

3" BITUMINOUS CONCRETE SURFACE COURSE

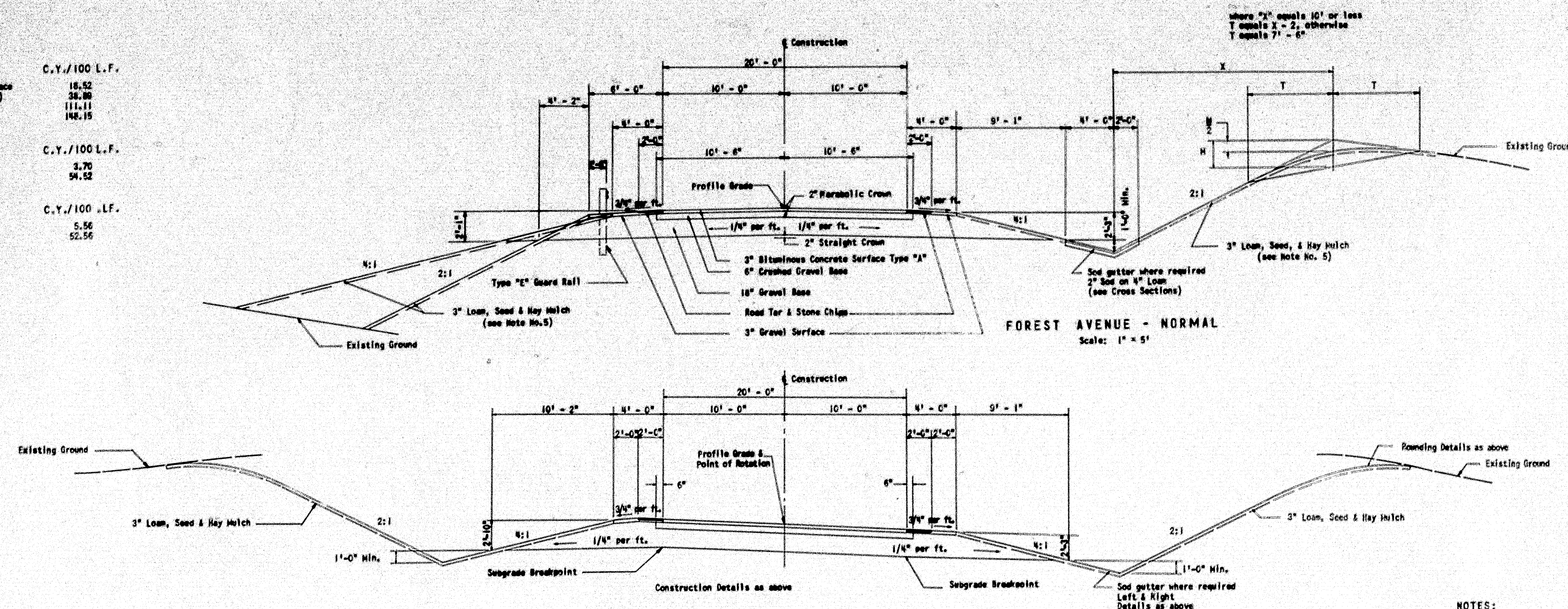
S.P.N.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	2-66-1(1)	2	20

ORONO INTERSTATE
FOREST AVENUE

20' PAVEMENT	C.Y./100 L.F.
3" Bituminous Concrete Surface	16.52
6" Crushed Gravel Base (21")	38.80
18" Gravel Base	111.11
24" Gravel Base	148.15

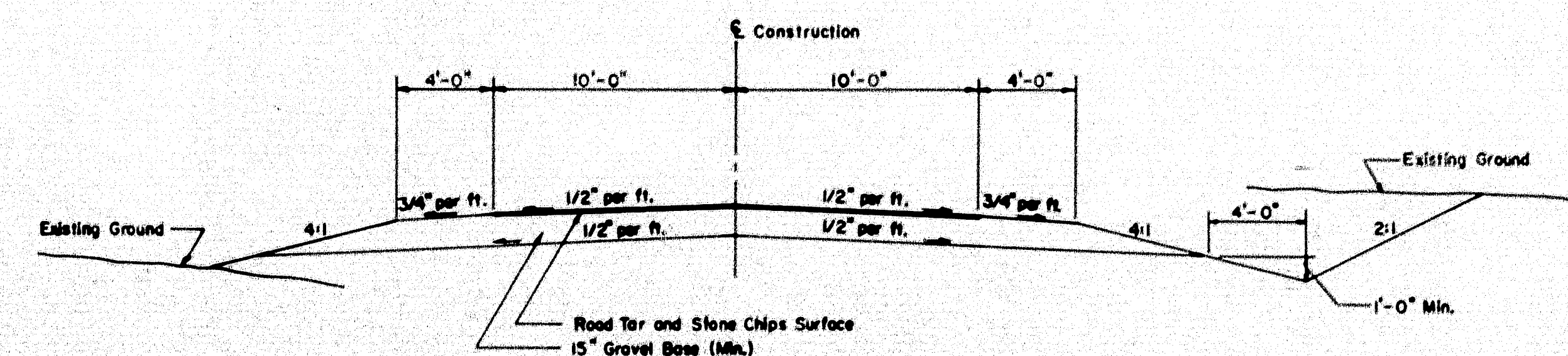
4' SHOULDER	C.Y./100 L.F.
3" Gravel Surface	3.70
18" Gravel Base	94.52

6' SHOULDER	C.Y./100 L.F.
3" Gravel Surface	5.56
18" Gravel Base	52.56



NOTES:

1. Use 4:1 slopes on all side slopes for fills up to 10' or as shown on sections.
2. Use 2:1 slopes on all side slopes for fills over 10' or as shown on sections.
3. Bituminous Concrete Surface Type "A" to consist of 1" Surface and 2" Binder.
4. Steel posts for Type "E" Guard Rail to be 4"x6" by 5'-9" long (6.58) unless otherwise indicated or specified.
5. Side slopes of Forest Avenue between Sta. 47 + 50 & Sta. 53 + 50 to have 6" Loam, seed & hay mulch. All other slopes as indicated.



MAINE STATE HIGHWAY COMMISSION
AUGUSTA MAINE

TYPICAL SECTIONS

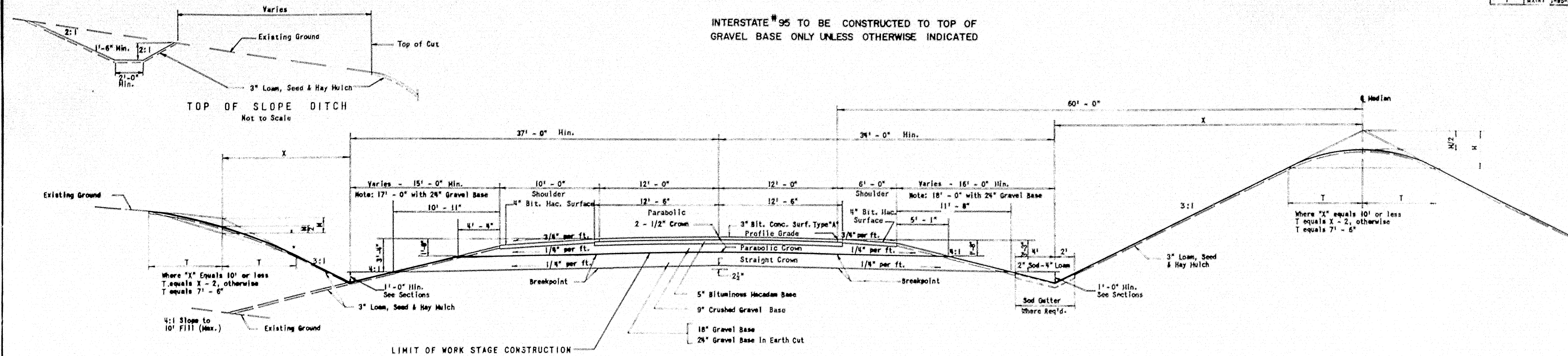
THE CLARKSON ENGINEERING CO., INC.
CONSULTING ENGINEERS
BOSTON MASSACHUSETTS

GRADING CONTRACT — STAGE CONSTRUCTION

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

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
MAINE	95-8 (11)	3	28

ORONO INTERSTATE



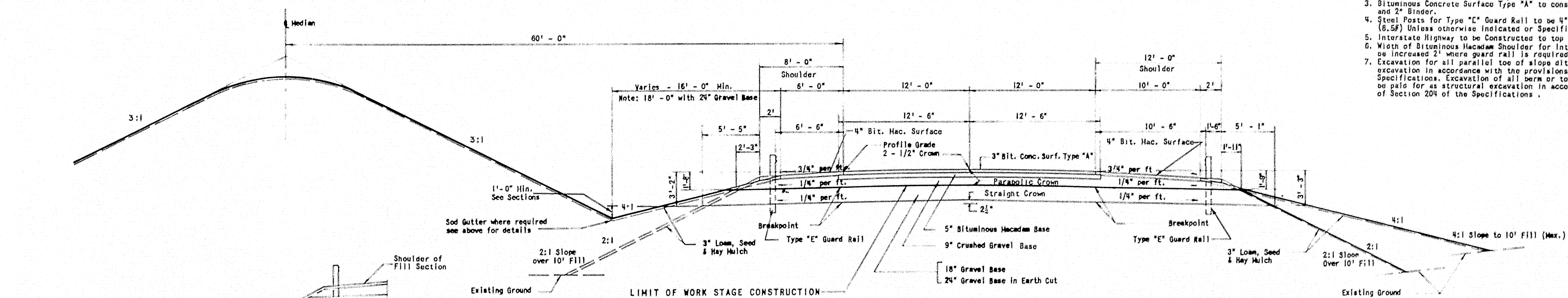
10' PAVED SHOULDER	CY/100 L.F.
4" Bituminous Macadam Surface	12.19
Crushed Gravel Base (to 4:1 Slope)	36.33
18" Gravel Base (to 4:1 Slope)	91.92
24" Gravel Base (to 4:1 Slope)	130.64

TYPICAL SECTION - NORMAL
Scale: 1" = 5'

24' PAVEMENT	CY/100 L.F.
3" Bituminous Concrete Surface	22.22
5" Bituminous Macadam Base (25' Wide)	38.58
9" Crushed Gravel Base	66.67
18" Gravel Base	135.42
24" Gravel Base	180.87

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

- NOTES:
- Use 4:1 Slopes on all side slopes for fills up to 10'.
 - Use 2:1 Slopes on all side slopes for fills over 10'.
 - Bituminous Concrete Surface Type "A" to consist of 1" Surface and 2" Binder.
 - Steel Posts for Type "C" Guard Rail to be 4"x6" by 5'-0" long (8.58) Unless otherwise Indicated or Specified.
 - Interstate Highway to be Constructed to top of Gravel Base only.
 - Width of Bituminous Macadam Shoulder for Interstate Highway to be increased 2' where guard rail is required.
 - Excavation for all parallel toe of slope ditches will be paid for as excavation in accordance with the provisions of Section 203 of the Specifications. Excavation of all berm or top of slope ditches will be paid for as structural excavation in accordance with the provisions of Section 204 of the Specifications.



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

TYPICAL SECTION - NORMAL
Scale: 1" = 5'

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

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

TYPICAL SECTIONS

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

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201-5	Clearing	2	Acres
203-9	Earth Excavation	3,900	C.Y.
203-10	Rock Excavation	100	C.Y.
203-10	Structural Earth Excavation - Drainage	800	C.Y.
204-14	Structural Earth Excavation - Piers	415	C.Y.
204-15	Structural Rock Excavation - Piers	20	C.Y.
205-6	Common Borrow	10,500	C.Y.
205-9	Granular Borrow	2,400	C.Y.
207-10	Machine Spreading	100	Hour
302-7	Gravel Base Course - In Place Measurement	3,100	C.Y.
	Gravel for Foundations	50	C.Y.
308-5	Overhaul (In Place Measure)	14,600	Yd.Hr.
308-6	Overhaul (Pit Measure)	25,900	Yd.Hr.
308-6	Stripping Pits	1,000	C.Y.
310-6	Graveling	20	Unit
311-6	Calcium Chloride	5	Ton
402-10	Stone Chips	117	Ton
501-2	Coat for	4,700	Gal.
503-11	Asphalt Silt Binder	250	Gal.
602-14	24 inch Asphalt Coated Corrugated Metal Pipe	90	L.F.
603-13	24 inch Reinforced Concrete Pipe	100	L.F.
607-7	Installation for 24 inch Pipe	1	Each
701-33	Portland Cement Concrete, Abutments and Retaining Walls	115	C.Y.
701-35	Portland Cement Concrete, Piers	212	C.Y.
701-40	Portland Cement Concrete, Roadway & Sidewalk Slabs on Steel Bridges	306	C.Y.
701-47	Portland Cement	952	Bbl.
702-103	Structural Steel, Fabricated and Delivered	237,000	Lb.
702-104	Structural Steel, Erection	237,000	Lb.
705-13	Reinforcing Steel, Delivered	92,500	Lb.
705-14	Reinforcing Steel, Placing	92,500	Lb.
708-16	Steel H-Ram Piles, 42 Lbs./Ft.	765	L.F.
709-5	Bridge Drainage	1	L.S.
710-5	Shear Connectors, Delivered and Placed	1	L.S.
702-105	Structural Steel, Field Painting	237,000	LBS
804-6	French Drains	60	C.Y.
807-15	Aluminum Railing	586	L.F.
908-8	Loam Excavation	600	C.Y.
910-12	Sealing - Method No. 1	30	Unit
912-6	Hay Mulch	2	Ton
917-6	Traffic Officers	100	Hr./Hour
930-13	Portable Barricade with Flashing Lights	2	Each
933-6	Slope Paving for Bridges	330	S.Y.

CLEARING		
STATION TO	STATION	REMARKS
Forest Avenue		
50 + 40 to	53 + 20	Lt.
Forest Avenue Detour		
81 + 00 to	52 + 70	Lt. & Rt.
57 + 95 to	59 + 95	Lt. & Rt.

GRAVEL BASE	
STATION TO	DESCRIPTION
Forest Avenue Detour	15" Gravel Base Min.

T-RAM EXCAVATION			
STATION TO	STATION	EST. DEPTH	AVERAGE WIDTH
Forest Avenue Detour			
47 + 50 to	50 + 50 Lt.	0.5	25
53 + 50 to	57 + 50 Lt.	0.5	35
53 + 50 to	57 + 50 Rt.	0.5	30

ROADWAY CULVERTS					
STATION	SIZE	A.C.C.M.P. LEFT	R.C.P.	A.C.C.M.P. RIGHT	PIPE CORR.
Forest Avenue					
49 + 00	24"	18	92	12	1
Forest Avenue Detour					
51 + 75	24"	58			

With Metal Endwall Method "B"

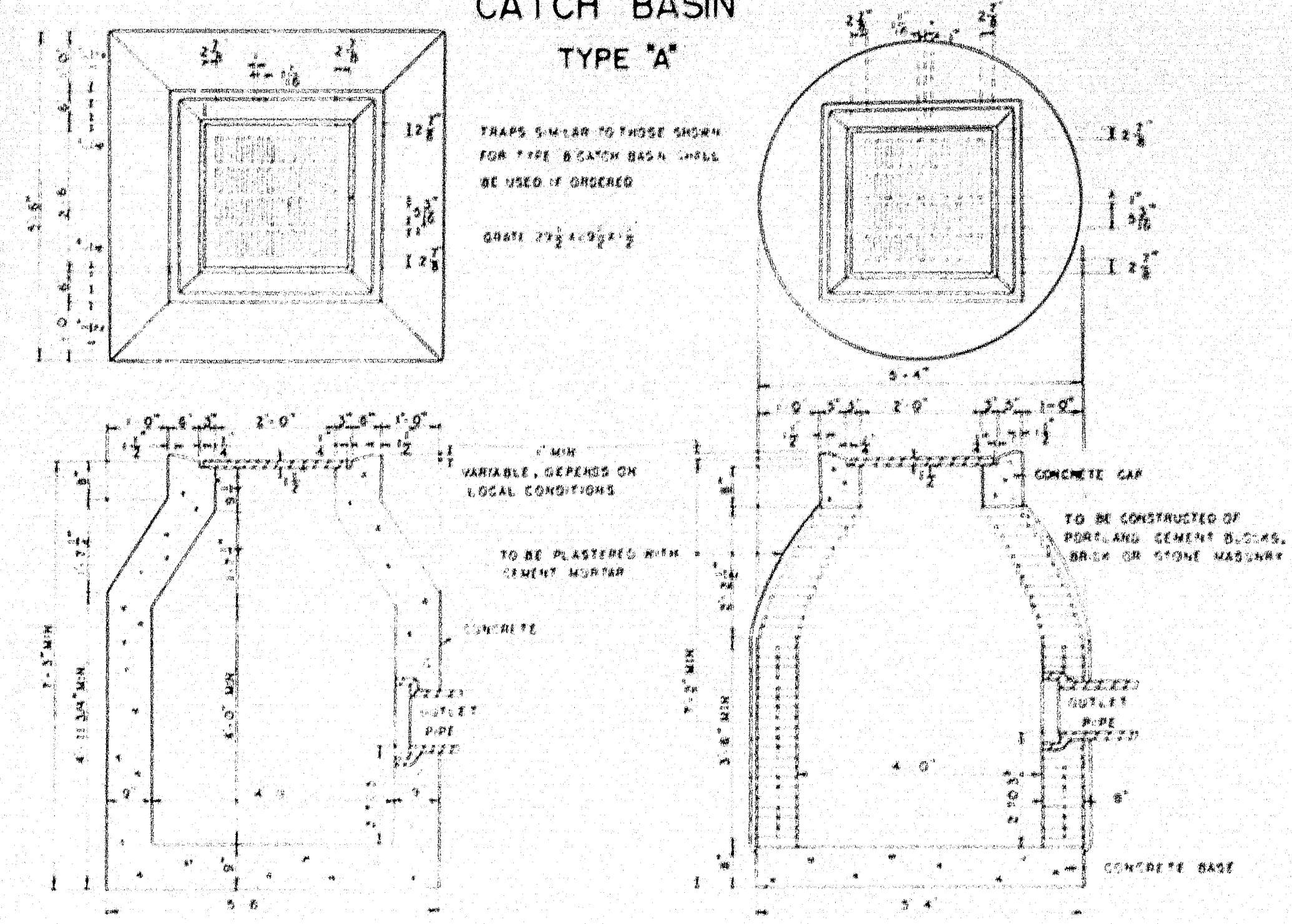
Temporary Culvert

SUMMARY OF CLASSIFIED EXCAVATION AND BORROW	
Total Excavation from Cross Sections	4,368 C.Y.
Less Loam Excavation in Cuts	604
Sub-Total	3,764 C.Y. x 1.02 = 3,850 C.Y.
Estimated Earth Shrinkage Factor (15%)	582
Available Earth Fill from Cross Sections	3,268 C.Y.
Total Earth Embankment from Cross Sections	19,783 C.Y.
Less Granular Borrow under Bridge Abutments	4,300
Sub-Total	15,483 C.Y.
Less 20% Granular Borrow	3,097
Sub-Total	12,386 C.Y.
Less Available Earth Fill from Cross Sections	3,225
Common Borrow	9,161 C.Y. x 1.15 = 10,535 C.Y.
Estimated Rock Excavation	100 C.Y.

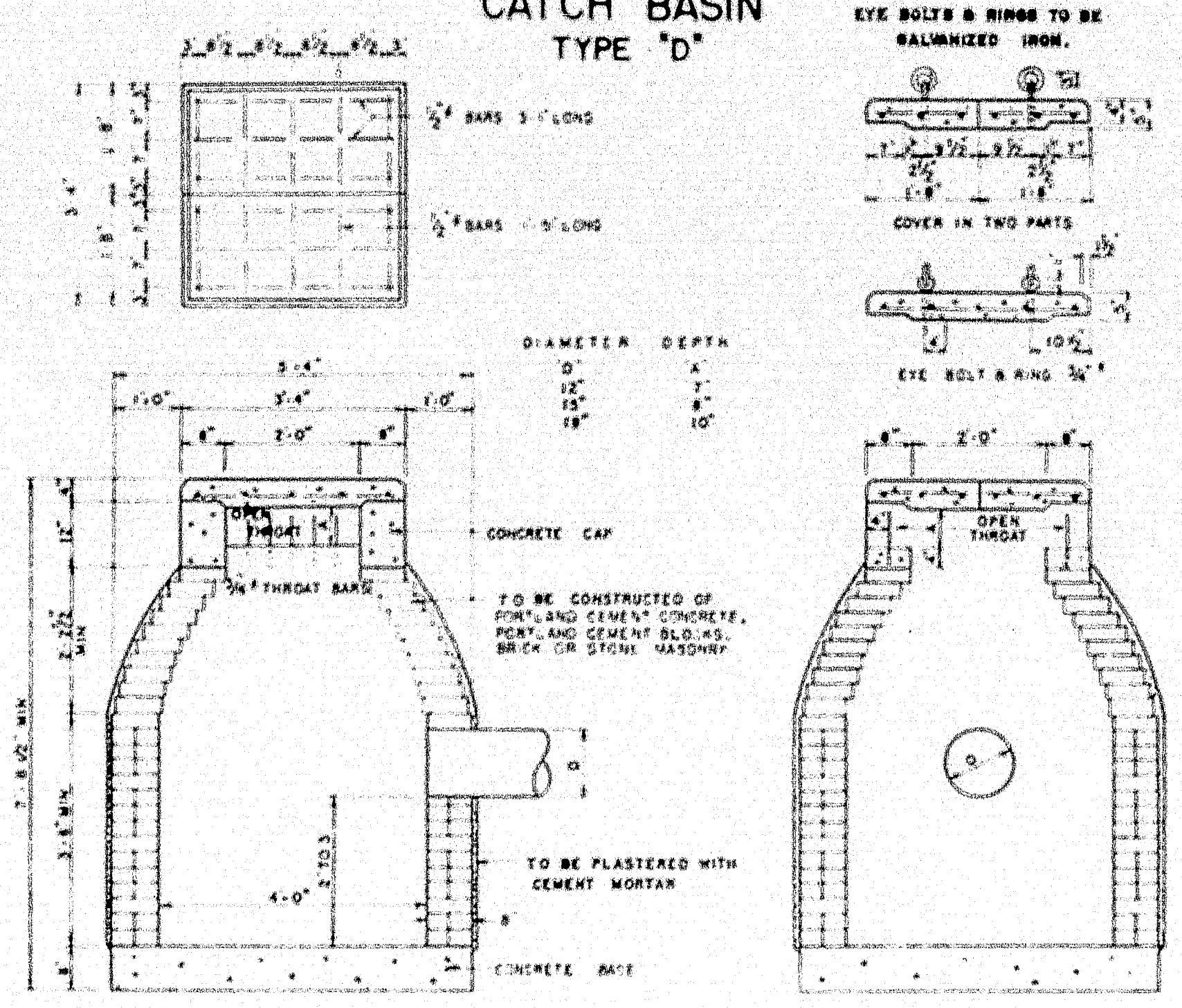
S.P. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-8(11)	5	28

ORONO INTERSTATE

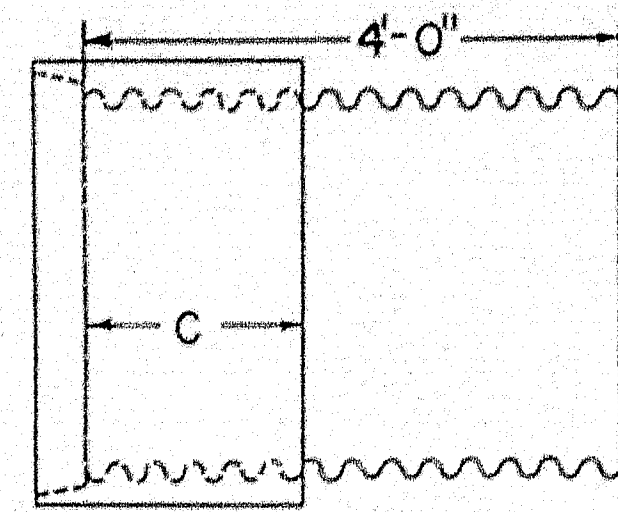
CATCH BASIN
TYPE "A"



CATCH BASIN
TYPE "D"



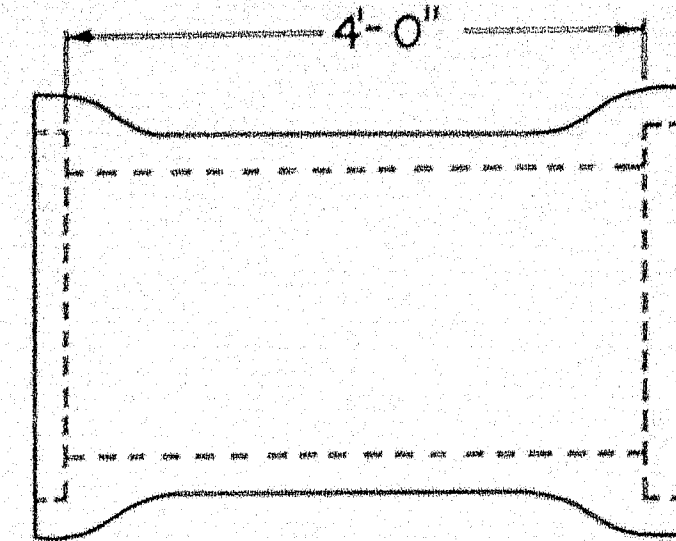
PIPE CONNECTIONS



GROOVE END COMBINATION
For 30" to 72" inclusive, diameter connection
between concrete and metal pipe

"C" = 17" min. for sizes 30" to 48" incl.
"C" = 23" min. for sizes over 48"

Asphalt coated corrugated metal pipe
shall conform to the latest
standard specifications

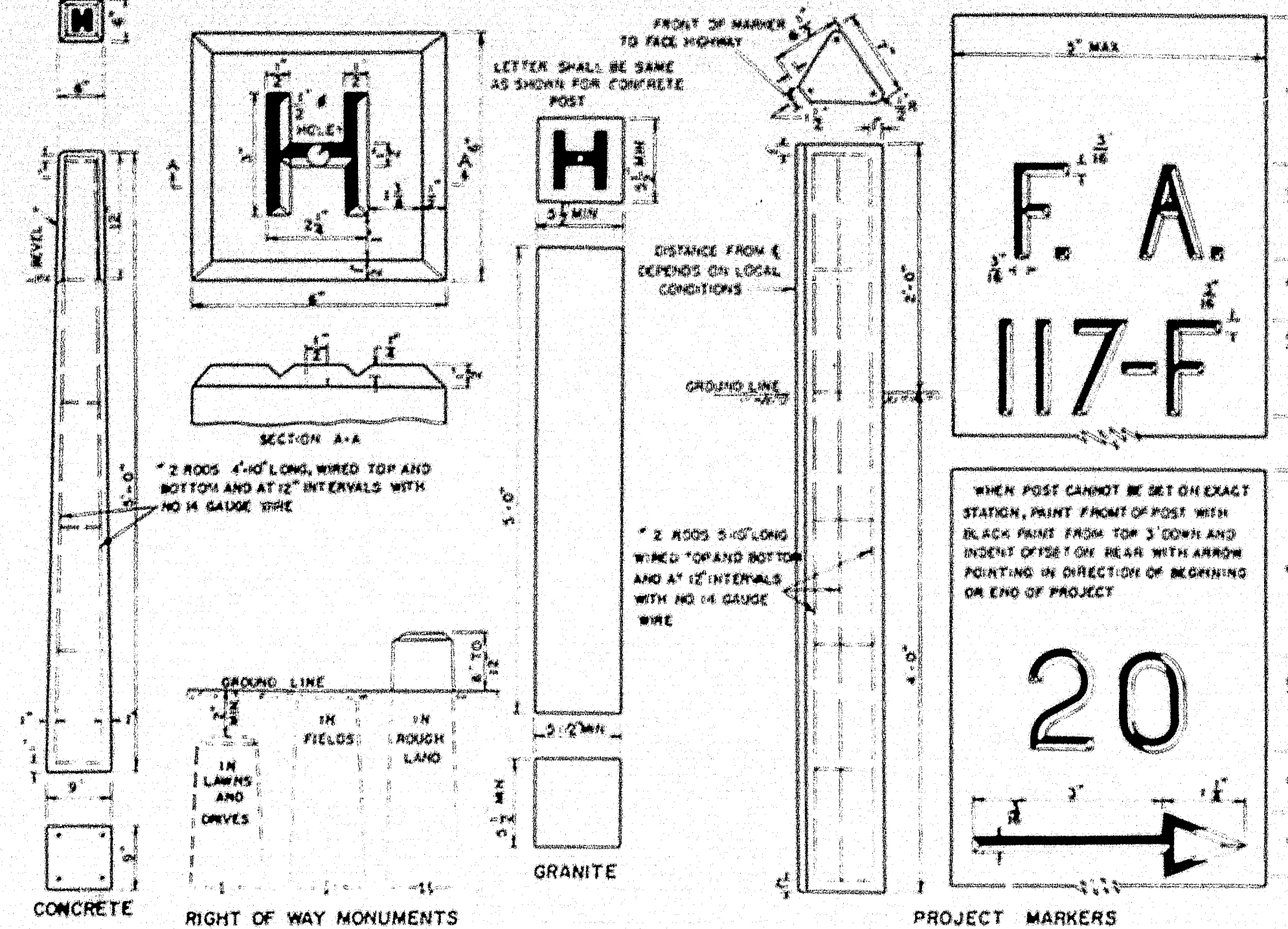


REINFORCED CONCRETE PIPE CONNECTOR
DOUBLE BELL

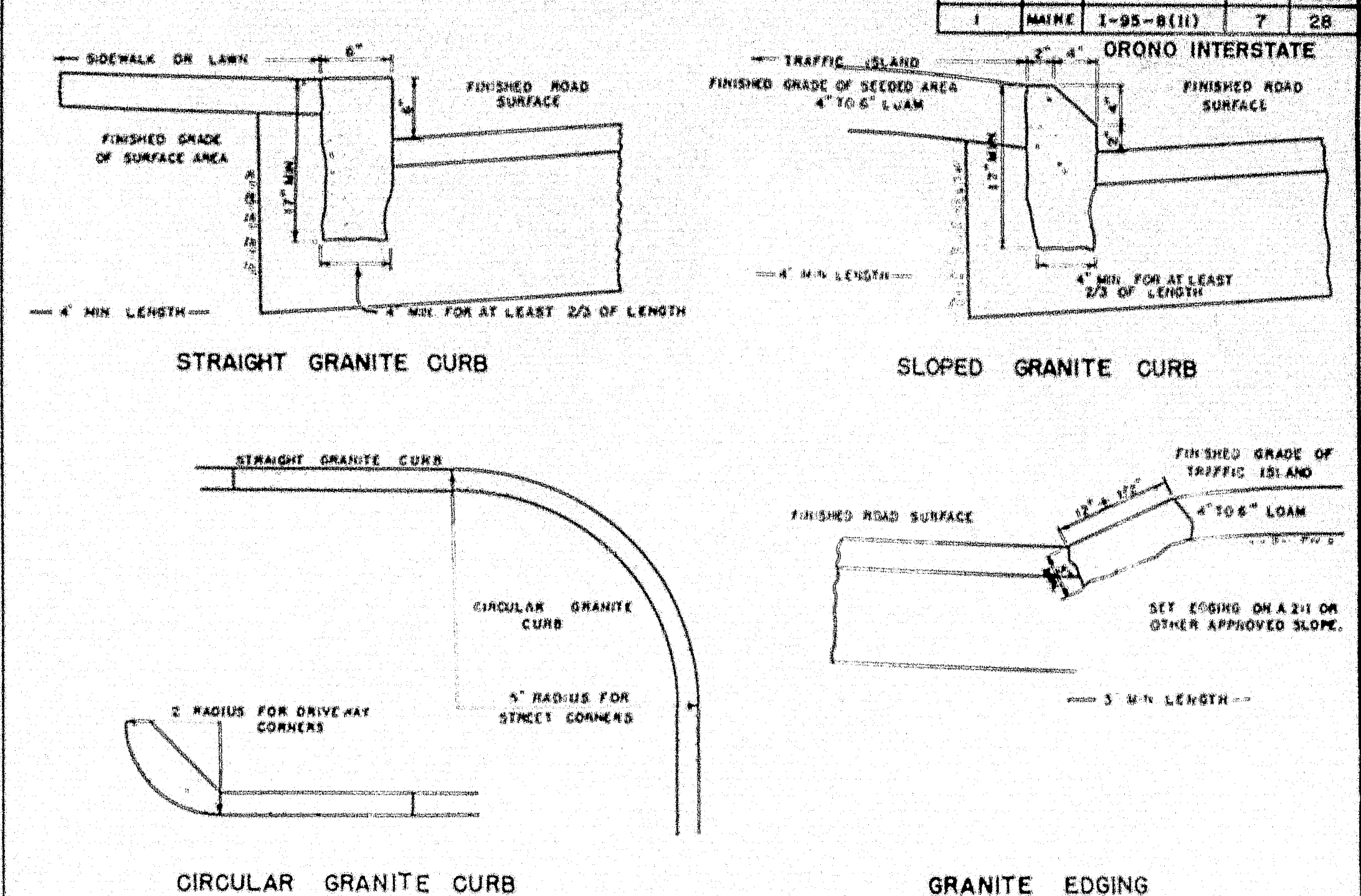
For 12" to 24" inclusive, diameter connection
between concrete and metal pipe

Reinforced concrete pipe shall
conform to the latest standard
specifications

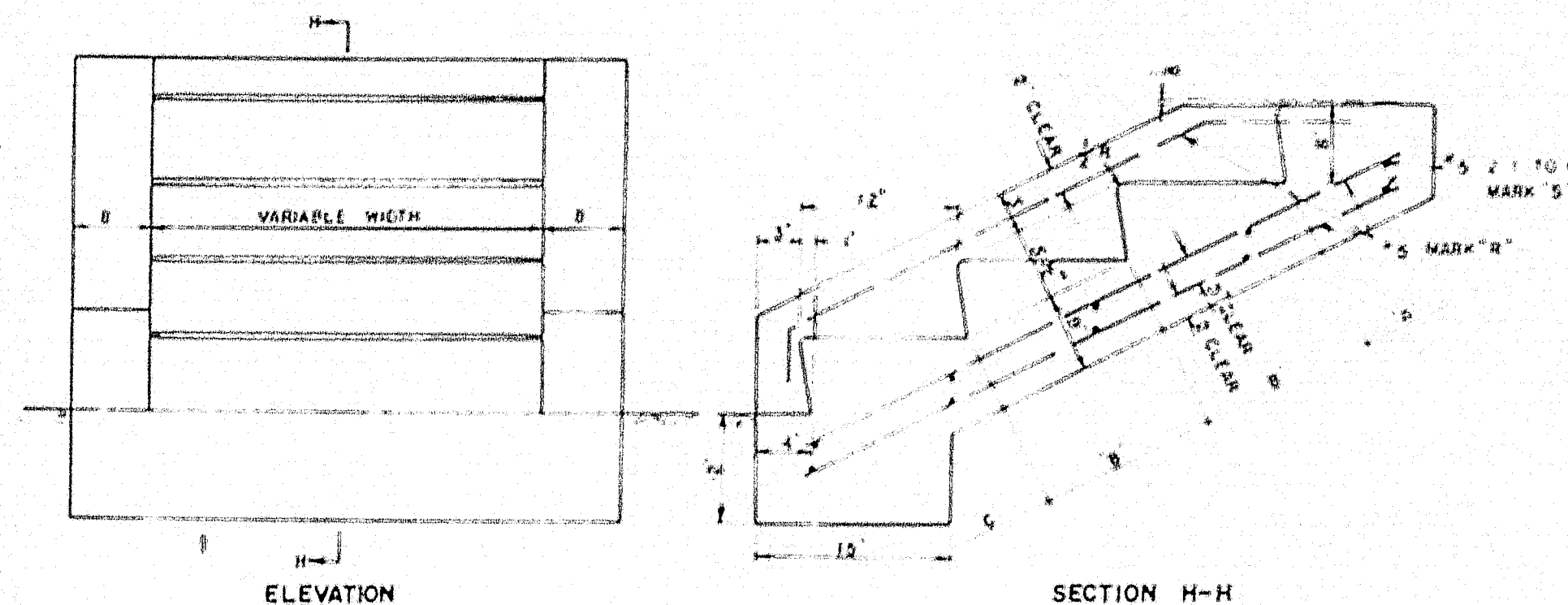
RIGHT OF WAY MONUMENTS & PROJECT MARKERS



GRANITE CURB & EDGING



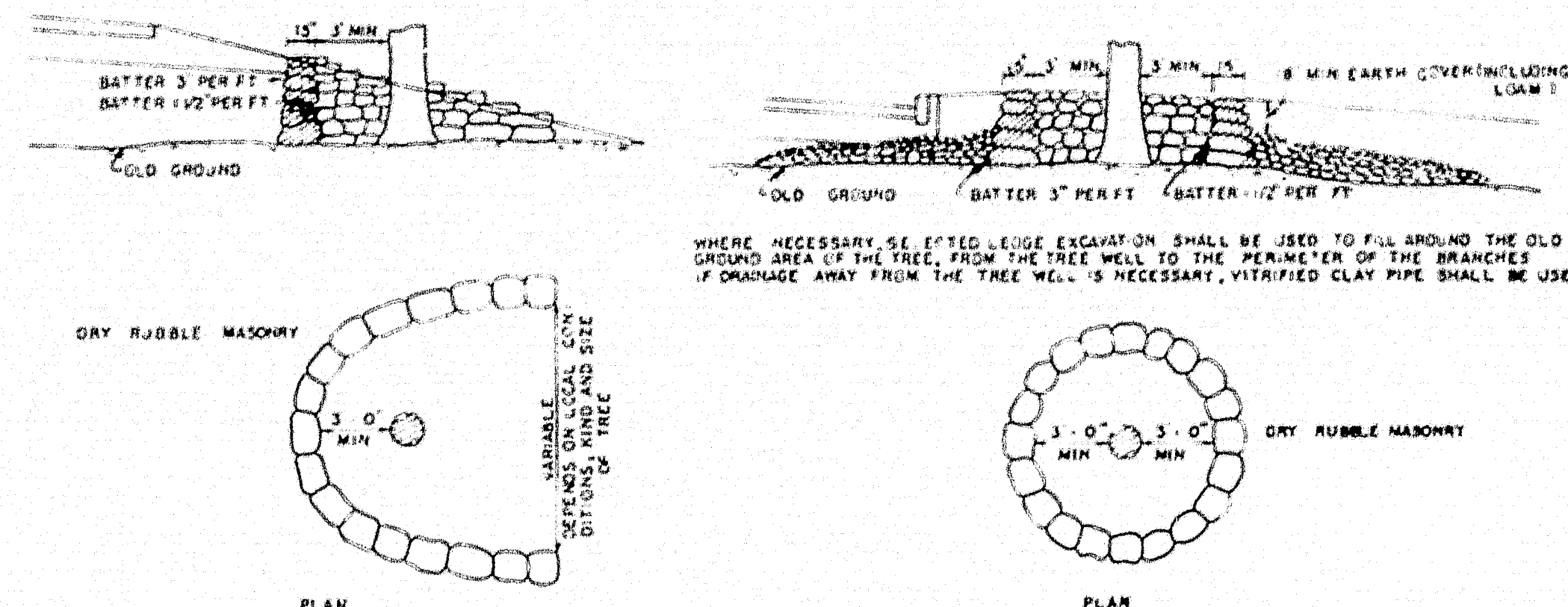
CONCRETE STEPS



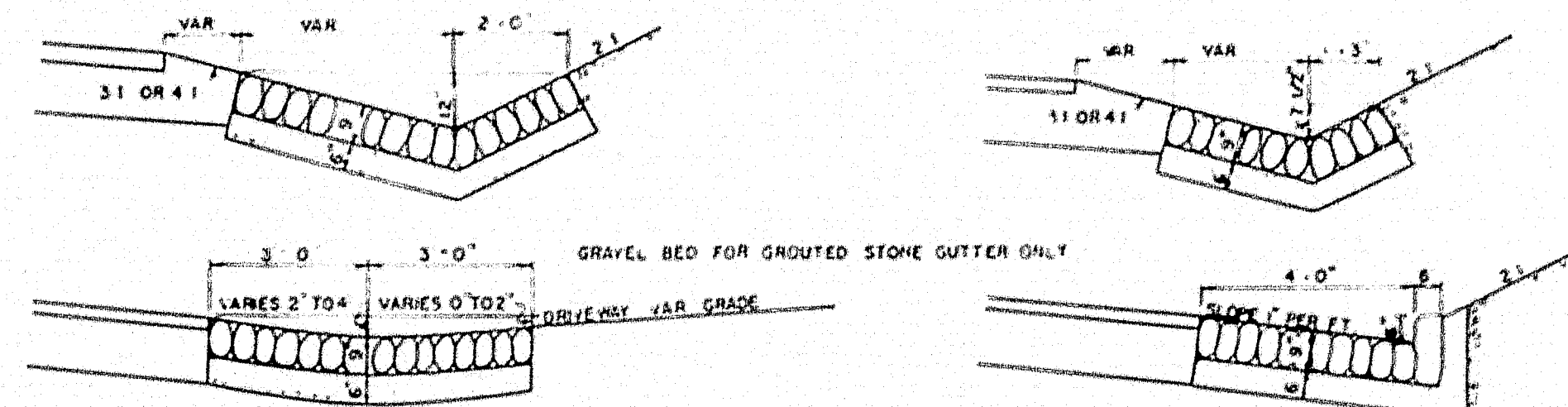
CONCRETE CLASS "A"		
SECTION	STEPS PER FT 3" WIDTH	PARAPET EACH WALT
"A" HEADER	032 CU YDS	022 CU YDS
"B" EA INTER ST	040 CU YDS	040 CU YDS
"C" FOOTER	071 CU YDS	065 CU YDS

REINFORCING STEEL			
MARK	SIZE	NUMBER	LENGTH FEATH
"A"	"5"	3 EACH PARAPET	8' FOR "A"
"B"	"5"	2 EACH FT OF WIDTH	4'13 FOR EACH "B"
"C"	"5"	2 FOR "A"	4'13 FOR "C"
"D"	"5"	2 FOR EACH "B"	4'13 FOR "D"
"E"	"5"	2 FOR EACH "C"	4'13 FOR "E"

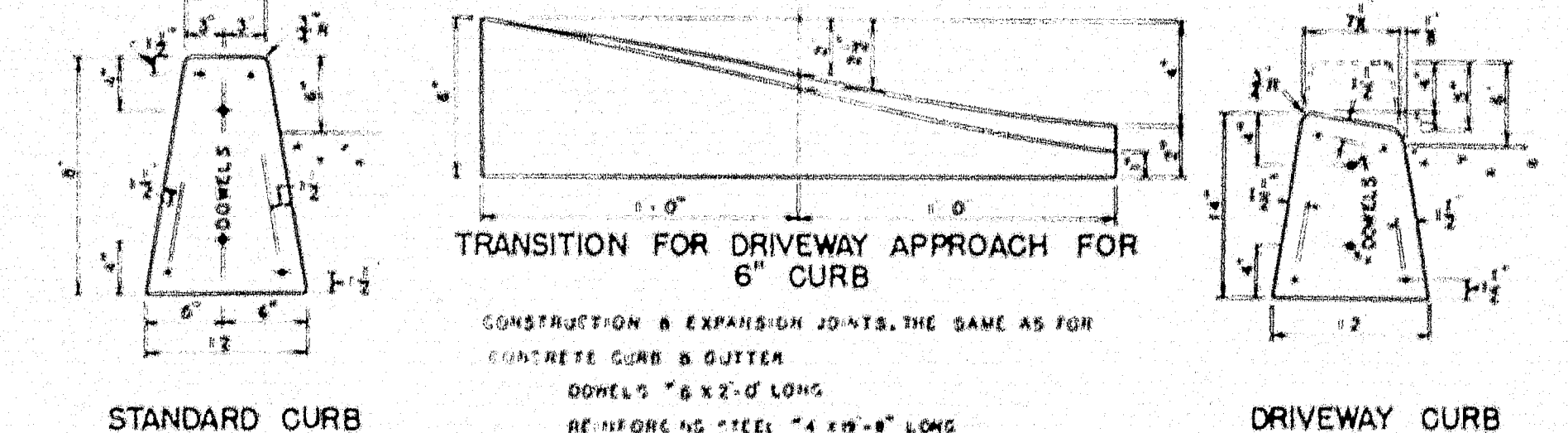
TREE WELLS



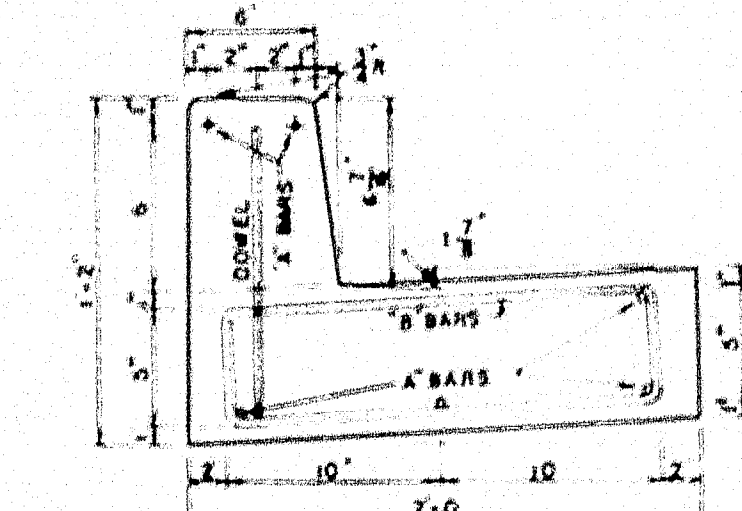
STONE GUTTER



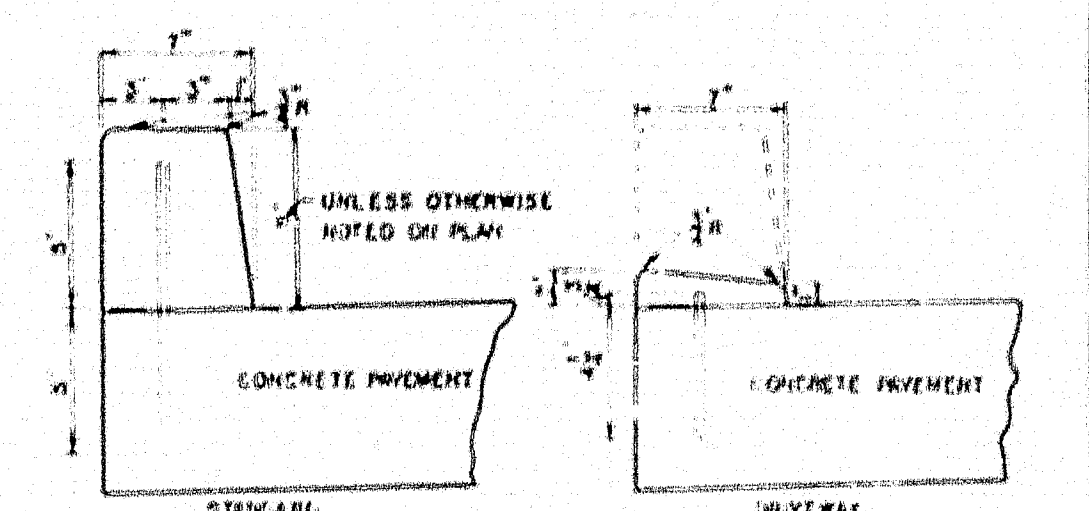
CONCRETE CURB



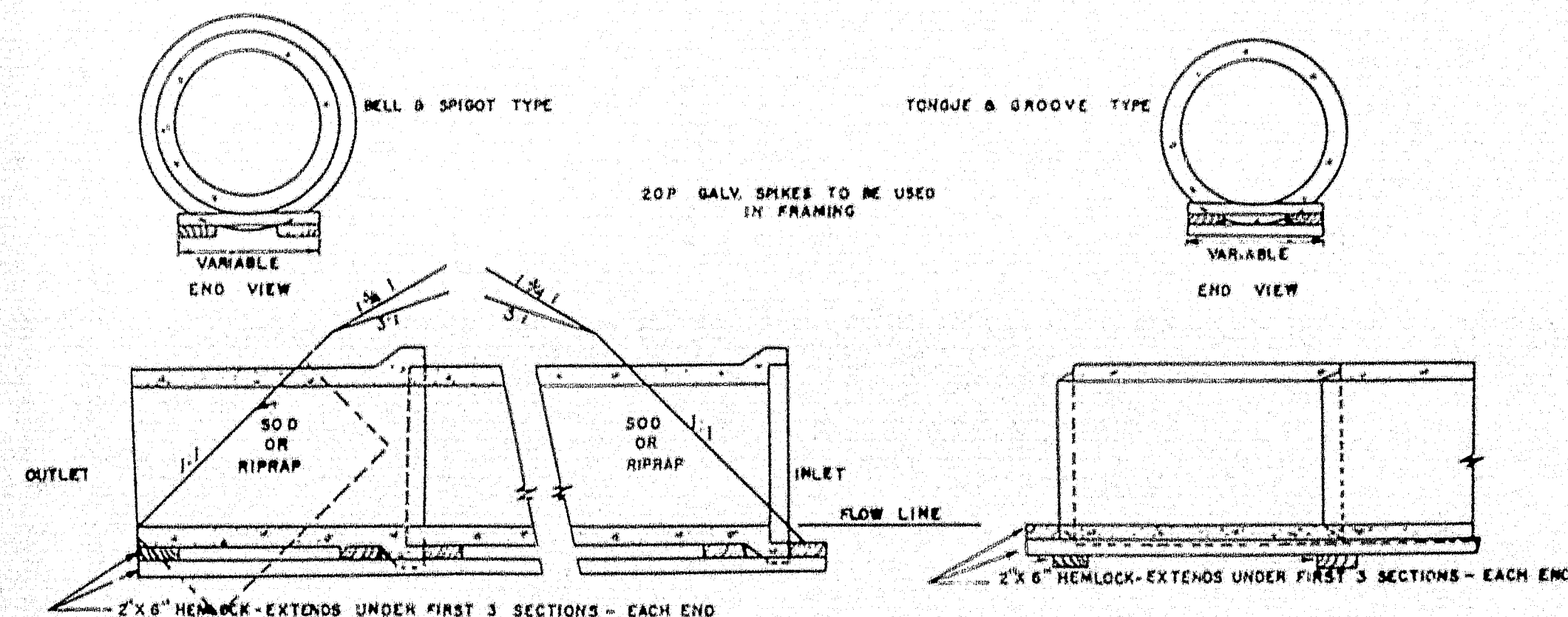
CONCRETE CURB & GUTTER



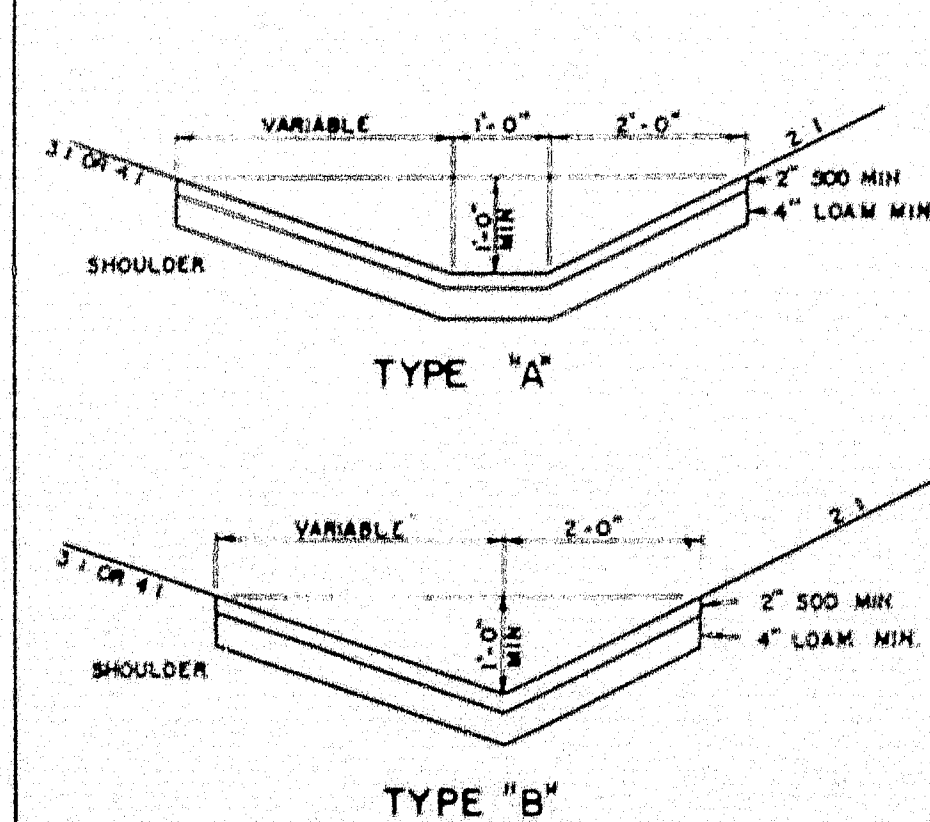
INTEGRAL CONCRETE CURB



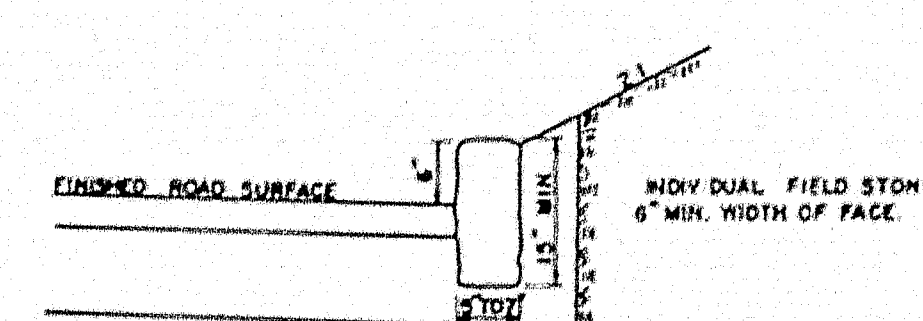
CONCRETE PIPE CRADLE



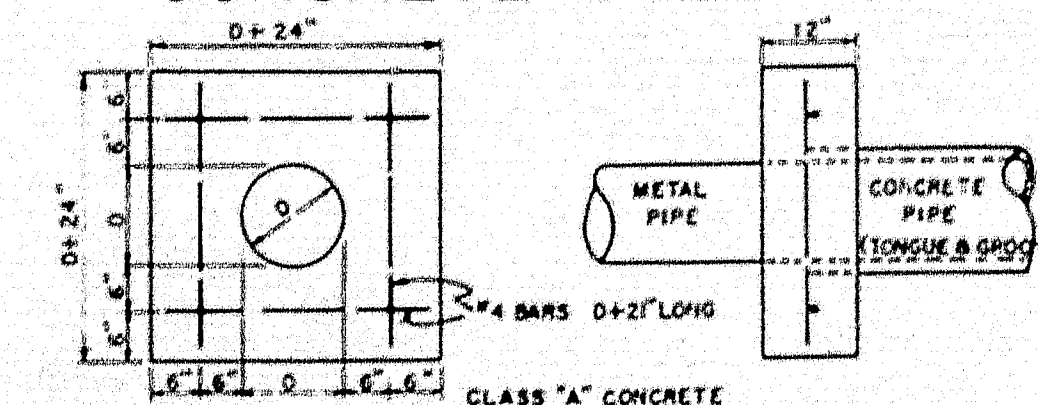
SODDED GUTTER



FIELD STONE CURB

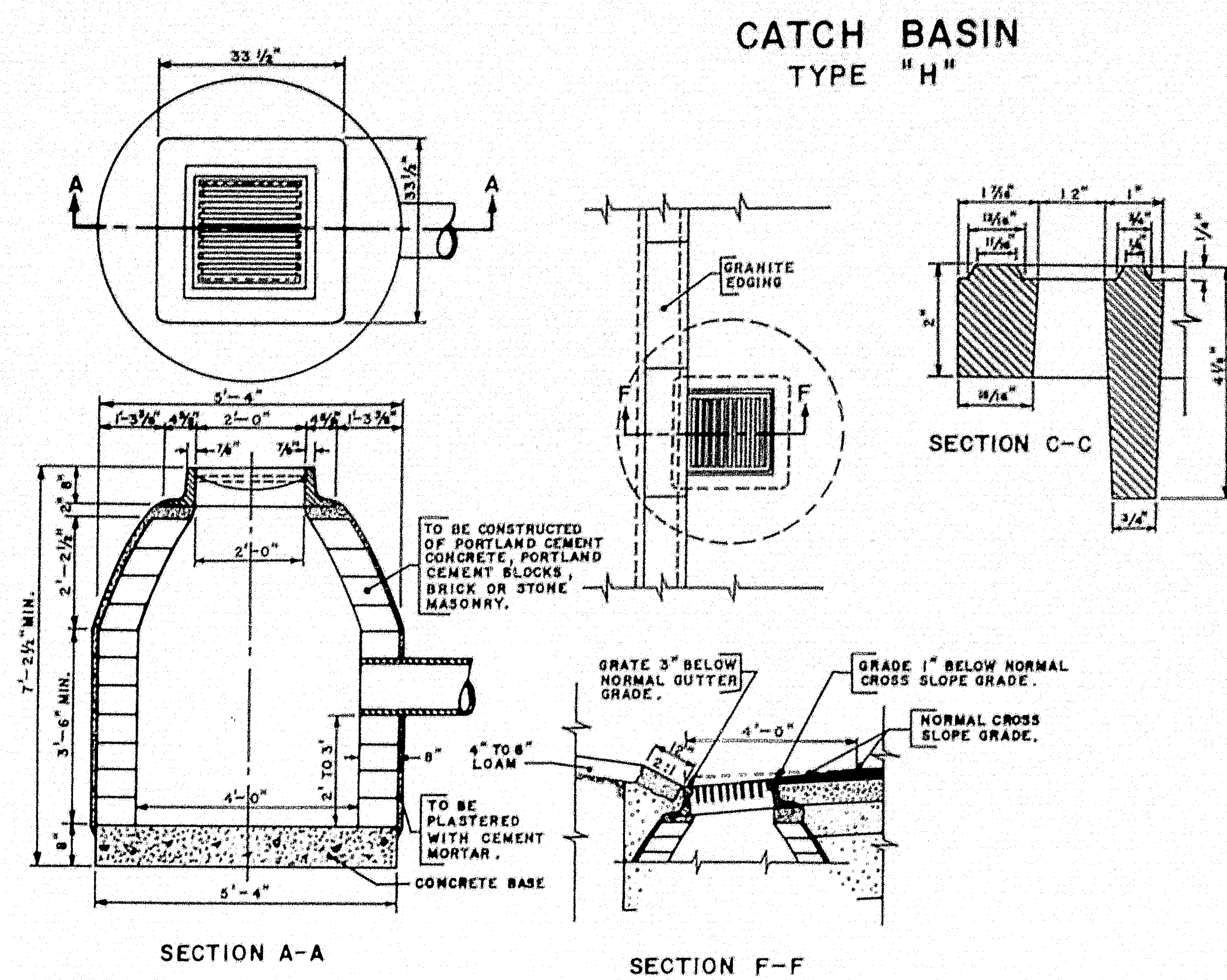


CONCRETE COLLAR

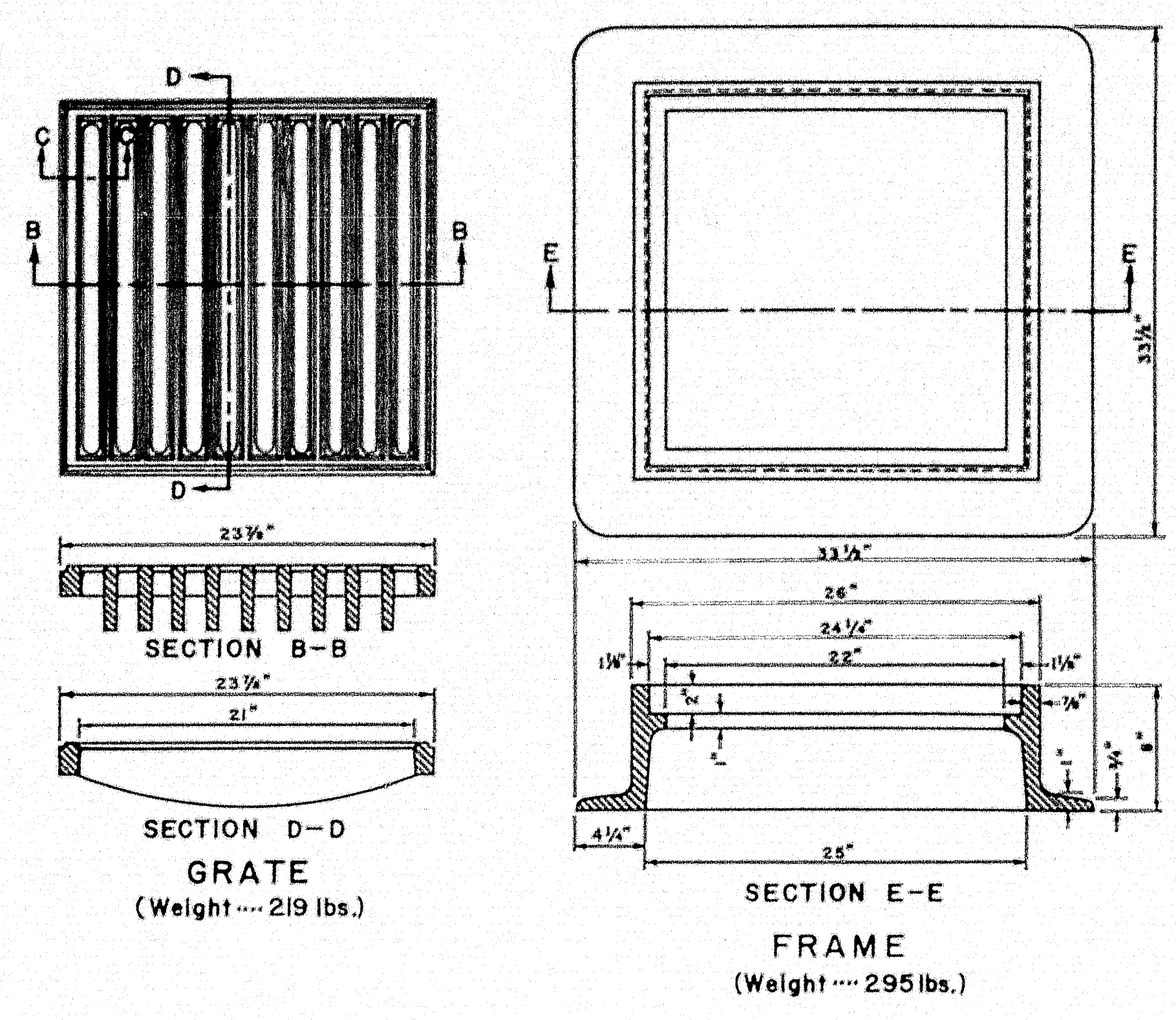


MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

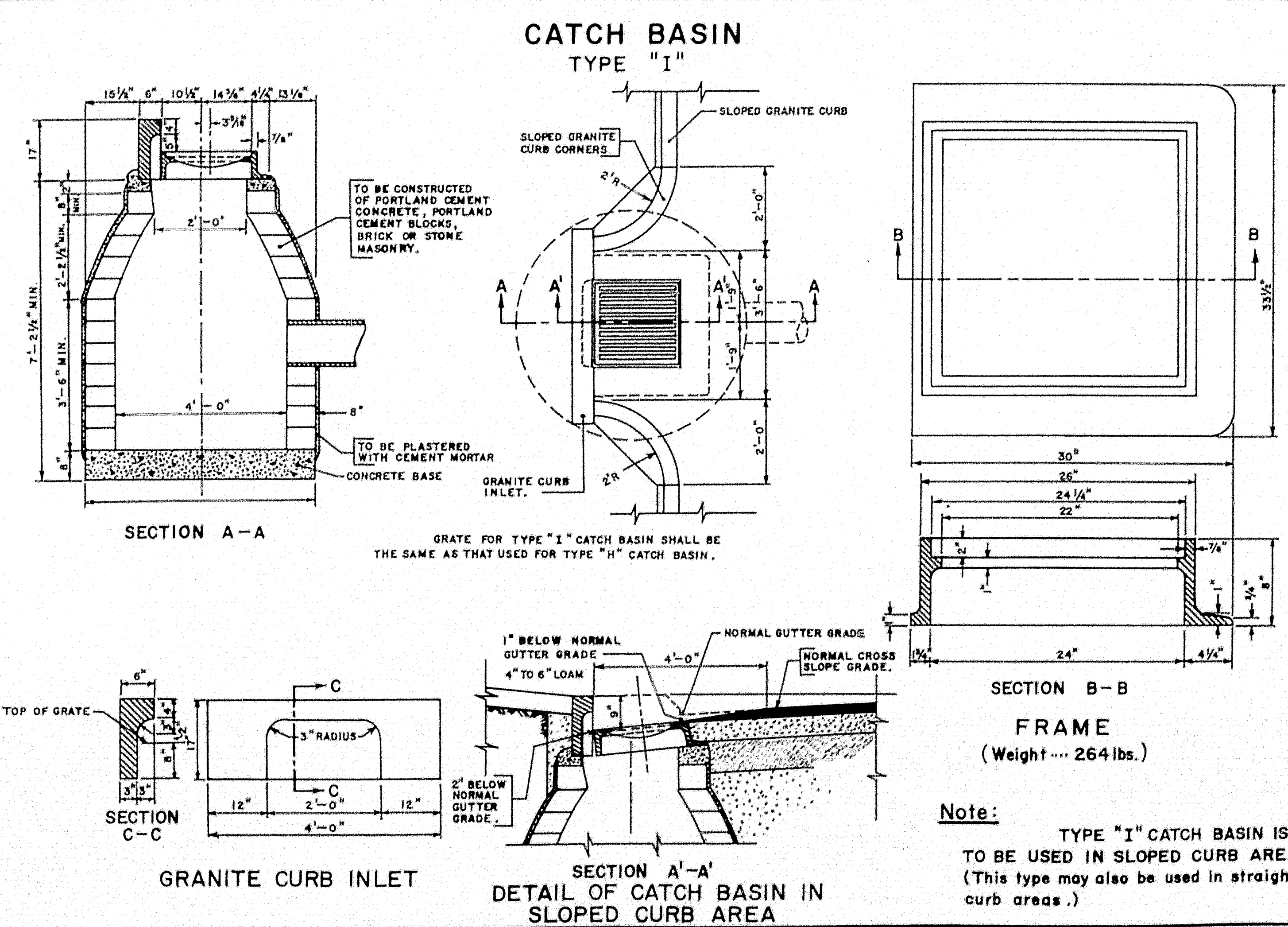
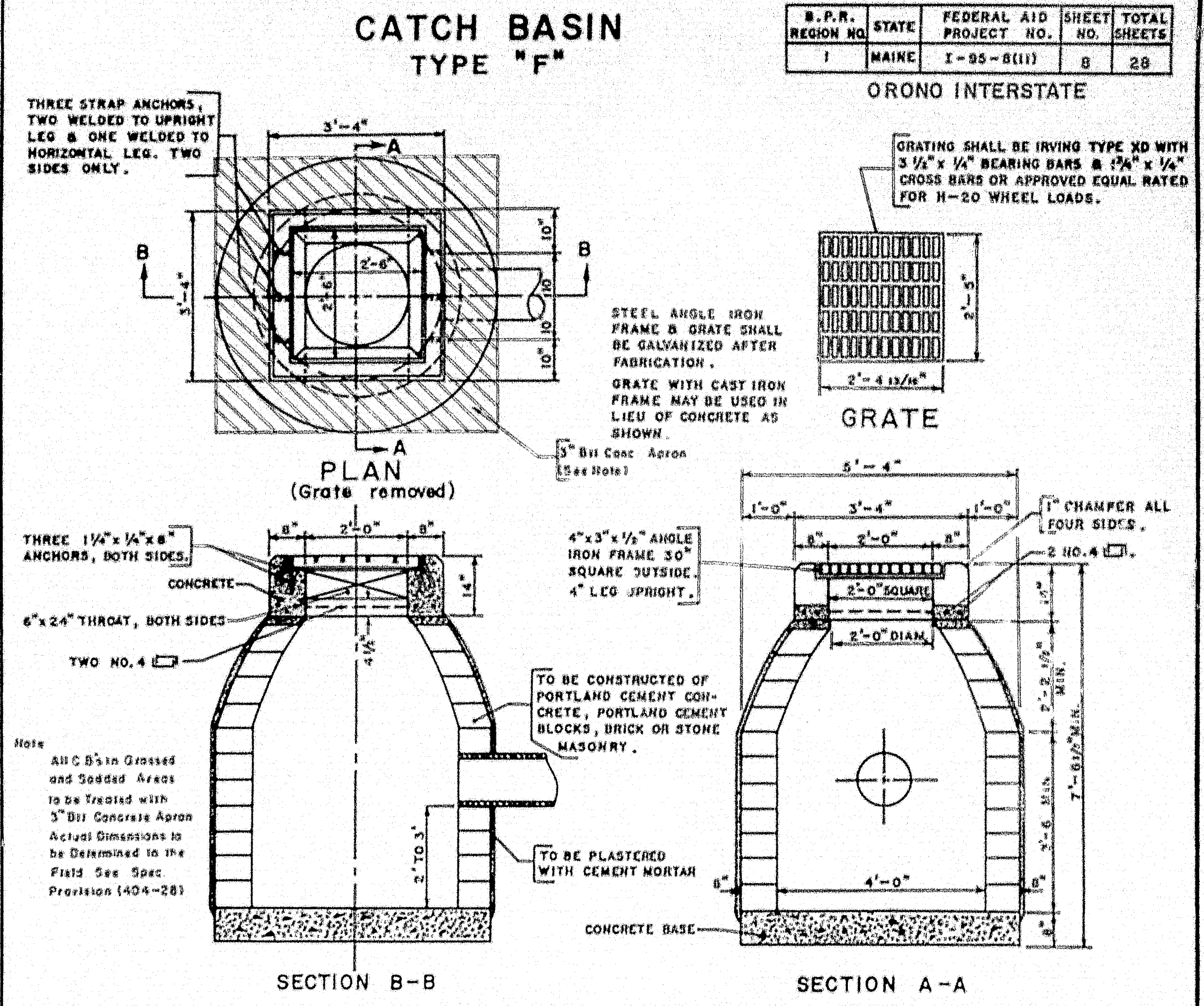
STANDARD DETAILS
MISCELLANEOUS ITEMS



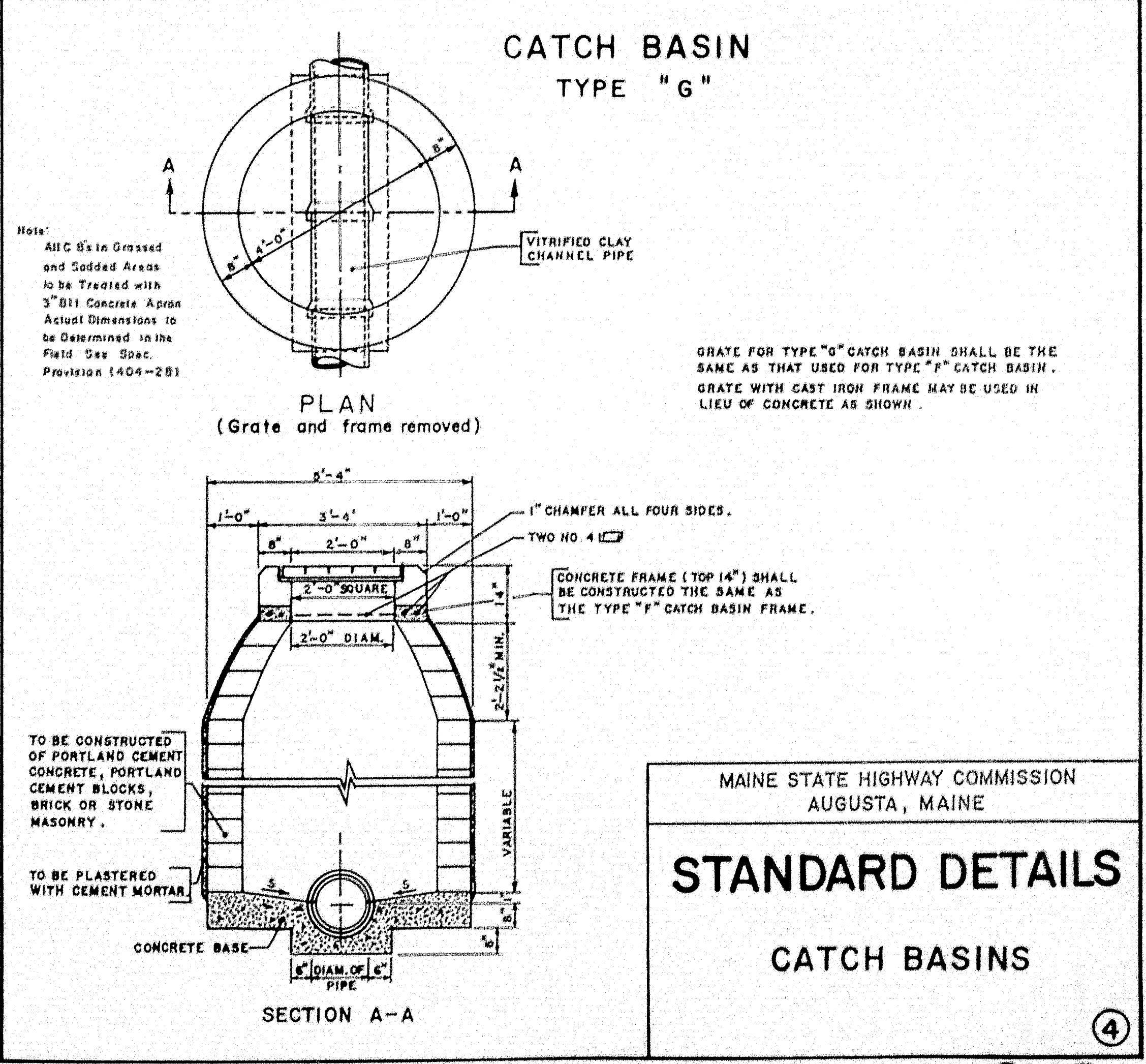
DETAIL OF CATCH BASIN
IN GRANITE EDGING AREA



Note: TYPE "H" CATCH BASIN IS TO BE USED IN GRANITE EDGING AREA. (When this type of catch basin is used with sloped or straight curb, the curb on gutter line shall be cut to fit flange.)



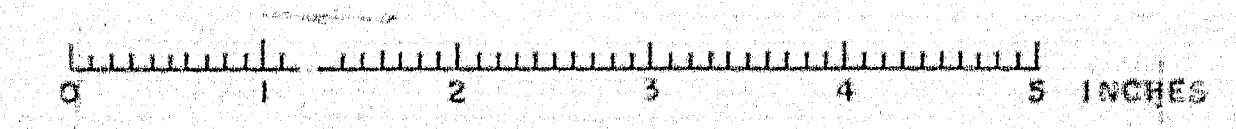
Note: TYPE "I" CATCH BASIN IS TO BE USED IN SLOPED CURB AREA. (This type may also be used in straight curb areas.)



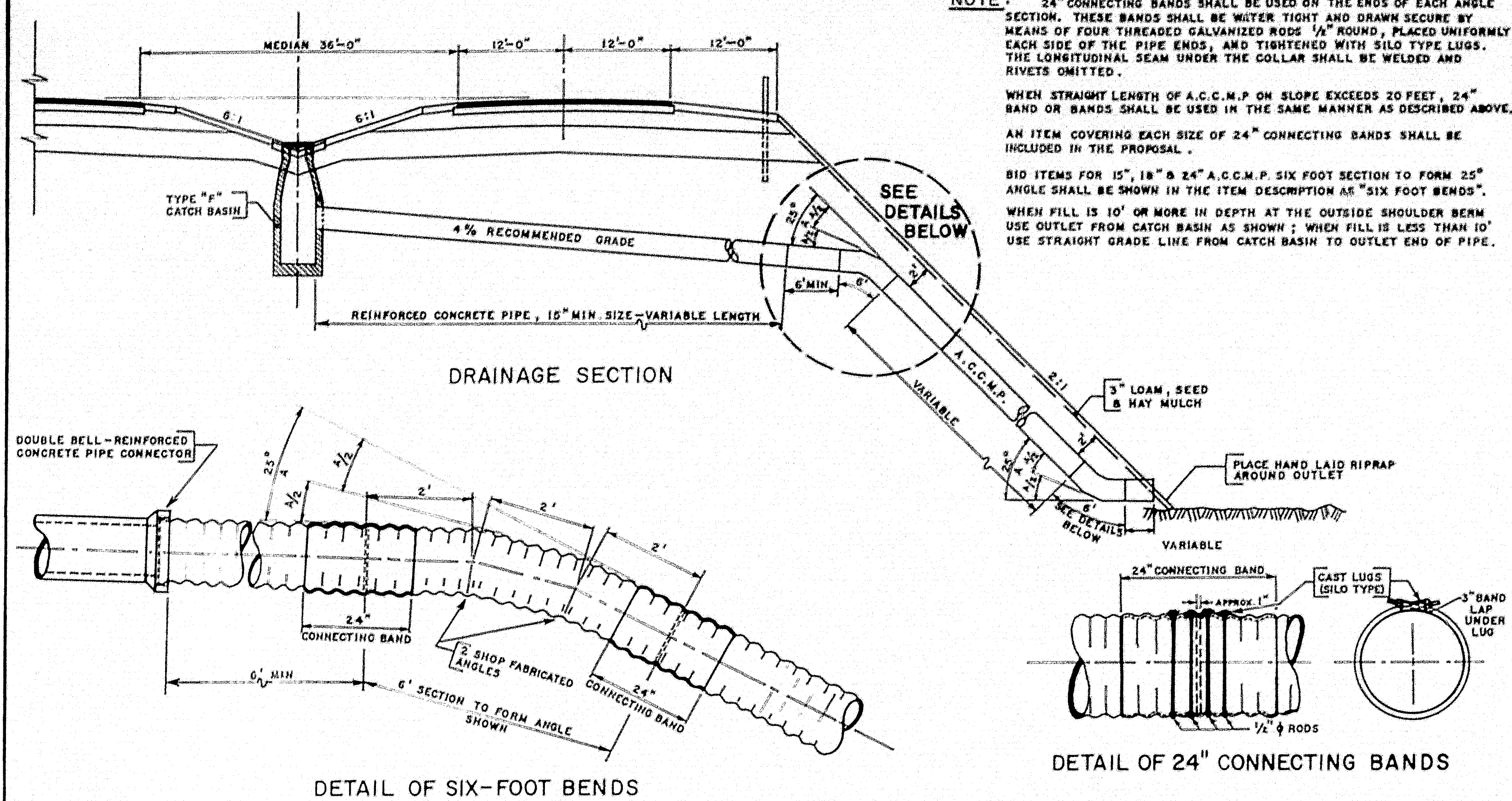
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

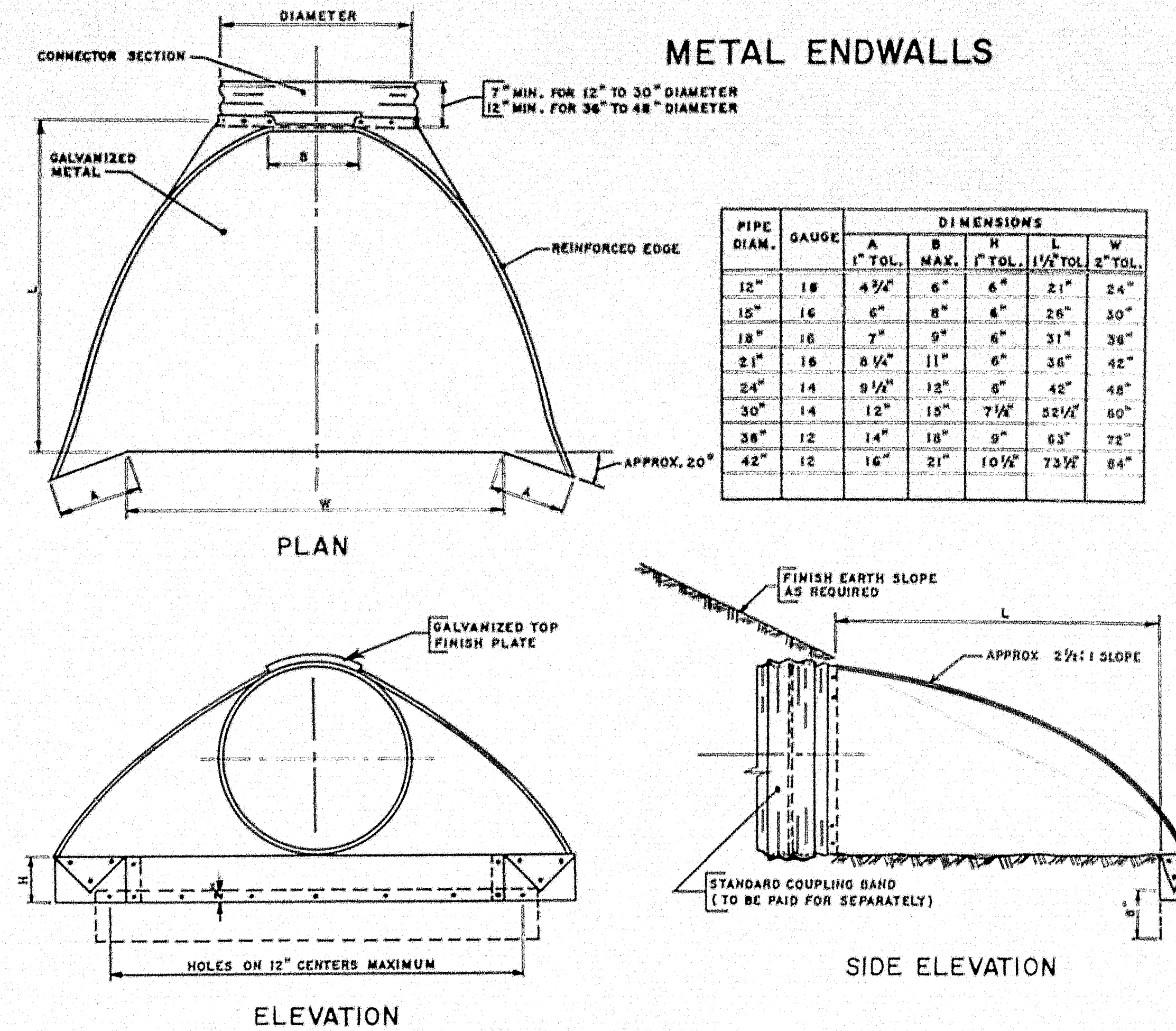
CATCH BASINS



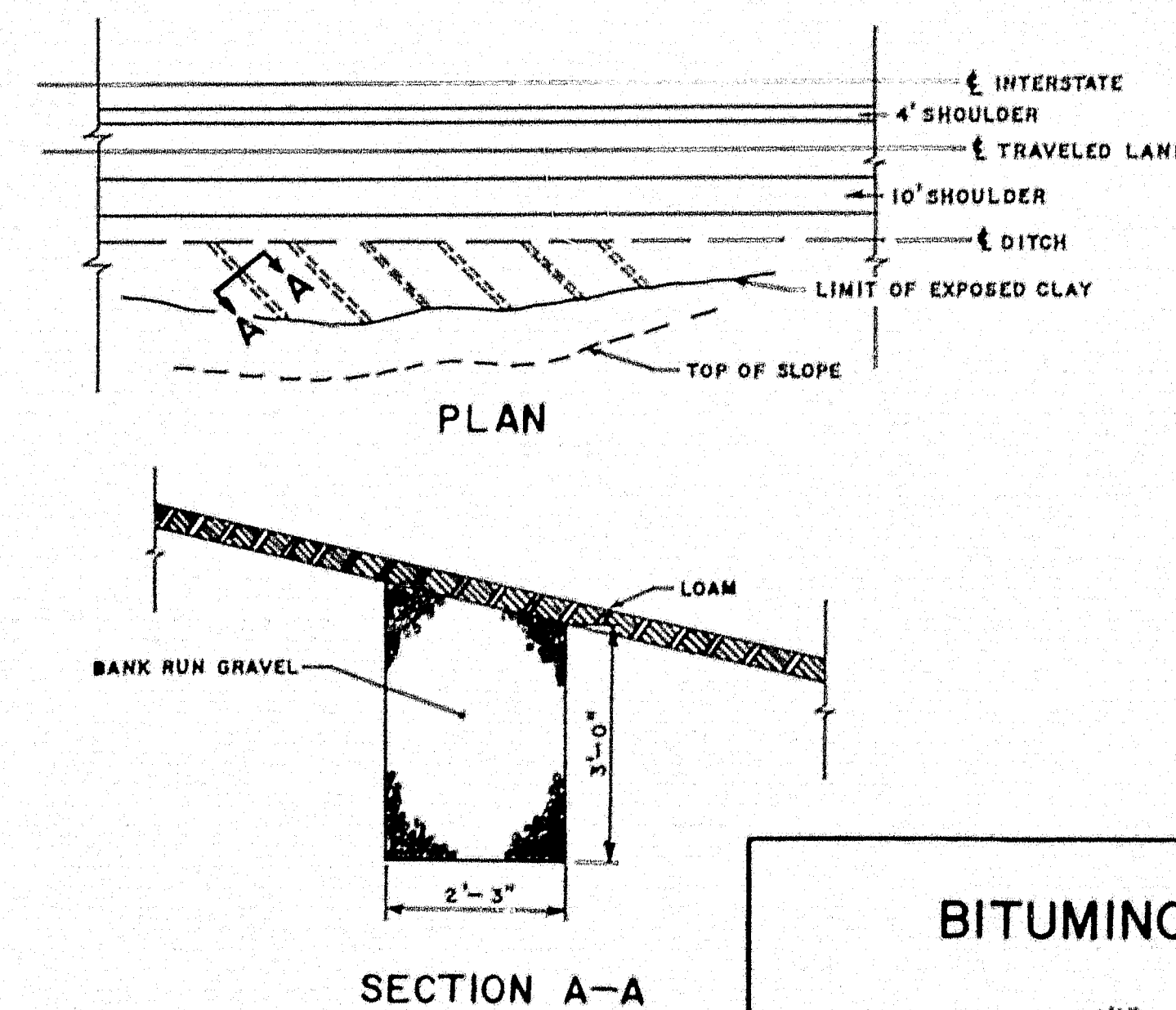
BENDS AND BANDS for A.C.C.M.P. MEDIAN DRAINAGE



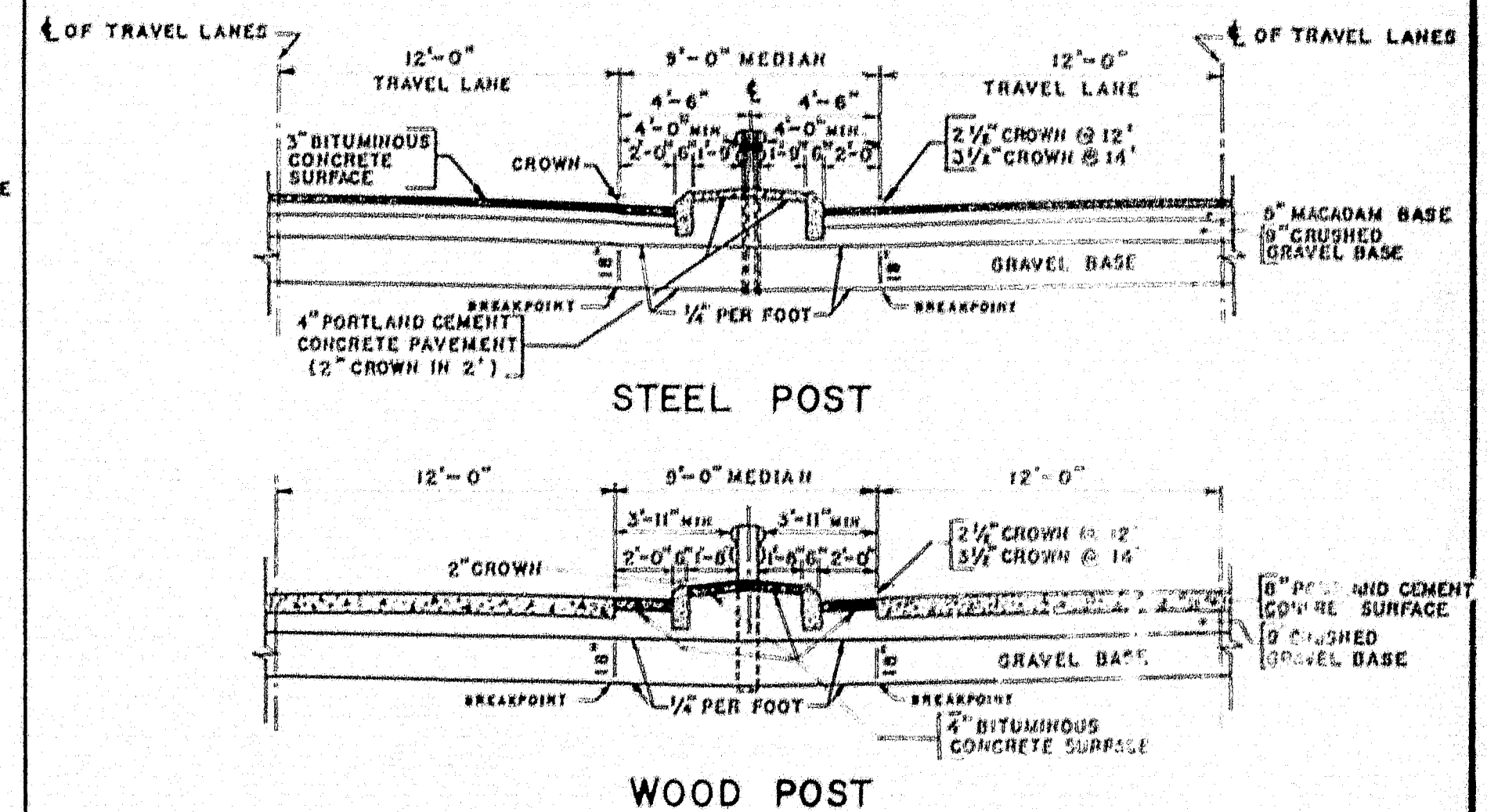
METAL ENDWALLS



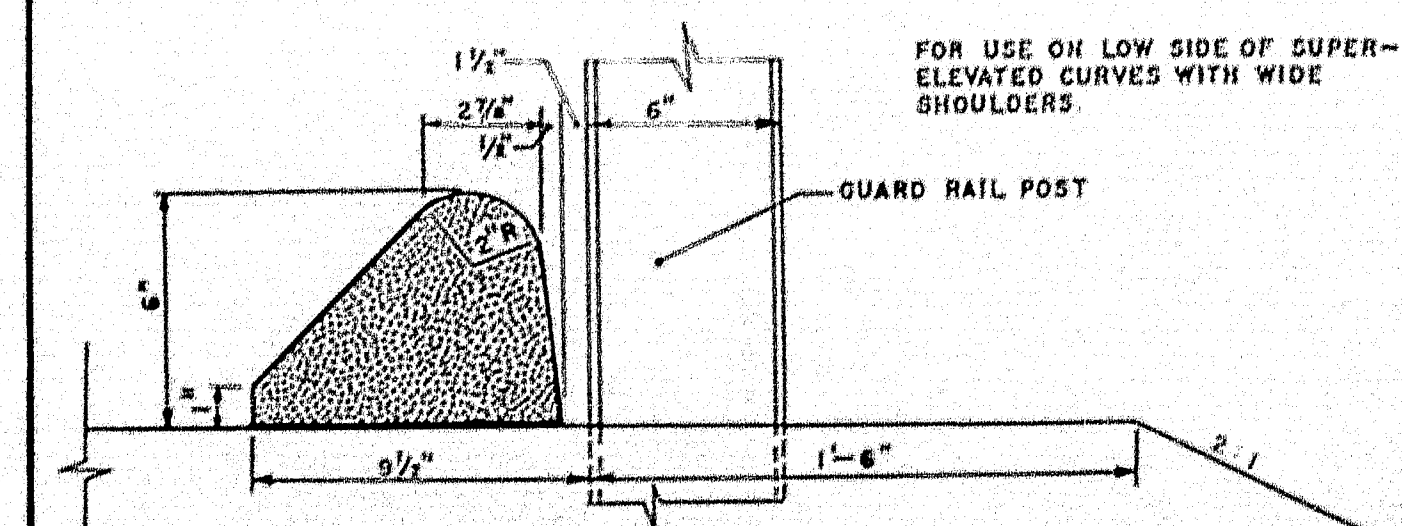
CUT SLOPE DRAIN



9-FOOT MEDIAN



BITUMINOUS CONCRETE CURB



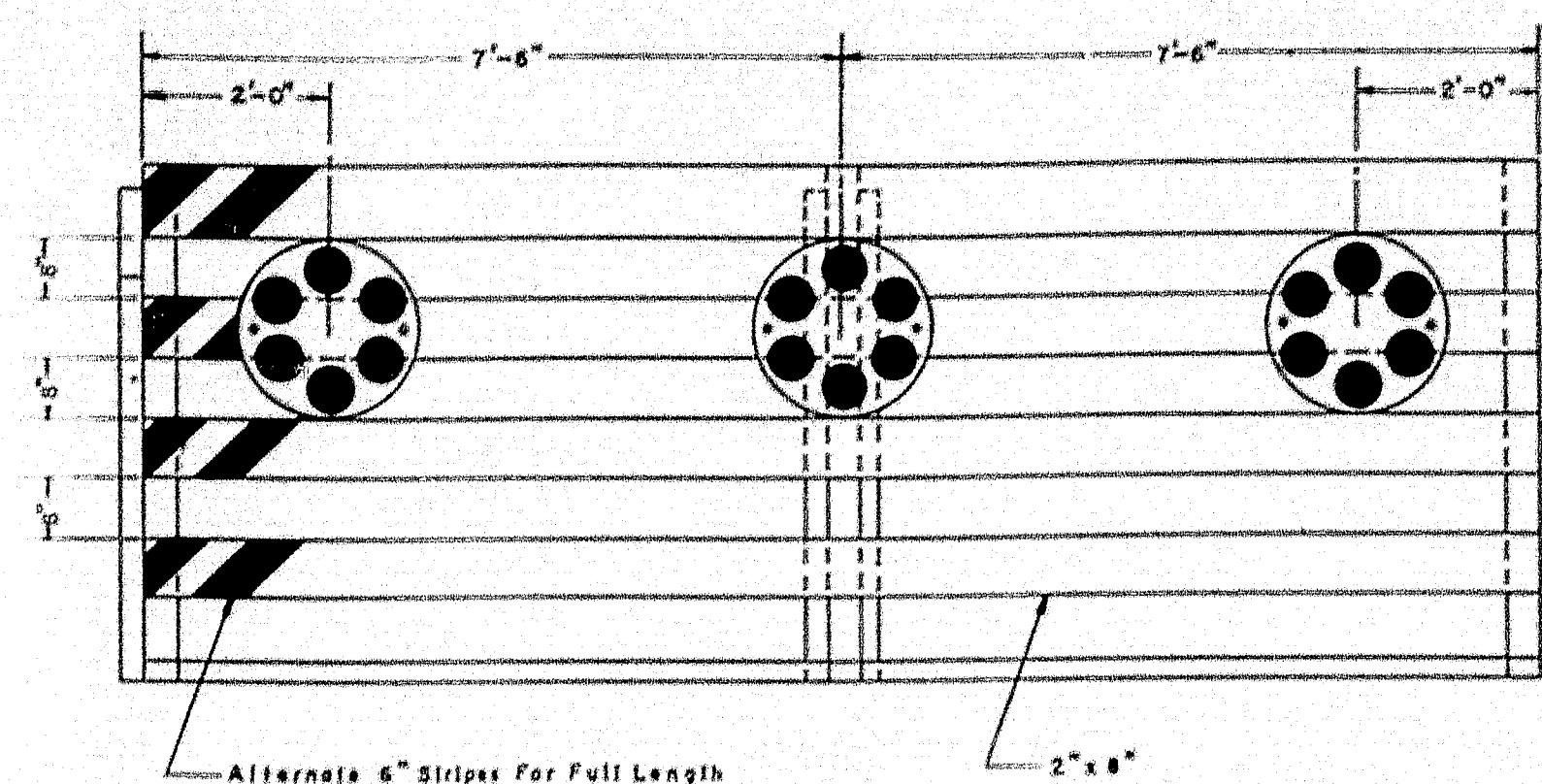
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

BENDS & BANDS, METAL ENDWALLS,
GUARD RAIL ON RAMPS, CUT SLOPE
DRAIN, 9-FOOT MEDIAN & BITUMINOUS
CONCRETE CURB

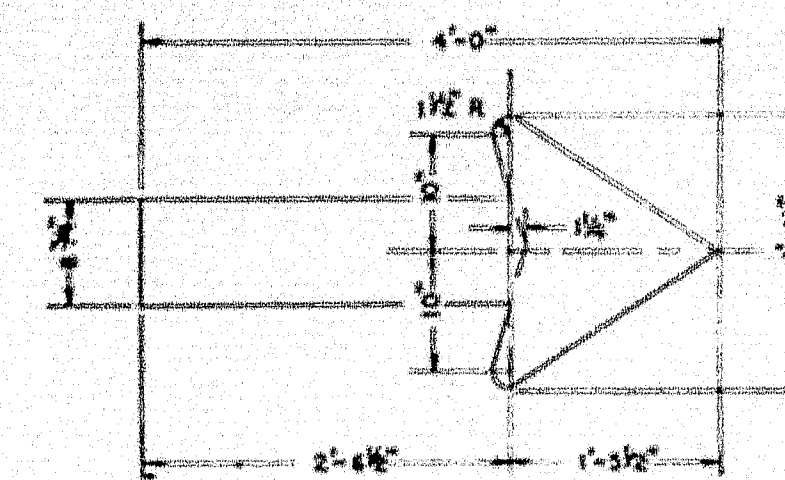
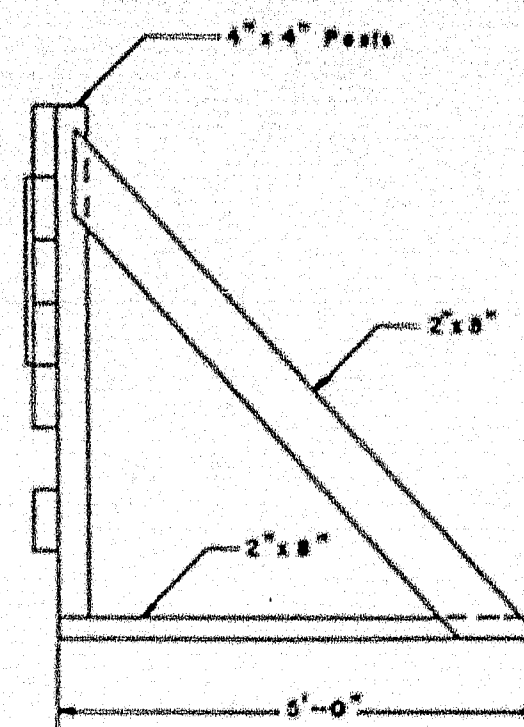
S.P.R. RES. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-B(11)	10	28

ORONO INTERSTATE

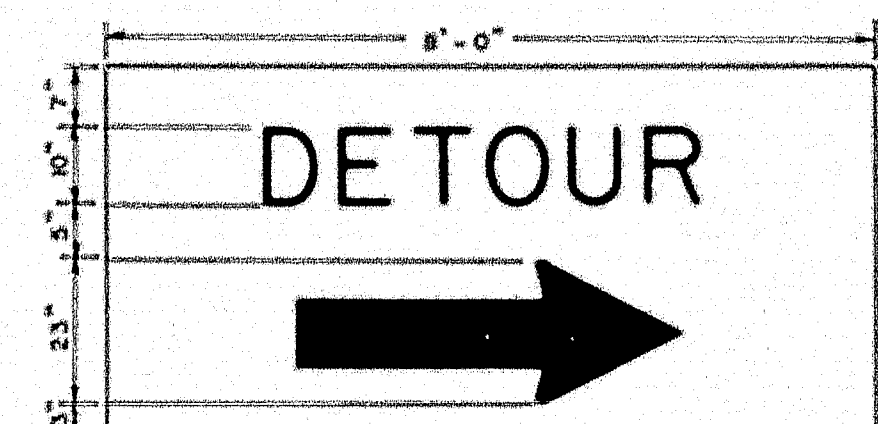


PORTABLE BARRICADE

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



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

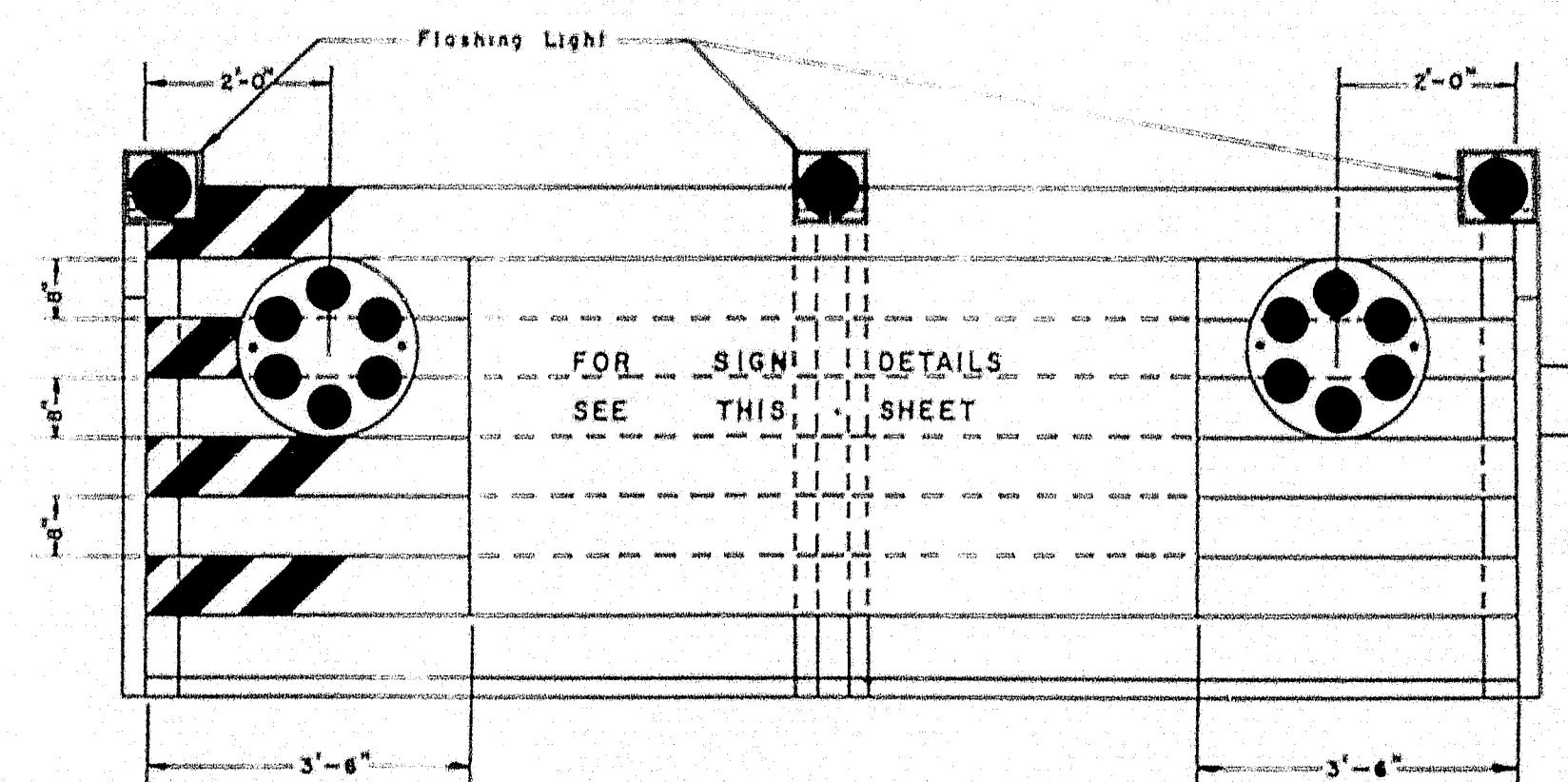


DETOUR SIGN FOR
PORTABLE BARRICADE

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

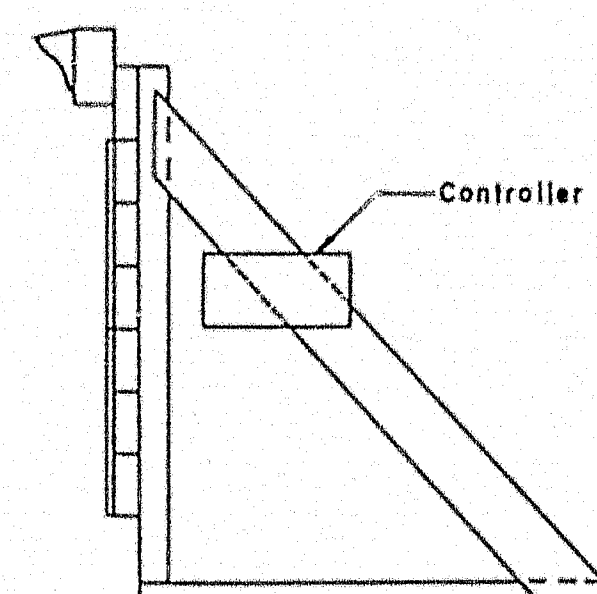
GENERAL NOTES:

1. Lumber sizes for use on Barricades shall be 2"x8" except for Posts which shall be 4"x4".
2. Detour Sign shall be $\frac{3}{8}"$ thick plywood.
3. Alternate 6" stripes shall be painted or screened in black on a background of silver reflective sheeting.
4. The word "DETOUR" and Arrow shall be painted or screened in black on a background of yellow reflective sheeting.
5. Flashing Lights shall be Mounted to permit rotation to face oncoming traffic.
6. Reflector clusters shall consist of a red background with red Reflectors similar to AGA Designation *1816-A1 (PDON).
7. The Barricades shall be securely anchored in place by means of sandbags, weights, or large stones.
8. Location of Service and Meter to be determined after Power Source has been decided.



PORTABLE BARRICADE
WITH FLASHING LIGHTS
AND DETOUR SIGN

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



MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

SPECIAL DETAILS

PORTABLE BARRICADES

SCALE: AS NOTED

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

80-10

5 1 2 3 4 5 INCHES

PLAN	DATE
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100	1955

B.M. S-28
R.R. Spike in N.E. BT. Pole #6/22
Elev 167.05 U.S.G.S. Datum

UTILITIES
BE DONE BY OTHER
B.M. S-28
R.R. Spike in N.E. BT. Pole #6/22
Elev 167.05 U.S.G.S. Datum

16E-D * Hub in N.E. Shoulder
A * Nail & Washer in Pole 6/30
B * Corner Concrete Foundation
C * Nail & Washer in 5" Cedar

HARRY C. JR.
& JANE T. WHELDON

DONALD V. & CHRISTINE R. BROWN

LIMIT OF WORK
F.A.P. 1-95-8(11)
STA. 41+00 DETOUR 42+29.2 Lx Construct Drive (By Others)
1" Gravel Surface
12" Gravel Base

WILLIAM S. SKOLFIELD

EARLAND K. & INA M. SLEIGHT

EDWARD F. & LOUISE B. LIBBY

LAURENCE G. & MARY C. LEAVITT

B.M. RM 16-A
Horiz. R.R. Spike in N.E. BT. Pole
30' ± South of Forest Ave. Q;
0.5 Mile East of Intersection of
Forest & Stillwater Avenues
Elev 226.86 U.S.G.S. Datum

HAROLD R. & DORRICE S. MYERS
E. MERLE & VAUN J. PHILLIPS
(TEMP.) TELEPHONE
N.E. & T.

Detour
Δ = 11°-39'-27"
D = 14°-19'-26"
T = 40.83
L = 81.38
E = 2.08
R = 400.00'

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	1-55-8(11)	11	28

ORONO INTERSTATE
INTERSTATE #95

ROADWAY

NORTHBO

FOREST AVENUE PLAN AND PROFILE

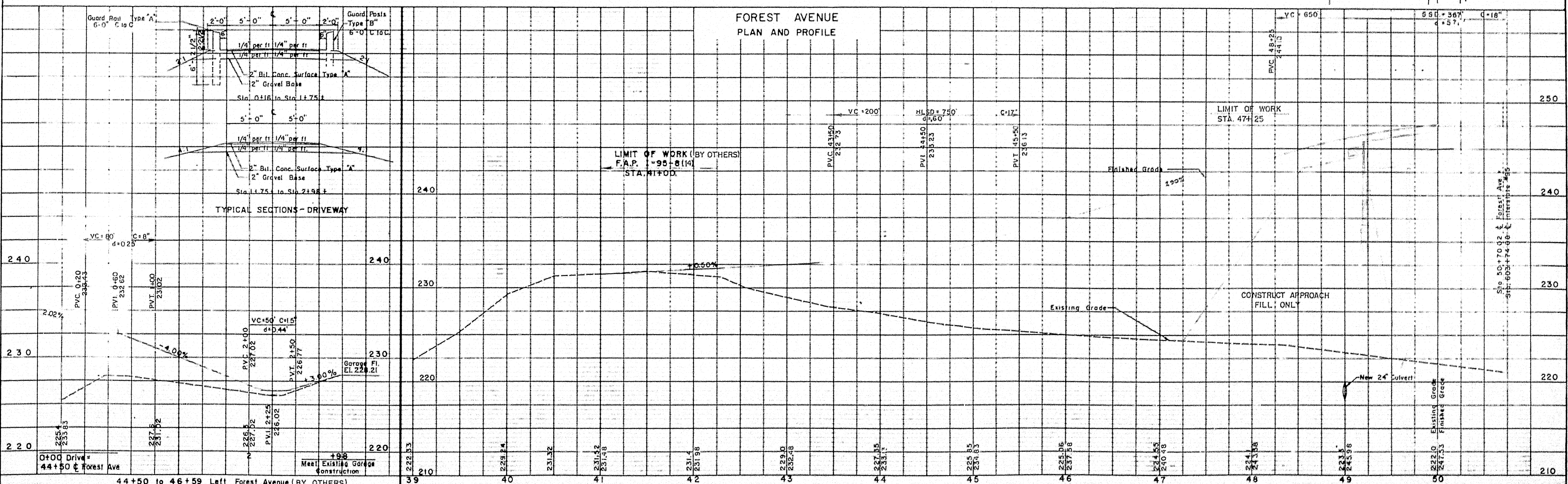
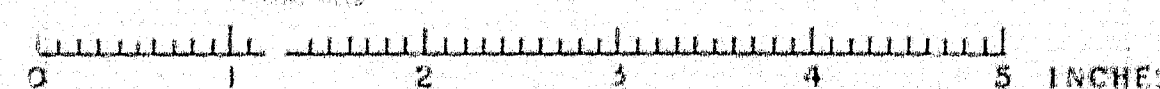
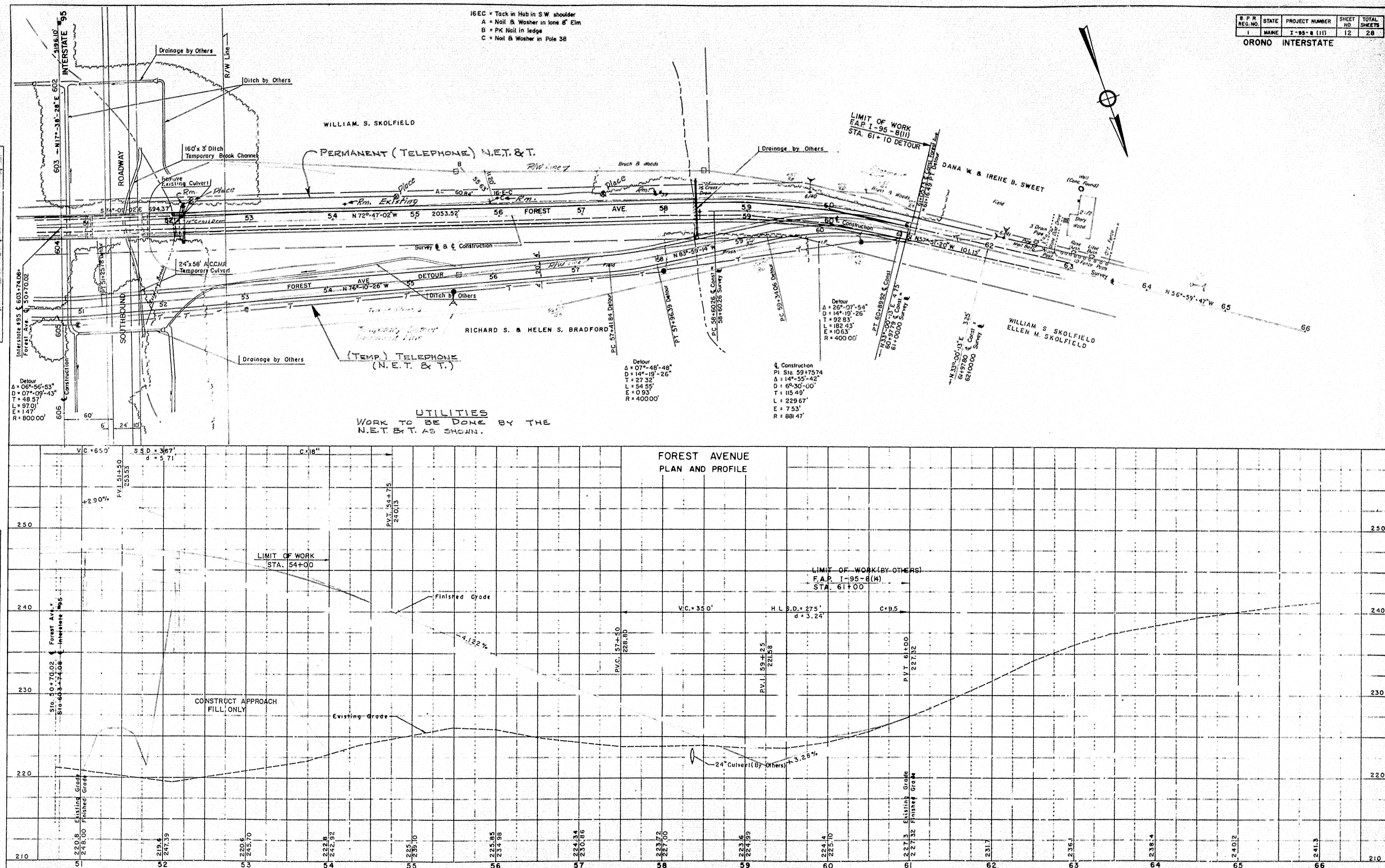


PLATE 1 - PLAN - PROFILE OF F.A.R.E. STANDARD
REUFFEL & EGGEN CO., NEW YORK

8011

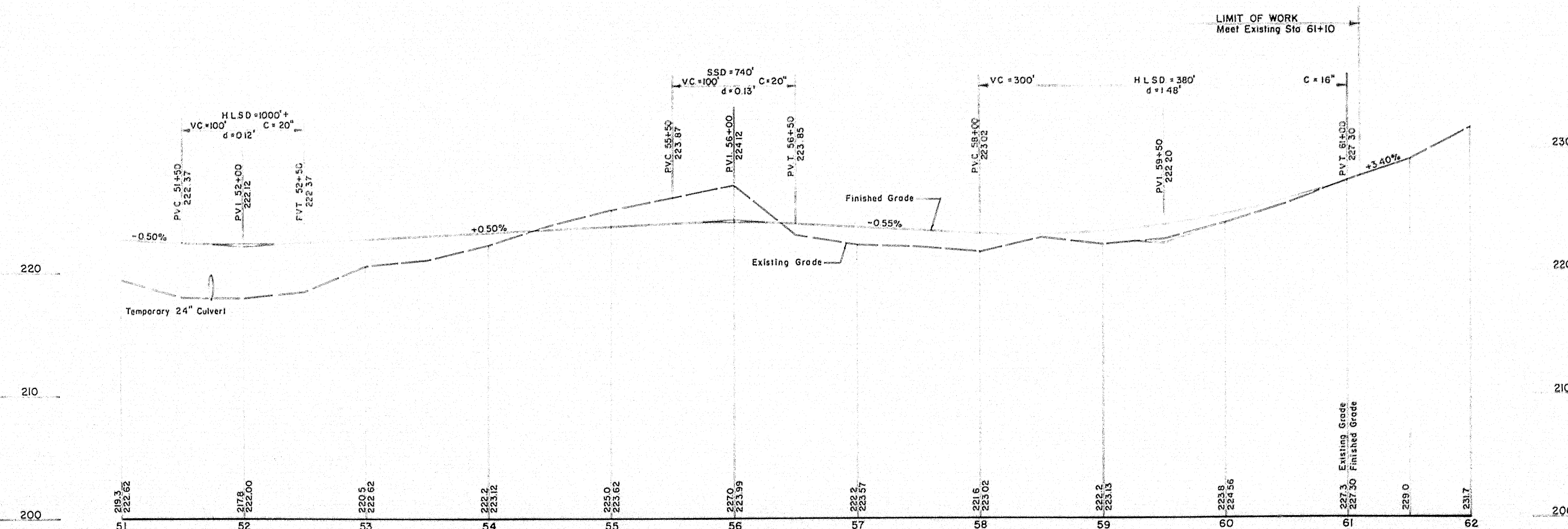
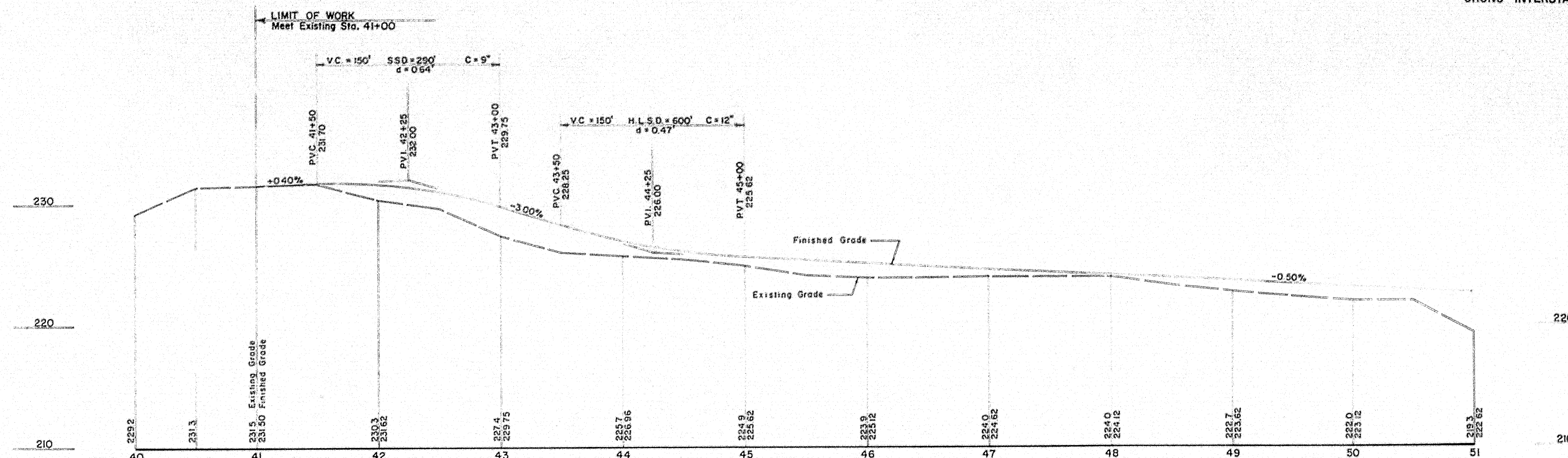
PLAN	SERIAL	DATE	NO.
	RATED		
	ALWAYS CHECK		
	AT OF MY CHECK		

PROFILE	\$11.00 SEC.	9V	21
NOTE BOOK	PAPER	DISCOUNTED TO \$11.00 PER COPY	7-16-88
NO	QUOTES CHECKED B M N L P Q R	DISCOUNTED TO \$11.00 PER COPY	7-16-88
	STRUCTURE NOT AS CHKD.	DISCOUNTED TO \$11.00 PER COPY	7-16-88



B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(11)	13	28

ORONO INTERSTATE



DETOUR — FOREST AVENUE

0 1 2 3 4 5 INCHES

80-13

297.62

220

51+50

296.00

220

51+00

297.90

220

50+50

297.53

220

50+00

248.89

EMBANKMENT 39 CU. YD.

220

49+50

245.96

EMBANKMENT 2160 CU. YD.

220

49+00

244.80

Work By Others

Work By Others

49+00
24" x 18" ACC. M. P. L. F.
24" x 92' R.C.P. Roadway (Method B)
24" x 12' A.C.C. M. P. R. F.
Pipe Connector Lt.
Metal Endwall Rht.

EMBANKMENT 2618 CU. YD.

220

48+50

242.86

EMBANKMENT 2111 CU. YD.

220

48+00

242.86

EMBANKMENT 2266 CU. YD.

EMBANKMENT 2266 CU. YD.

Work By Others

220

47+50

242.86

EMBANKMENT 2266 CU. YD.

47+25
LIMIT OF WORK

Forest Avenue
Orono Interstate

S.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-8(11)	14	28

80-14

0 1 2 3 4 5 INCHES

U.S.D.	STATE	PROJ. NO.	SHEET	TOTAL
1	MAINE	1-95-8(11)	15	28

210

54+00
LIMIT OF WORK

Sta 54+00 = 2' Embankment

EMBANKMENT 865 CU. YD.

244.45
223.84
18.1

Embankment by Others

210

53+50

EMBANKMENT 2232 CU. YD.

245.70
236.84
18.1

Embankment by Others

210

53+00

EMBANKMENT 3320 CU. YD.

248.88
237.22
18.1

210

52+50

EMBANKMENT 2035 CU. YD.

241.39
230.52
18.1

210

52+00

EMBANKMENT 2055 CU. YD.

Sta 52+00 = 2' Embankment

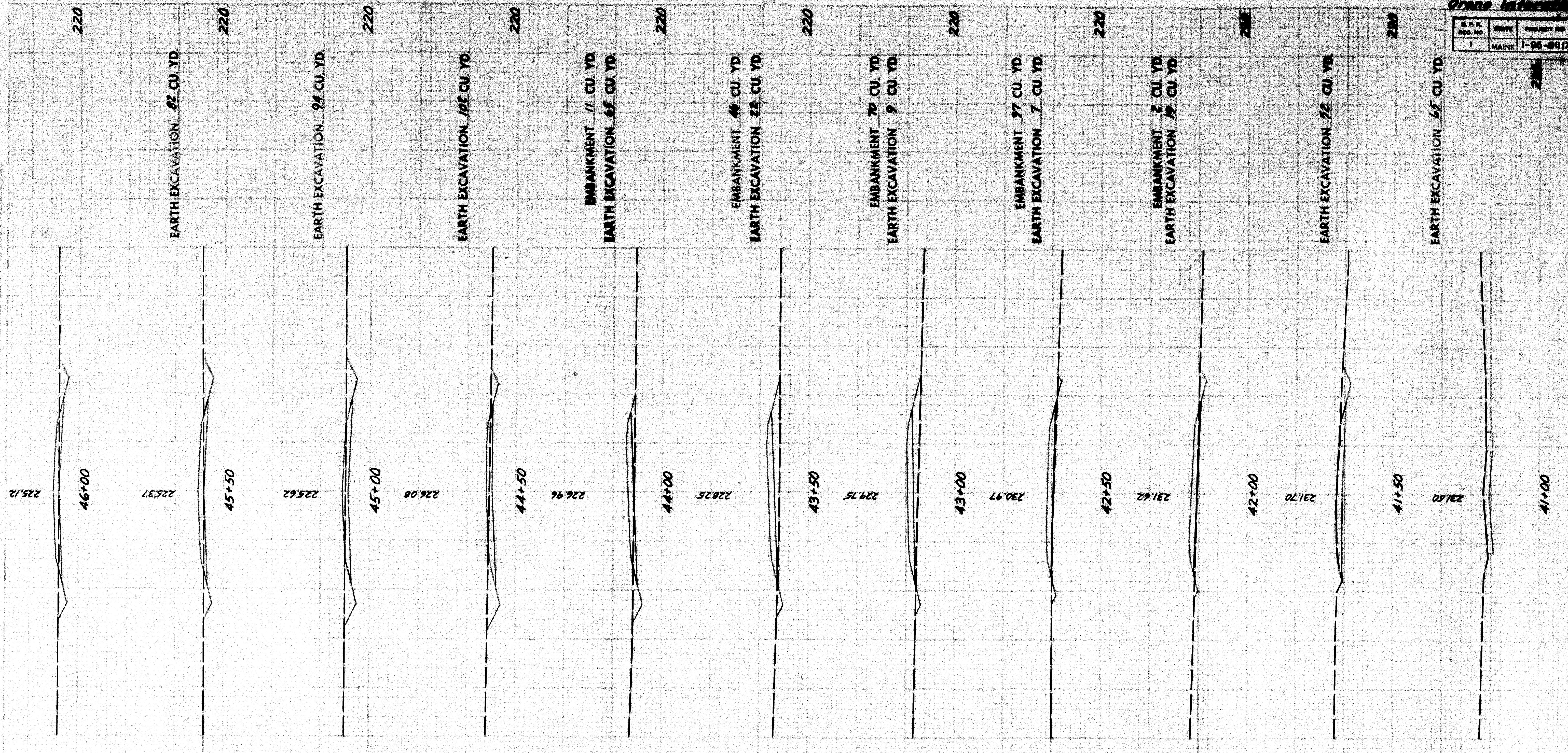
0 1 2 3 4 5 INCHES

ROAD
 SURVEY
 1-05-04

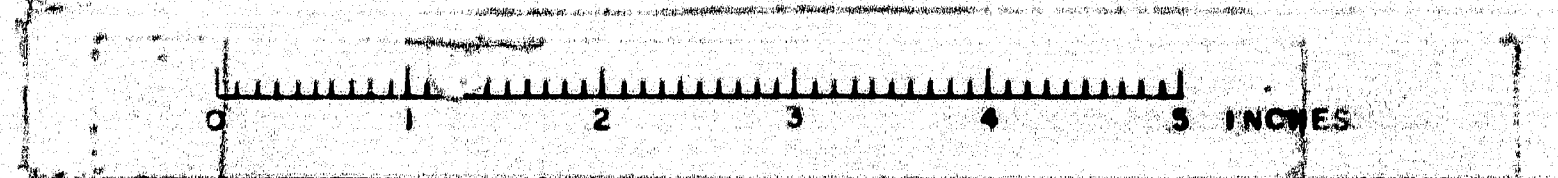
GENERAL
 1-05-04
 1-05-04
 1-05-04

Forest Ave.
 Crane Inter.

S.P.R.	NO.	DATE	PROJECT	NO.	DATE
1	1	1-05-04	1-05-04	1	1-05-04



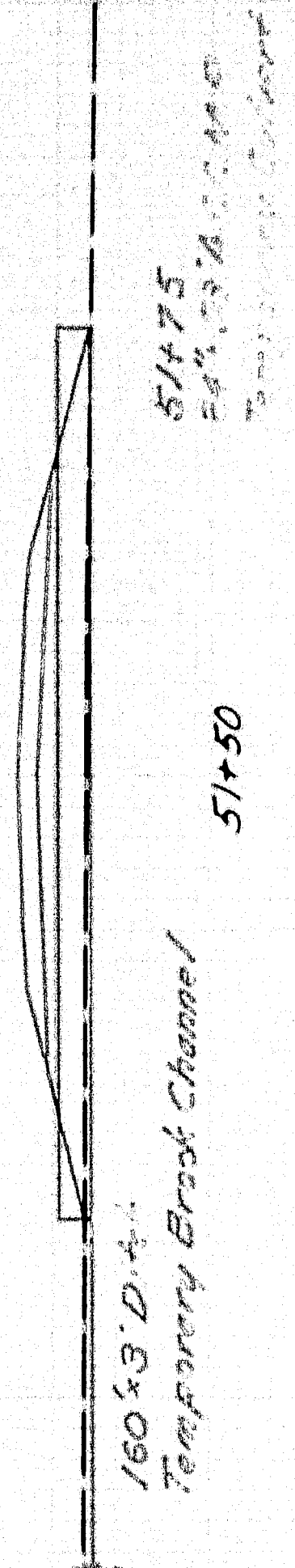
41+00 Defour.
 41+00 & Const. Forest Ave.



FINAL
DESIGN
DATE: 8-23-57

ORIGINAL
DATE: 8-23-57
BY: [Signature]
CHECKED: [Signature]

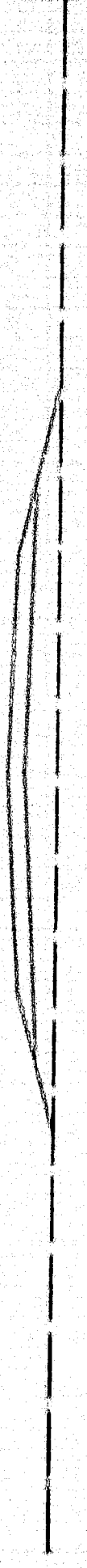
222.97



210

EMBANKMENT 198 CU. YD.

222.62



210

EMBANKMENT 119 CU. YD.

51+00

222.87

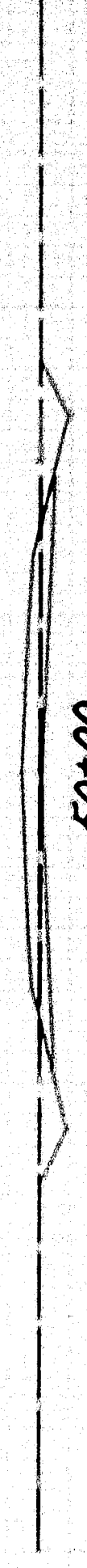


210

EMBANKMENT 40 CU. YD.
EARTH EXCAVATION 95 CU. YD.

50+50

223.12



220

EARTH EXCAVATION 76 CU. YD.

223.97



220

EARTH EXCAVATION 92 CU. YD.

223.62



220

EARTH EXCAVATION 109 CU. YD.

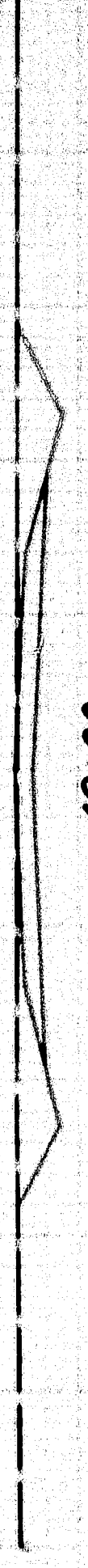
223.87



220

EARTH EXCAVATION 141 CU. YD.

224.12



220

EARTH EXCAVATION 175 CU. YD.

224.37



220

EARTH EXCAVATION 172 CU. YD.

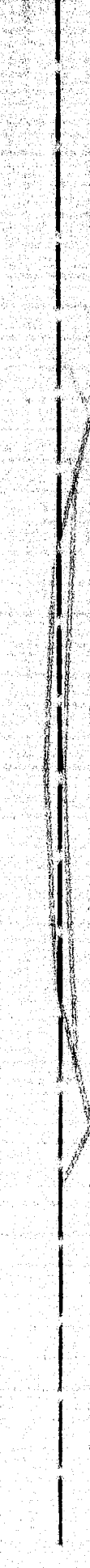
224.62



220

EARTH EXCAVATION 111 CU. YD.

224.87



220

EARTH EXCAVATION 89 CU. YD.

46+50

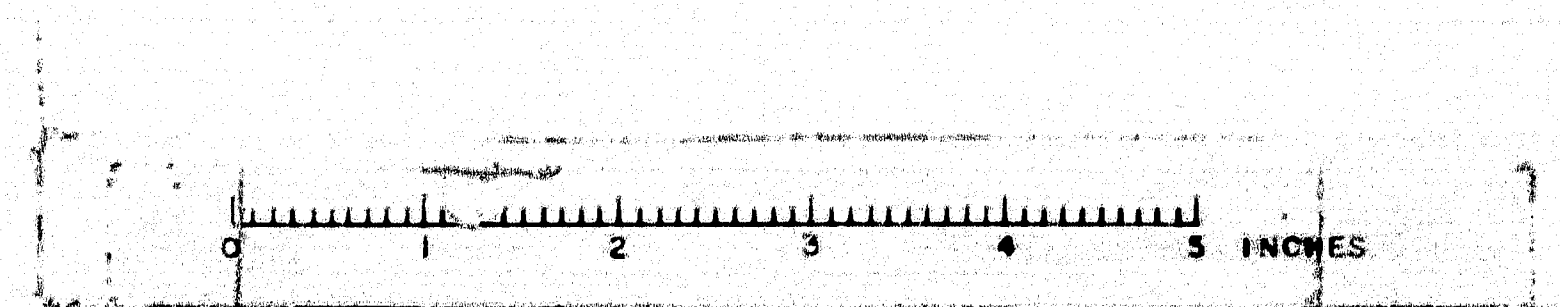
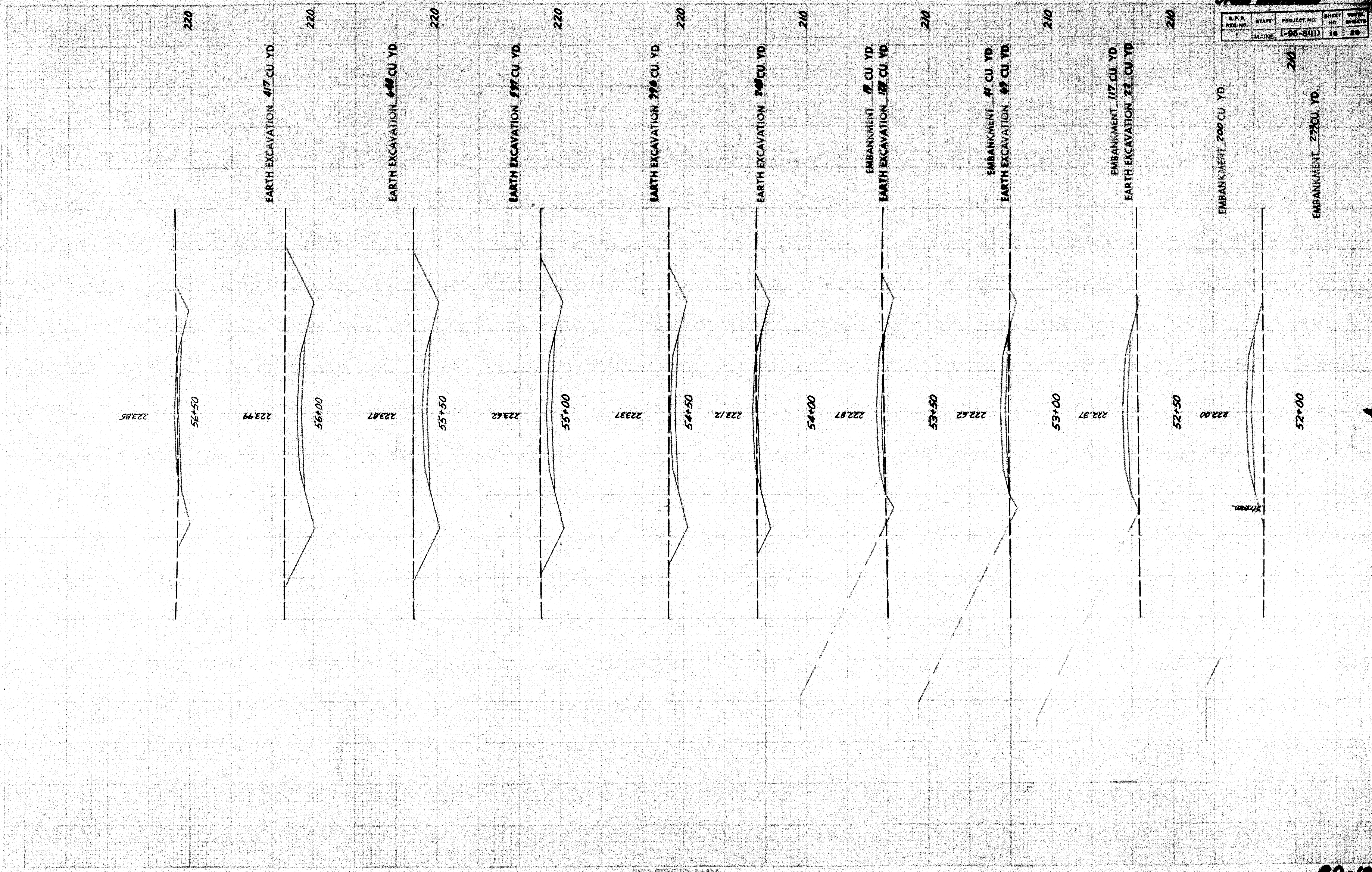
S.P.A. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-96-8(1)D	17	88

0 1 2 3 4 5 INCHES

Project Information				
S.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-80(1)	10	20

DATE: 8-25-99
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]

DATE: 8-25-99
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]



FINAL
SURVEY
DATE
BY

61+16.49
61+05.73
61+00

61+16.49 Detour -
61+05.73 & Const. Forest Ave.

22730

61+00

22576

60+50

22456

60+00

22368

59+50

22313

59+00

22291

58+50

22302

58+00

22330

57+50

22357

57+00

EARTH EXCAVATION 20 CU YD

EARTH EXCAVATION 40 CU YD

EARTH EXCAVATION 39 CU YD

EARTH EXCAVATION 37 CU YD

EARTH EXCAVATION 65 CU YD

EMBANKMENT 33 CU YD
EARTH EXCAVATION 45 CU YD

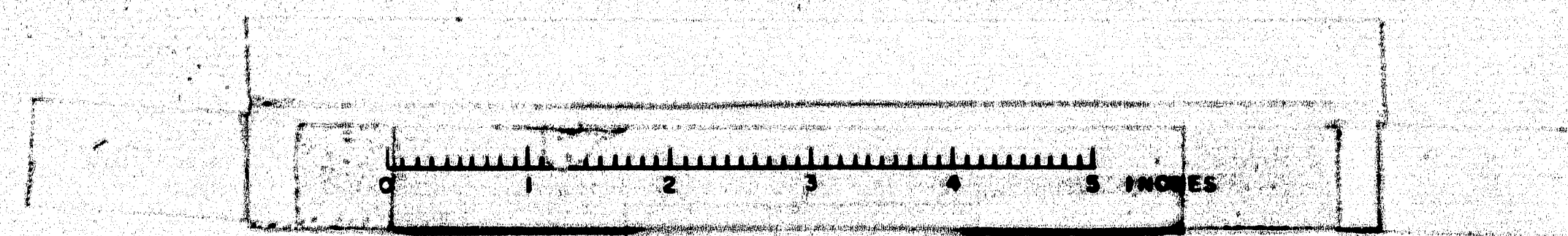
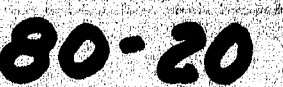
EMBANKMENT 25 CU YD
EARTH EXCAVATION 33 CU YD

EMBANKMENT 22 CU YD
EARTH EXCAVATION 46 CU YD

EMBANKMENT 9 CU YD
EARTH EXCAVATION 50 CU YD

B.P.R. RES. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-8(1)D	19	88

0 1 2 3 4 5 INCHES



S.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-8(11)	21	28

ORONO 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 H20-44 loading (1957 Edition)

Design Stresses: Structural Steel $f_s = 18,000$ psi
Reinforcing Steel $f_s = 18,000$ psi
Concrete ($n=10$) $f_c = 1,200$ psi

CONSTRUCTION:

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

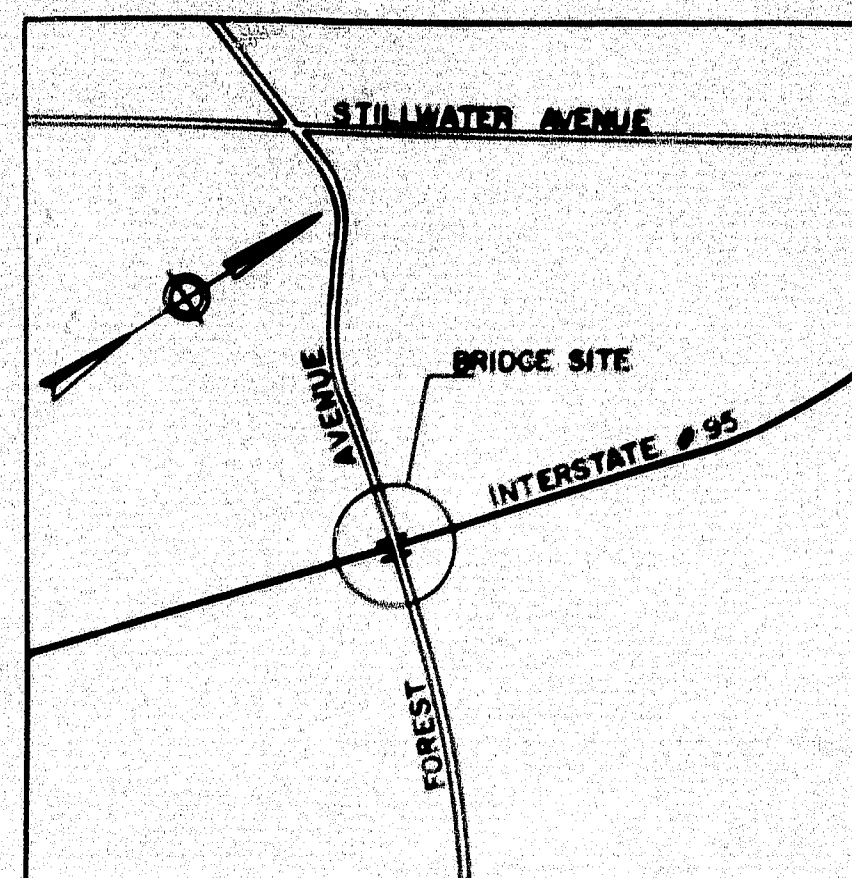
BENCH MARK:

B.M. RM 16-A Horizontal R.R. spike in N.E.T. & T. pole 30' ± south of Forest Avenue E.;
0.5 mile east of intersection of Forest and Stillwater Avenues.
Elevation 226.86 U.S.G.S. Datum.

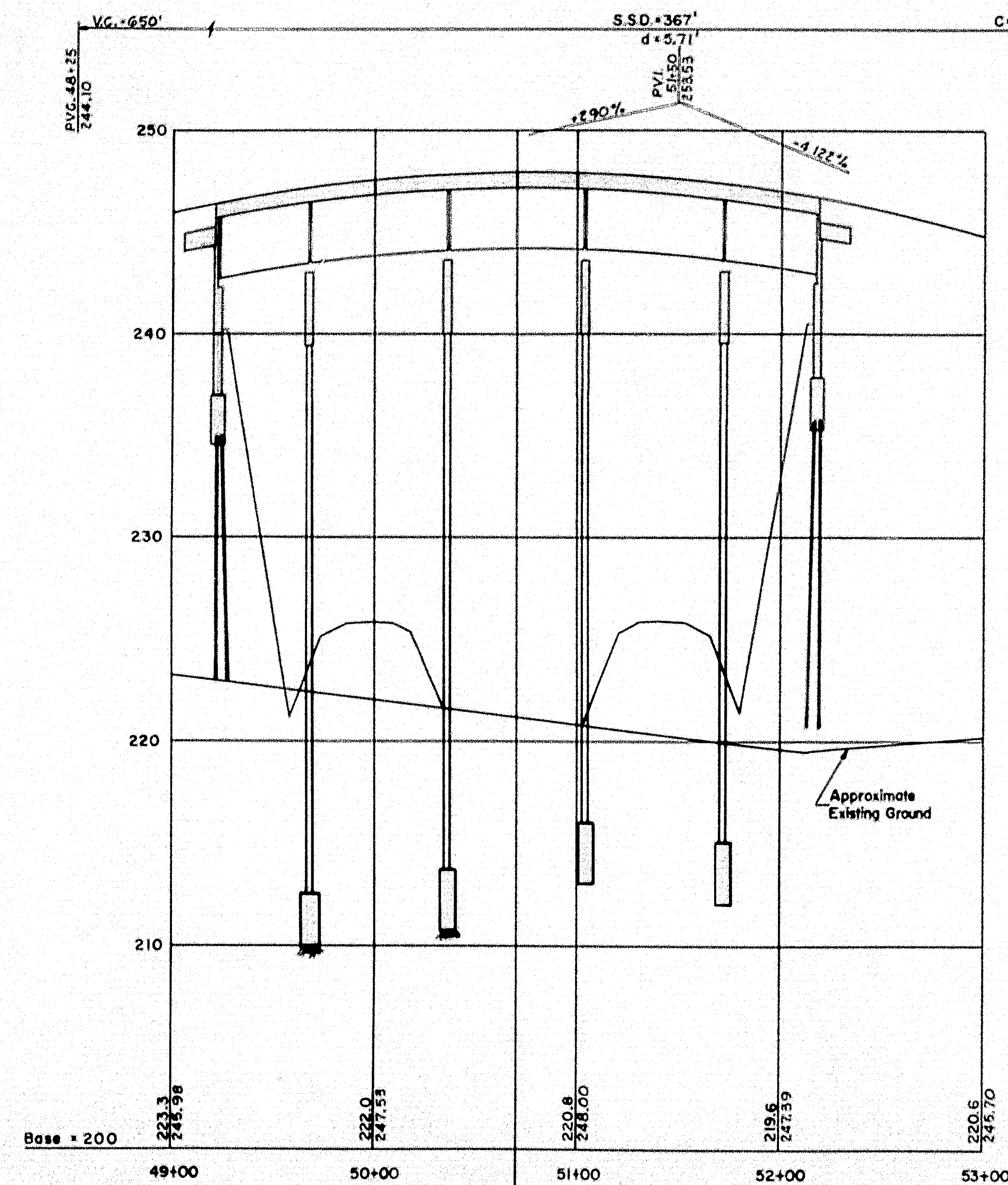
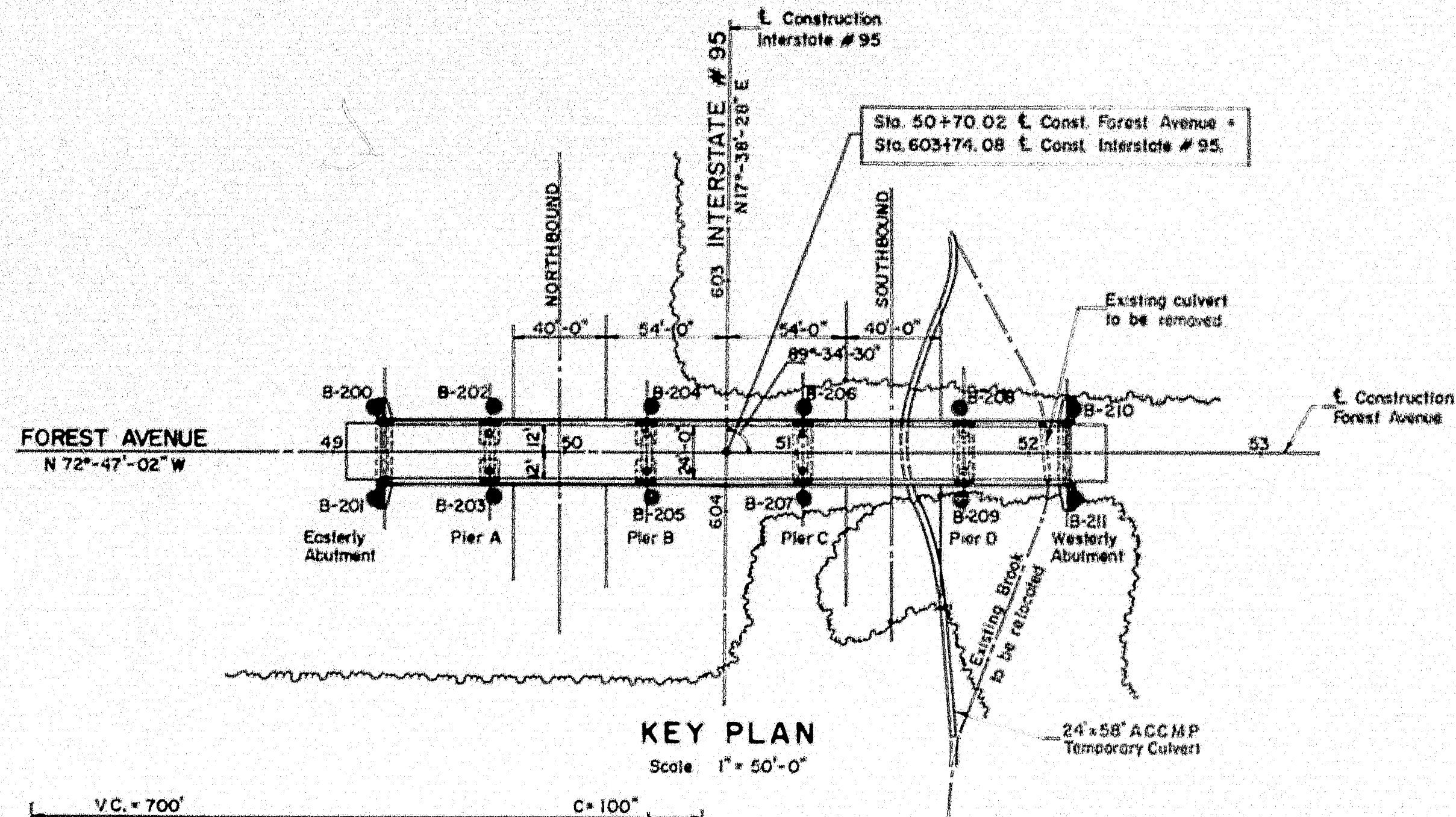
ESTIMATED QUANTITIES

(NOT GUARANTEED)

STRUCTURAL EARTH EXCAVATION, PIERS	415 CU. YDS.
STRUCTURAL ROCK EXCAVATION, PIERS	20 CU. YDS.
PORTLAND CEMENT CONCRETE, ABUTMENTS AND RETAINING WALLS	115 CU. YDS.
PORTLAND CEMENT CONCRETE, PIERS	212 CU. YDS.
PORTLAND CEMENT CONCRETE, ROADWAY & SIDEWALK	
SLABS ON STEEL BRIDGES	306 CU. YDS.
PORTLAND CEMENT BRIDGE DRAINAGE	952 UBL.
STRUCTURAL STEEL, FABRICATED & DELIVERED	1 LUMP SUM
STRUCTURAL STEEL, ERECTION	237,000 LBS.
REINFORCING STEEL, DELIVERED	237,000 LBS.
REINFORCING STEEL, PLACING	92,500 LBS.
SHEAR CONNECTORS, DELIVERED AND PLACED	1 LUMP SUM
STEEL H-BEAMS, 42 LBS./FOOT	785 LIN. FT.
FRENCH DRAINS	60 CU. YDS.
ALUMINUM RAILING	586 LIN. FT.
SLOPE PAVING FOR BRIDGES	330 SQ. YDS.
GRANULAR BORROW	4,300 CU. YDS.
STRUCTURAL STEEL, FIELD PAINTING	237,000 LBS.

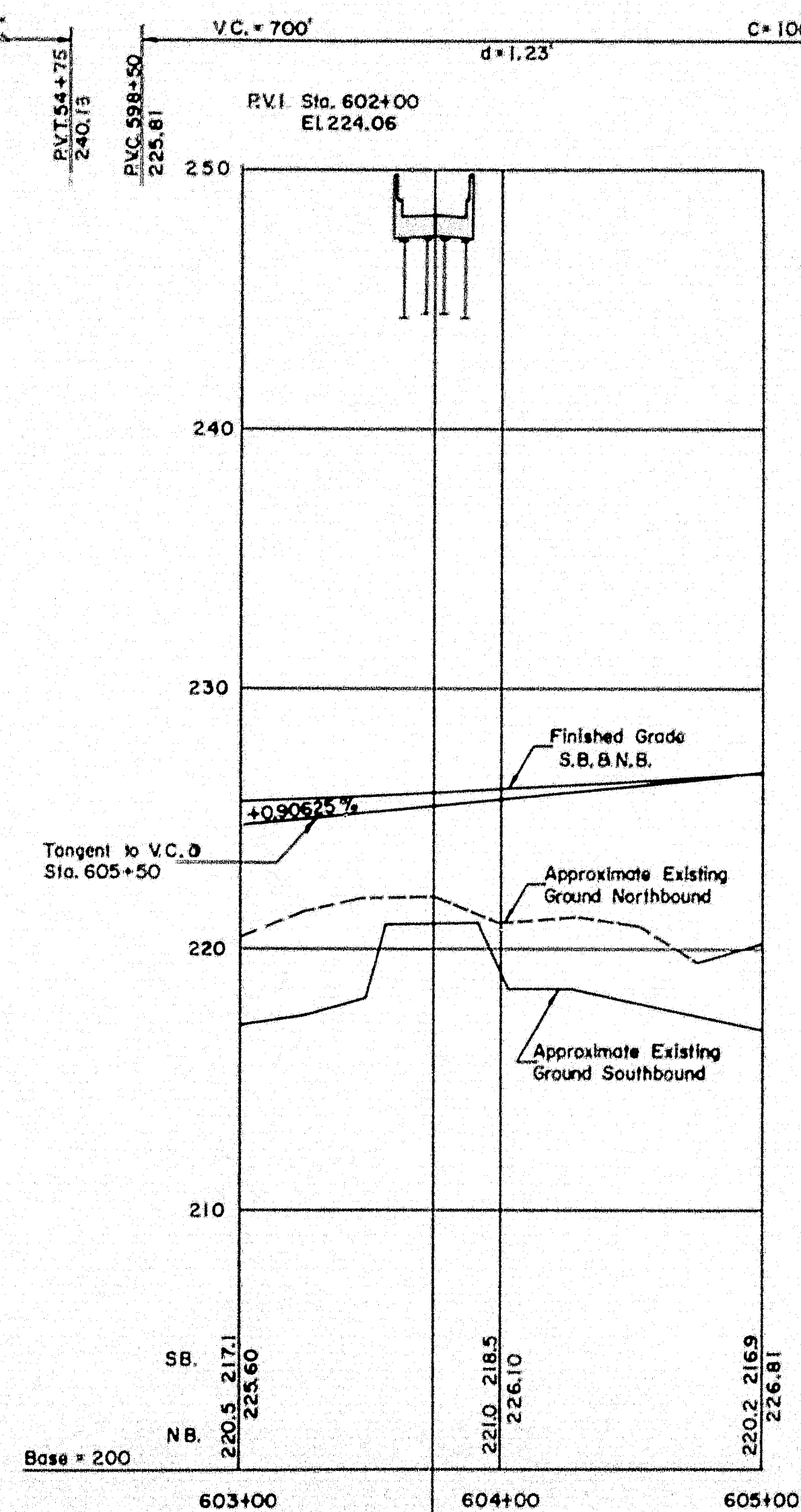


LOCATION MAP
No Scale



PROFILE ALONG FOREST AVENUE

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



PROFILE ALONG INTERSTATE #95

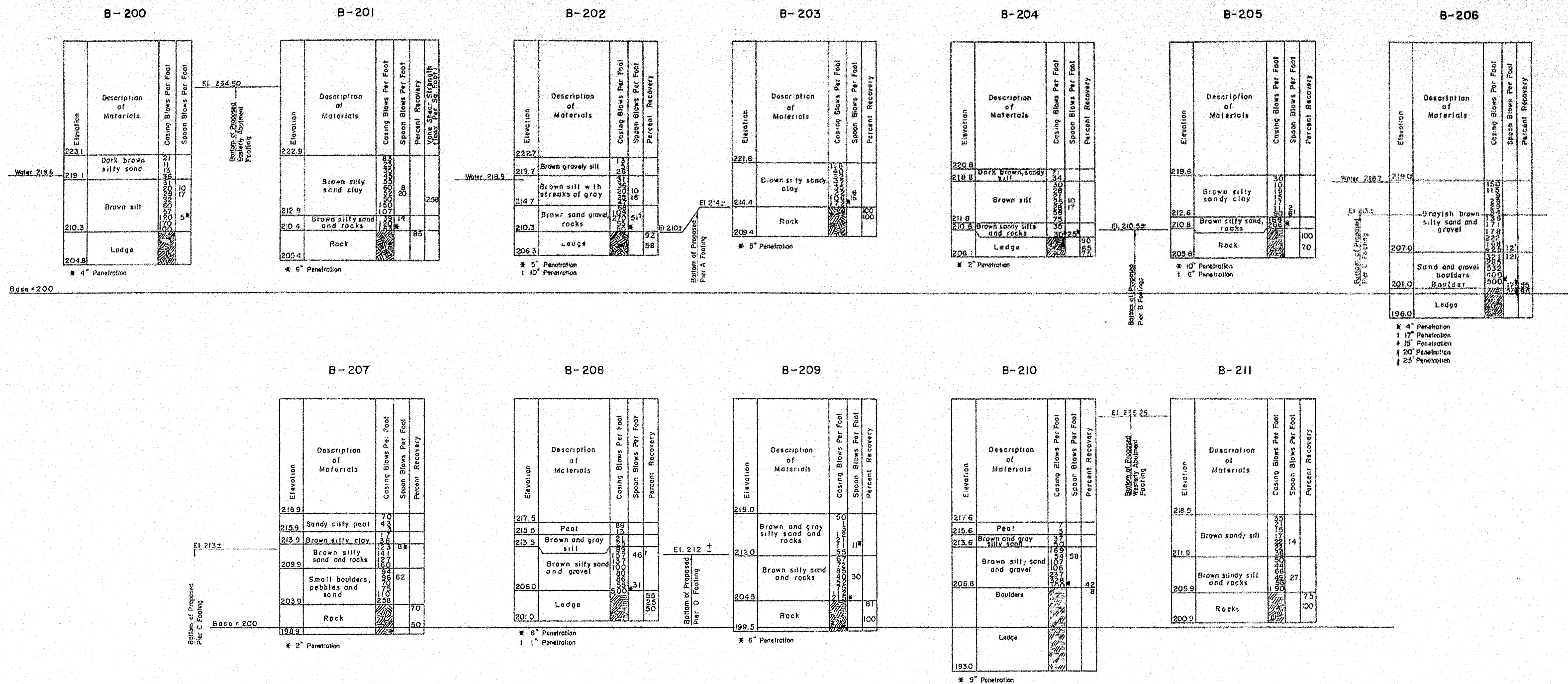
Scale: Hor. 1" = 50'-0"
Vert. 1" = 5'-0"

Note: Membrane Waterproofing, Bituminous Concrete Surfacing and Approach Slabs are not in this Contract

APPROVED BY *John A. Henderson* DATE 8/4/59
THE CLARKSON ENGINEERING CO., INC.
CONSULTING ENGINEERS
BOSTON MASSACHUSETTS

DESIGN DRAWN S.A.L.	CHECK J.M.B.H.P. APPROVED W.H.H.-C.J.M.	BRIDGE NO. SURVEY PLOT
STATE HIGHWAY COMMISSION FOREST AVENUE OVER INTERSTATE #95 IN THE CITY OF ORONO PENOBSCOT COUNTY KEY PLAN AND PROFILES		
SHEET 1 OF 8 SHEETS		AUGUSTA, MAINE

ORONO INTERSTATE



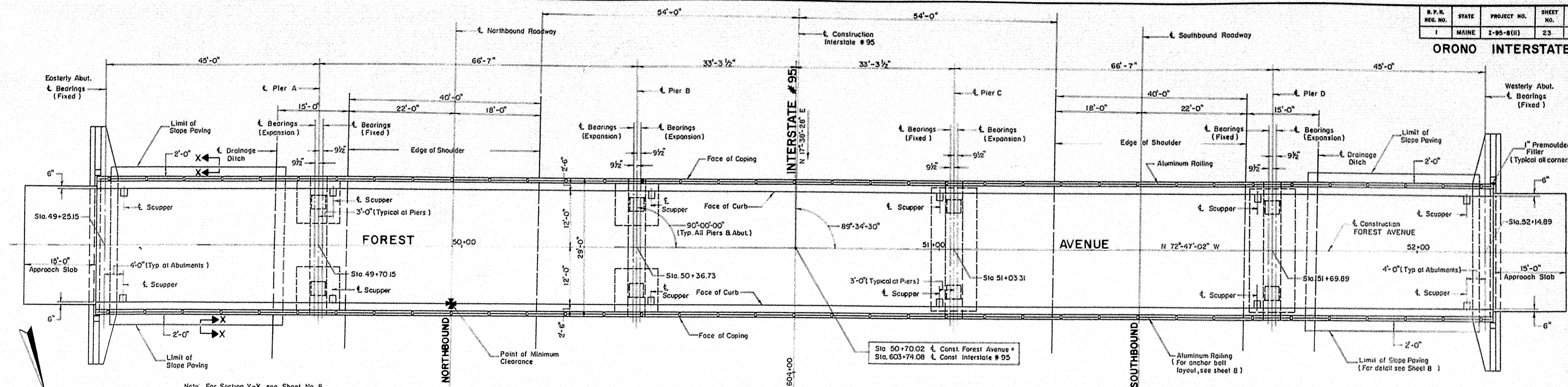
BORING LOG
Scale 1/4" = 1' 0"

- Notes.
1. Location of borings are shown on Key Plan thus (B) B 200
 2. Borings are taken for the purpose of design and show condition of 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" casing or 1 spoon produced by:
 - a. 30# hammer with a fall of 16" and 14" respectively for B200, B202, B204
 - b. 35# hammer with a fall of 14" and 12" respectively for B201, B203, B205, B207, B209, B211
 - c. 305# hammer with a fall of 16" and 14" respectively for B206, B208, B210
 4. The Contractor is to form his own opinion of the character of the material, and to make his own interpretation of the borings.
 5. The Engineer does not warrant the findings as being accurate or complete.
 6. Borings were taken by the Maine State Highway Commission during the months of December 1958 and February 1959.

THE CLARKESON ENGINEERING CO., INC.		
DESIGN	CHECK H.P.	BRIDGE NO.
DRAWN R.J.F.	APPROVED W.A.H.-C.J.M.	SURVEY PLOT
STATE HIGHWAY COMMISSION		
FOREST AVENUE OVER INTERSTATE #95 IN THE CITY OF ORONO PENOBSCOT COUNTY BORING LOG		
SHEET 2 OF 8 SHEETS		AUGUSTA, MAINE

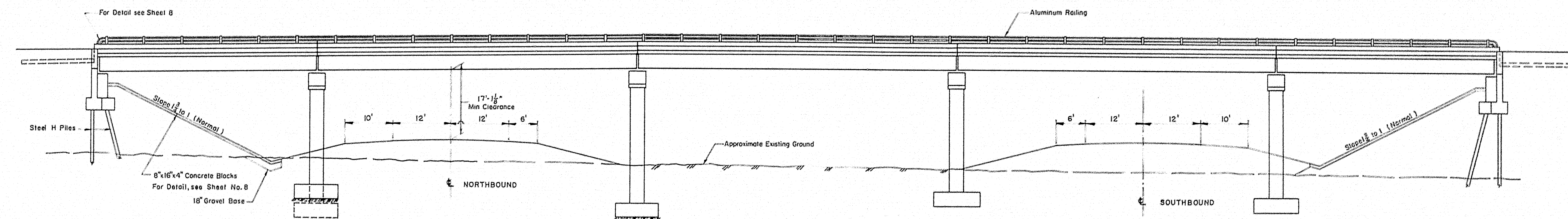
S.P.R. No.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(II)	23	28

ORONO INTERSTATE



GENERAL PLAN

Scale: 1" = 10'-0"



GENERAL ELEVATION

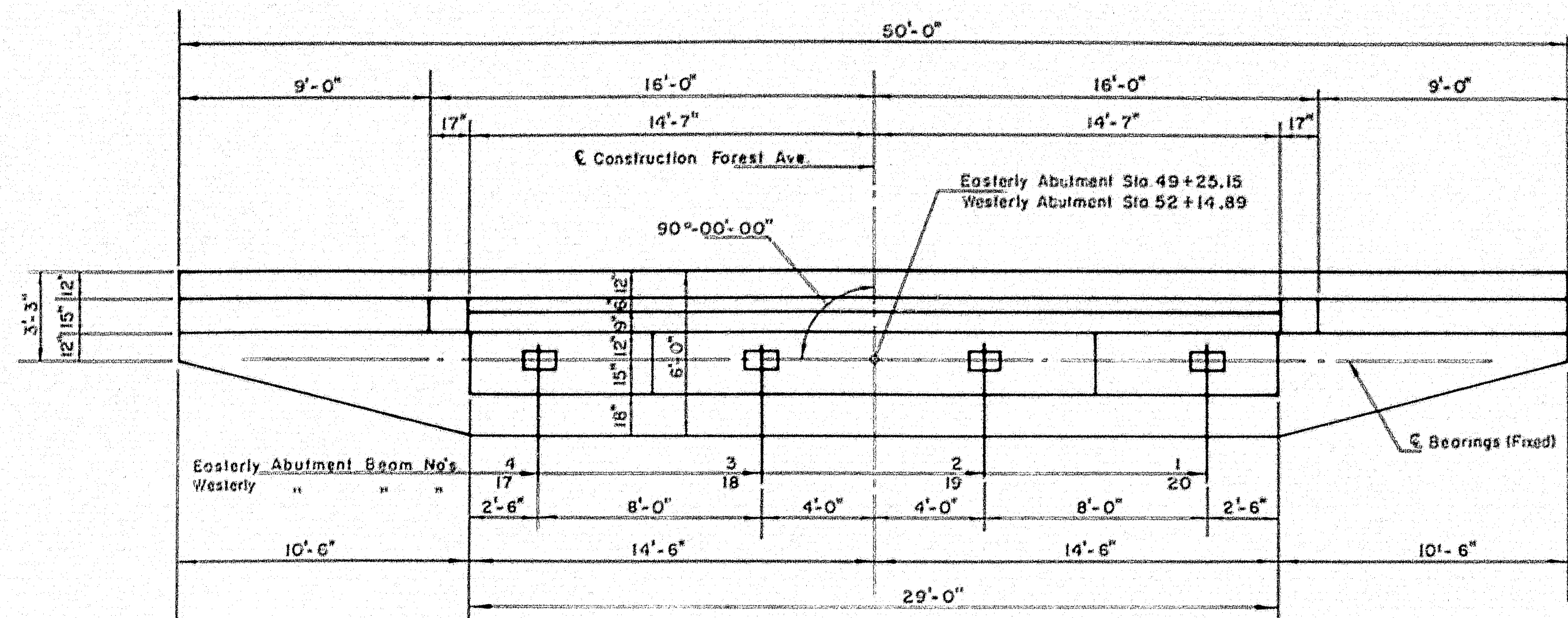
Scale: 1" = 10'-0"

THE CLARKESON ENGINEERING CO., INC.			
DESIGN	J. T.	CHECK	J. M. & H. P.
DRAWN	E. K.	APPROVED	W. A. H. - C. J. M.
STATE HIGHWAY COMMISSION			
FOREST AVENUE			
OVER			
INTERSTATE # 95			
IN THE CITY OF			
ORONO			
PENOBSCOT COUNTY			
GENERAL PLAN & ELEVATION			
SHEET 3 OF 8 SHEETS		AUGUSTA, MAINE	

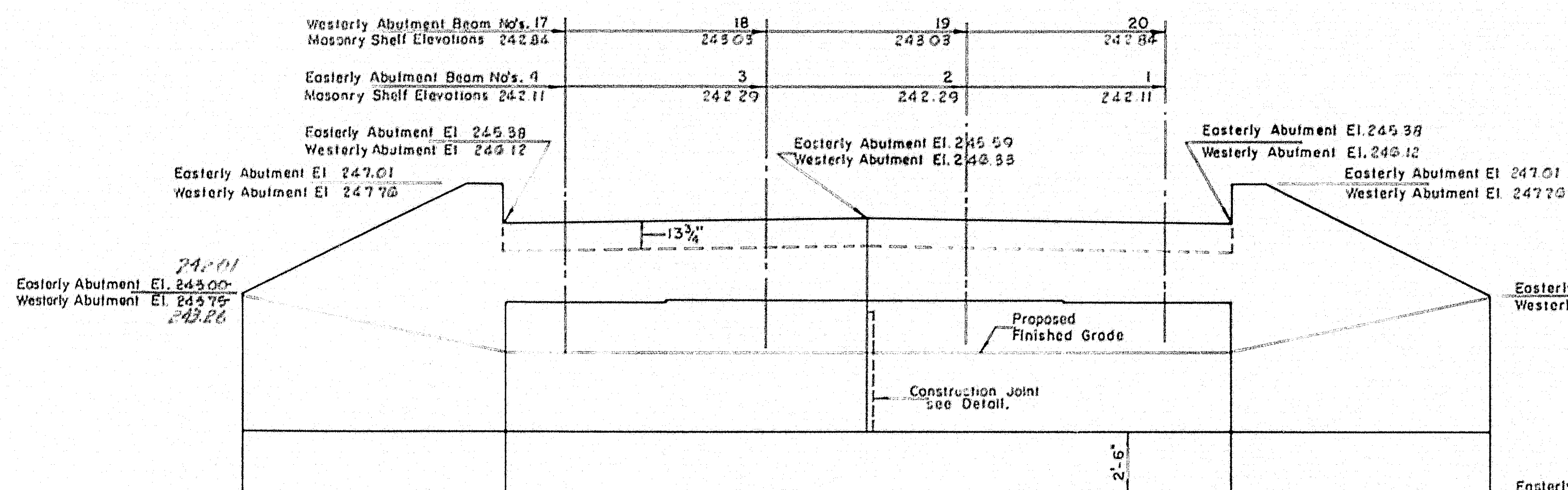
Revised 2-9-60
Added dimensions to Northbound & Southbound
Lanes in General Elevation.

0 1 2 3 4 5 INCHES

ORONO INTERSTATE

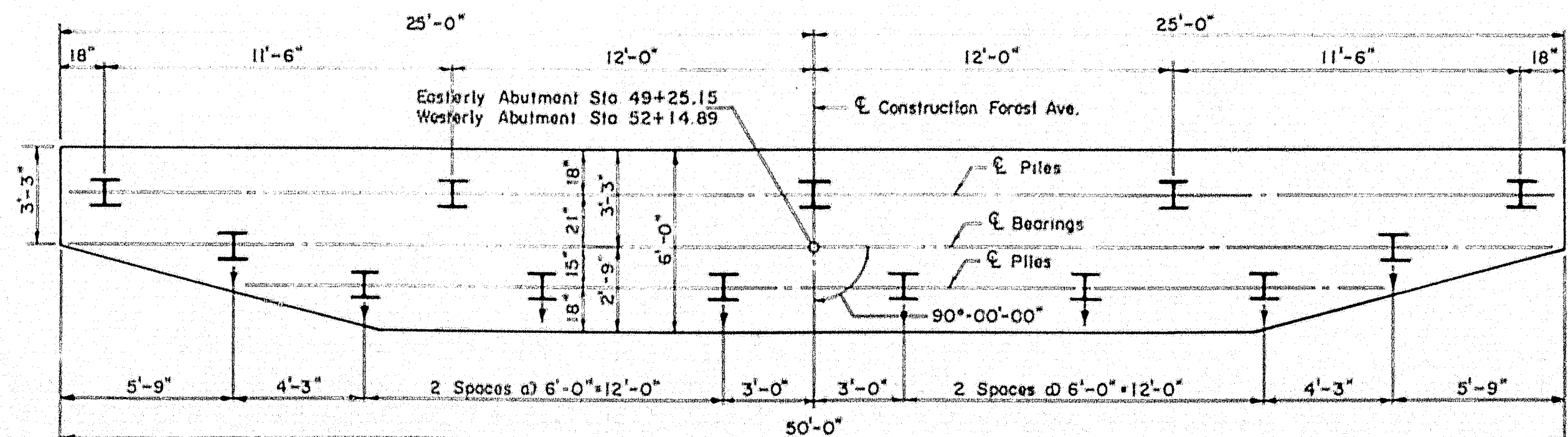


**EASTERLY ABUTMENT PLAN
WESTERLY ABUTMENT PLAN (SIMILAR)**
Scale: 1/4" = 1'-0"



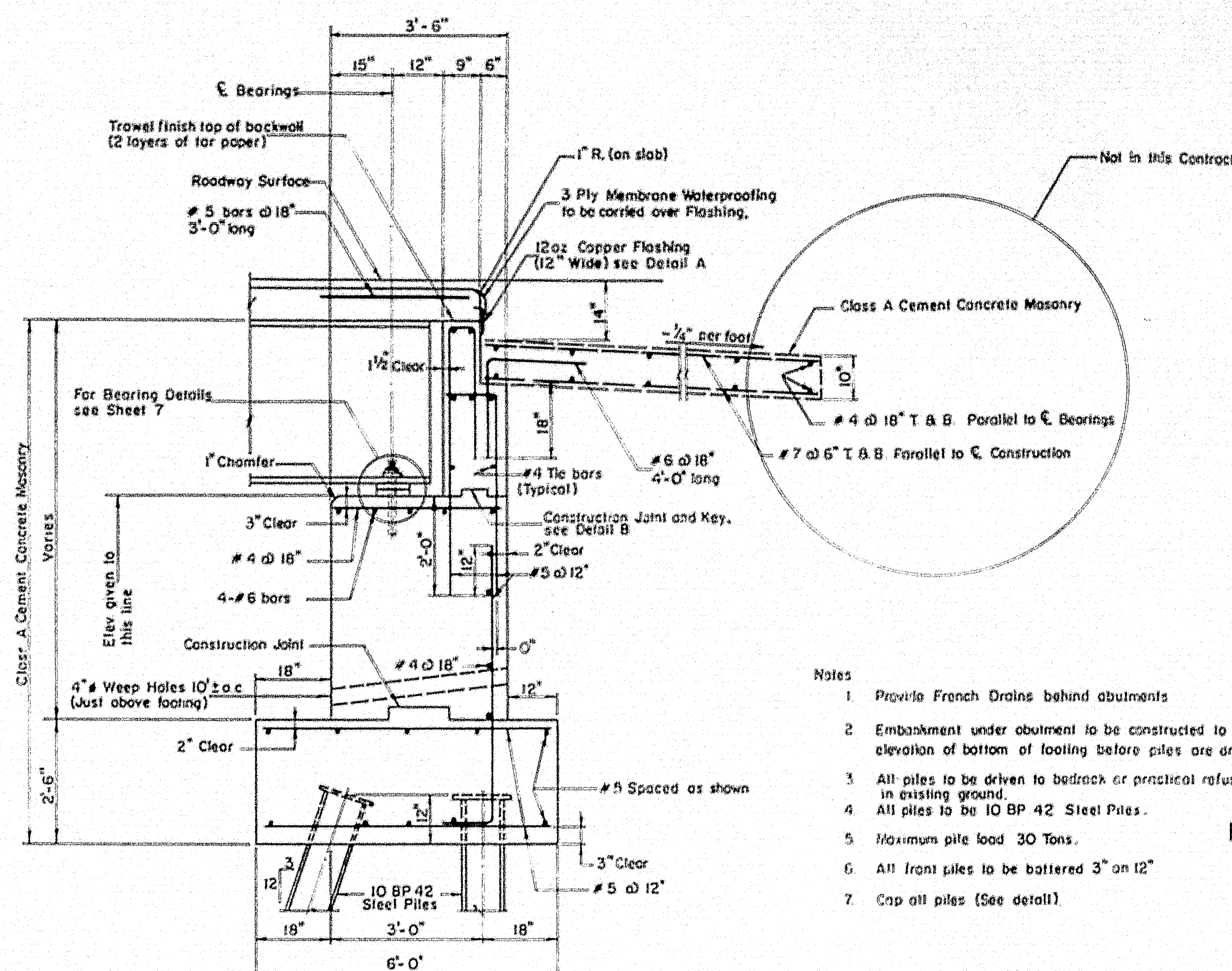
**EASTERLY ABUTMENT ELEVATION
WESTERLY ABUTMENT ELEVATION (SIMILAR)**
Scale: 1/4" = 1'-0"

Note: Provide sleeves for utilities through abutment backwall. Location of sleeves to be determined in the field.

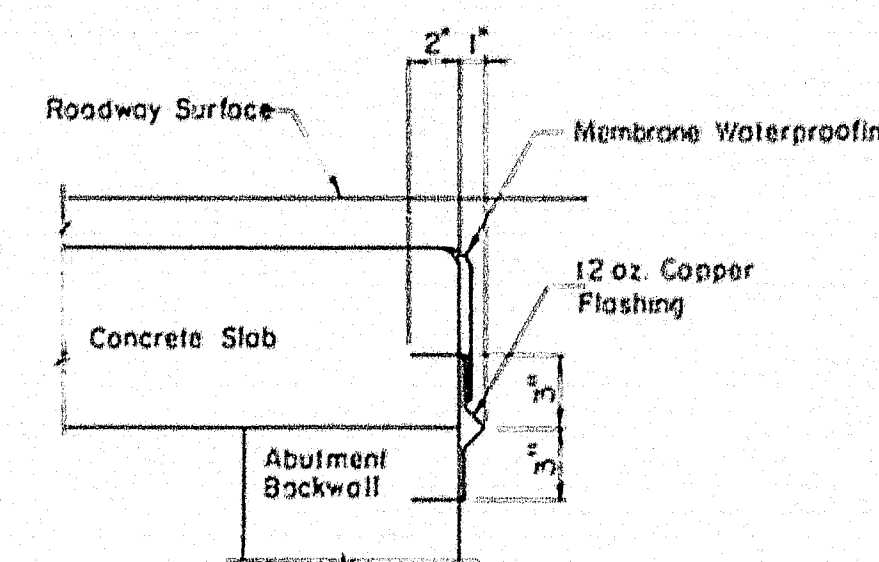


**EASTERLY ABUTMENT PILE PLAN
WESTERLY ABUTMENT PILE PLAN (SIMILAR)**
Scale: 1/4" = 1'-0"

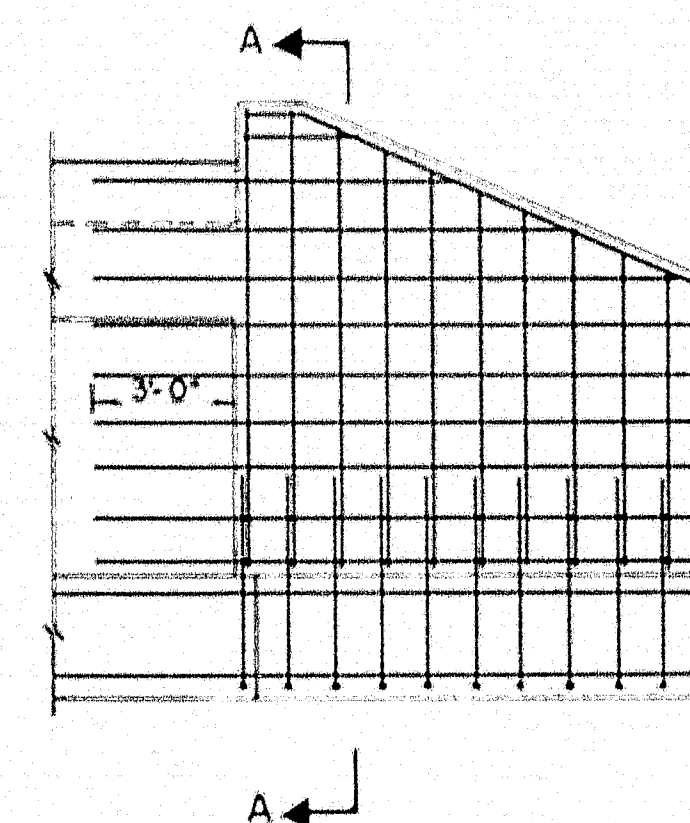
13 Piles in Easterly Abutment
13 Piles in Westerly Abutment



TYPICAL ABUTMENT SECTION
Scale: 1/2" = 1'-0"



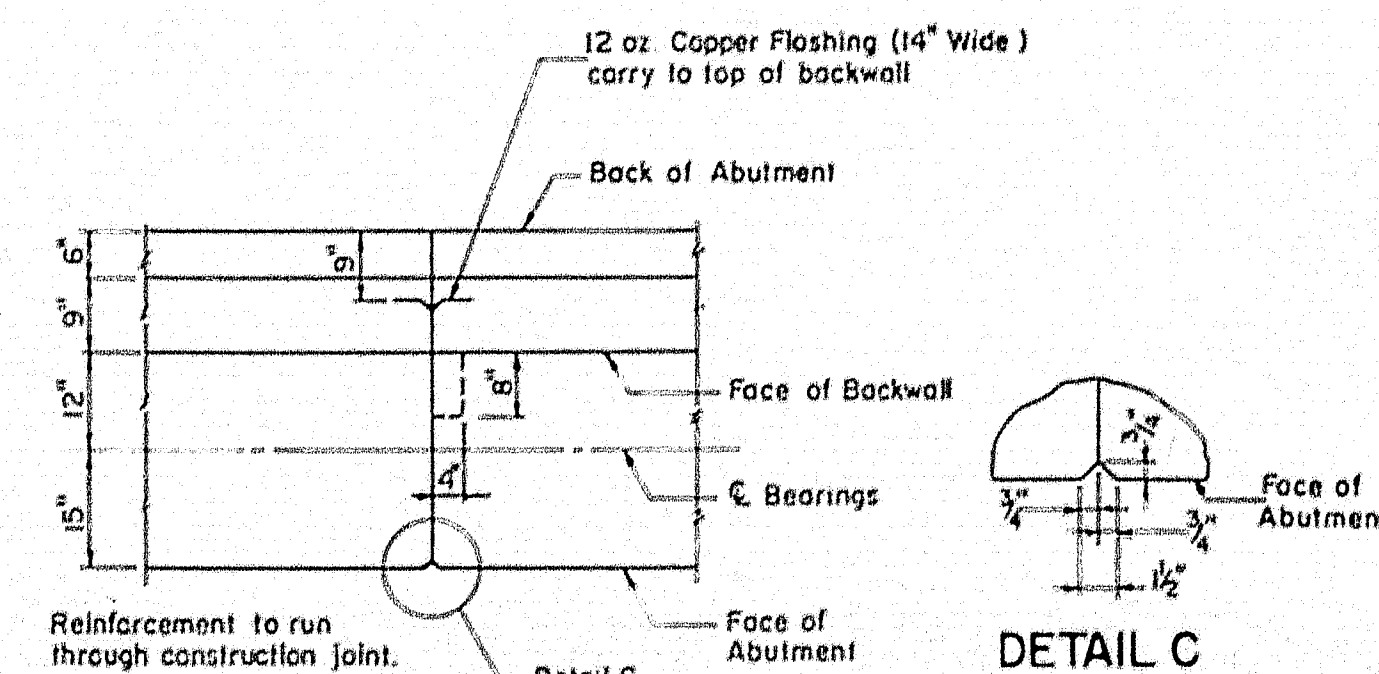
DETAIL A
Scale: 1/2" = 1'-0"



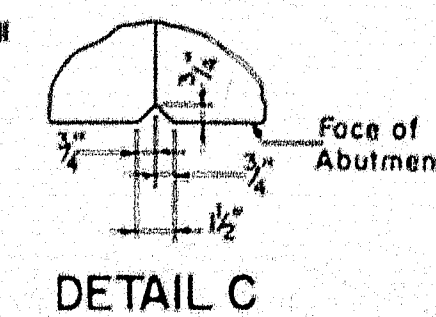
WING REINFORCEMENT LAYOUT
Scale: 1/4" = 1'-0"

PILE CAP DETAIL
Scale: 3/4" = 1'-0"

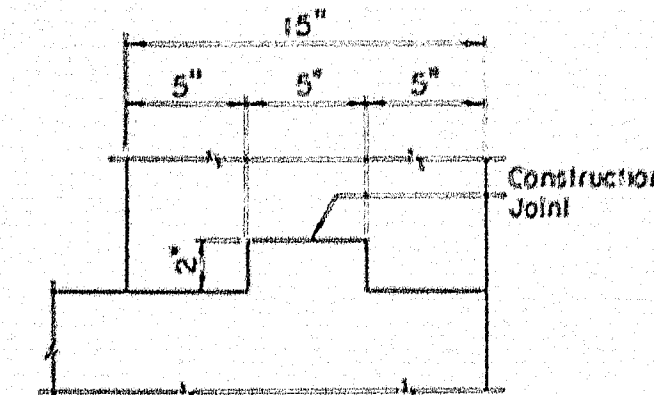
SECTION A-A
Scale: 1/4" = 1'-0"



ABUTMENT CONSTRUCTION JOINT
Scale: 1/2" = 1'-0"



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



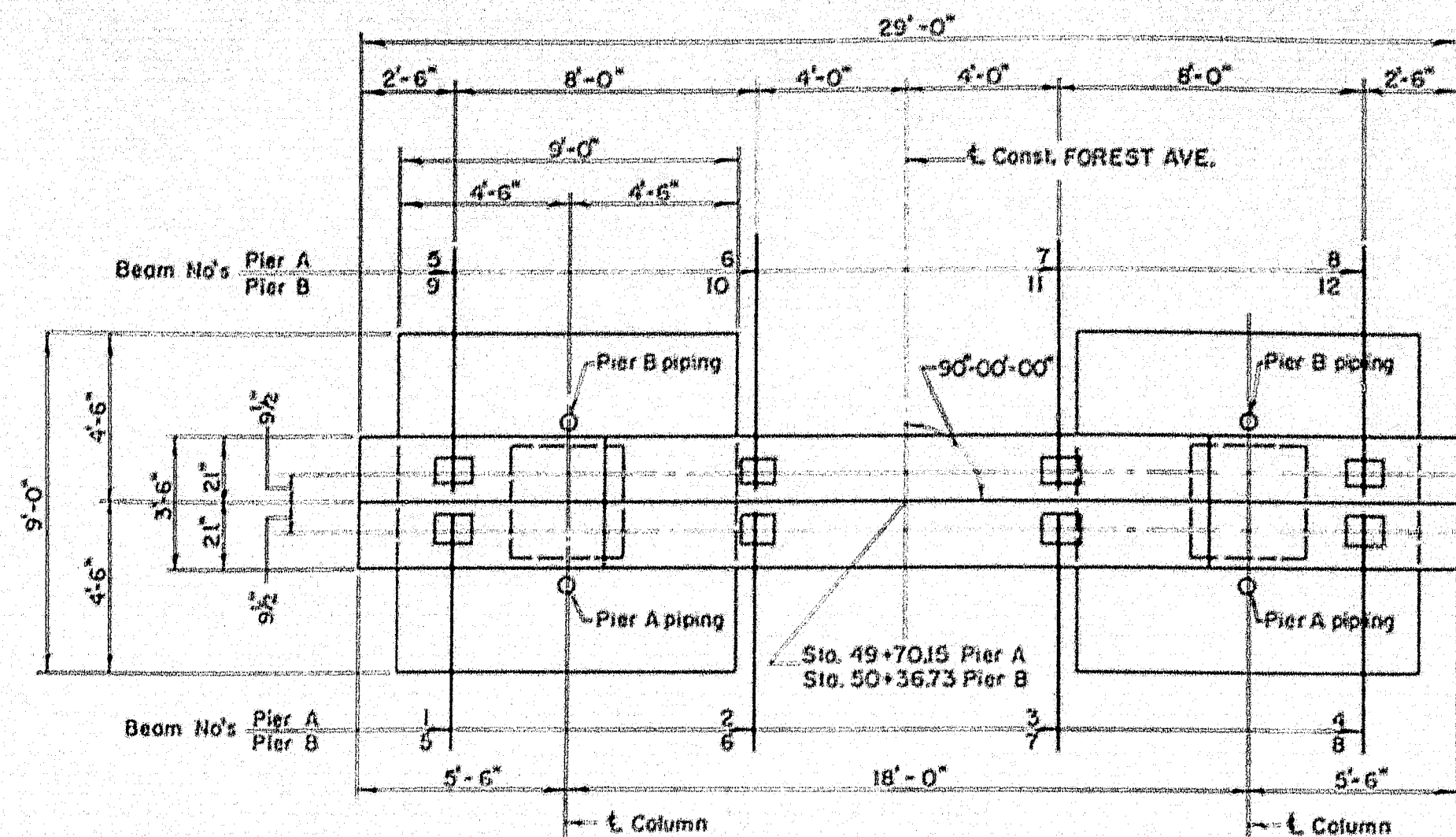
DETAIL B
Scale: 1/2" = 1'-0"

Notes: 1. Concrete in backwall not to be placed until Structural Steel has been erected.
2. Construction joint to be at or above Bridge Seal Elevations.

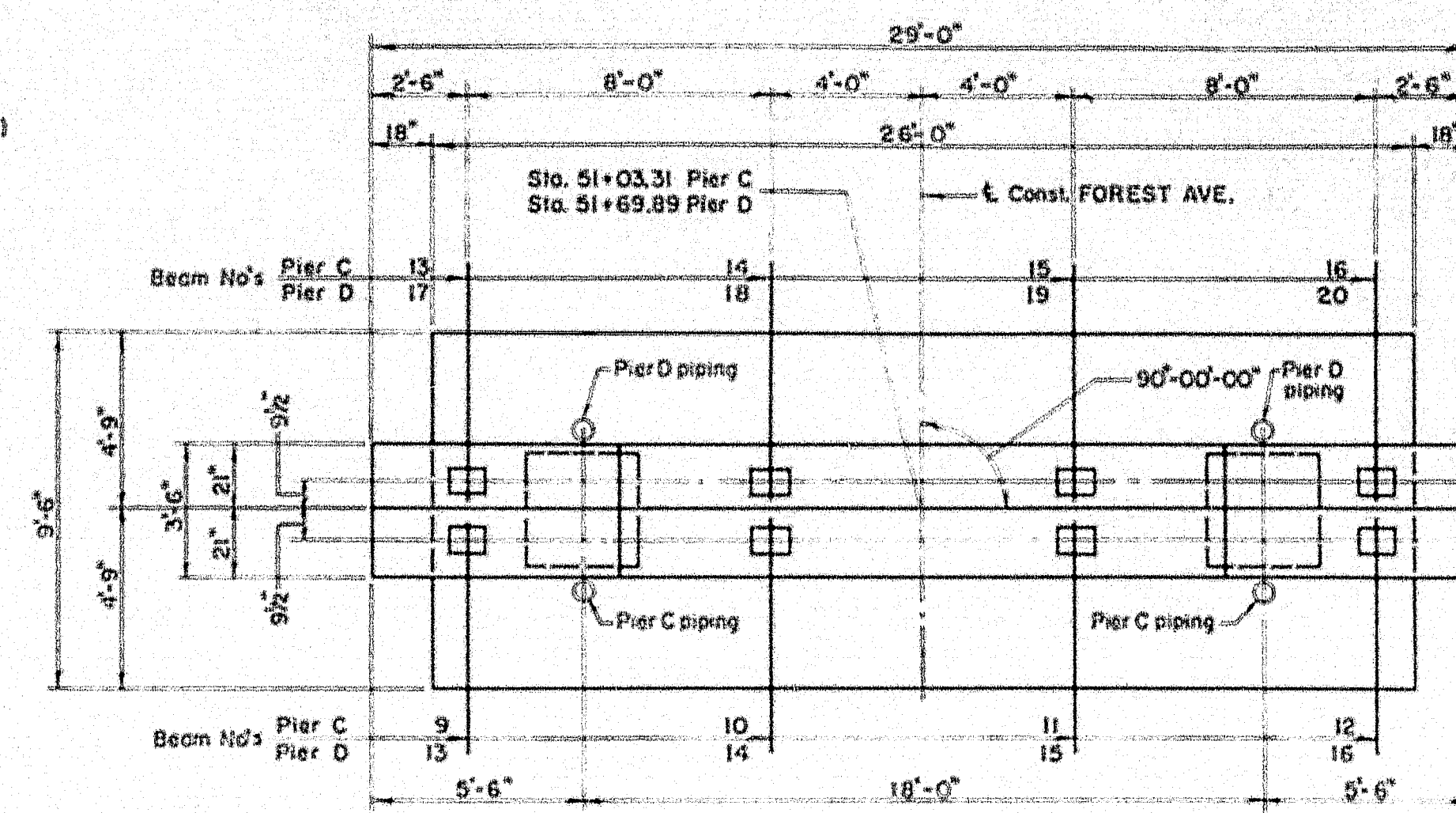
Note: Membrane Waterproofing, Bituminous Concrete Surfacing and Approach Slabs not in this Contract.

THE CLARKSON ENGINEERING CO., INC.			
DESIGN J.T.	CHECK J.L.M. & H.P.	BRIDGE NO.	
DRAWN D.E.S.	APPROVED W.A.H. & J.M.	SURVEY	
STATE HIGHWAY COMMISSION			
FOREST AVENUE			
OVER			
INTERSTATE # 95			
IN THE CITY OF			
ORONO			
PENOBSCOT COUNTY			
ABUTMENTS			
SHEET 4 OF 8 SHEETS		AUGUSTA, MAINE	

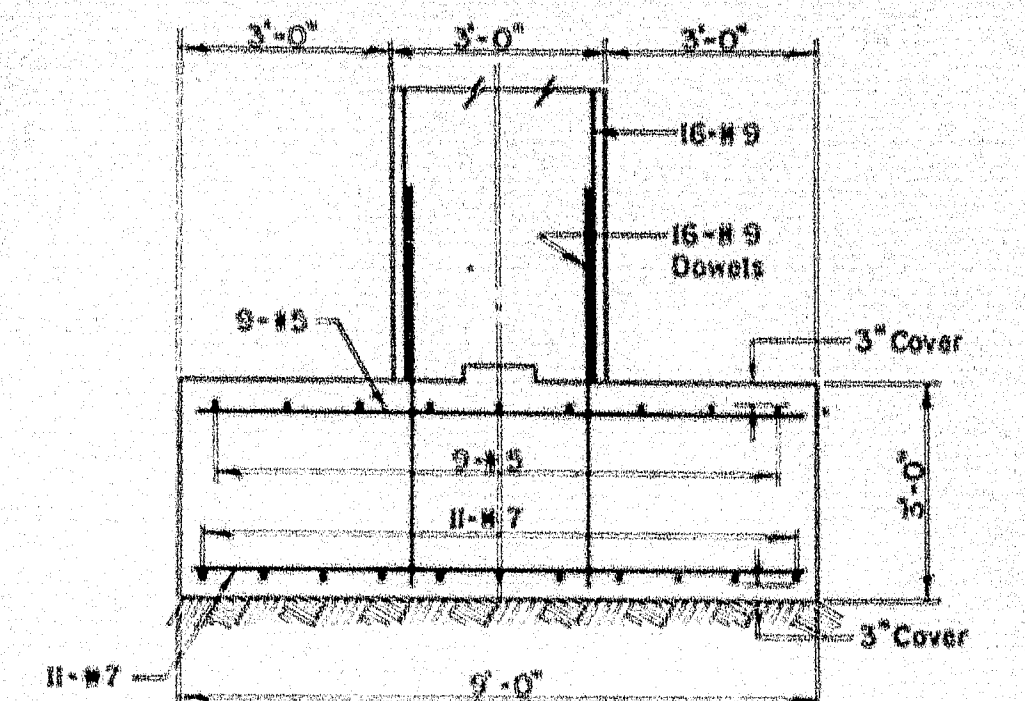
ORONO INTERSTATE



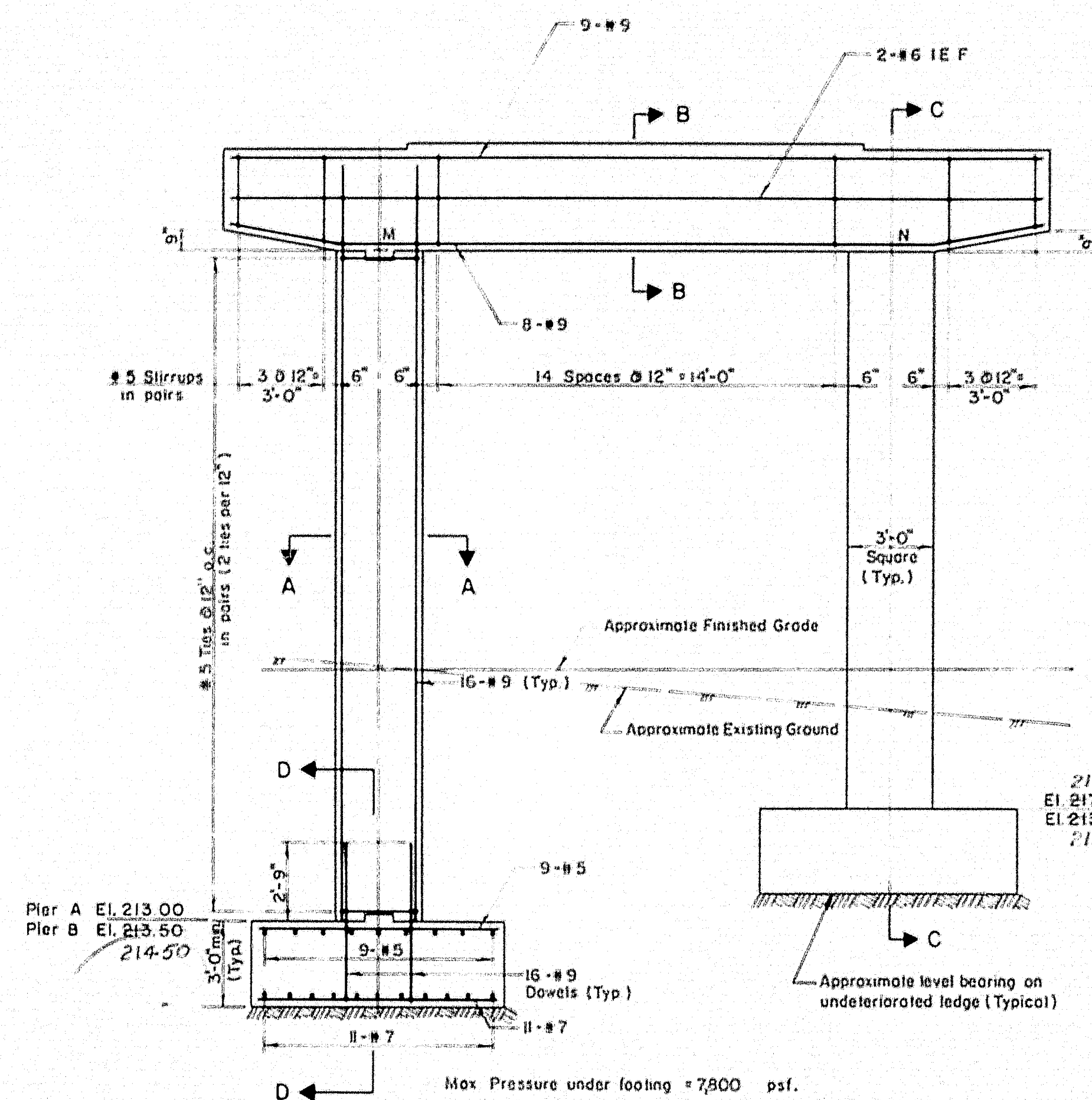
PLAN PIER A
PLAN PIER B SIMILAR
Scale: 1/4" = 1'-0"



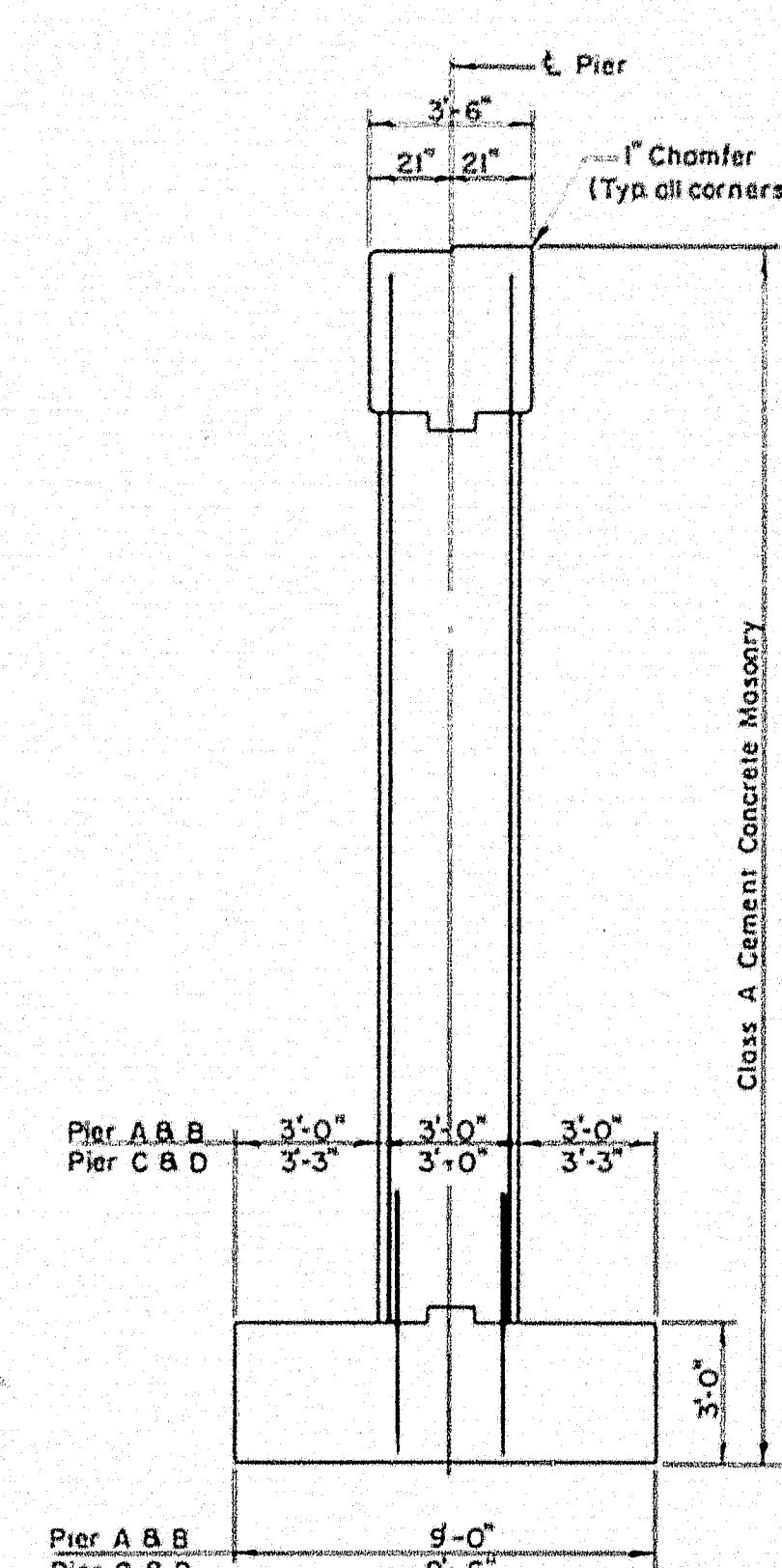
PLAN PIER C
PLAN PIER D SIMILAR
Scale: 1/4" = 1'-0"



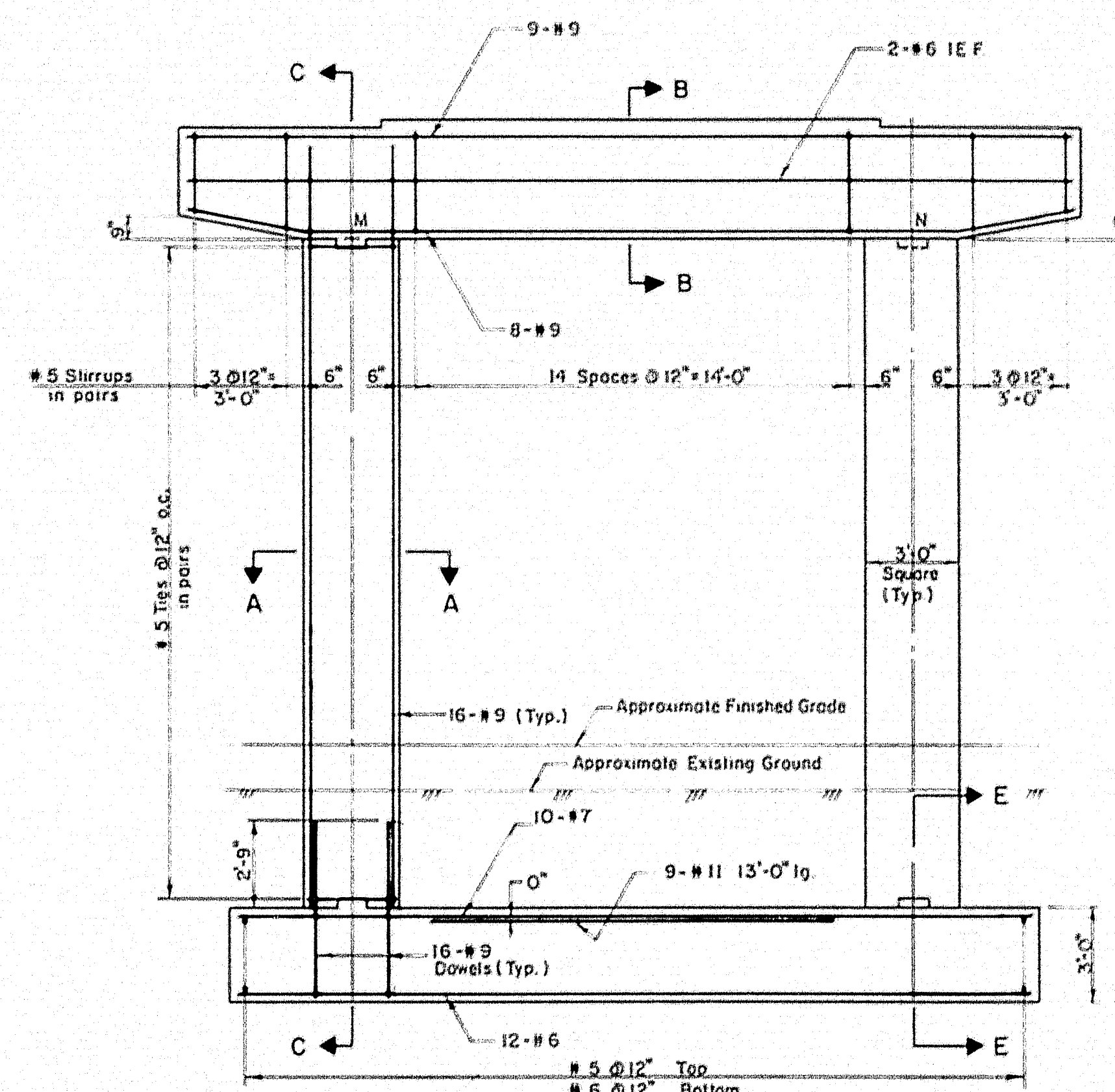
SECTION D-D
Scale: 3/8" = 1'-0"



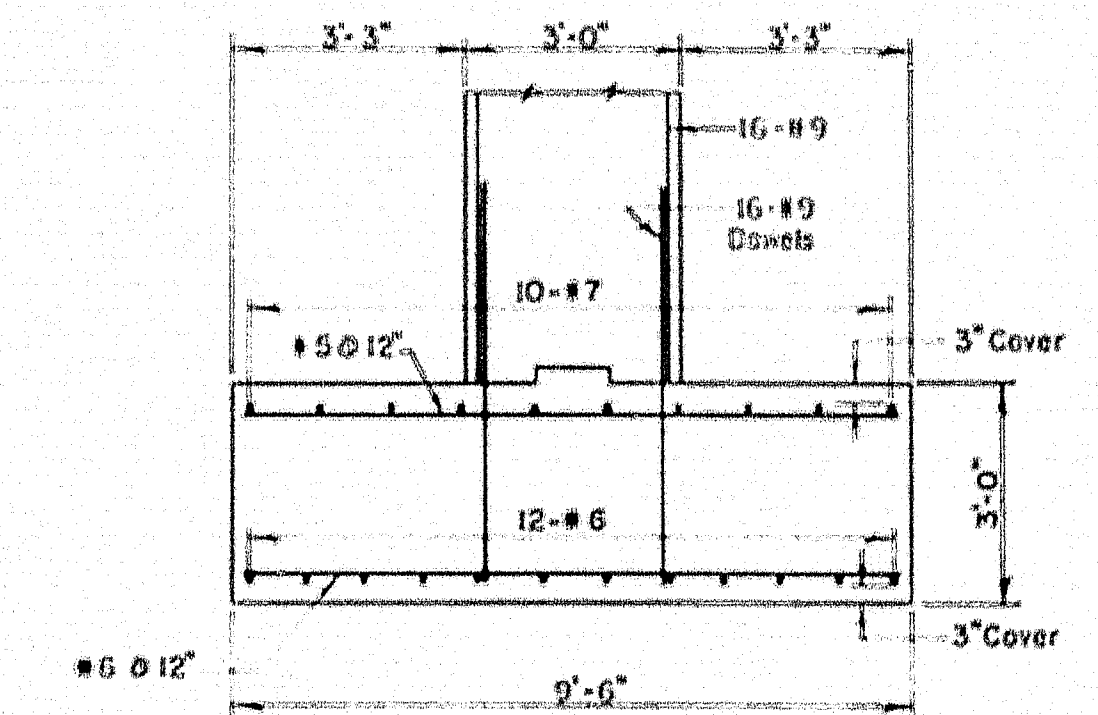
ELEVATION PIER A
ELEVATION PIER B SIMILAR
Scale: 1/4" = 1'-0"



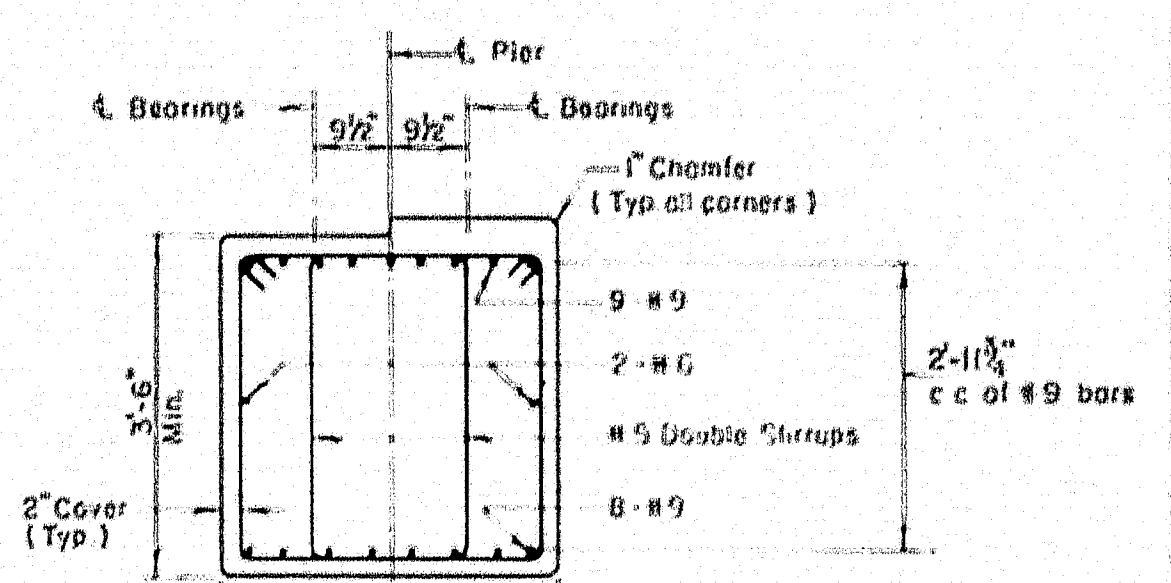
SECTION C-C
Scale: 1/4" = 1'-0"



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



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



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

- NOTES:
1. Reinforcing shall be placed to clear anchor bolts.
 2. Between bearings, slope bridge seat to face of pier cap.

SCHEDULE OF BEAM SEAT ELEVATIONS												
Beam No	Pier A		Beam No	Pier B		Beam No	Pier C		Beam No	Pier D		Beam No
1	242.81	242.61	5	243.24	243.24	9	243.42	243.42	13	243.11	243.32	17
2	242.99	242.80	6	243.43	243.43	10	243.60	243.60	14	243.30	243.50	18
3	242.99	242.80	7	243.43	243.43	11	243.60	243.60	15	243.30	243.50	19
4	242.81	242.61	8	243.24	243.24	12	243.42	243.42	16	243.11	243.32	20

ELEVATIONS TOP OF COLUMNS		
Piers	Columns	
	M	N
A	239.11	239.11
B	239.74	239.74
C	239.92	239.92
D	239.61	239.61

THE CLARKSON ENGINEERING CO., INC.

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

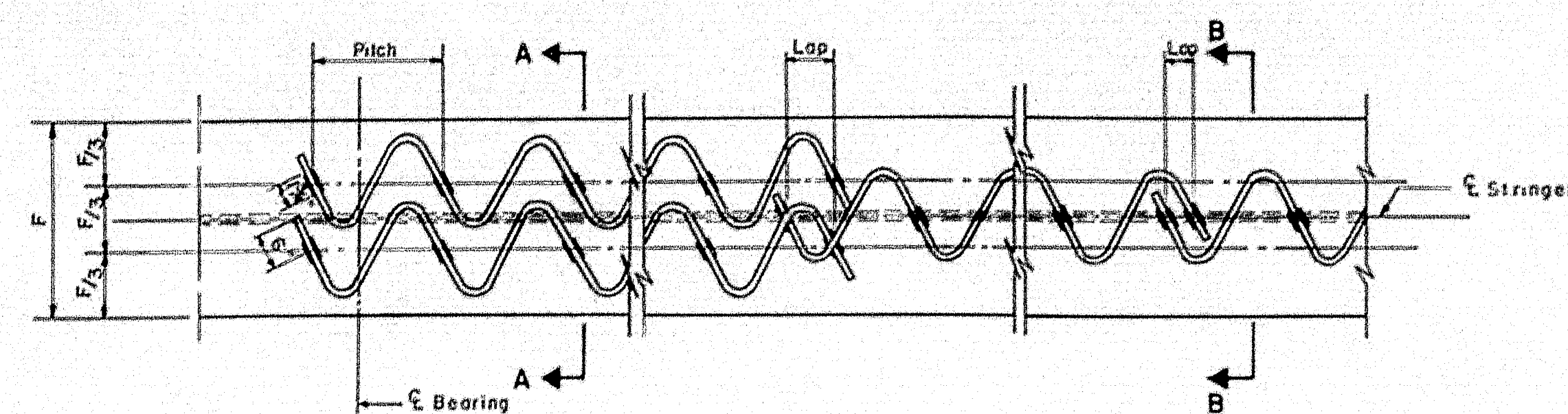
STATE HIGHWAY COMMISSION

FOREST AVENUE
OVER
INTERSTATE #95
IN THE CITY OF
ORONO
PENOBSCOT COUNTY
PIERS

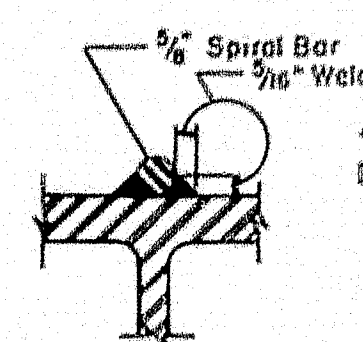
SHEET 5 OF 8 SHEETS AUGUSTA, MAINE

D.P.R.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	X-95-8 (11)	27	28

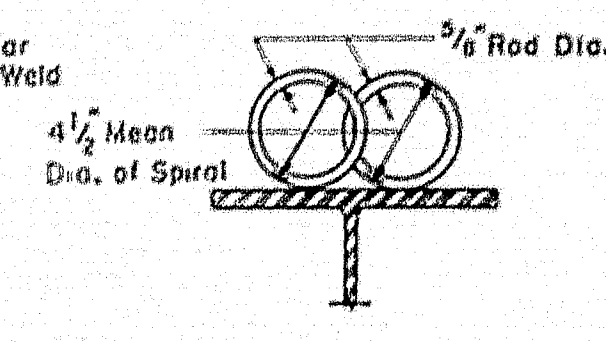
ORONO INTERSTATE



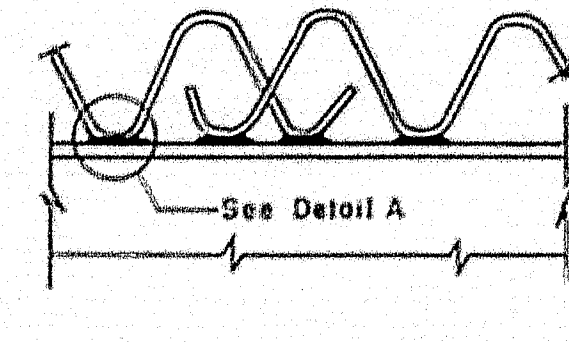
PLAN



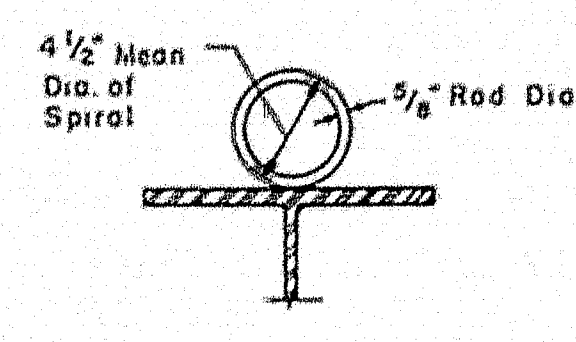
DETAIL A



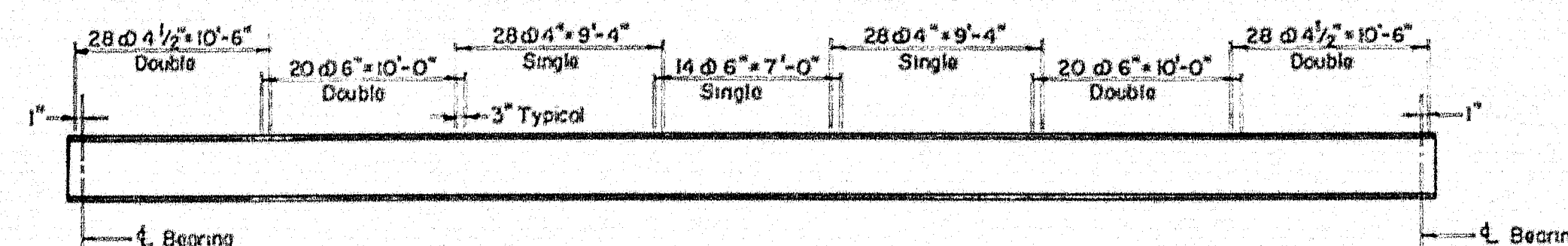
SECTION A-A



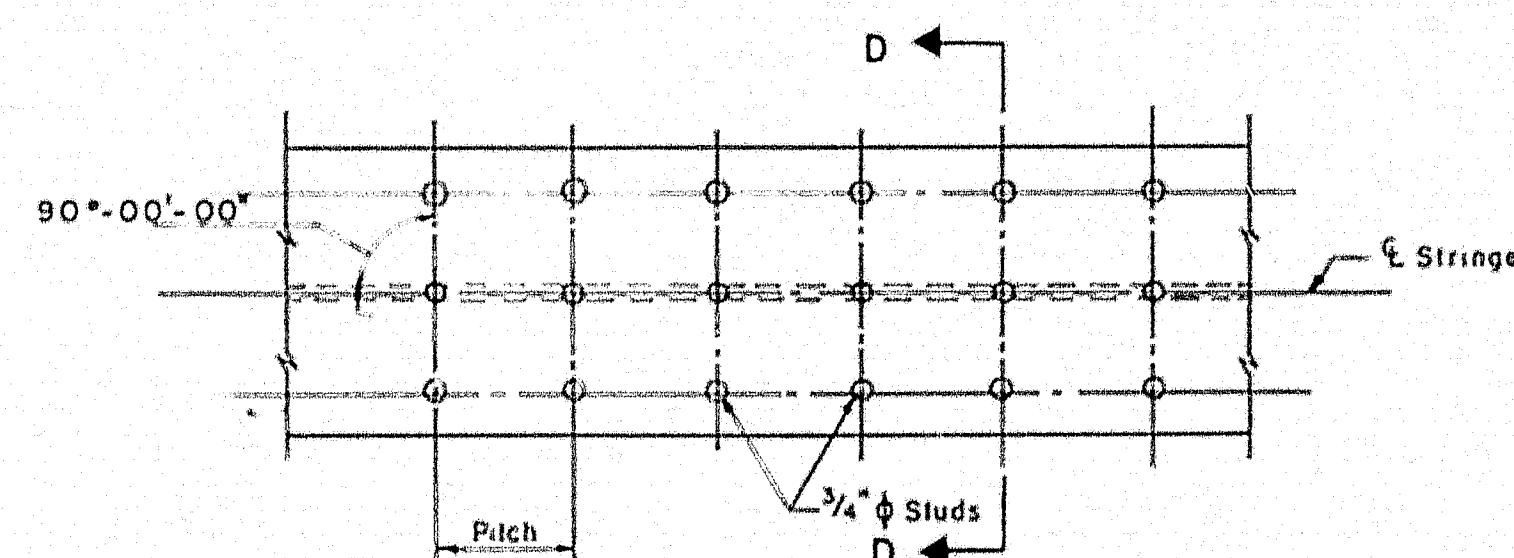
ELEVATION



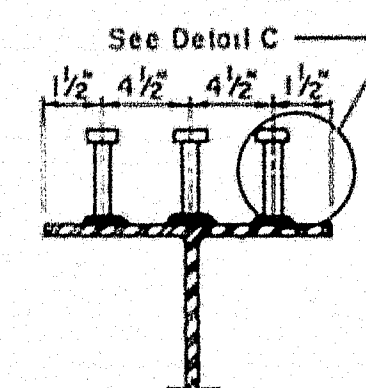
SECTION B-B



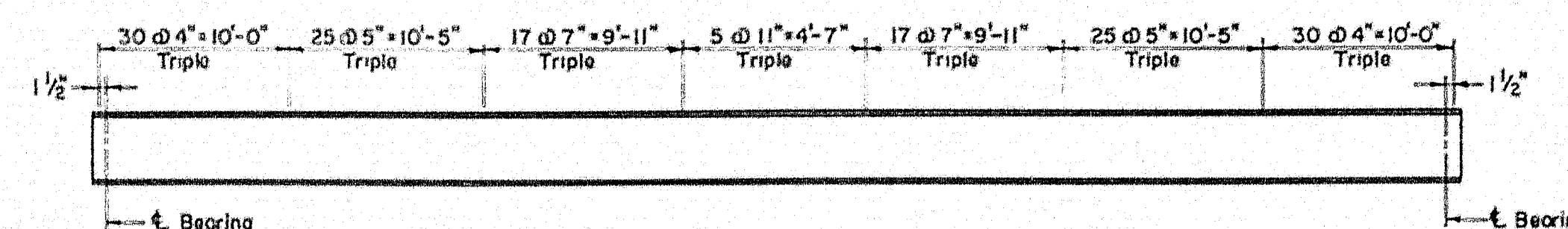
TYPICAL SPIRAL SHEAR CONNECTORS
(DETAILS & LAYOUT)
NOT TO SCALE



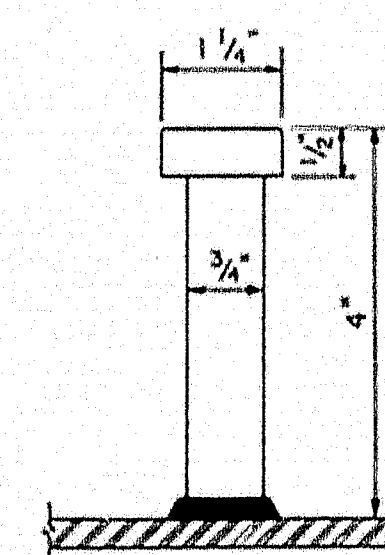
PLAN



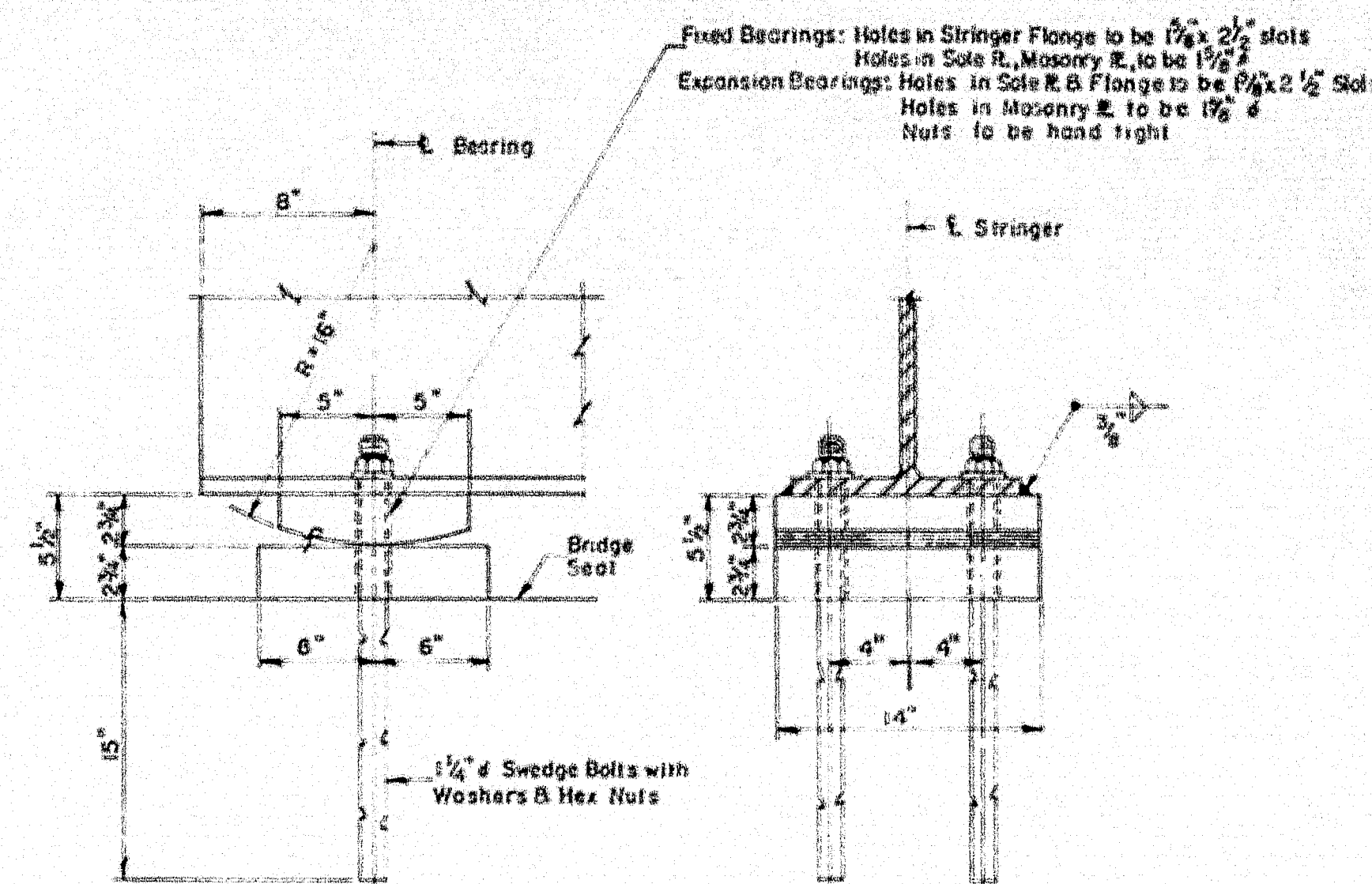
SECTION D-D



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

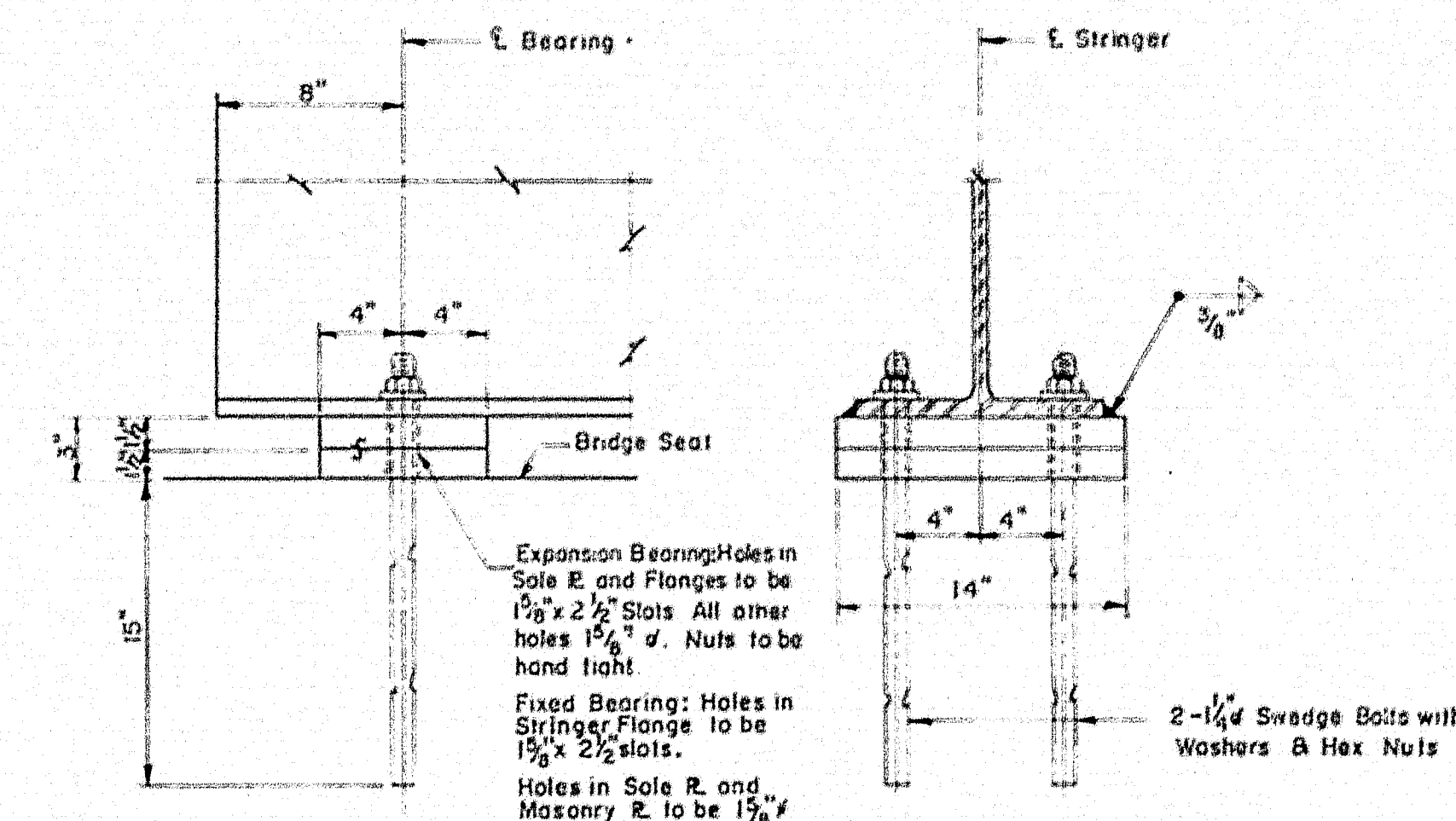


DETAIL C



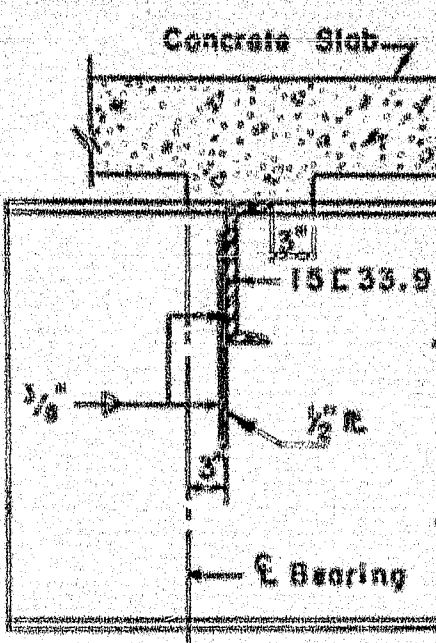
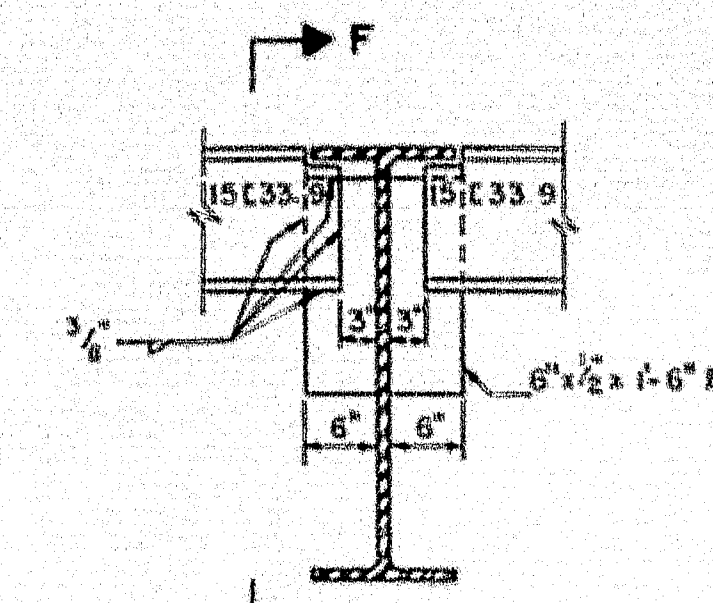
FIXED AND EXPANSION BEARING DETAILS
FOR SPANS 2, 3 & 4

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



FIXED AND EXPANSION BEARING DETAILS
FOR SPANS 1 & 5

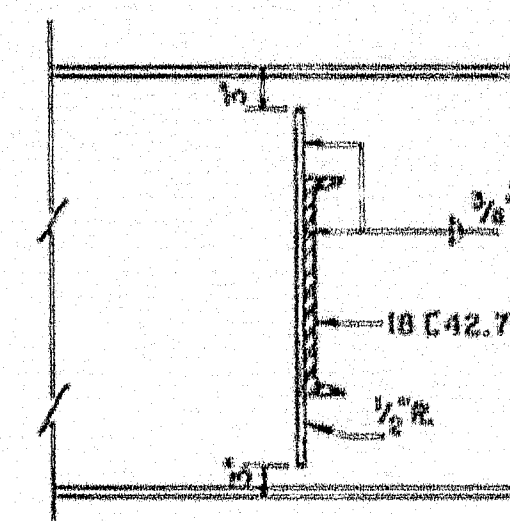
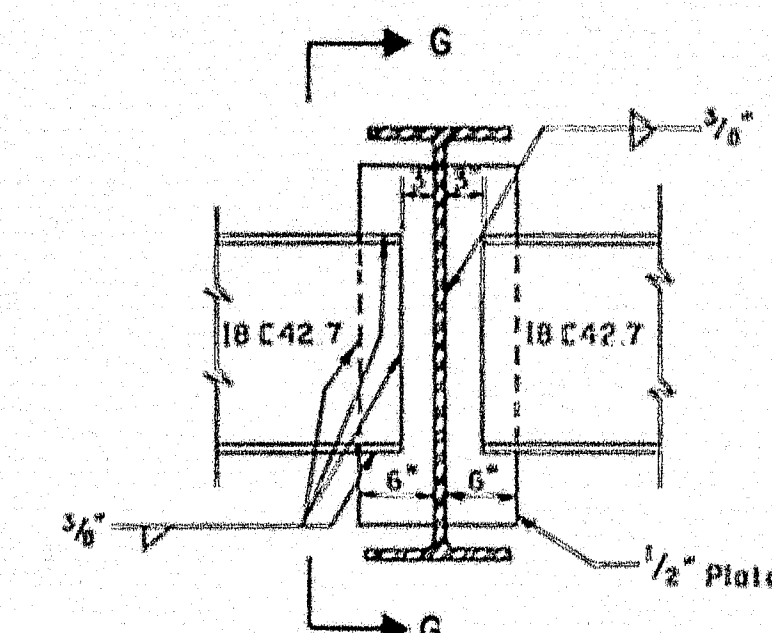
Scale: 1/2" = 1'-0"



SECTION F-F

WELDED END DIAPHRAGM CONNECTION

Note: Welds may be shop or field welded

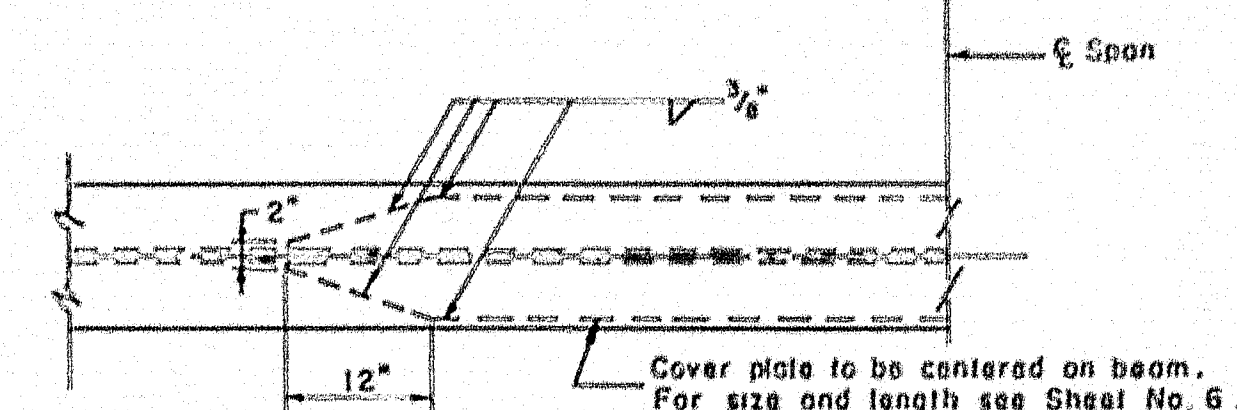


SECTION G-G

WELDED INTERMEDIATE DIAPHRAGM CONNECTION

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

Note: Welds may be shop or field welded



COVER PLATE DETAIL

NOT TO SCALE

THE CLARKESON ENGINEERING CO., INC.

DESIGN J.T. CHECK H.P.-J.L.M. SURVEY NO. 1000
DRAWN R.J.F. APPROVED W.H.-C.J.M. PLOT

STATE HIGHWAY COMMISSION

FOREST AVENUE

INTERSTATE #95

IN THE CITY OF

ORONO

PENOBSCOT COUNTY

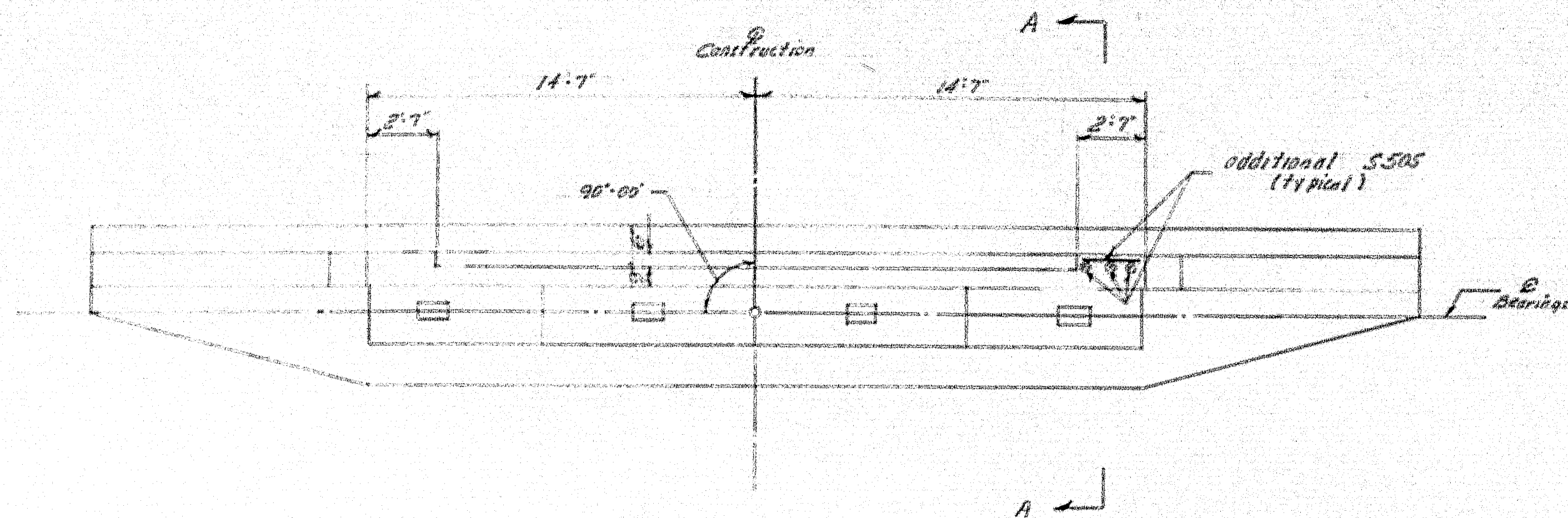
SUPERSTRUCTURE DETAILS

SHEET 7 OF 8 SHEETS

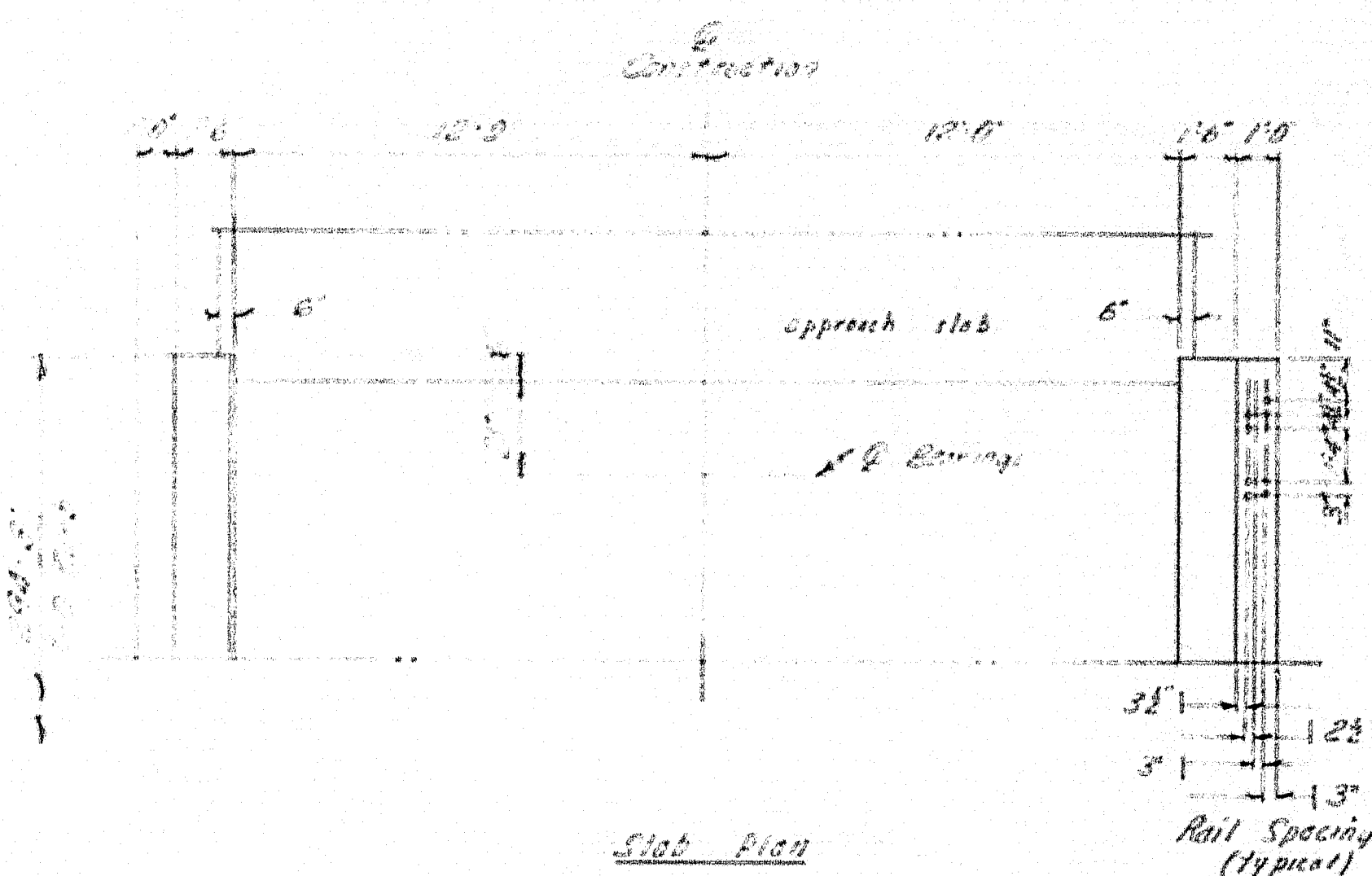
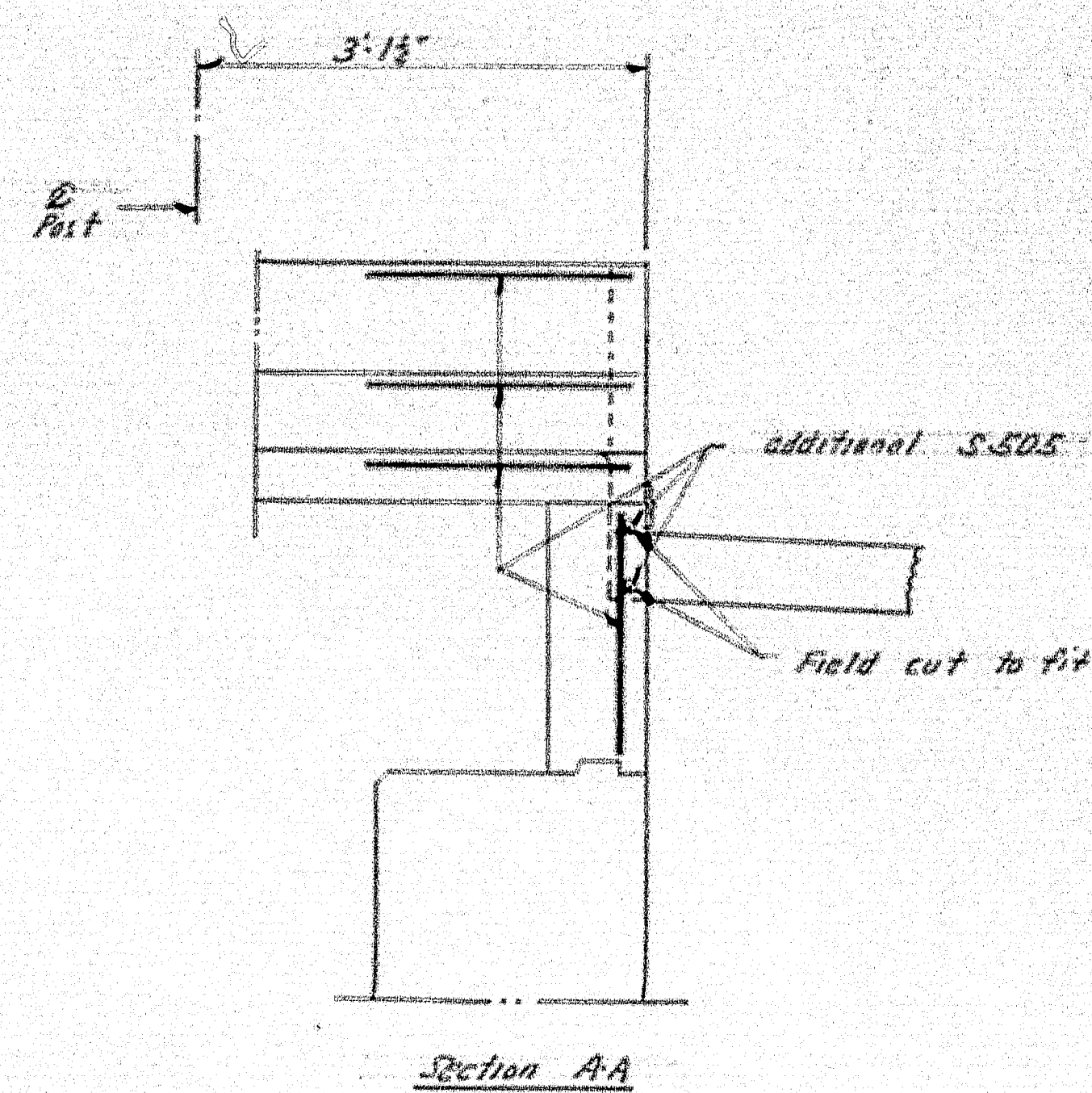
AUGUSTA, MAINE

80-27

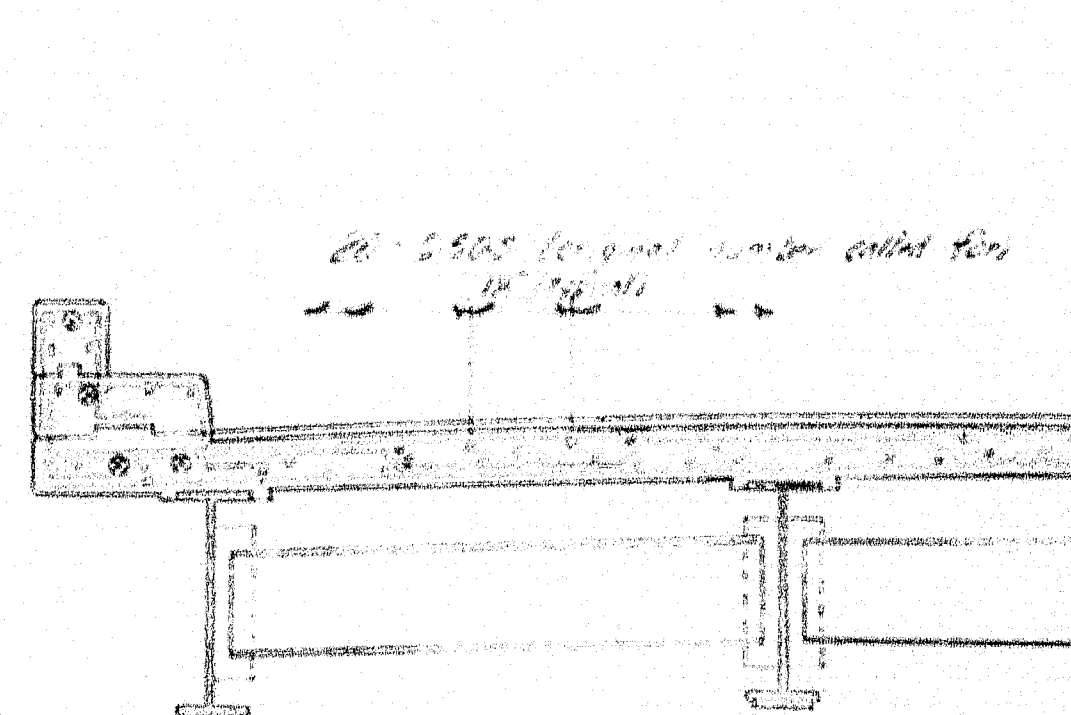
0 1 2 3 4 5 INCHES



Abutment Plan Revision
(both abutments similar)



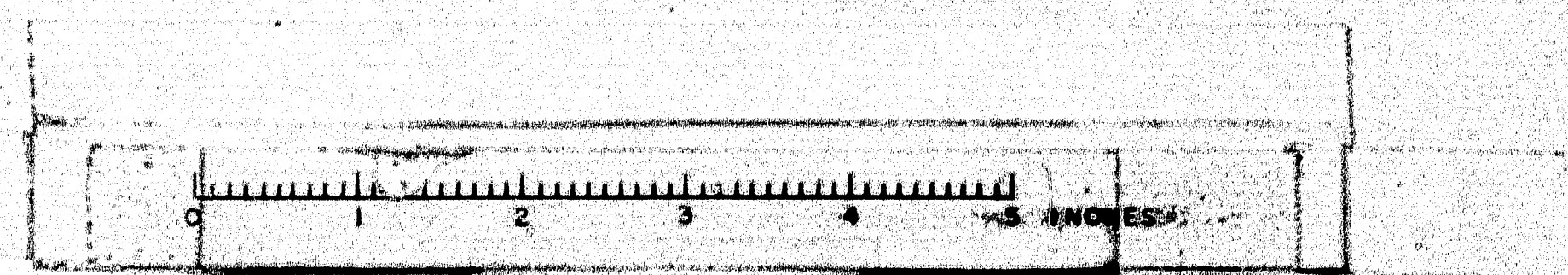
Slab Plan



Typical Cross Section
 * indicates additional S505
 required: 36 S505 - #5 x 3'-0"
 Total S505 = 76 bars

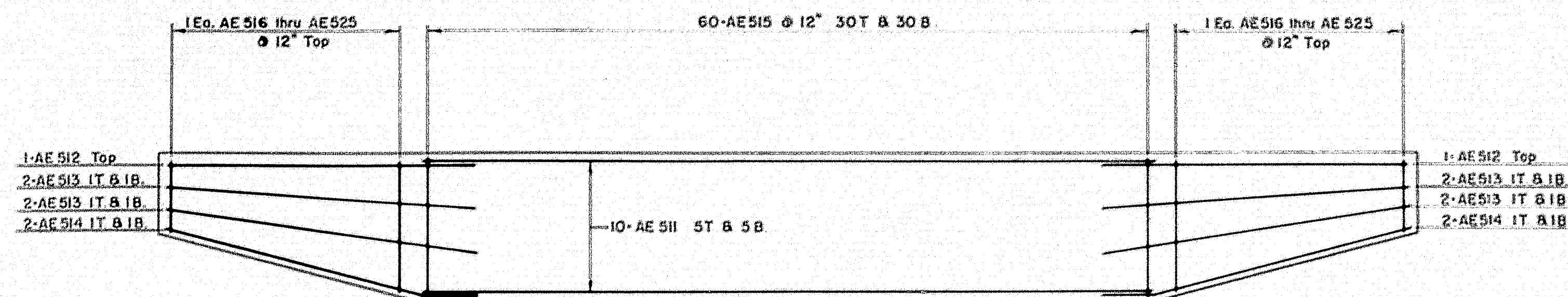
Forest Avenue
Drain
Abutment, deck, revisions additional steel
Mulliken June 1962

80-28A



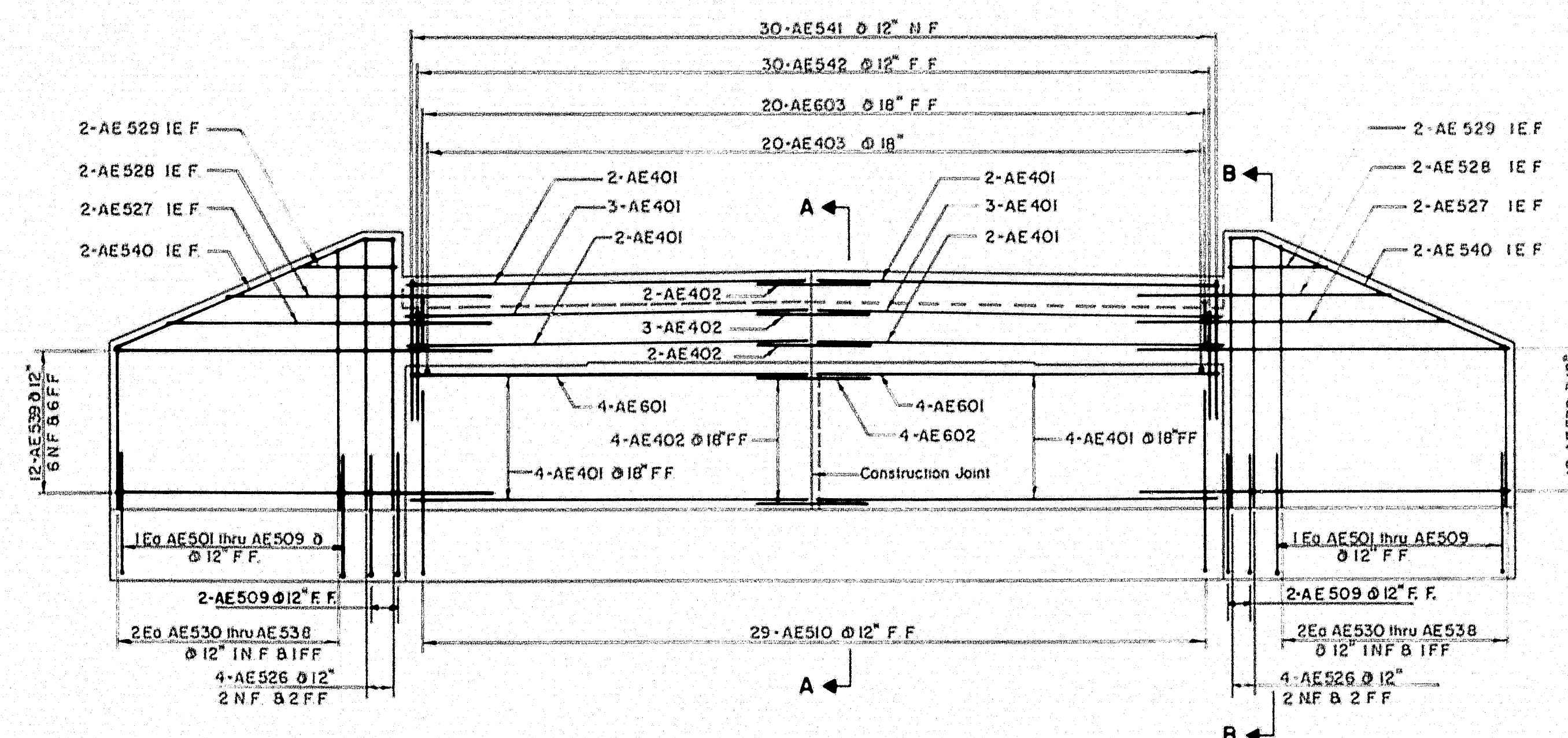
W.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	2-95-8 (11)		

ORONO INTERSTATE



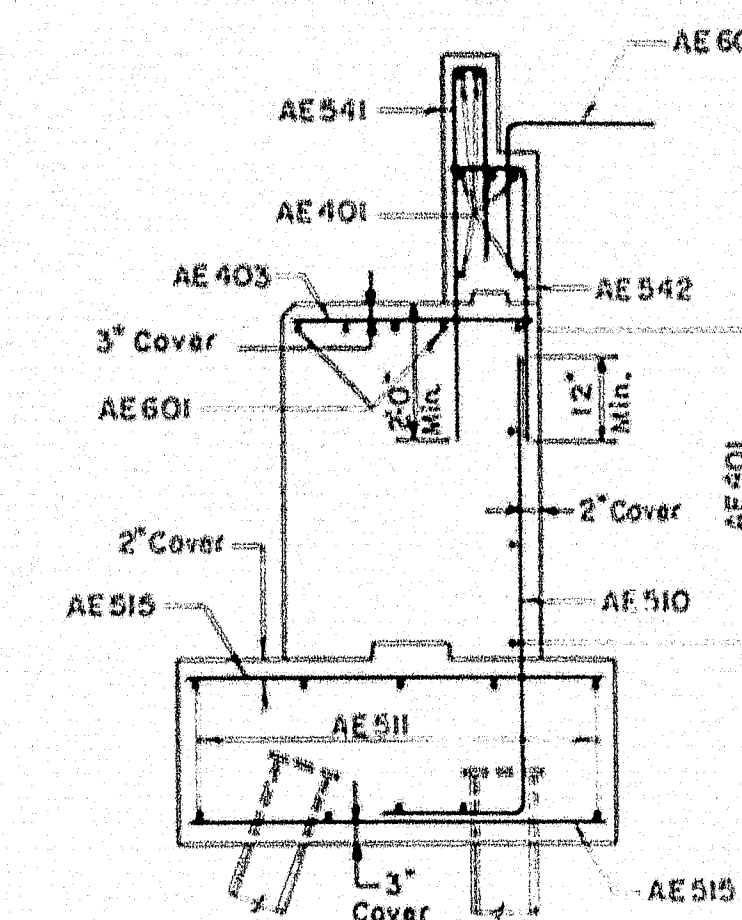
PLAN EASTERLY ABUTMENT FOOTING
PLAN WESTERLY ABUTMENT FOOTING SIMILAR

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



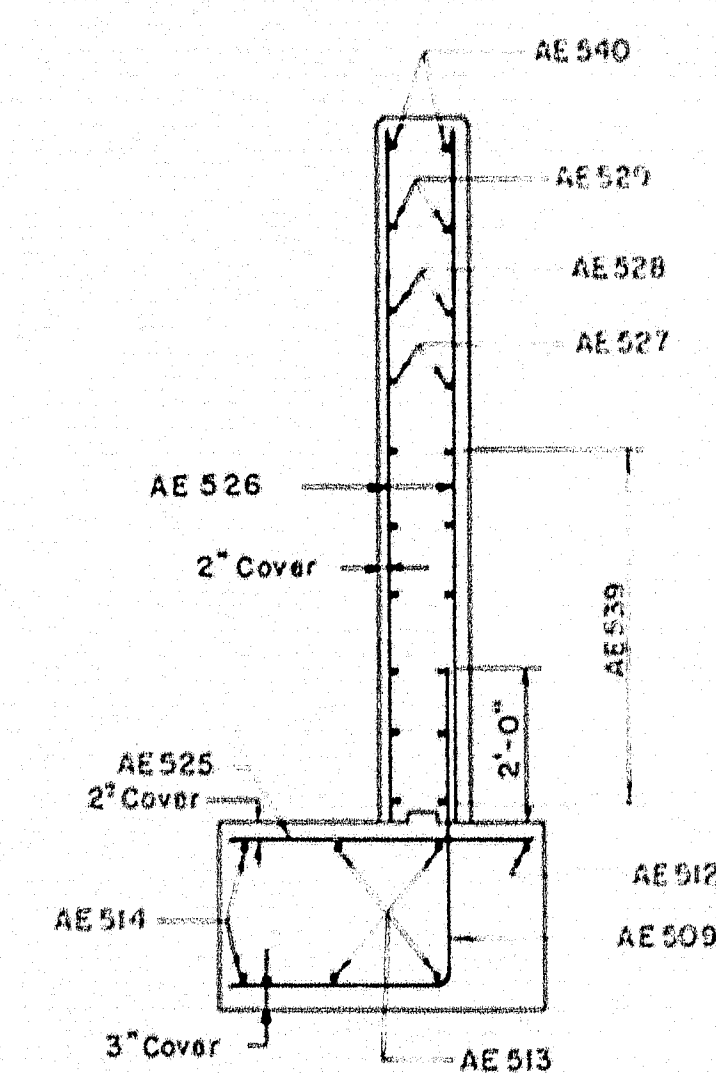
ELEVATION EASTERLY ABUTMENT
ELEVATION WESTERLY ABUTMENT SIMILAR

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



SECTION A-A

Scale $\frac{3}{8}'' = 1'-0''$



SECTION B-B

Scale $\frac{3}{8}'' = 1'-0''$

THE CLARKSON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION

FOREST AVENUE
OVER
INTERSTATE #95
IN THE CITY OF
ORONO
PENOBSCOT COUNTY
ABUTMENT REINFORCEMENT

SHEET 1 OF 5 SHEETS

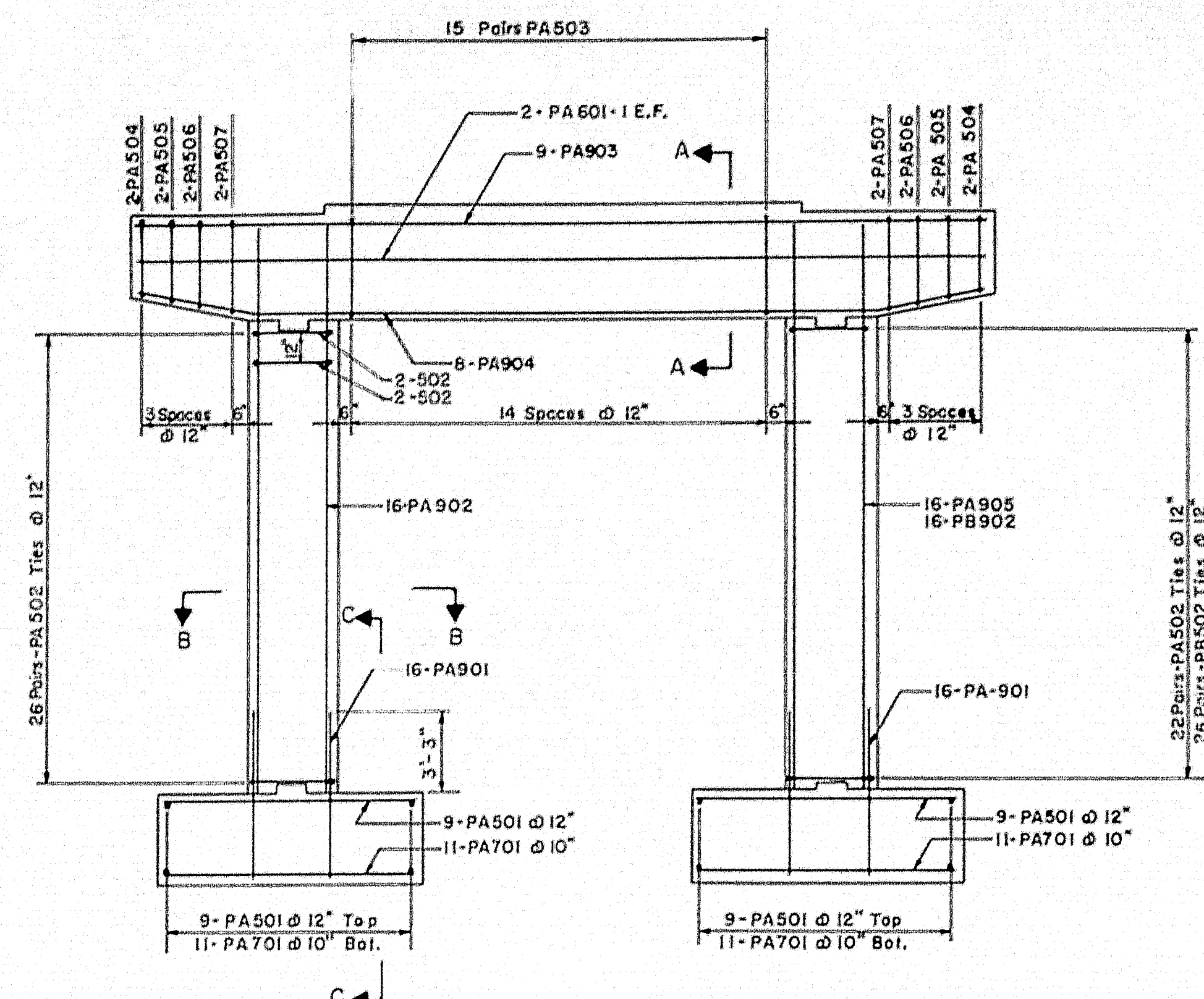
AUGUSTA, MAINE

80-29

0 1 2 3 4 5 INCHES

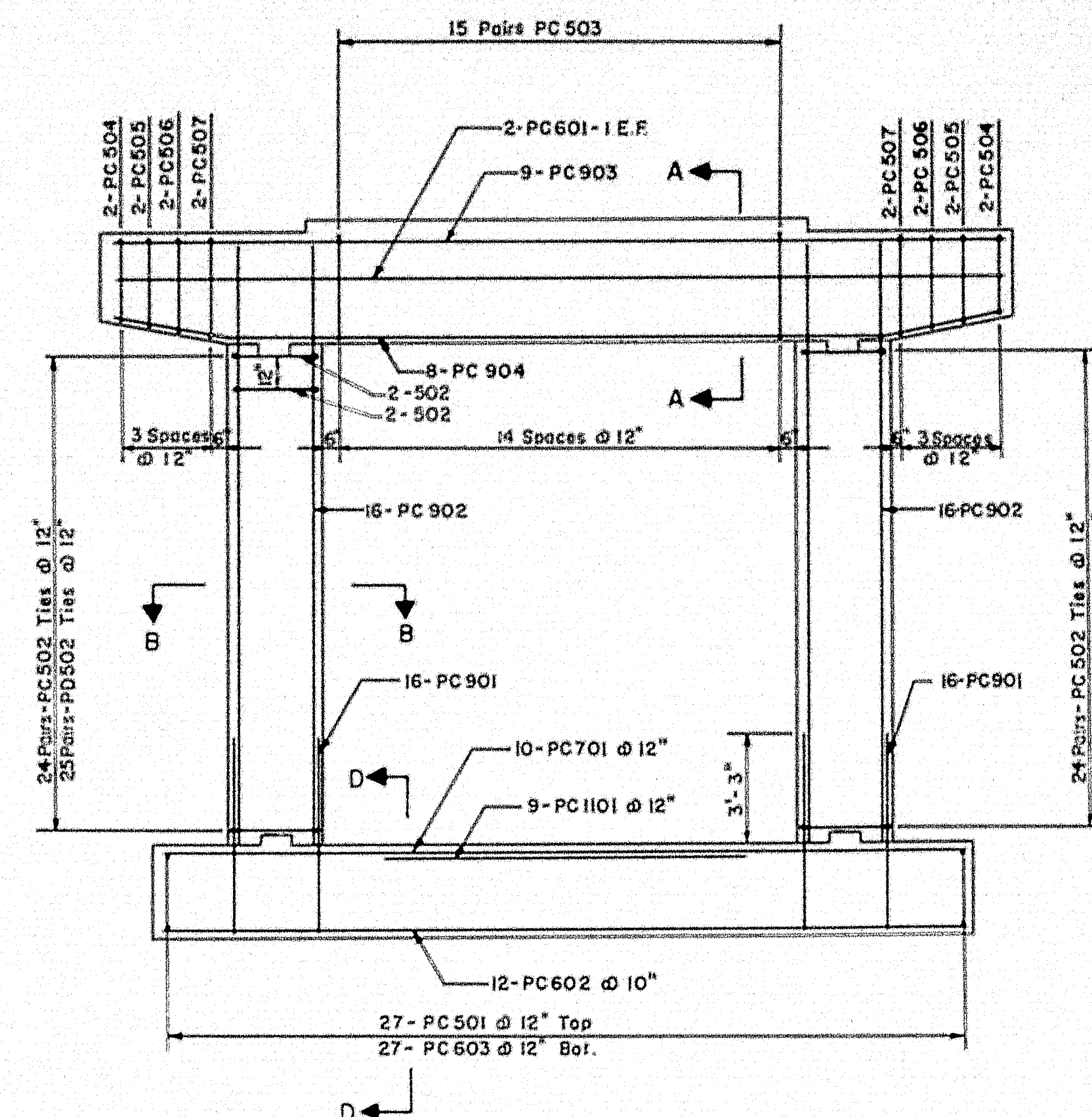
S.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	X-95-B (11)		

ORONO INTERSTATE



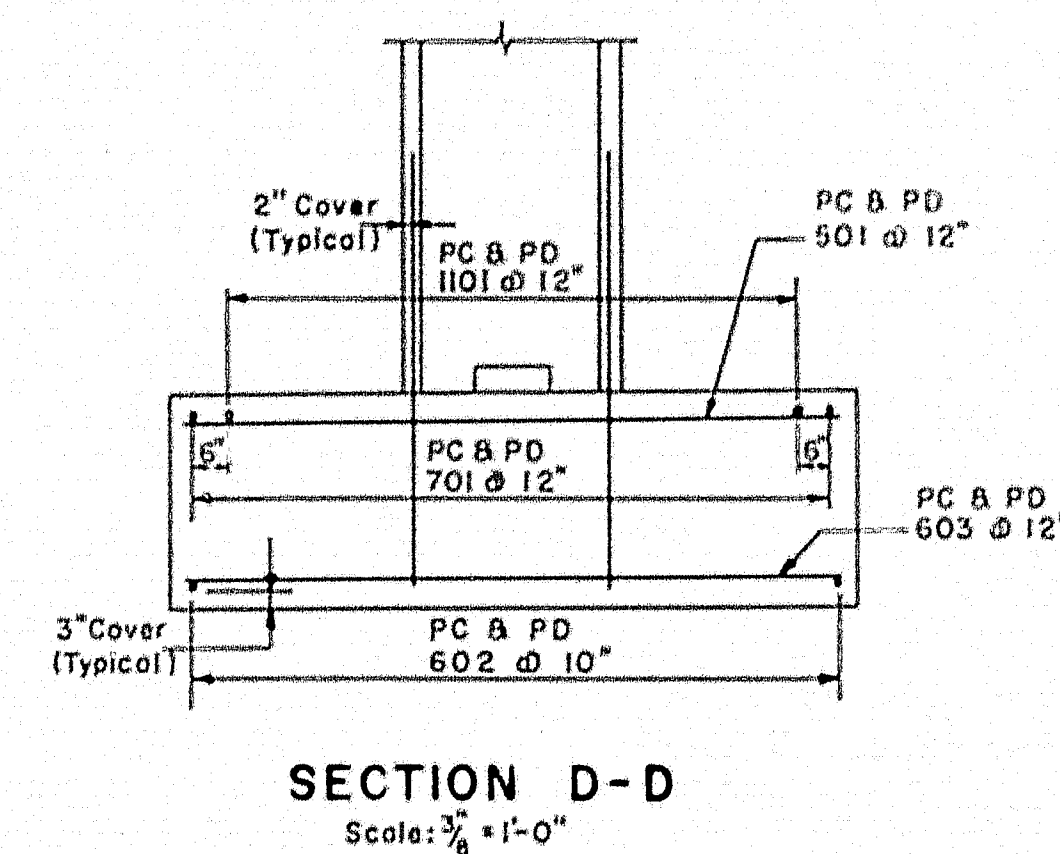
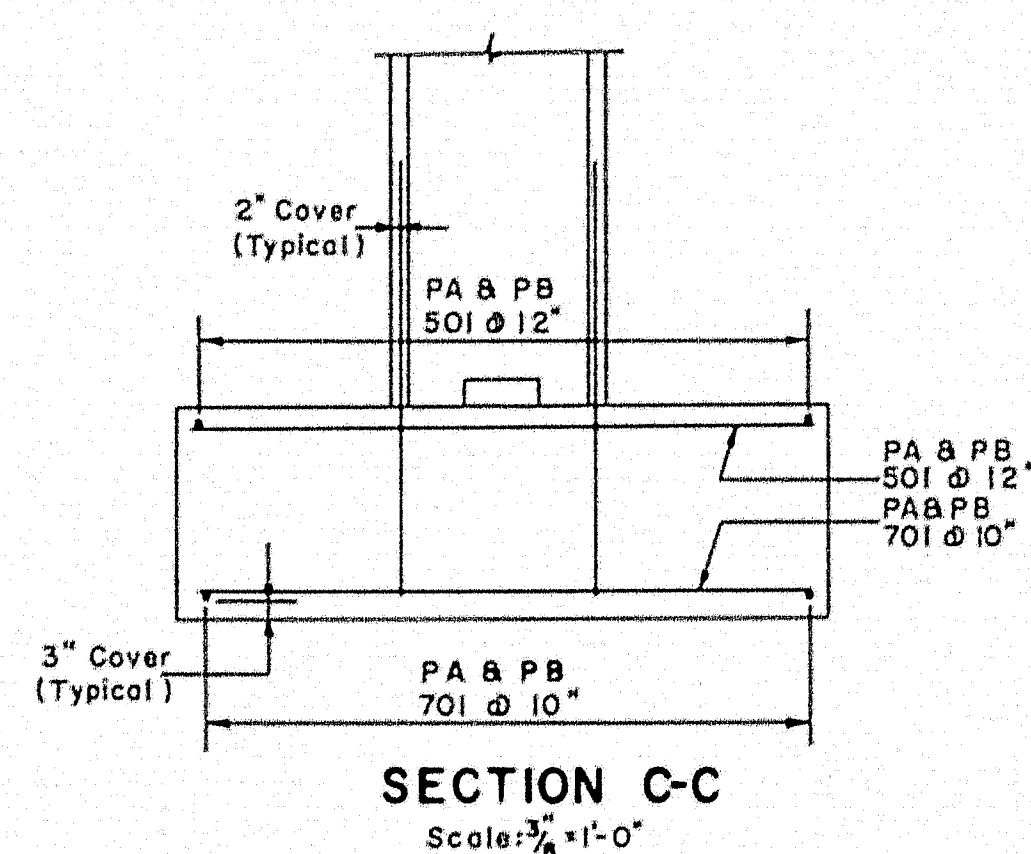
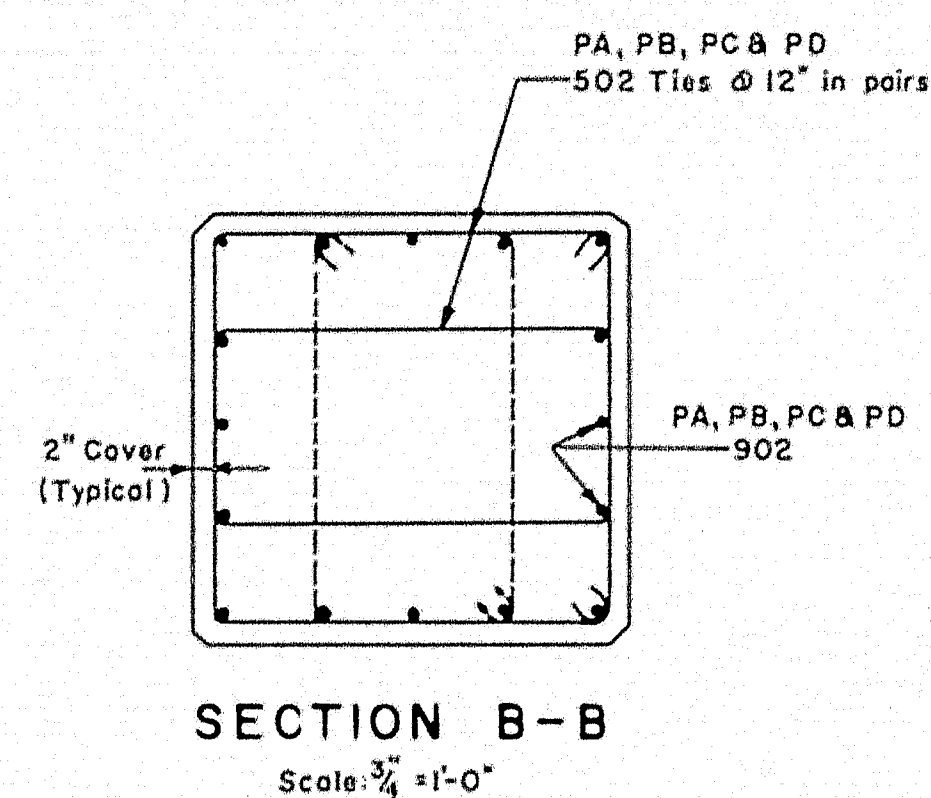
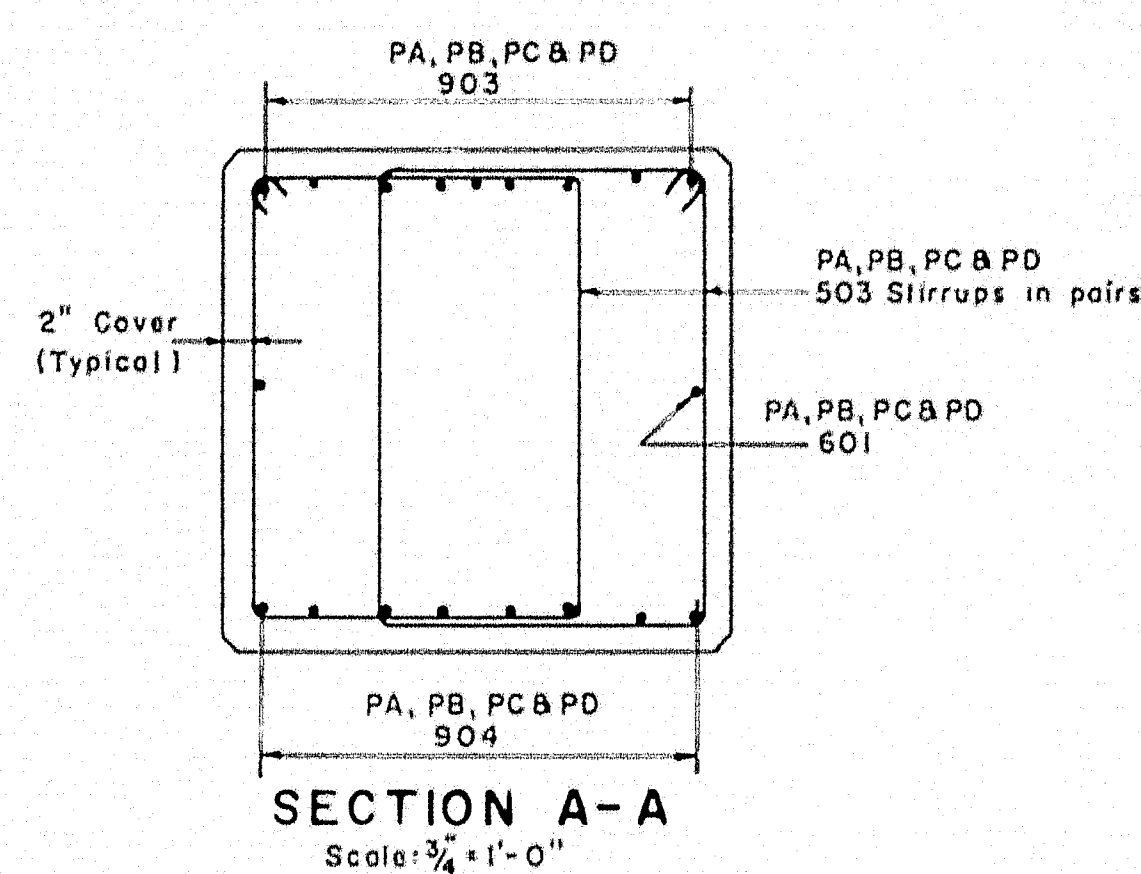
Note: Reinforcement in Pier B similar-except as noted-prefix PB

ELEVATION PIER A
ELEVATION PIER B SIMILAR
Scale: $\frac{1}{4}$ " = 1'-0"



Note: Reinforcement in Pier D similar-except as noted-prefix PD

ELEVATION PIER C
ELEVATION PIER D SIMILAR
Scale: $\frac{1}{4}$ " = 1'-0"



THE CLARKESON ENGINEERING CO., INC.

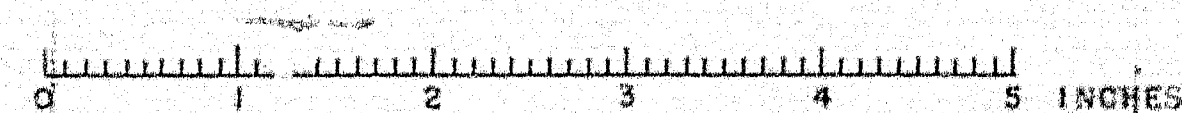
DESIGN J.L.M.	CHECK J.T.	BRIDGE NO. SURVEY PLOT
DRAWN W.M.	APPROVED W.A.H.-C.J.M.	

STATE HIGHWAY COMMISSION
FOREST AVENUE
OVER
INTERSTATE # 95
IN THE CITY OF
ORONO
PENOBSCOT COUNTY
PIERS A,B,C&D REINFORCEMENT

SHEET 2 OF 5 SHEETS

AUGUSTA, MAINE

80-30



ORONO INTERSTATE

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1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26



1. All dimensions are to be to cut of bar
2. "Dimensions" on "B" hooks is to be shown, where necessary to restrict hook size, otherwise standard hooks are to be used
3. Where "C" is not shown, "C" is kept equal to or less than "B". Where **GTN**
4. "Where shown "H" should be shown
5. "Dimension on stirrups" is to be shown where necessary to restrict hooks
6. Where bars are to be bent, more accurately than standard bending tolerances, bending dimensions which require close marking should have limits specified
7. Figures in circles show types
8. No allowance for bar curvature is to be made except for standard hook (read)
9. in excess of same

EASTERLY ABUTMENT Section 1321 8 Bar reinforcement metal shall cont

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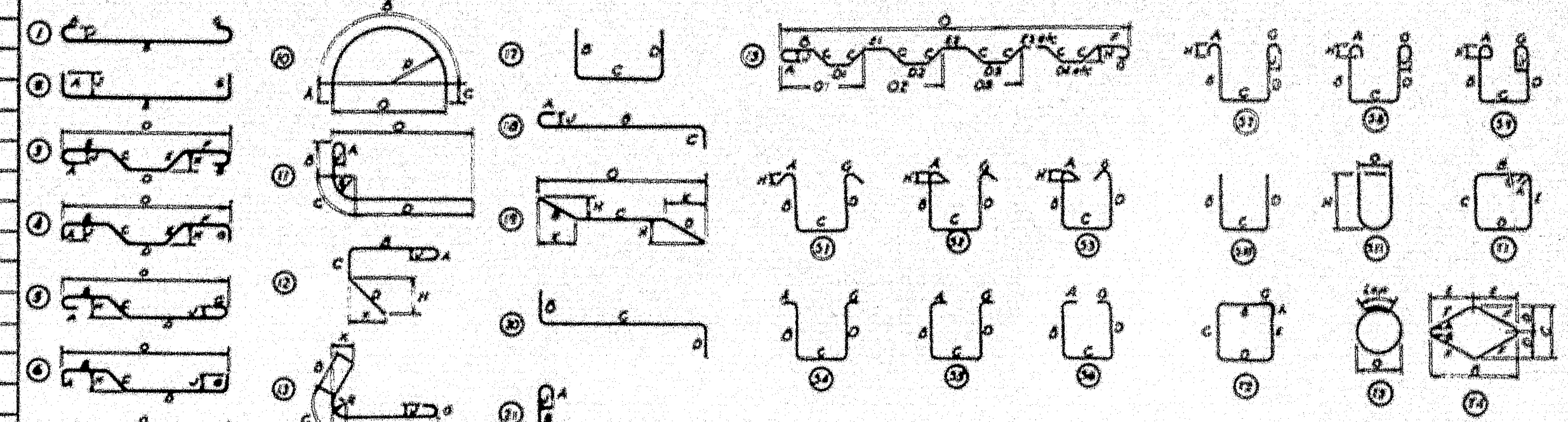
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80-33

ORONO INTERSTATE

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
1				PIER D													
2				All bars to be drilled "pd"													
3				FOOTINGS													
4	27	#5	9'-0"	501	Str.												
5	27	#6	9'-0"	603													
6	12	#6	25'-0"	602													
7	10	#7	25'-0"	701													
8	32	#9	6'-0"	901													
9	9	#11	15'-0"	1101	Str.												
10																	
11				COLUMNS													
12	100	#5	16'-2"	502	T1	1'-5"	2'-8"	2'-6"	2'-6"	2'-6"							
13	32	#9	27'-6"	902	Str.												
14																	
15				CAP													
16	30	#5	11'-0"	503	T1	0'-5"	2'-3"	3'-2"	2'-3"	3'-2"							
17	4	#5	16'-10"	504													
18	4	#5	16'-10"	505													
19	4	#5	11'-2"	506													
20	4	#5	11'-2"	507	T1	0'-5"	2'-3"	3'-2"	2'-3"	3'-2"							
21	2	#6	28'-0"	601	Str.												
22	4	#9	28'-0"	903	Str.												
23	8	#9	28'-0"	904	14		3'-10"	2'-10"	3'-10"								
24																	
25																	
26																	
27				DECK SLAB													
28				SPAN 1													
29	138	#4	28'-10"	51-501	Str.												
30	50	#5	20'-11"	51-501	15		3'-10 1/2"	0'-0"	4'-0"	3'-10 1/2"							
31	102	#4	28'-8"	51-502	Str.												
32	102	#4	6'-5"	51-503	55		0'-5"	1'-5"	2'-1"	1'-5"							
33	102	#4	6'-5"	51-504	55		2'-0"	0'-0"	2'-0"								
34	26	#5	21'-0"	51-505	Str.												
35	24	#5	6'-0"	51-506	Str.												
36				SPAN 2													
37	207	#4	23'-3"	52-502	Str.												
38	71	#5	29'-11"	52-501	15		3'-10 1/2"	0'-0"	4'-0"	3'-10 1/2"							
39	184	#4	28'-8"	52-502	Str.												
40	144	#4	6'-5"	52-503	55		0'-5"	1'-5"	2'-1"	1'-5"							
41	144	#5	5'-8"	52-504	55		2'-0"	0'-0"	2'-0"								
42	24	#5	6'-0"	52-505	Str.												
43																	
44				SPAN 3													
45	207	#4	23'-3"	53-502	Str.												
46	71	#5	29'-11"	53-501	15		3'-10 1/2"	0'-0"	4'-0"	3'-10 1/2"							
47	184	#4	28'-8"	53-502	Str.												
48	144	#4	6'-5"	53-503	55		0'-5"	1'-5"	2'-1"	1'-5"							
49	144	#5	5'-8"	53-504	55		2'-0"	0'-0"	2'-0"								
50	24	#5	6'-0"	53-505	Str.												
51																	
52				SPAN 4													
53	207	#4	23'-3"	54-502	Str.												
54	71	#5	29'-11"	54-501	15		3'-10 1/2"	0'-0"	4'-0"	3'-10 1/2"							
55	184	#4	28'-8"	54-502	Str.												
56	144	#4	6'-5"	54-503	55		0'-5"	1'-5"	2'-1"	1'-5"							
57	144	#5	5'-8"	54-504	55		2'-0"	0'-0"	2'-0"								
58	24	#5	6'-0"	54-505	Str.												
59																	
60				SPAN 5													
61	138	#4	28'-10"	55-501	Str.												
62	50	#5	29'-11"	55-501	15		3'-10 1/2"	0'-0"	4'-0"	3'-10 1/2"							
63	102	#4	28'-8"	55-502	Str.												
64	102	#4	6'-5"	55-503	55		0'-5"	1'-5"	2'-1"	1'-5"							
65	102	#4	6'-5"	55-504	55		2'-0"	0'-0"	2'-0"								
66	20	#5	3'-0"	55-505	Str.												
67	24	#5	6'-0"	55-506	Str.												
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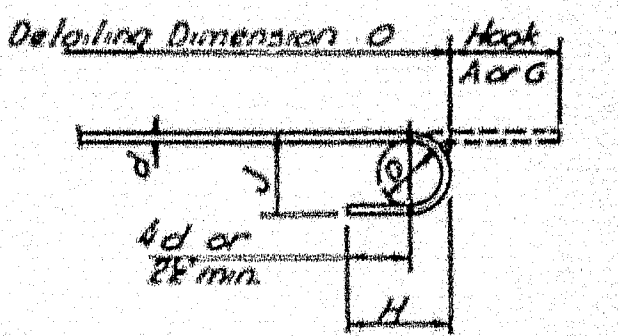
TYPICAL BAR BENDS



NOTES

- All dimensions are out to cut 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.

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



STANDARD HOOK DETAIL

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

PIER D Footing 2874
Columns 4053
Cap 2284
9211
DECK 51,509

Bar reinforcement metal shall conform to the requirements of the Standard Specifications for new Billet-Steel Concrete Reinforcement Bars (Intermediate Grade) Serial Designation AAS.H.O. M31-18 or its latest revision.
All bars shall be deformed to conform with ASTM Specifications A305-19.

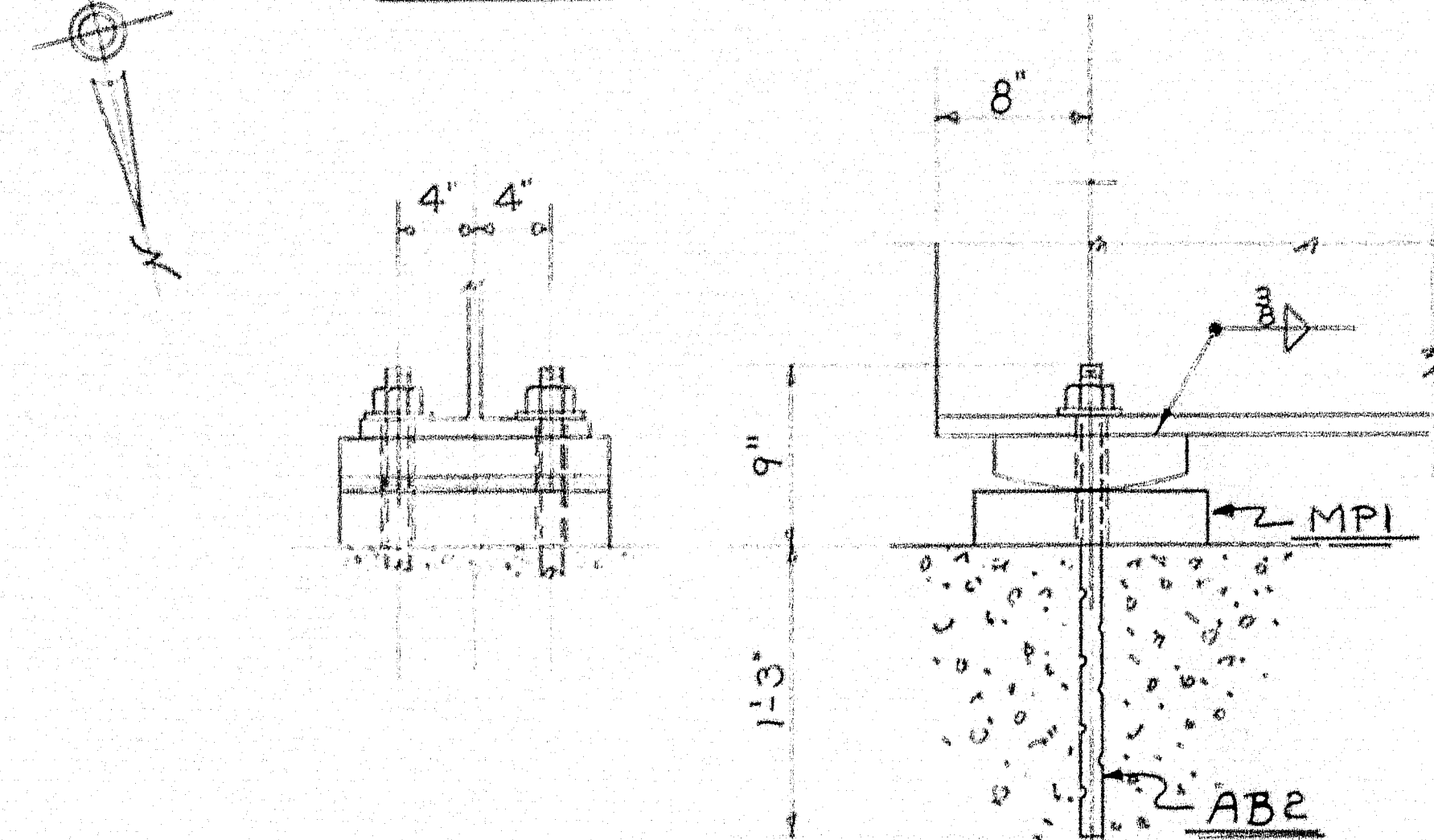
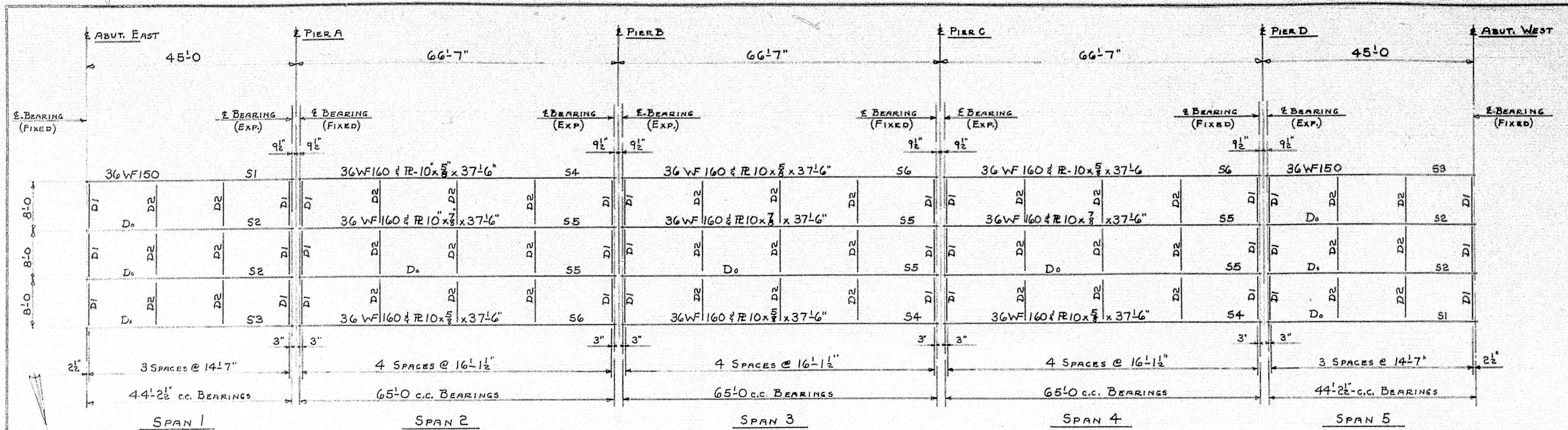
THE CLARKSON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION

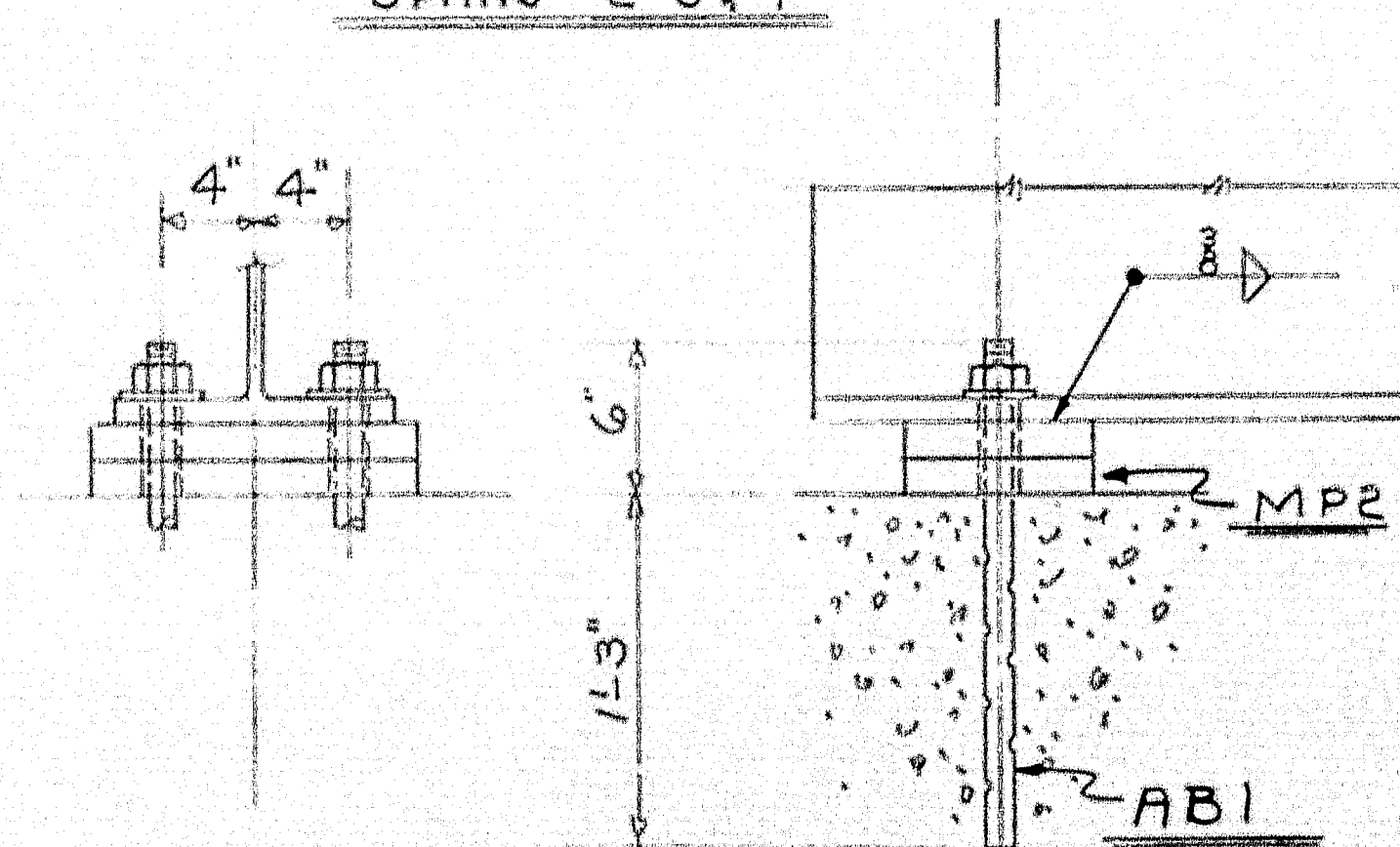
FOREST AVENUE
OVER
INTERSTATE #95
IN THE CITY OF
ORONO
PENOBSCOT COUNTY
REINFORCEMENT SCHEDULE

SHEET 5 OF 5 SHEETS AUGUSTA, MAINE



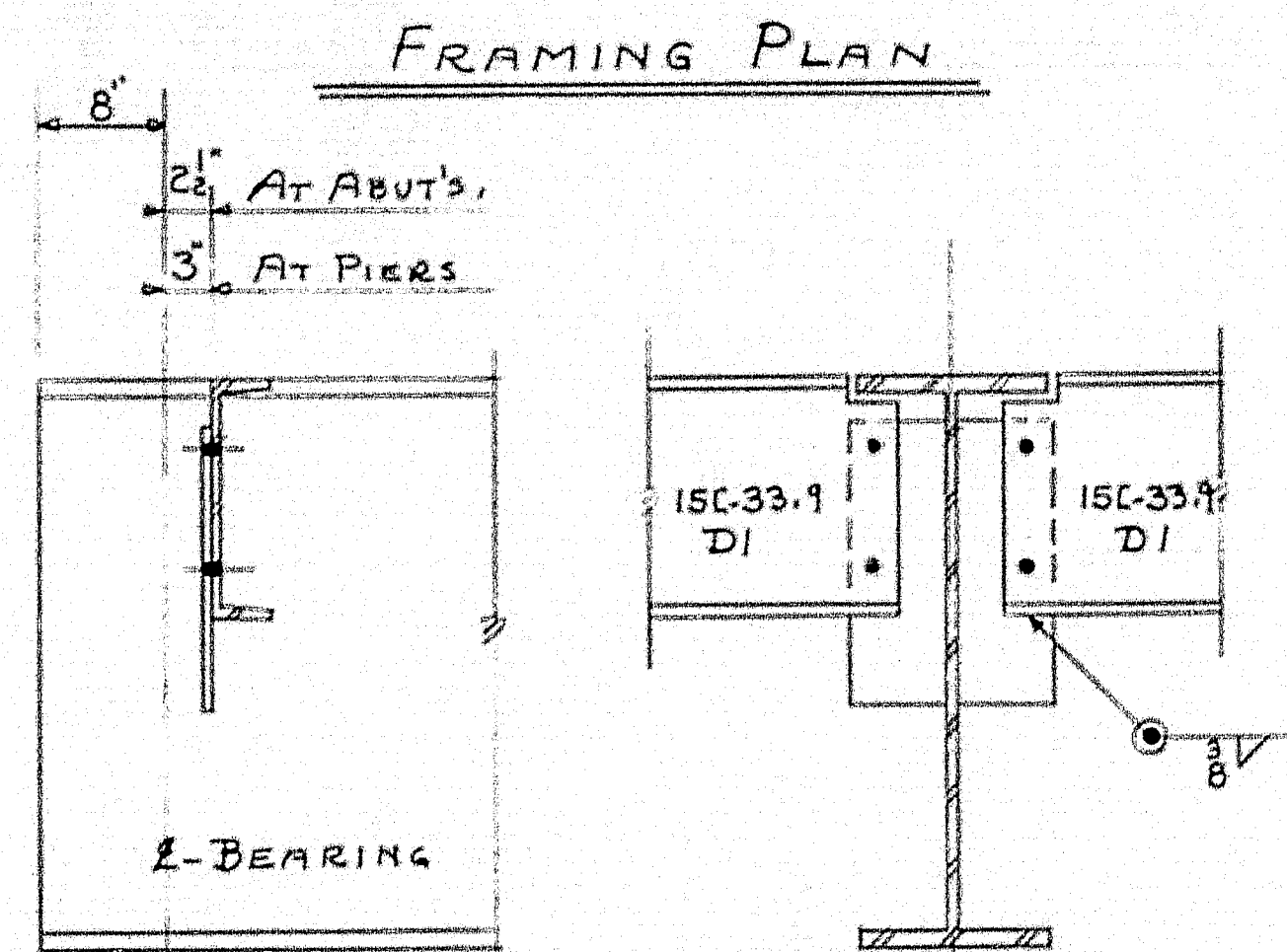
FIXED & EXPANSION BEARING DETAIL

SPANS 2-3 & 4



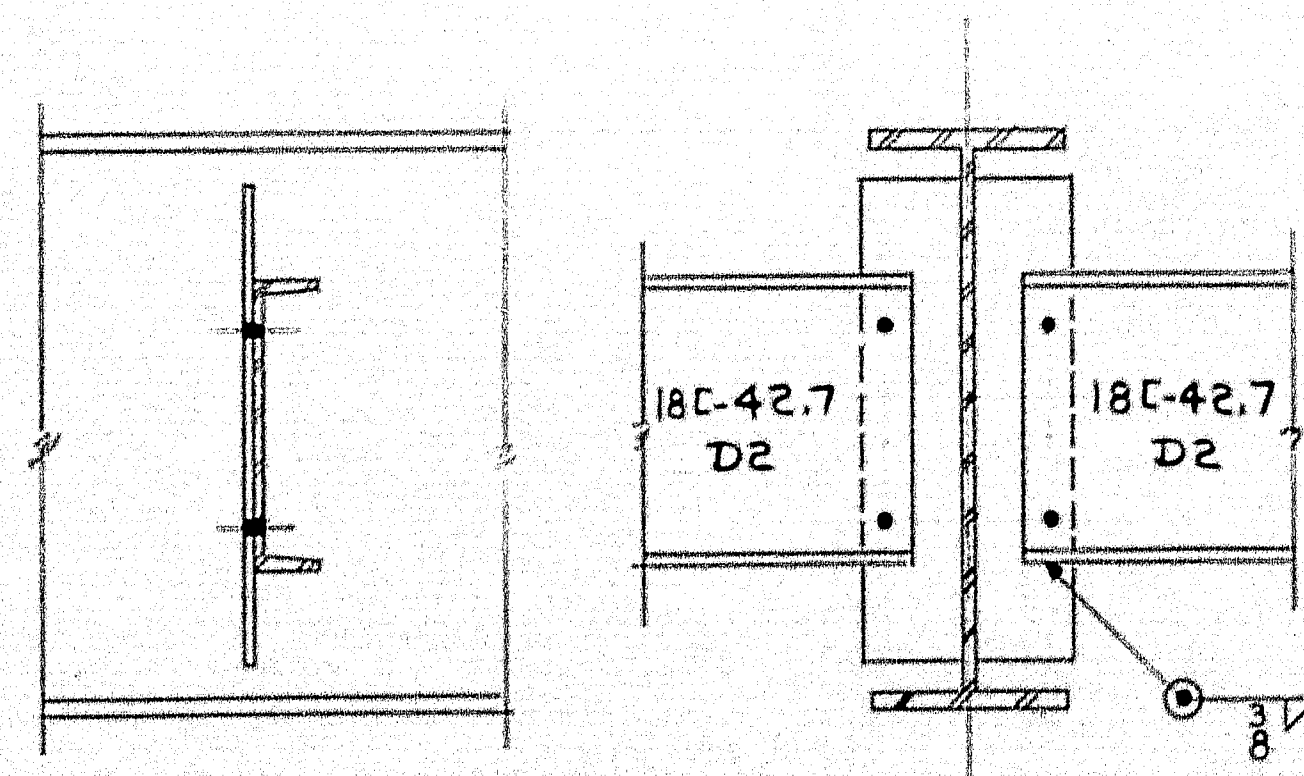
FIXED & EXPANSION BEARING DETAIL

SPANS 1 & 5



FRAMING PLAN

END DIAPHRAGM CONN'S.



INTERMEDIATE DIAPHRAGM CONN'S.

NOTES:
SHOP CONN'S WELDED
FIELD CONN'S WELDED
PAINT: STATE OF ME. SPEC'S.

APP'D-5-4-60

FRAMING PLAN

Bancroft & Martin Rolling Mills Company
Brewer, Maine

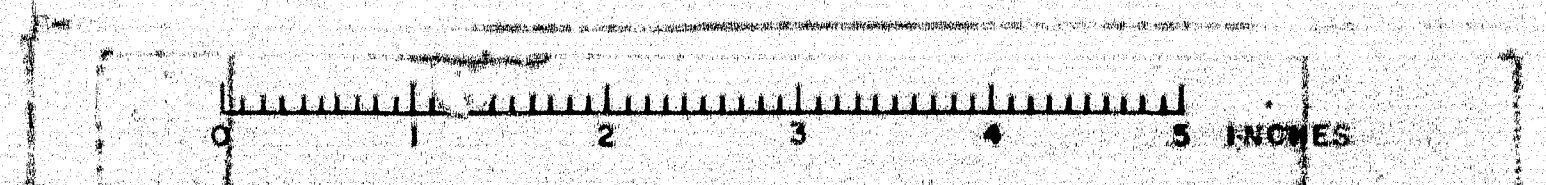
FOREST AVENUE BRIDGE
OVER INTERSTATE #95
ORONO, MAINE

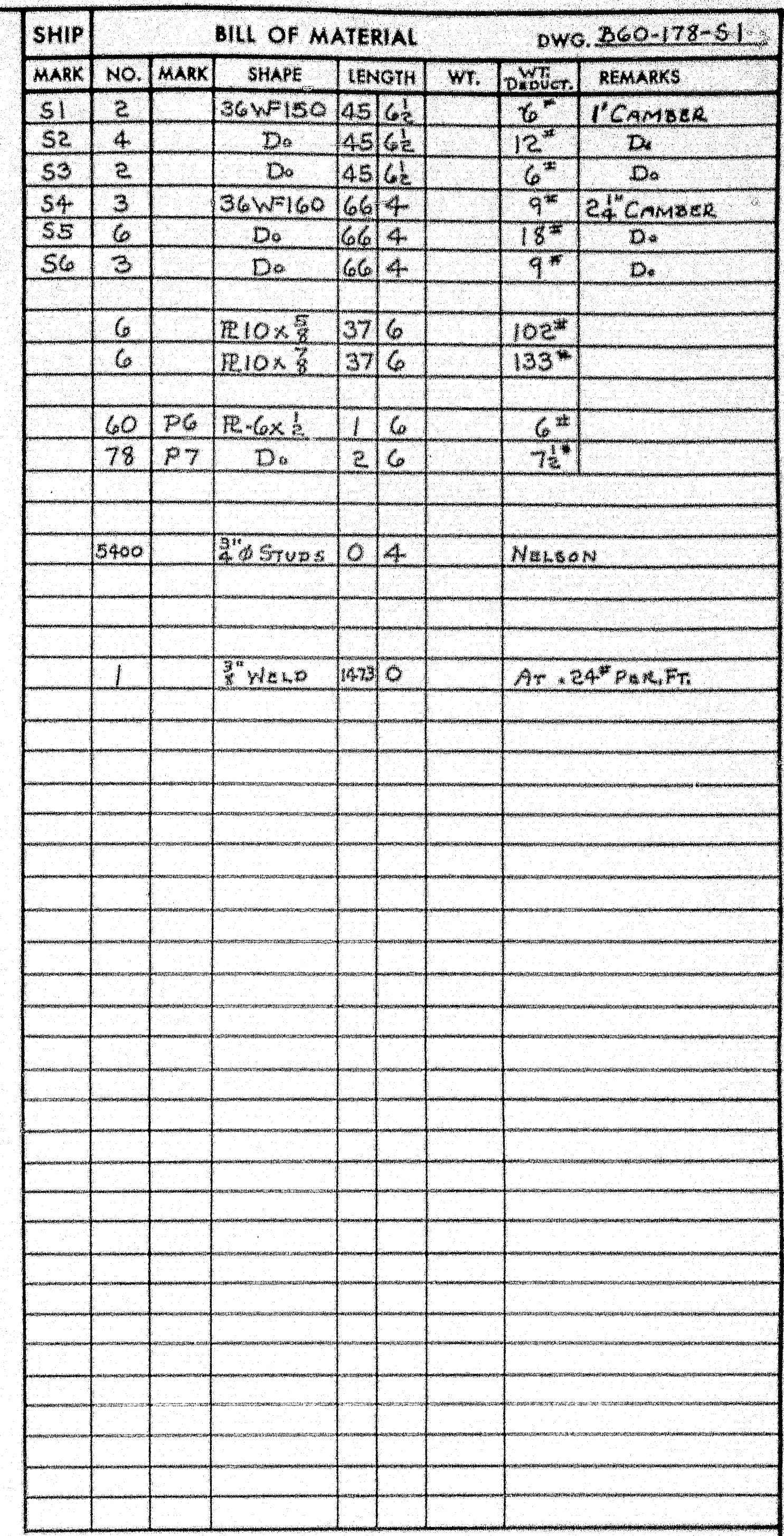
CUSTOMER REED & REED
DESIGNER CLARKSON ENG. CO.

ORDER VERBAL DWG. 360-178-E1

3-FIELD-5-6-60
1-SHOP-5-6-60
2-F/A-5-2-60

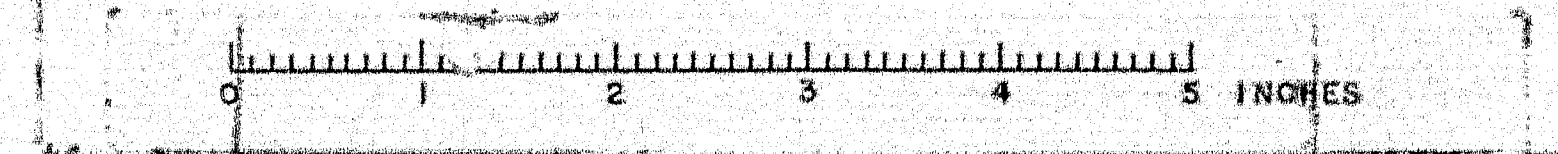
DRAWN	4-8-60 D.C.
REVISION	
REVISION	
REVISION	

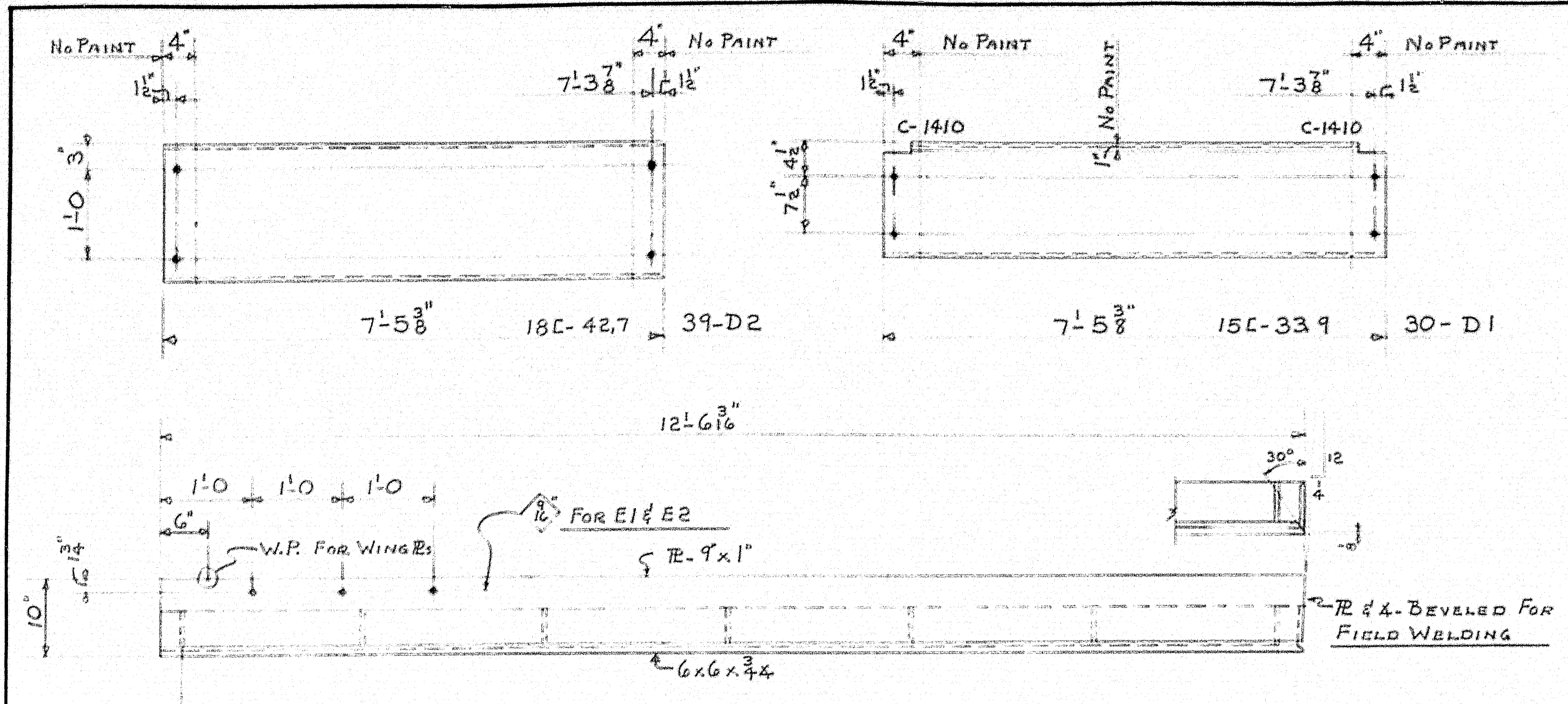




App'd 5-3-60

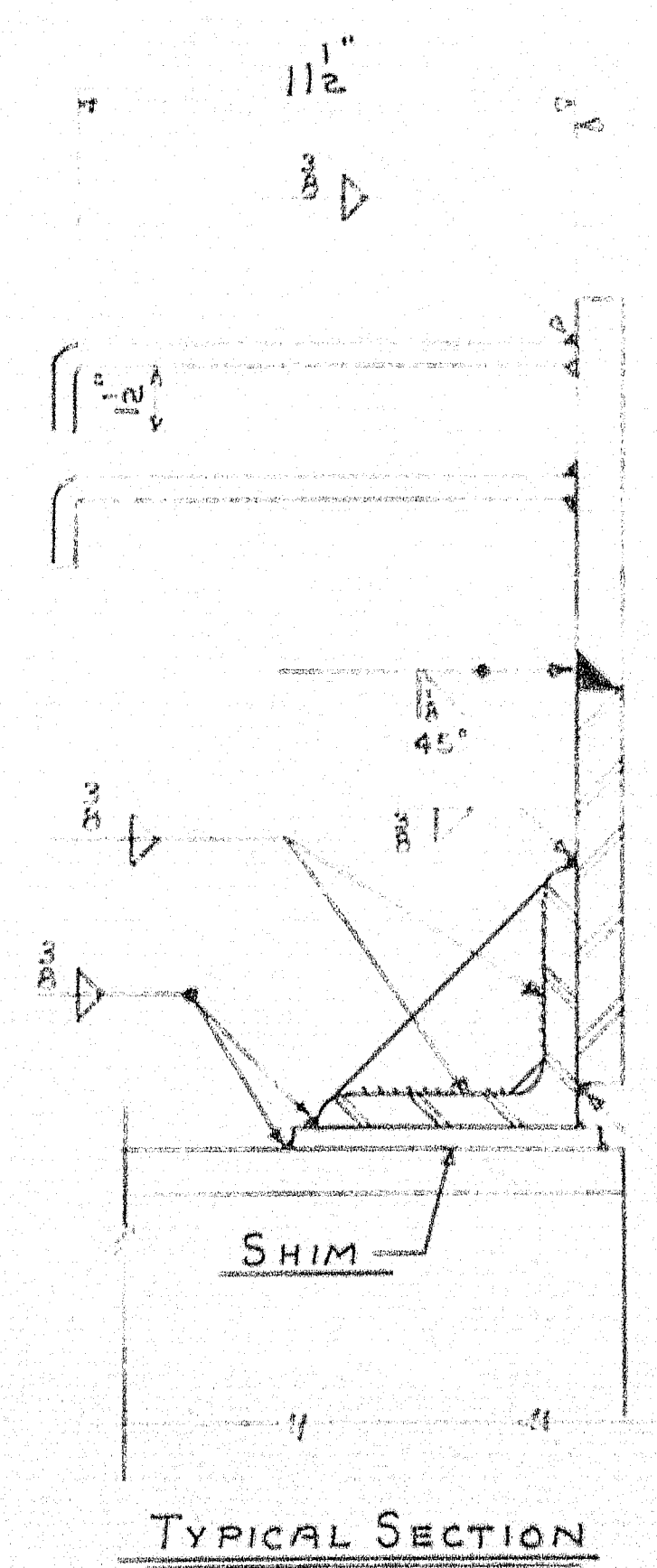
4-SHA P 5-6-60		STRINGERS	
3-DIST. 5-6-60		Bancroft & Martin Rolling Mill Company	
2-F/A-5-2-60		Brewer, Maine	
DRAWN 4-9-60 D.C.		FOREST AVENUE BRIDGE OVER INTERSTATE #95 ORONO MAINE	
REVISION		CUSTOMER <u>REED & REED</u>	
REVISION		DESIGNER <u>CLARKESON ENG. CO.</u>	
REVISION		ORDER <u>VERBAL</u>	DWG. <u>B60-178-S1</u>



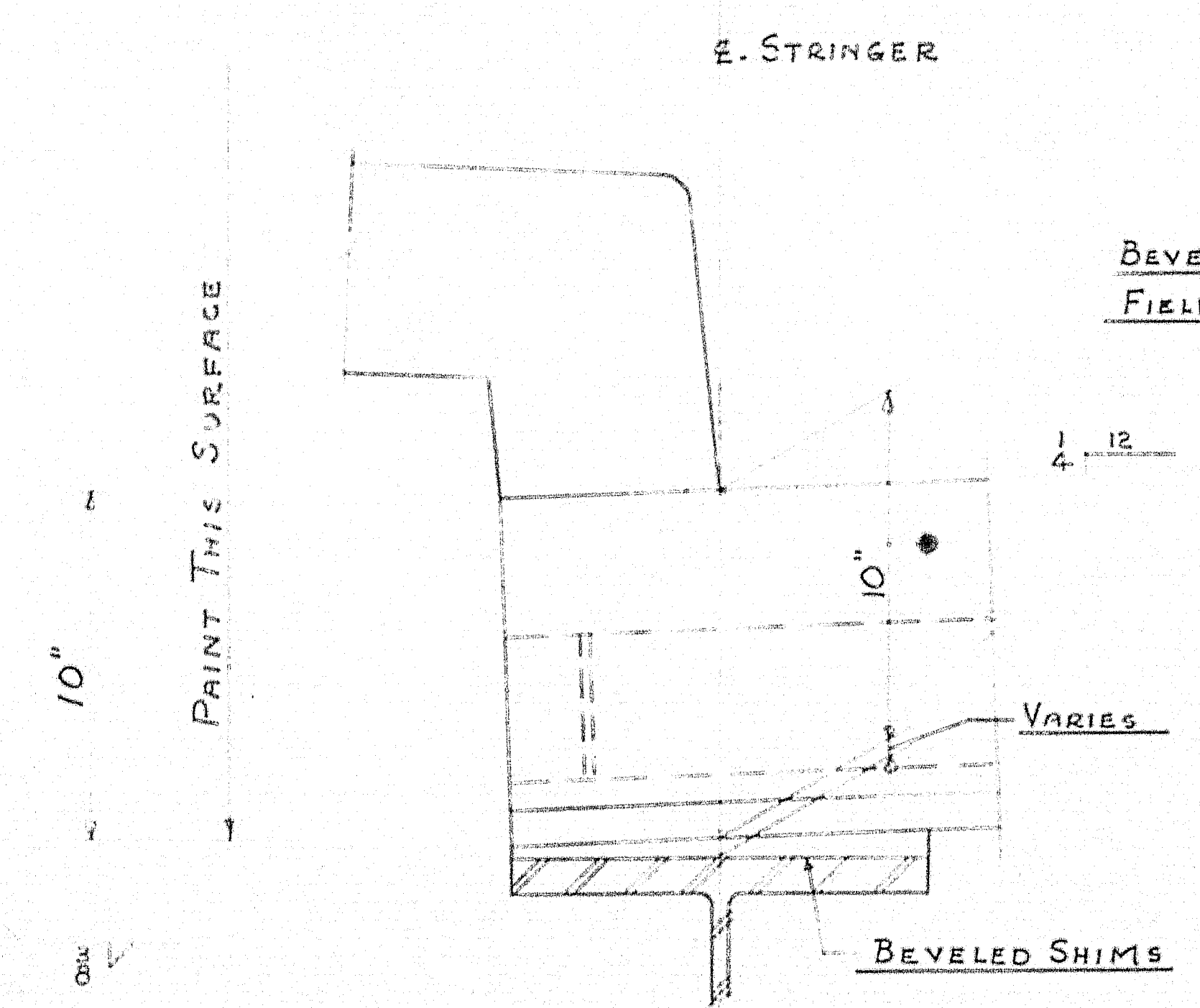


BAR-3" x 3/8" x 0'-7" @ 2'-0" O.C.

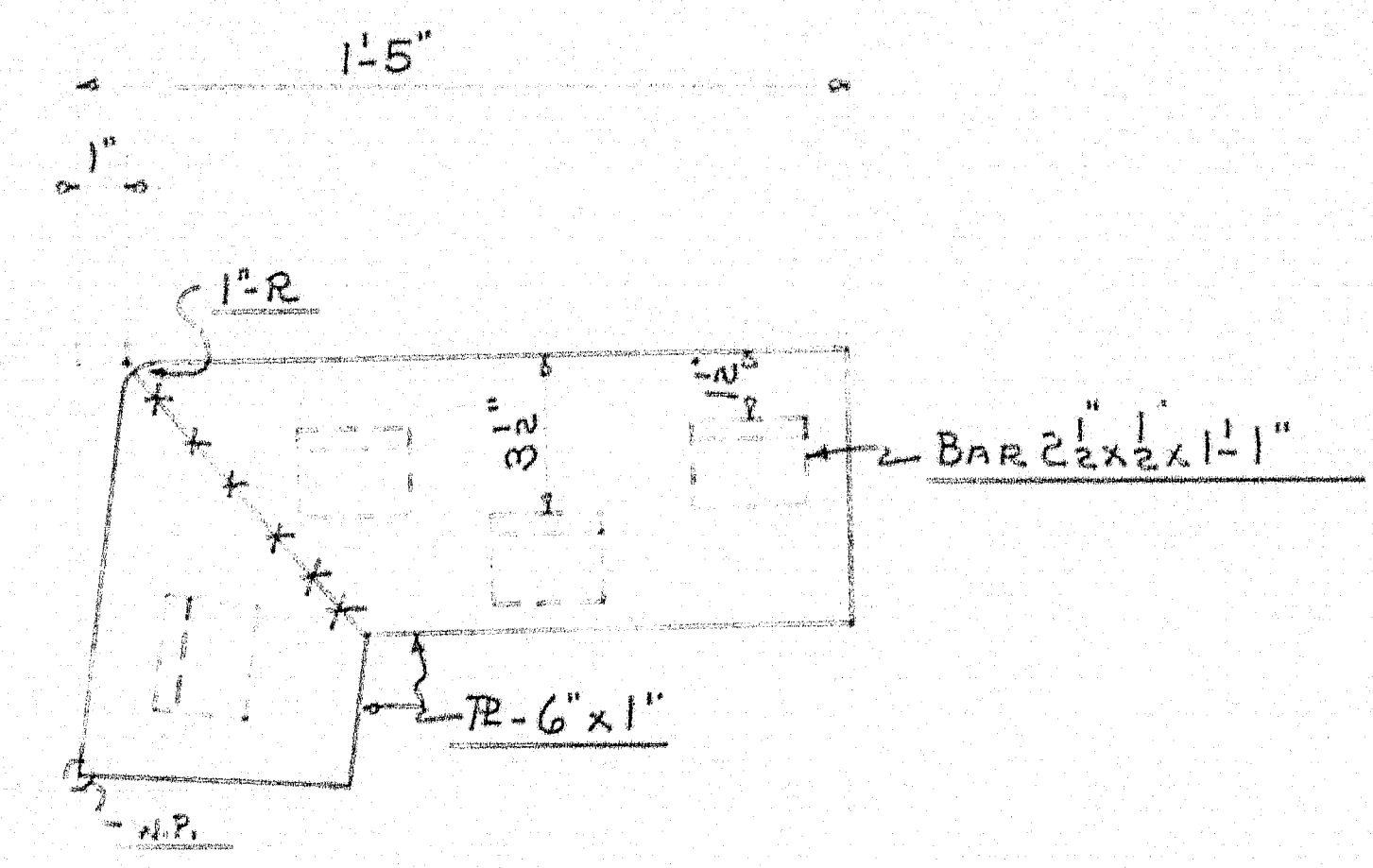
- 4 - E1 - AS SHOWN
- 4 - E2 - OPP. HAND
- 4 - E3 - AS SHOWN
- 4 - E4 - OPP. HAND



TYPICAL SECTION



PART ELEVATION



- 8 - W1 - AS SHOWN
- 8 - W2 - OPP. HAND

SHIP		BILL OF MATERIAL				DWG. B60-178-52	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	WT. DEDUCT.	REMARKS
D1	30		15C-33.9	7 5/8		151#	
D2	39		18L-42.7	7 5/8		132#	
E1	4		6x6x3/4	12 6		7#	
E2	4		D.	12 6		7#	
E3	4		D.	12 6		7#	
E4	4		D.	12 6		7#	
	16		R 9x1	12 6 3/16		25 1/2#	
	112		BAR-3x3/8	0 7		107#	
W1	8		R-6x1	1 7 1/2			
W2	8		D.	1 7 1/2			
	64		BAR 2 1/2 x 2 1/2	1 1			
			WELD	5/16 0			@.24# PER. FT.
FIELD	290		M.BOLT	0 2			

SHOP CONNECTIONS: WELD
 FIELD CONNECTIONS: WELD
 HOLES: 1/8" UNLESS NOTED
 PAINT: STATE OF MAINE SPEC'S.

APP'D 5-3-60

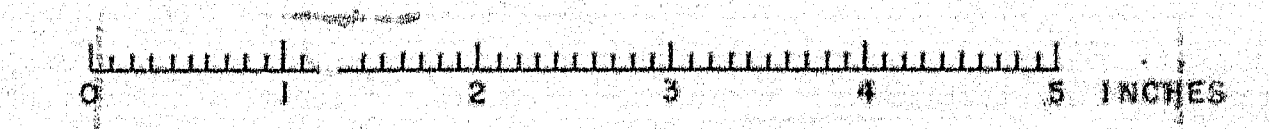
DIAPHRAGMS & EXPANSION DAMS
Bancroft & Martin Rolling Mills Company
 Brewer, Maine

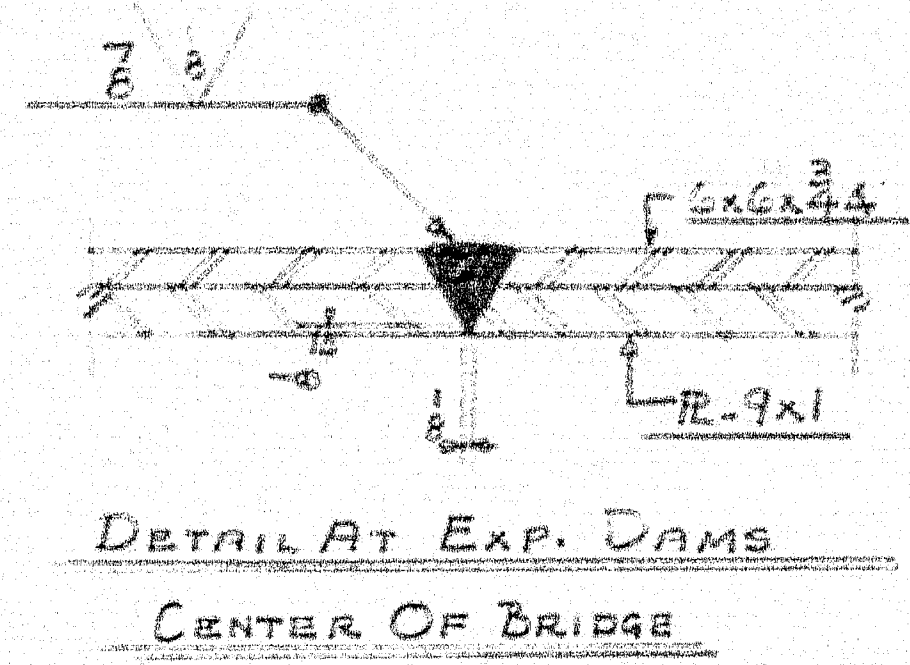
4-SHOP 5-6-60
 3-DIST. 5-6-60
 2-F/A-5-2-60

FOREST AVENUE BRIDGE
 OVER INTERSTATE #95
 ORONO, MAINE

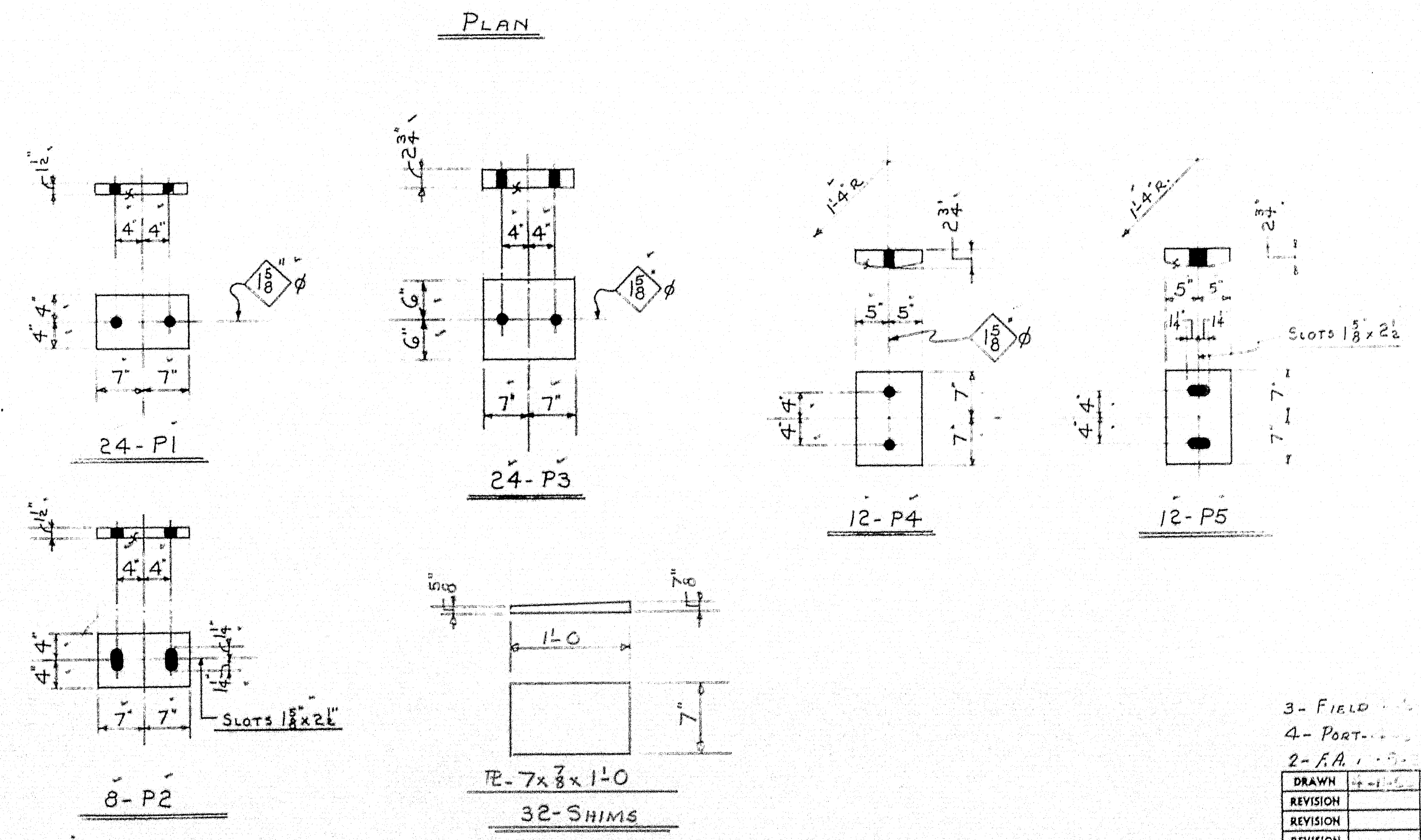
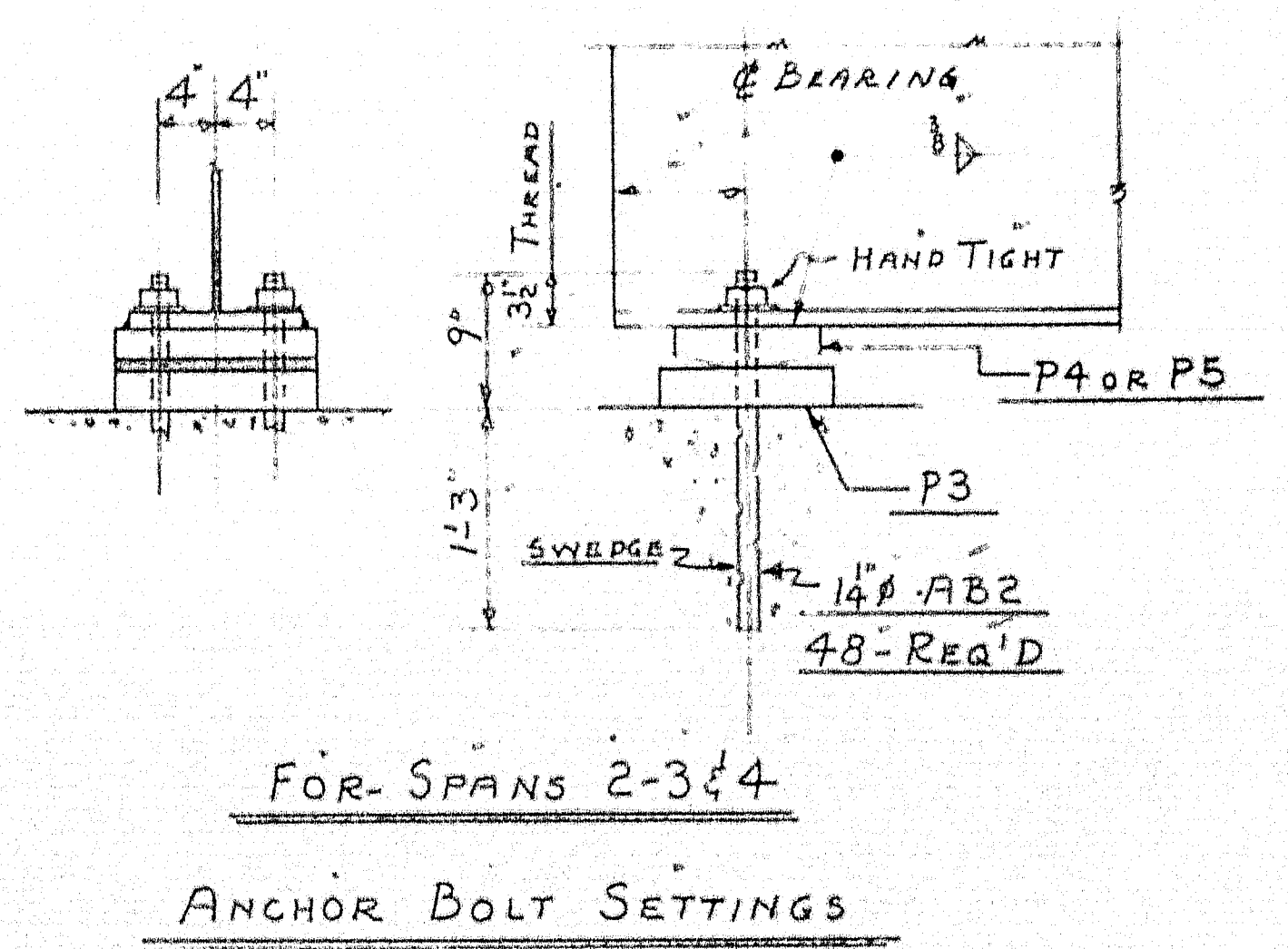
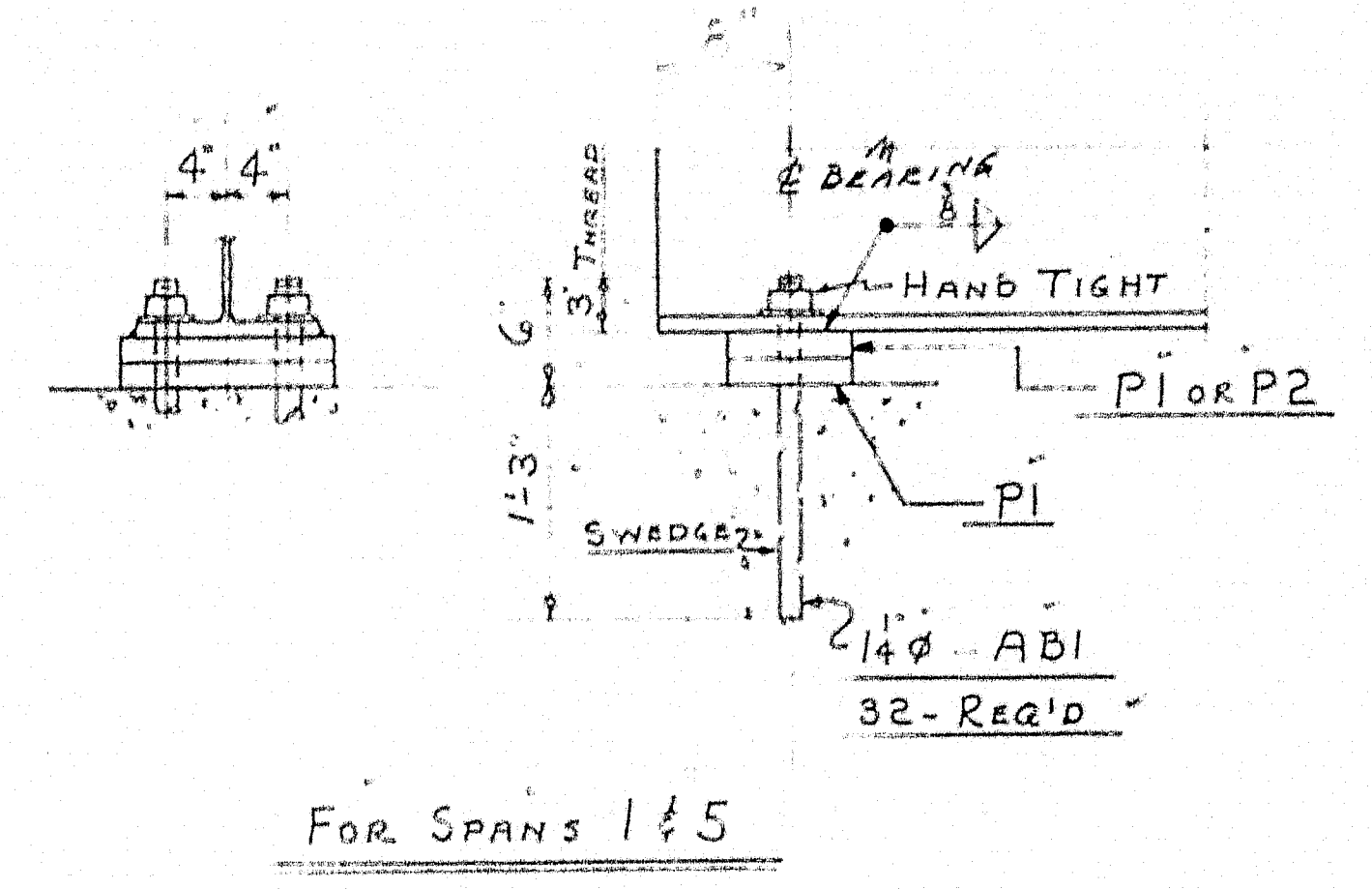
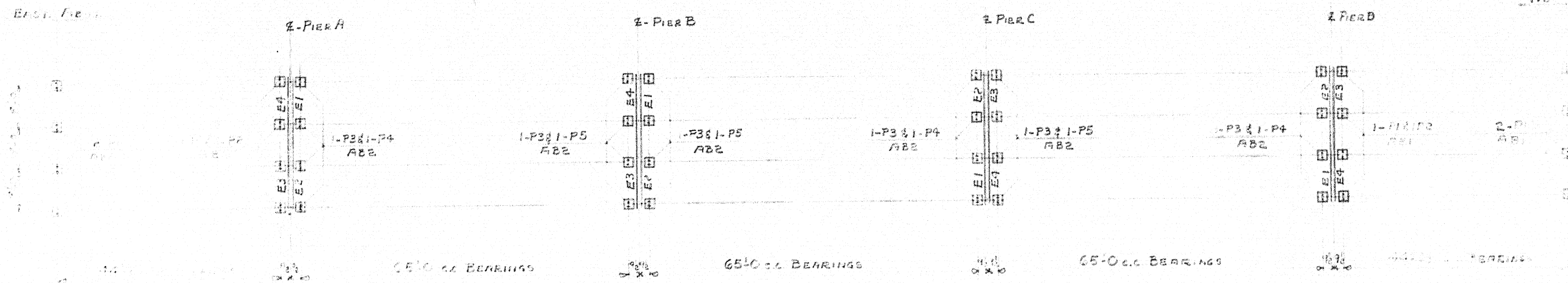
DRAWN 4-11-60 D.C.
 REVISION
 REVISION
 REVISION

CUSTOMER REED & REED
 DESIGNER CLARKSON ENG. CO. INC.
 ORDER VERBAL DWG. B60-178-52





SHIP BILL OF MATERIAL							
MARK	NO	MARK	SHAPE	LENGTH	WT	DELT	REMARKS
P1	24		E-9x1	12		42	
P2	8		E-9x1	12		24	
P3	24		E-12x3	12		77	
P4	12		E-12x3	12		10	
P5	12		E-12x3	12		10	
SHIM	32		3/4x3/4x1/2			17	
AB1	32		1/2x3/4x1/2				
AB2	48		1/2x3/4x1/2				
	80		1/2x3/4x1/2				



NOTES:
PAINT: STATE OF MAINE SPEC'S.
FIELDWELD SUE RES TO STRINGERS
COAT MACHINED SURFACES WITH
WHITE LEAD & TALLOW MIXTURE.

APP'D

SOLE RES-MASONRY RES & ANCHOR BOLTS

Bancroft & Norton Rolling Mills Company
Brewer, Maine

INTERSTATE No 95
MAINE

CUSTOMER
DESIGNER THE CLARKSON ENG. Co.

ORDER VERBAL DWG. 200-178-S3

DRAWN	1-1-5	D.C.
REVISION		
REVISION		
REVISION		

STATE OF MAINE STATE HIGHWAY COMMISSION

PLANS

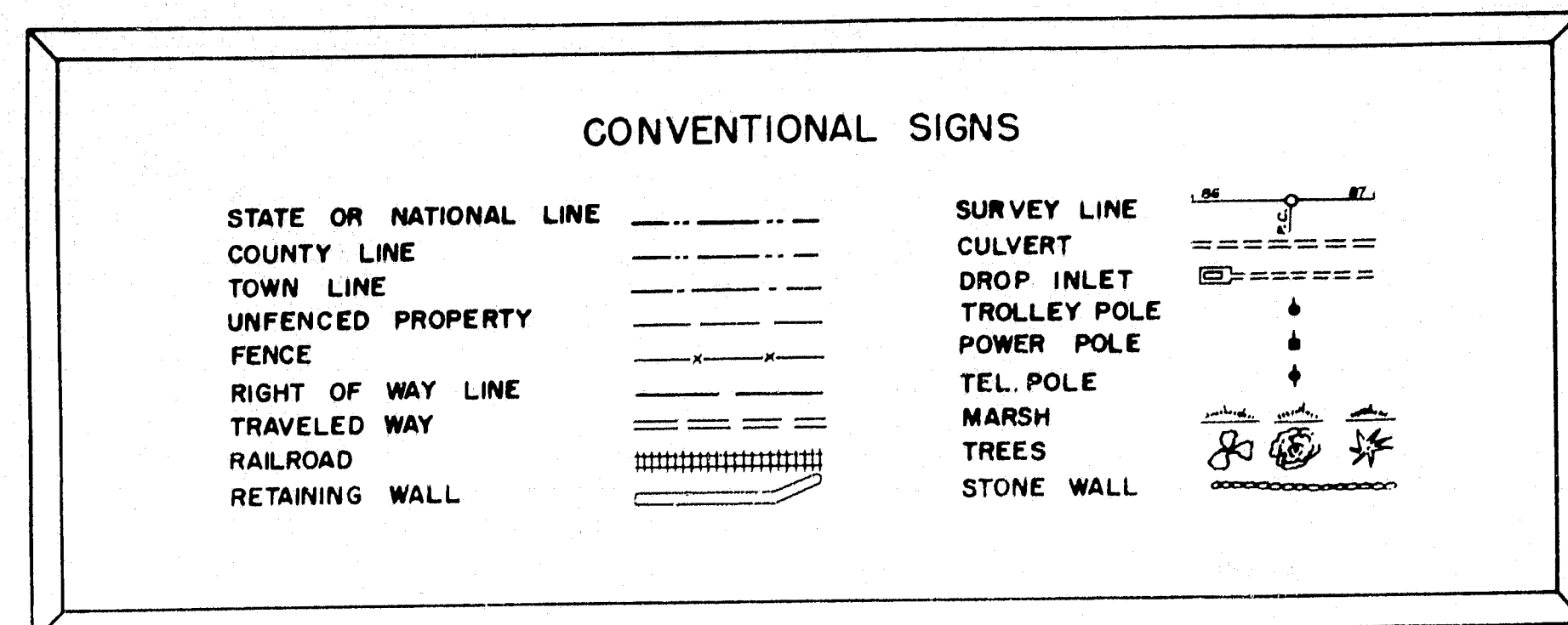
ORONO

PENOBSCOT COUNTY FOREST AVENUE AND BRIDGE OVER INTERSTATE #95 MAINE FEDERAL AID INTERSTATE #95

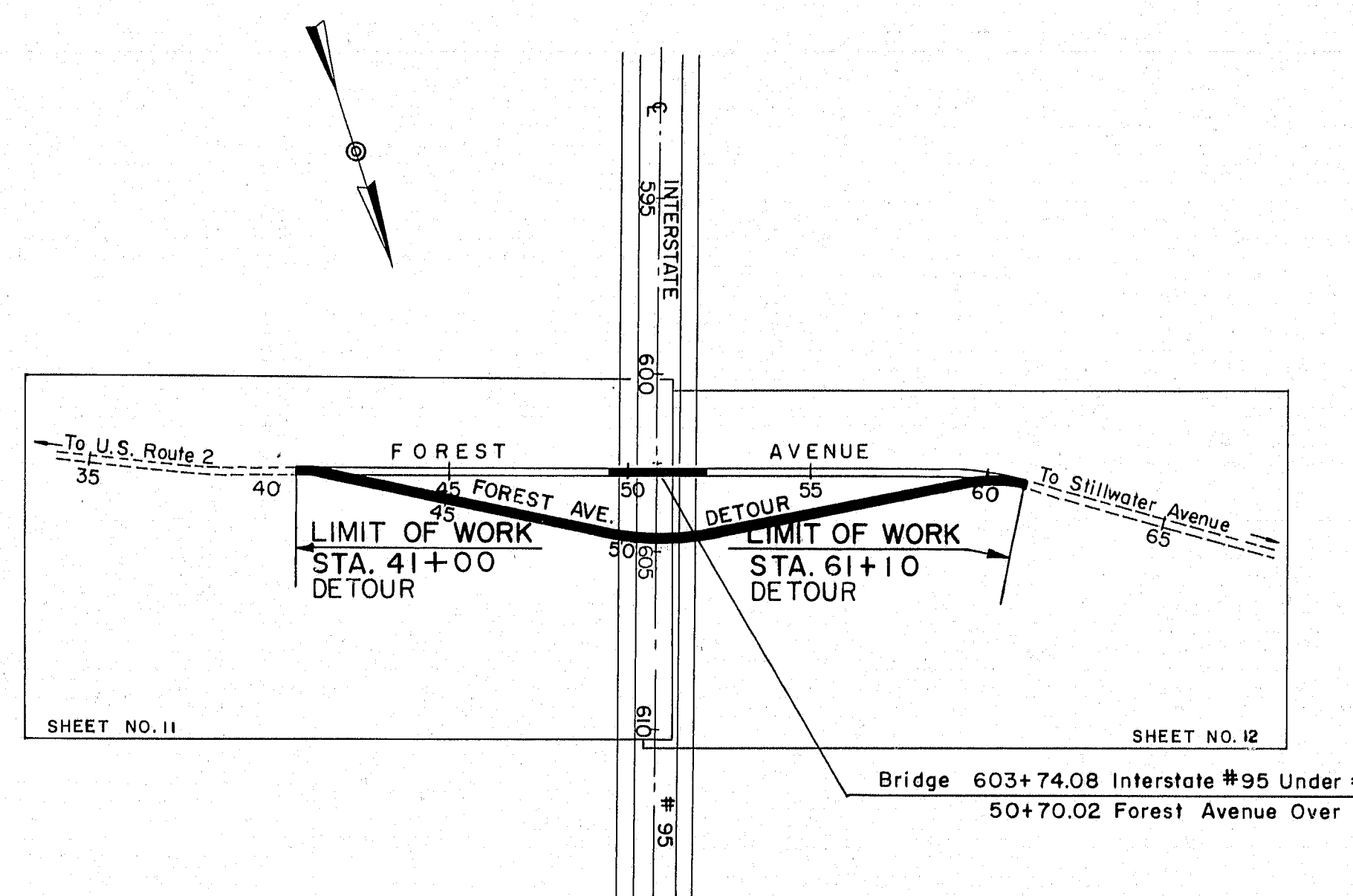
PROJECT NO. I-95-8(11)185

TOTAL LENGTH 0.00 MILES

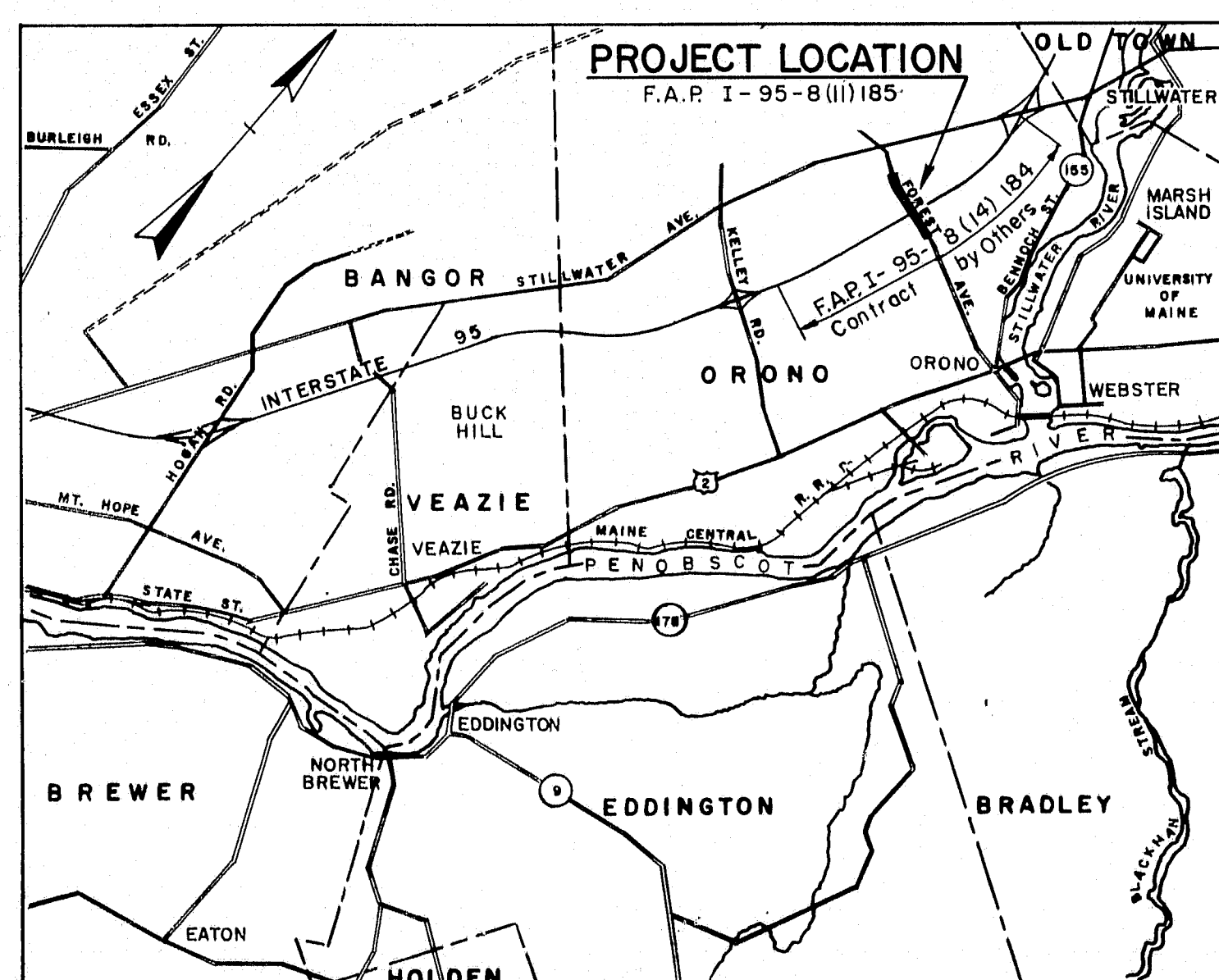
SCALES { PLAN 1 IN. = 50 FT.
PROFILE { HOR. 1 IN. = 50 FT.
VER. 1 IN. = 5 FT.
CROSS SECTIONS 1 IN. = 10 FT.



The work under this contract includes the construction of the Forest Avenue Bridge without pavement, but includes the approach fills and the construction of the Forest Avenue Detour.



LAYOUT PLAN
SCALE 1" = 400'



A PORTION OF PENOBSCOT COUNTY
APPROX. SCALE 1 IN. = 1 MILE

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

F.A.P. I-95-8(14)184 (an Interstate #95 grading Contract) is a concurrent Contract by others in the vicinity of the Limits of this project

A.D.T. (1960) = 720
A.D.T. (1980) = 980
D.H.V. (1980) = 98
D. (1980) = 65 %
T. (1980) = 8 %
V. (M.P.H.) = 45-50

APPROVED:
MAINE STATE HIGHWAY COMMISSION

David H. Stevens
CHAIRMAN
Robert A. Williams
CHIEF ENGINEER

CONSULTING ENGINEERS
THE CLARKESON ENGINEERING COMPANY, INC.
BOSTON MASS.
5/14/59 DATE

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