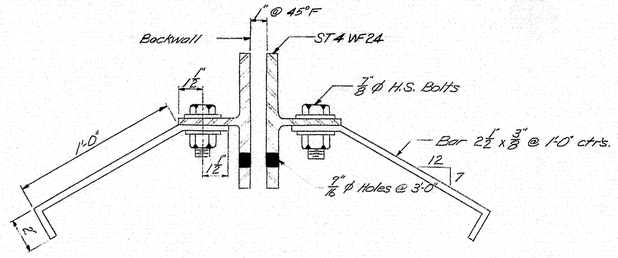


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	22	29

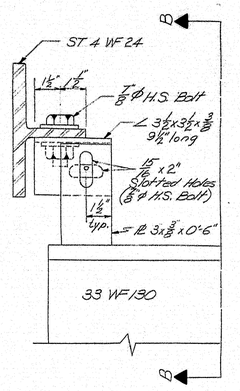


ARMORED JOINT DETAIL

Required: 1 set as shown on respective plans on each of 4 abutments

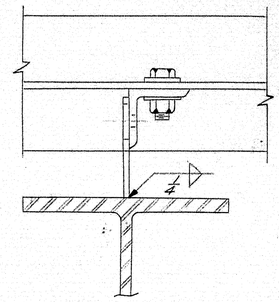


SECTION A-A



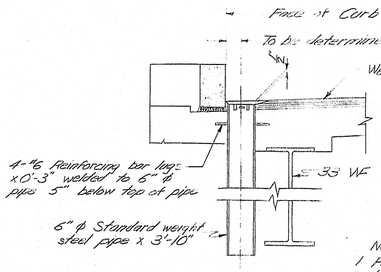
ADJUSTMENT DEVICE

Required at each beam. For location see sheets 20 & 21

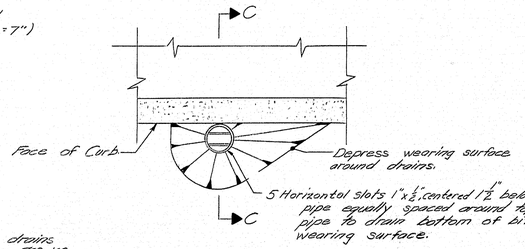


SECTION B-B

Notes: After prepared joint is in its final position, weld PL to L with ¼" fillet weld. 3/4" PL need not be centered exactly on stringers.



SECTION C-C

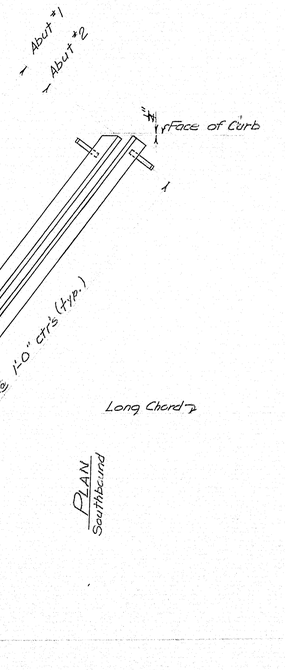


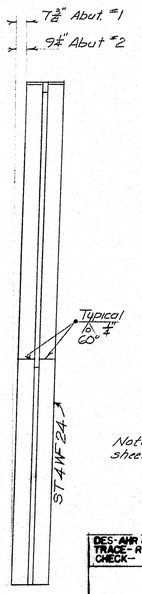
PLAN

NOTE:
1. Payment for steel pipe drains to be made under Items 702-103, 702-104, & 702-105 Structural Steel.
2. For locations of drains see sheets "21 & "27

DRAIN DETAILS

4 Required S.B.
4 Required N.B.





Note: Horizontal measurements on this sheet may be used as slope measurements.

DES. AHR & HRD DET. ROG
TRACE - ROG
CHECK - Dsmalley

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 OVER RIVER ROAD

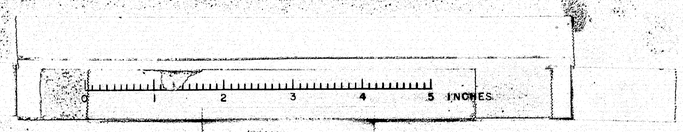
IN THE TOWN OF

BENTON
KENNEBEC COUNTY

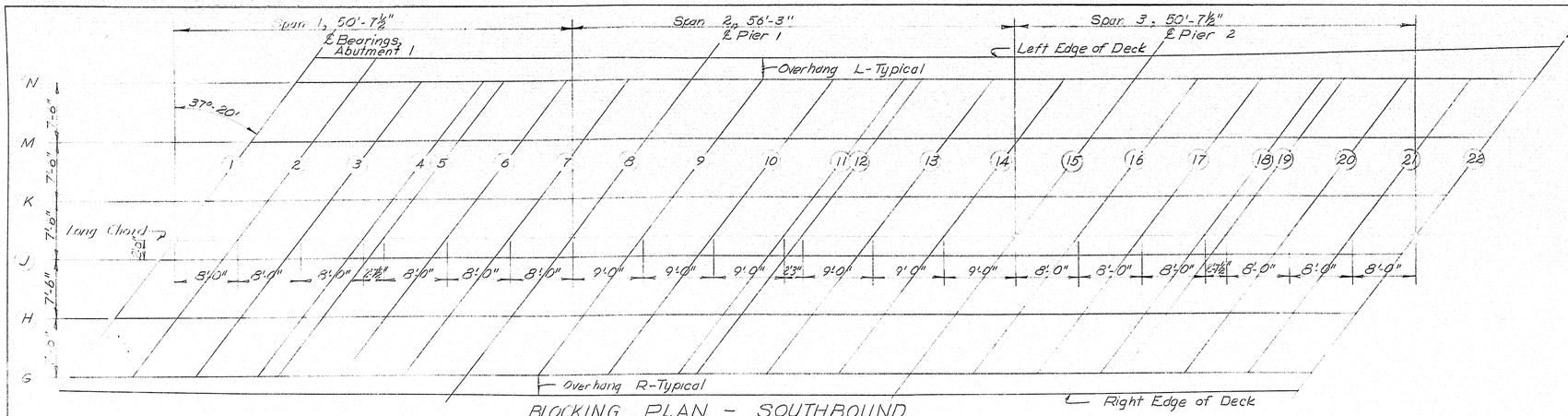
ARMORED JOINTS & DRAIN DETAILS SB AND NB

SHEET 22 OF 29 AUGUSTA MAINE JUNE 1963

90-22

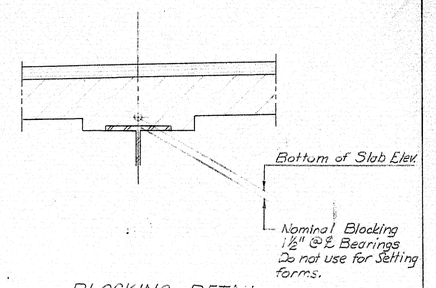


B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	23	29



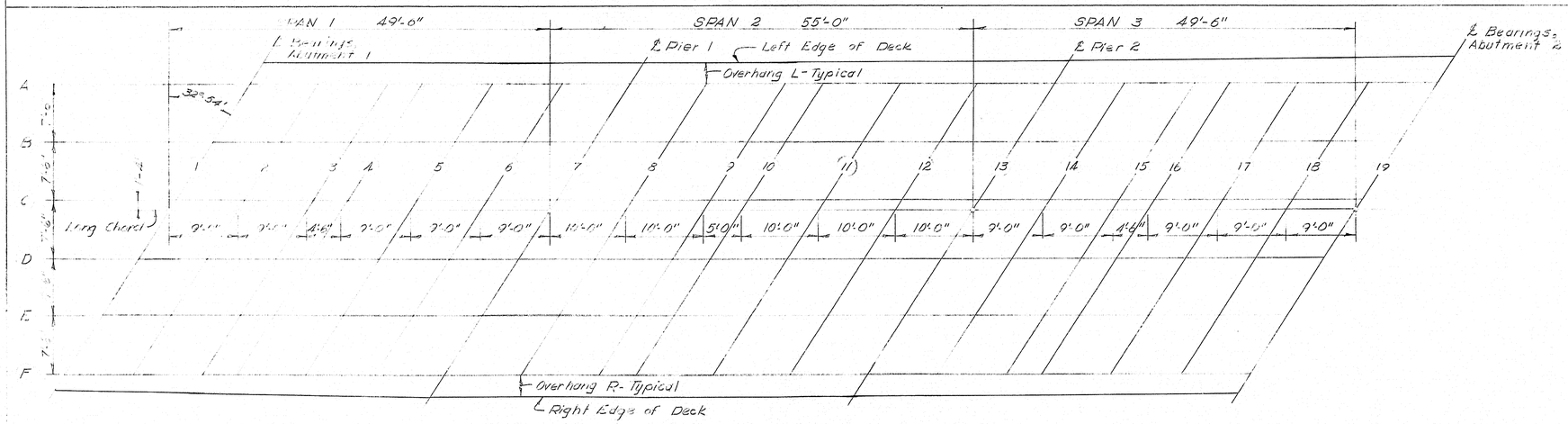
BLOCKING PLAN - SOUTHBOUND

	BOTTOM OF SLAB ELEVATIONS & OVERHANG OF EDGE OF DECK																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Overhang L	3'-2 13/16"	3'-1½"	3'-0 3/8"	2'-11 7/16"	2'-11⅛"	2'-10 7/16"	2'-9⅞"	2'-9½"	2'-9 5/16"	2'-9 5/16"	2'-9⅜"	2'-9 1/16"	2'-10 3/16"	2'-10 15/16"	2'-11⅞"	3'-0⅞"	3'-2⅛"	3'-3½"	3'-4"	3'-5 3/8"	3'-7⅜"	3'-9 5/8"
Line N	142.15	142.23	142.37	142.49	142.53	142.64	142.75	142.86	142.99	143.12	143.25	143.28	143.40	143.60	143.62	143.72	143.83	143.94	143.97	144.06	144.13	144.21
" M	142.25	142.35	142.49	142.61	142.65	142.77	142.87	142.98	143.12	143.25	143.38	143.41	143.53	143.64	143.75	143.86	143.97	144.07	144.11	144.20	144.28	144.35
" K	142.32	142.47	142.61	142.73	142.77	142.89	143.00	143.11	143.24	143.38	143.51	143.54	143.66	143.77	143.89	144.00	144.11	144.21	144.25	144.34	144.42	144.49
" J	142.44	142.58	142.72	142.85	142.89	143.01	143.12	143.23	143.37	143.51	143.64	143.67	143.79	143.90	144.02	144.13	144.24	144.35	144.38	144.48	144.56	144.64
" H	142.55	142.70	142.84	142.97	143.01	143.13	143.24	143.36	143.49	143.63	143.77	143.80	143.92	144.03	144.15	144.26	144.38	144.49	144.52	144.62	144.70	144.78
" G	142.67	142.82	142.96	143.09	143.13	143.25	143.36	143.48	143.62	143.76	143.89	143.93	144.05	144.17	144.29	144.40	144.52	144.62	144.66	144.76	144.84	144.92
Overhang R	1'-2 3/16"	1'-11⅛"	2'-0 7/8"	2'-2 7/16"	2'-2⅝"	2'-4¼"	2'-5⅜"	2'-6⅝"	2'-7 7/16"	2'-7 15/16"	2'-8 7/16"	2'-8½"	2'-8 11/16"	2'-8 11/16"	2'-8 7/16"	2'-8"	2'-7 7/16"	2'-6 11/16"	2'-6 3/8"	2'-5 3/8"	2'-4¼"	2'-2 15/16"



BLOCKING DETAIL
Northbound and Southbound

Note:
In order that the roadway slab will conform to the profile and cross sections shown on these plans the accompanying table of Elevations is given. Elevations for the bottom of the slab, which are computed to compensate for dead load deflections, must be set before slab forms are started.



BLOCKING PLAN - NORTHBOUND

	BOTTOM of SLAB ELEVATIONS & OVERHANG of EDGE of DECK																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Overhang L	2'-11 13/16"	2'-10 5/16"	2'-9 1/16"	2'-8 9/16"	2'-7 5/8"	2'-6 7/8"	2'-6 3/8"	2'-6 1/16"	2'-6"	2'-6 1/16"	2'-6 7/16"	2'-7 1/16"	2'-7 7/8"	2'-8 5/8"	2'-10 1/8"	2'-10 13/16"	3'-0 3/8"	3'-2 1/8"	3'-1 1/8"
Line A	149.12	149.25	149.44	149.51	149.65	149.78	149.91	150.06	150.21	150.29	150.43	150.56	150.70	150.83	150.96	151.02	151.14	151.24	151.34
" B	149.25	149.42	149.57	149.65	149.78	149.91	150.04	150.20	150.35	150.43	150.57	150.70	150.84	150.97	151.10	151.17	151.26	151.39	151.48
" C	149.38	149.55	149.70	149.78	149.91	150.04	150.18	150.33	150.49	150.56	150.71	150.84	150.98	151.11	151.24	151.31	151.43	151.53	151.63
" D	149.51	149.67	149.83	149.91	150.05	150.18	150.31	150.47	150.62	150.70	150.85	150.98	151.12	151.25	151.39	151.45	151.57	151.68	151.78
" E	149.63	149.80	149.96	150.04	150.18	150.31	150.44	150.60	150.76	150.84	150.98	151.12	151.26	151.39	151.53	151.60	151.72	151.82	151.92
" F	149.76	149.93	150.09	150.17	150.31	150.44	150.58	150.74	150.90	150.97	151.12	151.26	151.40	151.54	151.67	151.74	151.86	151.97	152.07
Overhang R	2'-1¼"	2'-3 5/16"	2'-5 3/16"	2'-6"	2'-7 7/16"	2'-8 3/4"	2'-9 15/16"	2'-10 3/4"	2'-11 7/16"	2'-11 5/8"	2'-11 7/8"	3'-0"	2'-11 3/4"	2'-11 5/16"	2'-10 11/16"	2'-10 5/16"	2'-9 7/16"	2'-8 3/16"	2'-6 3/4"

DES-AHR & HRD DET-EB TRACE-EB CHECK-N.W.T.	

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

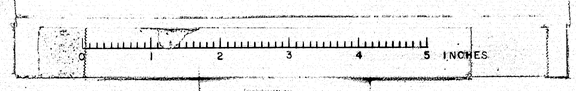
IN THE TOWN OF

BENTON
KENNEBEC COUNTY

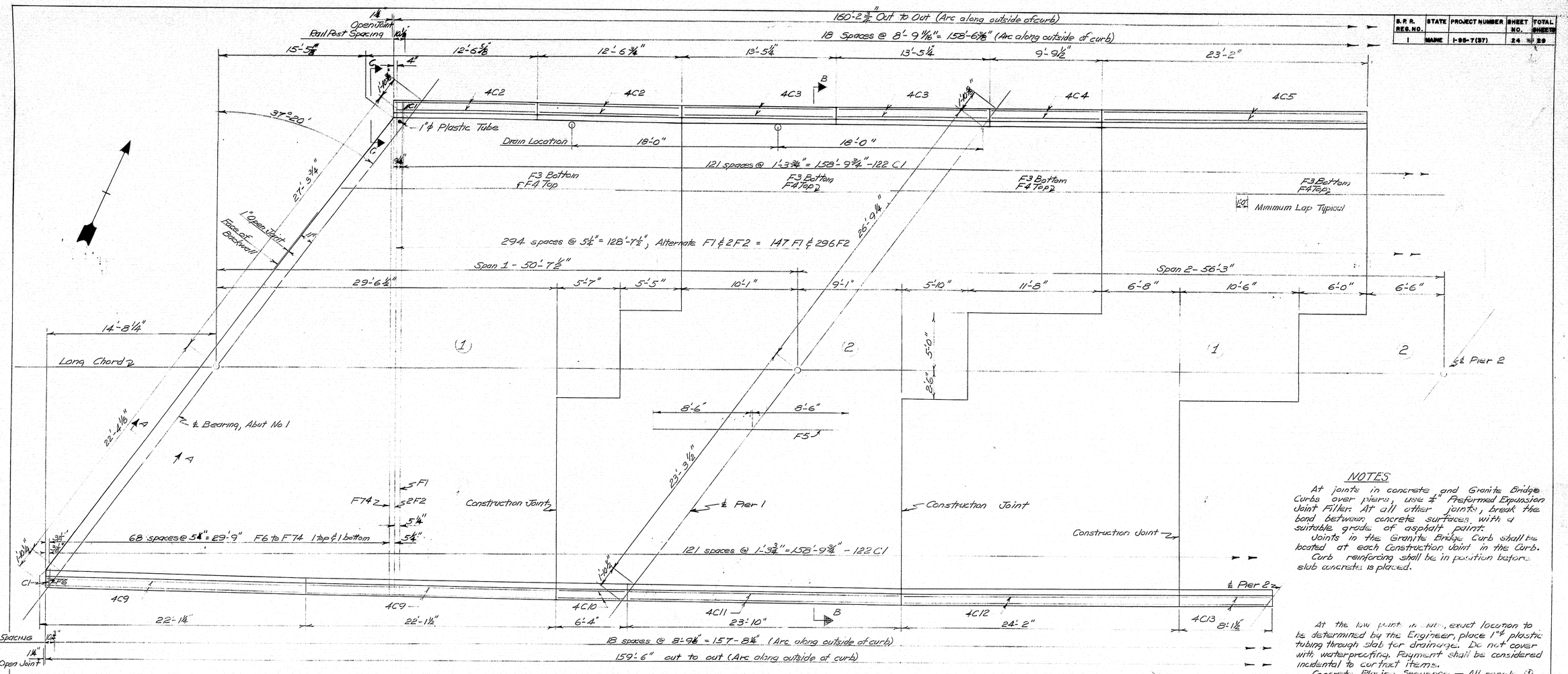
BLOCKING SB & NB

SHEET 23 OF 29 AUGUSTA MAINE JUNE 1963

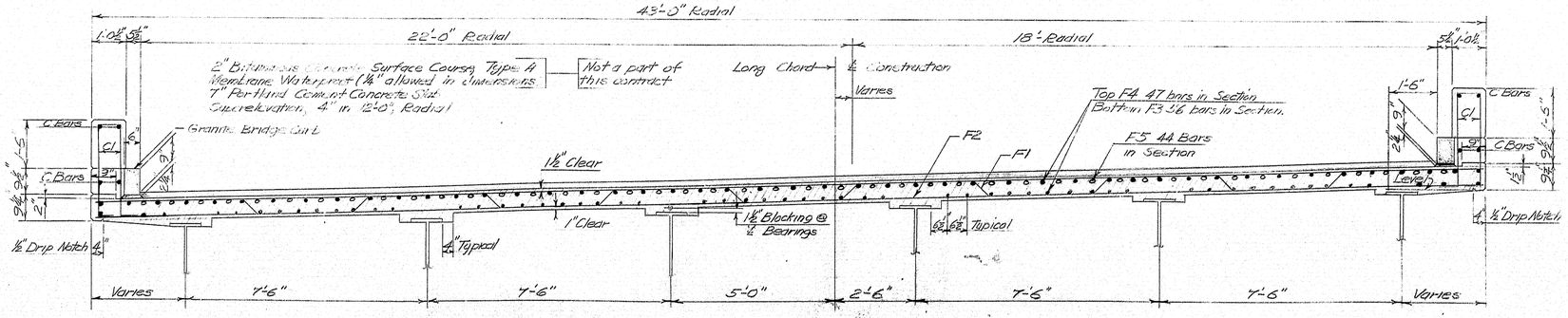
90-23



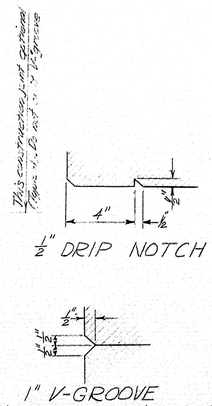
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	24	29



PLAN
All dimensions are horizontal



SECTION B-B
Metal Rail Not Shown



NOTES

At joints in concrete and Granite Bridge Curbs over piers, use ½" Preformed Expansion Joint Filler. At all other joints, break the bond between concrete surfaces with a suitable grade of asphalt paint.

Joints in the Granite Bridge Curb shall be located at each Construction Joint in the Curb.

Curb reinforcing shall be in position before slab concrete is placed.

At the low point in curb, exact location to be determined by the Engineer, place 1" ϕ plastic tubing through slab for drainage. Do not cover with waterproofing. Payment shall be considered incidental to contract items.

Concrete Placing Sequence — All panels ① must be placed before starting panels ②.

Long Chord Layout is shown on sheet 20

Work this sheet with sheet 25.

Rail details are shown on Standard Detail BD 102-62, Bridge Rail.

DESIGN - HRD
TR. CE. HDL
CHECK: N.W.T.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

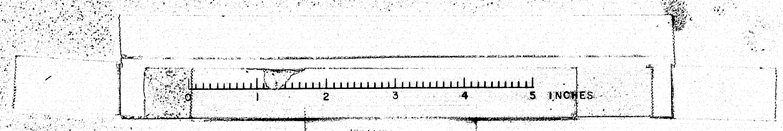
IN THE TOWN OF

BENTON
KENNEBEC COUNTY

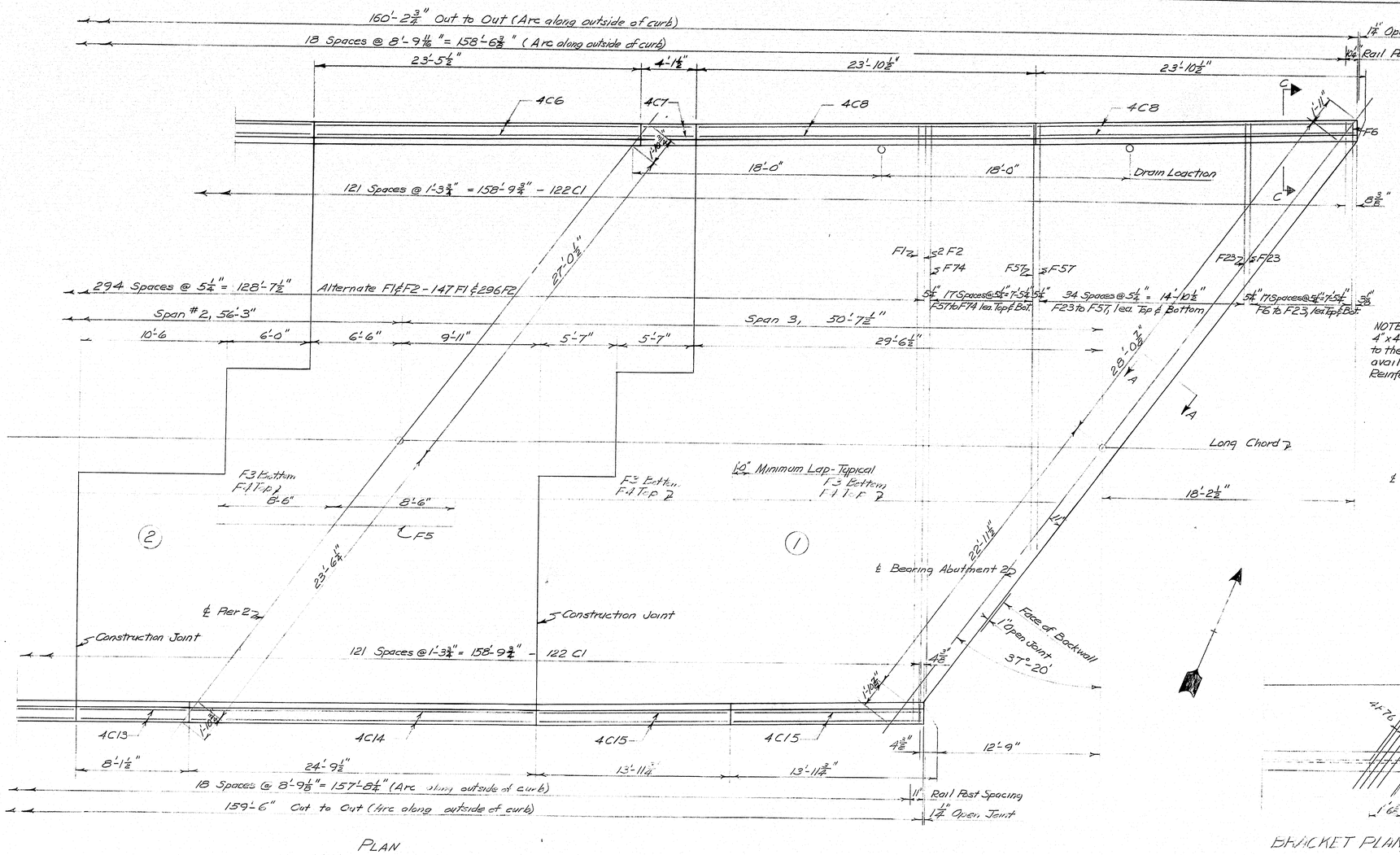
SUPERSTRUCTURE S.B.

SHEET 24 OF 29 AUGUSTA, MAINE JUNE 1963

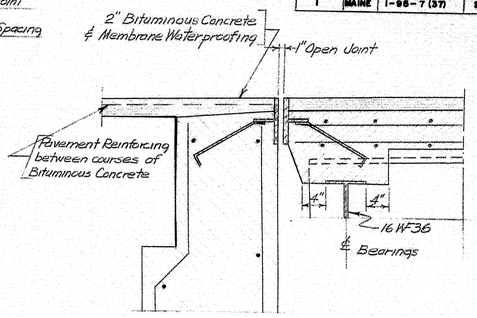
90.24



B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	25	29

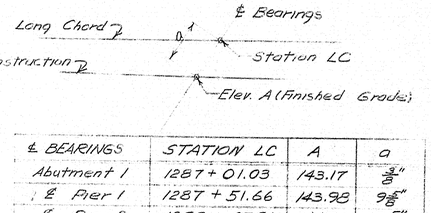


PLAN
All dimensions are horizontal

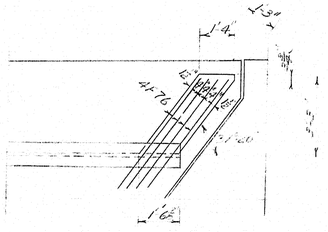


SECTION A-A

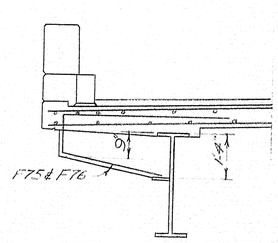
NOTE: Pavement Reinforcing Details - 36" minimum width x 30'-0" ±, 4"x4"-10 gage galvanized welded wire mesh. (An equivalent, satisfactory to the Engineer, may be substituted if 4"-10/10 is not radially available.) Bituminous Concrete, Membrane Waterproofing, and Pavement Reinforcing are not a part of this Contract.



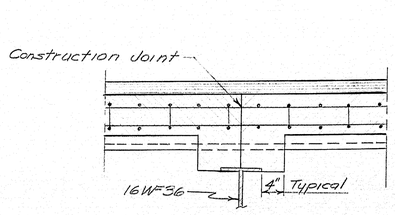
℄ BEARINGS	STATION LC	A	a
Abutment 1	1287+01.03	143.17	3/8"
℄ Pier 1	1287+51.66	143.98	9 5/8"
℄ Pier 2	1288+07.91	144.76	9 5/8"
Abutment 2	1288+58.53	145.36	3/8"



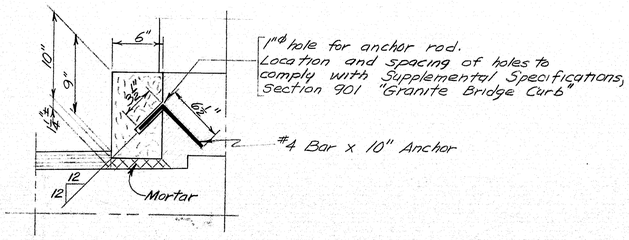
BRACKET PLAN, SPAN 3



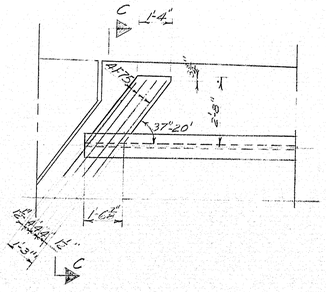
SECTION CC



TYPICAL SLAB CONSTRUCTION JOINT



TYPICAL GRANITE BRIDGE CURB



BRACKET PLAN, SPAN 1

DES'GN- HPD
TRACE- LDL
CHECK- N.W.T.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

IN THE TOWN OF

BENTON

KENNEBEC COUNTY

SUPERSTRUCTURE S.B.

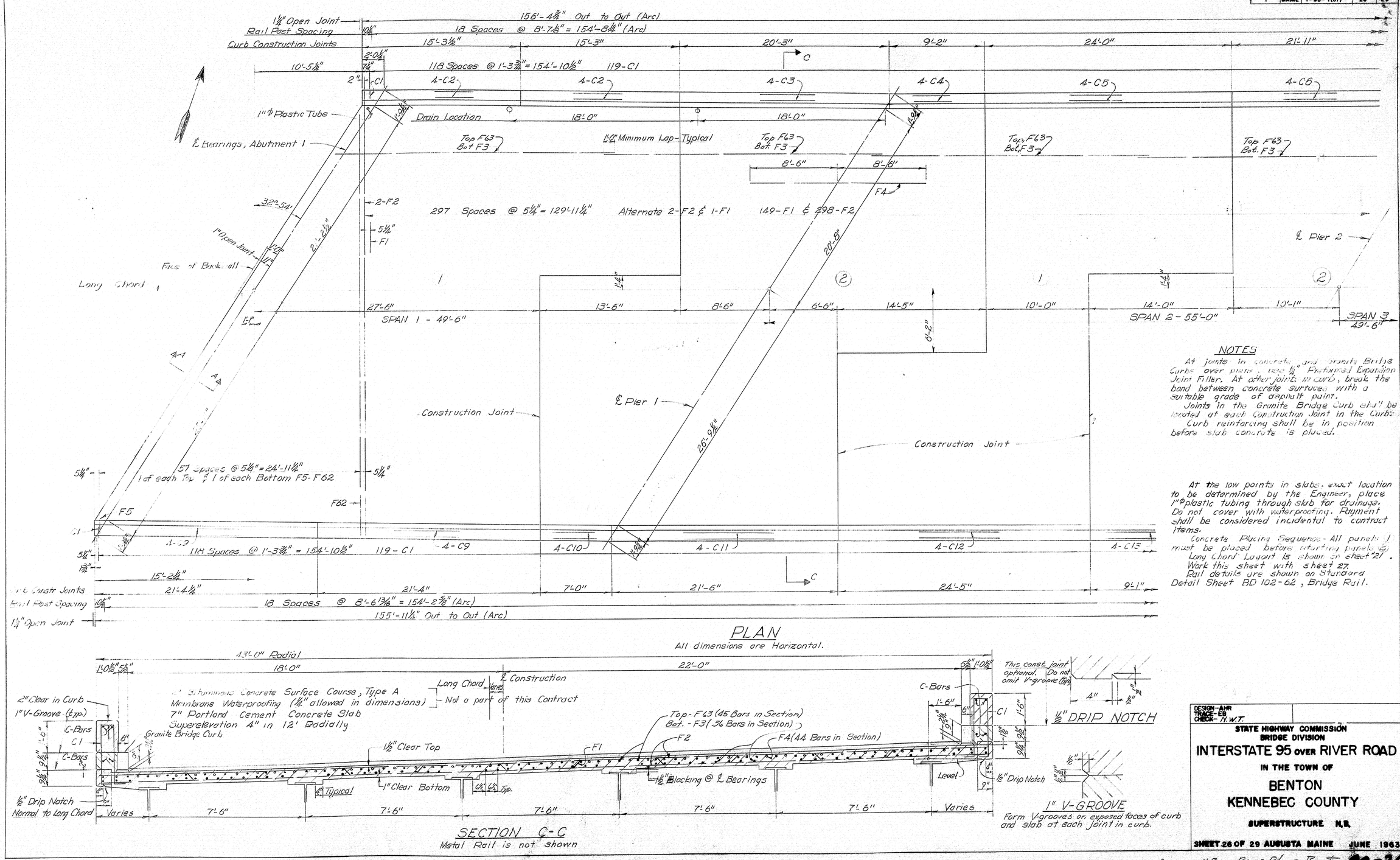
SHEET 25 OF 29 SHEETS AUGUSTA, MAINE, JUNE 1963

Superst. S.B.

90-25

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	26	29



PLAN

All dimensions are Horizontal.

SECTION C-C

Metal Rail is not shown

Form V-grooves on exposed faces of curb and slab at each joint in curb.

NOTES

At joints in concrete and granite Bridge Curbs over piers, use ½" Preformed Expansion Joint Filler. At other joints in curb, break the bond between concrete surfaces with a suitable grade of asphalt paint.

Joints in the Granite Bridge Curb shall be located at each Construction Joint in the Curb.

Curb reinforcing shall be in position before slab concrete is placed.

At the low points in slabs, exact location to be determined by the Engineer, place 1" ϕ plastic tubing through slab for drainage. Do not cover with waterproofing. Payment shall be considered incidental to contract items.

Concrete Placing Sequence - All panels 1 must be placed before starting panels (2). Long Chord Layout is shown on sheet 27.

Work this sheet with sheet 27.

Rail details are shown on Standard Detail Sheet BD 102-62, Bridge Rail.

DESIGN-AHR
TRACE-EB
CHECK-N.W.T.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

IN THE TOWN OF

BENTON

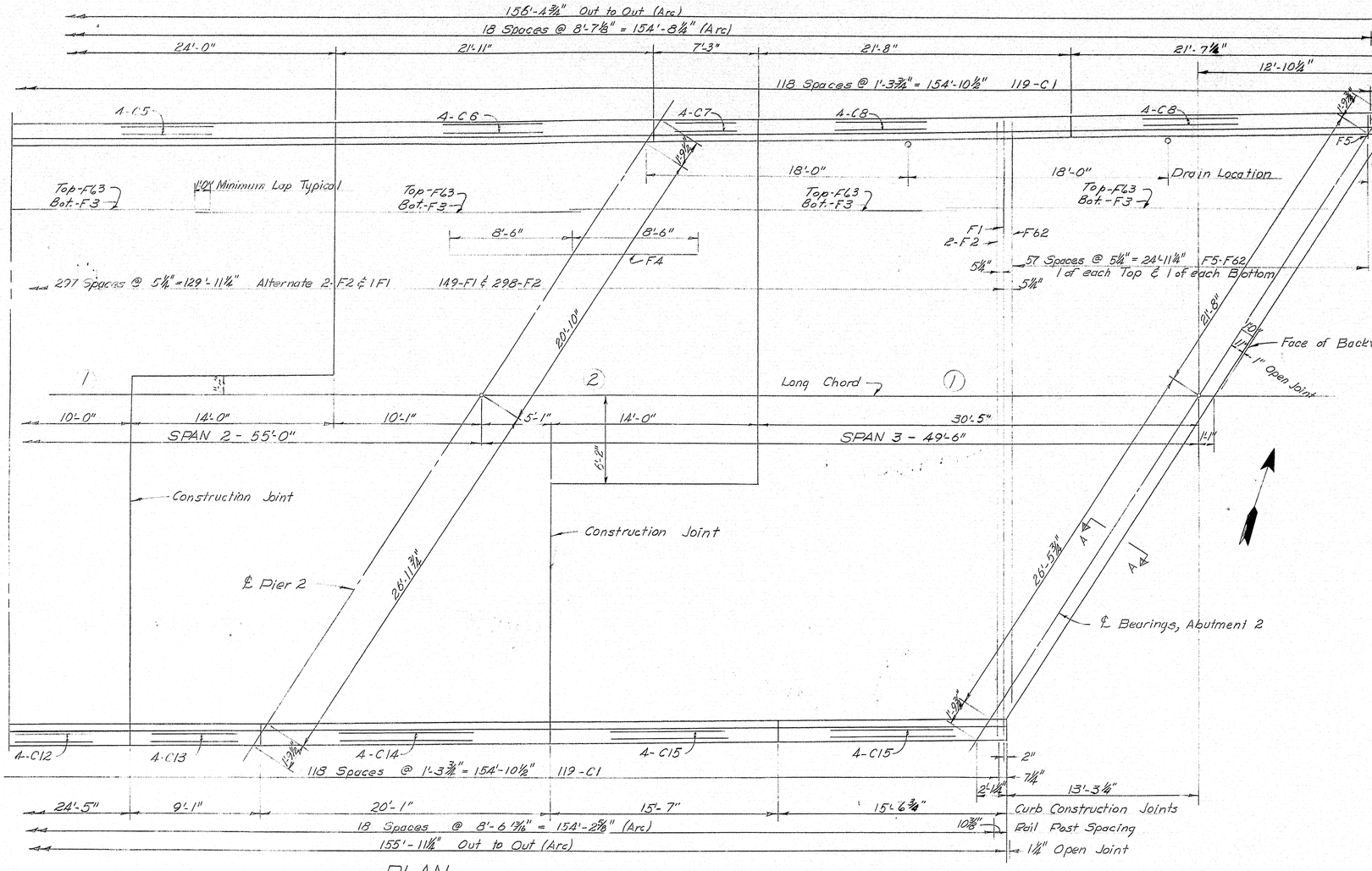
KENNEBEC COUNTY

SUPERSTRUCTURE N.B.

SHEET 26 OF 29 AUGUSTA MAINE JUNE 1963

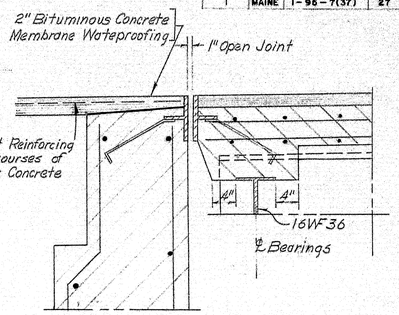
Super. N.B. River Rd. - Benton 90-26

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	27	29



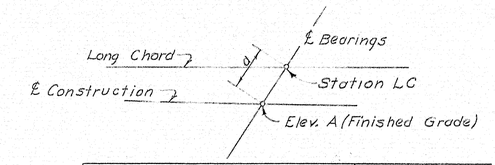
PLAN

All dimensions are horizontal.

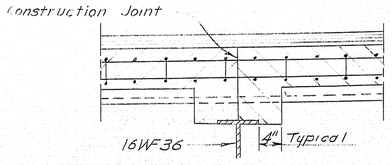


SECTION A-A

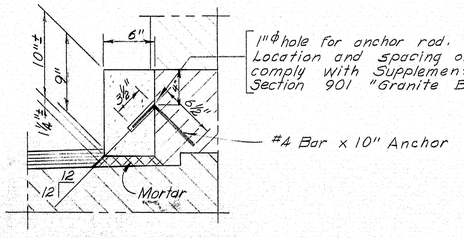
NOTE: Pavement Reinforcing Details - 36" minimum width x 28'-0" 4" x 4" - 10 gage galvanized welded wire mesh. (An equivalent satisfactory to the Engineer, may be substituted if 44-10/10 is not readily available.) Bituminous Concrete, Membrane Waterproofing and Pavement Reinforcing are not a part of this Contract.



℄ BEARINGS	STATION LC	A	a
Abutment 1	1285 + 47.41	150.17	1/4"
℄ Pier 1	1285 + 96.55	150.98	8 1/4"
℄ Pier 2	1286 + 51.55	151.79	8 1/4"
Abutment 2	1287 + 01.42	152.43	1/4"



TYPICAL SLAB CONSTRUCTION JOINT



TYPICAL GRANITE BRIDGE CURB

DESIGN-AHR
TRACE-EB
CHECK-
N.W.T.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

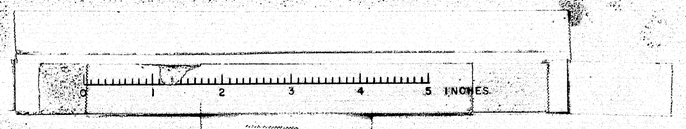
IN THE TOWN OF

BENTON
KENNEBEC COUNTY

SUPERSTRUCTURE NB

SHEET 27 OF 29 AUGUSTA MAINE, JUNE 1963

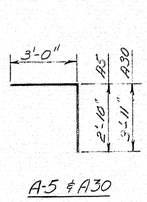
Super. N.B. Riverrd — Benton 90-27



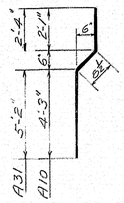
REINFORCING STEEL SCHEDULE - SOUTH BOUND

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	28	29

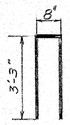
ABUTMENTS



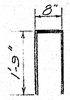
A-5 & A30



A10 & A31



A-19



A-20

ABUTMENT #1

BENT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
A5	#5	34	5'-10"	Breastwall
A10	#5	33	7'-0½"	Backwall
A19	#4	20	7'-2"	Wing Walls
A20	#4	6	4'-2"	End Posts

STRAIGHT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
A1	#6	102	5'-1"	Footing
A2	#6	12	24'-0"	"
A3	#6	12	29'-0"	"
A4	#5	67	3'-0"	"
A6	#5	17	25'-6"	Breastwall & Backwall
A7	#5	17	28'-0"	" "
A11	#5	33	4'-9"	Backwall
A12	#6	33	3'-6"	Approach Slab Seat
A13	#6	52	2'-6"	Footings, both wings
A14	#6	8	11'-8"	" , Southerly Wing
A15	#5	42	2'-4"	" , Both Wings
A16	#5	20	6'-9"	Northerly Wing
A17	#5	8	11'-1"	Southerly Wing
A18	#5	20	9'-8"	Both Wings
A21	#4	4	9'-8"	" "
A22	#4	4	2'-2"	" "
A23	#5	20	7'-4"	Southerly Wing
A24	#5	2	2'-10"	Northerly Wing
A25	#5	8	12'-3"	" "
A27	#6	8	13'-1"	Footing, Northerly Wing

ABUTMENT #2

BENT BARS

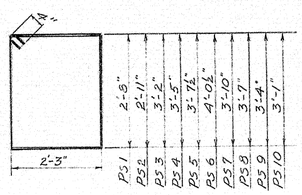
MARK	SIZE	NUMBER	LENGTH	LOCATION
A19	#4	20	7'-2"	Wing Walls
A20	#4	6	4'-2"	End Posts
A30	#5	34	6'-11"	Breastwall
A31	#5	34	8'-2½"	Backwall

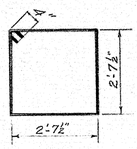
STRAIGHT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
A1	#6	104	5'-1"	Footing
A4	#5	68	3'-0"	"
A6	#5	3	25'-6"	Bridge Seat
A7	#5	3	28'-0"	" "
A11	#5	33	4'-9"	Backwall
A12	#6	34	3'-6"	Slab Seat
A13	#6	52	2'-6"	Ftg., Both Wings
A14	#6	8	11'-8"	" Northerly Wing
A15	#5	42	2'-4"	" , Both Wings
A17	#5	10	11'-1"	Northerly Wing
A18	#5	20	9'-8"	Both Wings
A21	#4	4	9'-8"	" "
A22	#4	4	2'-2"	" "
A23	#5	2	4'-10"	Southerly Wing
A25	#5	10	12'-3"	" "
A26	#5	20	8'-10"	" "
A27	#6	8	13'-2"	Footing, Southerly Wing
A28	#5	20	8'-0"	Northerly Wing
A32	#5	14	25'-0"	Breastwall & Backwall
A33	#5	14	29'-0"	" "
A34	#6	12	25'-3"	Footing
A35	#6	12	29'-0"	"

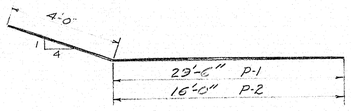
✓ A.B.P.

PIERS





P.S-11



PIER #1

BENT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
PS1	#4	2	10'-6"	Pier Cap
PS2		2	11' "	
PS3		2	11'-6"	
PS4		2	12'-0"	
PS5		48	12'-5"	
PS6		40	13'-3"	
PS7		2	12'-10"	
PS8		2	12'-4"	
PS9		2	11'-10"	
PS10		2	11'-4"	
PS11	#4	78 86	11'-2"	Columns
P1	#8	7	33'-6"	Btm. Pier Cap
P2	#8	7	20'-0"	"

STRAIGHT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
P3	#6	8	26'-6"	Sides Pier Cap
P5	#8	8	26'-6"	Top Pier Cap
P6	#9	6	26'-6"	"
P11	#6	48	5'-6"	Footings
D+2	#8 #9	64	9'-8"	Dowels, Ftg.
P22	#8	16	15'-6"	Columns
P23	#8	16	16'-6"	"
P24	#8	16	18'-6"	"
P25	#8	16	17'-6"	"

PIER #2

BENT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
PS1	#4	2	10'-6"	Pier Cap
PS2		2	11'-0"	
PS3		2	11'-6"	
PS4		2	12'-0"	
PS5		48	12'-5"	
PS6		40	13'-3"	
PS7		2	12'-10"	
PS8		2	12'-4"	
PS9		2	11'-10"	
PS10		2	11'-4"	
PS11	#4	84 76	11'-2"	Columns
P1	#8	7	33'-6"	Btm. Pier Cap
P2	#8	7	20'-0"	"

STRAIGHT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
P3	#6	F	26'6"	Sides Pier Cap
P5	#8	8	26'-6"	Top Pier Cap
P6	#9	6	26'-6"	"
P11	#6	48	5'-6"	Footings
P26	#8	64	21'-0"	Columns
D+1	#8	64	8'-5"	Dowels, Ftg.

✓ T.H.K.

CURB

BENT BARS

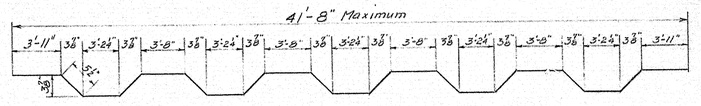
MARK	SIZE	NUMBER	LENGTH	LOCATION
C1	#4	244	7'-2"	Curb Stirrups

STRAIGHT BARS

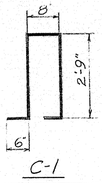
MARK	SIZE	NUMBER	LENGTH	LOCATION
C2	#4	8	12'-3"	Curb - (Long.)
C3		8	13'-1"	
C4		4	9'-5"	
C5		4	22'-10"	
C6	#4	4	23'-1"	Curb (Long.)
C7	#4	4	3'-10"	" "
C8	#4	8	23'-7"	Curb (Long.)
C9		8	21'-9"	
C10		4	6'-0"	
C11		4	23'-6"	
C12		4	23'-10"	
C13		4	7'-9"	
C14		4	24'-5"	
C15	#4	8	13'-8"	Curb (Long.)

✓ T.H.W.T.

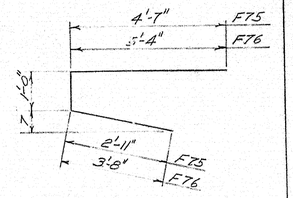
SUPERSTRUCTURE



F-1



C-1



F75 & F76

SUPERSTRUCTURE

BENT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
F1	#5	147	43'-0"	Slab, Trans.
F75	#5	4	8'-6"	Slab Bracket, Span 1
F76	#5	4	10'-0"	Slab Bracket, Span 3

STRAIGHT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
F2	#5	296	42'-8"	Slab Trans.
F3	#5	336	27'-5"	" Long.
F4	#4	282	27'-5"	" "
F5	#5	88	17'-0"	" over piers
F6		4	1'-5"	Trans. Ends
F7			2'-2"	
F8			2'-9"	
F9			3'-3"	
F10			3'-10"	
F11			4'-5"	
F12			5'-0"	
F13			5'-7"	
F14			6'-2"	
F15			6'-9"	
F16			7'-4"	
F17			7'-11"	
F18			8'-5"	
F19			9'-0"	
F20			9'-7"	
F21			10'-1"	
F22		4	10'-8"	
F23		6	11'-3"	
F24		4	12'-1"	
F25			12'-8"	
F26			13'-3"	
F27			13'-10"	
F28			14'-5"	
F29			15'-0"	
F30			15'-7"	
F31			16'-2"	
F32			16'-9"	
F33			17'-4"	
F34			17'-11"	
F35			18'-6"	
F36			19'-1"	
F37			19'-8"	
F38			20'-3"	
F39			20'-10"	
F40			21'-5"	
F41			22'-0"	
F42			22'-7"	
F43			23'-2"	
F44			23'-8"	
F45			24'-3"	
F46			24'-10"	
F47			25'-5"	
F48	#5	4	26'-0"	Slab, Trans., Ends

STRAIGHT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
F49	#5	4	26'-6"	Slab, Trans., Ends
F50			27'-1"	
F51			27'-8"	
F52			28'-3"	
F53			28'-10"	
F54			29'-4"	
F55			29'-11"	
F56		4	30'-6"	
F57		6	31'-1"	
F58		4	31'-10"	
F59			32'-5"	
F60			33'-0"	
F61			33'-7"	
F62			34'-2"	
F63			34'-9"	
F64			35'-4"	
F65			35'-11"	
F66			36'-6"	
F67			37'-1"	
F68			37'-7"	
F69			38'-2"	
F70			38'-9"	
F71			39'-5"	
F72			40'-0"	
F73			40'-6"	
F74	#5	4	41'-1"	Slab, Trans., Ends

✓ N.W.T.

APPROACH SLABS

MARK	SIZE	NUMBER	LENGTH	LOCATION
AS 1	#6	312	14'-8"	(Long. both slabs)
AS 2	#4	32	24'-6"	(Trans. @ A"1") Spliced
AS 3	#4	32	25'-2"	(Trans @ A"2) Spliced

✓ A.B.P.

NOTES

DIMENSIONS ARE TO ℄ OF BARS.
ALL REINFORCING STEEL SHALL BE INTERMEDIATE GRADE.

Note: As built revisions shown in Black ink. 9-24-64 E. Barnard

DESIGN- H.S.A.
TRACE- FBE
CHECK- AS NOTED

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

IN THE TOWN OF

BENTON

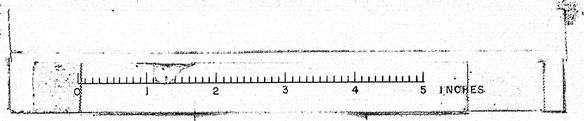
KENNEBEC COUNTY

REINFORCING STEEL SCHEDULE SB

SHEET 28 OF 29 AUGUSTA, MAINE JUNE 1963

Reinf. Steel Sche. S.B. - River Rd 90-28

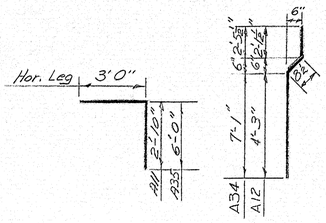
C. B. CO., NO. 44-302 88810



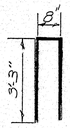
REINFORCING STEEL SCHEDULE NORTH BOUND

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(37)	29	29

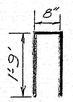
ABUTMENTS



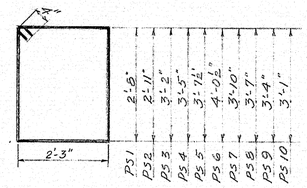
A-19

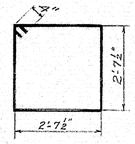


A23

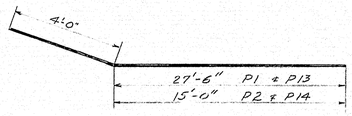


PIERS

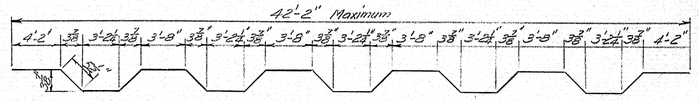




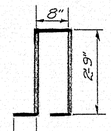
P S 11



SUPERSTRUCTURE



F-1



C-1

ABUTMENT #1

BENT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
A 11	#5	33	5'-10"	BREASTWALL
A 12	#5	32	7'-1"	BACKWALL
A 19	#4	20	7'-2"	WINGS
A 23	#4	6	4'-2"	END POSTS
STRAIGHT BARS				
A 1	#6	24	25'-0"	FOOTING (Spliced)
A 3	#6	98	5'-0"	"
A 4	#5	66	3'-0"	FOOTING
A 5	↓	8	76'-0"	BREASTWALL
A 6		8	23'-9"	BREASTWALL
A 9		6	27'-0"	BACKWALL
A 10		6	23'-9"	"
A-13	#5	33	5'-0"	"
A-15	#6	31	3'-6"	BACKWALL
A-16	#6	8	11'-8"	SOUTH WING
A 17	#5	40	2'-4"	BOTH WINGS
A 18	↓	20	1'-6"	SOUTH WING
A 20		8	11'-0"	SOUTH WING
A 21	#5	14	9'-8"	BOTH WINGS
A 22	#4	4	2'-2"	END POSTS
A 24	#4	8	9'-9"	BOTH WINGS
A 25	#6	52	2'-6"	BOTH WINGS
A 27	#6	8	12'-10"	NORTH WING
A 28	#5	8	12'-0"	" "
A 29	#5	20	6'-10"	NORTH WING

V A.B.P

ABUTMENT #2

BENT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
A 19	#4	36	7'-2"	WINGS
A 23	#4	6	4'-2"	END POSTS
A 34	#5	33	10'-3"	BREASTWALL
A 35	#5	34	9'-0"	BREASTWALL
P S 11	#4	8	11'-2"	STRS. USED IN WINGWALL & WING FOOTING
STRAIGHT BARS				
A 22	#4	4	2'-2"	END POSTS
A 30	#6	32	26'-0"	FOOTING
A 32	#6	100	6'-6"	FOOTING
A 36	#5	33	5'-0"	BACKWALL
A 37	↓	12	27'-4"	BREASTWALL
A 38		12	23'-6"	BREASTWALL
A 39		6	25'-0"	BACKWALL
A 40	#5	6	26'-0"	BACKWALL
A 41	#6	8	20'-11"	FOOTING - SOUTH WING
A 42	#6	6	8'-0"	SOUTH WING
A 43	#6	8	15'-0"	NORTH WING
A 44	#5	8	17'-6"	BOTH WINGS
A 45	#4	8	17'-6"	" "
A 46	#7	6	6'-0"	NORTH WING
A 48	#8	8	6'-0"	BREASTWALL
A 49	#5	6	6'-3"	NORTH WING
A 50	#7	14	10'-0"	BOTH WINGS
A 52	#7	7	15'-0"	NORTH WINGS
A 53	#5	36	10'-3"	NORTH WING
A 56	↓	7	19'-11"	SOUTH WING
A 57	#5	8	17'-6"	BOTH WINGS
A 58	#6	8	20'-3"	NORTH WING FOOTING
A 60	#5	1	15'-11"	NORTH WING
A 25	#6	36	2'-6"	FOOTINGS - BOTH WINGS
A 4	#5	67	3'-0"	FOOTING
A 17	#5	81	2'-4"	BOTH WINGS
A 15	#6	32	3'-6"	BACKWALL
A 61	#5	3	7'-0"	SOUTH WING
A 62	#7	7	10'-0"	" "
A 63	#7	8	6'-0"	BREASTWALL

PIER #1

BENT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
P S 1	#4	2	10'-6"	Pier Cap
P S 2	↑	2	11'-0"	↑
P S 3		2	11'-6"	
P S 4		2	12'-0"	
P S 5		44	12'-5"	
P S 6		38	13'-3"	
P S 7		2	12'-10"	
P S 8		2	12'-4"	
P S 9		2	11'-10"	
P S 10		2	11'-4"	Pier Cap
P S 11	#4	98 104	11'-2"	Columns
P 1	#8	4	31'-6"	Pier Cap
P 2	#8	4	19'-0"	↓
P 13	#7	3	31'-6"	↑
P 14	#7	3	19'-0"	Pier Cap
STRAIGHT BARS				
P 3	#6	8	25'-0"	Pier Cap (Sides)
P 5	#8	10	25'-0"	" (Top)
P 6	#9	4	25'-0"	" "
P 11	#6	48	5'-6"	Footings
D 3	#9	16	12'-8"	Dowels (Ftg)
D 4	#9	32	13'-8"	"
D 5	#9	16	14'-8"	"
P 15	#8	64	22'-0"	Columns

PIER #2

BENT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
P S 1	#4	2	10'-6"	Pier Cap
P S 2	↑	2	11'-0"	↑
P S 3		2	11'-6"	
P S 4		2	12'-0"	
P S 5		44	12'-5"	
P S 6		38	13'-3"	
P S 7		2	12'-10"	
P S 8		2	12'-4"	
P S 9		2	11'-10"	
P S 10		2	11'-4"	Pier Cap
P S 11	#4	65	11'-2"	Columns
P 1	#8	4	31'-6"	Pier Cap
P 2	#8	4	19'-0"	↓
P 13	#7	3	31'-6"	↑
P 14	#7	3	19'-0"	Pier Cap
STRAIGHT BARS				
P 3	#6	8	25'-0"	Pier Cap (Sides)
P 5	#8	10	25'-0"	" (Top)
P 6	#9	4	25'-0"	" "
P 11	#6	48	5'-6"	Footings
D 1	#8	64	8'-0"	Dowels (Ftg.)
P 18	#8	16	19'-4"	Columns
P 19	#8	16	18'-4"	"
P 20	#8	16	17'-4"	"
P 21	#8	16	16'-4"	"

V T.H.K.

SUPERSTRUCTURE

BENT BARS

MARK	SIZE	NUMBER	LENGTH	LOCATION
F 1	#5	149	43'-6"	SLAB
C 1	#4	238	7'-2"	CURBS
STRAIGHT BARS				
F 2	#5	298	42'-8"	SLAB
F 3	↑	336	26'-9"	↑
F 4		88	17'-0"	
F 5		6	1'-8"	
F 6		4	2'-4"	
F 7			3'-0"	
F 8			3'-8"	
F 9			4'-4"	
F 10			5'-1"	
F 11			5'-9"	
F 12			6'-5"	
F 13			7'-1"	
F 14			7'-10"	
F 15			8'-6"	
F 16			9'-2"	
F 17			9'-10"	
F 18			10'-6"	
F 19			11'-2"	
F 20			11'-11"	
F 21			12'-7"	
F 22			13'-3"	
F 23			13'-11"	
F 24			14'-7"	
F 25			15'-4"	
F 26			16'-0"	
F 27			16'-8"	
F 28			17'-4"	
F 29			18'-1"	
F 30			18'-9"	
F 31			19'-5"	
F 32			20'-1"	
F 33			20'-9"	
F 34			21'-5"	
F 35			22'-2"	
F 36			22'-10"	
F 37			23'-6"	
F 38			24'-2"	
F 39			24'-10"	
F 40			25'-7"	
F 41			26'-3"	
F 42			26'-11"	
F 43			27'-7"	
F 44			28'-4"	
F 45			29'-0"	
F 46	↓	↓	29'-8"	↓
F 47	#5	4	30'-4"	SLAB

V N.W.T.

MARK	SIZE	NUMBER	LENGTH	LOCATION
STRAIGHT BARS				
F 48	#5	4	31'-0"	SLAB
F 49	↑	↑	31'-9"	↑
F 50			32'-5"	
F 51			33'-1"	
F 52			33'-9"	
F 53			34'-5"	
F 54			35'-1"	
F 55			35'-10"	
F 56			36'-6"	
F 57			37'-2"	
F 58			37'-10"	
F 59			38'-7"	
F 60			39'-3"	
F 61			39'-11"	
F 62	#5	4	40'-7"	SLAB
C 2	#4	8	14'-11"	CURB
C 3	↑	4	19'-11"	↑
C 4		↑	8'-10"	
C 5			23'-3"	
C 6			21'-7"	
C 7		4	6'-11"	
C 8		8	21'-3"	
C 9		8	21'-0"	
C 10		4	6'-8"	
C 11		↑	21'-2"	
C 12			24'-1"	
C 13			8'-9"	
C 14	↓	4	19'-9"	↓
C 15	#4	8	15'-3"	CURB
F 63	#4	270	26'-9"	Slab

V N.W.T.

APPROACH SLABS

A S 1	#6	310	14'-8"	(Long Tot. Slab)
A S 4	#4	36	23'-2"	(Thru ... A") spliced
A S 5	#4	36	23'-8"	(... A"2) spliced

V A.B.P

NOTES

DIMENSIONS ARE TO ℄ OF BARS.
ALL REINFORCING STEEL SHALL BE INTERMEDIATE GRADE.

Note: As built revisions shown in Black Ink. 9-26-66 E. Barnard.

DESIGN- A.R. DET- J.F.M.
TRACE- J.F.M.
CHECK- As Noted

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95 over RIVER ROAD

IN THE TOWN OF

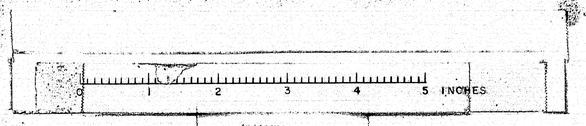
BENTON

KENNEBEC COUNTY

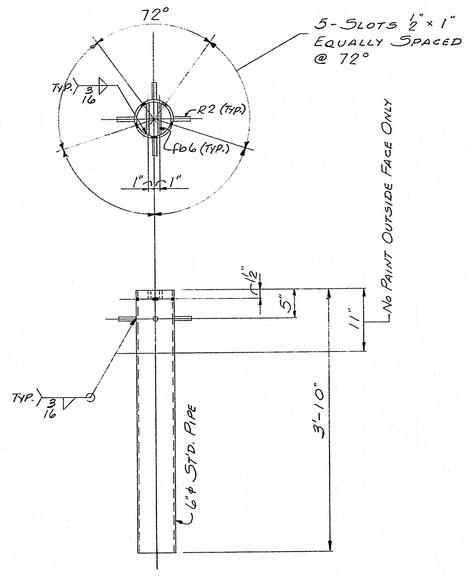
REINFORCING STEEL SCHEDULE NB

SHEET 29 OF 29 AUGUSTA MAINE JUNE 1963

90-29



SHIP MARK	NO.	MARK	SHAPE	LENGTH		WT.	REMARKS
			BILL OF MATERIAL				DWG. B63-202-510
DP1	8		6"ϕ STD. PIPE	3	10		
	16	F06	BAR-1'2"x'2	0	6		FIT
	32	R2	1/2" RE BAR	0	3		



8-DP1

SHOP CONNECTIONS: WELD (E70 ELECTRODE)
FIELD CONNECTIONS: ———
HOLES: AS NOTED
PAINT: STATE OF MAINE SPEC'S.

APP'D. - 2-12-64

DRAINS - SOUTHBOUND & NORTHBOUND

PRINT ISSUE		
3	DIST.	2-13-64
5	SHOP	2-6-64
2	F.A.	1-22-64
DRAWN	1-22-64	R.A.M.
REVISION		
REVISION		
REVISION		

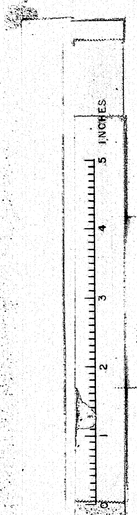
Bancroft & Martin Rolling Mills Company
Brewer, Maine

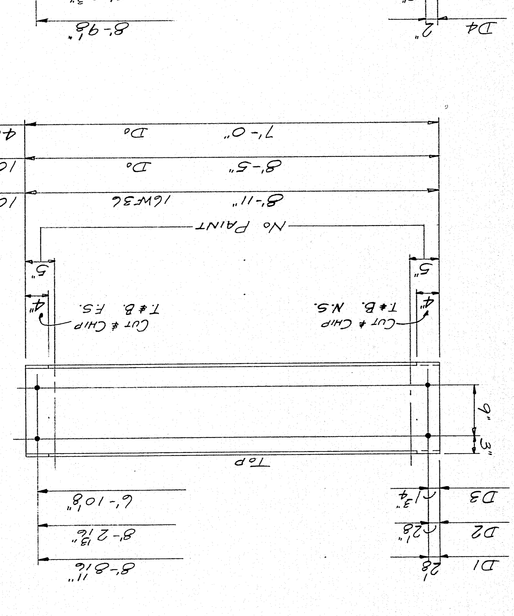
INT. #95 OVER RIVER ROAD
BENTON, MAINE

CUSTOMER SEAWARD CONST. CO.
DESIGNER STATE HIGHWAY COMM.

ORDER VERBAL DWG. B63-202-510

30-29 A





SHIP MARK	BILL OF MATERIAL NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
D1	10		16WF36	8 11		A7 or A36
D2	10		D₀	8 5		
D3	40		D₀	7 0		
D4	10		15n 33.9	8 11		
D5	10		D₀	8 5		
D6	21		D₀	7 0		

DWG. B63-202-S9

SHOP CONNECTIONS: ——
FIELD CONNECTIONS: ¾" ϕ MACH. BOLT & WELD
HOLES: 13/16" ϕ
PAINT: STATE OF MAINE SPEC'S.

App'd. 2-12-64

DIAPHRAGMS-SOUTHBOUND & NORTHBOUND

PRINT ISSUE		
3	Dist.	2-13-64
5	Shop	2-6-64
2	F.A.	1-22-64

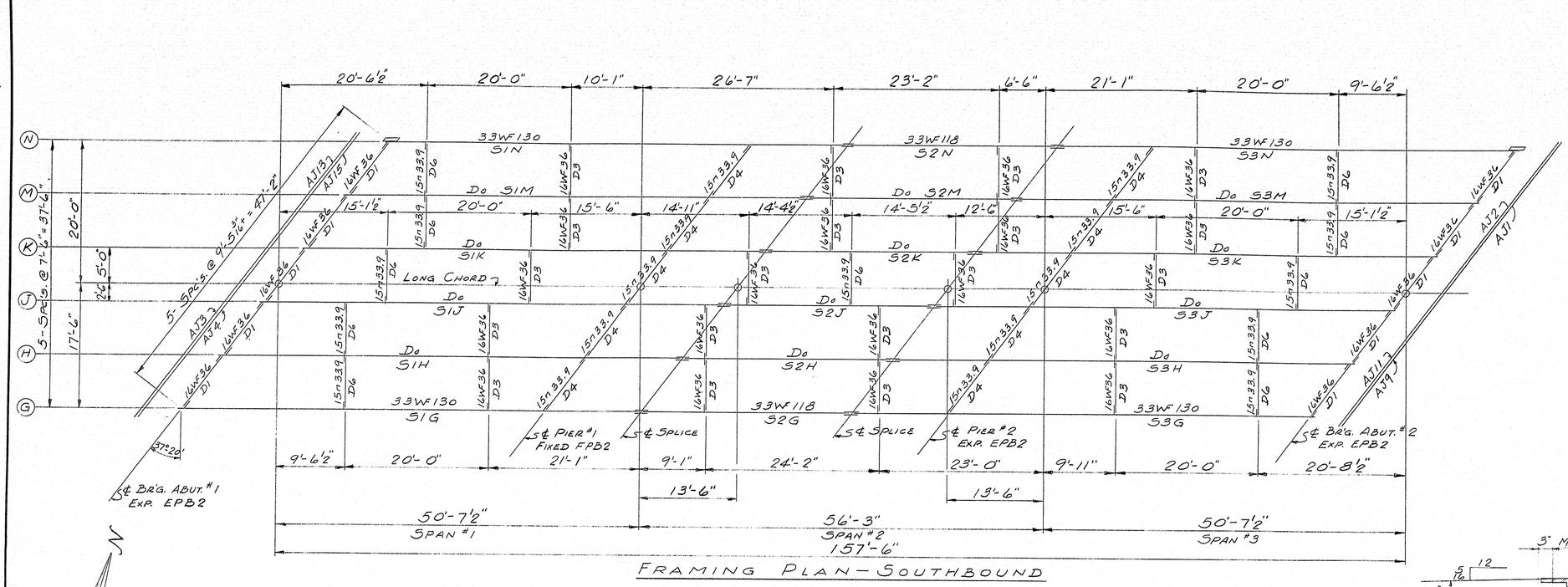
DRAWN	1-21-64 P.A.M.
REVISION	
REVISION	
REVISION	

Hancock & Main Building Office Company
Brewer, Maine

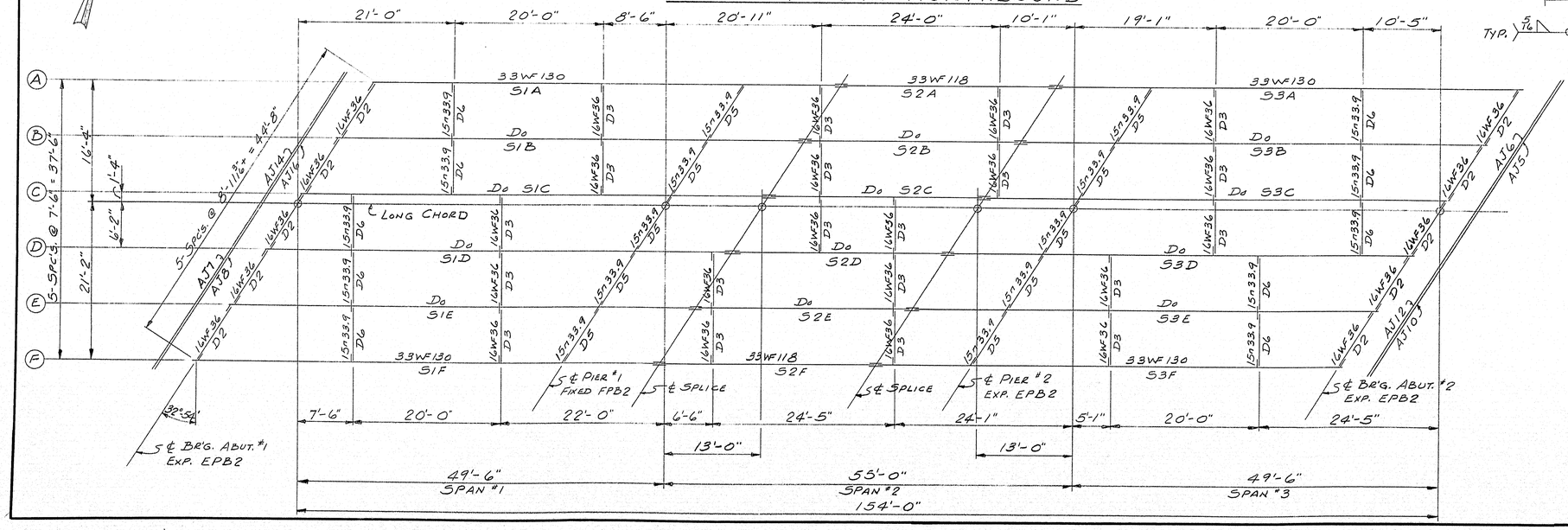
INT. #95 OVER RIVER ROAD
BENTON, MAINE

CUSTOMER Seaward Const. Co.
DESIGNER State Highway Comm.
ORDER Verbal DWG. B63-202-S9

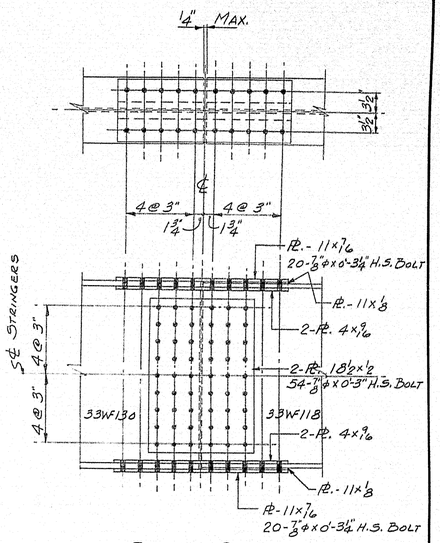
90-29 B



FRAMING PLAN—SOUTHBOUND

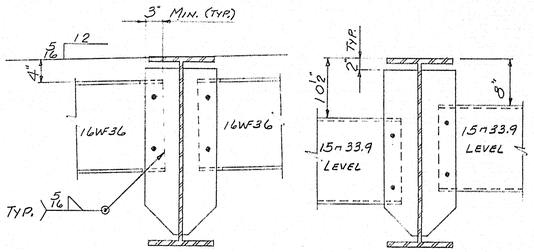


FRAMING PLAN—NORTHBOUND



SPLICE DETAIL

SET STRINGERS TO SLOPE DIAGRAM DRWG. B63-202-E2, BEFORE DRILLING & REAMING.



DIAPHRAGM DETAILS

SEE DRW'G. #B63-202-E2 FOR GENERAL NOTES

SHOP CONNECTIONS: WELD (E70 ELECTRODE)
FIELD CONNECTIONS: ⅞ø H.S. BOLT
HOLES: 15/16" ø
PAINT: STATE OF MAINE SPEC'S.

APP'D. 2-12-64

FRAMING PLANS - SOUTHBOUND & NORTHBOUND

PRINT ISSUE		
3	DIST.	2-13-64
1	SHOP	2-13-64
2	F.A.	1-22-64
DRAWN	2-26-63	R.A.M.
REVISION		
REVISION		
REVISION		

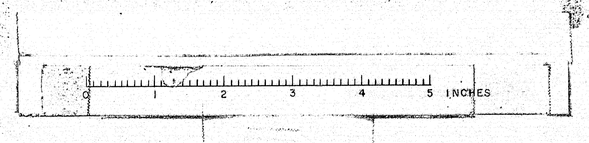
Bancroft & Martin Rolling Mills Company
Brewer, Maine

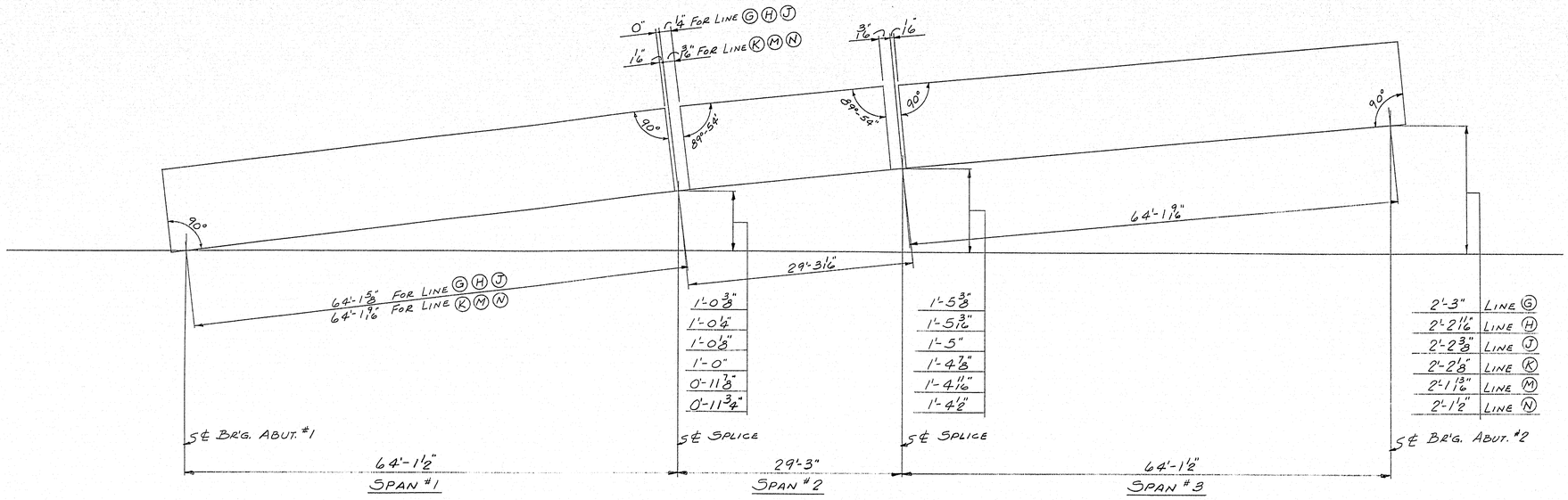
INT. #95 OVER RIVER ROAD
BENTON, MAINE

CUSTOMER SEAWARD CONST. CO.
DESIGNER STATE HIGHWAY COMM.

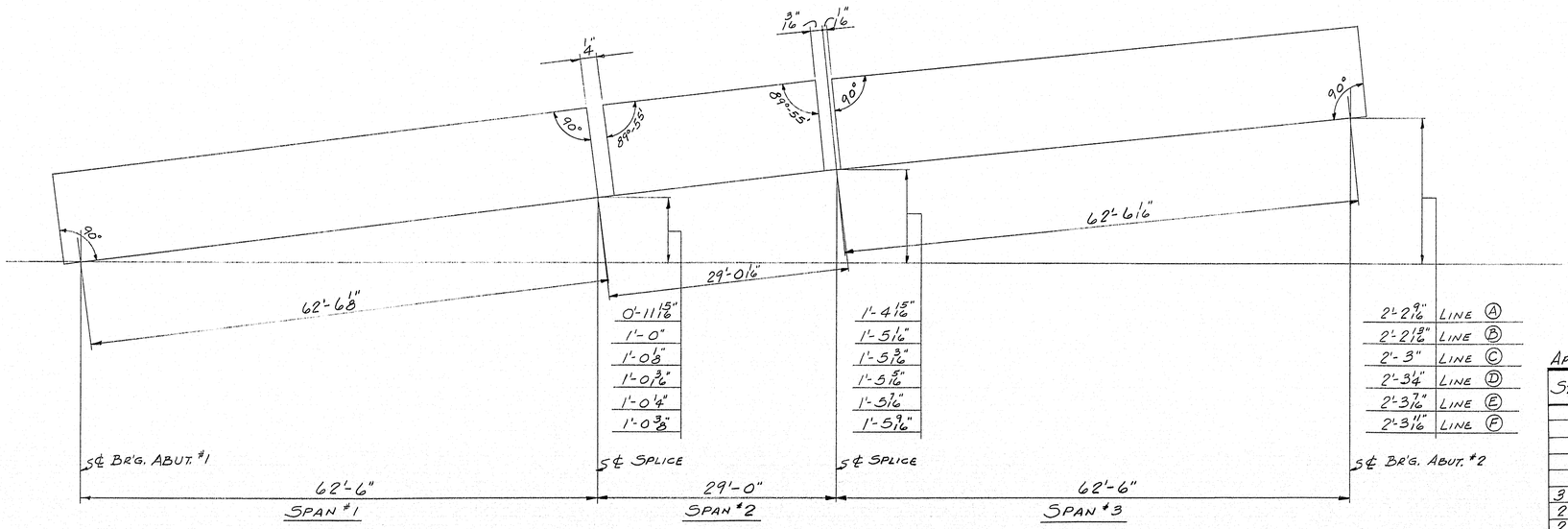
ORDER VERBAL DWG. B63-202-E1

90-29C





STRINGER DIAGRAM FOR SPLICING - SOUTHBOUND



STRINGER DIAGRAM FOR SPLICING - NORTHBOUND

NOTES

STEEL FOR STRINGERS, & SPLICE PLS. SHALL BE ASTM A36. ALL OTHER STEEL TO BE ASTM A36 OR A7.

BOLTS FOR SPLICES SHALL BE ASTM A325, 7/8" ϕ HEX HEAVY STRUCT. BOLTS WITH HEAVY SEMI-FINISHED HEX NUTS & ONE HARDENED ROUND WASHER.

HOLES IN STRINGERS ARE FOR H.S. BOLTS. THEY ARE TO BE FREE FROM BURRS. THERE SHALL BE NO PAINT WITHIN 3" OF SUCH OPEN HOLES. SUB PUNCH OR DRILL 1 1/16" ϕ; REAM ASSEMBLED (NO TEMPLATES) PARTS TO 15/16" ϕ OR DRILL FROM SOLID FOR FIELD CONNECTION. MATCHMARK ALL CONNECTING PARTS BEFORE DISASSEMBLING. SUPPLY ENGINEER WITH A DIAGRAM OF MATCHMARKS.

STRINGERS TO BE SET TO GRADE BEFORE DRILLING & REAMING SPLICES.

SHOP CONNECTIONS: WELD (E70 ELECTRODE)
FIELD CONNECTIONS: 7/8" ϕ H.S. BOLT
HOLES: 15/16" ϕ
PAINT: STATE OF MAINE SPEC'S.

APP'D. 2-12-64

STRINGER DIAGRAMS FOR SOUTHBOUND & NORTHBOUND

PRINT ISSUE		
3	DIST.	2-13-64
2	SHOP	2-13-64
2	F.A.	1-22-64
DRAWN	12-27-63	R.A.M.
REVISION		
REVISION		
REVISION		

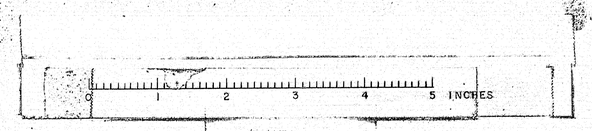
Bancroft & Martin Rolling Mills Company
Brewer, Maine

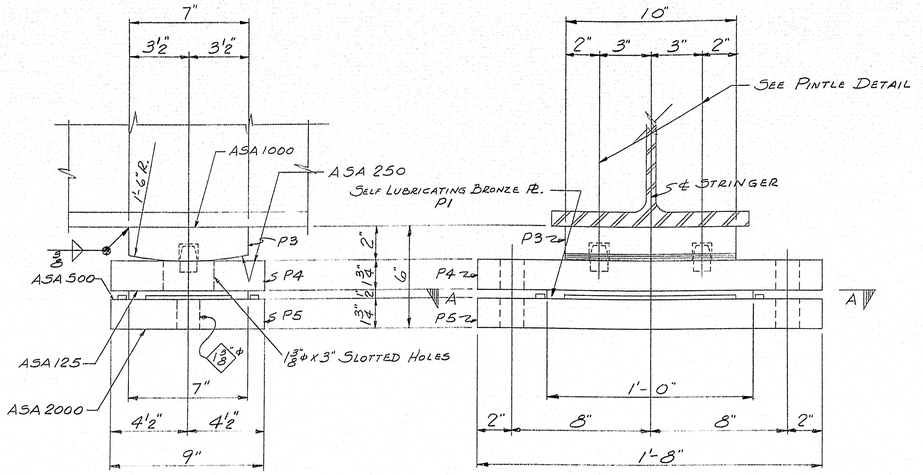
INT. #95 OVER RIVER ROAD
BENTON, MAINE

CUSTOMER SEAWARD CONST. CO.
DESIGNER STATE HIGHWAY COMM.

ORDER VERBAL DWG. B63-202-E2

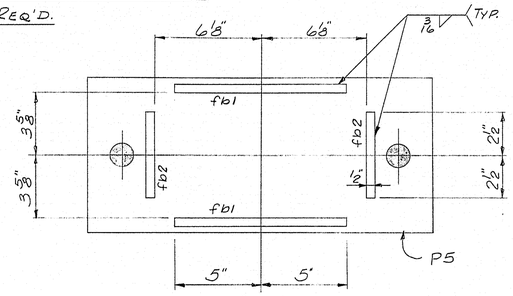
90-29 D



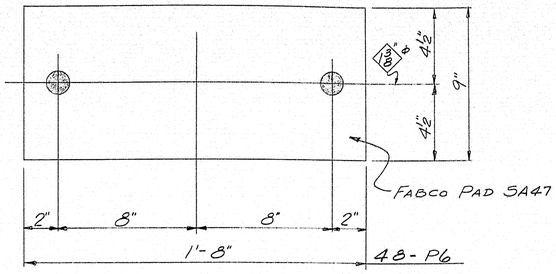


EXPANSION PEDESTAL - MARK EPB2

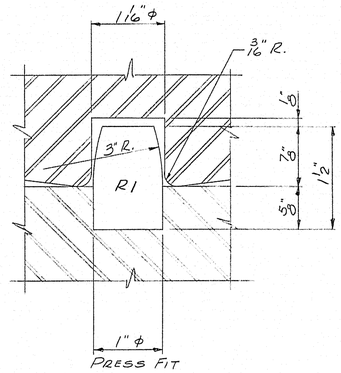
36 - REQ'D.



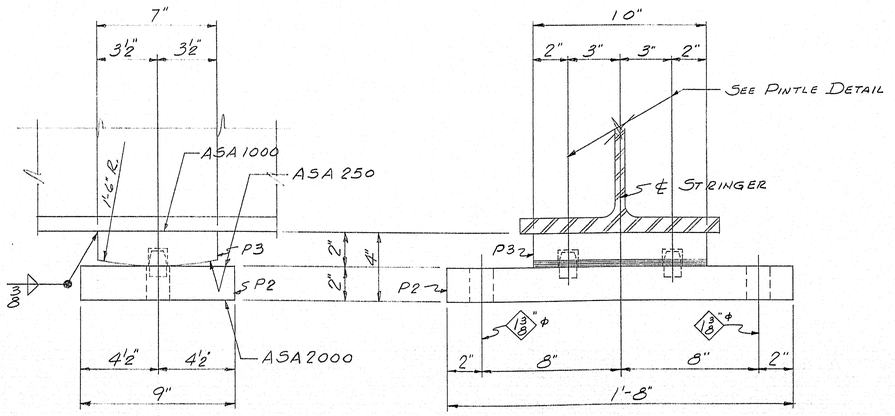
"AA"



48 - P6

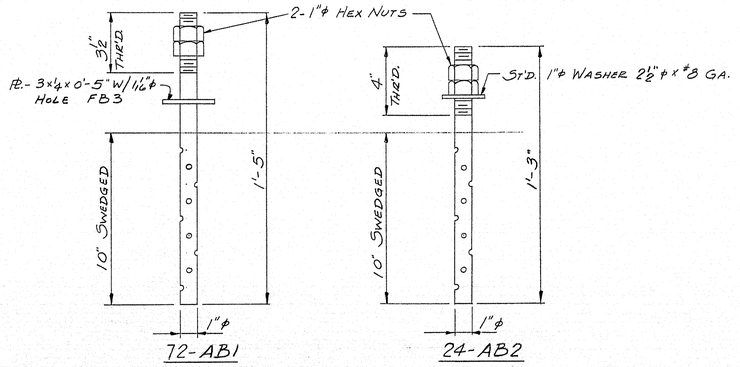


PINTLE DETAIL



FIXED PEDESTAL - MARK FPB2

12 - REQ'D.



SHIP MARK	NO.	MARK	BILL OF MATERIAL SHAPE	LENGTH		WT.	REMARKS
EPB2	36		Bearings				
FPB2	12		Do				
P2	12		PL- 9 x 2 x	1	8		Machined A36
P3	48		PL- 7 x 2 x	0	10		Do A36
P4	36		PL- 9 x 1¾ x	1	8		Do A36
P5	36		Do	1	8		Do A36
	96	R1	Rod- 1"ϕ x	0	1'2		Do A36
P1	36		PL- 7 x ½ x	1	0		Lubrite self lubricating Bronze R. Req.# 8123
P6	48		9 x ⅝ x	1	8		Fabco Pad SA47
	72	fb1	Bar- ½ x 1¼ x	0	10		A36
	72	fb2	Do	0	5		A36
AB1	72		Rod- 1"ϕ	1	5		Thr'd. & Swedged A36
AB2	24		Do	1	3		Do A36
FB3	72		Bar- 3 x ¼	0	5		A36
Field	24		1"ϕ Washer				A36
	192	Shop	1"ϕ Hex Nut				

Req. 8570 for all items except Lubrite Plates.

SHOP CONNECTIONS: Weld (E70 electrode)
FIELD CONNECTIONS: Weld & Bolt
HOLES: As noted
PAINT: State of Maine spec's.

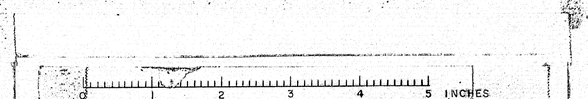
App'd. 2-12-64

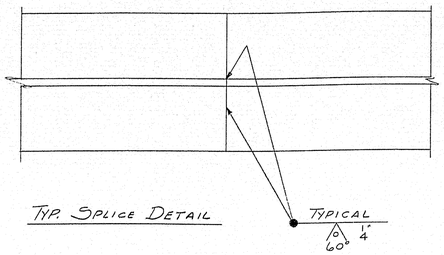
PRINT ISSUE		
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4	Port	1-31-64
2	F.A.	1-22-64
DRAWN	12-30-63	R.A.M.
REVISION		
REVISION		
REVISION		

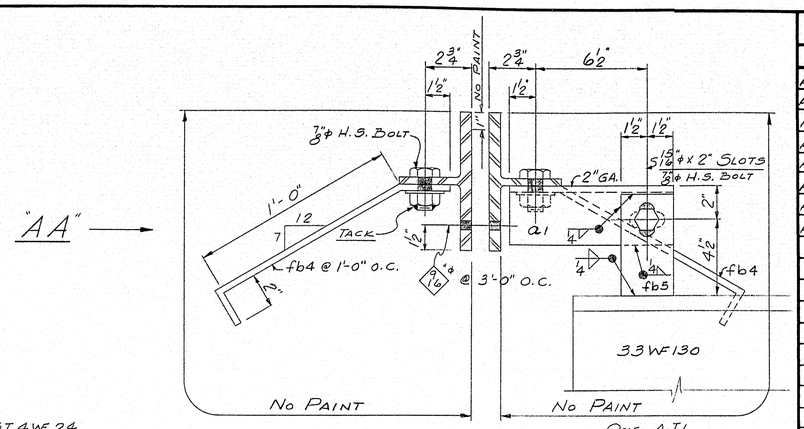
Bancroft & Martin Inc.
Brewer, Maine
Int. #95 Over River Road
Benton, Maine

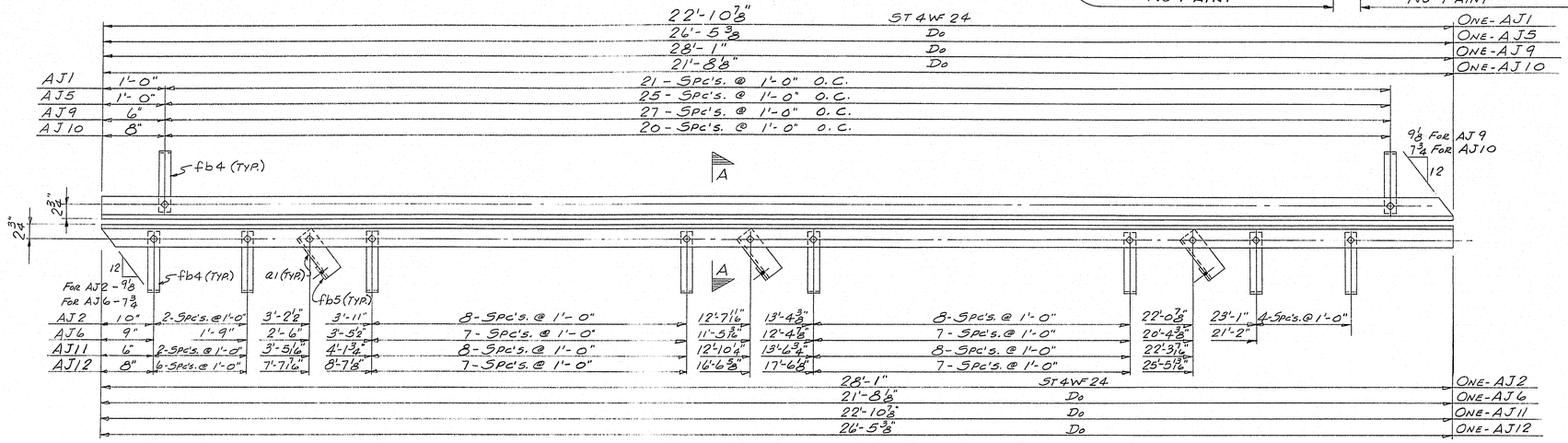
CUSTOMER Seaward Const. Co.
DESIGNER State Highway Comm.
ORDER Verbal DWG. B63-202-51

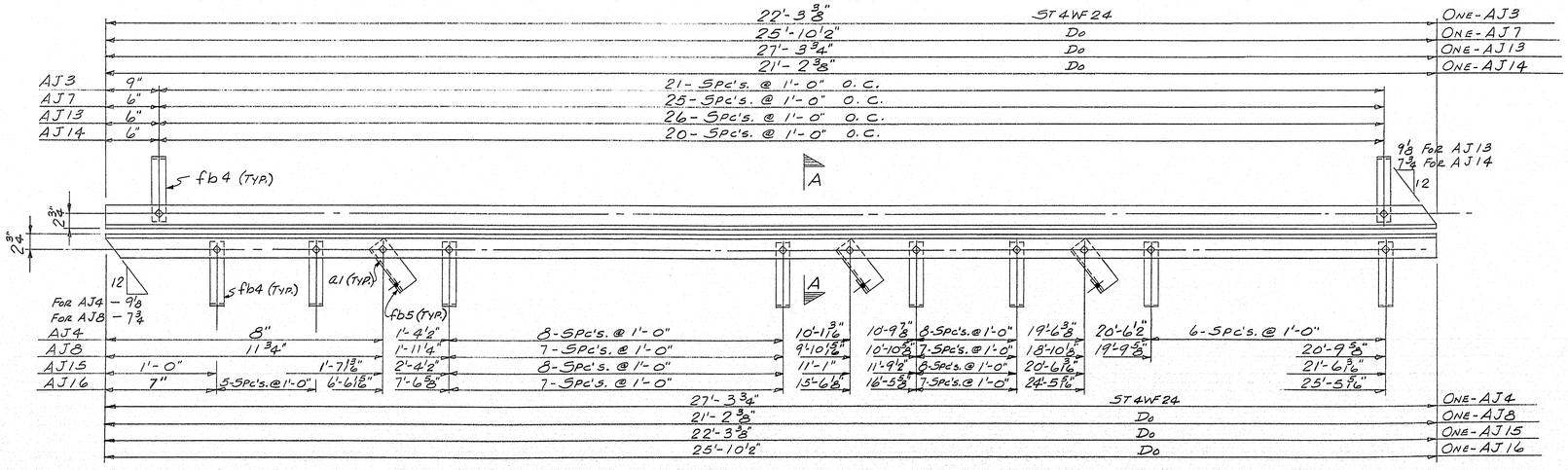
Bearing Details











SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
AJ1	1		ST4WF24	22 10⅞		A7 OR A36
AJ2	1		Do	28 1		
AJ3	1		Do	22 3⅜		
AJ4	1		Do	27 3¾		
AJ5	1		Do	26 5⅜		
AJ6	1		Do	21 8⅛		
AJ7	1		Do	25 10½		
AJ8	1		Do	21 2⅜		
	24	a1	¼-3½x3½x⅜	0 9½		
	368	fb4	BAR-2½x⅜	1 5		BENT
	24	fb5	BAR-3x⅜	0 6½		
	416	SHOP	⅞ϕ H.S. BOLT	0 24		HEAVY NUTS A325
	416	Do	⅞ϕ H.S. WASHER			A325
AJ9	1		ST4WF24	28 1		A7 OR A36
AJ10	1		Do	21 8⅛		
AJ11	1		Do	22 10⅞		
AJ12	1		Do	26 5⅜		
AJ13	1		Do	27 3¾		
AJ14	1		Do	21 2⅜		
AJ15	1		Do	22 3⅜		
AJ16	1		Do	25 10½		

BILL OF MATERIAL DWG. B63-202-52

SHOP CONNECTIONS: ⅞ϕ H.S. BOLT
FIELD CONNECTIONS: WELD
HOLES: 15/16ϕ U.N.
PAINT: STATE OF MAINE SPEC'S.

APP'D. AS NOTED

ARMORED JOINTS FOR SOUTHBOUND & NORTHBOUND

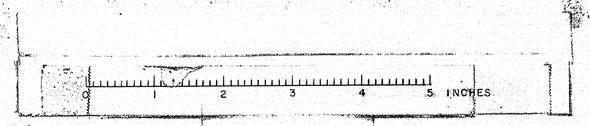
PRINT ISSUE		
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5	SHOP	2-6-64
5	SHOP	2-3-64
2	F.A.	1-22-64
DRAWN	1-10-64	R.A.M.
REVISION	2-5-64	R.A.M.
REVISION		
REVISION		

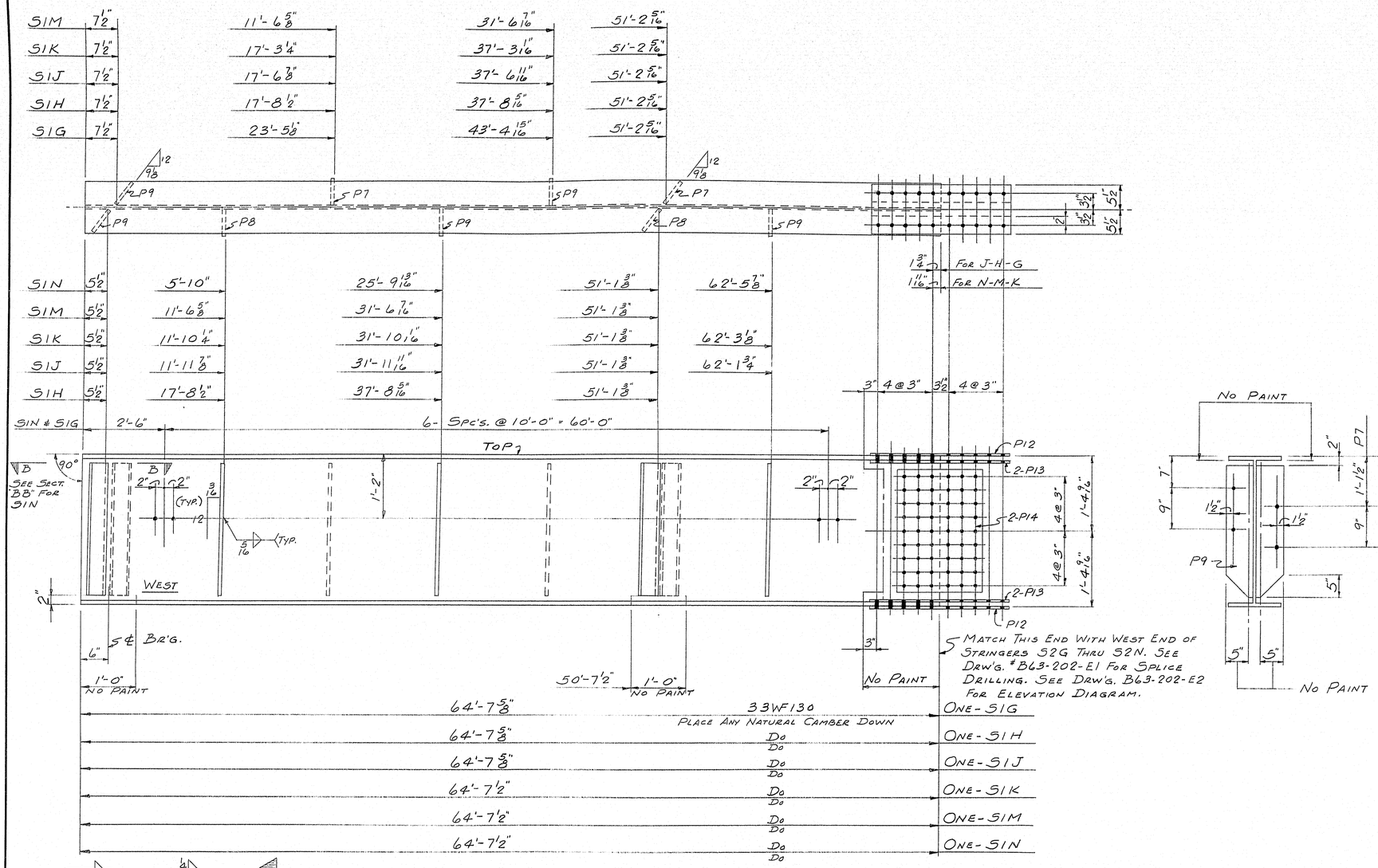
Bancroft & Martin Inc.
Brewer, Maine

INT. #95 OVER RIVER ROAD
BENTON, MAINE

CUSTOMER SEAWARD CONST. CO.
DESIGNER STATE HIGHWAY COMM.

ORDER VERBAL DWG. B63-202-52





SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
SIG	1		33WF130	64 7 5/8		A36
SIH	1		Do	64 7 5/8		
SIJ	1		Do	64 7 5/8		
SIK	1		Do	64 7½		
SIM	1		Do	64 7½		
SIN	1		Do	64 7½		
	10	P7	Pt. 6 x 3/8	2 5		A7 or A36
	10	P8	Do	2 5		
	23	P9	Do	2 5		
	1	P10	Do	1 11 7/16		
	1	P11	Pt.-7½ x 3/8	1 2		
	12	P12	Pt.-11 x 7/16	2 6½		A36
	24	P13	Pt.-4 x 9/16	2 6½		
	12	P14	Pt.-18½ x ½	2 3		
FIELD	984		⅞" ø H.S. Bolt	0 3¼		A325
Do	1328		Do	0 3		A325
Do	424		⅞" ø Mach. Bolt	0 1¾		
Do	2312		⅞" ø H.S. Washer			A325

BILL OF MATERIAL DWG. B63-202-53

SHOP CONNECTIONS: Weld (E70 Electrode)
FIELD CONNECTIONS: Weld & ⅞" ø H.S. Bolt
HOLES: 1 1/16" ø
PAINT: State of Maine Spec's.

App'd. As Noted 2-12-64

Stringers - Span #1 - Southbound

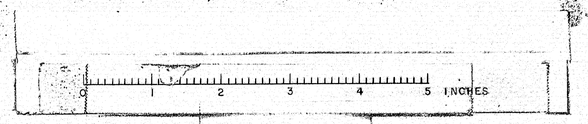
PRINT ISSUE		
3	Dist.	2-13-64
5	Shop	2-13-64
2	F.A.	1-22-64
DRAWN	1-13-64	R.A.M.
REVISION		
REVISION		
REVISION		

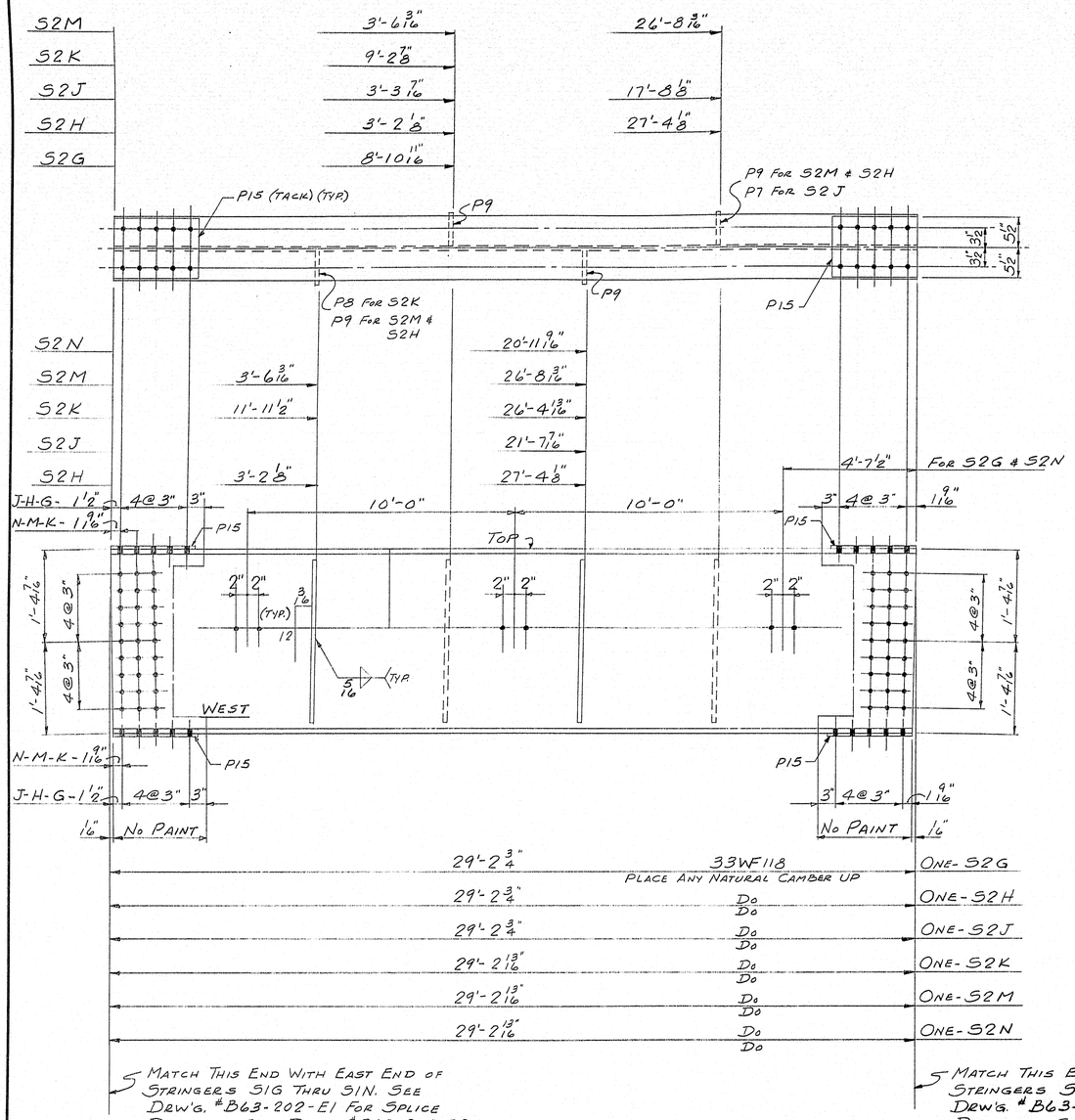
Bancroft & Martin Inc.
Brewer, Maine

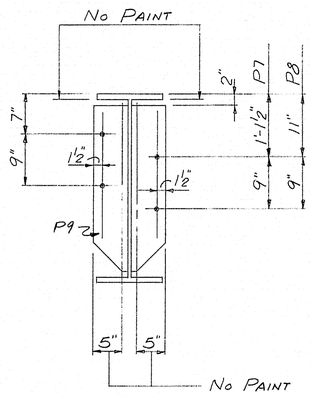
Int. #95 Over River Road
Benton, Maine

CUSTOMER Seaward Const. Co.
DESIGNER State Highway Comm.
ORDER Verbal DWG. B63-202-53

90-236







SHIP MARK	NO.	MARK	SHAPE	LENGTH		WT.	REMARKS
S2G	1		33WF118	29	2 3/4		A36
S2H	1		Do	29	2 3/4		↓
S2J	1		Do	29	2 3/4		
S2K	1		Do	29	2 13/16		
S2M	1		Do	29	2 13/16		
S2N	1		Do	29	2 13/16		
	1	P7	PL. 6x 3/8	2	5		A7 OR A36
	1	P8	Do	2	5		↓
	14	P9	Do	2	5		
	24	P15	PL.-11x 1/2	1	3		A36

BILL OF MATERIAL DWG. B63-202-S4

SHOP CONNECTIONS: WELD (E70 ELECTRODE)
FIELD CONNECTIONS: WELD ∉ 7/8" ϕ H.S. BOLT
HOLES: 15/16" ϕ
PAINT: STATE OF MAINE SPEC'S.

APP'D. AS NOTED 2-12-64

STRINGERS - SPAN #2 - SOUTHBOUND

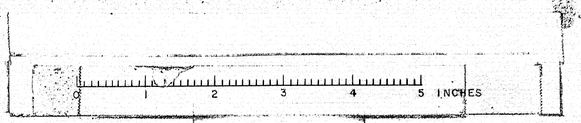
PRINT ISSUE		
3	DIST.	2-13-64
5	SHOP	2-13-64
2	F.A.	1-22-64
DRAWN	1-14-64	R.A.M.
REVISION		
REVISION		
REVISION		

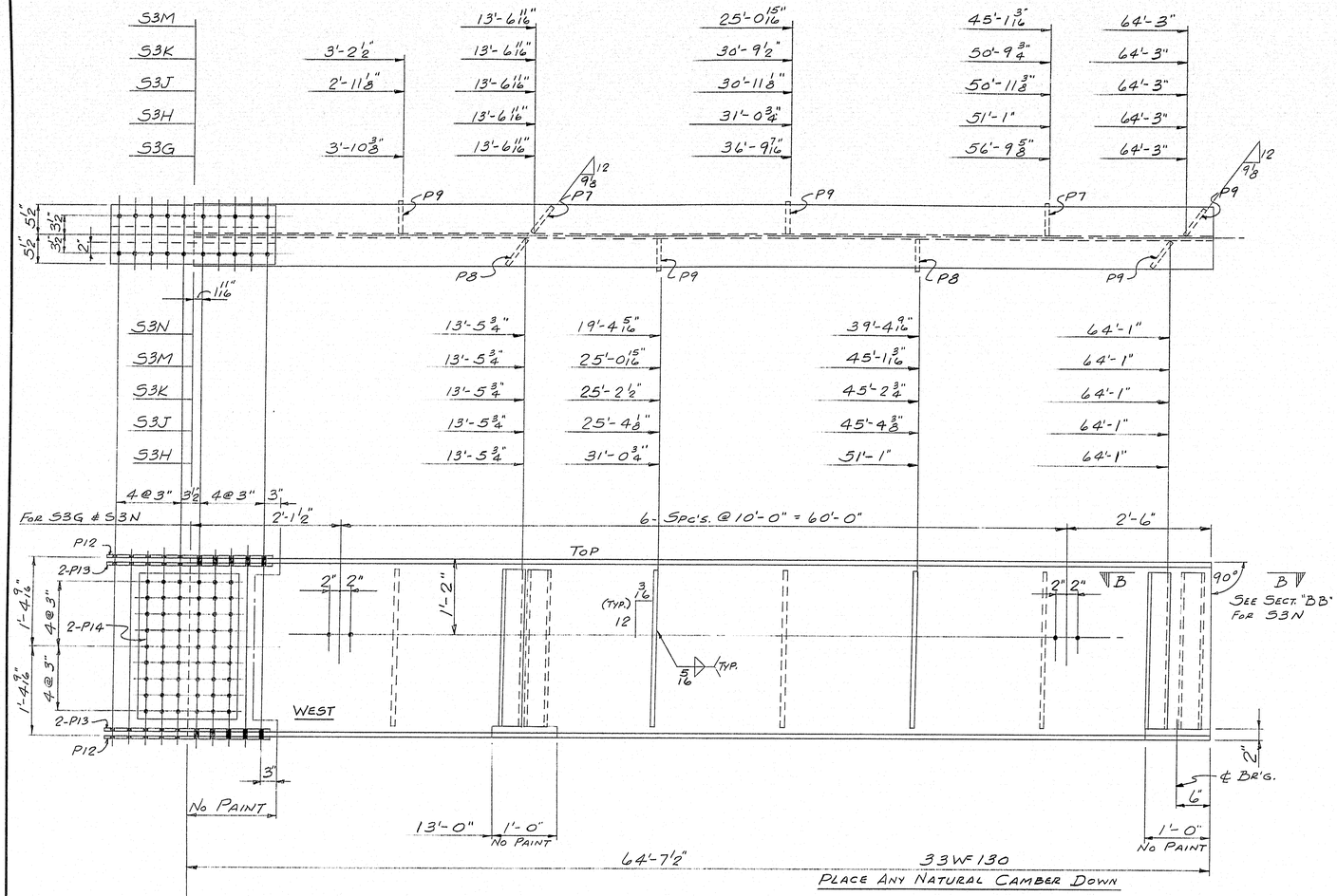
Bancroft & Martin Inc.
Brewer, Maine

INT. #95 OVER RIVER ROAD
BENTON, MAINE

CUSTOMER SEAWARD CONST. CO.
DESIGNER STATE HIGHWAY COMM.
ORDER VERBAL
DWG. B63-202-S4

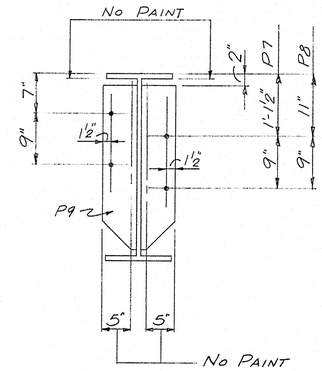
30-29 H

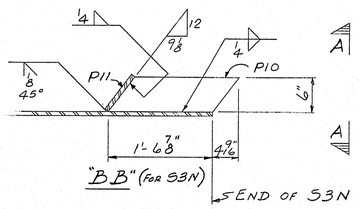




5 MATCH THIS END WITH EAST END OF STRINGERS S2G THRU S2N. SEE DRW'S. #B63-202-E1 FOR SPLICE DRILLING. SEE DRW'S. #B63-202-E2 FOR ELEVATION DIAGRAM.

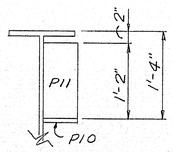
ONE - S3G
ONE - S3H
ONE - S3J
ONE - S3K
ONE - S3M
ONE - S3N





"BB" (FOR S3N)

5 END OF S3N



"AA"

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
S3G	1		33WF130	64 7½		A36
S3H	1		Do	64 7½		
S3J	1		Do	64 7½		
S3K	1		Do	64 7½		
S3M	1		Do	64 7½		
S3N	1		Do	64 7½		
	10	P7	PL.-6×⅜	2 5		A7 OR A36
	10	P8	Do	2 5		
	23	P9	Do	2 5		
	1	P11	PL.-7½×⅜	1 2		
	12	P12	PL.-11×7/16	2 6½		A36
	24	P13	PL.-4×9/16	2 6½		
	12	P14	PL.-18½×½	2 3		
	1	P10	PL.-6×⅜	1 11 7/16		A7 OR A36

SHOP CONNECTIONS: WELD (E70 ELECTRODE)
FIELD CONNECTIONS: WELD # ⅞" H.S. BOLT
HOLES: 13/16" ϕ
PAINT: STATE OF MAINE SPEC'S.

APP'D. AS NOTED 2-12-64

STRINGERS - SPAN #3 - SOUTHBOUND

PRINT ISSUE		
3	DIST.	2-13-64
5	SHOP	2-13-64
2	F.A.	1-22-64
DRAWN	1-15-64	R.A.M.
REVISION		
REVISION		
REVISION		

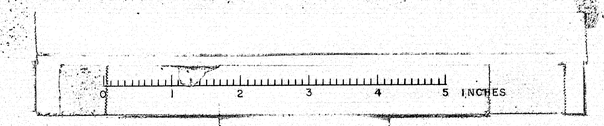
Bancroft & Martin Inc.
Brewer, Maine

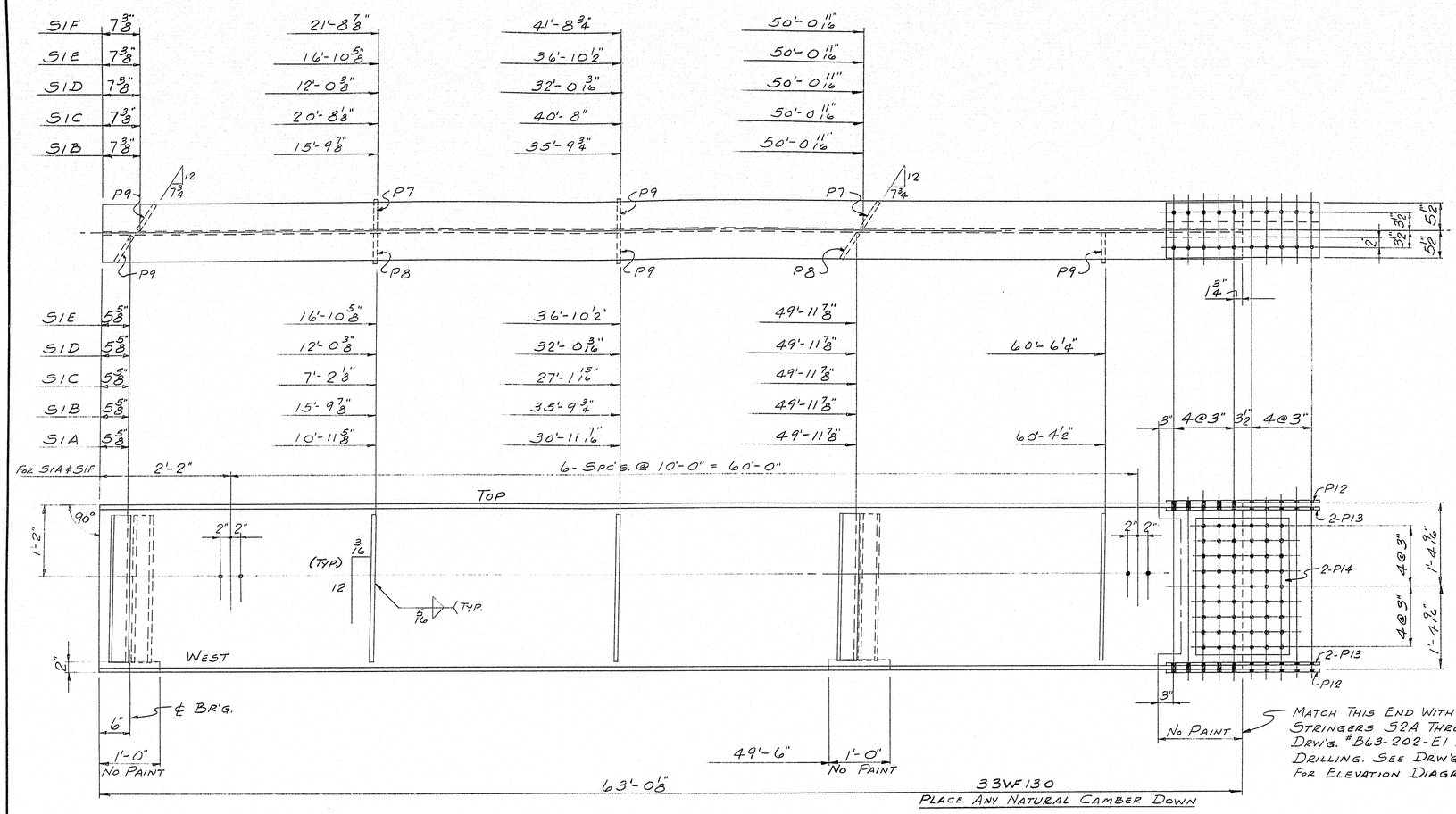
INT. #95 OVER RIVER ROAD
BENTON, MAINE

CUSTOMER SEAWARD CONST. CO.
DESIGNER STATE HIGHWAY COMM.

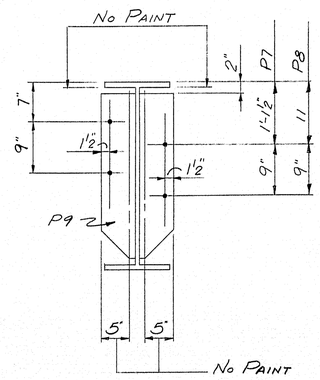
ORDER VERBAL DWG. B63-202-S5

20-29 1





ONE - S1A
ONE - S1B
ONE - S1C
ONE - S1D
ONE - S1E
ONE - S1F



SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
S1A	1		33WF130	63 0 1/8		A36
S1B	1		Do	63 0 1/8		
S1C	1		Do	63 0 1/8		
S1D	1		Do	63 0 1/8		
S1E	1		Do	63 0 1/8		
S1F	1		Do	63 0 1/8		
	10	P7	PL. - 6 x 5/8	2 5		A7 OR A36
	10	P8	Do	2 5		
	22	P9	Do	2 5		
	12	P12	PL. - 11 x 7/16	2 6 1/2		A36
	24	P13	PL. - 4 x 9/16	2 6 1/2		
	12	P14	PL. - 18 1/2 x 1/2	2 3		

SHOP CONNECTIONS: WELD (E70 ELECTRODE)
FIELD CONNECTIONS: WELD & 7/8" ϕ H.S. BOLT
HOLES: 15/16" ϕ
PAINT: STATE OF MAINE SPEC'S.

APP'D. AS NOTED

STRINGERS - SPAN #1 - NORTHBOUND

PRINT ISSUE		
3	DIST.	2-13-64
5	SHOP	2-13-64
2	F.A.	1-22-64
DRAWN	1-21-64	R.A.M.
REVISION		
REVISION		
REVISION		

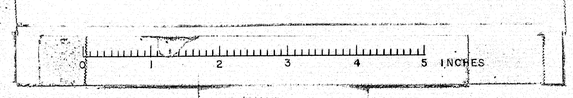
Bancroft & Martin Inc.
Brewer, Maine

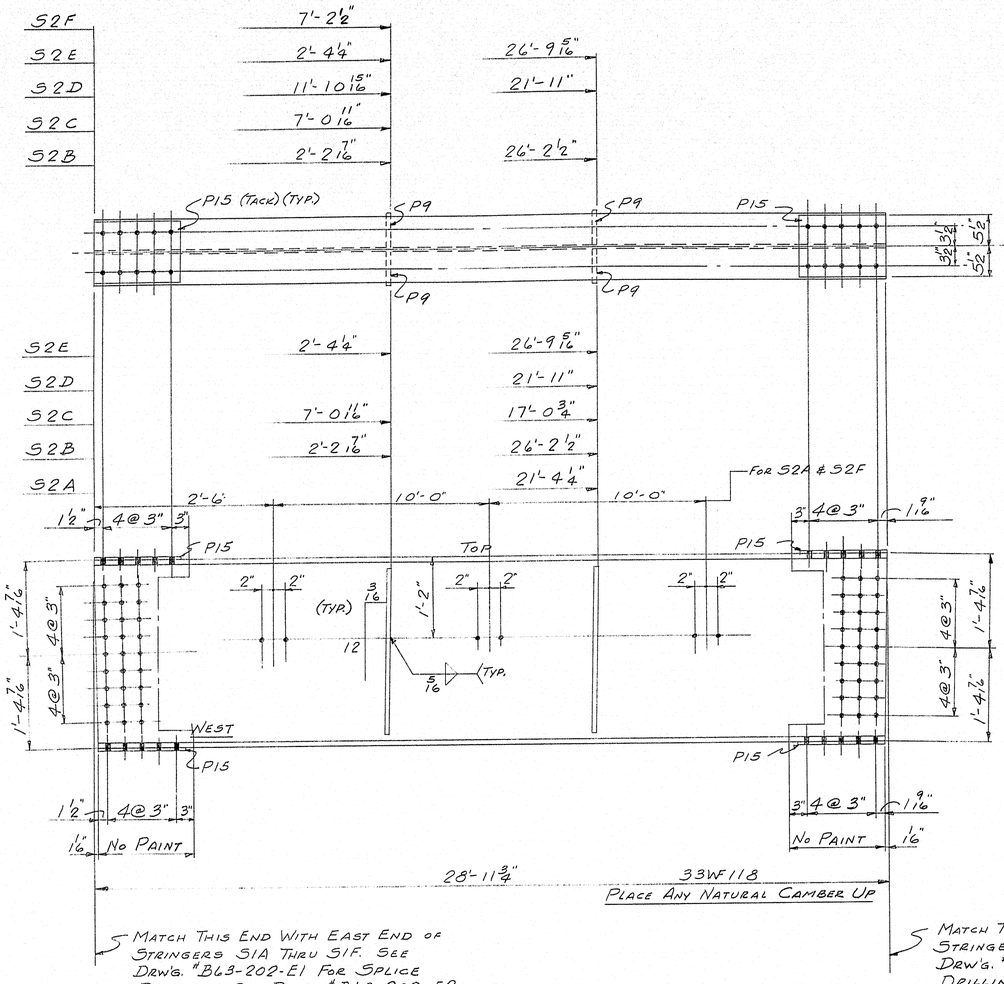
INT. #95 OVER RIVER ROAD
BENTON, MAINE

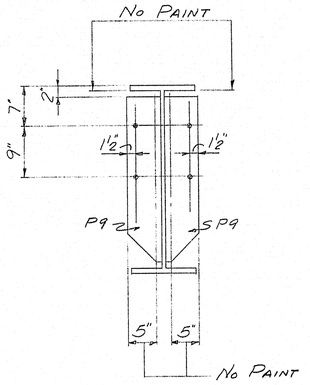
CUSTOMER SEAWARD CONST. CO.
DESIGNER STATE HIGHWAY COMM.

ORDER VERBAL DWG. B63-202-S6

90-89 J







ONE - S2A
ONE - S2B
ONE - S2C
ONE - S2D
ONE - S2E
ONE - S2F

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
S2A	1		33WF118	28 11¾		A36
S2B	1		Do	28 11¾		
S2C	1		Do	28 11¾		
S2D	1		Do	28 11¾		
S2E	1		Do	28 11¾		
S2F	1		Do	28 11¾		
	16	P9	PL-6 x ⅜	2 5		A7 OR A36
	24	P15	PL-11 x ⅛	1 3		A36

SHOP CONNECTIONS: WELD (E70 ELECTRODE)
FIELD CONNECTIONS: WELD & ⅞" ϕ H.S. BOLT
HOLES: 15/16" ϕ
PAINT: STATE OF MAINE SPEC'S.

APP'D. 2-12-64

STRINGERS - SPAN #2 - NORTHBOUND

PRINT ISSUE		
3	DIST.	2-13-64
5	SHOP	2-13-64
2	F.A.	1-22-64
DRAWN	1-20-64	R.A.M.
REVISION		
REVISION		
REVISION		

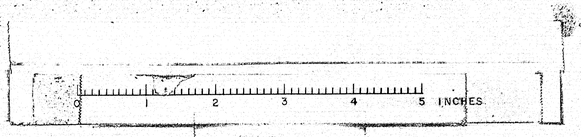
Bancroft & Martin Inc.
Brewer, Maine

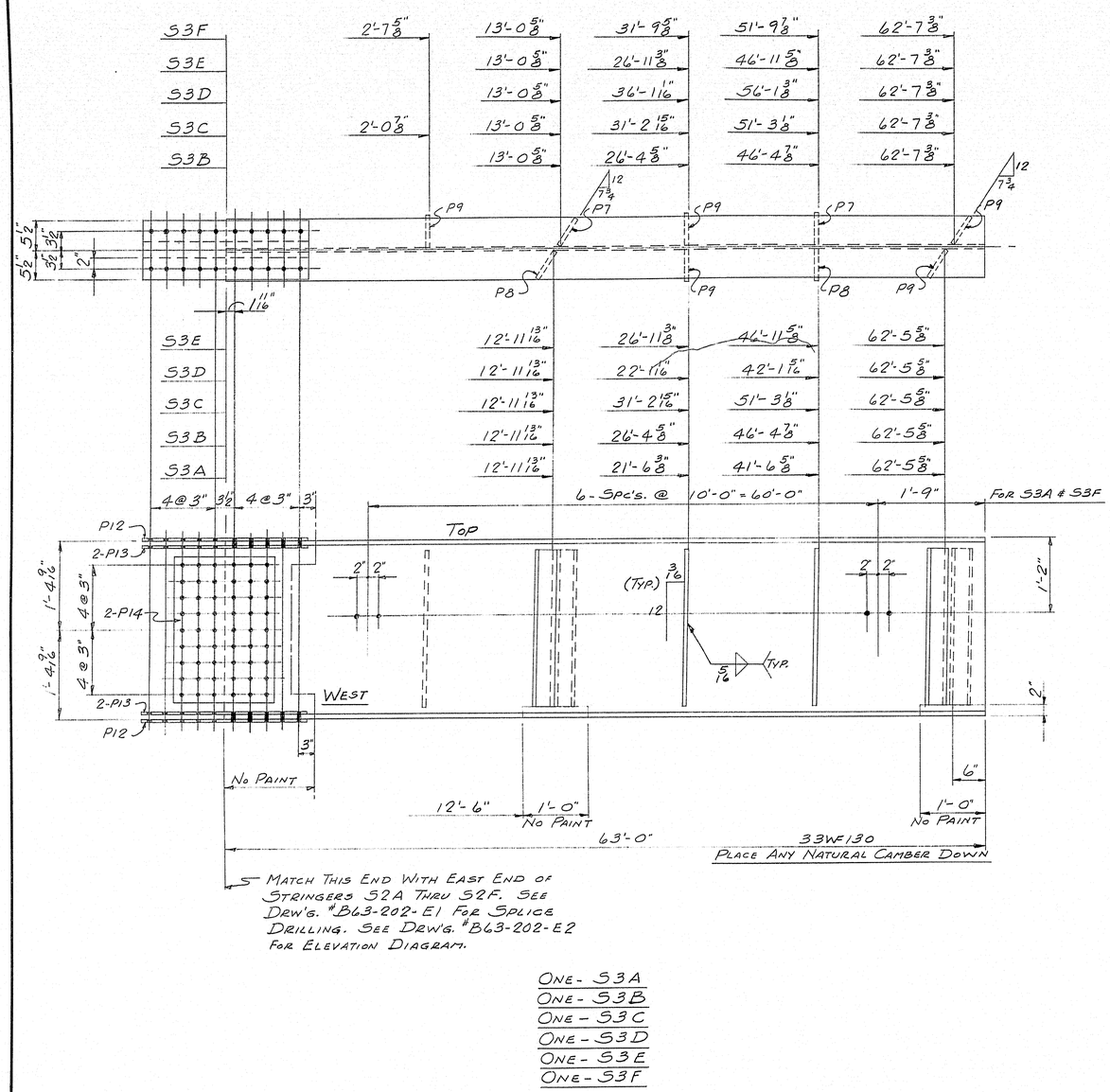
INT. #95 OVER RIVER ROAD
BENTON, MAINE

CUSTOMER SEAWARD CONST. CO.
DESIGNER STATE HIGHWAY COMM.

ORDER VERBAL | DWG. B63-202-S7

90-20 K





= MATCH THIS END WITH EAST END OF STRINGERS S2A THRU S2F. SEE DRW'S. #B63-202-E1 FOR SPLICE DRILLING. SEE DRW'S. #B63-202-E2 FOR ELEVATION DIAGRAM.

ONE - S3A
ONE - S3B
ONE - S3C
ONE - S3D
ONE - S3E
ONE - S3F

SHIP MARK	NO.	MARK	SHAPE	LENGTH		WT.	REMARKS
S3A	1		33WF130	63	0		A36
S3B	1		Do	63	0		
S3C	1		Do	63	0		
S3D	1		Do	63	0		
S3E	1		Do	63	0		
S3F	1		Do	63	0		
	10	P7	PL-6x3/8	2	5		A7 or A36
	10	P8	Do	2	5		
	22	P9	Do	2	5		
	12	P12	PL-11x7/16	2	6'2		A36
	24	P13	PL-4x9/16	2	6'2		
	12	P14	PL-18 1/2x1/2	2	3		

SHOP CONNECTIONS: WELD (E70 ELECTRODE)
FIELD CONNECTIONS: WELD @ 7/8" ϕ H.S. BOLT
HOLES: 13/16" ϕ
PAINT: STATE OF MAINE SPEC'S.

APP'D. AS NOTED 2-12-64

STRINGERS - SPAN #3 - NORTHBOUND

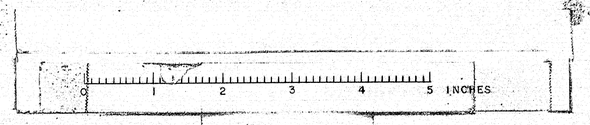
PRINT ISSUE		
3	DIST.	2-13-64
5	SHOP	2-13-64
2	F.A.	1-22-64
DRAWN	1-21-64	R.A.M.
REVISION		
REVISION		
REVISION		

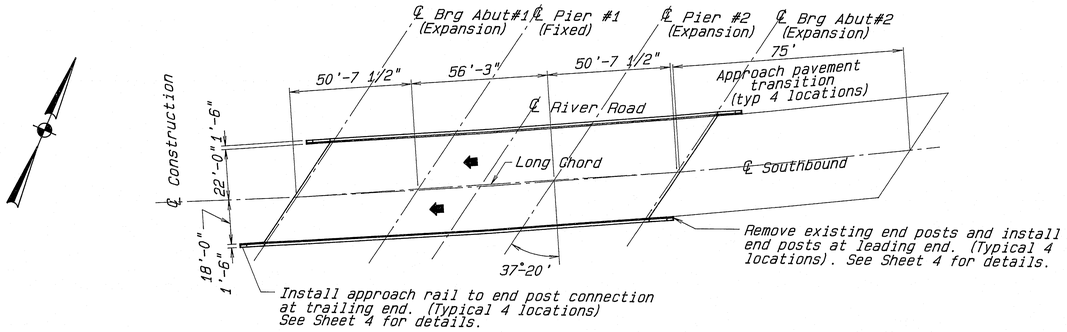
Bancroft & Martin Inc.
Brewer, Maine

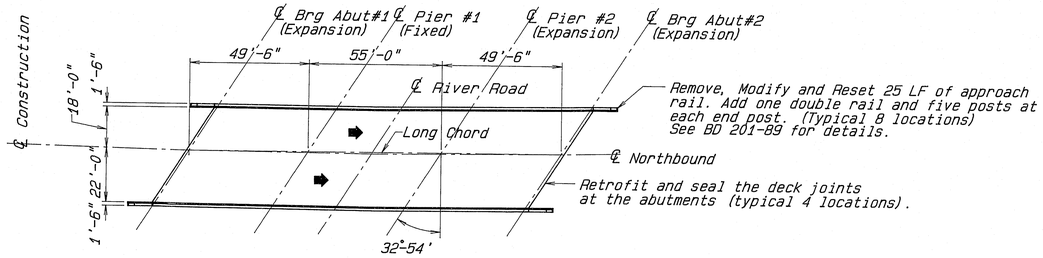
INT. #95 OVER RIVER ROAD
BENTON, MAINE

CUSTOMER SEAWARD CONST. CO.
DESIGNER STATE HIGHWAY COMM.
ORDER VERBAL DWG. B63-202-S8

90-29 L

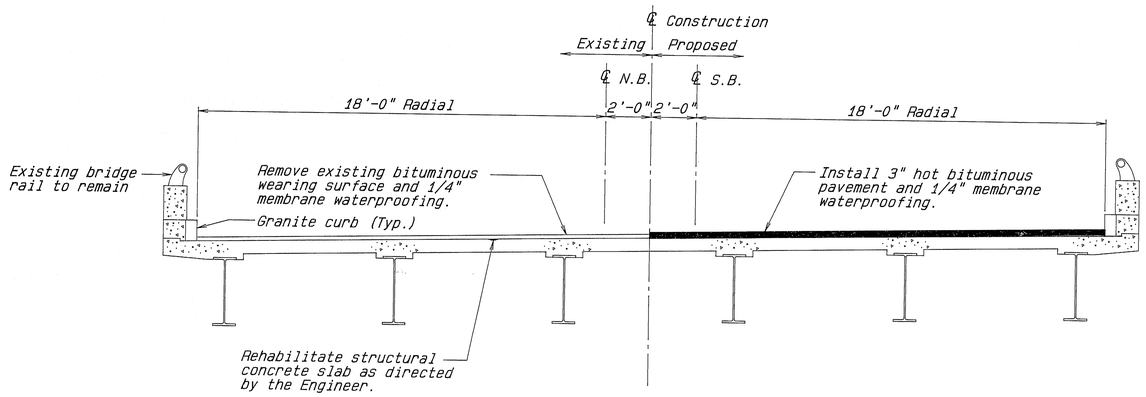






I-95 OVER RIVER ROAD

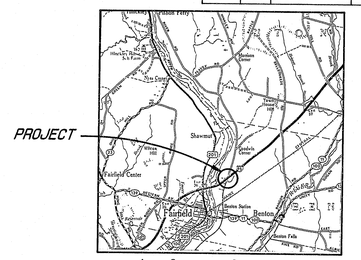
25 0 25 50
Scale of Feet



TRANSVERSE SECTION

PIN 004960.00

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-IM-95-7(118)127	9	28



LOCATION MAP

Map taken from Maine Atlas & Gazetteer. Reproduced with permission.

SCOPE OF WORK

Remove existing bituminous wearing surface and existing membrane. Replace with 3" bituminous wearing surface and 1/4" membrane waterproofing. Slab rehabilitation is required. Modify approach rail transition by adding one double rail and five posts at each end post. Retrofit and seal the deck joints at the abutments. Remove existing end posts and install standard end posts at leading ends. Install approach rail to end post connection at trailing ends.

MAINTENANCE OF TRAFFIC

Maintain one 15'-0" minimum lane of traffic in each direction.

TRAFFIC DATA

	N.B.	S.B.
Current (1992) AADT	7970	7740
Future (2002) AADT	10365	10060
DHV - % of AADT	13	13
Design Hour Volume	1760	1310
% Heavy Trucks (AADT)	16	14
% Heavy Trucks (DHV)	9	11
Directional Distribution (DHV)	100	100

107-320 9

Refer to Sheet 2 for Approach pavement transition detail.

As built 1993

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WEARING SURFACE REPLACEMENT
AT
INTERSTATE 95
OVER RIVER ROAD
IN THE TOWN OF
BENTON
KENNEBEC COUNTY

GENERAL PLAN

SHEET 1 OF 4 AUGUSTA, MAINE MAY 1992

PIN 004960.00

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-IM-95-7(118)127	10	28

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY			UNIT
		Northbound	Southbound	TOTAL	
202.127	Removing of Existing Bituminous Pavement	0.05	0.05	0.10	LS
202.128	Removing of Existing Concrete-Curbs & Sidewalks	0.04	0.04	0.08	LS
202.203	Pavement Butt Joints	667	667	1334	SY
403.10	Hot Bituminous Pavement, Grading D	170	172	342	TON
409.15	Bituminous Tack Coat, Applied	33	33	66	GAL
508.13	Membrane Waterproofing	0.05	0.05	0.10	LS
514.06	Curing Box for Concrete Cylinders	0.13	0.12	0.25	EA
518.30	Rehab of Structural Concrete Slab-to Reinf. Steel	125	130	255	SF
518.31	Rehab of Structural Concrete Slab-to below Reinf. Steel	65	65	130	SF
518.39	Repairing Granite Curb Bedding Mortar	80	80	160	LF
520.241	Bridge Joint Modification - Type I	2	2	4	EA
526.301	Temporary Concrete Barrier-Type I	0.08	0.08	0.16	LS
527.32	Portable Crash Barrels	8	8	16	EA
606.173	Bridge Connections	2	2	4	EA
606.25	Terminal Connector	4	4	8	EA
606.364	Guard Rail, Remove, Modify and Reset, Type 3b	100	100	200	LF
627.611	6 Inch Solid White Pavement Marking Line	200	200	400	LF
627.621	6 Inch Broken White Pavement Marking Line	950	950	1900	LF
627.631	6 Inch Solid Yellow Pavement Marking Line	200	200	400	LF
627.67	Removing Pavement Markings	100	100	200	SF
627.691	Tem 6" Plastic Pave Marking Line, Yellow or White	2200	2200	4400	LF
639.18	Field Office Type "A"	0.10	0.10	0.20	EA
639.22	Testing Facilities Bituminous Mixes	0.05	0.05	0.10	LS
639.23	Testing Facilities Concrete	0.13	0.12	0.25	LS
652.31	Type I Barricade	13	13	26	EA
652.33	Drum	2	2	4	EA
652.34	Cone	5	5	10	EA
652.35	Construction Signs	50	50	100	SF
652.361	Maintenance of Traffic Control Devices	0.07	0.07	0.14	LS
652.38	Flagger	50	50	100	MH
659.10	Mobilization	0.10	0.10	0.20	LS

ESTIMATE of LUMP SUM QUANTITIES

202.127	Removing of Existing Bituminous Pavement	715	695	1410	SY
508.13	Membrane Waterproofing	715	695	1410	SY

General Construction Notes:

1. Reinforcing Steel shall have a 2 inch cover unless otherwise noted.

2. Protective coating for concrete surfaces shall be applied to all exposed surfaces of new concrete. Payment shall be considered incidental to related contract items.

3. The new end post stirrups detailed for the project shall be drilled and grouted by a method approved by the Engineer and shall meet in place proof load requirements for unconfined pull out of: #5 bar=11,300 pounds service load. Proof loading will be the responsibility of the Department and will be done at the discretion of the Engineer. Minimum set time for proof loading shall be specified by the Contractor. The minimum proof loading obtained will be 150% of service load. Payment for labor, materials and all incidentals required to complete this work shall be considered incidental to Item 606.173, Bridge Connection.

4. Existing reinforcing steel to remain shall be cleaned as directed prior to placing new concrete.

5. The existing concrete shall be removed so as not to damage existing vertical and horizontal steel in the parapets or the longitudinal and transverse reinforcing steel in the superstructure and abutment. Any damaged reinforcing steel shall be replaced at the Contractor's expense.

6. The Contractor's operations shall be conducted such that traffic will not travel on an unsurfaced concrete deck at any time. Existing bituminous pavement shall be removed and new bituminous pavement shall be placed to facilitate this requirement.

7. All utility facilities shall be adjusted by the respective utilities unless noted. Utilities: Central Maine Power, New England Telephone,

8. The top of the concrete slab where concrete has been removed or rehabilitated shall be prepared to a suitable surface to receive the membrane waterproofing by a method approved by the Engineer. Payment for all labor, materials, and equipment will be incidental to related contract items.

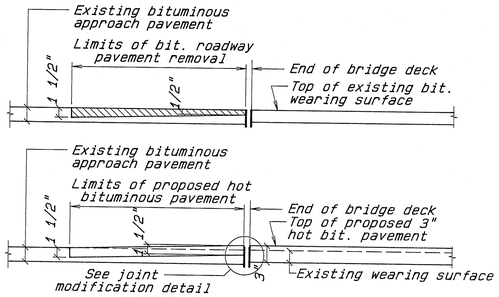
9. Concrete end posts, including removing existing end posts, parapets slab concrete, granite curbing, abutment concrete; bridge rail modifications; reinforcing steel, fabrication, delivery, and placment; silica fume additive; and all incidentals required to do the work will be considered incidental to Item 606.173, Bridge Connections.

10. Payment for the terminal connectors, related hardware and installation will be made under Item 606.25 Terminal Connector.

11. Any necessary adjustments to existing rail posts and the removal and replacement of curb concrete shall be as approved by the Engineer. Payment will be considered incidental to the appropriate Bridge Joint Modification Pay Items.

12. Existing granite curb which requires removal in order to seal the expansion joints and install the end posts shall be carefully and neatly cut off as required. Concrete shall be placed to the limits shown on the plans. Payment will be considered incidental to related contract items.

13. Dimensions shown are from existing plans and may differ from actual field dimensions. Field verify all dimensions prior to construction.



APPROACH PAVEMENT TRANSITION DETAIL

LEGEND

- Existing Concrete (to remain)
- New Concrete
- Existing Concrete (to be removed)
- Existing Granite (to remain)

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10

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

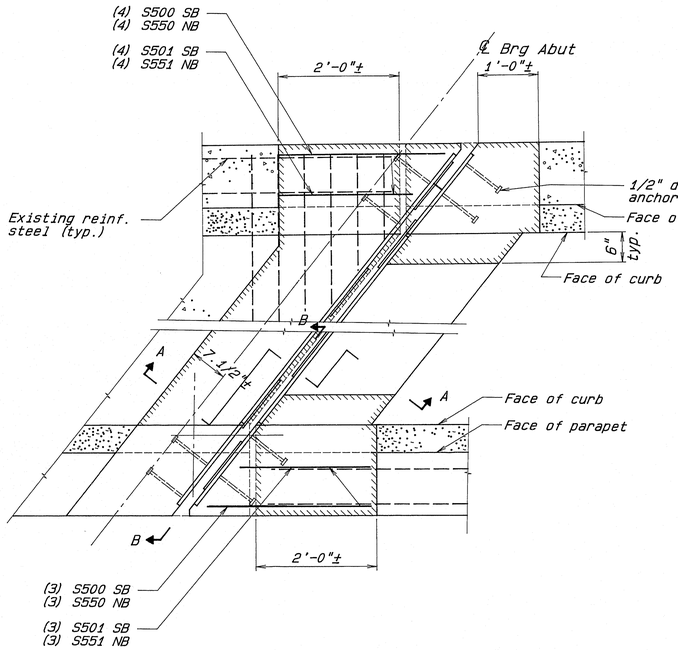
WEARING SURFACE REPLACEMENT
AT
INTERSTATE 95
OVER RIVER ROAD
IN THE TOWN OF
BENTON
KENNEBEC COUNTY

ESTIMATED QUANTITIES & GENERAL NOTES

SHEET 2 OF 4 AUGUSTA, MAINE MAY 1992

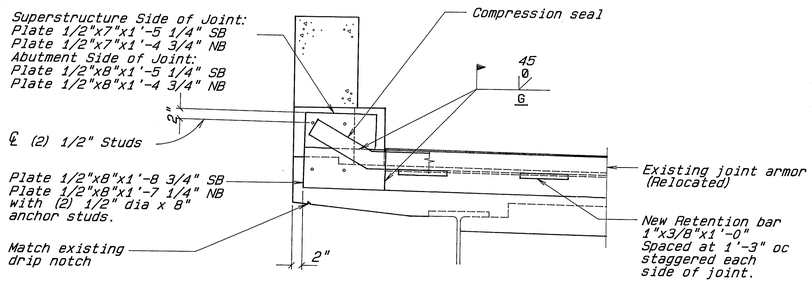
PIN 004960.00

F.H.W.A. REF. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-IM-95-7(118)127	11	28



BRIDGE JOINT MODIFICATION
TYPE I

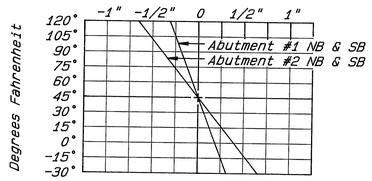
Abutments 1 & @, NB & SB



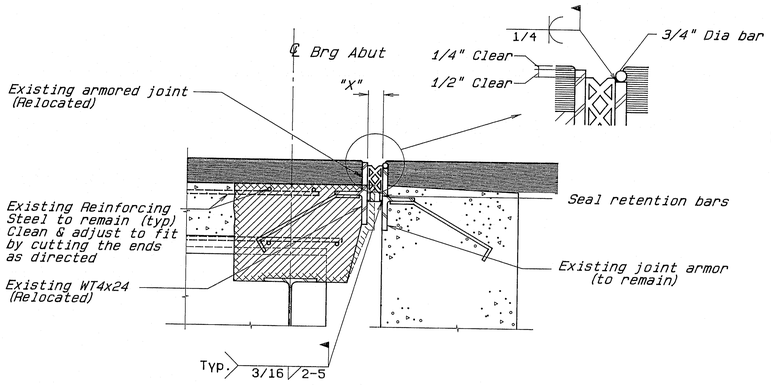
SECTION B-B

NOTES

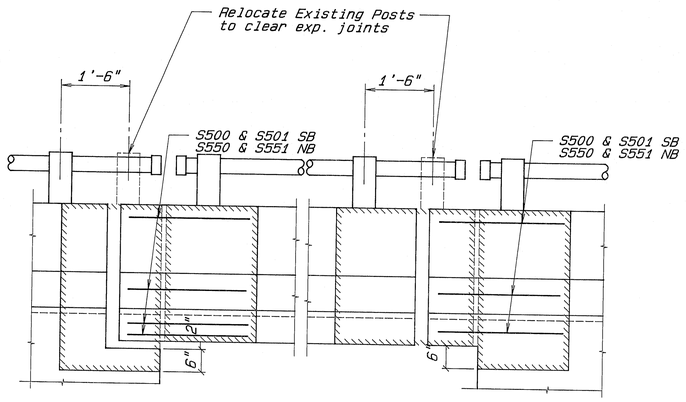
1. Compression seals to be furnished shall have a minimum movement rating of 5/8" at Abut #1, and 1 3/8" at Abut #2, NB & SB.
2. The seal shall be approved by the Engineer prior to fabrication of the joint armor.
3. The joint opeining "X" will vary depending on the dimensions of the seal selected by the Contractor. The joint opening shall be set according to the opening shown on the approved shop drawings.
4. Final adjustment for temperature shall be made in the field according to the "Seal Adjustment Chart". Adjustment shall be measured parallel to the centerline of construction.
5. Seals shall be installed in one continuous length. Splicing of the seal is not allowed. A temporary interruption of traffic is anticipated to facilitate the installation.
6. The upturned ends of the compression seals shall be sealed in a manner approved by the Engineer.



SEAL ADJUSTMENT CHART



SECTION A-A



FASCIA ELEVATION

STRAIGHT BARS			
Mark	Number	Length	Description
S500	14	2'-8"	Curbs-SB
S501	14	2'-2"	Curbs-SB
S550	14	2'-7"	Curbs-NB
S551	14	2'-2"	Curbs-NB

As Built 1993

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WEARING SURFACE REPLACEMENT
AT
INTERSTATE 95
OVER RIVER ROAD
IN THE TOWN OF
BENTON
KENNEBEC COUNTY

JOINT DETAILS

SHEET 3 OF 4 AUGUSTA, MAINE MAY 1992