B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEET
1	MAINE	I-95-6(24)124	1	44

STATE OF MAINE
STATE HIGHWAY COMMISSION

PLANS

WATERVILLE

KENNEBEC COUNTY

MAINE FEDERAL AID INTERSTATE #95

PROJECT NO. I-95-6(24)124

TOTAL LENGTH 0.095 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 MAIN STREET

AS BUILT 1959

INDEX OF SHEETS

SHEET NO.

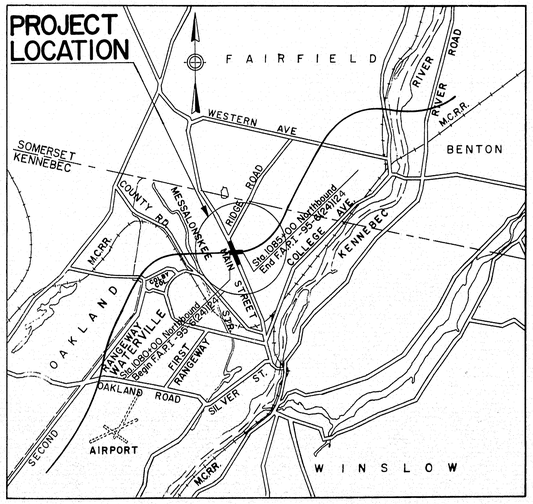
1	Title Sheet
2–4	Typical Sections
5	Quantities
6–10	Standard Details
11–12	Special Details
13	Subsurface Data
14	General Plan and Profile — Main Street
15	Profile — Sta. 1075+00 to Sta. 1089+00
16	Profile — Ramps "E", "F", "G" & "H"
17	Grading, Pavement & Curb Tie Plan — Main St. Interchange
18–24	Cross Sections
25–34	Bridge Plans

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	

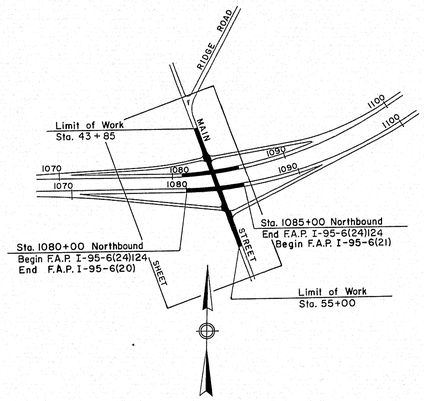
Interstate #95 and Main Street Interchange Ramps shall be Constructed to Top of Lower Course Crushed Gravel Base only, within the Limits Indicated on the Plans. Construction of Main Street is to include Pavement. Construction of Main Street Bridge is included in this Contract

All work contemplated under this Contract to be Governed by and in conformity with the Standard Specifications, Highways and Bridges, Revison 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" = 600'

INTERSTATE #95

A.D.T. (1960)	= 4790
A.D.T. (1980)	= 7620
D.H.V. (1980)	= 1143
D. (1980)	= 65%
T. (1980)	= 15%
V. (M.P.H.)	= 60

MAIN STREET

A.D.T. (1960)	= 6250
A.D.T. (1980)	= 7940
D.H.V. (1980)	= 1190
D. (1980)	= 65%
T. (1980)	= 15%
V. (M.P.H.)	= 45

CONSULTING ENGINEERS
THE CLARKESON ENGINEERING COMPANY, INC.
BOSTON MASS.
John Clarkeson
CONSULTING ENGINEER
8/20/58
DATE

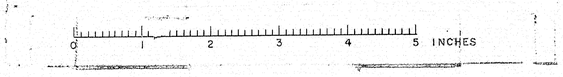
APPROVED:
MAINE STATE HIGHWAY COMMISSION
David H. Stevens CHAIRMAN
R. Leon Williams
CHIEF ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION 1

APPROVED:

DIVISION ENGINEER DATE

75-126



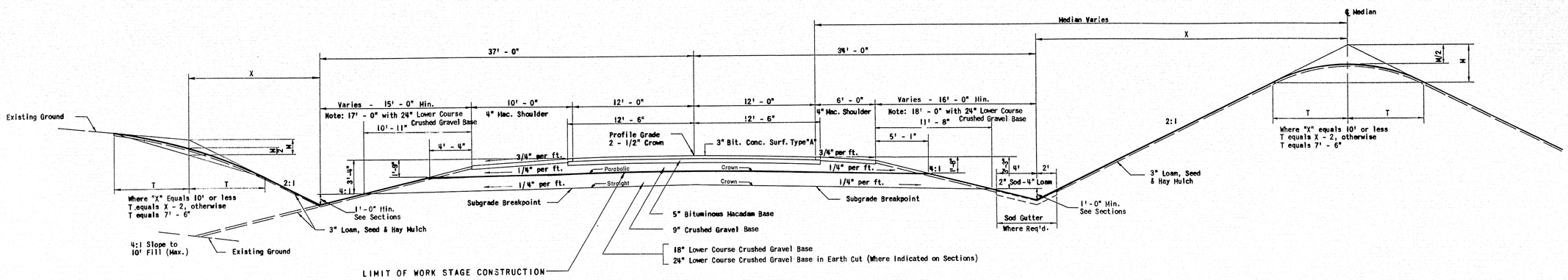
C. & G. CO., NO. 378 17488

B. P. R. REG. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	2	34

WATERVILLE INTERSTATE

GRADING CONTRACT — STAGE CONSTRUCTION

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



TYPICAL SECTION - NORMAL

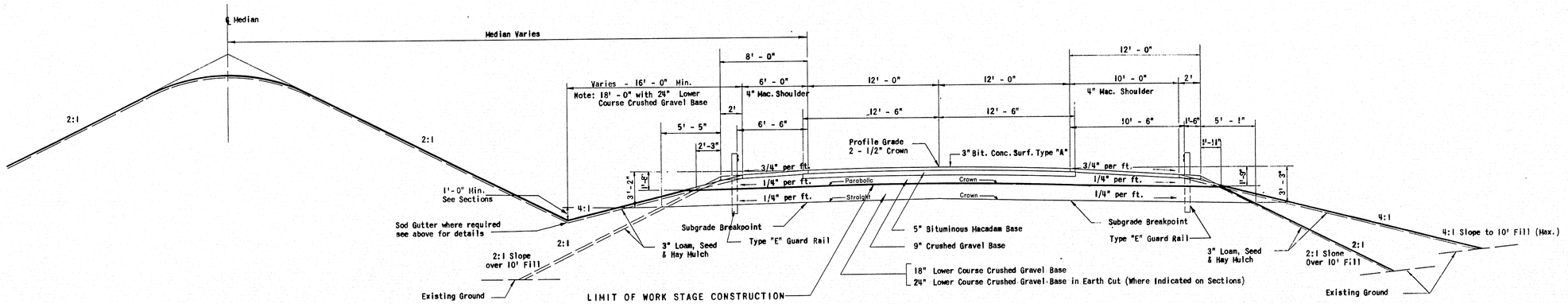
Scale: 1" = 5'

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" Lower Course Crushed Gravel Base	91.92
24" Lower Course Crushed Gravel Base	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" Lower Course Crushed Gravel Base	136.42
24" Lower Course Crushed 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" Lower Course Crushed Gravel Base	73.74
24" Lower Course Crushed Gravel Base	106.40



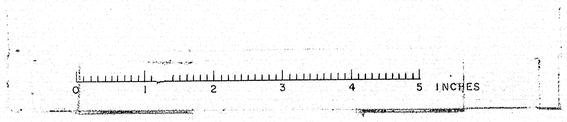
TYPICAL SECTION - NORMAL

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" Lower Course Crushed Gravel Base	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" Lower Course Crushed Gravel Base	83.09



MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

TYPICAL SECTIONS

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

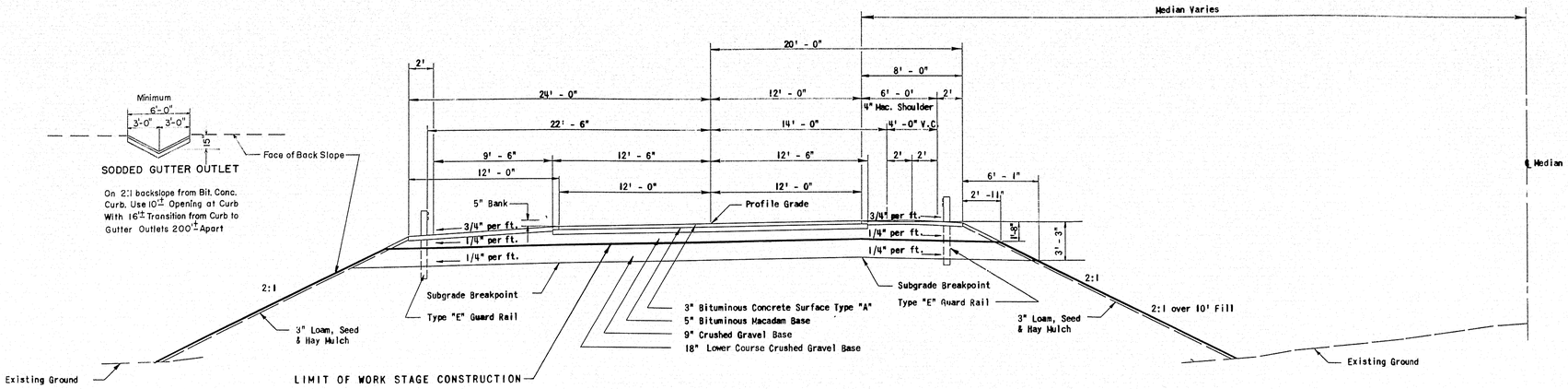
75-127

S. P. R. REG. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	3	34

WATERVILLE INTERSTATE

GRADING CONTRACT — STAGE CONSTRUCTION

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



12' PAVED SHOULDER

For Quantities see Typical Section - Normal

TYPICAL SECTION - SUPERELEVATED

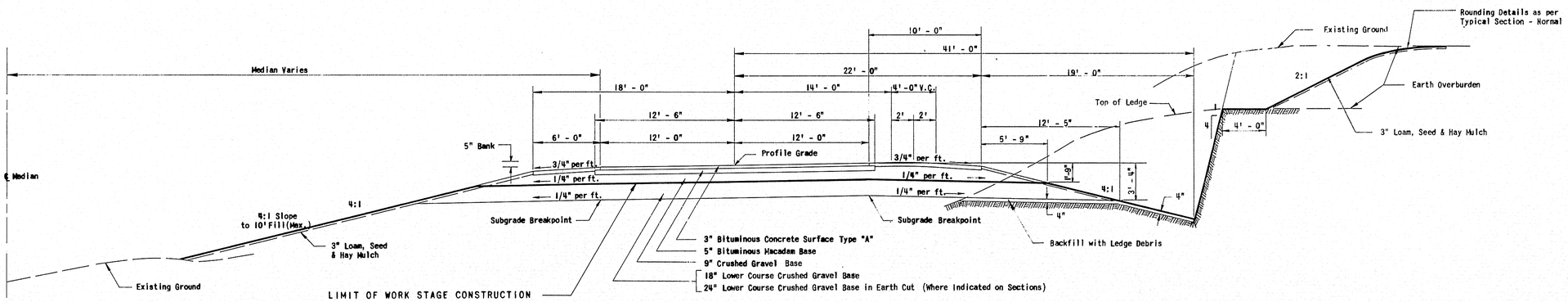
Showing B = 5" Superelevation for D = 0° - 30'

Scale: 1" = 5'

SOUTHBOUND INTERSTATE

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

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



6' PAVED SHOULDER

For Quantities see Typical Section - Normal

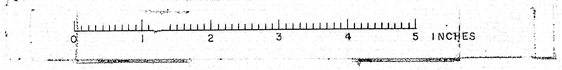
TYPICAL SECTION - SUPERELEVATED

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

Scale: 1" = 5'

NORTHBOUND INTERSTATE

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



MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

TYPICAL SECTIONS

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

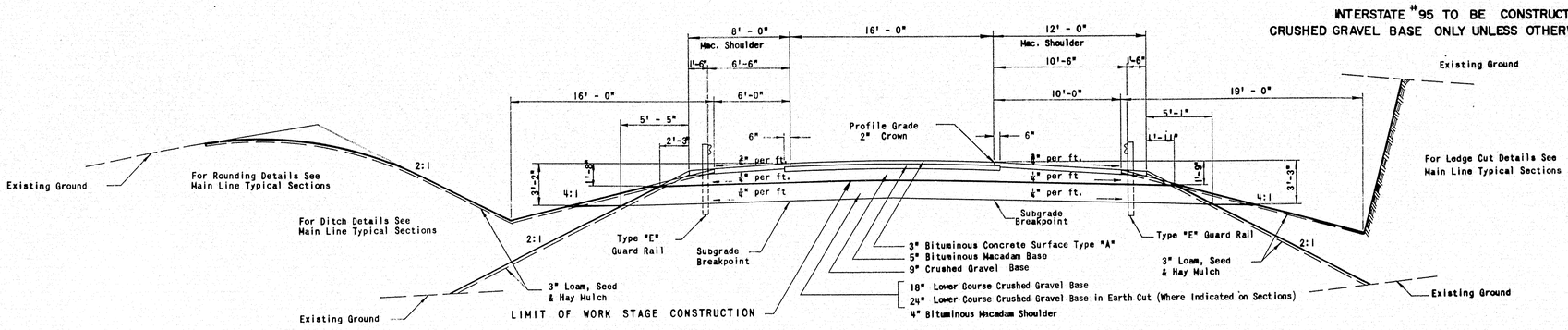
75-128

GRADING CONTRACT — STAGE CONSTRUCTION

B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	4	34

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

WATERVILLE INTERSTATE



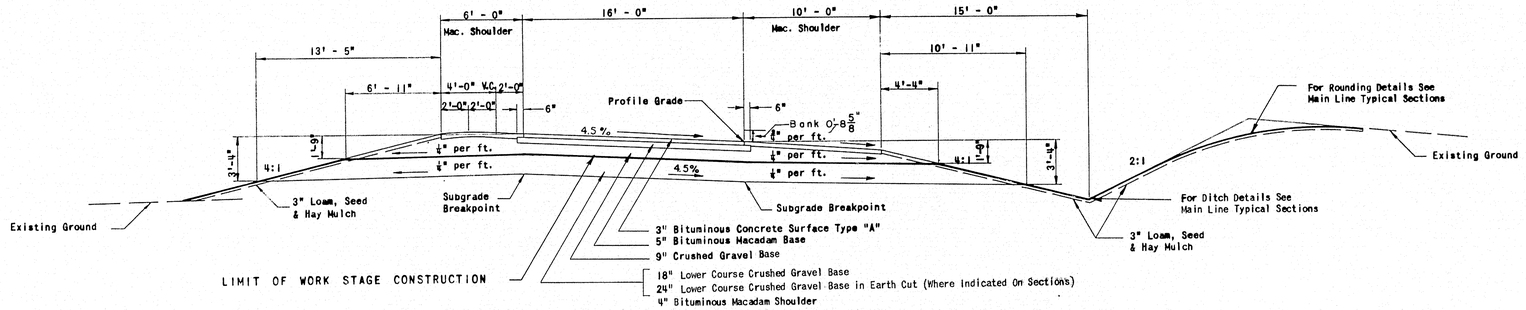
TYPICAL SECTION - ONE WAY RAMP - NORMAL

Scale: 1" = 5'

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

16' PAVEMENT	C.Y./100 L.F.
3" Bituminous Concrete	14.81
5" Bituminous Macadam (25')	38.58
9" Crushed Gravel Base	44.44
18" Lower Course Crushed Gravel Base	88.89

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



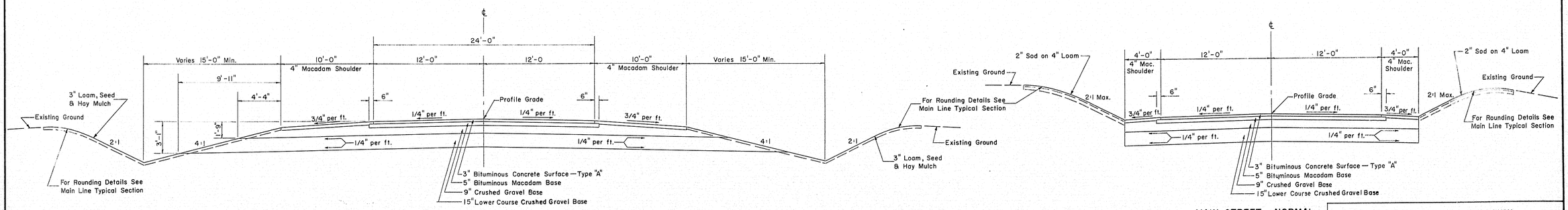
TYPICAL SECTION - ONE WAY RAMP - SUPERELEVATED

Scale: 1" = 5'

6' SHOULDER	C.Y./100 L.F.
4" Bituminous Macadam	7.26
Crushed Gravel Base (to 4:1)	38.14
18" Lower Course Crushed Gravel Base	83.84

16' PAVEMENT	C.Y./100 L.F.
3" Bituminous Concrete	14.81
5" Bituminous Macadam (25')	38.58
9" Crushed Gravel Base	44.44
18" Lower Course Crushed Gravel Base	88.89

10' SHOULDER	C.Y./100 L.F.
4" Bituminous Macadam	12.19
Crushed Gravel Base (to 4:1)	36.33
18" Lower Course Crushed Gravel Base	91.92



MAIN STREET — NORMAL

Not to Scale

Sta. 47+00 to 55+00

10' SHOULDER	C.Y./100 L.F.
4" Bituminous Macadam	12.19
Crushed Gravel Base	36.33
15" Lower Course Crushed Gravel Base	72.79

24' PAVEMENT	C.Y./100 L.F.
3" Bituminous Concrete	22.22
5" Bituminous Macadam (25')	38.58
9" Crushed Gravel Base	66.67
15" Lower Course Crushed Gravel Base	111.11

4' SHOULDER	C.Y./100 L.F.
4" Bituminous Macadam	4.79
Crushed Gravel Base	14.20
15" Lower Course Crushed Gravel Base	18.52

MAIN STREET — NORMAL

Not to Scale

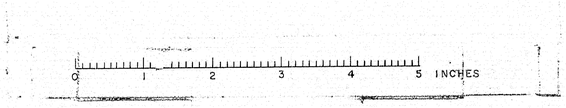
Sta. 44+00 to 46+00

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

TYPICAL SECTIONS

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

75-129



B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I - 95-6(24)	5	34

44

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201-5	Clearing	0 ~~0.4~~ 0.4	Acres
202-5	Removing Trees (9" - 24")	10	Each
202-6	Removing Trees (Over 24")	7	Each
203-9	Earth Excavation	10,751 ~~11,000~~	C.Y.
204-10	Structural Earth Excavation - Drainage	~~450~~	C.Y.
204-11	Structural Rock Excavation - Drainage	106 50	C.Y.
204-14	Structural Earth Excavation - Piers	399 ~~310~~	C.Y.
204-15	Structural Rock Excavation - Piers	191 ~~40~~	C.Y.
205-8	Common Borrow	11,571 ~~16,600~~	C.Y.
205-9	Granular Borrow	4,600	C.Y.
302-7	Gravel Base Course - In Place Measurement	490 ~~440~~	C.Y.
302-9	Crushed Gravel Base Course - In Place Measurement	1,555 1,555	C.Y.
302-13	Lower Course Crushed Gravel Base - In Place Measurement	4,800 4,800	C.Y.
303-8	Bituminous Macadam Base Course	860 ~~860~~	Ton
308-5	Overhaul - In Place Measurement	~~3,600~~	Yd.Mi.
308-6	Overhaul - Pit Measurement	0 ~~3,600~~	Yd.Mi.
309-5	Stripping Pits	1 ~~1,100~~	C.Y.
311-6	Sprinkling	0 ~~40~~	Units
311-6	Calcium Chloride	~~10~~	Ton
401-11	Gravel Surface Course	~~10~~	C.Y.
403-13	Bituminous Macadam Surface Course	371 ~~380~~	Ton
411-28	Bituminous Concrete Surface Course, Type "A"	641 ~~600~~	Ton
702-7	Asphalt Cement	2497 6,800	Gal.
703-8	Emulsified Asphalt (Quick Setting Grade)	6,300 6,300	Gal.
602-11	15" Asphalt Coated Corrugated Metal Pipe	1 ~~20~~	L.F.
602-14	24" Asphalt Coated Corrugated Metal Pipe	~~40~~	L.F.
602-15	30" Asphalt Coated Corrugated Metal Pipe	~~40~~	L.F.
603-11	15" Reinforced Concrete Pipe	112 ~~120~~	L.F.
603-13	24" Reinforced Concrete Pipe	40	L.F.
603-14	30" Reinforced Concrete Pipe	40	L.F.
605-24	Catch Basins - Type "F"	3	Each
605-26	Catch Basins - Type "H"	1	Each
606-9	Underdrain - Type "A"	0 ~~50~~	L.F.
606-10	Underdrain - Type "B"	270 100	L.F.
606-13	18" Underdrain - Type "C"	650 ~~280~~	L.F.
606-16	Underdrain Outlets	50	L.F.
607-8	Metal Endwall for 24" Pipe	1	Each
607-9	Metal Endwall for 30" Pipe	1	Each
701-33	Portland Cement Concrete, Abutments & Retaining Walls	223.53 ~~330~~	C.Y.
701-35	Portland Cement Concrete, Piers	212.7 ~~200~~	C.Y.
701-40	Portland Cement Concrete, Roadway & Sidewalk Slabs on Steel Bridges	498.29 430	C.Y.
701-47	Portland Cement	1,262.1 ~~440~~	Bbls.
702-103	Structural Steel, Fabricated and Delivered 61.1 T	~~358,700~~	Lbs.
702-104	Structural Steel, Erection 261.2	~~358,700~~	Lbs.
705-13	Reinforcing Steel, Delivered 19,602	~~135,400~~	Lbs.
705-14	Reinforcing Steel, Placing 19,761	135,400	Lbs.
708-16	Steel H-Beam Piles - 42 lbs./Foot	1,21.0 1,390	L.F.
709-5	Bridge Drainage	1	L.S.
710-5	Shear Connectors, Delivered & Placed	1	L.S.
604-6	French Drains	.9 ~~160~~	C.Y.
607-15	Aluminum Railing	6 .3 ~~660~~	L.F.
901-14	Granite Edging	1 2.. ~~110~~	L.F.
901-15	Granite Edging - Circular	44.4 ~~50~~	L.F.
905-35	Guard Posts - Type "A"	1 ~~3~~	Each
907-10	Hand Laid Riprap	57 15	C.Y.
908-8	Loam Excavation	1,7.. 1,700	C.Y.
909-7	Sodding	0 2,300	S.Y.
910-10	Seeding - Parkway Mixture	.7 94	Units
912-6	Hay Mulch	1.56 ~~11~~	Ton
914-6	Project Markers	0 ~~1~~	Each
916-6	Underdrain Outlet Markers	2	Each
917-6	Traffic Officers	149 ~~1,000~~	Man Hrs.
926-7	Removal or Razing Building No. 1	0 ~~1~~	Each
926-8	Removal or Razing Building No. 2	1	Each
929-10	Portable Barricade	10	Each
930-13	Portable Barricade with Flashing Lights	2	Each
933-6	Slope Paving for Bridges	986.3 890	S.Y.
	Gravel for Foundations NEW IN GRAVEL BASE COURSE	~~60~~	C.Yr.

CLEARING

STATION TO STATION	SIDE	REMARKS
1081 + 00 to 1083 + 52 S.B.	Rt.	
1081 + 14 to 1082 + 15 N.B.	Lt.	
Main Street		
49 + 85 to 52 + 40	Rt.	
52 + 40 to 53 + 60	Rt.	
53 + 00 to 54 + 75	Rt.	

TREES REMOVED

STATION	SIDE	OFFSET	DESCRIPTION
Main Street			
46 + 88	Lt.	102'	11" Apple
49 + 75	Lt.	28'	23" Elm
52 + 30	Lt.	31'	24" Elm
52 + 38	Lt.	44'	24" Elm
52 + 50	Lt.	30'	19" Elm
52 + 72	Lt.	84'	22" Elm
53 + 03	Lt.	30'	20" Elm
53 + 20	Lt.	30'	18" Elm
53 + 33	Lt.	30'	19" Elm
54 + 12	Lt.	29'	17" Elm
47 + 10	Lt.	31'	29" Poplar
48 + 23	Lt.	32'	29" Maple
48 + 57	Lt.	31'	32" Maple
50 + 76	Lt.	27'	26" Elm
51 + 43	Lt.	29'	27" Elm
52 + 45	Lt.	53'	25" Elm
53 + 89	Lt.	30'	26" Elm

LOWER COURSE CRUSHED GRAVEL BASE

STATION TO STATION	DESCRIPTION
Northbound	
1080 + 50 to 1081 + 50	18" Gravel Base
1083 + 18 to 1084 + 50	18" Gravel Base
Southbound	
1081 + 50 to 1082 + 78	18" Gravel Base
1084 + 44 to 1085 + 50	18" Gravel Base
Main Street	
44 + 00 to 55 + 00	15" Gravel Base
Ramp "E"	24" Gravel Base
Ramp "F"	18" Gravel Base
Ramp "G"	24" Gravel Base
Ramp "H"	18" Gravel Base

DRIVEWAYS

STATION	SIDE	DESCRIPTION
Main Street		
44 + 40	Rt.	1" Gravel Surface Course
45 + 15	Lt.	1" Gravel Surface Course
45 + 20	Rt.	1" Gravel Surface Course
45 + 90	Lt.	1" Gravel Surface Course

ROADWAY CULVERTS

STATION	SIZE	A.C.C.M.P. LEFT	R.C.P	A.C.C.M.P. RIGHT	PIPE CONN.	METAL E.W.
Main Street						
44 + 00	15"		32'			
52 + 80	15"		40'			
Ramp "E"						
82 + 50	24"	16'	32'	20'	1	1
Ramp "G"						
82 + 00	30"	12'	32'	20'	1	1
Ramp "H"						
82 + 93	15"	16'	44'			

GRANITE EDGING

STATION TO STATION	LENGTH	KIND
Main Street		
46 + 67 to 46 + 81 Rt.	14	Straight
47 + 00 to 47 + 13 Lt.	13	"
51 + 06 to 51 + 22 Rt.	16	"
52 + 24 to 52 + 83 Lt.	59	"
47 + 00 Lt.	5.2	Circular R = 2'
47 + 13 Lt.	5.2	" "
52 + 24 Lt.	5.2	" "
52 + 83 Lt.	5.2	" "
46 + 67 Rt.	5.2	" "
46 + 81 Rt.	5.2	" "
51 + 06 Rt.	5.2	" "
51 + 22 Rt.	5.2	" "

GUARD POSTS - TYPE "A"

STATION	OFFSET	DESCRIPTION
3 To Be Used For Mail Boxes At Undetermined Locations		

LOAM EXCAVATION

STATION TO STATION	~~DEPTH~~ DEPTH	AVERAGE WIDTH	LENGTH
1081 + 00 to 1083+ 25 S.B.	0.5'	~~135~~ 100'	~~225~~ 100'
1081 + 00 to 1082+ 00 N.B.	0.5'	110'	100'
Ramp "F"			
83 + 70 to 85 + 00	0.8'	90'	130'
Ramp "G"			
81 + 50 to 82 + 60	0.5'	125'	110'
Main Street			
46 + 00 to 55 + 00 Rt.	0.5'	20'	900'
Ramp "E" 82+50 - 83+70	1	11	97

UNDERDRAIN

STATION TO STATION	SIDE	SIZE & TYPE	LENGTH
Main Street			
44 + 00 to 46 + 30	Lt.	18" - "C"	256.
~~Undetermined~~		~~"A"~~	50
~~Undetermined~~ 82+05 to 83+05		"B"	100
Undetermined 81+50 to 82+00	Lt.	Underdrain Outlets	50

SODDING

STATION TO STATION	SIDE	REMARKS
Main Street		
46 + 00 to 85 + 00 Lt. Ramp "F"	Lt.	
47 + 50 to 51 + 80	Lt.	
51 + 80 to 84 + 50 Lt. Ramp "H"	Lt.	
46 + 00 to 82 + 00 Lt. Ramp "E"	Rt.	
49 + 10	Rt.	
82 + 00 Rt. "E" to 81 + 50 Lt. "G"	Rt.	
81 + 50 Rt. "G" to 55 + 00	Rt.	
44 + 00 to 46 + 00	Lt. & Rt.	Side Slopes
Northbound		
1080 + 00 to 1081 + 75	Lt.	
1083 + 50 to 1085 + 00	Lt.	
1080 + 00 to 81 + 50 Lt. Ramp "G"	Rt.	
1083 + 39	Lt.	
Southbound		
1081 + 00 to 82 + 00 Rt. Ramp "E"	Lt.	
1082 + 47	Lt.	
1084 + 65	Lt.	

PORTABLE BARRICADES

STATION	NO.	REMARKS
Main Street		
46 + 50± Rt.	2	1 With Flashing Lights
46 + 85± Lt.	2	
46 + 95± Rt.	1	
47 + 25± Lt.	1	
50 + 95± Rt.	1	
51 + 40± Rt.	2	
52 + 05 Lt.	1	
52 + 90 Lt.	2	1 With Flashing Lights

CATCH BASINS & MANHOLES (DRAIN.)

STATION	SIDE	CATCH BASIN	M.H.
Main Street			
44 + 00	Rt.	F	
44 + 00	Lt.	F	
82 + 93	Rt.	F	
52 + 80	Lt.	"	

SUMMARY OF CLASSIFIED EXCAVATION AND BORROW

Total Excavation from Cross Sections	11,502 C.Y.
Less Loam Excavation in Cuts	751
Sub-Total	10,751 C.Y.
Estimated Earth Shrinkage Factor (-15%)	1,613
Available Fill from Cross Sections	9,138 C.Y.
Total Earth Embankment from Cross Sections	21,976 C.Y.
Plus Loam Excavation in Fills	959
Total Fill Required	22,935 C.Y.
20% Granular Borrow	4,587
Embankment Sub-Total	18,348 C.Y.
Available Fill from Cross Sections	9,138
Common Borrow	9,120 C.Y.

Total Earth Excavation	10,751	+ 249*	=	11,000 C.Y.
Total Common Borrow	9,210	+ 1,390*	=	10,600 C.Y.
Total Granular Borrow	4,587	+ 13*	=	4,600 C.Y.

75-130

K+E PHOENIX BLUE 185 D. L. M. INC. 83510

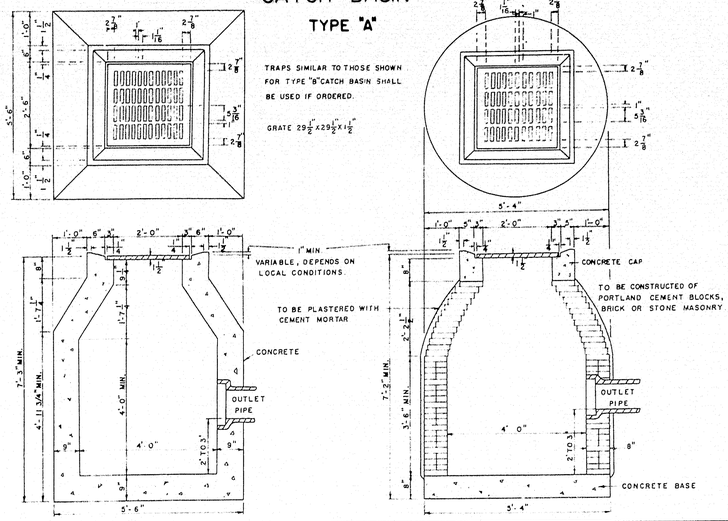
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	6	34

WATERVILLE-34 INTERSTATE

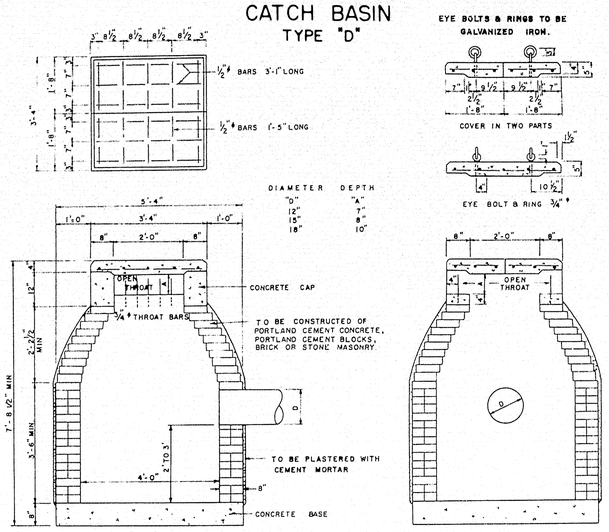
CATCH BASIN TYPE "A"

TRAPS SIMILAR TO THOSE SHOWN FOR TYPE "B" CATCH BASIN SHALL BE USED IF ORDERED.

GRATE 29½" X 29½" X 1½"



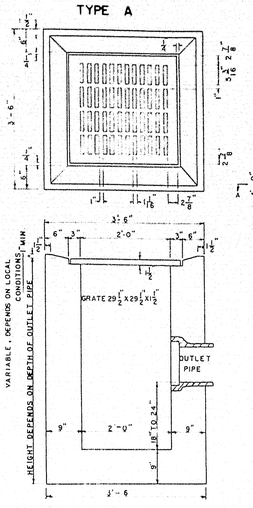
CATCH BASIN TYPE "D"



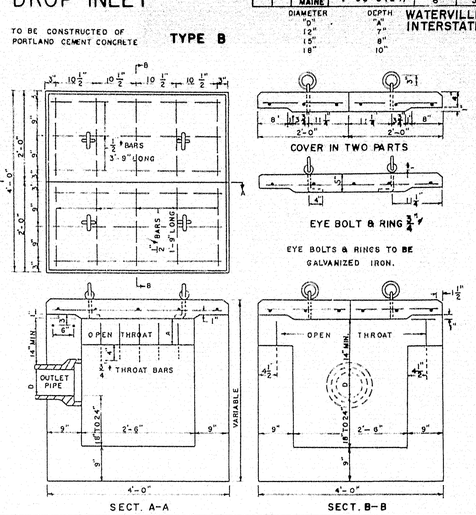
DROP INLET

TO BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE

TYPE A



TYPE B

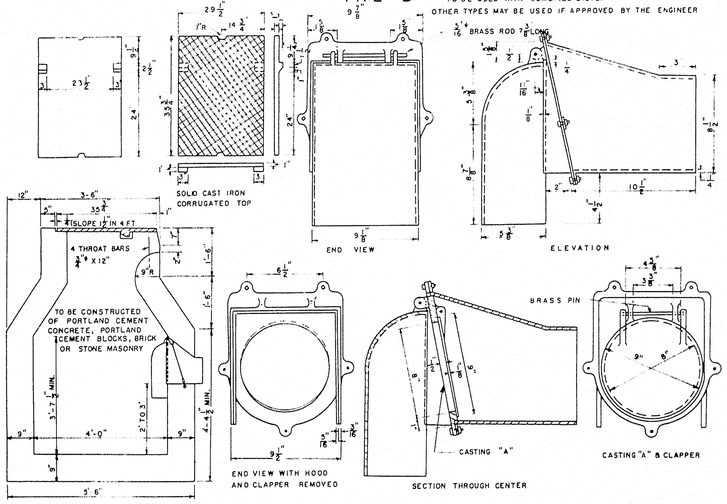


DIAMETER "D"	DEPTH "A"
12"	7"
15"	8"
18"	10"

CATCH BASIN TYPE "B"

DETAIL OF TRAP

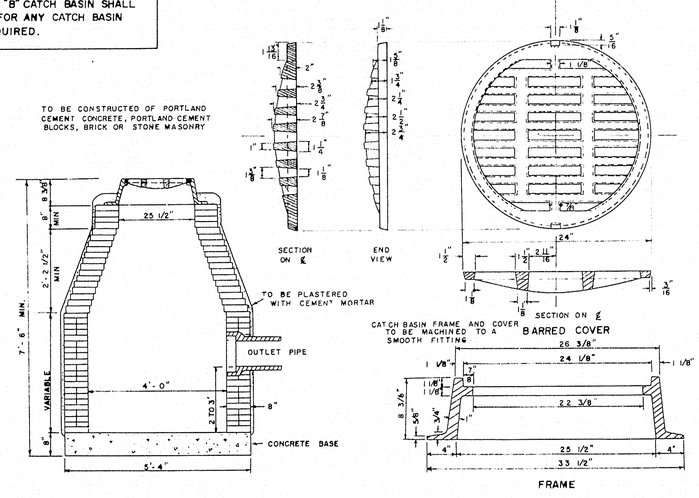
TO BE USED WITH COMBINED SYSTEM
OTHER TYPES MAY BE USED IF APPROVED BY THE ENGINEER



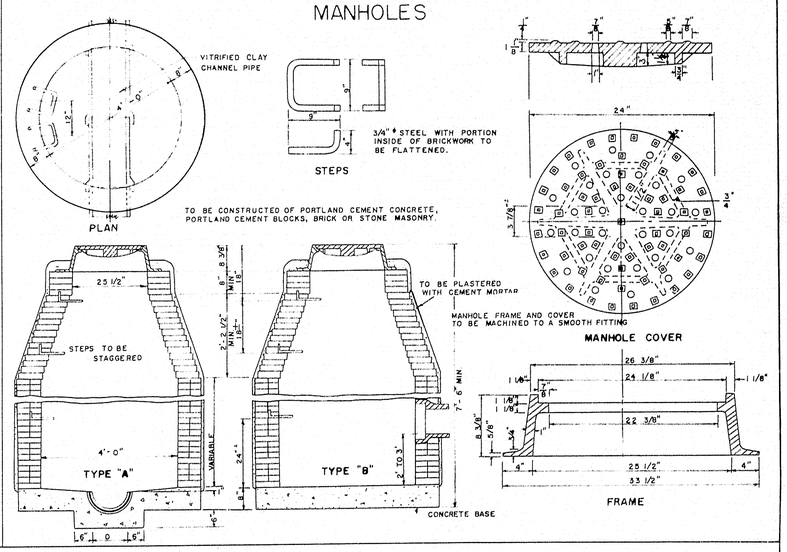
NOTE

TRAPS SIMILAR TO THOSE SHOWN FOR TYPE "B" CATCH BASIN SHALL BE USED FOR ANY CATCH BASIN WHEN REQUIRED.

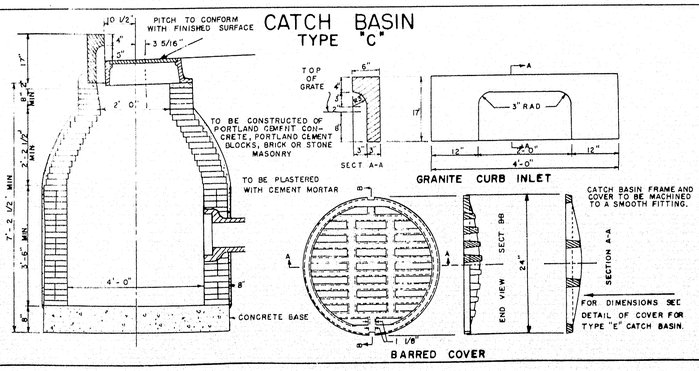
CATCH BASIN TYPE "E"

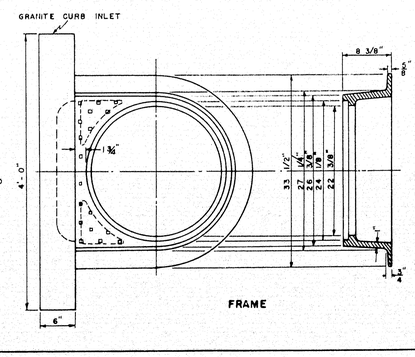


MANHOLES

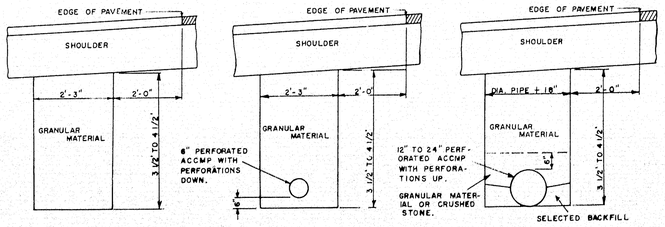


CATCH BASIN TYPE "C"





UNDERDRAIN



NOTE:
ALL CATCH BASINS AND MANHOLES CONSTRUCTED OF PORTLAND CEMENT BLOCKS, BRICK OR STONE MASONRY SHALL BE CYLINDRICAL IN SHAPE.

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

CATCH BASINS, MANHOLES, DROP INLETS AND UNDERDRAINS

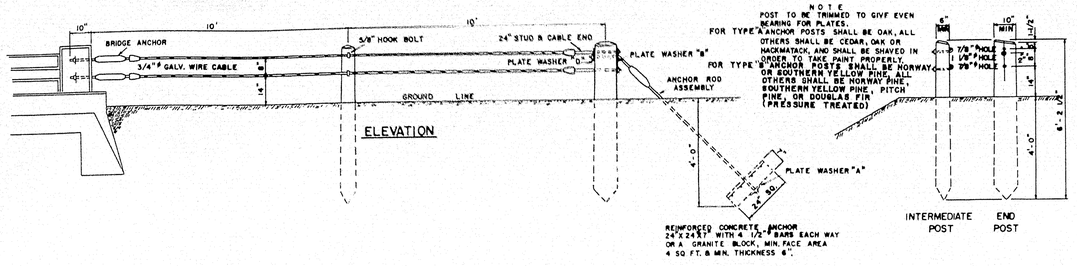
(1)

75-131

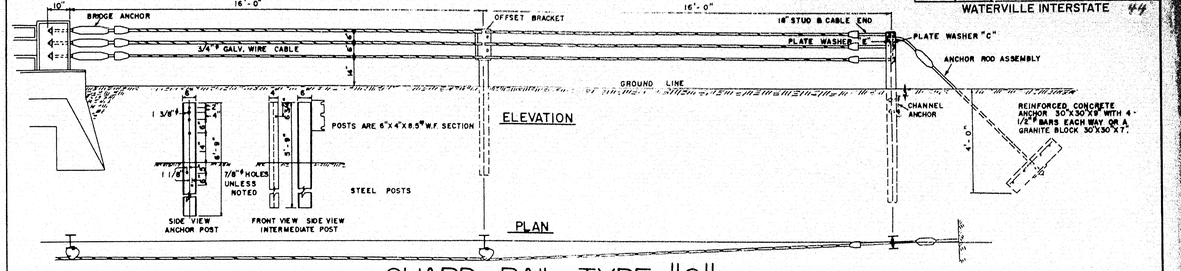
0 1 2 3 4 5 INCHES

B.P.R. REG.NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	7	34

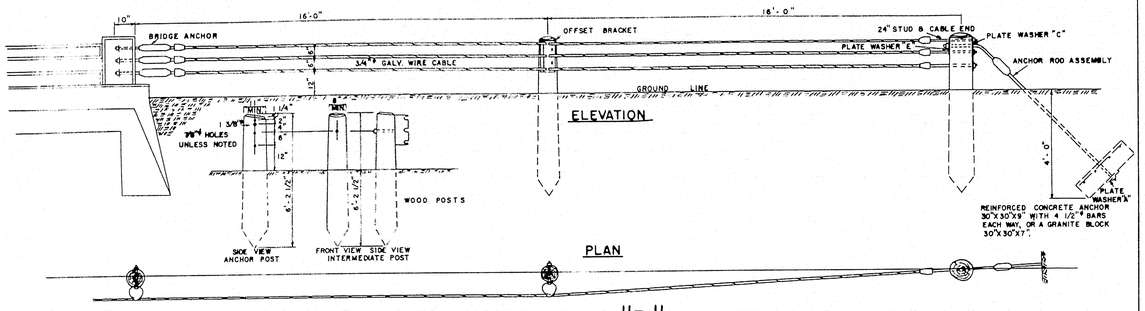
WATERVILLE INTERSTATE



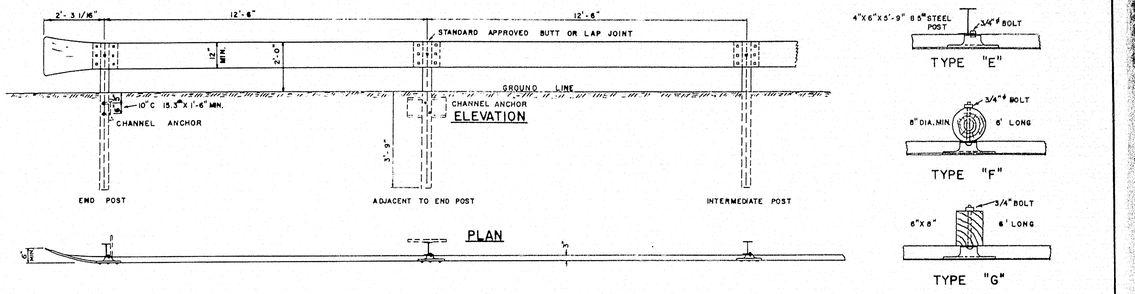
GUARD RAIL TYPE "A" & "B"



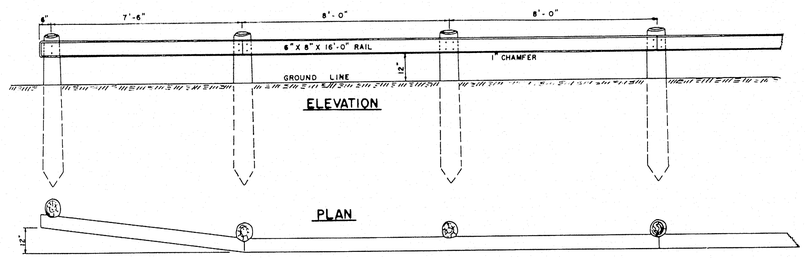
GUARD RAIL TYPE "C"



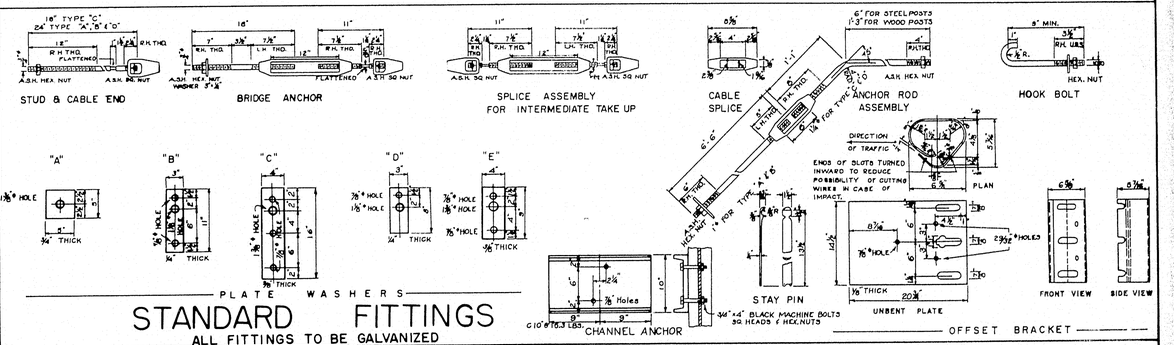
GUARD RAIL TYPE "D"



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

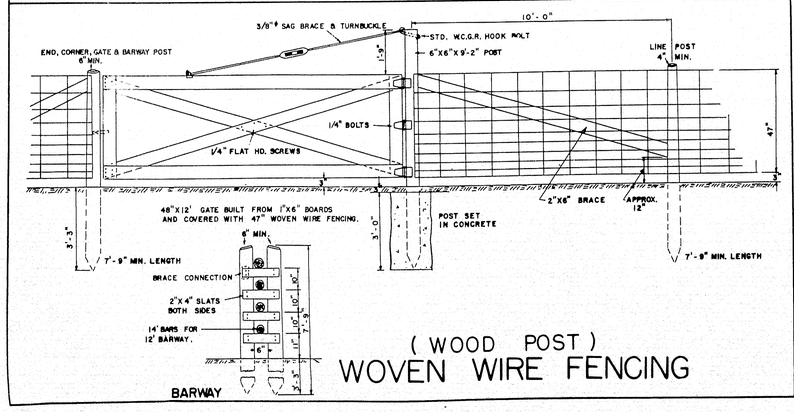


GUARD RAIL TYPE "H"

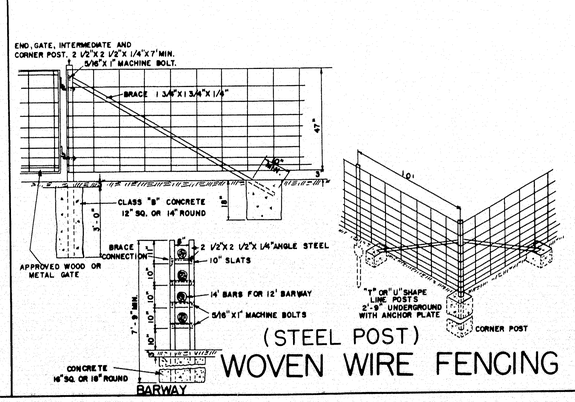


STANDARD FITTINGS

ALL FITTINGS TO BE GALVANIZED

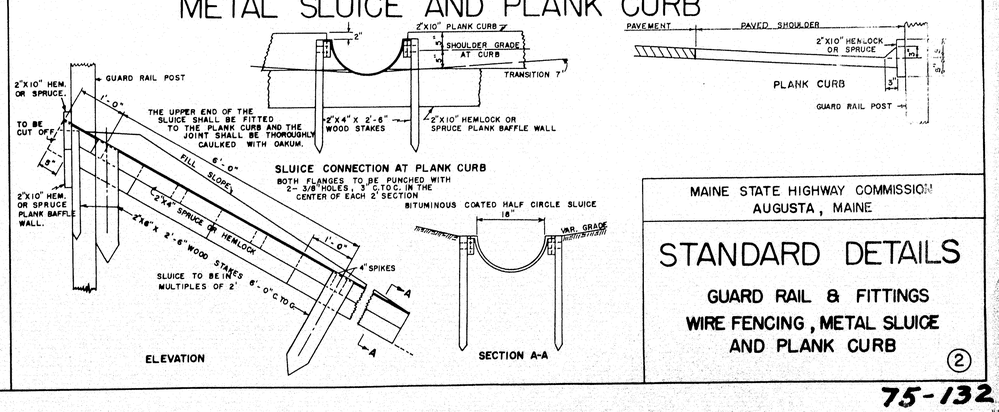


(WOOD POST) WOVEN WIRE FENCING



(STEEL POST) WOVEN WIRE FENCING

METAL SLUICE AND PLANK CURB



MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

GUARD RAIL & FITTINGS
WIRE FENCING, METAL SLUICE AND PLANK CURB

(2)

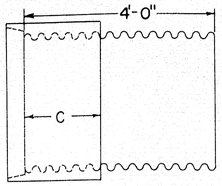
75-132

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	8	34

WATERVILLE INTERSTATE

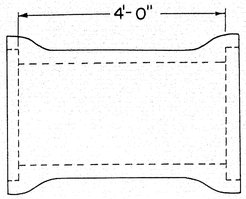
PIPE CONNECTIONS



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

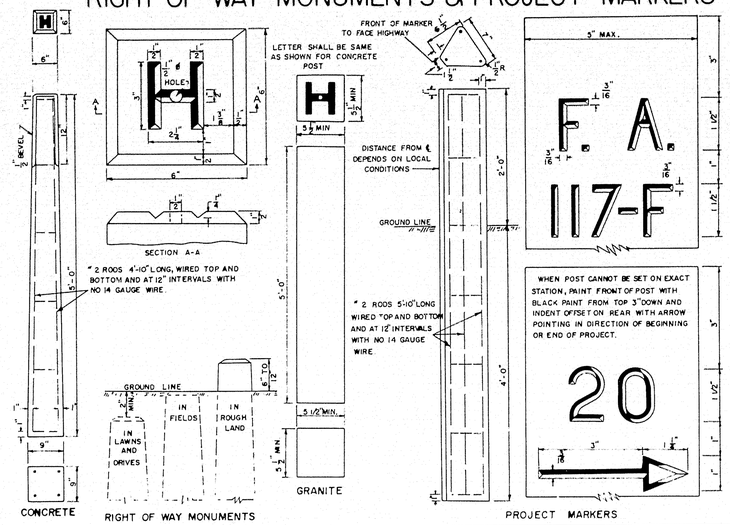


REINFORCED CONCRETE PIPE CONNECTOR DOUBLE BELL

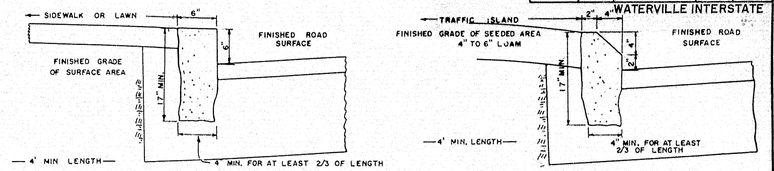
For 12" to 24", inclusive, diameter connection between concrete and metal pipe

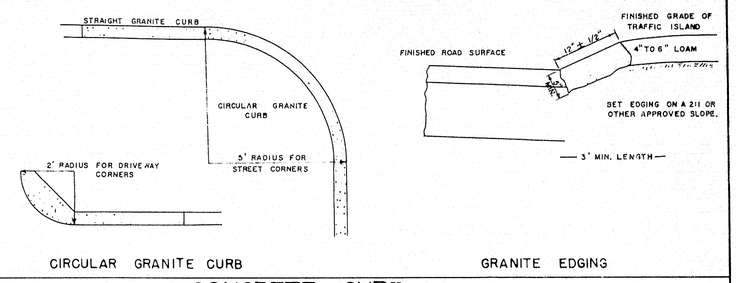
Reinforced concrete pipe shall conform to the latest standard specifications

RIGHT OF WAY MONUMENTS & PROJECT MARKERS

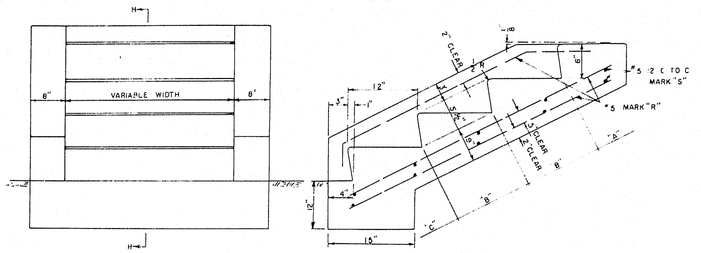


GRANITE CURB & EDGING





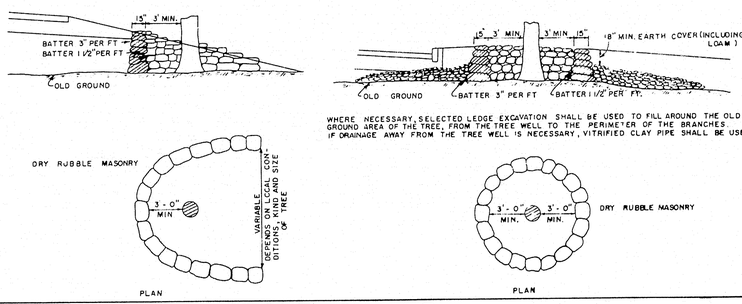
CONCRETE STEPS



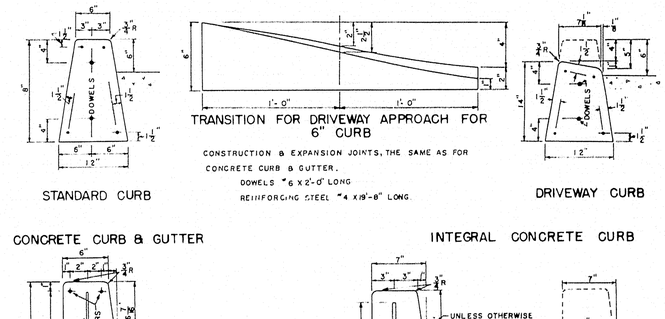
CONCRETE CLASS "A"		
SECTION	STEPS PER FT. OF WIDTH	PARAPET EACH WALL
"A" HEADER	032 CU. YDS.	022 CU. YDS.
"B" EA. INTER ST.	040 CU. YDS.	040 CU. YDS.
"C" FOOTER	071 CU. YDS.	065 CU. YDS.

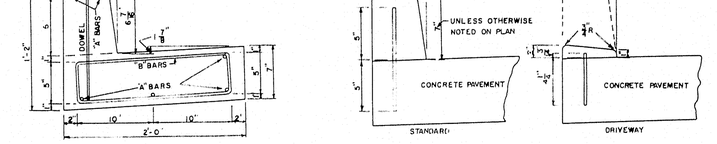
REINFORCING STEEL			
MARK	SIZE	NUMBER	LENGTH (EACH)
R	#5 1043 LBS PER FT.	3 EACH PARAPET 2 EACH FT. OF WIDTH	8" FOR "A" +13" FOR EACH "B" +16" FOR "C"
S	#5 1043 LBS PER FT.	2 FOR "A" 2 FOR EACH "B" 4 FOR "C"	6 EACH PARAPET +42" PER FT. OF WIDTH

TREE WELLS



CONCRETE CURB

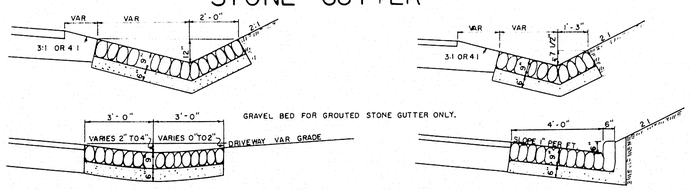




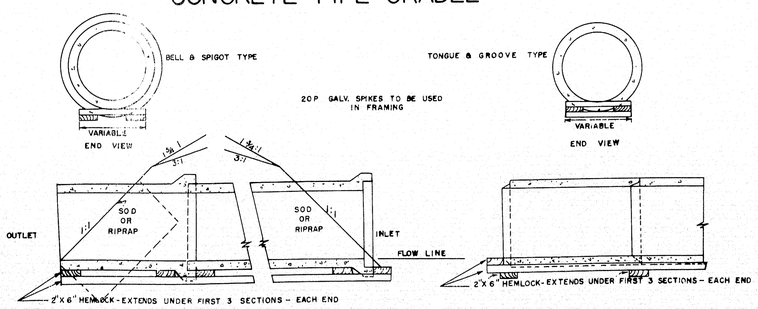
TO BE CONSTRUCTED IN 20' SECTIONS. CONSTRUCTION JOINTS TO BE PAINTED WITH BITUMINOUS MATERIAL. EXPANSION JOINTS EVERY 40' ½" THICK PREMOLDED MATERIAL SHALL BE PLACED IN EACH EXPANSION JOINT
"A" BARS #3 X 19'-8" LONG. "B" BARS #3 X 4'-6" LONG. PLACE A "B" BAR 1'-5" FROM EACH END OF THE SECTION AND THEN SPACE THEM 3'-6" C. TO C. THE REST OF THE SECTION.
DOWELS #4 X 1'-0" LONG, SPACED 1'-0" C. TO C.

EXPANSION & DUMMY JOINTS IN CURB SHALL BE CONSTRUCTED AT SAME LOCATION AS EXPANSION & DUMMY JOINTS IN CONCRETE PAVEMENT.
DOWELS #4 SPACED 1'-0" C. TO C. FIRST DOWEL TO BE PLACED 6" FROM END OF JOINT

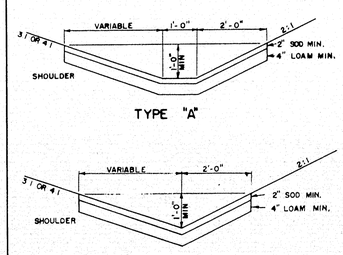
STONE GUTTER



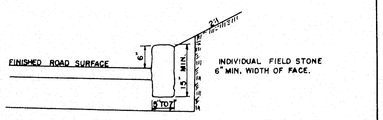
CONCRETE PIPE CRADLE



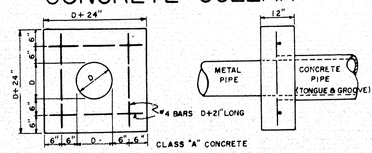
SODDED GUTTER



FIELD STONE CURB



CONCRETE COLLAR



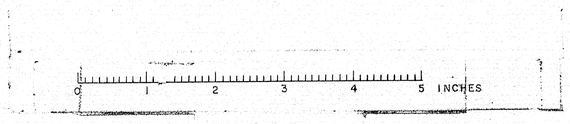
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

MISCELLANEOUS ITEMS

(3)

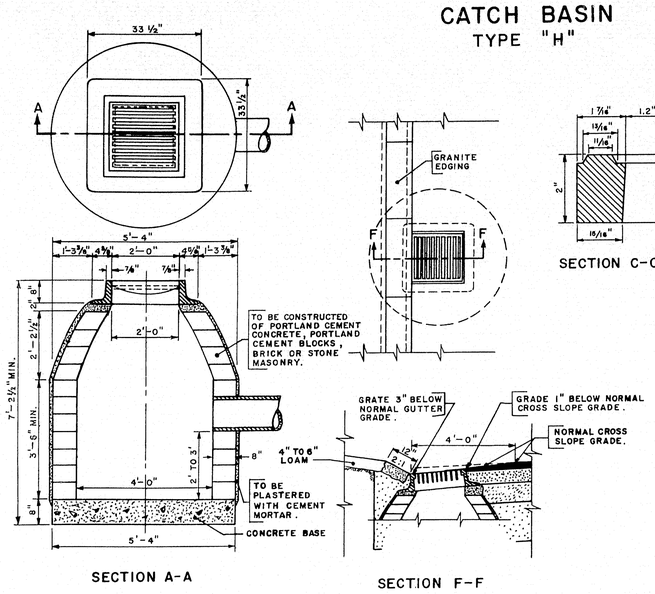
75-133



B.P.R. REGION NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	9	34

WATERVILLE INTERSTATE

CATCH BASIN
TYPE "H"

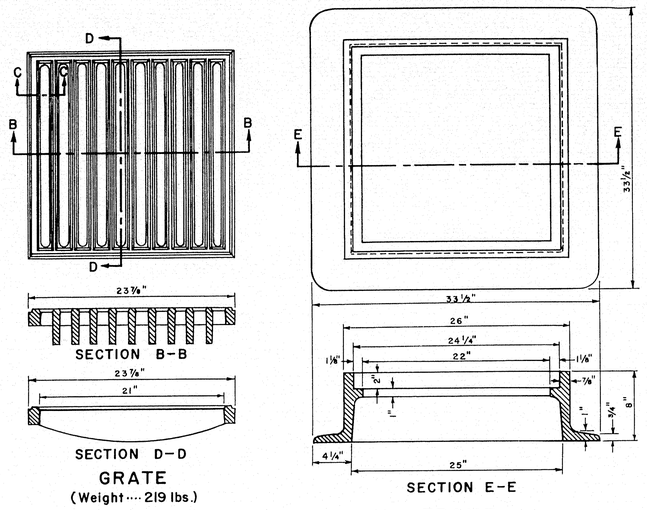


SECTION A-A

SECTION F-F

SECTION C-C

DETAIL OF CATCH BASIN IN GRANITE EDGING AREA



SECTION B-B

SECTION D-D

GRATE
(Weight···· 219 lbs.)

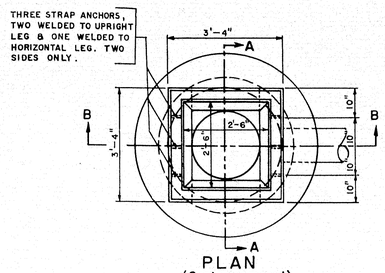
SECTION E-E

FRAME
(Weight···· 295 lbs.)

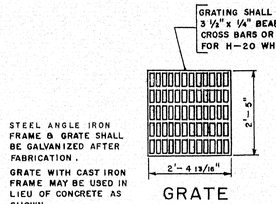
Note:

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.

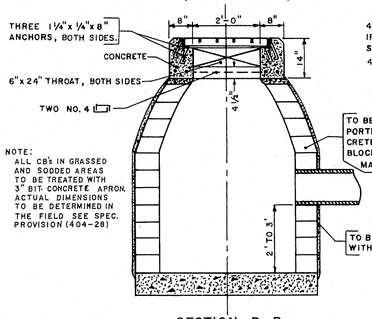
CATCH BASIN
TYPE "F"



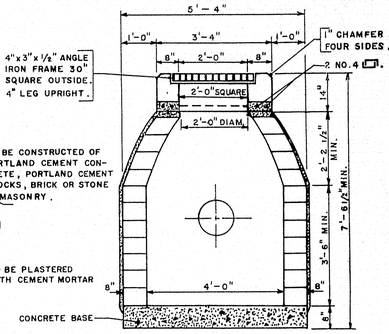
PLAN
(Grate removed)



GRATE

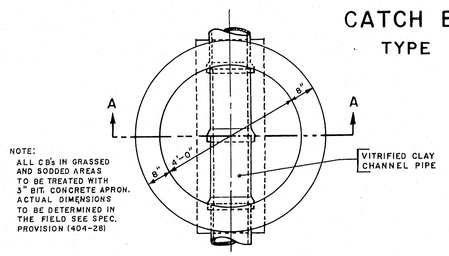


SECTION B-B



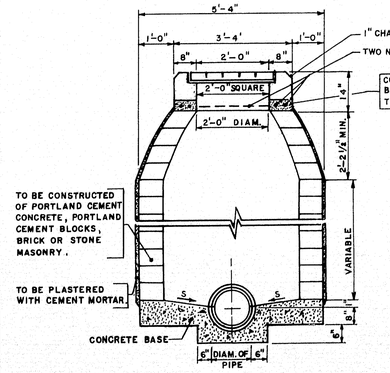
SECTION A-A

CATCH BASIN
TYPE "G"



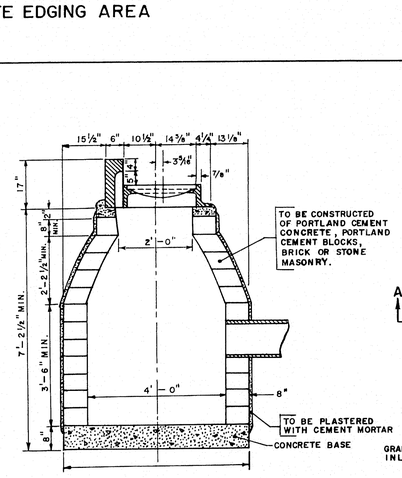
PLAN
(Grate and frame removed)

GRATE FOR TYPE "G" CATCH BASIN SHALL BE THE SAME AS THAT USED FOR TYPE "F" CATCH BASIN.
GRATE WITH CAST IRON FRAME MAY BE USED IN LIEU OF CONCRETE AS SHOWN.

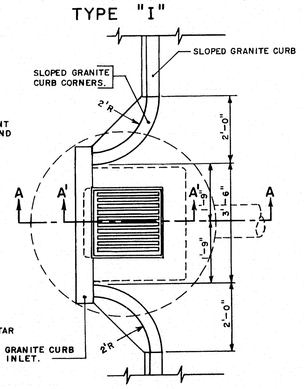


SECTION A-A

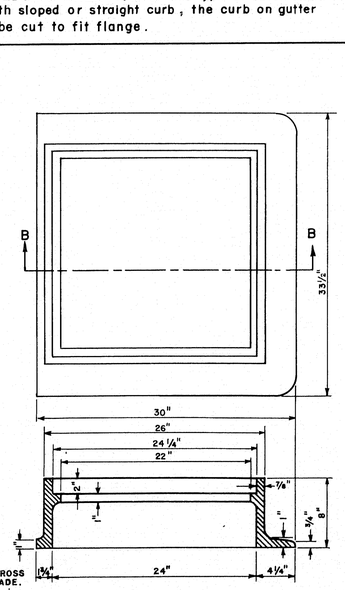
CATCH BASIN
TYPE "I"



SECTION A-A

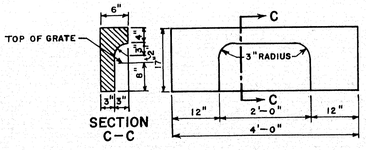


GRATE FOR TYPE "I" CATCH BASIN SHALL BE THE SAME AS THAT USED FOR TYPE "H" CATCH BASIN.



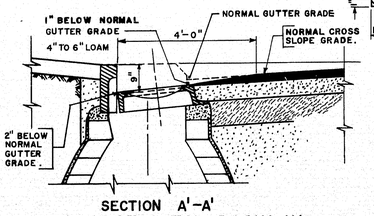
SECTION B-B

FRAME
(Weight···· 264 lbs.)



SECTION C-C

GRANITE CURB INLET



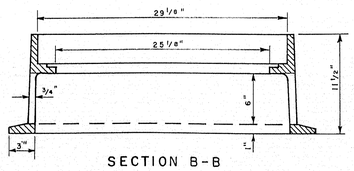
SECTION A'-A'

DETAIL OF CATCH BASIN IN SLOPED CURB AREA

Note:

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

SECTION A-A



SECTION B-B

CAST IRON FRAME
(Alternate for reinforced concrete frame-type "F" & "G" catch basins)

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

CATCH BASINS

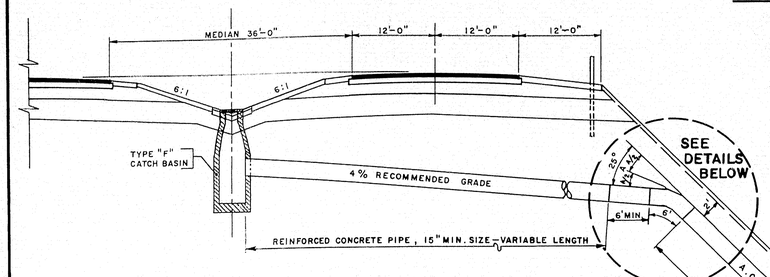
4

75-134

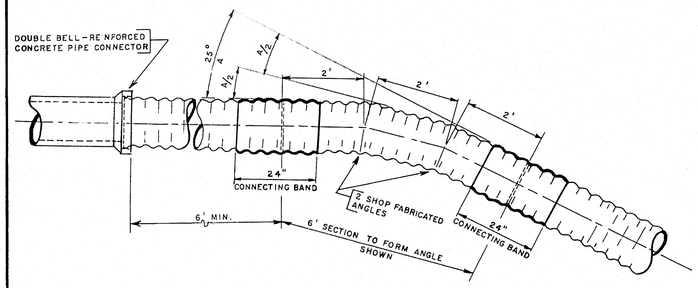
C. B. CO. NO. 3700 40088

0 1 2 3 4 5 INCHES

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



DRAINAGE SECTION



DETAIL OF SIX-FOOT BENDS

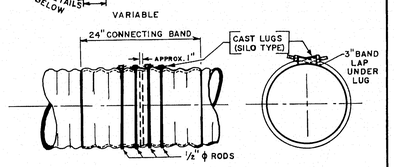
NOTE: 24" CONNECTING BANDS SHALL BE USED ON THE ENDS OF EACH ANGLE SECTION. THESE BANDS SHALL BE WATER TIGHT AND DRAWN SECURE BY MEANS OF FOUR THREADED GALVANIZED RODS 1/2" ROUND, PLACED UNIFORMLY EACH SIDE OF THE PIPE ENDS, AND TIGHTENED WITH SILO TYPE LUGS. THE LONGITUDINAL SEAM UNDER THE COLLAR SHALL BE WELDED AND RIVETS OMITTED.

WHEN STRAIGHT LENGTH OF A.C.C.M.P ON SLOPE EXCEEDS 20 FEET, 24" BAND OR BANDS SHALL BE USED IN THE SAME MANNER AS DESCRIBED ABOVE.

AN ITEM COVERING EACH SIZE OF 24" CONNECTING BANDS SHALL BE INCLUDED IN THE PROPOSAL.

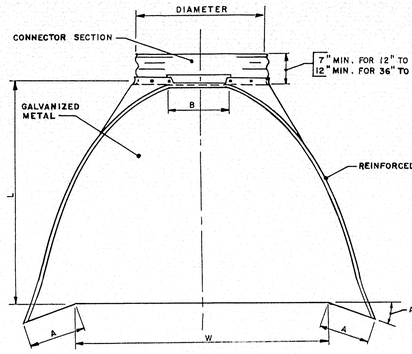
BID ITEMS FOR 15", 18" & 24" A.C.C.M.P. SIX FOOT SECTION TO FORM 25° ANGLE SHALL BE SHOWN IN THE ITEM DESCRIPTION AS "SIX FOOT BENDS".

WHEN FILL IS 10' OR MORE IN DEPTH AT THE OUTSIDE SHOULDER BERM USE OUTLET FROM CATCH BASIN AS SHOWN; WHEN FILL IS LESS THAN 10' USE STRAIGHT GRADE LINE FROM CATCH BASIN TO OUTLET END OF PIPE.



DETAIL OF 24" CONNECTING BANDS

METAL ENDWALLS



PLAN

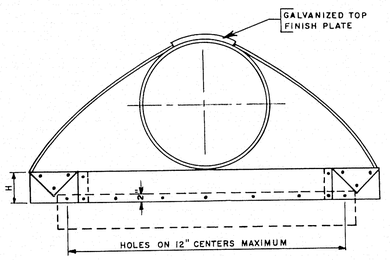
PIPE DIAM.	GAUGE	DIMENSIONS A 1" TOL.	B MAX.	H 1" TOL.	L 1 1/4" TOL.	W 2" TOL.
12"	16	4 3/4"	6"	6"	21"	24"
15"	16	6"	8"	6"	26"	30"
18"	16	7"	9"	6"	31"	36"
21"	16	8 1/4"	11"	6"	36"	42"
24"	14	9 1/2"	12"	6"	42"	48"
30"	14	12"	15"	7 1/8"	52 1/2"	60"
36"	12	14"	18"	9"	63"	72"
42"	12	16"	21"	10 1/2"	73 1/2"	84"

TOE PLATE TO BE PUNCHED TO MATCH HOLES IN SKIRT LIP. LENGTH OF TOE PLATE IS W+10" FOR 12" TO 30" DIAMETER PIPE, INCLUSIVE, AND W+22" FOR 36" TO 42" DIAMETER PIPE INCLUSIVE.

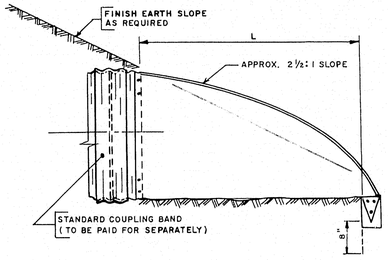
SKIRT SECTION FOR 12" TO 24" DIAMETER PIPE, INCLUSIVE, TO BE MADE IN ONE PIECE. SKIRT SECTION FOR 30" TO 48" DIAMETER PIPE MAY BE MADE FROM TWO SHEETS JOINED BY RIVETING OR BOLTING ON CENTERLINE.

CONNECTOR SECTION, CORNER PLATE AND TOE PLATE TO BE SAME GAUGE AS SKIRT AND EACH TO BE GALVANIZED.

TOE PLATE TO BE INCLUDED IN UNIT COST.



ELEVATION

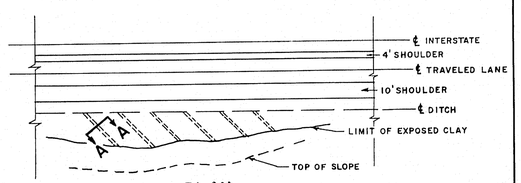


SIDE ELEVATION

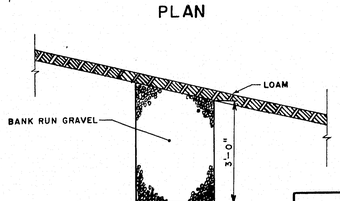
B.P.R. REGION NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	10	34

WATERVILLE INTERSTATE

CUT SLOPE DRAIN

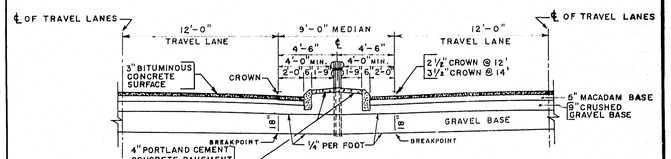


PLAN

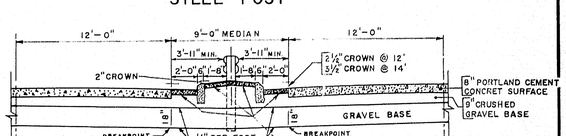


SECTION A-A

9-FOOT MEDIAN

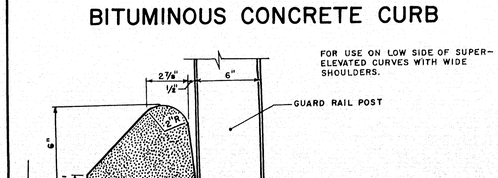


STEEL POST



WOOD POST

BITUMINOUS CONCRETE CURB



FOR USE ON LOW SIDE OF SUPER-ELEVATED CURVES WITH WIDE SHOULDERS.

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

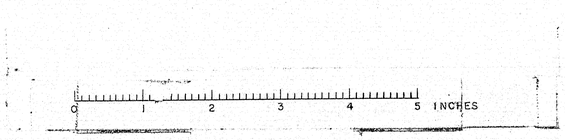
STANDARD DETAILS

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

(5)

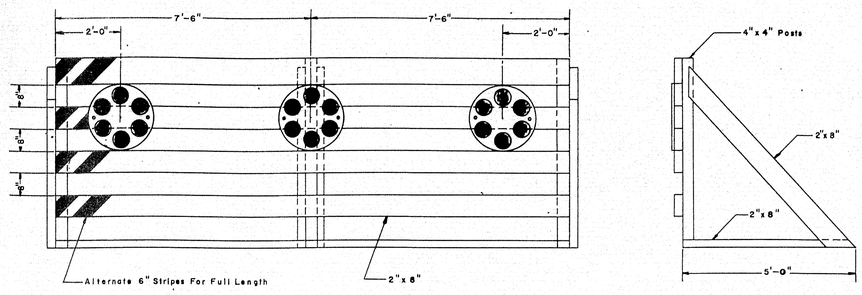
75-135

C. H. CO., NO. 3750 40398



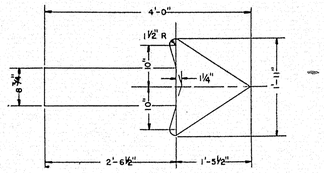
B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
I	MAINE	I-95-6(24)	11	34

WATERVILLE INTERSTATE

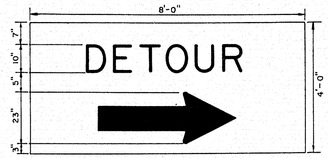


PORTABLE BARRICADE

Scale : 1/2" = 1'



Scale : 3/4" = 1'

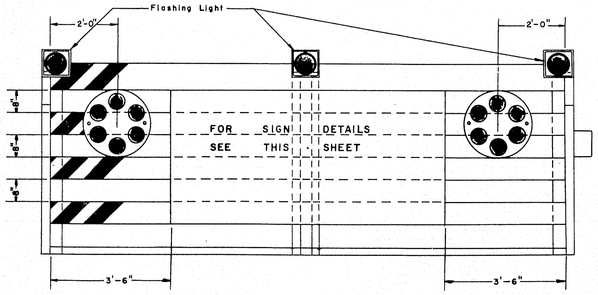


DETOUR SIGN FOR
PORTABLE BARRICADE

Scale : 1/2" = 1'

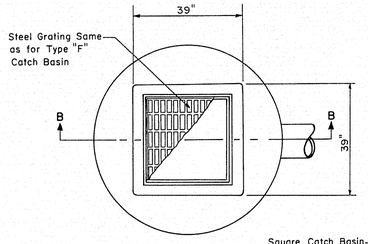
GENERAL NOTES :

1. Lumber sizes for use on Barricades shall be 2"x 8" except for Posts which shall be 4"x 4".
2. Detour Sign shall be 5/8" 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.

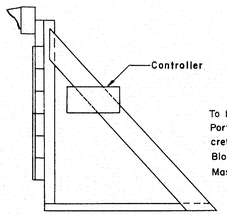


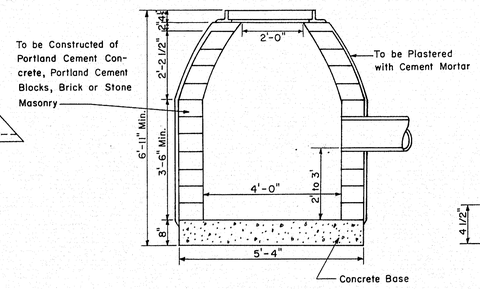
PORTABLE BARRICADE
WITH FLASHING LIGHTS
AND DETOUR SIGN

Scale : 1/2" = 1'

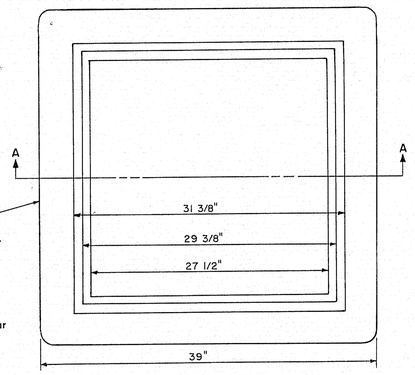


PLAN

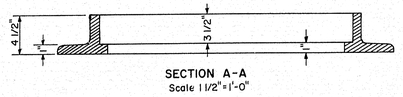




SECTION B-B
Scale 1/2"=1'-0"

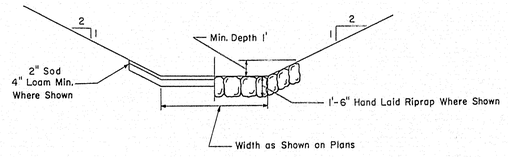


PLAN



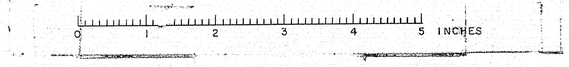
SECTION A-A
Scale 1 1/2"=1'-0"

CATCH BASIN TYPE J



TYPICAL DITCH

Not to Scale



MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

SPECIAL DETAILS
DRAINAGE & PORTABLE BARRICADES

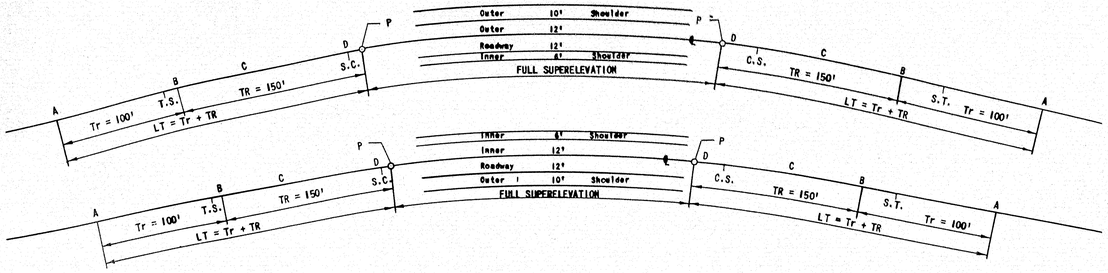
SCALE: AS NOTED

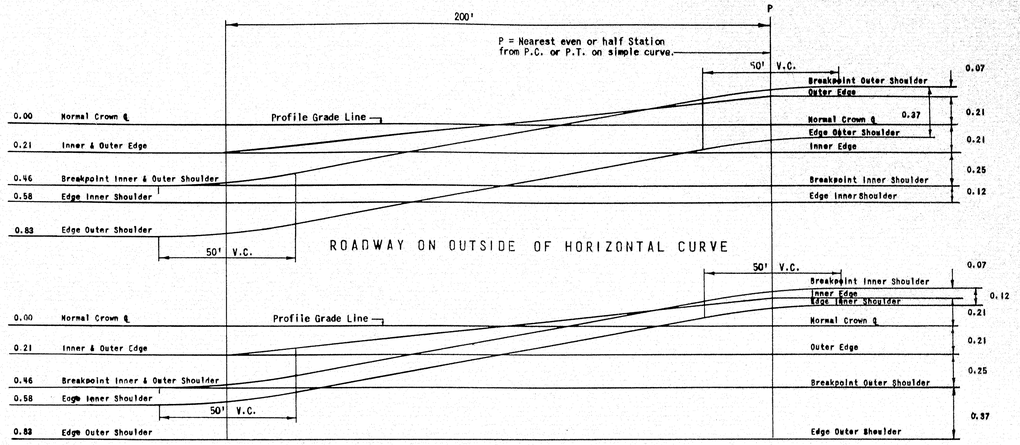
THE CLARKESON ENGINEERING CO., INC.
CONSULTING ENGINEERS
BOSTON MASSACHUSETTS

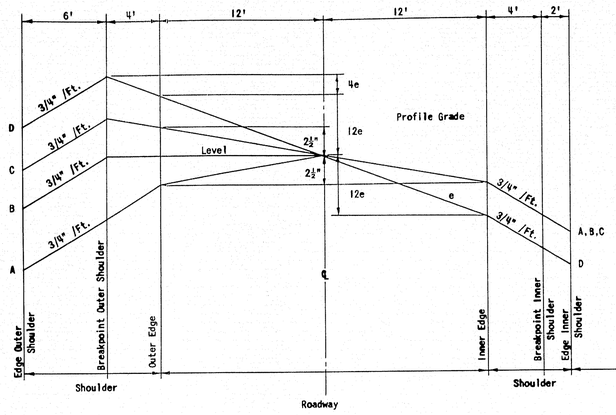
75-136

B. P. R. DIV. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	12	34

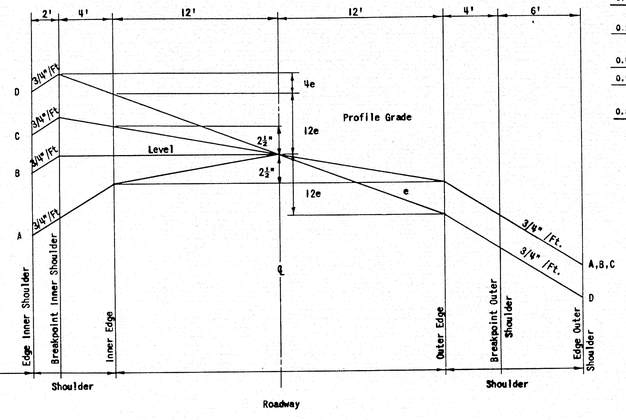
WATERVILLE INTERSTATE







OUTER ROADWAY



INNER ROADWAY

BANKING DIAGRAM

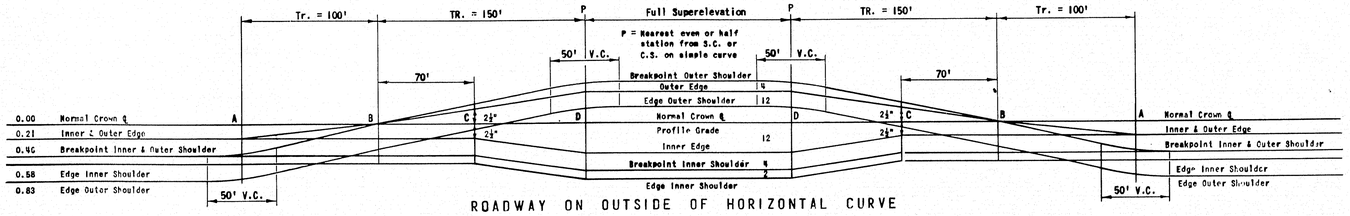
1° - 30'

EDGE PROFILES D = 0°- 30'

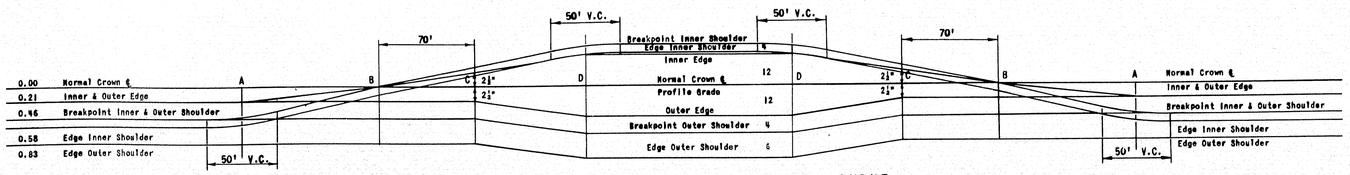
(SPIRALS NOT REQUIRED)

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%.

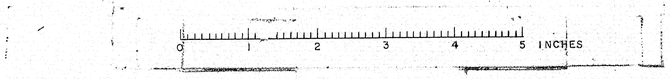
THE CLARKESON ENGINEERING CO., INC.
CONSULTING ENGINEERS
BOSTON MASSACHUSETTS

MAINE STATE HIGHWAY COMMISSION
AUGUSTA MAINE

SPECIAL DETAILS

SUPERELEVATION DATA

75-137



B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	13	34

WATERVILLE INTERSTATE

ROD SOUNDINGS*
MAIN STREET

Sta. 48 + 32 35' Rt.

Ground Elevation 213.0

ELEV.	DEPTH	BLOW COUNT	REMARKS
212.0	0.0'-1.0'		
211.0	1.0'-2.0'		
210.0	2.0'-3.0'	24	
209.0	3.0'-4.0'	54	
208.0	4.0'-5.0'	56	
207.0	5.0'-6.0'	194	
206.0	6.0'-7.0'	103	
205.0	7.0'-8.0'	101	
204.7	8.0'-8.3'	39	Refusal

Sta. 48 + 65 25' Lt.

Ground Elevation 212.6

ELEV.	DEPTH	BLOW COUNT	REMARKS
211.6	0.0'-1.0'		
210.6	1.0'-2.0'	3	
209.6	2.0'-3.0'	6	
208.6	3.0'-4.0'	7	
207.6	4.0'-5.0'	10	
206.6	5.0'-6.0'	36	
205.6	6.0'-7.0'	122	
204.6	7.0'-8.0'	241	Refusal

Sta. 49 + 68 35' Rt.

Ground Elevation 208.5

ELEV.	DEPTH	BLOW COUNT	REMARKS
207.5	0.0'-1.0'		
206.5	1.0'-2.0'	9	
205.5	2.0'-3.0'	24	
204.5	3.0'-4.0'	42	
203.5	4.0'-5.0'	58	
202.5	5.0'-6.0'	120	
201.5	6.0'-7.0'	229	Refusal

Sta. 50 + 38 35' Lt.

Ground Elevation 204.3

ELEV.	DEPTH	BLOW COUNT	REMARKS
203.3	0.0'-1.0'		
203.3	1.0'-2.0'	14	
201.3	2.0'-3.0'	17	
200.3	3.0'-4.0'	24	
199.3	4.0'-5.0'	34	
198.3	5.0'-6.0'	41	
197.3	6.0'-7.0'	38	
196.3	7.0'-8.0'	139	
195.5	8.0'-8.8'	137	Refusal

NORTH BOUND ROADWAY

Sta. 1082 + 00 ℄
A.B.

Ground Elevation 208.5

ELEV.	DEPTH	DESCRIPTION
207.5	0.0'-1.0'	Loam
202.5	1.0'-6.0'	Wet Silty Stony Till
		Rocks

Ground Water Elevation 206.5

Sta. 1083 + 00 ℄
A.B.

Ground Elevation 203.5

ELEV.	DEPTH	DESCRIPTION
202.7	0.0'-0.8'	Loam
198.7	0.8'-4.8'	Silty Till
197.7	4.8'-5.8'	Wet Pebbly Sand

SOUTH BOUND ROADWAY

Sta. 1082 + 00 ℄
A.B.

Ground Elevation 218.8

ELEV.	DEPTH	DESCRIPTION
218.3	0.0'-0.5'	Loam
213.6	0.5'-5.2'	Moist Silty Sand
212.7	5.2'-6.1'	Hard Till
		Rocks

LEGEND:

A.B. = Auger Boring
B & S = Boring & Sounding
R.S. = Rod Soundings
Hammer = 60 Lb.
Drop = 18 In.
Rod = 1 In.
R = Refusal
N = No Refusal

NOTES:

1. Subsurface data were supplied by the Maine State Highway Commission during the period of July-August 1958.

2. Subsurface investigations were taken for the purpose of design and show conditions at test points only. They do not necessarily show the nature of materials to be encountered during construction.

3. The contractor is to form his own opinion of the character of the material, and is to make his own interpretation of subsurface data. The Engineer does not warrent the findings as being accurate or complete.

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

SUBSURFACE DATA

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

75-138

K+E PHOENIX BLVD 188 D. L. M. INC. 63319

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	14	34

WATERVILLE INTERSTATE

Construct Driveways
Sta. 44+40± Rt.
Sta. 45+15± Rt.
Sta. 45+20± Rt.
Sta. 45+90± Lt.
1" Gravel Surface
12" Gravel Base

Ramp "F" Curve Data
Δ = 28°-31'-33"
D = 27°-30'-00"
T = 582.60'
L = 1141.04'
E = 72.89'
R = 223.83'

Ramp "E" Curve Data
Δ = 19°-29'-47"
D = 5°-43'-46"
T = 177.80'
L = 340.28'
E = 14.65'
R = 1000.00'

Construction ℄
Southbound
P.I. Sta. 1099+26.45
Δ = 57°-24'-09"
Δc = 54°-24'-09"
Dc = 1°-30'-00"
Lc = 3626.83'
Tc = 1963.17'
Rc = 3819.72'
Es = 535.54'
Δs = 1°-30'-00"
Ls = 200.00'
Xs = 199.99'
Ys = 1.74'
Ts = 2191.58'
Full Superelevation Sta. 1079+50 to 1115+50

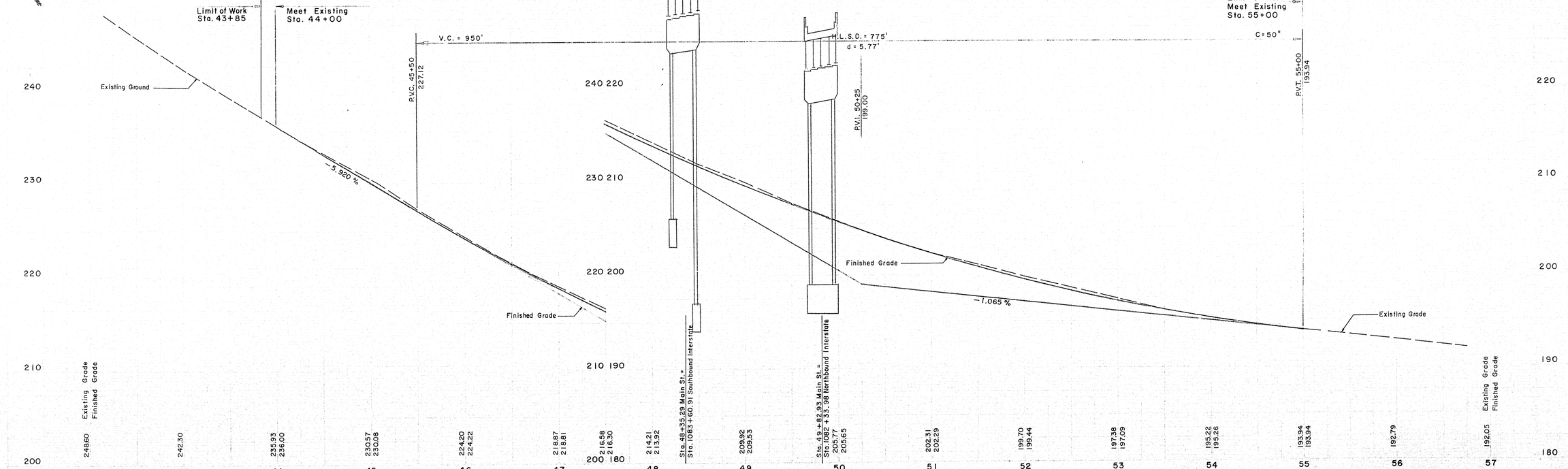
Construction ℄
Northbound
P.I. Sta. 1100+07.42
Δ = 57°-56'-51"
Δc = 54°-56'-51"
Dc = 1°-30'-00"
Lc = 3663.17'
Tc = 1986.20'
Rc = 3819.72'
Es = 546.96'
Δs = 1°-30'-00"
Ls = 200.00'
Xs = 199.99'
Ys = 1.74'
Ts = 2215.26'
Full Superelevation Sta. 1080+00 to 1116+50

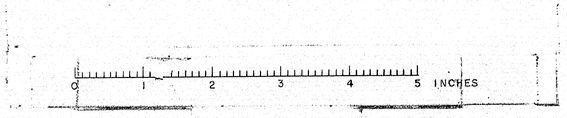
Note:
Remove Existing Driveway Culverts
44+00 to 55+00 Main St.

CENTRAL MAINE POWER CO. SERVICE — Poles #55 thru #60 discontinued
— NEW ENGLAND TEL. & TEL. CO. SERVICE — Reconstructed as shown

NOTE: REMOVE EXISTING POLES #55 thru #60 INCLUSIVE.

LEGEND
- New Pole
- Existing Pole
- Anchor





75-139

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	15	54

WATERVILLE INTERSTATE

V.C. 1550' Southbound S.S.D. = 590' d. = 12.59' C = 50'

V.C. 1600' Northbound S.S.D. = 604' d. = 12.79' C = 50'

STA. 1080+00 NORTHBOUND
BEGIN F.A.P. I-95-6(24)

STA. 1081+00 SOUTHBOUND
LIMIT OF WORK

STA. 1085+00 NORTHBOUND
END F.A.P. I-95-6(24)

STA. 1086+00 SOUTHBOUND
LIMIT OF WORK

+3.50%

+3.00%

-3.00%

-3.397%

P.V.I. Sta. 1079+50
247.19
Southbound

P.V.I. Sta. 1080+75
239.77
Northbound

P.V.T. 1087+25
223.94
Southbound

P.V.T. 1088+75
211.80
Northbound

Construct to Top of 18" Lower Course Crushed Gravel Base only

Construct to Top of 18" Lower Course Crushed Gravel Base only

Finished Grade Southbound

Finished Grade Northbound

Existing Ground Southbound

Existing Ground Northbound

	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	
Existing Grade	236.5	234.0	234.0	235.0	232.4	224.9	221.8	218.7	213.7	212.0	212.0	204.5	197.4	194.8	193.0	
Finished Grade	229.23	231.15	232.65	233.36	234.42	234.67	234.50	233.91	232.90	231.48	229.83	227.36	224.68	221.69	218.69	Southbound
Existing Grade	232.0	232.0	228.5	223.6	219.1	214.0	214.0	208.6	203.5	196.7	194.8	193.4	190.2	186.2	179.9	
Finished Grade	221.51	223.41	224.91	226.01	226.71	227.01	226.91	226.41	225.52	224.22	222.52	220.43	217.93	215.03	211.74	Northbound

1082 + 33.979 N.B.L. = 49 + 82.926 N. Main St.

1083 + 60.913 S.B.L. = 48 + 35.292 N. Main St.

240 230 220 210 200 190 180 170

INTERSTATE #95 (WATERVILLE INTERSTATE)

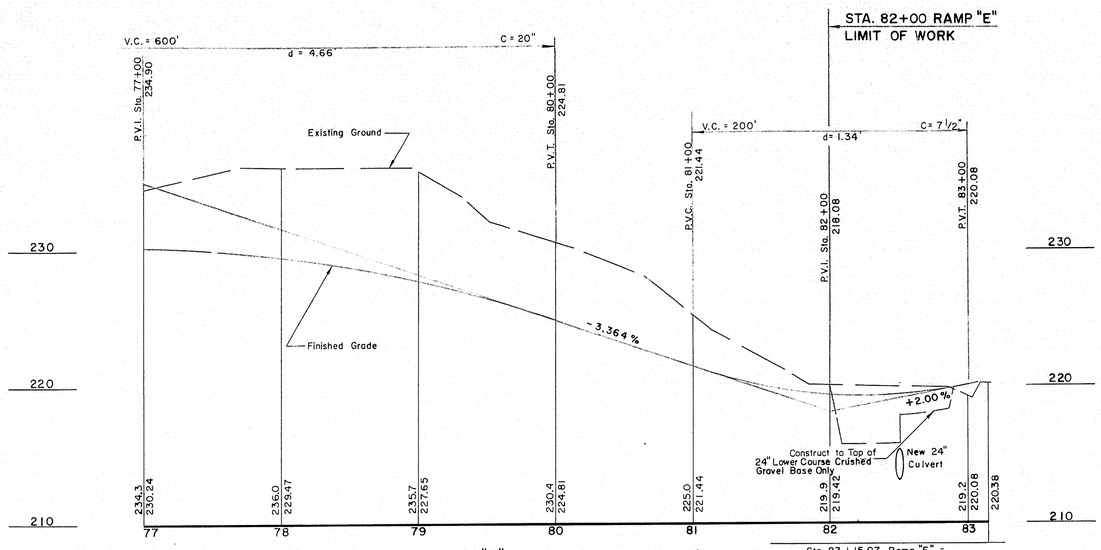
75-140

KAE PROVENCE BLUE 1/2 D. L. M. INC. 0819

0 1 2 3 4 5 INCHES

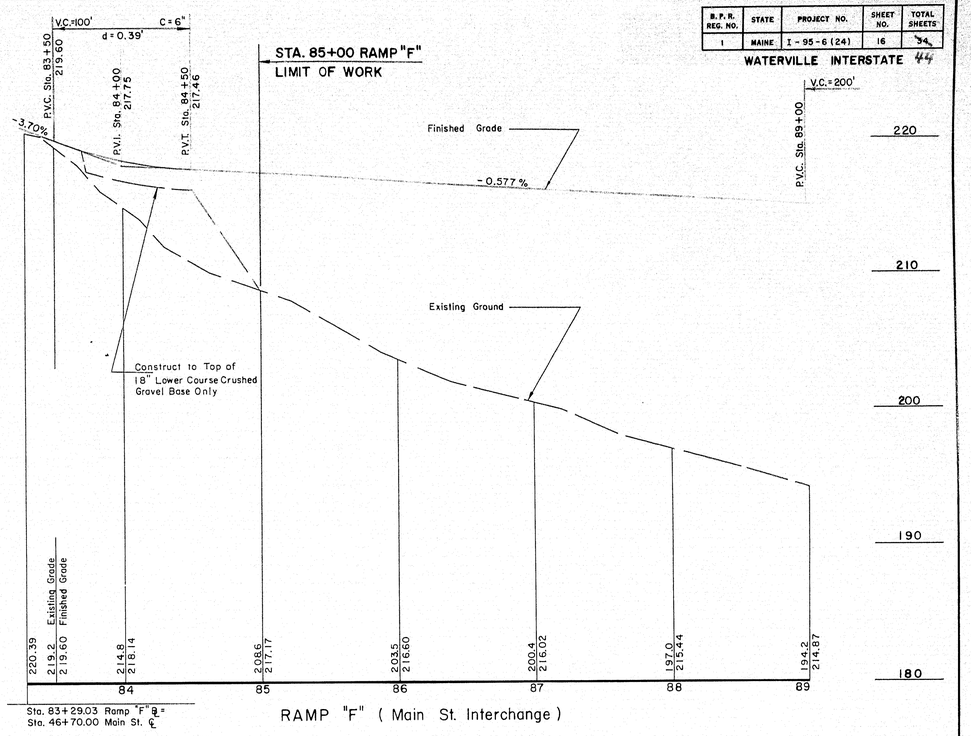
B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I - 95 - 6 (24)	16	44

WATERVILLE INTERSTATE 44



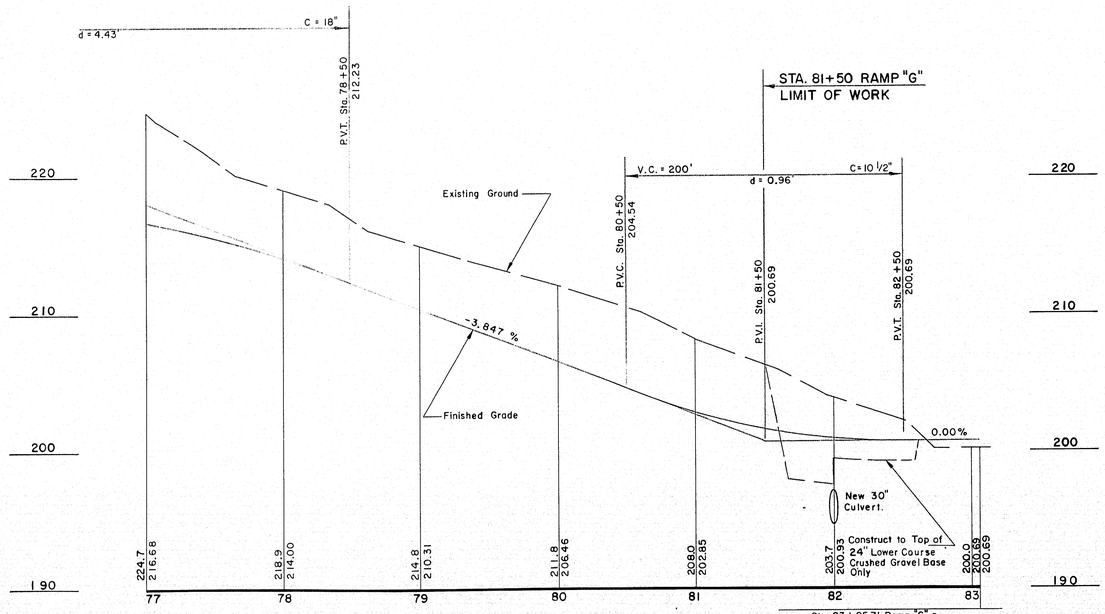
RAMP "E" (Main St. Interchange)

Sta. 83 + 15.07 Ramp "E" =
Sta. 46 + 70.00 Main St.



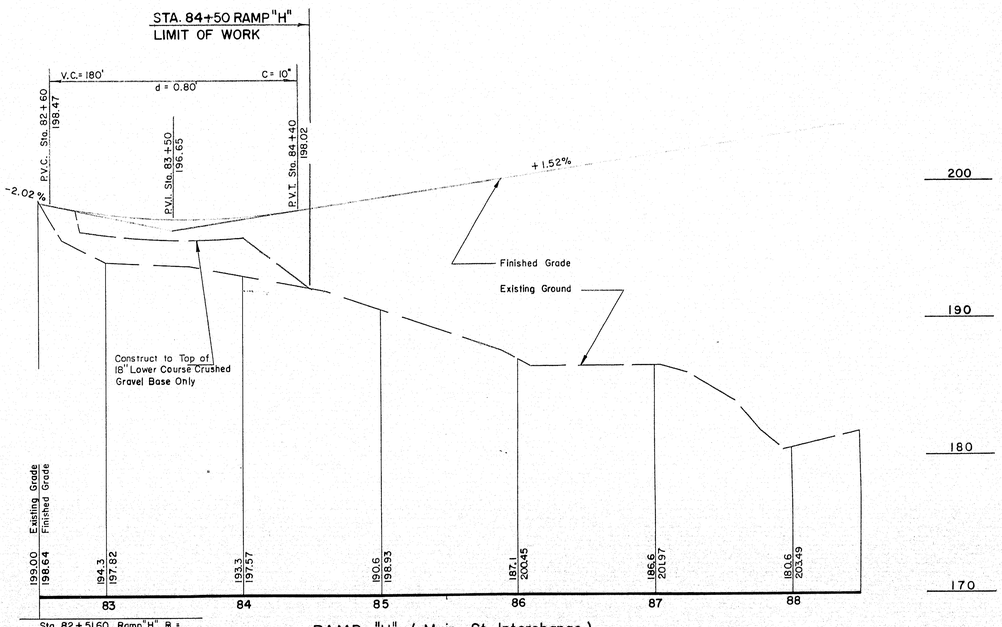
Sta. 83+29.03 Ramp "F" ℄ =
Sta. 46+70.00 Main St. ℄

RAMP "F" (Main St. Interchange)



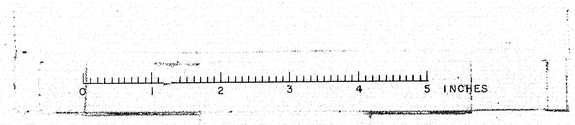
RAMP "G" (Main St. Interchange)

Sta. 83 + 05.71 Ramp "G" =
Sta. 51 + 53.74 Main St.



Sta. 82 + 51.60 Ramp "H" ℄ =
Sta. 52 + 31.54 Main St. ℄

RAMP "H" (Main St. Interchange)



75-141

B. P. R. REG. NO.	STATE	PROJECT NO	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6 (24)	17	34

WATERVILLE INTERSTATE

Construction ℄
Northbound
P.I. Sta. 1100+07.42
Δ = 57°-56'-51"
Δc = 54°-56'-51"
Dc = 1°-30'-00"
Lc = 3663.17'
Tc = 1986.20'
Rc = 3819.72'
Es = 546.96'
Δs = 1°-30'-00"
Ls = 200.00'
Xs = 199.99'
Ys = 1.74'
Ts = 2215.26'
Full Superelevation
Sta. 1080+00 to 1116+50

Ramp "F" ℄
P.I. Sta. 90+41.56
Δ = 28°-31'-33"
D = 2°-30'-00"
T = 582.60'
L = 1141.04'
E = 72.89'
R = 2291.83'

P.C. 84+58.96 Ramp "F"

Limit of Work Sta. 85+00 Ramp "F"

46+70.00 Main St. =
83+15.07 Ramp "E" =
83+29.03 Ramp "F"

Limit of Pavement

Limit of Pavement

Sta. 1086+00 Southbound Limit of Work

INTERSTATE

48+35.29 Main St. =
1083+60.91 Southbound

Sta. 1085+00 Northbound End F.A.P. I-95-6(24)

INTERSTATE

49+82.93 Main St. =
1082+33.98 Northbound

Limit of Pavement

52+31.54 Main St. =
82+51.60 Ramp "H"

Limit of Work Sta. 84+50 Ramp "H"

RAMP "H"
N 63°-09'-57" E

Limit of Pavement

Rim 197.00
Inv. 192.80

L=220'
R=150'

MAIN STREET

S 24°-55'-55" E

51+53.74 Main St. =
83+05.71 Ramp "G"

Limit of Work Sta. 81+50 Ramp "G"

S 86°-23'-42" E 200.07

RAMP "G"

P.T. 82+06.67 Ramp "E"

Limit of Work Sta. 82+00 Ramp "E"

N 65°-04'-05" E

RAMP "E"

Ramp "E" ℄
P.I. Sta. 80+38.20
Δ = 19°-29'-47"
D = 5°-43'-46"
T = 171.80'
L = 340.27'
E = 14.65'
R = 1000.00'

Sta. 1081+00 Southbound Limit of Work

SOUTHBOUND

Construction ℄
Southbound
P.I. Sta. 1099+26.45
Δ = 57°-24'-09"
Δc = 54°-24'-09"
Dc = 1°-30'-00"
Lc = 3626.83'
Tc = 1963.17'
Rc = 3819.72'
Es = 535.54'
Δs = 1°-30'-00"
Ls = 200.00'
Xs = 199.99'
Ys = 1.74'
Ts = 2191.58'
Full Superelevation
Sta. 1079+50 to 1115+50

Sta. 1080+00 Northbound Begin F.A.P. I-95-6(24)

NORTHBOUND

Install Granite Edging-Circular
Main Street

Sta. 47+00 Lt. Sta.+46 67 Rt.
Sta. 47+13 Lt. Sta.+46 81 Rt.
Sta. 52+24 Lt. Sta.+51 06 Rt.
Sta. 52+83 Lt. Sta.+51 22 Rt.

Install Granite Edging
Main Street

Sta. 46+67 to Sta. 46+81 Rt.
Sta. 47+00 to Sta. 47+13 Lt.
Sta. 51+06 to Sta. 51+22 Rt.
Sta. 52+24 to Sta. 52+83 Lt.

MAIN STREET INTERCHANGE

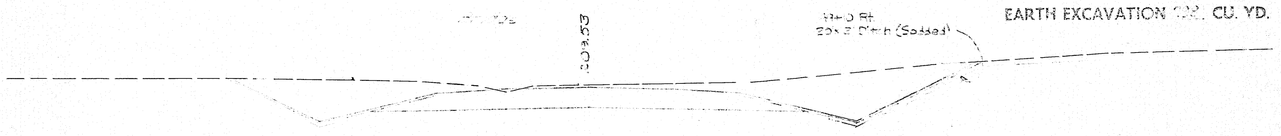
GRADING, PAVEMENT AND CURB TIE PLAN

Scale 1" = 30'

0 1 2 3 4 5 INCHES

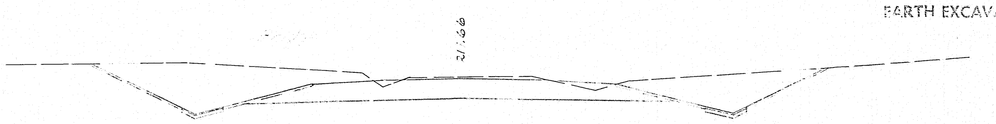
75-142

EARTH EXCAVATION 122 CU. YD.



200 49+00 200

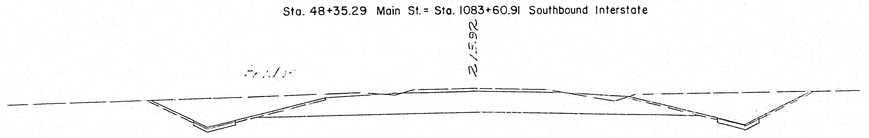
EARTH EXCAVATION 822 CU. YD.



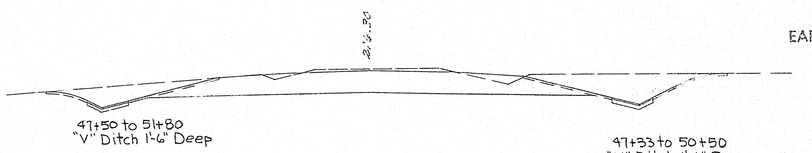
200 48+50 200

Sta. 48+35.29 Main St. = Sta. 1083+60.91 Southbound Interstate

EARTH EXCAVATION 672 CU. YD.



200 48+00 200

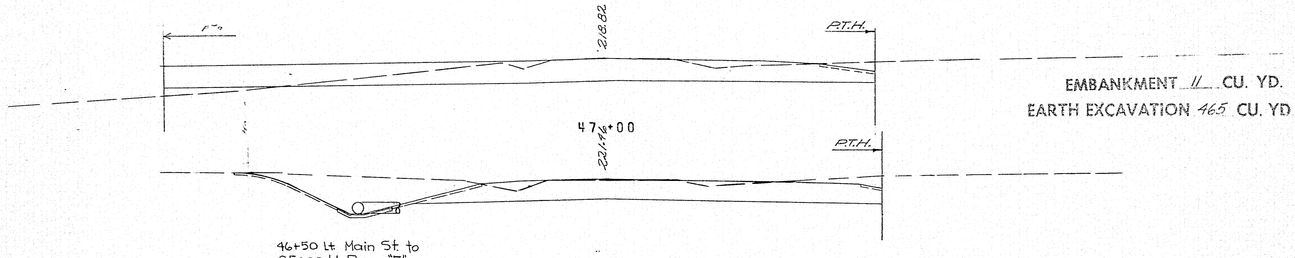


EARTH EXCAVATION 541 CU. YD.

EMBANKMENT 11 CU. YD.

EARTH EXCAVATION 461 CU. YD.

200 47+50 200



EMBANKMENT 11 CU. YD.

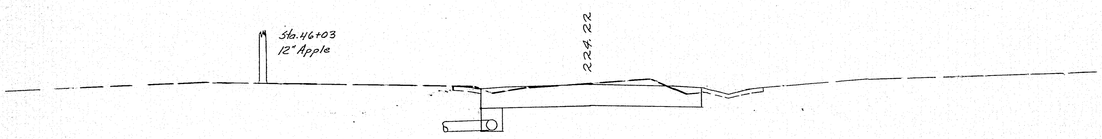
EARTH EXCAVATION 465 CU. YD.

210 210

46+50

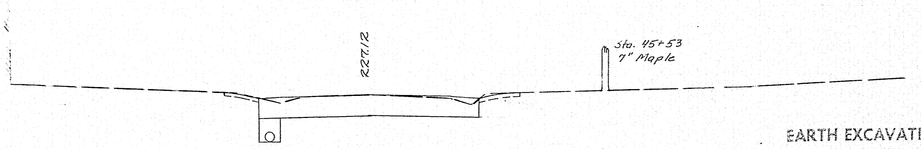
Sta. 46+70.00 Main St. = Sta. 83+15.07 Ramp "E"
Sta. 46+70.00 Main St. = Sta. 83+29.03 Ramp "F"

EARTH EXCAVATION 356 CU. YD.



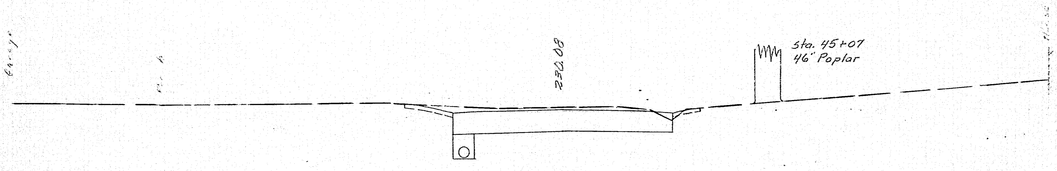
EARTH EXCAVATION 191 CU. YD.

210 46+00 210

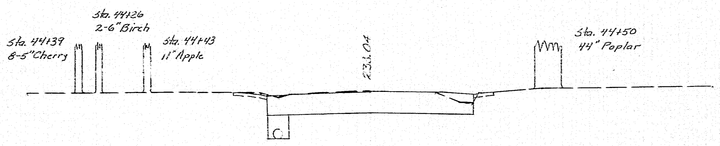


EARTH EXCAVATION 213 CU. YD.

220 45+50 220



220 45+00 220

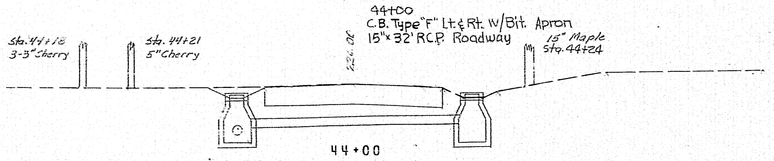


EARTH EXCAVATION 202 CU. YD.

44+00 to 46+50 Lt.
256'-18" Underdrain-Type "C"

EARTH EXCAVATION 156 CU. YD.

220 44+50 220



230 230

44+00

43+88 to 43+98
10'x2' Ditch

Sta. 44+00 Meet Existing Pavement

Sta. 43+85 Limit of Work

230 43+50 230

℄

MAIN STREET - WATERVILLE INTERSTATE

JI	B.R.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
	MAINE	F-95-1(12)4		44	44

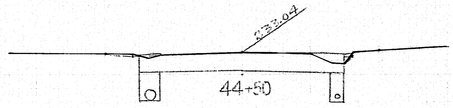
SEE SHEETS 1 & 2

75-143

R.C.
C.N.W.
T.J.M.

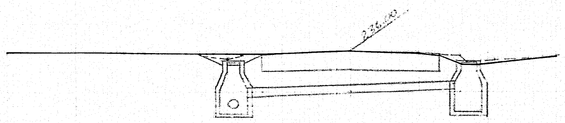
1/11/60
2/10/60
2-10-60

247



230

E=071



230

E=077

4.1-0

MAIN STREET

SH. 16A OF 44

75-144

E=341

E=410

E=329

E=188

E=190

E=134

E=206

E=091

E=092

E=062

PTH

PTH

PTH

PTH

50'

50'

50'

EARTH EXCAVATION 241 CU. YD.

196.11

180 — 53+50 — 180

EARTH EXCAVATION 344 CU. YD.

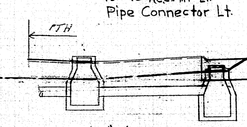
197.09

190 — 53+00 — 190

82+93 Ramp "H"
C.B. Type "F" Rt. W/Bit. Apron
15"x44' R.C.P. Roadway
15"x16' ACCM.P. Lt.
Pipe Connector Lt.

EARTH EXCAVATION 339 CU. YD.

198.20

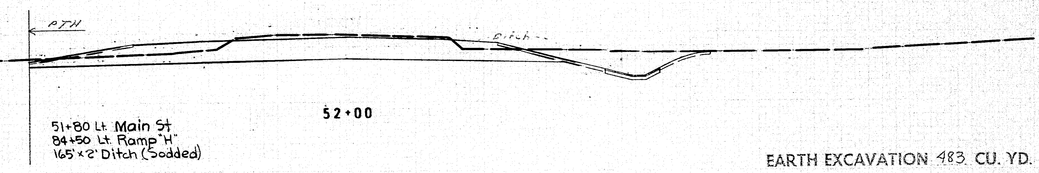


190 — 52+50 — 190

82+93 Ramp "H" to 52+80 Main St.
C.B. Type "H" Main St. Lt. Sta. 52+31.54 Main St. = Sta. 82+51.60 Ramp "H"
15"x40' R.C.P. Main St. Lt.

EARTH EXCAVATION 381 CU. YD.

199.44



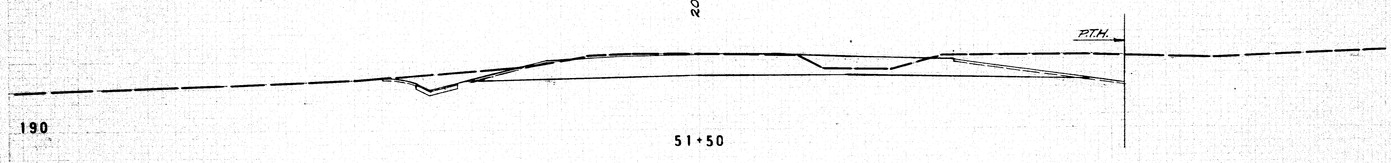
190 — 52+00 — 190

51+80 Lt. Main St.
84+60 Lt. Ramp "H"
165'x2' Ditch (Sodded)

EARTH EXCAVATION 483 CU. YD.

Sta. 51+53.74 Main St. = Sta. 83+05.71 Ramp "G"

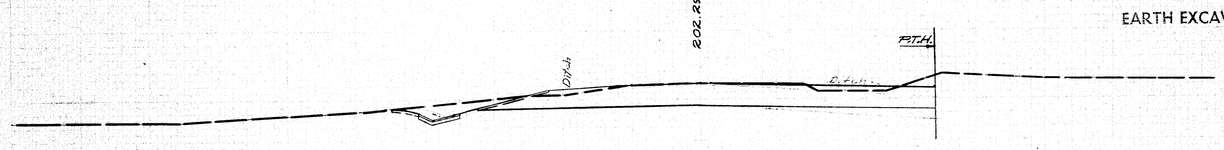
200.80



190 — 51+50 — 190

EARTH EXCAVATION 444 CU. YD.

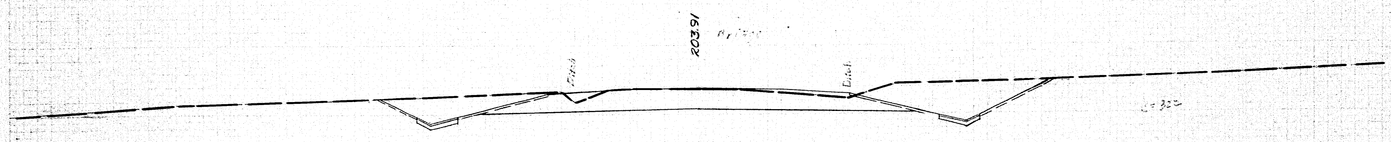
202.29



190 — 51+00 — 190

EARTH EXCAVATION 478 CU. YD.

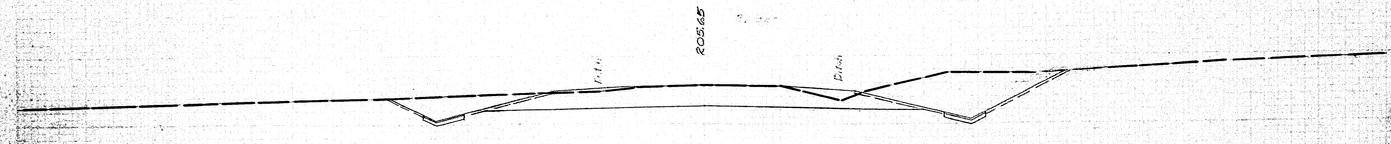
203.91



190 — 50+50 — 190

EARTH EXCAVATION 576 CU. YD.

205.65

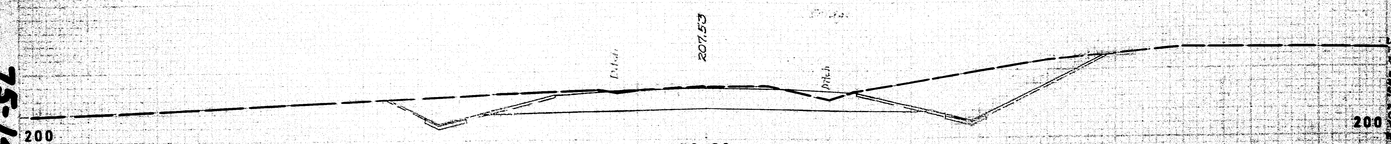


EARTH EXCAVATION 635 CU. YD.

190 — 50+00 — 190

Sta. 49+82.93 Main St. = Sta. 1082+33.98 Northbound Interstate

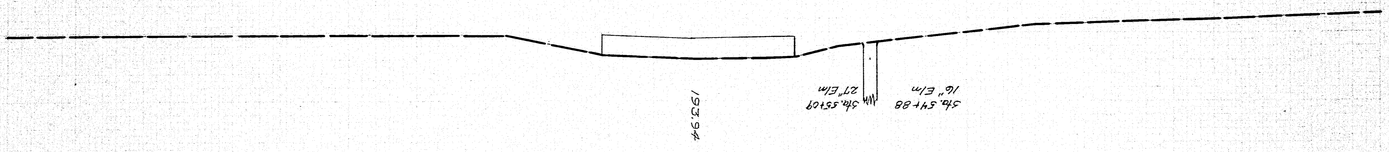
207.53



200 — 49+50 — 200

75-146

Sta. 55+00-Limit of Work - Meet Existing Pavement.



BAR SIZES	STATE	PROJECT NO.	SHEET NO.
1	MAINE	F-B-181(6)	27

FINAL SURVEY		BY	DATE
	SURVEYED	FRS & CHW	1-15-40
	PLOTTED		2-5-40
	NOTE BOOK		2-7-40
	TRACED	CHW	2-7-40
	CHECKED	CHW	2-7-40

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
	TRACED		
	TESTED		
NOTE BOOK			
NO.	STAKE SHEETS		

E=080

E=158

E=149

E=186

E=124

E=218

E=245

E=171

E=380

E=390

PTH

PTH

PTH

PTH

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

75-140

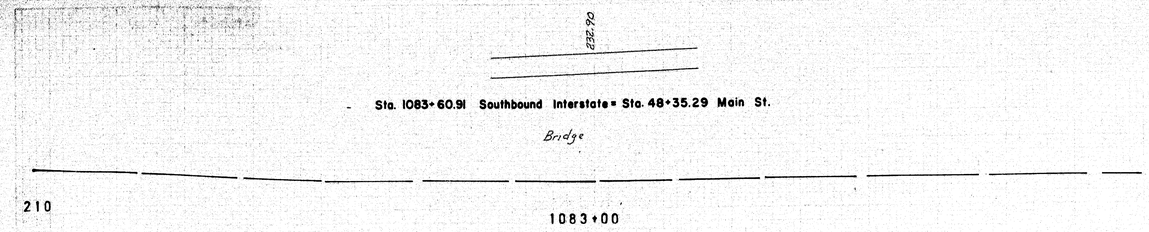
0 1 2 3 4 5 INCHES

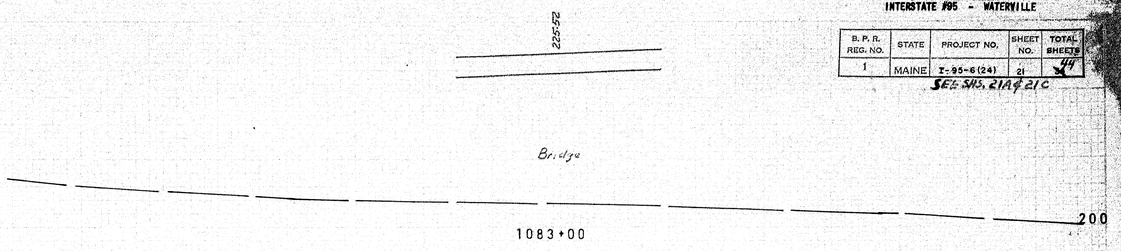
INTERSTATE #95 - WATERVILLE

B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	21	47

SEE SHS, 21A & 21C

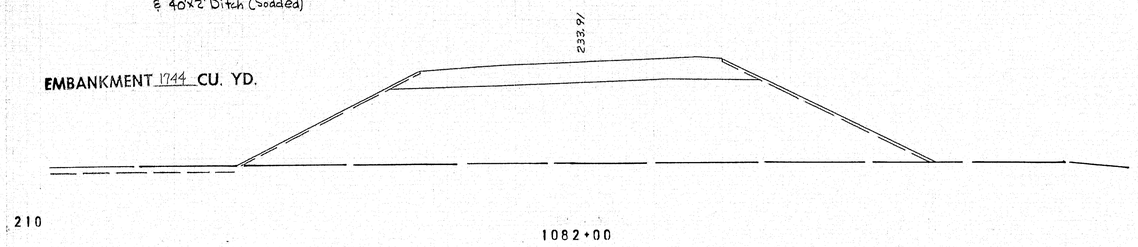
Sta. 1083+60.91 Southbound Interstate = Sta. 48+35.29 Main St.



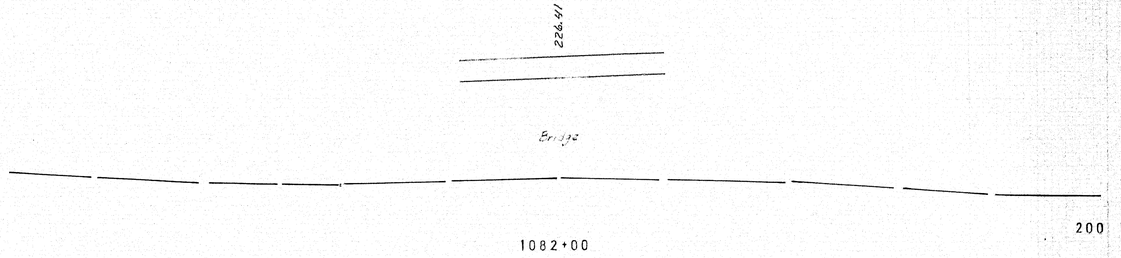


1082+47 Lt.
30'- Sodded Gutter Outlet
& 40'x2' Ditch (Sodded)

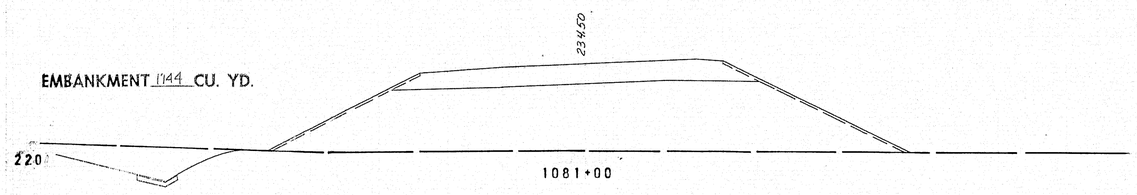
EMBANKMENT 1744 CU. YD.



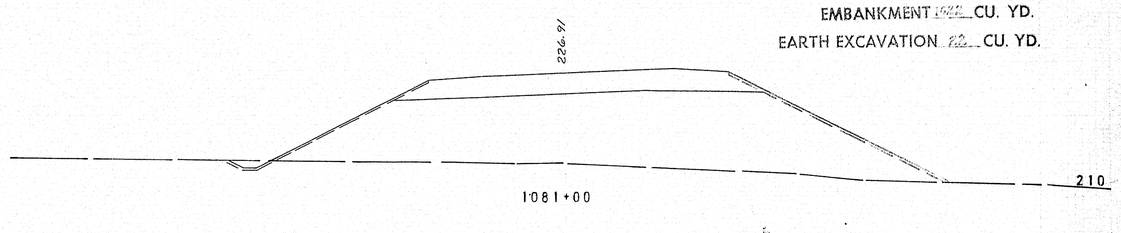
Sta. 1082+33.98 Northbound Interstate = Sta. 49+82.93 Main St.



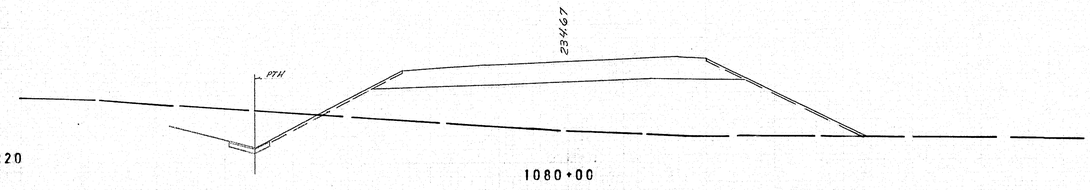
EMBANKMENT 1744 CU. YD.



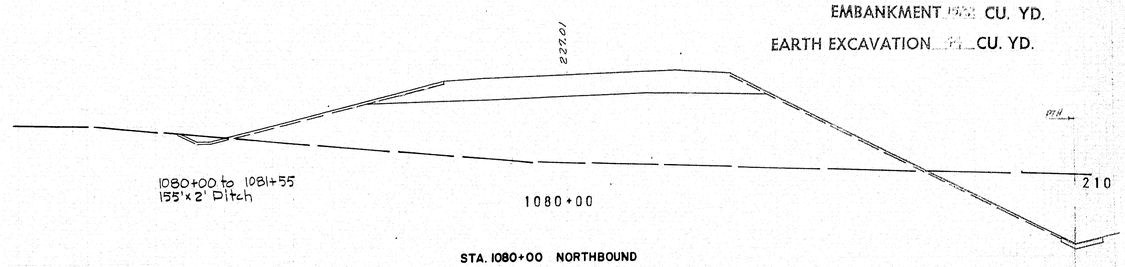
EMBANKMENT 1744 CU. YD.
EARTH EXCAVATION 12 CU. YD.



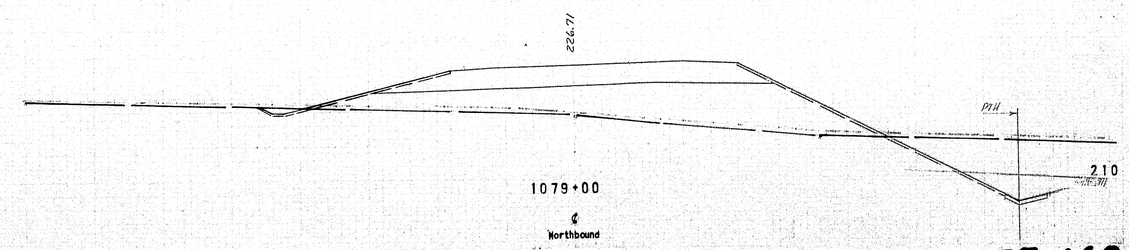
STA. 1081+00 SOUTHBOUND
LIMIT OF WORK



EMBANKMENT 1553 CU. YD.
EARTH EXCAVATION 71 CU. YD.

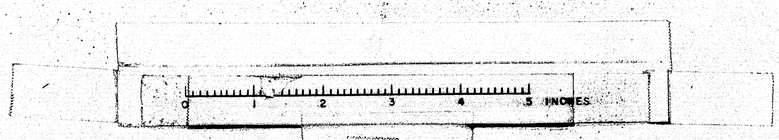


STA. 1080+00 NORTHBOUND
BEGIN F.A.P. I-95-6(24)



℄
Southbound

75-149



INTERSTATE #95 - WATERVILLE

B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	22	34

SEE SH. 21 & 21A

224.68

190

1087+00

227.36

Sta. 1086+00 SOUTHBOUND

LIMIT OF WORK

200

1086+00

EMBANKMENT 2778 CU. YD.

229.63

1084+65
40'-Sodded Gutter Outlet

200

200

EMBANKMENT 2778 CU. YD.

1085+00

231.48

Bridge

200

1084+00

℄

Southbound

220.43

190

1086+00

222.24

Sta. 1085+00 NORTHBOUND

END F.A.P. I-95-6(24)

190

1083+39 Lt.
55'-Sodded Gutter Outlet

1085+00

224.21

EMBANKMENT 4704 CU. YD.

190

1083+40 to 1085+00
160'x2' Ditch

1084+00

℄

Northbound

EMBANKMENT 4704 CU. YD.

75-150

0 1 2 3 4 5 INCHES

75 - 151

SH. 21A OF 44

U.S. GEOLOGICAL SURVEY

75-152

SH 2 OF 11

O.G. SECTIONS S.B.

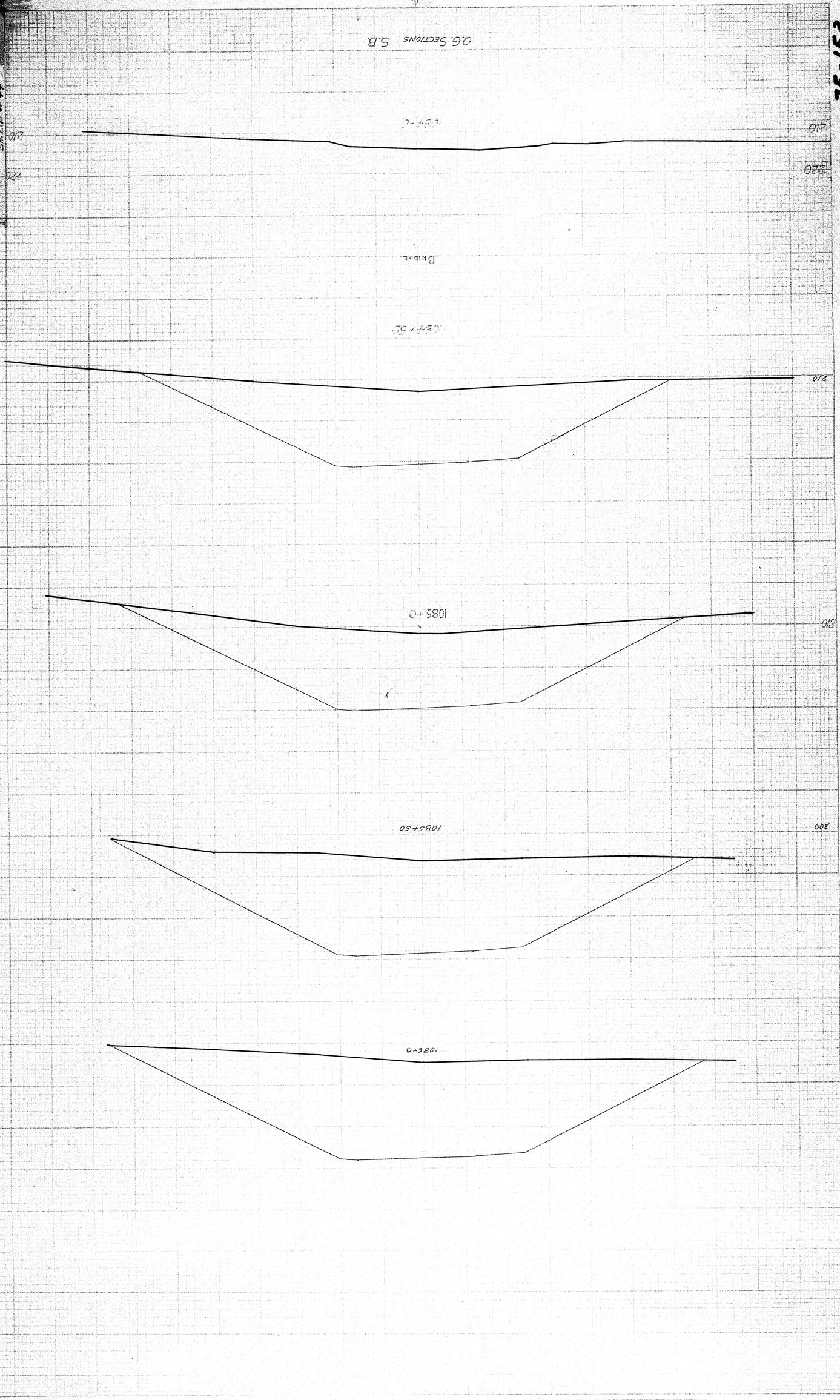


PLATE B - CROSS SECTION 0 = 0.5 n
STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
DISTRICT DRAWING COMPANY INC.

DESIGN	DRAWN	CHECKED	QUANTITIES	CHECKED	FINAL
DATE	BY				

2-11-60

75-153

C.G. Sections 1 & 3

STATE OF WYOMING

1080+0

1080+50

Bridge

1081+0

1081+50

1082+0

1082+50

1083+0

Elev.=

ORIGINAL SURVEY
FINAL SURVEY
PLATE 9 CROSS SECTION G.P.A.E.
CHARLES R. HOSKINS COMPANY INC.

0 1 2 3 4 5 INCHES

SH 21D OF 44

STA 1085+0 LIMIT OF WORK

1085+0

1084+50

1084+00

1083+50

1083+00

1082+50

1082+00

1081+50

1081+00

1080+50

1080+00

1079+50

1079+00

1078+50

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BY

ORIGINAL SURVEY

W.P.#

PLATE 3 - CROSS SECTION B. P. & R.R.

CHARLES BRUNE COMPANY, INC

75-154

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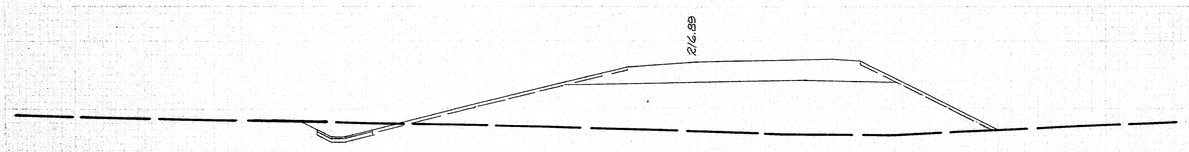
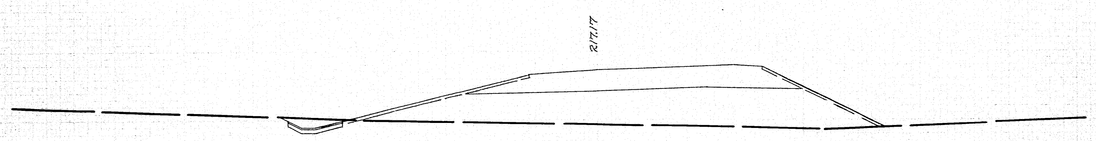


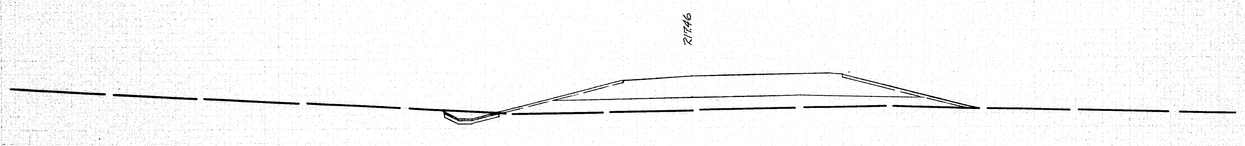
85+50

Sta. 85+00 Ramp "F"-Limit of Work



85+00

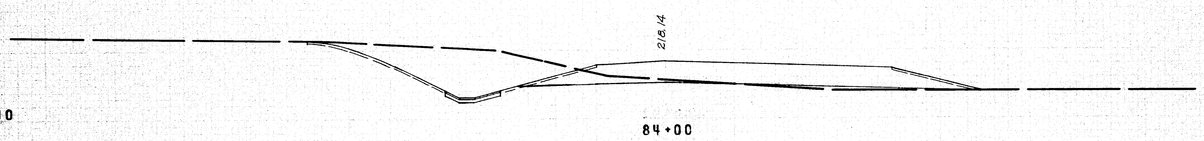
EMBANKMENT 106 CU. YD.
EARTH EXCAVATION 31 CU. YD.



84+50

46+50 Lt. Main St to
85+00 Lt. Ramp "F"
150' x 2' Ditch (Sodded)

EMBANKMENT 117 CU. YD.
EARTH EXCAVATION 180 CU. YD.



84+00

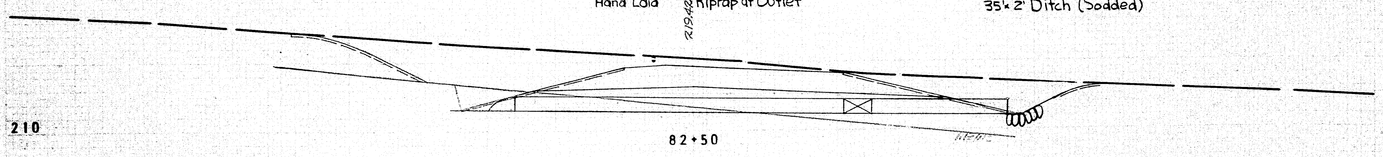
Sta. 83+29.03 Ramp "F" = Sta. 46+70.00 Main St.

℄
Ramp "F"

Sta. 83+15.07 Ramp "E" = Sta. 46+70.00 Main St.

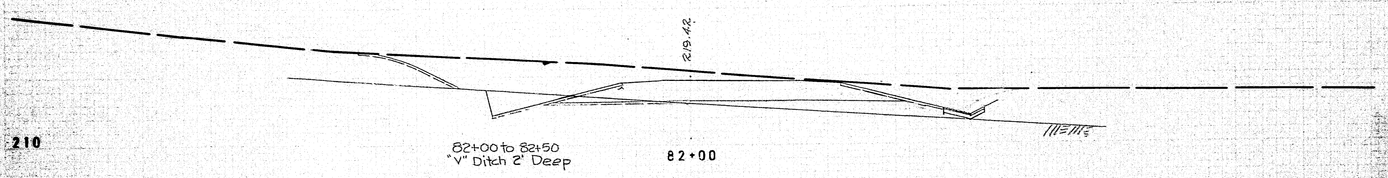
82+50
24" x 16' ACCMP Lt W/Metal-Endwall
24" x 32' RCP Roadway
24" x 20' ACCMP Rt.
Pipe Connector Rt.
Hand Laid Riprap at Outlet

82+50 Ramp "E" to
47+33 Rt. Main St
35' x 2' Ditch (Sodded)



82+50

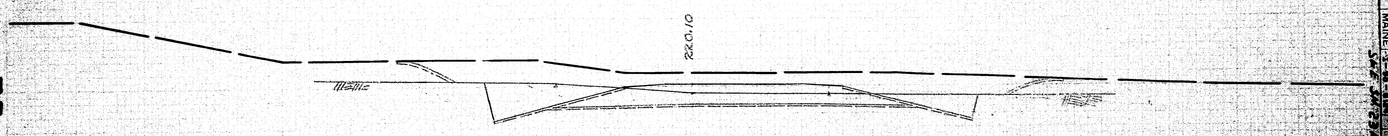
EARTH EXCAVATION 426 CU. YD.



82+00 to 82+50
"V" Ditch 2' Deep

82+00

Sta. 82+00 Ramp "E" Limit of Work



81+50

℄
Ramp "E"

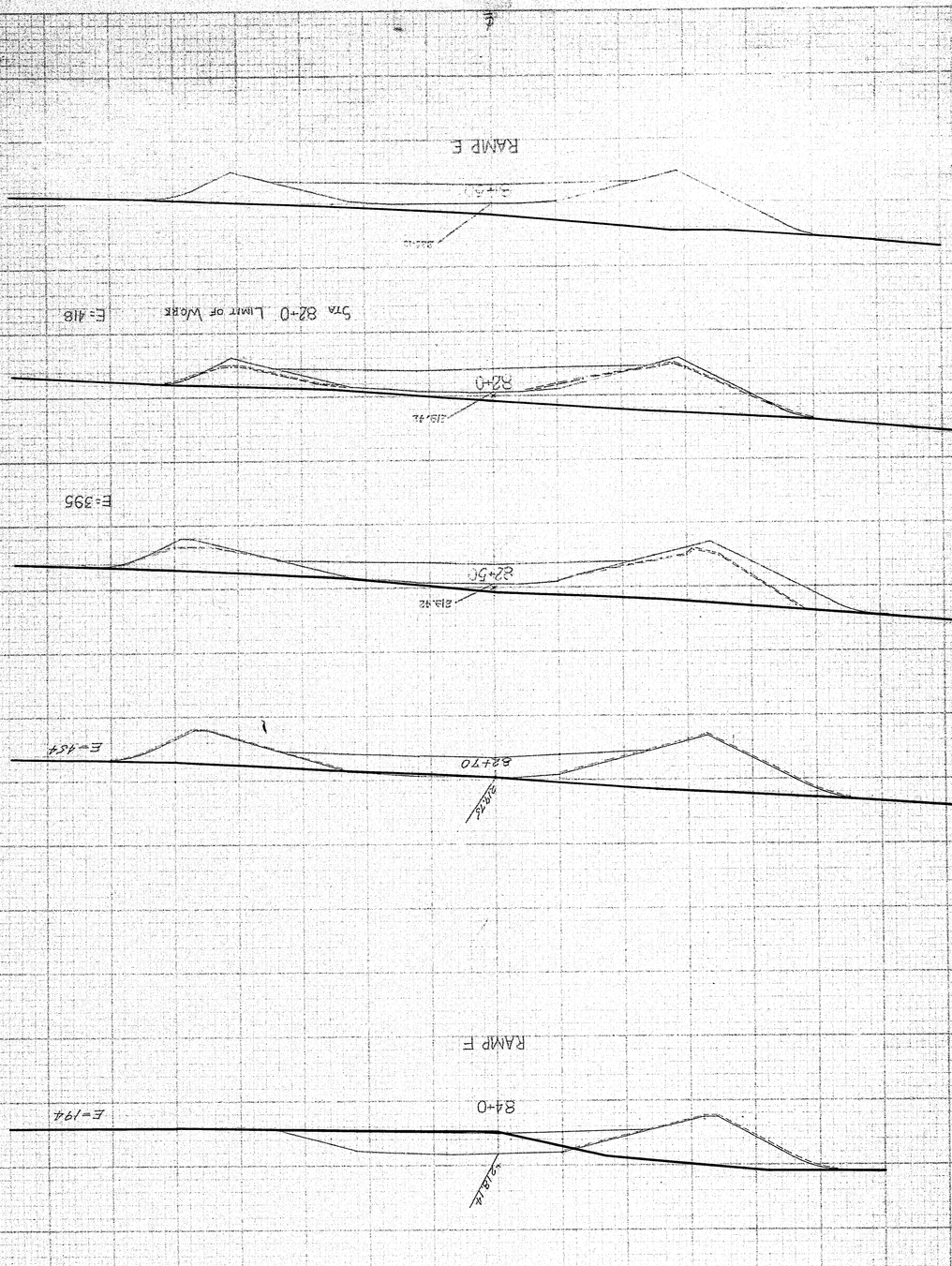
75-155

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	F-BR-1(8)M	8	11

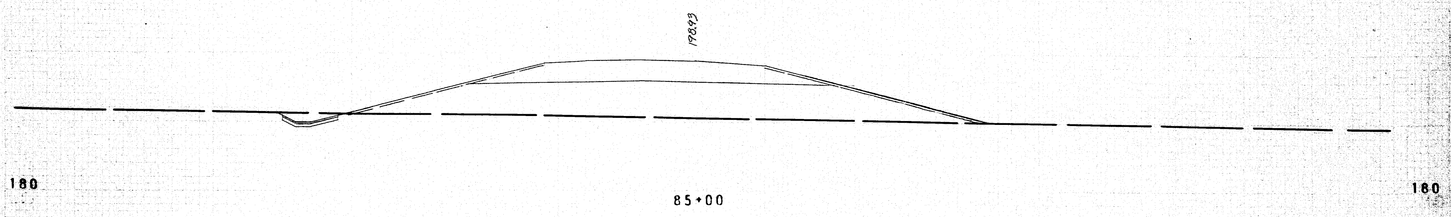
SAPPI SAPPI

SHEET 4 OF MAIN STREET INTERCHANGE

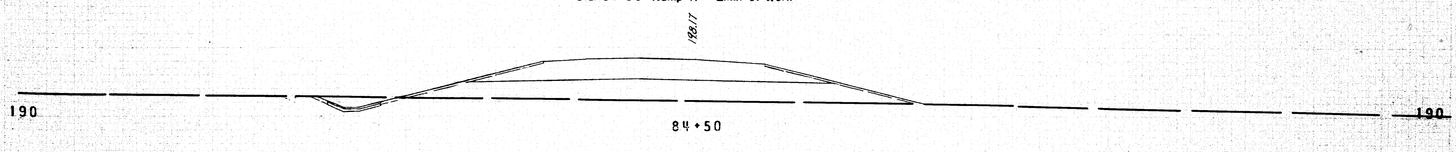
75-156



PLASTIC - CROSS SECTION
DIETZGEN CORP.
ORIGINAL
SURVEY
NOTE BOOK
FINAL
SURVEY
NOTE BOOK
DATE
BY

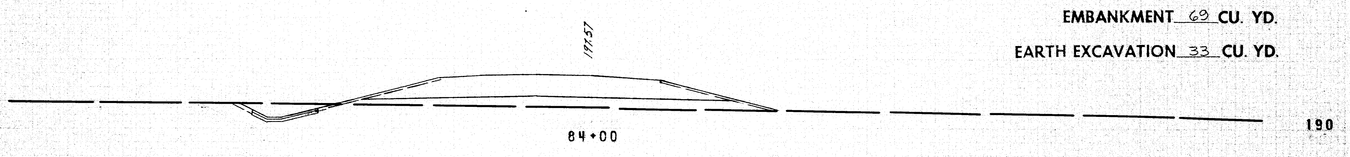


Sta. 84+50 Ramp "H" – Limit of Work



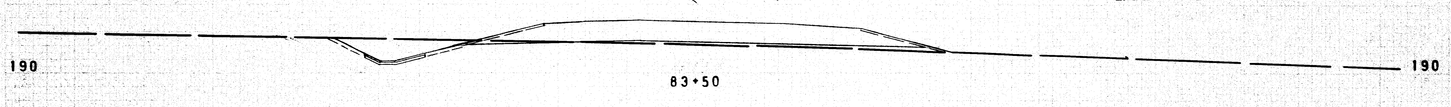
EMBANKMENT 69 CU. YD.

EARTH EXCAVATION 33 CU. YD.



EMBANKMENT 83 CU. YD.

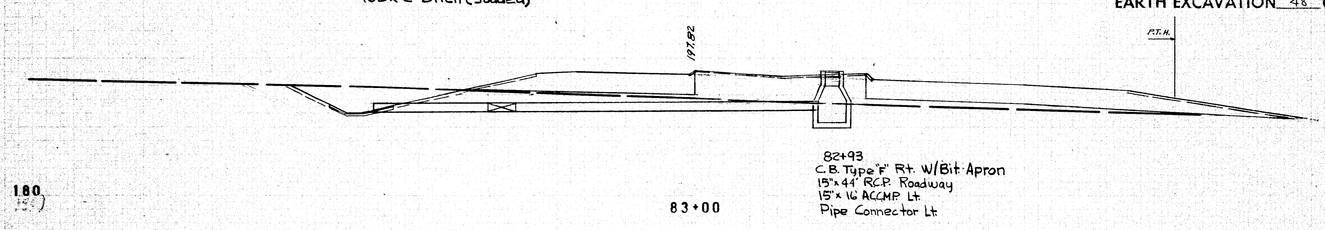
EARTH EXCAVATION 44 CU. YD.



51+80 Lt. Main St.
84+50 Lt. Ramp "H"
165' x 2' Ditch (Sodded)

EMBANKMENT 83 CU. YD.

EARTH EXCAVATION 48 CU. YD.

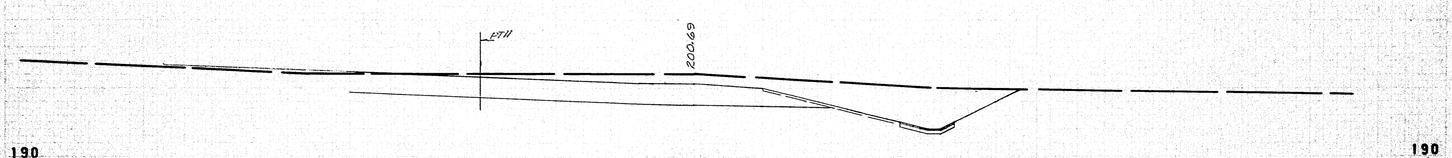


Sta. 82+51.60 Ramp "H" = Sta. 52+31.54 Main St.

℄

Ramp "H"

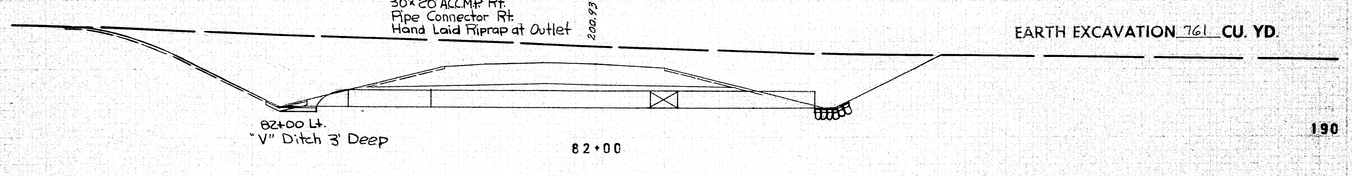
Sta. 83+05.71 Ramp "G" = Sta. 51+53.74 Main St.



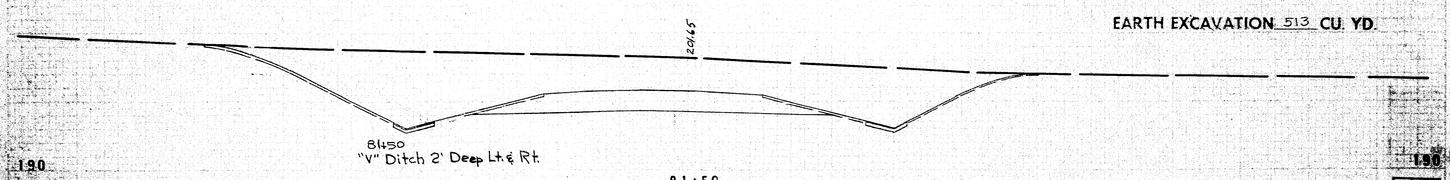
82+00
30" x 12' ACCMP. Lt. W/Metal Endwall
30" x 32' R.C.P. Roadway
30" x 20' ACCMP. Rt.
Pipe Connector Rt.
Hand Laid Riprap at Outlet

82+00 Rt. Ramp "G" to 54+00 Rt. Main St.
300' x 2' Ditch. (Sodded)

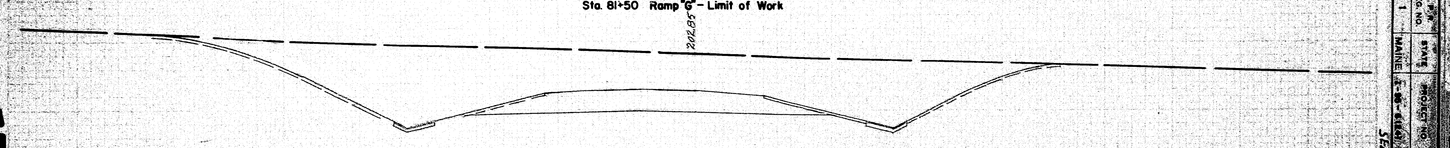
EARTH EXCAVATION 761 CU. YD.



EARTH EXCAVATION 513 CU. YD.



Sta. 81+50 Ramp "G" – Limit of Work



℄

Ramp "G"

RAMPS "G" & "H" MAIN STREET INTERCHANGE

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	S-95-6(66)	24	

SEE SHEET 24A

75-157

75-150

SH.24A OF 44

RAMP G

E=138

Sta 81+50 Limit of Work

81+50

E=570

83+10

E=302

82+50

200.86

PTH

RAMP H

E=194

83+50

192.82

RAMP H

E=114

82+50

192.45

E=17

84+00

192.87

E=10

84+50

193.17

Sta 84+50 Limit of Work

85+?

210

200

190

DESIGNED	DRAWN	CHECKED	QUANTITIES	DATE
	PRR	PRR		2-11-60
	PRR	PRR		2-11-60
	PRR	PRR		2-11-60
	PRR	PRR		2-11-60

DESIGNED	DRAWN	CHECKED	QUANTITIES	DATE
	PRR	PRR		2-11-60
	PRR	PRR		2-11-60
	PRR	PRR		2-11-60
	PRR	PRR		2-11-60

F.A.I.S. 1-6(8)52 SECTION(S) 6F,4,6,7

INDEX OF SHEETS

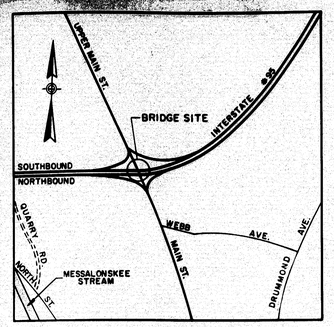
SECTION(S) 6F,4,6,7

F.A.I.S. 1-6(8)52

0 1 2 3 4 5 INCHES

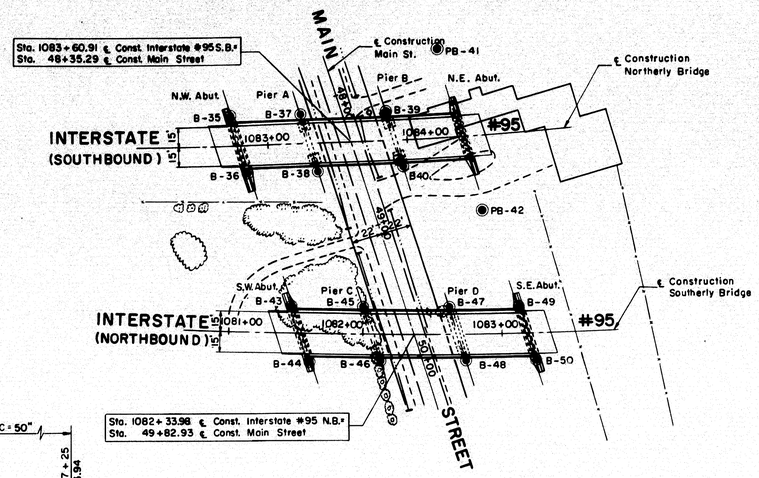
B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	28	

WATERVILLE INTERSTATE



LOCATION MAP

Not to Scale



KEY PLAN

Scale: 1"=50'-0"

GENERAL NOTES

FOUNDATION:

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

DESIGN:

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

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

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 A305. 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 36 diameters to make a splice.

STRUCTURAL STEEL:

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

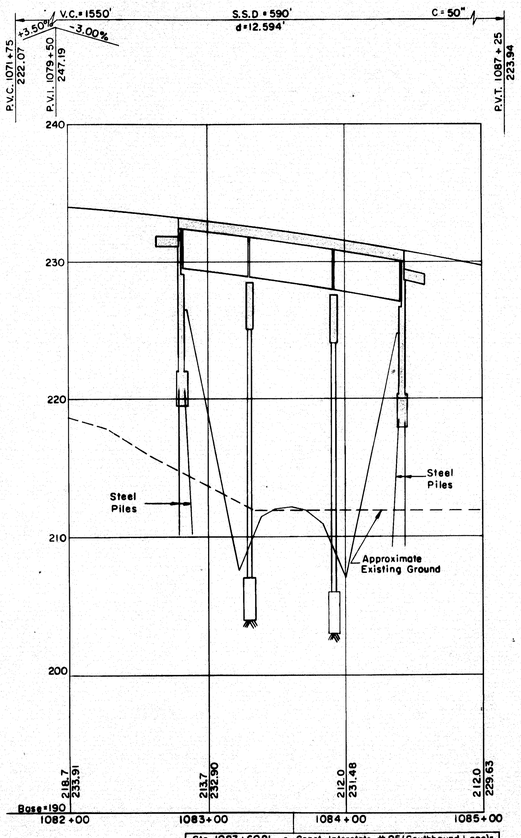
BENCH MARK:

BM-53 R.R. Spike in pole N.E.T.B.T. # 57 Sta. 1082+95(N.B.) Interstate # 95
130' Rt.
Elevation 201.35 U.S.G.S. Datum

ESTIMATED QUANTITIES

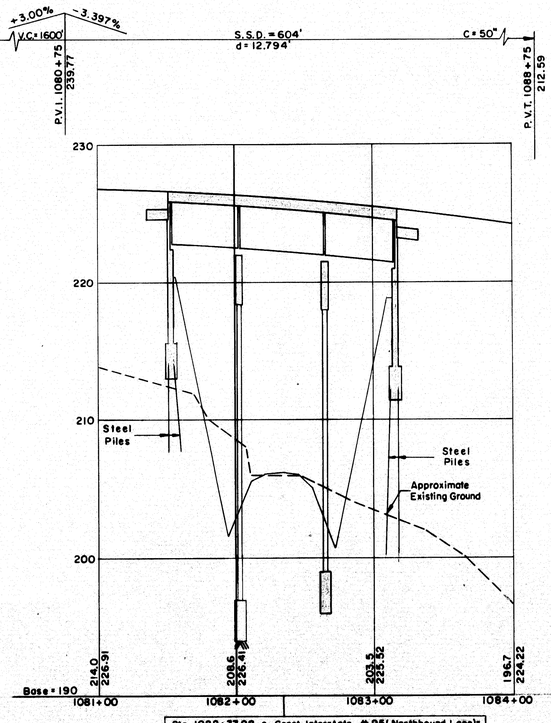
(NOT GUARANTEED)

	STRUCTURAL EARTH EXCAVATION, PIERS 310	CU. YDS. 379
	STRUCTURAL ROCK EXCAVATION, PIERS 50	CU. YDS. 152
	GRAVEL BASE COURSE-IN PLACE MEASUREMENT 440	CU. YDS. 440
Not in this Contract	BITUMINOUS CONCRETE SURFACE COURSE, TYPE A 130	TONS
Not in this Contract	MEMBRANE WATERPROOFING (3 PLY) 1,100	SQ. YDS.
	PORTLAND CEMENT CONCRETE, ABUTMENTS AND RETAINING WALLS 330	CU. YDS. 326.33
	PORTLAND CEMENT CONCRETE, PIERS 200	CU. YDS. 213.70
	PORTLAND CEMENT CONCRETE, ROADWAY AND SIDEWALK SLABS ON STEEL BRIDGES 430	CU. YDS. 444.30
	PORTLAND CEMENT 1,440	BBLS. 1,440
	BRIDGE DRAINAGE 1	LUMP SUM
	STRUCTURAL STEEL, FABRICATED AND DELIVERED .. 358700	LBS. 358,722
	STRUCTURAL STEEL, ERECTION 358700	LBS. 358,722
	REINFORCING STEEL, DELIVERED 135400	LBS. 135,400
	REINFORCING STEEL, PLACING 135400	LBS. 135,400
	SHEAR CONNECTORS, DELIVERED AND PLACED 1	LUMP SUM
	STEEL H-BEAM PILES - 42 LBS. PER FOOT 1,390	LIN. FT.
	FRENCH DRAINS 160	CU. YDS.
	ALUMINUM RAILING 660	LIN. FT.
	SLOPE PAVING FOR BRIDGES 890	SQ. YDS.



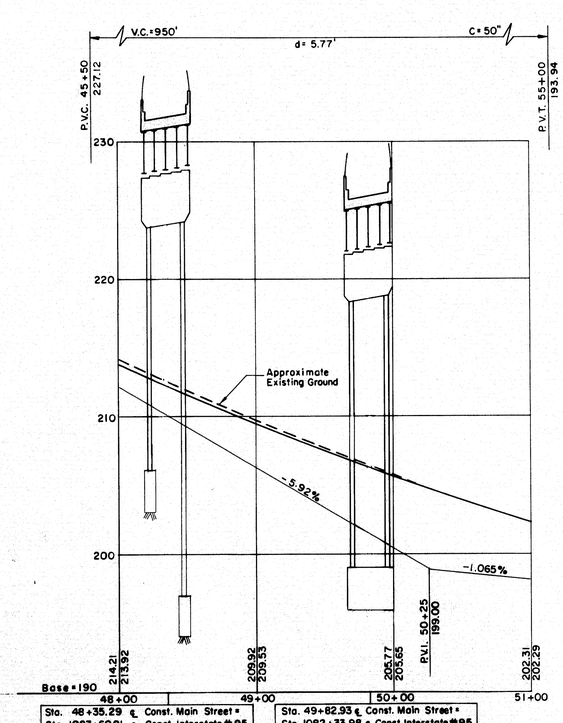
PROFILE ALONG INTERSTATE #95 (NORTHERLY BRIDGE)

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



PROFILE ALONG INTERSTATE #95 (SOUTHERLY BRIDGE)

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



PROFILE ALONG MAIN STREET

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

APPROVED BY Wm. A. Henderson DATE 10-14-58

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

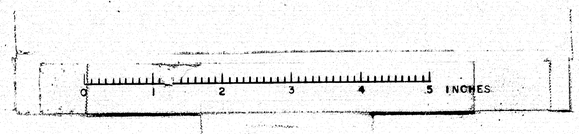
DESIGN	CHECK D.S.	BRIDGE NO.
DRAWN D.A.T.	APPROVED W.A.H.-C.J.M.	SURVEY PLOT

STATE HIGHWAY COMMISSION

INTERSTATE #95
OVER
MAIN STREET
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
KEY PLAN & PROFILES

SHEET 1 OF 10 AUGUSTA, MAINE

75-159



B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	26	3444

WATERVILLE INTERSTATE

B-35

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
El. 219.50					
215.2					
213.2	Brown silty sand	4 7			
207.2	Brown silty sand, gravel and rocks	29 38 50 47 30 23 27 40 48 29 118	19 7*		
202.2	Ledge			100 83 92	
Base = 200					

* Penetration 6"

Bottom of Proposed Northwesterly Abutment Footing

B-36

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
215.2					
213.2	Brown silt	6 30			
208.2	Brown silty sand	38 50 47 30 23	15 7*		
203.2	Brown sand, gravel and rocks	27 40 48 29 118	21 16*		
198.2	Ledge			71 92	

* Penetration 6"

B-38

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
El. 201.0±					
211.7					
	Brown silty sand, gravel and rocks	34 47 58 45 62 31 55 57 70 38	17 12* 25*		
201.5					
196.5	Ledge			27 100 58	

* Penetration 6"
† Penetration 2"

Bottom of Proposed Pier A Footing

B-39

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
El. 203±					
214.0					
	Brown sand, gravel and rocks	12 36 26 26 32			
210.0					
	Brown silty sand, gravel and rocks	45 77 145 39*	22 13*		
205.8					
	Ledge			7 3	
200.8					

* Penetration 6"
+ Penetration 3"

Bottom of Proposed Pier B Footing

B-43

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
El. 213.00					
213.0					
211.0	Brown silty sand and gravel	8 14			
	Brown sand, gravel and rocks	20 26 26 38 24	18 13*		
204.0					
200.0	Gray sand, gravel and rocks	25 29 123 125	84 22*		
	Ledge			20 10 75	
192.0					

* Penetration 6"

Bottom of Proposed Southwesterly Abutment Footing

B-44

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
210.4					
208.4	Brown silty sand	9 24			
	Brown silty sand, gravel and rocks	60 53 47 59 59 89 136 127 59 95 97 98 59 55 47 50	23 11* 37 21*		
194.4					
191.9	Gray silty sand, gravel and rocks		20 9*		
186.9	Ledge			67 90	

* Penetration 6"

B-46

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
206.8					
	Brown silty sand, gravel and rocks	2 Sun 29 45 35 34 45 152	22 20*		
El. 198.0±					
198.8					
	Ledge or boulder			20 10	
193.8					

* Penetration 6"

Bottom of Proposed Pier C Footing

B-47

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
205.7					
202.7	Gray sandy silt	7 17 45 97 67 67 28	30 10*		
	Brown silty sand, gravel and rocks	98 98 102 91 101 90 78 139	39 22*		
190.7					
	Ledge			80 50	
185.7					

* Penetration 6"

Bottom of Proposed Pier D Footing

B-49

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
El. 211.40					
203.1					
	Brown silty sand, gravel and rocks	10 64 61 50 56 17 93 73 171 268 98	32 24*		
192.1					
	Grayish brown silty sand gravel and rocks	239 278 174 92 60 120	39 28* 21 13*		
186.1					
	Gray silty sand, gravel and rocks	168 257 441 149 154 263 455 716	121		
178.4					
	Ledge Drilled 6'-0"			8 6	
172.4					

* Penetration 6"

Bottom of Proposed Southeasterly Abutment Footing

B-50

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
202.4					
	Brown silty sand, gravel and rocks	11 19 16 36 64 32 43 70 173 166 100 111 84 79 127 73 142 136	29 17*		
184.4					
	Ledge			100 93	
178.9					

* Penetration 6"

B-37

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons per Sq. Foot)
213.0					
211.0	Loose brown silty sand	3 2			
	Medium density brown silty sand and rocks becoming denser with depth	41 48 148 108 45 35			
El. 204.0± 204.5					
	Ledge				
199.5					

* Penetration 18"

Bottom of Proposed Pier A Footing

B-40

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons per Sq. Foot)
212.6					
210.6	Loose brown silty sand	7 15			
	Medium density brown silty sand and rocks becoming denser with depth	32 25 26 25 55 110 100 92 75 112 81 139 125 137 141 160			
El. 194.0± 194.6					
	Ledge			30 60	
189.6					

Bottom of Proposed Pier B Footing

B-45

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
208.0					
206.0	Loose brown silty sand	4 9			
	Medium density brown silty sand and rocks becoming denser with depth	33 36 56 102 88 74 240 420 66 130 150 66			
194.5					
El. 194.0±	Ledge			94 100 41 44	
189.5					

* Penetration 6"

Bottom of Proposed Pier C Footing

B-48

Elevation	Description of Materials	Casing Blows Per Foot	Spoon Blows Per Foot	Percent Recovery	Vane Shear Strength (Tons Per Sq. Foot)
204.1					
202.1	Loose brown silty sand	5 11			
	Medium density brown silty sand and rocks becoming denser with depth	24 23 25 40 70 100 83 94 105 177 123 128 126 185 388 341 380 232 158			
El. 196.00					
183.1					
	Ledge or boulder	225 70 231			
180.1					

Bottom of Proposed Pier D Footing

PUNCHING LOG

No Scale:

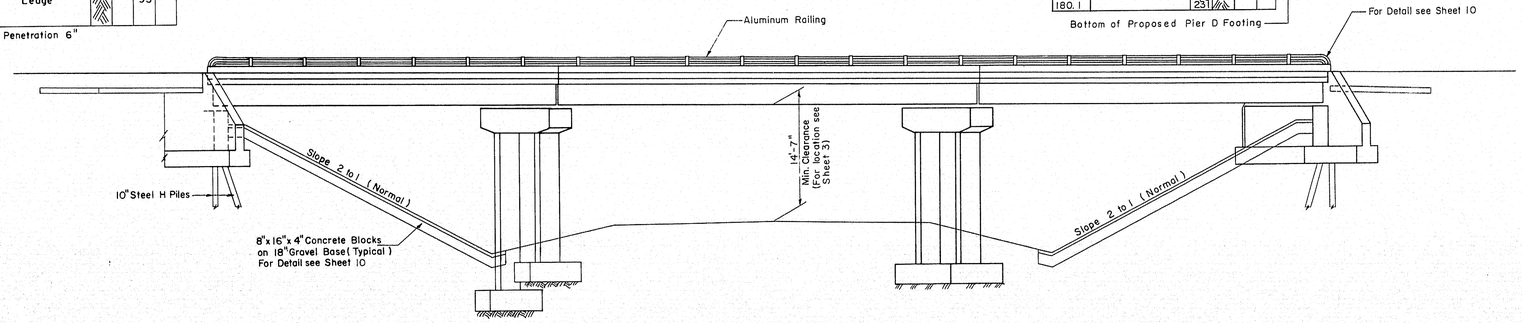
Elevation	Depth in Feet	No. of Blows
PB-41		
213.7		
203.8	Refusal	
PB-42		
212.5		
199.8	Refusal	

BORING LOG

Scale 1/8" = 1'-0"

GENERAL ELEVATION

Scale: 1" = 10'-0"



NOTES:

1. Location of borings are shown on Key Plan thus ◉ B-35
   Punchings are shown on Key Plan thus ◉ PB-41
2. Borings and punchings are taken for the purpose of design and show condition at boring and punching 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 2½"casing or 1" spoon produced by a 310 lb hammer with a fall of 16" and 14" respectively.
4. Punchings were driven to refusal surface using A rods and 60 # hammer.
5. Borings and punchings were taken by the Maine State Highway Commission during the months of June, July, and August 1958
6. The Contractor is to form his own opinion of the character of the material, and to make his own interpretation of the borings and punchings.
7. The Engineer does not warrant the findings as being accurate or complete.

THE CLARKESON ENGINEERING CO., INC.

DESIGN	CHECK D.S.	BRIDGE NO.
DRAWN E.K.	APPROVED WAH-CJM	SURVEY PLOT

STATE HIGHWAY COMMISSION

INTERSTATE #95

OVER

MAIN STREET

IN THE CITY OF

WATERVILLE

KENNEBEC COUNTY

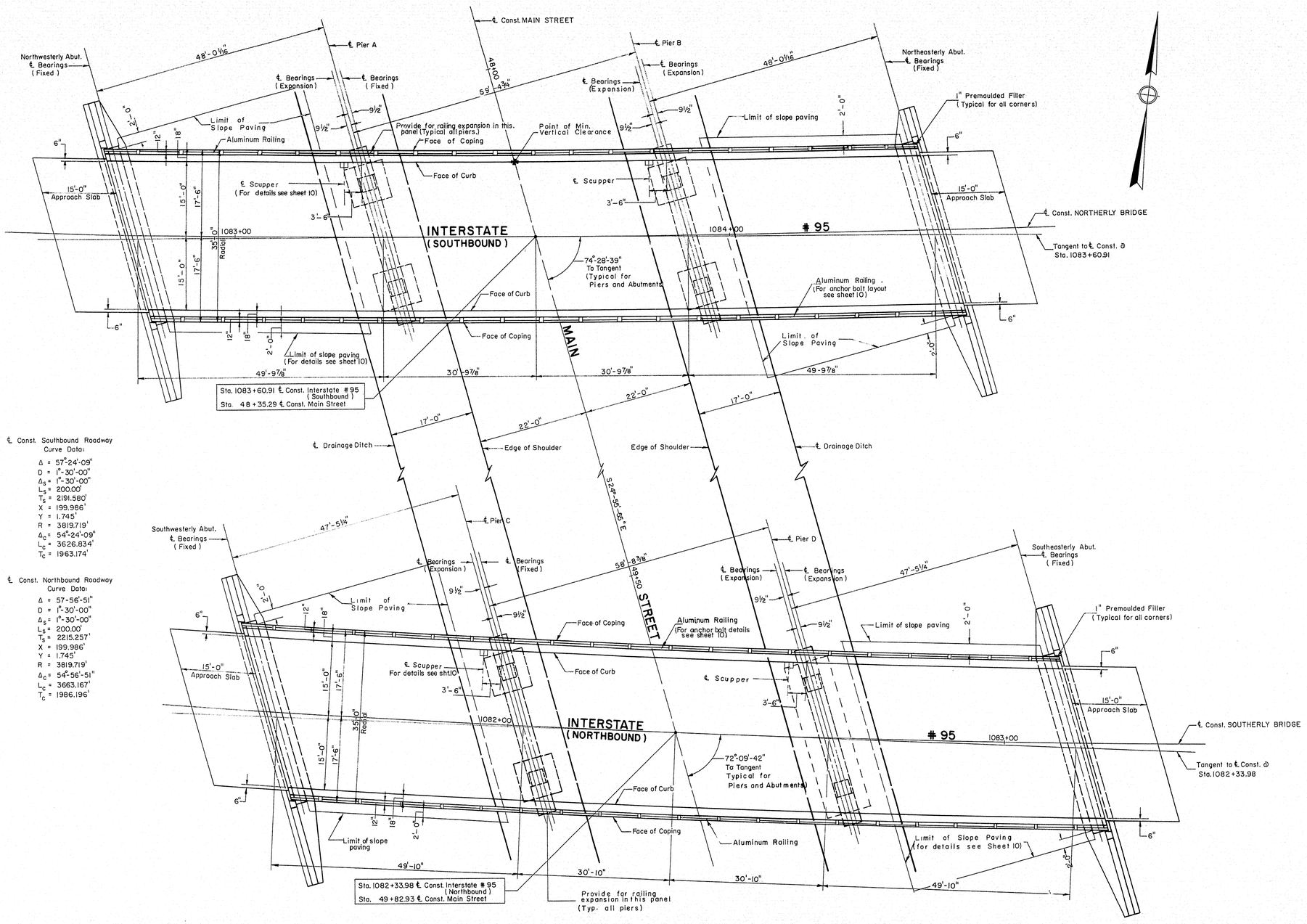
BORING DATA

SHEET 2 OF 10 AUGUSTA, MAINE

75-160

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO	TOTAL SHEETS
1	MAINE	I-95-6(24)	27	34

WATERVILLE INTERSTATE



℄ Const. Southbound Roadway Curve Data:

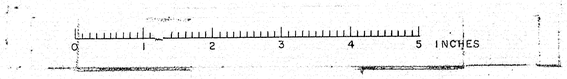
- Δ = 57°-24'-09"
- D = 1°-30'-00"
- Δ_S = 1°-30'-00"
- L_S = 200.00'
- T_S = 2191.580'
- X = 199.986'
- Y = 1.745'
- R = 3819.719'
- Δ_C = 54°-24'-09"
- L_C = 3626.834'
- T_C = 1963.174'

℄ Const. Northbound Roadway Curve Data:

- Δ = 57-56'-51"
- D = 1°-30'-00"
- Δ_S = 1°-30'-00"
- L_S = 200.00'
- T_S = 2215.257'
- X = 199.986'
- Y = 1.745'
- R = 3819.719'
- Δ_C = 54°-56'-51"
- L_C = 3663.167'
- T_C = 1986.196'

GENERAL PLAN

Scale: 1" = 10'-0"



THE CLARKESON ENGINEERING CO., INC.

DESIGN D.S. — H.L.	CHECK D.S.	BRIDGE NO. SURVEY
DRAWN E.K.	APPROVED WAH - CJM	PLOT

STATE HIGHWAY COMMISSION

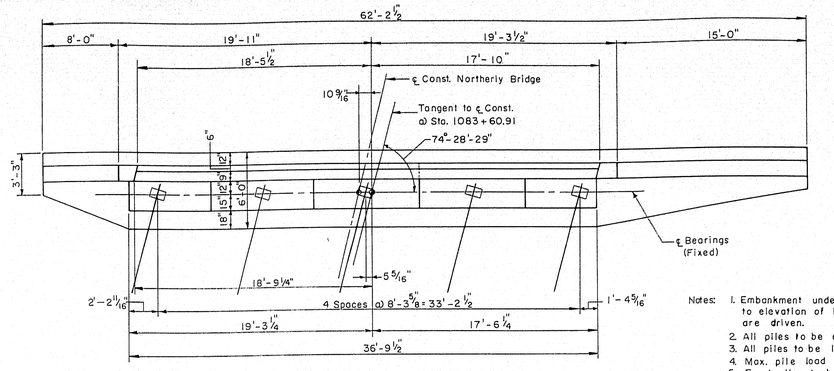
INTERSTATE # 95
OVER
MAIN STREET
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
GENERAL PLAN

SHEET 3 OF 10 AUGUSTA, MAINE

75-161

B. P. R.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	28	34

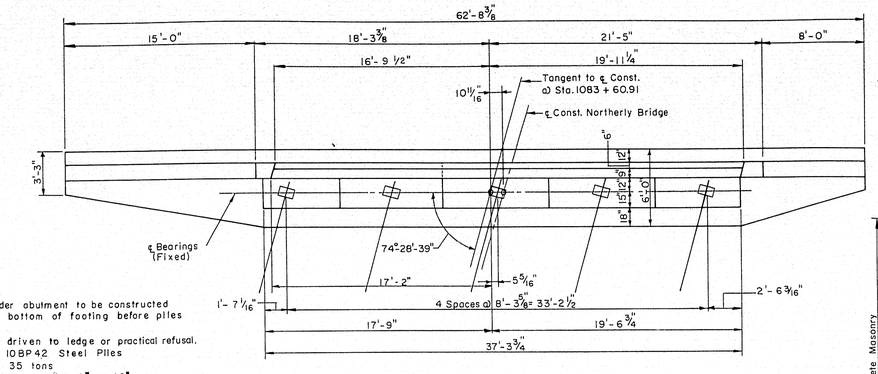
WATERVILLE INTERSTATE



PLAN NORTHEASTERLY ABUTMENT

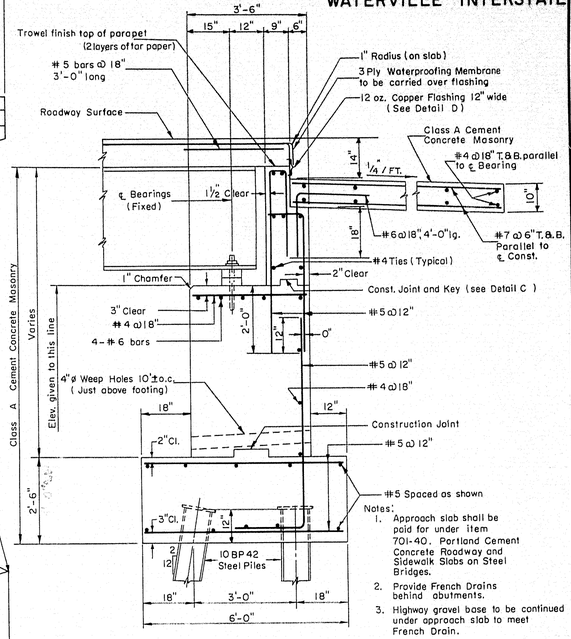
Scale: 3/16" = 1'-0"

Notes:
1. Embankment under abutment to be constructed to elevation of bottom of footing before piles are driven.
2. All piles to be driven to ledge or practical refusal.
3. All piles to be 10BP42 Steel Piles
4. Max. pile load 35 tons
5. Front piles to be battered 2" on 12"
6. Cap all piles (See Detail on Sheet 5)



PLAN NORTHWESTERLY ABUTMENT

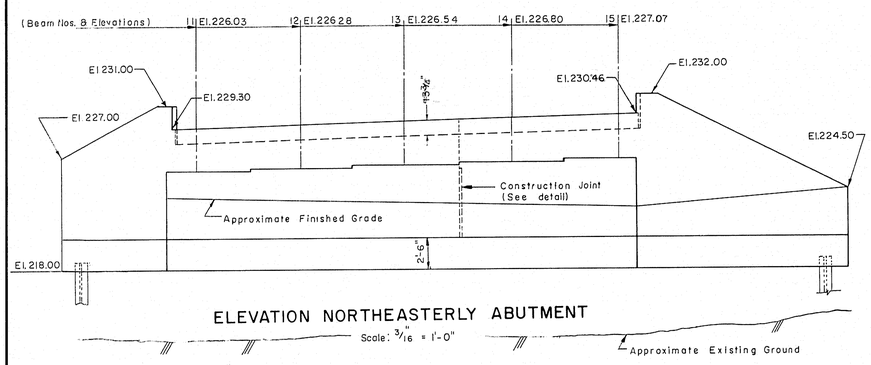
Scale: 3/16" = 1'-0"



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

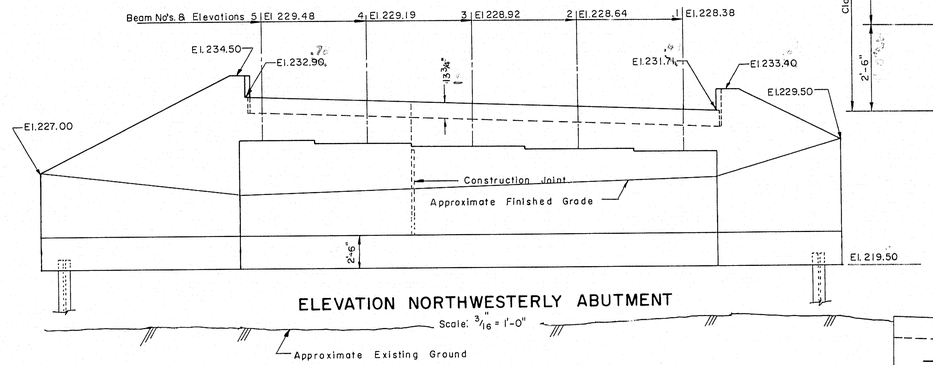
Scale: ½" = 1'-0"



ELEVATION NORTHEASTERLY ABUTMENT

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

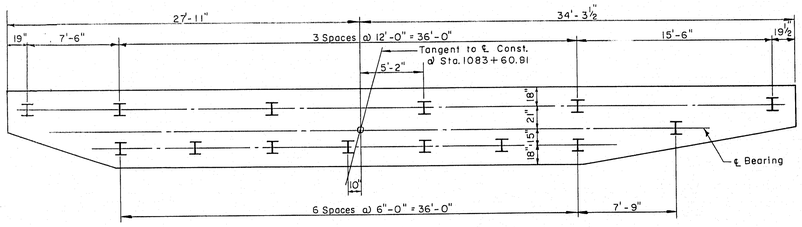
Approximate Existing Ground



ELEVATION NORTHWESTERLY ABUTMENT

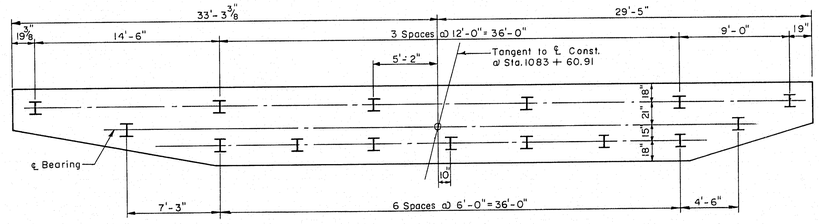
Scale: 3/16" = 1'-0"

Approximate Existing Ground



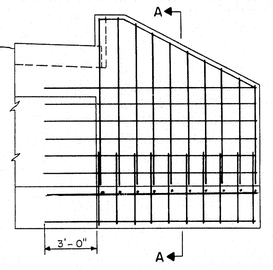
PILE PLAN NORTHEASTERLY ABUTMENT

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



PILE PLAN NORTHWESTERLY ABUTMENT

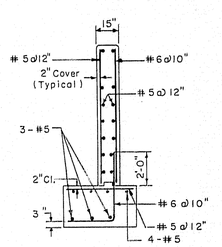
Scale: 3/16" = 1'-0"



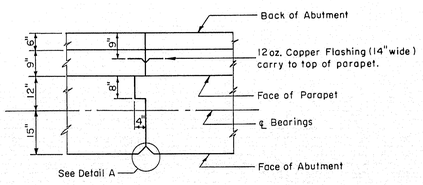
WING REINFORCING LAYOUT

Scale: ¼" = 1'-0"

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



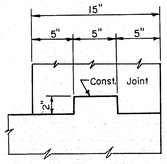
SECTION A-A



ABUTMENT CONSTRUCTION JOINT

Scale: ½" = 1'-0"

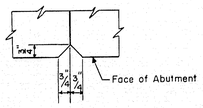
Note: Reinforcment to run through Construction Joint.



DETAIL C

Scale: 1½" = 1'-0"

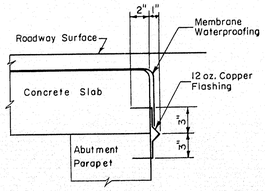
Note: Concrete in backwall not to be placed until Structural Steel has been erected. Construction Joint to be at or above Bridge Seat Elev.



DETAIL A

(CONSTRUCTION JOINT)

Scale: 3" = 1'-0"



DETAIL D

Scale: 1½" = 1'-0"

THE CLARKESON ENGINEERING CO., INC.

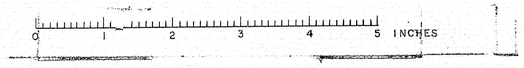
DESIGN G.B. - H.L.	CHECK D.S.	BRIDGE NO. SURVEY PLOT
DRAWN V.S.	APPROVED WAH - CJM	

STATE HIGHWAY COMMISSION

INTERSTATE #95
OVER
MAIN STREET
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
NORTHEASTERLY ABUTMENT
NORTHWESTERLY ABUTMENT

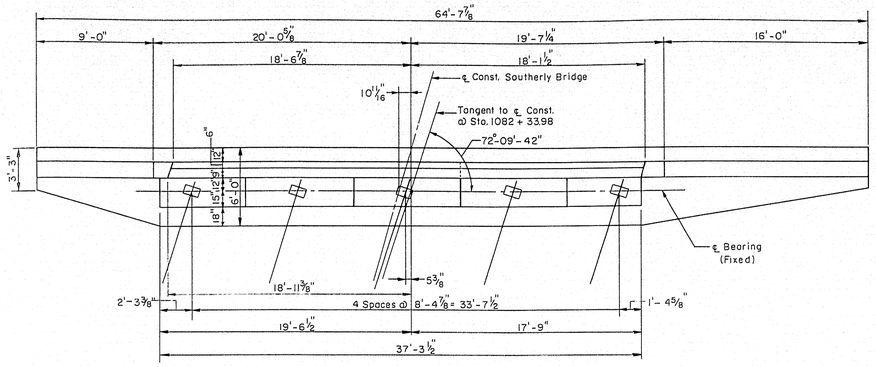
SHEET 4 OF 10 AUGUSTA, MAINE

75-162

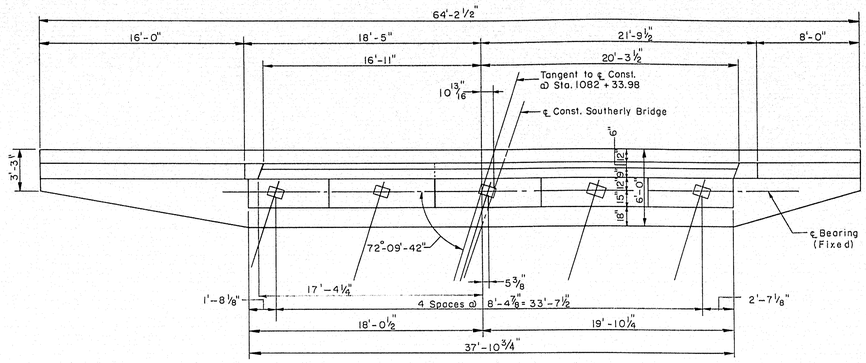


B.P.R.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	29	34

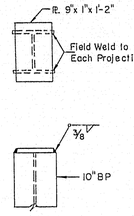
WATERVILLE INTERSTATE



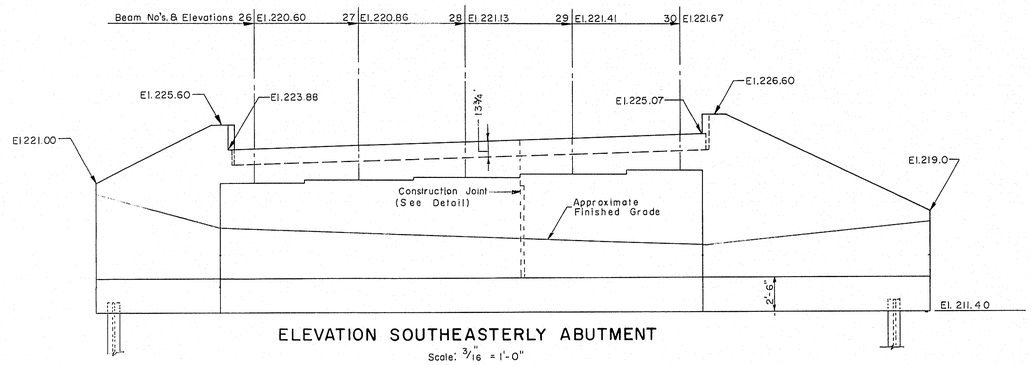
PLAN SOUTHEASTERLY ABUTMENT
Scale: 3/16" = 1'-0"



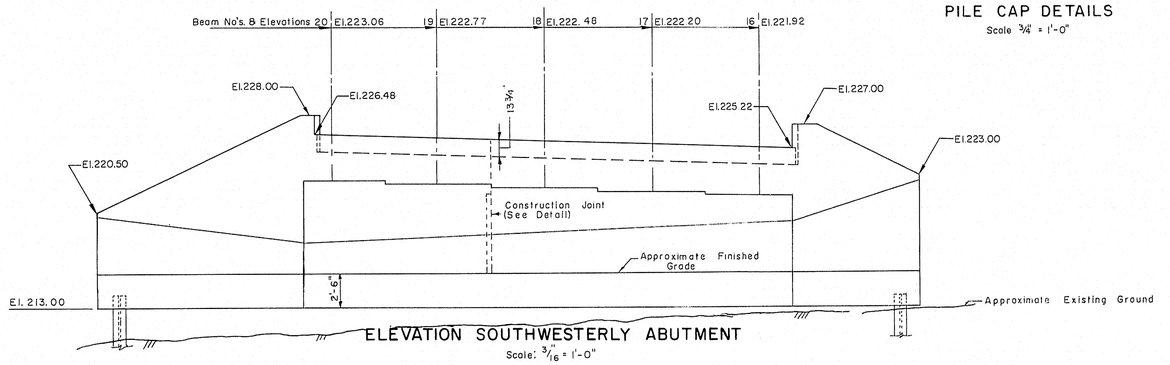
PLAN SOUTHWESTERLY ABUTMENT
Scale: 3/16" = 1'-0"



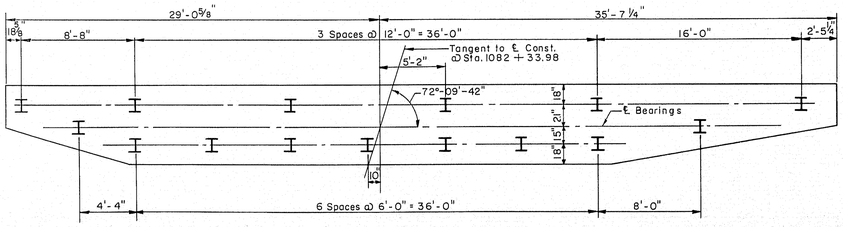
PILE CAP DETAILS
Scale 3/4" = 1'-0"



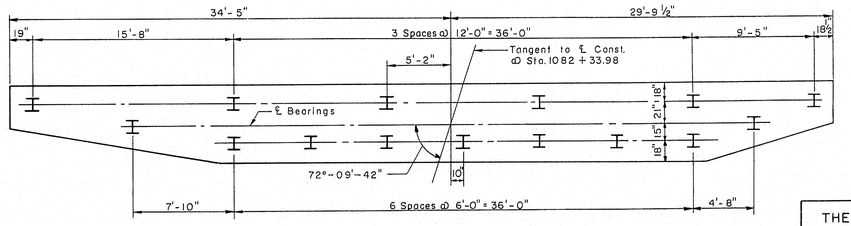
ELEVATION SOUTHEASTERLY ABUTMENT
Scale: 3/16" = 1'-0"



ELEVATION SOUTHWESTERLY ABUTMENT
Scale: 3/16" = 1'-0"



PILE PLAN SOUTHEASTERLY ABUTMENT
Scale: 3/16" = 1'-0"



PILE PLAN SOUTHWESTERLY ABUTMENT
Scale: 3/16" = 1'-0"

Note: For general notes, sections, and details see sheet 4.

THE CLARKESON ENGINEERING CO., INC.

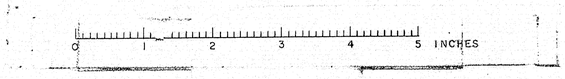
DESIGN G.B.-H.L.	CHECK G.B	BRIDGE NO. SURVEY PLOT
DRAWN V.S.	APPROVED WAH-CJM.	

STATE HIGHWAY COMMISSION

INTERSTATE #95
OVER
MAIN STREET
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
SOUTHEASTERLY ABUTMENT
SOUTHWESTERLY ABUTMENT

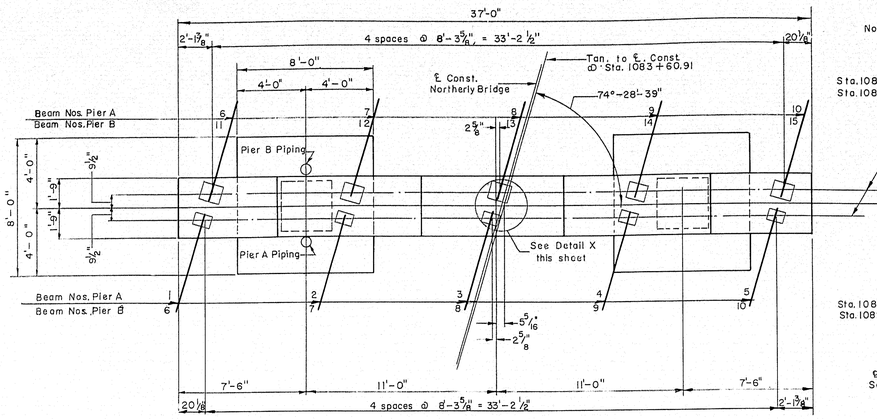
SHEET 5 OF 10 AUGUSTA, MAINE

75-163

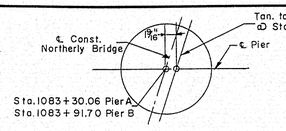


B.R.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	30	34

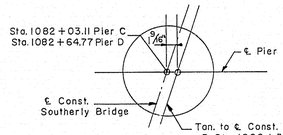
WATERVILLE INTERSTATE



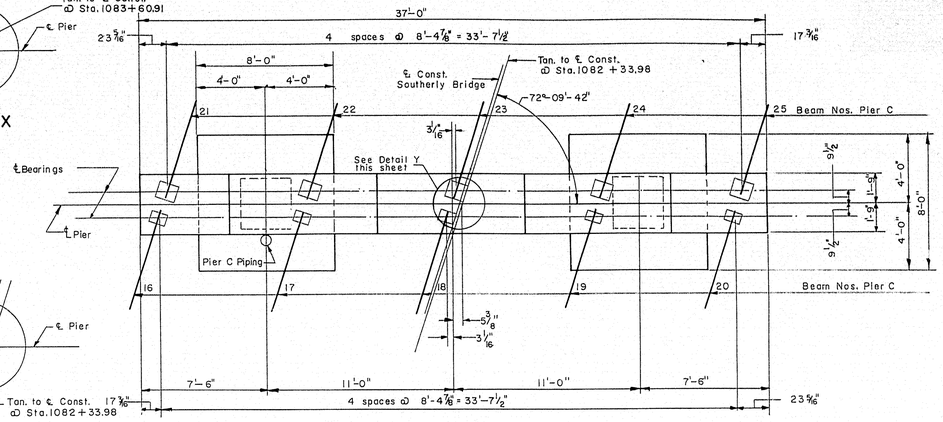
PLAN PIER A
PLAN PIER B (SIMILAR)
Scale: 1/4" = 1'-0"



DETAIL X
No Scale

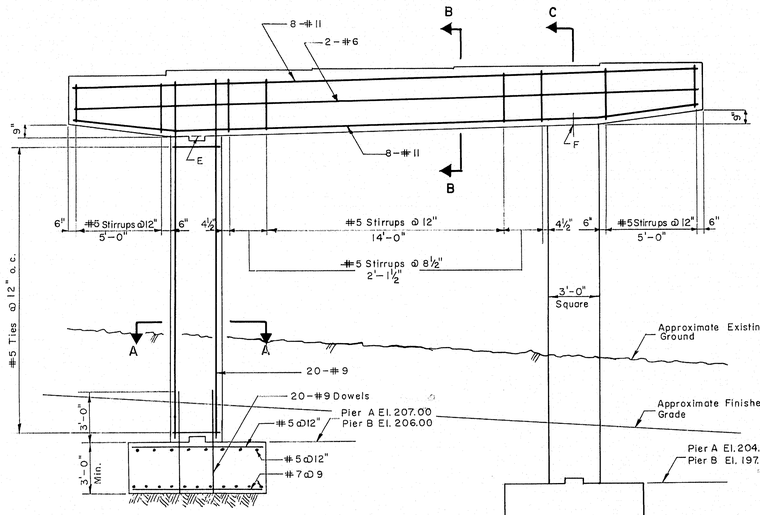


DETAIL Y
No Scale

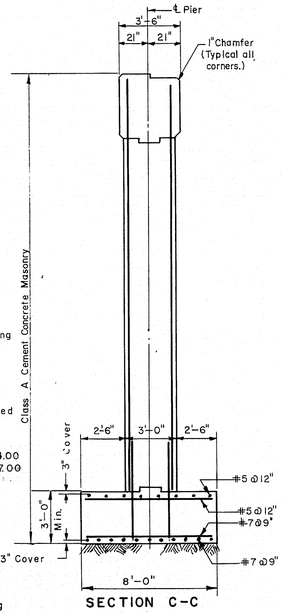


PLAN PIER C
Scale 1/4"=1'-0"

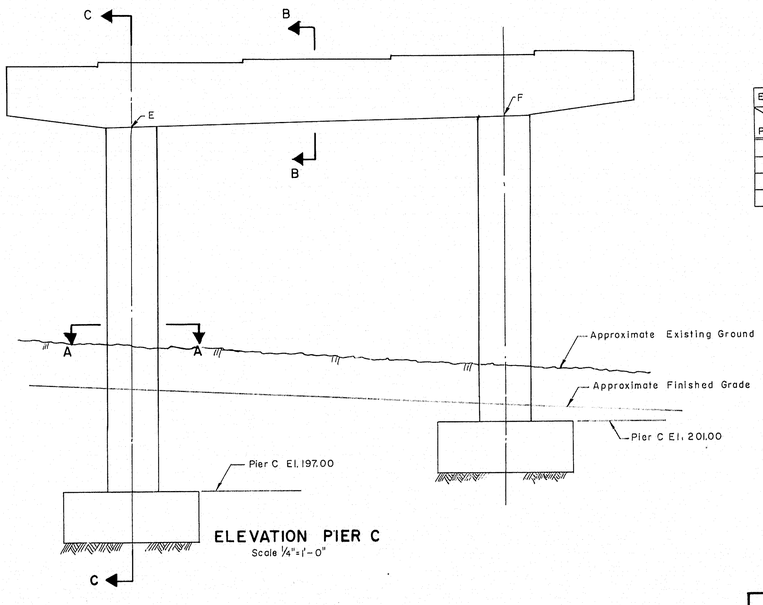
ELEVATIONS TOP OF COLUMNS		
Pier \ Col.	E	F
A	224.05	224.85
B	223.15	223.95
C	217.90	218.70
D	217.40	218.25



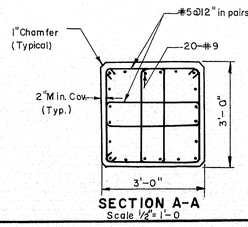
ELEVATION PIER A
ELEVATION PIER B (SIMILAR)
Scale: 1/4" = 1'-0"



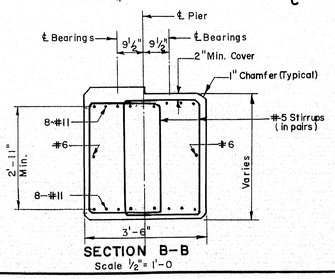
SECTION C-C
Scale: 1/4" = 1'-0"



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



SECTION A-A
Scale 1/2"= 1'-0



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

SCHEDULE OF BEAM SEAT ELEVATION												
Beam No.	Pier A		Beam No.	Pier B		Beam No.	Beam No.	Pier C		Beam No.	Pier D		Beam No.
1	227.75	227.56	6	226.68	226.83	11	16	221.60	221.41	21	220.92	221.08	26
2	228.01	227.83	7	226.95	227.08	12	17	221.87	221.69	22	221.20	221.35	27
3	228.26	228.10	8	227.21	227.35	13	18	222.15	221.98	23	221.48	221.62	28
4	228.55	228.37	9	227.48	227.61	14	19	222.43	222.25	24	221.75	221.90	29
5	228.83	228.64	10	227.74	227.89	15	20	222.73	222.54	25	222.03	222.18	30

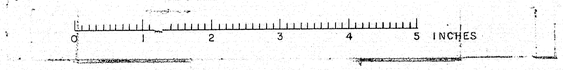
THE CLARKESON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION
INTERSTATE #95
OVER
MAIN STREET
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
PIERS A, B & C

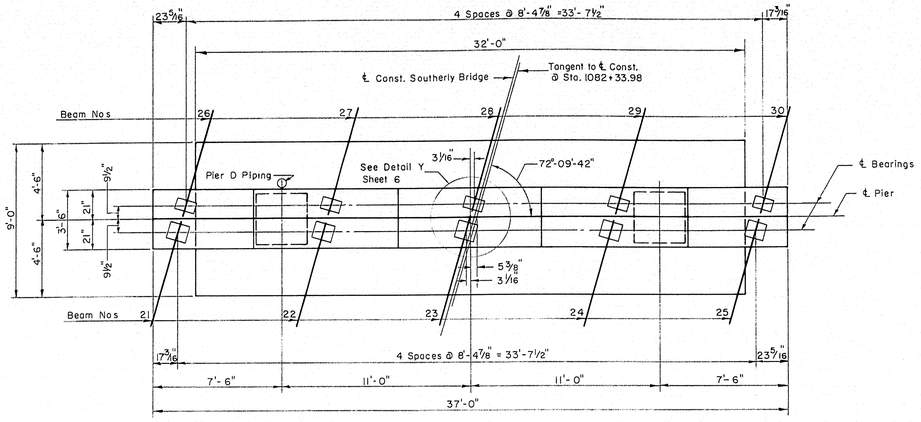
SHEET 6 OF 10 AUGUSTA, MAINE

75-164



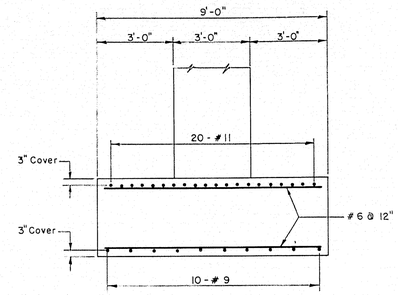
B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	31	345

WATERVILLE INTERSTATE



PLAN PIER D

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



SECTION D-D

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

ELEVATION PIER D

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

SECTION E-E

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

Note:
1. For Sections not shown see Sheet 6.
2. For size and location of reinforcing not shown see Sheet 6.
3. For all elevations see Sheet 6.

THE CLARKESON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION

INTERSTATE #95

OVER

MAIN STREET

IN THE CITY OF

WATERVILLE

KENNEBEC COUNTY

PIER D

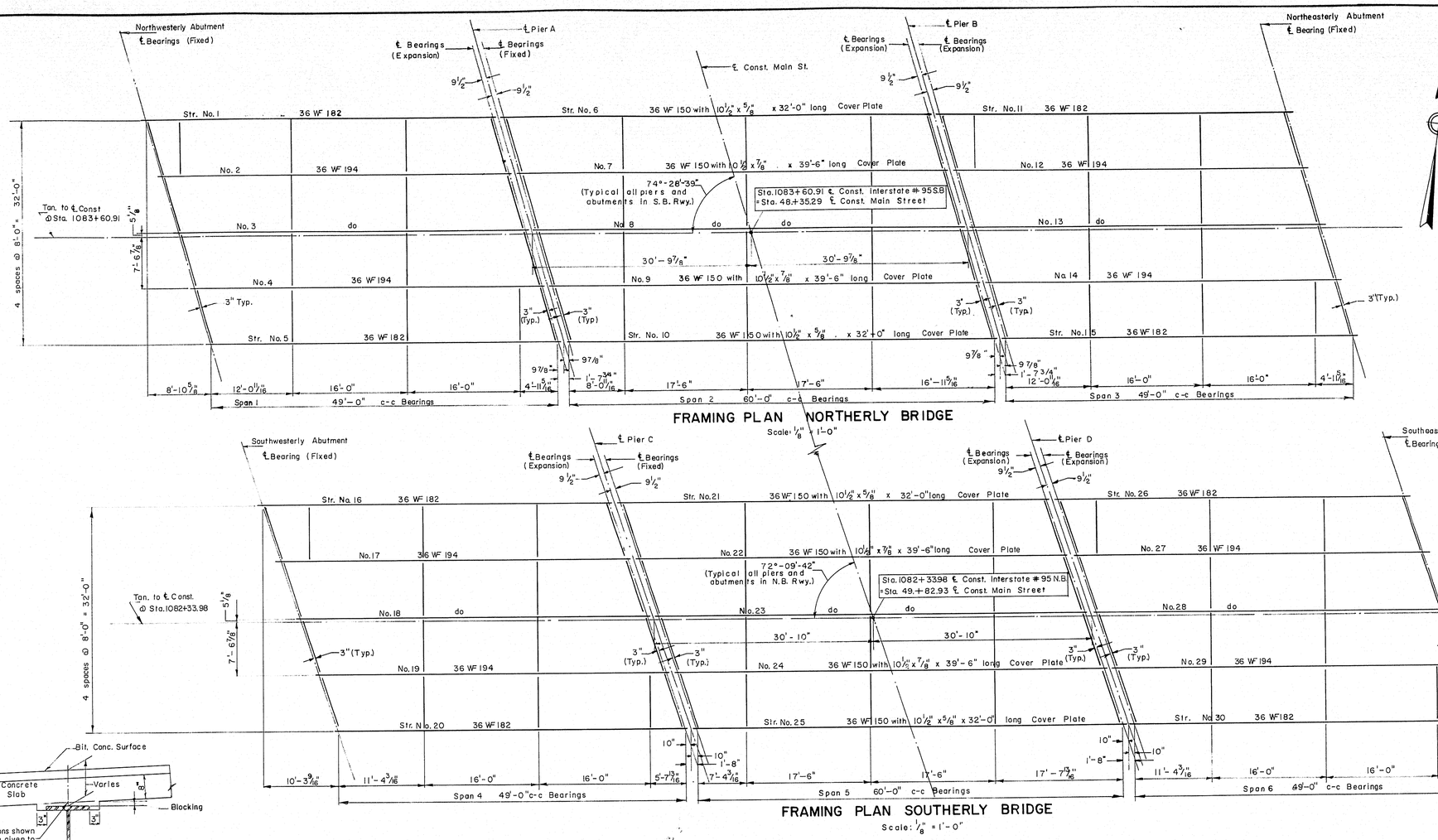
SHEET 7 OF 10 AUGUSTA, MAINE

75-165

K+E PHOENIX BLUE 166 B. L. M. INC. 83819

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	32	34

WATERVILLE INTERSTATE

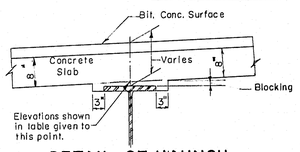


FRAMING PLAN NORTHERLY BRIDGE

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

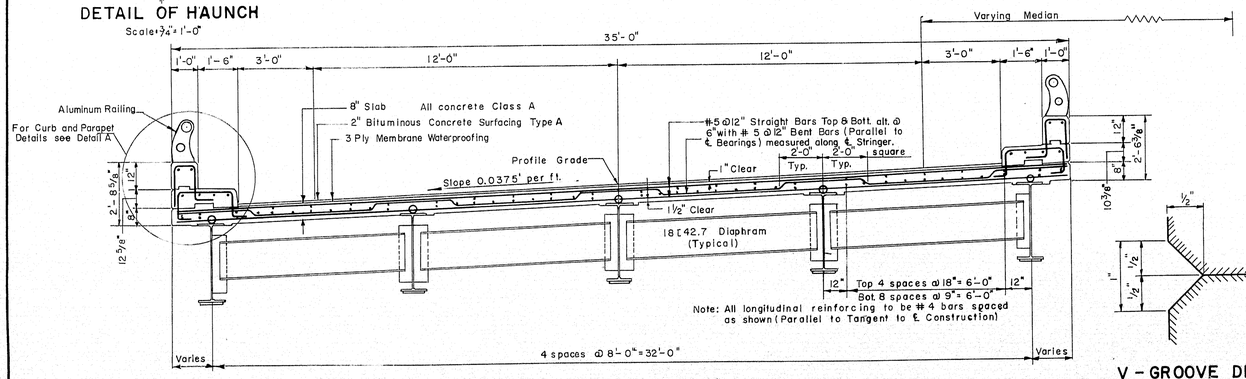
FRAMING PLAN SOUTHERLY BRIDGE

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



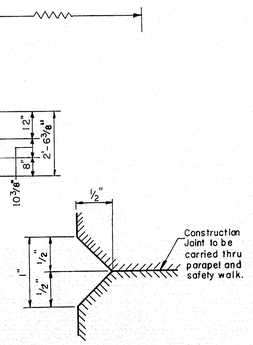
DETAIL OF HAUNCH

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



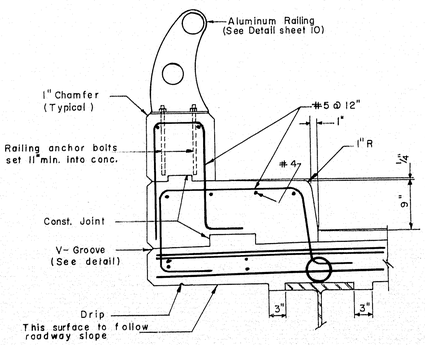
TYPICAL CROSS SECTION

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



V-GROOVE DETAIL

Not to Scale



DETAIL A

Scale: 1" = 1'-0"

ELEVATIONS OF BOTTOM OF ROADWAY SLAB

Beam No.	℄ Brg. *	¼ Point	½ Point	¾ Point	℄ Brg.
1	231.75	231.63	231.48	231.31	231.12
2	232.02	231.90	231.76	231.59	231.39
3	232.30	232.18	232.03	231.86	231.66
4	232.57	232.45	232.30	232.13	231.93
5	232.84	232.72	232.57	232.40	232.20
6	231.10	230.94	230.74	230.50	230.23
7	231.37	231.22	231.02	230.78	230.49
8	231.64	231.49	231.29	231.06	230.76
9	231.91	231.76	231.56	231.31	231.02
10	232.18	232.01	231.81	231.57	231.29
11	230.20	230.03	229.84	229.63	229.40
12	230.47	230.30	230.11	229.90	229.66
13	230.73	230.57	230.38	230.16	229.92
14	230.99	230.83	230.64	230.42	230.18
15	231.26	231.09	230.90	230.68	230.45
16	225.29	225.24	225.17	225.08	224.97
17	225.57	225.53	225.46	225.37	225.25
18	225.86	225.81	225.75	225.65	225.53
19	226.15	226.10	226.03	225.93	225.82
20	226.43	226.38	226.31	226.21	226.10
21	224.96	224.89	224.79	224.65	224.47
22	225.24	225.18	224.08	224.94	224.75
23	225.52	225.46	225.36	225.21	225.02
24	225.80	225.74	225.64	225.49	225.30
25	226.08	226.01	225.91	225.76	225.57
26	224.45	224.36	224.26	224.12	223.97
27	224.73	224.64	224.53	224.40	224.24
28	225.01	224.92	224.81	224.67	224.51
29	225.28	225.19	225.08	224.95	224.79
30	225.56	225.46	225.34	225.20	225.04

* Low station end of beam.

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

NOTES:

1. All intermediate diaphragms to be 18 [42.7; for detail see sheet 9.
2. All end diaphragms to be 15 [33.9; for details see sheet 9.
3. For Cover Plate and Shear Connector details see sheet 9.
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 deck slab concrete in each span shall be placed in one continuous operation.
7. 3-Ply Membrane Waterproofing and Bituminous Concrete Surfacing are not in this contract.

THE CLARKESON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION

INTERSTATE #95

OVER

MAIN STREET

IN THE CITY OF

WATERVILLE

KENNEBEC COUNTY

FRAMING PLAN & CROSS SECTION

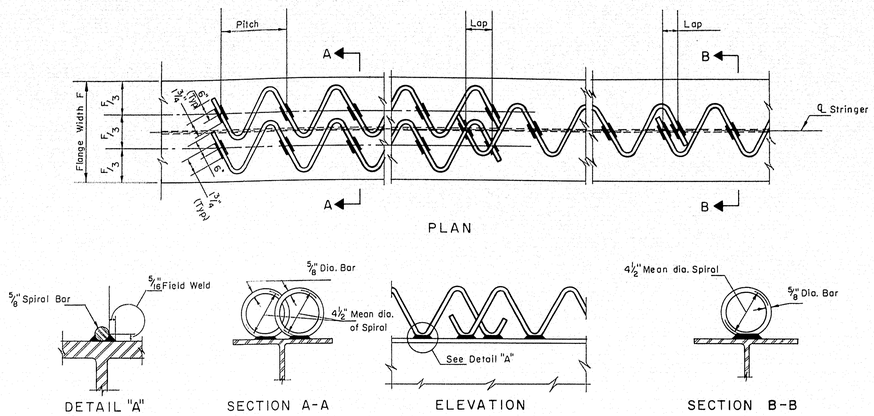
SHEET 8 OF 10 AUGUSTA, MAINE

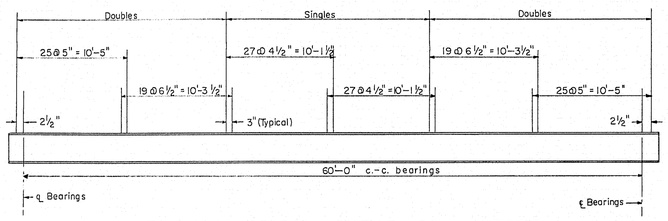
75-166

0 1 2 3 4 5 INCHES

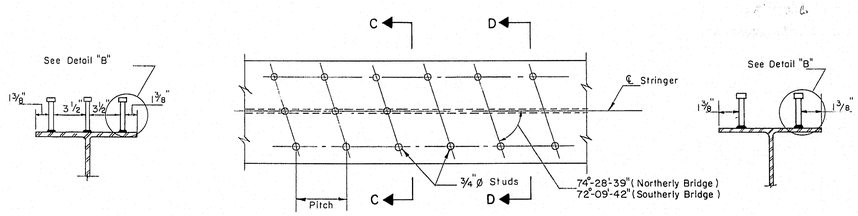
B.P.R.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	33	34

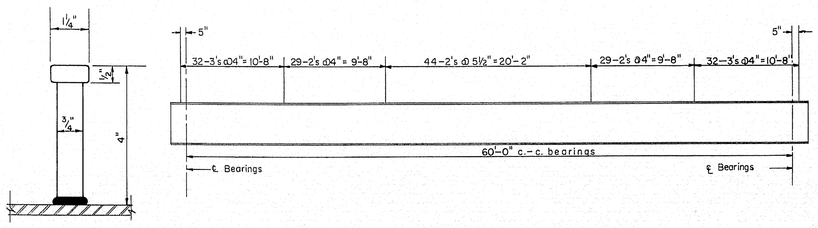
WATERVILLE INTERSTATE



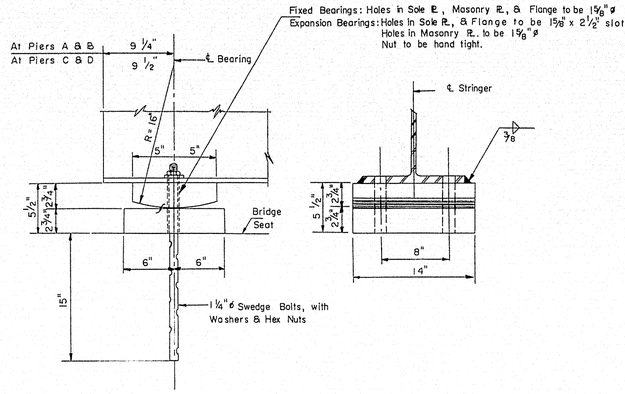


TYPICAL SPIRAL SHEAR CONNECTORS
DETAILS & LAYOUT
NOT TO SCALE



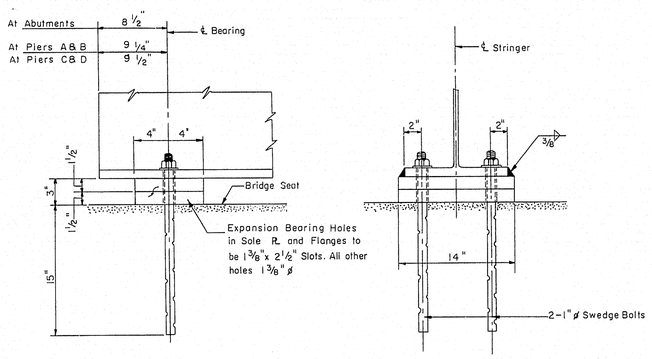


TYPICAL STUD SHEAR CONNECTORS
DETAILS & LAYOUT
NOT TO SCALE

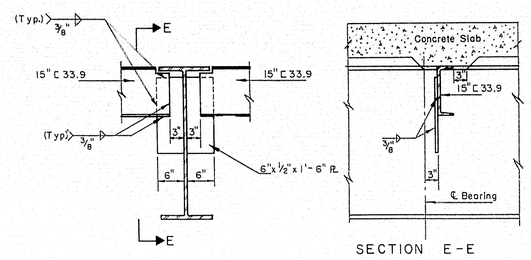


EXPANSION & FIXED BEARING DETAIL
(SPANS 2 & 5)
Scale: 1 " = 1'-0"

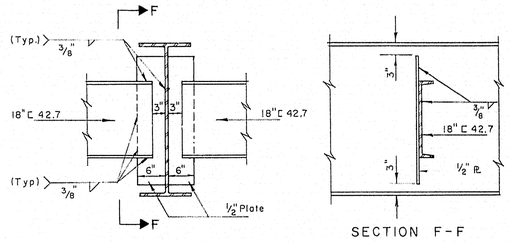
Note: All anchor bolts to be centered true before bearing plates are set in position.
Top flange of stringers to be cut parallel to ℄ of bearings.



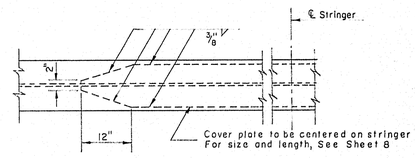
FIXED AND EXPANSION BEARING DETAILS
(SPANS 1,3,4, & 6)
Scale: 1 "=1'-0"



WELDED END DIAPHRAGM CONNECTION
SCALE: ¾" = 1'-0"
NOTE: Welds to be shop or field welded



WELDED DIAPHRAGM CONNECTION
SCALE: ¾" = 1'-0"



COVER PLATE DETAIL
NOT TO SCALE

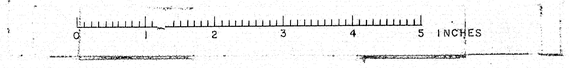
THE CLARKESON ENGINEERING CO., INC.

DESIGN G.B.-H.L.	CHECK G.B.	BRIDGE NO.
DRAWN D.E.S.	APPROVED WA.H.-C.J.M.	SURVEY PLOT

STATE HIGHWAY COMMISSION
INTERSTATE #95
OVER
MAIN STREET
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
SUPERSTRUCTURE DETAILS

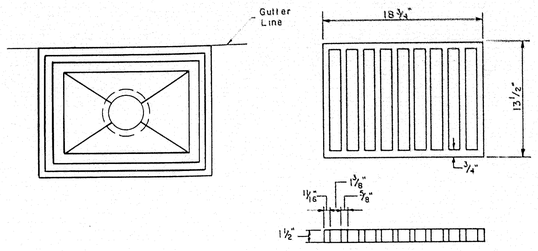
SHEET 9 OF 10 AUGUSTA, MAINE

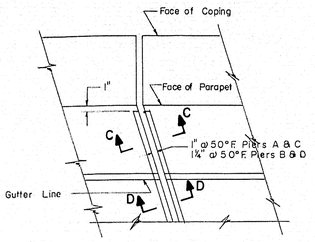
75-167



B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	34	34

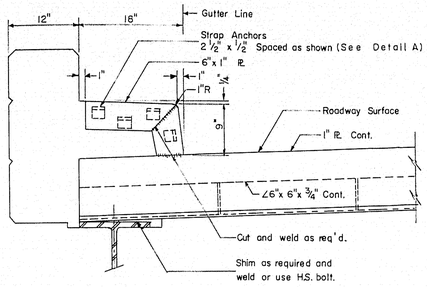
WATERVILLE INTERSTATE





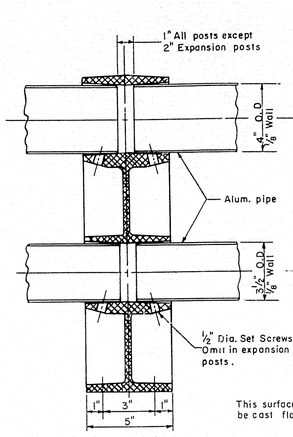
EXPANSION JOIT PLAN

Scale: 1" = 1'-0"

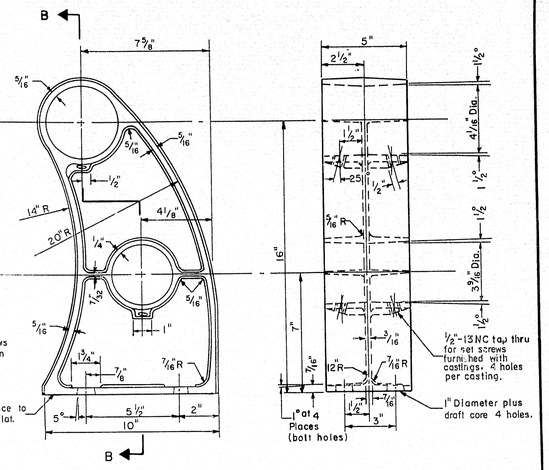


SAFETY WALK

Scale: 1" = 1'-0"

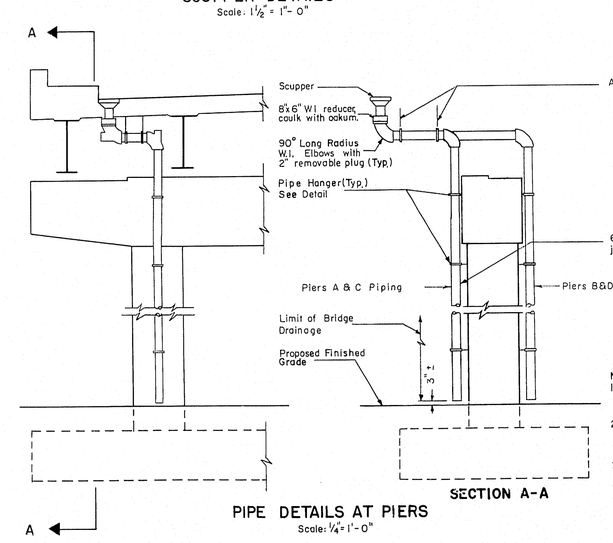


SECTION B-B



ALUMINUM RAIL DETAILS

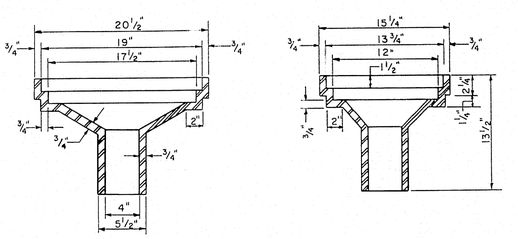
Scale: 3" = 1'-0"



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 run on 2% grade.
3. All joints to be welded except as shown.
4. For location of scuppers See Sheet 3.
5. The Contractor shall submit complete drawings of the piping system to the Engineer for approval

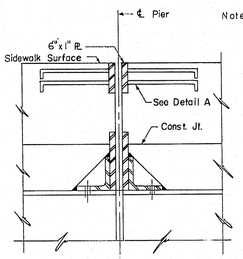
PIPE DETAILS AT PIERS

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



SCUPPER DETAILS

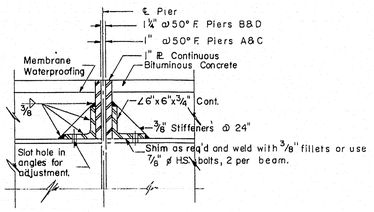
Scale: 1 1/2" = 1'-0"



Note: All welds to be 3/16" fillets

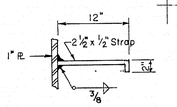
SECTION C-C

Scale: 1"= 1'-0"



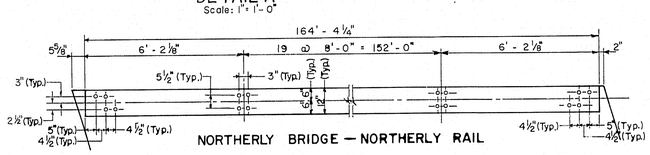
SECTION D-D

Scale: 1" = 1'-0"

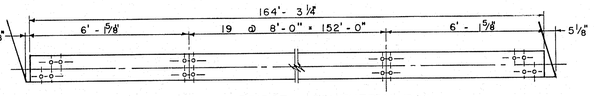


DETAIL A

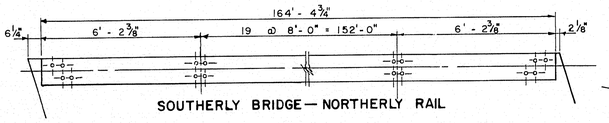
Scale: 1" = 1'-0"



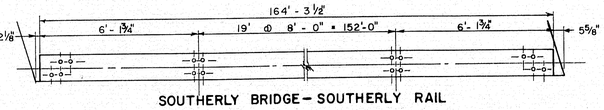
NORTHERLY BRIDGE — NORTHERLY RAIL



NORTHERLY BRIDGE — SOUTHERLY RAIL

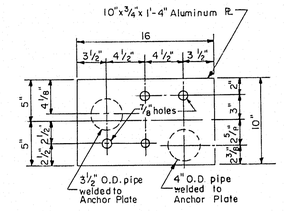


SOUTHERLY BRIDGE — NORTHERLY RAIL



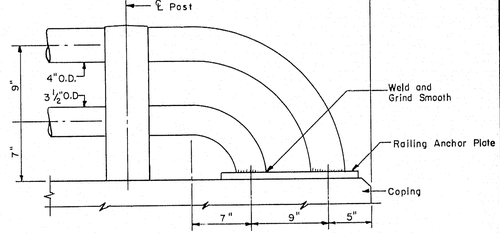
SOUTHERLY BRIDGE — SOUTHERLY RAIL

RAILING ANCHOR BOLT LAYOUT

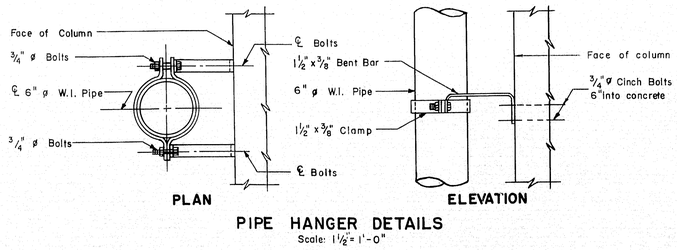


END RAILING DETAIL

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

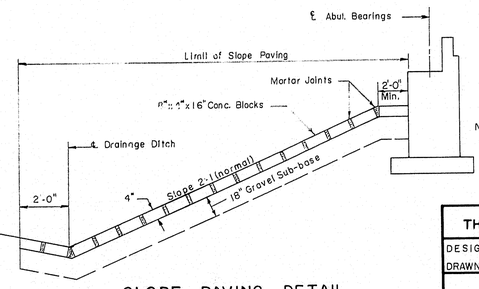


Note:
1. Any variation in railing dimensions shall be submitted for approval.
2. All anchor bolts, nuts, and washers to be aluminum alloy.
3. All anchor bolts to be 3/4" ø bolts set 11" into concrete.



PIPE HANGER DETAILS

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



SLOPE PAVING DETAIL

No Scale

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

THE CLARKESON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION

INTERSTATE #95

OVER

MAIN STREET

IN THE CITY OF

WATERVILLE

KENNEBEC COUNTY

DETAILS

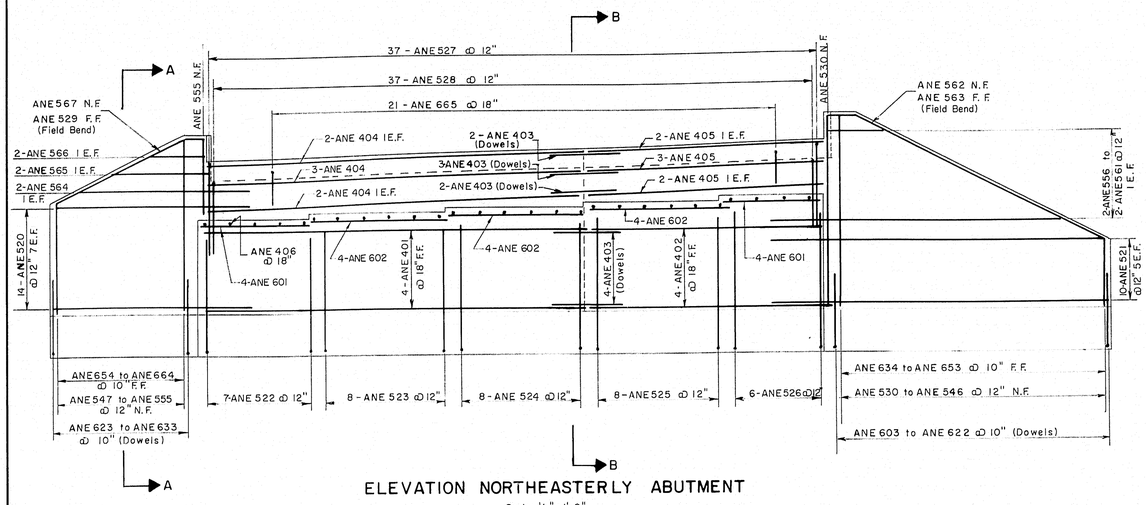
SHEET 10 OF 10 AUGUSTA, MAINE

75-168

0 1 2 3 4 5 INCHES

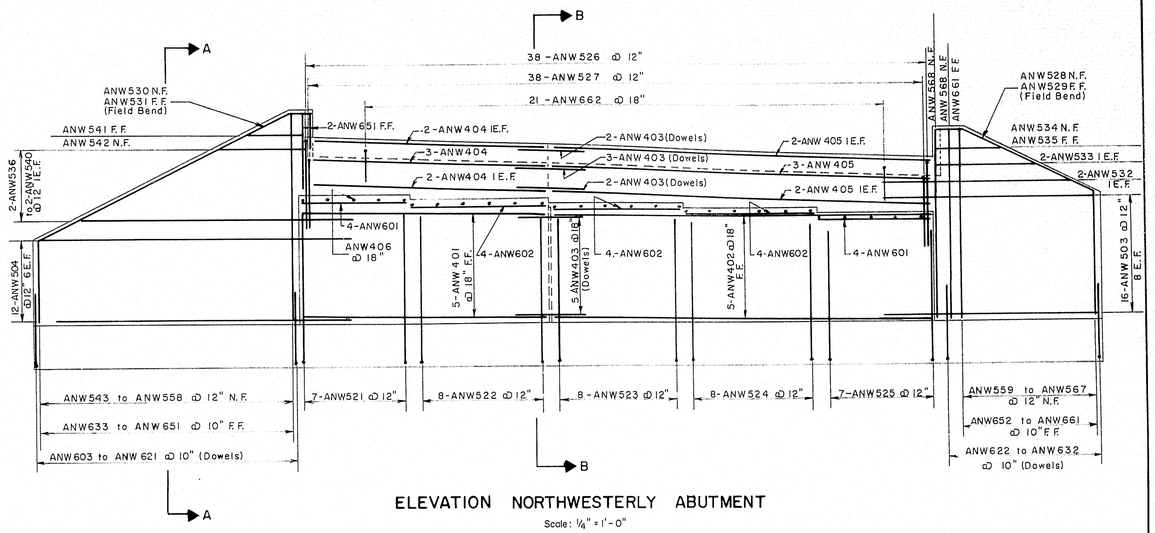
B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	1	10

WATERVILLE INTERSTATE



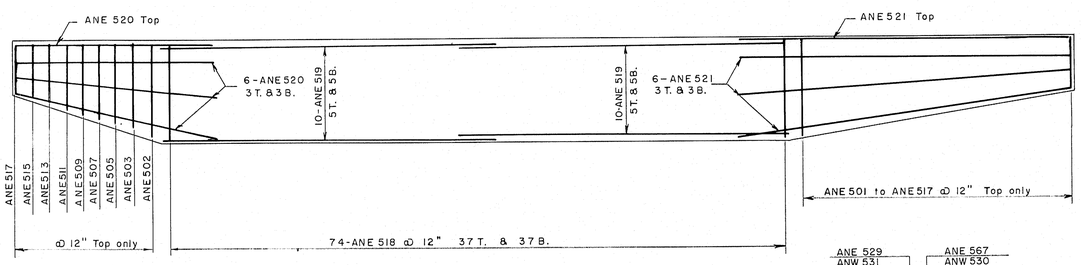
ELEVATION NORTHEASTERLY ABUTMENT

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



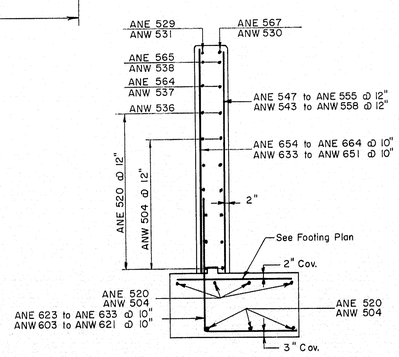
ELEVATION NORTHWESTERLY ABUTMENT

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



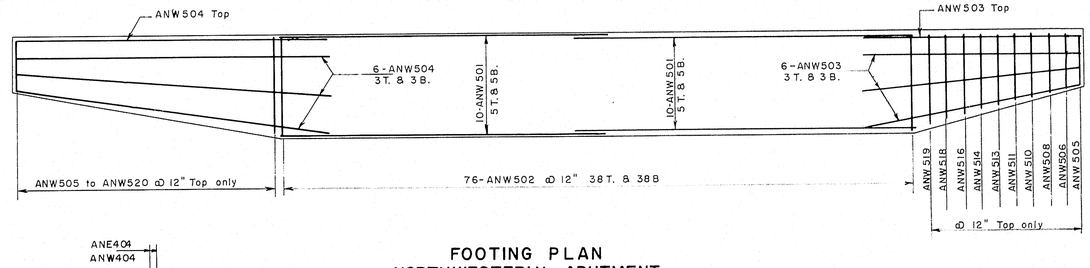
FOOTING PLAN
NORTHEASTERLY ABUTMENT

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



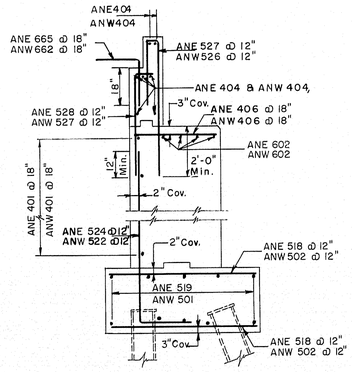
SECTION A-A

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



FOOTING PLAN
NORTHWESTERLY ABUTMENT

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



SECTION B-B

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

ESTIMATED QUANTITIES

NORTHEASTERLY ABUTMENT	4306 LBS.
NORTHWESTERLY ABUTMENT	4569 LBS.

THE CLARKESON ENGINEERING CO., INC.

DESIGN G.B.	CHECK J.T.	BRIDGE NO.
DRAWN F.E.T.	APPROVED WAH - C.J.M.	SURVEY PLOT

STATE HIGHWAY COMMISSION

INTERSTATE # 95

OVER

MAIN STREET

IN THE CITY OF

WATERVILLE

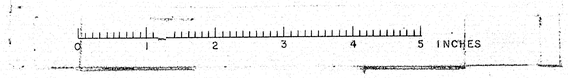
KENNEBEC COUNTY

NORTHEASTERLY & NORTHWESTERLY ABUTMENT REINFORCEMENT

SHEET 1 OF 10 SHEETS AUGUSTA, MAINE

75-169

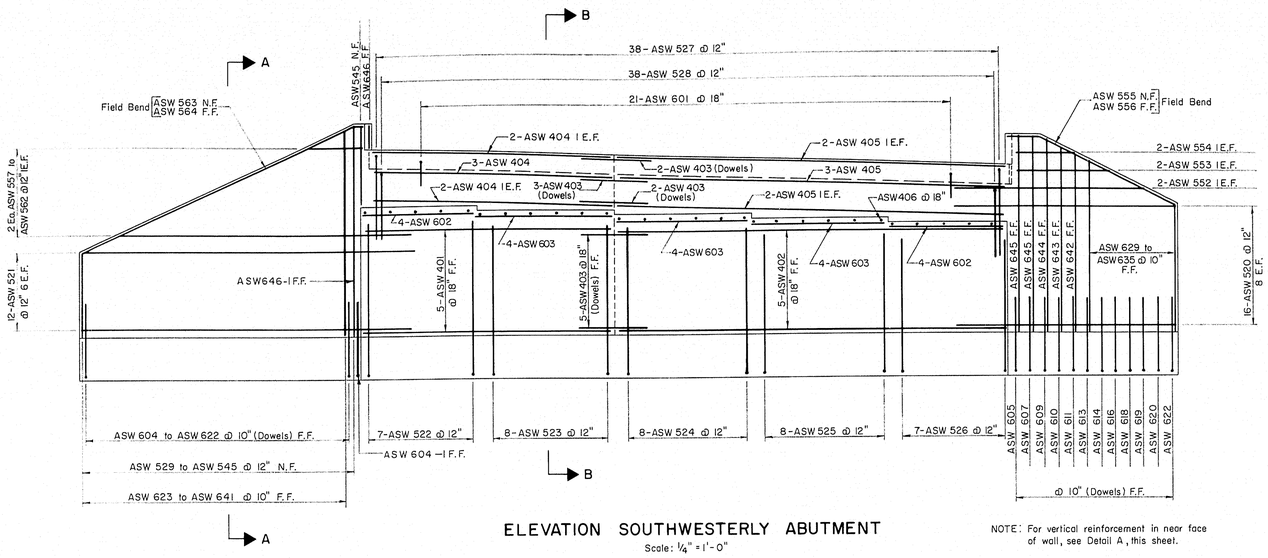
K+E PHOENIX BLUE 105 © TRACING CLOTH D. L. M. INC. 69819



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

WATERVILLE INTERSTATE

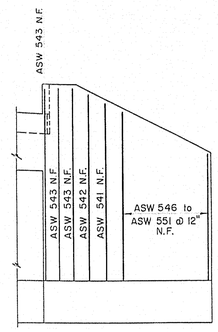
NOTE: For Section A-A and Section B-B, see Sheet No. 3



ELEVATION SOUTHWESTERLY ABUTMENT

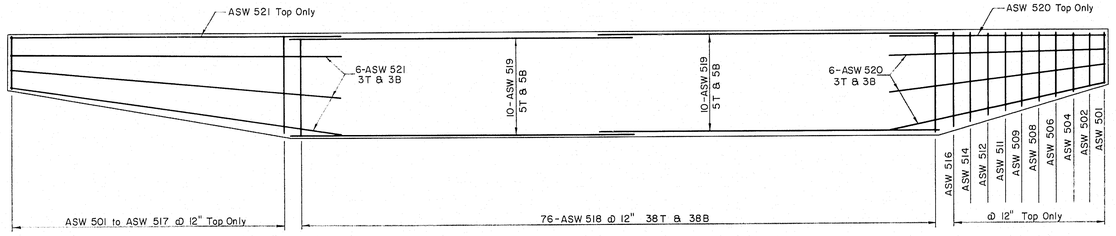
Scale: 1/4" = 1'-0"

NOTE: For vertical reinforcement in near face of wall, see Detail A, this sheet.



DETAIL A

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



FOOTING PLAN
SOUTHWESTERLY ABUTMENT

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

ESTIMATED QUANTITIES

SOUTHWESTERLY ABUTMENT . . . . . 4668 LBS.

THE CLARKESON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION

INTERSTATE # 95

OVER

MAIN STREET

IN THE CITY OF

WATERVILLE

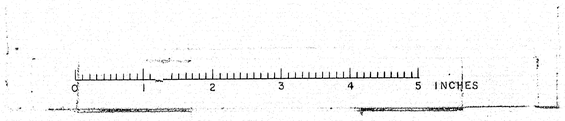
KENNEBEC COUNTY

SOUTHWESTERLY ABUTMENT REINFORCEMENT

SHEET 2 OF 10 SHEETS AUGUSTA, MAINE

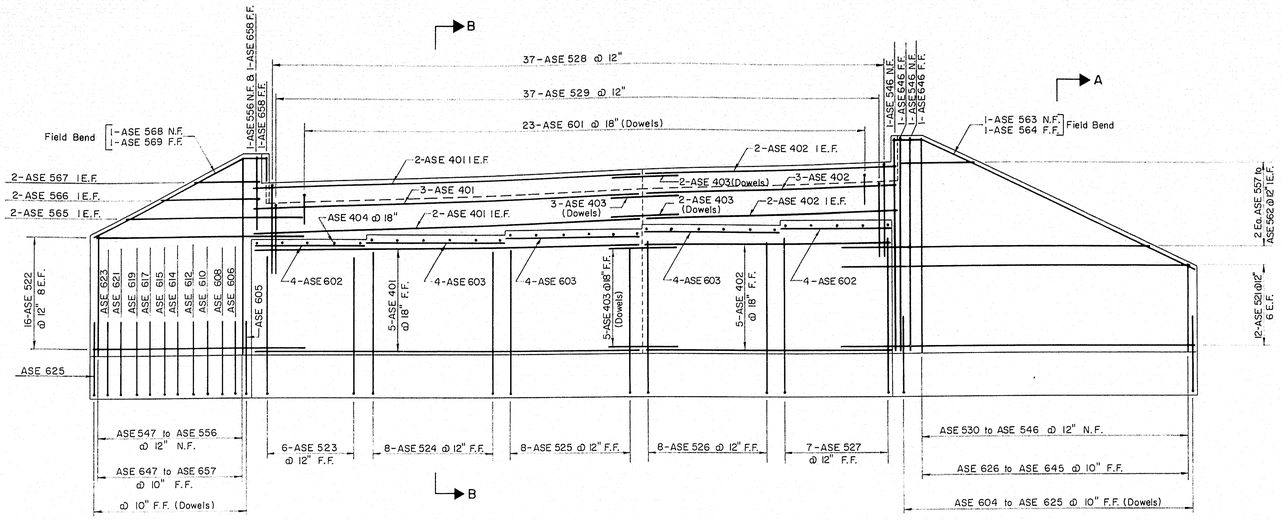
75-170

K+E PHOENIX BLUE 100 © TRACING CLOTH D. L. M. INC. 44810



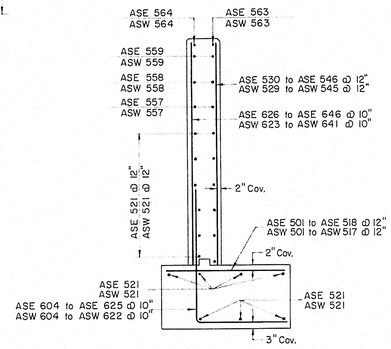
B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	37	64

WATERVILLE INTERSTATE



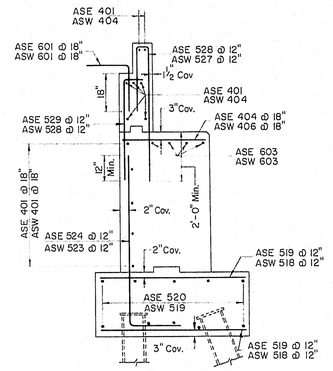
ELEVATION SOUTHEASTERLY ABUTMENT

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



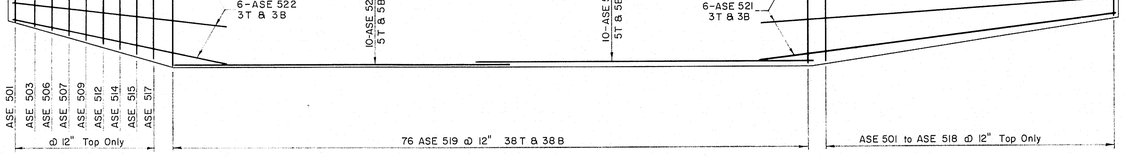
SECTION A-A

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



SECTION B-B

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



FOOTING PLAN
SOUTHEASTERLY ABUTMENT

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

Note: For Southwesterly Abutment Reinforcement see Sheet 2.

ESTIMATED QUANTITIES

SOUTHEASTERLY ABUTMENT . . . . . 4750 LBS.

THE CLARKESON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION

INTERSTATE # 95

OVER

MAIN STREET

IN THE CITY OF

WATERVILLE

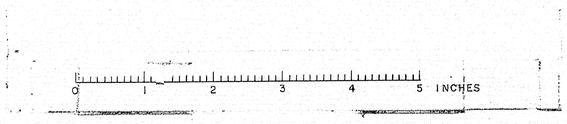
KENNEBEC COUNTY

SOUTHEASTERLY ABUTMENT REINFORCEMENT

SHEET 3 OF 10 SHEETS AUGUSTA, MAINE

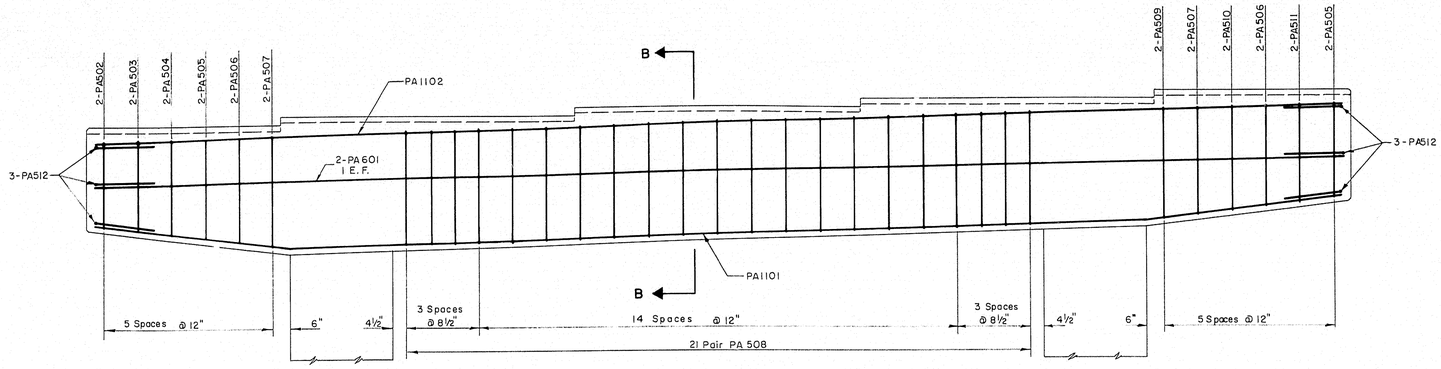
75-171

K+E PHOENIX BLUE 283 @ TRACING CLOTH W. L. M. INC. 68815



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

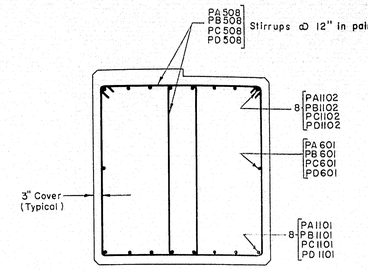
WATERVILLE INTERSTATE



Note: Reinforcement for Pier Caps B, C & D similar except prefixed PB, PC, and PD respectively.

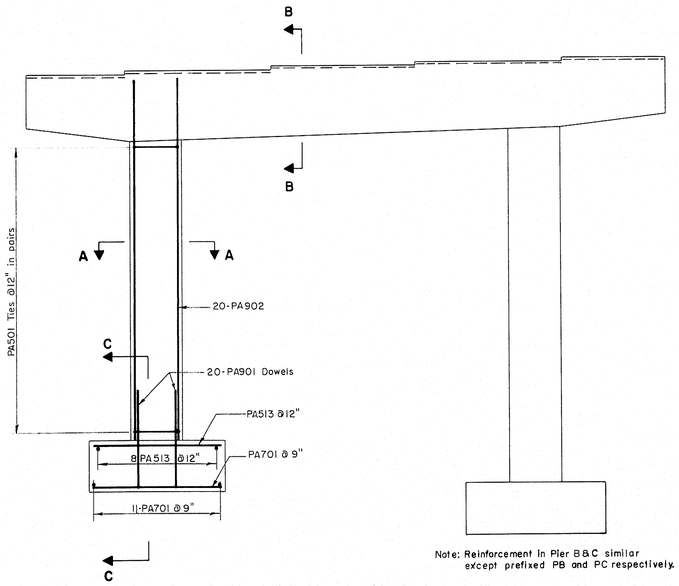
PIER A CAP ELEVATION

Scale: ½" = 1'-0"



SECTION B-B

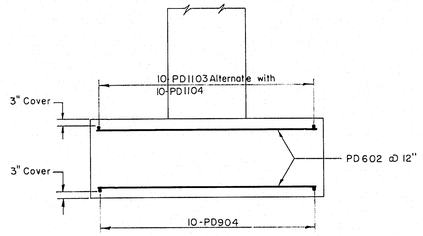
Scale: ¾" = 1'-0"



Note: Reinforcement in Pier B & C similar except prefixed PB and PC respectively.

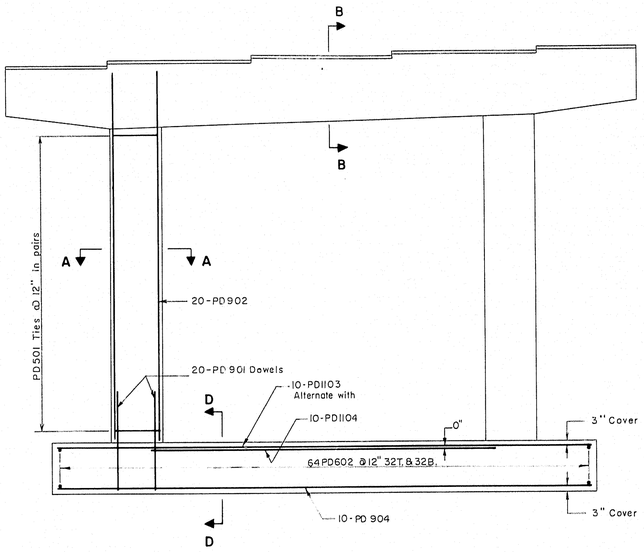
ELEVATION PIER A
ELEVATION PIER B & C SIMILAR

Scale: ¼" = 1'-0"



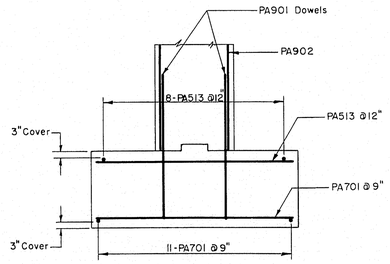
SECTION D-D

Scale: ⅜" = 1'-0"



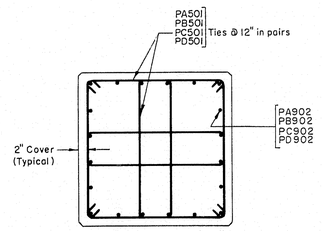
ELEVATION PIER D

Scale: ¼" = 1'-0"



SECTION C-C

Scale: ¼" = 1'-0"



SECTION A-A

Scale: ¾" = 1'-0"

ESTIMATED QUANTITIES

PIER A	9583 LBS.
PIER B	10169 LBS.
PIER C	9644 LBS.
PIER D	13308 LBS.

THE CLARKESON ENGINEERING CO., INC

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

STATE HIGHWAY COMMISSION

INTERSTATE # 95

OVER

MAIN STREET

IN THE CITY OF

WATERVILLE

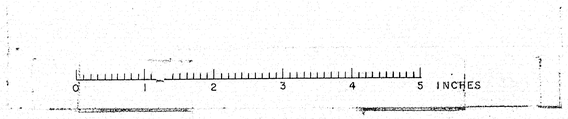
KENNEBEC COUNTY

PIERS A, B, C & D REINFORCEMENT

SHEET 4 OF 10 SHEETS AUGUSTA, MAINE

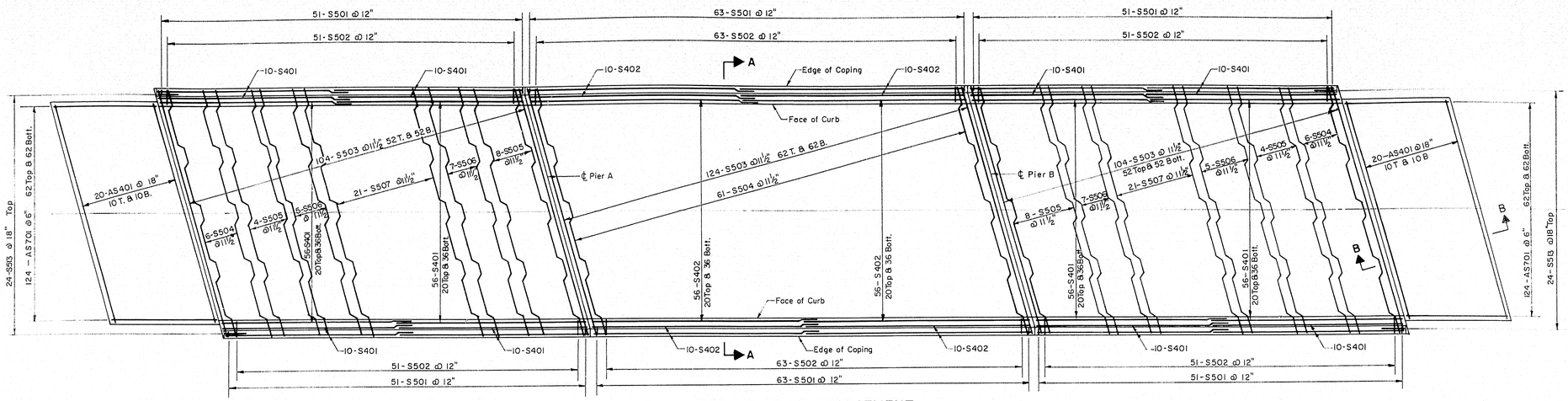
75-172

K+E PROGRESS BLUE 105 © KEUFFEL & ESSER CO., N.Y., INC. 42815

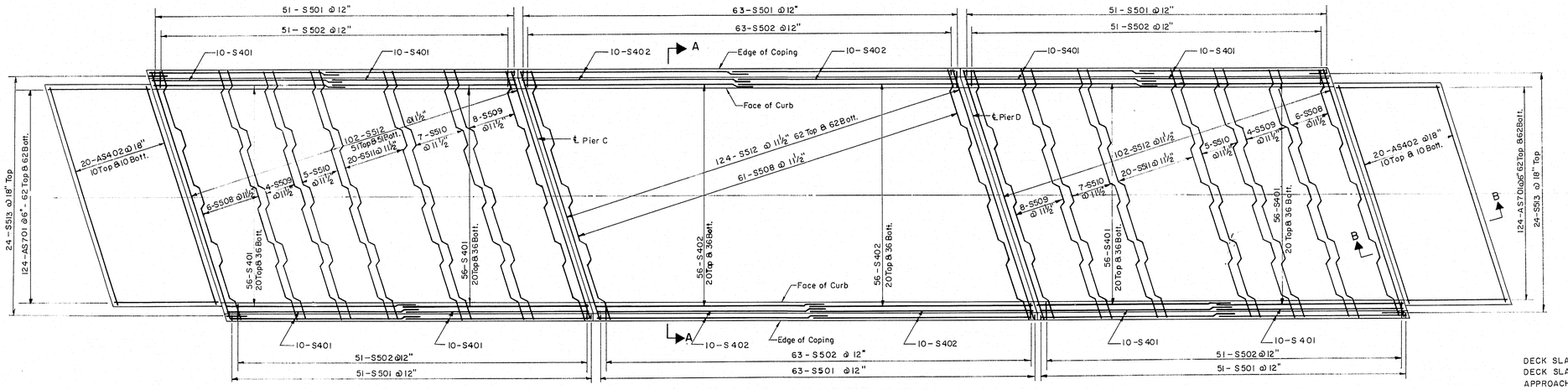


B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	5	10

WATERVILLE INTERSTATE



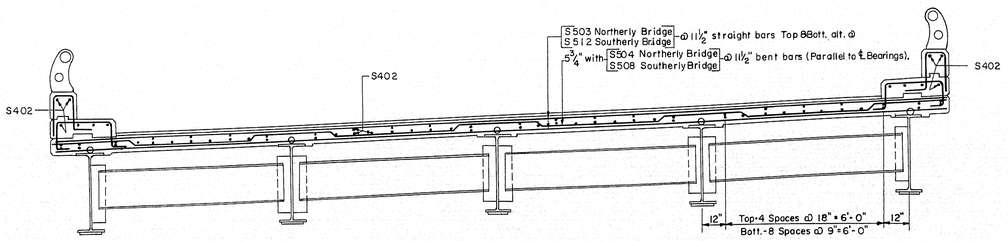
DECK SLAB REINFORCEMENT
(NORTHERLY BRIDGE)
Scale: ⅛" = 1'-0"



DECK SLAB REINFORCEMENT
(SOUTHERLY BRIDGE)
Scale: ⅛" = 1'-0"

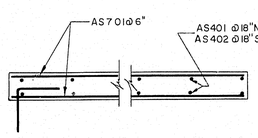
ESTIMATED QUANTITIES

DECK SLAB	(NORTHERLY BRIDGE)	31,149 LBS.
DECK SLAB	(SOUTHERLY BRIDGE)	31,120 LBS.
APPROACH SLAB	(NORTHERLY BRIDGE)	8,200 LBS.
APPROACH SLAB	(SOUTHERLY BRIDGE)	8,212 LBS.

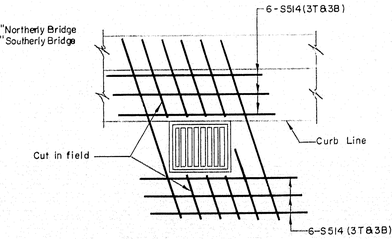


SECTION A-A
Scale: ⅜" = 1'-0"

Note: All longitudinal reinforcing to be #4 bars spaced as shown (Parallel to Tangent to ℄ Construction.)



SECTION B-B
Scale: ⅜" = 1'-0"



SCUPPER REINFORCEMENT
Scale: ½" = 1'-0"

THE CLARKESON ENGINEERING CO., INC.

DESIGN R.L.M.	CHECK G.B.	BRIDGE NO.
DRAWN R. J. F.	APPROVED	SURVEY
		PLOT

STATE HIGHWAY COMMISSION

INTERSTATE #95
OVER
MAIN STREET
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
DECK REINFORCEMENT

SHEET 5 OF 10 SHEETS AUGUSTA, MAINE

75-173

H-E PHOENIX BLUE 184 @ MAINE 2000 R. L. M. INC. 63819

0 1 2 3 4 5 INCHES

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	6	66

WATERVILLE INTERSTATE

NORTHWESTERLY ABUTMENT

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
1																	
2	5	4	14'-4"	ANW 401	Str.												
3	5	4	22'-4"	ANW 402	↓												
4	12	4	4'-0"	ANW 403													
5	7	4	12'-6"	ANW 404													
6	7	4	22'-3"	ANW 405													
7	28	4	3'-2"	ANW 406													
8	20	5	19'-3"	ANW 501													
9	76	↓	5'-8"	ANW 502													
10	23		13'-0"	ANW 503													
11	19		18'-6"	ANW 504													
12	2		2'-11"	ANW 505													
13	2		3'-1"	ANW 506													
14	1		3'-3"	ANW 507													
15	2		3'-5"	ANW 508													
16	1		3'-7"	ANW 509													
17			3'-10"	ANW 510													
18			4'-0"	ANW 511													
19	1		4'-2"	ANW 512													
20	5		4'-4"	ANW 513													
21	1		4'-6"	ANW 514													
22	1		4'-8"	ANW 515													
23			4'-10"	ANW 516													
24	1		5'-0"	ANW 517													
25	2		5'-2"	ANW 518													
26	4		5'-4"	ANW 519	↓												
27	1		5'-7"	ANW 520	Str.												
28	7		10'-9"	ANW 521	20		2'-0"	8'-9"									
29	8		10'-5"	ANW 522	↓		↓	8'-5"									
30	8		10'-2"	ANW 523				8'-2"									
31	8		9'-10"	ANW 524	↓		↓	7'-10"									
32	7		9'-7"	ANW 525	20		2'-0"	7'-7"									
33	38		8'-2"	ANW 526	S10		2'-6"	0'-6"	5'-2"								
34	38		5'-1"	ANW 527	20		0'-11"	4'-2"									
35	1		10'-4"	ANW 528	Str.												
36	1		10'-0"	ANW 529	↓												
37	1		17'-4"	ANW 530													
38	1		17'-9"	ANW 531													
39	2		11'-0"	ANW 532													
40	2		5'-6"	ANW 533													
41	1		4'-0"	ANW 534													
42	1		3'-6"	ANW 535													
43	2		16'-6"	ANW 536													
44	↓		14'-6"	ANW 537													
45			12'-6"	ANW 538													
46	↓		10'-6"	ANW 539													
47	2		5'-3"	ANW 540													
48	1		3'-11"	ANW 541													
49	↓		3'-6"	ANW 542													
50			4'-10"	ANW 543													
51			5'-4"	ANW 544													
52			5'-10"	ANW 545													
53			6'-4"	ANW 546													
54			6'-10"	ANW 547													
55			7'-4"	ANW 548													
56			7'-10"	ANW 549													
57			8'-4"	ANW 550													
58			8'-10"	ANW 551													
59			9'-4"	ANW 552													
60			9'-10"	ANW 553													
61			10'-4"	ANW 554													
62			10'-10"	ANW 555													
63	↓		11'-4"	ANW 556													
64	1		11'-10"	ANW 557													
65	2		12'-4"	ANW 558													
66	1		7'-3"	ANW 559													
67			7'-9"	ANW 560													
68			8'-3"	ANW 561													
69			8'-9"	ANW 562													
70			9'-3"	ANW 563													
71			9'-9"	ANW 564													
72			10'-3"	ANW 565													
73	1	↓	10'-9"	ANW 566													
74	3	5	11'-8"	ANW 567													
75	8	6	6'-2"	ANW 601	↓												
76	12	↓	8'-0"	ANW 602	Str.												
77	1		6'-2"	ANW 603	20		1'-11"	4'-3"									
78	↓		6'-4"	ANW 604	↓		2'-1"	↓									
79			6'-6"	ANW 605			2'-3"										
80	↓	↓	6'-8"	ANW 606	↓		2'-5"	↓									
81	1	6	6'-10"	ANW 607	20		2'-7"	4'-3"									
82	1	6	7'-0"	ANW 608	20		2'-9"	4'-3"									
83	↓	↓	7'-2"	ANW 609	↓		2'-11"	↓									
84			7'-4"	ANW 610			3'-1"										
85			7'-6"	ANW 611			3'-3"										
86			7'-8"	ANW 612			3'-5"										
87			7'-9"	ANW 613			3'-6"										
88			7'-11"	ANW 614			3'-8"										
89			8'-1"	ANW 615			3'-10"										
90			8'-3"	ANW 616			4'-0"										
91			8'-4"	ANW 617			4'-1"										
92			8'-6"	ANW 618			4'-3"										
93			8'-7"	ANW 619			4'-4"										
94			8'-9"	ANW 620			4'-6"										
95			8'-10"	ANW 621			4'-7"										
96			6'-1"	ANW 622			1'-10"										
97			6'-4"	ANW 623			2'-1"										
98			6'-7"	ANW 624			2'-4"										
99			6'-10"	ANW 625			2'-7"										
100			7'-1"	ANW 626			2'-10"										
101			7'-4"	ANW 627			3'-1"										
102			7'-7"	ANW 628			3'-4"										
103			7'-10"	ANW 629			3'-7"										
104			8'-2"	ANW 630			3'-11"										
105			8'-5"	ANW 631	↑		4'-2"	↓									
106			8'-8"	ANW 632	20		4'-5"	4'-3"									
107			4'-10"	ANW 633	Str.												
108			5'-3"	ANW 634	↓												
109			5'-8"	ANW 635													
110			6'-1"	ANW 636													
111			6'-6"	ANW 637													
112			6'-11"	ANW 638													
113			7'-4"	ANW 639													
114			7'-9"	ANW 640													
115			8'-2"	ANW 641													
116			8'-7"	ANW 642													
117			9'-0"	ANW 643													
118			9'-5"	ANW 644													
119			9'-10"	ANW 645													
120			10'-3"	ANW 646													
121			10'-8"	ANW 647													
122			11'-1"	ANW 648													
123	↑		11'-6"	ANW 649													
124	1		11'-11"	ANW 650													
125	3		12'-4"	ANW 651													
126	1		7'-3"	ANW 652													
127	↓		7'-8"	ANW 653													
128			8'-2"	ANW 654													
129			8'-7"	ANW 655													
130			9'-0"	ANW 656													
131			9'-6"	ANW 657													
132			9'-11"	ANW 658													
133	↑		10'-4"	ANW 659													
134	1		10'-10"	ANW 660	↑												
135	2	↑	11'-3"	ANW 661	Str.												
136	21	6	4'-0"	ANW 662	20		2'-0"	2'-0"									
137																	
138																	
139																	
140																	
141																	
142																	
143																	
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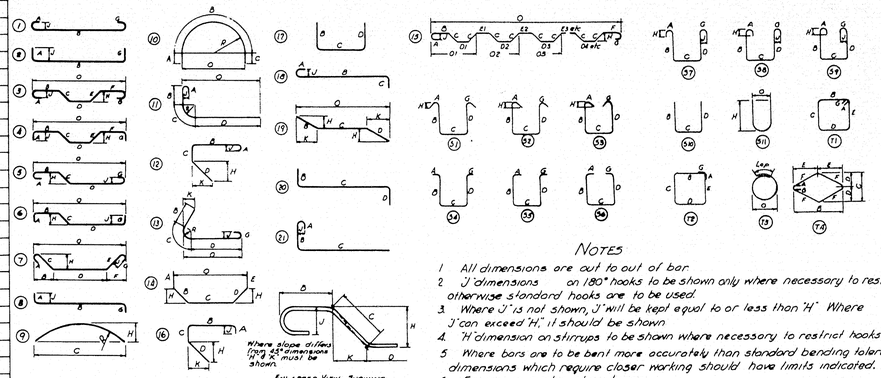
TYPICAL BAR BENDS



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.

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																	
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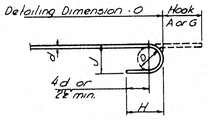
189																	
190																	



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 1/2" □	#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. M31-49 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 G.B.	CHECK J.T.	BRIDGE NO.
DRAWN J.S.	APPROVED W.A.H.C.J.M.	SURVEY PLOT

STATE HIGHWAY COMMISSION

INTERSTATE # 95
OVER
MAIN STREET
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
NORTHWESTERLY ABUTMENT
REINFORCEMENT SCHEDULE

SHEET 6 OF 10 SHEETS — AUGUSTA, MAINE

75-174

PRINTED BY SPAULDING-MOSS CO. BOSTON, MASS. RE ORDER NO. G-1201

0 1 2 3 4 5 INCHES

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	44	49

NORTHEASTERLY ABUTMENT

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
1	4	4	22'-9"	ANE 401	Str.												
2	4	↑	13'-6"	ANE 402	↑												
3	11		4'-0"	ANE 403													
4	7		21'-9"	ANE 404													
5	7	↓	13'-0"	ANE 405	↓												
6	27	4	3'-2"	ANE 406													
7	1	5	5'-7"	ANE 501													
8	2	↓	5'-5"	ANE 502													
9	2		5'-3"	ANE 503													
10	1		5'-1"	ANE 504													
11	2		4'-11"	ANE 505													
12	1		4'-9"	ANE 506													
13	2		4'-7"	ANE 507													
14	1		4'-5"	ANE 508													
15	2		4'-3"	ANE 509													
16	1		4'-1"	ANE 510													
17	2		3'-11"	ANE 511													
18	1		3'-9"	ANE 512													
19	2		3'-7"	ANE 513													
20	1		3'-5"	ANE 514													
21	2		3'-3"	ANE 515													
22	1		3'-1"	ANE 516													
23	2		2'-11"	ANE 517													
24	74		5'-8"	ANE 518													
25	20		19'-3"	ANE 519													
26	2		11'-8"	ANE 520	↓												
27	17		19'-6"	ANE 521	Str.												
28	7		8'-9"	ANE 522	20		2'-0"	6'-9"									
29	8		9'-0"	ANE 523	↓		↑	7'-0"									
30	8		9'-3"	ANE 524				7'-3"									
31	8		9'-6"	ANE 525	↓		↓	7'-6"									
32	6		9'-10"	ANE 526	20		2'-0"	7'-10"									
33	37		8'-2"	ANE 527	S10		2'-6"	0'-6"	5'-2"								
34	37		5'-1"	ANE 528	20		0'-11"	4'-2"									
35	1		10'-0"	ANE 529	Str.												
36	2		11'-4"	ANE 530	↓												
37	1		10'-10"	ANE 531													
38	↓		10'-4"	ANE 532													
39			9'-11"	ANE 533													
40			9'-5"	ANE 534													
41			9'-0"	ANE 535													
42			8'-6"	ANE 536													
43			8'-0"	ANE 537													
44			7'-7"	ANE 538													
45			7'-1"	ANE 539													
46			6'-7"	ANE 540													
47			6'-2"	ANE 541													
48			5'-8"	ANE 542													
49			5'-3"	ANE 543													
50			4'-9"	ANE 544													
51			4'-4"	ANE 545													
52			3'-10"	ANE 546													
53			6'-10"	ANE 547													
54			7'-3"	ANE 548													
55			7'-8"	ANE 549													
56			8'-1"	ANE 550													
57			8'-6"	ANE 551													
58			8'-11"	ANE 552													
59	↑		9'-4"	ANE 553													
60	1		9'-9"	ANE 554													
61	2		10'-3"	ANE 555													
62	↓		17'-3"	ANE 556													
63			15'-0"	ANE 557													
64			13'-0"	ANE 558													
65			10'-9"	ANE 559													
66	↑		5'-0"	ANE 560													
67	2		3'-4"	ANE 561													
68	1		18'-2"	ANE 562													
69	1		17'-10"	ANE 563													
70	2		10'-0"	ANE 564													
71	2		5'-6"	ANE 565													
72	2	↑	3'-3"	ANE 566													
73	1	5	9'-8"	ANE 567													
74	8	6	6'-0"	ANE 601	↑												
75	12	↓	8'-6"	ANE 602	Str.												
76	1		8'-10"	ANE 603	20		4'-7"	4'-3"									
77	↓		8'-9"	ANE 604	↑		↑	4'-6"	↑								
78			8'-7"	ANE 605				4'-4"									
79			8'-5"	ANE 606				4'-2"									
80	↑	↑	8'-3"	ANE 607	↓		↓	4'-0"	↓								
81	1	6	8'-1"	ANE 608	20		3'-10"	4'-3"									
82	1	6	8'-0"	ANE 609	20		3'-9"	4'-3"									
83	↓	↓	7'-10"	ANE 610	↓		3'-7"	↓									
84			7'-8"	ANE 611			3'-5"										
85			7'-6"	ANE 612			3'-3"										
86			7'-5"	ANE 613			3'-2"										
87			7'-3"	ANE 614			3'-9"										
88			7'-2"	ANE 615			2'-11"										
89			6'-11"	ANE 616			2'-8"										
90			6'-9"	ANE 617			2'-6"										
91			6'-8"	ANE 618			2'-5"										
92			6'-6"	ANE 619			2'-3"										
93			6'-5"	ANE 620			2'-2"										
94			6'-3"	ANE 621			2'-0"										
95			6'-2"	ANE 622			1'-11"										
96			8'-8"	ANE 623			4'-5"										
97			8'-5"	ANE 624			4'-2"										
98			8'-2"	ANE 625			3'-11"										
99			7'-11"	ANE 626			3'-8"										
100			7'-7"	ANE 627			3'-4"										
101			7'-4"	ANE 628			3'-1"										
102			7'-1"	ANE 629			2'-10"										
103			6'-10"	ANE 630			2'-7"										
104			6'-7"	ANE 631			2'-4"										
105			6'-4"	ANE 632	↓		2'-1"	↓									
106			6'-1"	ANE 633	20		1'-10"	4'-3"									
107			11'-4"	ANE 634	Str.												
108			11'-0"	ANE 635	↓												
109			10'-7"	ANE 636													
110			10'-2"	ANE 637													
111			9'-9"	ANE 638													
112			9'-4"	ANE 639													
113			9'-0"	ANE 640													
114			8'-7"	ANE 641													
115			8'-2"	ANE 642													
116			7'-9"	ANE 643													
117			7'-4"	ANE 644													
118			7'-0"	ANE 645													
119			6'-7"	ANE 646													
120			6'-2"	ANE 647													
121			5'-9"	ANE 648													
122			5'-4"	ANE 649													
123			4'-11"	ANE 650													
124			4'-6"	ANE 651													
125			4'-2"	ANE 652													
126			3'-10"	ANE 653													
127			6'-10"	ANE 654													
128			7'-2"	ANE 655													
129			7'-6"	ANE 656													
130			7'-10"	ANE 657													
131			8'-2"	ANE 658													
132			8'-6"	ANE 659													
133			8'-10"	ANE 660													
134			9'-2"	ANE 661													
135			9'-6"	ANE 662													
136	↓		9'-10"	ANE 663	↓												
137	1	↑	10'-3"	ANE 664	Str.												
138	21	6	4'-0"	ANE 665	20		2'-0"	2'-0"									
139																	
140																	
140																	
141																	
142																	
143																	
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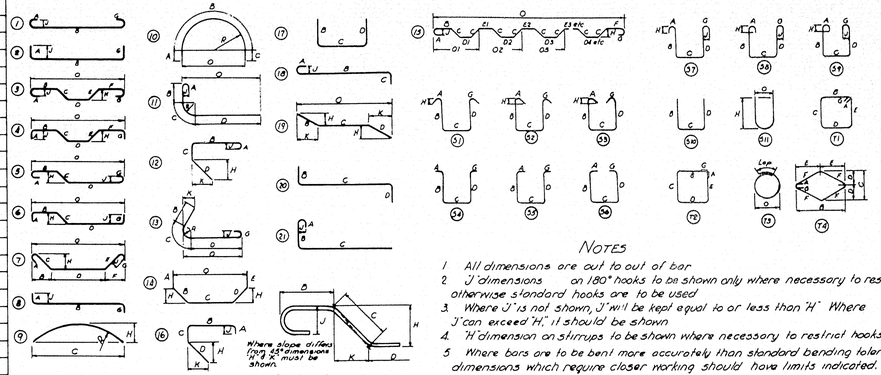
TYPICAL BAR BENDS



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.
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.

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																	
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176																	
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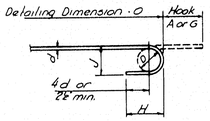
186																	
187																	
188																	
189																	
190																	

Detailing Dimension - D



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 1/8" ϕ	#9
1 1/4" ϕ	#10
1 3/8" ϕ	#11

6. 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 A305-49.

THE CLARKESON ENGINEERING CO. INC.

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

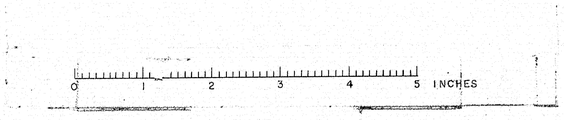
STATE HIGHWAY COMMISSION

INTERSTATE #95
OVER
MAIN STREET
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
NORTHEASTERLY ABUTMENT
REINFORCEMENT SCHEDULE

SHEET 7 OF 10 SHEETS AUGUSTA, MAINE

75-175

PRINTED BY SAMUEL HOSS CO BOSTON MASS NO ORDER NO 61301



Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
			SOUTHWESTERLY ABUTMENT														
1	5	#4	14'-0"	ASW 401	Str.												
2	5	↑	23'-0"	ASW 402	↑												
3	12		4'-0"	ASW 403													
4	7		14'-0"	ASW 404													
5	7	↓	22'-6"	ASW 405	↓												
6	28	#4	3'-2"	ASW 406													
7	2	#5	2'-11"	ASW 501													
8	2	↓	3'-1"	ASW 502													
9	1		3'-3"	ASW 503													
10	2		3'-5"	ASW 504													
11	1		3'-7"	ASW 505													
12	2		3'-9"	ASW 506													
13	1		3'-11"	ASW 507													
14	2		4'-1"	ASW 508													
15	2		4'-3"	ASW 509													
16	1		4'-5"	ASW 510													
17	2		4'-7"	ASW 511													
18	2		4'-9"	ASW 512													
19	1		4'-11"	ASW 513													
20	2		5'-1"	ASW 514													
21	1		5'-3"	ASW 515													
22	2		5'-5"	ASW 516													
23	1		5'-7"	ASW 517													
24	76		5'-8"	ASW 518													
25	20		20'-0"	ASW 519													
26	23		13'-0"	ASW 520	↓												
27	19		19'-6"	ASW 521	Str.												
28	7		10'-10"	ASW 522	20		2'-0"	8'-10"									
29	8		10'-6"	ASW 523	20		↑	8'-6"									
30	8		10'-3"	ASW 524	20			8'-3"									
31	8		10'-0"	ASW 525	20		↓	8'-0"									
32	7		9'-8"	ASW 526	20		2'-0"	7'-8"									
33	38		8'-2"	ASW 527	S10		2'-6"	0'-6"	5'-2"								
34	38		5'-1"	ASW 528	20		0'-11"	4'-2"									
35	1		4'-10"	ASW 529	Str.												
36	↑		5'-3"	ASW 530	↑												
37			5'-9"	ASW 531													
38			6'-2"	ASW 532													
39			6'-8"	ASW 533													
40			7'-2"	ASW 534													
41			7'-7"	ASW 535													
42			8'-1"	ASW 536													
43			8'-6"	ASW 537													
44			9'-0"	ASW 538													
45	↑		9'-5"	ASW 539													
46	1		9'-11"	ASW 540													
47	2		10'-4"	ASW 541													
48	2		10'-10"	ASW 542													
49	4		11'-4"	ASW 543													
50	1		11'-10"	ASW 544													
51	2		12'-4"	ASW 545													
52	1		7'-4"	ASW 546													
53	↑		7'-10"	ASW 547													
54			8'-4"	ASW 548													
55			8'-10"	ASW 549													
56	↓		9'-4"	ASW 550													
57	1		9'-10"	ASW 551													
58	2		11'-0"	ASW 552													
59	2		5'-6"	ASW 553													
60	2		3'-5"	ASW 554													
61	1		10'-7"	ASW 555													
62	1		10'-2"	ASW 556													
63	2		17'-0"	ASW 557													
64	↑		14'-9"	ASW 558													
65			12'-6"	ASW 559													
66			10'-6"	ASW 560													
67	↓		5'-10"	ASW 561													
68	2		3'-3"	ASW 562													
69	1	↓	17'-10"	ASW 563	↓												
70	1	5	18'-2"	ASW 564	Str.												
71	21	6	4'-0"	ASW 601	20		2'-0"	2'-0"									
72	8	↓	6'-6"	ASW 602	Str.												
73	12		8'-0"	ASW 603	Str.												
74	2		8'-10"	ASW 604	20		4'-7"	4'-3"									
75	2		8'-8"	ASW 605	↑		4'-5"	↑									
76	1		8'-6"	ASW 606			4'-3"										
77	2		8'-4"	ASW 607			4'-1"										
78	1		8'-3"	ASW 608			4'-0"										
79	2		8'-1"	ASW 609			3'-10"										
80	2	↓	7'-11"	ASW 610	↓		3'-8"	↓									
81	2	6	7'-9"	ASW 611	20		3'-6"	4'-3"									

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
82	1	#6	7'-8"	ASW 612	20		3'-5"	4'-3"									
83	2	↑	7'-6"	ASW 613	↑		3'-3"	↑									
84	2		7'-4"	ASW 614			3'-1"										
85	1		7'-3"	ASW 615			3'-0"										
86	2		7'-1"	ASW 616			2'-10"										
87	1		6'-11"	ASW 617			2'-8"										
88	2		6'-9"	ASW 618			2'-6"										
89	2		6'-7"	ASW 619			2'-4"										
90	2		6'-5"	ASW 620			2'-2"										
91	1		6'-3"	ASW 621	↓		2'-0"	↓									
92	2		6'-2"	ASW 622	20		11'-11"	4'-3"									
93	1		4'-10"	ASW 623	Str.												
94	↑		5'-3"	ASW 624	↑												
95			5'-7"	ASW 625													
96			6'-0"	ASW 626													
97	↑		6'-4"	ASW 627													
98	1		6'-9"	ASW 628													
99	2		7'-2"	ASW 629													
100	↑		7'-7"	ASW 630													
101			8'-0"	ASW 631													
102			8'-5"	ASW 632													
103			8'-10"	ASW 633													
104	↑		9'-3"	ASW 634													
105	2		9'-8"	ASW 635													
106	1		10'-1"	ASW 636													
107	↑		10'-6"	ASW 637													
108			11'-1"	ASW 638													
109			11'-4"	ASW 639													
110			11'-9"	ASW 640													
111			12'-1"	ASW 641													
112			10'-2"	ASW 642													
113	↑		10'-6"	ASW 643	↓												
114	1	↑	10'-11"	ASW 644													
115	2	6	11'-4"	ASW 645	Str.												
116	2	6	12'-4"	ASW 646	Str.												
117																	
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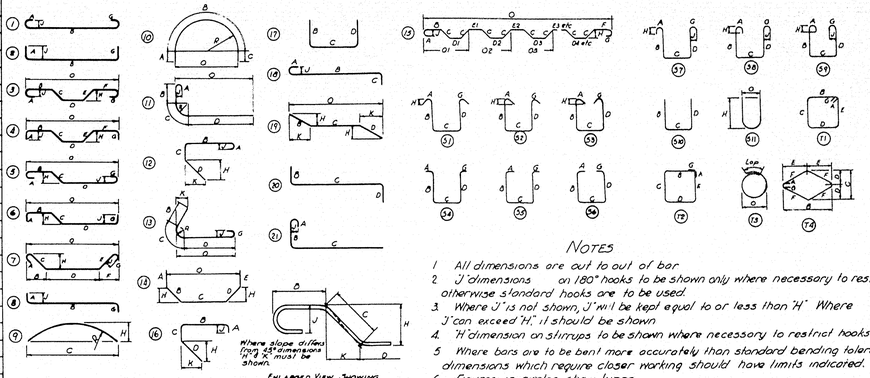
B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	8	44

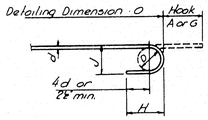
WATERVILLE INTERSTATE

TYPICAL BAR BENDS



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)
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 1/8"ϕ	#9
1 1/4"ϕ	#10
1 3/8"ϕ	#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 G.B.	CHECK J.T. - H.L. W.A.H.	BRIDGE NO. SURVEY
DRAWN J.S.	APPROVED C.J.M.	PLOT

STATE HIGHWAY COMMISSION

INTERSTATE #95
OVER
MAIN STREET
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY

SOUTHWESTERLY ABUTMENT
REINFORCEMENT SCHEDULE

SHEET 8 OF 10 SHEETS — AUGUSTA, MAINE

75-176

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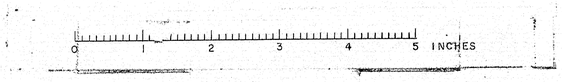

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6(24)	9	44

WATERVILLE INTERSTATE

SOUTHEASTERLY ABUTMENT

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
1	12	4	23'-5"	ASE 401	Str.												
2	12	4	13'-2"	ASE 402													
3	12	4	41'-0"	ASE 403													
4	28	4	31'-2"	ASE 404													
5	2	5	21'-11"	ASE 501													
6	1		31'-0"	ASE 502													
7	2		31'-2"	ASE 503													
8	1		31'-4"	ASE 504													
9	1		31'-5"	ASE 505													
10	2		31'-6"	ASE 506													
11	2		31'-9"	ASE 507													
12	1		31'-10"	ASE 508													
13	2		41'-0"	ASE 509													
14	1		41'-1"	ASE 510													
15	1		41'-3"	ASE 511													
16	2		41'-4"	ASE 512													
17	1		41'-6"	ASE 513													
18	2		41'-8"	ASE 514													
19	2		41'-11"	ASE 515													
20	1		51'-0"	ASE 516													
21	2		51'-3"	ASE 517													
22	1		51'-5"	ASE 518													
23	76		51'-8"	ASE 519													
24	20		191'-6"	ASE 520													
25	19		201'-8"	ASE 521													
26	23		12'-6"	ASE 522	Str.												
27	6		9'-11"	ASE 523	20		2'-0"	7'-11"									
28	8		10'-2"	ASE 524				8'-2"									
29	8		10'-6"	ASE 525				8'-6"									
30	8		10'-9"	ASE 526				8'-9"									
31	7		11'-0"	ASE 527	20		2'-0"	9'-0"									
32	37		8'-3"	ASE 528	S10		2'-6"	0'-6"	5'-3"								
33	37		5'-1"	ASE 529	20		0'-11"	4'-2"									
34	1		41'-11"	ASE 530	Str.												
35	4		5'-4"	ASE 531													
36			5'-10"	ASE 532													
37			6'-3"	ASE 533													
38			6'-9"	ASE 534													
39			7'-2"	ASE 535													
40			7'-8"	ASE 536													
41			8'-1"	ASE 537													
42			8'-7"	ASE 538													
43			9'-0"	ASE 539													
44			9'-6"	ASE 540													
45			9'-11"	ASE 541													
46			10'-5"	ASE 542													
47			10'-11"	ASE 548													
48			11'-5"	ASE 544													
49	1		11'-11"	ASE 545													
50	3		12'-6"	ASE 546													
51	1		6'-11"	ASE 547													
52			7'-6"	ASE 548													
53			8'-0"	ASE 540													
54			8'-6"	ASE 550													
55			9'-0"	ASE 551													
56			9'-6"	ASE 552													
57			10'-0"	ASE 553													
58			10'-6"	ASE 554													
59	1		11'-0"	ASE 555													
60	2		11'-6"	ASE 556													
61			18'-0"	ASE 557													
62			16'-0"	ASE 558													
63			14'-0"	ASE 559													
64			12'-0"	ASE 560													
65			6'-0"	ASE 561													
66	2		41'-3"	ASE 562													
67	1		19'-3"	ASE 568													
68	1		18'-10"	ASE 564													
69	2		10'-6"	ASE 565													
70	2		6'-0"	ASE 566													
71	2		3'-9"	ASE 567													
72	1		10'-9"	ASE 568													
73	1	5	11'-2"	ASE 569	Str.												
74	23	6	41'-0"	ASE 601	20		1'-10'	2'-2"									
75	8		31'-4"	ASE 602	Str.												
76	12		8'-5"	ASE 603	Str.												
77	1		8'-8"	ASE 604	20		41'-5"	41'-3"									
78	2		8'-7"	ASE 605			41'-4"										
79	2		8'-5"	ASE 606			41'-2"										
80	1		8'-4"	ASE 607			41'-1"										
81	2	6	8'-3"	ASE 608	20		41'-0"	41'-3"									
82	1	6	8'-1"	ASE 609	20		3'-10"	41'-3"									
83	2		8'-0"	ASE 610			3'-9"										
84	1		7'-10"	ASE 611			3'-7"										
85	2		7'-9"	ASE 612			3'-6"										
86	1		7'-7"	ASE 613			3'-4"										
87	2		7'-6"	ASE 614			3'-3"										
88	2		7'-4"	ASE 615			3'-1"										
89	1		7'-3"	ASE 616			3'-0"										
90	2		7'-2"	ASE 617			2'-11"										
91	1		7'-0"	ASE 618			2'-9"										
92	2		6'-11"	ASE 619			2'-8"										
93	1		6'-9"	ASE 620			2'-6"										
94	2		6'-8"	ASE 621			2'-5"										
95	1		6'-6"	ASE 622			2'-3"										
96	2		6'-5"	ASE 623			2'-2"										
97	1		6'-3"	ASE 624			2'-0"										
98	2		6'-2"	ASE 625	20		11'-11"	41'-3"									
99	1		41'-11'	ASE 626	Str.												
100			5'-4"	ASE 627													
101			5'-9"	ASE 628													
102			6'-2"	ASE 629													
103			6'-6"	ASE 630													
104			6'-11"	ASE 631													
105			7'-4"	ASE 632													
106			7'-9"	ASE 633													
107			8'-2"	ASE 634													
108			8'-7"	ASE 635													
109			9'-0"	ASE 636													
110			9'-4"	ASE 637													
111			9'-9"	ASE 638													
112			10'-2"	ASE 639													
113			10'-6"	ASE 640													
114			10'-11"	ASE 641													
115			11'-4"	ASE 642													
116			11'-9"	ASE 643													
117			12'-1"	ASE 644													
118	1		12'-5"	ASE 645													
119	2		12'-6"	ASE 646													
120	1		6'-10"	ASE 647													
121			7'-3"	ASE 648													
122			7'-8"	ASE 649													
123			8'-1"	ASE 650													
124			8'-6"	ASE 651													
125			8'-11"	ASE 652													
126			9'-5"	ASE 653													
127			9'-10"	ASE 654													
128			10'-3"	ASE 655													
129			10'-8"	ASE 656													
130	1		11'-1"	ASE 657													
131	2	6	11'-6"	ASE 658	Str.												
132																	
133																	
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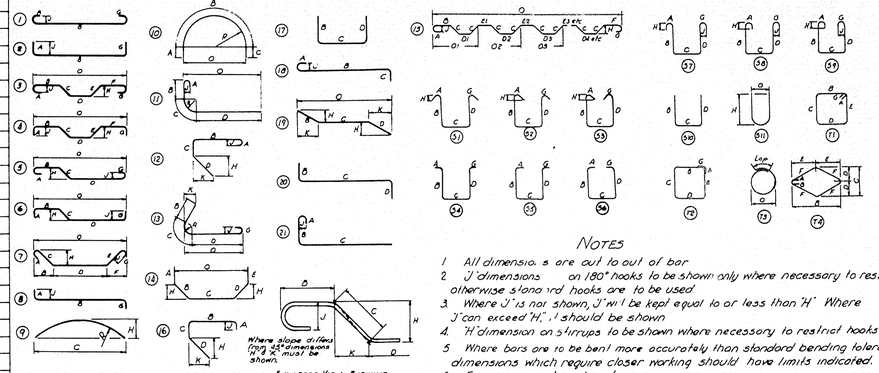
TYPICAL BAR BENDS



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", J 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.

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																	
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187																	
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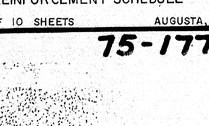
189																	
190																	

Dele.ling Dimension : D



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 1/2" □	#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 A305-49.

THE CLARKESON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION

INTERSTATE #95
OVER
MAIN STREET
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY

SOUTHEASTERLY ABUTMENT
REINFORCEMENT SCHEDULE

SHEET 9 OF 10 SHEETS AUGUSTA, MAINE

75-177

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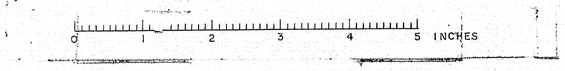

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	9A-9A	9A-9A

WATERVILLE INTERSTATE

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
						PIER A											
1																	
2	78	5	9'-10"	PA 501	T1	0'-6"	2'-8"	1'-9"	2'-8"	1'-9"		0'-6"					
3	2		9'-6"	PA 502			2'-4"	1'-11"	2'-4"	1'-11"							
4	2		9'-8"	PA 503			2'-5"		2'-5"								
5	2		9'-10"	PA 504			2'-6"		2'-6"								
6	4		10'-2"	PA 505			2'-8"		2'-8"								
7	4		10'-6"	PA 506			2'-10"		2'-10"								
8	4		10'-10"	PA 507			3'-0"		3'-0"								
9	42		11'-2"	PA 508			3'-2"		3'-2"								
10	2		11'-0"	PA 509			3'-1"		3'-1"								
11	2		10'-8"	PA 510			2'-11"		2'-11"								
12	2		10'-4"	PA 511	T1	0'-6"	2'-9"	1'-11"	2'-9"	1'-11"		0'-6"					
13	6	5	5'-8 2/8"	PA 512	S10		1'-4"	3'-0 2/8"	1'-4"								
14	32	5	7'-8"	PA 513	Str.												
15	2	6	36'-8"	PA 601													
16	44	7	7'-8"	PA 701													
17	40	9	5'-9"	PA 901													
18	20	9	20'-6"	PA 902													
19	20	9	24'-2"	PA 903	Str.												
20	8	11	36'-10"	PA 1101	14		5'-11"	25'-0"	5'-11"			1@ 0'-6" 1@ 0'-10"					36'-8"
21	8	11	36'-8"	PA 1102	Str.												
22																	
23																	
24																	
25																	
26						PIER B											
27	2	5	9'-10"	PB 501	T1	0'-6"	2'-8"	1'-9"	2'-8"	1'-9"		0'-6"					
28	2		9'-6"	PB 502			2'-4"	1'-11"	2'-4"	1'-11"							
29	2		9'-8"	PB 503			2'-5"		2'-5"								
30	2		9'-10"	PB 504			2'-6"		2'-6"								
31	4		10'-2"	PB 505			2'-8"		2'-8"								
32	4		10'-6"	PB 506			2'-10"		2'-10"								
33	4		10'-10"	PB 507			3'-0"		3'-0"								
34	42		11'-2"	PB 508			3'-2"		3'-2"								
35	2		11'-0"	PB 509			3'-1"		3'-1"								
36	2		10'-8"	PB 510			2'-11"		2'-11"								
37	2		10'-4"	PB 511	T1	0'-6"	2'-9"	1'-11"	2'-9"	1'-11"		0'-6"					
38	6	5	5'-8 2/8"	PB 512	S10		1'-4"	3'-0 2/8"	1'-4"								
39	32	5	7'-8"	PB 513	Str.												
40	2	6	36'-8"	PB 601													
41	44	7	7'-8"	PB 701													
42	40	9	5'-9"	PB 901													
43	20	9	20'-9"	PB 902													
44	20	9	30'-5"	PB 903	Str.												
45	8	11	36'-10"	PB 1101	14		5'-11"	25'-0	5'-11"			1@ 0'-6" 1@ 0'-10"					36'-8"
46	8	11	36'-8"	PB 1102	Str.												
47																	
48																	
49																	
50																	
51																	
52						PIER C											
53	78	5	9'-10"	PC 501	T1	0'-6"	2'-8"	1'-9"	2'-8"	1'-9"		0'-6"					
54	2		9'-6"	PC 502			2'-4"	1'-11"	2'-4"	1'-11"							
55	2		9'-8"	PC 503			2'-5"		2'-5"								
56	2		9'-10"	PC 504			2'-6"		2'-6"								
57	4		10'-2"	PC 505			2'-8"		2'-8"								
58	4		10'-6"	PC 506			2'-10"		2'-10"								
59	4		10'-10"	PC 507			3'-0"		3'-0"								
60	42		11'-2"	PC 508			3'-2"		3'-2"								
61	2		11'-0"	PC 509			3'-1"		3'-1"								
62	2		10'-8"	PC 510			2'-11"		2'-11"								
63	2		10'-4"	PC 511	T1	0'-6"	2'-9"	1'-11"	2'-9"	1'-11"		0'-6"					
64	6		5'-8 2/8"	PC 512	S10		1'-4"	3'-0 2/8"	1'-4"								
65	32	5	7'-8"	PC 513	Str.												
66	2	6	36'-8"	PC 601	Str.												
67	44	7	7'-8"	PC 701	Str.												
68	40	9	5'-9"	PC 901	Str.												
69	20	9	24'-6"	PC 902	Str.												
70	20	9	21'-1"	PC 903	Str.												
71	8	11	36'-10"	PC 1101	14		5'-11"	25'-0"	5'-11"			1@ 0'-6" 1@ 0'-10"					36'-8"
72	8	11	36'-8"	PC 1102	Str.												
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						PIER D											
83	78	5	9'-10"	PD 501	T1	0'-6"	2'-8"	1'-9"	2'-8"	1'-9"		0'-6"					
84	2		9'-6"	PD 502			2'-4"	1'-11"	2'-4"	1'-11"							
85	2		9'-8"	PD 503			2'-5"		2'-5"								
86	2		9'-10"	PD 504			2'-6"		2'-6"								
87	4		10'-2"	PD 505			2'-8"		2'-8"								
88	4		10'-6"	PD 506			2'-10"		2'-10"								
89	4		10'-10"	PD 507			3'-0"		3'-0"								
90	42		11'-2"	PD 508			3'-2"		3'-2"								
91	2		11'-0"	PD 509			3'-1"		3'-1"								
92	2		10'-8"	PD 510			2'-11"		2'-11"								
93	2		10'-4"	PD 511	T1	0'-6"	2'-9"	1'-11"	2'-9"	1'-11"		0'-6"					
94	6	5	5'-8 2/8"	PD 512	S10		1'-4"	3'-0 2/8"	1'-4"								
95	2	6	36'-8"	PD 601	Str.												
96	64	6	8'-8"	PD 602													
97	40	9	5'-9"	PD 901													
98	20	9	22'-0"	PD 902													
99	20	9	22'-6"	PD 903													
100	10	9	31'-8"	PD 904	Str.												
101	8	11	36'-10"	PD 1101	14		5'-11"	25'-0"	5'-11"			1@ 0'-6" 1@ 0'-10"					36'-8"
102	8		36'-8"	PD 1102	Str.												
103	10		31'-8"	PD 1103	Str.												
104	10	11	20'-6"	PD 1104	Str.												
105																	
106																	
107																	
108																	
109						DECK											
110	608	4	26'-2"	S 401	Str.												
111	304	4	31'-2"	S 402	Str.												
112	660	5	4'-4"	S 501	S5		1'-8"	0'-8 1/2"	1'-6"			0'-6"					
113	660		5'-11"	S 502	S5	0'-9"	1'-2"	2'-1"	1'-2"			0'-9"					
114	332		36'-0"	S 503	Str.												36'-0"
115	73		37'-6"	S 504	15		3'-4 1/2"	0'-7 3/4"	4'-1 1/2"	3'-3"	2'-8 1/2"						
116	24			S 505			3'-3 1/2"				2'-9 1/2"						36'-0"
117	24			S 506			3'-2 1/2"				2'-10 1/2"						36'-4"
118	42		37'-6"	S 507			3'-0 1/2"		4'-1 1/2"		3'-0 1/2"						
119	73		37'-10"	S 508			3'-4 1/2"		4'-2 1/2"		2'-8 1/2"						
120	24			S 509			3'-3 1/2"				2'-9 1/2"						
121	24			S 510			3'-2 1/2"				2'-10 1/2"						36'-4"
122	40		37'-10"	S 511	15		3'-0 1/2"	0'-7 3/4"	4'-2 1/2"	3'-3"	3'-0 1/2"						
123	328		36'-5"	S 512	Str.												
124	96	5	3'-0"	S 513	Str.												
125	48	5	6'-0"	S 514	Str.												
126																	
127																	
128																	
129																	
130						APPROACH SLABS											
131	40	4	31'-10"	AS 401	Str.												
132	40	4	32'-3"	AS 402	Str.												
133	496	7	14'-6"	AS 701	Str.												
134																	
135																	
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138																	
139																	
140																	
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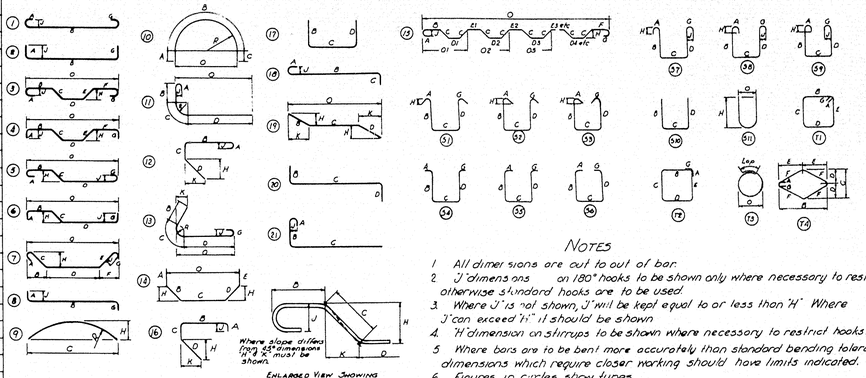
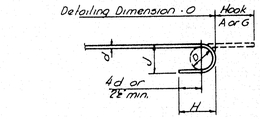
TYPICAL BAR BENDS



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)
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 1/8"ϕ	#9
18"□	#10
16"□	#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 G.B., R.M.	CHECK P.W.G., H.L.	BRIDGE NO.
DRAWN J.S.	APPROVED W.A.H.C.M.	SURVEY PLOT

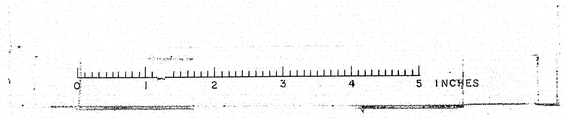
STATE HIGHWAY COMMISSION

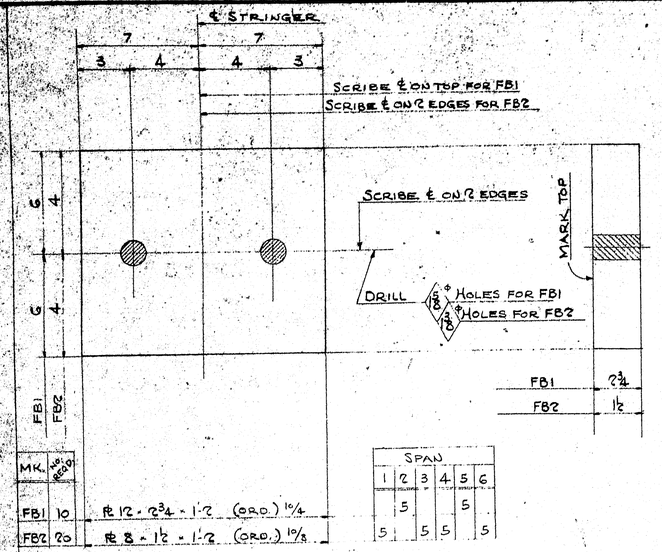
INTERSTATE # 95
OVER
MAIN STREET
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY

PIER & DECK REINFORCMENT SCHEDULE

SHEET 10 OF 10 SHEET — AUGUSTA, MAINE

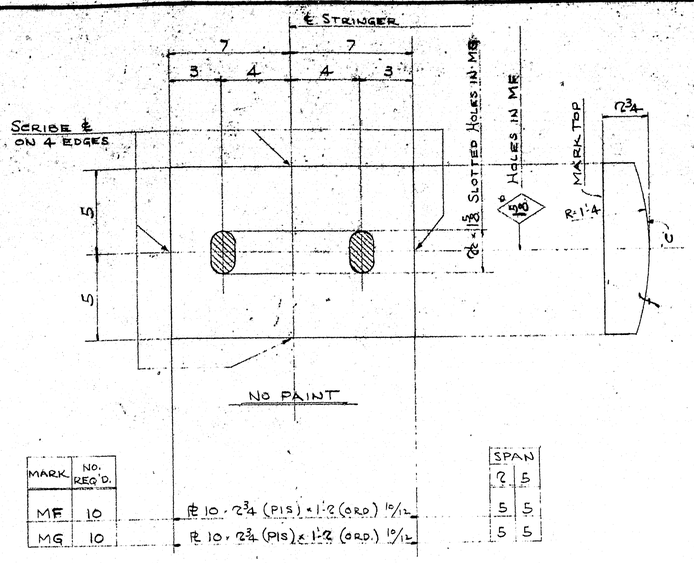
75-178





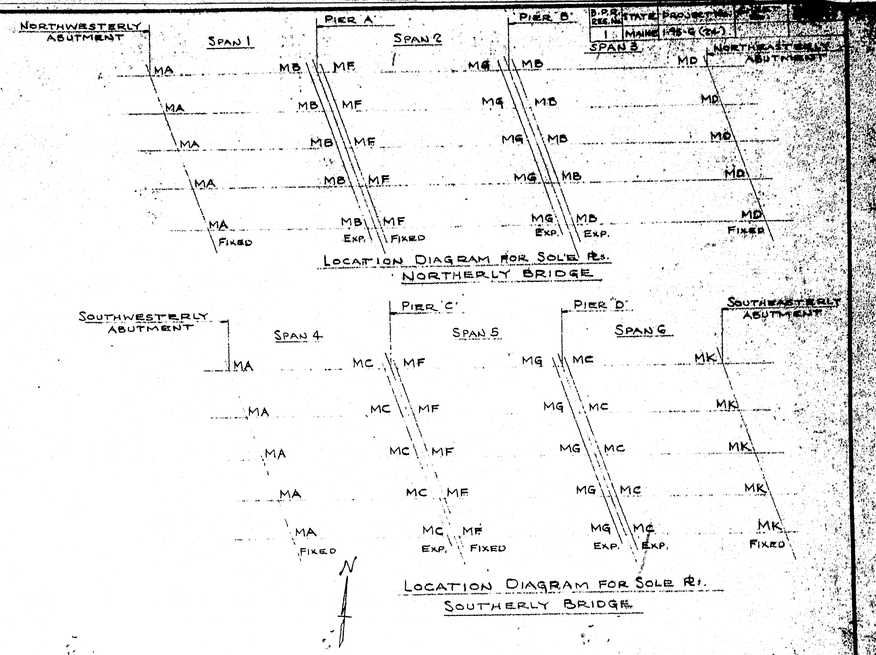
MK.	NO. REQ'D.	
FB1	10	PL 12 × 2¾ × 1'-2 (ORD.) 10¼
FB2	20	PL 8 × 1½ × 1'-2 (ORD.) 10½

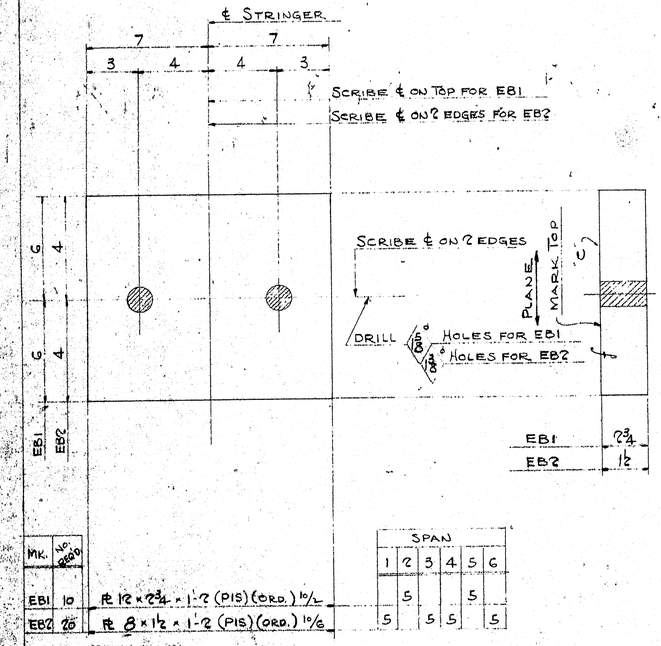
SPAN					
1	2	3	4	5	6
	5			5	
5		5	5		5



MARK	NO. REQ'D.	
MF	10	PL 10 · 2¾ (PIS) × 1'-2 (ORD.) 10½
MG	10	PL 10 · 2¾ (PIS) × 1'-2 (ORD.) 10½

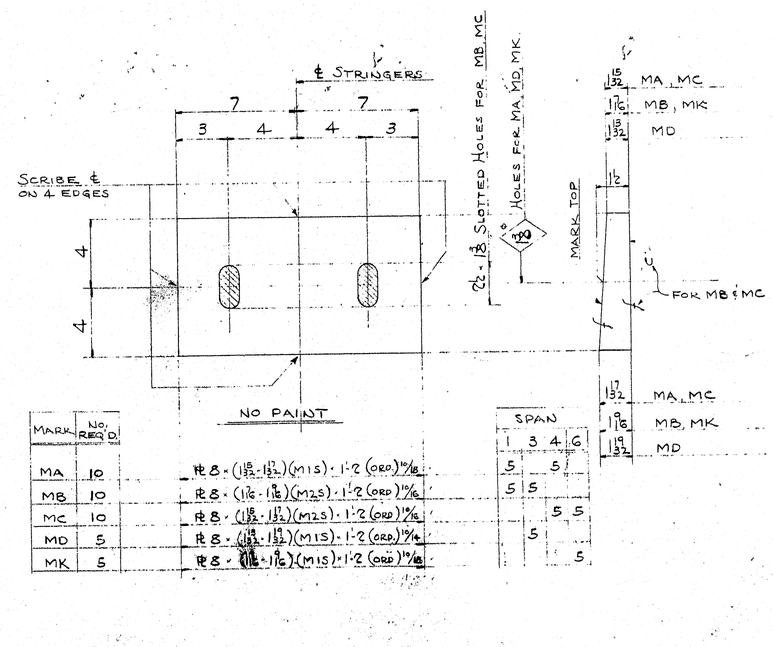
SPAN		
2		5
5		5
5		5





MK.	NO. REQ'D.	
EB1	10	PL 12 × 2¾ × 1'-2 (PIS) (ORD.) 10½
EB2	20	PL 8 × 1½ × 1'-2 (PIS) (ORD.) 10⅛

SPAN					
1	2	3	4	5	6
	5			5	
5		5	5		5



MARK	NO. REQ'D.	
MA	10	PL 8 × (11⅝ - 11⅞) (M1S) · 1'-2 (ORD.) 10⅛
MB	10	PL 8 × (11⅜ - 11⅝) (M2S) · 1'-2 (ORD.) 10⅜
MC	10	PL 8 × (11⅝ - 11⅞) (M2S) · 1'-2 (ORD.) 10⅛
MD	5	PL 8 × (11⅞ - 12⅛) (M1S) · 1'-2 (ORD.) 10¼
MK	5	PL 8 × (11⅜ - 11⅝) (M1S) · 1'-2 (ORD.) 10⅜

SPAN				
1	3	4	6	
5			5	
5	5			
		5	5	
	5			
			5	

SHOP NOTE:

PLATES TO BE PRESS STRAIGHTENED IF NECESSARY TO INSURE FLATNESS.

GENERAL NOTES:

SOLE PLS MA TO MK INCL. NOT TO BE PAINTED UNTIL FINAL ASSEMBLY TO STRINGERS.

PLATES FB1, FB2, EB1 AND EB2 MAY BE SHIPPED DIRECT TO SITE.

SURFACES MARKED "C" TO BE GIVEN ONE COAT OF A MIXTURE OF WHITE LEAD & TALLOW.

MAT'L. SPECS. - A.S.T.M. A7

BEARING DETAILS

RIVETS —

OPEN HOLES AS NOTED

REAM —

MILLING

PAINT ONE COAT - UNLESS NOTED ℄ SURFACES MARKED "C"

WELDING —

SHOP CONTACT SURFACES

TEMP.	
SUPT.	
LAYOUT	
FITTER	
SHOP INSP.	
PC. WK.	
B. SMITH	
BRDG.	
CONST.	
C. INSP.	
WEIGHTS	

CUSTOMER: CALLAHAN BROS. INC. MECHANIC FALLS, MAINE

STRUCTURE: INTERSTATE "95 BRIDGE OVER MAIN ST. WATERVILLE, MAINE

BETHLEHEM STEEL COMPANY

FABRICATED STEEL CONSTRUCTION

BETHLEHEM DRAFTING ROOM Beth WORK

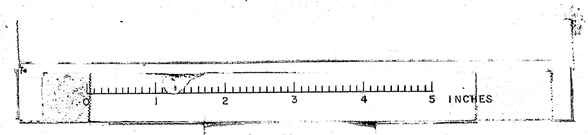
IN CHARGE Hoover SEC. MADE BY B.T.

CHECKED BY S. 12-10-58 TRACED BY

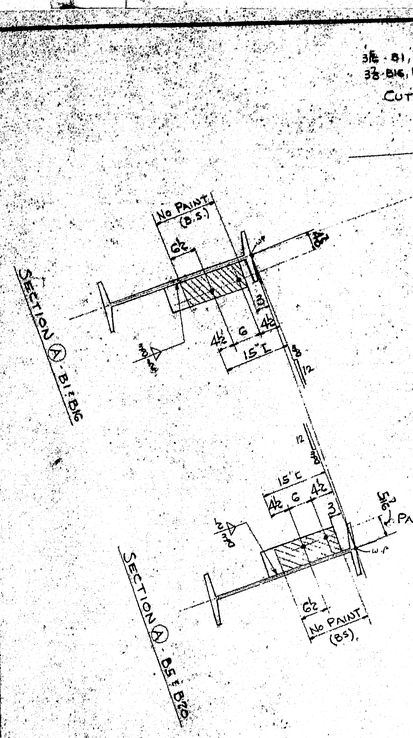
REVISED LAST ASSEM. MK.

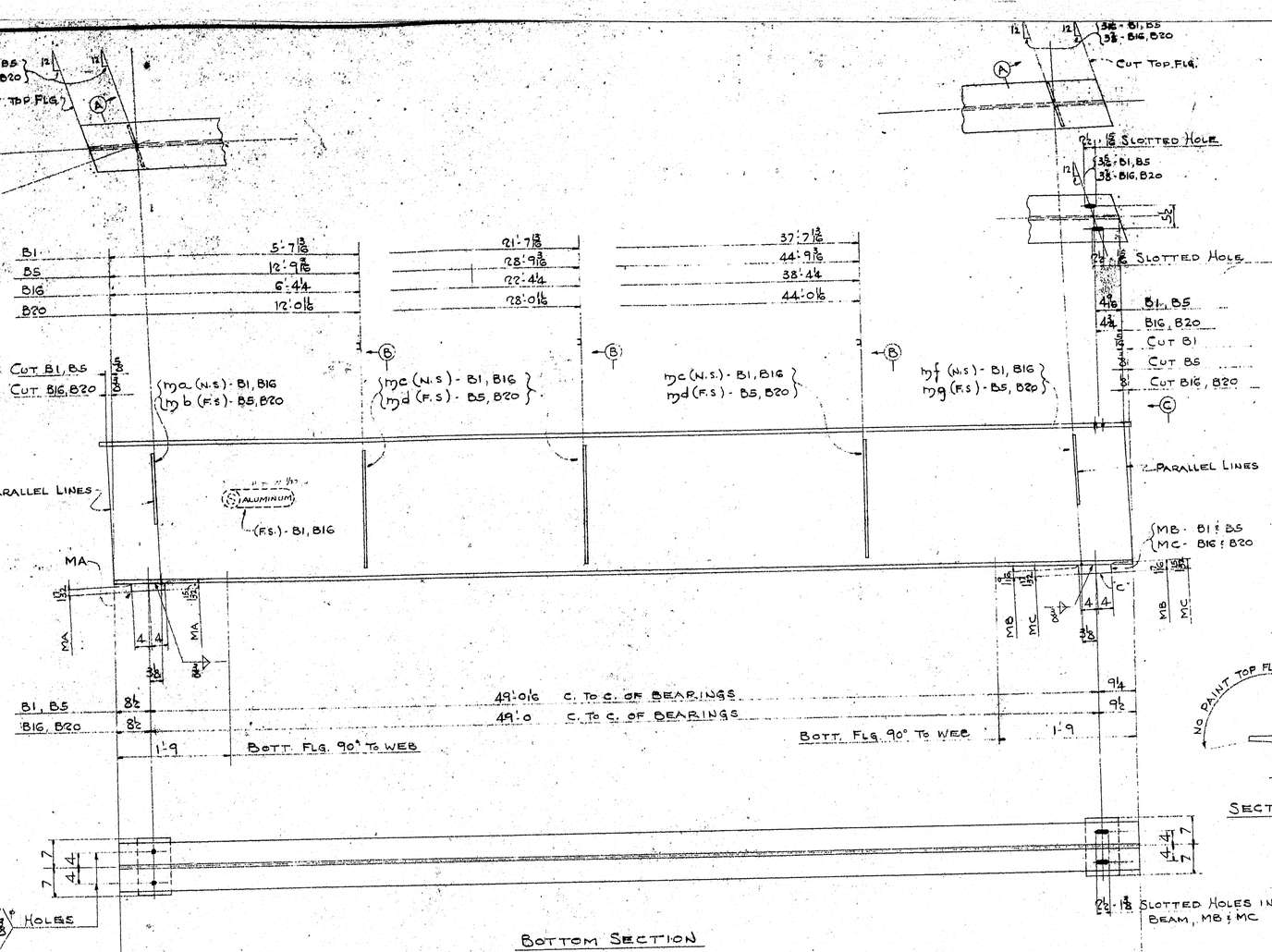
SHOP NO. CONTRACT CP4433

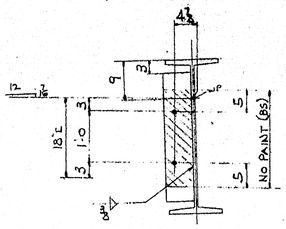
75-178 C

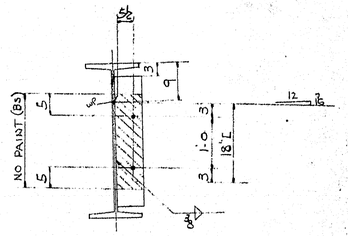


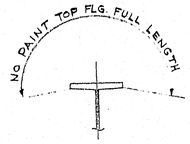
1	MAINE	1-95-6 (24)

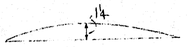












LONGITUDINAL DIMENSIONS ARE MEASURED PARALLEL TO CHORD LINE

SURFACES MARKED 'C' TO BE GIVEN ONE COAT OF A HOT MIXTURE OF WHITE LEAD AND TALLOW.

BOTTOM SECTION

B - 36 5/16 - 18'2 - 50'-5 13/16 (ORD. 51'-0 CUT 50'-9 1/16) 3/8
B - 36 5/16 - 18'2 - 50'-5 13/16 (ORD. 51'-0 CUT 50'-9 3/8) 3/8
B - 36 5/16 - 18'2 - 50'-6 (ORD. 51'-0 CUT 50'-10 3/8) 3/8
B - 36 5/16 - 18'2 - 50'-6 (ORD. 51'-0 CUT 50'-10 5/8) 3/8

MARK	NO. REQ'D.	SPAN
B1	ONE	1
B5	ONE	1
B1G	ONE	4
B20	ONE	4

4 - Pls. 8 - (1 15/32 - 1 3/32) (M15) - 1'-2 MA
2 - Pls. 8 - (1 1/16 - 1 1/16) (M25) - 1'-2 MB - B1 & B5
2 - Pls. 8 - (1 15/32 - 1 17/32) (M25) - 1'-2 MC - B1G & B20
(ORD. & DET. ON SHEET #1) DO NOT DUPLICATE

2 - Pls. 6¾ - ½ - 1'-6 ma - B1 & B1G (ORD. 18'-½ - 16'-6) 5/8
2 - Pls. 6¾ - ½ - 1'-6 mb - B5 & B20
6 - Pls. 6¾ - ½ - 2'-6 mc - B1 & B1G (ORD. 36'-½ - 16'-6) 5/8
6 - Pls. 6¾ - ½ - 2'-6 md - B5 & B20
2 - Pls. 6¾ - ½ - 1'-6 mf - B1 & B1G (ORD. 18'-½ - 16'-6) 5/8
2 - Pls. 6¾ - ½ - 1'-6 mg - B5 & B20
½ F. WELD - 12'-0 (3'-0 EA. PC)
⅜ F. WELD - 83'-0 (20'-9 EA. PC)

RIVETS —
OPEN HOLES 15/16 UNLESS NOTED
REAM
MILLING
PAINT ONE SHOP COAT AS PER SPECS. - UNLESS NOTED.
WELDING AS PER SPECS.
SHOP CONTACT SURFACES NO PAINT

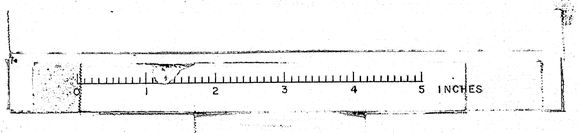
STRINGER DETAILS

TEMP.	
SUPT.	
LAYOUT	
PITTER	
SHOP INSP.	
FO. WK.	
B. SMITH	
SHIP.	
SHEET.	
O. INSP.	
WEIGHTS	
SHOP NO.	

CUSTOMER: CALLAHAN BROS INC MECHANIC FALLS, MAINE
STRUCTURE: INTERSTATE #95 BRIDGE OVER MAIN ST. WATERVILLE, MAINE

BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH WORKS
IN CHARGE Hoover SEC. MADE BY B.T.
CHECKED BY J. Trifilo TRACED BY
REVISED LAST ASSEM. MK.
CONTRACT CP1433 SHEET 2

75-118



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

PLAN - (ALL DIMENSIONS GIVEN HORIZONTALLY)

31'-2 1/16"
31'-0 15/16"
8'-3 1/16"
8'-3 1/8"
7'-7 7/8"
7'-6 15/16"
EDIA
ED2A
HORIZONTAL LINE
EDI
ED2
8'-3 5/8"
6'-11 1/8"
6'-11 1/16"
31'-2 1/4" - (CURB TO CURB)
31'-0 3/4" - (CURB TO CURB)
8'-3 5/8"
6'-11"
EDI-EDIA
ED2-ED2A
EDIA
ED2A
7'-7 3/8"
7'-6 1/4"
8'-3 5/8"
8'-3 5/8"
1'-2 1/4"
1'-3 3/8"
1'-2 5/16"
1'-3 1/16"
1'-3 3/32"
1'-4 5/8"
1'-4 3/16"
1'-10 5/16"
1'-11 7/16"
1'-4 11/16"
1'-10 3/8"
1'-11 3/8"
2'-0 1/2"
1'-4 5/8"
1'-4 1/16"

VIEW (A)

VIEW (B)

VIEW (C)

VIEW (D)

SECTION (E)

SECTION (F)

SECTION (G)

PAINT SECTION

BEVELED FILLS

MARK	a	b	c	d
mp	3/8	7/16	3/8	1/16
ms	3/16	1	1 1/2	1
mt	1/16	5/8	1/16	1/8
mah	1/8	-	-	1
my	3/4	-	-	1/16
maa	1/16	-	-	1/8
mab	3/8	-	-	1/16

SEE TABLE BELOW FOR DIM.

EDI - ONE REQ'D. SPAN 1.

ONE - L 6 x 6 x 3/4 x 34'-5 1/16" - ma (OLD: 35'-0") 4/7
ONE - R 10 (u.m.) x 1" x 34'-3 3/32" - mb (OLD: 34'-9") 5/4
2 - R1 6 x 1 x 1'-4 15/16" - md
ONE - R1 6 x 1 x 9/16" - mf
6 - BARS 2 1/2 x 1/2 x 1'-1 1/2" - ha
2 - BARS 2 1/2 x 1/2 x 1'-4 1/2" - hb
5 - FILLS 6 x 1/4 x 1'-3 7/16" - mk
5 - FILLS 6 x 5/8 x 1'-3 7/16" - mm
2 - BEV. FILLS 6 x 3/8 TO 1 1/16 x 1'-3 7/16" - mp
3 - BEV. FILLS 6 x 7/16 TO 1 x 1'-3 1/16" - ms
5 - T.B. 3/8" x 2'-3" LG.
3/8" F. WELD x 6 @ 1 6
3/8" F. WELD x 39'-5 (INTERM.)
3/8" ▷ WELD x 4'-1 0 (INTERM.)
17 - BARS 5/8 x 1/2 x 5'-6" - mh
ONE - BAR 6 x 1 x 9 1/16 - mg

ED2 - ONE REQ'D. SPAN 2.

ONE - L - ma 4/7
ONE - R - mb 5/4
2 - R2 - md
ONE - R - mf
6 - BARS - ha
2 - BARS - hb
5 - FILLS - mk
5 - FILLS - mm
3 - BEV. FILL - mp
ONE - BEV. FILL - ms
ONE - BEV. FILL - 6 x 7/16 TO 1 1/8 x 1'-3 1/16" - mt
5 - T.B. 3/8" x 3" LG.
3/8" F. WELD x 39'-5 (INTERM.)
3/8" F. WELD x 6 @ 6
3/8" ▷ WELD x 4'-1 0 (INTERM.)
ONE - BAR - mg
17 - BARS - mh

EDIA - ONE REQ'D. SPAN 2.

ONE - L 6 x 6 x 3/4 x 34'-4 7/8" - mc 4/7
ONE - R - mb 5/4
2 - R2 - md
ONE - R mf
6 - BARS. ha
2 - BARS - hb
5 - FILLS. mk
5 - FILLS. mm
2 - BEV. FILLS. 6 x 3/8 TO 1 1/16 x 1'-3 7/16" - my
3 - BEV. FILLS. 6 x 1/16 TO 1 1/8 x 1'-3 1/16" - maa
5 - T.B. 3/8" x 3" LG.
3/8" F. WELD x 6 @ 6
3/8" F. WELD x 39'-5 (INTERM.)
3/8" ▷ WELD x 4'-1 0 (INTERM.)
ONE - BAR - mg
17 - BARS - mh

ED2A - ONE REQ'D. SPAN 3.

ONE - L - mc 4/7
ONE - R - mb 5/4
2 - R3 - md
ONE - R - mf
6 - BARS. ha
2 - BARS. hb
5 - FILLS. mk
5 - FILLS. mm
2 - BEV. FILLS. 6 x 3/8 TO 1 1/16 x 1'-3 7/16" - mah
ONE - BEV. FILL - maa
1 - BEV. FILL. 6 x 5/8 TO 1 1/16 x 1'-3 7/16" - mab
5 - T.B. 3/8" x 3" LG.
3/8" F. WELD x 6 @ 6
3/8" F. WELD x 39'-5 (INTERM.)
3/8" ▷ WELD x 4'-1 0 (INTERM.)
ONE - BAR - mg
17 - BARS - mh

FOR TEMPORARY ALIGNMENT
14 - L 3 x 3 1/2 x 8 - mac
14 - L 3 x 2 1/2 x 3 - mad
14 - T.B. 3/8" x 1/2 LG. SQ. H & N

SHOP NOTE
PROVIDE STIFK LS BOLTED ALONG EXP. DAM (5'-10 1/2 ON CTRS) TO HOLD DAM IN PROPER ALIGNMENT.

RIVETS - NONE.
OPEN HOLES - NOTED.
REAM - NONE.
MILLING - NONE
PAINT - 3 SHOP COATS AS PER SPECS. UNLESS NOTED. SEE SECTIONS.
WELDING - AS PER SPECS.
SHOP CONTACT SURFACES - NO PAINT.

TEMP.	
SUPT.	
LAYOUT	
FITTER	
SHOP INSP.	
P.C. W.K.	
B. SMITH	
MCH.	
ERECT.	
O. INSP.	
WEIGHTS	
SHOP NO.	

CUSTOMER: CALLAHAN BROS. INC., MECHANIC FALLS, ME.
STRUCTURE: INTERSTATE #95 BRIDGE OVER MAIN ST., WATERVILLE, MAINE
BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM ... BETH. WORKS
IN CHARGE HOOVER - SEC. MADE BY E.
CHECKED BY A.R. 11/22/57 TRACED BY
REVISED LAST ASSEM. MK.
CONTRACT CP4433 SHEET 19

75-178 J

B.F.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6(28)		

PLAN - (ALL DIMENSIONS GIVEN HORIZONTALLY)

31'-7⅞" - (CURB TO CURB)
31'-5⅝" - (CURB TO CURB)

VIEW (A)

VIEW (B)

SECTION (E)

SECTION (F)

SECTION (G)

PAINT SECTION

ED3 · ONE REQ'D. SPAN 4.

ONE - L G 6 × ¾ × 84'-10⅞ - ma (CRD. 25°0") 7/4
ONE - R 10 (U/M) × 1 × 34'-8⅛ - mb (CRV. 34°) 6/4
2 - BARS. G × 1 × 1'-5⅜ - md
ONE - BAR. G × 1 × 9⅛ - mf
6 - BARS. 2½ × ⅝ × 1'-1⅛ - ha
2 - BARS. 2½ × ⅝ × 1'-1⅛ - hb
5 - FILLS. G × ⅝ × 1'-3⅞ - mk
5 - FILLS. G × ⅝ × 1'-3⅞ - mm
4 - BEV. FILLS. G × ⅜ TO ⅞ × 1'-3⅞ - mp
ONE - BEV. FILL. G × ⅜ TO ⅝ × 1'-3⅞ - ms
5 - T.B. ⅜ Ø × 2¾ LG.
⅜" F. WELD × 6 9'-6
¼" F. WELD × 39'-5 (INTERM.)
⅜" ∠ WELD × 4'-10 (INTERM.)

17 - BARS. 5½ × ⅜ × 5½ - mh
ONE - BAR. G × 1'-9⅛ - mg

ED4 · ONE REQ'D. SPAN 5.

ONE - L - ma
ONE - R - mb
2 - BARS. md
ONE - BAR. mf
6 - BARS. ha
2 - BARS. hb
5 - FILLS. mk
5 - FILLS. mm
ONE - BEV. FILL. mp
3 - BEV. FILLS. G × ⅜ TO 1⅛ × 1'-3⅞ - mt
ONE - BEV. FILL. G × ⅜ TO ⅛ × 1'-3⅞ - my
5 - T.B. ⅞ Ø × 3" LG.
⅜" F. WELD × 6 9'-6
⅜" F. WELD × 39'-5 (INTERM.)
⅜" ∠ WELD × 4'-10 (INTERM.)

17 - BARS. mh
ONE - BAR. mg

ED3A · ONE REQ'D. SPAN 5.

ONE - LG × 6 × ¾ × 34'-10¼ - mc (CRV. 35°) 7/4
ONE - R - mb
2 - BARS. md
ONE - BAR. mf
6 - BARS. ha
2 - BARS. hb
5 - FILLS. mk
5 - FILLS. mm
3 - BEV. FILLS. G × ⅛ TO 1½ × 1'-3⅞ - maa
2 - BEV. FILLS. G × ⅝ TO 1⅛ × 1'-3⅞ - mab
17 - BARS. mh
5 - T.B. ⅞ Ø × 3" LG.
⅜" F. WELD × 6 9'-6
⅜" F. WELD × 39'-5 (INTERM.)
⅜" ∠ WELD × 4'-10 (INTERM.)

ONE - BAR. mg

ED4A · ONE REQ'D. SPAN 6.

ONE - L - mc
ONE - R - mb
2 - BARS. md
ONE - BAR. mf
6 - BARS. ha
2 - BARS. hb
5 - FILLS. mk
5 - FILLS. mm
2 - BEV. FILL. mab
2 - BEV. FILLS. G × ½ TO 1⅛ × 1'-3⅞ - mac
ONE - BEV. FILL. G × ½ TO 1 × 1'-3⅞ - mad
ONE - BAR. mg
17 - BARS. mh
5 - T.B. ⅞ Ø × 3" LG. SQ. H & N.
⅜" F. WELD × 6 9'-6
⅜" F. WELD × 39'-5 (INTERM.)
⅜" ∠ WELD × 4'-10 (INTERM.)

SHOP NOTE:
PROVIDE STIFF. L BOLTED ALONG EXP. DAM (5'-10" ON CTRS) TO HOLD DAM IN PROPER ALIGNMENT.

RIVETS - NONE.
OPEN HOLES - NOTED.
REAM - NONE.
MILLING - NONE.
PAINT - 3 SHOP COATS - AS PER SPEC'S. UNLESS NOTED - SEE SECTIONS.
WELDING - AS PER SPEC'S.
SHOP CONTACT SURFACES - NO PAINT.

MARK	a	b	c	d
mp	⅝	⅝	⅜	1"
ms	⅝	⅜	⅝	⅜
mt	⅜	1⅛	⅜	1⅛
my	1⅛	⅜	1⅛	⅜
mad	1⅛	–	–	1⅛
mab	⅜	–	–	1⅛
mac	1⅛	–	–	1⅛
mad	⅛	–	–	1"

TEMP.	
DEPT.	
LAYOUT	
FITTER	
SHOP INSP.	
PO. WK.	
E. SMITH	
MCH.	
SHRNT.	
O. INSP.	
WEIGHTS	
SHOP NO.	

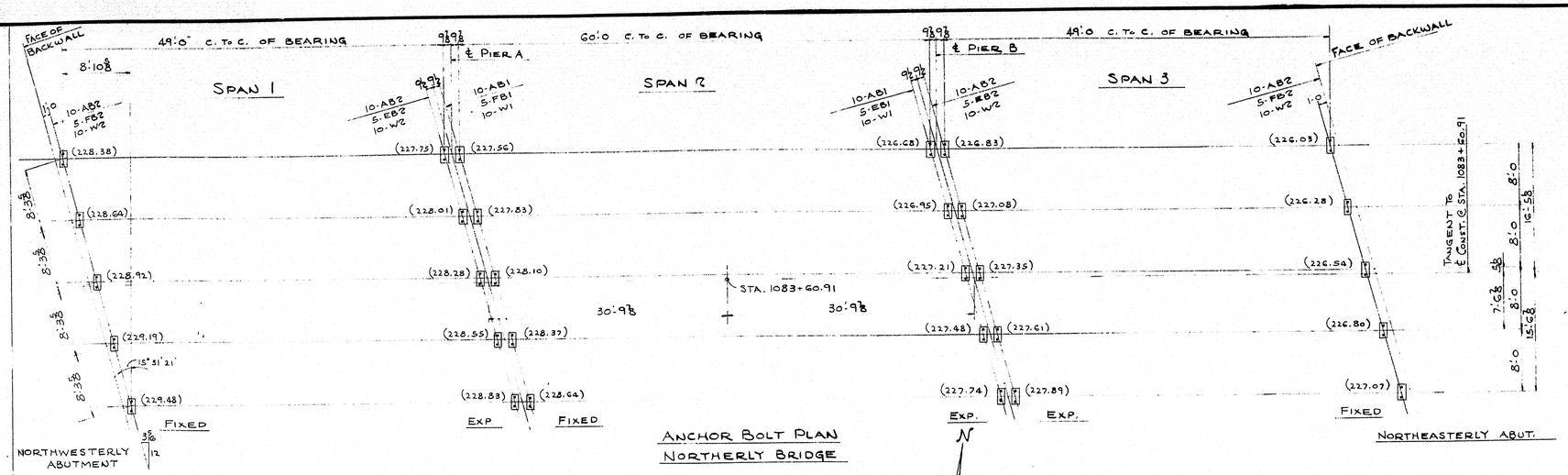
CUSTOMER - CALLAHAN BROS. INC. MECHANIC FALLS, ME.
STRUCTURE: INTERSTATE #95 BRIDGE OVER MAIN ST. WATERVILLE, MAINE.

BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH. WORKS
IN CHARGE HOOVAR-SEC. MADE BY S.
CHECKED BY E.R. 5/22/63 TRACED BY
REVISED LAST ASSEM. MK.

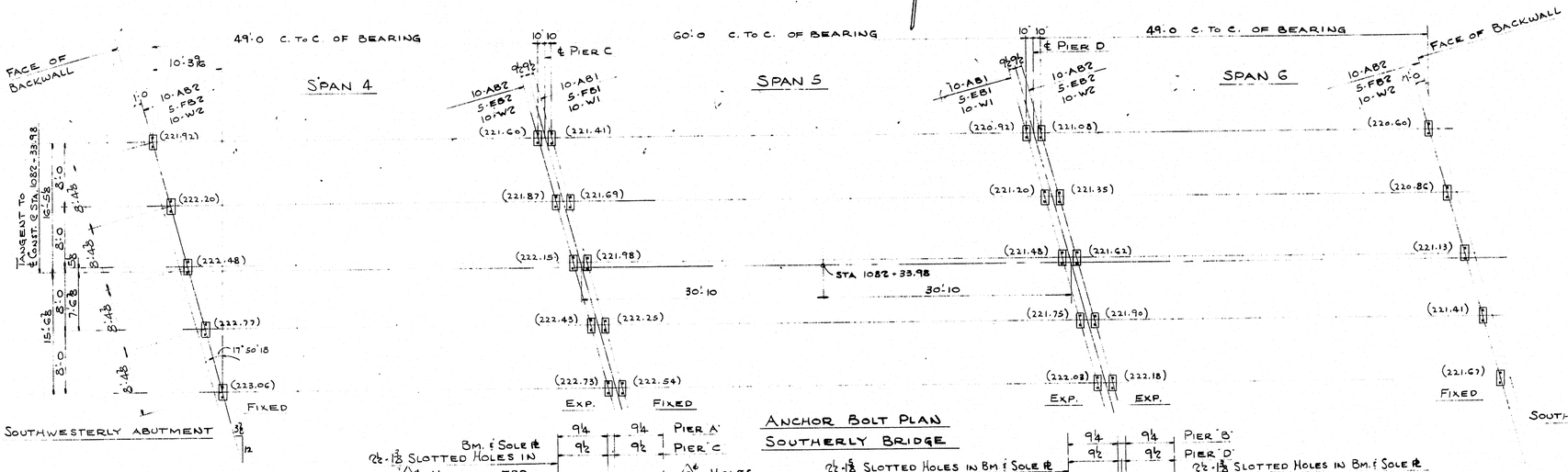
CONTRACT CP4433.

75-178 K

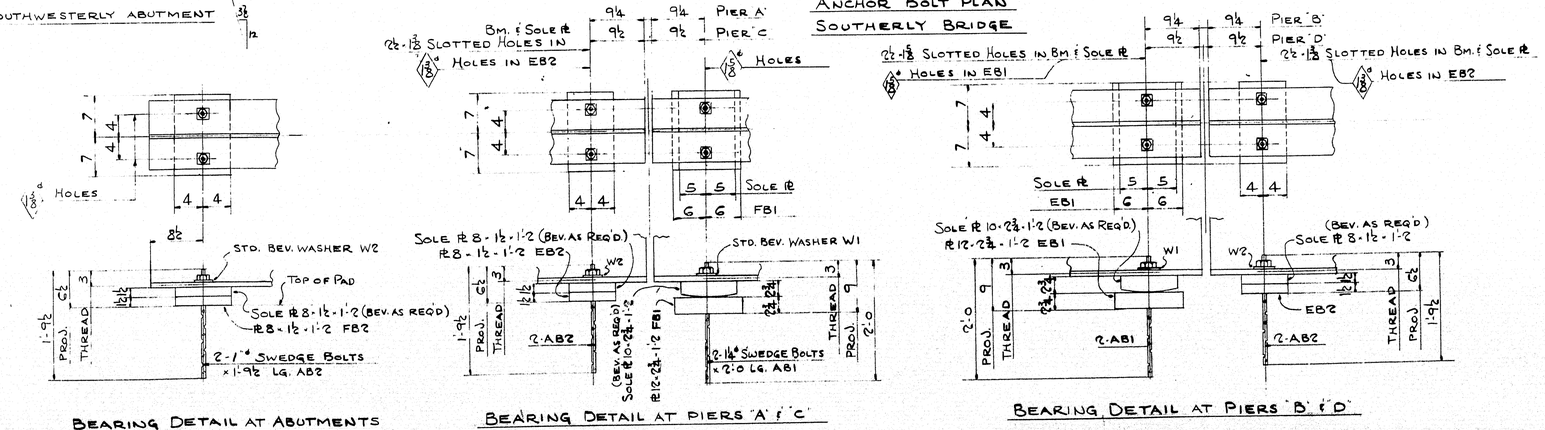
B.P.R. REG. No.	STATE	PROJECT No.	SHEET No.	TOTAL SHEETS
1	MAINE	1-95-6(24)		



ANCHOR BOLT PLAN NORTHERLY BRIDGE



ANCHOR BOLT PLAN SOUTHERLY BRIDGE



BEARING DETAIL AT ABUTMENTS

BEARING DETAIL AT PIERS 'A' & 'C'

BEARING DETAIL AT PIERS 'B' & 'D'

RIVETS
OPEN HOLES
REAM
MILLING
PAINT
WELDING
SHOP CONTACT SURFACES

GENERAL NOTES:

ERECTION BY OTHERS.

ELEVATIONS GIVEN THUS ( ) ARE TO TOP OF CONCRETE PAD.

ANCHOR BOLTS FURNISHED BY B.S. CO., SET BY OTHERS.

ALL DIMENSIONS ON THIS PLAN MUST BE STRICTLY ADHERED TO OR STEEL WILL NOT FIT. ANY ERRORS OR MISUNDERSTANDINGS ARE TO BE REPORTED TO THE BETHLEHEM DRAFTING ROOM AT ONCE.

MAT'L. SPECS. - MAINE STATE HWY. COMM.

ANCHOR BOLT PLAN

TEMP.	
SUPT.	
LAYOUT	
FITTER	
SHOP INSP.	
PD. WK.	
S. SMITH	
MCH.	
ERECT.	
O. INSP.	
WEIGHTS	

CUSTOMER: CALLAHAN BROS. INC. MECHANIC FALLS, ME.
STRUCTURE: INTERSTATE R^OA 95 BRIDGE OVER
MAIN ST. WATERVILLE, MAINE

BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH WORKS

IN CHARGE Hoover, Sec. | MADE BY B.T.
CHECKED BY S. 12-9-58 | TRACED BY
REVISED | LAST ASSEM. MK.

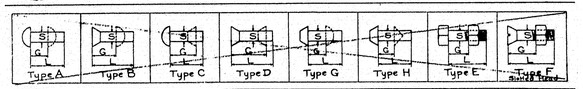
SHOP NO. | CONTRACT CP4433 | SHEET E1

75-178 A

FABRICATED STEEL CONSTRUCTION
2210 Rev A 3.55

SUMMARY OF FIELD RIVETS AND BOLTS

BETH ... DRAFTING ROOM ... BETH ... WORKS



Line	Number of Lots Each Piece Furn.	Actual No.	Connecting	Dwg. No.	RIVETS Type	Grip G	Length L	BOLTS Type	Head Hex Sq	Grip G	Length L	Length of Thd	NUTS No.	Hex or Sq.	Note	Weight
1	9	8	ED2 To B6, B7 B8 B9	8				Hex	2⅞	2½	4	Std.	9	Hex	801-4817	
2	24	22	ED1 To B1, B5	1					2⅞	2¾	4½		24			
3			ED1A To B2, B9, B10													
4			ED2 To B6, B7, B8, B9, B10													
5			ED3 To B15, B20													
6			ED3A To B21, B22, B23 B24 B25													
7			ED4 To B21, B22, B23, B24, B25													
8	33	31	ED1 To B1, B2, B3 B4, B5							2⅛	3	4½	33			
9			ED1A To B6, B7, B8, B9 B10													
10			ED2 To B10													
11			ED2A To B11, B13, B15													
12			ED3 To B16 B17 B18 B19 B20													
13			ED3A To B21, B22, B23, B24, B25													
14			ED4 To B24													
15			ED4A To B26 B27, B29, B30													
16	18	17	ED1 TO B2, B3 B4							3¼	3½	4½	18			
17			ED1A To B11, B13, B15 B14, B15													
18			ED3 To B17 B18 B19													
19			ED4A To B26, B27 B28, B29, B30	1												
20	3	2	ED2A To B14	8				Hex	3⅝	5	Std.		3	Hex		
21			ED4A To B28													
22	87	80														

No FURD. 87
ACTUAL No. 80
7 ABT 8%

ASR SF HEX HEAD
HIGH STRENGTH STRUCTURAL
BOLTS, CARBON STEEL HEAT
TREATED TO ASTM SPEC. A325
WITH ONE ASH SF HEX NUT.

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

A.S.T.M. A-325 HIGH STRENGTH BOLTS (NUTS ON BOLTS)

Summary of Sheet Nos. R ... Total Weight this Page ...

ALL BOLTS OVER 1½" Ø AND 3'-0" IN LENGTH TO BE BILLED AS RODS ON FORM NO. 3206.
FOR BOLTS OR RIVETS OF SPECIAL DESIGN, DRAW SKETCH ON THIS SHEET.

Gen'l Supt. / Shop Supt. — Layout Foreman — Temp. Shop / Mech. Shop — Smith Shop / Rod Shop — Loader / Shipper — Scale Bill — Purch. Dept. / Owners — Erection / S. Insp. — O. Insp. / App'l.

IN CHARGE OF ... Made by B.T. Date ... Rec. by ... Date ... CONTRACT CP4433
Checked by ... Date ... Shop No. ... Page No. SBH 1 of ... Use as B.F.P.

HOOVER SEC.

Customer CALLAHAN BROS. INC. MECHANIC FALLS, MAINE ... Structure INTERSTATE #95 BRIDGE OVER MAIN ST. WATERVILLE, MAINE

3211-12m-11/53-BSCo

BETHLEHEM STEEL COMPANY

FABRICATED STEEL CONSTRUCTION

BETH ... DRAFTING ROOM BETH ... WORKS

BILL OF MISCELLANEOUS MATERIAL

Line	No. Furn.	Actual No.	Description	Mark or Item No.	Weight	Requisition No.	Order No.
1							
2	87	80	8" x 2" HARDENED CUT STEEL WASHERS			801-4817	
3							
4							
5	87	80	7⅞" O.D. BEVELED HARDENED WASHERS 5% SLOPE PSC1-12				
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
21							
22							
23							
24							
25							
26							
27							
28							

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

Material:-
Specifications:- A.S.T.M. - A325
Machining:-
Paint:- ONE SHOP COAT
Shipment:- SHIP WITH MAIN STEEL
Inspection:-
Remarks:- TO BE USED WITH EXP. DAMS.

Gen'l Supt. / Shop Supt. — Layout Fitter — Temp. Shop / Mech. Shop — Smith Shop / Rod Shop — Loader / Shipper — Scale Bill — Purch. Dept. / Owners — Erection / S. Insp. — O. Insp. / App'l.

IN CHARGE OF ... Made by B.T. Date ... Rec. by ... Date ... CONTRACT CP4433
Checked by ... Date ... Shop No. ... Bill Page No. M. 3 of ... Use as B.F.P.

HOOVER SEC.

Customer CALLAHAN BROS. INC. MECHANIC FALLS, MAINE ... Structure INTERSTATE #95 BRIDGE OVER MAIN ST. WATERVILLE, MAINE

3211-12m-11/53-BSCo

BETHLEHEM STEEL COMPANY

FABRICATED STEEL CONSTRUCTION

BETH ... DRAFTING ROOM BETH ... WORKS

BILL OF MISCELLANEOUS MATERIAL

Line	No.	Description	Mark or Item No.	Weight	Requisition No.	Order No.
1	40	STANDARD BEVEL WASHERS	BW21			
2	80	STANDARD BEVEL WASHERS	BW17			
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						
25						
26						
27						
28						

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

Material:-
Specifications:-
Machining:-
Paint:- ONE SHOP COAT
Shipment:- SHIP WITH MAIN STEEL
Inspection:-
Remarks:- TO BE USED WITH ANCHOR BOLTS

Gen'l Supt. / Shop Supt. — Layout Fitter — Temp. Shop / Mech. Shop — Smith Shop / Rod Shop — Loader / Shipper — Scale Bill — Purch. Dept. / Owners — Erection / S. Insp. — O. Insp. / App'l.

IN CHARGE OF ... Made by B.T. Date ... Rec. by ... Date ... CONTRACT CP4433
Checked by ... Date ... Shop No. ... Bill Page No. M. 2 of ... Use as B.F.P.

HOOVER SEC.

Customer CALLAHAN BROS. INC. MECHANIC FALLS, MAINE ... Structure INTERSTATE #95 BRIDGE OVER MAIN ST. WATERVILLE, MAINE

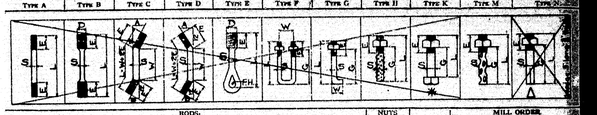
3206-2m-10/54-BSCo

BETHLEHEM STEEL COMPANY

FABRICATED STEEL CONSTRUCTION

BETH ... DRAFTING ROOM BETH ... WORKS

BILL OF RODS



Line	No. of rods	Mark	Type	Spec. Grade	RODS: Length L Ft.	In.	DETAIL INFORMATION Heavy A	B	Screw R	D	Direct	Plus Extra Full	Upset Ends	NUTS No.	Spec. No.	Weight each with nuts	MILL ORDER No. of pcs.	Shanks	Length Ft.	In.	Remarks
1	40	A81	M	1A	2	0			3		R.H.			40	Hex						RES.
2	80	A82	M	1	1	9½			3		R.H.			80	Hex						
3														4							
4																					
5	NUTS TO BE AMERICAN STD. HEAVY																				
6																					
7																					
8																					
9																					
10	ADVANCE SHIPMENT																				
11																					
12																					
13																					
14																					
15	B.P.R. REG. No. 1	STATE MAINE	PROJECT No. 1-95-6 (24)	SHEET No.	TOTAL SHEETS																
16																					
17																					
18																					
19																					
20																					
21																					
22																					
23																					
24																					
25																					
26																					
27																					
28																					

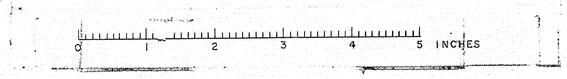
TOTAL WEIGHT OF MATERIAL ON THIS PAGE ... PAINT— NONE - EXCEPT THREADS OILED

*Bill all Type K bolts 36" Ø to 1¼" Ø incl. up to 2'-0" incl. in length on bolt list, form 3210.

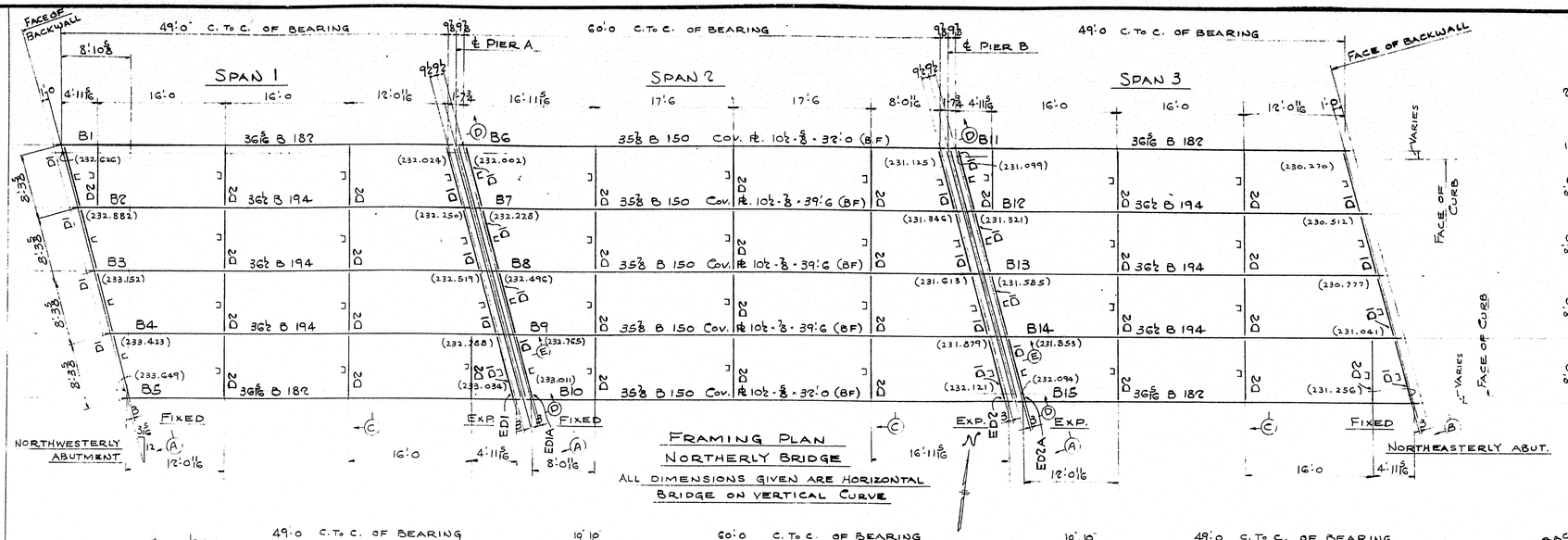
Gen'l Supt. / Shop Supt. — Layout Fitter — Temp. Shop / Mech. Shop — Smith Shop / Rod Shop — Loader / Shipper — Scale Bill — Purch. Dept. / Owners — Erection / S. Insp. — O. Insp. / App'l.

IN CHARGE OF HOOVER SEC. ... Made by B.T. Date ... Rec. by ... Date ... CONTRACT CP4433
Checked by ... Date ... Shop No. ... Bill Page No. M. 1 of ... Use as B.F.P.

Customer CALLAHAN BROS. INC. MECHANIC FALLS, MAINE ... Structure INTERSTATE #95 BRIDGE OVER MAIN ST. WATERVILLE, MAINE

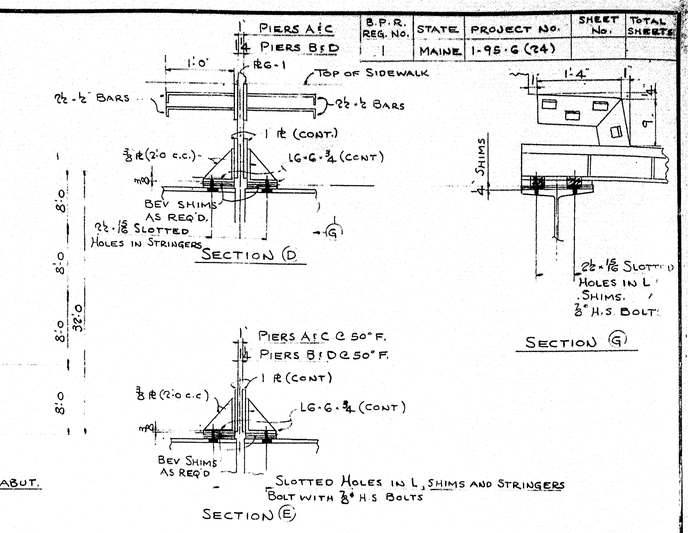


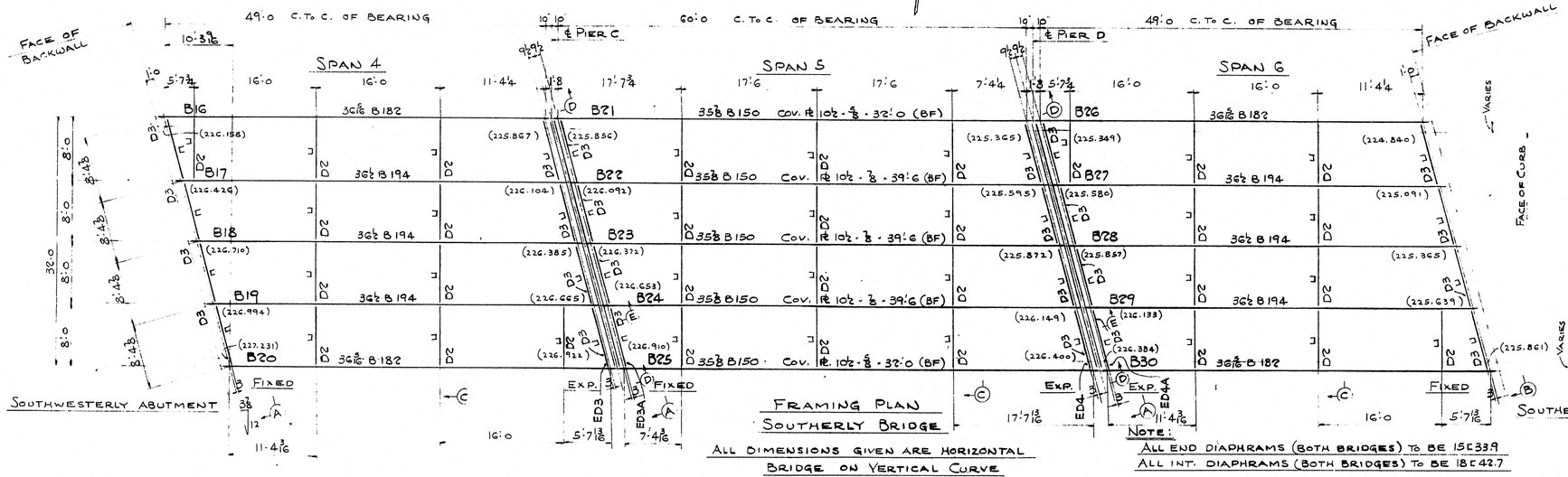
B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET No.	TOTAL SHEETS
1	MAINE	I-95-6(24)		



FRAMING PLAN
NORTHERLY BRIDGE

ALL DIMENSIONS GIVEN ARE HORIZONTAL
BRIDGE ON VERTICAL CURVE

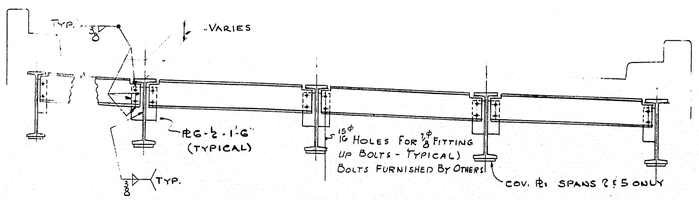




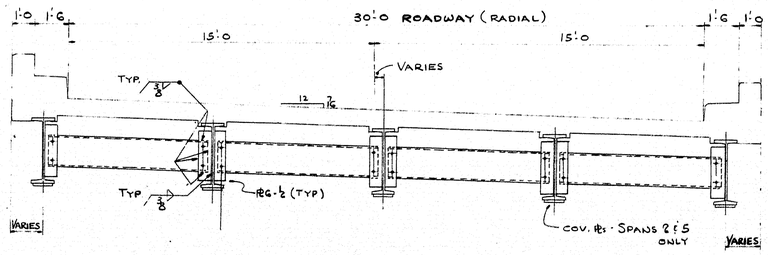
FRAMING PLAN
SOUTHERLY BRIDGE

ALL DIMENSIONS GIVEN ARE HORIZONTAL
BRIDGE ON VERTICAL CURVE

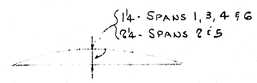
NOTE:
ALL END DIAPHRAMS (BOTH BRIDGES) TO BE 15C33.9
ALL INT. DIAPHRAMS (BOTH BRIDGES) TO BE 18C42.7



SECTION (A)
SECTION (B) OPP.



SECTION (C)



CAMBER DIAGRAM

FRAMING PLAN

LIST OF DRAWINGS	
SHEET No.	DESCRIPTION
E1	ANCHOR BOLT PLAN
E2	FRAMING PLAN
1	BEARING DETAILS
2	STRINGER DETAILS
3	↓
4	
5	
6	
7	STRINGER DETAILS
8	DIAPHRAGM DETAILS
9	EXP. DAM DETAILS
10	EXP. DAM DETAILS
M1	ANCHOR BOLTS
M2	WASHERS
SBHI	FIELD BOLTS

ERECTOR NOTE:

ELEVATIONS GIVEN THUS ( ) ON PLAN AT PIERS, ARE FIN. GRADE ELEVATIONS ALONG ℄ OF BEARINGS AT ℄ STRINGERS ℄ FACE OF CURB.

GENERAL NOTES:

PAINT - ONE SHOP COAT AS PER SPECS, MAT'L. SPECS. - MAINE STATE HWY. COMM.

ALL WELDING SHALL CONFORM TO THE CURRENT SPECS. FOR WELDED HWY. ℄ RAILWAY BRIDGES OF THE AMERICAN WELDING SOCIETY.

MEMBERS SHALL BE ERECTED WITH THEIR MARKS IN THE SAME RELATIVE POSITION AS SHOWN ON THIS PLAN.

ALL HOLES, CUTS, BLOCKS, ETC. FOR OTHER TRADES MUST BE SHOWN ON THIS PLAN AT TIME OF APPROVAL, OTHERWISE WORK MUST BE DONE IN THE FIELD AT NO EXPENSE TO BETHLEHEM STEEL CO

FOR ELEVATIONS AND DETAILS NOT SHOWN, REFER TO DESIGN DWGS.

RIVETS
OPEN HOLES
REAM
MILLING
PAINT
WELDING
SHOP CONTACT SURFACES

TEMP.	
SUPT.	
LAYOUT	
FITTER	
SHOP INSP.	
PC. WK.	
S. SMITH	
MCH.	
ERECT.	
O. INSP.	
WEIGHTS	

CUSTOMER: CALLAHAN BROS. INC. MECHANIC FALLS, M.
STRUCTURE: INTERSTATE #95 BRIDGE OVER MAIN ST. WATERVILLE, MAINE

BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH WORKS

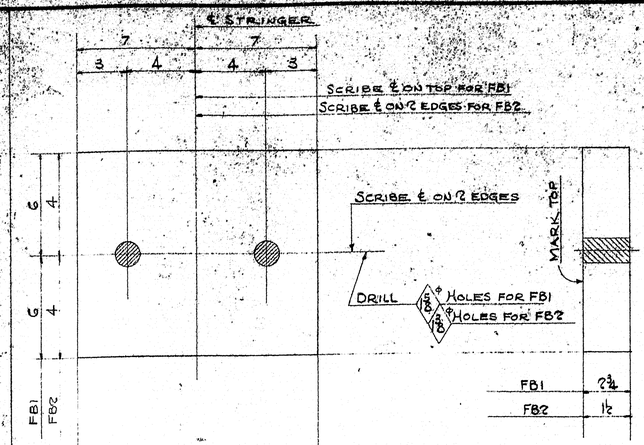
IN CHARGE Hoover SEC. MADE BY B.T.
CHECKED BY S. 12-9-58 TRACED BY
REVISED LAST ASSEM. MK.

SHOP NO.
CONTRACT CP4433
SHEET E2

7000-300-2,56-3MCo

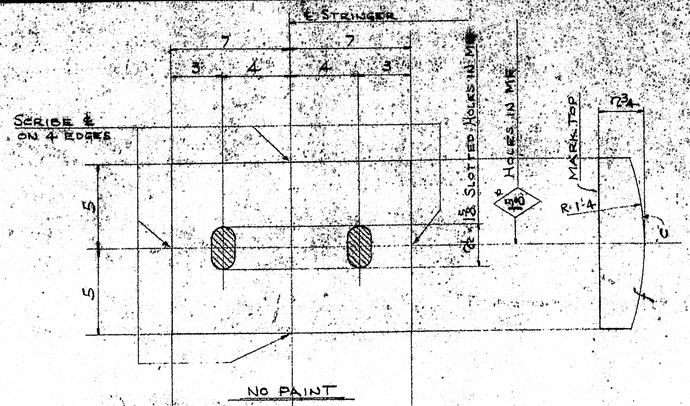
75-178 B

0 1 2 3 4 5 INCHES



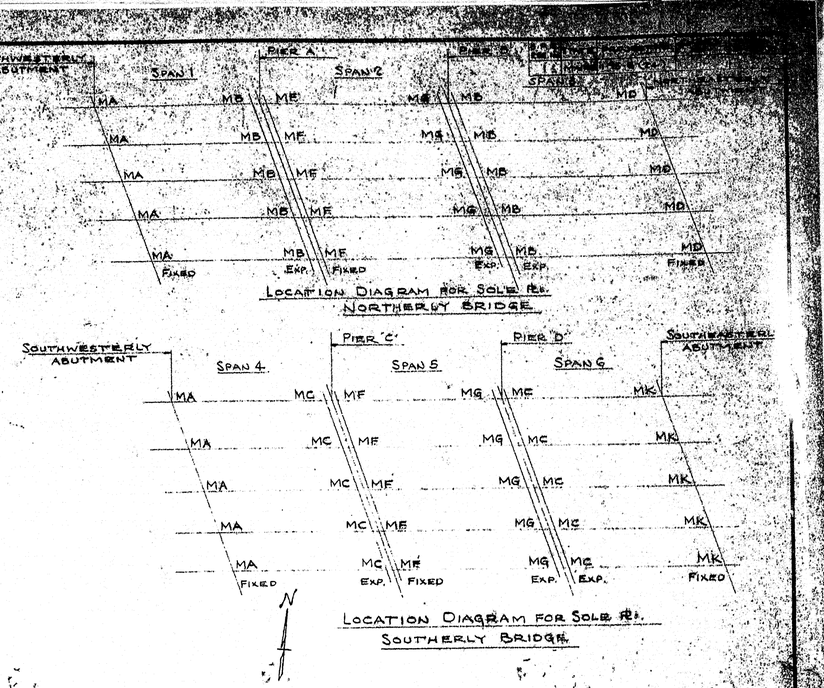
MK.	NO. REQ'D.	
FB1	10	PL 12 · 7¾ · 1-2 (ORD.) 10/4
FB2	20	PL 8 · 1½ · 1-2 (ORD.) 10/8

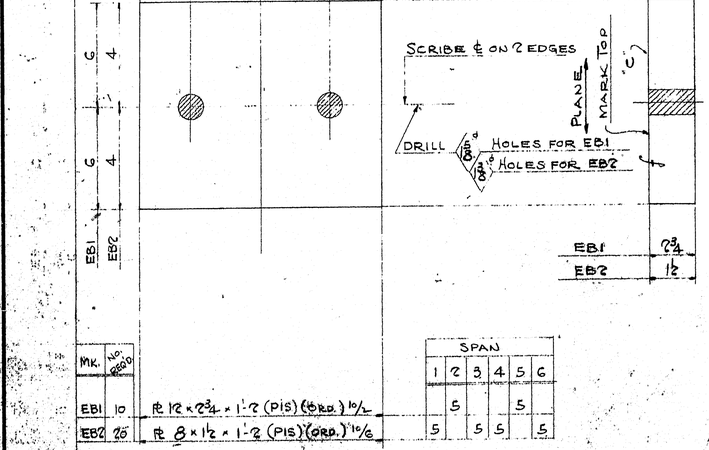
SPAN					
1	2	3	4	5	6
	5			5	
5		5	5		5



MARK	NO. REQ'D.	
MF	10	PL 10 · 7¾ (PIS) · 1-2 (ORD.) 10/12
MG	10	PL 10 · 7¾ (PIS) · 1-2 (ORD.) 10/12

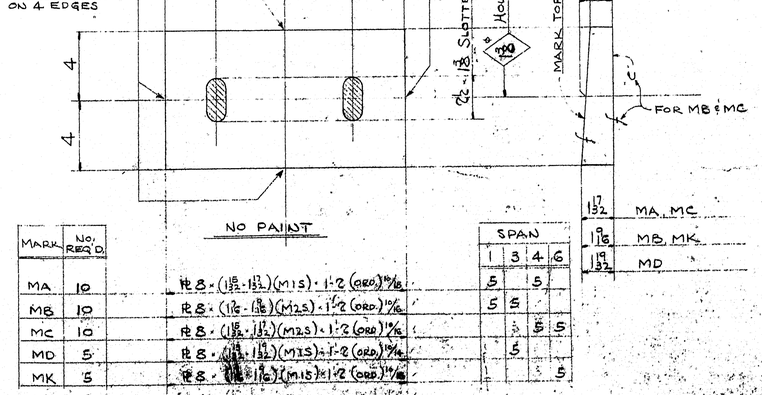
SPAN	
2	5
5	5
5	5





MK.	NO. REQ'D.	
EB1	10	PL 12 × 7¾ × 1'-2 (PIS) (ORD.) 10/2
EB2	20	PL 8 × 1½ × 1'-2 (PIS) (ORD.) 10/8

SPAN					
1	2	3	4	5	6
	5			5	
5		5	5		5



MARK	NO. REQ'D.	
MA	10	PL 8 · (1 15/32 · 1 17/32) (M1S) · 1-2 (ORD.) 10/16
MB	10	PL 8 · (1 1/16 · 1 19/32) (M2S) · 1-2 (ORD.) 10/16
MC	10	PL 8 · (1 15/32 · 1 17/32) (M2S) · 1-2 (ORD.) 10/16
MD	5	PL 8 · (1 15/32 · 1 17/32) (M1S) · 1-2 (ORD.) 10/16
MK	5	PL 8 · (1 1/16 · 1 19/32) (M1S) · 1-2 (ORD.) 10/16

SPAN			
1	3	4	6
5		5	
5	5		
		5	5
	5		
			5

1 15/32 MA, MC
1 1/16 MB, MK
1 13/32 MD
1½
1 17/32 MA, MC
1 19/32 MB, MK
1 19/32 MD

SHOP NOTE:

PLATES TO BE PRESS STRAIGHTENED IF NECESSARY TO INSURE FLATNESS.

GENERAL NOTES:

SOLE PL'S MA TO MK INCL. NOT TO BE PAINTED UNTIL FINAL ASSEMBLY TO STRINGERS.

PLATES FB1, FB2, EB1 AND EB2 MAY BE SHIPPED DIRECT TO SITE.

SURFACES MARKED C TO BE GIVEN ONE COAT OF A MIXTURE OF WHITE LEAD & TALLOW.

MAT'L SPECS. - A.S.T.M. A7

BEARING DETAILS

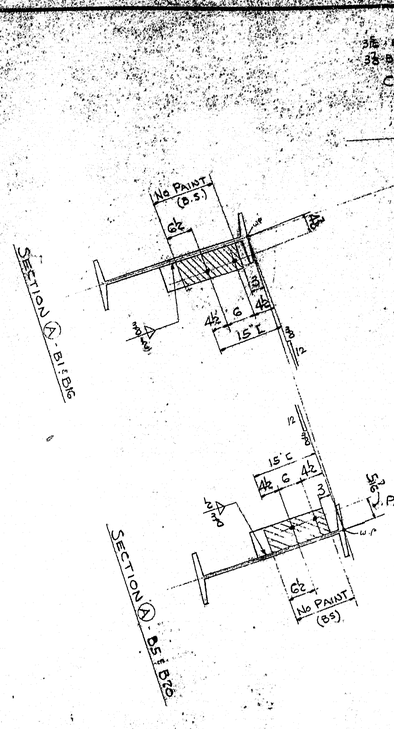
RIVETS
OPEN HOLES AS NOTED
REAM
MILLING
PAINT ONE COAT UNLESS NOTED & SURFACES MARKED 'C'
WELDING
SHOP CONTACT SURFACES

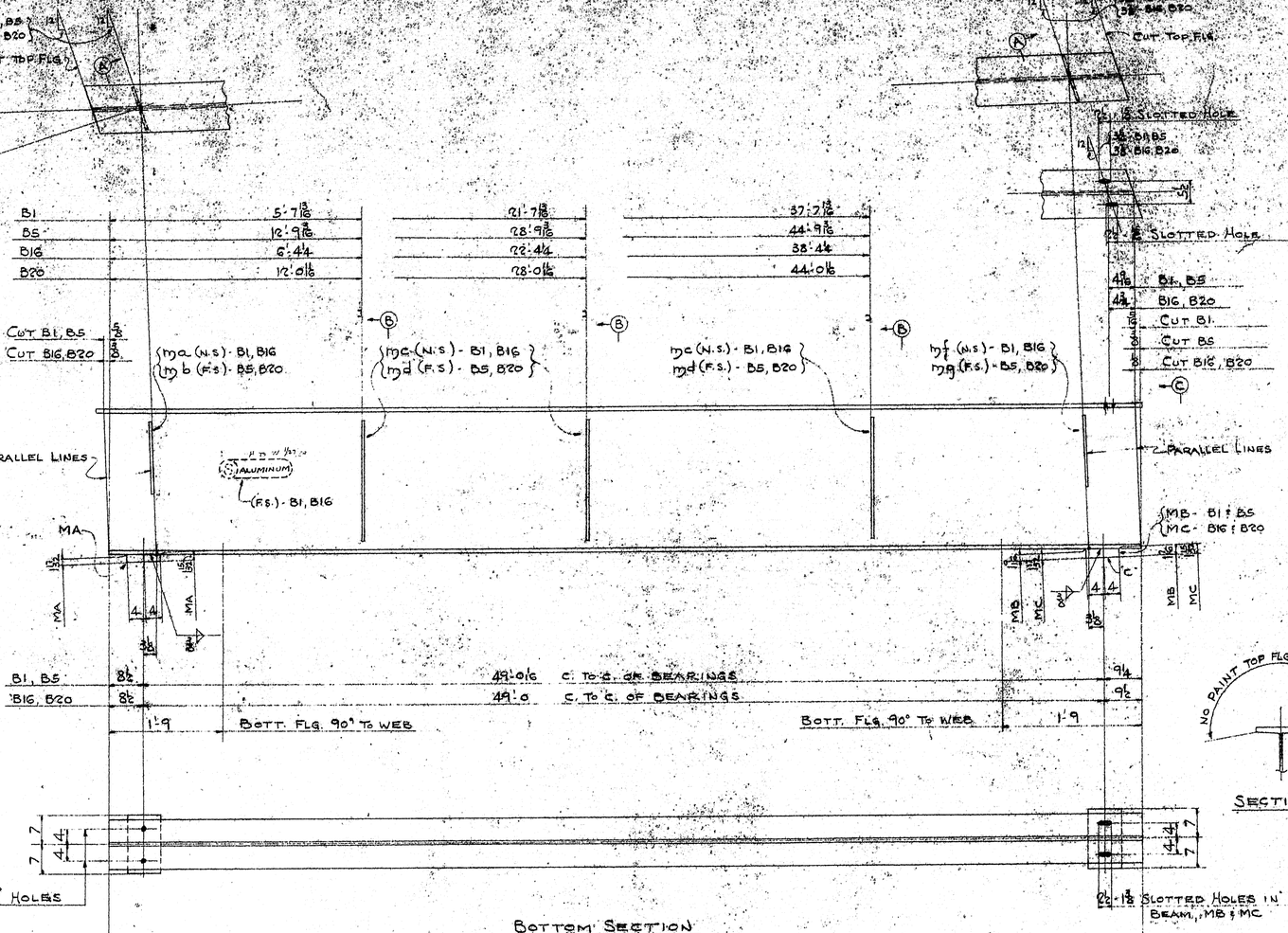
TEMP.	
DUPL.	
LAYOUT	
ASS'D.	
SHOP BKD.	
FD. WK.	
E. SMITH	
MISC.	
CHECK	
O. K. FOR	
WEIGHTS	

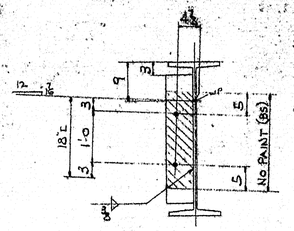
Customer: Callahan Bros. Inc. Medford, Mass.
Structure: Interstate "95" Bridge over Main St. Waterville, Maine
BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM, Penna. WORKS
IN CHARGE Hoover Sec. MADE BY S.T.
CHECKED BY S.V.D./J.S. TRACED BY
REVISED LAST ASSIGN. MK.
SHOP NO. CONTRACT CPA433 SHEET 75-178 C

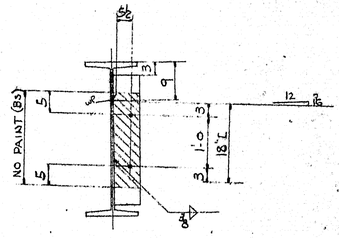
0 1 2 3 4 5 INCHES

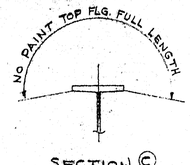
F.A. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	195-6 (34)		

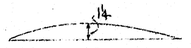












LONGITUDINAL DIMENSIONS ARE MEASURED PARALLEL TO CHORD LINE.

SURFACES MARKED 'C' TO BE GIVEN ONE COAT OF A HOT MIXTURE OF WHITE LEAD AND TALLOW.

BOTTOM SECTION

MARK	NO. REQ'D.	SPAN
B1	ONE	1
B5	ONE	1
B16	ONE	4
B20	ONE	4

B - 36 5/16 - 182 - 50'-5 13/16 (ORD. 51'-0 CUT 50'-9 7/16) 3/8
B - 36 5/16 - 182 - 50'-5 13/16 (ORD. 51'-0 CUT 50'-9 7/16) 3/8
B - 36 5/16 - 182 - 50'-6 (ORD. 51'-0 CUT 50'-10 1/8) 7/16
B - 36 5/16 - 182 - 50'-6 (ORD. 51'-0 CUT 50'-10 1/8) 7/16

4 - PLS. 8 - (15 1/2 - 13 1/2) (M15) = 1'-2 MA
2 - PLS. 8 - (17 1/2 - 15 1/2) (M25) = 1'-2 MB - B1 & B5
2 - PLS. 8 - (15 1/2 - 13 1/2) (M25) = 1'-2 MC - B16 & B20
(ORD & DET. ON SHEET #1) DO NOT DUPLICATE

2 - PLS. 6 x ⅜ - 1'-6 MA - B1 & B16 (ORD. 18 1/2 - 16'-6) 5/16
2 - PLS. 8 x ½ - 1'-6 MB - B5 & B20
6 - PLS. 6 x ⅜ - 2'-6 MC - B5 & B16 (ORD. 23'-2 - 16'-6) 5/16
2 - PLS. 6 x ⅜ - 2'-6 MD - B5 & B20
2 - PLS. 6 x ⅜ - 3'-6 MF - B1 & B16 (ORD. 12'-1 - 15'-4) 5/16
2 - PLS. 8 x ½ - 1'-6 MG - B5 & B20
½ F. WELD - 12.0 (5.0 EA. PC.)
⅜ F. WELD - 53.0 (22.9 EA. PC.)

STRINGER DETAILS

TEMP.	
SUPT.	
LAYOUT	
PATTERN	
SHOP PREP.	
OXL. MFG.	
V. WASTE	
ASSY.	
PAINT	
SHIPPING	
SHOP NO.	

RIVETS
OVER HOLES 1⅛" UNLESS NOTED
REAM
DRILLING
PAINT ONE SHOP COAT AS PER SPECS. UNLESS NOTED
WELDING AS PER SPECS.
SHOP CONTACT SURFACES NO PAINT

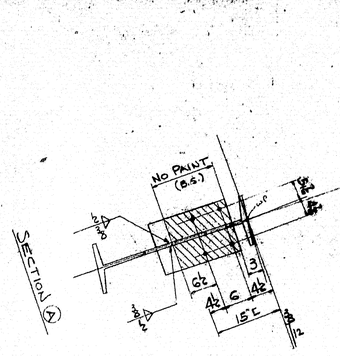
CUSTOMER: CALLAHAN BROS. INC. MECHANICVILLE, N.Y.
STRUCTURE: INTERSTATE #95 BRIDGE OVER MAIN ST. WATERVILLE, MAINE.

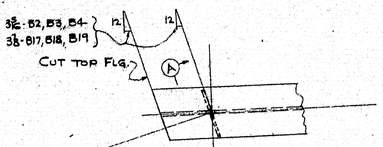
BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH. WORKS
IN CHARGE Hoover 3 DEC. MADE BY AT
CHECKED BY T. TUCCI TRACED BY
REVISED LAST AREA No.
CONTRACT CP1433 SHEET 2

75-170 C

0 1 2 3 4 5 INCHES

B.F.R. REQ. NO.	STATE	PROJECT NO.	SHEET NO.	SHEET TOTAL
1	MAINE	1-95-6 (24)		





B2	3'-5⅜	19'-5⅜	35'-5⅜
B3 - B18	17'-2½	33'-2½	
B4	14'-11⅞	30'-11⅞	46'-11⅞
B17	3'-9⅞	19'-9⅞	35'-9⅞
B19	14'-7⅝	30'-7⅝	46'-7⅝

CUT B2, B3, B4 — 9/16
CUT B17, B18, B19 — 3/8

ma (N.S.) mb (F.S.)

mc (N.S.) md (F.S.) - B3, B4, B18, B19
md (F.S.) - B2, B17

mc (N.S.) md (F.S.)

mc (N.S.) md (F.S.) - B2, B17
mc (N.S.) - B4, B19

mf (N.S.) mg (F.S.)

PARALLEL LINES

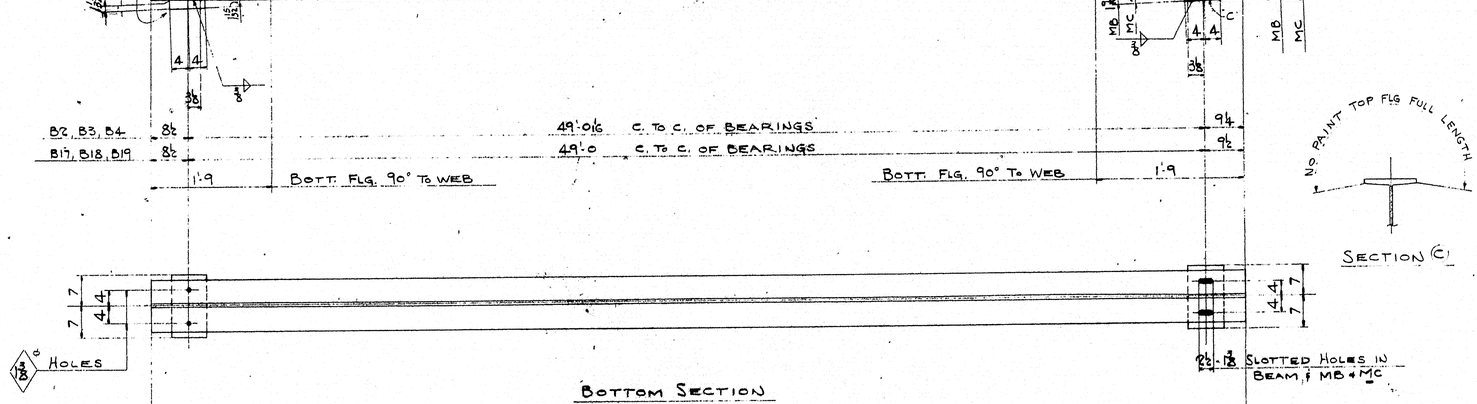
MA

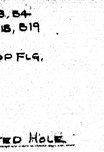
B2, B3, B4 — 8½
B17, B18, B19 — 8½

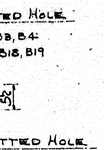
49'-0⅛ C. TO C. OF BEARINGS
49'-0 C. TO C. OF BEARINGS

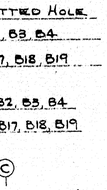
BOTT. FLG. 90° TO WEB — 1'-9

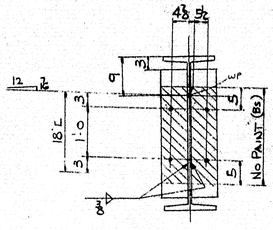
BOTT. FLG. 90° TO WEB — 1'-9





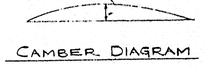






SECTION (B)

SECTION (C)



CAMBER DIAGRAM

LONGITUDINAL DIMENSIONS ARE MEASURED PARALLEL TO CHORD LINE

BOTTOM SECTION

MARK	NO. REQ'D.	SPAN
B2	ONE	1
B3	ONE	1
B4	ONE	1
B17	ONE	4
B18	ONE	4
B19	ONE	4

B - 36½ - 194 - 50'-5⅛ (ORD. 51'-0 CUT 50'-9⅝) ¾
B - 36½ - 194 - 50'-5⅛ (ORD. 51'-0 CUT 50'-9⅝) ¾
B - 36½ - 194 - 50'-5⅛ (ORD. 51'-0 CUT 50'-9⅝) ¾
B - 36½ - 194 - 50'-6 (ORD. 51'-0 CUT 50'-10⅜) ¾
B - 36½ - 194 - 50'-6 (ORD. 51'-0 CUT 50'-10⅜) ¾
B - 36½ - 194 - 50'-6 (ORD. 51'-0 CUT 50'-10⅜) ¾

6 - PL - 8 × (1 5/32 - 1 17/32) (M15) × 1'-2 MA
8 - PL - 8 × (1 1/16 - 1 9/16) (M25) × 1'-2 MB - B2, B3, B4
3 - PL - 8 × (1 5/32 - 1 17/32) (M25) × 1'-2 MC - B17, B18, B19
} (ORD. ⁵ DETAILED ON SHEET #1) DO NOT DUPLICATE

6 - PL - G3½ - ½ - 1'-6 ma
6 - PL - G3½ - ½ - 1'-6 mb
} (ORD. 18 - ½ - 16'-6) 5/16

14 - PL - G3½ - ½ - 2'-6 mc {5 - B4, B19; 2 - OTHERS}
14 - PL - G3½ - ½ - 2'-6 md {3 - B2, B17; 2 - OTHERS}
} (ORD. 30 - ½ - 16'-6) 5/16

6 - PL - G3½ - ½ - 1'-6 mf
6 - PL - G3½ - ½ - 1'-6 mg
} (ORD. 18 - ½ - 15'-6) 5/16

½" F. WELD × 36'-0 (6'-0 EA. PC.)
⅜ F. WELD × 192'-0 {28'-8 — B3, B18; 33'-8 — OTHERS}

STRINGER DETAILS

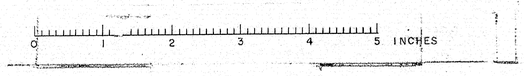
RIVETS —
OPEN HOLES 15/16 UNLESS NOTED
REAM
MILLING
PAINT ONE SHOP COAT AS PER SPECS UNLESS NOTED
WELDING AS PER SPECS.
SHOP CONTACT SURFACES NO PAINT

TEMP.	
BUFF.	
LAYOUT	
FITTER	
SHOP INSP.	
PL. WK.	
R. SMITH	
MCH.	
ERECT.	
O. INSP.	
WRIGHTS	

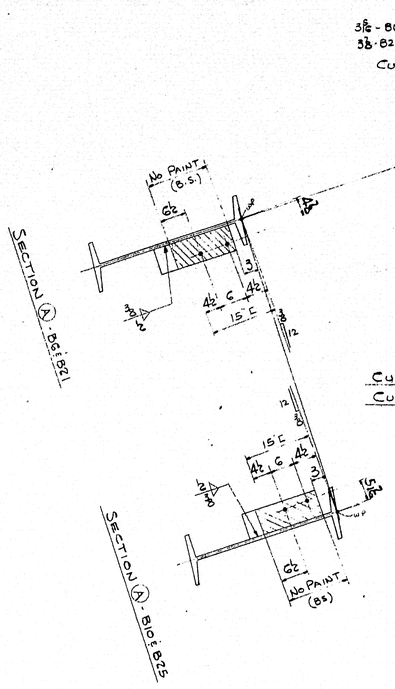
CUSTOMER: CALLAHAN BROS. INC., MECHANIC FALLS, MAINE
STRUCTURE: INTERSTATE #95 BRIDGE OVER
MAIN ST. WATERVILLE, MAINE

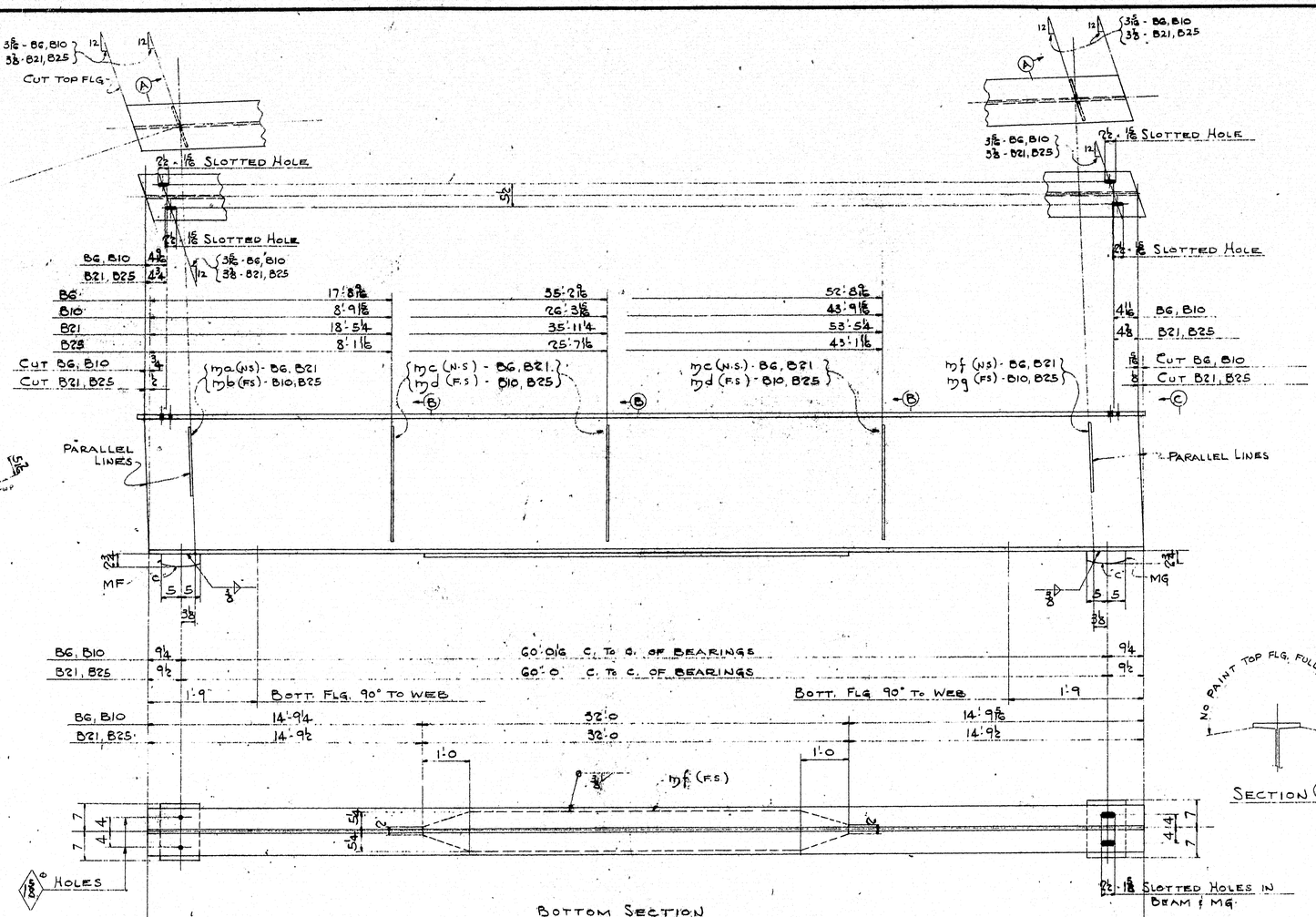
BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH WORKS
IN CHARGE HOOVER, SEC. MADE BY B.T.
CHECKED BY S. 12.22.58 TRACED BY
REVISED LAST ASSEM. MK.
SHOP NO. CONTRACT CP4433 SHEET 3

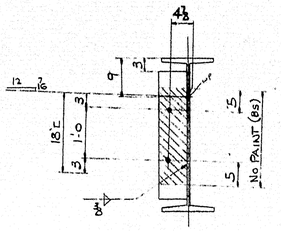
75-178 D

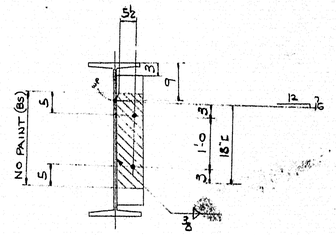


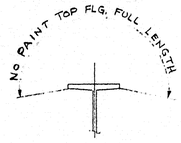
B.P.R. REG. No.	STATE	PROJECT No.	SHEET No.	TOTAL SHEETS
1	MAINE	1-95-6(24)		











LONGITUDINAL DIMENSIONS ARE MEASURED PARALLEL TO CHORD LINE.

SURFACES MARKED "C" TO BE GIVEN ONE COAT OF A HOT MIXTURE OF WHITE LEAD AND TALLOW.

MARK	NO. REQ'D.	SPAN
BG	ONE	2
B10	ONE	2
B21	ONE	5
B25	ONE	5

BOTTOM SECTION

B - 35⅜ × 150 × 61'-6 9/16 (ORD. 62'-0 CUT 61'-10⅝) A.S.T.M. A373 ¼
B - 35⅜ × 150 - 61'-6 9/16 (ORD. 62'-0 CUT 61'-10⅝) A.S.T.M. A373 ¼
B - 35⅜ × 150 × 61'-7 (ORD 62'-1 CUT 61'-11¼) A.S.T.M. A373 ⅓
B - 35⅜ × 150 × 61'-7 (ORD 62'-1 CUT 61'-11¼) A.S.T.M. A373 ⅓

4 - Pls. 10 - 2¾ (PIS) - 1'-2 MF } (ORD. & DET. ON SHEET * 1)
4 - Pls. 10 - 2¾ (PIS) - 1'-2 MG } DO NOT DUPLICATE

4 - Cov. Pl - 10½ (U.M) - ⅝ × 32'-0 mf (ORD) 5/5 (A.S.T.M. A373)

2 - Pls. - 6¾ × ½ × 1'-6 ma - BG & B21 }
2 - Pls. - 6¾ - ½ × 1'-6 mb - B10 & B25 } (ORD. 18 - ½ - 16'-6) 5/6
6 - Pls. - 6¾ - ½ × 2'-6 mc - BG & B21 }
6 - Pls. - 6¾ - ½ × 2'-6 md - B10 & B25 } (ORD. 30 - ½ - 16'-6) 5/4
2 - Pls. - 6¾ - ½ × 1'-6 mf - BG & B21 }
2 - Pls. - 6¾ - ½ × 1'-6 mg - B10 & B25 } (ORD. 18 - ½ - 16'-6) 5/6

½ F. WELD × 12'-0 (3'-0 EA. PC.)
⅜ F. WELD × 344'-0 (86'-0 EA. PC.)

STRINGER DETAILS

RIVETS —
OPEN HOLES 15/16" UNLESS NOTED
REAM
MILLING
PAINT ONE SHOP COAT AS PER SPECS. UNLESS NOTED
WELDING AS PER SPECS.
SHOP CONTACT SURFACES NO PAINT

TEMP.	
SUPT.	
LAYOUT	
FITTER	
SHOP INSP.	
PCL. WK.	
S. SMITH	
MCH.	
ERECT.	
O. INSP.	
WEIGHTS	

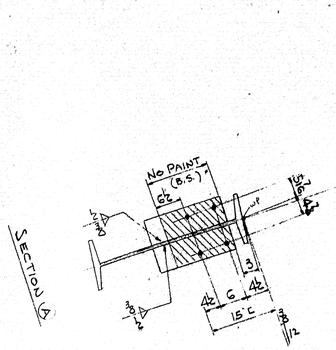
CUSTOMER: CALLAHAN BROS. INC., MECHANIC FALLS, MAINE
STRUCTURE: INTERSTATE * 95 BRIDGE OVER MAIN ST., WATERVILLE, MAINE.

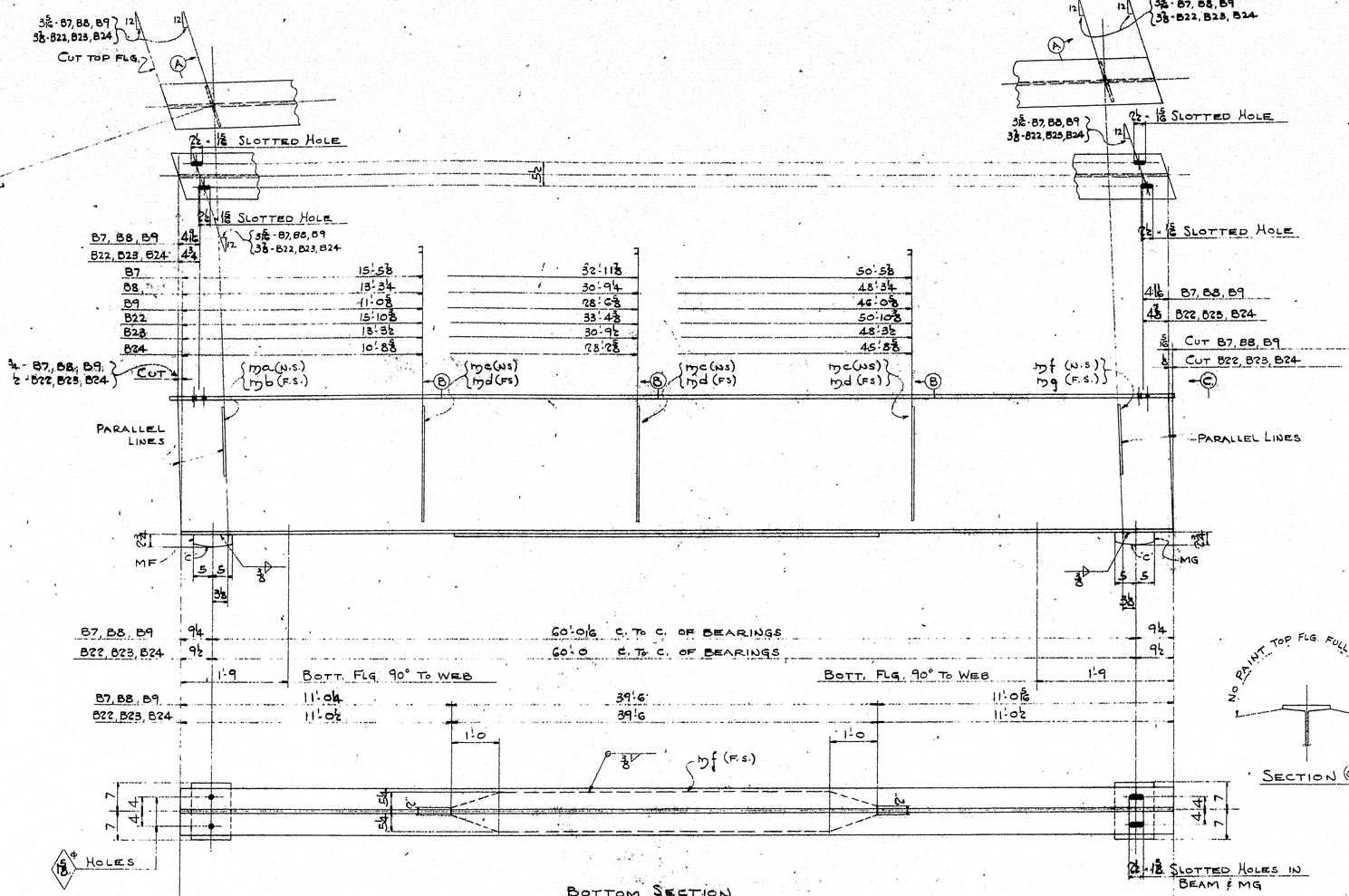
BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM DETH WORKS
IN CHARGE HOOVER SEC. MADE BY B.T.
CHECKED BY S. 12-22-50 TRACED BY
REVISED LAST ASSEM. MK.
SHOP NO. CONTRACT CP4433 SHEET 4

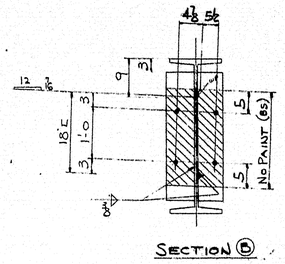
75-178 E

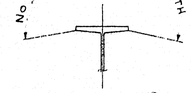
0 1 2 3 4 5 INCHES

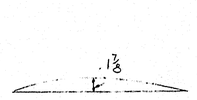
B.P.R. REG. No.	STATE	PROJECT No.	SHEET No.	TOTAL SHEETS
1	MAINE	I-95-6 (24)		











Longitudinal dimensions are measured parallel to chord line.

Surfaces marked "C" to be given one coat of a hot mixture of white lead and tallow.

Bottom Section

Mark	No. Req'd.	Span			
B7	One	?	B- 35⅜ - 150 - G1'-6⅞	(Ord. 62'-0 Cut G1'-10⅝) A.S.T.M. A373	¼
B8	One	?	B- 35⅜ - 150 - G1'-6⅞	(Ord. 62'-0 Cut G1'-10⅝) A.S.T.M. A373	¼
B9	One	?	B- 35⅜ - 150 - G1'-6⅞	(Ord. 62'-0 Cut G1'-10⅝) A.S.T.M. A373	¼
B22	One	5	B- 35⅜ - 150 - G1'-7	(Ord. 62'-1 Cut G1'-11¼) A.S.T.M. A373	⅓
B23	One	5	B- 35⅜ - 150 - G1'-7	(Ord. 62'-1 Cut G1'-11¼) A.S.T.M. A373	⅓
B24	One	5	B- 35⅜ - 150 - G1'-7	(Ord. 62'-1 Cut G1'-11¼) A.S.T.M. A373	⅓

G - Fl. - 10 - 7¾ (PIS) × 1'-2 - MF } (Ord. ℄ Det. on Sheet #1)
G - Fl. - 10 - 7¾ (PIS) × 1'-2 - MG } Do not duplicate

G - Cov. Pl. - 10½ (U.M.) × ⅞ × 39'-6 mf (Grd.) ¾
(ASTM. A 373)

G - Fl. - G½ - 2 - 1'-6 ma }
G - Fl. - G½ - 2 - 1'-6 mb } (Ord. 18 - 2 - 16'-6) 5/6
18 - Fl. - G½ - 2 - 6'-6 mc }
18 - Fl. - G½ - 2 - 6'-6 md } (Ord. 30 - 2 - 16'-6) 5/6
G - Fl. - G½ - 2 - 1'-6 mf }
G - Fl. - G½ - 2 - 1'-6 mg } (Ord. 18 - 2 - 16'-6) 5/6
⅜ F. Weld - 36'-0 (6'-6 ea. pc.)
⅜ F. Weld - 214'-0 (119'-0 ea. pc.)

Rivets —
Open Holes 15/16" unless noted
Ream
Milling
Paint one shop coat as per specs. unless noted
Welding As per Specs.
Shop Contact Surfaces No Paint.

Stringer Details

Temp.	
Supt. Layouts	
Fitters	
Shop Insp.	
Pd. Wk.	
E. Smith	
Insp.	
Engrs.	
D. Insp.	
Weights	

Customer: Callahan Bros. Inc. Mechanic Falls, Maine
Structure: Interstate #95 Bridge over Main St. Waterville, Maine

BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM Beth. WORKS
IN CHARGE Hoover Sec. MADE BY B.T.
CHECKED BY S. 12-28-58 TRACED BY
REVISED LAST ASSEM. MK.
Shop No.
CONTRACT CP4433 75-178F SHEET 5