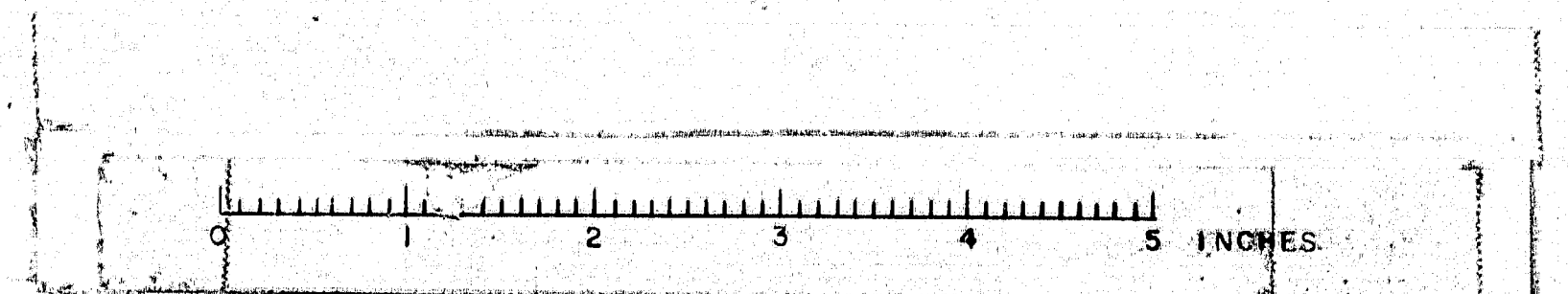


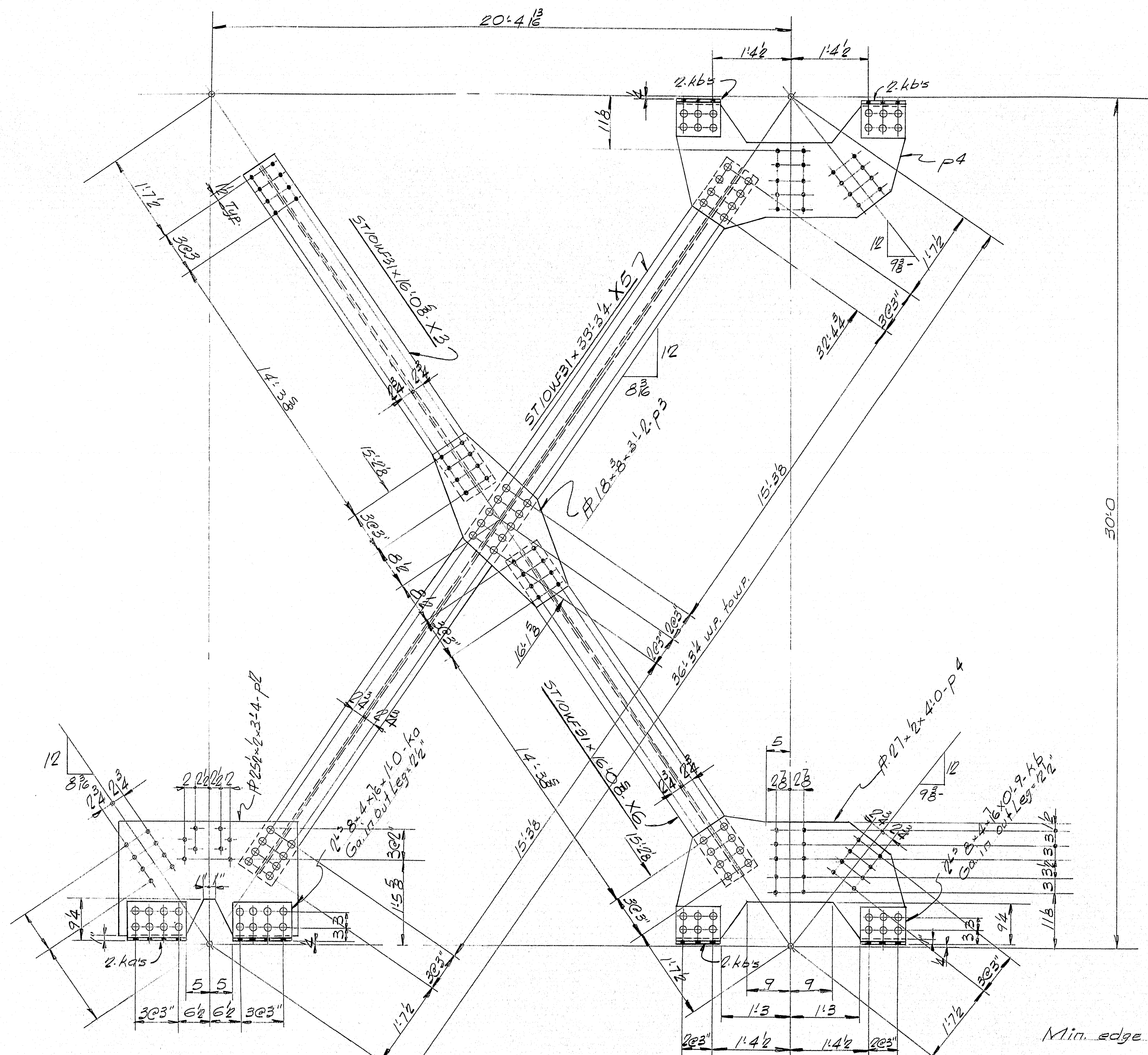
SHIP		BILL OF MATERIAL				DWG. NO. 760-547	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	WT. DEFECT	REMARKS
X1	2		ST10LF31	33 3/4			
X2	2		Do	16 0/8			
X3	14		Do	16 0/8			
X4	6		Do	33 3/4			
	4	p1	A36 1/2	2 3			68.
	14	p2	Do	3 4			95.
	8	p3	A36 1/2	3 2			116.
	64	ko	1/2 x 4 x 1/2	1 0			
	960	shop	3" RIVETHEADS				18# per 100
SOUTHBOUND BRIDGE							
FIELD	384		3" H.S. BOLTS	0 2 1/2			36# per 100
Do	112		Do	0 2 3/4			36# per 100
Do	144		Do	0 3 1/4			36# per 100
Do	1280		3" H.S. BOLTS				36# per 100
NORTHBOUND BRIDGE							
X1	2		ST10LF31	33 3/4			
X2	2		Do	16 0/8			
X3	14		Do	16 0/8			
X4	6		Do	33 3/4			
	4	p1	A36 1/2	2 3			68.
	14	p2	Do	3 4			95.
	8	p3	A36 1/2	3 2			116.
	64	ko	1/2 x 4 x 1/2	1 0			
	960	shop	3" RIVETHEADS				18# per 100
FIELD	384		3" H.S. BOLTS	0 2 1/2			36# per 100
Do	112		Do	0 2 3/4			36# per 100
Do	144		Do	0 3 1/4			36# per 100
Do	1280		3" H.S. BOLTS				36# per 100
ITEM 702.103							

SHOP CONNECTIONS: 3" Rivers
 FIELD CONNECTIONS: 3" H.S. Bolts
 HOLES: 1/8"
 PAINT: Per State of Maine Specs.
 See GENERAL NOTES 57.515

LATERAL BRACING
 Branciforti & Martin Rollings Mills Company
 South Portland 7, Maine
 INTERSTATE #95-OVER
 MESSALONSKEE STREAM
 WATERVILLE, MAINE
 CUSTOMER: CLANCHETTE BEES
 DESIGNER: THE CLANCHETTE CO.
 ORDER NO. VERBAL DWG. NO. 760-547

DRAWN	7-20-59 J.P.F.
REVISION	
REVISION	
REVISION	





SHIP		BILL OF MATERIAL				DWG. NO. 7-60-548	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	WT. DEPT.	REMARKS
X3	2		ST 10WF31	16' 0 3/4"			
X5	2		Do	33' 3/4"			
X6	2		Do	16' 0 3/4"			
	2	p2	#25 x 1/2	3' 4"			14.
	2	p3	#18 x 3/8	3' 2"			29.
	4	p4	#27 x 1/2	4' 0"			170.
	8	k1	L8 x 4 x 1/2	1' 0"			
	16	k2	Do	0' 9"			
	296	SHOP	3" RIVET HEADS				18" per 100
FIELD 112			3" H.S. BOLTS	0' 2 1/2"			36" per 100
Do	16		Do	0' 2 1/2"			36" per 100
Do	16		Do	0' 3 1/4"			36" per 100
Do	24		Do	0' 3 1/2"			36" per 100
Do	356		7" HARD 3" WASHERS				
X3	2		ST 10WF31	16' 0 3/4"			
X5	2		Do	33' 3/4"			
X6	2		Do	16' 0 3/4"			
	2	p2	#25 x 1/2	3' 4"			14.
	2	p3	#18 x 3/8	3' 2"			29.
	4	p4	#27 x 1/2	4' 0"			170.
	8	k1	L8 x 4 x 1/2	1' 0"			
	16	k2	Do	0' 9"			
	296	SHOP	3" RIVET HEADS				18" per 100
FIELD 112			3" H.S. BOLTS	0' 2 1/2"			36" per 100
Do	16		Do	0' 2 1/2"			36" per 100
Do	16		Do	0' 3 1/4"			36" per 100
Do	24		Do	0' 3 1/2"			36" per 100
Do	356		7" HARD 3" WASHERS				
ITEM 702.103							

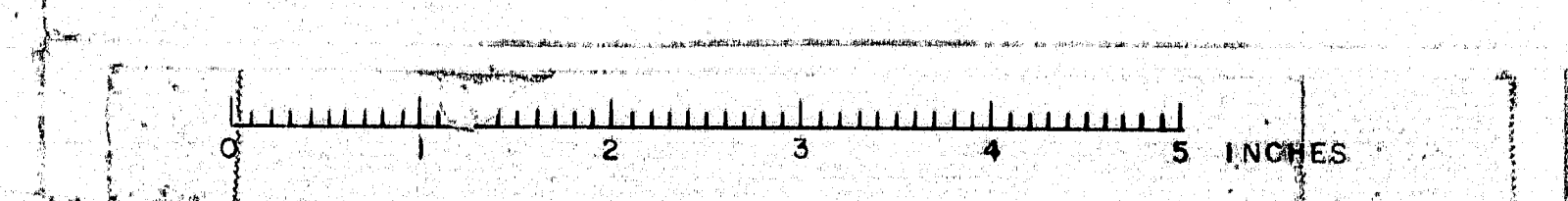
SHOP CONNECTIONS: 3" RIVETS
 FIELD CONNECTIONS: 3" H.S. BOLTS
 HOLES: 1/8"
 PAINT: Per State of Maine Specs.
 See GENERAL NOTES 5.15

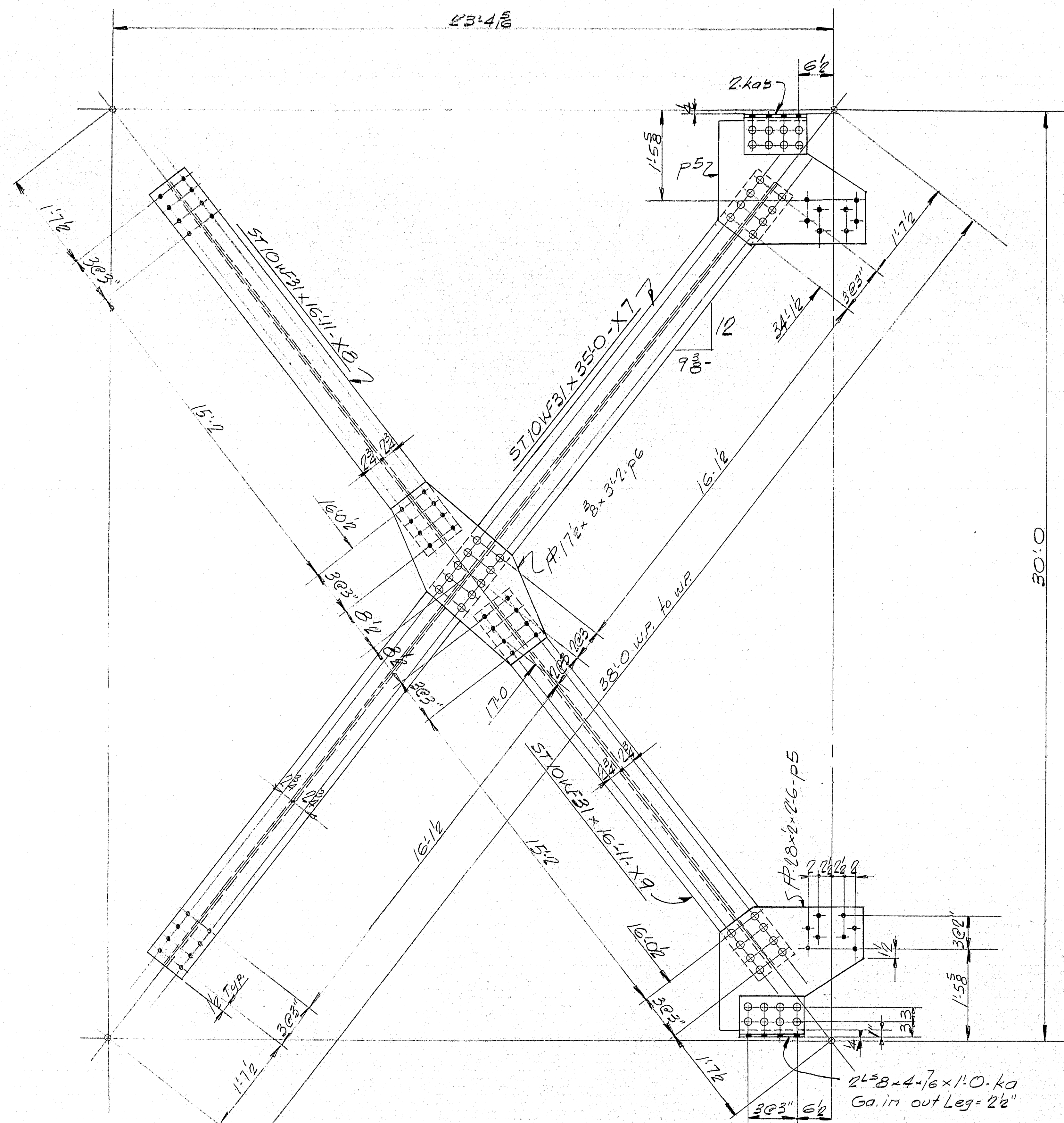
LATEAL BRACING
 Bunnell & Martin Rollings Mills Company
 South Portland, Maine
 INTERSTATE #95 - OVER
 MESSALONSKEE STREAM
 WATERVILLE, MAINE
 CUSTOMER: CLANCHETTE BRIDGE
 DESIGNER: THE CLARKSON ENGINEERING CO.
 ORDER NO. VERBAL DWG. NO. 7-60-548

DRAWN: 7-20-59 J.P.F.
 REVISION:
 REVISION:
 REVISION:

Min. edge distance for plates = 1 1/2"

2 REQ'D. SOUTHBOUND BRIDGE
 2 REQ'D. NORTHBOUND BRIDGE





2 REQ'D - SOUTHBOUND BRIDGE
2 REQ'D - NORTHBOUND BRIDGE

Min edge distance for plates = 1 1/2"

SHIP		BILL OF MATERIAL					DWG. NO. 7-60-549
MARK	NO.	MARK	SHAPE	LENGTH	WT.	WT. DEDUCT	REMARKS
X7	2		ST10WF31	35	0		
X8	2		Do	16	11		
X9	2		Do	16	11		
	4	PS	#28 x 2	2	6		78.
	2	PG	#17 1/2 x 3/8	3	2		43.
	8	KO	1/8 x 4 x 16	1	0		
	168	SHOP	3/8" RIVET HEADS				18# per 100
FIELD	64		3/4" H.S. BOLTS	0	22		36# per 100
Do	32		Do	0	22 1/4		36# per 100
Do	32		Do	0	34		36# per 100
Do	256		3/4" HARD 8 WASHERS				
X7	2		ST10WF31	35	0		
X8	2		Do	16	11		
X9	2		Do	16	11		
	4	PS	#28 x 2	2	6		78.
	2	PG	#17 1/2 x 3/8	3	2		43.
	8	KO	1/8 x 4 x 16	1	0		
	168	SHOP	3/8" RIVET HEADS				18# per 100
FIELD	64		3/4" H.S. BOLTS	0	22		36# per 100
Do	32		Do	0	22 1/4		36# per 100
Do	32		Do	0	34		36# per 100
Do	256		3/4" HARD 8 WASHERS				
ITEM 702-103							

SHOP CONNECTIONS: 3/4" Rivets
FIELD CONNECTIONS: 3/4" H.S. Bolts
HOLES: 1/8" dia
PAINT: Per State of Maine Specs.
See GENERAL NOTES SH. 515

LATERAL BRACING

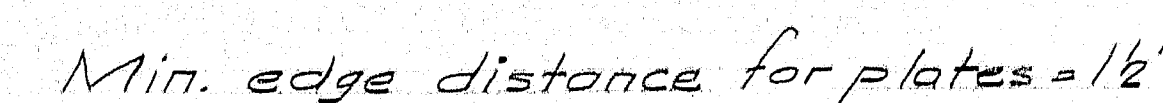
Branco & Martin Rolling Mills Company
South Portland 7, Maine

INTERSTATE #95 - OVER
MESSALONSKEE STREAM
WATERVILLE, MAINE

CUSTOMER CLANCHETTE BRIDGE
DESIGNER THE CLARKSON ENGINE CO.

ORDER NO. VERBAL DWG. NO. 7-60-549

DRAWN 7-21-59 J.P.R.
REVISION
REVISION
REVISION

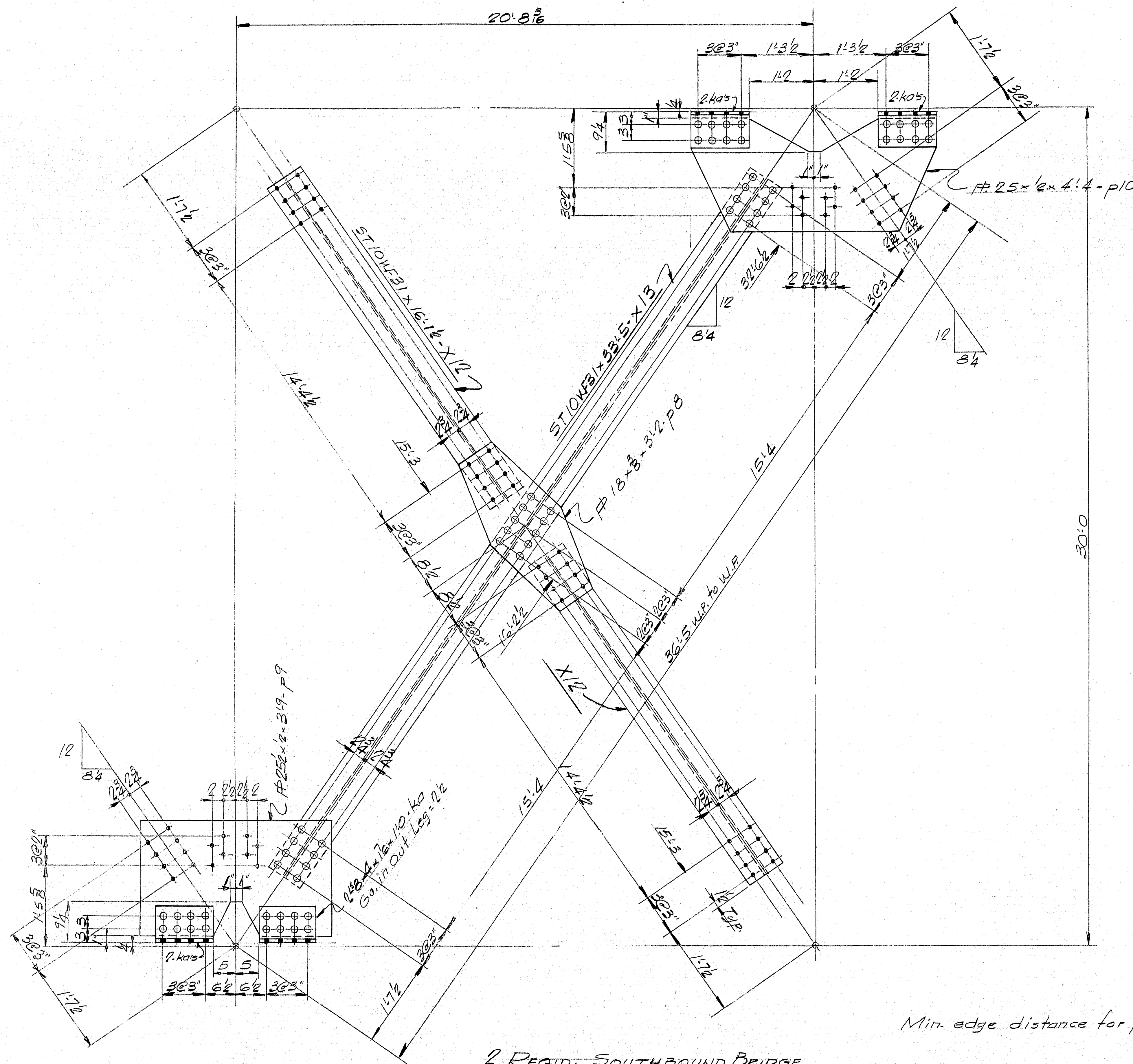


SHOP CONNECTIONS: 3" Rivets
FIELD CONNECTIONS: 3" H.S. Bolts
HOLES: 1 3/4"
PAINT: Far State of Maine Specs.
See "GENERAL NOTES" Sh. 515

APR 9-22-59

Bancroft S. Martin Holdings Mills Company South Portland 1, Maine	
INTERSTATE #95-OVER MESSALONKEE STREAM WATERVILLE, MAINE	
CUSTOMER	CIANCHETTE BROS.
DESIGNER	THE CLARKSON ENG. CO.

CUSTOMER	<u>CIANCHETTE BROS.</u>		
DESIGNER	<u>THE CLARKSON ENG. CO.</u>		
ORDER NO.	<u>VERBAL</u>	DWG. NO.	<u>9-60-550</u>



2 REQ'D SOUTHBOUND BRIDGE
2 REQ'D NORTHBOUND BRIDGE

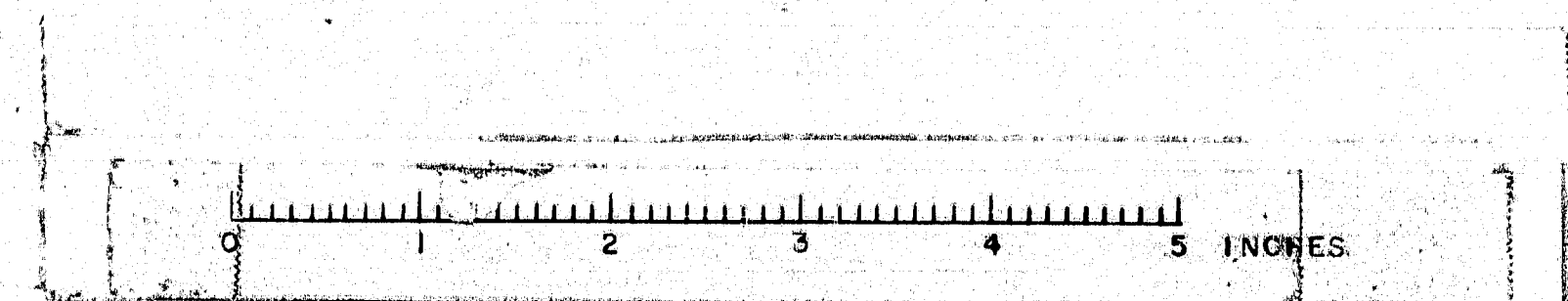
Min. edge distance for plates = 1 1/2"

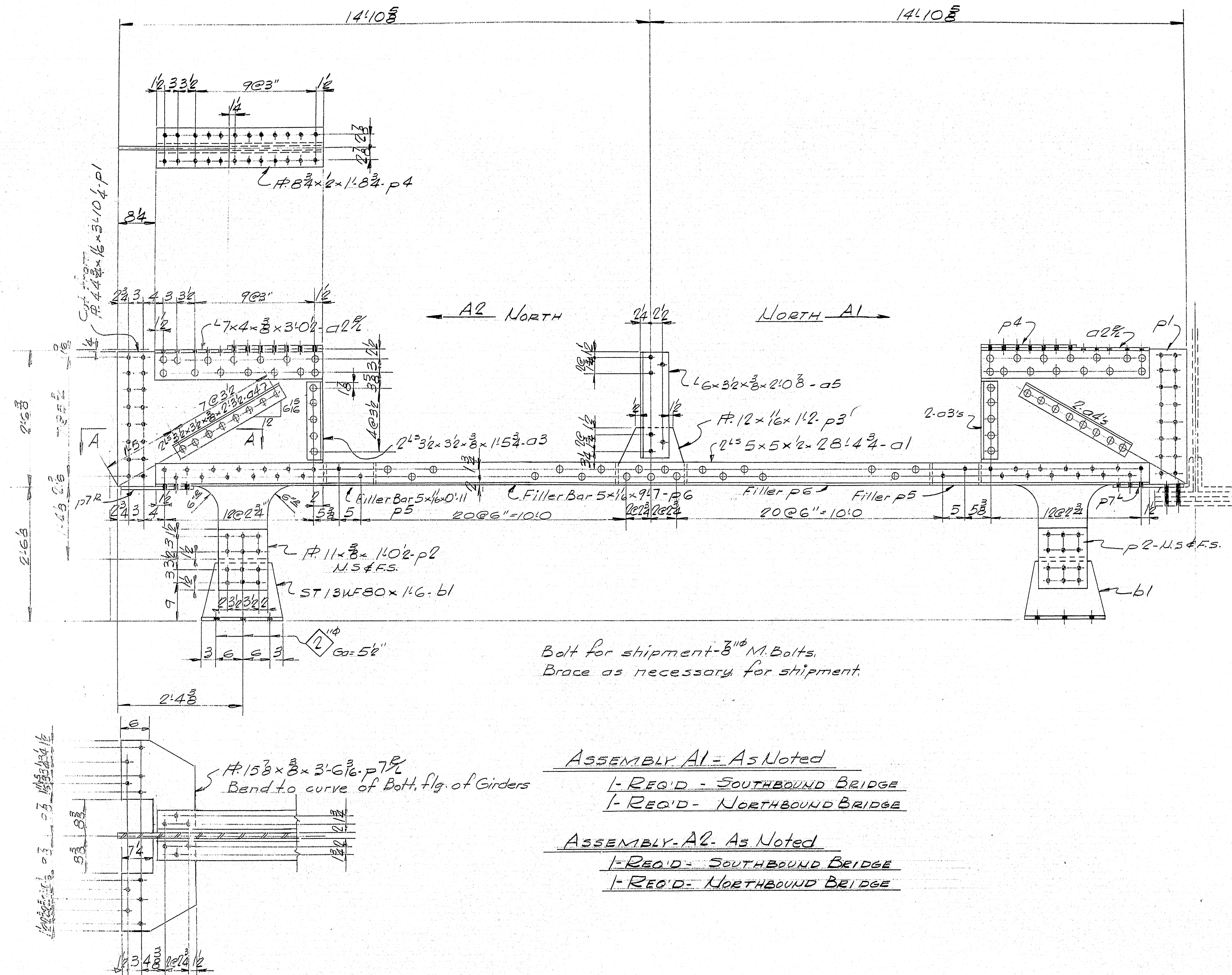
SHIP		BILL OF MATERIAL				DWG. NO. 9-60-551	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS	
SOUTHBOUND BRIDGE	X10	4	STONE 31	16 1/2			
	X13	2	Do	33 5			
		2	p8 #18 x 3	3 2		48.	
		2	p9 #25 x 2	3 5		14.	
		2	p10 #25 x 2	4 4		76.	
		16	KA #3 x 4 x 1/2	1 0			
		232	SHOP 3" RIVET HEADS			18" per 100	
	FIELD	96	3" H.S. BOLTS	0 2 1/2		36" per 100	
	Do	32	Do	0 2 3/4		36" per 100	
	Do	320	2" H.S. HARD 8 WASHERS	0 3 1/4		36" per 100	
NORTHBOUND BRIDGE	X12	4	STONE 31	16 1/2			
	X13	2	Do	33 5			
		2	p8 #18 x 3	3 2		48.	
		2	p9 #25 x 2	3 5		14.	
		2	p10 #25 x 2	4 4		76.	
		16	KA #3 x 4 x 1/2	1 0			
		232	SHOP 3" RIVET HEADS			18" per 100	
	FIELD	96	3" H.S. BOLTS	0 2 1/2		36" per 100	
	Do	32	Do	0 2 3/4		36" per 100	
	Do	320	2" H.S. HARD 8 WASHERS	0 3 1/4		36" per 100	
ITEM 702-103							

SHOP CONNECTIONS: 3" RIVETS
FIELD CONNECTIONS: 3" H.S. BOLTS
HOLES: 1/2" Ø
PAINT: For State of Maine Specs. See GENERAL NOTES 5h. 515

LATERAL BRACING
Bancroft & Martin Rolling Mill Company
South Portland, Maine
INTERSTATE #96-OVER
MESSALONSKEE STREAM
WATERVILLE, MAINE
CUSTOMER: CLANCHETTE BRIDGE
DESIGNER: THE CLARKSON ENGINE CO.
ORDER NO. 1000000000 DWG. NO. 9-60-551

DRAWN	7-21-59 JRF
REVISION	
REVISION	
REVISION	





Bolt for shipment - 3/8" M. Bolts.
Brace as necessary for shipment.

ASSEMBLY A1 - As Noted

1- REQ'D - SOUTHBOUND BRIDGE
1- REQ'D - NORTHBOUND BRIDGE

ASSEMBLY A2 - As Noted

1- REQ'D - SOUTHBOUND BRIDGE
1- REQ'D - NORTHBOUND BRIDGE

SECTION A-A

SHIP		BILL OF MATERIAL				DWG. NO. 9-60-S52	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	WT. PER FOOT	REMARKS
SOUTHBOUND BRIDGE	A1	1	ASSEMBLY	29' 9 1/4"	-	-	
	A2	1	Do	29' 9 1/4"	-	-	
	4	a1	L5x5x1/2	28' 4 1/2"			
	8	02	L7x4x3/8	3' 0 1/2"			
	8	03	L3x2x3/8	1' 5 1/2"			
	8	04	Do	2' 3 1/2"			
	2	05	L6x3x3/8	2' 0 1/2"			
	4	p1	#44x1/2	3' 10 1/4"			416.
	8	p2	#11x3/8	1' 0 1/2"			
	2	p3	#12x1/6	1' 2"			8.
NORTHBOUND BRIDGE	4	p4	#13x1/2	1' 2"			29.
	4	p5	Bar 5x1/6	0' 11"			
	4	p6	Do	9' 7"			
	4	p7	#15x3/8	3' 6 1/2"			75.
	388	SHOP	3" ENAT HEADS				18# per 100
	FIELD	46	3" S. BOLTS	0' 2 1/4"			36# per 100
	Do	6	Do	0' 2 1/4"			36# per 100
	Do	48	Do	0' 3"			36# per 100
	Do	60	Do	0' 3 1/4"			36# per 100
	Do	80	Do	0' 3 1/2"			36# per 100
	Do	64	Do	0' 3 3/4"			36# per 100
	Do	40	Do	0' 5"			36# per 100
	Do	688	3" HARD. 8 WASHERS				
	A1	1	ASSEMBLY	29' 9 1/4"	-	-	
	A2	1	Do	29' 9 1/4"	-	-	
	4	a1	L5x5x1/2	28' 4 1/2"			
	8	02	L7x4x3/8	3' 0 1/2"			
	8	03	L3x2x3/8	1' 5 1/2"			
	8	04	Do	2' 3 1/2"			
	2	05	L6x3x3/8	2' 0 1/2"			
	4	p1	#44x1/2	3' 10 1/4"			416.
	8	p2	#11x3/8	1' 0 1/2"			
	2	p3	#12x1/6	1' 2"			8.
	4	p4	#13x1/2	1' 2"			29.
	4	p5	Bar 5x1/6	0' 11"			
	4	p6	Do	9' 7"			
	4	p7	#15x3/8	3' 6 1/2"			75.
	388	SHOP	3" ENAT HEADS				18# per 100
	FIELD	46	3" S. BOLTS	0' 2 1/4"			36# per 100
	Do	6	Do	0' 2 1/4"			36# per 100
	Do	48	Do	0' 3"			36# per 100
	Do	60	Do	0' 3 1/4"			36# per 100
	Do	80	Do	0' 3 1/2"			36# per 100
	Do	64	Do	0' 3 3/4"			36# per 100
	Do	40	Do	0' 5"			36# per 100
	Do	688	3" HARD. 8 WASHERS				

ITEM: 702-103

SHOP CONNECTIONS: 3" ENATs
FIELD CONNECTIONS: 3" L.S. Bolts
HOLES: 1/2"
PAINT: Per State of Maine Specs.
533 GENERAL NOTES 37.515

BRACING DETAIL

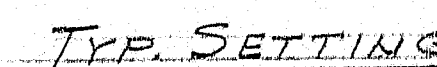
Bracecraft & Martin Rolling Mills Company
South Portland, Maine

INTERSTATE #95-OVER
MESEALONSKE STREAM
WATERVILLE, MAINE

CUSTOMER: CLANCHETTE BEGS.
DESIGNER: THE CLARK & BROWN CO.

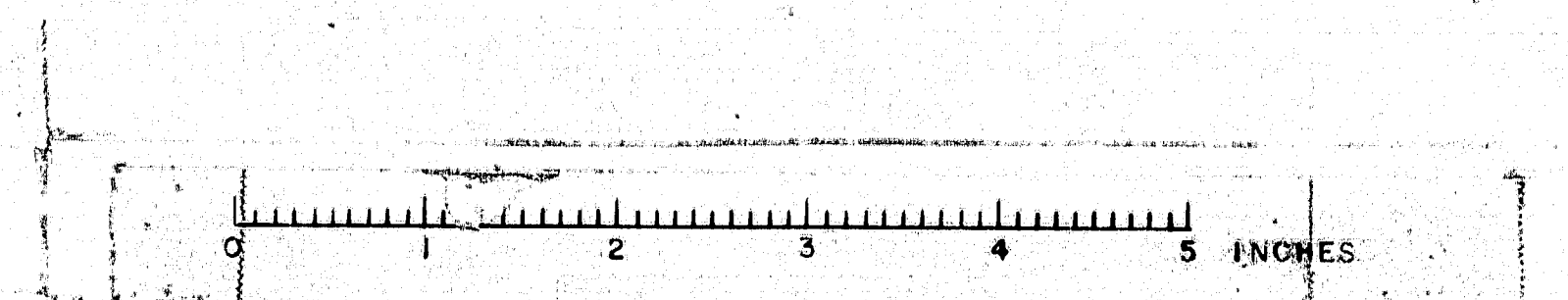
ORDER NO. VERBALE DWG. NO. 9-60-S52

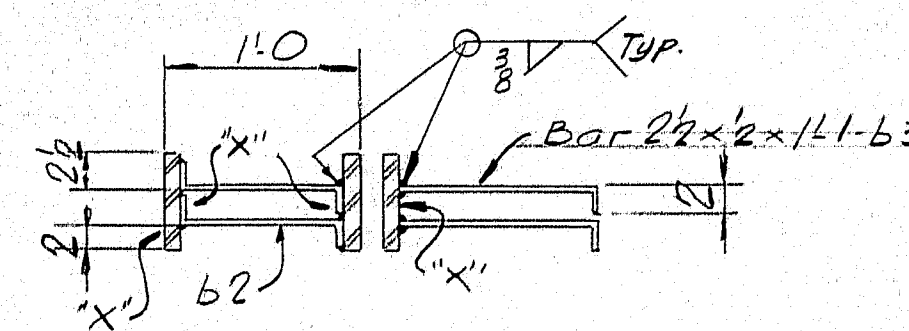
DRAWN	7-23-59 J.P.F.
REVISION	9-26-59 J.P.F.
REVISION	
REVISION	



25. 10 N E 8. D.

77-195





SECT. "A-A"

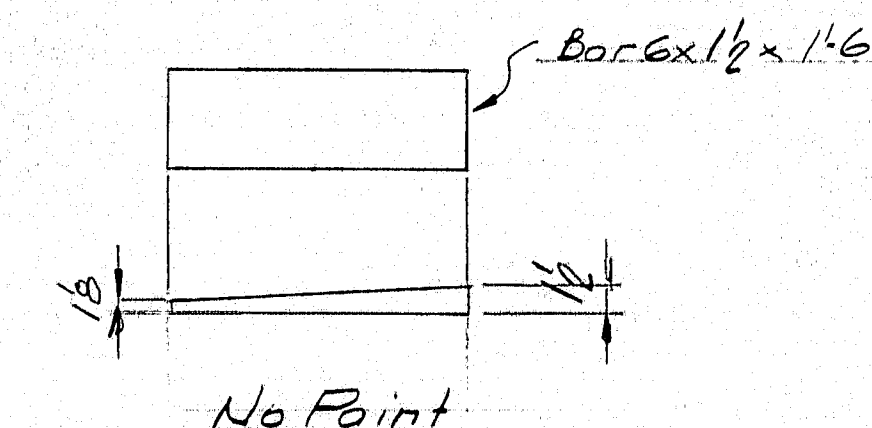
SECT. 'B-B'

EXPANSION JOINTS-WESTERLY ABUTMENTS

EJ1-2 REQ'D

PAINT NOTE

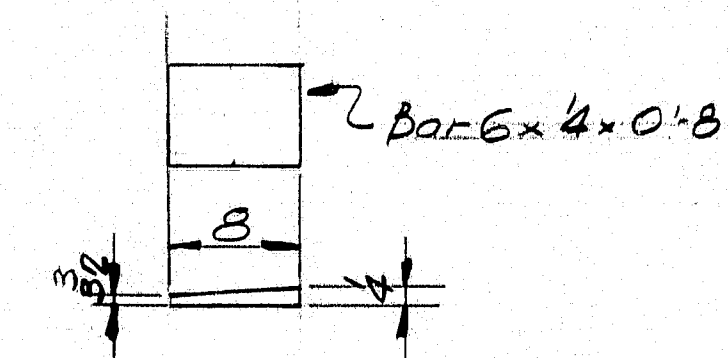
WIND NOTE
No point on all surfaces
marked "x" and on all
strap anchors.



No Point

SHIMS - 51-4 REQ'D

@ Girders.



No Pair

SHIMS-S2-8 REQ'D

@5+ringier:

INCLUDE (SHIMS)

4-53- Bar 6 x 1/4 x 16
4-54- Bar 6 x 1/8 x 16
8-55- Bar 6 x 1/6 x 16

8-56-Bar G x 4 x 0.8
8-57-Bar G x 8 x 0.8 @ Stringers
16-58-Bar G x 16 x 0.8

No Fab. & No Paint on these Items

[illegible]

SHOP CONNECTIONS: *Welded*
FIELD CONNECTIONS: *Welded*

HOLES:

PAINT: Per State of Maine Specs
as noted.

EXPANSION JOINTS - WESTERLY ADJUSTMENTS

2-1-60 *Bancroft & Martin Rodding Mills Company*
South Portland 7, Maine

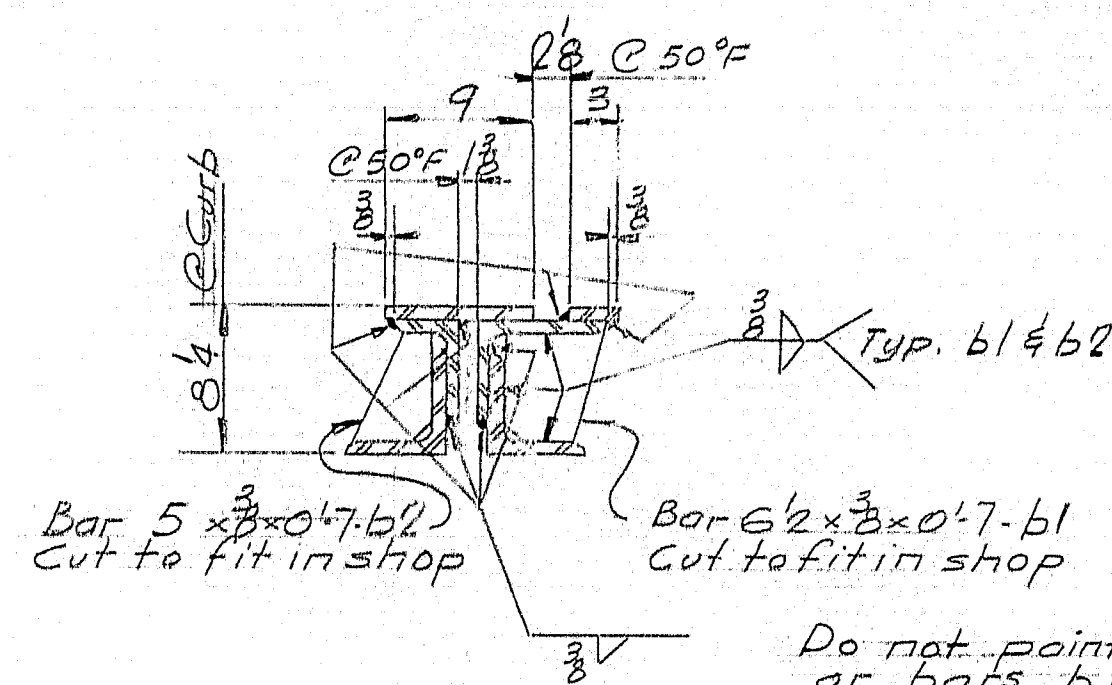
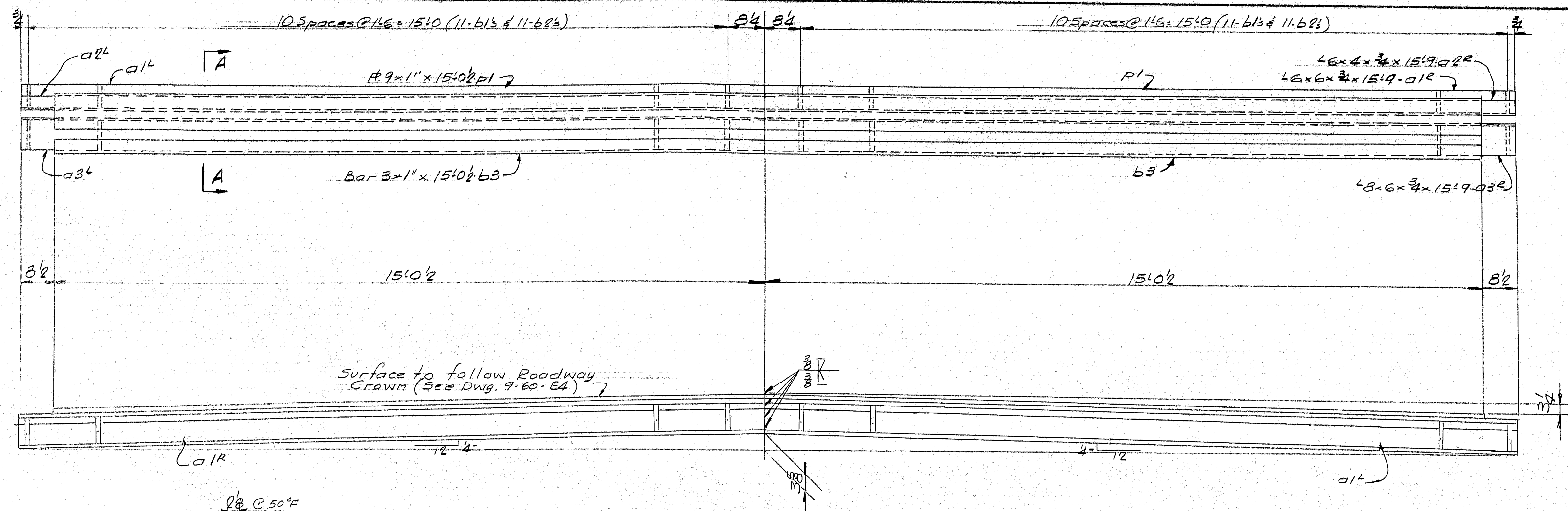
INTERSTATE #95 - OVER
MESSALONSKIE STREAM
WATERVILLE MAINE

CUSTOMER CIANCHETTE BROS.
DESIGNER THE CLARKSON ENGE. CO.

ORDER NO. <u>VERBAL</u>	DWG. NO. <u>9-60-554</u>
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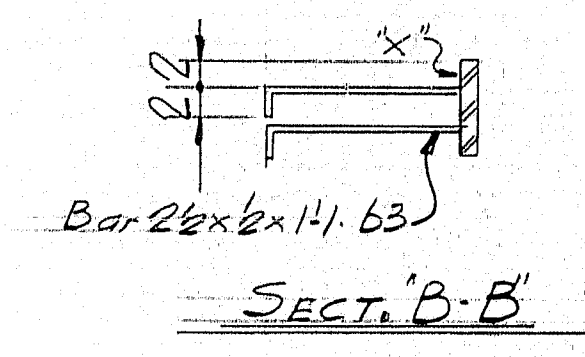
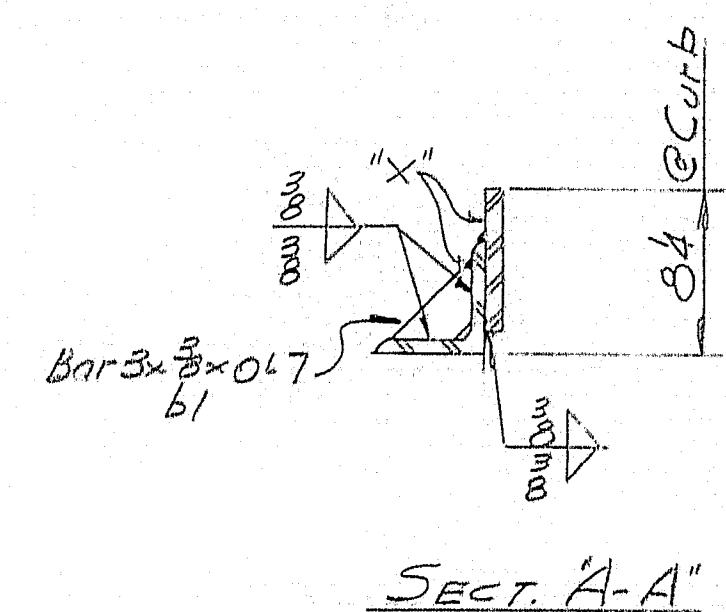
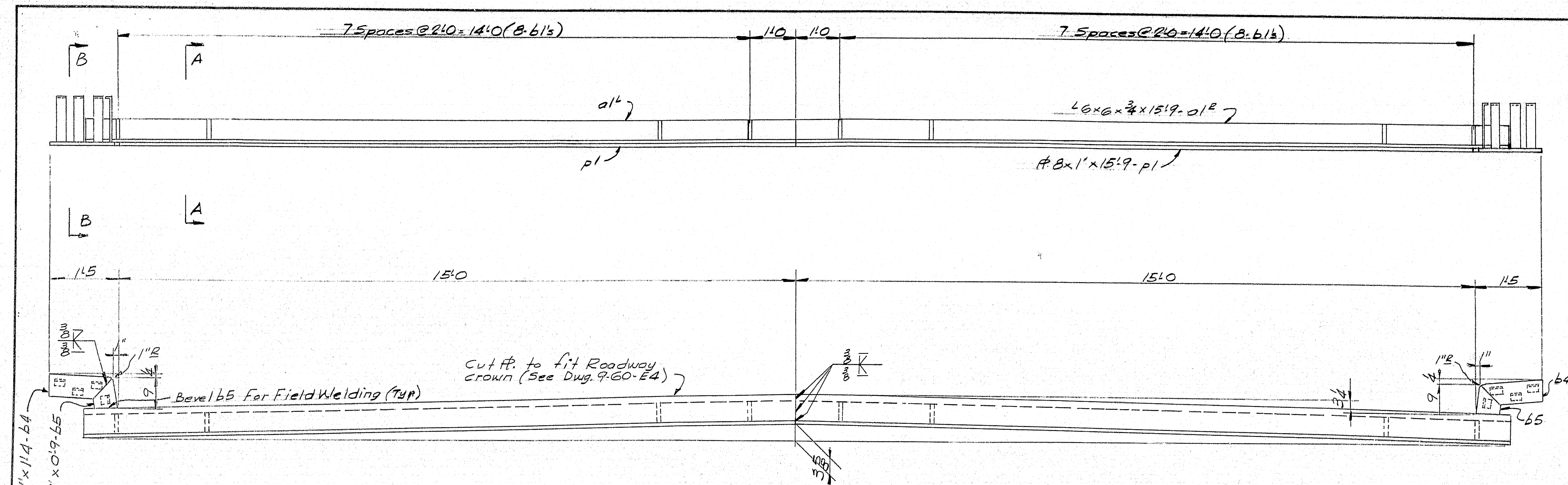
77-196

77-196



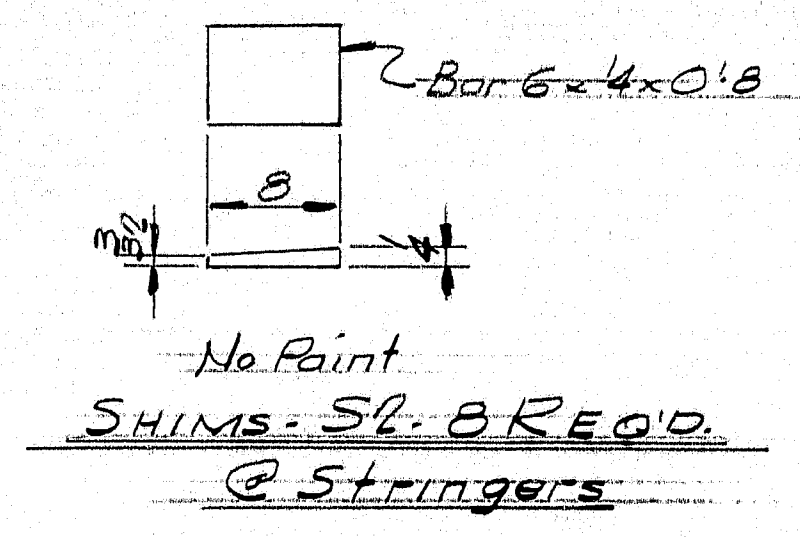
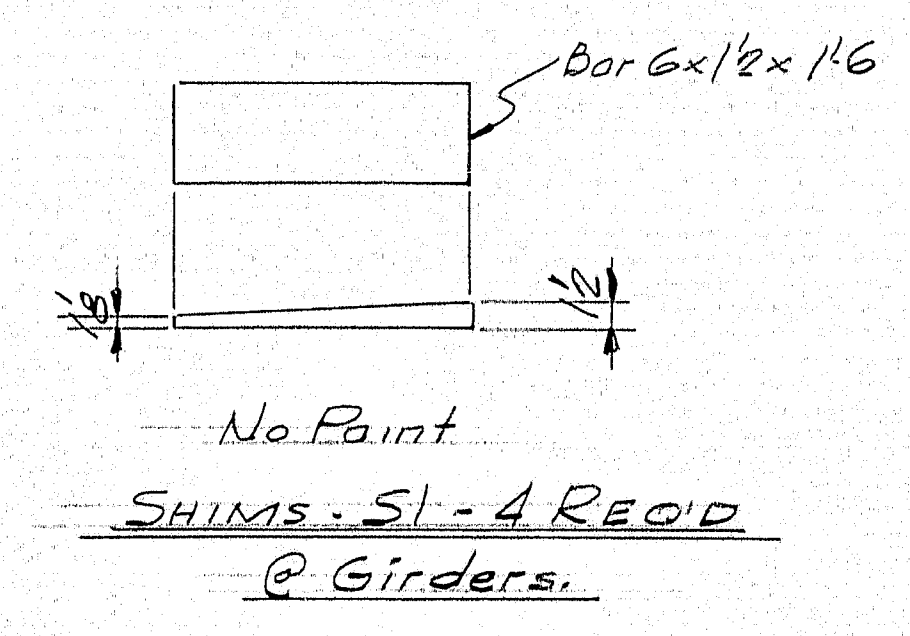


DRAWN	1-27-60	J.P.A.
REVISION	2-2-60	J.P.A.
REVISION		
REVISION		



EXPANSION JOINTS: PIERS C & N
EJ3 - 2 REQ'D.

PAIN'T NOTE
No paint on all surfaces marked "x" and on all strap anchors.



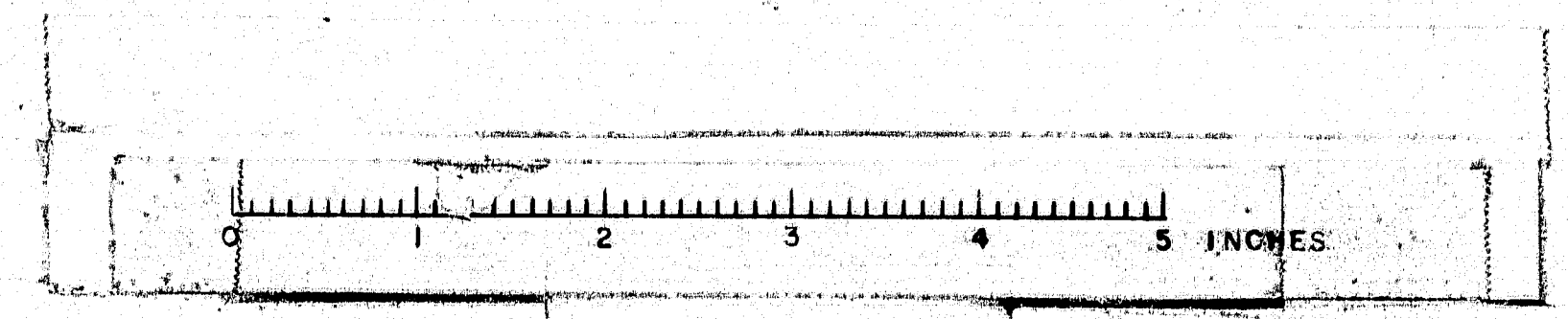
INCLUDE (SHIMS)
4-S3 - Bar 6x4x1'6" } @ Girders
4-S4 - Bar 6x8x1'6"
8-S5 - Bar 6x16x1'6"
8-S6 - Bar 6x4x0'8" } @ Stringers
8-S7 - Bar 6x8x0'8"
16-S8 - Bar 6x16x0'8"
No Fab & No Paint on these Items.

SHIP		BILL OF MATERIAL				DWG. NO. 9-60-558	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	W.F. DEDUCT	REMARKS
EJ3	2		ASSEMBLY	31' 6"	-		
	4	018	6x6x3/4	15' 9"			
	4	p1	#8x1"	15' 9"		52	
	32	b1	Bar 3x3/8	0' 7"		30	
	16	b3	Bar 2x1/2	1' 1"			
	4	b4	Bar 6x1"	1' 4"		20	
	4	b5	do	0' 9"		20	
S1	4		Bar 6x1/2	1' 6"		24	No Paint
S2	8		Bar 6x4	0' 8"		8	do
S3	4		Bar 6x4	1' 6"			No Fab - No Paint
S4	4		Bar 6x3	1' 6"			do do
S5	8		Bar 6x1/2	1' 6"			do do
S6	8		Bar 6x4	0' 8"			do do
S7	8		Bar 6x3	0' 8"			do do
S8	16		Bar 6x1/2	0' 8"			do do
			180 Lin. Ft. 3/8 Fillet Weld				239' Lin. Ft.

SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: Welded
HOLES:
PAINT: Per State of Maine Specs. & as noted.

EXPANSION JOINTS: PIERS C & N
Bancroft & Martin Rolling Mills Company
South Portland, Maine
INTERSTATE #95 - OVER
MESSALONSKEE STREAM
WATERVILLE, MAINE
CUSTOMER: CLANCHETTE BROS.
DESIGNER: THE CLARKSON ENGINE CO.
ORDER NO. VERBAL DWG. NO. 9-60-558

DRAWN	1-27-60 J.P.F.
REVISION	
REVISION	
REVISION	



STATE OF MAINE STATE HIGHWAY COMMISSION

PLANS

WATERVILLE

KENNEBEC COUNTY

MAINE FEDERAL AID INTERSTATE #95

PROJECT NO. I-95-6(23)123 PART 2

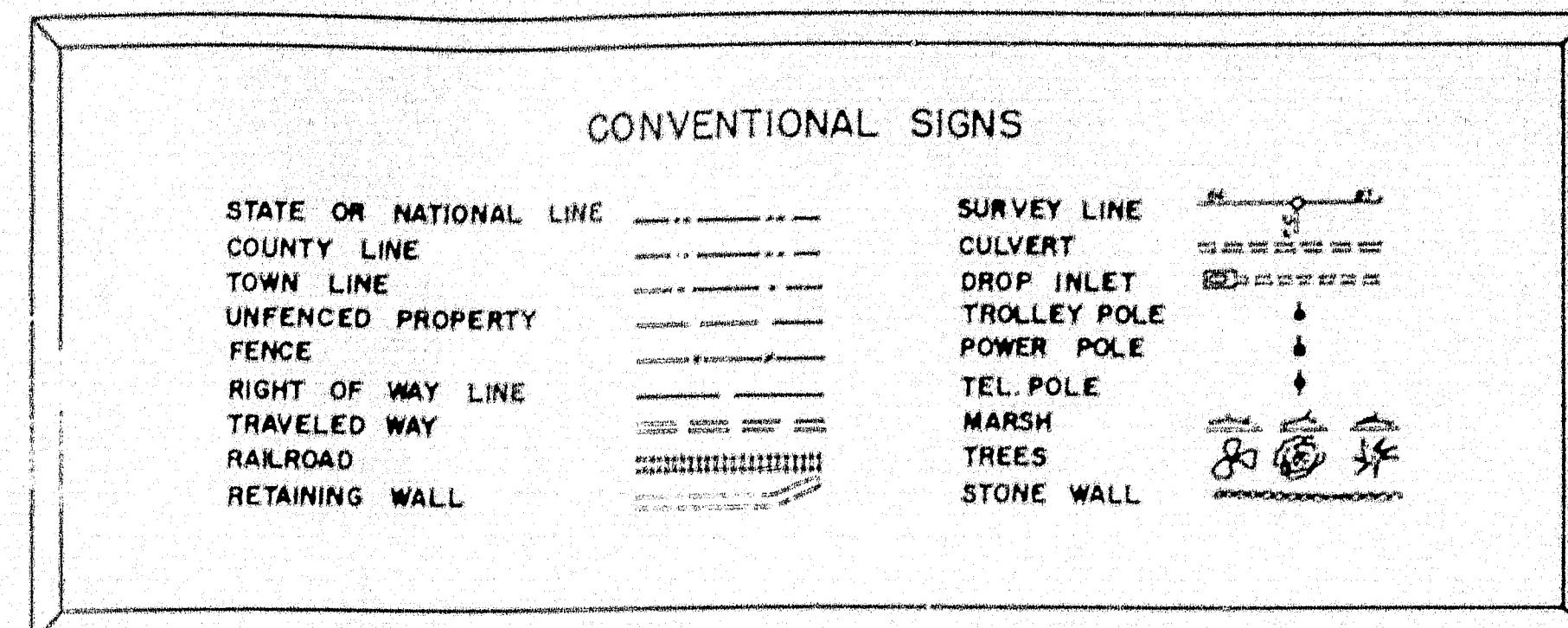
TOTAL LENGTH 0.194 MILES

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 MESSALONSKEE STREAM
AND QUARRY ROAD RELOCATION

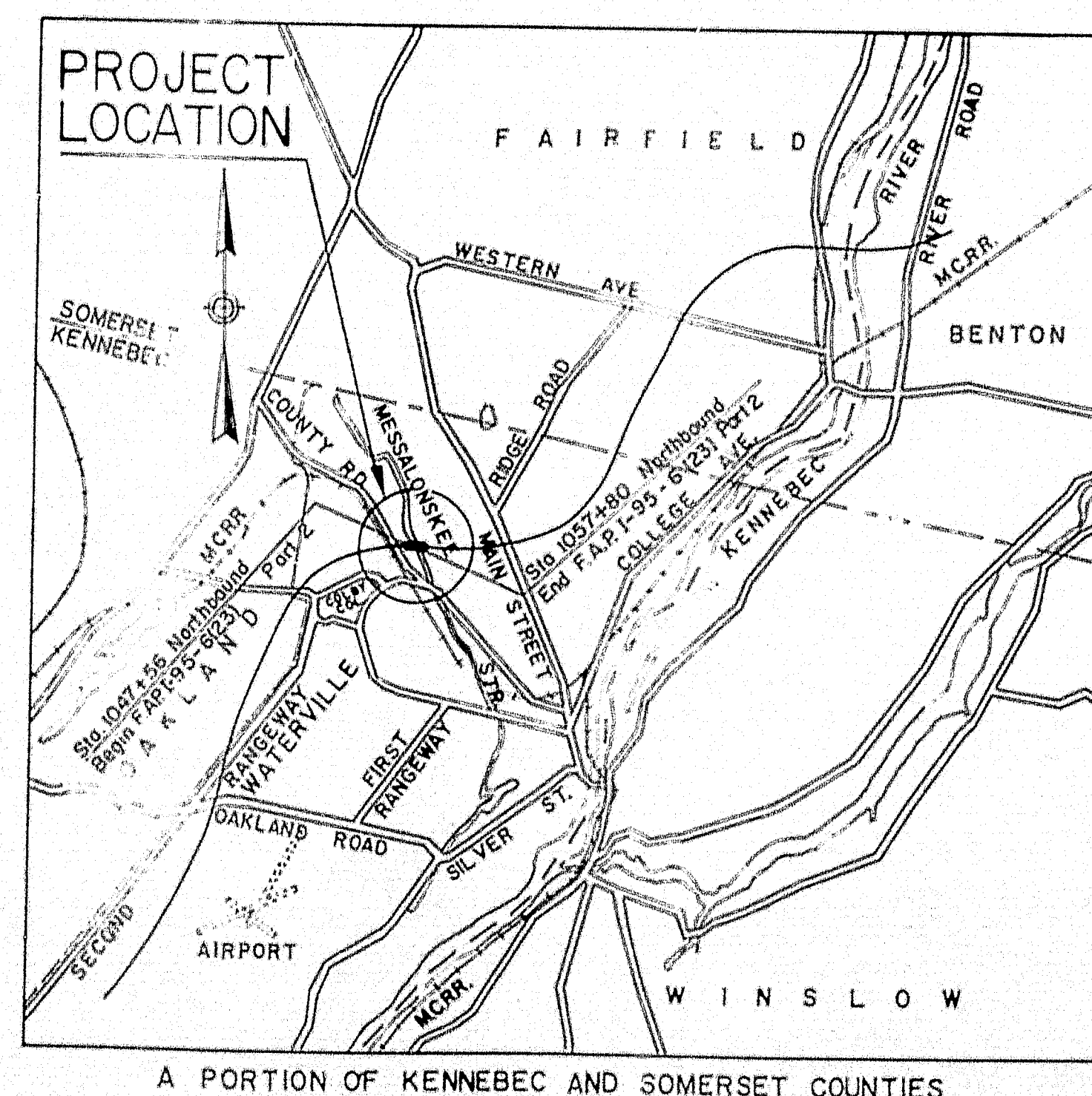
INDEX OF SHEETS

SHEET NO.	
1	TITLE SHEET
2	TYPICAL SECTIONS
3	QUANTITIES
4	GENERAL PLAN STA. 1036+00 to STA. 1052+00
5	PROFILE STA. 1037+00 to STA. 1053+00
6	GENERAL PLAN STA. 1051+00 to STA. 1067+00
7	PROFILE STA. 1052+00 to STA. 1068+00
8-30	BRIDGE SHEETS
31-32	CROSS SECTIONS

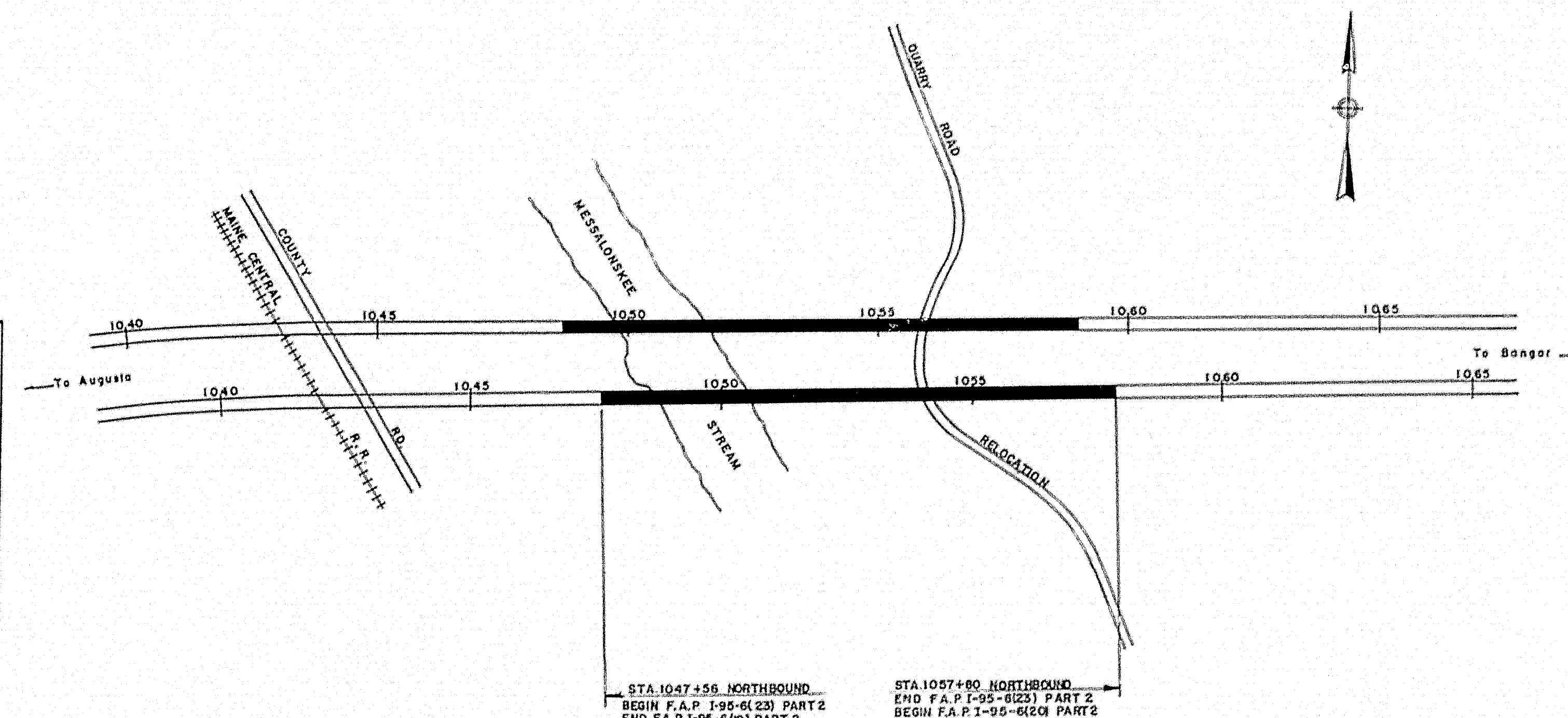


Interstate 95 shall be constructed to Top of Gravel Base only, within the Limits indicated on the Plans. Construction of Messalonskee Stream Bridge is included in this Contract. Other Concurrent Contracts within the Limits of this Project are:
 F.A.P. I-95-6(19) Part 2 and
 F.A.P. I-95-6(20)

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.



APPROX. SCALE 1 IN. = 1 MILE



LAYOUT PLAN

SCALE 1" = 200'

AS-BUILT
1961

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 STATE HIGHWAY COMMISSION

David H. Strum
John P. Farnsworth
Robert W. Wilcox
Chas. W. Sargent

CONSULTING ENGINEERS
THE CLARKSON ENGINEERING COMPANY, INC.
BOSTON MASS.
JAN 16, 1959
CONSULTING ENGINEER DATE

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION 1
APPROVED:
DIVISION ENGINEER DATE

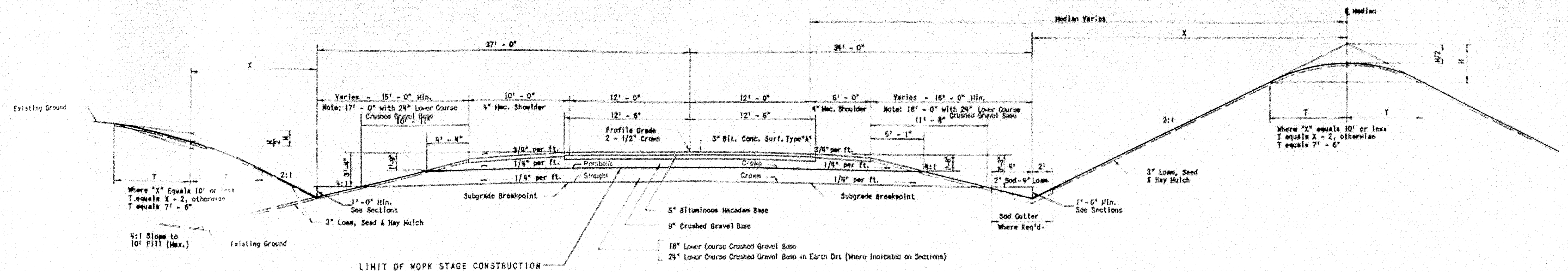
78-166

GRADING CONTRACT — STAGE CONSTRUCTION

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

STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
MAINE	1-95-6(3)	2	32

WATVILLE INTERSTATE

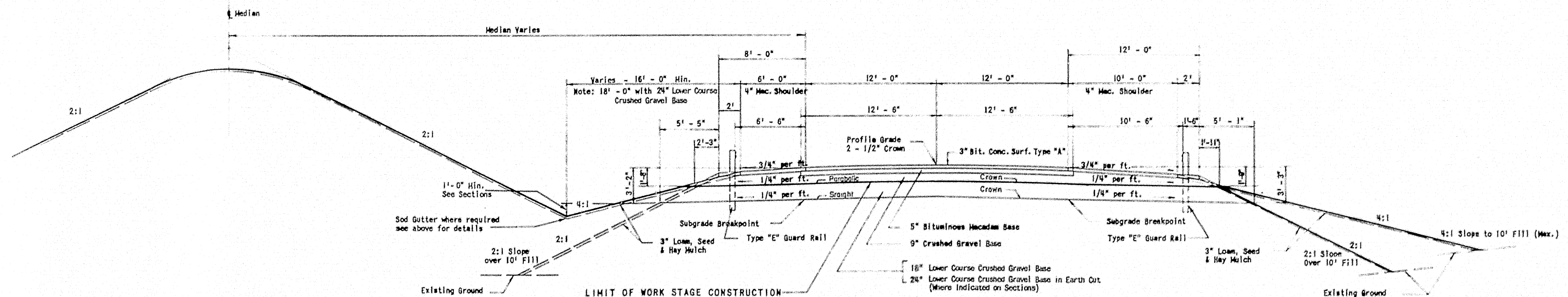


10' PAVED SHOULDER	CY/100 L.F.
4" Bituminous Macadam Surface	12.19
Crushed Gravel Base (to 4:1 Slope)	36.33
18" Lower Course Crushed Gravel Base	91.92
24" Lower Course Crushed Gravel Base	130.64

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" Lower Course Crushed Gravel Base	136.42
24" Lower Course Crushed Gravel Base	180.87

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



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

TYPICAL SECTION - NORMAL
Scale: 1" = 5'
NORTHBOUND INTERSTATE

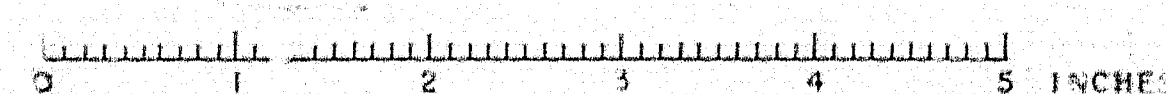
12' PAVED SHOULDER	CY/100 L.F.
4" Bituminous Macadam Surface	14.66
Crushed Gravel Base (to 2:1 Slope)	38.14
18" Lower Course Crushed Gravel Base	83.09

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

TYPICAL SECTIONS

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

78-167



FINAL QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201-5	Clearing	0.936	Acres
204-12	Structural Earth Excavation - Abutments & Retaining Walls	72.6	C.Y.
204-19	Structural Earth Excavation - Piers	697.1	C.Y.
205-8	Common Borrow	6892	C.Y.
205-9	Granular Borrow	152.91	C.Y.
302-7	Gravel Base Course - In Place Measurement	18.96	C.Y.
304-5	Overhaul - In Place Measure	500.6	Yd. Hl.
304-6	Overhaul - Pit Measure	1975.6	Yd. Hl.
304-5	Stripping Pits	NONE	C.Y.
701-5	Portland Cement Concrete - Abutments & Retaining Walls	528.44	C.Y.
701-25	Portland Cement Concrete - Piers	134.21	C.Y.
701-4	Portland Cement Concrete - Roadway & Sidewalk Slabs on Steel Bridges	2164.53	C.Y.
701-5	Portland Cement	10.255	Bbls.
702-12	Structural Steel - Fabricated & Delivered	3413.214	Lbs.
702-12	Structural Steel - Erection	3413.214	Lbs.
702-12	Bronze or Copper - Alloy Bearing & Expansion Plates - Delivered	4332	Lbs.
702-12	Bronze or Copper - Alloy Bearing & Expansion Plates - Placing	4332	Lbs.
702-12	Reinforcing Steel - Delivered	1192.685	Lbs.
702-12	Reinforcing Steel - Placing	1192.685	Lbs.
702-12	Steel H-Beam Piles 42 Lbs./Foot	18125.7	L.F.
702-12	Steel H-Beam Piles 55 Lbs./Foot	31953.6	L.F.
702-12	Steel H-Beam Piles 73 Lbs./Foot	8902.5	L.F.
702-12	Steel H-Beam Piles 89 Lbs./Foot	6483.7	L.F.
702-12	Bridge Drainage	1	L.F.
702-12	Shear Connectors - Delivered & Placed	1	L.F.
804-6	French Drains	232	C.Y.
807-15	Aluminum Railing	4190.4	L.F.
906-18	Fencing - Metal Posts	1023	L.F.
907-9	Plain Riprap	1276.0	C.Y.
907-10	Hard Laid Riprap	1235.6	C.Y.
908-9	Loam Borrow	374.1	C.Y.
908-10	Seeding - Parkway Mixture	314.3	Units
912-4	Hay Mulch	19.25	Ton
918-5	Protect Markers	NONE	Each
918-6	Right of Way Monuments	8	Each
918-7	Seeding - Fwy	150.0	S.Y.
918-7	Seeding - Fwy	500	S.Y.
918-7	Seeding - Backfill	1471	S.Y.
918-7	Seeding - Fwy	518	S.Y.
918-7	Seeding - Fwy	30573.75	S.Y.
918-7	Seeding - Fwy	1964	S.Y.
918-7	Seeding - Fwy	811	S.Y.
918-7	Seeding - Fwy	23241.07	S.Y.
918-7	Seeding - Fwy	5256.09	S.Y.
918-7	Seeding - Fwy	15269.99	S.Y.

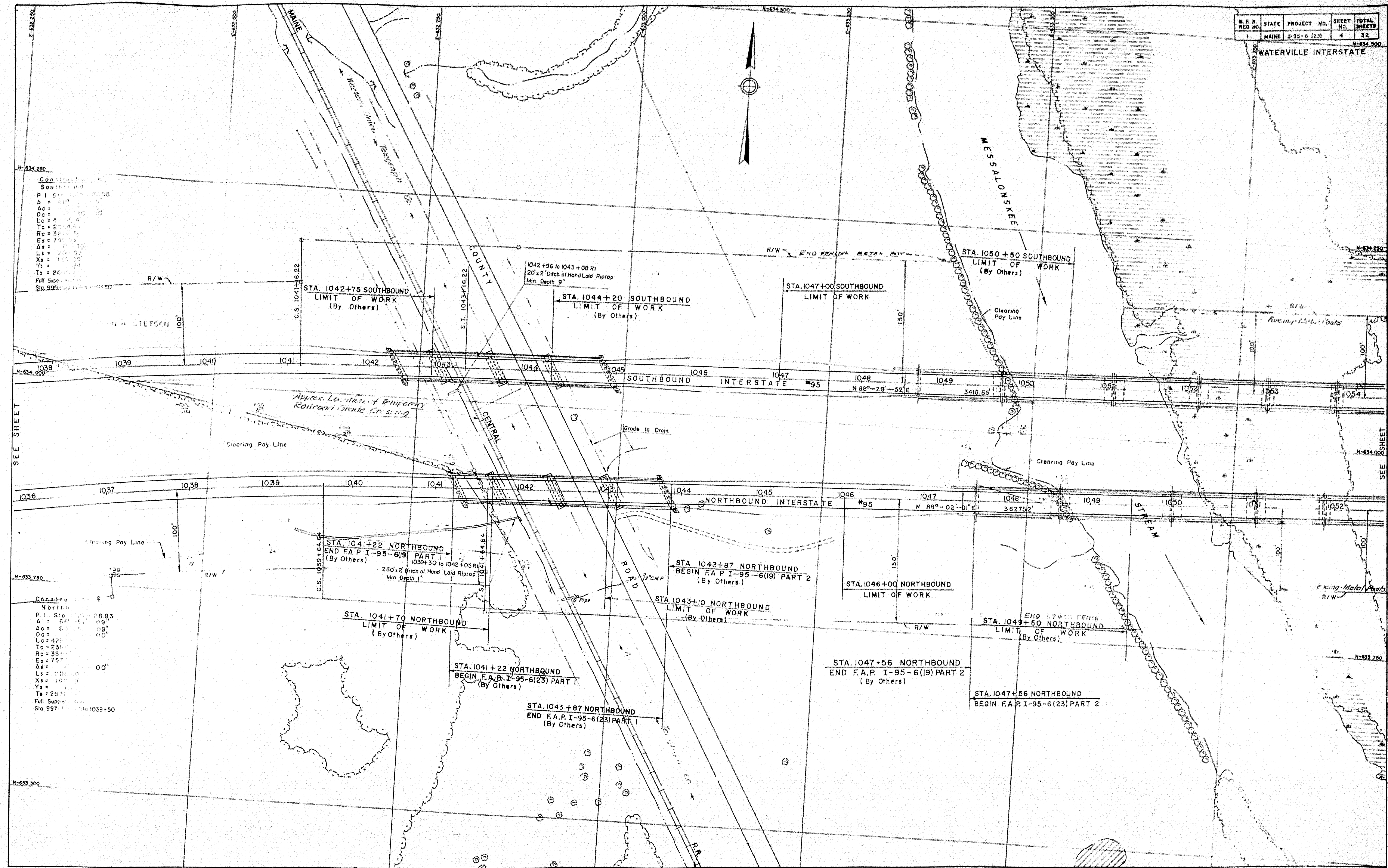
CLEARING		
STATION TO STATION	SIDE	REMARKS
Northbound		
1050 + 15 to 1052 + 10	Lt.	
1050 + 80 to 1052 + 30	Rt.	
Southbound		
1051 + 50 to 1054 + 00	Lt.	
1052 + 00 to 1053 + 65	Rt.	

RIGHT-OF-WAY MONUMENTS				
STATION	LEFT	RIGHT	NO.	REMARKS
Northbound				
1051 + 50		100.00'	1	
1053 + 50		100.00'	1	
1053 + 50		225'	1	
Southbound				
1052 + 00	100.00'		1	
1055 + 25	100.00'		1	
1018 + 50	150.00'		1	RESET

FENCING - METAL POSTS			
STATION TO STATION	SIDE	LENGTH	REMARKS
Northbound			
1047 + 50 to 1049 + 30	Rt.	186	
Southbound			
1048 + 40 to 1049 + 10	Lt.	70	
Northbound			
1057 + 50 ±	Rt.		
to Southbound 1057 + 0 ±	Lt.	772	

GRAVEL BASE COURSE	
STATION TO STATION	DESCRIPTION
Northbound	
1046 + 25 to 1047 + 50	18" Crushed Gravel
1057 + 80 to 1059 + 50	"
Southbound	
1047 + 25 to 1048 + 66	"
1058 + 90 to 1060 + 50	"

SUMMARY OF CLASSIFIED EXCAVATION AND BORROW	
Total Earth Embankment from Cross Sections	9,537 C.Y.
20% Granular Borrow	1,907 C.Y.
Common Borrow	7,630 C.Y.
Total Common Borrow 7630 ± 70*	7,700 C.Y.
Total Granular Borrow 1907 ± 03*	1,900 C.Y.
* Undetermined Origin	



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

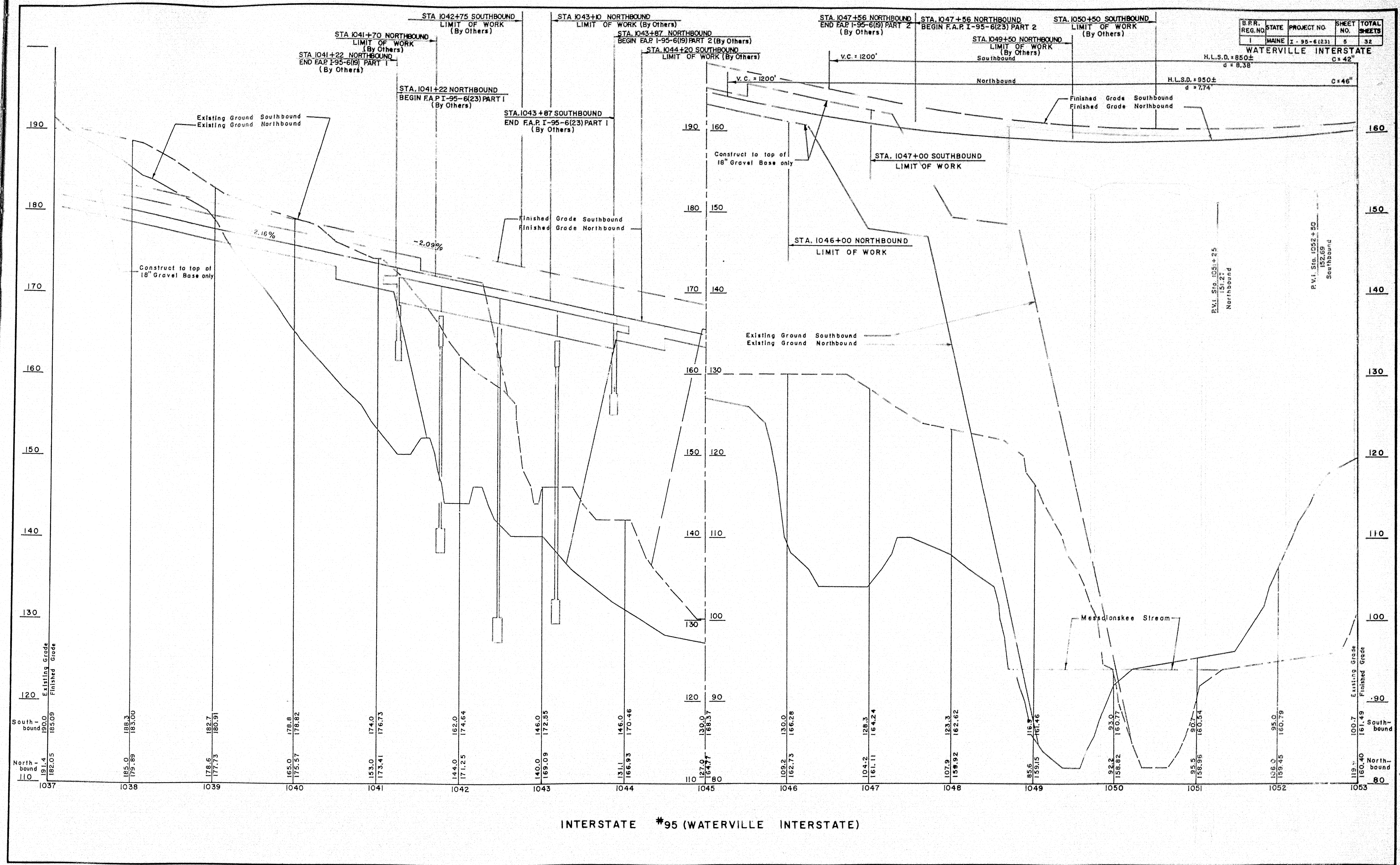
B.P.R.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6(23)	5	32

WATERVILLE INTERSTATE
H.L.S.D. = 850±
d = 8.38' C = 42"

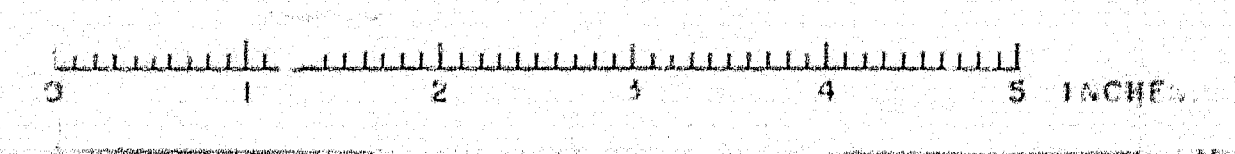
H.L.S.D. = 950±
d = 7.74' C = 46"

P.V. Sta. 1051+25
151.27'
Northbound

P.V. Sta. 1052+50
152.69'
Southbound

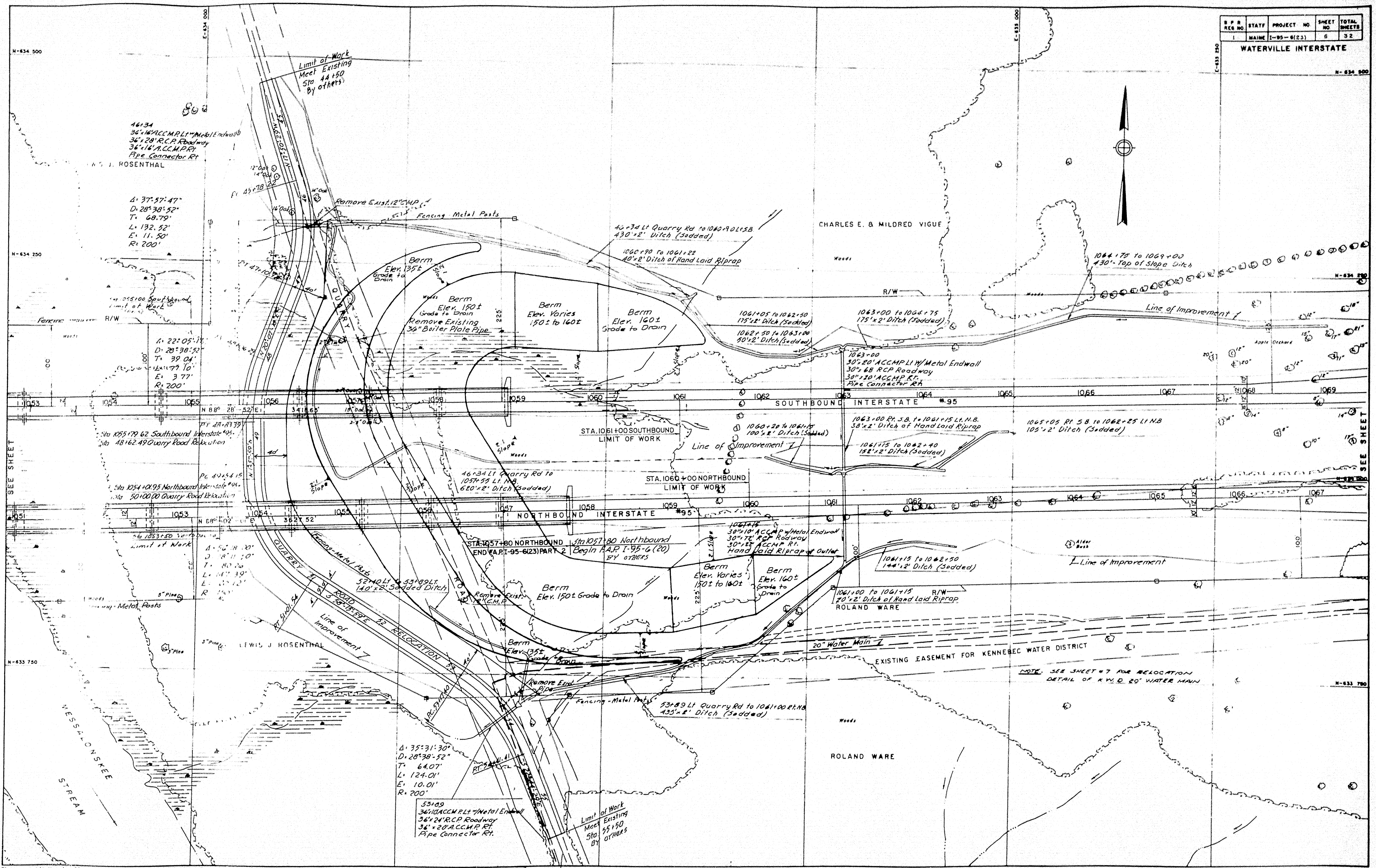


INTERSTATE #95 (WATERVILLE INTERSTATE)

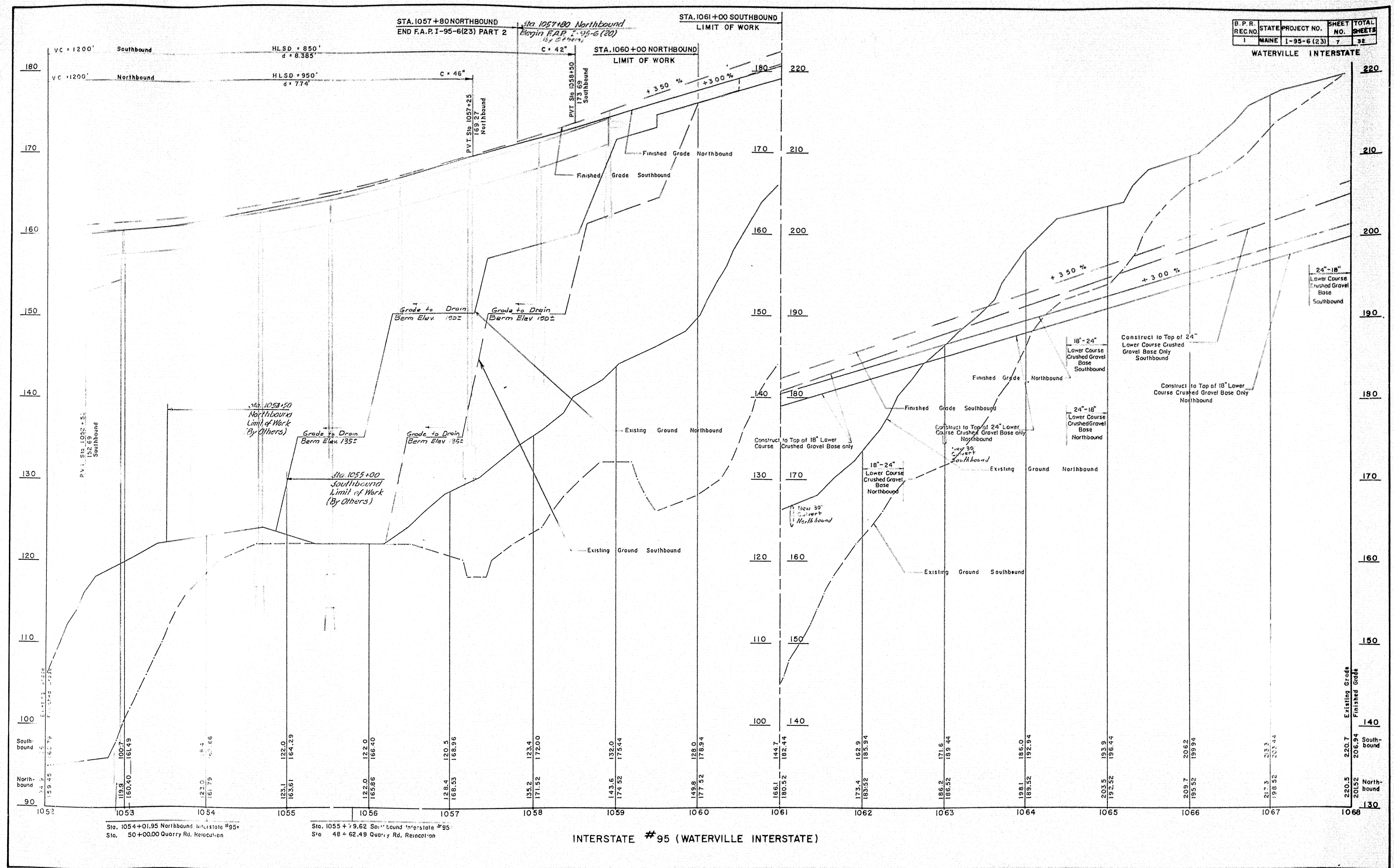


S.F.R.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6(23)	6	32

WATERVILLE INTERSTATE



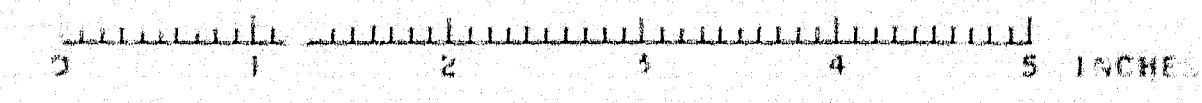
Photogrammetric Map by LOCKWOOD, KESSLER & BARTLETT, INC. Syracuse, New York
Date of Photography 11-11-57



Sta. 1054+01.95 Northbound Interstate #95
Sta. 50+00.00 Quarry Rd. Relocation

Sta. 1055+79.62 Southbound Interstate #95
Sta. 48+62.49 Quarry Rd. Relocation

INTERSTATE #95 (WATERVILLE INTERSTATE)



R.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6(23)	8	32

WATERVILLE INTERSTATE

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 $f_s = 18,000$ psi
Reinforcing Steel $f_s = 18,000$ psi
Concrete $f_c = 101$ $f_c = 1,200$ psi

CONSTRUCTION:

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

STRUCTURAL STEEL:

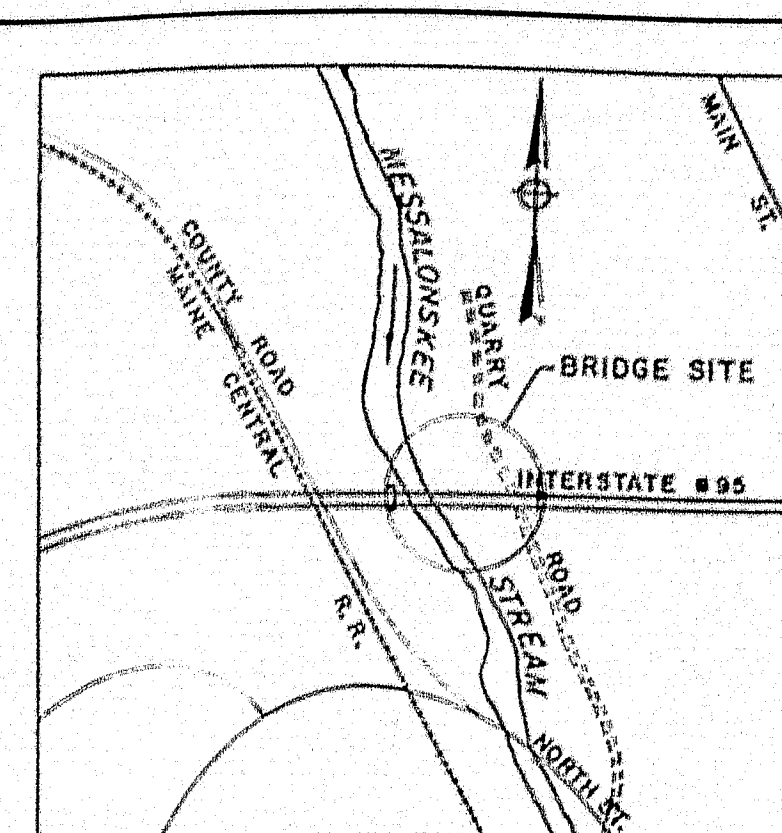
Wherever cover plates and/or shear connectors are welded to beams, beams and plates shall be Weldable Structural Steel A.S.T.M. Designation A373

HYDRAULIC DATA:

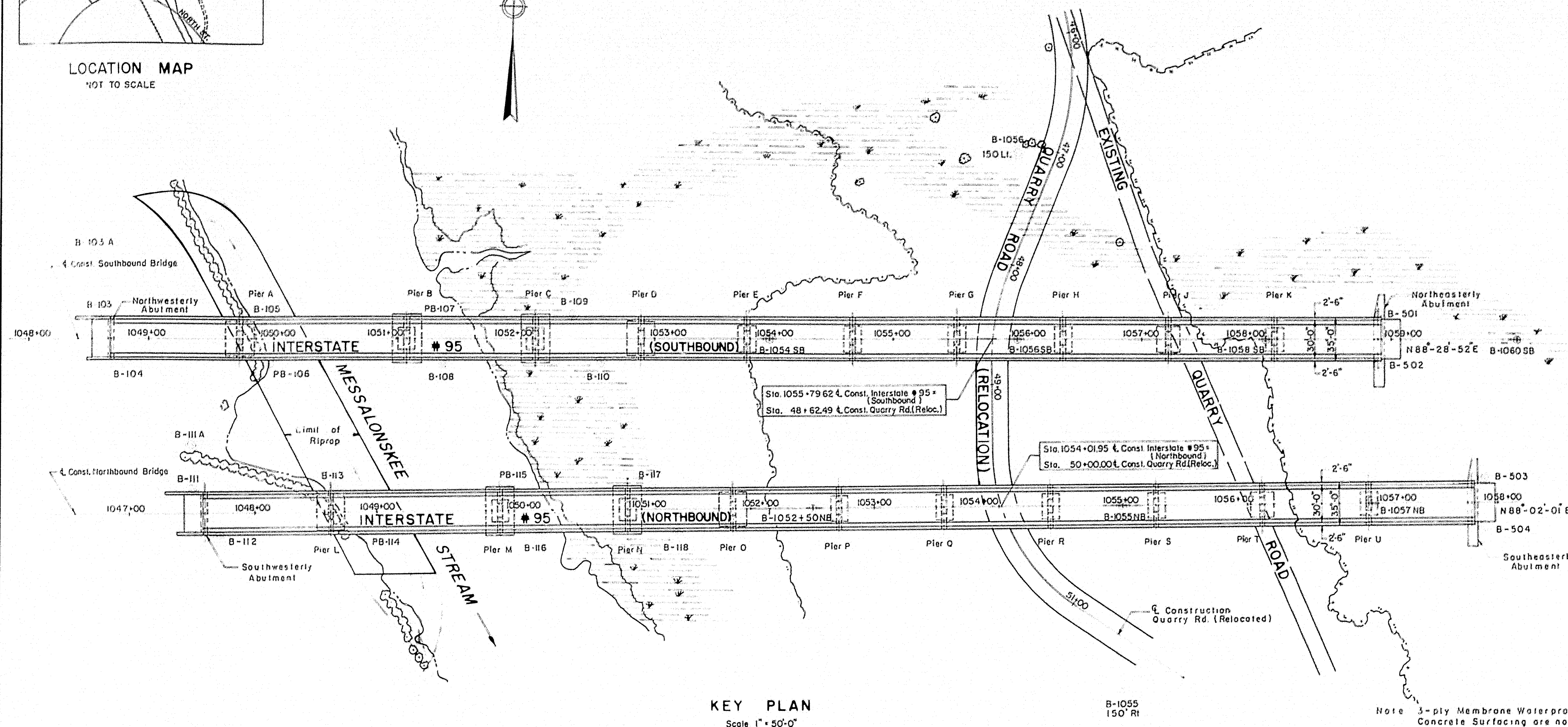
Drainage Area 200 sq mi
Design Flood 1936
Estimated Discharge 9000 cfs
Velocity of Flow 6 f/sec

BENCH MARK:

- BM-47A Hinge nail (horiz.) inside of 5", one of cluster of 10 Ash trees (along river bank)
Sta 1049+50 (N.B.) - 130' R.L.
Elevation 102.06 U.S.G.S. Datum.
- BM-47B Hinge nail in root of 4" White Birch.
Sta 1052+53 (S.B.) - 120' L.L.
Elevation 98.02 U.S.G.S. Datum.
- BM-G Spike B washer in N.E. root of 6" White Birch on north edge of Quarry Rd.
Sta 1057+30 (N.B.) - 210' R.L.
Elevation 121.91 U.S.G.S. Datum.



LOCATION MAP
NOT TO SCALE



KEY PLAN
Scale 1" = 50'-0"

Note 3-ply Membrane Waterproofing and Bituminous Concrete Surfacing are not in this contract

DESIGN	CHECK H.	BRIDGE NO.
DRAWN E. H.	APPROVED W. H. J. J.	SURVEY
STATE HIGHWAY COMMISSION		
INTERSTATE #95		
OVER		
MESSALONSKEE STREAM		
& QUARRY ROAD (RELOC.)		
IN THE CITY OF		
WATERVILLE		
KENNEBEC COUNTY		
KEY PLAN		

APPROVED BY *Wm. A. Henderson* DATE 2-17-59
THE CLARKESON ENGINEERING CO., INC.
CONSULTING ENGINEERS
BOSTON MASSACHUSETTS

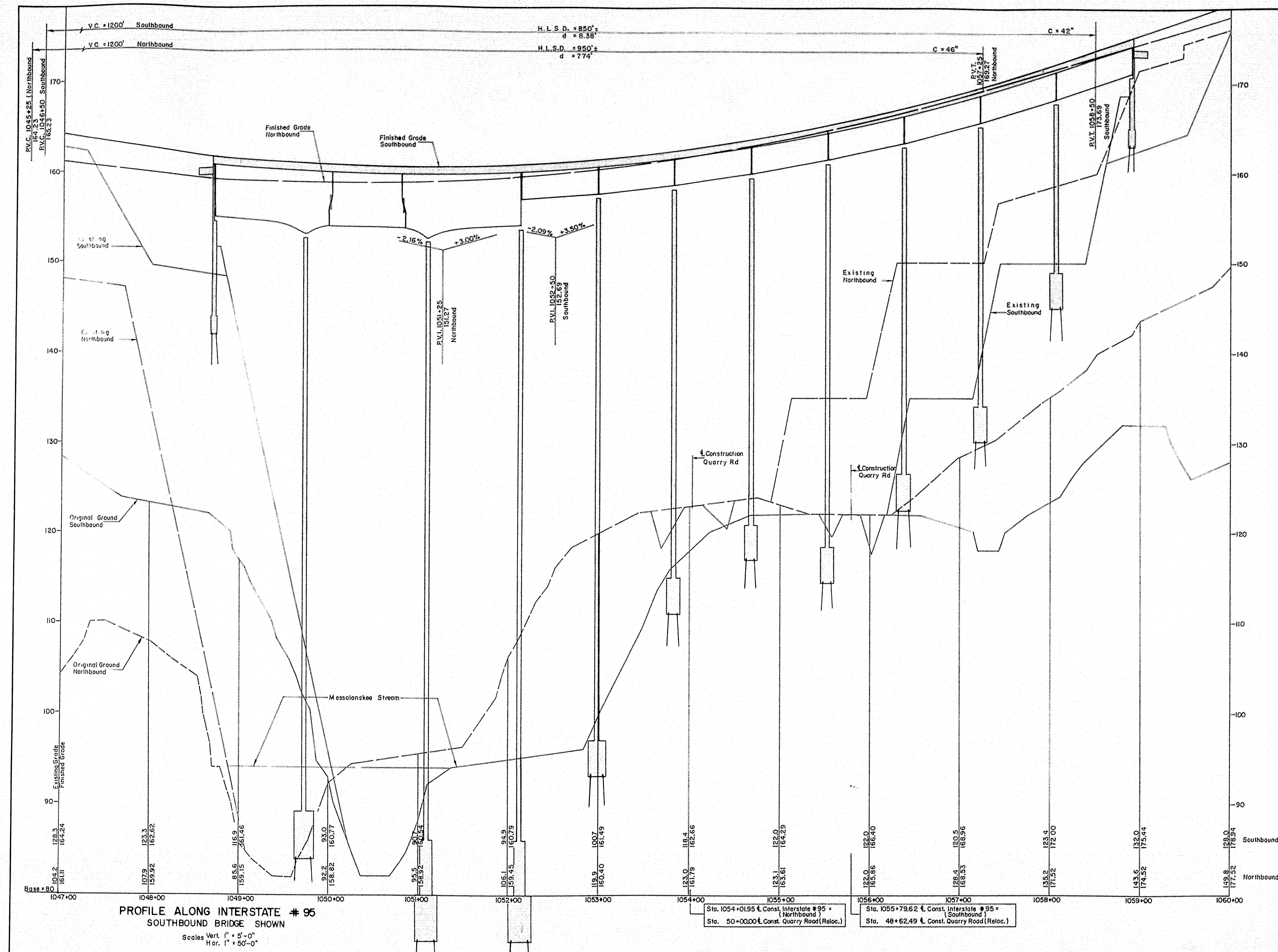
SHEET 1 OF 23 SHEETS AUGUSTA, MAINE

78-173

0 1 2 3 4 5 INCHES

S.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6 (23)	9	32

WATERVILLE INTERSTATE



THE CLARKESON ENGINEERING CO., INC.			
DESIGN	CHECK	H.P.	DATE
DRAWN	E.K.	APPROVED	W.A.H.-C.J.M.
STATE HIGHWAY COMMISSION			
INTERSTATE #95			
OVER			
MESSALONSKEE STREAM & QUARRY ROAD (RELOC.)			
IN THE CITY OF			
WATERVILLE			
KENNEBEC COUNTY			
PROFILE			
SHEET 2 OF 23 SHEETS			
AUGUSTA, MAINE			

78-174

B-103

B-104

B-105

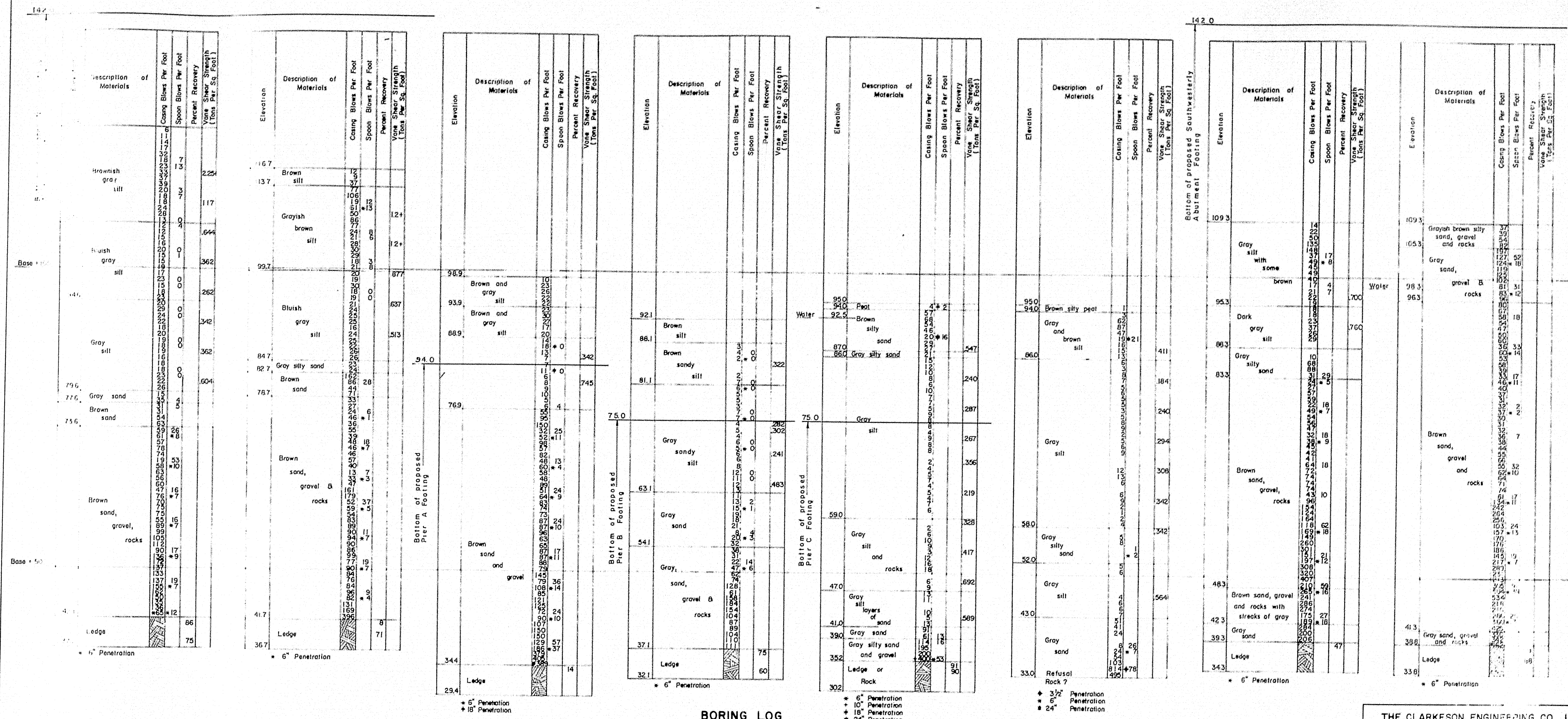
B-108

B-109

B-110

B-111

B-112



THE CLARKSON ENGINEERING CO., INC.

DESIGN: CHECKED: DRAWN: EX: APPROVED: W. H. C. M. J. O. T.

STATE HIGHWAY COMMISSION

INTERSTATE #95
OVER
MESSALONSKEE STREAM
& QUARRY ROAD (RELOC.)
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
BORING LOG

SHEET 3 OF 23 SHEETS AUGUSTA, MAINE

78-175

1	2	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	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
WATERVILLE INTERSTATE																																																																																																			

B-113

Elevation	Description of Materials	Casing Blows Per Foot		Percent Recovery	Vane Shear Strength
		Open	Standard		
94.0		0	0		483
93.7	Brown silt	3	0		
		0	0		263
	Gray silt	0	0		423
		0	0		
669	Gray sandy pebbly fill	10	7		564
649	Gray silt with some pebbles	11	2		
		20	0		664
		20	0		
538	Gray silty sand	31	0		
509	Gray sand	20	4		
		20	3		
469	Gray sand	20			
449	Gray sand, gravel and rocks	20			
		19			
	Brown sand, gravel and rocks	31			
		36			
		11			
		31	46		
		45	11		
354		57			
		118			32
304	Ledge				

* 6" Penetration

B-116

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength
96.5		10	0		
89.5	Brownish gray peaty silt	23	0		
86.5	Gray silt	23	0		
85.5	Gray sand silt	23	0		16
81.5	Gray peaty silt and some pieces of wood	23	0		19
		23	0		13
	Gray sandy silt	23	0		10
		23	0		09
68.5		23	9		
		23	10		
		23	10		
		23	9		
		23	9		
		23	13		
		23	8		
		23	13		
		23	14		
		23	4		
	Gray sand gravel and rocks	23	4		
		23	13		
		23	4		
		23	14		
		23	10		
		23	16		
		23	15		
30.5		23	72		
		23	25		
24.5	Ledge	23			

* 6" Penetration

B-117

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength
95.4					
90.4	Gray and brown silt	11	10		
86.4		26	21	82	
		28			
		20		34	
		17		27	
		10			
	Gray silt	11		26	
		8		26	
		11		22	
		8		38	
50.4		10		32	
	Gray silt with black specks & shell & layers of sand	12		40	
43.4		13			
42.4	Gray silty sand	14			
		16		75	
	Gray sand	22	3		
		40	1		
		30	2		
32.2		20			
	Ledge or Rock				

♦ 2' Penetration
 * 6' Penetration
 * 24' Penetration

B-118

Elevation	Description of Materials	Casing Blow Per Foot	Spoon Bites Per Foot	Percent Recovery	Shear Strength	Vane Shear Strength
Water						
95.0						
94.0	Brown sand, silty & peat	3	14			
	Brown silt	68				
		48				
		47				
		43				
		43				
		34	22			
		20			75	
		15				
		13				
		10			25	
		10				
		50			24	
		7				
		10			28	
	Gray silt	6				
		4				
		4			27	
		4				
		1			30	
		4				
		2				
		6			27	
		4				
		2				
		2			24	
		8				
50.0						
	Gray silt with black specks and shells	1				
46.0		8			45	
		13				
		9				
		11			45	
	Gray sandy silt	20				
		20				
		36	7			
		24	6			
36.0		48			58	
	Gray sand & Rocks	35	18			
31.9		22	14			
		20				
	Ledge	20			54	
25.9						

† 1" Penetration
 * 6" Penetration
 ‡ 24" Penetration

PB-106

Elev.	Depth in Feet	No. of Blows	Remarks
93.15	0 - 2		Ground Elev
	2 - 3	23	Hand
	3 - 4	40	
	4 - 5	46	
	5 - 6	53	
	6 - 7	53	
	7 - 8	51	
	8 - 9	27	
	9 - 10	20	
	10 - 11	18	
	11 - 12	20	
	12 - 13	23	
	13 - 14	18	
	14 - 15	20	
	15 - 16	20	
	16 - 17	20	
	17 - 18	26	
	18 - 19	39	
	19 - 20	29	
	20 - 21	43	
	21 - 22	43	
	22 - 23	46	
	23 - 24	43	
	24 - 25	46	
	25 - 26	46	
	26 - 27	52	
	27 - 28	44	
	28 - 29	48	
	29 - 30	50	
	30 - 31	58	
	31 - 32	39	
	32 - 33	39	
	33 - 34	58	
	34 - 35	53	
	35 - 36	58	
	36 - 37	64	
	37 - 38	61	
	38 - 39	59	
	39 - 40	58	
	40 - 41	50	
	41 - 42	58	
	42 - 43	58	
	43 - 44	82	
	44 - 45	80	
	45 - 46	80	
	46 - 47	93	
	47 - 48	97	
	48 - 49	97	
	49 - 50	97	
	50 - 51	97	
	51 - 52	138	
	52 - 53	160	
	53 - 54	152	
	54 - 55	152	
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	115 - 116	152	
	116 - 117	152	
	117 - 118	152	
	118 - 119	152	
	119 - 120	152	
	120 - 121	152	
	121 - 122	152	
	122 - 123	152	
	123 - 124	152	

PB-107

Elev.	Depth in Feet	No. of Blows	Remarks
93.55			Water Elev.
92.22			Stream Bed
	0 - 31		Pushed R
	31 - 32	48	
	32 - 33	43	
	33 - 34	41	
	34 - 35	44	
	35 - 36	45	
	36 - 37	50	
	37 - 38	46	
	38 - 39	49	
	39 - 40	53	
	40 - 41	51	
	41 - 42	75	
	42 - 43	72	
	43 - 44	65	
	44 - 45	64	
	45 - 46	67	
	46 - 47	74	
	47 - 48	54	
	48 - 49	61	
	49 - 50	66	
	50 - 51	140	
	51 - 52	64	
	52 - 53	68	
	53 - 54	61	
	54 - 55	64	
	55 - 56	80	
	56 - 57	73	
	57 - 58	77	
	58 - 59	226	
	59 - 60	226	Refused

PB-114

Elev.	Depth in Feet	No. of Blows	Remarks
94.7	0 - 3		Ground Elev
			Hand
	3 - 4	27	
	4 - 5	19	
	5 - 6	17	
	6 - 8	16	
	8 - 9	24	
	9 - 10	20	
	10 - 11	22	
	11 - 12	18	
	12 - 13	13	
	13 - 14	15	
	14 - 15	13	
	15 - 16	15	
	16 - 17	12	
	17 - 18	15	
	18 - 19	16	
	19 - 20	14	
	20 - 21	15	
	21 - 22	18	
	22 - 23	19	
	23 - 24	26	
	24 - 25	21	
	25 - 26	23	
	26 - 27	25	
	27 - 28	23	
	28 - 29	30	
	29 - 30	30	
	30 - 31	28	
	31 - 32	28	
	32 - 33	32	
	33 - 34	32	
	34 - 35	40	
	35 - 36	39	
	36 - 37	31	
	37 - 38	43	
	38 - 39	49	
	39 - 40	50	
	40 - 41	51	
	41 - 42	50	
	42 - 43	58	
	43 - 44	56	
	44 - 45	55	
	45 - 46	56	
	46 - 47	56	
	47 - 48	56	
	48 - 49	27	
	49 - 50	52	
	50 - 51	53	
	51 - 52	67	
	52 - 53	53	
	53 - 54	36	
	54 - 55	52	
	55 - 56	19	
36.9	57 - 57.8	33	Bedrock first

Note: Bubbling well developed when rods were pulled. Hydraulic head of about 100 ft.

PB-115

Elev.	Depth in Feet	No. of Blows	Remarks
93.55			Water Et
92.22			Stream Be
	0 - 6		Pushed R
	6 - 7	19	
	7 - 8	18	
	8 - 9	17	
	9 - 10	18	
	10 - 11	16	
	11 - 12	26	
	12 - 13	20	
	13 - 14	16	
	14 - 15	16	
	15 - 16	24	
	16 - 17	15	
	17 - 18	11	
	18 - 19	15	
	19 - 20	11	
	20 - 21	11	
	21 - 22	19	
	22 - 23	14	
	23 - 24	14	
	24 - 25	12	
	25 - 26	24	
	26 - 27	25	
	27 - 28	33	
	28 - 29	39	
	29 - 30	39	
	30 - 31	46	
	31 - 32	43	
	32 - 33	47	
	33 - 34	57	
	34 - 35	57	
	35 - 36	59	
	36 - 37	58	
	37 - 38	66	
	38 - 39	74	
	39 - 40	81	
	40 - 41	73	
	41 - 42	96	
	42 - 43	96	
	43 - 44	96	
	44 - 45	96	
	45 - 46	96	
	46 - 47	96	
	47 - 48	85	
	48 - 49	84	
	49 - 50	95	
	50 - 51	95	
	51 - 52	78	
	52 - 53	71	
	53 - 54	60	
	54 - 55	47	
	55 - 56	48	
	56 - 57	56	
	57 - 58	56	
	58 - 59	76	
	59 - 60	68	
	60 - 61	102	
	61 - 62	102	
	62 - 63	102	
	63 - 64	102	
	64 - 65	10	
	65 - 66		Refund

PUNCHING LOG

Scale: $\frac{1}{8}'' = 1' - 0''$

BORING LOG

Scale: $\frac{1}{8}'' = 1' - 0''$

Note: For borings notes see Sheet 3.

THE CLARKESON ENGINEERING CO., INC.

DESIGN	CHECK	GB	BRIDGE
--------	-------	----	--------

DRAWN E.K.	APPROVED WAH-CJM	SURVEY PLOT
------------	------------------	----------------

STATE HIGHWAY COMMISSION

INTERSTATE #95
OVER
MESSALONSKEE STREAM
& QUARRY ROAD (RELOC.)

IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY

BORING LOG

SHEET 4 OF 23 SHEETS

AUGUSTA, MAINE

78-176

WATERVILLE INTERSTATE

B-103 A

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
121.7	Brown silt				
118.7	Brown and gray silt	10'			
110.7	Gray silty clay	8'		0.95	
				0.17	
				0.54	
				0.45	
	Layer with black specks & pebbles			0.48	
86.7					
85.7					
81.7	Rock			0.42	
	Gray silty, black specks and some sand				
73.5	Gray sand and pebbles				
71.5					
65.0	Brown sand and pebbles				

* 1st hole 76.7
2nd hole 11.2 lower

† Penetration 18"
* Penetration 24"
* 1st hole 50' North of B-103
2nd hole 62' North of B-103

B-III A

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
101.5	Brown silt with streaks of gray				
97.5	Gray silt with streaks of brown				
88.5	Gray sand				
75.5					
	Brown sand, gravel & rocks				
50.5					
42.5	Brown sand, gravel & rocks with layers of fine brown sand				
37.5	Ledge				

† Penetration 6"

B-1052 + 50 NB

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
116.2	Brown silt with traces of gray				
103.2					
	Gray silt				
73.2	Gray silty clay				
63.2					
58.2	Layers of gray sand and silt				
	Gray silt, shells and black specks				
43.2	Gray sand				
38.2	Gray sand and gravel				
35.0					
30.0	Ledge				

† Penetration 18"
† Penetration 24"
† Penetration 2"

B-1054 SB

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
118.2	Brown silt				
109.2	Brown and gray silt				
106.2	Brown silt				
96.2					
	Brown silty clay				
81.2					
	Gray silt				
62.2	Layers of gray silt and gray sand				
58.2					
	Gray silt shells and black specks				
43.2	Gray silty sand				
39.2	Gray silty sand and gravel				
31.7					
26.7	Ledge				

† Penetration 24"
† Penetration 18"
† Penetration 2"
* Penetration 4"

B-1055 NB

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
123.1	Brown and gray silt				
112.1					
	Gray silt (becomes more clayey as depth increases)				
67.1					
	Layers of gray silt, gray sandy silt and gray sand				
42.1					
	Gray sand (becoming less silty as depth increases)				
30.5					
25.5	Ledge				

† Penetration 6"
† Penetration 7"

B-1055 RT

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
107.0	Brown silt				
101.0					
	Gray silt				
34.0					
29.5	Gray sand				

Refusal
† Penetration 6"

B-1056 SB

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
122.7	Gray and brown silt				
109.7	Layer of brown gray silt				
98.7					
	Gray clayey silt				
	Layer of sand				
	Shells on vane				
48.7					
	Layers gray sand & silt				
32.7	Gray sand				
28.95					

† Penetration 18"
† Penetration 24"
† Penetration 9"

BORING LOG

Scale: 1/8" = 1'-0"
For boring notes see sheet 3.

THE CLARKESON ENGINEERING CO., INC.		
DESIGN	CHECK	DATE
DRAWN	APPROVED	DATE
STATE HIGHWAY COMMISSION		
INTERSTATE #95		
OVER		
MESSALONSKEE STREAM & QUARRY ROAD (RELOC.)		
IN THE CITY OF		
WATERVILLE		
KENNEBEC COUNTY		
BORING LOG		
SHEET 5 OF 23 SHEETS		AUGUSTA, MAINE



B-1056 LT.

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Vane Shear Strength (Tons Per Sq. Foot)
112.9	Brown silty sand	7		
111.9	Mostly brown	14		
	Brown and gray silt	1.0		
98.9		503		
	Gray silt	403		
		342		
		403		
		342		
72.9		342		
	Gray clayey silt	342		
		403		
		322		
52.9		302		
47.9	Gray silt, sand and rocks	21		
39.9	Gray silt	10		
35.9	Gray sand			
32.5	Gray sand & gravel	23		
	Ledge			

† Penetration 18"
 ‡ Penetration 24"
 § Penetration 5"

B-1057 NB

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Vane Shear Strength (Tons Per Sq. Foot)
128.2				
123.2	Brown silty sand	5		
	Grayish brown sandy silt	1062		
112.2		342		
		267		
		521		
		178		
87.2		583		
	Gray gritty silt	726		
75.2		548		
		342		
		822		
	Gray sandy silt	993		
		22		
		16		
		18		
		890		
		33		
		18		
45.2	Gray sand, gravel & rocks	1.0		
41.6				

† Penetration 6"

B-1058 SB

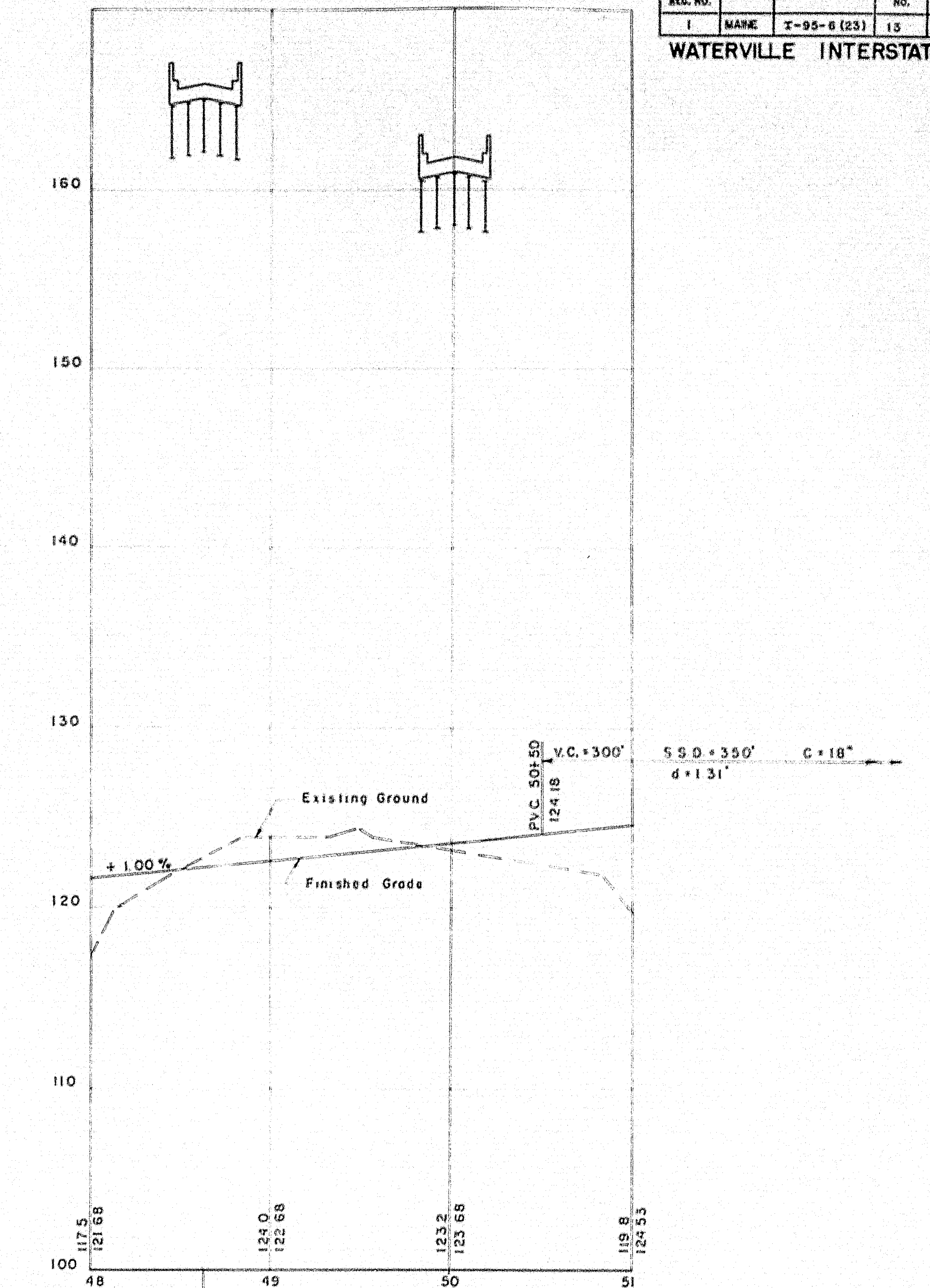
Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
124.4					
115.4	Brown silt	20		1.0	
		16		1.0	
99.4	Gray silt	452			
		431			
		356			
		411			
		329			
	Gray clayey silt	342			
		363			
		411			
		397			
64.4					
	Layers of sand & rocks and gray silt	390			
56.4		521			
	Gray sand	35			
51.7					
47.2	Ledge or boulder				

† Penetration 18"
 ‡ Penetration 24"
 § Penetration 8"
 ¶ Penetration 2"

B-1060 SB

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Vane Shear Strength (Tons Per Sq. Foot)
127.8				
119.8	Brown and gray silt			
116.8	Brown sandy silt	906		
109.8	Brown sand and gravel	64		
106.3	Gray sand and gravel	53		
	Ledge			

† Penetration 15"
 ‡ Penetration 6"



Sta. 48+62.49 Quarry Rd. Relocation
 Sta. 1055+79.62 Southbound Interstate # 95
 Sta. 50+00.00 Quarry Rd. Relocation
 Sta. 1054+01.95 Northbound Interstate # 95

PROFILE ALONG QUARRY ROAD RELOCATION
 Scale: 1" = 50'-0"

BORING LOG

Scale: 1/8" = 1'-0"
 For boring notes see sheet 3.

THE CLARKESON ENGINEERING CO., INC.	
DESIGN	CHECK G.B.
DRAWN E.K.	APPROVED W.A.H.-C.J.M.
STATE HIGHWAY COMMISSION	
INTERSTATE #95	
OVER	
MESSALONSKEE STREAM & QUARRY ROAD (RELOC.)	
IN THE CITY OF	
WATERVILLE	
KENNEBEC COUNTY	
BORING LOG	
SHEET 6 OF 23 SHEETS	
AUGUSTA, MAINE	

B-501

B-502

B-503

B-504

163.5

Bottom of Proposed Northeastly
Abutment Footing

Water

Base 100

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq.Ft.)
132.7	Brown Silt	12	12	100	
127.7	Gray Silt with Brown Streaks	12	12	100	1.10
118.7	Gray Silt	12	12	100	0.624
108.7	Gray Silt	12	12	100	0.302
98.7	Gray Silt	12	12	100	0.302
88.7	Gray Silt	12	12	100	0.282
78.7	Gray Silt	12	12	100	0.363
68.7	Gray Silt	12	12	100	0.282
58.7	Gray Silt	12	12	100	0.282
48.7	Gray Silt	12	12	100	0.110
38.7	Brown Sand & Gravel	10	15	50	
28.7	Ledge			57	

* Penetration 6"

Water

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq.Ft.)
132.7	Brown Silt	12	12	100	
127.7	Brown Silt	12	12	100	
123.2	Brown Silt with Gray Streak	12	12	100	0.544
118.7	Gray Silt	12	12	100	0.262
108.7	Gray Silt	12	12	100	0.262
98.7	Gray Silt	12	12	100	0.262
88.7	Gray Silt	12	12	100	0.262
78.7	Gray Silt	12	12	100	0.342
68.7	Gray Silt	12	12	100	0.342
58.7	Gray Silt with Layers of Sand	12	12	100	0.362
48.7	Gray Silt with Layers of Sand	12	12	100	0.363
38.7	Gray Silt with Layers of Sand	12	12	100	0.383
28.7	Gray-Brown Sand	10	15	50	0.109
18.7	Ledge			40	

* Penetration 6"

159.0

Bottom of Proposed Southeastly
Abutment Footing

Water

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq.Ft.)
134.7	Brown Silt	12	12	100	
129.7	Gray Silt with Brown Streaks	12	12	100	1.11
125.7	Gray Silt	12	12	100	0.443
115.7	Gray Silt	12	12	100	0.403
105.7	Gray Silt with Layers of Sand	12	12	100	0.564
95.7	Gray Silt with Layers of Sand and Sea Shells	12	12	100	0.526
89.7	Gray Silt with Layers of Sand	12	12	100	0.504
83.7	Gray Silt with Pieces of Rock	12	12	100	0.504
73.7	Gray Sand & Gravel	10	15	50	1.10
63.7	Ledge			43	

* Penetration 6"
+ Penetration 17"

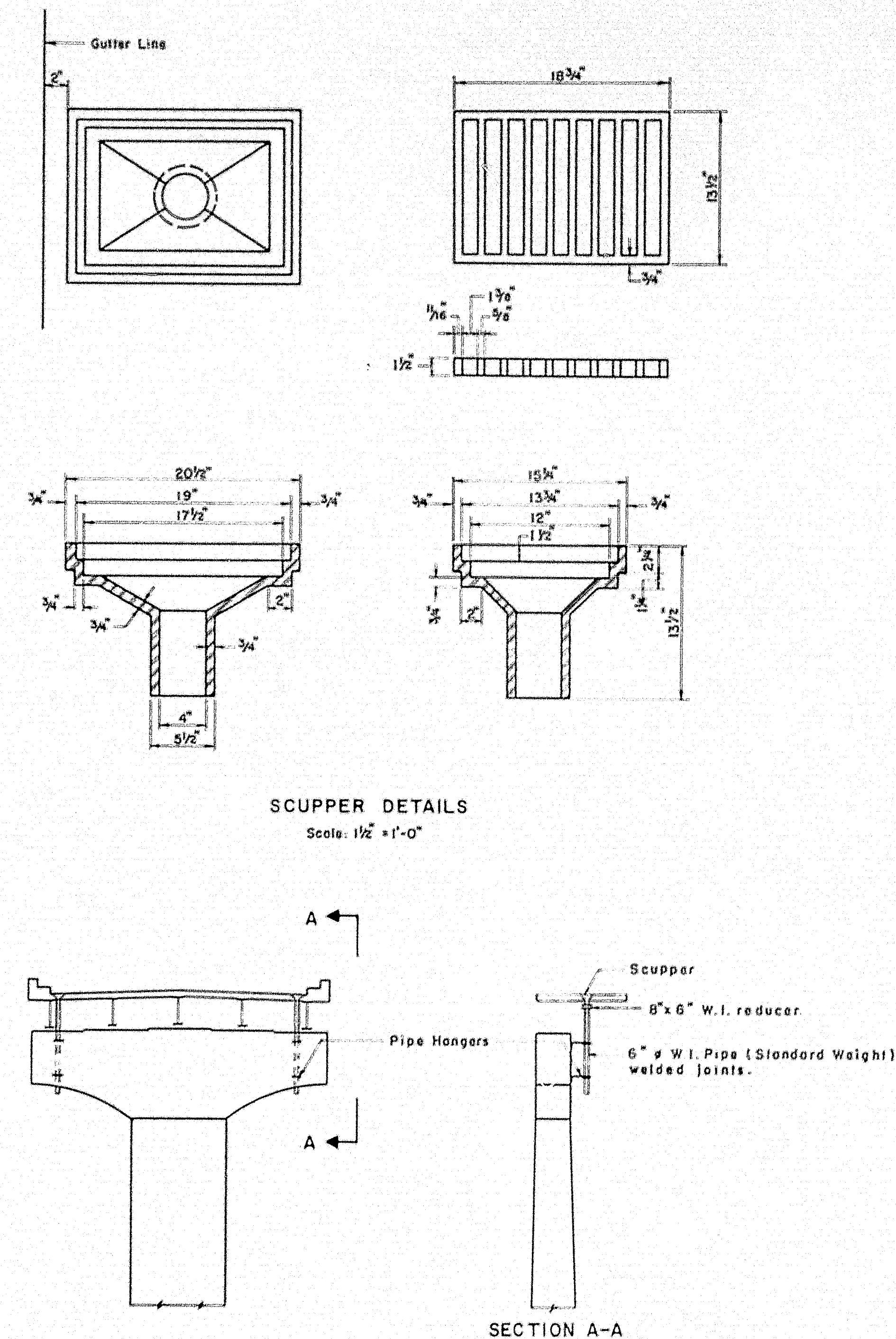
Water

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq.Ft.)
134.0	Brown Silt with Blue Streak	12	12	100	1.10
124.0	Blue Sandy Silt	12	12	100	0.656
120.0	Blue Silt	12	12	100	0.202
110.0	Blue Silt	12	12	100	0.262
100.0	Blue Silt	12	12	100	0.242
90.0	Blue Silt	12	12	100	0.363
80.0	Blue Silt	12	12	100	0.403
70.0	Blue Silt	12	12	100	0.584
60.0	Blue Silt	12	12	100	0.564
50.0	Blue Silt	12	12	100	0.363
40.0	Blue Silt	12	12	100	0.403
30.0	Gray Sandy Silt	12	12	100	0.423
20.0	Gray Sand Gravel & Rocks	10	15	50	
10.0	Ledge			57	

* Penetration 6"

BORING LOG
Scale: 1/8" = 1'-0"

- Notes: 1. Location of borings are shown on Key Plan thus (B-501).
2. Borings are taken for purpose of design and show condition at boring 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 2 1/2" or 4" casing, sample tube, or 1 3/8" spoon produced by a 304 lb hammer with a fall of 16", 18" and 14" respectively.
4. Borings were taken by Maine Highway Commission during the month of November 1958.



PIPE DETAILS AT PIERS
Scale: 3/32" = 1'-0"

- Notes: 1. All joints to be welded.
2. For location of scuppers see sheets 8, 9 & 10.
3. The Contractor shall submit complete drawings of the piping system to the Engineer for approval.
4. Pipe hangers to be Standard 1 1/2 x 3/8 clamps and anchor straps.
5. Anchor straps to be fastened to pier cap with 3/4 inch bolts (6" into concrete), two bolts per strap.
6. Scupper pipes at piers to be carried 6" below pier cap. Scupper pipes in girder spans to be carried 6" below structural steel.

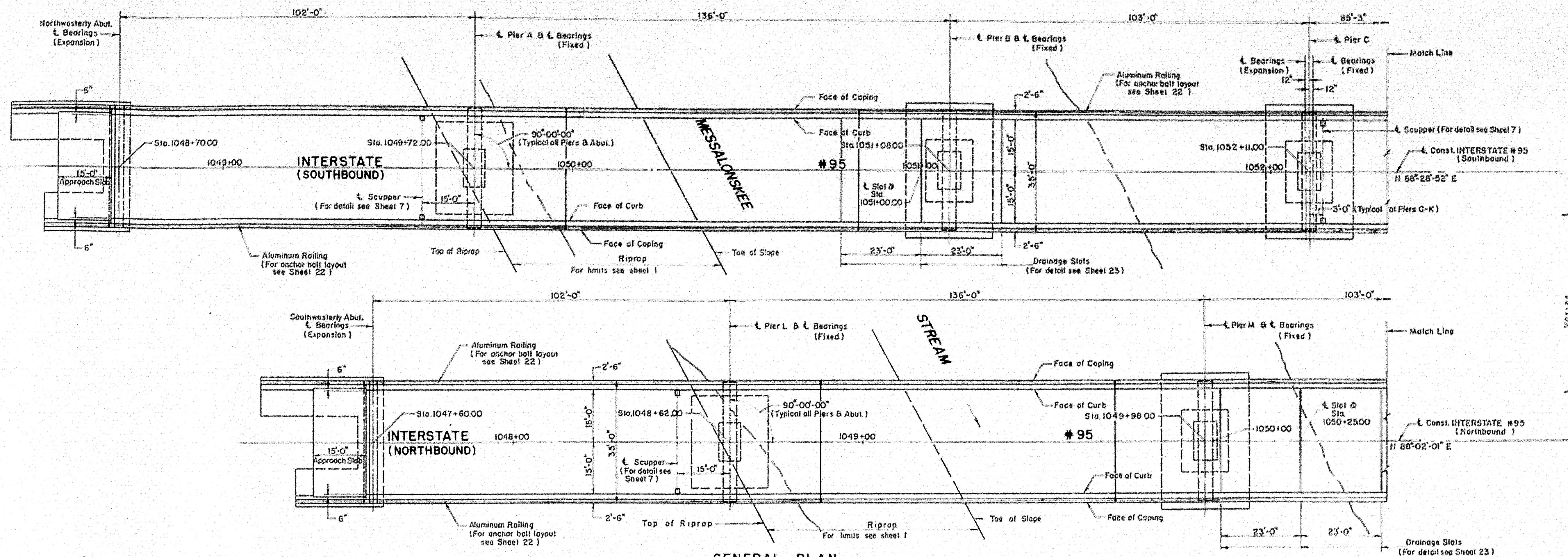
THE CLARKSON ENGINEERING CO., INC.

DESIGN	CHECK	BRIDGE NO.
DRAWN	APPROVED	SURVEY
R. J. F.	W. A. H. C. J. M.	PLOT

STATE HIGHWAY COMMISSION
INTERSTATE #95
OVER
MESSALONSKEE STREAM
& QUARRY ROAD (RELOC.)
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
BORING LOG

S.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6 (23)	15	32

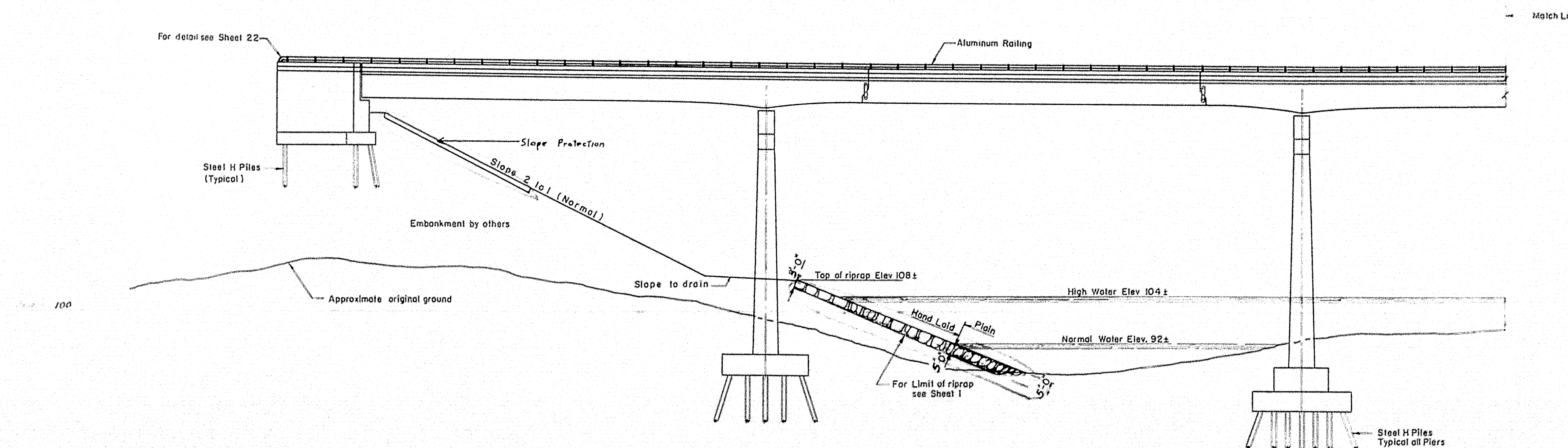
WATERVILLE INTERSTATE



Note: Provide for railing expansion in panels over westerly abutments, Piers C to K, Piers N to U inclusive and over hinge locations.

GENERAL PLAN

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



GENERAL ELEVATION

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

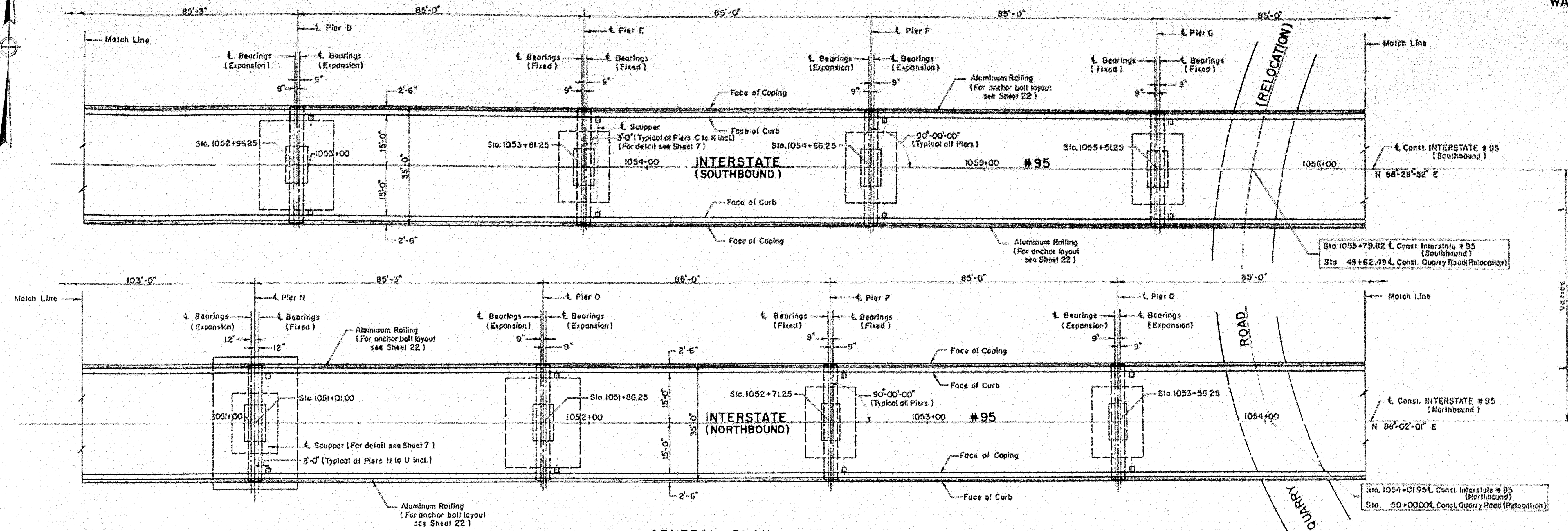
THE CLARKESON ENGINEERING CO., INC.			
DESIGN G.B.	CHECK J.T.B.H.P.	DATE	
DRAWN E.K.	APPROVED H.A.H.-C.A.M.	DATE	
STATE HIGHWAY COMMISSION			
INTERSTATE #95			
OVER			
MESSALONSKEE STREAM			
& QUARRY ROAD (RELOC.)			
IN THE CITY OF			
WATERVILLE			
KENNEBEC COUNTY			
GENERAL PLAN & ELEVATION			
SHEET 8 OF 23 SHEETS		AUGUSTA, MAINE	

78-180

0 1 2 3 4 5 INCHES

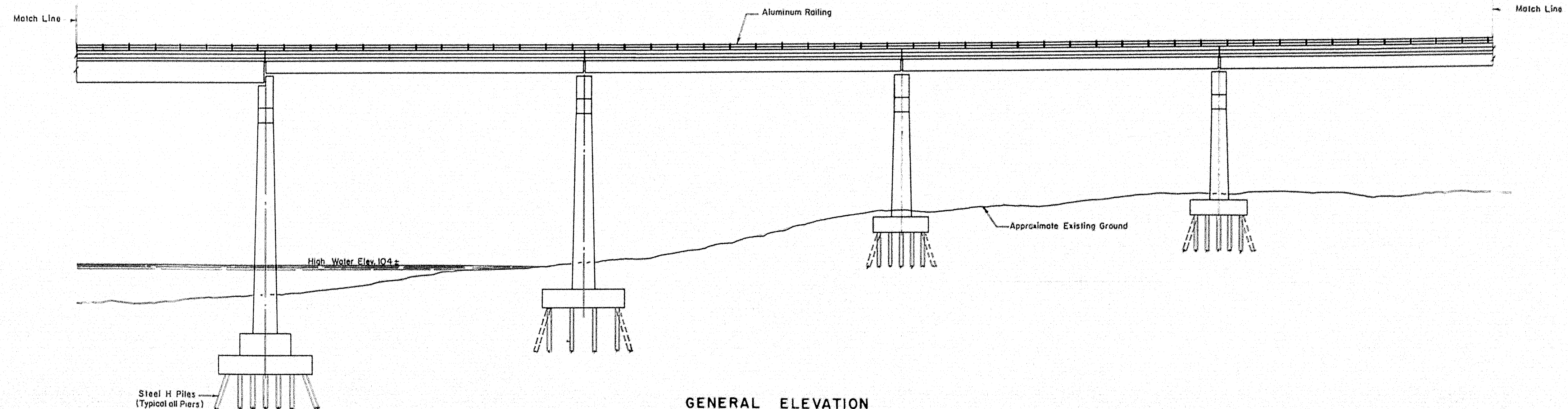
SHEET NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8 (23)	16	32

WATERVILLE INTERSTATE



GENERAL PLAN

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



GENERAL ELEVATION

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

Note:
For railing expansion note see Sheet 8

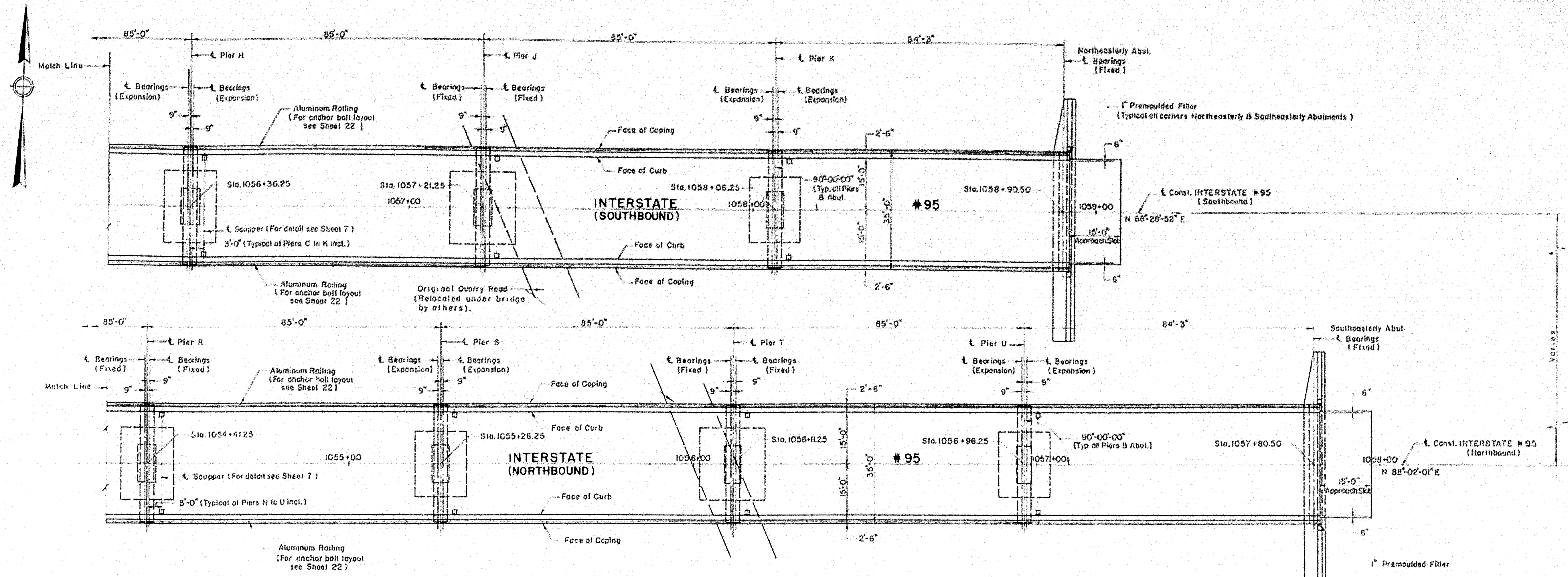
THE CLARKSON ENGINEERING CO., INC.			
DESIGN G.B.	CHECK J.T.B.H.	DRAWN E.K.	APPROVED W.A.H.
STATE HIGHWAY COMMISSION			
INTERSTATE #95			
OVER			
MESSALONSKEE STREAM			
& QUARRY ROAD (RELOC.)			
IN THE CITY OF			
WATERVILLE			
KENNEBEC COUNTY			
GENERAL PLAN & ELEVATION			
SHEET 9 OF 23 SHEETS		AUGUSTA, MAINE	

78-181

0 1 2 3 4 5 INCHES

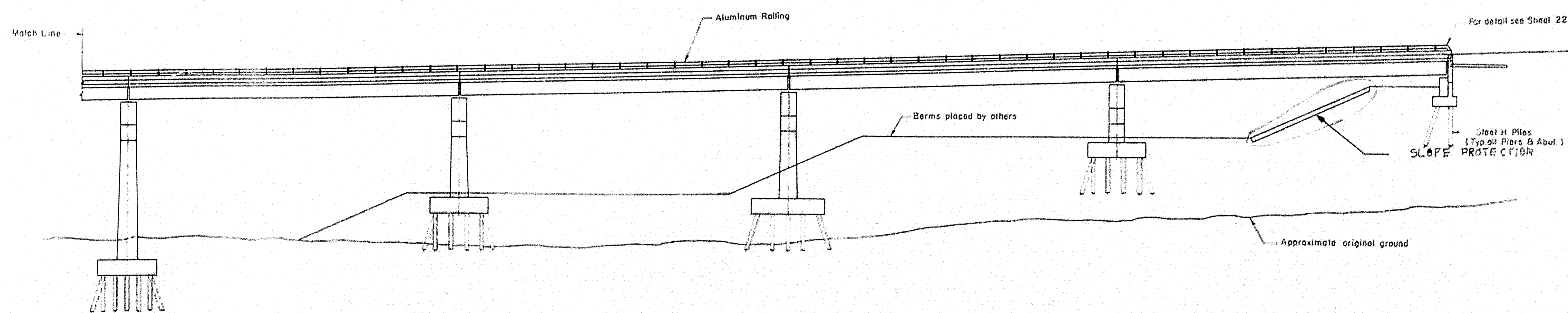
R.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	X-95-6 (23)	17	32

WATERVILLE INTERSTATE



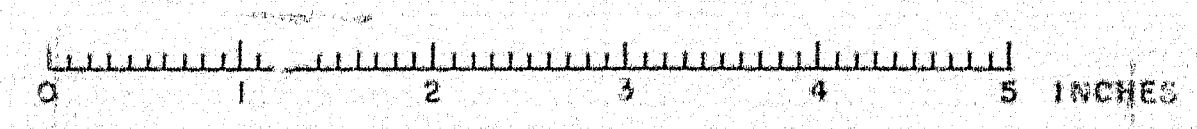
GENERAL PLAN
Scale: 1/8" = 1'-0"

Note: For railing expansion note see Sheet 8



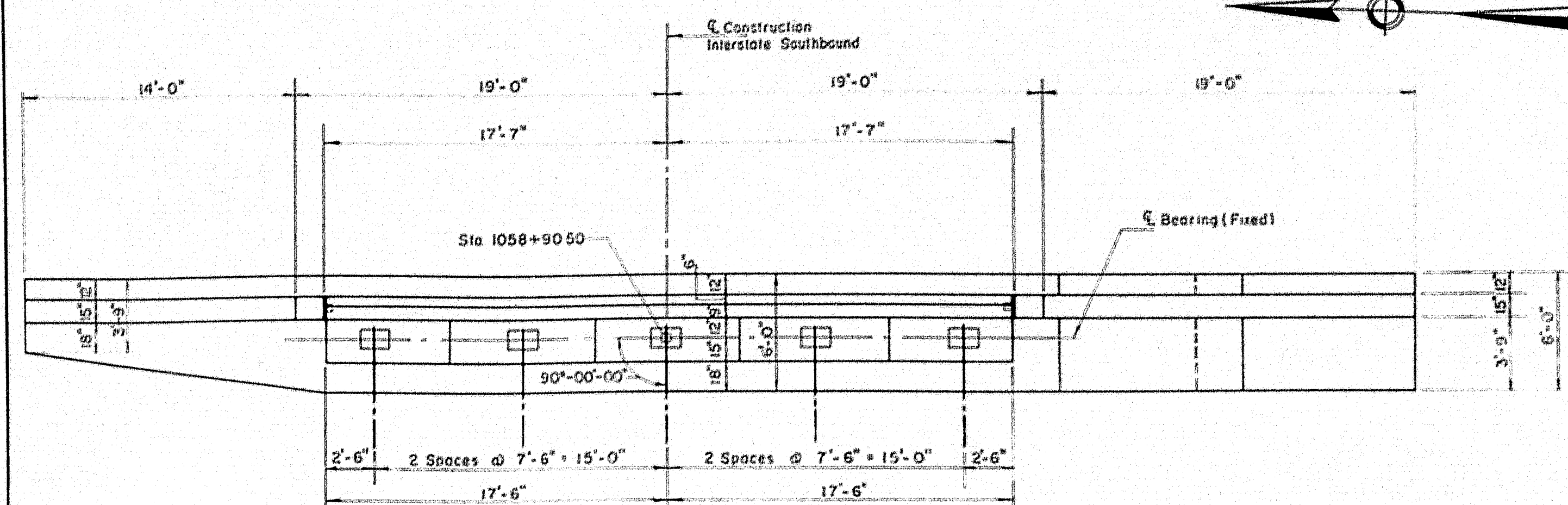
GENERAL ELEVATION
Scale: 1/8" = 1'-0"

THE CLARKSON ENGINEERING CO., INC.			
DESIGN G.B.	CH. C. JT. & H.P.	BRIDGE NO.	SURVEY
DRAWN E.K.	APPROVED W.A.H.-C.J.M.	PILOT	
STATE HIGHWAY COMMISSION			
INTERSTATE #95			
OVER			
MESSALONSKEE STREAM			
& QUARRY ROAD (RELOC.)			
IN THE CITY OF			
WATERVILLE			
KENNEBEC COUNTY			
GENERAL PLAN & ELEVATION			
SHEET 10 OF 23 SHEETS		AUGUSTA, MAINE	



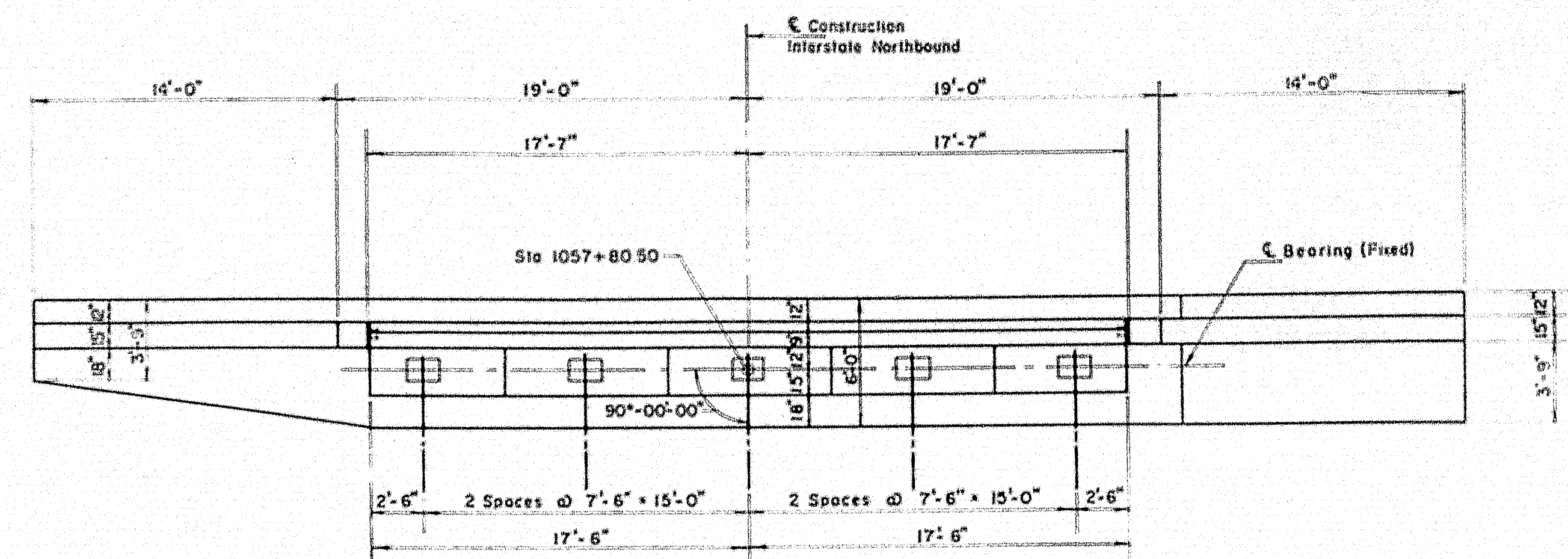
W.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	T-95-6(23)	19	32

WATERVILLE INTERSTATE



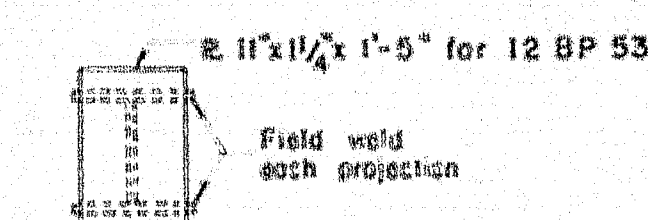
PLAN NORTHEASTERLY ABUTMENT

Scale: $\frac{3}{16}'' = 1'-0''$



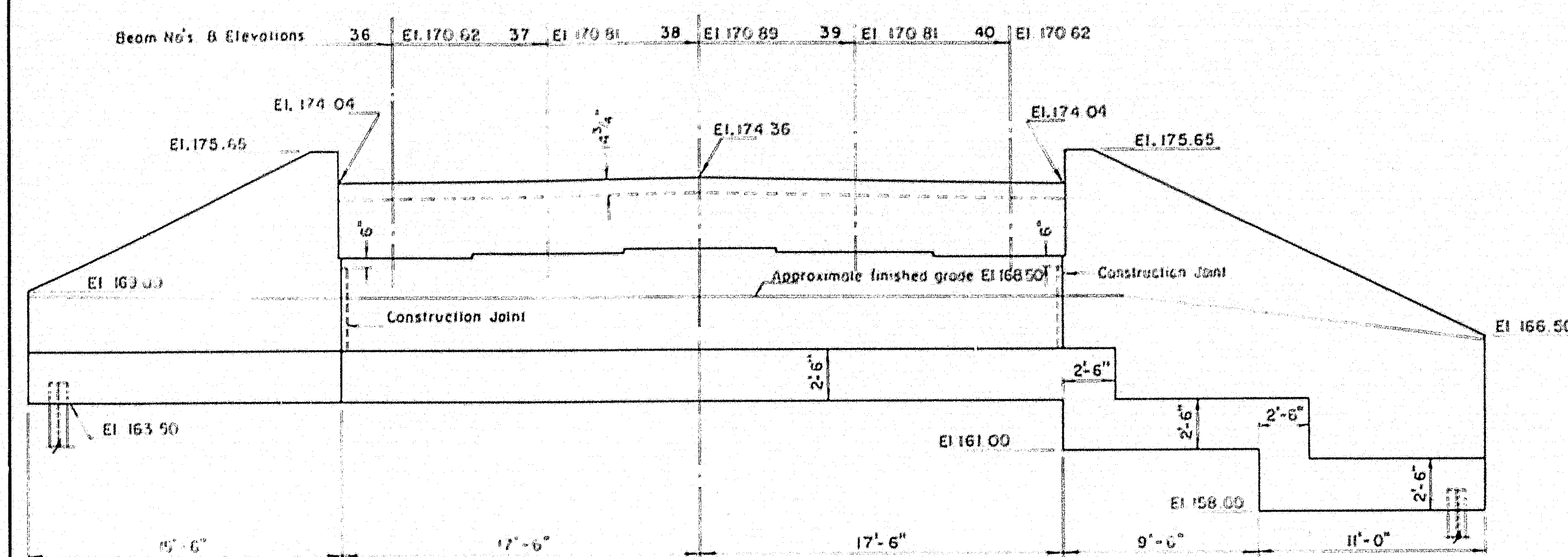
PLAN SOUTHEASTERLY ABUTMENT

Scale: $\frac{3}{16}'' = 1'-0''$



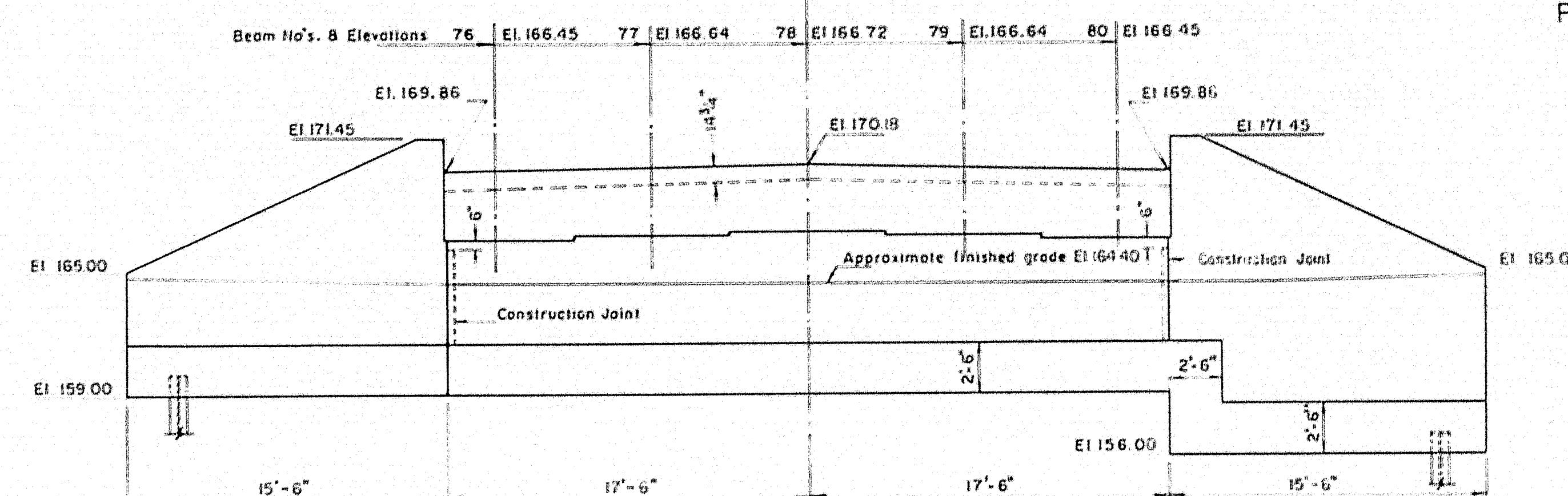
PILE CAP DETAIL

Scale: $\frac{3}{4}'' = 1'-0''$



ELEVATION NORTHEASTERLY ABUTMENT

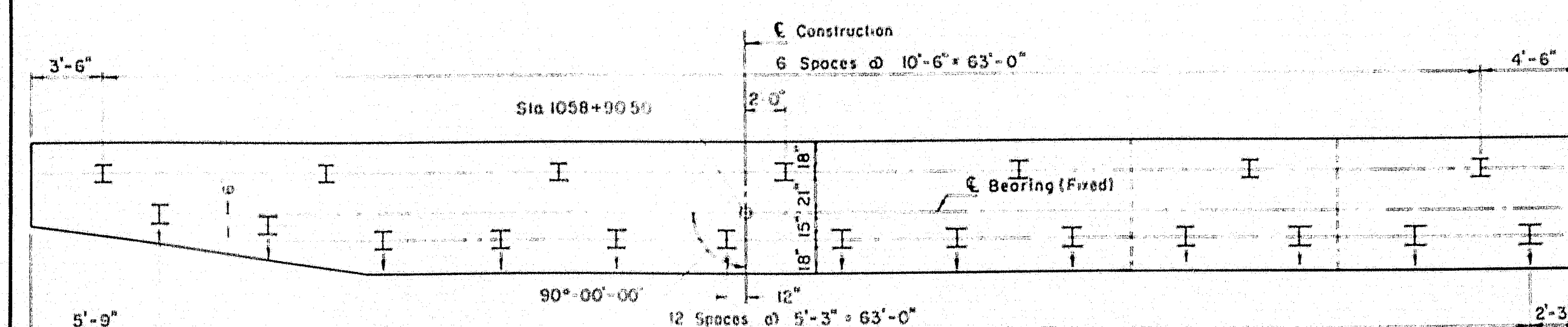
Scale: $\frac{3}{16}'' = 1'-0''$



ELEVATION SOUTHEASTERLY ABUTMENT

Scale: $\frac{3}{16}'' = 1'-0''$

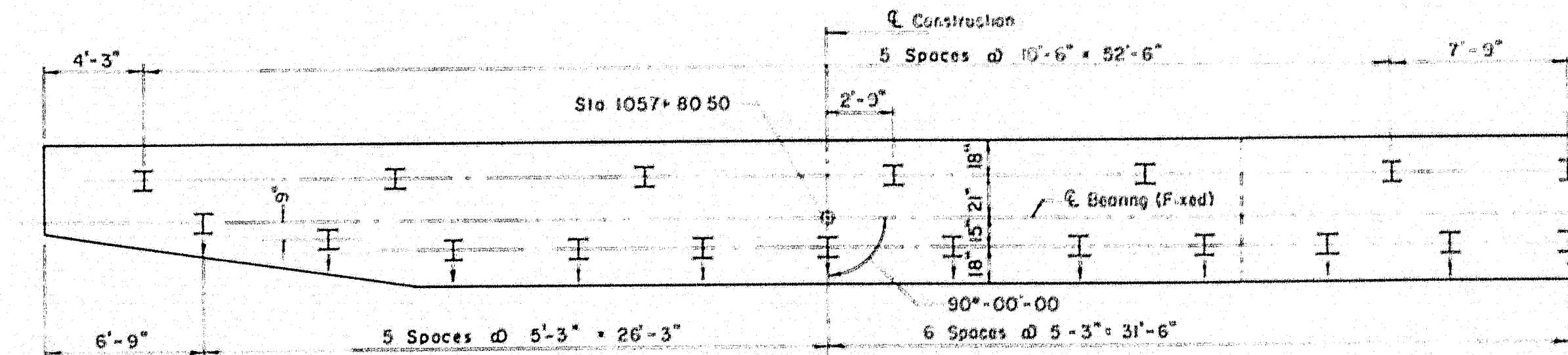
NOTES: 1. For typical abutment section and wing section see Sheet 11.
2. For general notes, sections and details see Sheet 11.



PILE PLAN NORTHEASTERLY ABUTMENT

Scale: $\frac{3}{16}'' = 1'-0''$

20 piles required.



PILE PLAN SOUTHEASTERLY ABUTMENT

Scale: $\frac{3}{16}'' = 1'-0''$

19 piles required.

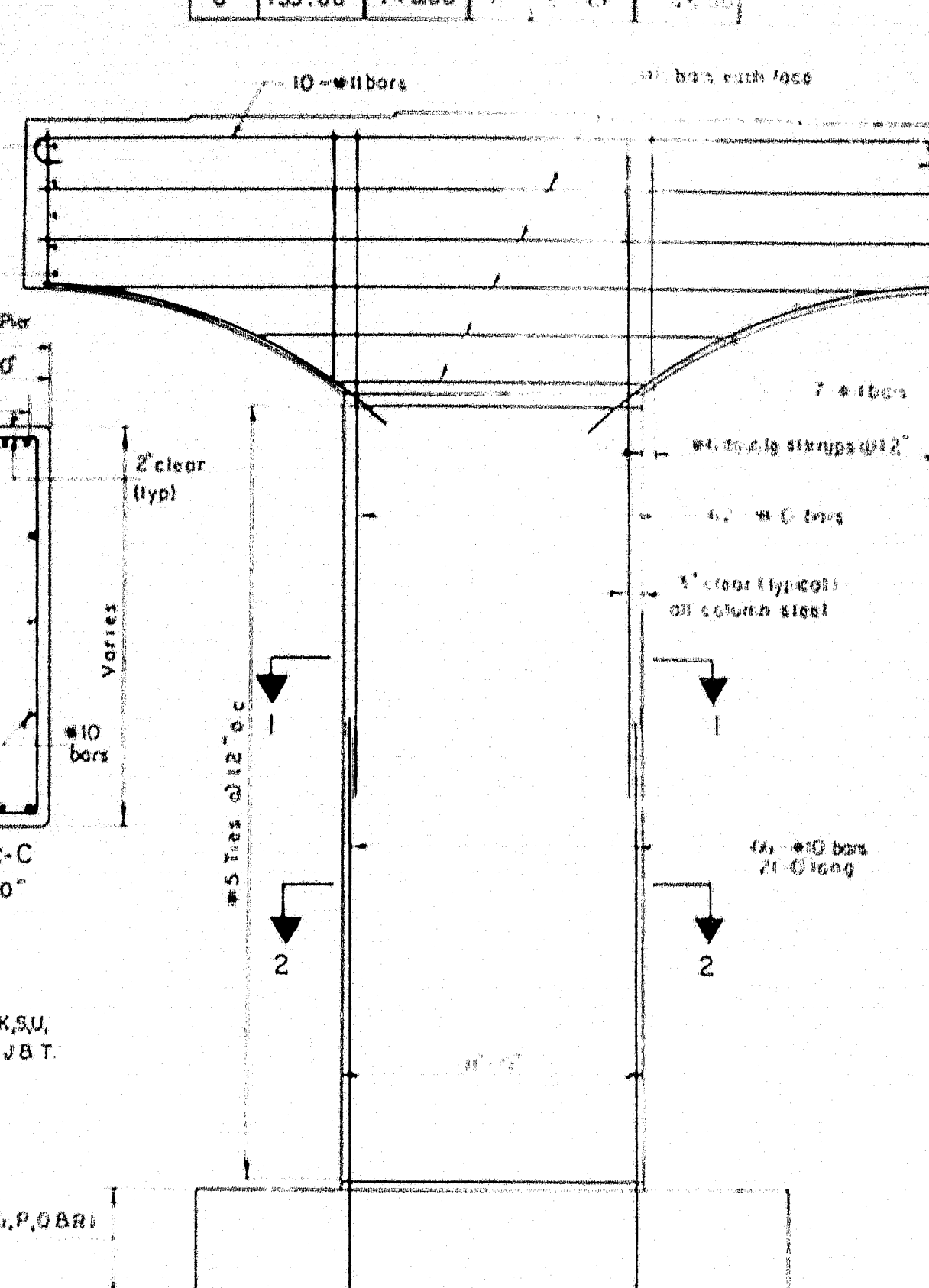
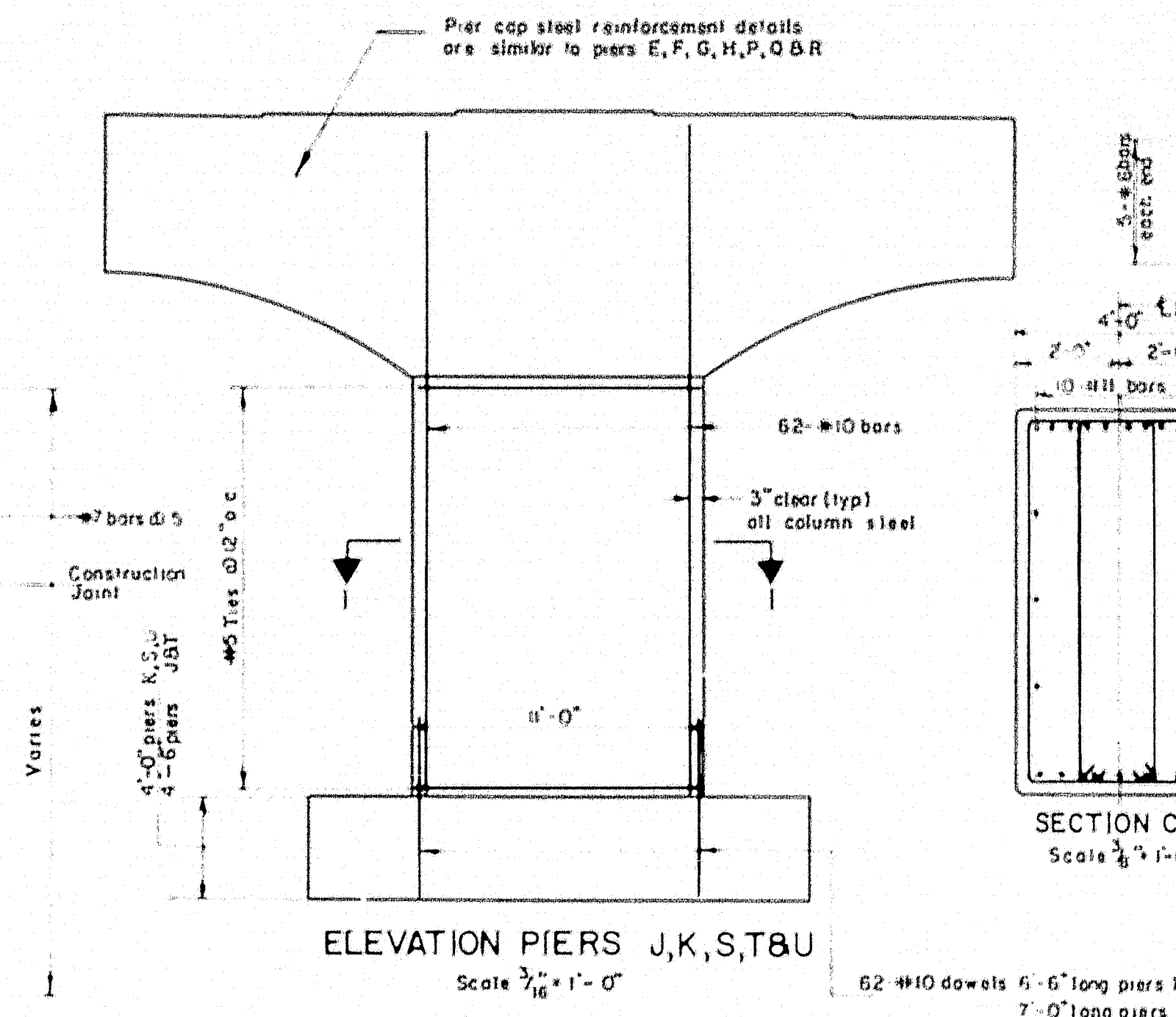
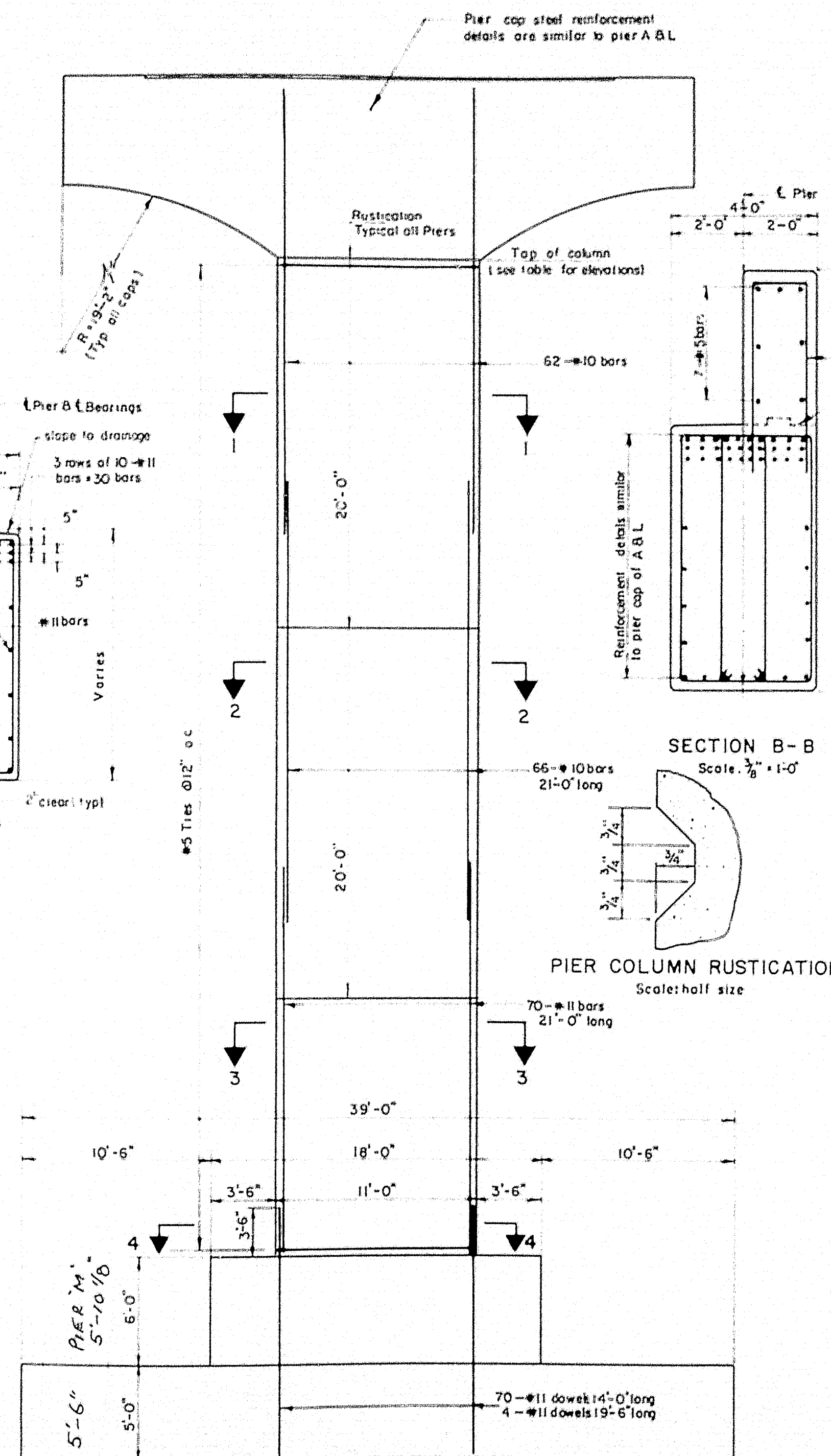
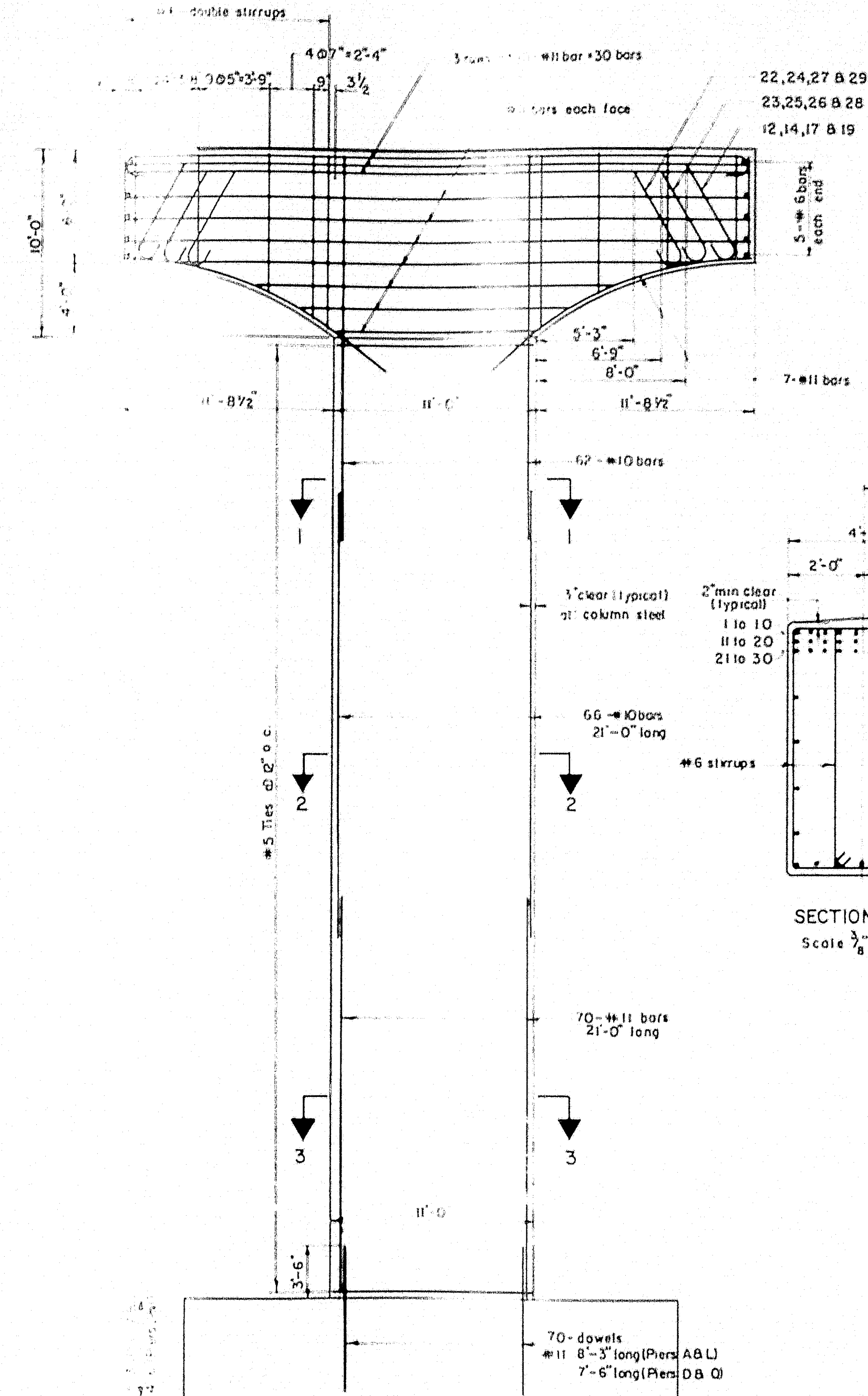
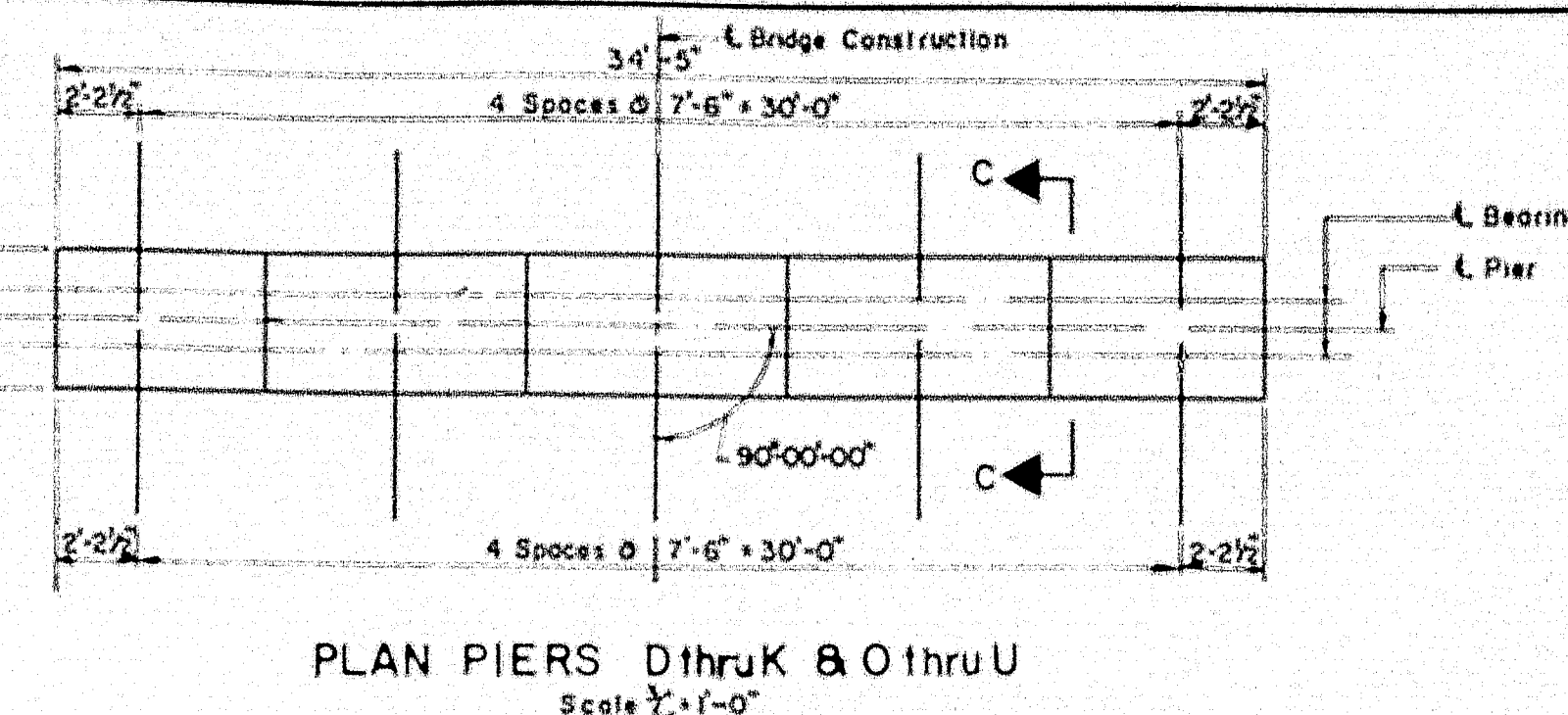
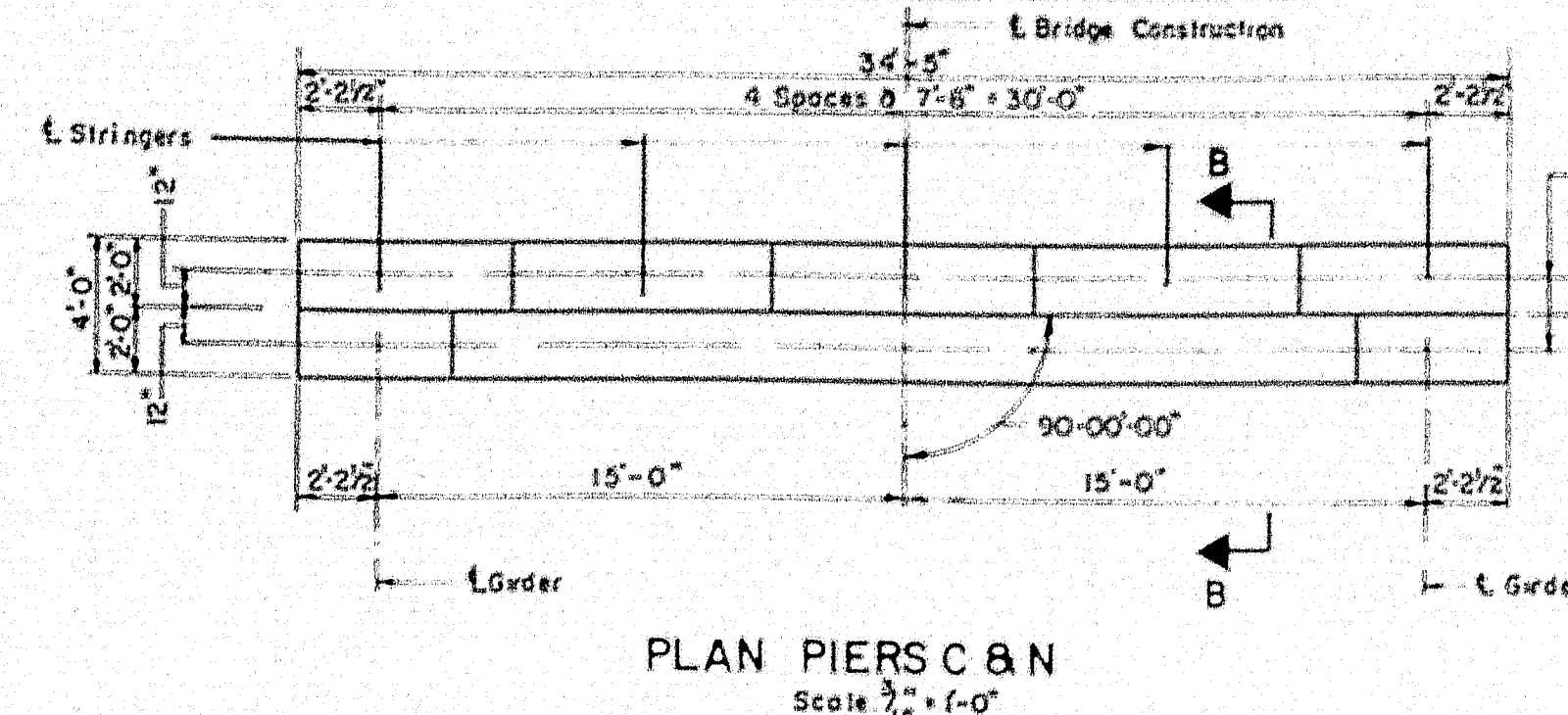
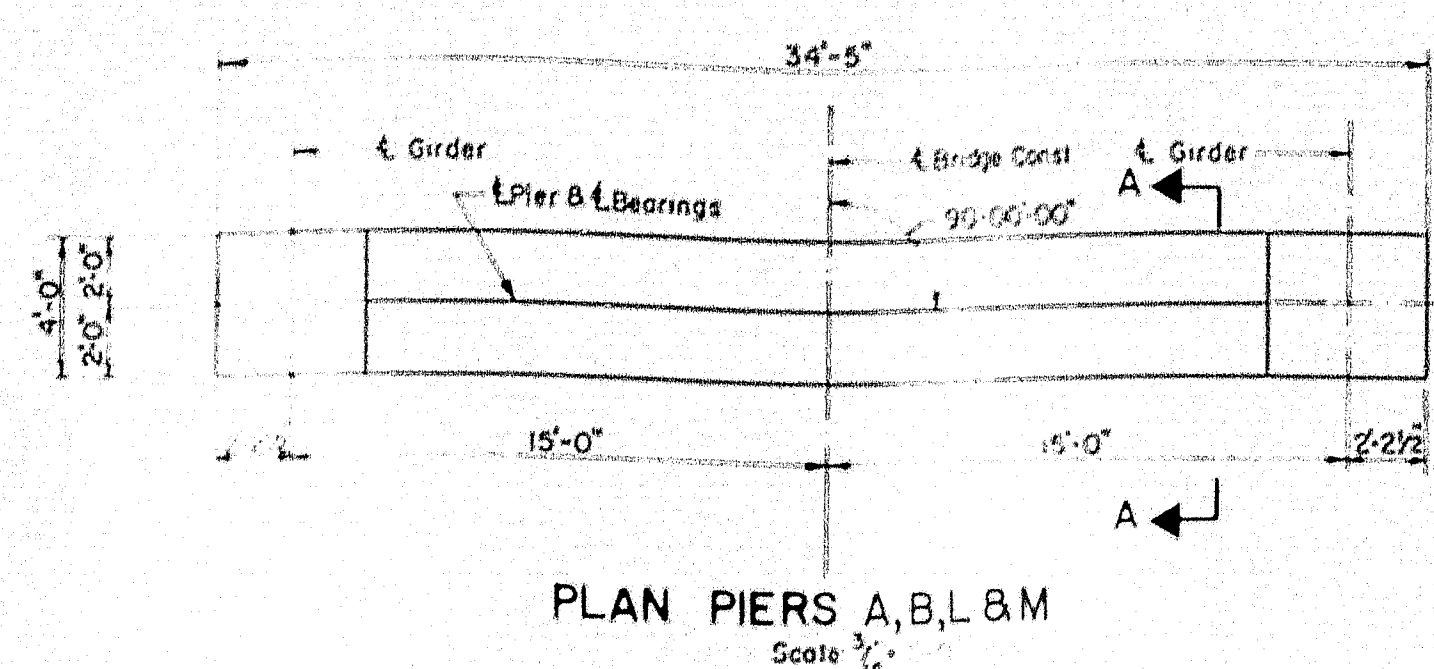
THE CLARKSON ENGINEERING CO., INC.			
DESIGN	J.T.	CHEP	J.T.H.
DRAWN	D.E.S.	APPROV.	D.W.H. & C.J.M.
STATE HIGHWAY COMMISSION			
INTERSTATE #95			
OVER			
MESSALONSKEE STREAM			
& QUARRY ROAD (RELOC.)			
IN THE CITY OF			
WATERVILLE			
KENNEBEC COUNTY			
NORTHEASTERLY & SOUTHEASTERLY			
ABUTMENTS			
SHEET 12 OF 23 SHEETS			
AUGUSTA, MAINE			

78-184

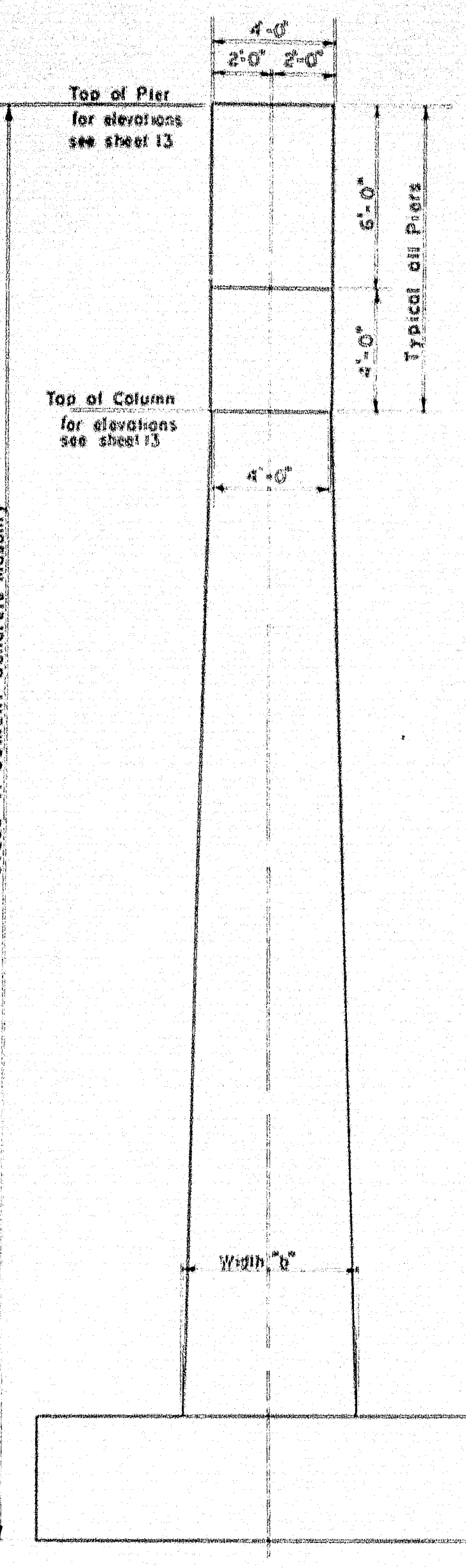
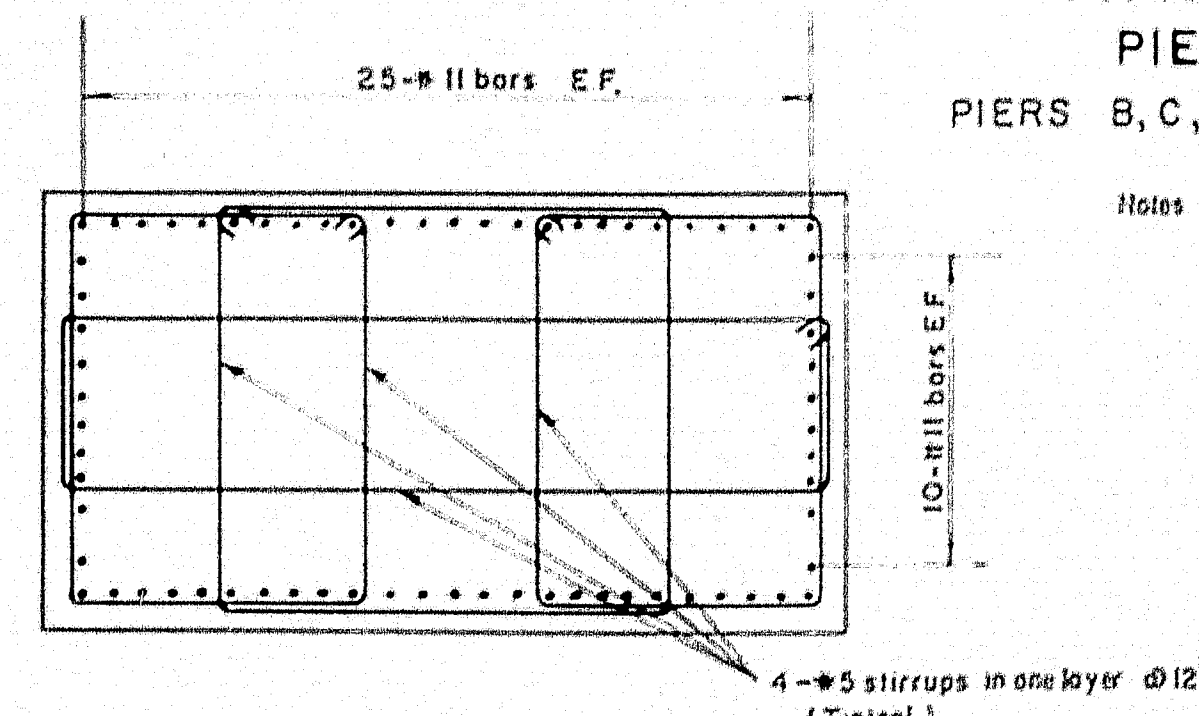
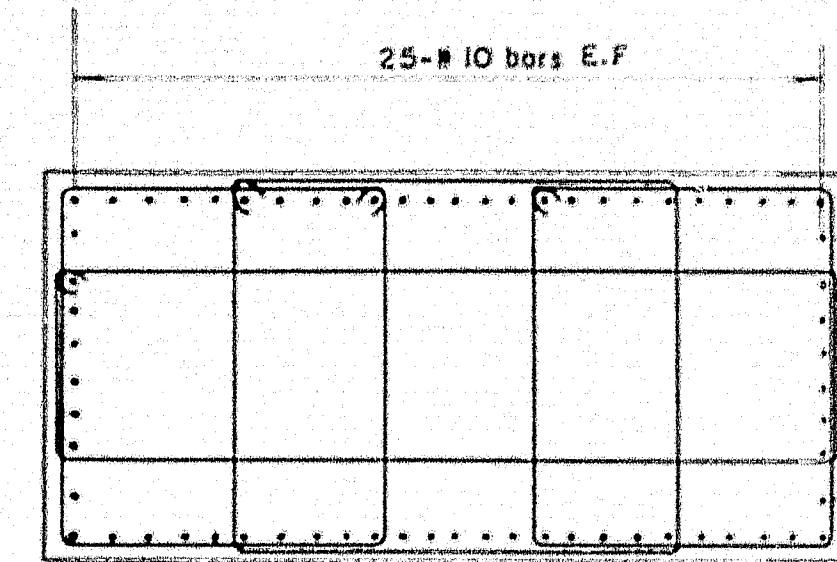
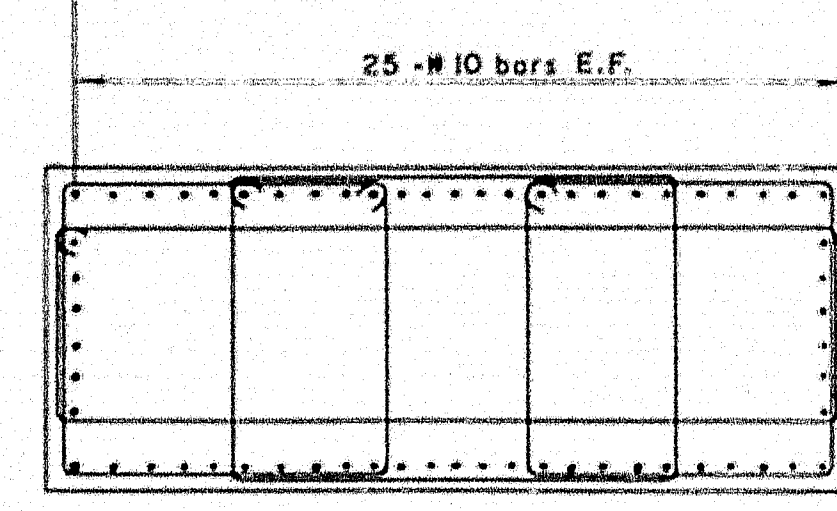
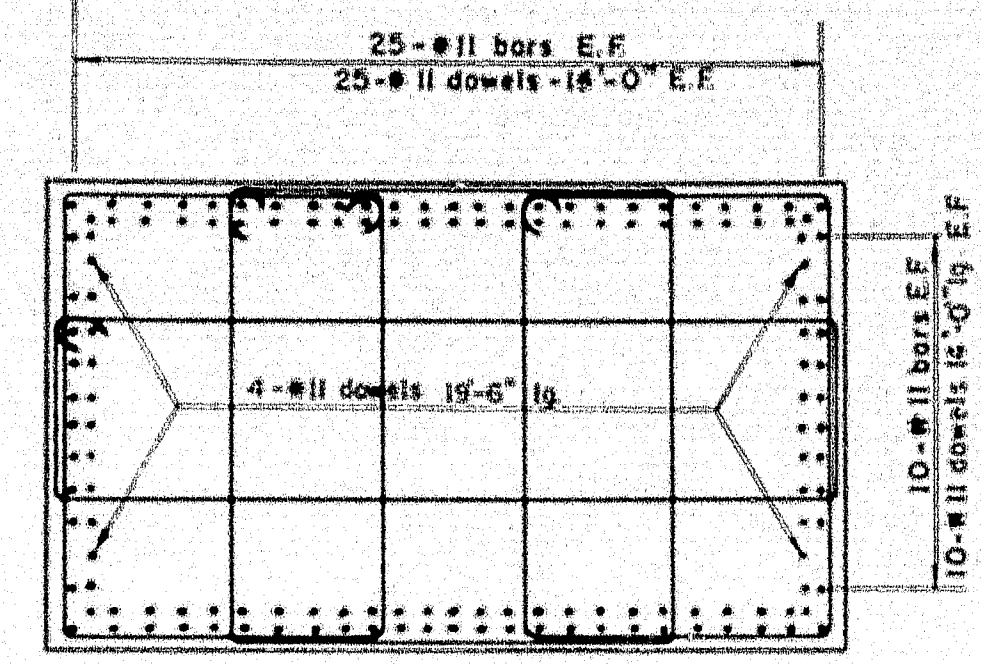
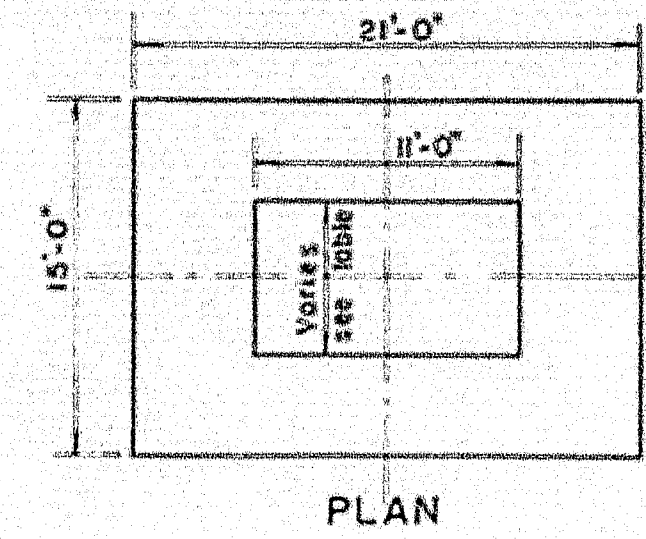
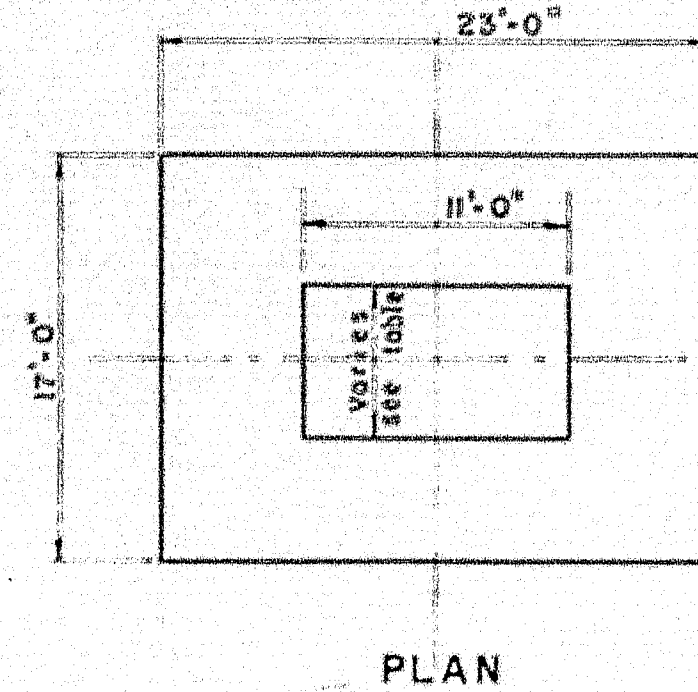
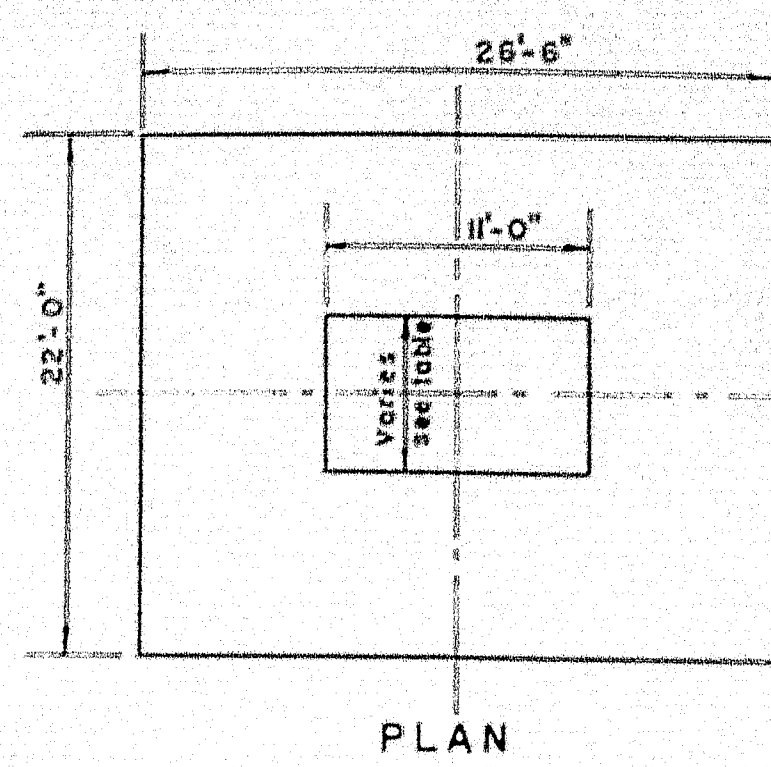
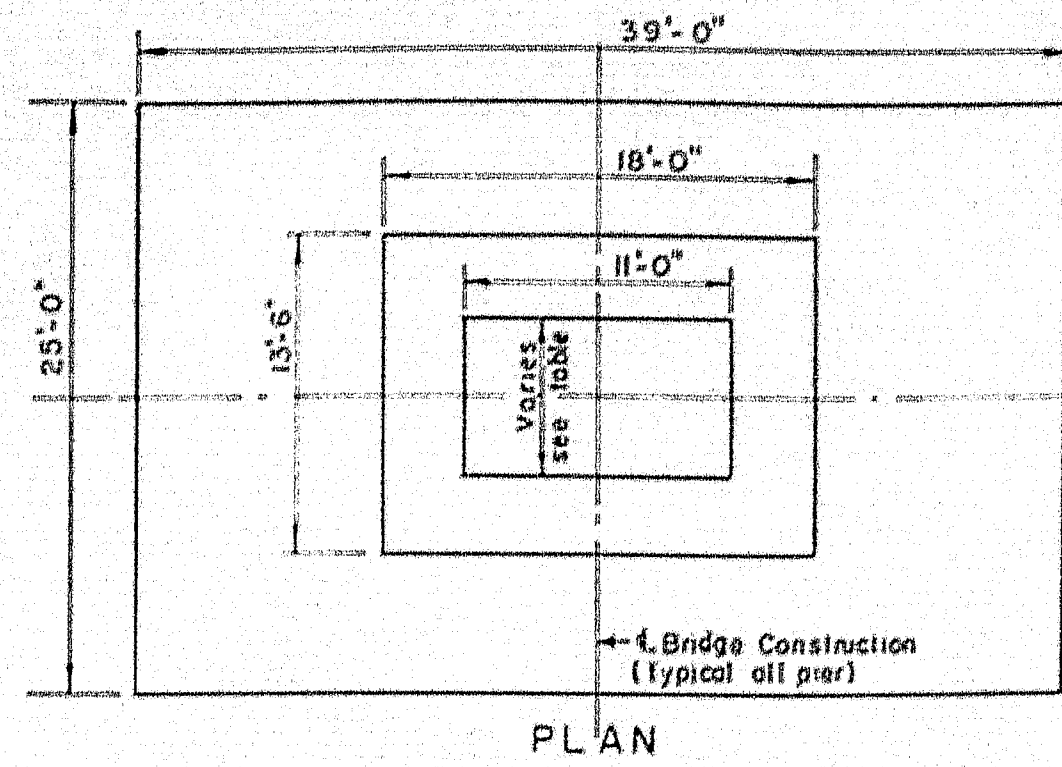
0 1 2 3 4 5 INCHES

WATERVILLE INTERSTATE

NORTHBOUND		SOUTHBOUND	
PIER	Elevation Top of Col.	PIER	Elevation Top of Col.
L	138.67	M	140.20
M	138.11	N	139.53
N	140.38	O	142.28
O	144.82	P	146.92
P	145.59	Q	147.90
Q	146.60	R	147.90
R	147.99	S	149.62
S	149.62	T	151.63
T	151.63	U	153.88
U	153.88		



SCHEDULE OF BEAM SEAT ELEVATIONS															
Gr No.	PIER A		PIER B		Gr No.	PIER C		Gr No.	PIER D		Gr No.	PIER E			
1	150.20		149.83		5	152.28		155.35	1	156.92		156.93	1	157.92	
								156.54	2	157.11		157.12	7	158.09	
								156.62	3	157.19		157.20	8	158.17	
								156.54	4	157.11		157.12	9	158.09	
2	150.20		149.83		6	152.28		156.35	5	156.92		156.93	10	157.92	



Pier	Width "b"
A	6'-4"
B	6'-6"
C	6'-7"
D	6'-4"
E	5'-6"
F	5'-4"
G	5'-3"
H	5'-3"
J	5'-0"
K	4'-5"
L	6'-4"
M	6'-8"
N	6'-6"
O	6'-2"
P	5'-4"
Q	5'-3"
R	5'-5"
S	4'-10"
T	4'-10"
U	4'-3"

* Width "b" at top of pedestal

- Notes:
- Concrete cover to steel reinforcement at footing - 4" clear
 - Cap all piles.
 - Pile embedment - 12" for all footings
 - All piles to be driven to bedrock or practical refusal (see "General Instructions")
 - Indicates pile battered 3:12, in direction as indicated.
 - For numbered section see sheet 13

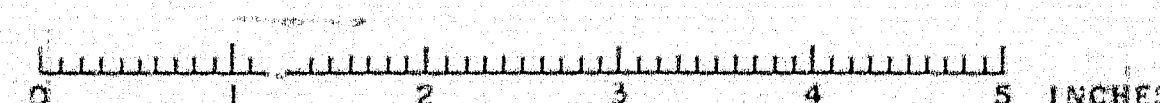
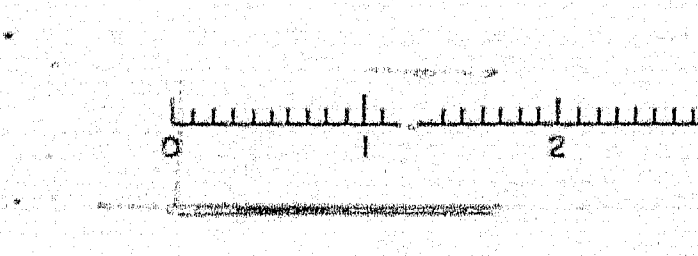
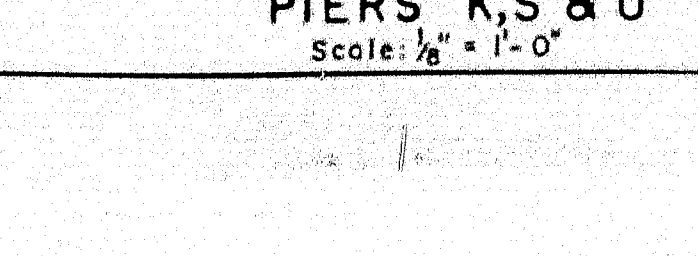
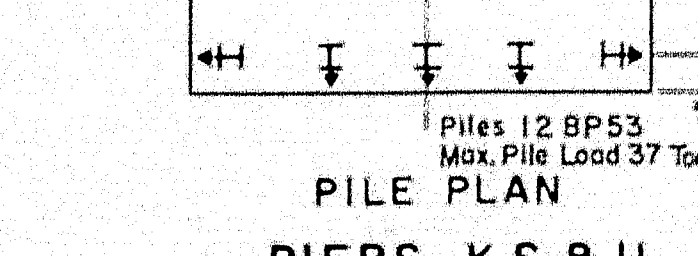
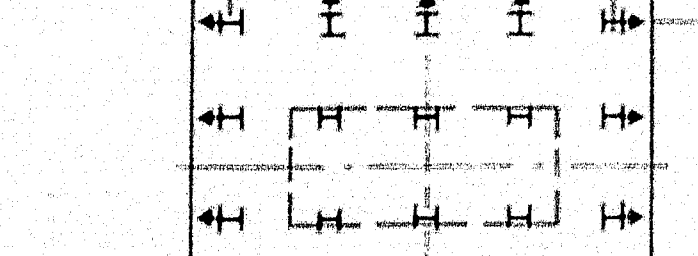
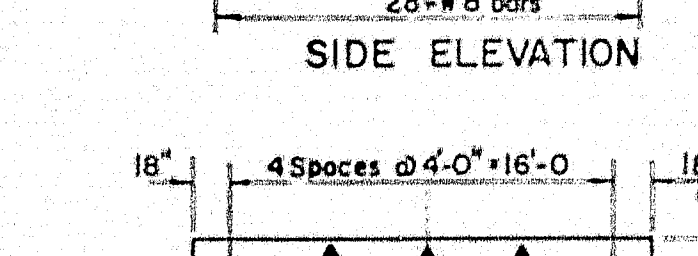
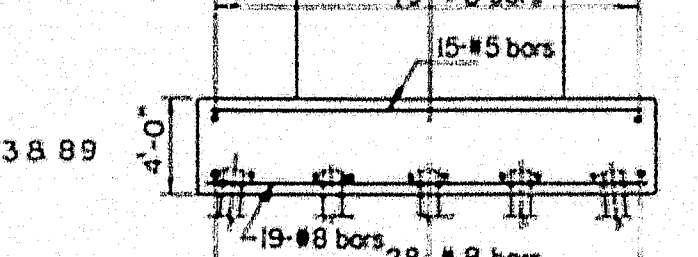
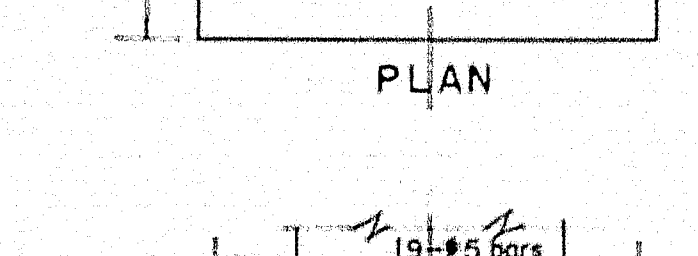
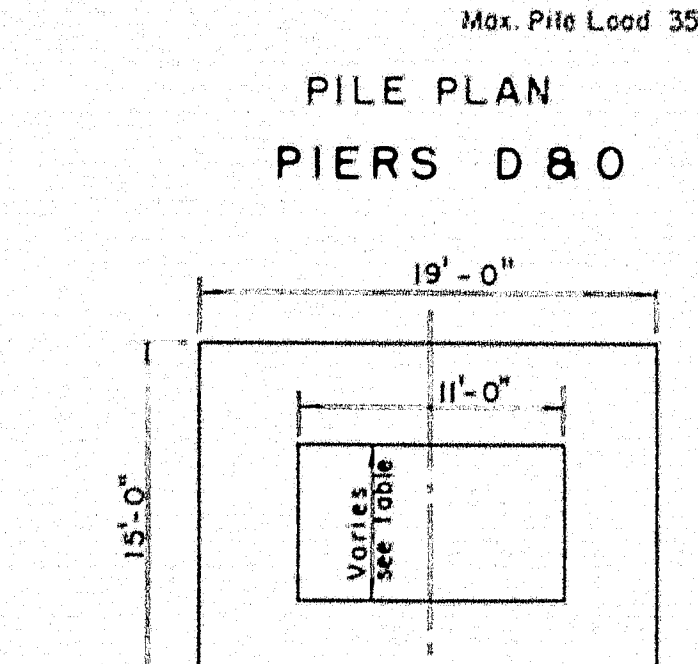
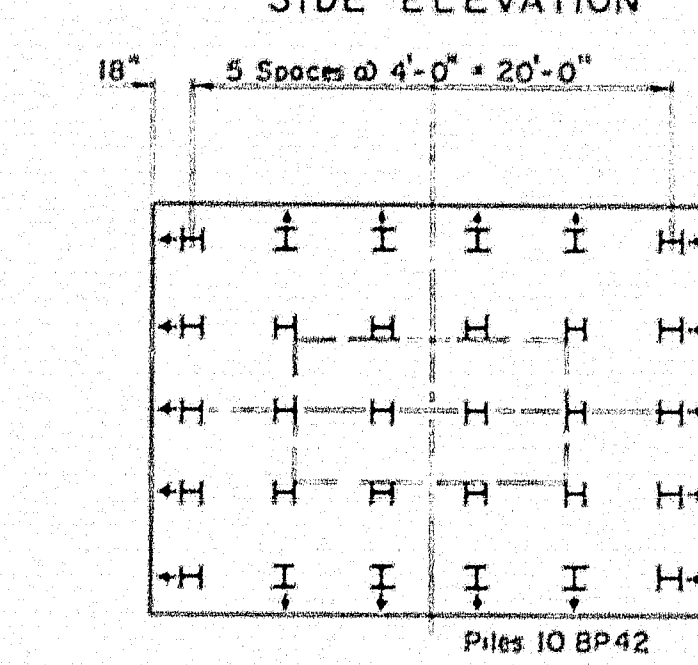
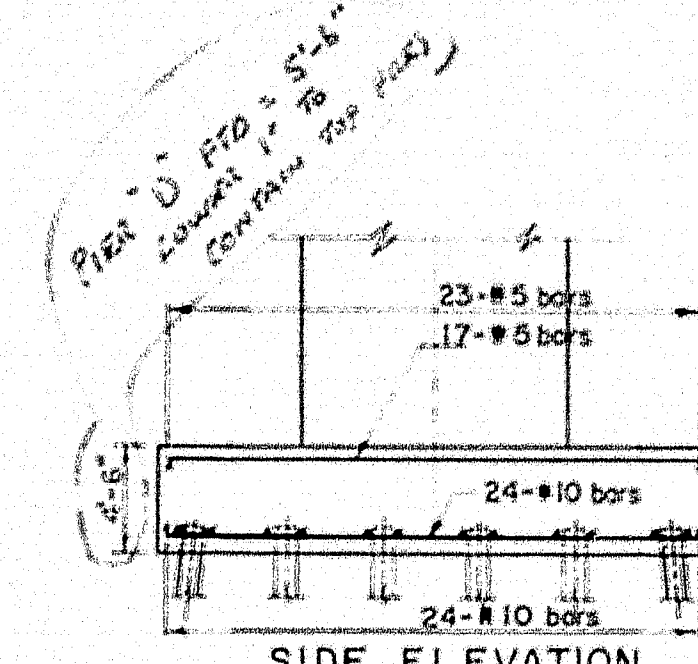
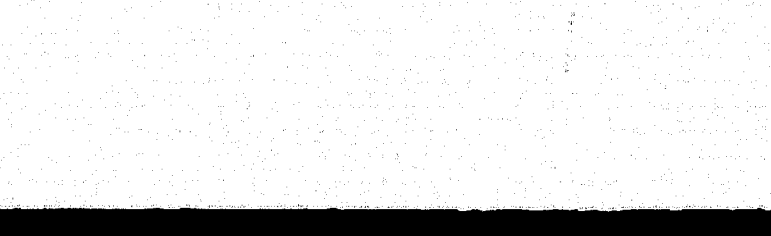
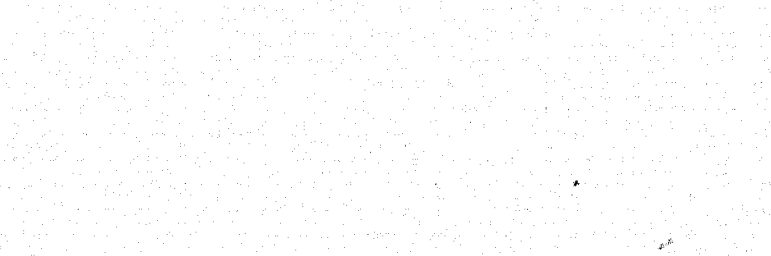
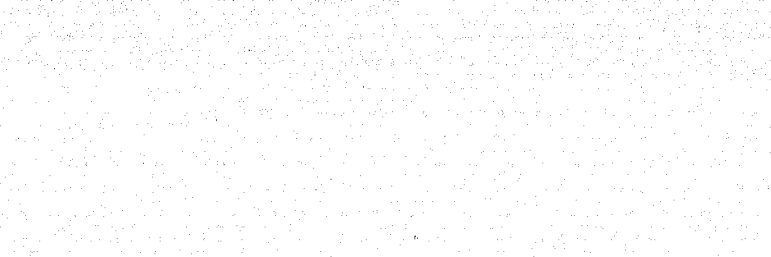
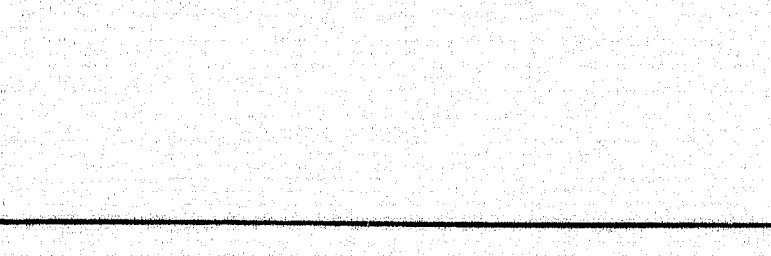
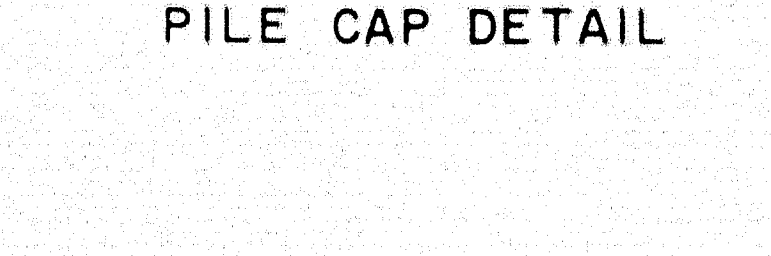
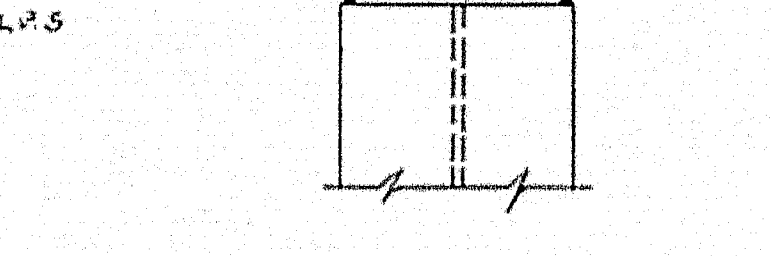
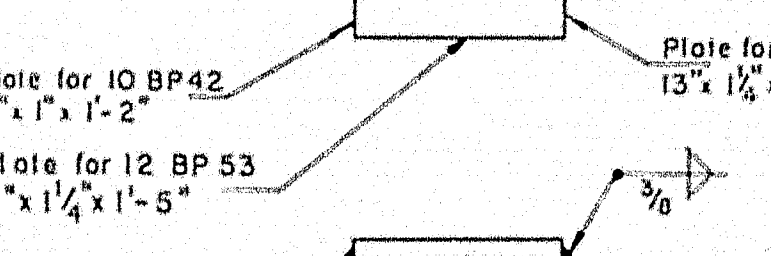
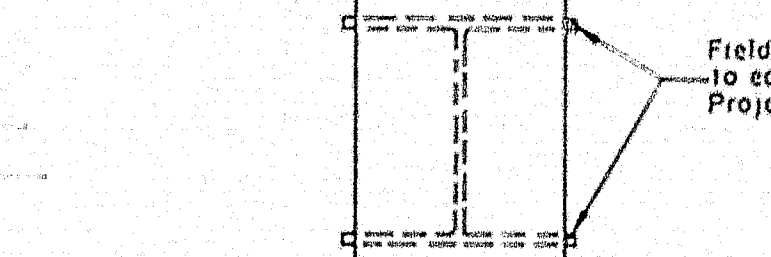
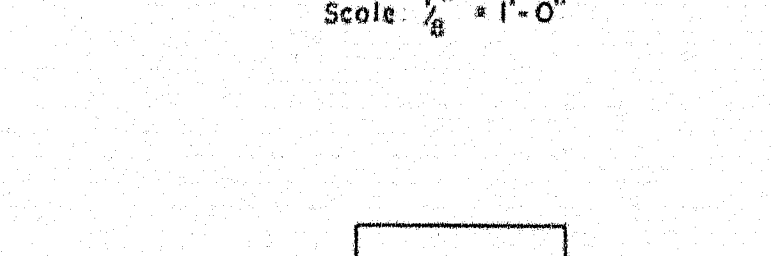
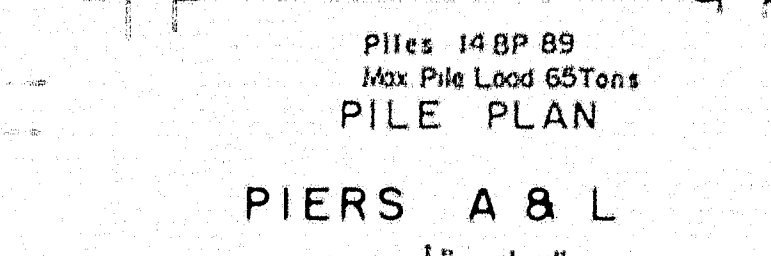
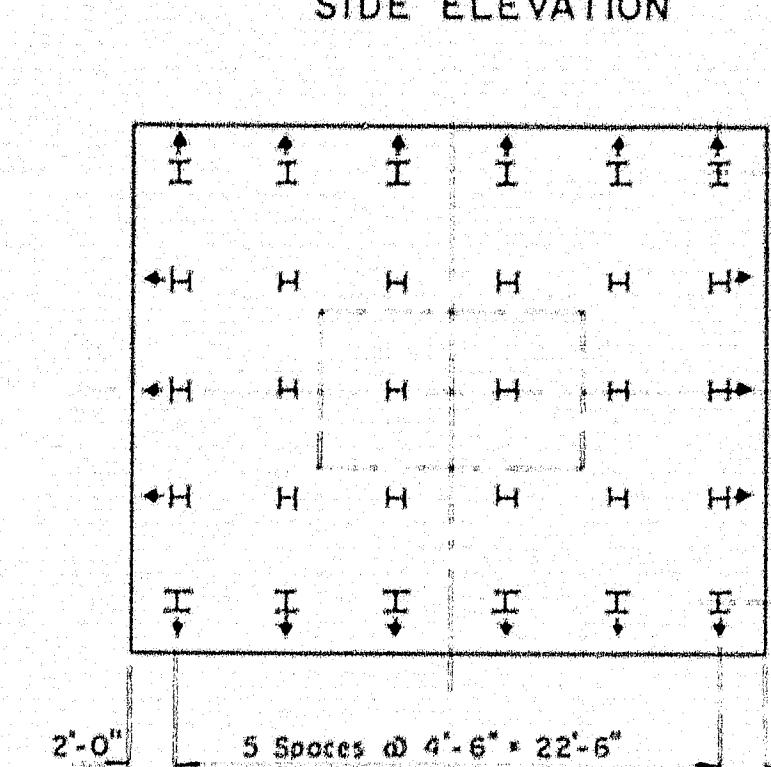
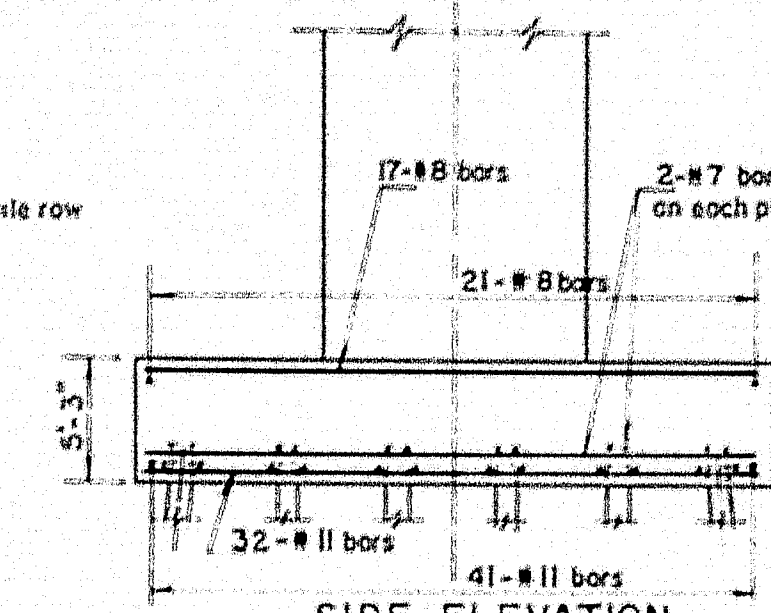
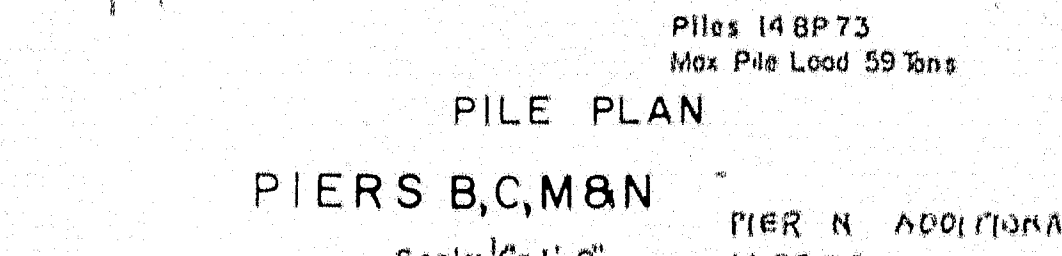
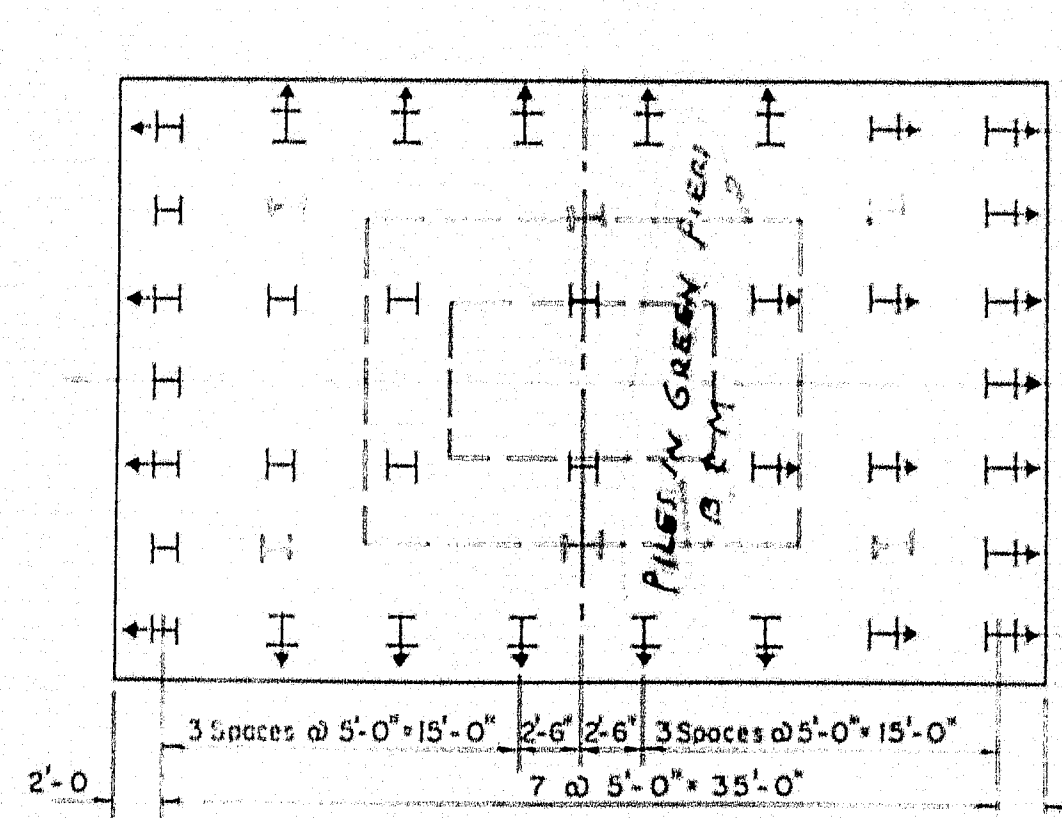
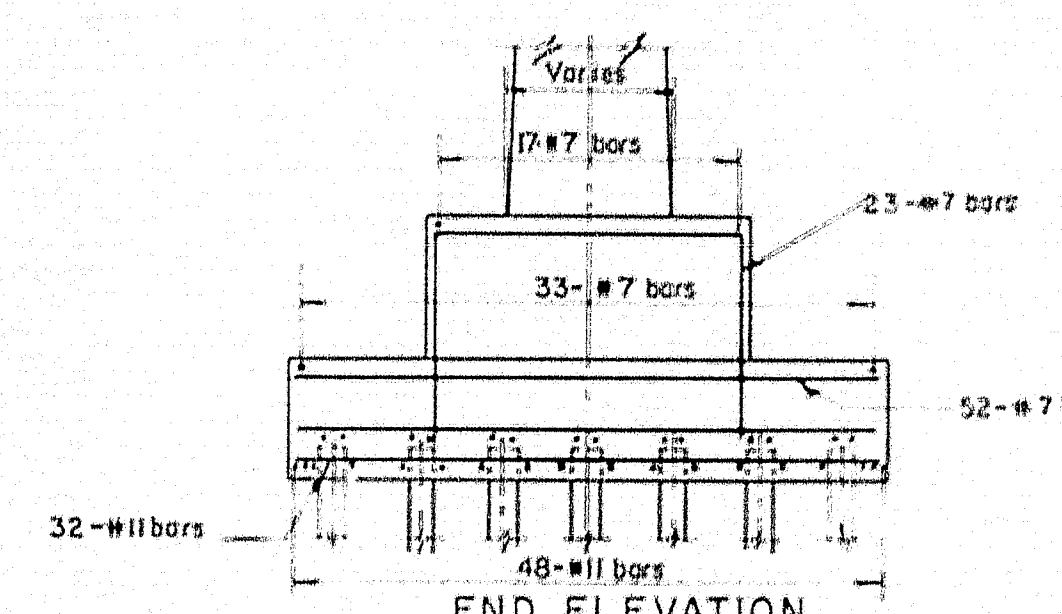
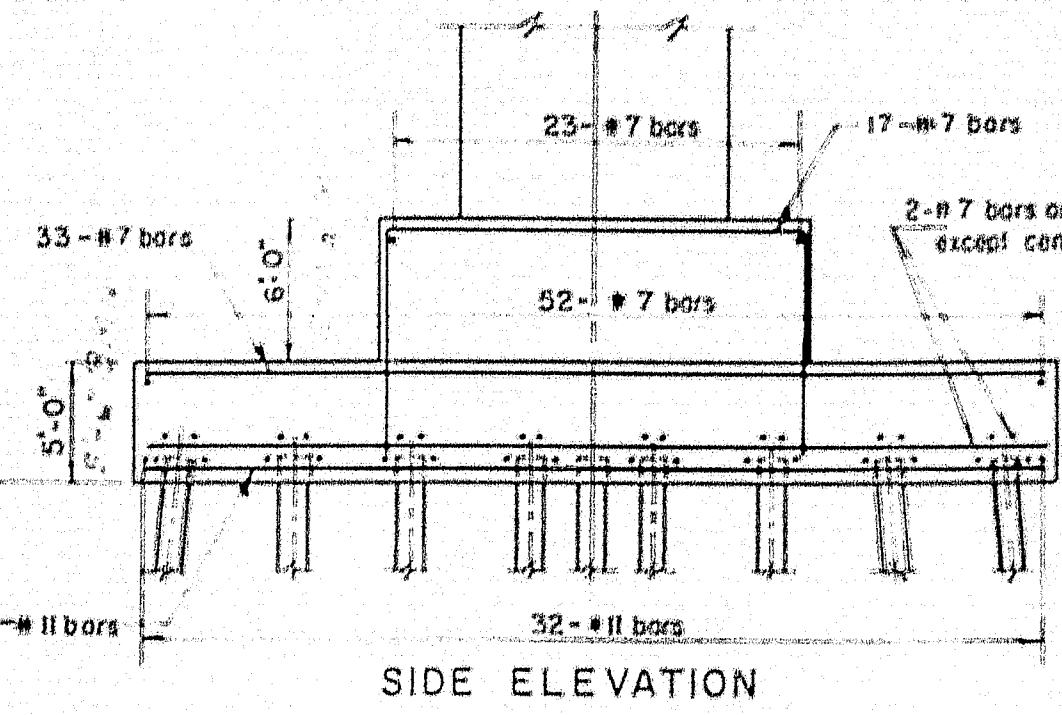
THE CLARKSON ENGINEERING CO., INC.

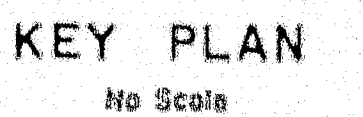
DESIGN	M.H.P.	CHECK	H.T.	BRIDGE NO.
DRAWN	D.E.S.	APPROVED	M.B.C./J.M.	SURVEY

STATE HIGHWAY COMMISSION

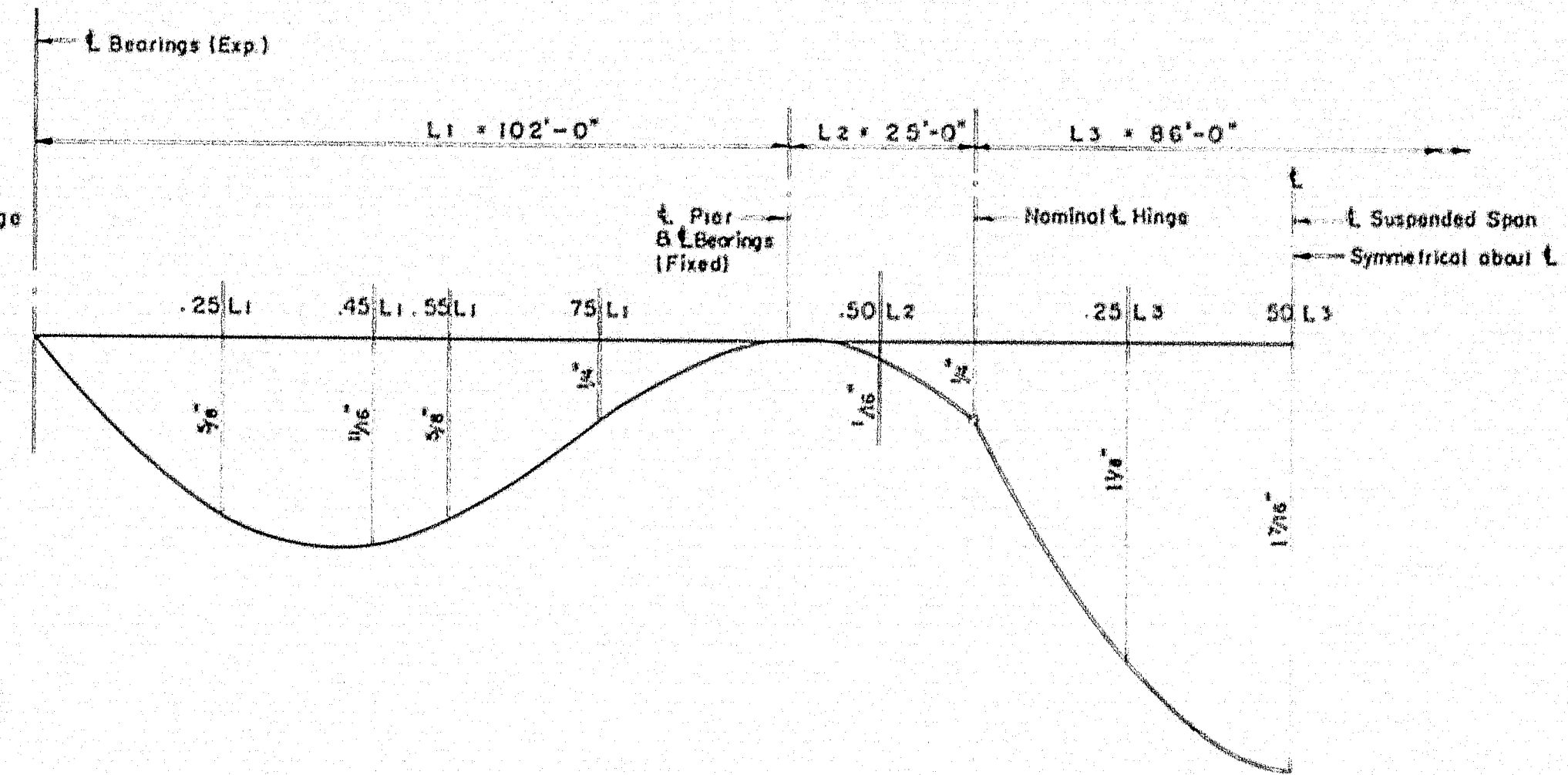
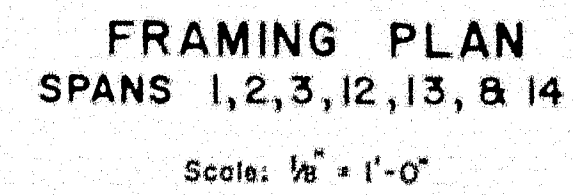
INTERSTATE #95
OVER
MESSALONSKEE STREAM
& QUARRY ROAD (RELOC.)
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
PIER FOOTINGS

SHEET 14 OF 23 SHEETS AUGUSTA, MAINE

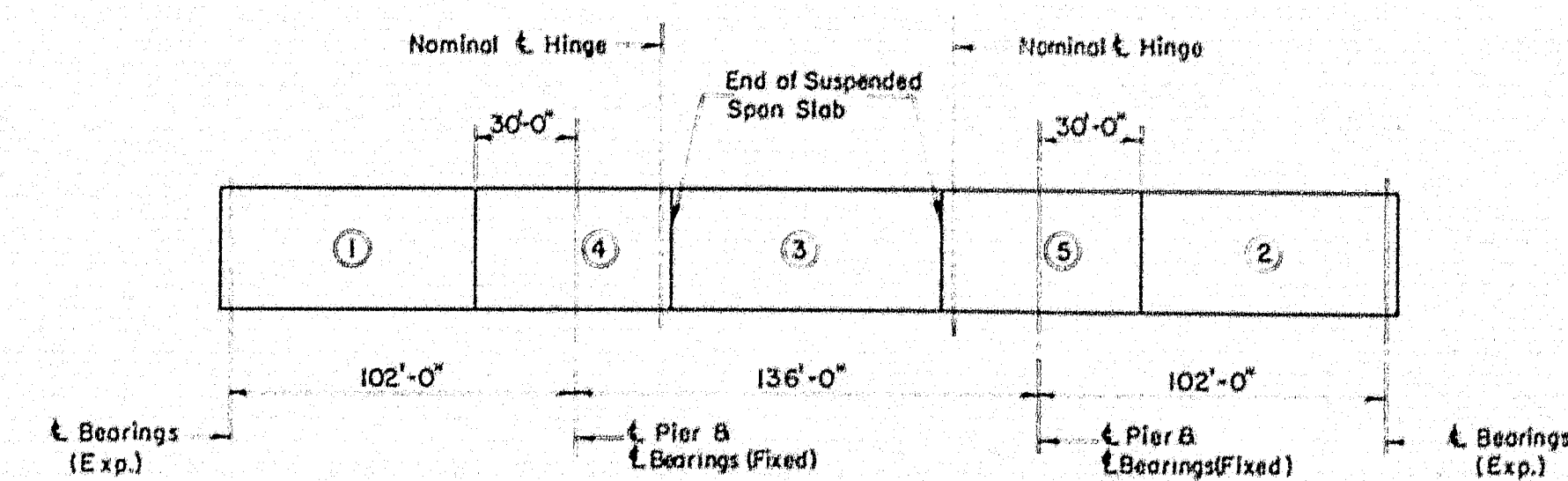


WATERVILLE INTERSTATE

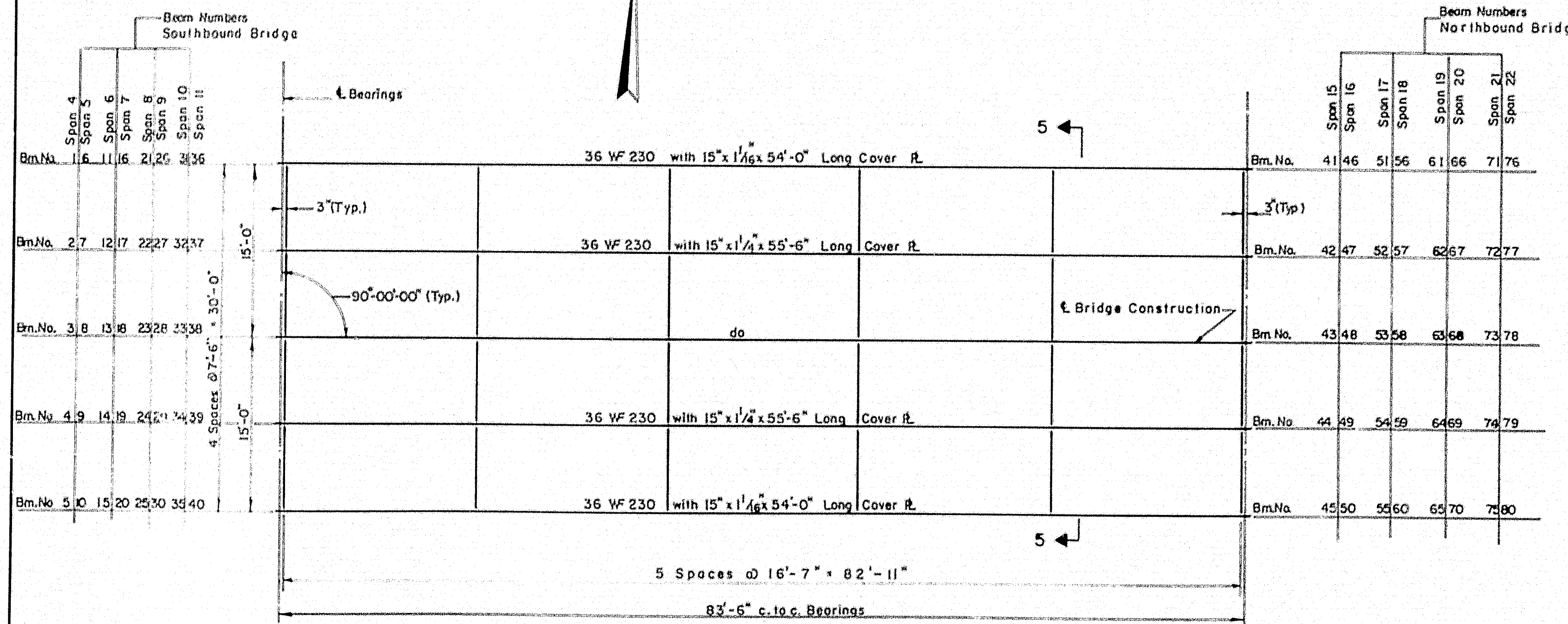
- Notes
- 1 All rivets are to be $\frac{7}{16}$ g. Holes are to be $\frac{15}{16}$ g.
 - 2 For overall dimensions of girder in vicinity of hinge see Hinge Detail sheet 1B
 - 3 For Sections 1-1 & 5-5 see sheet 16.
 - 4 Girders are to be cambered to the extent that the bridge deck under full dead load will follow as nearly as practicable the design profile.
 - 5 For scupper location see sheet B; for scupper details see sheet 7.
 - 6 For lateral bracing details see sheet 20.
 7. High tensile strength bolts may be used in place of rivets for field connections



TOTAL DEAD LOAD DEFLECTION DIAGRAM
(GIRDER SPANS)



DECK POURING SEQUENCE (GIRDER SPANS)



FRAMING PLAN
SPANS 4 TO 11 & 15 TO 22
Scale: $\frac{1}{8}" = 1'-0"$

- Notes. 1. All intermediate diaphragms to be 18 C 42.7, for detail see sheet 22.
2. All end diaphragms to be 12 C 12.0, for details see sheet 22.
3. For cover plate and shear connector details see sheet 22.
4. Beams and cover plates are A 373 steel.

THE CLARKESON ENGINEERING CO. INC.		
DESIGN R.F. & G.B.	CHESTER J. M. D.D.T.	BRIDGE NO.
		SURVEY
DRAWN E. K.	APPROVED BY H. C. J. M.	PLCOT

STATE HIGHWAY COMMISSION

INTERSTATE #95

OVER

MESSALONSKEE STREAM
& QUARRY ROAD (RELOC.)

IN THE CITY OF

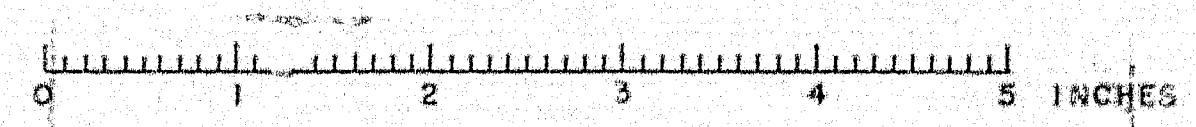
WATERVILLE

KENNEBEC COUNTY

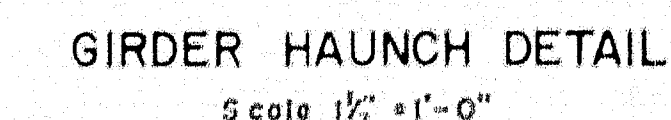
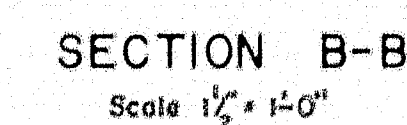
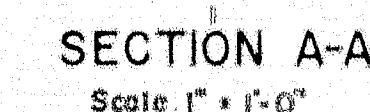
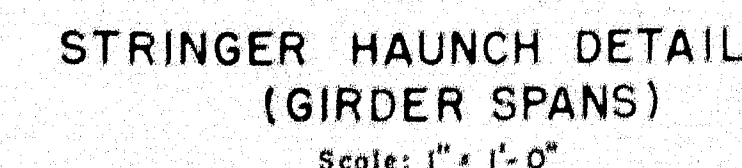
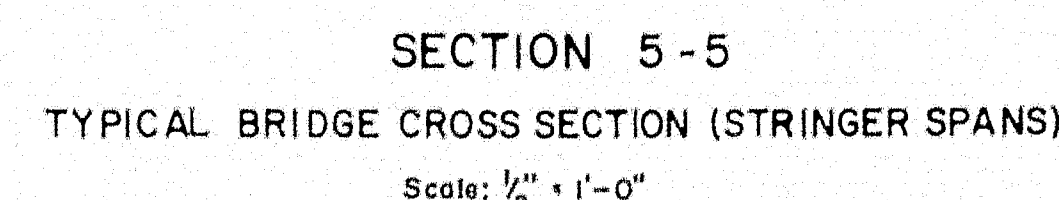
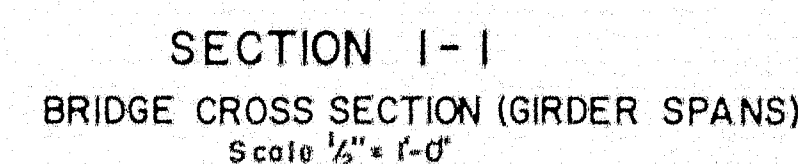
FRAMING PLAN

SHEET 15 OF 23 SHEETS

AUGUSTA, MAINE



WATERVILLE INTERSTATE



SHEET 16 OF 23 SHEETS

AUGUSTA, MAINE

WATERVILLE INTERSTATE

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

THE CLARKESON ENGINEERING CO INC.		
DESIGN R F.	CHECKED J M.	BRIDGE NO.
DRAWN E. K.	APPROVED W. H. C. J. M.	SURVEY PLOT

STATE HIGHWAY COMMISSION

INTERSTATE #95

OVER

MESSALONSKEE STREAM
& QUARRY ROAD (RELOC.)

IN THE CITY OF
WATERVERILLE
KENNEBEC COUNTY

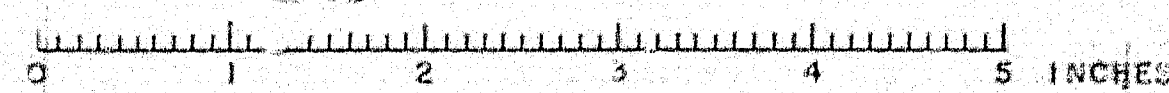
GIRDER ELEVATION

SHEET 17 OF 23 SHEETS

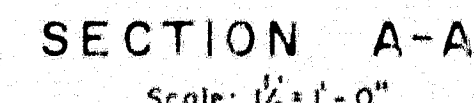
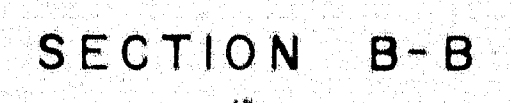
AUGUSTA, MAINE

SHEET 17 OF 23 SHEETS AUGUSTA, MAINE

78-189



WATERVILLE
INTERSTATE



- WIND TRANSFER DETAIL
Scale 1/2" = 1'-0"

THE CLARKESON ENGINEERING CO., INC.			
DESIGN	R F	CHECK	J M
DRAWN	D E S	APPROVED BY	C M
		BRIDGE NO. SURVEY PLOT	

STATE HIGHWAY COMMISSION

INTERSTATE #95
OVER

MESSALONSKEE STREAM
& QUARRY ROAD (RELOC.)
IN THE CITY OF

WATERVILLE
KENNEBEC COUNTY

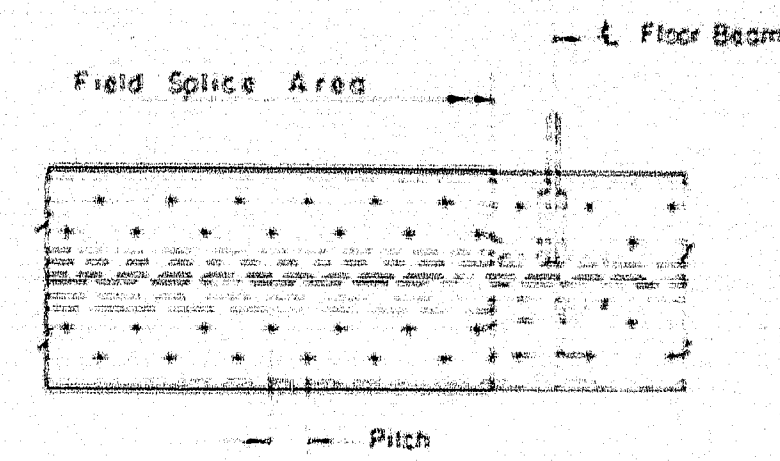
HINGE AND WIND TRANSFER DETAILS

SHEET 16 OF 23 SHEETS

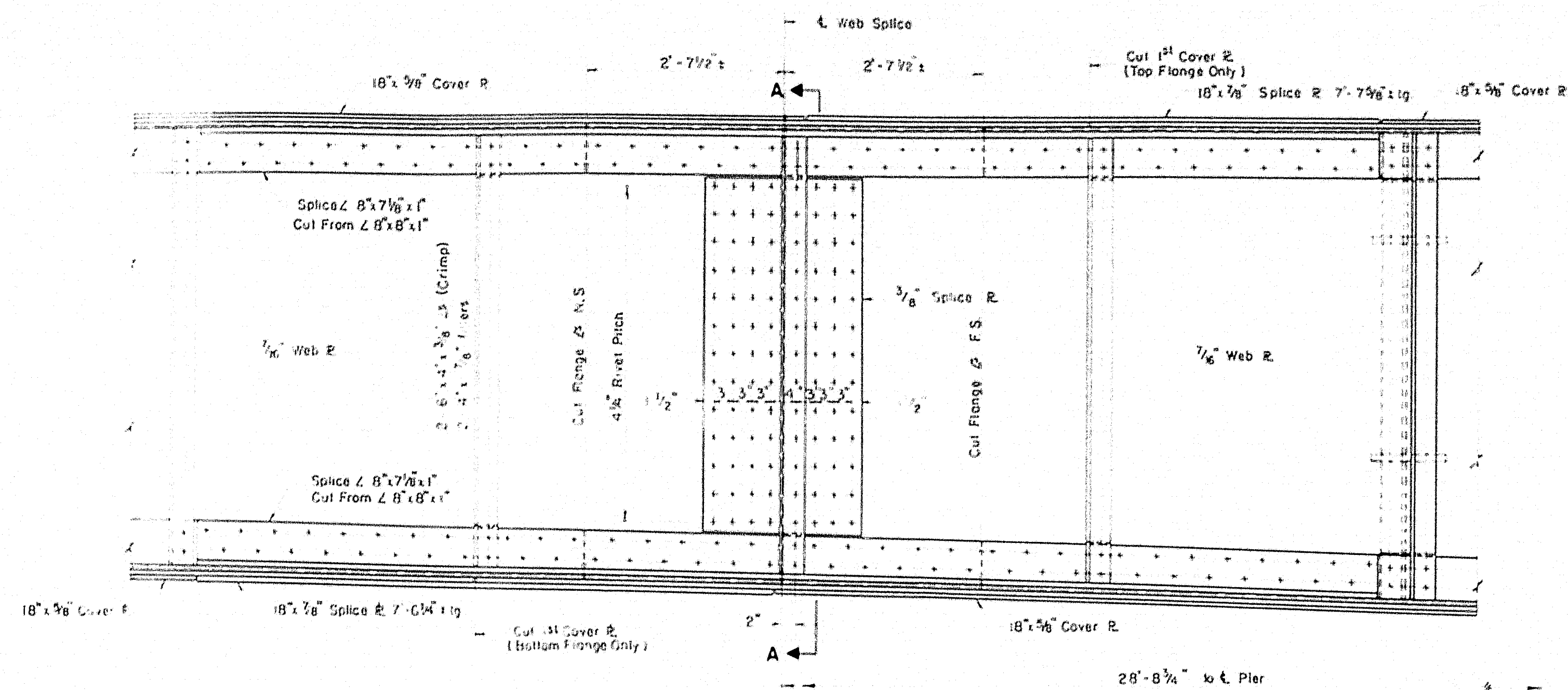
AUGUSTA, MAINE

R.F.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6 (23)	26	32

WATERVILLE INTERSTATE



RIVET ARRANGEMENT



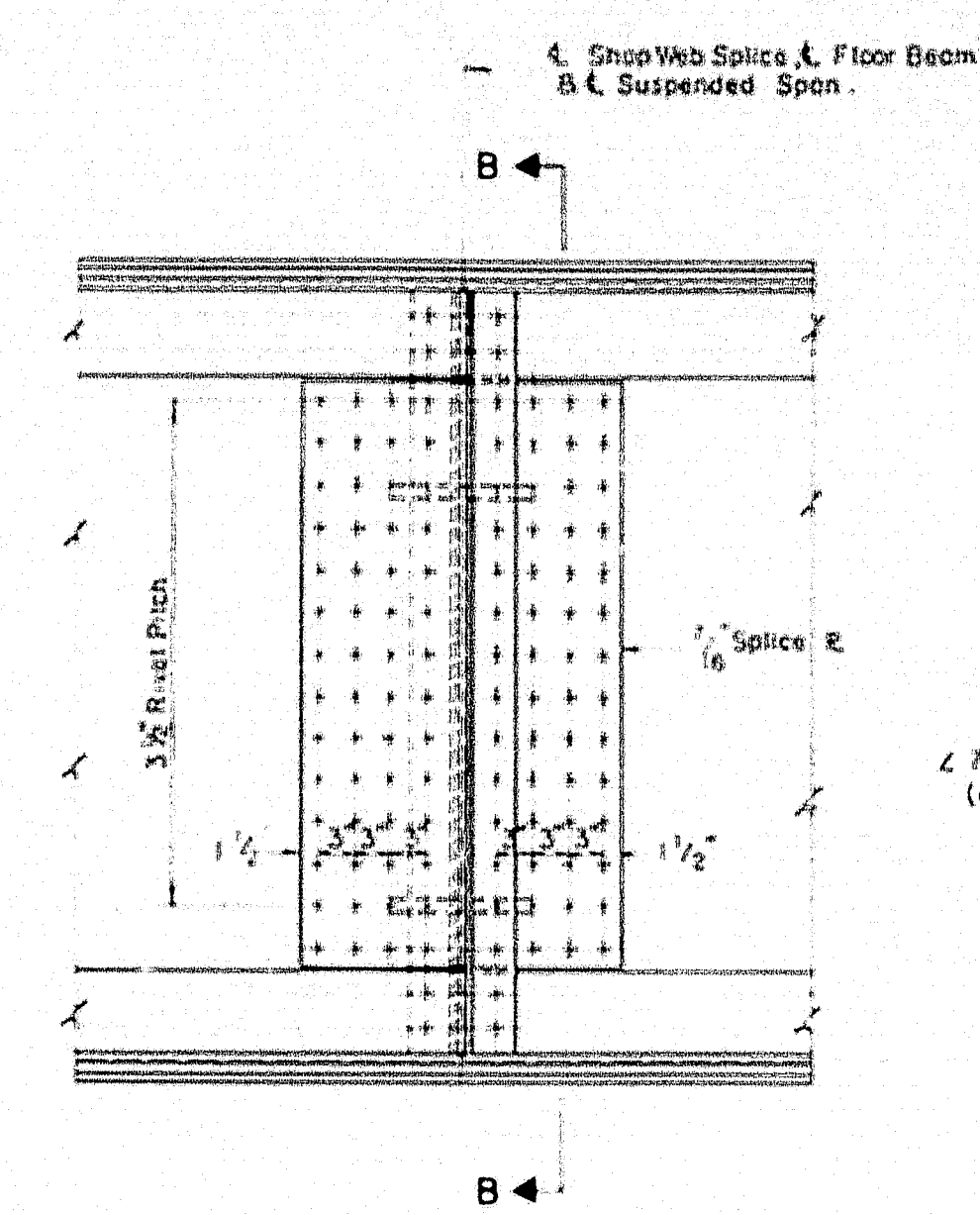
FIELD SPLICE DETAIL

Scale: 3/4" = 1'-0"

ELEVATION OF BOTTOM OF ROADWAY SLAB																			
Station	1/4 Point	1/2 Point	3/4 Point	Center	1/4 Point	1/2 Point	3/4 Point	Center	1/4 Point	1/2 Point	3/4 Point	Center	1/4 Point	1/2 Point	3/4 Point	Center	1/4 Point	1/2 Point	3/4 Point
104+00.00	104.00	104.00	104.00	104.00	104.00	104.00	104.00	104.00	104.00	104.00	104.00	104.00	104.00	104.00	104.00	104.00	104.00	104.00	104.00
104+05.00	104.05	104.05	104.05	104.05	104.05	104.05	104.05	104.05	104.05	104.05	104.05	104.05	104.05	104.05	104.05	104.05	104.05	104.05	104.05
104+10.00	104.10	104.10	104.10	104.10	104.10	104.10	104.10	104.10	104.10	104.10	104.10	104.10	104.10	104.10	104.10	104.10	104.10	104.10	104.10
104+15.00	104.15	104.15	104.15	104.15	104.15	104.15	104.15	104.15	104.15	104.15	104.15	104.15	104.15	104.15	104.15	104.15	104.15	104.15	104.15
104+20.00	104.20	104.20	104.20	104.20	104.20	104.20	104.20	104.20	104.20	104.20	104.20	104.20	104.20	104.20	104.20	104.20	104.20	104.20	104.20
104+25.00	104.25	104.25	104.25	104.25	104.25	104.25	104.25	104.25	104.25	104.25	104.25	104.25	104.25	104.25	104.25	104.25	104.25	104.25	104.25
104+30.00	104.30	104.30	104.30	104.30	104.30	104.30	104.30	104.30	104.30	104.30	104.30	104.30	104.30	104.30	104.30	104.30	104.30	104.30	104.30
104+35.00	104.35	104.35	104.35	104.35	104.35	104.35	104.35	104.35	104.35	104.35	104.35	104.35	104.35	104.35	104.35	104.35	104.35	104.35	104.35
104+40.00	104.40	104.40	104.40	104.40	104.40	104.40	104.40	104.40	104.40	104.40	104.40	104.40	104.40	104.40	104.40	104.40	104.40	104.40	104.40
104+45.00	104.45	104.45	104.45	104.45	104.45	104.45	104.45	104.45	104.45	104.45	104.45	104.45	104.45	104.45	104.45	104.45	104.45	104.45	104.45
104+50.00	104.50	104.50	104.50	104.50	104.50	104.50	104.50	104.50	104.50	104.50	104.50	104.50	104.50	104.50	104.50	104.50	104.50	104.50	104.50
104+55.00	104.55	104.55	104.55	104.55	104.55	104.55	104.55	104.55	104.55	104.55	104.55	104.55	104.55	104.55	104.55	104.55	104.55	104.55	104.55
104+60.00	104.60	104.60	104.60	104.60	104.60	104.60	104.60	104.60	104.60	104.60	104.60	104.60	104.60	104.60	104.60	104.60	104.60	104.60	104.60
104+65.00	104.65	104.65	104.65	104.65	104.65	104.65	104.65	104.65	104.65	104.65	104.65	104.65	104.65	104.65	104.65	104.65	104.65	104.65	104.65
104+70.00	104.70	104.70	104.70	104.70	104.70	104.70	104.70	104.70	104.70	104.70	104.70	104.70	104.70	104.70	104.70	104.70	104.70	104.70	104.70
104+75.00	104.75	104.75	104.75	104.75	104.75	104.75	104.75	104.75	104.75	104.75	104.75	104.75	104.75	104.75	104.75	104.75	104.75	104.75	104.75
104+80.00	104.80	104.80	104.80	104.80	104.80	104.80	104.80	104.80	104.80	104.80	104.80	104.80	104.80	104.80	104.80	104.80	104.80	104.80	104.80
104+85.00	104.85	104.85	104.85	104.85	104.85	104.85	104.85	104.85	104.85	104.85	104.85	104.85	104.85	104.85	104.85	104.85	104.85	104.85	104.85
104+90.00	104.90	104.90	104.90	104.90	104.90	104.90	104.90	104.90	104.90	104.90	104.90	104.90	104.90	104.90	104.90	104.90	104.90	104.90	104.90
104+95.00	104.95	104.95	104.95	104.95	104.95	104.95	104.95	104.95	104.95	104.95	104.95	104.95	104.95	104.95	104.95	104.95	104.95	104.95	104.95
105+00.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00
105+05.00	105.05	105.05	105.05	105.05	105.05	105.05	105.05	105.05	105.05	105.05	105.05	105.05	105.05	105.05	105.05	105.05	105.05	105.05	105.05
105+10.00	105.10	105.10	105.10	105.10	105.10	105.10	105.10	105.10	105.10	105.10	105.10	105.10	105.10	105.10	105.10	105.10	105.10	105.10	105.10
105+15.00	105.15	105.15	105.15	105.15	105.15	105.15	105.15	105.15	105.15	105.15	105.15	105.15	105.15	105.15	105.15	105.15	105.15	105.15	105.15
105+20.00	105.20	105.20	105.20	105.20	105.20	105.20	105.20	105.20	105.20	105.20	105.20	105.20	105.20	105.20	105.20	105.20	105.20	105.20	105.20
105+25.00	105.25	105.25	105.25	105.25	105.25	105.25	105.25	105.25	105.25	105.25	105.25	105.25	105.25	105.25	105.25	105.25	105.25	105.25	105.25
105+30.00	105.30	105.30	105.30	105.30	105.30	105.30	105.30	105.30	105.30	105.30	105.30	105.30	105.30	105.30	105.30	105.30	105.30	105.30	105.30
105+35.00	105.35	105.35	105.35	105.35	105.35	105.35	105.35	105.35	105.35	105.35	105.35	105.35	105.35	105.35	105.35	105.35	105.35	105.35	105.35
105+40.00	105.40	105.40	105.40	105.40	105.40	105.40	105.40	105.40	105.40	105.40	105.40	105.40	105.40	105.40	105.40	105.40	105.40	105.40	105.40
105+45.00	105.45	105.45	105.45	105.45	105.45	105.45	105.45	105.45	105.45	105.45	105.45	105.45	105.45	105.45	105.45	105.45	105.45	105.45	105.45
105+50.00	105.50	105.50	105.50	105.50	105.50	105.50	105.50	105.50	105.50	105.50	105.50	105.50	105.50	105.50	105.50	105.50	105.50	105.50	105.50
105+55.00	105.55	105.55	105.55	105.55	105.55	105.55	105.55	105.55	105.55	105.55	105.55	105.55	105.55	105.55	105.55	105.55	105.55	105.55	105.55
105+60.00	105.60	105.60	105.60	105.60	105.60	105.60	105.60	105.60	105.60	105.60	105.60	105.60	105.60	105.60	105.60	105.60	105.60	105.60	105.60
105+65.00	105.65	105.65	105.65	105.65	105.65	105.65	105.65	105.65	105.65	105.65	105.65	105.65	105.65	105.65	105.65	105.65	105.65	105.65	105.65
105+70.00	105.70	105.70	105.70	105.70	105.70	105.70	105.70	105.70	105.70	105.70	105.70	105.70	105.70	105.70	105.70	105.70	105.70	105.70	105.70
105+75.00	105.75	105.75	105.75	105.75	105.75	105.75	105.75	105.75	105.75	105.75	105.75	105.75	105.75	105.75	105.75	105.75	105.75	105.75	105.75
105+80.00	105.80	105.80	105.80	105.80	105.80	105.80	105.80	105.80	105.80	105.80	105.80	105.80	105.80	105.80	105.80	105.80	105.80	105.80	105.80
105+85.00	105.85	105.85	105.85	105.85	105.85	105.85	105.85	105.85	105.85	105.85	105.85	105.85	105.85	105.85	105.85	105.85	105.85	105.85	105.85
105+90.00	105.90	105.90	105.90	105.90	105.90	105.90	105.90	105.90	105.90	105.90	105.90	105.90	105.90	105.90	105.90	105.90	105.90	105.90	105.90
105+95.00	105.95	105.95	105.95	105.95	105.95	105.95	105.95	105.95	105.95	105.95	105.95	105.95	105.95	105.95	105.95	105.95	105.95	105.95	105.95
106+00.00	106.00	106.00	106.00	106.00	106.00	106.00	106.00	106.00	106.00	106.00	106.00	106.00	106.00	106.00	106.00	106.00	106.00	106.00	106.00

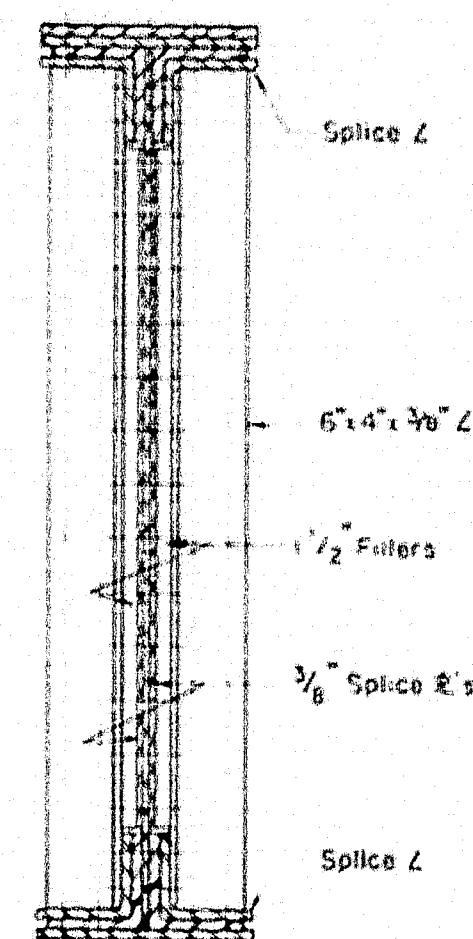
* Low station end of beam.

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 sheet 16.



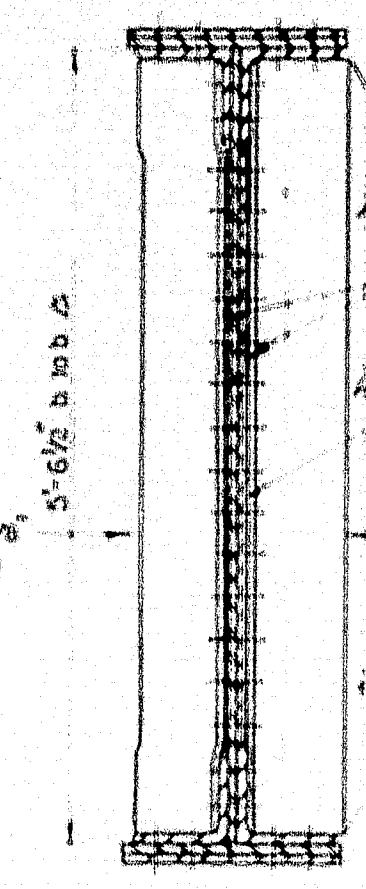
SHOP WEB SPLICE DETAIL

Scale: 3/4" = 1'-0"



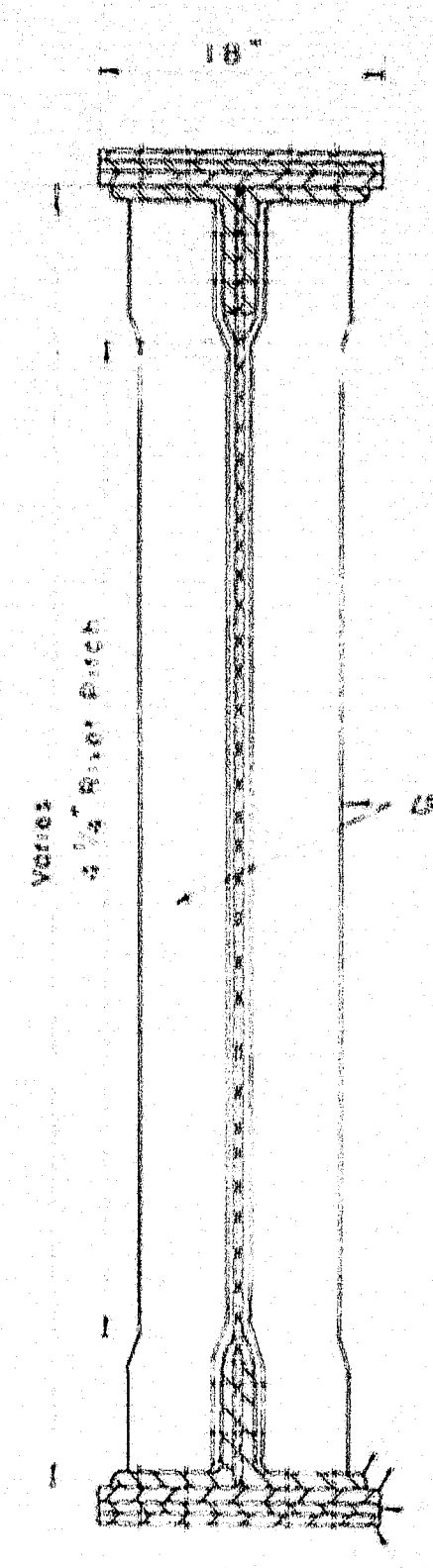
SECTION A-A

Scale: 3/4" = 1'-0"



SECTION B-B

Scale: 3/4" = 1'-0"



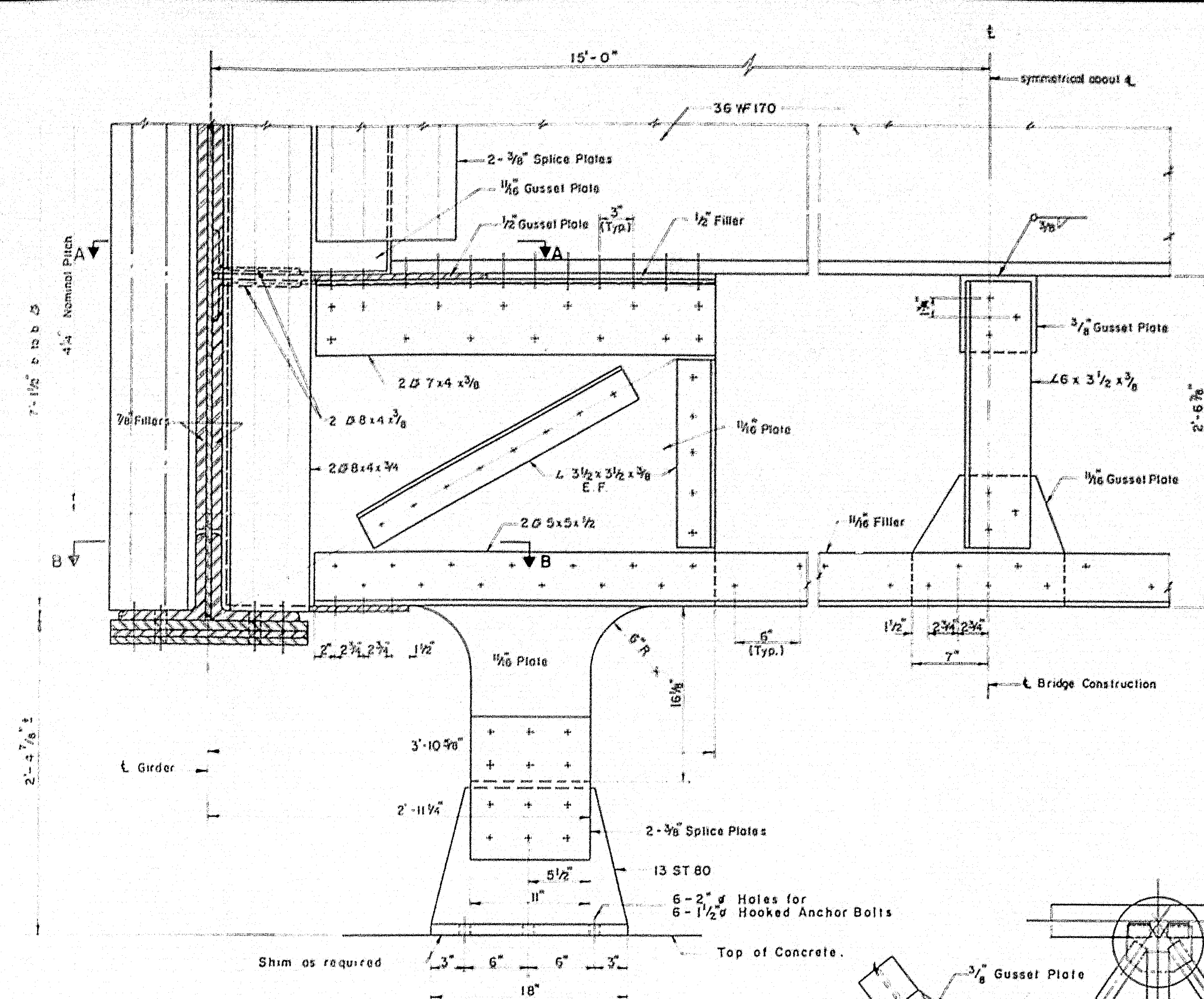
SECTION 4-4
TYPICAL GIRDER SECTION

Scale: 1" = 1'-0"

ELEVATION OF BOTTOM OF ROADWAY SLAB									
SOUTHBOUND PICEE					NORTHBOUND PICEE				
STATION	1/4 T. & R.	1/2 T. & R.	3/4 T. & R.	STATION	1/4 T. & R.	1/2 T. & R.	3/4 T. & R.		
104+22.00	104.77	104.91	104.02	104+22.00	159.24	159.59	159.74		
104+26.00	104.77	104.92	104.93	104+26.00	159.78	159.78	159.78		
104+30.00	104.85	104.74	104.61	104+30.00	159.78	159.78	159.78		
104+34.00	104.85	104.75	104.61	104+34.00	159.05	159.05	159.05		
104+38.00	104.41	104.56	104.56	104+38.00	158.95	159.11	159.21		
104+42.00	104.32	104.47	104.57	104+42.00	158.81	159.00	159.11		
104+46.00	104.23	104.38	104.48	104+46.00	158.75	158.86	159.01		
104+50.00	104.14	104.29	104.48	104+50.00	158.75	158.81	158.98		
104+54.00	104.05	104.20	104.31	104+54.00	158.58	158.71	158.87		
104+58.00	104.06	104.13	104.24	104+58.00	158.47	158.62	158.77		
104+62.00	104.01	104.07	104.17	104+62.00	158.29	158.55	158.65		
104+66.00	104.00	104.00	104.11	104+66.00	158.32	158.47	158.57		
104+70.00	104.00	104.00	104.00	104+70.00	158.25	158.40	158.51		
104+74.00	104.00	104.00	104.00	104+74.00	158.24	158.39	158.59		
104+78.00	104.00	104.00	104.00	104+78.00	158.25	158.38	158.60		
104+82.00	104.00	104.00	104.00	104+82.00	158.17	158.32	158.43		
104+86.00	104.00	104.00	104.00	104+86.00	158.14	158.29	158.39		
104+90.00	104.00	104.00	104.00	104+90.00	158.10	158.25	158.35		
104+94.00	104.00	104.00	104.00	104+94.00	158.05	158.20	158.31		
104+98.00	104.00	104.00	104.00	104+98.00	158.05	158.15	158.20		
105+02.00	104.00	104.00	104.00	105+02.00	157.99	158.09	158.19		
105+06.00	104.00	104.00	104.00	105+06.00	157.97	158.05	158.15		
105+10.00	104.00	104.00	104.00	105+10.00	157.97	158.04	158.14		
105+14.00	104.00	104.00	104.00	105+14.00	157.97	158.04	158.14		
105+18.00	104.00	104.00	104.00	105+18.00	157.97	158.04	158.14		
105+22.00	104.00	104.00	104.00	105+22.00	157.97	158.04	158.14		
105+26.00	104.00	104.00	104.00	105+26.00	157.97	158.04	158.14		
105+30.00	104.00	104.00	104.00	105+30.00	157.97	158.04	158.14		
105+34.00	104.00	104.00	104.00	105+34.00	157.97	158.04	158.14		
105+38.00	104.00	104.00	104.00	105+38.00	157.97	158.04	158.14		
105+42.00	104.00	104.00	104.00	105+42.00	157.97	158.04	158.14		
105+46.00	104.00	104.00	104.00	105+46.00	157.97	158.04	158.14		
105+50.00	104.00	104.00	104.00	105+50.00	157.97	158.04	158.14		
105+54.00	104.00	104.00	104.00	105+54.00	157.97	158.04	158.14		
105+58.00	104.00	104.00	104.00	105+58.00	157.97	158.04	158.14		
106+02.00	104.00	104.00	104.00	106+02.00	157.97	158.04	158.14		
106+06.00	104.00	104.00	104.00	106+06.00	157.97	158.04	158.14		
106+10.00	104.00	104.00	104.00	106+10.00	157.97	158.04	158.14		
106+14.00	104.00	104.00	104.00	106+14.00	157.97	158.04	158.14		
106+18.00	104.00	104.00	104.00	106+18.00	157.97	158.04	158.14		
106+22.00	104.00	104.00	104.00	106+22.00	157.97	158.04	158.14		
106+26.00	104.00	104.00	104.00	106+26.00	157.97	158.04	158.14		
106+30.00	104.00	104.00	104.00	106+30.00	157.97	158.04	158.14		
106+34.00	104.00	104.00	104.00	106+34.00	157.97	158.04	158.14		
106+38.00	104.00	104.00	104.00	106+38.00	157.97	158.04	158.14		
106+42.00	104.00	104.00	104.00	106+42.00	157.97	158.04	158.14		
106+46.00	104.00	104.00	104.00	106+46.00	157.97	158.04	158.14		
106+50.00	104.00	104.00	104.00	106+50.00	157.97	158.04	158.14		
106+54.00	104.00	104.00	104.00	106+54.00	157.97	158.04	158.14		
106+58.00	104.00	104.00	104.00	106+58.00	157.97	158.04	158.14		
107+02.00	104.00	104.00	104.00	107+02.00	157.97	158.04	158.14		
107+06.00	104.00	104.00	104.00	107+06.00	157.97	158.04	158.14		
107+10.00	104.00	104.00	104.00	107+10.00	157.97	158.04	158.14		
107+14.00	104.00	104.00	104.00	107+14.00	157.97	158.04	158.14		
107+18.00	104.00	104.00	104.00	107+18.00	157.97	158.04	158.14		
107+22.00	104.00	104.00	104.00	107+22.00	157.97	158.04	158.14		
107+26.00	104.00	104.00	104.00	107+26.00	157.97	158.04	158.14		
107+30.00	104.00	104.00	104.00	107+30.00	157.97	158.04	158.14		
107+34.00	104.00	104.00	104.00	107+34.00	157.97	158.04	158.14		
107+38.00	104.00	104.00	104.00	107+38.00	157.97	158.04	158.14		
107+42.00	104.00	104.00	104.00	107+42.00	157.97	158.04	158.14		
107+46.00	104.00	104.00	104.00	107+46.00	157.97	158.04	158.14		
107+50.00	104.00	104.00	104.00	107+50.00	157.97	158.04	158.14		
107+54.00	104.00	104.00	104.00	107+54.00	157.97	158.04	158.14		
107+58.00	104.00	104.00	104.00	107+58.00	157.97	158.04	158.14		
108+02.00	104.00	104.00	104.00	108+02.00	157.97	158.04	158.14		
108+06.00	104.00	104.00	104.00	108+06.00	157.97	158.04	158.14		
108+10.00	104.00	104.00	104.00	108+10.00	157.97	158.04	158.14		
108+14.00	104.00	104.00	104.00	108+14.00	157.97	158.04	158.14		
108+18.00	104.00	104.00	104.00	108+18.00	157.97	158.04	158.14		
108+22.00	104.00	104.00	104.00	108+22.00	157.97	158.04	158.14		
108+26.00	104.00	104.00	104.00	108+26.00	157.97	158.04	158.14		
108+30.00	104.00	104.00	104.00	108+30.00	157.97	158.04	158.14		
108+34.00	104.00	104.00	104.00	108+34.00	157.97	158.04	158.14		
108+38.00	104.00	104.00	104.00	108+38.00	157.97	158.04	158.14		
108+42.00	104.00	104.00	104.00	108+42.00	157.97	158.04	158.14		
108+46.00	104.00	104.00	104.00	108+46.00	157.97	158.04	158.14		
108+50.00	104.00	104.00	104.00	108+50.00	157.97	158.04	158.14		
108+54.00	104.00	104.00	104.00	108+54.00	157.97	158.04	158.14		
108+58.00	104.00	104.00	104.00	108+58.00	157.97	158.04	158.14		
109+02.00	104.00	104.00	104.00	109+02.00	157.97	158.04	158.14		
109+06.00	104.00	104.00	104.00	109+06.00	157.97	158.04	158.14		
109+10.00	104.00	104.00	104.00	109+10.00	157.97	158.04	158.14		
109+14.00	104.00	104.00	104.00	109+14.00	157.97	158.04	158.14		
109+18.00	104.00	104.00	104.00	109+18.00	157.97	158.04	158.14		
109+22.00	104.00	104.00	104.00	109+22.00	157.97	158.04	158.14		
109+26.00	104.00	104.00	104.00	109+26.00	157.97	158.04	158.14		
109+30.00	104.00	104.00	104.00	109+30.00	157.97	158.04	158.14		
109+34.00	104.00	104.00	104.00	109+34.00	157.97	158.04	158.14		
109+38.00	104.00	104.00	104.00	109+38.00	157.97	158.04	158.14		
109+42.00	104.00	104.00	104.00	109+42.00	157.97	158.04	158.14		
109+46.00	104.00	104.00	104.00	109+46.00	157.97	158.04	158.14		
109+50.00	104.00	104.00	104.00	109+50.00	157.97	158.04	158.14		
109+54.00	104.00	104.00	104.00	109+54.00	157.97	158.04	158.14		
109+58.00	104.00	104.00	104.00	109+58.00	157.97	158.04	158.14		
110+02.00	104.00	104.00	104.00	110+02.00	157.97	158.04	158.14		
110+06.00	104.00	104.00	104.00	110+06.00	157.97	158.04	158.14		
110+10.00	104.00	104.00	104.00	110+10.00	157.97	158.04	158.14		
110+14.00	104.00	104.00	104.00	110+14.00	157.97	158.04	158.14		
110+18.00	104.00	104.00	104.00	110+18.00	157.97	158.04	158.14		
110+22.00	104.00	104.00	104.00	110+22.00	157.97	158.04	158.14		
110+26.00	104.00	104.00	104.00	110+26.00	157.97	158.04	158.14		
110+30.00	104.00	104.00	104.00	110+30.00	157.97	158.04	158.14		
110+34.00	104.00	104.00	104.00	110+34.00	157.97	158.04	158.14		
110+38.00	104.00	104.00	104.00	110+38.00	157.97	158.04	158.14		
110+42.00	104.00	104.00	104.00	110+42.00	157.97	158.04	158.14		
110+46.00	104.00	104.00	104.00	110+46.00	157.97	158.04	158.14		
110+50.00	104.00	104.00	104.00	110+50.00	157.97	158.04	158.14		
110+54.00	104.00	104.00	104.00	110+54.00	157.97	158.04	158.14		
110+58.00	104.00	104.00	104.00	110+58.00	157.97	158.04	158.14		
111+02.00	104.00	104.00	104.00	111+02.00	157.97	158.04	158.14		
111+06.00	104.00	104.00	104.00	111+06.00	157.97	158.04	158.14		
111+10.00	104.00	104.00	104.00	111+10.00	157.97	158.04	158.14		
111+14.00	104.00	104.00	104.00	111+14.00	157.97	158.04	158.14		
111+18.00	104.00	104.00	104.00	111+18.00	157.97	158.04	158.14		
111+22.00	104.00								

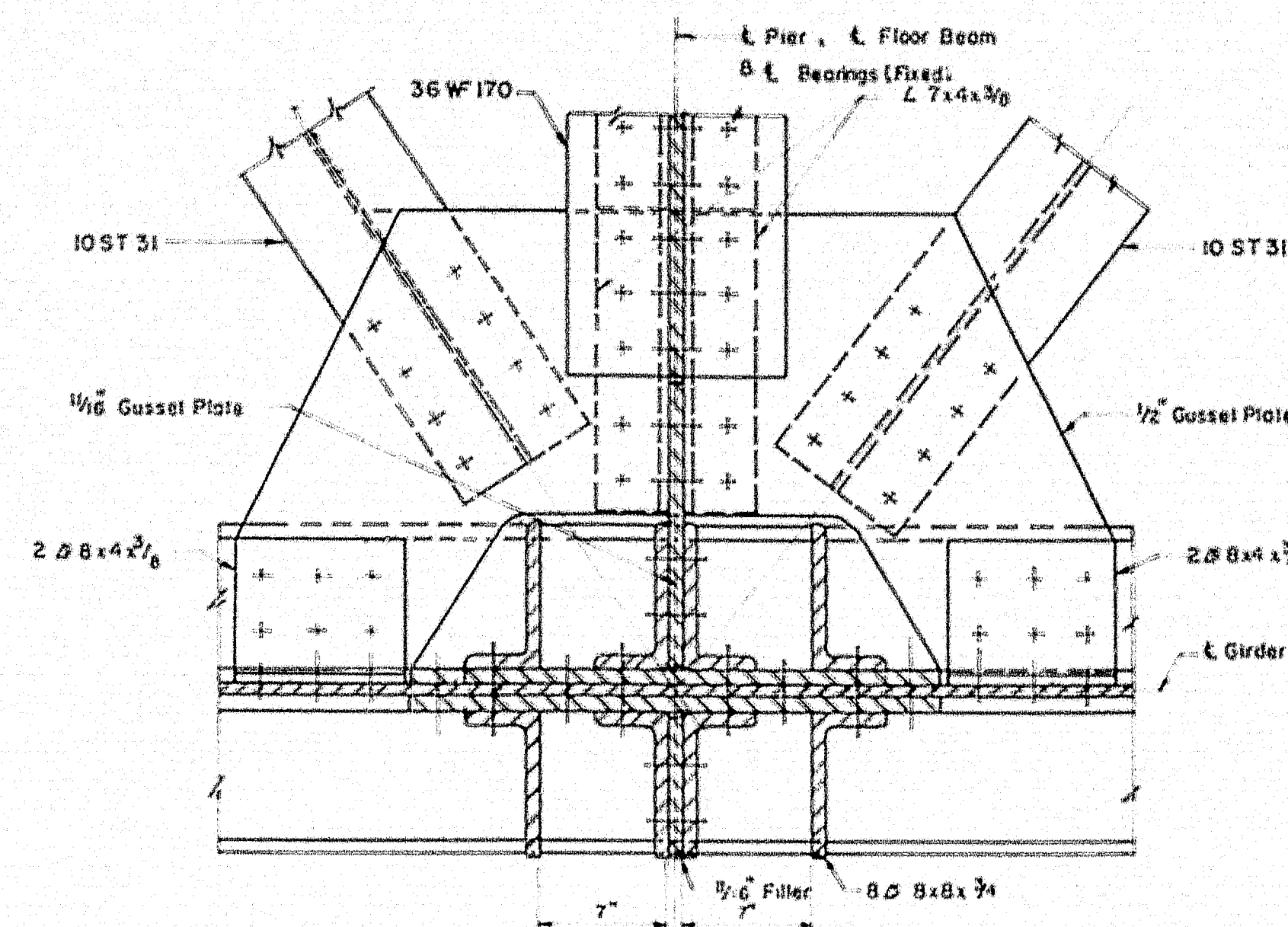
D.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	X-95-S (23)	27	32

WATERVILLE INTERSTATE



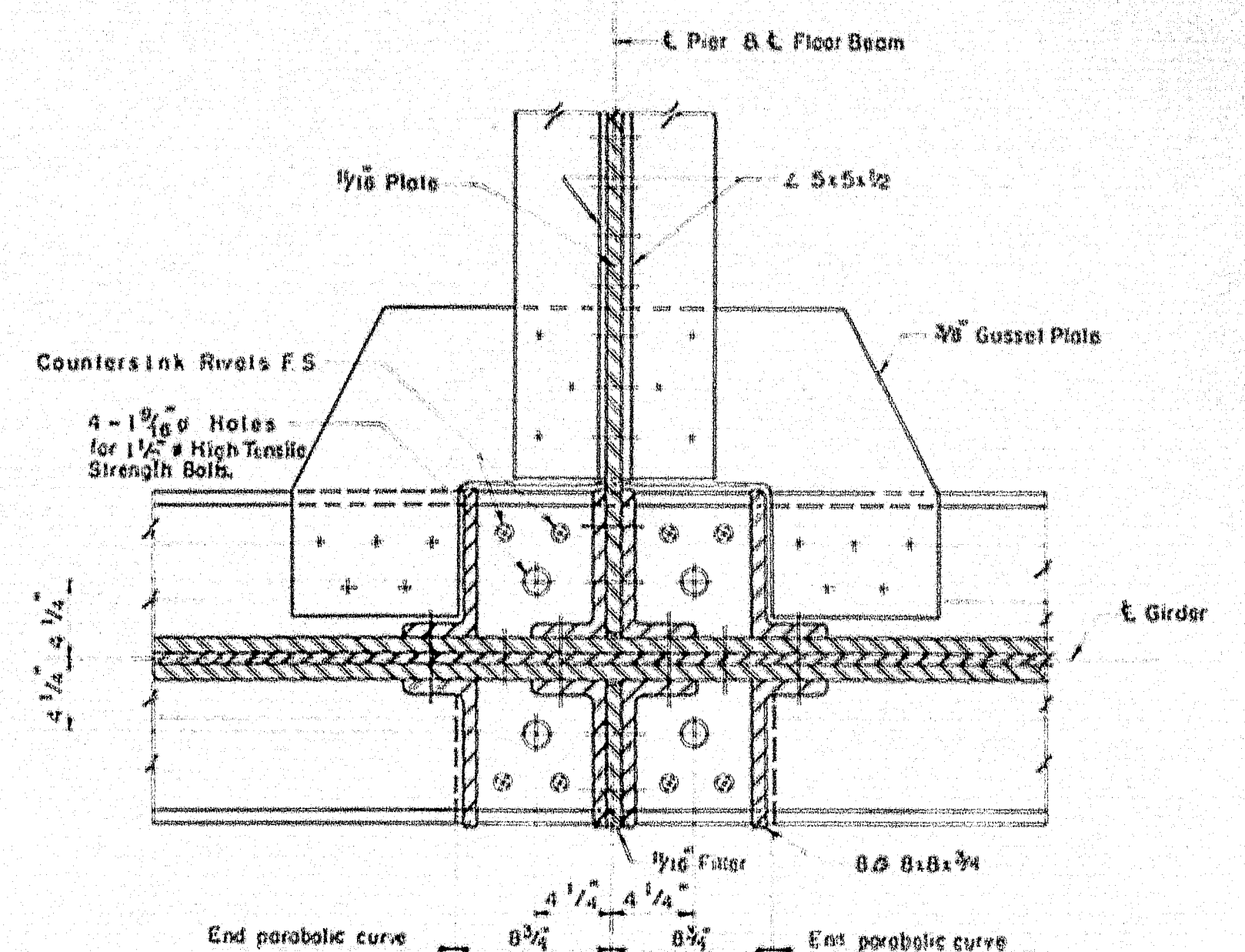
SECTION A-A

Scales: $1\frac{1}{2}'' = 1'-0''$



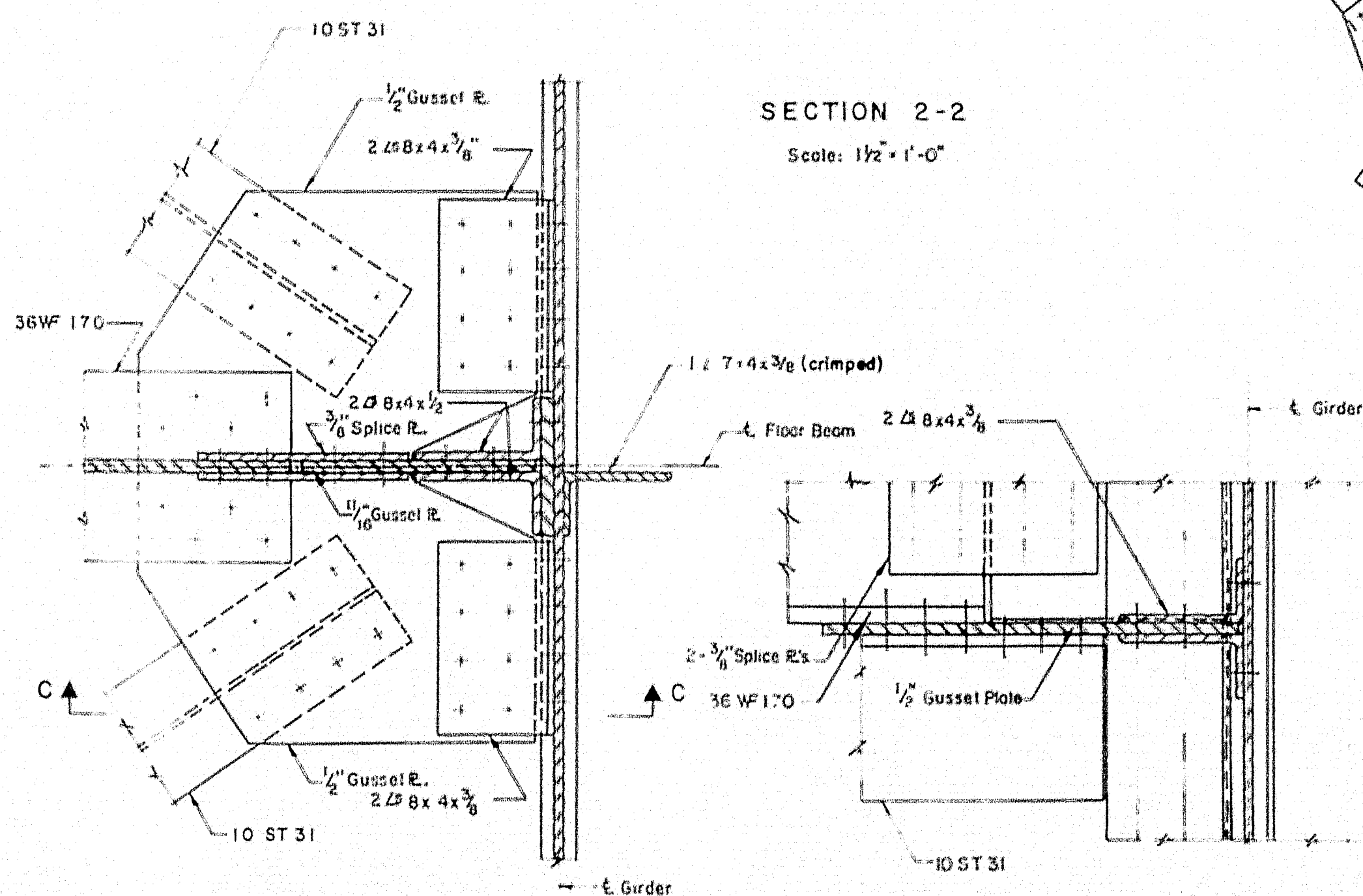
SECTION B-B

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



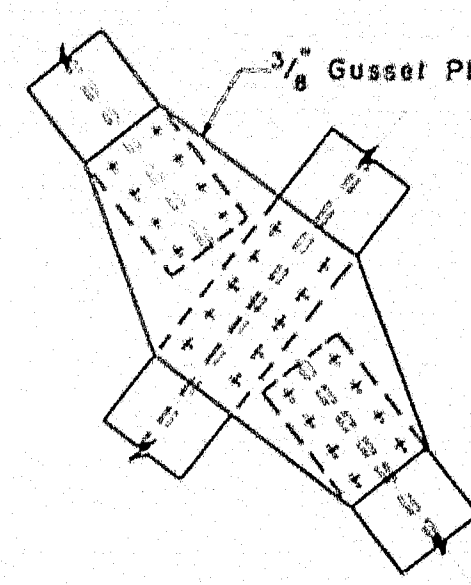
SECTION 2-2

Scale: $1\frac{1}{2}'' = 1'-0''$



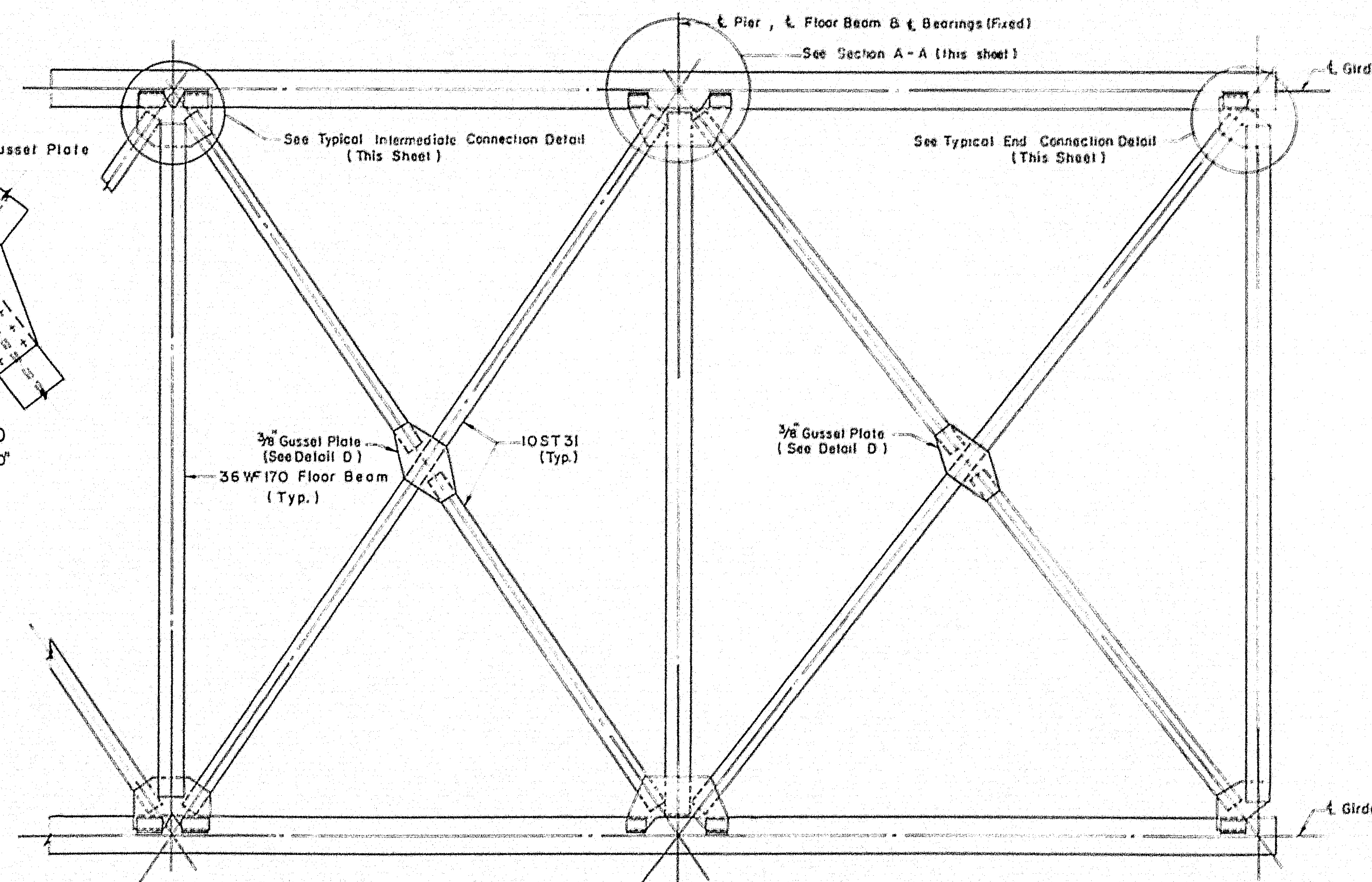
DETAIL D

Scale: $\frac{3}{4}" = 1'-0"$

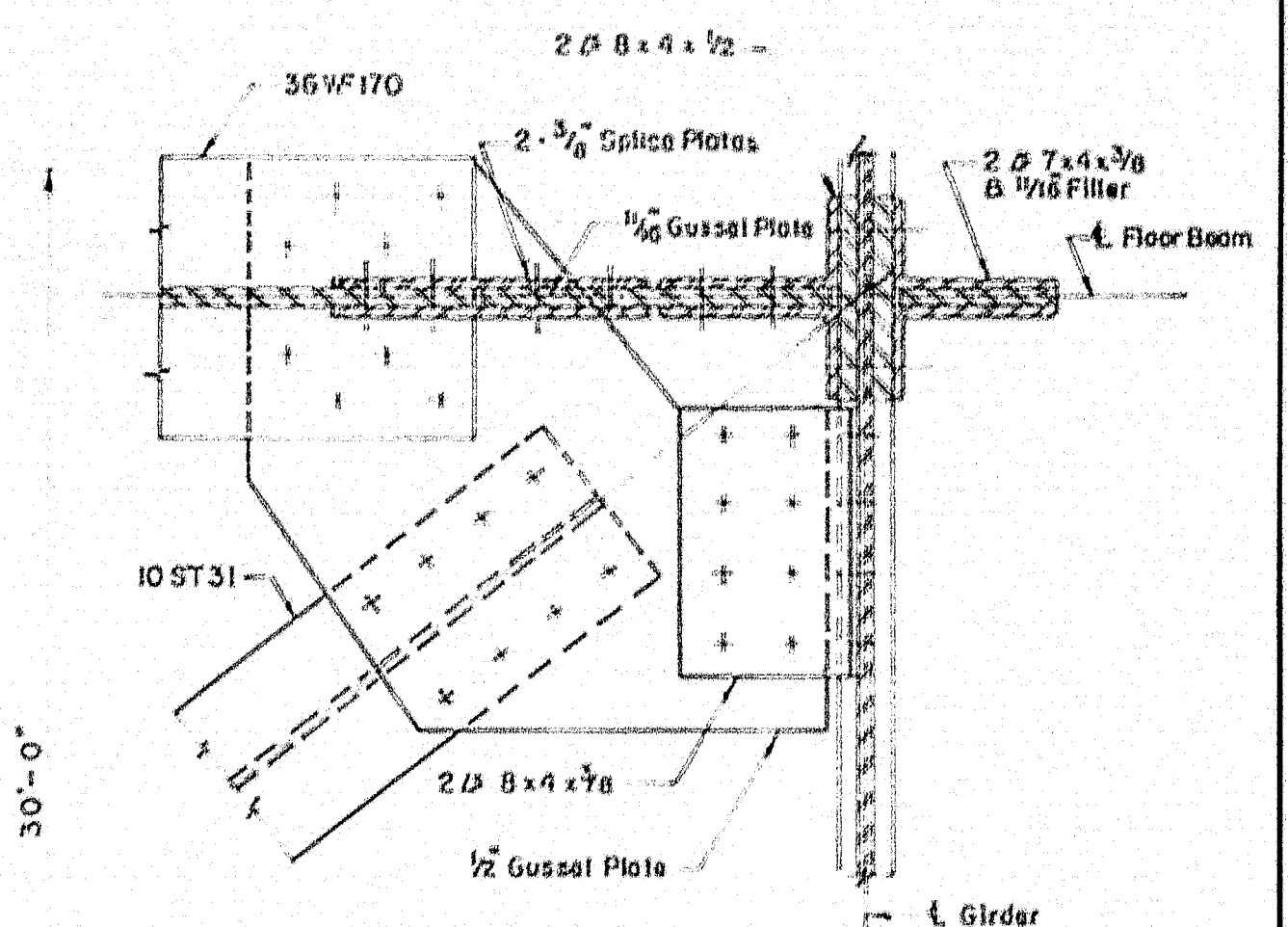


ARRANGEMENT BOTTOM LATERAL BRACING

Scale: $\frac{1}{4}'' = 1' - 0''$



TYPICAL END CONNECTION DETAIL
BOTTOM LATERAL BRACING

Scale $1\frac{1}{2}$ in. = 6 ft.

TYPICAL INTERMEDIATE CONNECTION DETAIL
BOTTOM LATERAL BRACING
Scale: $1\frac{1}{2}" = 1'-0"$

SECTION C-C
Scale: $1\frac{1}{2}" = 1'-0"$

THE CLARKSON ENGINEERING CO. INC.

DESIGN R F	CHECK J J M	BRIDGE NO
DRAWN E K.	APPROVED WAH - C J M	SURVEY
		PLOT

STATE HIGHWAY COMMISSION

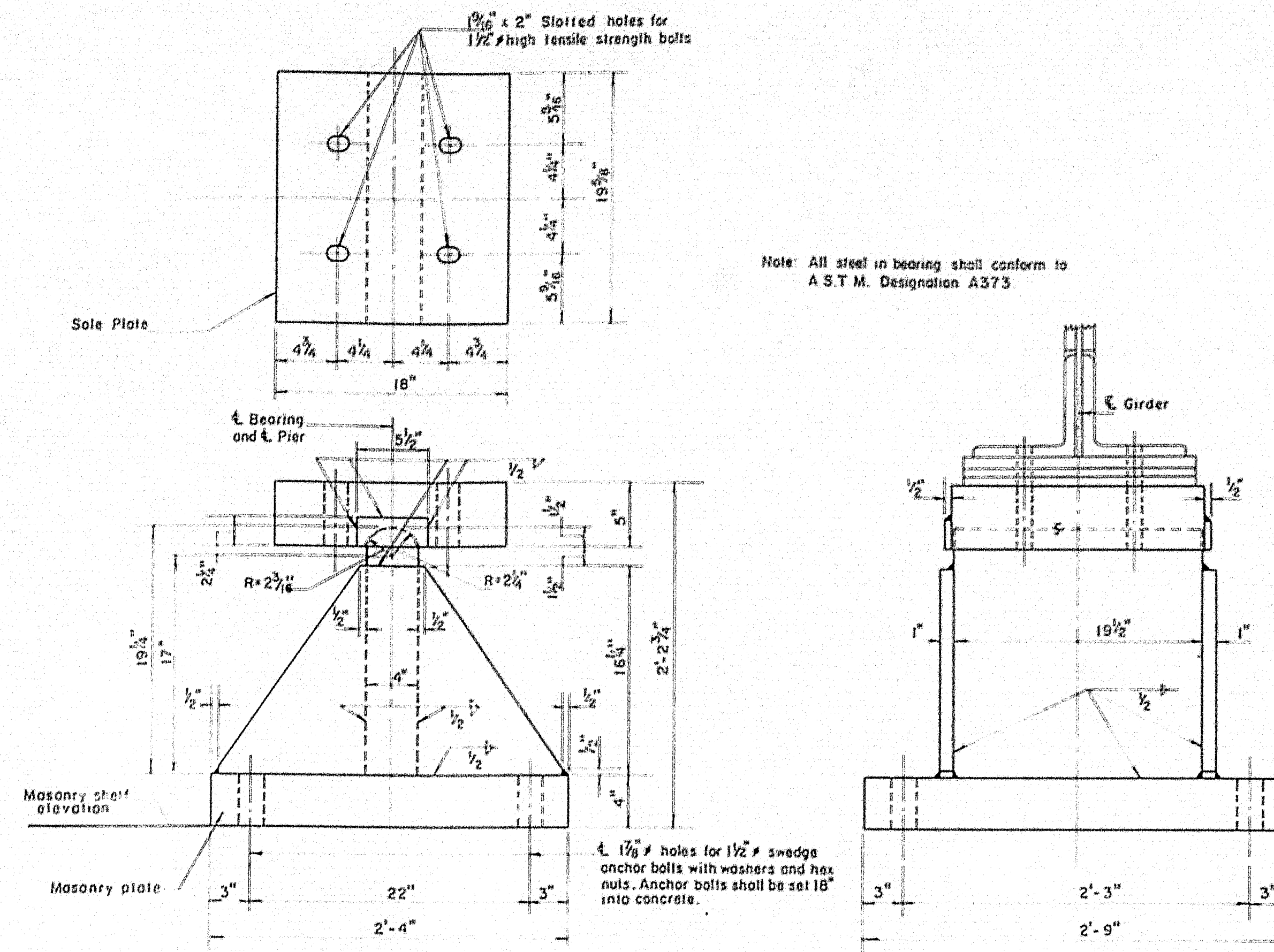
INTERSTATE #95
OVER
MESSALONSKEE STREAM
& QUARRY ROAD(RELOC.)
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
BRACING & CONNECTION DETAILS

SHEET 20 OF 23 SHEETS

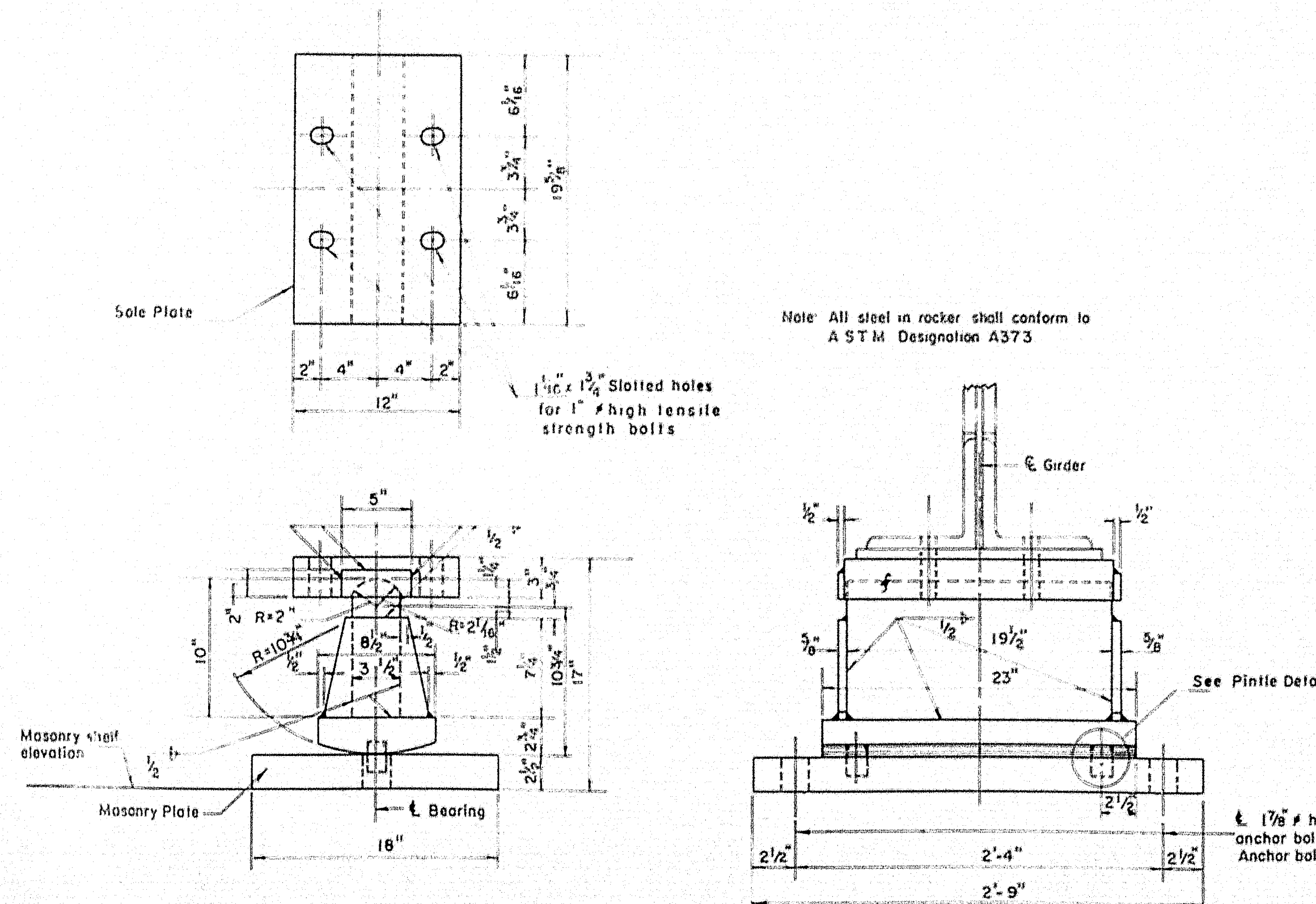
UGUSTA, MAINE

B.P.R.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
REG. NO.	MAINE	1-95-6 (23)	26	32

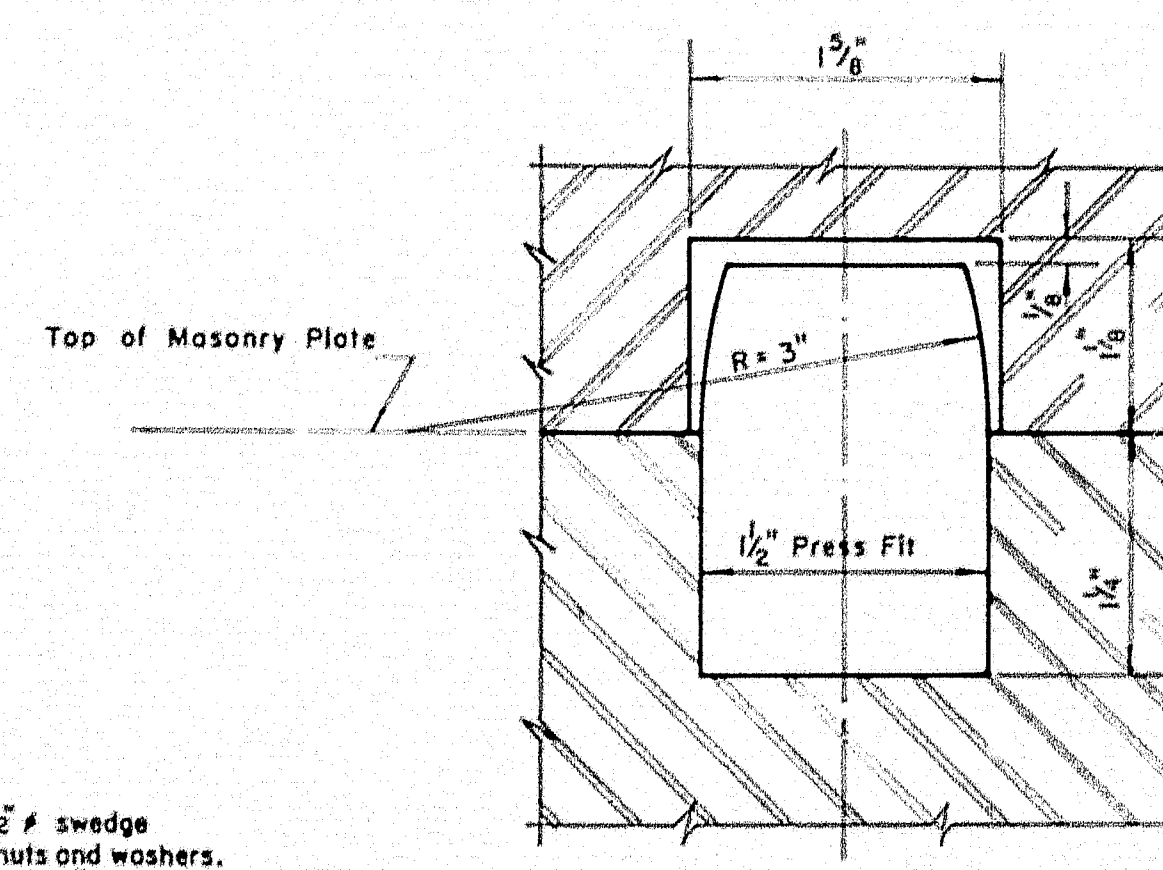
WATERVILLE INTERSTATE



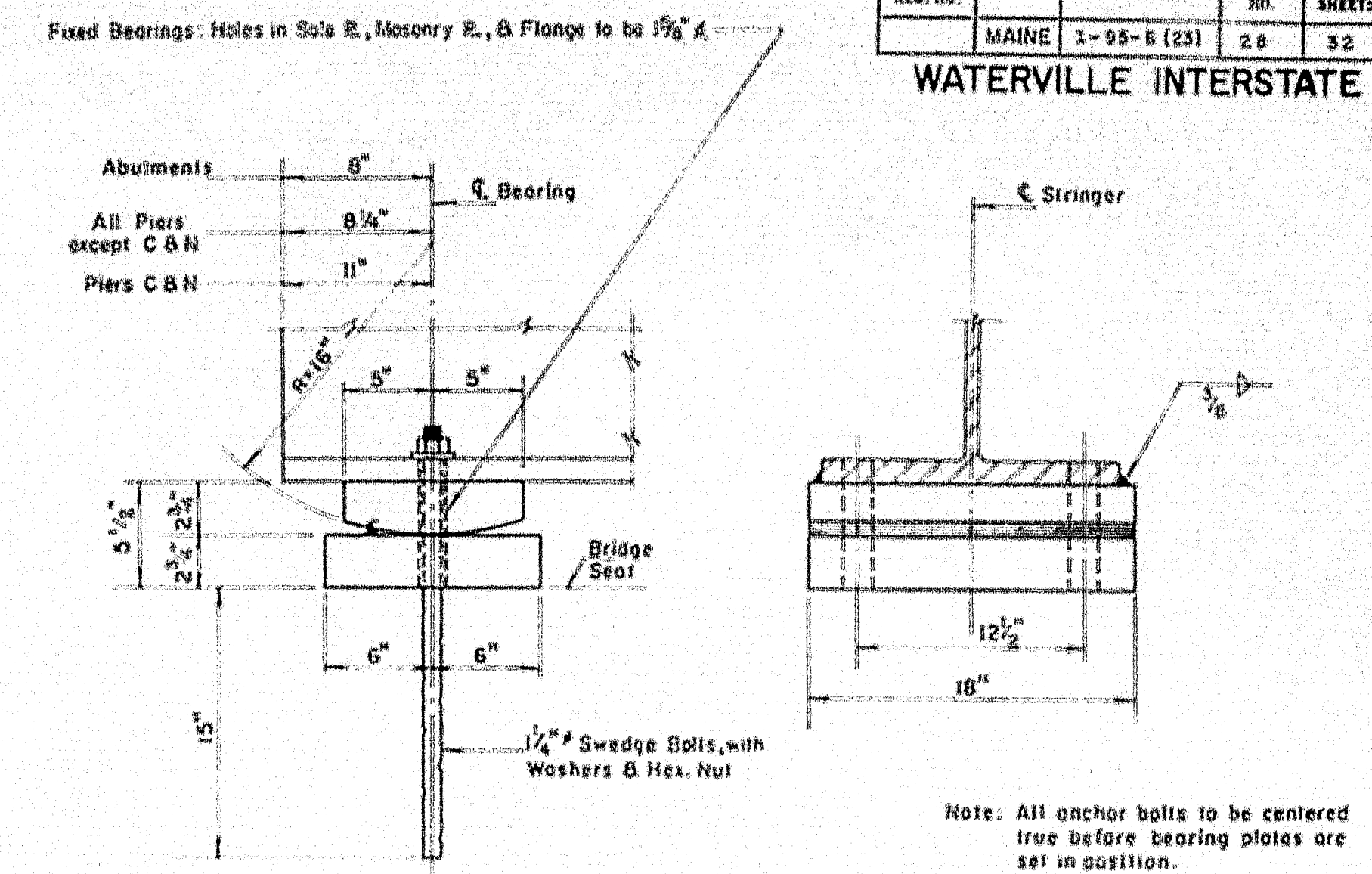
GIRDER FIXED BEARING
Scale: 1 1/2" = 1'-0"



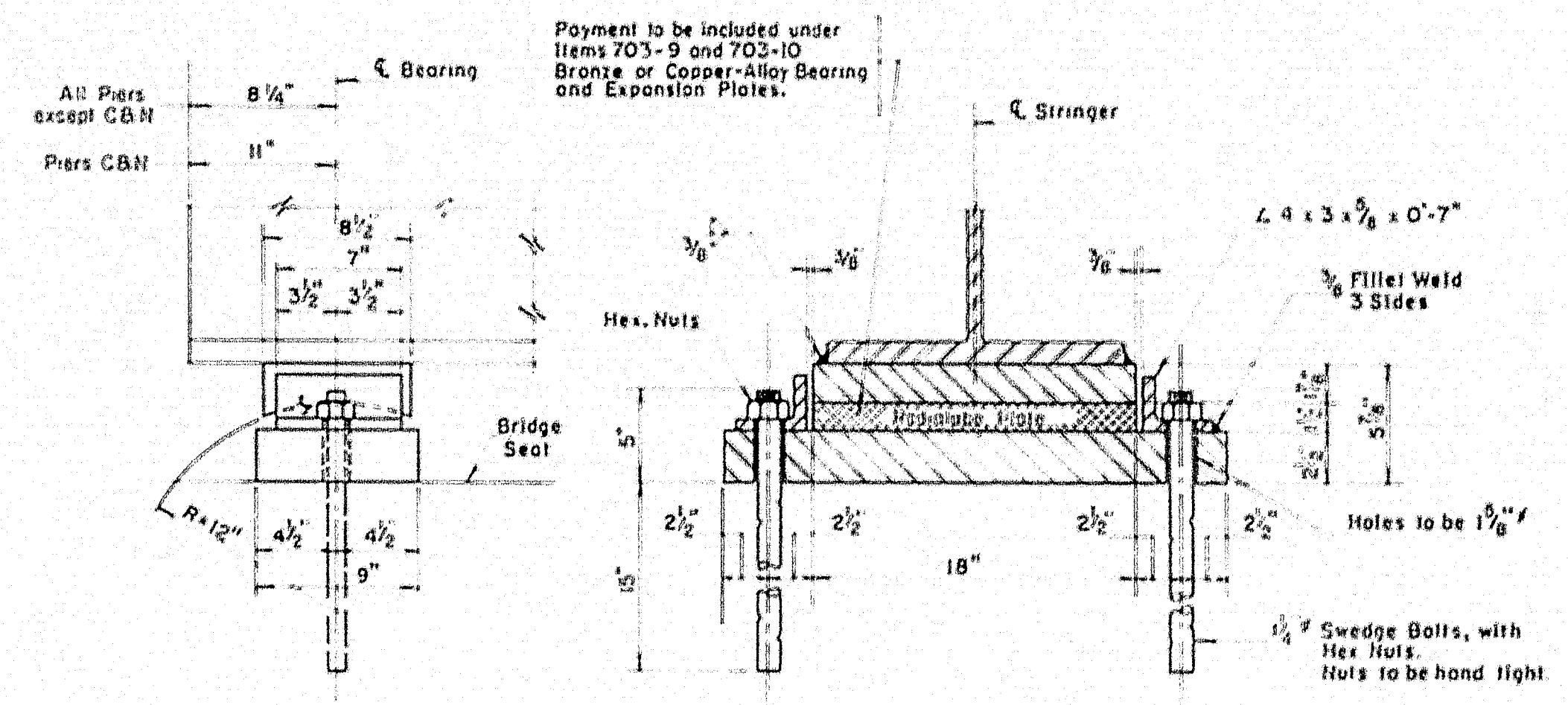
GIRDER EXPANSION BEARING
Scale: 1 1/2" = 1'-0"



PINTLE DETAIL
Scale: Full Size

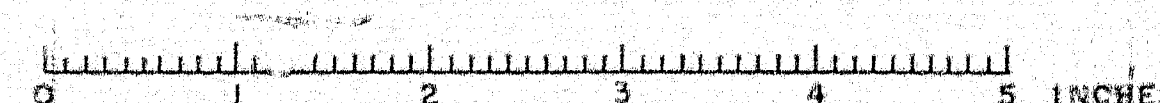


STRINGER SPAN
FIXED BEARING DETAIL
Scale: 1 1/2" = 1'-0"



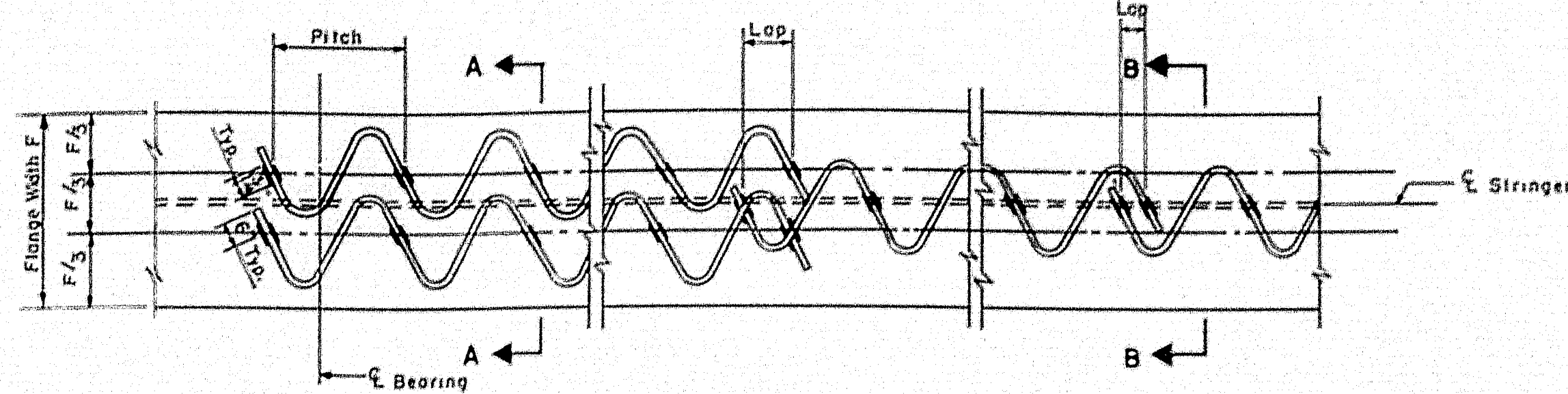
STRINGER SPAN
EXPANSION BEARING DETAIL
Scale: 1 1/2" = 1'-0"

THE CLARKESON ENGINEERING CO., INC.			
DESIGN R.F.	CHECK J.T.M.	BRIDGE NO. 5-A	DATE
DRAWN D.E.S.	APPROVED W.A.H.	DATE	
STATE HIGHWAY COMMISSION			
INTERSTATE #95			
OVER			
MESSALONSKEE STREAM & QUARRY ROAD (RELOC.)			
IN THE CITY OF			
WATERVILLE			
KENNEBEC COUNTY			
BEARING DETAILS			
SHEET 21 OF 23 SHEETS			AUGUSTA, MAINE

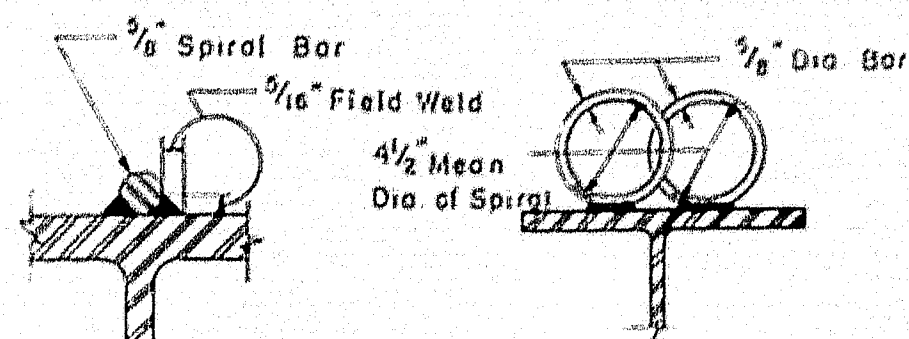


DIV. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	X-95-6 (23)	29	32

WATERVILLE INTERSTATE

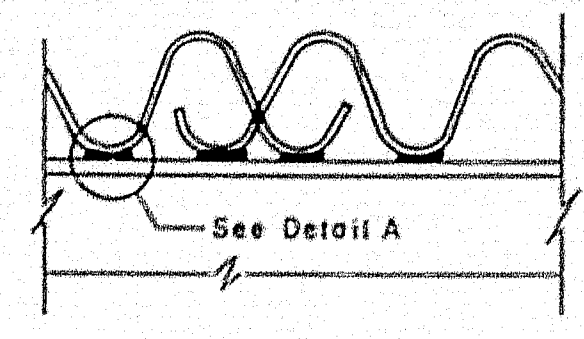


PLAN

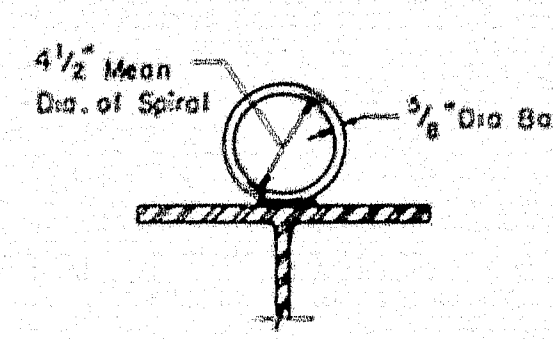


DETAIL A

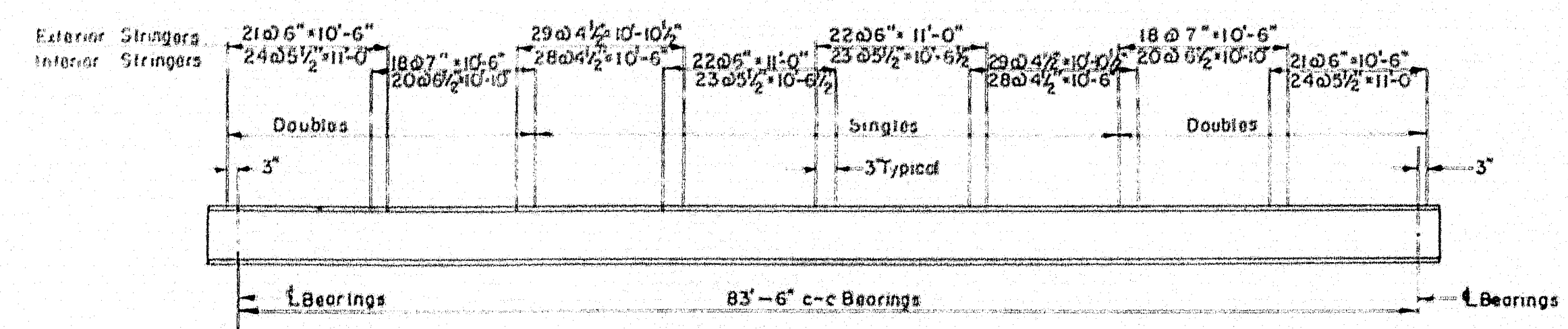
SECTION A-A



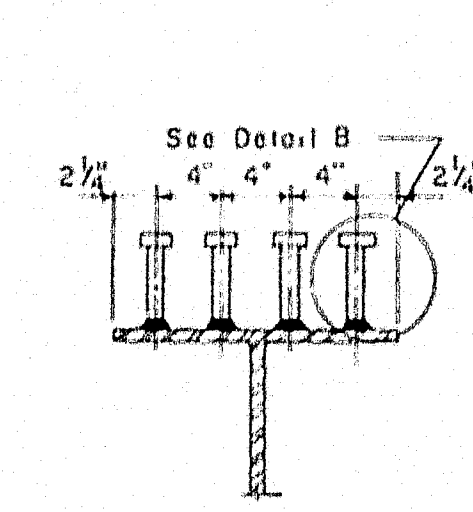
ELEVATION



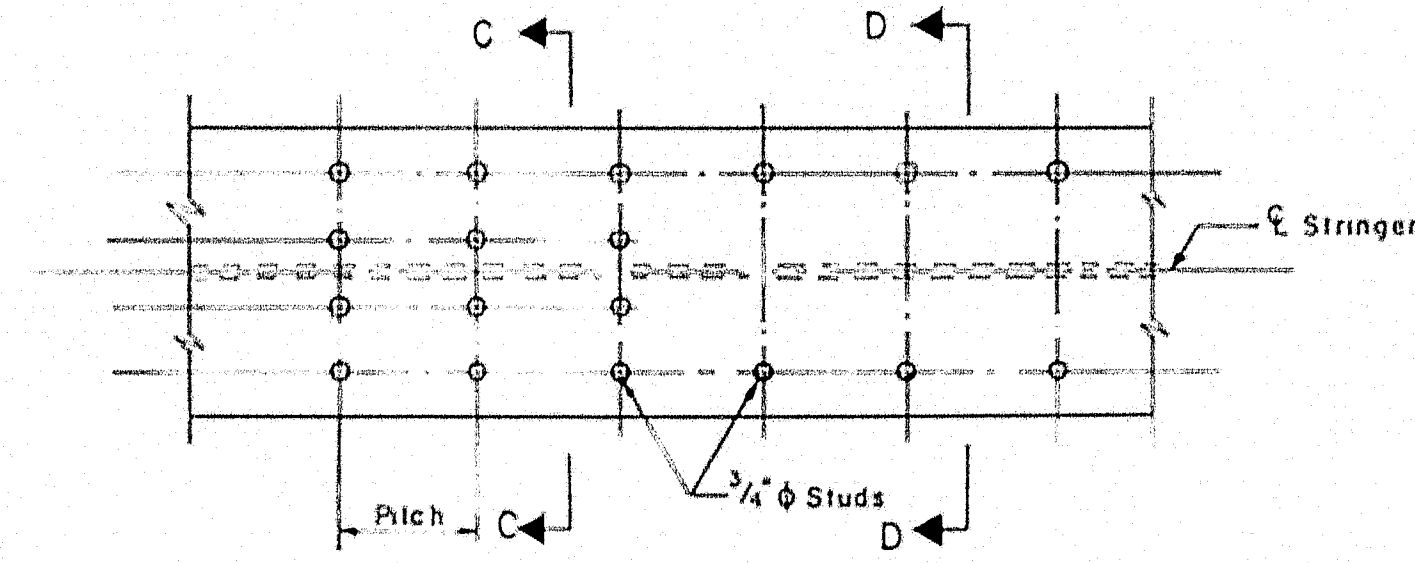
SECTION B-B



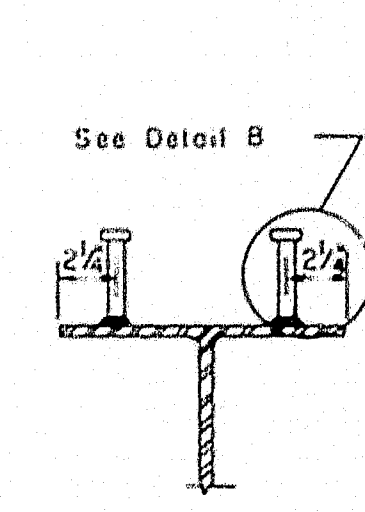
TYPICAL SPIRAL SHEAR CONNECTORS
(DETAILS & LAYOUT)
NOT TO SCALE



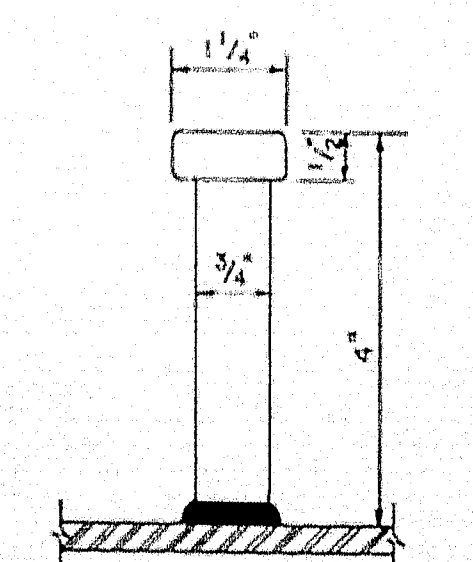
SECTION C-C



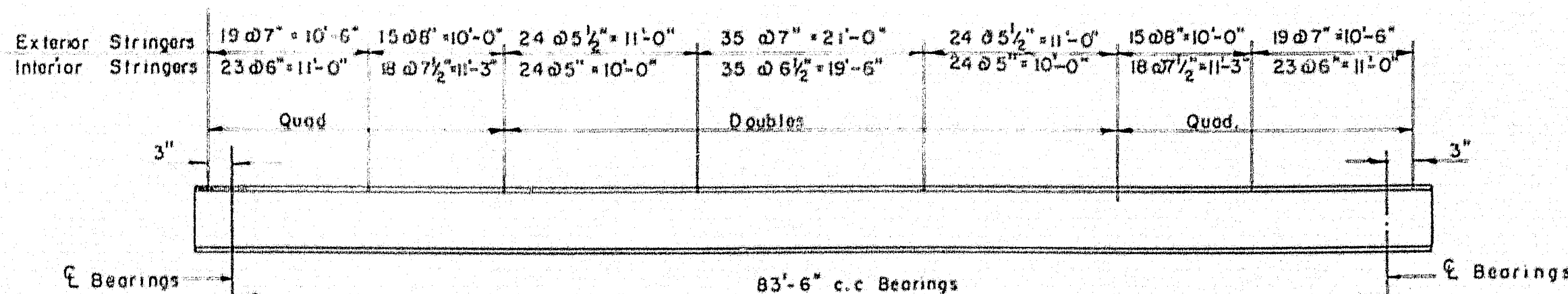
PLAN



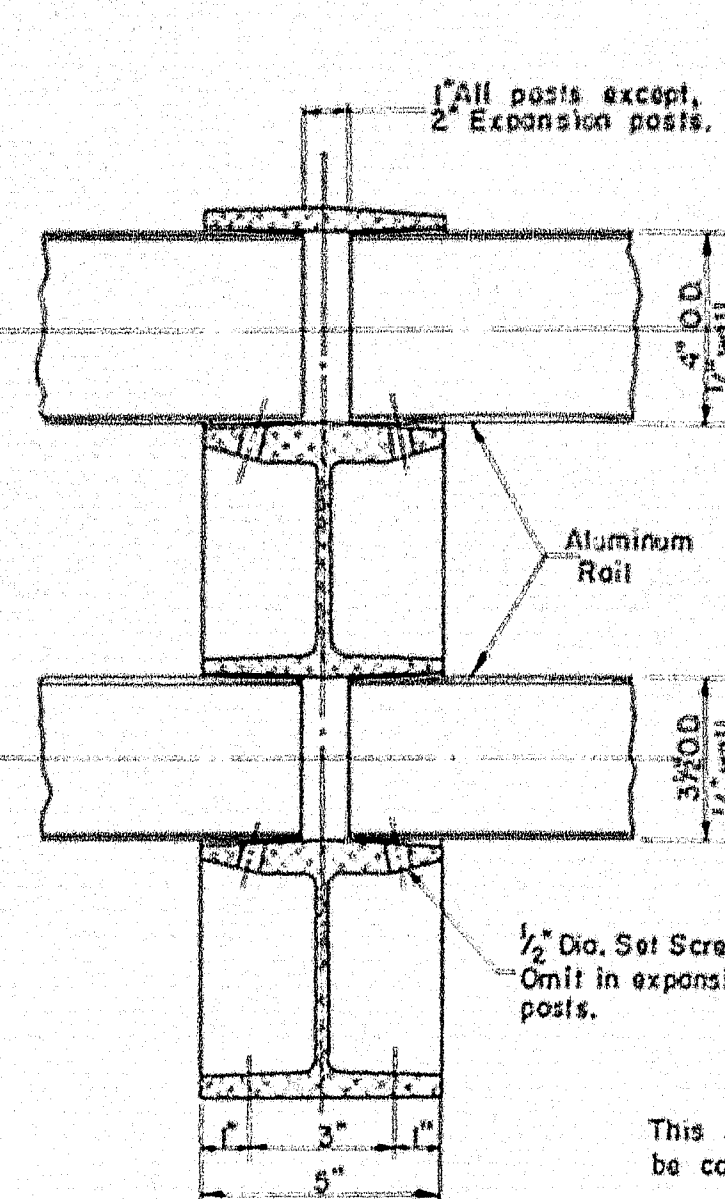
SECTION D-D



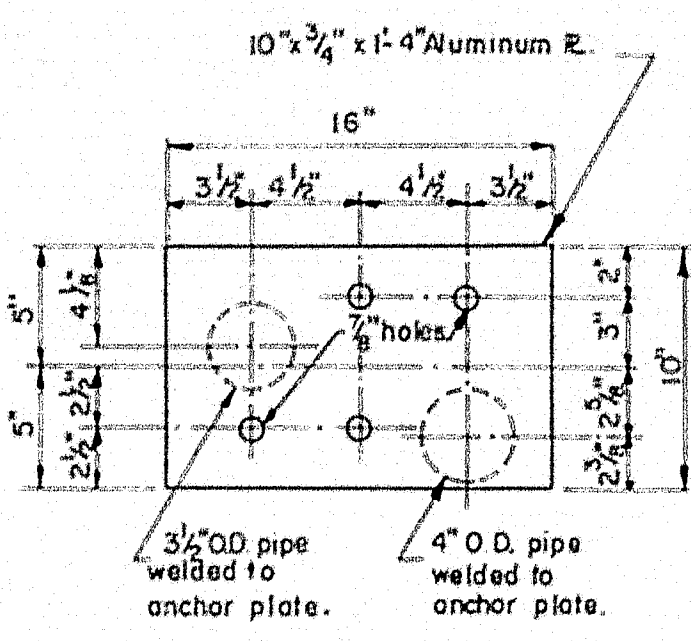
DETAIL B



TYPICAL STUD SHEAR CONNECTORS
(DETAILS & LAYOUT)
NOT TO SCALE



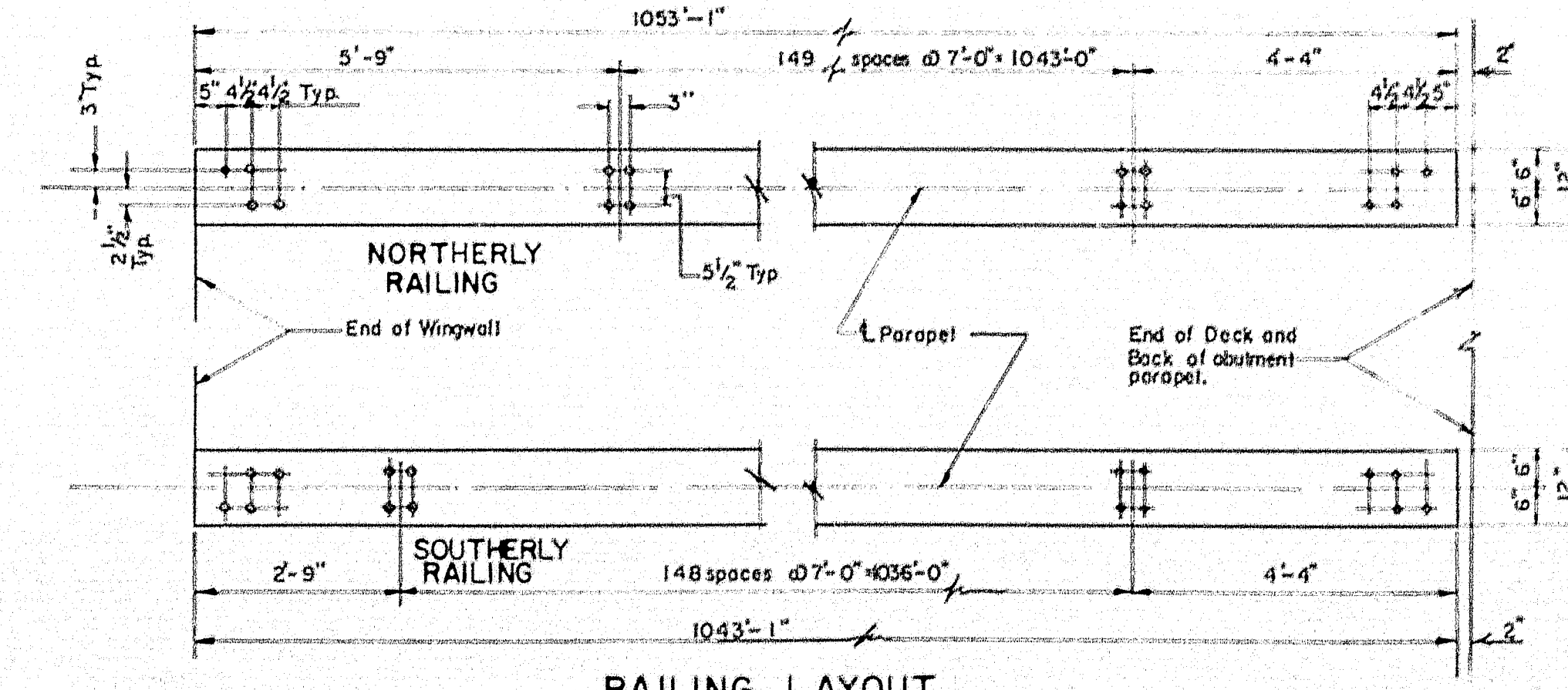
SECTION E-E



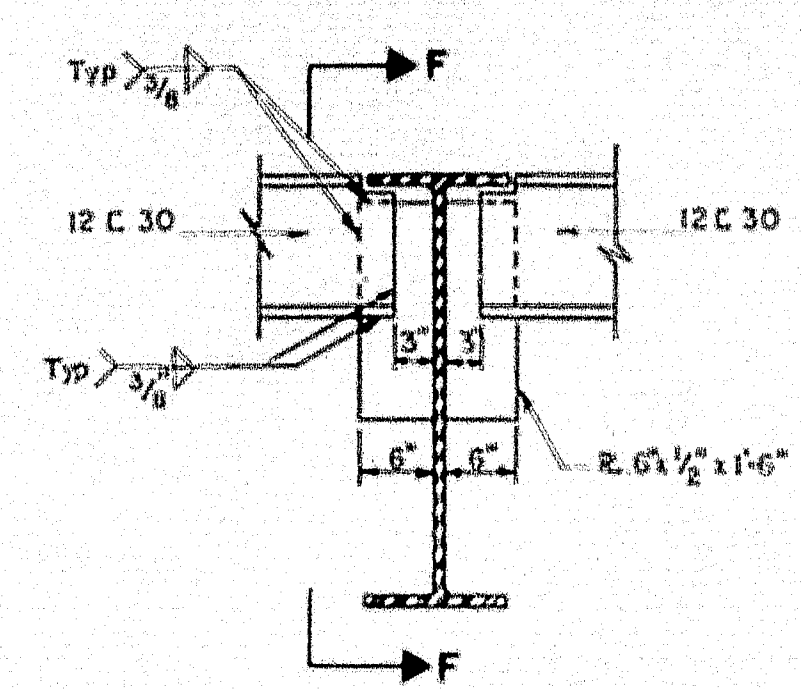
ALUMINUM RAIL DETAIL
Scale: 3/4" = 1'-0"

END RAILING DETAIL
Scale: 1/2" = 1'-0"

- Notes: 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" bolts set 11" into concrete.

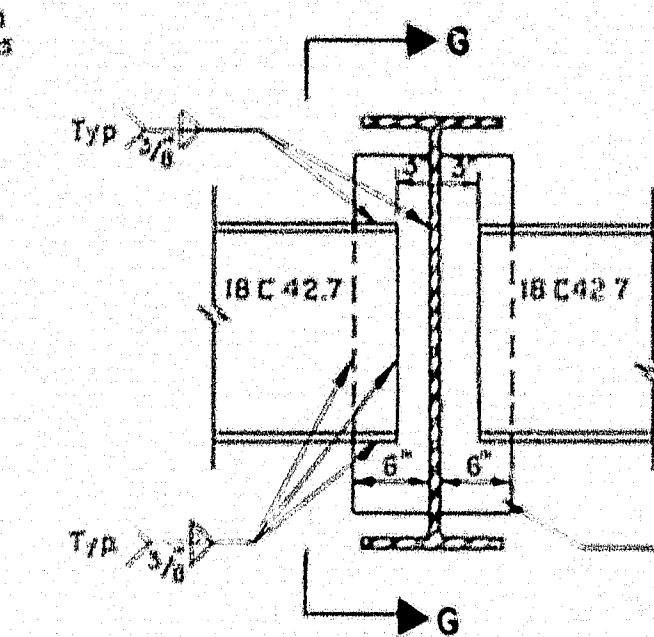


RAILING LAYOUT
Scale: 1/2" = 1'-0"



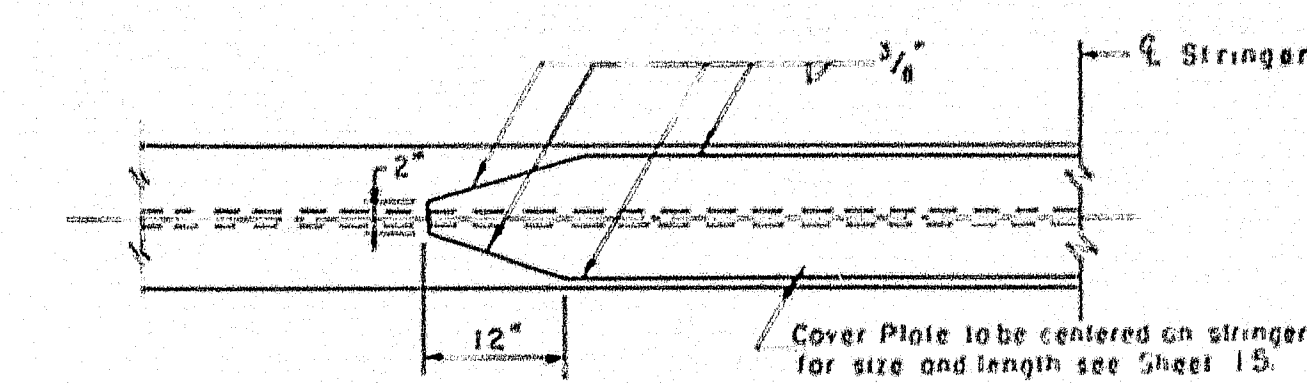
SECTION F-F

WELDED END DIAPHRAGM CONNECTION



SECTION G-G

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

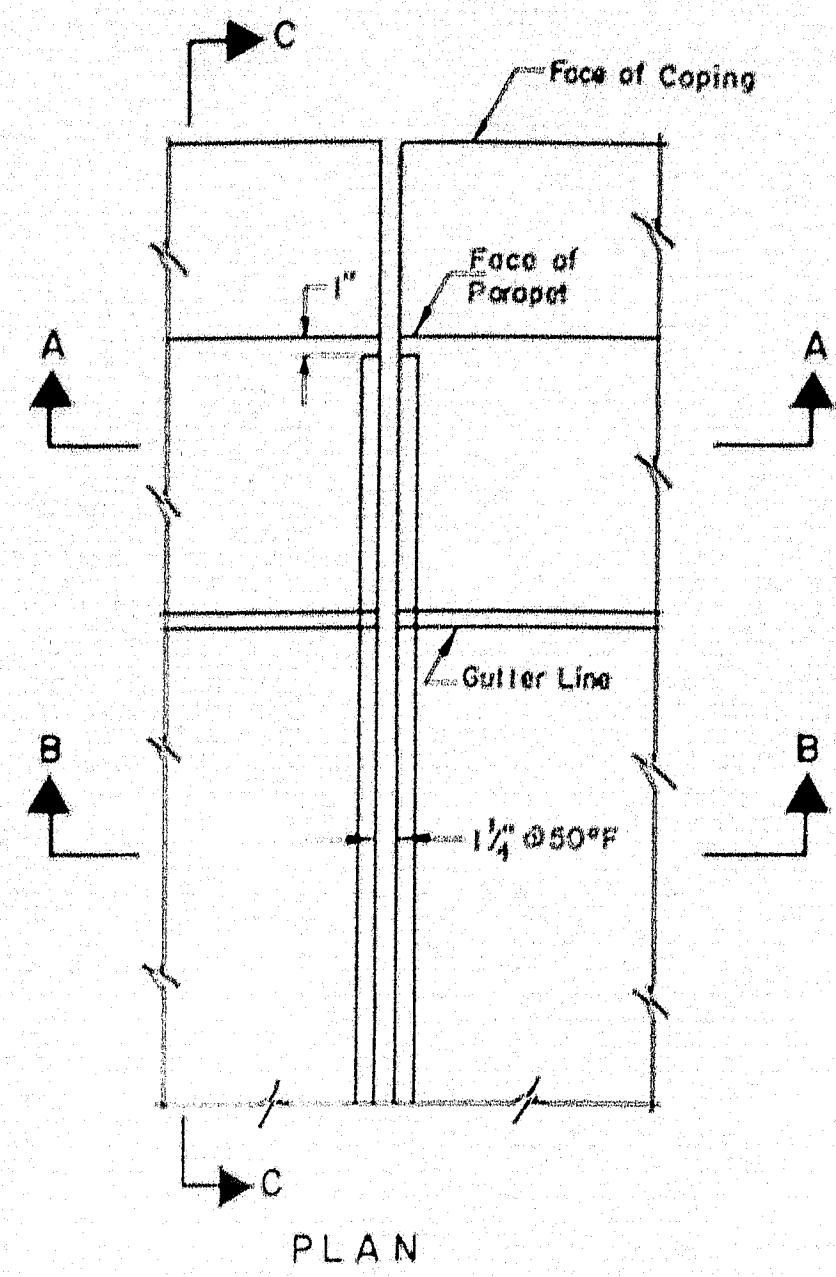


COVER PLATE DETAIL
NOT TO SCALE

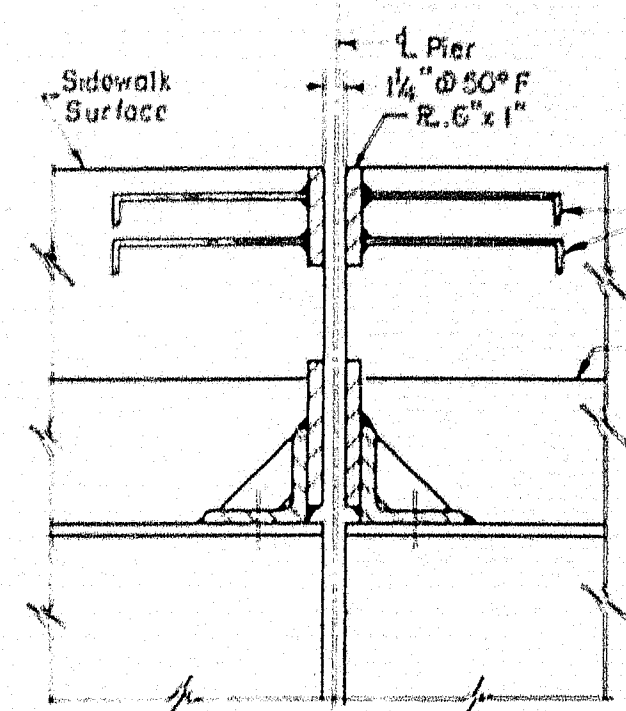
THE CLARKSON ENGINEERING CO., INC.			
DESIGN G.B.	CHECK J.T.H.P.	BRIDGE NO.	
DRAWN R.J.F.	APPROVED W.H.C.M.	SURVEY	
STATE HIGHWAY COMMISSION			
INTERSTATE #95			
OVER			
MESSALONSKEE STREAM & QUARRY ROAD (RELOC.)			
IN THE CITY OF			
WATERVILLE			
KENNEBEC COUNTY			
SUPERSTRUCTURE DETAILS			
SHEET 22 OF 23 SHEETS		AUGUSTA, MAINE	

S.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6 (23)	30	32

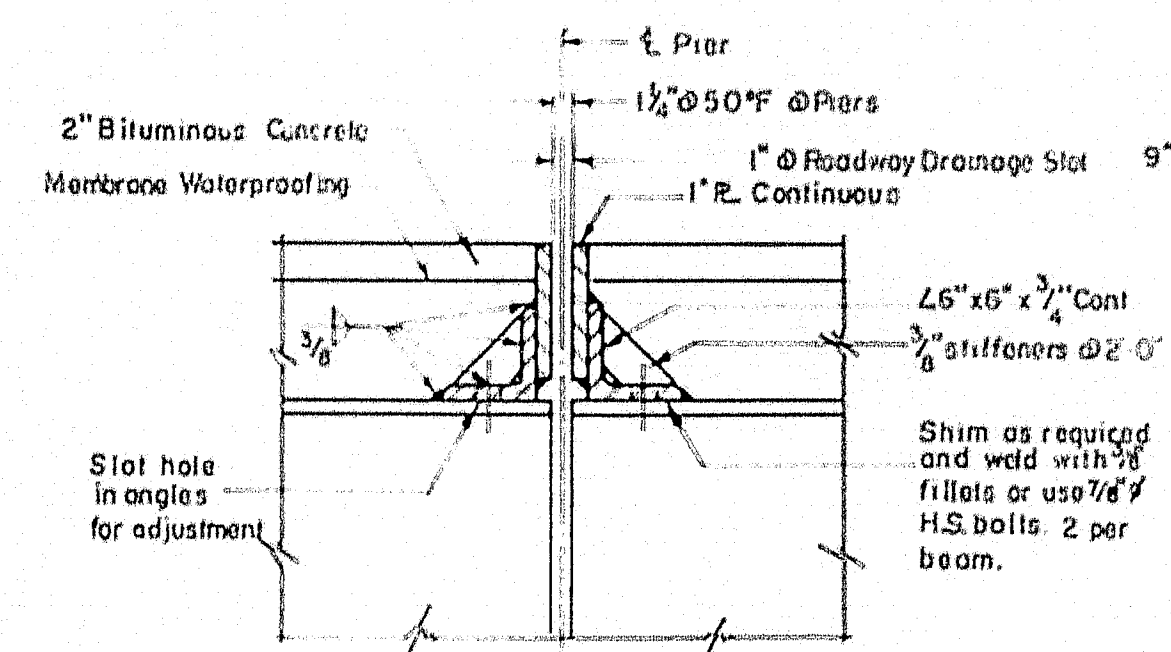
WATerville INTERSTATE



PLAN



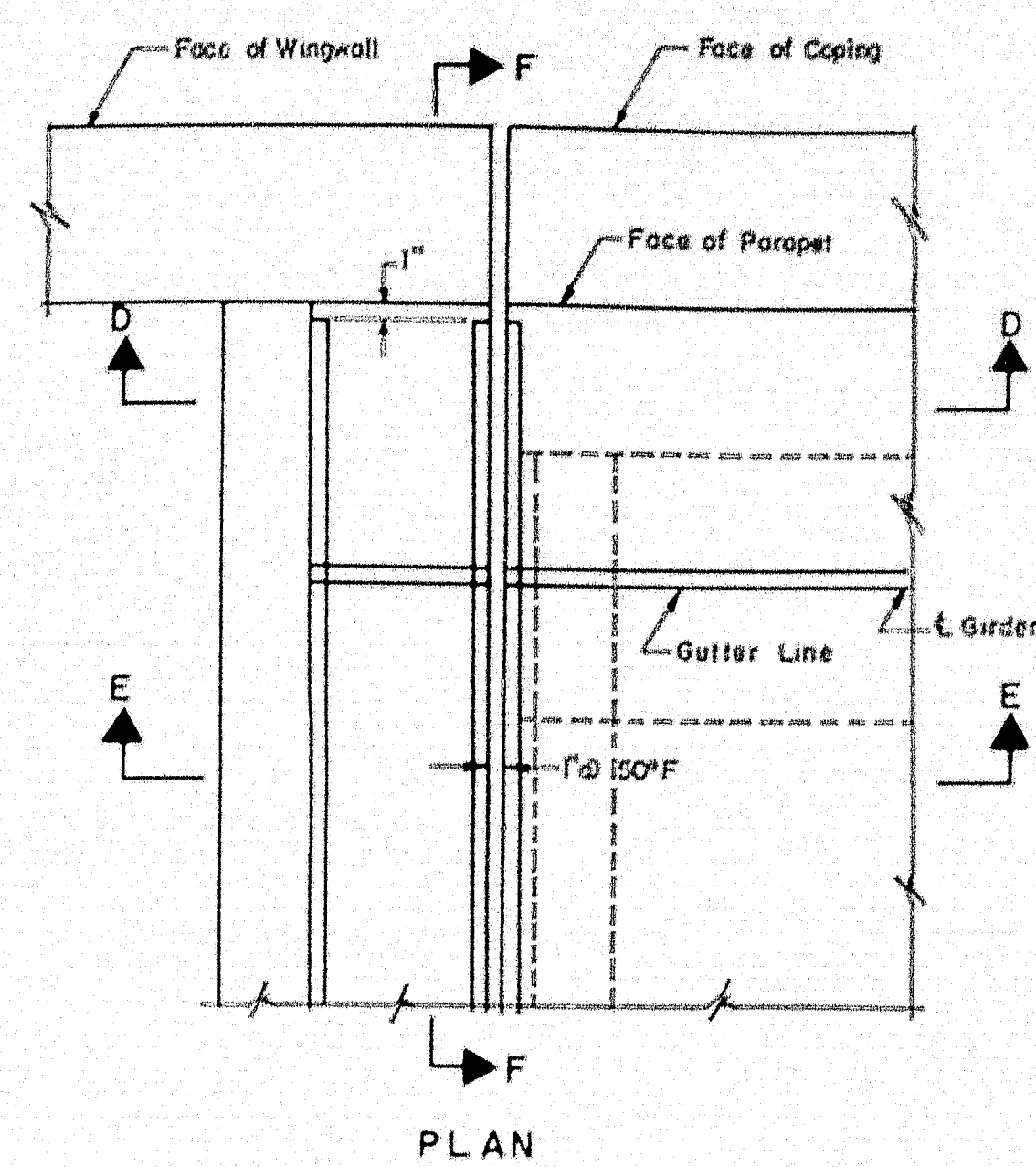
SECTION A-A



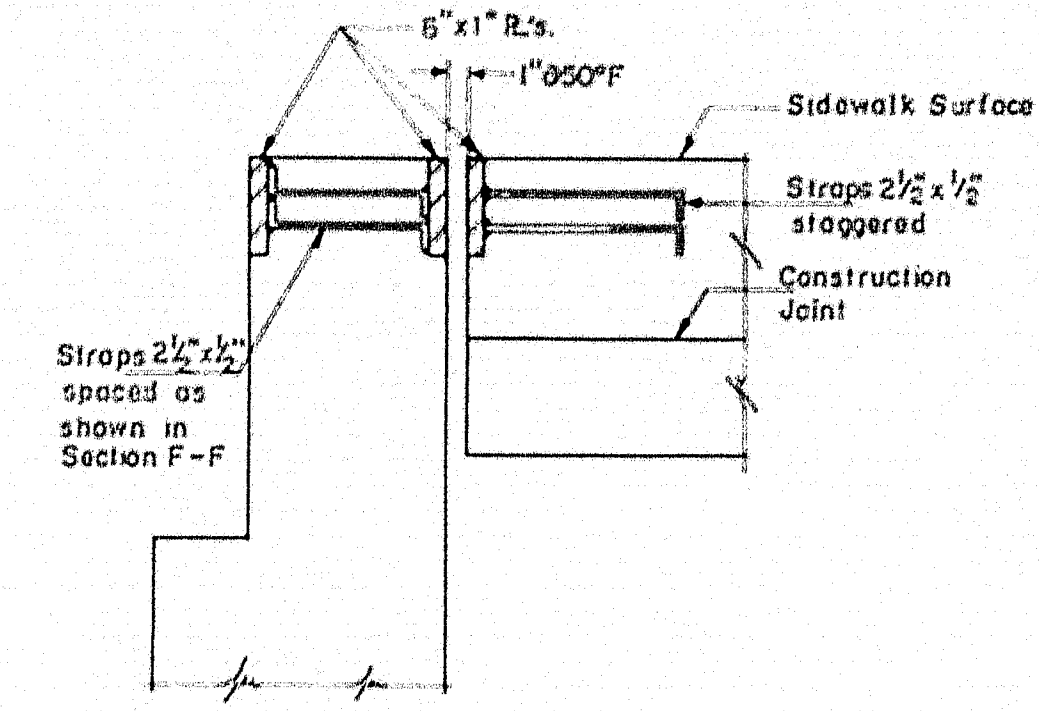
SECTION B-B

ROADWAY JOINT AT PIERS

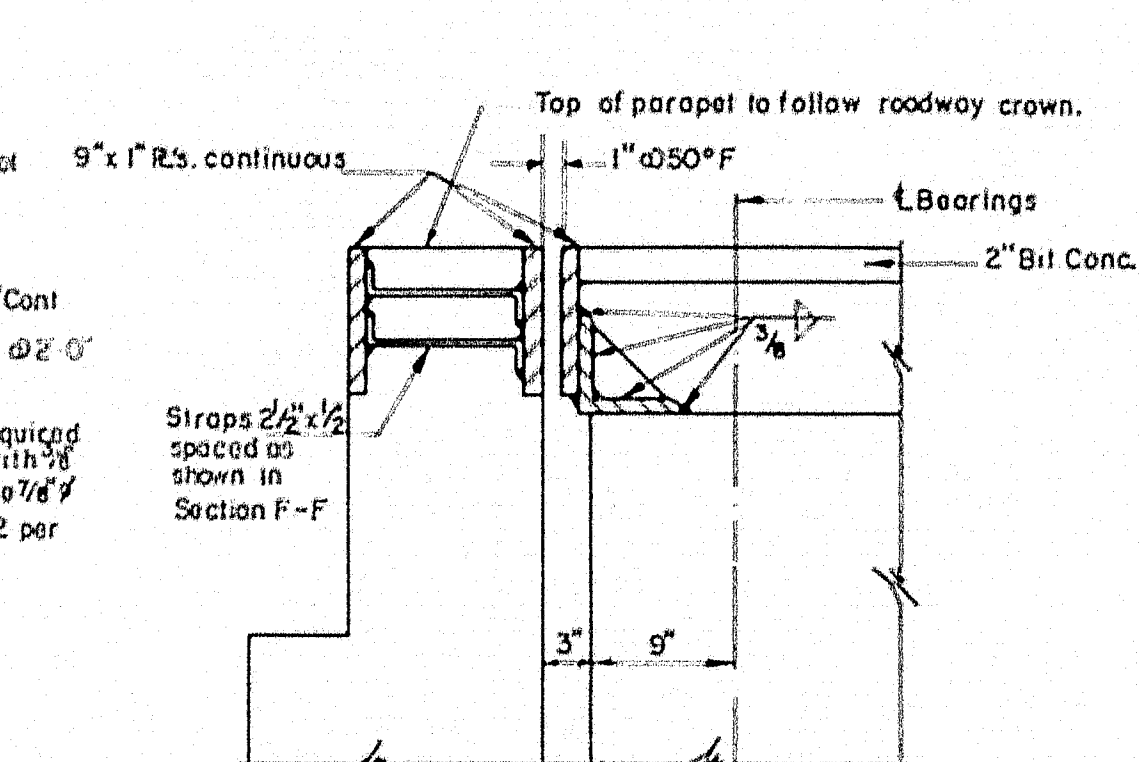
Scale 1" = 1'-0"



PLAN



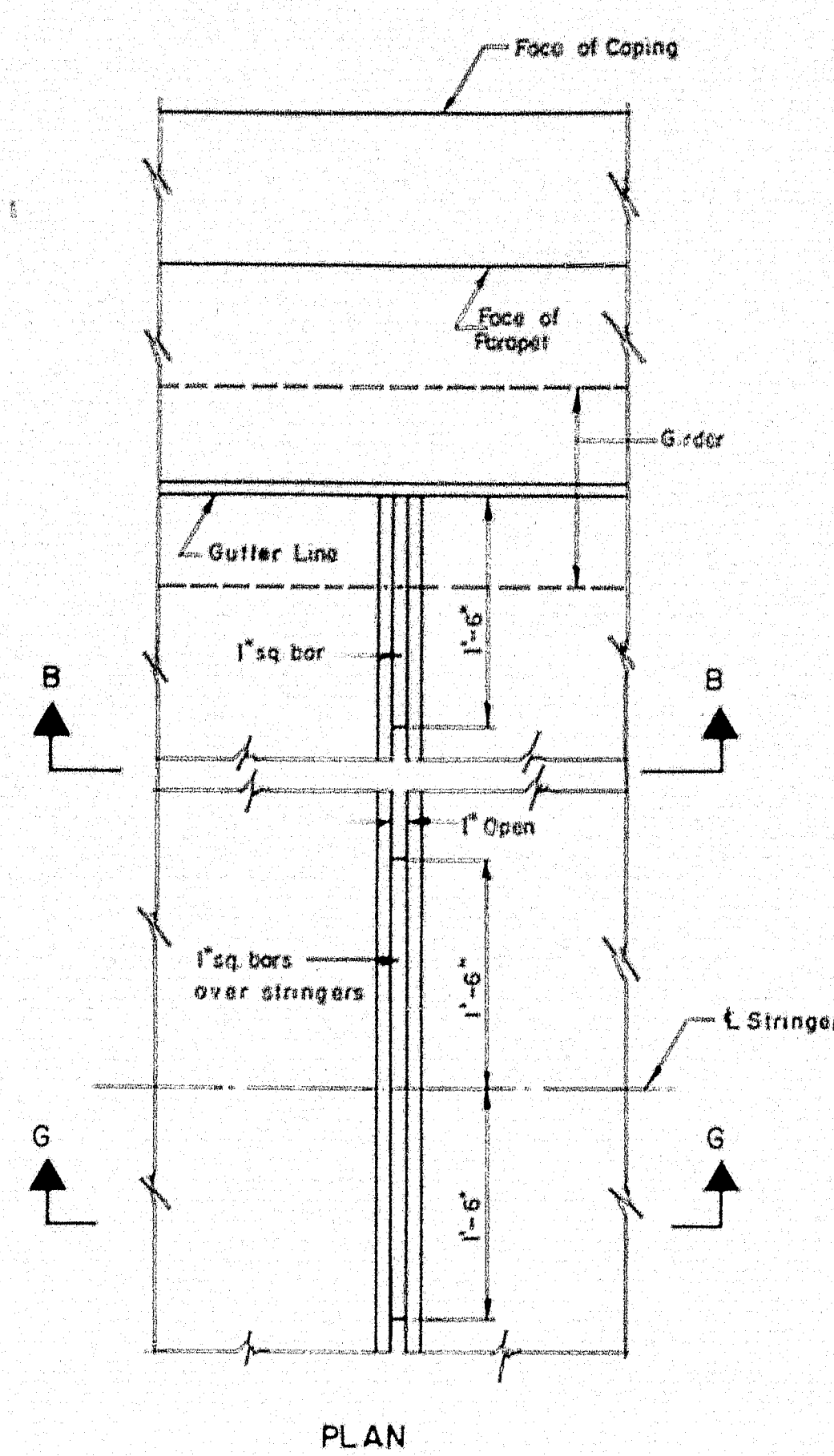
SECTION D-D



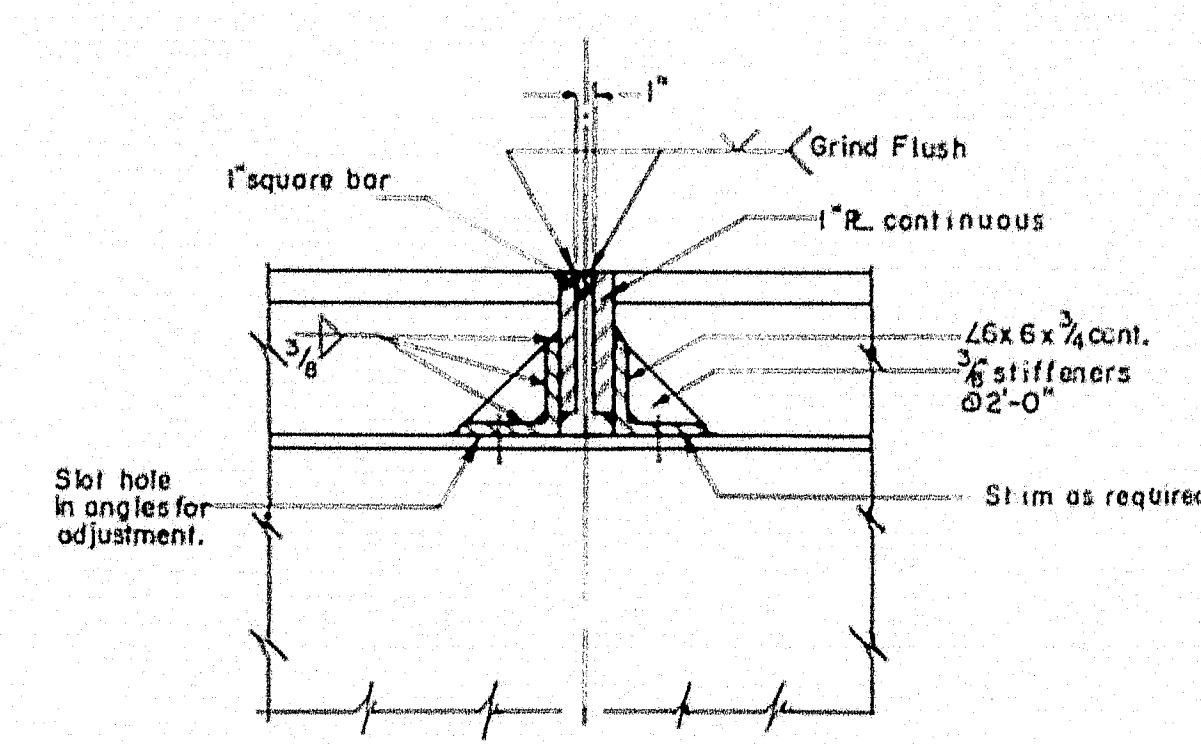
SECTION E-E

ROADWAY JOINT AT WESTERLY ABUTMENT

Scale 1" = 1'-0"



PLAN

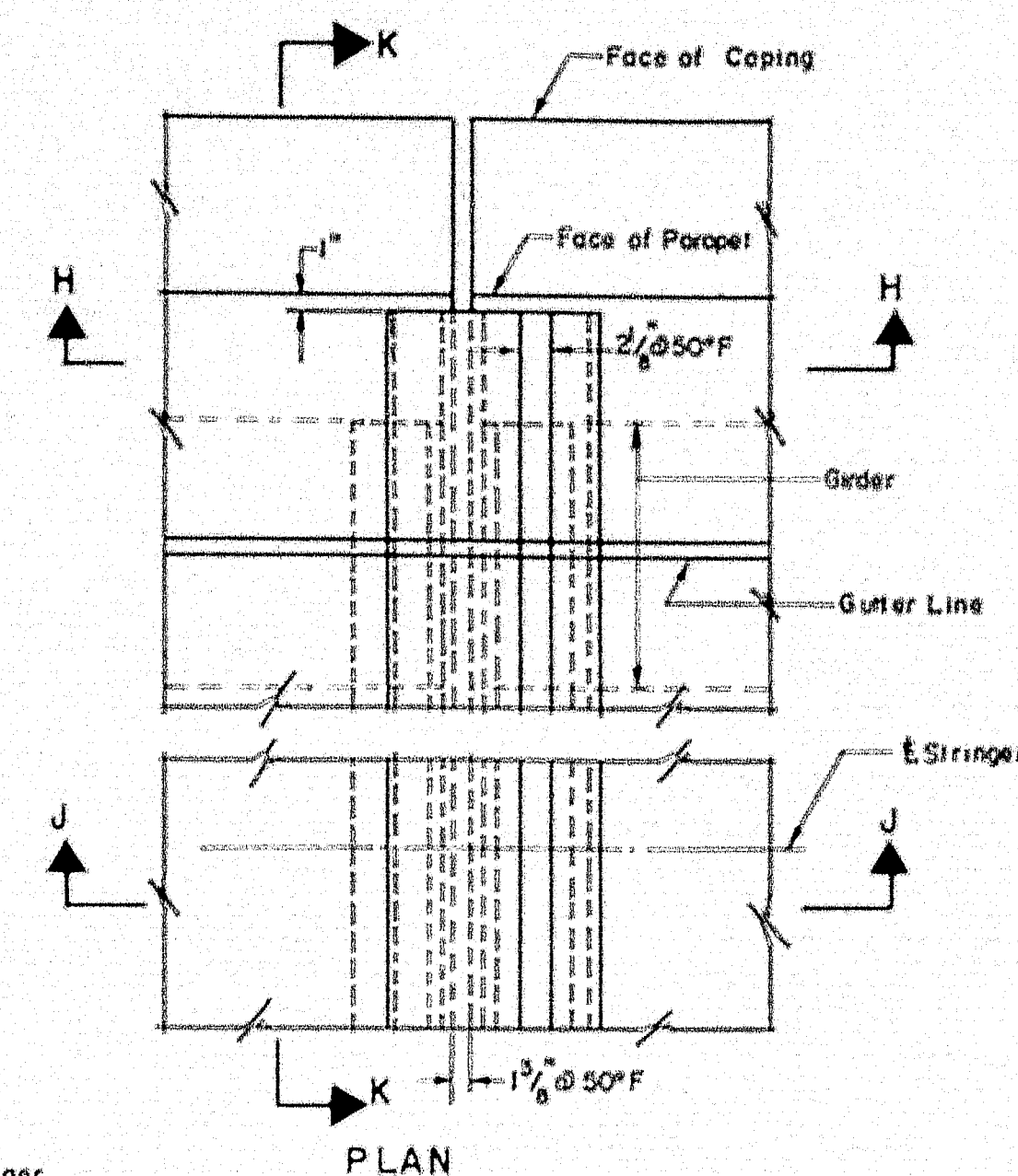


SECTION G-G

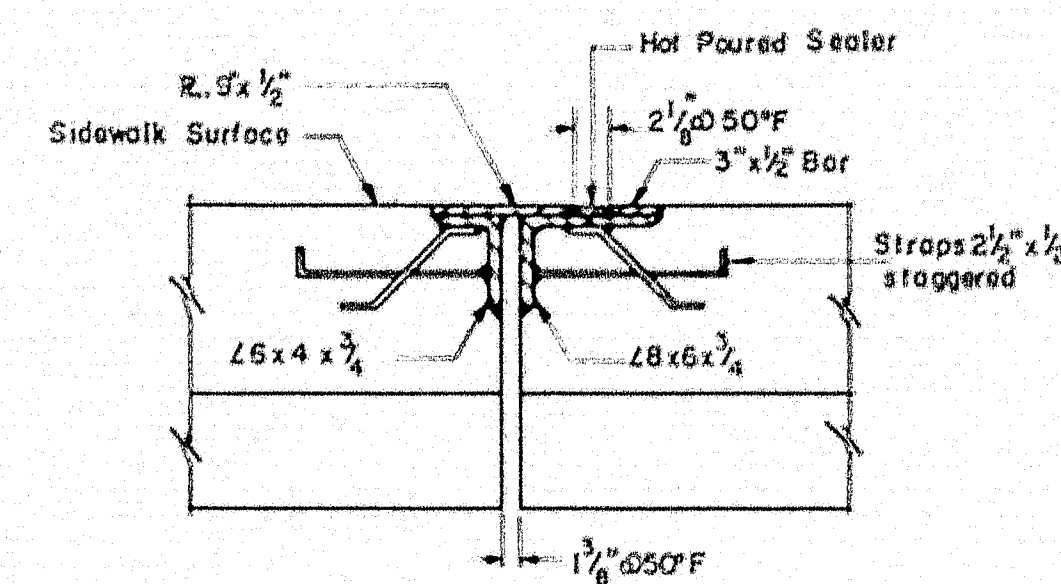
ROADWAY DRAINAGE SLOT

Scale 1" = 1'-0"

Note: At drainage slots only 6x6x3/4 angles are to be fastened to stringers and girders with 1/2\"/>



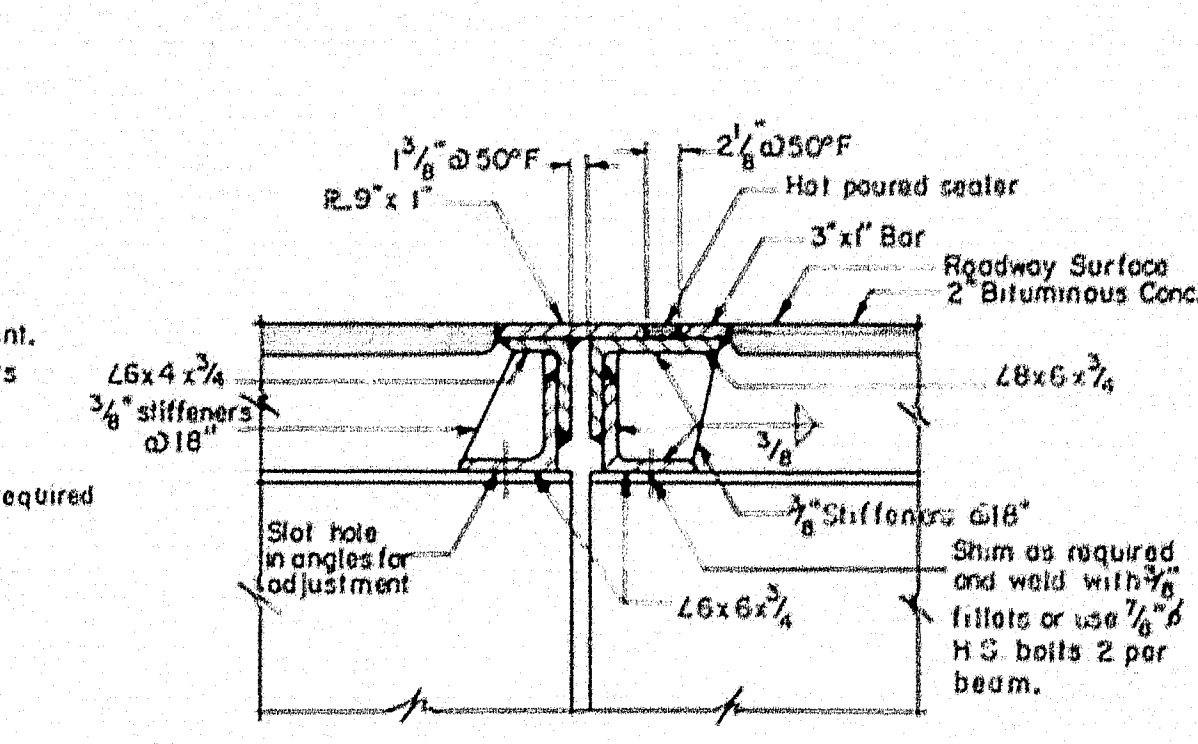
PLAN



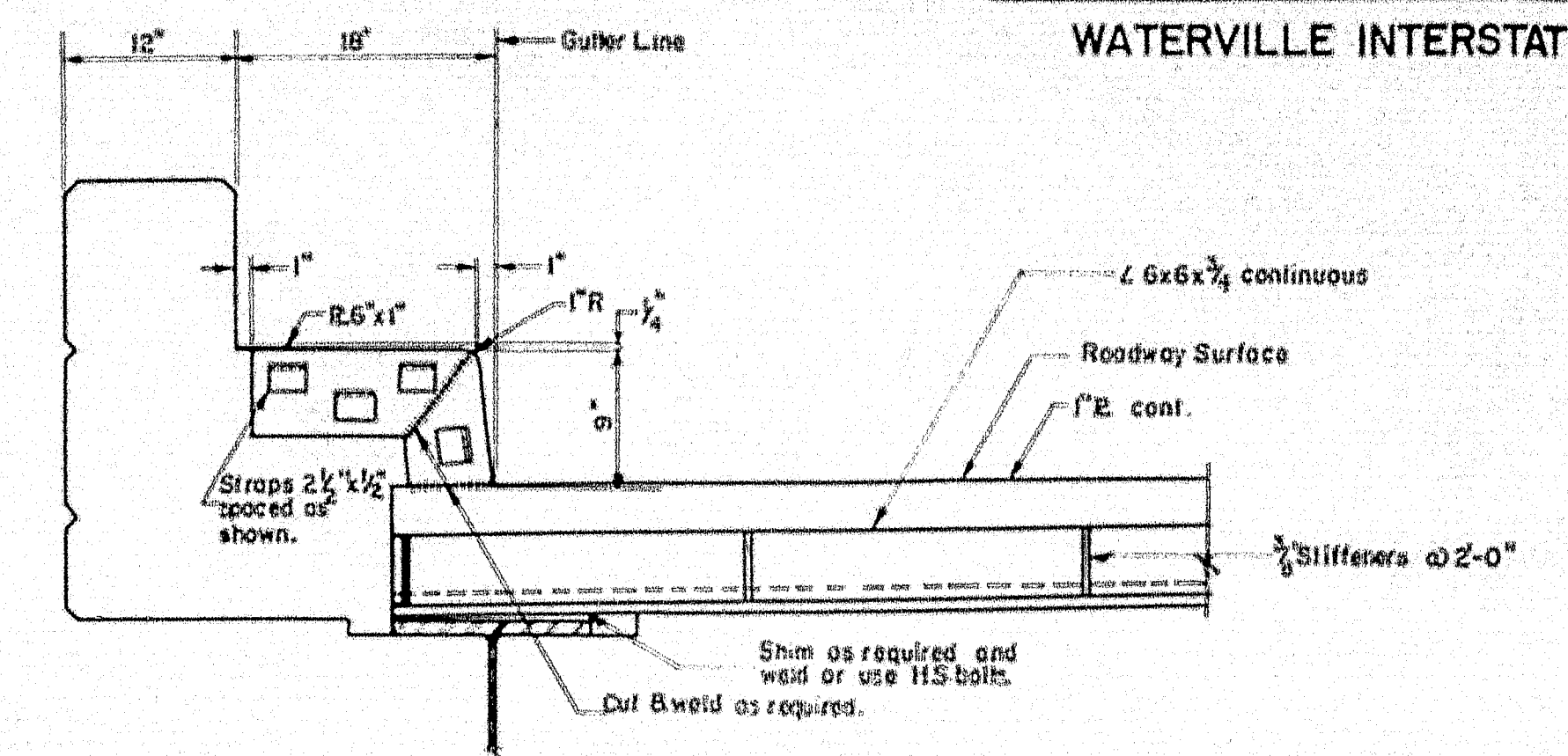
SECTION H-H

ROADWAY JOINT AT HINGE

Scale 1" = 1'-0"

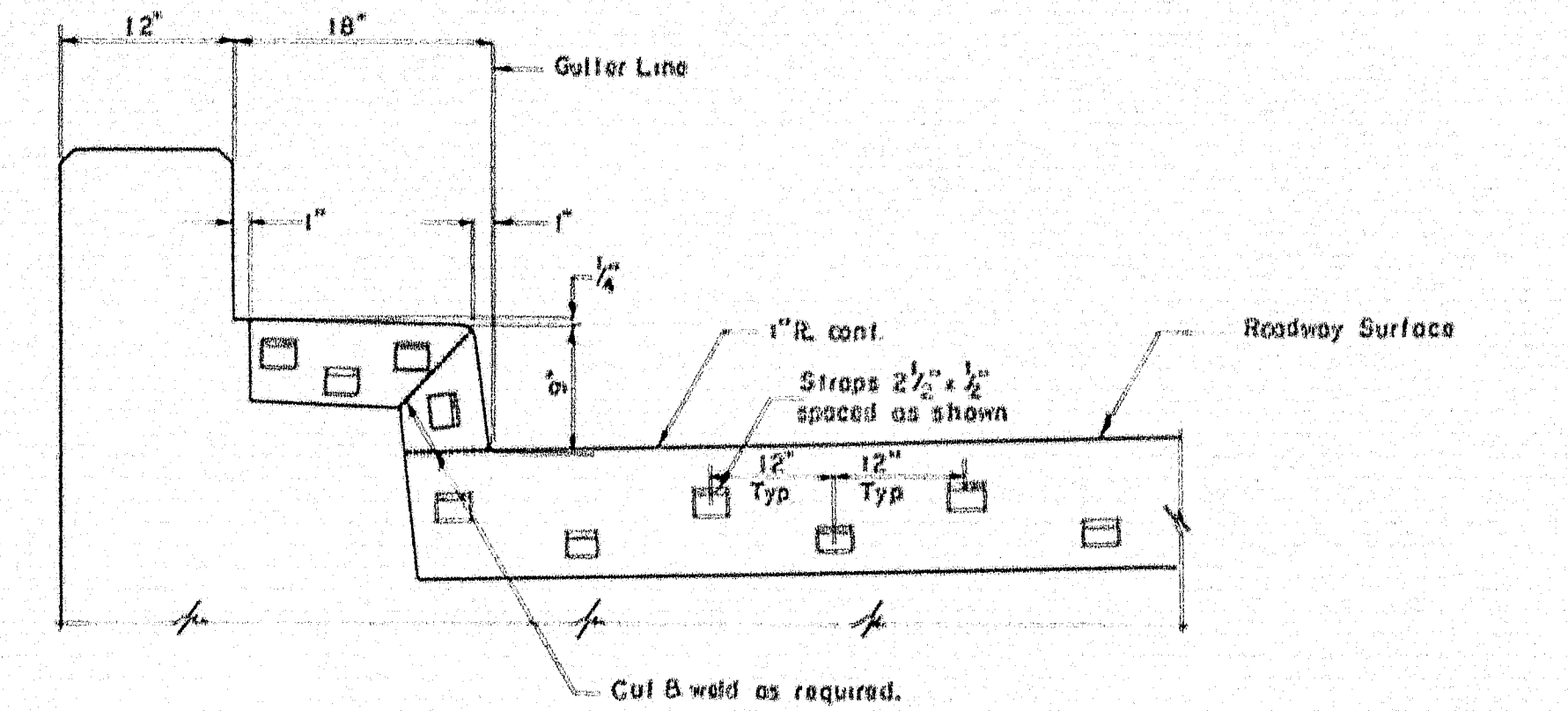


SECTION J-J



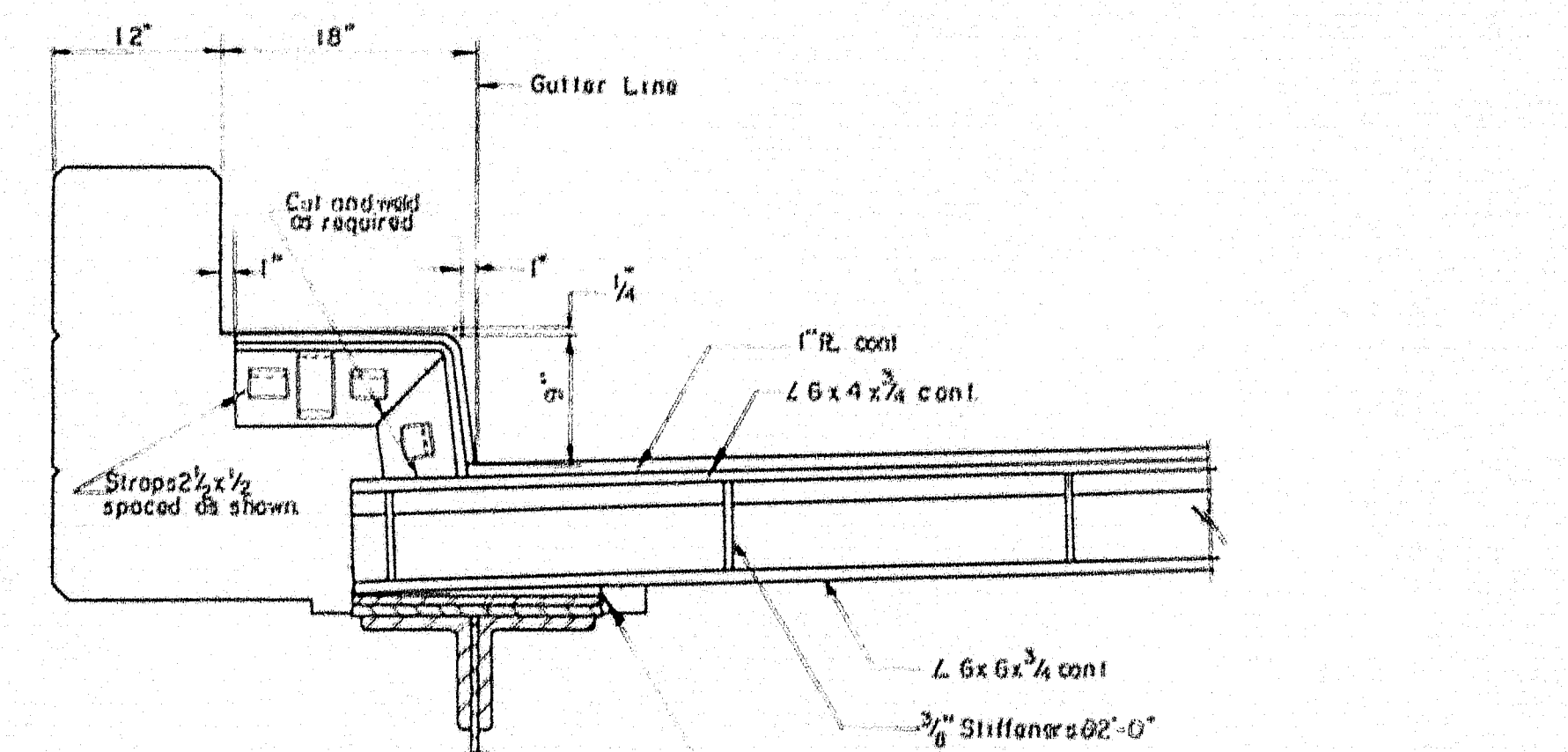
SECTION C-C

Scale 1" = 1'-0"



SECTION F-F

Scale 1" = 1'-0"



SECTION K-K

Scale 1" = 1'-0"

THE CLARKESON ENGINEERING CO., INC.

DESIGN	CHECK	H.P.	DATE	NO.
DRAWN	D.A.T.	APPROVED	W.A.H.	C.J.M.

STATE HIGHWAY COMMISSION

INTERSTATE #95

OVER
MESSALONSKEE STREAM
& QUARRY ROAD (RELOC.)

IN THE CITY OF

WATerville

KENNEBEC COUNTY

ROADWAY JOINTS

SHEET 23 OF 23 SHEETS

AUGUSTA, MAINE

78-195

0 1 2 3 4 5 INCHES

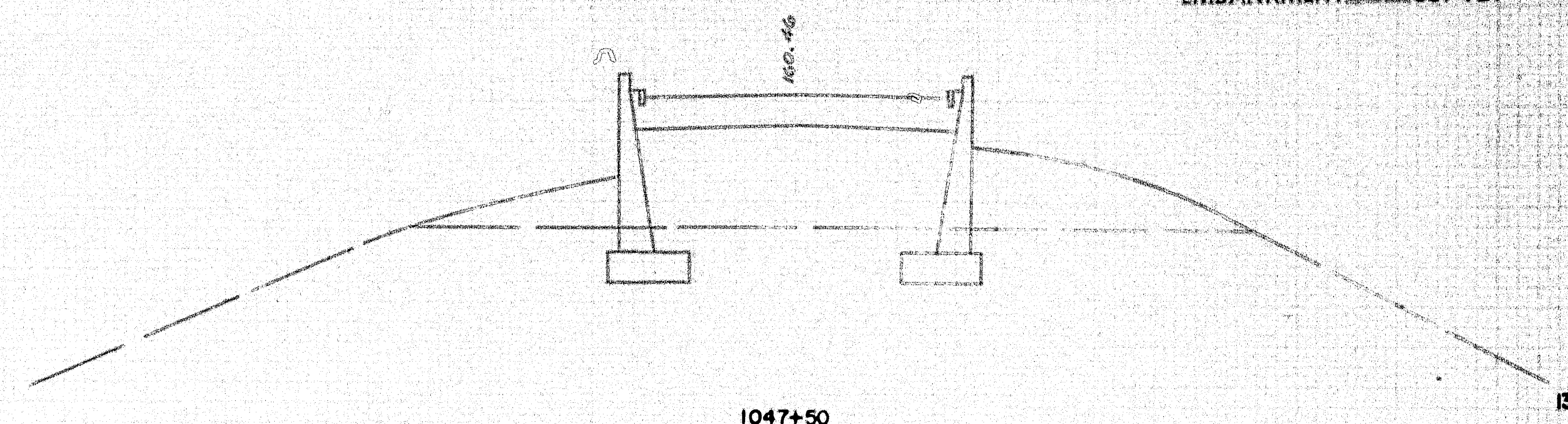
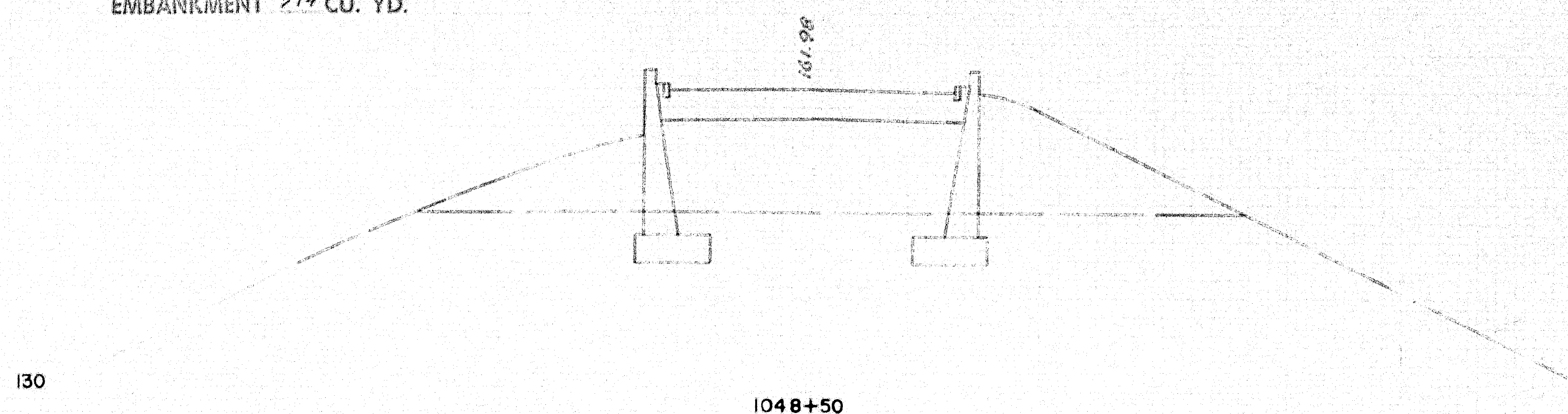
D.P.R.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6(23)	31	32

Southbound
E

Northbound
E

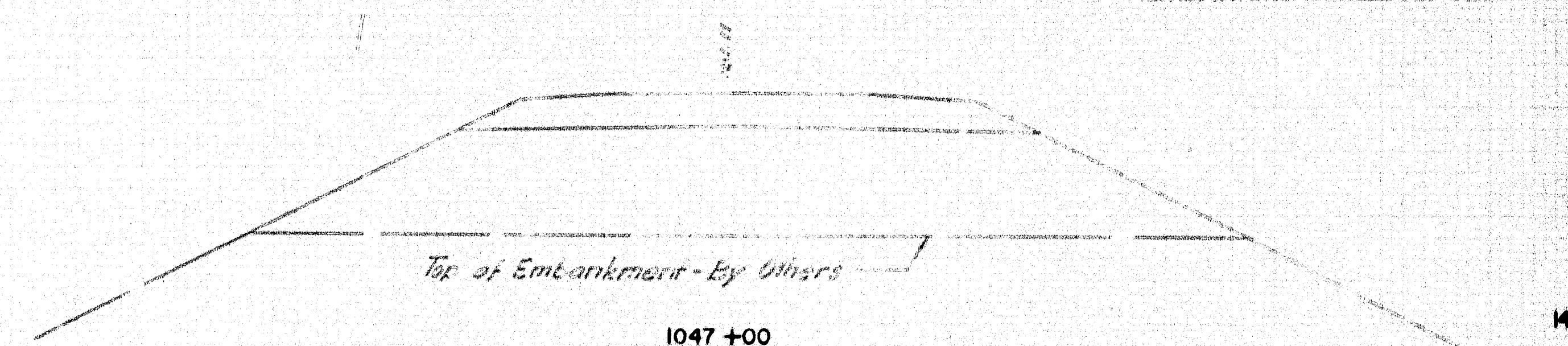
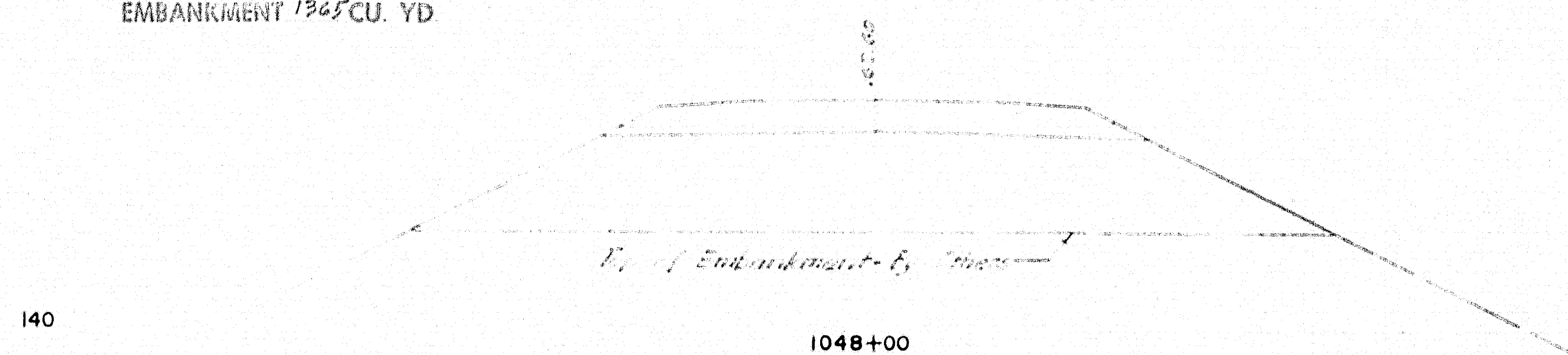
EMBANKMENT 274 CU. YD.

EMBANKMENT 200 CU. YD.



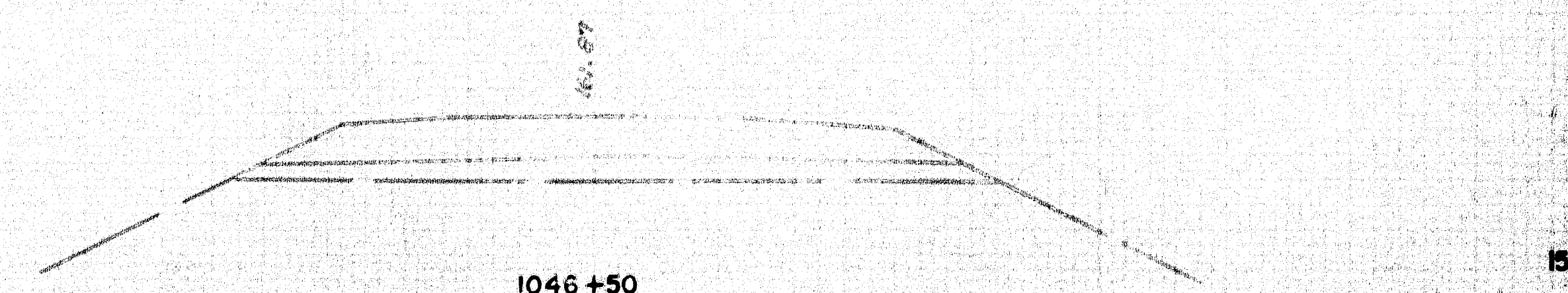
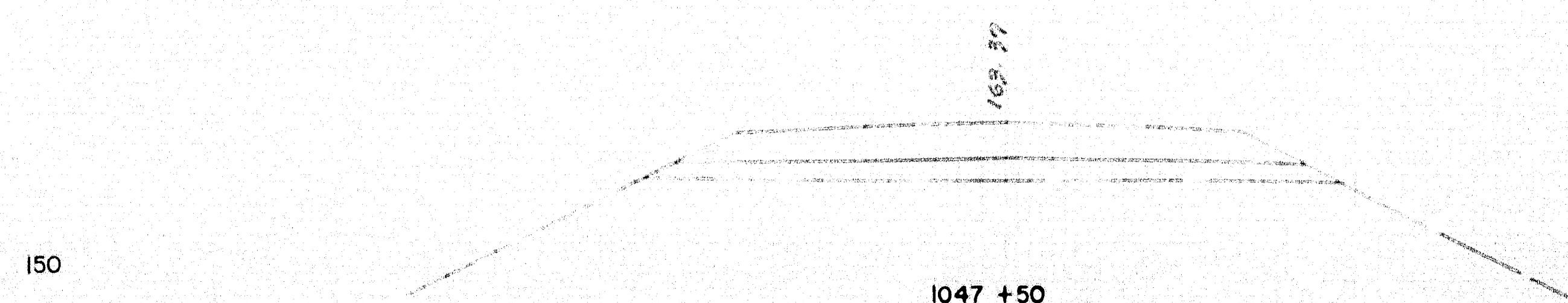
EMBANKMENT 1365 CU. YD.

EMBANKMENT 1152 CU. YD.



EMBANKMENT 722 CU. YD.

EMBANKMENT 741 CU. YD.

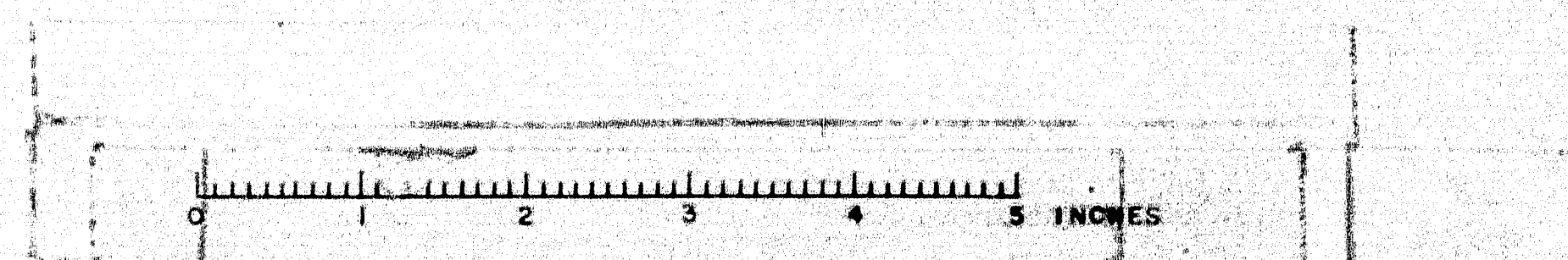


EMBANKMENT 46 CU. YD.

EMBANKMENT 44 CU. YD.

STA. 1047+00 SOUTHBOUND
LIMIT OF WORK
E

STA. 1047+56 NORTHBOUND
BEGIN F.A.P. 1-95-6(23) PART 2
STA. 1046+00 NORTHBOUND
LIMIT OF WORK
E



S.P.R.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6(23)	22	22

Southbound
E

Northbound
E

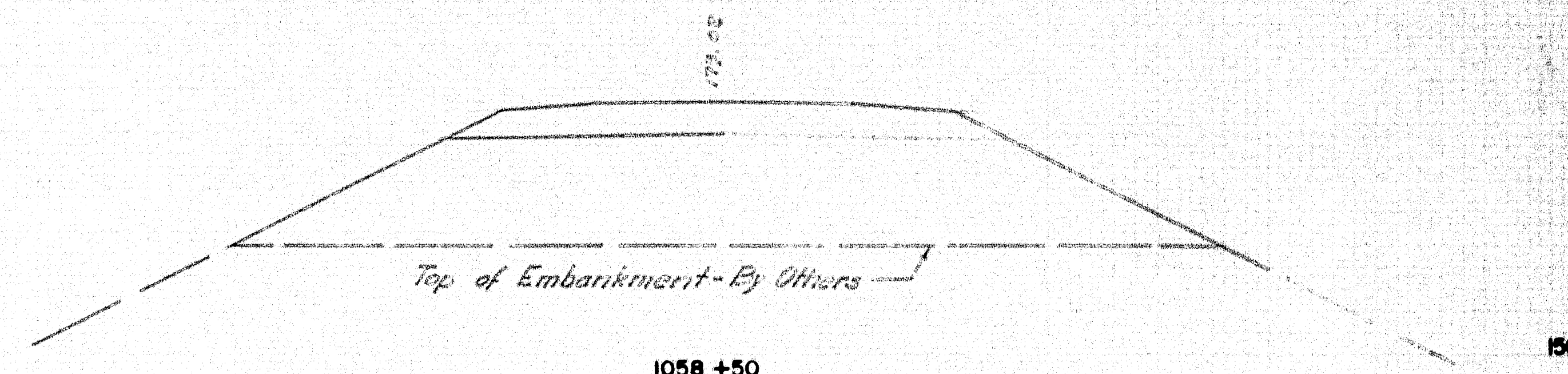
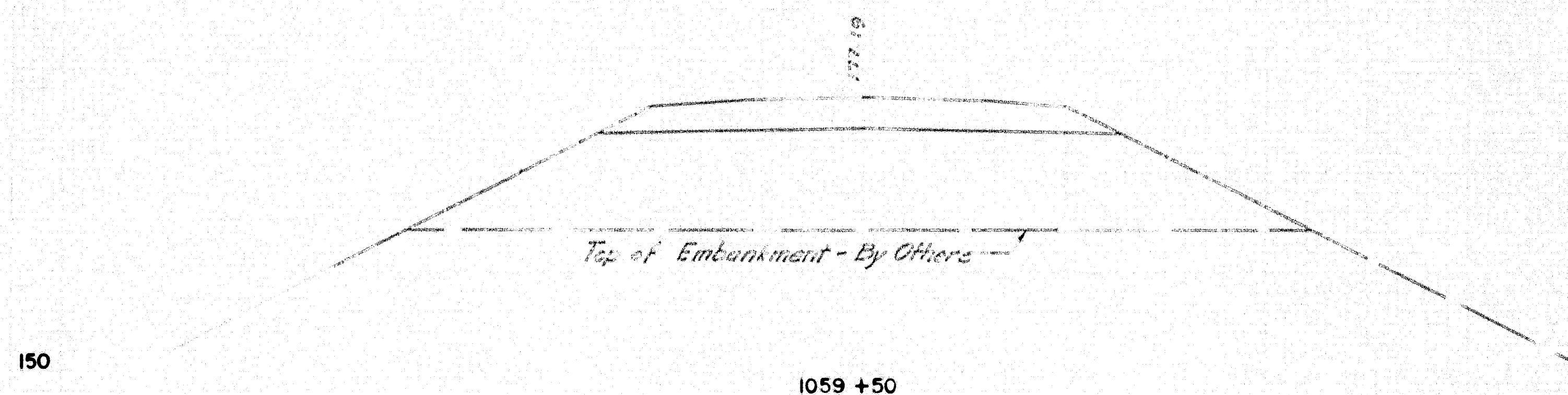
STA. 1061+00 SOUTHBOUND
LIMIT OF WORK

STA. 1060+00 NORTHBOUND
LIMIT OF WORK

STA. 1057+80 NORTHBOUND
END F.A.P. 1-95-6(23) PART 2

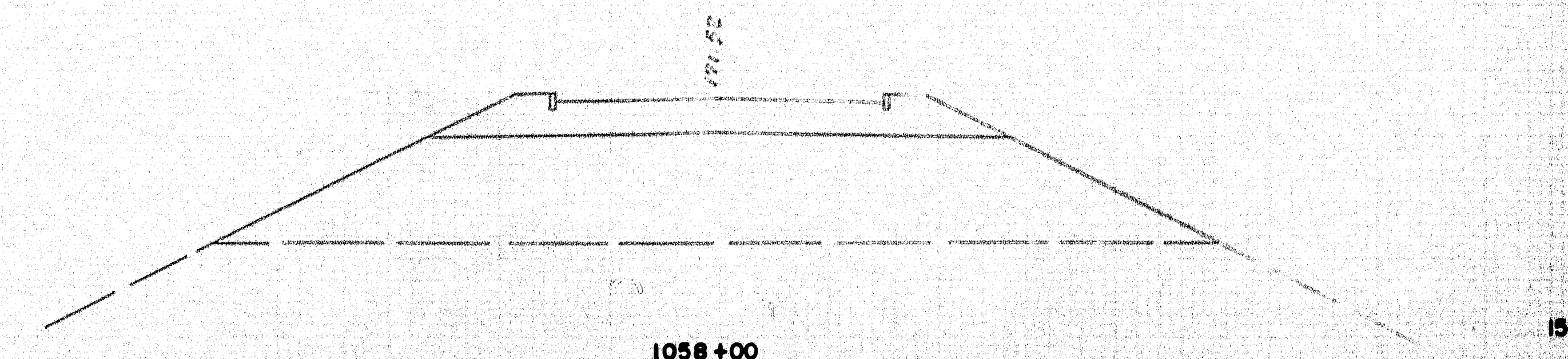
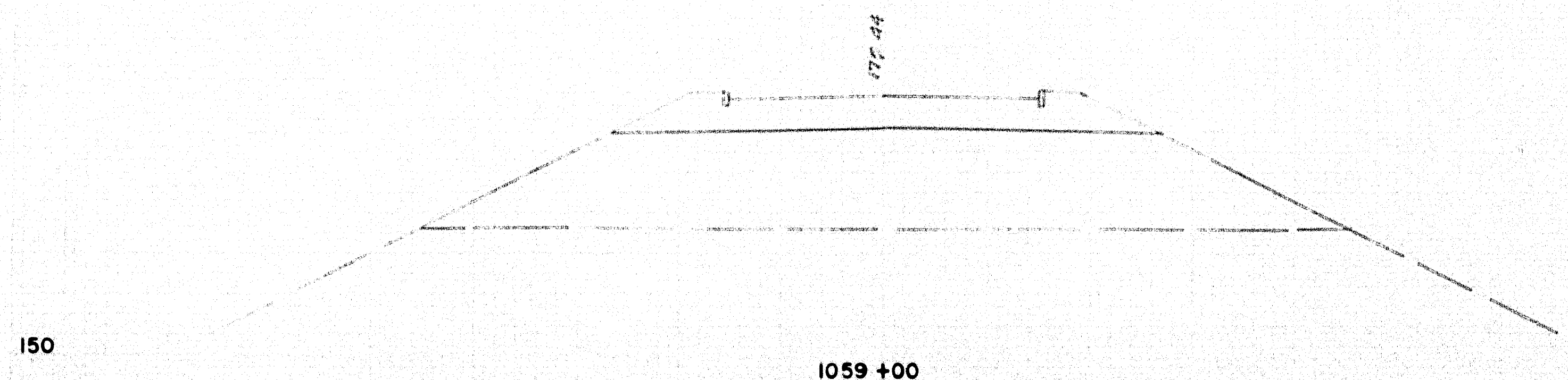
EMBANKMENT 450 CU. YD.

EMBANKMENT 652 CU. YD.



EMBANKMENT 1287 CU. YD.

EMBANKMENT 1210 CU. YD.

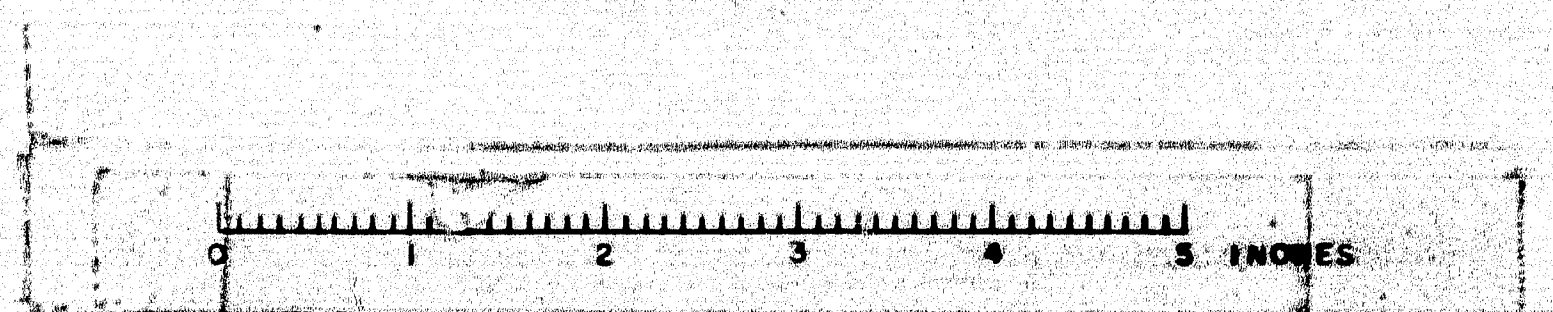


EMBANKMENT 255 CU. YD.

EMBANKMENT 526 CU. YD.

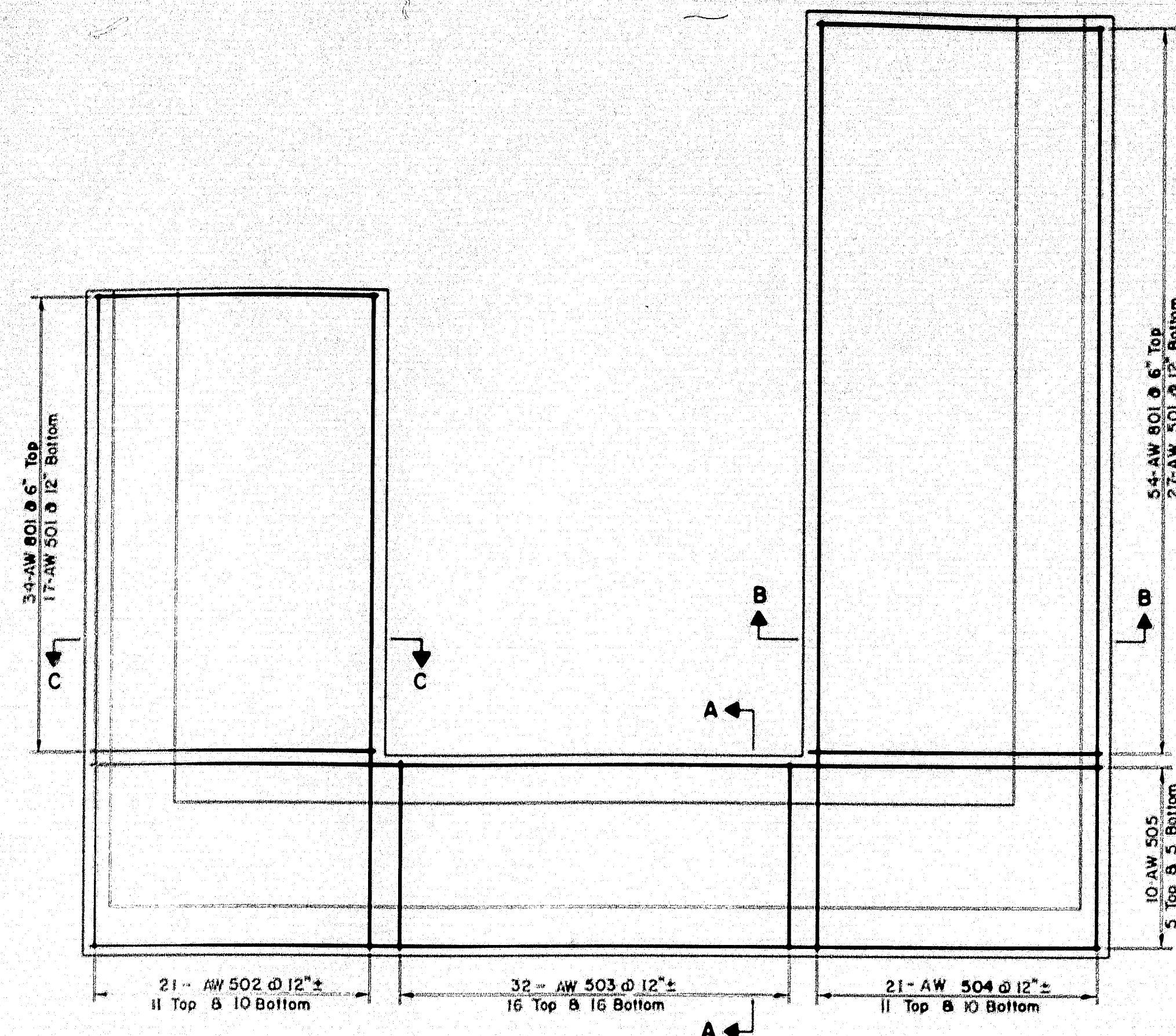
E

E



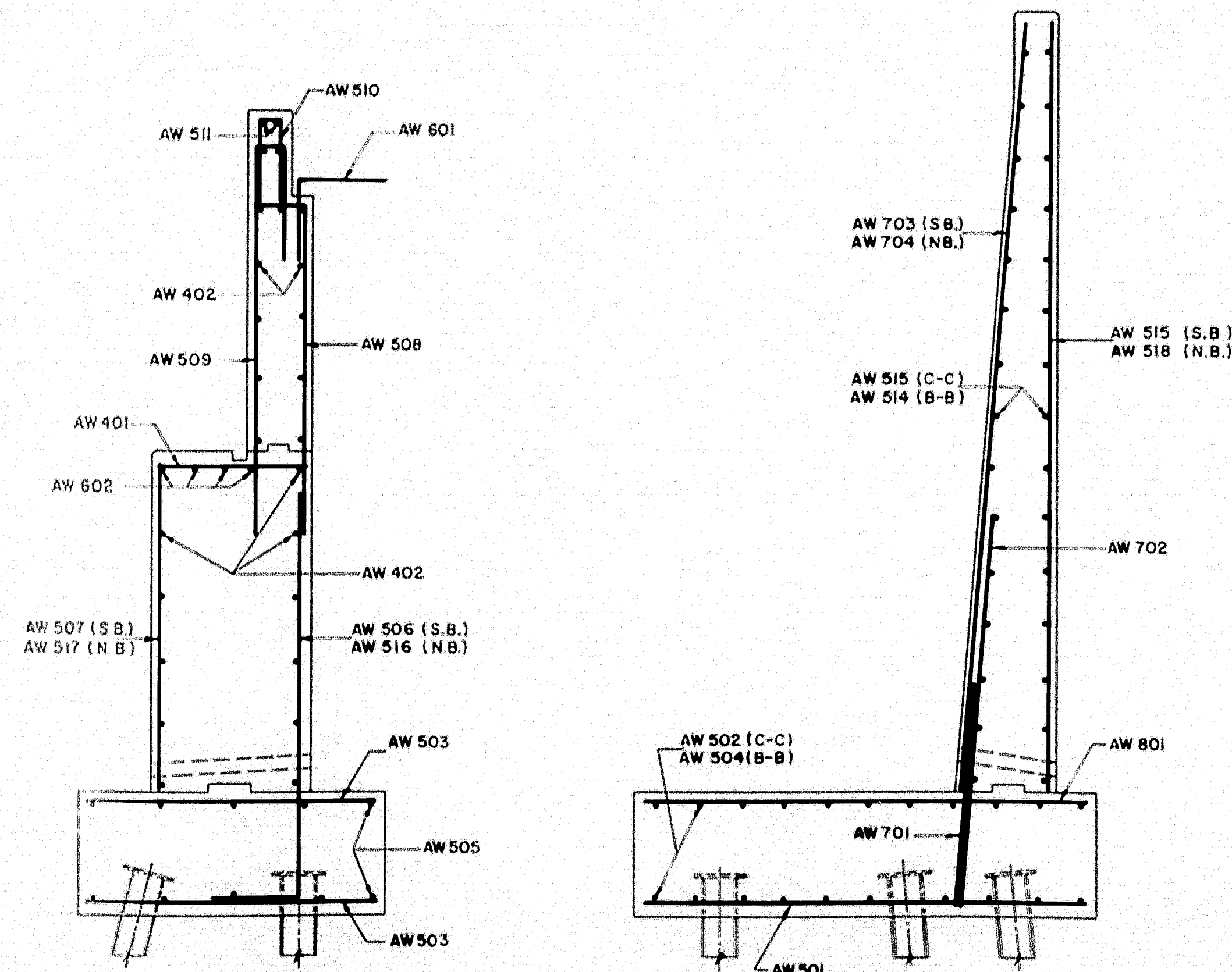
R.P.R. REV. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6(23)		

WATERVILLE INTERSTATE



FOOTING REINFORCEMENT WESTERLY ABUTMENTS

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



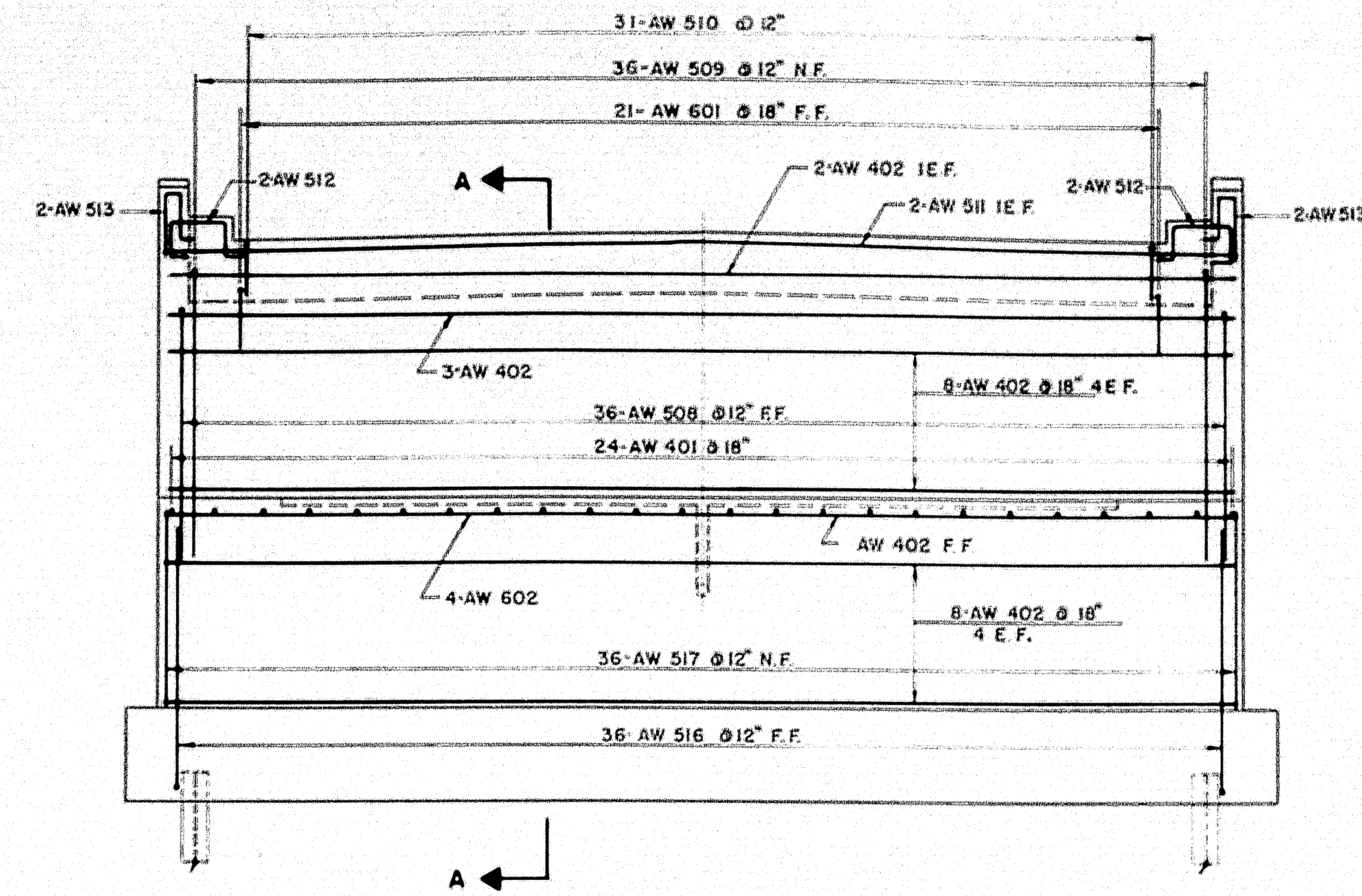
SECTION A-A

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

SECTION B-B

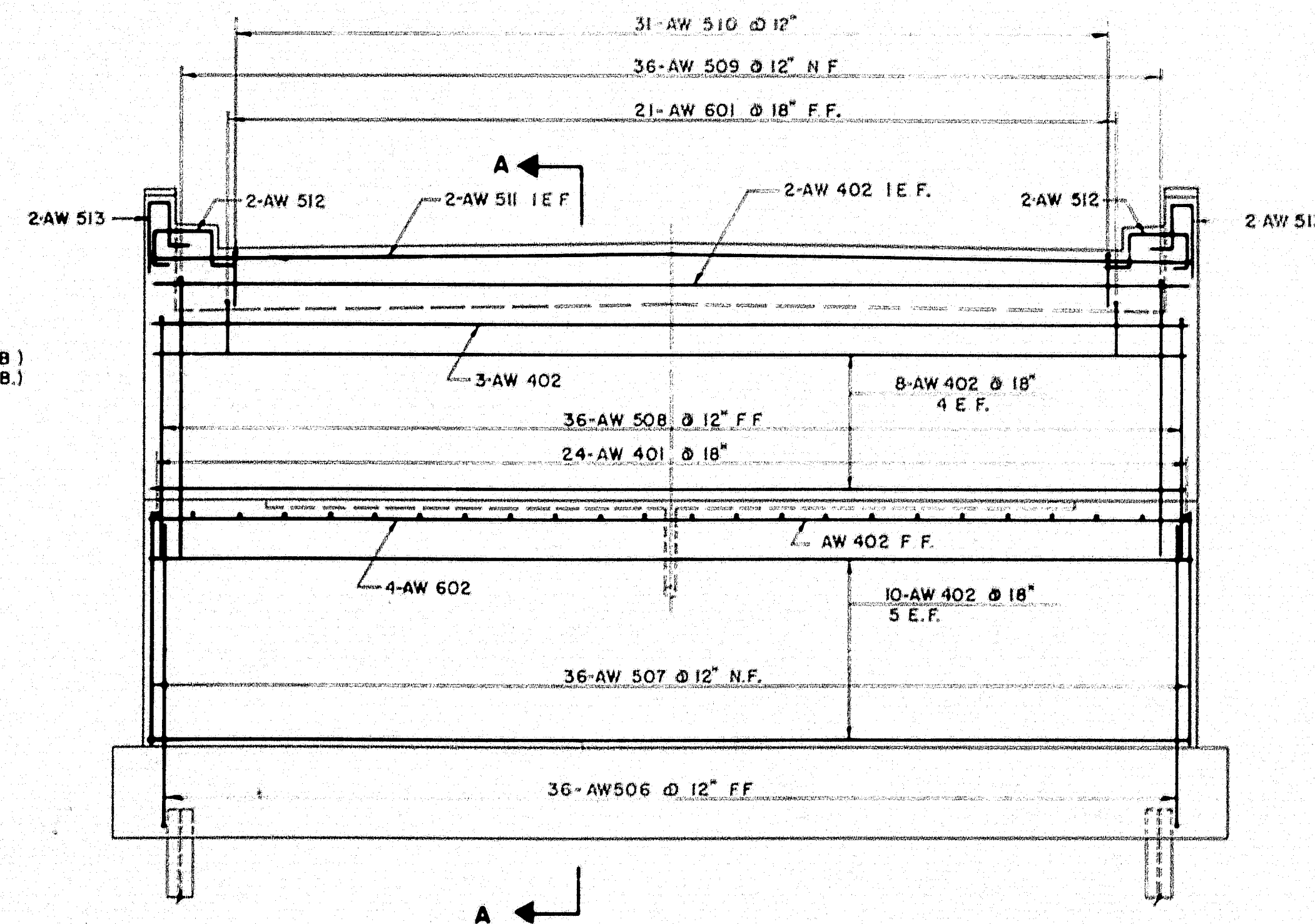
SECTION C-C SIMILAR EXCEPT AS NOTED

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



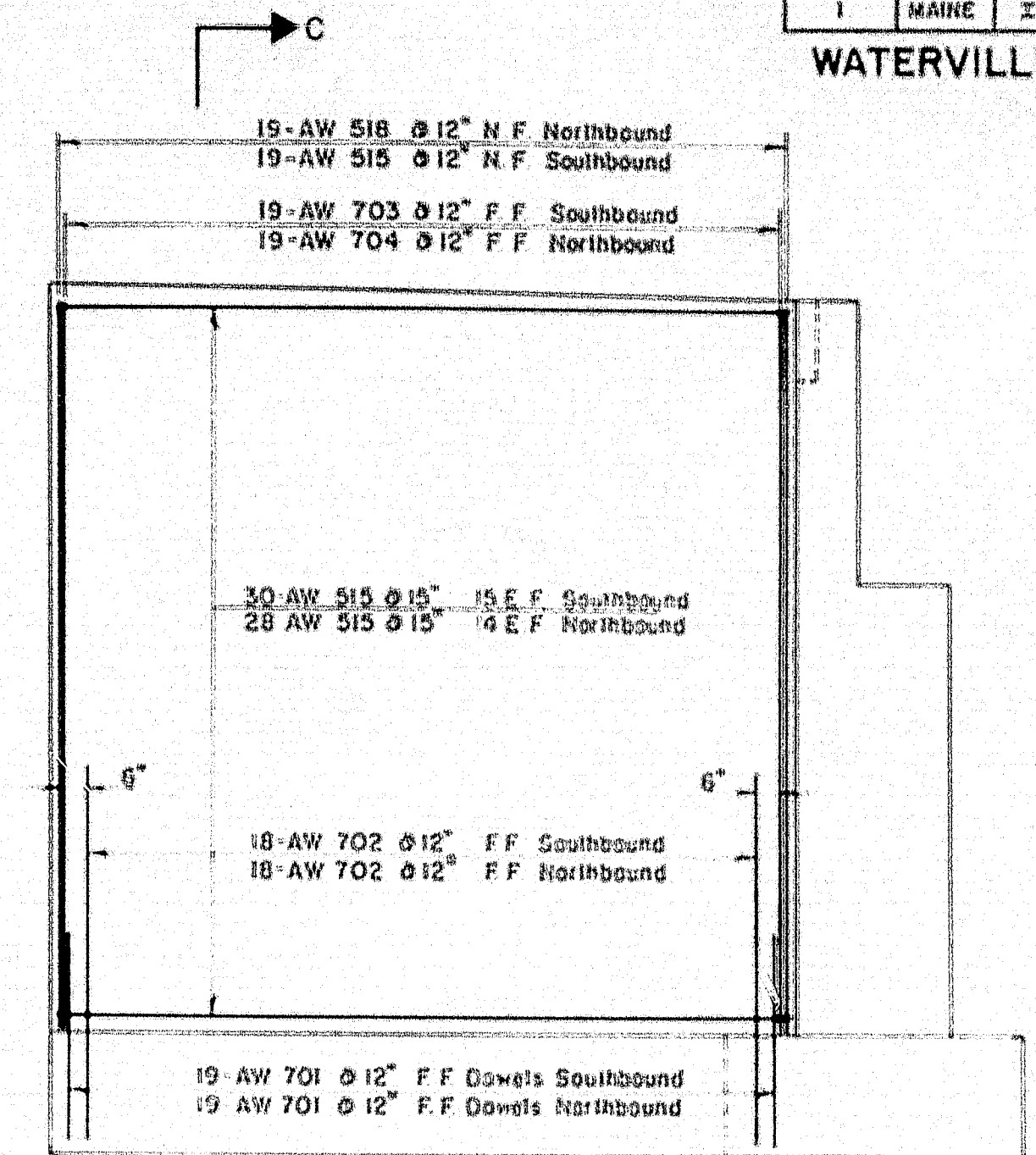
ELEVATION WESTERLY ABUTMENT (NORTHBOUND)

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



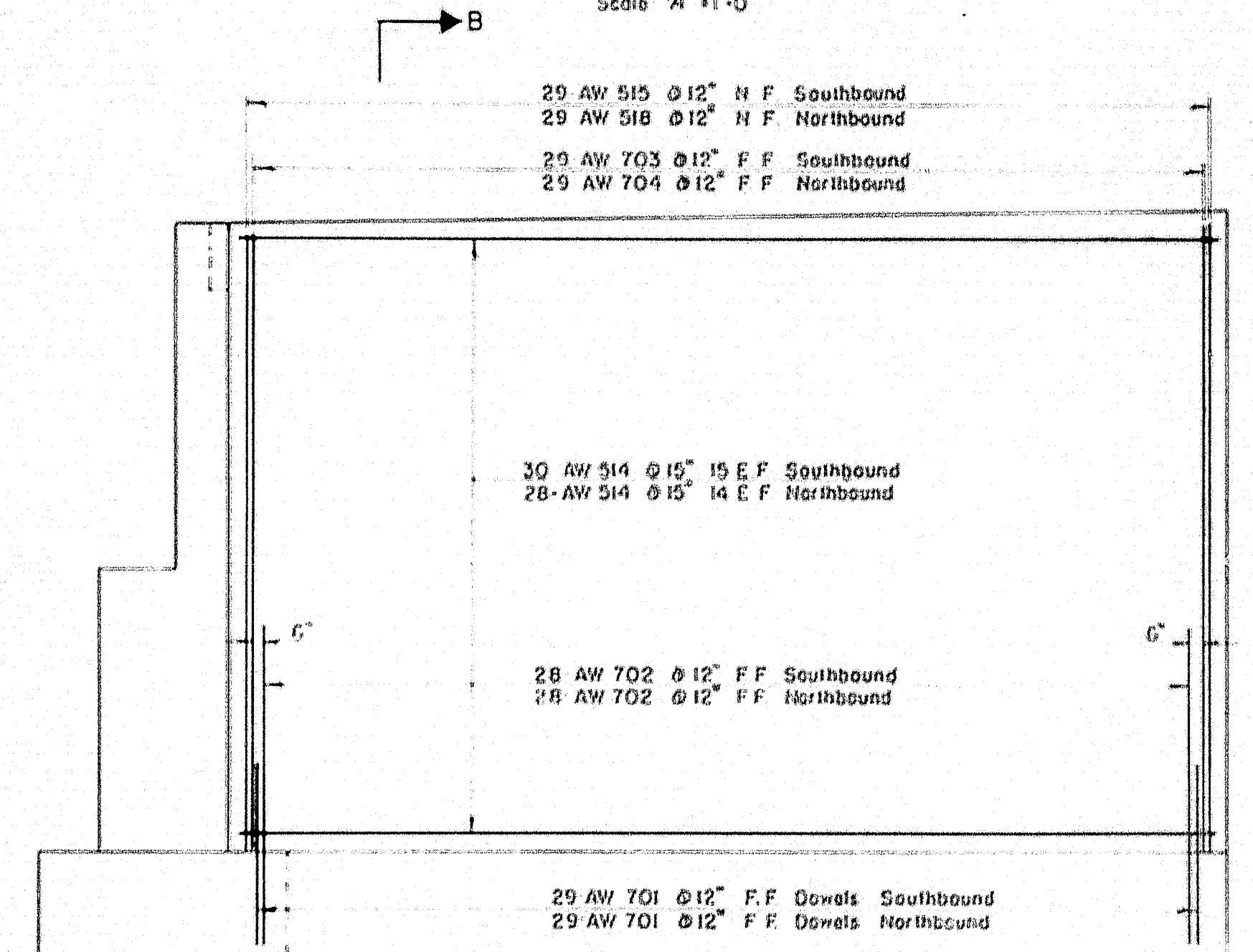
ELEVATION WESTERLY ABUTMENT (SOUTHBOUND)

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



SOUTHERLY WALL REINFORCEMENT

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



NORTHERLY WALL REINFORCEMENT

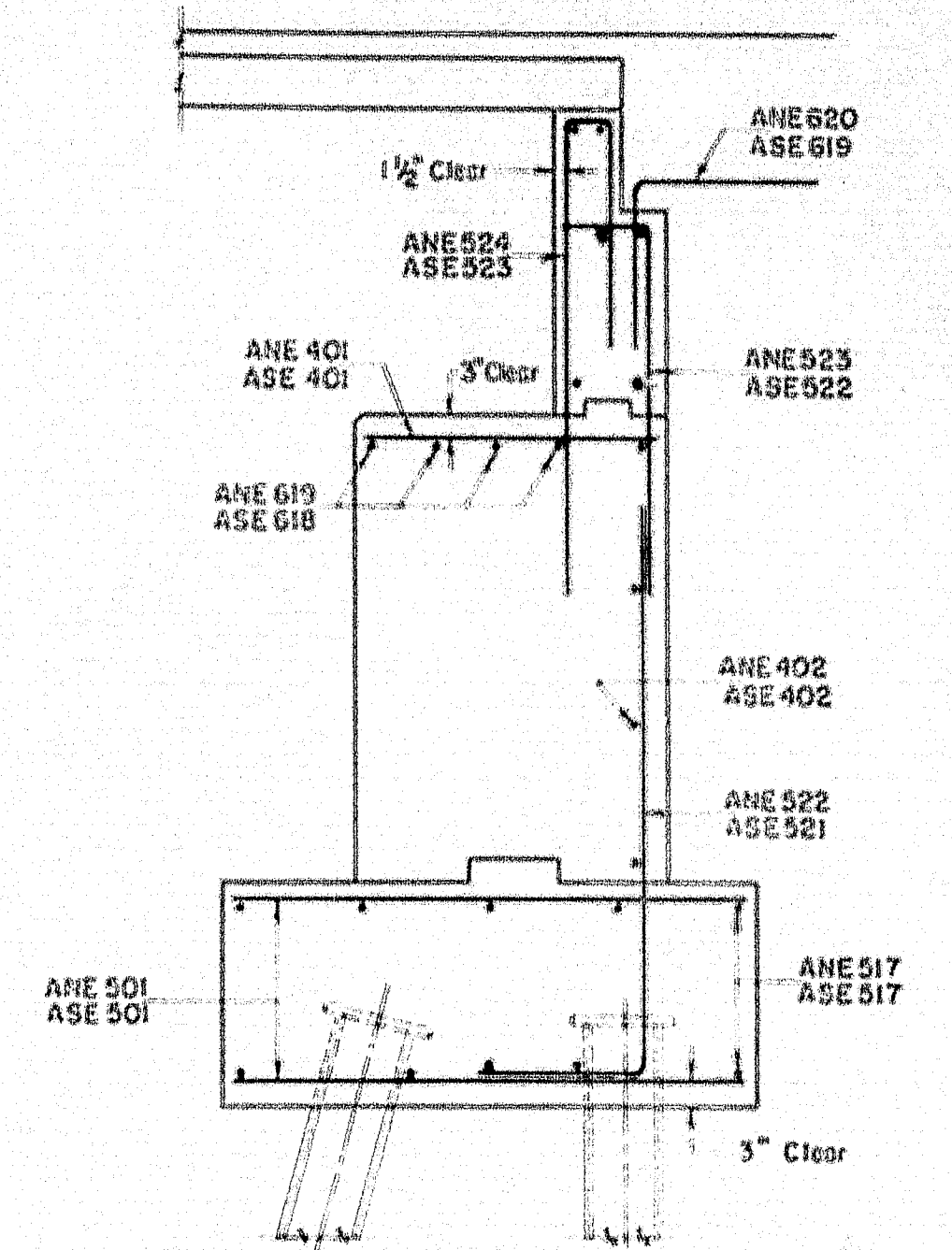
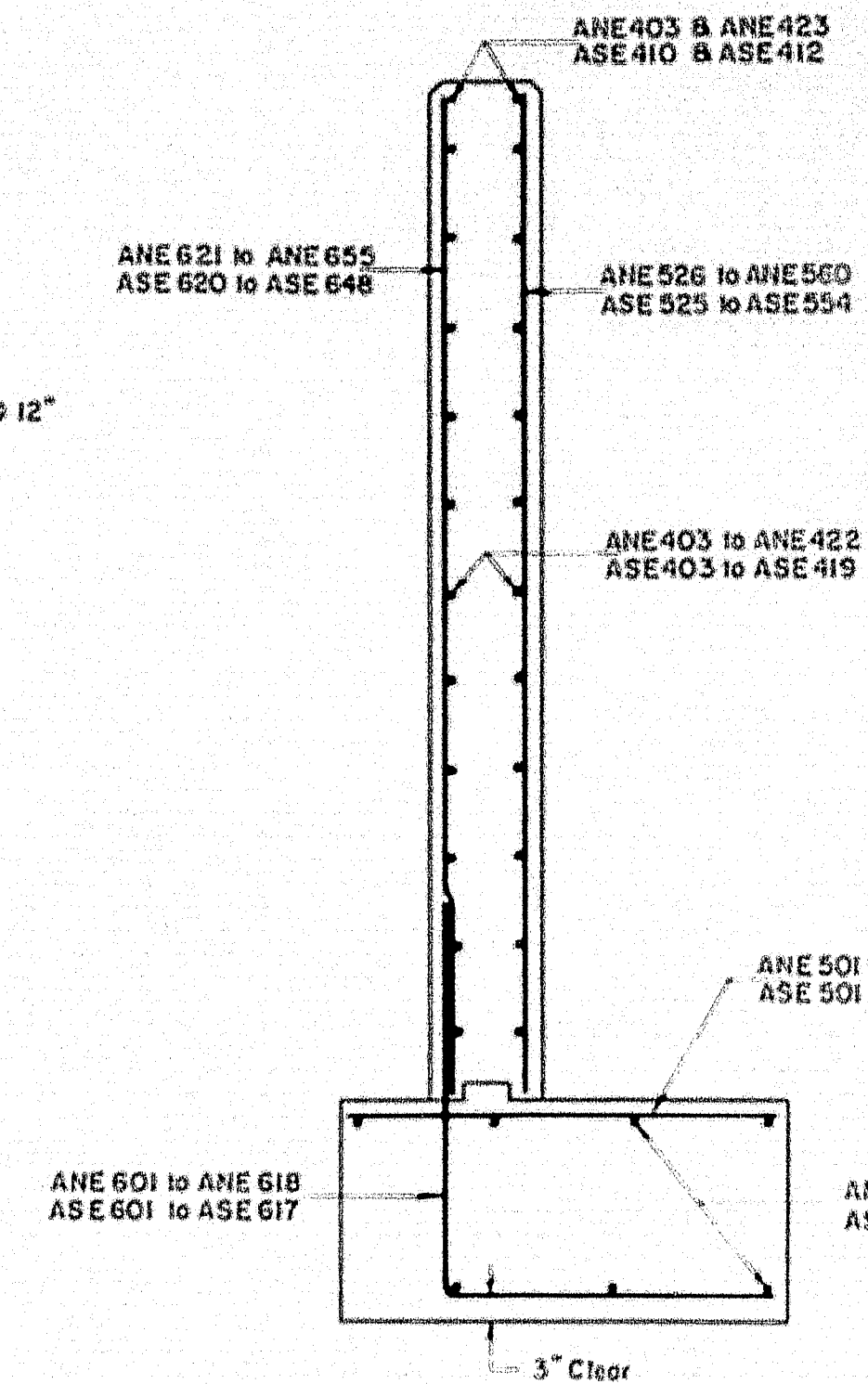
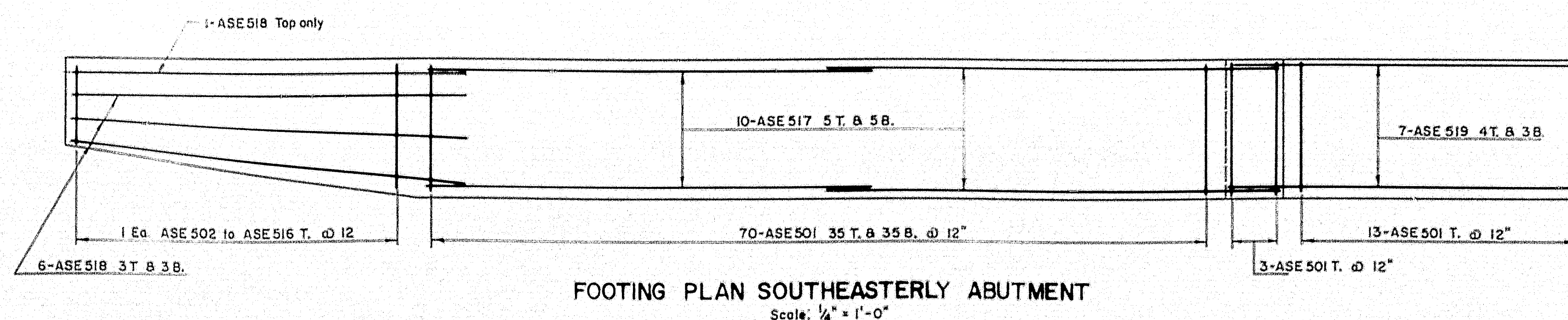
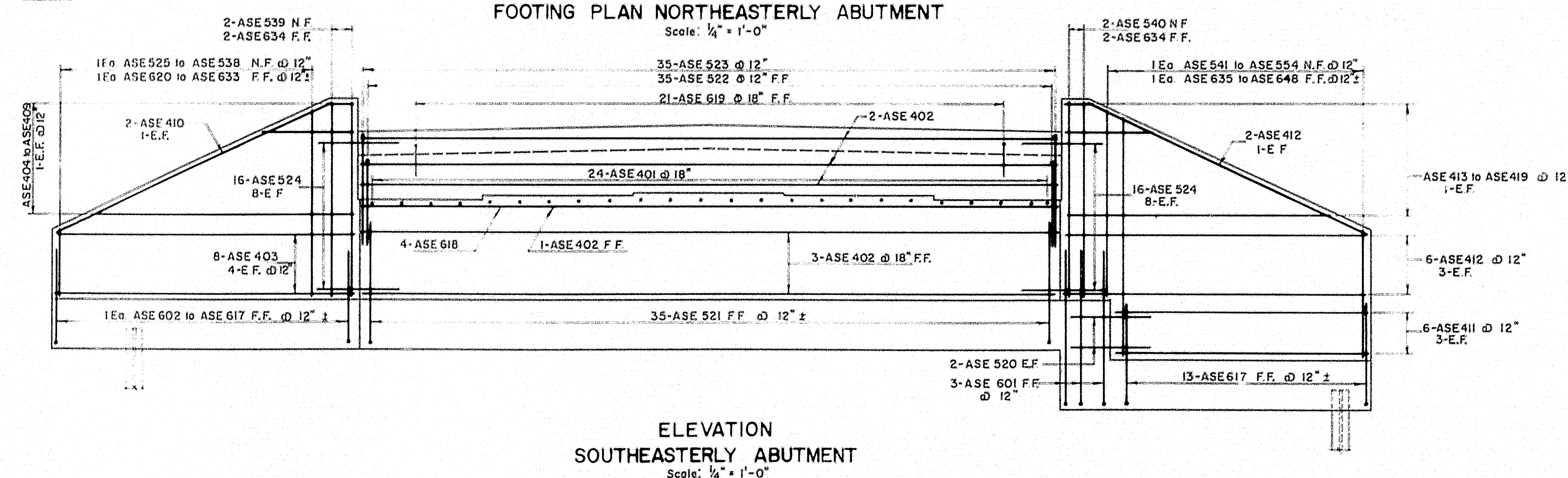
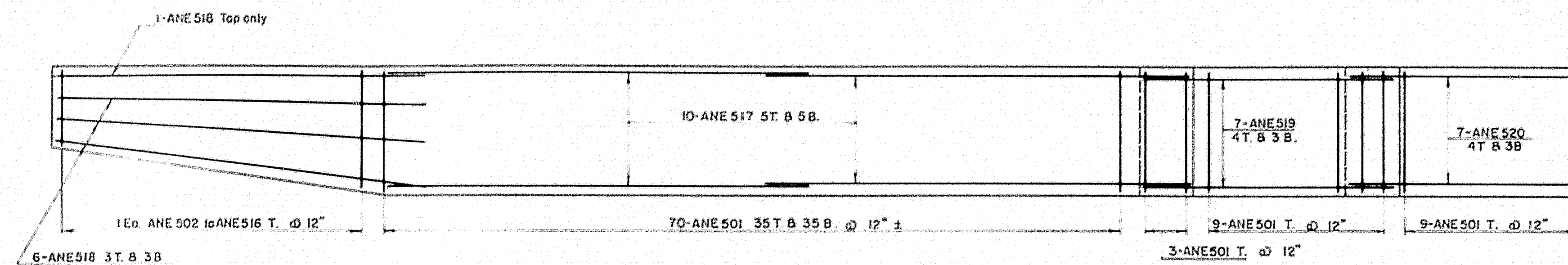
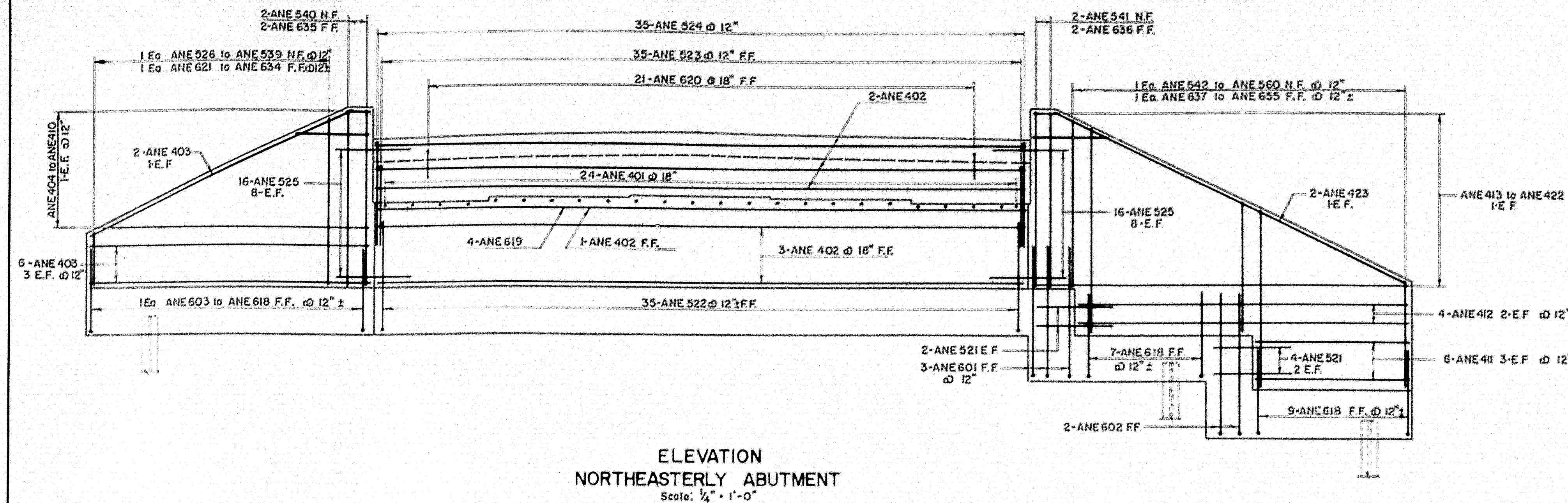
Scale: 1/4" = 1'-0"

THE CLARKESON ENGINEERING CO., INC.			
DESIGN H. L.	CHECK H. L.	DATE 10/1/95	
DRAWN E. K.	APPROVED W. J. M.	DATE 10/1/95	
STATE HIGHWAY DEPARTMENT			
INTERSTATE #95			
OVER			
MESSALONSKEE STREAM			
& QUARRY ROAD (RELOC.)			
IN THE CITY OF			
WATERVILLE			
KENNEBEC COUNTY			
ABUTMENT REINFORCEMENT			
SHEET 1 OF 13 SHEETS		AUGUSTA, MAINE	

78-198

S.P.R.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-B (23)		

WATERVILLE INTERSTATE

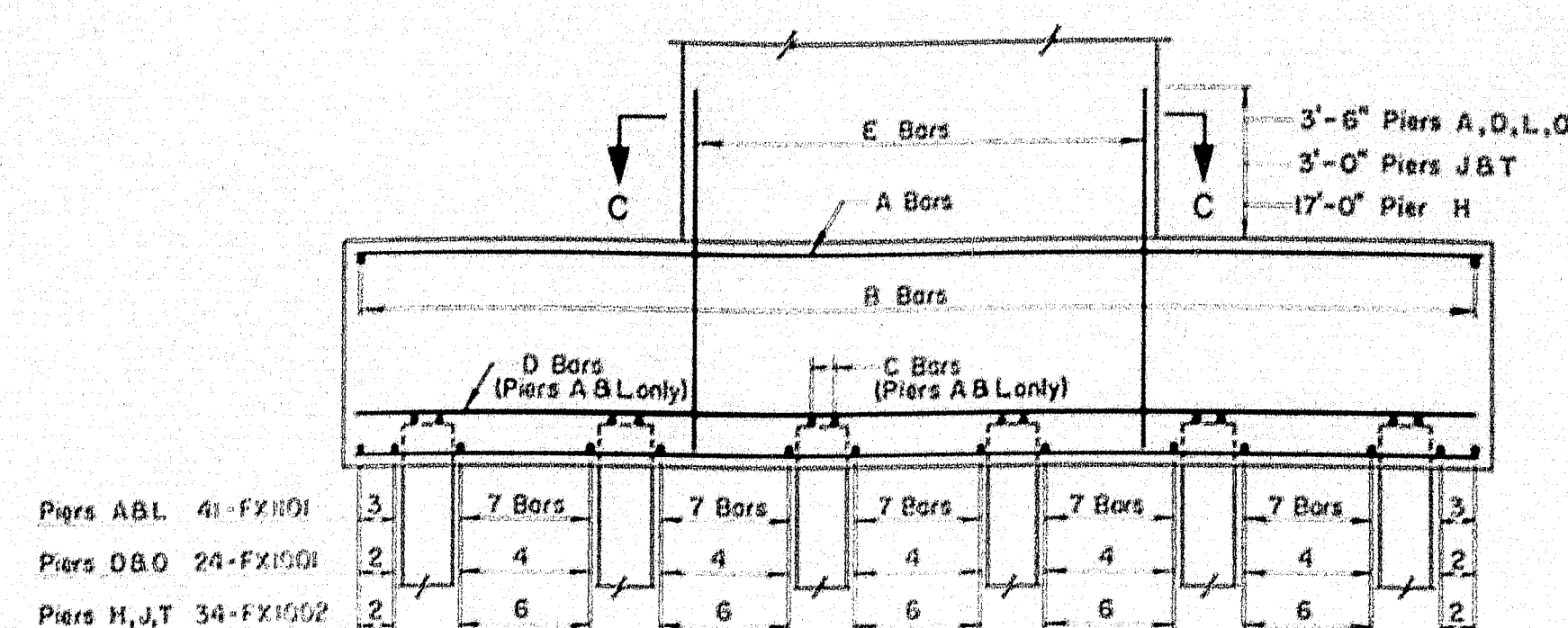


Note: Reinforcing cover to be 2" unless otherwise noted.

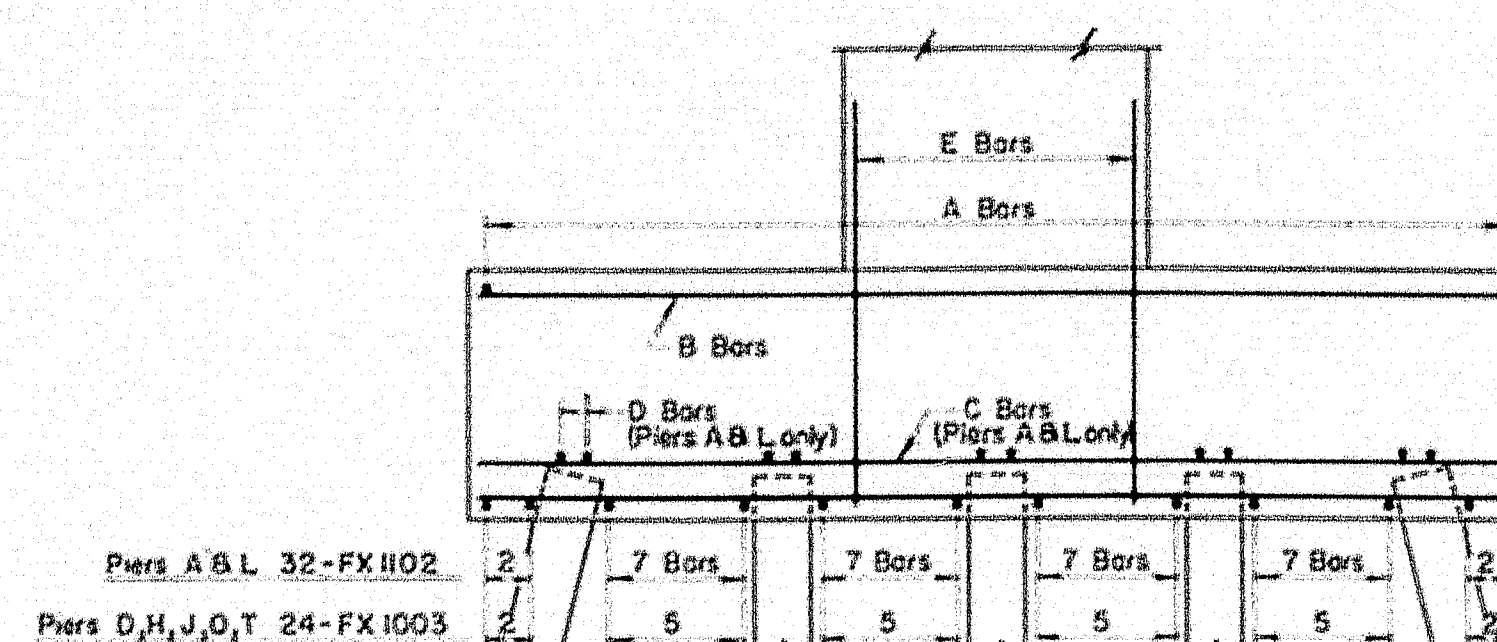
THE CLARKESON ENGINEERING CO., INC.			
DESIGN H.L.B.H.P.	CHECK J.T.M.	PROJECT NO. 1-95-B (23)	
DRAWN S.A.L.	APPROVED H.A.C.	DATE 10/1/95	
STATE HIGHWAY COMMISSION			
INTERSTATE #95			
OVER			
MESSALONSKEE STREAM			
& QUARRY ROAD (RELOC.)			
IN THE CITY OF			
WATERVILLE			
KENNEBEC COUNTY			
ABUTMENT REINFORCEMENT			
SHEET 2 OF 13 SHEETS		AUGUSTA, MAINE	

78-199

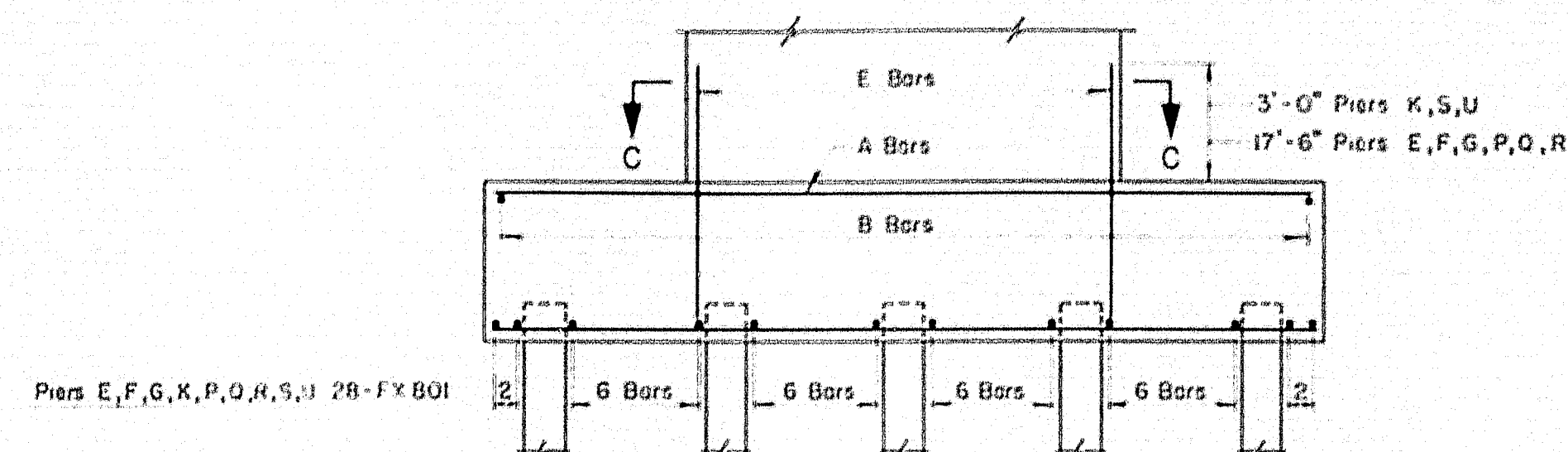
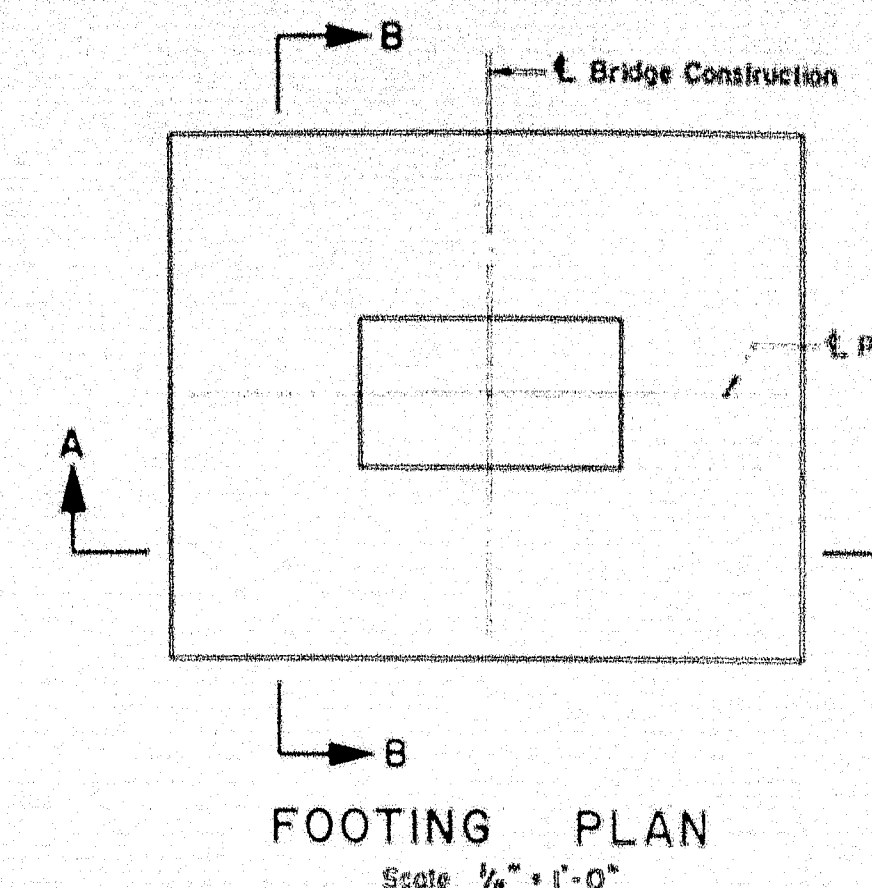
0 1 2 3 4 5 INCHES



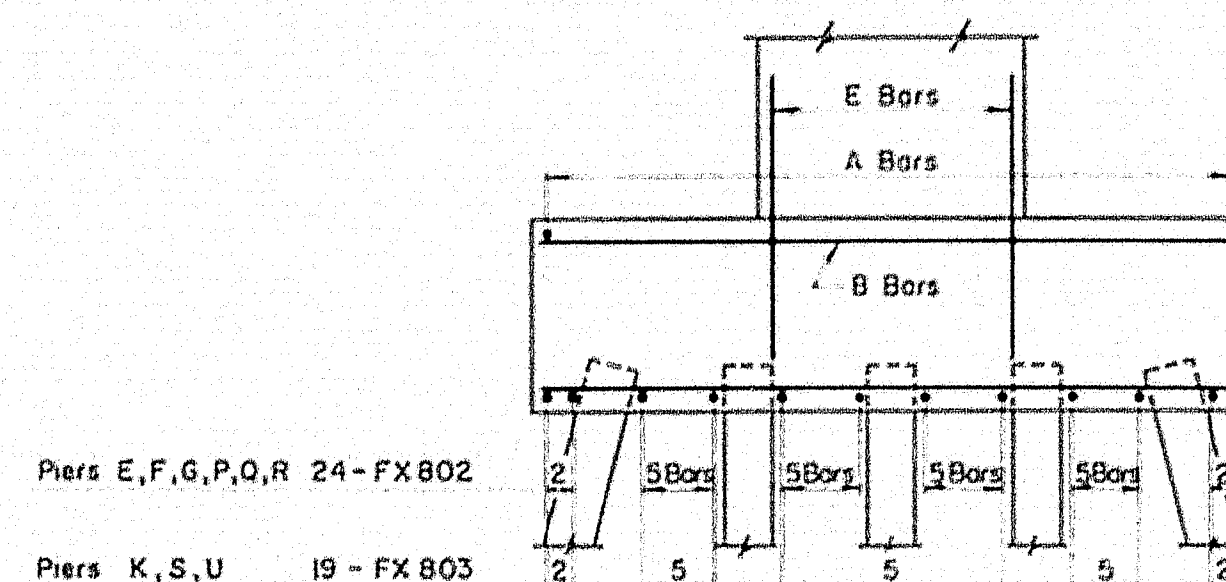
SECTION A-A PIERS A,D,H,J,L,O & T
Scale 1/8" = 1'-0"



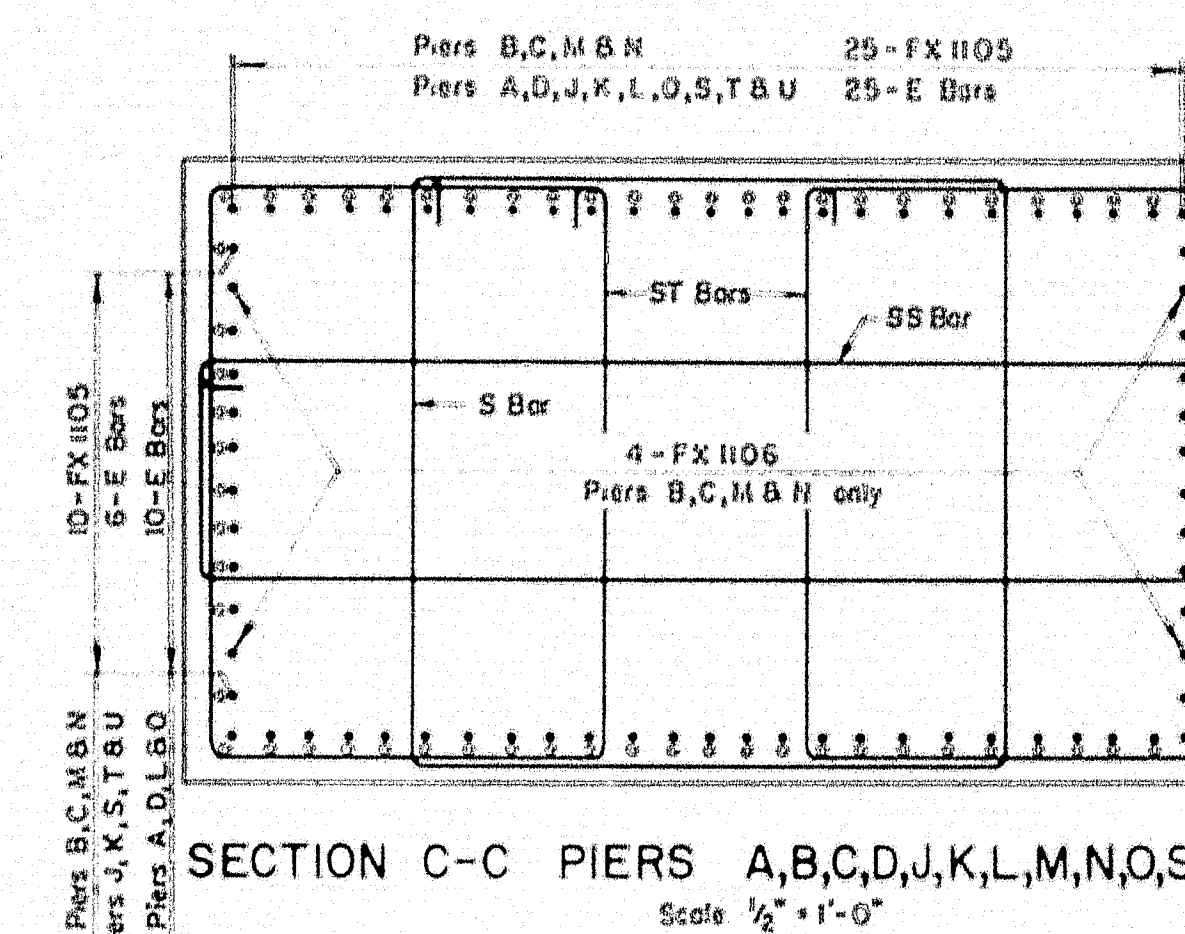
SECTION B-B PIERS A,D,H,J,L,O & T
Scale 1/4" = 1'-0"



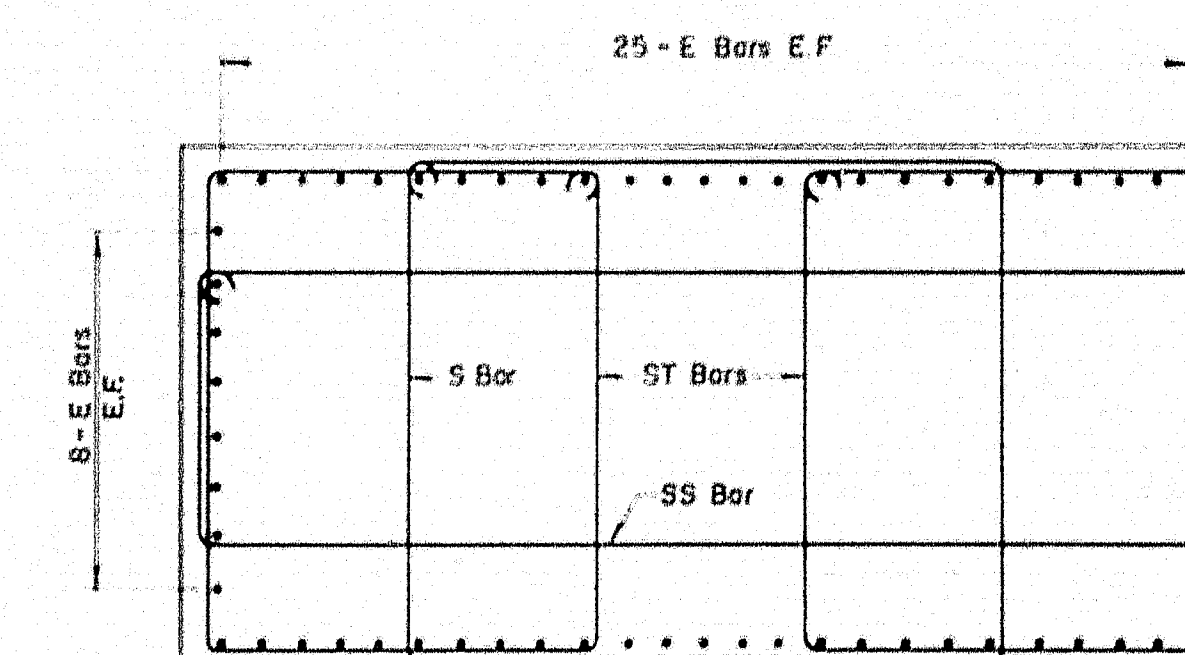
SECTION A-A PIERS E,F,G,K,P,Q,R,S & U
Scale 1/4" = 1'-0"



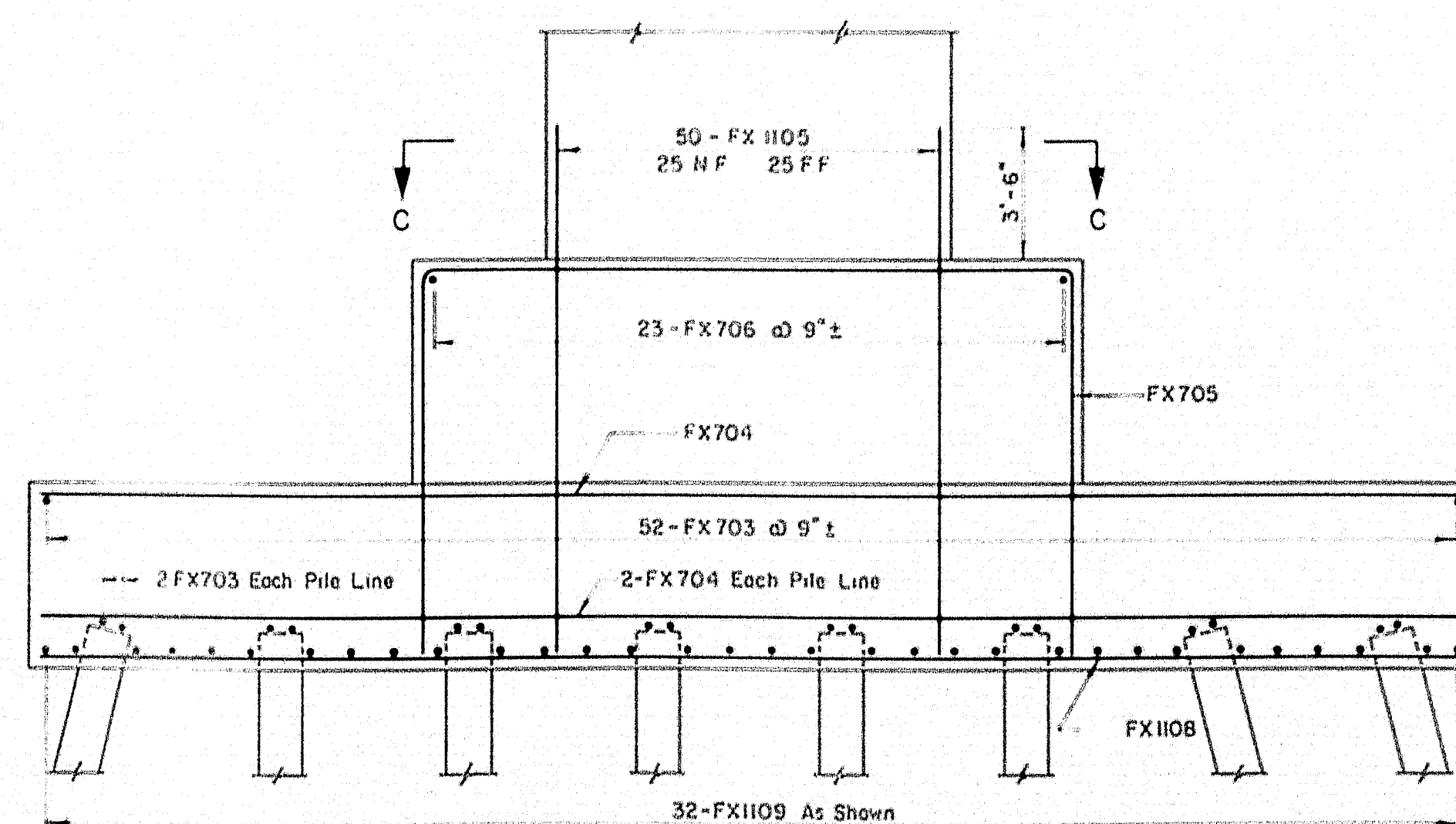
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Scale 1/4" = 1'-0"



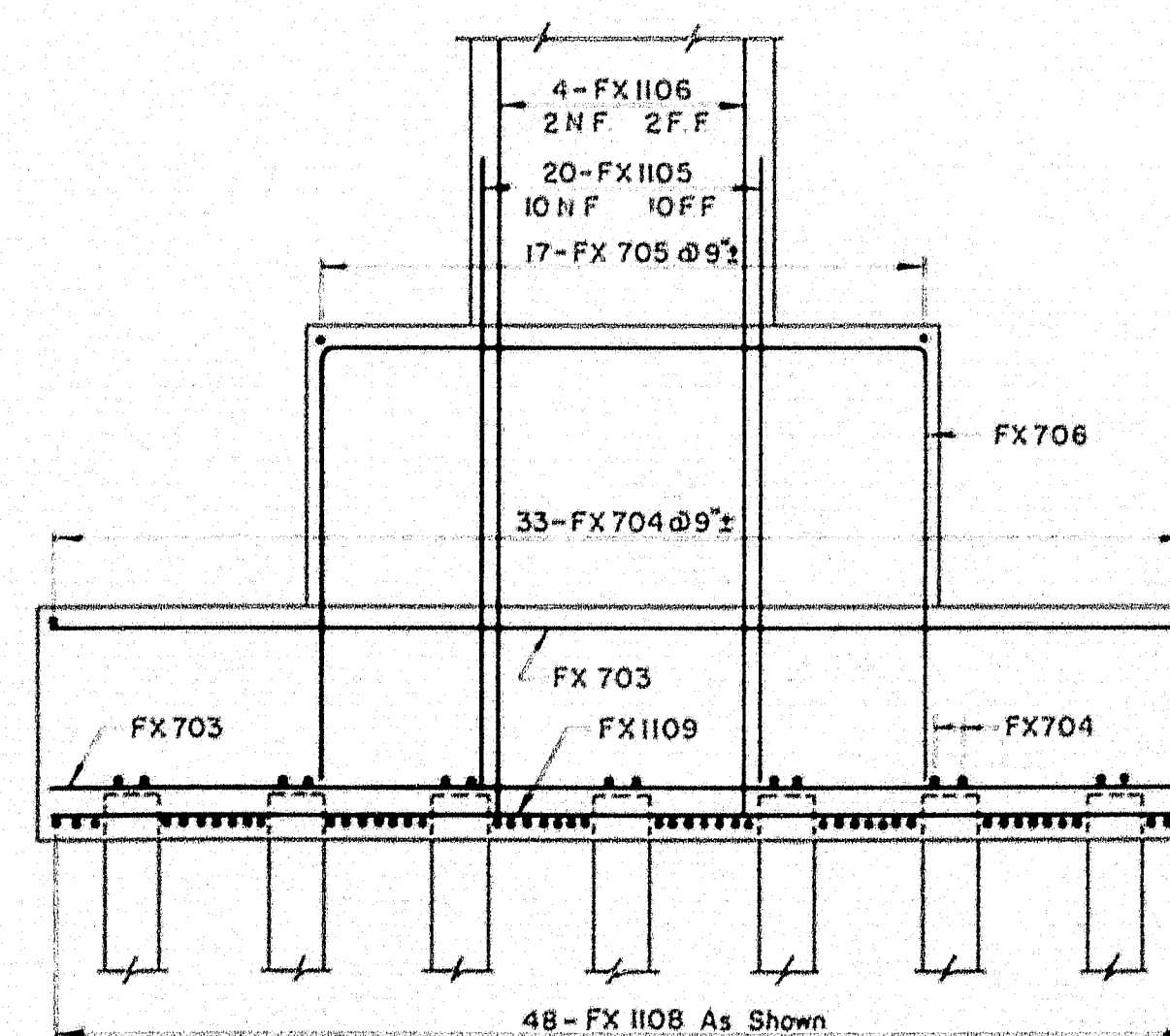
SECTION C-C PIERS A,B,C,D,J,K,L,M,N,O,S,T & U
Scale 1/2" = 1'-0"



SECTION C-C PIERS E,F,G,H,P,Q & R
Scale 1/2" = 1'-0"



SECTION A-A PIERS B,C,M & N
Scale 1/4" = 1'-0"



SECTION B-B PIERS B,C,M & N
Scale 1/4" = 1'-0"

FOOTING BAR SCHEDULE				
PIER	A Bars	B Bars	C Bars	D Bars
A, L	17 - FX804	21 - FX805	6x2-FX707	5x2-FX708
D, O	17 - FX501	23 - FX502		
H	19 - FH701	23 - FH702		
J, T	19 - FX701	23 - FX702		
E, F, G, P, Q, R	15 - FX503	21 - FX504		
K, S, U	15 - FX505	19 - FX504		

Notes

1. In bar number, letter "X" to be replaced by Pier letter. Ex. FA, FB etc.
2. Cover in footing and pedestals to be 3".
3. Cover for vertical bars in columns to be 3".
4. See Sheet No. 11 for bar lists.

THE CLARKSON ENGINEERING INC.

DESIGN C.J.M. CHECK H.P.

DRAWN A.L. APPROVED WAHACUM

STATE HIGHWAY 95

INTERSTATE #95

OVER

MESSALONSKEE STREAM

& QUARRY ROAD (RELOC.)

IN THE CITY OF

WATERVILLE

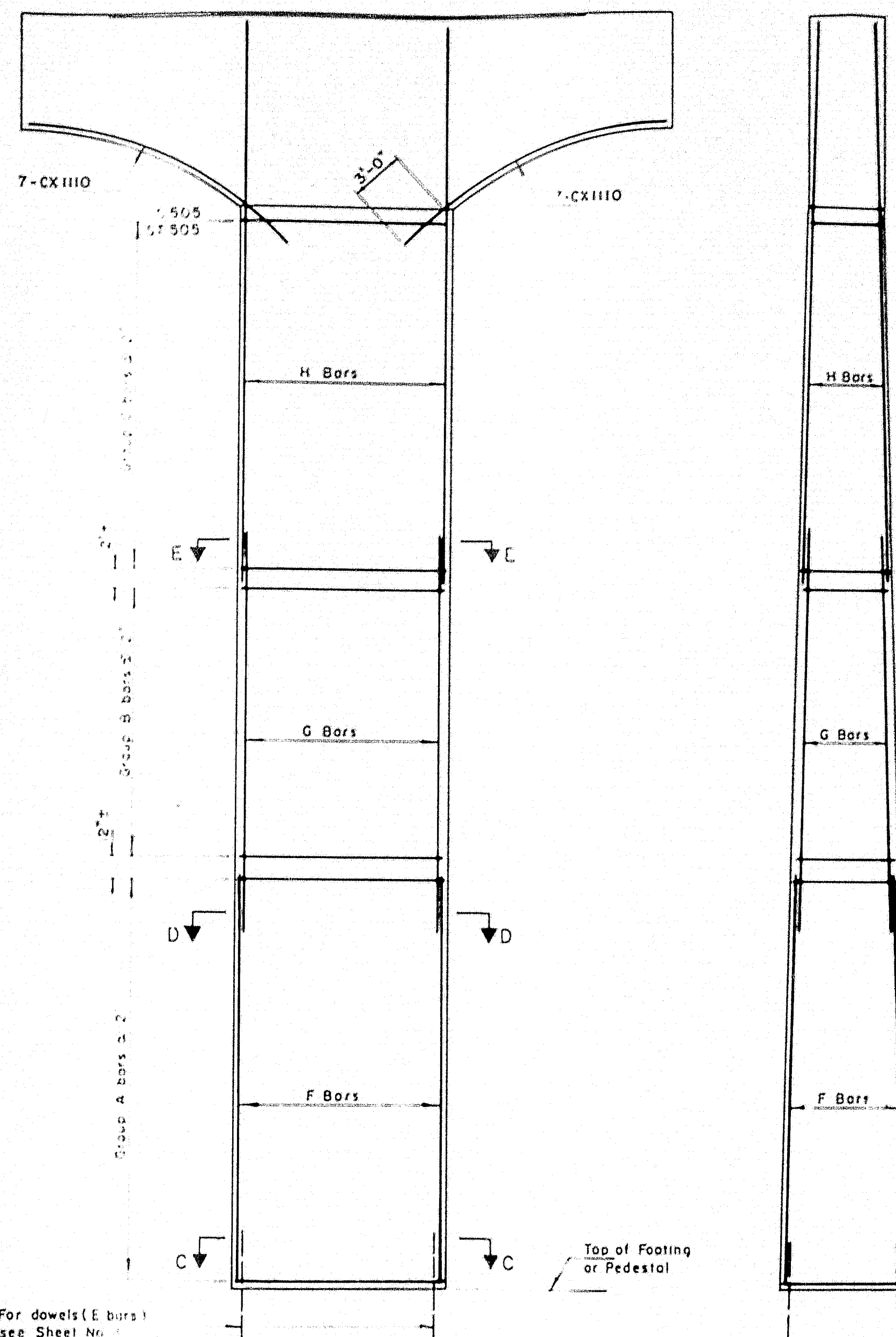
KENNEBEC COUNTY

PIER FOOTINGS

SHEET 3 OF 13 SHEETS

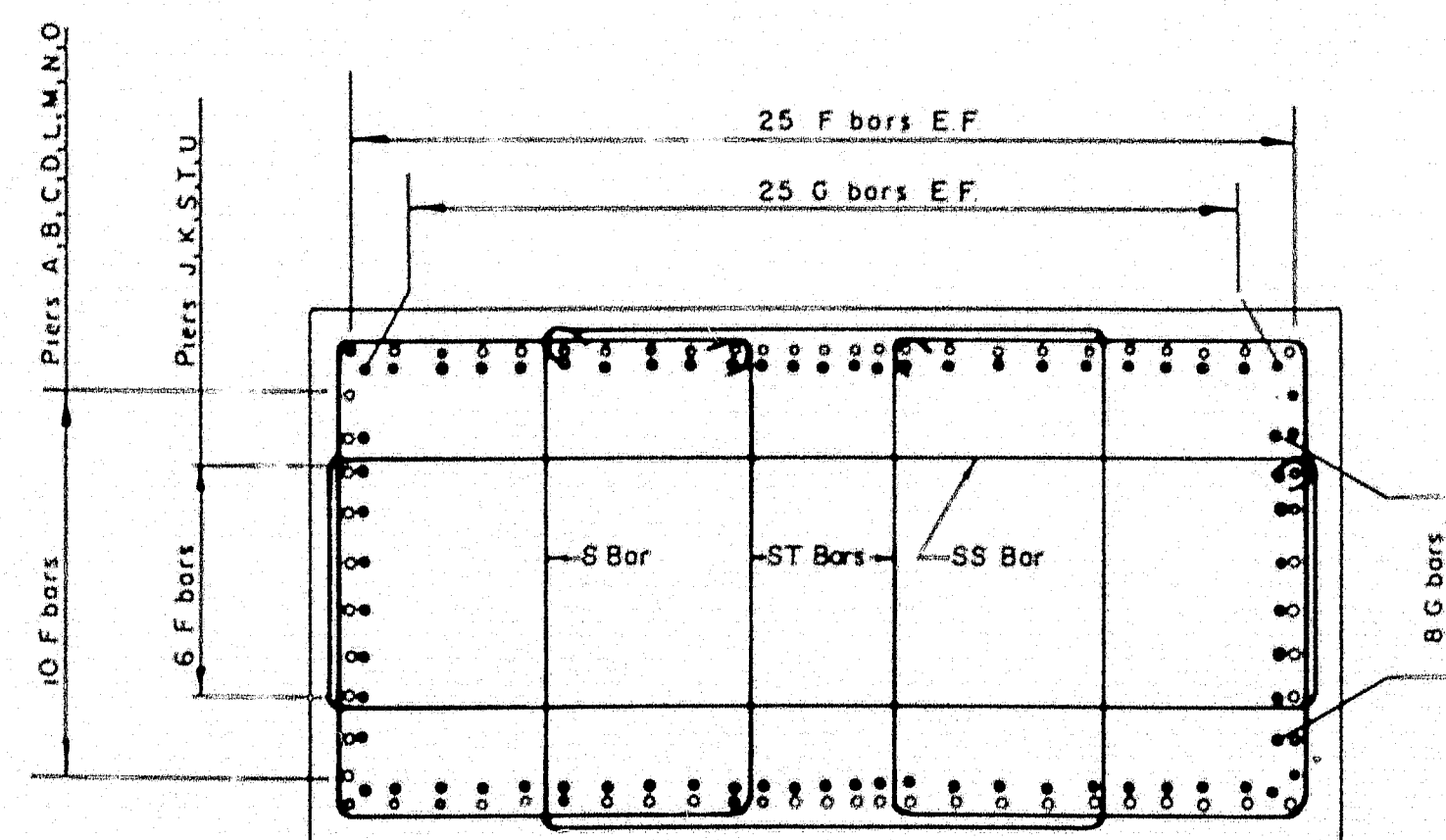
AUGUSTA, MAINE

PIER COLUMN REINFORCEMENT						
PIER	F Bars	G Bars	H Bars	Group A Bars	Group B Bars	Group C Bars
A	70-CA1107	66-CA1006	62-CA1007	1 Each S534 to S544 2 Each ST534 to ST544 21 - S5501	1 Each S514 to S528 2 Each ST514 to ST528 15 - S5500	1 Each S505 to S518 2 Each ST505 to ST518 14 - S5501
B	70-CB1107	66-CB1006	62-CB1008	1 Each S537 to S557 2 Each ST537 to ST557 21 - S5501	1 Each S518 to S532 2 Each ST518 to ST532 15 - S5500	1 Each S505 to S521 2 Each ST505 to ST521 17 - S5501
C	70-CC1107	66-CC1006	62-CC1013	1 Each S539 to S559 2 Each ST539 to ST559 21 - S5501	1 Each S519 to S533 2 Each ST519 to ST533 15 - S5500	1 Each S505 to S523 2 Each ST505 to ST523 19 - S5501
D	70-CD1107	66-CD1006	62-CD1007	1 Each S533 to S553 2 ST533 to ST553 21 - S5501	1 Each S513 to S527 2 ST513 to ST527 15 - S5500	1 Each S505 to S517 2 ST505 to ST517 13 - S5501
E	62-CE1010	—	—	1 Each S519 to S535 2 ST519 to ST535 17 - S5501	1 Each S500 to S513 2 ST500 to ST513 14 - S5500	—
F	62-CF1009	—	—	1 Each S516 to S532 2 ST516 to ST532 17 - S5501	1 Each S500 to S509 2 ST500 to ST509 10 - S5500	—
G	62-CG1010	—	—	1 Each S519 to S535 2 ST519 to ST535 17 - S5501	1 Each S500 to S513 2 ST500 to ST513 14 - S5500	—
H	62-CH1012	—	—	1 Each S514 to S530 2 ST514 to ST530 17 - S5501	1 Each S500 to S507 2 ST500 to ST507 8 - S5500	—
J	62-CJ1013	—	—	1 Each S505 to S524 2 ST505 to ST524 20 - S5501	—	—
K	62-CK1002	—	—	1 Each S505 to S512 2 ST505 to ST512 8 - S5501	—	—
L	70-CL1107	66-CL1006	62-CL1009	1 Each S532 to S552 2 ST532 to ST552 21 - S5501	1 Each S513 to S527 2 ST513 to ST527 15 - S5500	1 Each S505 to S516 2 ST505 to ST516 12 - S5501
M	70-CM1107	66-CM1006	62-CM1011	1 Each S535 to S555 2 ST535 to ST555 21 - S5501	1 Each S516 to S530 2 ST516 to ST530 15 - S5500	1 Each S505 to S519 2 ST505 to ST519 13 - S5501
N	70-CN1107	66-CN1006	62-CN1010	1 Each S537 to S557 2 ST537 to ST557 21 - S5501	1 Each S518 to S532 2 ST518 to ST532 15 - S5500	1 Each S505 to S521 2 ST505 to ST521 17 - S5501
O	70-CO1107	66-CO1006	62-CO1006	1 Each S530 to S550 2 ST530 to ST550 21 - S5501	1 Each S511 to S525 2 ST511 to ST525 15 - S5500	1 Each S505 to S514 2 ST505 to ST514 10 - S5501
P	62-CP1009	—	—	1 Each S516 to S532 2 ST516 to ST532 17 - S5501	1 Each S500 to S509 2 ST500 to ST509 10 - S5500	—
Q	62-CQ1009	—	—	1 Each S515 to S531 2 ST515 to ST531 17 - S5501	1 Each S500 to S508 2 ST500 to ST508 9 - S5500	—
R	62-CR1011	—	—	1 Each S518 to S534 2 ST518 to ST534 17 - S5501	1 Each S500 to S512 2 ST500 to ST512 13 - S5500	—
S	62-CS1008	—	—	1 Each S505 to S521 2 ST505 to ST521 17 - S5501	—	—
T	62-CT1008	—	—	1 Each S505 to S521 2 ST505 to ST521 17 - S5501	—	—
U	62-CU1014	—	—	1 Each S505 to S508 2 ST505 to ST508 4 - S5501	—	—



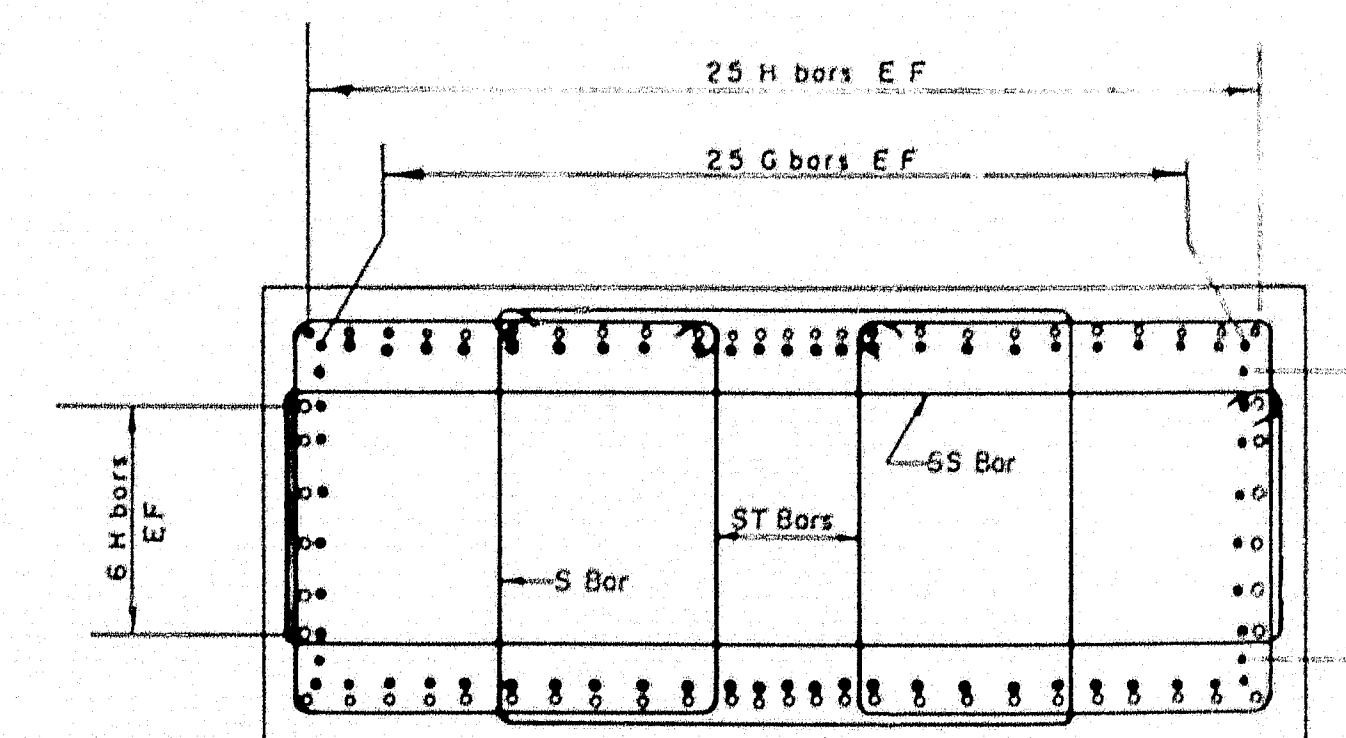
PIERS A, B, C, D, J, K, L, M, N, O, S, T, U
Scale: $\frac{3}{8}$ " = 1'-0"

Notes: See Section C-C, see Sheet No. 3
Cover for main reinforcing to be 3"

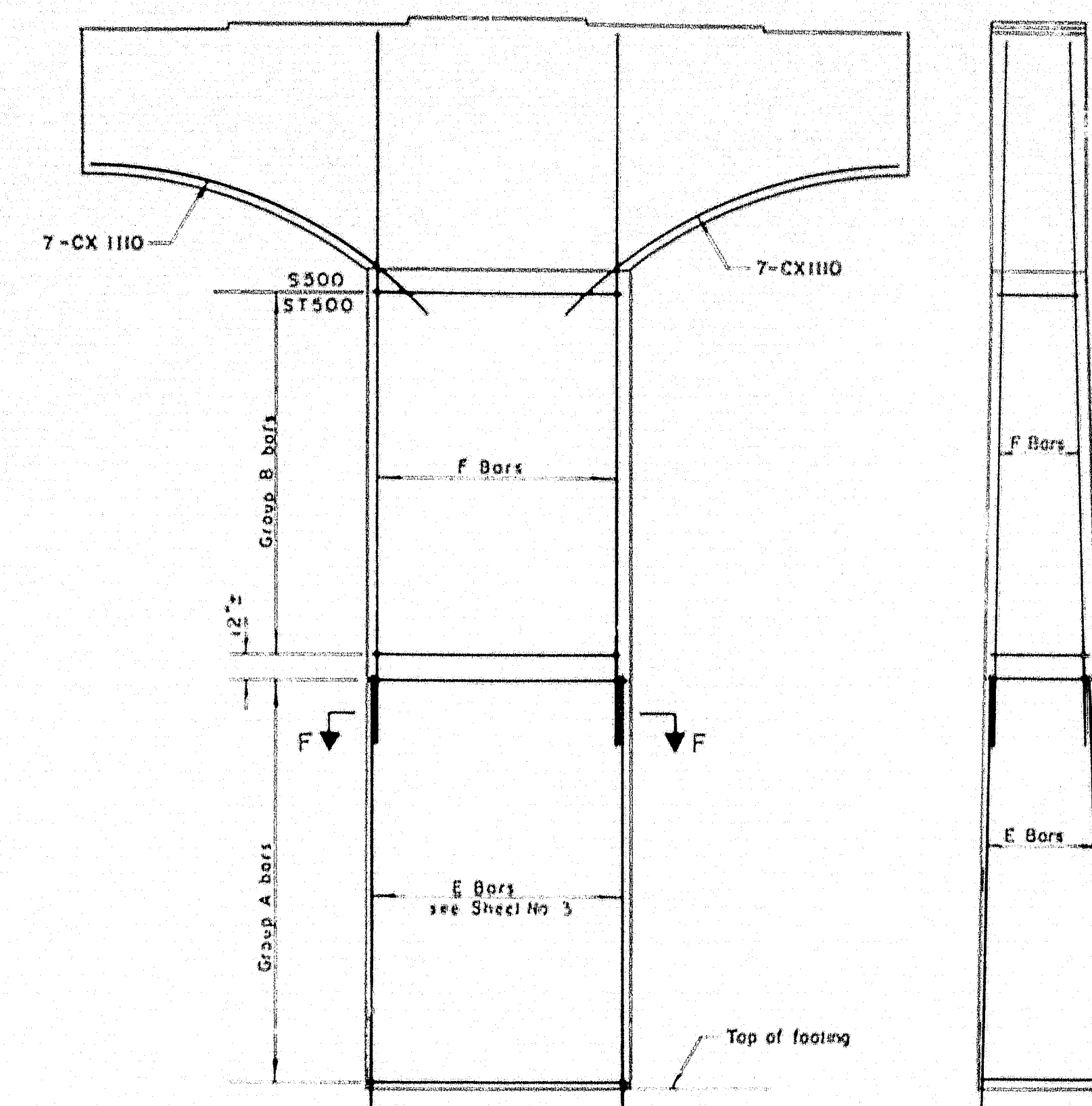


Note: 1-S bar, 1-SS bar, and 2-ST bars to be placed in one layer. Layers to be at 12" ± o.c.

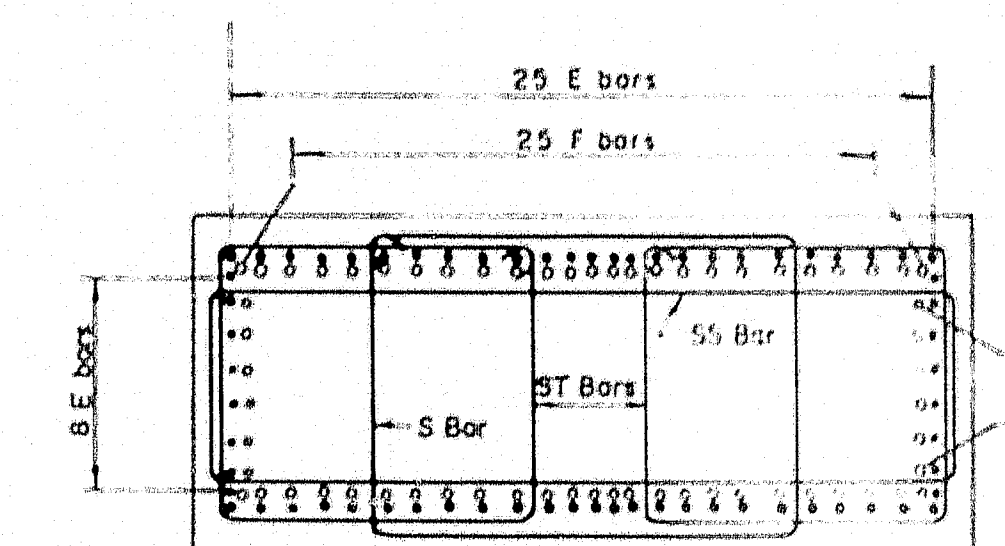
SECTION D-D
Scale: $\frac{1}{2}$ " = 1'-0"



SECTION E-E
Scale: $\frac{1}{2}$ " = 1'-0"



PIERS E, F, G, H, P, Q, R
Scale: $\frac{3}{8}$ " = 1'-0"



SECTION F-F
Scale: $\frac{3}{8}$ " = 1'-0"

THE CLARKESON ENGINEERING CO., INC.

DESIGN: C.J.M. CHECK: [] DRAWN: D.E.S. APPROVED: []

STATE HIGHWAY COMMISSION

INTERSTATE #35

MESSALONSKEE STREAM & QUARRY ROAD (RELOC.)

IN THE CITY OF WATERVILLE

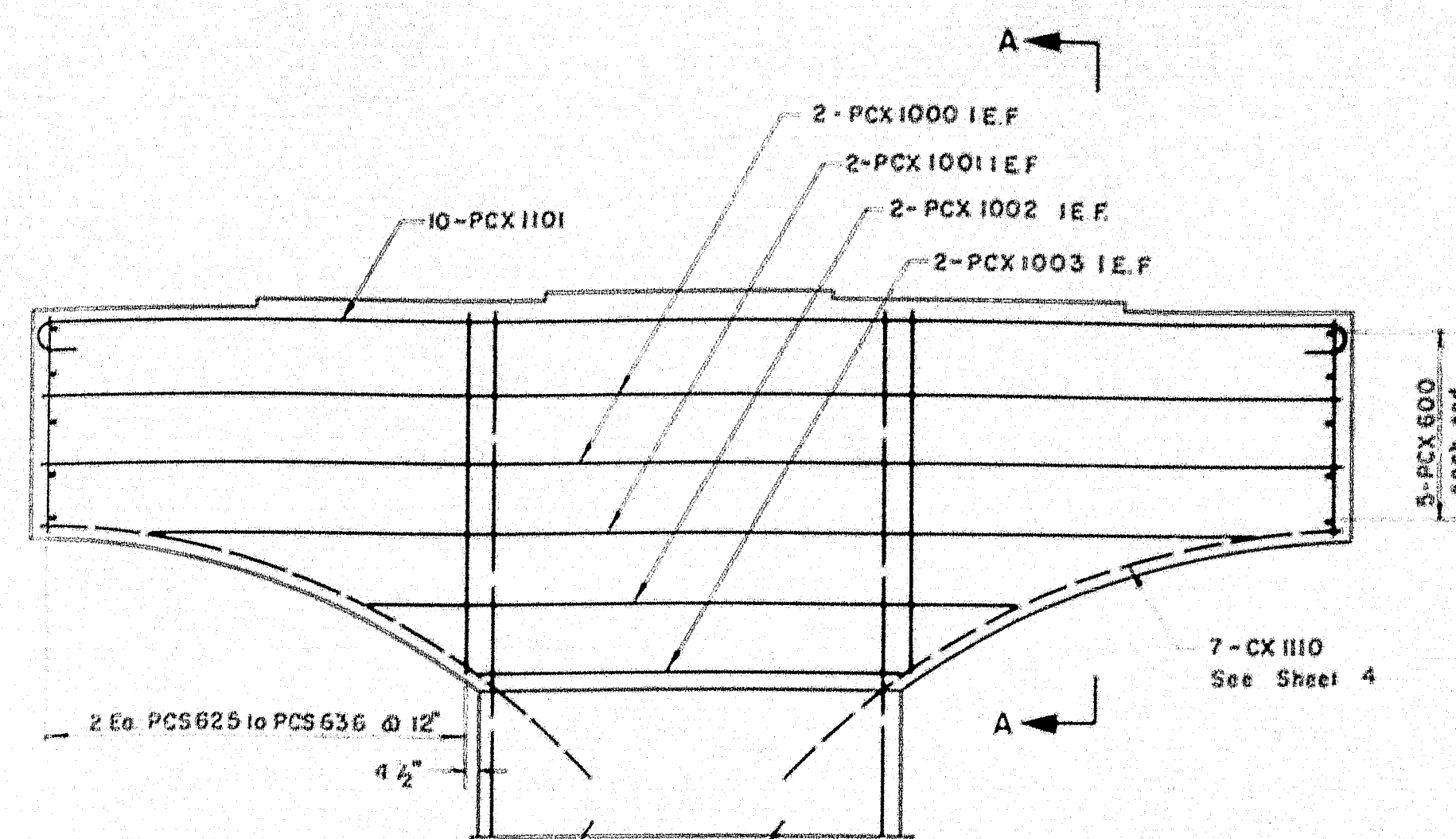
KENNEBEC COUNTY

PIER CAP REINFORCEMENT

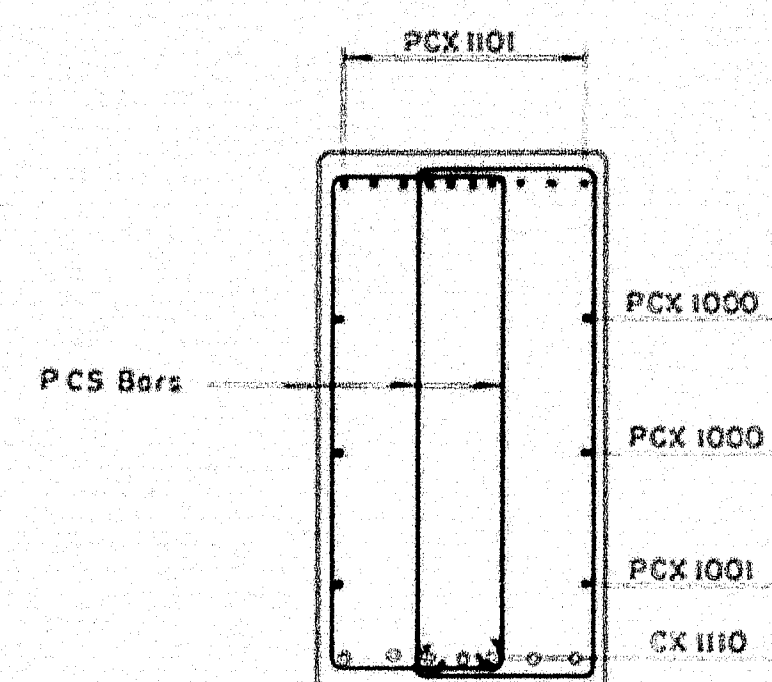
SHEET 4 OF 13 SHEETS AUGUSTA, MAINE

S.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-0(123)		

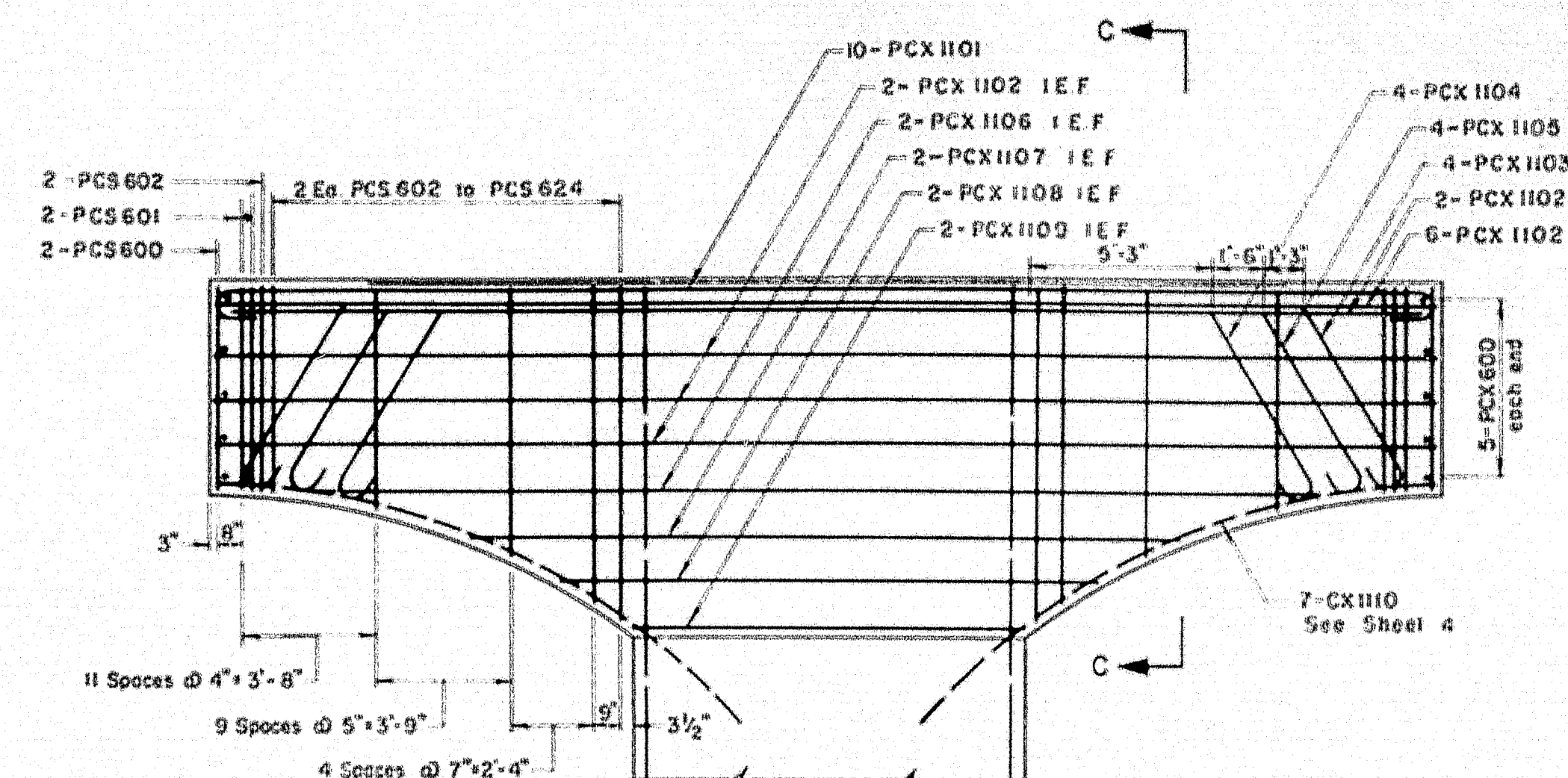
WATERVILLE INTERSTATE



CAP REINFORCEMENT
PIERS D,E,F,G,H,J,K,O,P,Q,R,S,T & U
Scale 1/4"=1'-0"

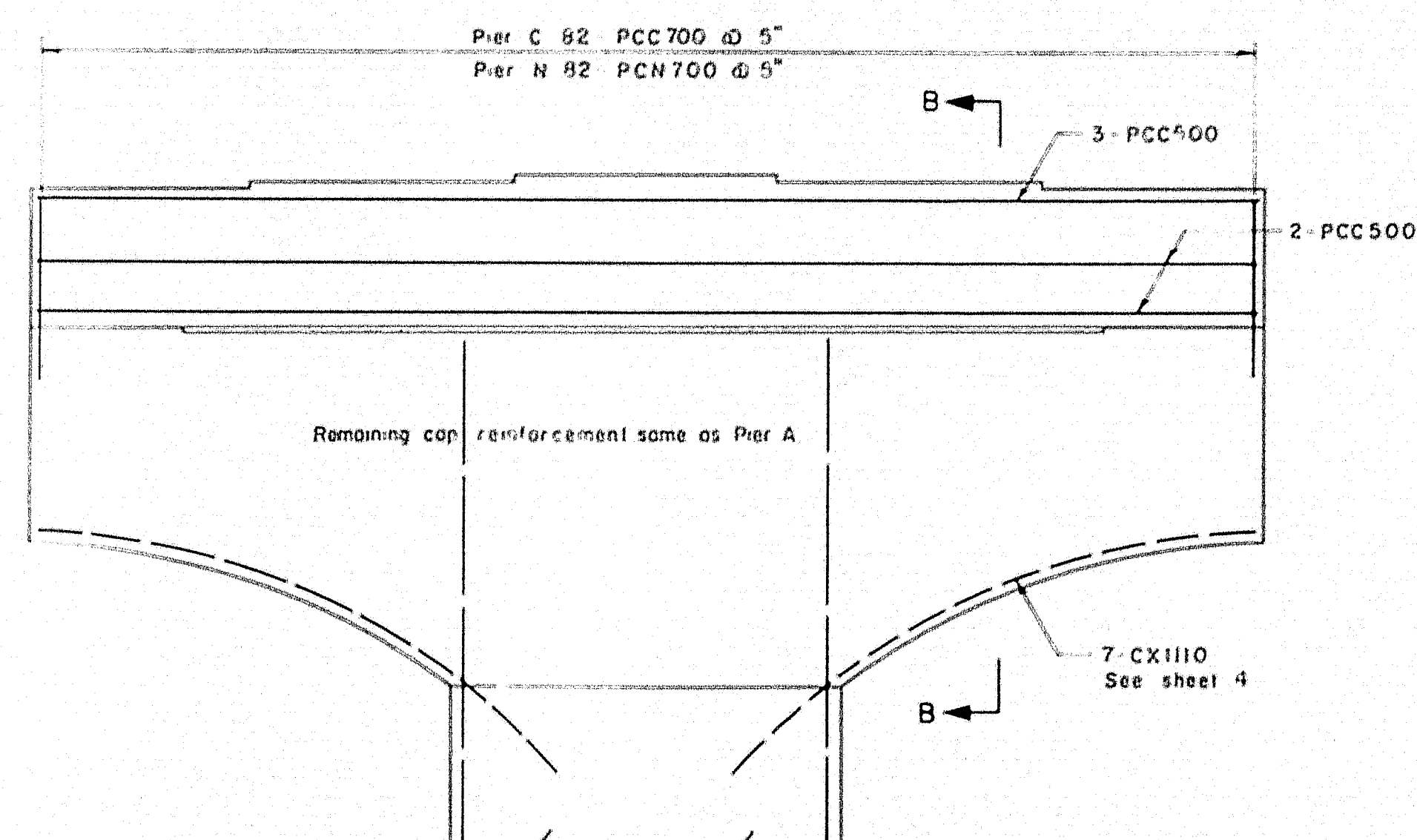


SECTION A-A
Scale 3/8"=1'-0"

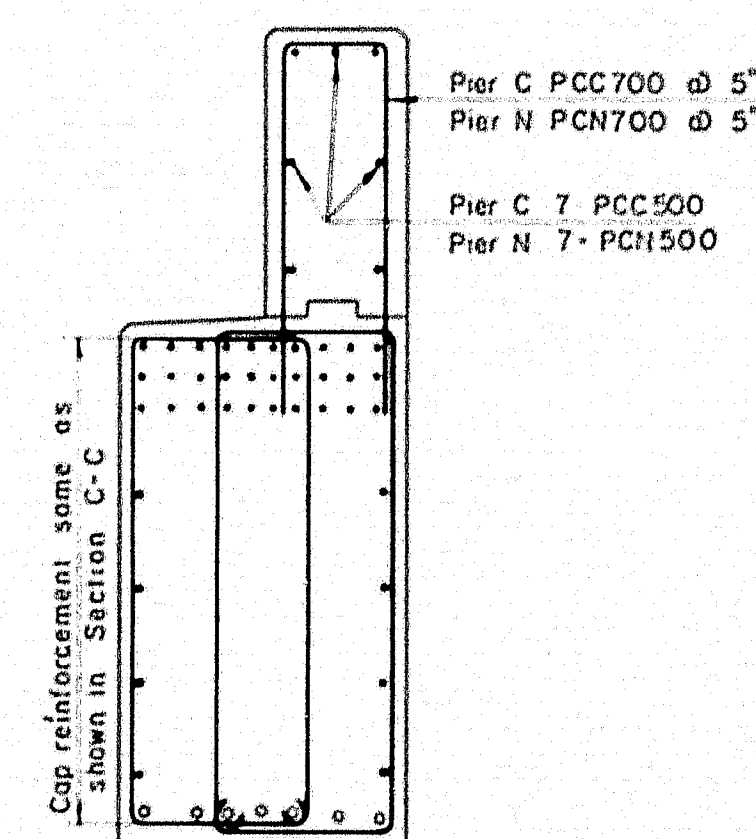


CAP REINFORCEMENT
PIERS A,B,L & M
Scale 1/4"=1'-0"

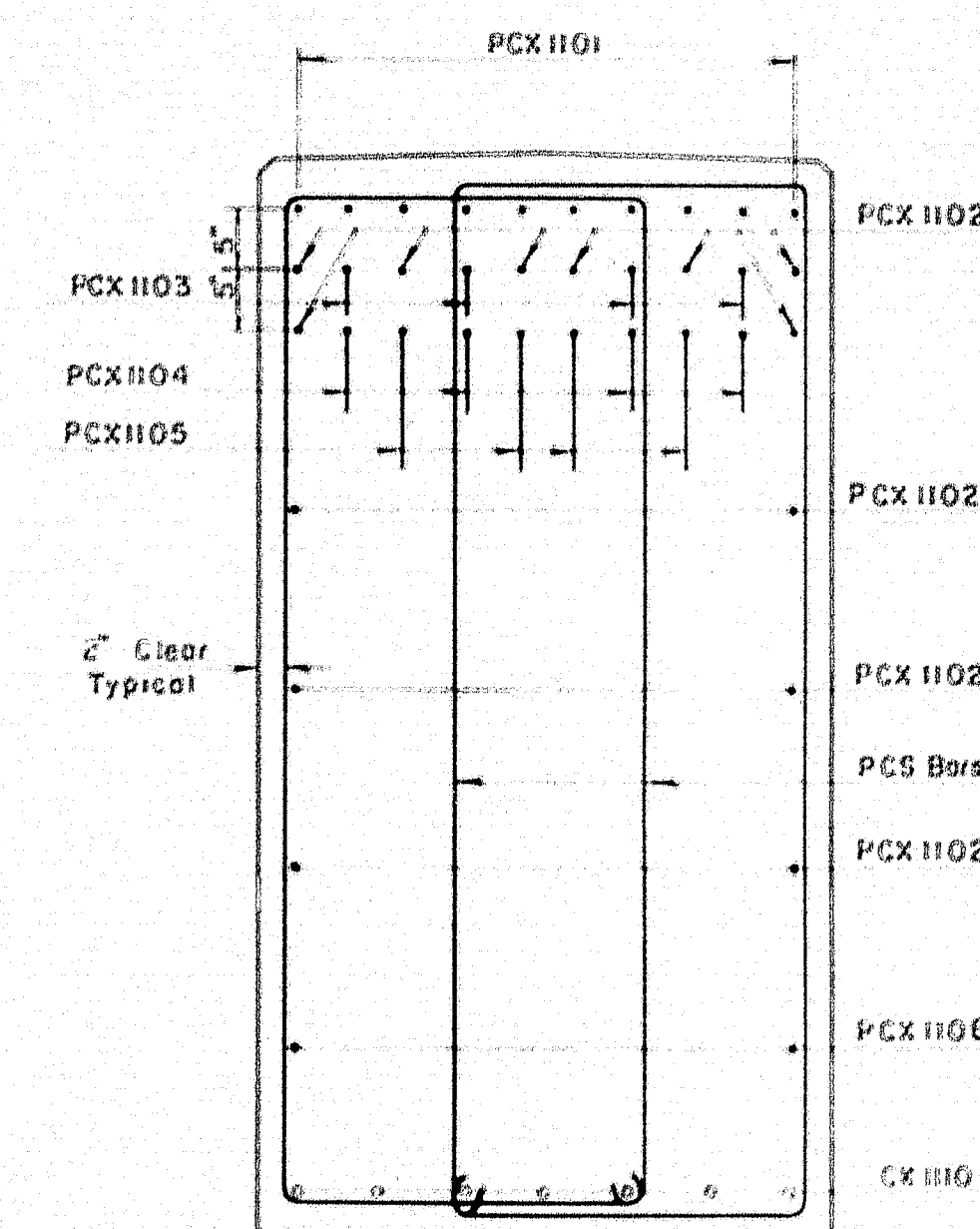
- Notes:
- 1 For main reinforcement, "X" in bar number to be replaced by pier letter. Ex PCA, PCB, etc.
 - 2 For column bars, see Sheet No 4
 - 3 Reinforcing steel symmetrical about & Pier



CAP REINFORCEMENT
PIERS C & N
Scale 1/4"=1'-0"



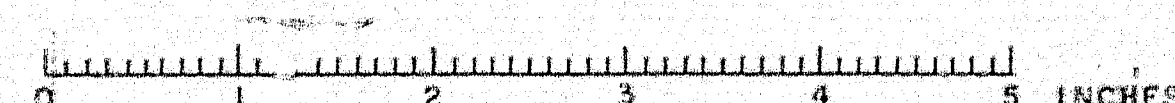
SECTION B-B
Scale 3/8"=1'-0"



SECTION C-C
Scale 3/8"=1'-0"

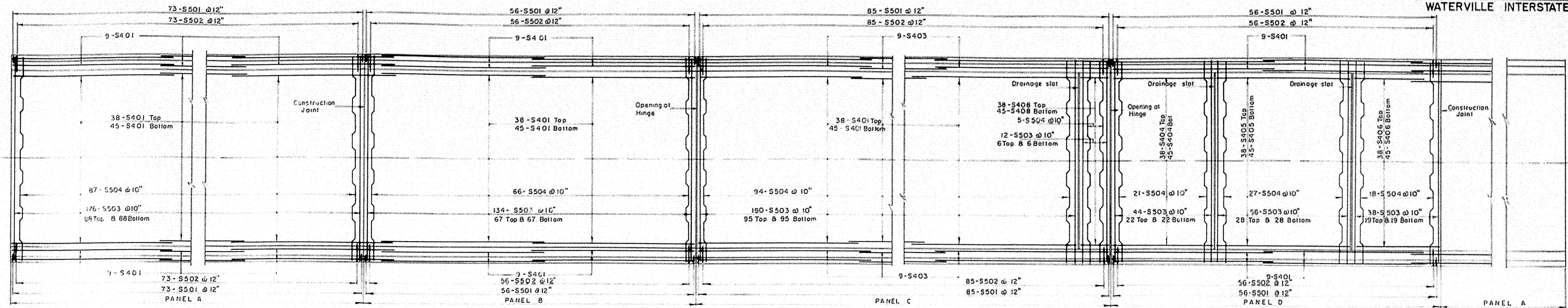
THE CLARKESON ENGINEERING INC.	
DESIGN C.J.M.	CHECK H.P.
DRAWN A.L.	APPROVED W.A.H. C.J.M.
STATE HIGHWAY C	
INTERSTATE #95	
OVER	
MESSALONSKEE STREAM	
& QUARRY ROAD (RELOC.)	
IN THE CITY OF	
WATERVILLE	
KENNEBEC COUNTY	
PIER CAP REINFORCEMENT	
SHEET 5 OF 13 SHEETS	AUGUSTA, MAINE

78-202



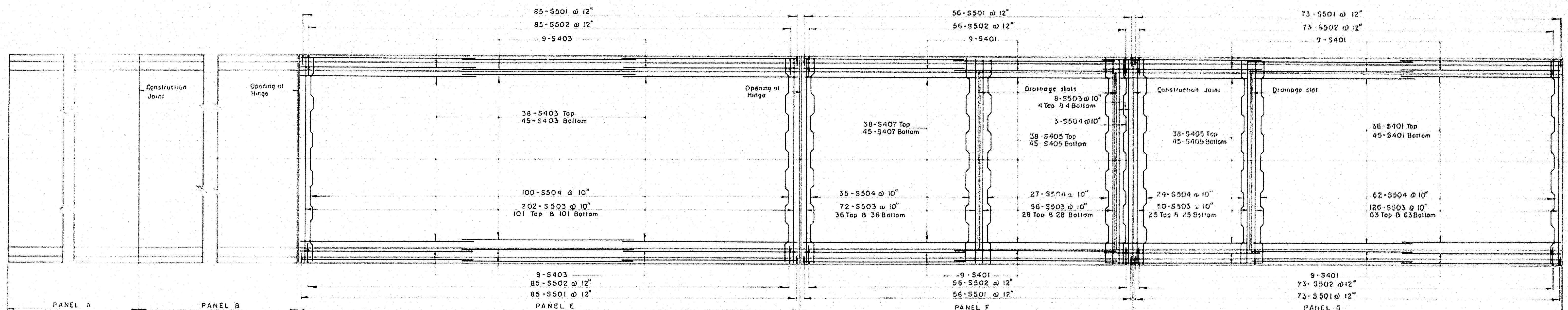
R.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6 (23)		

WATERVILLE INTERSTATE



GIRDER SPANS 1, 2, & 3

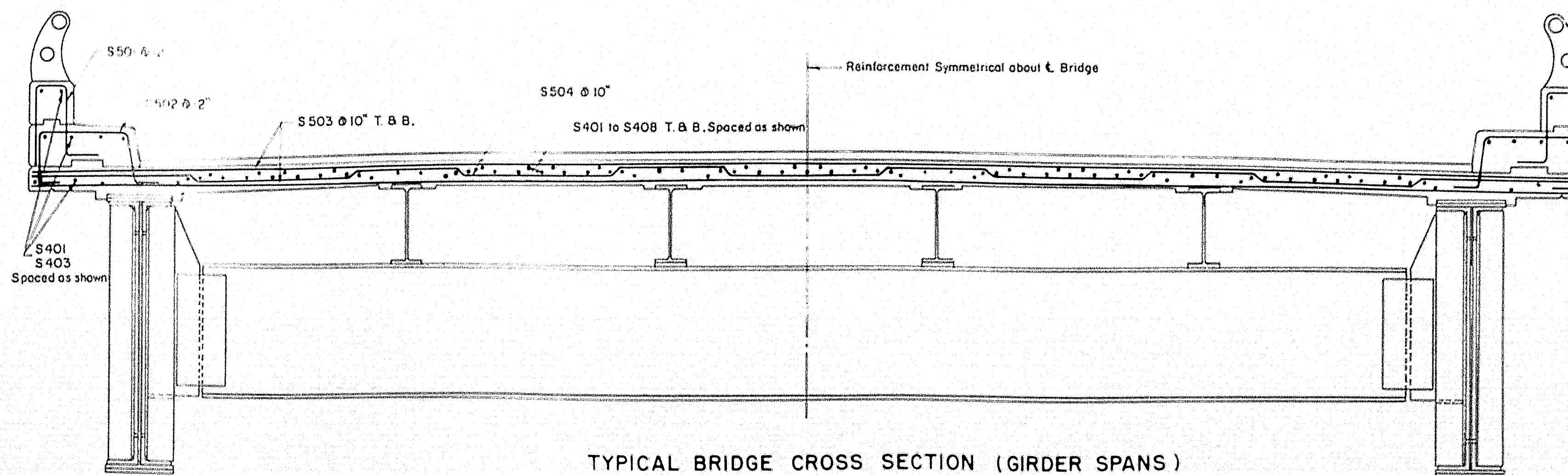
Scale 1/8" = 1'-0"



GIRDER SPANS 12, 13, & 14

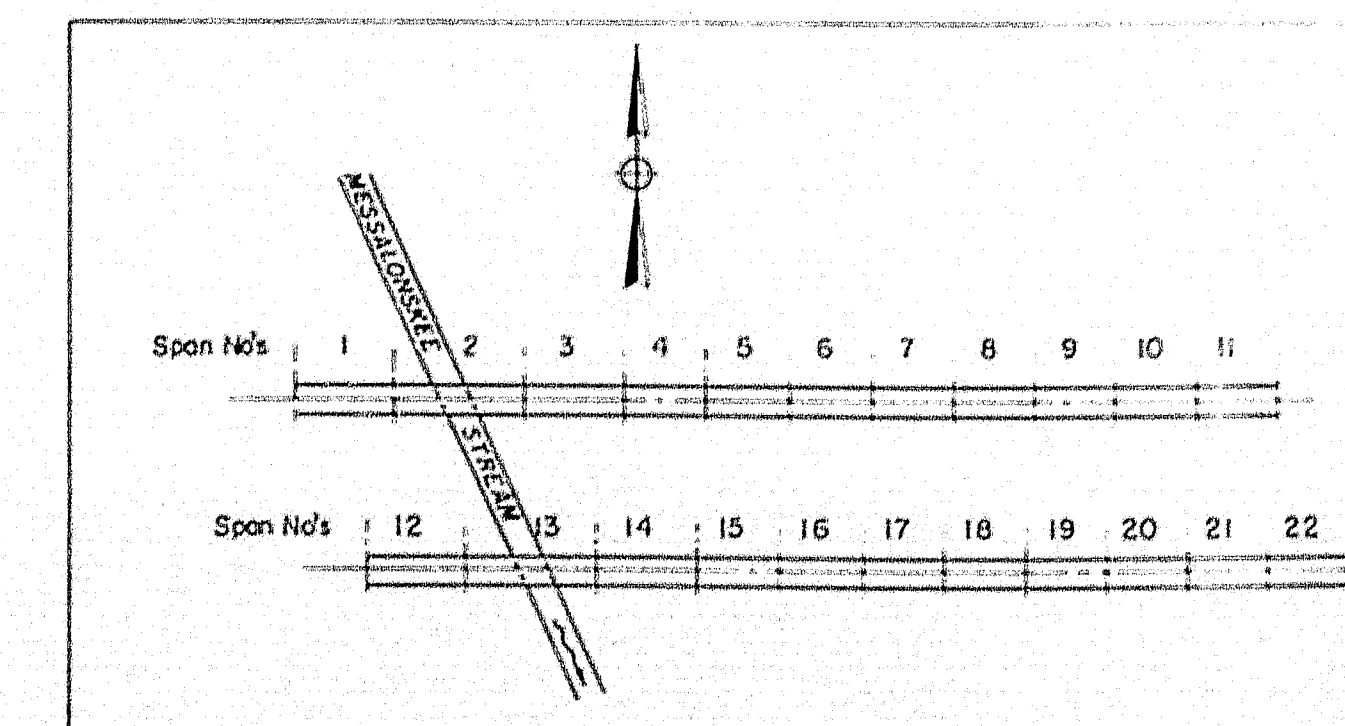
Scale 1/8" = 1'-0"

Notes: 1. Longitudinal bars lapped 2'-0"±.
2. Field cut bars to clear scuppers.



TYPICAL BRIDGE CROSS SECTION (GIRDER SPANS)

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



KEY PLAN

No Scale

THE CLARKESON ENGINEERING CO., INC.

DESIGN H.L.	CHECK H.P.	BRIDGE NO.
DRAWN D.A.T.	APPROVED W.D.M.	SURVEY

STATE HIGHWAY COMMISSION

INTERSTATE #95

OVER

MESSALONSKEE STREAM

& QUARRY ROAD (RELOC.)

IN THE CITY OF

WATERVILLE

Kennebec County

DECK SLAB REINFORCEMENT

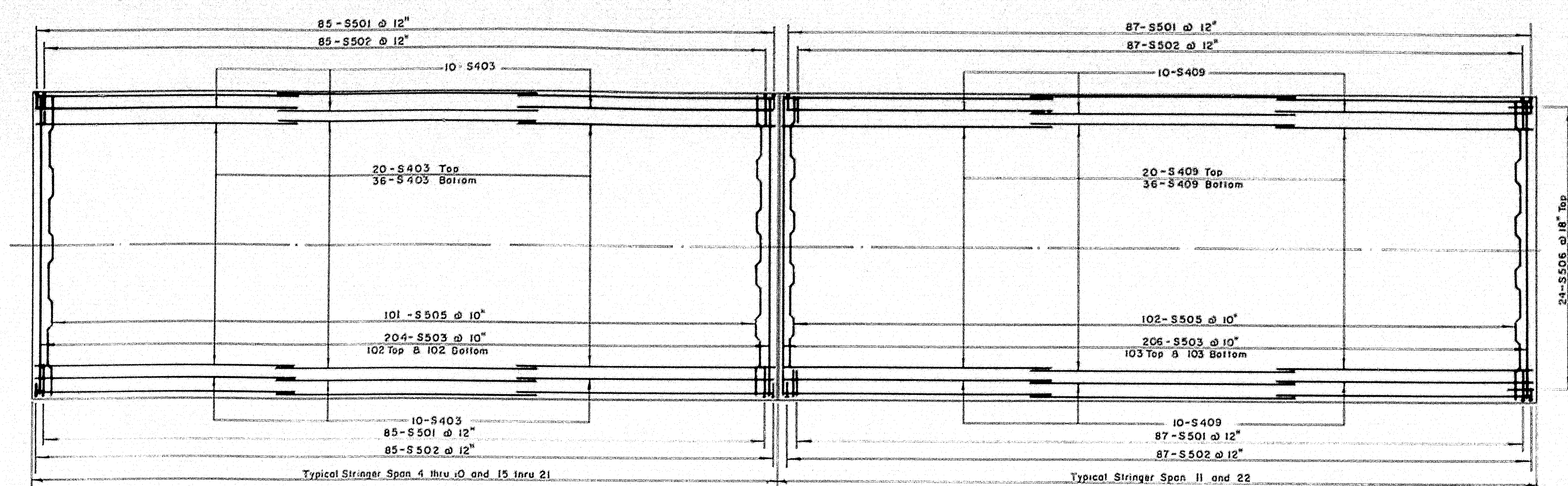
SHEET 6 OF 13 SHEETS

AUGUSTA, MAINE

18-203

S.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6(123)		

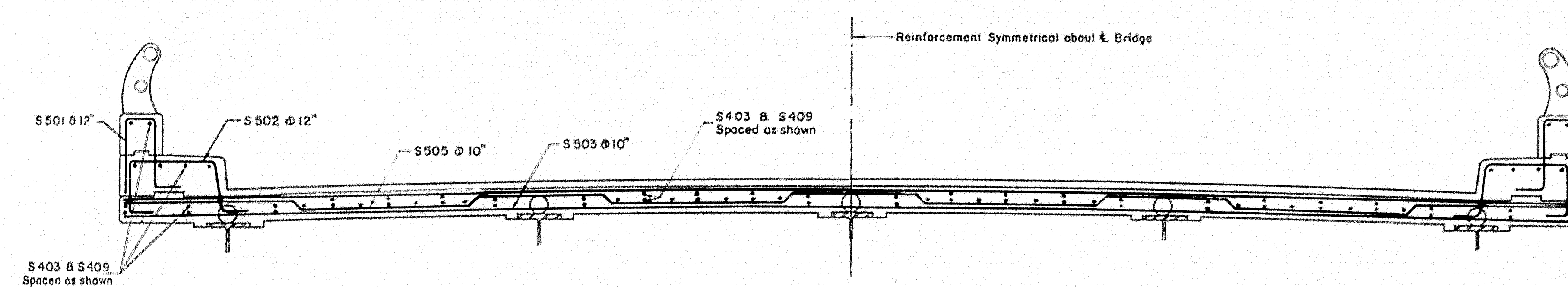
WATERVILLE INTERSTATE



STRINGER SPANS

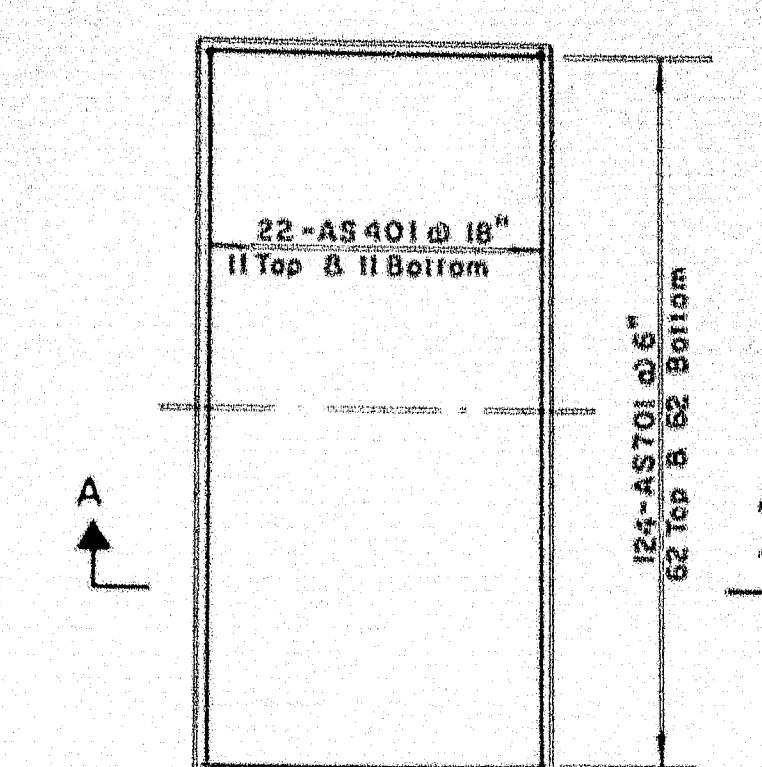
Scale: $\frac{1}{8}" = 1'-0"$

Notes: 1. Longitudinal bars lapped 2'-0"
2. Field cut bars to clear scuppers.



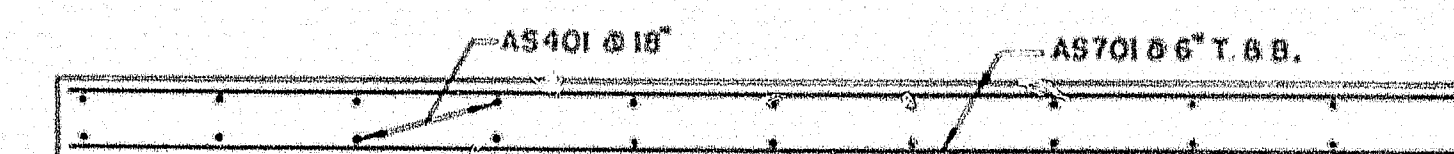
TYPICAL BRIDGE CROSS SECTION (STRINGER SPANS)

Scale: $\frac{1}{2}" = 1'-0"$



PLAN

Scale: $\frac{1}{8}" = 1'-0"$

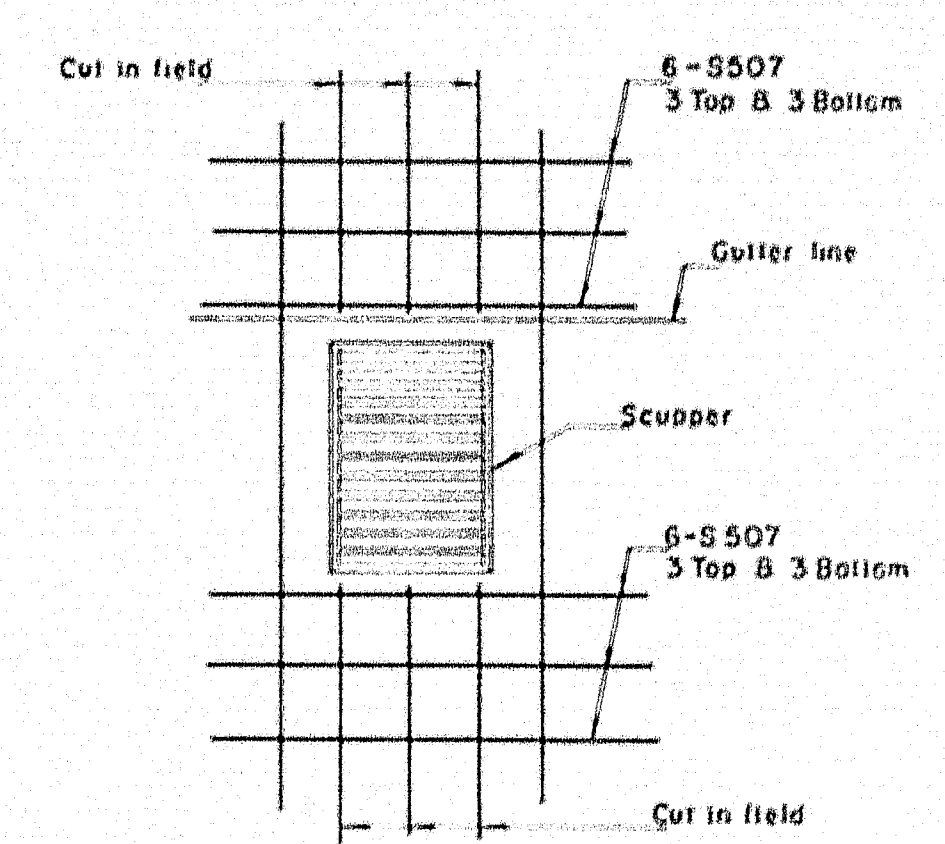


SECTION A-A

TYPICAL APPROACH SLAB REINFORCEMENT

Scale: $\frac{1}{2}" = 1'-0"$

Note: 4 approach slabs required.



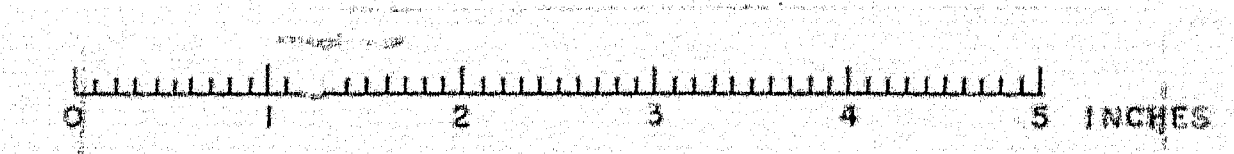
PLAN

TYPICAL SCUPPER REINFORCEMENT

Scale: $\frac{1}{2}" = 1'-0"$

THE CLARKESON ENGINEERING, INC.			
DESIGN	H. L.	CHECK	H. P.
DRAWN	D. E. S.	APPROVED	W. A. H. - C. J. M.
STATE HIGHWAY #95			
OVER			
MESSALONSKIE STREAM			
& QUARRY ROAD (RELOC.)			
IN THE CITY OF			
WATERVILLE			
KENNEBEC COUNTY			
DECK & APPROACH SLAB REINFORCEMENT			
SHEET 7 OF 13 SHEETS			
AUGUSTA, MAINE			

78-204




WATERVILLE INTERSTATE

WATERVILLE INTERSTATE

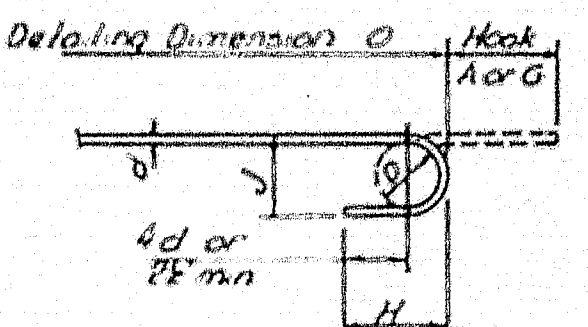
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TYPICAL BAR BENDS



- 1 All dimensions are to be cut to end of bar
- 2 'J' dimensions in 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' is to be 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 some

8 Bar reinforcement metal shaft com



STANDARD HOOK DETAIL

<u>BAR SIZES</u>	
<i>Equivalent Size</i>	<i>Percent (Number)</i>
$\frac{1}{2}''$	#2
$\frac{3}{8}''$	#3
$\frac{1}{4}''$	#4
$\frac{3}{16}''$	#6
$\frac{1}{8}''$	#8
$\frac{1}{16}''$	#10
$\frac{1}{32}''$	#12

8. Bar reinforcement metal shall conform to the requirements of the Standard Specifications for new Billet-Steel Concrete Reinforcing Bars (Intermediate Grade) Serial Designation AASHTO M31-48 or its latest revision.
All bars shall be determined to conform with ASTM Specifications A305-49.

WESTERLY ABUTMENT (SOUTHBOUND)

Footings...	6695	#
Stem	2343	#
Wings	4136	#

WESTERLY ABUTMENT (NORTHBOUND)

Footling,	6641 #
Stem	2243 #
Wings	3819 #

DECK

APPROACH SLABS

13,174 #

12,703 #

436,118 *

16,675 41

THE CLARKESON ENGINEERING CO., INC.

DESIGN	H L	CHECK	H P	WALVE NO
DRAWN	E E T	APPROVED	W A H - C J M	NORVEY
				PLG

STATE HIGHWAY COMMISSION

INTERSTATE #95

MESSALONSKEE STREAM
& QUARRY ROAD (RELOC.)

IN THE CITY OF

WATERVILLE

KENNEBEC COUNTY
REINFORCEMENT SCHEDULE

SHEET 8 OF 13 SHEETS AUGUSTA, MAINE

78-205

78-205



WATERVILLE INTERSTATE

ABUTMENT

SOUTHERLY	WING
-----------	------

TYPICAL BAR BENDS



- ENLARGED VIEW SHOWING
CAN BENDING DETAILS

Developing Dimension O

The diagram shows a horizontal beam with a hook attached to its end. The hook is labeled 'Hook A or G'. The distance from the center of the hook to the end of the beam is labeled 'O'. The diameter of the hook is labeled '4d or 2 1/2" min'. The height of the beam is labeled 'H'.

STANDARD HOOK DETAIL

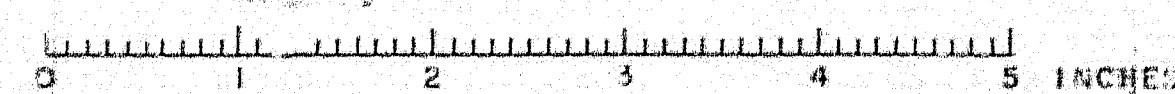
BAR SIZES

8. Bar reinforcement metal shall conform to the requirements of the Standard Specifications for new Billet-Steel Concrete Reinforcement Bars (Intermediate Grade) Serial Designation A305-HQ, M31-48 or its latest revision.
All bars shall be determined to conform with ASTM Specifications A305-49.

Footing	2115 株
Stem	1236 株
Wings	<u>1130 株</u>
Total	4481 株

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

SHEET 9 OF 13 SHEETS AUGUSTA, MAINE



Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
SOUTHEASTERLY ABUTMENT																	
1																	
2																	
3																	
4	86	5	5'-8"	ASE-501	Str												
5	1		3'-5"	ASE-502													
6	1		3'-7"	ASE-503													
7	1		3'-8"	ASE-504													
8	1		3'-10"	ASE-505													
9	1		4'-0"	ASE-506													
10	1		4'-2"	ASE-507													
11	1		4'-4"	ASE-508													
12	1		4'-5"	ASE-509													
13	1		4'-7"	ASE-510													
14	1		4'-9"	ASE-511													
15	1		4'-11"	ASE-512													
16	1		5'-1"	ASE-513													
17	1		5'-2"	ASE-514													
18	1		5'-4"	ASE-515													
19	1		5'-6"	ASE-516													
20	20		19'-6"	ASE-517													
21	7		17'-0"	ASE-518													
22	7		15'-0"	ASE-519													
23	4		4'-0"	ASE-520	Str												
24	35	5	8'-4"	ASE-521	2G			2'-0"	6'-4"								
25																	
26	3	6	12'-0"	ASE-601	2G			4'-6"	7'-6"								
27																	
28	1	6	6'-9"	ASE-602	2G			2'-3"	4'-6"								
29	1		6'-11"	ASE-603				2'-5"									
30	1		7'-0"	ASE-604				2'-6"									
31	1		7'-2"	ASE-605				2'-8"									
32	1		7'-4"	ASE-606				2'-10"									
33	1		7'-6"	ASE-607				3'-0"									
34	1		7'-8"	ASE-608				3'-2"									
35	1		7'-10"	ASE-609				3'-4"									
36	1		7'-11"	ASE-610				3'-5"									
37	1		8'-1"	ASE-611				3'-7"									
38	1		8'-3"	ASE-612				3'-9"									
39	1		8'-5"	ASE-613				3'-11"									
40	1		8'-6"	ASE-614				4'-0"									
41	1		8'-8"	ASE-615				4'-2"									
42	1		8'-10"	ASE-616				4'-4"									
43	14	6	9'-0"	ASE-617	2G			4'-6"	4'-6"								
44																	
45																	
46																	
47																	
48	24	4	3'-2"	ASE-401	Str												
49	10	4	34'-8"	ASE-402	Str												
50																	
51	35	5	4'-11"	ASE-522	2G			0'-11"	4'-0"								
52	35	5	8'-5"	ASE-523	2G			5'-4"	0'-6"	2'-7"							
53	32	5	4'-0"	ASE-524	Str												
54																	
55	4	6	34'-8"	ASE-618	2G												
56	21	6	4'-0"	ASE-619	2G			2'-0"	2'-0"								
57																	
58																	
59																	
60																	
61																	
62	8	4	15'-2"	ASE-403	Str												
63	2		13'-0"	ASE-404	Str												
64	2		10'-10"	ASE-405	Str												
65	2		8'-9"	ASE-406	Str												
66	2		6'-7"	ASE-407	Str												
67	2		4'-4"	ASE-408	Str												
68	2		1'-3"	ASE-409	Str												
69	2	4	15'-1"	ASE-410	Str												
70																	
71	1	5	3'-4"	ASE-525	Str												
72	1		3'-10"	ASE-526													
73	1		4'-3"	ASE-527													
74	1		4'-9"	ASE-528													
75	1		5'-2"	ASE-529													
76	1		5'-8"	ASE-530													
77	1		6'-1"	ASE-531													
78	1		6'-7"	ASE-532													
79	1		7'-1"	ASE-533													
80	1	5	7'-6"	ASE-534	Str												
81																	

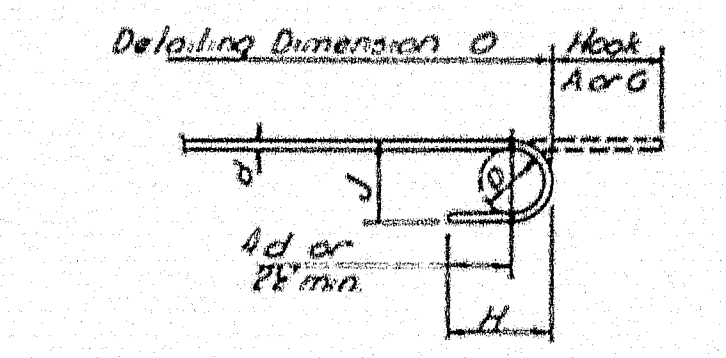
TYPICAL BAR BENDS

NOTES

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

Enlarged View Showing Bar Bending Details

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
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																	



BAR SIZES

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

Bar reinforcement metal shall conform to the requirements of the Standard Specifications for new Billet-Steel Concrete Reinforcement Bars (Intermediate Grade) Serial Designation AAS.HQ.M31-48 or its latest revision. All bars shall be deformed to conform with ASTM Specifications A305-49.

SOUTHEASTERLY ABUTMENT

Footings	1954 #
Stem	1236 #
Wings	1019 #
Total	4209 #

THE CLARKSON ENGINEERING CO., INC.

DESIGN	H.P.	CHECK	C.J.M.	BRIDGE NO.	
DRAWN	F.E.T.	APPROVED	H.A.H.C.M.	PLANT	

STATE HIGHWAY COMMISSION

INTERSTATE #95

OVER

MESSALONSKEE STREAM & QUARRY ROAD (RELOC)

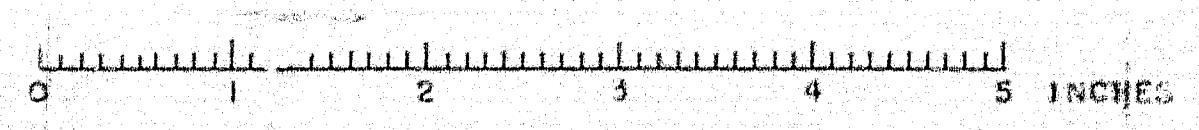
IN THE CITY OF WATERVILLE

KENNEBEC COUNTY

REINFORCEMENT SCHEDULE

SHEET 10 OF 13 SHEETS

AUGUSTA, MAINE



Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
1	14	5	16'-0"	ST500	T-1	0'-5"	3'-5 1/2"	4'-1 1/2"	3'-5 1/2"	4'-1 1/2"		0'-5"					
2	14	1	16'-1"	ST501			3'-6"		3'-6"								
3	14		16'-2"	ST502			3'-6 1/2"		3'-6 1/2"								
4	14		16'-3"	ST503			3'-7"		3'-7"								
5	14		16'-4"	ST504			3'-7 1/2"		3'-7 1/2"								
6	40		16'-5"	ST505			3'-8"		3'-8"								
7	40		16'-6"	ST506			3'-8 1/2"		3'-8 1/2"								
8	40		16'-7"	ST507			3'-9"		3'-9"								
9	38		16'-8"	ST508			3'-9 1/2"		3'-9 1/2"								
10	34		16'-9"	ST509			3'-10"		3'-10"								
11	30		16'-10"	ST510			3'-10 1/2"		3'-10 1/2"								
12	32		17'-0"	ST511			3'-11 1/2"		3'-11 1/2"								
13	30		17'-1"	ST512			4'-0"		4'-0"								
14	32		17'-2"	ST513			4'-0 1/2"		4'-0 1/2"								
15	32		17'-3"	ST514			4'-1"		4'-1"								
16	32		17'-4"	ST515			4'-1 1/2"		4'-1 1/2"								
17	38		17'-5"	ST516			4'-2"		4'-2"								
18	36		17'-6"	ST517			4'-2 1/2"		4'-2 1/2"								
19	40		17'-7"	ST518			4'-3"		4'-3"								
20	44		17'-8"	ST519			4'-4"		4'-4"								
21	42		17'-9"	ST520			4'-4 1/2"		4'-4 1/2"								
22	42		17'-10"	ST521			4'-5"		4'-5"								
23	34		18'-0"	ST522			4'-5 1/2"		4'-5 1/2"								
24	34		18'-1"	ST523			4'-6"		4'-6"								
25	32		18'-2"	ST524			4'-6 1/2"		4'-6 1/2"								
26	30		18'-3"	ST525			4'-7"		4'-7"								
27	28		18'-4"	ST526			4'-7 1/2"		4'-7 1/2"								
28	28		18'-5"	ST527			4'-8"		4'-8"								
29	24		18'-6"	ST528			4'-8 1/2"		4'-8 1/2"								
30	22		18'-7"	ST529			4'-9"		4'-9"								
31	24		18'-8"	ST530			4'-9 1/2"		4'-9 1/2"								
32	20		18'-9"	ST531			4'-10"		4'-10"								
33	20		18'-10"	ST532			4'-10 1/2"		4'-10 1/2"								
34	4		19'-0"	ST533			4'-11"		4'-11"								
35	14		19'-1"	ST534			5'-0"		5'-0"								
36	14		19'-2"	ST535			5'-1"		5'-1"								
37	10		19'-3"	ST536			5'-1 1/2"		5'-1 1/2"								
38	14		19'-4"	ST537			5'-2"		5'-2"								
39	14		19'-5"	ST538			5'-2 1/2"		5'-2 1/2"								
40	16		19'-6"	ST539			5'-3"		5'-3"								
41	16		19'-7"	ST540			5'-3 1/2"		5'-3 1/2"								
42	16		19'-8"	ST541			5'-4"		5'-4"								
43	16		19'-9"	ST542			5'-4 1/2"		5'-4 1/2"								
44	16		20'-0"	ST543			5'-5"		5'-5"								
45	16		20'-1"	ST544			5'-5 1/2"		5'-5 1/2"								
46	16		20'-2"	ST545			5'-6"		5'-6"								
47	16		20'-3"	ST546			5'-6 1/2"		5'-6 1/2"								
48	16		20'-4"	ST547			5'-7"		5'-7"								
49	16		20'-5"	ST548			5'-7 1/2"		5'-7 1/2"								
50	16		20'-6"	ST549			5'-8"		5'-8"								
51	16		20'-7"	ST550			5'-8 1/2"		5'-8 1/2"								
52	14		20'-8"	ST551			5'-9"		5'-9"								
53	14		20'-9"	ST552			5'-9 1/2"		5'-9 1/2"								
54	12		20'-10"	ST553			5'-10"		5'-10"								
55	10		20'-11"	ST554			5'-10 1/2"		5'-10 1/2"								
56	8		21'-0"	ST555			5'-11"		5'-11"								
57	6		21'-1"	ST556			5'-11 1/2"		5'-11 1/2"								
58	6		21'-2"	ST557			5'-12"		5'-12"								
59	2		21'-3"	ST558			6'-0"		6'-0"								
60	2	5	21'-4"	ST559			6'-1"		6'-1"								
61																	
62																	
63																	
64	198	5	27'-0"	ST560	T-1	0'-5"	10'-5"	2'-8"	10'-5"	2'-8"		0'-5"					
65	470	5	27'-4"	ST561	T-1	0'-5"	10'-7"	2'-8"	10'-7"	2'-8"		0'-5"					
66																	
67																	
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78																	
79																	
80																	
81																	
82																	
83	7	5	20'-4"	ST500	T-1	0'-5"	3'-5 1/2"	4'-1 1/2"	3'-5 1/2"	4'-1 1/2"		0'-5"					
84	7	1	20'-5"	ST501			3'-6"		3'-6"								
85	7		20'-6"	ST502			3'-6 1/2"		3'-6 1/2"								
86	7		20'-7"	ST503			3'-7"		3'-7"								
87	7		20'-8"	ST504			3'-7 1/2"		3'-7 1/2"								
88	20		20'-9"	ST505			3'-8"		3'-8"								
89	20		20'-10"	ST506			3'-8 1/2"		3'-8 1/2"								
90	20		20'-11"	ST507			3'-9"		3'-9"								
91	19		21'-0"	ST508			3'-9 1/2"		3'-9 1/2"								
92	17		21'-1"	ST509			3'-10"		3'-10"								
93	15		21'-2"	ST510			3'-10 1/2"		3'-10 1/2"								
94	16		21'-3"	ST511			3'-11 1/2"		3'-11 1/2"								
95	15		21'-4"	ST512			4'-0"		4'-0"								
96	16		21'-5"	ST513			4'-0 1/2"		4'-0 1/2"								
97	16		21'-6"	ST514			4'-1"		4'-1"								
98	16		21'-7"	ST515			4'-1 1/2"		4'-1 1/2"								
99	19		21'-8"	ST516			4'-2"		4'-2"								
100	18		21'-9"	ST517			4'-2 1/2"		4'-2 1/2"								
101	20		21'-10"	ST518			4'-3"		4'-3"								
102	22		22'-1"	ST519			4'-4"		4'-4"								
103	21		22'-2"	ST520			4'-4 1/2"		4'-4 1/2"								
104	21		22'-3"	ST521			4'-5"		4'-5"								
105	17		22'-4"	ST522			4'-5 1/2"		4'-5 1/2"								
106	17		22'-5"	ST523			4'-6"		4'-6"								
107	16		22'-6"	ST524			4'-6 1/2"		4'-6 1/2"								
108	15		22'-7"	ST525			4'-7"		4'-7"								
109	14		22'-8"	ST526			4'-7 1/2"		4'-7 1/2"								
110	14		22'-9"	ST527			4'-8"		4'-8"								
111	12		22'-10"	ST528			4'-8 1/2"		4'-8 1/2"								
112	11		22'-11"	ST529			4'-9"		4'-9"								
113	12		23'-0"	ST530			4'-9 1/2"		4'-9 1/2"								
114	10		23'-1"	ST531			4'-10"		4'-10"								
115	10		23'-2"	ST532			4'-10 1/2"		4'-10 1/2"								
116	7		23'-3"	ST533			4'-11"		4'-11"								
117	7		23'-4"	ST534			5'-0"		5'-0"								
118	7		23'-5"	ST535			5'-1"		5'-1"								
119	5		23'-6"	ST536			5'-1 1/2"		5'-1 1/2"								

WATERVILLE INTERSTATE

twisted in $SHV(2n+2)CIS$ (S. KUROKI, *et al.*) \rightarrow GOREN \rightarrow 0-130

SHEET 13 OF 13 SHEETS AUGUSTA, MAINE