

STATE OF MAINE
STATE HIGHWAY COMMISSION



ROUTE NO. 7 BRIDGE

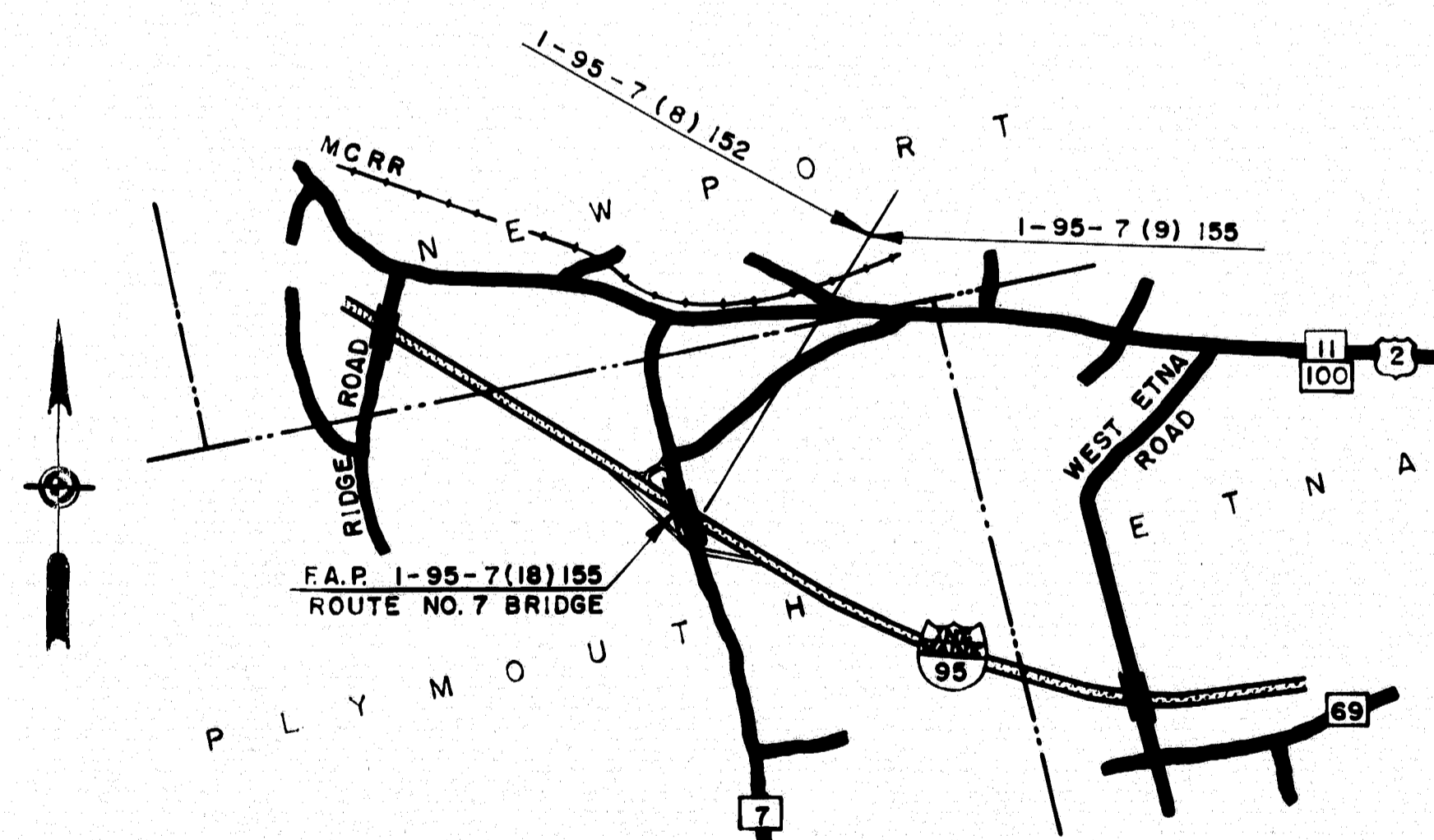
OVER

INTERSTATE NO. 95

IN THE TOWN OF

PLYMOUTH
PENOBSCOT COUNTY

FEDERAL AID PROJECT NO. I-95-7 (18)155



LOCATION MAP
APPROX. SCALE - 1 INCH = 1 MILE

INDEX OF SHEETS

- 1. TITLE SHEET
- 2-3-4. SURVEY (ESTIMATE OF QUANTITIES SH. 4)
- 5 thru 12. CROSS SECTIONS
- 13. BORINGS
- 14. STRATIGRAPHIC PROFILE
- 15. GENERAL PLAN (ESTIMATE OF BRIDGE QUANTITIES)
- 16. ABUTMENT NO. 1
- 17. GRANITE CURB, PILE PLAN, & APPROACH SLAB
- 18. ABUTMENT NO. 2
- 19. PIERS
- 20. STRUCTURAL STEEL - ERECTION DIAGRAM
- 21. STRUCTURAL STEEL - DETAILS
- 22. SHEAR CONNECTORS & BEARINGS
- 23-24. SUPERSTRUCTURE
- 25. BLOCKING
- 26. REINFORCING STEEL & RAIL
- 26 A. STANDARDS

TRAFFIC

A.D.T. 1960 495
A.D.T. 1980 685
D.H.V. 82
T 11 %
D 60 %
V 60 m.p.h.

APPROVED:
MAINE STATE HIGHWAY COMMISSION

David W. Sturges CHAIRMAN
Charles J. Williams CHIEF ENGINEER
DATE

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION I

APPROVED:

DISTRICT ENGINEER DATE

D. P. R. BY: 100	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(1B)	2	26

- UTILITY LEGEND**
- Existing Pole
 - Proposed Pole Permanent
 - Permanent Power & Telephone Lines

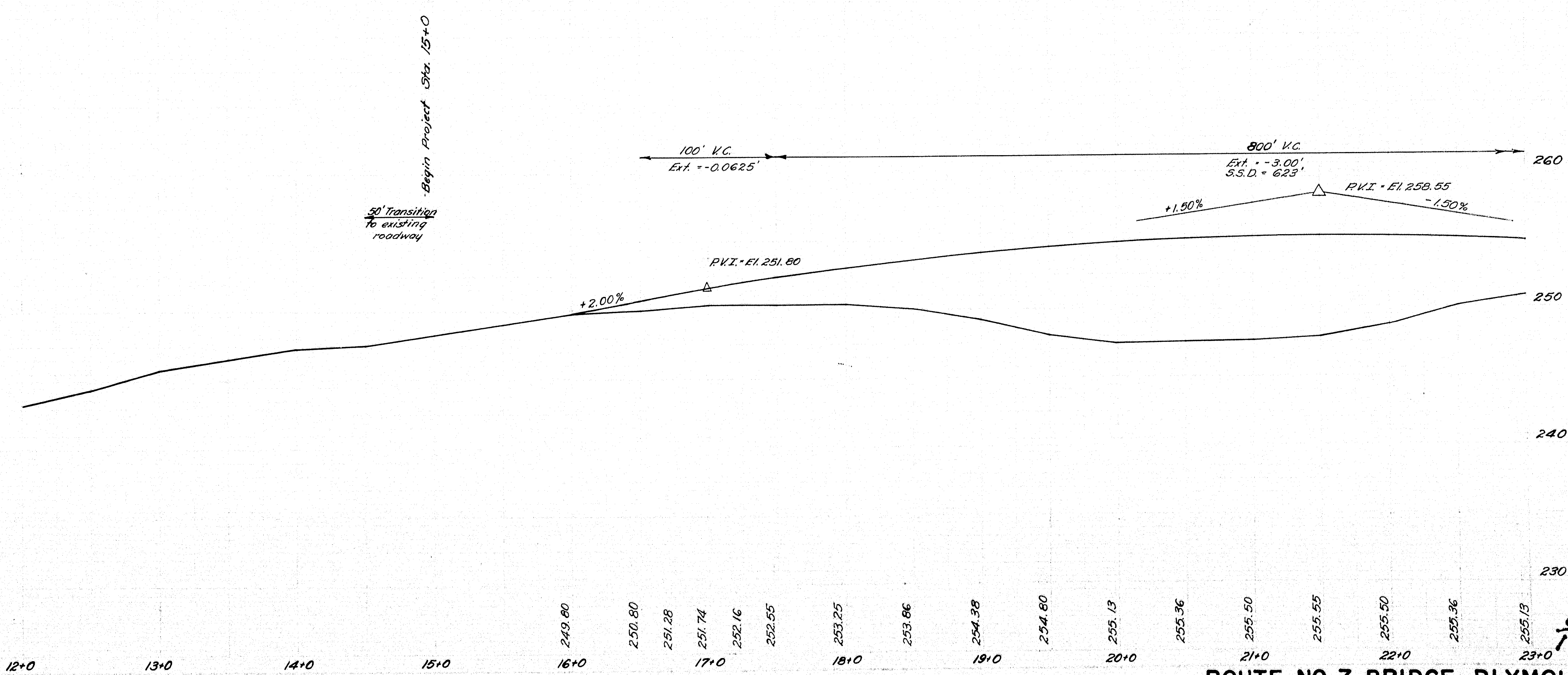
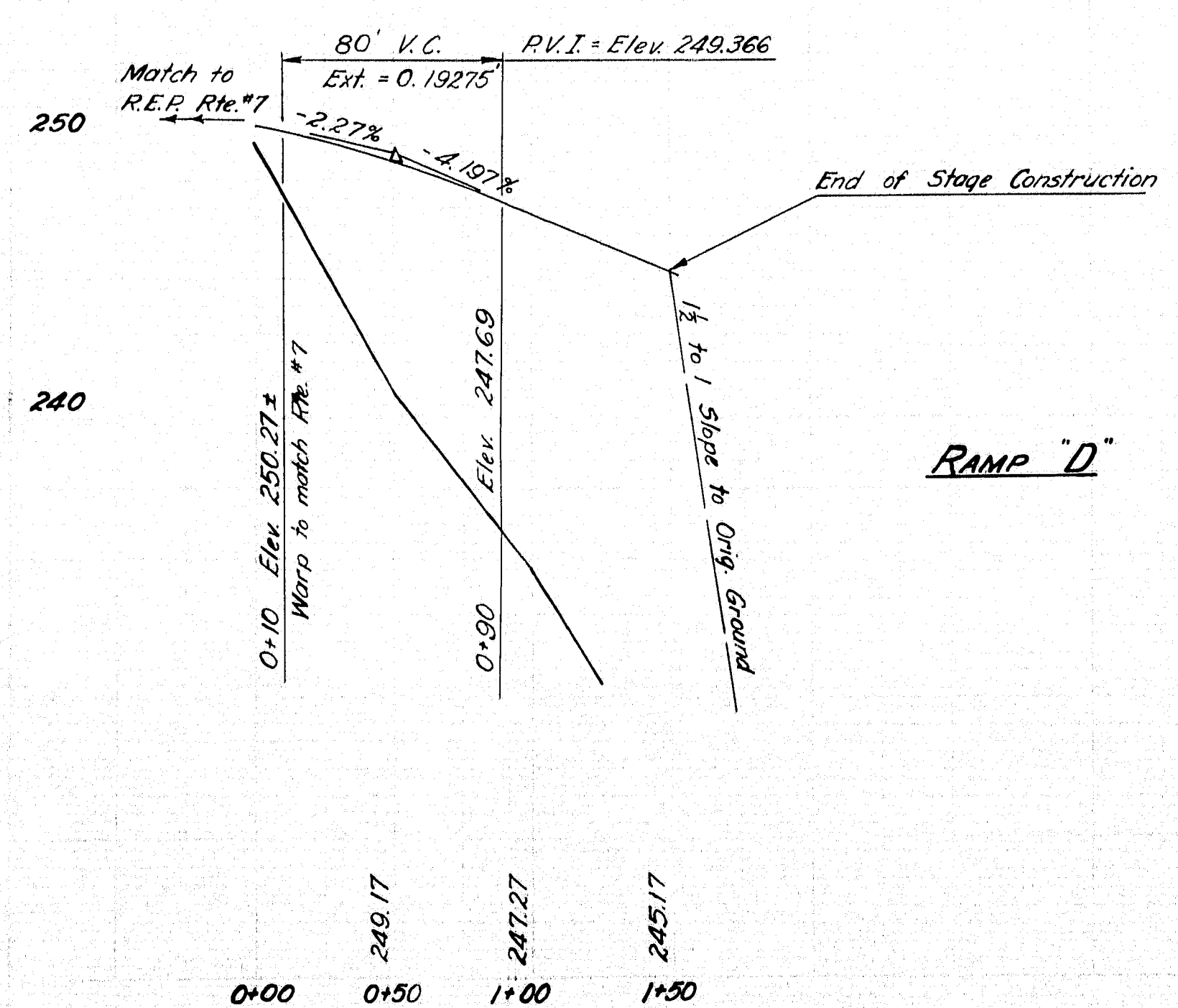
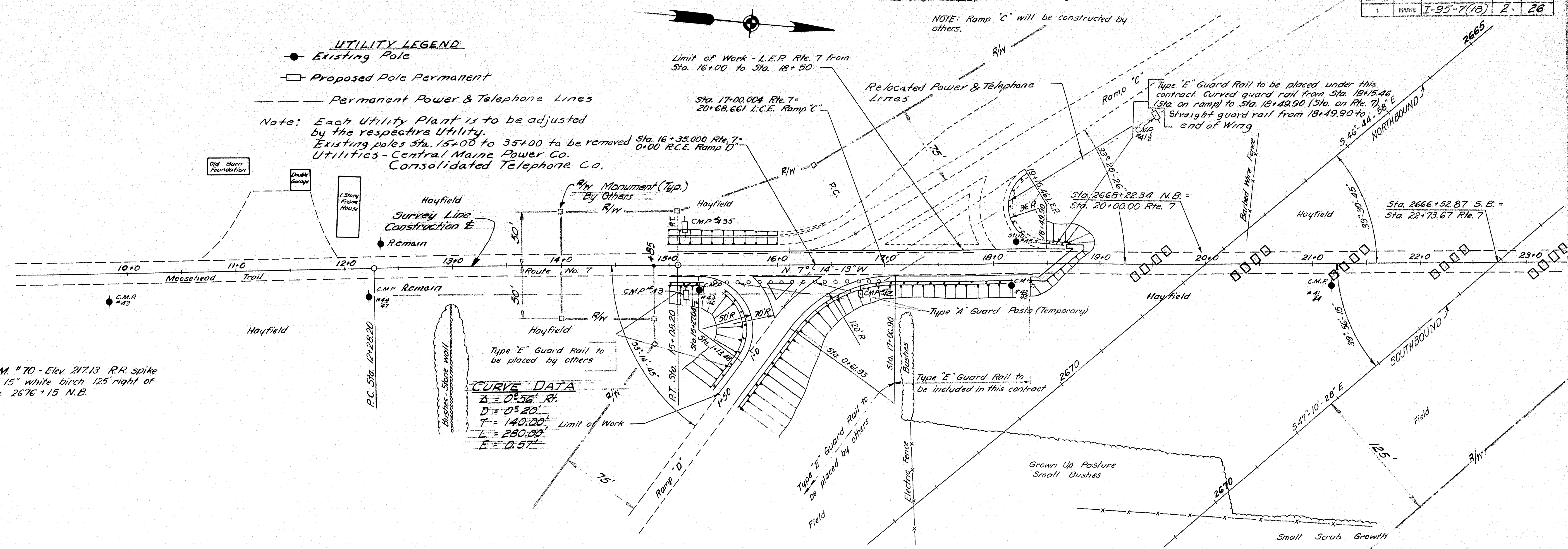
Note: Each Utility Plant is to be adjusted by the respective Utility.
Existing poles Sta. 15+00 to 35+00 to be removed Sta. 16+35.000 Rte. 7.
Utilities - Central Maine Power Co.
Consolidated Telephone Co.

BENCHMARK - B.M. #70 - Elev. 217.13 R.R. spike in 15" white birch 125' right of Sta. 26+76+15 N.B.

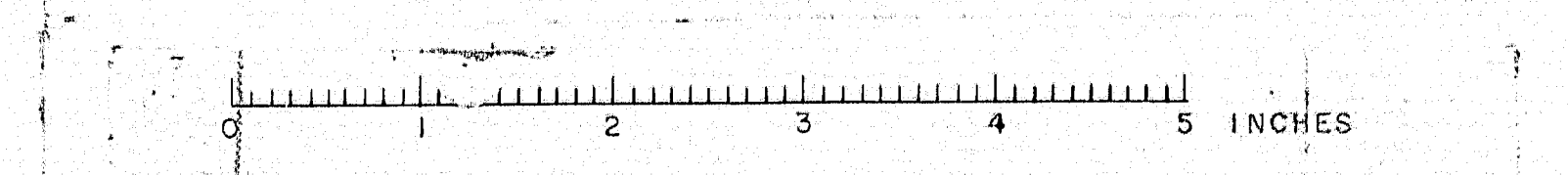
CURVE DATA
 $\Delta = 0^\circ 56' 14''$ R.
 $D = 0^\circ 20' 10''$
 $T = 140.00'$
 $L = 280.00'$
 $E = 0.57'$

R.C.E. = Right Control Edge
 L.C.E. = Left Control Edge

NOTE: Ramp 'C' will be constructed by others.

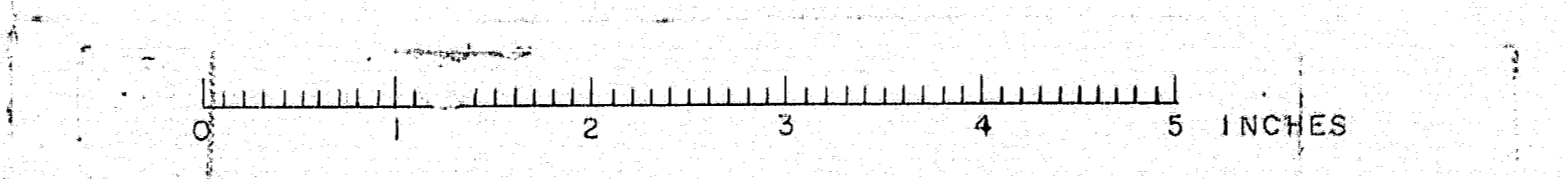
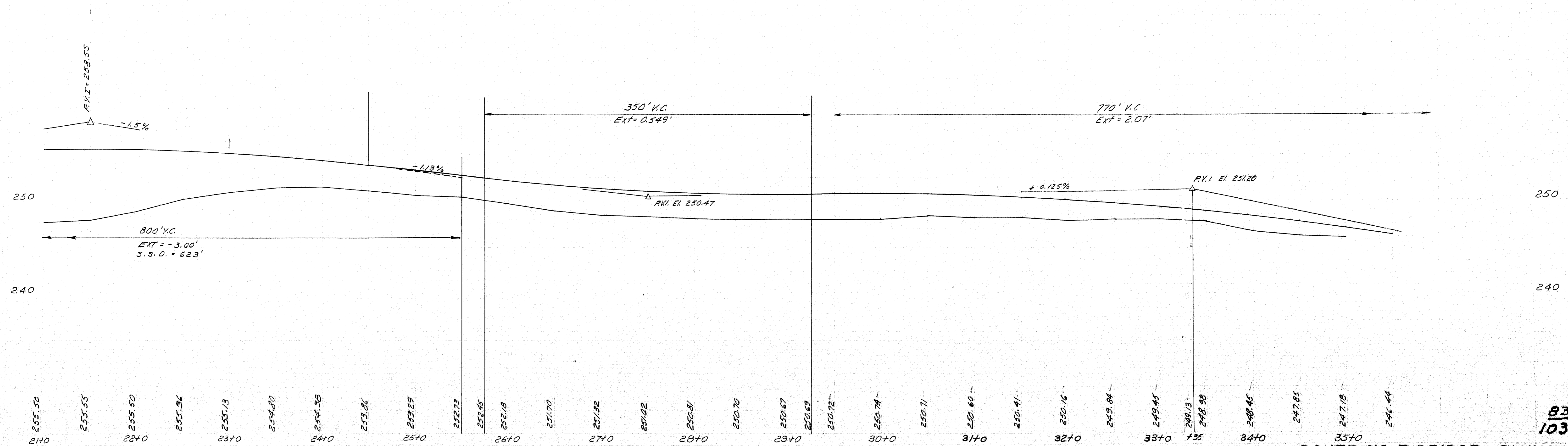
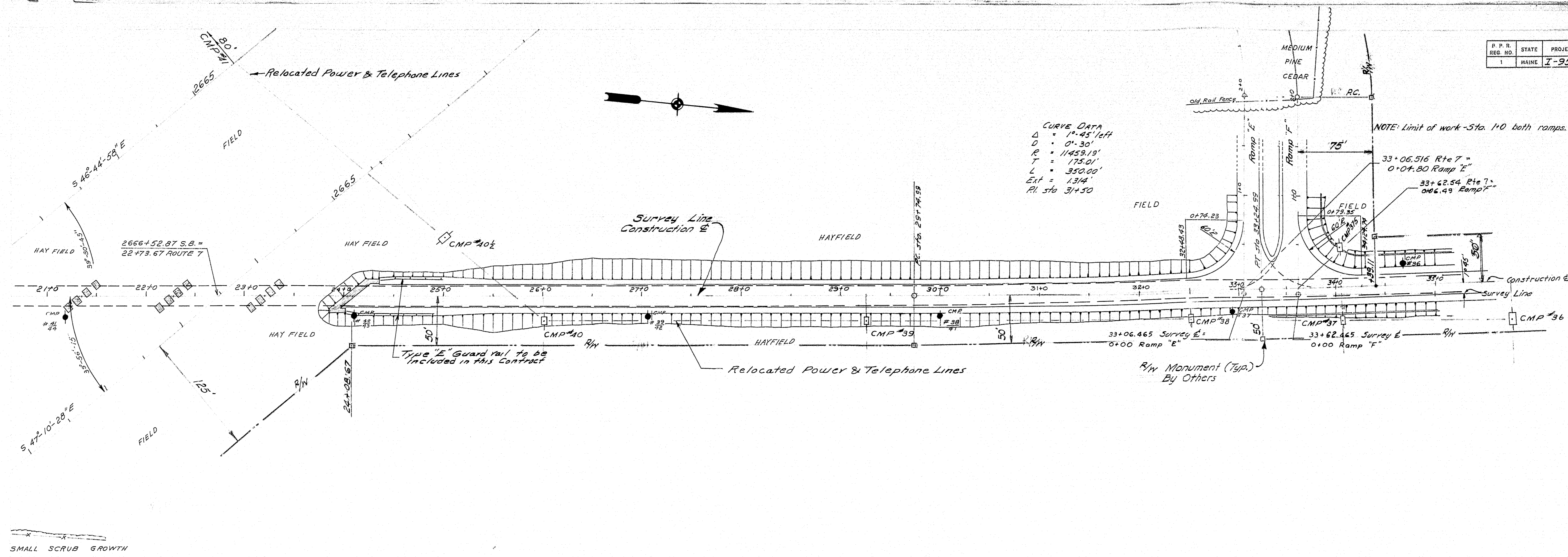


ROUTE NO. 7 BRIDGE-PLYMOUTH



Design: F. Barnes
 Title: F. Barnes
 Check: H. H. E.

83
102

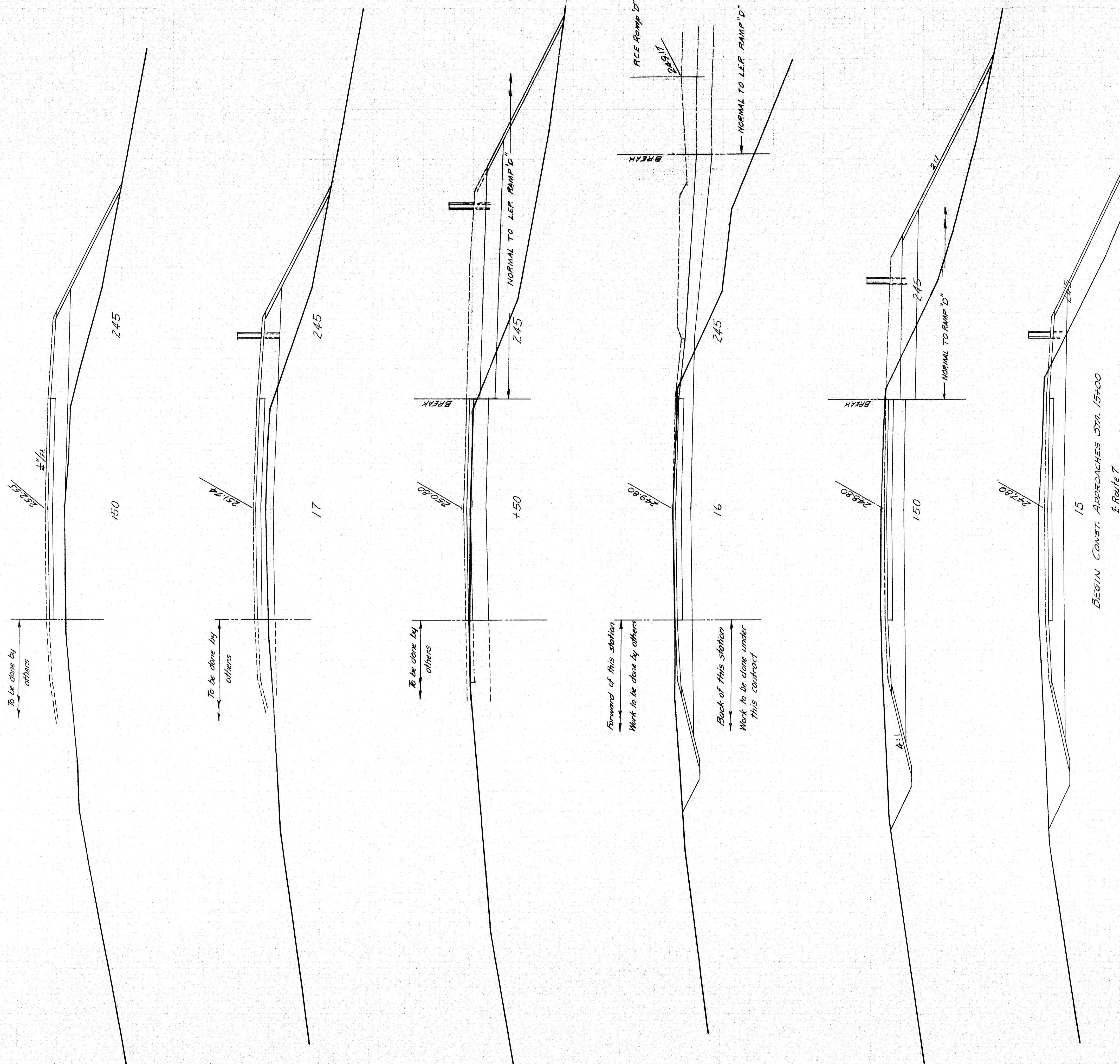


Trace, Build
Check, R. Barnes

H. L. Lafferty 11/80

£

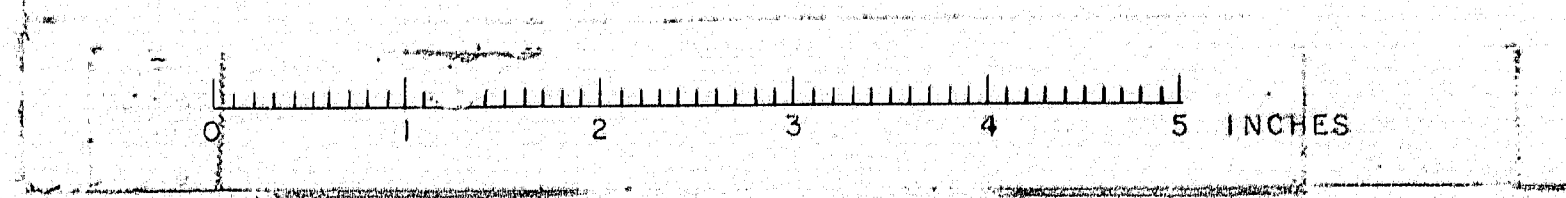
£ Route 7



D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(12)	5	28

ROUTE NO. 7 BRIDGE - PLYMOUTH

83
105



True Elev.
Check 1.00m

H. Letting 1960

± SURVEY

253.29

25

245

253.86

450

245

± Route 7

254.58

24

245

254.80

450

240

255.13

23

240

255.36

450

240

255.50

22

240

D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(18)	7	26

83
107

± SURVEY

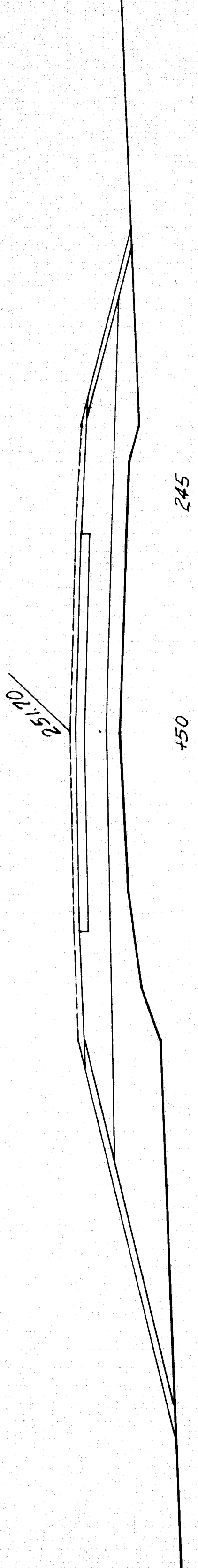
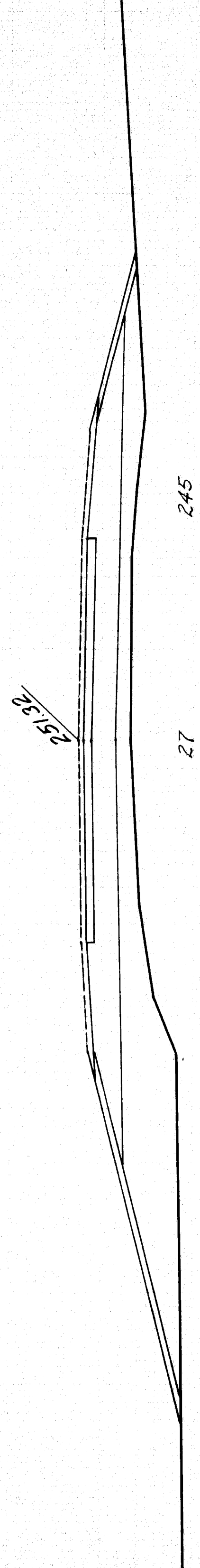
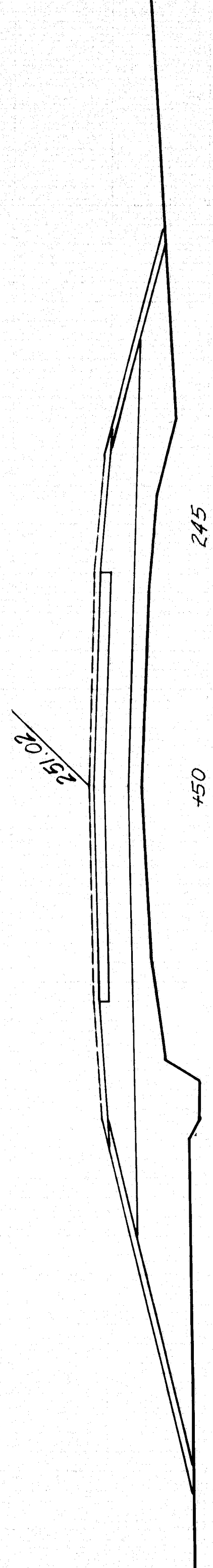
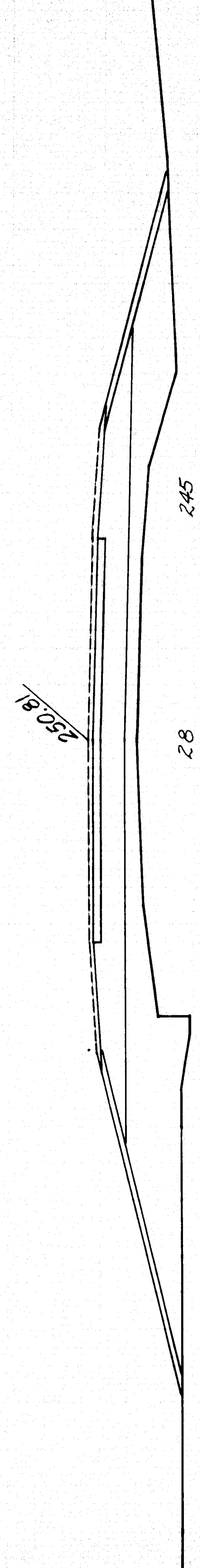
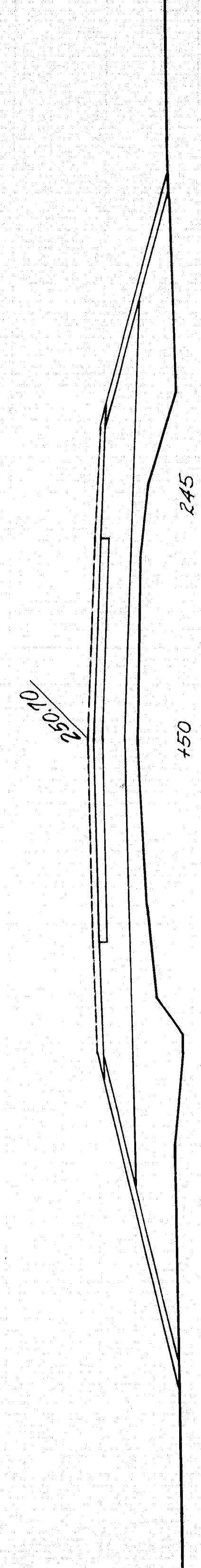
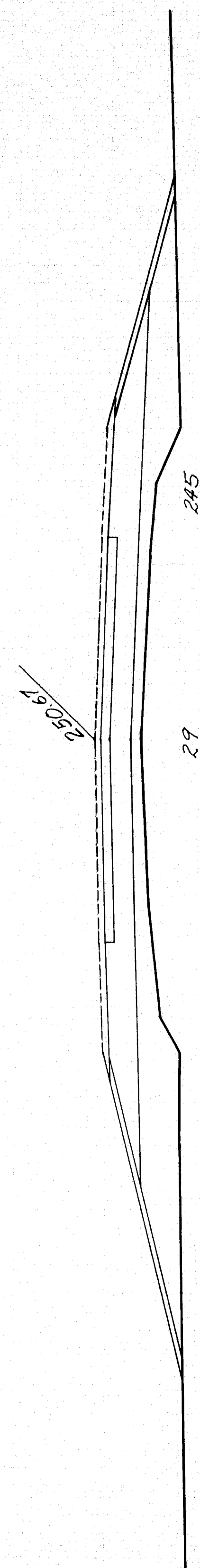
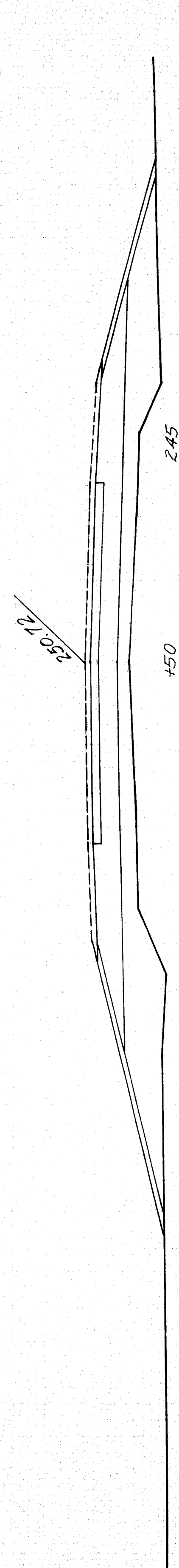
ROUTE NO. 7 BRIDGE - PLYMOUTH

0 1 2 3 4 5 INCHES

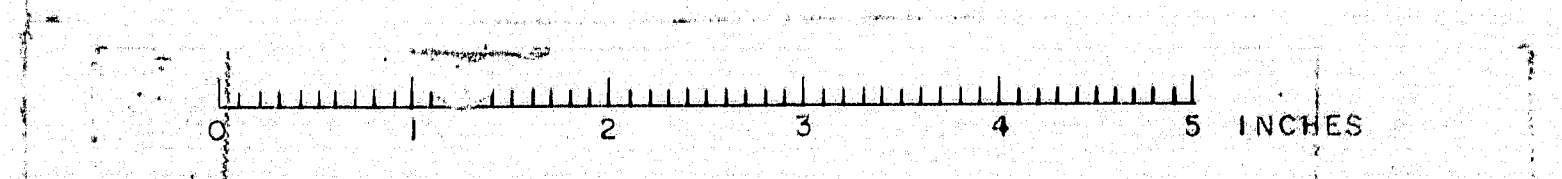
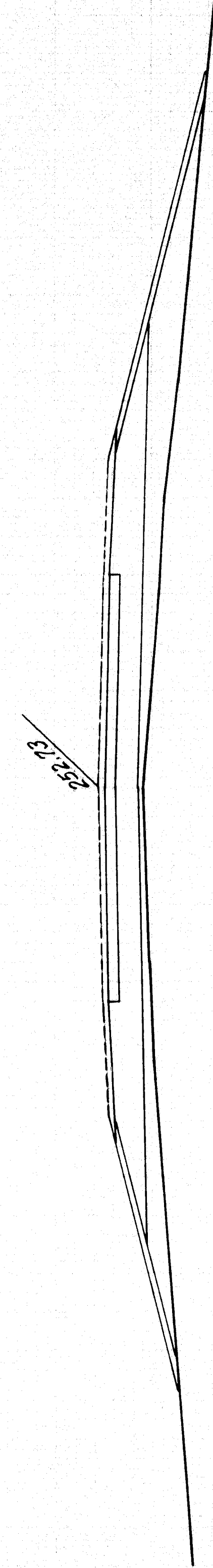
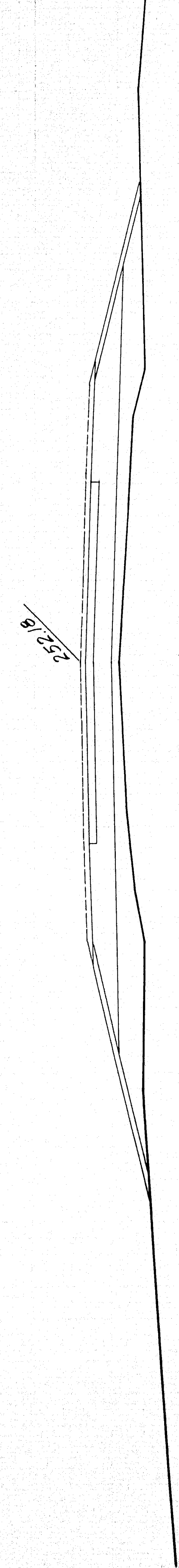
D. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(18)	8	26

Trace P. 1/2
Chas. F. Collins

W. L. Lathrop 11/60



Route 7



ROUTE NO. 7 BRIDGE - PLYMOUTH

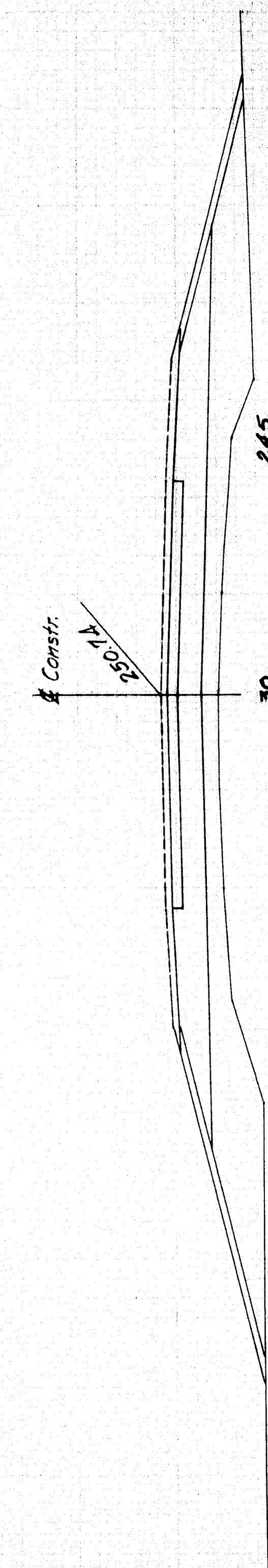
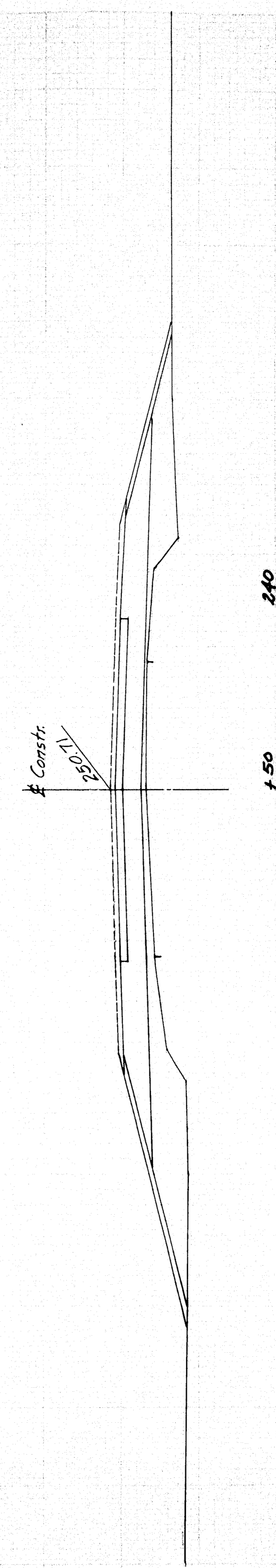
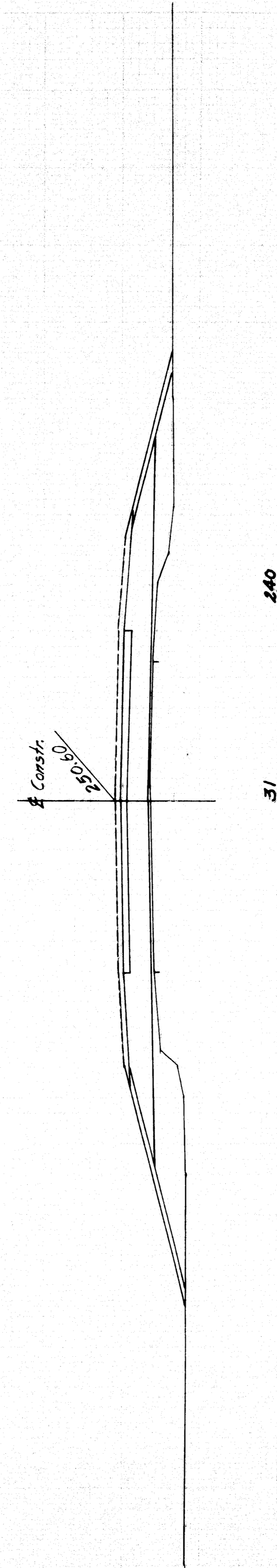
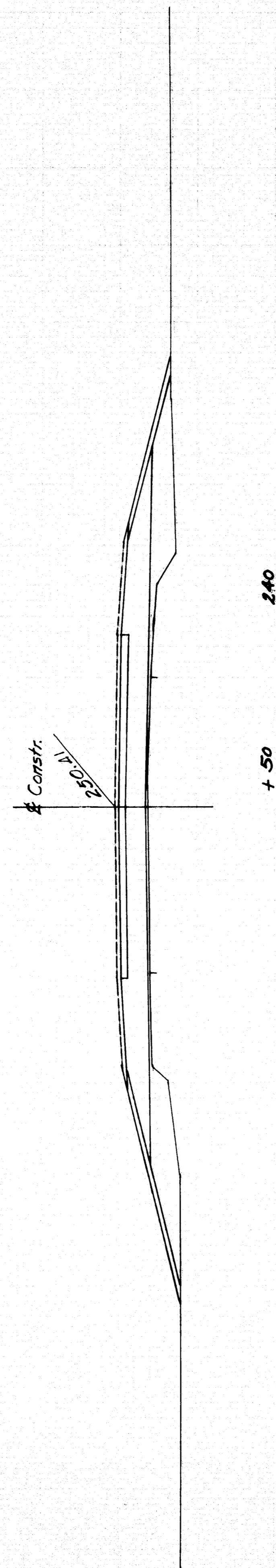
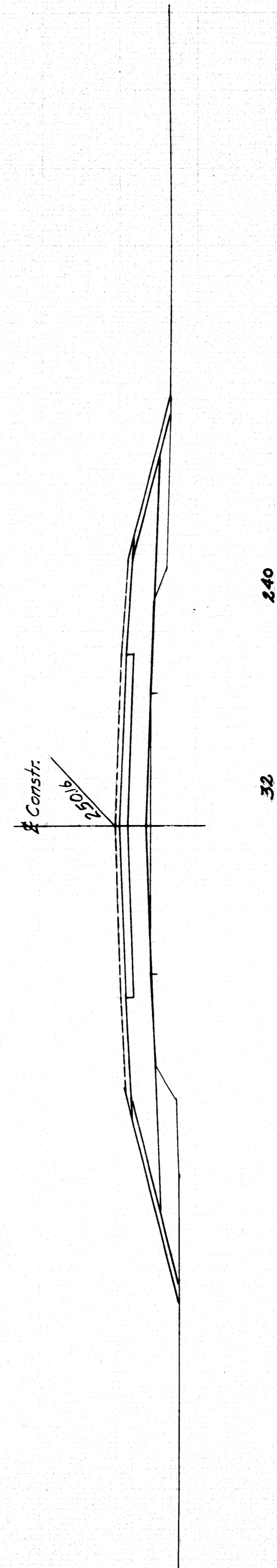
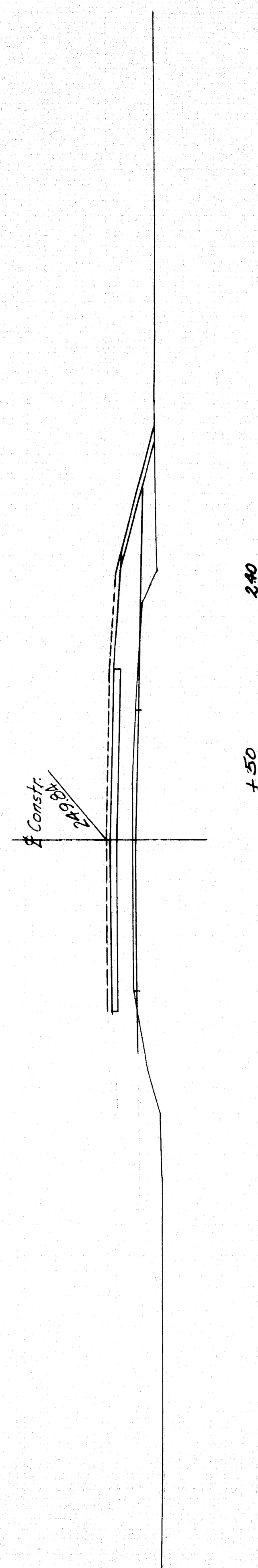
83
108

W. L. Lathrop

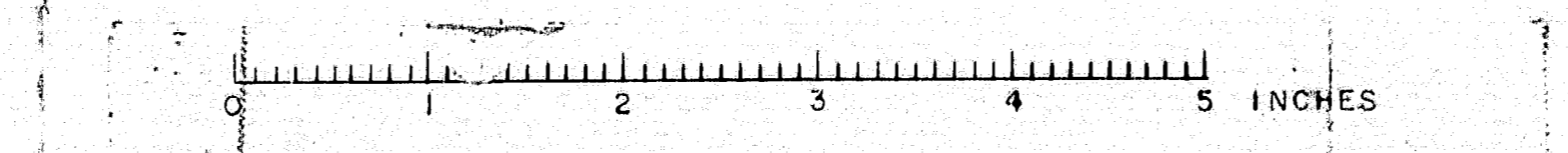
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(18)	9	28

Trace Pls.
Cross F. B. B. 101

Q SURVEY



Q SURVEY

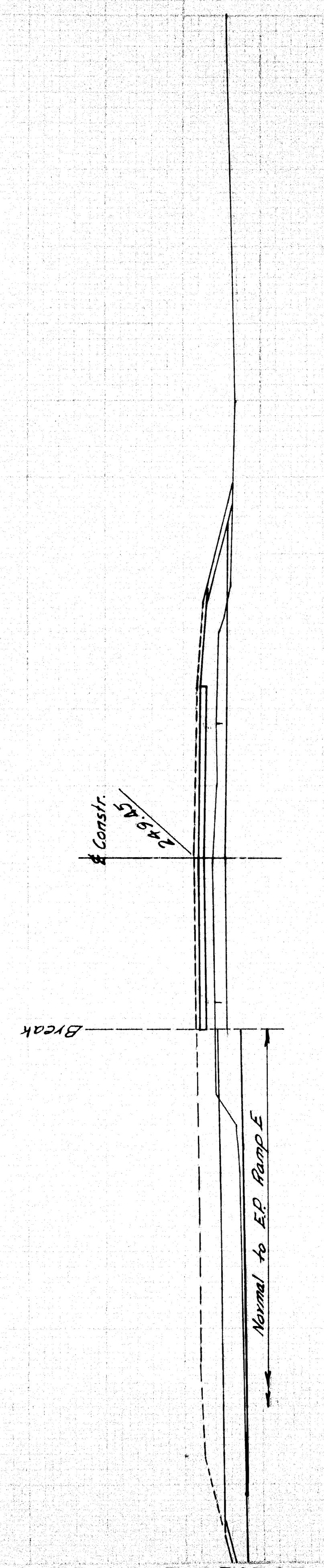
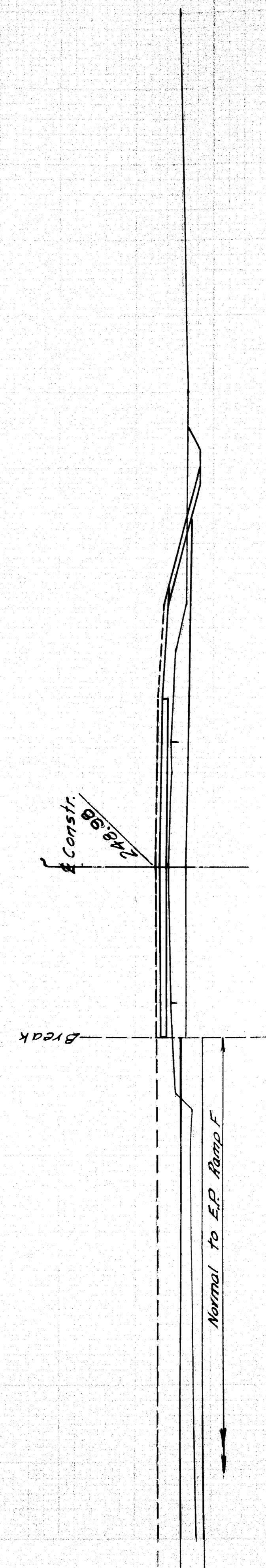
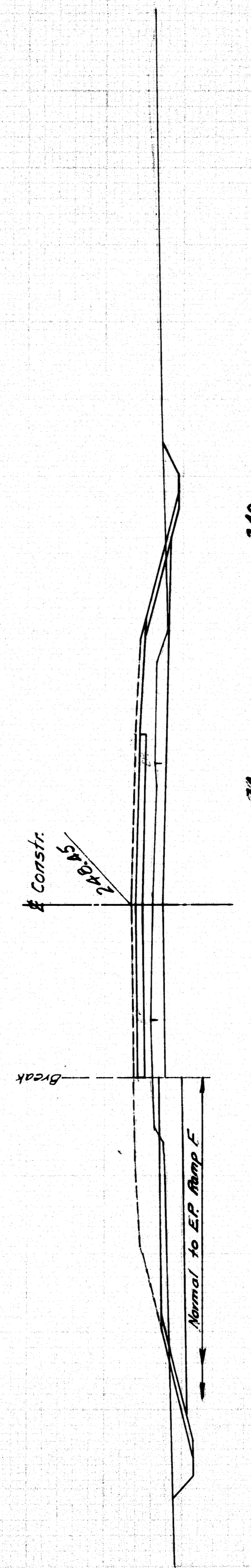
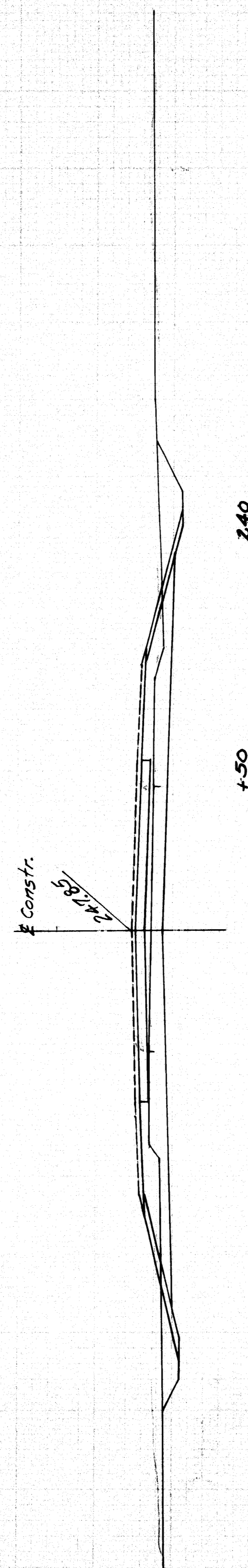
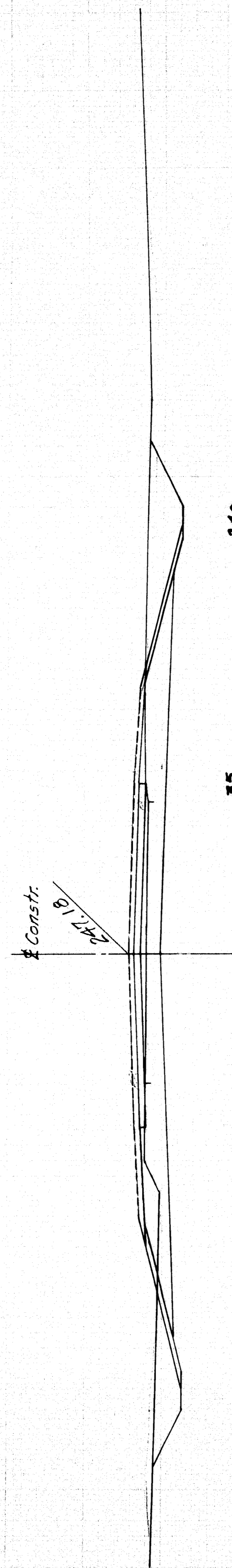


ROUTE NO. 7 BRIDGE - PLYMOUTH

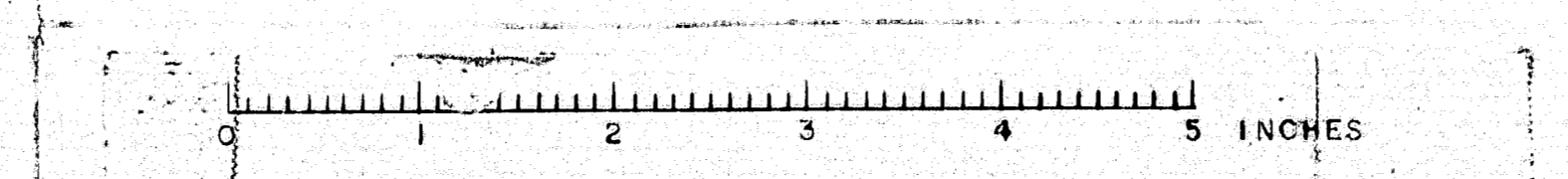
83
109

Trace R/W
Check F.B. notes

Q SURVEY



D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-7(18)	10	26

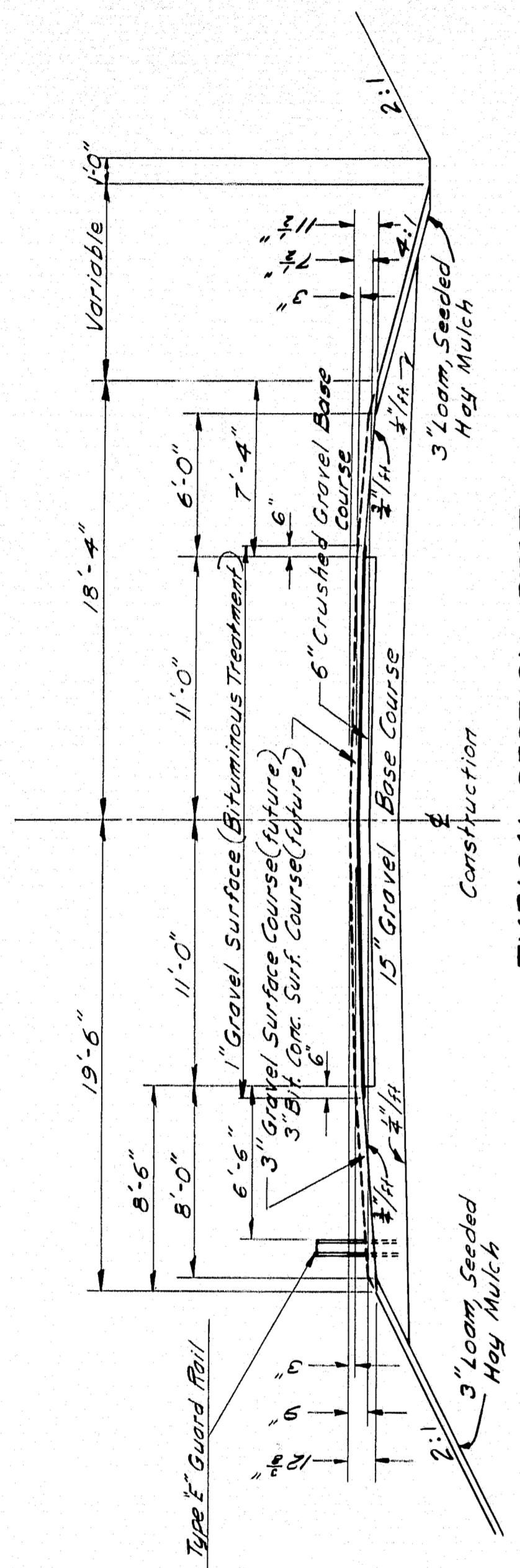


ROUTE NO. 7 BRIDGE - PLYMOUTH

83
110

Q SURVEY

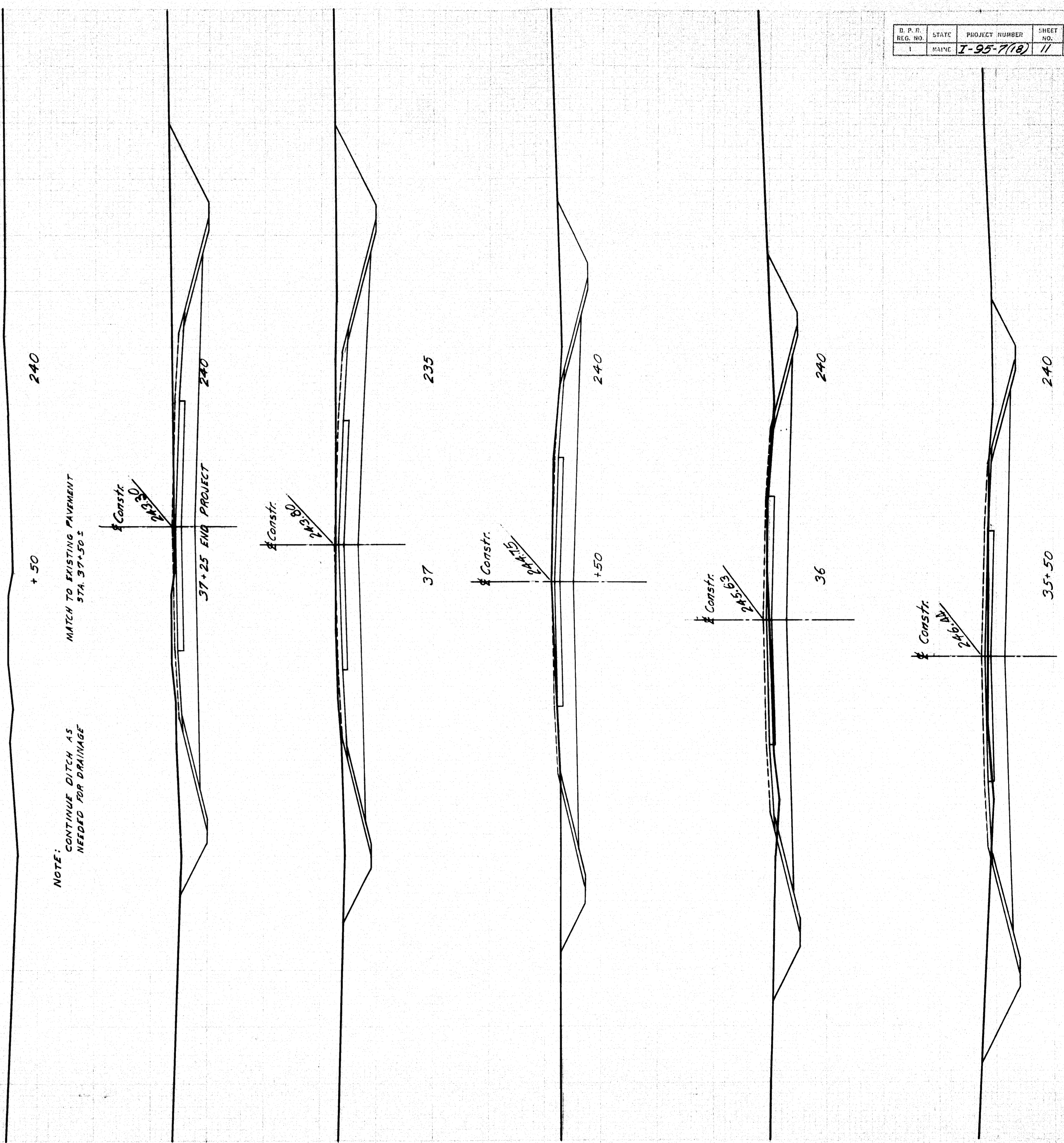
Trace R/W
 Check F.B. Bates



TYPICAL SECTION RTE. 7

Stage Construction
 Future construction indicated by dashed lines. Type E
 Guard Rail to be set to future permanent grades.

± SURVEY

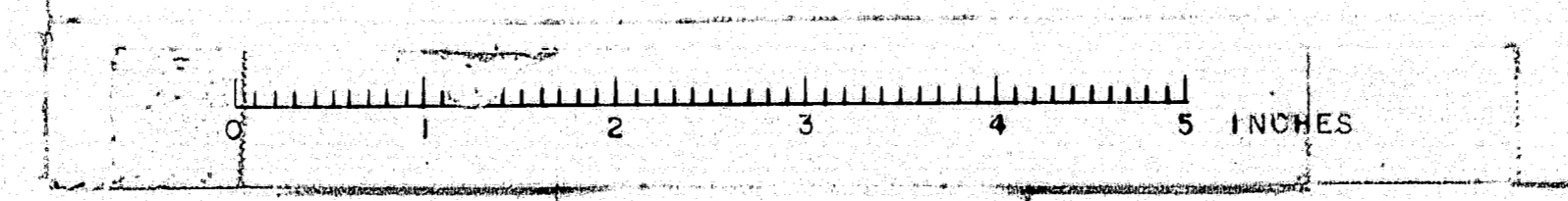


NOTE: CONTINUE DITCH AS
 NEEDED FOR DRAINAGE
 MATCH TO EXISTING PAVEMENT
 STA. 37+50 ±

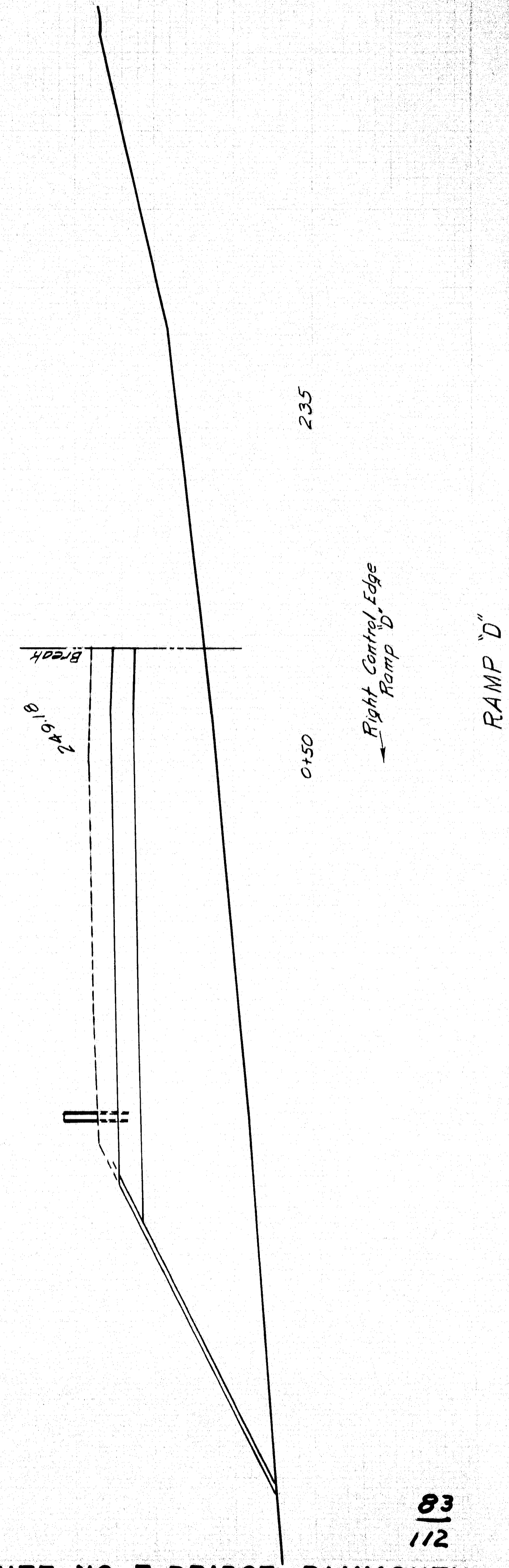
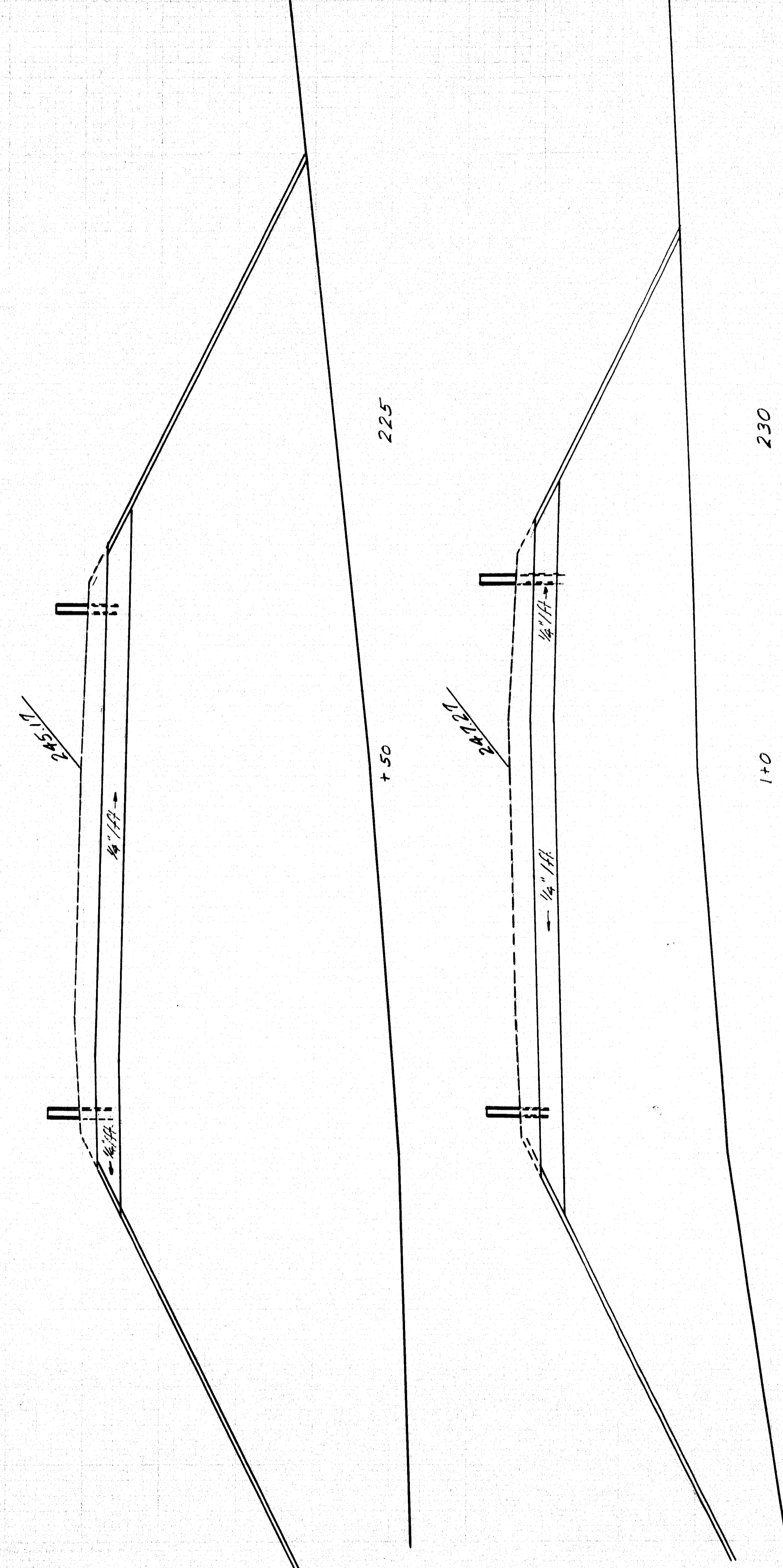
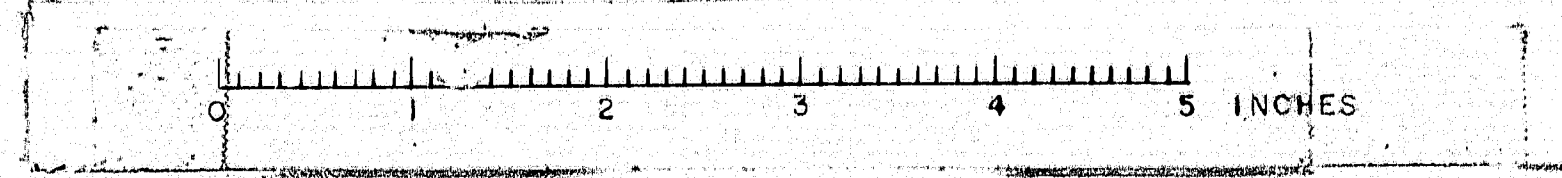
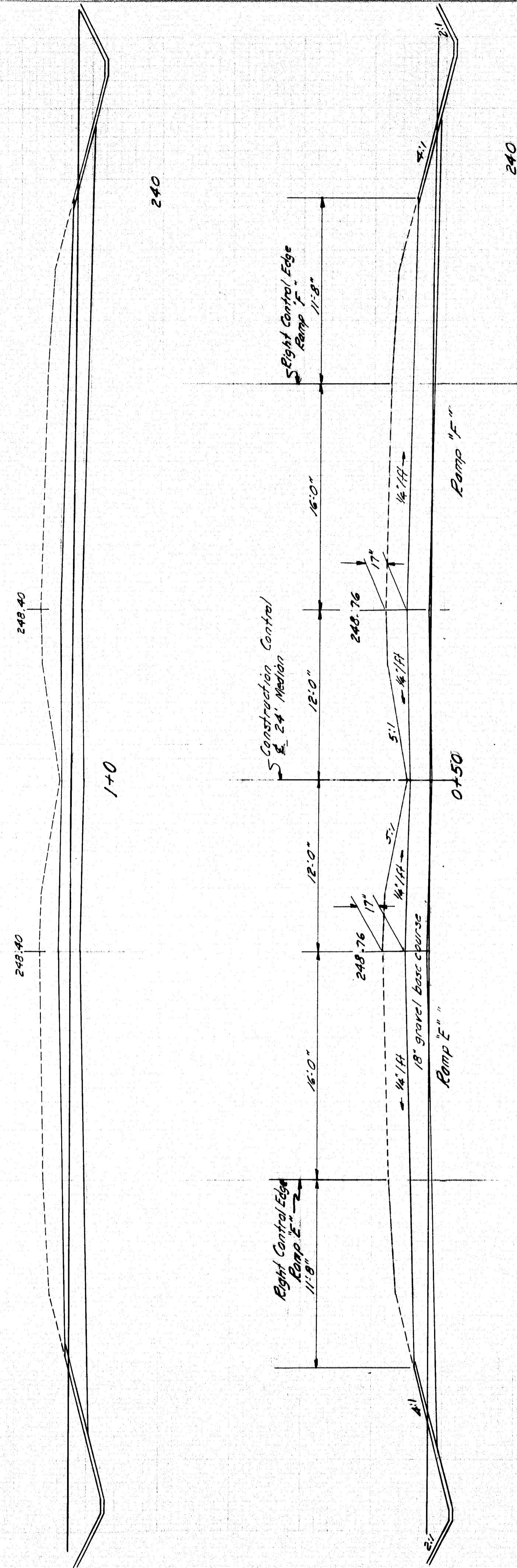
D. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-7(18)	11	20

83
 111

ROUTE NO. 7 BRIDGE - PLYMOUTH

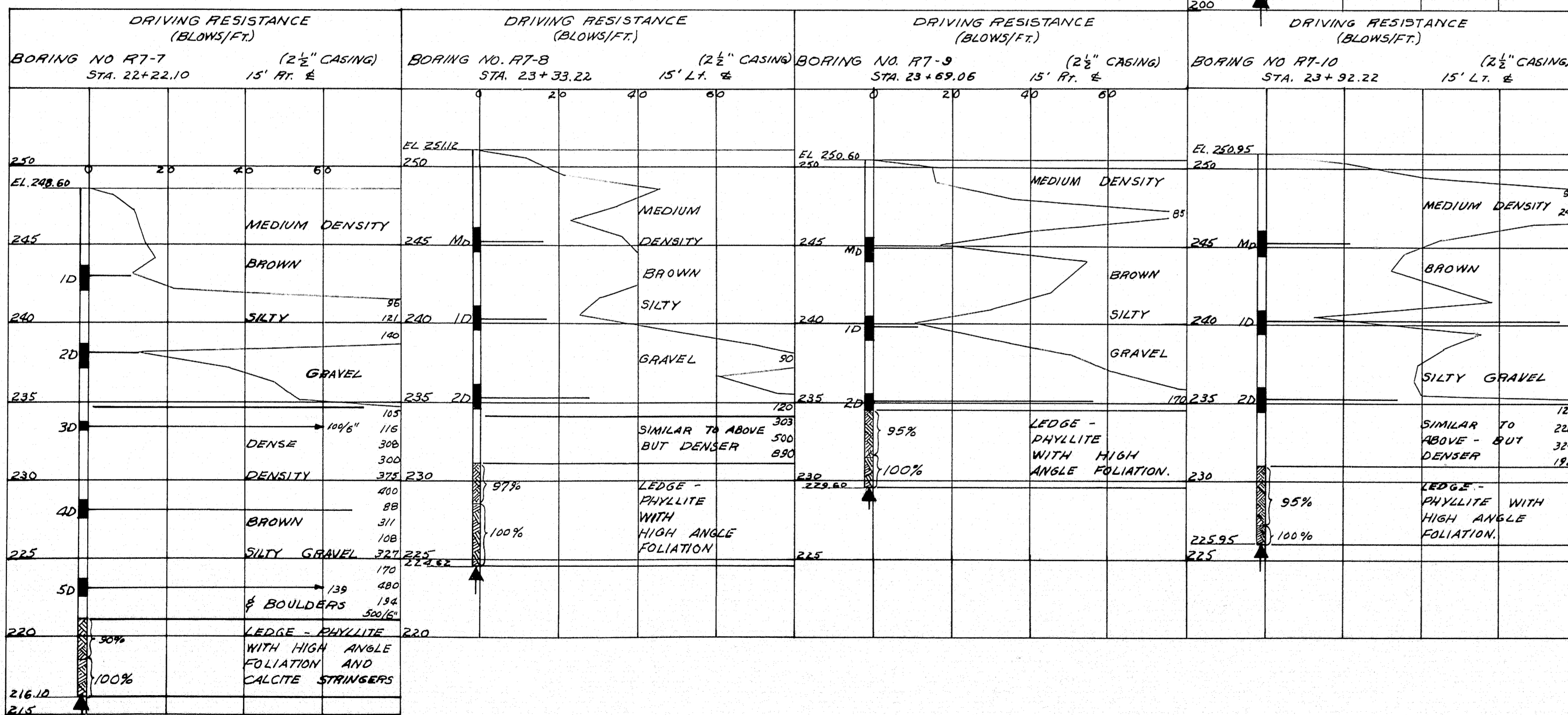
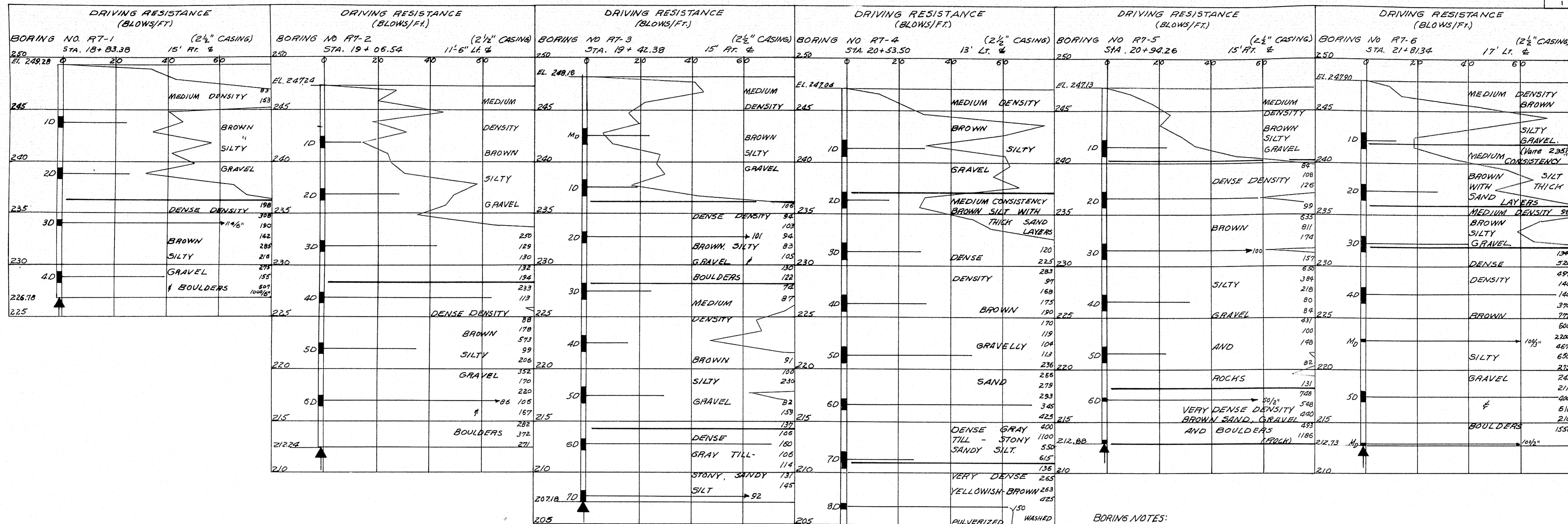


Trace R&B
Check F.B.M.



ROUTE NO. 7 BRIDGE-PLYMOUTH

83
112



- BORING NOTES:**
- Casing size as noted on drawings
 - Number of blows of 275" hammer falling 18 inches required to drive extra heavy casing one foot thus:
 - Location and designation of "dry" samples taken in S&H sampler #1290s indicated thus:
 - Unsuccessful attempts to secure dry sample indicated thus, followed by type of sampler:
 - Number of blows of 275" hammer falling 15 inches required to drive spoon or tubing one foot indicated thus:
 - Bottom of boring indicated thus:
 - Percent recovery of rock core by diamond bit thus:

Graphical
10"
M₀
Graphical
71%

DESIGN - G.E.A.
TRACE - G.E.A.
CHECK - W.W.Y.

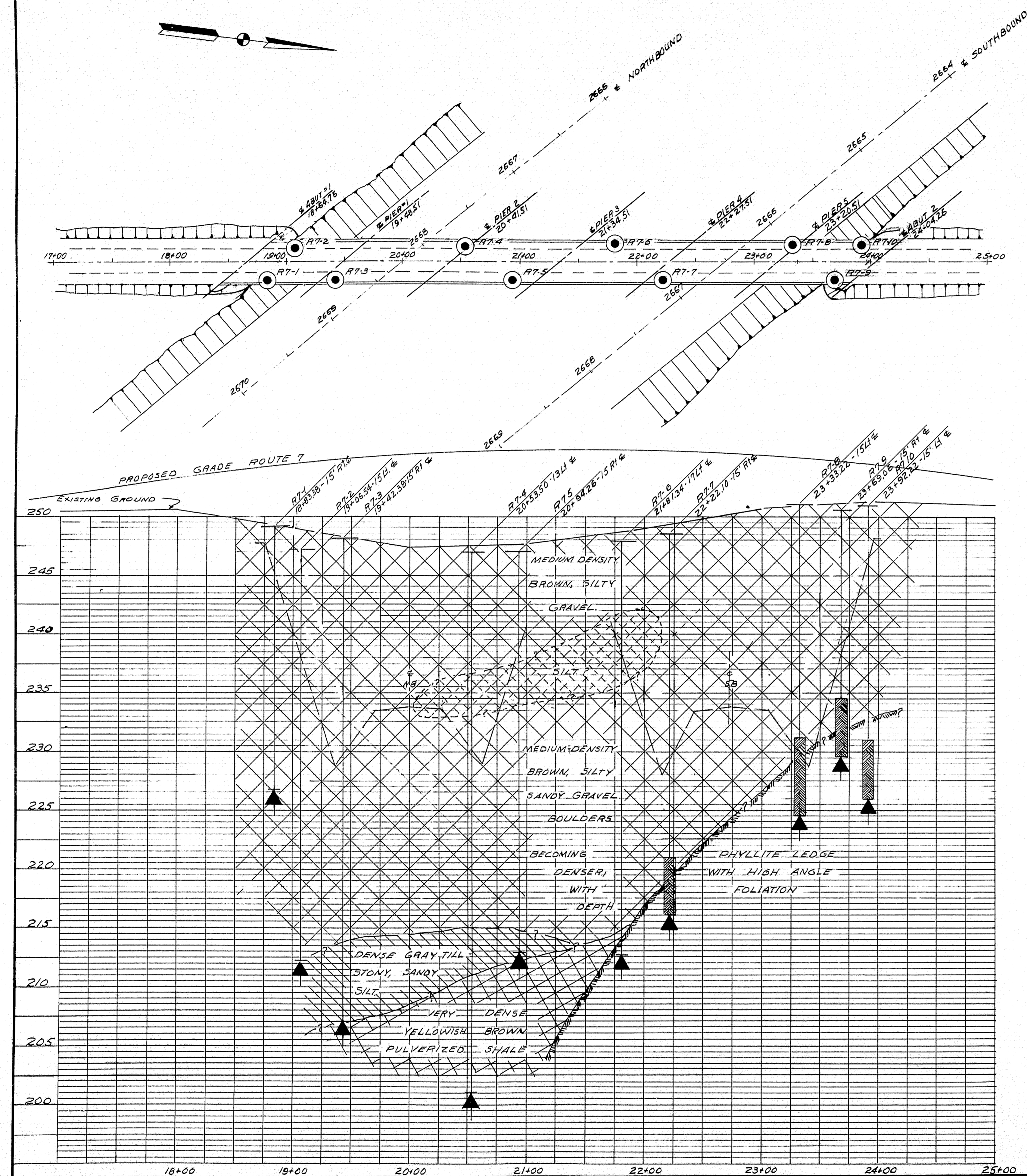
BRIDGE NO. SURVEY - PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
ROUTE NO. 7 BRIDGE
OVER
INTERSTATE NO. 95
IN THE TOWN OF
PLYMOUTH
PENOBSCOT COUNTY
BORINGS

SHEET 13 OF 26 AUGUSTA, MAINE APRIL 1961

83-113

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(18)	14	26



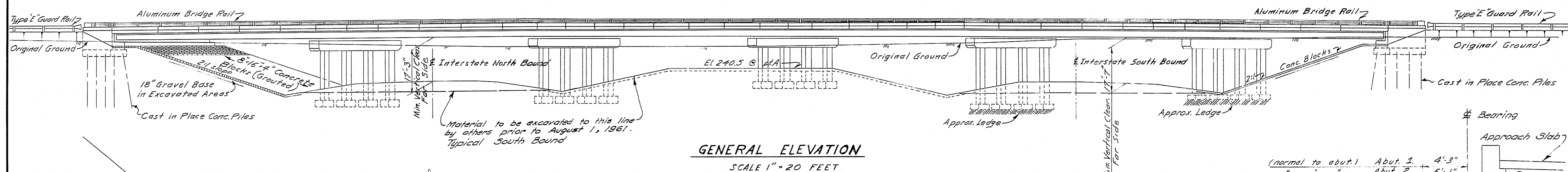
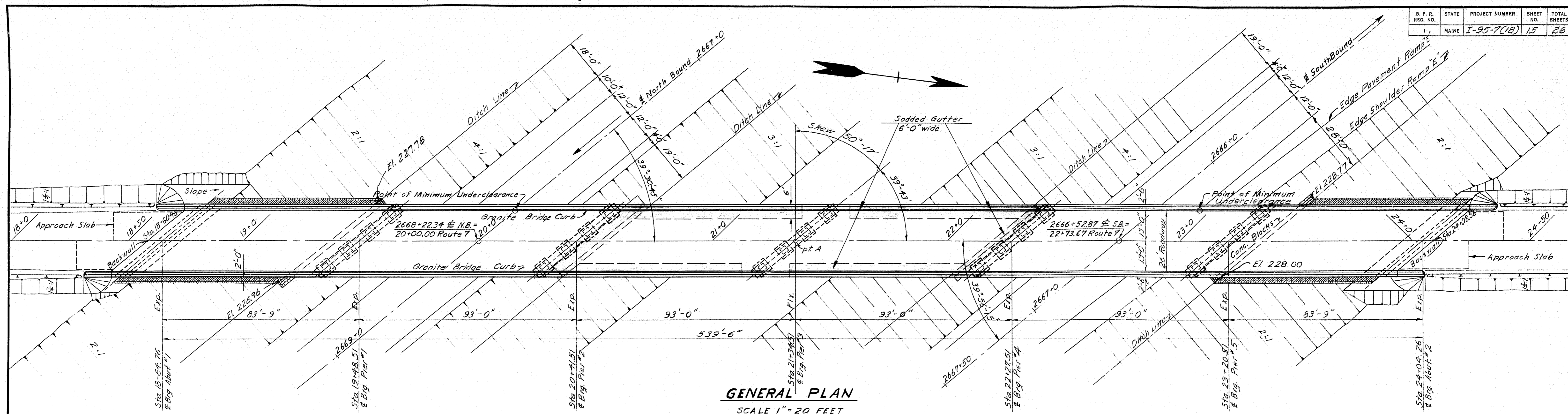
DESIGN - G.E.A.
 TRACE - G.E.A.
 CHECK - W.H.Y.

BRIDGE NO.
 SURVEY -
 PLOT -

STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
ROUTE NO. 7 BRIDGE
 OVER
INTERSTATE NO. 95
 IN THE TOWN OF
PLYMOUTH
PENOBSCOT COUNTY
 STRATIGRAPHIC PROFILE

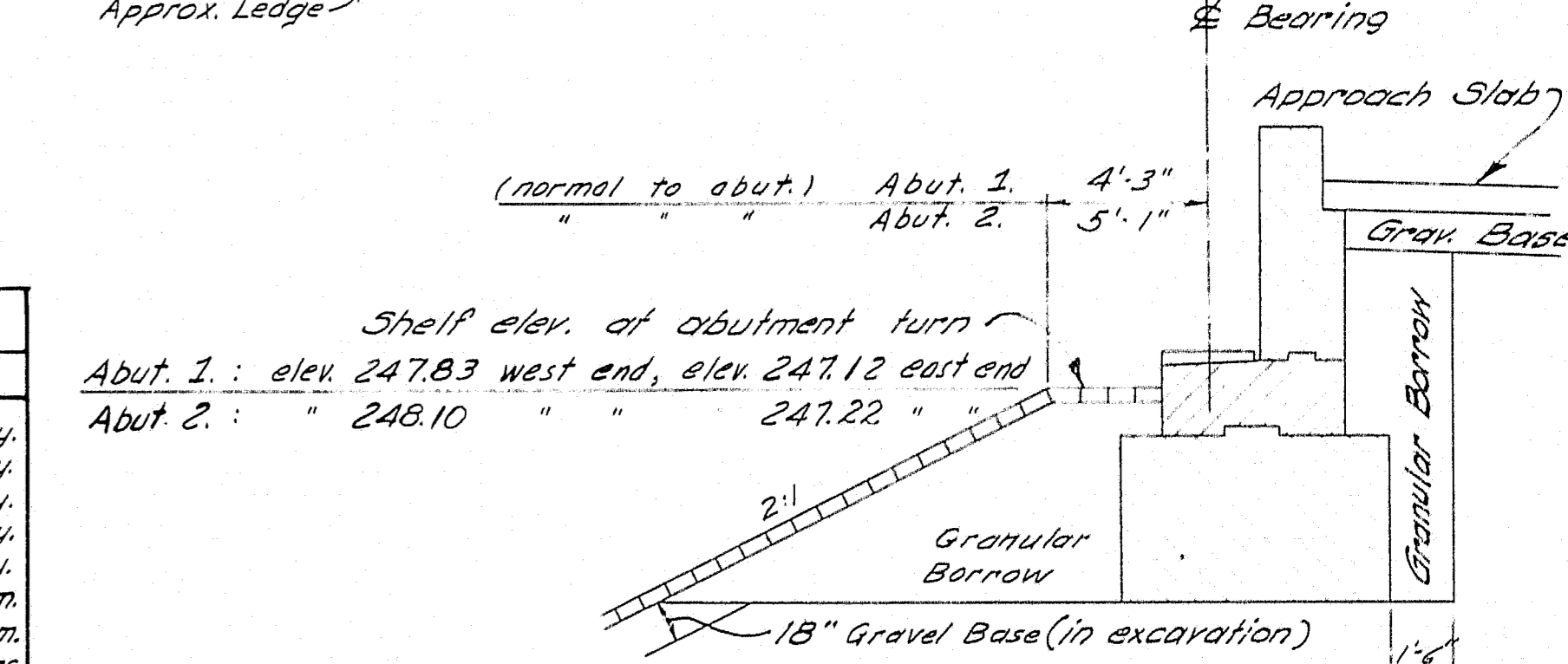
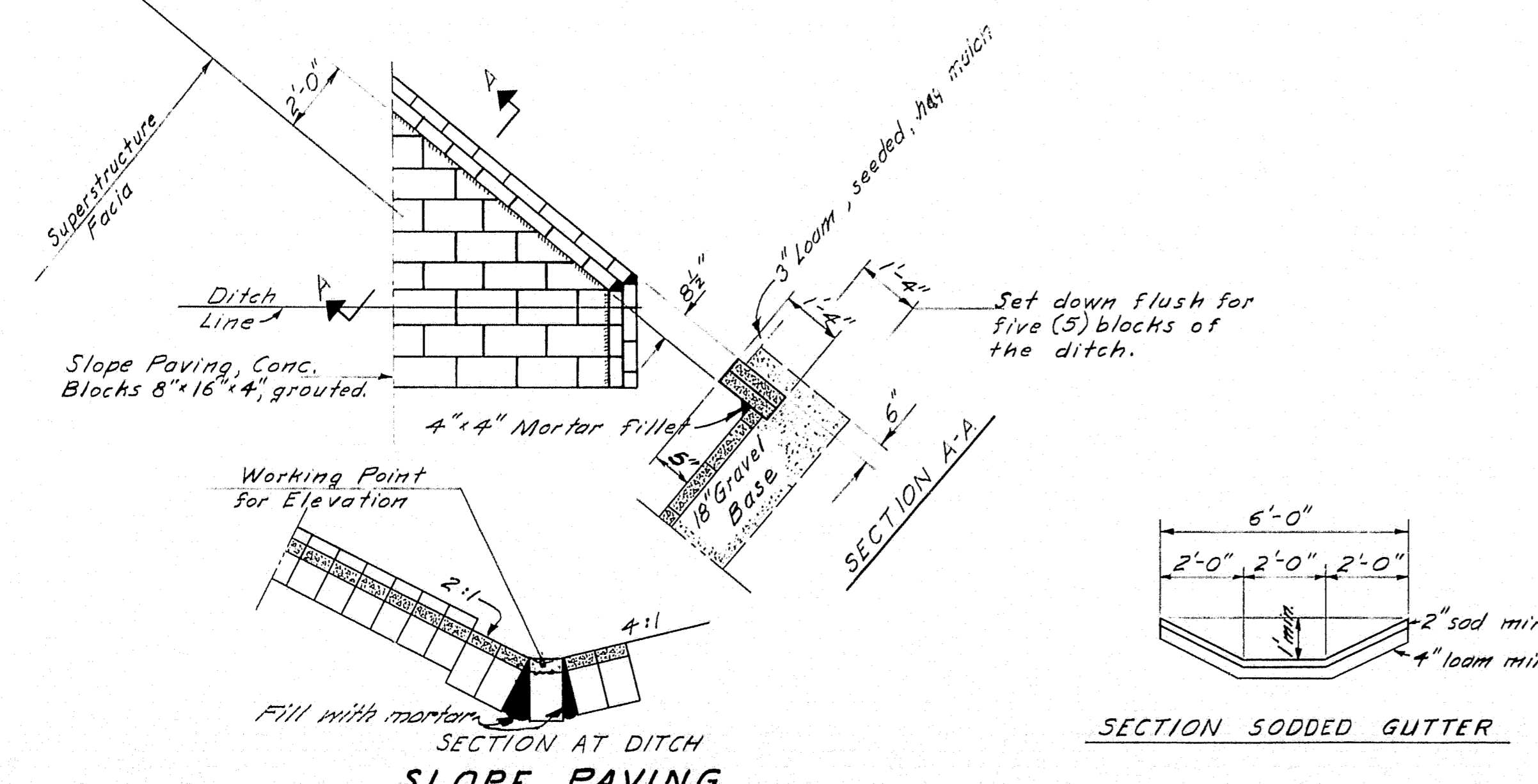
SHEET 14 OF 26 AUGUSTA, MAINE APRIL 1961

83-114



ESTIMATE OF BRIDGE QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY
203-9	Earth Excavation	200 c.y.
204-12	Structural Earth Excavation, Abutments & Retaining Walls	180 c.y.
204-14	Structural Earth Excavation, Piers	545 c.y.
205-9	Granular Borrow	160 c.y.
302-7	Gravel Base Course (In Place Measure)	350 c.y.
308-5	Overhaul (In Place Measure)	700 ym.
308-6	Overhaul (Pit Measure)	300 ym.
404-28	Bituminous Concrete Surface Course, Type "A"	170 tons
701-33	Portland Cement Concrete, Abutments & Retaining Walls	200 c.y.
701-35	Portland Cement Concrete, Piers	370 c.y.
701-40	Portland Cement Concrete, Roadway & Sidewalk Slabs on Steel Bridges	550 c.y.
701-47	Portland Cement	1670 bbls.
702-103	Structural Steel, Fabricated & Delivered	604,000 lbs.
702-104	Structural Steel, Erection	604,000 lbs.
702-105	Structural Steel, Field Painting	604,000 lbs.
705-13	Reinforcing Steel, Delivered	169,300 lbs.
705-14	Reinforcing Steel, Placing	169,300 lbs.
705-17	Shear Connectors	Lump Sum
711-6	Cast in Place Concrete Piles	510 lin.ft.
806-7	Aluminum Rail	1115 lin.ft.
807-9	Membrane Waterproofing	1550 s.y.
808-6	Slope Paving	630 s.y.
901-21	Granite Bridge Curb	1138 lin.ft.
909-7	Sodding	270 s.y.
204-15	Structural Rock Excavation Piers	10 c.y.
807-11	Epoxy Resin Surface Sealant	95 s.y.
908-9	Loam Borrow	25 c.y.



Payment for excavation for base of Slope Paving to be made under Item 203-9, Earth Excavation. The 18" gravel base under the Slope Paving may be reduced or omitted if in the opinion of the Engineer the existing material is suitable.

DESIGN
A.A.S.H.O. Specifications for Highway Bridges 1957, and subsequent revisions.

CONTRACT
State of Maine, State Highway Commission, Standard Specifications for Highways & Bridges, Revision of Jan. 1956 with supplements.

CONCRETE CLASSIFICATION: All concrete Class "A"

LOADING
H-20-516-44
Structural Steel: $f_s = 18,000$ p.s.i.
Concrete: $f_c = 20,000$ p.s.i.
 $f_c = 1200$ p.s.i.
 $n = 10$

DESIGN - R.W.L.
TRACE - R.W.L.
CHECK - C.C.P.

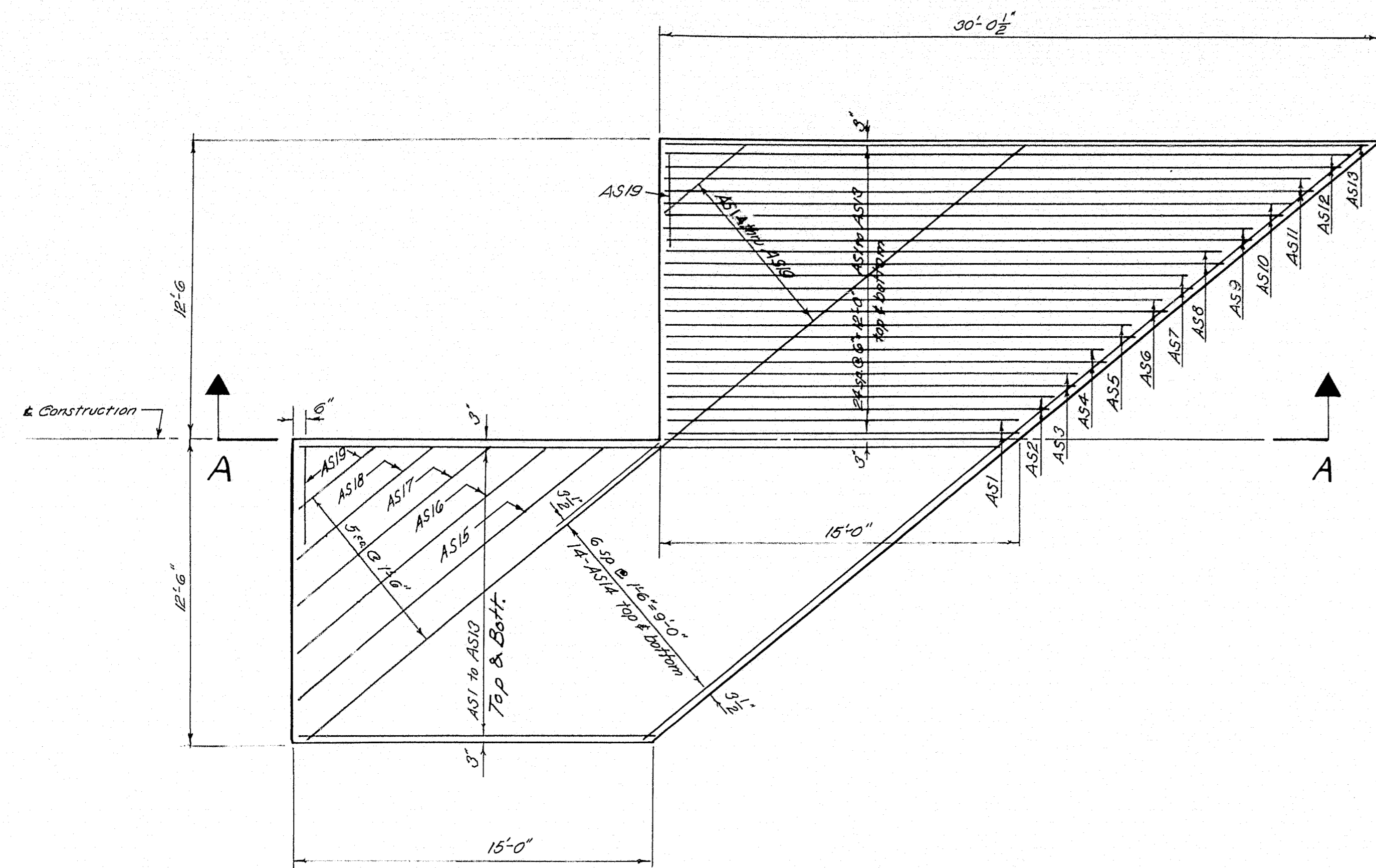
BRIDGE NO. SURVEY PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

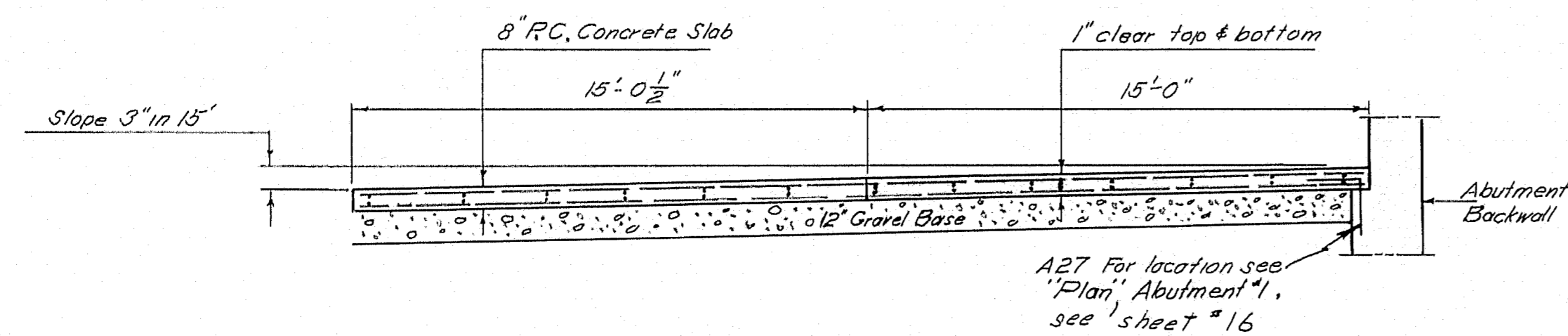
ROUTE NO. 7 BRIDGE
OVER
INTERSTATE NO. 95
IN THE TOWN OF
PLYMOUTH
PENOBSCOT COUNTY
GENERAL PLAN

SHEET 15 OF 26 AUGUSTA, MAINE APRIL 1961

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(18)	17	26

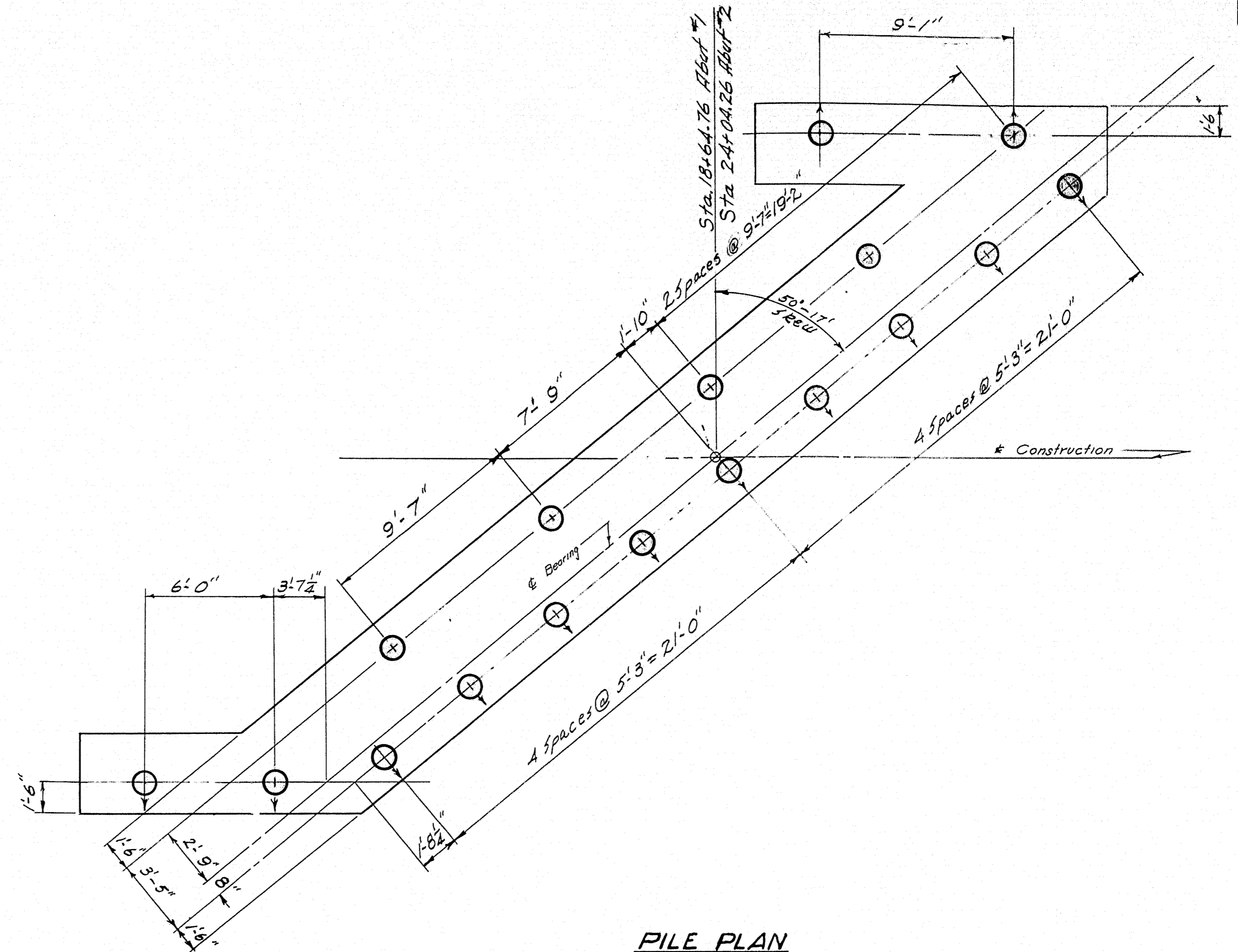


PLAN



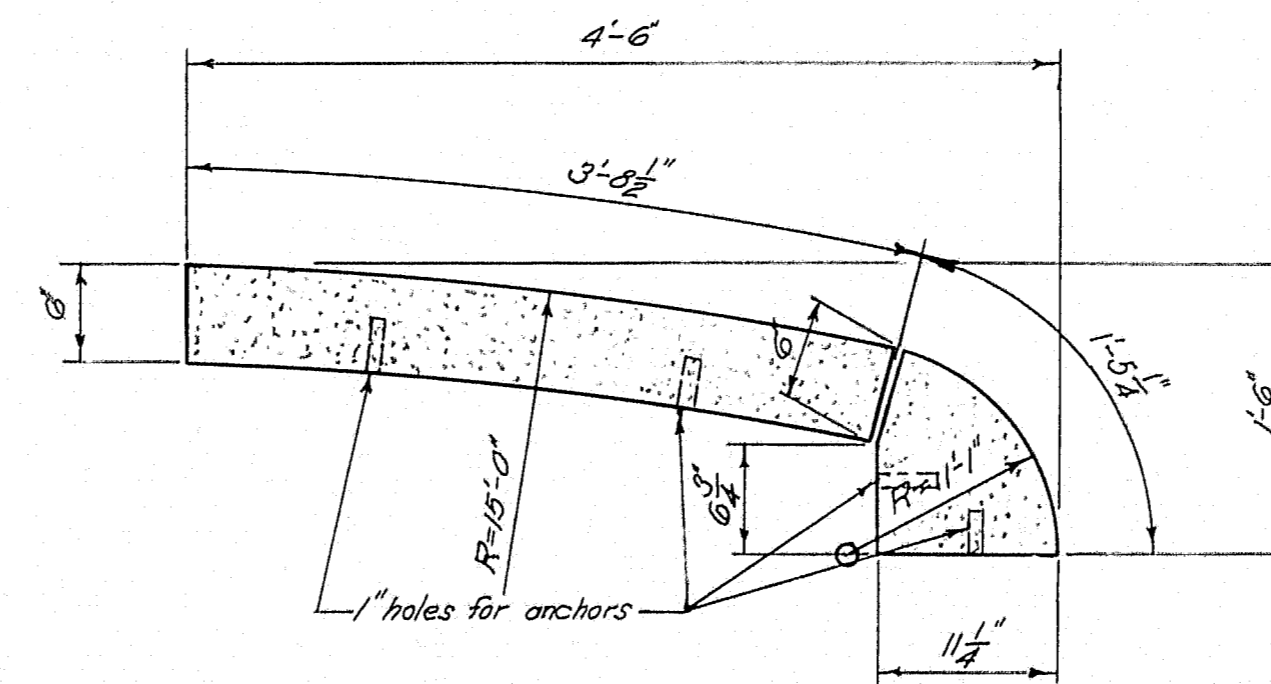
SECTION A-A

APPROACH SLAB DETAILS
 Approach Slab @ Abut #1 shown. Rotate 180° for Abut #2.
 Concrete in Approach Slab to be paid for under Item 701-40



PILE PLAN

Abut #1 shown. Rotate 180° for Abut #2.
 30 Ton Cast in Place Concrete Piles.
 Batter 2 1/2"/ft, direction shown thusly.
 Abut #1-17 piles required (est. length 15'-0")
 Abut #2-17 piles required (est. length 15'-0")

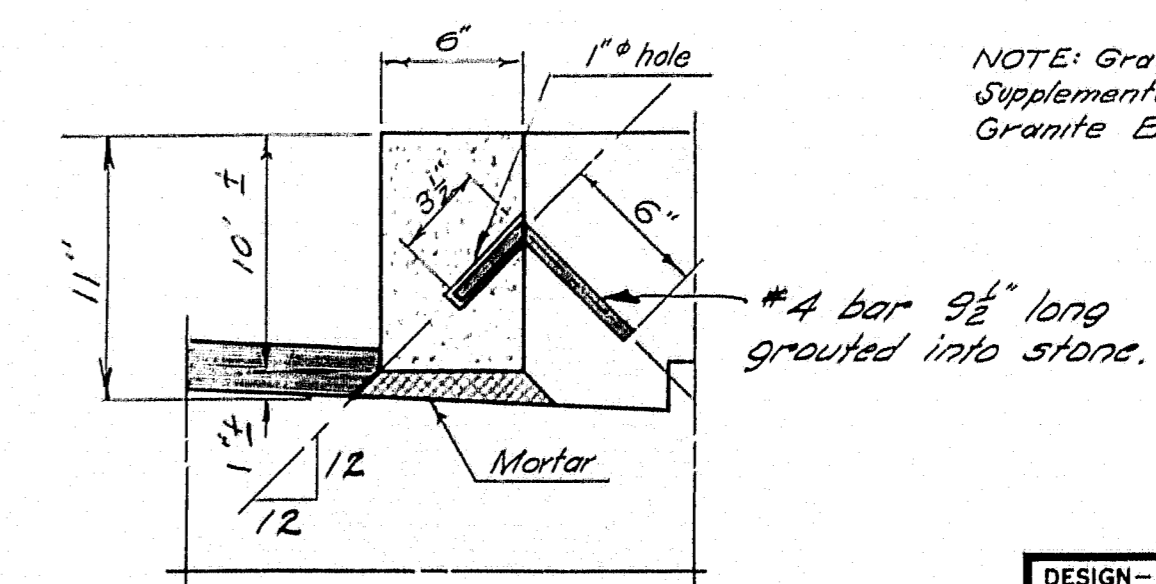


CIRCULAR GRANITE BRIDGE CURB

2 Req'd. - as shown
 2 Req'd. - opp. hand

GRANITE BRIDGE CURB DETAILS

Payment for Circular Granite Bridge Curb to be made at the contract unit price per linear foot bid for Item 901-21, Granite Bridge Curb.

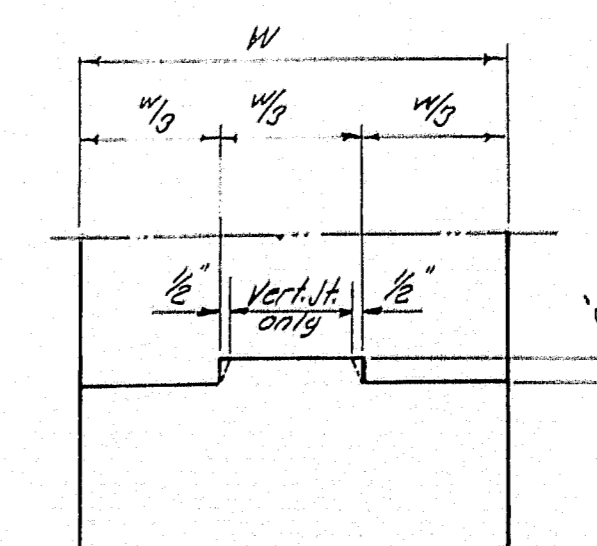
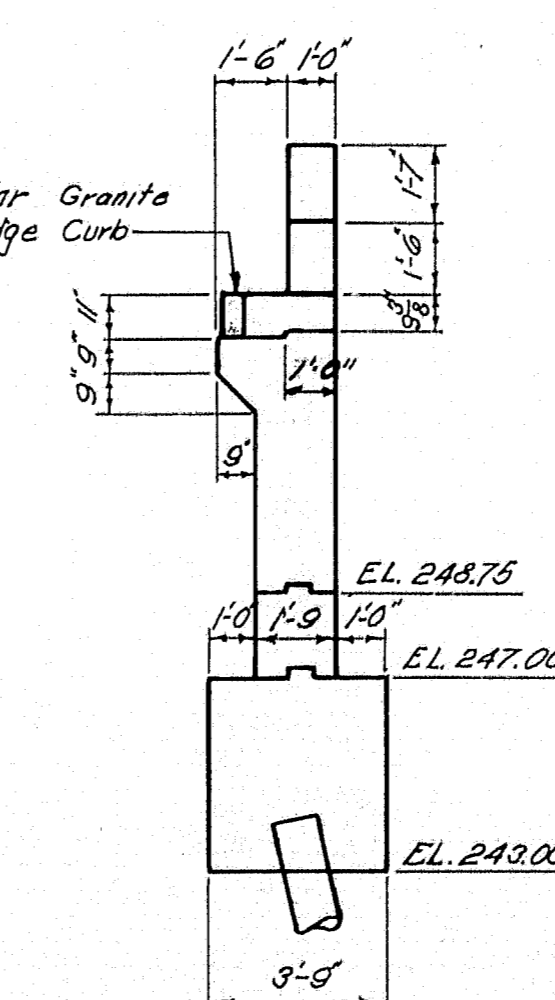
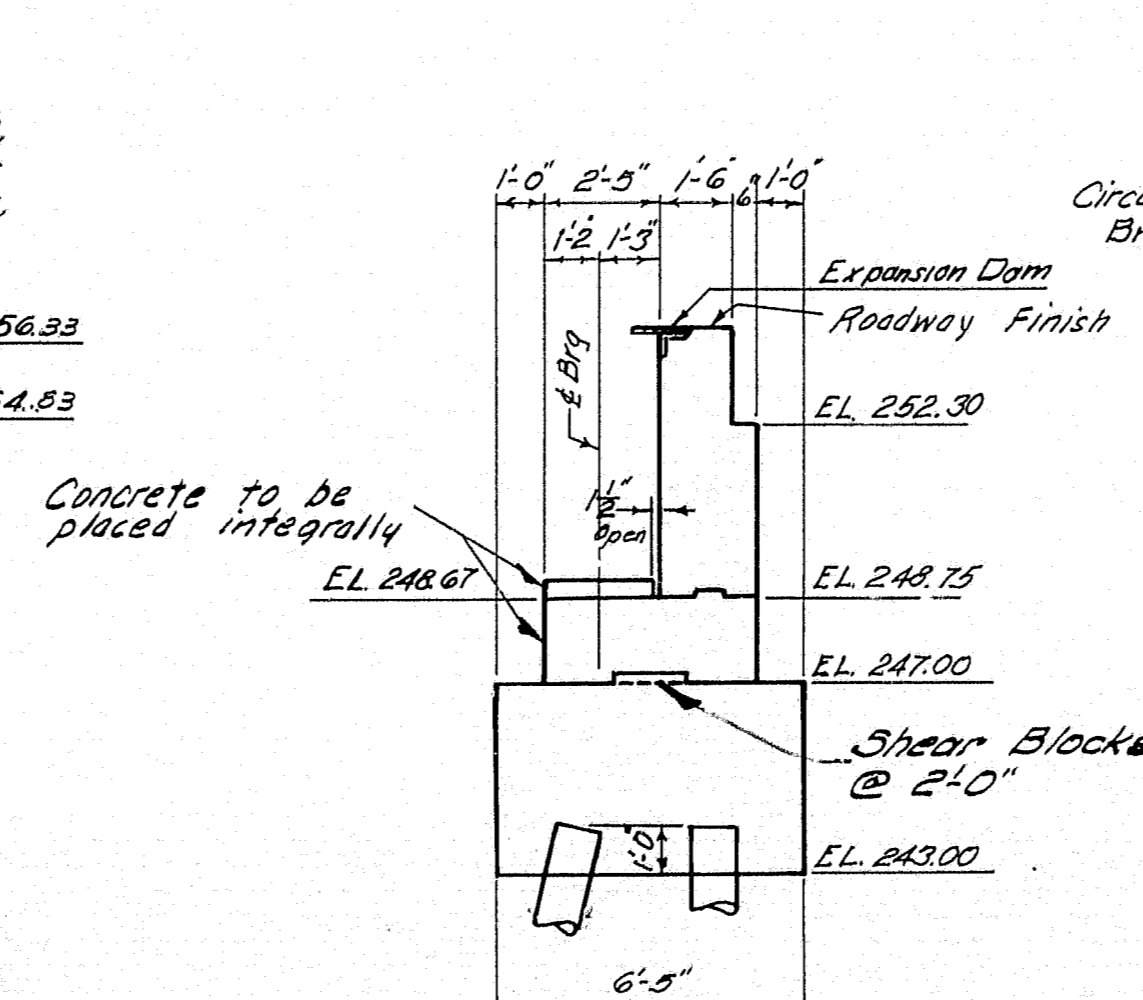
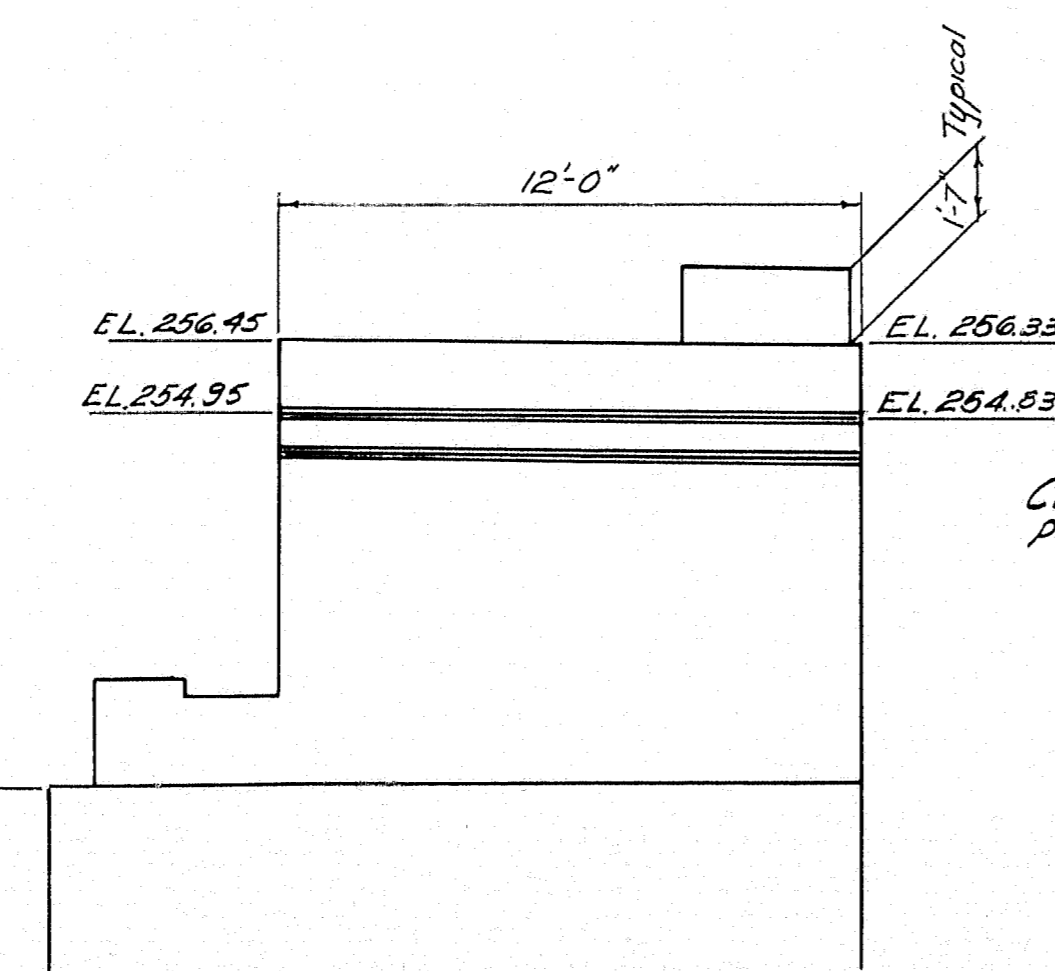
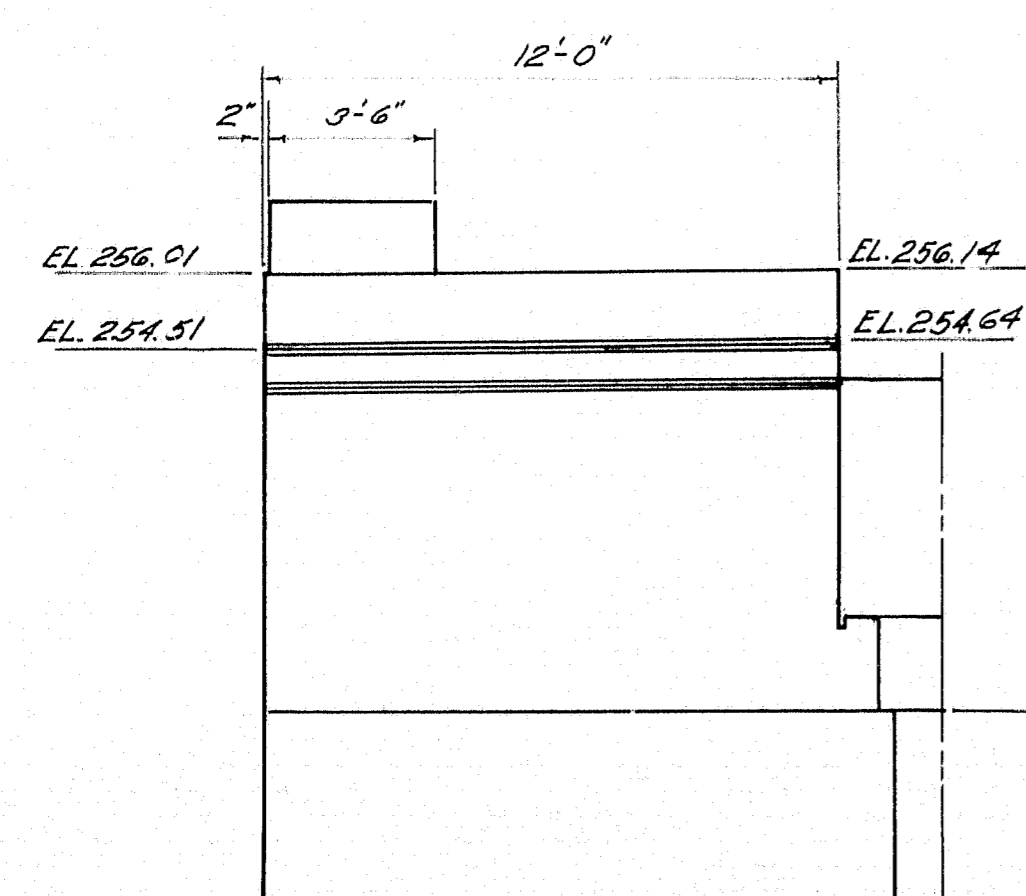
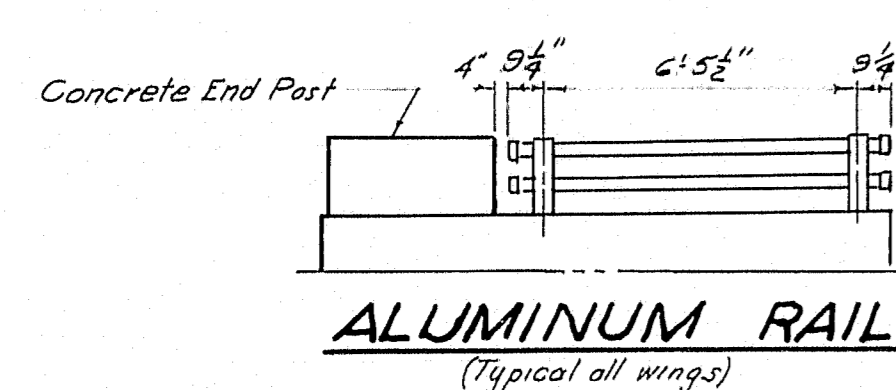
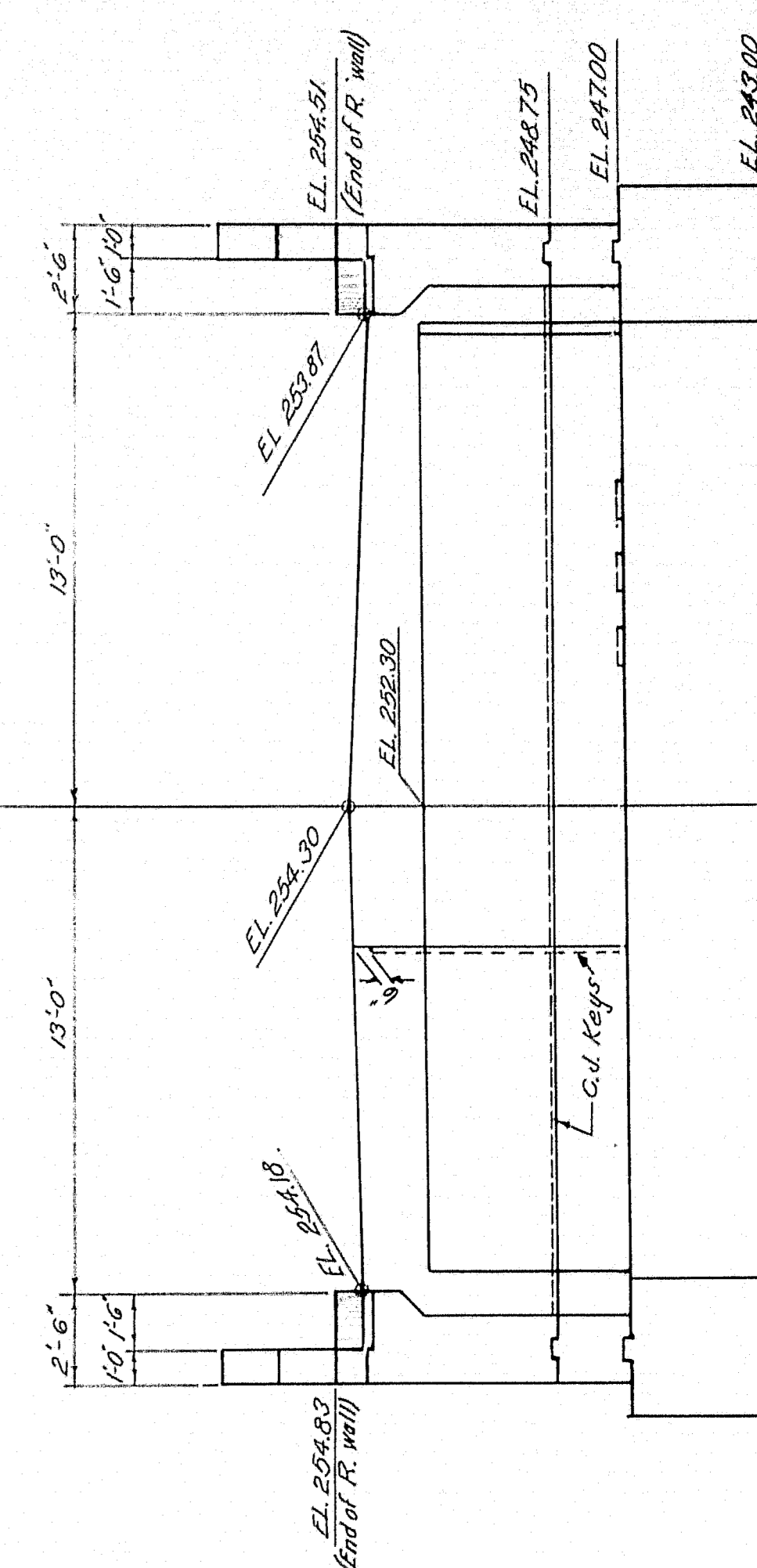
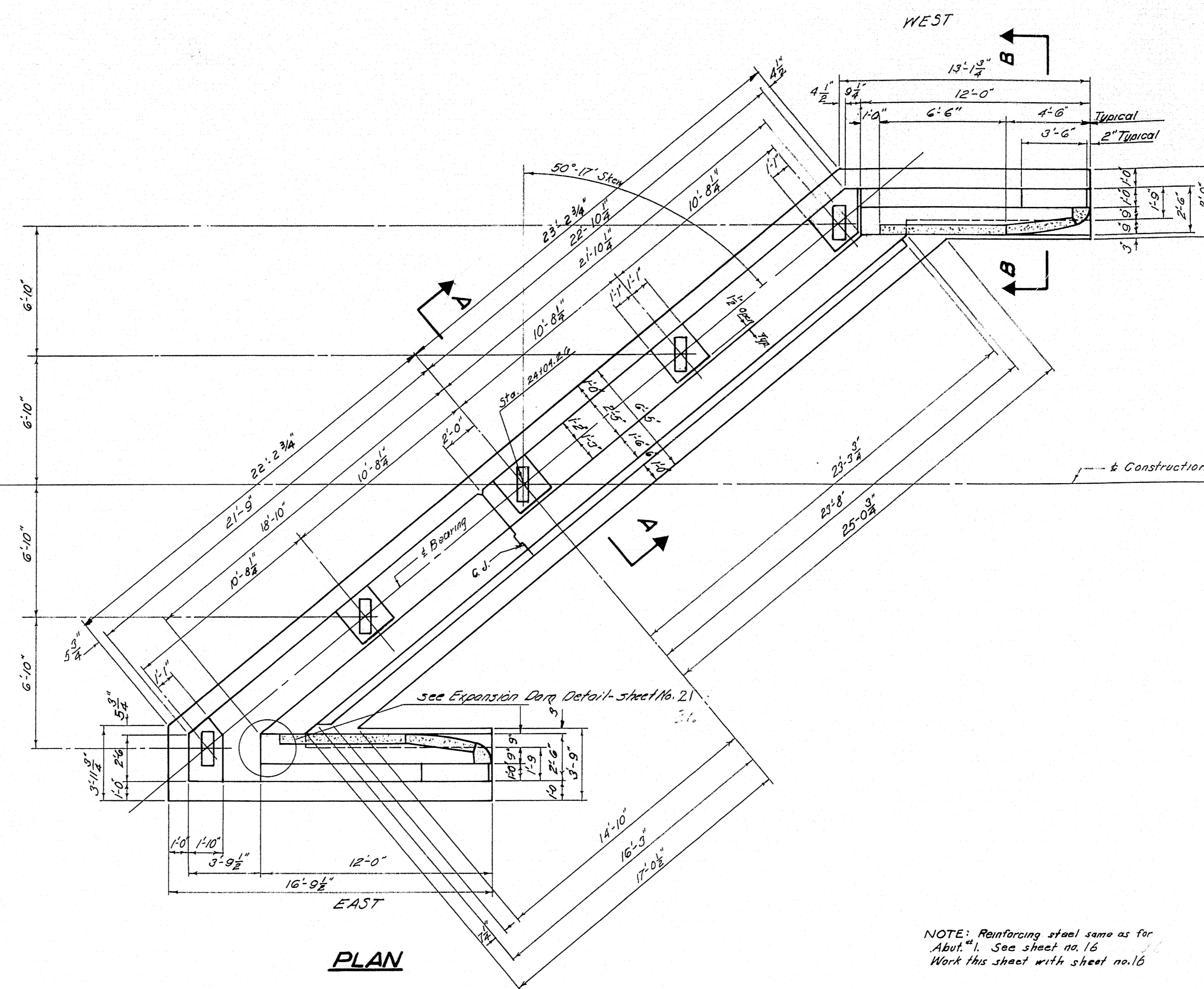
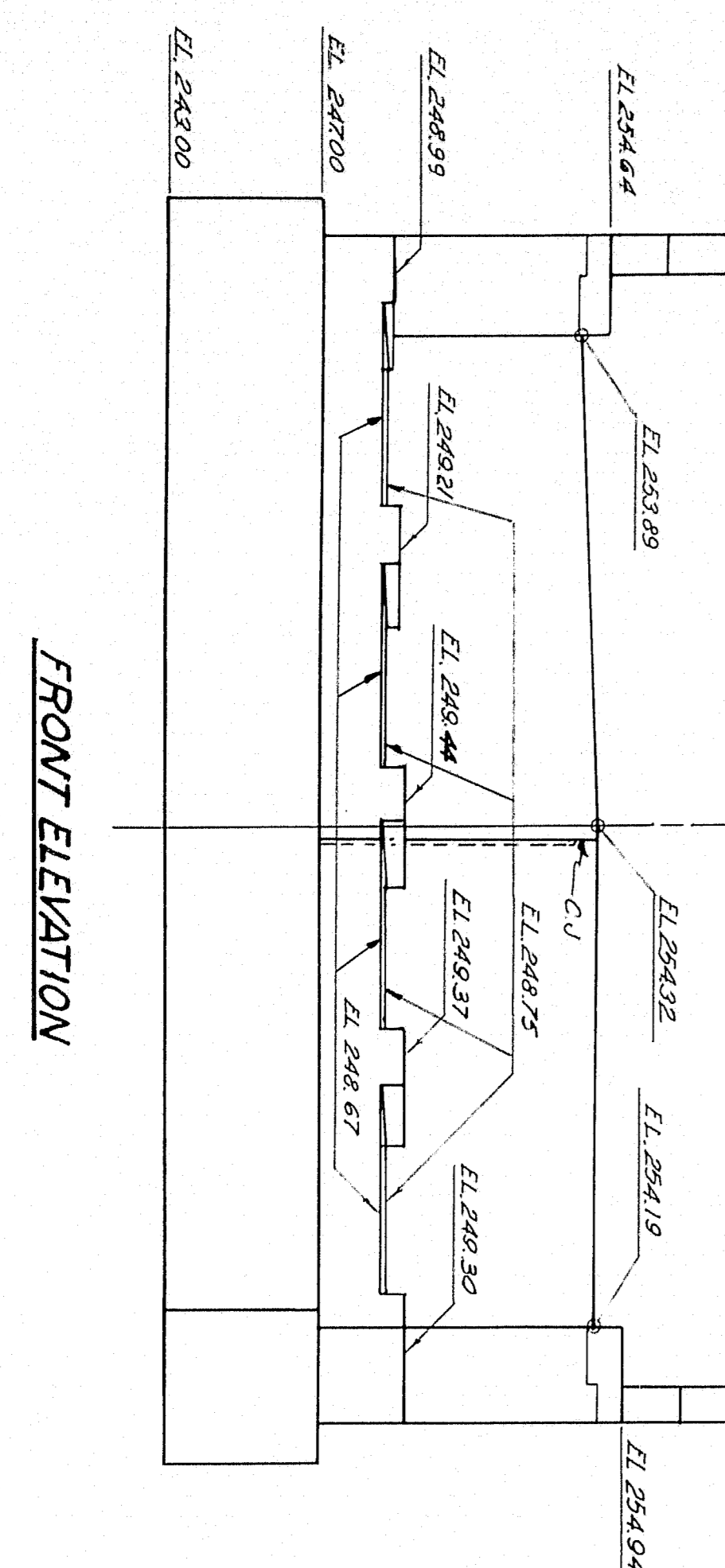


TYPICAL SECTION

NOTE: Granite curb shall conform to Supplemental Specification, Section 901, Granite Bridge Curb.

DESIGN - W.H.K.	DETAIL - F.S.F.	BRIDGE NO.
TRACE - J.G.	SURVEY -	STATE HIGHWAY COMMISSION
CHECK -	PLOT -	BRIDGE DIVISION
ROUTE NO. 7 BRIDGE		
INTERSTATE NO. 95		
PLYMOUTH		
PENOBSCOT COUNTY		
GRANITE CURB, PILE PLAN, & APP. SLAB		
SHEET 17 OF 26 AUGUSTA, MAINE APRIL 1961		

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(18)	18	26



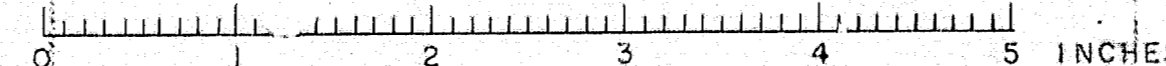
NOTE: Reinforcing steel same as for
Abut. #1. See sheet no. 16
Work this sheet with sheet no. 16

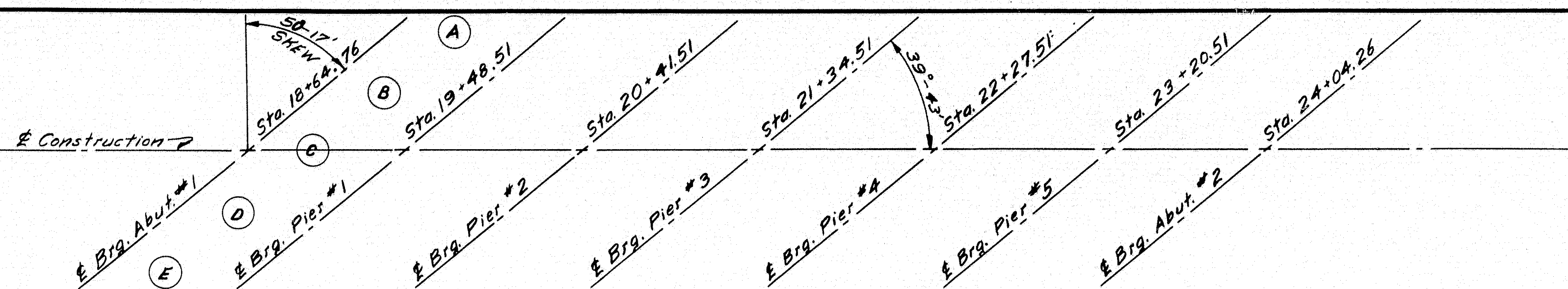
DESIGN - W.H.T. DETAIL - J.S.F. BRIDGE NO. 10
TRACE - SURVEY -
CHECK - *Effie* PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

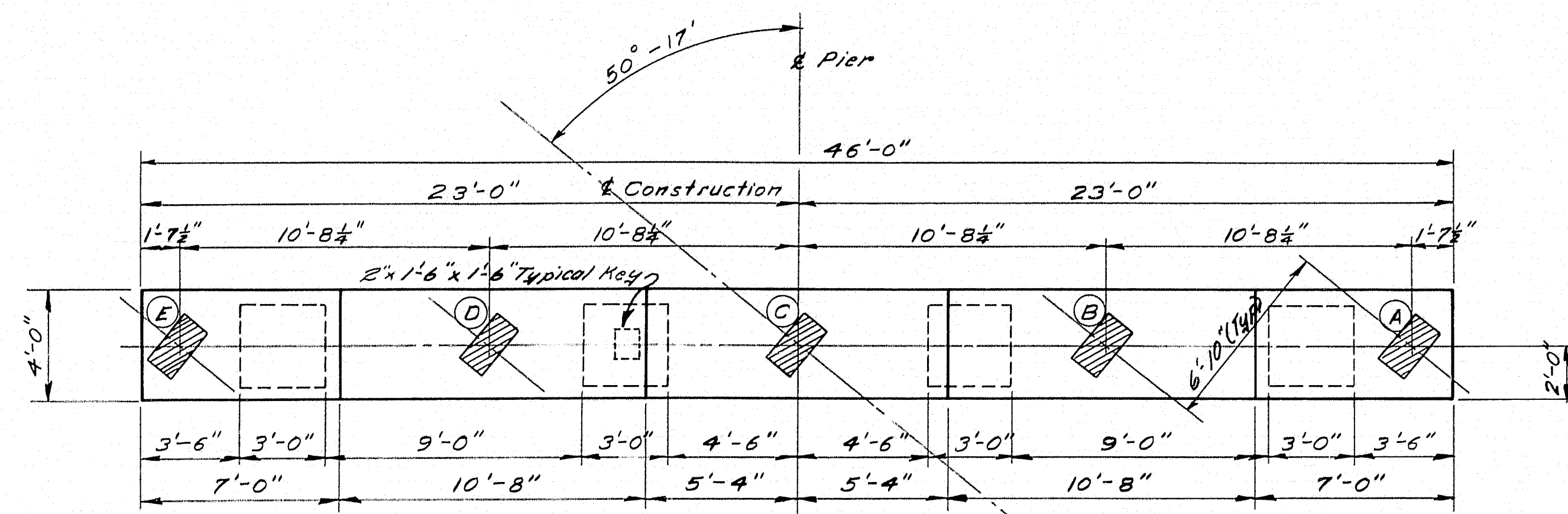
ROUTE NO. 7 BRIDGE
OVER
INTERSTATE NO. 95
IN THE TOWN OF
PLYMOUTH
PENOBSCOT COUNTY
ABUTMENT NO. 2

SHEET 18 OF 26 AUGUSTA, MAINE APRIL 1960



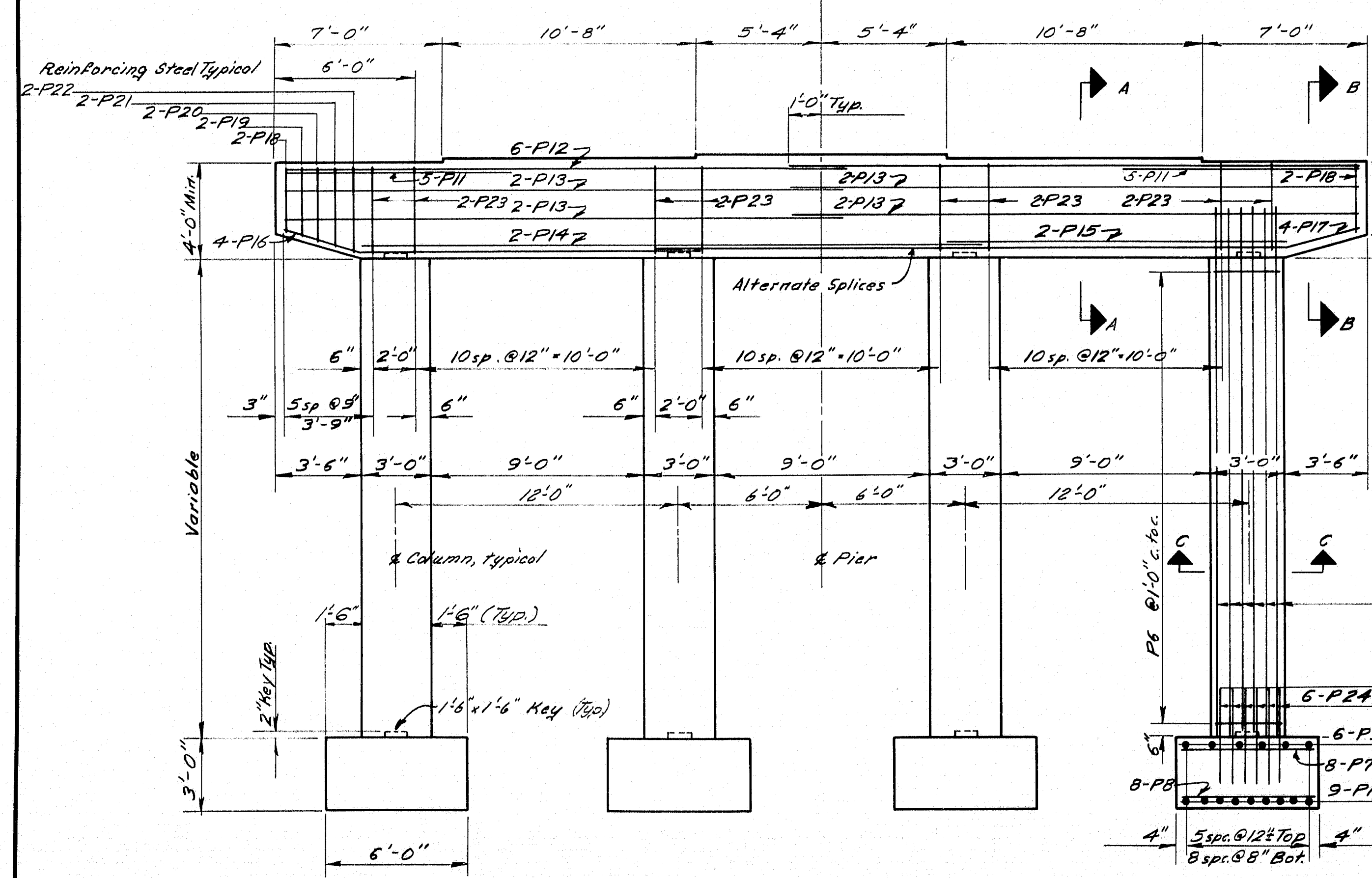


LAYOUT & PIERS



PLAN-PIERS 1 THRU 5

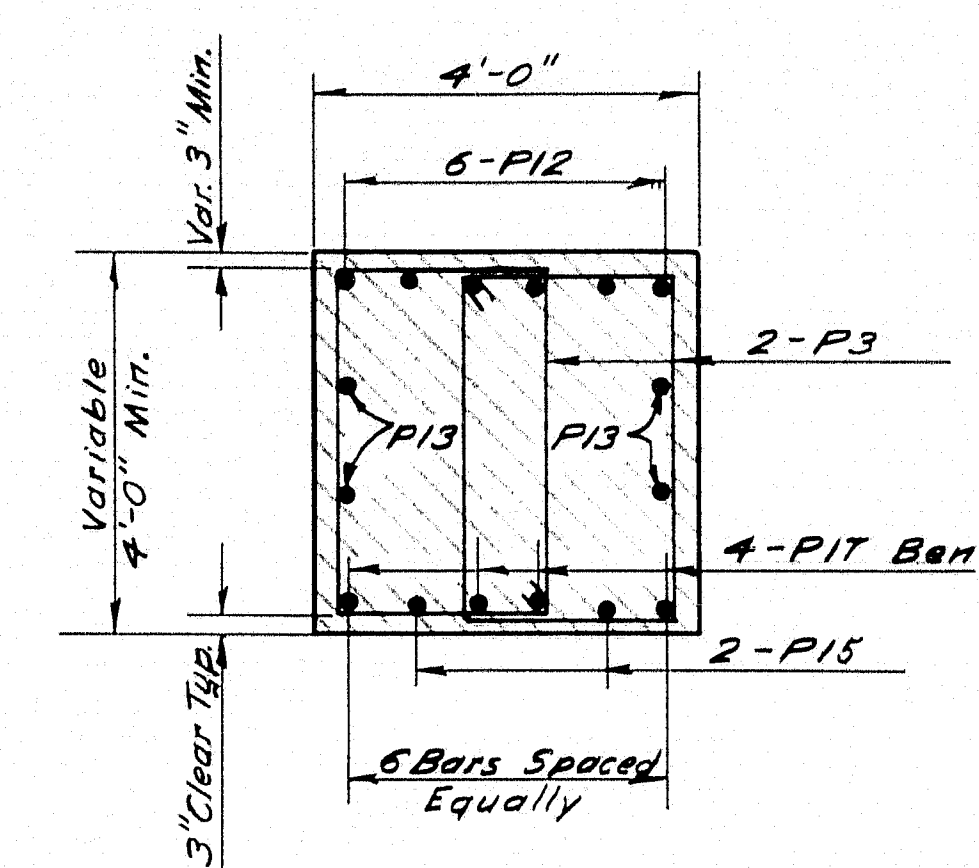
Footings Not Shown



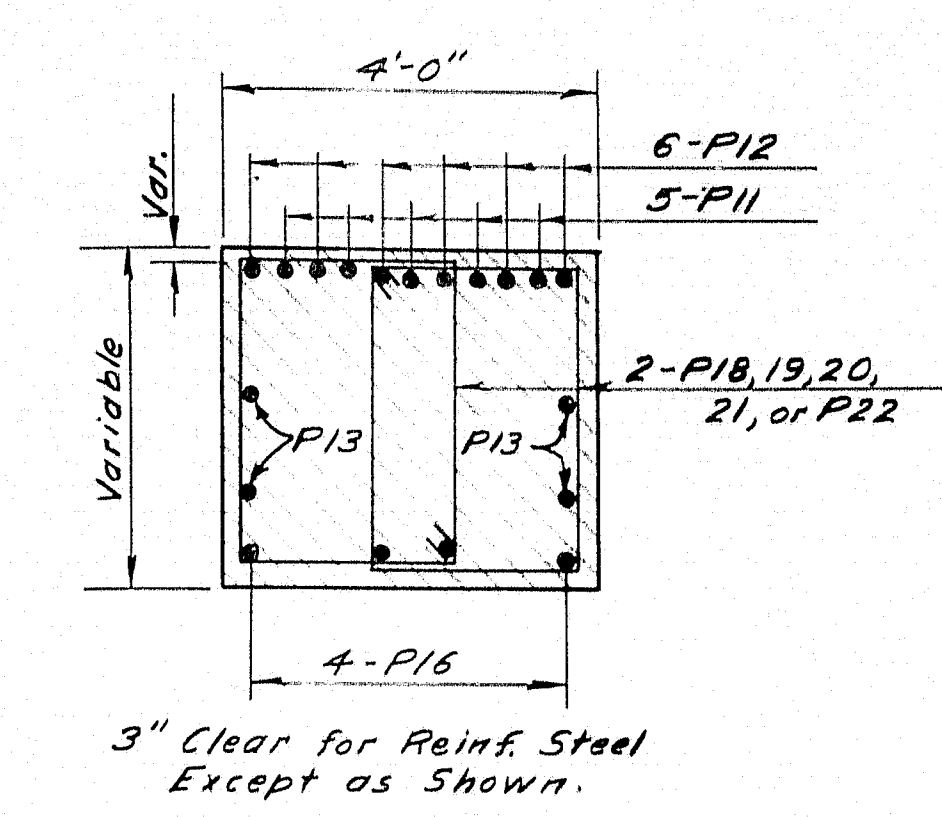
SIDE ELEVATION

NOTE: For footings on ledge, see SIDE ELEVATION-FOOTINGS, PIERS 4 & 5 on this sheet.

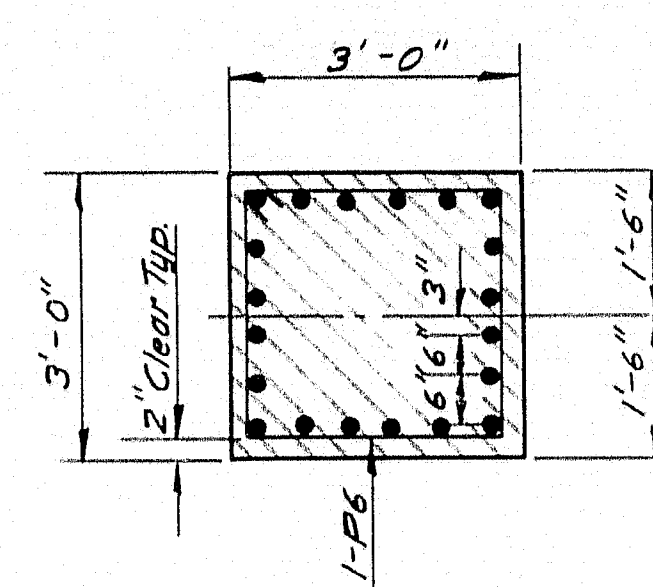
All Reinforcing Steel 3 inches Clear Unless Otherwise Noted.



SECTION A-A



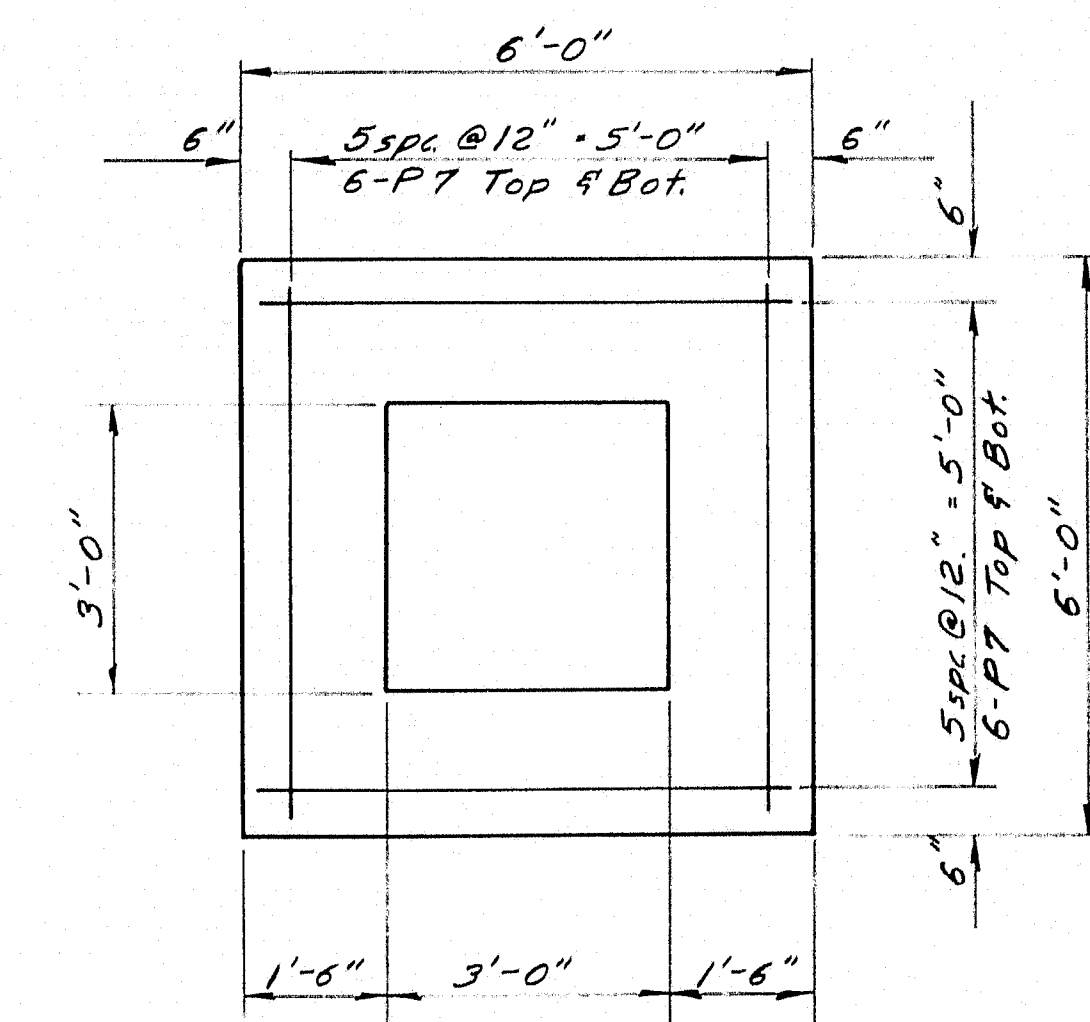
SECTION B-B



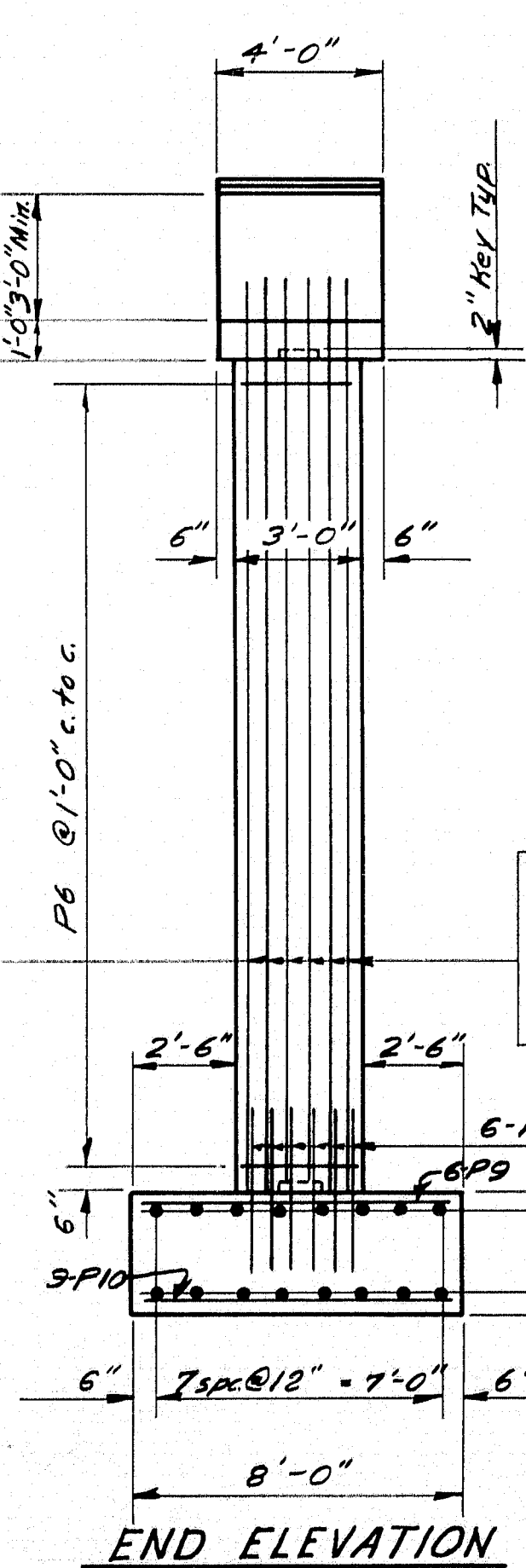
SECTION C-C

Dimensions Typical

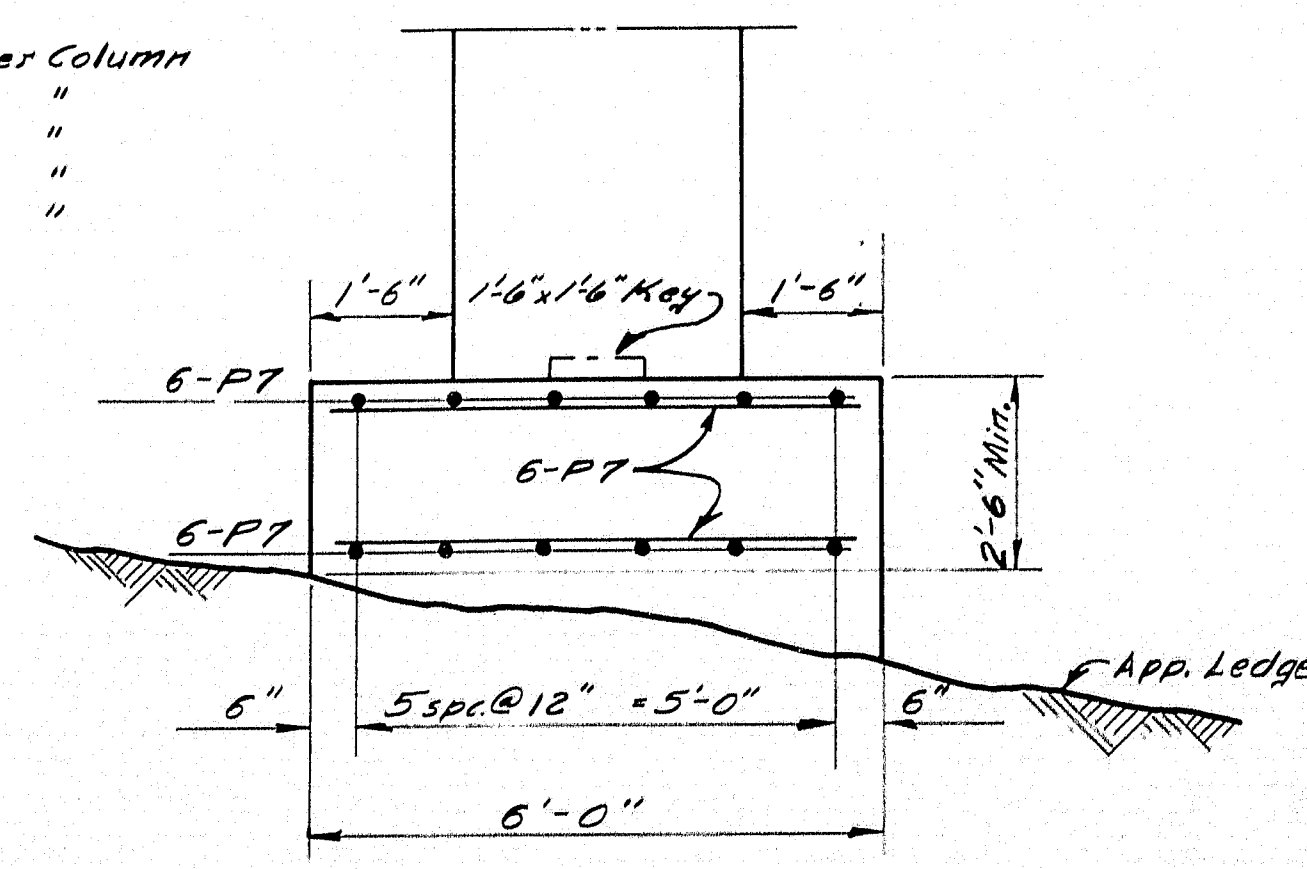
PIER	Elev. Top Footing	Elev. Bot Cap	Elevation Bearing Areas				
			A	B	C	D	E
1	225.00	245.01	249.26	249.34	249.42	249.21	249.01
2	226.50	245.63	249.76	249.88	249.98	249.81	249.63
3	233.00	246.31	250.33	250.47	250.60	250.46	250.31
4	223.00	245.75	249.75	249.92	250.09	249.97	249.85
5	227.50	245.24	249.24	249.44	249.64	249.55	249.46



PLAN-FOOTINGS, PIERS 4 & 5



END ELEVATION



SIDE ELEVATION-FOOTINGS, PIERS 4 & 5

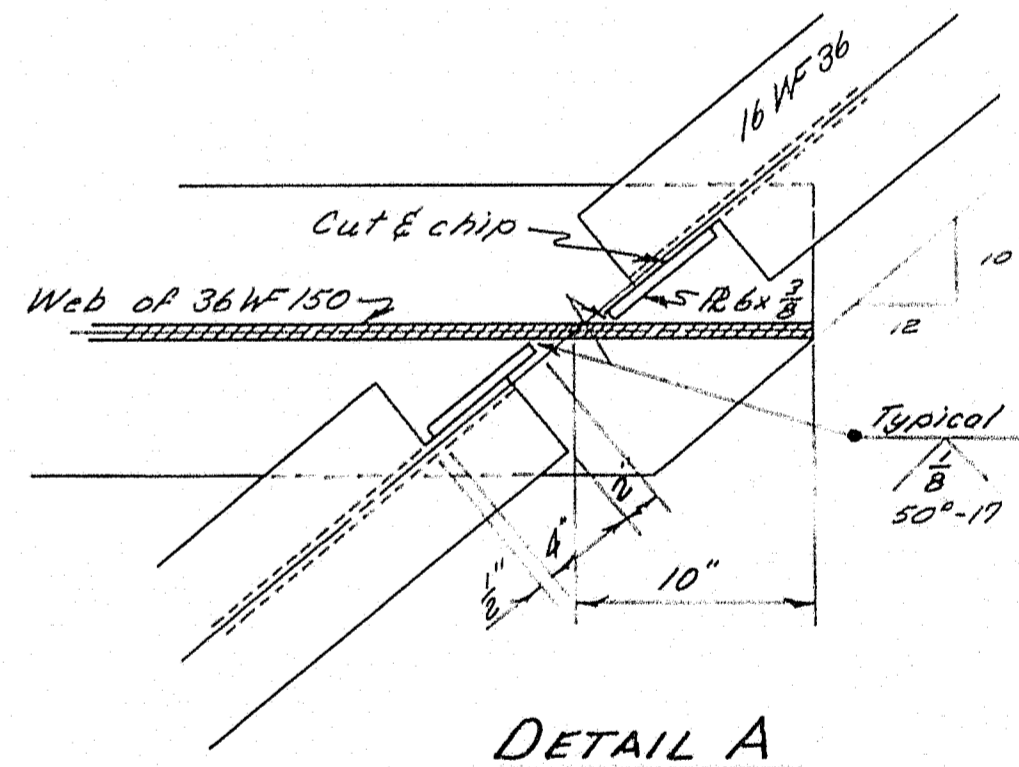
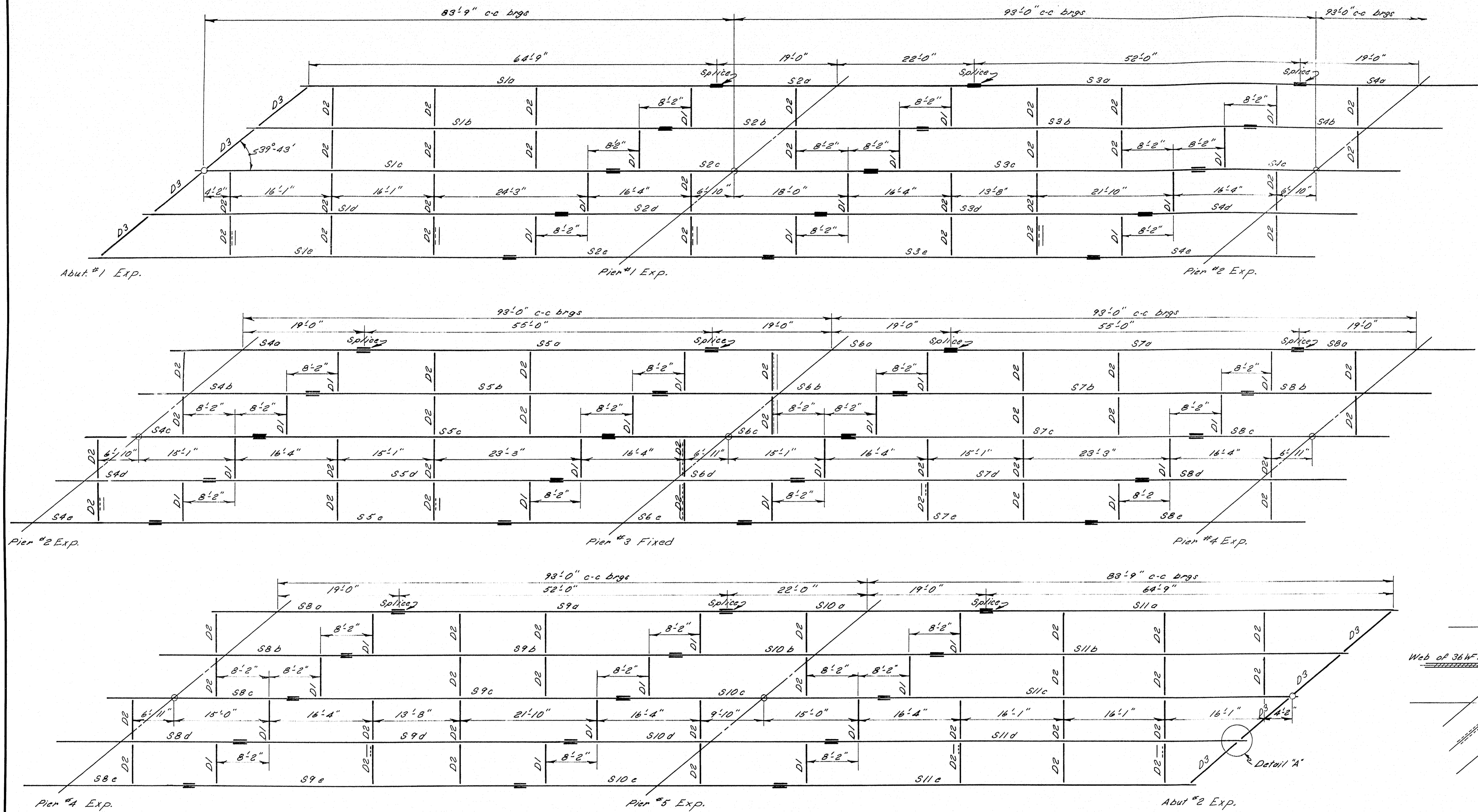
NOTE: Dress shaded bearing areas to exact elevation and one inch larger all around than the required masonry plate. (See Sta. 22 for size of masonry plate.) Reinforcing steel in top of cap to clear anchor bolts.

Maximum Footing Pressure
Piers 1-3 5' tons/sq. ft.
Piers 4-5 7.5 tons/sq. ft.

DESIGN - F.H.M. DET. R.W.L.
TRACE - R.W.L.
CHECK - C.H.M.

BRIDGE NO. 7
OVER
INTERSTATE NO. 95
IN THE TOWN OF
PLYMOUTH
PENOBSCOT COUNTY
PIERS

SHEET 19 OF 26 AUGUSTA, MAINE APRIL 1961



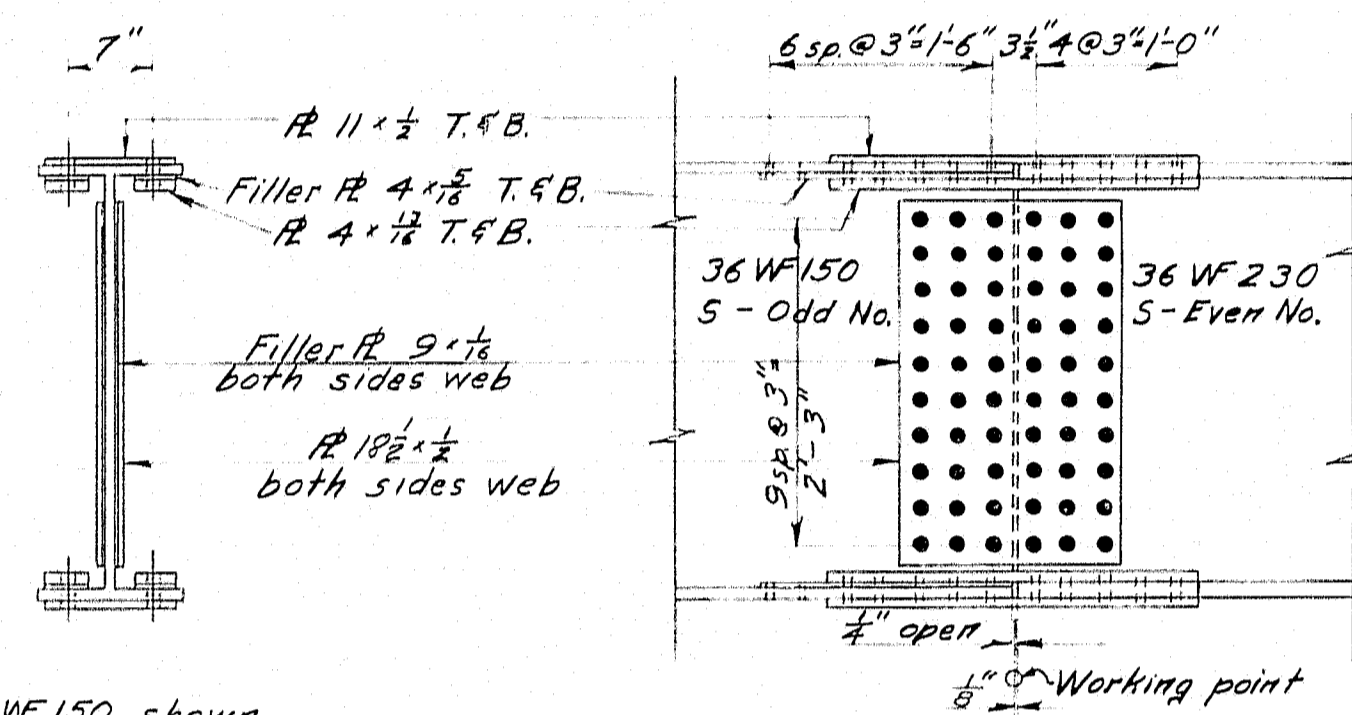
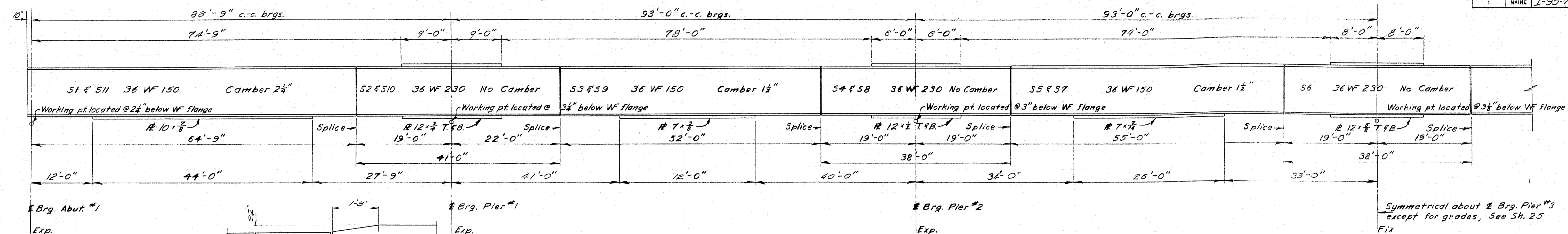
ERECTION DIAGRAM

Diaphragms D1 & D3 ~ 16 WF 36
 D2 ~ 15 C 33.9
 Dimensions to \pm of D1 & D3
 Dimensions to back of D2

NOTE:
 All Diaphragms D2 (15 C 33.9) shall
 face toward Pier 3 thus: $\square \rightarrow$ Pier 3,
 except as indicated @ Pier 3.

NOTE:
 No point required where
 steel is in contact with concrete.

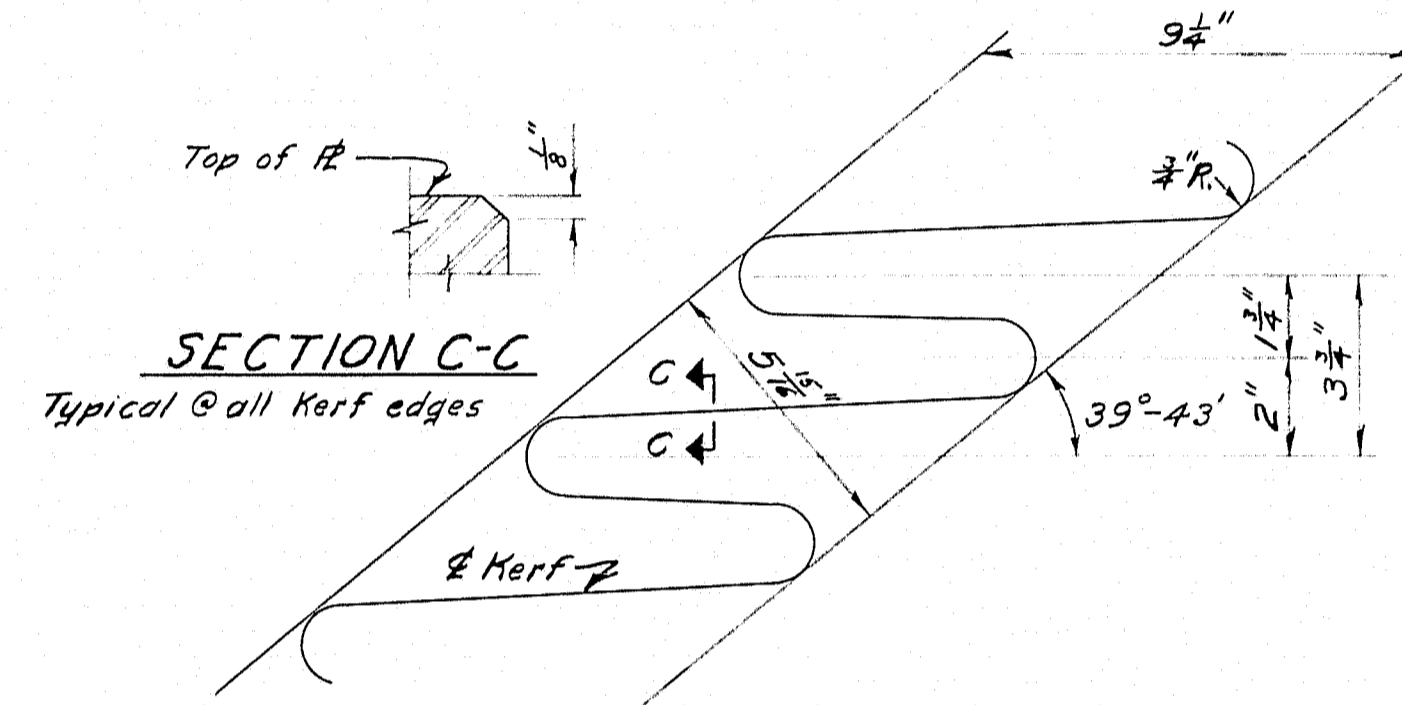
DESIGN - MCE TRACE - 2/11/61 CHECK - 7/25	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
ROUTE NO. 7 BRIDGE OVER INTERSTATE NO. 95 IN THE TOWN OF PLYMOUTH PENOBSCOT COUNTY	
STRUCTURAL STEEL ERECTION DIAGRAM	
SHEET 20 OF 26 AUGUSTA, MAINE APRIL 1961	



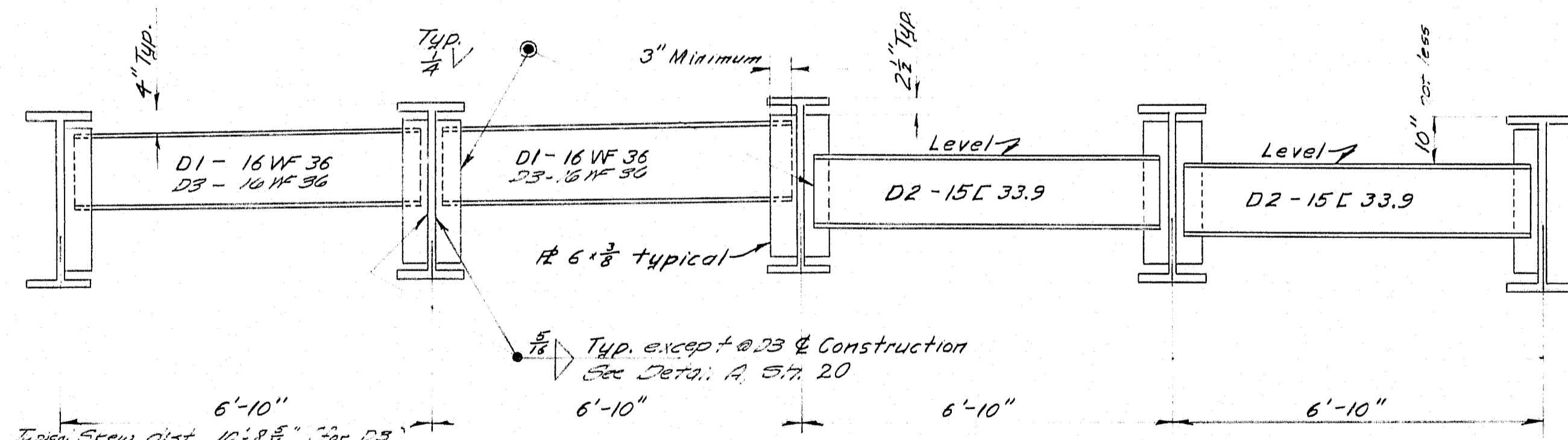
Use of rivets or high tensile strength bolts optional, all $\frac{3}{8}$ " ϕ holes $\frac{1}{8}$ " ϕ

TYPICAL SPLICE DETAIL

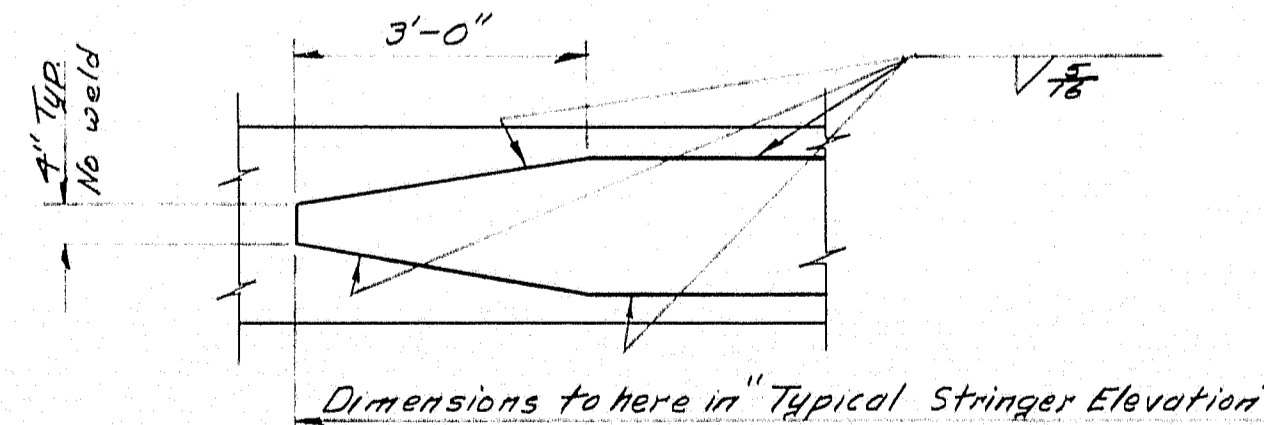
TYPICAL STRINGER ELEVATION
Notes: Dimensions are horizontal from working points located at centers of pin of Bearings.
Beams which do not require camber shall be placed with the concave side up (in the case of any "natural" camber).



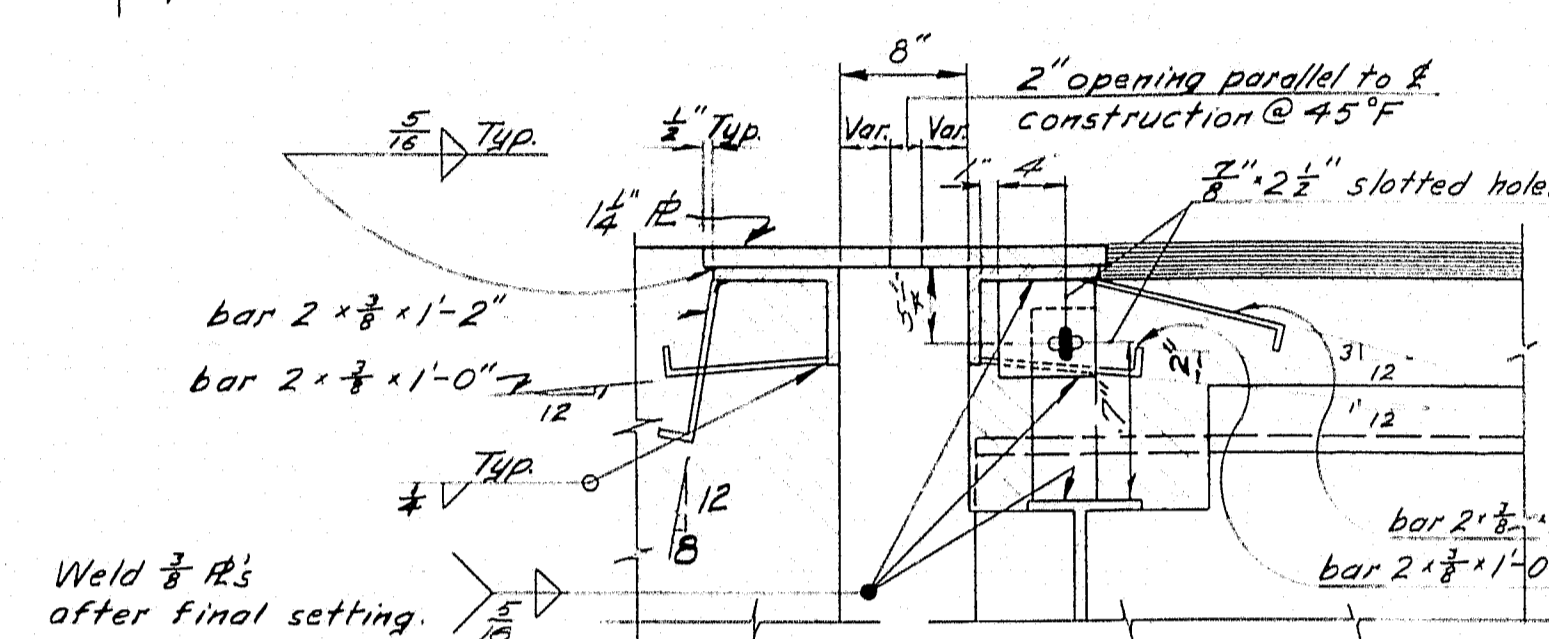
KERF DETAIL
Cut from a single 1/4" plate



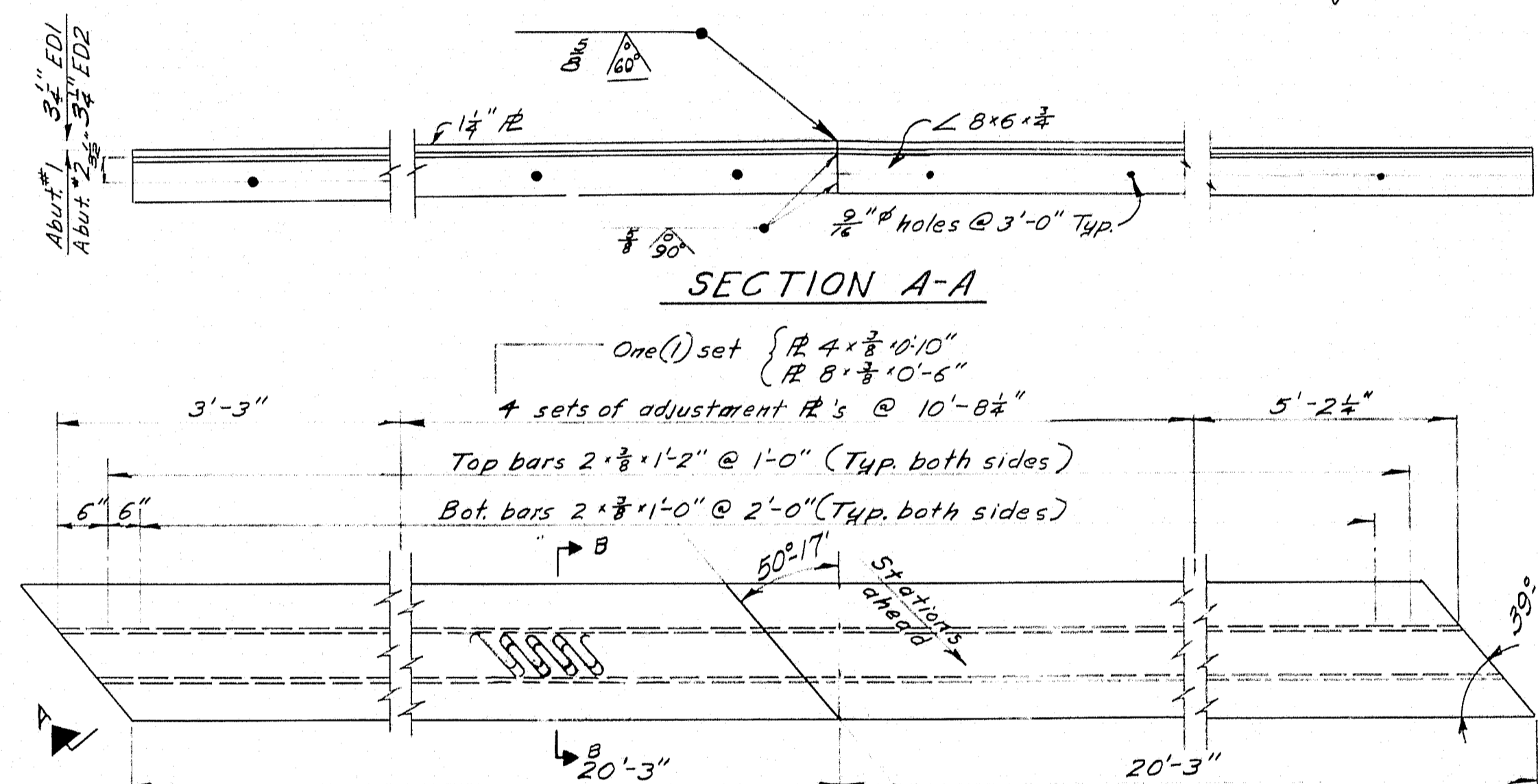
TYPICAL STRINGER SECTION



TYPICAL COVER PLATE DETAIL



SECTION B-B



SECTION A-A

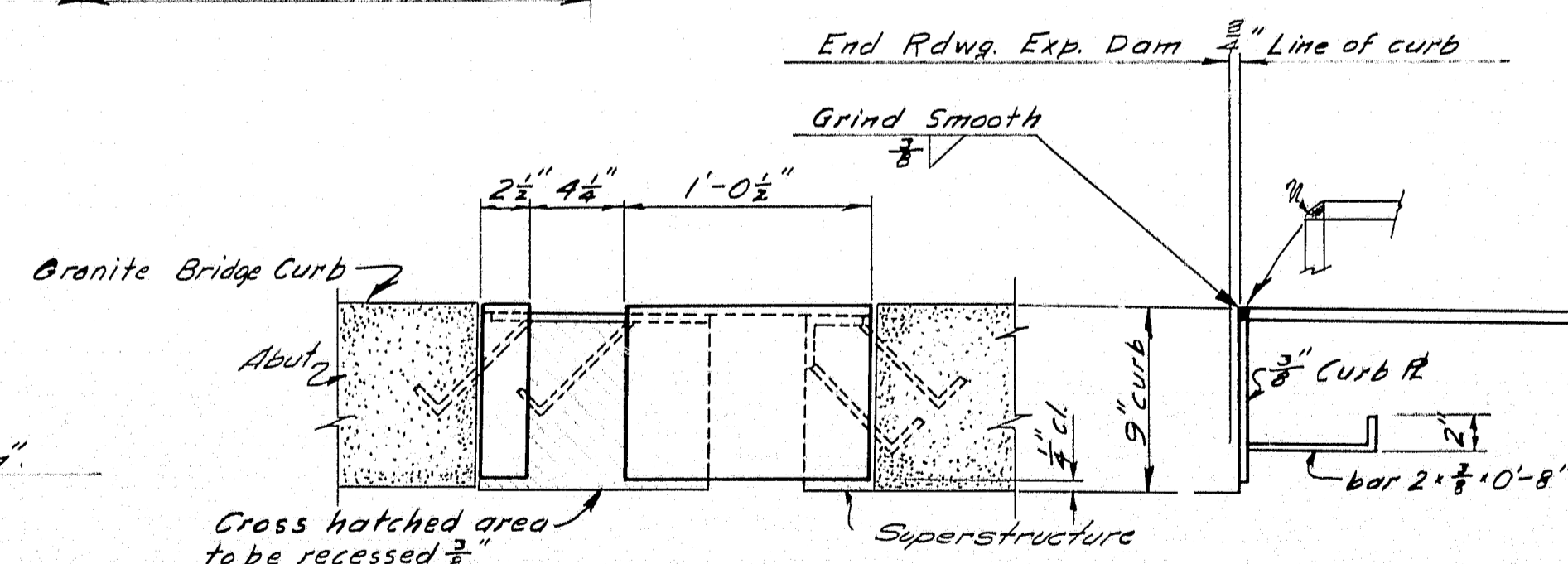
Note: ED1 shown this view. Adjustment plates on opposite side for ED2.

EXPANSION DAM - PLAN

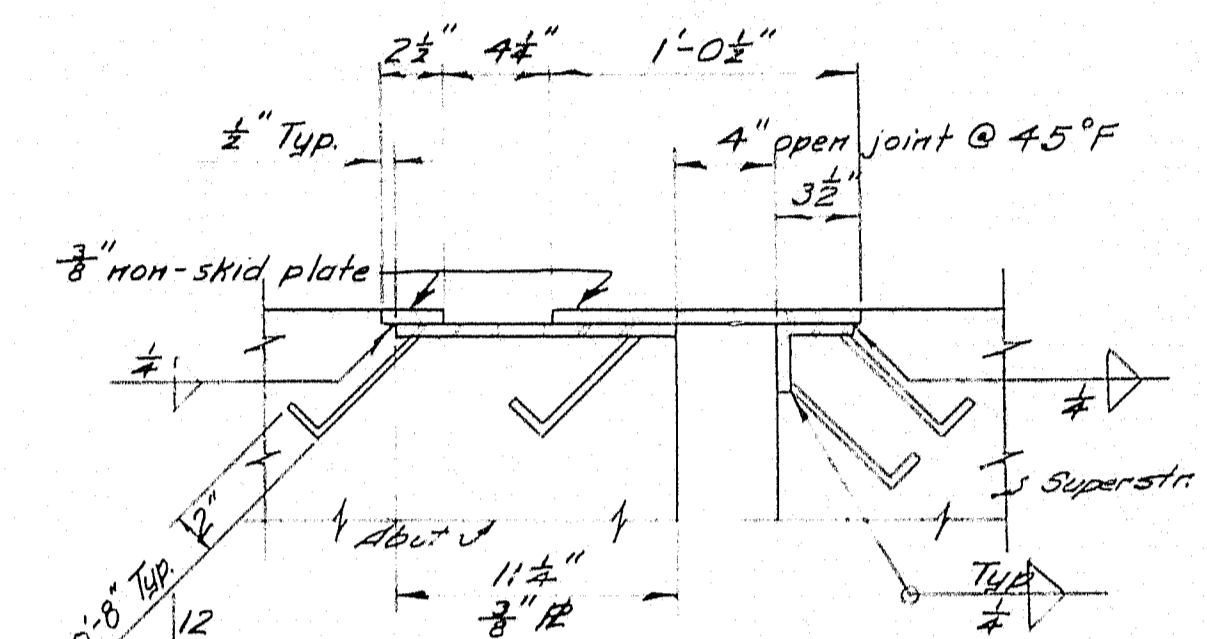
ED1 Abutment No. 1
ED2 " No. 2

SPECIFICATIONS

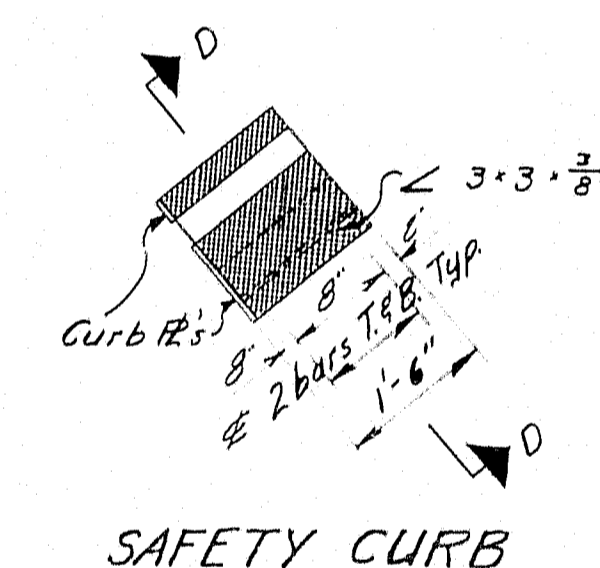
Design A.A.S.H.O. 1957 & subsequent revisions
Fabrication & Erection - State of Maine, Standard Specs. Highways & Bridges, 1956.
Steel stringers with welded cover plates shall be structural weldable steel, A.S.T.M. designation A373. All other structural steel shall be A.S.T.M. designation A7 or A373.



CURB PLATE DETAIL



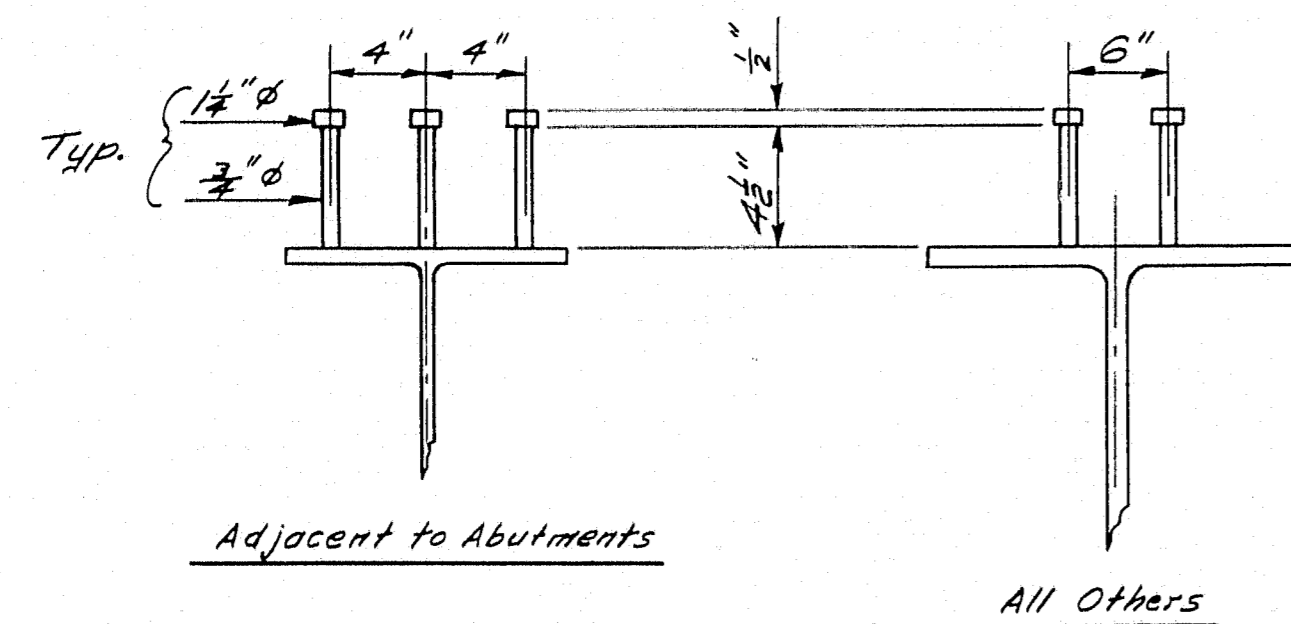
SECTION D-D



SAFETY CURB

REFERENCE
Shear Connectors sheet # 22
Stringer Grades sheet # 25
Bearings sheet # 22

DESIGN - M.C.B. Detail Office TRACE - R.W.L. CHECK - M.C.B.	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
ROUTE NO. 7 BRIDGE OVER INTERSTATE NO. 95 IN THE TOWN OF PLYMOUTH PENOBSCOT COUNTY	
STRUCTURAL STEEL - DETAILS	
SHEET 21 OF 26 AUGUSTA, MAINE APRIL 1961	

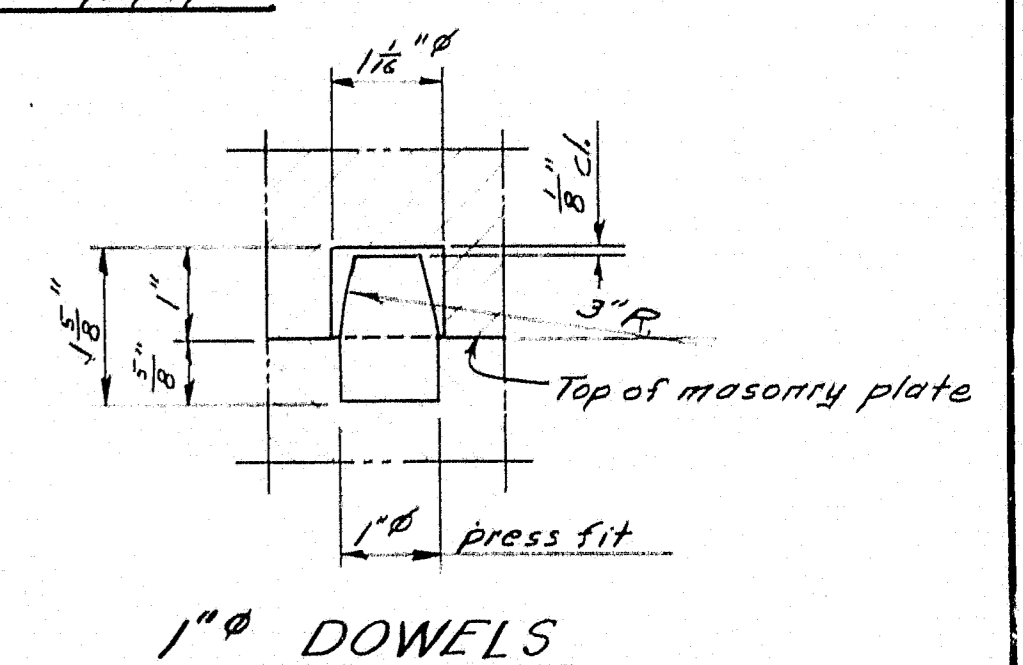
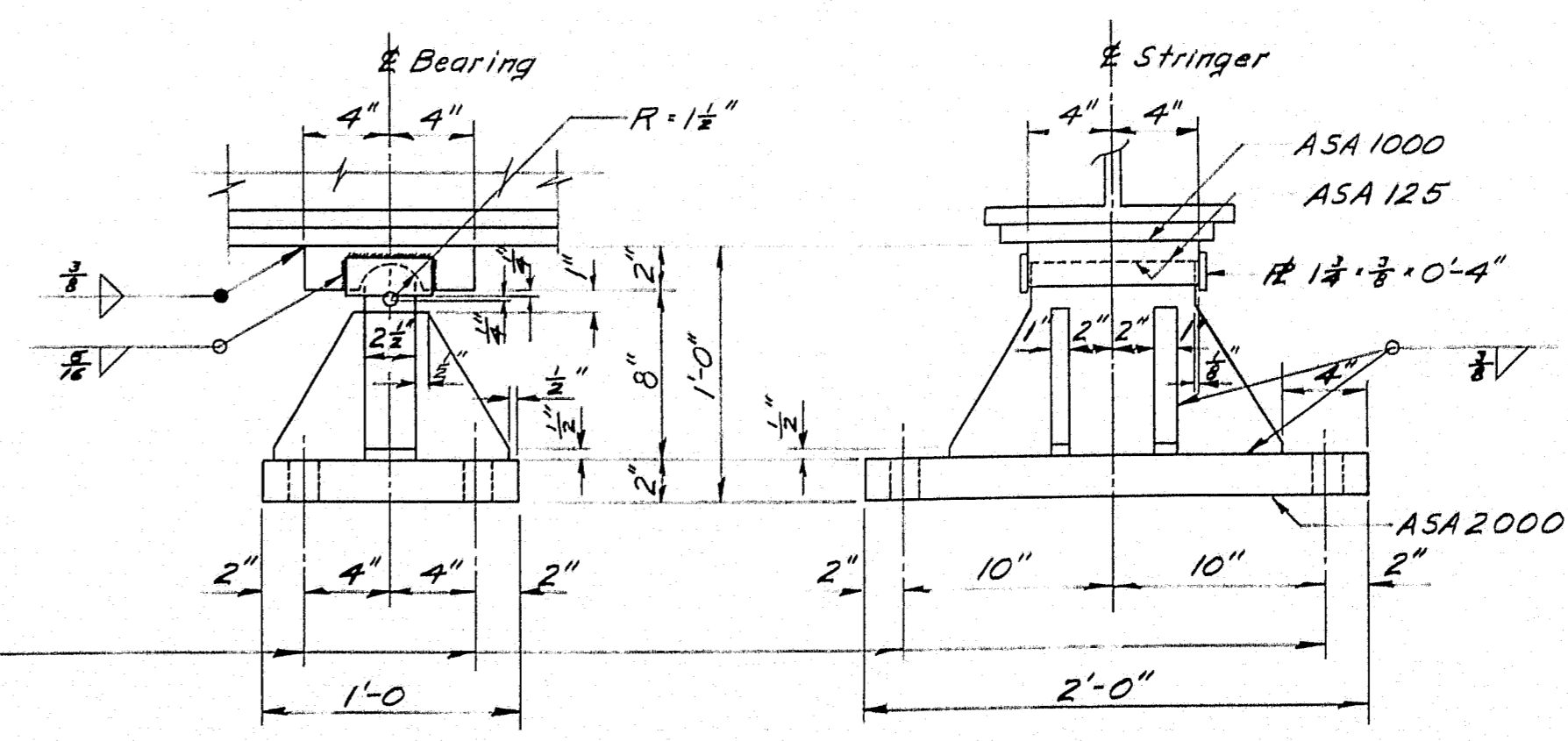
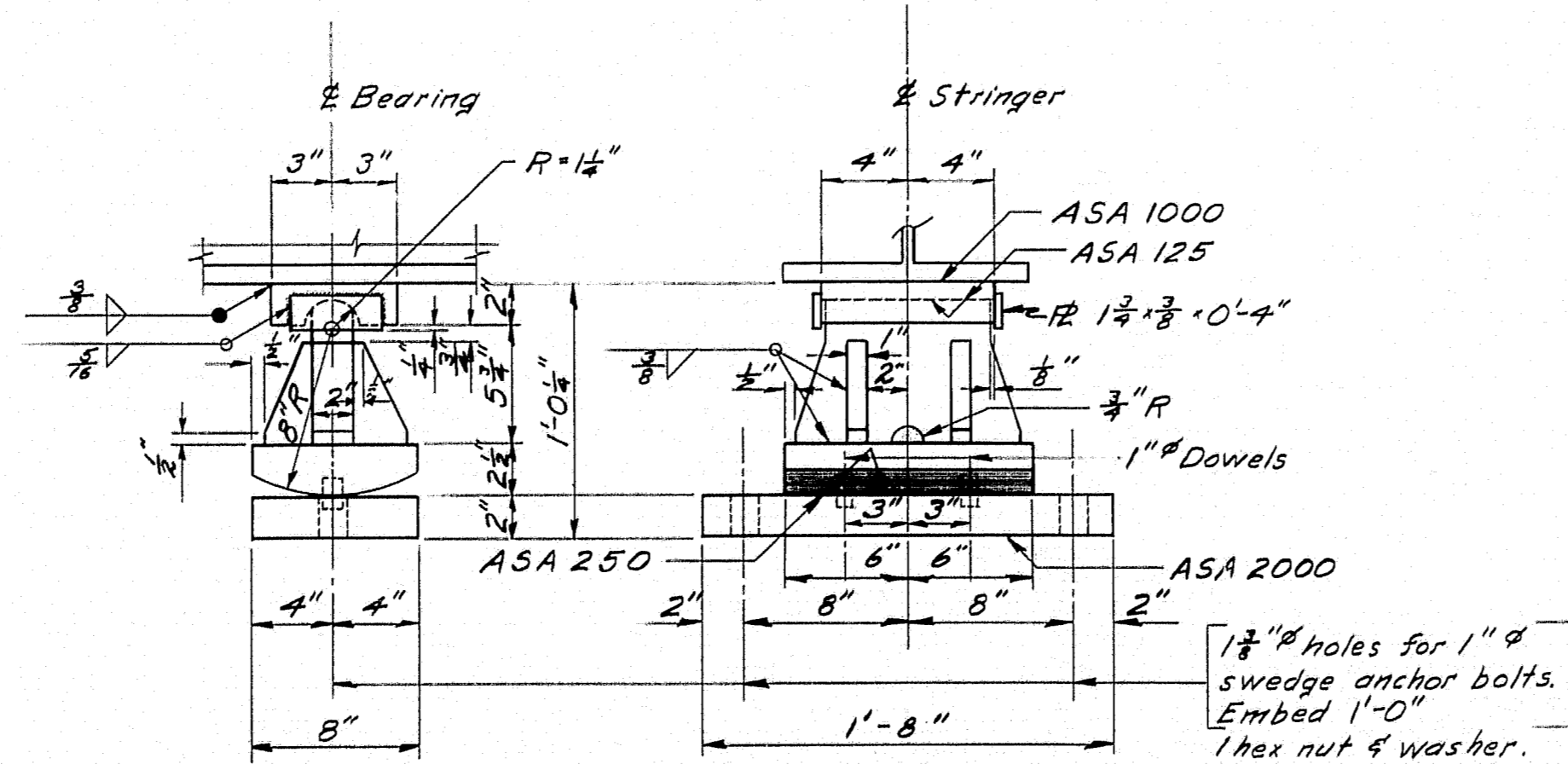
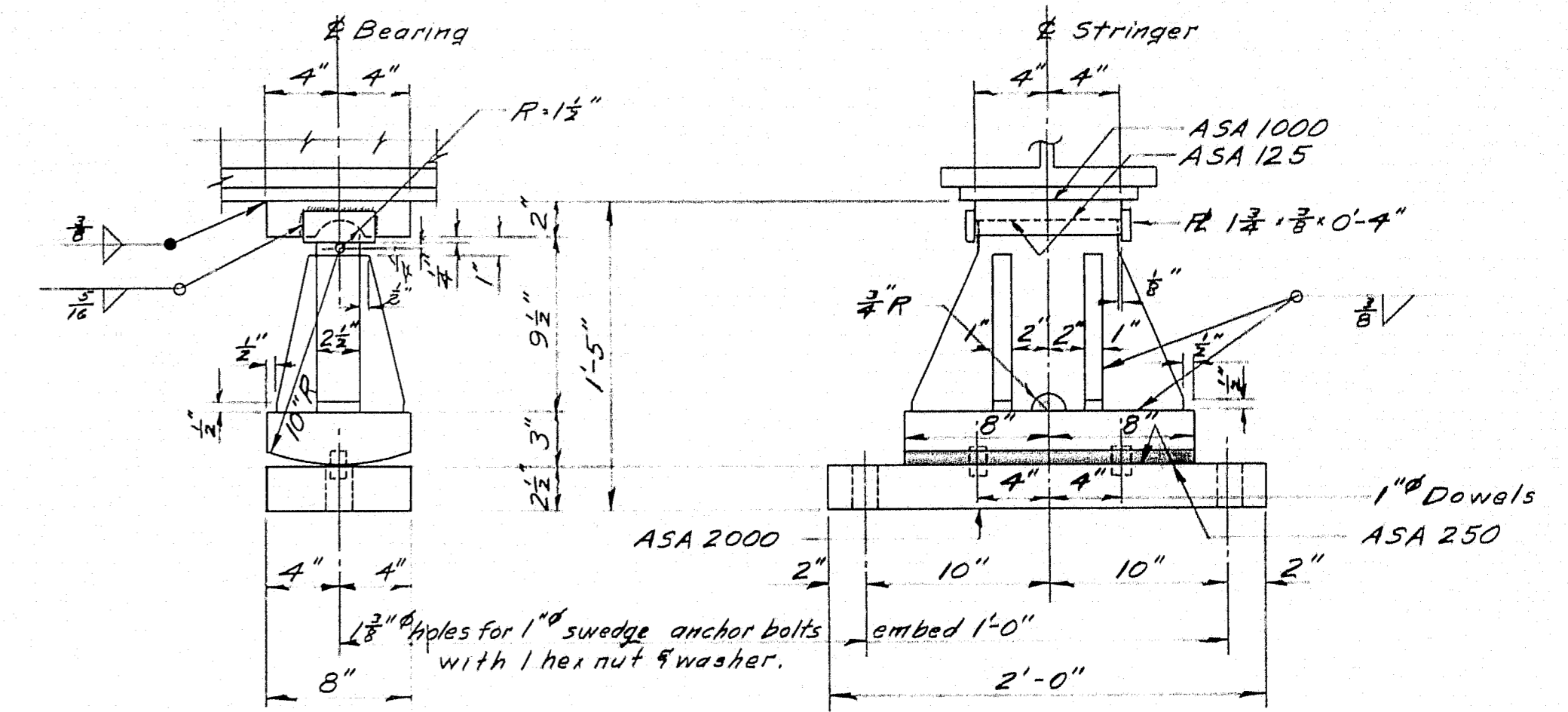
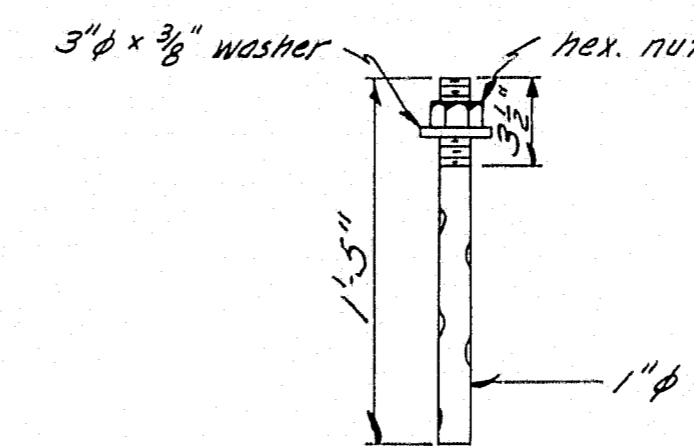


NOTES:

Studs shall be granular or solid flux filled, automatically end welded in either shop or field.

Spacing of studs on splice plates may be revised slightly to provide sufficient clearance for high tensile strength bolts and their washers.

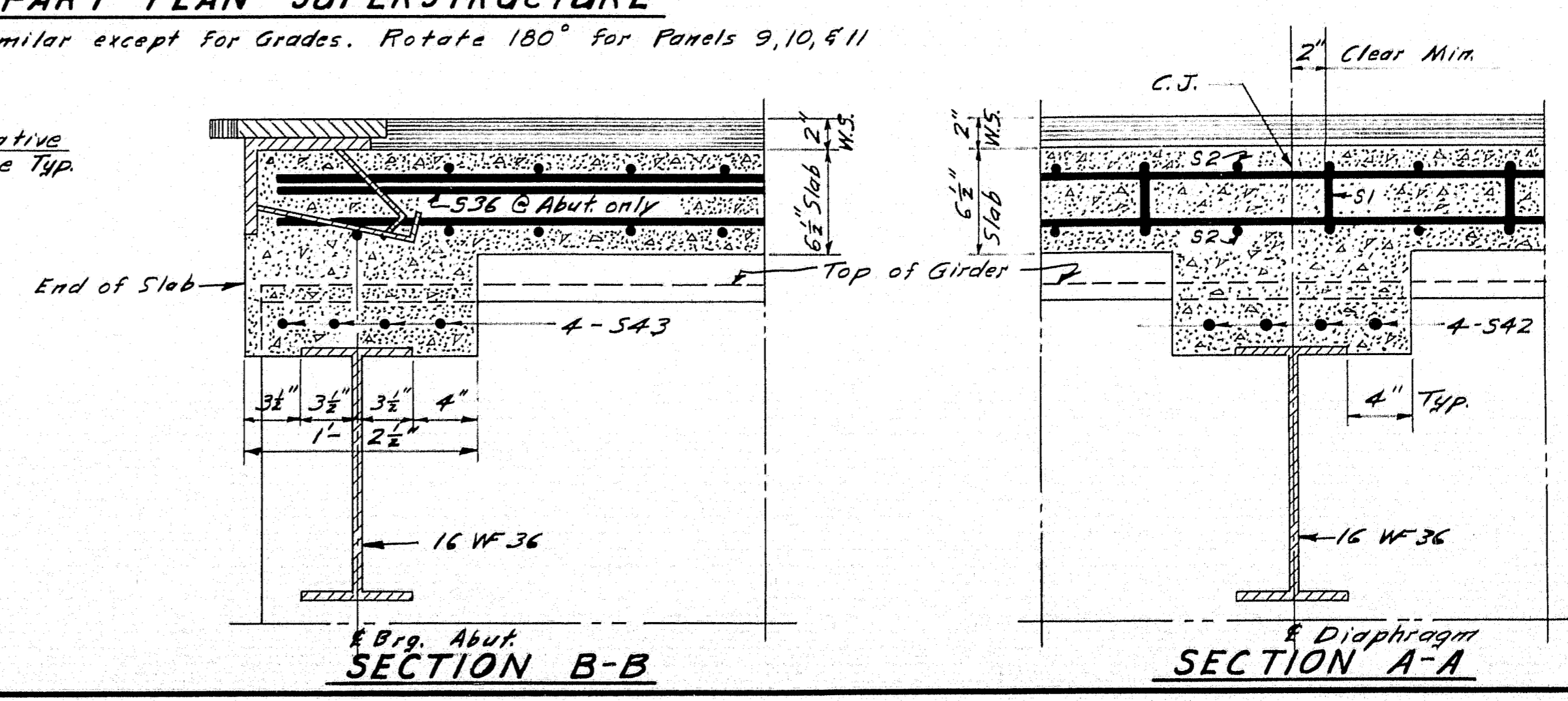
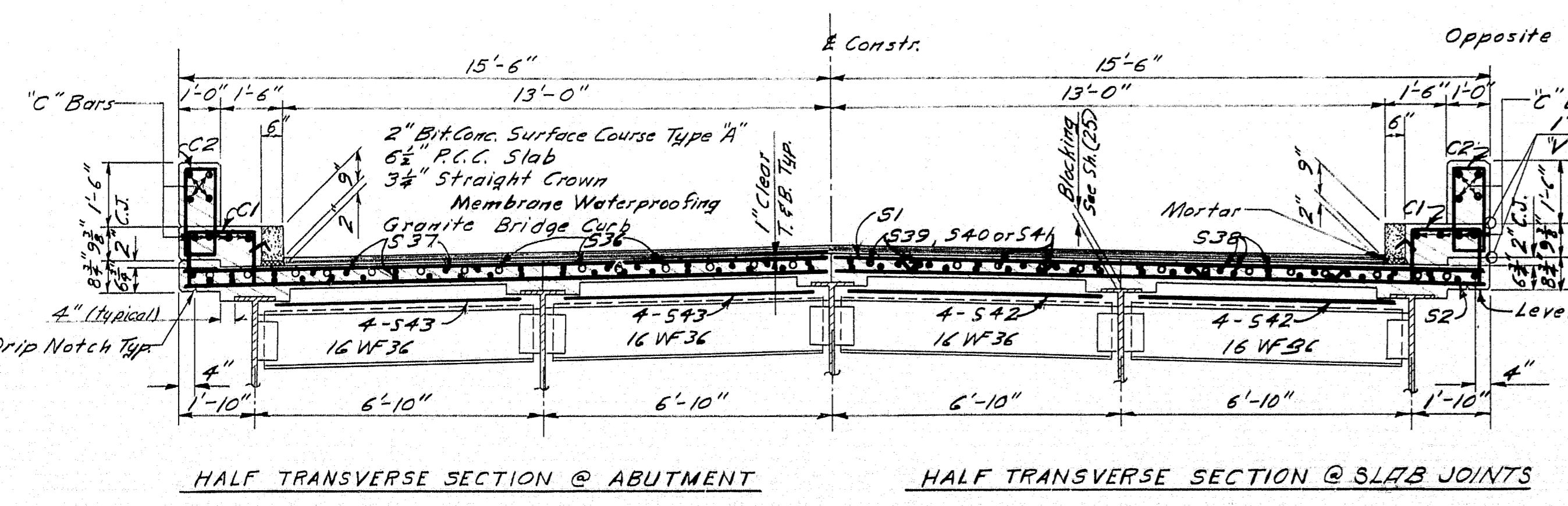
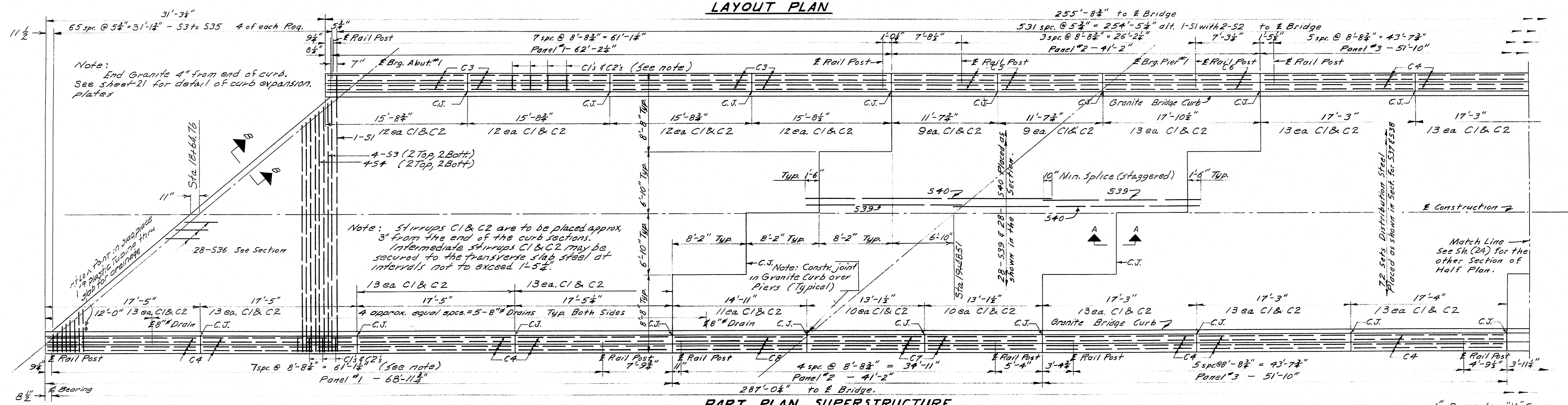
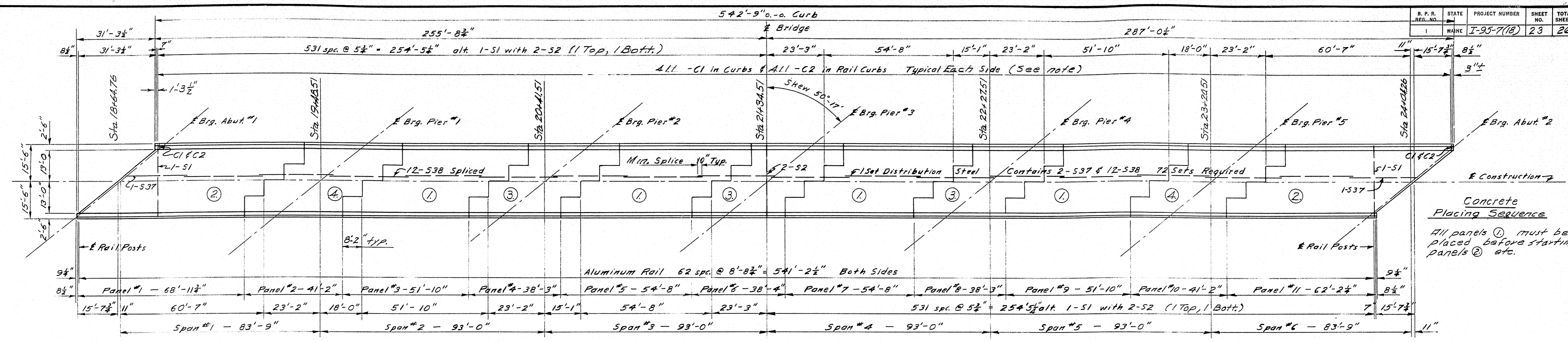
Stud spacing typical all beams.



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

BRIDGE NO. 7
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
ROUTE NO. 7 BRIDGE
OVER
INTERSTATE NO. 95
IN THE TOWN OF
PLYMOUTH
PENOBSCOT COUNTY
SHEAR CONNECTORS & BEARINGS
SHEET 22 OF 26 AUGUSTA, MAINE APRIL 1961



DETAIL 1" "V" GROOVE

DESIGN - M.C.R. DET. DORRITY

BRIDGE NO. SURVEY PLOT

STATE HIGHWAY COMMISSION

BRIDGE DIVISION

ROUTE NO. 7 BRIDGE

OVER

INTERSTATE NO. 95

IN THE TOWN OF

PLYMOUTH

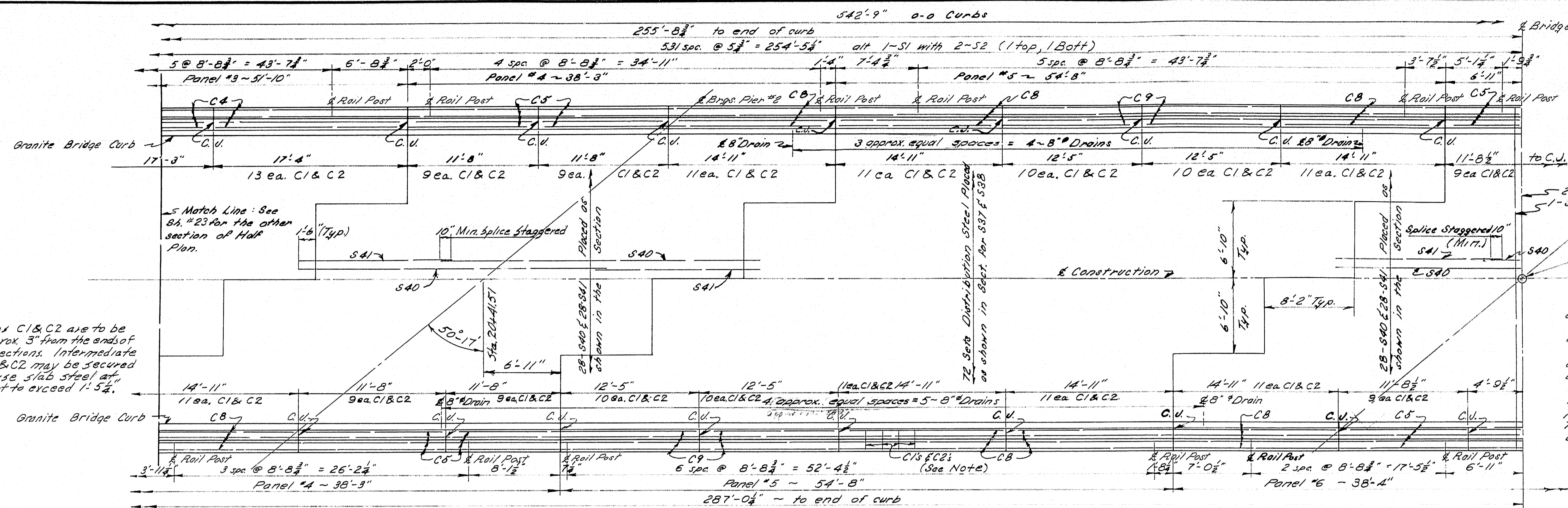
PENOBSCOT COUNTY

SUPERSTRUCTURE

SHEET 23 OF 26

AUGUSTA, MAINE

APRIL 1961



~NOTES~

The curb steel is to be in place before the concrete for the slab is placed.

The rail curb steel is to be in place before the concrete for the curb is placed.

The vertical construction joints are to be coated with a suitable grade of asphaltic paint applied to the contact surfaces.

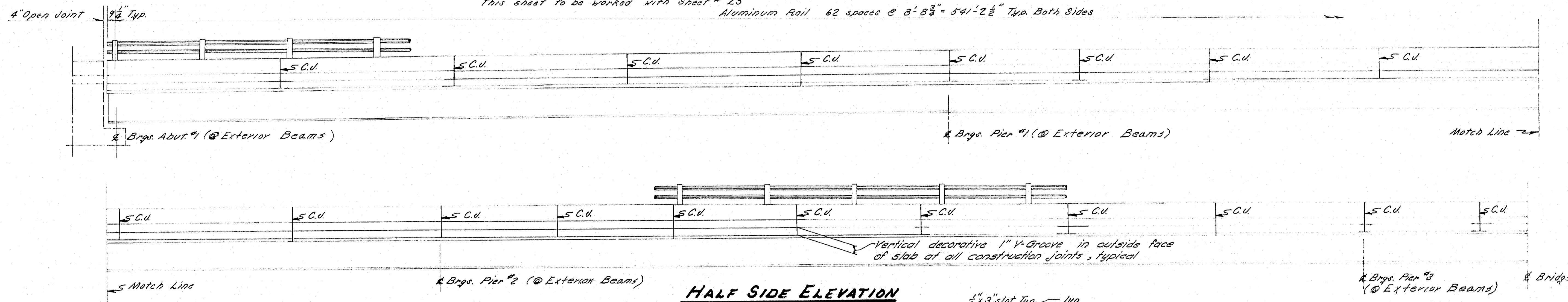
Concrete for curbs is not to be placed until the concrete in the Superstructure has been in place for a minimum period of 7 Days. During the 7 day period form work may be placed, but bond equipment only will be allowed on the slab.

Chamfer all exposed edges of concrete $\frac{1}{2}$ "

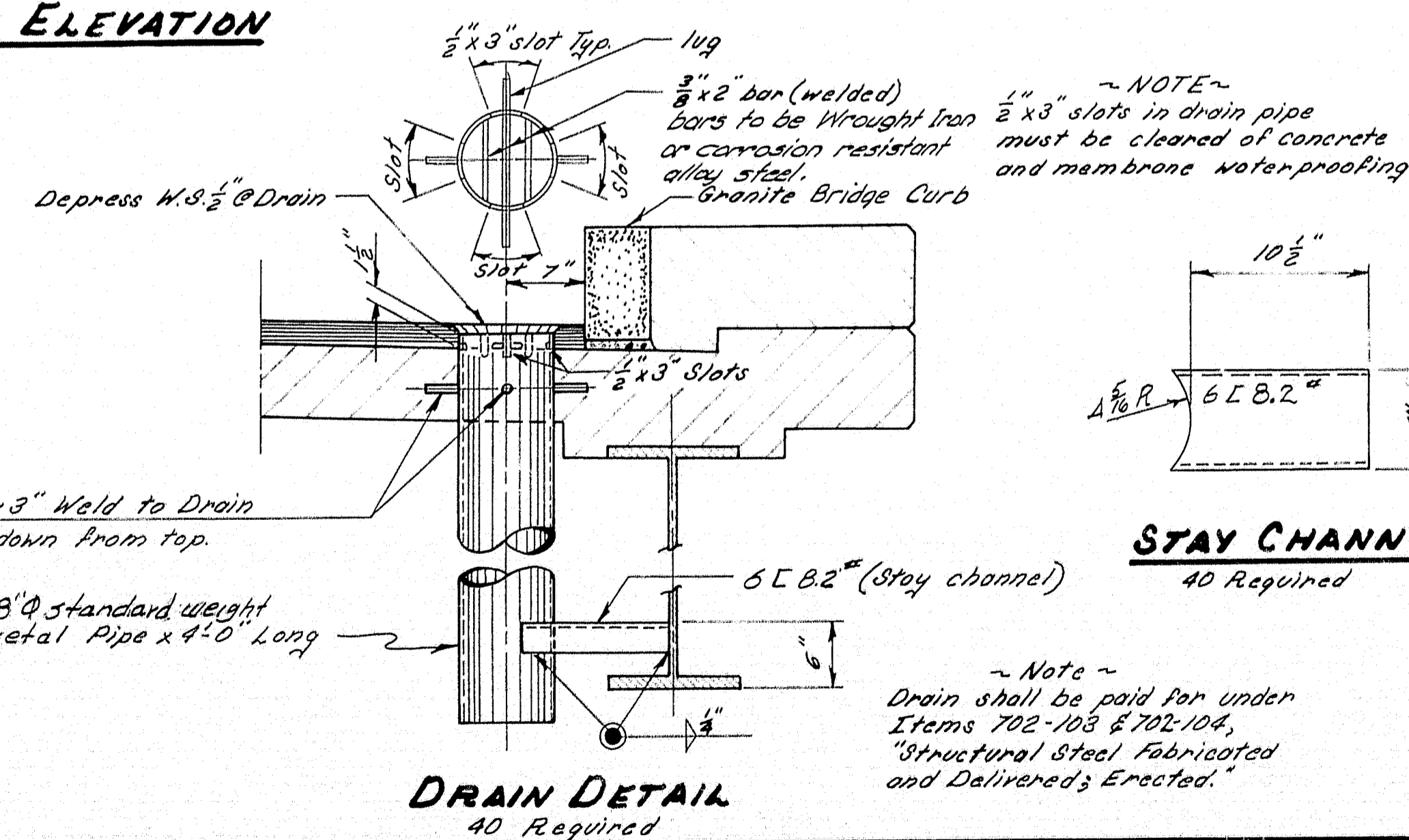
Chamfer exposed edges of vertical construction joints with 1" V Broove. Use edging tool of construction joint along top of curb.

PART PLAN SUPERSTRUCTURE

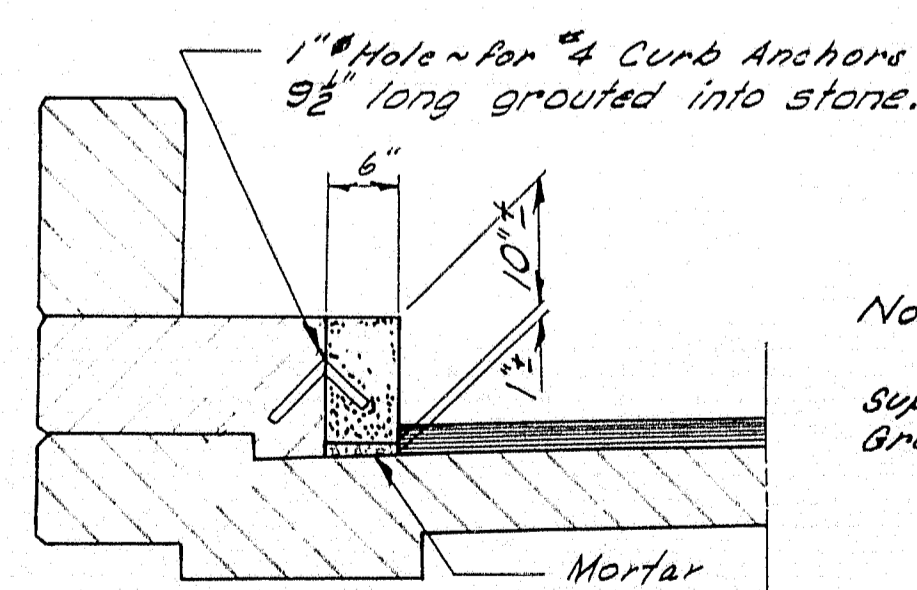
Opposite End Similar except for Grooves. Rotate 180° for Panels 6, 7, & 8
This sheet to be worked with Sheet # 23



HALF SIDE ELEVATION



NOTE: Drains adjacent to piers to be set so that there is a minimum of 12'-0" between drains and nearest concrete in pier columns.



Note:
Granite Curb shall conform to
Supplemental Specification Section 901
Granite Bridge Curb

TYPICAL SECTION GRANITE BRIDGE CURB

Reference:

Structural	Sh. # 21
Blocking	Sh. # 22
Rail Details	Sh. # 26
Slab Layout	Sh. # 23
Granite Bridge Curb	Sh. # 17

STAY CHANNEL
40 Required

DESIGN - *M.C. DEB-DORRIS*
TRACE - *L.M.C.*
CHECK - *PERRY*

BRIDGE NO. _____
SURVEY- _____
PLOT - _____

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

ROUTE NO. 7 BRIDGE

OVER

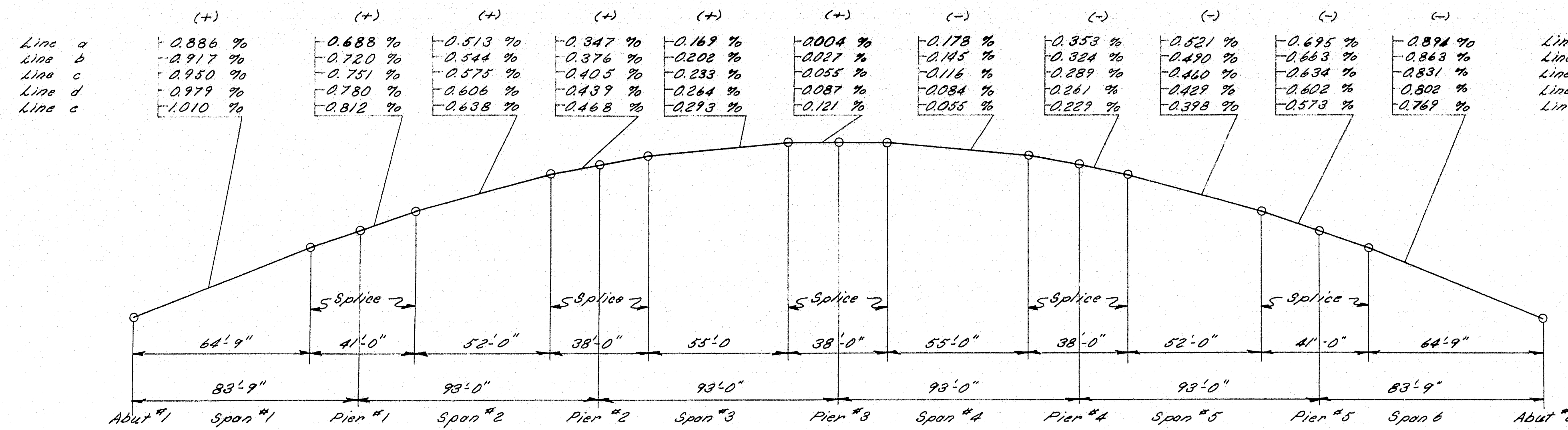
INTERSTATE NO. 95

IN THE TOWN OF
PLYMOUTH

PENOBSCOT COUNTY

SUPERSTRUCTURE

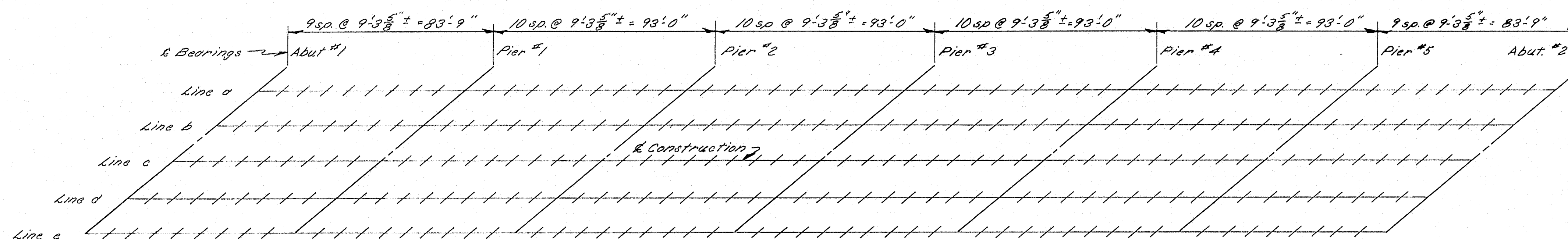
SHEET *24* OF *26* AUGUSTA, MAINE APRIL 19*61*



NOTE:
Dimensions are horizontal and are to working points shown on structural steel details. Grades are parallel to beam flanges, without deflections and cambers.

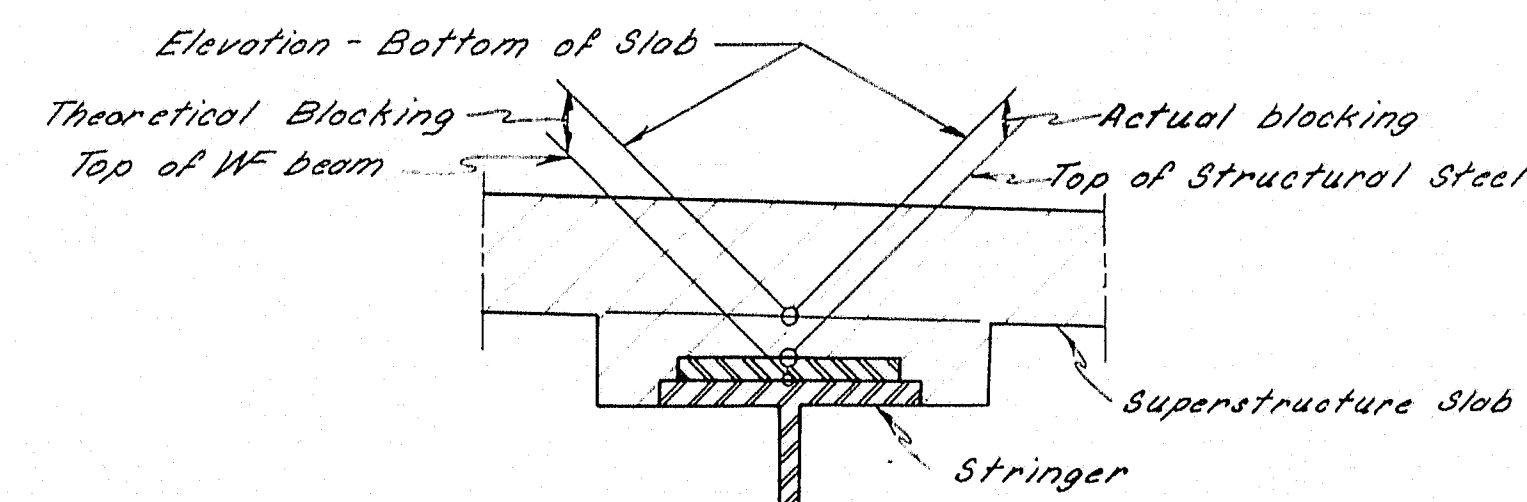
NOMINAL GRADES OF BEAMS

Note: For use in detailing Structural Steel only



BLOCKING DIAGRAM

NOTE:
In order for the superstructure slab to 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 are computed to compensate for dead load deflections caused by the weight of the concrete deck, curbs, wearing surface and rail. Before any slab forms are constructed, elevations are to be taken on the top of the structural steel at the points indicated and subtracted from elevations bottom of slab. The result is the actual blocking to be used in the formwork.



TRANSVERSE SECTION

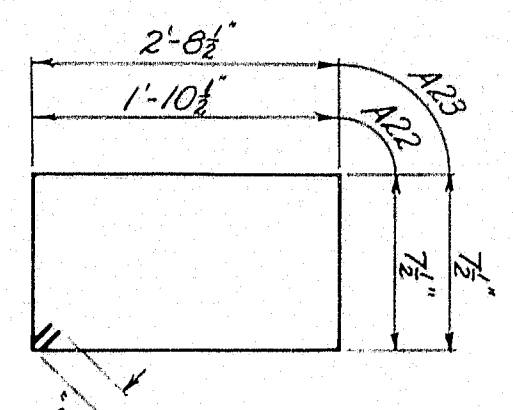
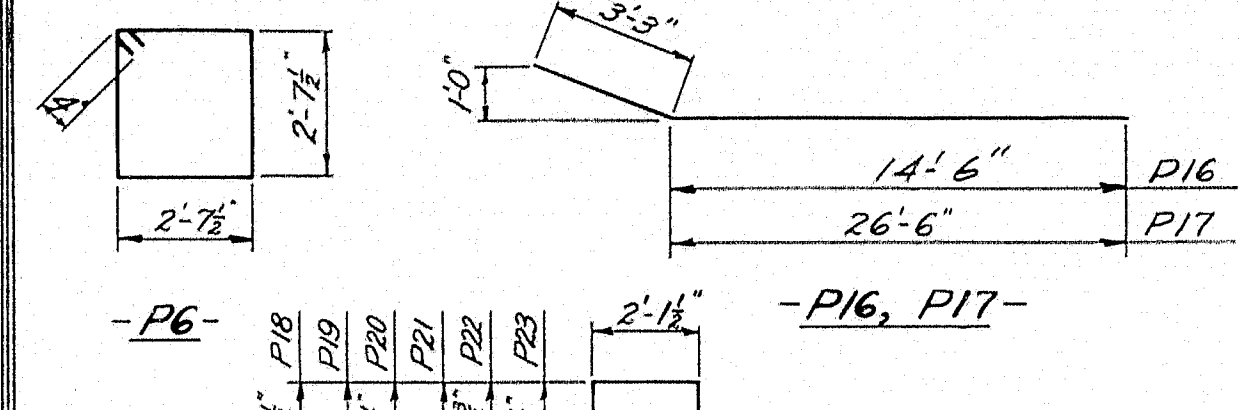
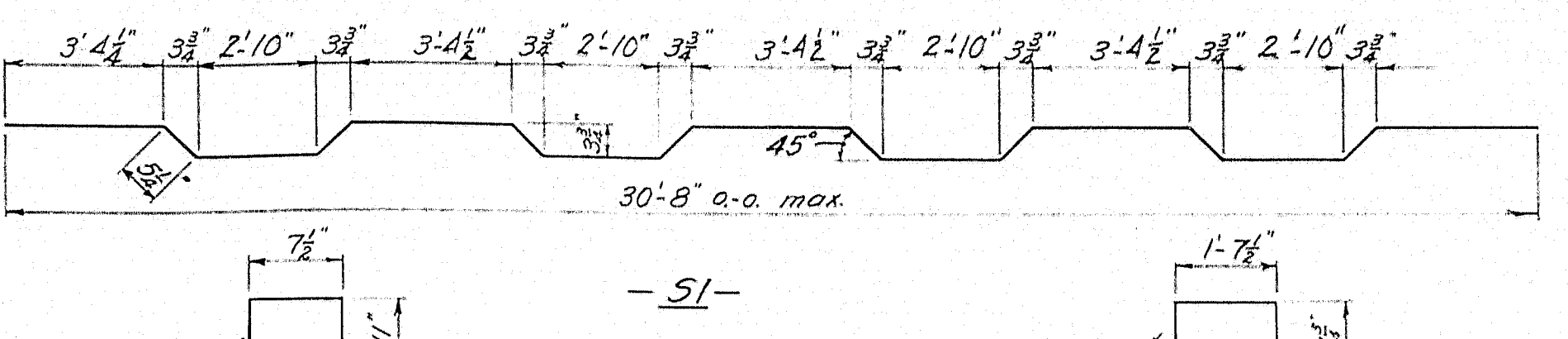
BLOCKING TABLE *

Point	Line a	Line b	Line c	Line d	Line e	D.L. Defl.	Theor. Blockg
± Brg. Abut #1	253.20	253.20	253.32	253.09	252.85	0.00	2 1/2"
1	253.32	253.39	253.45	253.22	252.99	0.34	Varies
2	253.46	253.62	253.58	253.56	253.19	0.72	do
3	253.56	253.63	253.67	253.47	253.23	0.92	do
4	253.65	253.72	253.79	253.57	253.34	0.97	do
5	253.72	253.77	253.86	253.65	253.43	0.89	do
6	253.78	253.85	253.92	253.71	253.49	0.69	do
7	253.82	253.90	253.98	253.76	253.53	0.81	do
8	253.87	253.95	254.03	253.82	253.61	0.78	do
± Brg. Pier #1	253.92	254.00	254.08	253.88	253.67	0.00	2 1/2"
1	253.98	254.07	254.15	253.95	253.74	0.01	Varies
2	254.05	254.14	254.23	254.03	253.82	0.10	do
3	254.12	254.21	254.30	254.11	253.91	0.26	do
4	254.19	254.28	254.38	254.18	253.99	0.41	do
5	254.25	254.34	254.44	254.23	254.04	0.48	do
6	254.29	254.39	254.49	254.30	254.11	0.45	do
7	254.32	254.42	254.52	254.34	254.15	0.35	do
8	254.35	254.45	254.56	254.37	254.19	0.17	do
9	254.37	254.48	254.59	254.41	254.22	0.03	do
± Brg. Pier #2	254.40	254.52	254.62	254.45	254.27	0.00	2 1/2"
1	254.44	254.57	254.67	254.49	254.32	0.09	Varies
2	254.48	254.60	254.73	254.53	254.37	0.28	do
3	254.53	254.65	254.77	254.60	254.43	0.47	do
4	254.57	254.69	254.81	254.65	254.48	0.64	do
5	254.59	254.72	254.84	254.68	254.51	0.69	do
6	254.60	254.73	254.86	254.70	254.53	0.64	do
7	254.61	254.74	254.87	254.70	254.54	0.44	do
8	254.63	254.76	254.88	254.72	254.55	0.27	do
9	254.64	254.77	254.89	254.73	254.56	0.09	do
± Brg. Pier #3	254.66	254.79	254.90	254.67	254.58	0.00	2 1/2"
1	254.67	254.81	254.91	254.71	254.61	0.09	Varies
2	254.68	254.82	254.93	254.72	254.62	0.27	do
3	254.69	254.83	254.94	254.73	254.63	0.47	do
4	254.70	254.84	254.95	254.74	254.64	0.64	do
5	254.71	254.85	254.96	254.75	254.65	0.69	do
6	254.72	254.86	254.97	254.76	254.66	0.44	do
7	254.73	254.87	254.98	254.77	254.67	0.27	do
8	254.74	254.88	254.99	254.78	254.68	0.09	do
9	254.75	254.89	255.00	254.79	254.69	0.00	2 1/2"
± Brg. Pier #4	254.76	254.90	255.00	254.80	254.70	0.00	2 1/2"
1	254.77	254.91	255.01	254.81	254.71	0.09	Varies
2	254.78	254.92	255.02	254.82	254.72	0.27	do
3	254.79	254.93	255.03	254.83	254.73	0.47	do
4	254.80	254.94	255.04	254.84	254.74	0.64	do
5	254.81	254.95	255.05	254.85	254.75	0.69	do
6	254.82	254.96	255.06	254.86	254.76	0.44	do
7	254.83	254.97	255.07	254.87	254.77	0.27	do
8	254.84	254.98	255.08	254.88	254.78	0.09	do
9	254.85	254.99	255.09	254.89	254.79	0.00	2 1/2"
± Brg. Pier #5	254.86	255.00	255.10	254.90	254.80	0.00	2 1/2"
1	254.87	255.01	255.11	254.91	254.81	0.09	Varies
2	254.88	255.02	255.12	254.92	254.82	0.27	do
3	254.89	255.03	255.13	254.93	254.83	0.47	do
4	254.90	255.04	255.14	254.94	254.84	0.64	do
5	254.91	255.05	255.15	254.95	254.85	0.69	do
6	254.92	255.06	255.16	254.96	254.86	0.44	do
7	254.93	255.07	255.17	254.97	254.87	0.27	do
8	254.94	255.08	255.18	254.98	254.88	0.09	do
9	254.95	255.09	255.19	254.99	254.89	0.00	2 1/2"
± Brg. Abut #2	254.96	255.10	255.20	255.00	254.90	0.00	2 1/2"

* Elevations - Bottom of Slab

REINFORCING STEEL SCHEDULE

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(18)	26	26

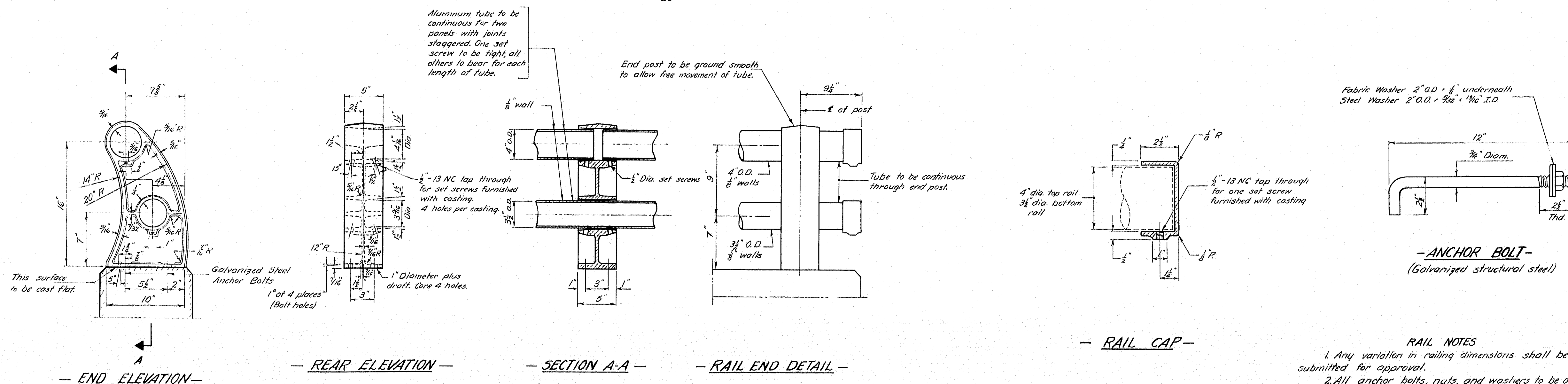
ABUTMENTS & APPROACH SLABS					PIERS					SUPERSTRUCTURE				
 <p>- A22, A23 -</p>					 <p>- P16, P17 -</p>					 <p>- C1 -</p>				
BENT BARS					BENT BARS					BENT BARS				
MARK	SIZE	No.	LENGTH	LOCATION	MARK	SIZE	No.	LENGTH	LOCATION	MARK	SIZE	No.	LENGTH	LOCATION
A20	#5	40	5'-5"	Wing haunch	P16	#4	364	11'-2"	Column stirrups, all piers	S1	#5	532	31'-8"	Slab
A21	#5	48	3'-6"	Wing curbs	P17	#9	20	17'-9"	All pier caps	C1	#4	822	6'-0"	Curb
A22	#4	48	5'-4"	"	P18	#5	20	29'-9"	"	C2	#4	822	6'-6"	Rail parapet
A23	#4	16	7'-0"	Rail end post	P19	#5	20	10'-5"	"					
A27	#6	40	3'-2"	Abutment to approach slab	P20	#5	20	10'-10"	"					
A28	#6	30	4'-4"	Beam pedestals	P21	#5	20	11'-3"	"					
STRAIGHT BARS					STRAIGHT BARS					STRAIGHT BARS				
MARK	SIZE	No.	LENGTH	LOCATION	MARK	SIZE	No.	LENGTH	LOCATION	MARK	SIZE	No.	LENGTH	LOCATION
A1	#6	28	45'-0"	Breastwall footing	P22	#5	20	11'-8 1/2"	"	S2	#5	1062	30'-8"	Slab, top and bottom
A2	#6	184	6'-1"	"	P23	#5	350	11'-10"	All pier caps	S3	#5	8	27'-9"	"
A3	#6	16	13'-9"	Wing footing	P1	#8	80	21'-11"	Columns, Pier #1	S4	#5	8	26'-11"	"
A4	#6	16	16'-5"	"	P2	#8	80	21'-1"	"	S5	#5	8	26'-2"	"
A5	#6	116	3'-5"	Footing to breastwall	P3	#8	80	15'-3"	"	S6	#5	8	25'-4"	"
A6	#6	96	3'-0"	Footing to wing	P4	#8	80	24'-8"	"	S7	#5	8	24'-7"	"
A7	#6	8	24'-6"	Bridge seal	P5	#8	80	19'-8"	Columns, Pier #5	S8	#5	8	23'-9"	"
A8	#6	8	21'-11"	"	P7	#5	288	5'-9"	Pier footings	S9	#5	8	23'-0"	"
A9	#5	62	4'-1"	"	P8	#6	96	5'-9"	"	S10	#5	8	22'-2"	"
A10	#5	56	6'-8"	Breastwall to backwall	P9	#5	72	7'-9"	"	S11	#5	8	21'-4"	"
A11	#5	54	6'-9"	"	P10	#6	108	7'-9"	Pier footings	S12	#5	8	20'-7"	"
A12	#5	12	24'-11"	Backwall	P11	#8	50	10'-0"	Pier caps	S13	#5	8	19'-9"	"
A13	#5	12	13'-4"	"	P12	#8	60	23'-9"	"	S14	#5	8	19'-0"	Slab, top and bottom, end panels
A14	#5	8	24'-6"	"	P13	#6	40	23'-9"	"	S15	#5	8	18'-2"	"
A15	#5	8	17'-6"	"	P14	#9	10	25'-6"	"	S16	#5	8	17'-5"	"
A16	#6	48	6'-5"	Wings	P15	#9	10	14'-6"	Pier caps	S17	#5	8	16'-7"	"
A17	#5	48	7'-4"	"	P24	#8	400	4'-0"	Footings to columns	S18	#5	8	15'-9"	"
A18	#5	60	11'-8"	Wings and wing curbs						S19	#5	8	15'-0"	"
A19	#5	16	14'-6"	Wings (field bend where req'd.)						S20	#5	8	14'-2"	"
A24	#5	16	3'-2"	Rail end post						S21	#5	8	13'-5"	"
A25	#5	20	5'-0"	Breastwall to wing						S22	#5	8	12'-7"	"
A26	#6	28	3'-0"	Breastwall splice						S23	#5	8	11'-10"	"

DESIGN - W.H.Y.
DETAIL - F.S.P.
CHECK - C.B.

DESIGN - T.H.K.
DETAIL - R.W.J.
CHECK - C.B.

NOTE: All dimensions to $\frac{1}{8}$ bars.
Reinforcing to be intermediate grade steel.

DESIGN - M.C.H.
DETAIL - H.L.O.
CHECK - F.S.P.



RAIL NOTES
1. Any variation in railing dimensions shall be submitted for approval.
2. All anchor bolts, nuts, and washers to be of galvanized steel.
3. All anchor bolts to be $\frac{3}{8}$ " L bolts. Set 10 1/2" into concrete.
4. Provide shims for 50% of railing posts.

DESIGN - As noted
TRACE - As noted
CHECK - As noted

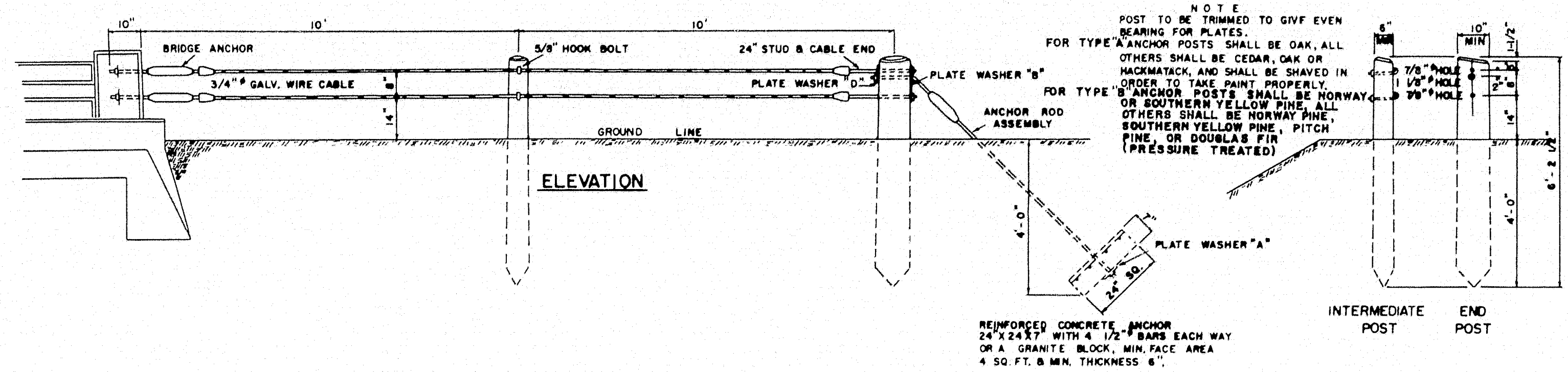
BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

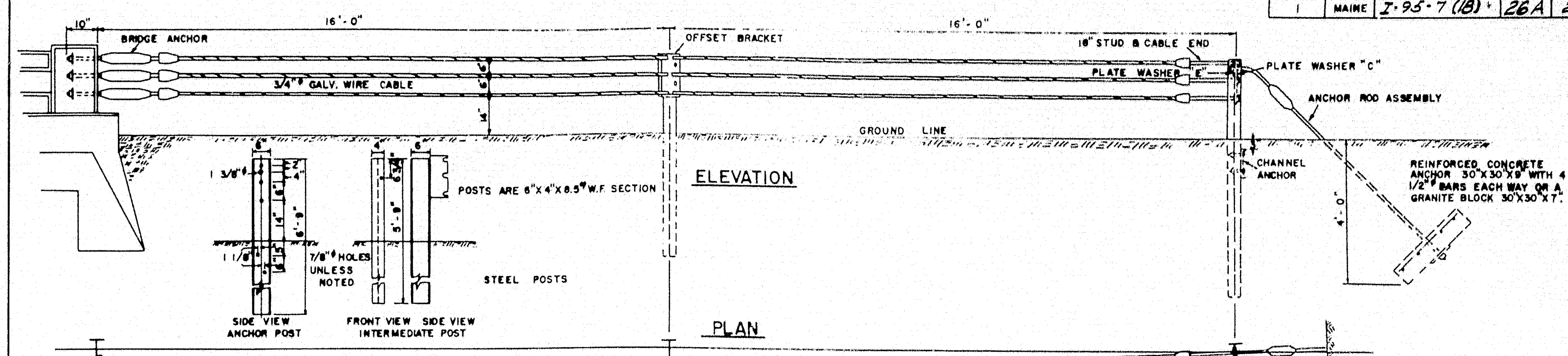
ROUTE NO. 7 BRIDGE
OVER
INTERSTATE NO. 95
IN THE TOWN OF
PLYMOUTH
PENOBSCOT COUNTY

REINFORCING STEEL & RAIL

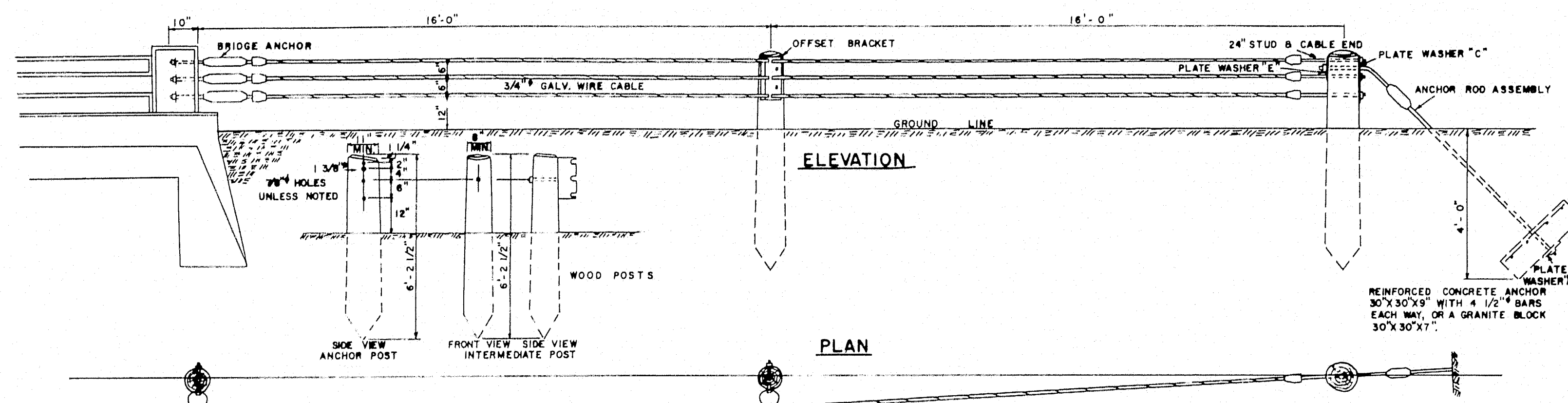
SHEET 26 OF 26 AUGUSTA, MAINE APRIL 1961



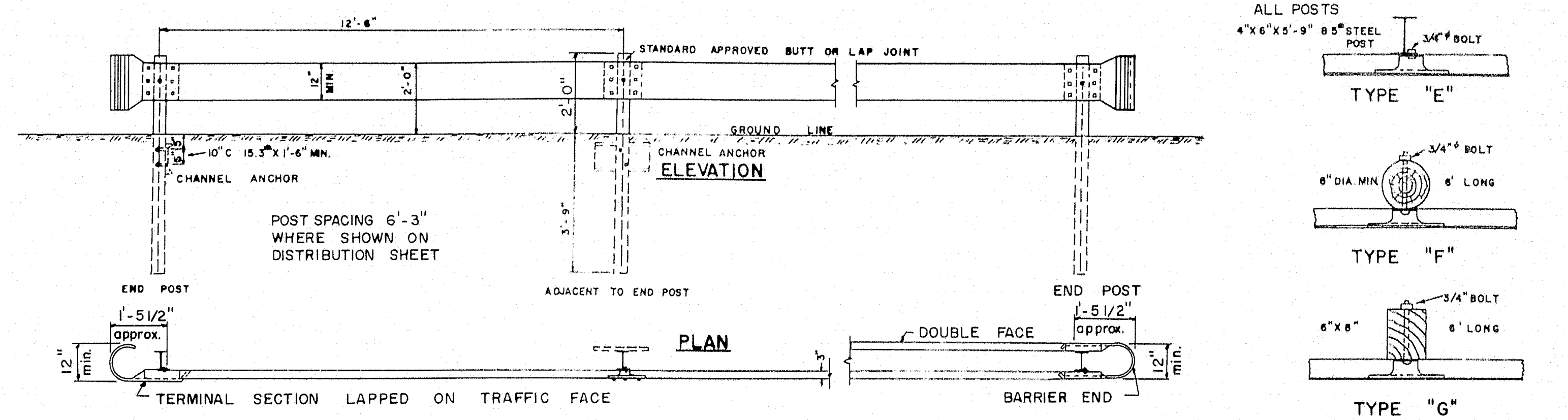
GUARD RAIL TYPE "A" & "B"



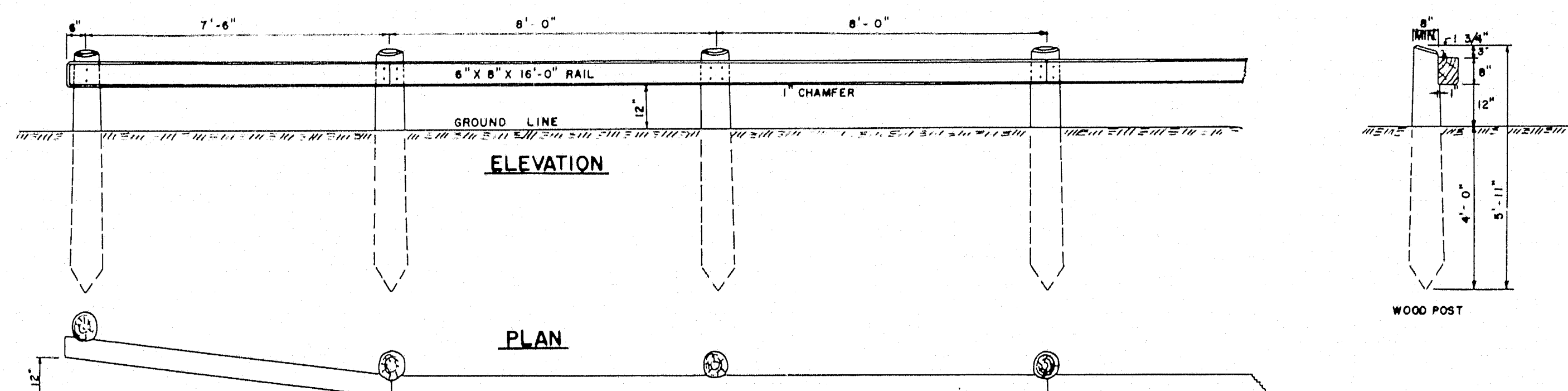
GUARD RAIL TYPE "C"



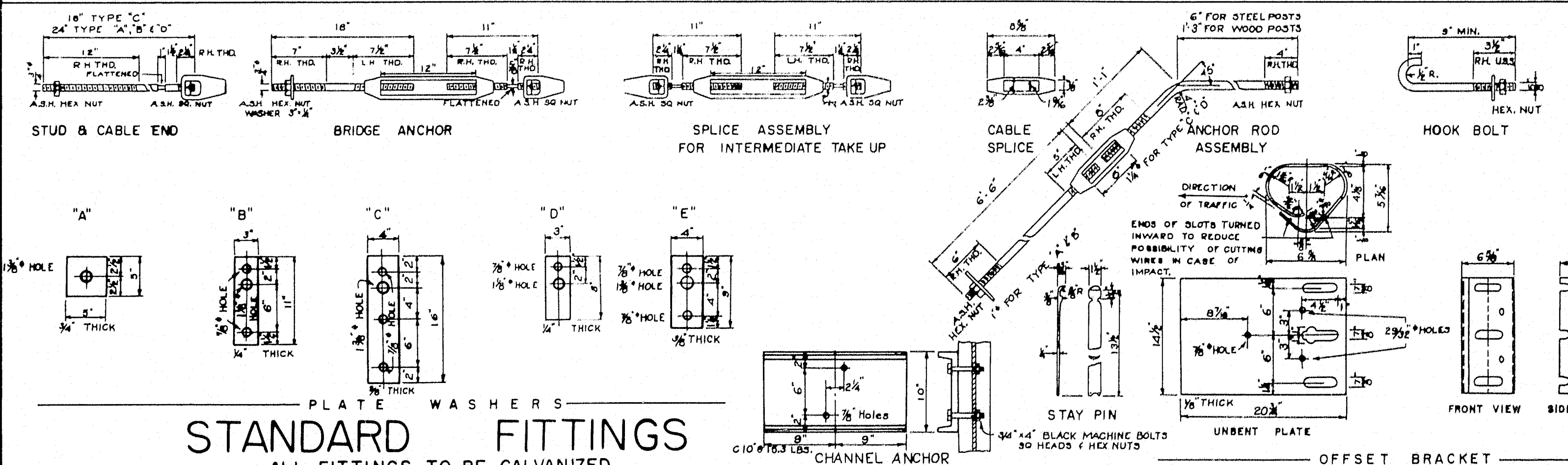
GUARD RAIL TYPE "D"



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

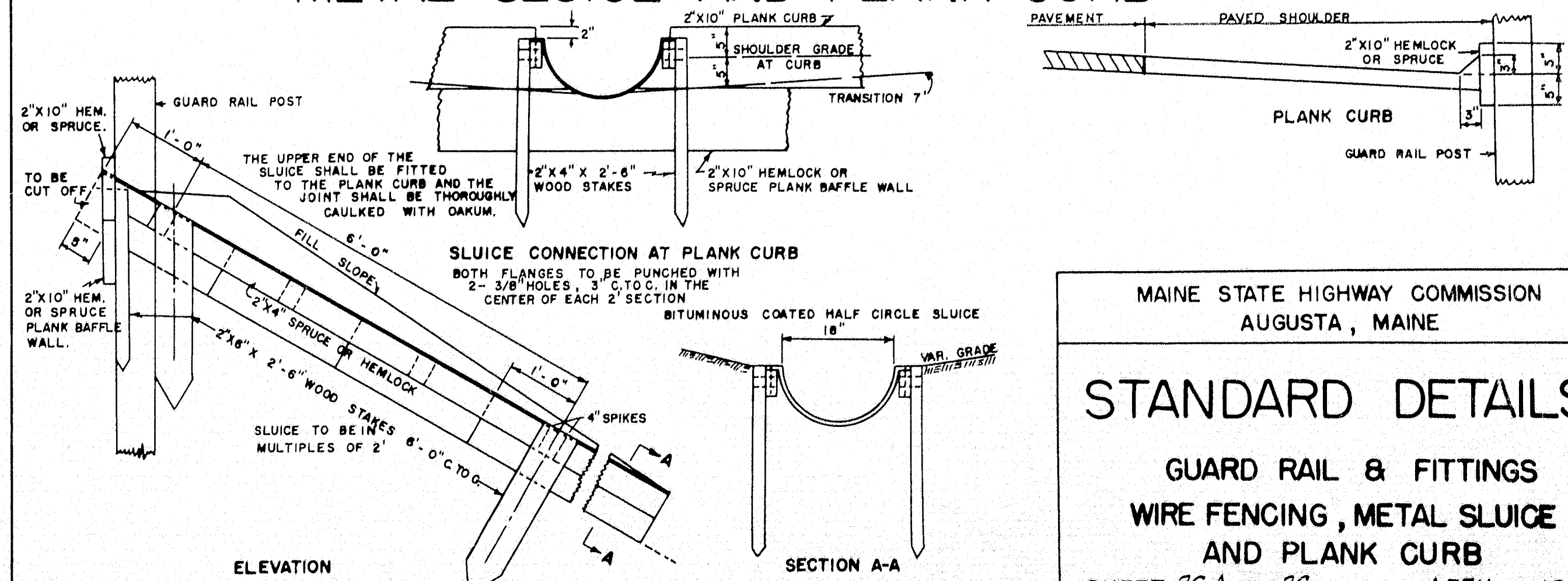


GUARD RAIL TYPE "H"



STANDARD FITTINGS
ALL FITTINGS TO BE GALVANIZED

METAL SLUICE AND PLANK CURB

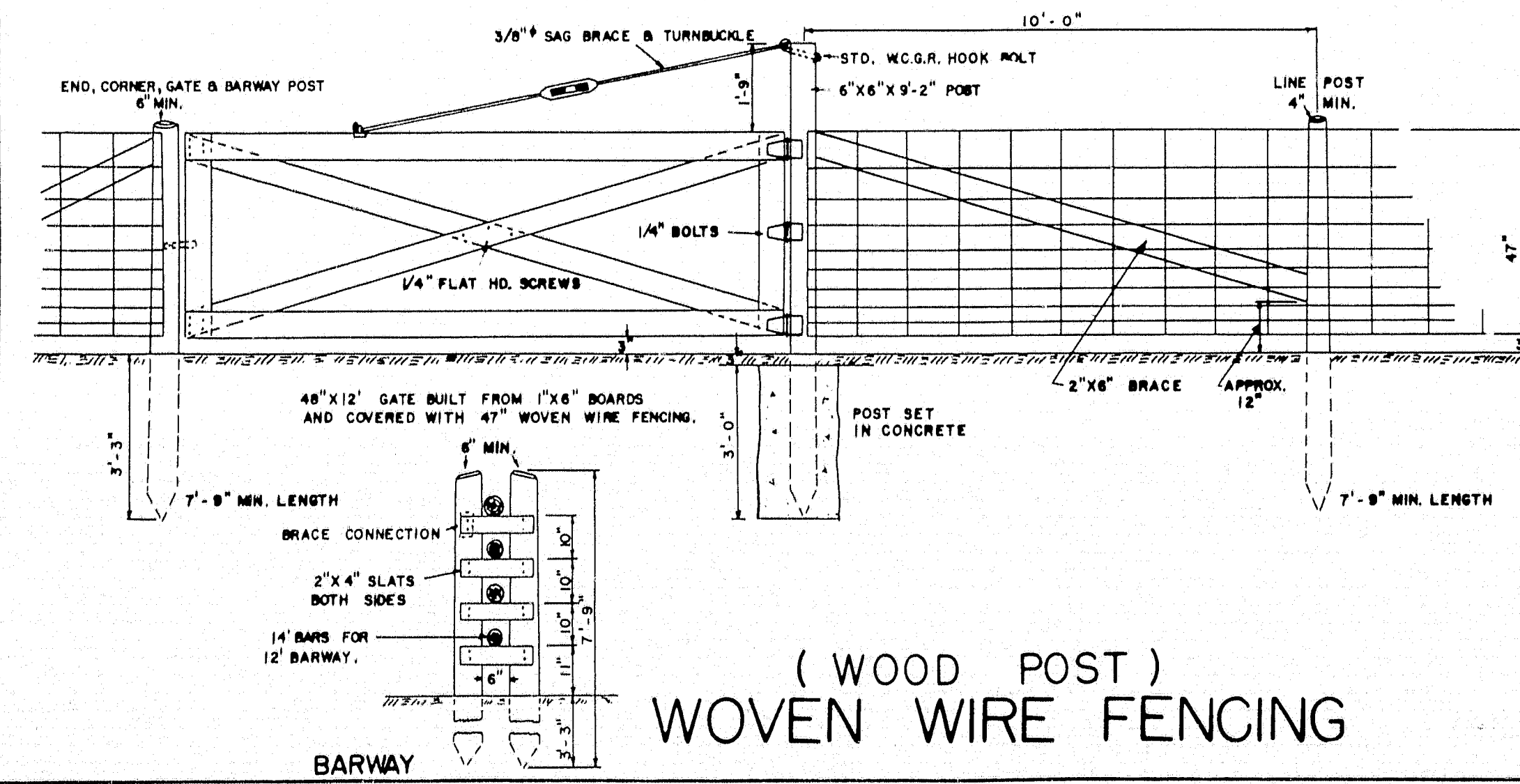


MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

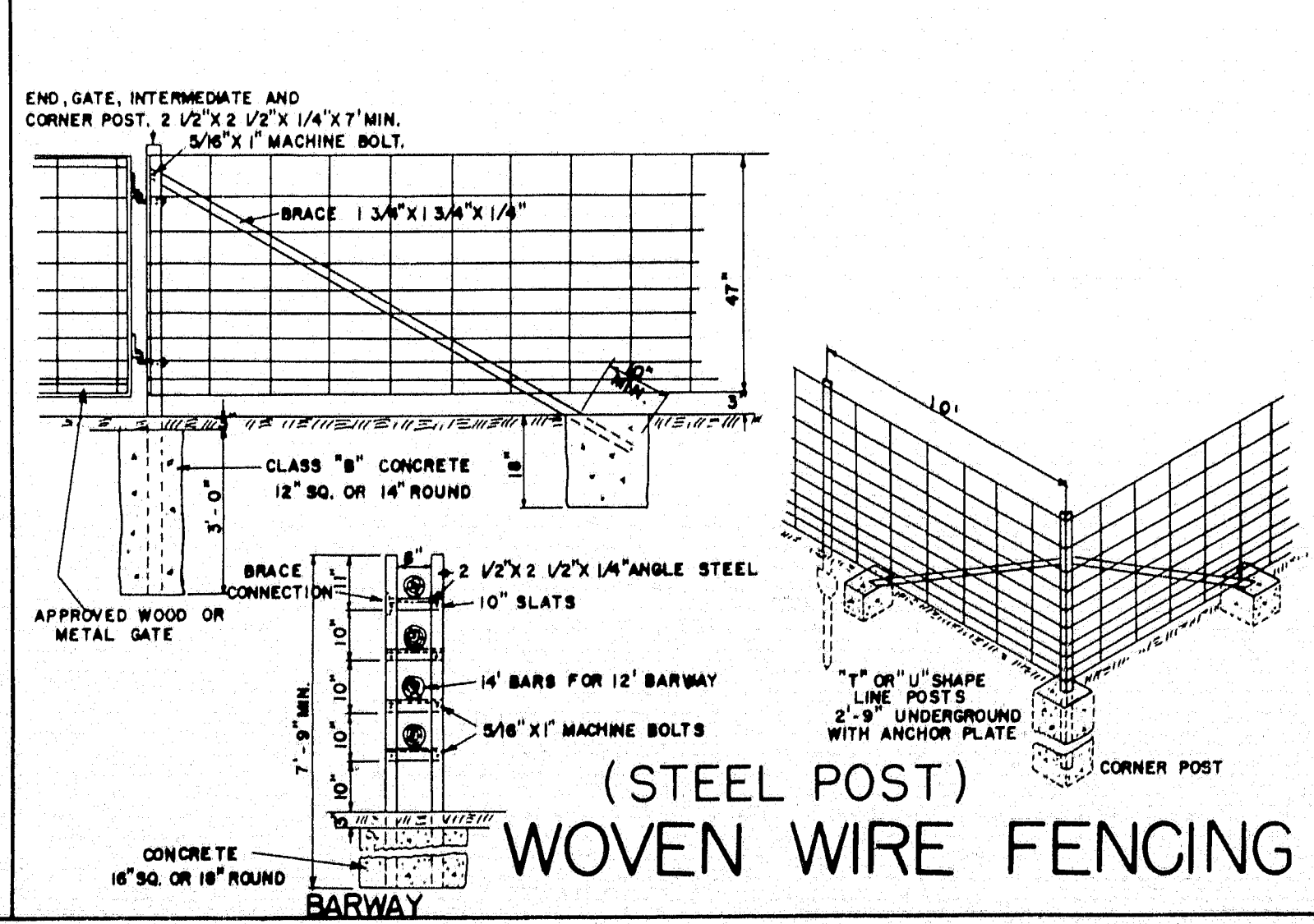
STANDARD DETAILS

GUARD RAIL & FITTINGS
WIRE FENCING, METAL SLUICE
AND PLANK CURB

SHEET 26A OF 26 APRIL 1961



(WOOD POST)
WOVEN WIRE FENCING



(STEEL POST)
WOVEN WIRE FENCING