B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(23)123	1	24

STATE OF MAINE
STATE HIGHWAY COMMISSION

PLANS

WATERVILLE

KENNEBEC COUNTY

MAINE FEDERAL AID INTERSTATE #95

PROJECT NO. I-95-6(23)123 PART I

TOTAL LENGTH 0.050 MILES

SCALES
- PLAN 1 IN. = 50 FT.
- PROFILE HOR. 1 IN. = 50 FT.; VER. 1 IN. = 5 FT.
- CROSS SECTIONS 1 IN. = 10 FT.

INTERSTATE #95 BRIDGE OVER MAINE CENTRAL R.R. AND COUNTY ROAD

INDEX OF SHEETS

1 ____ TITLE SHEET
2-3 ____ TYPICAL SECTIONS
4 ____ SPECIAL DETAILS
5 ____ GENERAL PLAN STA. 1036+00 to STA. 1052+00
6 ____ PROFILE STA. 1037+00 to STA. 1053+00
7-18 ____ BRIDGE SHEETS

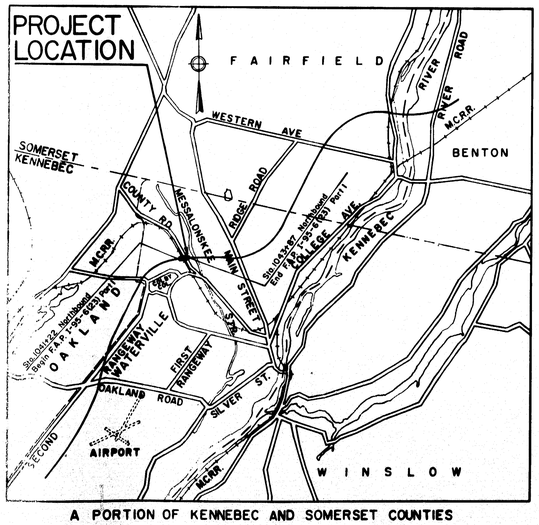
AS BUILT
1960

CONVENTIONAL SIGNS

STATE OR NATIONAL LINE		SURVEY LINE	
COUNTY LINE		CULVERT	
TOWN LINE		DROP INLET	
UNFENCED PROPERTY		TROLLEY POLE	
FENCE		POWER POLE	
RIGHT OF WAY LINE		TEL. POLE	
TRAVELED WAY		MARSH	
RAILROAD		TREES	
RETAINING WALL		STONE WALL	

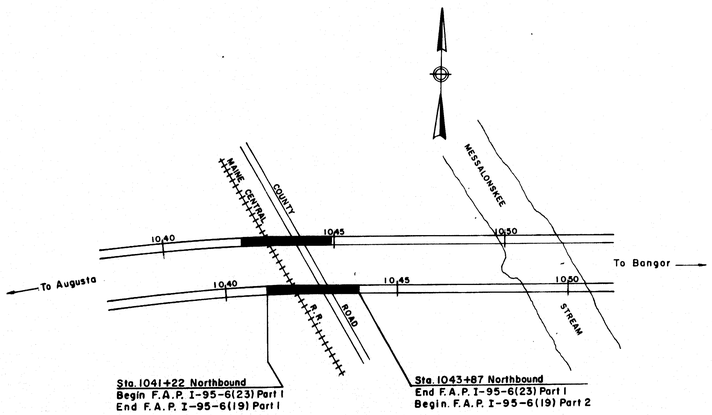
Interstate #95 shall be constructed to Top of Gravel Base only, within the Limits indicated on the Plans. Construction of Maine Central Railroad-County Road Bridge is included in this Contract.
Other Concurrent Contracts within the Limits of this Project are:
F.A.P. I-95-6(19) Part 1 and
F.A.P. I-95-6(19) Part 2.

All work contemplated under this Contract to be Governed by and in conformity with the Standard Specifications, Highways and Bridges, Revision of Jan. 1956, except as modified on these Plans And by the Special Provisions.



A PORTION OF KENNEBEC AND SOMERSET COUNTIES

APPROX. SCALE 1IN. = 1 MILE



LAYOUT PLAN

SCALE: 1" = 200'

A.D.T.(1960)	= 7050
A.D.T.(1980)	= 9620
D.H.V.(1980)	= 1443
D.(1980)	= 65%
T.(1980)	= 15%
V.(M.P.H.)	= 60

APPROVED:
MAINE CENTRAL RAILROAD CO.
J. W. Wiggins
CHIEF ENGINEER.

APPROVED:
MAINE STATE HIGHWAY COMMISSION
David H. Stevens
CHAIRMAN
[signature]
R. Leon Williams
[signature]
CHIEF ENGINEER

CONSULTING ENGINEERS
THE CLARKESON ENGINEERING COMPANY, INC.
BOSTON MASS.
John Clarkeson 9/26/58
CONSULTING ENGINEER DATE

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION 1

APPROVED:

DIVISION ENGINEER DATE

75-101

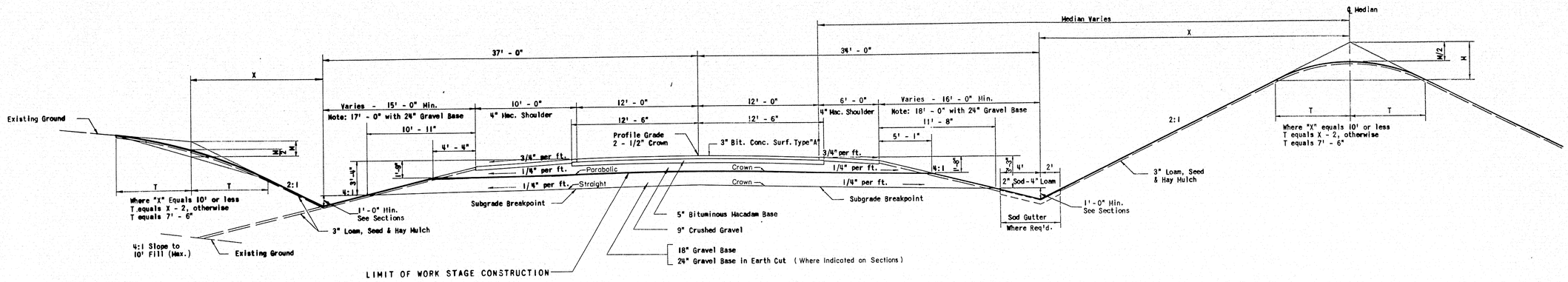
0 1 2 3 4 5 INCHES

B. P. R. REG NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(23)	2	78 24

WATERVILLE INTERSTATE

GRADING CONTRACT — STAGE CONSTRUCTION

INTERSTATE #95 TO BE CONSTRUCTED TO TOP OF GRAVEL BASE ONLY UNLESS OTHERWISE INDICATED



10' PAVED SHOULDER	CY/100 L.F.
4" Bituminous Macadam Surface	12.19
Crushed Gravel Base (to 4:1 Slope)	36.33
18" Gravel Base (to 4:1 Slope)	91.92
24" Gravel Base (to 4:1 Slope)	130.64

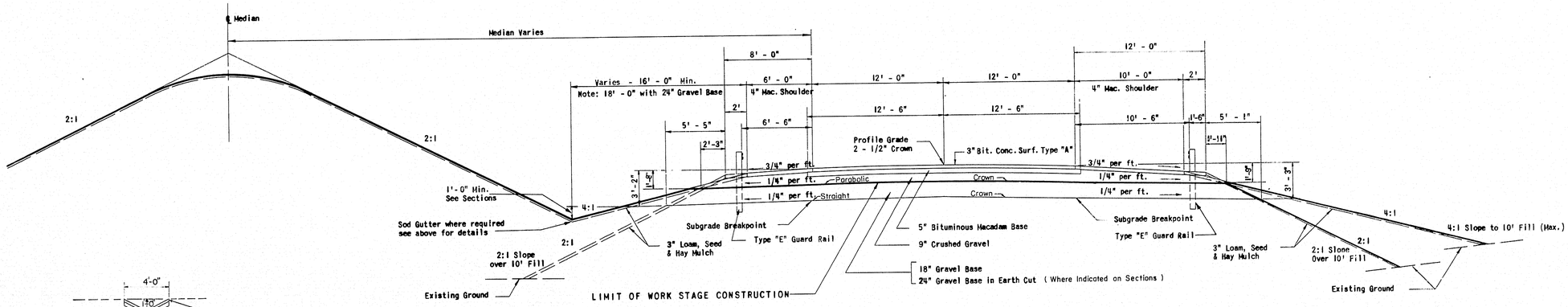
TYPICAL SECTION - NORMAL

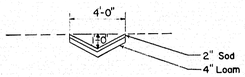
Scale: 1" = 5'

SOUTHBOUND INTERSTATE

24' PAVEMENT	CY/100 L.F.
3" Bituminous Concrete Surface	22.22
5" Bituminous Macadam Base (25' Wide)	38.58
9" Crushed Gravel Base	66.67
18" Gravel Base	136.42
24" Gravel Base	180.87

6' PAVED SHOULDER	CY/100 L.F.
4" Bituminous Macadam Surface	7.25
Crushed Gravel Base (to 4:1 Slope)	27.46
18" Gravel Base (to 4:1 Slope)	73.74
24" Gravel Base (to 4:1 Slope)	106.40





SODDED "V" DITCH

8' PAVED SHOULDER	CY/100 L.F.
4" Bituminous Macadam Surface	9.72
Crushed Gravel Base (to 2:1 Slope)	29.23
18" Gravel Base (to 2:1 Slope)	62.80

TYPICAL SECTION - NORMAL

Scale: 1" = 5'

NORTHBOUND INTERSTATE

12' PAVED SHOULDER	CY/100 L.F.
4" Bituminous Macadam Surface	14.66
Crushed Gravel Base (to 2:1 Slope)	38.14
18" Gravel Base (to 2:1 Slope)	83.09

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

TYPICAL SECTIONS

THE CLARKESON ENGINEERING CO., INC.
CONSULTING ENGINEERS
BOSTON MASSACHUSETTS

75-102

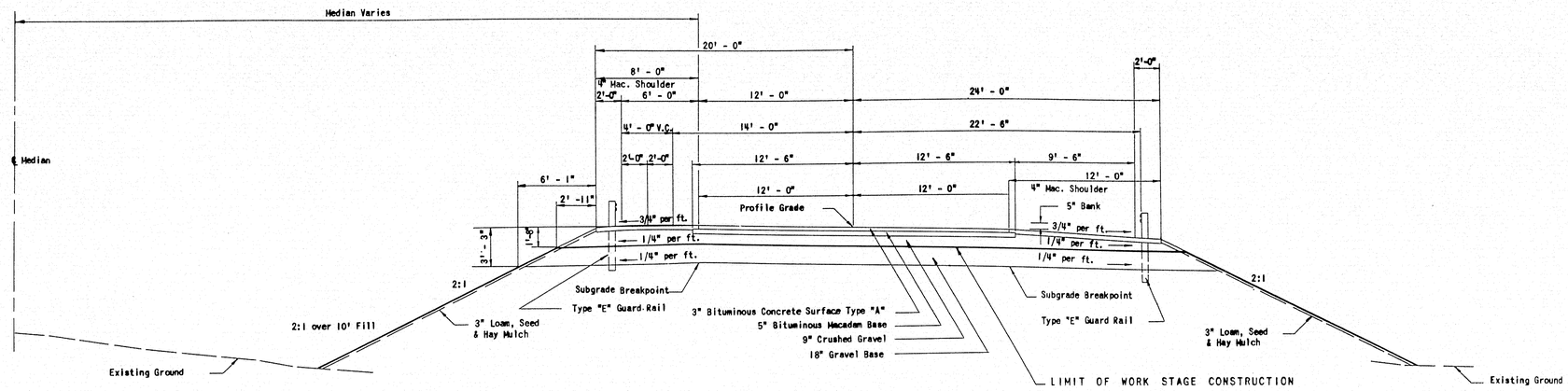
0 1 2 3 4 5 INCHES

S. P. R. RE & NO.	STATE	FED AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I — 95 — 6(23)	3	78 24

WATERVILLE INTERSTATE

GRADING CONTRACT — STAGE CONSTRUCTION

INTERSTATE 95 TO BE CONSTRUCTED TO TOP OF GRAVEL BASE ONLY UNLESS OTHERWISE INDICATED



24" PAVEMENT	C.Y./100 L.F.
3" Bituminous Concrete Surface	22.22
5" Bituminous Macadam Base (25' Wide)	38.58
9" Crushed Gravel Base	66.67
18" Gravel Base	133.33
24" Gravel Base	177.78

8' PAVED SHOULDER	C.Y./100 L.F
4" Bituminous Macadam Surface	9.72
Crushed Gravel Base (to 2:1 Slope)	38.37
18" Gravel Base (to 2:1 Slope)	66.15

TYPICAL SECTION - SUPERELEVATED

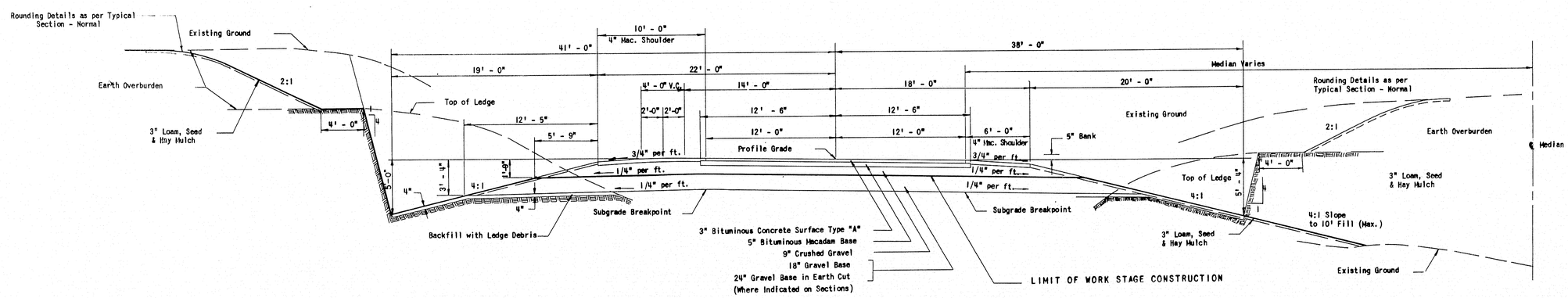
Showing B = 5" Superelevation for D = 0° - 30'

Scale: 1" = 5'

NORTHBOUND INTERSTATE

12' PAVED SHOULDER

For Quantities see Typical Section - Normal



10' PAVED SHOULDER	C.Y./100 L.F.
4" Bituminous Macadam Surface	12.19
Crushed Gravel Base (to 4:1 Slope)	49.67
18" Gravel Base (to 4:1 Slope)	99.67
24" Gravel Base (to 4:1 Slope)	141.00

TYPICAL SECTION - SUPERELEVATED

Showing B = 5" Superelevation for D = 0° - 30'

Scale: 1" = 5'

SOUTHBOUND INTERSTATE

6' PAVED SHOULDER

For Quantities see Typical Section - Normal

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

TYPICAL SECTIONS

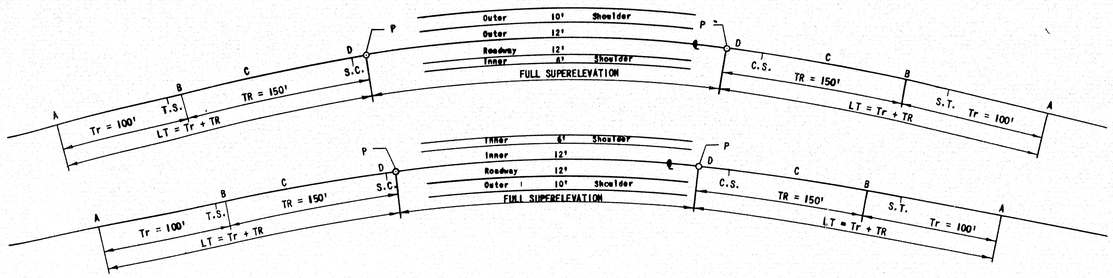
THE CLARKESON ENGINEERING CO., INC.
CONSULTING ENGINEERS
BOSTON MASSACHUSETTS

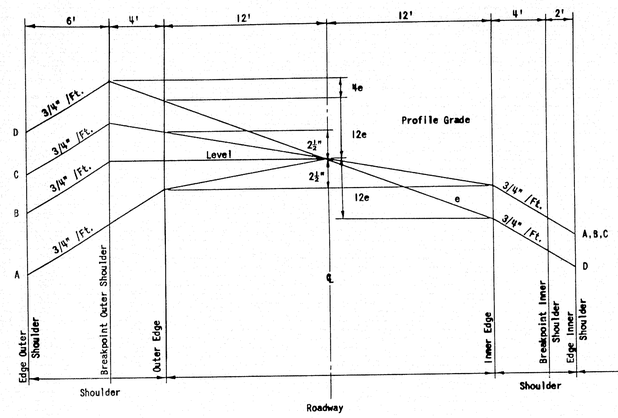
75-103

0 1 2 3 4 5 INCHES

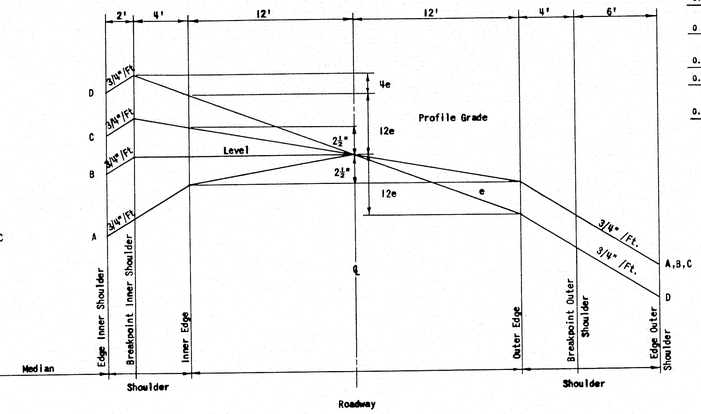
B.P.R. DIV. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6 (23)	4	24

WATERVILLE INTERSTATE





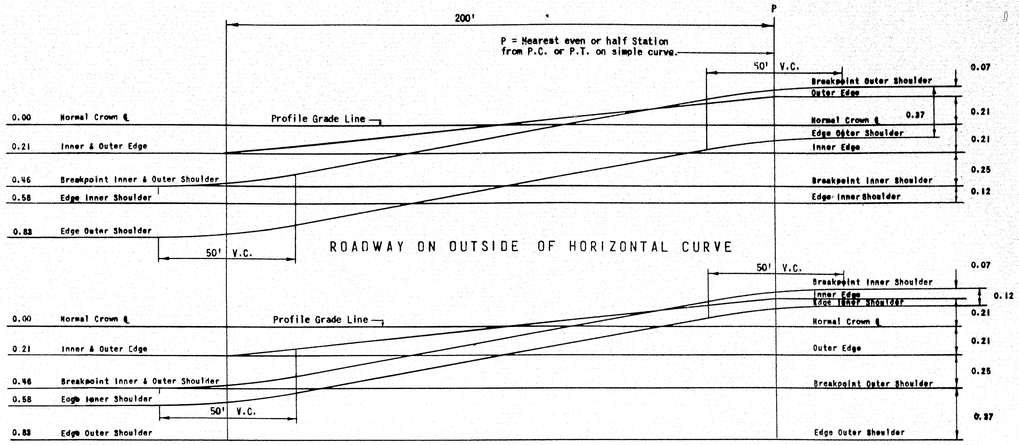
OUTER ROADWAY



BANKING DIAGRAM

1° - 30'

INNER ROADWAY



ROADWAY ON OUTSIDE OF HORIZONTAL CURVE

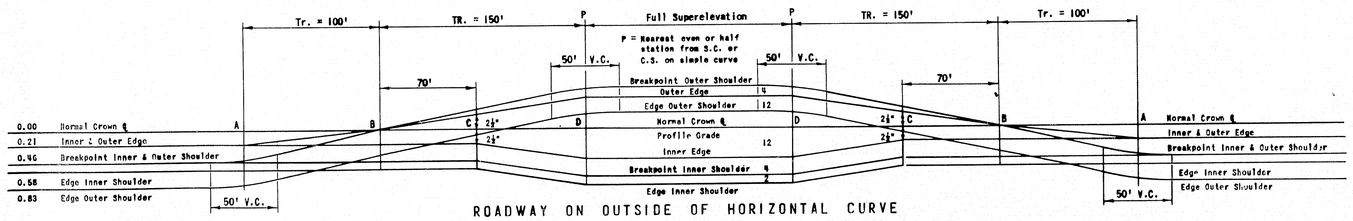
ROADWAY ON INSIDE OF HORIZONTAL CURVE

EDGE PROFILES D = 0° - 30'

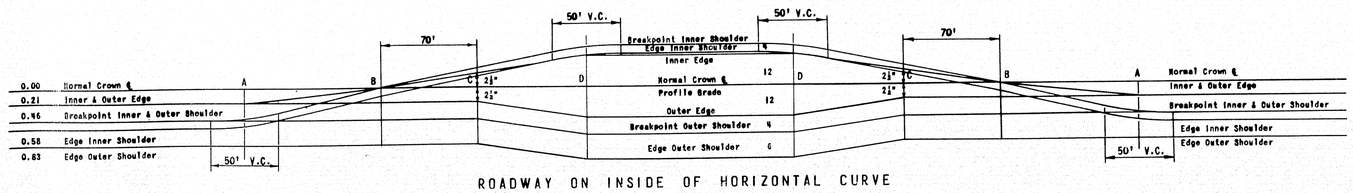
(SPIRALS NOT REQUIRED)

D = 0° - 30'

Distance From "P" Along ℄	OUTER ROADWAY							INNER ROADWAY						
	Edge Outer Shoulder	Breakpoint Outer Shoulder	Outer Edge	℄	Inner Edge	Breakpoint Inner Shoulder	Edge Inner Shoulder	Edge Inner Shoulder	Breakpoint Inner Shoulder	Inner Edge	℄	Outer Edge	Breakpoint Outer Shoulder	Edge Outer Shoulder
Full Sup.ele.	-0.09	+0.28	+0.21	0.00	-0.21	-0.46	-0.58	+0.16	+0.28	+0.21	0.00	-0.21	-0.46	-0.83
P	-0.11	+0.26	+0.21	0.00	-0.21	-0.46	-0.58	+0.14	+0.26	+0.21	0.00	-0.21	-0.46	-0.83
50	-0.28	+0.09	+0.105	0.00	-0.21	-0.46	-0.58	-0.03	+0.09	+0.105	0.00	-0.21	-0.46	-0.83
100	-0.46	-0.09	0.00	0.00	-0.21	-0.46	-0.58	-0.21	-0.09	0.00	0.00	-0.21	-0.46	-0.83
150	-0.65	-0.28	-0.105	0.00	-0.21	-0.46	-0.58	-0.40	-0.28	-0.105	0.00	-0.21	-0.46	-0.83
200	-0.81	-0.44	-0.21	0.00	-0.21	-0.46	-0.58	-0.56	-0.44	-0.21	0.00	-0.21	-0.46	-0.83
Normal	-0.83	-0.46	-0.21	0.00	-0.21	-0.46	-0.58	-0.58	-0.46	-0.21	0.00	-0.21	-0.46	-0.83



ROADWAY ON OUTSIDE OF HORIZONTAL CURVE



ROADWAY ON INSIDE OF HORIZONTAL CURVE

D = 1° - 30'

Distance From "P" Along ℄	OUTER ROADWAY							INNER ROADWAY						
	Edge Outer Shoulder	Breakpoint Outer Shoulder	Outer Edge	℄	Inner Edge	Breakpoint Inner Shoulder	Edge Inner Shoulder	Edge Inner Shoulder	Breakpoint Inner Shoulder	Inner Edge	℄	Outer Edge	Breakpoint Outer Shoulder	Edge Outer Shoulder
Full Sup.ele.	+ 0.23	+ 0.60	+ 0.45	0.00	- 0.45	- 0.70	- 0.83	+ 0.48	+ 0.60	+ 0.45	0.00	- 0.45	- 0.70	- 1.07
P	+ 0.21	+ 0.58	+ 0.45	0.00	- 0.45	- 0.70	- 0.83	+ 0.46	+ 0.58	+ 0.45	0.00	- 0.45	- 0.70	- 1.07
50	+ 0.03	+ 0.40	+ 0.30	0.00	- 0.30	- 0.55	- 0.67	+ 0.28	+ 0.40	+ 0.30	0.00	- 0.30	- 0.55	- 0.92
100	- 0.17	+ 0.20	+ 0.15	0.00	- 0.21	- 0.46	- 0.58	+ 0.08	+ 0.20	+ 0.15	0.00	- 0.21	- 0.46	- 0.83
150	- 0.37	0.00	0.00	0.00	- 0.21	- 0.46	- 0.58	- 0.12	0.00	0.00	0.00	- 0.21	- 0.46	- 0.83
200	- 0.60	- 0.23	- 0.105	0.00	- 0.21	- 0.46	- 0.58	- 0.35	- 0.23	- 0.105	0.00	- 0.21	- 0.46	- 0.83
250	- 0.80	- 0.43	- 0.21	0.00	- 0.21	- 0.46	- 0.58	- 0.55	- 0.43	- 0.21	0.00	- 0.21	- 0.46	- 0.83
Normal	- 0.83	- 0.46	- 0.21	0.00	- 0.21	- 0.46	- 0.58	- 0.58	- 0.46	- 0.21	0.00	- 0.21	- 0.46	- 0.83

SUPERELEVATION CHART

P = Point of Full Superelevation, nearest even or half station on Simple Curve, unless otherwise noted,

e = Rate of Superelevation (foot per foot).

Tr = Tangent Runout (100 feet).

TR = Transition Runoff (Varies).

LT = Total Length of Transition (Tr + T).

NOTES:

1. All distances are in feet and are added (+) to or subtracted (-) from Profile Elevation.

2. Fifty (50) foot Vertical Curves, shown, are to be used when grade changes are more than 0.30%.

THE CLARKESON ENGINEERING CO., INC.
CONSULTING ENGINEERS
BOSTON MASSACHUSETTS

MAINE STATE HIGHWAY COMMISSION
AUGUSTA MAINE

SPECIAL DETAILS

SUPERELEVATION DATA

75-105

0 1 2 3 4 5 INCHES

B. P. R. REG NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6 (23)	5	24

WATERVILLE INTERSTATE

Construction ℄
Southbound
P. I. Sta. 1022 + 87.08
Δ = 66°-31'-16"
Δc = 63°-31'-16"
Dc = 1°-30'-00"
Lc = 4234.74'
Tc = 2364.69'
Rc = 3819.72'
Es = 748.83'
Δs = 1°-30'-00"
Ls = 200.00'
Xs = 199.99'
Ys = 1.74'
Ts = 2605.61'
Full Superelevation
Sta. 999+00 to Sta. 1041+50

Construction ℄
Northbound
P. I. Sta. 1021 + 28.93
Δ = 66°-52'-09"
Δc = 63°-52'-09"
Dc = 1°-30'-00"
Lc = 4257.94'
Tc = 2380.77'
Rc = 3819.72'
Es = 757.97'
Δs = 1°-30'-00"
Ls = 200.00'
Xs = 199.99'
Ys = 1.74'
Ts = 2622.24'
Full Superelevation
Sta. 997+50 to Sta. 1039+50

STA. 1045+50 SOUTHBOUND LIMIT OF WORK

STA. 1041+50 SOUTHBOUND LIMIT OF WORK

STA. 1042+75 SOUTHBOUND LIMIT OF WORK (By Others)

STA. 1044+20 SOUTHBOUND LIMIT OF WORK (By Others)

STA. 1050+50 SOUTHBOUND LIMIT OF WORK (By Others)

1040+50 to 1041+50 100x2 Ditch Sodded (By Others)

C.S. 1041+16.22

S.T. 1043+16.22

20'-Sodded 'V' Ditch

Hand-Laid Riprap 1'-6" in Depth, Under 4 Bridge Downspouts.

Approx. Location of Temporary Railroad Grade Crossing

66.2' RIPRAP DITCH

Grade to Drain (By Others)

Hand-Laid Riprap 1'-6" in Depth, Under 4 Bridge Downspouts.

SOUTHBOUND INTERSTATE #95 N 88°-28'-52"E 3418.65'

NORTHBOUND INTERSTATE #95 N 88°-02-01"E. 3627.52'

STA. 1041+22 NORTHBOUND END F.A.P. I-95-6(19) PART 1 (By Others)

1039+30 to 1042+05 Rt.

280'x2' Ditch of Hand-Laid Riprap Min. Depth 1' (By Others)

C.S. 1039+64.64

S.T. 1041+64.64

STA. 1043+87 NORTHBOUND BEGIN F.A.P. I-95-6(19) PART 2 (By Others)

STA. 1043+10 NORTHBOUND LIMIT OF WORK (By Others)

STA. 1041+70 NORTHBOUND LIMIT OF WORK (By Others)

STA. 1049+50 NORTHBOUND LIMIT OF WORK (By Others)

STA. 1047+56 NORTHBOUND END F.A.P. I-95-6(19) PART 2 (By Others)

STA. 1041+22 NORTHBOUND BEGIN F.A.P. I-95-6(23) PART 1

STA. 1043+87 NORTHBOUND END F.A.P. I-95-6(23) PART 1

Temporary relocation of wire service buried cable during construction of Project I-95-6(19) and I-95-6(23) Part I

STA. 1040+50 NORTHBOUND LIMIT OF WORK

STA. 1044+50 NORTHBOUND LIMIT OF WORK

FOR REVISED LIMITS OF WORK SEE CHANGE ORDER No. 2

SEE SHEET 22

MAINE CENTRAL RAILROAD

Western Union Telegraph Co.

COUNTY ROAD

MESSALONSKEE STREAM

COLBY COLLEGE

JOHN H. STETSON

Line of Improvement

R/W

Woods-Small Mixed Growth

Woods

72" C.M.P.

Pipe

N-634 500
N-634 250
N-634 000
N-633 750
N-633 500

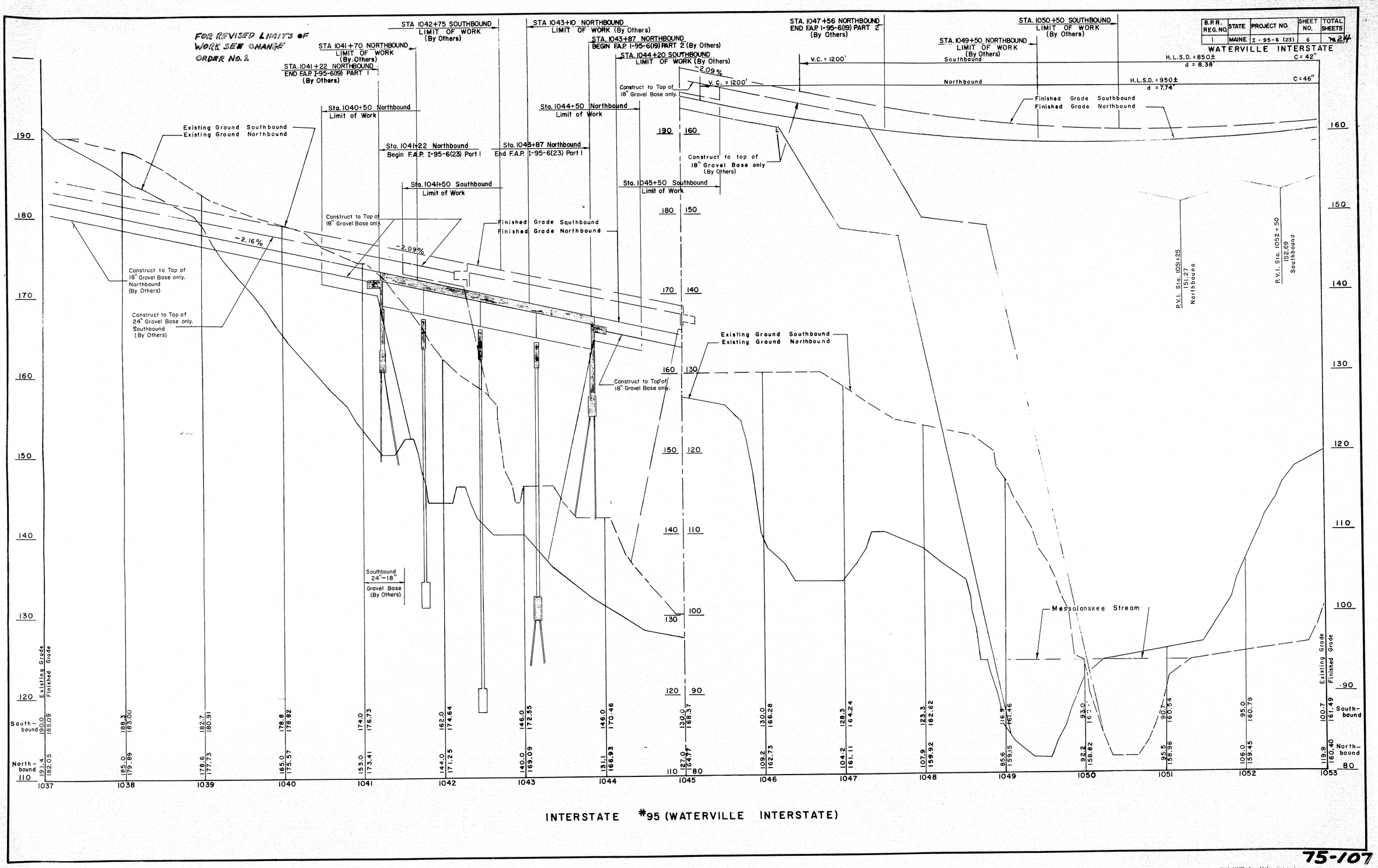
75-106

Photogrammetric Map by LOCKWOOD, KESSLER & BARTLETT, INC. Syosset, New York
Date of Photography 11-11-57

0 1 2 3 4 5 INCHES

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I - 95 - 6 (23)	6	24

WATERVILLE INTERSTATE



INTERSTATE #95 (WATERVILLE INTERSTATE)

75-107

0 1 2 3 4 5 INCHES

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED	R.E. Fuller	4-7-59
	TEMPLATE	1/12/60	2-2-60
NO.	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

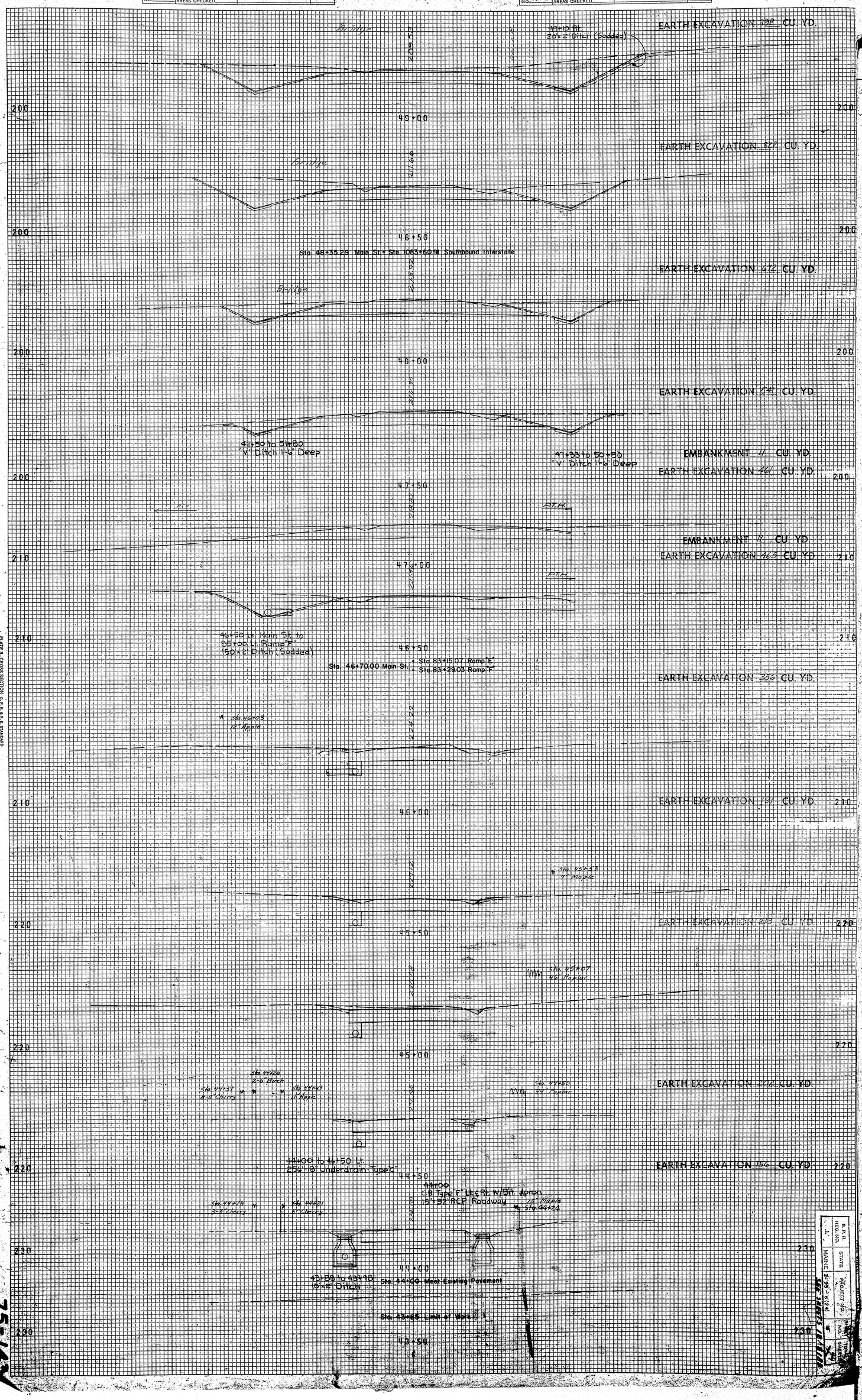


PLATE 3 - CROSS SECTION O.P.R.R.E. STANDARD
KEUFFEL & ESSER CO., NEW YORK.

5 INCHES

R.R.R. REG. NO.	STATE	PROJECT NO.	TOTAL SHEETS
1	MAINE	I-95-2(14)	14

PLAN OF FLORIDA 395

75-143

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO. 24-1	SURVEYED	M	6-3-59
	PLOTTED	PRB, JU	3-10-59
	TEMPLATE	PRB	3-10-59
	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK NO. 24-1	SURVEYED	R.C.	7/12/60
	PLOTTED	C.N.W.	2/16/60
	TEMPLATE		
	AREAS	J.J.M.	2-10-60
	AREAS CHECKED	C.N.W.	7-4-62

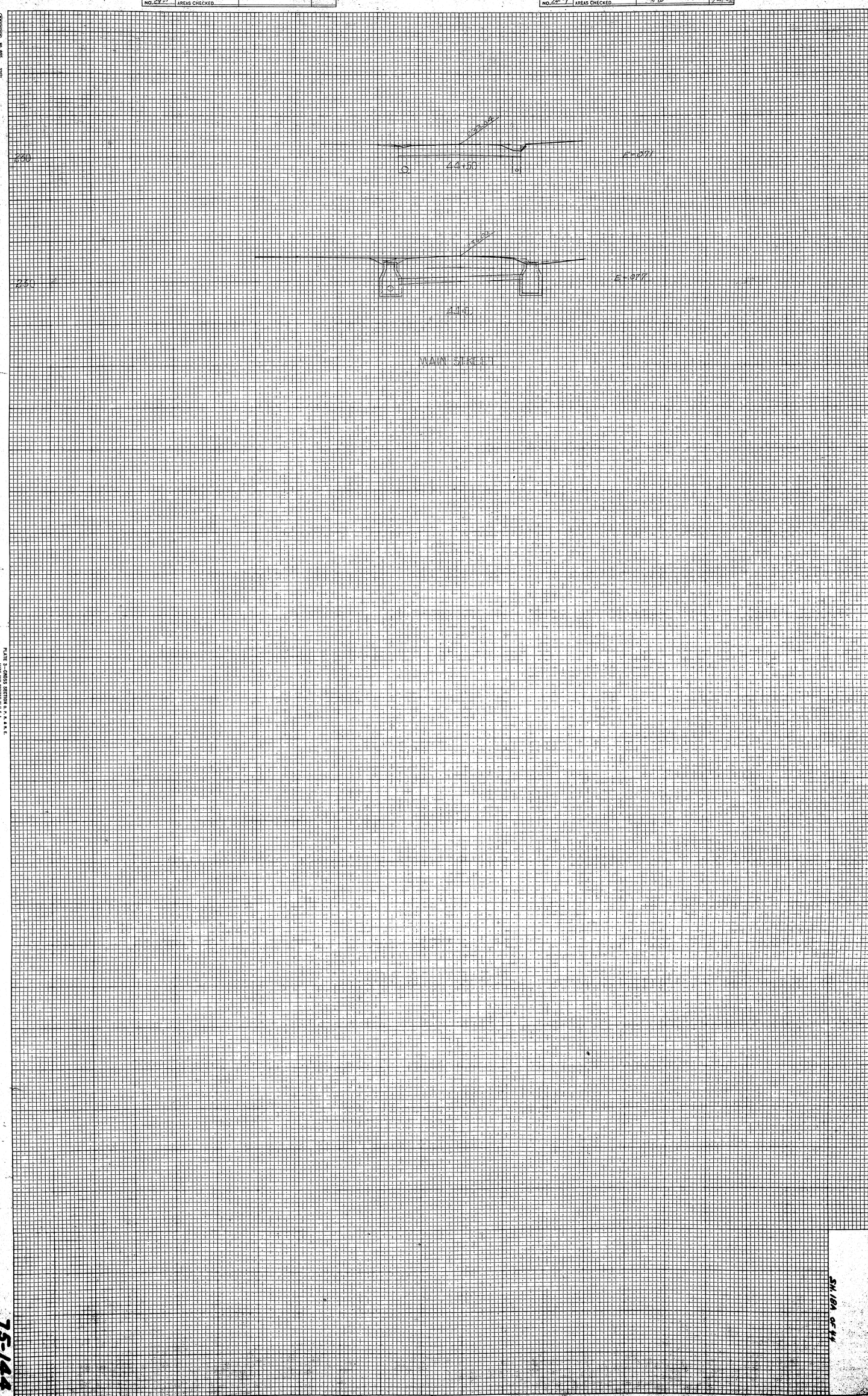
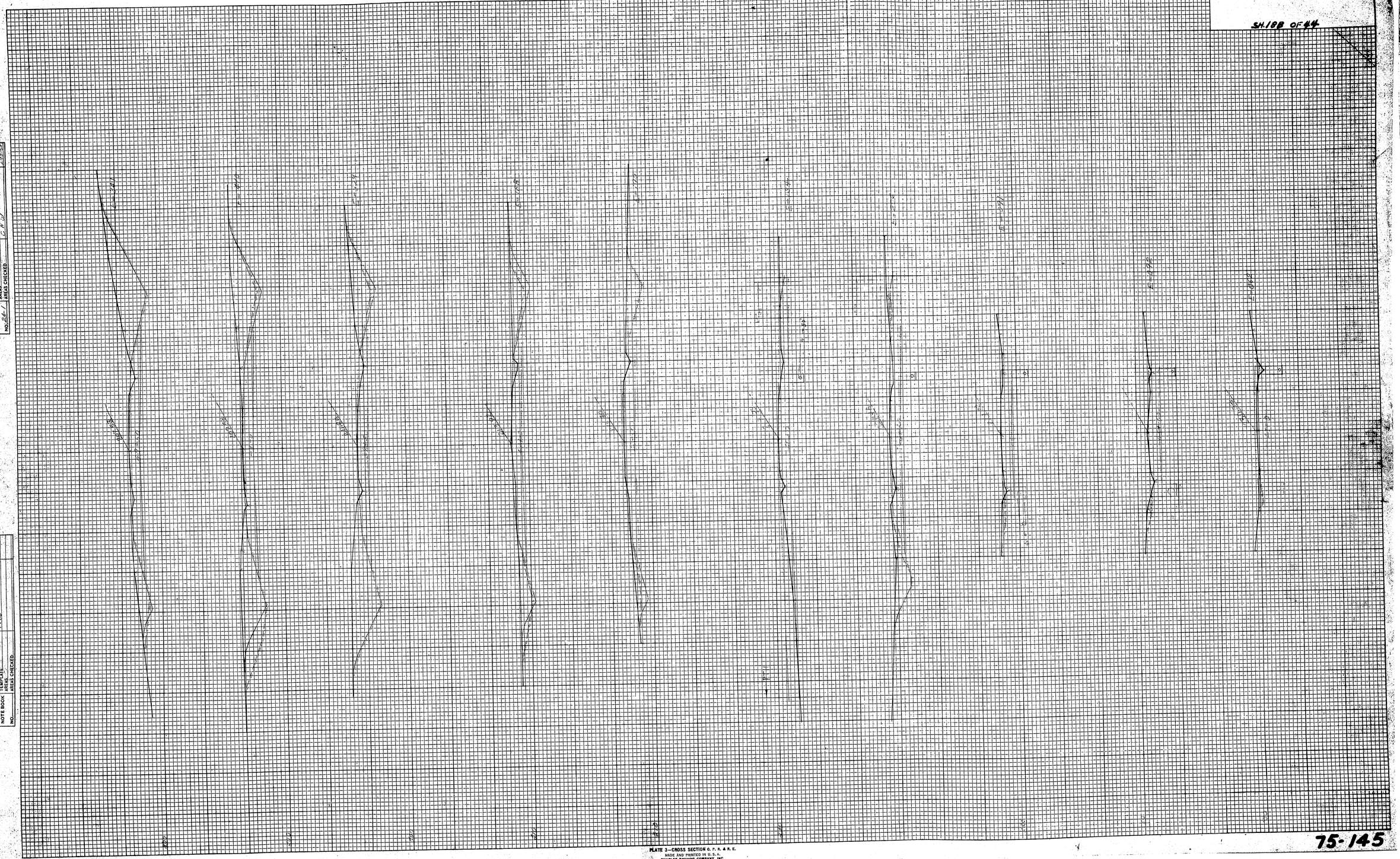


PLATE 3—CROSS SECTION O. P. R. & R. E.
MADE AND PRINTED IN U.S.A.
CHARLES BRUNING COMPANY, INC.

75-144

SH. 18A OF 44



FINAL SURVEY		BY	DATE
NOTE BOOK NO. 24-1	SURVEYED	W.C.	
	PLOTTED	PRB	
	TEMPLATE	J.G.M.	2-10-60
	AREAS	C.N.J.	2-10-60
	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED	W.L.C.	11-12-58
	PLOTTED	J.G.M.	11-12-59
	TEMPLATE	PRB	3-9-59
	AREAS		
	AREAS CHECKED		

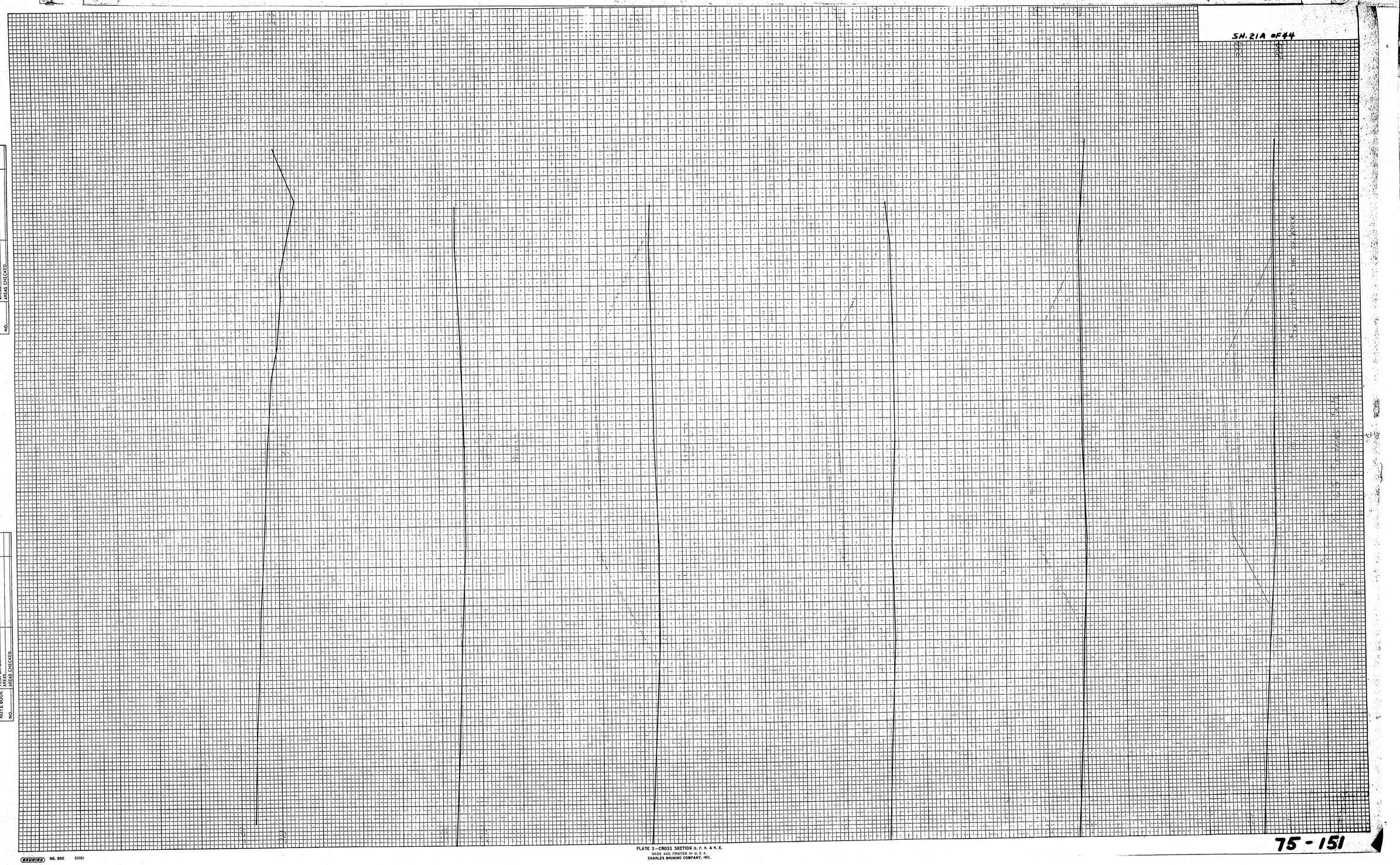
PLATE 3—CROSS SECTION O. P. R. & R. E.
MADE AND PRINTED IN U.S.A.
CHARLES BRUNING COMPANY, INC.

BRUNING NO. 605 22821

75-145

0 1 2 3 4 5 INCHES

SH. 21A OF 44



FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	WLC	4/25/58
	PLOTTED	CNY	11/4/59
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

PLATE 3—CROSS SECTION O. P. R. & R. E.
MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC.

BRUNING NO. 605 22021

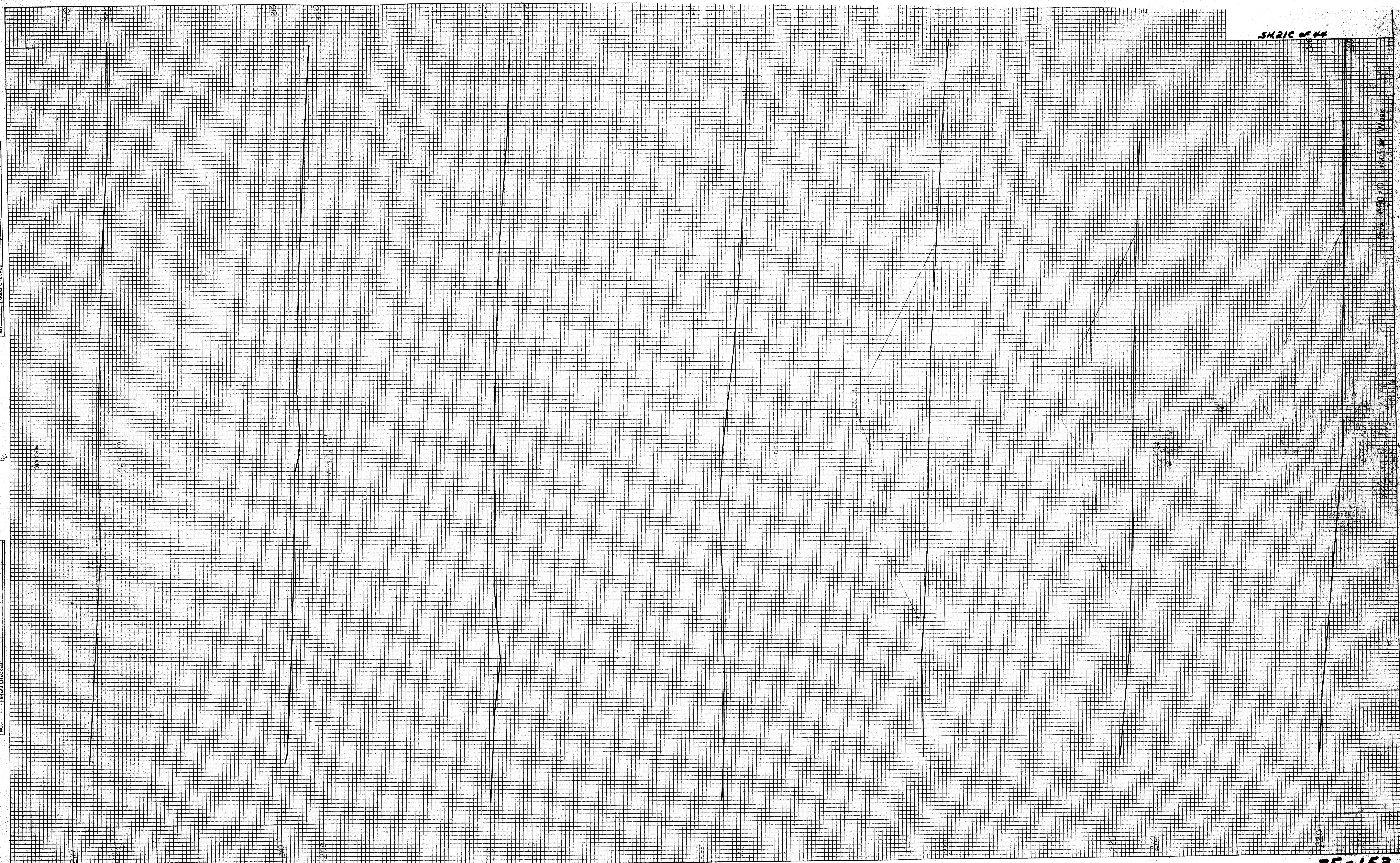
75 - 151

0 1 2 3 4 5 INCHES

SH 21C OF 44

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		



BRUNING NO. 605 22821

PLATE 3—CROSS SECTION O. P. R. & R. E.
MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC.

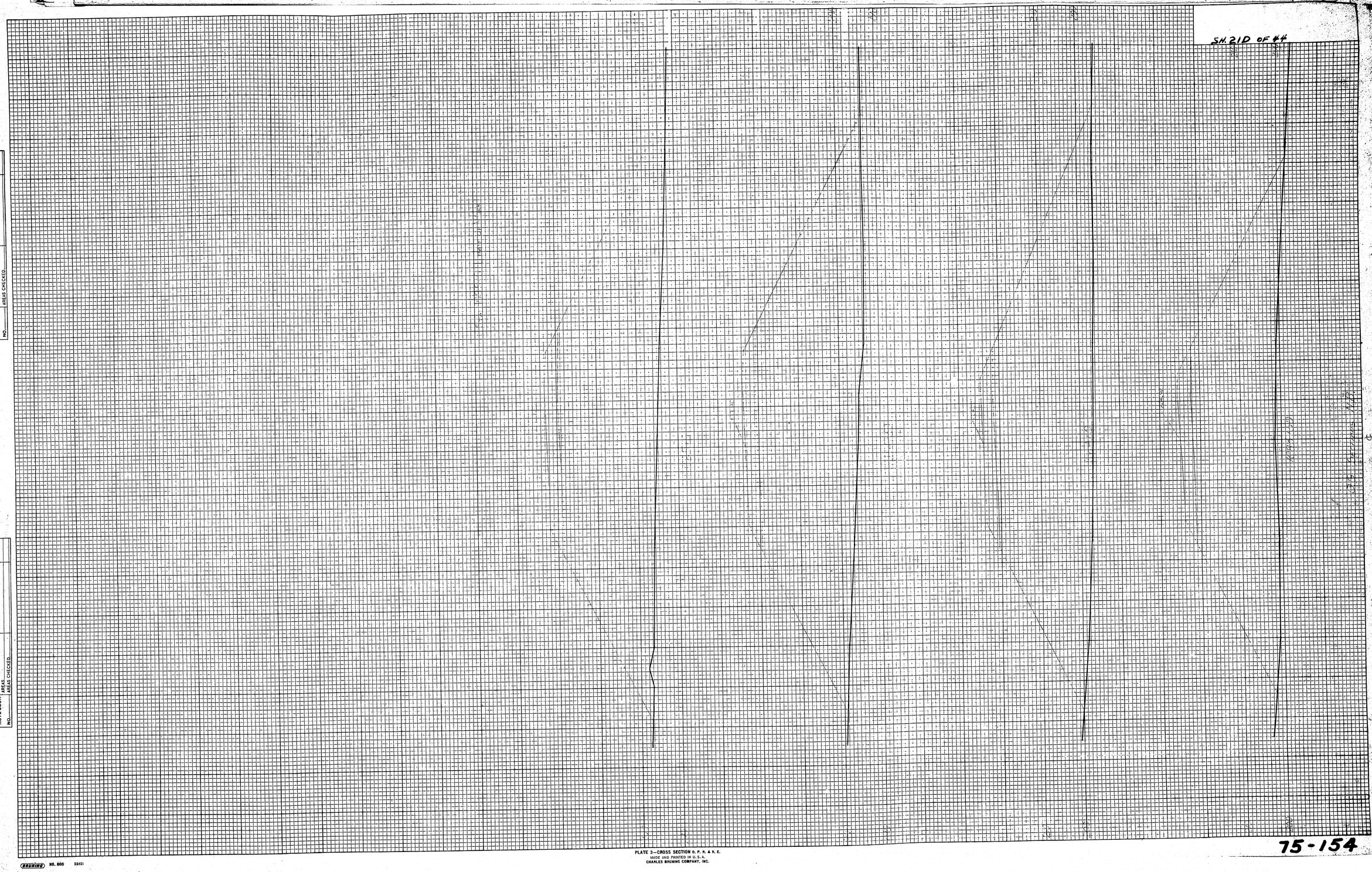
75-153

0 1 2 3 4 5 INCHES

SH. 21D OF 44

FINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

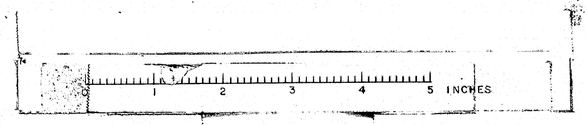
ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

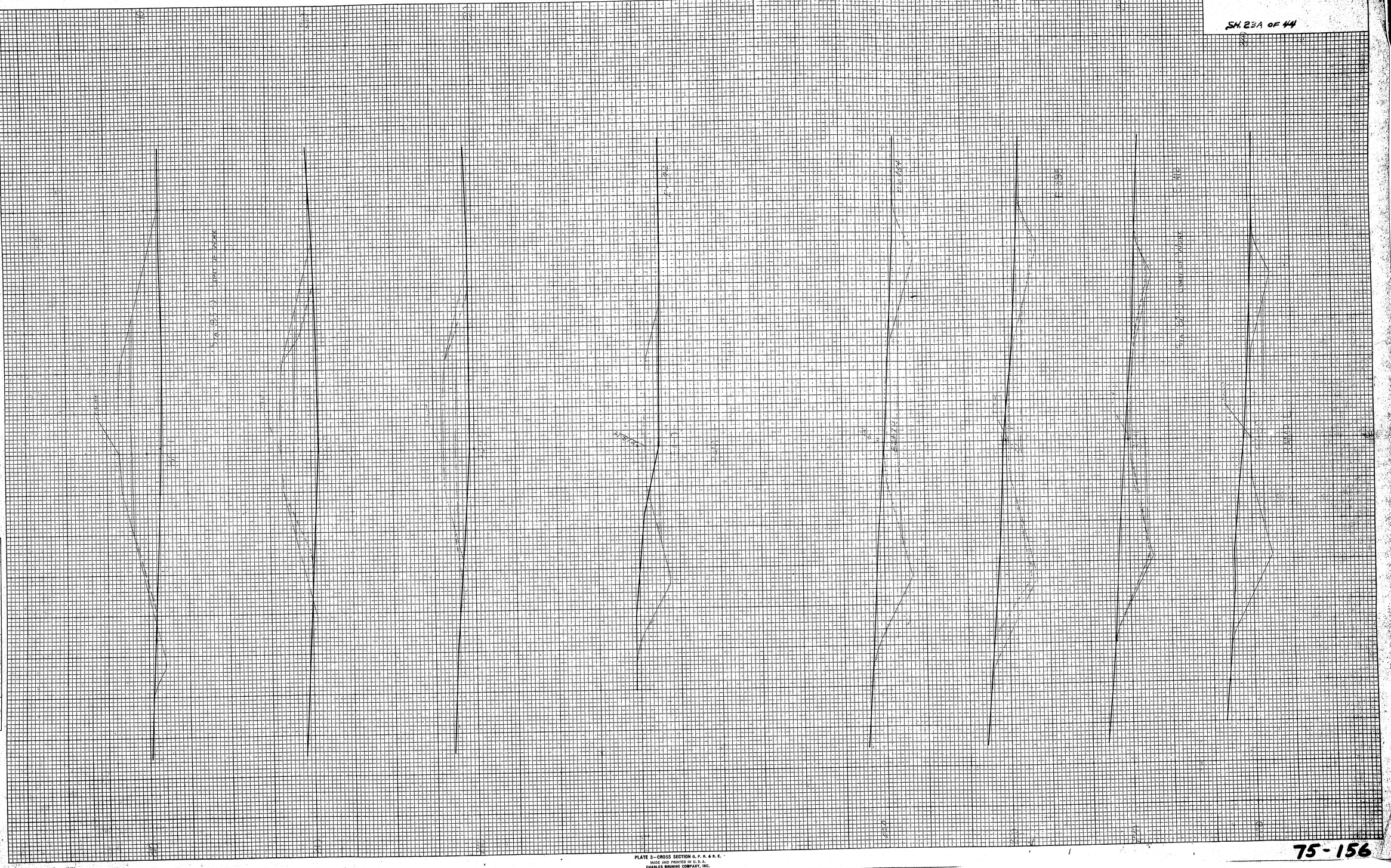


75-154

BRUNING NO. 805 23021

PLATE 3—CROSS SECTION O. P. R. & R. E.
MADE AND PRINTED IN U.S.A.
CHARLES BRUNING COMPANY, INC.





FINAL SURVEY		BY	DATE
NOTE BOOK NO. 24-1	SURVEYED	RGC	1-12-60
	PLOTTED	PRS	2-11-60
	TEMPLATE	DDB	2-11-60
	AREAS	J.T.M.	2-11-60
	AREAS CHECKED		

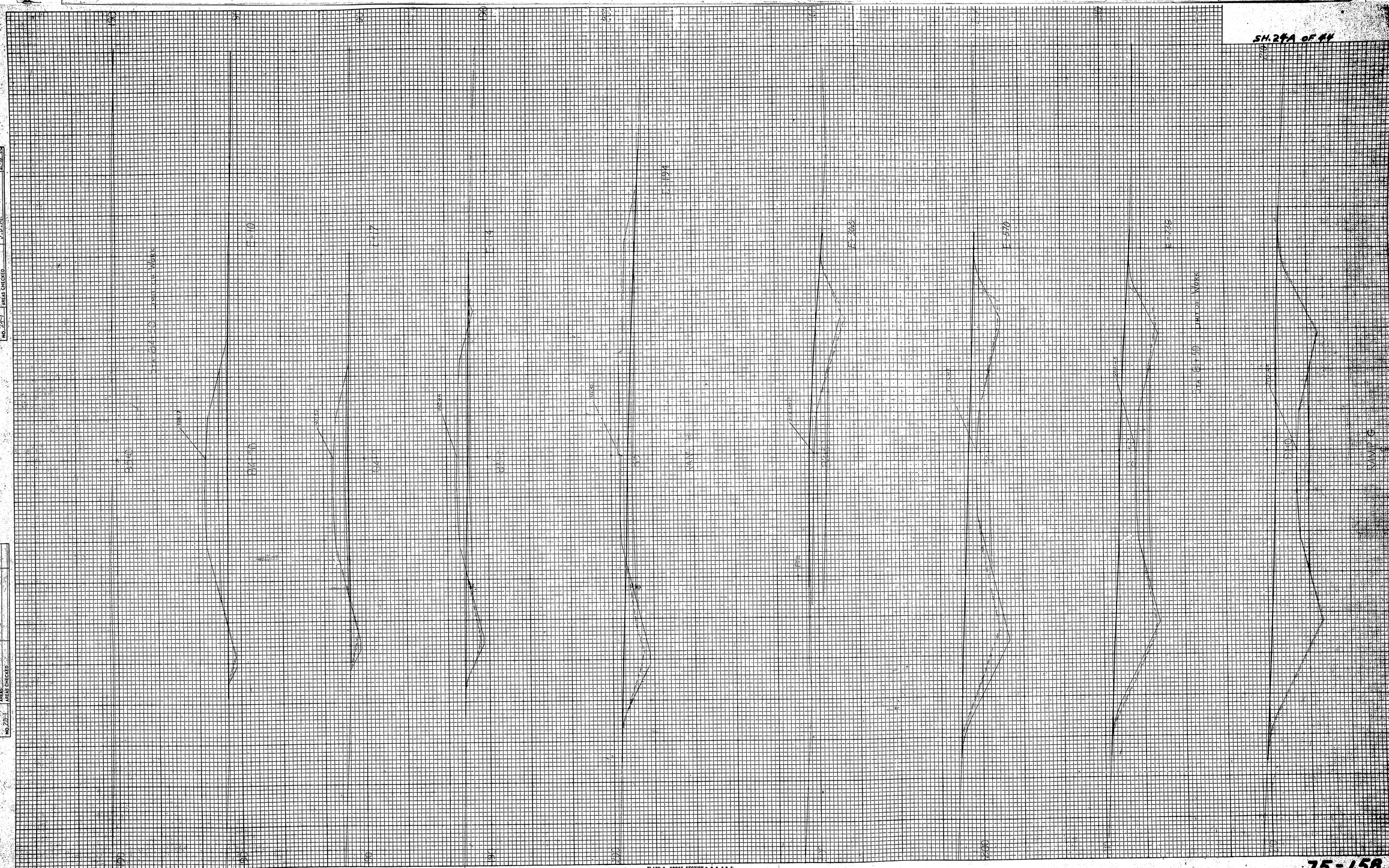
ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO. 21-1	SURVEYED	WC	10-20-59
	PLOTTED	PRB	11-16-59
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

PLATE 3—CROSS SECTION O. P. R. & R. E.
MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC.

BRUNING NO. 605 22821

75-156

0 1 2 3 4 5 INCHES



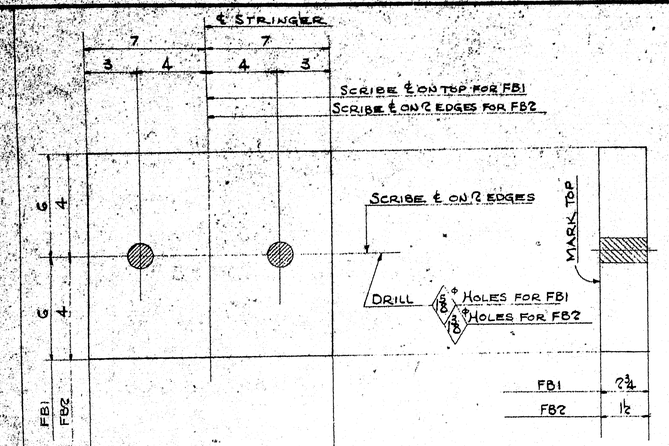
FINAL SURVEY		BY	DATE
NOTE BOOK NO. 24-1	SURVEYED	RGB	1-12-60
	PLOTTED	PRB	2-11-60
	TEMPLATE		
	AREAS	PRA	2-11-60
	AREAS CHECKED	J.J.M.	2-11-60

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO. 24-1	SURVEYED	W.C.	10-22-59
	PLOTTED	PRB	11-16-59
	TEMPLATE		
	AREAS	PRB	
	AREAS CHECKED		

PLATE 3—CROSS SECTION O. P. R. & R. E.
MADE AND PRINTED IN U.S.A.
CHARLES BRUNING COMPANY, INC.

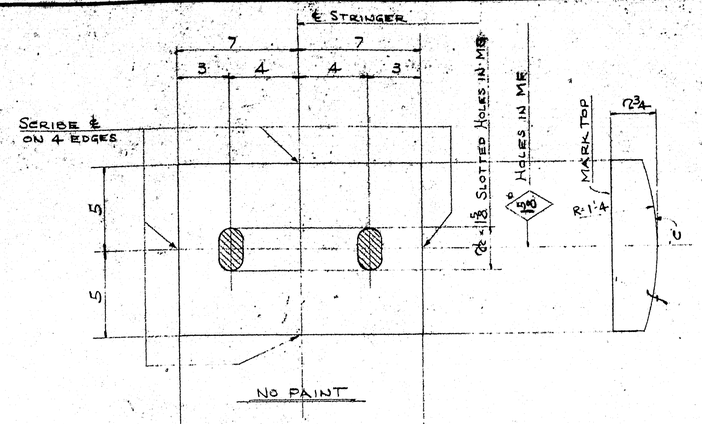
75-158

0 1 2 3 4 5 INCHES



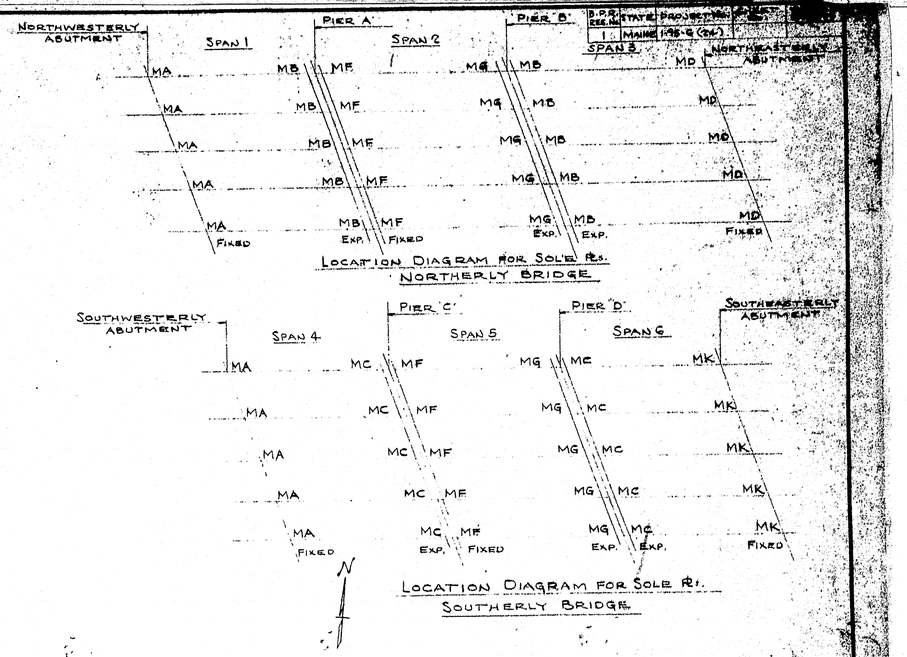
MK.	NO. REQ'D.	
FB1	10	PL 12 × 2¾ × 1'-2 (ORD.) 10/4
FB2	20	PL 8 × 1½ × 1'-2 (ORD.) 10/4

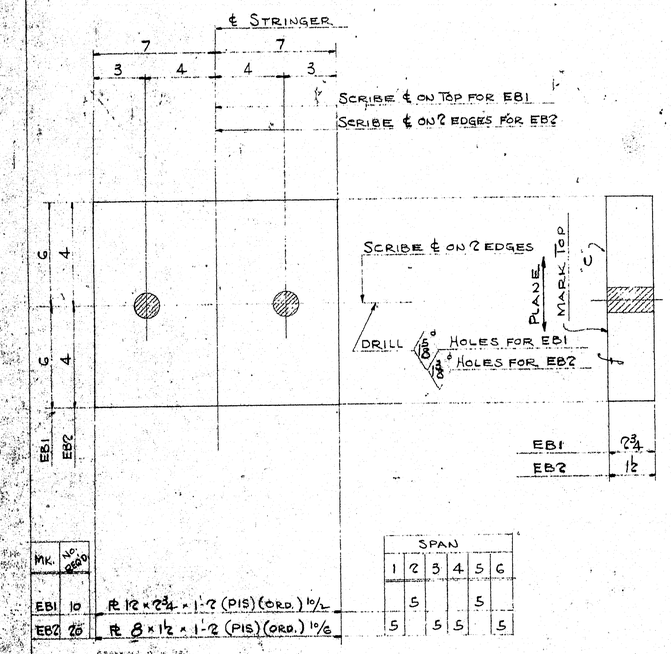
SPAN					
1	2	3	4	5	6
	5			5	
5		5	5		5



MARK	NO. REQ'D.	
MF	10	PL 10 × 2¾ (PIS) × 1'-2 (ORD.) 10/4
MG	10	PL 10 × 2¾ (PIS) × 1'-2 (ORD.) 10/4

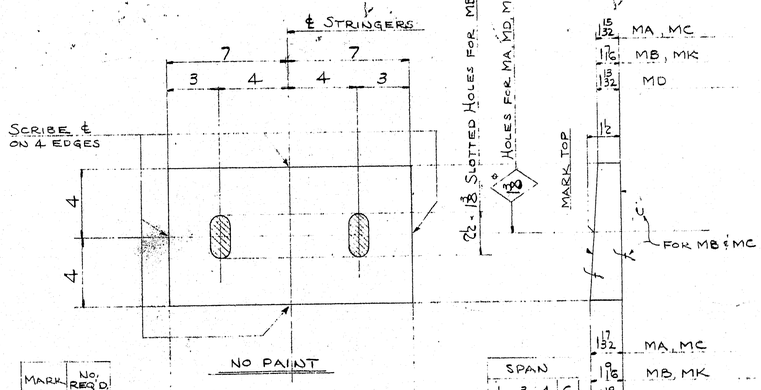
SPAN	
2	5
5	5
5	5





MK.	NO. REQ'D.	
EB1	10	PL 12 × 2¾ × 1'-2 (PIS) (ORD.) 10/4
EB2	20	PL 8 × 1½ × 1'-2 (PIS) (ORD.) 10/4

SPAN					
1	2	3	4	5	6
	5			5	
5		5	5		5



MARK	NO. REQ'D.	
MA	10	PL 8 × (15/32 × 17/32) (M1S) × 1'-2 (ORD.) 10/8
MB	10	PL 8 × (17/16 × 19/16) (M2S) × 1'-2 (ORD.) 10/8
MC	10	PL 8 × (15/32 × 17/32) (M2S) × 1'-2 (ORD.) 10/8
MD	5	PL 8 × (15/32 × 17/32) (M1S) × 1'-2 (ORD.) 10/4
MK	5	PL 8 × (17/16 × 19/16) (M1S) × 1'-2 (ORD.) 10/8

SPAN			
1	3	4	6
5		5	
5	5		
		5	5
	5		
			5

SHOP NOTE:

PLATES TO BE PRESS STRAIGHTENED IF NECESSARY TO INSURE FLATNESS.

GENERAL NOTES:

SOLE PL: MA TO MK INSC. NOT TO BE PAINTED UNTIL FINAL ASSEMBLY TO STRINGERS.

PLATES FB1, FB2, EB1 AND EB2 MAY BE SHIPPED DIRECT TO SITE.

SURFACES MARKED "C" TO BE GIVEN ONE COAT OF A MIXTURE OF WHITE LEAD & TALLOW.

MAT'L. SPECS. - A.S.T.M. A7

BEARING DETAILS

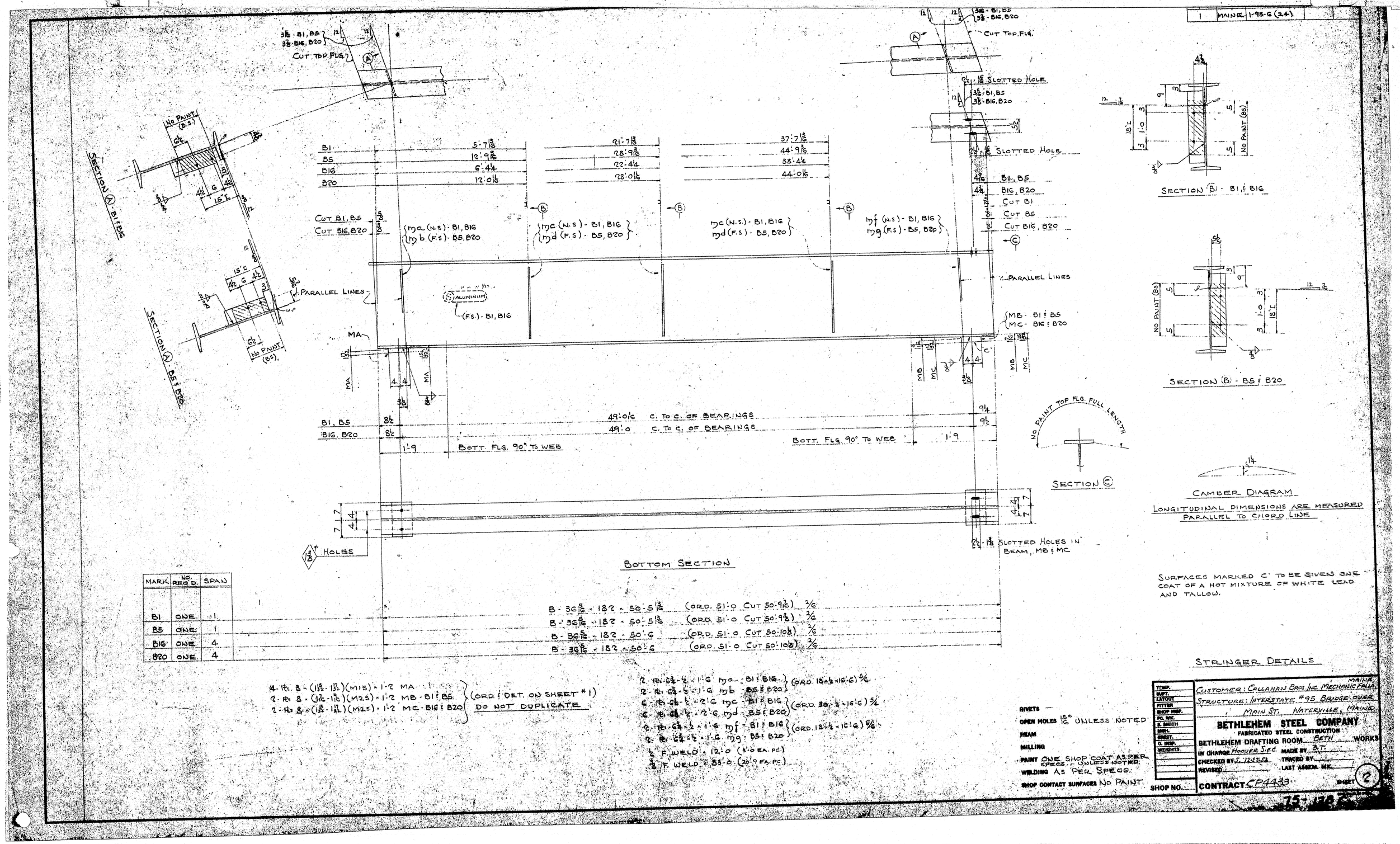
RIVETS —
OPEN HOLES AS NOTED
REAM —
MILLING
PAINT ONE COAT - UNLESS NOTED & SURFACES MARKED "C"
WELDING —
SHOP CONTACT SURFACES —

TEMP.	
SUPT.	
LAYOUT	
FITTER	
SHOP INSP.	
PG. WK.	
B. SMITH	
BRDG.	
CONST.	
C. INSP.	
WEIGHTS	

CUSTOMER: CALLAHAN BROS. INC. MECHANIC FALLS, MAINE
STRUCTURE: INTERSTATE "95" BRIDGE OVER MAIN ST. WATERVILLE, MAINE

BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH WORKS
IN CHARGE HOOVER SEC. MADE BY B.T.
CHECKED BY S. 12-10-58 TRACED BY
REVISED LAST ASSEM. MK.
SHOP NO. CONTRACT CP4433

75-178 C



MARK	NO. REQ'D.	SPAN
B1	ONE	1
B5	ONE	1
B16	ONE	4
B20	ONE	4

B - 36 5/16 × 18 2 × 50'-5 13/16 (ORD. 51'-0 CUT 50'-9 7/16) 2/6
B - 36 5/16 × 18 2 × 50'-5 13/16 (ORD. 51'-0 CUT 50'-9 3/8) 2/6
B - 36 5/16 × 18 2 × 50'-6 (ORD. 51'-0 CUT 50'-10 1/8) 2/6
B - 36 5/16 × 18 2 × 50'-6 (ORD. 51'-0 CUT 50'-10 1/8) 2/6

4 - PL. 8 × (1 15/32 - 1 17/32)(M1S) × 1'-2 MA
2 - PL. 8 × (1 7/16 - 1 9/16)(M2S) × 1'-2 MB - B1 & B5
2 - PL. 8 × (1 15/32 - 1 17/32)(M2S) × 1'-2 MC - B16 & B20
(ORD. & DET. ON SHEET #1) DO NOT DUPLICATE

2 - PL. 6 3/4 × 1/2 × 1'-6 ma - B1 & B16
2 - PL. 6 3/4 × 1/2 × 1'-6 mb - B5 & B20
(ORD. 18 × 1/2 × 16'-6) 5/6
6 - PL. 6 3/4 × 1/2 × 2'-6 mc - B1 & B16
6 - PL. 6 3/4 × 1/2 × 2'-6 md - B5 & B20
(ORD. 30 × 1/2 × 16'-6) 5/4
2 - PL. 6 3/4 × 1/2 × 1'-6 mf - B1 & B16
2 - PL. 6 3/4 × 1/2 × 1'-6 mg - B5 & B20
(ORD. 18 × 1/2 × 16'-6) 5/6
1/2 F. WELD × 12'-0 (3'-0 EA. PC)
3/8 F. WELD × 83'-0 (20'-9 EA. PC)

RIVETS —
OPEN HOLES 15/16" UNLESS NOTED
REAM
MILLING
PAINT ONE SHOP COAT AS PER SPECS. - UNLESS NOTED.
WELDING AS PER SPECS.
SHOP CONTACT SURFACES NO PAINT

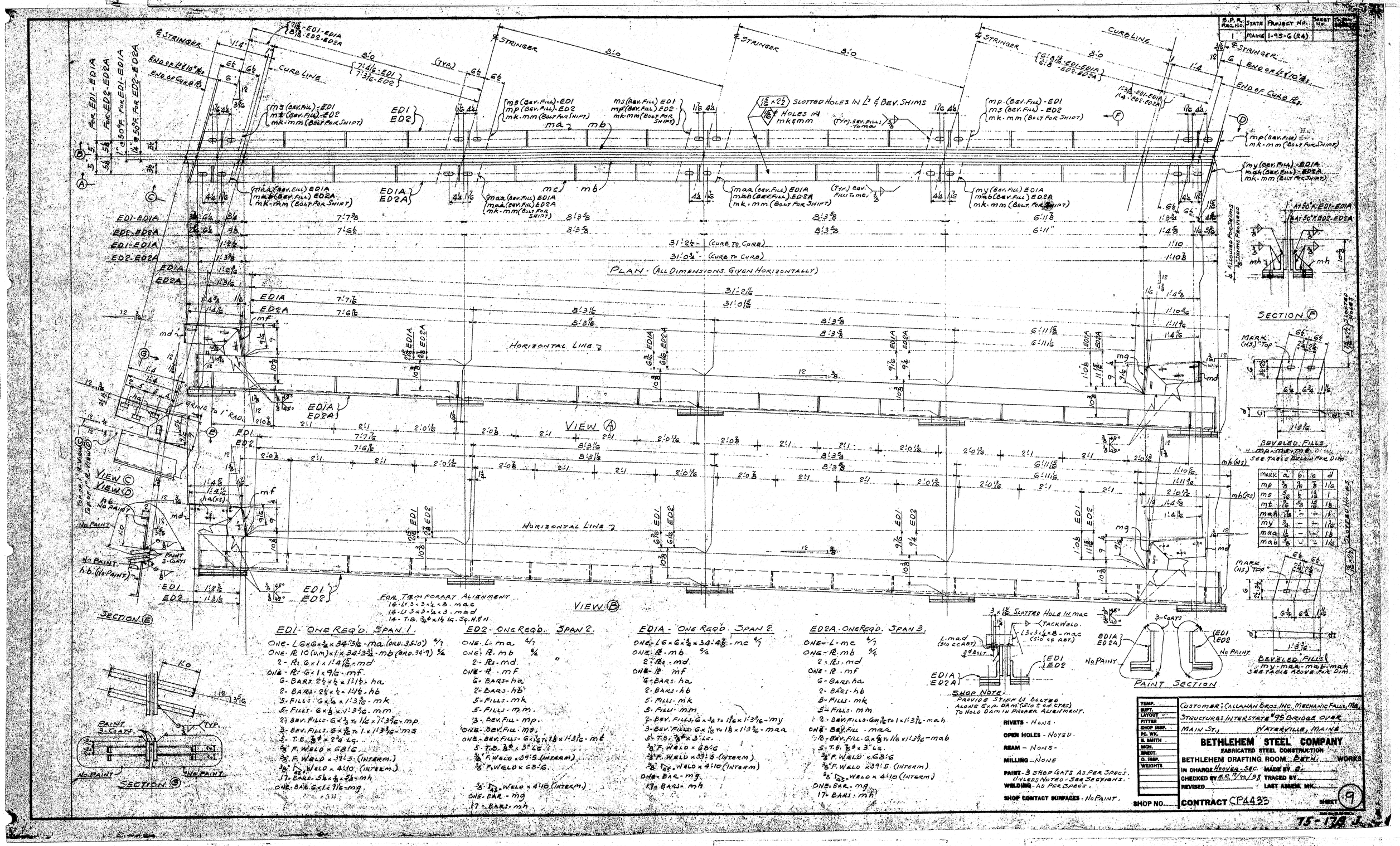
TEMP. / SUPT. / LAYOUT / FITTER / SHOP INSP. / FC. WK. / S. SMITH / MSH. / SHEET. / O. INSP. / WEIGHTS.
SHOP NO.

CUSTOMER: CALLAHAN BROS INC MECHANIC FALLS MAINE
STRUCTURE: INTERSTATE #95 BRIDGE OVER MAIN ST. WATERVILLE, MAINE

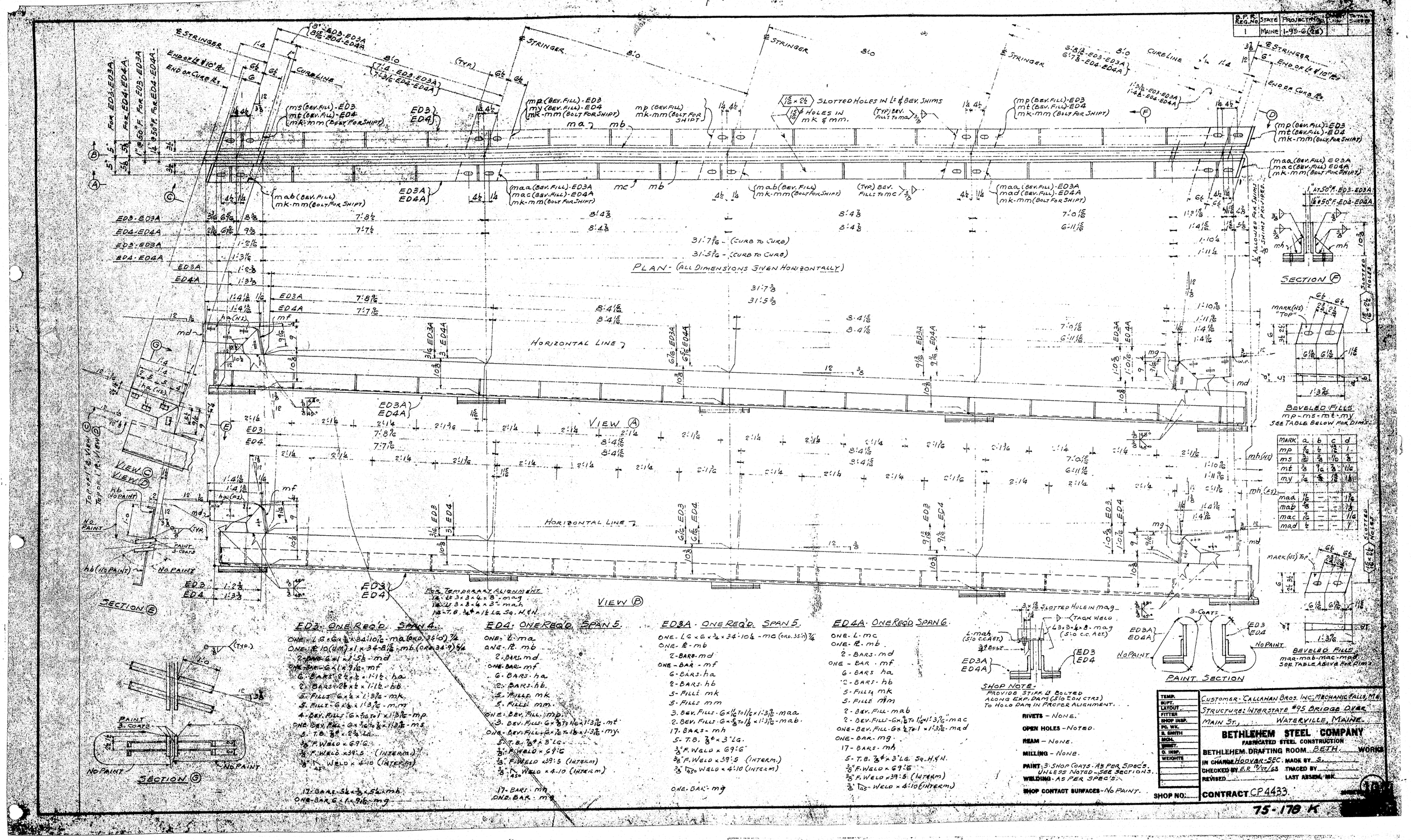
BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH WORKS
IN CHARGE HOOVER S.E.C. MADE BY B.T.
CHECKED BY S. 12-27-58 TRACED BY
REVISED LAST ASSEM. MK.
CONTRACT CP4433 SHEET 2

75-178

B.P.R. REQ. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-G (24)		



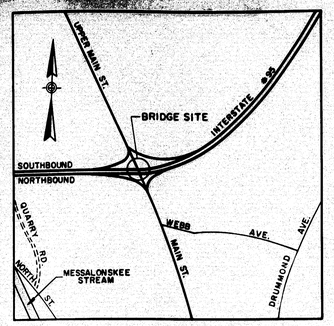
B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6(28)		



MARK	a	b	c	d
mp	5/16	1/2	3/4	1/4
ms	5/16	3/8	7/16	3/8
mt	3/8	7/16	3/4	11/16
my	7/16	5/8	1 5/8	1 1/4
maa	11/16	—	—	1 1/16
mab	3/8	—	—	1 3/8
mac	1/2	—	—	1 1/16
mad	1/2	—	—	1

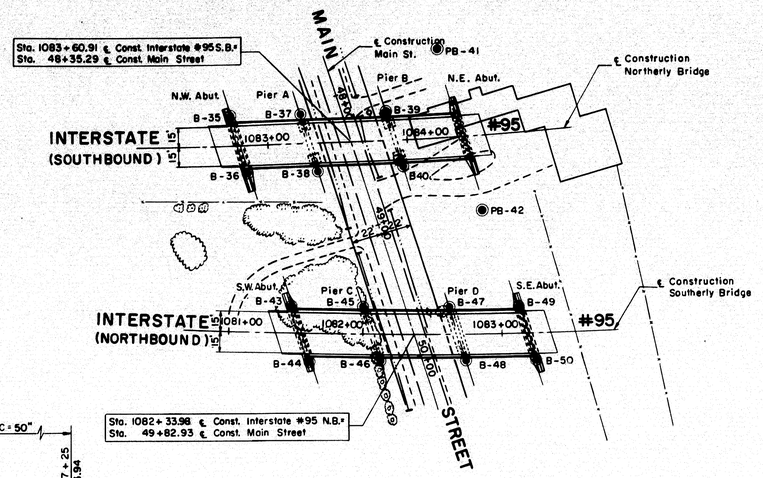
D.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	28	[illegible]

WATERVILLE INTERSTATE



LOCATION MAP

Not to Scale



KEY PLAN

Scale: 1" = 50'-0"

GENERAL NOTES

FOUNDATION:

Foundations may be altered, if necessary, to suit conditions encountered in construction.

DESIGN:

In accordance with the Specifications of the American Association of State Highway Officials for H20-S16-44 loading (1957 Edition) and as modified for military requirements.

Design Stresses: Structural Steel fs = 18,000 psi.
Reinforcing Steel fs = 18,000 psi.
Concrete (n=10) fc = 1,200 psi.

CONSTRUCTION:

State of Maine Standard Specifications to be followed except as noted in Special Provisions.

REINFORCEMENT:

All bars shall have deformations conforming to A.S.T.M. Designation A305.
Unless otherwise shown on plans, reinforcing bars shall be lapped 20 diameters to make a splice except that main reinforcing bars near the top of slabs and beams having more than 12" of concrete under the bars shall be lapped 36 diameters to make a splice.

STRUCTURAL STEEL:

Wherever cover plate and/or shear connectors are welded to beams, beams and plates shall be weldable structural steel A.S.T.M. Designation A 373.

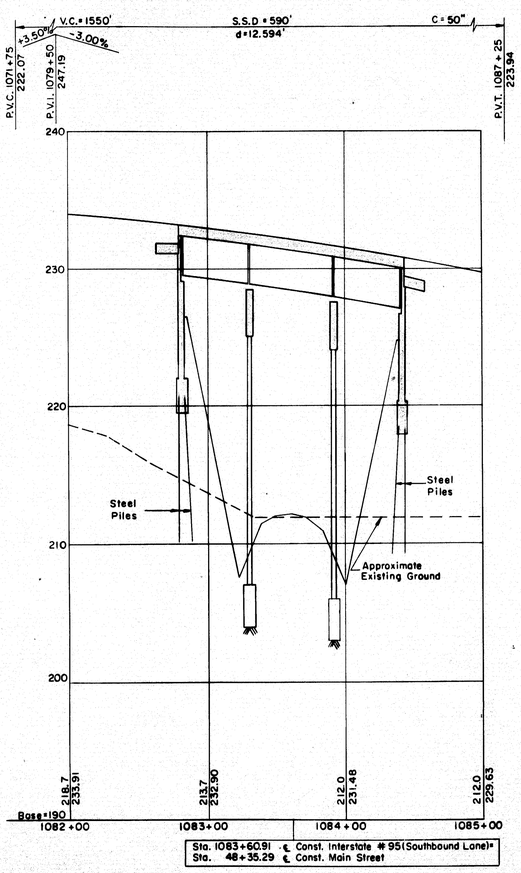
BENCH MARK:

BM-53 R.R. Spike in pole N.E. T.B.T. # 57 Sta. 1082 + 95(N.B.) Interstate # 95 130' Rt.
Elevation 201.35 U.S.G.S. Datum

ESTIMATED QUANTITIES

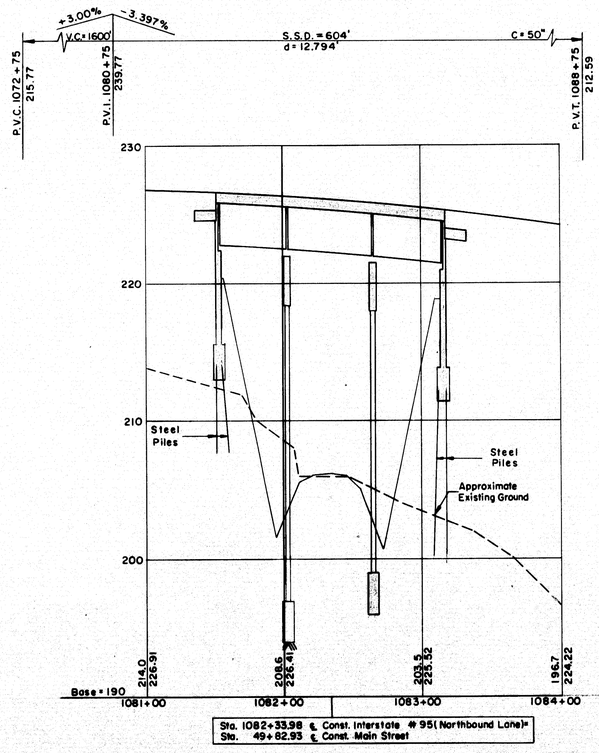
(NOT GUARANTEED)

	STRUCTURAL EARTH EXCAVATION, PIERS	310	CU. YDS. 379
	STRUCTURAL ROCK EXCAVATION, PIERS	50	CU. YDS. [illegible]
	GRAVEL BASE COURSE-IN PLACE MEASUREMENT	440	CU. YDS. [illegible]
Not in this Contract	BITUMINOUS CONCRETE SURFACE COURSE, TYPE "A"	130	TONS
Not in this Contract	MEMBRANE WATERPROOFING (3 PLY)	1,100	SQ. YDS.
	PORTLAND CEMENT CONCRETE, ABUTMENTS AND RETAINING WALLS	330	CU. YDS. 328.53
	PORTLAND CEMENT CONCRETE, PIERS	200	CU. YDS. 213.70
	PORTLAND CEMENT CONCRETE, ROADWAY AND SIDEWALK SLABS ON STEEL BRIDGES	430	CU. YDS. [illegible]
	PORTLAND CEMENT	1,440	BBLS. [illegible]
	BRIDGE DRAINAGE	1	LUMP SUM
	STRUCTURAL STEEL, FABRICATED AND DELIVERED	358700	LBS. [illegible]
	STRUCTURAL STEEL, ERECTION	358700	LBS. [illegible]
	REINFORCING STEEL, DELIVERED	135400	LBS. [illegible]
	REINFORCING STEEL, PLACING	135400	LBS. [illegible]
	SHEAR CONNECTORS, DELIVERED AND PLACED	1	LUMP SUM
	STEEL H-BEAM PILES - 42 LBS. PER FOOT	1,390	LIN. FT. [illegible]
	FRENCH DRAINS	160	CU. YDS. [illegible]
	ALUMINUM RAILING	660	LIN. FT. [illegible]
	SLOPE PAVING FOR BRIDGES	890	SQ. YDS. [illegible]



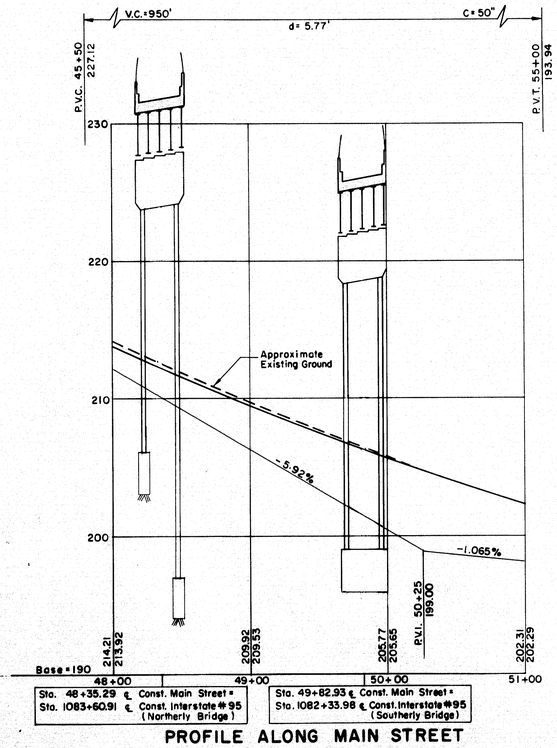
PROFILE ALONG INTERSTATE #95 (NORTHERLY BRIDGE)

Scale: Hor. 1"=50'-0" Vert. 1"= 5'-0"



PROFILE ALONG INTERSTATE #95 (SOUTHERLY BRIDGE)

Scale: Hor. 1" = 50'-0" Vert. 1" = 5'-0"



PROFILE ALONG MAIN STREET

Scale: Hor. 1"=50'-0" Vert. 1"= 5'-0"

DESIGN	CHECK D.S.	BRIDGE NO.
DRAWN D.A.T.	APPROVED W.A.H.-C.J.M.	SURVEY PLOT

STATE HIGHWAY COMMISSION

INTERSTATE #95
OVER
MAIN STREET

IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
KEY PLAN & PROFILES

SHEET 1 OF 10 AUGUSTA, MAINE

APPROVED BY Wm. A. Henderson DATE 10-14-58

THE CLARKESON ENGINEERING CO., INC.
CONSULTING ENGINEERS
BOSTON MASSACHUSETTS

75-159

0 1 2 3 4 5 INCHES

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	-26	34

WATERVILLE INTERSTATE

B-35

El. 219.50 — Base = 200

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
215.2					
213.2	Brown silty sand	4 2 7			
	Brown silty sand, gravel and rocks	28 37 35 27 28 71	19 7*		
207.2					
	Ledge			100 83 92	
202.2					

* Penetration 6"

Bottom of Proposed Northwesterly Abutment Footing

B-36

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
215.2					
213.2	Brown silt	6 30			
	Brown silty sand	38 50 47 30 23	15 7*		
208.2					
	Brown sand, gravel and rocks	27 40 48 29 118	21 16*		
203.2					
	Ledge			71 92	
198.2					

* Penetration 6"

B-38

El. 201.0± — Base = 200

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
211.7					
	Brown silty sand, gravel and rocks	3 47 49 47 62 31 33 57 51 70 38	17 12*		
201.5					
	Ledge			27 90 100 58	
196.5					

* Penetration 6"
† Penetration 2"

Bottom of Proposed Pier A Footing

B-39

El. 203± — Base = 200

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
214.0					
	Brown sand, gravel and rocks	12 36 26 28 45			
210.0					
	Brown silty sand, gravel and rocks	32 77 145 39*	22 15*		
205.8					
	Ledge		7 3		
200.8					

* Penetration 6"
+ Penetration 3"

Bottom of Proposed Pier B Footing

B-43

El. 213.00 — Base = 200

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
213.0					
211.0	Brown silty sand and gravel	8 14			
	Brown sand, gravel and rocks	20 22 25 45 24 81 124 112	18 13*		
204.0					
	Gray sand, gravel and rocks	22 25 123 126	84 22*		
200.0					
	Ledge			20 10 75	
192.0					

* Penetration 6"

Bottom of Proposed Southwesterly Abutment Footing

B-44

El. 198.0± — Base = 200

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
210.4					
208.4	Brown silty sand	9 24			
	Brown silty sand, gravel and rocks	60 53 47 59 95 89 136 127 59 95 97 58 69 55	23 11* 37 21*		
194.4					
191.9	Gray silty sand, gravel and rocks	47 45 50*	20 9*		
186.9	Ledge			67 90	

* Penetration 6"

B-46

El. 196.00 — Base = 200

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
206.8					
	Brown silty sand, gravel and rocks	2 5 29 25 35 34 45 152	22 20*		
198.8					
	Ledge or boulder			20 10	
193.8					

* Penetration 6"

Bottom of Proposed Pier C Footing

B-47

Base = 200

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
205.7					
202.7	Gray sandy silt	7 17 45 97 67 27 28 98 98 102 91 101 90 73 139	30 10* 39 22*		
	Brown silty sand, gravel and rocks				
190.7					
	Ledge			80 50	
185.7					

* Penetration 6"

Bottom of Proposed Pier D Footing

B-49

El. 211.40 — Base = 200

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
203.1					
	Brown silty sand, gravel and rocks	10 24 51 50 56 17 83 73 171 268	32 24*		
192.1					
	Grayish brown silty sand gravel and rocks	98 239 278 174 92 60 120	39 28* 21 13*		
186.1					
	Gray silty sand, gravel and rocks	168 257 441 149 154 263 455 716	121		
178.4					
	Ledge Drilled 6'-0"		8 6		
172.4					

* Penetration 6"

Bottom of Proposed Southeasterly Abutment Footing

B-50

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
202.4					
	Brown silty sand, gravel and rocks	11 19 16 36 64 32 43 70 173 166 100 111 84 79 127 73 142 136	29 17* 48 27* 65		
184.4					
	Ledge			100 93	
178.9					

* Penetration 6"

B-37

El. 204.0± — Base = 200

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
213.0					
211.0	Loose brown silty sand	3 2			
	Medium density brown silty sand and rocks becoming denser with depth	41 48 148 108 45 35*			
204.5					
	Ledge				
199.5					

* Penetration 18"

Bottom of Proposed Pier A Footing

B-40

El. 194.0± — Base = 200

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
212.6					
210.6	Loose brown silty sand	7 15			
	Medium density brown silty sand and rocks becoming denser with depth	32 25 26 35 25 55 110 100 52 75 112 81 139 125 137 141 160			
194.6					
	Ledge			30 60	
189.6					

Bottom of Proposed Pier B Footing

B- 45

El. 194.0± — Base = 200

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
208.0					
206.0	Loose brown silty sand	4 9			
	Medium density brown silty sand and rocks becoming denser with depth	33 33 36 58 102 98 74 130 420 56 130 150 66			
194.5					
	Ledge			94 100 41 44	
189.5					

* Penetration 6"

Bottom of Proposed Pier C Footing

B- 48

El. 196.00 — Base = 200

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
204.1					
202.1	Loose brown silty sand	5 11			
	Medium density brown silty sand and rocks becoming denser with depth	24 23 26 25 40 70 100 83 94 105 177 123 128 126 185 388 341 380 232 158			
183.1					
	Ledge or boulder	225 70 231			
180.1					

Bottom of Proposed Pier D Footing

BORING LOG

Scale 1/8" = 1'-0"

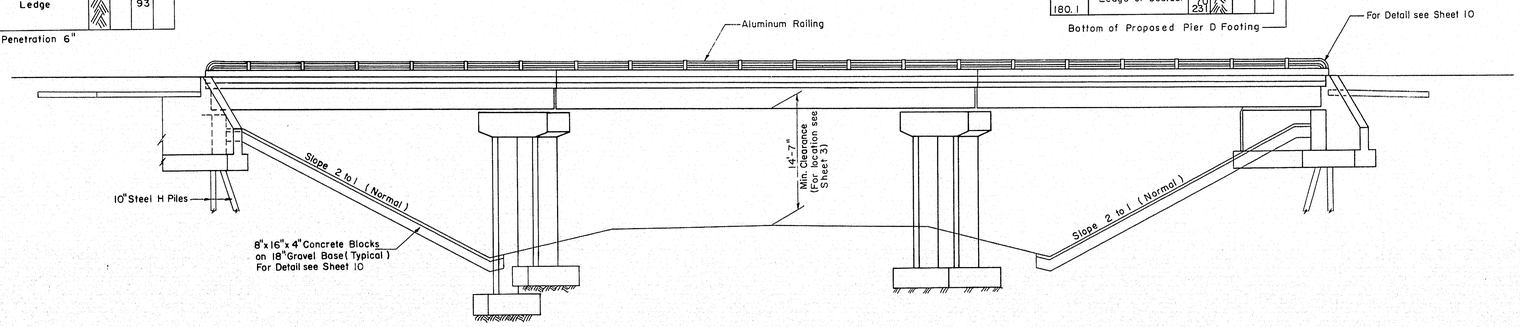
PUNCHING LOG

No Scale:

Elevation	Depth in Feet	No. of Blows
PB-41		
213.7		
203.8		Refusal
PB-42		
212.5		
199.8		Refusal

NOTES:

1. Location of borings are shown on Key Plan thus ◉ B-35
   Punchings are shown on Key Plan thus ◉ PB-41
2. Borings and punchings are taken for the purpose of design and show condition at boring and punching points only, but do not necessarily show nature of materials to be encountered during construction.
3. Figures in boring columns indicate blows per foot on 2½" casing or 1" spoon produced by a 310# hammer with a fall of 16" and 14" respectively.
4. Punchings were driven to refusal surface using A rods and 60# hammer.
5. Borings and punchings were taken by the Maine State Highway Commission during the months of June, July, and August 1958
6. The Contractor is to form his own opinion of the character of the material, and to make his own interpretation of the borings and punchings.
7. The Engineer does not warrant the findings as being accurate or complete.



GENERAL ELEVATION

Scale: 1" = 10'-0"

THE CLARKESON ENGINEERING CO., INC.

DESIGN	CHECK D.S.	BRIDGE NO.
DRAWN E.K.	APPROVED WAH-CJM	SURVEY PLOT

STATE HIGHWAY COMMISSION

INTERSTATE #95

OVER

MAIN STREET

IN THE CITY OF

WATERVILLE

KENNEBEC COUNTY

BORING DATA

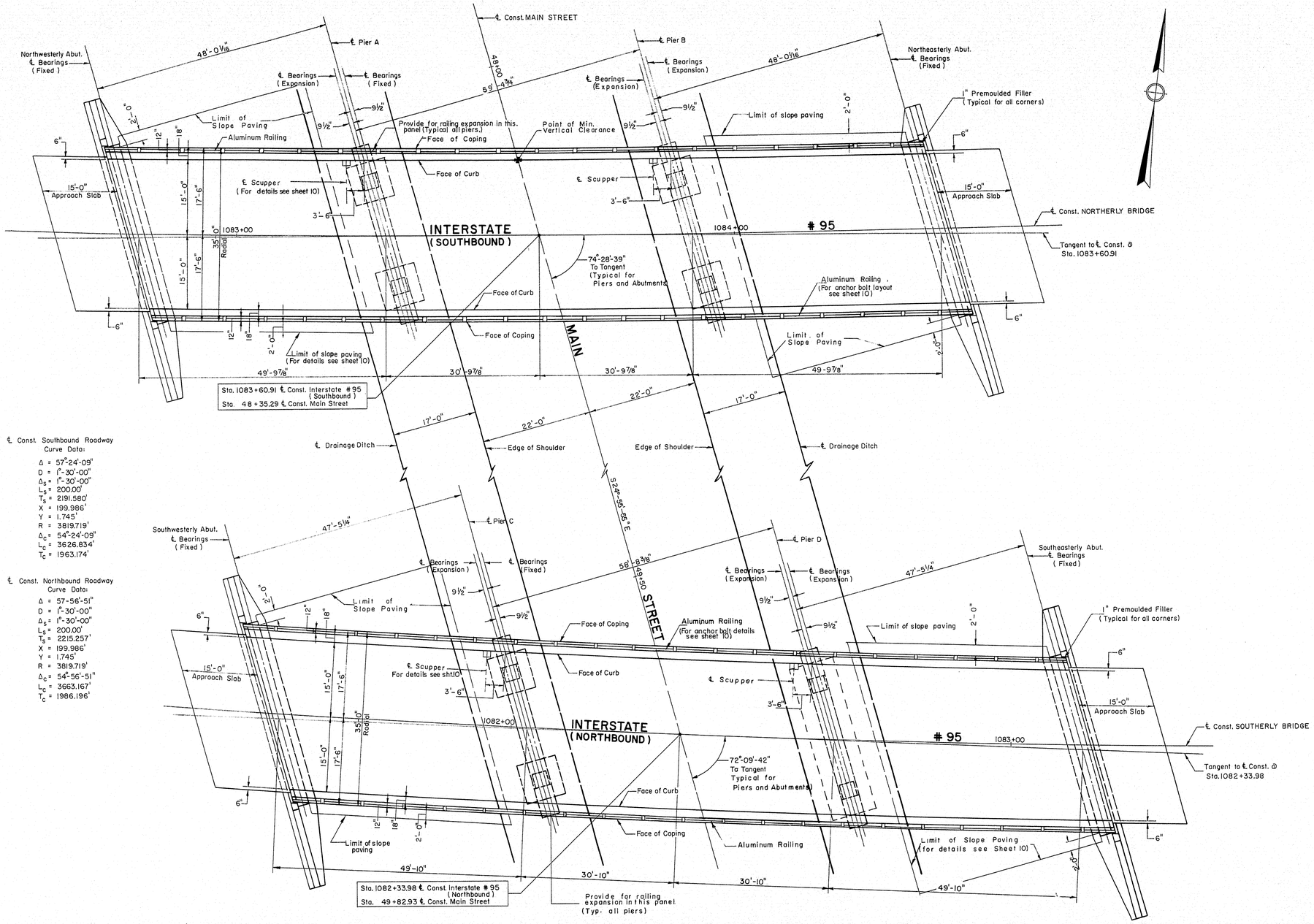
SHEET 2 OF 10 AUGUSTA, MAINE

75-160

0 1 2 3 4 5 INCHES

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO	TOTAL SHEETS
1	MAINE	I-95-6(24)	27	34

WATERVILLE INTERSTATE



GENERAL PLAN

Scale: 1" = 10'-0"

THE CLARKESON ENGINEERING CO., INC.

DESIGN D.S. — H.L.	CHECK D.S.	BRIDGE NO. SURVEY
DRAWN E.K.	APPROVED W.A.H. - C.J.M.	PLOT

STATE HIGHWAY COMMISSION

INTERSTATE # 95

OVER

MAIN STREET

IN THE CITY OF

WATERVILLE

KENNEBEC COUNTY

GENERAL PLAN

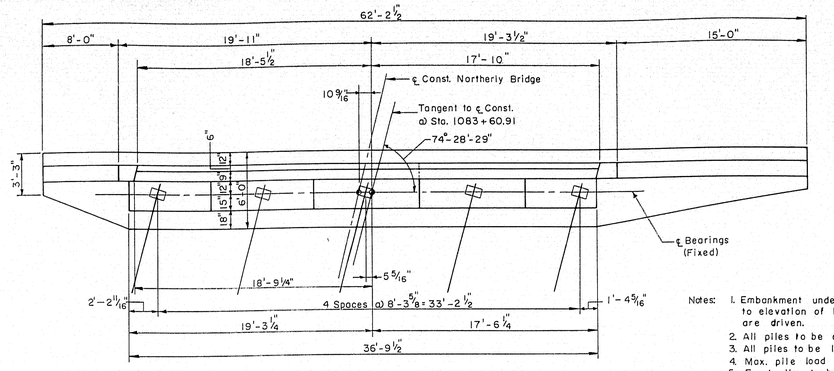
SHEET 3 OF 10 AUGUSTA, MAINE

75-161

0 1 2 3 4 5 INCHES

B.P.R.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	28	34

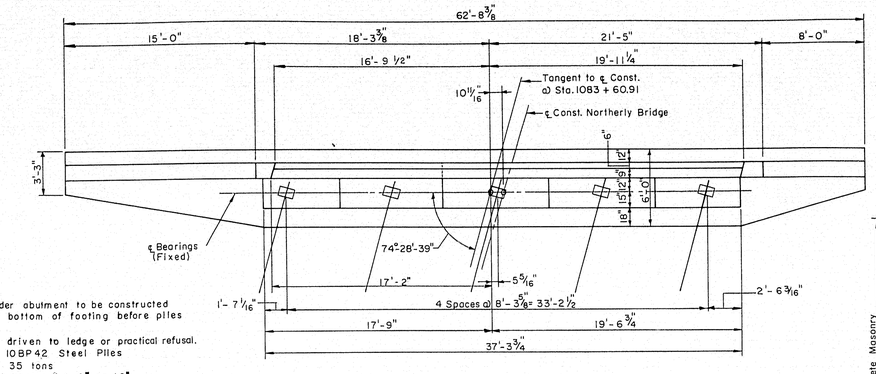
WATERVILLE INTERSTATE



PLAN NORTHEASTERLY ABUTMENT

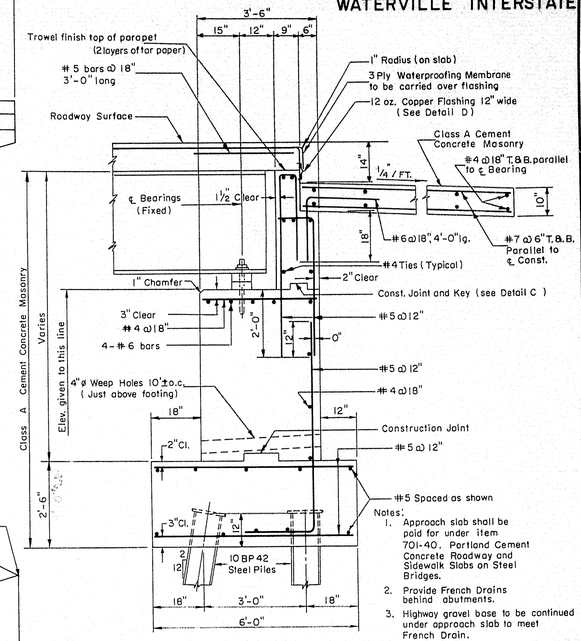
Scale: 3/16" = 1'-0"

Notes:
1. Embankment under abutment to be constructed to elevation of bottom of footing before piles are driven.
2. All piles to be driven to ledge or practical refusal.
3. All piles to be 10BP42 Steel Piles
4. Max. pile load 35 tons
5. Front piles to be battered 2" on 12"
6. Cap all piles (See Detail on Sheet 5)



PLAN NORTHWESTERLY ABUTMENT

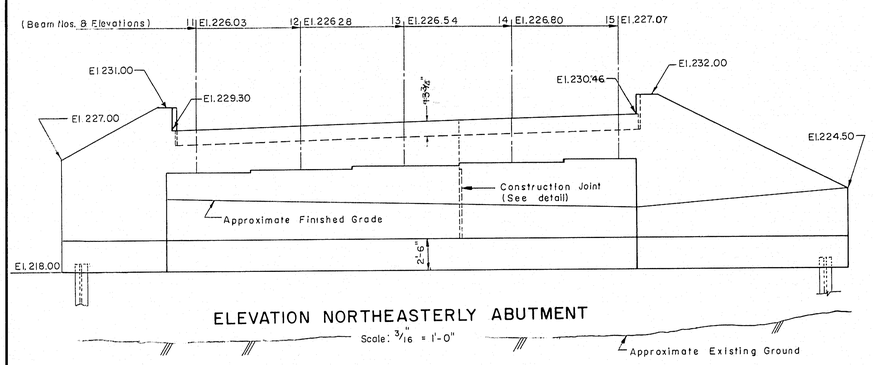
Scale: 3/16" = 1'-0"



Notes:
1. Approach slab shall be paid for under item 701-40. Portland Cement Concrete Roadway and Sidewalk Slabs on Steel Bridges.
2. Provide French Drains behind abutments.
3. Highway gravel base to be continued under approach slab to meet French Drain.

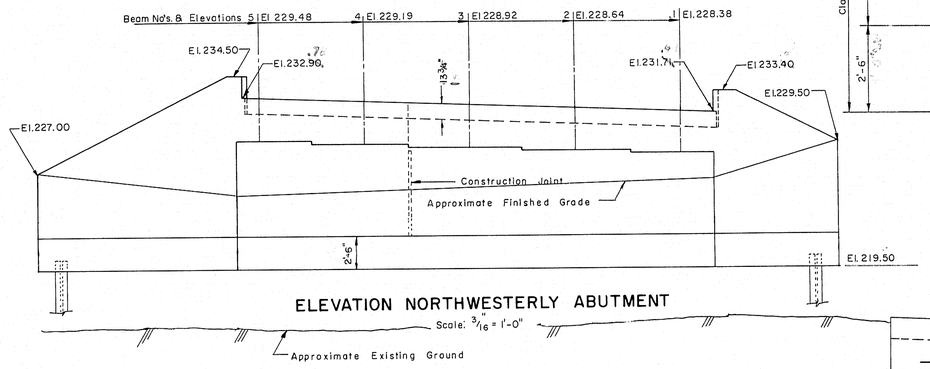
TYPICAL ABUTMENT SECTION

Scale: 1/2" = 1'-0"



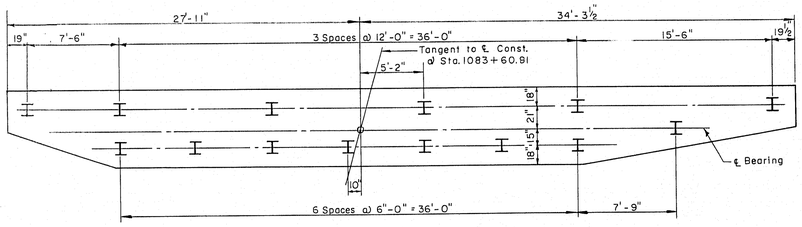
ELEVATION NORTHEASTERLY ABUTMENT

Scale: 3/16" = 1'-0"



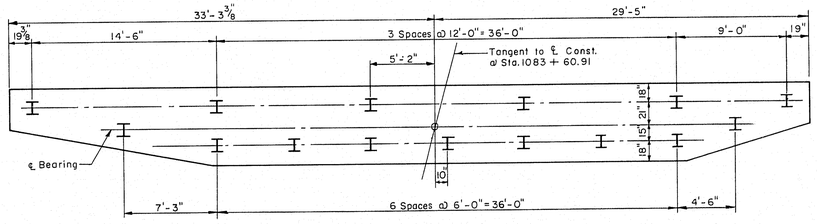
ELEVATION NORTHWESTERLY ABUTMENT

Scale: 3/16" = 1'-0"



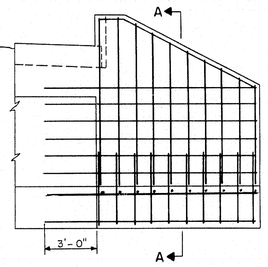
PILE PLAN NORTHEASTERLY ABUTMENT

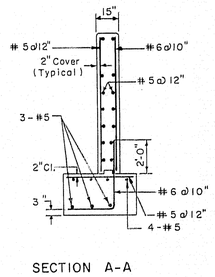
Scale: 3/16" = 1'-0"



PILE PLAN NORTHWESTERLY ABUTMENT

Scale: 3/16" = 1'-0"



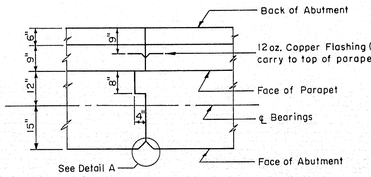


SECTION A-A

WING REINFORCING LAYOUT

Scale: 1/4" = 1'-0"

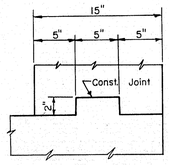
Note: 3-Ply Membrane Waterproofing and Bituminous Concrete Surfacing are not in this contract.



ABUTMENT CONSTRUCTION JOINT

Scale: 1 1/2" = 1'-0"

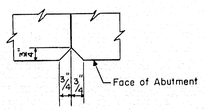
Note: Reinforcement to run through Construction Joint.



DETAIL C

Scale: 1 1/2" = 1'-0"

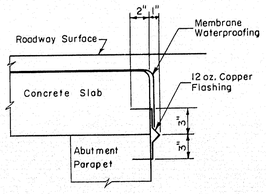
Note: Concrete in backwall not to be placed until Structural Steel has been erected. Construction Joint to be at or above Bridge Seat Elev.



DETAIL A

(CONSTRUCTION JOINT)

Scale: 3" = 1'-0"



DETAIL D

Scale: 1 1/2" = 1'-0"

THE CLARKESON ENGINEERING CO., INC.

DESIGN G.B.-H.L.	CHECK D.S.	BRIDGE NO.
DRAWN V.S.	APPROVED WAH-CJM	SURVEY PLOT

STATE HIGHWAY COMMISSION

INTERSTATE #95

OVER

MAIN STREET

IN THE CITY OF

WATERVILLE

KENNEBEC COUNTY

NORTHEASTERLY ABUTMENT

NORTHWESTERLY ABUTMENT

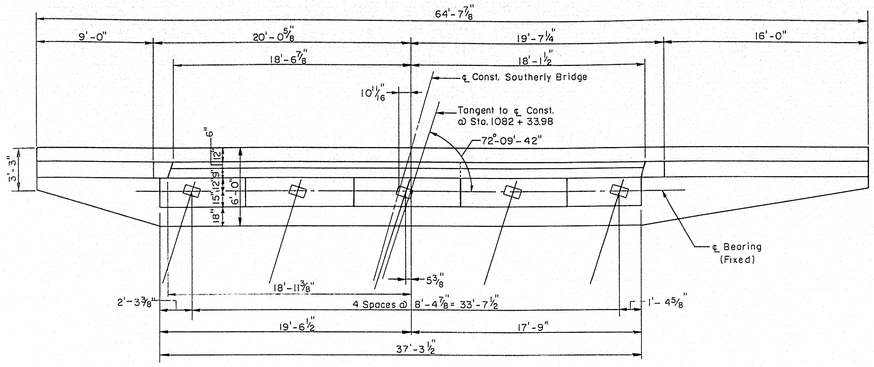
SHEET 4 OF 10 AUGUSTA, MAINE

75-162

0 1 2 3 4 5 INCHES

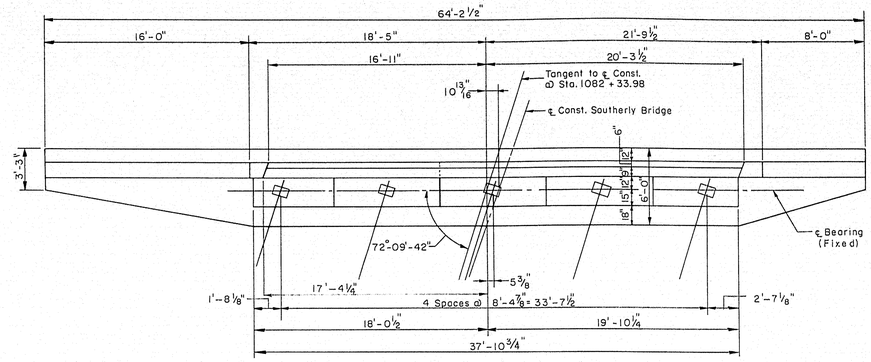
B.P.R.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	29	34

WATERVILLE INTERSTATE



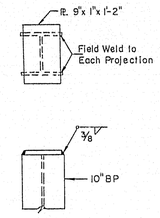
PLAN SOUTHEASTERLY ABUTMENT

Scale: 3/16" = 1'-0"



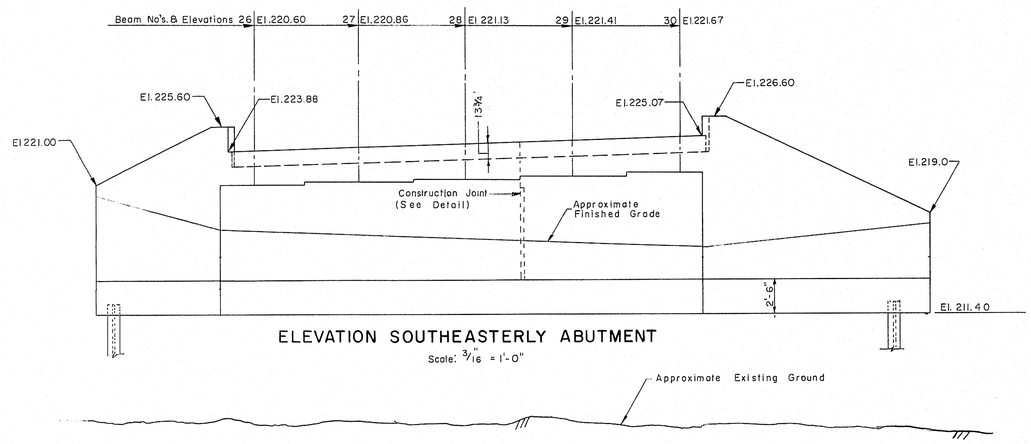
PLAN SOUTHWESTERLY ABUTMENT

Scale: 3/16" = 1'-0"



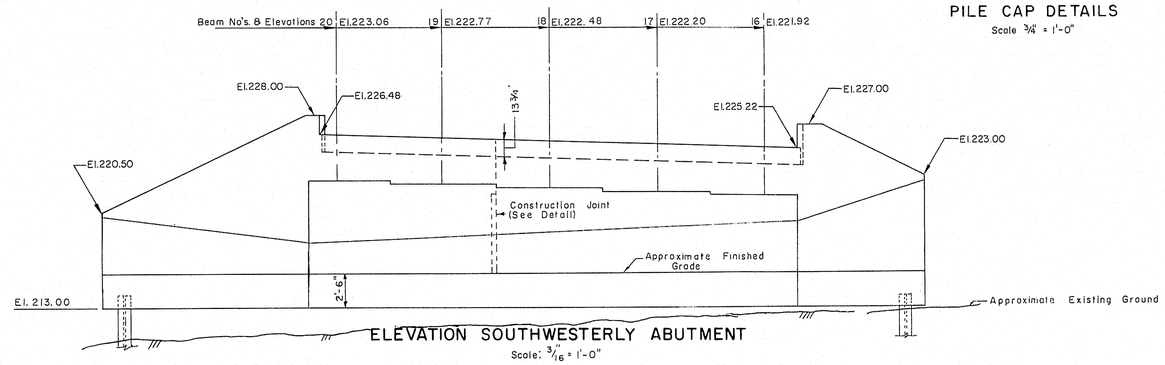
PILE CAP DETAILS

Scale 3/4" = 1'-0"



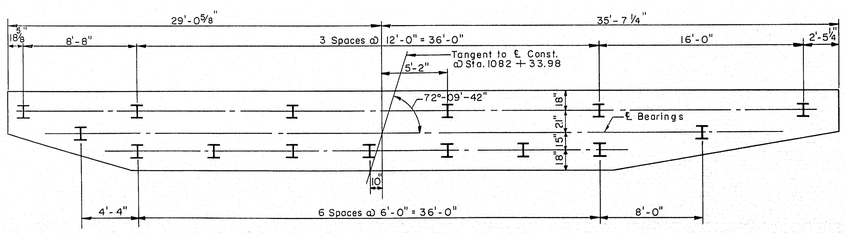
ELEVATION SOUTHEASTERLY ABUTMENT

Scale: 3/16" = 1'-0"



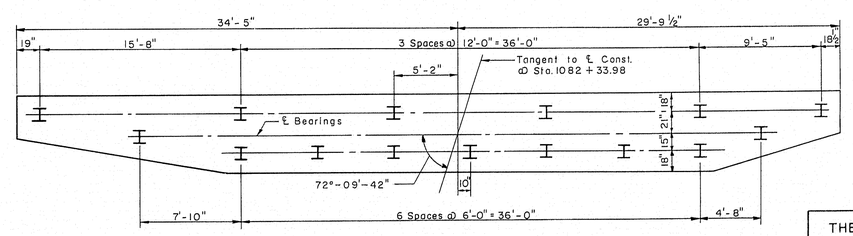
ELEVATION SOUTHWESTERLY ABUTMENT

Scale: 3/16" = 1'-0"



PILE PLAN SOUTHEASTERLY ABUTMENT

Scale: 3/16" = 1'-0"



PILE PLAN SOUTHWESTERLY ABUTMENT

Scale: 3/16" = 1'-0"

Note: For general notes, sections, and details see sheet 4.

THE CLARKESON ENGINEERING CO., INC.

DESIGN G.B.-H.L.	CHECK G.B	BRIDGE NO. SURVEY PLOT
DRAWN V.S.	APPROVED WAH-CJM.	

STATE HIGHWAY COMMISSION

INTERSTATE #95

OVER

MAIN STREET

IN THE CITY OF

WATERVILLE

KENNEBEC COUNTY

SOUTHEASTERLY ABUTMENT

SOUTHWESTERLY ABUTMENT

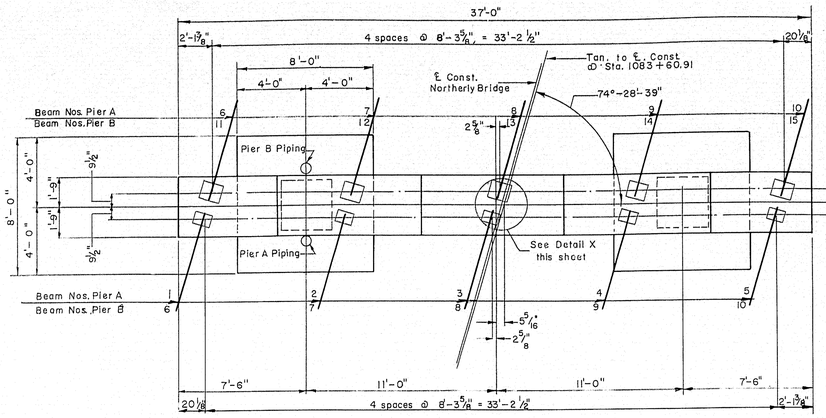
SHEET 5 OF 10 AUGUSTA, MAINE

75-163

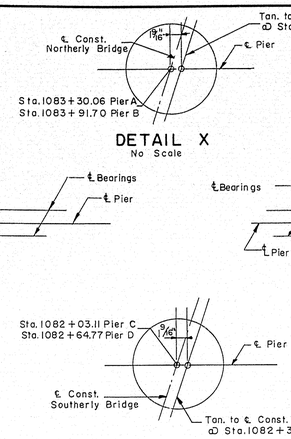
0 1 2 3 4 5 INCHES

B.R.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	30	34

WATERVILLE INTERSTATE

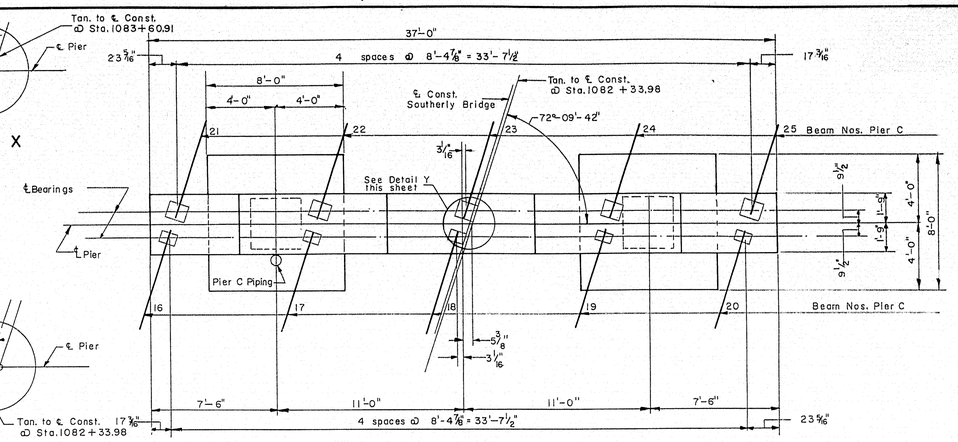


PLAN PIER A
PLAN PIER B (SIMILAR)
Scale: 1/4" = 1'-0"

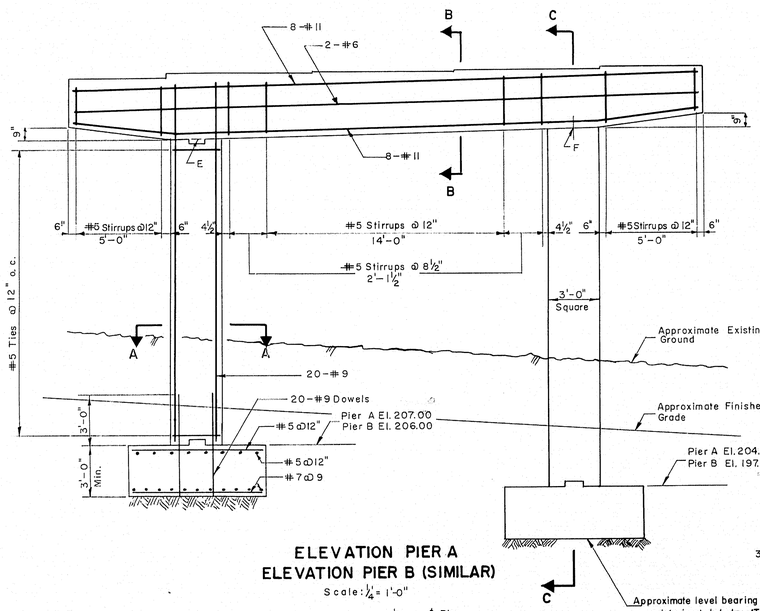


DETAIL X
No Scale

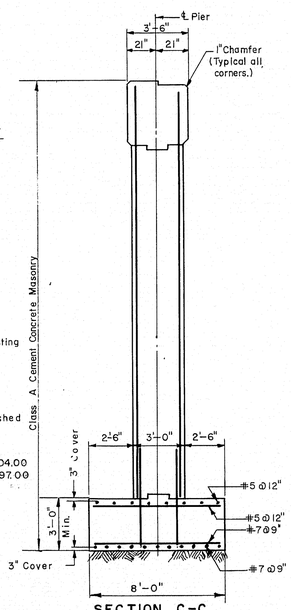
DETAIL Y
No Scale



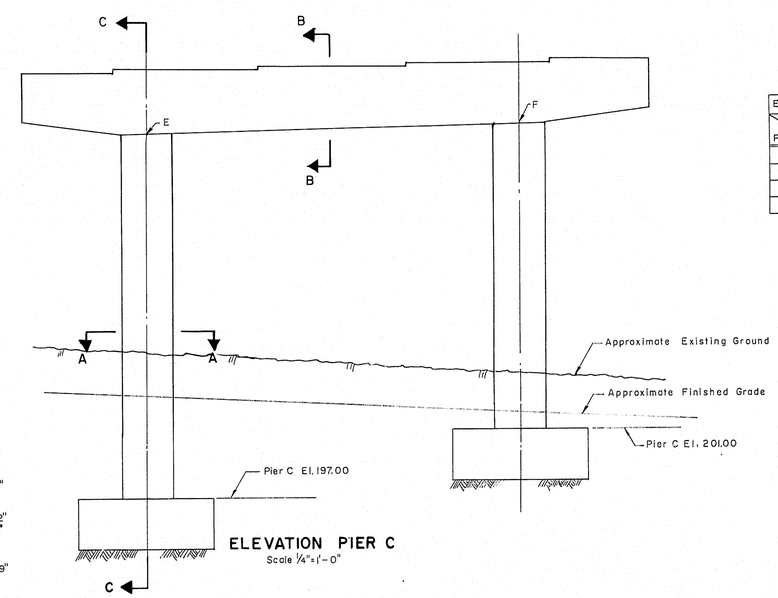
PLAN PIER C
Scale 1/4" = 1'-0"



ELEVATION PIER A
ELEVATION PIER B (SIMILAR)
Scale: 1/4" = 1'-0"

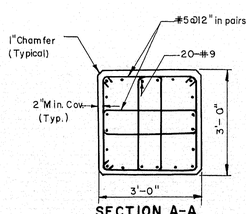


SECTION C-C
Scale: 1/4" = 1'-0"

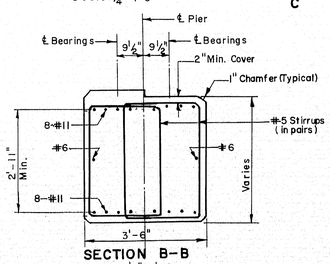


ELEVATION PIER C
Scale 1/4" = 1'-0"

ELEVATIONS TOP OF COLUMNS		
Pier \ Col.	E	F
A	224.05	224.85
B	223.15	223.95
C	217.90	218.70
D	217.40	218.25



SECTION A-A
Scale 1/2" = 1'-0



SECTION B-B
Scale 1/2" = 1'-0

SCHEDULE OF BEAM SEAT ELEVATION												
Beam No.	Pier A		Beam No.	Pier B		Beam No.	Beam No.	Pier C		Beam No.	Pier D		Beam No.
1	227.75	227.56	6	226.68	226.83	11	16	221.60	221.41	21	220.92	221.08	26
2	228.01	227.83	7	226.95	227.08	12	17	221.87	221.69	22	221.20	221.35	27
3	228.28	228.10	8	227.21	227.35	13	18	222.15	221.98	23	221.48	221.62	28
4	228.55	228.37	9	227.48	227.61	14	19	222.43	222.25	24	221.75	221.90	29
5	228.83	228.64	10	227.74	227.89	15	20	222.73	222.54	25	222.03	222.18	30

THE CLARKESON ENGINEERING CO., INC.

DESIGN D.S.-J.M | CHECK G.B | BRIDGE NO. SURVEY
DRAWN F.E.T. | APPROVED WAH.-CJM | PLOT

STATE HIGHWAY COMMISSION
INTERSTATE #95
OVER
MAIN STREET
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
PIERS A, B & C

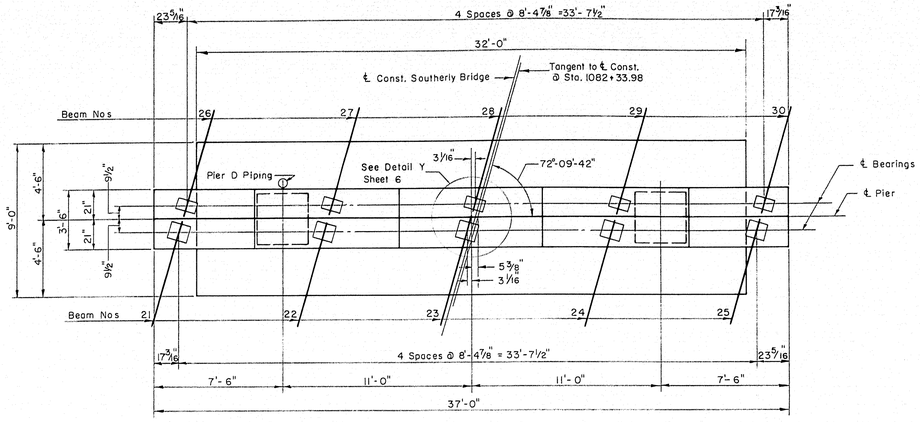
SHEET 6 OF 10 AUGUSTA, MAINE

75-164

0 1 2 3 4 5 INCHES

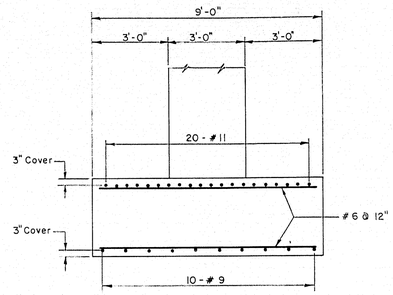
B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	31	34

WATERVILLE INTERSTATE



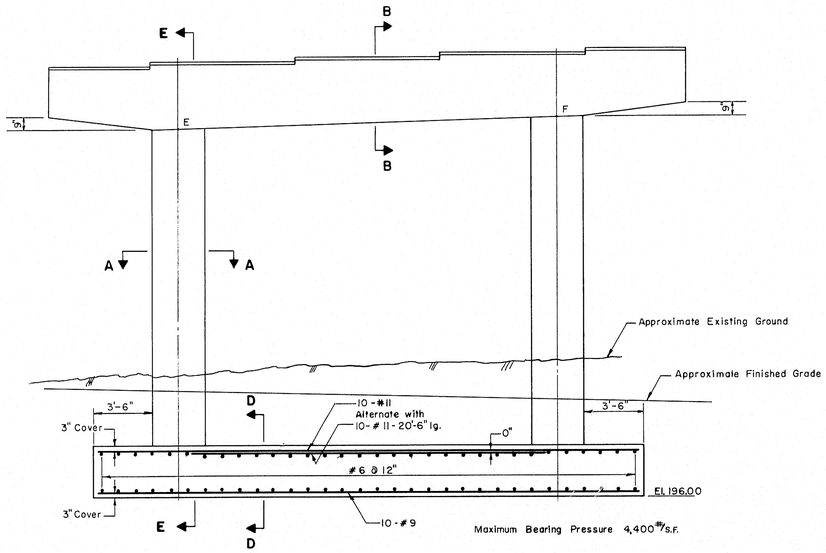
PLAN PIER D

Scale: 1/4" = 1'-0"



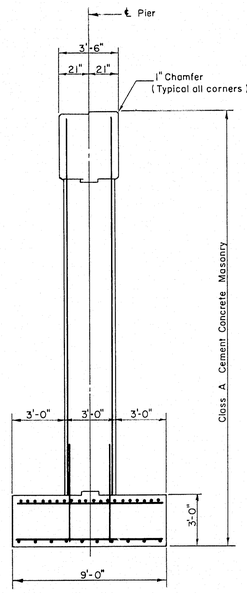
SECTION D-D

Scale: 3/8" = 1'-0"



ELEVATION PIER D

Scale: 1/4" = 1'-0"



SECTION E-E

Scale: 1/4" = 1'-0"

Note:
1. For Sections not shown see Sheet 6.
2. For size and location of reinforcing not shown see Sheet 6.
3. For all elevations see Sheet 6.

THE CLARKESON ENGINEERING CO., INC.

DESIGN G.B.-H.L.	CHECK G.B.	BRIDGE NO. SURVEY
DRAWN E.K.	APPROVED W.A.H.-C.J.M.	PLOT

STATE HIGHWAY COMMISSION

INTERSTATE #95

OVER

MAIN STREET

IN THE CITY OF

WATERVILLE

KENNEBEC COUNTY

PIER D

SHEET 7 OF 10 AUGUSTA, MAINE

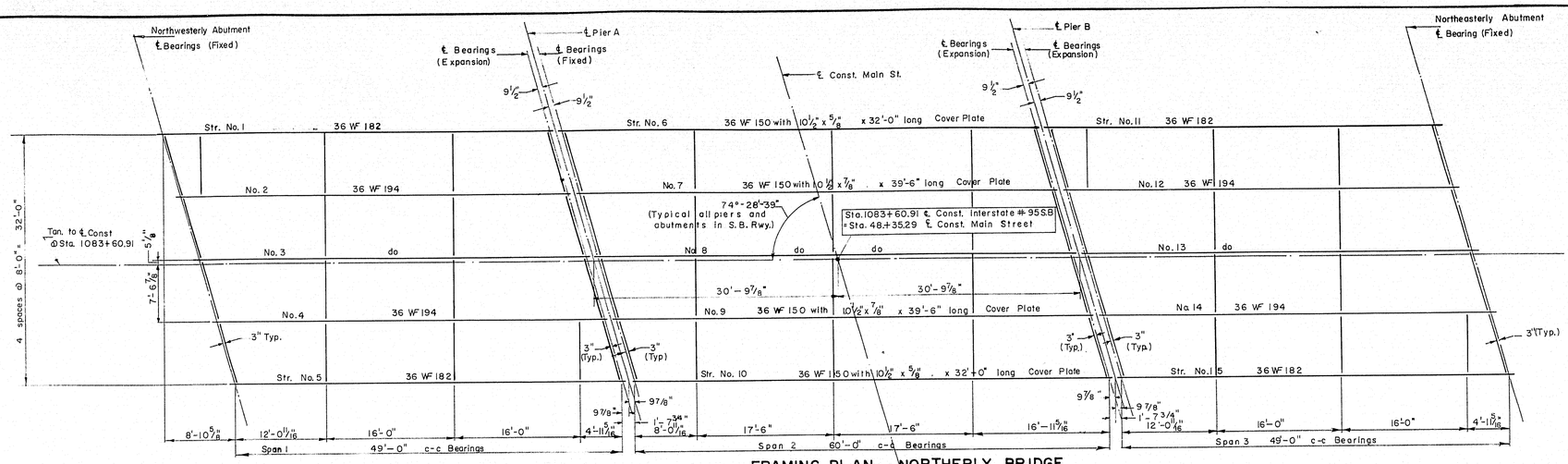
75-165

K+E PHOENIX BLUE 166 TRACING CLOTH B. L. M. INC. 63519

0 1 2 3 4 5 INCHES

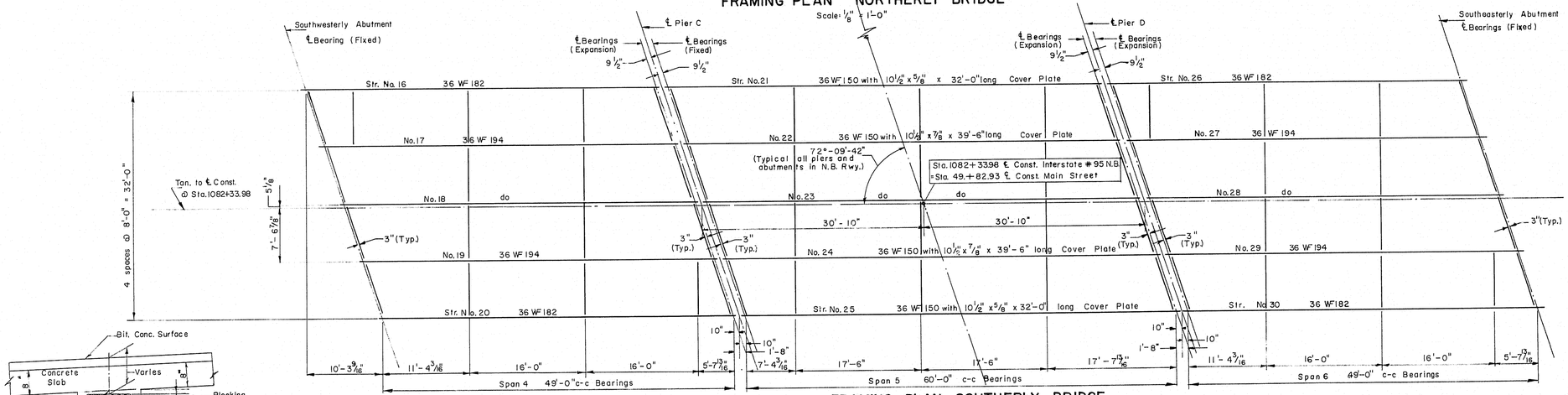
B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	32	34

WATERVILLE INTERSTATE



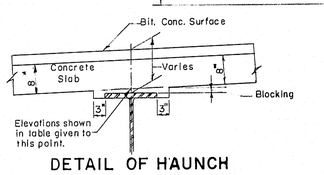
FRAMING PLAN NORTHERLY BRIDGE

Scale: ⅛" = 1'-0"



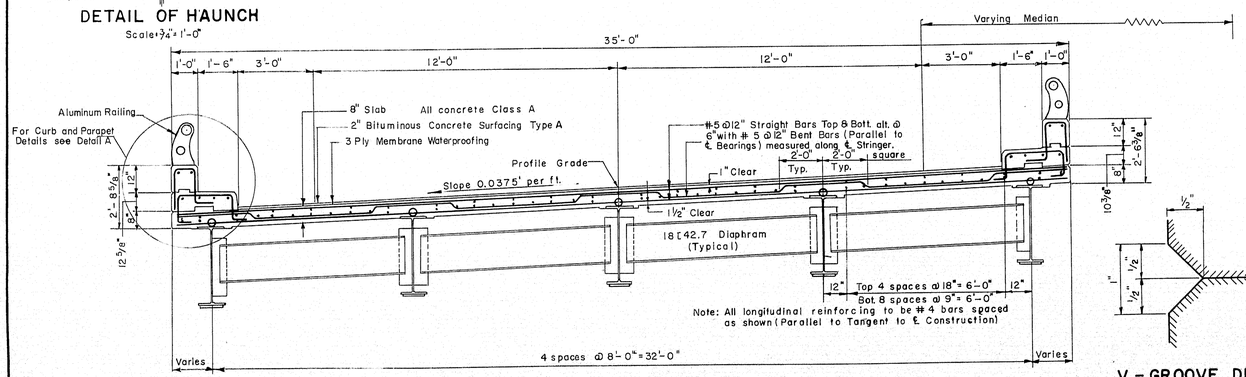
FRAMING PLAN SOUTHERLY BRIDGE

Scale: ⅛" = 1'-0"



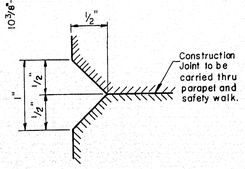
DETAIL OF HAUNCH

Scale: ¾" = 1'-0"



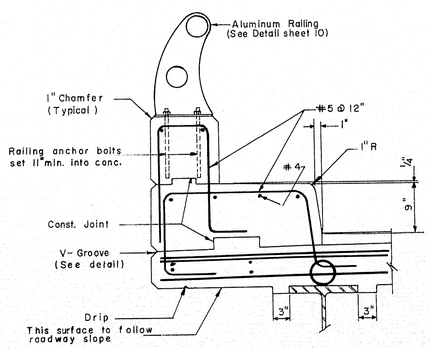
TYPICAL CROSS SECTION

Scale: ⅜" = 1'-0"



V-GROOVE DETAIL

Not to Scale



DETAIL A

Scale: 1" = 1'-0"

ELEVATIONS OF BOTTOM OF ROADWAY SLAB

Beam No.	℄ Brg. *	¼ Point	½ Point	¾ Point	℄ Brg.
1	231.75	231.63	231.48	231.31	231.12
2	232.02	231.90	231.76	231.59	231.39
3	232.30	232.18	232.03	231.86	231.66
4	232.57	232.45	232.30	232.13	231.93
5	232.84	232.72	232.57	232.40	232.20
6	231.10	230.94	230.74	230.50	230.23
7	231.37	231.22	231.02	230.78	230.49
8	231.64	231.49	231.29	231.06	230.76
9	231.91	231.76	231.56	231.31	231.02
10	232.18	232.01	231.81	231.57	231.29
11	230.20	230.03	229.84	229.63	229.40
12	230.47	230.30	230.11	229.90	229.66
13	230.73	230.57	230.38	230.16	229.92
14	230.99	230.83	230.64	230.42	230.18
15	231.26	231.09	230.90	230.68	230.45
16	225.29	225.24	225.17	225.08	224.97
17	225.57	225.53	225.46	225.37	225.25
18	225.86	225.81	225.75	225.65	225.53
19	226.15	226.10	226.03	225.93	225.82
20	226.43	226.38	226.31	226.21	226.10
21	224.96	224.89	224.79	224.65	224.47
22	225.24	225.18	224.08	224.94	224.75
23	225.52	225.46	225.36	225.21	225.02
24	225.80	225.74	225.64	225.49	225.30
25	226.08	226.01	225.91	225.76	225.57
26	224.45	224.36	224.26	224.12	223.97
27	224.73	224.64	224.53	224.40	224.24
28	225.01	224.92	224.81	224.67	224.51
29	225.28	225.19	225.08	224.95	224.79
30	225.56	225.46	225.34	225.20	225.04

* Low station end of beam.

Note: After the structural steel is erected and before forms are built or concrete is placed, elevations on the top flange of the beams are to be obtained at the points indicated in the table. The difference between these elevations and those shown in the table give the actual blocking distance from top of beam to bottom of slab. See Haunch Detail.

NOTES:

1. All intermediate diaphragms to be 18 [42.7; for detail see sheet 9.
2. All end diaphragms to be 15 [33.9; for details see sheet 9.
3. For Cover Plate and Shear Connector details see sheet 9.
4. All beams to be cambered to the extent that the bridge deck under full dead load will follow as nearly as practicable the design profile, and in no case with less camber than is likely to remain permanent. The proposed camber diagram shall be submitted to the engineer for approval.
5. Parapets and safety walks to have transverse construction joints 20'± on centers. Joints are not to be located under railing post. Contact surfaces of joints to be painted with a bituminous material. Exposed surfaces are to be chamfered ½". Reinforcing steel to be carried thru joints.
6. All deck slab concrete in each span shall be placed in one continuous operation.
7. 3-Ply Membrane Waterproofing and Bituminous Concrete Surfacing are not in this contract.

THE CLARKESON ENGINEERING CO., INC.

DESIGN G.B.-H.L.	CHECK G.B.	BRIDGE NO.
DRAWN D.A.T.	APPROVED WAH.-CJM	SURVEY PLOT

STATE HIGHWAY COMMISSION

INTERSTATE #95

OVER

MAIN STREET

IN THE CITY OF

WATERVILLE

KENNEBEC COUNTY

FRAMING PLAN & CROSS SECTION

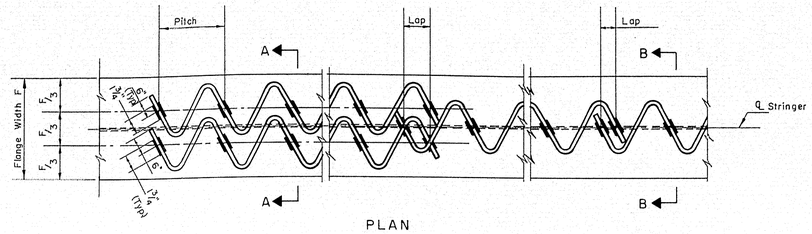
SHEET 8 OF 10 AUGUSTA, MAINE

75-166

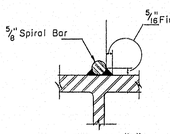
0 1 2 3 4 5 INCHES

B.P.R.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	33	34

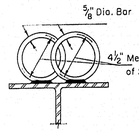
WATERVILLE INTERSTATE



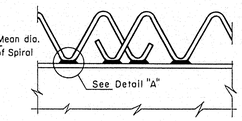
PLAN



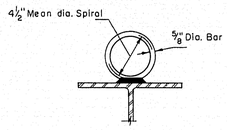
DETAIL "A"



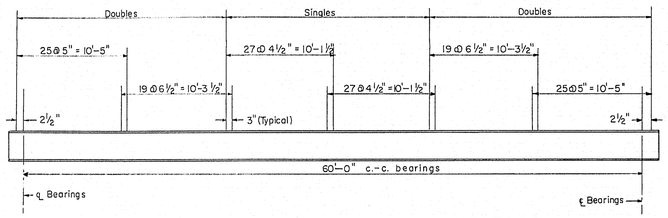
SECTION A-A



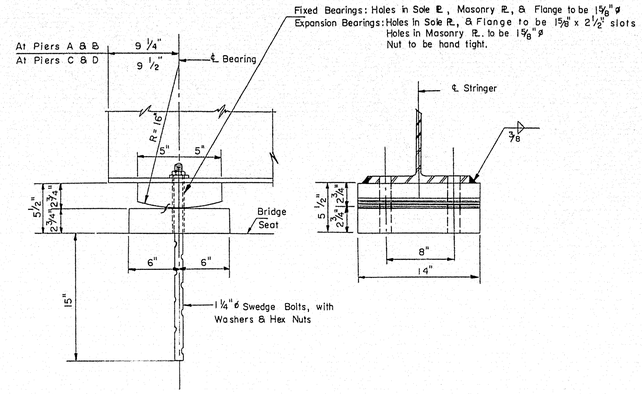
ELEVATION



SECTION B-B

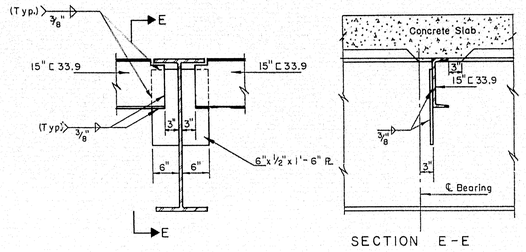


TYPICAL SPIRAL SHEAR CONNECTORS
DETAILS & LAYOUT
NOT TO SCALE



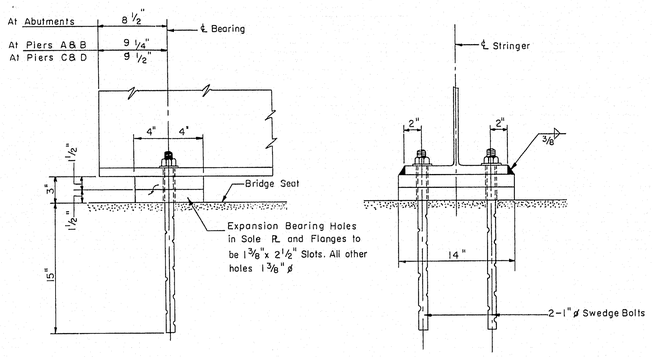
EXPANSION & FIXED BEARING DETAIL
(SPANS 2 & 5)
Scale: 1" = 1'-0"

Note: All anchor bolts to be centered true before bearing plates are set in position.
Top flange of stringers to be cut parallel to ℄ of bearings.

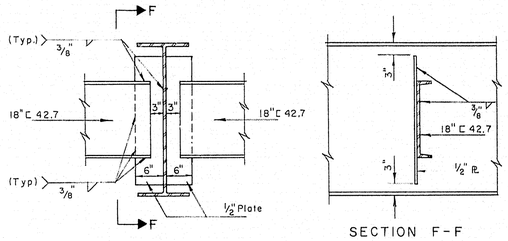


SECTION E-E

WELDED END DIAPHRAGM CONNECTION
SCALE: 3/4" = 1'-0"
NOTE: Welds to be shop or field welded

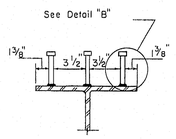


FIXED AND EXPANSION BEARING DETAILS
(SPANS 1, 3, 4, & 6)
Scale: 1" = 1'-0"

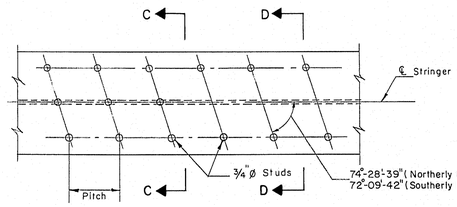


SECTION F-F

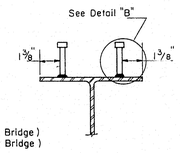
WELDED DIAPHRAGM CONNECTION
SCALE: 3/4" = 1'-0"



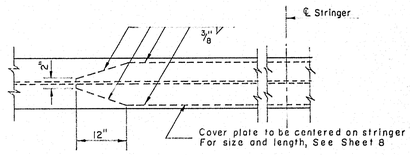
SECTION C-C



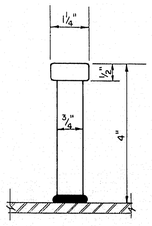
PLAN



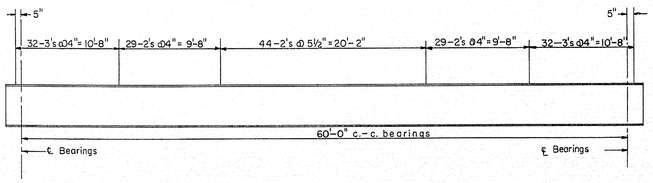
SECTION D-D



COVER PLATE DETAIL
NOT TO SCALE



DETAIL "B"



TYPICAL STUD SHEAR CONNECTORS
DETAILS & LAYOUT
NOT TO SCALE

THE CLARKESON ENGINEERING CO., INC.

DESIGN G.B.-H.L.	CHECK G.B.	BRIDGE NO.
DRAWN D.E.S.	APPROVED W.A.H.-C.J.W.	SURVEY PLOT

STATE HIGHWAY COMMISSION
INTERSTATE #95
OVER
MAIN STREET
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
SUPERSTRUCTURE DETAILS

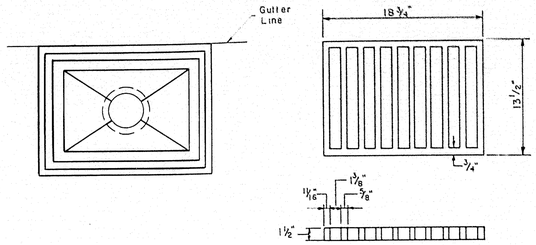
SHEET 9 OF 10 AUGUSTA, MAINE

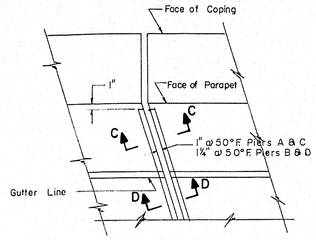
75-167

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	34	34

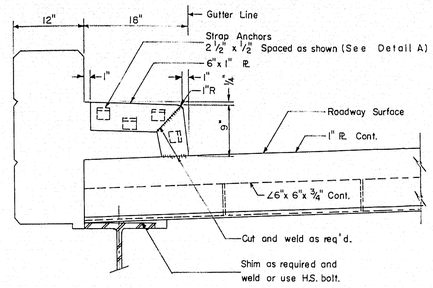
WATERVILLE INTERSTATE





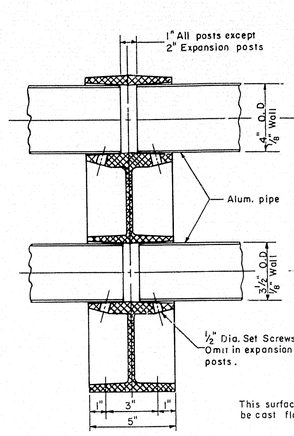
EXPANSION JOINT PLAN

Scale: 1" = 1'-0"

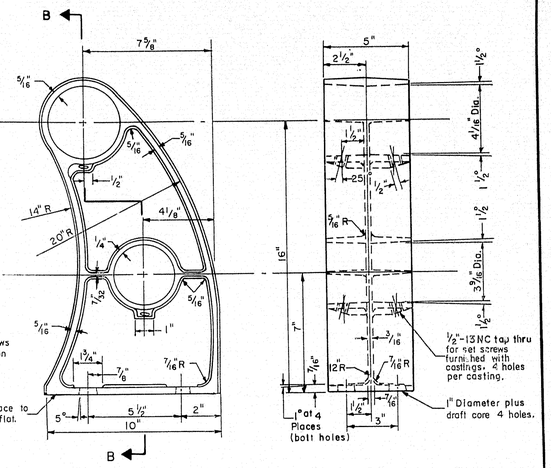


SAFETY WALK

Scale: 1" = 1'-0"

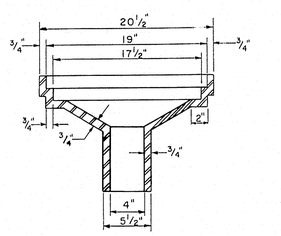


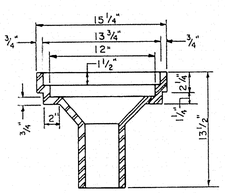
SECTION B-B



ALUMINUM RAIL DETAILS

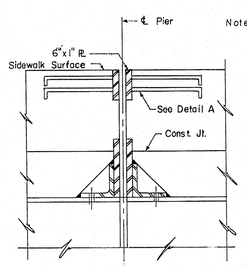
Scale: 3" = 1'-0"





SCUPPER DETAILS

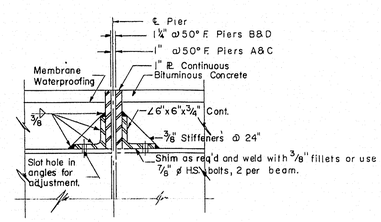
Scale: 1 1/2" = 1'-0"



Note: All welds to be 3/8" fillets

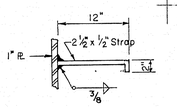
SECTION C-C

Scale: 1" = 1'-0"



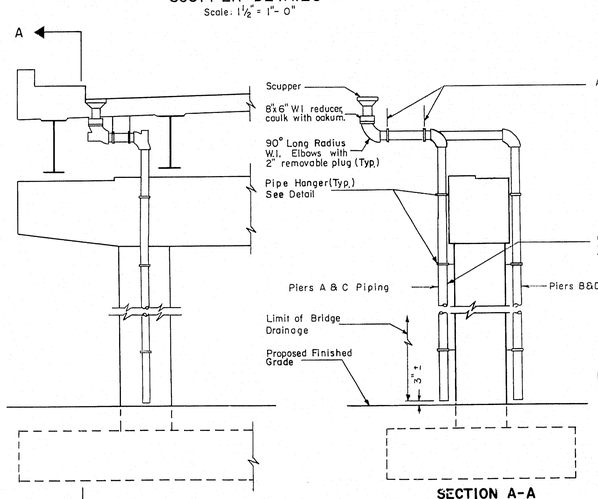
SECTION D-D

Scale: 1" = 1'-0"



DETAIL A

Scale: 1" = 1'-0"

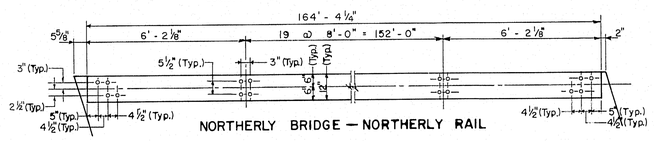


SECTION A-A

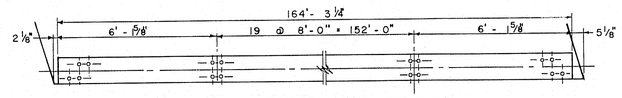
PIPE DETAILS AT PIERS

Scale: 1/4" = 1'-0"

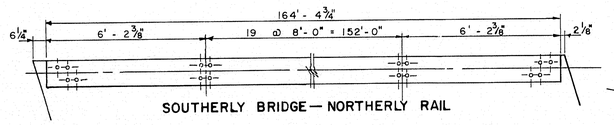
Notes:
1. Piping to be behind pier column out of sight of traffic.
2. All pipes and fittings to be W.I. standard weight with horizontal run on 2% grade.
3. All joints to be welded except as shown.
4. For location of scuppers See Sheet 3.
5. The Contractor shall submit complete drawings of the piping system to the Engineer for approval



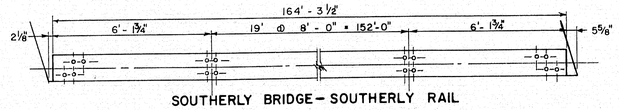
NORTHERLY BRIDGE — NORTHERLY RAIL



NORTHERLY BRIDGE — SOUTHERLY RAIL

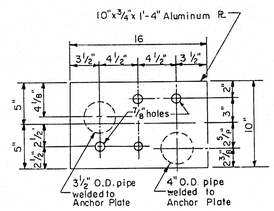


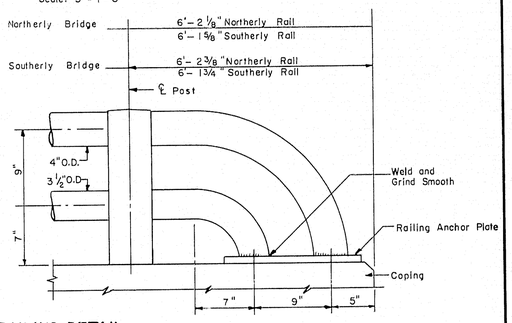
SOUTHERLY BRIDGE — NORTHERLY RAIL



SOUTHERLY BRIDGE — SOUTHERLY RAIL

RAILING ANCHOR BOLT LAYOUT

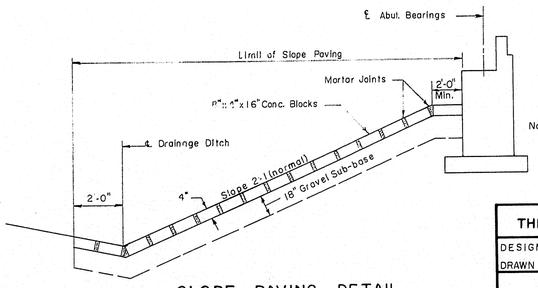




END RAILING DETAIL

Scale: 1 1/2" = 1'-0"

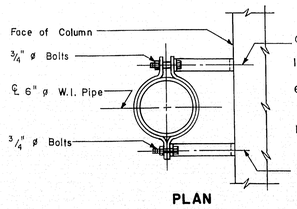
Note:
1. Any variation in railing dimensions shall be submitted for approval.
2. All anchor bolts, nuts, and washers to be aluminum alloy.
3. All anchor bolts to be 3/4" ø bolts set 11" into concrete.



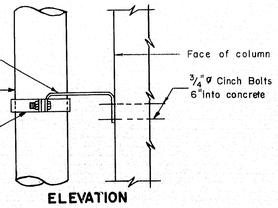
Note: 3-Ply Membrane Waterproofing and Bituminous Concrete Surfacing are not in this contract.

SLOPE PAVING DETAIL

No Scale



PLAN



ELEVATION

PIPE HANGER DETAILS

Scale: 1 1/2" = 1'-0"

THE CLARKESON ENGINEERING CO., INC.

DESIGN G.B.-H.L. DRAWN R.E.M.	CHECK G.B. WAH. APPROVED C.J.M.	BRIDGE NO. SURVEY PLOT

STATE HIGHWAY COMMISSION

INTERSTATE #95

OVER

MAIN STREET

IN THE CITY OF

WATERVILLE

KENNEBEC COUNTY

DETAILS

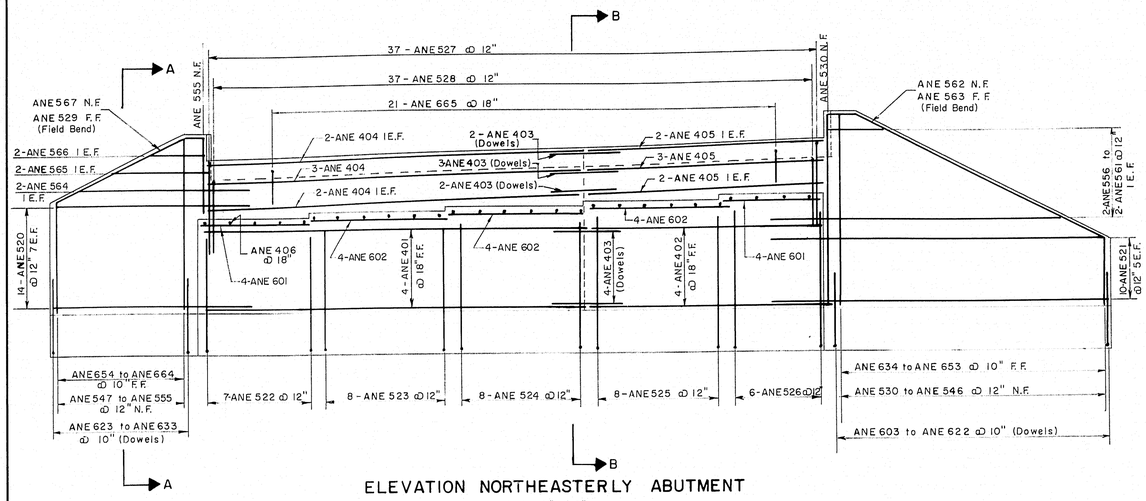
SHEET 10 OF 10 AUGUSTA, MAINE

75-168

0 1 2 3 4 5 INCHES

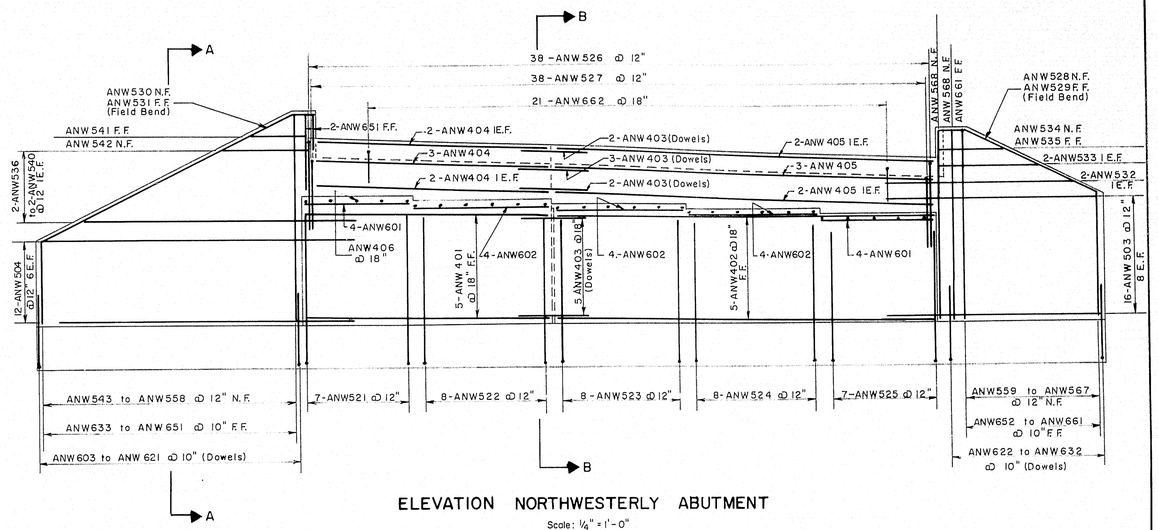
B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	35	44

WATERVILLE INTERSTATE



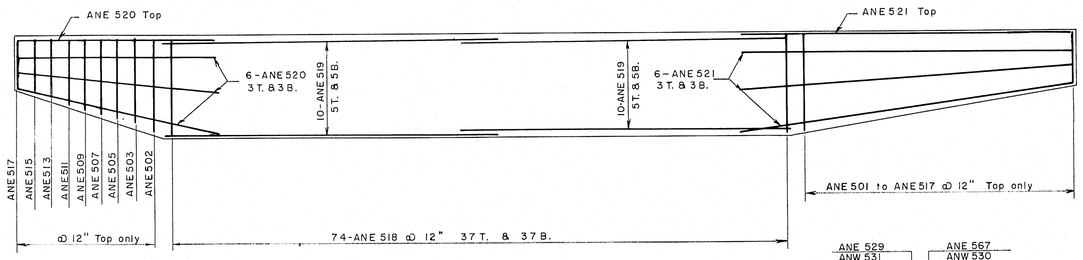
ELEVATION NORTHEASTERLY ABUTMENT

Scale: 1/4" = 1'-0"



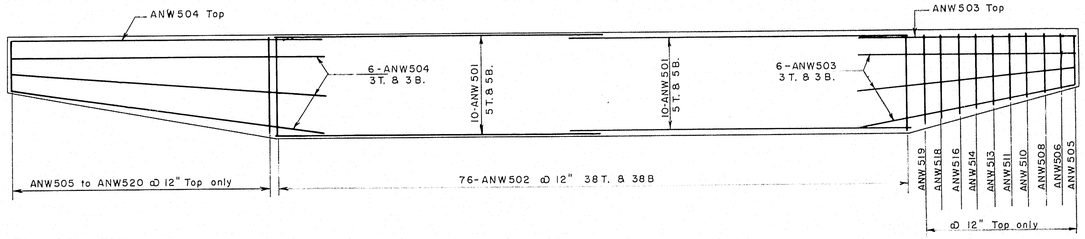
ELEVATION NORTHWESTERLY ABUTMENT

Scale: 1/4" = 1'-0"



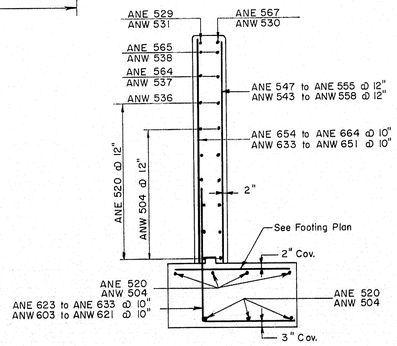
FOOTING PLAN
NORTHEASTERLY ABUTMENT

Scale: 1/4" = 1'-0"



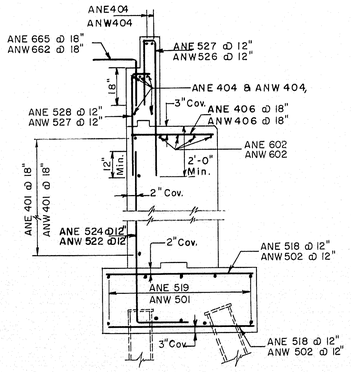
FOOTING PLAN
NORTHWESTERLY ABUTMENT

Scale: 1/4" = 1'-0"



SECTION A-A

Scale: 3/8" = 1'-0"



SECTION B-B

Scale: 3/8" = 1'-0"

ESTIMATED QUANTITIES

NORTHEASTERLY ABUTMENT	4306 LBS.
NORTHWESTERLY ABUTMENT	4569 LBS.

THE CLARKESON ENGINEERING CO., INC.

DESIGN G.B.	CHECK J.T.	BRIDGE NO.
DRAWN F.E.T.	APPROVED WAH.- C.J.M.	SURVEY PLOT

STATE HIGHWAY COMMISSION

INTERSTATE # 95

OVER

MAIN STREET

IN THE CITY OF

WATERVILLE

KENNEBEC COUNTY

NORTHEASTERLY & NORTHWESTERLY ABUTMENT REINFORCEMENT

SHEET 1 OF 10 SHEETS AUGUSTA, MAINE

75-169

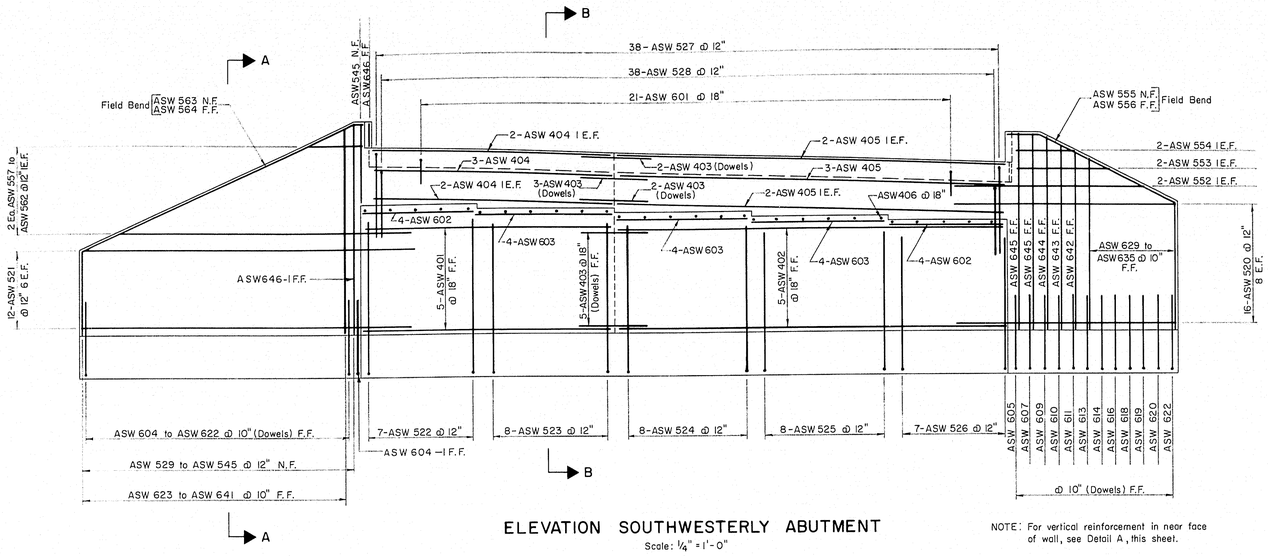
K+E PHOENIX BLUE 105 © TRACING CLOTH D. L. M. INC. 88818

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)		

WATERVILLE INTERSTATE

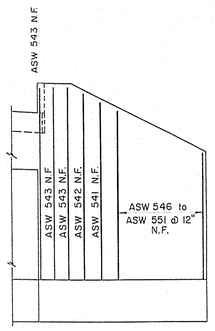
NOTE: For Section A-A and Section B-B, see Sheet No. 3



ELEVATION SOUTHWESTERLY ABUTMENT

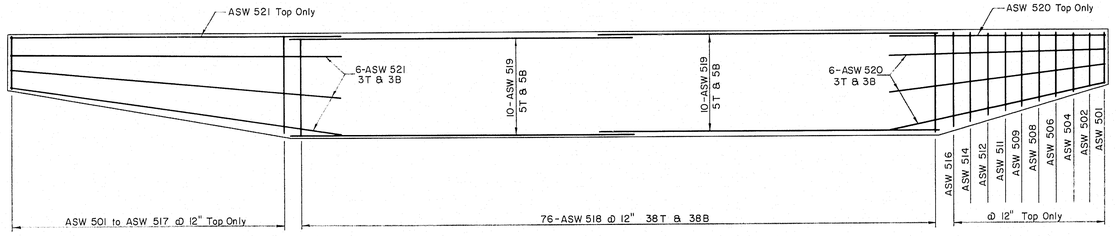
Scale: 1/4" = 1'-0"

NOTE: For vertical reinforcement in near face of wall, see Detail A, this sheet.



DETAIL A

Scale: 1/4" = 1'-0"



FOOTING PLAN
SOUTHWESTERLY ABUTMENT

Scale: 1/4" = 1'-0"

ESTIMATED QUANTITIES

SOUTHWESTERLY ABUTMENT . . . . . 4668 LBS.

THE CLARKESON ENGINEERING CO., INC.

DESIGN G.B.	CHECK J.T.	BRIDGE NO. SURVEY PLOT
DRAWN A.L.	APPROVED W.A.H.-C.J.M.	

STATE HIGHWAY COMMISSION

INTERSTATE # 95

OVER

MAIN STREET

IN THE CITY OF

WATERVILLE

KENNEBEC COUNTY

SOUTHWESTERLY ABUTMENT REINFORCEMENT

SHEET 2 OF 10 SHEETS AUGUSTA, MAINE

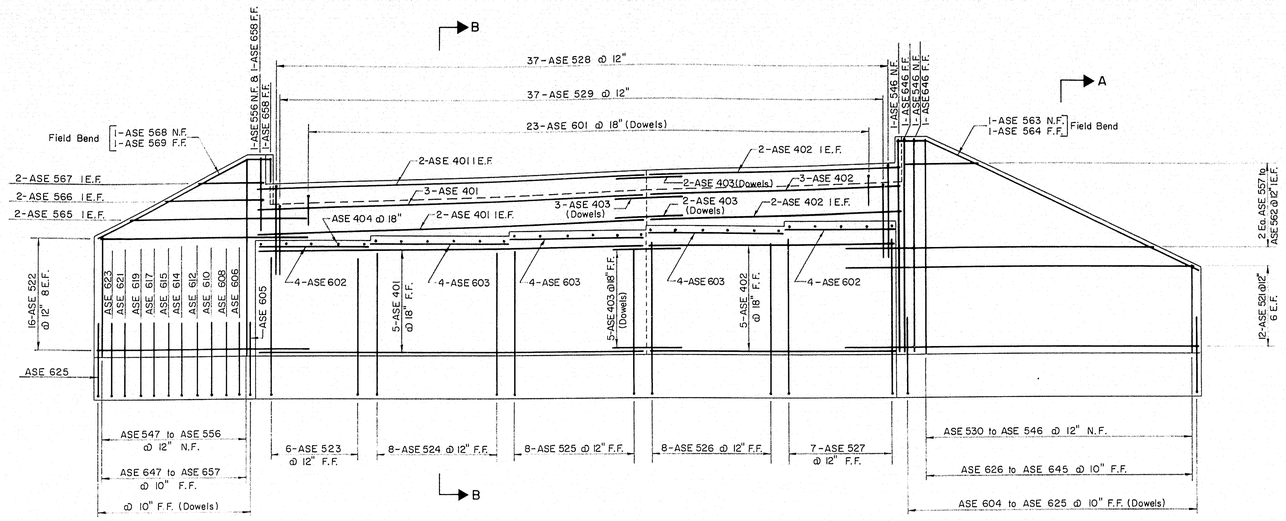
75-170

K+E PHOENIX RULE 188 © TRACING CLOTH B. L. H. INC. 2441D

0 1 2 3 4 5 INCHES

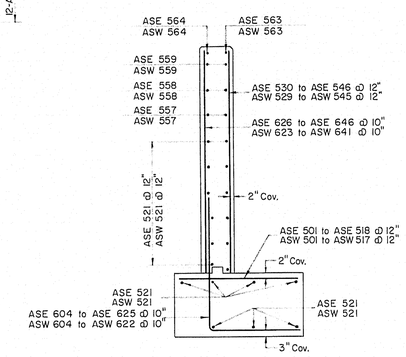
B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	37	44

WATERVILLE INTERSTATE



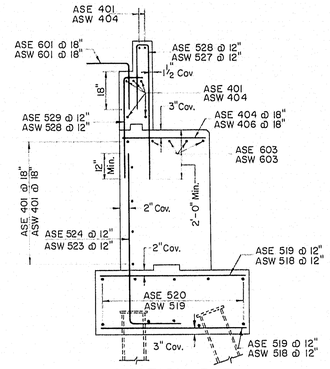
ELEVATION SOUTHEASTERLY ABUTMENT

Scale: 1/4" = 1'-0"



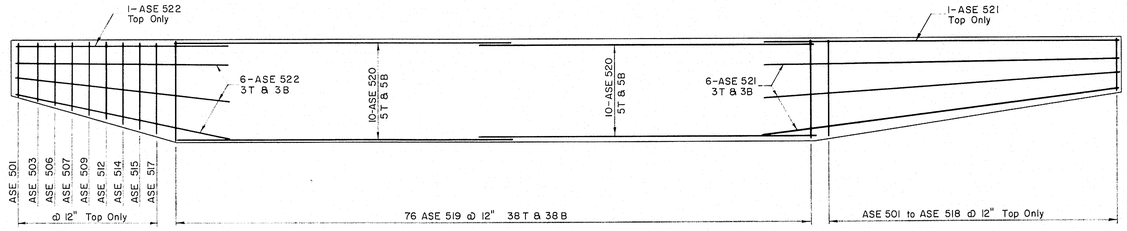
SECTION A-A

Scale: 3/8" = 1'-0"



SECTION B-B

Scale: 3/8" = 1'-0"



FOOTING PLAN
SOUTHEASTERLY ABUTMENT

Scale: 1/4" = 1'-0"

Note: For Southwesterly Abutment Reinforcement see Sheet 2.

ESTIMATED QUANTITIES

SOUTHEASTERLY ABUTMENT . . . . . 4750 LBS.

THE CLARKESON ENGINEERING CO., INC.

DESIGN G.B.	CHECK H.L.	BRIDGE NO.
DRAWN A.L.	APPROVED W.A.H.-C.J.M.	SURVEY PLOT

STATE HIGHWAY COMMISSION

INTERSTATE # 95

OVER

MAIN STREET

IN THE CITY OF

WATERVILLE

KENNEBEC COUNTY

SOUTHEASTERLY ABUTMENT REINFORCEMENT

SHEET 3 OF 10 SHEETS AUGUSTA, MAINE

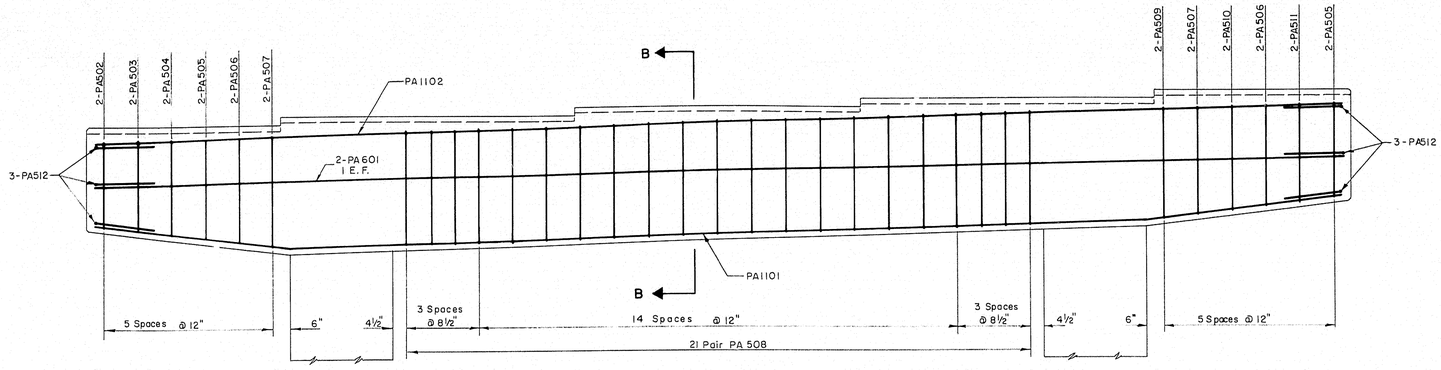
75-171

K+E PRODENIX BLUE 183 W. L. M. INC. 88813

0 1 2 3 4 5 INCHES

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)		

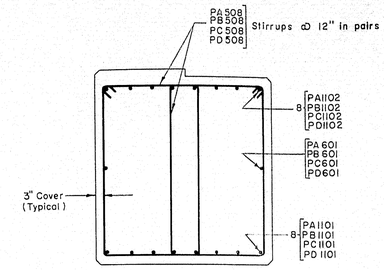
WATERVILLE INTERSTATE



Note: Reinforcement for Pier Caps B, C & D similar except prefixed PB, PC, and PD respectively.

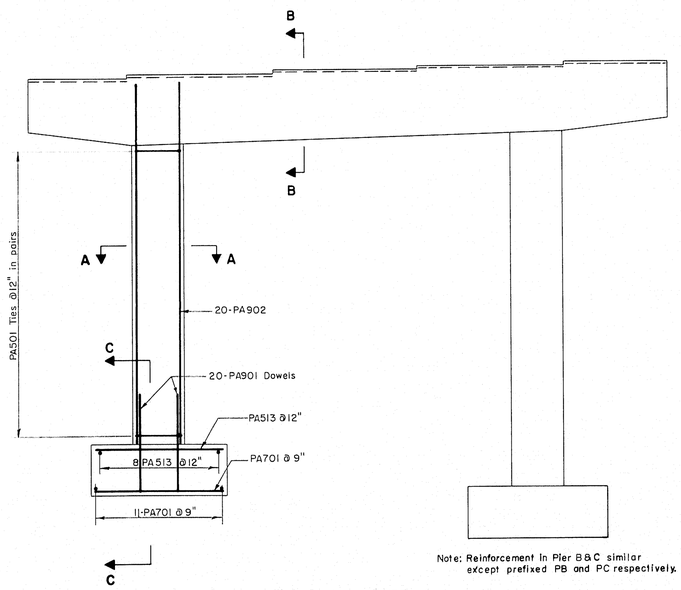
PIER A CAP ELEVATION

Scale: ½" = 1'-0"



SECTION B-B

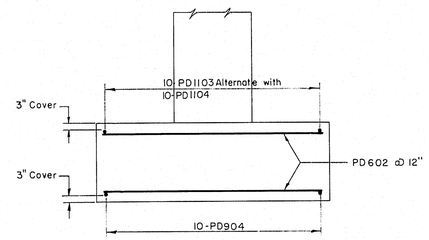
Scale: ¾" = 1'-0"



Note: Reinforcement in Pier B & C similar except prefixed PB and PC respectively.

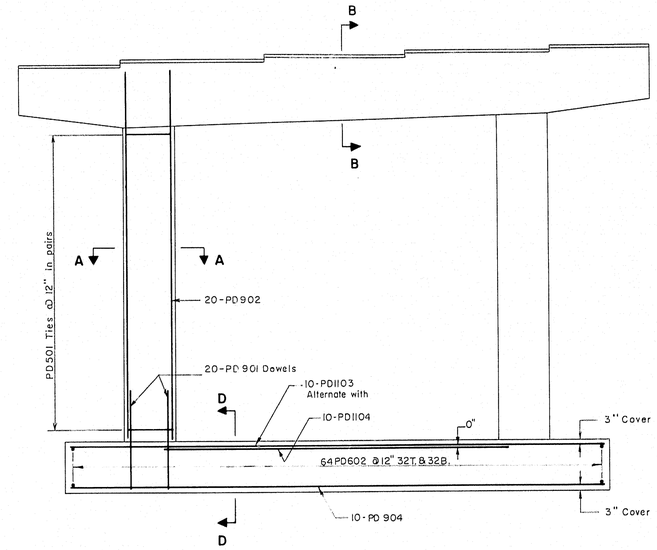
ELEVATION PIER A
ELEVATION PIER B & C SIMILAR

Scale: ¼" = 1'-0"



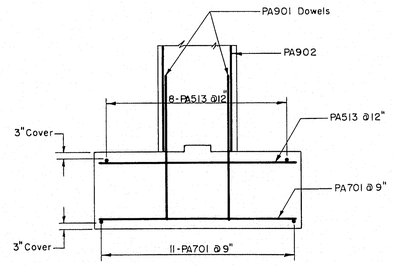
SECTION D-D

Scale: ⅜" = 1'-0"



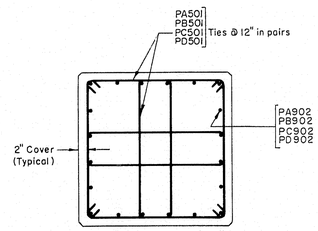
ELEVATION PIER D

Scale: ¼" = 1'-0"



SECTION C-C

Scale: ¼" = 1'-0"



SECTION A-A

Scale: ¾" = 1'-0"

ESTIMATED QUANTITIES

PIER A	9583 LBS.
PIER B	10169 LBS.
PIER C	9644 LBS.
PIER D	13308 LBS.

THE CLARKESON ENGINEERING CO., INC

DESIGN G.B.	CHECK P.W.G.	BRIDGE NO. SURVEY PLOT
DRAWN E.K.	APPROVED W.A.H.-C.J.M.	

STATE HIGHWAY COMMISSION

INTERSTATE # 95

OVER

MAIN STREET

IN THE CITY OF

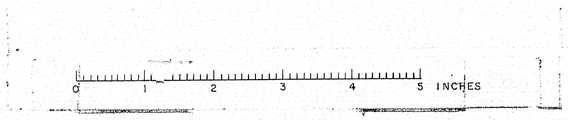
WATERVILLE

KENNEBEC COUNTY

PIERS A, B, C & D REINFORCEMENT

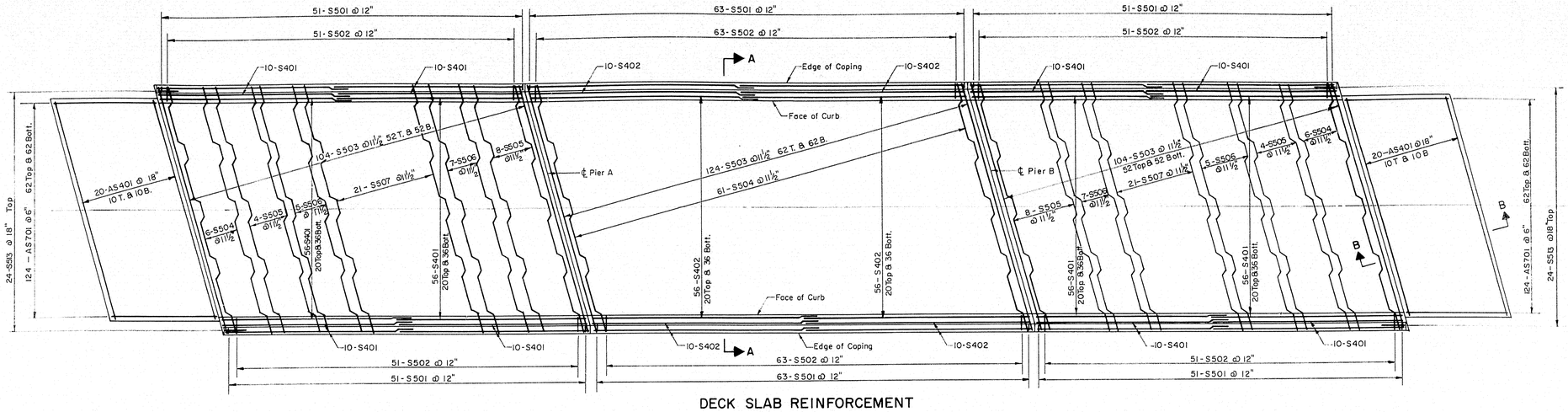
SHEET 4 OF 10 SHEETS — AUGUSTA, MAINE

75-172

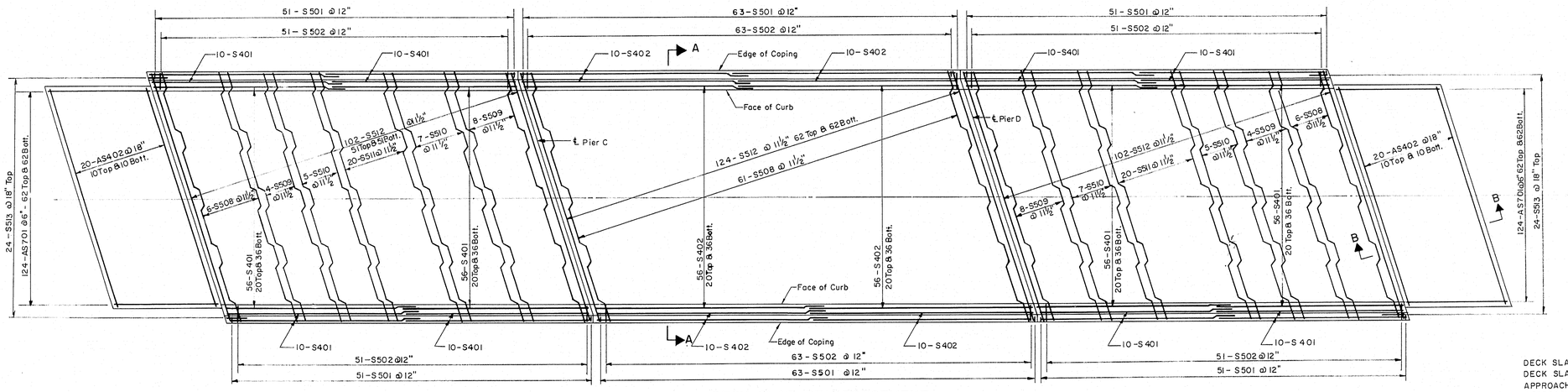


B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	38	44

WATERVILLE INTERSTATE



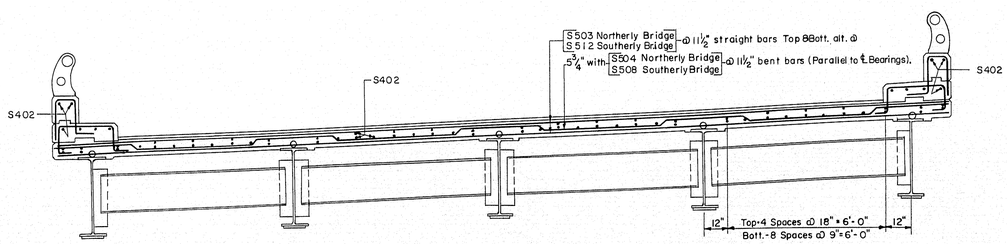
DECK SLAB REINFORCEMENT
(NORTHERLY BRIDGE)
Scale: 1/8" = 1'-0"



DECK SLAB REINFORCEMENT
(SOUTHERLY BRIDGE)
Scale: 1/8" = 1'-0"

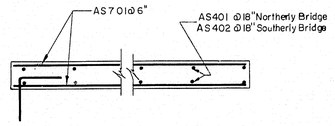
ESTIMATED QUANTITIES

DECK SLAB (NORTHERLY BRIDGE)	31,149 LBS.
DECK SLAB (SOUTHERLY BRIDGE)	31,120 LBS.
APPROACH SLAB (NORTHERLY BRIDGE)	8,200 LBS.
APPROACH SLAB (SOUTHERLY BRIDGE)	8,212 LBS.

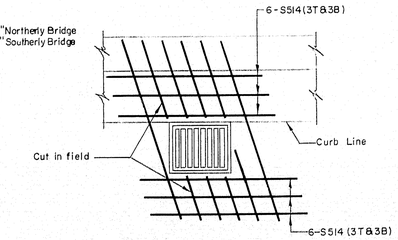


SECTION A-A
Scale: 3/8" = 1'-0"

Note: All longitudinal reinforcing to be #4 bars spaced as shown (Parallel to Tangent to ℄ Construction.)



SECTION B-B
Scale: 3/8" = 1'-0"



SCUPPER REINFORCEMENT
Scale: 1/2" = 1'-0"

THE CLARKESON ENGINEERING CO., INC.

DESIGN R.L.M.	CHECK G.B.	BRIDGE NO. SURVEY PLOT
DRAWN R. J. F.	APPROVED	

STATE HIGHWAY COMMISSION
INTERSTATE #95
OVER
MAIN STREET
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
DECK REINFORCEMENT

SHEET 5 OF 10 SHEETS AUGUSTA, MAINE

75-173

0 1 2 3 4 5 INCHES

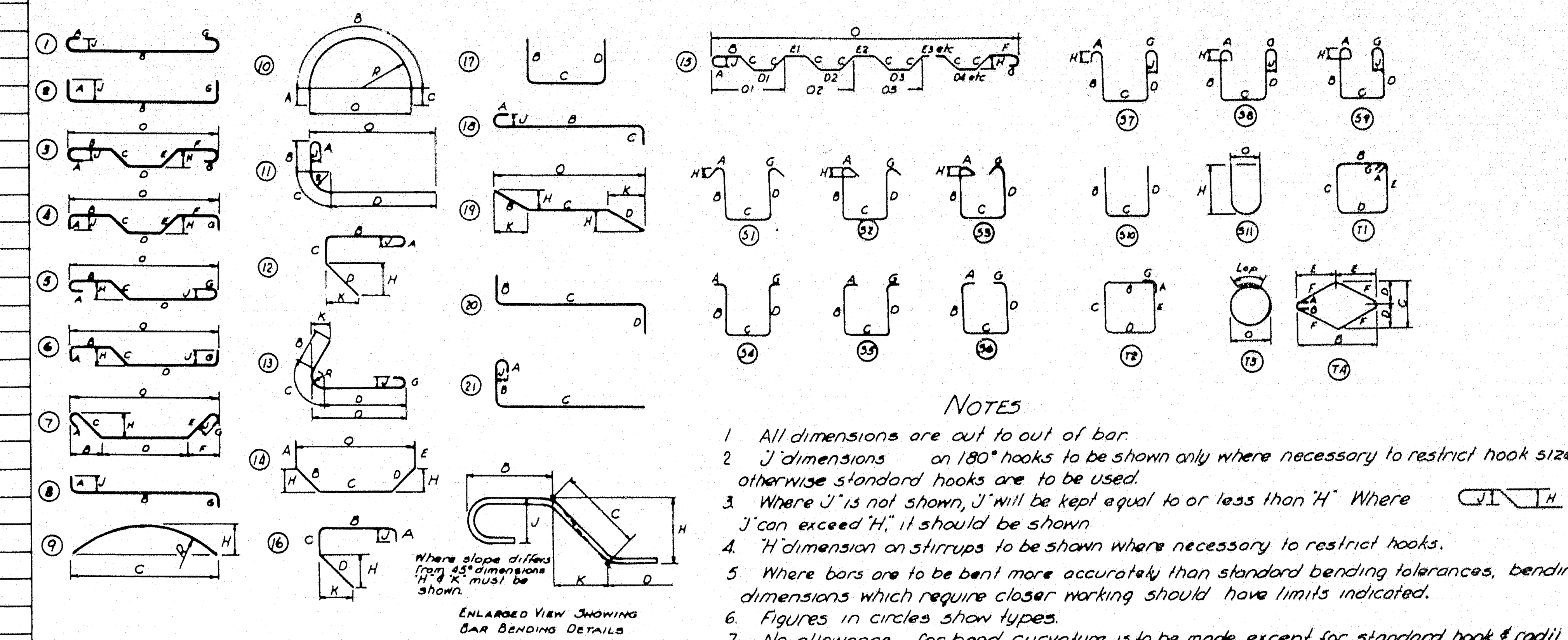
B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	40	44

WATERVILLE INTERSTATE

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
					NORTHWESTERLY ABUTMENT												
1																	
2	5	4	14'-4"	ANW 401	Str.												
3	5	4	22'-4"	ANW 402													
4	12	4	4'-0"	ANW 403													
5	7	4	12'-6"	ANW 404													
6	7	4	22'-3"	ANW 405													
7	28	4	3'-2"	ANW 406													
8	20	5	19'-3"	ANW 501													
9	76		5'-8"	ANW 502													
10	23		13'-0"	ANW 503													
11	19		18'-6"	ANW 504													
12	2		2'-11"	ANW 505													
13	2		3'-1"	ANW 506													
14	1		3'-3"	ANW 507													
15	2		3'-5"	ANW 508													
16	1		3'-7"	ANW 509													
17	[illegible]		3'-10"	ANW 510													
18	2		4'-0"	ANW 511													
19	1		4'-2"	ANW 512													
20	[illegible]		4'-4"	ANW 513													
21	[illegible]		4'-6"	ANW 514													
22	1		4'-8"	ANW 515													
23	[illegible]		4'-10"	ANW 516													
24	1		5'-0"	ANW 517													
25	2		5'-2"	ANW 518													
26	2		5'-4"	ANW 519													
27	1		5'-7"	ANW 520	Str.												
28	7		10'-9"	ANW 521	20		2'-0"	8'-9"									
29	8		10'-5"	ANW 522				8'-5"									
30	8		10'-2"	ANW 523				8'-2"									
31	8		9'-10"	ANW 524				7'-10"									
32	7		9'-7"	ANW 525	20		2'-0"	7'-7"									
33	38		8'-2"	ANW 526	S10		2'-6"	0'-6"	5'-2"								
34	38		5'-1"	ANW 527	20		0'-11"	4'-2"									
35	1		10'-4"	ANW 528	Str.												
36	1		10'-0"	ANW 529													
37	1		17'-4"	ANW 530													
38	1		17'-9"	ANW 531													
39	2		11'-0"	ANW 532													
40	2		5'-6"	ANW 533													
41	1		4'-0"	ANW 534													
42	1		3'-6"	ANW 535													
43	2		16'-6"	ANW 536													
44			14'-6"	ANW 537													
45			12'-6"	ANW 538													
46			10'-6"	ANW 539													
47	2		5'-3"	ANW 540													
48	1		3'-11"	ANW 541													
49			3'-6"	ANW 542													
50			4'-10"	ANW 543													
51			5'-4"	ANW 544													
52			5'-10"	ANW 545													
53			6'-4"	ANW 546													
54			6'-10"	ANW 547													
55			7'-4"	ANW 548													
56			7'-10"	ANW 549													
57			8'-4"	ANW 550													
58			8'-10"	ANW 551													
59			9'-4"	ANW 552													
60			9'-10"	ANW 553													
61			10'-4"	ANW 554													
62			10'-10"	ANW 555													
63			11'-4"	ANW 556													
64	1		11'-10"	ANW 557													
65	2		12'-4"	ANW 558													
66	1		7'-3"	ANW 559													
67			7'-9"	ANW 560													
68			8'-3"	ANW 561													
69			8'-9"	ANW 562													
70			9'-3"	ANW 563													
71			9'-9"	ANW 564													
72			10'-3"	ANW 565													
73	1		10'-9"	ANW 566													
74	3	5	11'-3"	ANW 567													
75	8	6	6'-2"	ANW 601													
76	12		8'-0"	ANW 602	Str.												
77	1		6'-2"	ANW 603	20		1'-11"	4'-3"									
78			6'-4"	ANW 604			2'-1"										
79			6'-6"	ANW 605			2'-3"										
80			6'-8"	ANW 606			2'-5"										
81	1	6	6'-10"	ANW 607	20		2'-7"	4'-3"									

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
82	1	6	7'-0"	ANW 608	20		2'-9"	4'-3"									
83			7'-2"	ANW 609			2'-11"										
84			7'-4"	ANW 610			3'-1"										
85			7'-6"	ANW 611			3'-3"										
86			7'-8"	ANW 612			3'-5"										
87			7'-9"	ANW 613			3'-6"										
88			7'-11"	ANW 614			3'-8"										
89			8'-1"	ANW 615			3'-10"										
90			8'-3"	ANW 616			4'-0"										
91			8'-4"	ANW 617			4'-1"										
92			8'-6"	ANW 618			4'-3"										
93			8'-7"	ANW 619			4'-4"										
94			8'-9"	ANW 620			4'-6"										
95			8'-10"	ANW 621			4'-7"										
96			6'-1"	ANW 622			1'-10"										
97			6'-4"	ANW 623			2'-1"										
98			6'-7"	ANW 624			2'-4"										
99			6'-10"	ANW 625			2'-7"										
100			7'-1"	ANW 626			2'-10"										
101			7'-4"	ANW 627			3'-1"										
102			7'-7"	ANW 628			3'-4"										
103			7'-10"	ANW 629			3'-7"										
104			8'-2"	ANW 630			3'-11"										
105			8'-5"	ANW 631			4'-2"										
106			8'-8"	ANW 632	20		4'-5"	4'-3"									
107			4'-10"	ANW 633	Str.												
108			5'-3"	ANW 634													
109			5'-8"	ANW 635													
110			6'-1"	ANW 636													
111			6'-6"	ANW 637													
112			6'-11"	ANW 638													
113			7'-4"	ANW 639													
114			7'-9"	ANW 640													
115			8'-2"	ANW 641													
116			8'-7"	ANW 642													
117			9'-0"	ANW 643													
118			9'-5"	ANW 644													
119			9'-10"	ANW 645													
120			10'-3"	ANW 646													
121			10'-8"	ANW 647													
122			11'-1"	ANW 648													
123			11'-6"	ANW 649													
124	1		11'-11"	ANW 650													
125	3		12'-4"	ANW 651													
126	1		7'-3"	ANW 652													
127			7'-8"	ANW 653													
128			8'-2"	ANW 654													
129			8'-7"	ANW 655													
130			9'-0"	ANW 656													
131			9'-6"	ANW 657													
132			9'-11"	ANW 658													
133			10'-4"	ANW 659													
134	1		10'-10"	ANW 660													
135	2		11'-3"	ANW 661	Str.												
136	21	6	4'-0"	ANW 662	20		2'-0"	2'-0"									
137																	
138																	
139																	
140																	
140																	
141																	
142																	
143																	
144																	
145																	
146																	
147																	
148																	
149																	
150																	
151																	
152																	
153																	
154																	
155																	
156																	
157																	
158																	
159																	
160																	
161																	
162																	

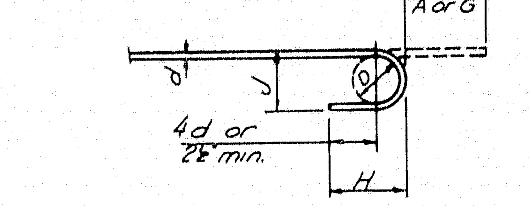
TYPICAL BAR BENDS



NOTES

1. All dimensions are out to out of bar.
2. 'J' dimensions on 180° hooks to be shown only where necessary to restrict hook size, otherwise standard hooks are to be used.
3. Where 'J' is not shown, 'J' will be kept equal to or less than 'H'. Where 'J' can exceed 'H', it should be shown.
4. 'H' dimension on stirrups to be shown where necessary to restrict hooks.
5. Where bars are to be bent more accurately than standard bending tolerances, bending dimensions which require closer working should have limits indicated.
6. Figures in circles show types.
7. No allowance for bend curvature is to be made except for standard hook & radii in excess of same.

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
163																	
164																	
165																	
166																	
167																	
168																	
169																	
170																	
171																	
172																	
173																	
174																	
175																	
176																	
177																	
178																	
179																	
180																	
181																	
182																	
183																	
184																	
185																	
186																	
187																	
188																	
189																	
190																	



STANDARD HOOK DETAIL

BAR SIZES

Equivalent Size	Present (Numbers)
$\frac{1}{4}"\phi$	#2
$\frac{3}{8}"\phi$	#3
$\frac{1}{2}"\phi$	#4
$\frac{5}{8}"\phi$	#5
$\frac{3}{4}"\phi$	#6
$\frac{7}{8}"\phi$	#7
$1"\phi$	#8
$1"\square$	#9
$1\frac{1}{8}"\square$	#10
$1\frac{1}{4}"\square$	#11

8. Bar reinforcement metal shall conform to the requirements of the Standard Specifications for new Billet-Steel Concrete Reinforcement Bars (Intermediate Grade) Serial Designation A.A.S.H.O. M31-48 or its latest revision.
All bars shall be deformed to conform with A.S.T.M. Specifications A305-49.

THE CLARKESON ENGINEERING CO., INC.

DESIGN G.B.	CHECK J.T.	BRIDGE NO.
DRAWN J.S.	APPROVED W.A.H. C.J.M.	SURVEY PLOT

STATE HIGHWAY COMMISSION

INTERSTATE #95
OVER
MAIN STREET
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
NORTHWESTERLY ABUTMENT
REINFORCEMENT SCHEDULE

SHEET 6 OF 10 SHEETS — AUGUSTA, MAINE

75-174

0 1 2 3 4 5 INCHES

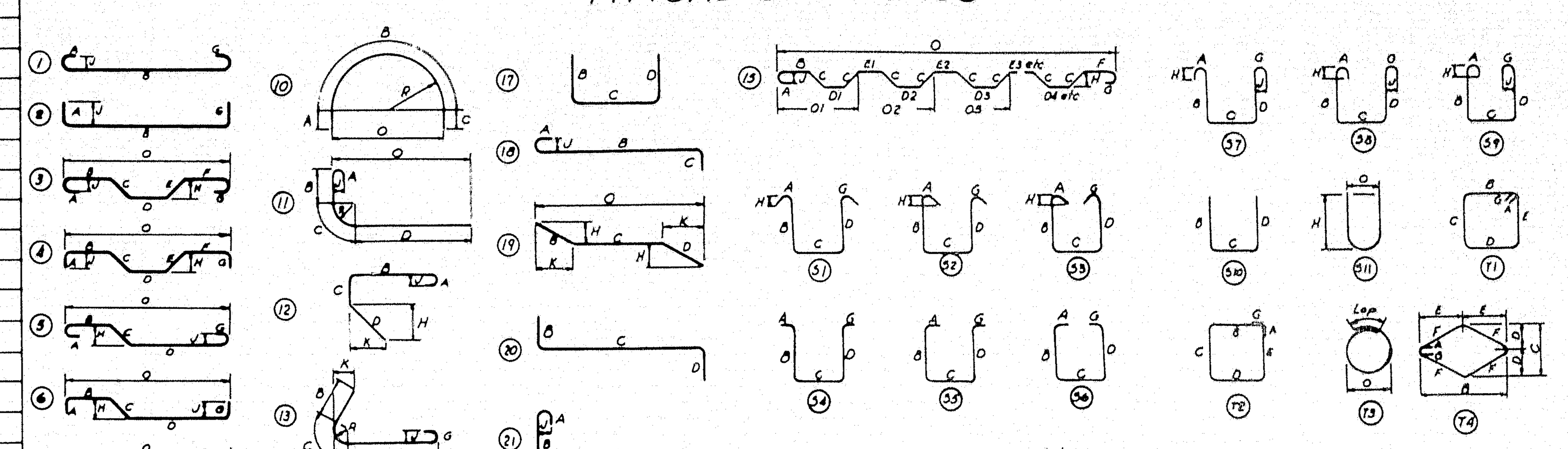
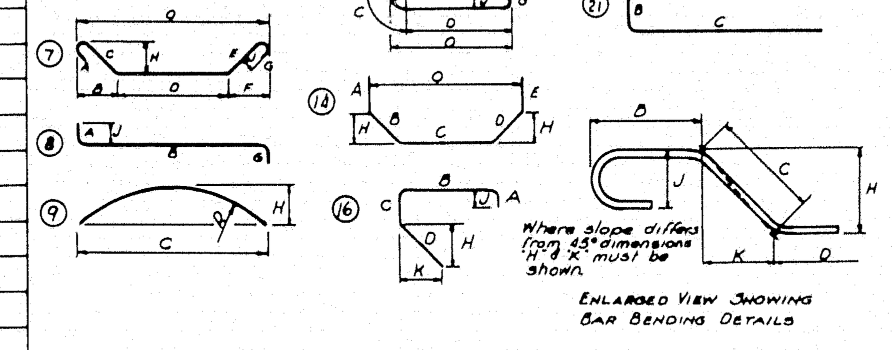
PRINTED BY SPAULDING MOSS CO. BOSTON, MASS. RE ORDER NO. G-1501

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	41	44

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
					NORTHEASTERLY ABUTMENT												
1	4	4	22'-9"	ANE 401	Str.												
2	4		13'-6"	ANE 402													
3	11		4'-0"	ANE 403													
4	7		21'-9"	ANE 404													
5	7		13'-9"	ANE 405													
6	27	4	3'-2"	ANE 406													
7	1	5	5'-7"	ANE 501													
8	2		5'-5"	ANE 502													
9	2		5'-3"	ANE 503													
10	1		5'-1"	ANE 504													
11	2		4'-11"	ANE 505													
12	1		4'-9"	ANE 506													
13	2		4'-7"	ANE 507													
14	1		4'-5"	ANE 508													
15	2		4'-3"	ANE 509													
16	1		4'-1"	ANE 510													
17	2		3'-11"	ANE 511													
18	1		3'-9"	ANE 512													
19	2		3'-7"	ANE 513													
20	1		3'-5"	ANE 514													
21	2		3'-3"	ANE 515													
22	1		3'-1"	ANE 516													
23	2		2'-11"	ANE 517													
24	74		5'-8"	ANE 518													
25	20		19'-3"	ANE 519													
26	[illegible]		11'-8"	ANE 520													
27	17		19'-6"	ANE 521	Str.												
28	7		8'-9"	ANE 522	20		2'-0"	6'-9"									
29	8		9'-0"	ANE 523				7'-0"									
30	8		9'-3"	ANE 524				7'-3"									
31	8		9'-6"	ANE 525				7'-6"									
32	6		9'-10"	ANE 526	20		2'-0"	7'-10"									
33	37		8'-2"	ANE 527	S10		2'-6"	0'-6"	5'-2"								
34	37		5'-1"	ANE 528	20		0'-11"	4'-2"									
35	1		10'-0"	ANE 529	Str.												
36	2		11'-4"	ANE 530													
37	1		10'-10"	ANE 531													
38			10'-4"	ANE 532													
39			9'-11"	ANE 533													
40			9'-5"	ANE 534													
41			9'-0"	ANE 535													
42			8'-6"	ANE 536													
43			8'-0"	ANE 537													
44			7'-7"	ANE 538													
45			7'-1"	ANE 539													
46			6'-7"	ANE 540													
47			6'-2"	ANE 541													
48			5'-8"	ANE 542													
49			5'-3"	ANE 543													
50			4'-9"	ANE 544													
51			4'-4"	ANE 545													
52			3'-10"	ANE 546													
53			6'-10"	ANE 547													
54			7'-3"	ANE 548													
55			7'-8"	ANE 549													
56			8'-1"	ANE 550													
57			8'-6"	ANE 551													
58			8'-11"	ANE 552													
59			9'-4"	ANE 553													
60	1		9'-9"	ANE 554													
61	2		10'-3"	ANE 555													
62			17'-3"	ANE 556													
63			15'-0"	ANE 557													
64			13'-0"	ANE 558													
65			10'-9"	ANE 559													
66			5'-0"	ANE 560													
67	2		3'-4"	ANE 561													
68	1		18'-2"	ANE 562													
69	1		17'-10"	ANE 563													
70	2		10'-0"	ANE 564													
71	2		5'-6"	ANE 565													
72	2		3'-3"	ANE 566													
73	1	5	9'-8"	ANE 567													
74	8	6	6'-0"	ANE 601													
75	12		8'-6"	ANE 602	Str.												
76	1		8'-10"	ANE 603	20		4'-7"	4'-3"									
77			8'-9"	ANE 604			4'-6"										
78			8'-7"	ANE 605			4'-4"										
79			8'-5"	ANE 606			4'-2"										
80			8'-3"	ANE 607			4'-0"										
81	1	6	8'-1"	ANE 608	20		3'-10"	4'-3"									
82	1	6	8'-0"	ANE 609	20		3'-9"	4'-3"									
83			7'-10"	ANE 610			3'-7"										
84			7'-8"	ANE 611			3'-5"										
85			7'-6"	ANE 612			3'-3"										
86			7'-5"	ANE 613			3'-2"										
87			7'-3"	ANE 614			3'-9"										
88			7'-2"	ANE 615			2'-11"										
89			6'-11"	ANE 616			2'-8"										
90			6'-9"	ANE 617			2'-6"										
91			6'-8"	ANE 618			2'-5"										
92			6'-6"	ANE 619			2'-3"										
93			6'-5"	ANE 620			2'-2"										
94			6'-3"	ANE 621			2'-0"										
95			6'-2"	ANE 622			1'-11"										
96			8'-8"	ANE 623			4'-5"										
97			8'-5"	ANE 624			4'-2"										
98			8'-2"	ANE 625			3'-11"										
99			7'-11"	ANE 626			3'-8"										
100			7'-7"	ANE 627			3'-4"										
101			7'-4"	ANE 628			3'-1"										
102			7'-1"	ANE 629			2'-10"										
103			6'-10"	ANE 630			2'-7"										
104			6'-7"	ANE 631			2'-4"										
105			6'-4"	ANE 632			2'-1"										
106			6'-1"	ANE 633	20		1'-10"	4'-3"									
107			11'-4"	ANE 634	Str.												
108			11'-0"	ANE 635													
109			10'-7"	ANE 636													
110			10'-2"	ANE 637													
111			9'-9"	ANE 638													
112			9'-4"	ANE 639													
113			9'-0"	ANE 640													
114			8'-7"	ANE 641													
115			8'-2"	ANE 642													
116			7'-9"	ANE 643													
117			7'-4"	ANE 644													
118			7'-0"	ANE 645													
119			6'-7"	ANE 646													
120			6'-2"	ANE 647													
121			5'-9"	ANE 648													
122			5'-4"	ANE 649													
123			4'-11"	ANE 650													
124			4'-6"	ANE 651													
125			4'-2"	ANE 652													
126			3'-10"	ANE 653													
127			6'-10"	ANE 654													
128			7'-2"	ANE 655													
129			7'-6"	ANE 656													
130			7'-10"	ANE 657													
131			8'-2"	ANE 658													
132			8'-6"	ANE 659													
133			8'-10"	ANE 660													
134			9'-2"	ANE 661													
135			9'-6"	ANE 662													
136			9'-10"	ANE 663													
137	1		10'-3"	ANE 664	Str.												
138	21	6	4'-0"	ANE 665	20		2'-0"	2'-0"									
139																	
140																	
140																	
141																	
142																	
143																	
144																	
145																	
146																	
147																	
148																	
149																	
150																	
151																	
152																	
153																	
154																	
155																	
156																	
157																	
158																	
159																	
160																	
161																	
162																	
163																	
164																	
165																	
166																	
167																	
168																	
169																	
170																	
171																	
172																	
173																	
174																	
175																	
176																	
177																	
178																	
179																	
180																	
181																	
182																	
183																	
184																	
185																	
186																	
187																	
188																	
189																	
190																	

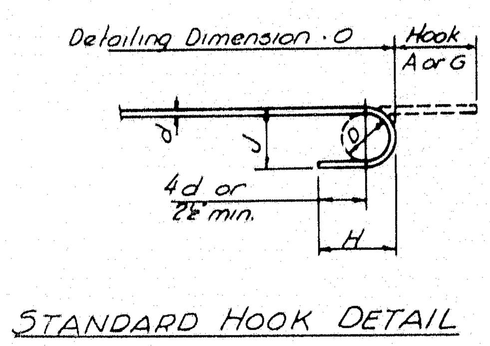
PRINTED BY SPAULDING-MOSS CO. BOSTON MASS. RE ORDER NO. G-1501

TYPICAL BAR BENDS

NOTES

1. All dimensions are out to out of bar
2. 'J' dimensions on 180° hooks to be shown only where necessary to restrict hook size, otherwise standard hooks are to be used
3. Where 'J' is not shown, 'J' will be kept equal to or less than 'H'. Where 'J' can exceed 'H', it should be shown
4. 'H' dimension on stirrups to be shown where necessary to restrict hooks.
5. Where bars are to be bent more accurately than standard bending tolerances, bending dimensions which require closer working should have limits indicated.
6. Figures in circles show types.
7. No allowance for bend curvature is to be made except for standard hook & radii in excess of same.



STANDARD HOOK DETAIL

BAR SIZES

Equivalent Size	Present (Numbers)
¼"φ	#2
⅜"φ	#3
½"φ	#4
⅝"φ	#5
¾"φ	#6
⅞"φ	#7
1"φ	#8
1"□	#9
1⅛"□	#10
1¼"□	#11

8. Bar reinforcement metal shall conform to the requirements of the Standard Specifications for new Billet-Steel Concrete Reinforcement Bars (Intermediate Grade) Serial Designation A.A.S.H.O. M31-48 or its latest revision.
All bars shall be deformed to conform with A.S.T.M. Specifications A305-49.

THE CLARKESON ENGINEERING CO. INC.

DESIGN G.B.	CHECK J.T. - H.L.	BRIDGE NO.
DRAWN J.S.	APPROVED W.A.H. C.J.M.	SURVEY PLOT

STATE HIGHWAY COMMISSION

INTERSTATE #95
OVER
MAIN STREET
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
NORTHEASTERLY ABUTMENT
REINFORCEMENT SCHEDULE

SHEET 7 OF 10 SHEETS — AUGUSTA, MAINE

75-175

0 1 2 3 4 5 INCHES

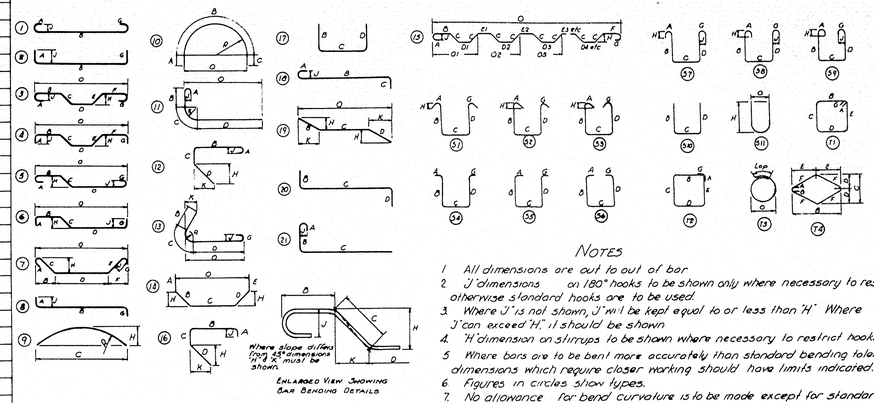
B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	82	86

WATERVILLE INTERSTATE

SOUTHWESTERLY ABUTMENT

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
1	5	#4	14'-0"	ASW 401	Str.												
2	5		23'-0"	ASW 402													
3	12		4'-0"	ASW 403													
4	7		14'-0"	ASW 404													
5	7		22'-6"	ASW 405													
6	28	#4	3'-2"	ASW 406													
7	2	#5	2'-11"	ASW 501													
8	2		3'-1"	ASW 502													
9	1		3'-3"	ASW 503													
10	2		3'-5"	ASW 504													
11	1		3'-7"	ASW 505													
12	2		3'-9"	ASW 506													
13	1		3'-11"	ASW 507													
14	2		4'-1"	ASW 508													
15	2		4'-3"	ASW 509													
16	1		4'-5"	ASW 510													
17	2		4'-7"	ASW 511													
18	2		4'-9"	ASW 512													
19	1		4'-11"	ASW 513													
20	2		5'-1"	ASW 514													
21	1		5'-3"	ASW 515													
22	2		5'-5"	ASW 516													
23	1		5'-7"	ASW 517													
24	76		5'-8"	ASW 518													
25	20		20'-0"	ASW 519													
26	23		13'-0"	ASW 520													
27	19		19'-6"	ASW 521	Str.												
28	7		10'-10"	ASW 522	20		2'-0"	8'-10"									
29	8		10'-6"	ASW 523	20			8'-6"									
30	8		10'-3"	ASW 524	20			8'-3"									
31	8		10'-0"	ASW 525	20			8'-0"									
32	7		9'-8"	ASW 526	20		2'-0"	7'-8"									
33	38		8'-2"	ASW 527	S10		2'-6"	0'-6"	5'-2"								
34	38		5'-1"	ASW 528	20		0'-1"	4'-2"									
35	1		4'-10"	ASW 529	Str.												
36			5'-3"	ASW 530													
37			5'-9"	ASW 531													
38			6'-2"	ASW 532													
39			6'-8"	ASW 533													
40			7'-2"	ASW 534													
41			7'-7"	ASW 535													
42			8'-1"	ASW 536													
43			8'-6"	ASW 537													
44			9'-0"	ASW 538													
45			9'-5"	ASW 539													
46	1		9'-11"	ASW 540													
47	2		10'-4"	ASW 541													
48	2		10'-10"	ASW 542													
49	4		11'-4"	ASW 543													
50	1		11'-10"	ASW 544													
51	2		12'-4"	ASW 545													
52	1		7'-4"	ASW 546													
53			7'-10"	ASW 547													
54			8'-4"	ASW 548													
55			8'-10"	ASW 549													
56			9'-4"	ASW 550													
57	1		9'-10"	ASW 551													
58	2		11'-0"	ASW 552													
59	2		5'-6"	ASW 553													
60	2		3'-5"	ASW 554													
61	1		10'-7"	ASW 555													
62	1		10'-2"	ASW 556													
63	2		17'-0"	ASW 557													
64			14'-9"	ASW 558													
65			12'-6"	ASW 559													
66			10'-6"	ASW 560													
67			5'-10"	ASW 561													
68	2		3'-3"	ASW 562													
69	1		17'-10"	ASW 563													
70	1	5	18'-2"	ASW 564	Str.												
71	21	6	4'-0"	ASW 601	20		2'-0"	2'-0"									
72	8		6'-6"	ASW 602	Str.												
73	12		8'-0"	ASW 603	Str.												
74	2		8'-10"	ASW 604	20		4'-7"	4'-3"									
75	2		8'-8"	ASW 605			4'-5"										
76	1		8'-6"	ASW 606			4'-3"										
77	2		8'-4"	ASW 607			4'-1"										
78	1		8'-3"	ASW 608			4'-0"										
79	2		8'-1"	ASW 609			3'-10"										
80	2		7'-11"	ASW 610			3'-8"										
81	2	6	7'-9"	ASW 611	20		3'-6"	4'-3"									
82	1	#6	7'-8"	ASW 612	20		3'-5"	4'-3"									
83	2		7'-6"	ASW 613			3'-3"										
84	2		7'-4"	ASW 614			3'-1"										
85	1		7'-3"	ASW 615			3'-0"										
86	2		7'-1"	ASW 616			2'-10"										
87	1		6'-11"	ASW 617			2'-8"										
88	2		6'-9"	ASW 618			2'-6"										
89	2		6'-7"	ASW 619			2'-4"										
90	2		6'-5"	ASW 620			2'-2"										
91	1		6'-3"	ASW 621			2'-0"										
92	2		6'-2"	ASW 622	20		1'-11"	4'-3"									
93	1		4'-10"	ASW 623	Str.												
94			5'-3"	ASW 624													
95			5'-7"	ASW 625													
96			6'-0"	ASW 626													
97			6'-4"	ASW 627													
98	1		6'-9"	ASW 628													
99	2		7'-2"	ASW 629													
100			7'-7"	ASW 630													
101			8'-0"	ASW 631													
102			8'-5"	ASW 632													
103			8'-10"	ASW 633													
104			9'-3"	ASW 634													
105	2		9'-8"	ASW 635													
106	1		10'-1"	ASW 636													
107			10'-6"	ASW 637													
108			11'-1"	ASW 638													
109			11'-4"	ASW 639													
110			11'-9"	ASW 640													
111			12'-1"	ASW 641													
112			10'-2"	ASW 642													
113			10'-6"	ASW 643													
114	1		10'-11"	ASW 644													
115	2	6	11'-4"	ASW 645	Str.												
116	2	6	12'-4"	ASW 646	Str.												
117																	
118																	
119																	
120																	
121																	
122																	
123																	
124																	
125																	
126																	
127																	
128																	
129																	
130																	
131																	
132																	
133																	
134																	
135																	
136																	
137																	
138																	
139																	
140																	
141																	
142																	
143																	
144																	
145																	
146																	
147																	
148																	
149																	
150																	
151																	
152																	
153																	
154																	
155																	
156																	
157																	
158																	
159																	
160																	
161																	
162																	

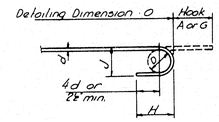
TYPICAL BAR BENDS



NOTES

1. All dimensions are out to out of bar.
2. "J" dimensions on 180° hooks to be shown only where necessary to restrict hook size, otherwise standard hooks are to be used.
3. Where "J" is not shown, "J" will be kept equal to or less than "H". Where "J" can exceed "H", it should be shown.
4. "H" dimension on stirrups to be shown where necessary to restrict hooks.
5. Where bars are to be bent more accurately than standard bending tolerances, bending dimensions which require closer working should have limits indicated.
6. Figures in circles show types.
7. No allowance for bend curvature is to be made except for standard hook & radii in excess of same.

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
163																	
164																	
165																	
166																	
167																	
168																	
169																	
170																	
171																	
172																	
173																	
174																	
175																	
176																	
177																	
178																	
179																	
180																	
181																	
182																	
183																	
184																	
185																	
186																	
187																	
188																	
189																	
190																	



STANDARD HOOK DETAIL

BAR SIZES

Equivalent Size	Present (Numbers)
1/4"φ	#2
3/8"φ	#3
1/2"φ	#4
5/8"φ	#5
3/4"φ	#6
7/8"φ	#7
1"φ	#8
1"□	#9
1 1/8"□	#10
1 1/4"□	#11

8. Bar reinforcement metal shall conform to the requirements of the Standard Specifications for new Billet-Steel Concrete Reinforcement Bars (Intermediate Grade) Serial Designation A.A.S.H.O. M31-48 or its latest revision. All bars shall be deformed to conform with A.S.T.M. Specifications A 305-49.

THE CLARKESON ENGINEERING CO., INC.

DESIGN G.B.	CHECK J.T. - H.L. W.A.H.	BRIDGE NO. SURVEY
DRAWN J.S.	APPROVED C.J.M.	PLOT

STATE HIGHWAY COMMISSION

INTERSTATE #95

OVER

MAIN STREET

IN THE CITY OF

WATERVILLE

KENNEBEC COUNTY

SOUTHWESTERLY ABUTMENT REINFORCEMENT SCHEDULE

SHEET 8 OF 10 SHEETS

AUGUSTA, MAINE

75-176

PRINTED BY SPAULDING-MOSS CO. BOSTON, MASS. REORDER NO. G-1201

0 1 2 3 4 5 INCHES

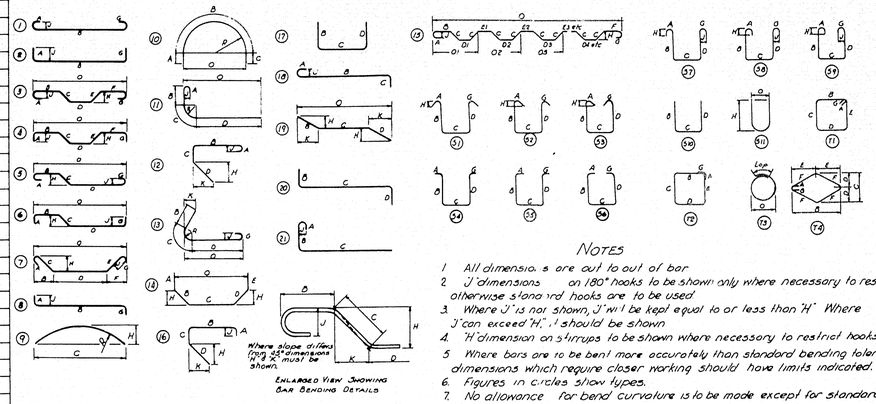
B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	44	44

WATERVILLE INTERSTATE

SOUTHEASTERLY ABUTMENT

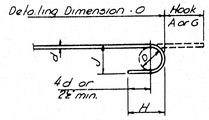
Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
1	12	4	23'-5"	ASE 401	Str.												
2	12	4	13'-2"	ASE 402													
3	12	4	4'-0"	ASE 403													
4	28	4	3'-2"	ASE 404													
5	2	5	2'-11"	ASE 501													
6	1		3'-0"	ASE 502													
7	2		3'-2"	ASE 503													
8	1		3'-4"	ASE 504													
9	1		3'-5"	ASE 505													
10	2		3'-6"	ASE 506													
11	2		3'-9"	ASE 507													
12	1		3'-10"	ASE 508													
13	2		4'-0"	ASE 509													
14	1		4'-1"	ASE 510													
15	1		4'-3"	ASE 511													
16	2		4'-4"	ASE 512													
17	1		4'-6"	ASE 513													
18	2		4'-8"	ASE 514													
19	2		4'-11"	ASE 515													
20	1		5'-0"	ASE 516													
21	2		5'-3"	ASE 517													
22	1		5'-5"	ASE 518													
23	76		5'-8"	ASE 519													
24	20		19'-6"	ASE 520													
25	19		20'-8"	ASE 521													
26	23		12'-6"	ASE 522	Str.												
27	6		9'-11"	ASE 523	20		2'-0"	7'-11"									
28	8		10'-2"	ASE 524				8'-2"									
29	8		10'-6"	ASE 525				8'-6"									
30	8		10'-9"	ASE 526				8'-9"									
31	7		11'-0"	ASE 527	20		2'-0"	9'-0"									
32	37		8'-3"	ASE 528	S10		2'-6"	0'-6"	5'-3"								
33	37		5'-1"	ASE 529	20		0'-11"	4'-2"									
34	1		4'-11"	ASE 530	Str.												
35	1		5'-4"	ASE 531													
36			5'-10"	ASE 532													
37			6'-3"	ASE 533													
38			6'-9"	ASE 534													
39			7'-2"	ASE 535													
40			7'-8"	ASE 536													
41			8'-1"	ASE 537													
42			8'-7"	ASE 538													
43			9'-0"	ASE 539													
44			9'-6"	ASE 540													
45			9'-11"	ASE 541													
46			10'-5"	ASE 542													
47			10'-11"	ASE 543													
48			11'-5"	ASE 544													
49	1		11'-11"	ASE 545													
50	3		12'-6"	ASE 546													
51	1		6'-11"	ASE 547													
52			7'-6"	ASE 548													
53			8'-0"	ASE 549													
54			8'-6"	ASE 550													
55			9'-0"	ASE 551													
56			9'-6"	ASE 552													
57			10'-0"	ASE 553													
58			10'-6"	ASE 554													
59	1		11'-0"	ASE 555													
60	2		11'-6"	ASE 556													
61			18'-0"	ASE 557													
62			16'-0"	ASE 558													
63			14'-0"	ASE 559													
64			12'-0"	ASE 560													
65			6'-0"	ASE 561													
66	2		4'-3"	ASE 562													
67	1		19'-3"	ASE 563													
68	1		18'-10"	ASE 564													
69	2		10'-6"	ASE 565													
70	2		6'-0"	ASE 566													
71	2		3'-9"	ASE 567													
72	1		10'-9"	ASE 568													
73	1	5	11'-2"	ASE 569	Str.												
74	23	6	4'-0"	ASE 601	20		1'-10"	2'-2"									
75	8		3'-4"	ASE 602	Str.												
76	12		8'-5"	ASE 603	Str.												
77	1		8'-8"	ASE 604	20		4'-5"	4'-3"									
78	2		8'-7"	ASE 605			4'-4"										
79	2		8'-5"	ASE 606			4'-2"										
80	1		8'-4"	ASE 607			4'-1"										
81	2	6	8'-3"	ASE 608	20		4'-0"	4'-3"									
82	1	6	8'-1"	ASE 609	20		3'-10"	4'-3"									
83	2		8'-0"	ASE 610			3'-9"										
84	1		7'-10"	ASE 611			3'-7"										
85	2		7'-9"	ASE 612			3'-6"										
86	1		7'-7"	ASE 613			3'-4"										
87	2		7'-6"	ASE 614			3'-3"										
88	2		7'-4"	ASE 615			3'-1"										
89	1		7'-3"	ASE 616			3'-0"										
90	2		7'-2"	ASE 617			2'-11"										
91	1		7'-0"	ASE 618			2'-9"										
92	2		6'-11"	ASE 619			2'-8"										
93	1		6'-9"	ASE 620			2'-6"										
94	2		6'-8"	ASE 621			2'-5"										
95	1		6'-6"	ASE 622			2'-3"										
96	2		6'-5"	ASE 623			2'-2"										
97	1		6'-3"	ASE 624			2'-0"										
98	2		6'-2"	ASE 625	20		1'-11"	4'-3"									
99	1		4'-11'	ASE 626	Str.												
100			5'-4"	ASE 627													
101			5'-9"	ASE 628													
102			6'-2"	ASE 629													
103			6'-6"	ASE 630													
104			6'-11"	ASE 631													
105			7'-4"	ASE 632													
106			7'-9"	ASE 633													
107			8'-2"	ASE 634													
108			8'-7"	ASE 635													
109			9'-0"	ASE 636													
110			9'-4"	ASE 637													
111			9'-9"	ASE 638													
112			10'-2"	ASE 639													
113			10'-6"	ASE 640													
114			10'-11"	ASE 641													
115			11'-4"	ASE 642													
116			11'-9"	ASE 643													
117			12'-1"	ASE 644													
118	1		12'-5"	ASE 645													
119	2		12'-6"	ASE 646													
120	1		6'-10"	ASE 647													
121			7'-3"	ASE 648													
122			7'-8"	ASE 649													
123			8'-1"	ASE 650													
124			8'-6"	ASE 651													
125			8'-11"	ASE 652													
126			9'-5"	ASE 653													
127			9'-10"	ASE 654													
128			10'-3"	ASE 655													
129			10'-8"	ASE 656													
130	1		11'-1"	ASE 657													
131	2	6	11'-6"	ASE 658	Str.												
132																	
133																	
134																	
135																	
136																	
137																	
138																	
139																	
140																	
141																	
142																	
143																	
144																	
145																	
146																	
147																	
148																	
149																	
150																	
151																	
152																	
153																	
154																	
155																	
156																	
157																	
158																	
159																	
160																	
161																	
162																	
163																	
164																	
165																	
166																	
167																	
168																	
169																	
170																	
171																	
172																	
173																	
174																	
175																	
176																	
177																	
178																	
179																	
180																	
181																	
182																	
183																	
184																	
185																	
186																	
187																	
188																	
189																	
190																	

TYPICAL BAR BENDS



NOTES

1. All dimensions are out to out of bar.
2. "J" dimensions on 180° hooks to be shown only where necessary to restrict hook size, otherwise standard hooks are to be used.
3. Where "J" is not shown, "J" will be kept equal to or less than "H". Where "J" can exceed "H", "J" should be shown.
4. "H" dimension on stirrups to be shown where necessary to restrict hooks.
5. Where bars are to be bent more accurately than standard bending tolerances, bending dimensions which require closer working should have limits indicated.
6. Figures in circles show types.
7. No allowance for bend curvature is to be made except for standard hook & radii in excess of same.



STANDARD HOOK DETAIL

BAR SIZES

Equivalent Size	Present (Numbers)
1/4"φ	#2
3/8"φ	#3
1/2"φ	#4
5/8"φ	#5
3/4"φ	#6
7/8"φ	#7
1"φ	#8
1"□	#9
1 1/8"□	#10
1 1/4"□	#11

8. Bar reinforcement metal shall conform to the requirements of the Standard Specifications for new Billet-Steel Concrete Reinforcement Bars (Intermediate Grade) Serial Designation A.A.S.H.O. M31-48 or its latest revision. All bars shall be deformed to conform with A.S.T.M. Specifications A305-49.

THE CLARKESON ENGINEERING CO., INC.

DESIGN G.B.	CHECK J.T.-H.L.	BRIDGE NO.
DRAWN	APPROVED W.A.H.-C.J.M.	SURVEY PLOT

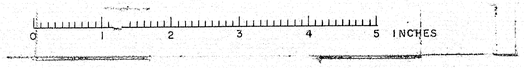
STATE HIGHWAY COMMISSION

INTERSTATE #95
OVER
MAIN STREET
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY

SOUTHEASTERLY ABUTMENT
REINFORCEMENT SCHEDULE

SHEET 9 OF 10 SHEETS — AUGUSTA, MAINE

75-177



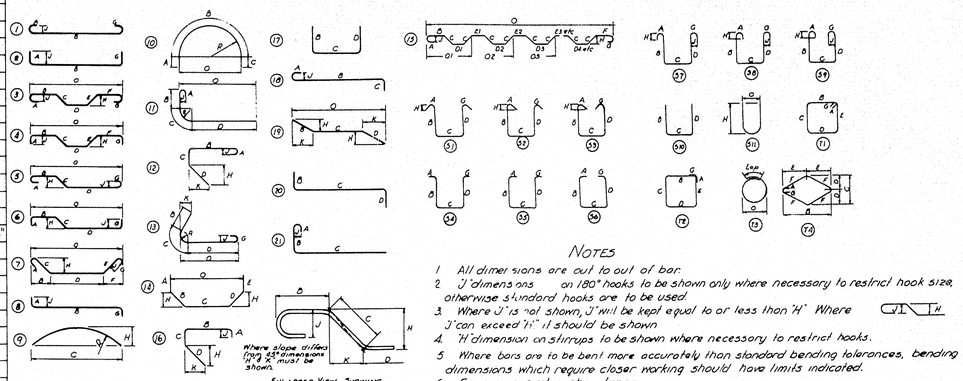
B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)		

WATERVILLE INTERSTATE

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
						PIER A											
1																	
2	78	5	9'-10"	PA 501	T1	0'-6"	2'-8"	1'-9"	2'-8"	1'-9"		0'-6"					
3	2		9'-6"	PA 502			2'-4"	1'-11"	2'-4"	1'-11"							
4	2		9'-8"	PA 503			2'-5"		2'-5"								
5	2		9'-10"	PA 504			2'-6"		2'-6"								
6	4		10'-2"	PA 505			2'-8"		2'-8"								
7	4		10'-6"	PA 506			2'-10"		2'-10"								
8	4		10'-10"	PA 507			3'-0"		3'-0"								
9	42		11'-2"	PA 508			3'-2"		3'-2"								
10	2		11'-0"	PA 509			3'-1"		3'-1"								
11	2		10'-8"	PA 510			2'-11"		2'-11"								
12	2		10'-4"	PA 511	T1	0'-6"	2'-9"	1'-11"	2'-9"	1'-11"		0'-6"					
13	6	5	5'-8 3/8"	PA 512	S10		1'-4"	3'-0 3/8"	1'-4"								
14	32	5	7'-8"	PA 513	Str.												
15	2	6	36'-8"	PA 601													
16	44	7	7'-8"	PA 701													
17	40	9	5'-9"	PA 901													
18	20	9	20'-6"	PA 902													
19	20	9	24'-2"	PA 903	Str.												
20	8	11	36'-10"	PA 1101	14		5'-11"	25'-0"	5'-11"			1@ 0'-6" 1@ 0'-10"					36'-8"
21	8	11	36'-8"	PA 1102	Str.												
22																	
23																	
24																	
25																	
26						PIER B											
27	2	5	9'-10"	PB 501	T1	0'-6"	2'-8"	1'-9"	2'-8"	1'-9"		0'-6"					
28	2		9'-6"	PB 502			2'-4"	1'-11"	2'-4"	1'-11"							
29	2		9'-8"	PB 503			2'-5"		2'-5"								
30	2		9'-10"	PB 504			2'-6"		2'-6"								
31	4		10'-2"	PB 505			2'-8"		2'-8"								
32	4		10'-6"	PB 506			2'-10"		2'-10"								
33	4		10'-10"	PB 507			3'-0"		3'-0"								
34	42		11'-2"	PB 508			3'-2"		3'-2"								
35	2		11'-0"	PB 509			3'-1"		3'-1"								
36	2		10'-8"	PB 510			2'-11"		2'-11"								
37	2		10'-4"	PB 511	T1	0'-6"	2'-9"	1'-11"	2'-9"	1'-11"		0'-6"					
38	6	5	5'-8 3/8"	PB 512	S10		1'-4"	3'-0 3/8"	1'-4"								
39	32	5	7'-8"	PB 513	Str.												
40	2	6	36'-8"	PB 601													
41	44	7	7'-8"	PB 701													
42	40	9	5'-9"	PB 901													
43	20	9	20'-9"	PB 902													
44	20	9	30'-5"	PB 903	Str.												
45	8	11	36'-10"	PB 1101	14		5'-11"	25'-0	5'-11"			1@ 0'-6" 1@ 0'-10"					36'-8"
46	8	11	36'-8"	PB 1102	Str.												
47																	
48																	
49																	
50																	
51																	
52						PIER C											
53	78	5	9'-10"	PC 501	T1	0'-6"	2'-8"	1'-9"	2'-8"	1'-9"		0'-6"					
54	2		9'-6"	PC 502			2'-4"	1'-11"	2'-4"	1'-11"							
55	2		9'-8"	PC 503			2'-5"		2'-5"								
56	2		9'-10"	PC 504			2'-6"		2'-6"								
57	4		10'-2"	PC 505			2'-8"		2'-8"								
58	4		10'-6"	PC 506			2'-10"		2'-10"								
59	4		10'-10"	PC 507			3'-0"		3'-0"								
60	42		11'-2"	PC 508			3'-2"		3'-2"								
61	2		11'-0"	PC 509			3'-1"		3'-1"								
62	2		10'-8"	PC 510			2'-11"		2'-11"								
63	2		10'-4"	PC 511	T1	0'-6"	2'-9"	1'-11"	2'-9"	1'-11"		0'-6"					
64	6		5'-8 3/8"	PC 512	S10		1'-4"	3'-0 3/8"	1'-4"								
65	32	5	7'-8"	PC 513	Str.												
66	2	6	36'-8"	PC 601	Str.												
67	44	7	7'-8"	PC 701	Str.												
68	40	9	5'-9"	PC 901	Str.												
69	20	9	24'-6"	PC 902	Str.												
70	20	9	21'-1"	PC 903	Str.												
71	8	11	36'-10"	PC 1101	14		5'-11"	25'-0"	5'-11"			1@ 0'-6" 1@ 0'-10"					36'-8"
72	8	11	36'-8"	PC 1102	Str.												
73																	
74																	
75																	
76																	
77																	
78																	
79																	
80																	
81																	

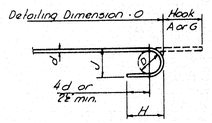
Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
82						PIER D											
83	78	5	9'-10"	PD 501	T1	0'-6"	2'-8"	1'-9"	2'-8"	1'-9"		0'-6"					
84	2		9'-6"	PD 502			2'-4"	1'-11"	2'-4"	1'-11							
85	2		9'-8"	PD 503			2'-5"		2'-5"								
86	2		9'-10"	PD 504			2'-6"		2'-6"								
87	4		10'-2"	PD 505			2'-8"		2'-8"								
88	4		10'-6"	PD 506			2'-10"		2'-10"								
89	4		10'-10"	PD 507			3'-0"		3'-0"								
90	42		11'-2"	PD 508			3'-2"		3'-2"								
91	2		11'-0"	PD 509			3'-1"		3'-1"								
92	2		10'-8"	PD 510			2'-11"		2'-11"								
93	2		10'-4"	PD 511	T1	0'-6"	2'-9"	1'-11"	2'-9"	1'-11"		0'-6"					
94	6	5	5'-8 3/8"	PD 512	S10		1'-4"	3'-0 3/8"	1'-4"								
95	2	6	36'-8"	PD 601	Str.												
96	64	6	8'-8"	PD 602													
97	40	9	5'-9"	PD 901													
98	20	9	22'-0"	PD 902													
99	20	9	22'-6"	PD 903													
100	10	9	31'-8"	PD 904	Str.												
101	8	11	36'-10"	PD 1101	14		5'-11"	25'-0"	5'-11"			1@ 0'-6" 1@ 0'-10"					36'-8"
102	8		36'-8"	PD 1102	Str.												
103	10		31'-8"	PD 1103	Str.												
104	10	11	20'-6"	PD 1104	Str.												
105																	
106																	
107																	
108																	
109						DECK											
110	608	4	26'-2"	S 401	Str.												
111	304	4	31'-2"	S 402	Str.												
112	660	5	4'-4"	S 501	S5		1'-8"	0'-8"	1'-6"			0'-6"					
113	660		5'-11"	S 502	S5	0'-9"	1'-2"	2'-1"	1'-2"			0'-9"					
114	332		36'-0"	S 503	Str.												
115	73		37'-6"	S 504	15		3'-4 1/2"	0'-7 3/4"	4'-1 1/2"	3'-3"	2'-8 1/2"						36'-0"
116	24			S 505			3'-3 1/2"				2'-9 1/2"						
117	24			S 506			3'-2 1/2"				2'-10 1/2"						
118	42		37'-6"	S 507			3'-0 1/2"		4'-1 1/2"		3'-0 1/2"						36'-0"
119	73		37'-10"	S 508			3'-4 1/2"		4'-2 1/2"		2'-8 1/2"						36'-4"
120	24			S 509			3'-3 1/2"				2'-9 1/2"						
121	24			S 510			3'-2 1/2"				2'-10 1/2"						
122	40		37'-10"	S 511	15		3'-0 1/2"	0'-7 3/4"	4'-2 1/2"	3'-3"	3'-0 1/2"						36'-4"
123	328		36'-5"	S 512	Str.												
124	96	5	3'-0"	S 513	Str.												
125	48	5	6'-0"	S 514	Str.												
126																	
127																	
128																	
129																	
130						APPROACH SLABS											
131	40	4	31'-10"	AS 401	Str.												
132	40	4	32'-3"	AS 402	Str.												
133	496	7	14'-6"	AS 701	Str.												
134																	
135																	
136																	
137																	
138																	
139																	
140																	
141																	
142																	
143																	
144																	
145																	
146																	
147																	
148																	
149																	
150																	
151																	
152																	
153																	
154																	
155																	
156																	
157																	
158																	
159																	
160																	
161																	
162																	

TYPICAL BAR BENDS



NOTES

1. All dimensions are out to out of bar.
2. "J" dimensions on 180° hooks to be shown only where necessary to restrict hook size, otherwise standard hooks are to be used.
3. Where "J" is not shown, "J" will be kept equal to or less than "H". Where "J" can exceed "H" it should be shown.
4. "H" dimension on stirrups to be shown where necessary to restrict hooks.
5. Where bars are to be bent more accurately than standard bending tolerances, bending dimensions which require closer working should have limits indicated.
6. Figures in circles show types.
7. No allowance for bend curvature is to be made except for standard hook & radii in excess of same.



STANDARD HOOK DETAIL

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
163																	
164																	
165																	
166																	
167																	
168																	
169																	
170																	
171																	
172																	
173																	
174																	
175																	
176																	
177																	
178																	
179																	
180																	
181																	
182																	
183																	
184																	
185																	
186																	
187																	
188																	
189																	
190																	

BAR SIZES

Equivalent Size	Present (Numbers)
1/4"ϕ	#2
3/8"ϕ	#3
1/2"ϕ	#4
5/8"ϕ	#5
3/4"ϕ	#6
7/8"ϕ	#7
1"ϕ	#8
1 1/8"ϕ	#9
1 3/8"ϕ	#10
1 1/2"ϕ	#11

8. Bar reinforcement metal shall conform to the requirements of the Standard Specifications for new Billet-Steel Concrete Reinforcement Bars (Intermediate Grade) Serial Designation A.A.S.H.O. M31-48 or its latest revision. All bars shall be deformed to conform with A.S.T.M. Specifications A 305-49.

THE CLARKESON ENGINEERING CO., INC.

DESIGN G.B., R.M.	CHECK P.W.G., H.L.	BRIDGE NO.
DRAWN J.S.	APPROVED W.A.H.C.J.M.	SURVEY PLOT

STATE HIGHWAY COMMISSION

INTERSTATE # 95

OVER

MAIN STREET

IN THE CITY OF

WATERVILLE

KENNEBEC COUNTY

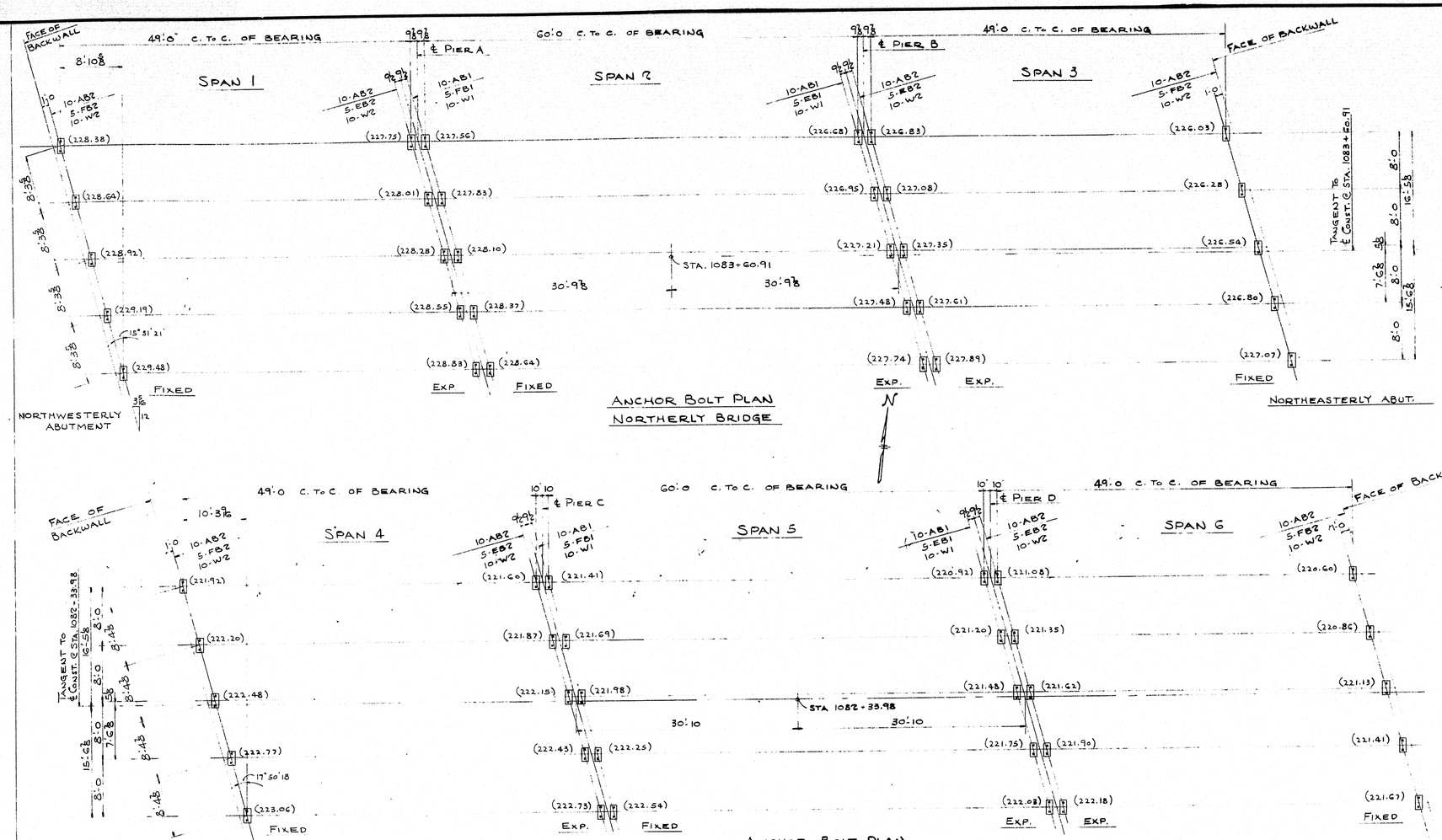
PIER & DECK REINFORCMENT SCHEDULE

SHEET 10 OF 10 SHEET — AUGUSTA, MAINE

75-178

0 1 2 3 4 5 INCHES

B.P.R. REG. No.	STATE	PROJECT No.	SHEET No.	TOTAL SHEETS
1	MAINE	1-95-6(24)		



ANCHOR BOLT PLAN
NORTHERLY BRIDGE

ANCHOR BOLT PLAN
SOUTHERLY BRIDGE

GENERAL NOTES:

ERECTION BY OTHERS.

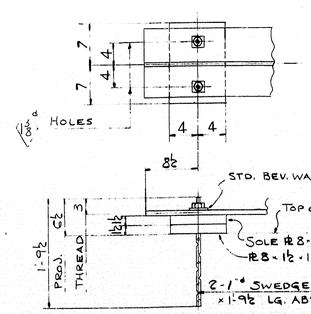
ELEVATIONS GIVEN THUS ( ) ARE TO TOP OF CONCRETE PAD.

ANCHOR BOLTS FURNISHED BY B.S. CO., SET BY OTHERS.

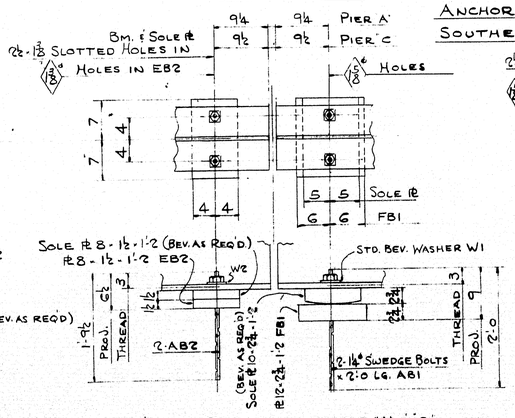
ALL DIMENSIONS ON THIS PLAN MUST BE STRICTLY ADHERED TO OR STEEL WILL NOT FIT. ANY ERRORS OR MISUNDERSTANDINGS ARE TO BE REPORTED TO THE BETHLEHEM DRAFTING ROOM AT ONCE.

MAT'L. SPECS. – MAINE STATE HWY. COMM.

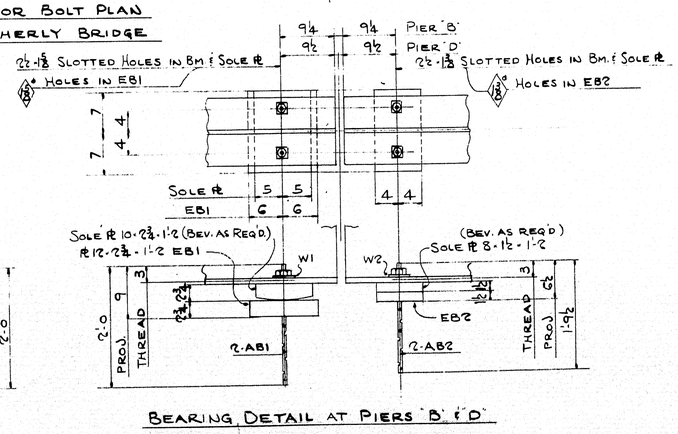
ANCHOR BOLT PLAN



BEARING DETAIL AT ABUTMENTS



BEARING DETAIL AT PIERS 'A' & 'C'



BEARING DETAIL AT PIERS 'B' & 'D'

RIVETS
OPEN HOLES
REAM
MILLING
PAINT
WELDING
SHOP CONTACT SURFACES

TEMP.	
SUPT.	
LAYOUT	
FITTER	
SHOP INSP.	
PCL. WK.	
S. SMITH	
MCH.	
ERECT.	
O. INSP.	
WEIGHTS	

CUSTOMER: CALLAHAN BROS. INC. MECHANIC FALLS, ME.
STRUCTURE: INTERSTATE #95 BRIDGE OVER MAIN ST. WATERVILLE, MAINE

BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH. WORKS

IN CHARGE Hoover, Sec. MADE BY B.T.
CHECKED BY S. 12-9-58 TRACED BY
REVISED LAST ASSEM. MK.

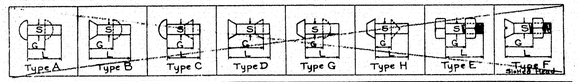
SHOP NO. CONTRACT CP4433 SHEET E1

75-178 A

FABRICATED STEEL CONSTRUCTION
2310 (Rev A 3.32)

SUMMARY OF FIELD RIVETS AND BOLTS

BETH DRAFTING ROOM BETH WORKS



Line	Number of Rivets or Bolts Furn'd.	Actual No.	Connecting	Diam.	Rivets Type	Rivets Grip G	Rivets Length L	Bolts Type	Bolts Head Hex. Sq.	Bolts Grip G	Bolts Length L	Bolts Length of Thd	Nuts No.	Nuts Hex. or Sq.	Bolts Nuts Rivets	Weight
1	9	8	ED2 To B6, B7 B8 B9	8												
2	24	22	ED4 To B21, B22, B23, B25													
3			ED1 To B1 B5	1												
4			ED1A To B2, B9, B10													
5			ED2 To B6, B7, B8, B9, B10													
6			ED3 To B16, B20													
7			ED3A To B21, B22, B23 B24 B25													
8			ED4 To B21, B22, B23, B24, B25													
9	33	31	ED1 To B1, B2, B3 B4, B5					A325		2 1/16	3	4 1/2	33			
10			ED1A To B6, B7, B8, B9 B10													
11			ED2 To B10													
12			ED2A To B11, B13, B15													
13			ED3 To B16 B17 B18 B19 B20													
14			ED3A To B21, B22, B23, B24, B25													
15			ED4 To B24													
16			ED4A To B26 B27, B29, B30													
17	18	17	ED1 To B2, B3 B4							3/4	3	4 1/2	18			
18			ED1A To B11, B13, B15 B14, B16													
19			ED3 To B17 B18 B19													
20			ED4A To B26, B27 B28, B29, B30													
21	3	2	ED2A To B14	8												
22			ED4A To B28													
23	87	80														

No Furn'd. 87

Actual No. 80

7 ABT 8%

ASR SF HEX HEAD
HIGH STRENGTH STRUCTURAL
BOLTS, CARBON STEEL HEAT
TREATED TO ASTM SPEC. A325
WITH ONE ASH SF HEX NUT.

B.P.R. REG. No.	STATE	PROJECT No.	SHEET No.	TOTAL SHEETS
1	MAINE	1-95-6 (24)		

A.S.T.M. A-325 HIGH STRENGTH BOLTS (NUTS ON BOLTS)

Summary of Sheet Nos. R ..... Total Weight this Page .....

ALL BOLTS OVER 1½" ø AND 3'-0" IN LENGTH TO BE BILLED AS RODS ON FORM NO. 3206.
FOR BOLTS OR RIVETS OF SPECIAL DESIGN, DRAW SKETCH ON THIS SHEET.

Gen'l Supt. / Shop Supt. — Layout / Foreman — Temp. Shop / Mach. Shop — Smith Shop / Rod Shop — Loader / Shipper — Scale Bill — Purch. Dept. / Owners — Erection / S. Insp. — O. Insp. / App'l.

IN CHARGE OF HOOVER SEC. — Made by B.T. Date ..... Checked by ..... Date ..... — Rev. by — Date — Shop No. ..... — CONTRACT CP4433 — SBH — Page No. 1 of ..... — Use on B.F.P.

Customer CALLAHAN BROS. INC. MECHANIC FALLS, MAINE — Structure INTERSTATE #95 BRIDGE OVER MAIN ST. WATERVILLE, MAINE

3211-12m-11/52-HSCo

BETHLEHEM STEEL COMPANY

FABRICATED STEEL CONSTRUCTION

BETH DRAFTING ROOM BETH WORKS

BILL OF MISCELLANEOUS MATERIAL

Line	No. Furn'd.	Actual No.	Description	Mark or Item No.	Weight	Requisition No.	Order No.
1							
2	87	80	3/8" x 2" Hardened Cut Steel Washers			801-4817	
3							
4							
5	87	80	3/8" ø Beveled Hardened Washers 5% Slope PSC1-12				

B.P.R. REG. No.	STATE	PROJECT No.	SHEET No.	TOTAL SHEETS
1	MAINE	1-95-6 (24)		

Material:-
Specifications:- A.S.T.M. - A325
Machining:-
Paint:- NONE
Shipment:- SHIP WITH MAIN STEEL
Inspection:-
Remarks:- TO BE USED WITH EXP. DAMS.

Gen'l Supt. / Shop Supt. — Layout / Foreman — Temp. Shop / Mach. Shop — Smith Shop / Rod Shop — Loader / Shipper — Scale Bill — Purch. Dept. / Owners — Erection / S. Insp. — O. Insp. / App'l.

IN CHARGE OF HOOVER SEC. — Made by B.T. Date ..... Checked by ..... Date ..... — Rev. by — Date — Shop No. ..... — CONTRACT CP4433 — Bill Page No. M. 3 of ..... — Use as B.F.P.

Customer CALLAHAN BROS. INC. MECHANIC FALLS, MAINE — Structure INTERSTATE #95 BRIDGE OVER MAIN ST. WATERVILLE, MAINE

3211-12m-11/53-HSCo

BETHLEHEM STEEL COMPANY

FABRICATED STEEL CONSTRUCTION

BETH DRAFTING ROOM BETH WORKS

BILL OF MISCELLANEOUS MATERIAL

Line	No.	Description	Mark or Item No.	Weight	Requisition No.	Order No.
1	40	STANDARD BEVEL WASHERS	BW21			
2	80	STANDARD BEVEL WASHERS	BW17			
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						
25						
26						
27						
28						

B.P.R. REG. No.	STATE	PROJECT No.	SHEET No.	TOTAL SHEETS
1	MAINE	1-95-6 (24)		

Material:-
Specifications:-
Machining:-
Paint:- ONE SHOP COAT
Shipment:- SHIP WITH MAIN STEEL
Inspection:-
Remarks:- TO BE USED WITH ANCHOR BOLTS

Gen'l Supt. / Shop Supt. — Layout / Foreman — Temp. Shop / Mach. Shop — Smith Shop / Rod Shop — Loader / Shipper — Scale Bill — Purch. Dept. / Owners — Erection / S. Insp. — O. Insp. / App'l.

IN CHARGE OF HOOVER SEC. — Made by B.T. Date ..... Checked by ..... Date ..... — Rev. by — Date — Shop No. ..... — CONTRACT CP4433 — Bill Page No. M. 8 of ..... — Use as B.F.P.

Customer CALLAHAN BROS. INC. MECHANIC FALLS, MAINE — Structure INTERSTATE #95 BRIDGE OVER MAIN ST. WATERVILLE, MAINE

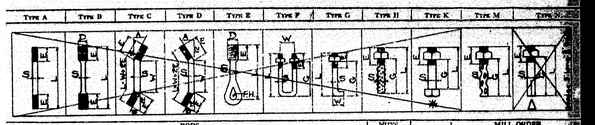
3206-2m-10/54-HSCo

BETHLEHEM STEEL COMPANY

FABRICATED STEEL CONSTRUCTION

BETH DRAFTING ROOM BETH WORKS

BILL OF RODS



Line	No. of rods	Mark	Type	Sec. or Seq.	Length L Ft.	Length L In.	Detail Information Heavy A	Heavy B	Screw C	Screw D	Direct	Pin-hole Fit	Upset	Hand Ch.	Nuts No.	Nuts Sq. or Hex.	Weight each with nuts	Mill Order No. of rods	Mill Order Sizes	Mill Order Length Ft.	Mill Order Length In.	Mill Order Items
1	40	AB1	M	14	2	0			3		R.H.				40	Hex						RES.
2	80	AB2	M	1	1	9½			3		R.H.				80	Hex						
3															4							
4																						
5		NUTS TO BE AMERICAN STD. HEAVY																				
6																						
7																						
8																						
9																						
10		ADVANCE SHIPMENT																				
11																						
12																						
13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
21																						
22																						
23																						
24																						
25																						
26																						
27																						
28																						

B.P.R. REG. No.	STATE	PROJECT No.	SHEET No.	TOTAL SHEETS
1	MAINE	1-95-6 (24)		

TOTAL WEIGHT OF MATERIAL ON THIS PAGE ..... PAINT— NONE - EXCEPT THREADS OILED.

*Bill all Type K bolts 3/4" ø to 1 1/4" ø incl. up to 2'-0" incl. in length on bill list, form 3210.

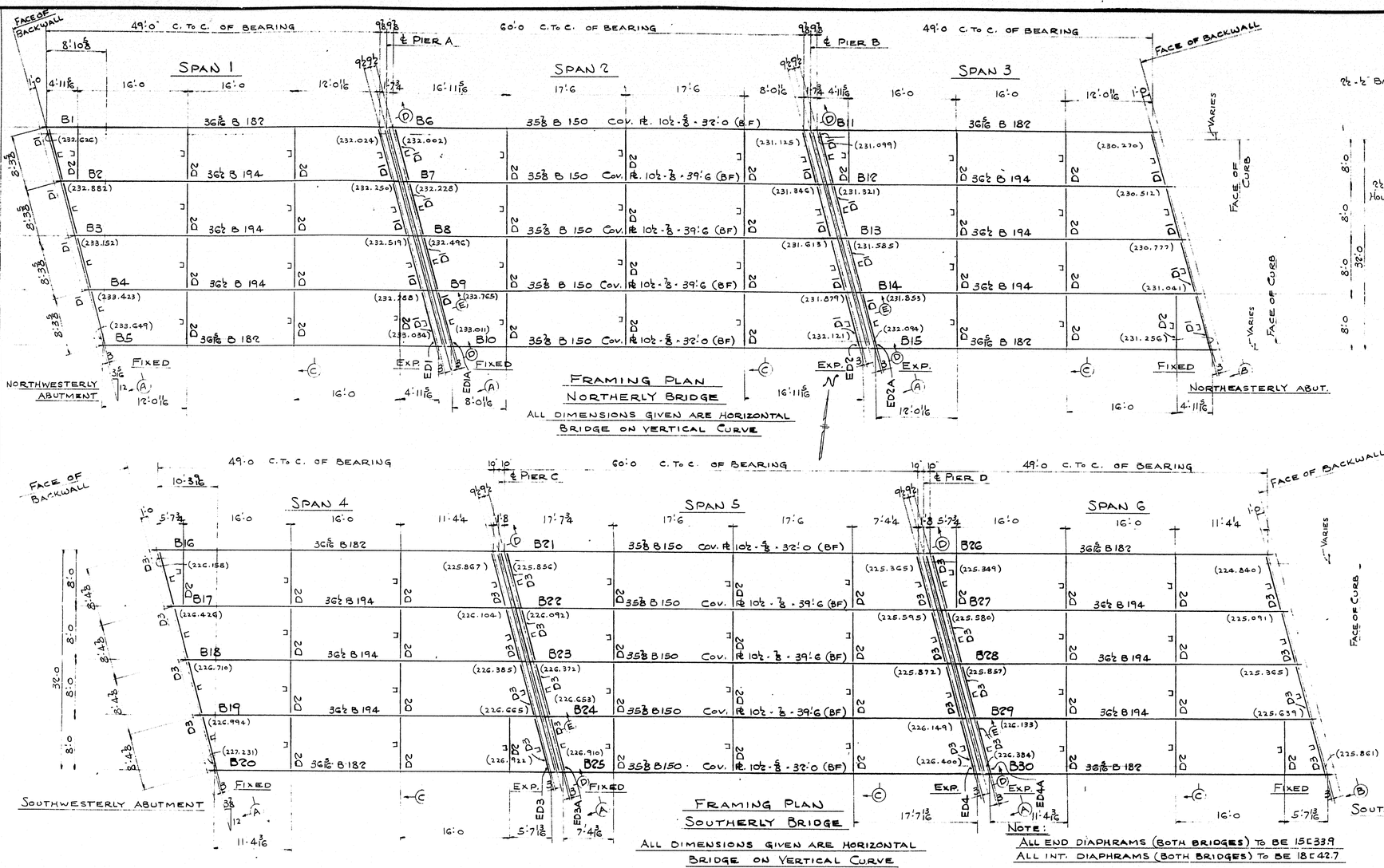
Gen'l Supt. / Shop Supt. — Layout / Foreman — Temp. Shop / Mach. Shop — Smith Shop / Rod Shop — Loader / Shipper — Scale Bill — Purch. Dept. / Owners — Erection / S. Insp. — O. Insp. / App'l.

IN CHARGE OF HOOVER SEC. — Made by B.T. Date ..... Checked by ..... Date ..... — Rev. by — Date — Shop No. ..... — CONTRACT CP4433 — Bill Page No. M. 1 of ..... — Use as B.F.P.

Customer CALLAHAN BROS. INC. MECHANIC FALLS, MAINE — Structure INTERSTATE #95 BRIDGE OVER MAIN ST. WATERVILLE, MAINE

0 1 2 3 4 5 INCHES

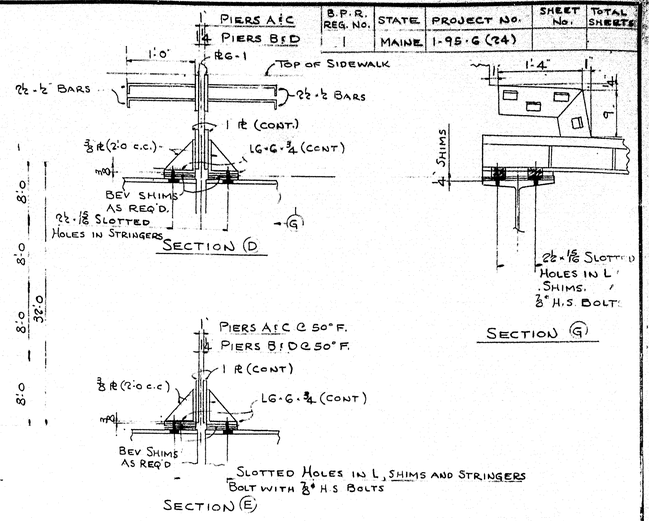
B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET No.	TOTAL SHEETS
1	MAINE	I-95-6 (24)		



FRAMING PLAN
NORTHERLY BRIDGE
ALL DIMENSIONS GIVEN ARE HORIZONTAL
BRIDGE ON VERTICAL CURVE

FRAMING PLAN
SOUTHERLY BRIDGE
ALL DIMENSIONS GIVEN ARE HORIZONTAL
BRIDGE ON VERTICAL CURVE

NOTE:
ALL END DIAPHRAMS (BOTH BRIDGES) TO BE 15 [33.9
ALL INT. DIAPHRAMS (BOTH BRIDGES) TO BE 18 [42.7



LIST OF DRAWINGS	
SHEET No.	DESCRIPTION
E1	ANCHOR BOLT PLAN
E2	FRAMING PLAN
1	BEARING DETAILS
2	STRINGER DETAILS
3	↓
4	
5	
6	
7	STRINGER DETAILS
8	DIAPHRAGM DETAILS
9	EXP. DAM DETAILS
10	EXP. DAM DETAILS
M1	ANCHOR BOLTS
M2	WASHERS
SBH1	FIELD BOLTS

ERECTOR NOTE:

ELEVATIONS GIVEN THUS ( ) ON PLAN AT PIERS, ARE FIN. GRADE ELEVATIONS ALONG ℄ OF BEARINGS AT ℄ STRINGERS & FACE OF CURB.

GENERAL NOTES:

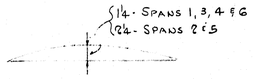
PAINT - ONE SHOP COAT AS PER SPECS, MAT'L. SPECS. - MAINE STATE HWY. COMM.

ALL WELDING SHALL CONFORM TO THE CURRENT SPECS. FOR WELDED HWY. & RAILWAY BRIDGES OF THE AMERICAN WELDING SOCIETY.

MEMBERS SHALL BE ERECTED WITH THEIR MARKS IN THE SAME RELATIVE POSITION AS SHOWN ON THIS PLAN.

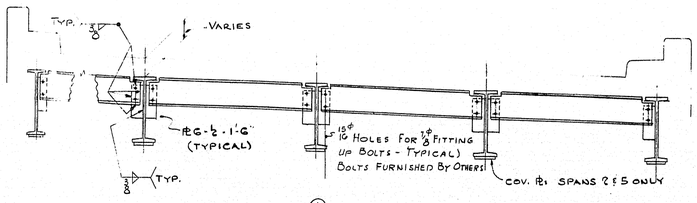
ALL HOLES, CUTS, BLOCKS, ETC. FOR OTHER TRADES MUST BE SHOWN ON THIS PLAN AT TIME OF APPROVAL, OTHERWISE WORK MUST BE DONE IN THE FIELD AT NO EXPENSE TO BETHLEHEM STEEL CO

FOR ELEVATIONS AND DETAILS NOT SHOWN, REFER TO DESIGN DWGS.

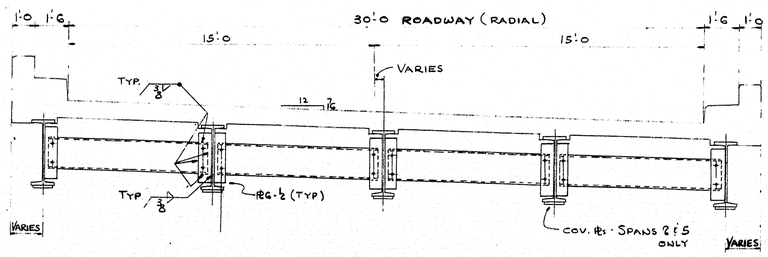


CAMBER DIAGRAM

FRAMING PLAN



SECTION (A)
SECTION (B) OPP.



SECTION (C)

RIVETS
OPEN HOLES
REAM
MILLING
PAINT
WELDING
SHOP CONTACT SURFACES

TEMP.	
SUPT.	
LAYOUT	
FITTER	
SHOP INSP.	
PC. WK.	
S. SMITH	
MCH.	
ERECT.	
O. INSP.	
WEIGHTS	

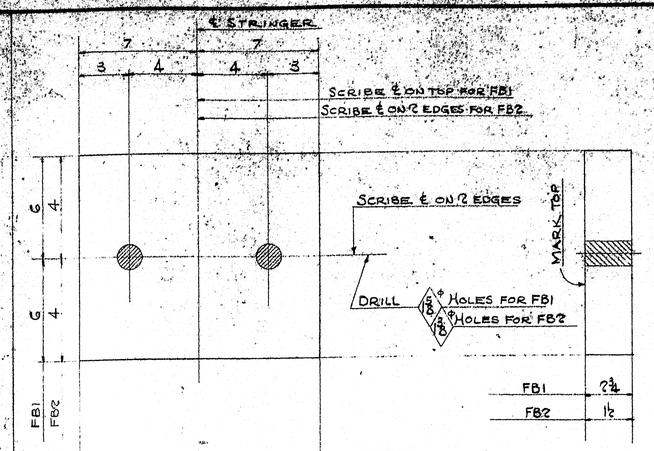
CUSTOMER: CALLAHAN BROS. INC. MECHANIC FALLS, M
STRUCTURE: INTERSTATE #95 BRIDGE OVER MAIN ST. WATERVILLE, MAINE

BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH WORKS
IN CHARGE Hoover SEC. MADE BY B.T.
CHECKED BY S. 12-9-58 TRACED BY
REVISED LAST ASSEM. MK.

SHOP NO.
CONTRACT CP4433
SHEET E2

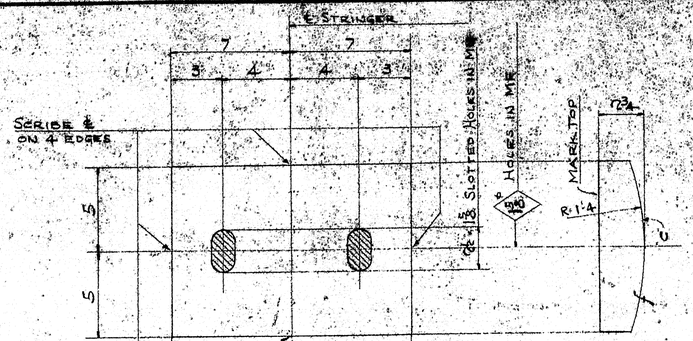
75-178 B

0 1 2 3 4 5 INCHES



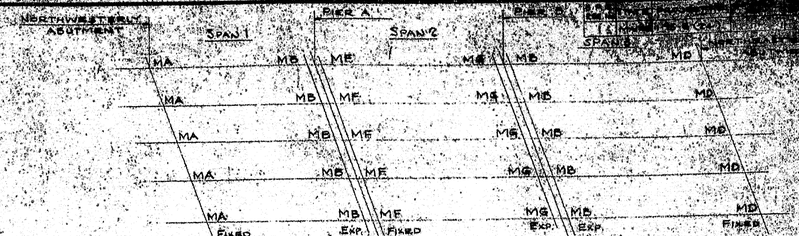
MK.	NO. REQ'D.	
FB1	10	PL 12 × 2¾ × 1'-2 (ORD.) 10/4
FB2	20	PL 8 × 1½ × 1'-2 (ORD.) 10/8

SPAN					
1	2	3	4	5	6
	5			5	
5		5	5		5

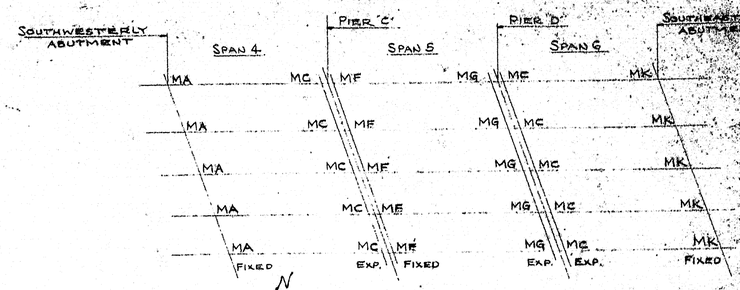


MARK	NO. REQ'D.	
MB	10	PL 10 × 2¾ (PIS) × 1'-2 (ORD.) 10/12
MG	10	PL 10 × 2¾ (PIS) × 1'-2 (ORD.) 10/12

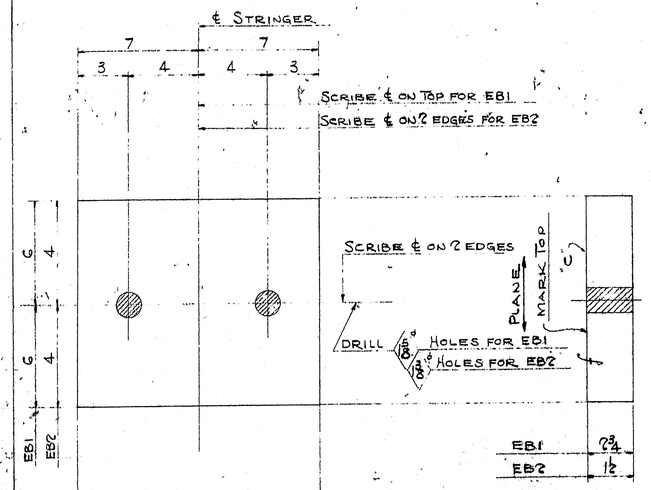
SPAN	
2	5
5	5
5	5



LOCATION DIAGRAM FOR SOLE PL.
NORTHERLY BRIDGE

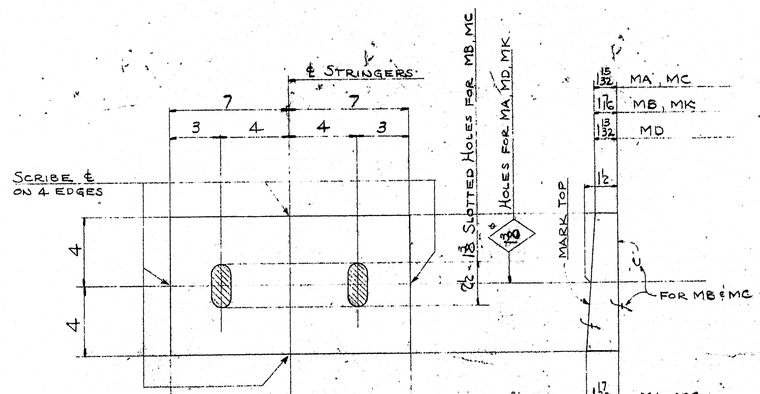


LOCATION DIAGRAM FOR SOLE PL.
SOUTHERLY BRIDGE



MK.	NO. REQ'D.	
EB1	10	PL 12 × 2¾ × 1'-2 (PIS) (ORD.) 10/2
EB2	20	PL 8 × 1½ × 1'-2 (PIS) (ORD.) 10/8

SPAN					
1	2	3	4	5	6
	5			5	
5		5	5		5



MARK	NO. REQ'D.	
MA	10	PL 8 × (15/32 × 1 17/32) (M1S) × 1'-2 (ORD.) 10/16
MB	10	PL 8 × (11/16 × 1 9/16) (M2S) × 1'-2 (ORD.) 10/16
MC	10	PL 8 × (15/32 × 1 17/32) (M2S) × 1'-2 (ORD.) 10/16
MD	5	PL 8 × (13/32 × 1 19/32) (M1S) × 1'-2 (ORD.) 10/16
MK	5	PL 8 × (11/16 × 1 9/16) (M1S) × 1'-2 (ORD.) 10/16

SPAN			
1	3	4	6
5		5	
5	5		
		5	5
	5		
			5

SHOP NOTE:

PLATES TO BE PRESS. STRAIGHTENED IF NECESSARY TO INSURE FLATNESS.

GENERAL NOTES:

SOLE PL. MA TO MK, INC. NOT TO BE PAINTED UNTIL FINAL ASSEMBLY TO STRINGERS.

PLATES FB1, FB2, EB1 AND EB2 MAY BE SHIPPED DIRECT TO SITE.

SURFACES MARKED 'C' TO BE GIVEN ONE COAT OF A MIXTURE OF WHITE LEAD & TALLOW.

MAT'L. SPECS. - A.S.T.M. A7

BEARING DETAILS

RIVETS —
OPEN HOLES AS NOTED
REAM —
MILLING —
PAINT ONE COAT UNLESS NOTED
℄ SURFACES MARKED 'C'
WELDING —
SHOP CONTACT SURFACES —

TEMP.	
SURF.	
LAYOUT	
ASTM	
SHOP DWG.	
PL. WK.	
S. SMITH	
MISC.	
SHIPPT.	
O. REF.	
WEIGHTS	

CUSTOMER: CULLINAN BROS. INC. MERRIMACK, N.H.
STRUCTURE: INTERSTATE 95 BRIDGE OVER MAIN ST. WATERVILLE, MAINE

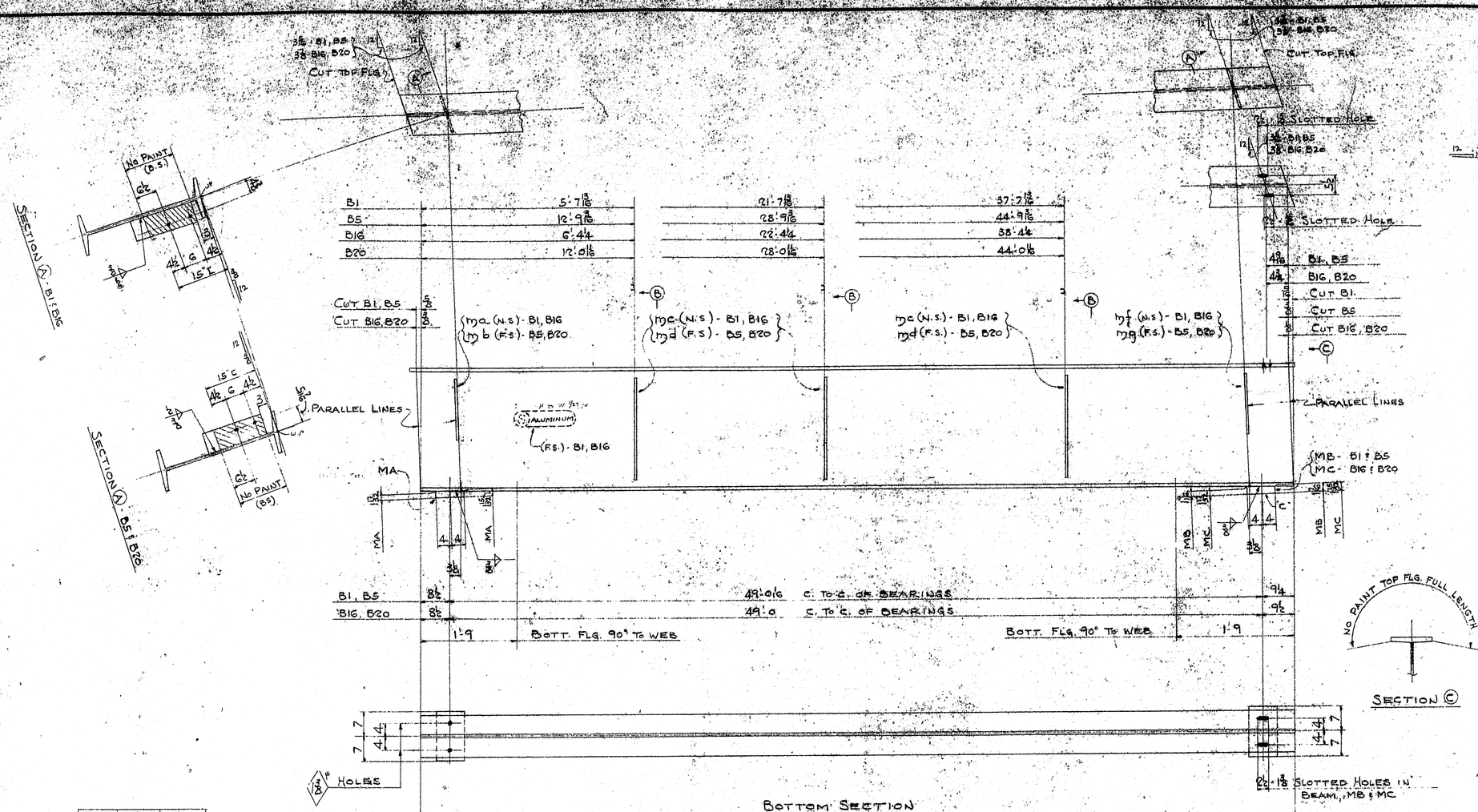
BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM DETAIL WORKS
IN CHARGE LOCKER SEC. MADE BY S.T.
CHECKED BY 5/10/84 TRACED BY
REVISED LAST REVISION MK.

SHOP NO. CONTRACT CP4433 SHEET

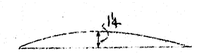
75-178 C

0 1 2 3 4 5 INCHES

SHT. NO.	STATE	PROJECT NO.
1	MAINE	I-95-6 (3.4)



BOTTOM SECTION



CAMBER DIAGRAM

LONGITUDINAL DIMENSIONS ARE MEASURED PARALLEL TO CHORD LINE.

MARK	NO. REQ'D.	SPAN
B1	ONE	1
B5	ONE	1
B16	ONE	4
B20	ONE	4

B - 36 5/16 - 182 - 50'-5 13/16 (ORD. 51'-0 CUT 50'-9 7/16) 3/16
B - 36 5/16 - 182 - 50'-5 13/16 (ORD. 51'-0 CUT 50'-9 7/16) 3/16
B - 36 5/16 - 182 - 50'-6 (ORD. 51'-0 CUT 50'-10 5/8) 3/16
B - 36 5/16 - 182 - 50'-6 (ORD. 51'-0 CUT 50'-10 5/8) 3/16

4 - PL. 8 - (1 5/32 - 1 5/32)(M15) - 1'-2 MA - B1
2 - PL. 8 - (1 7/16 - 1 7/16)(M25) - 1'-2 MB - B1 & B5
2 - PL. 8 - (1 5/32 - 1 5/32)(M25) - 1'-2 MC - B16 & B20
(ORD. & DET. ON SHEET #1) DO NOT DUPLICATE

2 - PL. 6 1/2 - 1'-6 ma - B1 & B16 (ORD. 18 1/2 - 16'-6) 3/8
2 - PL. 6 1/2 - 1'-6 mb - B5 & B20
2 - PL. 6 1/2 - 2'-6 mc - B1 & B16 (ORD. 20 1/2 - 16'-6) 3/8
2 - PL. 6 1/2 - 2'-6 md - B5 & B20
2 - PL. 6 1/2 - 1'-6 me - B1 & B16 (ORD. 12 1/2 - 16'-6) 3/8
2 - PL. 6 1/2 - 1'-6 mf - B5 & B20
1/2 F. WELD - 12.0 (8 OR. FT.)
3/8 F. WELD - 8.0 (20.9 FT.)

SHEETS
OVER HOLES 1 3/16" UNLESS NOTED
FRAME
BILLING
PAINT ONE SHOP COAT AS PER SPECS. UNLESS NOTED
WELDING AS PER SPECS.
SHOP CONTACT SURFACES NO PAINT

STRINGER DETAILS

TEMP.	
SUPT.	
LAYOUT	
PATTERN	
SHOP PAINT	
FIN. MFG.	
F. SMITH	
MACH.	
SHIPPING	
E. SHIP.	
WEIGHTS	
SHOP NO.	

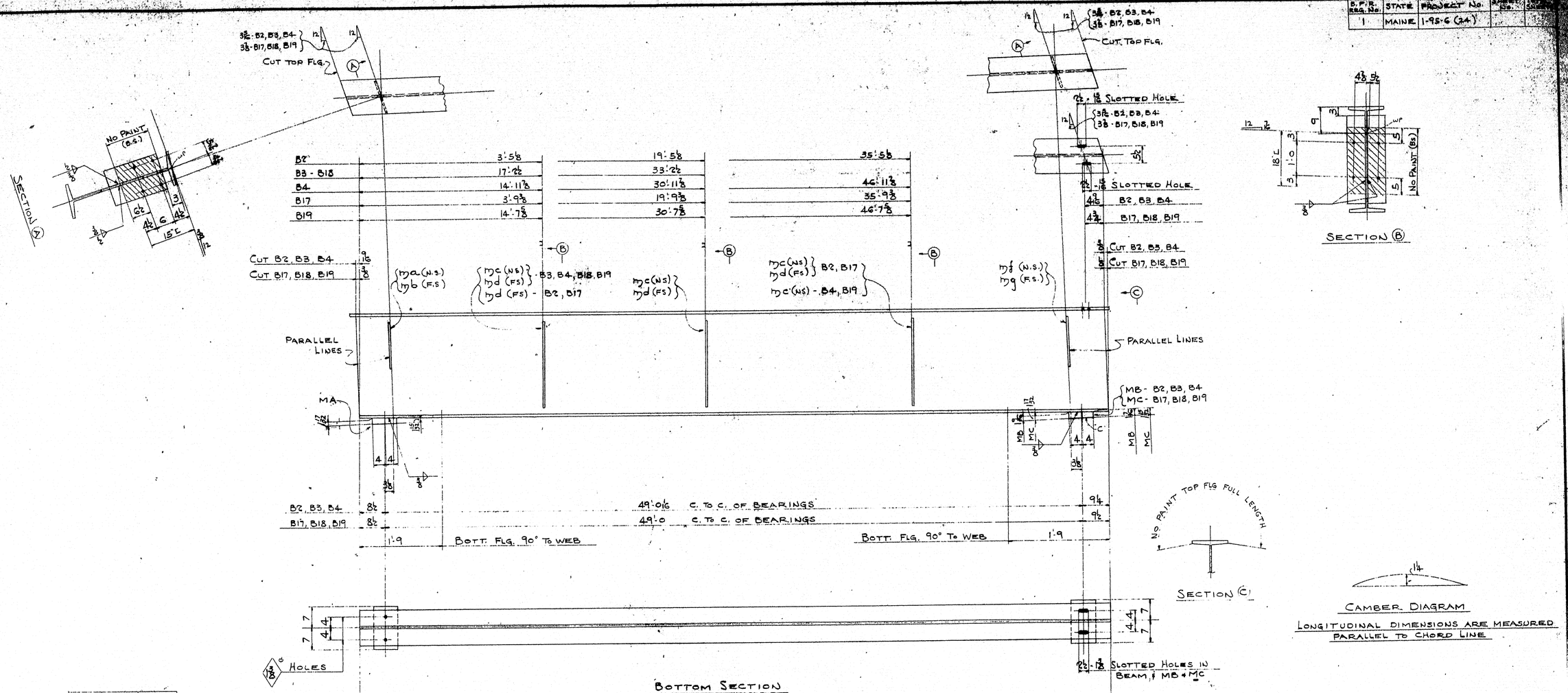
CUSTOMER: CALLAHAN BROS. INC. MACHIAS, MAIN
STRUCTURE: INTERSTATE #95 BRIDGE OVER MAIN ST. WATERVILLE, MAINE

BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH. WORKS
IN CHARGE Hoover J.E.C. MADE BY S.T.
CHECKED BY L. Ireda TRACED BY
REVISED LAST AREA-INT.
CONTRACT CP1433 SHEET 2

75 - 170 C

0 1 2 3 4 5 INCHES

S.F.R. REG. No.	STATE	PROJECT No.	SHEET No.	TOTAL SHEETS
1	MAINE	1-95-6 (24)		



BOTTOM SECTION

CAMBER DIAGRAM

LONGITUDINAL DIMENSIONS ARE MEASURED PARALLEL TO CHORD LINE

SURFACES MARKED "C" TO BE GIVEN ONE COAT OF A HOT MIXTURE OF WHITE LEAD AND TALLOW.

MARK	NO. REQ'D.	SPAN
B2	ONE	1
B3	ONE	1
B4	ONE	1
B17	ONE	4
B18	ONE	4
B19	ONE	4

B - 36½ × 194 × 50'-5 13/16 (ORD. 51'-0 CUT 50'-9 5/16) 2/4
B - 36½ × 194 × 50'-5 13/16 (ORD. 51'-0 CUT 50'-9 5/16) 2/4
B - 36½ × 194 × 50'-5 13/16 (ORD. 51'-0 CUT 50'-9 5/16) 2/4
B - 36½ × 194 × 50'-6 (ORD. 51'-0 CUT 50'-10⅛) 2/4
B - 36½ × 194 × 50'-6 (ORD. 51'-0 CUT 50'-10⅛) 2/4
B - 36½ × 194 × 50'-6 (ORD. 51'-0 CUT 50'-10⅛) 2/4

6 - PL. 8 × (1 15/32 - 1 17/32)(M1S) × 1'-2 MA
3 - PL. 8 × (1 7/16 - 1 9/16)(M2S) × 1'-2 MB - B2, B3, B4
3 - PL. 8 × (1 15/32 - 1 17/32)(M2S) × 1'-2 MC - B17, B18, B19
(ORD. & DETAILED ON SHEET #1) DO NOT DUPLICATE

6 - PL. 6¾ × ½ × 1'-6 ma
6 - PL. 6¾ × ½ × 1'-6 mb
(ORD. 18 × ½ × 16'-6) 5/6

14 - PL. 6¾ × ½ × 2'-6 mc {3-B4-B19, 2-OTHERS}
14 - PL. 6¾ × ½ × 2'-6 md {3-B2-B17, 2-OTHERS}
(ORD. 30 × ½ × 16'-6) 5/4

6 - PL. 6¾ × ½ × 1'-6 mf
6 - PL. 6¾ × ½ × 1'-6 mg
(ORD. 18 × ½ × 16'-6) 5/6

½ F. WELD × 36'-0 (6'-0 EA. PC.)
⅜ F. WELD × 192'-0 {28'-8 — B3, B18; 33'-2 — OTHERS}

STRINGER DETAILS

RIVETS —
OPEN HOLES 15/16 UNLESS NOTED
REAM
MILLING
PAINT ONE SHOP COAT AS PER SPECS UNLESS NOTED
WELDING AS PER SPECS.
SHOP CONTACT SURFACES NO PAINT

TEMP. / SUPT. / LAYOUT / FITTER / SHOP INSP. / PC. WK. / B. SMITH / MCH. / ERECT. / O. INSP. / WEIGHTS

SHOP NO.

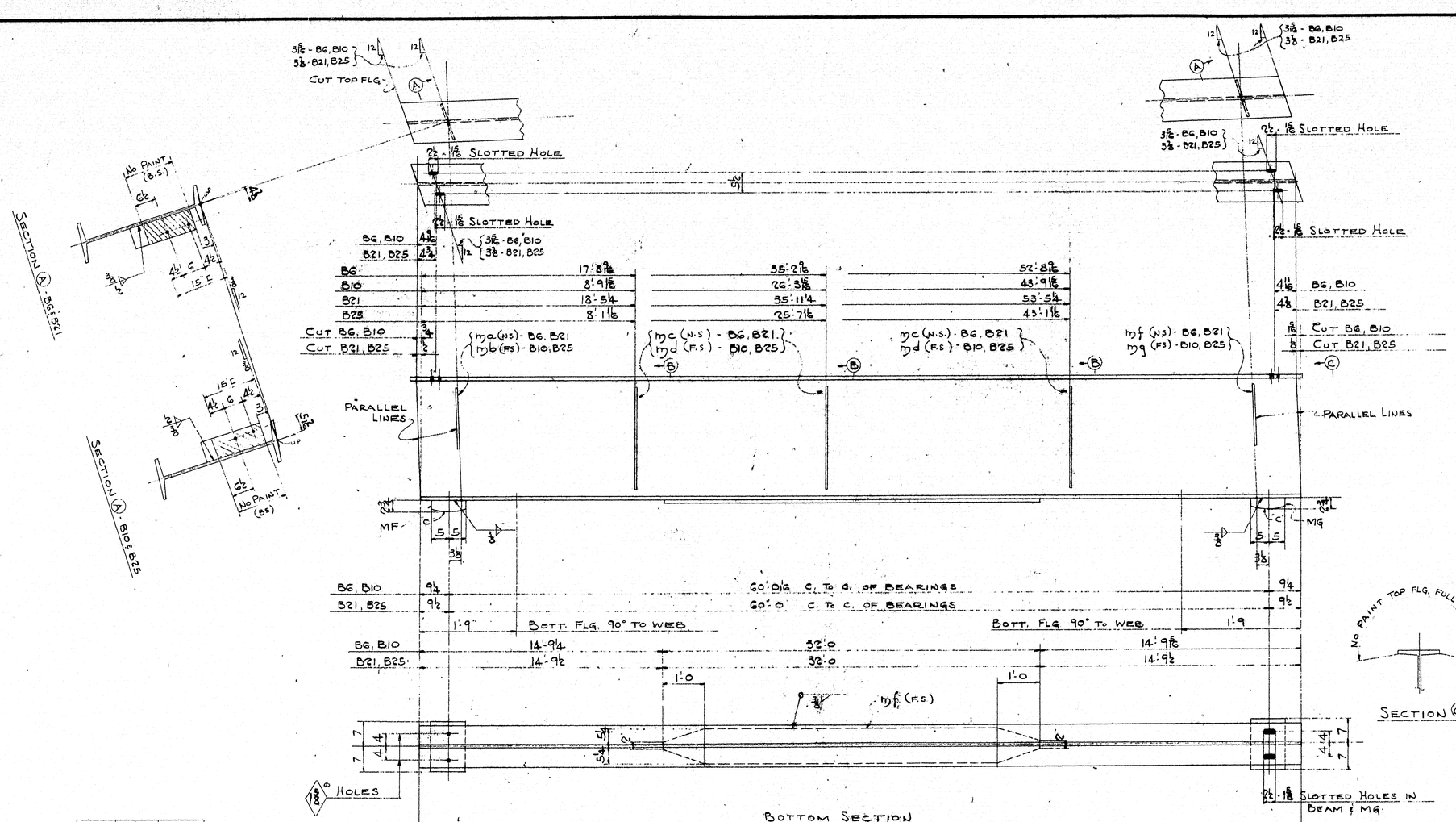
CUSTOMER: CALLAHAN BROS. INC., MECHANIC FALLS MAINE
STRUCTURE: INTERSTATE #95 BRIDGE OVER MAIN ST. WATERVILLE, MAINE

BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH WORKS
IN CHARGE HOOVER SEC. MADE BY B.T.
CHECKED BY S. 12.22.58 TRACED BY
REVISED LAST ASSEM. MK.
CONTRACT CP4433 SHEET 3

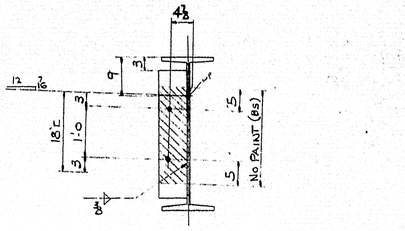
75-178 D

0 1 2 3 4 5 INCHES

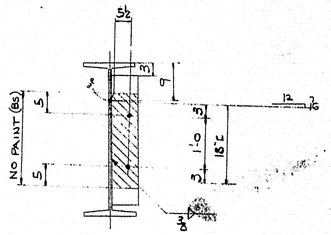
B.P.R. REG. No.	STATE	PROJECT No.	SHEET No.	TOTAL SHEETS
1	MAINE	1-95-6 (24)		



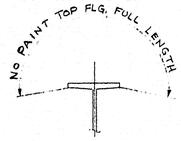
BOTTOM SECTION



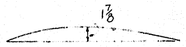
SECTION (B) - BG & B21



SECTION (B) - B10 & B25



SECTION (C)



CAMBER DIAGRAM

LONGITUDINAL DIMENSIONS ARE MEASURED PARALLEL TO CHORD LINE.

SURFACES MARKED "C" TO BE GIVEN ONE COAT OF A HOT MIXTURE OF WHITE LEAD AND TALLOW.

MARK	NO. REQ'D.	SPAN			
BG	ONE	2	B-35 3/8 × 150 × 61'-6 9/16	(ORD. 62'-0 CUT 61'-10 5/8) A.S.T.M. A373	1/4
B10	ONE	2	B-35 3/8 × 150 × 61'-6 9/16	(ORD. 62'-0 CUT 61'-10 5/8) A.S.T.M. A373	1/4
B21	ONE	5	B-35 3/8 × 150 × 61'-7	(ORD. 62'-1 CUT 61'-11 1/4) A.S.T.M. A373	1/3
B25	ONE	5	B-35 3/8 × 150 × 61'-7	(ORD. 62'-1 CUT 61'-11 1/4) A.S.T.M. A373	1/3

4 - Rs. 10 - 2 3/4 (PIS) × 1'-2 MF } (ORD. & DET. ON SHEET #1)
4 - Rs. 10 - 2 3/4 (PIS) × 1'-2 MG } DO NOT DUPLICATE

4 - Cov. Pl. - 10 1/2 (U.M) × 5/8 × 32'-0 mf (ORD.) 3/5 (A.S.T.M. A373)

2 - Pls. - 6 3/4 × 1/2 × 1'-6 ma - BG & B21 } (ORD. 18 × 1/2 × 16'-6) 5/6
2 - Pls. - 6 3/4 × 1/2 × 1'-6 mb - B10 & B25 }
6 - Pls. - 6 3/4 × 1/2 × 2'-6 mc - BG & B21 } (ORD. 30 × 1/2 × 16'-6) 5/4
6 - Pls. - 6 3/4 × 1/2 × 2'-6 md - B10 & B25 }
2 - Pls. - 6 3/4 × 1/2 × 1'-6 mf - BG & B21 } (ORD. 18 × 1/2 × 16'-6) 5/6
2 - Pls. - 6 3/4 × 1/2 × 1'-6 mg - B10 & B25 }

1/2" F. WELD × 12'-0 (3'-0 EA. PC.)
3/8" F. WELD × 344'-0 (86'-0 EA. PC.)

RIVETS —
OPEN HOLES 15/16" UNLESS NOTED
REAM
MILLING
PAINT ONE SHOP COAT AS PER SPECS. UNLESS NOTED
WELDING AS PER SPECS.
SHOP CONTACT SURFACES NO PAINT

STRINGER DETAILS

TEMP.	
SUPT.	
LAYOUT	
FITTER	
SHOP INSP.	
PC. WK.	
S. SMITH	
MCH.	
ERECT.	
O. INSP.	
WEIGHTS	

CUSTOMER: CALLAHAN BROS. INC., MECHANIC FALLS, MAINE
STRUCTURE: INTERSTATE #95 BRIDGE OVER MAIN ST., WATERVILLE, MAINE

BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION

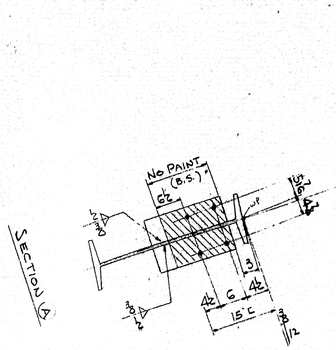
BETHLEHEM DRAFTING ROOM DETH WORKS
IN CHARGE HOOVER SEC. MADE BY B.T.
CHECKED BY S. 12-22-50 TRACED BY
REVISED LAST ASSEM. MK.

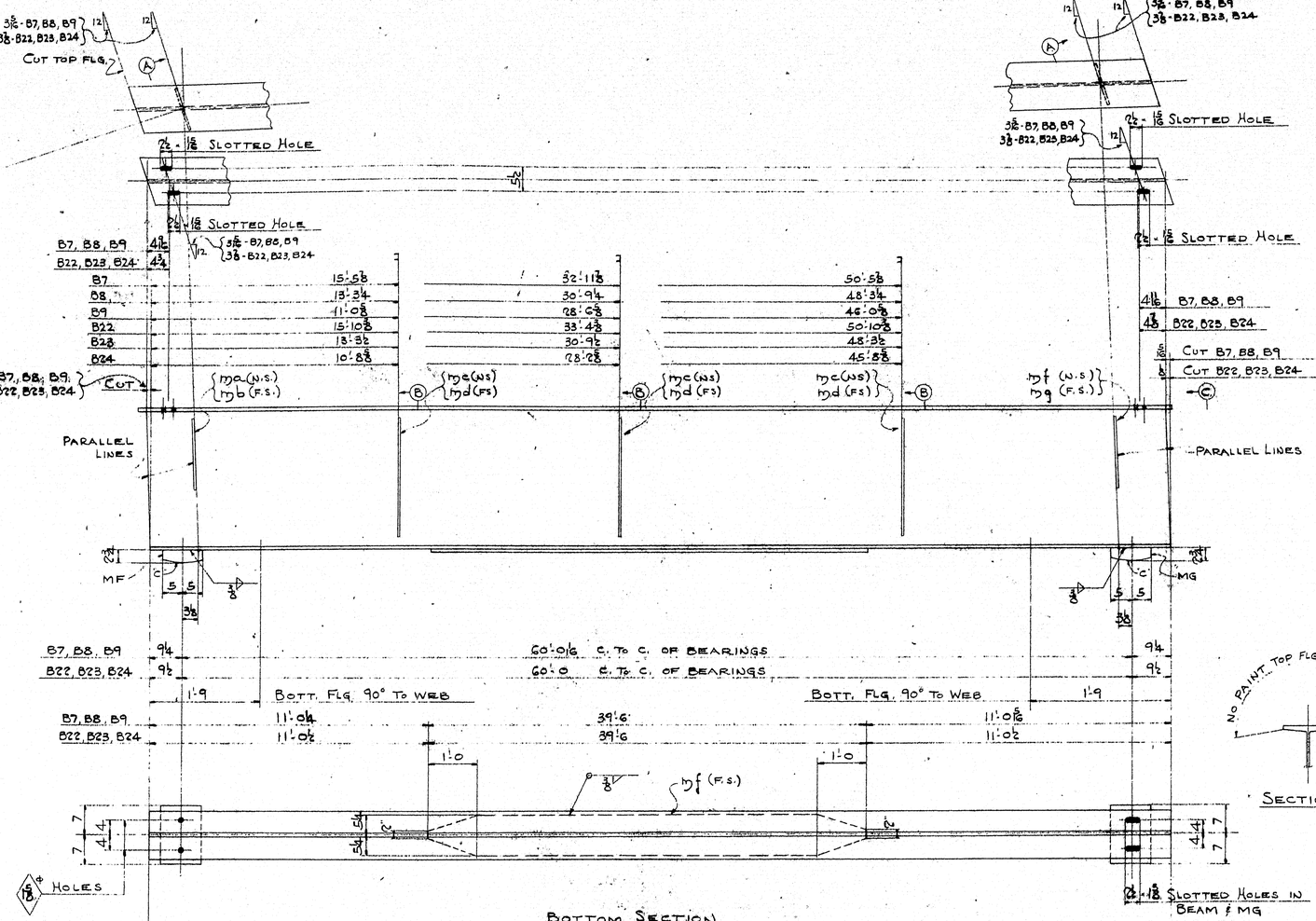
SHOP NO. CONTRACT CP4433 SHEET 4

75-178 E

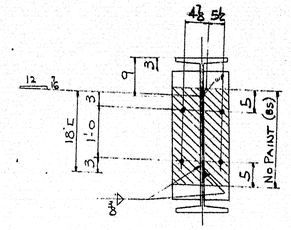
0 1 2 3 4 5 INCHES

B.P.R. REG. No.	STATE	PROJECT No.	SHEET No.	TOTAL SHEETS
1	MAINE	1-95-6 (24)		

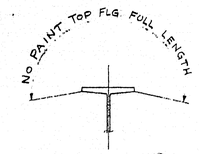




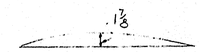
BOTTOM SECTION



SECTION (B)



SECTION (C)



CAMBER DIAGRAM

LONGITUDINAL DIMENSIONS ARE MEASURED PARALLEL TO CHORD LINE.

MARK	NO. REQ'D.	SPAN				
B7	ONE	?	B- 35 3/8 - 150 - 61' 6 9/16	(ORD. 62' 0 CUT 61' 10 5/16)	A.S.T.M. A373	1/4
B8	ONE	?	B- 35 3/8 - 150 - 61' 6 9/16	(ORD. 62' 0 CUT 61' 10 5/16)	A.S.T.M. A373	1/4
B9	ONE	?	B- 35 3/8 - 150 - 61' 6 9/16	(ORD. 62' 0 CUT 61' 10 5/16)	A.S.T.M. A373	1/4
B22	ONE	5	B- 35 3/8 - 150 - 61' 7	(ORD. 62' 1 CUT 61' 11 1/4)	A.S.T.M. A373	1/3
B23	ONE	5	B- 35 3/8 - 150 - 61' 7	(ORD. 62' 1 CUT 61' 11 1/4)	A.S.T.M. A373	1/3
B24	ONE	5	B- 35 3/8 - 150 - 61' 7	(ORD. 62' 1 CUT 61' 11 1/4)	A.S.T.M. A373	1/3

6 - Pls. 10 x 2 3/4 (PIS) x 1' 2 - MF } (ORD. & DET ON SHEET #1)
6 - Pls. 10 x 2 3/4 (PIS) x 1' 2 - MG } DO NOT DUPLICATE

6 - Cov. Pls. 10 1/2 (U.M.) x 5/8 x 39' 6 mf (GRD.) 3/4
(ASTM. A 373)

6 - Pls. 6 3/4 x 1/2 x 1' 6 ma }
6 - Pls. 6 3/4 x 1/2 x 1' 6 mb } (ORD. 18 - 1/2 - 16' 6) 5/6
18 - Pls. 6 3/4 x 1/2 x 2' 6 mc }
18 - Pls. 6 3/4 x 1/2 x 2' 6 md } (ORD. 30 - 1/2 - 16' 6) 5/6
6 - Pls. 6 3/4 x 1/2 x 1' 6 mf }
6 - Pls. 6 3/4 x 1/2 x 1' 6 mg } (ORD. 18 - 1/2 - 16' 6) 5/6
1/2" F. WELD - 36' 0 (6' 0 EA. PC.)
5/8" F. WELD - 714' 0 (119' 0 EA. PC.)

RIVETS —
OPEN HOLES 15/16" UNLESS NOTED
REAM
MILLING
PAINT ONE SHOP COAT AS PER SPECS. UNLESS NOTED
WELDING AS PER SPECS.
SHOP CONTACT SURFACES NO PAINT.

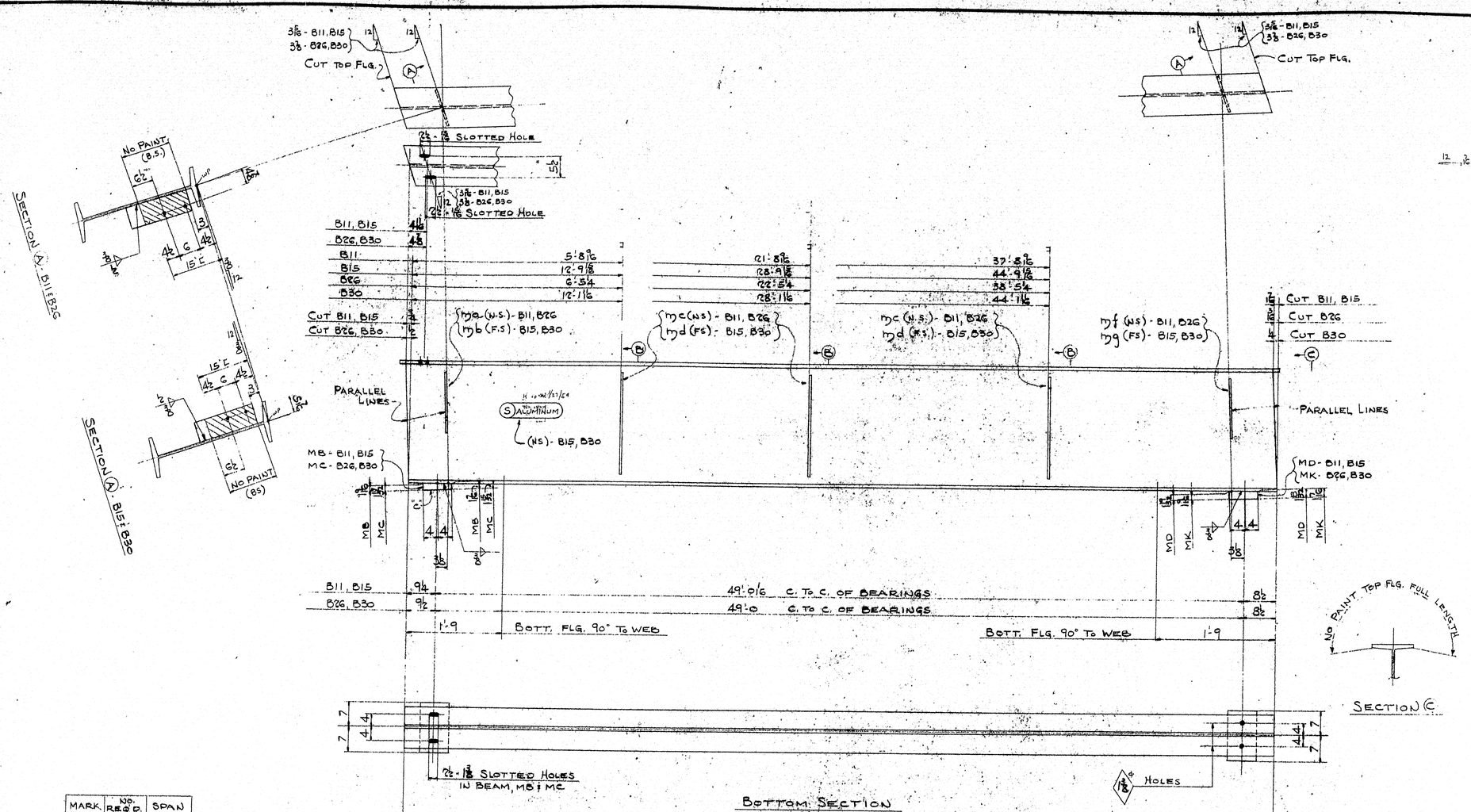
SURFACES MARKED "C" TO BE GIVEN ONE COAT OF A HOT MIXTURE OF WHITE LEAD AND TALLOW.

STRINGER DETAILS

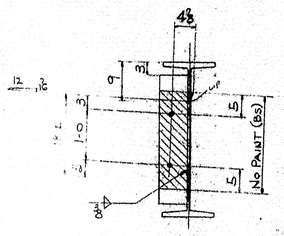
TEMP.	CUSTOMER: CALLAHAN BROS. INC. MECHANIC FALLS, MAINE
SUPT.	STRUCTURE: INTERSTATE #95 BRIDGE OVER
LAYOUT	MAIN ST. WATERVILLE, MAINE
FITTER	**BETHLEHEM STEEL COMPANY**
SHOP INSP.	FABRICATED STEEL CONSTRUCTION
PG. WK.	BETHLEHEM DRAFTING ROOM BETH. WORKS
B. SMITH	IN CHARGE HOOVER SEC. MADE BY B.T.
SCH.	CHECKED BY S. 12-28-56 TRACED BY
DIRECT.	REVISED LAST ADDEN. MK.
D. INSP.	
WEIGHTS	

SHOP NO. CONTRACT CP4433 75-178F SHEET 5

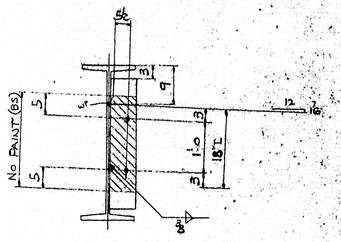
B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6 (24)		



BOTTOM SECTION

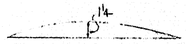


SECTION B - B11 & B26



SECTION B - B15 & B30

SECTION C



CAMBER DIAGRAM

LONGITUDINAL DIMENSIONS ARE MEASURED PARALLEL TO CHORD LINE.

MARK	NO. REQ'D.	SPAN
B11	ONE	3
B15	ONE	3
B26	ONE	6
B30	ONE	6

B - 36 5/16 × 182 × 50'-5 13/16 (ORD. 51'-0 CUT 50'-9 7/16) 2/6
B - 36 5/16 × 182 × 50'-5 13/16 (ORD. 51'-0 CUT 50'-9 7/16) 2/6
B - 36 5/16 × 182 × 50'-6 (ORD. 51'-0 CUT 50'-10 3/16) 2/6
B - 36 5/16 × 182 × 50'-6 (ORD. 51'-0 CUT 50'-10 1/8) 2/6

SURFACES MARKED "C" TO BE GIVEN ONE COAT OF A HOT MIXTURE OF WHITE LEAD AND TALLOW.

2 - PL 8 × (1 7/16 - 1 9/16)(M2S) × 1'-2 MB - B11 & B15
2 - PL 8 × (1 15/32 - 1 17/32)(M2S) × 1'-2 MC - B26 & B30
2 - PL 8 × (1 13/32 - 1 15/32)(M1S) × 1'-2 MD - B11 & B15
2 - PL 8 × (1 7/16 - 1 9/16)(M1S) × 1'-2 MK - B26 & B30
(ORD. & DET. ON SHEET #1 DO NOT DUPLICATE)

2 - PL 6 3/4 × 1/2 × 1'-6 ma - B11 & B26
2 - PL 6 3/4 × 1/2 × 1'-6 mb - B15 & B30
(ORD. 18 × 1/2 × 16'-6) 5/6
6 - PL 6 3/4 × 1/2 × 2'-6 mc - B11 & B26
6 - PL 6 3/4 × 1/2 × 2'-6 md - B15 & B30
(ORD. 30 × 1/2 × 16'-6) 5/4
2 - PL 6 3/4 × 1/2 × 1'-6 mf - B11 & B26
2 - PL 6 3/4 × 1/2 × 1'-6 mg - B15 & B30
(ORD. 18 × 1/2 × 16'-6) 5/6
1/2 F. WELD × 12'-0 (3'-0 EA. PC.)
3/8 F. WELD × 83'-0 (20'-9 EA. PC.)

STRINGER DETAILS

RIVETS —
OPEN HOLES 15/16 UNLESS NOTED
REAM
MILLING
PAINT ONE SHOP COAT AS PER SPECS. UNLESS NOTED.
WELDING AS PER SPECS.
SHOP CONTACT SURFACES NO PAINT

TEMP.
SUPT.
LAYOUT
FITTER
SHOP INSP.
PC. WK.
B. SMITH
MCH.
ERECT.
O. INSP.
WEIGHTS

SHOP NO.

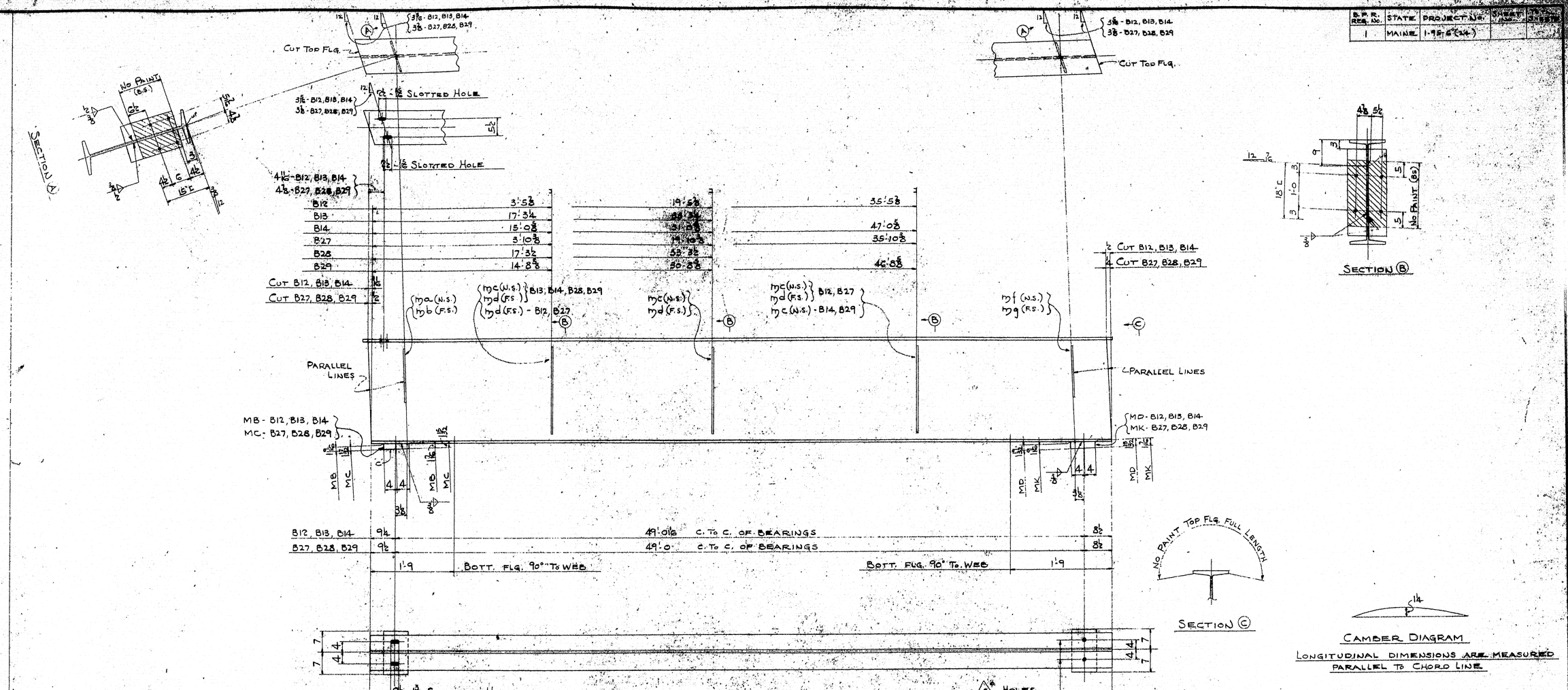
CUSTOMER: CALLAHAN BROS. INC. MECHANIC FALLS MAINE
STRUCTURE: INTERSTATE #95 BRIDGE OVER MAIN ST. WATERVILLE MAINE

BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH. WORKS
IN CHARGE HOOVER SEC. MADE BY B.T.
CHECKED BY S. 12-22-58 TRACED BY
REVISED LAST ASSEM. MK.
CONTRACT CP4433 SHEET 6

75-178 G

0 1 2 3 4 5 INCHES

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)		



BOTTOM SECTION

MARK	NO. REQ'D.	SPAN
B12	ONE	3
B13	ONE	3
B14	ONE	3
B27	ONE	6
B28	ONE	6
B29	ONE	6

B - 36½ - 194 - 50'-5 13/16 (ORD. 51'-0 CUT 50'-9 7/16) ¾
B - 36½ - 194 - 50'-5 13/16 (ORD. 51'-0 CUT 50'-9 7/16) ¾
B - 36½ - 194 - 50'-5 13/16 (ORD. 51'-0 CUT 50'-9 7/16) ¾
B - 36½ - 194 - 50'-6 (ORD. 51'-0 CUT 50'-10½) ¾
B - 36½ - 194 - 50'-6 (ORD. 51'-0 CUT 50'-10½) ¾
B - 36½ - 194 - 50'-6 (ORD. 51'-0 CUT 50'-10½) ¾

3 - PL - ⅜ × (1 11/16 - 1 11/16) (M25) × 1'-2 MB - B12, B13, B14
3 - PL - ⅜ × (1 13/16 - 1 13/16) (M25) × 1'-2 MC - B27, B28, B29
3 - PL - ⅜ × (1 13/16 - 1 13/16) (M15) × 1'-2 MD - B12, B13, B14
3 - PL - ⅜ × (1 13/16 - 1 13/16) (M15) × 1'-2 MK - B27, B28, B29
(ORD. & DET. ON SHEET #1) DO NOT DUPLICATE

16 - PL - ⅜ × ½ × 1'-6 ma
16 - PL - ⅜ × ½ × 1'-6 mb
(ORD. 18 × ½ × 16'-6) 5/6
14 - PL - ⅜ × ½ × 2'-6 mc (2 - B13, B29; 2 - OTHERS)
14 - PL - ⅜ × ½ × 2'-6 md (2 - B12, B27; 2 - OTHERS)
(ORD. 30 × ½ × 16'-6) 5/4
6 - PL - ⅜ × ½ × 1'-6 mf
6 - PL - ⅜ × ½ × 1'-6 mg
(ORD. 18 × ½ × 16'-6) 5/6
½ F. WELD × 36'-0 (6'-0 EA. PC.)
⅜ F. WELD × 192'-0 (28'-8 - B13, B28; 33'-8 - OTHERS)

RIVETS —
OPEN HOLES 13/16" UNLESS NOTED
REAM
MILLING
PAINT ONE SHOP COAT AS PER SPECS. UNLESS NOTED.
WELDING AS PER SPECS.
SHOP CONTACT SURFACES NO PAINT

CAMBER DIAGRAM
LONGITUDINAL DIMENSIONS ARE MEASURED PARALLEL TO CHORD LINE

SURFACES MARKED 'C' TO BE GIVEN ONE COAT OF A HOT MIXTURE OF WHITE LEAD AND TALLOW.

STRINGER DETAILS

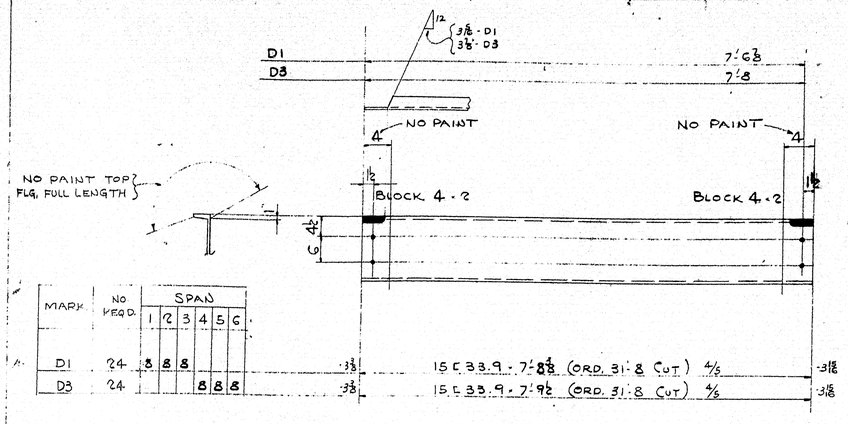
TEMP.
SUPT.
LAYOUT
FITTER
SHOP INSP.
PCL WK.
B. SMITH
MCH.
ERECT.
O. INSP.
WEIGHTS

CUSTOMER: CALLAHAN BROS. INC. MECHANIC FALLS, MAINE
STRUCTURE: INTERSTATE #95 BRIDGE OVER MAIN ST. - WATERVILLE, MAINE

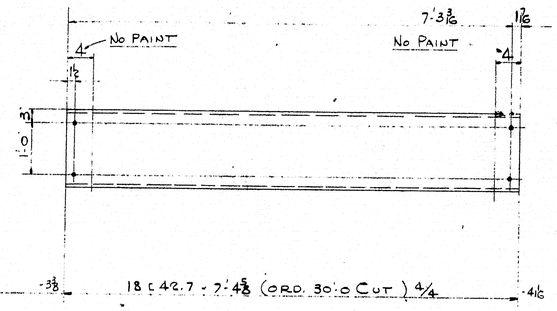
BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH WORKS
IN CHARGE HOOVER, S.E.C. MADE BY B.T.
CHECKED BY S. 12-22-58 TRACED BY
REVISED LAST ASSEM. MK.
SHOP NO. CONTRACT CP4433 SHEET 7

75-176-H

B.P.R. REG. No.	STATE	PROJECT No.	SHEET No.	TOTAL SHEETS
1	MAINE	I-95-6 (24)		



MARK	NO REQ'D.	SPAN 1	2	3	4	5	6		
D1	24	8	8	8				-3⅜	15 [33.9 · 7'-8⅜ (ORD. 31·8 CUT) 4/5	-3 1/16
D3	24				8	8	8	-3⅜	15 [33.9 · 7'-9⅛ (ORD. 31·8 CUT) 4/5	-3 1/16



MARK	NO. REQ'D.	SPAN 1	2	3	4	5	6		
D2	64	10	12	10	10	12	10	-3⅜	18 [42.7 · 7'-4⅝ (ORD. 30·0 CUT) 4/4	-4 1/16

DIAPHRAGM DETAILS

RIVETS —
OPEN HOLES 15/16"
REAM
MILLING —
PAINT ONE SHOP COAT AS PER SPECS. UNLESS NOTED
WELDING NONE
SHOP CONTACT SURFACES NO PAINT

TEMP.	
SUPT.	
LAYOUT	
FITTER	
SHOP MEMP.	
PL. WK.	
B. SMITH	
MCH.	
ERECT.	
O. MEMP.	
WEIGHTS	

CUSTOMER: CALLAHAN BROS. INC. MECHANIC FALLS, MAINE
STRUCTURE: INTERSTATE #95 BRIDGE OVER MAIN ST. WATERVILLE, MAINE

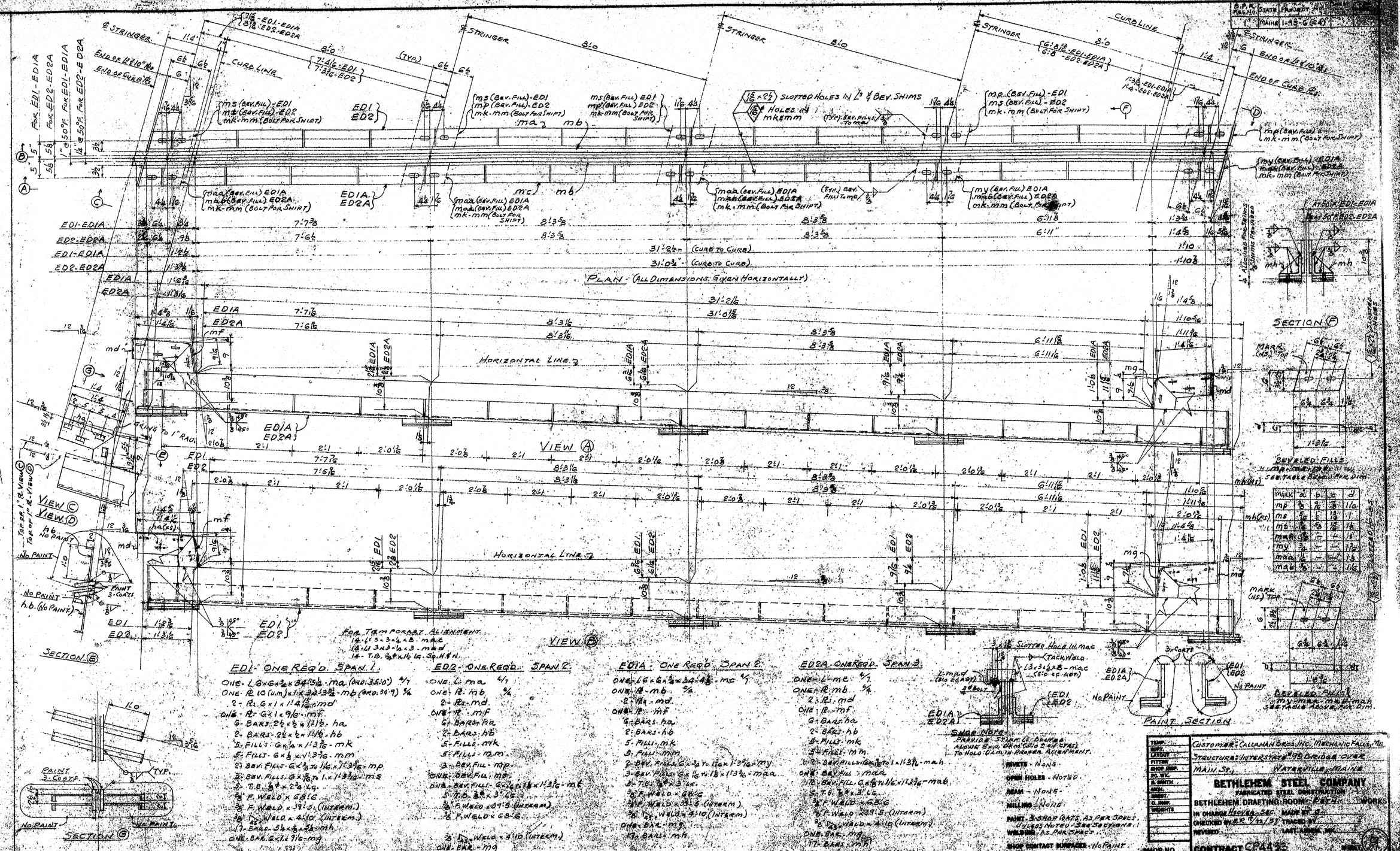
BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION

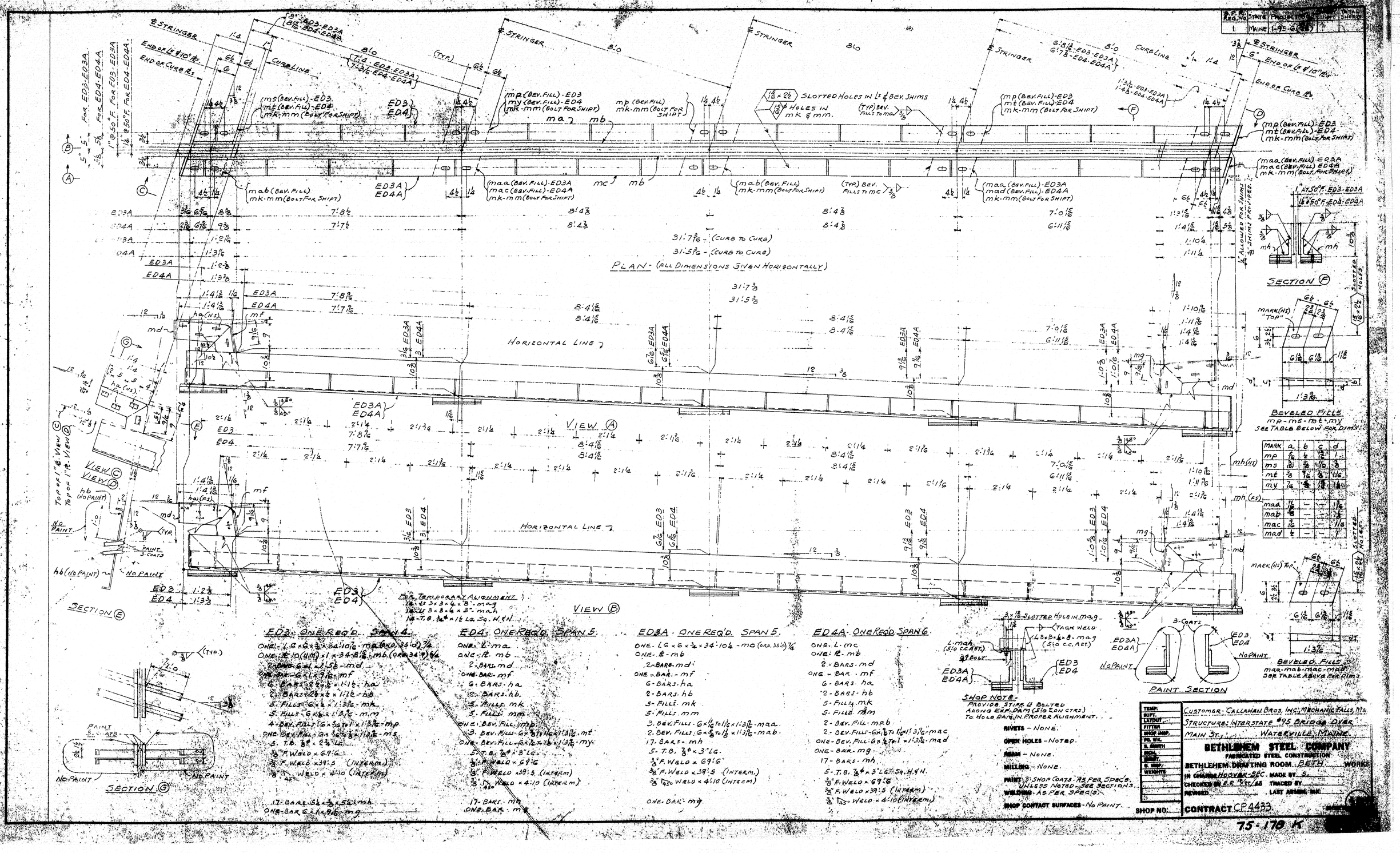
BETHLEHEM DRAFTING ROOM BETH. WORKS
IN CHARGE HOOVER, SEC. MADE BY B.T.
CHECKED BY S. 12-22-58. TRACED BY
REVISED LAST ASSEM. MK.

SHOP NO. CONTRACT CP4433 SHEET 8

75-178 I

0 1 2 3 4 5 INCHES


PLAN - (ALL DIMENSIONS GIVEN HORIZONTALLY)
VIEW A
VIEW B
VIEW C
VIEW D
SECTION E
SECTION F
SECTION G
PAINT SECTION
HORIZONTAL LINE 3
HORIZONTAL LINE 7
31'-2 1/16" (CURB TO CURB)
31'-0 3/8" (CURB TO CURB)
℄ STRINGER
CURB LINE
END OF CURB
SLOTTED HOLES IN L's & BEV. SHIMS
HOLES IN mk & mm
BEVELED FILLS
SHOP NOTE
PAINT 3-COATS
NO PAINT
EDI - ONE REQ'D. SPAN 1.
ONE - L 6 x 6 x 3/8 x 34'-4 5/16 - ma (ORD. 35'-0") 4/7
ONE - R 10 (WIDE) x 1 x 32'-3 3/8 - mb (ORD. 34'-9") 5/8
2 - R's 6 x 1 x 1'-4 1/2 - md
ONE - R 6 x 1 x 9 1/16 - mf
6 - BARS 2 1/2 x 1/2 x 1'-11 1/16 - ha
2 - BARS 2 1/2 x 1/2 x 1'-11 1/16 - hb
5 - FILLS 6 x 1/4 x 1'-3 7/16 - mk
5 - FILLS 6 x 1/4 x 1'-3 7/16 - mm
23 - BEV. FILLS 6 x 3/8 TO 1 1/16 x 1'-3 7/16 - mp
2 - BEV. FILLS 6 x 5/16 TO 1 x 1'-3 7/16 - ms
5 - T.B. 3/4 x 2'-3 1/4 LG.
3/8 F. WELD x 6 @ 1 6
3/8 F. WELD x 3 @ 1 5 (INTERM.)
3/8 F. WELD x 4 @ 1 0 (INTERM.)
17 - BARS 5 1/4 x 1/4 x 2 5/16 - mh
ONE - BAR 6 x 1/2 x 9 1/16 - mg
EDI - ONE REQ'D. SPAN 2.
ONE - L - ma 4/7
ONE - R - mb 5/8
2 - R's - md
ONE - R - mf
6 - BARS - ha
2 - BARS - hb
5 - FILLS - mk
5 - FILLS - mm
3 - BEV. FILL - mp
ONE - BEV. FILL - ms
ONE - BEV. FILL 6 x 5/16 TO 1 1/16 x 1'-3 7/16 - mt
5 - T.B. 3/4 x 3'-6
3/8 F. WELD x 6 @ 1 6
3/8 F. WELD x 3 @ 1 5 (INTERM.)
3/8 F. WELD x 4 @ 1 0 (INTERM.)
3/8 F. WELD x 4 @ 1 0 (INTERM.)
ONE - BAR - mg
17 - BARS - mh
EDIA - ONE REQ'D. SPAN 2.
ONE - L 6 x 6 x 3/8 x 34'-4 5/16 - mc 4/7
ONE - R - mb 5/8
2 - R's - md
ONE - R - mf
6 - BARS - ha
2 - BARS - hb
5 - FILLS - mk
5 - FILLS - mm
2 - BEV. FILLS 6 x 3/8 TO 1 1/16 x 1'-3 7/16 - my
3 - BEV. FILLS 6 x 5/16 TO 1 1/8 x 1'-3 7/16 - maa
5 - T.B. 3/4 x 3'-6
3/8 F. WELD x 6 @ 1 6
3/8 F. WELD x 3 @ 1 5 (INTERM.)
3/8 F. WELD x 4 @ 1 0 (INTERM.)
ONE - BAR - mg
17 - BARS - mh
EDIA - ONE REQ'D. SPAN 3.
ONE - L - mc 4/7
ONE - R - mb 5/8
2 - R's - md
ONE - R - mf
6 - BARS - ha
2 - BARS - hb
5 - FILLS - mk
5 - FILLS - mm
2 - BEV. FILLS 6 x 3/8 TO 1 x 1'-3 7/16 - mah
ONE - BEV. FILL - mak
2 - BEV. FILL 6 x 5/8 TO 1 1/16 x 1'-3 7/16 - mab
5 - T.B. 3/4 x 3'-6
3/8 F. WELD x 6 @ 1 6
3/8 F. WELD x 3 @ 1 5 (INTERM.)
3/8 F. WELD x 4 @ 1 0 (INTERM.)
ONE - BAR - mg
17 - BARS - mh
EDI - ONE REQ'D. SPAN 3.
ONE - L 6 x 6 x 3/8 x 34'-4 5/16 - mc 4/7
ONE - R 10 (WIDE) x 1 x 32'-3 3/8 - mb (ORD. 34'-9") 5/8
2 - R's 6 x 1 x 1'-4 1/2 - md
ONE - R 6 x 1 x 9 1/16 - mf
6 - BARS 2 1/2 x 1/2 x 1'-11 1/16 - ha
2 - BARS 2 1/2 x 1/2 x 1'-11 1/16 - hb
5 - FILLS 6 x 1/4 x 1'-3 7/16 - mk
5 - FILLS 6 x 1/4 x 1'-3 7/16 - mm
23 - BEV. FILLS 6 x 3/8 TO 1 1/16 x 1'-3 7/16 - mp
2 - BEV. FILLS 6 x 5/16 TO 1 x 1'-3 7/16 - ms
5 - T.B. 3/4 x 2'-3 1/4 LG.
3/8 F. WELD x 6 @ 1 6
3/8 F. WELD x 3 @ 1 5 (INTERM.)
3/8 F. WELD x 4 @ 1 0 (INTERM.)
17 - BARS 5 1/4 x 1/4 x 2 5/16 - mh
ONE - BAR 6 x 1/2 x 9 1/16 - mg
FOR TEMPORARY ALIGNMENT
14 - L's 3 x 3 x 1/4 x 8 - mac
14 - L's 3 x 3 x 1/4 x 3 - mad
14 - T.B. 3/4 x 1/2 LG. SQ. H & N.
BEVELED FILLS
SEE TABLE ABOVE FOR DIM.
MARK (NS) TOP
SHOP NOTE
PROVIDE STAGE (3 BOLTS) ABOVE EXP. DRAIN (SEE 2 OF 5 TAS) TO HOLD DRAIN IN PROPER ALIGNMENT.
RIVETS - NONE
OPEN HOLES - NOTED
REAM - NONE
MILLING - NONE
PAINT - 3-SHOP COATS, AS PER SPECS. UNLESS NOTED - SEE DETAILS.
WELDING - AS PER SPECS.
SHOP CONTACT SURFACES - NO PAINT
CUSTOMER: CALLAHAN BROS. INC. MECHANIC FALLS, ME.
STRUCTURE: INTERSTATE #95 BRIDGE OVER MAIN ST. WATERVILLE, MAINE
BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM PAT. WORKS
IN CHARGE HECKEL-SEC. MADE BY G.
CHECKED BY E.R. 6/23/93 TRACED BY
REVISED LAST ADDED INF.
CONTRACT CP443
SHOP NO.
SHEET 8
TEMP.
SUPT.
LAYOUT
FITTER
SHOP INSP.
PC. WK.
A. SMITH
SHIP.
CONST.
C. INSP.
WEIGHTS
0 1 2 3 4 5 INCHES



PLAN - (ALL DIMENSIONS GIVEN HORIZONTALLY)
31'-7 3/16 - (CURB TO CURB)
31'-5 3/16 - (CURB TO CURB)
HORIZONTAL LINE
VIEW A
VIEW B
VIEW C
VIEW D
SECTION E
SECTION F
SECTION G
PAINT SECTION
SLOTTED HOLES IN Ls & BEV. SHIMS
HOLES IN mk & mm.
BEVELED FILLS
mp-ms-mt-my
SEE TABLE BELOW FOR DIMS.
BEVELED FILLS
maa-mab-mac-mad
SEE TABLE ABOVE FOR DIMS.
FOR TEMPORARY ALIGNMENT
14-Ls 3x3x4x8-mag
14-Ls 3x3x4x3-mah
14-T.B. 3/4φ x 1 1/2 Lg. Sq. H.&N.
ED3 - ONE REQ'D. SPAN 4.
ONE - L 6x6x3/4x34'-10 7/16 - ma (ORD. 35'-0) 7/4
ONE - PL 10 (UM) x 1 x 34'-8 15/16 - mb (ORD. 34'-9) 5/4
2 - BARS - 6 x 1 x 1'-5 1/8 - md
ONE - BAR - 6 x 1 x 9 1/16 - mf
6 - BARS - 2 1/2 x 1/2 x 1'-1 1/2 - ha
2 - BARS - 2 1/2 x 1/2 x 1'-1 1/2 - hb
5 - FILLS - 6 x 1/4 x 1'-3 9/16 - mk
5 - FILLS - 6 x 1/8 x 1'-3 9/16 - mm
4 - BEV. FILLS - 6 x 5/16 to 1 x 1'-3 9/16 - mp
ONE - BEV. FILL - 6 x 5/16 to 1 x 1'-3 9/16 - ms
5 - T.B. 7/8φ x 2 3/4 Lg.
3/8" F. WELD x 69'-6
3/8" F. WELD x 39'-5 (INTERM.)
3/8" 1/450 WELD x 4'-10 (INTERM.)
17 - BARS - 5 1/4 x 3/8 x 5 1/4 - mh
ONE - BAR 6 x 1 x 9 1/16 - mg
ED4 - ONE REQ'D. SPAN 5.
ONE - L - ma
ONE - PL - mb
2 - BARS - md
ONE - BAR - mf
6 - BARS - ha
2 - BARS - hb
5 - FILLS - mk
5 - FILLS - mm
ONE - BEV. FILL - mp
3 - BEV. FILLS - 6 x 5/16 to 1 1/16 x 1'-3 9/16 - mt
ONE - BEV. FILL - 6 x 5/16 to 1 1/8 x 1'-3 9/16 - my
5 - T.B. 7/8φ x 3" Lg.
3/8" F. WELD x 69'-6
3/8" F. WELD x 39'-5 (INTERM.)
3/8" 1/450 WELD x 4'-10 (INTERM.)
17 - BARS - mh
ONE - BAR - mg
ED3A - ONE REQ'D. SPAN 5.
ONE - L 6x6x3/4x34'-10 1/4 - mc (ORD. 35'-0) 7/4
ONE - PL - mb
2 - BARS - md
ONE - BAR - mf
6 - BARS - ha
2 - BARS - hb
5 - FILLS - mk
5 - FILLS - mm
3 - BEV. FILLS - 6 x 11/16 to 1 1/16 x 1'-3 9/16 - maa
2 - BEV. FILLS - 6 x 5/16 to 1 1/8 x 1'-3 9/16 - mab
17 - BARS - mh
5 - T.B. 7/8φ x 3" Lg.
3/8" F. WELD x 69'-6
3/8" F. WELD x 39'-5 (INTERM.)
3/8" 1/450 WELD x 4'-10 (INTERM.)
ONE - BAR - mg
ED4A - ONE REQ'D. SPAN 6.
ONE - L - mc
ONE - PL - mb
2 - BARS - md
ONE - BAR - mf
6 - BARS - ha
2 - BARS - hb
5 - FILLS - mk
5 - FILLS - mm
2 - BEV. FILL - mab
2 - BEV. FILLS - 6 x 5/16 to 1 1/16 x 1'-3 9/16 - mac
ONE - BEV. FILL - 6 x 1/2 to 1 x 1'-3 9/16 - mad
ONE - BAR - mg
17 - BARS - mh
5 - T.B. 7/8φ x 3" Lg. Sq. H.&N.
3/8" F. WELD x 69'-6
3/8" F. WELD x 39'-5 (INTERM.)
3/8" 1/450 WELD x 4'-10 (INTERM.)
SHOP NOTE -
PROVIDE STIFF. Ls BOLTED ALONG EXP. DAM (5'-0 ON CTRS) TO HOLD DAM IN PROPER ALIGNMENT.
RIVETS - NONE.
OPEN HOLES - NOTED.
REAM - NONE.
MILLING - NONE.
PAINT - 3 SHOP COATS - AS PER SPEC'S. UNLESS NOTED - SEE SECTIONS.
WELDING - AS PER SPEC'S.
SHOP CONTACT SURFACES - NO PAINT.
CUSTOMER - CALLAHAN BROS. INC. MECHANIC FALLS, ME.
STRUCTURE: INTERSTATE #95 BRIDGE OVER MAIN ST., WATERVILLE, MAINE.
BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH. WORKS
IN CHARGE HOOVER-SEC. MADE BY S.
CHECKED BY E.R. 12/22/65 TRACED BY
REVISED LAST ASSEM. MK.
SHOP NO.
CONTRACT CP4433
75-178 K