

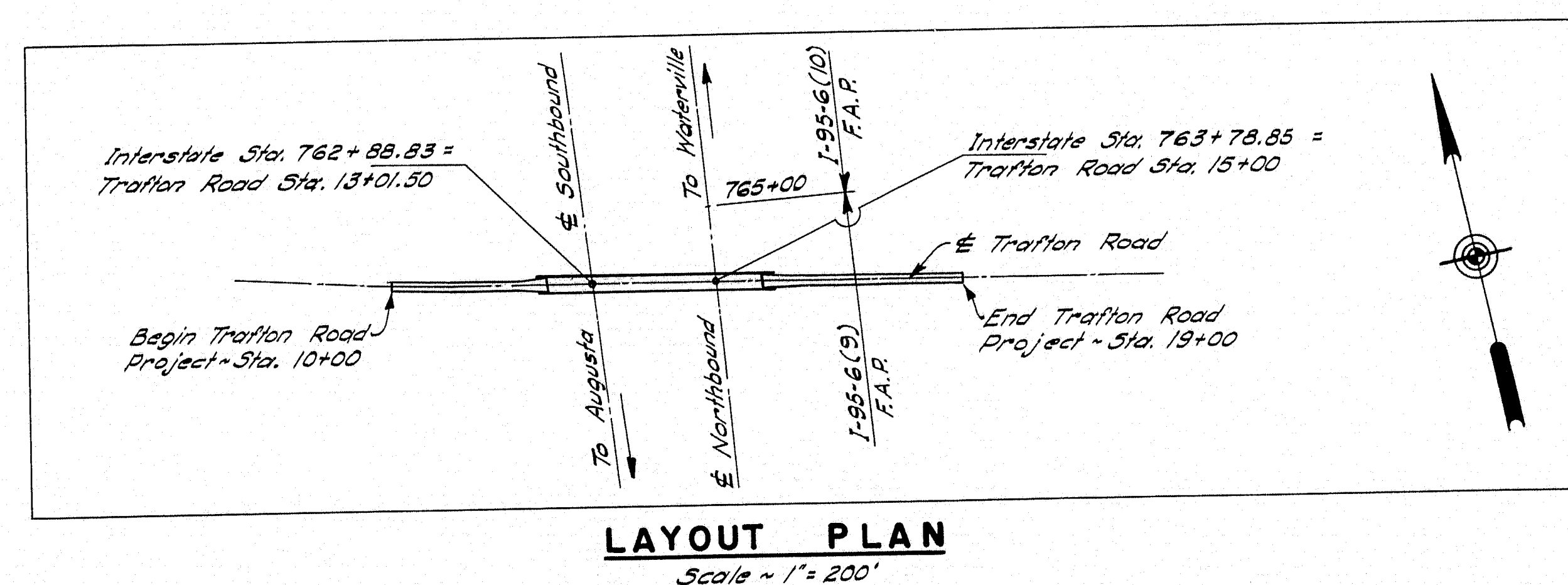
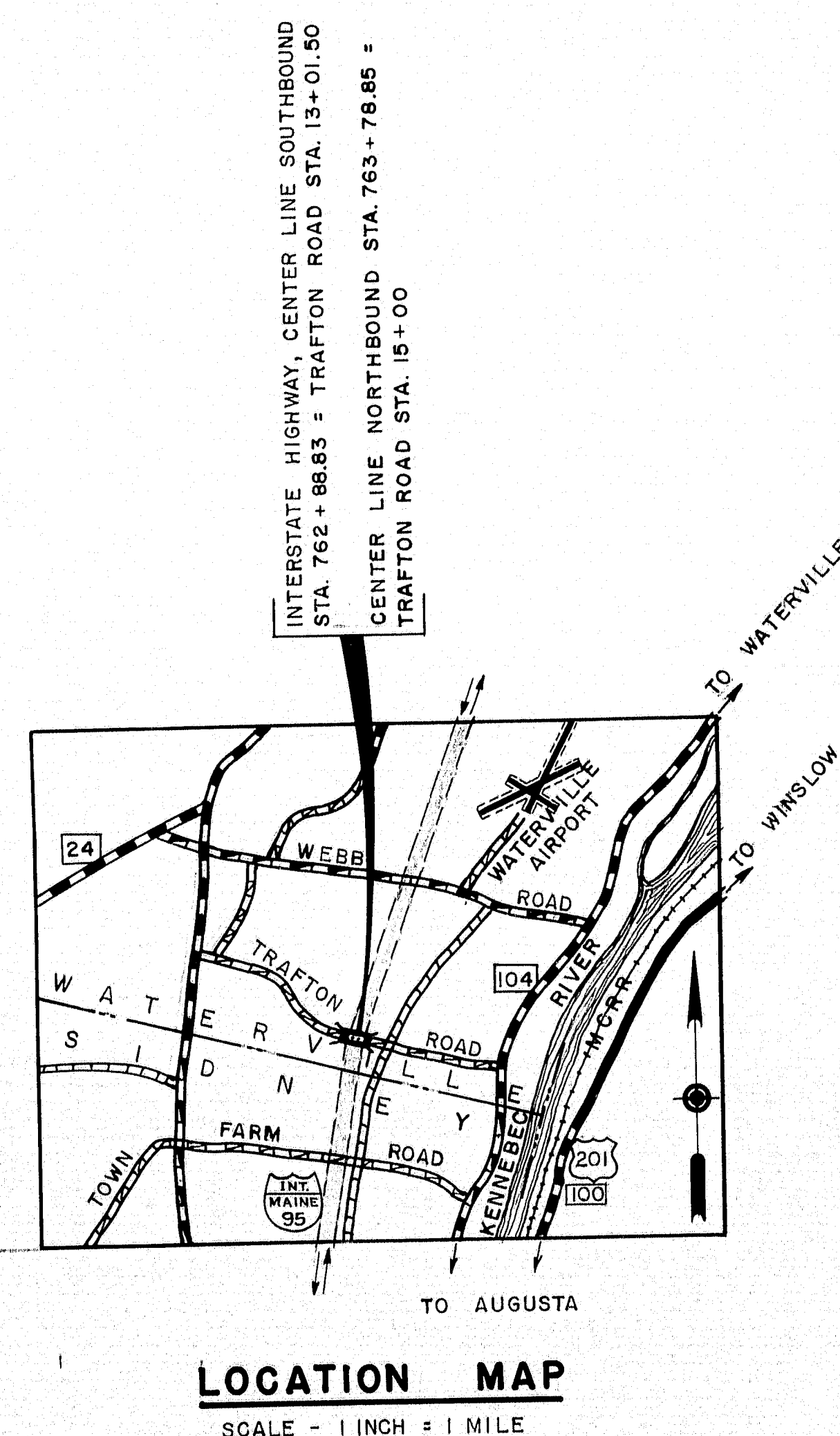
B.P.R. REG. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(16)	1	19

STATE OF MAINE
STATE HIGHWAY COMMISSION



TRAFTON ROAD BRIDGE
OVER
INTERSTATE HIGHWAY
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY

FEDERAL AID PROJECT NO. I-95-6(16)118



TRAFFIC

A. D. T. 1960 = 30
A. D. T. 1980 = 40
D. H. V. = 6
T = 8 %
D = 50 %
V = 40 m. p. h.

INDEX OF SHEETS

1. TITLE SHEET
2. SOILS PROFILE
3. BORINGS
4. GENERAL PLAN & ELEVATION
- 5-6. SURVEY
- 7-8-9. CROSS SECTIONS
10. ABUTMENT NO. 1
11. ABUTMENT NO. 2
12. PIERS
13. SUPERSTRUCTURE PLAN, RAIL & DRAIN LAYOUT
14. SUPERSTRUCTURE
15. STRUCTURAL STEEL
16. SHEAR CONNECTORS & EXPANSION DAMS
17. APPROACH SLAB, DRAIN DETAILS, REINFORCING STEEL & RAIL POST
18. FINISH GRADES & BLOCKING DATA
19. STANDARD DETAILS

APPROVED:
MAINE STATE HIGHWAY COMMISSION

David H. Stinson CHAIRMAN
George B. Tashiro
W. Dean Williams
Raymond J. Gault CHIEF ENGINEER

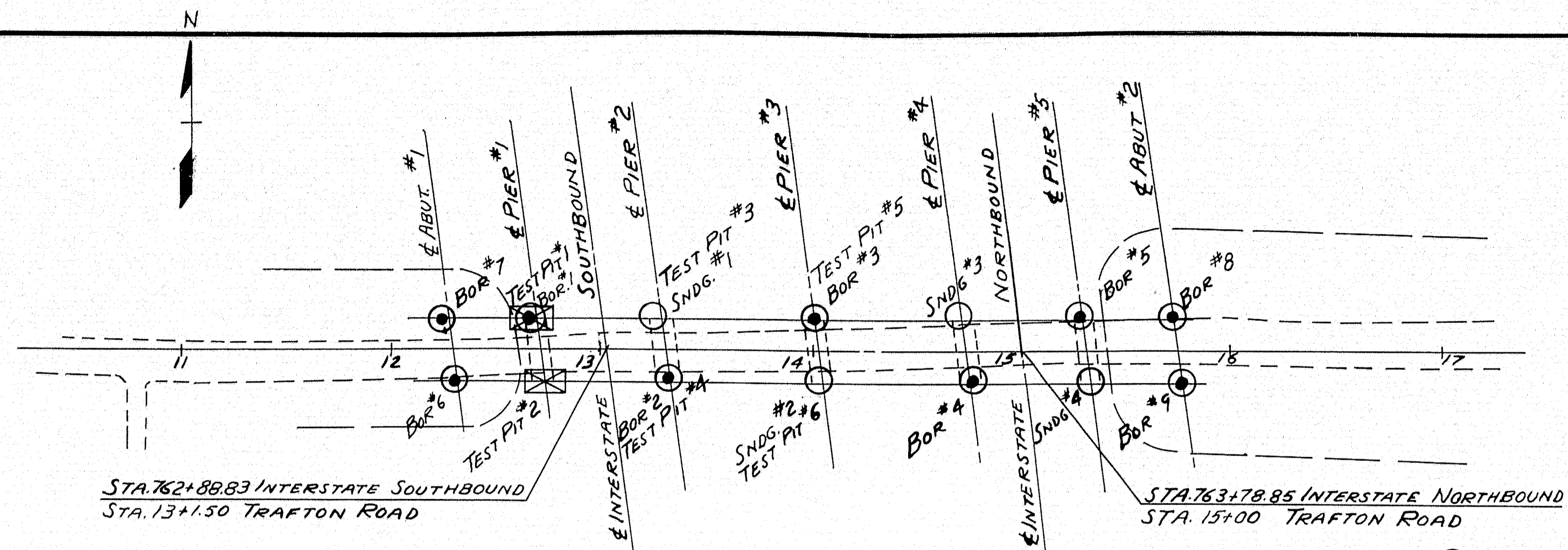
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION I

APPROVED:

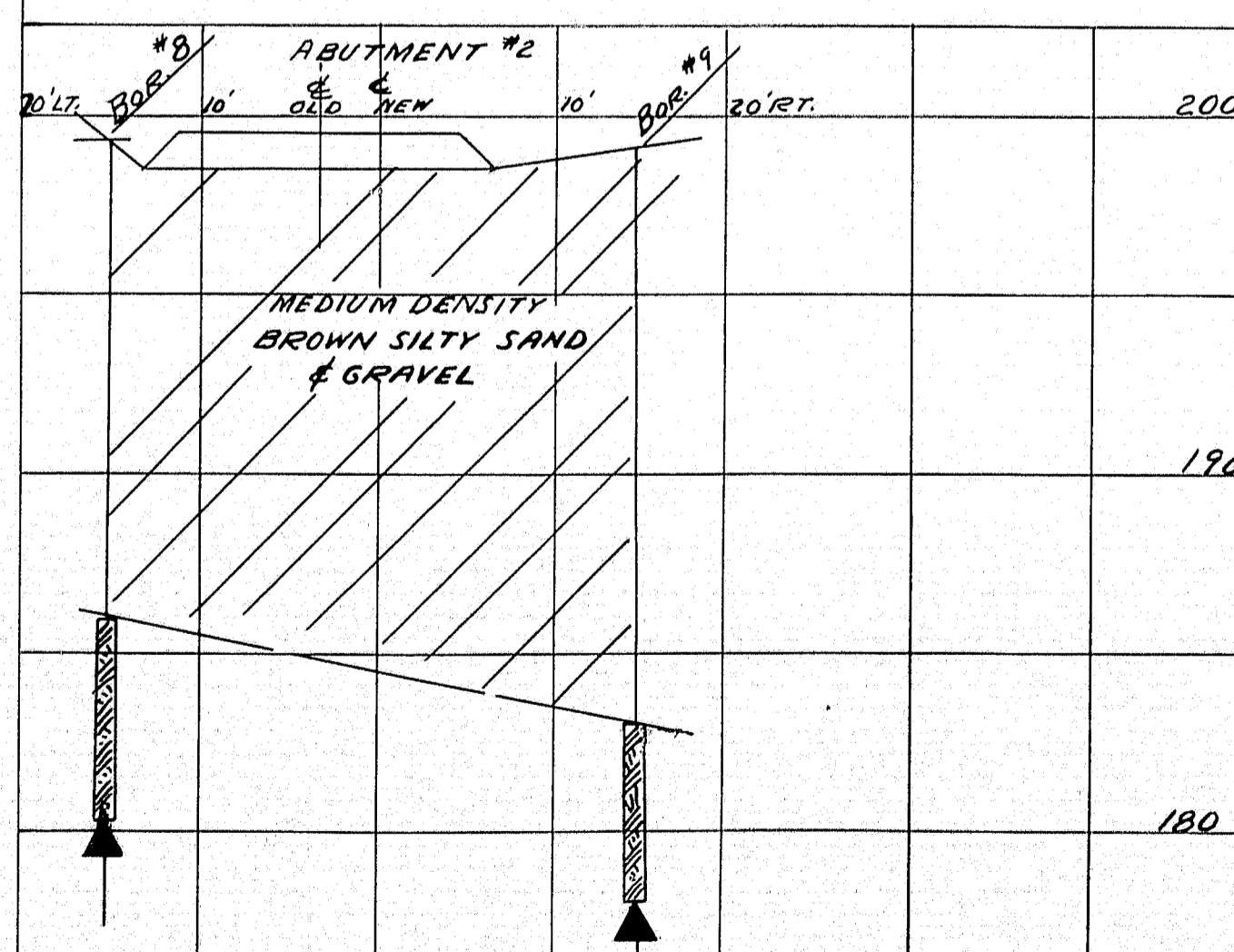
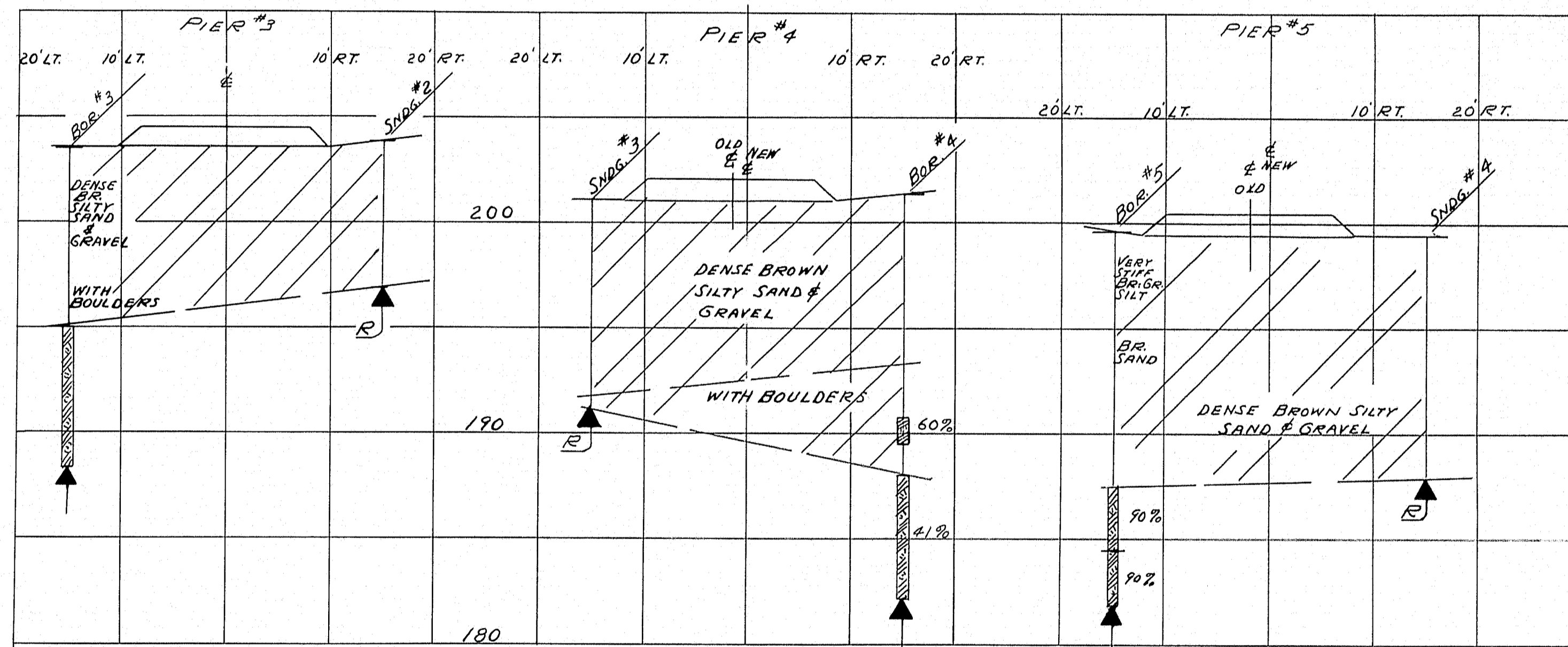
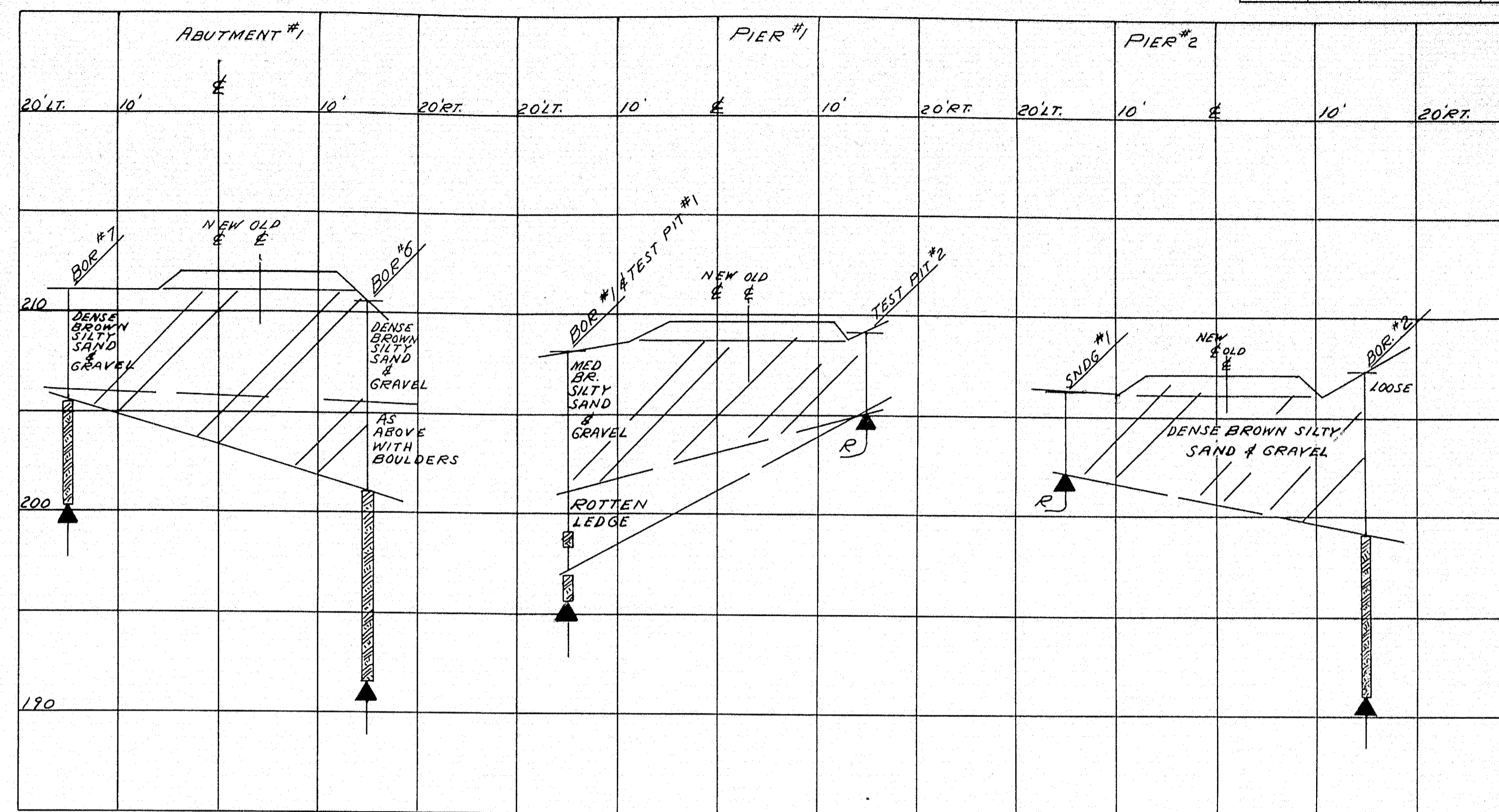
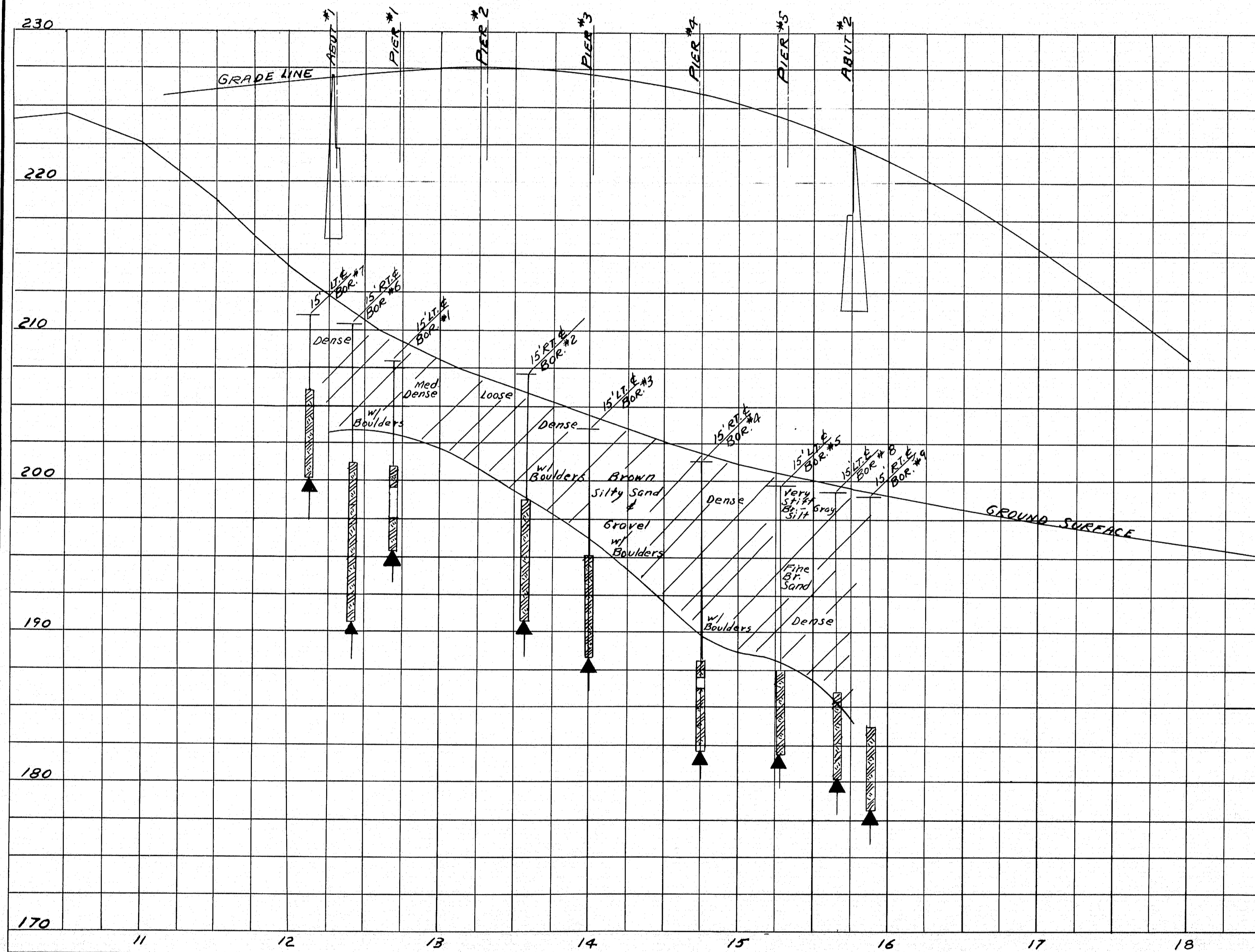
DIVISION ENGINEER

DATE

S. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6 (16)	2	19



- WASH BORING
- SOUNDING
- ⊠ TEST PIT



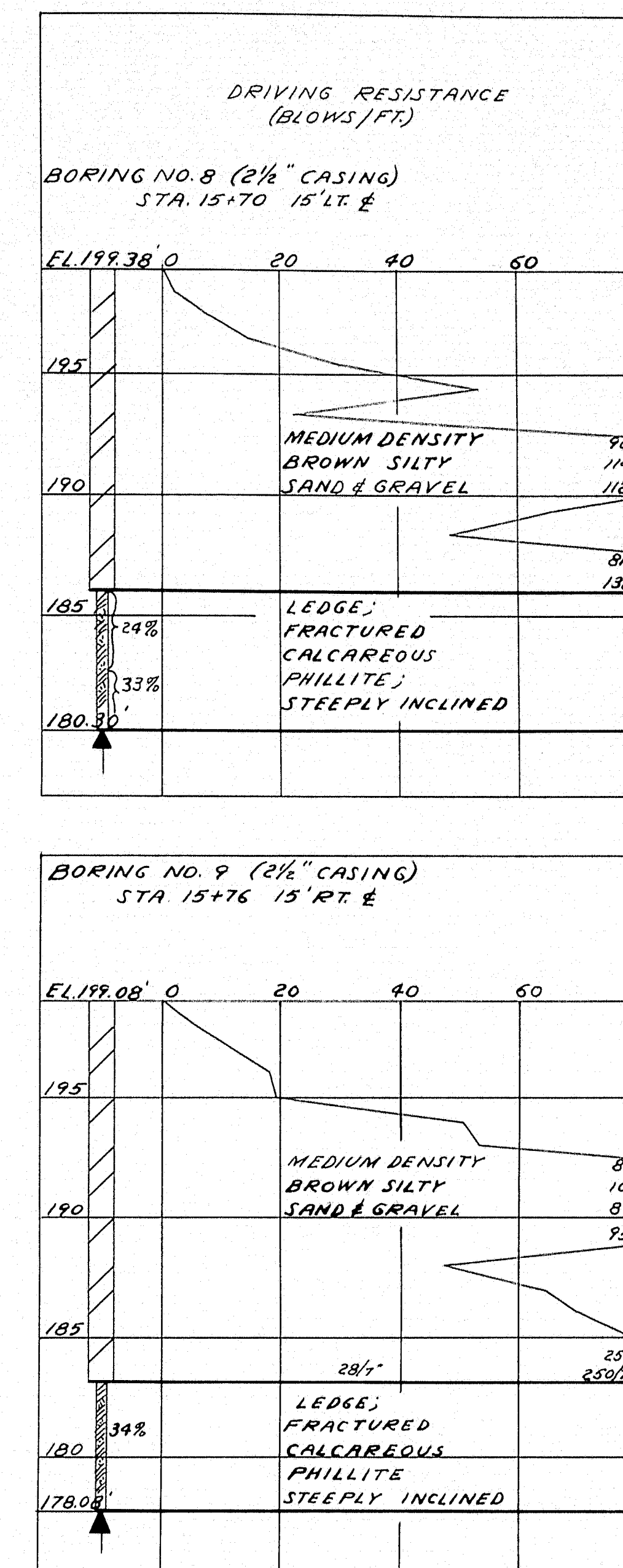
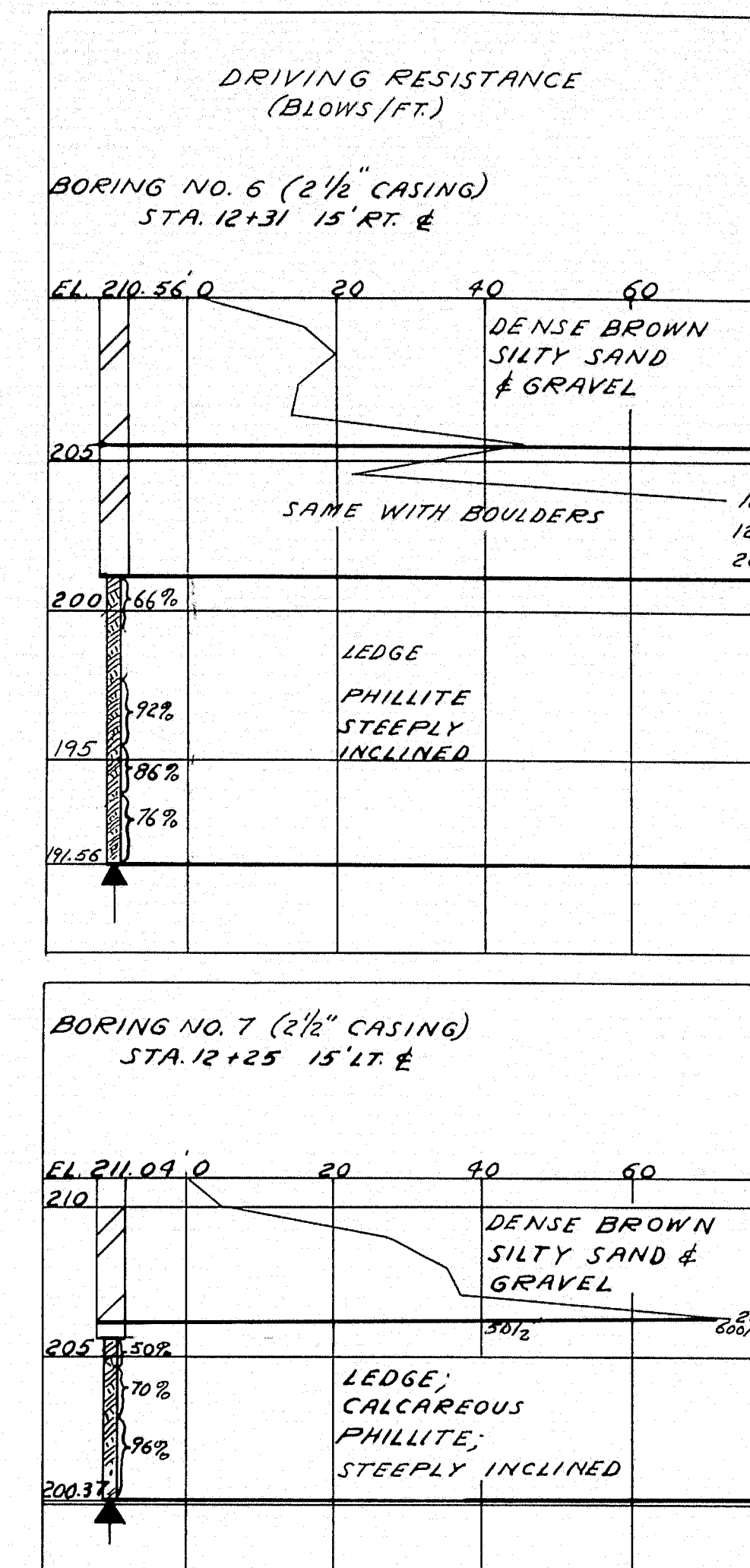
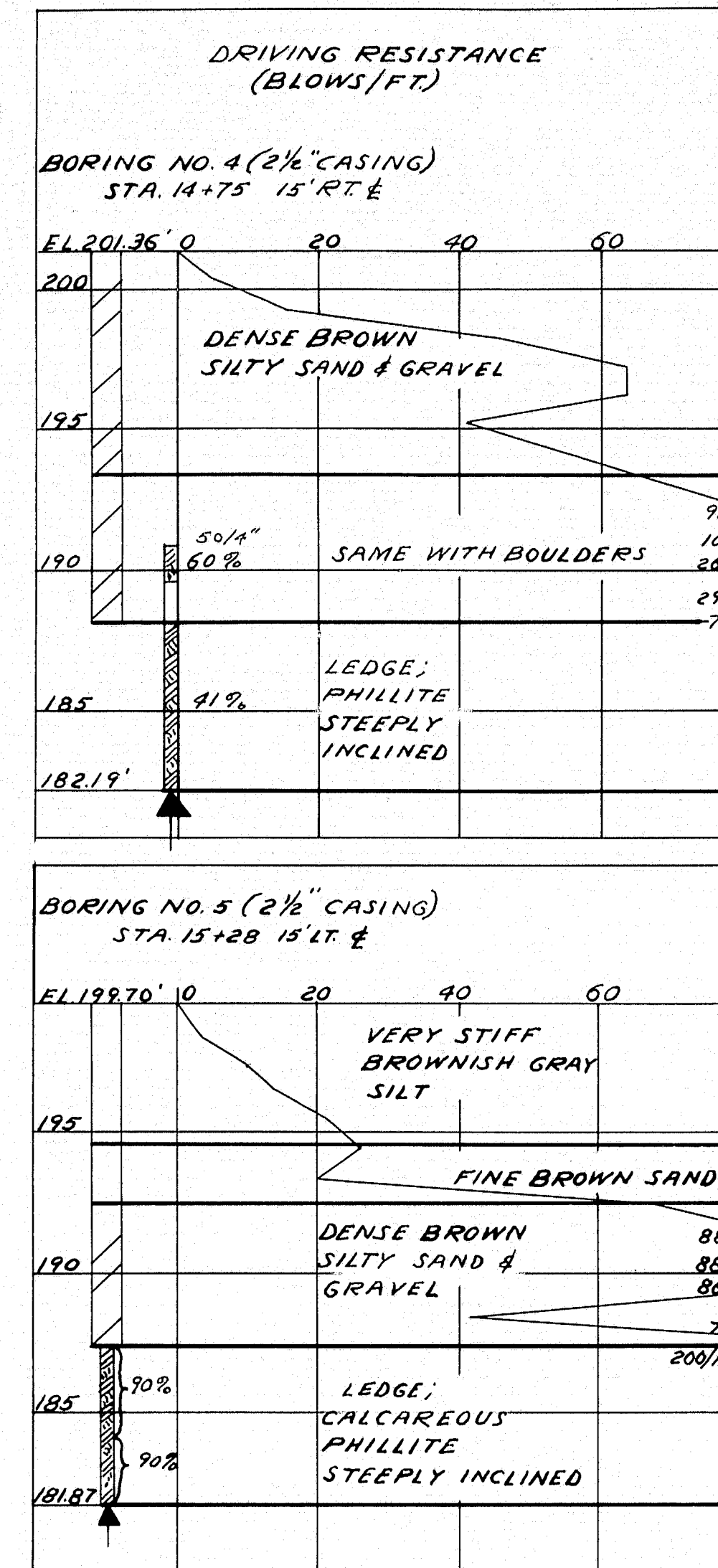
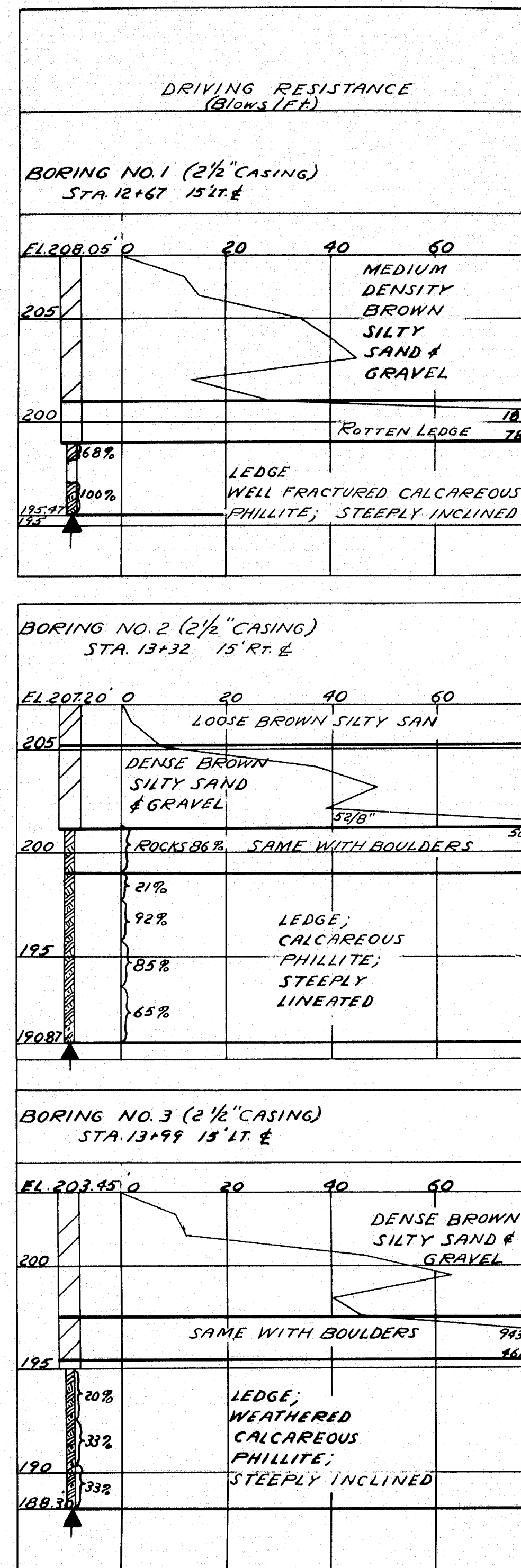
DESIGN - V. SMITH
TRACE - V. SMITH
CHECK - G. TORI

BRIDGE NO. 1
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TRAFTON ROAD BRIDGE
OVER
INTERSTATE HIGHWAY
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY

SOILS PROFILE
SHEET 2 OF 19 AUGUSTA, MAINE MAY 1958



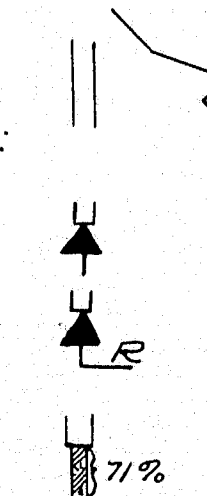
BORING NOTES

Number of blows of 275 # hammer falling 18" required to drive extra heavy casing one foot thus:

Bottom of boring indicated thus:

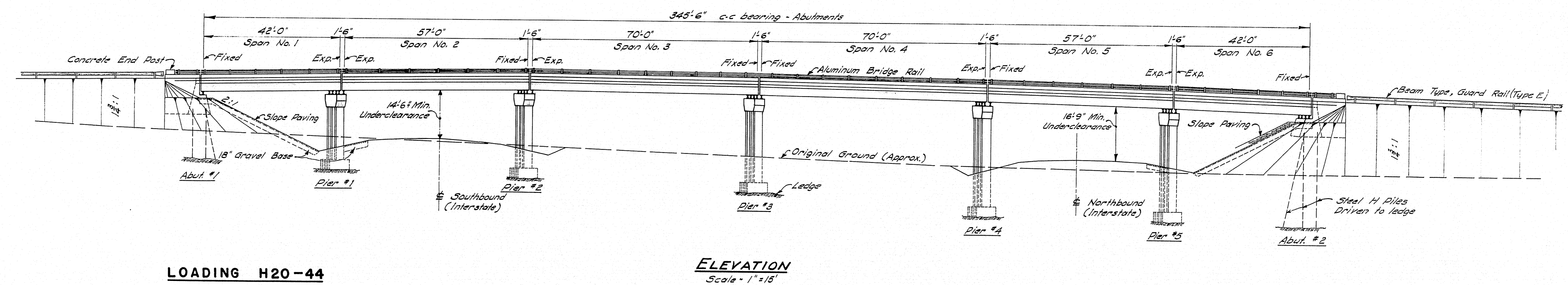
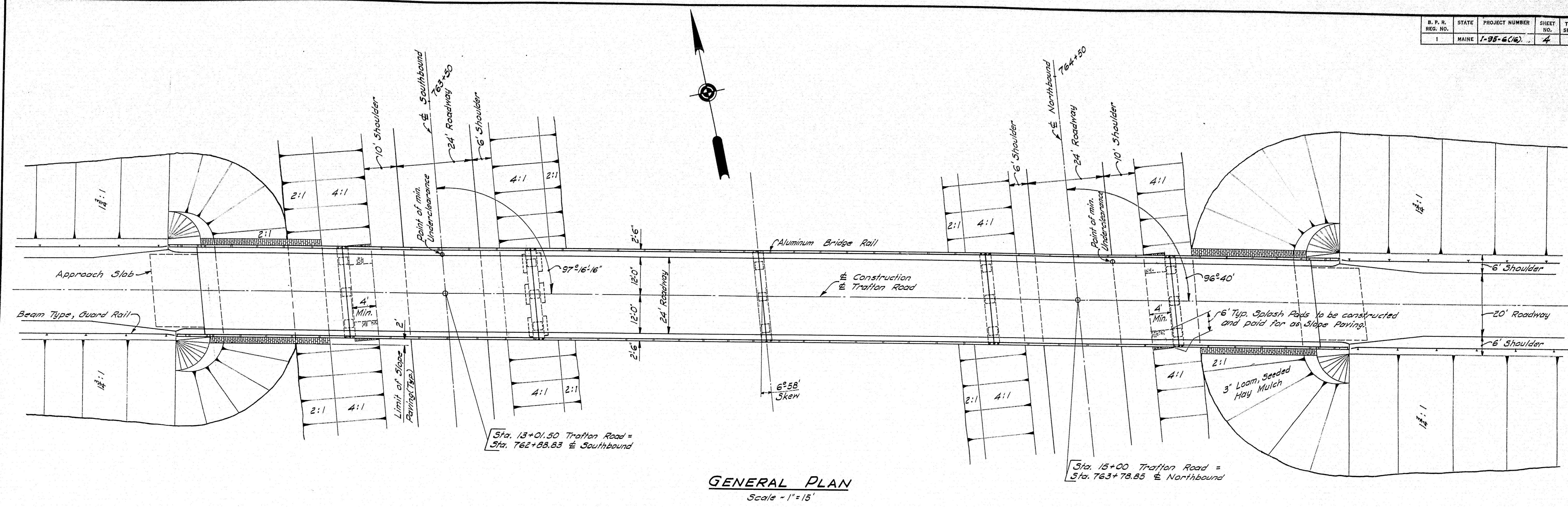
Refusal of drill rods or casing indicated thus:

Percent recovery of rock core by diamond bit thus:



DESIGN - TRACE - CHECK -	V. SMITH G. J. T. 1977	BRIDGE NO. SURVEY - PLOT -	STATE HIGHWAY COMMISSION BRIDGE DIVISION TRAFTON ROAD BRIDGE OVER INTERSTATE HIGHWAY IN THE CITY OF WATERVILLE KENNEBEC COUNTY BORINGS SHEET 3 OF 19 AUGUSTA, MAINE MAY 1958
--------------------------------	---------------------------	----------------------------------	---

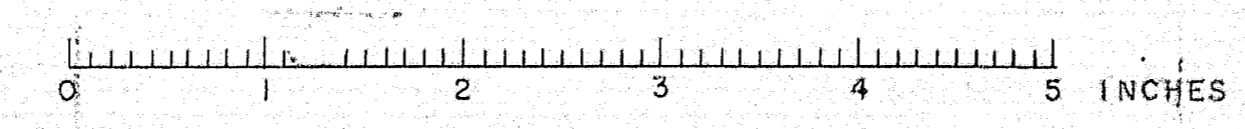
B. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6(16)	4	19



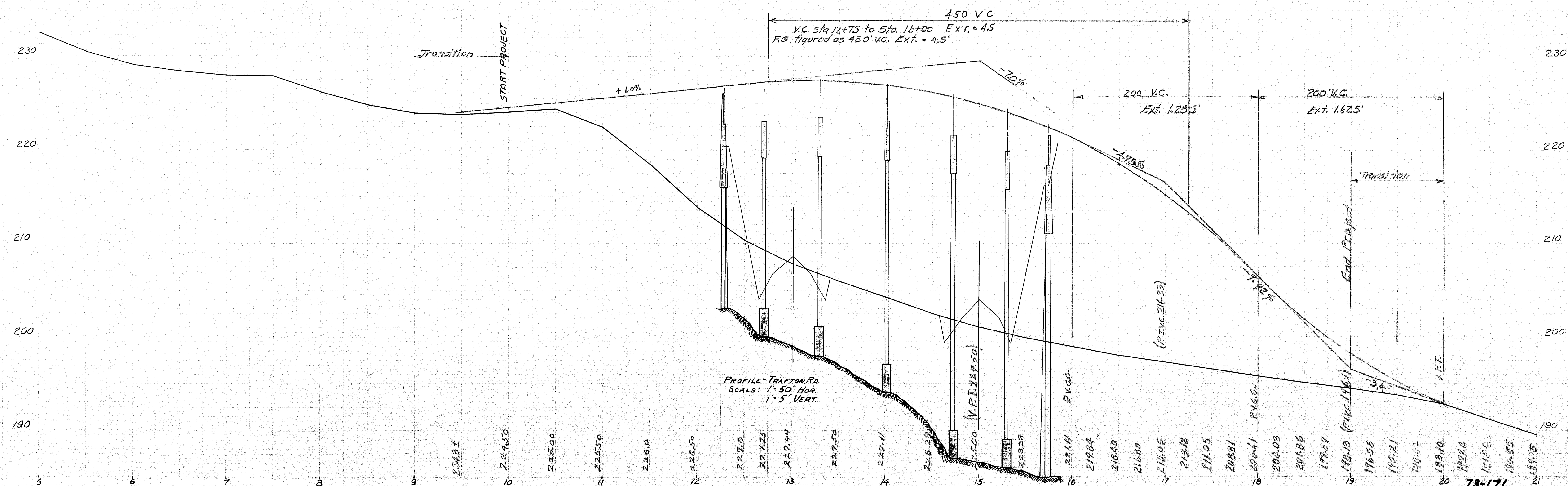
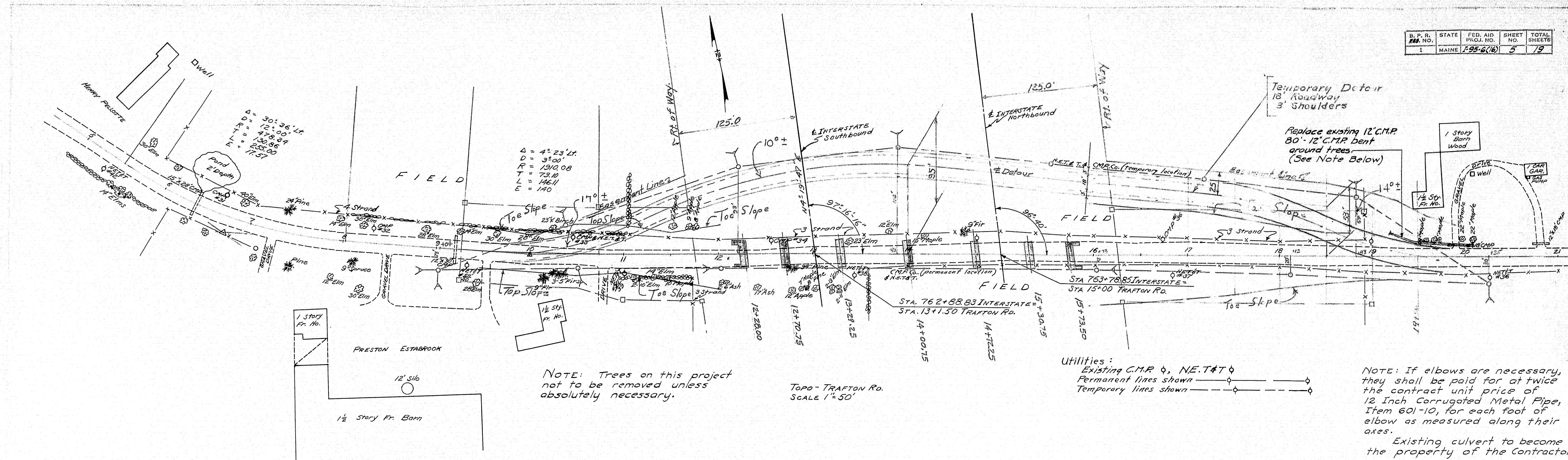
PLAN - Clark	BRIDGE NO.
TRACE -	SURVEY -
CHECK - Cotton	PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

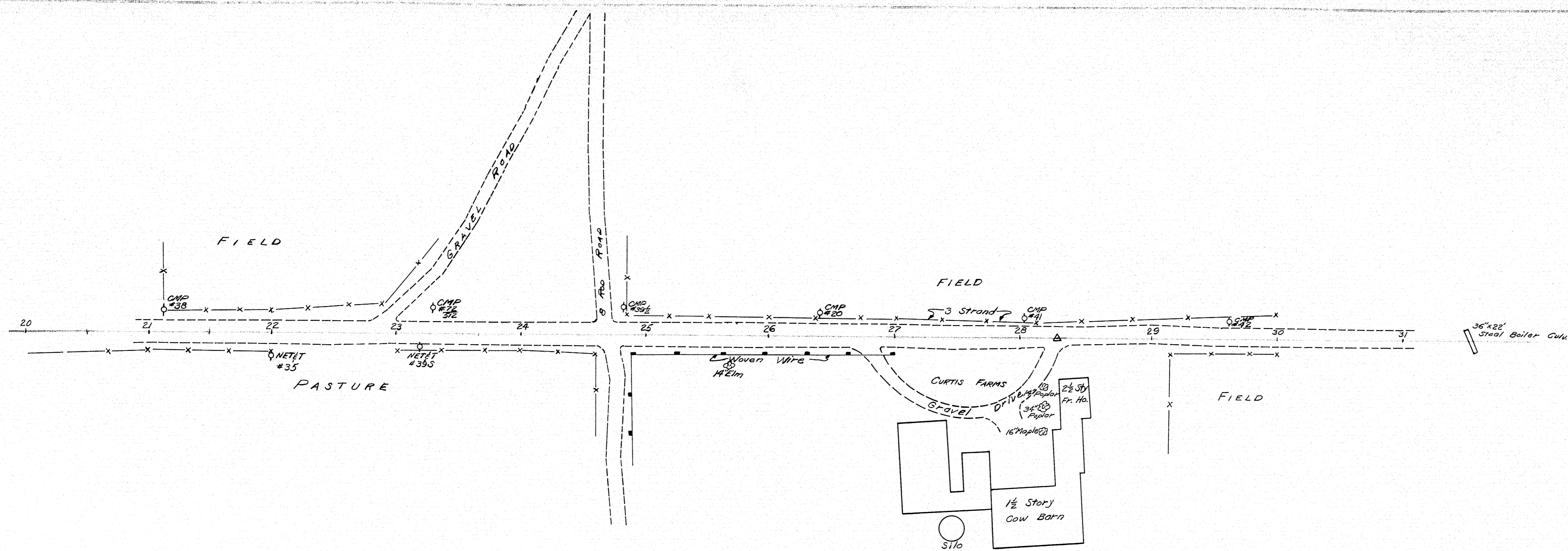
TRAFTON ROAD BRIDGE
OVER
INTERSTATE HIGHWAY
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
GENERAL PLAN & ELEVATION
SHEET 4 OF 19 AUGUSTA, MAINE MAY 1958



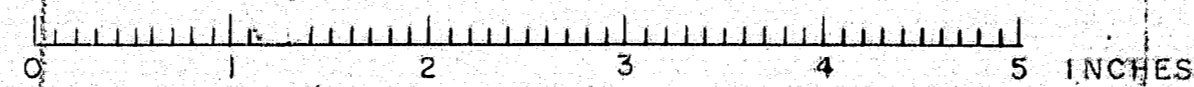
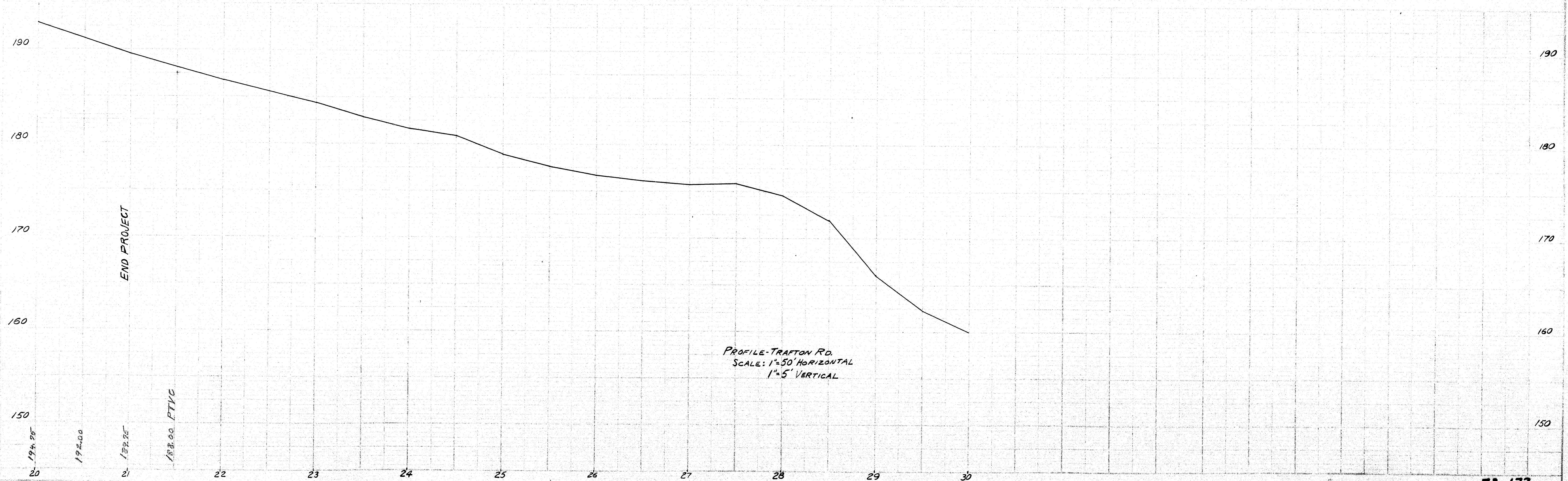
D. P. R. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-2(18)	5	19



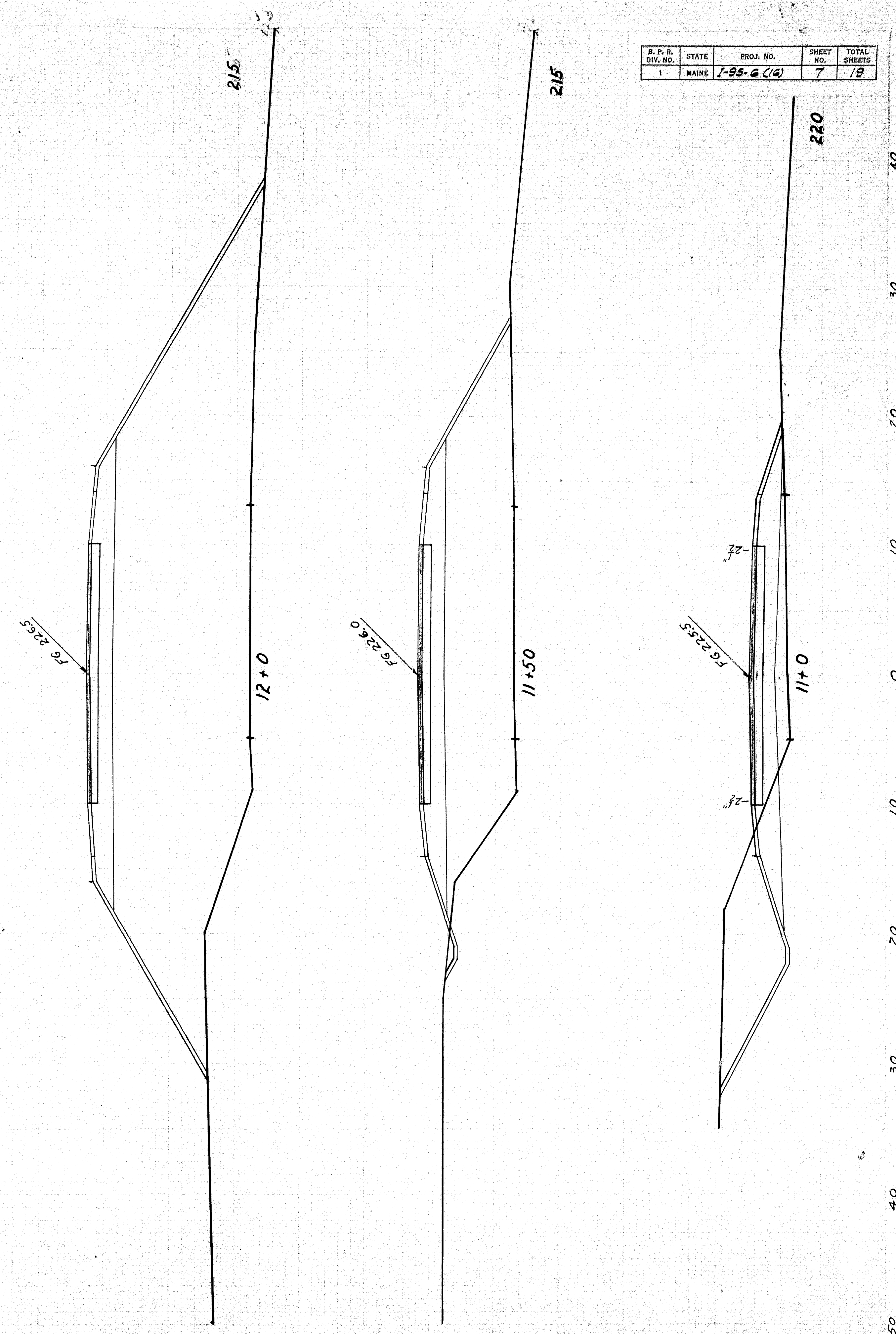
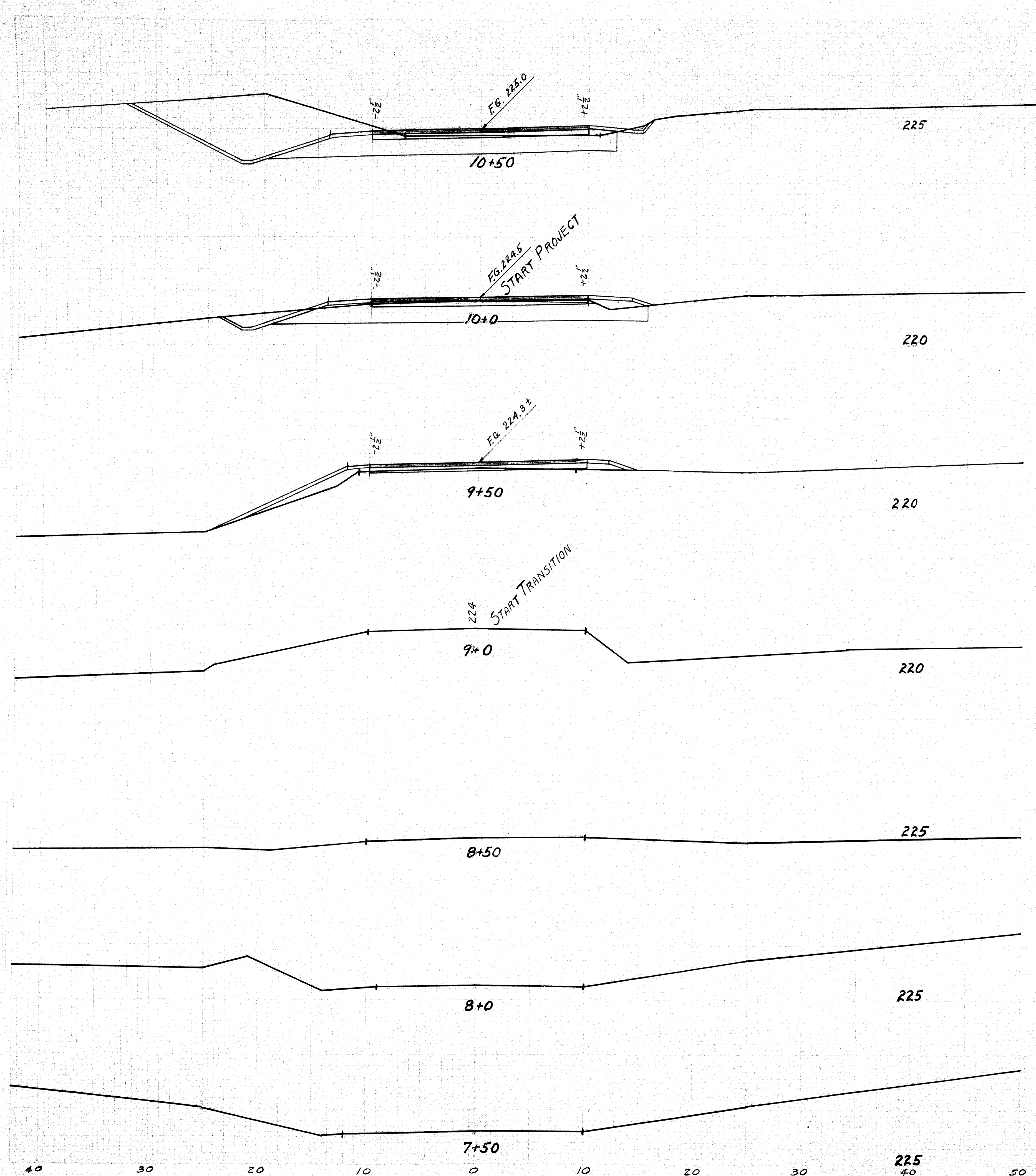
S. P. R. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6(6)	6	19



TOPO - TRAFTON RD.
SCALE 1" = 50'

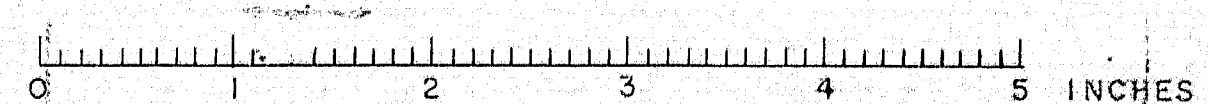


B. P. R. DIV. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6 (16)	7	19

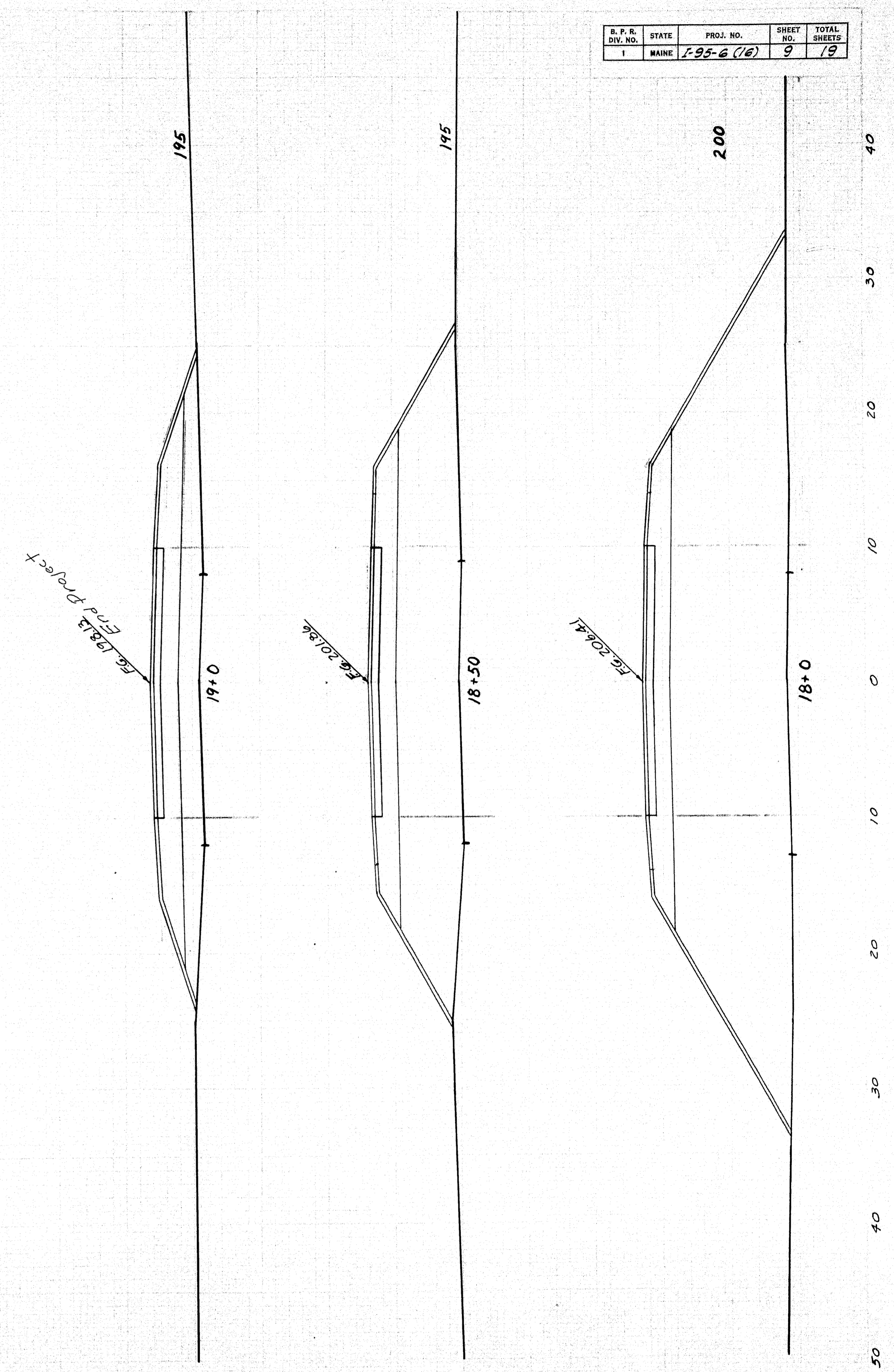
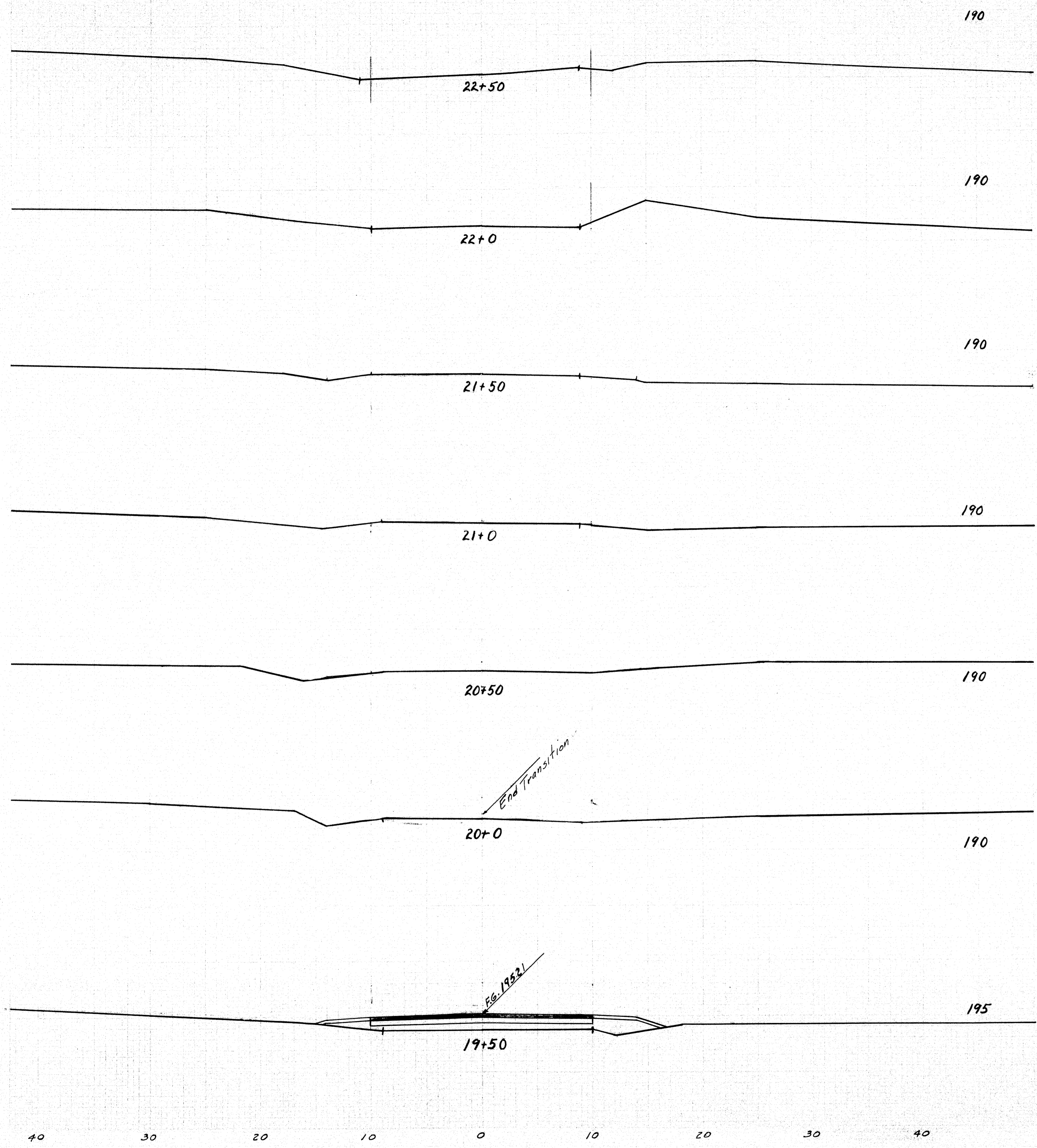


TRAFTON ROAD BRIDGE, WATERVILLE, MAINE

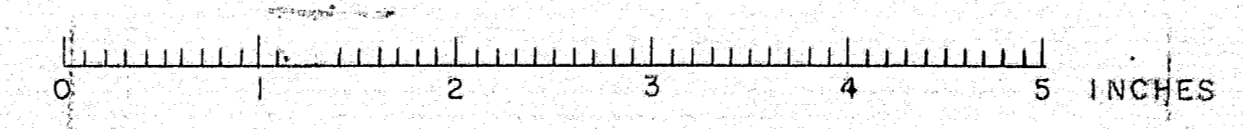
CROSS SECTIONS - Sheet 7 of 19
73-173



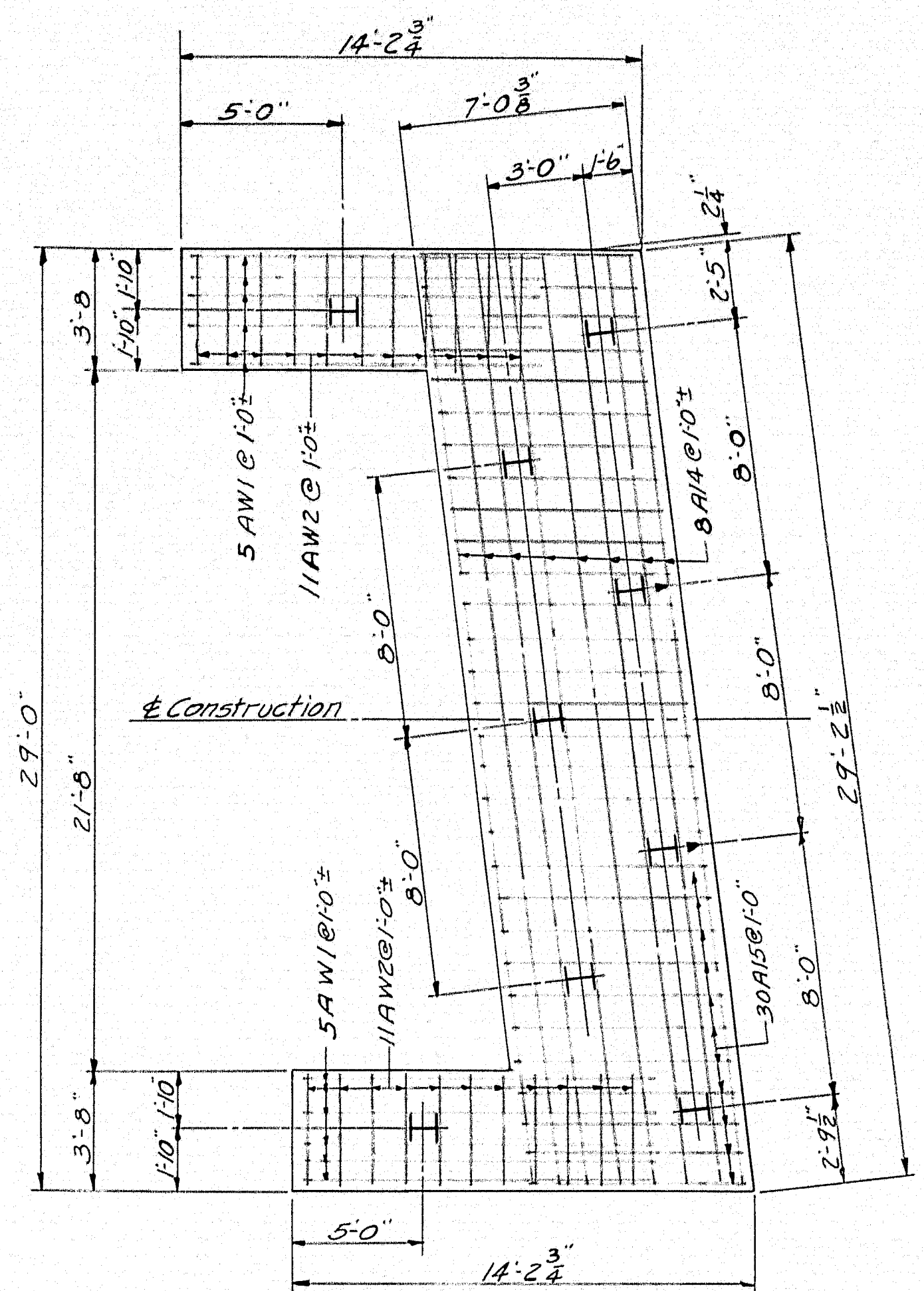
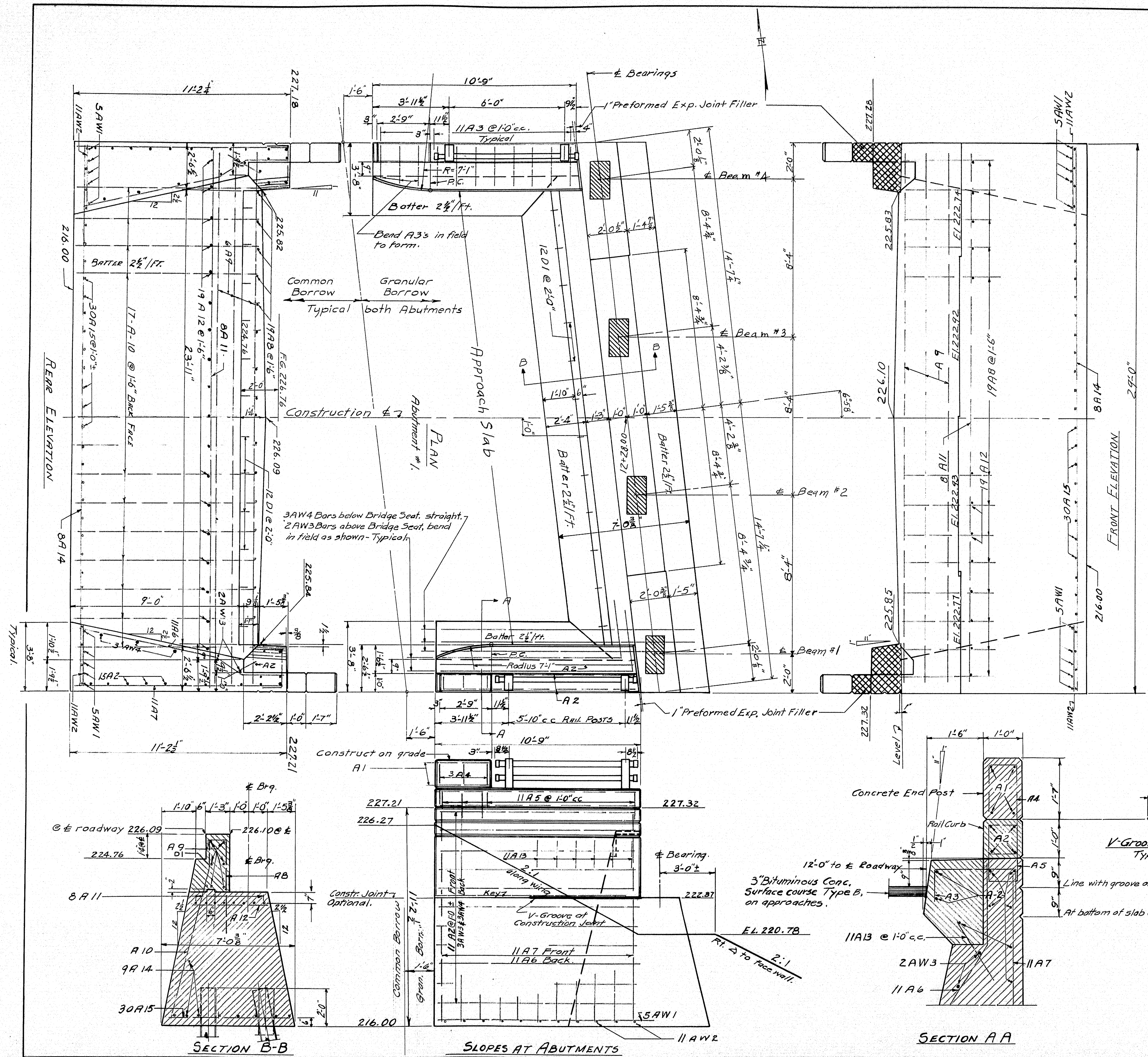
B. P. R. DIV. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6 (16)	9	19




TRAFTON ROAD BRIDGE, WATERVILLE, MAINE 73-175
 CROSS SECTIONS - Sheet 9 of 19

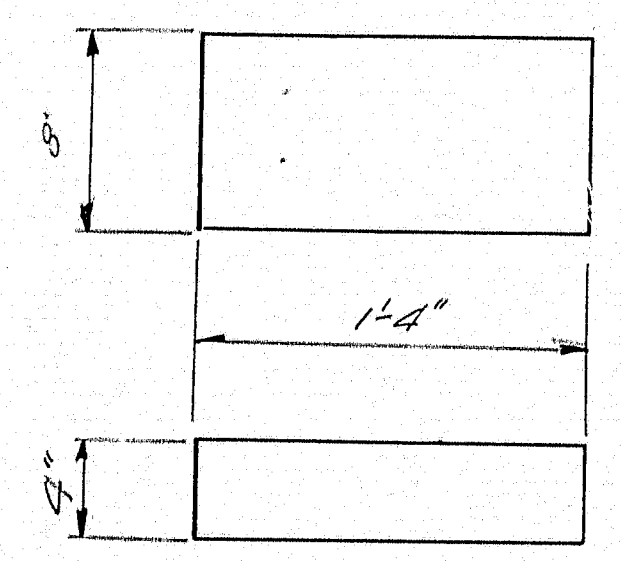


B. P. R.	STATE	FED. AID	SHEET	TOTAL
RA6-10	MAINE	7-93-6(76)	10	19

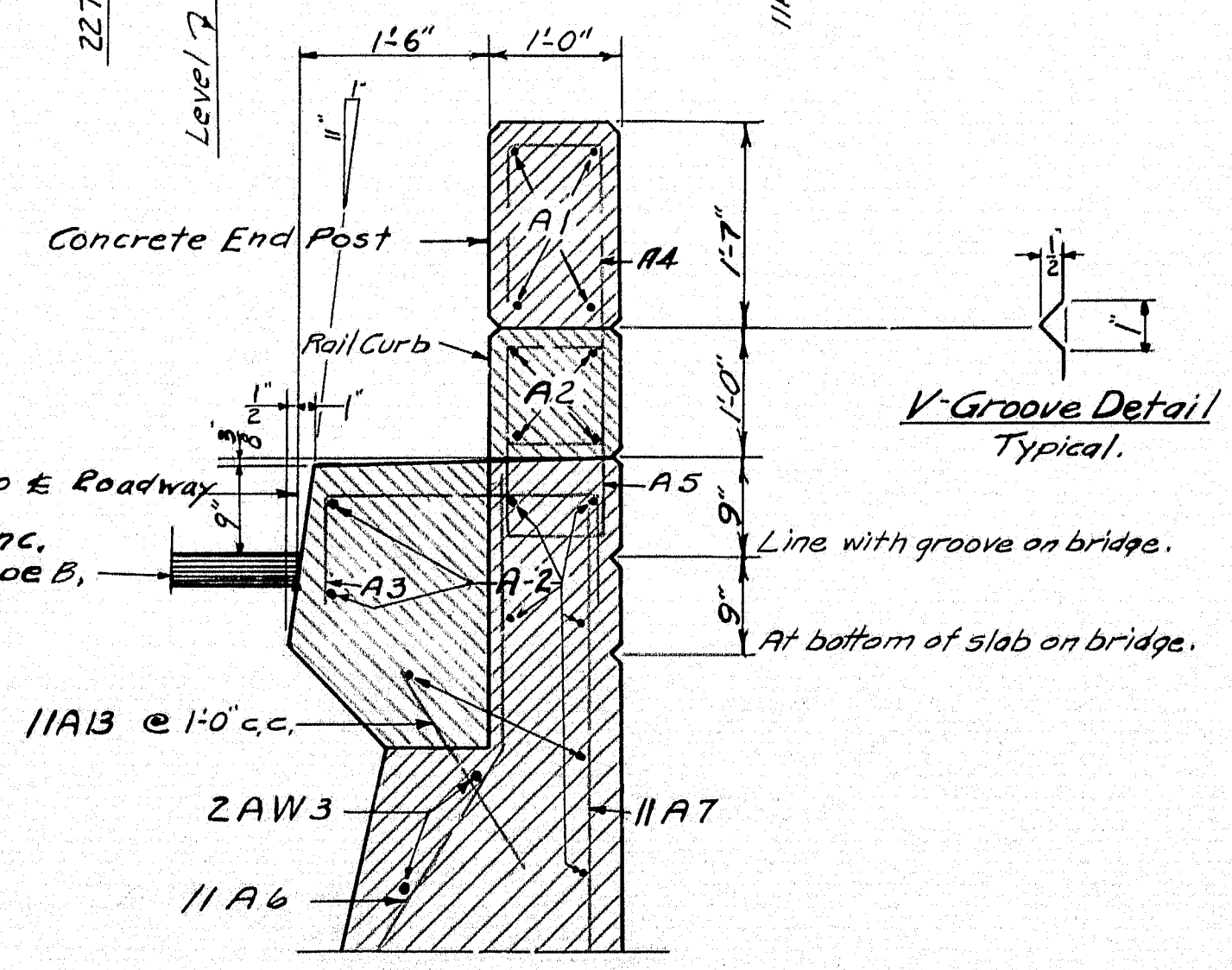


PILE PLAN & STEEL LAYOUT
ABUTMENT No. 1

Piles 10" x 10" x 42#. Nine piles required.
Estimated pile lengths:
Five piles @ 20.0' E and South of E Construction.
Four piles @ 18.0' North of E Construction.
Maximum pile load 37 tons.
Piles shown thus  to be battered 2 1/2" per foot in the direction indicated by arrow.



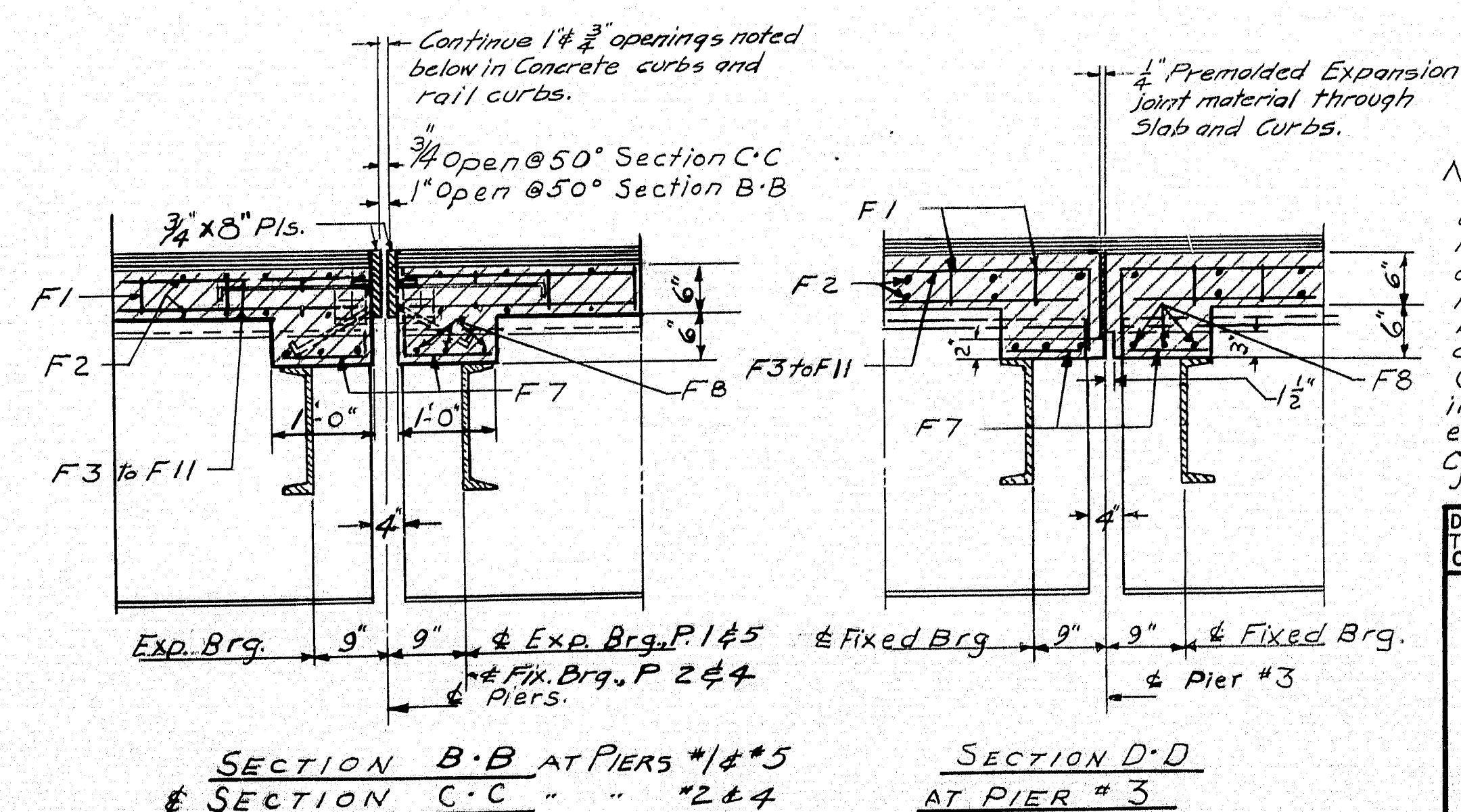
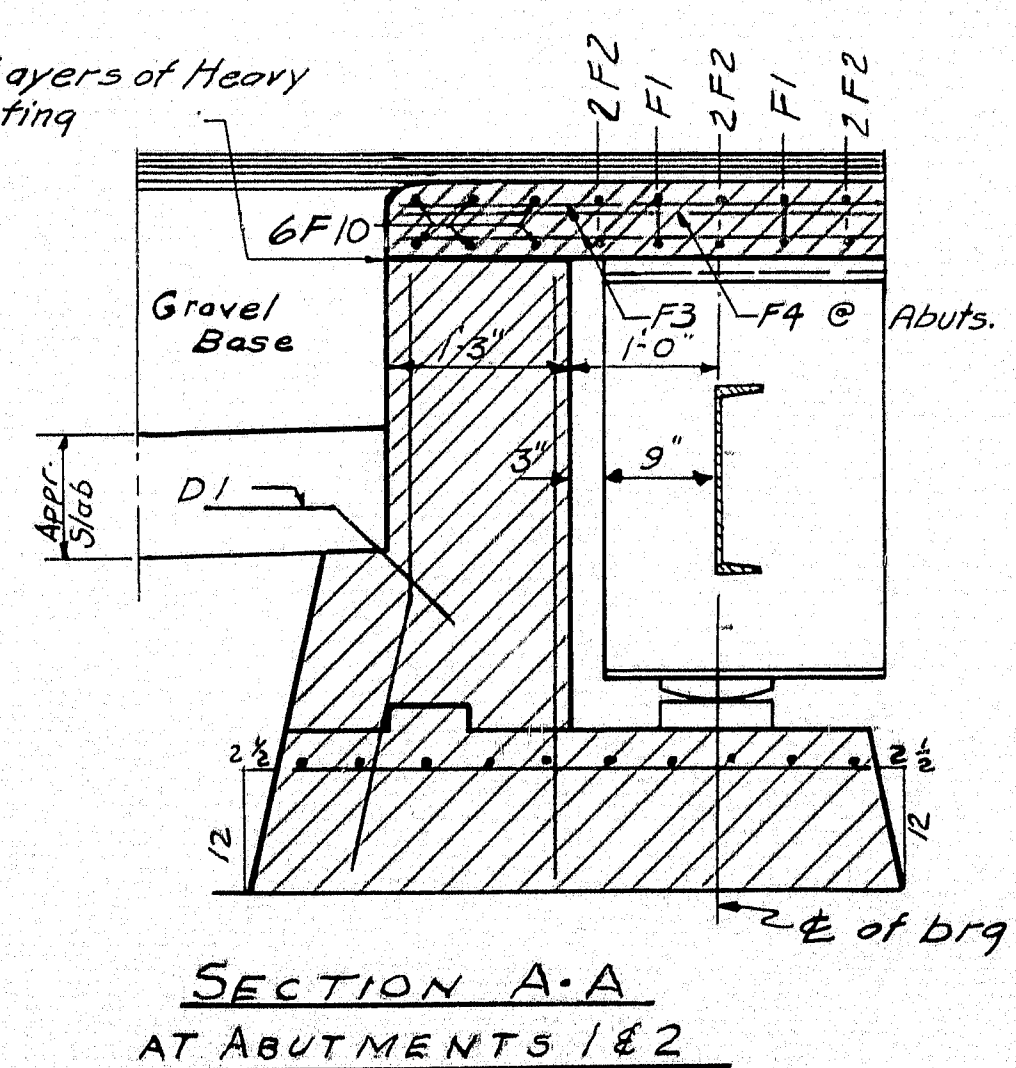
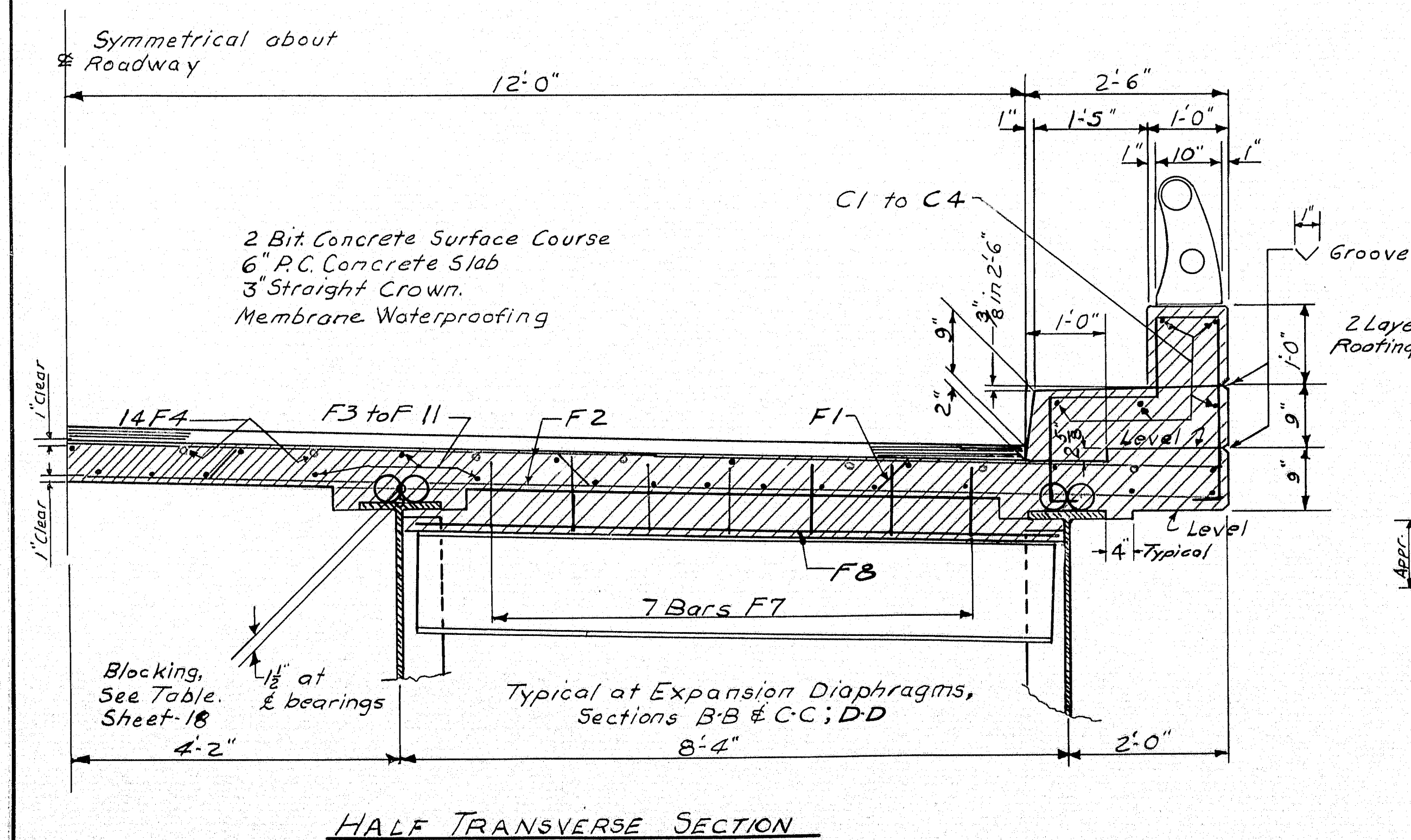
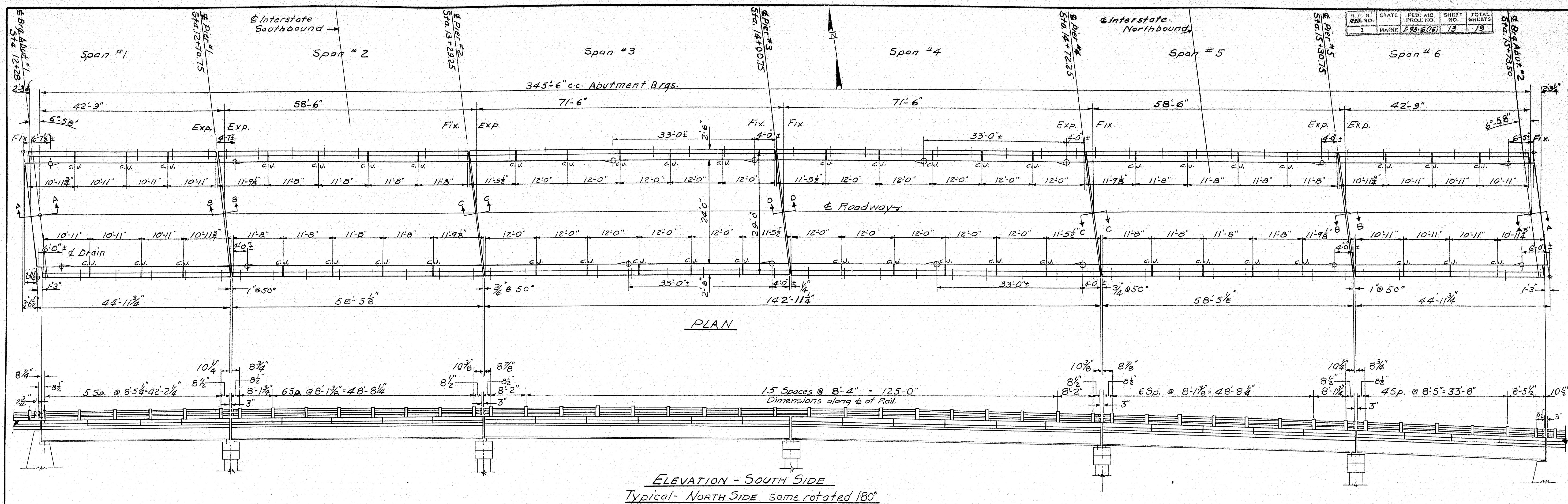
SLOPE PAVING BLOCKS



SECTION A-A

Place reinforcing steel in bridge seats to clear anchor bolts.
Payment for Concrete End Posts and Rail Curbs on Abuts. will be made under item 701-33, Portland Cement Concrete Abutments and Retaining Walls. These portions of abutment to be Class A Concrete. Dress Bearing Areas, shown shaded, to exact elevations shown and 1" larger all around than bearing plate.

DESIGN - H. JONES TRACE - M. W. M. CHECK - Colford	BRIDGE NO.
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
TRAFTON ROAD BRIDGE OVER INTERSTATE HIGHWAY IN THE CITY OF WATERVILLE KENNEBEC COUNTY ABUTMENT NO. ONE	
SHEET 10 OF 19 AUGUSTA, MAINE MAY 1958	



NOTE

Curb Joint, Rail Post & Drain spacings are measured along extreme outside edge of curbs.

All dimensions shown are horizontal.

Break bond at construction joints in curbs and rail curbs with a coat of asphalt paint.

Construct $\frac{1}{2}$ " V Groove at Joints of interior face of rail curbs, curb and exterior face of bridge.

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

Joints to be plumb.

DESIGN - JONES
TRACE - ALLEN
CHECK - Cotton

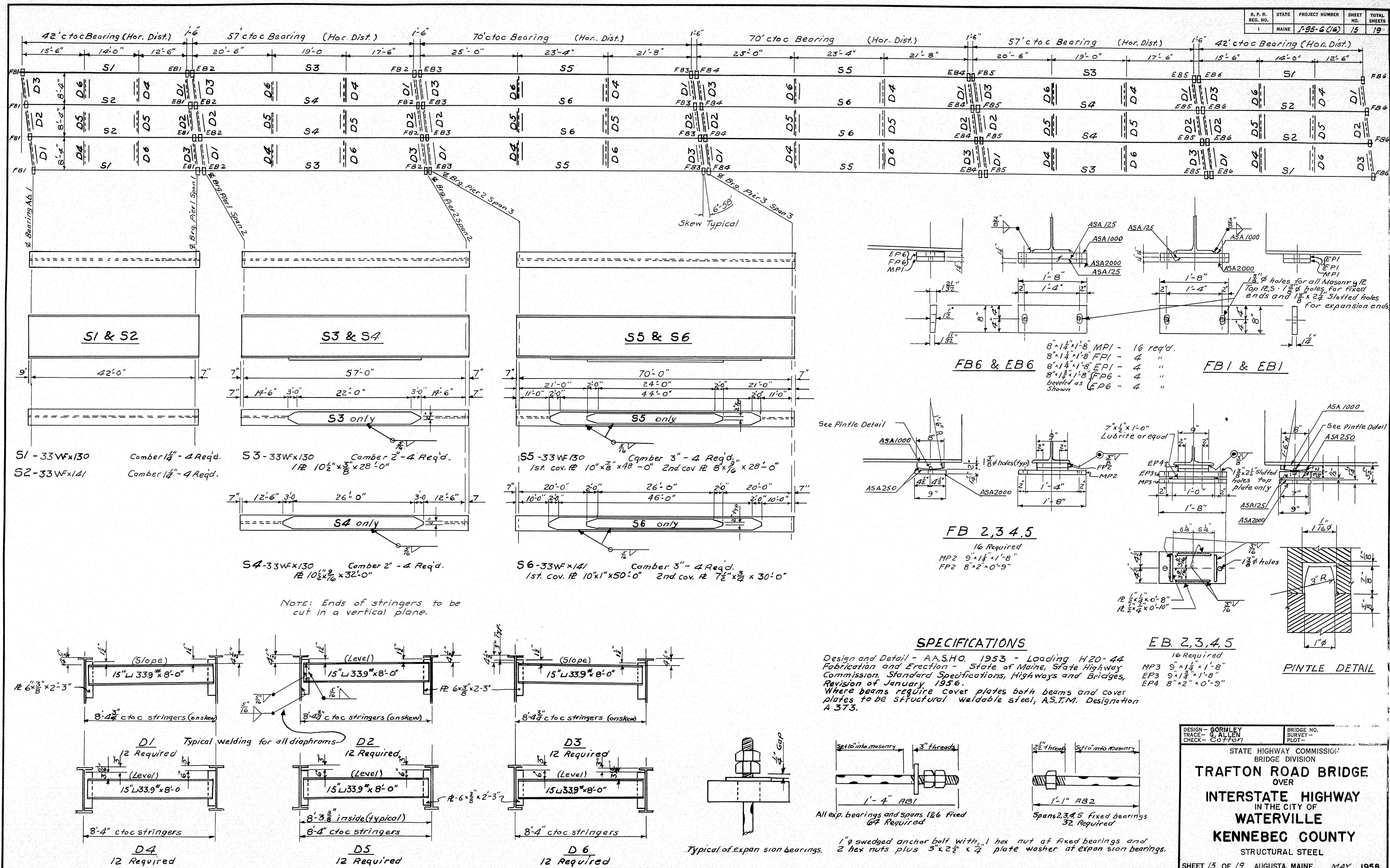
BRIDGE NO.

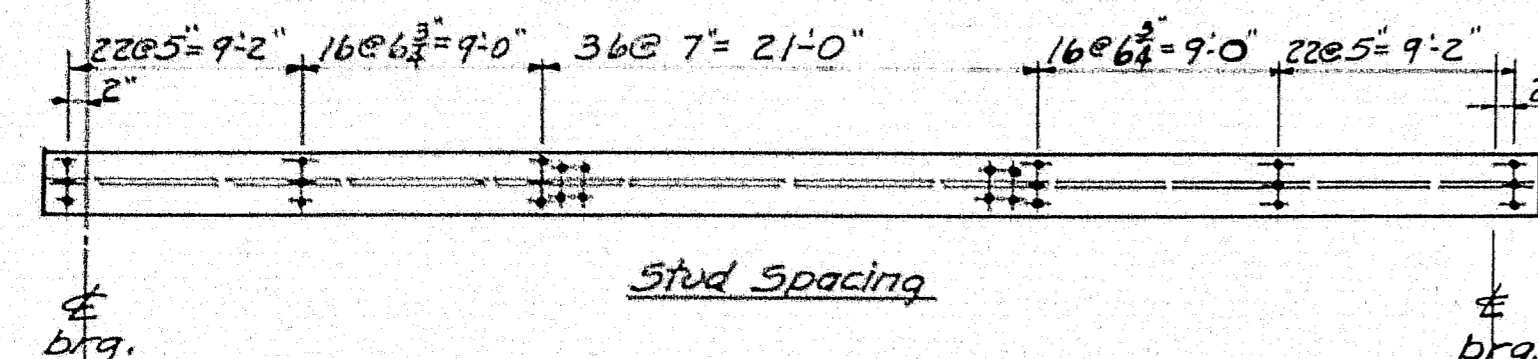
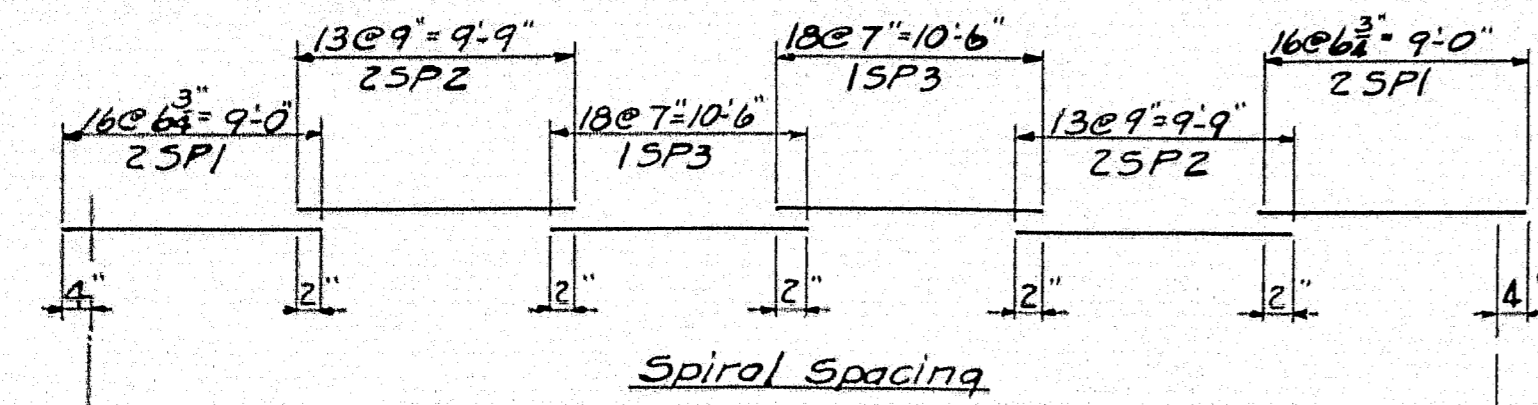
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TRAFTON ROAD BRIDGE
OVER
INTERSTATE HIGHWAY
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY

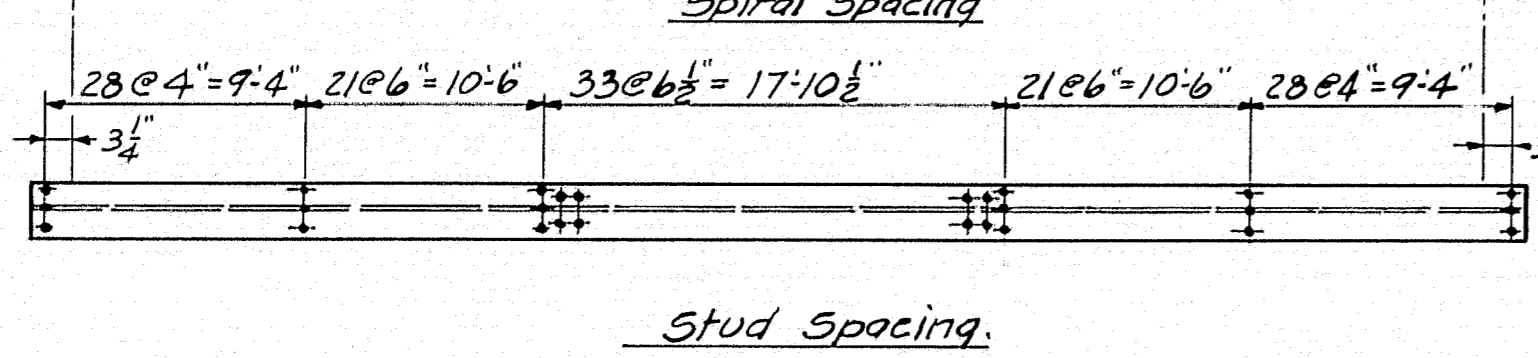
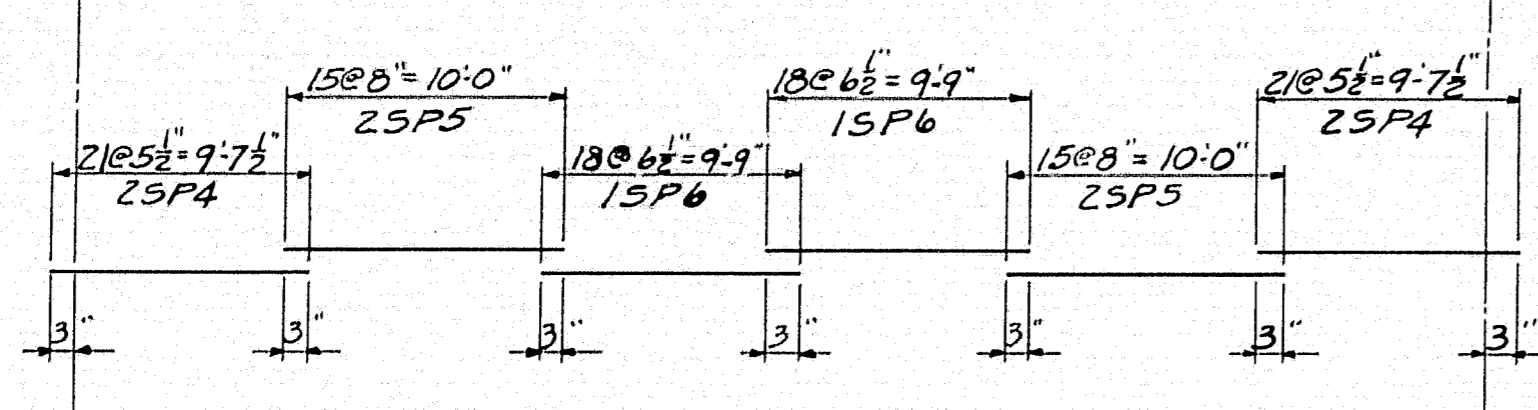
SUPERSTRUCTURE PLAN
RAIL & DRAIN LAYOUT

SHEET 13 OF 19 AUGUSTA, MAINE MAY 1959

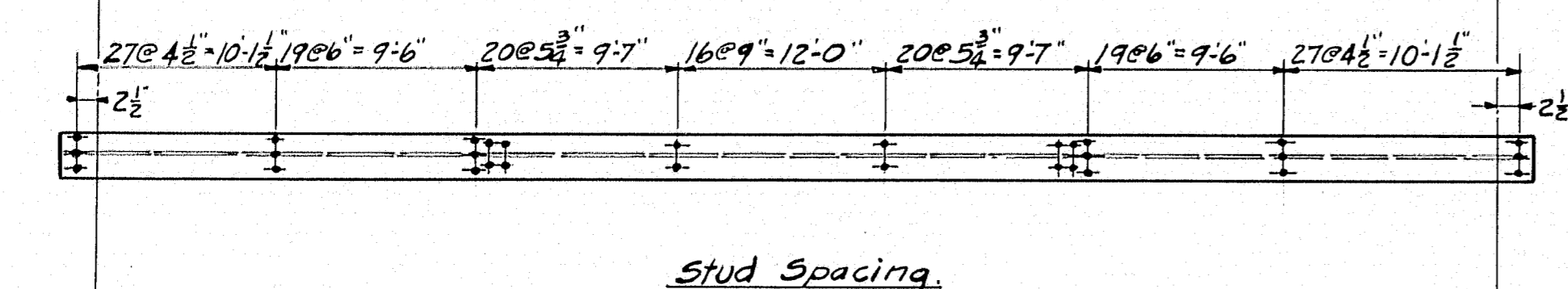
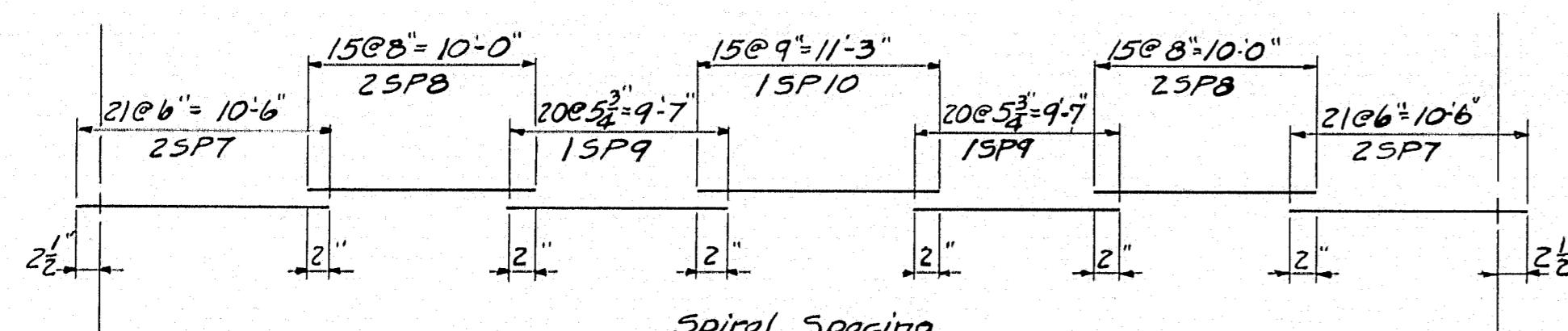




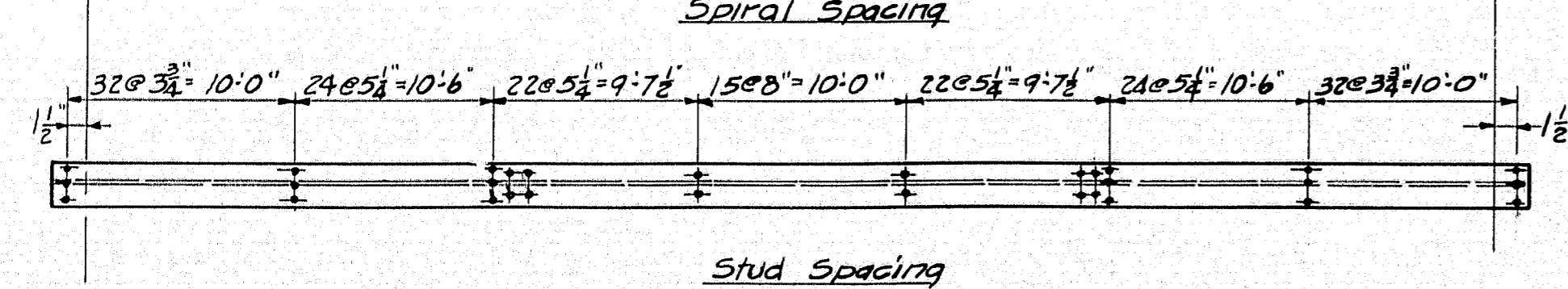
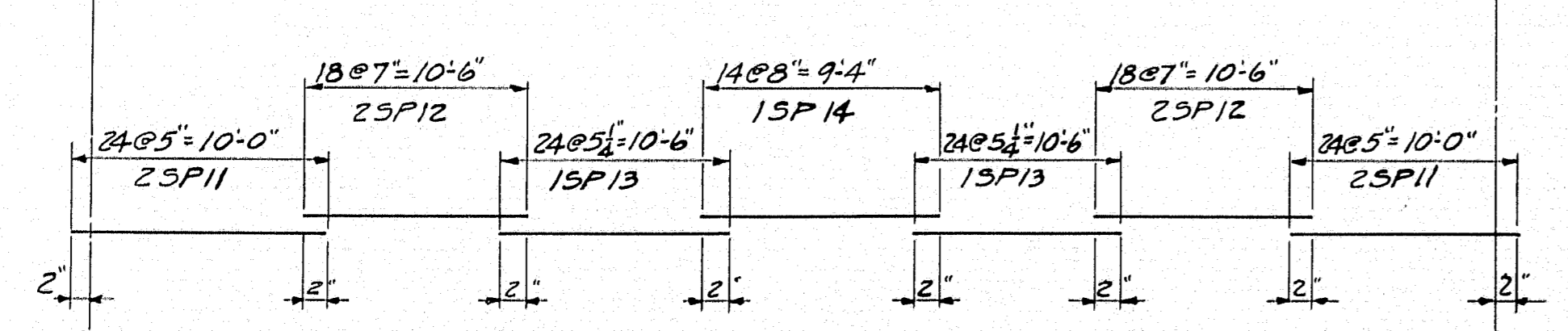
ALTERNATE STUD OR SPIRAL SPACING ON SPANS 2 & 5 EXTERIOR BEAMS



ALTERNATE STUD OR SPIRAL SPACING ON SPANS 2 & 5 INTERIOR BEAMS



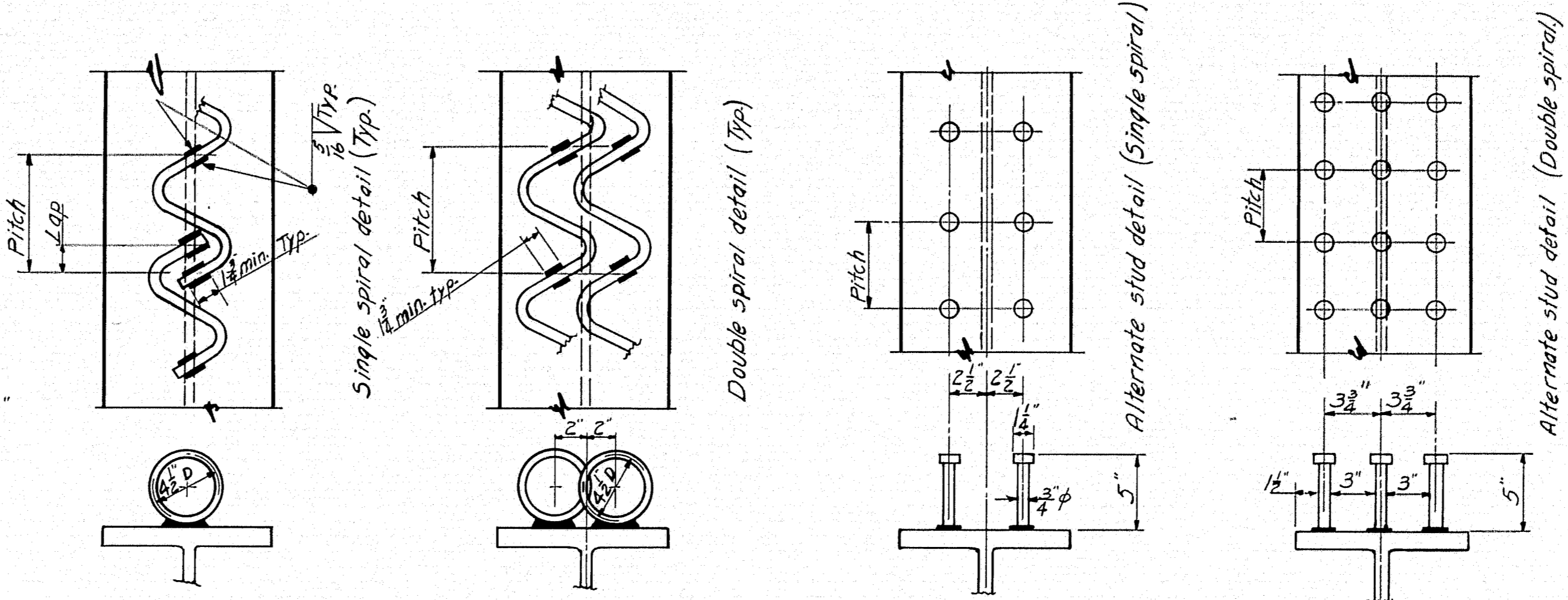
ALTERNATE STUD OR SPIRAL SPACING ON SPANS 3 & 4 EXTERIOR BEAMS



ALTERNATE STUD OR SPIRAL SPACING ON SPANS 3 & 4 INTERIOR BEAMS

SPIRAL TABLE				
Mark	No.	Spaces	Pitch	Length
SP1	16	16	6 3/4"	9'-0"
SP2	16	13	9"	9'-9"
SP3	8	18	7"	10'-6"
SP4	16	21	5 1/2"	9'-7 1/2"
SP5	16	15	8"	10'-0"
SP6	8	18	6 1/2"	9'-9"
SP7	16	21	6"	10'-6"
SP8	16	15	8"	10'-0"
SP9	8	20	5 3/4"	9'-7"
SP10	4	15	9"	11'-3"
SP11	16	24	5"	10'-0"
SP12	16	18	7"	10'-6"
SP13	8	24	5 1/4"	10'-6"
SP14	4	14	8"	9'-4"

STUD TABLE				
Equivalent Spiral Mark	No.	Spaces	Pitch	Total Pitch unit lgh.
SP1	552	22	5"	9'-2"
SP2	384	16	6 3/4"	9'-0"
SP3	280	36	7"	21'-0"
SP4	672	28	4"	9'-4"
SP5	504	21	6"	10'-6"
SP6	256	33	6 1/2"	17'-10 1/2"
SP7	672	27	4 1/2"	10'-1 1/2"
SP8	456	19	6"	9'-6"
SP9	320	20	5 3/4"	9'-7"
SP10	120	16	9"	12'-0"
SP11	792	32	3 3/4"	10'-0"
SP12	576	24	5 1/4"	10'-6"
SP13	352	22	5 1/2"	9'-7 1/2"
SP14	112	15	8"	10'-0"

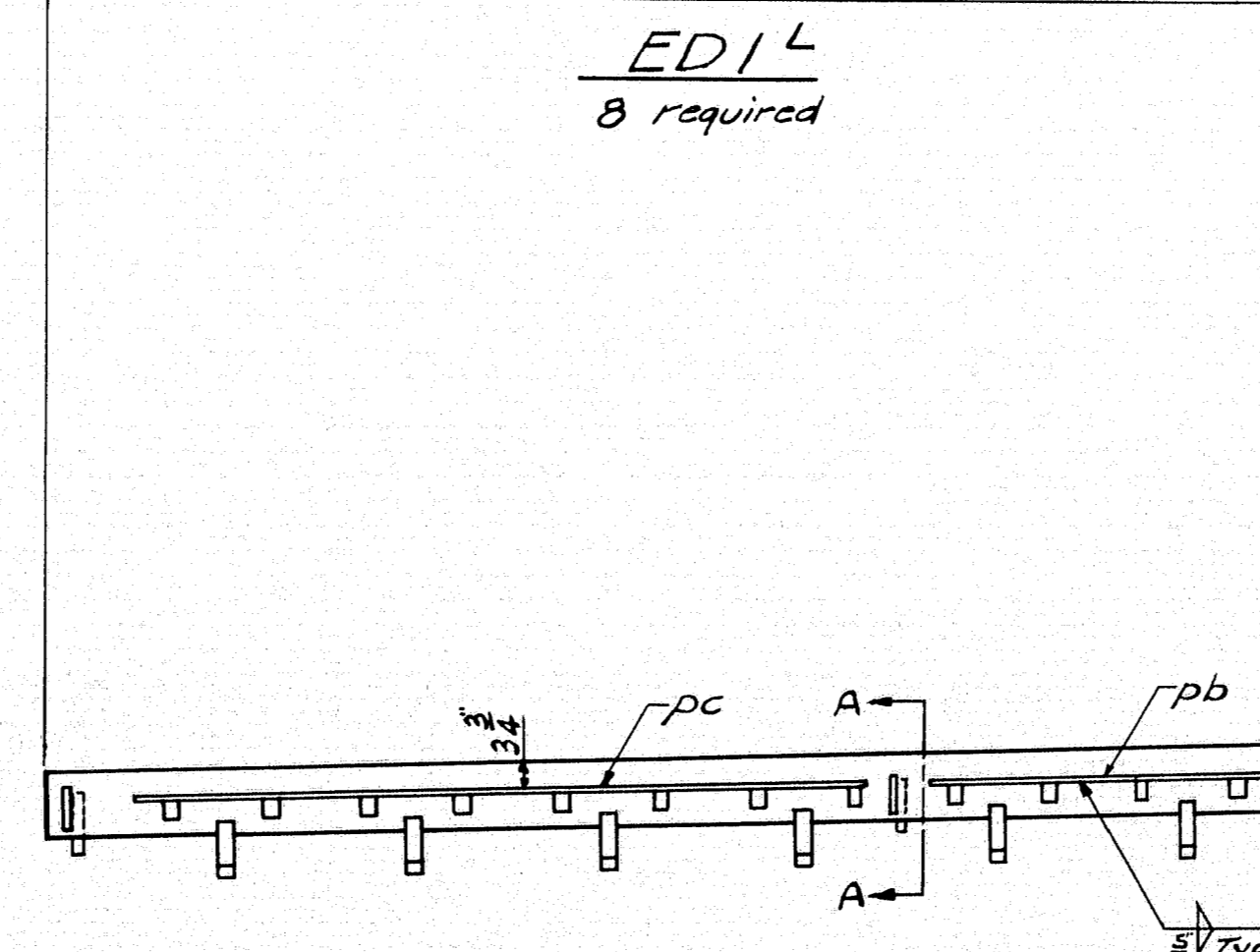
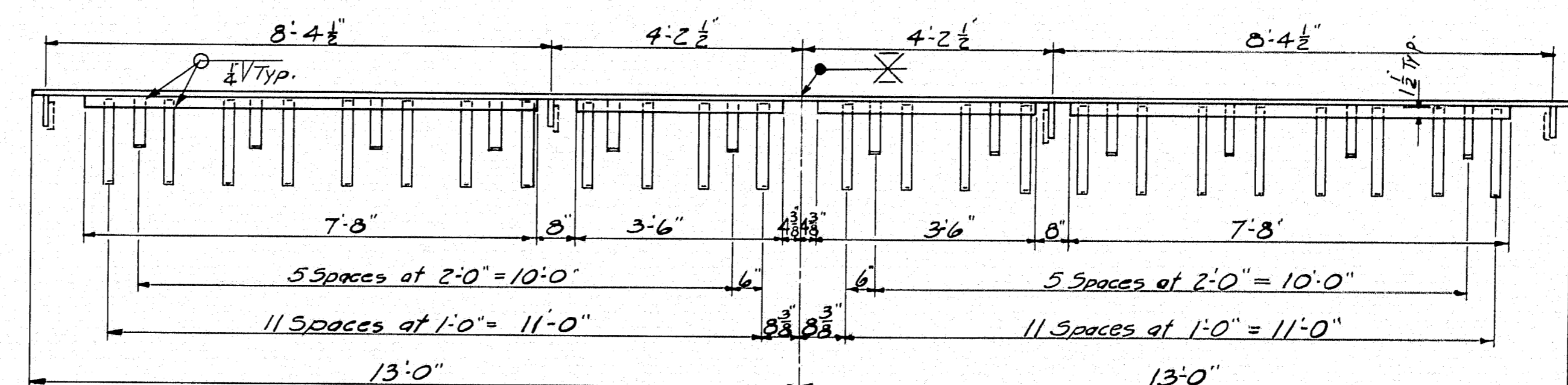


SPIRALS
5/8"

STUDS
3/4" x 5'

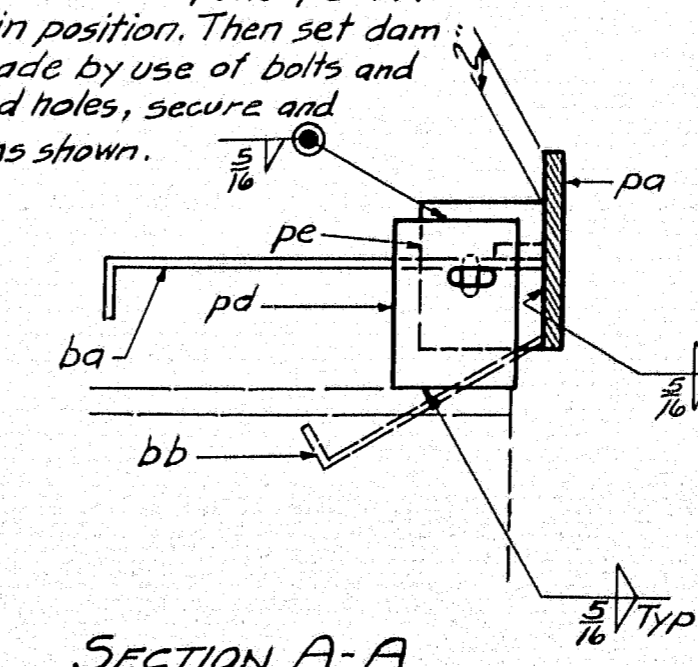
SHEAR CONNECTORS

Shear connectors may be either welded spirals or automatically end welded studs.



ED1L shown - ED1R similar but opposite hand.

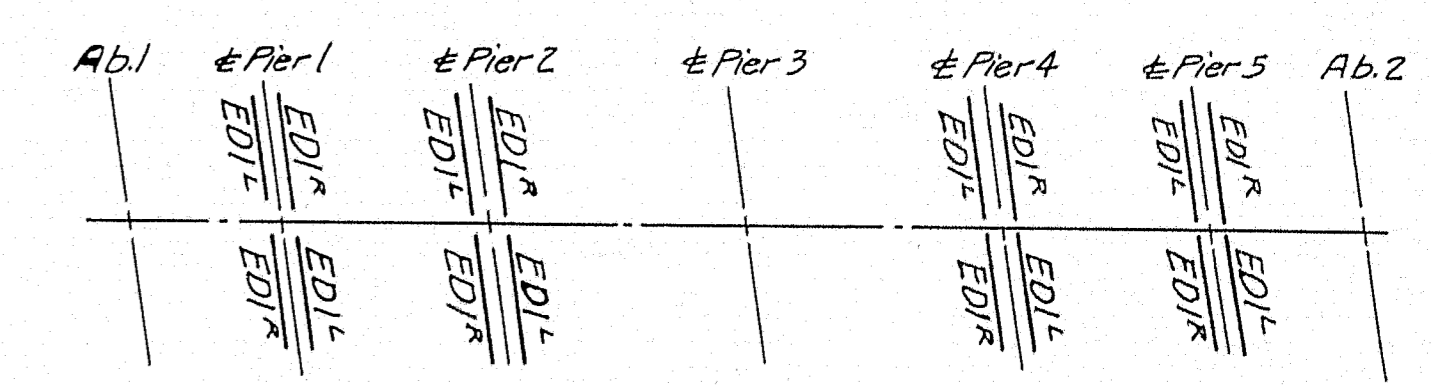
Set plate pd in field as required to meet plate pe and weld in position. Then set dam to grade by use of bolts and slotted holes, secure and weld as shown.



SECTION A-A

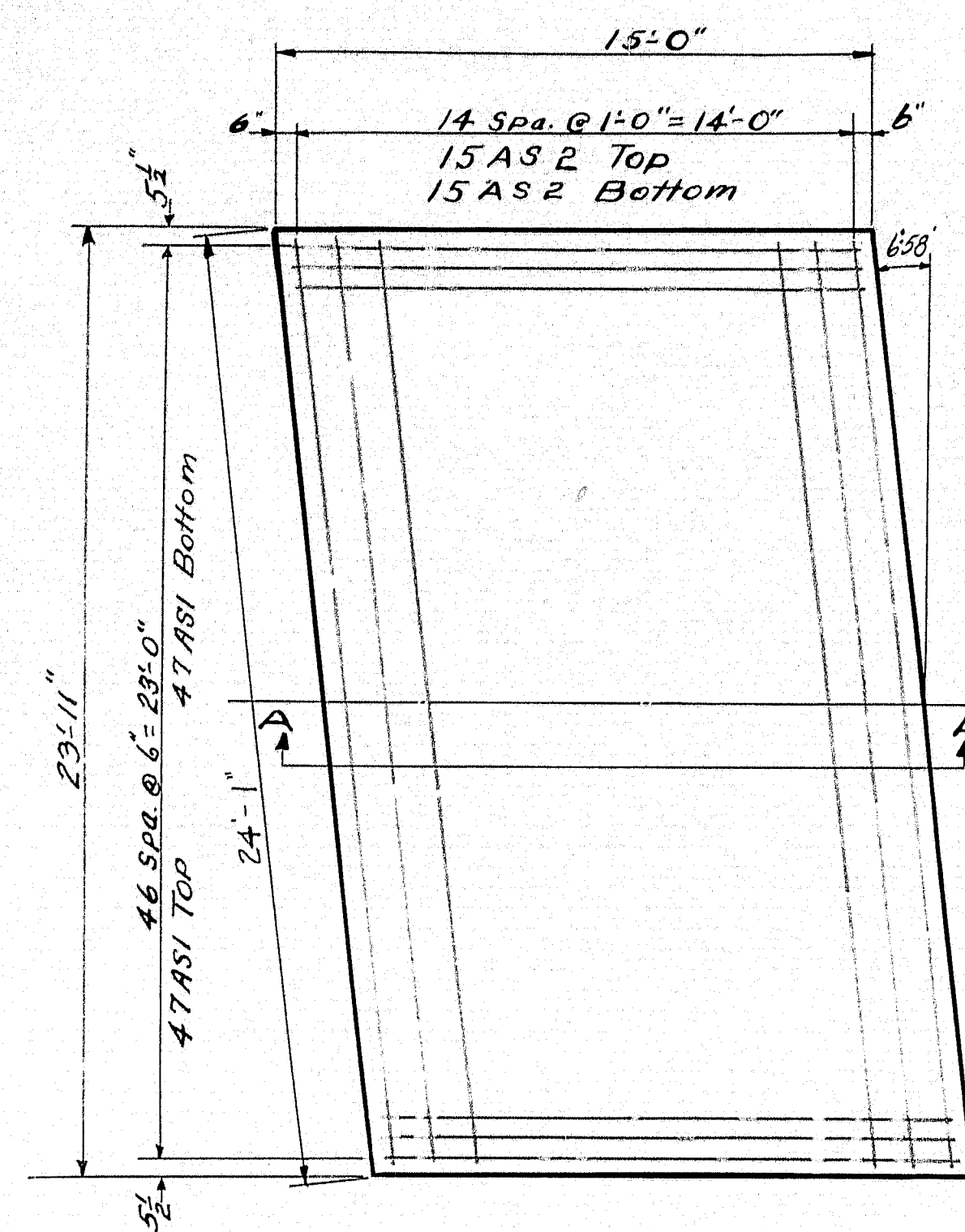
Material Req'd. for 1 Unit
Expansion Dam - 16 Units req'd.

- One R. 8'-3 1/4" x 13'-0" pa
- One R. 2'-1/2" x 3'-6" pb
- One R. 2'-1/2" x 7'-8" pc
- Two R.s. 5'-x-3/8" x 0'-7" pd
- Two R.s. 5'-x-3/8" x 0'-6" pe
- Twelve bars 2'-x-3/8" x 1'-8" ba
- Six bars 2'-x-3/8" x 1'-0" bb
- Two bolts 3/4" x 0'-2"



EXPANSION DAM LOCATIONS

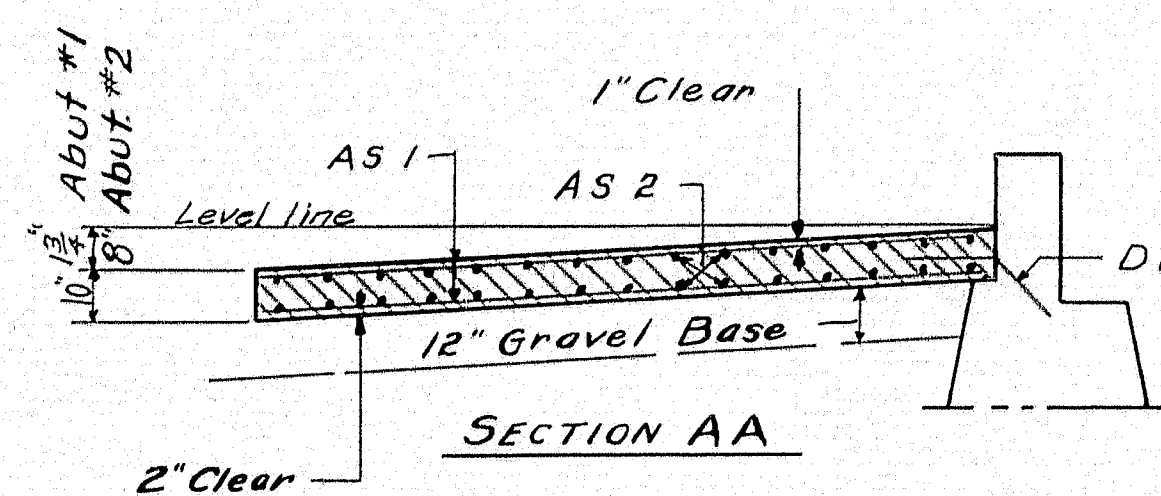
DESIGN TRACE JONES	GORMLEY SURVEY CHECK Cotton	BRIDGE NO. SURVEY PLOT
STATE HIGHWAY COMMISSION BRIDGE DIVISION TRAFTON ROAD BRIDGE OVER INTERSTATE HIGHWAY IN THE CITY OF WATERVILLE KENNEBEC COUNTY SHEAR CONNECTORS & EXPANSION SHEET 16 OF 19 AUGUSTA, MAINE		



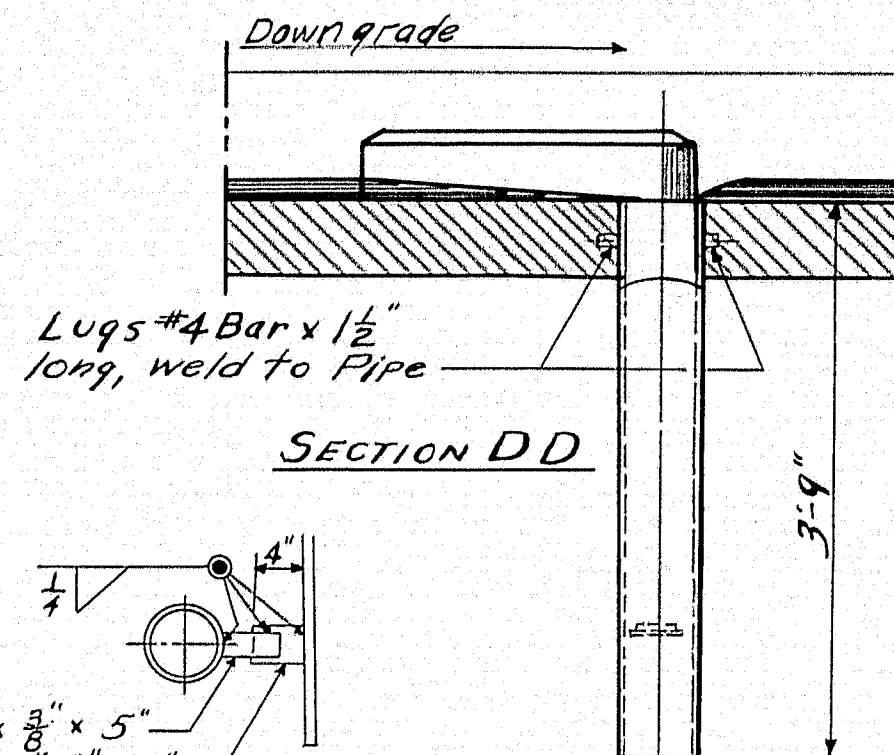
PLAN

APPROACH SLAB AT ABUT #1-SHOWN

" " " " #2-SAME



NOTE:
Concrete in Approach Slabs to be paid for under Item T01-40 Portland Cement Concrete in Roadway and Side walk Slabs on Steel Bridges.

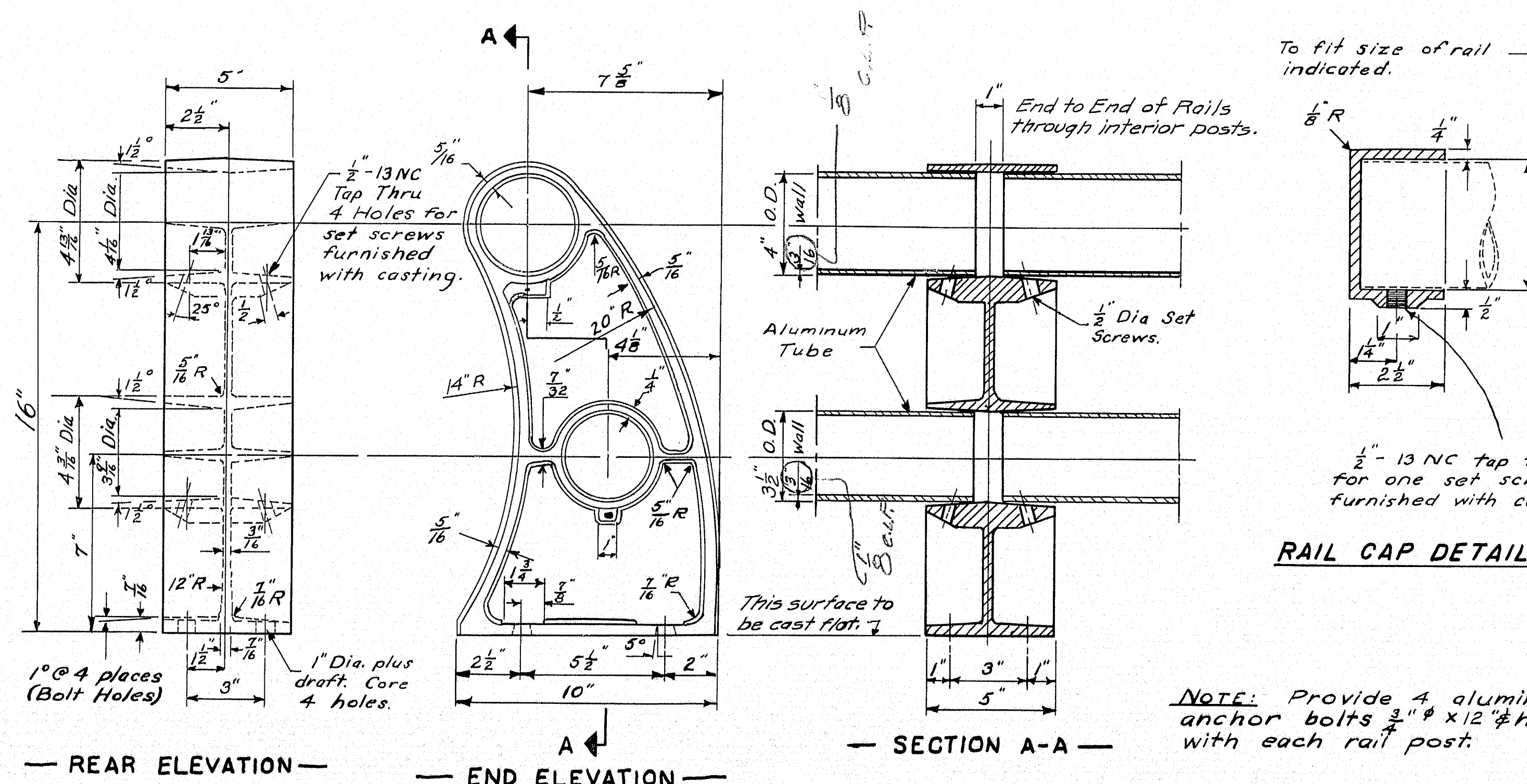


SECTION X-X

DRAIN DETAILS

16 Drains Required
See Sheet 13 for location.

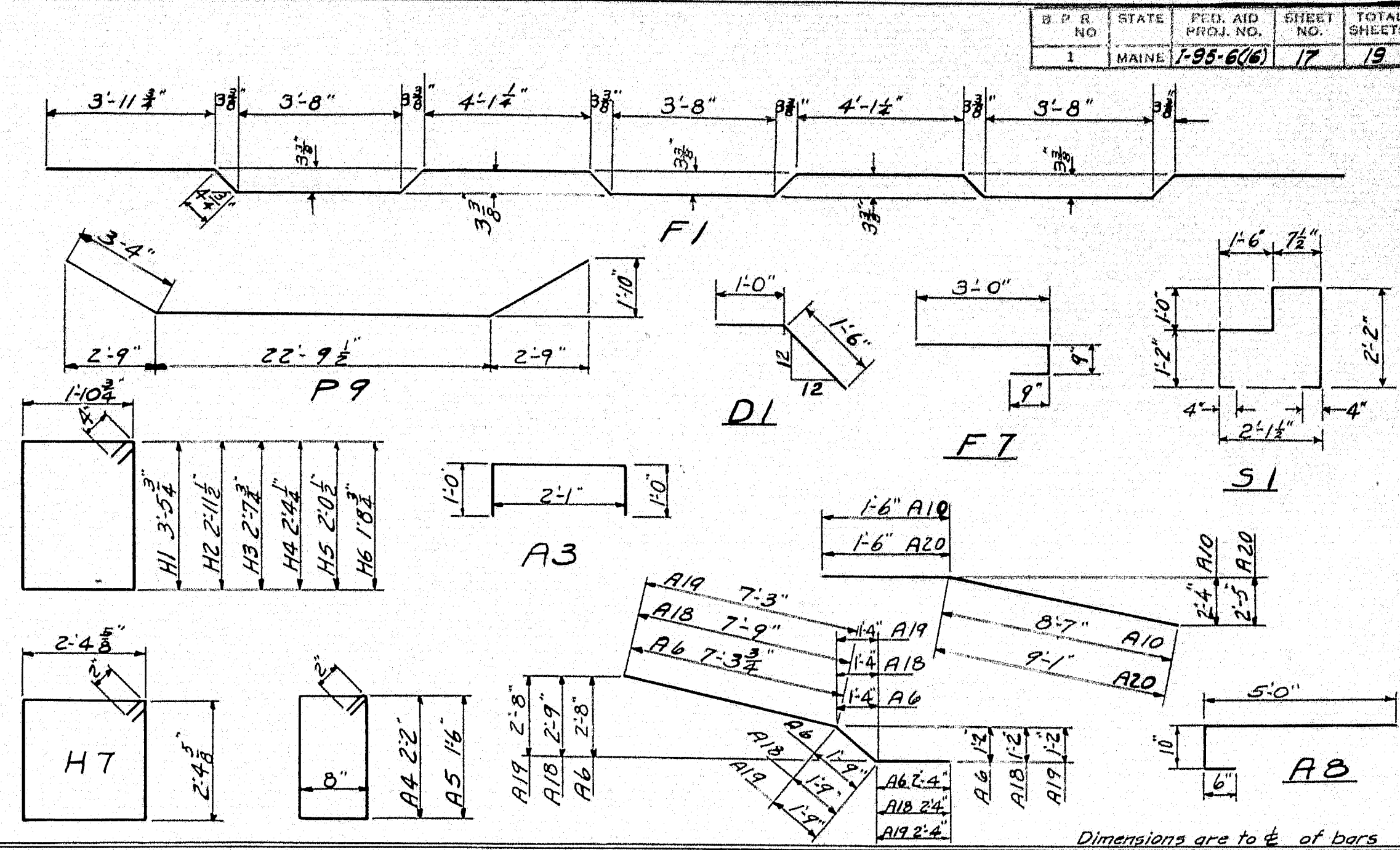
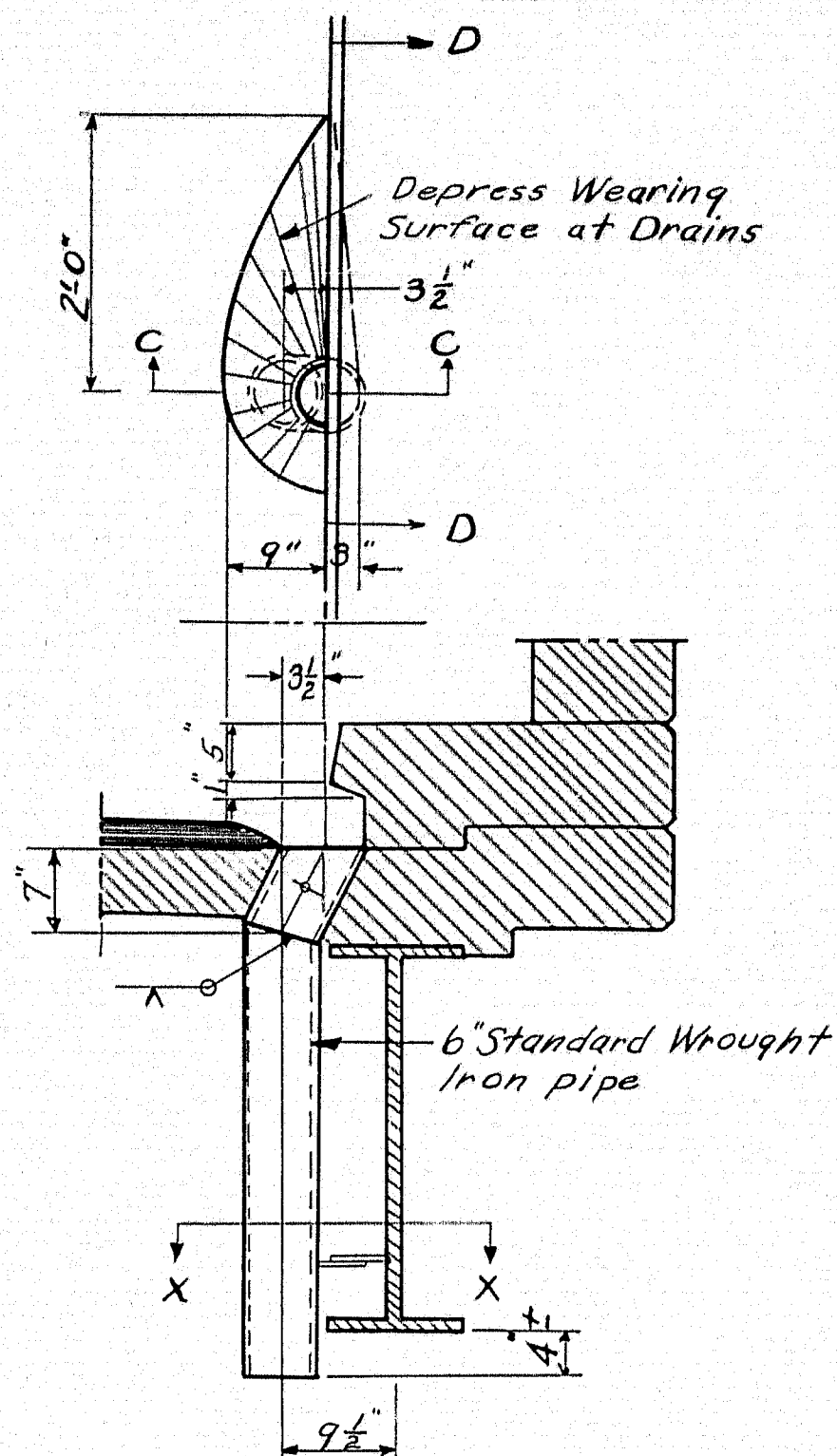
Note:
Drains shall be paid for as Structural Steel, Fabricated, Delivered and Erected under Items T02-103 and T02-104



RAIL CAP DETAIL

NOTE: Provide 4 aluminum anchor bolts 3/4" x 12" hex. nuts with each rail post.

ALUMINUM RAIL DETAILS



Mark	Size	No.	Length	Location	Mark	Size	No.	Length	Location
F1	#5	412	29'-6"	Slabs-Transverse- All Spans	F2	#5	824	28'-10"	Slabs-Transverse- All Spans
S1	#4	480	7'-1"	Curbs- All Spans	F3	#4	70	22'-7"	Longitudinal- Spans 1 & 6
D1	#6	24	2'-6"	Dowels to Approach Slabs	F4	#5	28	3'-0"	Over Backwalls " 1 & 6
F7	#5	210	4'-6"	Diaphragms	F5	#4	16	21'-4"	Longitudinal- Curbs " 1 & 6
P9	#9	30	29'-6"	Pier caps - bottom	F6	#4	86	23'-1"	" " Spans 1 & 6
H1	#5	190	11'-5"	" " Stirrups	C1	#4	80	10'-7"	Curbs Spans 1 & 6
H2	#4	20	10'-5"	" " " "	C2	#4	100	11'-4"	" " 2 & 5
H3	#4	20	9'-9"	" " " "	C3	#4	100	11'-8"	" " 3 & 4
H4	#4	20	9'-2"	" " " "	C4	#4	20	11'-1"	" " 3 & 4
H5	#4	20	8'-7"	" " " "	F8	#5	90	8'-1"	Diaphragms- All spans
H6	#4	20	7'-11"	" " " "	F9	#4	258	20'-0"	Longitudinal- Spans 2 & 5
H7	#4	332	10'-0"	Columns " "	F10	#5	12	23'-9"	Transverse-over backwalls
					F11	#4	258	24'-6"	Longitudinal- Spans 3 & 4
A3	#5	44	4'-1"	Curbs on wings					
A4	#4	12	6'-0"	Stirrups- End posts					
A5	#4	44	4'-8"	" Rail curbs on wings					
A6	#6	22	11'-4"	Vertical inside wings Abut. #1	A31	#6	188	14'-6"	Appro. slabs-Longitudinal- top & bott
A10	#6	17	10'-1"	Back face Abut. #1	A32	#5	60	23'-6"	" " Transverse " " "
A13	#6	12	11'-10"	Vertical inside wings Abut. #2	A1	#6	24	2'-5"	End posts on wings
A19	#6	10	11'-4 1/2"	" " " " #2	A2	#4	80	10'-4"	Curbs & wings
A20	#6	17	10'-7"	Back face Abut. #2	A7	#5	22	10'-11"	Vertical outside wings Abut. #1
A8	#5	38	6'-4"	Fronts of Backwalls	A9	#4	12	28'-0"	Horiz. front & back of backwalls
					A11	#6	16	28'-4"	Longitudinal under bridge seats
					A12	#5	38	4'-0"	Crosswise " " "
					A13	#6	44	2'-0"	Dowels, curbs to wings
					A14	#6	17	28'-9"	Longitudinal bottoms of Abuts
					A15	#6	60	6'-6"	Crosswise-bottom of Abut. #1 & 2
					A16	#5	12	11'-3"	Outside of wings- Abut. #2
					A17	#5	10	11'-0"	" " " " #2
P1L	#9	12	21'-0"	Pier #1 Column left	AW1	#6	20	11'-0"	Longitudinal-bottoms of wings
P1C	#9	12	19'-0"	" " " " center	AW2	#6	44	3'-2"	Crosswise " " "
P1R	#9	12	16'-0"	" " " " right	AW3	#6	8	13'-6"	Bend as K bars in field
P2L	#9	12	20'-3"	" " " " left	AW4	#6	12	13'-0"	Straight K bars
P2C	#9	12	21'-3"	" " " " center					
P2R	#9	12	22'-3"	" " " " right					
P3L	#9	12	26'-0"	" " " " left					
P3C	#9	12	25'-0"	" " " " center					
P3R	#9	12	24'-0"	" " " " right					
P4L	#9	12	29'-6"	" " " " left					
P4C	#9	12	30'-6"	" " " " center					
P4R	#9	12	31'-6"	" " " " right					
P5	#9	36	29'-9"	" " " " 5 " left, center & right					
P7	#9	30	28'-6"	Pier Caps					
P8	#5	20	28'-6"	Pier Caps					

DESIGN: JONES
TRACE: MESERVE
CHECK: Cotton

BRIDGE NO. _____

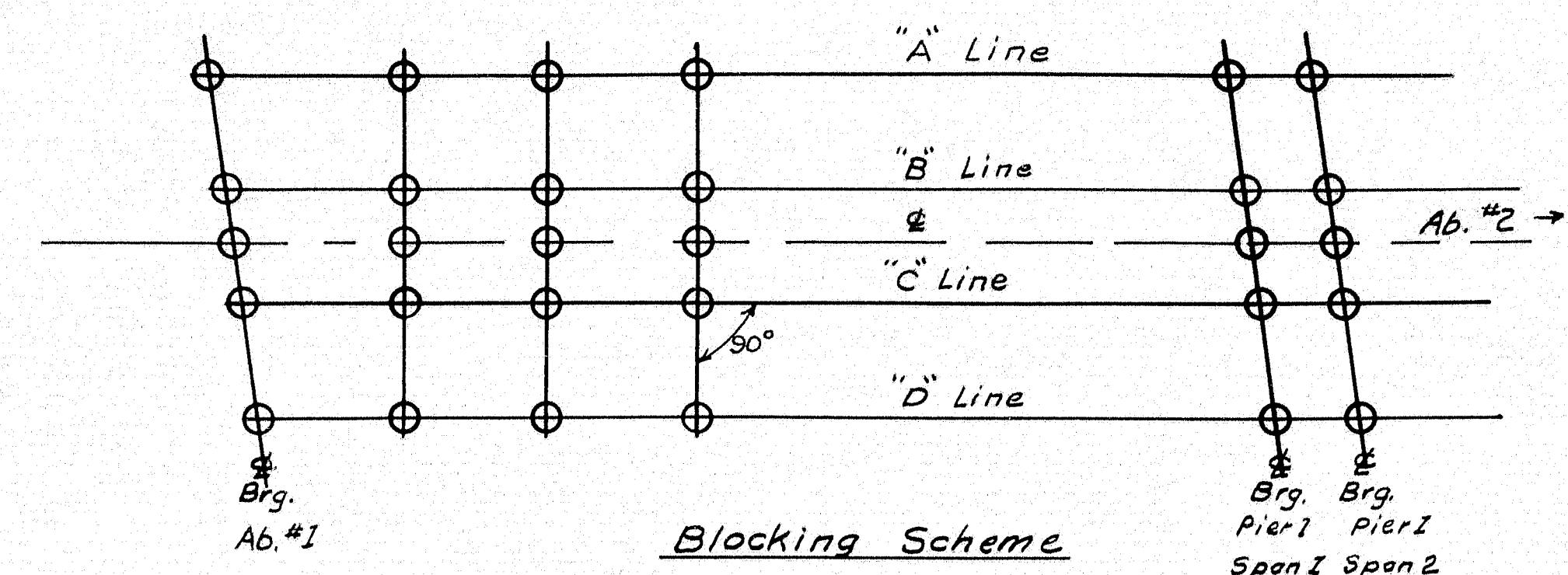
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TRAFTON ROAD BRIDGE
OVER
INTERSTATE HIGHWAY
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY

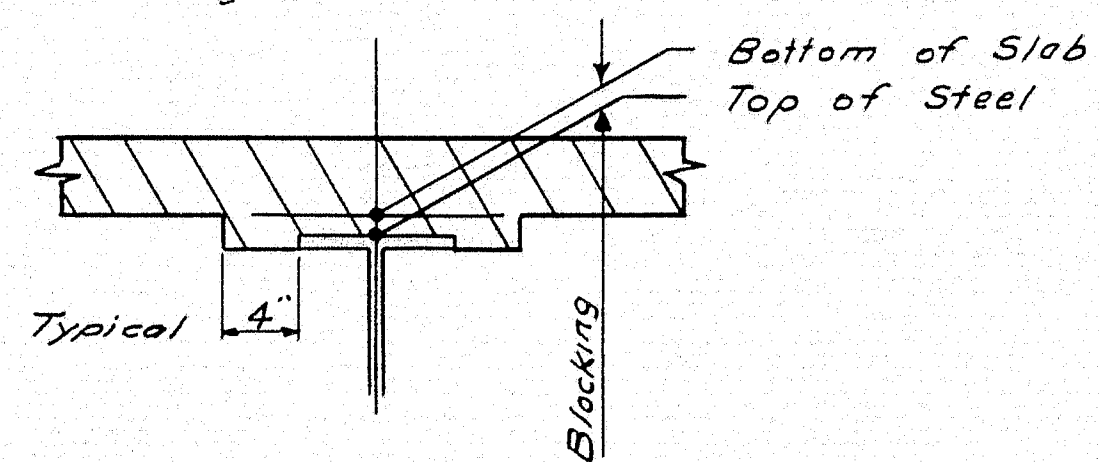
APPROACH SLAB, DRAIN DETAILS,
REINFORCING STEEL & RAIL POST

SHEET 17 OF 19 AUGUSTA, MAINE MAY 1958

BLOCKING DATA



Note: In order to compensate for "Dead Load Deflection", as well as inequalities in the "Rolled Camber" of the beams, the following procedure shall be used: After the beams are in position (with no load) the Engineer shall take elevations along the beams at points indicated. The difference between these elevations and the Elevation Bottom of Slab shall determine blocking to be used for constructing slab forms.



SPAN #1

Station	Fin. & Grade	"A" Line El. Bott. Slab	"B" Line El. Bott. Slab	"C" Line El. Bott. Slab	"D" Line El. Bott. Slab	Description
12+26.47	226.76	225.83				4 brg. Ab. #1 "A" Line
12+27.49	226.77		226.02			" " " " "B" "
12+28.00	226.78			226.11		" " " " "C" "
12+28.51	226.79				226.04	" " " " "D" "
12+29.53	226.80				225.87	" " " " "D" "
12+40	226.90	225.99	226.17	226.25	226.17	Pts. at 10' intervals
12+50	227.00	226.10	226.36	226.28	226.10	" " " " " "
12+60	227.10	226.19	226.38	226.46	226.38	" " " " " "
12+68.47	227.18	226.26				4 brg. Sp. 1 Pier 1 "A" Line
12+69.49	227.19		226.44			" " " " "B" "
12+70.00	227.20			226.53		" " " " "C" "
12+70.51	227.21				226.45	" " " " "D" "
12+71.53	227.22				226.29	" " " " "D" "

SPAN #6

Station	Fin. & Grade	"A" Line El. Bott. Slab	"B" Line El. Bott. Slab	"C" Line El. Bott. Slab	"D" Line El. Bott. Slab	Description
15+29.97	224.02	223.09				4 brg. Sp. #6 Pier #5 "A" Line
15+30.99	223.98		223.23			" " " " "B" "
15+31.50	223.97			223.30		" " " " "C" "
15+32.01	223.95				223.20	" " " " "D" "
15+33.03	223.91				222.98	" " " " "D" "
15+40	223.66	222.75	222.92	223.01	222.92	Pts. at 10' intervals
15+50	223.28	222.38	222.55	222.64	222.55	" " " " " "
15+60	222.88	221.97	222.16	222.24	222.16	" " " " " "
15+71.97	222.38	221.45				4 brg. Sp. #6 Pier #4 "A" Line
15+72.99	222.34		221.58			" " " " "B" "
15+73.50	222.32			221.65		" " " " "C" "
15+74.01	222.29				221.54	" " " " "D" "
15+75.03	222.25				221.32	" " " " "D" "

SPAN #2

Station	Fin. & Grade	"A" Line El. Bott. Slab	"B" Line El. Bott. Slab	"C" Line El. Bott. Slab	"D" Line El. Bott. Slab	Description
12+69.97	227.20	226.27				4 brg. Sp. #2 Pier 1 "A" Line
12+70.99	227.21		226.46			" " " " "B" "
12+71.50	227.22			226.55		" " " " "C" "
12+72.01	227.22				226.46	" " " " "D" "
12+73.03	227.23				226.30	" " " " "D" "
12+80	227.30	226.41	226.57	226.66	226.57	Pts. at 10' intervals
12+90	227.38	226.51	226.69	226.77	226.69	" " " " " "
13+00	227.44	226.59	226.76	226.85	226.76	" " " " " "
13+10	227.49	226.62	226.80	226.88	226.80	" " " " " "
13+20	227.52	226.62	226.81	226.89	226.81	" " " " " "
13+26.97	227.53	226.60				4 brg. Sp. #2 Pier 2 "A" Line
13+27.99	227.53		226.78			" " " " "B" "
13+28.50	227.53			226.86		" " " " "C" "
13+29.01	227.53				226.78	" " " " "D" "
13+30.03	227.53				226.60	" " " " "D" "

SPAN #5

Station	Fin. & Grade	"A" Line El. Bott. Slab	"B" Line El. Bott. Slab	"C" Line El. Bott. Slab	"D" Line El. Bott. Slab	Description
14+71.47	225.78	224.85				4 brg. Sp. #5 Pier #4 "A" Line
14+72.49	225.76		225.01			" " " " "B" "
14+73.00	225.75			225.08		" " " " "C" "
14+73.51	225.73				224.98	" " " " "D" "
14+74.53	225.70				224.77	" " " " "D" "
14+80	225.56	224.68	224.84	224.92	224.84	Pts. at 10' intervals
14+90	225.29	224.42	224.60	224.68	224.60	" " " " " "
15+00	225.00	224.14	224.32	224.40	224.32	" " " " " "
15+10	224.69	223.82	224.00	224.08	224.00	" " " " " "
15+20	224.36	223.47	223.65	223.74	223.65	" " " " " "
15+28.47	224.08	223.15				4 brg. Sp. #5 Pier #3 "A" Line
15+29.4	224.04		223.29			" " " " "B" "
15+30.00	224.02			223.35		" " " " "C" "
15+30.51	224.00				223.25	" " " " "D" "
15+31.53	223.97				223.04	" " " " "D" "

SPAN #3

Station	Fin. & Grade	"A" Line El. Bott. Slab	"B" Line El. Bott. Slab	"C" Line El. Bott. Slab	"D" Line El. Bott. Slab	Description
13+28.47	227.53	226.60				4 brg. Span #3 Pier #2 "A" Line
13+29.49	227.53		226.78			" " " " "B" "
13+30.00	227.53			226.86		" " " " "C" "
13+30.51	227.53				226.78	" " " " "D" "
13+31.53	227.53				226.60	" " " " "D" "
13+35	227.53	226.65	226.82	226.90	226.82	Pts. at 10' intervals
13+45	227.51	226.67	226.84	226.93	226.84	" " " " " "
13+55	227.48	226.65	226.83	226.91	226.83	" " " " " "
13+65	227.43	226.61	226.79	226.87	226.79	" " " " " "
13+75	227.36	226.53	226.71	226.79	226.71	" " " " " "
13+85	227.27	226.42	226.60	226.69	226.60	" " " " " "
13+95	227.17	226.27	226.46	226.54	226.46	" " " " " "
13+98.47	227.13	226.20				4 brg. Span #3 Pier #3 "A" Line
13+99.49	227.12		226.37			" " " " "B" "
14+00.00	227.11			226.44		" " " " "C" "
14+00.51	227.11				226.36	" " " " "D" "
14+01.53	227.09				226.16	" " " " "D" "

SPAN #4

Station	Fin. & Grade	"A" Line El. Bott. Slab	"B" Line El. Bott. Slab	"C" Line El. Bott. Slab	"D" Line El. Bott. Slab	Description
13+99.97	227.11	226.18				4 brg. Sp. #4 Pier #3 "A" Line
14+00.99	227.10		226.35			" " " " "B" "
14+01.50	227.10			226.43		" " " " "C" "
14+02.01	227.09				226.34	" " " " "D" "
14+03.03	227.07				226.14	" " " " "D" "
14+06.50	227.03	226.15	226.31	226.40	226.31	Pts. at 10' intervals
14+16.50	226.88	226.04	226.21	226.30	226.21	" " " " " "
14+26.50	226.72	225.90	226.07	226.16	226.07	" " " " " "
14+36.50	226.55	225.73	225.90	226.09	225.90	" " " " " "
14+46.50	226.35	225.52	225.70	225.78	225.70	" " " " " "
14+56.50	226.14	225.28	225.46	225.55	225.46	" " " " " "
14+66.50	225.90	225.01	225.19	225.28	225.19	" " " " " "
14+69.97	225.82	224.89				4 brg. Sp. #4 Pier #2 "A" Line
14+70.99	225.80		225.05			" " " " "B" "
14+71.50	225.78			225.12		" " " " "C" "
14+72.01	225.77				225.02	" " " " "D" "
14+73.03	225.74				224.81	" " " " "D" "

DESIGN - GORMLEY
TRACE - G. ALLEN
CHECK - COTTEN

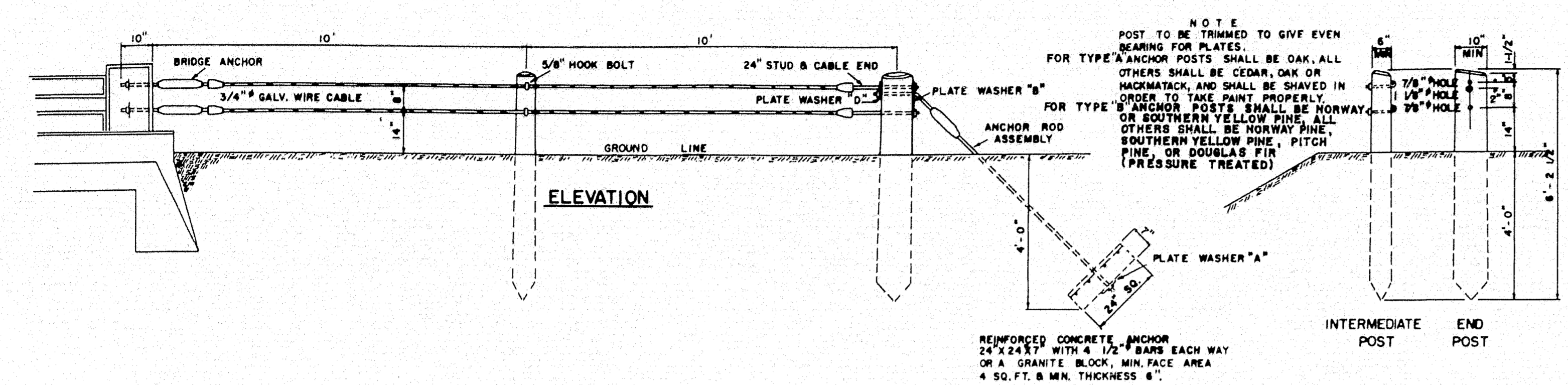
BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

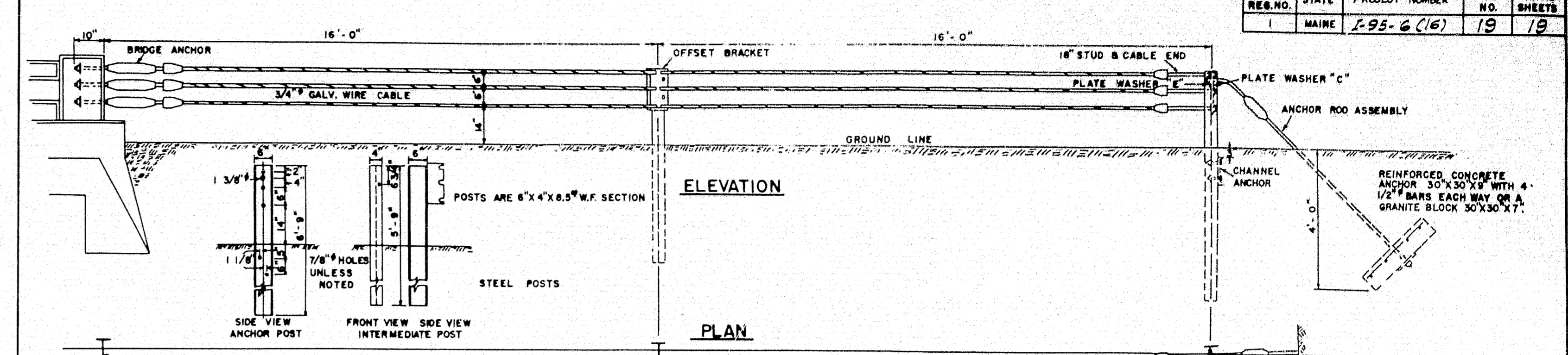
TRAFTON ROAD BRIDGE
OVER

INTERSTATE HIGHWAY
IN THE CITY OF
WATVILLE
KENNEBEC COUNTY
FINISH GRADES & BLOCKING DATA

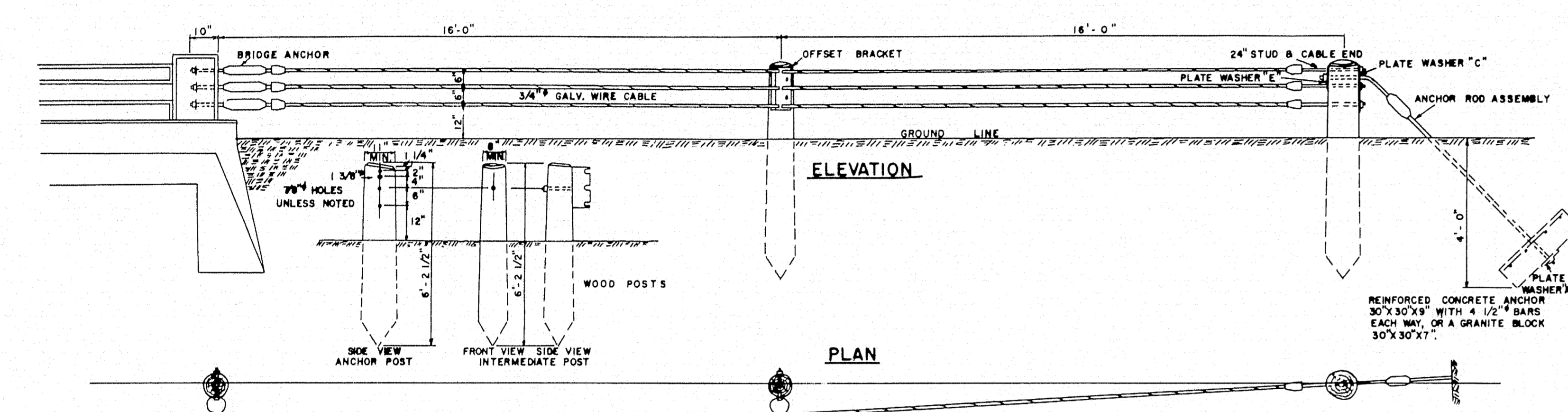
SHEET 18 OF 19 AUGUSTA, MAINE MAY



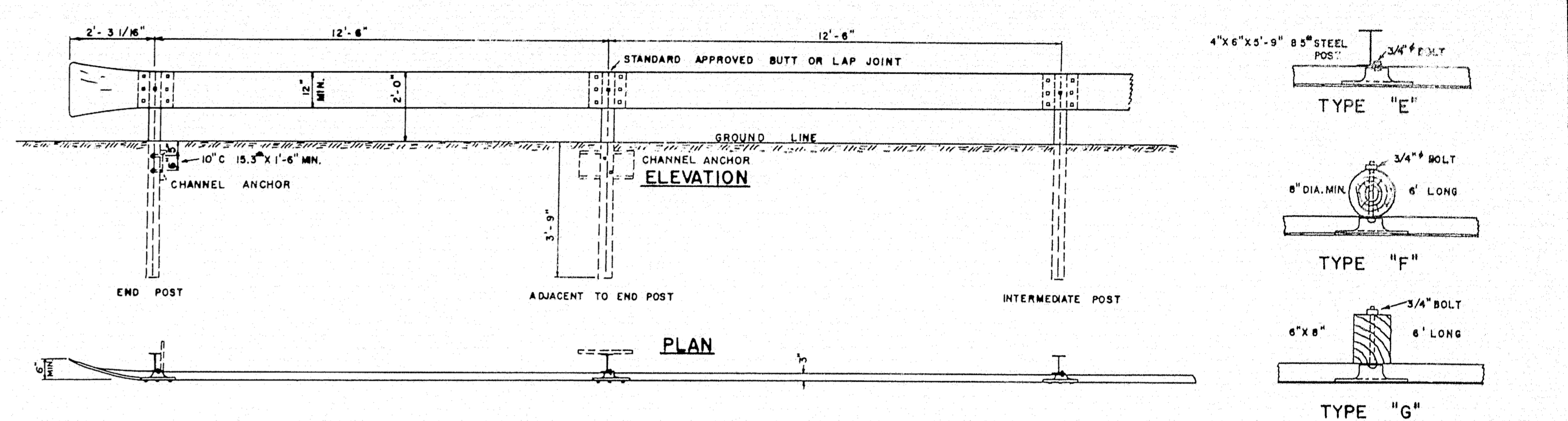
GUARD RAIL TYPE "A" & "B"



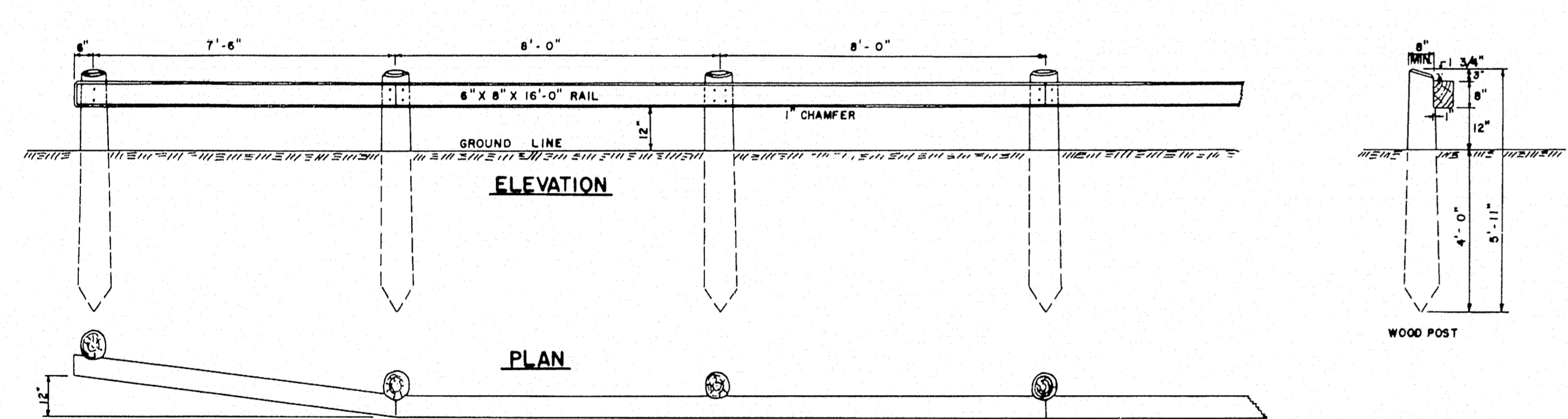
GUARD RAIL TYPE "C"



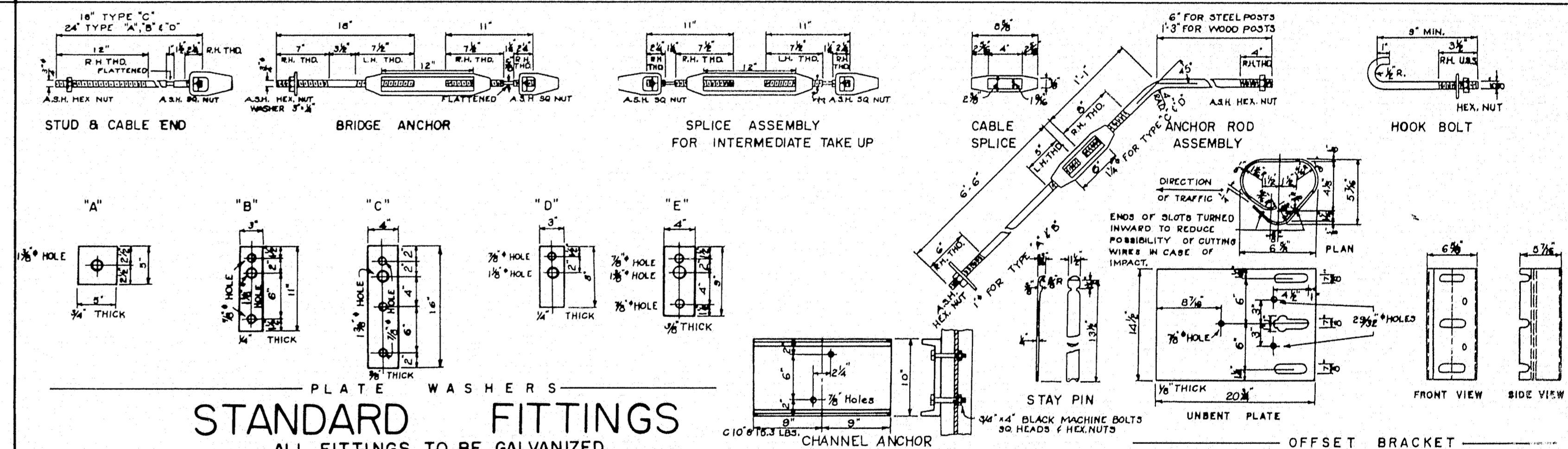
GUARD RAIL TYPE "D"



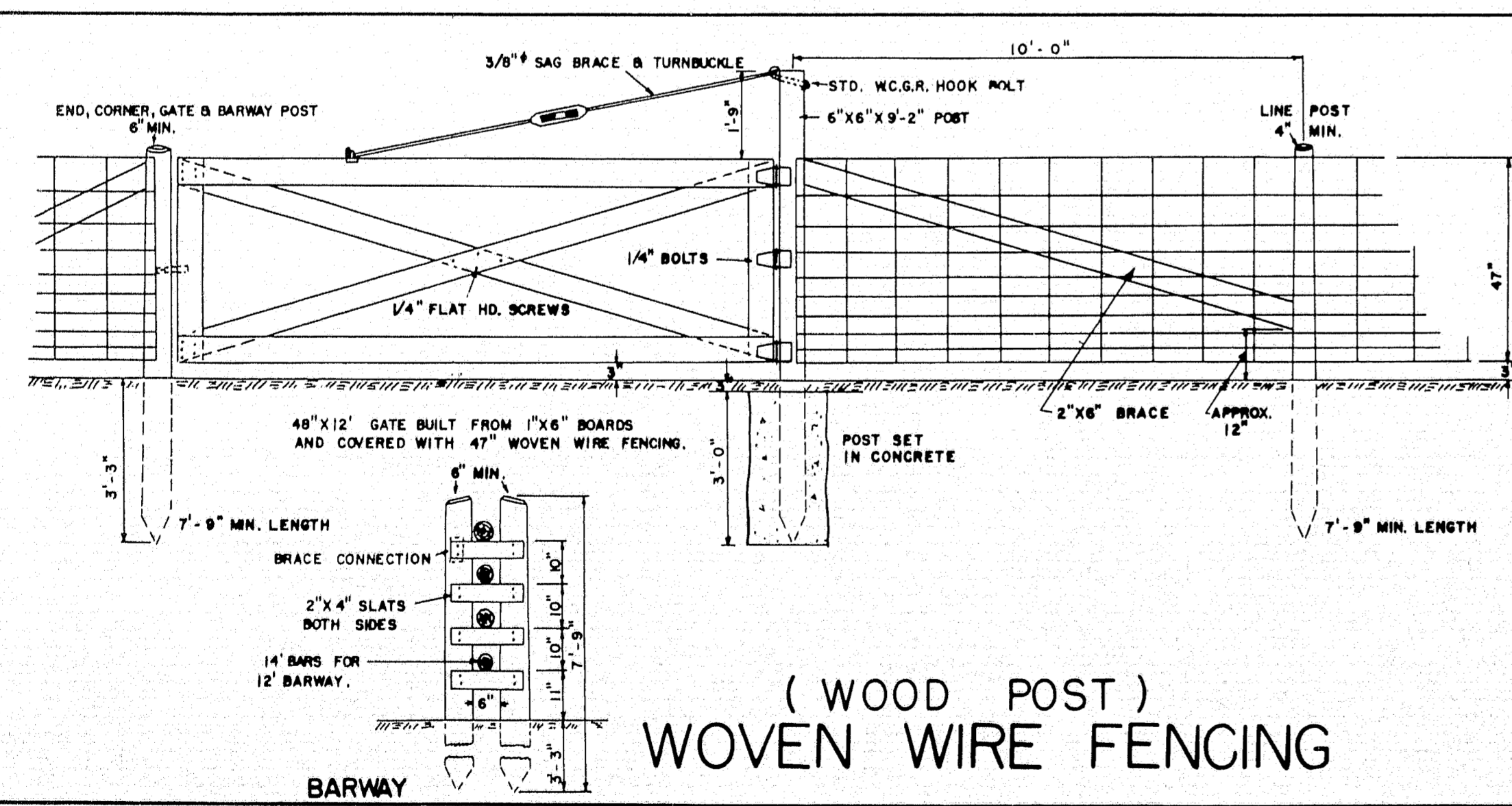
GUARD RAIL TYPE "E", "F" & "G"



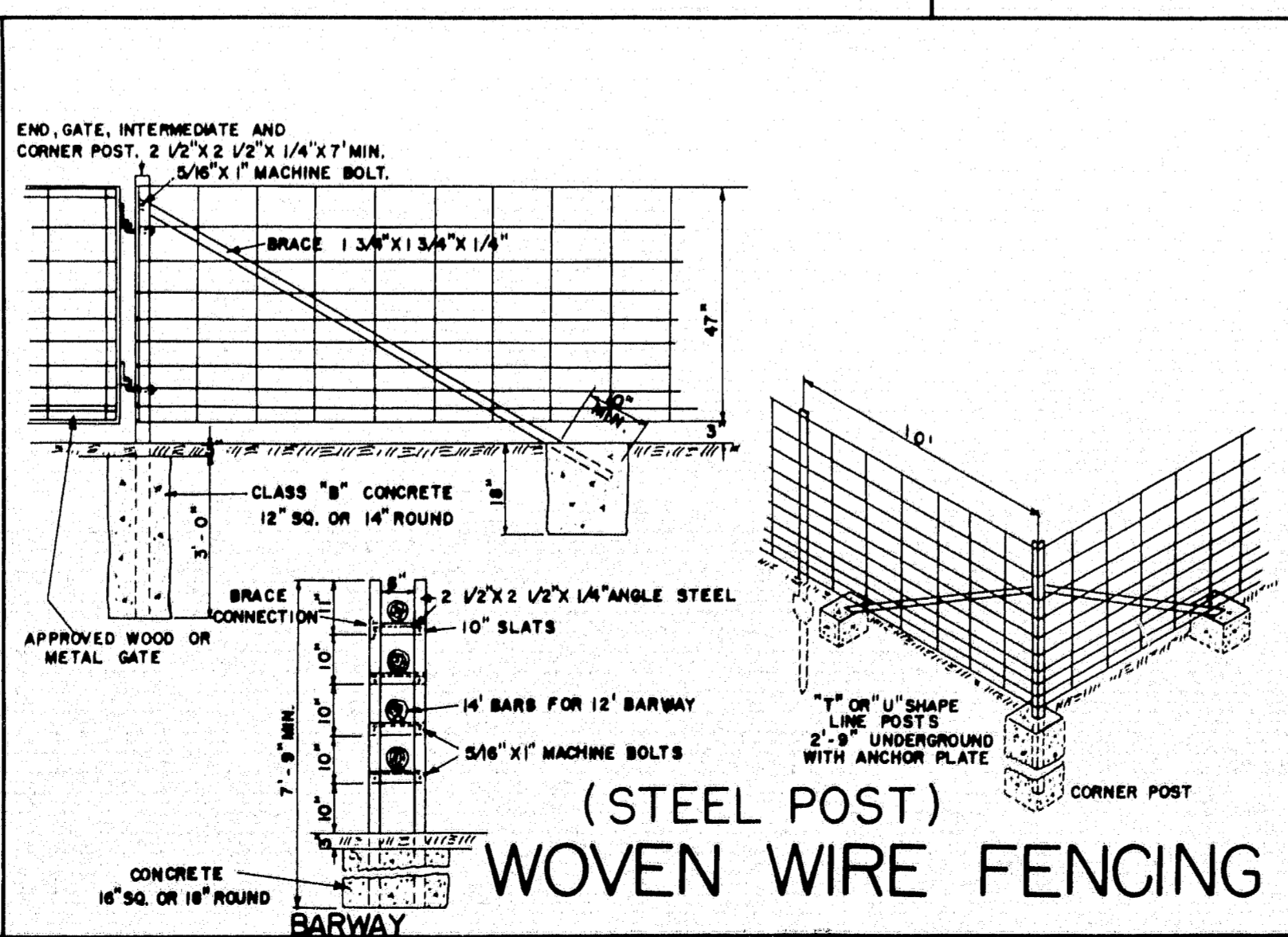
GUARD RAIL TYPE "H"



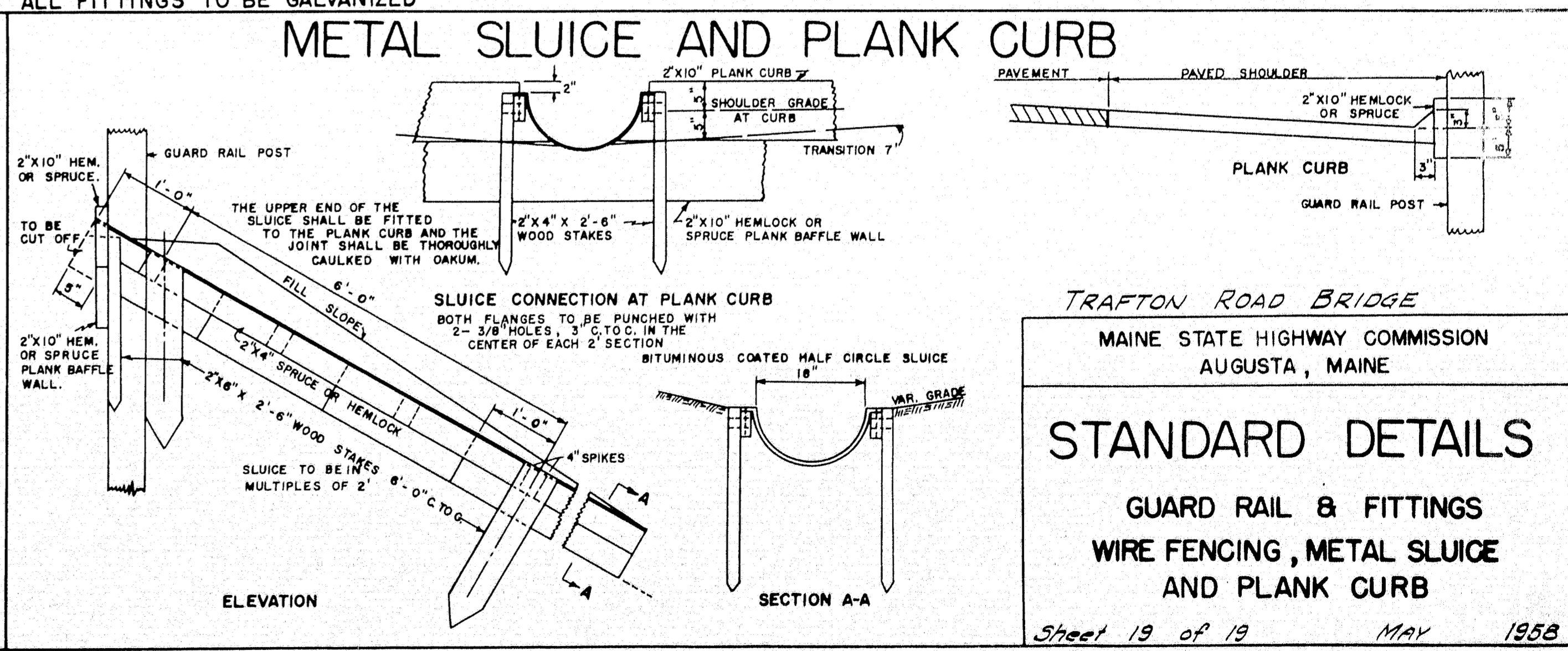
STANDARD FITTINGS
ALL FITTINGS TO BE GALVANIZED



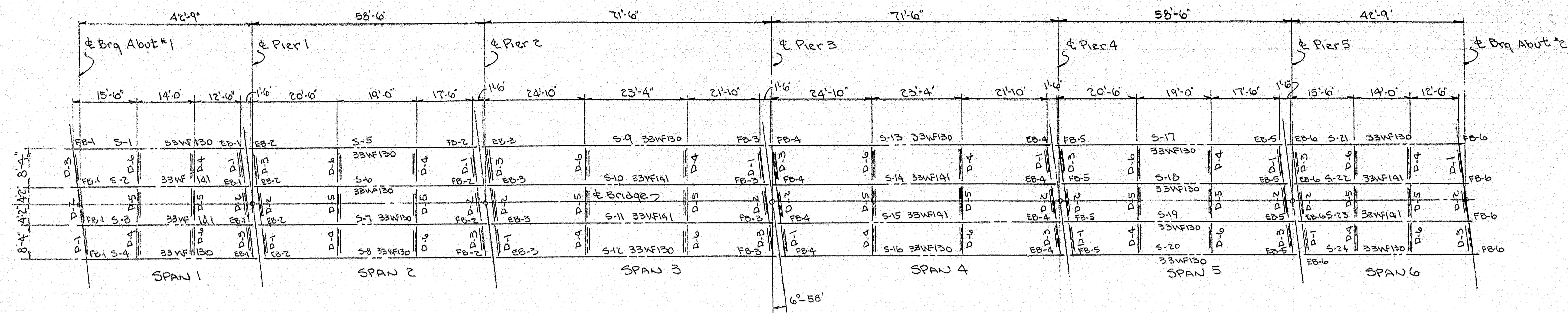
(WOOD POST)
WOVEN WIRE FENCING



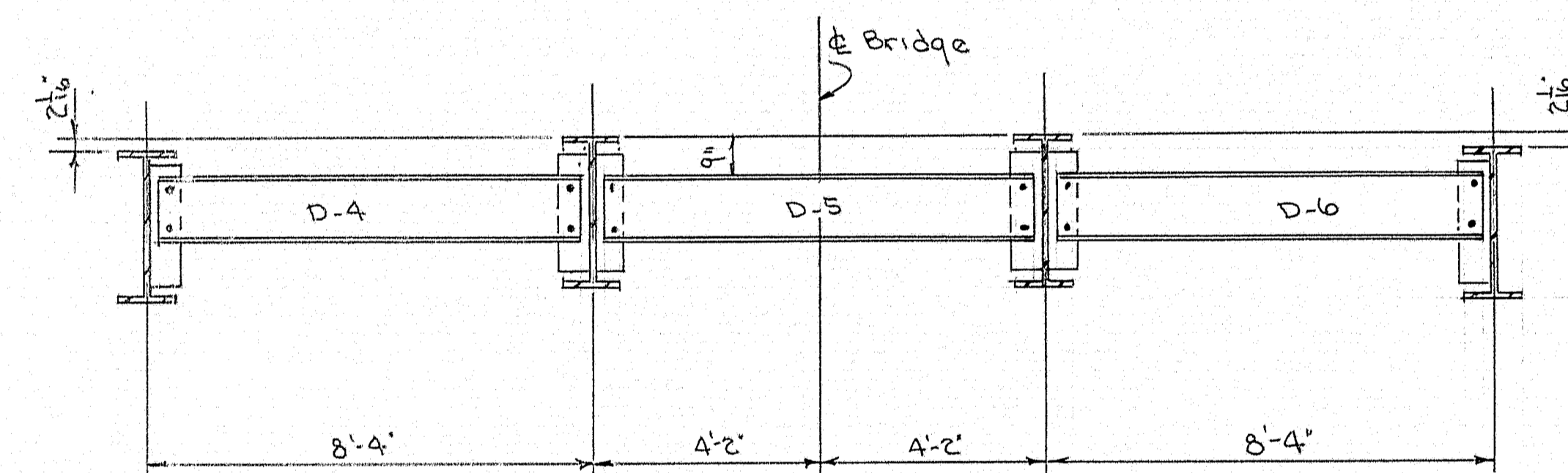
(STEEL POST)
WOVEN WIRE FENCING



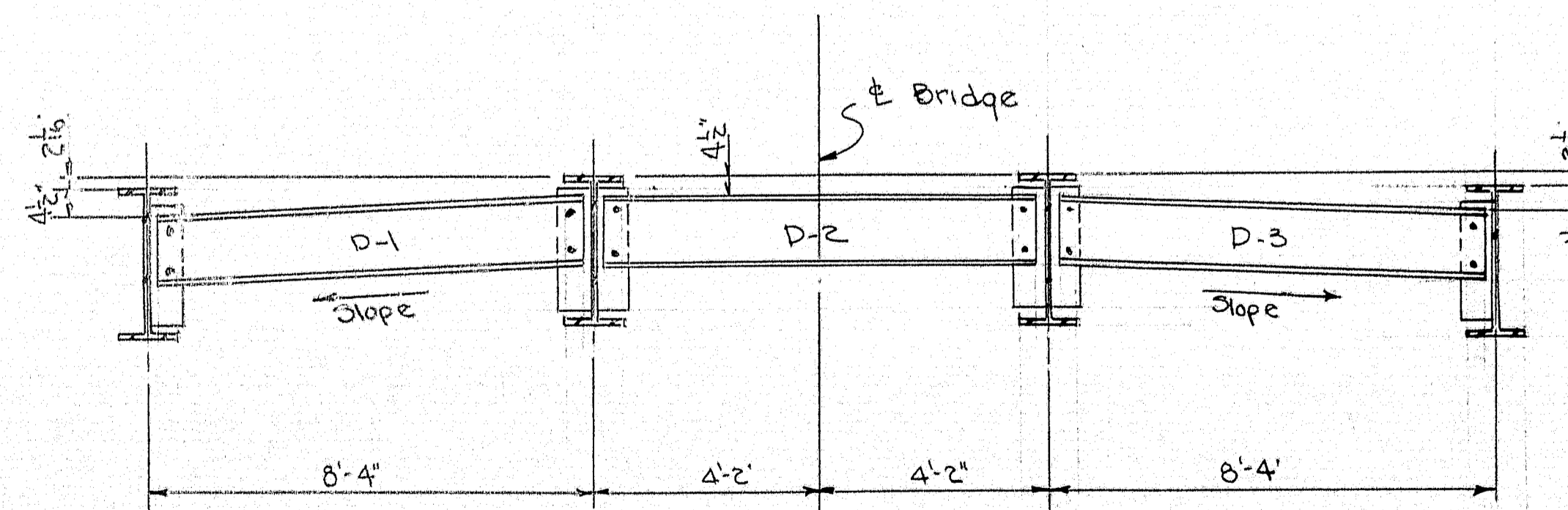
METAL SLUICE AND PLANK CURB



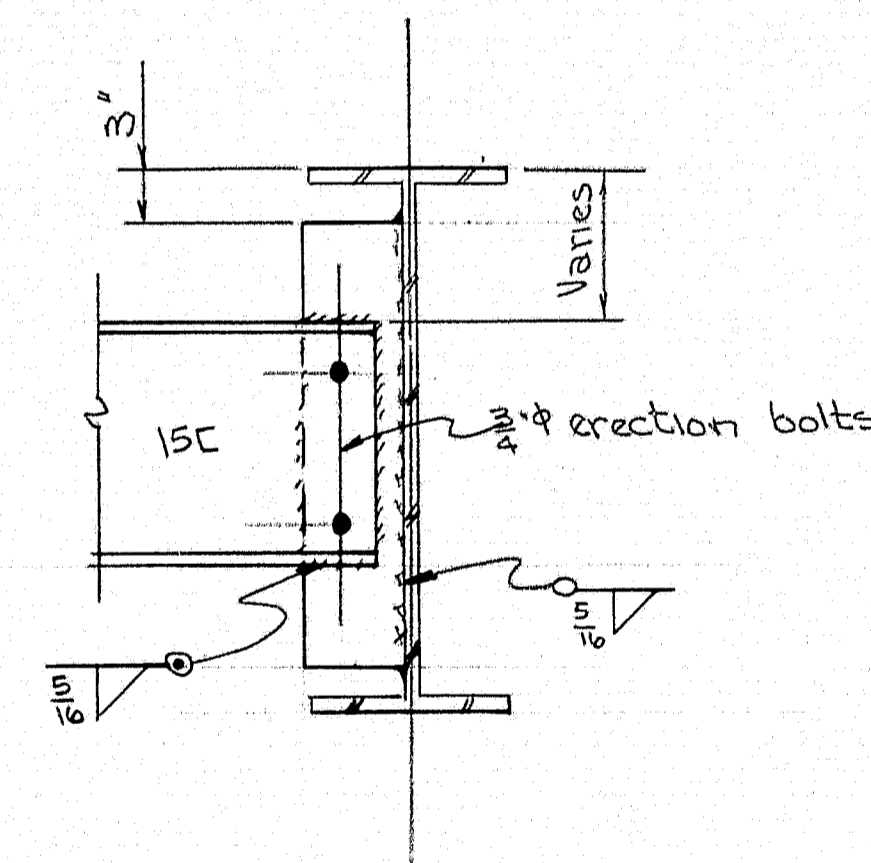
FRAMING PLAN



TYPICAL SECTION



TYPICAL SECTION C & BRG.



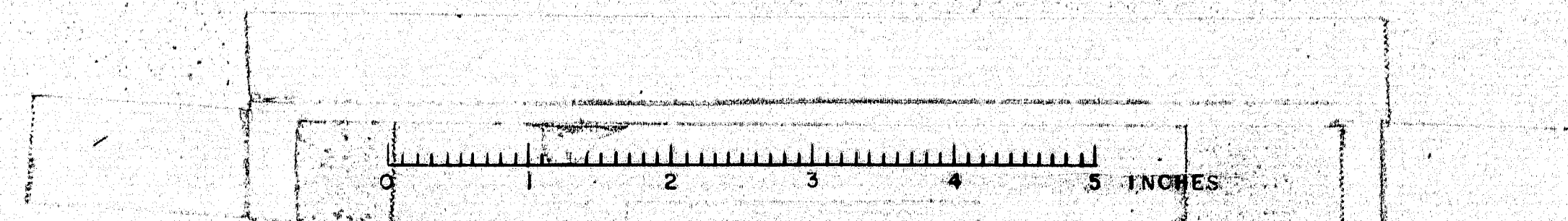
TYPICAL DIAPHRAGM CONNECTION

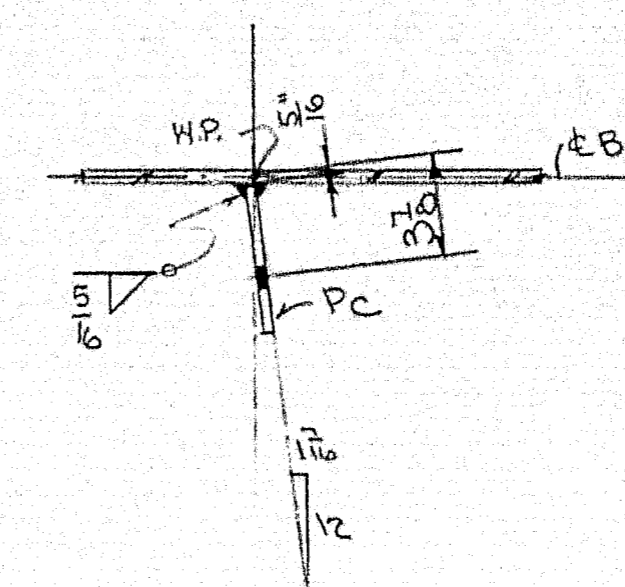
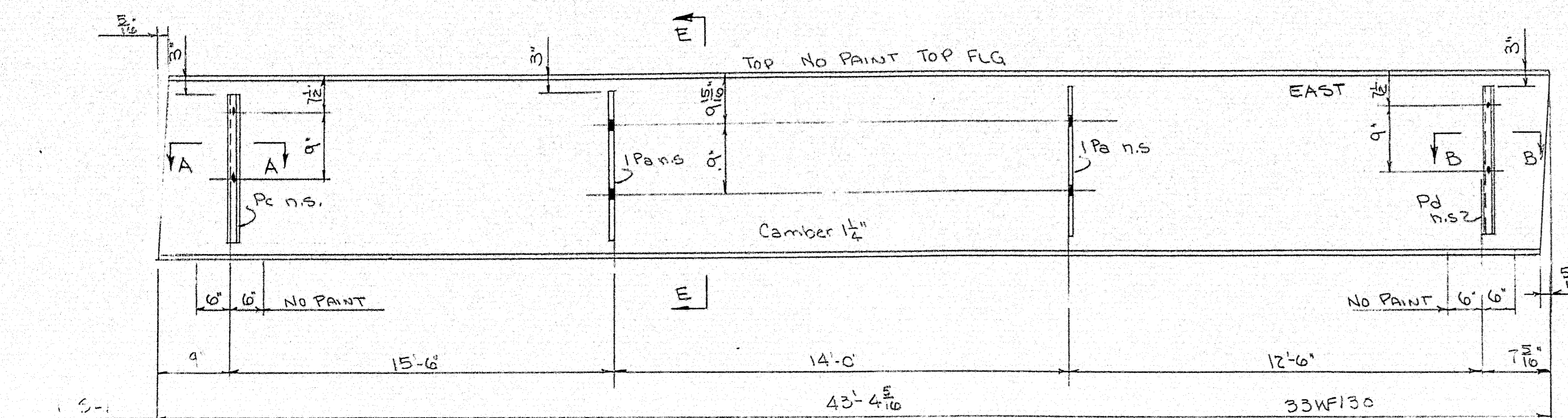
NOTES:

DRAWN	8-21-58	WMM
REVISION		
REVISION		
REVISION		

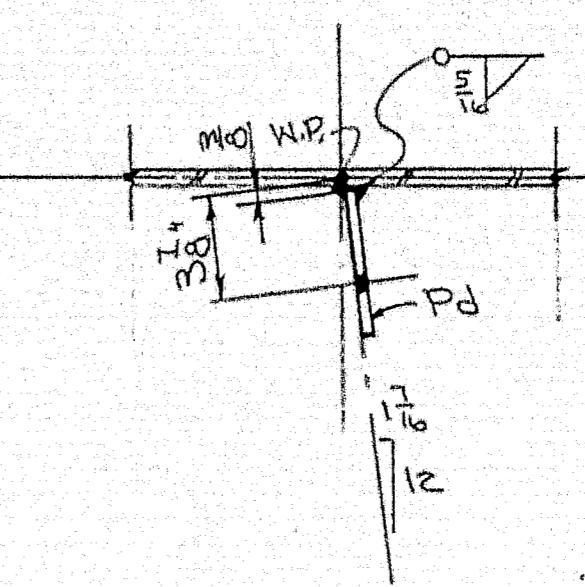
FRAMING PLAN	
Bancroft & Martin Rolling Mills Company South Portland 7, Maine	
TRAFTON ROAD BRIDGE WATERVILLE, MAINE	
CUSTOMER	CIAUCHETTE BROS.
DESIGNER	ME. STATE HWY. COMM.
ORDER NO.	3716
DWG. NO.	8-265 E-1

73-186

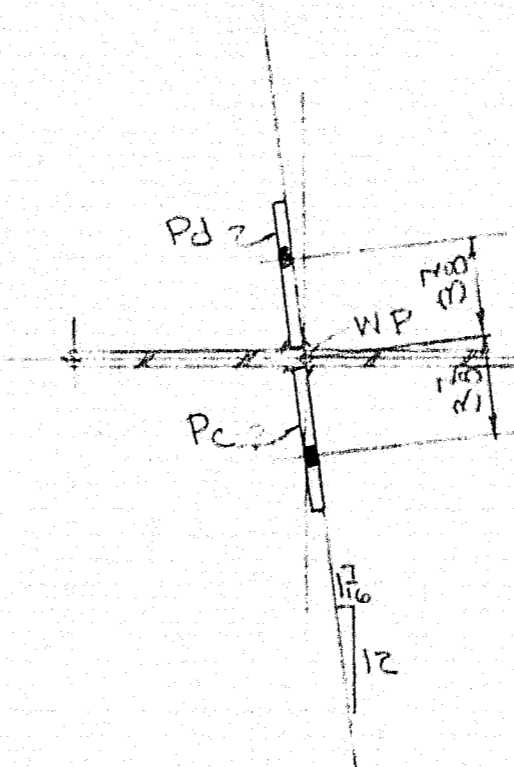




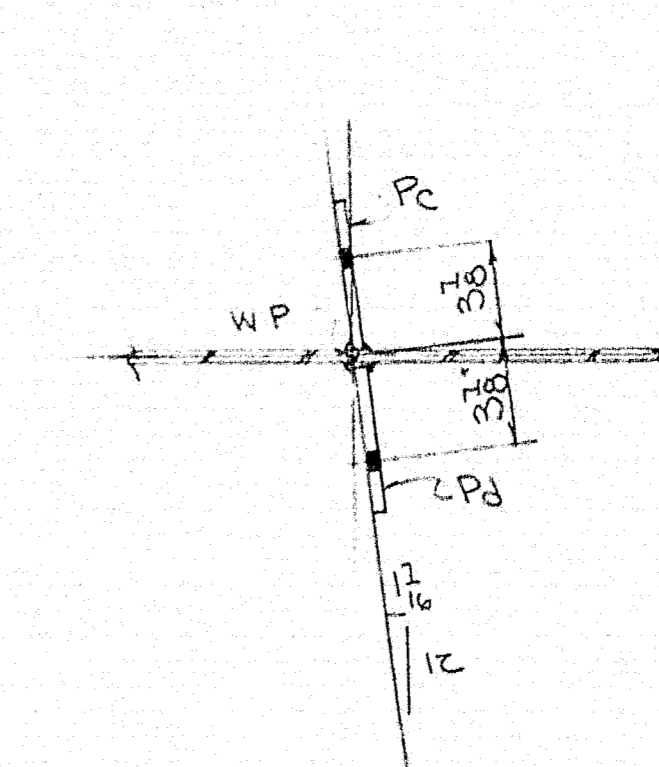
SECTION A-A



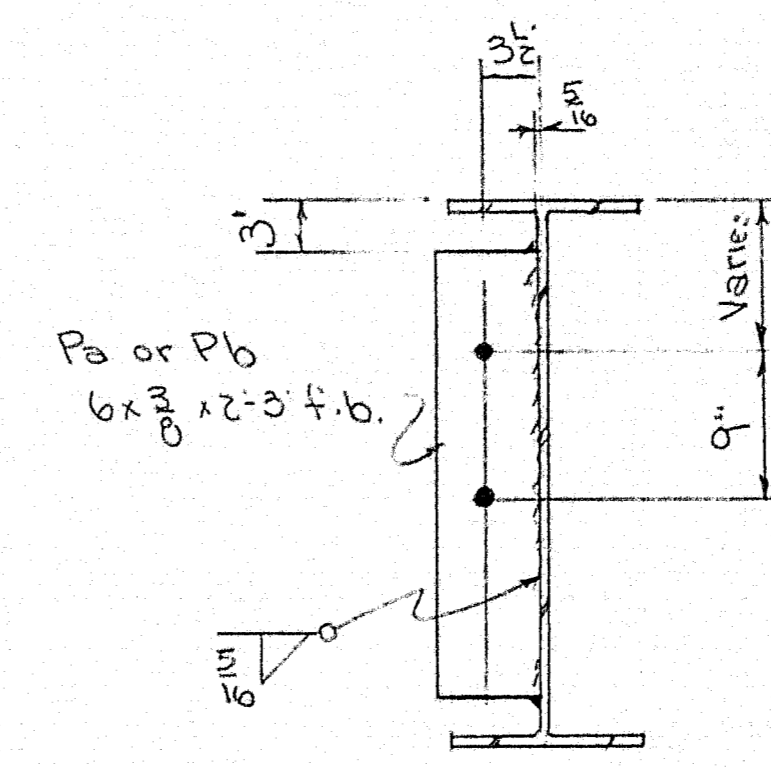
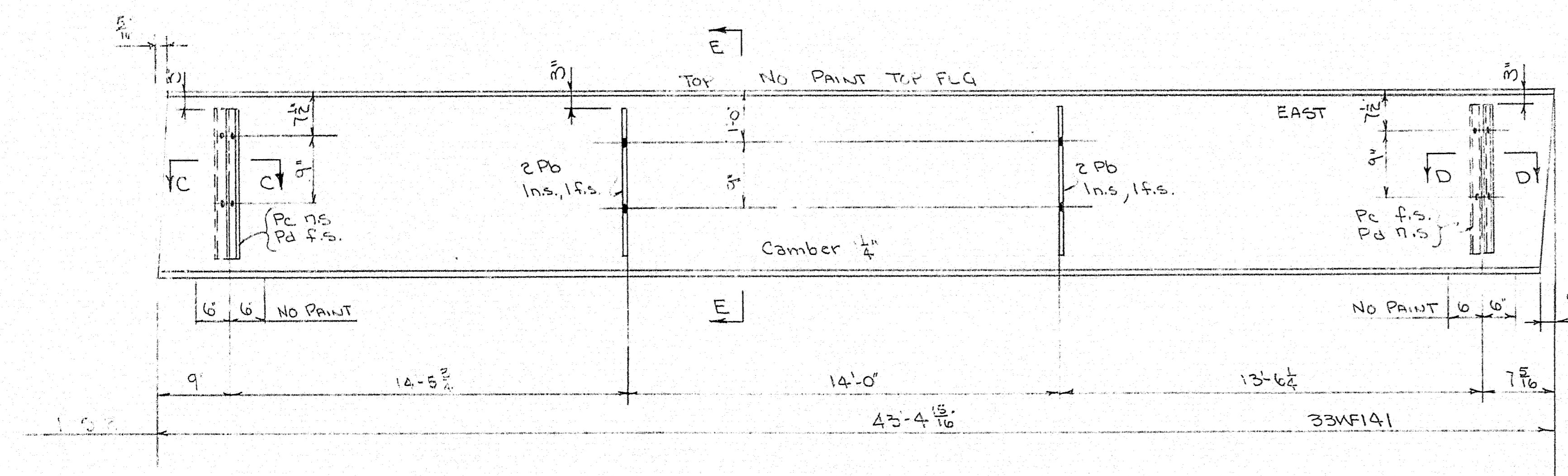
SECTION B-B



SECTION C-C



SECTION D-D



SECTION E-E

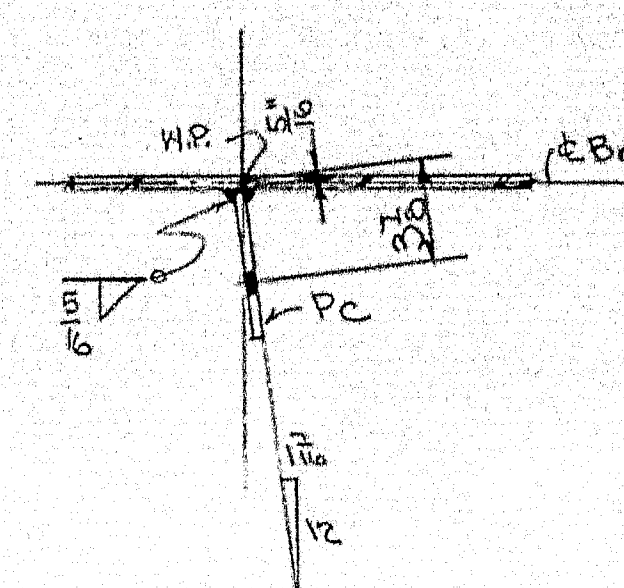
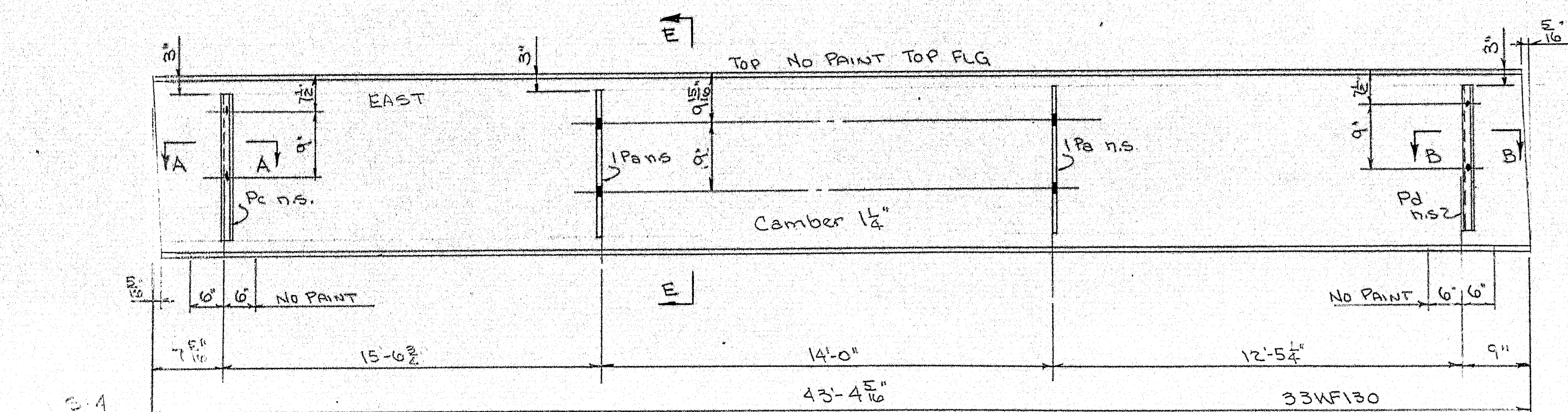
NOTE: NO PAINT ON DIAPHRAM PLATES

SHIP		BILL OF MATERIAL					DWG. NO. 8-265 S-2	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS		
5-1	1		33WF130	43' 4 5/16"			3	
5-2	1		33WF141	43' 4 5/16"			4	
	2	Pa	6x8 f.b.	23				
	4	Pb	do	23				
	3	Pc	do	23				
	3	Pd	do	23				
	1		1/2" Filler web	24	0			1.00

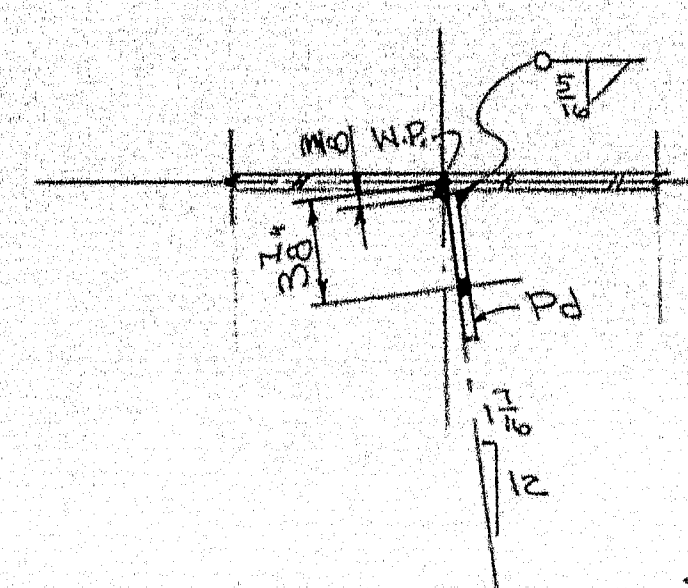
SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: Welded 1/2" Macn cuts
HOLES: 1 3/4"
PAINT: Red lead oil per spec

BEAM DETAILS	
Bancroft & Martin Rolling Mills Company South Portland 1, Maine	
TRAFTON ROAD BRIDGE WATERVILLE, MAINE	
CUSTOMER CIANCHETTE BROS DESIGNER MAINE STATE HWY COM	
ORDER NO. 3716	DWG. NO. 8-265 S-2

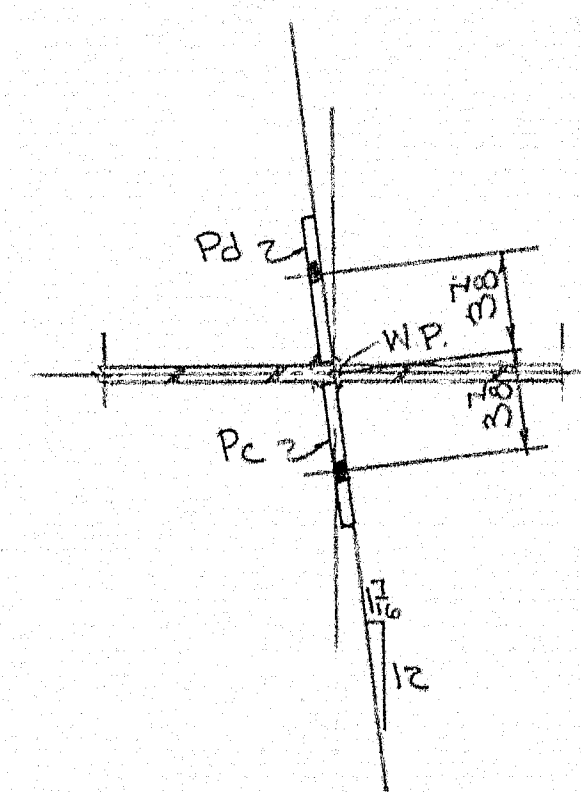
DRAWN	8-22-58	WHM
REVISION		
REVISION		
REVISION		



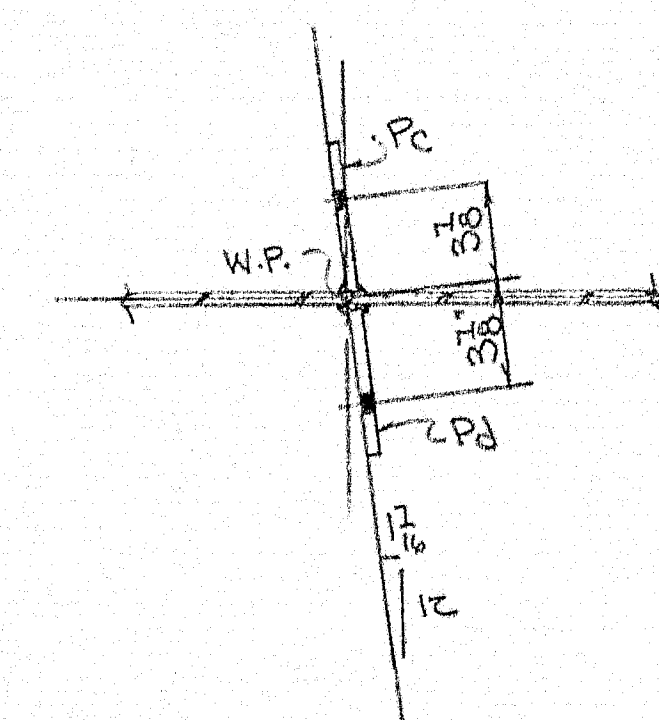
SECTION A-A



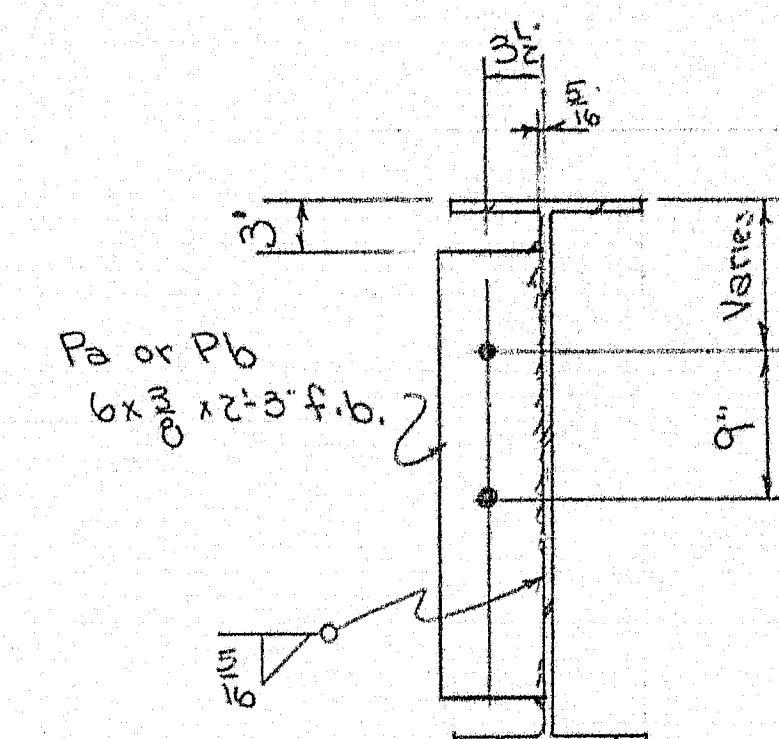
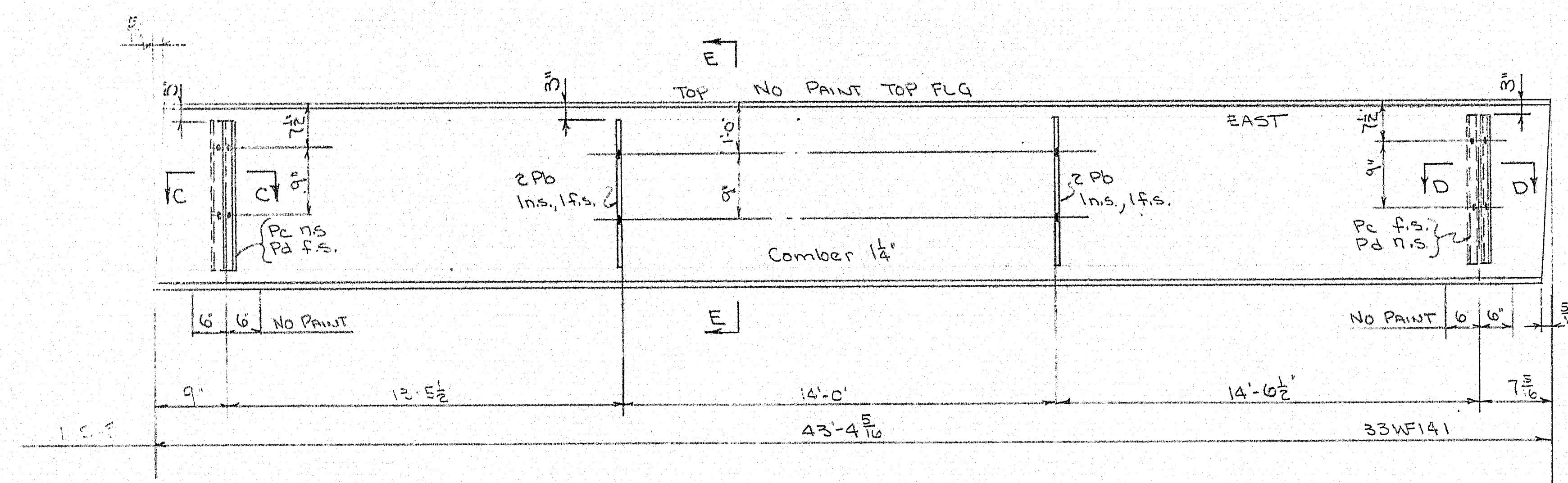
SECTION B-B



SECTION C-C



SECTION D-D



SECTION E-E

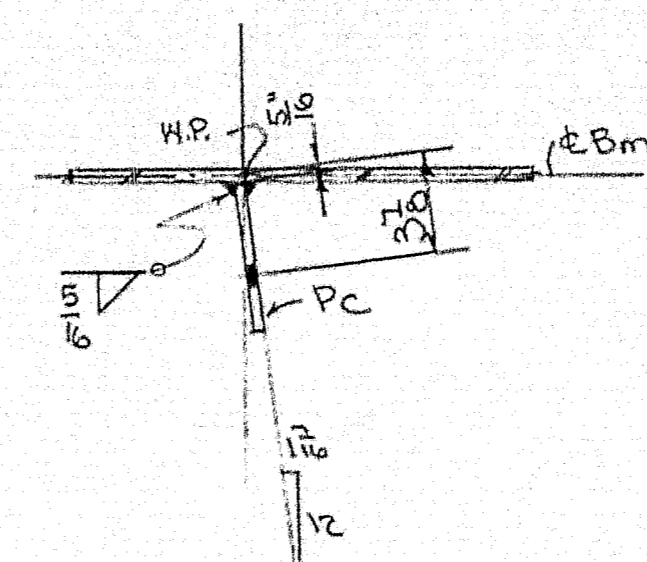
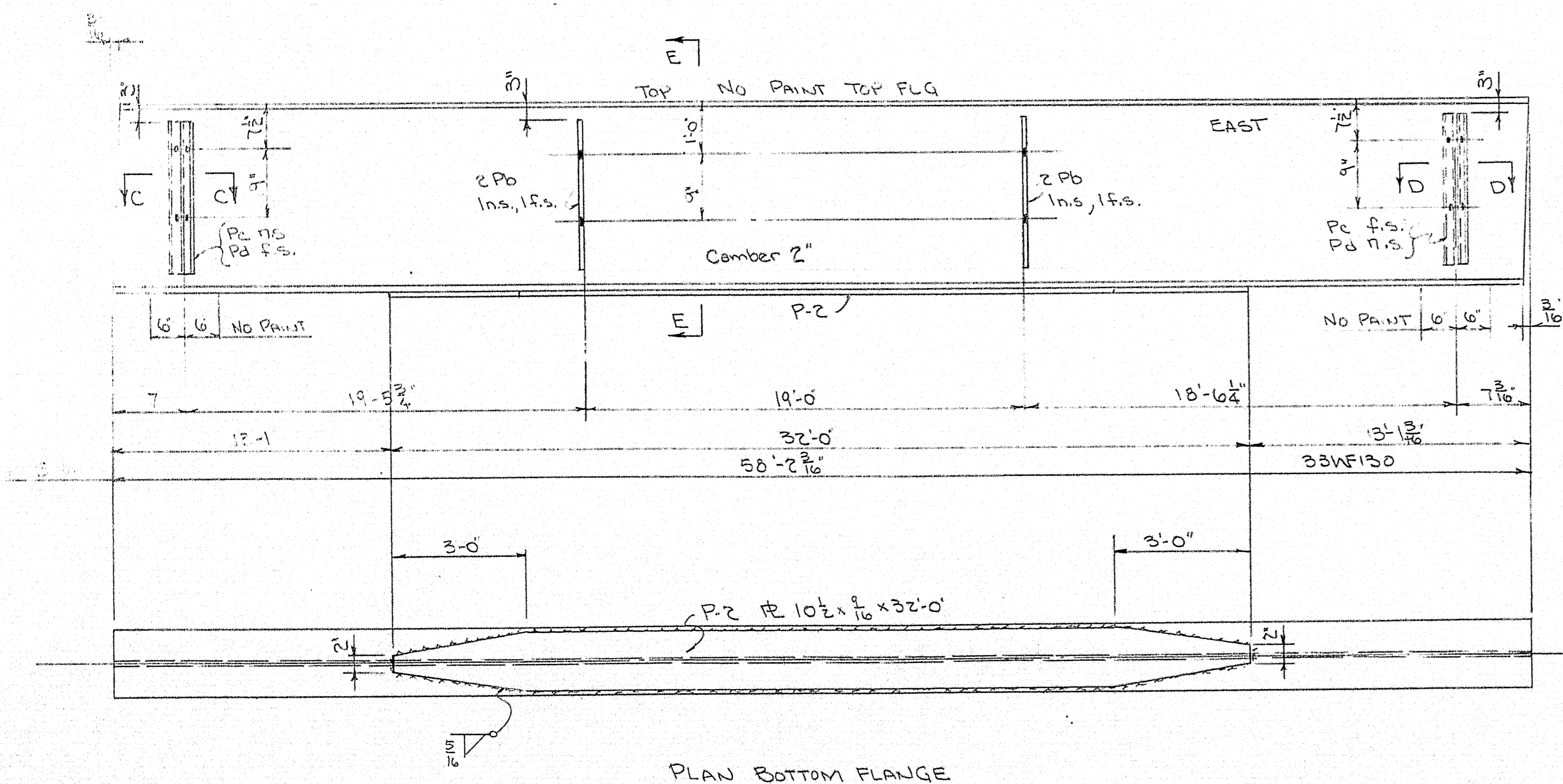
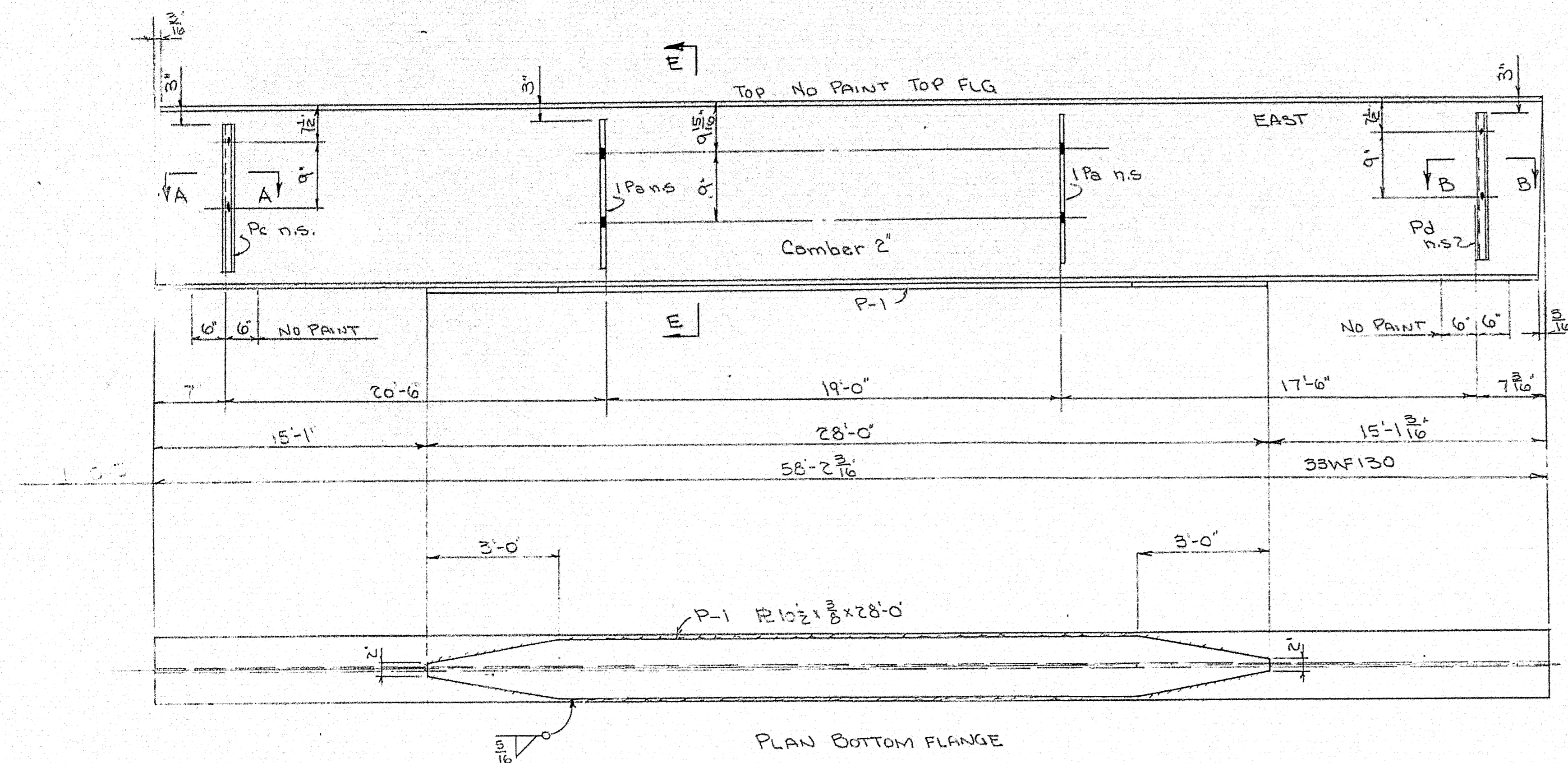
NOTE: NO PAINT ON DIAPHRAGM PLATES

SHIP		BILL OF MATERIAL				DWG. NO. 8-265 S-9	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	QUANTITY	REMARKS
5-3	1		33WF141	43	115	1	
5-4	1		33WF130	13	115	1	
	2	Pa	6x8 f.b.	2	3		
	4	Pb	do	2	3		
	3	Pc	do	2	3		
	3	Pd	do	2	3		
	1		5/16" FIELD NUT	14	0		

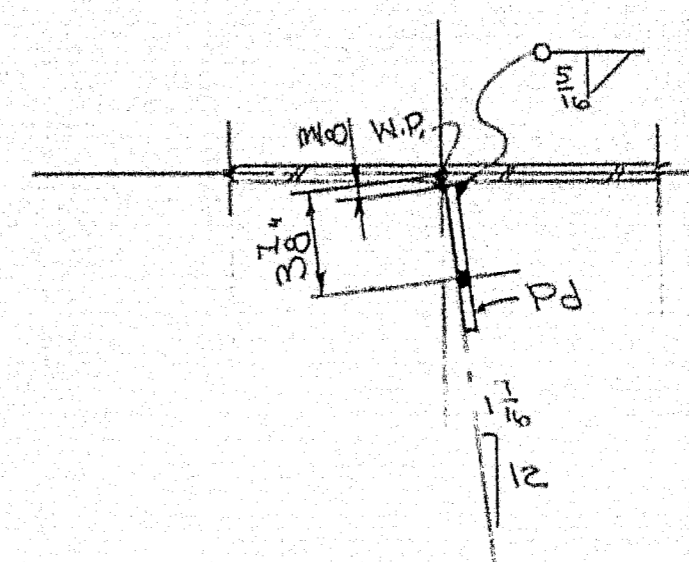
SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: Welded 2 1/2" x 9" Mach bolts
HOLES: 1 1/2"
PAINT: Red lead 8oz per sq ft

BEAM DETAILS	
Bancroft & Martin Rolling Mill Company South Portland 7, Maine	
TRAFTON ROAD BRIDGE WATERVILLE, MAINE	
CUSTOMER CIANCHETTE BROS DESIGNER MAINE STATE HWY COM	
ORDER NO. 3716	DWG. NO. 8-265 S-9

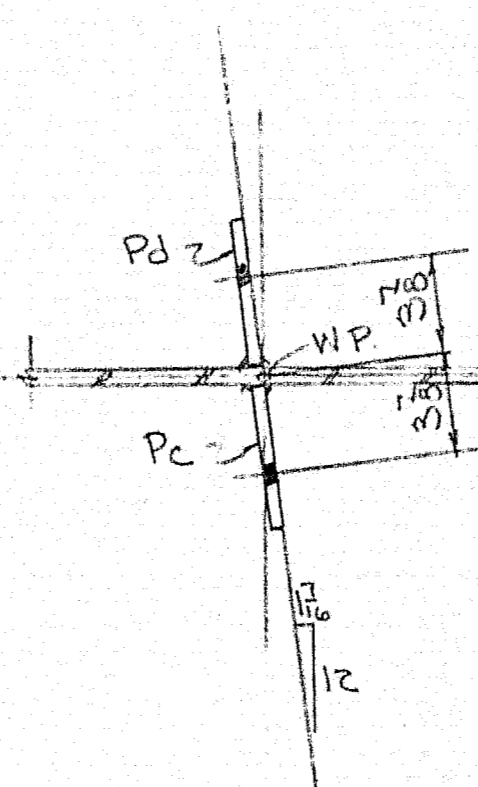
DRAWN	8-22-58	WHM
REVISION		
REVISION		
REVISION		



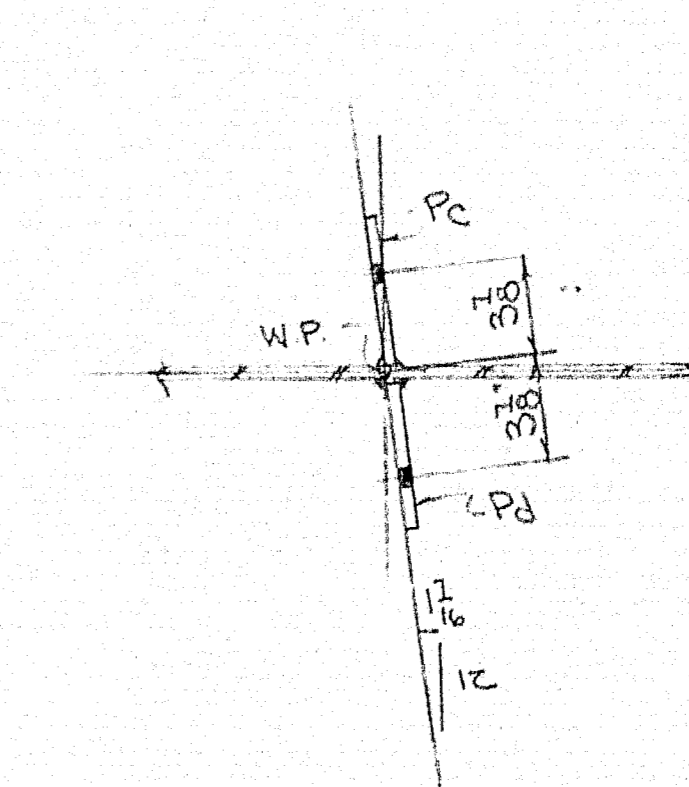
SECTION A-A



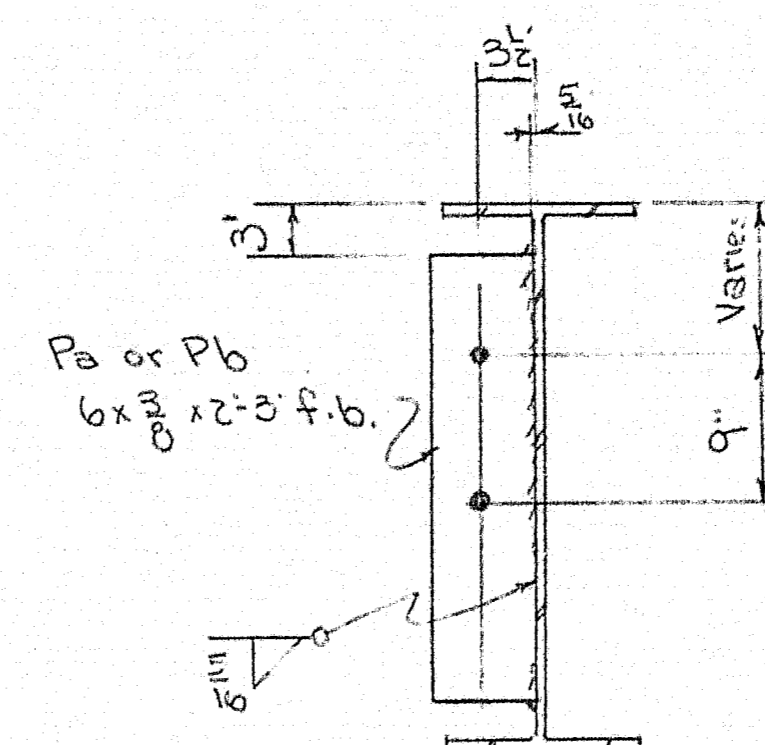
SECTION B-B



SECTION C-C



SECTION D-D



SECTION E-E

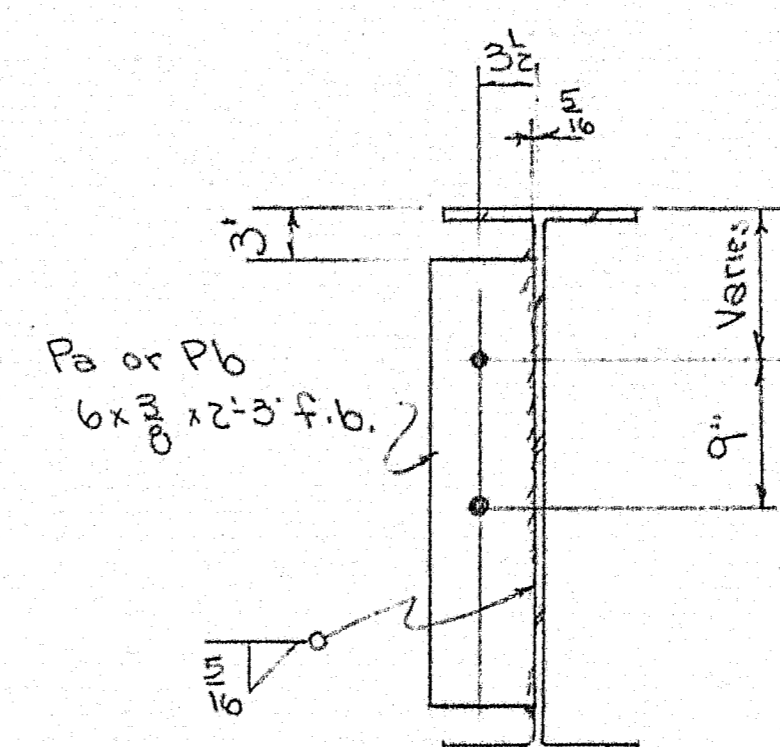
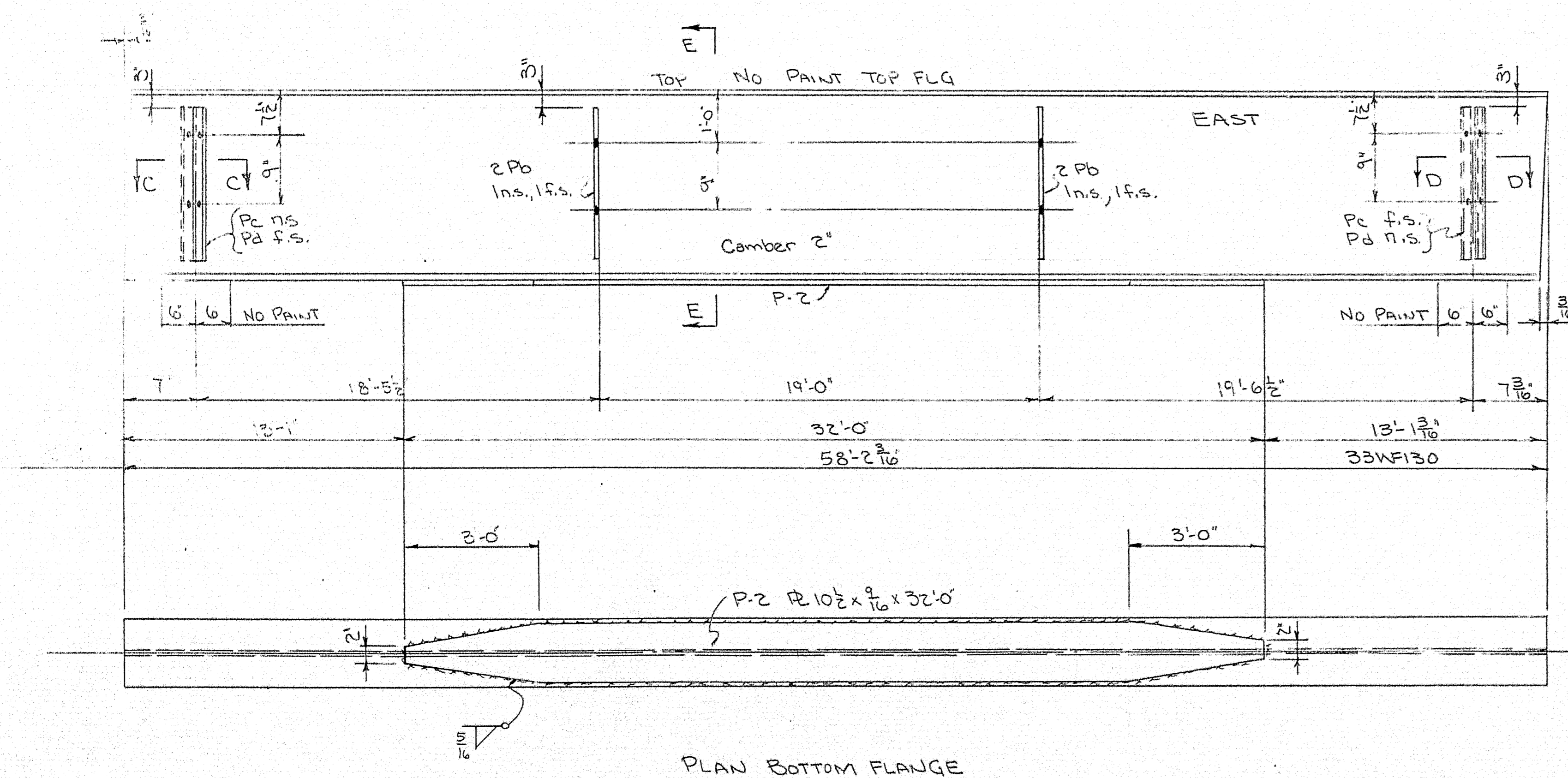
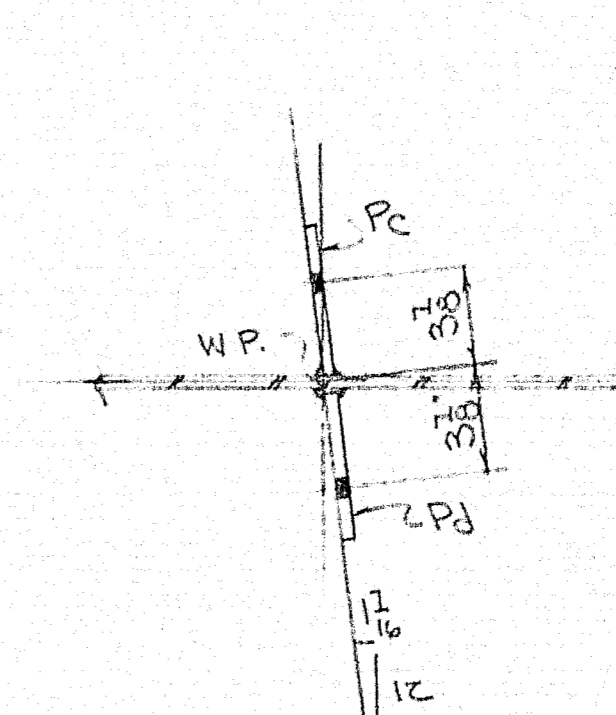
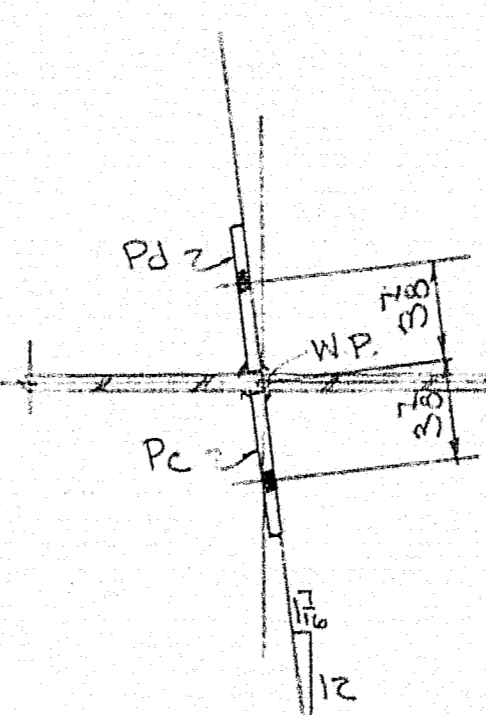
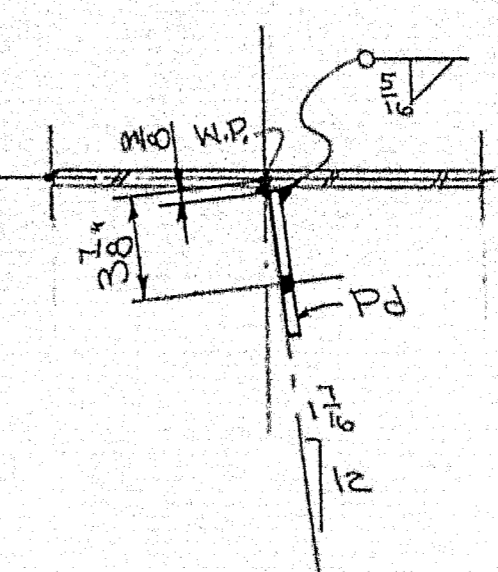
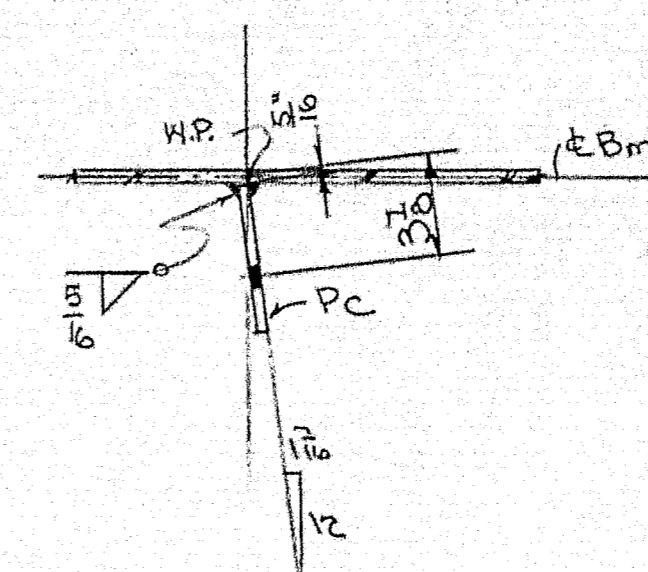
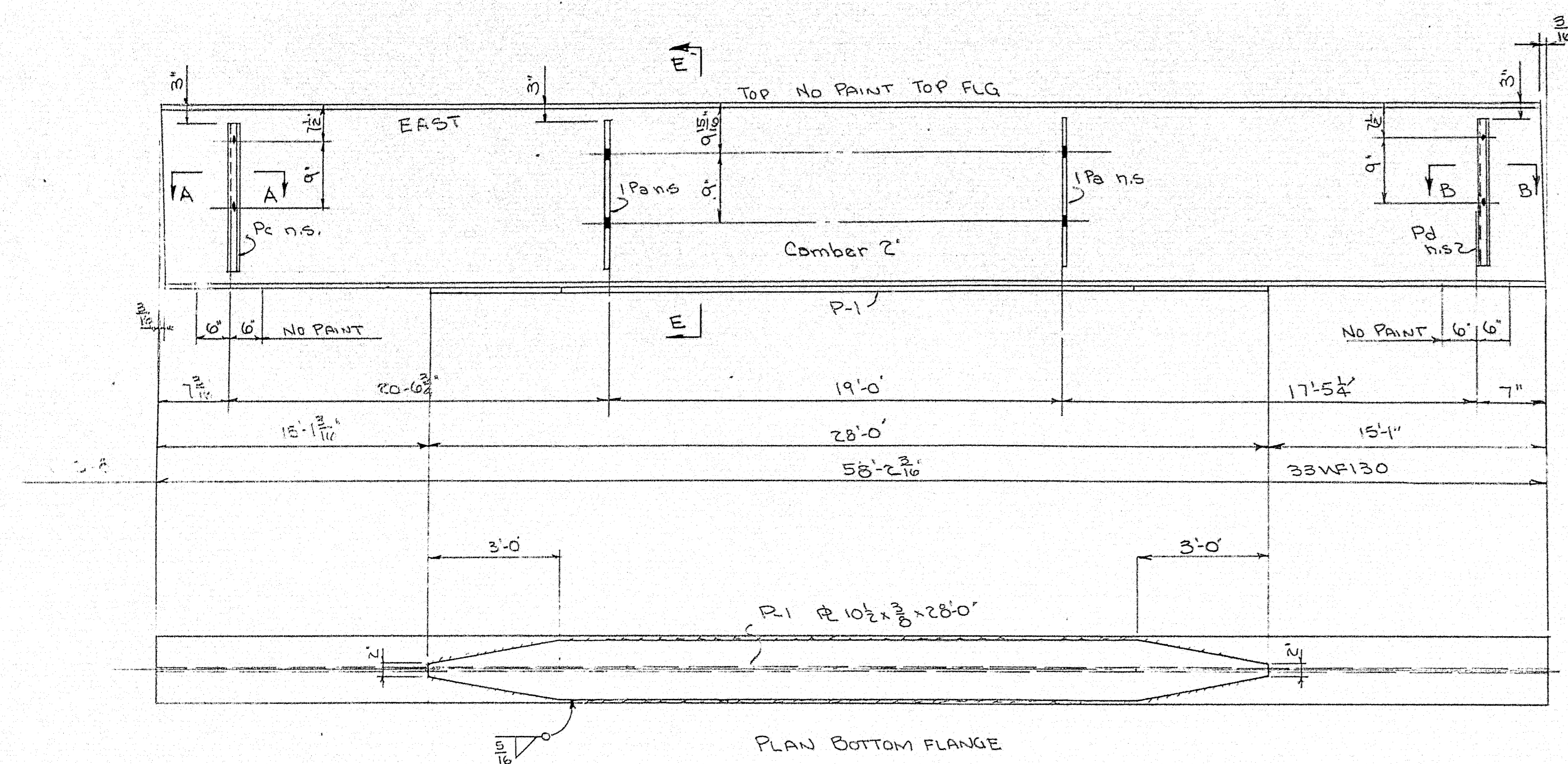
NOTE: No PAINT ON DIAPHRAGM PLATES

SHIP		BILL OF MATERIAL					DWG. NO. 8-265 S-4	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS		
3-5	1		33WF130	58'-2 3/16"			2	A373
3-6	1		do	58'-2 3/16"			2	A373
	2	Pa	6x8 f.b.	23				A-7
	4	Pb	do	23				A-7
	3	Pc	do	23				A-7
	3	Pd	do	23				A-7
	1	P1	12 1/2 x 3/8	28'-0"			32	A373
	1	P2	12 1/2 x 3/8	32'-0"			30	A373
	1		5/8" PL	175'-0"				

SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: Welded 2" Max. bolts
HOLES: 1 1/8"
PAINT: Red lead anti-rust per spec.

BEAM DETAILS	
Branco & Martin Rolling Mills Company South Portland, Maine	
TRAFFIC ROAD BRIDGE WATERVILLE, MAINE	
CUSTOMER: CLANCHETTE BROS. DESIGNER: MAINE STATE HIGH COM.	
ORDER NO. 3716	DWG. NO. 8-265 S-4

DRAWN	8-22-58	WHM
REVISION		
REVISION		
REVISION		



SECTION E-E

NOTE - NO PAINT ON DIAPHRAGM PLATES

[illegible]

SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: welded to 3/4" Max. dia.
HOLES: 13/16"
PAINT: Field Welds don't per spec.

DRAWN	8-22-58	WHM	CUSTOMER	CLIANCHETTE SROOS
REVISION			DESIGNER	MAINE STATE HIGH COM.1
REVISION			ORDER NO.	27116
REVISION			DWG. NO.	8-265 S-13

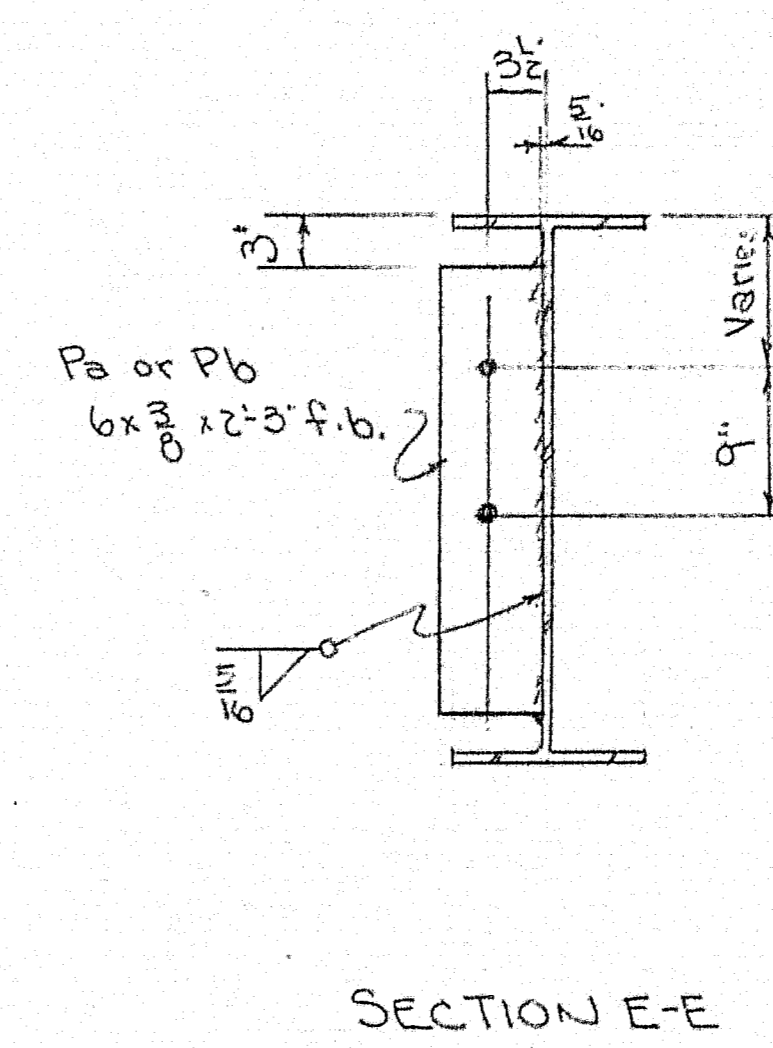
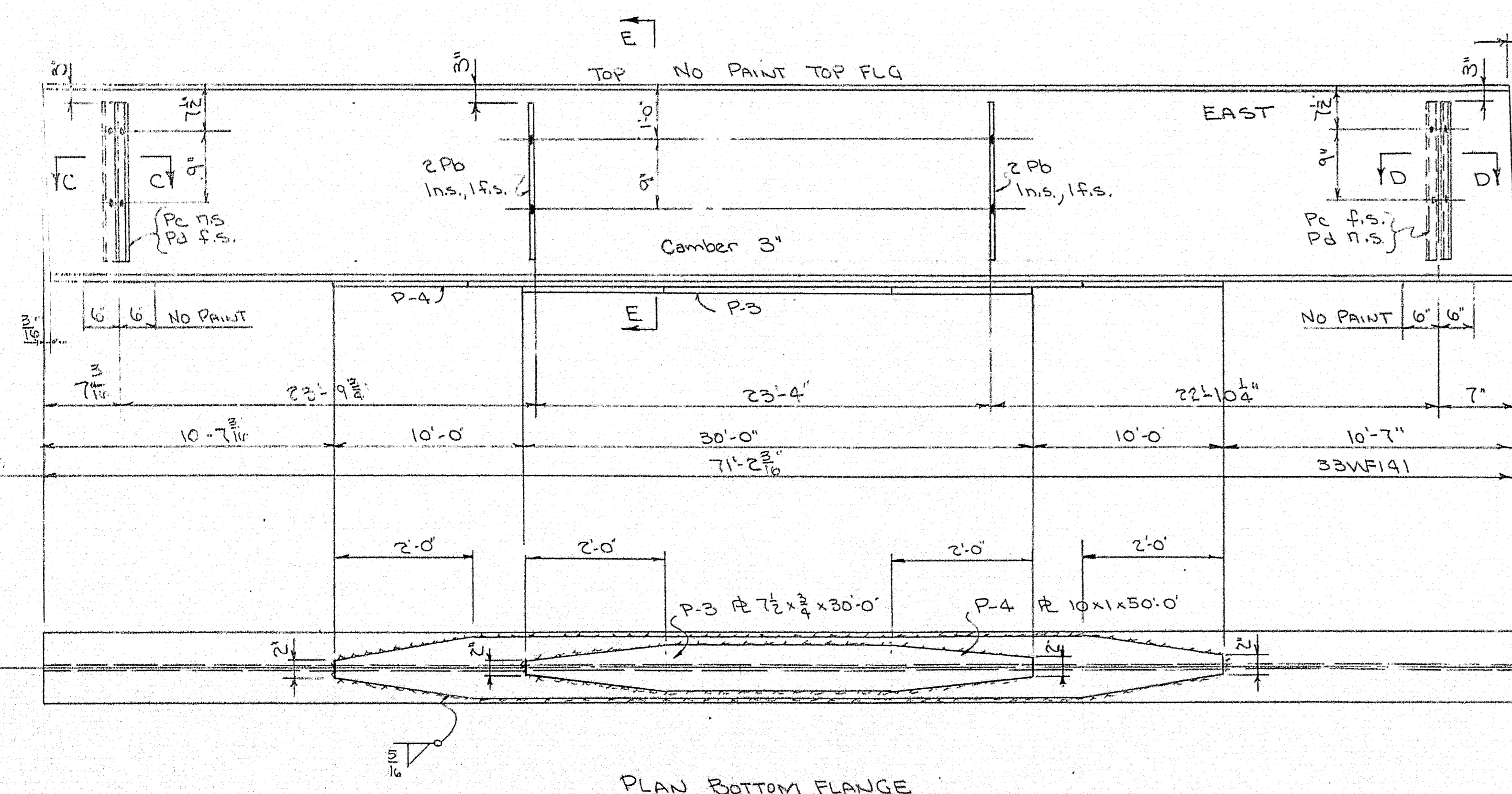
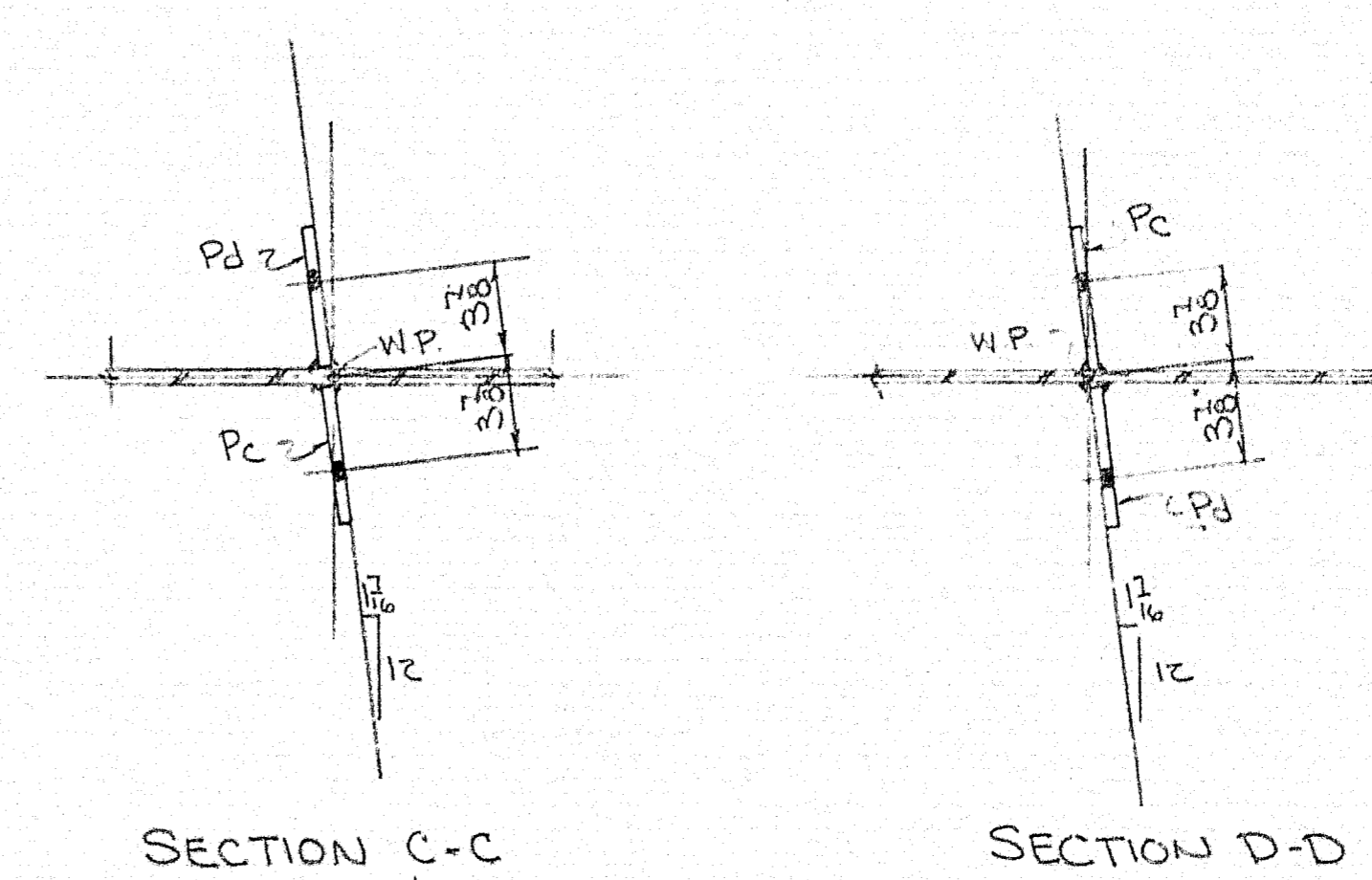
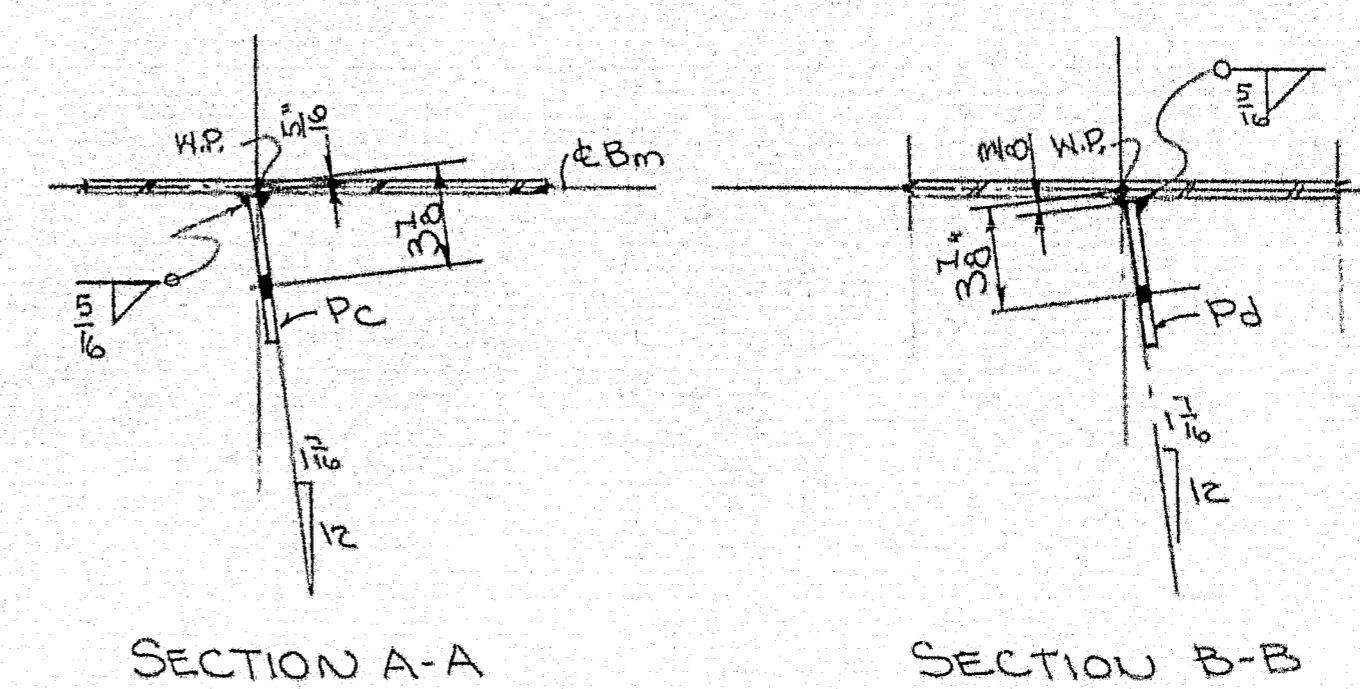
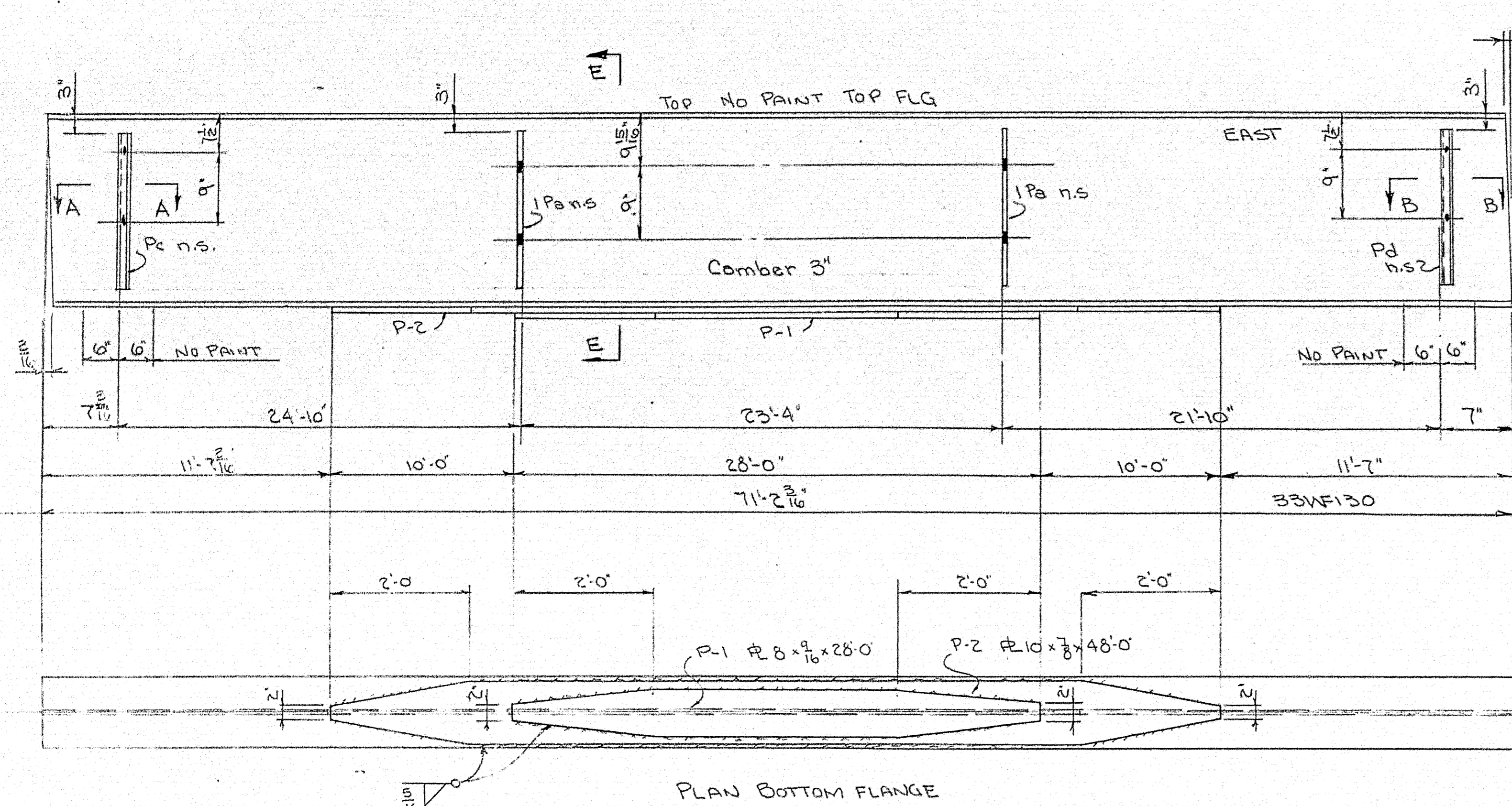
BEAM DETAILS

Brancroft & Martin Rolling Mills Company
South Portland 7, Maine

TRAFTON ROAD BRIDGE
WHITEVILLE, MAINE

CUSTOMER CIANCHETTE BROS
DESIGNER MAINE STATE UNIV

ORDER NO. <u>3716</u>	DWG. NO. <u>8-265 S-1</u>
-----------------------	---------------------------



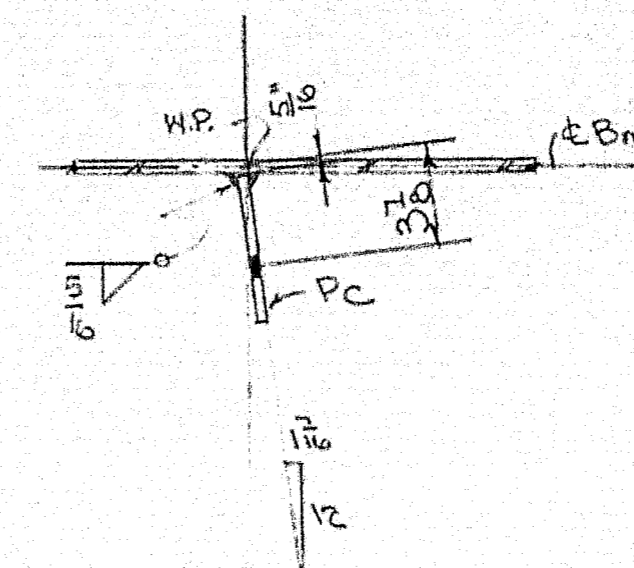
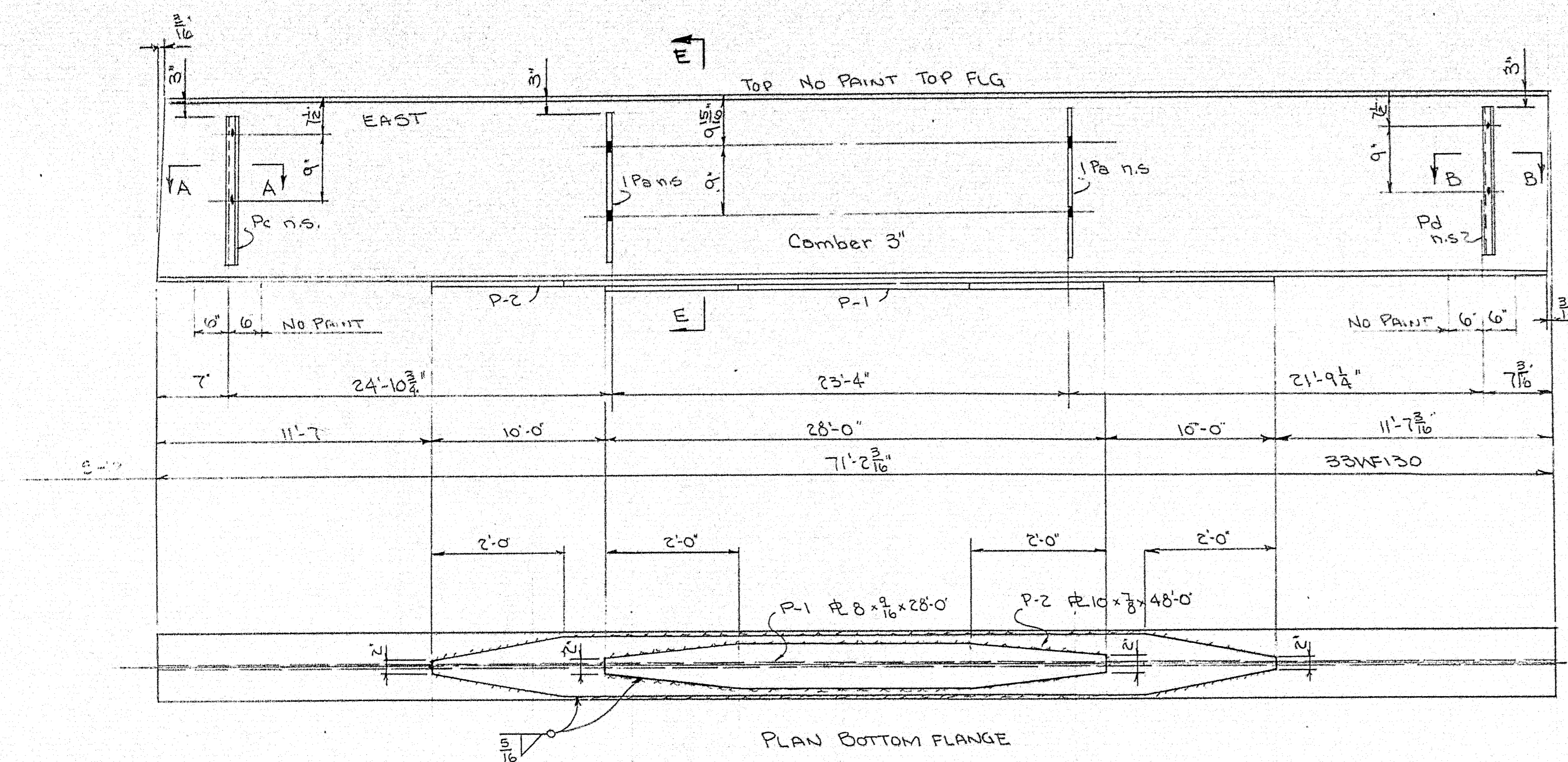
NOTE: - NO PAINT ON DIAPHRAGM PLATES

SHIP		BILL OF MATERIAL					DWG. NO. 8-265 S-1	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	DEDUCT	REMARKS	
5-9	1		33WF130	71	216		2	A373
5-10	1		33WF141	71	216		2	A373
	2	Pa	6x3/8 f.b.	23				A-7
	4	Pb	do	23				A7
	3	Pc	do	23				A7
	3	Pd	do	23				A7
	1	P-1	2x8 x 1/2	28	0		23	A373
	1	P-2	2x10 x 3/8	48	0		48	A373
	1	P-3	2x10 x 3/8	30	0		28	A373
	1	P-4	2x10 x 1	50	0		54	A373
	1	Weld	1/2" Weld	366			61	

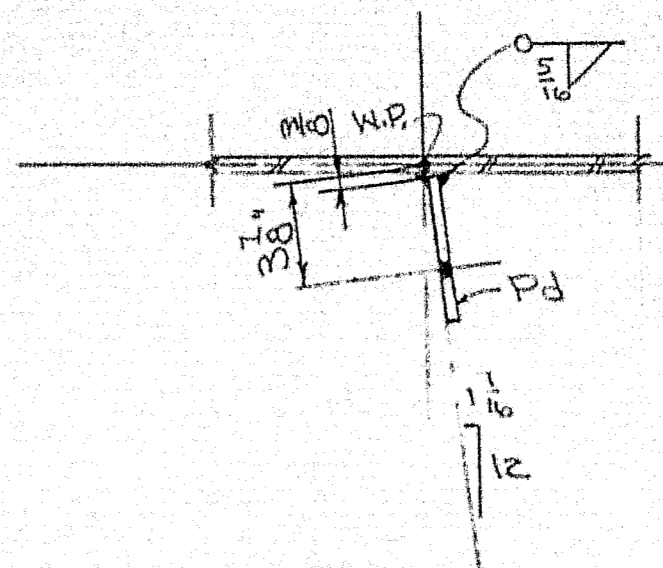
SHOP CONNECTIONS: Welded
 FIELD CONNECTIONS: Welded 2 1/2" Min. or 1/4"
 HOLES: 1 1/2"
 PAINT: Red lead 301 per spec

BEAM DETAILS	
Bancroft & Martin Rolling Mills Company South Portland 7, Maine	
TRAFTON ROAD BRIDGE WATERVILLE, MAINE	
CUSTOMER CLANCHETTE BROS DESIGNER MAINE STATE HIGH COM	
ORDER NO. 3716	DWG. NO. 8-265 S-1

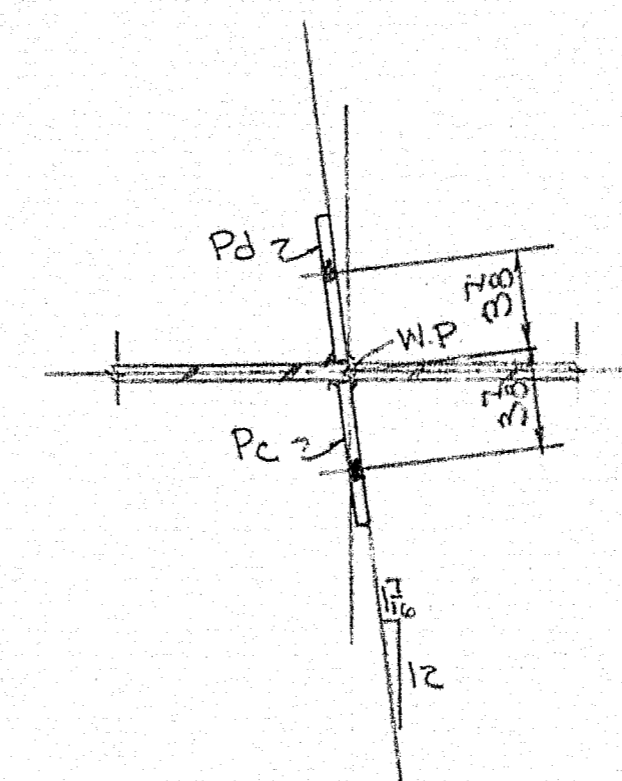
DRAWN	8-22-58	WHM
REVISION		
REVISION		
REVISION		



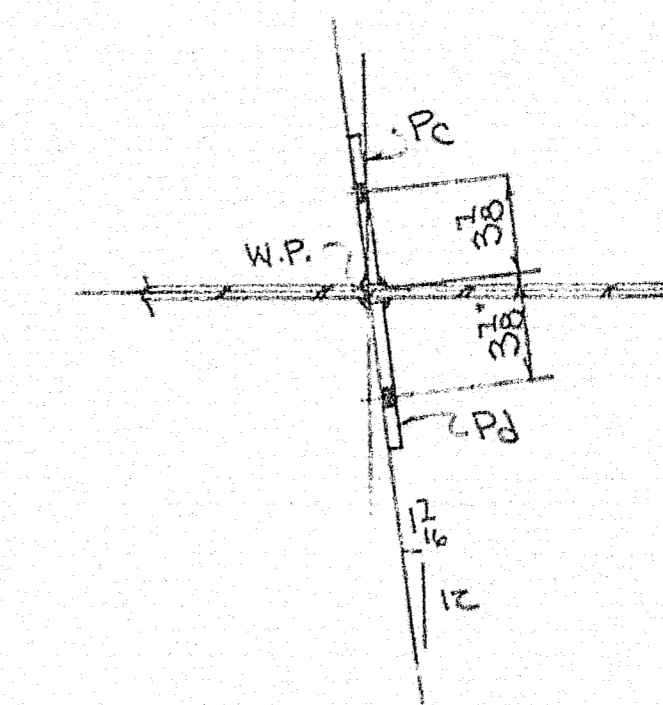
SECTION A-A



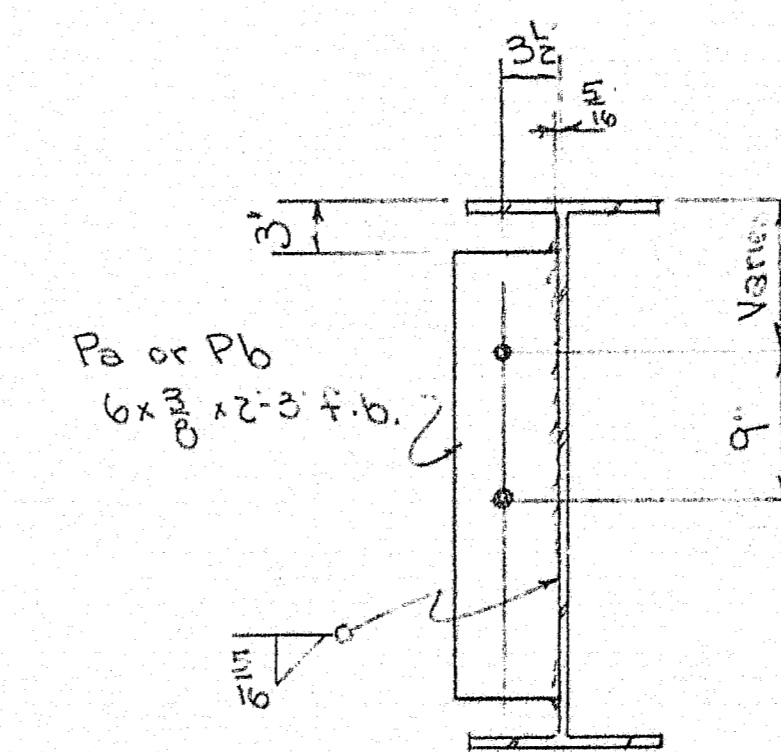
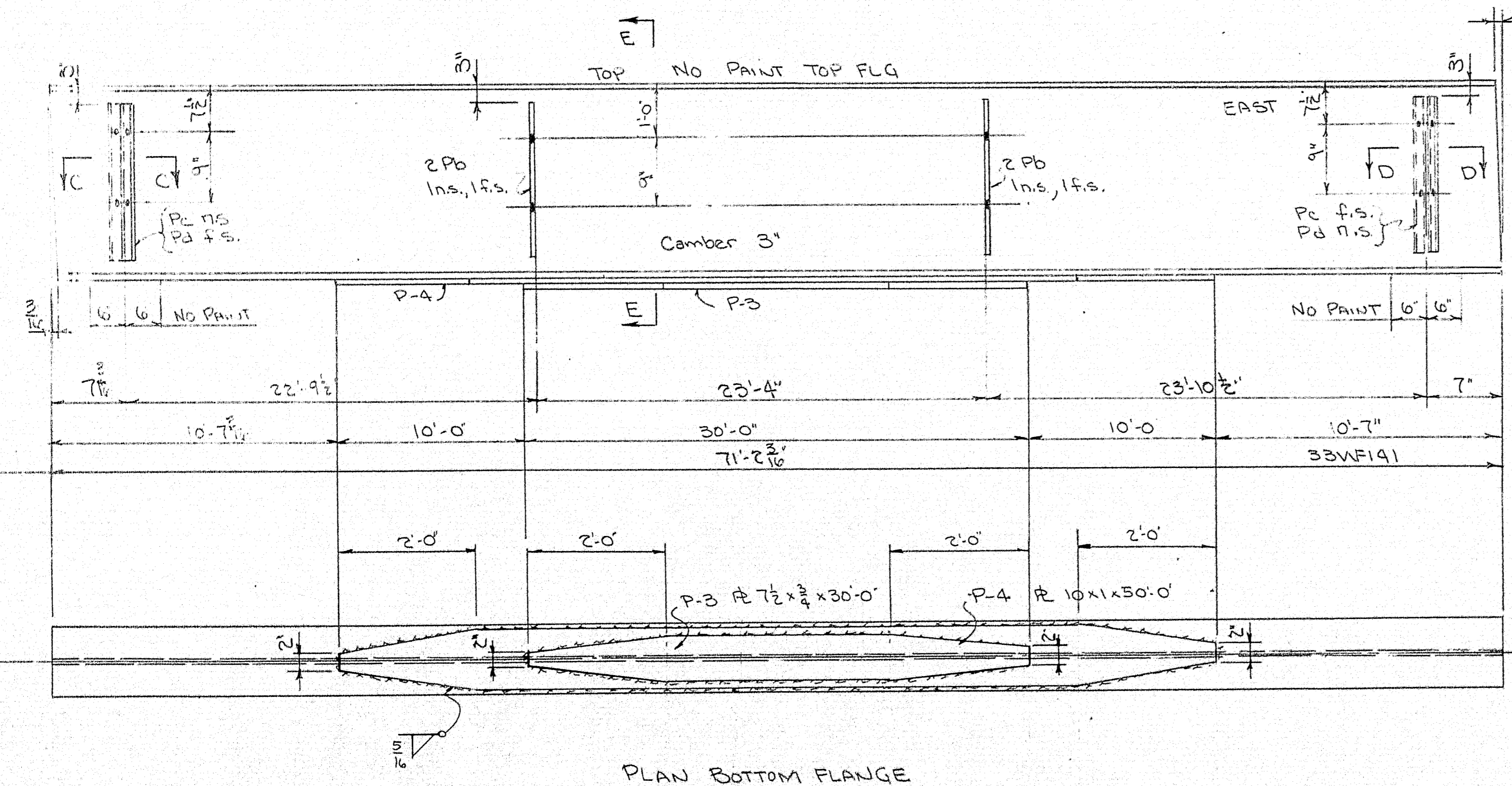
SECTION B-B



SECTION C-C



SECTION D-D

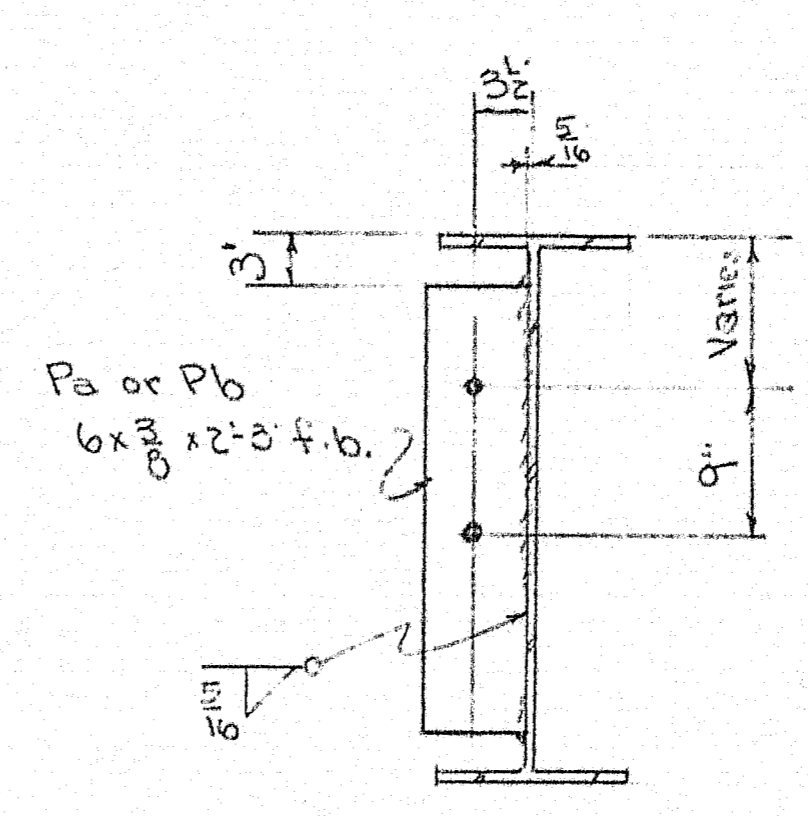
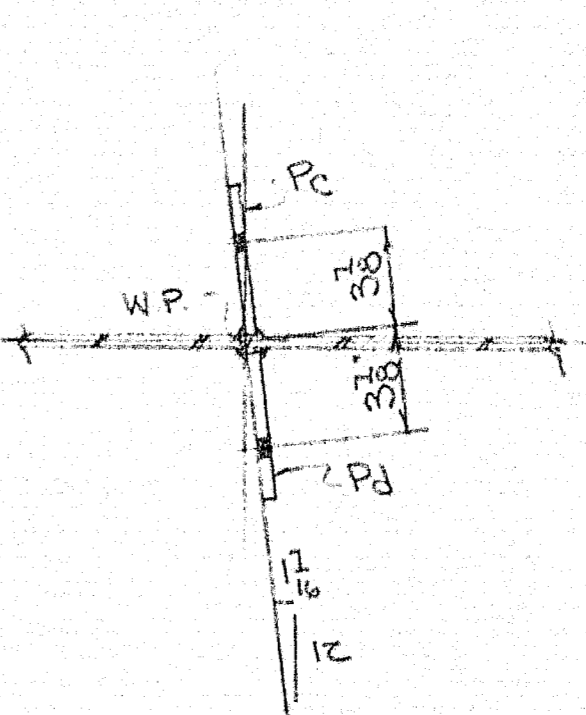
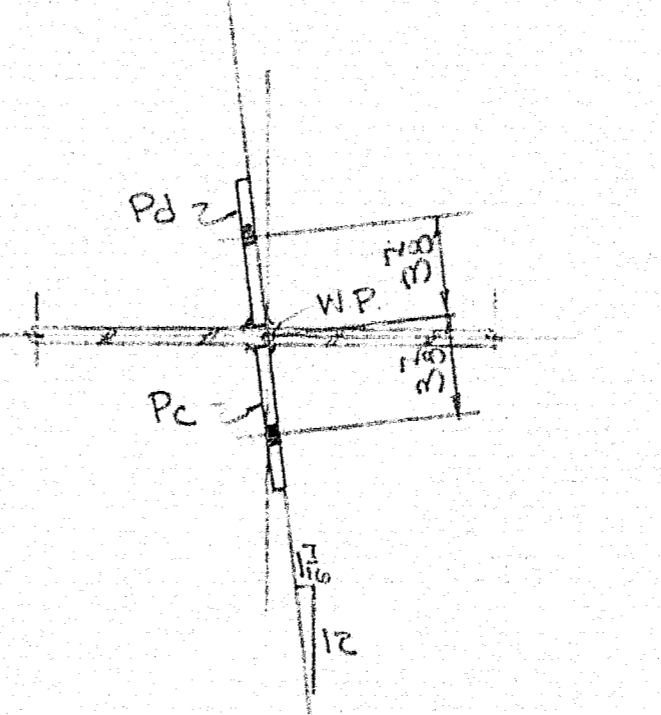
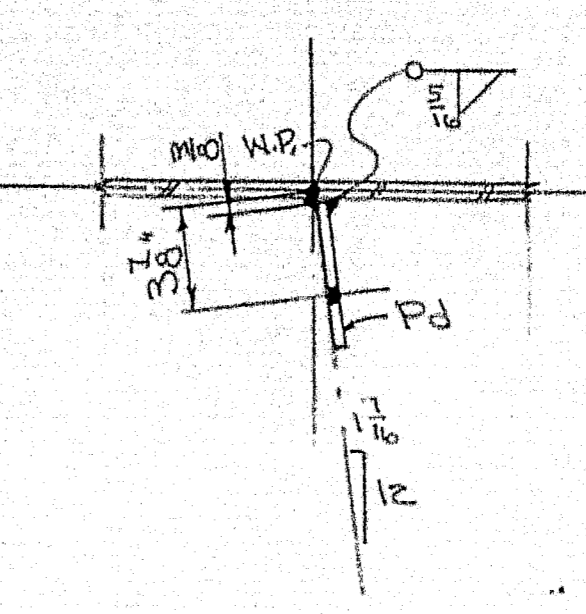
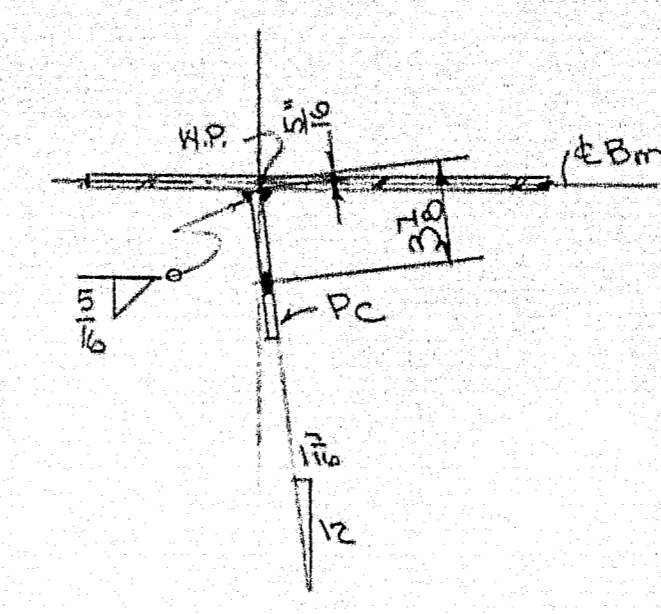
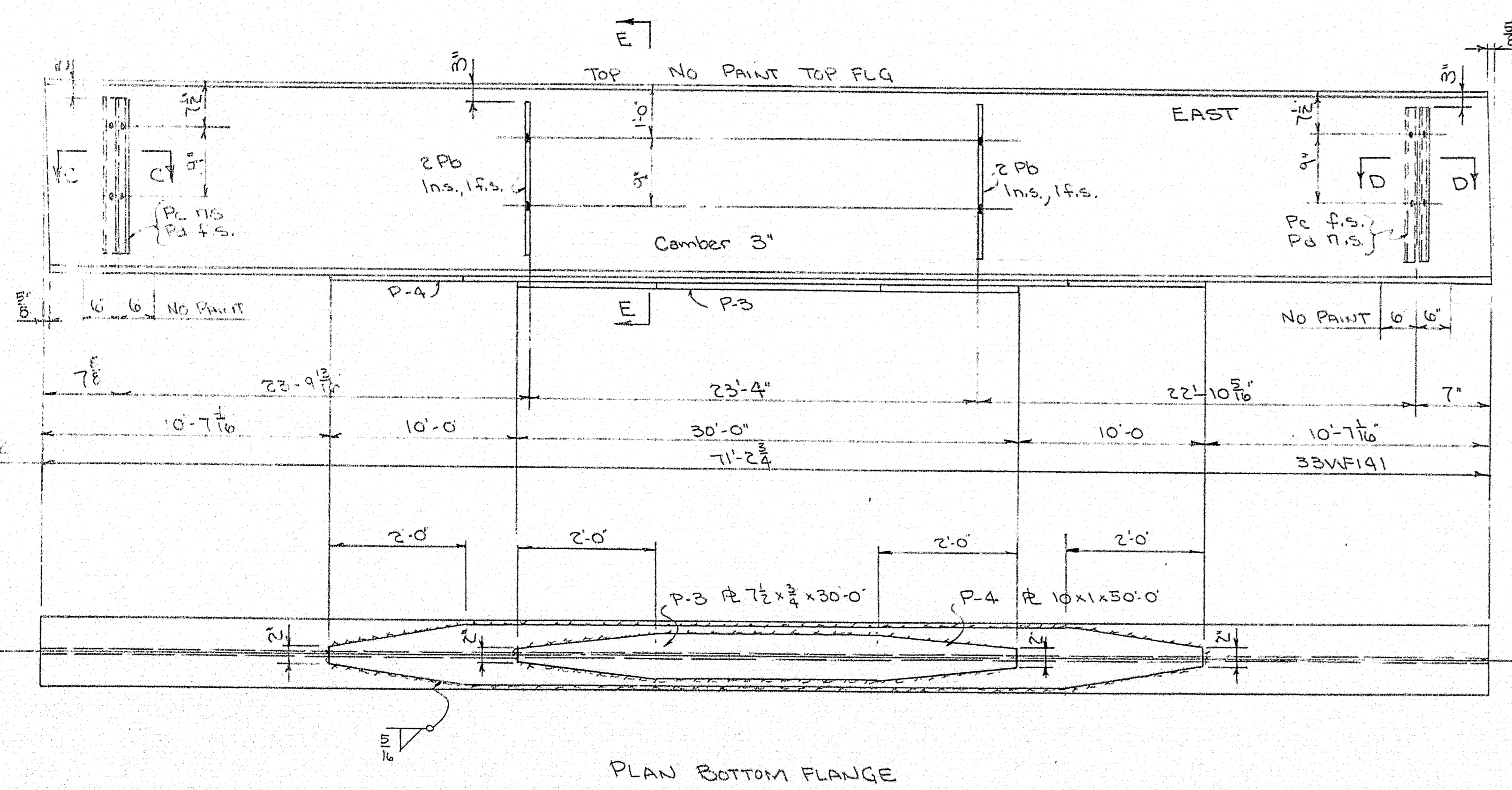
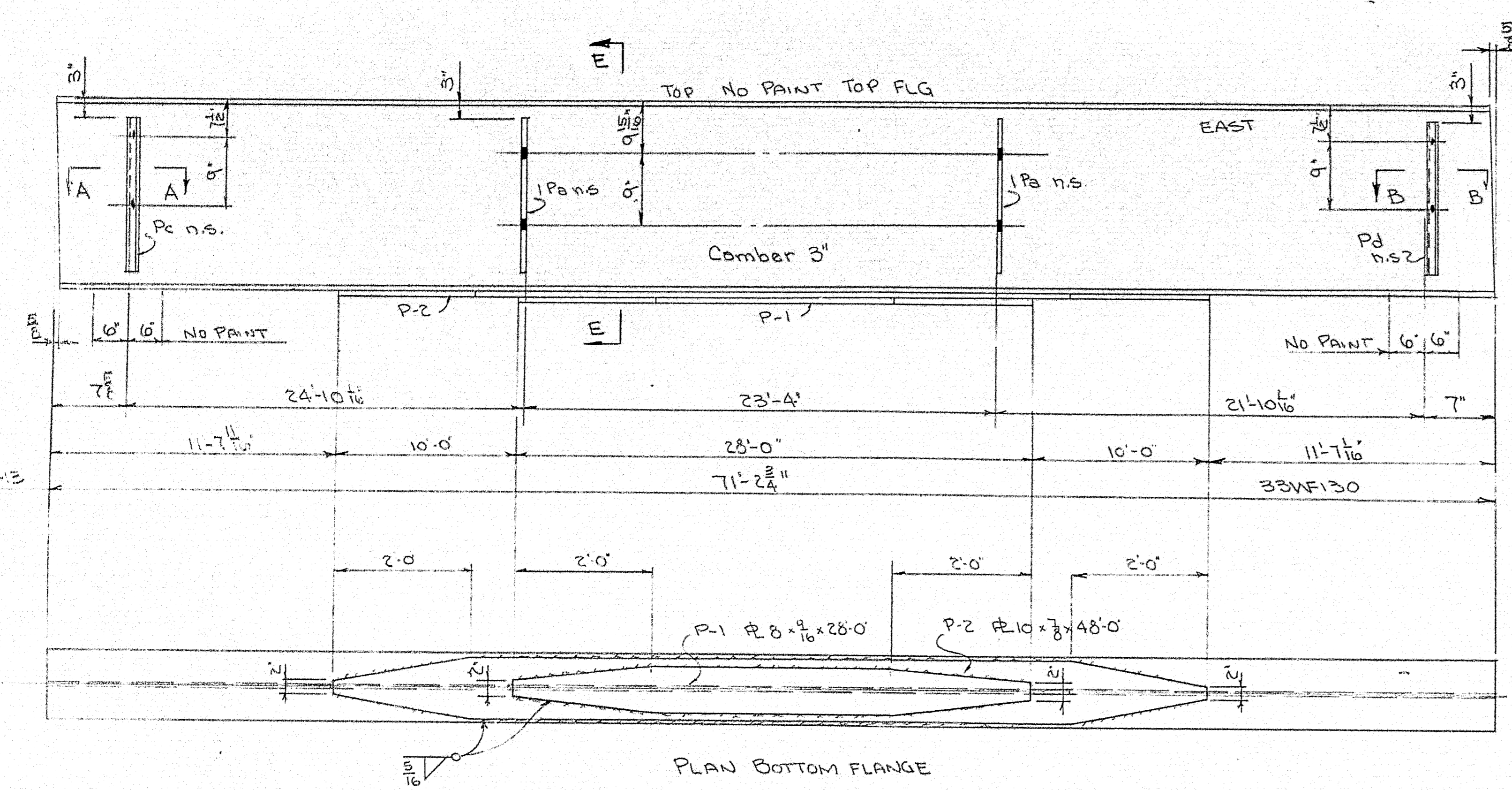


SECTION E-E

SHIP		BILL OF MATERIAL				DWG. NO. 8-265 S-1	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	DEDUCT	REMARKS
S-12	1		33WF130	71' 2 3/16"		2	A313
S-11	1		33WF191	71' 2 3/16"		2	A313
	2	Pa	6 x 8 x 16	23			A-7
	4	Pb	do	23			A7
	3	Pc	do	23			A7
	3	Pd	do	23			A7
	1	P-1	2 8 x 16 x 28'-0"	28	0	23	A313
	1	P-2	2 10 x 8 x 48'-0"	48	0	48	A313
	1	P-3	2 7 1/2 x 3 x 30'-0"	30	0	28	A313
	1	P-4	2 10 x 1 x 50'-0"	50	0	54	A313
	1	Unit	1/2" Weld	366		61	

SHOP CONNECTIONS: WELDED
FIELD CONNECTIONS: NO BOLTS OR WELDS
HOLES: 1/16"
PAINT: PAINT SHOP AND FIELD

BEAM DETAILS	
Bancroft & Martin Rolling Mills Company South Portland 1, Maine	
TRAFALGAR ROAD BRIDGE, WATERVILLE, MAINE	
CUSTOMER: CLANCHETTE BROS DESIGNER: MAINE STATE HIGH COM.	
DRAWN: 8-22-58 WHM	ORDER NO. 3716
REVISION	DWG. NO. 8-265 S-1
REVISION	
REVISION	



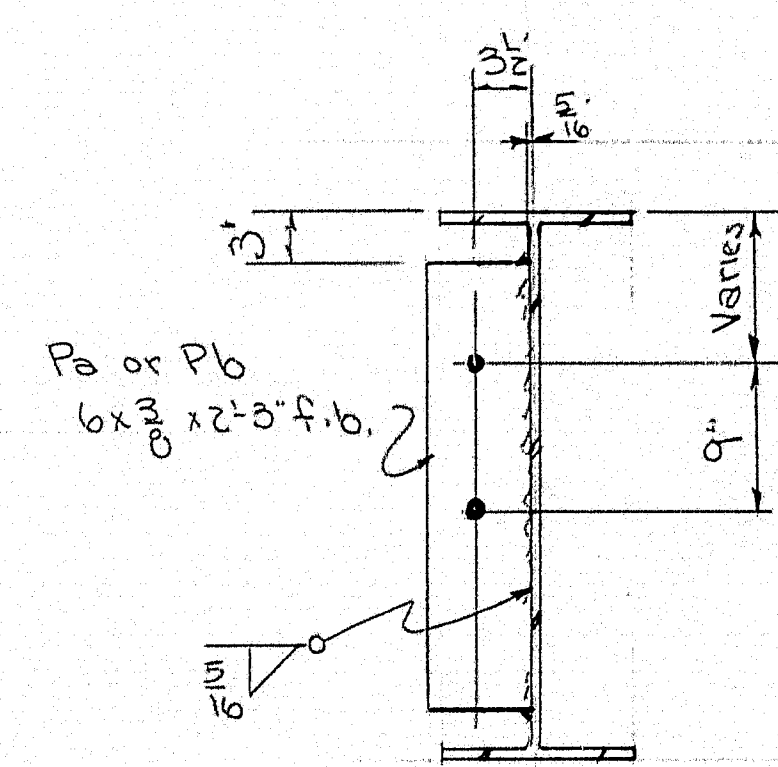
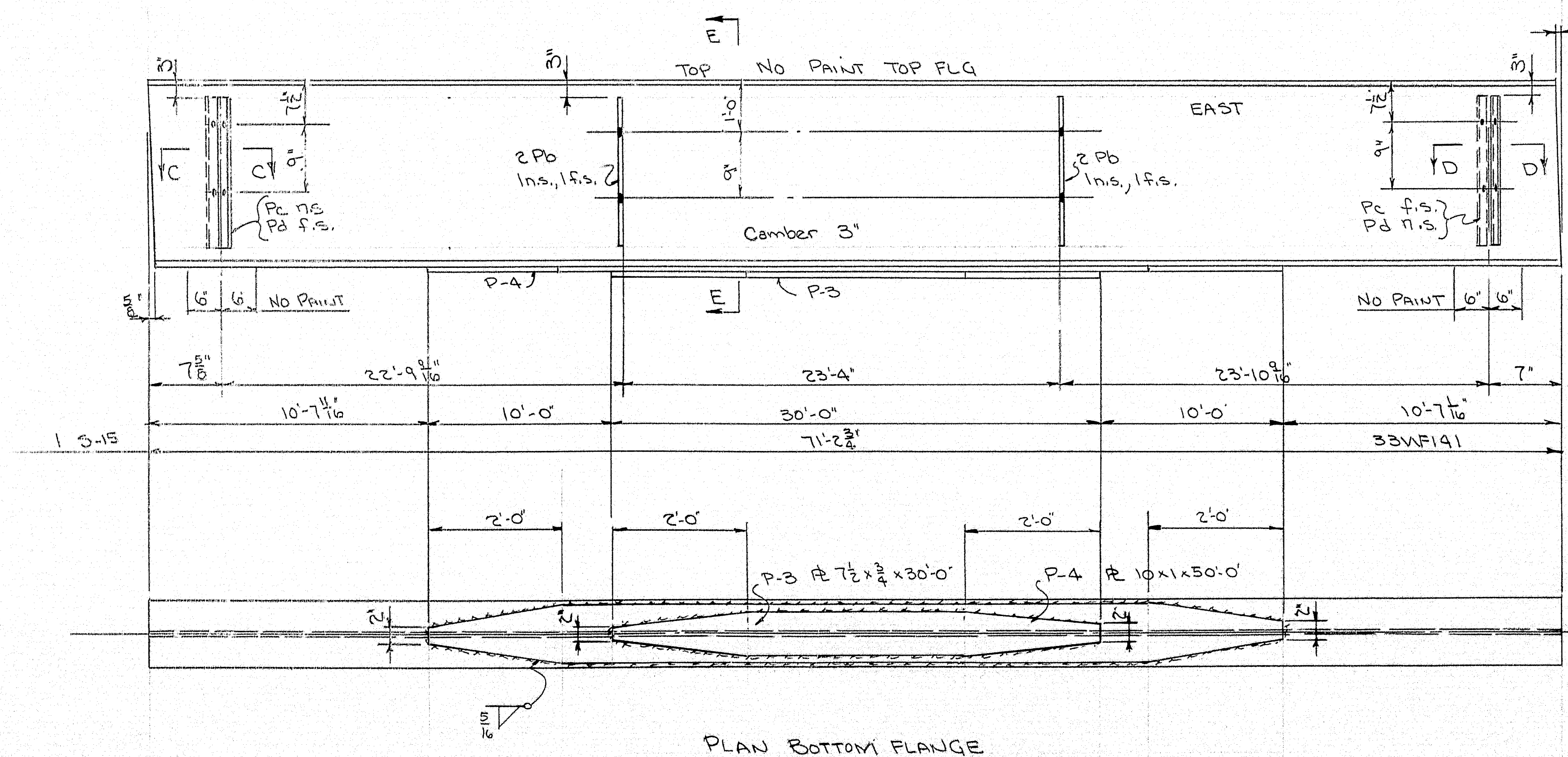
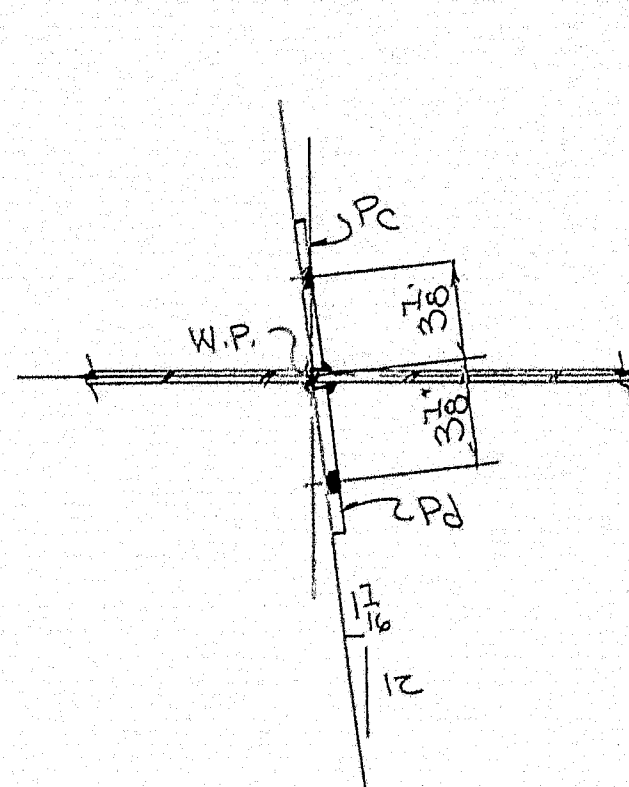
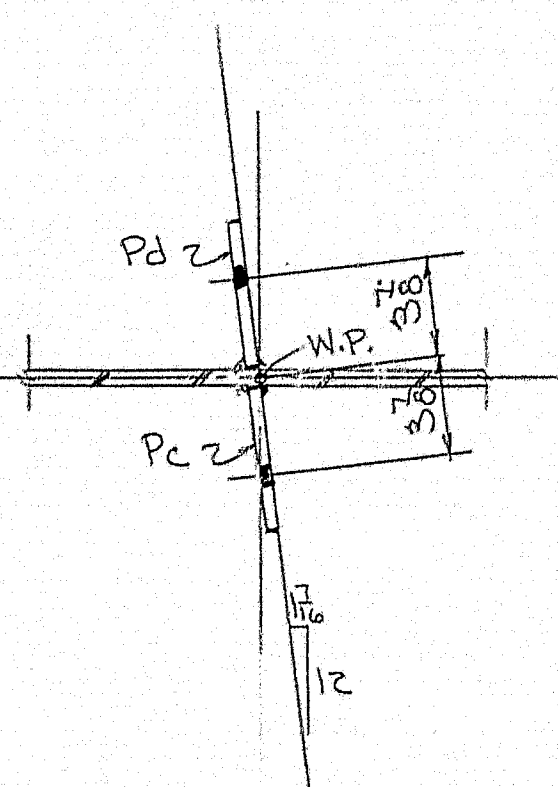
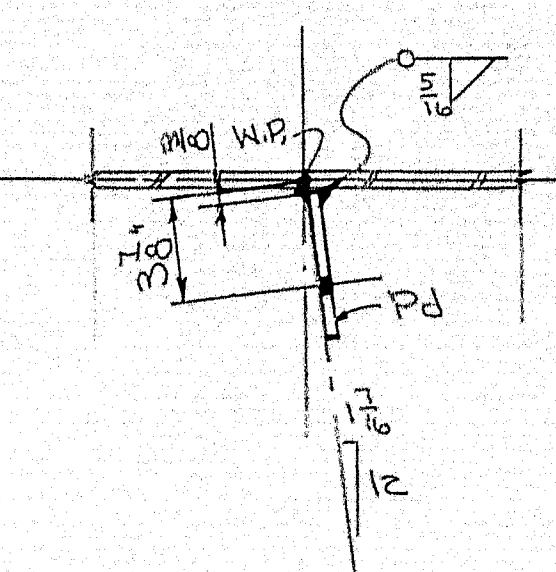
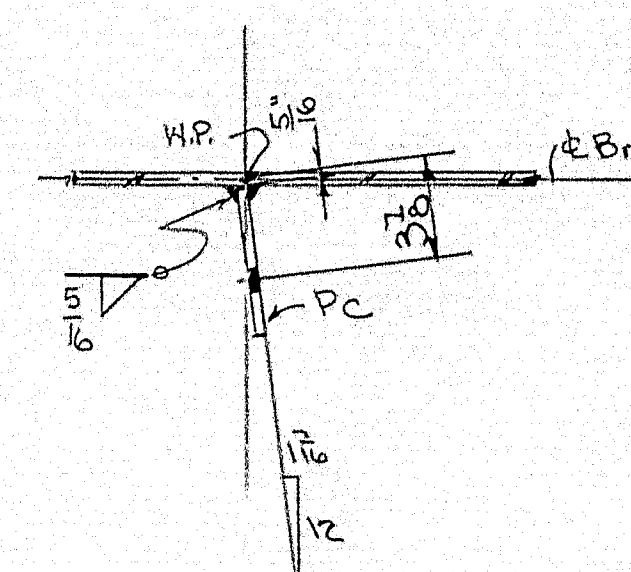
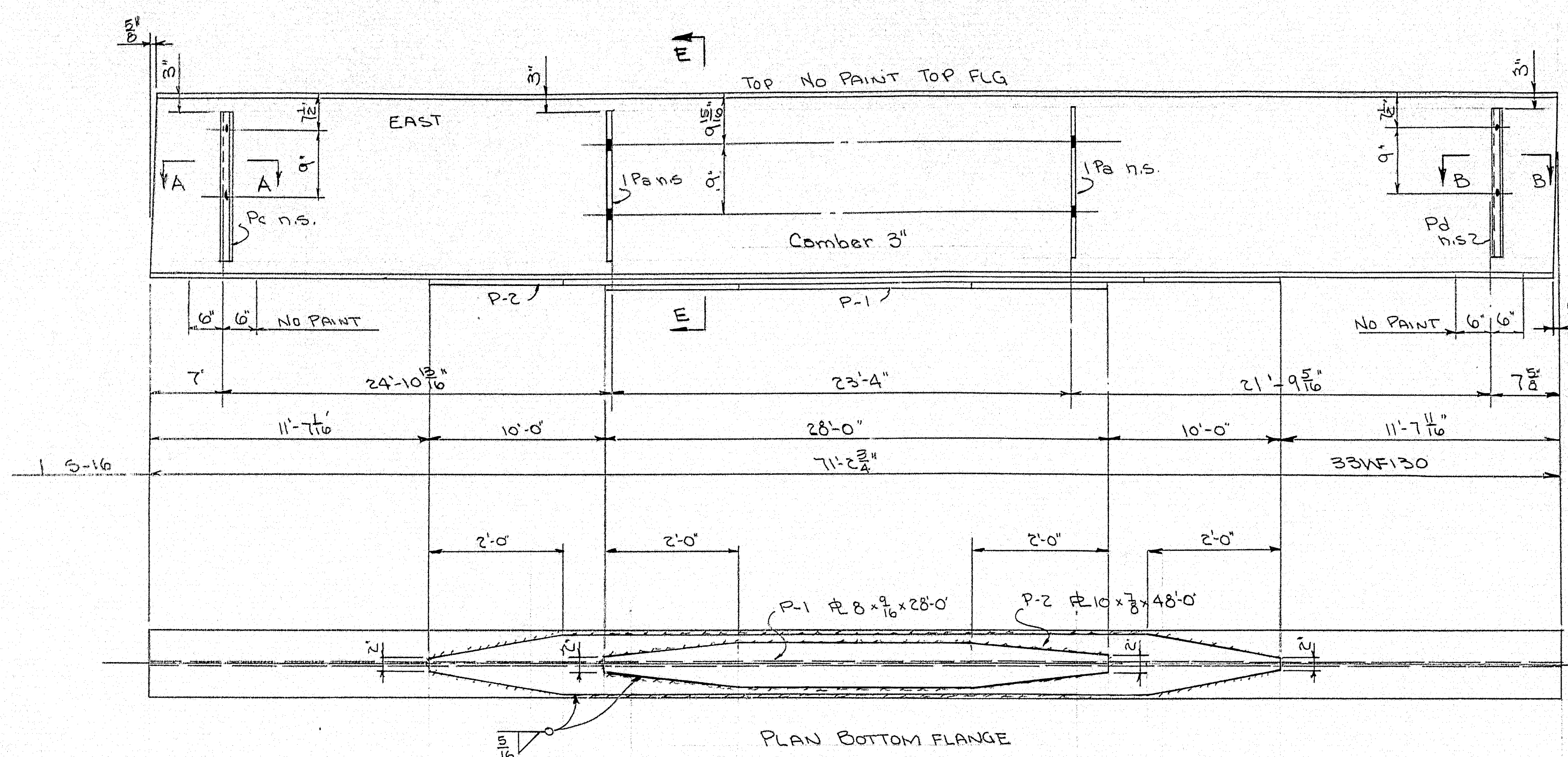
NOTE:- NO PAINT ON DIAPHRAM PLATES

SHIP		BILL OF MATERIAL				DWG. NO. 8-265 S-1	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	DESIGN	REMARKS
8-13	1		33WF130	71'-2 1/2"		7	A373
8-14	1		33WF191	71'-2 1/2"		7	A373
	2	Pa	6x8 f.b.	2'-3"			A-7
	4	Pb	do	2'-3"			A7
	3	Pc	do	2'-3"			A7
	3	Pd	do	2'-3"			A7
	1	P-1	PL 8x10	28'-0"		23	A373
	1	P-2	PL 10x8	48'-0"		48	A373
	1	P-3	PL 7 1/2x3	30'-0"		28	A373
	1	P-4	PL 10x1	50'-0"		54	A373
	1	Ln	1/2" Weld	366'		61	

SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: Welded 1/2" x 3/4" M20 bolts
HOLES: 1 1/2"
PAINT: Red lead and zinc

BEAM DETAILS	
Branco & Martin Rolling Mills Company South Portland 7, Maine	
TRAFALGAR ROAD BRIDGE WINNECHEE, MAINE	
CUSTOMER: CARRIAGE CO. DESIGNER: MAINE STATE HIGHWAY COMM.	
ORDER NO. 2116	DWG. NO. 8-265 S-1

DRAWN	8-22-58	WHM
REVISION		
REVISION		
REVISION		



SECTION E-E

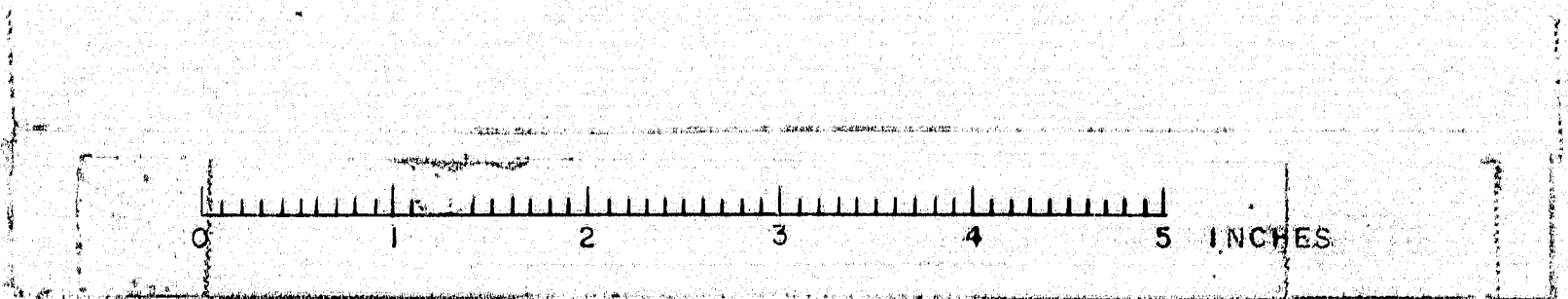
NOTE:- NO PAINT ON DIAPHRAM PLATES

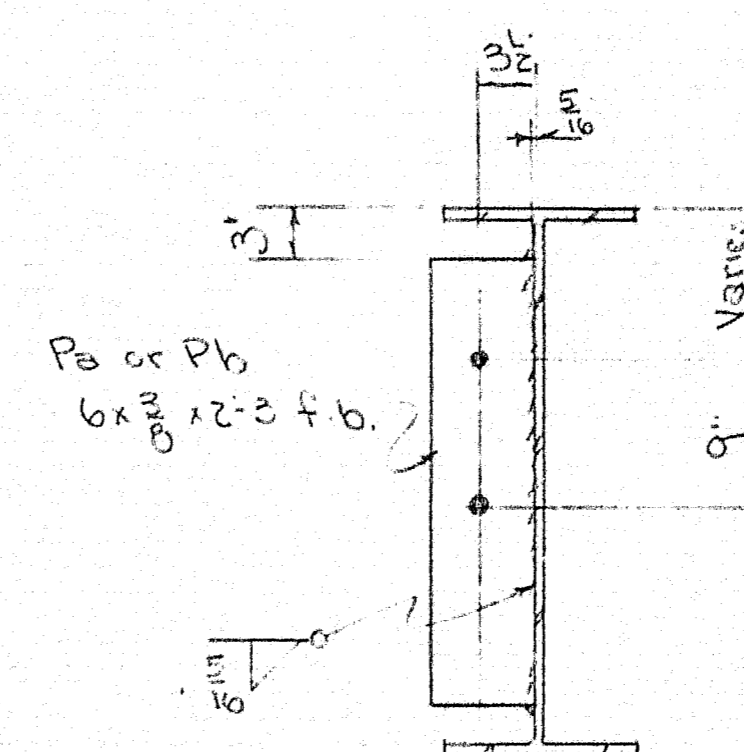
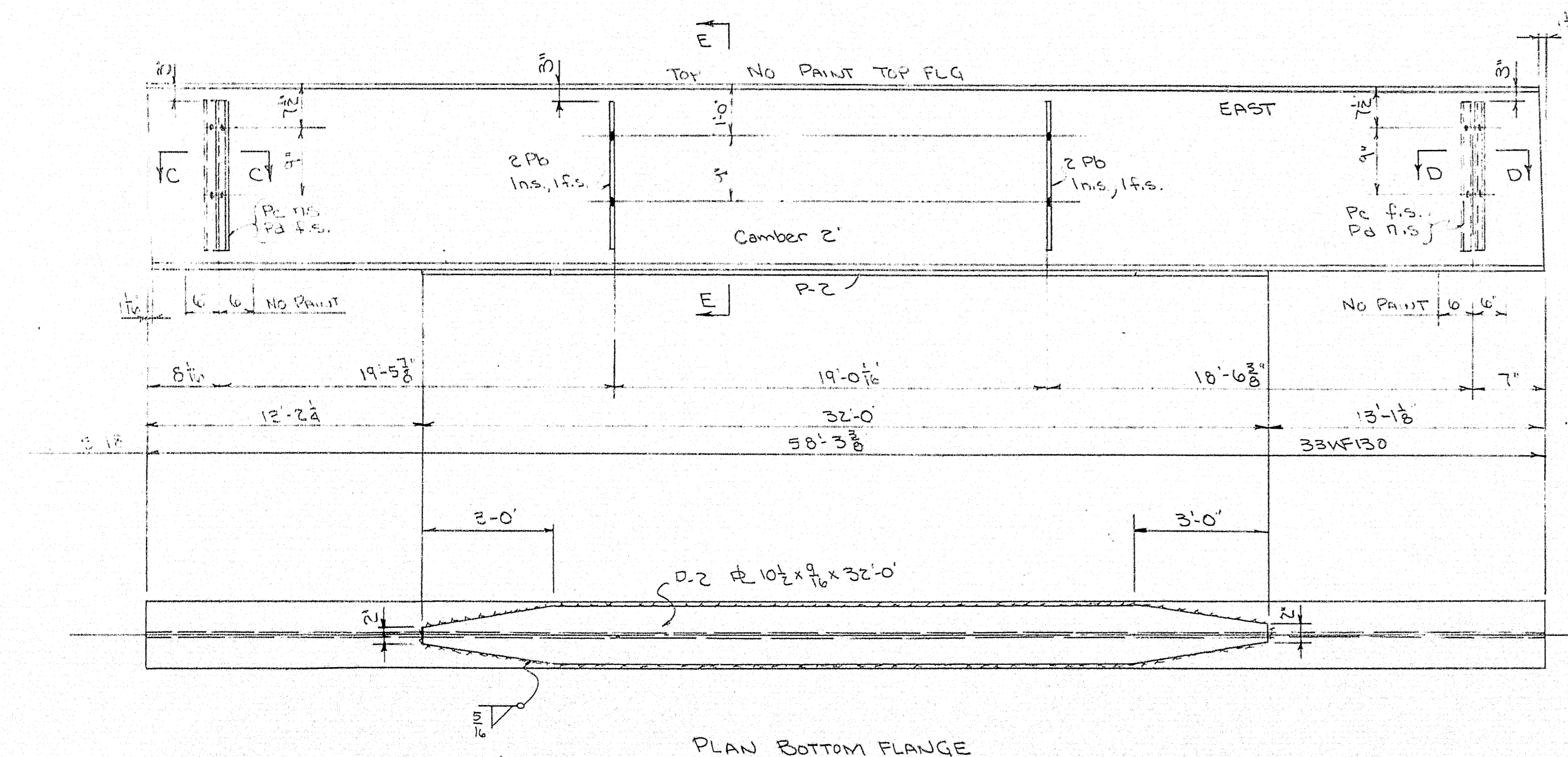
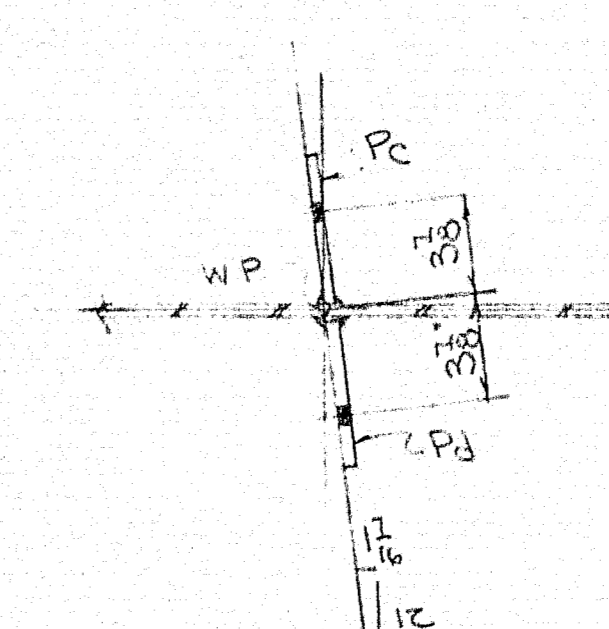
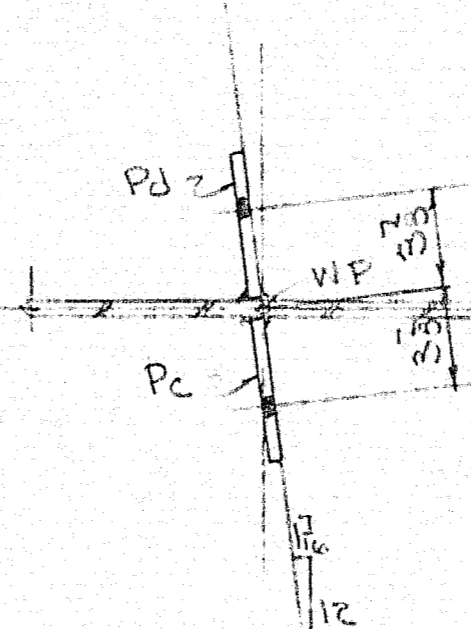
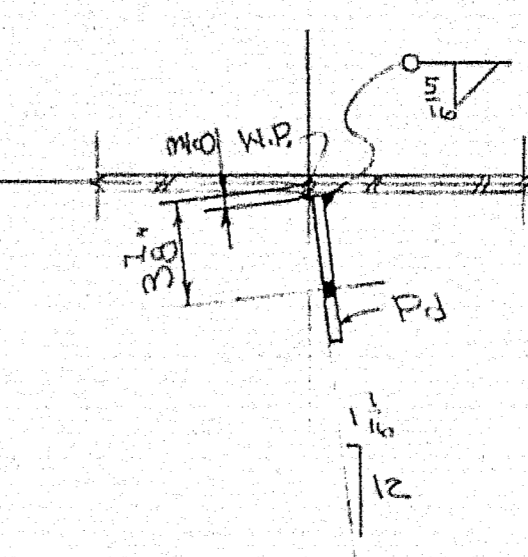
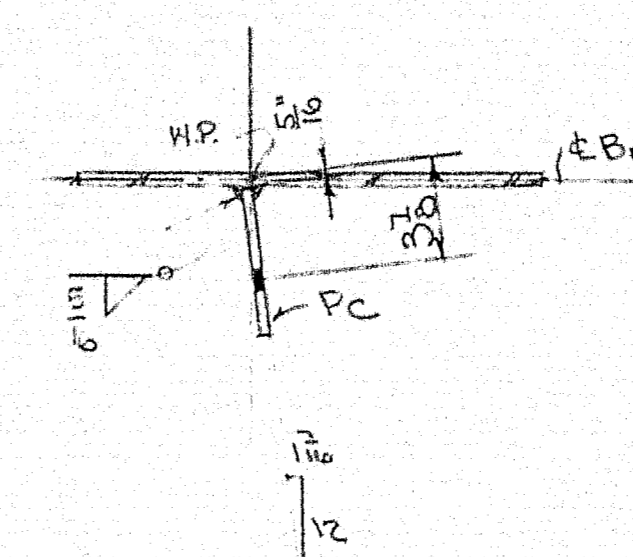
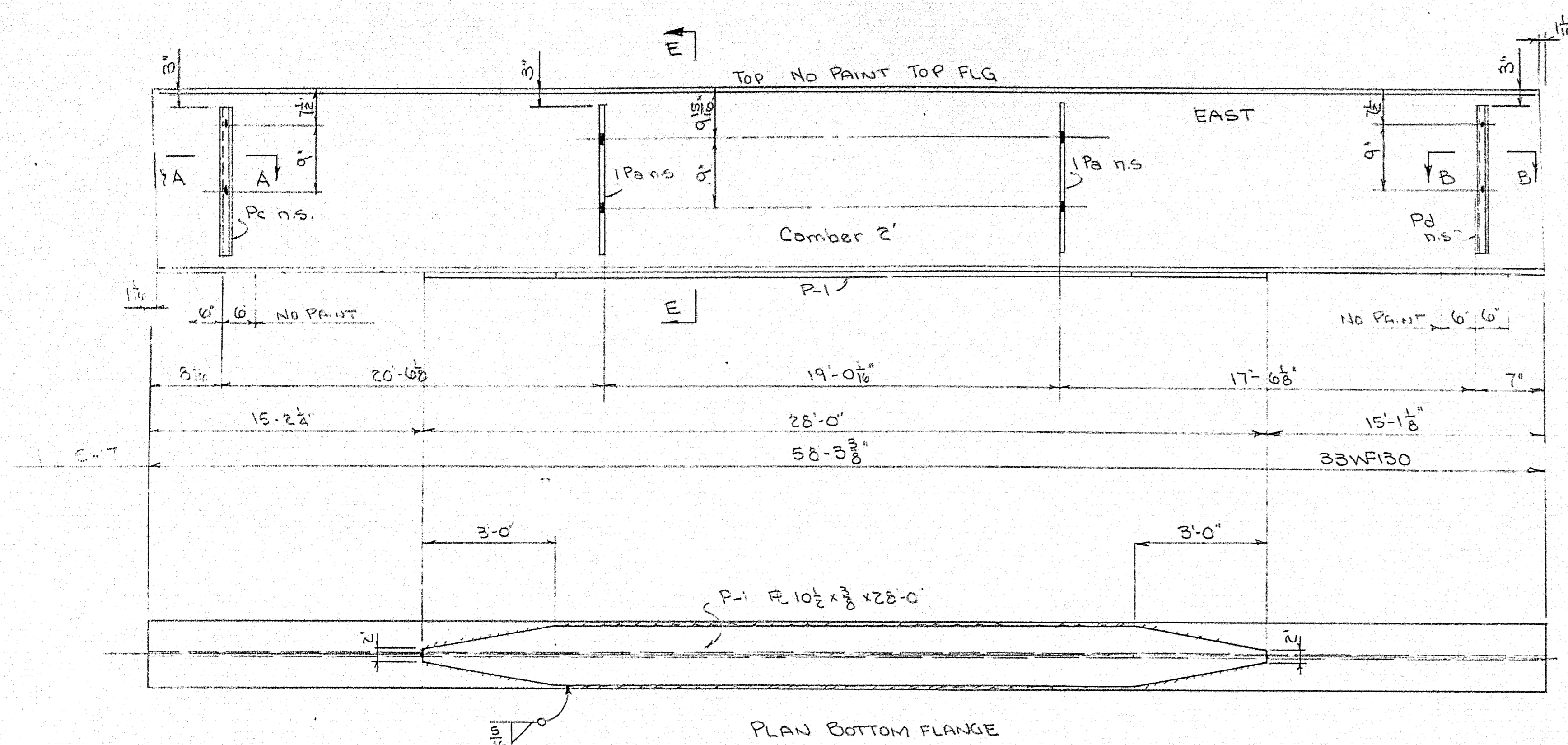
SHIP		BILL OF MATERIAL					DWG. NO. 8-265 S-9
MARK	NO.	MARK	SHAPE	LENGTH	WT.	DEDUCT	REMARKS
5-16	1		33WF130	71' 2 3/4"		7	A373
5-15	1		33WF141	71' 2 3/4"		7	A373
	2	Pa	6x3/8x6	23			A-7
	4	Pb	do	23			A7
	3	Pc	do	23			A7
	3	Pd	do	23			A7
	1	P-1	PL 8x9/16	28 0		23	A373
	1	P-2	PL 10x8	48 0		48	A373
	1	P-3	PL 7 1/2x3/4	30 0		28	A373
	1	P-4	PL 10x1	50 0		54	A373
	1	Ln Ft	1/2 Weld	366'		61	

SHOP CONNECTIONS: Welded
 FIELD CONNECTIONS: Welded 1/2" x 1/4" Mach slots
 HOLES: 1/8"
 PAINT: Red lead 8oz per sq ft

BEAM DETAILS	
Bancroft & Martin Holdings Mills Company South Portland, Maine	
TRAFTON ROAD BRIDGE WATERVILLE, MAINE	
CUSTOMER: CLANCHETTE BROS DESIGNER: MAINE STATE HWY COMM	
ORDER NO. 3116	DWG. NO. 8-265 S-9

DRAWN	8-22-58	WHM
REVISION		
REVISION		
REVISION		





NOTE:- NO PAINT ON DIAPHRAM PLATES

SHIP		BILL OF MATERIAL			DWG. NO. 8-265 SH		
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS	
547	1		35x47x20	30	12	A512	
548	1		do	30	12	A512	
	2	Pa	6x8 f.b.	2	3	A7	
	4	Pb	do	2	3	A7	
	3	Pc	do	2	3	A7	
	3	Pd	do	2	3	A7	
	1	P1	2x2x8	10	20	A512	
	1	P2	2x2x8	10	20	A512	
	1		2x2x8	15	20	A512	

SHOP CONNECTIONS: WELDED
FIELD CONNECTIONS: WELDED
HOLES: 10"
PAINT: GALVANNEAL

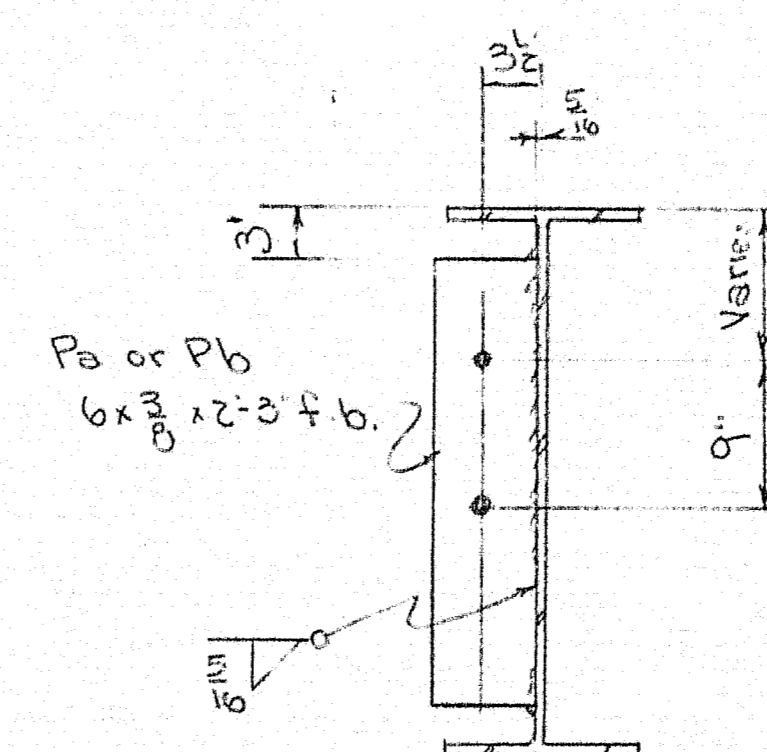
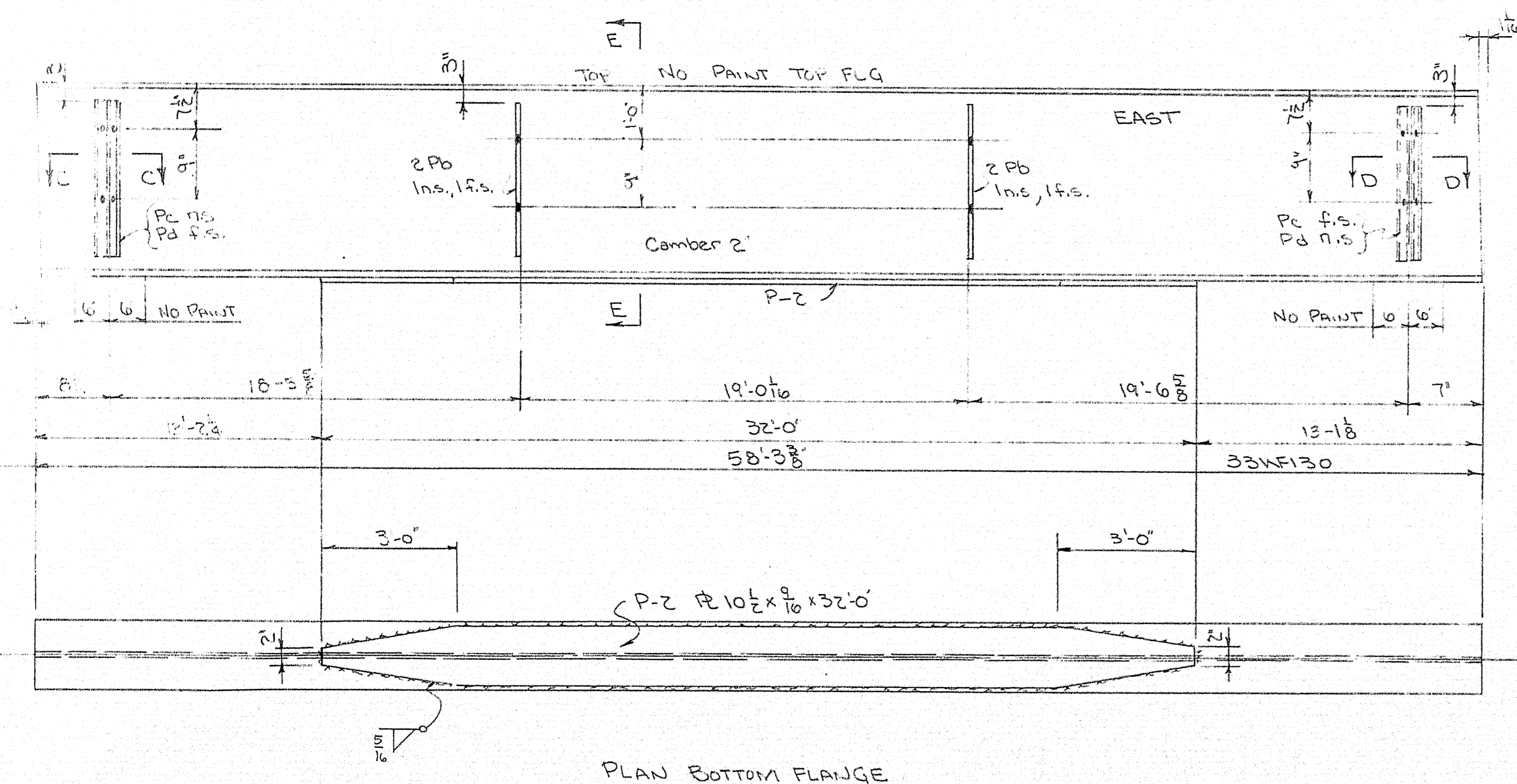
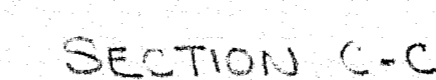
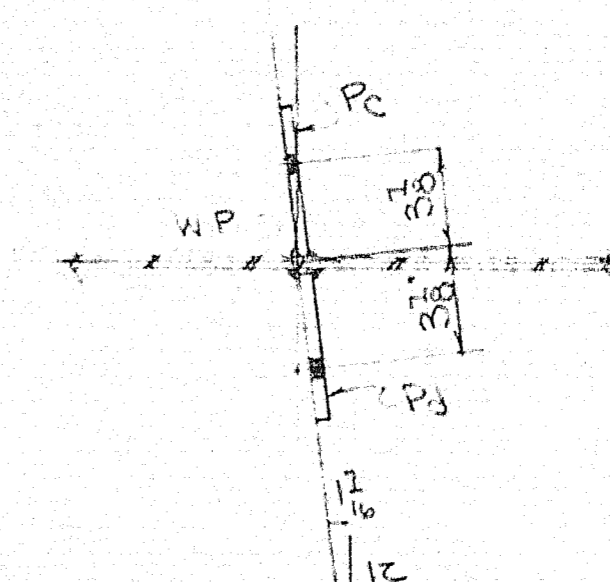
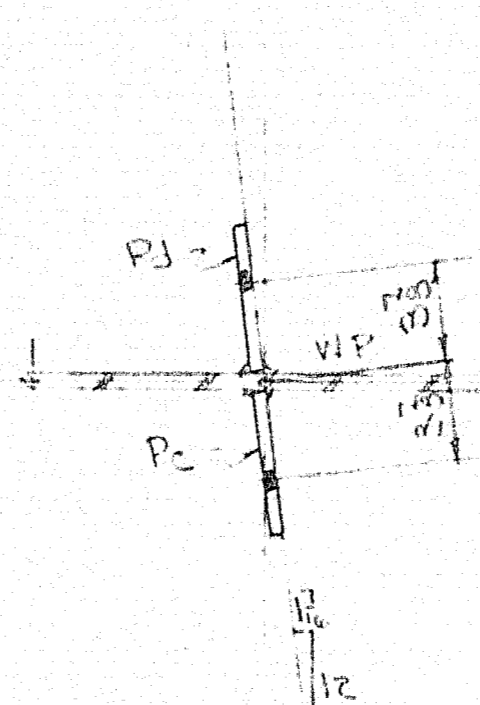
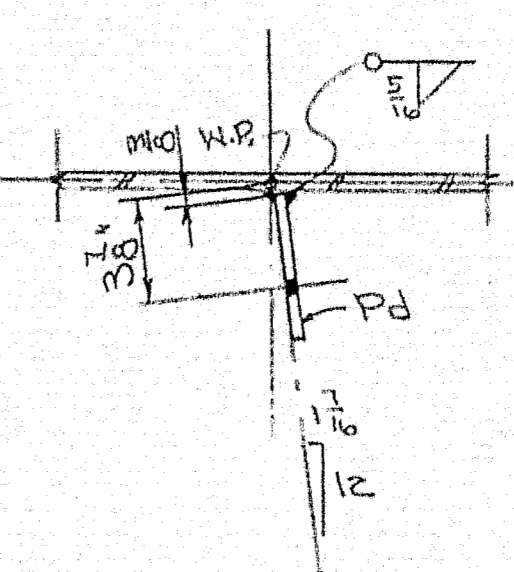
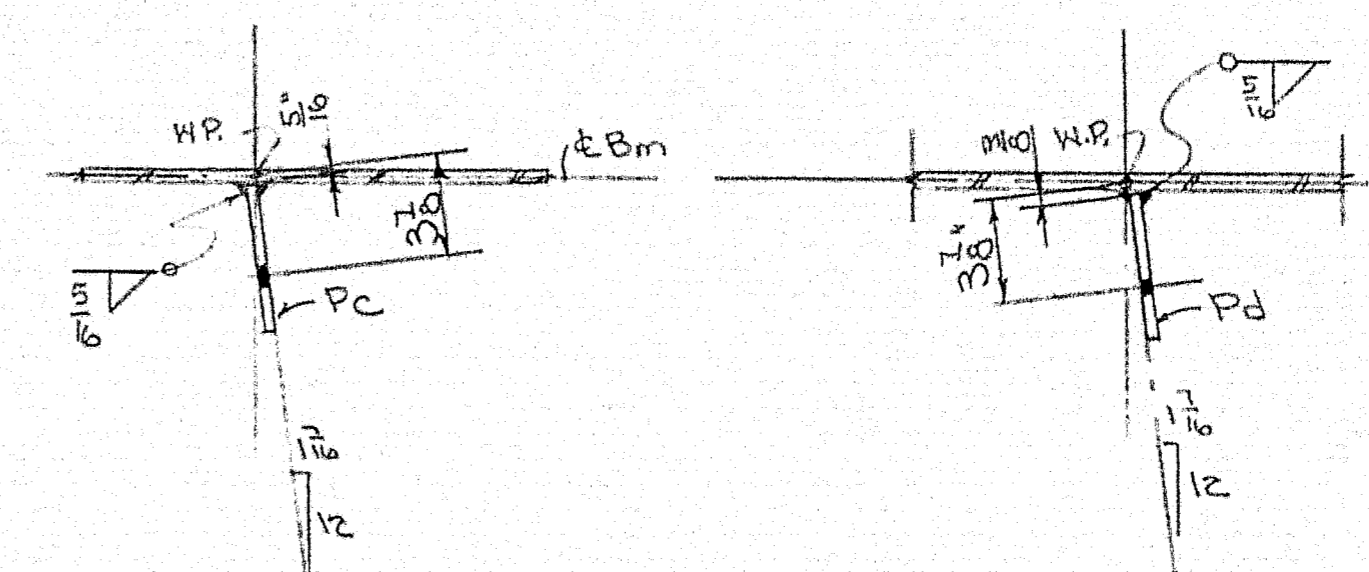
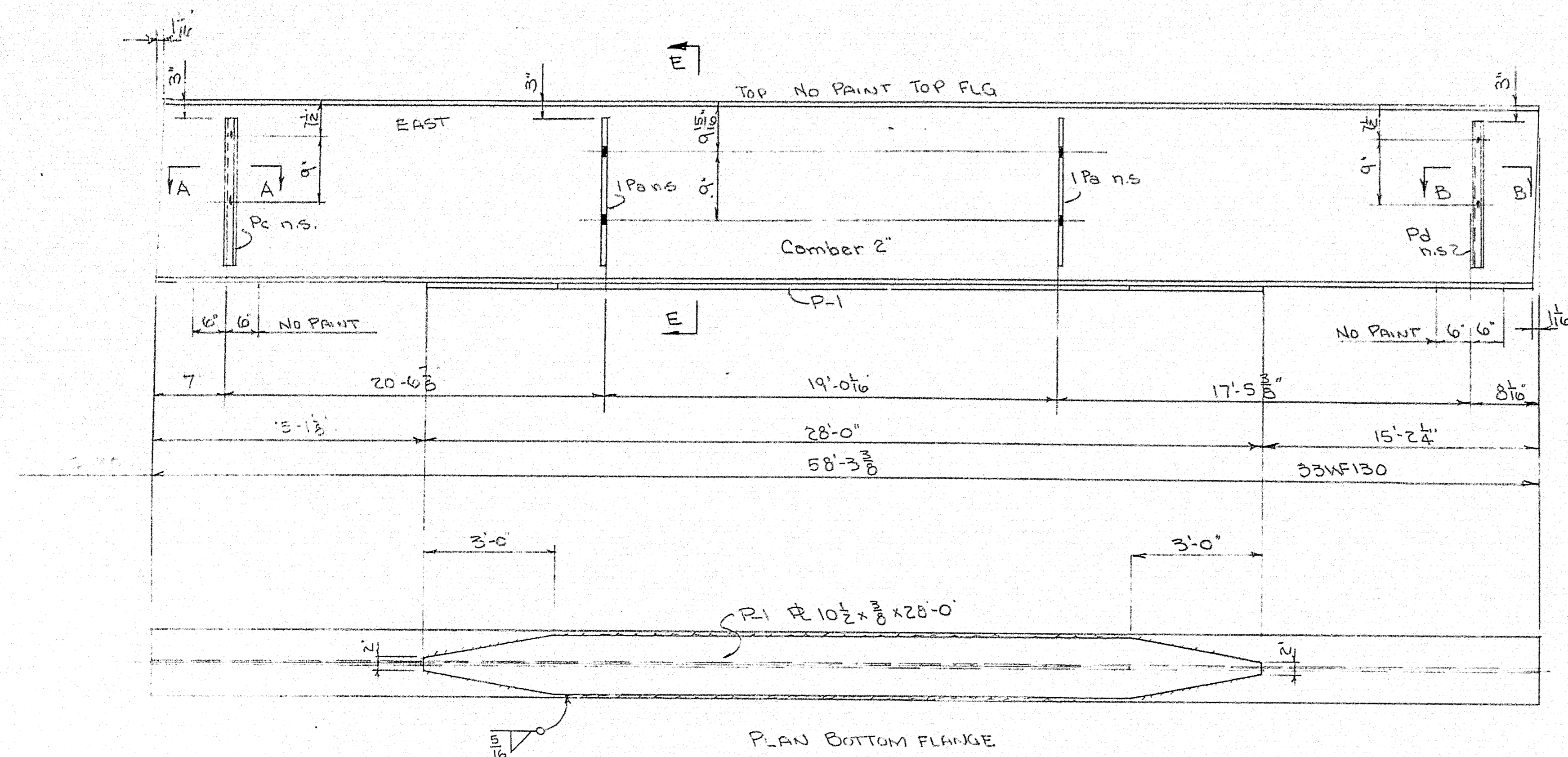
BEAM DETAILS

Bancroft & Martin-Rolling Mills Company
South Portland 7, Maine

TRAFTON ROAD BRIDGE
VINTREVILLE, MAINE

CUSTOMER CIANCHETTE BROS
DESIGNER MAINE STATE HWY C

ORDER NO. <u>3716</u>	DWG. NO. <u>8-265 S-10</u>
-----------------------	----------------------------



SECTION E-E

NOTE: - NO PAINT ON DAP-GRAM PLATES

SHIP		BILL OF MATERIAL				DWG. NO. 8-265 S-1	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS	
5-20	1		3" x 1/2"	53	3.3	10	
5-19	1		30	53	3.3	10	
	2	Pa	6 x 3/8 x 6	2	3		
	4	Pb	do	2	3		
	3	Pc	do	2	3		
	3	Pd	do	2	3		
	1	Pf	1/2 x 3/8 x 3	10	1	3	
	1	Pg	2 x 1/2 x 10	25	1	30	
	1		3/4" x 1/2" x 10	15	0		

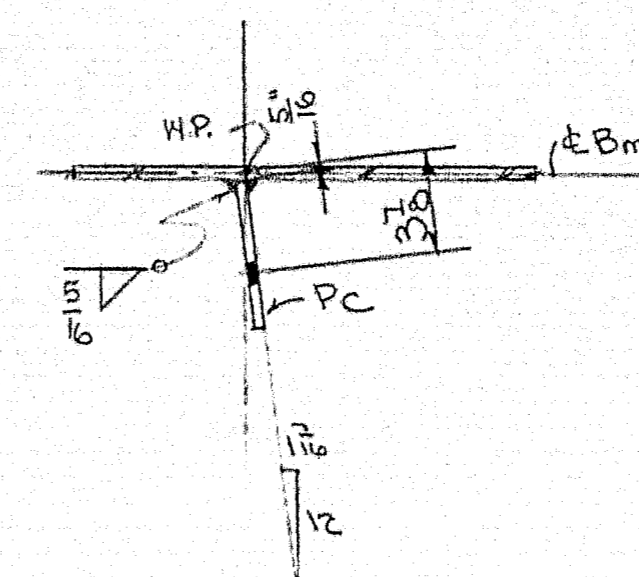
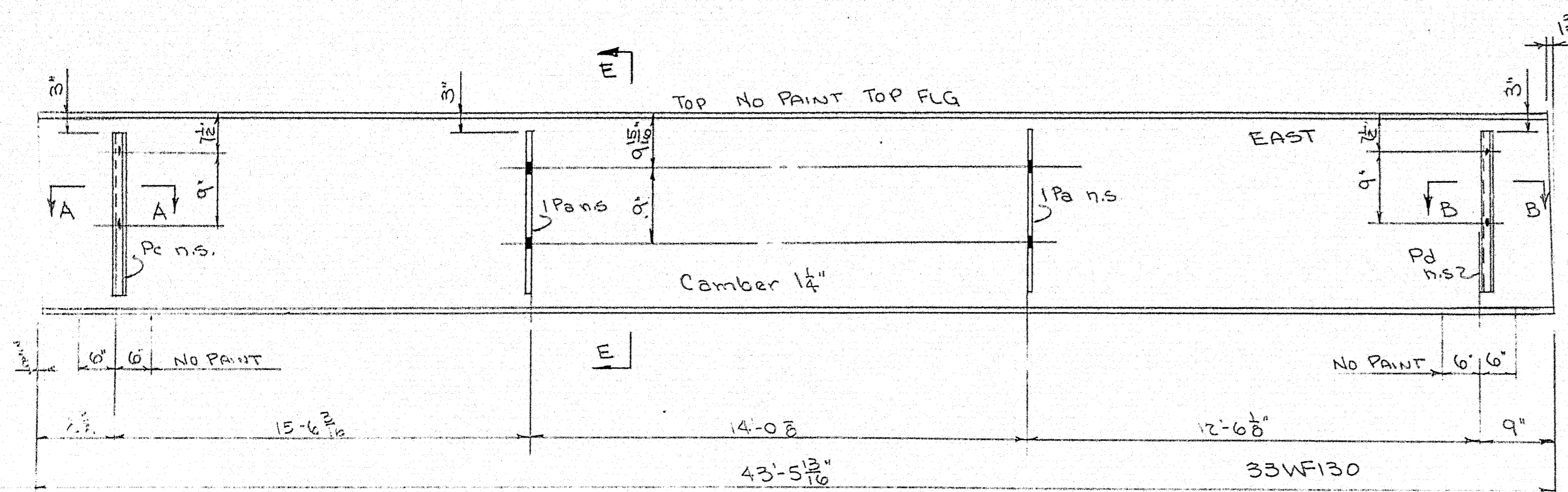
SHOP CONNECTIONS: 4x6x8
FIELD CONNECTIONS: 4x6x8
HOLES: 10
PAINT: 4x6x8

Banknote & Martin-Rolling Mills Company
Leitch, Portland, T. Maine

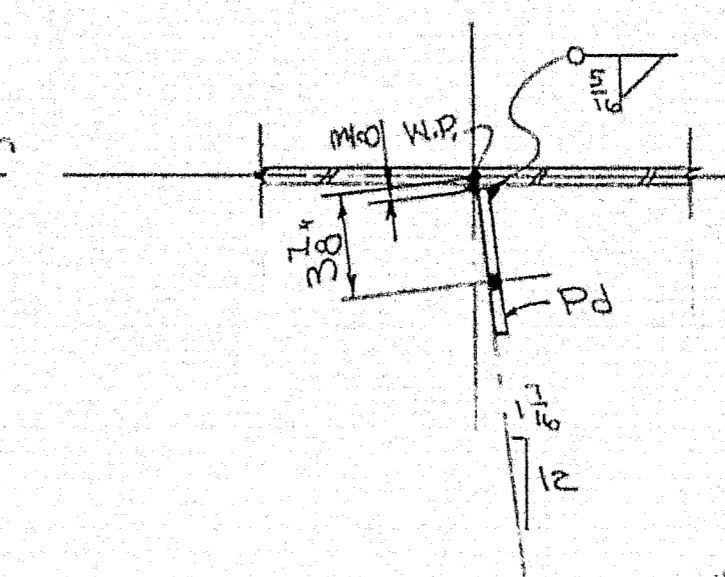
TRAFFIC ROAD BLOCK
YUETTEVILLE, MAINE

CUSTOMER CIANCHETTE BROS
DESIGNER MAINE STATE HWY COMM

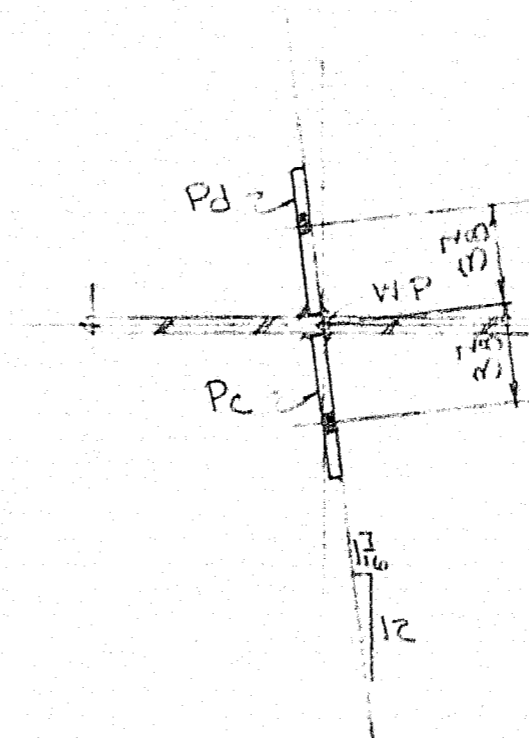
ORDER NO. <u>3116</u>	DWG. NO. <u>B-265 S-1</u>
-----------------------	---------------------------



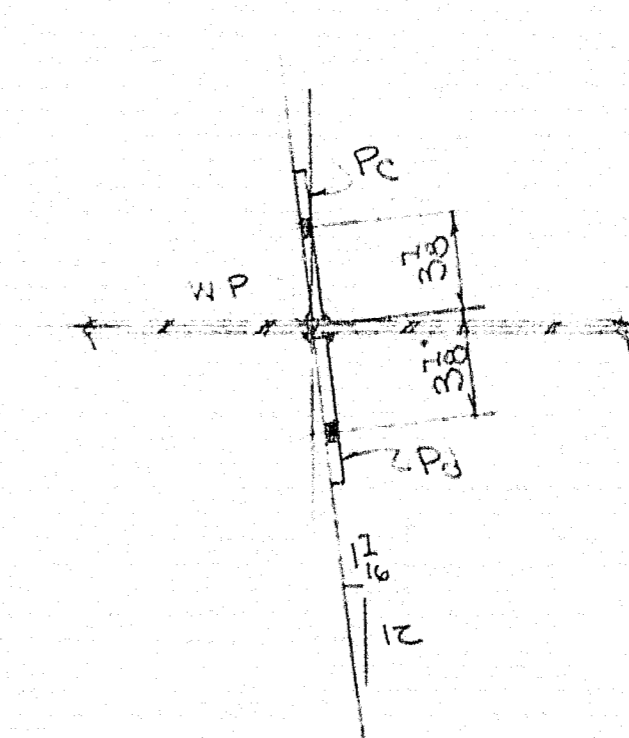
SECTION A-A



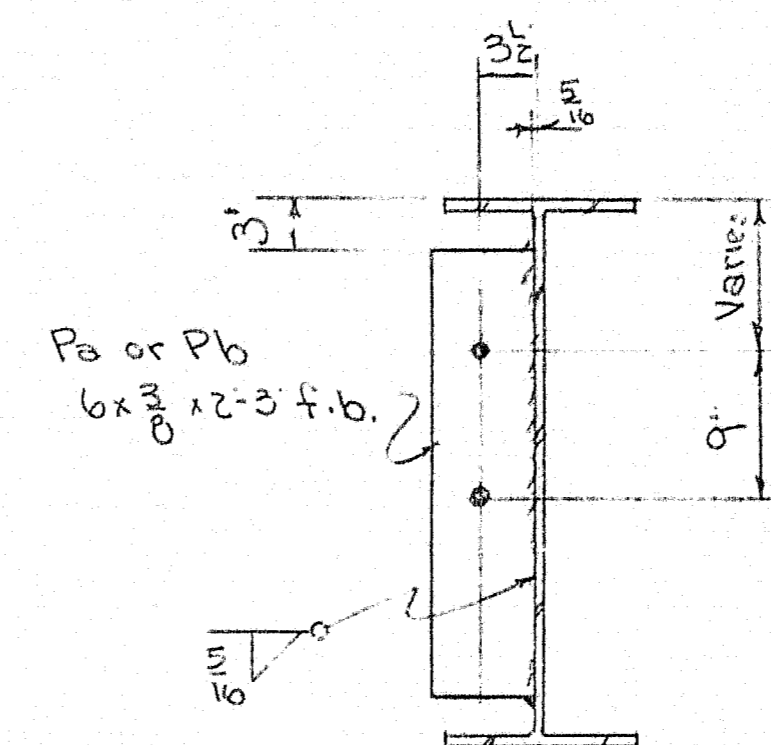
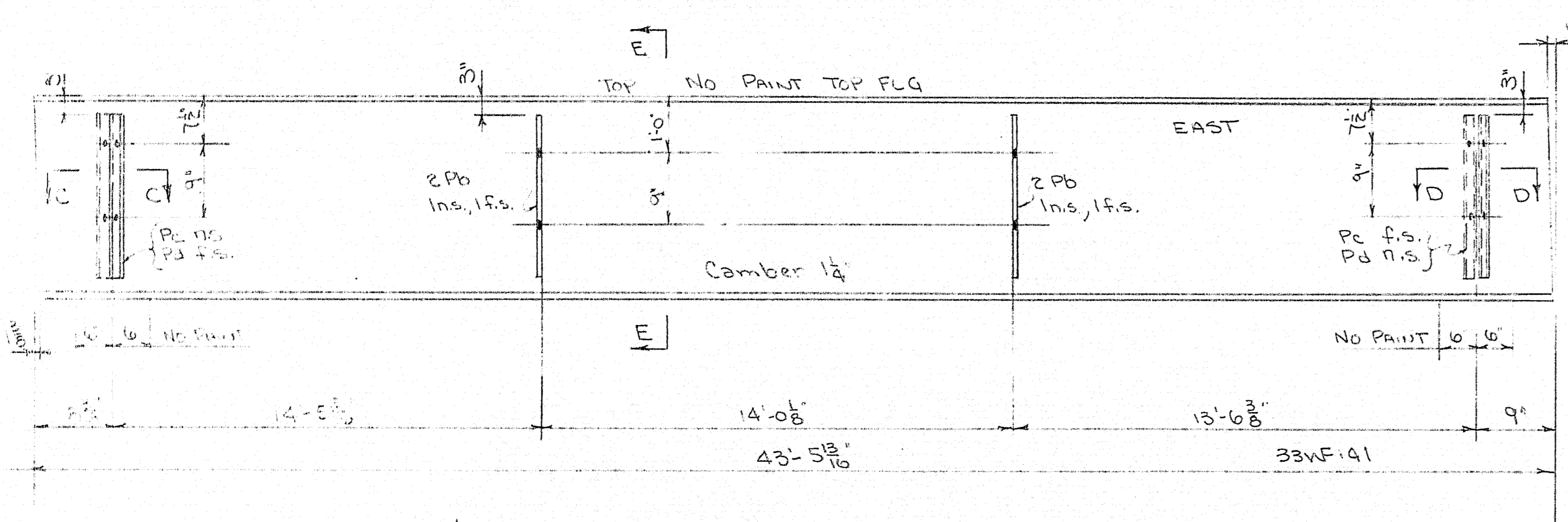
SECTION B-B



SECTION C-C



SECTION D-D



SECTION E-E

NOTE:- NO PAINT ON DIAPHRAGM PLATES

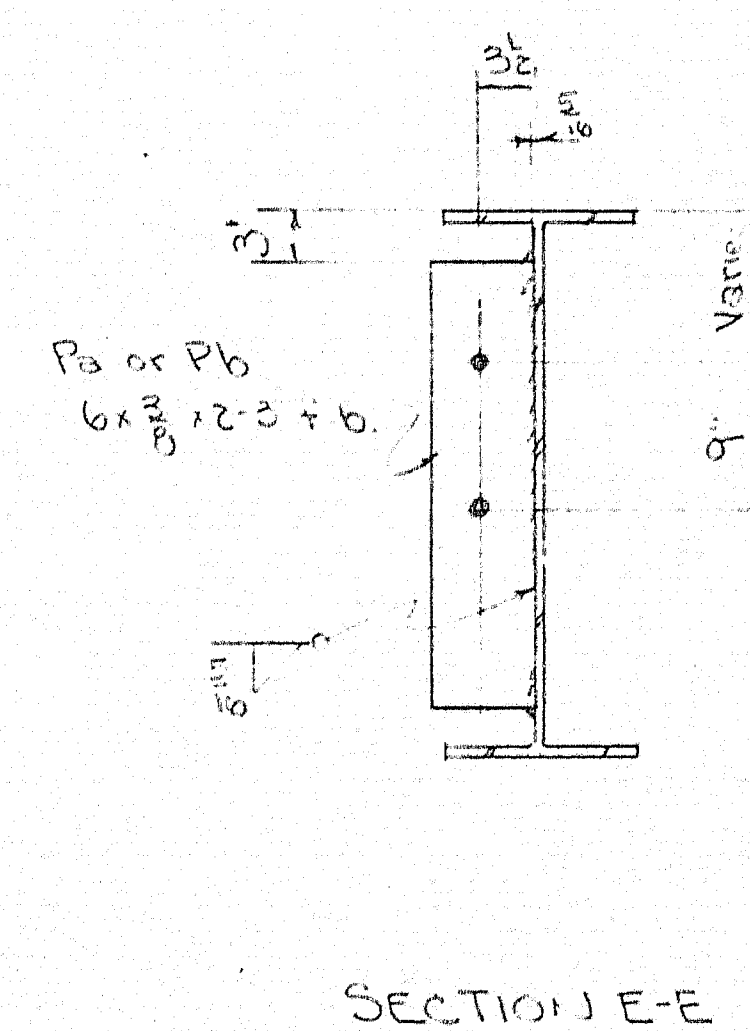
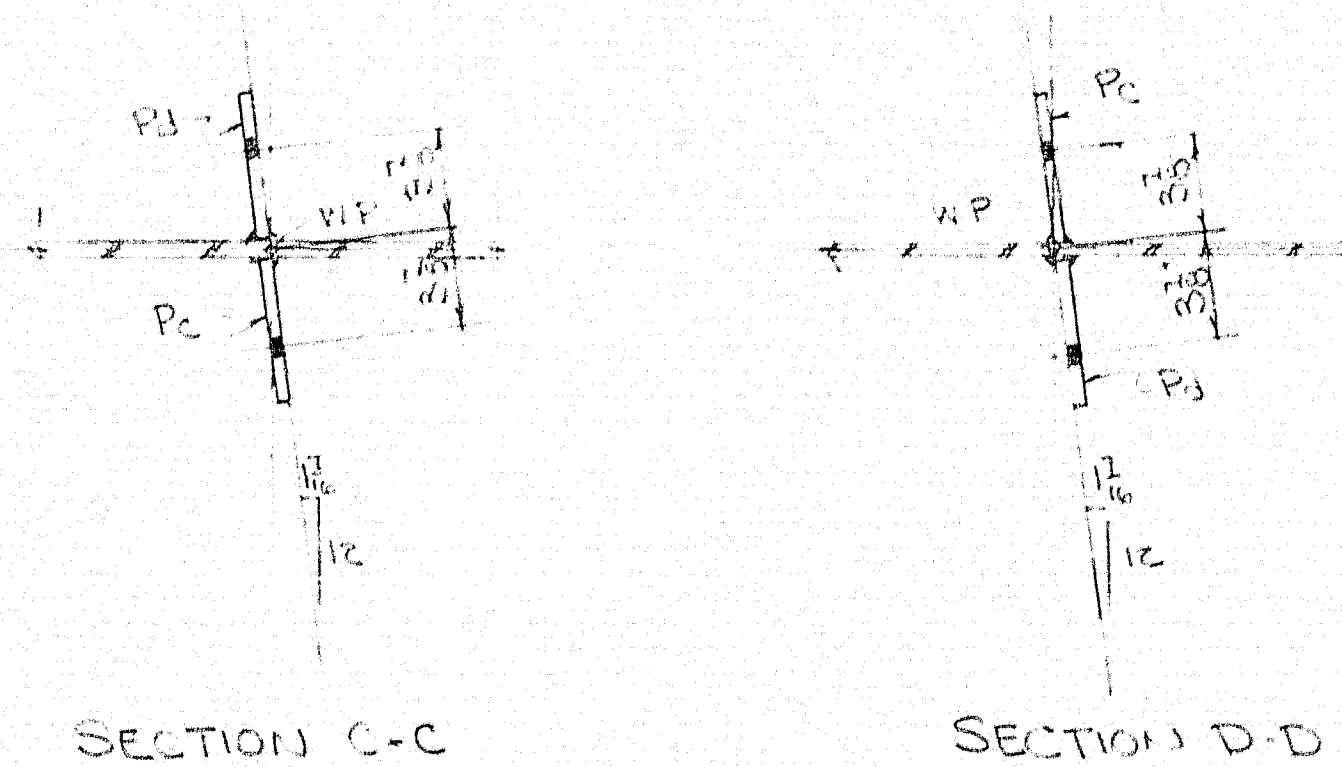
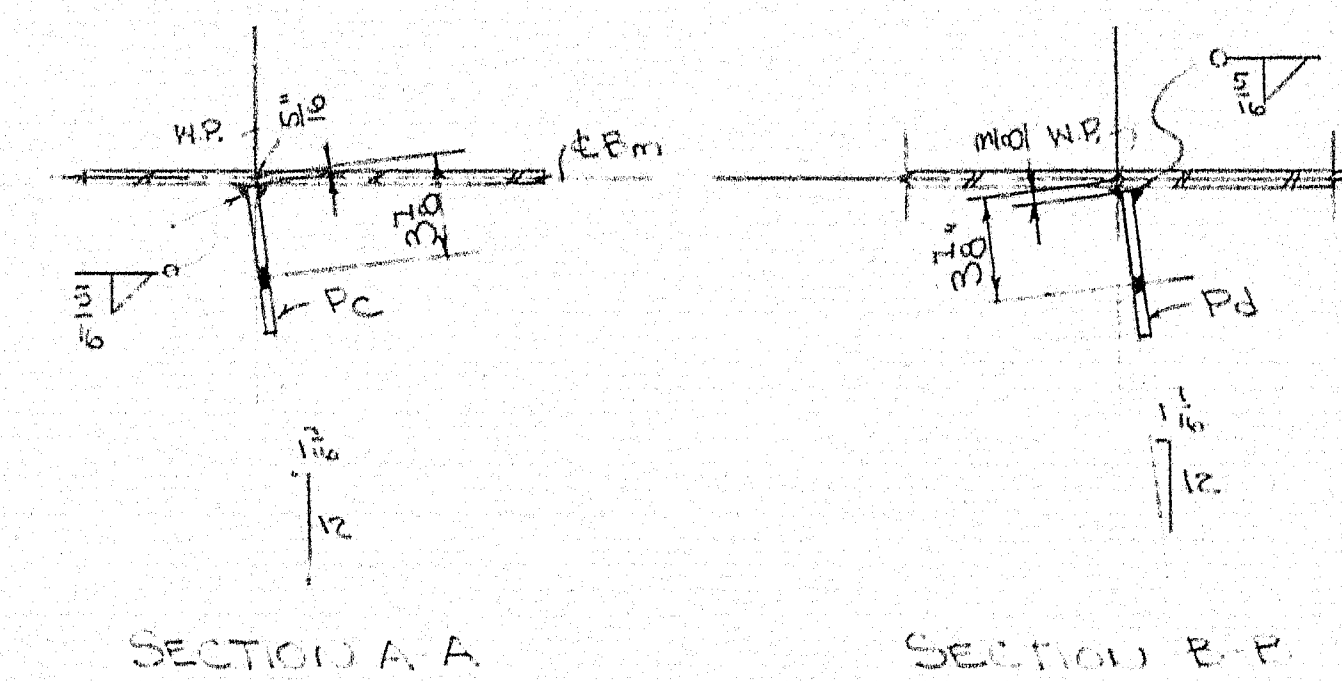
SHIP		BILL OF MATERIAL					DWG. NO.
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS	
S-21	1		33WF130	13'-5 1/8"		13	
D-22	1		33WF141	13'-5 1/8"		14	
	2	Pa	6x8 f.b.	2'-3"			
	4	Pd	do	2'-3"			
	3	Pc	do	2'-3"			
	3	Pd	do	2'-3"			
	1		1/2" fillet weld	34'			

SHOP CONNECTIONS: VARIOUS
FIELD CONNECTIONS: VARIOUS
HOLES: 1/2"
PAINT: VARIOUS

SHIP		BILL OF MATERIAL					DWG. NO.
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS	
S-21	1		33WF130	13'-5 1/8"		13	
D-22	1		33WF141	13'-5 1/8"		14	
	2	Pa	6x8 f.b.	2'-3"			
	4	Pd	do	2'-3"			
	3	Pc	do	2'-3"			
	3	Pd	do	2'-3"			
	1		1/2" fillet weld	34'			

DRAWN	5-27-58	WHM
REVISION		
REVISION		
REVISION		

ORDER NO.	3716	DWG. NO.	73-198
-----------	------	----------	--------



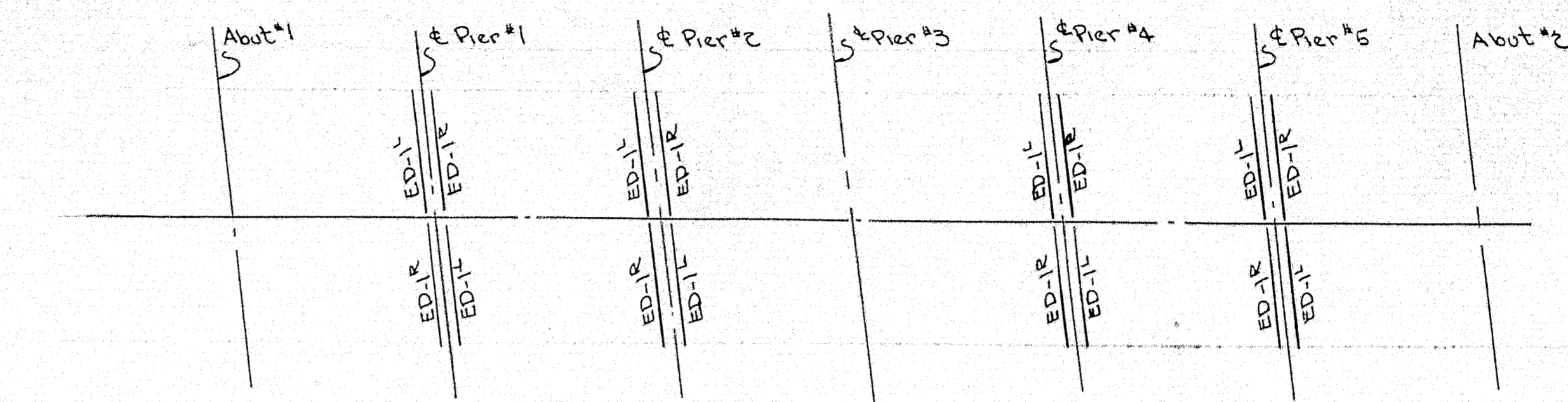
SHIP		BILL OF MATERIAL				DWG. NO. 8-265 3-4	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	DEDUCT	REMARKS
3-24	1		33WF130	13	$5\frac{17}{16}$	15	
3-23	1		33WF141	43	$5\frac{19}{16}$	16	
	2	Pa	$6 \times \frac{3}{8}$ P.b	2	3		
	4	Pb	do	2	3		
	3	Pc	do	2	3		
	3	Pd	do	2	3		
	1		$\frac{5}{16}$ " Fillet weld	34	0		Net $3\frac{3}{16}$

SHOP CONNECTIONS: V_{max} = 0.8
FIELD CONNECTIONS: V_{max} = 0.75
HOLES: 1/2"
PAINT: 1 coat of primer, 2 coats of finish paint

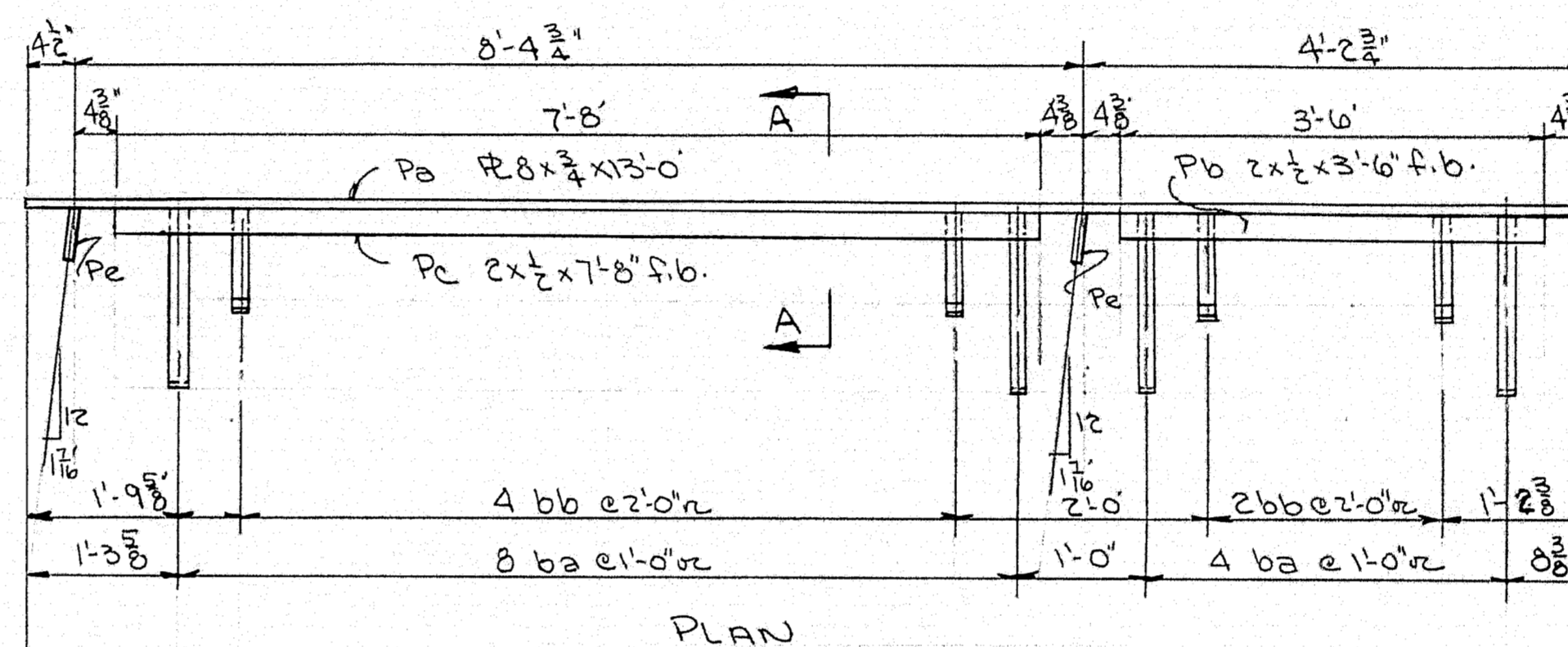
NOTE:- NO PAINT ON DIAPHRAM PLATES

DRAWN	8-27-58	WHM	CUSTOMER	CIANCHETTE BROS
REVISION			DESIGNER	MAINE STATE HIGH COM.11
REVISION			ORDER NO.	3716
REVISION			DWG. NO.	8-265 S-13

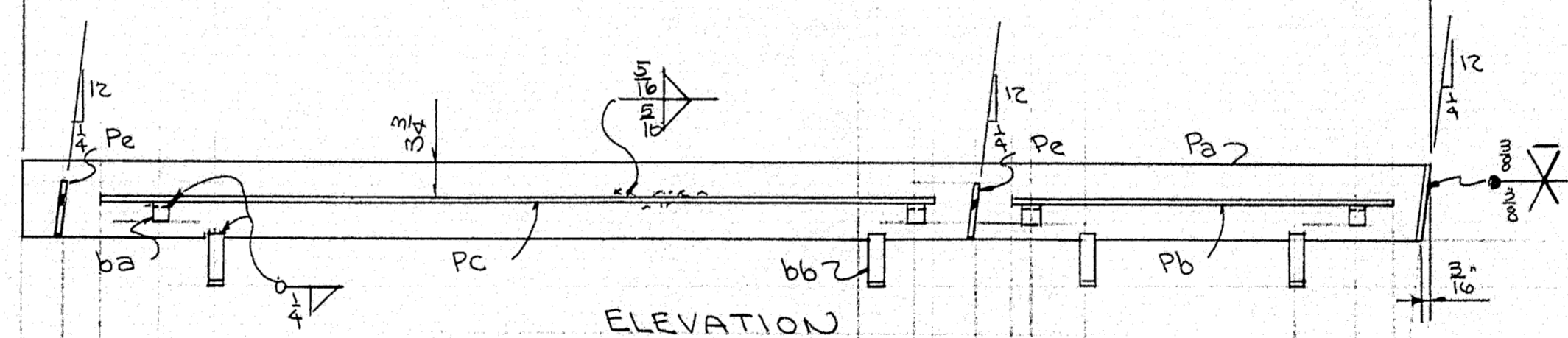
DRAIN 16 Req'd



EXPANSION DAM LOCATION

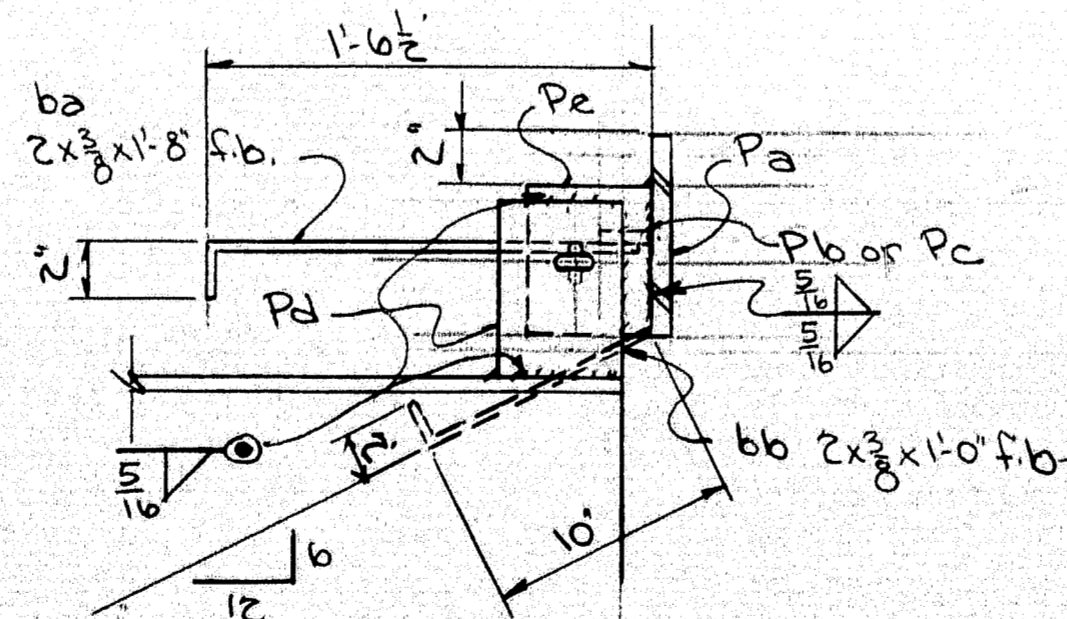


PLAN

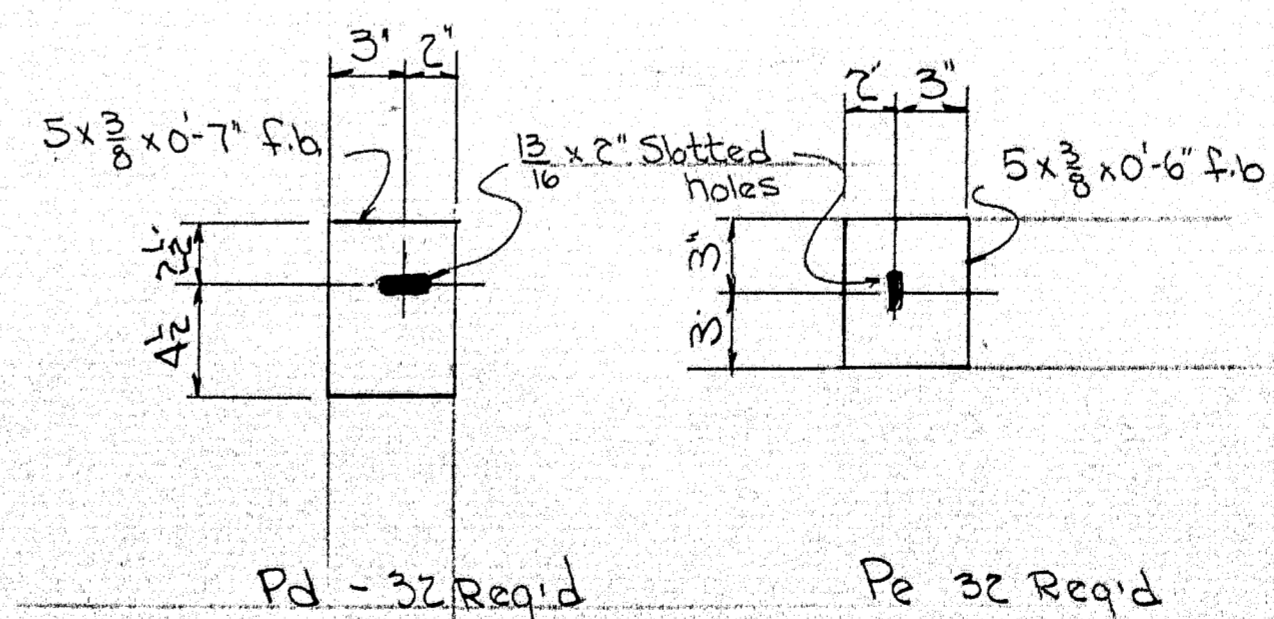


ELEVATION

ED-1^L & ED-1^R
ED-1^L 8 Req'd As Shown
ED-1^R 8 Req'd Opp hand



SECTION A-A



Pd - 32 Req'd

Pe 32 Req'd

SHIP		BILL OF MATERIAL				DWG. NO. 8-705-51	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	DEDUCT	REMARKS
D-1	12		15C 33.9	8	$0\frac{5}{16}$		
D-2	12		do	8	0		
D-3	12		do	8	$0\frac{5}{16}$	11	
D-4	12		do	8	0		
D-5	12		do	8	0		
D-6	12		do	8	0		
DRAIN	16		ASSEMBLY				
	16		6" STD W/PIPE	0	$10\frac{5}{16}$	68	
	16		do	3	$2\frac{13}{16}$	20	
	32	L-1	$\frac{3}{4}" \times 10 \times 2$	0	$1\frac{1}{2}$		
P ₁	16		$2 \times \frac{3}{8} \text{ f.b.}$	0	5		
P ₂	16		$3 \times \frac{3}{8} \text{ f.b.}$	0	4		
ED-1"	8		ASSEMBLY				
ED-1"	8		ASSEMBLY				
	16	Pa	$8 \times \frac{3}{4} \text{ f.b.}$	13	0		
	16	Pb	$2 \times \frac{1}{2} \text{ f.b.}$	3	6		
	16	Pc	do	1	8		
	32	Pe	$5 \times \frac{3}{8} \text{ f.b.}$	0	6		
	192	ba	$2 \times \frac{3}{8} \text{ f.b.}$	1	8		
	96	bb	do	1	0		
Pd	32		$5 \times \frac{3}{8} \text{ f.b.}$	0	7		
Field	32		$\frac{3}{4}" \phi$ HATCH BOLTS	0	$1\frac{3}{4}$		
	1		$\frac{5}{16}"$ FILLET WELD	331	0		1.1667%
	1		$\frac{1}{4}"$ FILLET WELD	150	0		1.1057%
FIELD	300		$\frac{3}{4}" \phi$ HATCH BOLTS	0	$1\frac{3}{4}$	0	

SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: Welded & bolted
HOLES: $\frac{3}{16}$ " except as noted
PAINT: Red lead and oil per specs.

DIAPHRAM, DRAINS, & EXPANSION JOINTS

Bancroft & Martin Rollings Mills Company
South Portland 7, Maine

TRAFTON ROAD BRIDGE
WATERVILLE, MAINE

CUSTOMER CIANCHETTE BROS
DESIGNER ME. STATE HWY COMM.

ORDER NO. 3716 DWG. NO. 8-265 5-14

DRAWN	9-8-58	W H M
REVISION	9-19-58	W H M
REVISION		
REVISION		