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

STATE OF MAINE
STATE HIGHWAY COMMISSION

PLANS

WATERVILLE

KENNEBEC COUNTY

MAINE FEDERAL AID INTERSTATE #95

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

TOTAL LENGTH 0.050 MILES

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

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

INDEX OF SHEETS

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

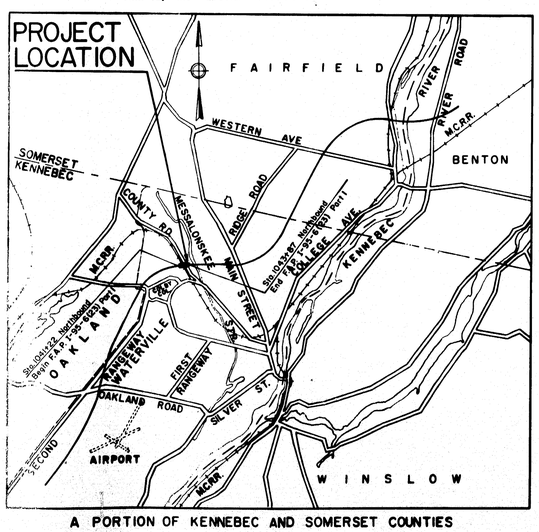
AS BUILT
1960

CONVENTIONAL SIGNS

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

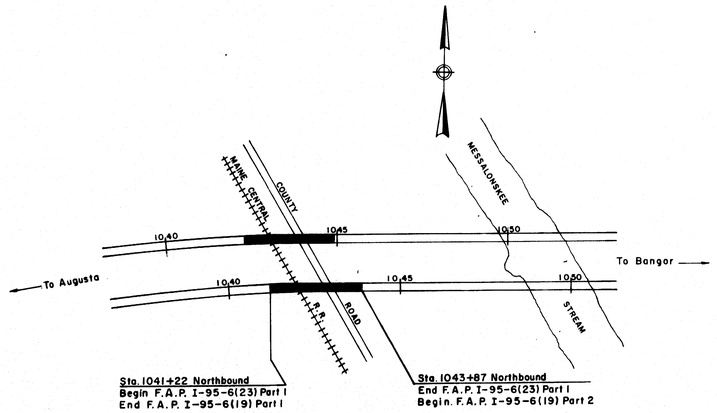
Interstate *95 shall be constructed to Top of Gravel Base only, within the Limits indicated on the Plans. Construction of Maine Central Railroad-County Road Bridge is included in this Contract.
Other Concurrent Contracts within the Limits of this Project are:
F.A.P. I-95-6(19) Part 1 and
F.A.P. I-95-6(19)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

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



A PORTION OF KENNEBEC AND SOMERSET COUNTIES

APPROX. SCALE 1IN. = 1 MILE



LAYOUT PLAN

SCALE: 1" = 200'

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

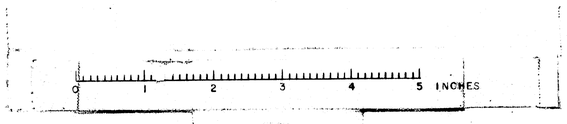
APPROVED:
MAINE CENTRAL RAILROAD CO.
_____ CHIEF ENGINEER.

APPROVED:
MAINE STATE HIGHWAY COMMISSION
_____ CHAIRMAN
_____
_____
_____ CHIEF ENGINEER

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

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

75-101



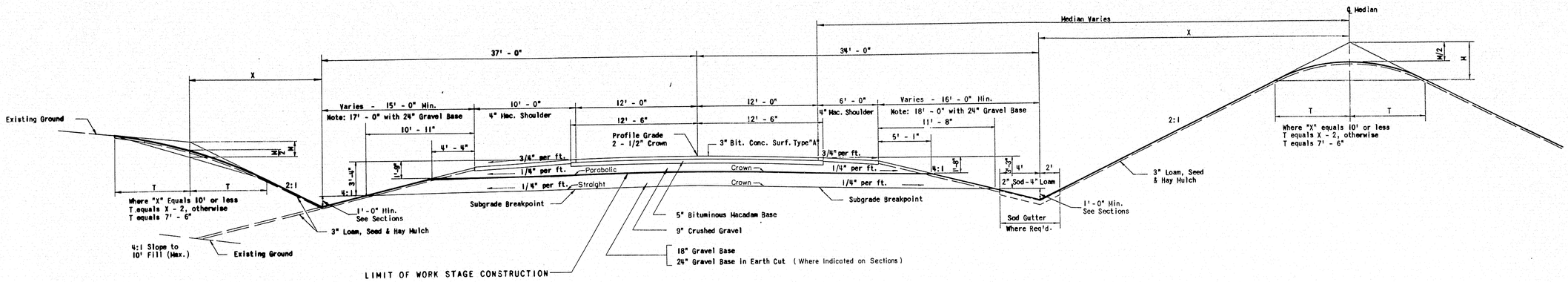
C. B. CO., NO. 370 17686

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

WATERVILLE INTERSTATE

GRADING CONTRACT — STAGE CONSTRUCTION

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



TYPICAL SECTION - NORMAL

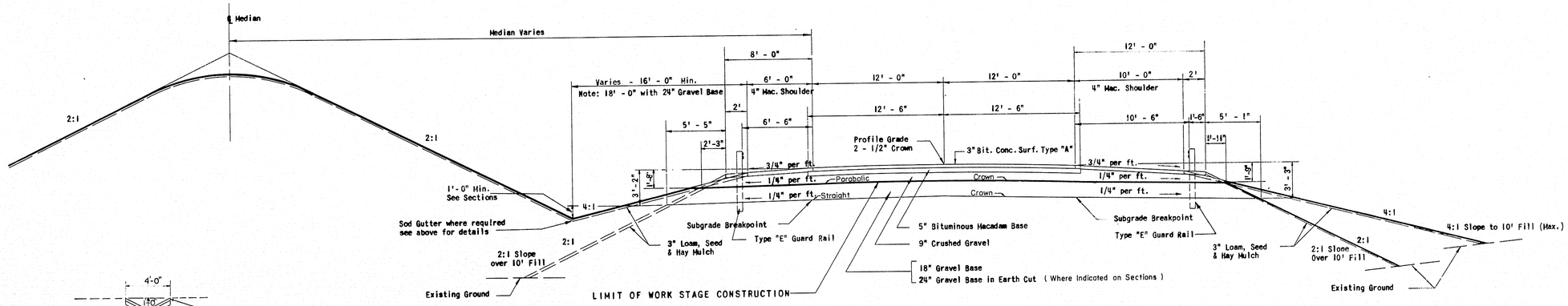
Scale: 1" = 5'

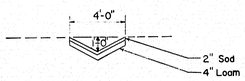
SOUTHBOUND INTERSTATE

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

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

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





SODDED "V" DITCH

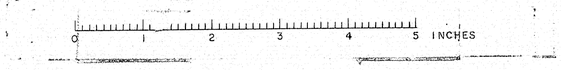
TYPICAL SECTION - NORMAL

Scale: 1" = 5'

NORTHBOUND INTERSTATE

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

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



MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

TYPICAL SECTIONS

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

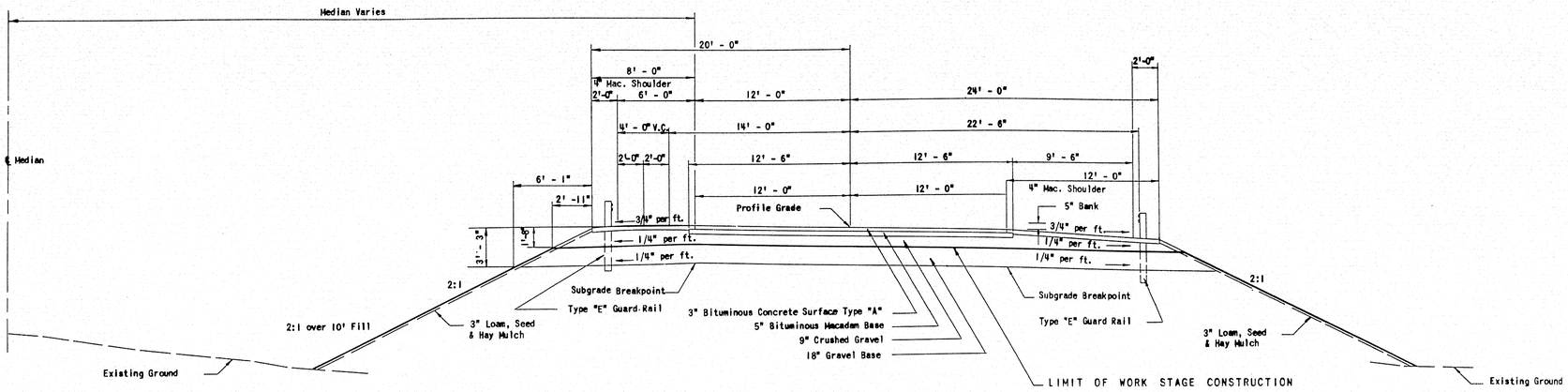
75-102

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

WATERVILLE INTERSTATE

GRADING CONTRACT — STAGE CONSTRUCTION

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



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

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

TYPICAL SECTION - SUPERELEVATED

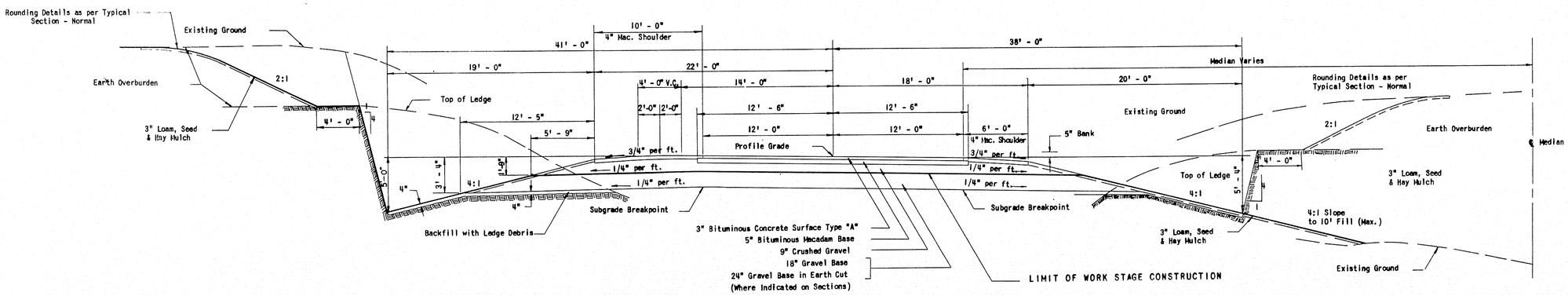
Showing B = 5" Superelevation for D = 0° - 30'

Scale: 1" = 5'

NORTHBOUND INTERSTATE

12' PAVED SHOULDER

For Quantities see Typical Section - Normal



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

TYPICAL SECTION - SUPERELEVATED

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

Scale: 1" = 5'

SOUTHBOUND INTERSTATE

6' PAVED SHOULDER

For Quantities see Typical Section - Normal

0 1 2 3 4 5 INCHES

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

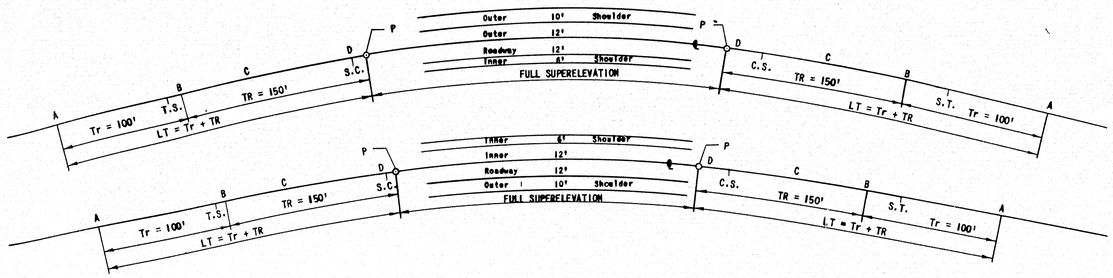
TYPICAL SECTIONS

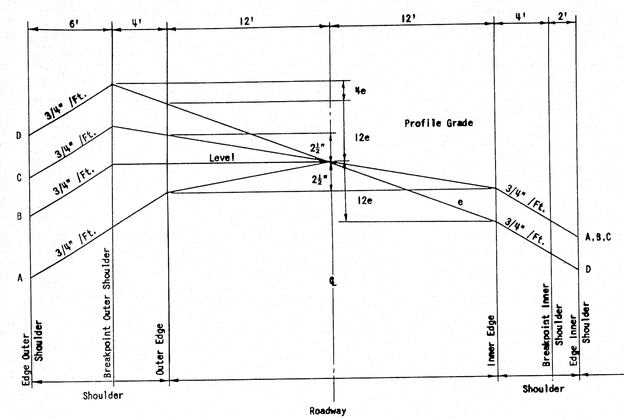
THE CLARKESON ENGINEERING CO.,INC.
CONSULTING ENGINEERS
BOSTON MASSACHUSETTS

75-103

B. P. R. DIV. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(23)	4	424

WATERVILLE INTERSTATE

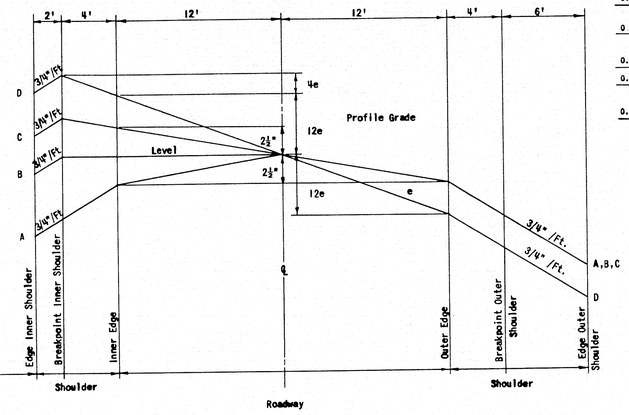




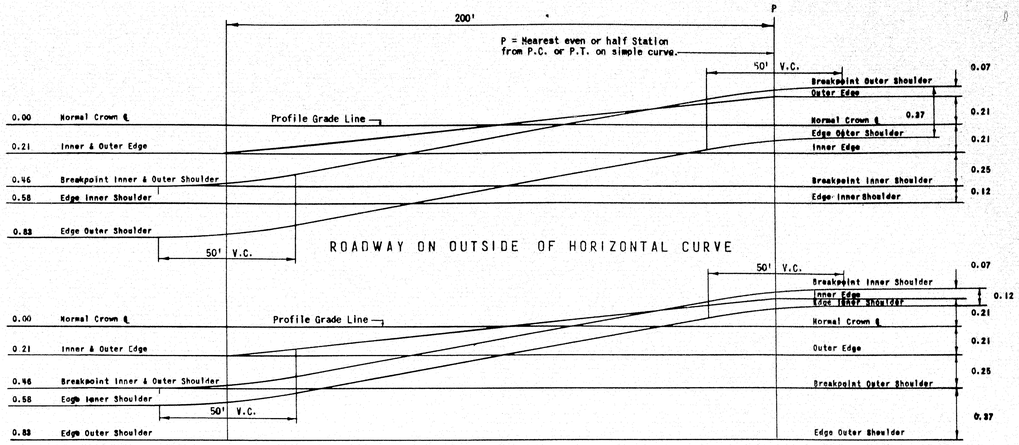
OUTER ROADWAY

BANKING DIAGRAM

1° - 30'



INNER ROADWAY



ROADWAY ON OUTSIDE OF HORIZONTAL CURVE

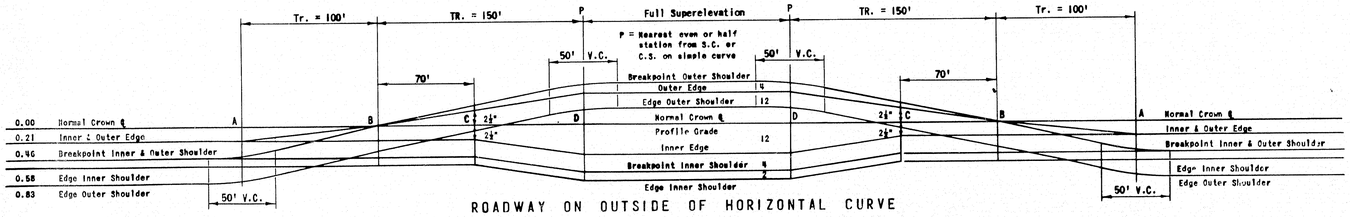
ROADWAY ON INSIDE OF HORIZONTAL CURVE

EDGE PROFILES D = 0°- 30'

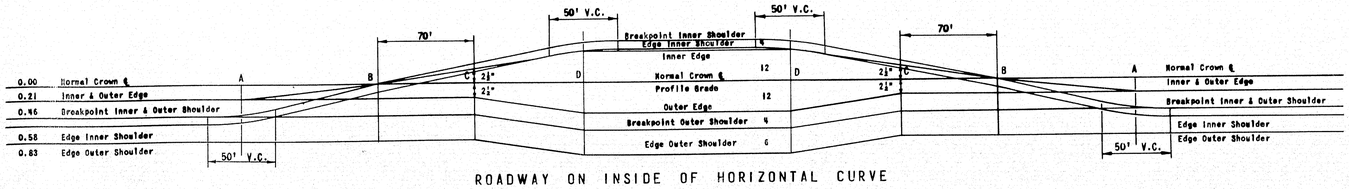
(SPIRALS NOT REQUIRED)

D = 0° - 30'

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



ROADWAY ON OUTSIDE OF HORIZONTAL CURVE



ROADWAY ON INSIDE OF HORIZONTAL CURVE

D = 1° - 30'

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

SUPERELEVATION CHART

P = Point of Full Superelevation, nearest even or half station on Simple Curve, unless otherwise noted,
e = Rate of Superelevation (foot per foot).
Tr = Tangent Runout (100 feet).
TR = Transition Runoff (Varies).
LT = Total Length of Transition (Tr + T).

NOTES:

1. All distances are in feet and are added (+) to or subtracted (-) from Profile Elevation.
2. Fifty (50) foot Vertical Curves, shown, are to be used when grade changes are more than 0.30%.

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

MAINE STATE HIGHWAY COMMISSION
AUGUSTA MAINE

SPECIAL DETAILS

SUPERELEVATION DATA

75-105

0 1 2 3 4 5 INCHES

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

WATERVILLE INTERSTATE

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

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

SEE SHEET 22

MAINE

Western Union Telegraph Co.

W.U.T. # 83/10

COUNTY ROAD

CENTRAL R.R.

MESSALONSKEE STREAM

COLBY COLLEGE

JOHN H. STETSON

STA. 1045+50 SOUTHBOUND LIMIT OF WORK

STA. 1041+50 SOUTHBOUND LIMIT OF WORK

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

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

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

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

C.S. 1041+16.22

S.T. 1043+16.22

20'-Sodded 'V' Ditch

Grade to Drain (By Others)

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

SOUTHBOUND INTERSTATE #95

NORTHBOUND INTERSTATE #95

N 88°-28'-52"E 3418.65'

N 88°-02-01"E. 3627.52'

Approx. Location of Temporary Railroad Grade Crossing

66.2° RCP DITCH

Line of Improvement

Woods-Small Mixed Growth

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

1039+30 to 1042+05 Rt.

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

C.S. 1039+64.64

S.T. 1041+64.64

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

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

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

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

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

Woods

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

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

Temporary relocation of wire service buried cable during construction of Project I-95-6(19) and I-95-6(23) Part 1

STA. 1040+50 NORTHBOUND LIMIT OF WORK

STA. 1044+50 NORTHBOUND LIMIT OF WORK

12" C.M.P.

Pipe

Line of Improvement

R/W

150'

100'

FOR REVISED LIMITS OF WORK SEE CHANGE ORDER No. 2

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

0 1 2 3 4 5 INCHES

75-106

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I - 95 - 6 (23)	6	214

WATERVILLE INTERSTATE

FOR REVISED LIMITS OF WORK SEE CHANGE ORDER NO. 2

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

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

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

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

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

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

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

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

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

Sta. 1040+50 Northbound
Limit of Work

Sta. 1044+50 Northbound
Limit of Work

Sta. 1041+22 Northbound
Begin F.A.P. I-95-6(23) Part 1

Sta. 1043+87 Northbound
End F.A.P. I-95-6(23) Part 1

Sta. 1041+50 Southbound
Limit of Work

Sta. 1045+50 Southbound
Limit of Work

Existing Ground Southbound
Existing Ground Northbound

Construct to Top of 18" Gravel Base only.

Finished Grade Southbound
Finished Grade Northbound

-2.16%

-2.09%

-2.09%

V.C. = 1200'

V.C. = 1200'

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

Northbound H.L.S.D. = 950± d = 7.74' C = 46"

Construct to Top of 18" Gravel Base only. Northbound (By Others)

Construct to Top of 24" Gravel Base only. Southbound (By Others)

Construct to Top of 18" Gravel Base only. (By Others)

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

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

Southbound 24"–18" Gravel Base (By Others)

Messalonskee Stream

		1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053
South-bound	Existing Grade	190.0	189.3	182.7	178.8	174.0	162.0	146.0	146.0	130.0	130.0	128.3	123.3	116.9	93.0	90.7	95.0	100.7
	Finished Grade	185.09	183.00	180.91	178.82	176.73	174.64	172.55	170.46	168.37	166.28	164.24	162.62	161.46	160.54	160.79	161.49	
North-bound	Existing Grade	191.4	185.0	178.6	165.0	153.0	144.0	140.0	131.1	127.0	109.2	104.2	107.9	85.6	92.2	95.5	106.0	119.9
	Finished Grade	182.05	179.89	177.73	175.57	173.41	171.25	169.09	166.93	164.77	162.73	161.11	159.92	159.15	158.82	158.96	159.45	160.40

INTERSTATE #95 (WATERVILLE INTERSTATE)

0 1 2 3 4 5 INCHES

75-107

75-143

B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.
J.	MAINE	2-98-8(124)	23

NO.	BY	DATE

ORIGINAL SURVEY	SURVEYED	R.E. Butler 4-1947
	PLOTTED	L.J.P. 5-7-47
NOTE BOOK	TEMPLATE	
	AREAS	
	AREAS CHECKED	

FINAL SURVEY	SURVEYED	
	PLOTTED	
NOTE BOOK	TEMPLATE	
	AREAS	
	AREAS CHECKED	

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

5 INCHES.

SH. 18A OF 44

FINAL SURVEY		BY	DATE
NOTE BOOK NO. 24-1	SURVEYED	K.C. W.	1-11-60
	PLOTTED	C.A. W.	1-11-60
	TEMPLATE	J.S.H.	2-2-60
	AREAS	J.S.H.	2-2-60
	AREAS CHECKED	[illegible]	2-2-60

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO. 24-1	SURVEYED	[illegible]	6-3-33
	PLOTTED	[illegible]	6-3-33
	TEMPLATE	[illegible]	6-15-33
	AREAS		
	AREAS CHECKED		

E=0977

E=0978

4456

2+10

MAIN SHEET

1250

1250

BRUNING NO. 605 23031

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

75-144

0 1 2 3 4 5 INCHES

SH 18B OF 44

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED	WHC	2-20-59
NOTE BOOK	WHC	2-20-59
NO. 84-1	JMH	3-2-59
AREAS CHECKED	C.A.H.	3-2-59

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED	W.H.C.	11-24-58
TEMPLATE	JMH	11-24-58
NOTE BOOK	WHC	11-24-58
AREAS	C.A.H.	11-24-58
AREAS CHECKED		
NO.		

75-145

PLATE 3—CROSS SECTION O. P. R. & R. E.

MADE AND PRINTED IN U.S.A.
CHARLES BRUNING COMPANY, INC.

BRUNING NO. 605 33931

0 1 2 3 4 5 INCHES

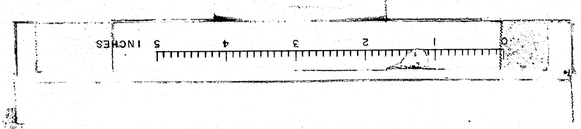


PLATE 3—CROSS SECTION O. F. N. A. R. E.
MADE AND PRINTED IN U.S.A.
CHARLES BRUNING COMPANY, INC.

BRUNING NO. 005 53031

75-151

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED	WAC	8/1/57
	TEMPLATE	CAV	8/1/57
	AREAS		
	AREAS CHECKED		
NO.			

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

SN.21A OF44

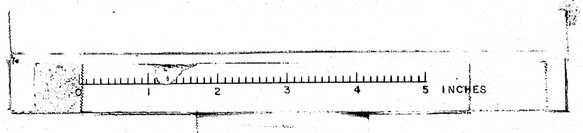
SH 21C OF 44

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

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED	WLC	8-22-75
	PLOTTED	CWL	10-16-75
	TRACED		
	AREAS		
	AREAS CHECKED		

STA. 1000+00 LENGTH OF WORK

75-153



SH 21D OF ##

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

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

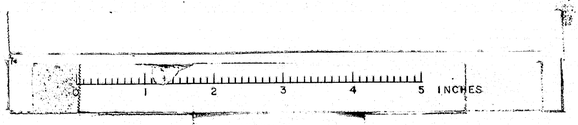


PLATE 3—CROSS SECTION O. P. R. & R. E.

MADE AND PRINTED IN U.S.A.
CHARLES BRUNING COMPANY, INC.
BRUNING NO. 805 23031

75-154

SH. 23A OF 44

FINAL SURVEY	BY	DATE
SURVEYED	VSC	1-23-80
PLOTTED	VSC	2-11-80
NOTE BOOK		
TEMPLATE	DDB	2-11-80
AREAS	F.T.M.	2-11-80
NO. 24-1	AREAS CHECKED	

ORIGINAL SURVEY	BY	DATE
SURVEYED	V.S.C.	10-23-56
PLOTTED	V.S.C.	11-16-56
TEMPLATE		
NOTE BOOK		
NO. 24	AREAS CHECKED	

STA 82+00 LIMIT OF WORK

STA 82+00 LIMIT OF WORK

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

BRUNING NO. 605 22821

75-156

0 1 2 3 4 5 INCHES

SH. 24A OF 44

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	1966	12-66
NO. 24-1	PLOTTED	JHB	3-1-67
	TEMPLATE		
	AREAS	1967	3-1-67
	AREAS CHECKED	JHB/AL	3-21-67

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	W.C.	11-26-58
NO. 22-1	PLOTTED	C.C.W.	11-26-58
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

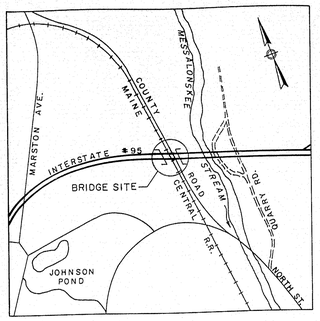
EUREKA NO. 600 2207

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

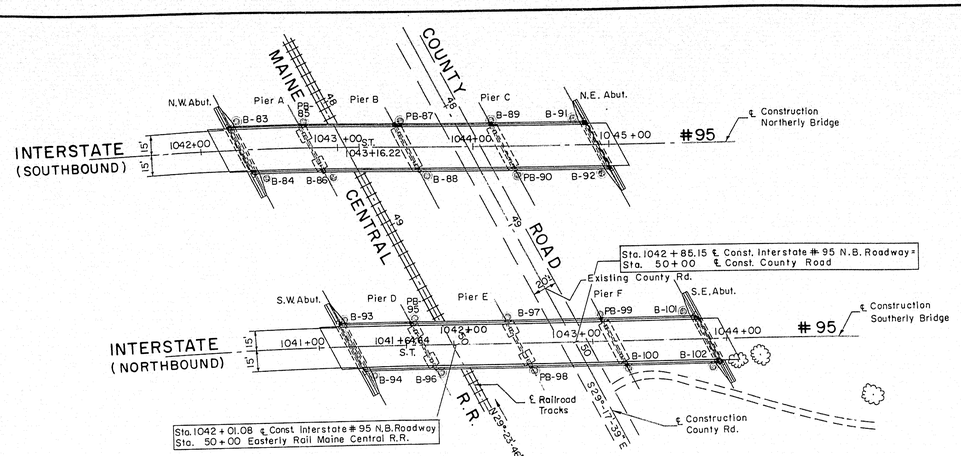
75-158

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(23)	7	12

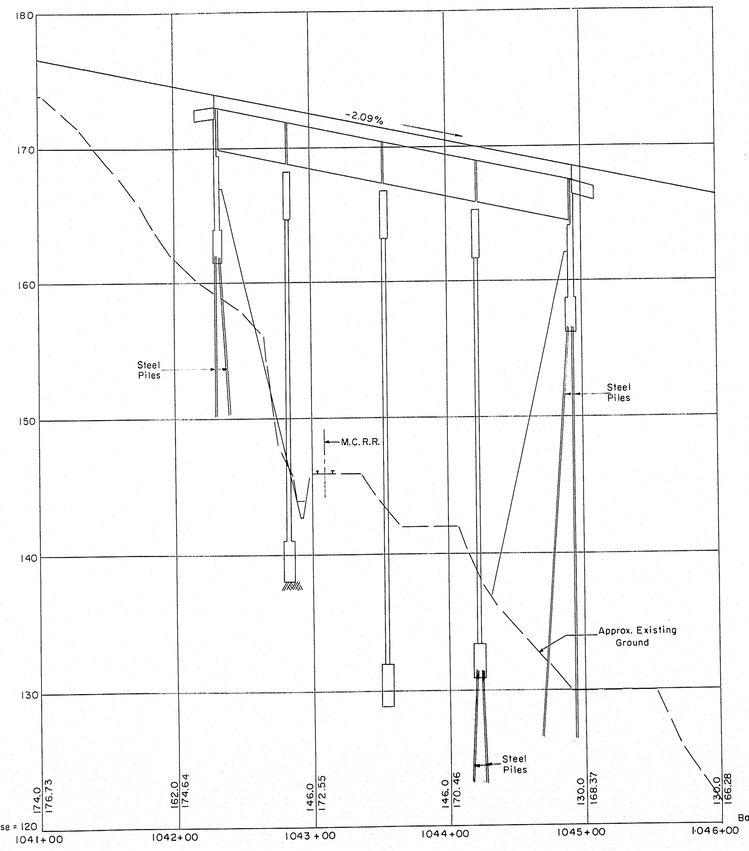
WATERVILLE INTERSTATE



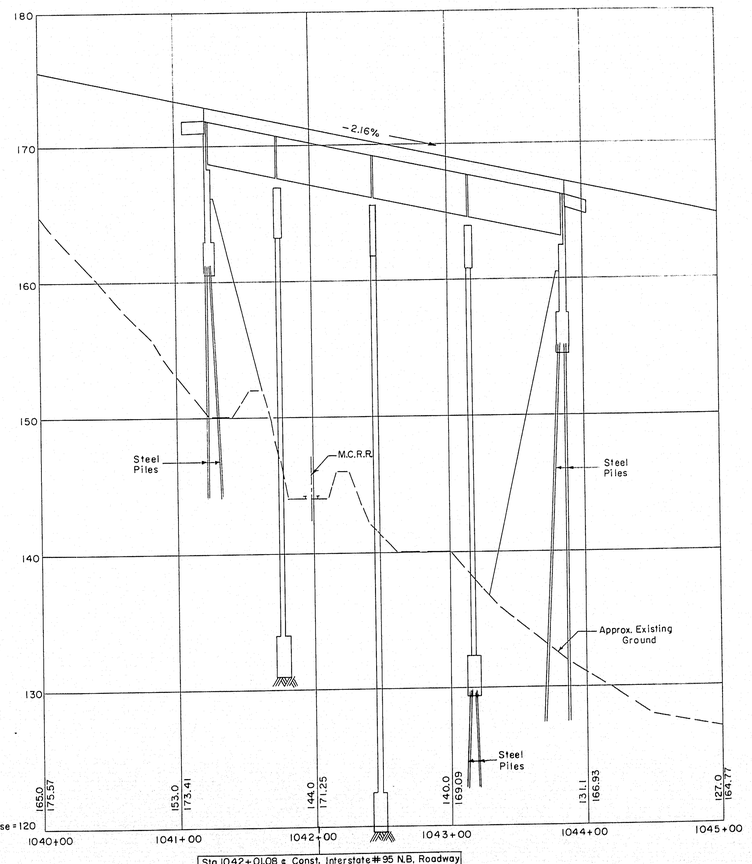
LOCATION MAP
Not to Scale



KEY PLAN
Scale: 1"=50'-0"



PROFILE ALONG INTERSTATE #95 (NORTHERLY BRIDGE)
Scale: Hor. 1"=50'
Vert. 1"= 5'



Sta. 1042+01.08 ℄ Const. Interstate #95 N.B. Roadway
Sta. 50+00 Easterly Rail Maine Central R.R.

PROFILE ALONG INTERSTATE #95 (SOUTHERLY BRIDGE)
Scale: Hor. 1"=50'
Vert. 1"= 5'

GENERAL NOTES

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

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

Design Stresses: Structural Steel f_s = 18,000 p.s.i.
Reinforcing Steel f_s = 18,000 p.s.i.
Concrete (n=10) f_c = 1,200 p.s.i.

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

REINFORCEMENT:
All bars shall have deformations conforming to A.S.T.M. Designation A 305.
Unless otherwise shown on plans, reinforcing bars shall be lapped 20 diameters to make a splice, except that main reinforcing bars near the top of slabs and beams having more than 12" of concrete under the bars shall be lapped 35 diameters to make a splice.

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

BENCH MARK:
BM-46A Top of east rail opposite tel. pole with spike and shiner facing B.M.
Sta. 1042 + 10 (S.B.) 170' Lt.
Elevation 146.63 U.S.G.S. Datum

ESTIMATED QUANTITIES
(NOT GUARANTEED)

STRUCTURAL EARTH EXCAVATION, ABUTMENTS AND RETAINING WALLS	750	CU.YDS.
STRUCTURAL EARTH EXCAVATION, PIERS	890	CU.YDS.
STRUCTURAL ROCK EXCAVATION, PIERS	20	CU.YDS.
GRAVEL BASE COURSE-IN PLACE MEASUREMENT	1460	CU.YDS.
PORTLAND CEMENT CONCRETE, ABUTMENTS AND RETAINING WALLS	320	CU.YDS.
PORTLAND CEMENT CONCRETE, PIERS	420	CU.YDS.
PORTLAND CEMENT CONCRETE, ROADWAY & SIDEWALK SLABS ON STEEL BRIDGES	660	CU.YDS.
PORTLAND CEMENT	2100	BBLS.
BRIDGE DRAINAGE	1	LUMP SUM
STRUCTURAL STEEL, FABRICATED & DELIVERED	626,000	LBS.
STRUCTURAL STEEL, ERECTION	626,000	LBS.
REINFORCING STEEL, DELIVERED	263,200	LBS.
REINFORCING STEEL, PLACING	263,200	LBS.
SHEAR CONNECTORS, DELIVERED & PLACED	1	LUMP SUM
STEEL H-BEAM PILES 42 LBS/FOOT	4,480	LIN.FT.
FRENCH DRAINS	150	CU.YDS.
ALUMINUM RAILING	1050	LIN.FT.
SLOPE PAVING FOR BRIDGES	1520	SQ.YDS.
STRUCTURAL EARTH EXCAVATION - DRAINAGE	20	CU.YDS.
COMMON BORROW	1100	CU.YDS.
OVERHAUL (IN PLACE MEASURE)	3650	CU.YDS.
STRIPPING PITS	140	CU.YDS.
HAND LAID RIPRAP	80	CU.YDS.
LOAM BORROW	180	CU.YDS.
SODDING	40	SQ.YDS.
SEEDING - PARKWAY MIXTURE	19	UNIT
HAY MULCH	2	TON
PROJECT MARKERS	4	EACH

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

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

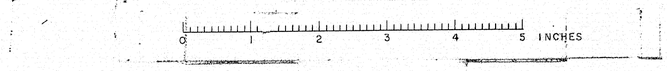
STATE HIGHWAY COMMISSION
INTERSTATE #95
OVER
MAINE CENTRAL R.R.
& COUNTY ROAD
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
KEY PLAN & PROFILES

APPROVED BY _____ DATE _____

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

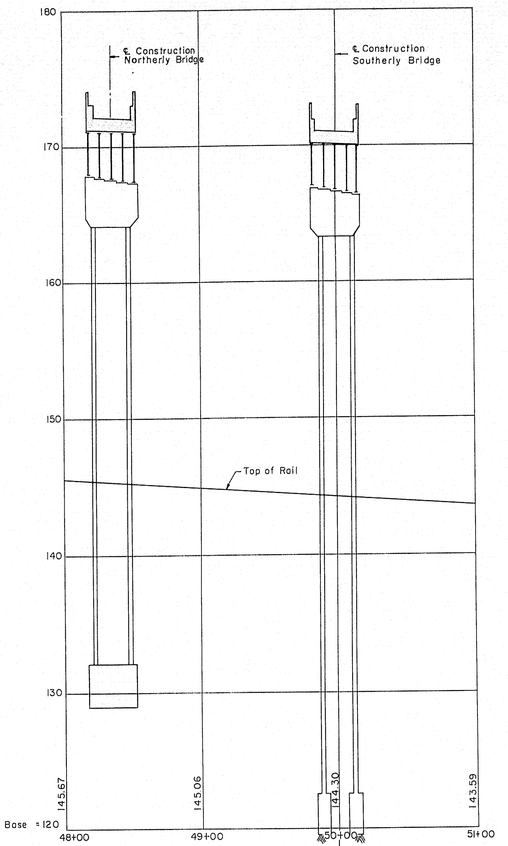
SHEET 1 OF 12 SHEETS AUGUSTA, MAINE

75-108



B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(23)	8	12

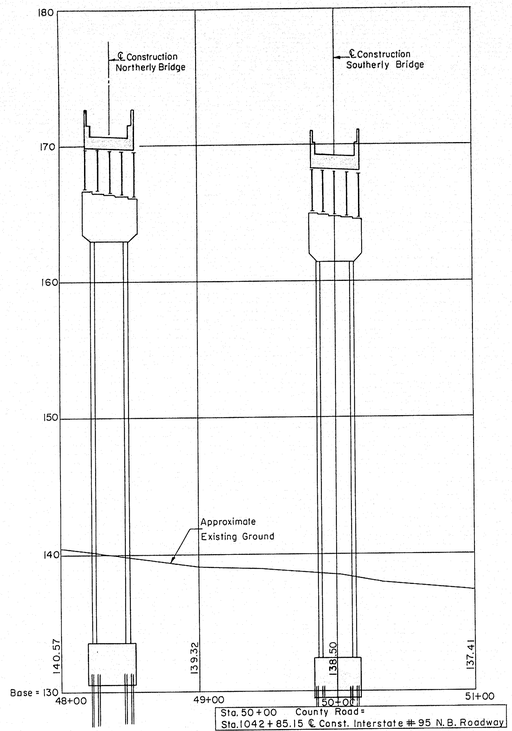
WATERVILLE INTERSTATE



Sta. 50+00 Easterly Rail Maine Central R.R.=
Sta.1042+01.08 ℄ Const. Interstate #95 N.B. Roadway

PROFILE ALONG MAINE CENTRAL R.R.
(EASTERLY RAIL)

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



Sta. 50+00 County Road =
Sta.1042+85.15 ℄ Const. Interstate #95 N.B. Roadway

PROFILE ALONG COUNTY ROAD

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

BANK DATA

Northerly Bridge	Southerly Bridge	Roadway slope in feet/foot * Left	Right
1042 + 00	1040 + 50	+.0125	-.0175
1042 + 50	1041 + 00	0	-.0175
1043 + 00	1041 + 50	-.00875	-.0175
1043 + 50	1042 + 00	-.0175	-.0175

* + slope is up from P.G.
- slope is down from P.G.

THE CLARKESON ENGINEERING CO., INC.

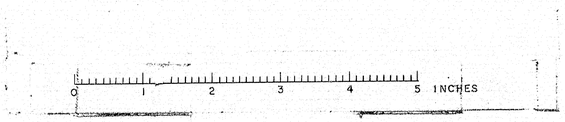
DESIGN	CHECK H.P.	BRIDGE NO.
DRAWN V.S.	APPROVED W.A.H.-C.J.M.	SURVEY PLOT

STATE HIGHWAY COMMISSION

INTERSTATE #95
OVER
MAINE CENTRAL R.R. & COUNTY ROAD
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
PROFILES

SHEET 2 OF 12 SHEETS AUGUSTA, MAINE

75-109



B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(23)	9	12

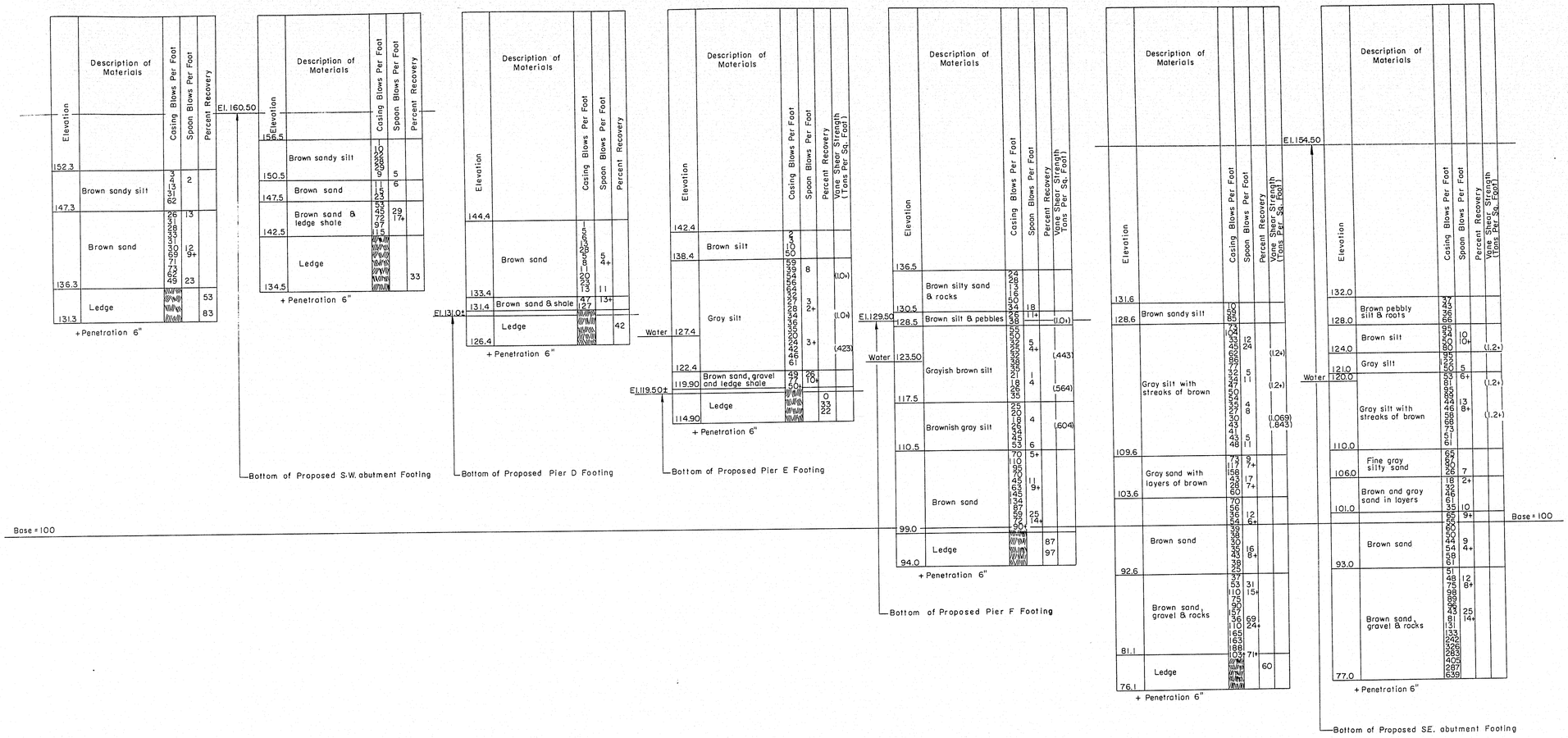
WATERVILLE INTERSTATE

B-83

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery
158.1				
157.1	Brown silt	8	2	
	Brown sand	1 3 4 3 5 5 5 7 5 7 6 5 5 5 4 3 3 4 3 3 3 4 3 3 3 4 3

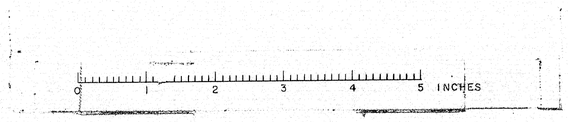
B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(23)	10	12

WATERVILLE INTERSTATE



Elev.	Depth in Feet	No. of Blows	Remarks
PB-95			
144.3	4 - 5	31	Exist. Ground
	5 - 6	50	
	6 - 7	55	
	7 - 8	64	
	8 - 9	145	
	9 - 9.5	162	
		Refusal	
PB-98			
140.2	4 - 5	39	Exist. Ground
	5 - 6	50	
	6 - 7	54	
	7 - 8	47	
	8 - 9	84	
	9 - 10	84	
	10 - 11	76	
	11 - 12	61	
	12 - 13	77	
	13 - 14	82	
	14 - 15	78	
	15 - 16	98	
	16 - 17	98	
	17 - 18	77	
	18 - 19	85	
	19 - 20	142	
	20 - 21	142	
	21 - 22	150	
	22 - 22.5	Refusal	
PB-99			
135.5	8 - 9	165	Exist. Ground
	9 - 10	137	
	10 - 11	98	
	11 - 12	95	
	12 - 13	82	
	13 - 14	84	
	14 - 15	96	
	15 - 16	86	
	16 - 17	82	
	17 - 18	92	
	18 - 19	94	
	19 - 20	93	
	20 - 21	103	
	21 - 22	112	
	22 - 23	127	
	23 - 24	118	
	24 - 25	125	
	25 - 26	141	
	26 - 27	142	
	27 - 28	144	
	28 - 29	156	
	29 - 30	144	
	30 - 31	144	
	31 - 32	135	
	32 - 33	120	
	33 - 34	98	
	34 - 35	105	
	35 - 36	112	
	36 - 37	96	
	37 - 38	89	
	38 - 38.5	77	
		Refusal	

SOUTHERLY BRIDGE
BORING LOG
Scale: 1/8" = 1'-0"
For Boring Log notes see Sheet 3



THE CLARKESON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION
INTERSTATE #95
OVER
MAINE CENTRAL R.R.
& COUNTY ROAD
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY

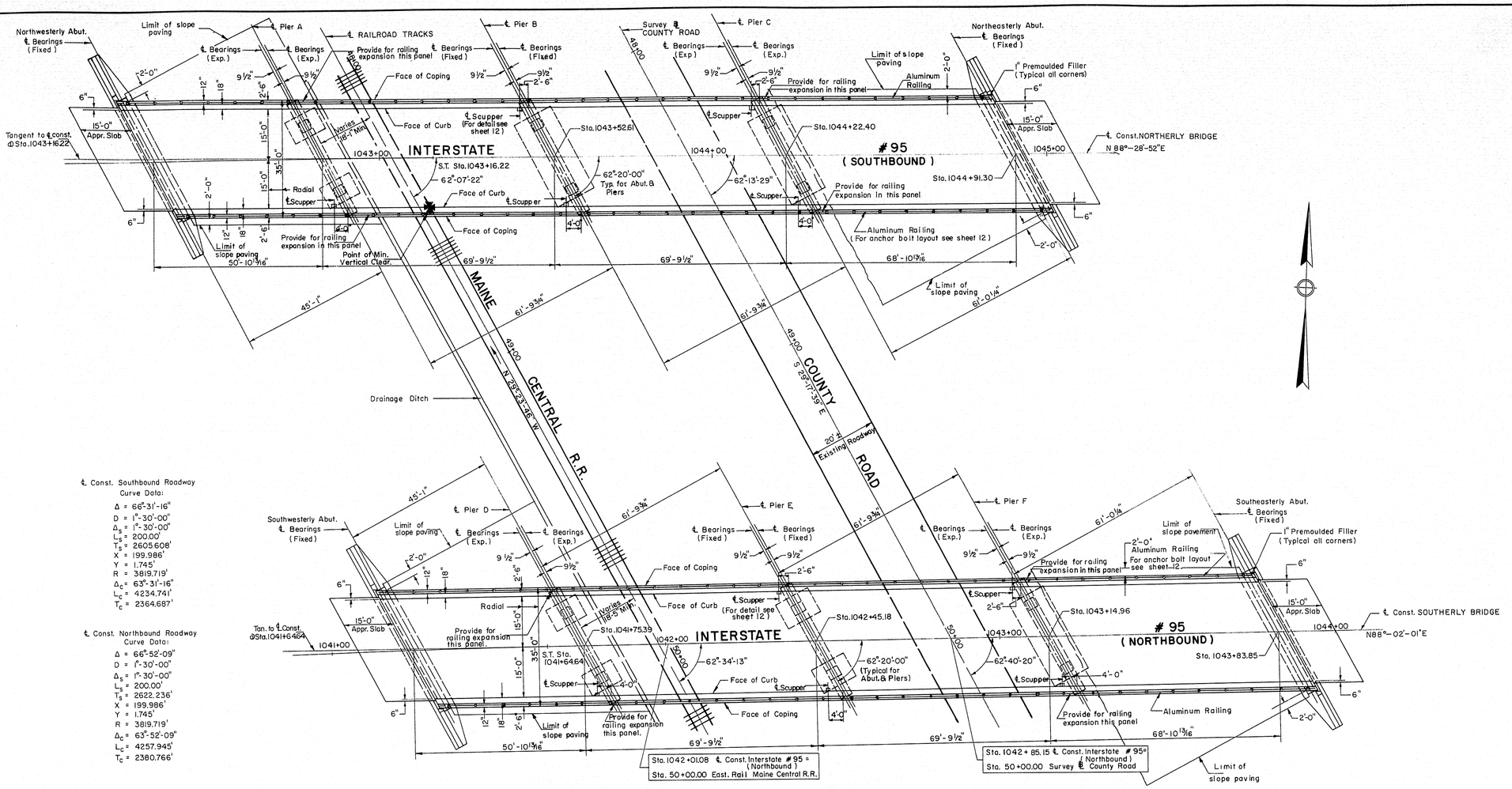
BORING DATA

SHEET 4 OF 12 SHEETS AUGUSTA, MAINE

75-111

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(23)	11	12

WATERVILLE INTERSTATE



GENERAL PLAN

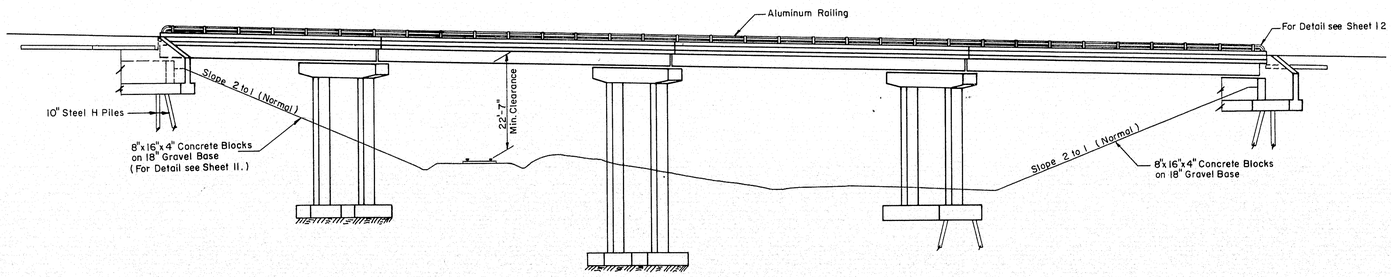
Scale: 1/16" = 1'-0"

℄ Const. Southbound Roadway Curve Data:

- Δ = 66°-31'-16"
- D = 1°-30'-00"
- Δ_s = 1°-30'-00"
- L_s = 200.00'
- T_s = 2605.608'
- X = 199.986'
- Y = 1.745'
- R = 3819.719'
- Δ_c = 63°-31'-16"
- L_c = 4234.741'
- T_c = 2364.687'

℄ Const. Northbound Roadway Curve Data:

- Δ = 66°-52'-09"
- D = 1°-30'-00"
- Δ_s = 1°-30'-00"
- L_s = 200.00'
- T_s = 2622.236'
- X = 199.986'
- Y = 1.745'
- R = 3819.719'
- Δ_c = 63°-52'-09"
- L_c = 4257.945'
- T_c = 2380.766'



GENERAL ELEVATION

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

THE CLARKESON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION

INTERSTATE #95 OVER MAINE CENTRAL R.R. & COUNTY ROAD

IN THE CITY OF

WATERVILLE

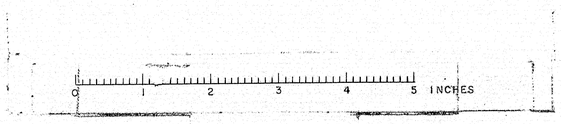
KENNEBEC COUNTY

GENERAL PLAN & ELEVATION

SHEET 5 OF 12 SHEETS AUGUSTA, MAINE

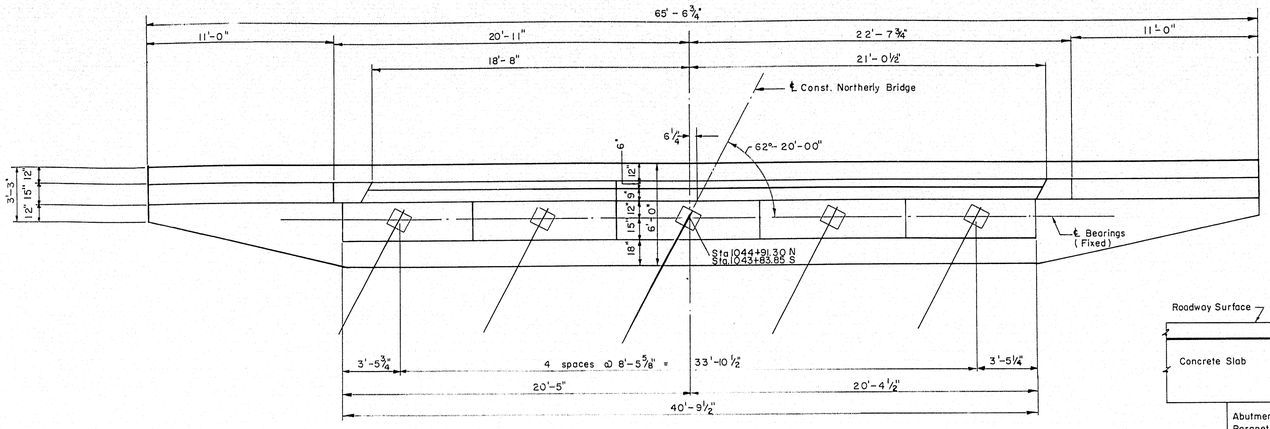
75-112

K+E PHOENIX BLUE 166 D. L. M. INC. 69818



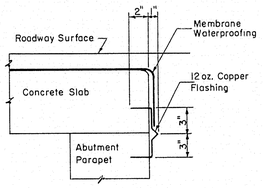
B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(23)	12	78.24

WATERVILLE INTERSTATE

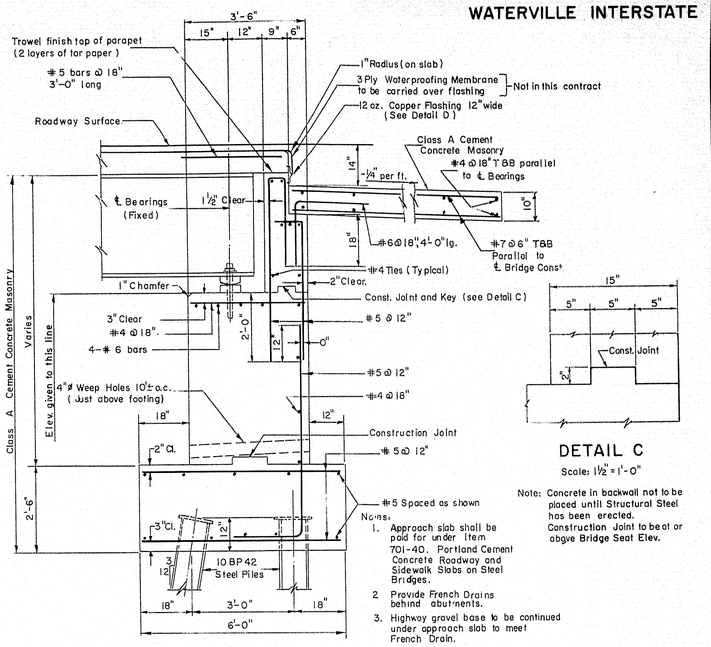


PLAN NORTHEASTERLY ABUTMENT
PLAN SOUTHEASTERLY ABUTMENT SAME

Scale: ½" = 1'-0"



DETAIL D
Scale: 1½" = 1'-0"

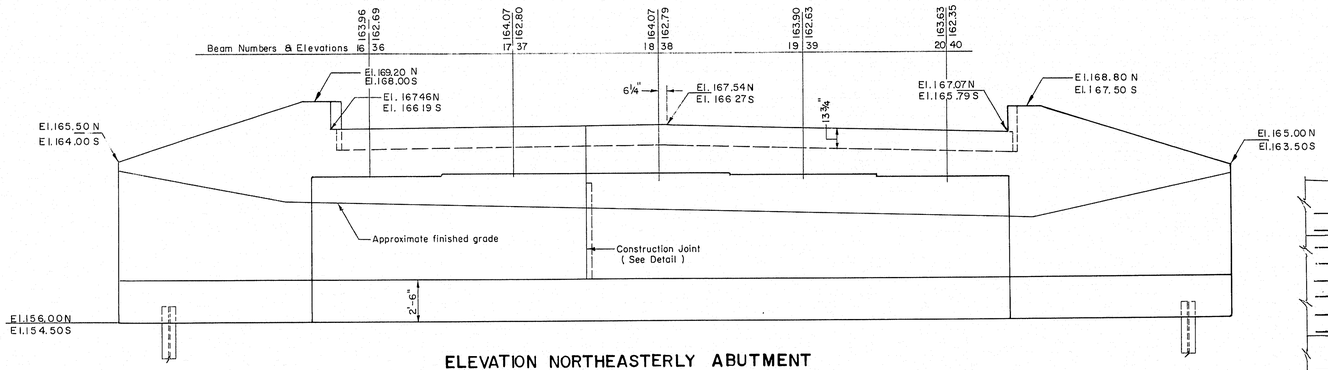


Notes:
1. Approach slab shall be paid for under Item 701-40. Portland Cement Concrete Roadway and Sidewalk Slabs on Steel Bridges.
2. Provide French Drains behind abutments.
3. Highway gravel base to be continued under approach slab to meet French Drain.

TYPICAL ABUTMENT SECTION
Scale: ½" = 1'-0"

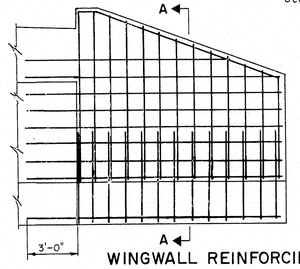
DETAIL C
Scale: 1½" = 1'-0"

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

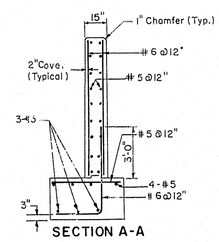


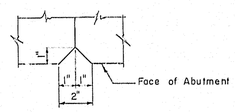
ELEVATION NORTHEASTERLY ABUTMENT
ELEVATION SOUTHEASTERLY ABUTMENT SIMILAR

Scale: ¼" · 1'-0"

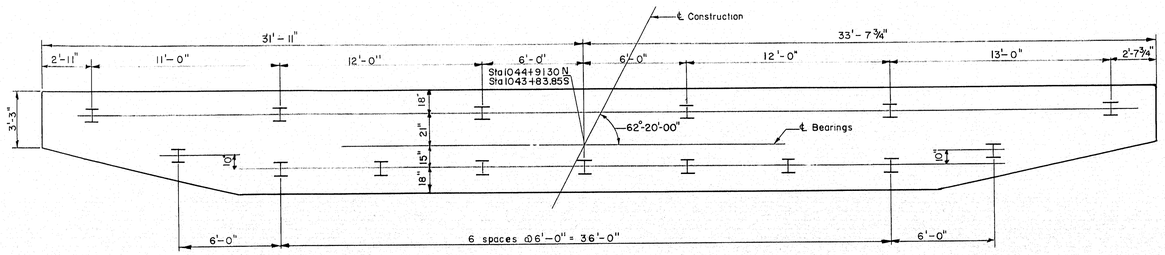


WINGWALL REINFORCING LAYOUT
Scale: ¼" = 1'-0"





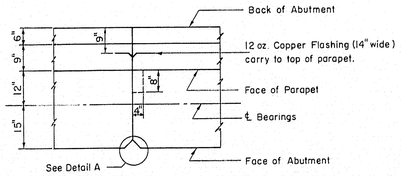
DETAIL A
(CONSTRUCTION JOINT)
Scale: 3" = 1'-0"



PILE PLAN NORTHEASTERLY ABUTMENT
PILE PLAN SOUTHEASTERLY ABUTMENT SAME

Scale: ¼" = 1'-0"

Note: For General Pile Data (See Sheet 7)



ABUTMENT CONSTRUCTION JOINT
Scale: ½" = 1'-0"

THE CLARKESON ENGINEERING CO., INC.

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

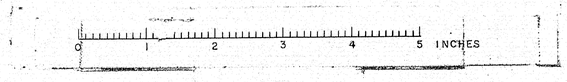
STATE HIGHWAY COMMISSION

INTERSTATE #95
OVER
MAINE CENTRAL R.R.
& COUNTY ROAD
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
EASTERLY ABUTMENTS

SHEET 6 OF 12 SHEETS — AUGUSTA, MAINE

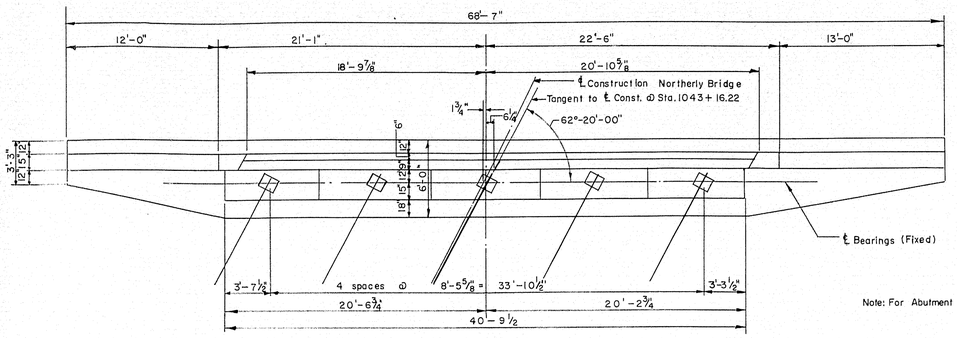
75-113

K+E PHOENIX BLUE 155 @ TRADEM. DUPL. D. L. M. INC. 65810



B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(23)	13	24

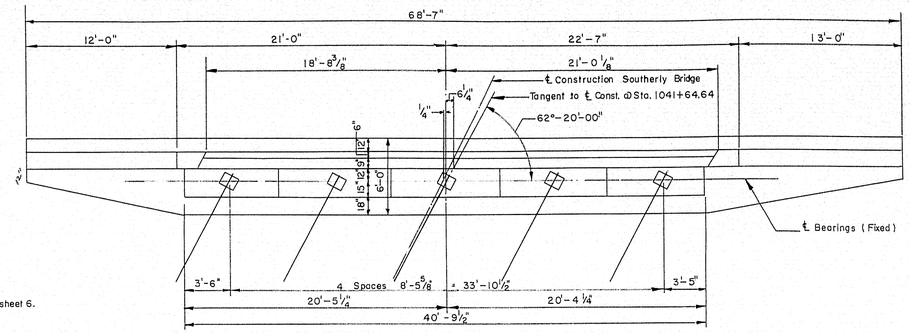
WATERVILLE .INTERSTATE



PLAN NORTHWESTERLY ABUTMENT

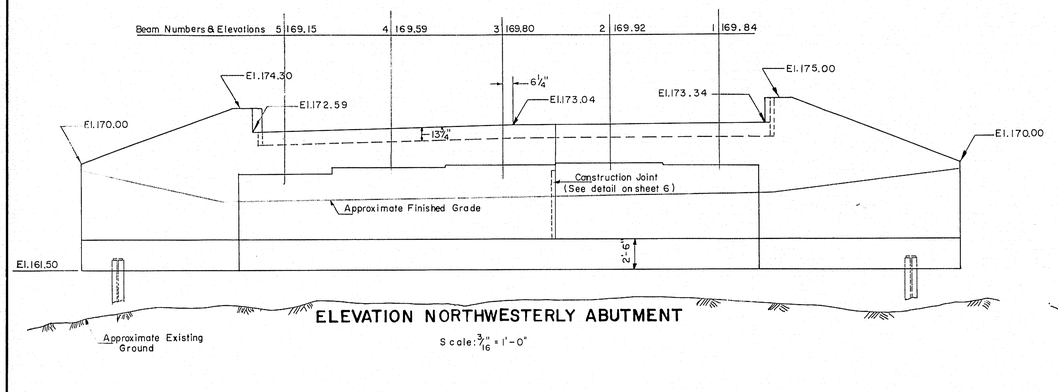
Scale: 3/16" = 1'-0"

Note: For Abutment Section and details see sheet 6.



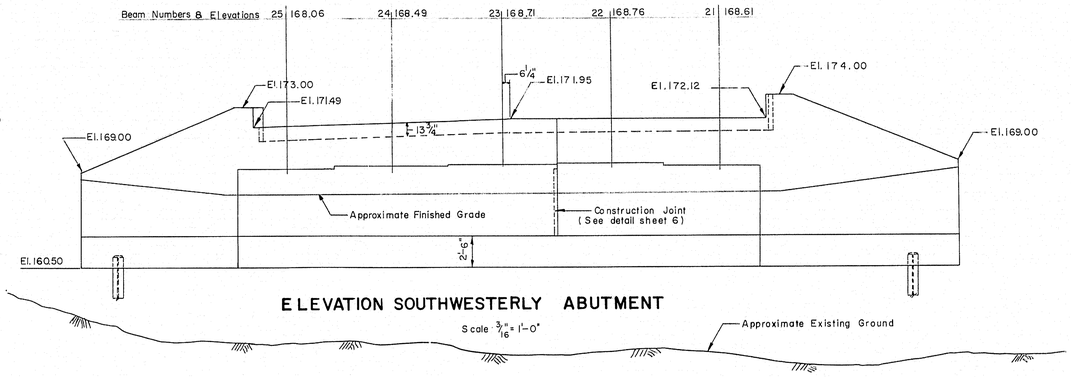
PLAN SOUTHWESTERLY ABUTMENT

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



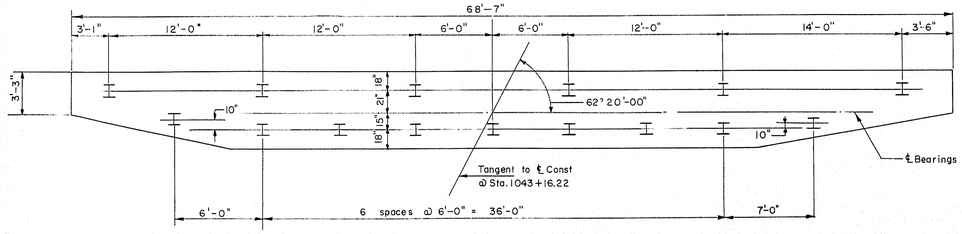
ELEVATION NORTHWESTERLY ABUTMENT

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



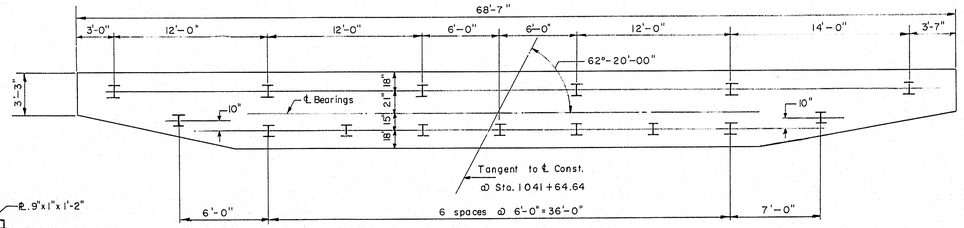
ELEVATION SOUTHWESTERLY ABUTMENT

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



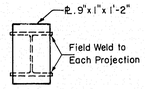
PILE PLAN NORTHWESTERLY ABUTMENT

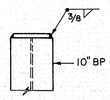
Scale: 3/16"-1'-0"



PILE PLAN SOUTHWESTERLY ABUTMENT

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





PILE CAP DETAILS

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

Notes:

1. All piles to be 10BP42.
2. Maximum pile load = 32 Tons.
3. Front piles to be battered 3 on 12.
4. All piles shall be driven to ledge or practical refusal.
5. Cap all piles (See detail).

THE CLARKESON ENGINEERING CO., INC.			
DESIGN J.T.	CHECK J.M. & H.P.	BRIDGE NO.	
DRAWN D.A.T.	APPROVED WAH- C.J.M.	SURVEY PLOT	

STATE HIGHWAY COMMISSION

INTERSTATE #95

OVER

MAINE CENTRAL R.R.

& COUNTY ROAD

IN THE CITY OF

WATERVILLE

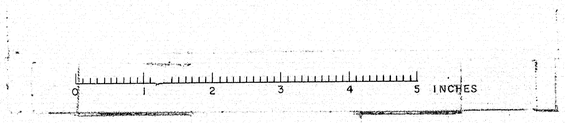
KENNEBEC COUNTY

WESTERLY ABUTMENTS

SHEET 7 OF 12 SHEETS AUGUSTA, MAINE

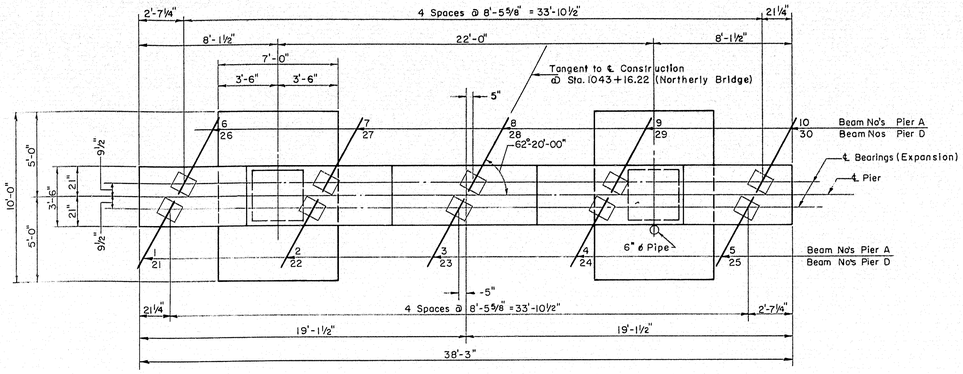
75-114

K+E PRODUCTS BLUE 103 D. L. M. INC. 65818



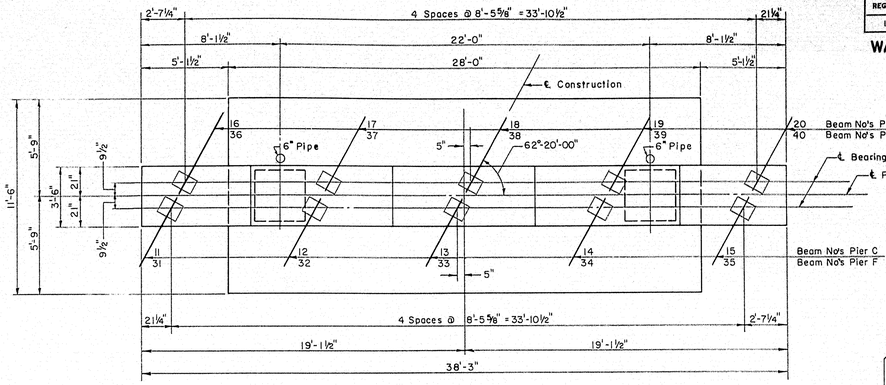
B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(23)	14	18

WATERVILLE INTERSTATE



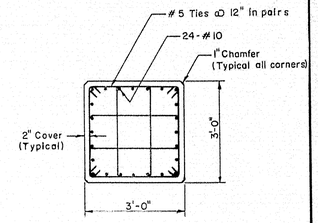
PLAN PIER A
PLAN PIER D SIMILAR

Scale: ¼" = 1'-0"



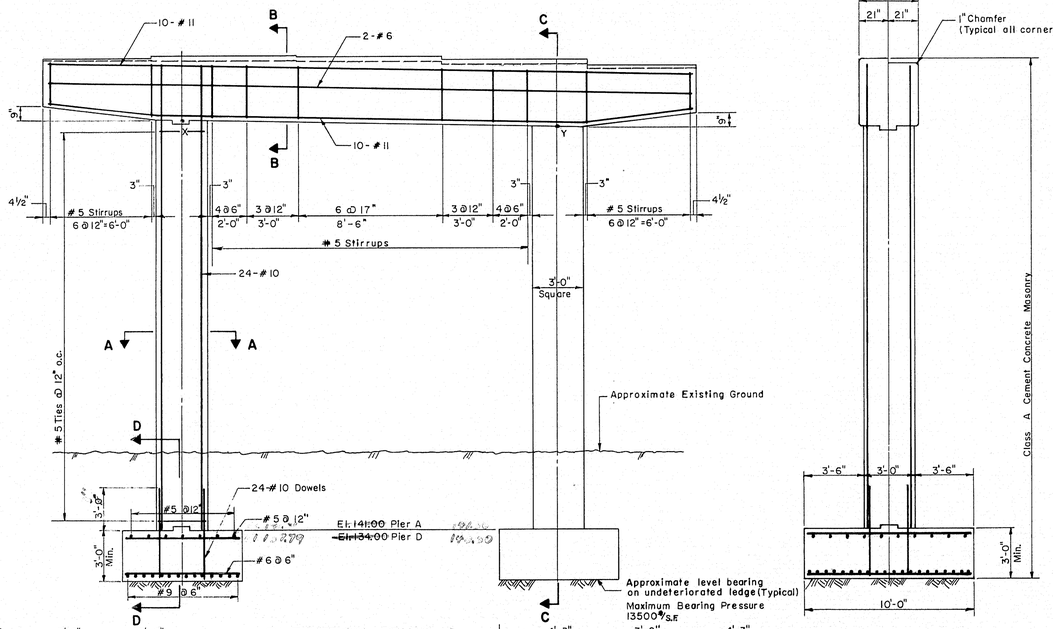
PLAN PIER C
PLAN PIER F SIMILAR

Scale: ¼" = 1'-0"



SECTION A-A

Scale: ½" = 1'-0"

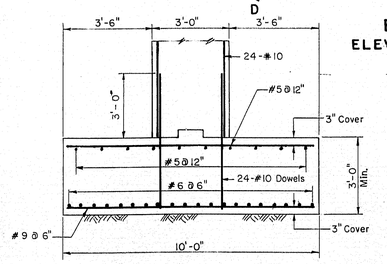


ELEVATION PIER A
ELEVATION PIER D SIMILAR

Scale: ¼" = 1'-0"

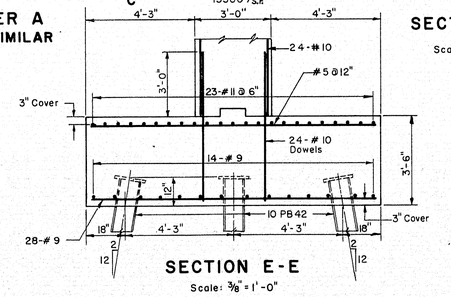
SECTION C-C

Scale: ¼" = 1'-0"



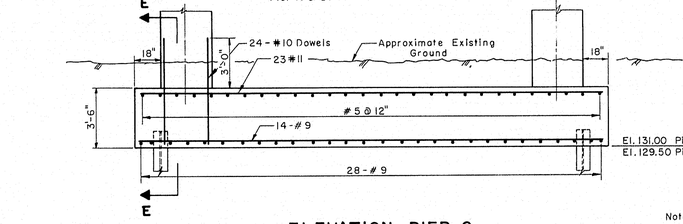
SECTION D-D

Scale: ⅜" = 1'-0"



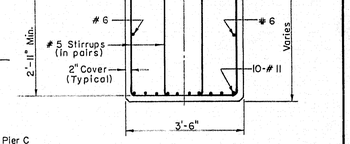
SECTION E-E

Scale: ⅜" = 1'-0"



ELEVATION PIER C
ELEVATION PIER F SIMILAR

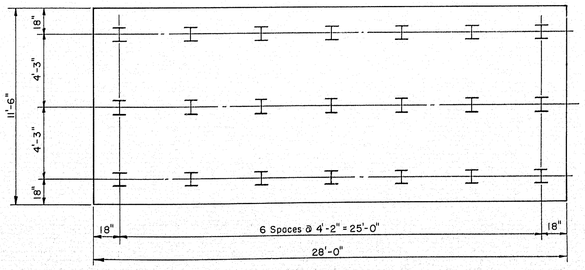
Scale: ¼" = 1'-0"



SECTION B-B

Scale: ½" = 1'-0"

Notes:
1. All piles to be 10BP42.
2. Maximum pile load 35 Tons.
3. Exterior rows of piles battered 2 on 12.
4. All piles shall be driven to ledge or practical refusal.
5. Cap all piles (See Detail on Sheet 7)



PILE PLAN PIER C
PILE PLAN PIER F SIMILAR

Scale: ⅛" = 1'-0"

THE CLARKESON ENGINEERING CO., INC.		
DESIGN D.M.S	CHECK J.I.M.-H.P	BRIDGE NO.
DRAWN E.K.	APPROVED W.A.H.-C.J.M.	SURVEY PLOT

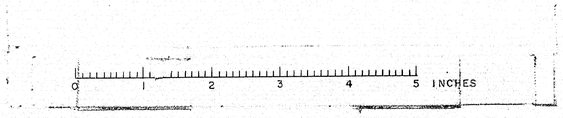
STATE HIGHWAY COMMISSION

INTERSTATE #95
OVER
MAINE CENTRAL R.R. & COUNTY ROAD
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY

PIERS A, C, D & F

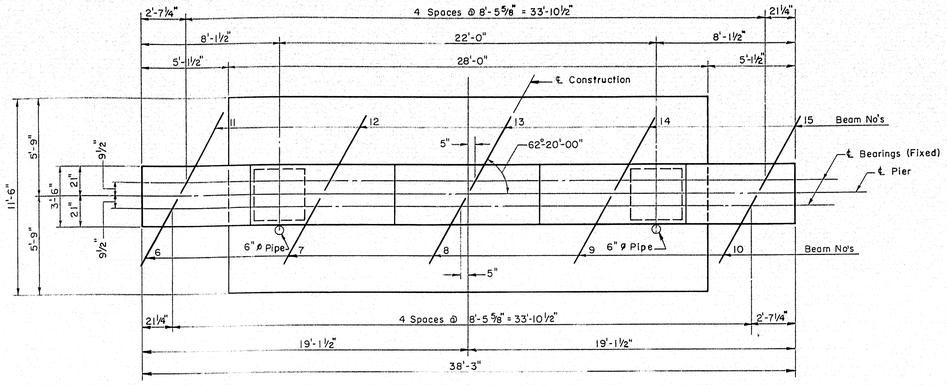
SHEET 8 OF 12 SHEETS — AUGUSTA, MAINE

75-115



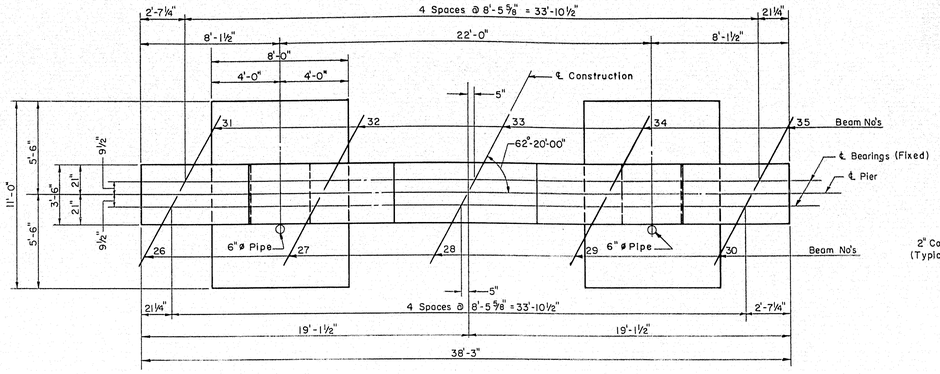
B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(23)	15	18

WATERVILLE INTERSTATE



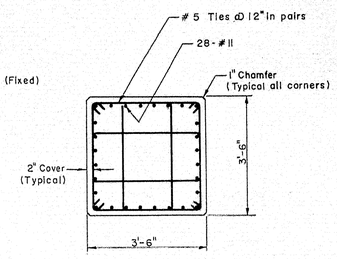
PLAN PIER B

Scale: ¼" = 1'-0"



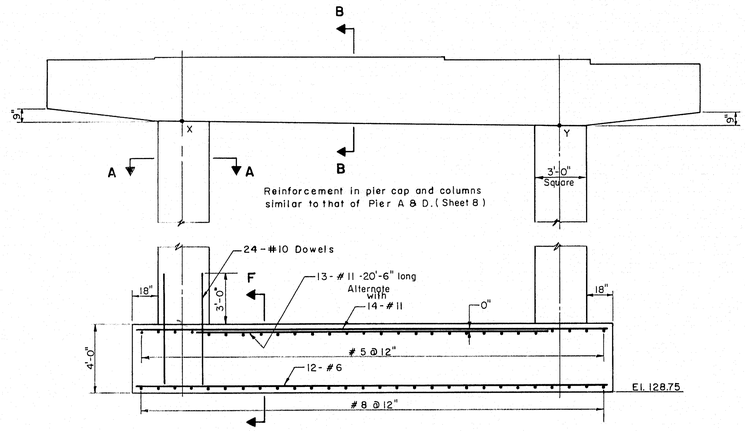
PLAN PIER E

Scale: ¼" = 1'-0"



SECTION H-H

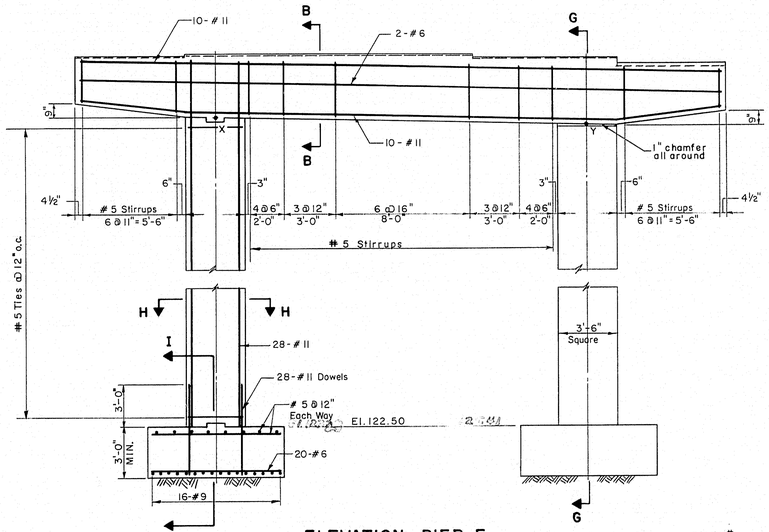
Scale: ½" = 1'-0"



ELEVATION PIER B

Maximum Bearing Pressure 5,200#/S.F.

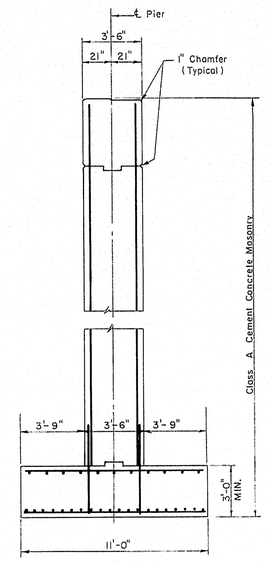
Scale: ¼" = 1'-0"



ELEVATION PIER E

Maximum Bearing Pressure 12,200#/S.F.

Scale: ¼" = 1'-0"

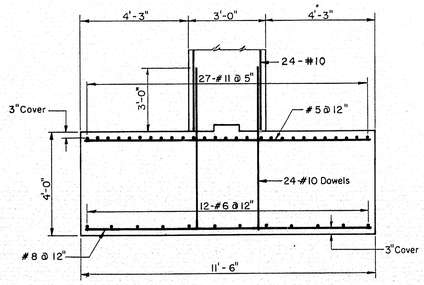


SECTION G-G

Scale: ¼" = 1'-0"

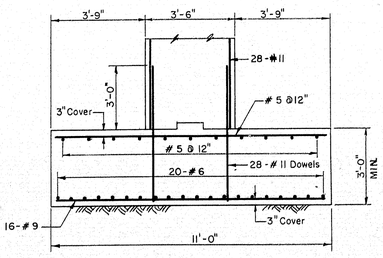
SCHEDULE OF BEAM SEAT ELEVATIONS																	
Beam No.	Pier A		Beam No.	Pier B		Beam No.	Pier C		Beam No.	Beam	Pier D		Beam No.	Pier E		Beam No.	Pier F		Beam No.
1	168.63	168.50	6	166.86	166.83	11	165.42	165.38	16	21	167.40	167.27	26	165.70	165.67	31	164.20	164.16	36
2	168.80	168.45	7	166.98	166.94	12	165.53	165.49	17	22	167.62	167.27	27	165.81	165.77	32	164.31	164.27	37
3	168.75	168.41	8	166.98	166.94	13	165.53	165.49	18	23	167.63	167.28	28	165.81	165.77	33	164.30	164.26	38
4	168.54	168.19	9	166.81	166.77	14	165.36	165.33	19	24	167.41	167.06	29	165.64	165.60	34	164.14	164.10	39
5	168.11	167.98	10	166.54	166.50	15	165.09	165.05	20	25	166.98	166.85	30	165.37	165.33	35	163.86	163.82	40

ELEVATION AT TOP OF COLUMNS		
Pier	Elevation	
	X	Y
A	165.00	164.50
B	163.30	163.00
C	161.90	161.50
D	163.70	163.30
E	162.10	161.80
F	160.60	160.30



SECTION F-F

Scale: ⅜" = 1'-0"



SECTION I-I

Scale: ⅜" = 1'-0"

THE CLARKESON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION

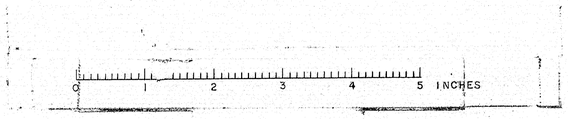
INTERSTATE #95
OVER
MAINE CENTRAL R.R.
& COUNTY ROAD

IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY

PIERS B & E

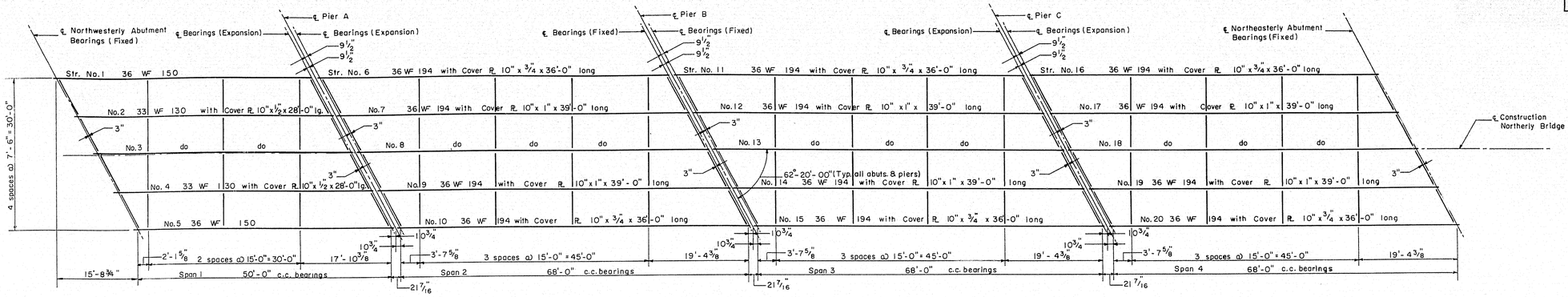
SHEET 9 OF 12 SHEETS AUGUSTA, MAINE

75-116



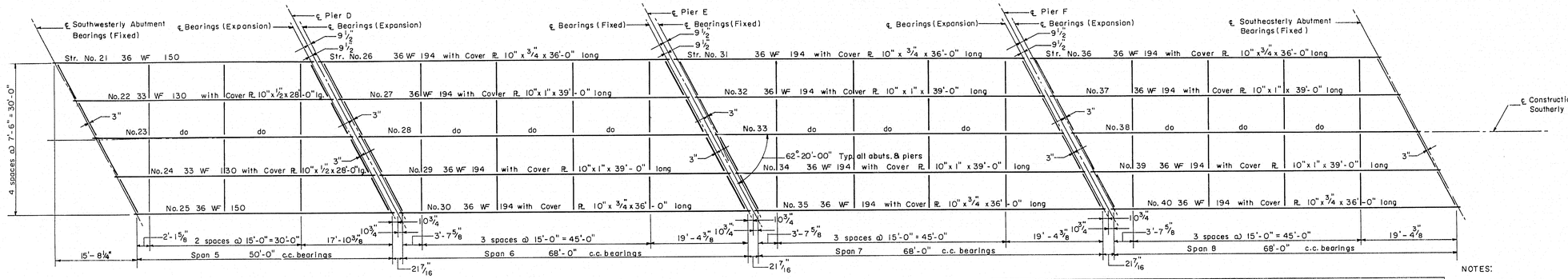
B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(23)	16	24

WATERVILLE INTERSTATE



FRAMING PLAN NORTHERLY BRIDGE

Scale: 3/32" = 1'-0"



FRAMING PLAN SOUTHERLY BRIDGE

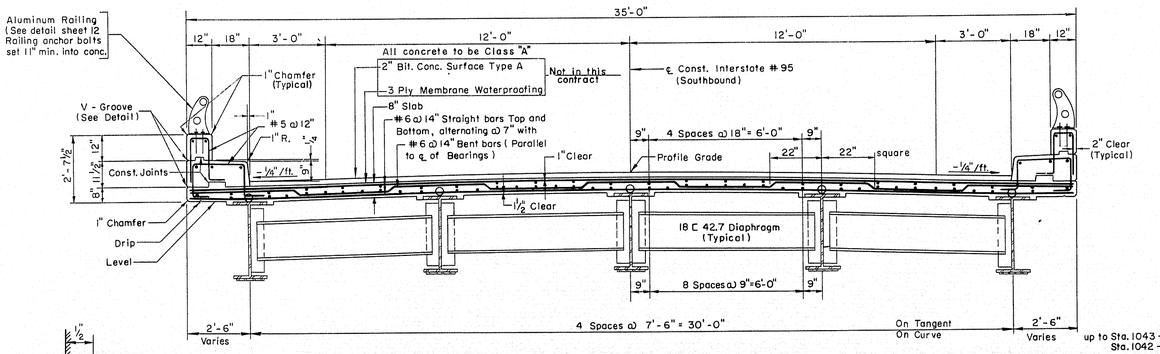
Scale: 3/32" = 1'-0"

ELEVATIONS OF BOTTOM OF ROADWAY SLAB

Beam No.	℄ Brg.	⅛ Point	¼ Point	⅜ Point	℄ Brg.	Beam No.	℄ Brg.	⅛ Point	½ Point	¾ Point	℄ Brg.
1	173.38	173.11	172.82	172.51	172.17	21	172.15	171.88	171.59	171.27	170.94
2	173.24	173.00	172.73	172.43	172.12	22	172.08	171.83	171.56	171.26	170.94
3	173.12	172.89	172.64	172.37	172.07	23	172.03	171.79	171.53	171.25	170.95
4	172.91	172.68	172.43	172.16	171.86	24	171.81	171.59	171.32	171.04	170.73
5	172.69	172.46	172.21	171.94	171.65	25	171.60	171.36	171.10	170.82	170.52
6	172.13	171.79	171.40	170.97	170.50	26	170.90	170.57	170.20	169.79	169.34
7	172.08	171.78	171.43	171.04	170.61	27	170.90	170.60	170.26	169.87	169.44
8	172.04	171.74	171.41	171.02	170.60	28	170.91	170.60	170.26	169.87	169.44
9	171.82	171.54	171.22	170.85	170.44	29	170.69	170.40	170.07	169.69	169.27
10	171.61	171.31	170.98	170.59	170.17	30	170.48	170.17	169.82	169.43	169.00
11	170.46	170.17	169.84	169.46	169.05	31	169.30	168.98	168.65	168.26	167.83
12	170.57	170.28	169.95	169.57	169.16	32	169.40	169.10	168.76	168.36	167.94
13	170.57	170.28	169.95	169.57	169.16	33	169.40	169.09	168.75	168.36	167.93
14	170.41	170.11	169.79	169.41	168.99	34	169.23	168.93	168.59	168.19	167.77
15	170.13	169.84	169.51	169.13	168.72	35	168.96	168.65	168.31	167.92	167.49
16	169.01	168.72	168.38	168.01	167.59	36	167.79	167.49	167.14	166.75	166.32
17	169.12	168.83	168.49	168.12	167.70	37	167.90	167.59	167.25	166.86	166.43
18	169.12	168.82	168.49	168.11	167.70	38	167.89	167.59	167.25	166.85	166.42
19	168.96	168.66	168.33	167.95	167.53	39	167.73	167.42	167.08	166.69	166.26
20	168.68	168.39	168.05	167.68	167.26	40	167.45	167.15	166.80	166.41	165.98

NOTES:

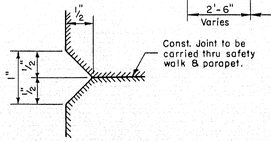
1. All intermediate diaphragms to be 18 C 42.7, for detail see Sheet 11.
2. All end diaphragms to be 15 C 33.9, for details see Sheet 11.
3. For Cover Plate and Shear Connector details see Sheet 11.
4. All beams to be cambered to the extent that the bridge deck under full dead load will follow as nearly as practicable the design profile and in no case with less camber than is likely to remain permanent. The proposed camber diagram shall be submitted to the Engineer for approval.
5. Parapets and safety walks to have transverse construction joints 20'± on centers. Joints are not to be located under railing post. Contact surfaces of joints to be painted with a bituminous material. Exposed surfaces are to be chamfered ½" Reinforcing steel to be carried thru joints.
6. All concrete in deck slab of each span shall be placed in one continuous operation.
7. 3-Ply Membrane Waterproofing and Bituminous Concrete Surfacing are not in this contract.
8. Top flange of stringers to be cut parallel to ℄ bearings.



TYPICAL CROSS SECTION

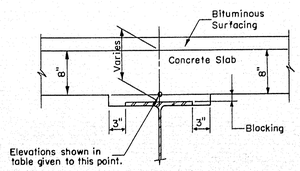
Scale: 3/8" = 1'-0"

Notes:
1. All longitudinal reinforcing to be # 4 Bars spaced as shown (Parallel to ℄ Construction)
2. Normal cross section as shown from Sta. 1043+50 Northerly Bridge and Sta. 1042+00 Southerly Bridge. Banked section up to these stations (see Bank Data on Sheet 2)



V-GROOVE DETAIL

Not to Scale



DETAIL OF HAUNCH

Scale: 1" 0"

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

THE CLARKESON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION

INTERSTATE # 95
OVER
MAINE CENTRAL R.R. & COUNTY ROAD
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY

FRAMING PLAN & TYPICAL CROSS SECTION

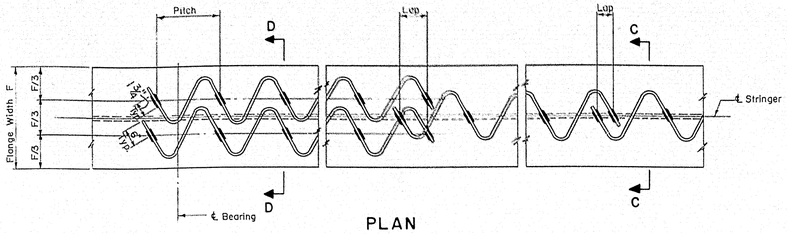
SHEET 10 OF 12 SHEETS AUGUSTA, MAINE

75-117

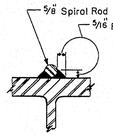
K&E PHOENIX BLUE 185 D. L. M. INC.

B.P.R. REG. NO	STATE	PROJECT NO.	SHEET NO	TOTAL SHEETS
1	MAINE	1-95-6(23)	17	1824

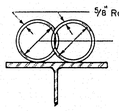
WATERVILLE INTERSTATE



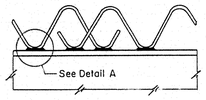
PLAN



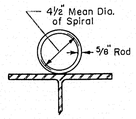
DETAIL A



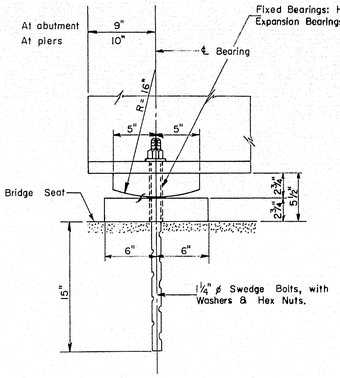
SECTION D-D



ELEVATION

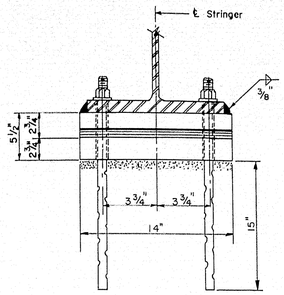


SECTION C-C

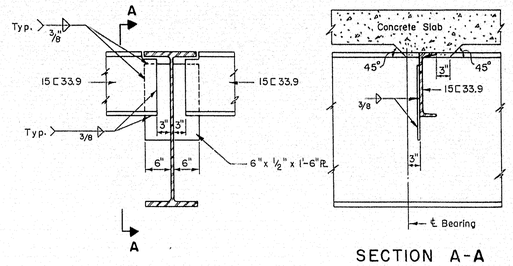


EXPANSION & FIXED BEARING DETAIL

Scale: 1½" = 1'-0"



Note: All anchor bolts to be centered true before bearing plates are set in position.

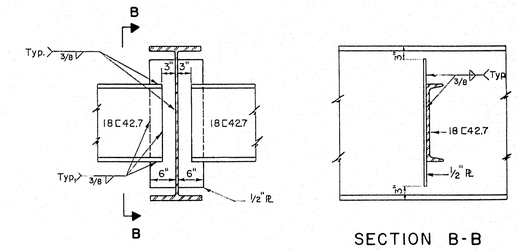


SECTION A-A

WELDED END DIAPHRAGM CONNECTION

Scale: ¾" = 1'-0"

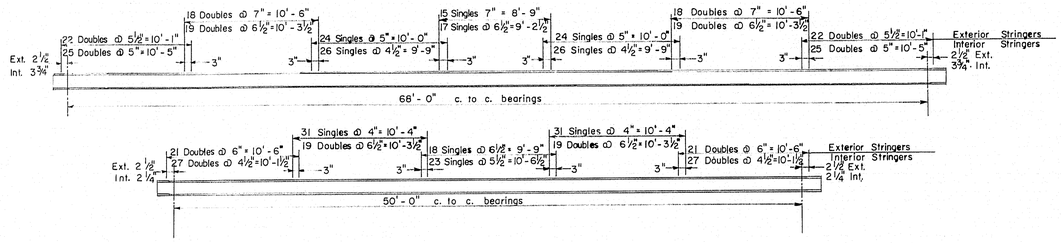
Note: Welds to be shop or field welded.



SECTION B-B

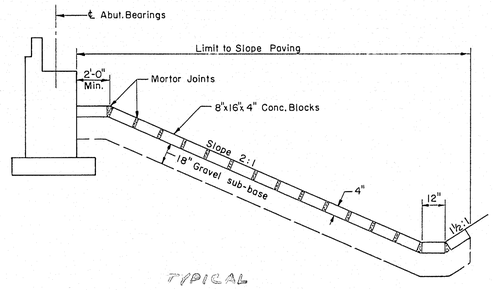
WELDED DIAPHRAGM CONNECTION

Scale: ¾" = 1'-0"



TYPICAL SPIRAL SHEAR CONNECTORS
(DETAILS & LAYOUT)

NOT TO SCALE

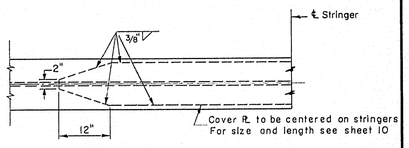


TYPICAL

SLOPE PAVING DETAIL
(WESTERLY ABUTMENTS)

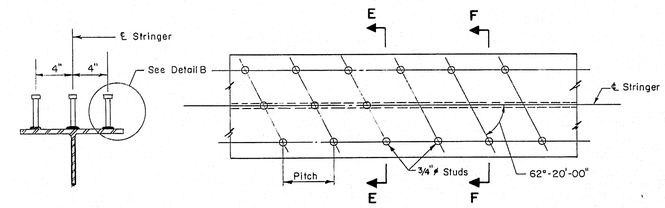
Not to Scale

~~Notes: At Easterly Abutments stop slope paving at existing ground.~~



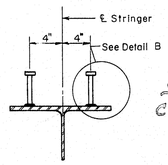
COVER PLATE DETAIL

NOT TO SCALE



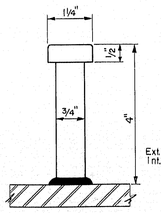
SECTION E-E

PLAN

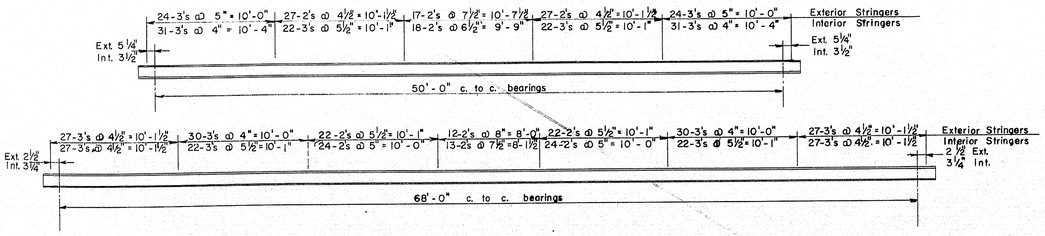


SECTION F-F

SPIRAL SHEAR CONNECTORS USED

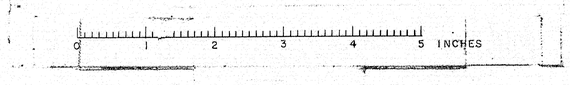


DETAIL B



TYPICAL STUD SHEAR CONNECTORS
(DETAILS & LAYOUT)

NOT TO SCALE



THE CLARKESON ENGINEERING CO., INC.

DESIGN R.F. - J.T.	CHECK J.I.M. - H.R.	BRIDGE NO.
DRAWN E.K.	APPROVED W.A.H. - C.J.M	SURVEY PLOT

STATE HIGHWAY COMMISSION

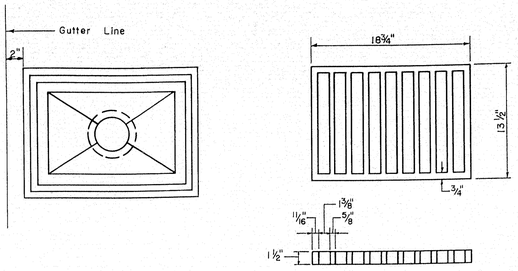
INTERSTATE #95
OVER
MAINE CENTRAL R.R.
& COUNTY ROAD
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
SUPERSTRUCTURE DETAILS

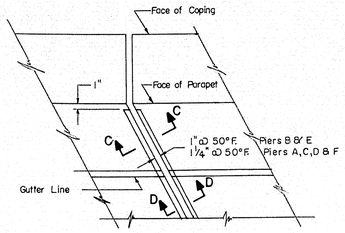
SHEET 11 OF 12 SHEETS AUGUSTA, MAINE

75-118

B. R. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(23)	18	18

WATERVILLE INTERSTATE





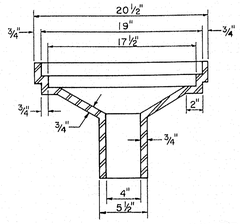
FIXED & EXPANSION JOINT PLAN

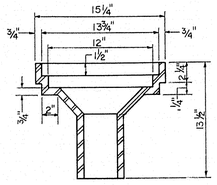
Scale: 1" = 1'-0"

Note:
All welds to be ⅜" fillets.

SAFETY WALK

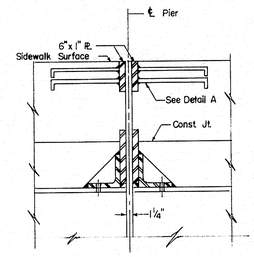
Scale: 1" = 1'-0"





SCUPPER DETAILS

Scale: 1½" = 1'-0"

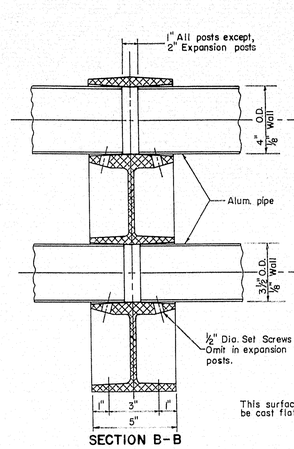


SECTION C-C

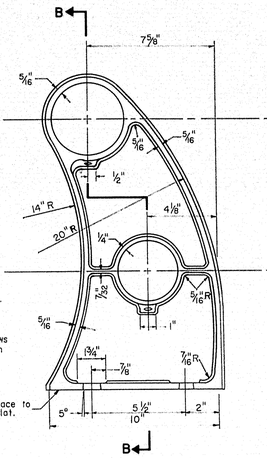
Scale: 1" = 1'-0"

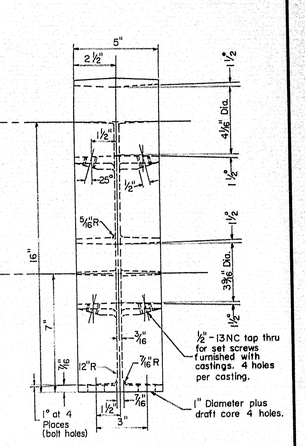
SECTION D-D

Scale: 1" = 1'-0"



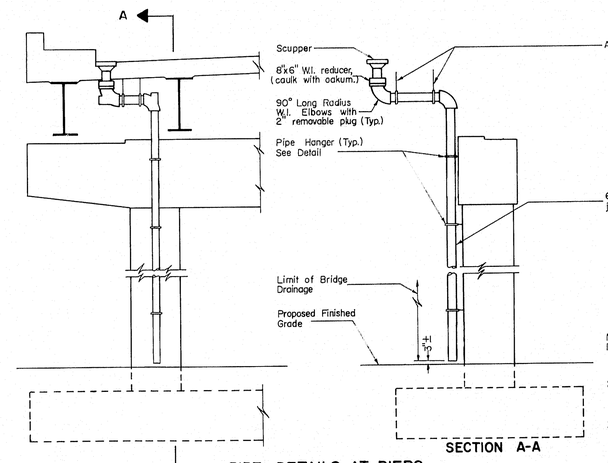
SECTION B-B





ALUMINUM RAIL DETAILS

Scale: 3" = 1'-0"

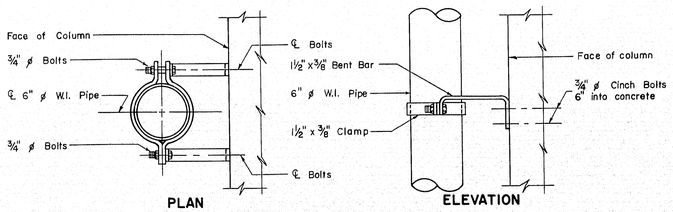


SECTION A-A

PIPE DETAILS AT PIERS

Scale: ¼" = 1'-0"

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



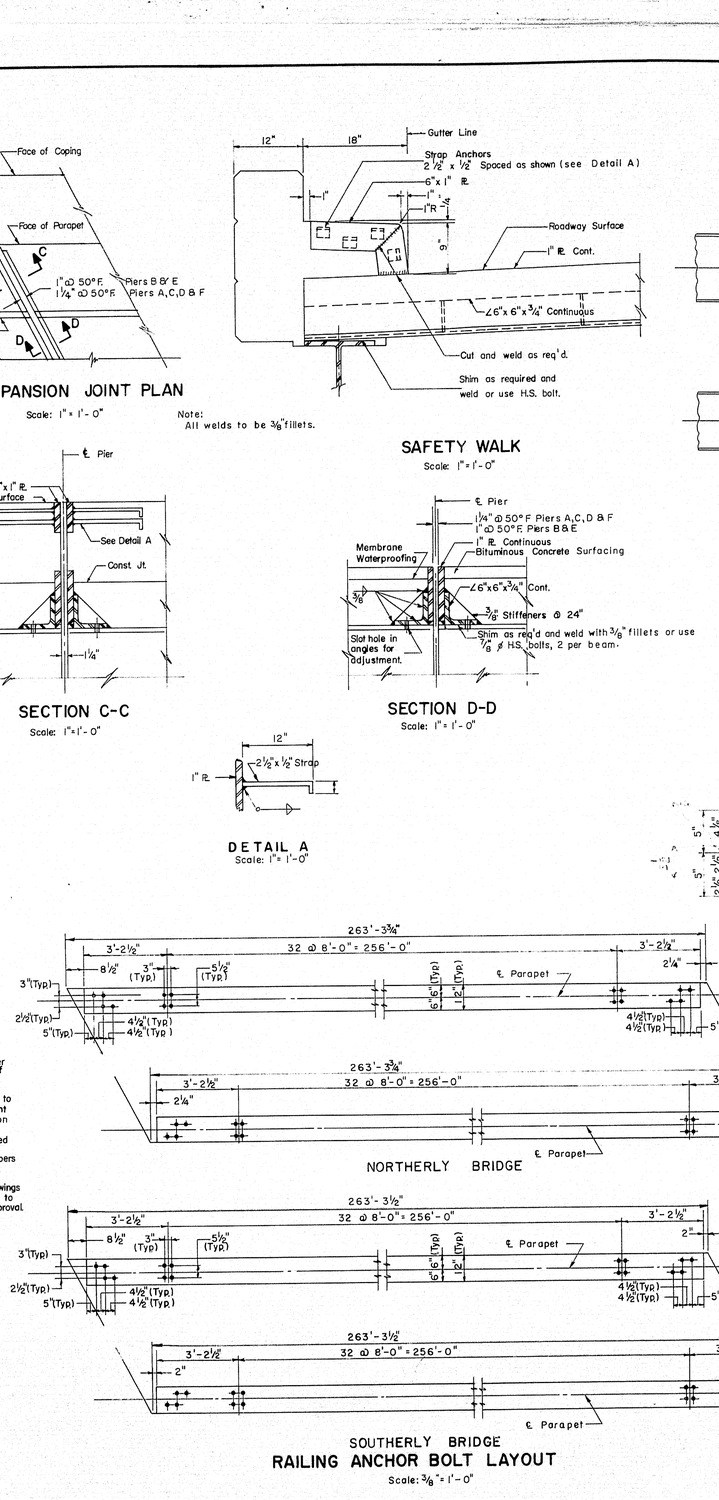
PLAN ELEVATION

PIPE HANGER DETAILS

Scale: 1½" = 1'-0"

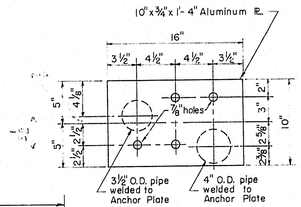
DETAIL A

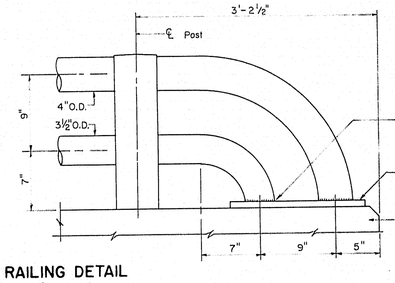
Scale: 1" = 1'-0"



RAILING ANCHOR BOLT LAYOUT

Scale: ⅜" = 1'-0"



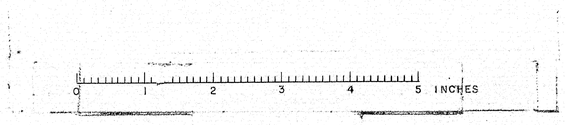


END RAILING DETAIL

Scale: 1½" = 1'-0"

Note: 1. Any variation in railing dimensions shall be submitted for approval.
2. All anchor bolts, nuts, and washers to be aluminum alloy.
3. All anchor bolts to be ¾" ø bolts set 11" into concrete.

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



THE CLARKESON ENGINEERING CO., INC.

DESIGN J.I.M.	CHECK J.T.-H.R	BRIDGE NO. SURVEY
DRAWN R.E.M.	APPROVED WAH-C.J.M.	PLOT

STATE HIGHWAY COMMISSION

INTERSTATE #95
OVER
MAINE CENTRAL R.R. & COUNTY ROAD
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY

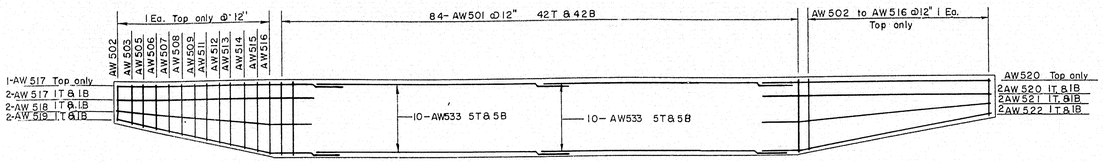
DETAILS

SHEET 12 OF 12 SHEETS AUGUSTA, MAINE

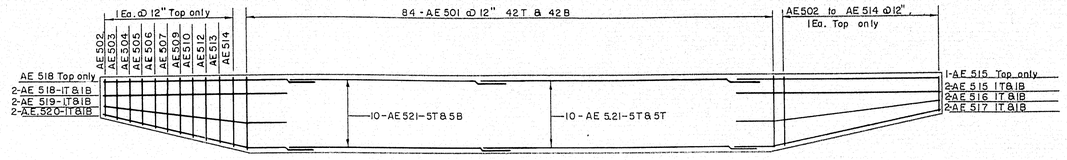
75-119

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(23)	19	24

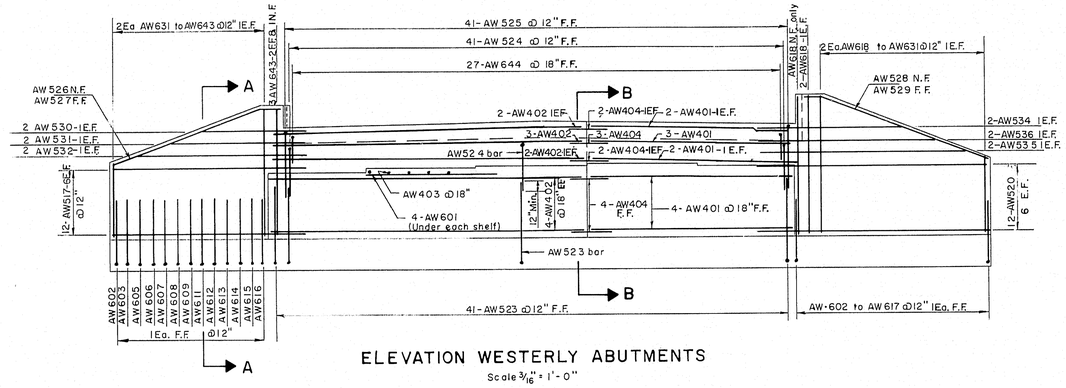
WATERVILLE INTERSTATE



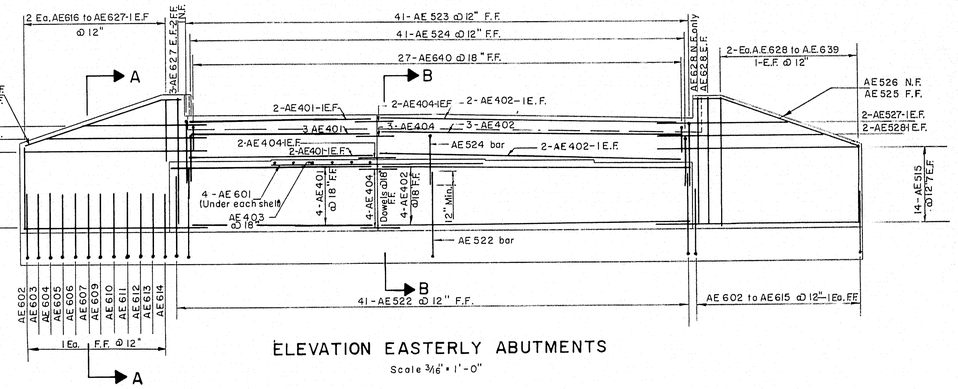
PLAN WESTERLY ABUTMENTS
Scale 3/16" = 1'-0"



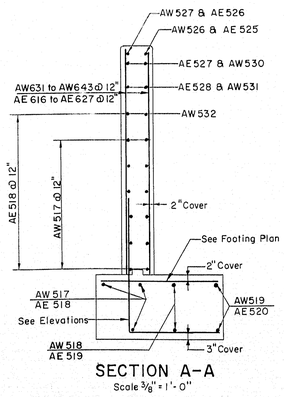
PLAN EASTERLY ABUTMENTS
Scale 3/16" = 1'-0"



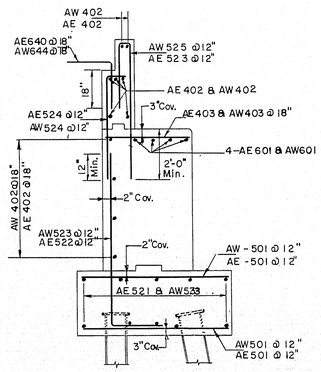
ELEVATION WESTERLY ABUTMENTS
Scale 3/16" = 1'-0"



ELEVATION EASTERLY ABUTMENTS
Scale 3/16" = 1'-0"



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



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

NOTE: Bars Prefixed AW are for Westerly Abutments.
Bars Prefixed AE are for Easterly Abutments.

ESTIMATED QUANTITIES

WESTERLY ABUTMENTS	9,779 LBS.
EASTERLY ABUTMENTS	9,443 LBS.

THE CLARKESON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION

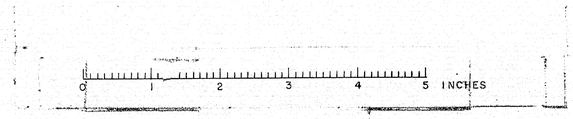
INTERSTATE #95
OVER
MAINE CENTRAL R.R.
& COUNTY ROAD

IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
ABUTMENT REINFORCMENT

SHEET 1 OF 6 SHEETS — AUGUSTA, MAINE

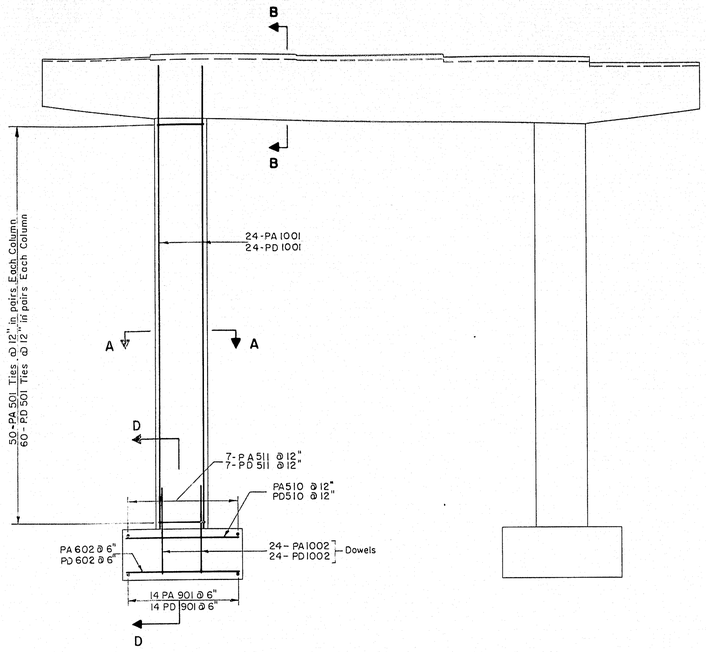
75-120

K-E PHOENIX BLUE 160 D. L. M. INC. 68819



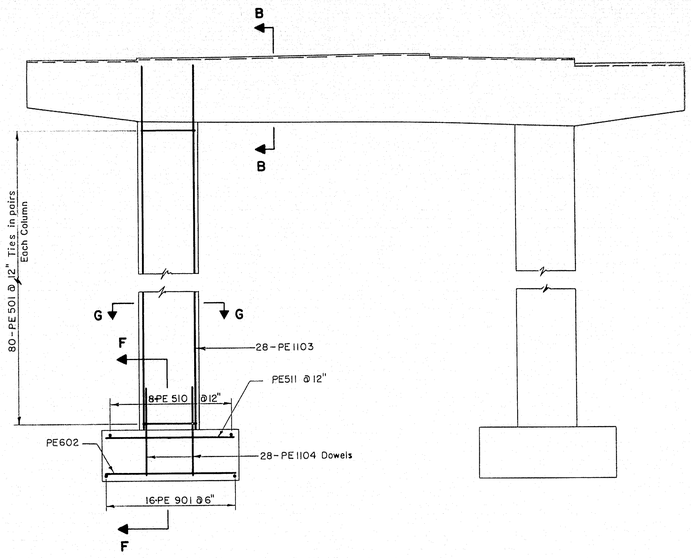
B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(23)	20	24

WATERVILLE INTERSTATE



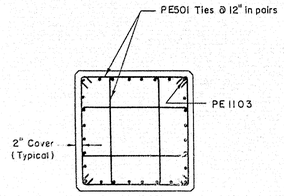
ELEVATION PIER A
ELEVATION PIER D SIMILAR

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



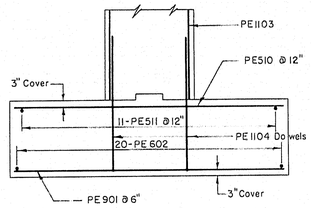
ELEVATION PIER E

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



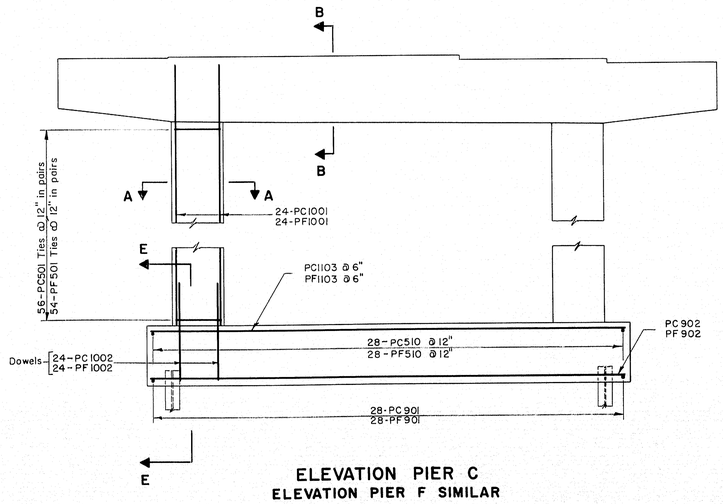
SECTION G-G

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



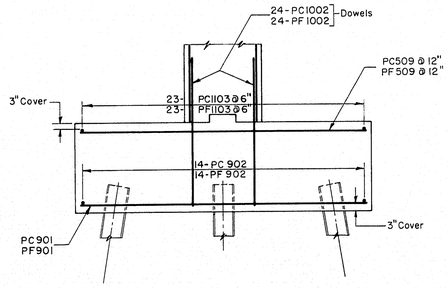
SECTION F-F

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



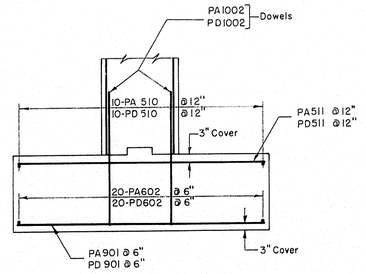
ELEVATION PIER C
ELEVATION PIER F SIMILAR

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



SECTION E-E

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



SECTION D-D

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

ESTIMATED QUANTITIES

PIER A	14,294 LBS.
PIER C	19,765 LBS.
PIER D	15,704 LBS.
PIER E	23,312 LBS.
PIER F	19,776 LBS

Note: For Sections A-A & B-B See Sheet 3.
For reinforcement in caps See Sheet 3.
Bars prefixed PA, PB, PC, PD, PE, & PF are for Piers A, B, C, D, E & F respectively.

THE CLARKESON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION

INTERSTATE #95
OVER
MAINE CENTRAL R.R. & COUNTY ROAD
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY

PIERS A,C,D,E & F REINFORCEMENT

SHEET 2 OF 6 SHEETS AUGUSTA, MAINE

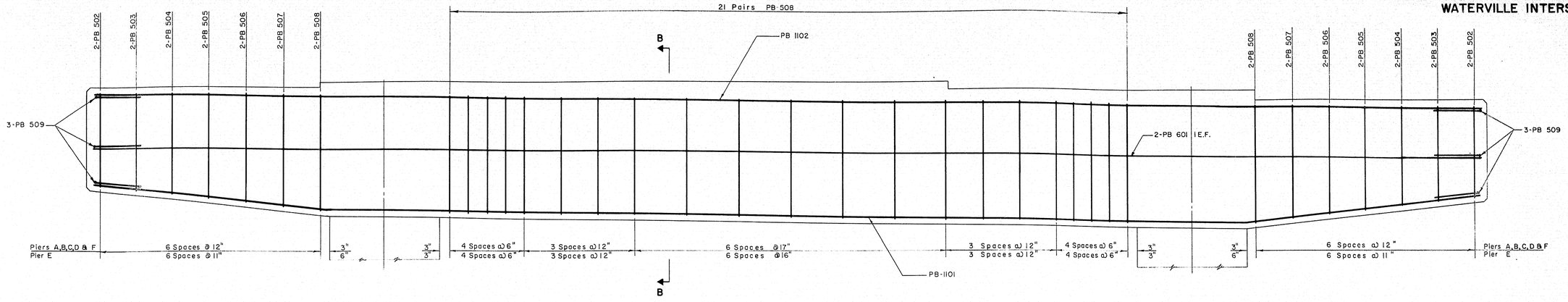
75-121

K+E PHOENIX BLUE 188 TRACING CLOTH D. L. M. INC. 64910



B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(23)	21	24

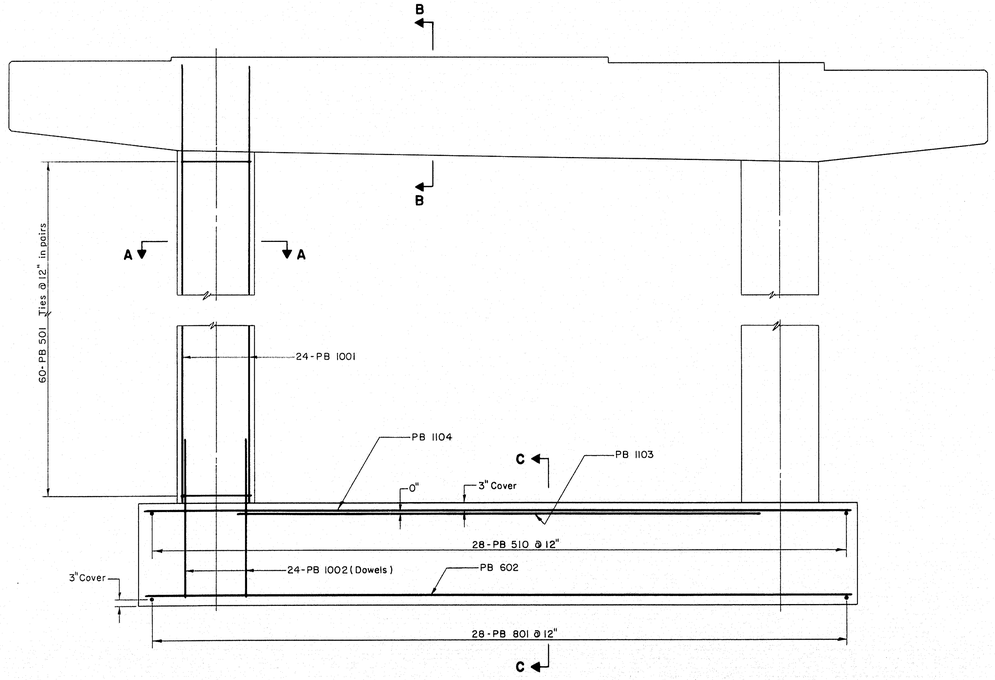
WATERVILLE INTERSTATE



PIER B CAP ELEVATION

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

Note: Reinforcing in Pier Caps A, C, D, E & F similar except to be prefixed PA, PC, PD, PE, & PF respectively.

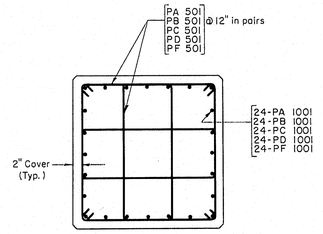


PIER B ELEVATION

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

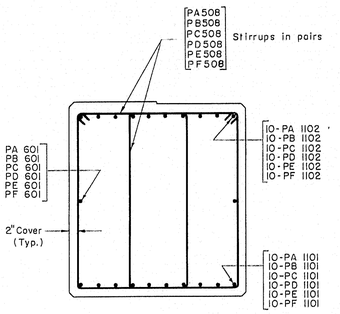
ESTIMATED QUANTITIES

PIER B . . . . . 19,668 LBS.



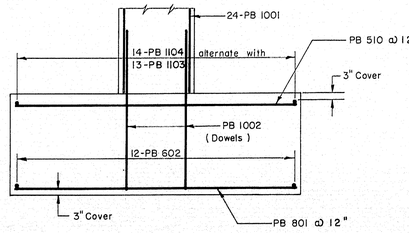
SECTION A-A

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



SECTION B-B

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



SECTION C-C

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

THE CLARKESON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION

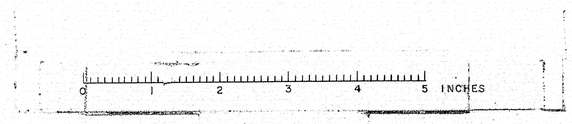
INTERSTATE #95
OVER
MAINE CENTRAL R.R. & COUNTY ROAD
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY

PIER B REINFORCEMENT

SHEET 3 OF 6 SHEETS AUGUSTA, MAINE

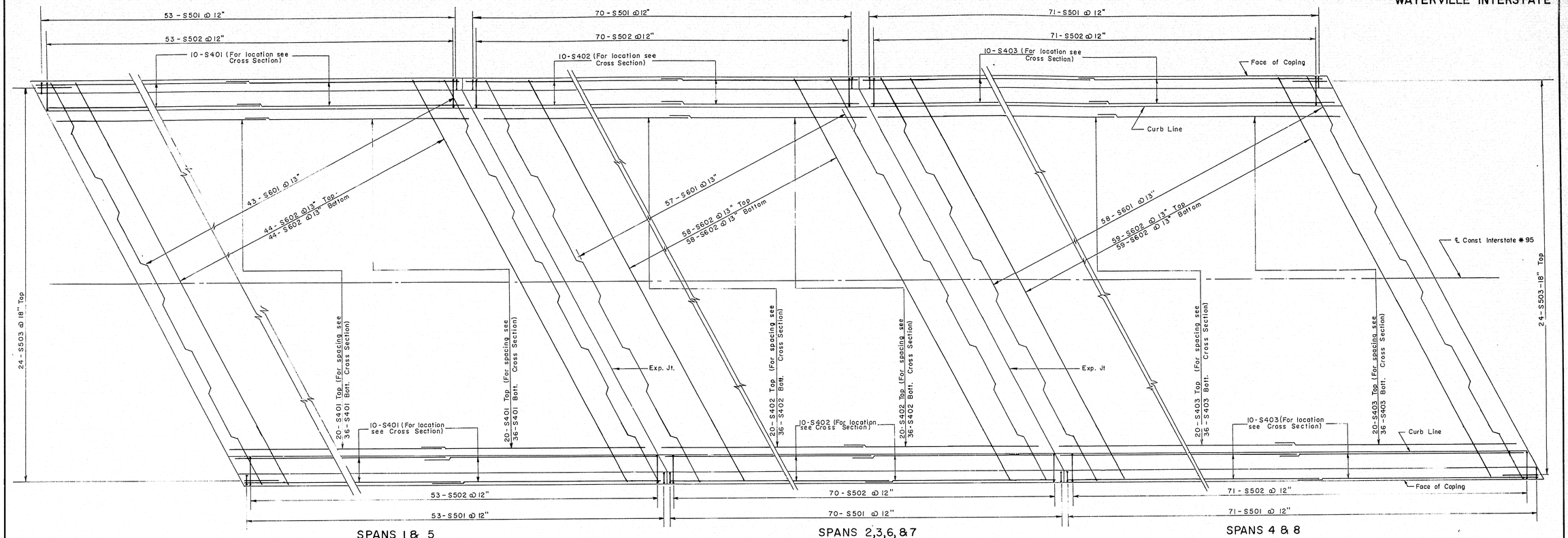
75-122

K&E PHOENIX BLUE 105 D. L. M. INC. 68815



B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(23)	22	24

WATERVILLE INTERSTATE



SPANS 1 & 5

SPANS 2,3,6, & 7

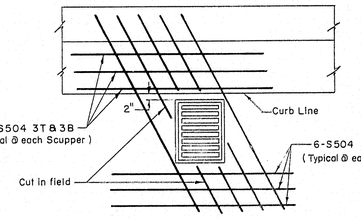
SPANS 4 & 8

DECK SLAB REINFORCEMENT

Scale 1/4" = 1'-0"

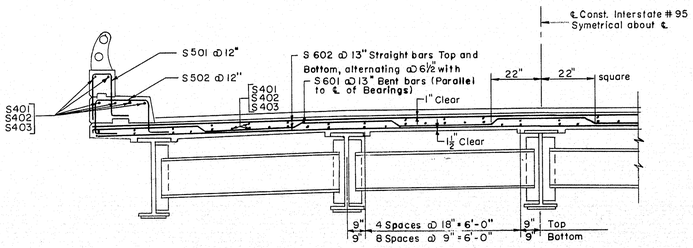
ESTIMATED QUANTITIES

DECK SLABS	117,701 LBS.
APPROACH SLABS	17,151 LBS.



SCUPPER REINFORCEMENT

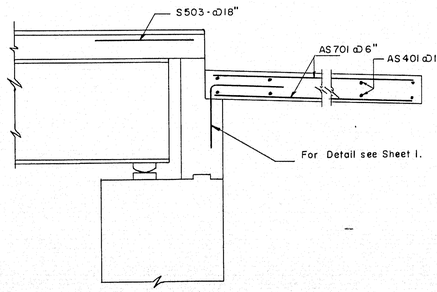
Scale: 1/2" = 1'-0"



TYPICAL CROSS SECTION

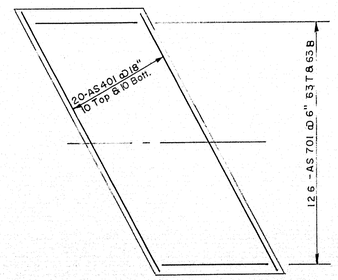
Scale 3/8" = 1'-0"

Note:
All longitudinal Reinforcing to be # 4 Bars spaced as shown (Parallel to ℄ Construction)



TYPICAL CROSS SECTION (APPROACH SLAB)

Scale 1/2" = 1'-0"



APPROACH SLAB REINFORCEMENT

Scale 1/8" = 1'-0"

THE CLARKESON ENGINEERING CO., INC.

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

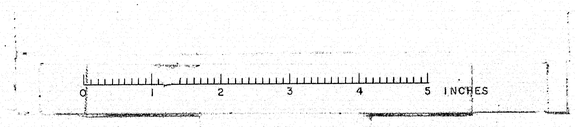
STATE HIGHWAY COMMISSION

INTERSTATE # 95
OVER
MAINE CENTRAL R.R.
& COUNTY ROAD
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
DECK REINFORCEMENT

SHEET 4 OF 6 SHEETS — AUGUSTA, MAINE

75-123

K&E PEERLESS BLUE 105 @ TRACING CLOTH D, L, M, INC. 46815



Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
				EASTERLY ABUTMENTS													
1	22	4	16'-0"	AE 401	Str.												
2	22	4	24'-5"	AE 402	↑												
3	58	4	3'-2"	AE 403													
4	22	4	4'-0"	AE 404													
5	168	5	5'-8"	AE 501													
6	4	↓	2'-11"	AE 502													
7	↑		3'-2"	AE 503													
8			3'-5"	AE 504													
9			3'-8"	AE 505													
10	↓		3'-10"	AE 506													
11	4		4'-0"	AE 507													
12	2		4'-2"	AE 508													
13	4		4'-4"	AE 509													
14	4		4'-7"	AE 510													
15	2		4'-10"	AE 511													
16	4		5'-0"	AE 512													
17	4		5'-3"	AE 513													
18	4		5'-6"	AE 514	↓												
19	34		16'-0"	AE 515	Str.												
20	4		16'-2"	AE 516	19		3'-0"	13'-2"					0'-5"		3'-0"		16'-2"
21	4		16'-4"	AE 517	19		3'-0"	13'-4"					0'-7"		3'-0"		16'-4"
22	34		14'-6"	AE 518	Str.												
23	4		14'-6"	AE 519	19		3'-0"	11'-6"					0'-5"		3'-0"		14'-6"
24	4		14'-8"	AE 520	19		3'-0"	11'-8"					0'-7"		3'-0"		14'-8"
25	40		21'-4"	AE 521	Str.												
26	82		8'-5"	AE 522	20		2'-0"	6'-5"									
27	82		8'-11"	AE 523	S10		6'-0"	0'-5"	2'-6"								
28	82		5'-7"	AE 524	20		0'-11"	4'-8"									
29	4		12'-7"	AE 525	19		1'-3"	11'-4"					0'-6"		1'-3"		12'-7"
30	4		13'-4"	AE 526	19		2'-0"	11'-4"					0'-7"		2'-0"		13'-4"
31	8	↓	10'-6"	AE 527	Str.												
32	8	5	13'-6"	AE 528	Str.												
33	40	6	9'-6"	AE 601	Str.												
34	4	↑	7'-2"	AE 602	20		1'-11"	5'-3"									
35	↑		7'-5"	AE 603	↑		2'-2"	↑									
36			7'-8"	AE 604			2'-5"										
37			7'-11"	AE 605			2'-8"										
38	↓		8'-1"	AE 606			2'-10"										
39	4		8'-3"	AE 607			3'-0"										
40	2		8'-5"	AE 608			3'-2"										
41	4		8'-7"	AE 609			3'-4"										
42	↑		8'-10"	AE 610			3'-7"										
43			9'-1"	AE 611			3'-10"										
44			9'-3"	AE 612			4'-0"										
45	↓		9'-6"	AE 613			4'-3"										
46	4		9'-9"	AE 614	↓		4'-6"	↓									
47	2		9'-11"	AE 615	20		4'-8"	5'-3"									
48	4		6'-10"	AE 616	Str.												
49	↑		7'-0"	AE 617	↑												
50			7'-4"	AE 618													
51			7'-8"	AE 619													
52			8'-0"	AE 620													
53			8'-4"	AE 621													
54			8'-8"	AE 622													
55			9'-2"	AE 623													
56			9'-6"	AE 624													
57	↓		9'-11"	AE 625													
58	4		10'-3"	AE 626													
59	10		10'-7"	AE 627													
60	10		10'-4"	AE 628													
61	4		10'-0"	AE 629													
62	↑		9'-8"	AE 630													
63			9'-3"	AE 631													
64			8'-9"	AE 632													
65			8'-5"	AE 633													
66			8'-1"	AE 634													
67			7'-9"	AE 635													
68			7'-5"	AE 636													
69			7'-1"	AE 637													
70	↓		6'-7"	AE 638	↓												
71	4	↓	6'-3"	AE 639	Str.												
72	54	6	4'-0"	AE 640	17		1'-10"	2'-2"									
73																	
74																	
75																	
76																	
77																	
78																	
79																	
80																	
81																	

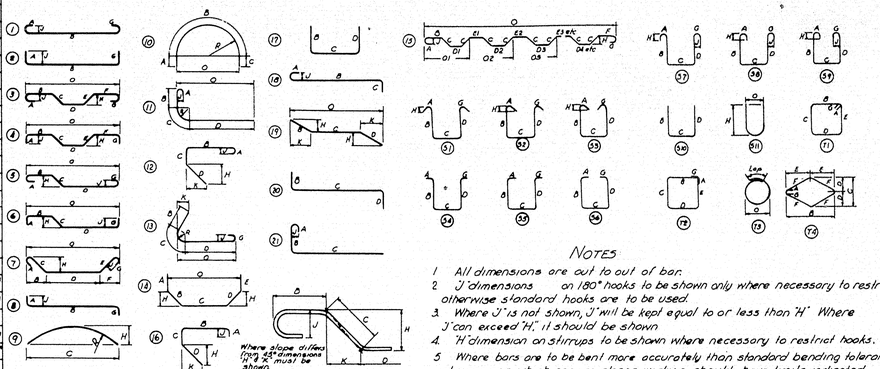
Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
82				WESTERLY ABUTMENTS													
83	22	4	16'-0"	AW 401	Str.												
84	22	4	24'-5"	AW 402	↑												
85	58	4	3'-2"	AW 403													
86	22	4	4'-0"	AW 404													
87	168	5	5'-8"	AW 501													
88	4	↓	2'-11"	AW 502													
89	4		3'-1"	AW 503													
90	2		3'-3"	AW 504													
91	4		3'-5"	AW 505													
92	↑		3'-7"	AW 506													
93			3'-10"	AW 507													
94	↓		4'-0"	AW 508													
95	4		4'-2"	AW 509													
96	2		4'-4"	AW 510													
97	4		4'-6"	AW 511													
98	↑		4'-9"	AW 512													
99			4'-11"	AW 513													
100			5'-2"	AW 514													
101	↓		5'-3"	AW 515													
102	4		5'-6"	AW 516	↓												
103	30		15'-4"	AW 517	Str.												
104	4		15'-5"	AW 518	19		3'-0"	12'-5"					0'-6"		3'-0"		15'-5"
105	4		15'-8"	AW 519	19		3'-0"	12'-8"					0'-8"		3'-0"		15'-8"
106	30		18'-1"	AW 520	Str.												
107	4		18'-2"	AW 521	19		3'-0"	15'-2"					0'-6"		3'-0"		18'-2"
108	4		18'-5"	AW 522	19		3'-0"	15'-5"					0'-8"		3'-0"		18'-5"
109	82		8'-5"	AW 523	20		2'-0"	6'-5"									
110	82		5'-9"	AW 524	20		0'-11"	4'-10"									
111	82		8'-11"	AW 525	S10		6'-0"	0'-5"	2'-6"								
112	2		14'-0"	AW 526	19		1'-5"	12'-7"					0'-8"		1'-5"		14'-0"
113	2		14'-8"	AW 527	19		2'-1"	12'-7"					0'-9"		2'-1"		14'-8"
114	2		14'-9"	AW 528	19		1'-5"	13'-4"					0'-8"		1'-5"		14'-9"
115	2		15'-5"	AW 529	19		2'-1"	13'-4"					0'-9"		2'-1"		15'-5"
116	4		8'-6"	AW 530	Str.												
117	4		11'-0"	AW 531	↑												
118	4		13'-9"	AW 532													
119	40		21'-4"	AW 533													
120	4		12'-0"	AW 534													
121	4	↓	16'-7"	AW 535													
122	4	5	14'-2"	AW 536	↓												
123	40	6	9'-6"	AW 601	Str.												
124	4	↓	7'-2"	AW 602	20		1'-11"	5'-3"									
125	4	↑	7'-4"	AW 603	↑		2'-1"	↑									
126	2		7'-6"	AW 604			2'-3"										
127	4		7'-8"	AW 605			2'-5"										
128	↑		7'-10"	AW 606			2'-7"										
129			8'-1"	AW 607			2'-10"										
130	↓		8'-3"	AW 608			3'-0"										
131	4		8'-5"	AW 609			3'-2"										
132	2		8'-7"	AW 610			3'-4"										
133	4		8'-9"	AW 611			3'-6"										
134	↑		9'-0"	AW 612			3'-9"										
135			9'-2"	AW 613			3'-11"										
136			9'-4"	AW 614			4'-1"										
137	↓		9'-6"	AW 615			4'-3"										
138	4		9'-9"	AW 616	↓		4'-6"	↓									
139	2		9'-11"	AW 617	20		4'-8"	5'-3"									
140	10		10'-10"	AW 618	Str.												
140	4		10'-5"	AW 619	↑												
141	↑		9'-11"	AW 620													
142			9'-8"	AW 621													
143			9'-4"	AW 622													
144			9'-0"	AW 623													
145			8'-7"	AW 624													
146			8'-2"	AW 625													
147			7'-9"	AW 626													
148			7'-4"	AW 627													
149			6'-11"	AW 628													
150	↓		6'-6"	AW 629													
151	4		6'-1"	AW 630													
152	8		5'-9"	AW 631													
153	4		6'-0"	AW 632													
154	↑		6'-4"	AW 633													
155			6'-8"	AW 634													
156			7'-1"	AW 635													
157			7'-5"	AW 636													
158			7'-10"	AW 637													
159			8'-3"	AW 638													
160			8'-8"	AW 639													
161	↓	↓	9'-11"	AW 640	↓												
162	4	6	9'-2"	AW 641	Str.												

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
163	4	6	9'-6"	AW 642	Str.												
164	10	6	10'-0"	AW 643	Str.												
165	54	6	4'-0"	AW 644	17		1'-10"	2'-2"									
166																	
167																	
168																	
169																	
170																	
171																	
172																	
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188																	
189																	
190																	

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
MAINE	I-95-6(23)	23	24

WATERVILLE INTERSTATE

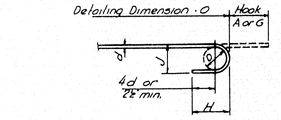
TYPICAL BAR BENDS



ENLARGED VIEW SHOWING BAR BENDING DETAILS

NOTES

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



STANDARD HOOK DETAIL

BAR SIZES

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

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

THE CLARKESON ENGINEERING CO. INC.

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

STATE HIGHWAY COMMISSION

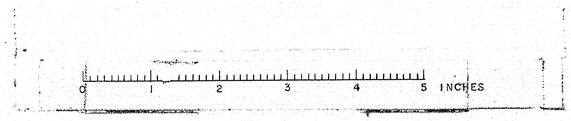
INTERSTATE #95
OVER
MAINE CENTRAL R.R. & COUNTY ROAD
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY

REINFORCING SCHEDULE

SHEET 5 OF 6 SHEETS — AUGUSTA, MAINE

75-124

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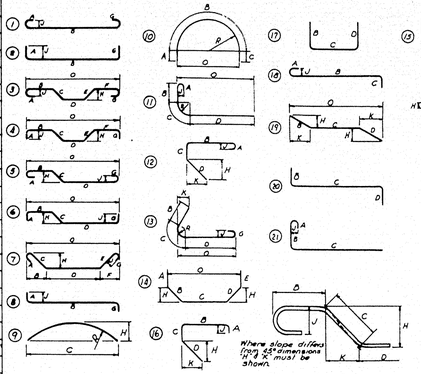


B.P.R. REG.NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(23)	24	24

WATERVILLE INTERSTATE

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
				PIER A													
1	100	5	9'-10"	PA 501	TI	0'-5"	1'-10"	2'-8"	1'-10"	2'-8"		0'-5"					
2	4	↑	10'-2"	PA 502	↑	↑	2'-3"	2'-5"	2'-3"	2'-5"		↑					
3	↑		10'-4"	PA 503			↑	2'-6"	↑	2'-6"							
4			10'-8"	PA 504				2'-8"		2'-8"							
5			10'-10"	PA 505				2'-9"		2'-9"							
6			11'-2"	PA 506				2'-11"		2'-11"							
7	4		11'-4"	PA 507	↓			3'-0"	↓	3'-0"		↓					
8	46		11'-8"	PA 508	TI	0'-5"	2'-3"	3'-2"	2'-3"	3'-2"		0'-5"					
9	6		5'-6¾"	PA 509	S10		1'-3"	3'-0¾"	1'-3"								
10	20		6'-6"	PA 510	Str.												
11	14	5	9'-6"	PA 511	↑												
12	2	6	37'-11"	PA 601													
13	40	6	61'-6"	PA 602													
14	28	9	9'-6"	PA 901													
15	48	10	27'-0"	PA 1001													
16	48	10	61'-0"	PA 1002	Str.												
17	10	11	37'-11"	PA 1101	14		6'-5½"	25'-0"	6'-5½"				0'-9"				37'-10"
18	10	11	37'-11"	PA 1102	Str.												
19																	
20																	
21																	
22																	
23				PIER B													
24	120	5	9'-10"	PB 501	TI	0'-5"	1'-10"	2'-8"	1'-10"	2'-8"		0'-5"					
25	4	↑	10'-2"	PB 502	↑	↑	2'-3"	2'-5"	2'-3"	2'-5"		↑					
26	↑		10'-4"	PB 503			↑	2'-6"	↑	2'-6"							
27			10'-8"	PB 504				2'-8"		2'-8"							
28			10'-10"	PB 505				2'-9"		2'-9"							
29			11'-2"	PB 506				2'-11"		2'-11"							
30	4		11'-4"	PB 507	↓			3'-0"	↓	3'-0"		↓					
31	46		11'-8"	PB 508	TI	0'-5"	2'-3"	3'-2"	2'-3"	3'-2"		0'-5"					
32	6		5'-6¾"	PB 509	S10		1'-3"	3'-0¾"	1'-3"								
33	28	5	11'-0"	PB 510	Str.												
34	2	6	37'-11"	PB 601	↑												
35	12	6	27'-6"	PB 602													
36	28	8	11'-0"	PB 801													
37	48	10	33'-11"	PB 1001	↑												
38	48	10	61'-0"	PB 1002	Str.												
39	10	11	37'-11"	PB 1101	14		6'-5½"	25'-0"	6'-5½"				0'-9"				37'-10"
40	10	11	37'-11"	PB 1102	Str.												
41	13	11	20'-6"	PB 1103	Str.												
42	14	11	27'-0"	PB 1104	Str.												
43																	
44																	
45																	
46																	
47				PIER C													
48	112	5	9'-10"	PC 501	TI	0'-5"	1'-10"	2'-8"	1'-10"	2'-8"		0'-5"					
49	4	↑	10'-2"	PC 502	↑	↑	2'-3"	2'-5"	2'-3"	2'-5"		↑					
50	↑		10'-4"	PC 503			↑	2'-6"	↑	2'-6"							
51			10'-8"	PC 504				2'-8"		2'-8"							
52			10'-10"	PC 505				2'-9"		2'-9"							
53			11'-2"	PC 506				2'-11"		2'-11"							
54	4		11'-4"	PC 507	↓			3'-0"	↓	3'-0"		↓					
55	46		11'-8"	PC 508	TI	0'-5"	2'-3"	3'-2"	2'-3"	3'-2"		0'-5"					
56	6		5'-6¾"	PC 509	S10		1'-3"	3'-0¾"	1'-3"								
57	28	5	11'-0"	PC 510	Str.												
58	2	6	37'-11"	PC 601	↑												
59	28	9	11'-0"	PC 901													
60	14	9	27'-6"	PC 902													
61	48	10	30'-8"	PC 1001	↑												
62	48	10	61'-0"	PC 1002	Str.												
63	10	11	37'-11"	PC 1101	14		6'-5½"	25'-0"	6'-5½"				0'-9"				37'-10"
64	10	11	37'-11"	PC 1102	Str.												
65	24	11	27'-6"	PC 1103	Str.												
66																	
67																	
68																	
69																	
70				PIER D													
71	120	5	9'-10"	PD 501	TI	0'-5"	1'-10"	2'-8"	1'-10"	2'-8"		0'-5"					
72	4	↑	10'-2"	PD 502	↑	↑	2'-3"	2'-5"	2'-3"	2'-5"		↑					
73	↑		10'-4"	PD 503			↑	2'-6"	↑	2'-6"							
74			10'-8"	PD 504				2'-8"		2'-8"							
75			10'-10"	PD 505				2'-9"		2'-9"							
76			11'-2"	PD 506				2'-11"		2'-11"							
77	4		11'-4"	PD 507	↓			3'-0"	↓	3'-0"		↓					
78	46		11'-8"	PD 508	TI	0'-5"	2'-3"	3'-2"	2'-3"	3'-2"		0'-5"					
79	6		5'-6¾"	PD 509	S10		1'-3"	3'-0¾"	1'-3"								
80	20		6'-6"	PD 510	Str.												
81	14	5	9'-6"	PD 511	Str.												
82	2	6	37'-11"	PD 601	Str.												
83	40	6	61'-6"	PD 602	Str.												
84	28	9	9'-6"	PD 901	Str.												
85	48	10	32'-10"	PD 1001	Str.												
86	48	10	61'-0"	PD 1002	Str.												
87	10	11	37'-11"	PD 1101	14		6'-5½"	25'-0"	6'-5½"				0'-9"				37'-10"
88	10	11	37'-11"	PD 1102	Str.												
89																	
90																	
91																	
92																	
93				PIER E													
94	160	5	11'-10"	PE 501	TI	0'-5"	2'-4"	3'-2"	2'-4"	3'-2"		0'-5"					
95	4	↑	10'-2"	PE 502	↑	↑	2'-3"	2'-5"	2'-3"	2'-5"		↑					
96	↑		10'-4"	PE 503			↑	2'-6"	↑	2'-6"							
97			10'-8"	PE 504				2'-8"		2'-8"							
98			10'-10"	PE 505				2'-9"		2'-9"							
99	↓		11'-2"	PE 506				2'-11"		2'-11"							
100	4		11'-4"	PE 507	↓			3'-0"	↓	3'-0"		↓					
101	46		11'-8"	PE 508	TI	0'-5"	2'-3"	3'-2"	2'-3"	3'-2"		0'-5"					
102	6		5'-6¾"	PE 509	S10		1'-3"	3'-0¾"	1'-3"								
103	16	↓	10'-6"	PE 510	Str.												
104	22	5	7'-6"	PE 511	↑												
105	2	6	37'-11"	PE 601													
106	40	6	71'-6"	PE 602													
107	32	9	10'-6"	PE 901	Str.												
108	10	11	37'-11"	PE 1101	14		6'-5½"	25'-0"	6'-5½"				0'-9"				37'-10"
109	10	11	37'-11"	PE 1102	Str.												
110	56	11	43'-0"	PE 1103	Str.												
111	56	11	6'-3"	PE 1104	Str.												
112																	
113																	
114																	
115																	
116																	
117				PIER F													
118	108	5	9'-10"	PF 501	TI	0'-5"	1'-10"	2'-8"	1'-10"	2'-8"		0'-5"					
119	4	↑	10'-2"	PF 502	↑	↑	2'-3"	2'-5"	2'-3"	2'-5"		↑					
120	↑		10'-4"	PF 503			↑	2'-6"	↑	2'-6"							
121			10'-8"	PF 504				2'-8"		2'-8"							
122			10'-10"	PF 505				2'-9"		2'-9"							
123			11'-2"	PF 506				2'-11"		2'-11"							
124	4		11'-4"	PF 507	↓			3'-0"	↓	3'-0"		↓					
125	46		11'-8"	PF 508	TI	0'-5"	2'-3"	3'-2"	2'-3"	3'-2"		0'-5"					
126	6	↓	5'-6¾"	PF 509	S10		1'-3"	3'-0¾"	1'-3"								
127	28	5	11'-0"	PF 510	Str.												
128	2	6	37'-11"	PF 601	↑												
129	28	9	11'-0"	PF 901													
130	14	9	27'-6"	PF 902													
131	48	10	30'-11"	PF 1001													
132	48	10	61'-0"	PF 1002	Str.												
133	10	11	37'-11"	PF 1101	14		6'-5½"	25'-0"	6'-5½"				0'-9"				37'-10"
134	10	11	37'-11"	PF 1102	Str.												
135	23	11	27'-3"	PF 1103	Str.												
136																	
137																	
138																	
139																	
140				DECK													
141	304	4	27'-1"	S 401	Str.												
142	608	4	35'-6"	S 402	Str.												
143	304	4	36'-3"	S 403	Str.												
144	1056	5	4'-1"	S 501	S5		1'-4"	0'-8"	1'-4"			0'-9"					
145	1056	5	6'-1"	S 502	S5	0'-9"	1'-3"	2'-1"	1'-3"			0'-9"					
146	96	5	3'-0"	S 503	Str.												
147	430	6	41'-3"	S 601	15		4'-4"	0'-8½"	4'-3½"	3'-3"	4'-4"		0'-5½"				39'-2"
148	876	6	39'-2"	S 602	Str.												
149	120	5	6'-0"	S 504	Str												
150																	
151																	
152																	
153																	
154																	
155				APPROACH SLABS													
156	88	4	34'-8"	AS 401	Str.												
157	504	7	141'-8"	AS 701	Str.												
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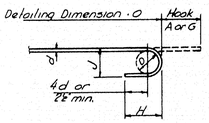
TYPICAL BAR BENDS



ENLARGED VIEW SHOWING BAR BENDING DETAILS

NOTES

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



STANDARD HOOK DETAIL

BAR SIZES

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

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

THE CLARKESON ENGINEERING CO. INC.

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DRAWN J.S.	APPROVED W.A.H.-C.J.M.	SURVEY PLOT

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REINFORCING SCHEDULE

SHEET 6 OF 6 SHEETS AUGUSTA, MAINE

75-125

