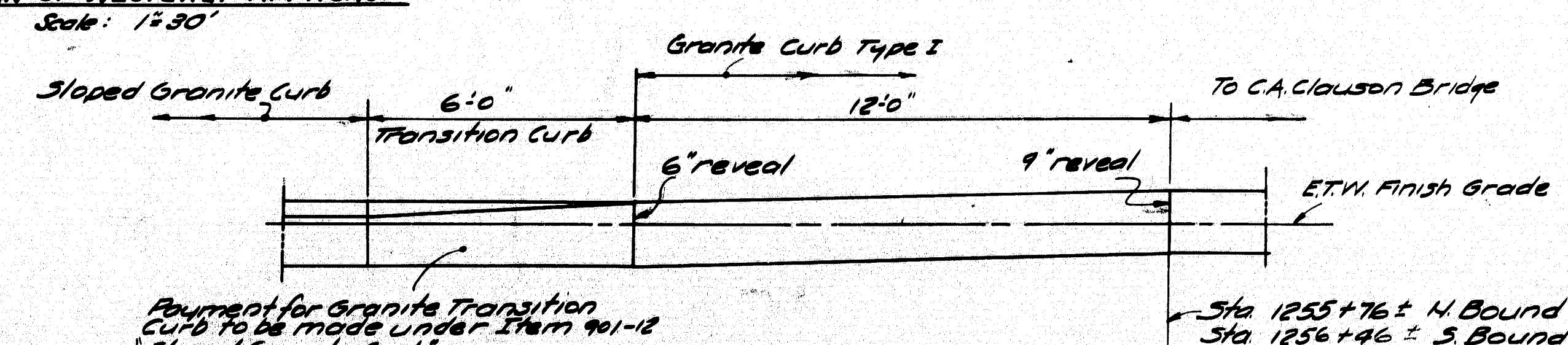


FINISH GRADES
PLAN OF WESTERLY APPROACH
 Scale: 1"=30'

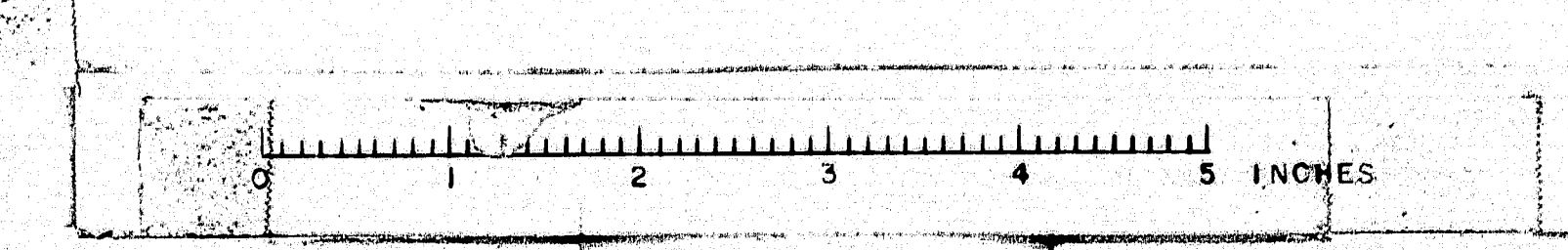


FACE VIEW
GRANITE TRANSITION CURB AT MEDIAN
 Northbound Shown - Southbound Opp. Hand.

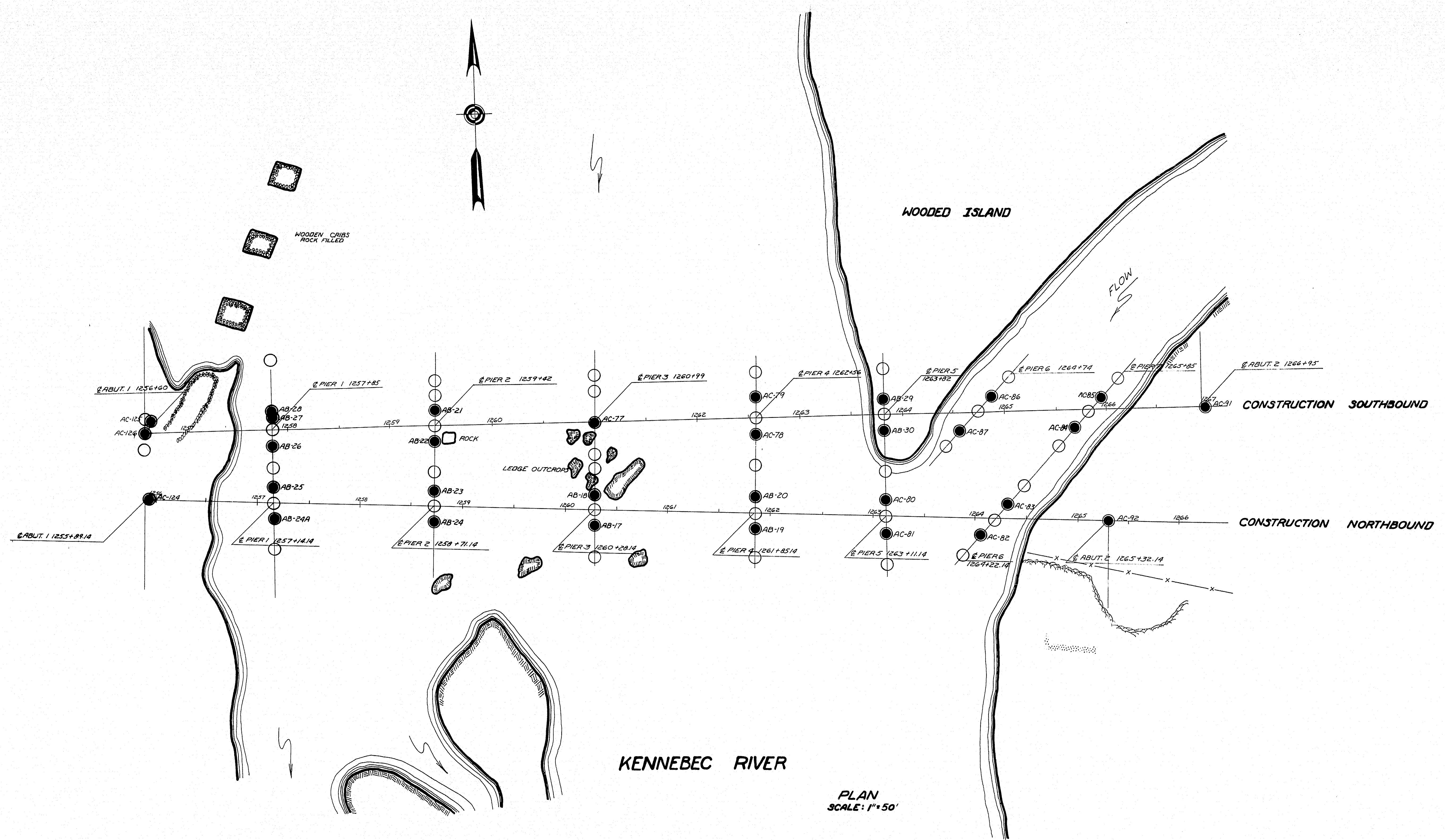
DESIGN - R.B.
 TRACE - J.P.
 CHECK - N.W.T.

BRIDGE NO.
 SURVEY -
 PLOT -

STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
CLINTON A. CLAUSON
MEMORIAL BRIDGES
 OVER
 KENNEBEC RIVER
 BETWEEN THE TOWNS OF
 FAIRFIELD AND BENTON
 SOMERSET AND KENNEBEC COUNTIES
 FINISH GRADES - PLAN OF WESTERLY APPROACH
 SHEET 15 OF 92 AUGUSTA, MAINE NOV. 1962

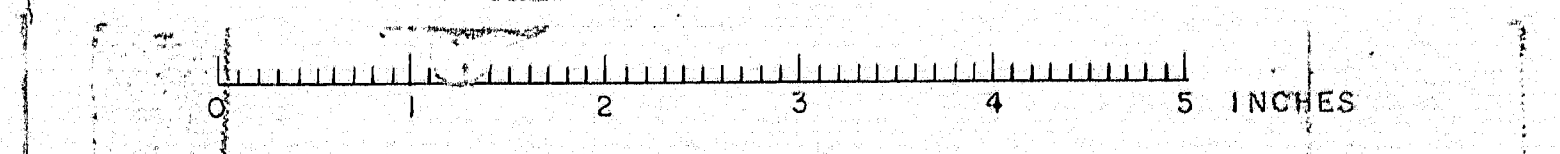


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-1-28	7	92



PLAN
SCALE: 1"=50'

DESIGN— TRACE— CHECK—	Soils Division	BRIDGE NO. SURVEY— PLOT—
STATE HIGHWAY COMMISSION BRIDGE DIVISION CLINTON A. CLAUSON MEMORIAL BRIDGES OVER KENNEBEC RIVER BETWEEN THE TOWNS OF FAIRFIELD AND BENTON SOMERSET AND KENNEBEC COUNTIES BORING PLAN SHEET 17 OF 92 AUGUSTA, MAINE JULY, 1962		



ELEVATION

SOUTHBOUND

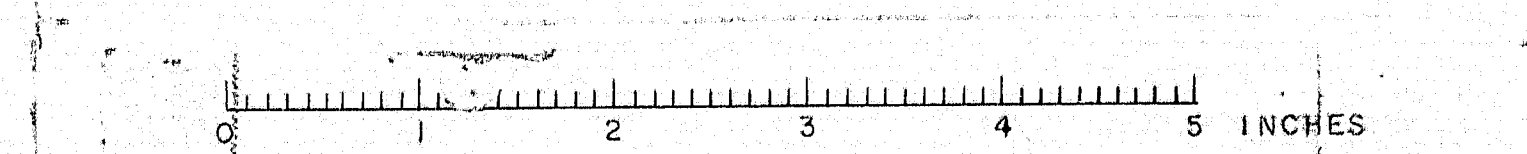
ABUTMENT 1 AC-126
BROWN SILT
LOOSE BROWN SILTY SAND
DENSE GRAY SILTY GRAVEL
PIER 1
PIER 2
PIER 3
PIER 4
PIER 5
PIER 6
ABUTMENT 2 AC-91
LOOSE BROWN FINE SAND BECOMES VERY FINE AND SILTY WITH DEPTH
MEDIUM DENSITY BROWN SILTY SAND AND GRAVEL
MEDIUM DENSITY TO DENSE GRAY SILT SAND AND GRAVEL
VERY DENSE GRAY SILT SAND AND GRAVEL
FRACTURED BEDROCK OF A BOULDER
BROWN GRAVEL
LOOSE GRAY SANDY SILT WITH SAND AND CLAY LAYERS
LOOSE BROWN FINE SAND
MEDIUM DENSITY SANDY
MEDIUM DENSITY GRAY SILTY SAND AND GRAVEL

NORTHBOUND

ABUTMENT 1 AC-124
BROWN SAND AND GRAVEL
GRAY SILTY SAND AND GRAVEL
PIER 1
PIER 2
PIER 3
PIER 4
PIER 5
PIER 6
ABUTMENT 2 AC-92
LOOSE BROWN FINE SAND
BROKEN ROCK
MEDIUM DENSITY GRAY SILT SAND AND GRAVEL
BROWN GRAVEL
LOOSE BROWN GRAVEL
LOOSE GRAY LAYERS OF SAND SILT AND CLAY
MEDIUM DENSITY GRAY GRAVELLY SANDY SILT

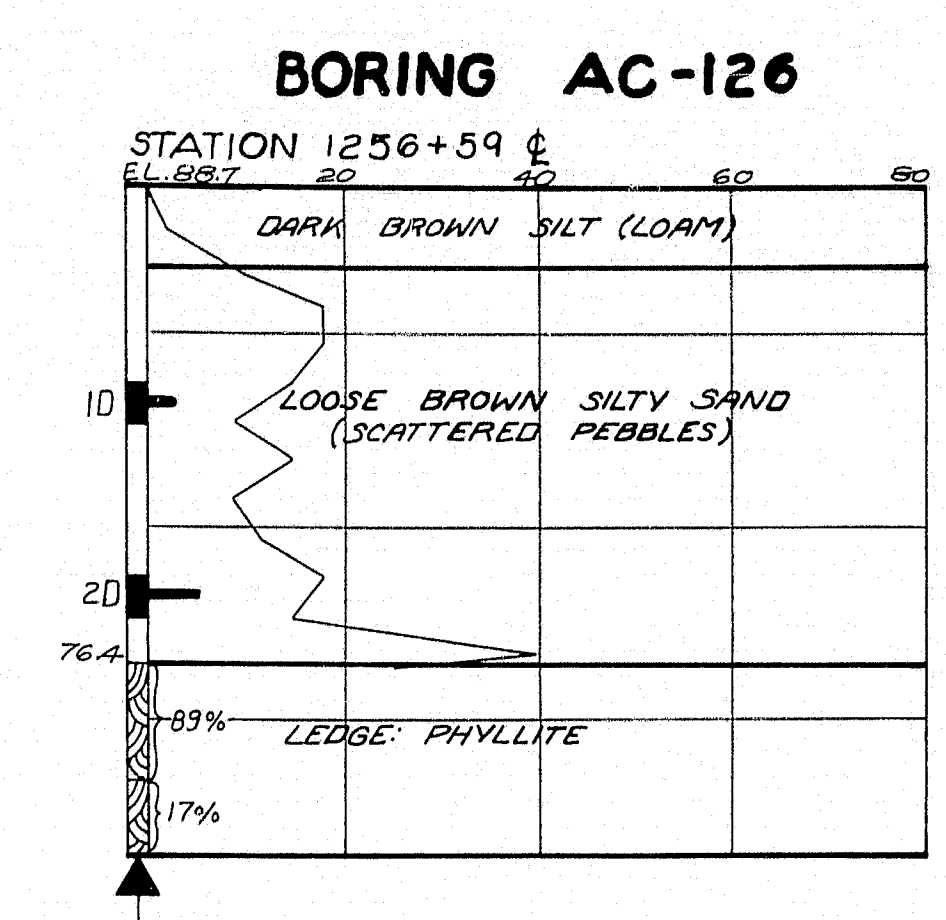
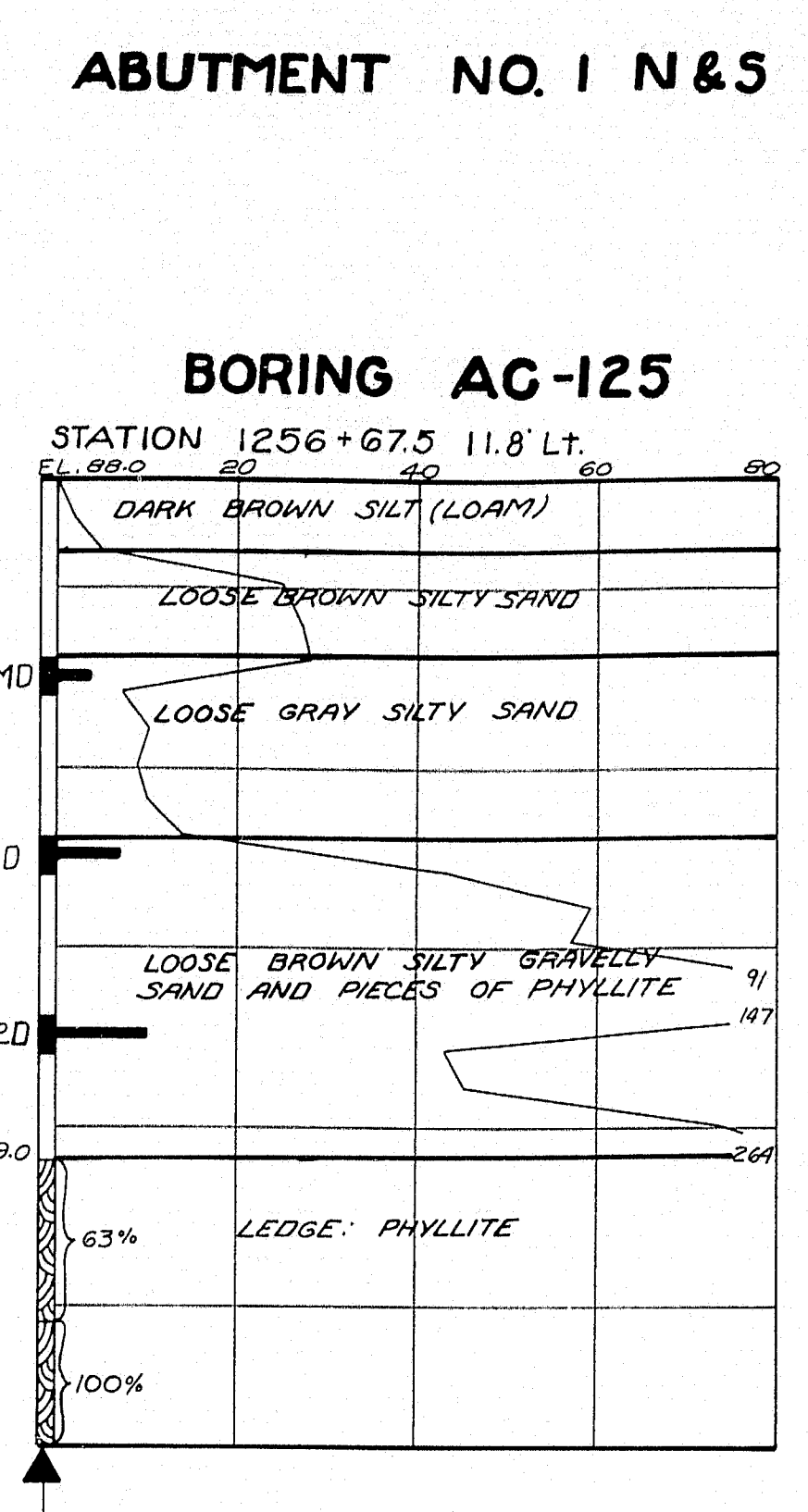
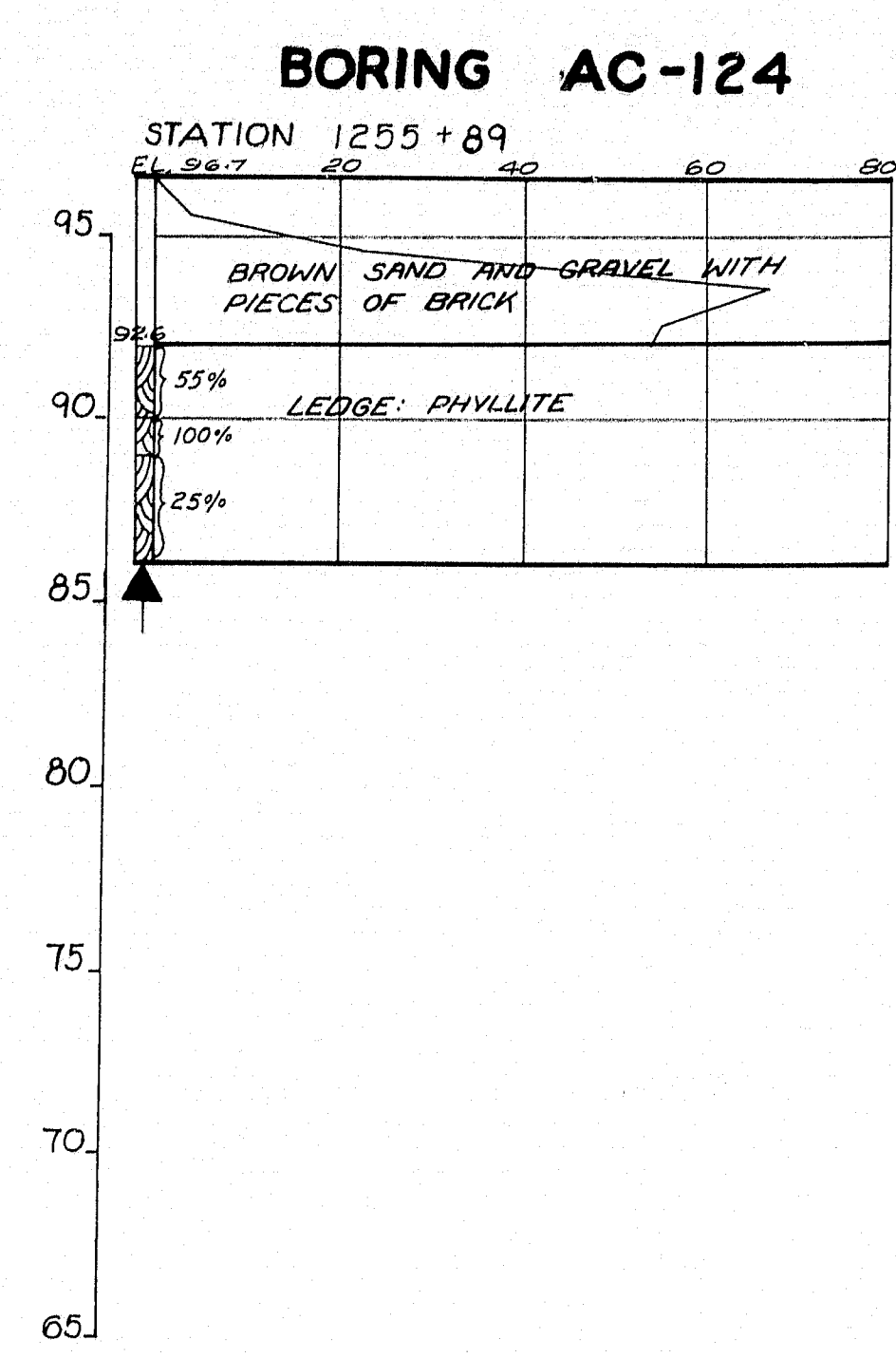
1256 1257 1260 1261 1263 1265 1266 1267

DESIGN- TRACE- } <i>Sails Division</i> CHECK-	BRIDGE NO. SURVEY- PLOT-
STATE HIGHWAY COMMISSION BRIDGE DIVISION CLINTON A. CLAUSON MEMORIAL BRIDGES OVER KENNEBEC RIVER BETWEEN THE TOWNS OF FAIRFIELD AND BENTON SOMERSET AND KENNEBEC COUNTIES BORING PLAN	
SHEET 16 OF 92. AUGUSTA, MAINE JULY, 1962	



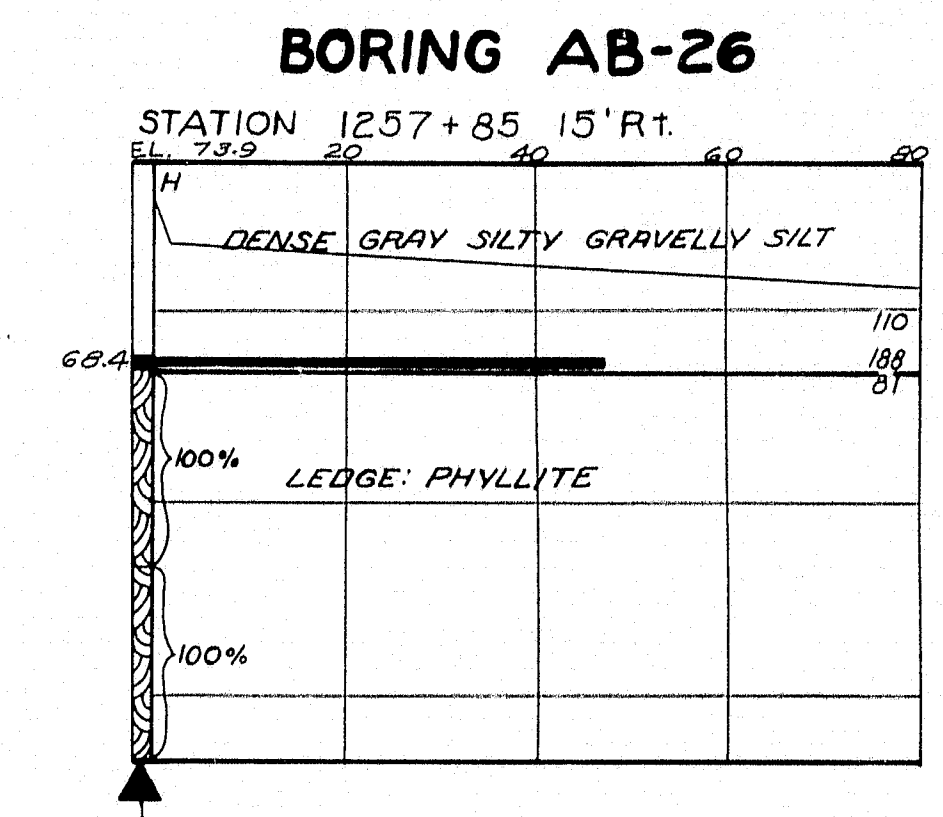
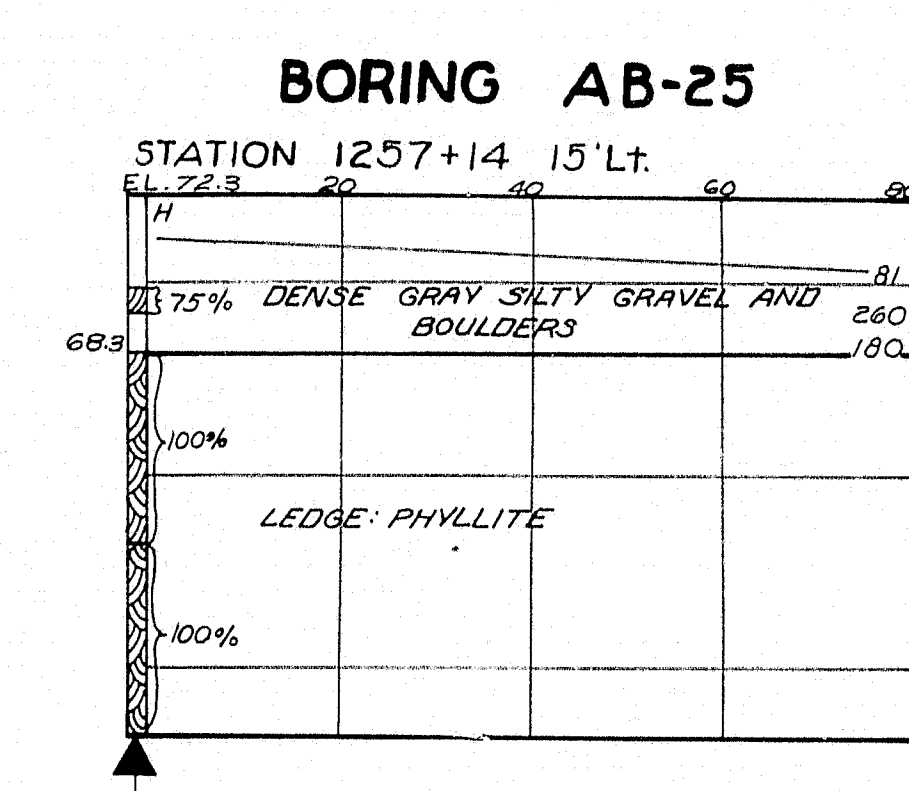
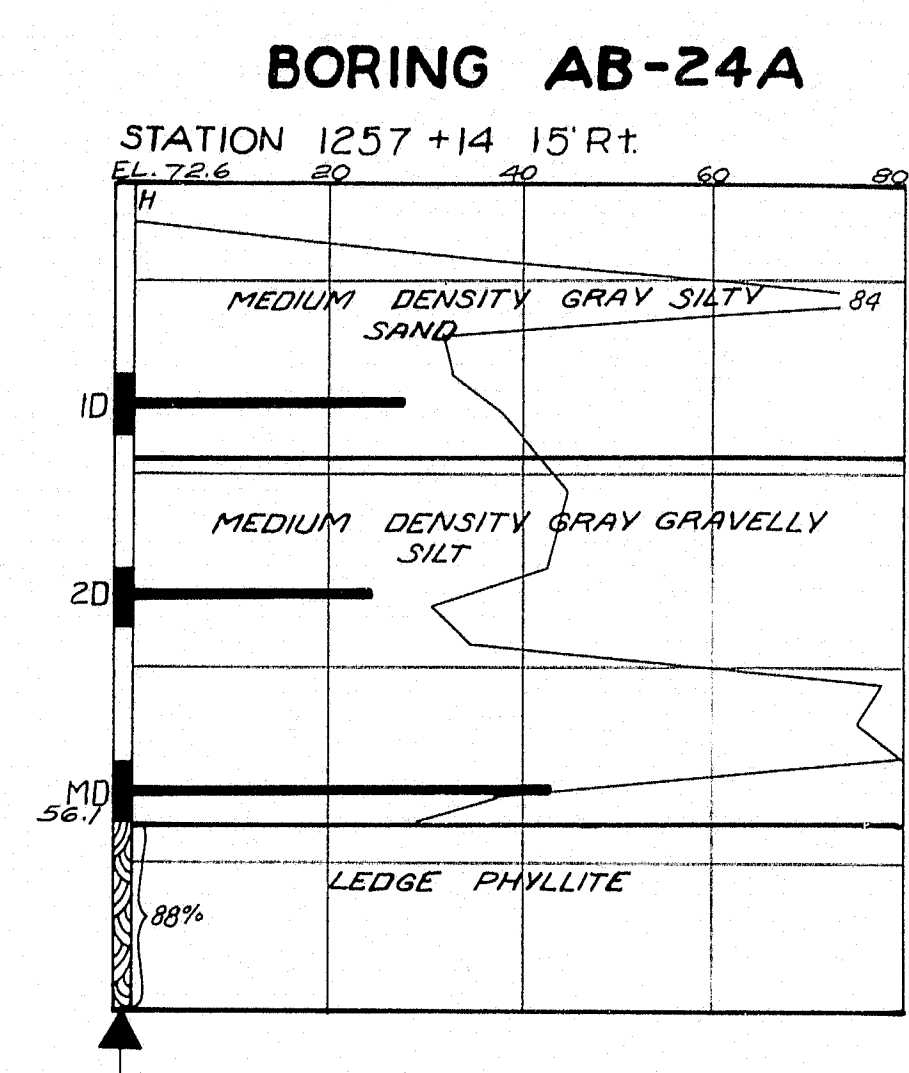
DRIVING RESISTANCE BLOWS / FOOT

ELEVATION



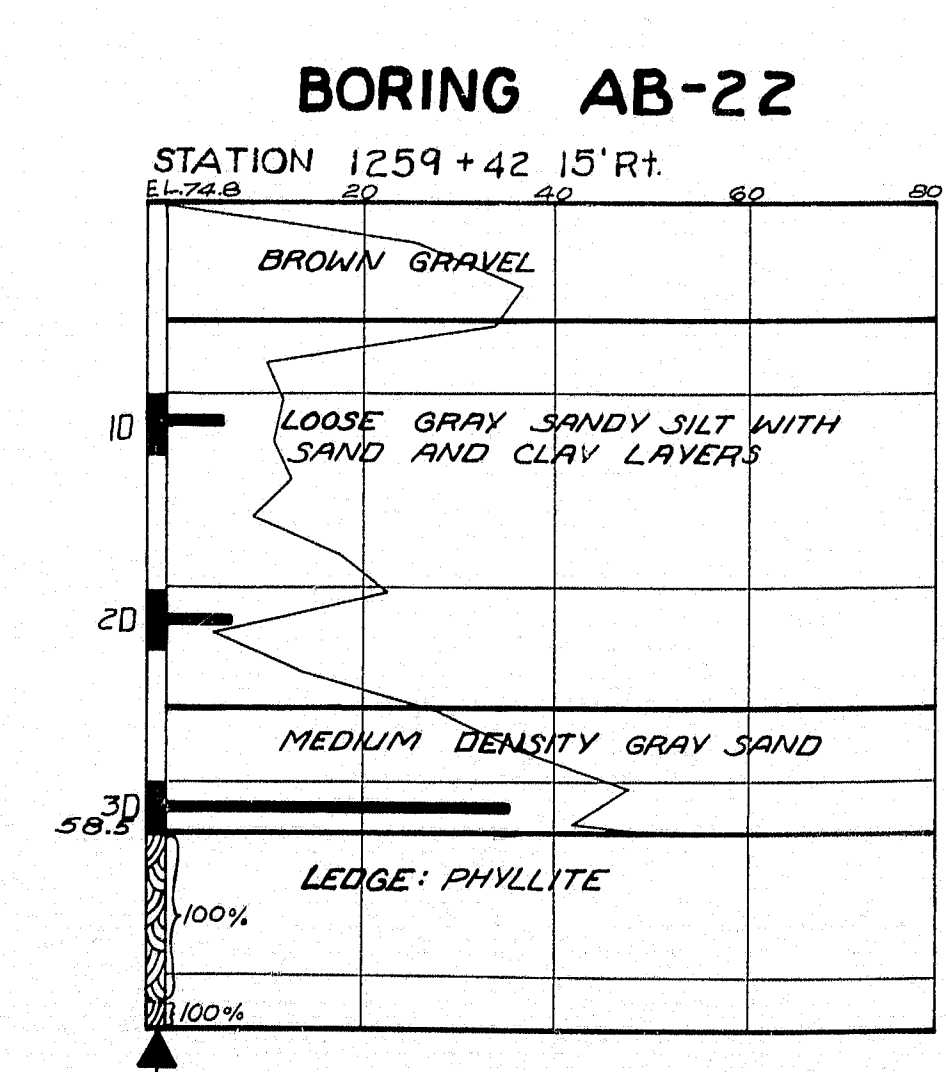
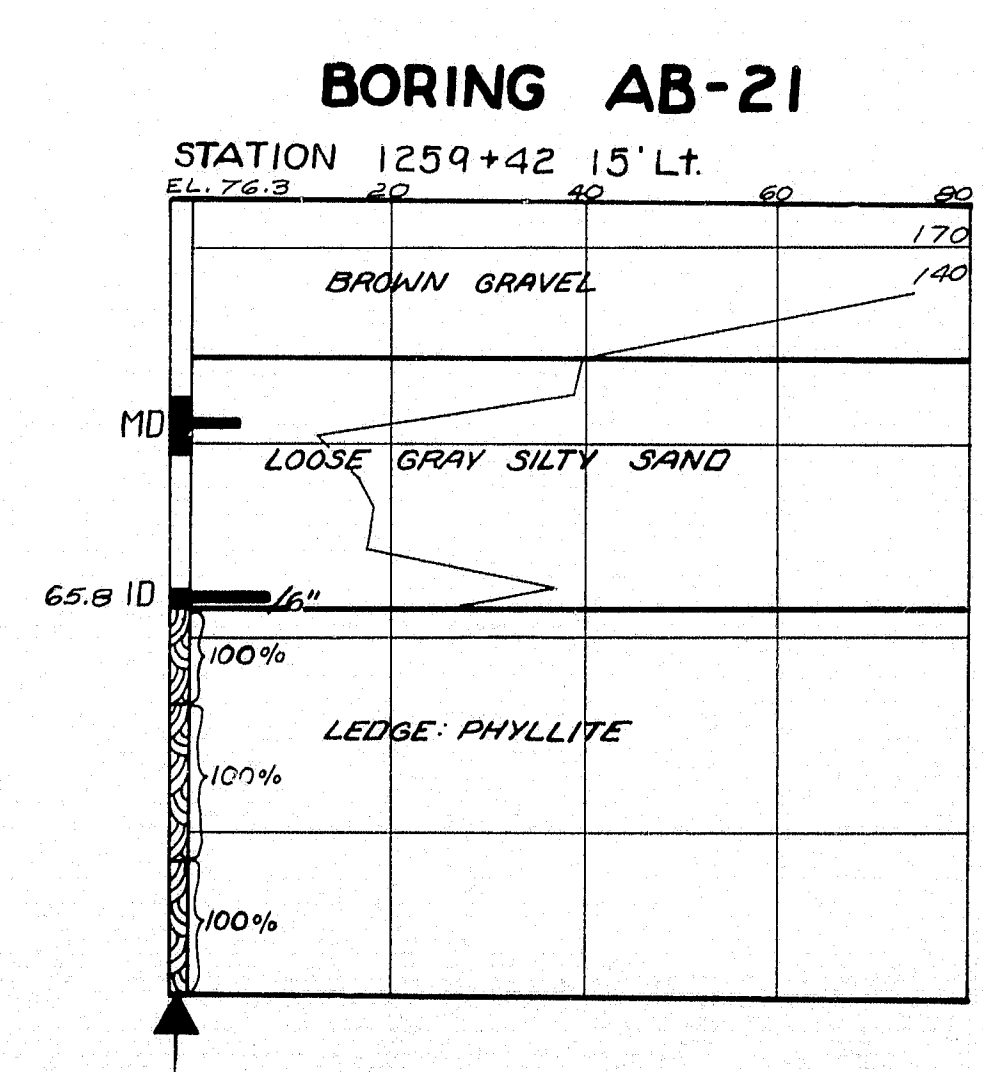
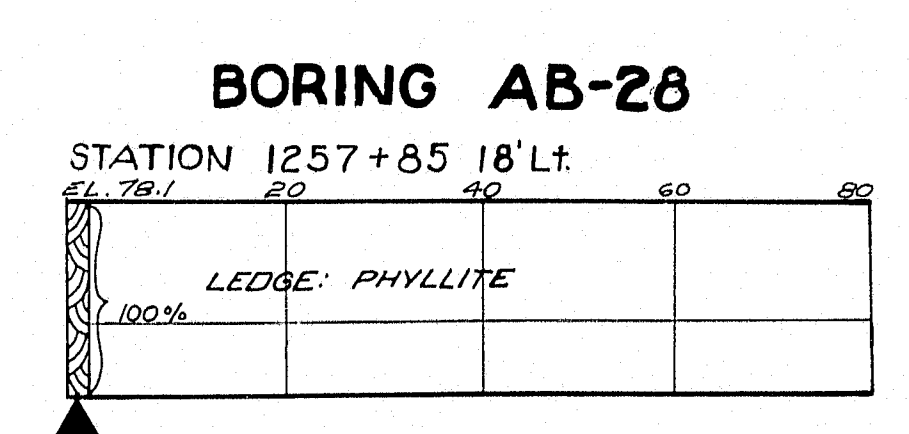
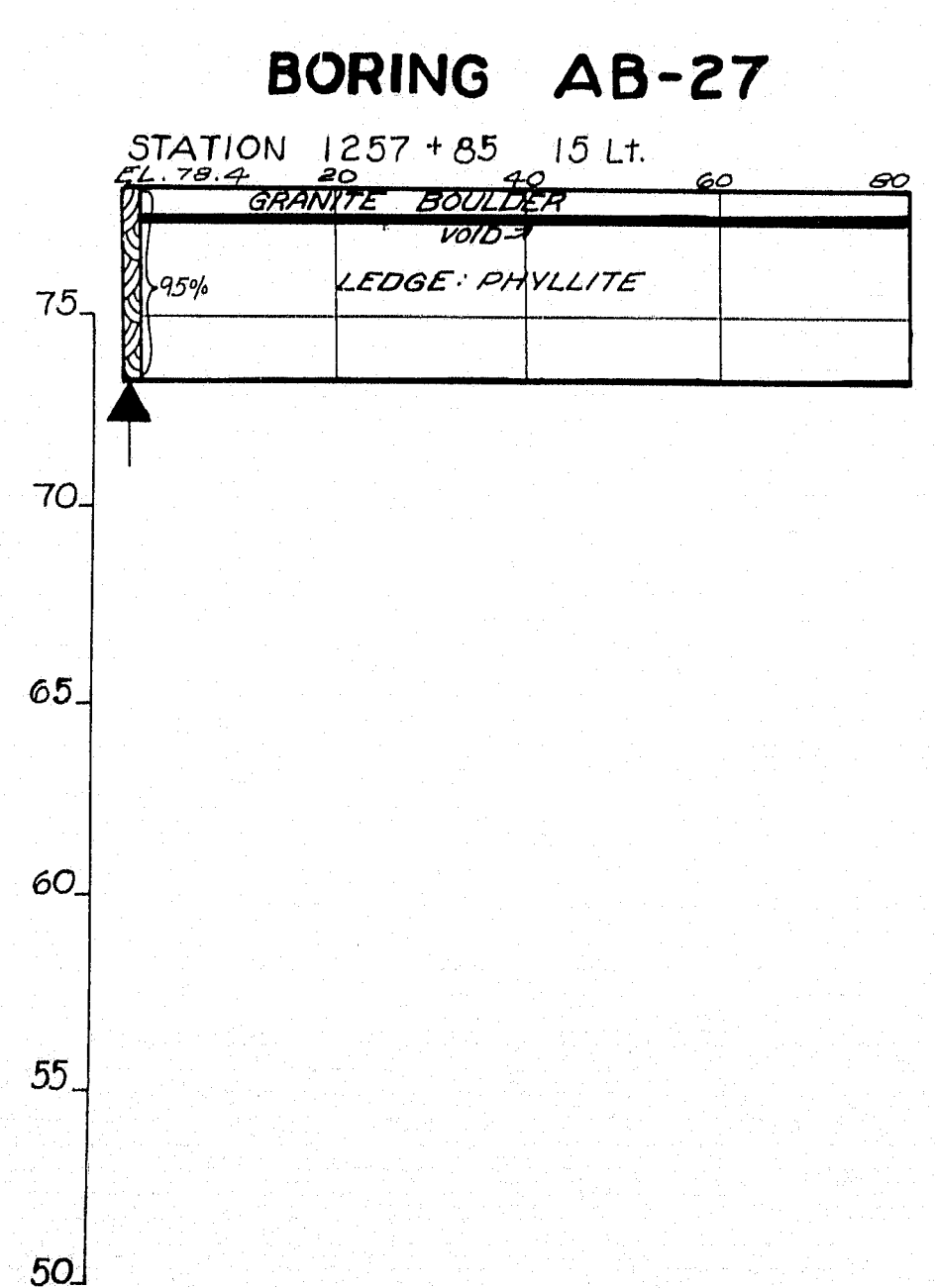
PIER NO. 1 N.B.

PIER NO. 1 S.B.



PIER NO. 1 S.B.

PIER NO. 2 S.B.



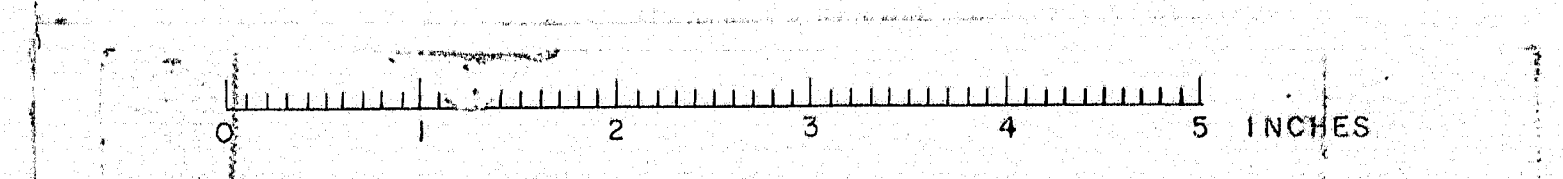
BORING NOTES

ALL SAMPLES AND VANS ARE MADE AHEAD OF CASING
NUMBER OF BLOWS REQUIRED TO DRIVE EXTRA HEAVY
CASING ONE FOOT WITH 400 LB. OF ENERGY PER BLOW
LOCATION OF SAMPLE OR SAMPLE ATTEMPT
NUMBER AND TYPE OF DRY SAMPLE
S&H SAMPLER #1290'S
2" O.D. 16ga. SEAMLESS TUBING
UNSUCCESSFUL SAMPLE ATTEMPT AND TYPE OF SAMPLE
NUMBER OF BLOWS REQUIRED TO DRIVE SPOON OR TUBING
ONE FOOT WITH 350 LB. OF ENERGY PER BLOW
SAMPLING SPOON OR SEAMLESS TUBING DRIVEN BY STATIC
WEIGHT OF DRILL RODS AND HAMMER
FIELD VANE TEST
BOTTOM OF BORING (MAY NOT BE BOTTOM OF SOIL STRATA)
LOCATION CORED BY DIAMOND BIT AND PER CENT
RECOVERY OF ROCK

DESIGN - *Soils Division*
CHECK - *Soils Division*

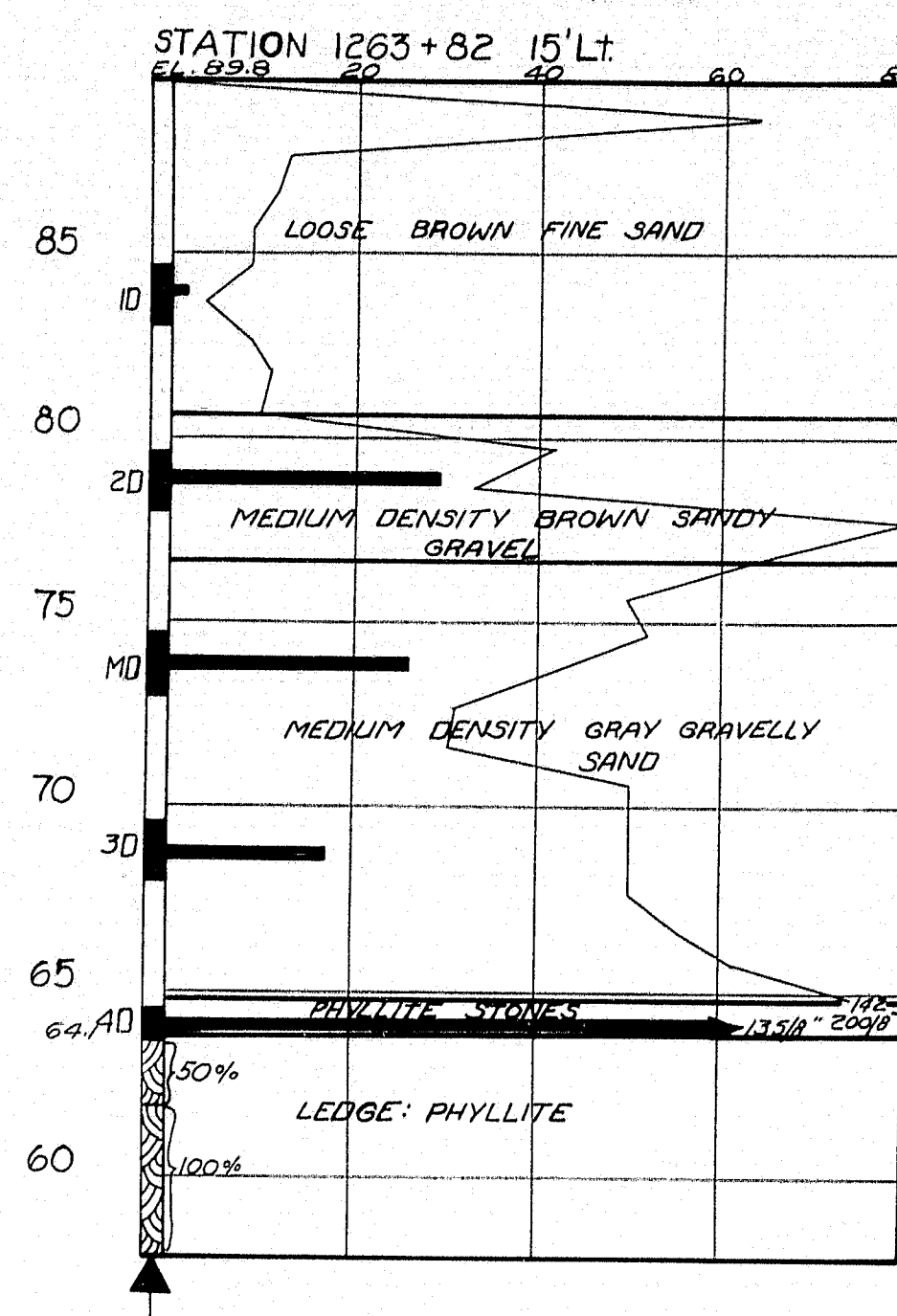
BRIDGE NO.
SURVEY
PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
CLINTON A. CLAUSON
MEMORIAL BRIDGES
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
FAIRFIELD AND BENTON
SOMERSET AND KENNEBEC COUNTIES
BORING DETAILS
SHEET 19 OF 32 AUGUSTA, MAINE JULY, 1962

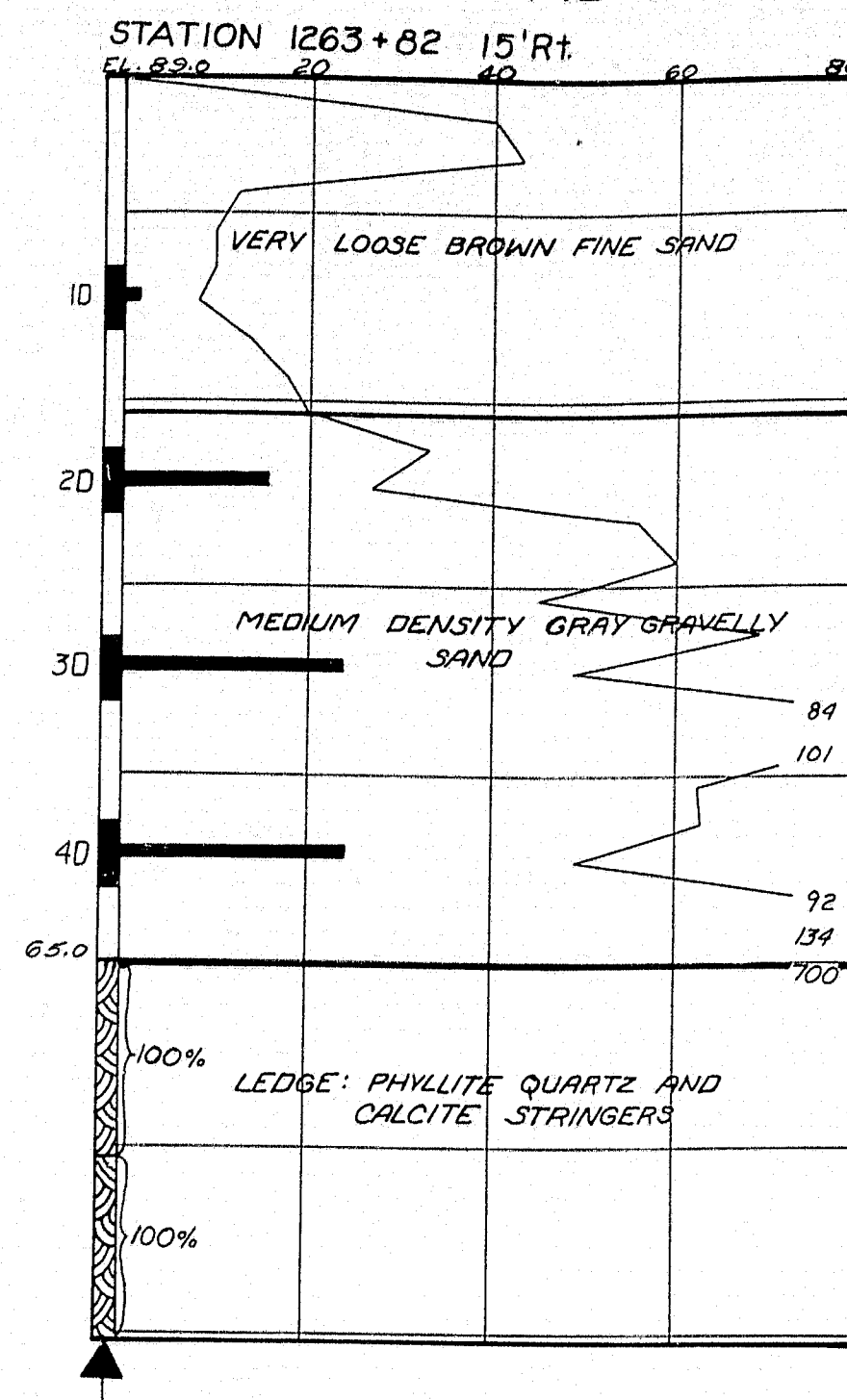


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	2-95-7(22)	21	32

BORING AB-29 PIER NO. 5 SB.



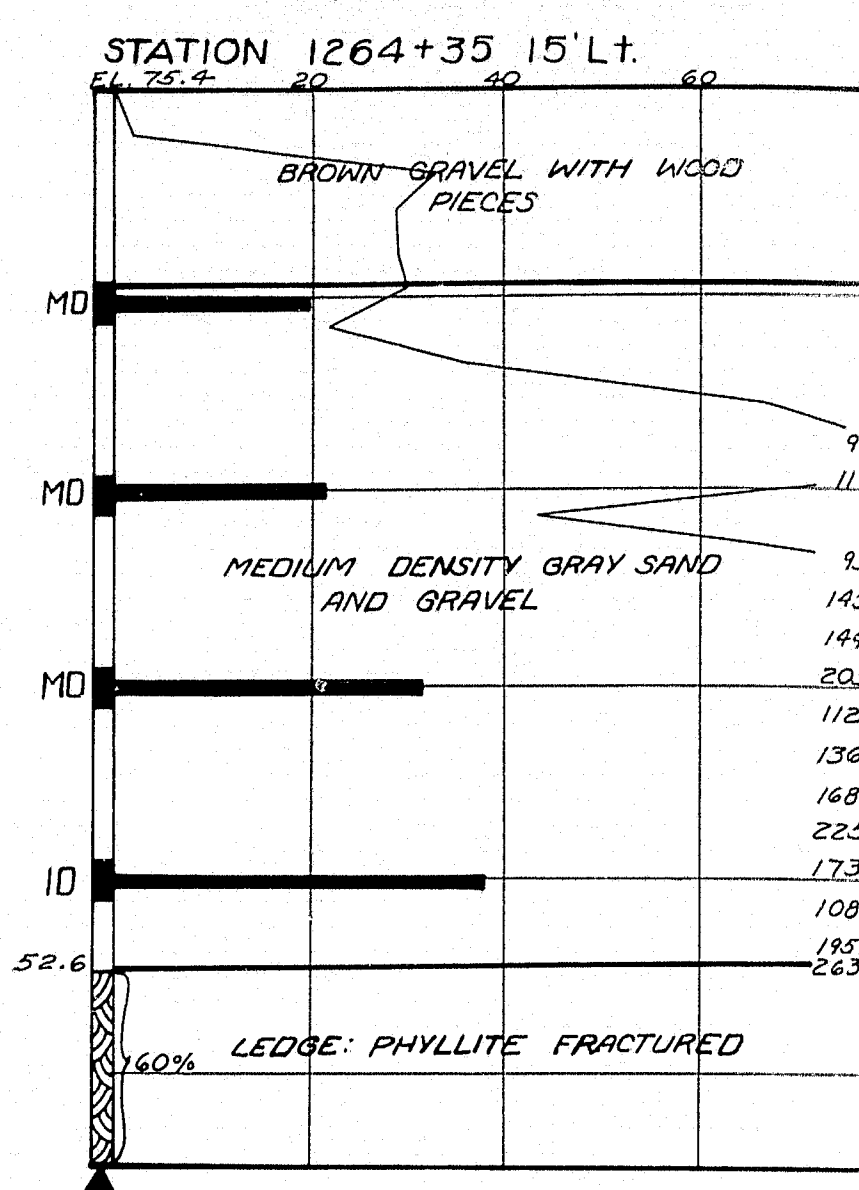
BORING AB-30



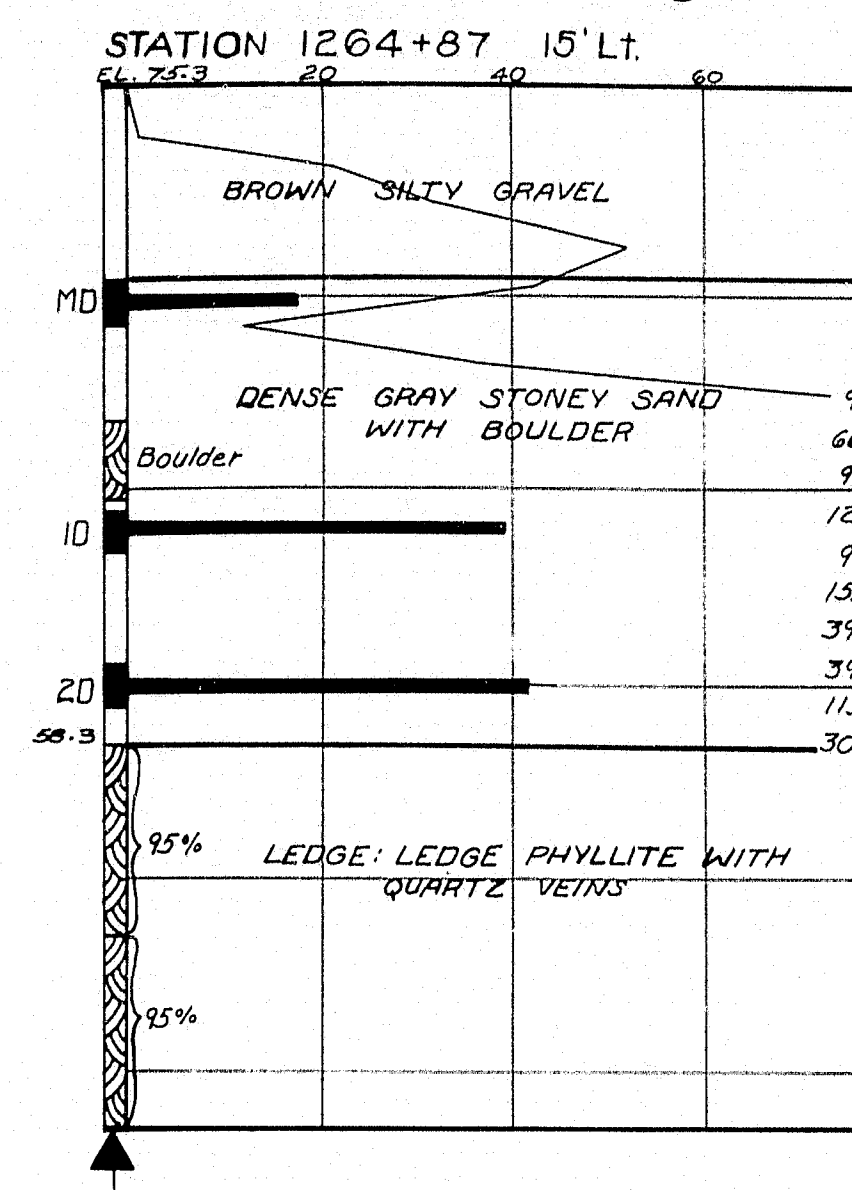
DRIVING RESISTANCE

PIER NO. 6 N&S

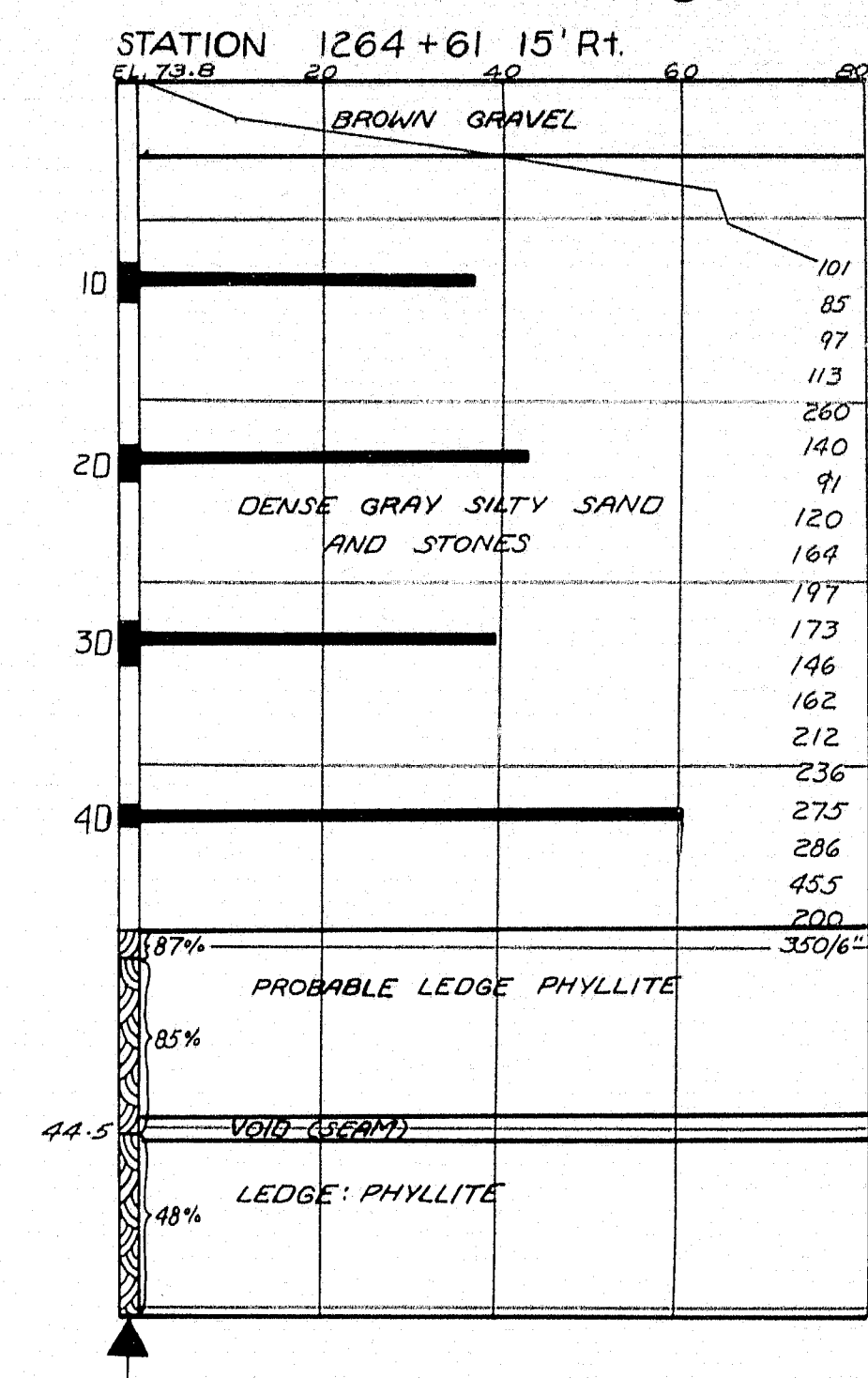
BORING AC-83



BORING AC-86

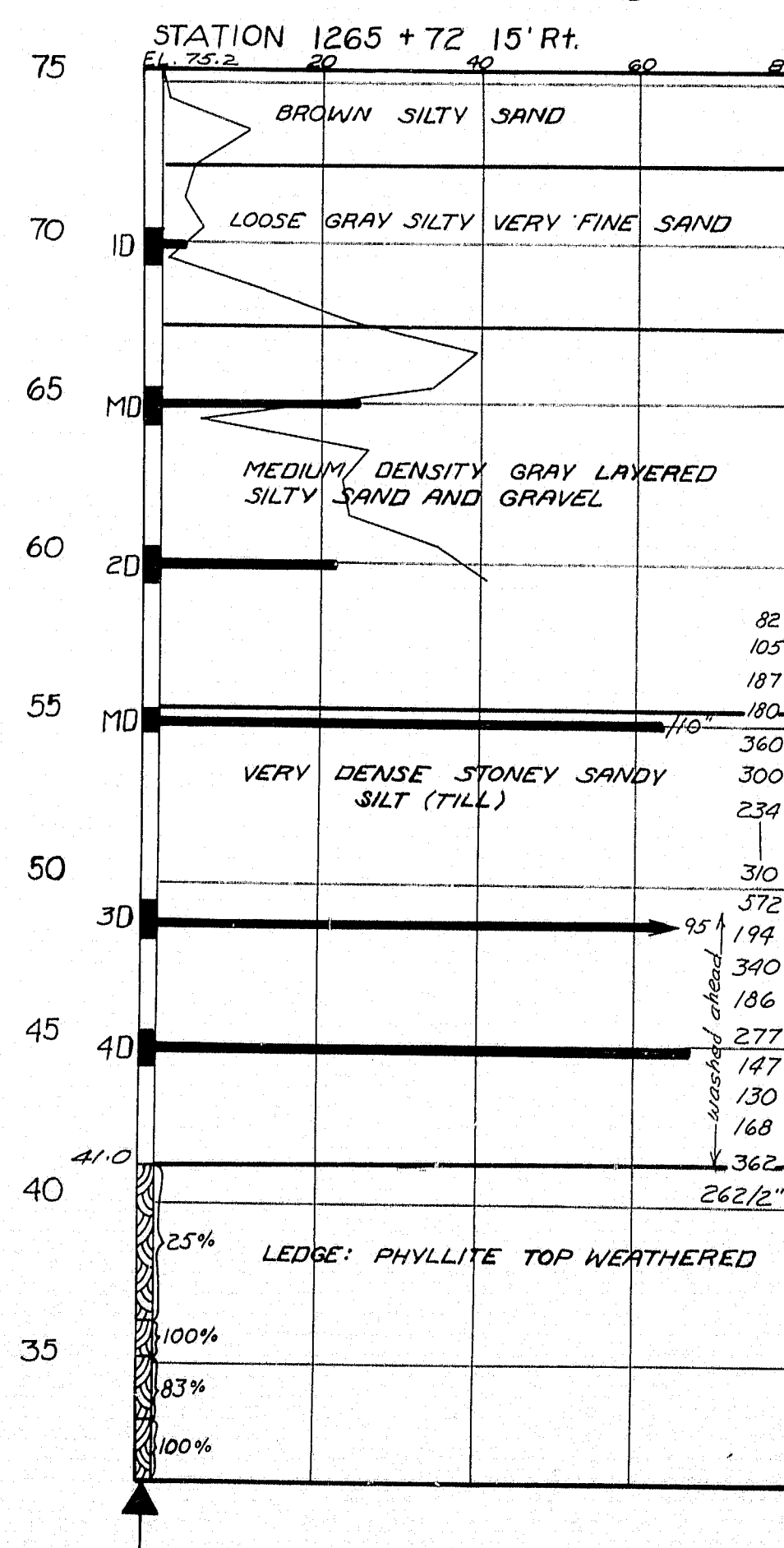


BORING AC-87

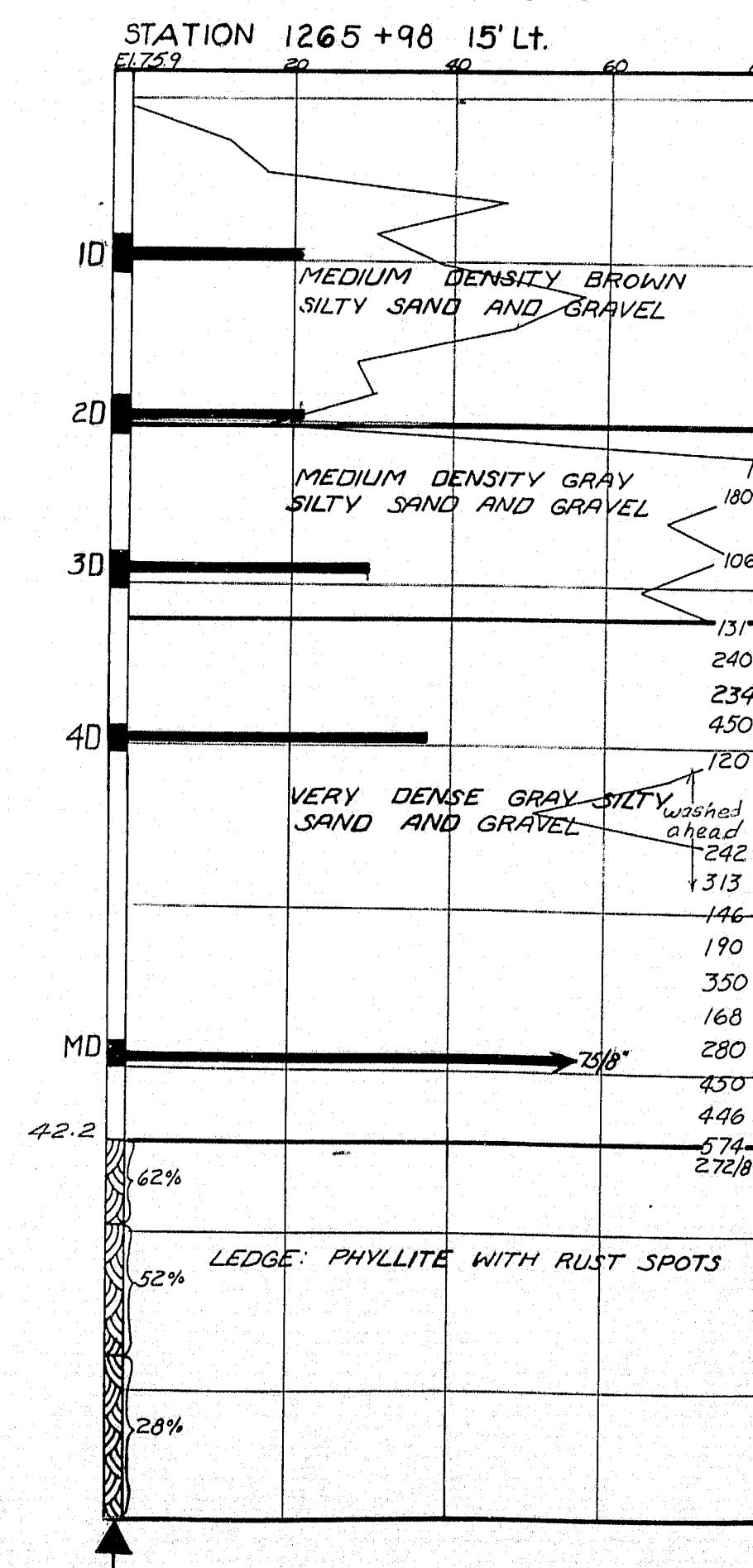


PIER NO. 7 SB.

BORING AC-84

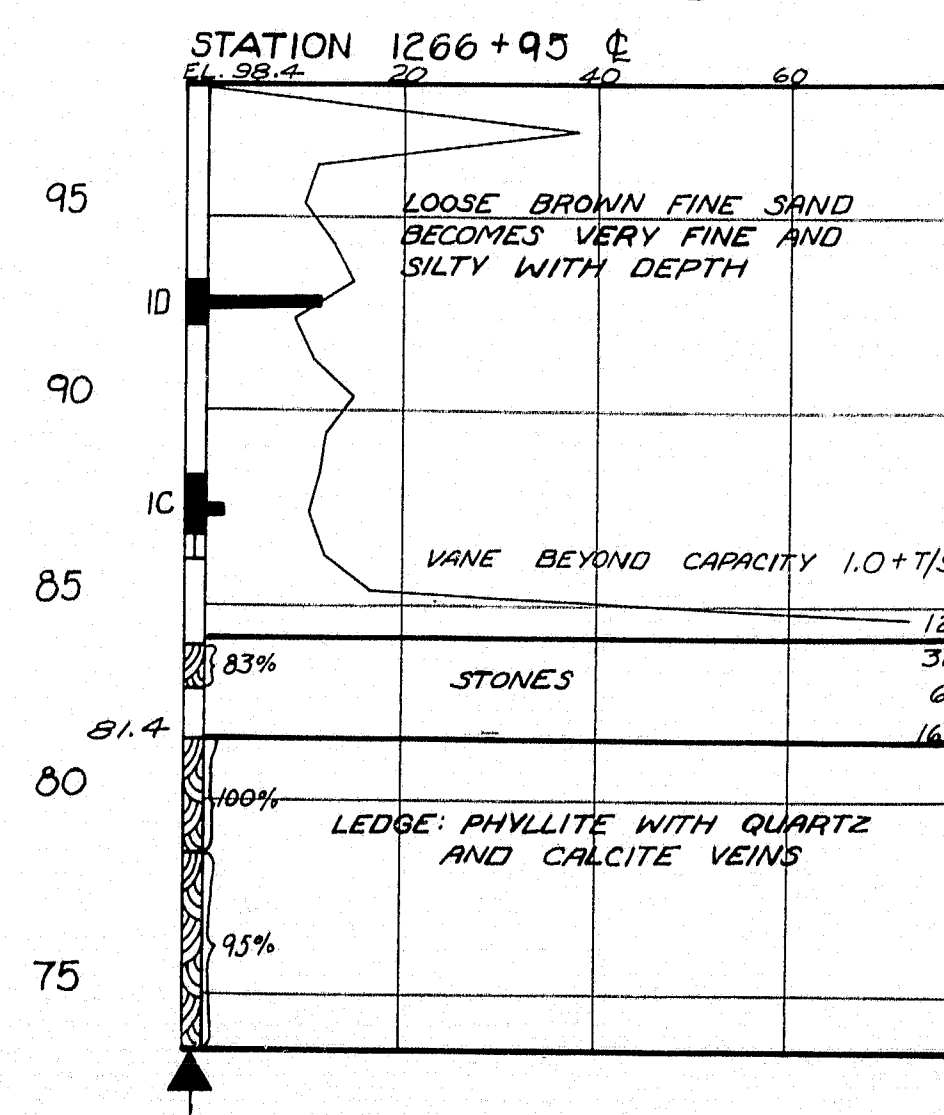


BORING AC-85

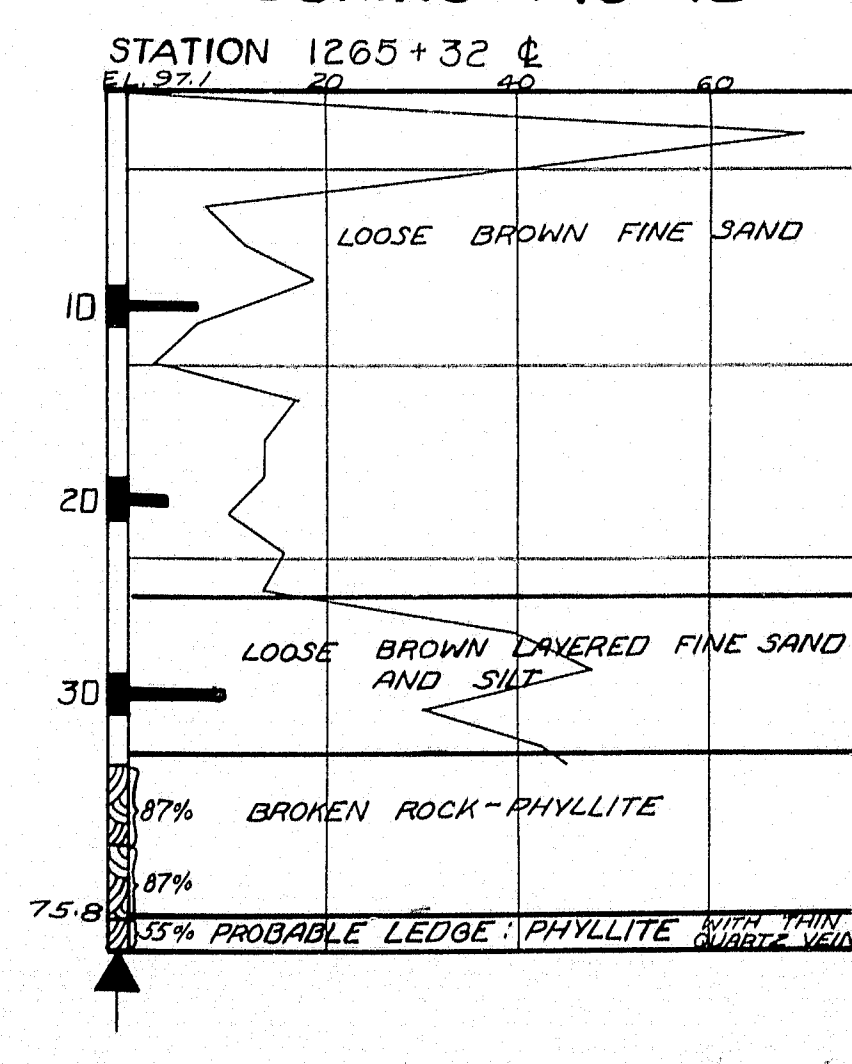


ABUTMENT NO. 2 N&S

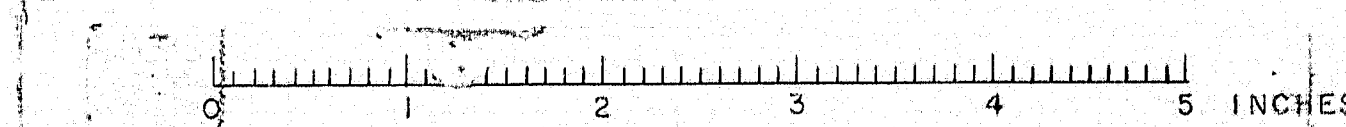
BORING AC-91



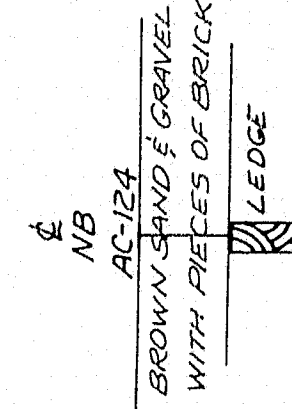
BORING AC-92



DESIGN- TRACE- CHECK-	Soils Division	BRIDGE NO. SURVEY- PLOT-
STATE HIGHWAY COMMISSION BRIDGE DIVISION CLINTON A. CLAUSON MEMORIAL BRIDGES OVER KENNEBEC RIVER BETWEEN THE TOWNS OF FAIRFIELD AND BENTON SOMERSET AND KENNEBEC COUNTIES BORING DETAILS SHEET 21 OF 32 AUGUSTA, MAINE JULY, 1962		

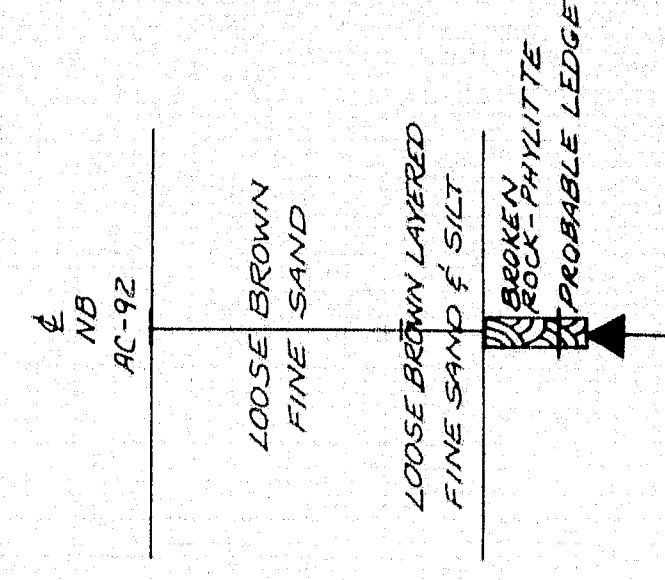
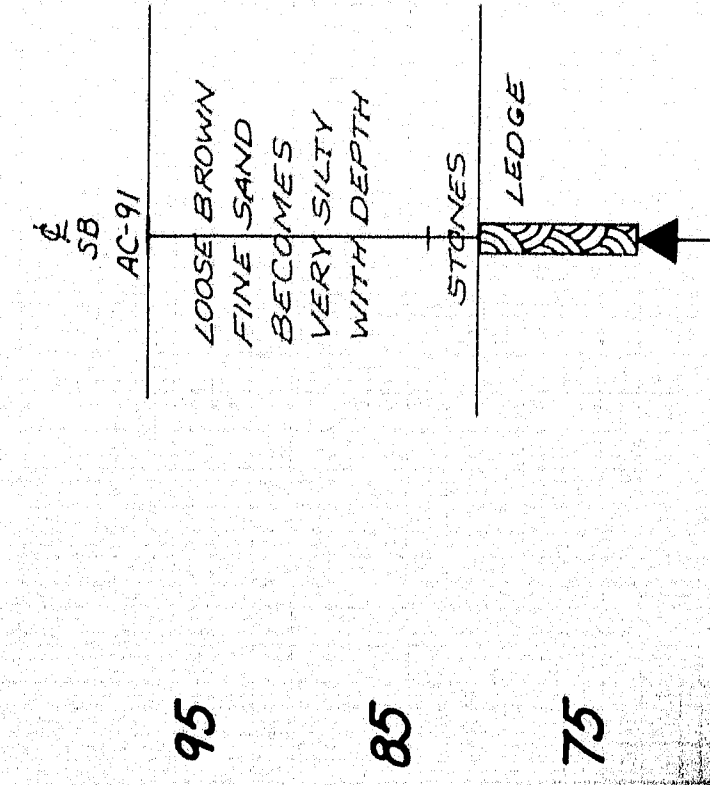
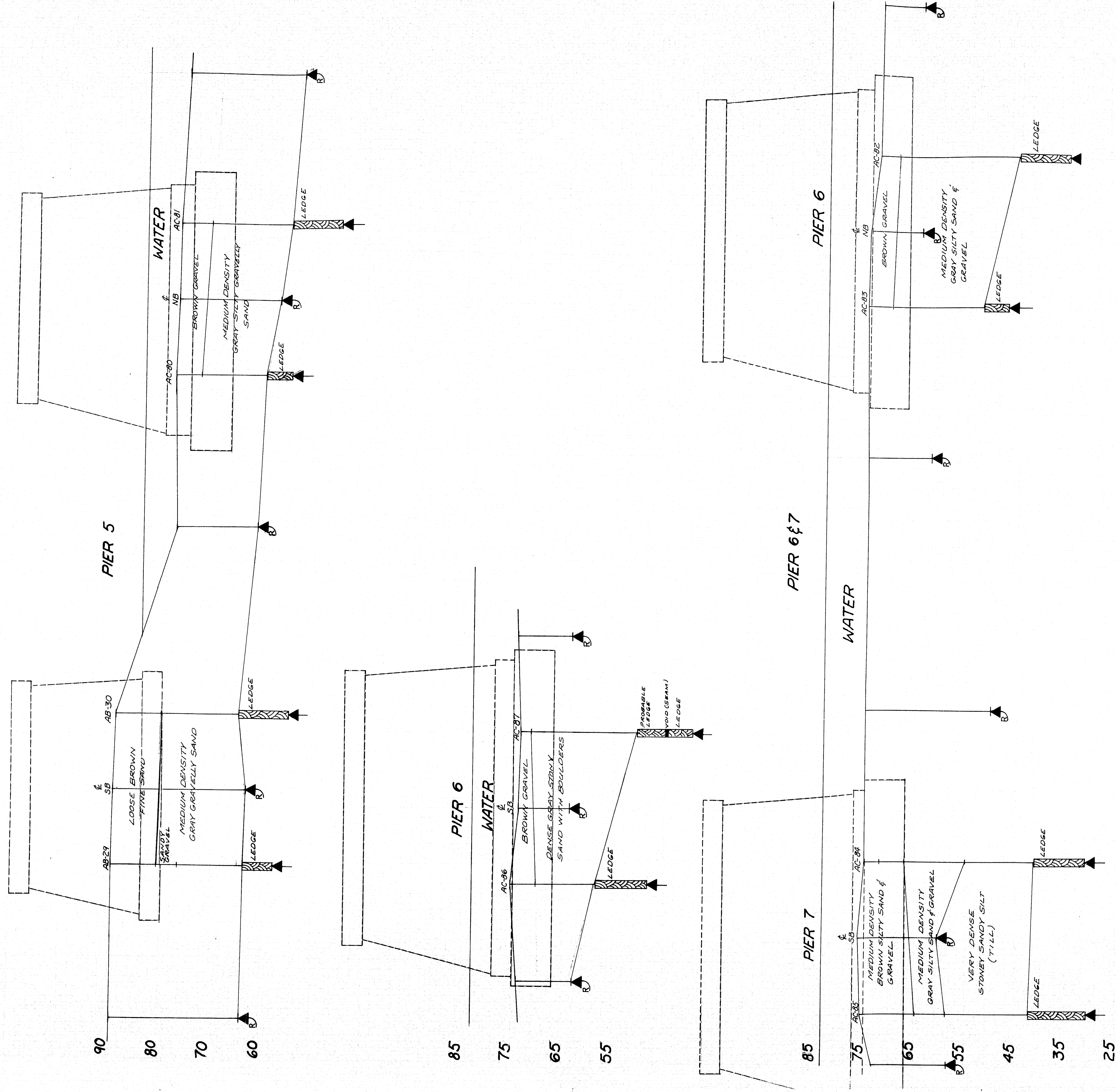


ABUTMENT /



SCALE 1"=10'

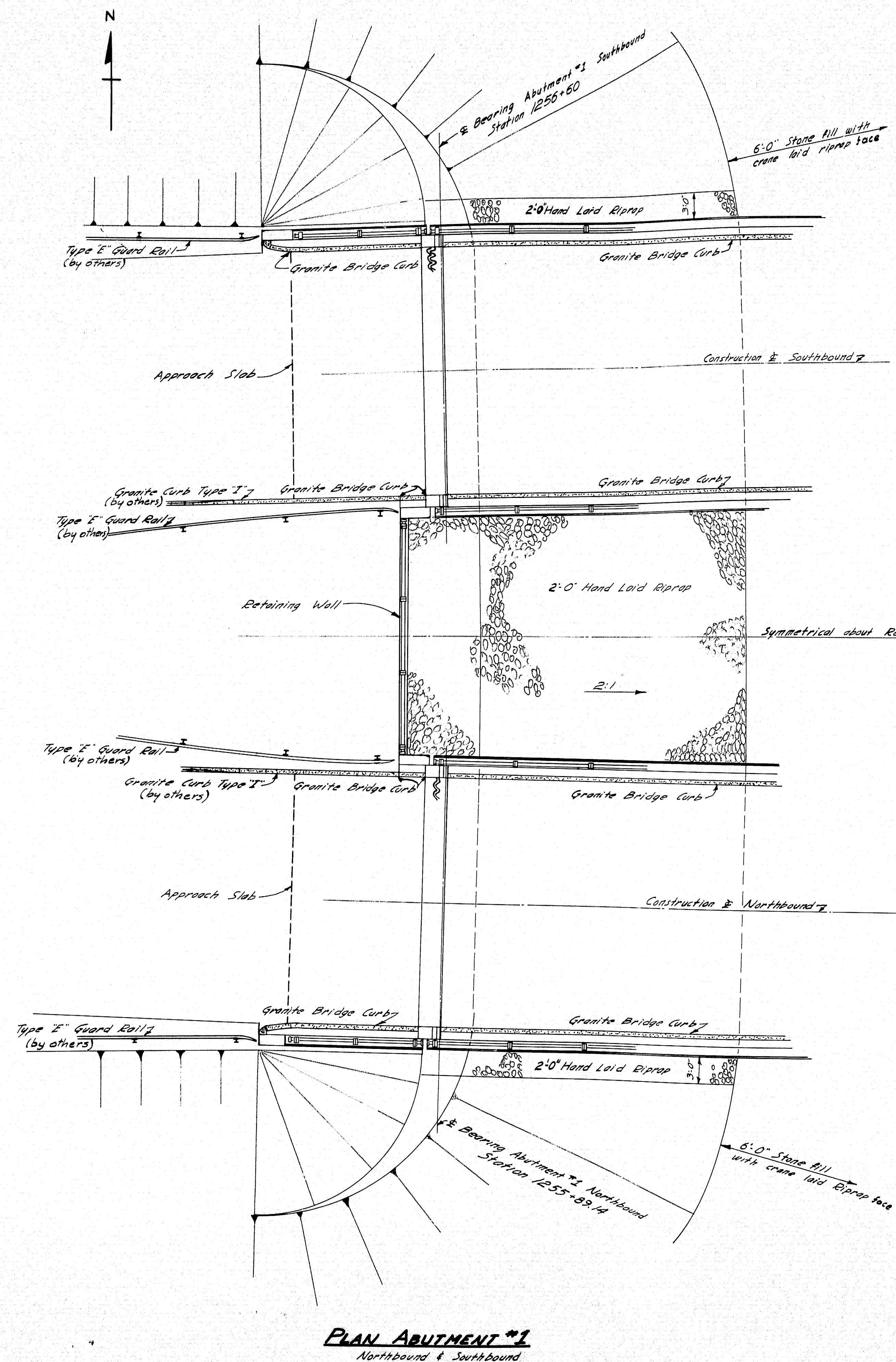
TRANSVERSE SECTIONS



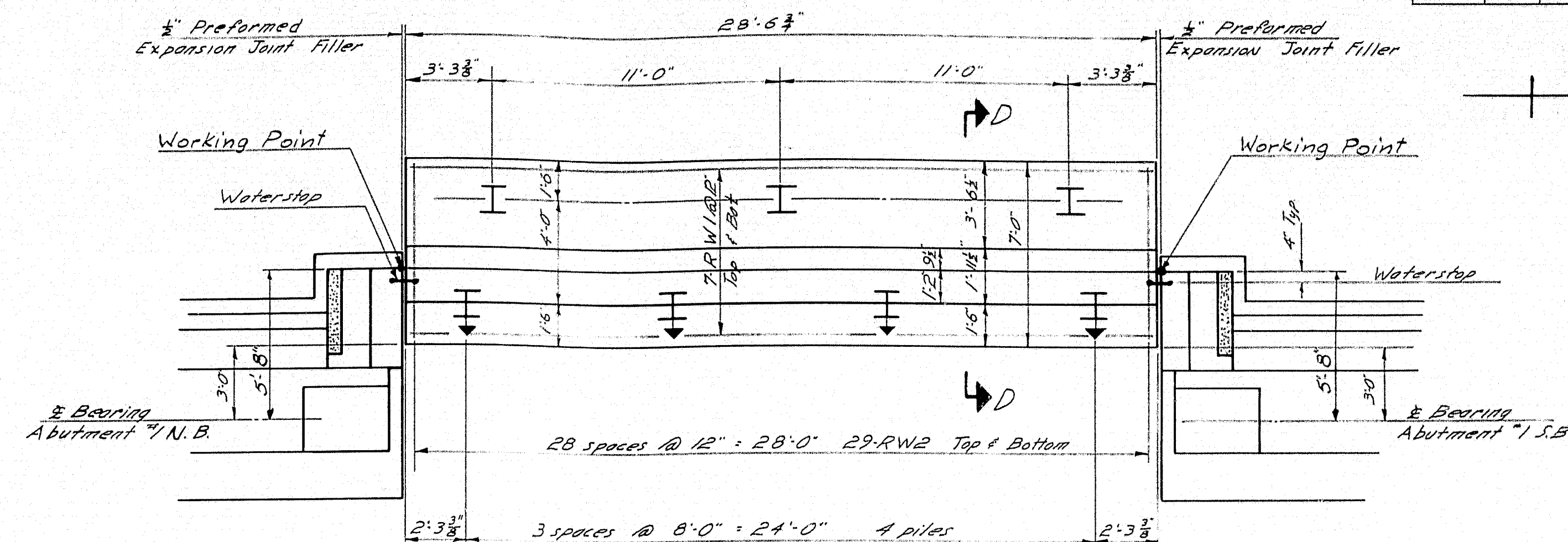
DATE	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MASS.	1-45-7(28)	23	32

CLINTON A. CLAUSON
MEMORIAL BRIDGES
TRANSVERSE SECTIONS
BORINGS
JULY 1962
SHEET 23 OF 32

SCALE 1"=10'

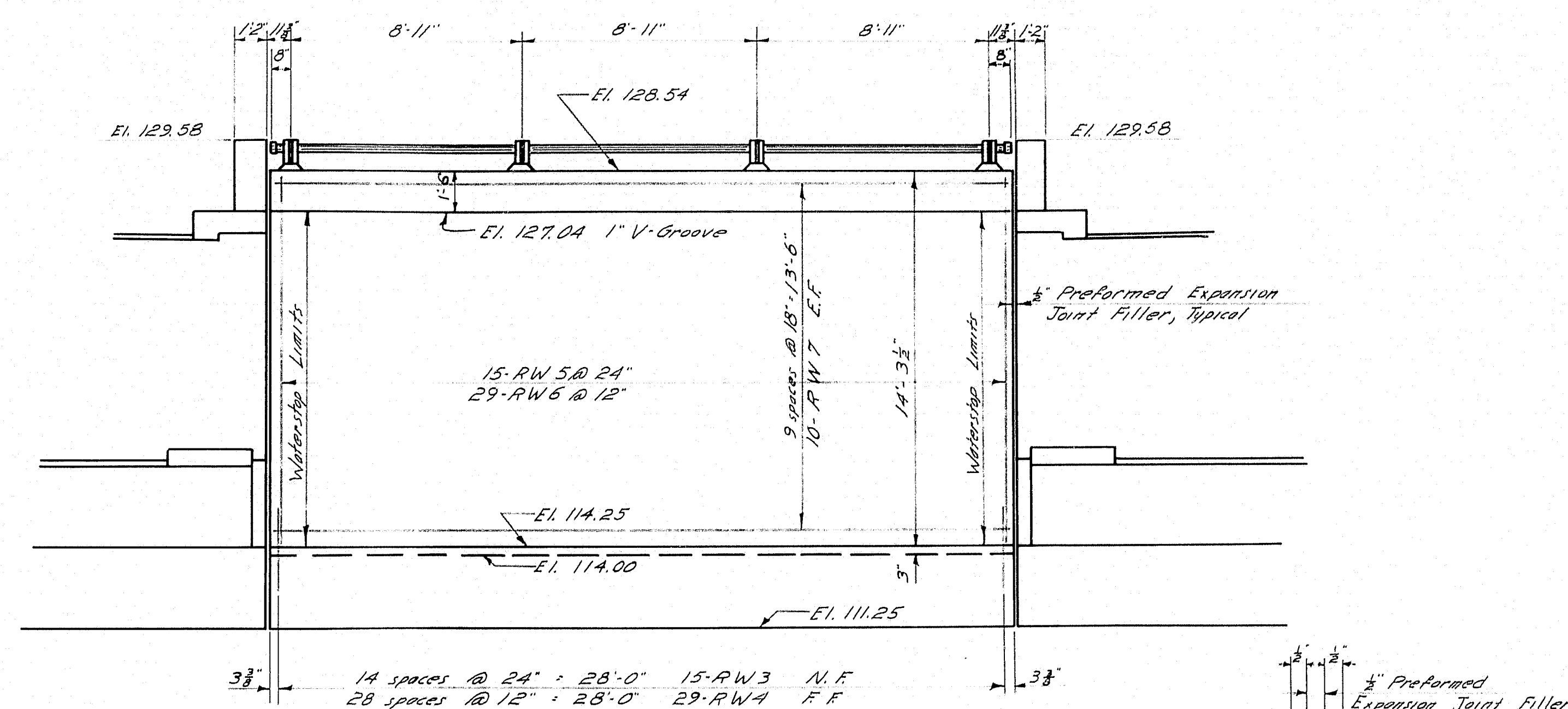


PLAN ABUTMENT #1
Northbound & Southbound

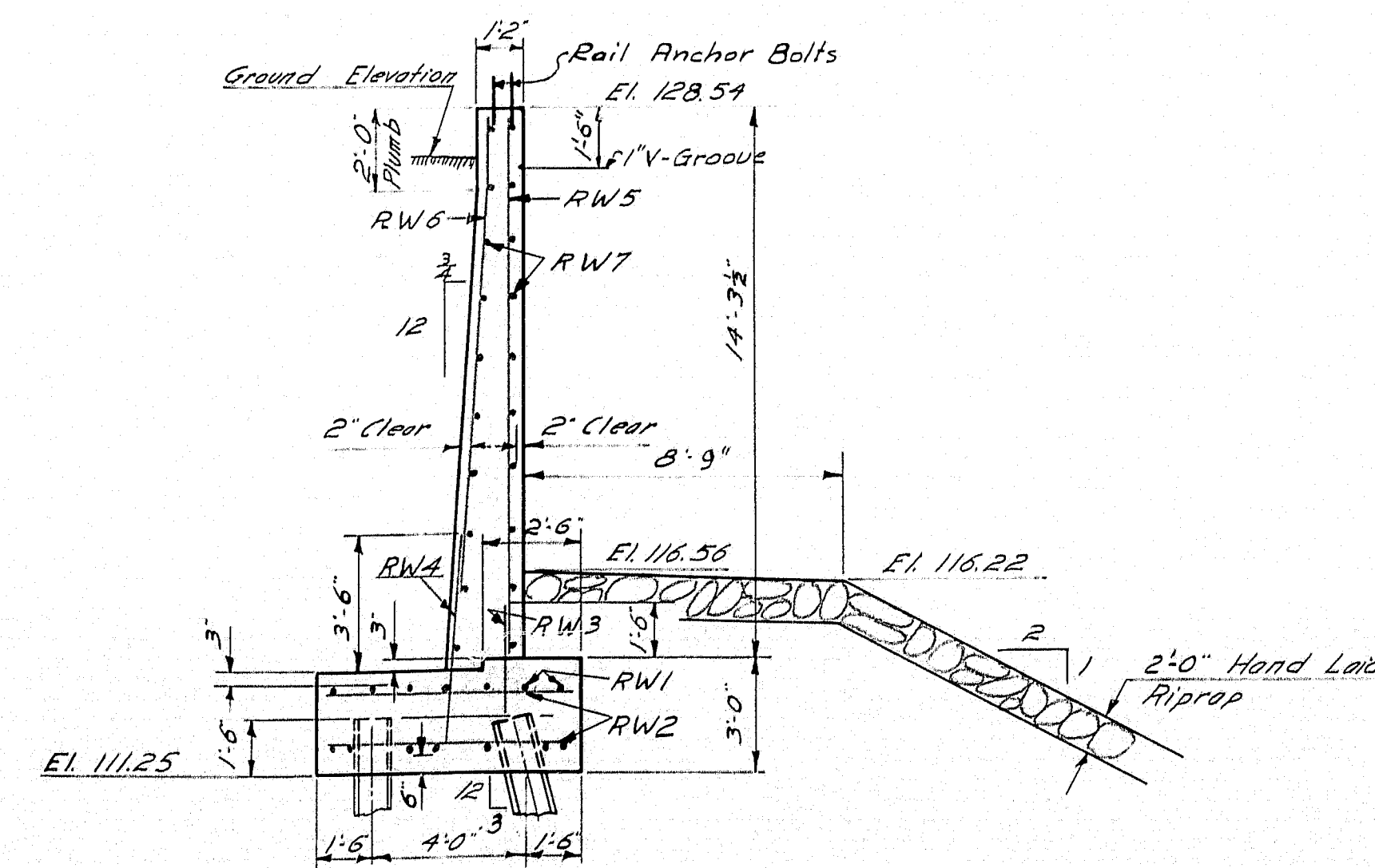


PLAN - RETAINING WALL

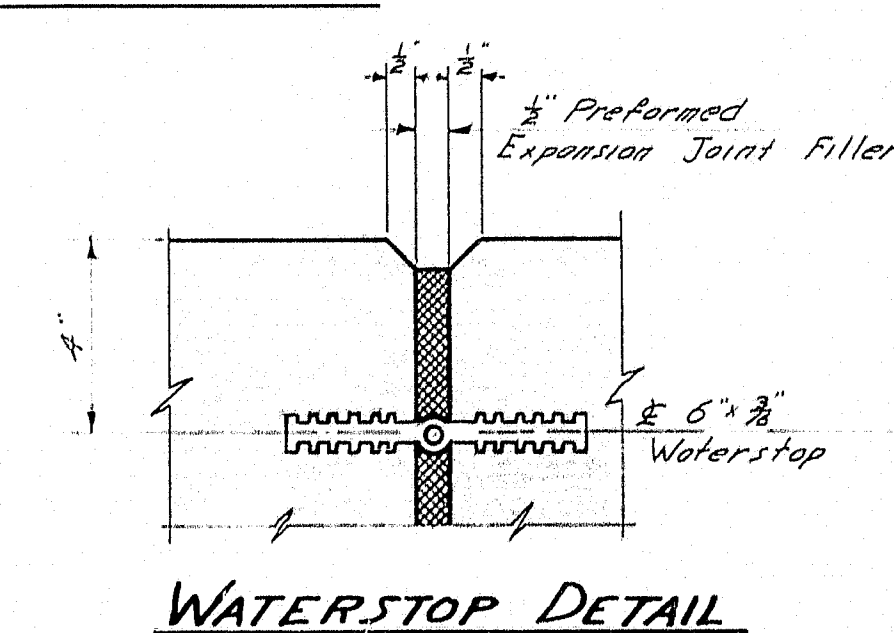
7-12BP53 - H Steel Bearing Piles driven to ledge or practical refusal.
Estimated Length = 45'
All piles shown thus \perp to be battered 3'/ft in the direction of arrow.



FRONT ELEVATION



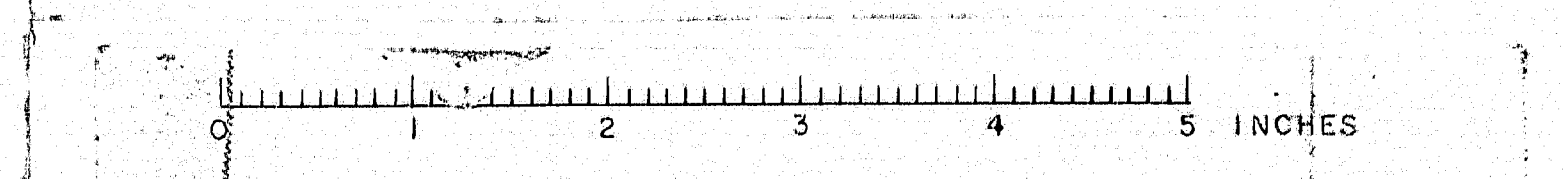
SECTION D-D

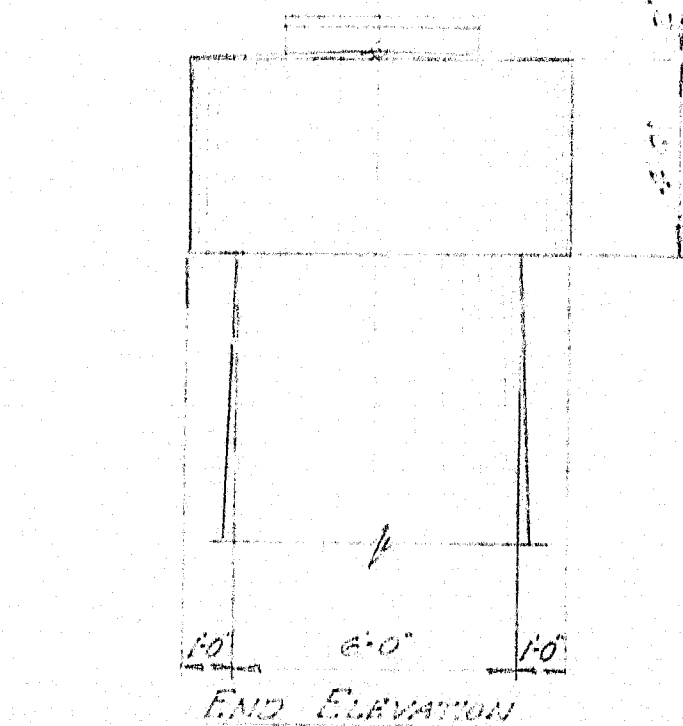
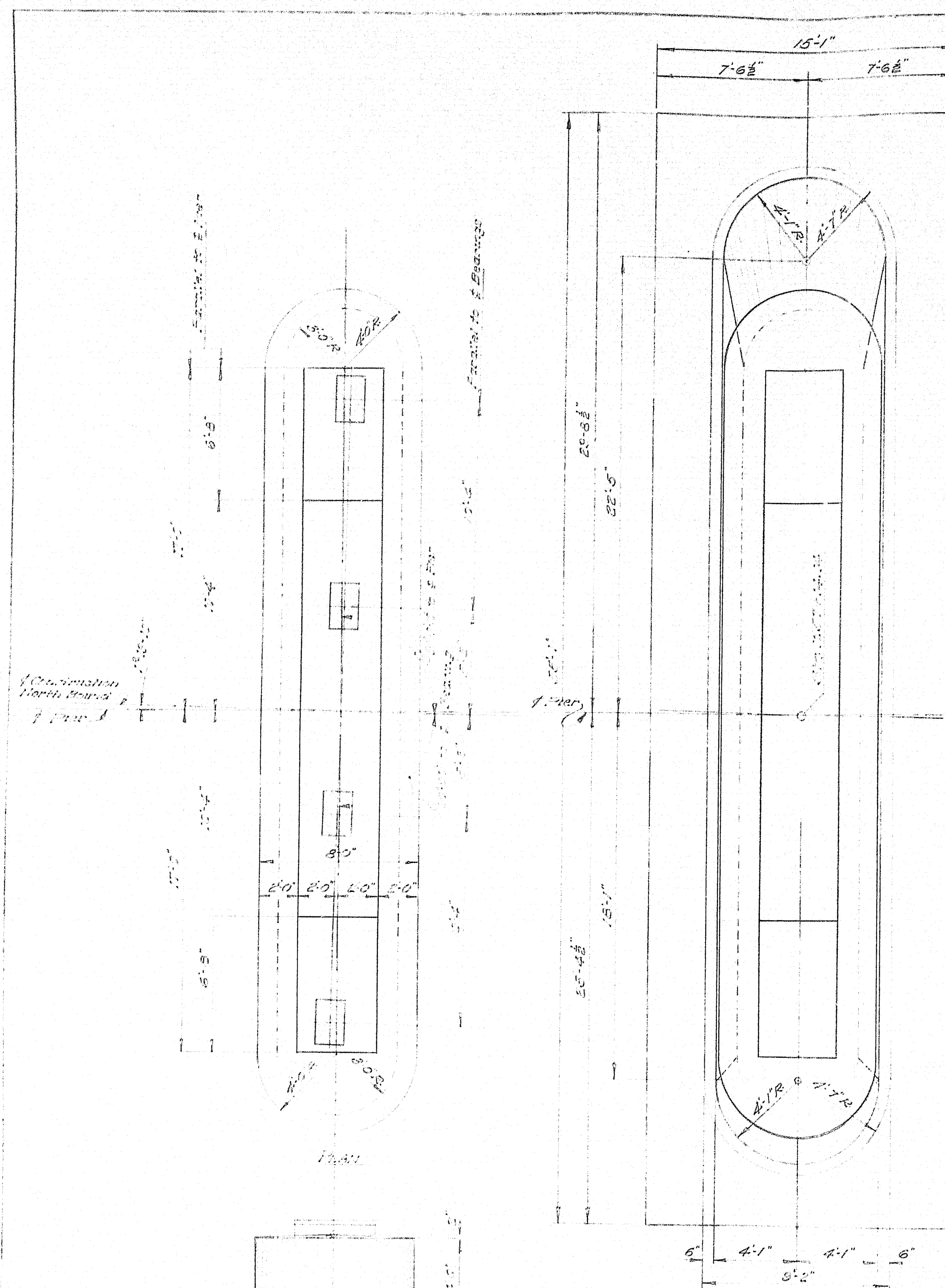


DESIGN - F.H.K.
TRACE - R.T.A.
CHECK - A.H.R. COM

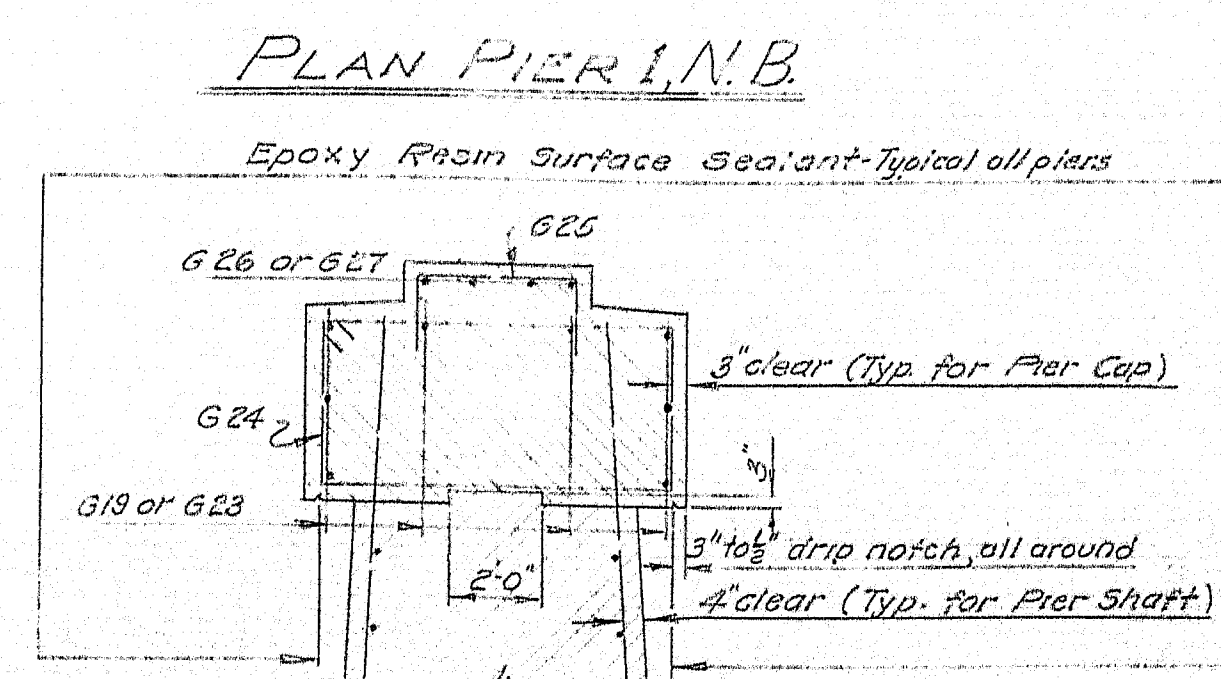
BRIDGE NO. 1128
SURVEY PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
CLINTON A. CLAUSON
MEMORIAL BRIDGES
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
FAIRFIELD AND BENTON
SOMERSET AND KENNEBEC COUNTIES
ABUTMENTS 1 & RETAINING WALL, NB. & SB.
SHEET 25 OF 32 AUGUSTA, MAINE NOV. 1962

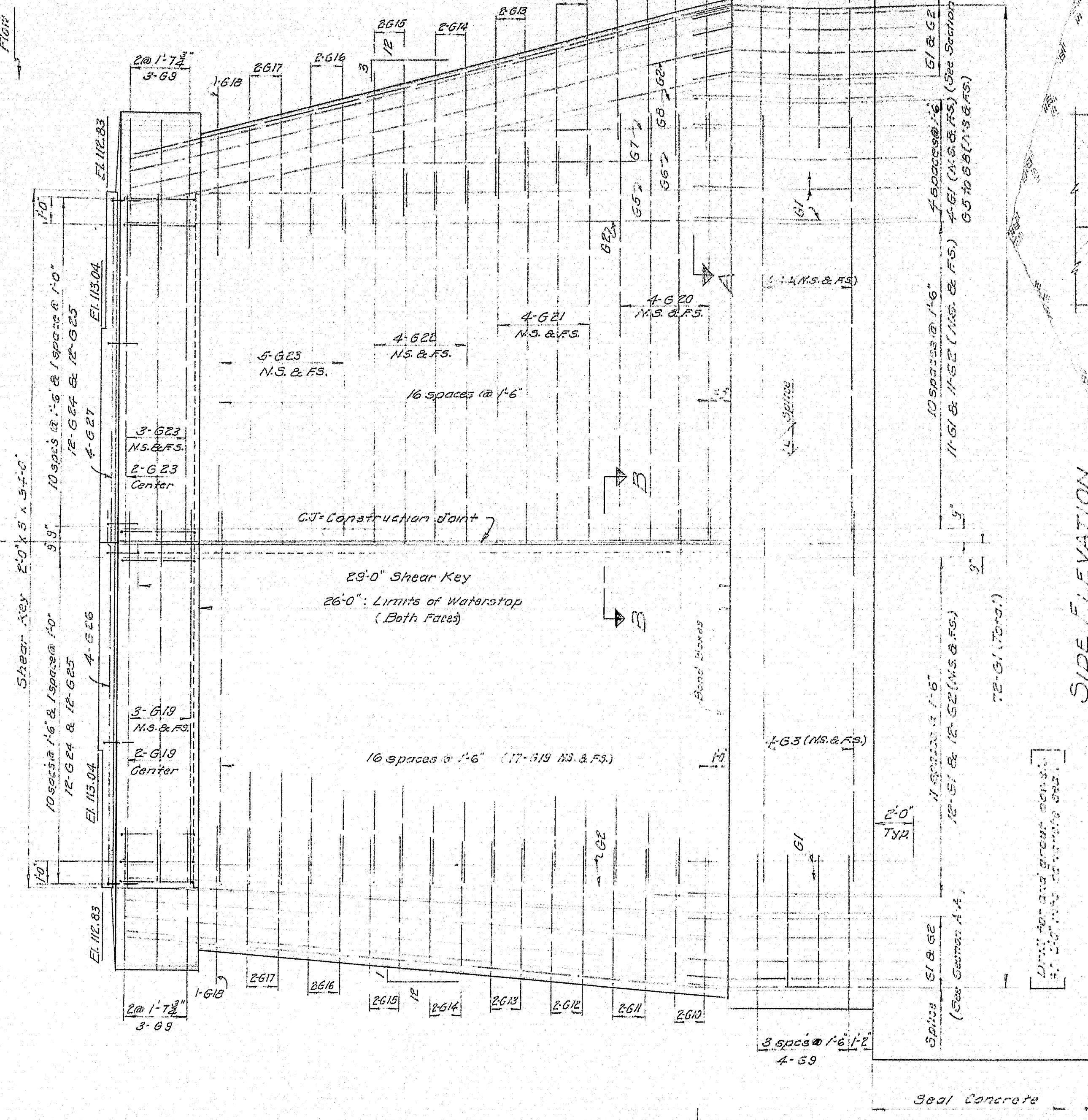




PIER CAP DETAILS
PIER 1 NORTH PIER 4

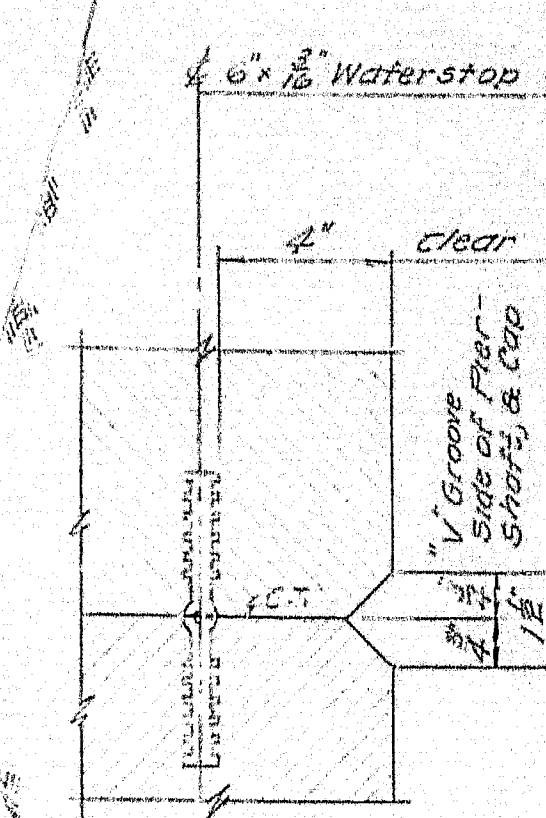


PIER CAP SECTION

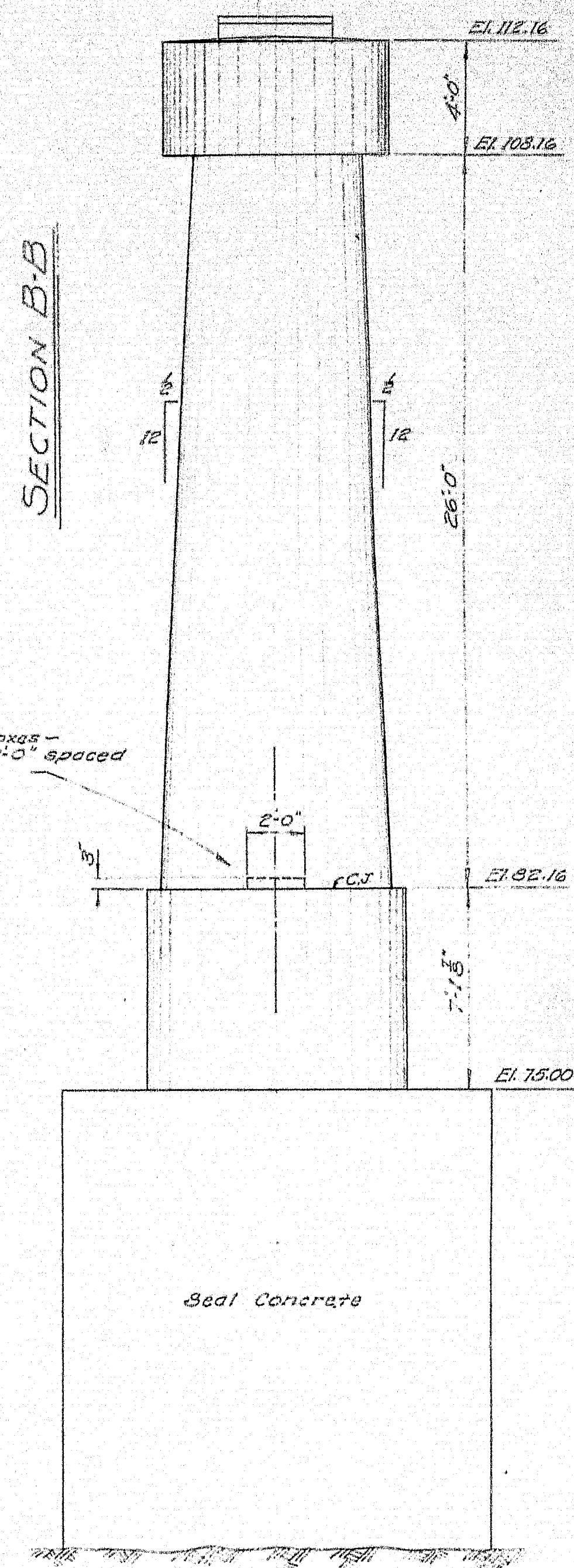


SECTION A-A
(SECTION AT D.S. END THE SAME)

SHEAR KEY DETAIL
(VERTICAL CONSTRUCTION JOINT)



SECTION B-B



END ELEVATION

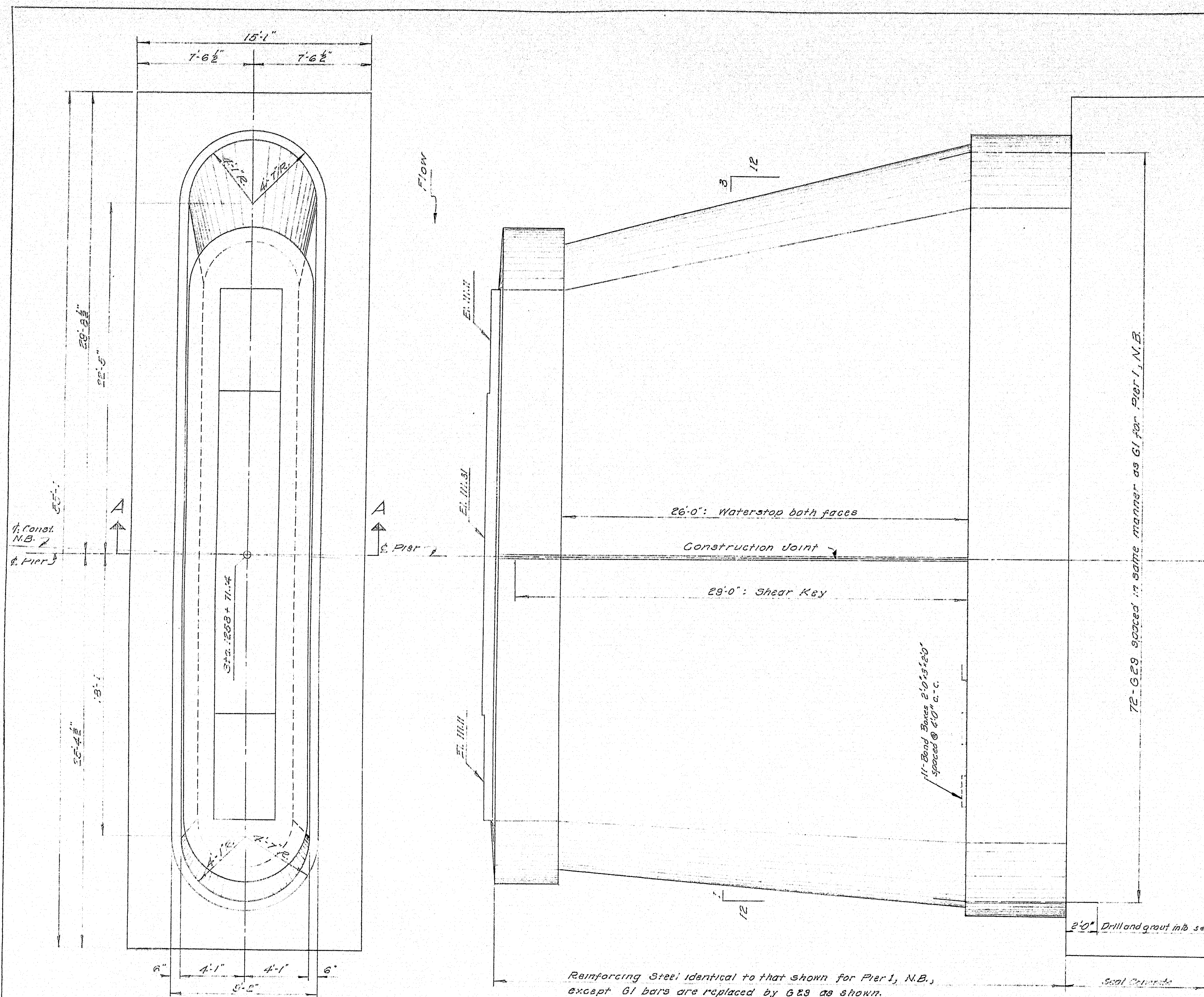
GENERAL PIER NOTES

Place reinforcing steel in pier caps to clear anchor bolts.
Dress bearing areas 1" larger all around than masonry plates, and to exact elevations shown.
Apply Epoxy Resin Surface Sealant to Pier Caps to limits shown on "Pier Cap Section".
Caulk around edges of masonry plates with an approved caulking material. Payment to be incidental to contract items.
Seal concrete dimensions are given predicated on use of MP-16, DP-2, I-21, or equivalent steel sheet piling with appropriate standard rolled corners. Pay dimensions for seal concrete shall be neat dimensions as shown plus 1/4" (10) inches.
Payment for drilling and grouting coveys into concrete seal shall be incidental to Items 705-13 and 705-14.
The depths of the concrete seals are calculated assuming a water elevation of 86. Seal concrete is intended to be placed under water and to be paid for under Item 701-36.
Piers were designed for a six inch thickness of ice applied at 144, 1000 and a stream flow velocity of 14 ft per sec.
Footings which are placed directly on ledge have a maximum footing pressure of 5 tons per square foot.
145' - North Side Face; 155' - Far Side Face
D.S. - Down Stream

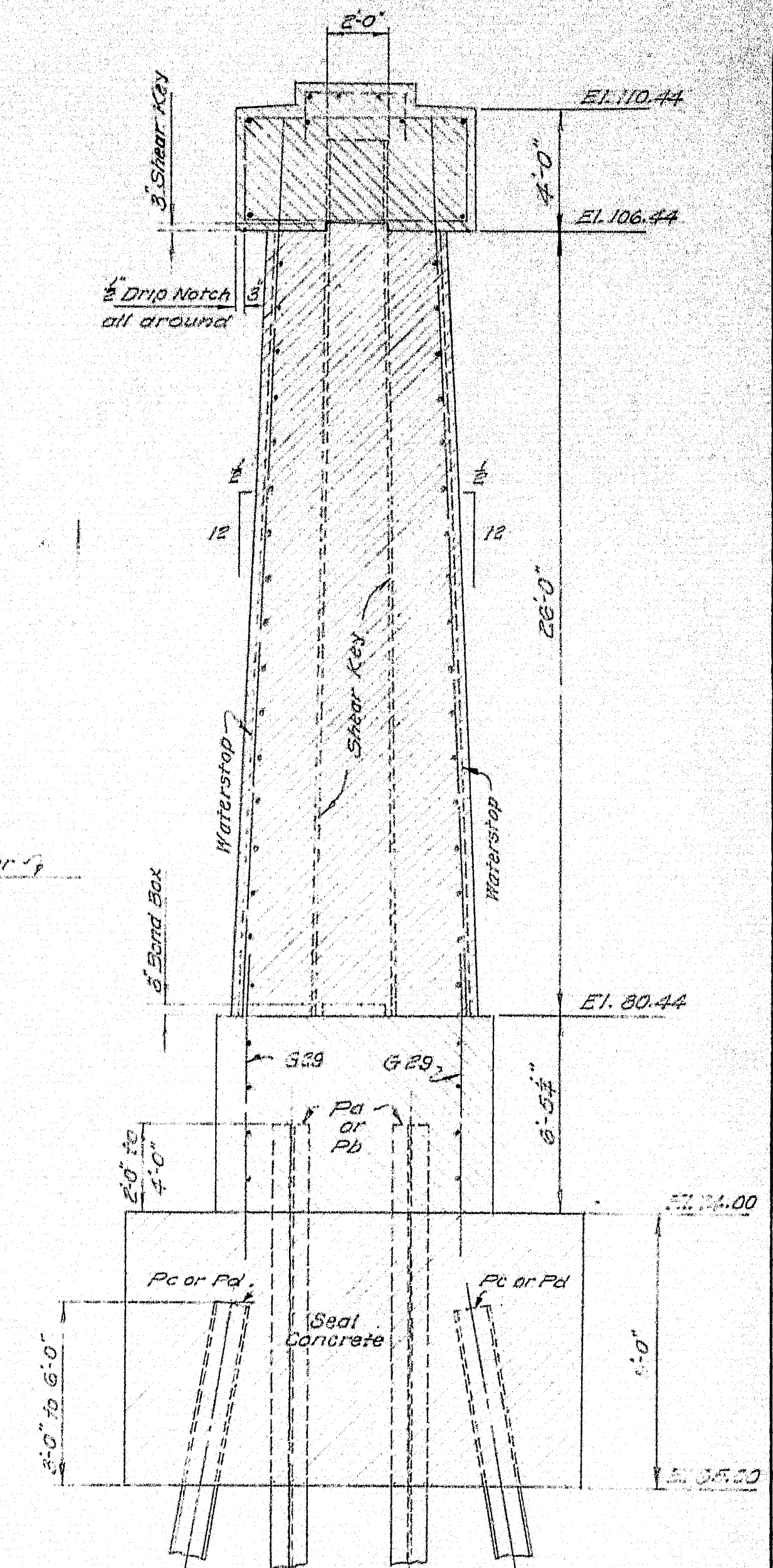
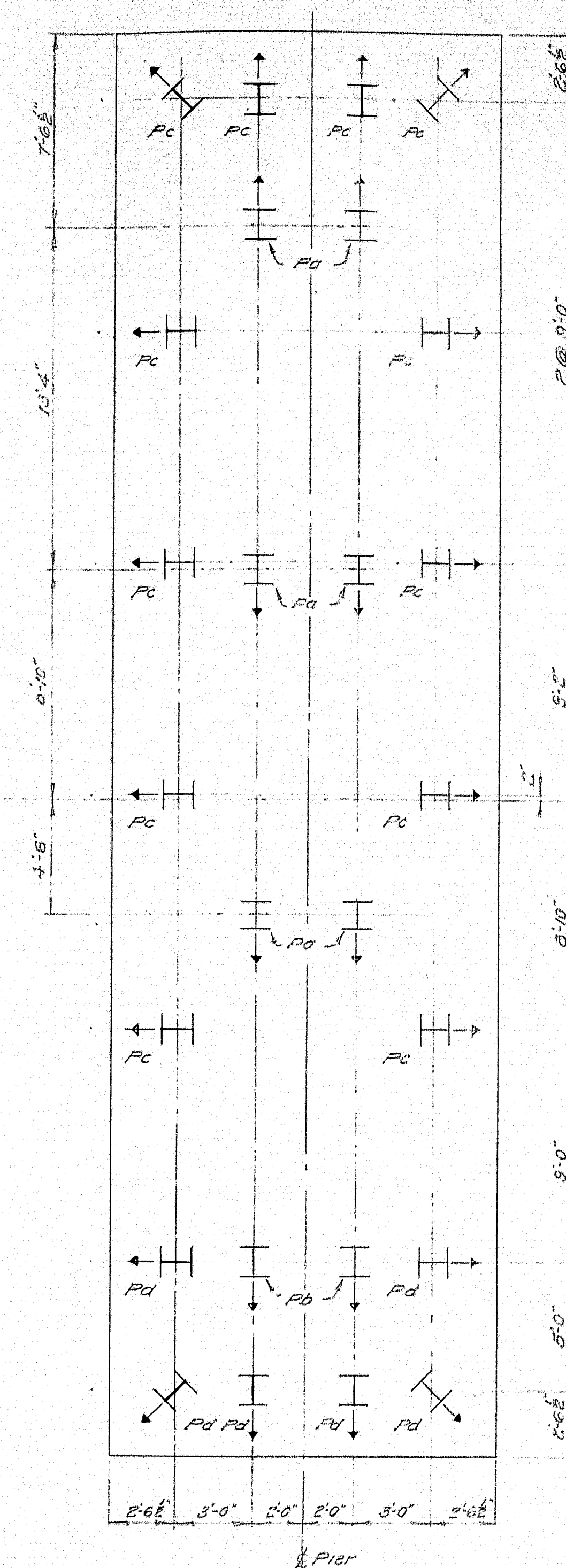
For piers supported on piles, estimated pile lengths are based on ledge elevations indicated by soil investigation. Piles to be driven to ledge or practical refusal.
For footings placed directly on ledge, the ledge elevations shown are approximate.

DESIGN - M.O.R.
DETAIL - M.H.S.
CHECK - C.D.H.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
**CLINTON A. CLAUSON
MEMORIAL BRIDGES**
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
FAIRFIELD AND BENTON
SOMERSET AND KENNEBEC COUNTIES
PIER 1, NORTH BOUND



SIDE ELEVATION



DESIGN - M.C.E.
 DETAIL - W.H.Y.
 CHECK - E.H.H.

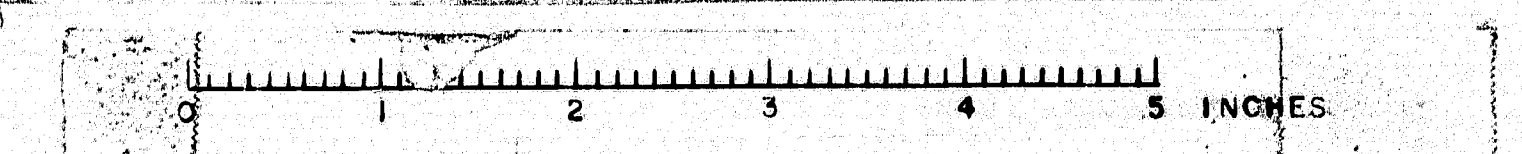
STATE HIGHWAY COMMISSION
 BRIDGE DIVISION

CLINTON A. CLAUSON
 MEMORIAL BRIDGES

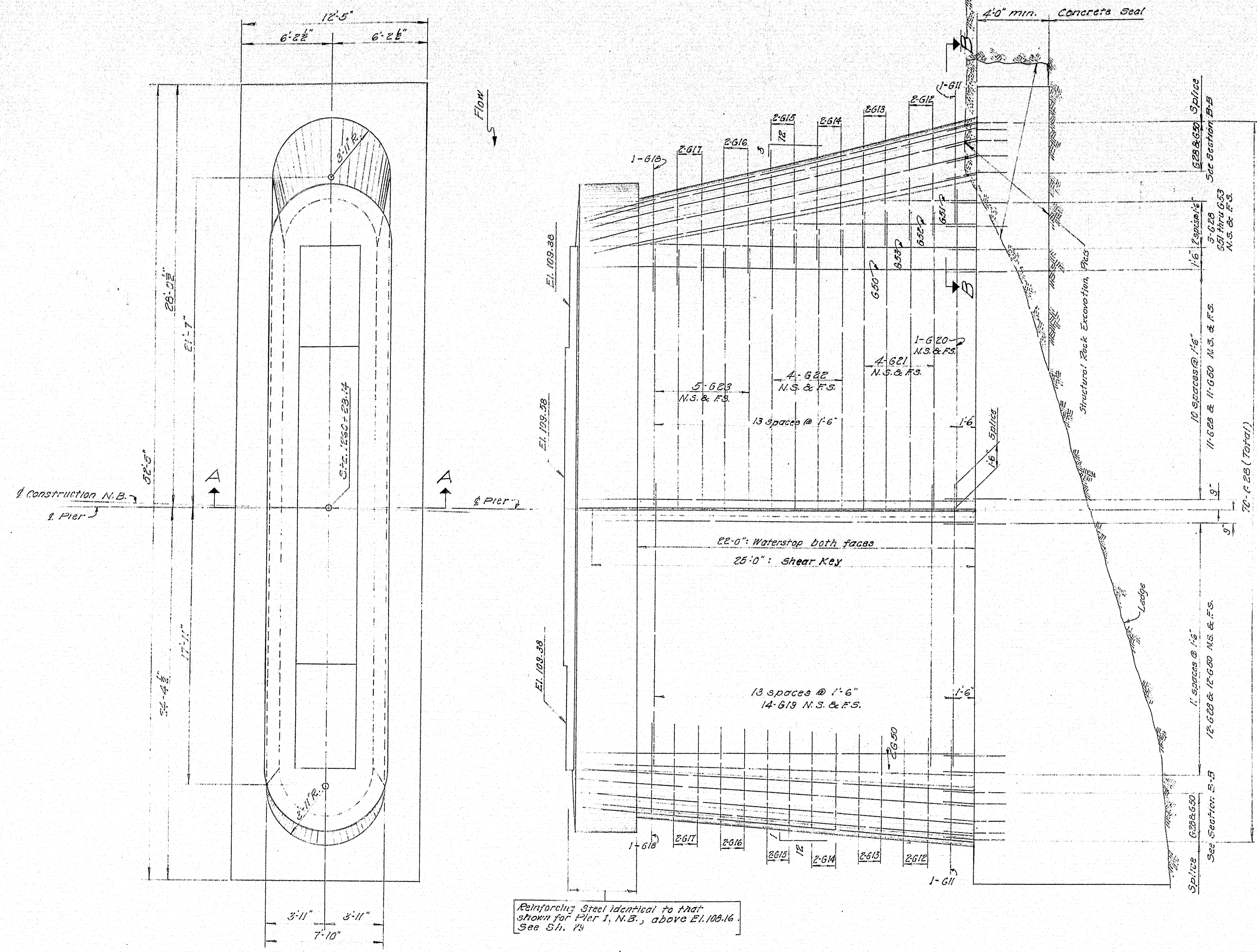
OVER
 KENNEBEC RIVER
 BETWEEN THE TOWNS OF
 FAIRFIELD AND BENTON
 SOMERSET AND KENNEBEC COUNTIES

PIER 2, NORTH BOUND

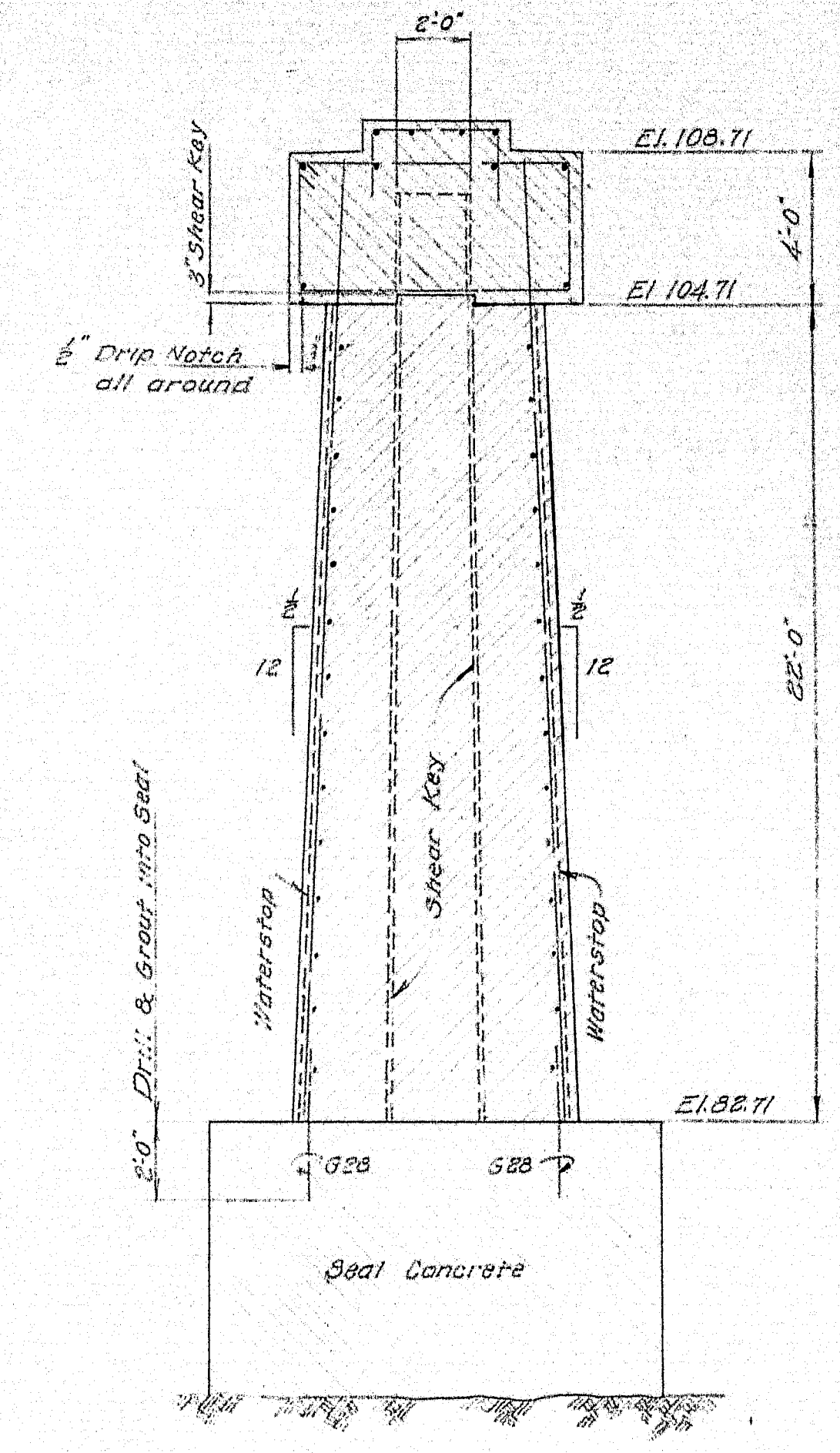
SHEET 30 OF 32 AUGUST 1962



S.D.C. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-7100	51	52

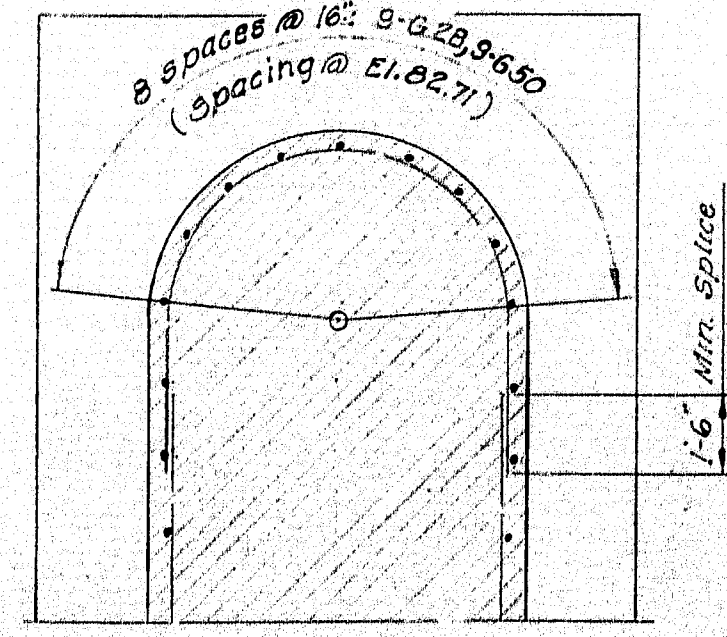


SIDE ELEVATION



SECTION A-A

PLAN PIER 3, N.B.
FOR PIER CAP DETAILS, SEE PIER 1, N.B., SH. 23



SECTION B-B
(SECTION AT D.S. END THE SAME)

NOTE
For reinforcing steel not detailed this sheet, Waterstop Details, Shear Key Details (Vertical Construction Joint), and General Pier Notes, see Pier 1, N.B. sh. 23

DESIGN - M. C. B.
DETAIL - W. H. Y.
CHECK - C. C. F.

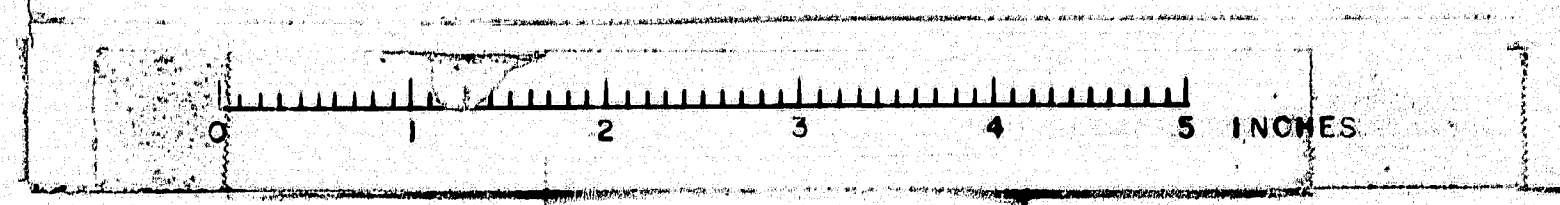
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

**CLINTON A. CLAUSON
MEMORIAL BRIDGES**

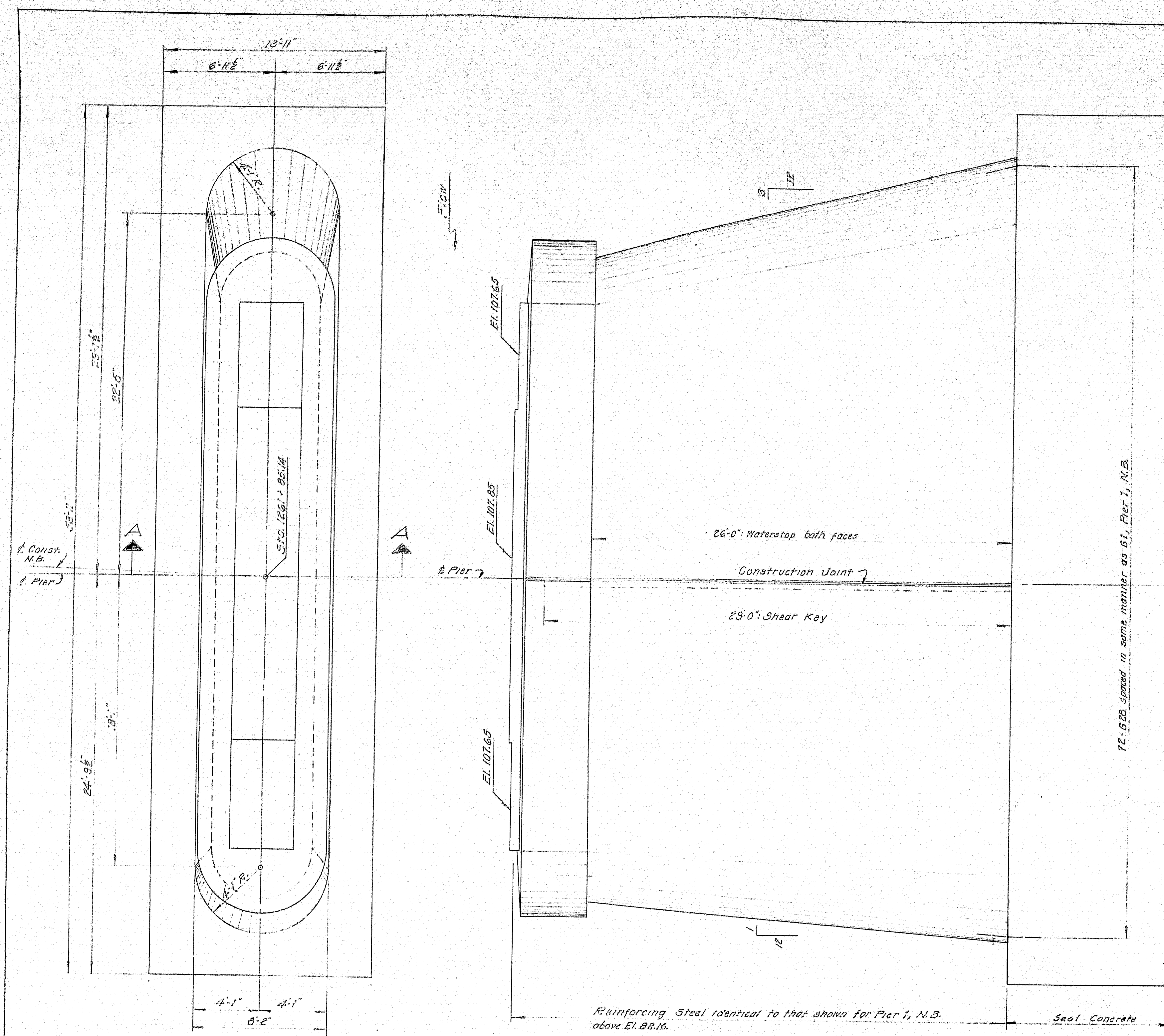
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
FAIRFIELD AND BENTON
SOMERSET AND KENNEBEC COUNTIES

PIER 3, NORTH BOUND

SHEET 51 OF 92



REV.	DATE	PROJECT NUMBER	SHEET NUMBER
1	MAY	7-957(28)	52

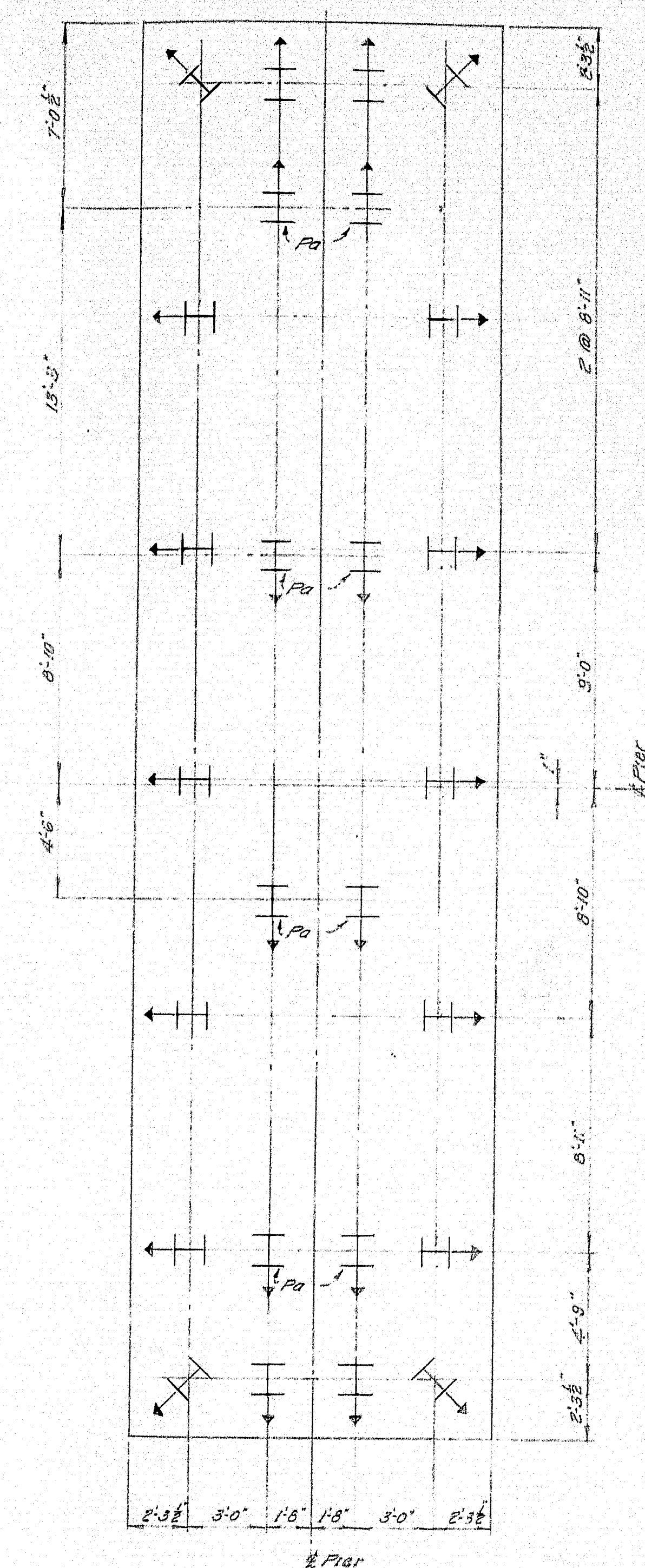


PLAN PIER 4, N.B.
FOR PIER CAP DETAILS, SEE PIER 1, N.B. SH. 29

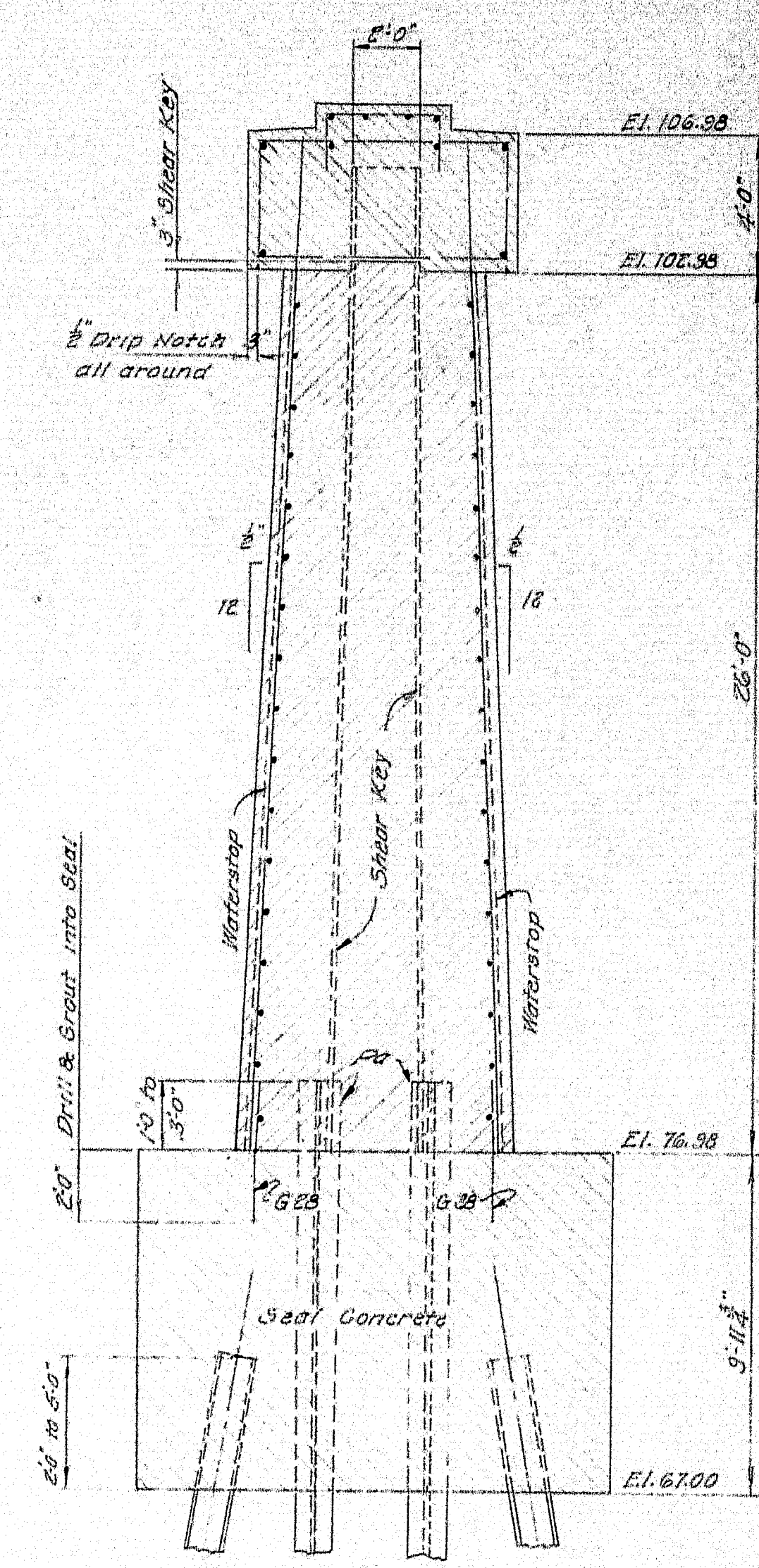
NOTE
For reinforcing steel not detailed this sheet, Waterstop Details, Shear Key Details (Vertical Construction Joint), and General Pier Notes, see Pier 1, N.B. sh. 29

PILE DATA
Required: 26 Piles - 14 BP28
Allowable Pile Load: 75 Tons
Estimated Length of Piles: 8 @ 35' (Pd); 18 @ 30' (all others)
Piles indicated H+ to be battered 2"/ft. in direction of arrow.
Piles marked Pd to be imbedded 1' to 3' into pier shaft, all others to be imbedded 2' to 5' into seal concrete.

SIDE ELEVATION

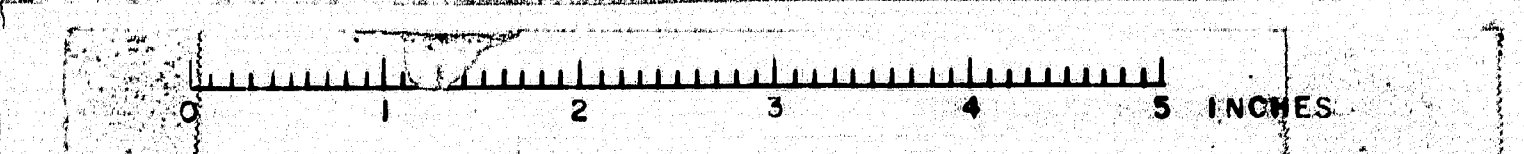


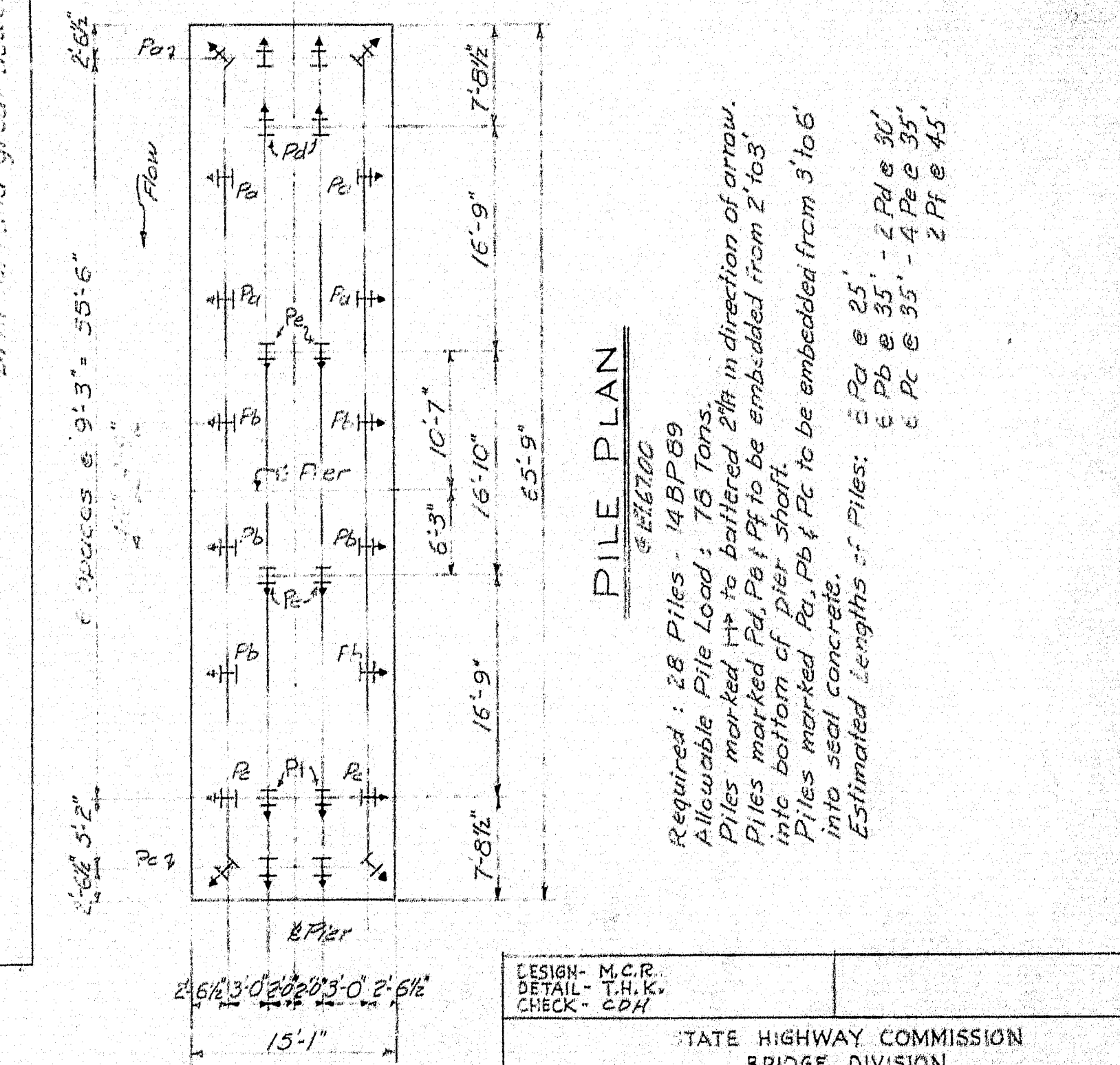
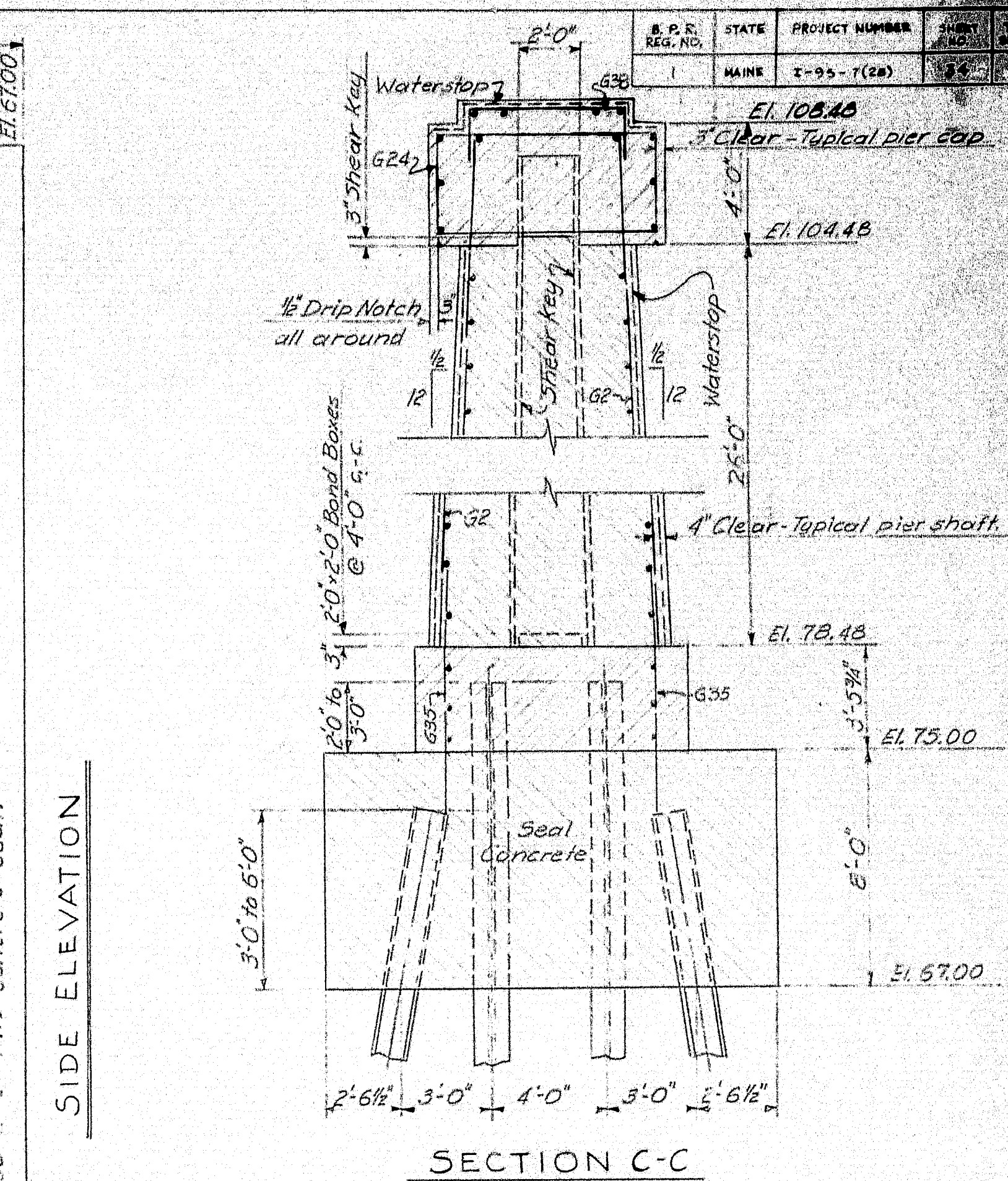
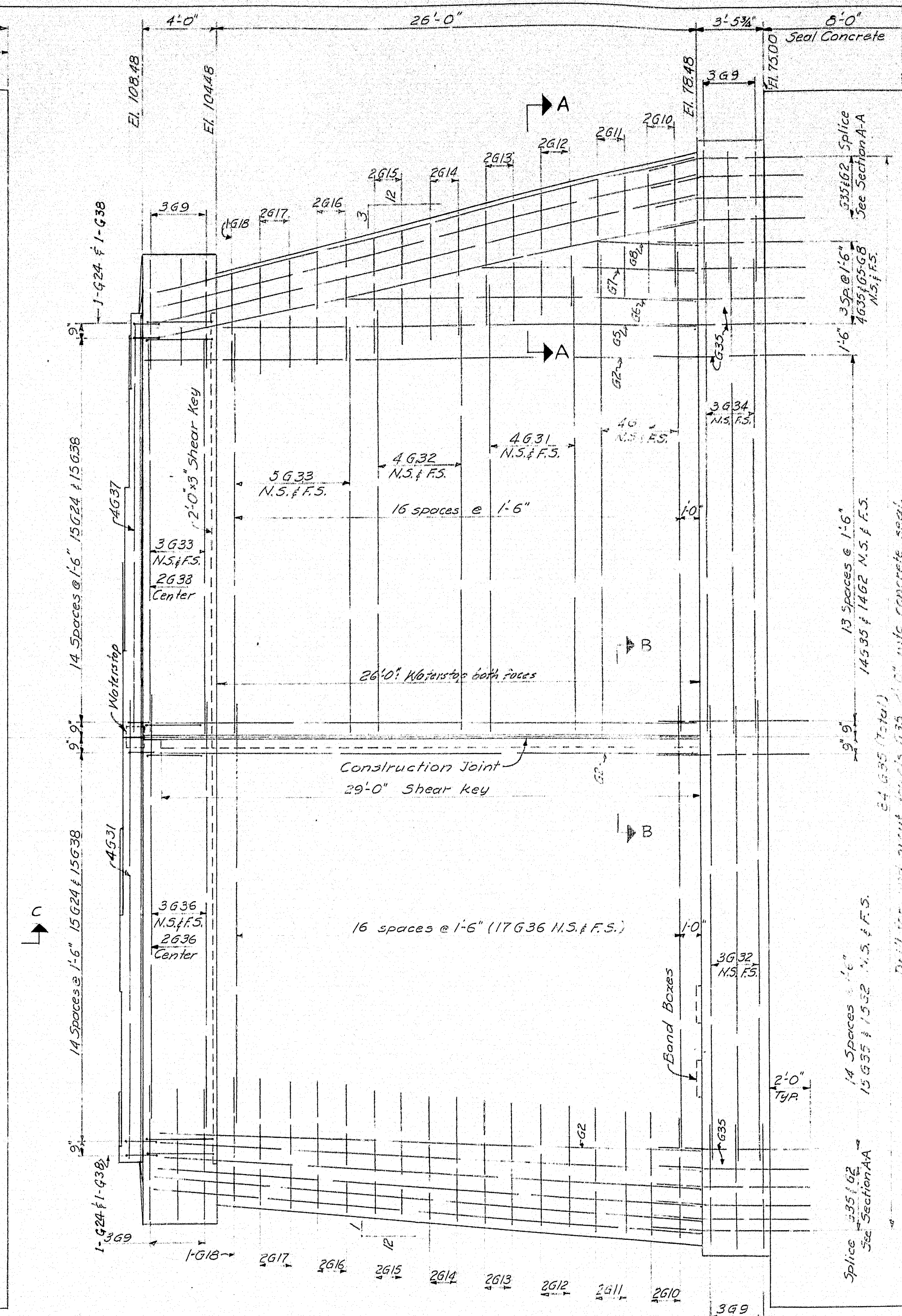
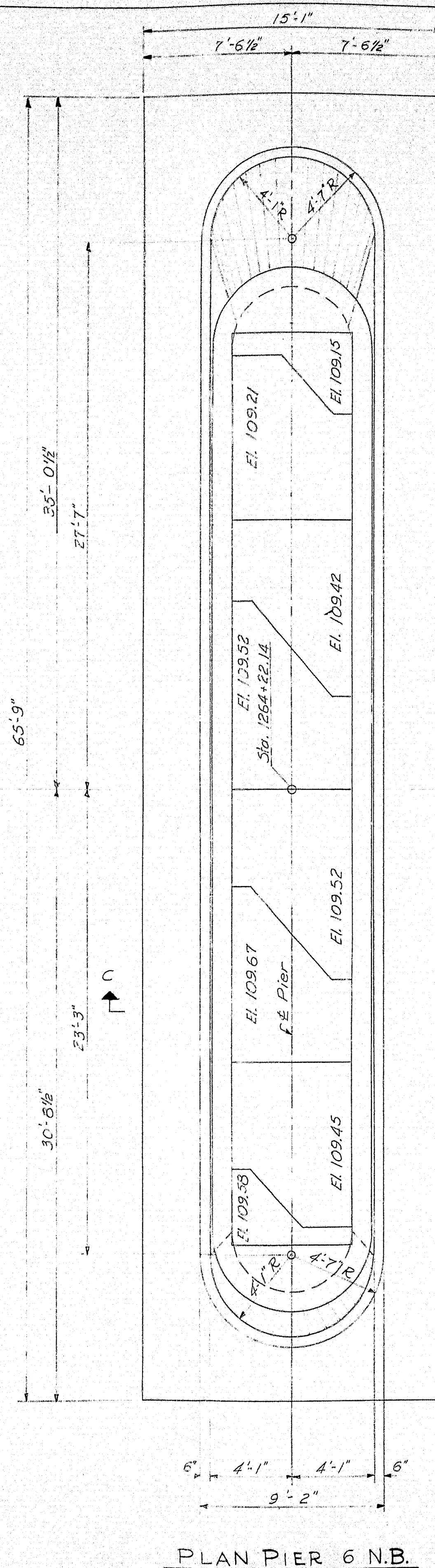
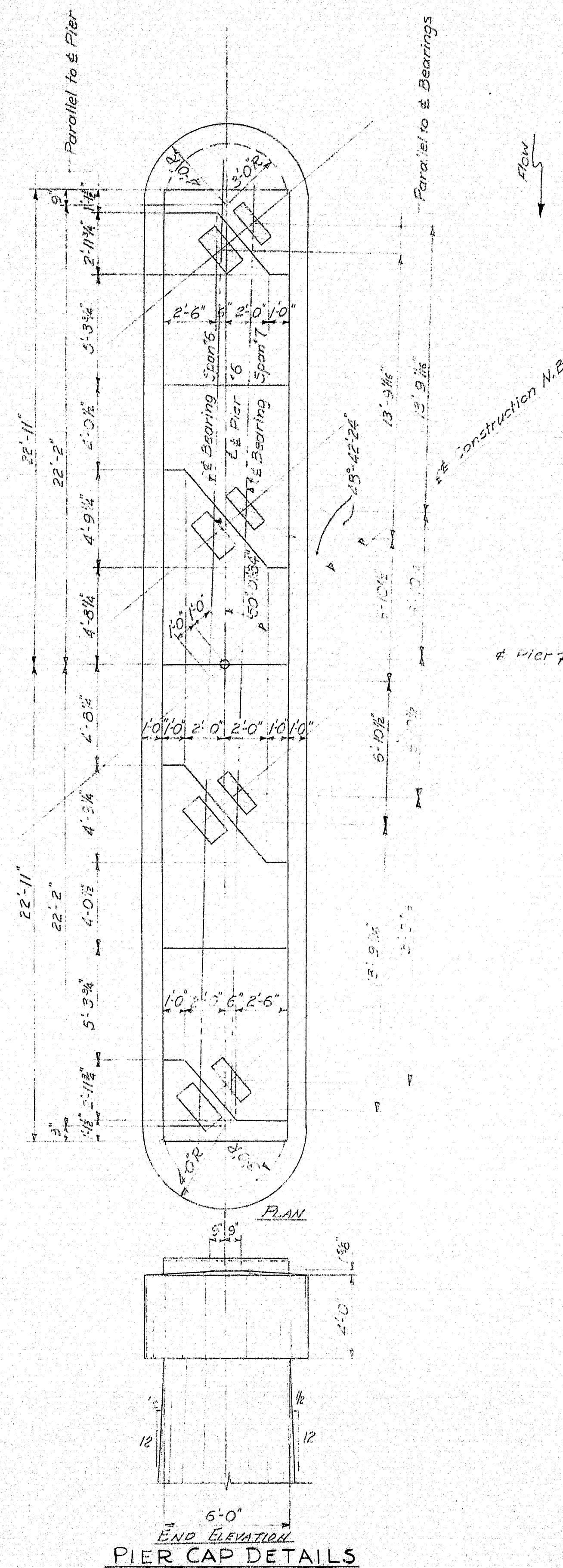
PILE PLAN
AT EL. 67.00



SECTION A-A

DESIGN - W.D.P.
DETAIL - W.H.V.
CHECK - C.D.H.
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
**CLINTON A. CLAUSON
MEMORIAL BRIDGES**
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
FAIRFIELD AND BENTON
SOMERSET AND KENNEBEC COUNTIES
PIER 4, N.B.
SHEET 52 OF 52 1962





For General Pier Notes, Shear Key Details, Section A-A and Section B-B see sheet #29

DESIGN: M.C.R.
DETAIL: T.H.K.
CHECK: C.D.H.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

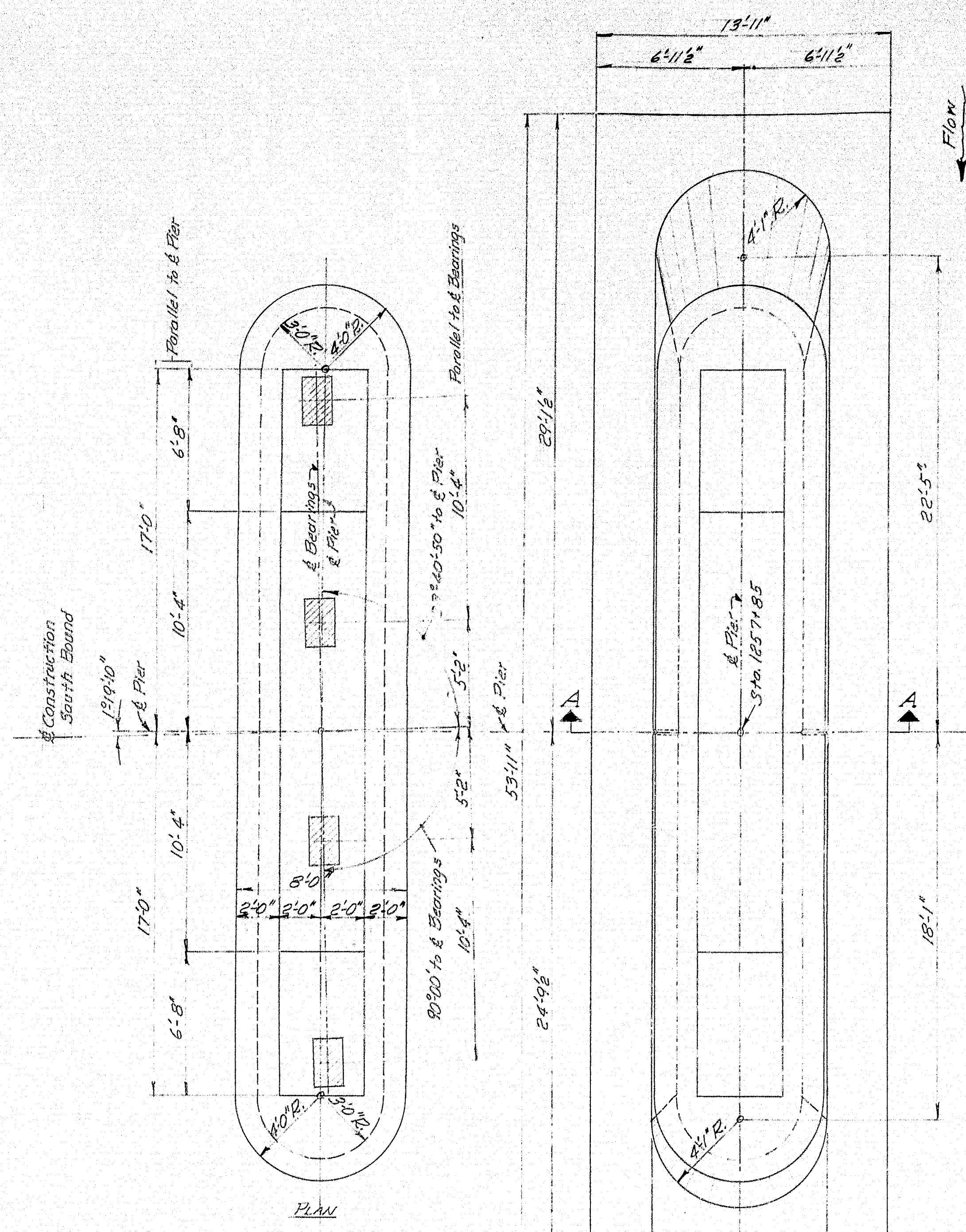
CLINTON A. CLAUSON
MEMORIAL BRIDGES

OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
FAIRFIELD AND BENTON
SOMERSET AND KENNEBEC COUNTIES

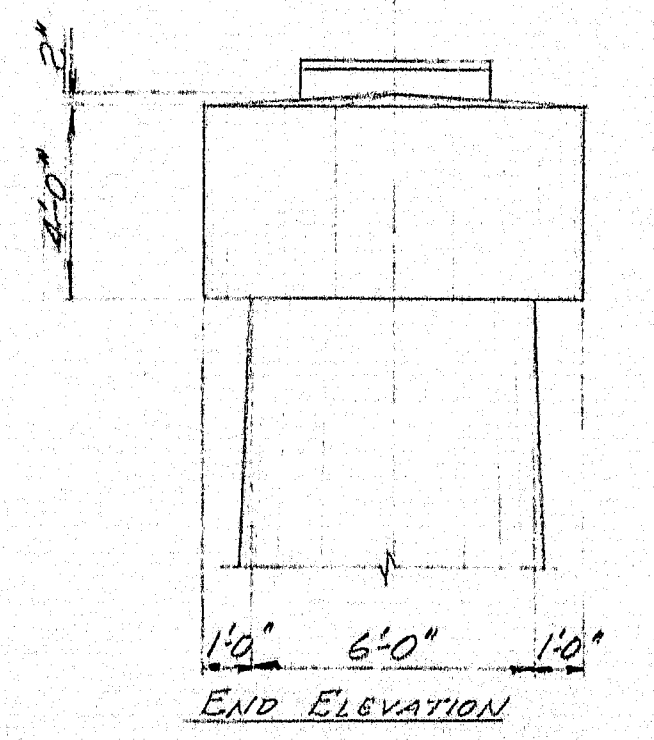
PIER 6 N.B.

SHEET 34 OF 32

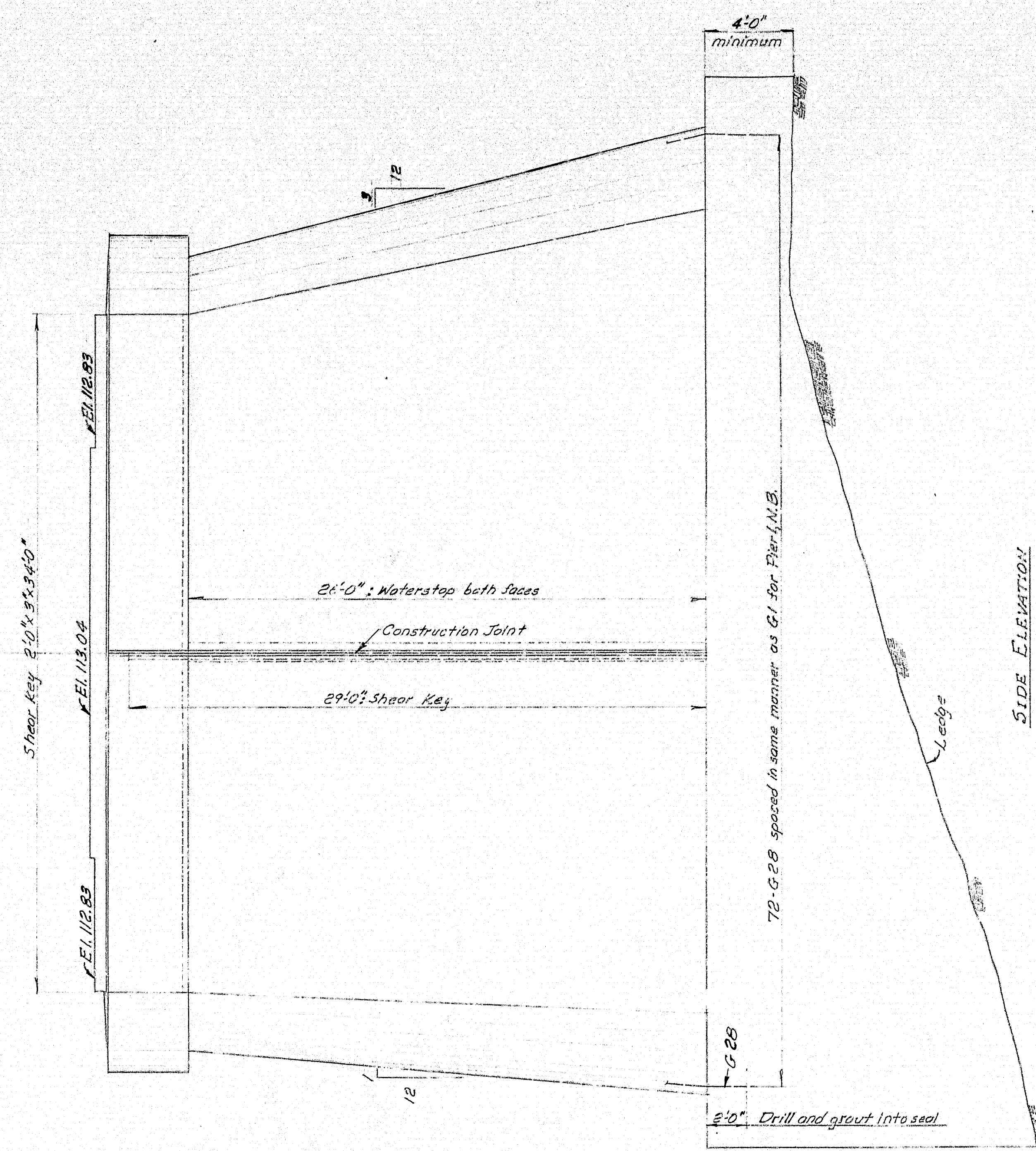
NOV. 1962



PLAN - PIER 1, S.B.



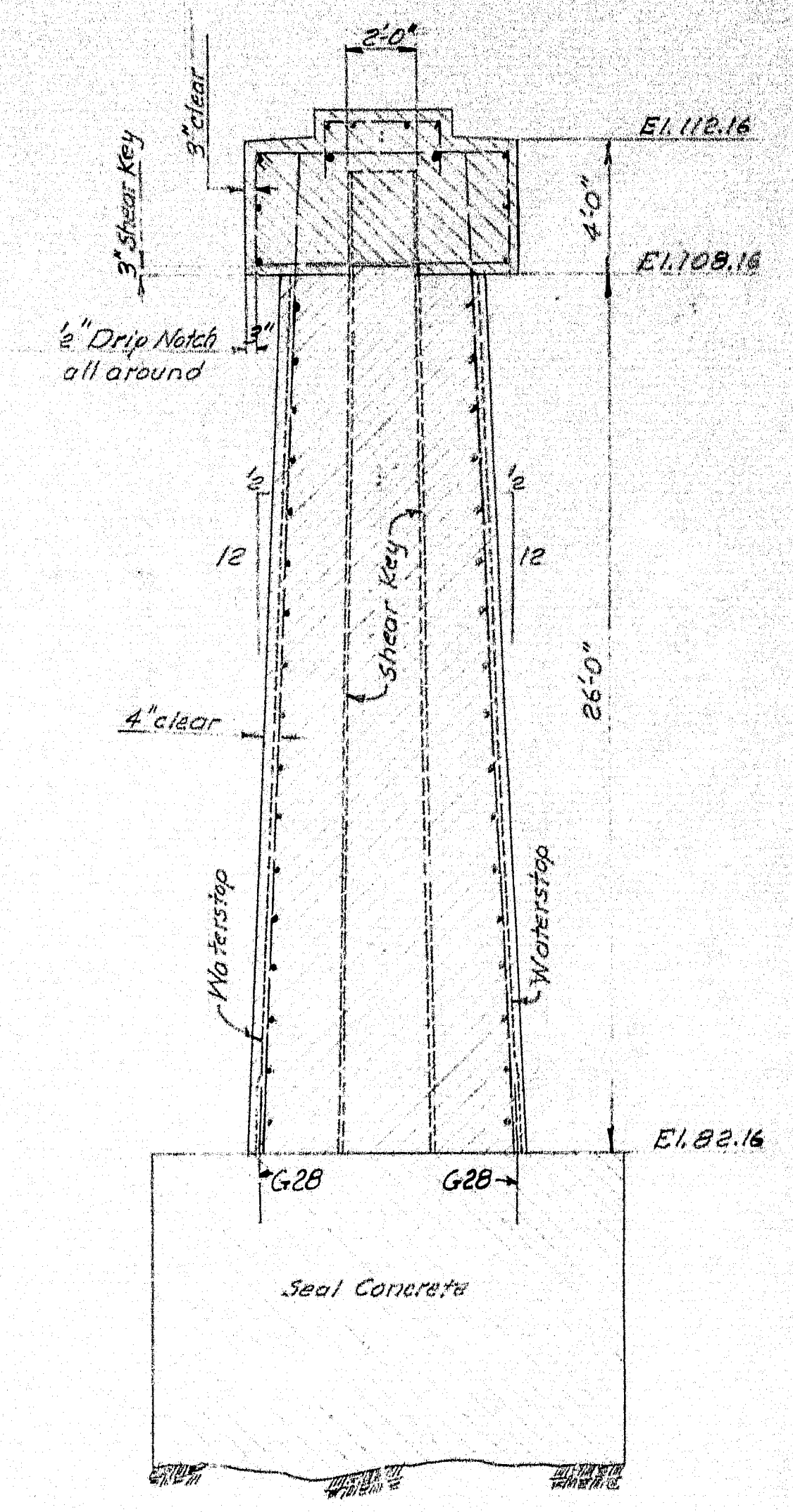
PIER CAP DETAILS
PIER 1 THRU PIER 4, S.B.



Reinforcing Steel identical to that shown for
Pier 1, N.B. above El. 82.16. See sh. 29

Seal Concrete

NOTE
For reinforcing steel not detailed this sheet,
Waterstop Details, Shear Key Detail (Vertical
Construction Joint) and General Pier Notes
see Pier 1, N.B. sh. 29



SECTION A-A

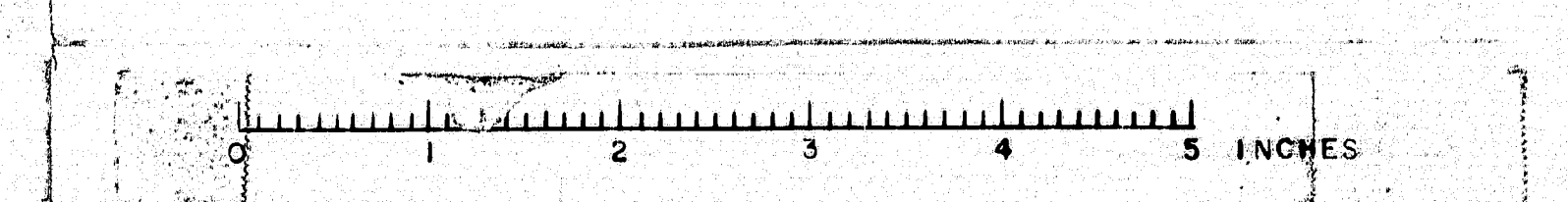
DESIGN - M.C.R.
DETAIL -
CHECK - CDH

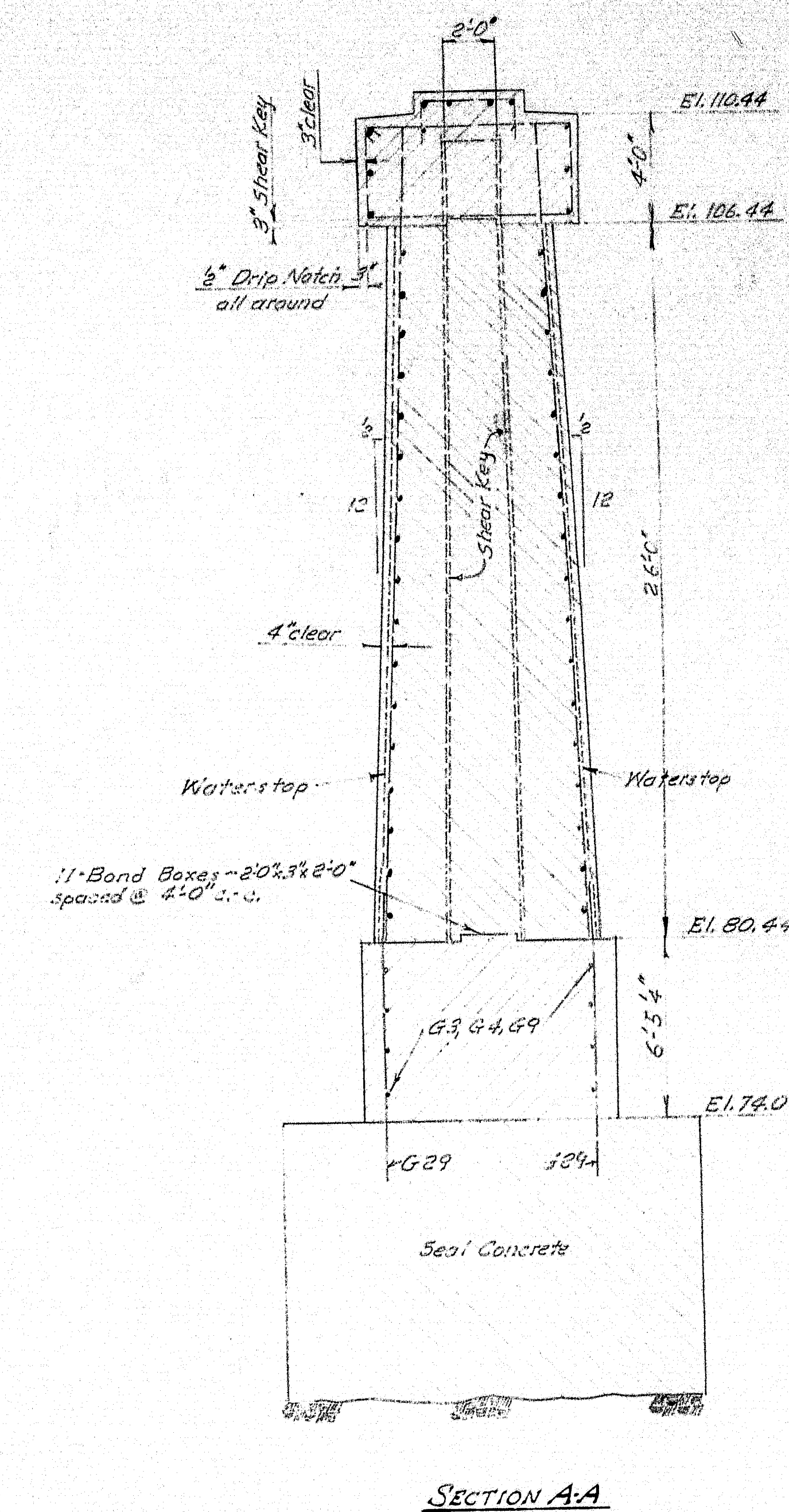
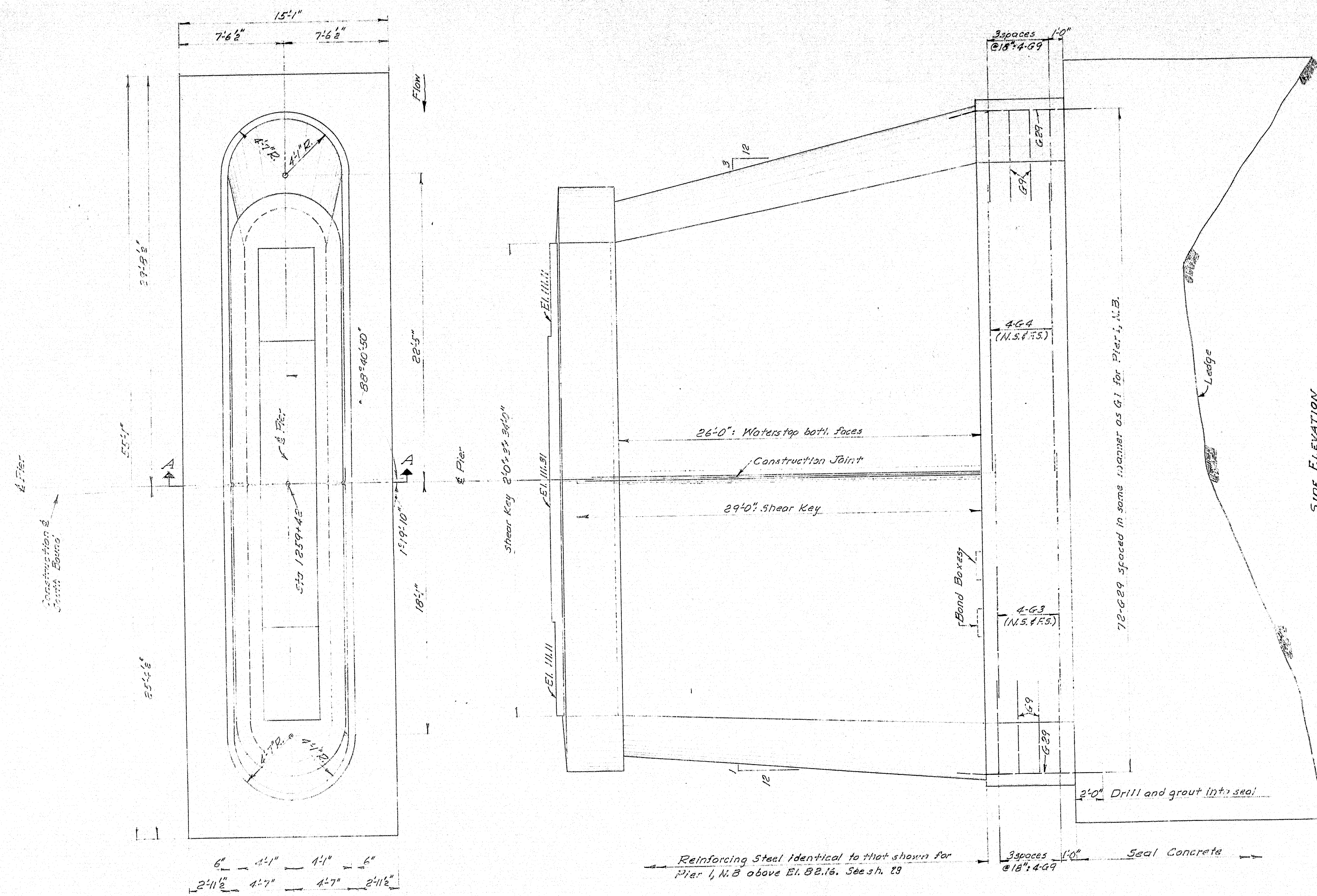
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

**CLINTON A. CLAUSON
MEMORIAL BRIDGES**

OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
FAIRFIELD AND BENTON
SOMERSET AND KENNEBEC COUNTIES

PIER 1, SOUTH BOUND

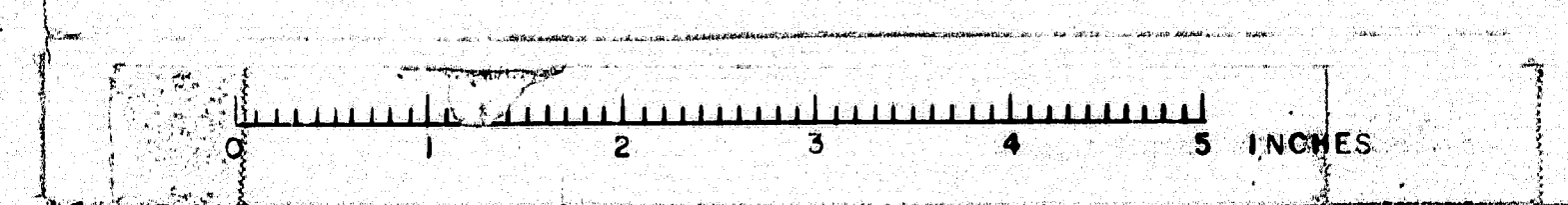


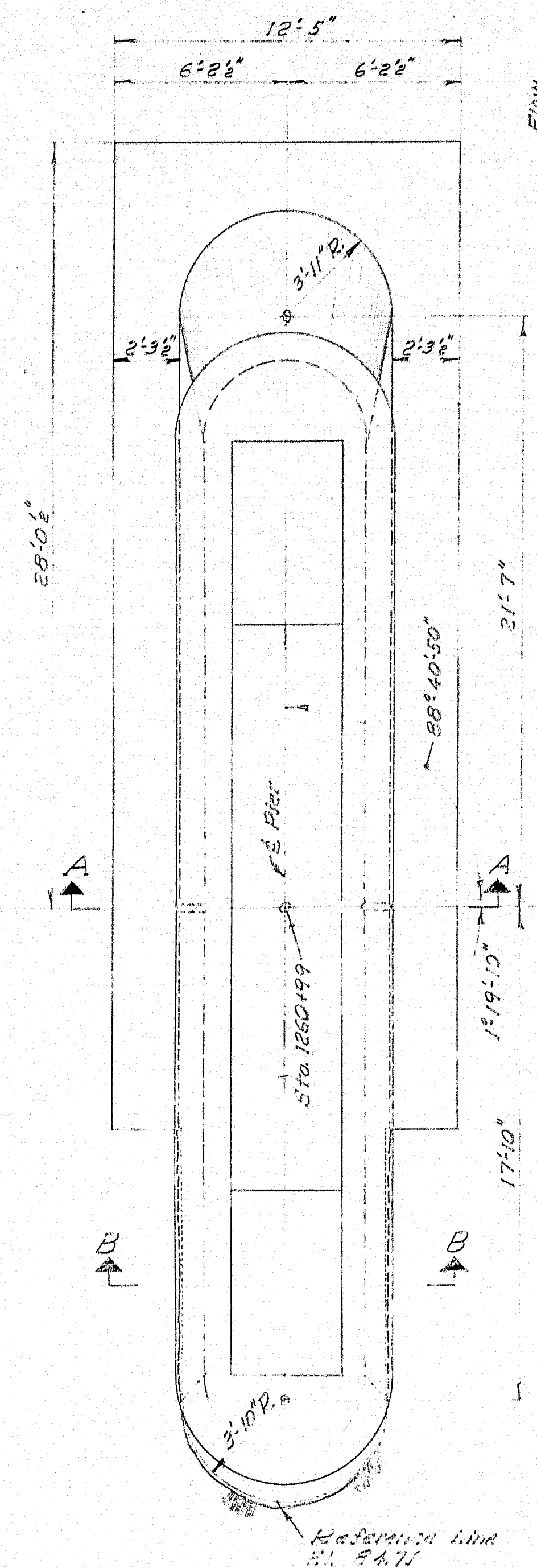


NOTE

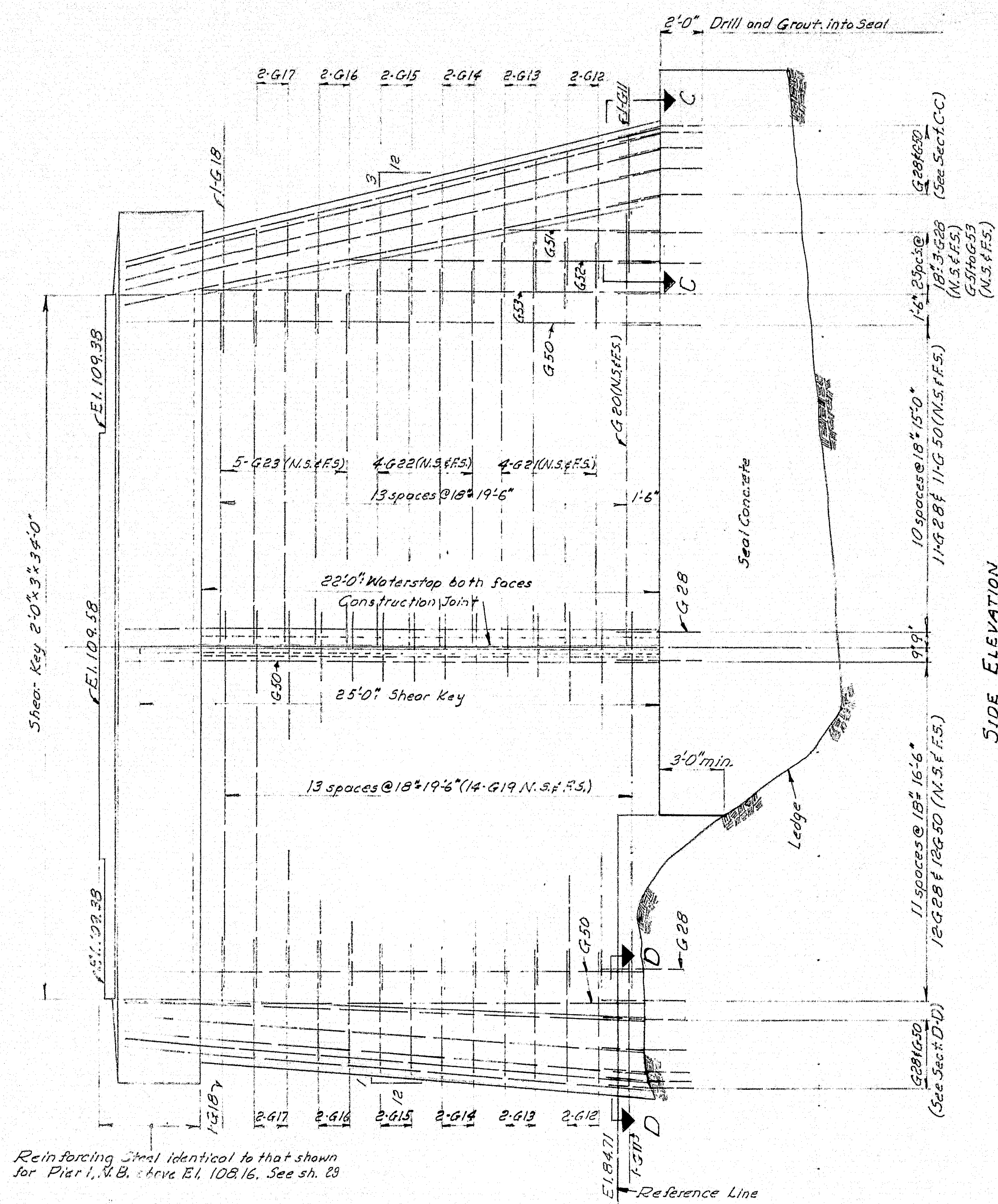
For Pier Cap Details see Pier 1, S.B. sh. 35
 For reinforcing steel not detailed this
 sheet, Waterstop Details, Shear Key Detail
 (Vertical Construction Joint) and General
 Pier Notes see Pier 1, N.B. sh. 29

DESIGN - M.C.R.	STATE HIGHWAY COMMISSION
CHECK - CCH	BRIDGE DIVISION
CLINTON A. CLAUSON	
MEMORIAL BRIDGES	
OVER	
KENNEBEC RIVER	
BETWEEN THE TOWNS OF	
FAIRFIELD AND BENTON	
SOMERSET AND KENNEBEC COUNTIES	
PIER 2, S.B.	
SHEET 26 OF 32	

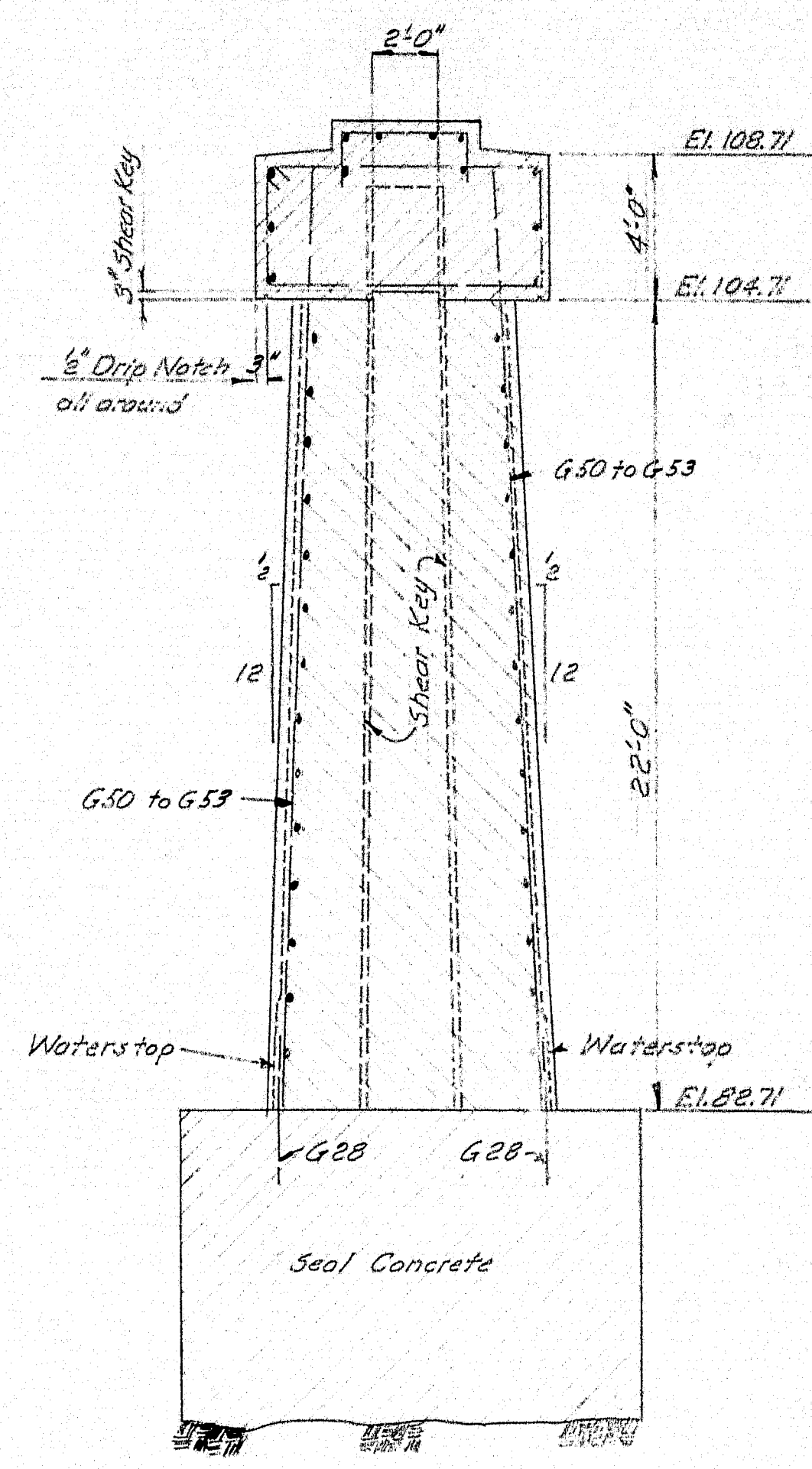




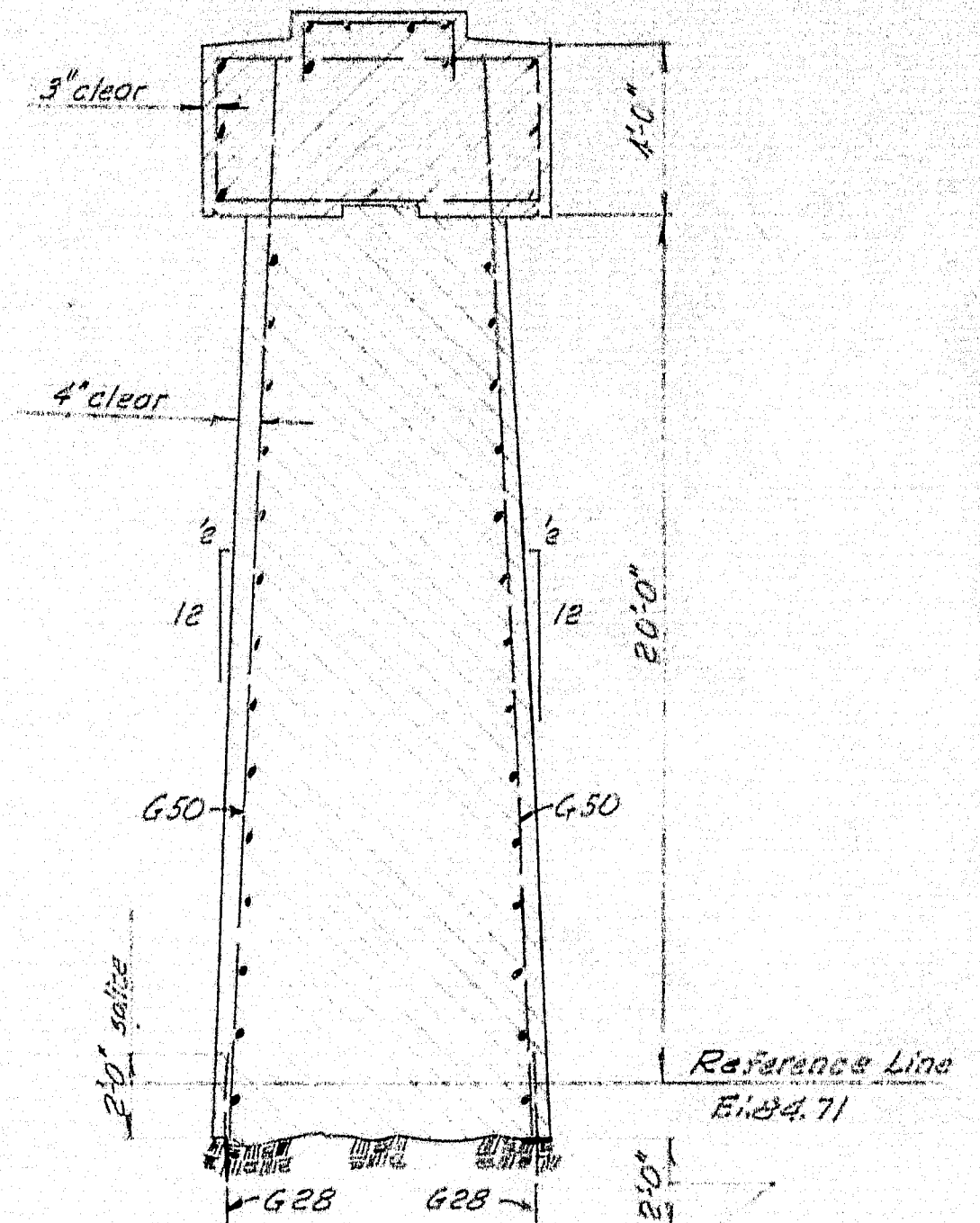
PLAN - PIER 3, S.B.



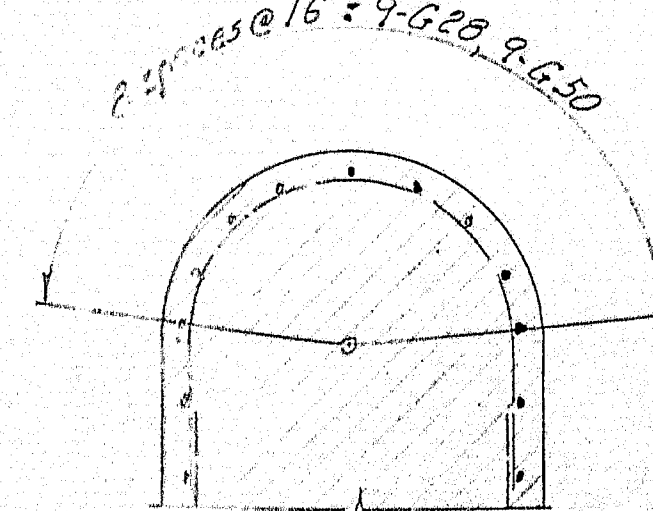
SIDE ELEVATION



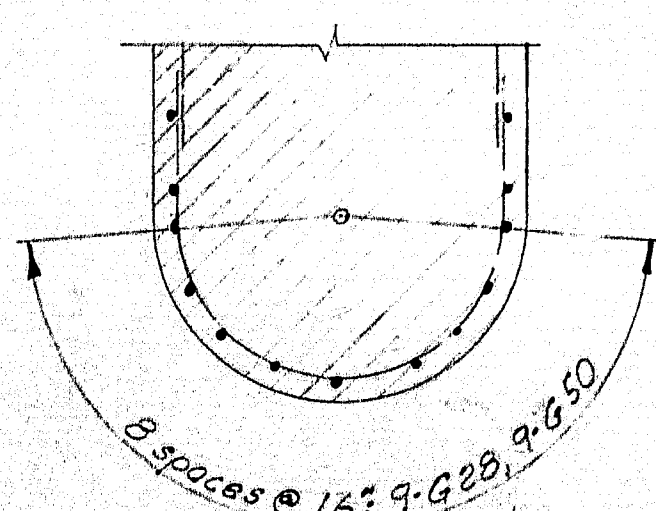
SECTION A-A



SECTION B-B



SECTION C-C
@ EL. 104.71

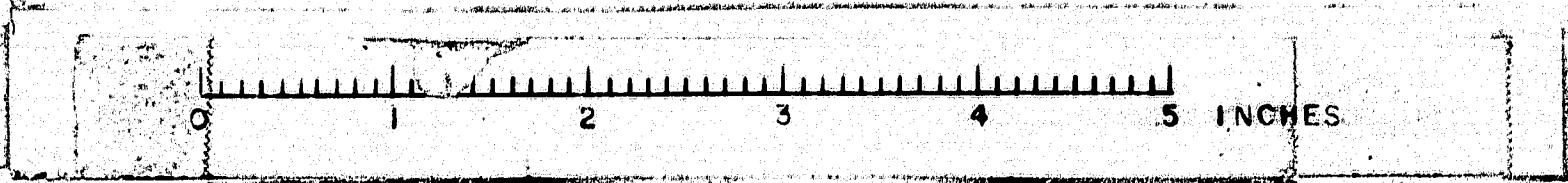


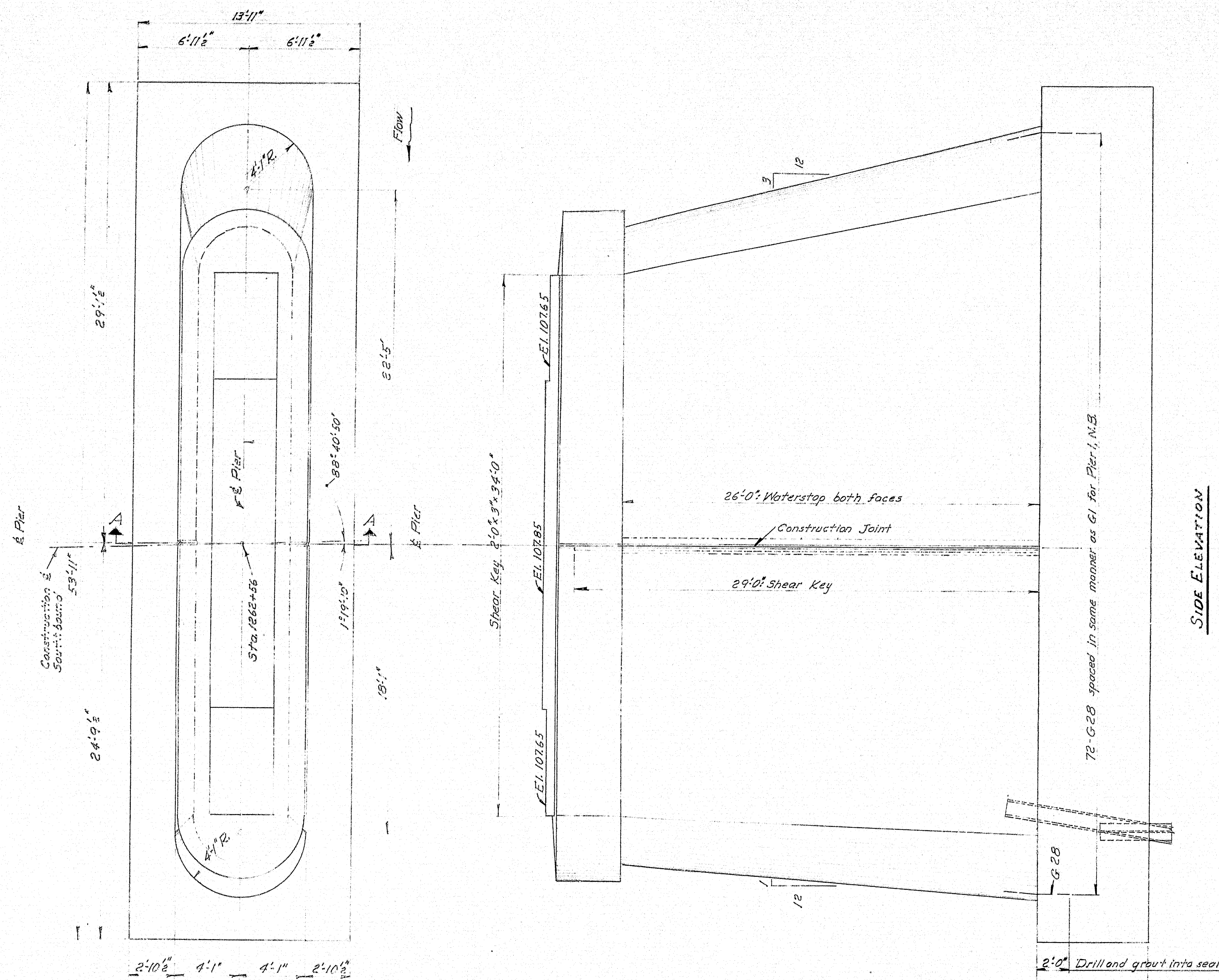
SECTION D-D
@ EL. 104.71

NOTE
For Pier Cap Details see Pier 1, S.B. sh. 35
For reinforcing steel not detailed this sheet, Waterstop Details, Shear Key Detail (Vertical Construction Joint) and General Pier Notes see Pier 1, N.B. sh. 28

DESIGN - M.C.R.
CHECK - CDH

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
**CLINTON A. CLAUSON
MEMORIAL BRIDGES**
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
FAIRFIELD AND BENTON
SOMERSET AND KENNEBEC COUNTIES
PIER 3, SOUTH BOUND
SHEET 37 OF 92 AUG 1962

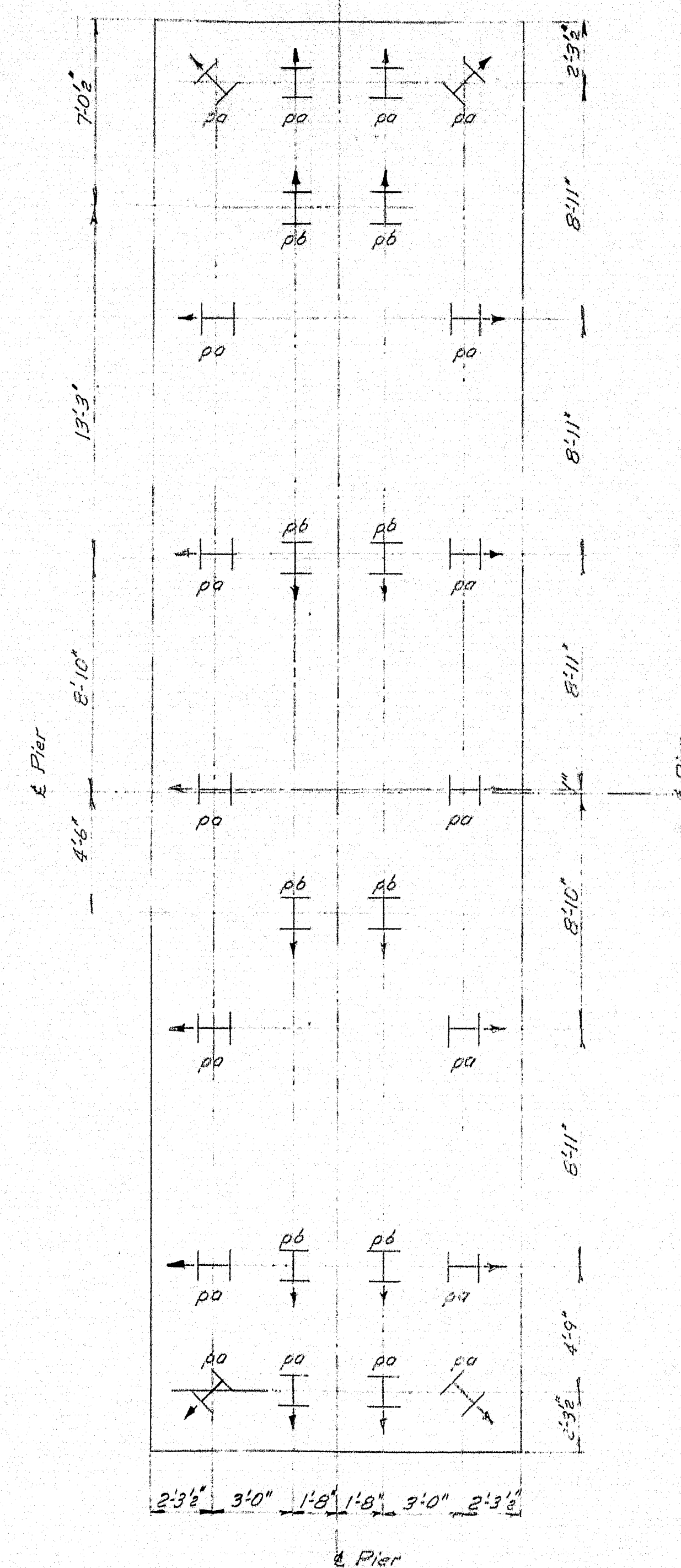




NOTE

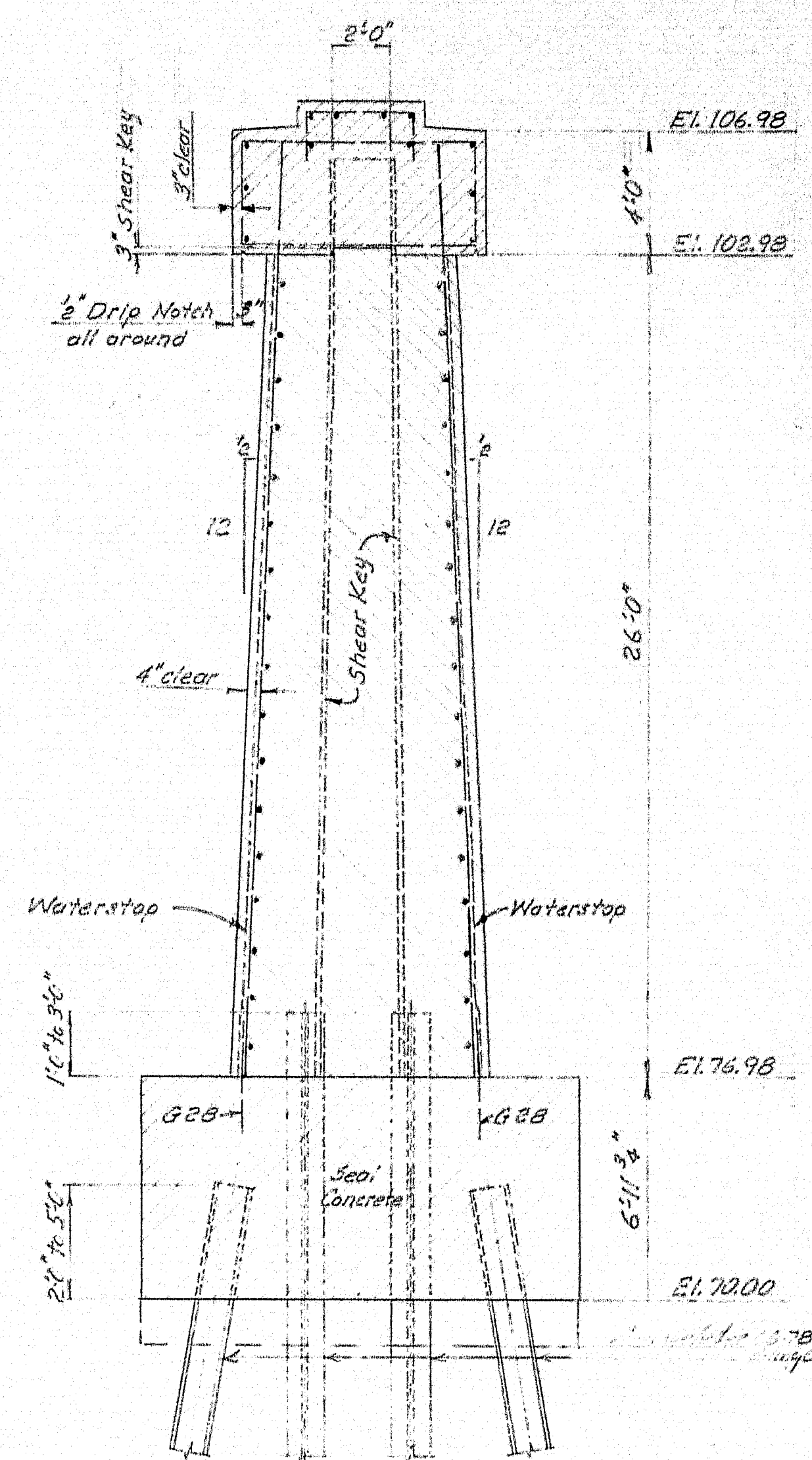
For reinforcing steel not detailed this sheet, Waterstop Details, Shear Key Detail (Vertical Construction Joint) and General Pier Notes see Pier 1, N.B. sh. 29.
For Pier Cap Details see Pier 1, S.B. sh. 35

SIDE ELEVATION



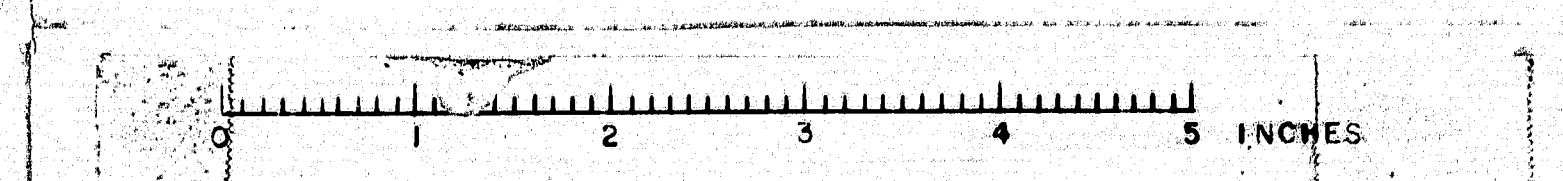
PILE DATA

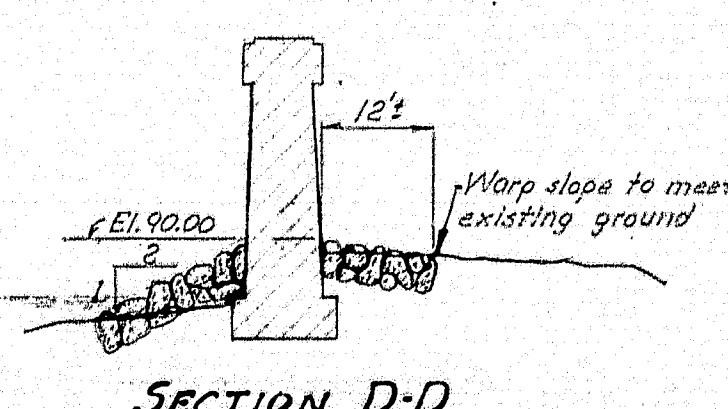
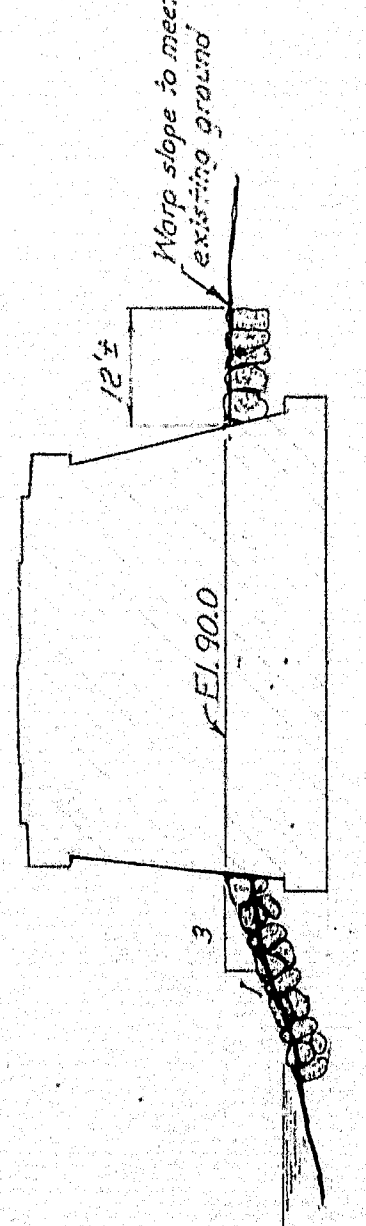
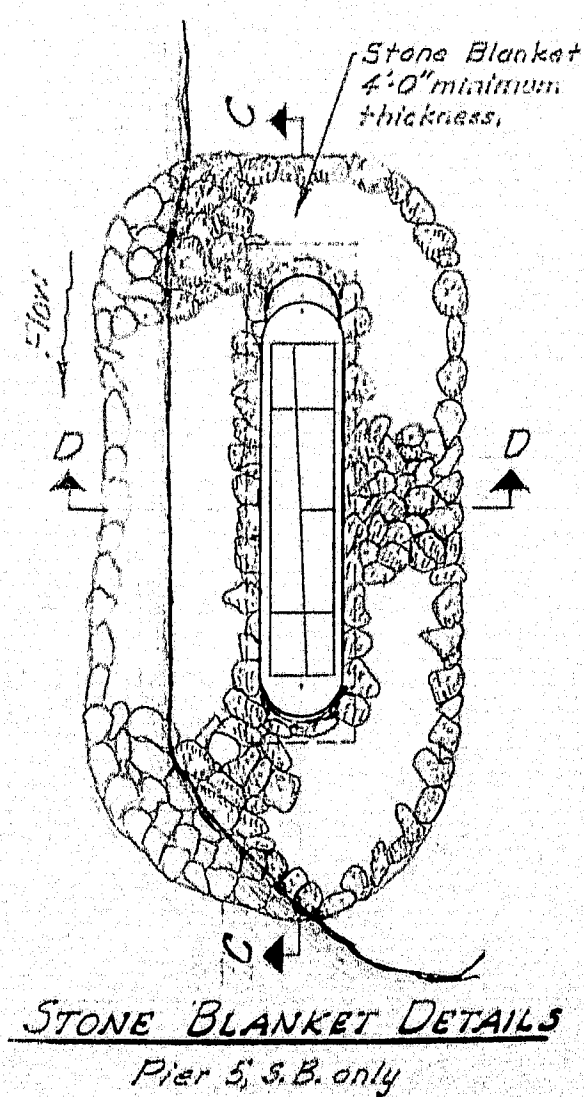
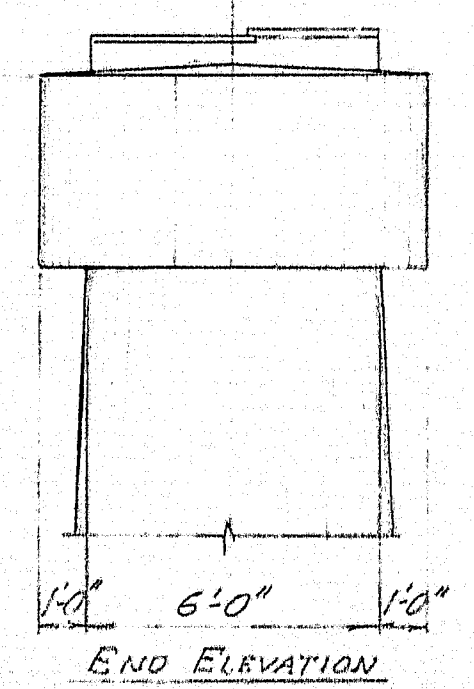
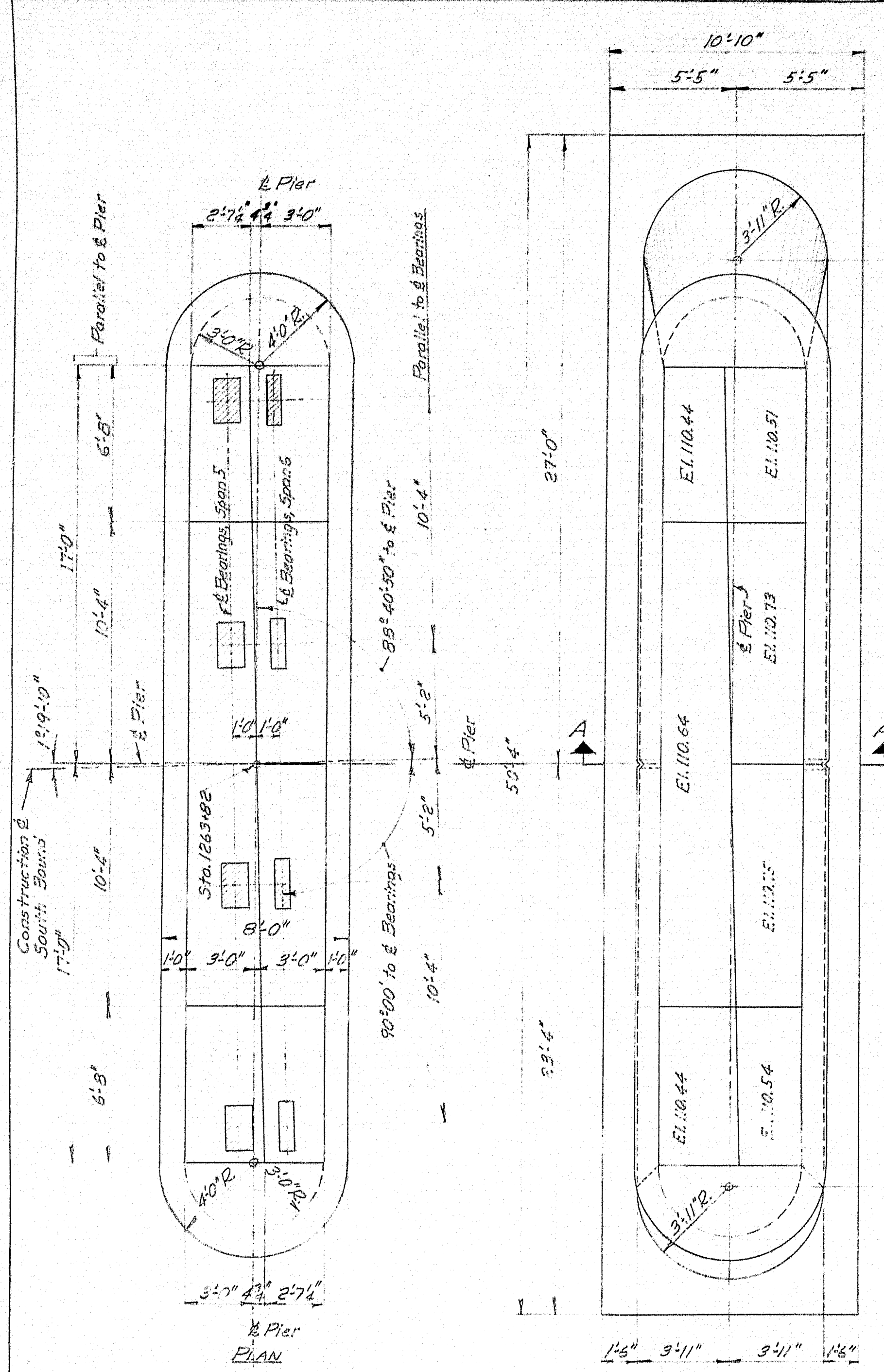
Required: 26 Piles - 14BP89
Allowable Pile Load: 78 tons
Estimated Lengths of Piles: 18 pa @ 20', 8 pb @ 25'
Piles indicated H+ to be battered 2 1/2 ft. in direction of arrow.
Piles marked 'pa' to be imbedded from 2' to 5' into seal concrete.
Piles marked 'pb' to be imbedded from 1' to 3' into bottom of pier shaft.



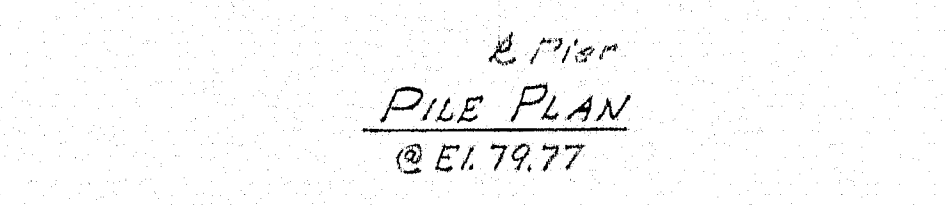
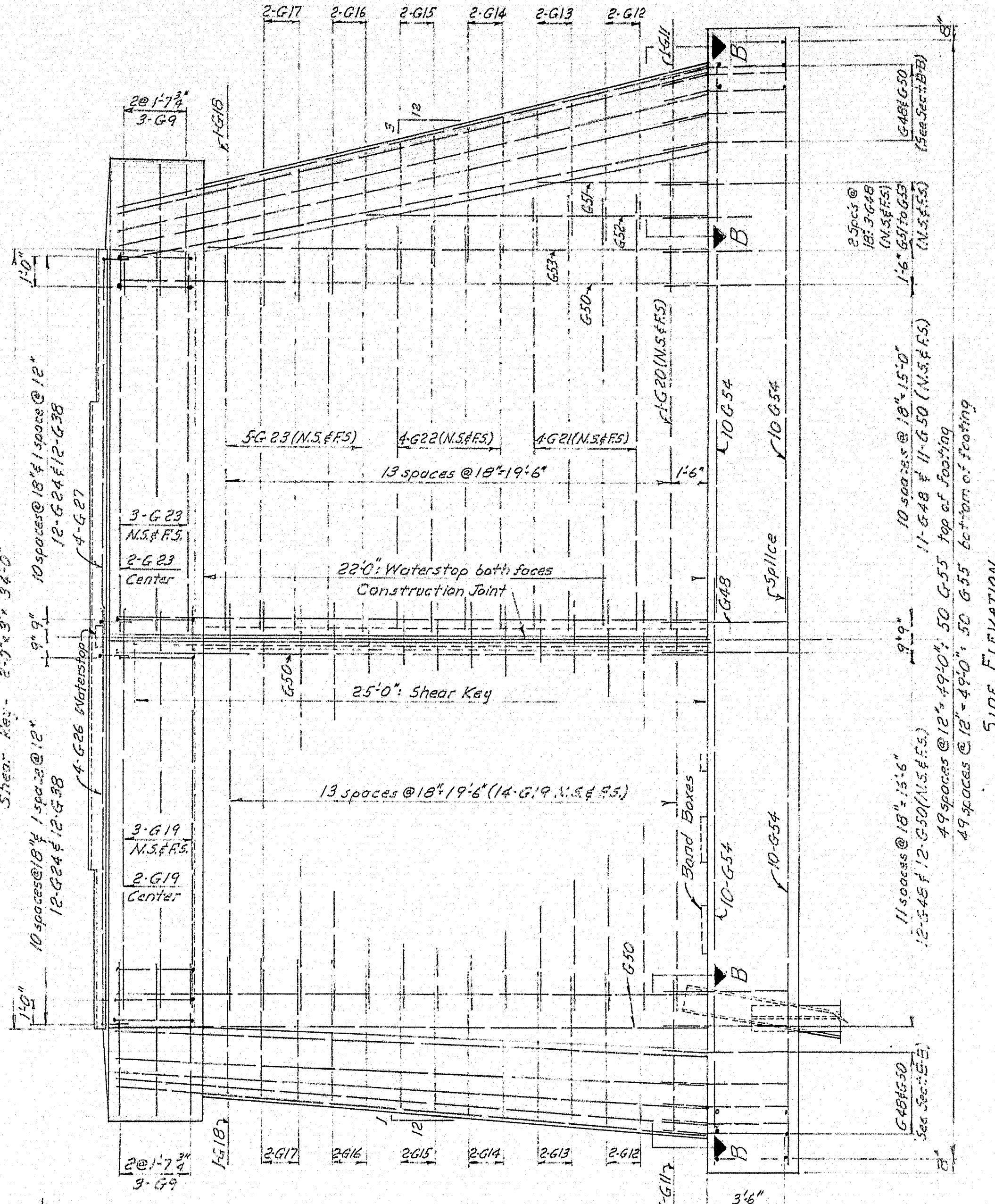
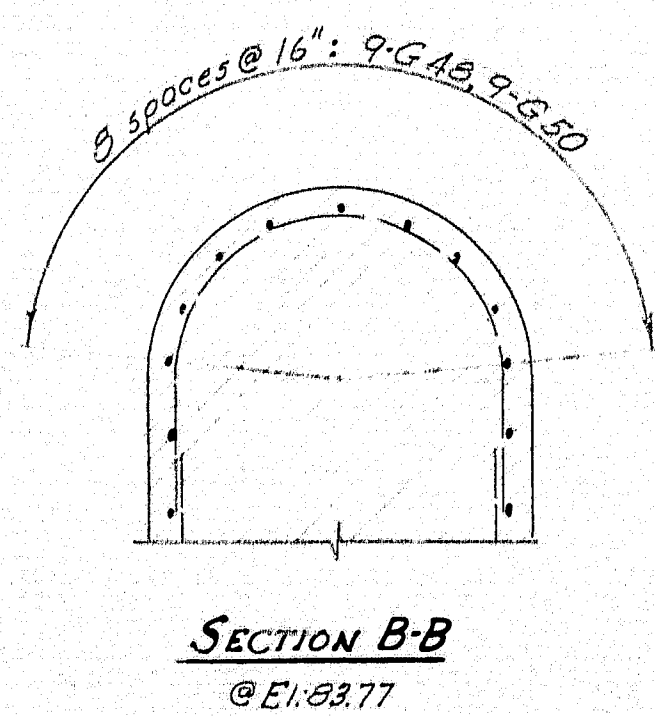
DESIGN - M.C.R.
DETAIL - C.H.
CHECK - C.H.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
CLINTON A. CLAUSON
MEMORIAL BRIDGES
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
FAIRFIELD AND BENTON
SOMERSET AND KENNEBEC COUNTIES
PIER 4, SOUTH BOUND
SHEET 38 OF 92 AUGUST 1962

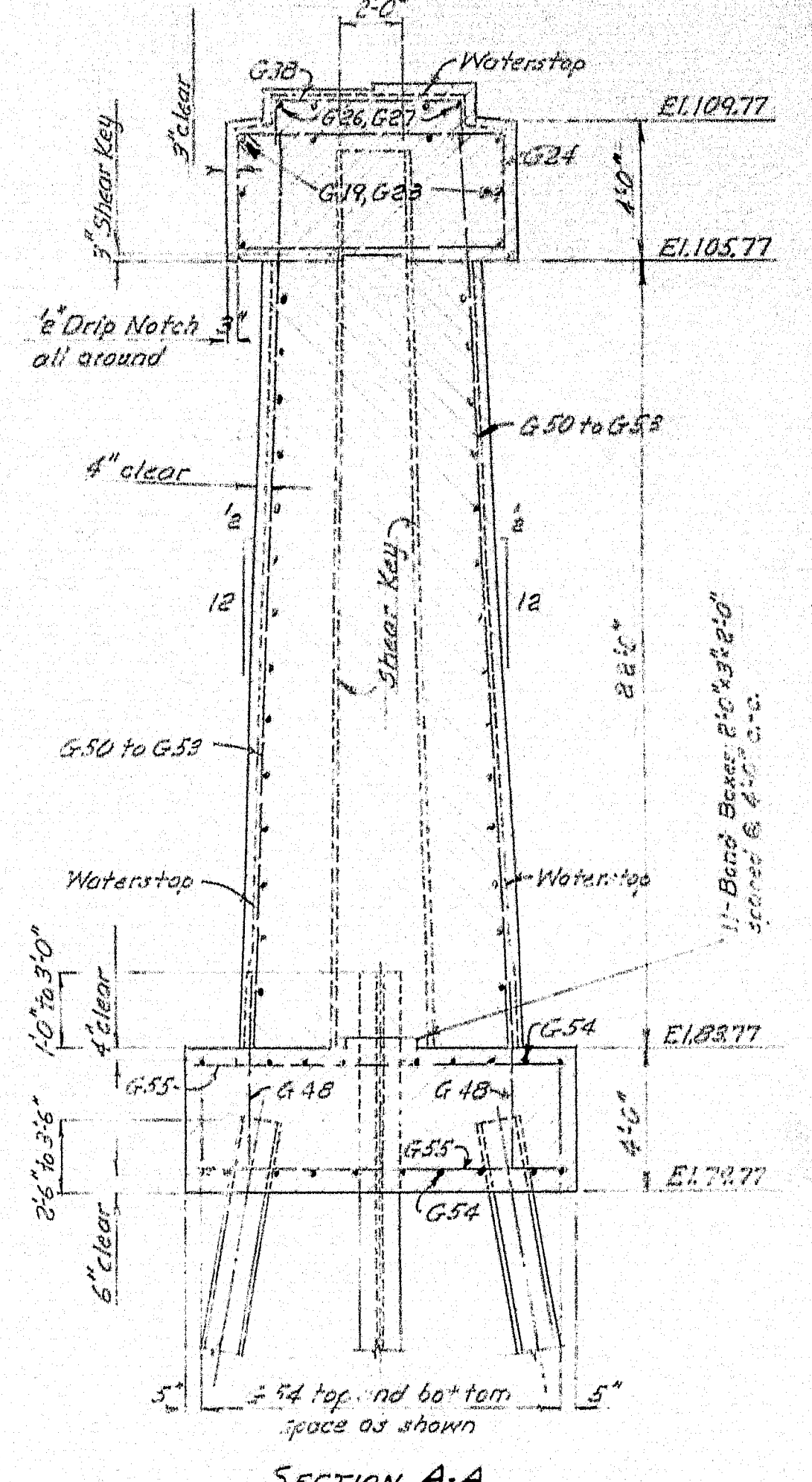




Note:
Excavation for Stone Blanket will be paid for under Item 204-14B, Structural Earth Excavation - Piers.

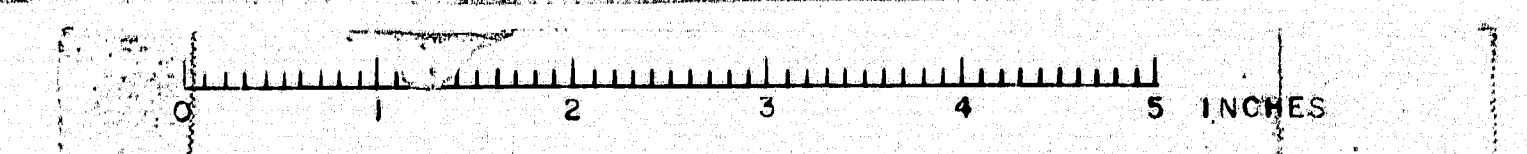


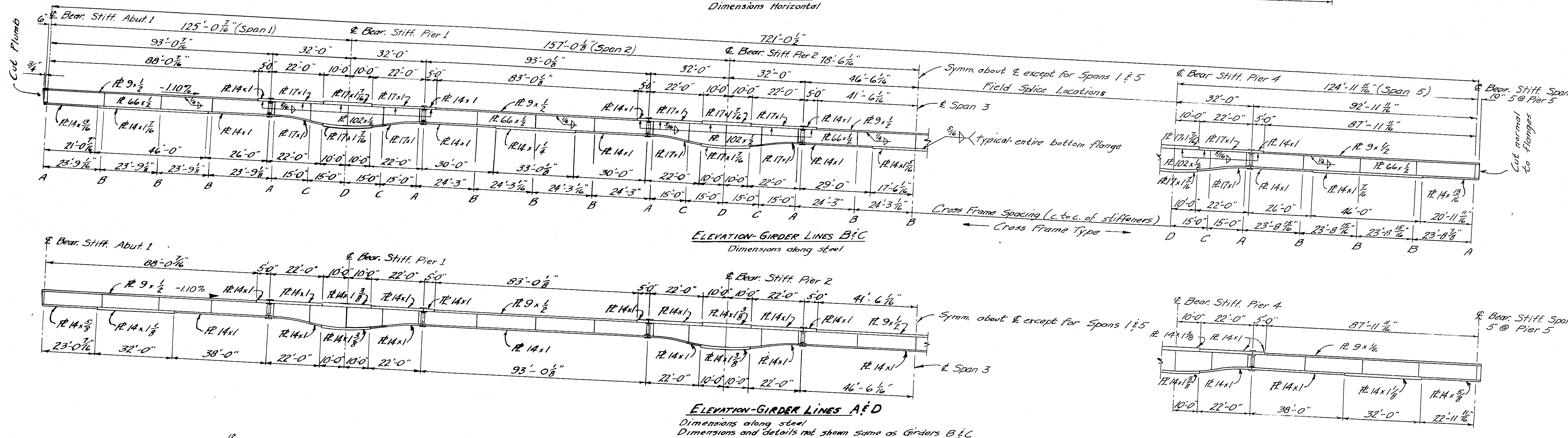
PILE DATA
Required: 20 Piles - 14BPS9
Allowable Pile Load: 78 tons
Estimated Lengths of Piles: 16' @ 25'
4' @ 30'
Piles indicated to be battered 3 1/2% in direction of arrow.
Piles marked "pa" to be imbedded from 3'-6" to 3'-8" into footing.
Piles marked "pb" to be imbedded from 1'-0" to 3'-0" into bottom of pier shaft.



NOTE
For Waterstop Details, Shear Key Detail (Vertical Construction Detail) and General Pier Notes see Pier 1, M.B. sheet 28.

DESIGN - M. G. R.
DETAIL - C. D. H.
CHECK - C. D. H.
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
CLINTON A. CLAUSON
MEMORIAL BRIDGES
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
FAIRFIELD AND BENTON
SOMERSET AND KENNEBEC COUNTIES
PIER 5, SOUTH BOUND
SHEET 39 OF 32 AUG 1962





A diagram of a tapered pipe. The left end is wider than the right end. A vertical line on the right side indicates the taper. A small triangle at the top right corner shows a slope of 1/2 inch.

Note: "Single Vee Butt Weld" to be used when either plate is 1" or less in thickness. Structural Steel Fabricator to furnish details.

Flanges are to be butt welded in accordance with detail this sheet and the specifications, and inspected in conformance with the specifications prior to being fillet welded to the web plates.

The Steel fabricator of his option may fabricate the web plates with butt welds with the following limitations:

- A maximum of two (2) transverse welds in the positive moment $6\frac{1}{2}$ web plates per girder per span.
- A maximum of one (1) transverse weld each side of the E of Bearing at a minimum distance of 12'-0" from the E of Bearing.
- and one (1) longitudinal weld in the negative moment 102 $\frac{1}{2}$ web plates per girder per section between field splices.

If butt welds are used to fabricate the web plates they shall be made and inspected in conformance with the specifications before the web plates are fillet welded to the flange plates. The location and detail of butt welds in the webs shall be subject to approval by the Engineer.

Girders to be cambered in accordance with details shown on sheet 42.

Girders to be fitted with bearing and intermediate stiffeners. Details and locations shown on sheets 42 and 43.

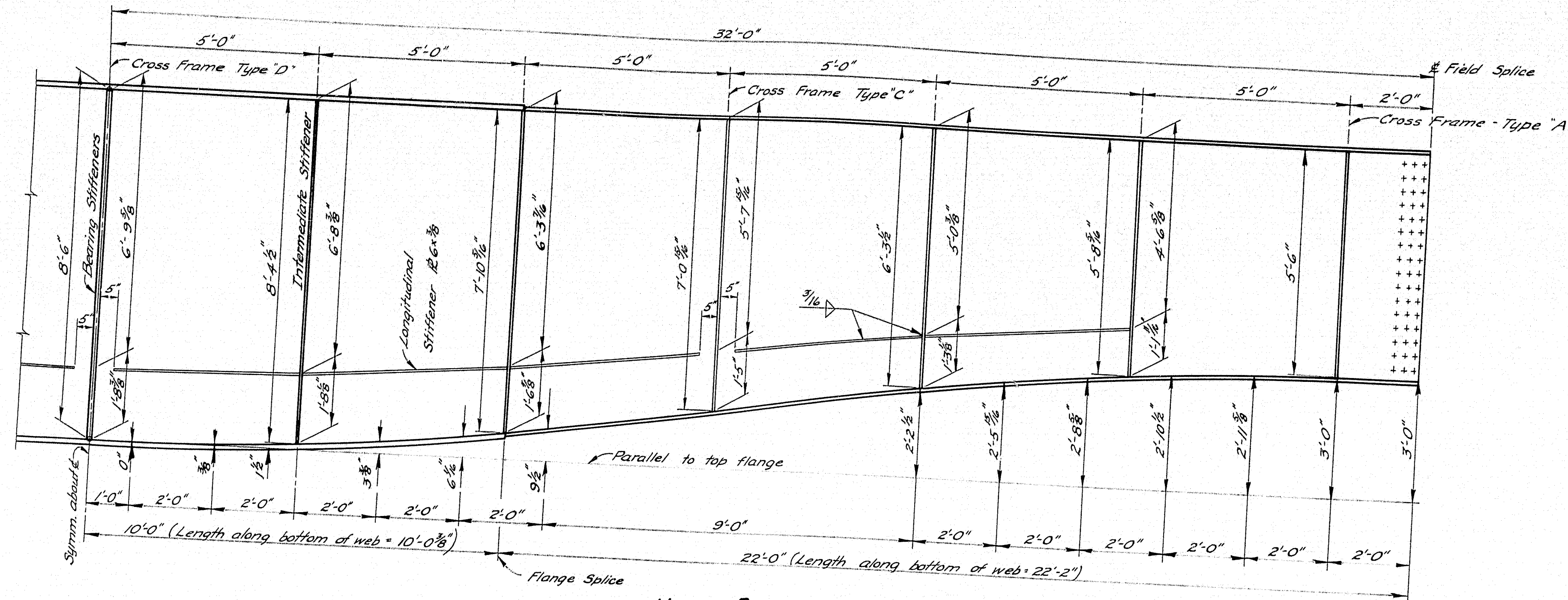
Girders to be fitted with shear connectors. Details shown on sheet 42.

Girders & Bearing	Stiffeners	A 441
Field or Misc	Plates	A 410 or A 441
High Strength Bolts		A 325
Ends Bolts		
Pins	A 325 Class CI or A 108 Grade 1016 to 1030 inclusive	
Rockers & Masonry Plates		A 30
All others		A 7 or A 30
Expansion Clamps		A 441
All other		A 7 or A 30

*Design: The American Association of State Highway
Officers, Standard Specifications for Highway
Bridges, 1961 with Interim Specifications 1961.
Fabrication & Erection: State of Maine, State Highway
Commission, Standard Specifications, Highways
and Bridges, Revision of January 1956 as
modified by Contract Specifications.
Welding Standards: American Welding Society, Structural
Highway and Railway Bridges, American
Welding Society, 1956, as modified by
Contract Specifications.*

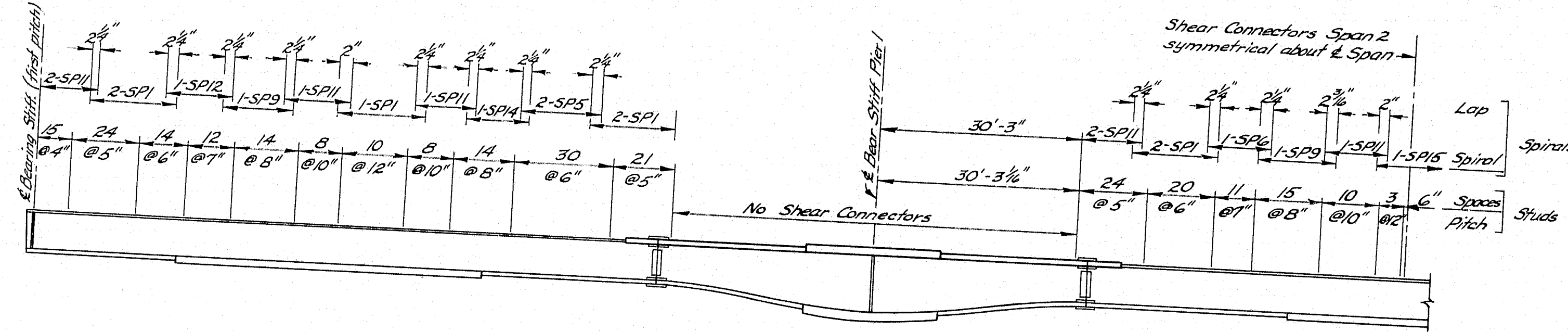
Loading: H20-516-44 as modified for
 Interstate Highways.
 Allowable Stresses: In accordance with
 Design Specifications.

DESIGN - MCR TRACE - PLA CHECK - AHR	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
CLINTON A. CLAUSON MEMORIAL BRIDGES	
OVER KENNEBEC RIVER BETWEEN THE TOWNS OF FAIRFIELD AND BENTON SOMERSET AND KENNEBEC COUNTIES	
STEEL DETAILS SPANS 1-5 NB & SB	
SHEET 41 of 32 AUGUSTA, MAINE NOV. 1962	



HAUNCH DETAIL

All Girder Lines
Note: Lateral gusset plates not shown. See sh. 43 & 44.
For side of Girders on which intermediate & longitudinal stiffener plates are to be placed see Stiffener Location this sheet.

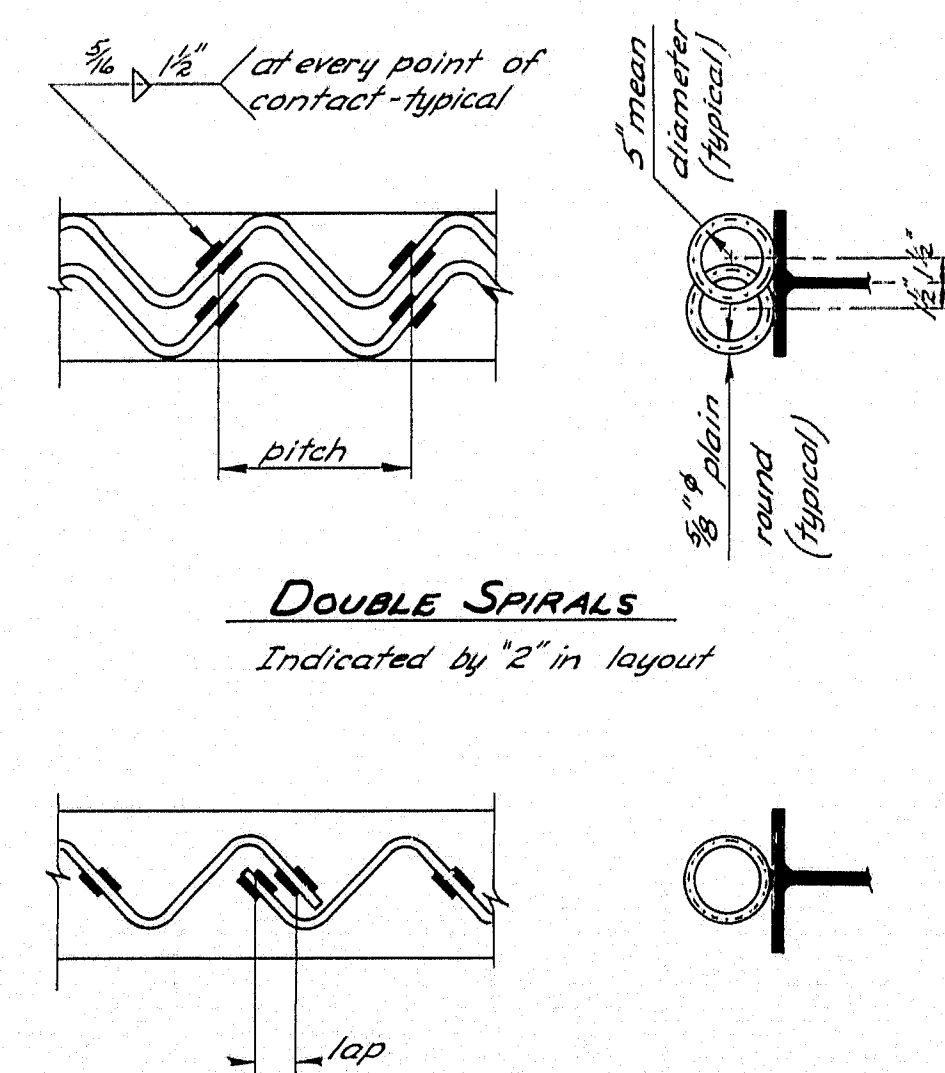


SPAN 1
Rotate 180° for Span 5

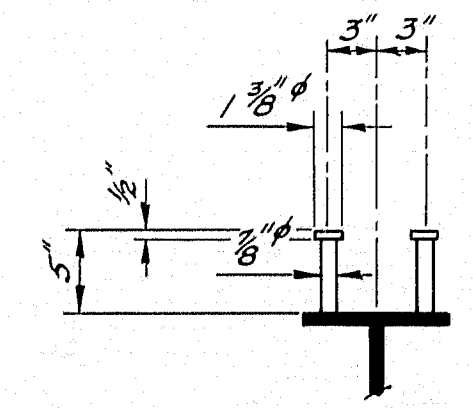
SPAN 2
Spans 3 & 4 identical

SHEAR CONNECTOR LAYOUT

All Girder Lines



Spiral	Number	Spices	Pitch	Length
SP1	176	20	7"	11'-8"
SP5	32	16	8"	10'-8"
SP6	48	24	4"	8'-0"
SP9	64	24	5"	10'-0"
SP11	208	16	6"	8'-0"
SP12	16	25	4"	8'-4"
SP14	16	20	5"	8'-4"
SP15	24	12	7"	7'-0"

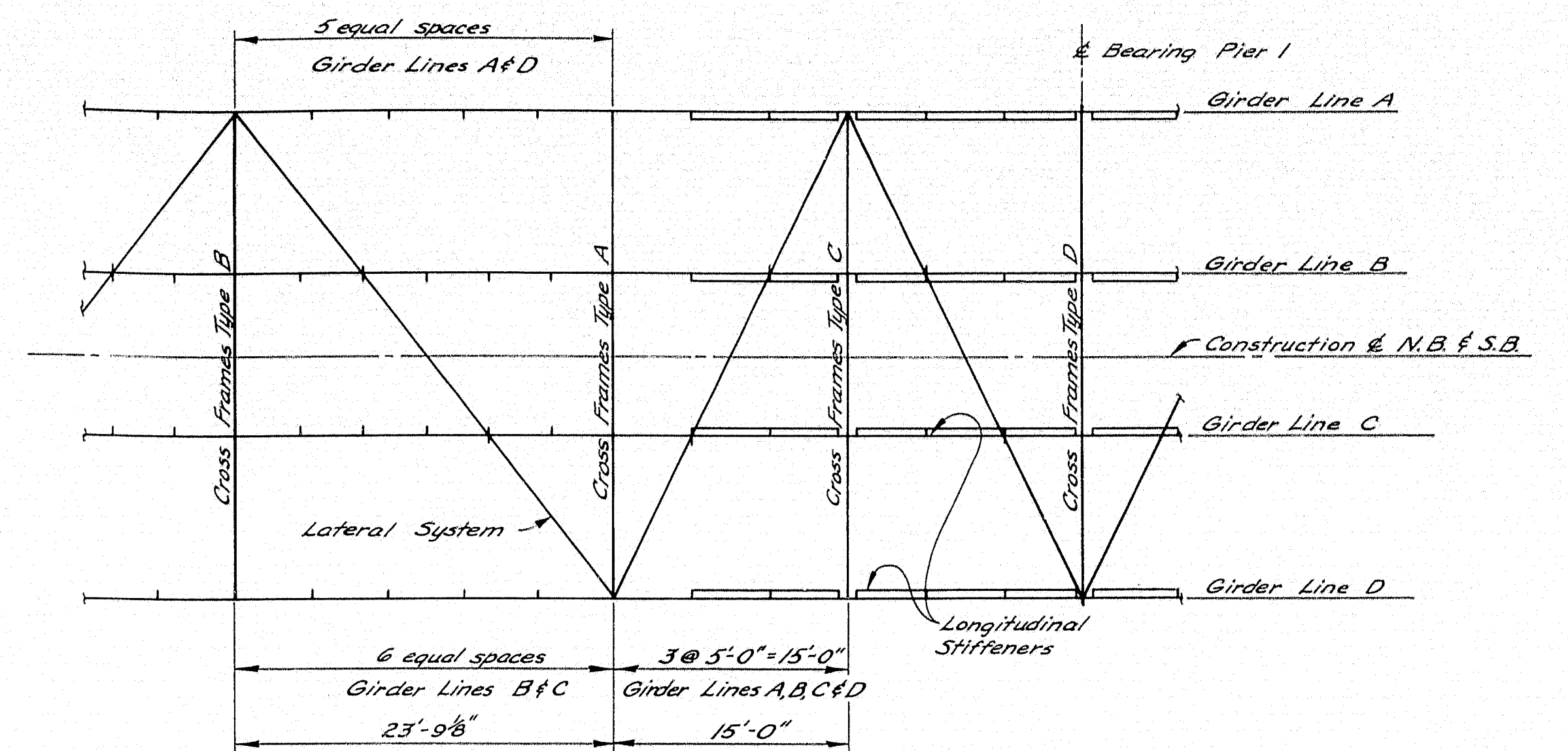


STUD DETAIL

2 studs @ each pitch
13,536 Required
Note: Pitch and transverse spacing may be revised slightly at girder field splices to clear H.S. Bolts.

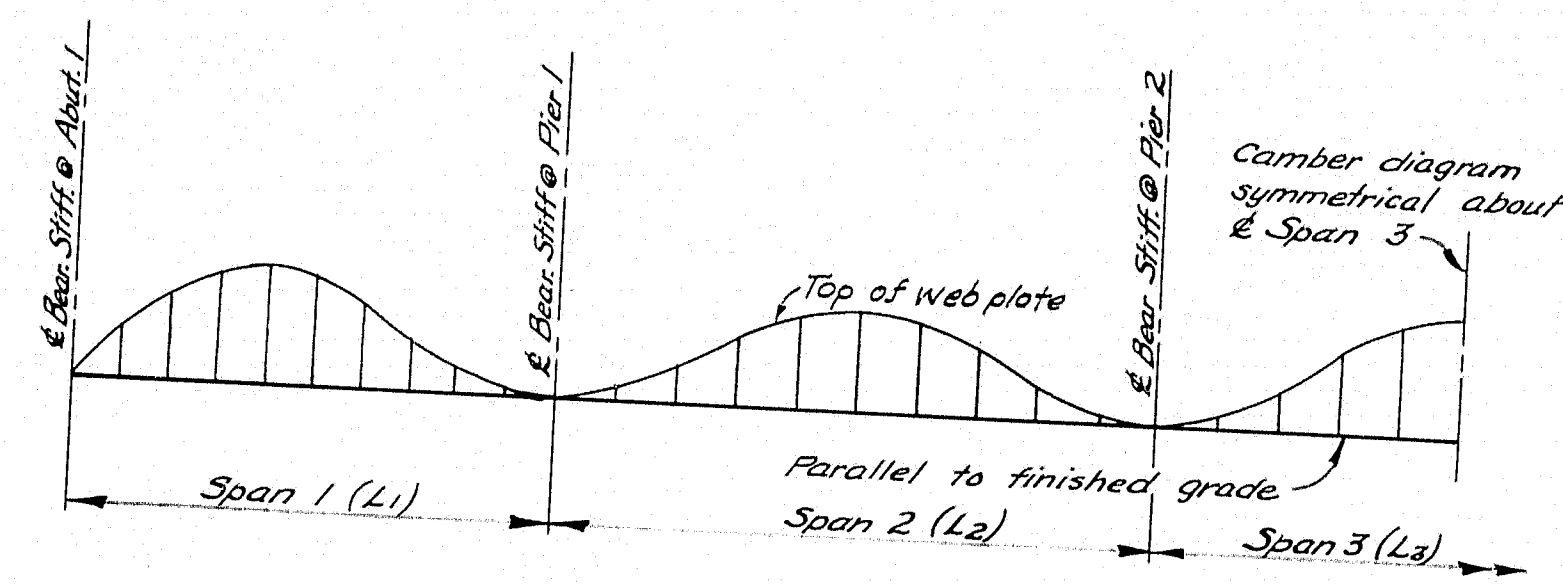
SHEAR CONNECTOR DETAILS

Note: See Sh. 50 for "Shear Connector Note" and Shear Connectors for Spans 6 & 7 N.B. and 6, 7 & 8 S.B.



STIFFENER LOCATION

Note: All dimensions along steel (on -1.10% grade).
All intermediate stiffeners to be 12 6x8.
All stiffeners to be normal to top flange.
All bearing stiffeners to be in pairs.
All intermediate stiffeners to be one side of web & only except at cross frames and lateral system connections for Girder Lines B & C.
For stiffener and cross frame details see sh. 43.
For lateral system detail see sh. 44.
Intermediate stiffener spacing shown for 23'-9 3/8" panel typical for all others except 15'-0" panels.

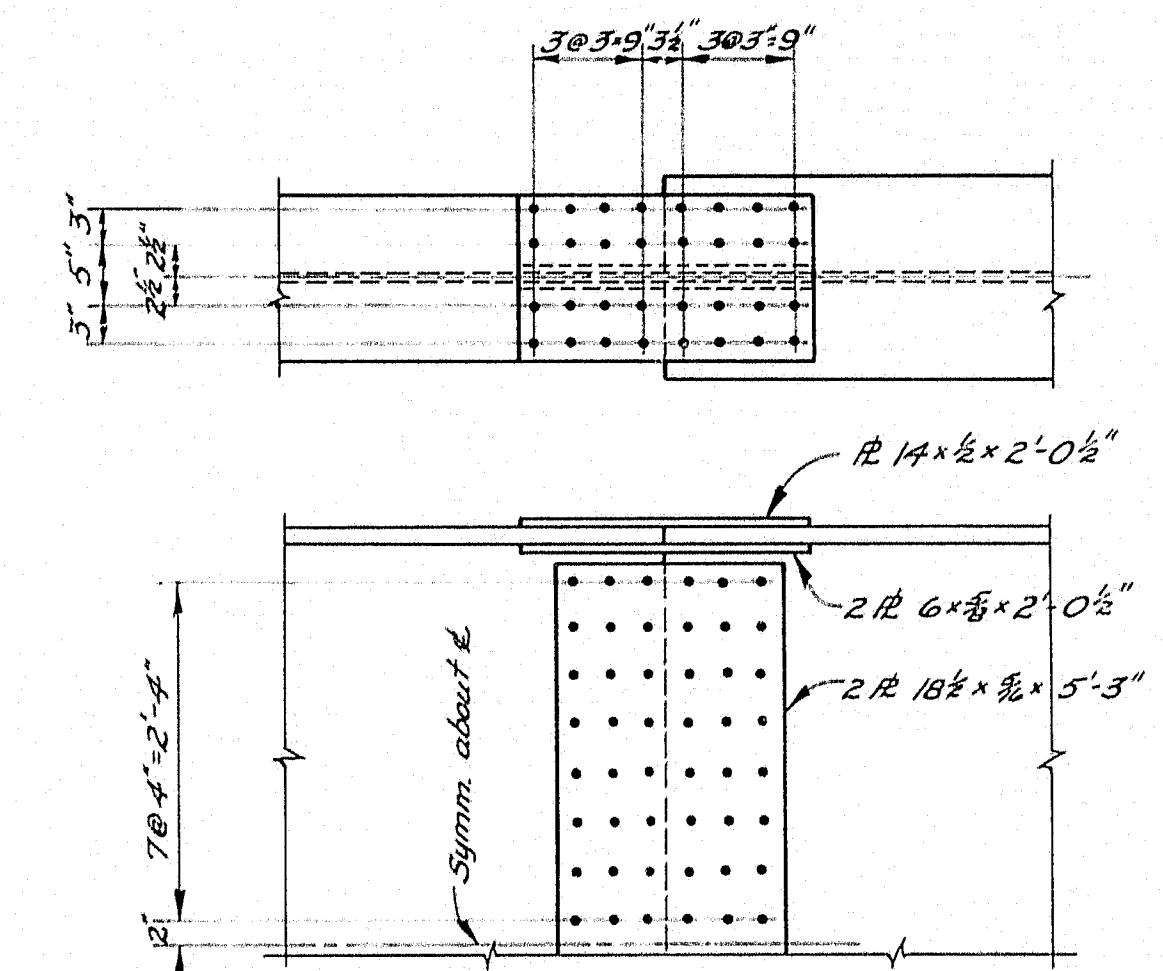


CAMBER DIAGRAM

All Girder Lines

Span	Point	Camber
1	0	0
	.1L1	1"
	.2L1	1 1/8"
	.3L1	2 1/4"
	.4L1	2 3/4"
	.5L1	2 1/4"
	.6L1	1 1/8"
	.7L1	1 1/8"
	.8L1	3/4"
2	0	0
	.1L2	1/4"
	.2L2	2 3/8"
	.3L2	1 3/8"
	.4L2	1 1/8"
	.5L2	2 3/8"
	.6L2	1 1/8"
	.7L2	1 1/8"
	.8L2	2 3/8"
3	0	0
	.1L3	1/4"
	.2L3	2 3/8"
	.3L3	1 1/8"
	.4L3	2 3/8"
	.5L3	2 3/8"

Note: Camber ordinate of each Field Splice equals 1/8".

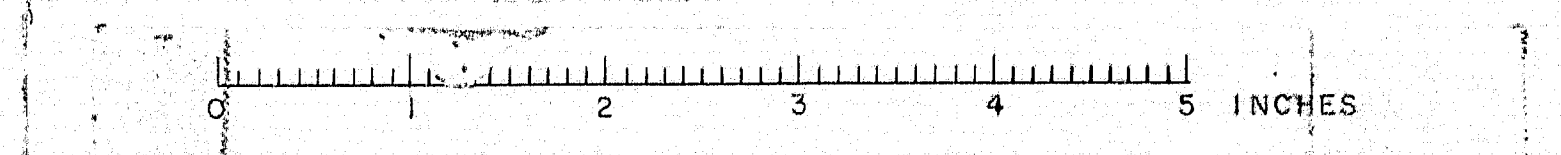


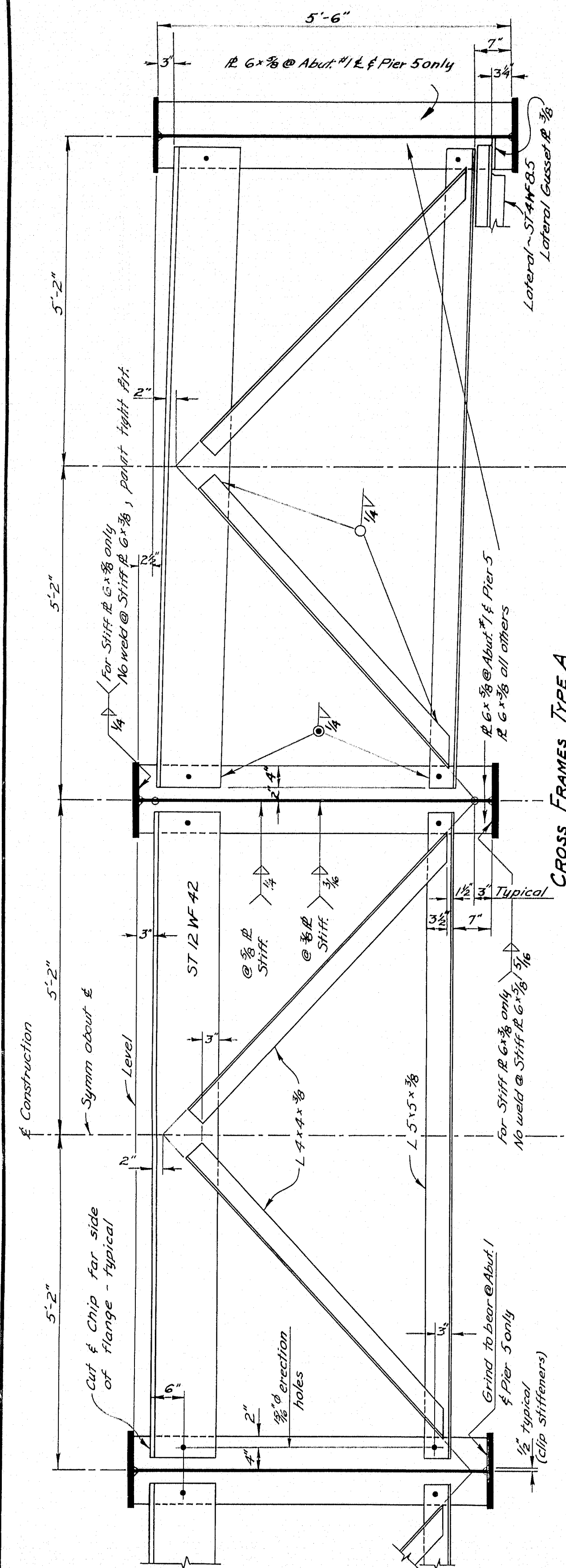
TYPICAL GIRDER FIELD SPLICE

1/8" H.S. Bolts; 1/8" holes

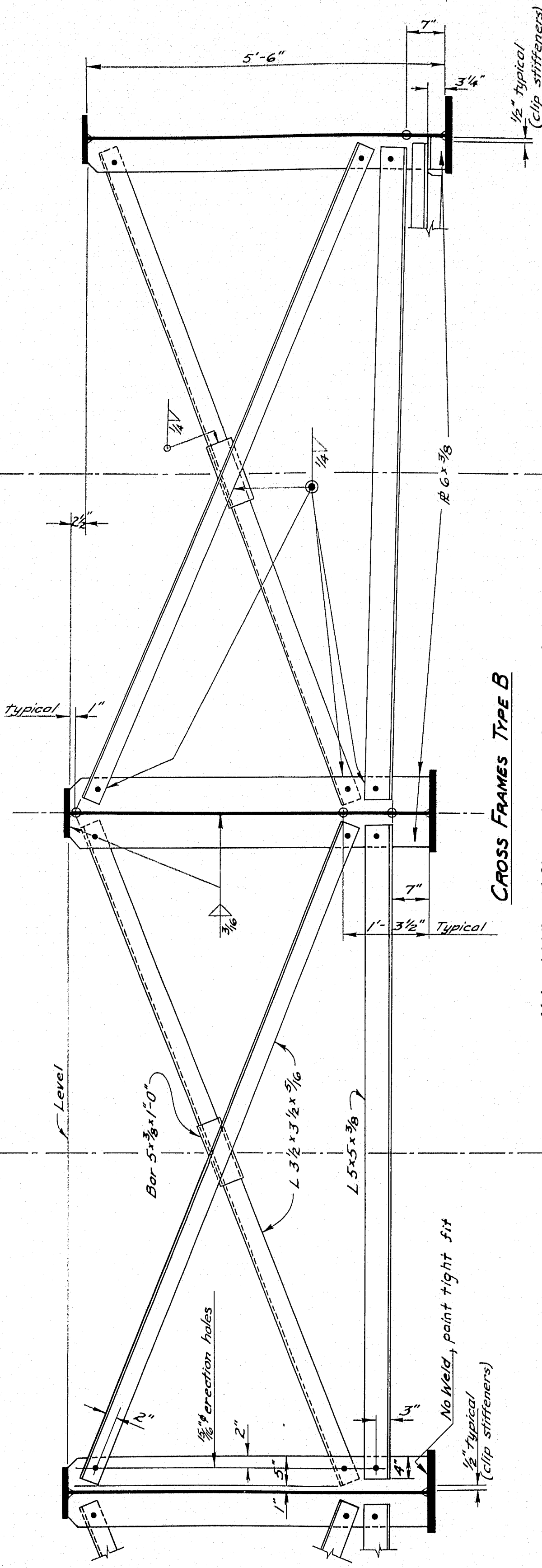
HAUNCH DETAIL, STIFFENER LOCATION, SHEAR CONNECTORS, CAMBER DIAGRAM, GIRDER FIELD SPLICE

DESIGN - M.C.R.
TRACE - J.W.M.
CHECK - A.H.R.
BRIDGE NO. 1000
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
CLINTON A. CLAUSON
MEMORIAL BRIDGES
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
FAIRFIELD AND BENTON
SOMERSET AND KENNEBEC COUNTIES
STEEL DETAILS SPANS 1-5 NB & SB
SHEET 42 OF 92 AUGUSTA, MAINE / NOV 1962



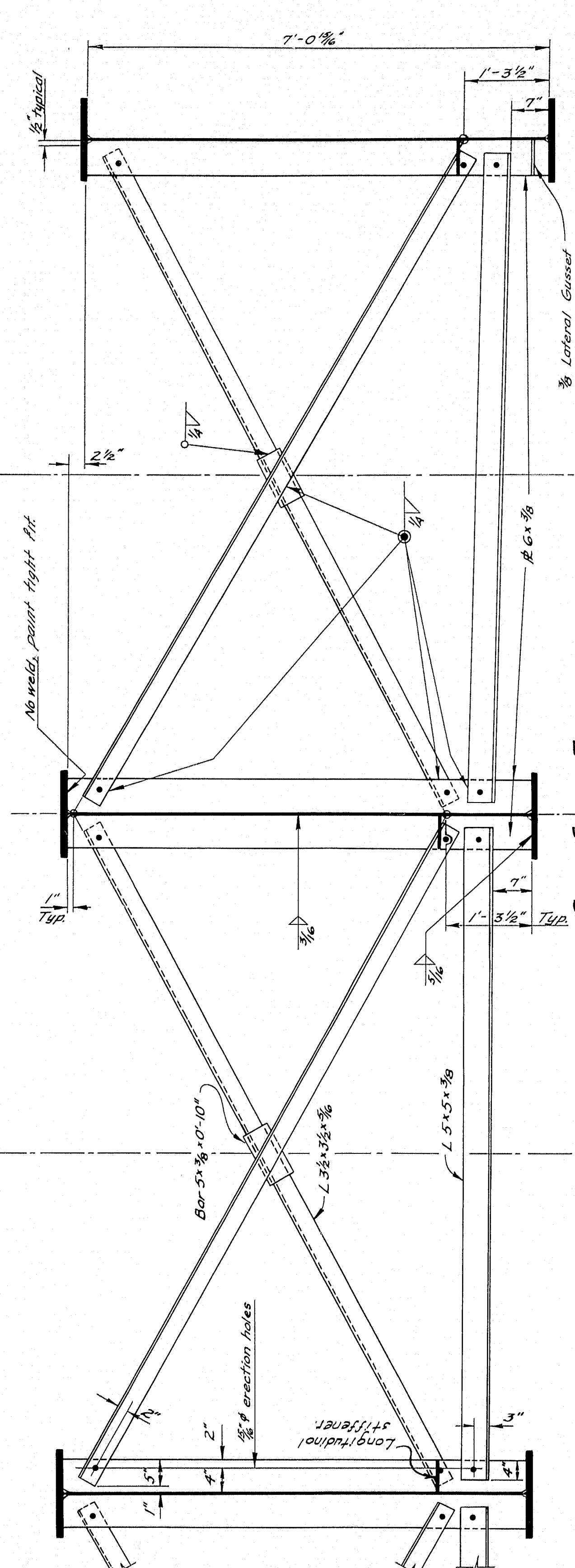


CROSS FRAMES TYPE A



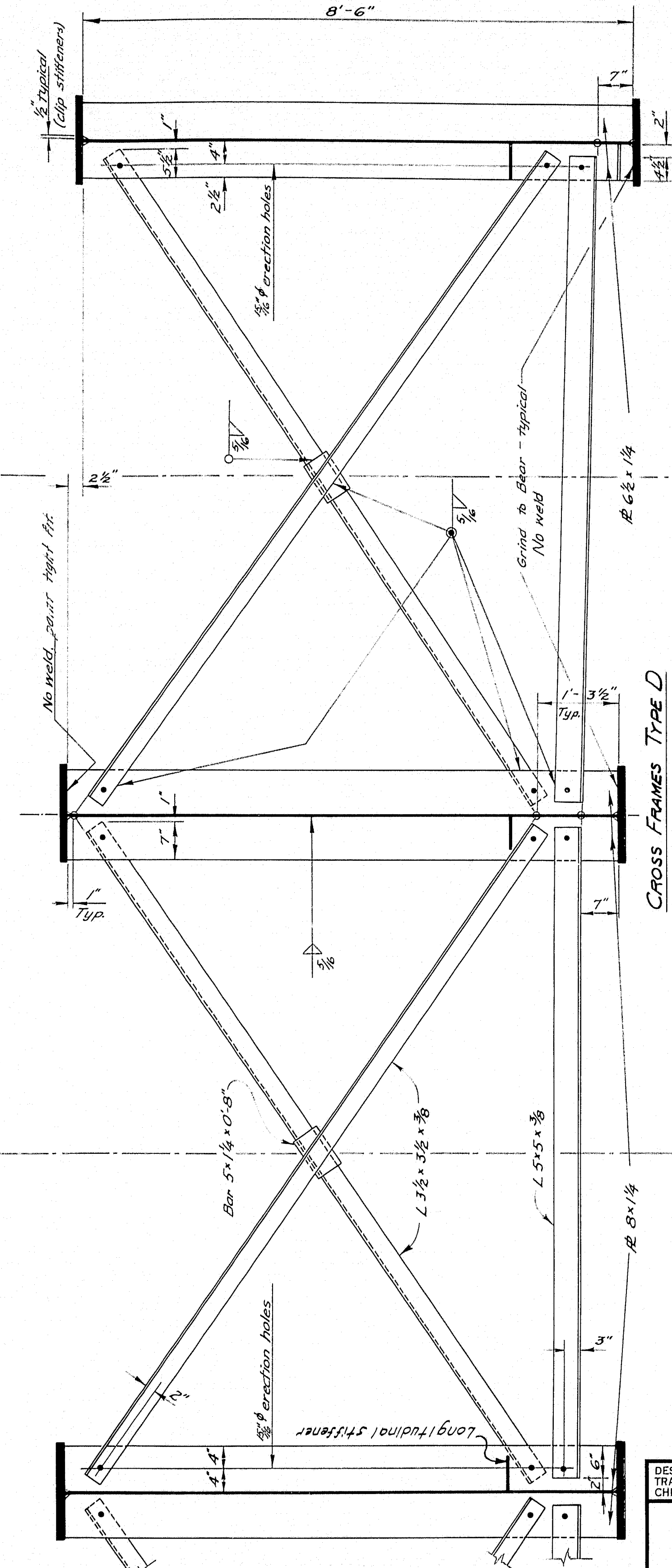
CROSS FRAMES TYPE B

Note: Welding stiffeners to girders is typical for intermediate stiffeners for positive moment sections (i.e. @ 66x2 web #5)



CROSS FRAMES TYPE C

Note: Welding stiffeners to girders is typical for intermediate stiffeners for negative moment sections adjacent to piers (i.e. @ variable depth web #5 between field splices)



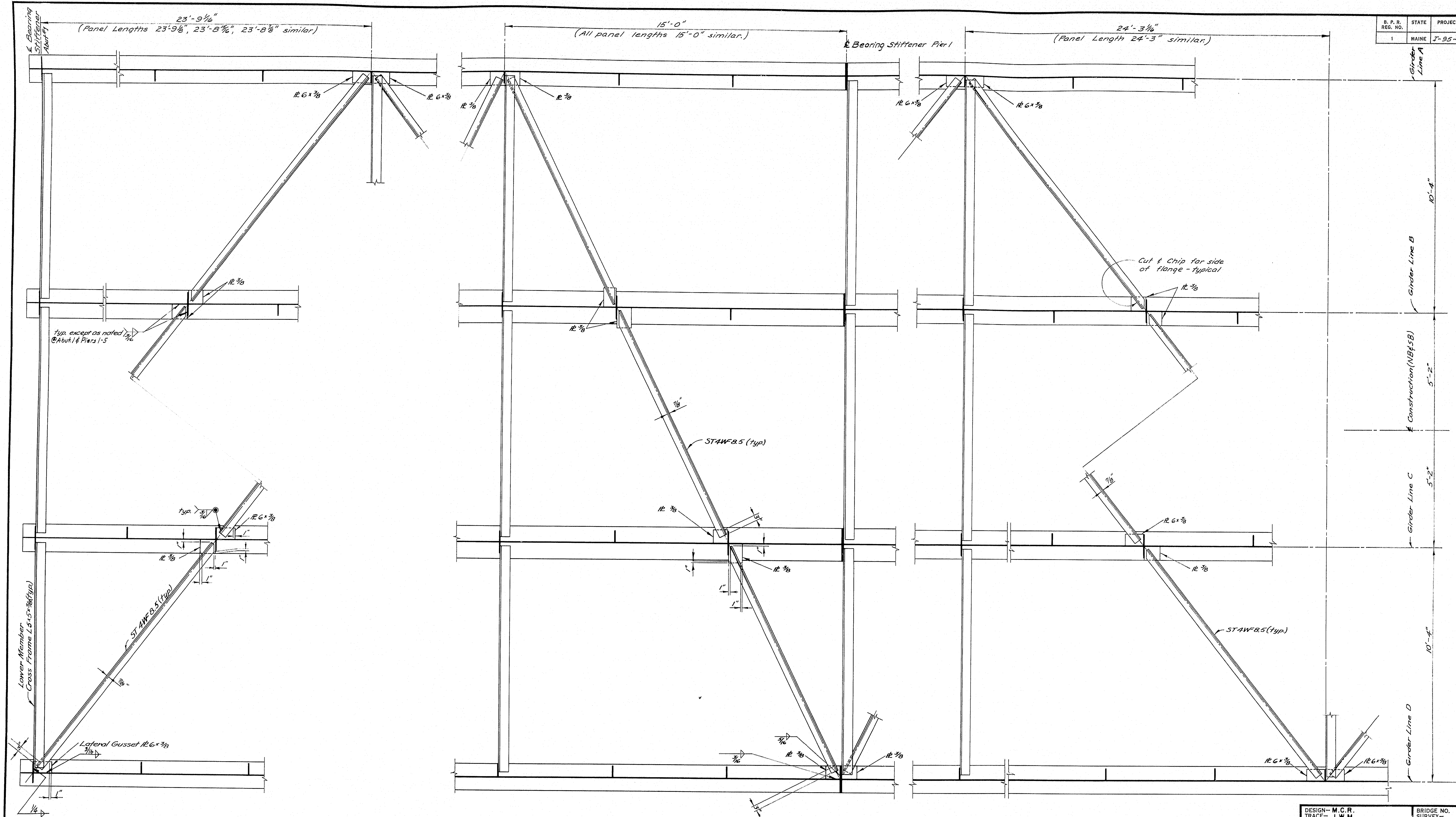
CROSS FRAMES TYPE D

Note: Exterior Girder Stiffeners shall have the same welds as the Interior Girder Stiffeners.

CROSS FRAMES	
DESIGN - M.C.R.	BRIDGE NO.
TRACE - J.W.M.	SURVEY -
CHECK - A.J.P.	PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
CLINTON A. CLAUSON MEMORIAL BRIDGES	
OVER	
KENNEBEC RIVER	
BETWEEN THE TOWNS OF	
FAIRFIELD AND BENTON	
SOMERSET AND KENNEBEC COUNTIES	
STEEL DETAILS SPANS 1-5 NB&SB	
SHEET 43 OF 92 AUGUSTA, MAINE NOV. 1962	

88-43

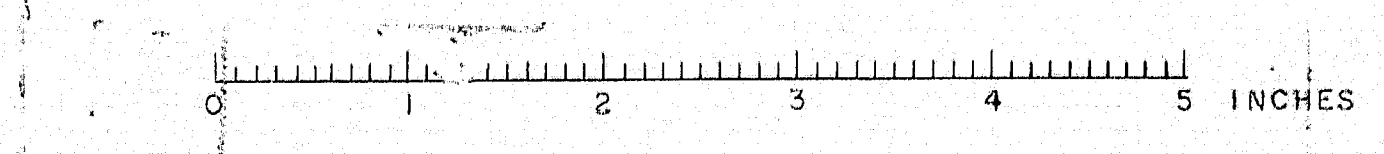
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7-(2B)	44	92



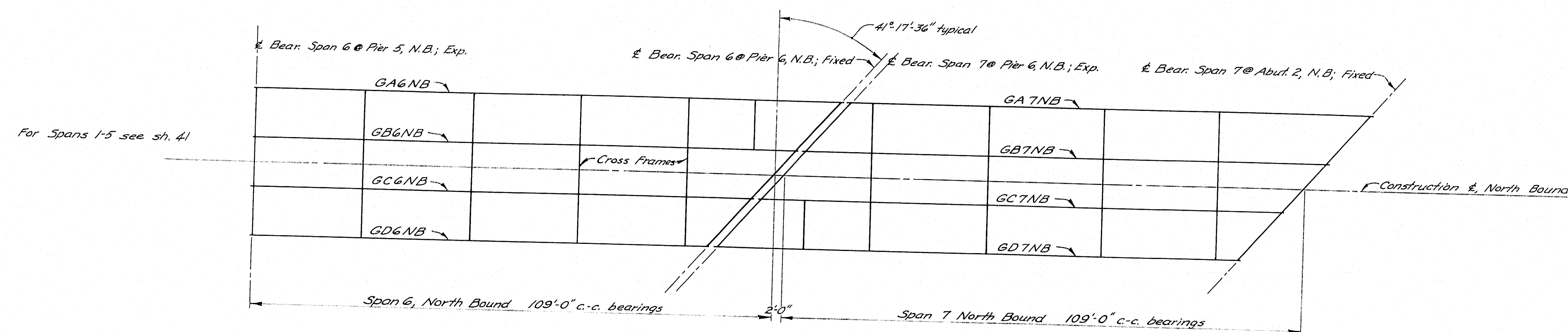
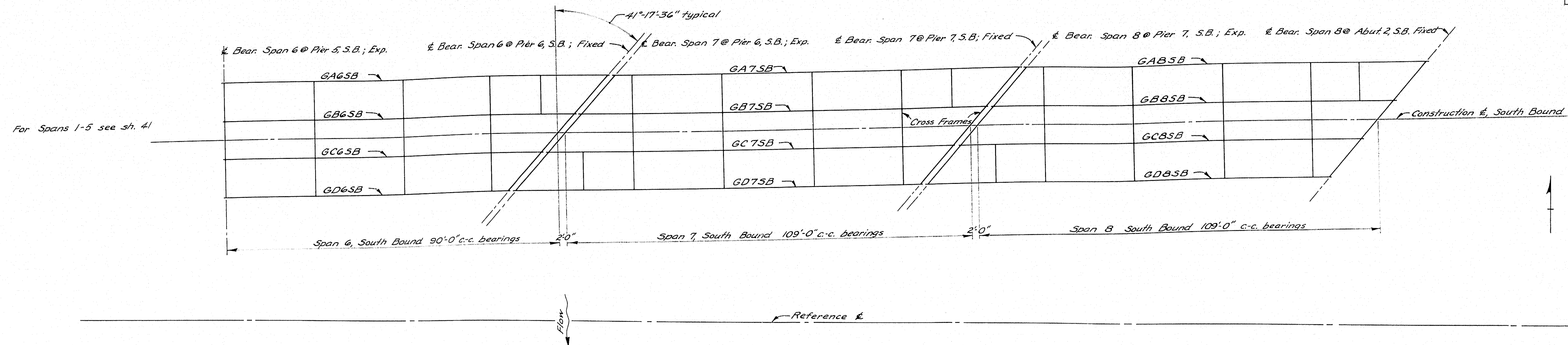
LATERAL SYSTEM DETAILS
Dimensions along steel (on -1.10% grade)

DESIGN - M.C.R. TRACE - J.W.M. CHECK - A.H.P.	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
CLINTON A. CLAUSON MEMORIAL BRIDGES	
OVER KENNEBEC RIVER BETWEEN THE TOWNS OF FAIRFIELD AND BENTON SOMERSET AND KENNEBEC COUNTIES	
STEEL DETAILS SPANS 1-5 NB&SB	
SHEET 44 OF 92 AUGUSTA, MAINE NOV., 1962	

C. D. CO., INC. 3700 2307

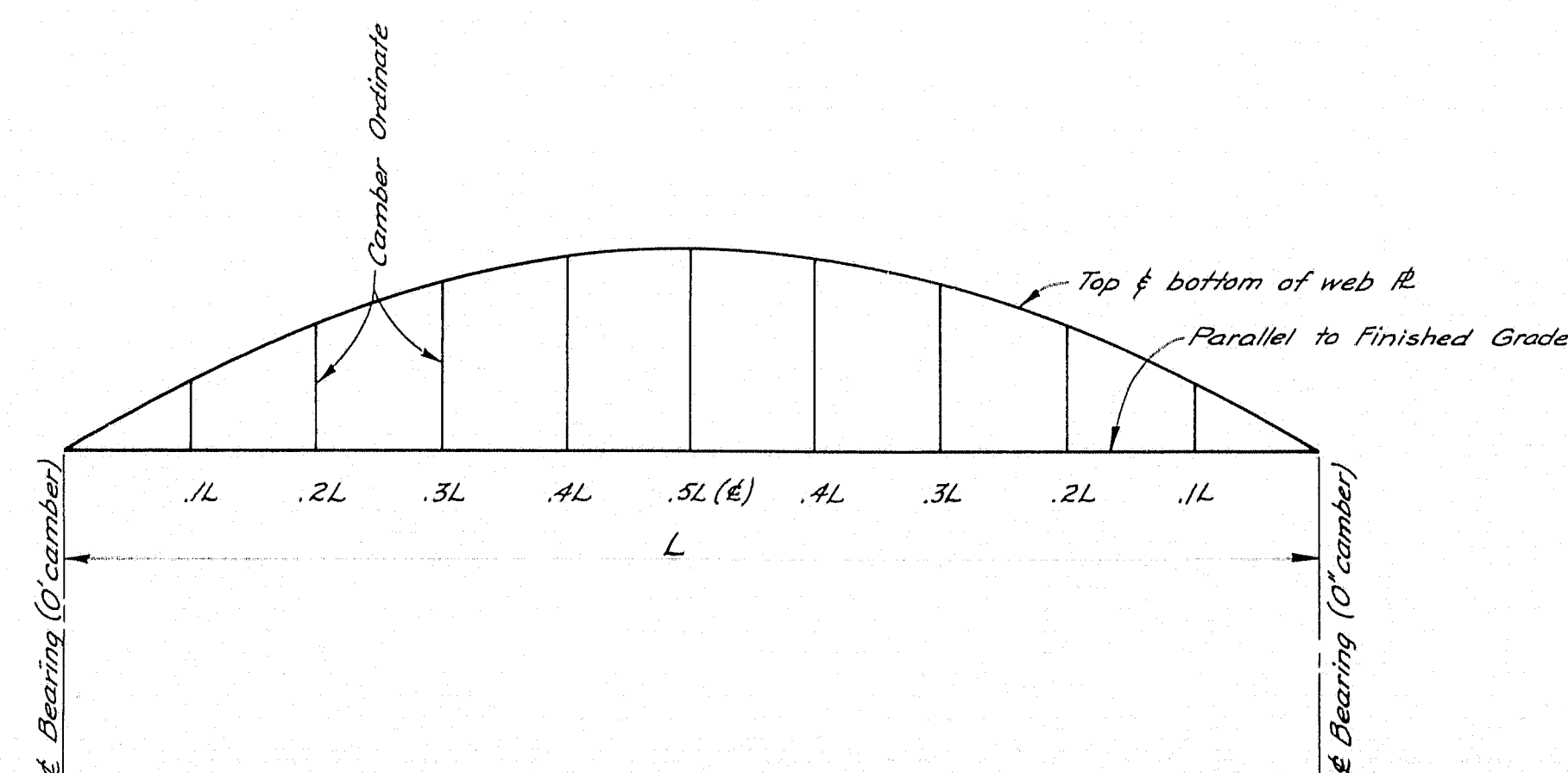


43-46



ERECTION PLAN

Dimensions horizontal.
For location and type of cross frames see sh. 48



Girder	Camber Ordinate @					Max. Camber Tolerance @ .5L
	.1L	.2L	.3L	.4L	.5L	
GA6SB	1"	1 7/8"	2 3/4"	3"	3 1/2"	± 3/8"
GB6SB	1 1/4"	1 3/4"	2 1/4"	2 1/2"	2 3/4"	± 3/8"
GC6SB	1 1/2"	1 3/4"	1 3/4"	1 3/4"	2"	± 3/8"
GD6SB	1 1/4"	1 1/4"	1 1/4"	1 1/4"	1 1/4"	± 1/4"
GA6NB	1 1/4"	2 3/8"	3 1/8"	4 1/2"	4 1/4"	± 7/8"
GB6NB	1 1/4"	2 1/2"	3 3/4"	3 3/4"	4"	± 3/8"
GC6NB	1 1/4"	1 3/4"	2 3/8"	3 1/2"	3 3/4"	± 3/8"
GD6NB	1 1/4"	1 1/4"	2 1/4"	2 1/4"	2 1/4"	± 3/8"
* 109' (all)	1 3/4"	2 3/8"	2 3/8"	3 3/8"	3 1/2"	± 3/8"

* GA, B, C, D, 7 SB; GA, B, C, D, 8 SB; GA, B, C, D, 7 NB (12 Girders for Spans 7 & 8 South Bound and Span 7 North Bound)

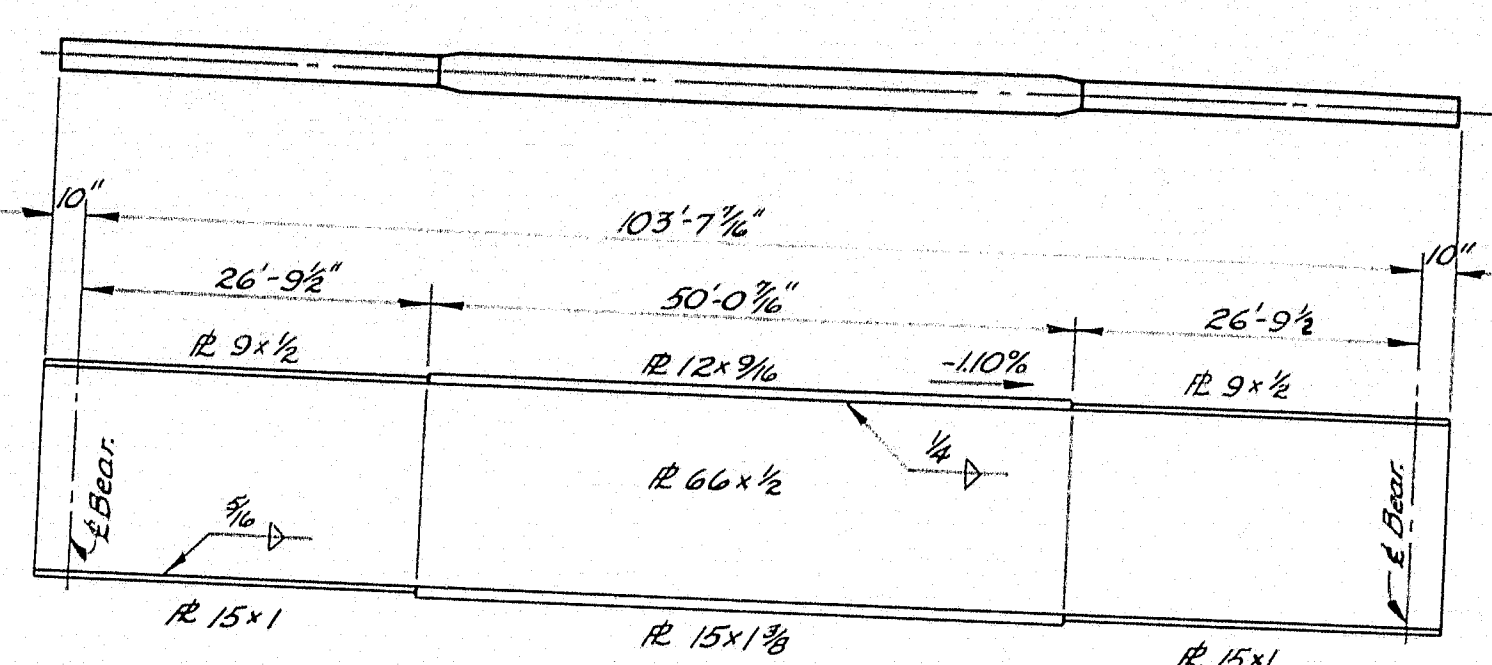
CAMBER DIAGRAM

Note: For loading, specifications, unit stresses, and steel classifications, see sh. 41.

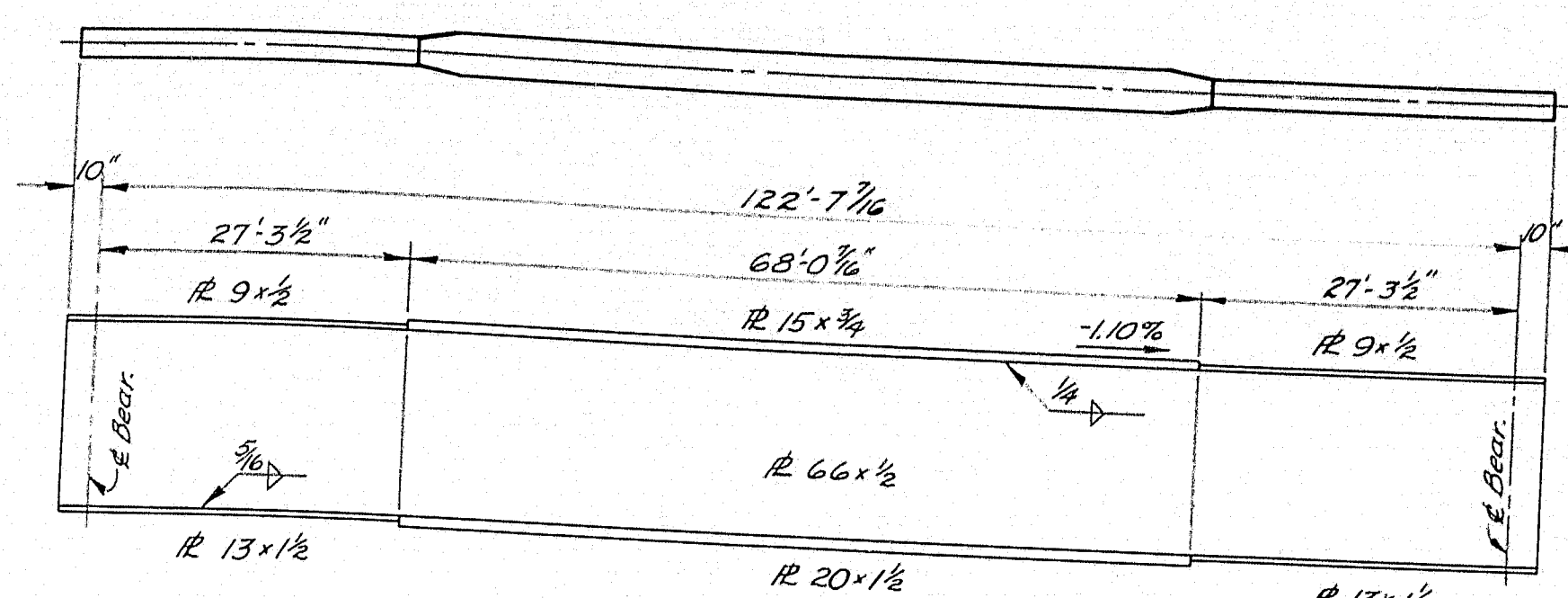
ERECTION PLAN & CAMBER DIAGRAM

DESIGN—M.C.R.	BRIDGE NO.
TRACE—J.W.M.	SURVEY—
CHECK—J.W.M.	PLOT—

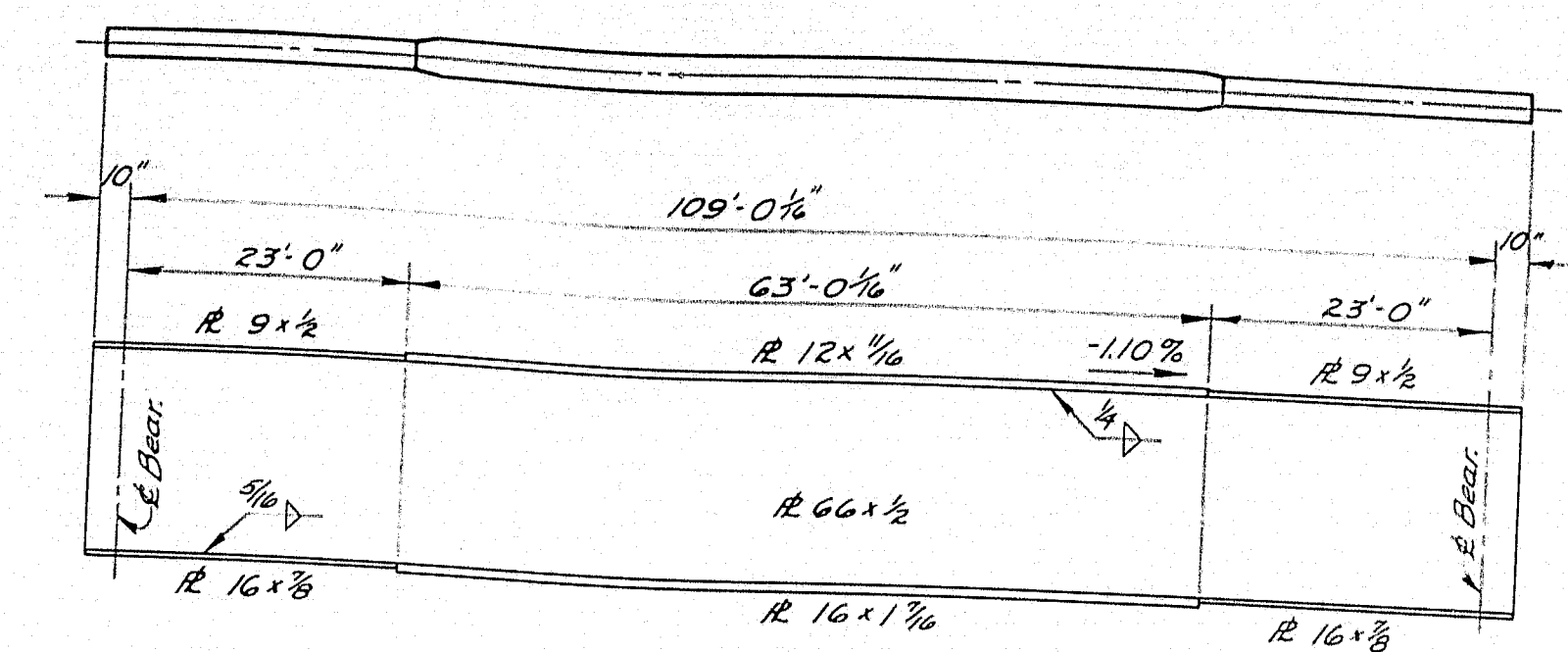
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
**CLINTON A. CLAUSON
MEMORIAL BRIDGES**
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
FAIRFIELD AND BENTON
SOMERSET AND KENNEBEC COUNTIES
STEEL DETAILS SPANS 6, 7 NB AND 6, 7 SB
SHEET 46 OF 92 AUGUSTA, MAINE NOV. 1962



GA6SB

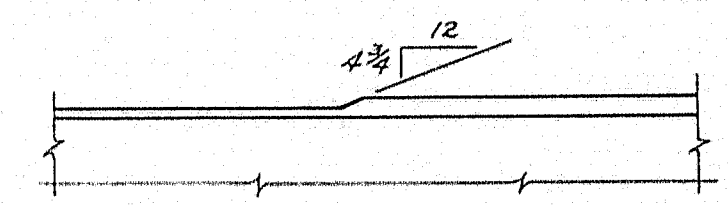


GA6NB



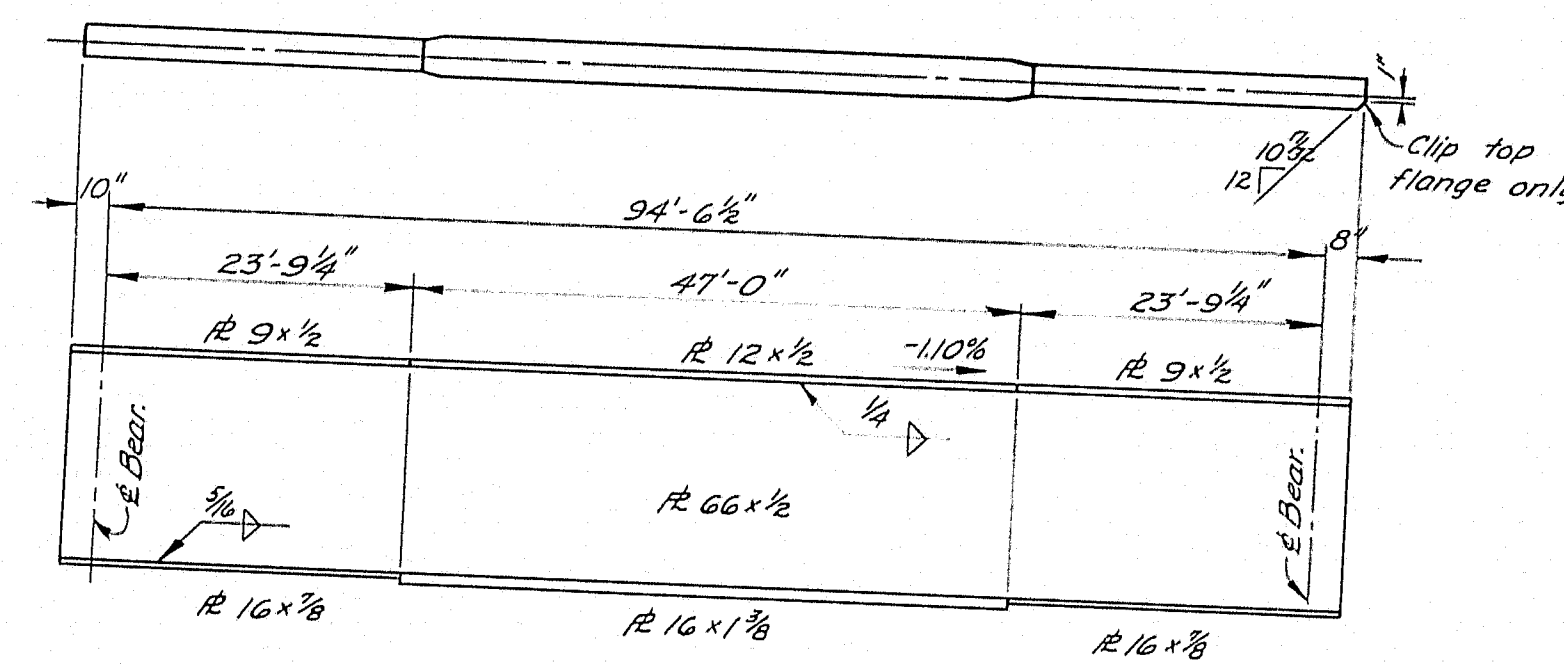
GA,D7SB
2 Required

FLANGE BUTT WELD@WIDTH CHANGE

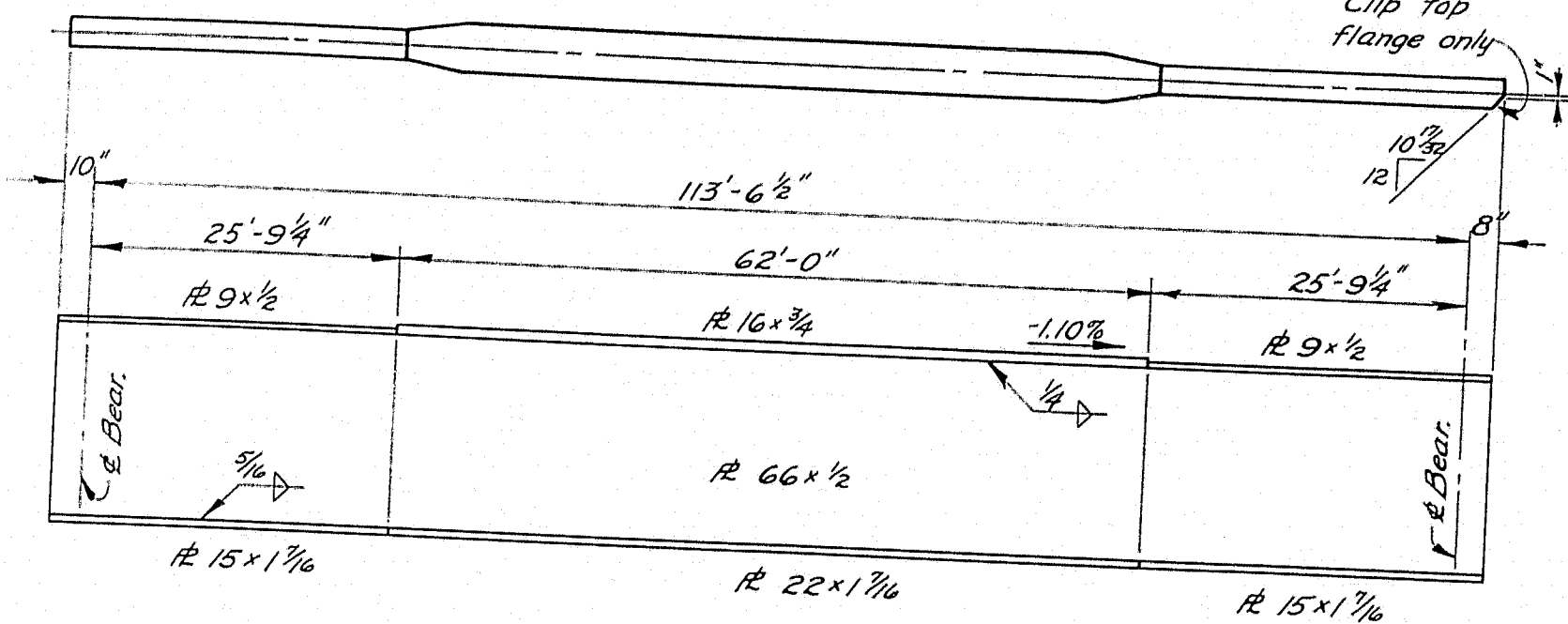


FLANGE BUTT WELD@THICKNESS CHANGE

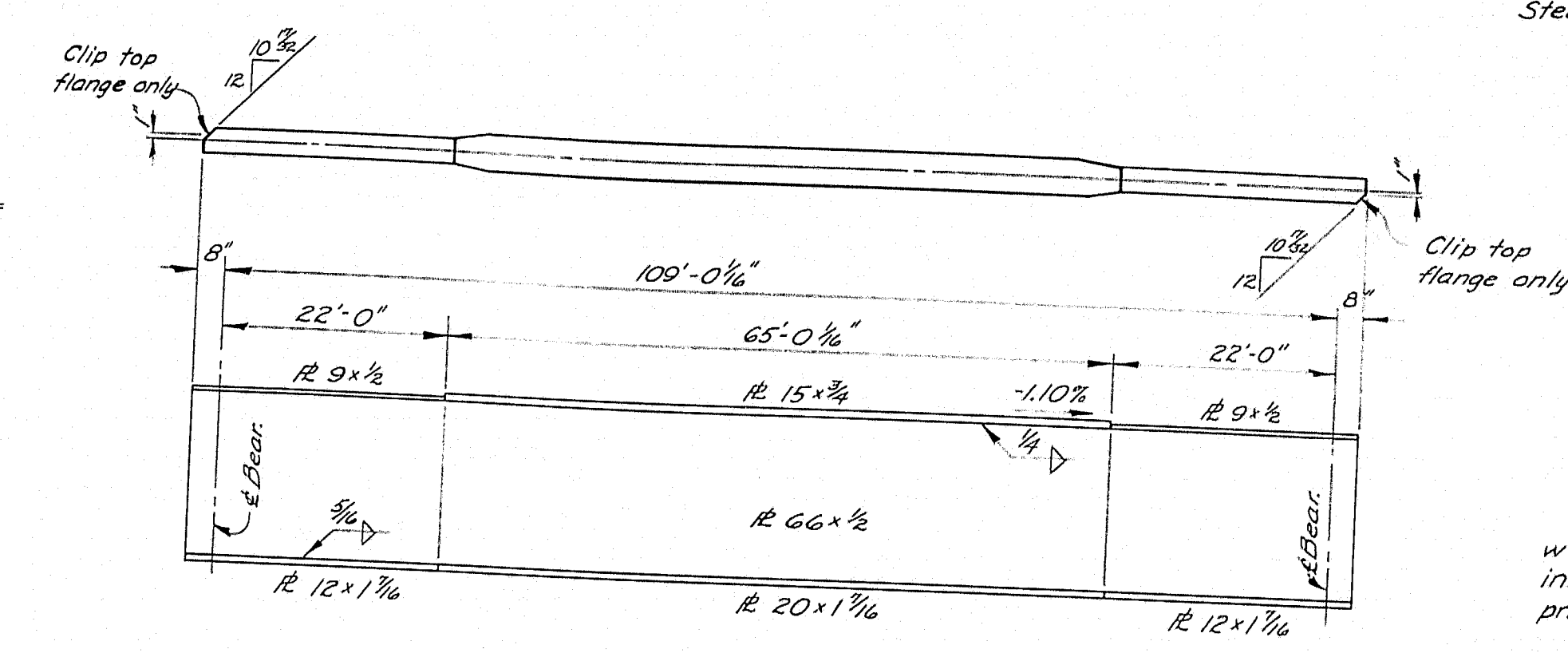
Note: "Single Vee Butt Weld" to be used when either plate is 1" or less in thickness. "Double Vee Butt Weld" to be used when both plates are over 1" in thickness. Structural Steel Fabricator to furnish details.



GB6SB



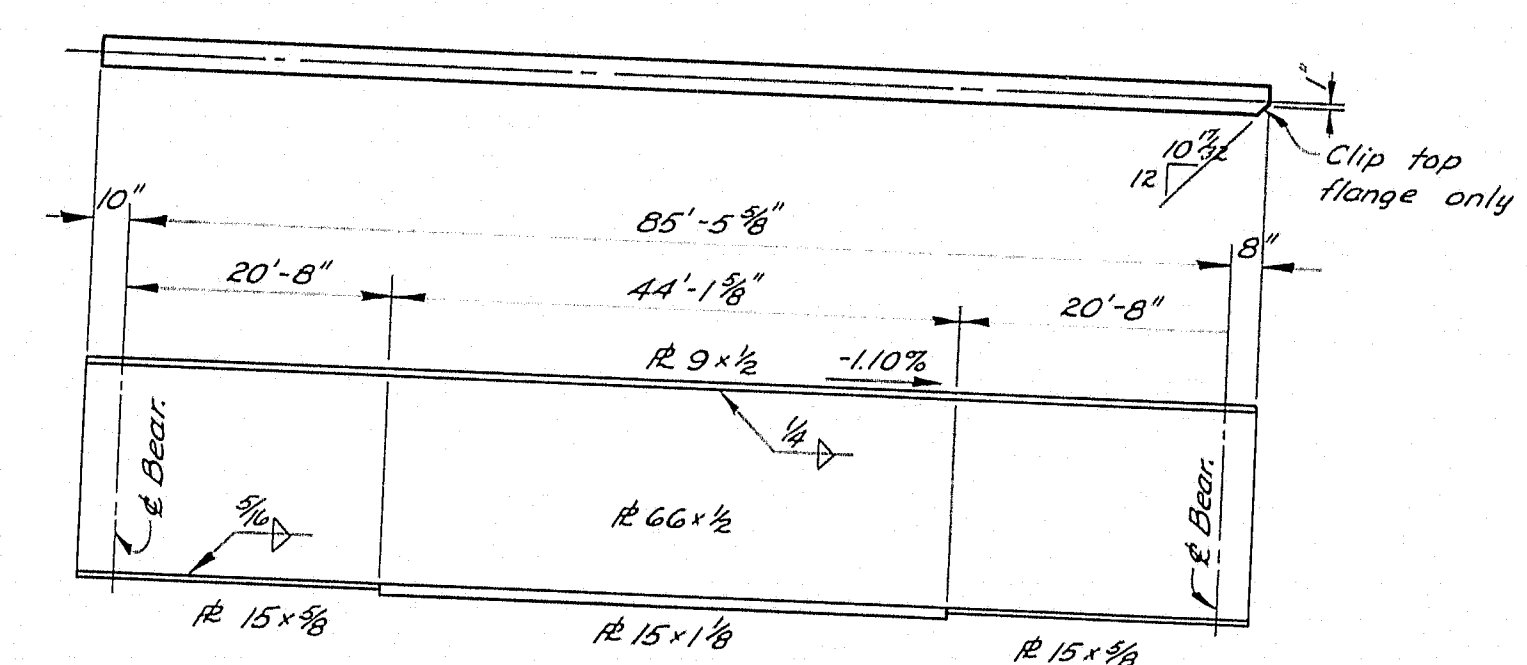
GB6NB



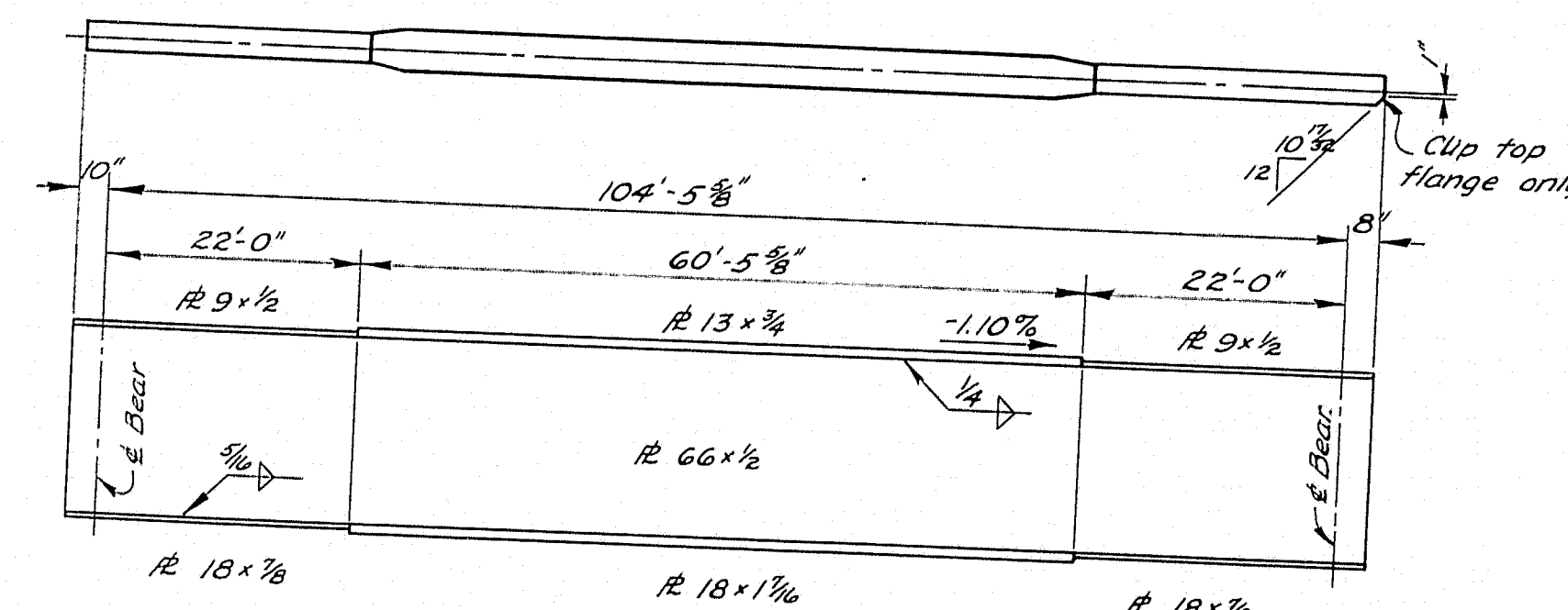
GB,C7SB
2 Required

GIRDER FABRICATION NOTE
SPANS 6F7NB AND 6F8SB

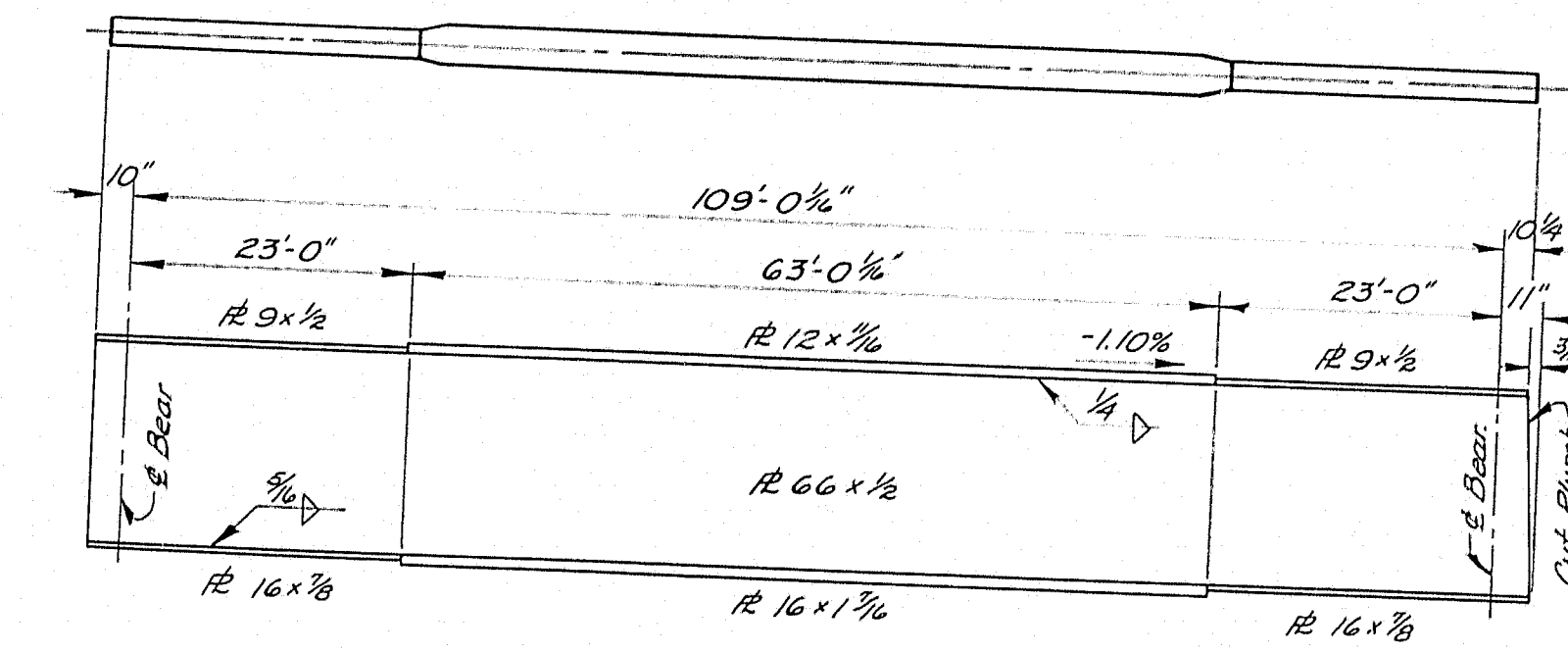
Flanges are to be butt welded in accordance with above details and the specifications and inspected in conformance with the specifications prior to being fillet welded to the web plates. The Steel Fabricator at his option may fabricate the webs for each girder from a maximum of three plates by the use of transverse butt welds. If butt welds are used they shall be made and inspected in conformance with the specifications before the web plates are fillet welded to the flange plates. The location and detail of butt welds in the webs shall be subject to approval of the Engineer. Girder dimensions are along steel. Girders to be cambered in accordance with details shown on sheet 46. The ends of girders shall be cut normal to flanges unless otherwise detailed. Girders to be fitted with bearing and intermediate stiffeners. Details and locations shown on sheets 48 and 49. Girders to be fitted with shear connectors. Details shown on sheet 50.



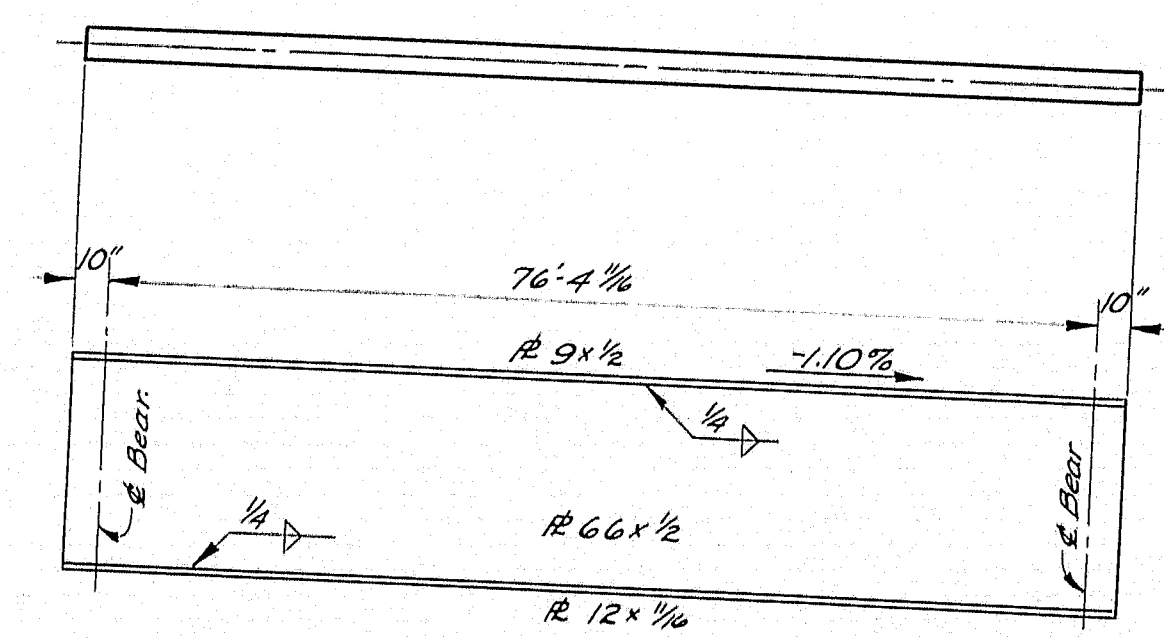
GC6SB



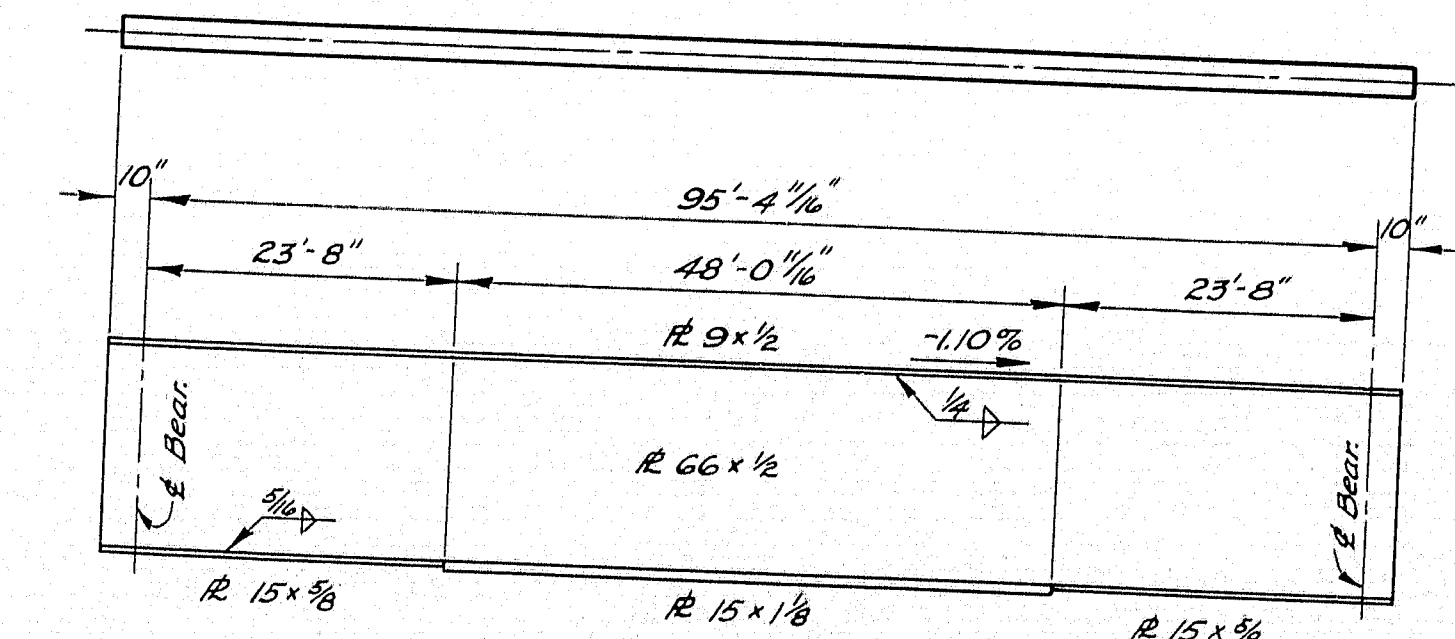
GC6NB



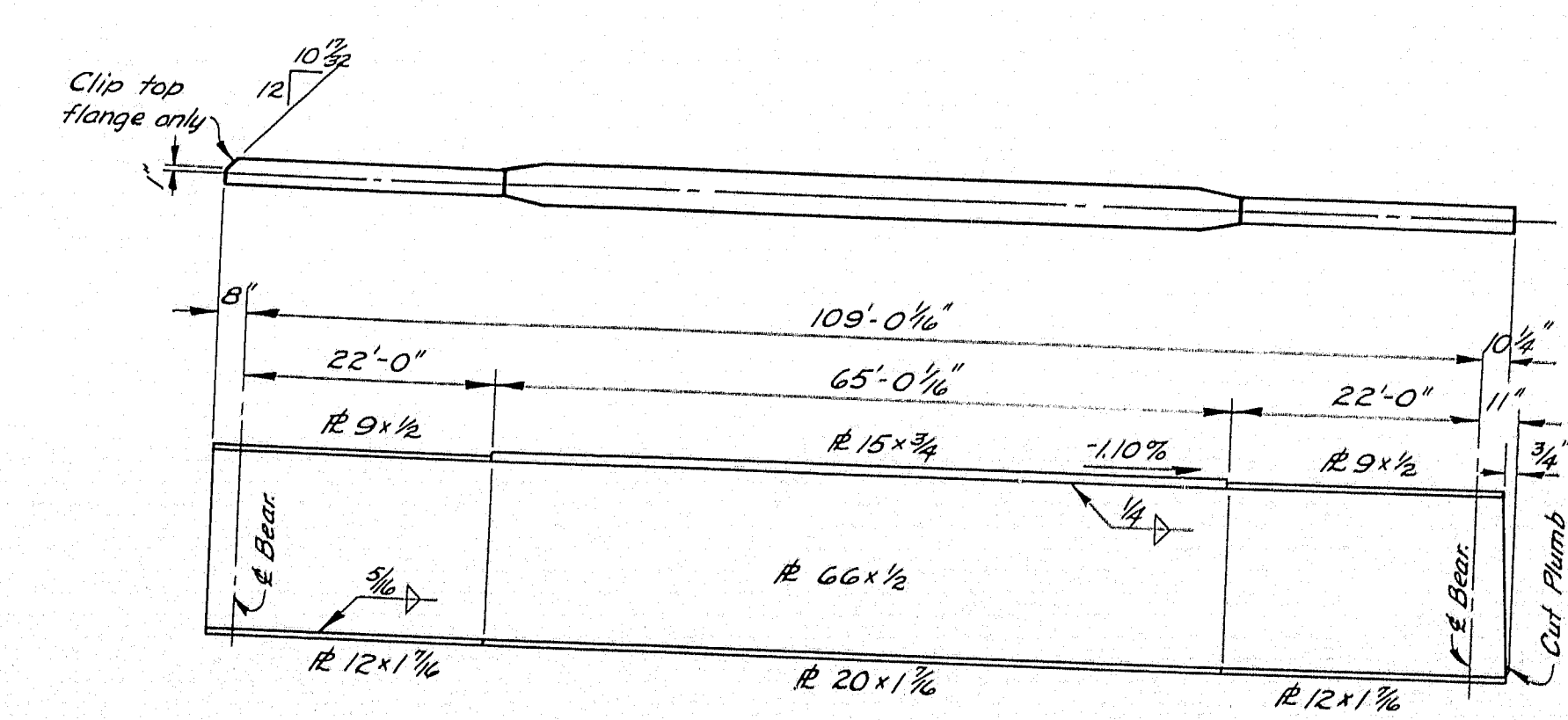
GA,D8SB; GA,D7NB
4 Required



GD6SB



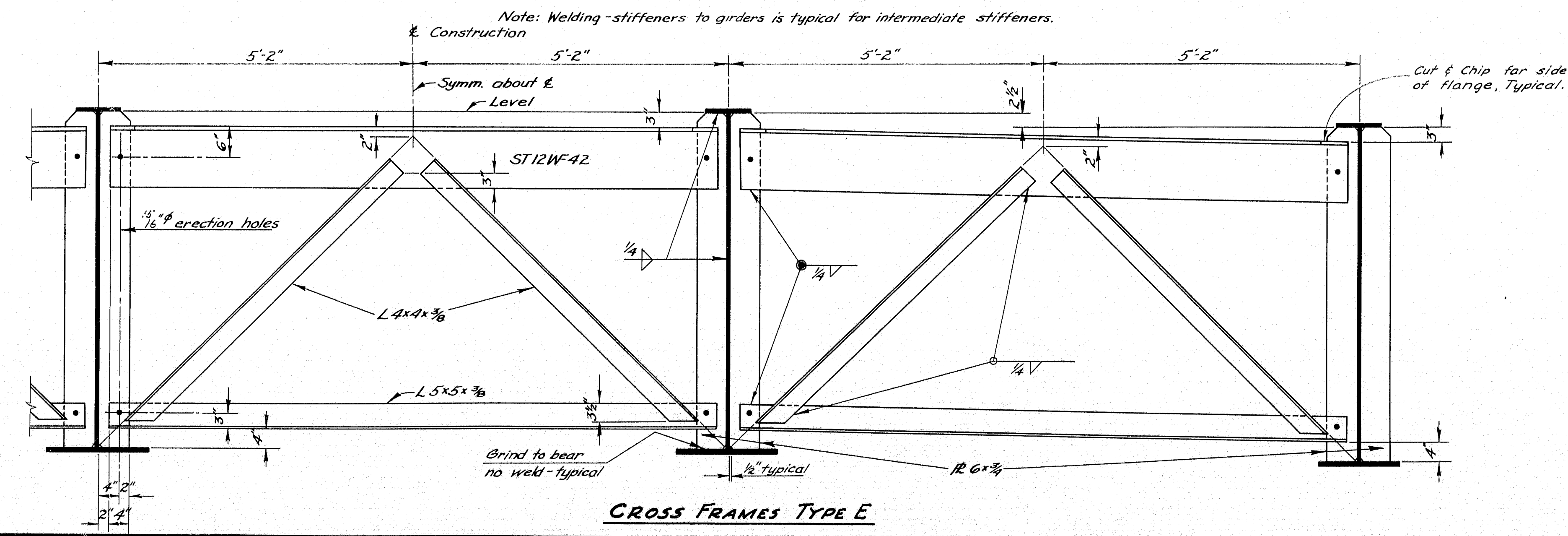
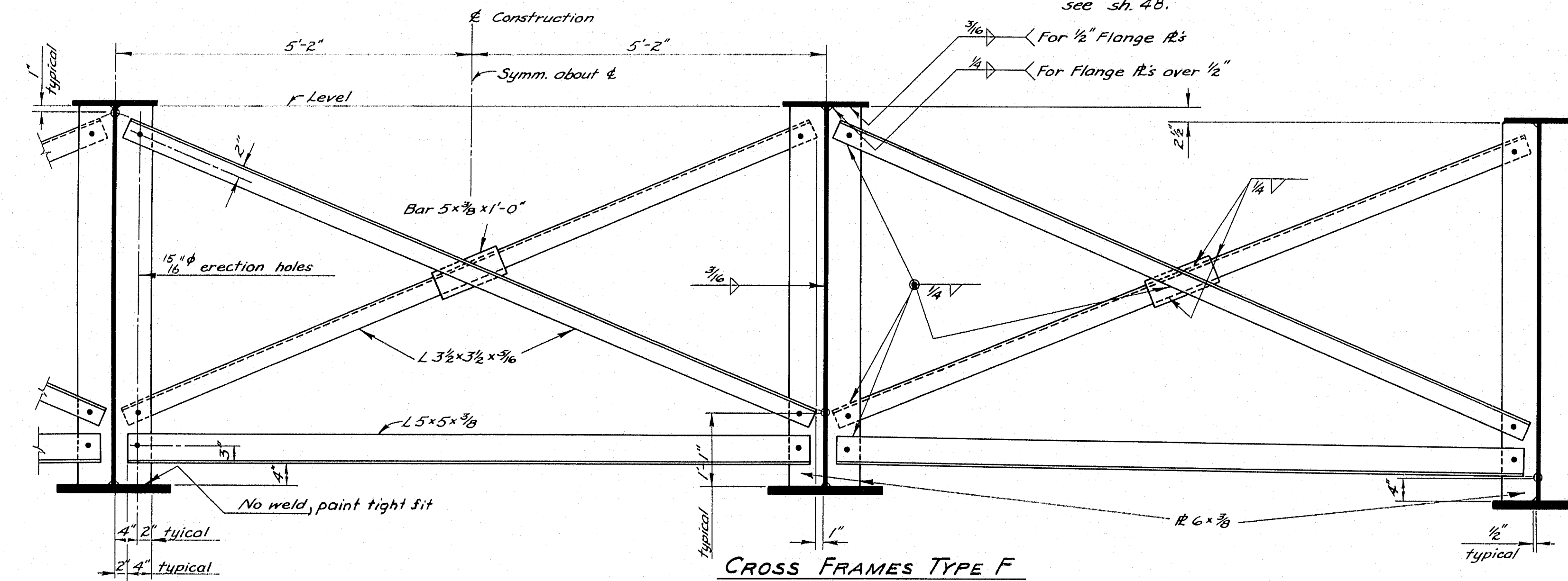
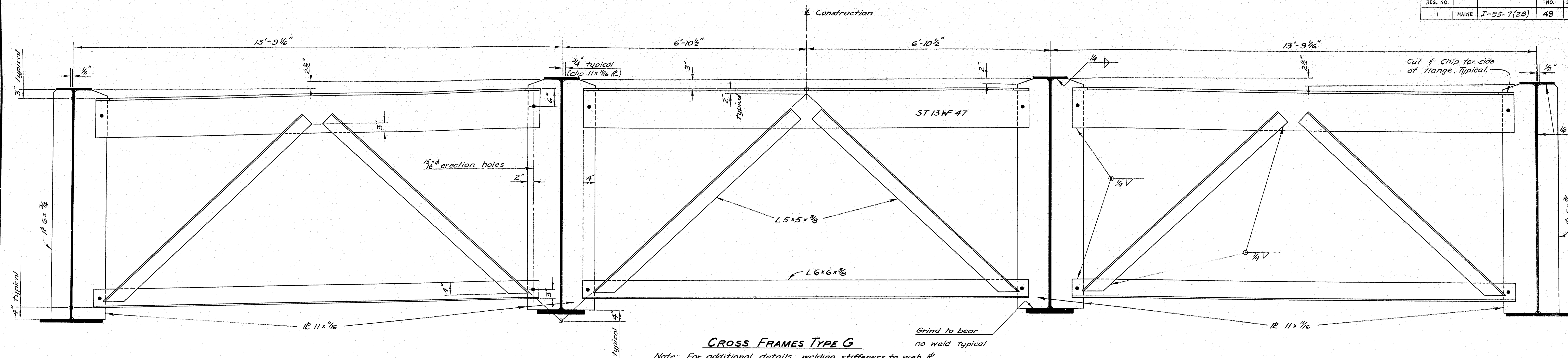
GD6NB



GB,C8SB; GBC7NB
4 Required

GIRDER DETAILS

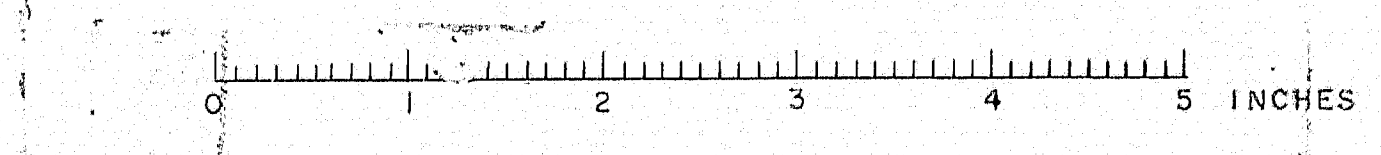
DESIGN-M.C.R. TRACE-J.W.M. CHECK-T.P.R.	BRIDGE NO. SURVEY- PLOT-
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
CLINTON A. CLAUSON MEMORIAL BRIDGES	
OVER KENNEBEC RIVER	
BETWEEN THE TOWNS OF FAIRFIELD AND BENTON	
SOMERSET AND KENNEBEC COUNTIES	
STEEL DETAILS SPANS 6F7NB AND 6F8SB	
SHEET 47 OF 92 AUGUSTA, MAINE NOV. 1962	

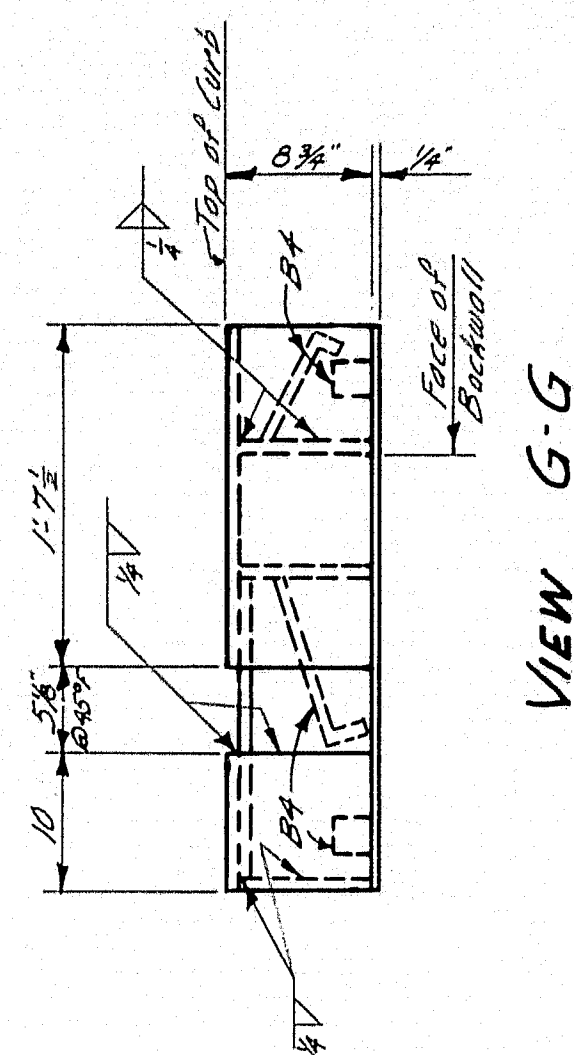
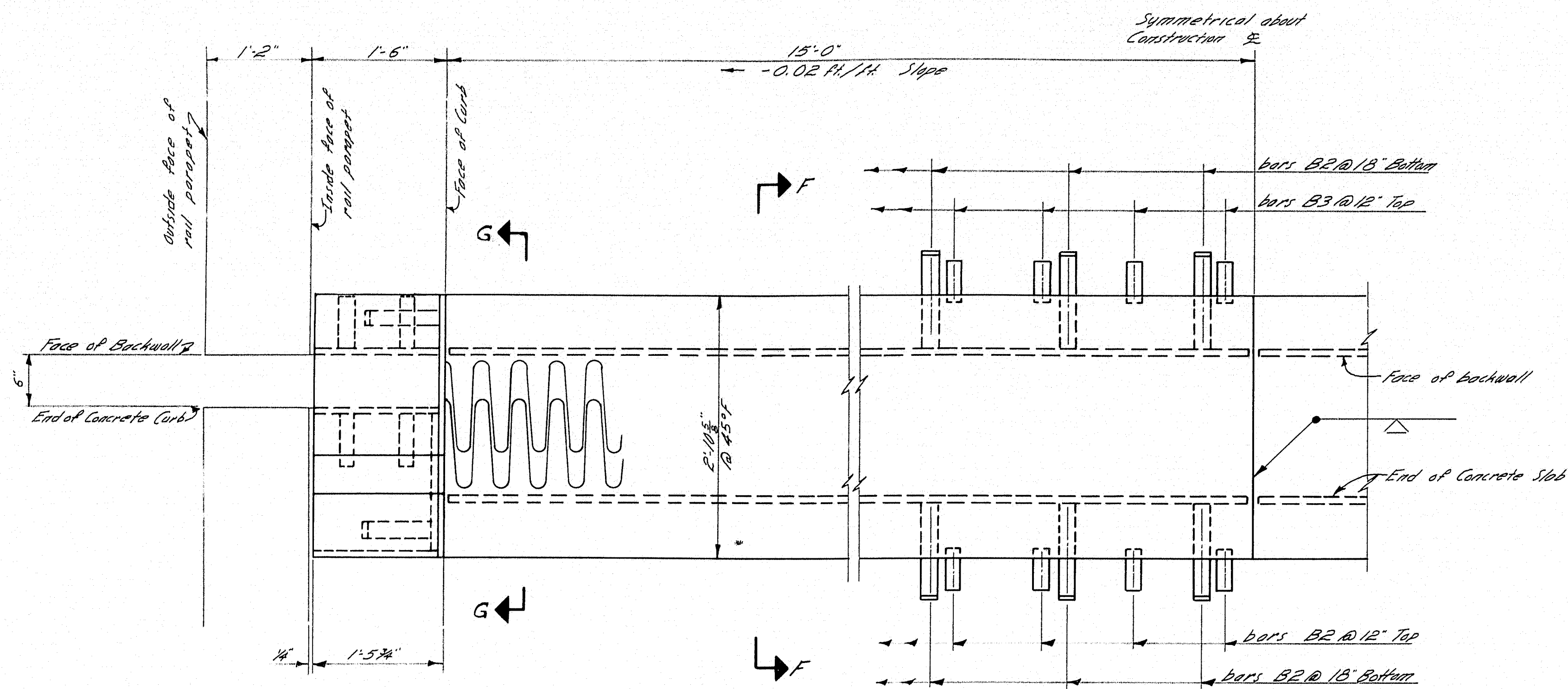


CROSS FRAMES

DESIGN - M.C.R.	BRIDGE NO.
TRACE - J.W.M.	SURVEY -
CHECK - T.H.K.	PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
**CLINTON A. CLAUSON
MEMORIAL BRIDGES**
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
FAIRFIELD AND BENTON
SOMERSET AND KENNEBEC COUNTIES
STEEL DETAILS; SPANS 6 & 7 NB AND 6, 7 & 8 SB
SHEET 49 OF 92 AUGUSTA, MAINE NOV. 1962

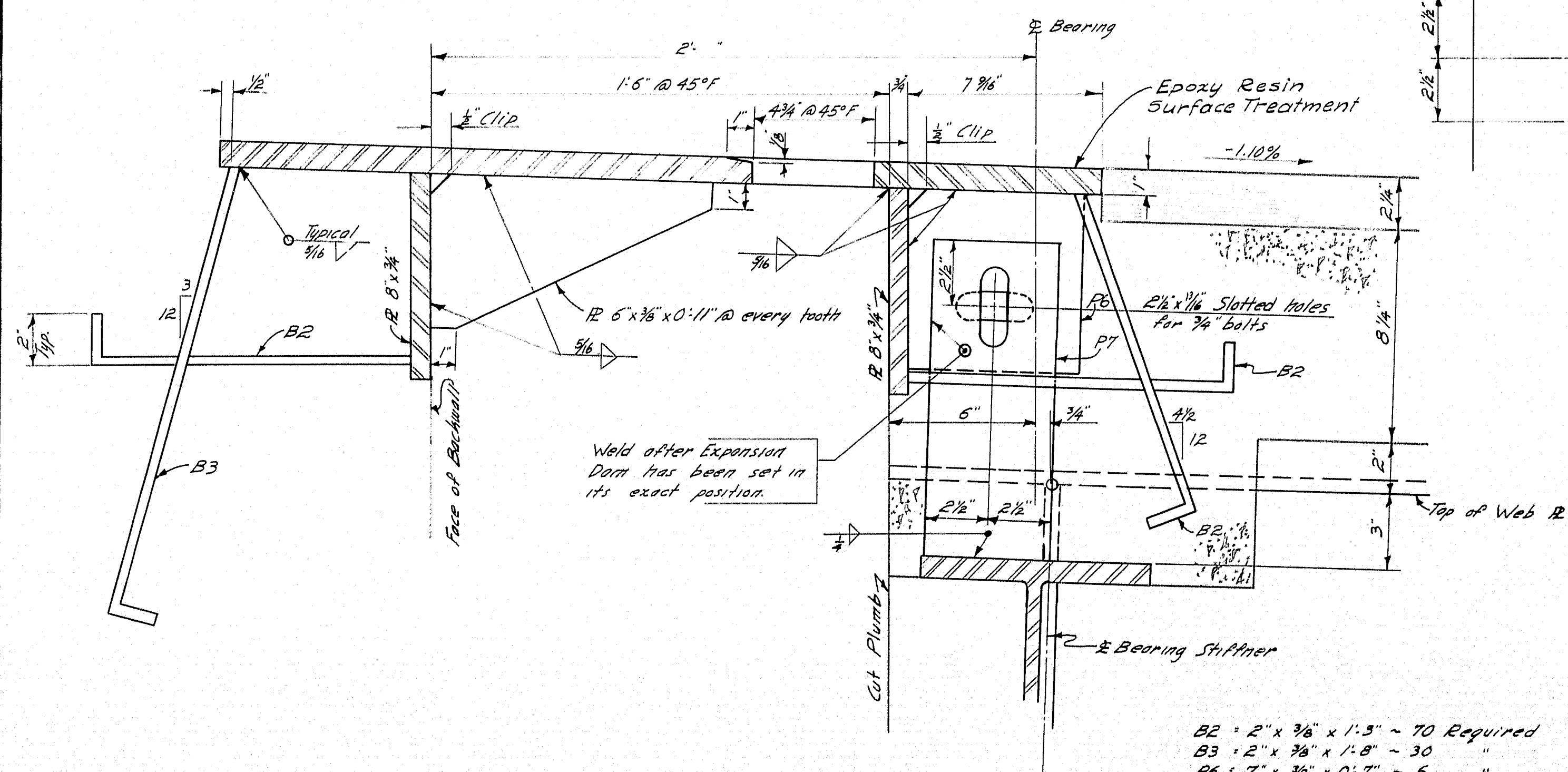




EXPANSION DAM PLAN
FOR
ABUTMENT #1 N.B. AND #1 S.B.

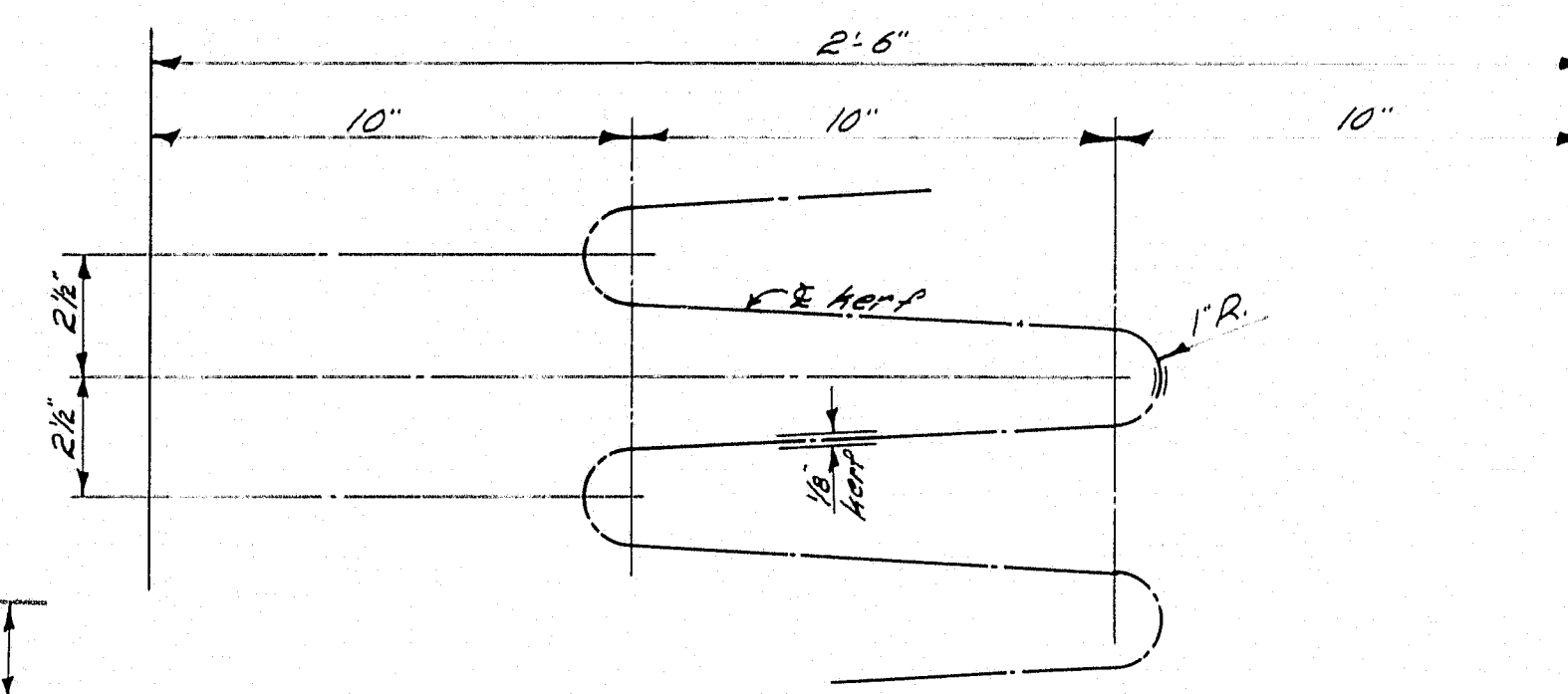
CURB EXPANSION DAM

All plates to be $\frac{3}{8}$ " thick.
B4 = $2' \times \frac{3}{8} \times 1'-0"$ - 6 required.

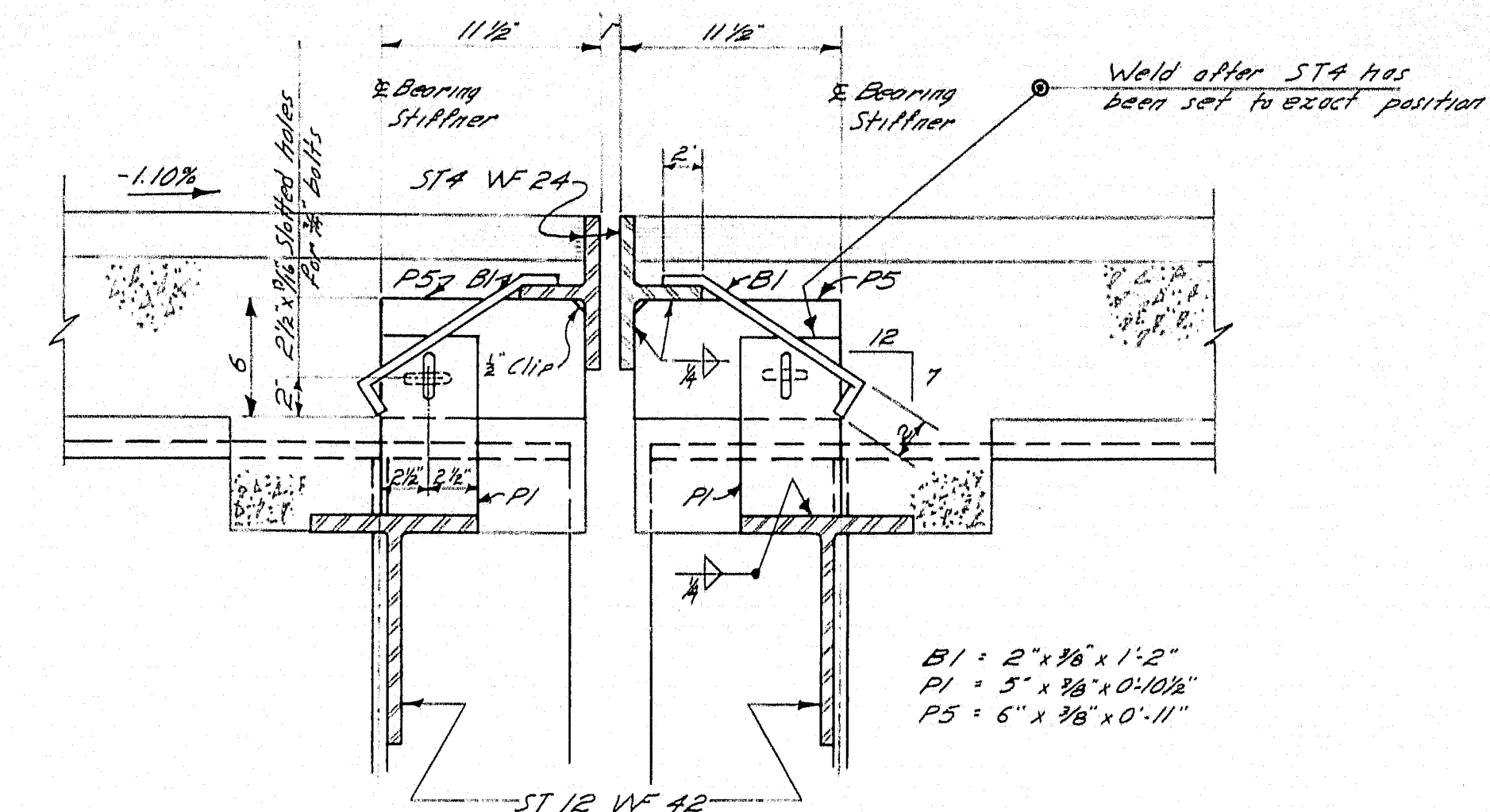


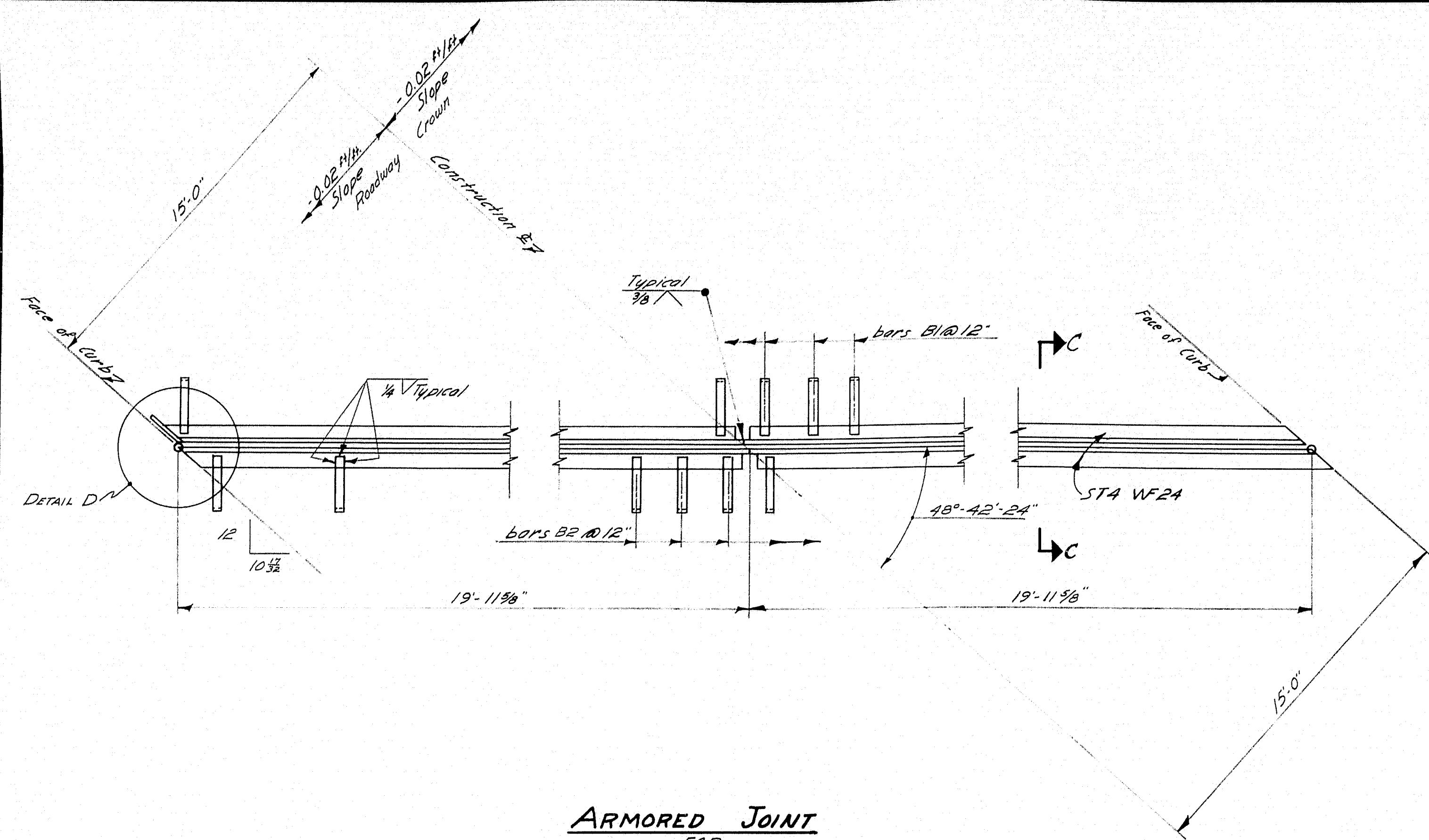
SECTION F-F

B2 = $2' \times \frac{3}{8} \times 1'-5"$ - 70 Required
B3 = $2' \times \frac{3}{8} \times 1'-8"$ - 30
B4 = $2' \times \frac{3}{8} \times 1'-0"$ - 6
P1 = $5' \times \frac{3}{8} \times 1'-0"$ - 6

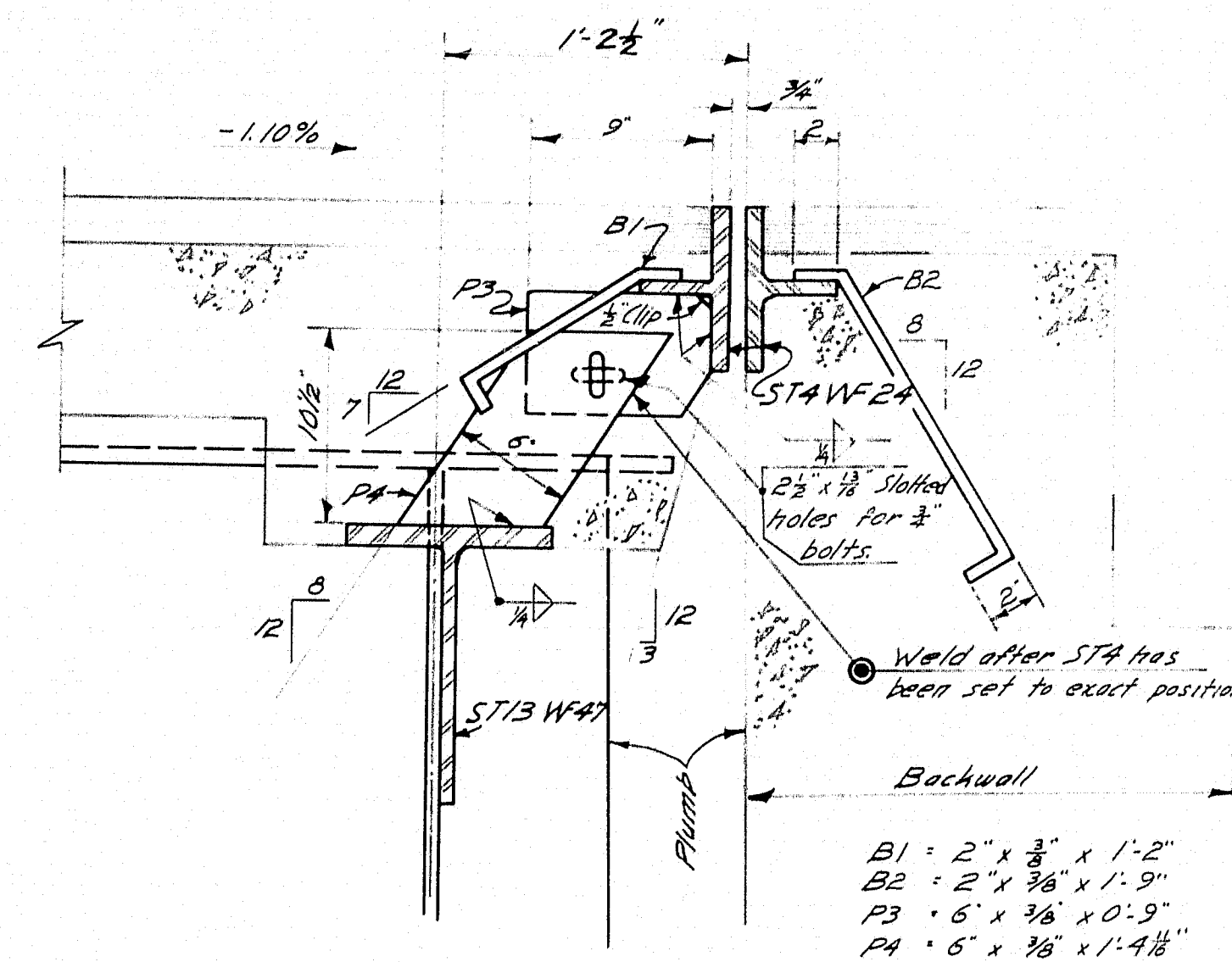


TOOTH DETAIL
Cut from R 30 x 1



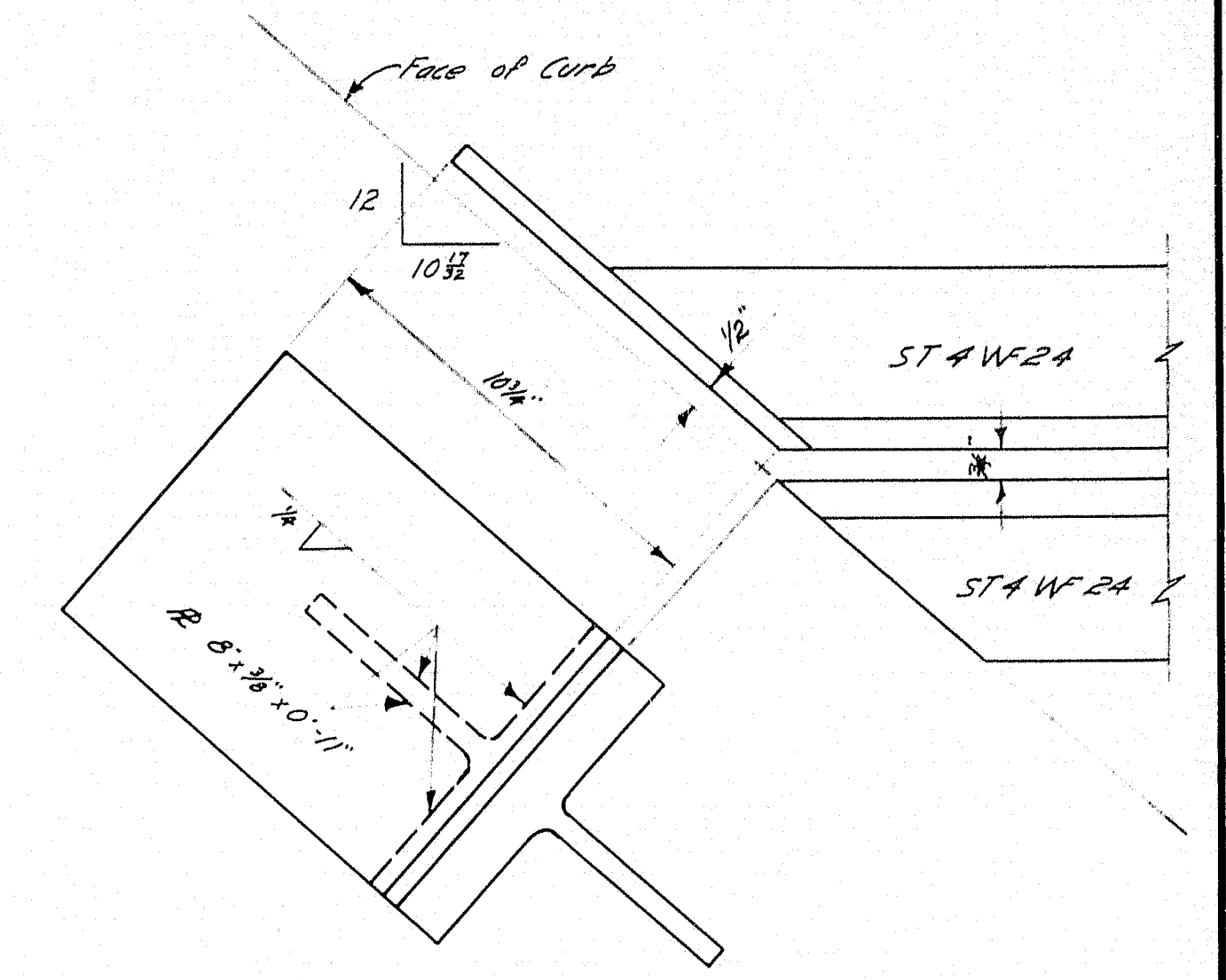


ARMORED JOINT
FOR
ABUTMENT #2 N.B. AND #2 S.B.

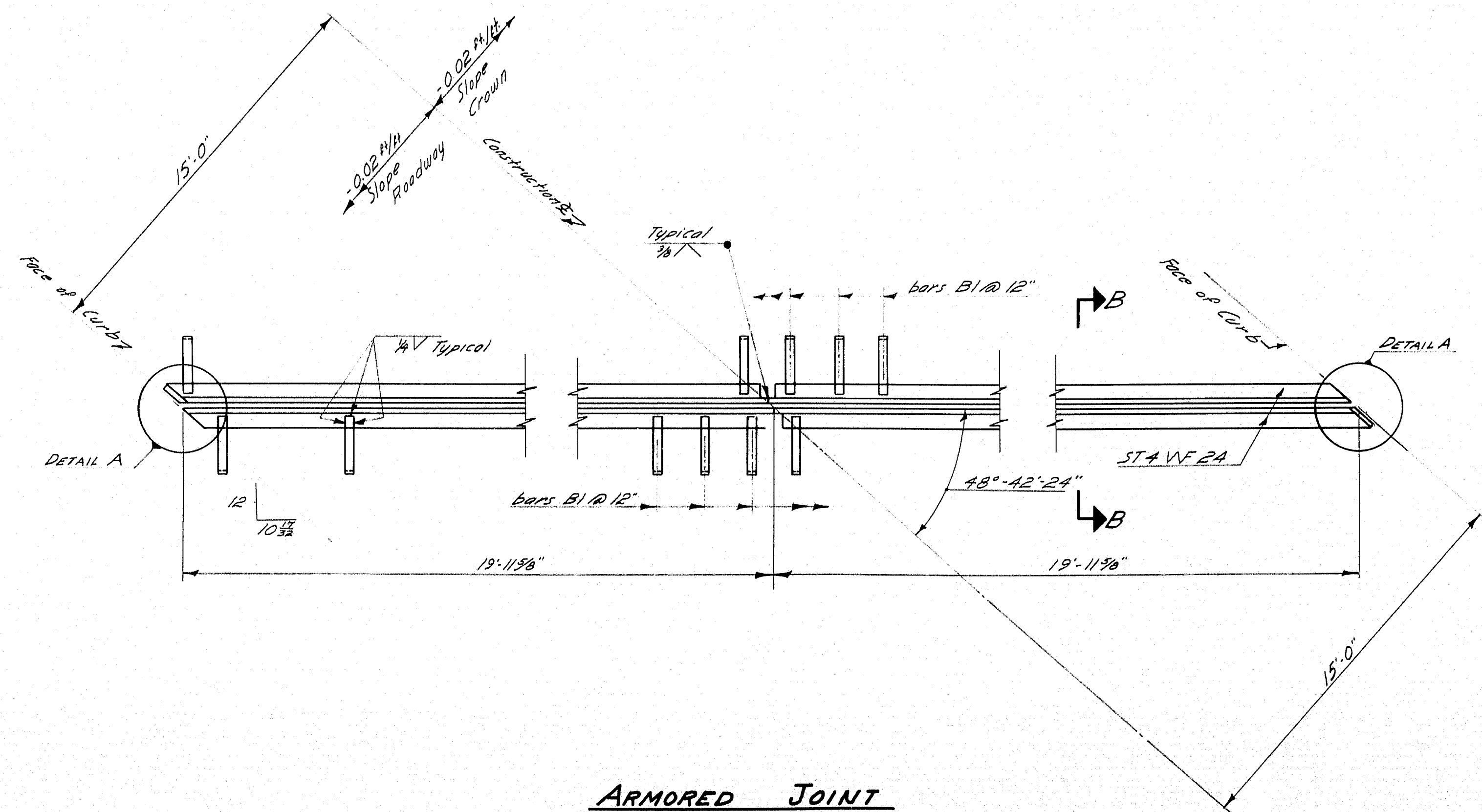


SECTION C-C

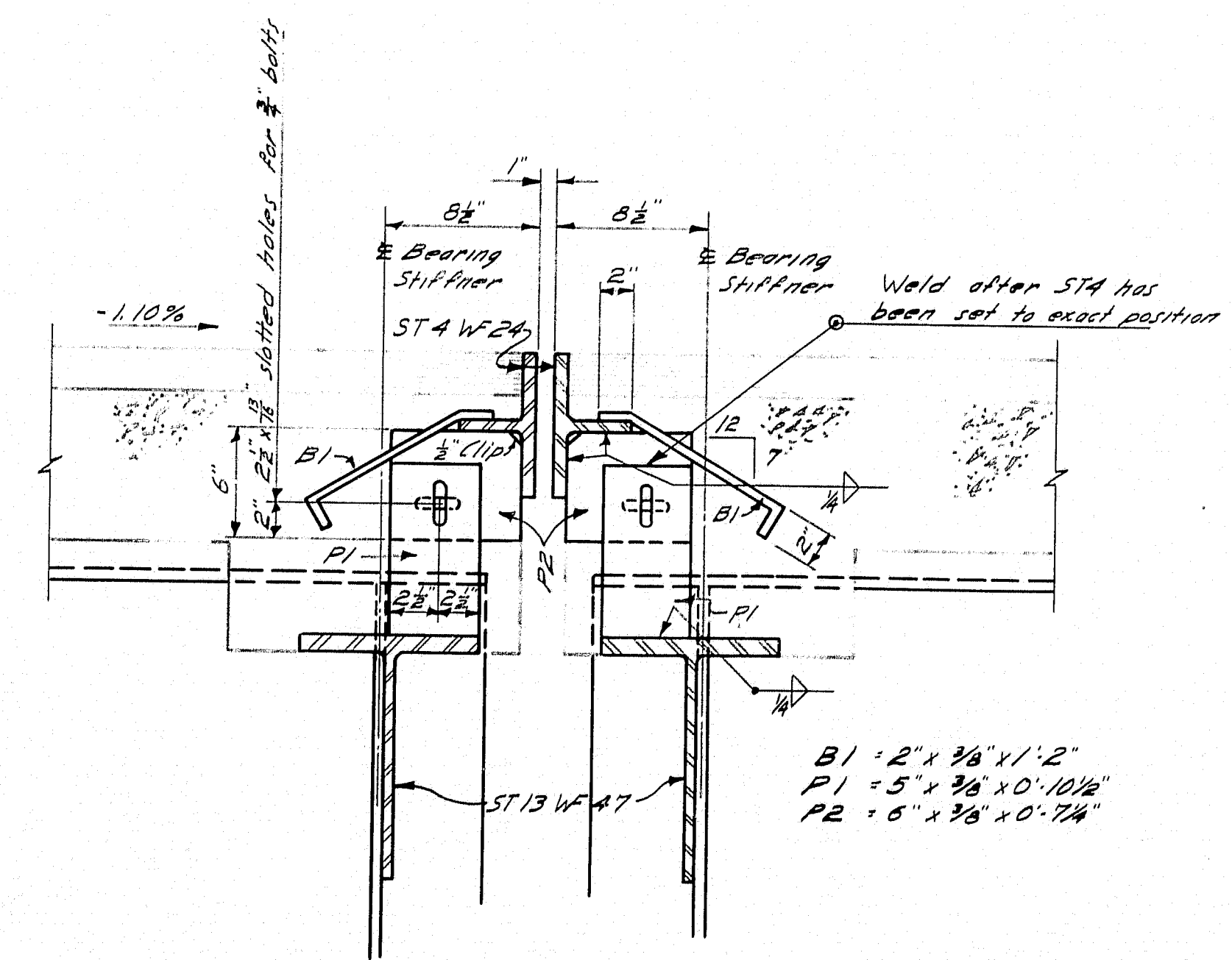
AP3 & AP4 required for slab side of armored joint



DETAIL D

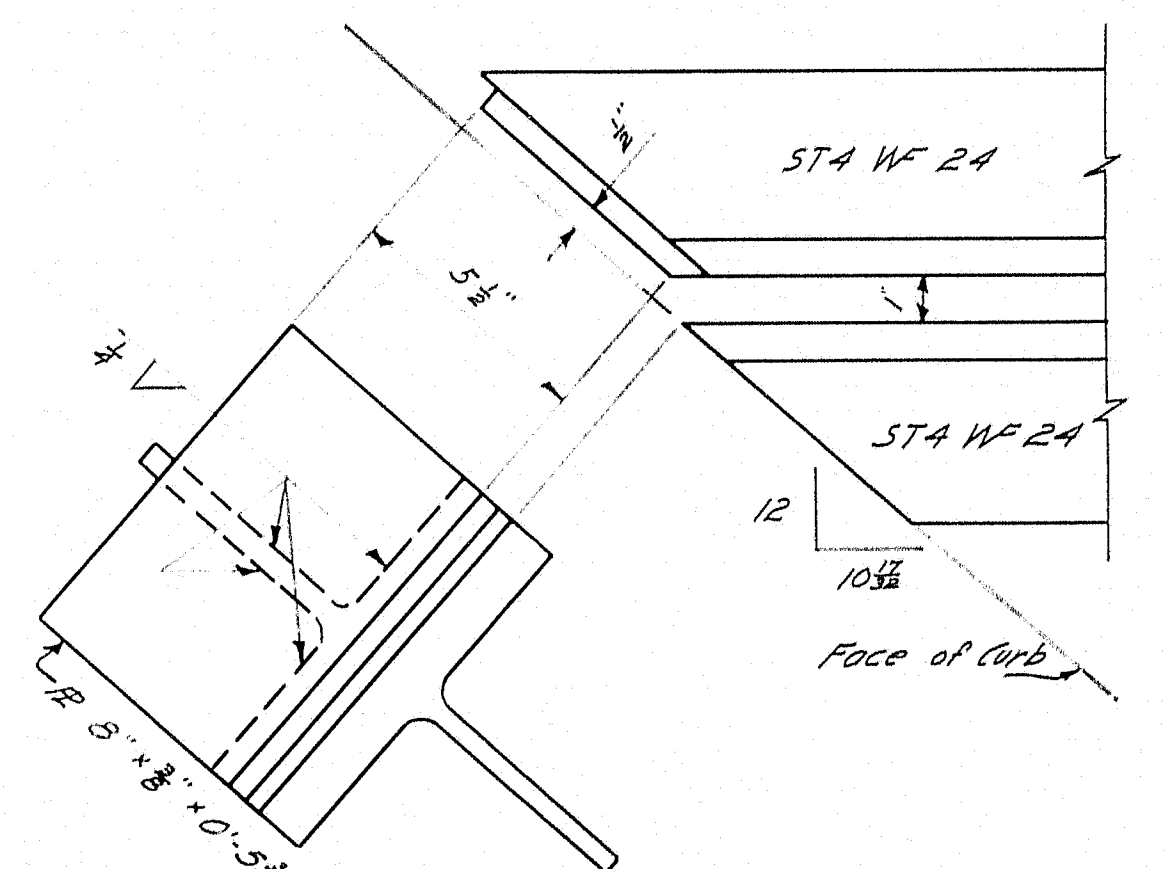


ARMORED JOINT
FOR
PIERS #6 & #7 S.B. AND #6 N.B.



SECTION B-B

AP1 & AP2 required for each side of armored joint

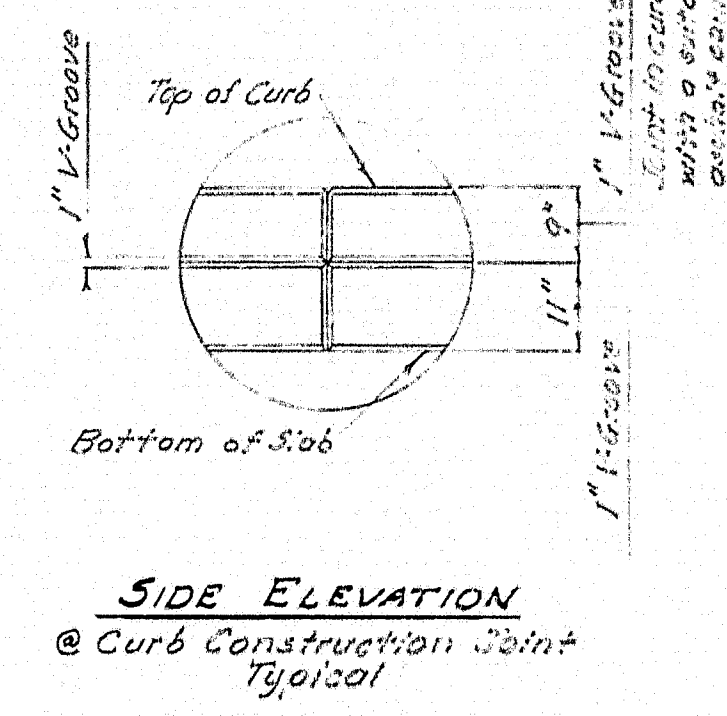
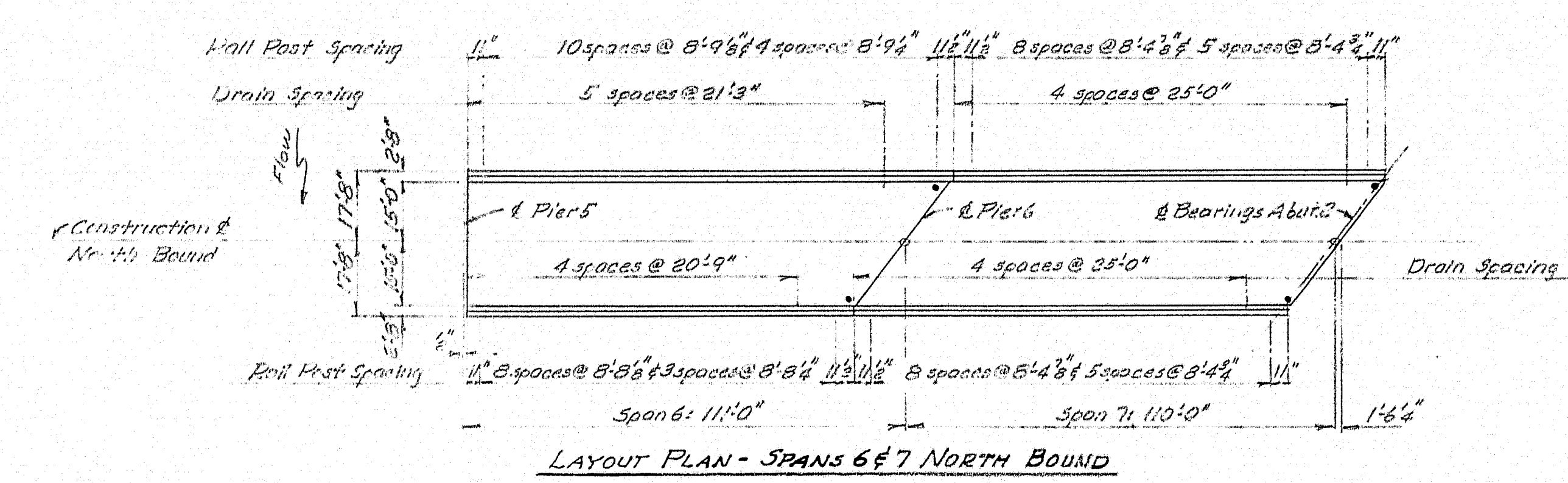
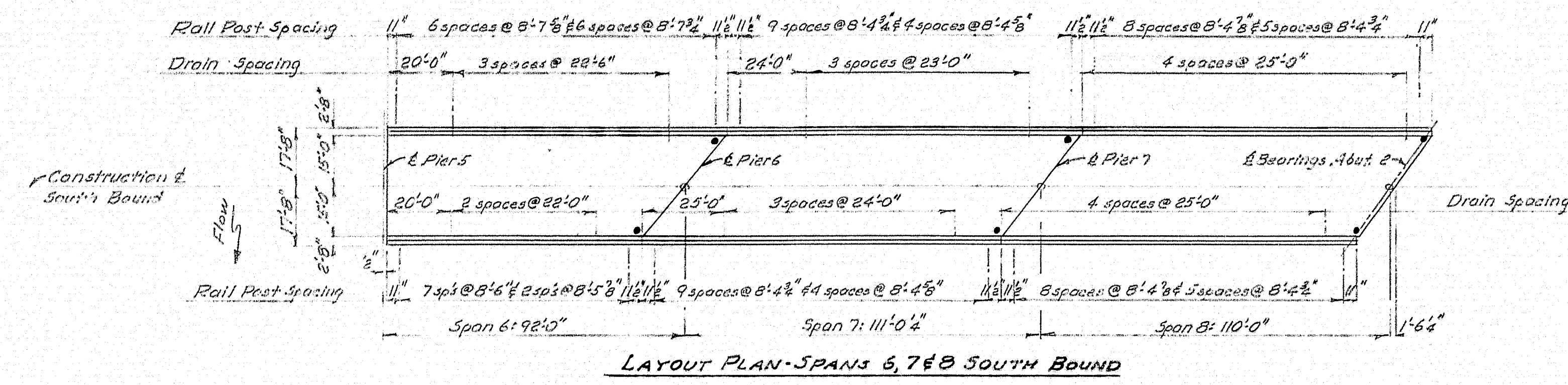
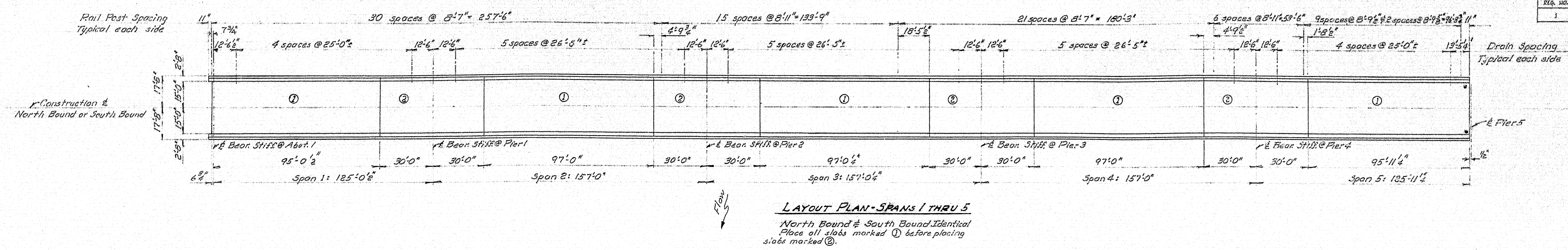


DETAIL A

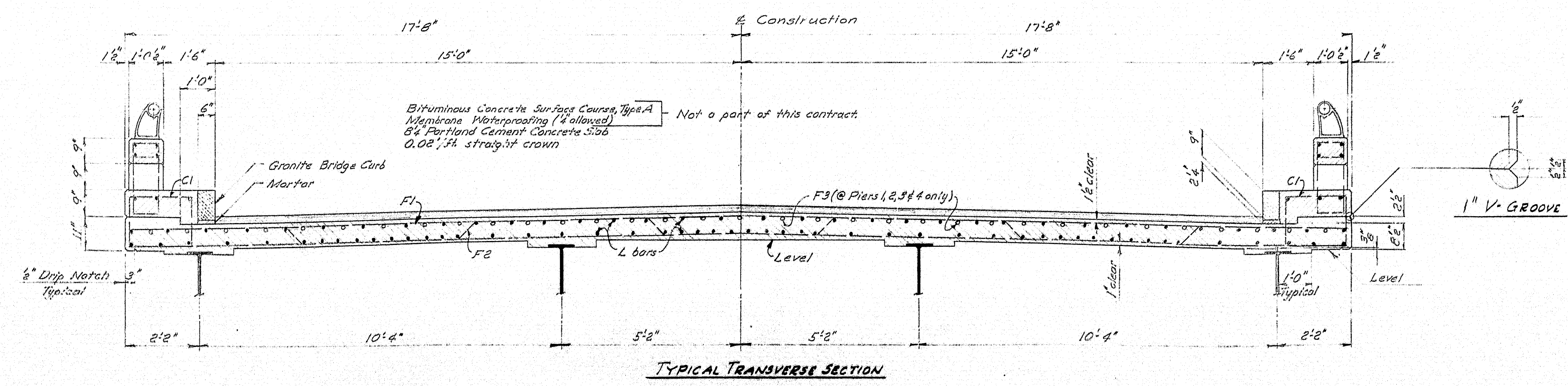
DESIGN - M.C.R. DET. T.H.K. BRIDGE NO. 100-100
TRACE - P.H.A. SURVEY - PLOT -
CHECK - A.P.P.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
CLINTON A. CLAUSON
MEMORIAL BRIDGES
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
FAIRFIELD AND BENTON
SOMERSET AND KENNEBEC COUNTIES
ARMORED JOINTS

SHEET 52 OF 92 AUGUSTA, MAINE NOV. 1962.



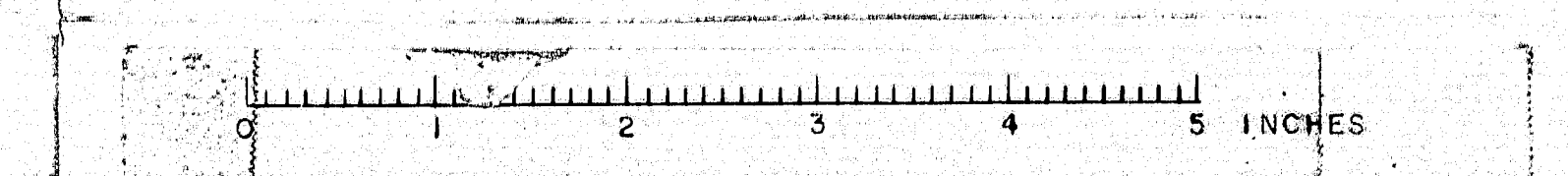
GENERAL SLAB NOTES
At points indicated by symbol in Layout Plans place a 1/4" plastic tube thru the slab for drainage. Exact location to be determined by the Engineer in the field. Do not cover with waterproofing. This work to be incidental to contract items.
Concrete for curbs shall not be placed until concrete in superstructure slab has been in place a minimum period of seven (7) days. During the seven day period form work may be performed, and granite bridge curbs, used, but hand equipment only shall be permitted on the slab.
All dimensions are along structural steel and referenced to 2' bearing stiffeners.



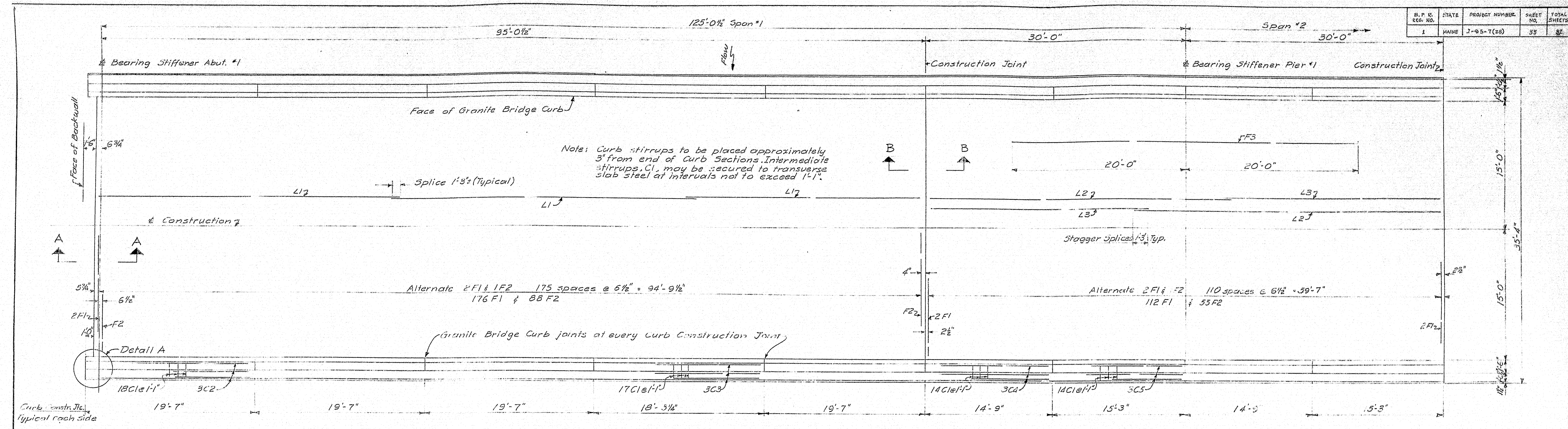
DESIGN - M. C. R.
DETAIL - R. C. G.
CHECK - A. W. P.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
**CLINTON A. CLAUSON
MEMORIAL BRIDGES**
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
FAIRFIELD AND BENTON
SOMERSET AND KENNEBEC COUNTIES
SUPERSTRUCTURE SLAB

SHEET 54 OF 92 NOV. 1962



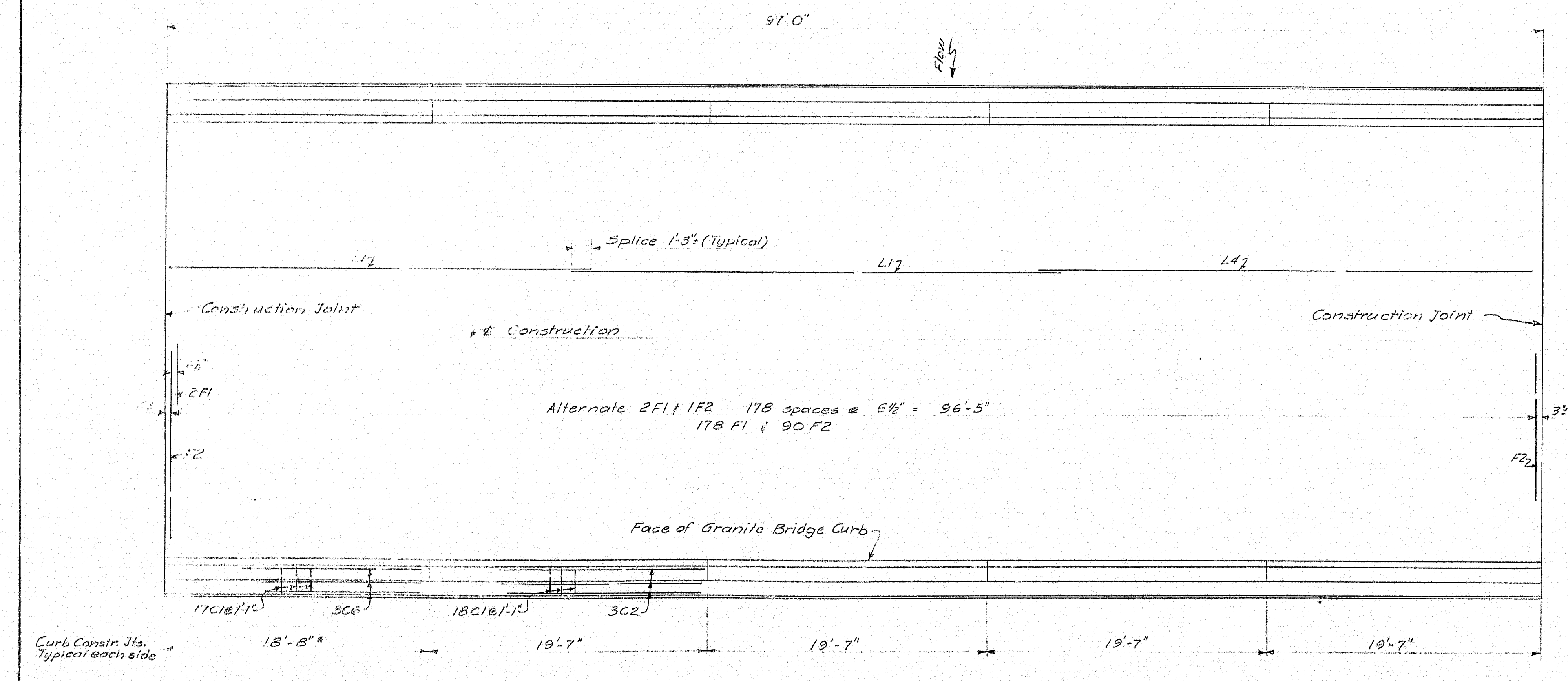
S.P. R. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	J-95-T(2)	55	57



PLAN SPAN #1 N.B. & S.B.

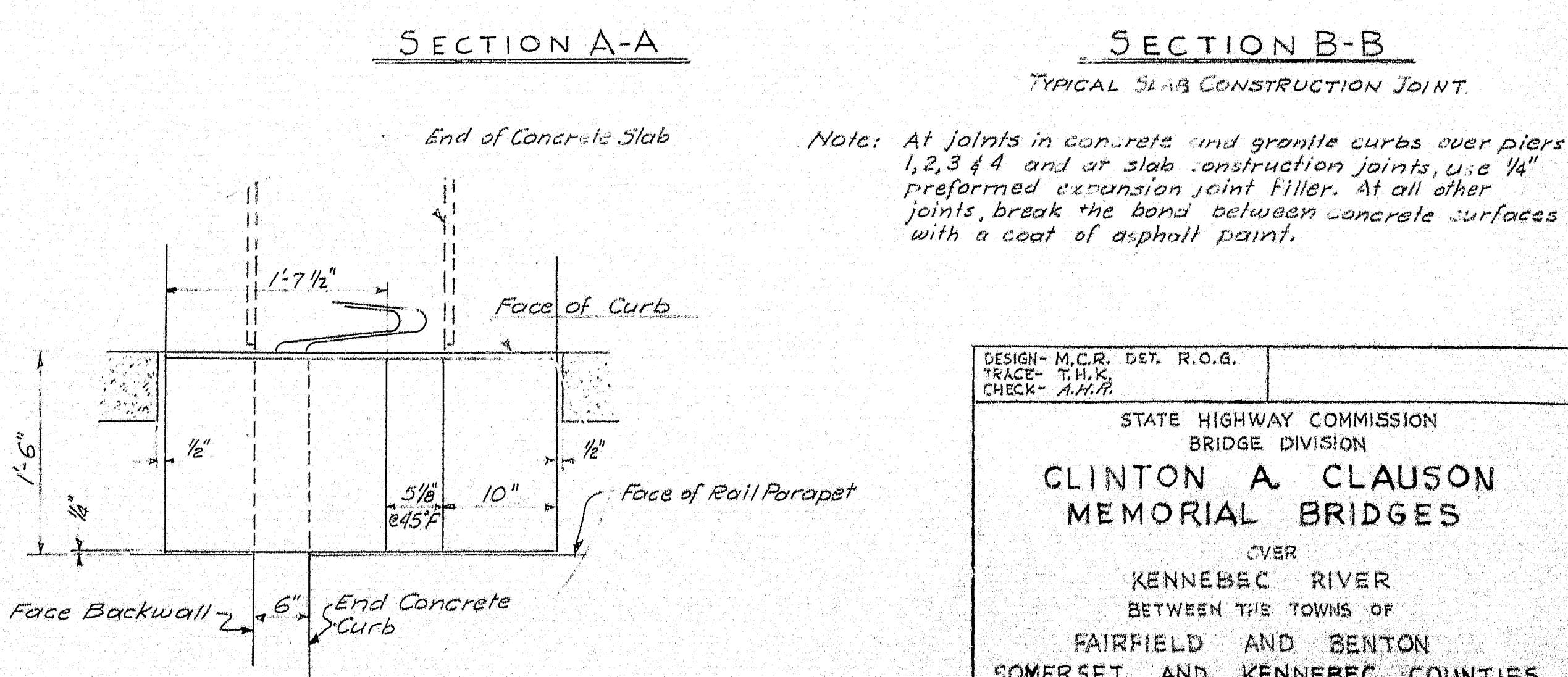
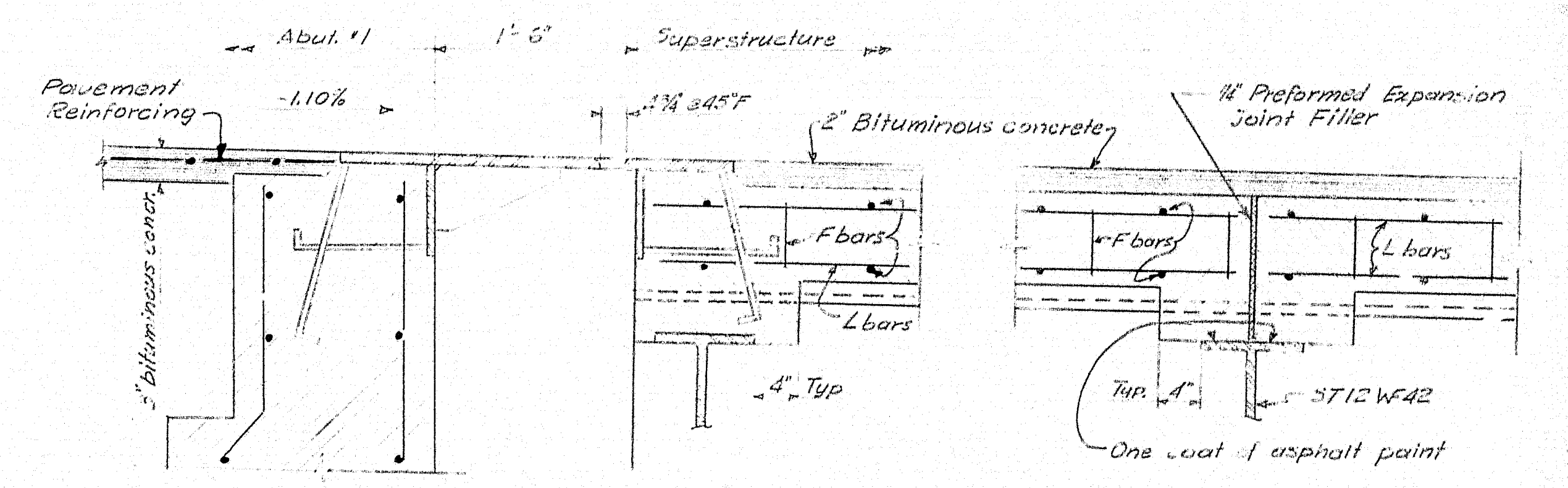
PLAN - TYPICAL 60' SECTION OVER PIERS N.B. & S.B.

TYPICAL 6 PIERS #1, #2, #3 & #4



PLAN - TYPICAL 97'-0" SECTION N.B. & S.B.

* For 97'-0 1/2" Section make Curb Constr. Joint 18'-8 1/4"



DETAIL A

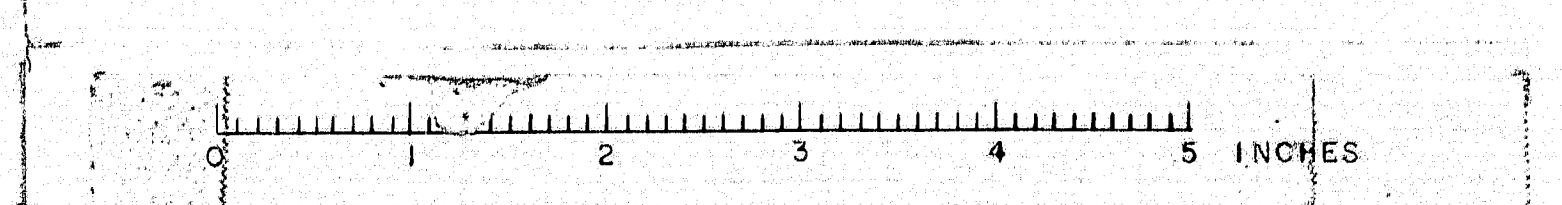
DESIGN - M.C.R. DET. R.O.G.
TRACE - T.H.K.
CHECK - A.H.H.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

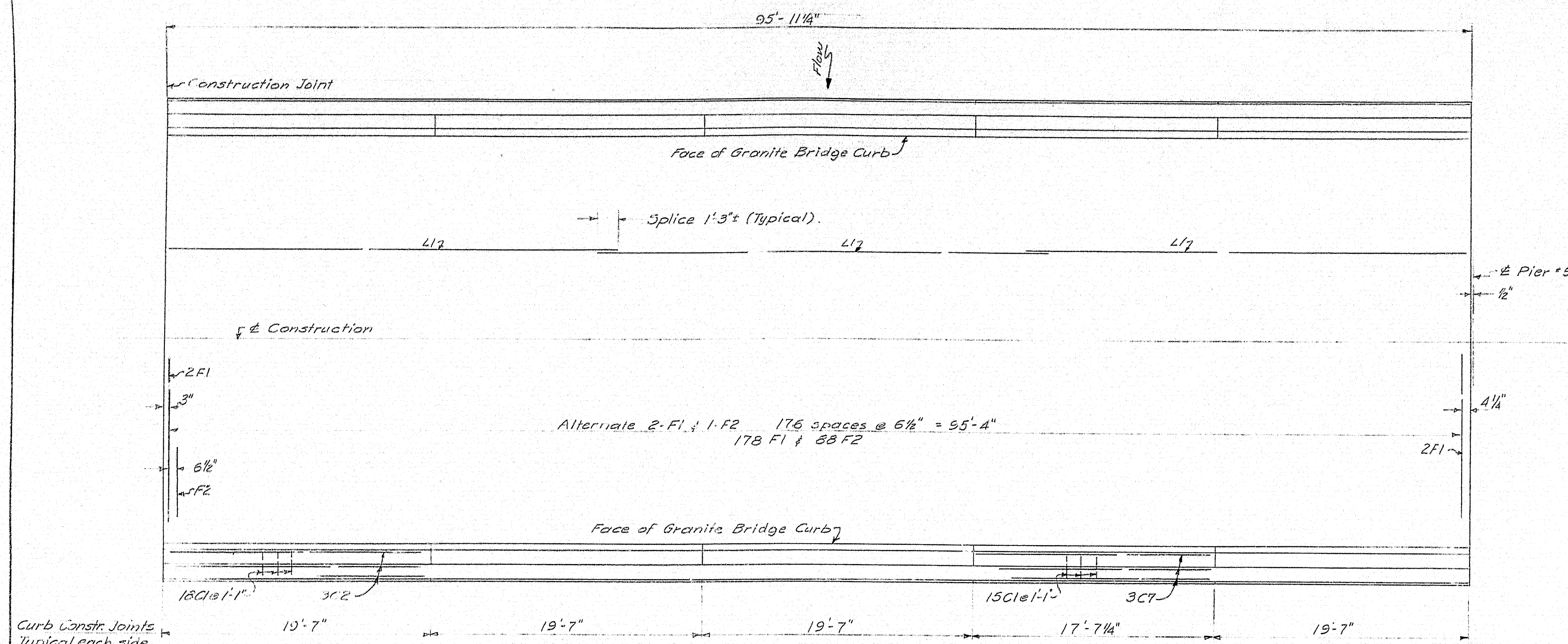
**CLINTON A. CLAUSON
MEMORIAL BRIDGES**

OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
FAIRFIELD AND BENTON
SOMERSET AND KENNEBEC COUNTIES
SUPERSTRUCTURE SLAB

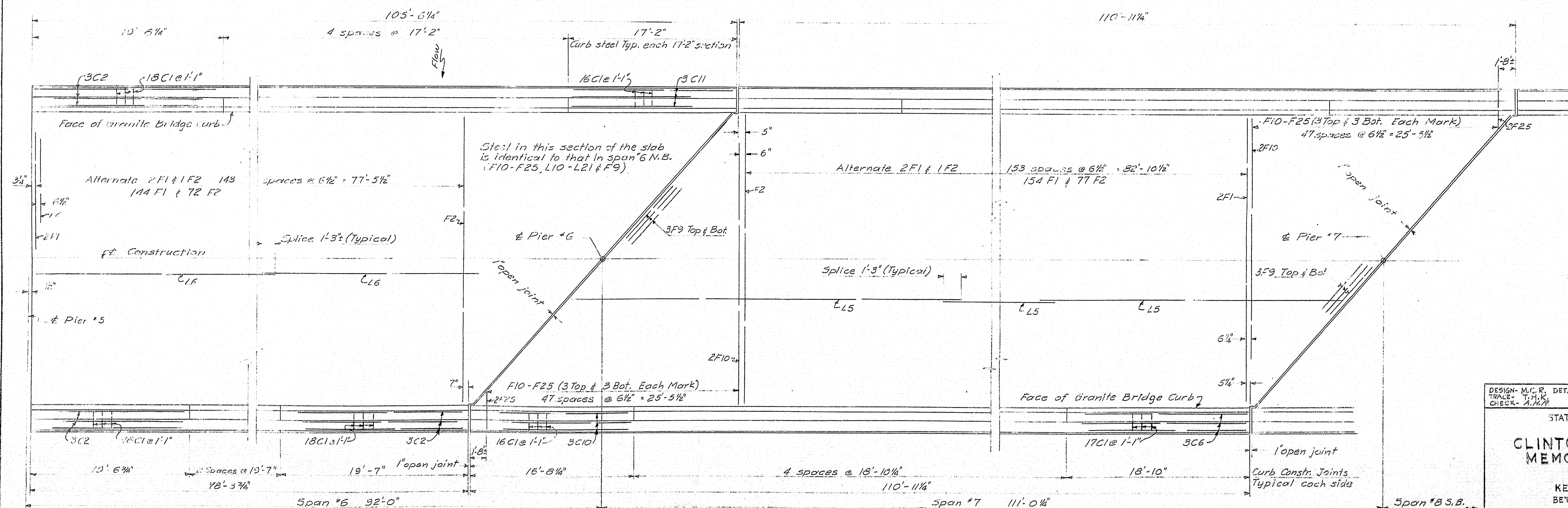
SHEET 55 OF 92 AUG 1962



B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-7 (26)	56	92



PART PLAN SPAN #5 N.B. & S.B.



PLAN - SPAN #6 S.B.

PLAN - SPAN #7 S.B.

DESIGN: M.C.R. DET. R.O.G.
TRACE: T.H.K.
CHECK: A.H.P.

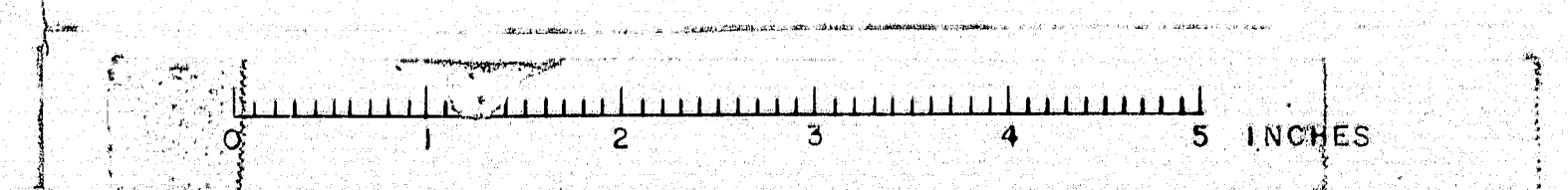
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

**CLINTON A. CLAUSON
MEMORIAL BRIDGES**

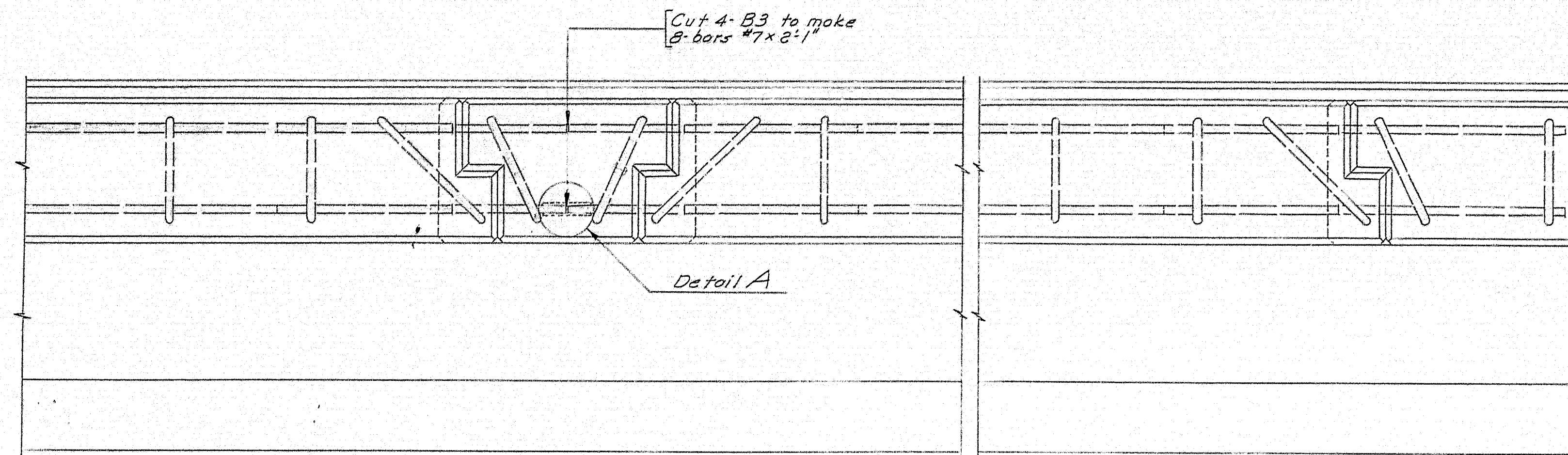
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
FAIRFIELD AND BENTON
SOMERSET AND KENNEBEC COUNTIES

SUPERSTRUCTURE SLAB

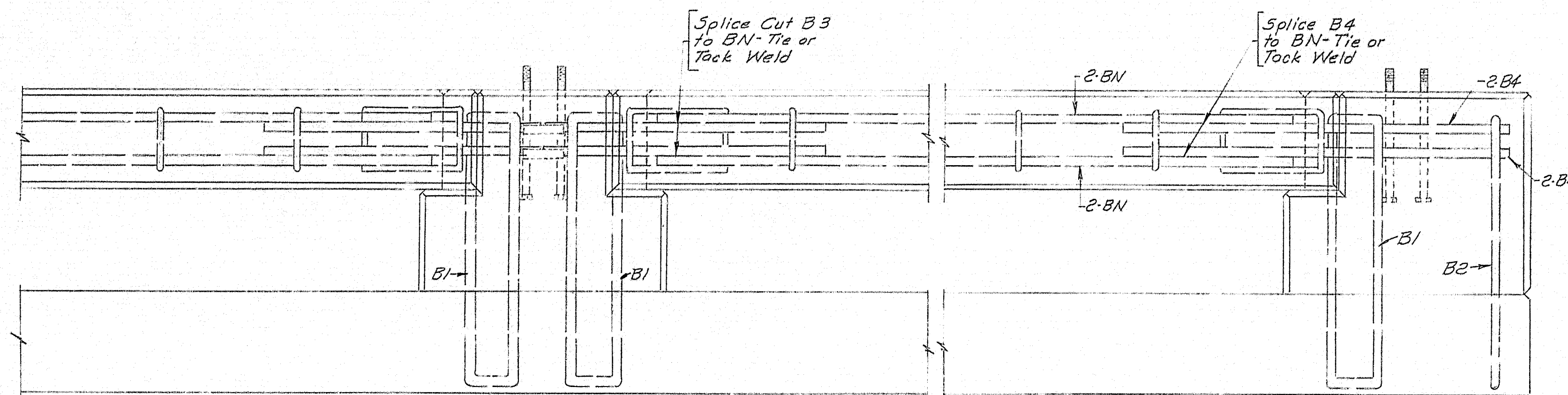
SHEET 56 OF 92 AUGUST 1962



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-K10	58B	92



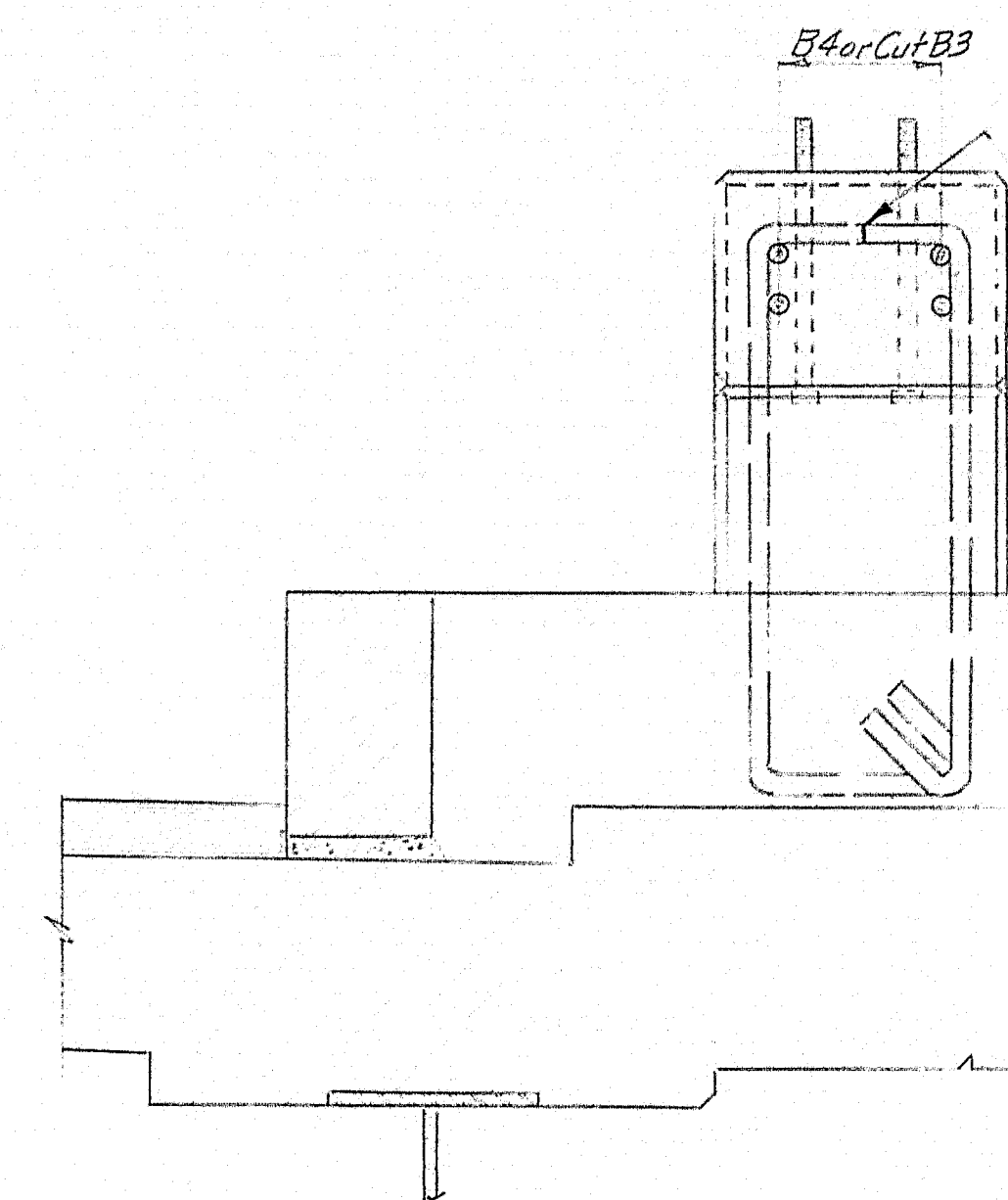
PLAN
Metal Rail not shown



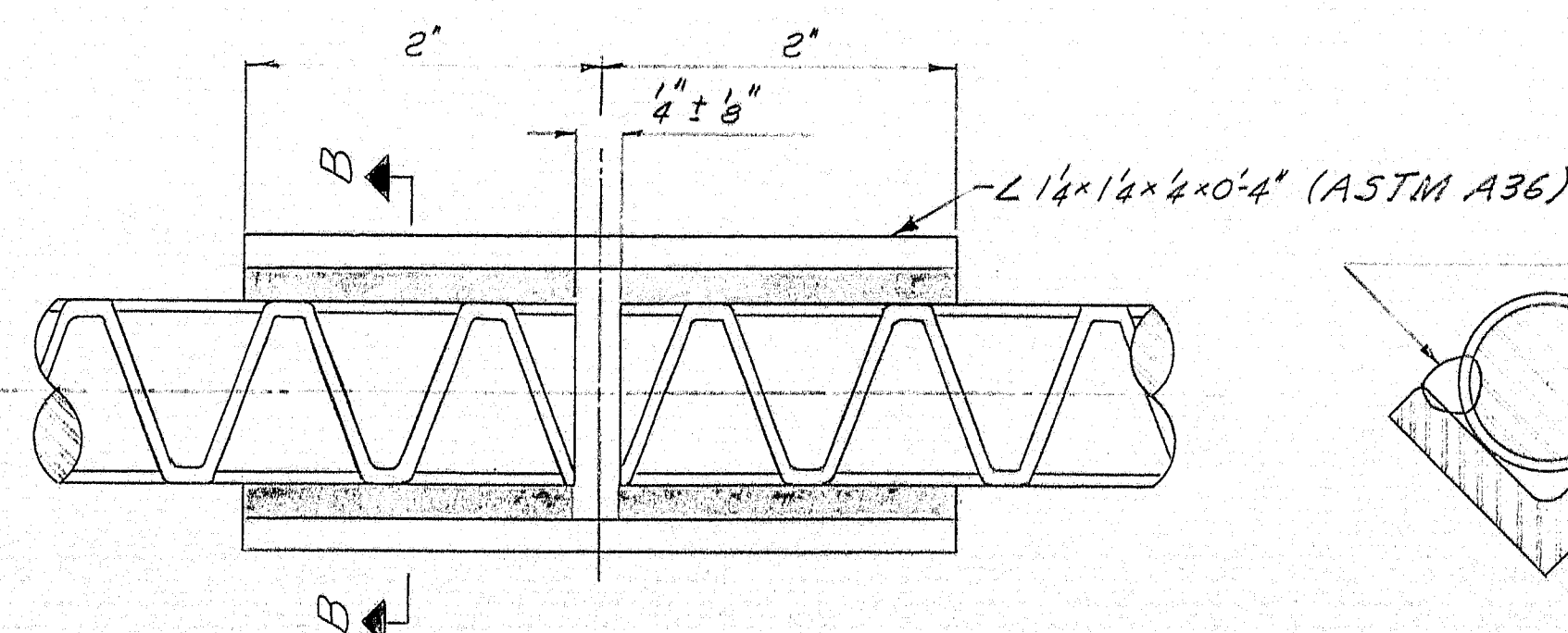
TYPICAL RAIL PARAPET-INTERMEDIATE POST

TYPICAL RAIL PARAPET-END POST

ELEVATION
Metal Rail not shown



SECTION A-A



DETAIL A

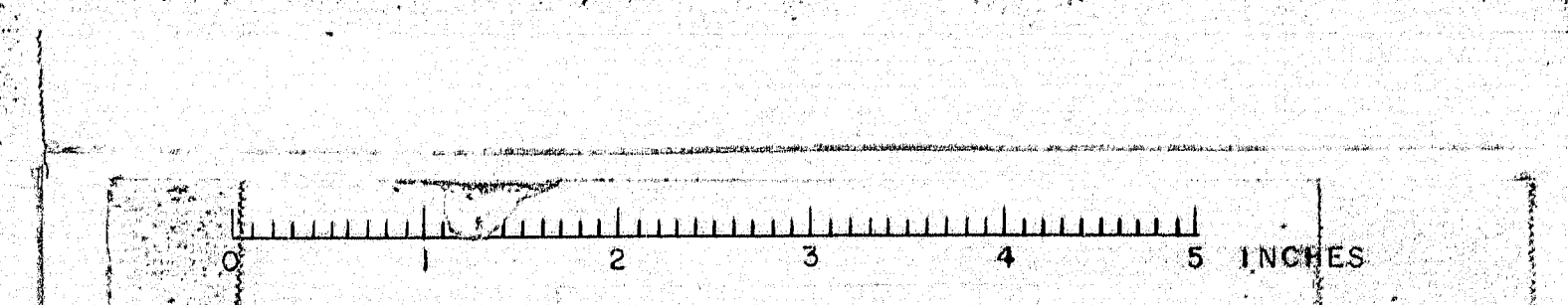
Note: 2 splices required for Cut B3 of each intermediate post. Front bars only.

SECTION B-B

Weld (use low hydrogen electrodes only)

Note: This sheet shows details required to permit precasting of rail parapet bars utilizing the same reinforcing steel needed for in place casting. For dimensions and details not shown see sh. 58

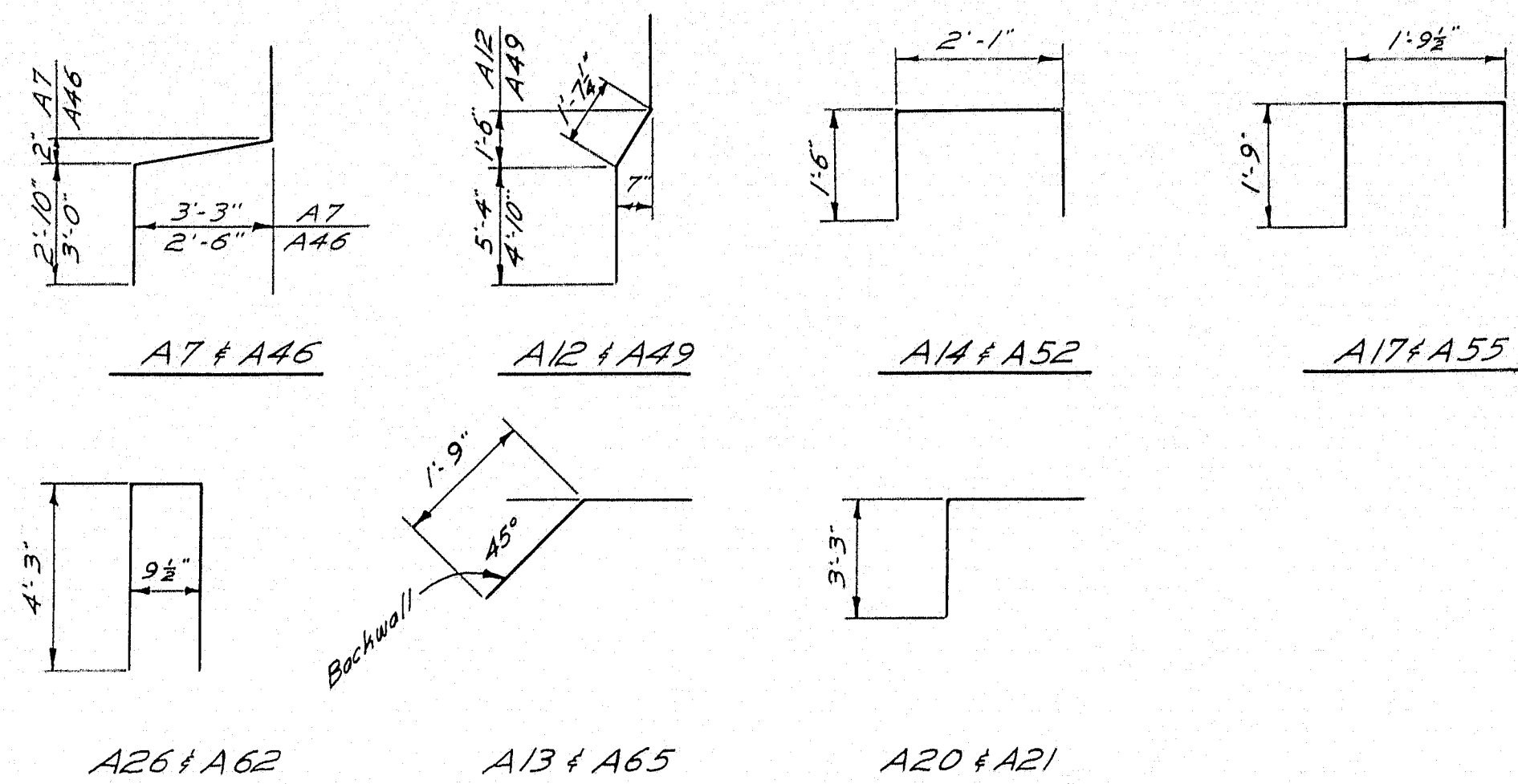
DESIGN- TRACE- CHECK- 102 12	BRIDGE NO. SURVEY- PLOT-
STATE HIGHWAY COMMISSION BRIDGE DIVISION CLINTON A. CLAUSON MEMORIAL BRIDGES OVER KENNEBEC RIVER BETWEEN THE TOWNS OF FAIRFIELD AND BENTON SOMERSET AND KENNEBEC COUNTIES ALTERNATE RAIL PARAPET DETAILS SHEET 58B OF 92 AUGUSTA, MAINE OCT. 1963	



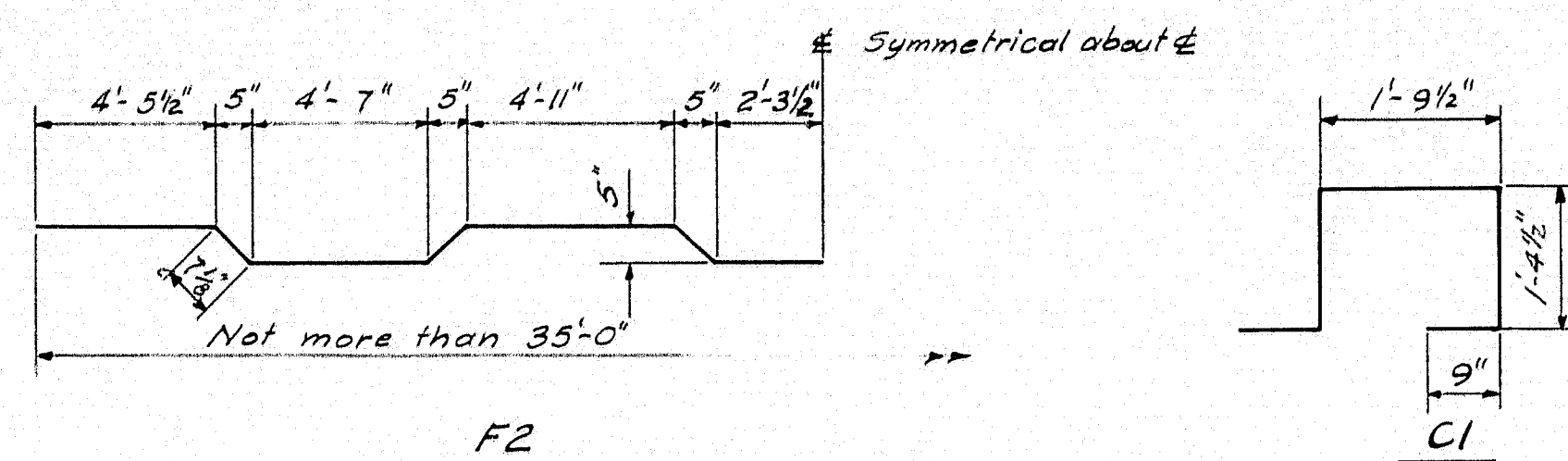
REINFORCING STEEL

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(28)	53	92

* ABUTMENTS



* SUPERSTRUCTURE



* Rail Parapet reinforcing steel not included.
For Rail Parapet reinforcing steel see sheet #60
All reinforcing steel to be intermediate grade.
All dimensions to # of bars.

MARK	SIZE	NUMBER	LENGTH	LOCATION	MARK	SIZE	NUMBER	LENGTH	LOCATION	MARK	SIZE	NUMBER	LENGTH	LOCATION
ABUTMENT "1" N.B. & S.B.					ABUTMENT "2" N.B. & S.B.					SPANS "1" THRU "5" N.B. & S.B.				
BENT BARS					BENT BARS					BENT BARS				
A7	#5	36	7'-10"	Bridge Seat	A46	#5	46	7'-3"	Bridge Seat	F2	#6	1332	36'-1"	Transverse bar
A12	#6	62	8'-5"	Backwall	A49	#5	78	8'-0"	Backwall	C1	#5	2668	6'-1"	Curb stirrup
A13	#6	40	2'-9"	Backwall	A52	#5	24	5'-1"	Bearing Areas					
A14	#5	24	5'-1"	Bearing Areas	A55	#4	80	5'-3"	Wings, Curb					
A17	#4	48	5'-3"	Wings, Curb	A62	#6	16	9'-3"	End Posts					
A20	#5	48	6'-6"	Backwall & Wings	A65	#5	40	2'-9"	Backwall					
A21	#7	30	6'-6"	Backwall & Long Wing										
A26	#6	16	9'-3"	End Posts										
STRAIGHT BARS					STRAIGHT BARS					STRAIGHT BARS				
A1	#5	124	7'-0"	Footing	A40	#6	28	22'-4"	Footing	F1	#6	2672	35'-0"	Transverse bar
A2	#6	72	6'-6"	"	A41	#6	56	26'-3"	"	F3	#5	264	40'-0"	Long. bar over Piers
A3	#6	20	2'-9"	"	A42	#6	296	6'-6"	"	L1	#5	2016	32'-8"	Longitudinal bar
A4	#6	32	36'-4"	"	A43	#6	28	24'-5"	"	L2	#5	672	35'-6"	"
A5	#5	28	25'-0"	"						L3	#5	672	25'-6"	"
A6	#5	150	3'-6"	Footing	A45	#5	24	3'-6"	"	L4	#5	504	33'-10"	"
A8	#5	52	8'-4"	Backwall	A47	#5	60	7'-9"	Backwall & Wings	C2	#4	240	19'-3"	Long. bar @ Curb
A9	#4	10	33'-10"	Bridge Seat	A48	#5	98	5'-0"	Bridge Seat & Wings	C3	#4	12	17'-11"	"
A10	#4	28	34'-10"	Backwall	A50	#4	76	24'-0"	Br. Seat & Backwall	C4	#4	96	14'-5"	"
A11	#5	78	5'-0"	Bridge Seat	A51	#5	12	3'-0"	Inter. Bear. Areas	C5	#4	96	14'-11"	"
A15	#5	24	2'-2"	Bearing Areas	A53	#5	12	2'-0"	Exterior Bear. Areas	C6	#4	36	18'-4"	"
A16	#5	36	11'-9"	Long Wing	A54	#5	70	11'-1"	Wings	C7	#4	12	17'-3"	"
A18	#5	36	4'-6"	"	A56	#5	70	4'-6"	"	F9	#6	48	40'-0"	Transv. Corner bars
A19	#5	36	10'-0"	"	A57	#5	70	9'-6"	"	F10		48	31'-6"	"
A22	#7	12	8'-0"	"	A58	#7	56	9'-0"	"	F11			29'-8"	"
A23	#7	18	17'-6"	"	A59	#7	44	12'-0"	"	F12			27'-10"	"
A24	#7	6	11'-3"	"	A60	#5	32	5'-6"	"	F13			25'-11"	"
A25	#4	16	17'-6"	Long Wing	A61	#5	32	15'-6"	"	F14			24'-1"	"
A27	#4	24	3'-4"	End Posts	A63	#4	24	3'-4"	End Posts	F15			22'-3"	"
A28	#4	4	18'-6"	Long Wing, Curb	A64	#4	8	18'-6"	Wings, Curb	F16			20'-5"	"
RETAINING WALL ABUTMENT "1"					RETAINING WALL ABUTMENT "2"					F17			18'-6"	"
RW1	#6	14	28'-0"	Footing						F18			16'-8"	"
RW2	#6	58	6'-6"	"						F19			14'-10"	"
RW3	#5	15	3'-0"	"						F20			13'-0"	"
RW4	#7	29	5'-6"	Footing						F21			11'-2"	"
RW5	#5	15	14'-0"	Wall						F22			9'-4"	"
RW6	#5	29	12'-3"	Wall						F23			7'-6"	"
RW7	#5	20	28'-0"	Wall						F24			5'-7"	"
APPROACH SLABS ABUTMENTS "1" & "2" N.B. & S.B.					APPROACH SLABS ABUTMENTS "1" & "2" N.B. & S.B.					F25	#6	48	3'-9"	Transv. Corner bars
A51	#6	480	14'-5"	Abutment "1"						L10	#5	14	3'-6"	Long. Corner bars
A52	#4	40	29'-6"	Abutment "1"						L11		14	6'-0"	"
A53	#4	40	39'-6"	Abutment "2"						L12		12	9'-4"	"
										L13		10	11'-8"	"
										L14		14	14'-0"	"
										L15		14	16'-3"	"
										L16		12	18'-6"	"
										L17		10	20'-6"	"
										L18		14	23'-0"	"
										L19		14	25'-0"	"
										L20		10	27'-6"	"
										L21	#5	10	29'-0"	Long. Corner bars

DESIGN- M.C.R.
TRACE- T.H.K.
CHECK- A.H.B.

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
CLINTON A. CLAUSON
MEMORIAL BRIDGES
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
FAIRFIELD AND BENTON
SOMERSET AND KENNEBEC COUNTIES
REINFORCING STEEL ABUTMENTS & SUPERSTRUCTURE
SHEET 53 OF 92 AUGUSTA, MAINE NOV. 1962

PIERS-STRAIGHT BARS

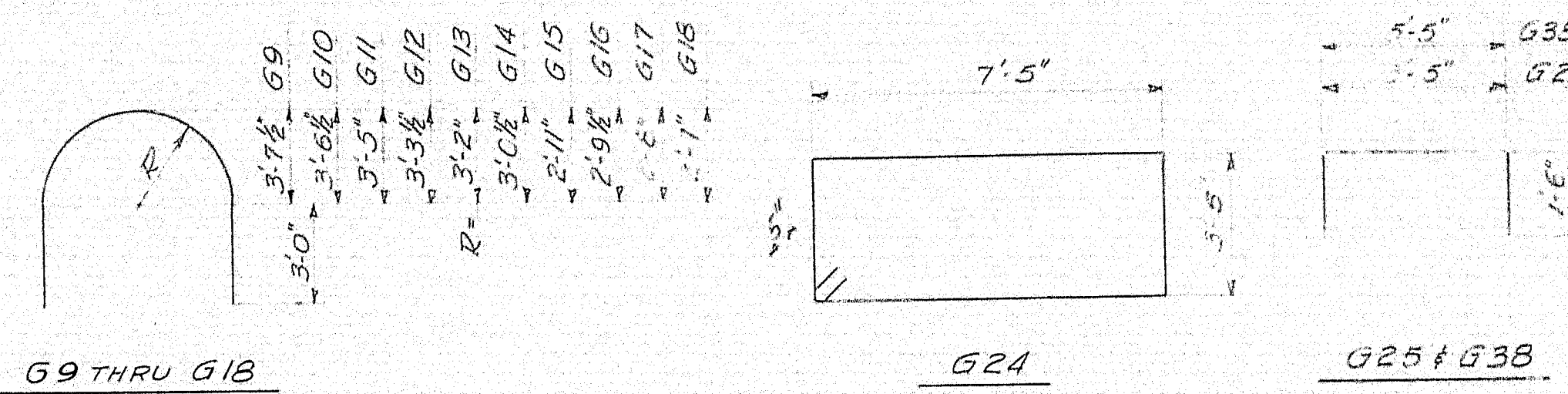
VCDH

Mark	Size	Length	NORTH BOUND PIERS						SOUTH BOUND PIERS							Total No.	Location	
			1	2	3	4	5	6	1	2	3	4	5	6	7			
G1	#8	11'2"	72													72	Seal to Pier Shaft (vert.)	
G2	#8	29'9"	64	64			4	4	76	64	64		64		80	31	684	Pier Shaft (vert.)
G3	#6	18'2"	8	8													32	Bot. Pier Shaft (horiz.)
G4	#6	21'0"	4	8									8				32	" " "
G5	#8	14'9"	2	2			2	2	2	2	2		2		2	2	20	Pier Shaft (vert.)
G6	#8	17'7"	2	2			2	2	2	2	2		2		2	2	20	" "
G7	#8	10'5"	2	2			2	2	2	2	2		2		2	2	20	" "
G8	#8	3'3"	2	2			2	2	2	2	2		2		2	2	20	" "
G19	#6	15'1"	42	42	36	4	4	4	42	42	36	42	36				402	Pier Shaft & Cap (horiz.)
G20		20'9"	6	8	1	8	8	8	2	8	2	8	2				62	Pier Shaft (horiz.)
G21		19'3"	8	8	8	8	8	8	4	8	8	8	8				60	" " "
G22		17'9"	8	8	8	8	8	8	4	8	8	8	8				80	" " "
G23		16'3"	18	18	18	18	18	18	18	18	18	18	18				180	Pier Shaft & Cap (horiz.)
G26	#	16'3"	4	4	4	4	4	4		4	4	4	4				40	Pier Cap (horiz.)
G27	#6	16'9"	4	4	4	4	4	4		4	4	4	4				40	" "
G28	#8	4'0"					70	72		72		70	72				356	Seal to Pier Shaft (vert.)
G29	#8	10'6"			72					72							144	" " "
G30	#6	16'0"							8								8	Pier Shaft (horiz.)
G31	#6	14'9"							12								12	Pier Shaft & Cap (horiz.)
G32	#6	13'6"							14								14	Act. Pier Shaft & shaft (horiz.)
G33	#6	22'3"							16								16	Pier Shaft & Cap (horiz.)
G34	#6	16'3"							6								6	Bot. Pier Shaft (horiz.)
G35	#8	14'6"							84								84	Seal to Pier Shaft (vert.)
G36	#6	22'3"							42						18	18	78	Pier Shaft & Cap (horiz.)
G37	#6	22'1"							4								4	Pier Cap (horiz.)
G39	#6	1'2"													88		88	Seal to Pier shaft (vert.)
G40	#6	6'1"														55	55	" "
G41	#6	21'3"													6	6	12	Bot. Pier Shaft (horiz.)
G42	#6	21'0"													8	8	16	Pier Shaft (horiz.)
G43	#6	15'5"													12	12	24	Pier Shaft & Cap (horiz.)
G44	#6	24'8"													14	14	16	Bot. Pier Shaft & shaft (horiz.)
G45	#6	1'0"													4	4	8	Pier Cap (horiz.)
G46	#6	4'3"													42	42	84	Pier Shaft & Cap (horiz.)
G47	#8	9'0"						12									72	Seal to Pier Shaft (vert.)
G48	#8	5'6"														70	10	Seal to Pier Shaft (vert.)
G50	#8	15'9"					64						64				192	Pier Shaft (vert.)
G51	#8	1'3"					2						2				6	" " "
G52	#8	14'5"					2						2				6	" " "
G53	#8	22'0"					2						2				6	" " "
G54	#8	15'1"													40		40	Pier Footing (horiz.)
G55	#6	10'2"													100		100	Pier Footing (horiz.)

PIERS BENT BARS

VCDH

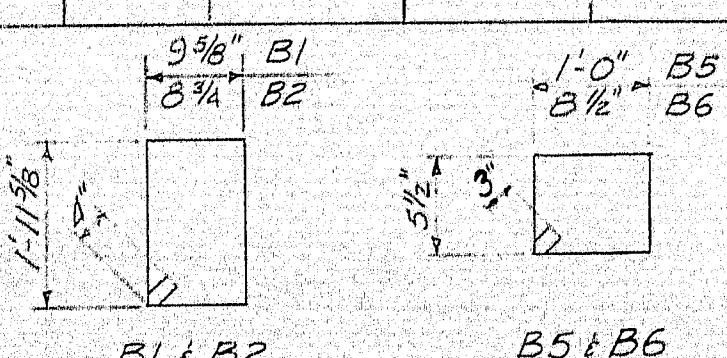
Mark	Size	Length	NORTH BOUND PIERS						SOUTH BOUND PIERS							Total No.	Location
			1	2	3	4	5	6	1	2	3	4	5	6	7		
G9	#6	17'-4"	14	14	6	6	14	12	6	14	6	6	6	12	12	128	Pier shaft (bot) & Cap (horiz)
G10		17'-1"	4	4		4	4	4	4			4	4	4	4	40	Pier shaft (horiz)
G11		16'-9"	4	4	2	4	4	4	4	2	4	2	4	4	4	46	" "
G12		16'-4"	4	4	4	4	4	4	4	4	4	4	4	4	4	52	" "
G13		16'-0"	4	4	4	4	4	4	4	4	4	4	4	4	4	52	" "
G14		15'-7"	4	4	4	4	4	4	4	4	4	4	4	4	4	52	" "
G15		15'-2"	4	4	4	4	4	4	4	4	4	4	4	4	4	52	" "
G16		14'-9"	4	4	4	4	4	4	4	4	4	4	4	4	4	52	" "
G17		14'-5"	4	4	4	4	4	4	4	4	4	4	4	4	4	52	" "
G18		14'-1"	2	2	2	2	2	2	2	2	2	2	2	2	2	26	" "
G24	▼	22'-6"	24	24	24	24	24	32	24	24	24	24	24	32	32	336	Pier Cap
G25	#6	6'-5"	24	24	24	24			24	24	24	24				192	"
G38	#6	8'-5"					24	32					24	32	32	144	Pier Cap



RAIL PARAPET BARS

VAHR

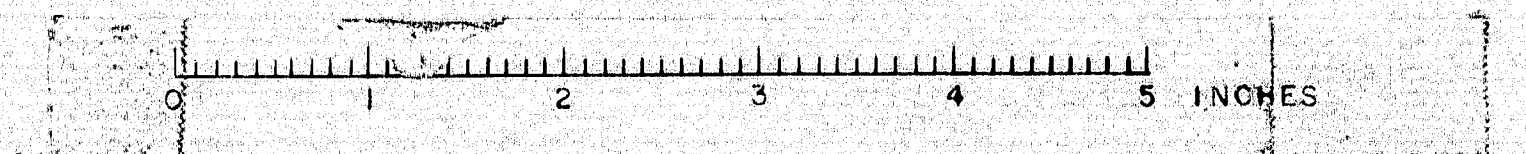
			NORTH BOUND			SOUTH BOUND			ABUTMENTS N.B. & S.B.		TOTAL NO.
			SPAN '1.5	SPAN '6	SPAN '7	SPAN '1.5	SPAN '6	SPAN '7	SPAN '8		
Mark	Size	Length	No.	No.	No.	No.	No.	No.	No.	V.	
BENT BARS											
B1	#6	6'-3"	332	50	52	332	42	52	52	24	936
B2	#6	6'-1"	4	4	4	4	4	4	4	12	40
B5	#4	3'-5"	332	50	52	332	42	52	52	24	936
B6	#4	2'-10"	996	150	156	996	126	156	156	72	2808
STRAIGHT BARS											
B3	#7	4'-2"	656	92	96	656	70	96	96	24	1792
B4		2'-10"	16	16	16	16	16	16	16	48	160
B7		6'-11"	408			408					316
B8		7'-3"	168			168					336
B9		7'-1"	88	56		88					232
B10		7'-0"		44			43				92
B11		6'-9"			104			104	104		312
B12		6'-10"					38				36
B13	#7	5'-7"								48	48

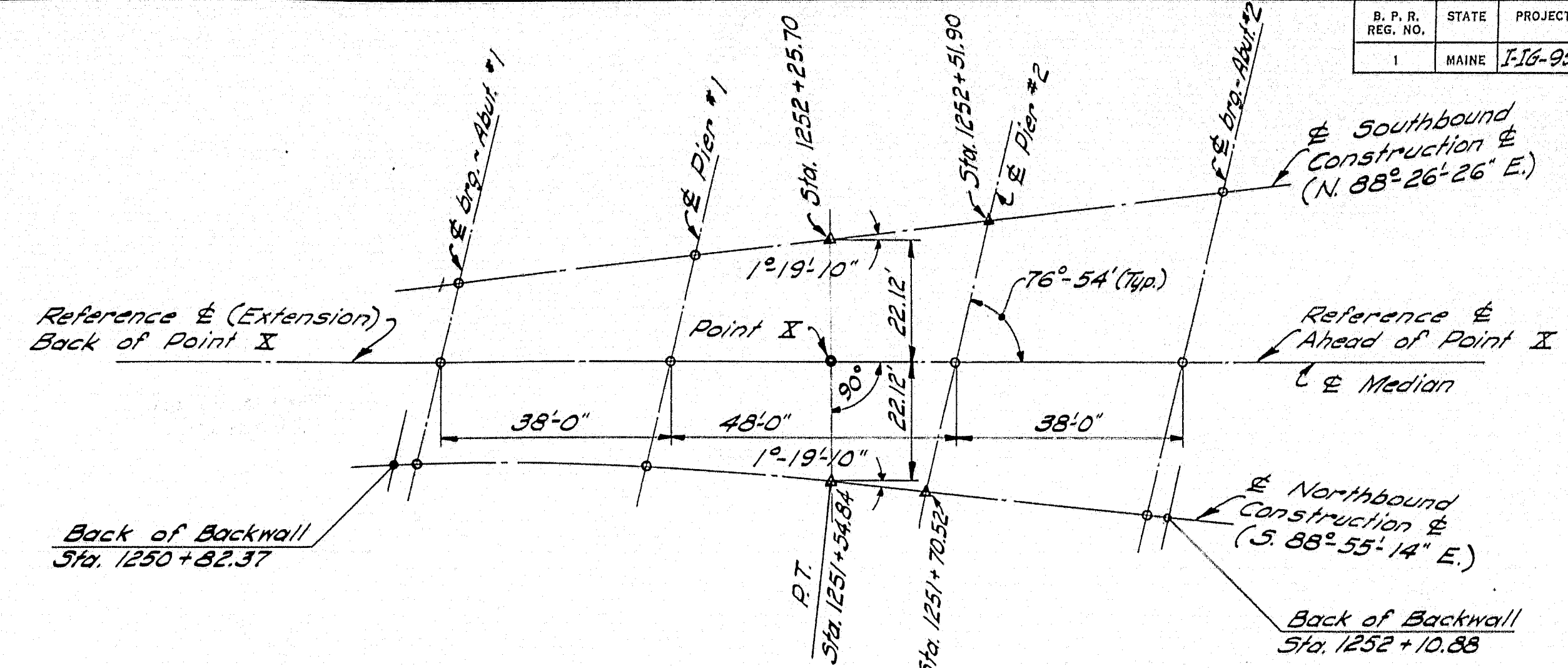
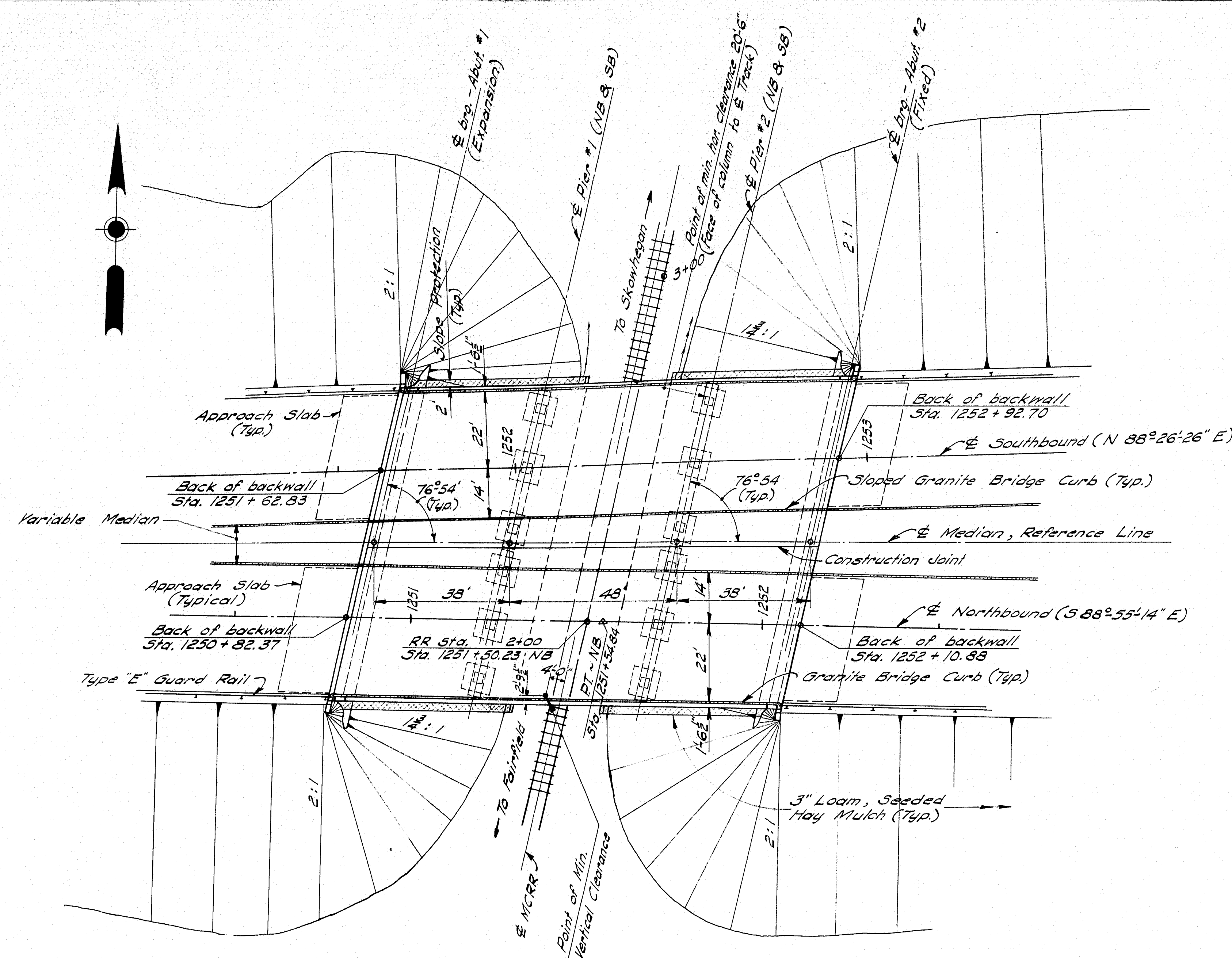


NOTE
All dimensions are to the d of the bar.
All reinforcing steel bars are to be fabricated
of intermediate grade steel.

DESIGN - M.C.R.
DETAIL - T.H.R.
CHECK - AS NOTED

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
CLINTON A. CLAUSON
MEMORIAL BRIDGES
OVER
KENNEBEC RIVER
BETWEEN THE TOWNS OF
FAIRFIELD AND BENTON
SOMERSET AND KENNEBEC COUNTIES
REINFORCING STEEL PIERS & RAIL PARAPET
SHEET 60 OF 82 AUG 1962

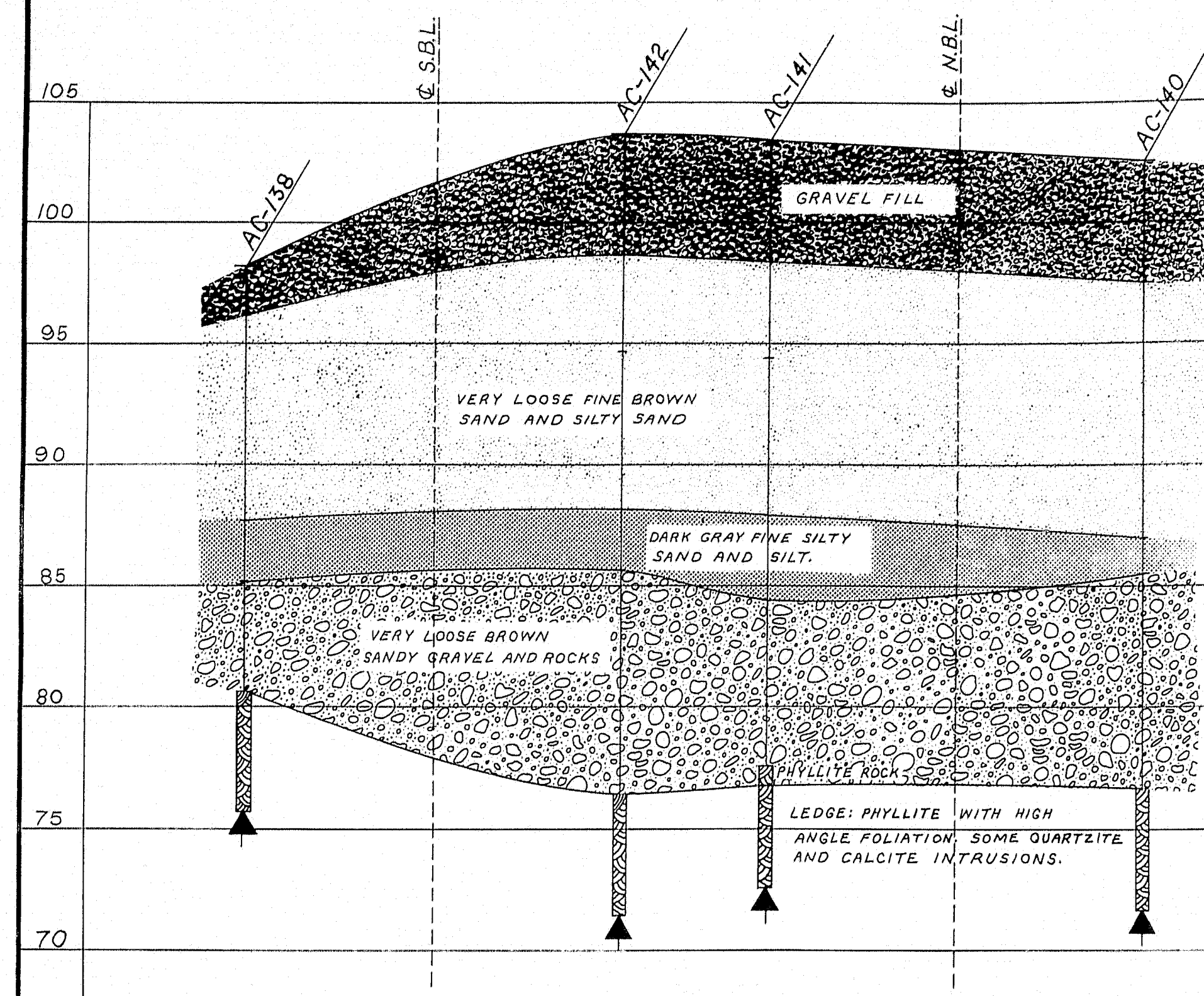




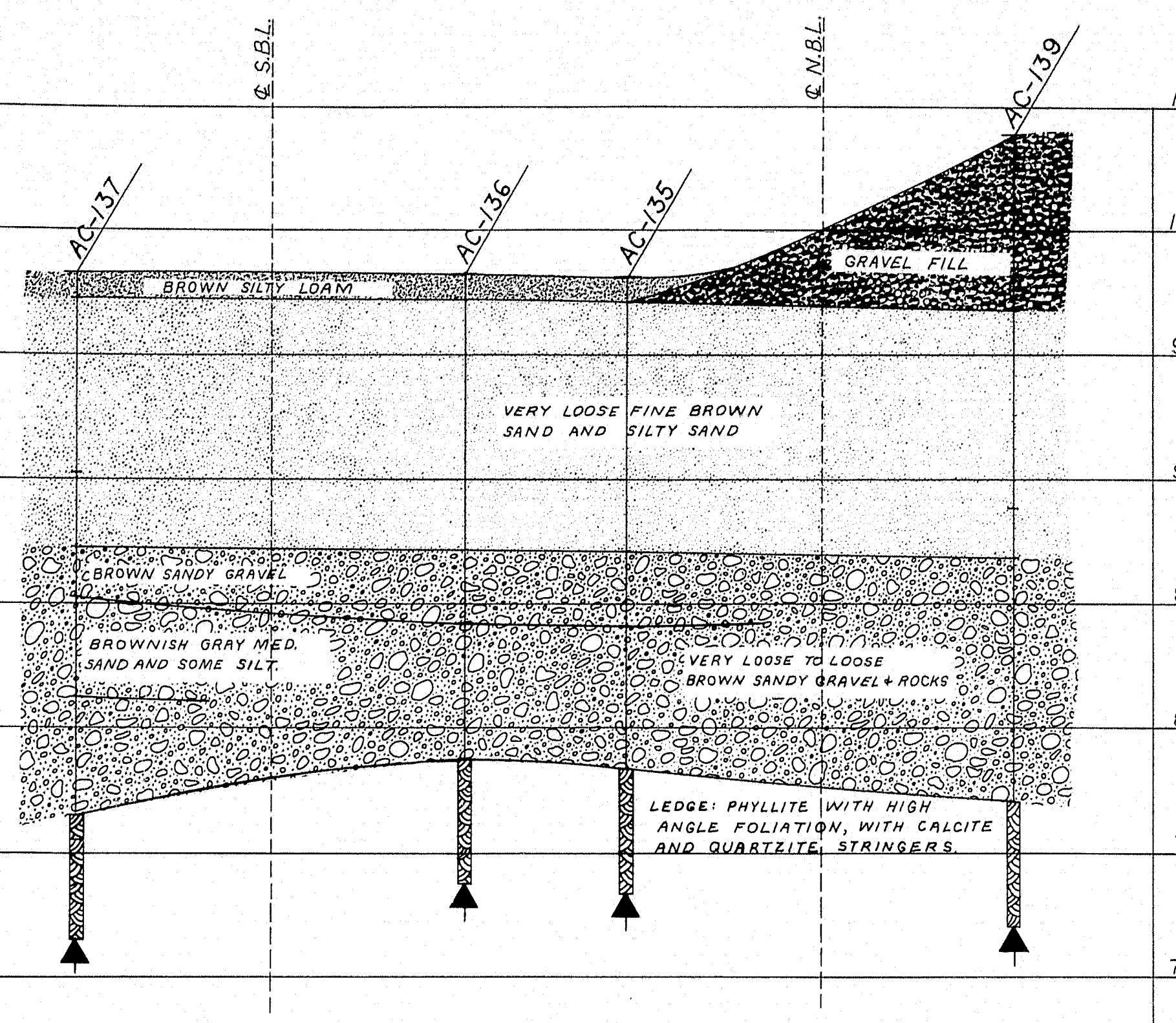
TRANSVERSE SECTIONS

HORIZONTAL SCALE 1"=10'

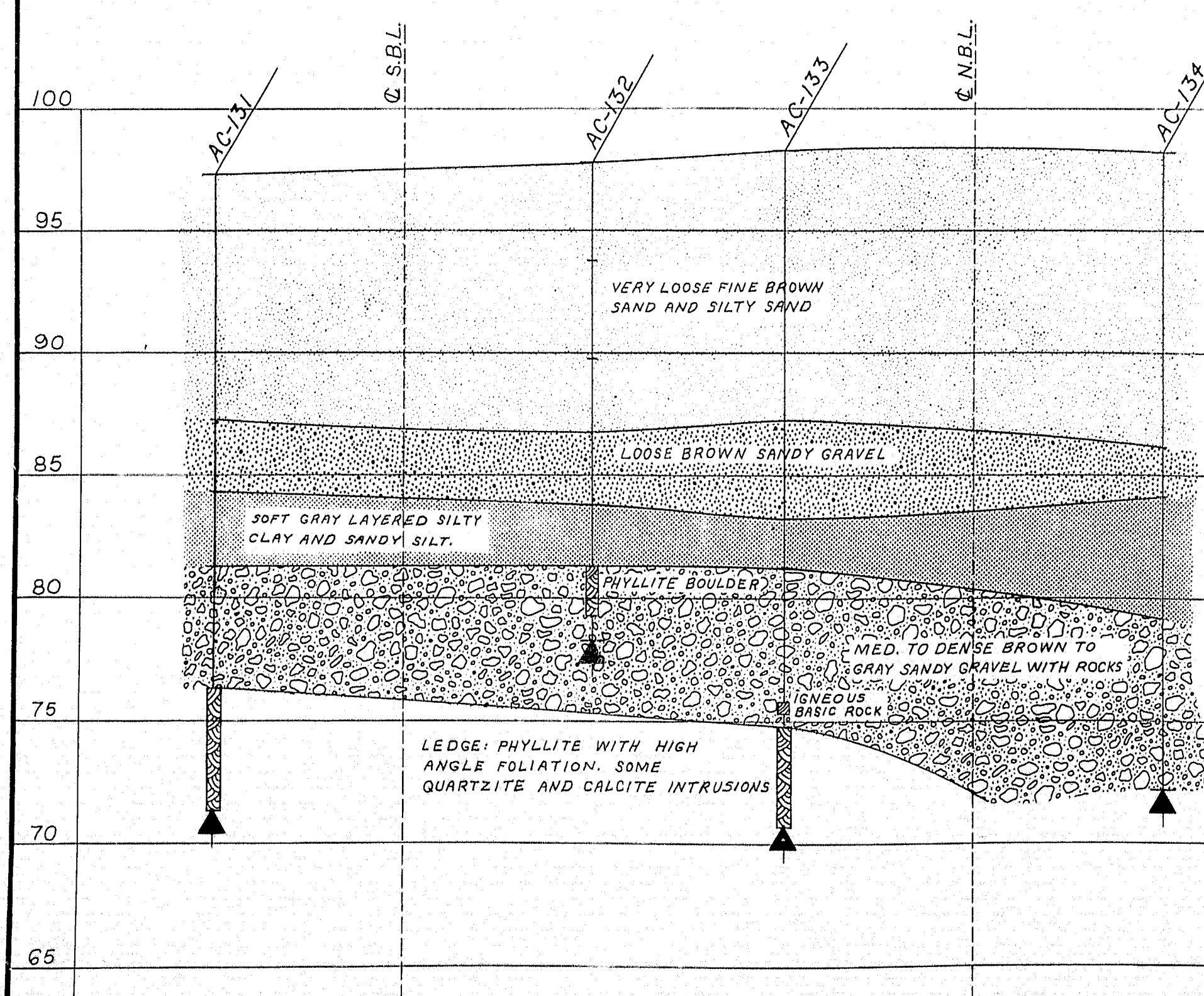
BEARINGS ABUT. 1



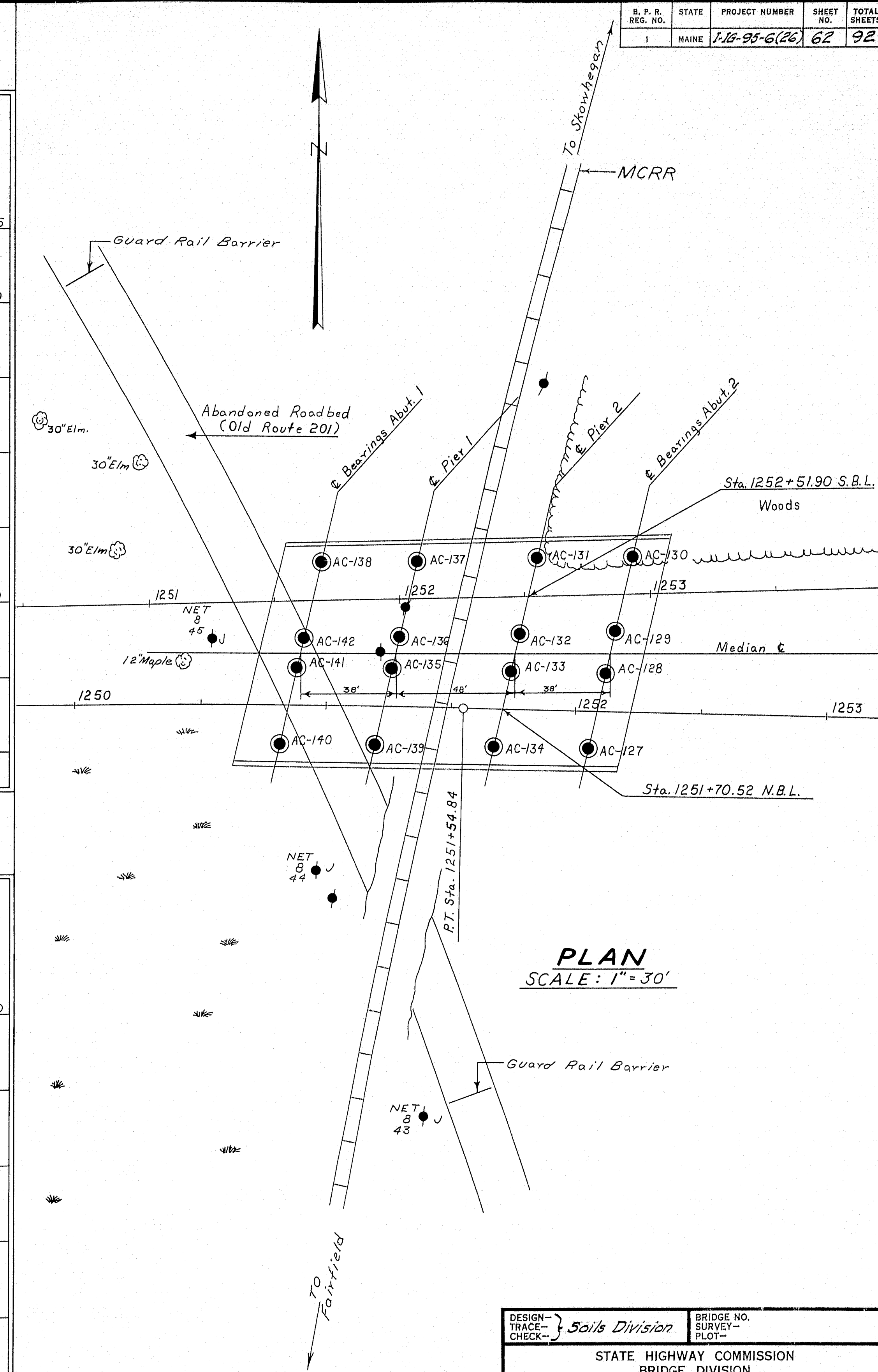
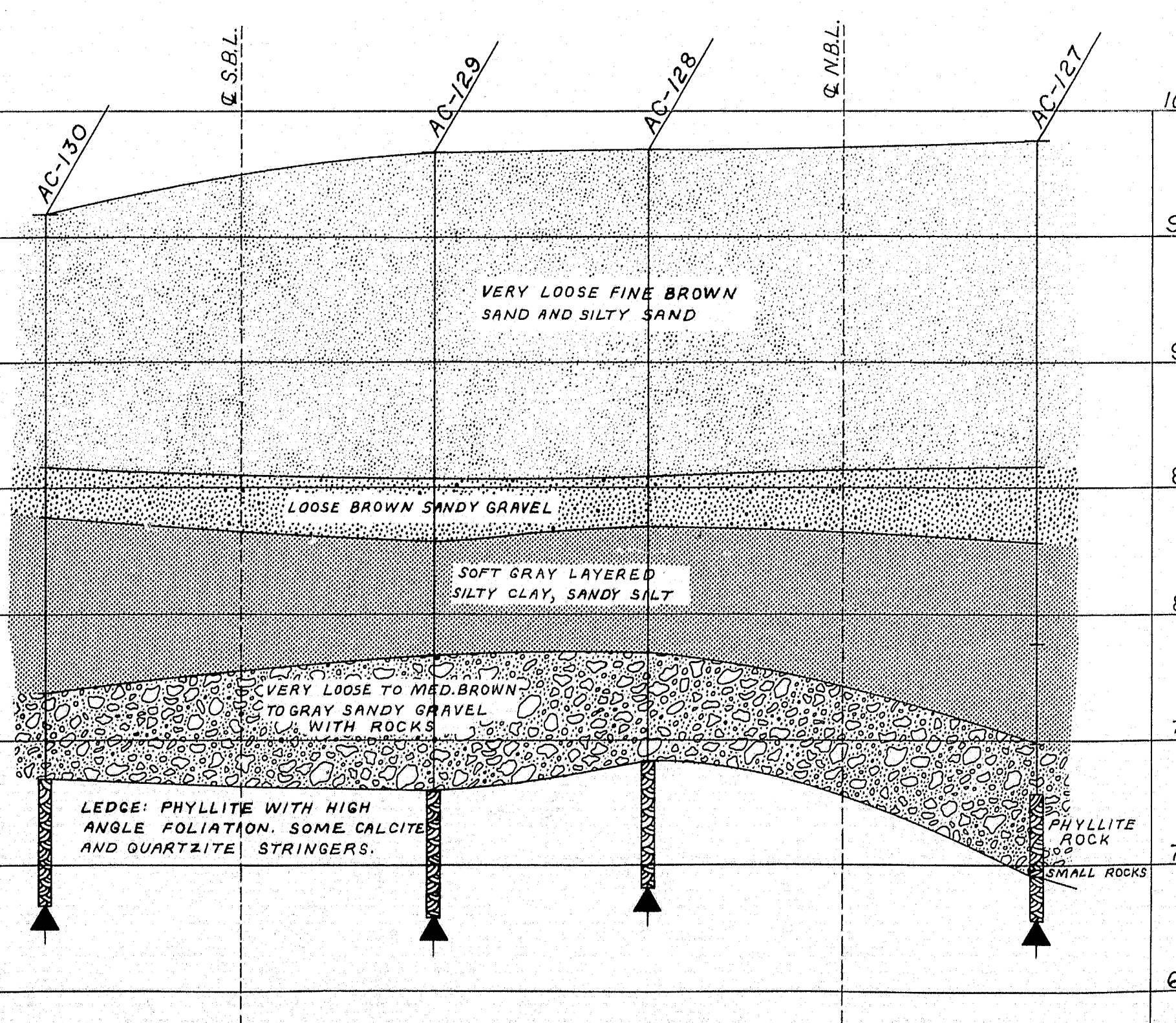
PIER 1



PIER 2



BEARINGS ABUT. 2



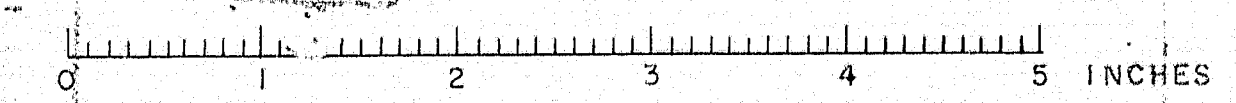
PLAN
SCALE: 1"=30'

DESIGN: Soils Division
TRACE: SURVEY
CHECK: PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
MAINE CENTRAL RAILROAD
IN THE TOWN OF
FAIRFIELD
SOMERSET COUNTY
FOUNDATION SURVEY

SHEET 62 OF 92 AUGUSTA, MAINE July 1962

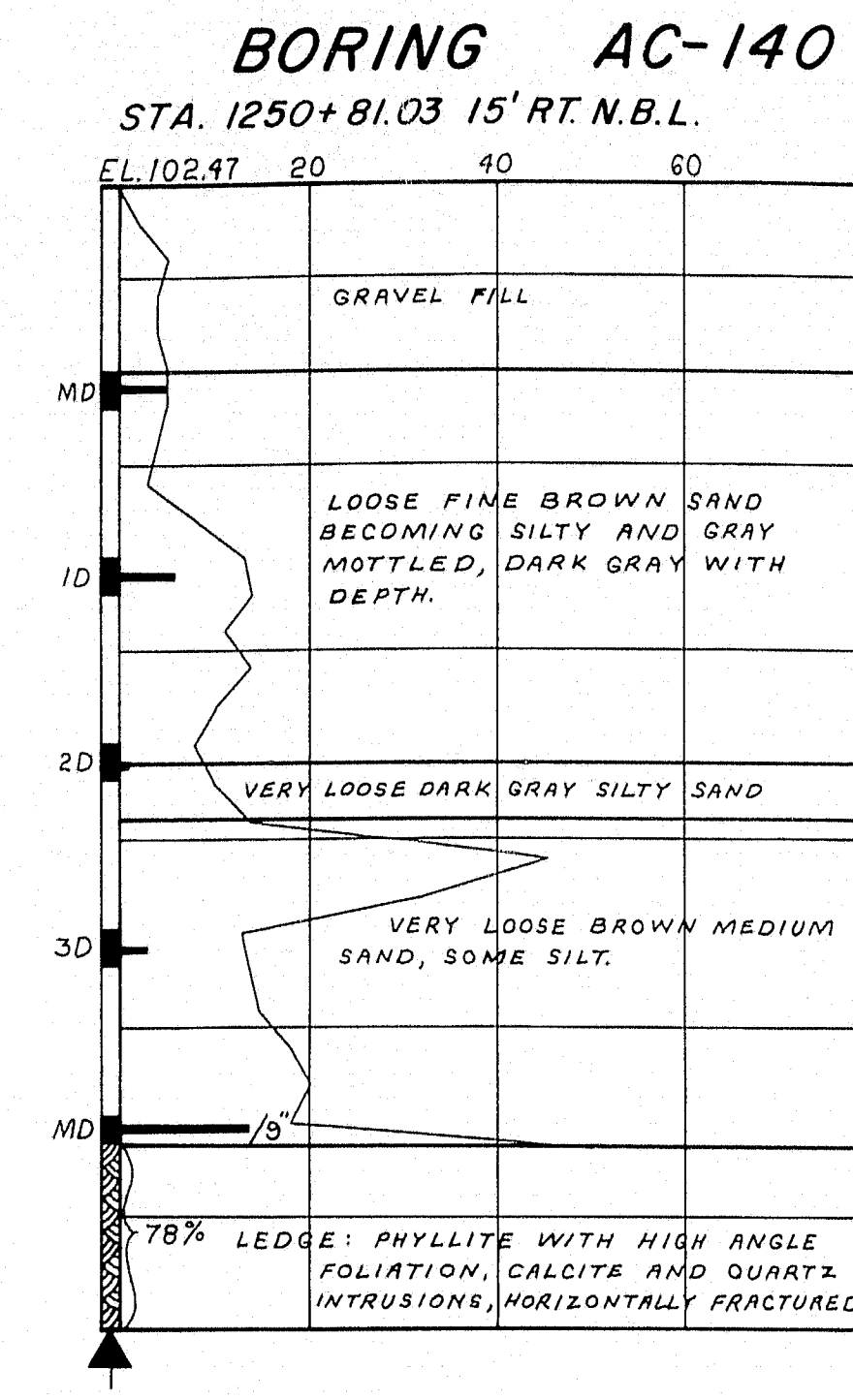
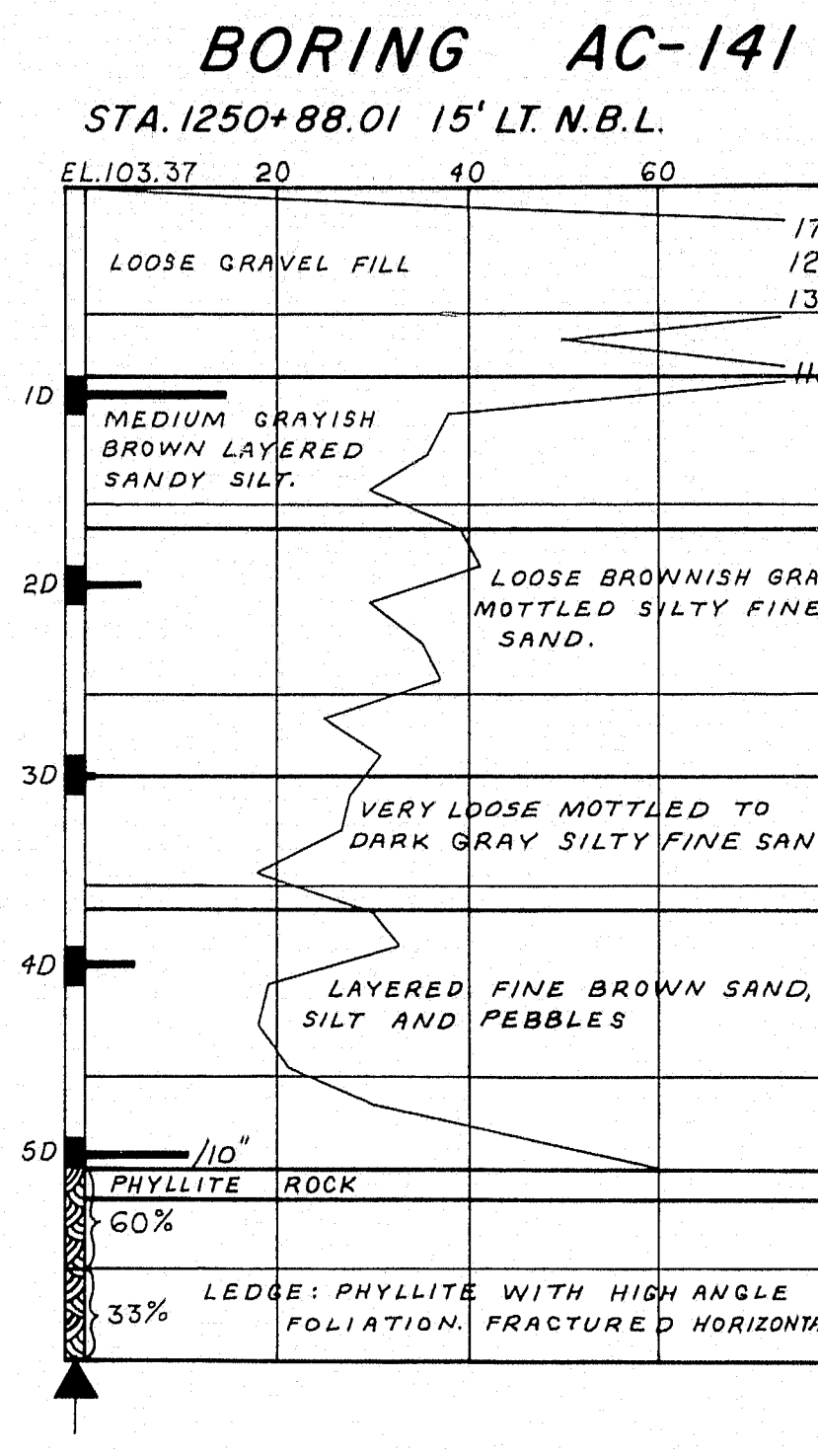
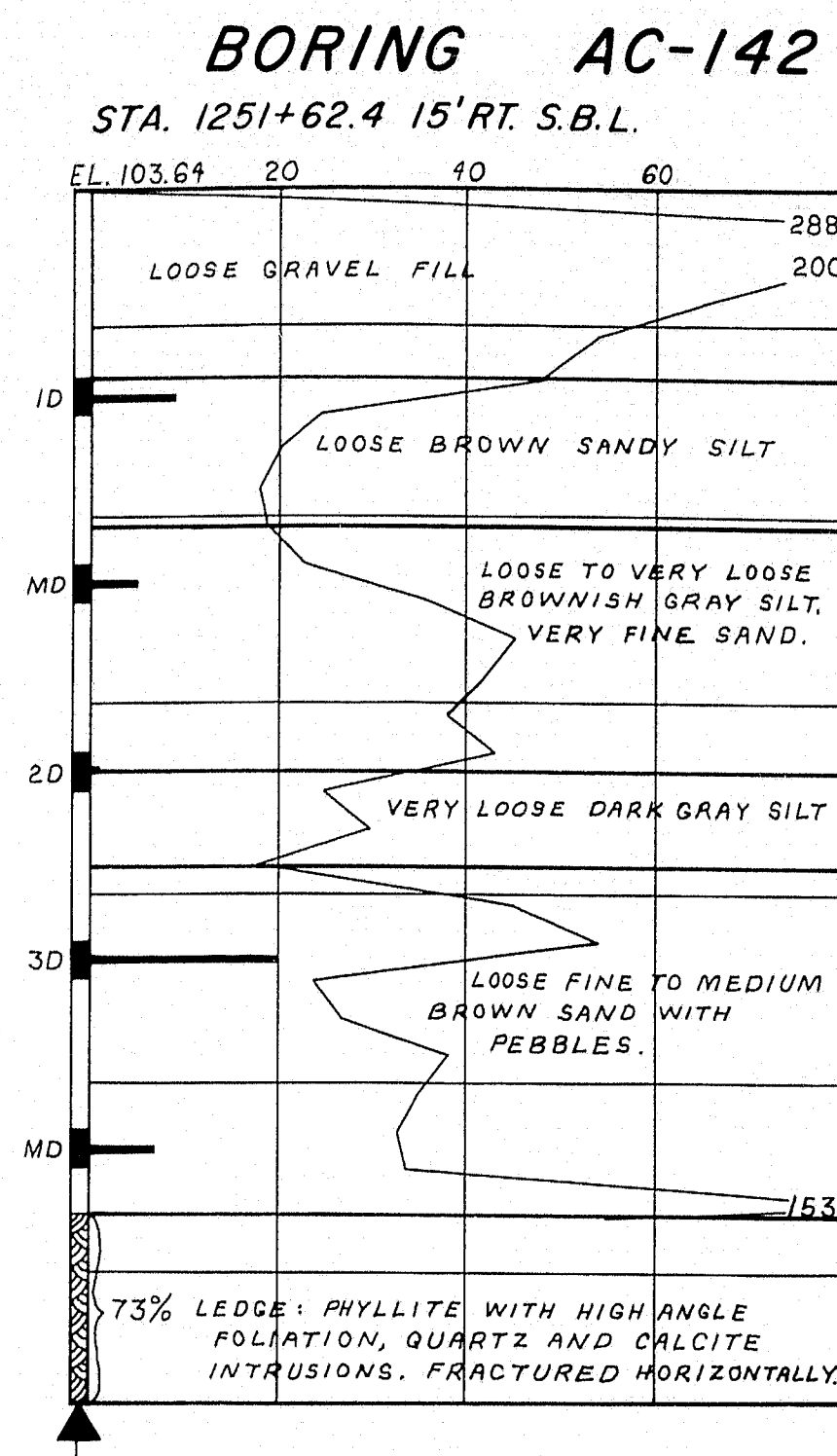
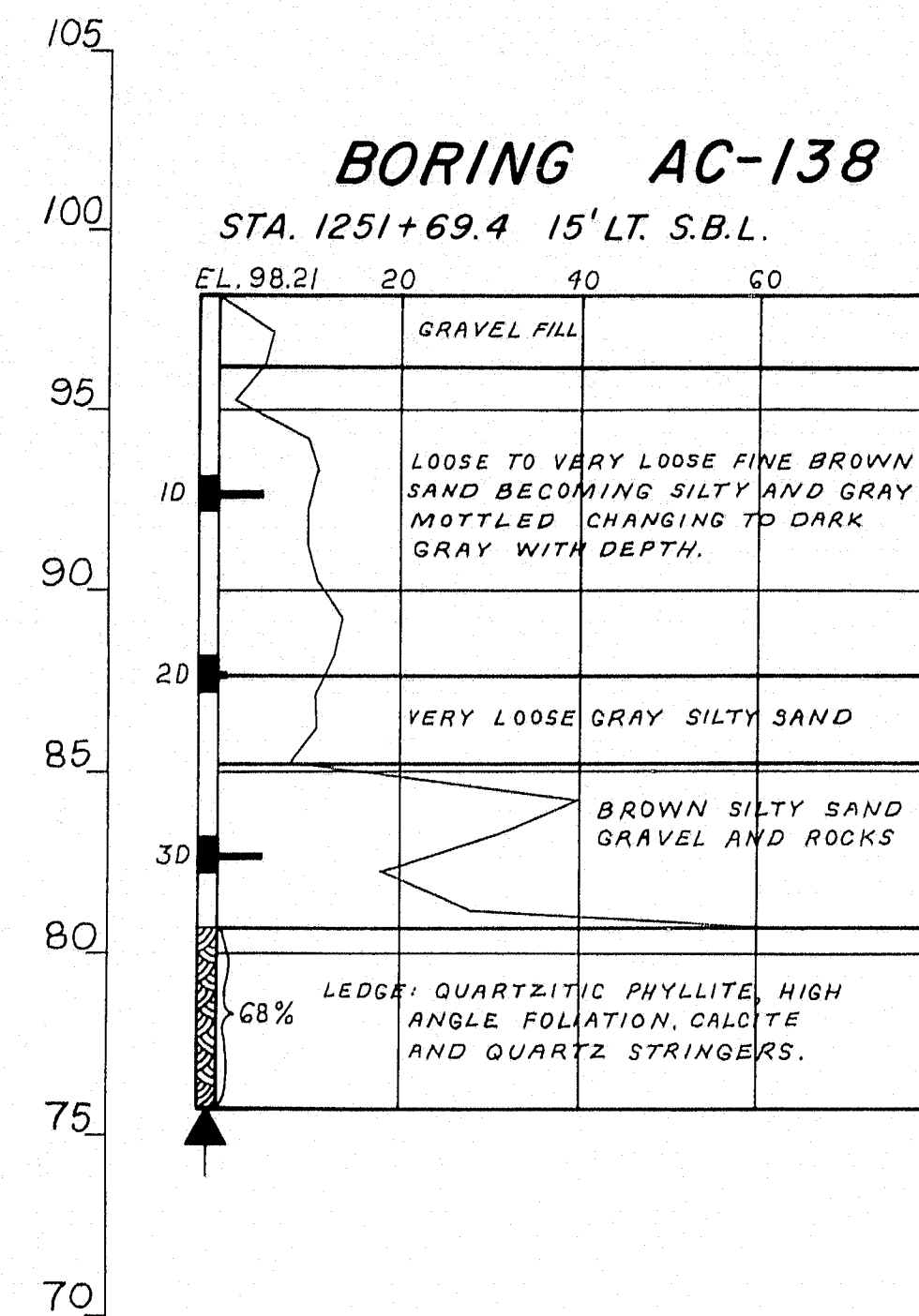


DRIVING RESISTANCE BLOWS / FOOT

BEARINGS ABUT. I

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-12-95-626	63	92

ELEVATION



BORING NOTES

ALL SAMPLES ARE MADE AHEAD OF CASING.

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

LOCATION OF SAMPLE OR SAMPLE ATTEMPT.

1D NUMBER AND TYPE OF DRY SAMPLE. S&H SAMPLER #1290'S

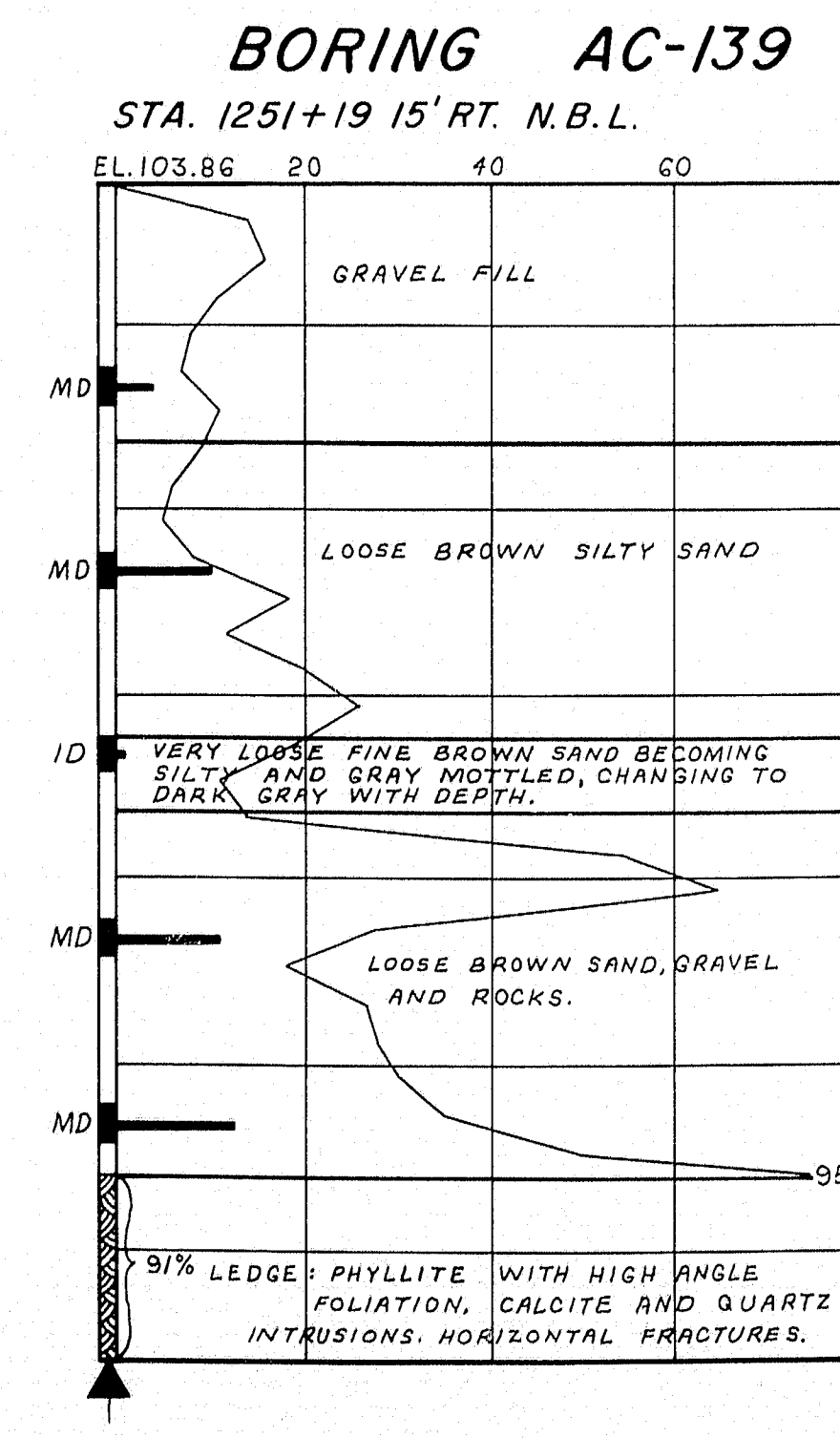
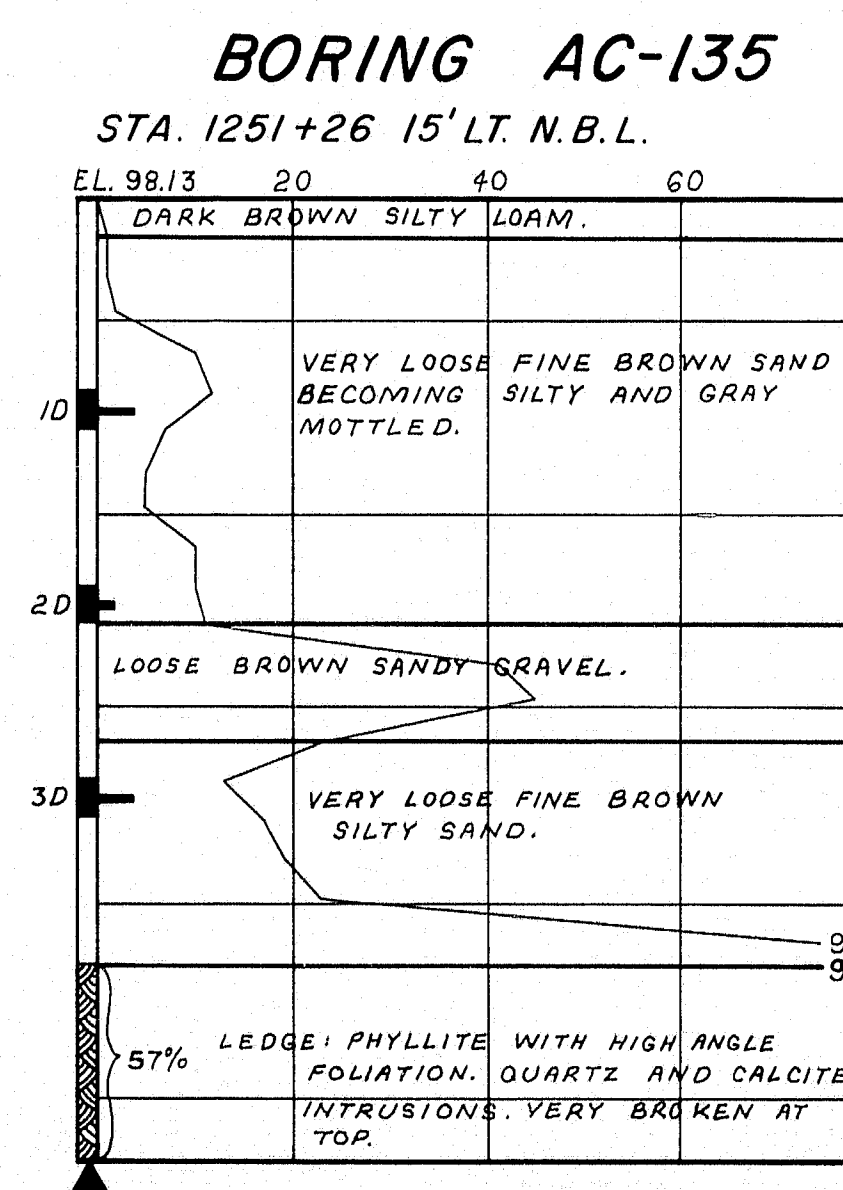
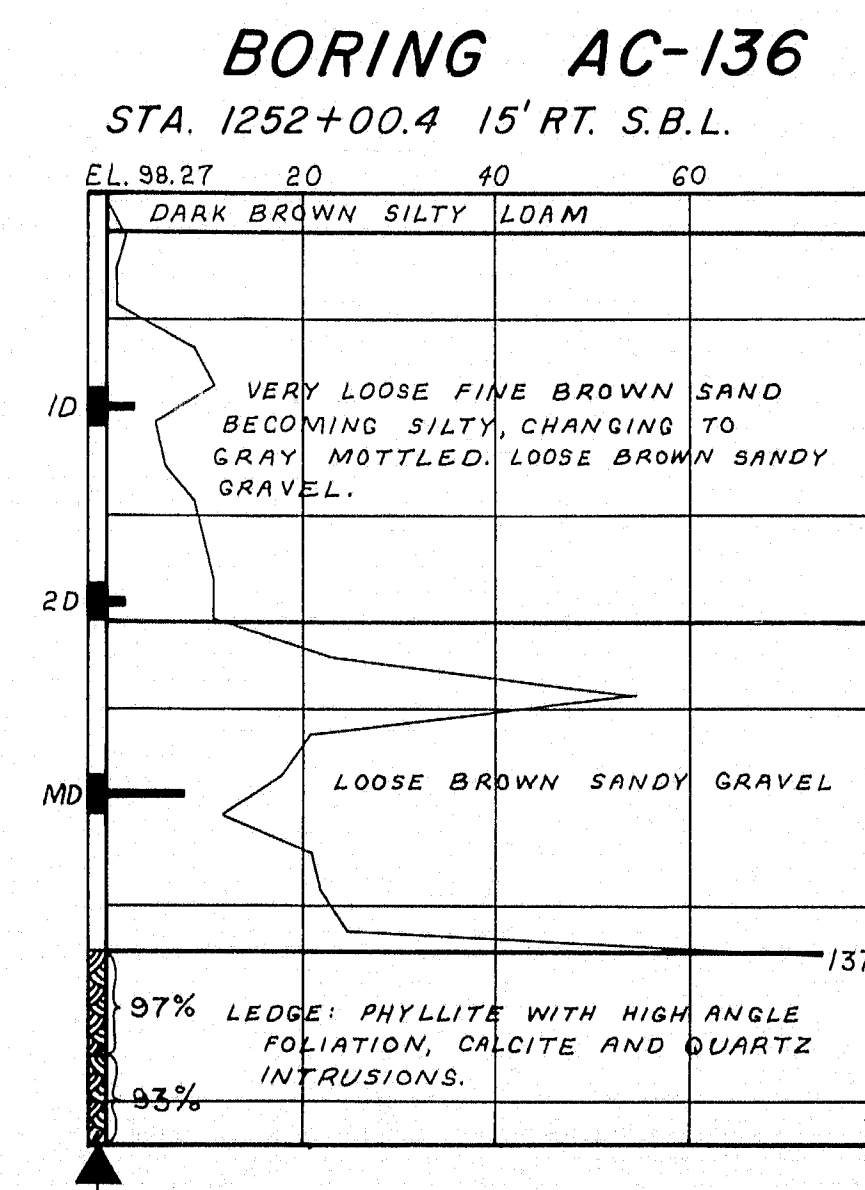
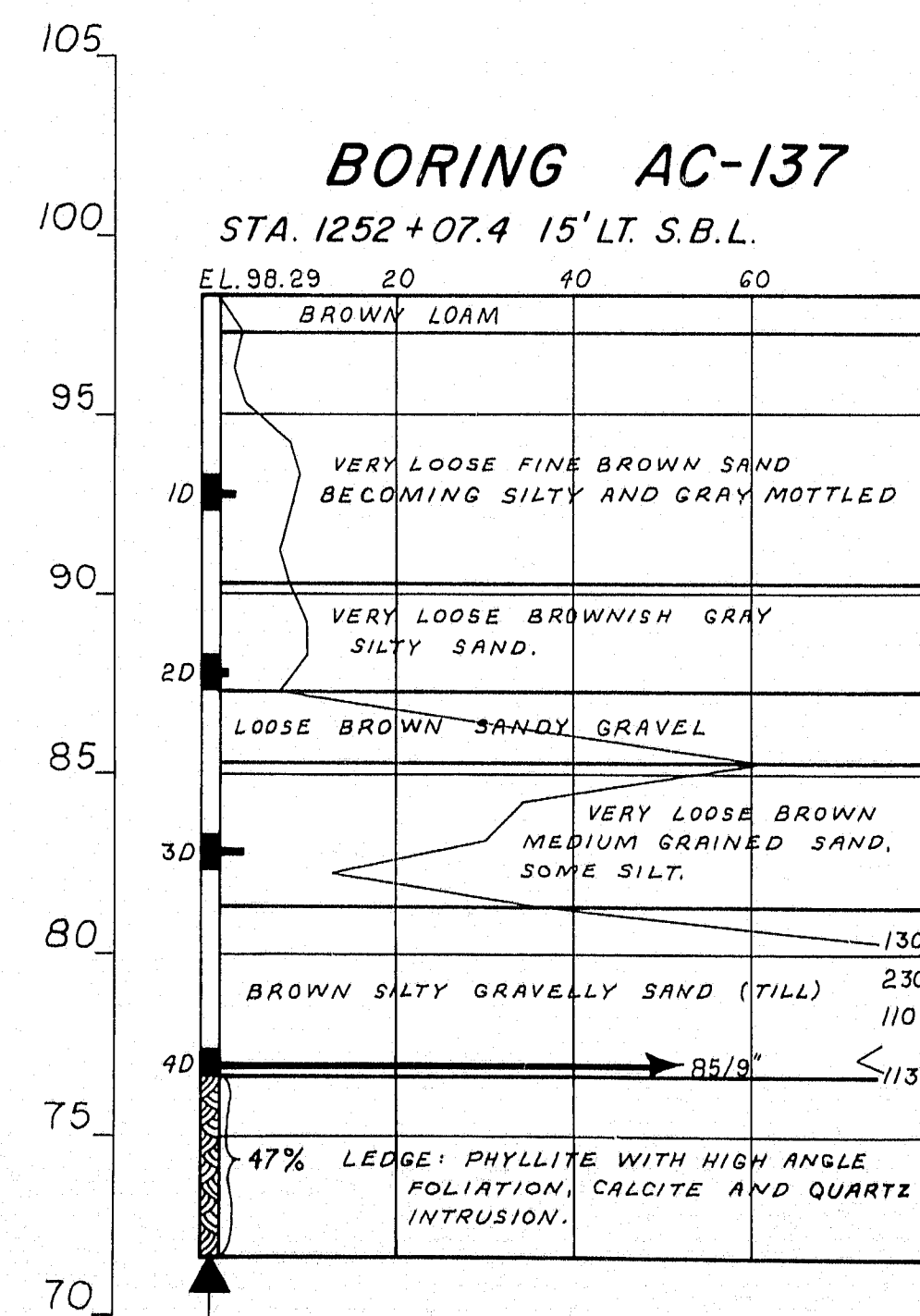
MD UNSUCCESSFUL SAMPLE ATTEMPT AND TYPE OF SAMPLER.

NUMBER OF BLOWS REQUIRED TO DRIVE SPOON OR TUBING ONE FOOT WITH 350 FT. LBS. OF ENERGY PER BLOW.

BOTTOM OF BORING (MAY NOT BE BOTTOM OF SOIL STRATA)

71% LOCATIONS CORED BY DIAMOND BIT AND PER CENT RECOVERY OF ROCK.

PIER 1



DESIGN: Soils Division
TRACE: SURVEY-PLOT
CHECK: PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER
MAINE CENTRAL RAILROAD
IN THE TOWN OF
FAIRFIELD
SOMERSET COUNTY
BORING DETAILS

SHEET 63 OF 92 AUGUSTA, MAINE July 1962

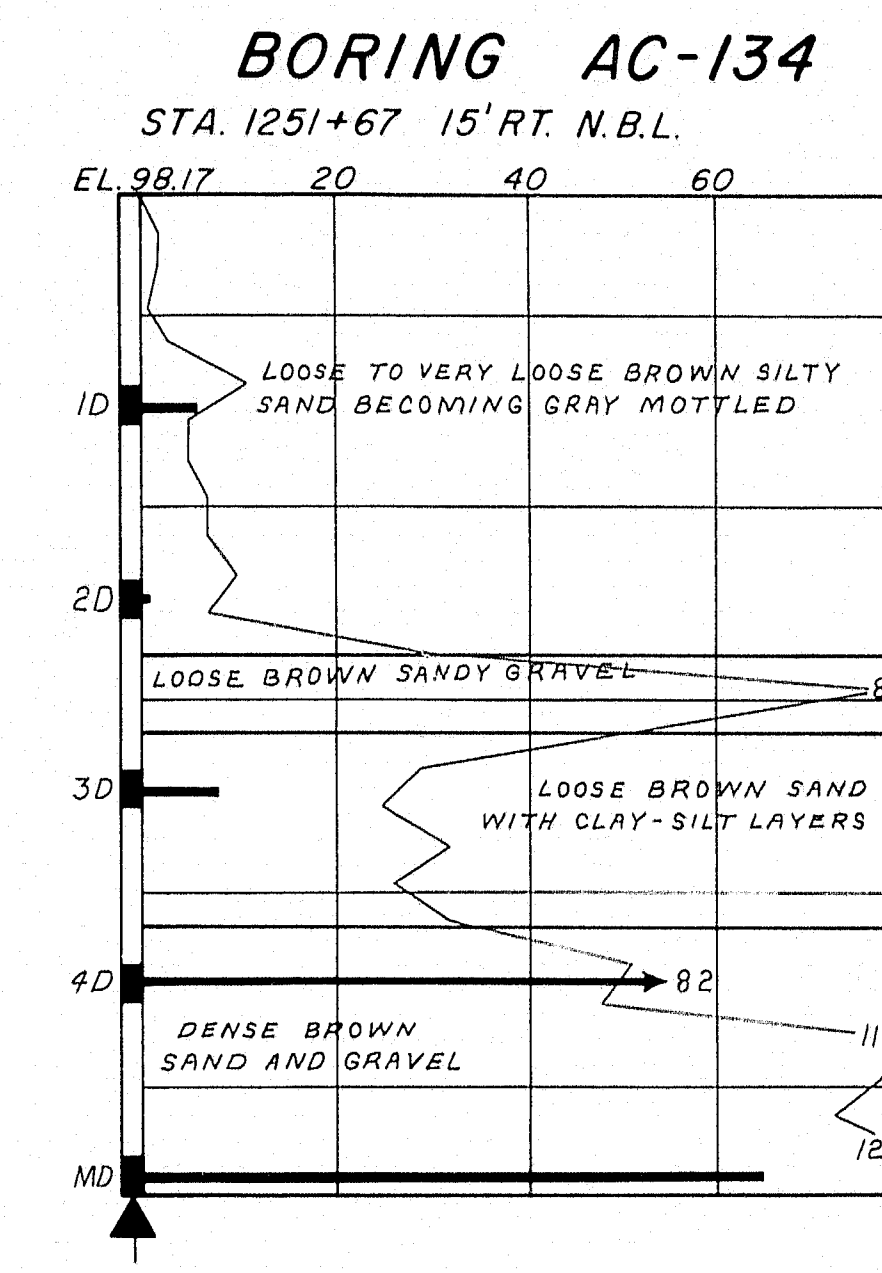
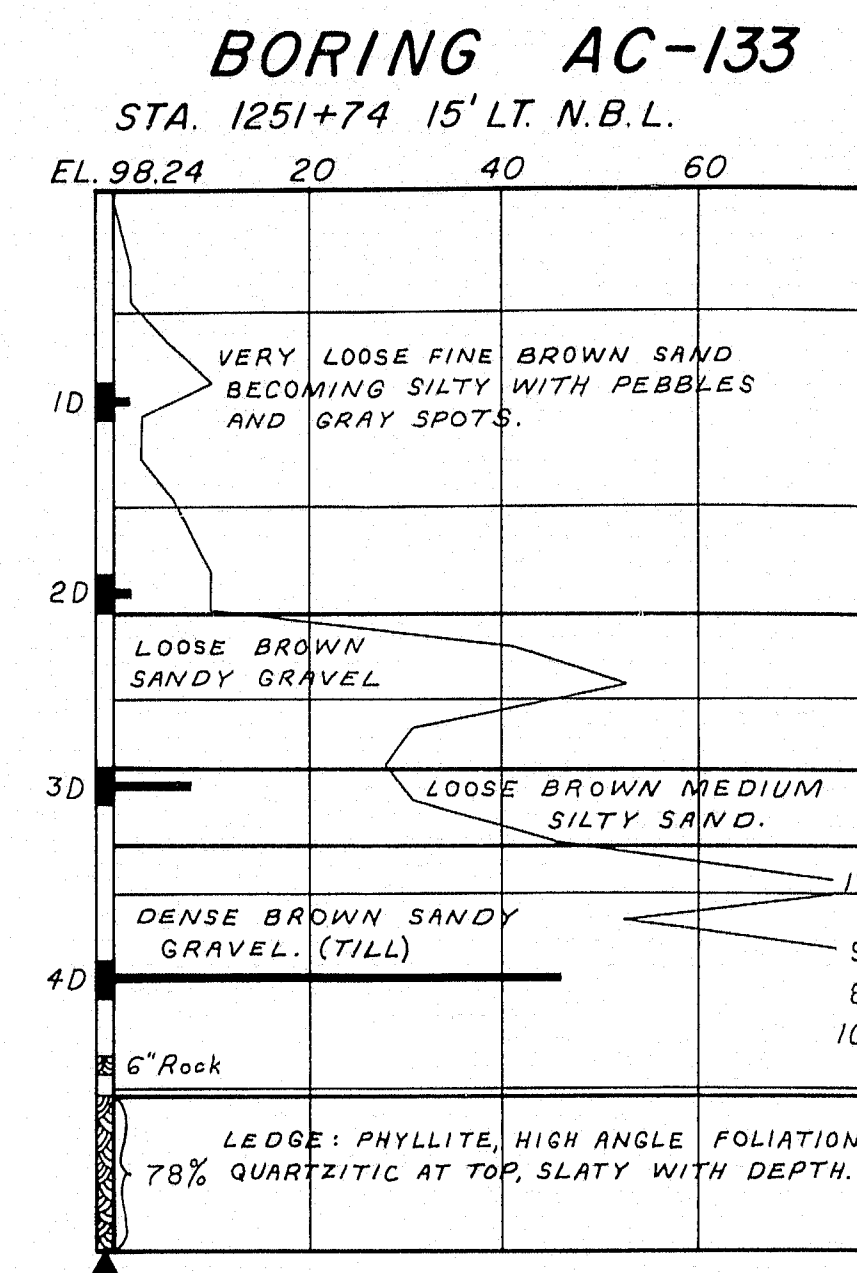
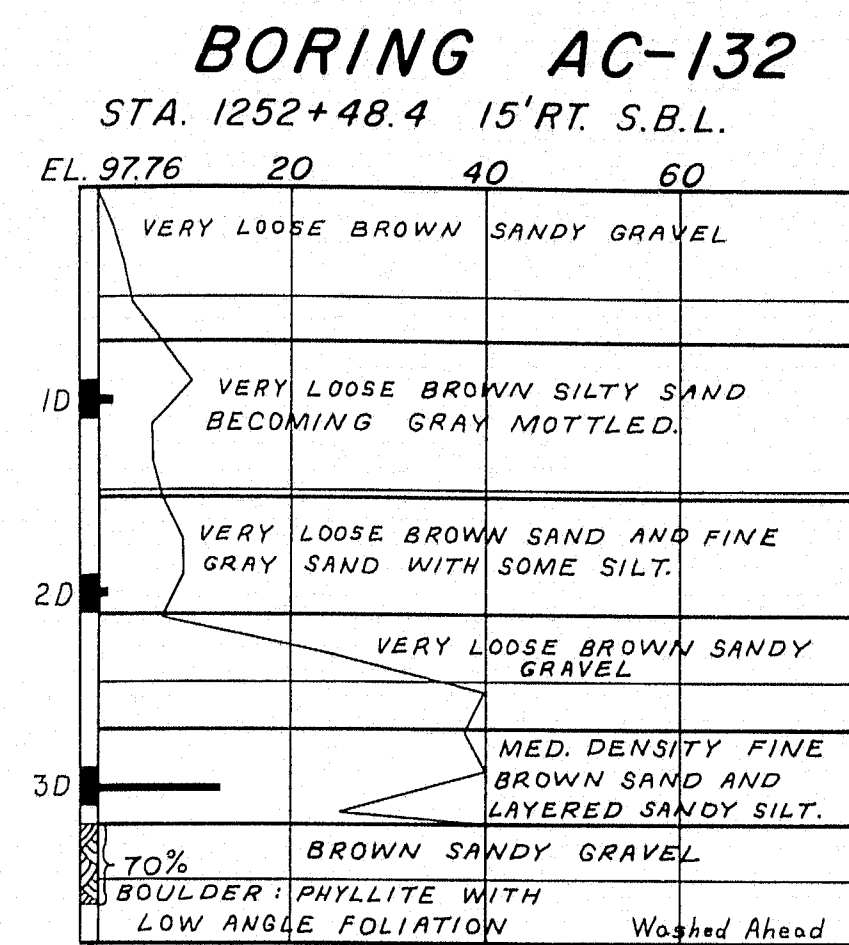
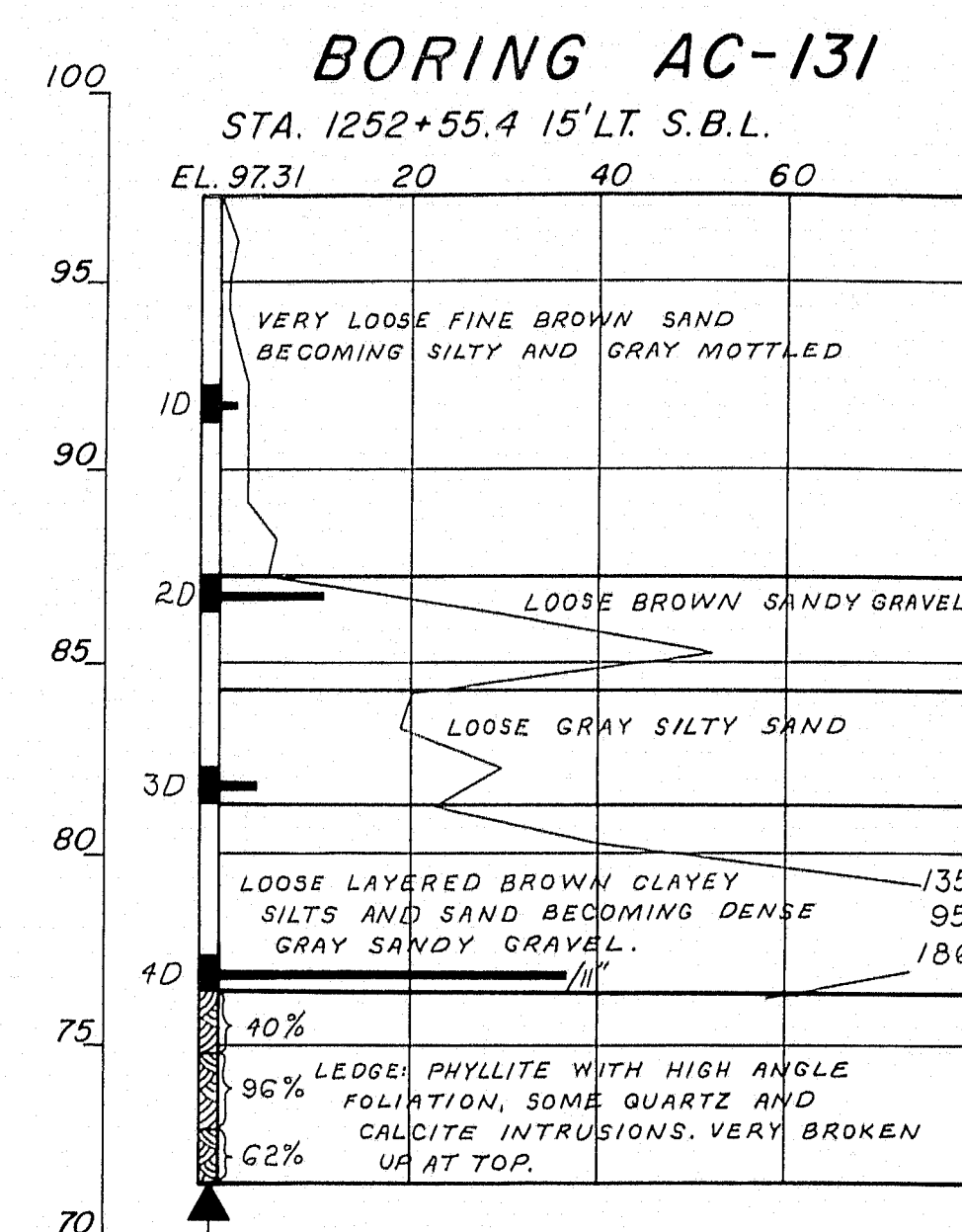
0 1 2 3 4 5 INCHES

DRIVING RESISTANCE BLOWS / FOOT

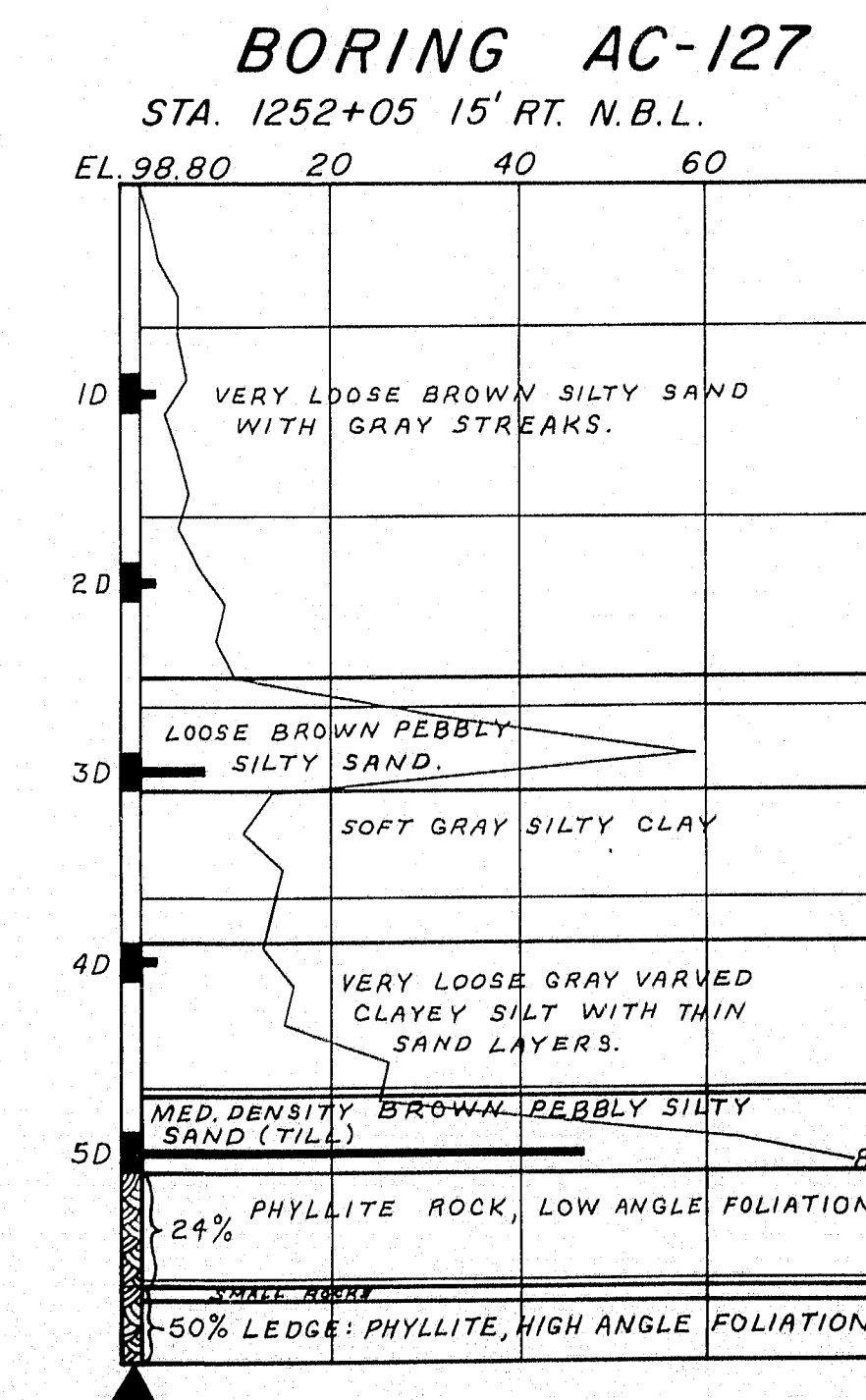
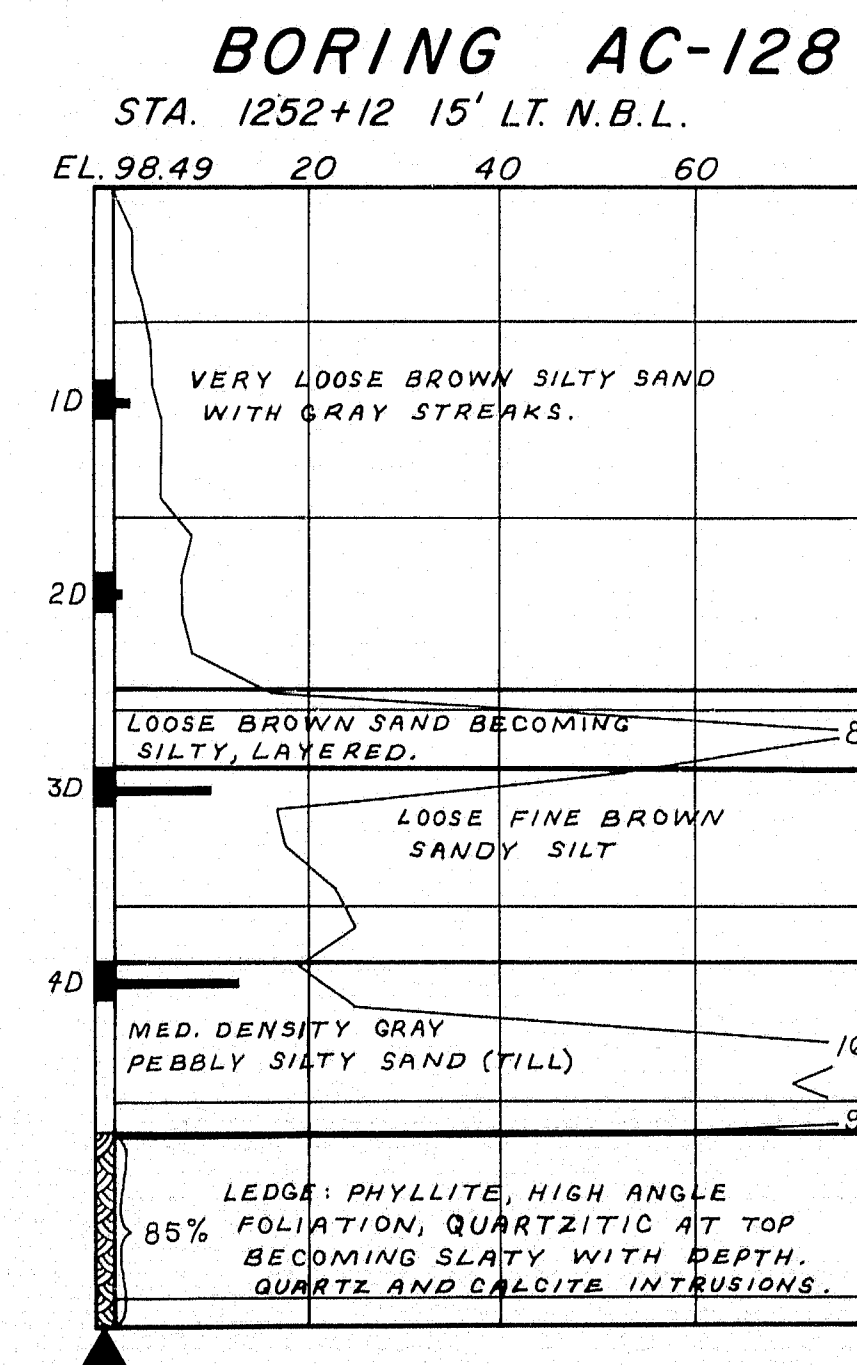
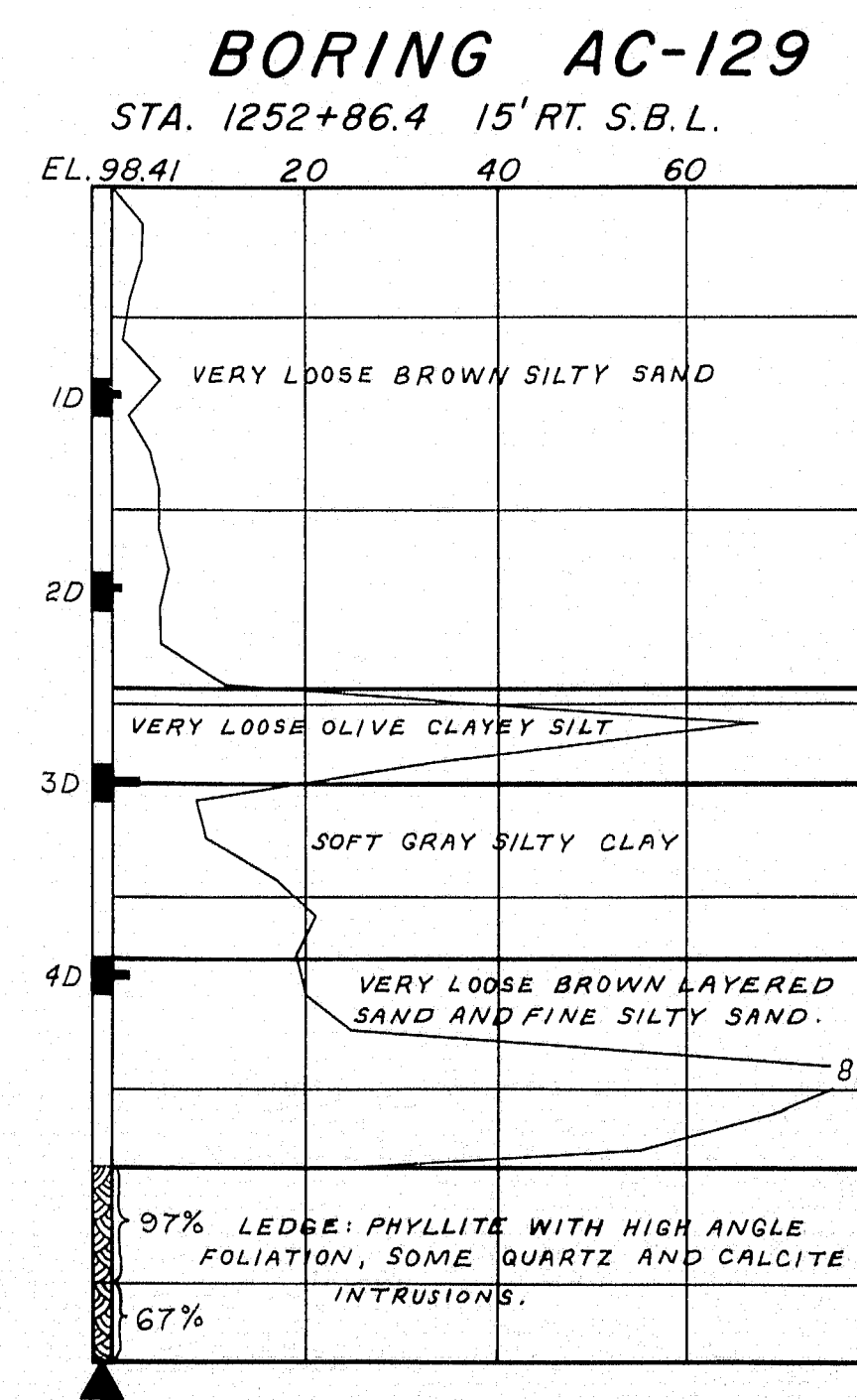
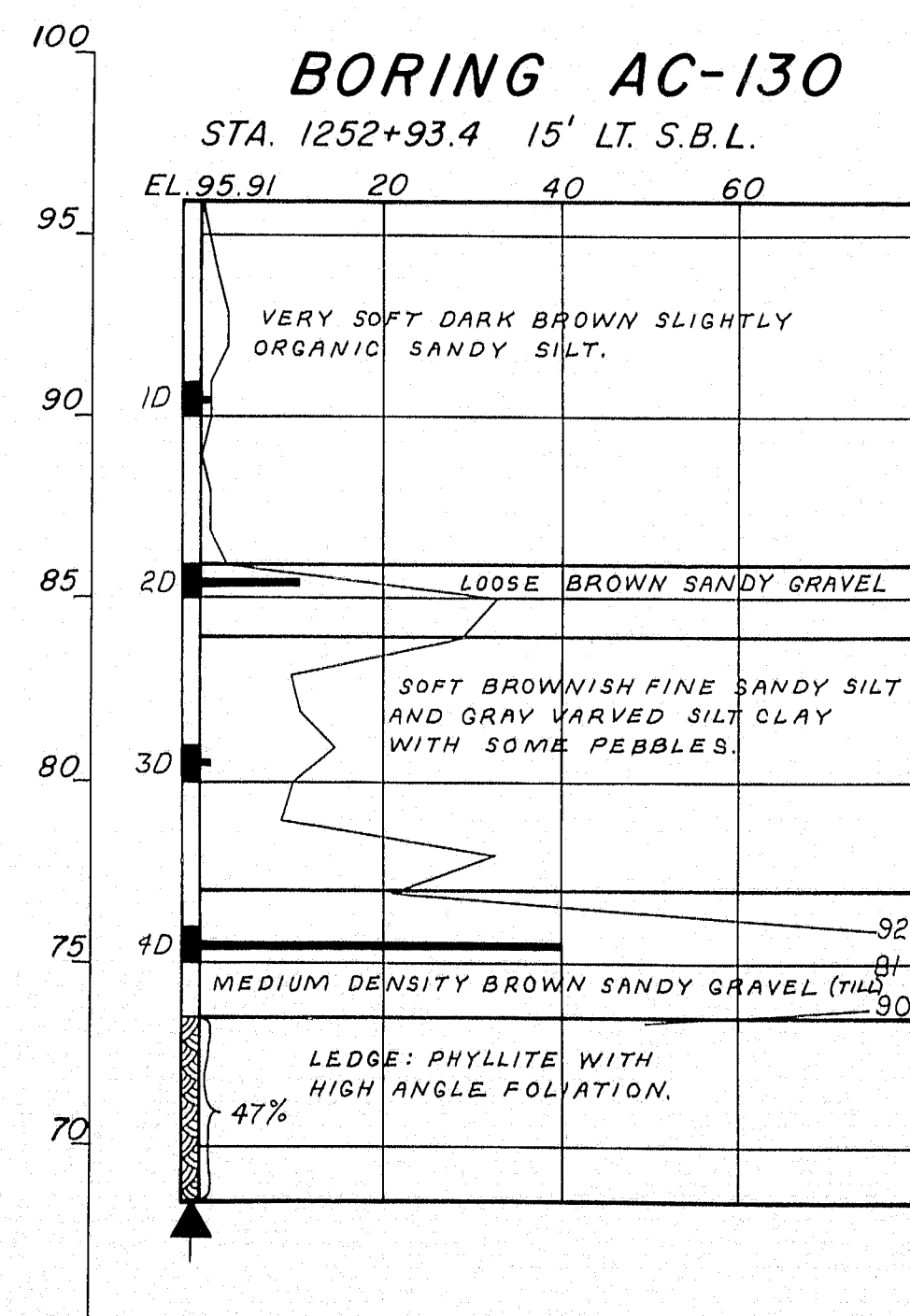
PIER 2

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-14-95-6(26)	64	92

ELEVATION



BEARINGS ABUT. 2



DESIGN: Soils Division
TRACE: SURVEY
CHECK: PLOT

BRIDGE NO.
SURVEY
PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

INTERSTATE 95
OVER

MAINE CENTRAL RAILROAD
IN THE TOWN OF
FAIRFIELD
SOMERSET COUNTY

BORING DETAILS

SHEET 64 OF 92 AUGUSTA, MAINE JULY 1962

0 1 2 3 4 5 INCHES

