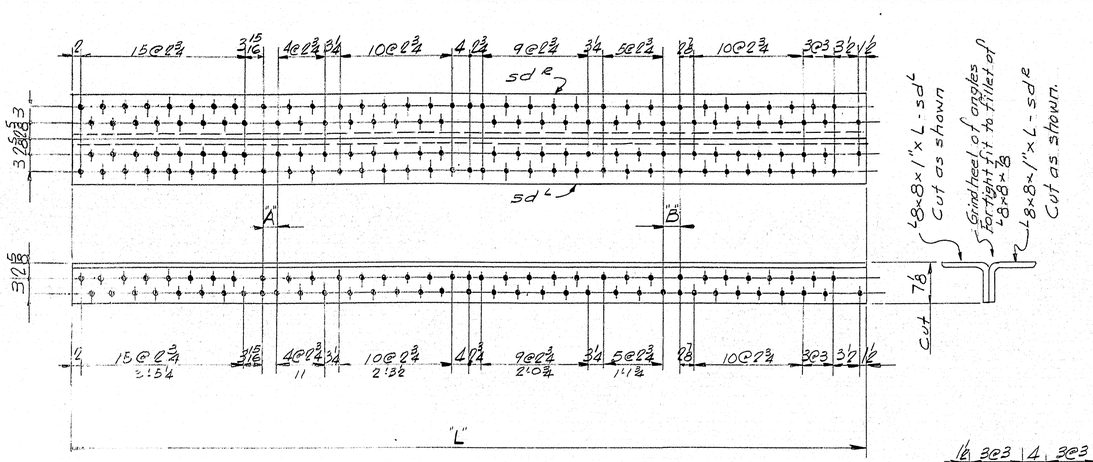
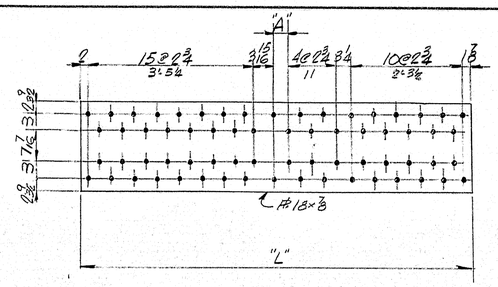
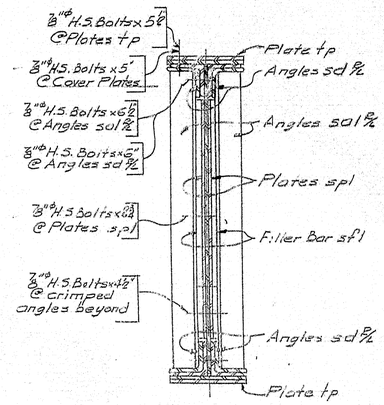


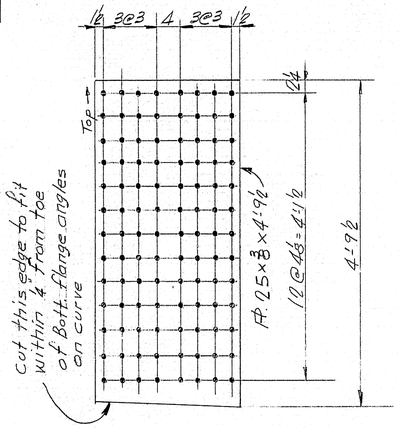
"A"	"B"	"L"	MARK	No.	LOCATION
3 1/16	4 ¼	15'9⅞	s1d½	8	TOP-SPLICE #1-LINES A-B-C & D
2 15/16	4 3/8	15'9⅞	s2d½	4	TOP-SPLICE #4-LINES A & B
3 1/16	4 3/8	15'9¼	s3d½	4	TOP-SPLICE #4-LINES C & D
3 3/16	4 3/8	15'9⅜	s4d½	16	BOTT-SPLICE #1 & 4-LINES A-B-C & D



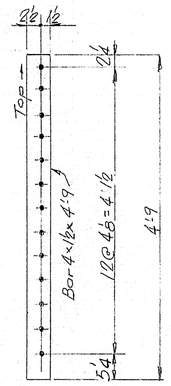
"A"	"L"	MARK	No.	LOCATION
3 1/16	7'10⅛	tp3	8	BOTT-SPLICE #1 & 4-LINES A-B-C & D



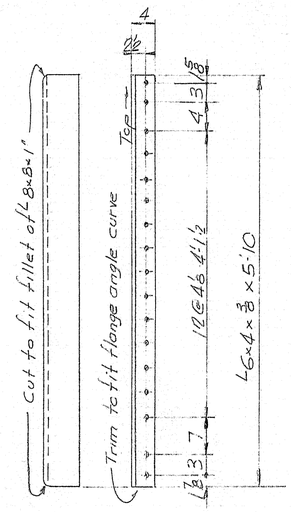
SECTION THROUGH BOLTED SPLICE



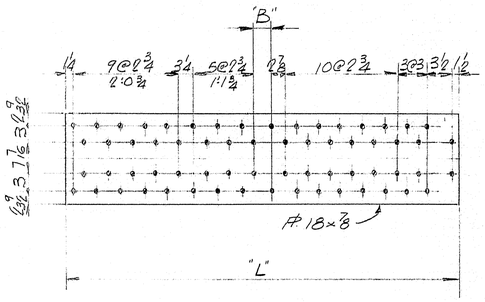
sp1 - 16 Req'd



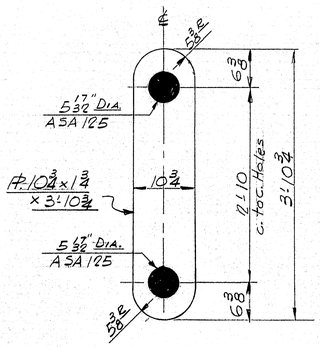
sf1 - 16 Req'd



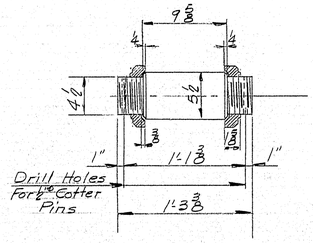
sa1R. 8 Req'd - As Shown
sa1L - 8 Req'd - Opp. Hand



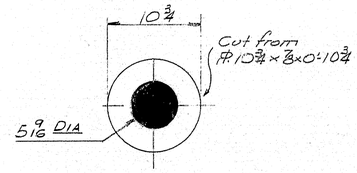
"B"	"L"	MARK	No.	LOCATION
4 ¼	7'7⅜	tp1	4	TOP-SPLICE #1-LINES A-B-C & D
4 3/8	7'7¾	tp2	4	TOP-SPLICE #4-LINES A-B-C & D



pc1 - 16 Req'd.



PIN DETAIL
16 Req'd



pc2 - 32 Req'd

FOR SECTION THROUGH PIN CONNECTION SEE DWG. 9.60.515

NOTES:

See 'General Notes' Dwg 9-60-515

APP. 9-22-59

FIELD SPLICE-COMPONENT DETAILS

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

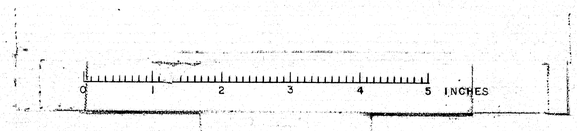
INTERSTATE #95 - OVER MESSALONSKEE STREAM
WATERVILLE, MAINE.

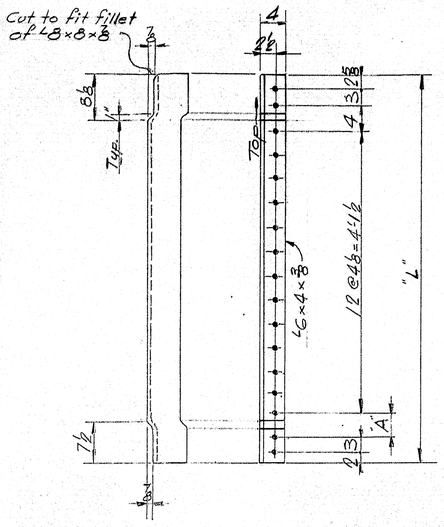
CUSTOMER Gianchette Bros.
DESIGNER The Clarkeson Engr. Co.

DRAWN	6.24.59	J.P.F.
REVISION	9.30.59	J.P.F.
REVISION		
REVISION		

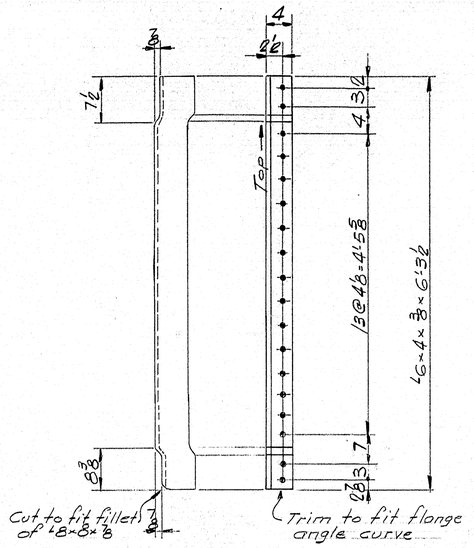
ORDER NO. Verbal
DWG. NO. 9-60-536

77-178

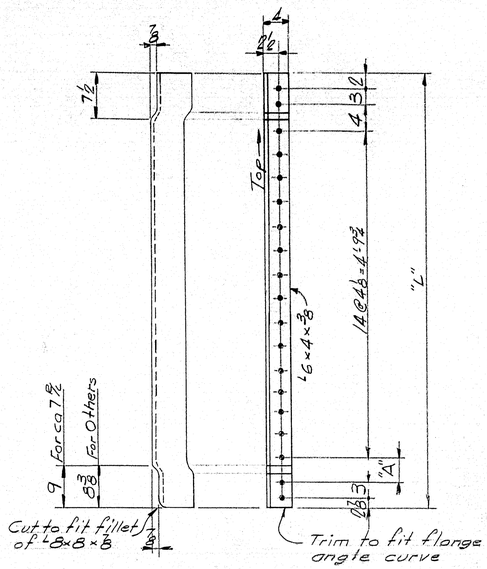




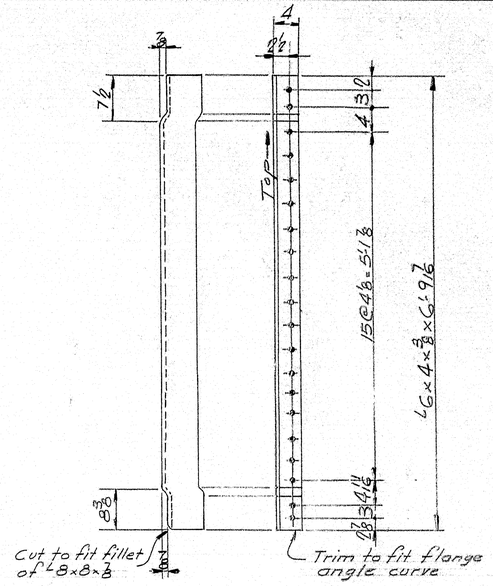
"A"	"L"	No.	MARK	NOTES
4	5'8⅛	88	col^{R}	As Shown
		88	col^{L}	Opp. Hand
4¼	5'8⅜	8	col^{R}	As Shown
		8	col^{L}	Opp. Hand
5 3/16	5'9 5/16	8	ca3^{R}	As Shown
		8	ca3^{L}	Opp. Hand



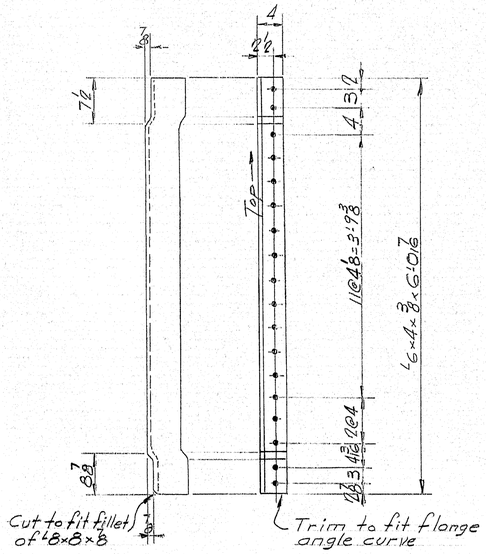
ca4^{R} - 8 Req'd. - As Shown
ca4^{L} - 8 Req'd. - Opp. Hand



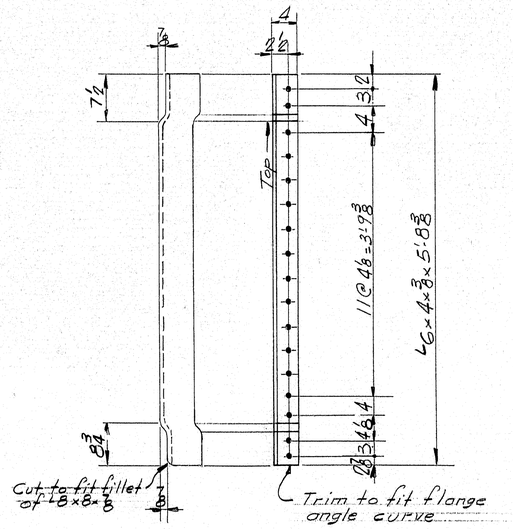
"A"	"L"	No.	MARK	NOTES
4 1/16	6'5 5/16	8	ca5^{R}	As Shown
		8	ca5^{L}	Opp. Hand
6 5/8	6'7¼	8	ca6^{R}	As Shown
		8	ca6^{L}	Opp. Hand
5¼	6'5 7/8	8	ca7^{R}	As Shown
		8	ca7^{L}	Opp. Hand



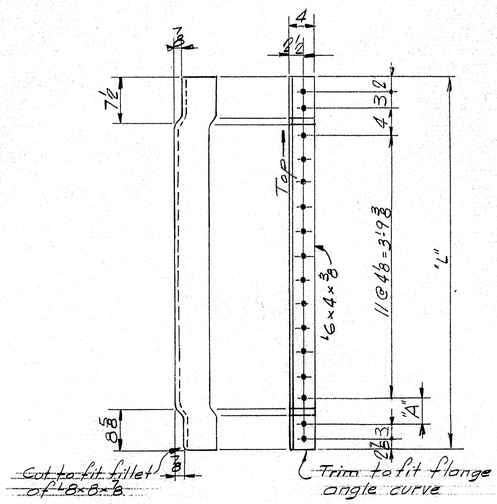
ca8^{R} - 8 Req'd. - As Shown
ca8^{L} - 8 Req'd. - Opp. Hand



ca9^{R} - 8 Req'd. - As Shown
ca9^{L} - 8 Req'd. - Opp. Hand.



ca10^{R} - 8 Req'd. - As Shown.
ca10^{L} - 8 Req'd. - Opp. Hand.



"A"	"L"	No.	MARK	NOTES
5½	5'5 3/4	8	col2^{R}	As Shown
		8	col2^{L}	Opp. Hand
4¼	5'4½	8	col2^{R}	As Shown.
		8	col2^{L}	Opp. Hand

NOTES:

See 'GENERAL NOTES' Dwg. 9-60-515

CRIMPED ANGLE DETAILS

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

INTERSTATE #95 - OVER MESSALONSKEE STREAM
WATERVILLE, MAINE

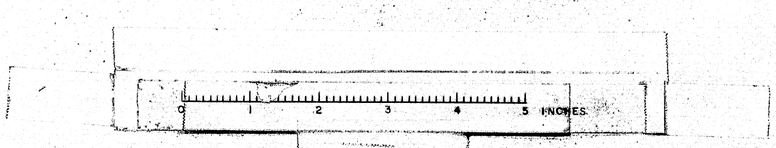
CUSTOMER CIANCHETTE BROS.
DESIGNER THE CLARKESON ENGR. CO.

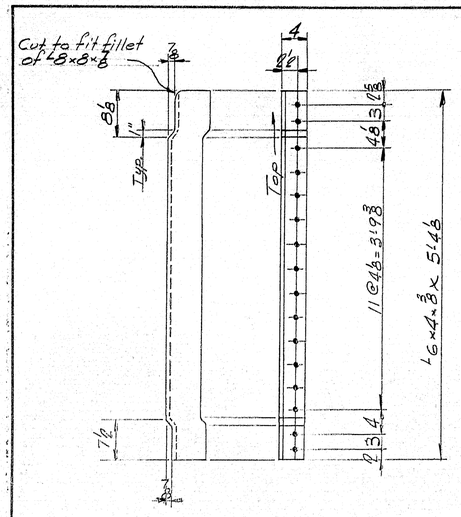
ORDER NO. VERBAL | DWG. NO. 9-60-537

APP. 9-22-59

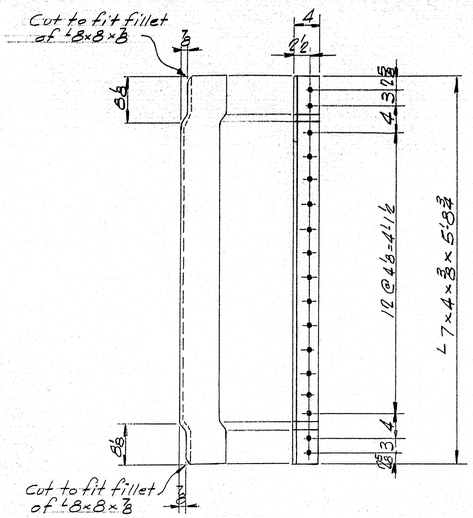
DRAWN	6-25-59	J.P.F.
REVISION	9-28-59	J.P.F.
REVISION		
REVISION		

77-179

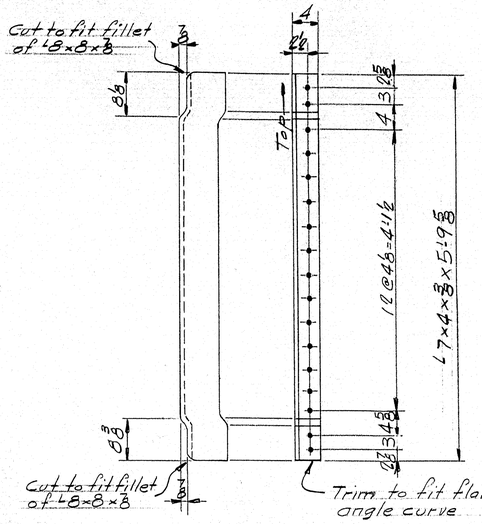




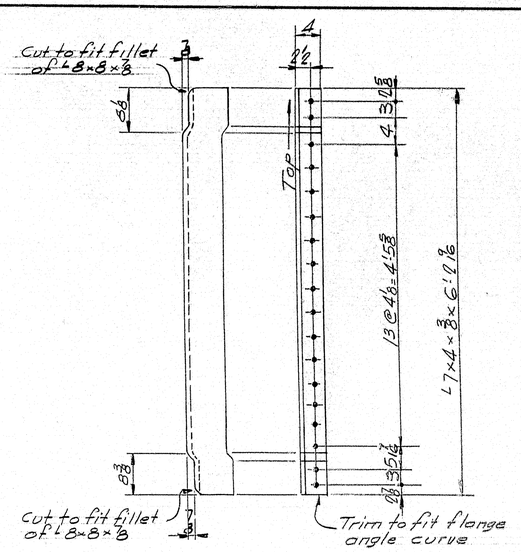
ca 13R - 64 Req'd.- As Shown.
ca 13L - 64 Req'd.- Opp. Hand.



ca 14 - 16 Req'd.- As Shown.



ca 15R - 4 Req'd.- As Shown
ca 15L - 4 Req'd.- Opp. Hand.



ca 16R - 4 Req'd.- As Shown.
ca 16L - 4 Req'd.- Opp. Hand.

ca 17R - 4 Req'd.- As Shown
ca 17L - 4 Req'd.- Opp. Hand

"A"	"L"	No	Mark	Notes
5 3/4	5'-8 3/4	8	ca18R	As Shown
		8	ca18L	Opp. Hand
7 15/16	5'-10 15/16	8	ca19R	As Shown
		8	ca19L	Opp. Hand

ca 20 - 4 Req'd.- As Shown.

NOTES:
See "General Notes" Dwg. 9-60-515

CRIMPED ANGLE DETAILS

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

INTERSTATE #95 - OVER MESSALONSKEE STREAM
WATERVILLE, MAINE

CUSTOMER CIANCHETTE BROS.
DESIGNER THE CLARKESON ENGR. CO.

DRAWN	6-26-59	J.P.F.
REVISION	9-28-59	J.P.F.
REVISION		
REVISION		

APPROVED 9-22-59

ORDER NO. VERBAL DWG. NO. 9-60-538

(L)

77 - 180

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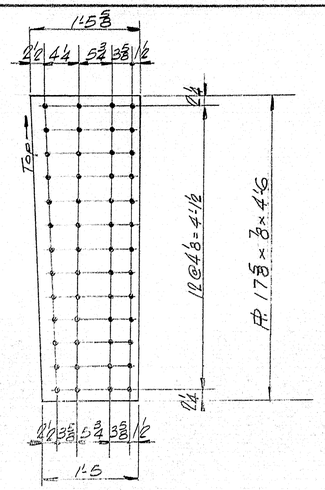

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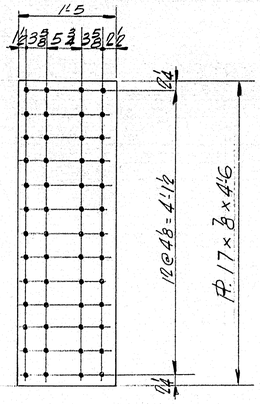

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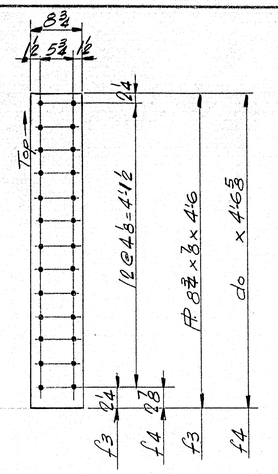

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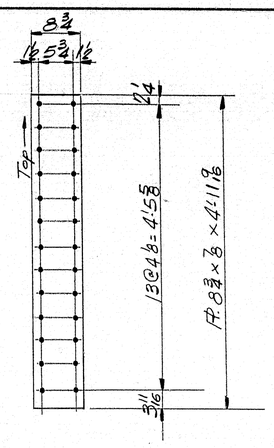
f4 - 8 Req'd. - As Noted



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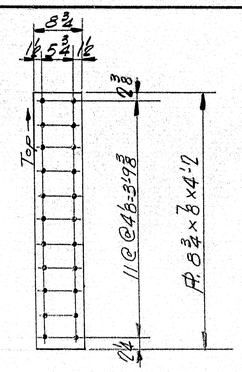

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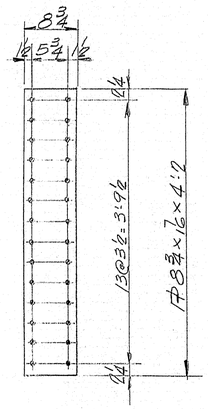

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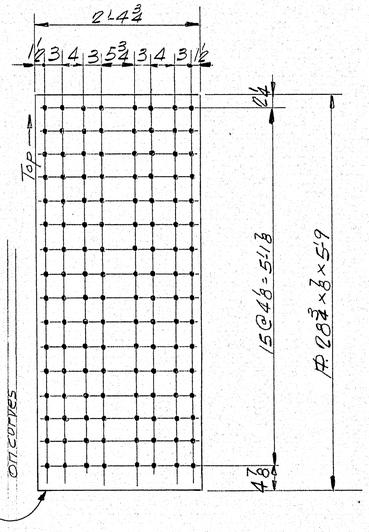
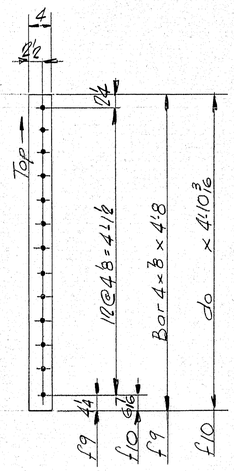
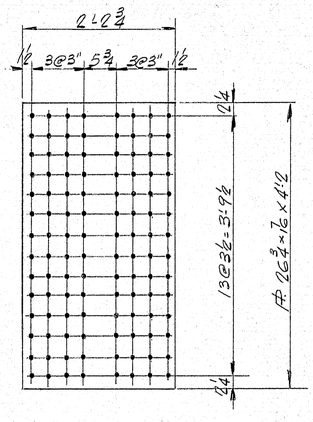


f8 - 16 Req'd



f9 - 16 Req'd. - As Noted
f10 - 16 Req'd. - As Noted



spl - 8 Req'd.

NOTES:
See "General Notes" Dwg. 9-60-515

FILLER DETAILS

Bancroft & Martin Rollings Mills Company
South Portland 7, Maine

INTERSTATE #95 - OVER MESSONSKEE STREAM
WATERVILLE, MAINE

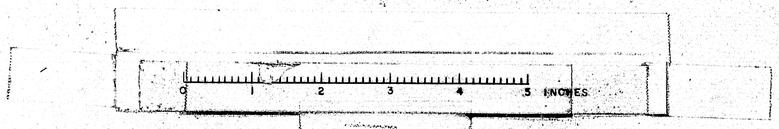
CUSTOMER Cianchette Bros.
DESIGNER The Clarkeson Engr. Co.

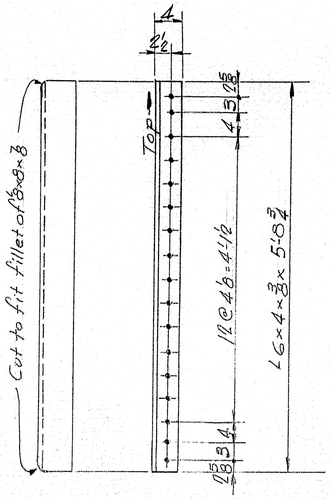
ORDER NO. Verbal | DWG. NO. 9-60-539

DRAWN	6-26-59	J.P.F.
REVISION	9-28-59	J.P.F.
REVISION		
REVISION		

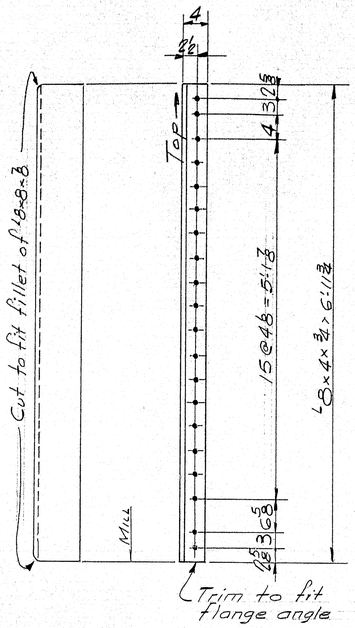
Apr. 9-22-59

77-181

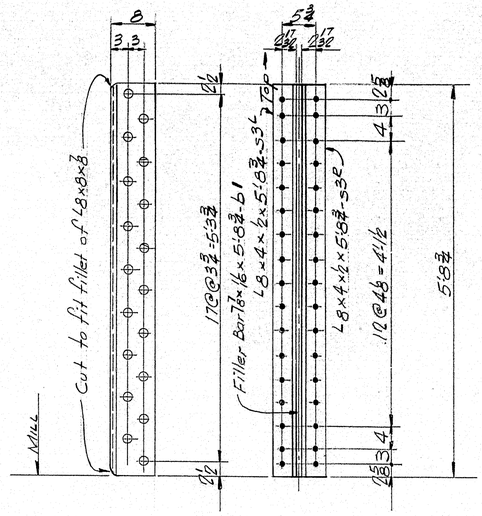




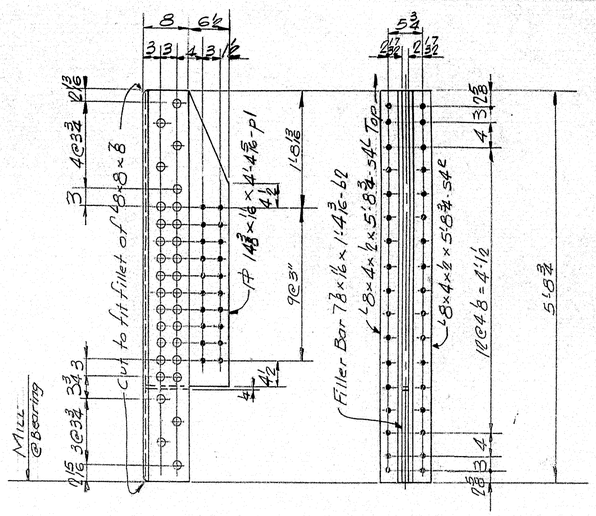
S1 - 16 Req'd



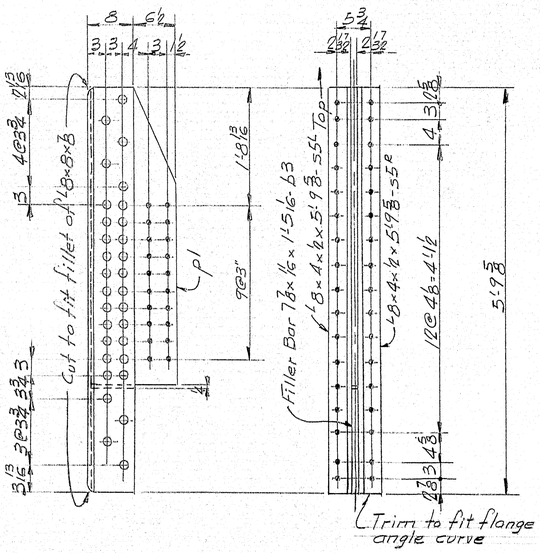
S2E - 16 Req'd. As Shown.
S2L - 16 Req'd - Opp Hand.



8 Req'd



24 Req'd



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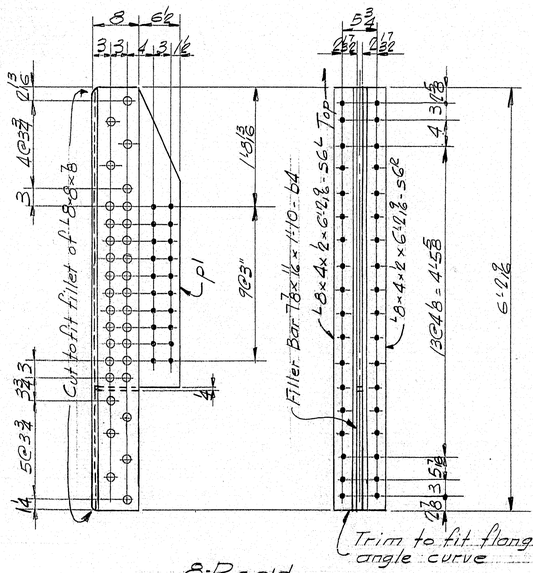

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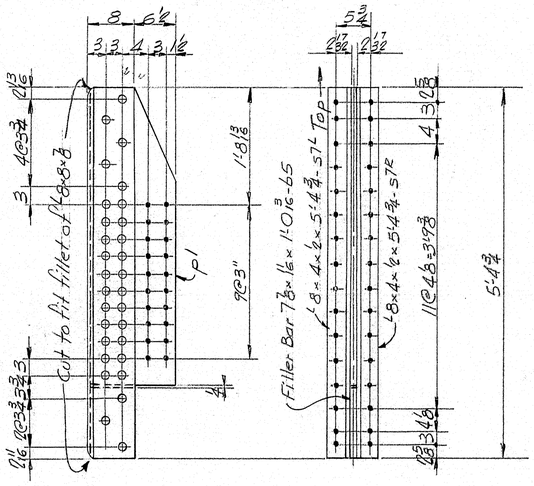

8 Req'd.

NOTES:

See "GENERAL NOTES" Dwg. 9-60-515

STIFFENER DETAILS

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

INTERSTATE # 95 - OVER MESSALONSKEE STREAM
WATERVILLE, MAINE

CUSTOMER CIANCHETTE BROS.
DESIGNER THE CLARKESON ENGR. Co.

ORDER NO. VERBAL | DWG. NO. 9-60-540

DRAWN	6-29-59	J.P.F.
REVISION	9-28-59	J.P.F.
REVISION		
REVISION		

APP. 9-29-59

77-182

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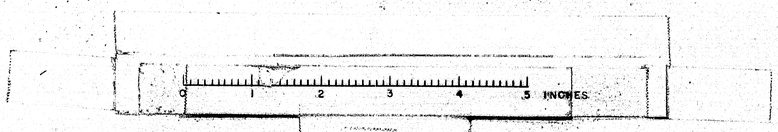
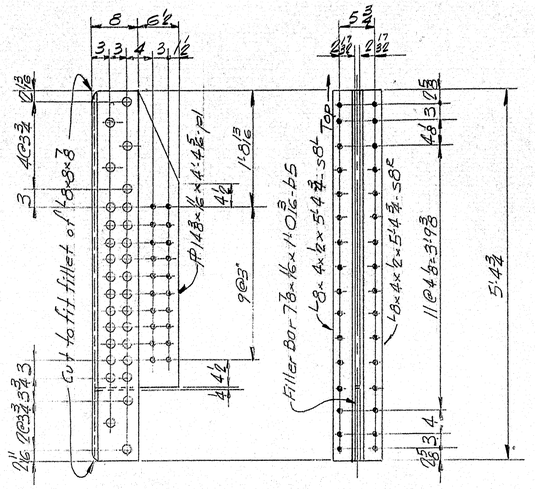
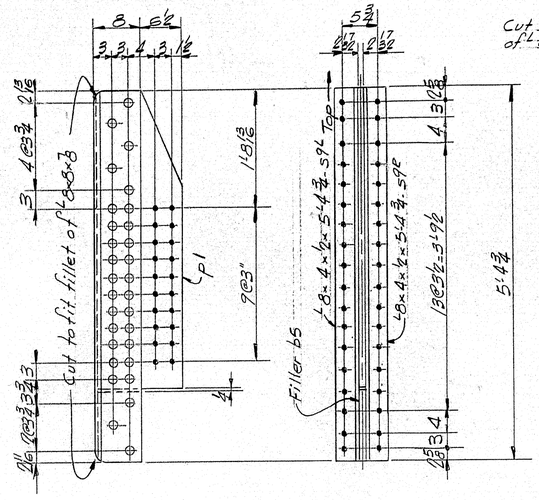




16-Req'd.



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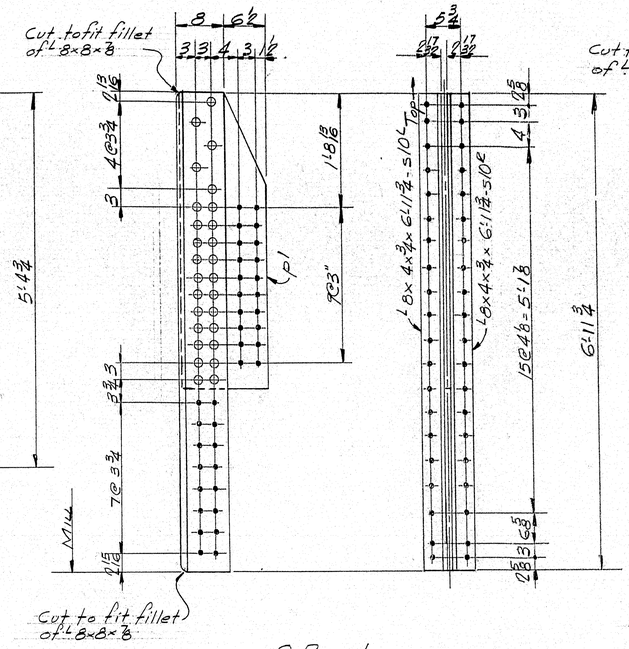
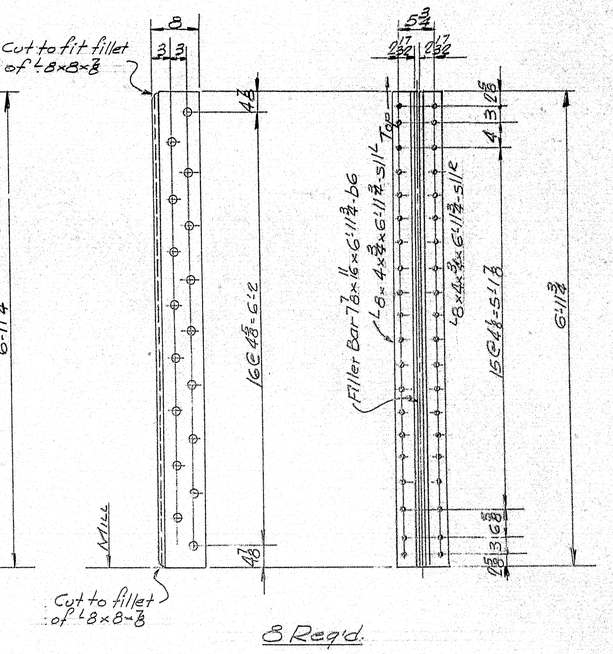


8 Req'd.



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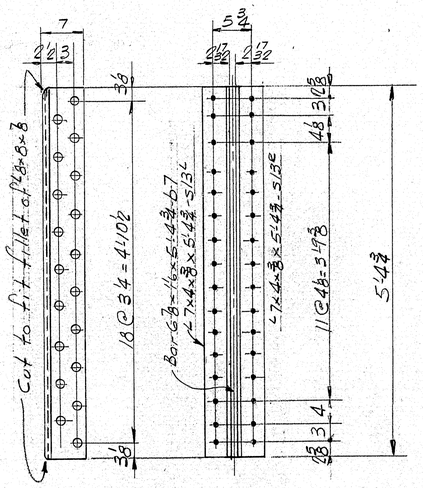
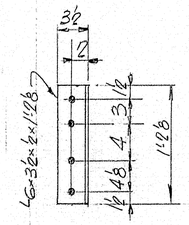


16 Req'd-



S12R-4 Req'd- As Shown
S12L-4 Req'd- Opp. Hand.

NOTES:

See "General Notes"
Dwg. 9-60-S15

STIFFENER DETAILS

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

INTERSTATE #95 OVER
MESSALONSKEE STREAM
WATERVILLE, MAINE

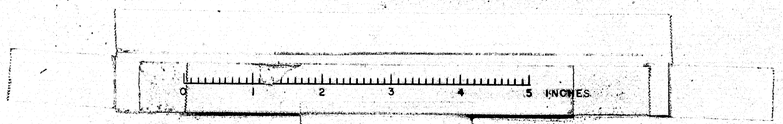
CUSTOMER Cianchette Bros
DESIGNER The Clarkeson Engr. Co.

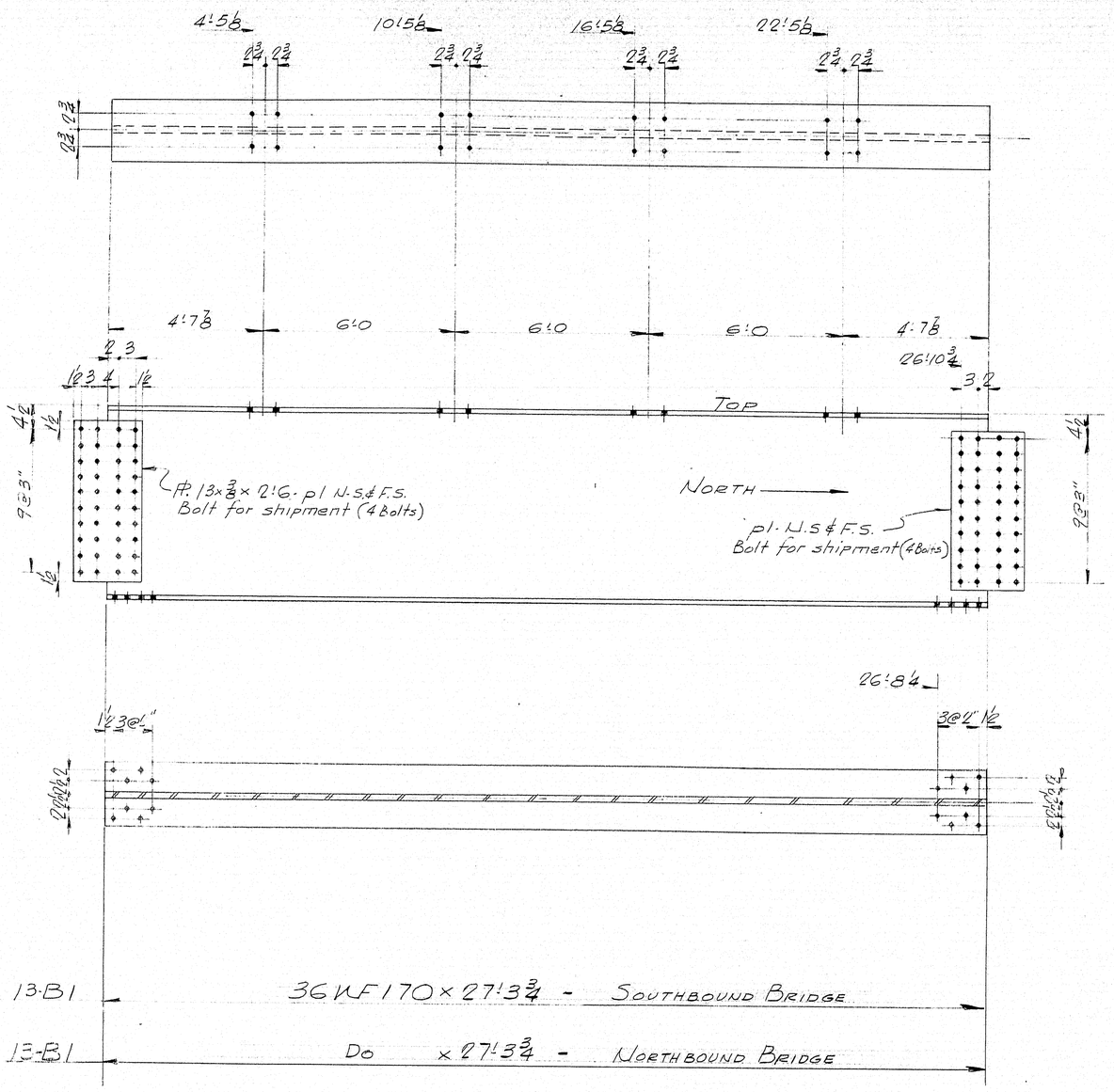
DRAWN	6-30-59	J.P.F.
REVISION	9-30-59	J.P.F.
REVISION		
REVISION		

ORDER NO. VERBAL
DWG. NO. 9-60-S41

77-183

PRINTED BY BRANDING IRON CO., BOSTON, MASS., PLANOGRAPH NO. G-3934





SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
SOUTHBOUND BRIDGE						
B1	13		36WF170	27 3¾		
	52	pl	PL 13 x ⅜	2 6		
FIELD	1040		⅞" H.S. BOLTS	0 3		26 per PC
Do	2080		⅞" H.S. WASHERS		—	
NORTHBOUND BRIDGE						
B1	13		36WF170	27 3¾		
	52	pl	PL 13 x ⅜	2 6		
FIELD	1040		⅞" H.S. BOLTS	0 3		26 per PC
Do	2080		⅞" H.S. WASHERS		—	
			TOTAL WT.			

SHOP CONNECTIONS:
FIELD CONNECTIONS: ⅞" H.S. Bolts
HOLES: 15/16"ø
PAINT: Per State of Maine Spec. See GENERAL NOTES" SH. S15

DETAILS - FLOOR SYSTEM

Bancroft & Martin Rollings Mills Company
South Portland 7, Maine

INTERSTATE #95 OVER MESSALONSKEE STREAM
WATERVILLE, MAINE

CUSTOMER CIANCHETTE BROS
DESIGNER THE CLARKESON ENGR. CO

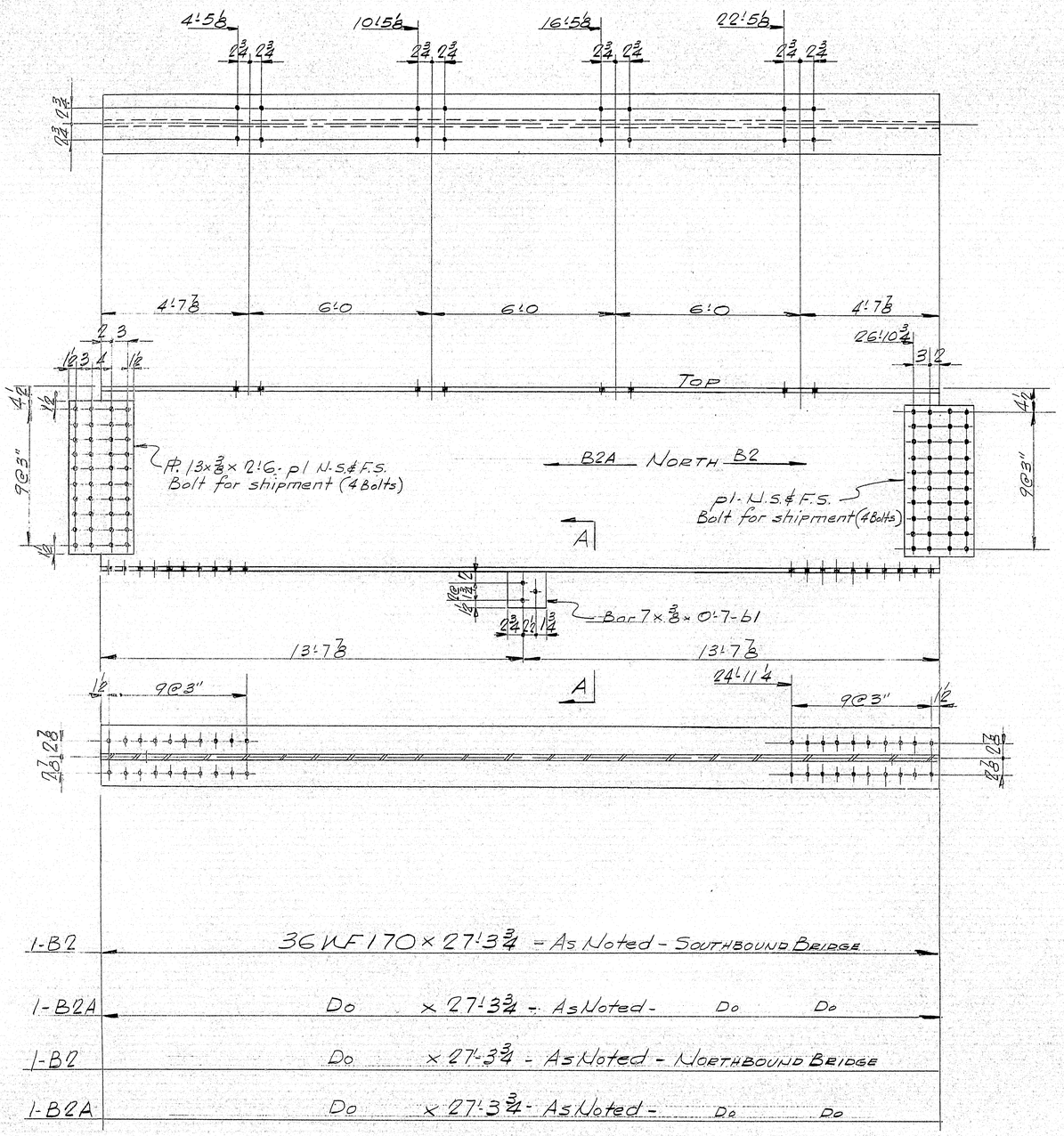
ORDER NO. VERBAL | DWG. NO. 9-60-S12

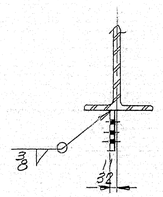
DRAWN	7-16-59	J.P.F.
REVISION		
REVISION		
REVISION		

APP. 8-22-59

0 1 2 3 4 5 INCHES

77-184





SECT. "A-A"

1-B2	36WF170 x 27'-3 3/4" = As Noted - SOUTHBOUND BRIDGE		
1-B2A	Do	x 27'-3 3/4" - As Noted -	Do Do
1-B2	Do	x 27'-3 3/4" - As Noted - NORTHBOUND BRIDGE	
1-B2A	Do	x 27'-3 3/4" - As Noted -	Do Do

SHIP MARK — BILL OF MATERIAL — DWG. NO. 9-60-543

	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
SOUTHBOUND BRIDGE						
B2	1		36WF170	27' 3 3/4"		
	8	pl	PL. 13 x 3/8	2' 6"		
	2	b1	Bar 7 x 3/8	0' 7"		
B2A	1		36WF170	27' 3 3/4"		
FIELD	160		7/8" H.S. BOLTS	0' 3"		36# per 100
Do	320		7/8" HARD. WASHERS			
NORTHBOUND BRIDGE						
B2	1		36WF170	27' 3 3/4"		
	8	pl	PL. 13 x 3/8	2' 6"		
	2	b1	Bar 7 x 3/8	0' 7"		
B2A	1		36WF170	27' 3 3/4"		
FIELD	160		7/8" H.S. BOLTS	0' 3"		36# per 100
Do	320		7/8" HARD. WASHERS			

ITEM 702-103

SHOP CONNECTIONS: Welded.
FIELD CONNECTIONS: 7/8" H.S. Bolts
HOLES: 15/16" / 13/16"
PAINT: Per State of Maine Specs. See "GENERAL NOTES" Sh. S15

DETAILS - FLOOR SYSTEM

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

INTERSTATE #95 - OVER MESSALONSKEE STREAM
WATERVILLE, MAINE

CUSTOMER Cianchette Bros
DESIGNER The Clarkeson Engr. Co

ORDER NO. Verbal | DWG. NO. 9-60-543

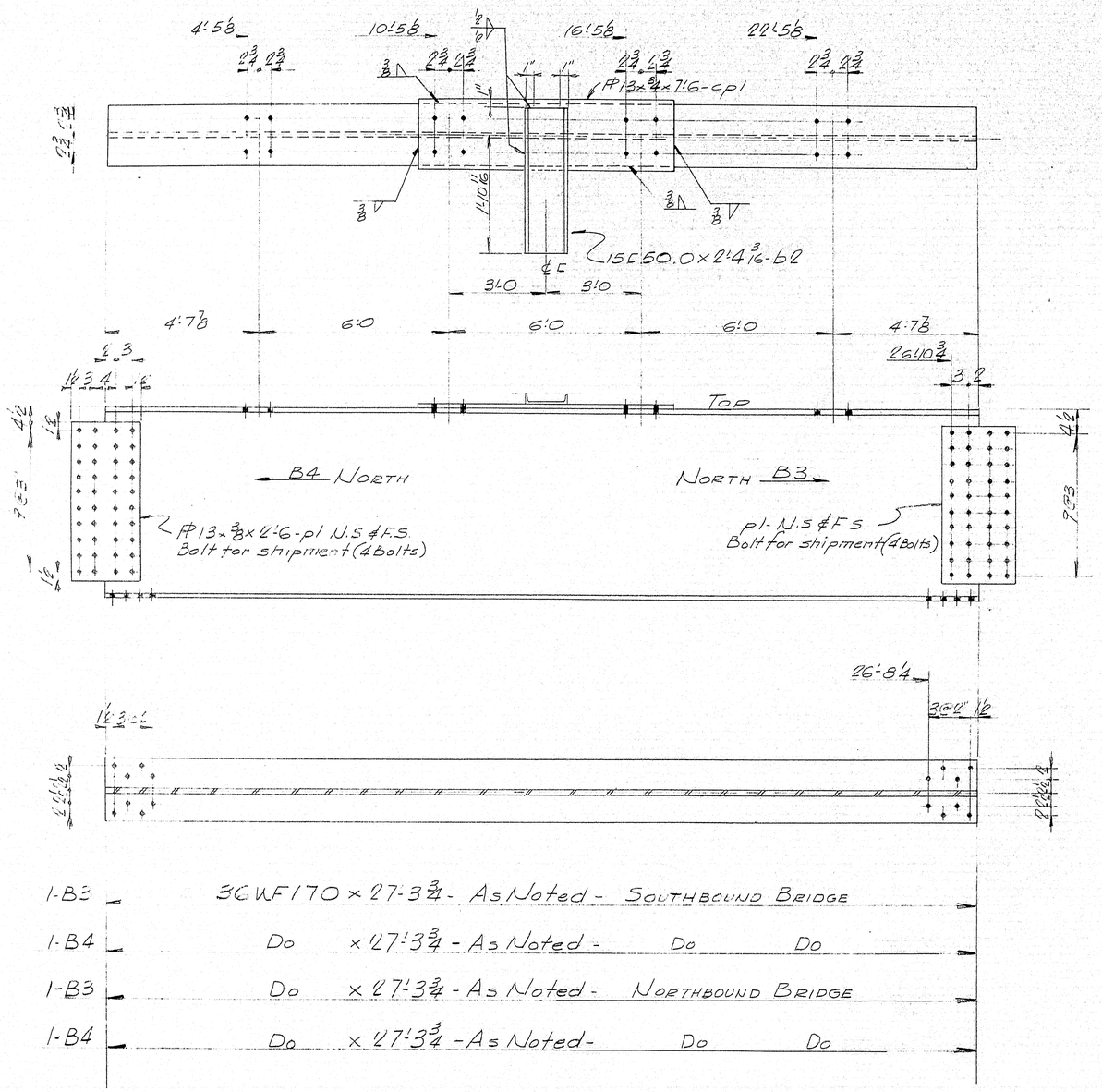
APP. 9-22-59

DRAWN	7-16-59	J.P.F.
REVISION		
REVISION		
REVISION		

(D)

77-185

0 1 2 3 4 5 INCHES



1-B3 — 36WF170 x 27-3¾ - As Noted - Southbound Bridge

1-B4 — Do x 27'-3¾ - As Noted - Do Do

1-B3 — Do x 27'-3¾ - As Noted - Northbound Bridge

1-B4 — Do x 27'-3¾ - As Noted - Do Do

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
Southbound Bridge B3	1		36WF170	27 3¾		
B4	1		Do	27 3¾		
	8	pl	#13x⅜	2 6		
	2	cpl	#13x¾	7 6		
	2	b2	15C50.0	2 4 3/16		
Field	160		⅞" H.S. Bolts			
Do	320		⅞" Hard. Washers			
Northbound Bridge B3	1		36WF170	27 3¾		
B4	1		Do	27 3¾		
	8	pl	#13x⅜	2 6		
	2	cpl	#13x¾	7 6		
	2	b2	15C50.0	2 4 3/16		
Field	160		⅞" H.S. Bolts			
Do	320		⅞" Hard. Washers			

SHOP CONNECTIONS:
FIELD CONNECTIONS: ⅞" H.S. Bolts
HOLES: 15/16"
PAINT: Per State of Maine Specs. See General Notes Sht 5/5

DETAILS - FLOOR SYSTEM

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

INTERSTATE #95-OVER MESSALONSKEE STREAM
WATERVILLE MAINE

CUSTOMER Gianchette Bros.
DESIGNER The Clarkeson Engr Co.

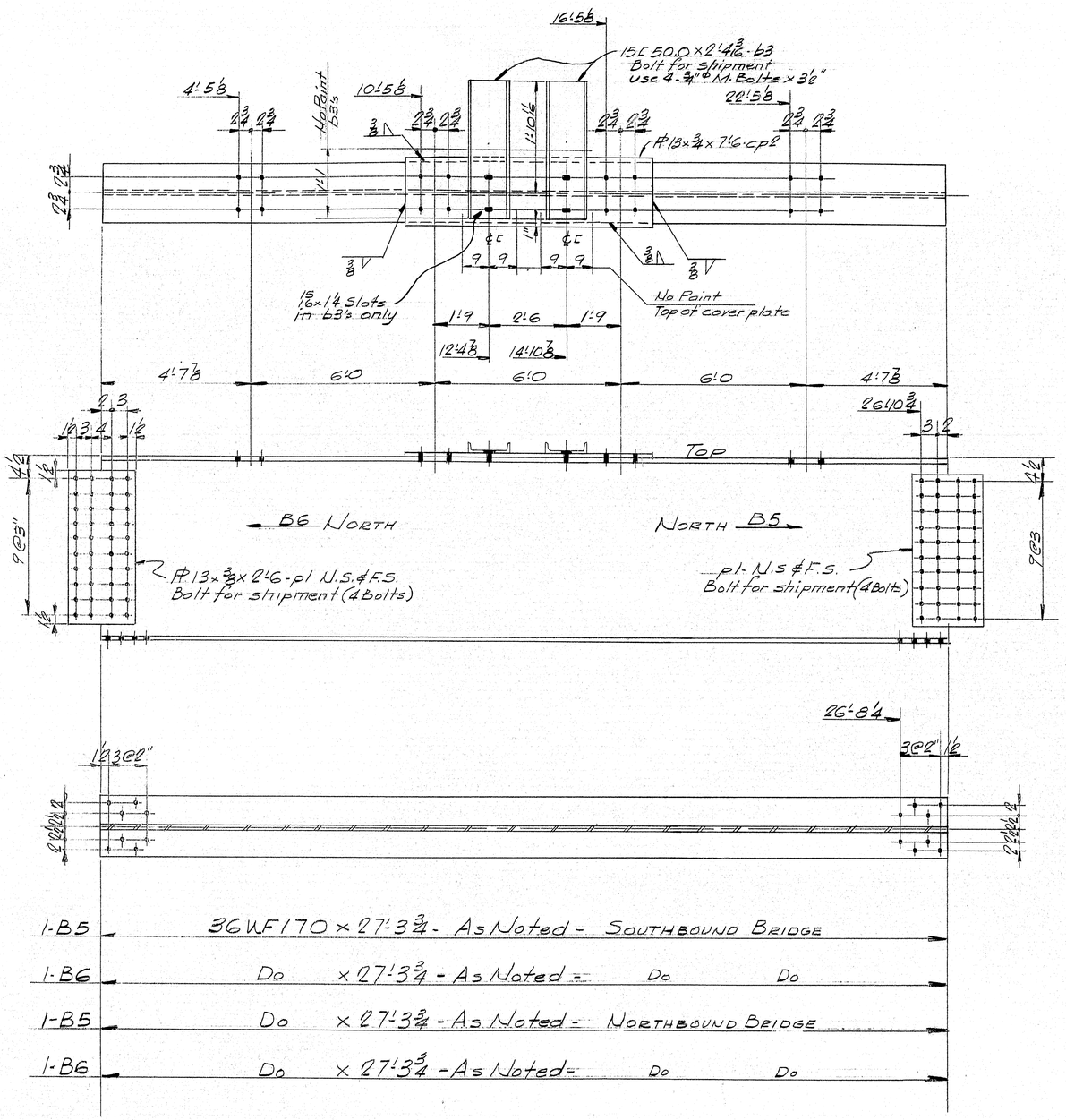
ORDER NO. Verbal | DWG. NO. 9-60-544

DRAWN	7-16-59	J.P.F.
REVISION		
REVISION		
REVISION		

Apr 4-21-61

77-186

0 1 2 3 4 5 INCHES



SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
Southbound Bridge						
B5	1		36 WF 170	27 3¾		
B6	1		Do	27 3¾		
	8	pl	PL 13 x ⅜	2 6		
	2	cpl	PL 13 x ¾	7 6		
	4	b3	15 C 50.0	2 4⅛		
	8	Shop	¾" ø M. Bolts	0 3½		
Field	160		⅞" ø H.S. Bolts	0 3		36# per 100
Do	320		⅞" Hard Washers		—	
Northbound Bridge						
B5	1		36 WF 170	27 3¾		
B6	1		Do	27 3¾		
	8	pl	PL 13 x ⅜	2 6		
	2	cpl	PL 13 x ¾	7 6		
	4	b3	15 C 50.0	2 4⅛		
	8	Shop	¾" ø M. Bolts	0 3½		
Field	160		⅞" ø H.S. Bolts	0 3		36# per 100
Do	320		⅞" Hard Washers		—	

ITEM 702.103

SHOP CONNECTIONS: Welded - Bolted
FIELD CONNECTIONS: ⅞" H.S. Bolts
HOLES: 13/16" Unless Noted
PAINT: Per State of Maine Specs. See "General Notes" Sh. S15

DETAILS - FLOOR SYSTEM

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

INTERSTATE #95 - OVER MESSALONSKEE STREAM
WATERVILLE MAINE

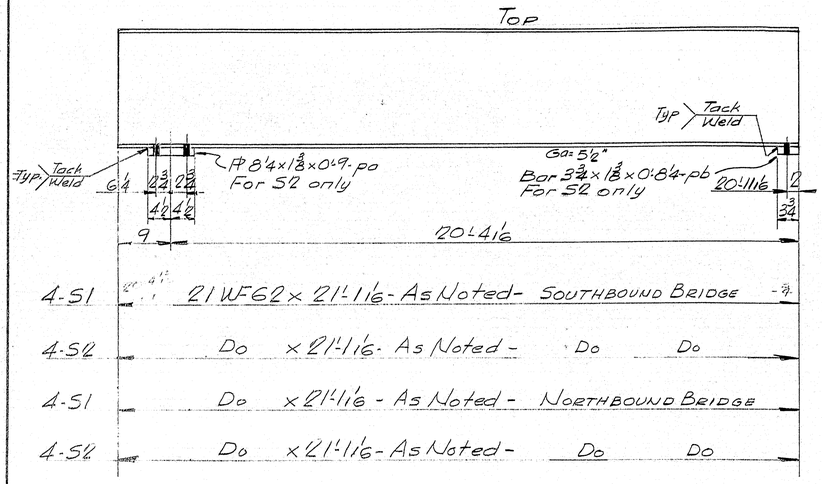
CUSTOMER Cianchette Bros.
DESIGNER The Clarkeson Engr. Co.

ORDER NO. Verbal | DWG. NO. 9-60-545

DRAWN	7-16-59	J.P.F.
REVISION		
REVISION		
REVISION		

APP'D 8-22-59

77-187

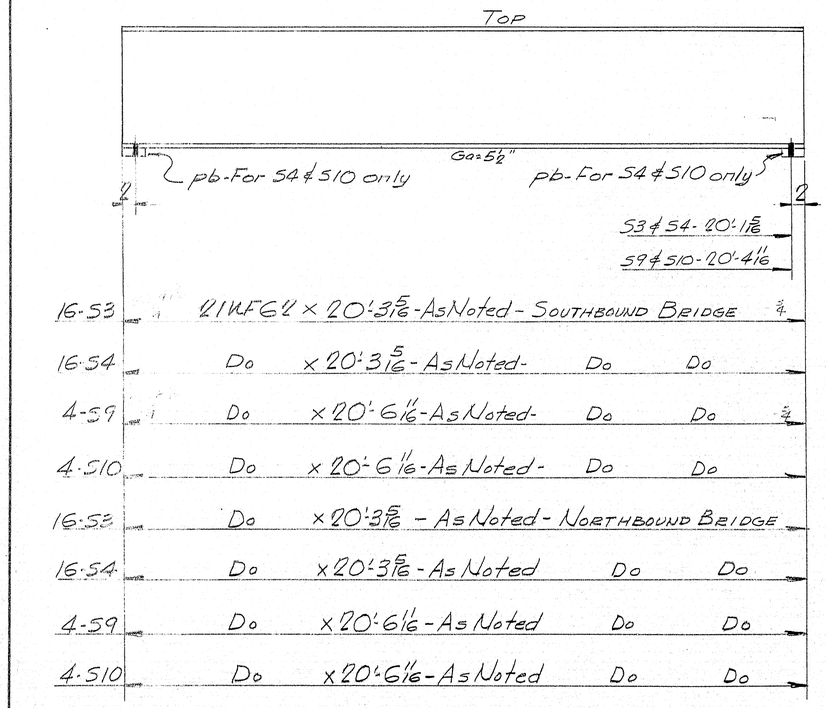


4-S1 — 21WF62 × 21'-1⅛" - As Noted - Southbound Bridge

4-S2 — Do × 21'-1⅛" - As Noted - Do Do

4-S1 — Do × 21'-1⅛" - As Noted - Northbound Bridge

4-S2 — Do × 21'-1⅛" - As Noted - Do Do



16-S3 — 21WF62 × 20'-3⅝" - As Noted - Southbound Bridge

16-S4 — Do × 20'-3 5/16" - As Noted - Do Do

4-S9 — Do × 20'-6⅛" - As Noted - Do Do

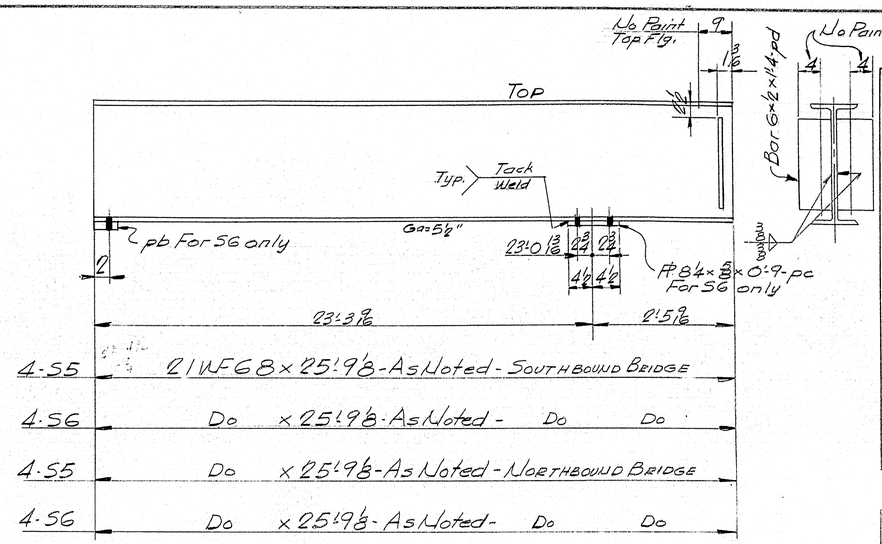
4-S10 — Do × 20'-6⅛" - As Noted - Do Do

16-S3 — Do × 20'-3⅝" - As Noted - Northbound Bridge

16-S4 — Do × 20'-3⅝" - As Noted Do Do

4-S9 — Do × 20'-6⅛" - As Noted Do Do

4-S10 — Do × 20'-6⅛" - As Noted Do Do

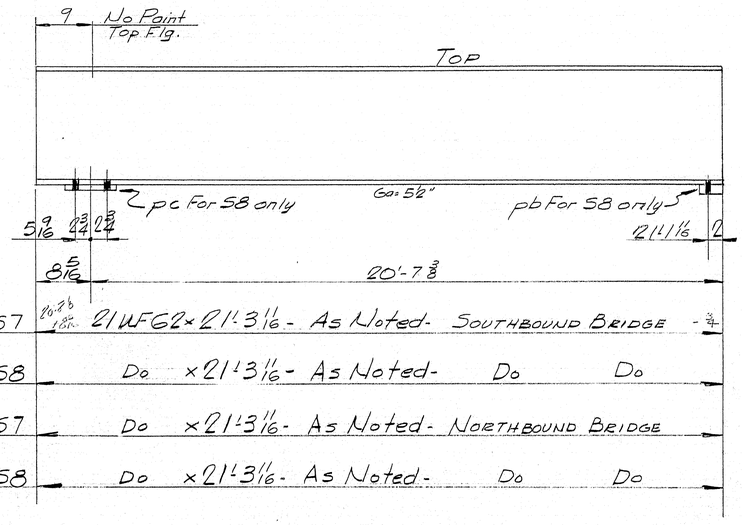


4-S5 — 21WF68 × 25'-9⅛" - As Noted - Southbound Bridge

4-S6 — Do × 25'-9⅛" - As Noted - Do Do

4-S5 — Do × 25'-9⅛" - As Noted - Northbound Bridge

4-S6 — Do × 25'-9⅛" - As Noted - Do Do

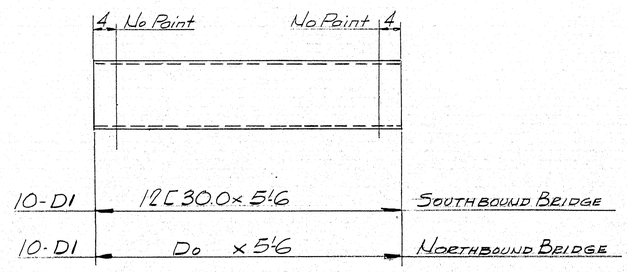


4-S7 — 21WF62 × 21'-3⅛" - As Noted - Southbound Bridge

4-S8 — Do × 21'-3⅛" - As Noted - Do Do

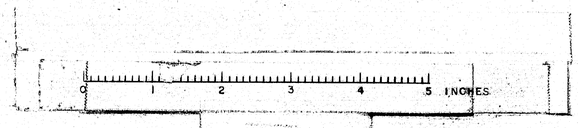
4-S7 — Do × 21'-3⅛" - As Noted - Northbound Bridge

4-S8 — Do × 21'-3⅛" - As Noted - Do Do



10-D1 — 12C30.0 × 5'-6 — Southbound Bridge

10-D1 — Do × 5'-6 — Northbound Bridge



BILL OF MATERIAL — DWG. NO. 7-60-546

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
Southbound Bridge						
S1	4		21WF62	21 1⅛		
S2	4		Do	21 1⅛		
S3	16		Do	20 3 5/16		
S4	16		Do	20 3 5/16		
S5	4		21WF68	25 9⅛		
S6	4		Do	25 9⅛		
S7	4		21WF62	21 3 1/16		
S8	4		Do	21 3 1/16		
S9	4		Do	20 6⅛		
S10	4		Do	20 6⅛		
D1	10		12C30.0	5 6		
	4	pa	PL 8¼x⅜	0 9		
	52	pb	Bar 3¾x⅜	0 8¼		
	8	pc	PL 8¼x⅜	0 9		
	16	pd	Bar 6x½	1 4		
FIELD	152		⅞" H.S. Bolts	0 3¼		36th per 100
Do	152		⅞" H.S. Bolts	0 4¾		36th per 100
Do	608		⅞" Hard Washers		—	
Northbound Bridge						
S1	4		21WF62	21 1⅛		
S2	4		Do	21 1⅛		
S3	16		Do	20 3 5/16		
S4	16		Do	20 3 5/16		
S5	4		21WF68	25 9⅛		
S6	4		Do	25 9⅛		
S7	4		21WF62	21 3 1/16		
S8	4		Do	21 3 1/16		
S9	4		Do	20 6⅛		
S10	4		Do	20 6⅛		
D1	10		12C30.0	5 6		
	4	pa	PL 8¼x⅜	0 9		
	52	pb	Bar 3¾x⅜	0 8¼		
	8	pc	PL 8¼x⅜	0 9		
	16	pd	Bar 6x½	1 4		
FIELD	152		⅞" H.S. Bolts	0 3¼		36th per 100
Do	152		Do	0 4¾		36th per 100
Do	608		⅞" Hard Washers		—	
			ITEM 702-103			

SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: ⅞" H.S. Bolts
HOLES: 15/16"
PAINT: Per State of Maine Specs. "See General Notes" Sh. 5/5

APR 7-22-59

DETAILS - FLOOR SYSTEM

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

INTERSTATE #95 - OVER MESSALONSKEE STREAM
WATERVILLE, MAINE

CUSTOMER Cianchette Bros.
DESIGNER The Clarkeson Engr. Co

ORDER NO. Verbal — DWG. NO. 7-60-546

DRAWN	7-17-59	J.P.F.
REVISION	9-28-59	J.P.F.
REVISION		
REVISION		

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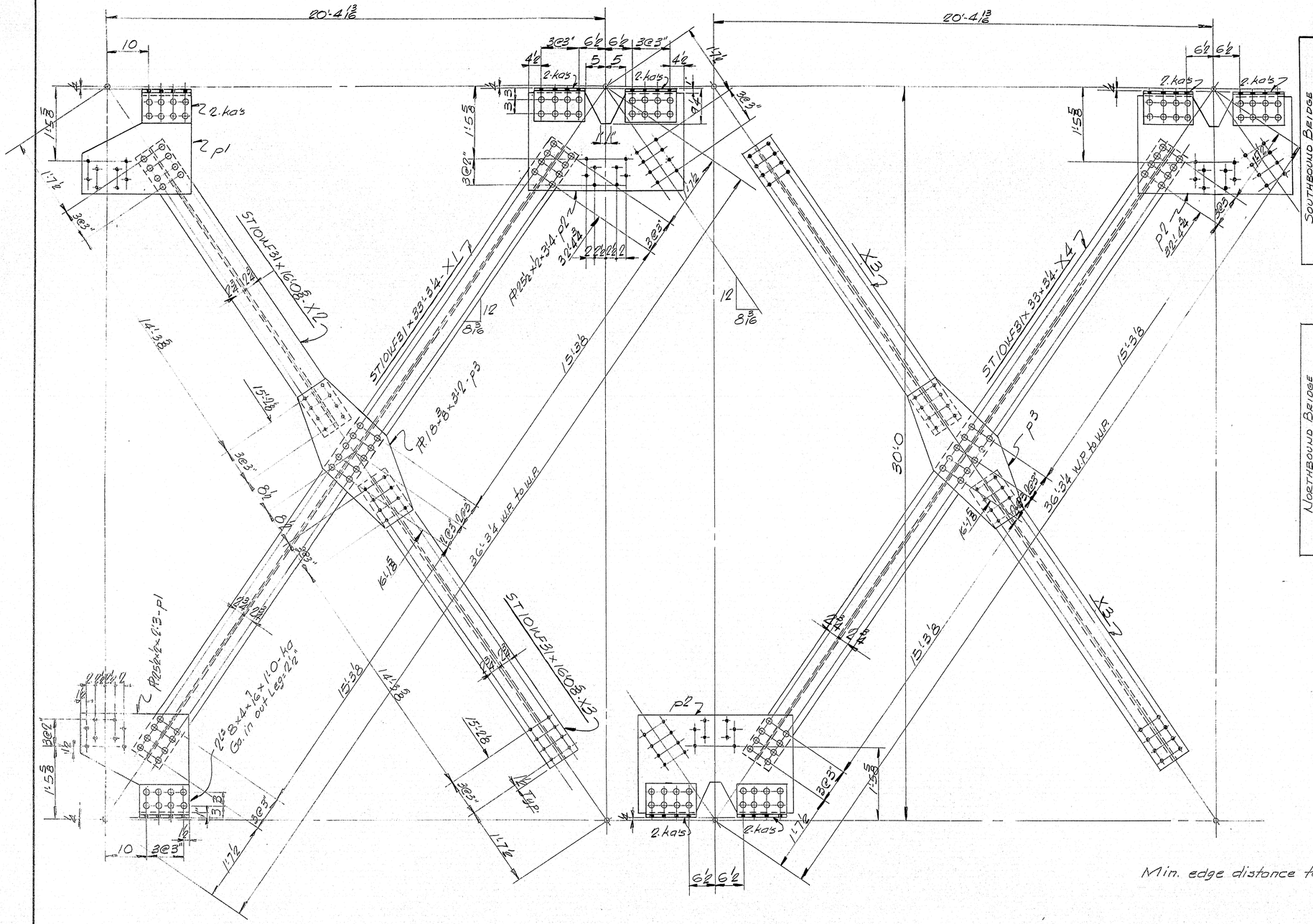
77-188



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

6 REQ'D - SOUTHBOUND BRIDGE
6 REQ'D - NORTHBOUND BRIDGE

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	MAT. DEDUCT	REMARKS
SOUTHBOUND BRIDGE							
X1	2		ST 10WF31	33 3¼			
X2	2		Do	16 0⅝			
X3	14		Do	16 0⅝			
X4	6		Do	33 3¼			
	4	pl	PL 25½ x ½	2 3		68.	
	14	p2	Do	3 4		95.	
	8	p3	PL 18 x ⅜	3 2		116.	
	64	ka	L 8 x 4 x ⅞	1 0			
	960	SHOP	⅞" ø RIVET HEADS				18# per 100
FIELD	384		⅞" ø H.S. BOLTS	0 2½			36# per 100
Do	112		Do	0 2¾			36# per 100
Do	144		Do	0 3¼			36# per 100
Do	1280		⅞" ø HARD. WASHERS		—		
NORTHBOUND BRIDGE							
X1	2		ST 10WF31	33 3¼			
X2	2		Do	16 0⅝			
X3	14		Do	16 0⅝			
X4	6		Do	33 3¼			
	4	pl	PL 25½ x ½	2 3		68.	
	14	p2	Do	3 4		95.	
	8	p3	PL 18 x ⅜	3 2		116.	
	64	ka	L 8 x 4 x ⅞	1 0			
	960		⅞" ø RIVET HEADS				18# per 100
FIELD	384		⅞" ø H.S. BOLTS	0 2½			36# per 100
Do	112		Do	0 2¾			36# per 100
Do	144		Do	0 3¼			36# per 100
Do	1280		⅞" ø HARD. WASHERS		—		

ITEM 702.103

SHOP CONNECTIONS: ⅞" ø Rivets
FIELD CONNECTIONS: ⅞" ø H.S. Bolts
HOLES: 15/16" ø
PAINT: For State of Maine Specs. See GENERAL NOTES SH. S15

LATERAL BRACING

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

INTERSTATE #95 OVER MESSALONSKEE STREAM WATERVILLE, MAINE

CUSTOMER CIANCHETTE BROS.
DESIGNER THE CLAGGETT-SYKES ENGR. CO.

ORDER NO. VERBAL | DWG. NO. 760-547

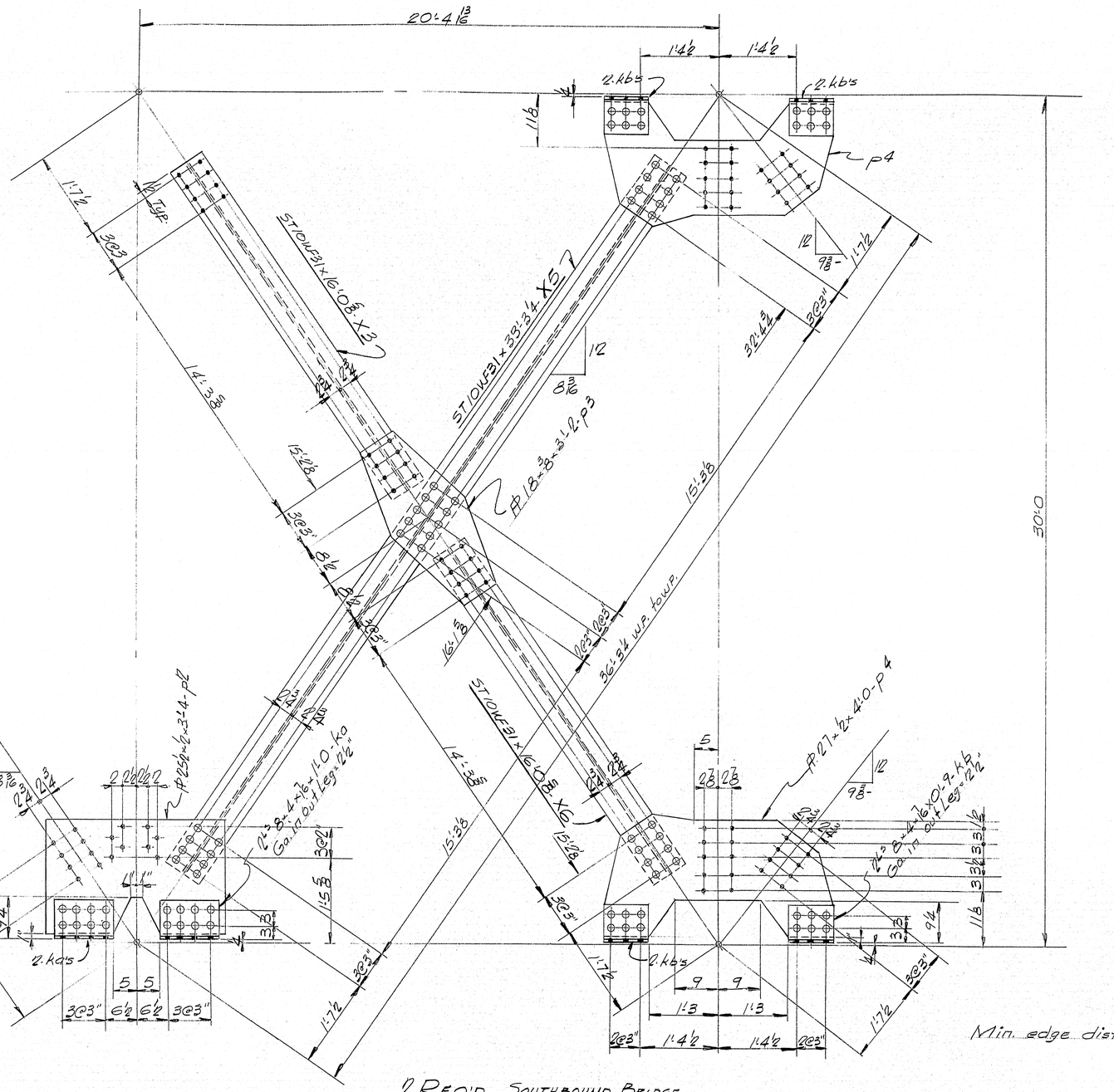
DRAWN	7-20-59	J.P.F.
REVISION		
REVISION		
REVISION		

APP. 9-22-59

(C)

77-189

0 1 2 3 4 5 INCHES.



Min. edge distance for plates = 1½"

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

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	WT. DEDUCT.	REMARKS
SOUTHBOUND BRIDGE							
X3	2		ST 10WF31	16'-0⅝"			
X5	2		Do	33'-3¼"			
X6	2		Do	16'-0⅝"			
	2	p2	PL 25½ x ½	3'-4"		14.	
	2	p3	PL 18 x ⅜	3'-2"		29.	
	4	p4	PL 27 x ½	4'-0"		170.	
	8	ka	L 8 x 4 x ⅞	1'-0"			
	16	kb	Do	0'-9"			
	296	SHOP	⅞" ø RIVET HEADS				18 per 100
FIELD	112		⅞" ø H.S. BOLTS	0'-2½"			36 per 100
Do	16		Do	0'-2¾"			36 per 100
Do	16		Do	0'-3¼"			36 per 100
Do	24		Do	0'-3½"			36 per 100
Do	356		⅞" HARD WASHERS		—		
NORTHBOUND BRIDGE							
X3	2		ST 10WF31	16'-0⅝"			
X5	2		Do	33'-3¼"			
X6	2		Do	16'-0⅝"			
	2	p2	PL 25½ x ½	3'-4"		14.	
	2	p3	PL 18 x ⅜	3'-2"		29.	
	4	p4	PL 27 x ½	4'-0"		170.	
	8	ka	L 8 x 4 x ⅞	1'-0"			
	16	kb	Do	0'-9"			
	296	SHOP	⅞" ø RIVET HEADS				18 per 100
FIELD	112		⅞" ø H.S. BOLTS	0'-2½"			36 per 100
Do	16		Do	0'-2¾"			36 per 100
Do	16		Do	0'-3¼"			36 per 100
Do	24		Do	0'-3½"			36 per 100
Do	356		⅞" HARD WASHERS		—		
			ITEM 704.103				

BILL OF MATERIAL — DWG. NO. 9-60-548

SHOP CONNECTIONS: ⅞" ø Rivets
FIELD CONNECTIONS: ⅞" ø H.S. Bolts.
HOLES: 15/16" ø
PAINT: Per State of Maine Specs. See "General Notes" Sh. 515

APP. 9-22-59

LATERAL BRACING
Bancroft & Martin Rolling Mills Company
South Portland 7, Maine
INTERSTATE #95 - OVER MESSALONSKEE STREAM
WATERVILLE, MAINE
CUSTOMER CIANCHETTE BROS.
DESIGNER THE CLARKESON ENGR. CO.
ORDER NO. VERBAL — DWG. NO. 9-60-548

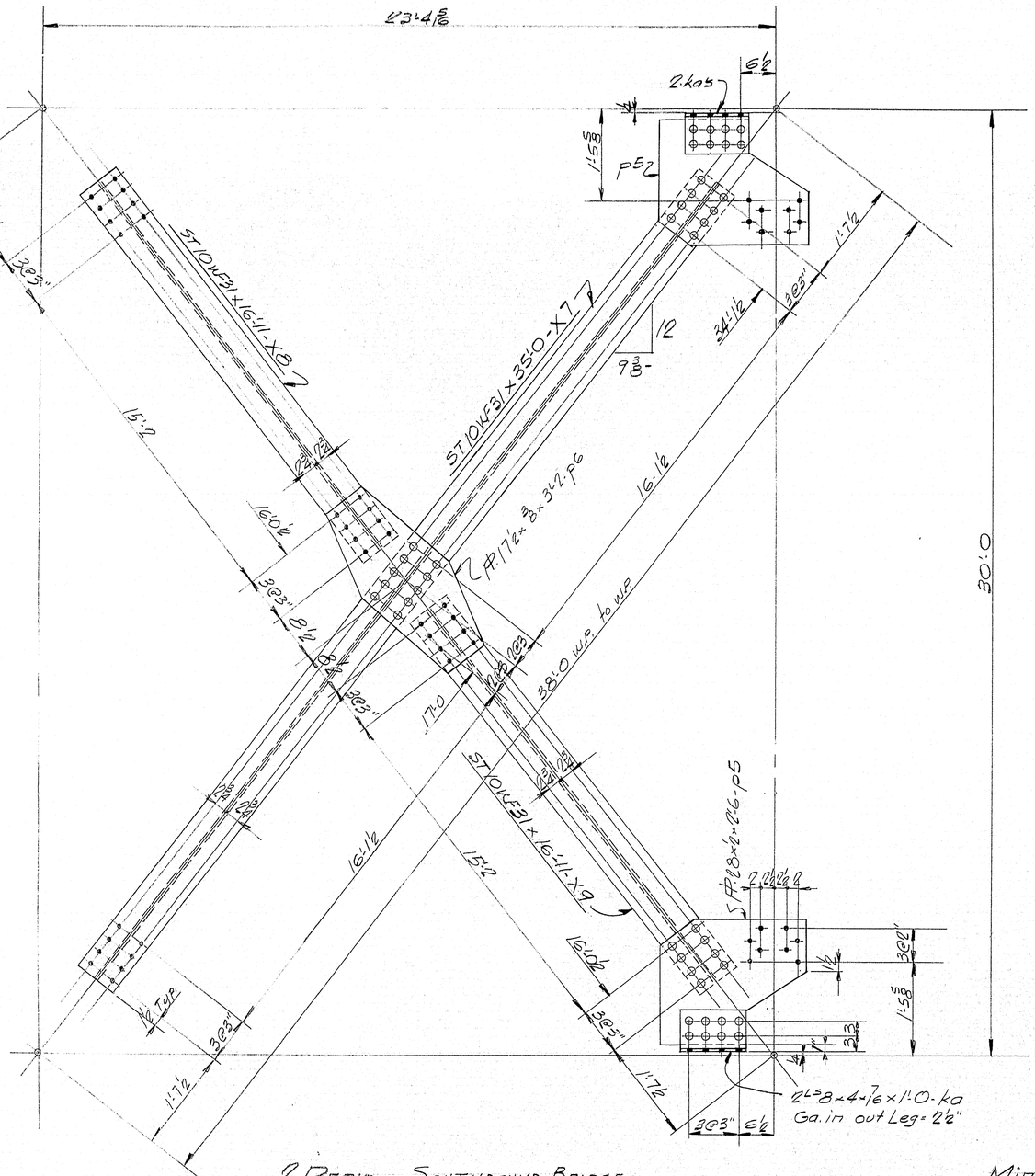
DRAWN	7-20-59	J.P.F.
REVISION		
REVISION		
REVISION		

(c)

77-190

PRINTED BY SMALLMAN-HARRIS CO., BOSTON, MASS., TO ORDER NO. G-3731

0 1 2 3 4 5 INCHES



2 REQ'D - SOUTHBOUND BEIDGE

2 REQ'D - NORTHBOUND BEIDGE

Min edge distance for plates - 1/2"

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	WT. DEDUCT	REMARKS
SOUTHBOUND BEIDGE							
X7	2		ST 10 WF 31	35 0			
X8	2		Do	16 11			
X9	2		Do	16 11			
	4	P5	PL 28 x 1/2	2 6		78.	
	2	P6	PL 17 1/2 x 3/8	3 2		43.	
	8	Ka	L 8 x 4 x 7/16	1 0			
	168	SHOP	7/8" ø B. Rivet Heads				18# per 100
FIELD	64		7/8" ø H.S. Bolts	0 2 1/2			36# per 100
Do	32		Do	0 2 3/4			36# per 100
Do	32		Do	0 3 1/4			36# per 100
Do	256		7/8" ø Hard Washers			—	
NORTHBOUND BEIDGE							
X7	2		ST 10 WF 31	35 0			
X8	2		Do	16 11			
X9	2		Do	16 11			
	4	P5	PL 28 x 1/2	2 6		78.	
	2	P6	PL 17 1/2 x 3/8	3 2		43.	
	8	Ka	L 8 x 4 x 7/16	1 0			
	168	SHOP	7/8" ø B. Rivet Heads				18# per 100
FIELD	64		7/8" ø H.S. Bolts	0 2 1/2			36# per 100
Do	32		Do	0 2 3/4			36# per 100
Do	32		Do	0 3 1/4			36# per 100
Do	256		7/8" ø Hard Washers			—	

ITEM 702.103

SHOP CONNECTIONS: 7/8" ø Rivets
FIELD CONNECTIONS: 7/8" ø H. S Bolts
HOLES: 1/2" ø
PAINT: Per State of Maine Specs. See General Notes Sh. S15

APP. 9-22-59

LATERAL BRACING

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

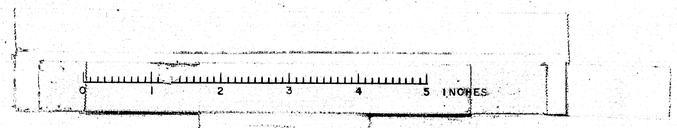
INTERSTATE #95 - OVER MESSALONSKEE STREAM
WATERVILLE, MAINE

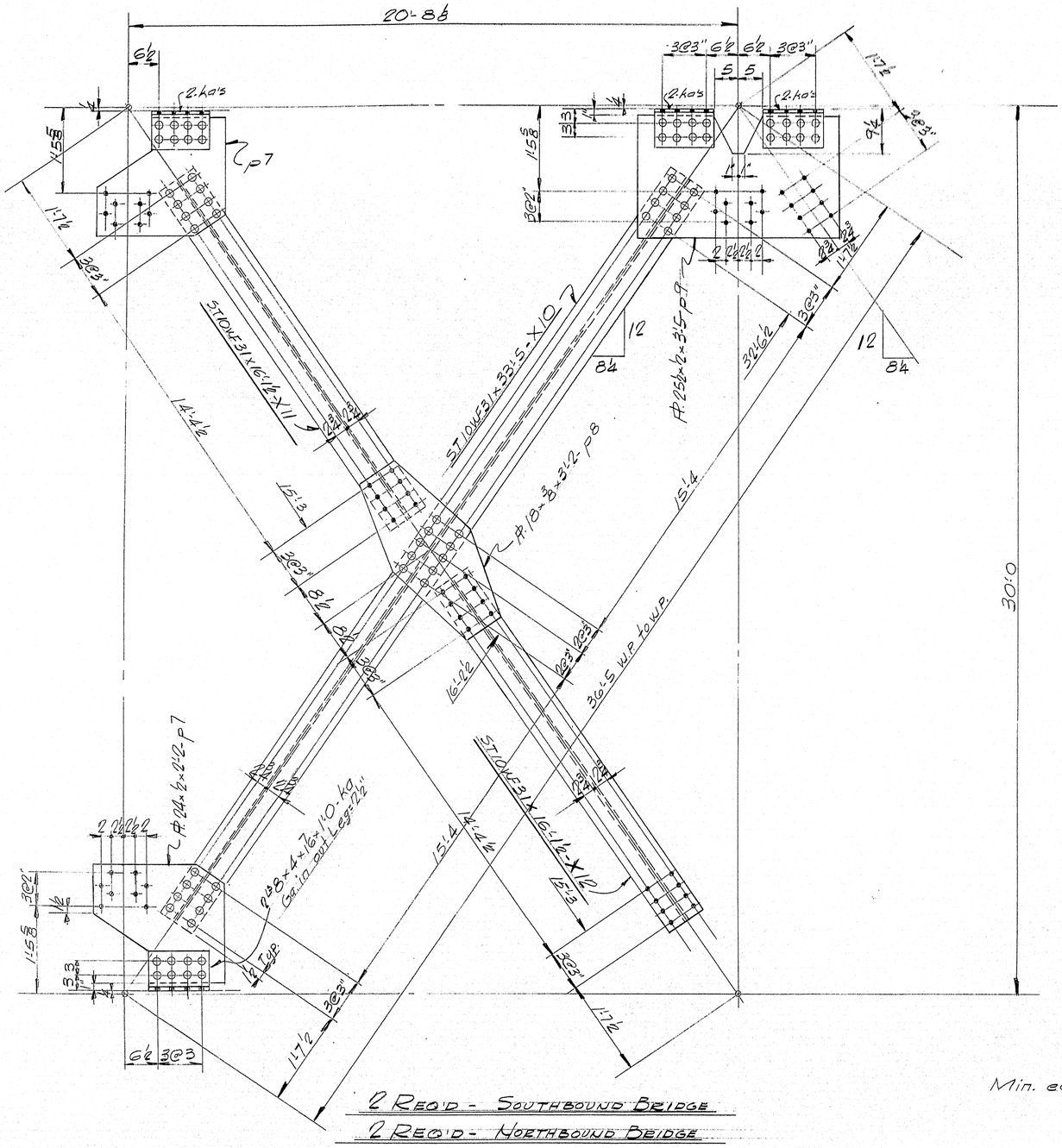
CUSTOMER CIANCHETTE BROS.
DESIGNER THE CLARKESON ENGR. CO.

ORDER NO. VERBAL | DWG. NO. 9-60-S49

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

77-191





Min. edge distance for plates = 1½"

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	WT. DEDUCT	REMARKS
SOUTHBOUND BRIDGE							
X10	2		ST 10WF31	33' 5"			
X11	2		Do	16' 1½"			
X12	2		Do	16' 1½"			
	4	P7	PL 25½ x ½	2' 2"		68.	
	2	P8	PL 18 x ⅜	3' 2"		48.	
	2	P9	PL 25 x ½	3' 5"		14.	
	16	Ka	L 8 x 4 x 7/16	1' 0"			
	264	Shop	⅞" ø Ribets				18 ea per 100
Field	96		⅞" ø H.S. Bolts	0' 2½"			36 ea per 100
Do	16		Do	0' 2¾"			36 ea per 100
Do	48		Do	0' 3¼"			36 ea per 100
Do	320		⅞" ø Hard Washers				
NORTHBOUND BRIDGE							
X10	2		ST 10WF31	33' 5"			
X11	2		Do	16' 1½"			
X12	2		Do	16' 1½"			
	4	P7	PL 25½ x ½	2' 2"		68.	
	2	P8	PL 18 x ⅜	3' 2"		48.	
	2	P9	PL 25 x ½	3' 5"		14.	
	16	Ka	L 8 x 4 x 7/16	1' 0"			
	264	Shop	⅞" ø Ribets				18 ea per 100
Field	96		⅞" ø H.S. Bolts	0' 2½"			36 ea per 100
Do	16		Do	0' 2¾"			36 ea per 100
Do	48		Do	0' 3¼"			36 ea per 100
Do	320		⅞" ø Hard Washers				
			ITEM 709-123				

BILL OF MATERIAL — DWG. NO. 9-60-550

SHOP CONNECTIONS: ⅞" ø Rivets
FIELD CONNECTIONS: ⅞" ø H.S. Bolts
HOLES: 13/16" ø
PAINT: Per State of Maine Specs. See "General Notes" Sh. 515

LATERAL BRACING

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

INTERSTATE #95 OVER MESSALONSKEE STREAM
WATERVILLE, MAINE

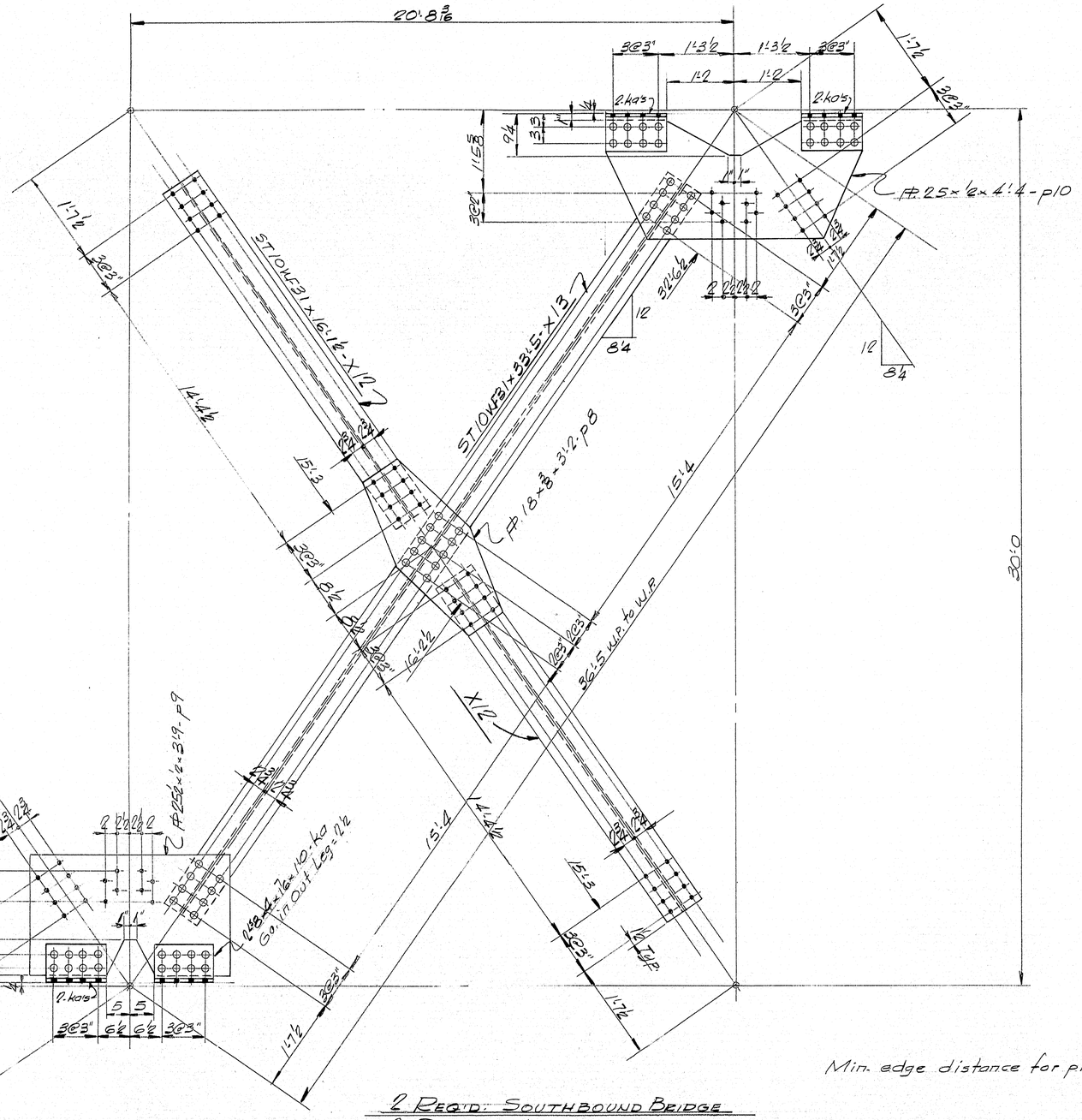
CUSTOMER Ciancchette Bros.
DESIGNER The Clarkeson Engg. Co.

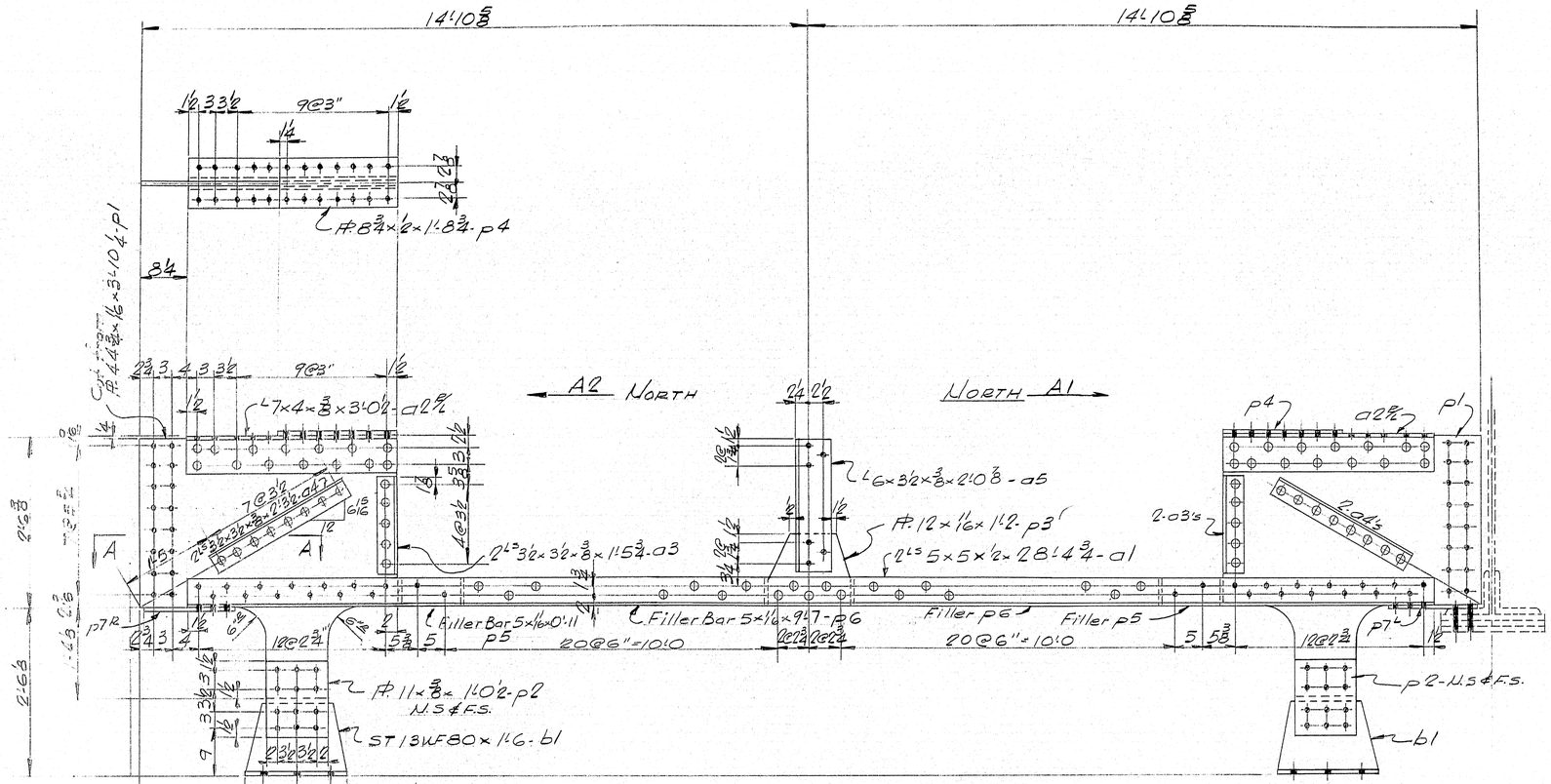
ORDER NO. Verbal | DWG. NO. 9-60-550

APP. 9-22-59

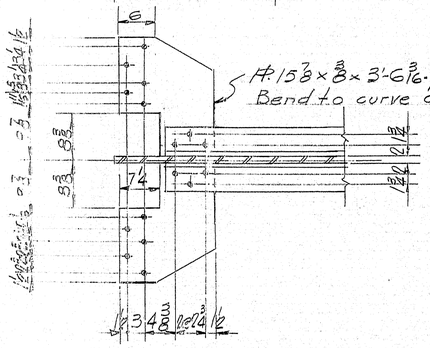
DRAWN	7-21-59	J.P.F.
REVISION		
REVISION		
REVISION		

PRINTED BY SHADPED-MOSS CO., BOSTON, MASS., W ORDER NO. D-3753


20'-8 3/16"
3@3"
1'-3 1/2"
1'-2"
2 Ls 4"x3 1/2"x 5/16"
1'-7 1/2"
3@3"
PL 25" x 1/2" x 4'-4" - P10
ST 10WF31 x 16'-11 1/2" - X12
ST 10WF31 x 33'-5" - X13
PL 18" x 3/8" x 3'-2" P8
PL 25 1/2" x 1/2" x 3'-9" - P9
36'-5 W.P. to W.P.
15'-4
14'-4 1/2"
15'-3
8 1/2"
16'-2 1/2"
3'-0"
3'-2"
8'-4"
12
8 4
2 Ls 4"x3 1/2"x 5/16"
L 4"x3 1/2"x 5/16" x 1'-10" - K2
Go in Out Leg = 1 1/2"
2 Ls 4"x3 1/2"x 5/16"
2 Ls 4"x3 1/2"x 5/16"
2 Ls 4"x3 1/2"x 5/16"
3@3"
6 1/2"
6 1/2"
3@3"
5
5
1'-7 1/2"
1'-7 1/2"
1'-7 1/2"
1'-7 1/2"
3'-2"
3'-2"
3'-0"
1'-1"
1"
3 1/2"
9 1/4"
11 5/8"
3 1/2"
1"
1 1/4"
1 1/4"
1 1/4



Bolt for shipment - ⅞" M. Bolts.
Brace as necessary for shipment.



SECTION "A-A"

ASSEMBLY A1 - As Noted

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

ASSEMBLY-A2- As Noted

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

SHIP MARK | BILL OF MATERIAL | DWG. NO. 9-60-S52

MARK	NO.	MARK	SHAPE	LENGTH	WT.	WT. DEDUCT	REMARKS
A1	1		ASSEMBLY	29 9¼	—		
A2	1		Do	29 9¼	—		
	4	a1	L 5×5×½	28 4¾			
	8	a2½	L 7×4×⅜	3 0½			
	8	a3	L 3½×3½×⅜	1 5¾			
	8	a4	Do	2 3½			
	2	a5	L 6×3½×⅜	2 0⅜			
	4	p1	PL 44¾×1/16	3 10¼		416.	
	8	p2	PL 11×⅜	1 0½			
	2	p3	PL 12×1/16	1 2		8.	
	4	p4	PL 8¾×½	1 3¾			
	4	b1	ST 13WF80	1 6		24.	
	4	p5	Bar 5×1/16	0 11			
	4	p6	Do	9 7			
	4	p7½	PL 15⅞×⅜	3 6 13/16		75.	
	388	SHOP	⅞" RIVET HEADS				18¢ per 100
FIELD	46		⅞" H.S. BOLTS	0 2¼			36¢ per 100
Do	6		Do	0 2¾			36¢ per 100
Do	48		Do	0 3			36¢ per 100
Do	60		Do	0 3¼			36¢ per 100
Do	80		Do	0 3½			36¢ per 100
Do	64		Do	0 3¾			36¢ per 100
Do	40		Do	0 5			36¢ per 100
Do	688		⅞" HARD. WASHERS		—		

SOUTHBOUND BRIDGE

MARK	NO.	MARK	SHAPE	LENGTH	WT.	WT. DEDUCT	REMARKS
A1	1		ASSEMBLY	29 9¼	—		
A2	1		Do	29 9¼	—		
	4	a1	L 5×5×½	28 4¾			
	8	a2½	L 7×4×⅜	3 0½			
	8	a3	L 3½×3½×⅜	1 5¾			
	8	a4	Do	2 3½			
	2	a5	L 6×3½×⅜	2 0⅜			
	4	p1	PL 44¾×1/16	3 10¼		416.	
	8	p2	PL 11×⅜	1 0½			
	2	p3	PL 12×1/16	1 2		8	
	4	p4	PL 8¾×½	1 3¾			
	4	b1	ST 13WF80	1 6		24	
	4	p5	Bar 5×1/16	0 11			
	4	p6	Do	9 7			
	4	p7½	PL 15⅞×⅜	3 6 13/16		75.	
	388	SHOP	⅞" RIVET HEADS				18¢ per 100
FIELD	46		⅞" H.S. BOLTS	0 2¼			36¢ per 100
Do	6		Do	0 2¾			36¢ per 100
Do	48		Do	0 3			36¢ per 100
Do	60		Do	0 3¼			36¢ per 100
Do	80		Do	0 3½			36¢ per 100
Do	64		Do	0 3¾			36¢ per 100
Do	40		Do	0 5			36¢ per 100
Do	688		⅞" HARD. WASHERS		—		

NORTHBOUND BRIDGE

ITEM: 702-103

SHOP CONNECTIONS: ⅞" ø Rivets
FIELD CONNECTIONS: ⅞" ø H.S. Bolts
HOLES: 13/16" ø
PAINT: Per State of Maine Specs. 532 "General Notes" Sh. S15

BRACING DETAIL

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

INTERSTATE #95 - OVER MESSALONSKEE STREAM
WATERVILLE, MAINE

CUSTOMER CIANCHETTE BROS.
DESIGNER THE CLARKESON ENGR. CO.

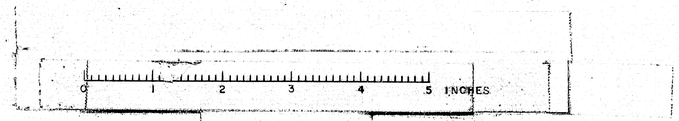
ORDER NO. VERBAL | DWG. NO. 9-60-S52

APP. 9-22-59

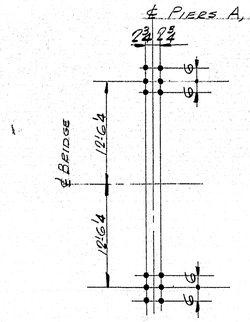
DRAWN	7-23-59	J.P.F.
REVISION	9-26-59	J.P.F.
REVISION		
REVISION		

(L)

77-194

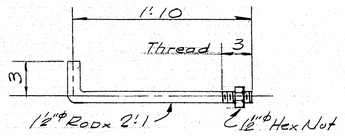


℄ PIERS A, B, L & M

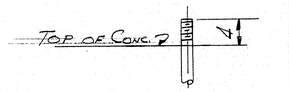


℄ BEDGE

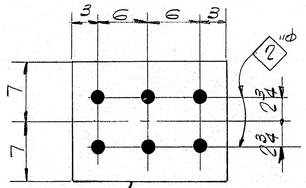
ANCHOR BOLT SETTING



ANCHOR BOLTS A81
48 REQ'D



TYP. SETTING



PL 14 x ¼ x 1'-6" FOR S1
PL 14 x ⅜ x 1'-6" FOR S2
PL 14 x ½ x 1'-6" FOR S3

SHIMS

S1 - 8 REQ'D
S2 - 8 REQ'D.
S3 - 16 REQ'D.

BRACING ANCHORAGE DETAIL & LAYOUT PIERS A, B, L & M

DRAWN J.P.F.
CHECKED
APPROVED 10-7-59
RIVETS
HOLES As Noted
PAINT None

JOB INTERSTATE #95 OVER MESSALONSKEE STREAM - WATERVILLE, MAINE
CUSTOMER CIANCHETTE BROS.
ARCHITECT OR ENGINEER THE CLARKESON ENGR. CO.

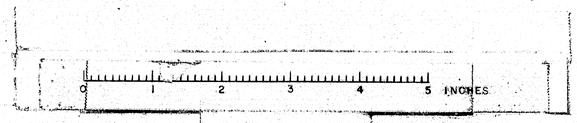
BANCROFT & MARTIN ROLLING MILLS CO.
SOUTH PORTLAND, MAINE

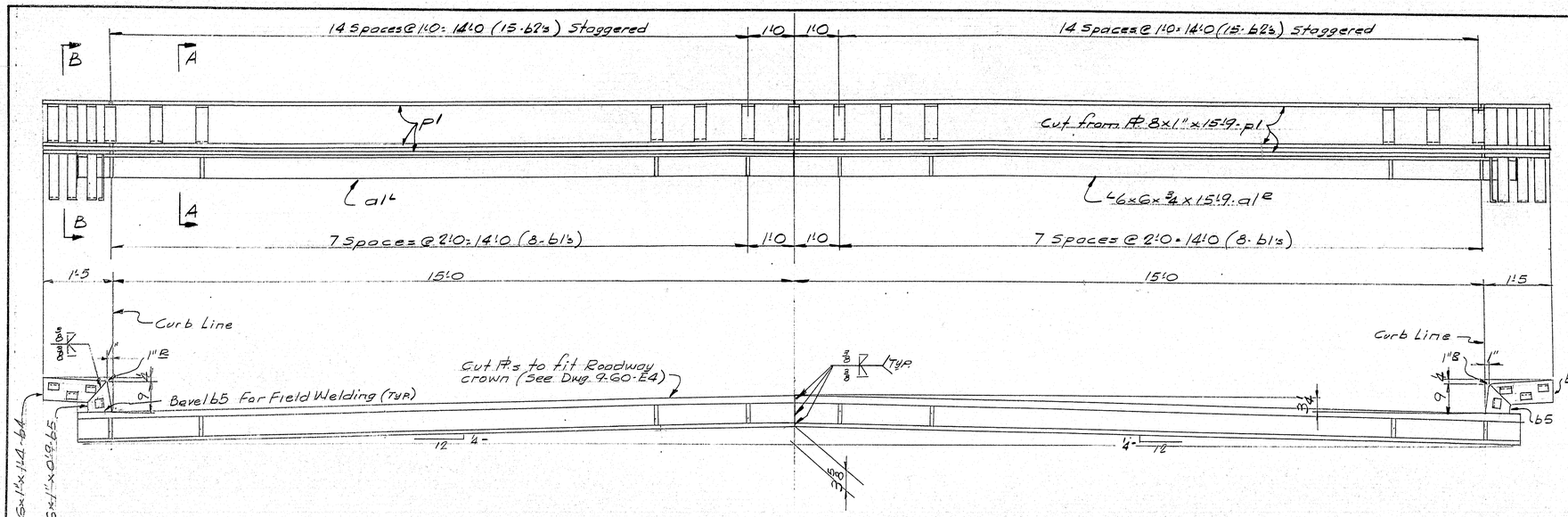
DATE 10-2-59

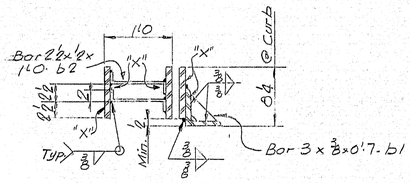
9-60-553

77-195

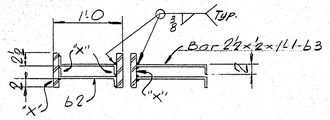
K-E ALBANENE 1961 D. L. M. INC. 61987







SECT. "A-A"

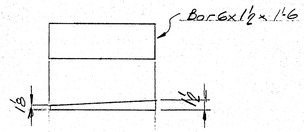


SECT. "B-B"

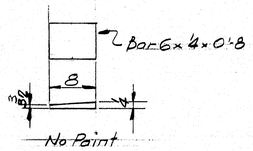
EXPANSION JOINTS-WESTERLY ABUTMENTS

EJ1 - 2 REQ'D.

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



SHIMS: S1 - 4 REQ'D @ Girders.



SHIMS: S2 - 8 REQ'D @ Stringers

INCLUDE (SHIMS.)

4-S3 - Bar 6"x 1/4"x 1'-6" }
4-S4 - Bar 6"x 3/8"x 1'-6" } @ Girders
8-S5 - Bar 6"x 1/16"x 1'-6" }

8-S6 - Bar 6"x 1/4"x 0'-8" }
8-S7 - Bar 6"x 1/8"x 0'-8" } @ Stringers
16-S8 - Bar 6"x 1/16"x 0'-8" }

No Fab. & No Point on these Items.

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	WT. DEDUCT.	REMARKS
EJ1	2		Assembly	31 6	—		
	12	p1	PL 8"x1"	15 9		156.	
	4	a1	L 6"x6"x 3/4"	15 9			
	32	b1	Bar 3"x 3/8"	0 7		30.	
	76	b2	Bar 2 1/2"x 1/2"	1 0			
	16	b3	Do	1 1			
	12	b4	Bar 6"x 1"	1 4		60.	
	12	b5	Do	0 9		60.	
S1	4		Bar 6"x 1/2"	1 6		24.	No Point
S2	8		Bar 6"x 1/4"	0 8		8.	do
S3	4		Bar 6"x 1/4"	1 6			No Fab. No Point
S4	4		Bar 6"x 3/8"	1 6			do do
S5	8		Bar 6"x 1/16"	1 6			do do
S6	8		Bar 6"x 1/4"	0 8			do do
S7	8		Bar 6"x 1/8"	0 8			do do
S8	16		Bar 6"x 1/16"	0 8			do do
	380	Lin Ft.	3/8 Fillet Weld			.239# / lin. Ft.	

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

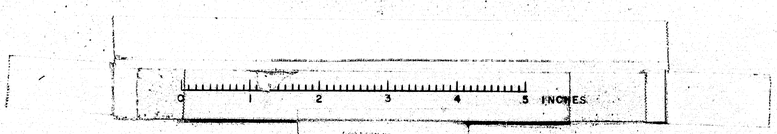
EXPANSION JOINTS - WESTERLY ABUTMENTS
Bancroft & Martin Rolling Mills Company
South Portland 7, Maine
INTERSTATE #95 - OVER MESSALONSKEE STREAM
WATERVILLE, MAINE
CUSTOMER Gianchetta Bros.
DESIGNER The Clarkeson Engg. Co.
ORDER NO. Verbal | DWG. NO. 9-60-S54

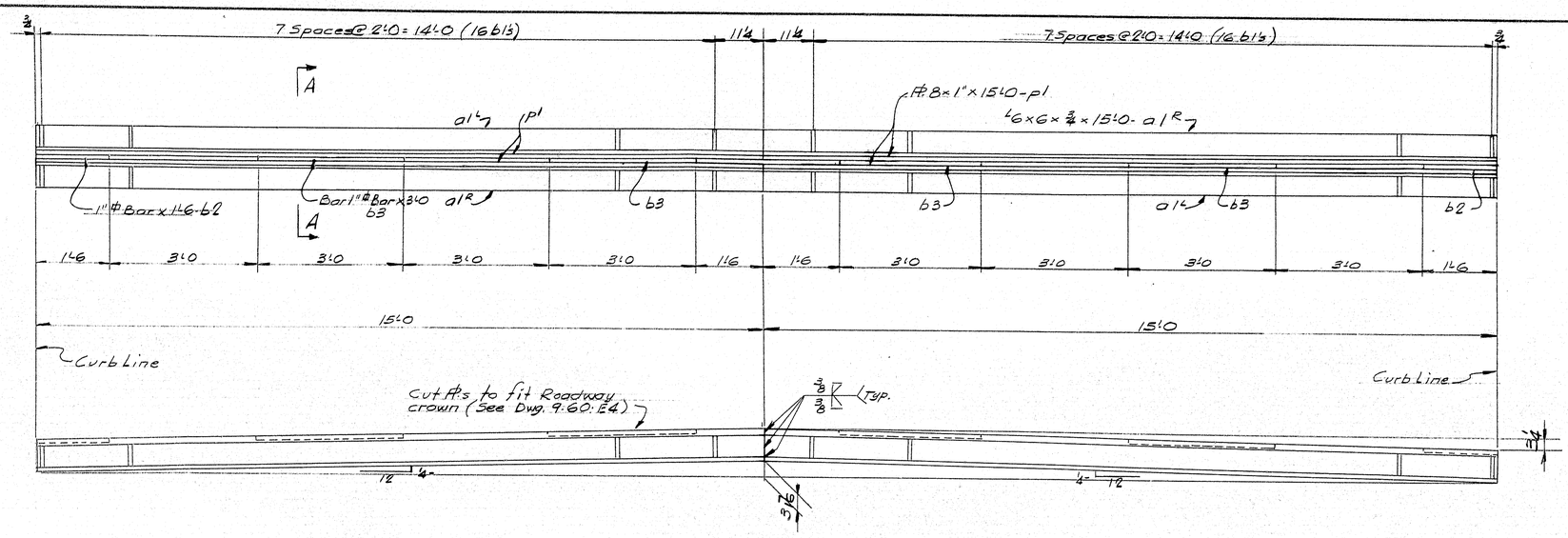
DRAWN	1-25-60	J.P.F.
REVISION		
REVISION		
REVISION		

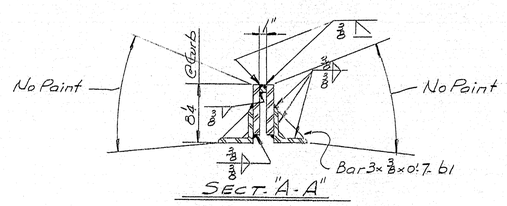
Appr. 2-1-60

(C)

77-196

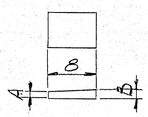






SECT. "A-A"

DRAINAGE SLOTS
DS1 - 6 REQ'D.



No Point
SHIMS

Mk.	No.	A	B	SIZE
S9	8	7/32	3/8	Bar 6 x 3/8 x 0'-8"
S10	60	3/32	1/4	Bar 6 x 1/4 x 0'-8"
S11	4	1 3/32	1/4	Bar 6 x 1/4 x 0'-8"

INCLUDE (SHIMS)
72 - S12 - Bar 6 x 1/4 x 0'-8"
72 - S13 - Bar 6 x 3/8 x 0'-8"
144 - S14 - Bar 6 x 1/16 x 0'-8"
No Fab. & No Point on these Items.

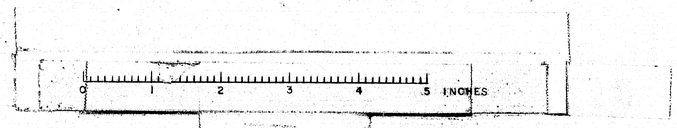
SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	WT. DEDUCT	REMARKS
DS1	6		ASSEMBLY	30 0	—		
	24	p1	#8 x 1"	15 0		312.	
	24	a1	L 6 x 6 x 3/4	15 0			
	192	b1	Bar 3 x 3/8	0 7		182.	
	12	b2	1" ⌀ Bar	1 6			
	24	b3	Do	3 0			
S9	8		Bar 6 x 3/8	0 8		8.	No Point
S10	60		Bar 6 x 1/4	0 8		60.	do
S11	4		Bar 6 x 1/4	0 8		4.	do
S12	72		Bar 6 x 1/4	0 8			No Fab - No Point
S13	72		Bar 6 x 3/8	0 8			do do
S14	144		Bar 6 x 1/16	0 8			do do
	985	Lin Ft.	3/8 Fillet Weld				.239# Lin. Ft.

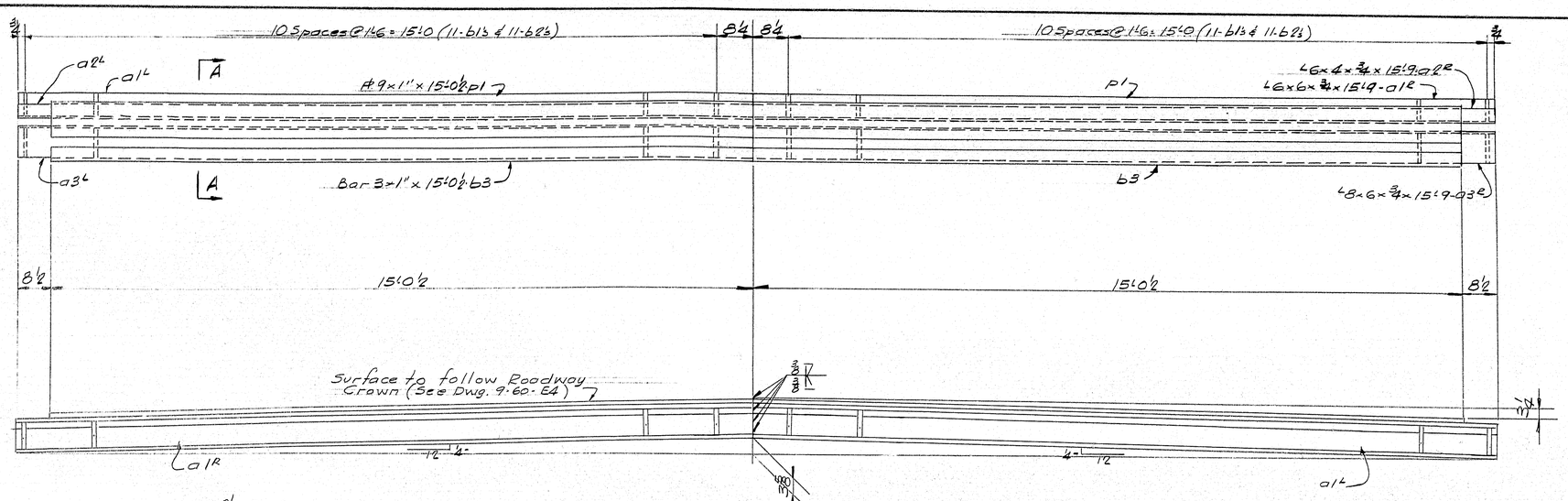
SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: Welded
HOLES:
PAINT: Per State of Maine Specs & As Noted

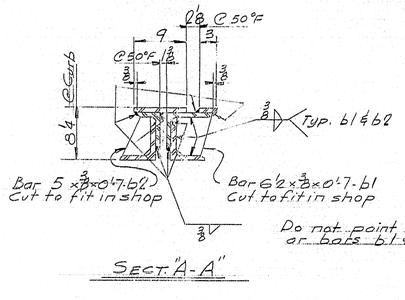
DRAINAGE SLOTS
Bancroft & Martin Rolling Mills Company
South Portland 7, Maine
INTERSTATE #95 - OVER MESSALONSKEE STREAM
WATERVILLE, MAINE
CUSTOMER CIANCHETTE BROS.
DESIGNER THE CLARKESON ENGR CO.
ORDER NO. VERBAL DWG. NO. 9-60-555
APP. 2-1-60

DRAWN	1-26-60	J.P.F.
REVISION		
REVISION		
REVISION		

77-197



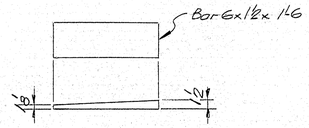




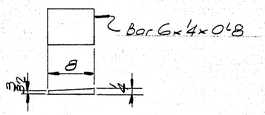
SECT. "A-A"

ROADWAY EXPANSION JOINTS @ HINGES
EJ2 - 4 REQ'D.

NOTE
Shop assemble Roadway Joint.
Fabricate to follow crown of roadway.
Provide shipping devices to maintain spacing & alignment.
Do not paint sliding contact surfaces; rub with grophite.



SHIMS - S1 - 16 REQ'D
@ Girders



SHIMS - S2 - 32 REQ'D.
@ Stringers

INCLUDE (SHIMS

16-S3 - Bar 6 x ¼ x 1'-6
16-S4 - Bar 6 x ⅛ x 1'-6
32-S5 - Bar 6 x 1/16 x 1'-6
— @ Girders

32-S6 - Bar 6 x ¼ x 0'-8
32-S7 - Bar 6 x ⅛ x 0'-8
64-S8 - Bar 6 x 1/16 x 0'-8
— @ Stringers

No Fab & No Point on these Items

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	WT. DEDUCT.	REMARKS
EJ2	1		ASSEMBLY	31 6			
	8	pl	#9 x 1"	15 0½			
	16	a1	L 6 x 6 x ¾	15 9			
	8	a2	L 6 x 4 x ¾	15 9			
	8	a3	L 8 x 6 x ¾	15 9			
	88	b1	Bar 6½ x ⅜	0 7		134#	
	88	b2	Bar 5 x ⅜	0 7		188#	
	8	b3	Bar 3 x 1"	15 0½			
S1	16		Bar 6 x 1/16	1 6		9#	No Point
S2	32		Bar 6 x ¼	0 8		32#	do
S3	16		Bar 6 x ¼	1 6			No Fab - No Point
S4	16		Bar 6 x ⅛	1 6			do do
S5	32		Bar 6 x 1/16	1 6			do do
S6	32		Bar 6 x ¼	0 8			do do
S7	32		Bar 6 x ⅛	0 8			do do
S8	64		Bar 6 x 1/16	0 8			do do
	1425	Lin. Ft.	⅜" Fillet Weld				.239# Lin. Ft.

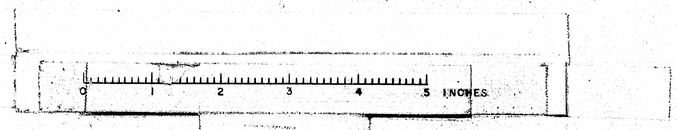
SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: Welded
HOLES:
PAINT: Per State of Maine Specs as noted.

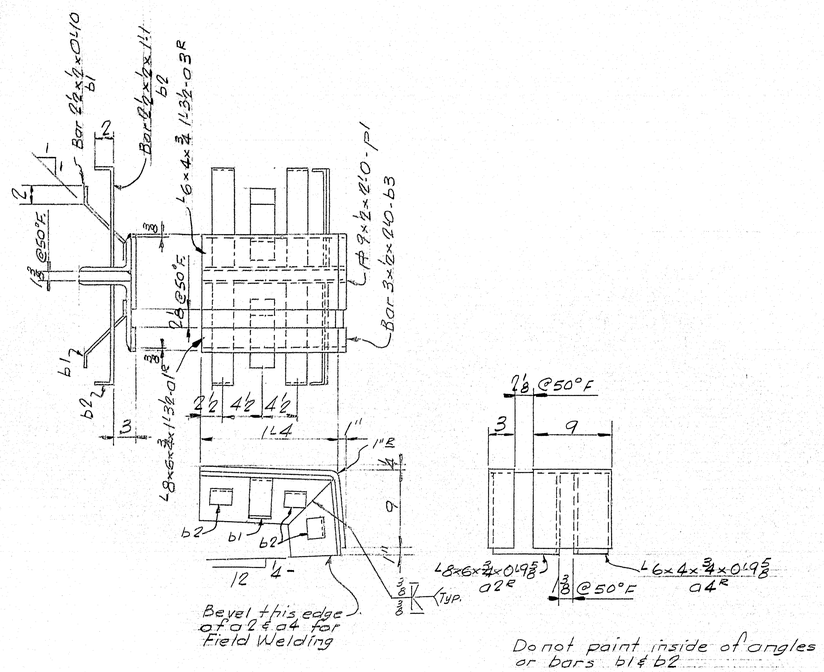
ROADWAY EXPANSION JOINTS @ HINGES
Bancroft & Martin Rollings Mills Company
South Portland 7, Maine
INTERSTATE #95 - OVER MESSALONSKEE STREAM
WATERVILLE, MAINE
CUSTOMER Gianchette Bros.
DESIGNER The Clarkeson Engr. Co.
ORDER NO. Verbal | DWG. NO. 9-60-556

APP. 8-1-60

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

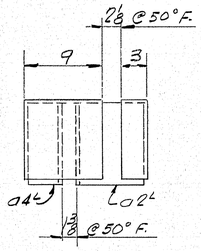
77-198

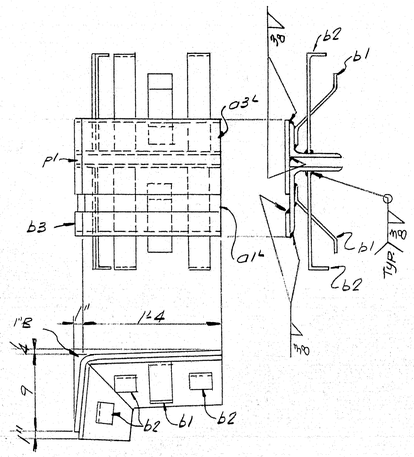




SD1 - 4 REQ'D

Do not paint inside of angles or bars b1 & b2





SD2 - 4 REQ'D

SIDEWALK EXPANSION DAMS @ HINGES.

NOTE
Provide shipping devices to maintain spacing & alignement.
Do not paint sliding contact surfaces; rub with graphite.

SHIP MARK	NO.	MARK	SHAPE	LENGTH		WT.	REMARKS
			BILL OF MATERIAL				DWG. NO. 9-60-557
SD1	4		Assembly				Scale Weigh
SD2	4		Do				do do
	8	pl	PL 9 × ½	2	0		
	8	a1 R	L 8 × 6 × ¾	1	3½		-27 R
	8	a2 E	Do	0	9⅞		-27 R
	8	a3 E	L 6 × 4 × ¾	1	3½		-27 R
	8	a4 E	Do	0	9⅝		-27 R
	16	b1	Bar 2½ × ½	0	10		
	48	b2	Do	1	1		
	8	b3	Bar 3 × ½	2	0		

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

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

APP. 2-1-60

SIDEWALK EXPANSION JOINTS & HINGES

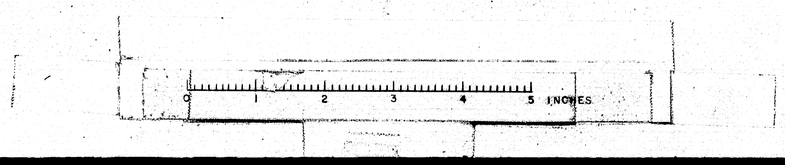
Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

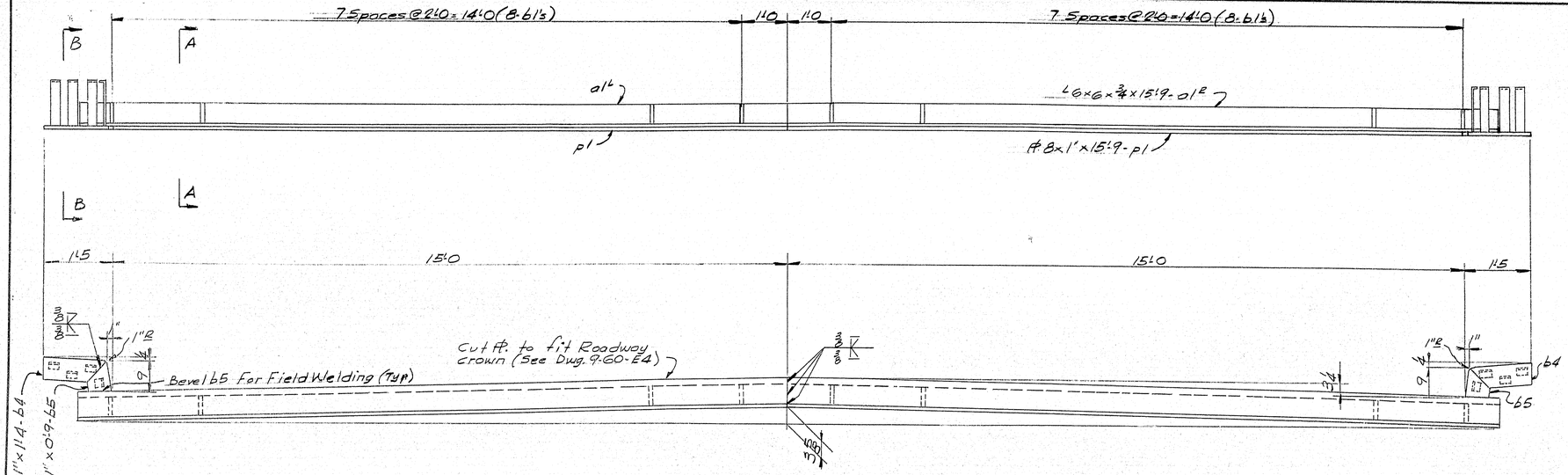
INTERSTATE #95 - OVER MESSALONSKEE STREAM
WATERVILLE, MAINE

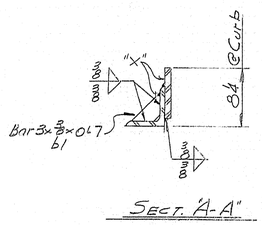
CUSTOMER Gianchetta Bros
DESIGNER The Clarkeson Engr Co.

ORDER NO. Verbal | DWG. NO. 9-60-557

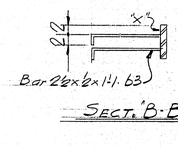
PRINTED BY BLUELINE PRINTING CO. PORTLAND, MAINE. NO LONGER VALID







SECT. 'A-A"

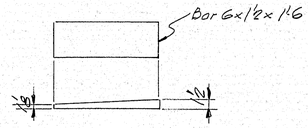


SECT. 'B-B'

EXPANSION JOINTS: PIERS C & N

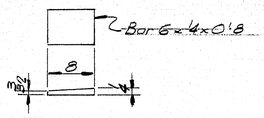
EJ3: 2 REQ'D.

PAINT NOTE.
No paint on all surfaces marked "x" and on all strap anchors.



No Paint

SHIMS - Sl - 4 REQ'D @ Girders.



No Paint

SHIMS - Sl. 8 REQ'D. @ Stringers

INCLUDE (SHIMS)

4 - S3 - Bar 6 x 4 x 1'-6"]
4 - S4 - Bar 6 x 3/8 x 1'-6"] @ Girders
8 - S5 - Bar 6 x 1/6 x 1'-6"]

8 - S6 - Bar 6 x 4 x 0'-8"]
8 - S7 - Bar 6 x 3/8 x 0'-8"] @ Stringers
16 - S8 - Bar 6 x 1/6 x 0'-8"]

No Fab & No Point on these Items.

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	WT. DEDUCT	REMARKS
EJ3	2		ASSEMBLY	31 6	—		
	4	a1 1/2	L 6 x 6 x 3/4	15 9			
	4	p1	PL 8 x 1"	15 9		52.	
	32	b1	Bar 3 x 3/8	0 7		30.	
	16	b3	Bar 2 1/2 x 1/2	1 1			
	4	b4	Bar 6 x 1"	1 4		20.	
	4	b5	Do	0 9		20.	
S1	4		Bar 6 x 1/2	1 6		24.	No Point
S2	8		Bar 6 x 4	0 8		8.	do
S3	4		Bar 6 x 4	1 6			No Fab - No Point
S4	4		Bar 6 x 3/8	1 6			do do
S5	8		Bar 6 x 1/6	1 6			do do
S6	8		Bar 6 x 4	0 8			do do
S7	8		Bar 6 x 3/8	0 8			do do
S8	16		Bar 6 x 1/6	0 8			do do
	180		Lin. Ft. 3/8 Fillet Weld				.234 # Lin. Ft.

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

APP 2-1-60

EXPANSION JOINTS PIERS C & N

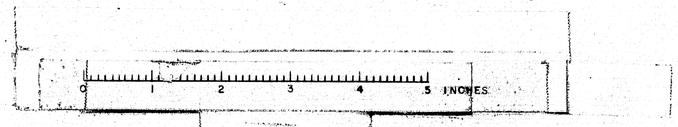
Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

INTERSTATE # 95 - OVER MESSALONSKEE STREAM
WATERVILLE, MAINE

CUSTOMER Cianchette Bros.
DESIGNER The Clarkeson Engr. Co.

ORDER NO. VERBAL DWG. NO. 9-60-S58

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



77-200

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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

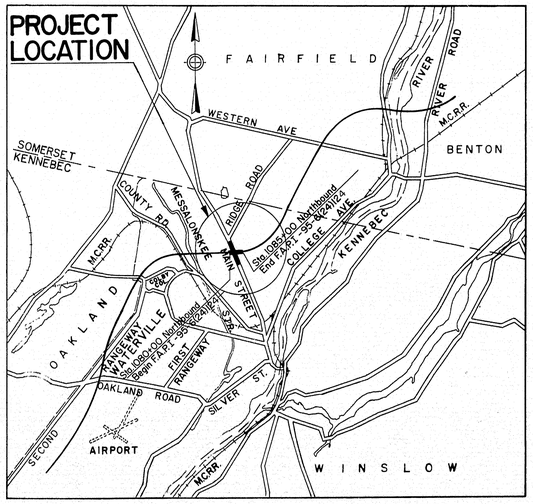
SHEET NO.	
1	Title Sheet
2–4	Typical Sections
5	Quantities
6–10	Standard Details
11–12	Special Details
13	Subsurface Data
14	General Plan and Profile — Main Street
15	Profile — Sta. 1075+00 to Sta. 1089+00
16	Profile — Ramps "E", "F", "G" & "H"
17	Grading, Pavement & Curb Tie Plan — Main St. Interchange
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	

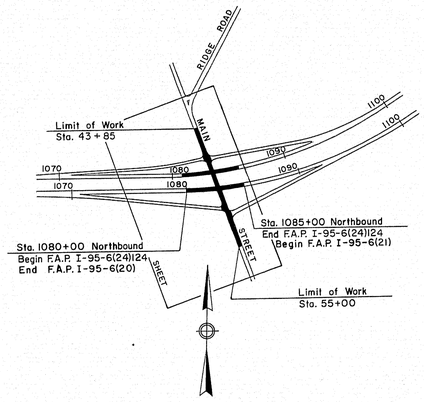
Interstate #95 and Main Street Interchange Ramps shall be Constructed to Top of Lower Course Crushed Gravel Base only, within the Limits Indicated on the Plans. Construction of Main Street is to include Pavement. Construction of Main Street Bridge is included in this Contract

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		MAIN STREET	
A.D.T. (1960)	= 4790	A.D.T. (1960)	= 6250
A.D.T. (1980)	= 7620	A.D.T. (1980)	= 7940
D.H.V. (1980)	= 1143	D.H.V. (1980)	= 1190
D. (1980)	= 65%	D. (1980)	= 65%
T. (1980)	= 15%	T. (1980)	= 15%
V. (M.P.H.)	= 60	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

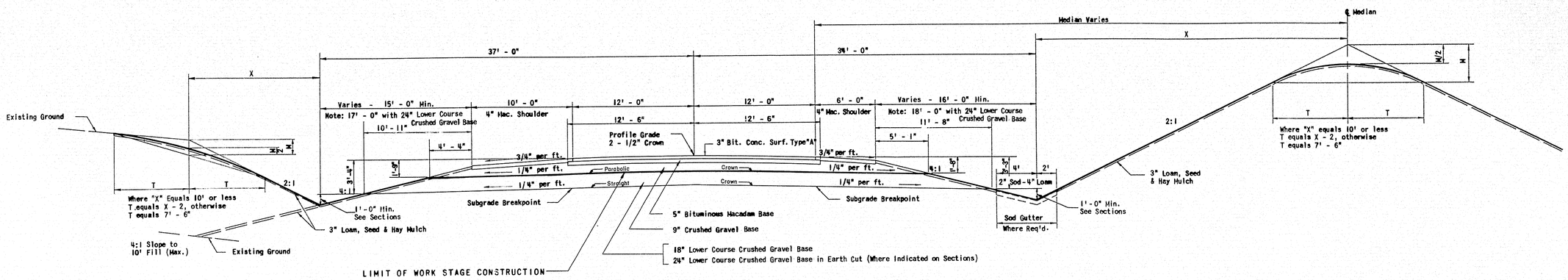
0 1 2 3 4 5 INCHES

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



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

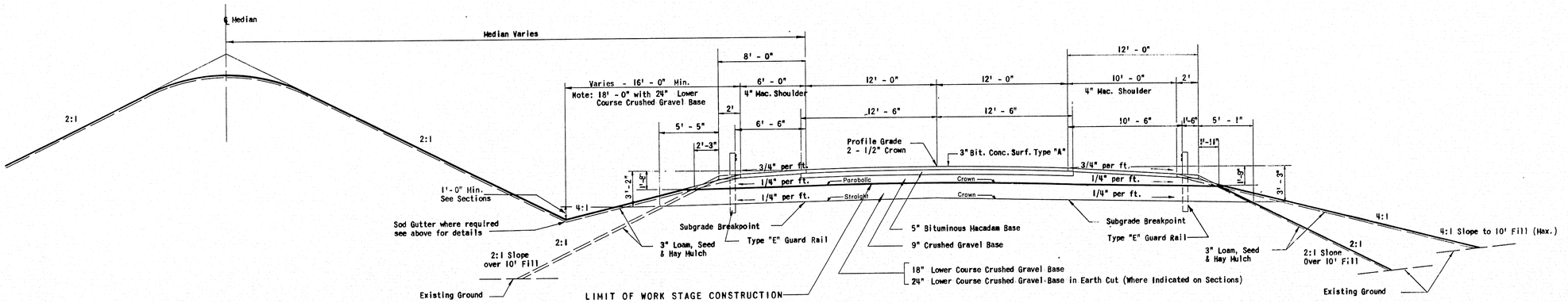
TYPICAL SECTION - NORMAL

Scale: 1" = 5'

SOUTHBOUND INTERSTATE

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

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



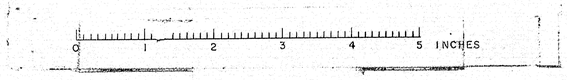
8' PAVED SHOULDER	CY/100 L.F.
4" Bituminous Macadam Surface	9.72
Crushed Gravel Base (to 2:1 Slope)	29.23
18" Lower Course Crushed Gravel Base	62.80

TYPICAL SECTION - NORMAL

Scale: 1" = 5'

NORTHBOUND INTERSTATE

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



MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

TYPICAL SECTIONS

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

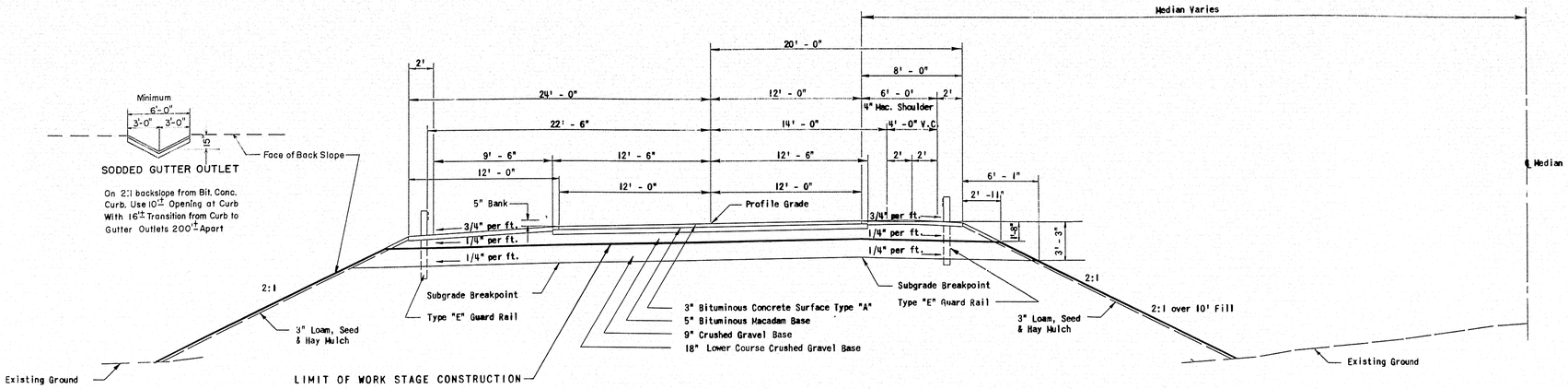
75-127

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

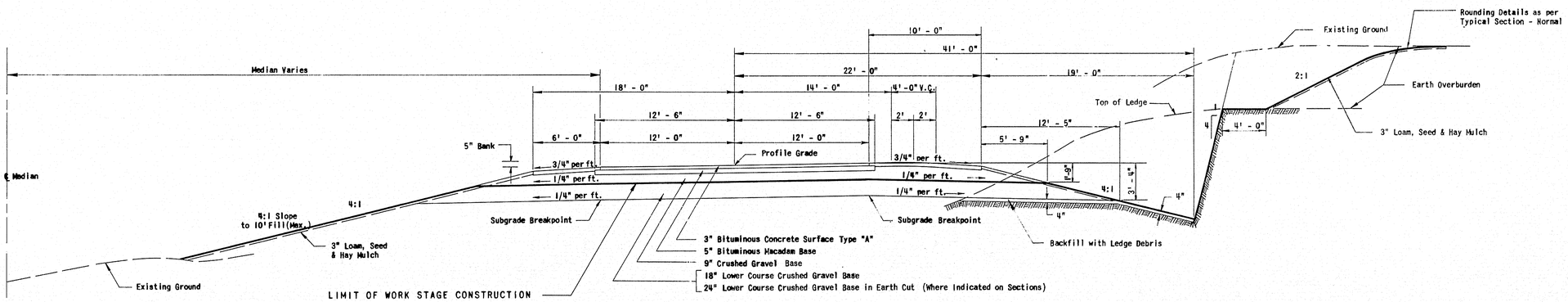
Showing B = 5" Superelevation for D = 0° - 30'

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

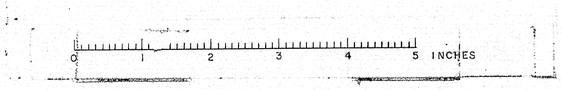
TYPICAL SECTION - SUPERELEVATED

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

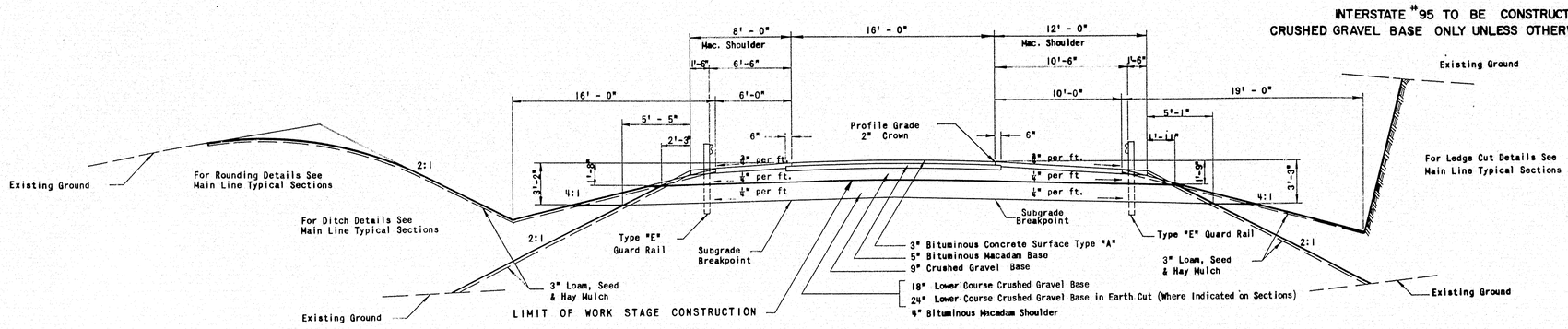
75-128

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



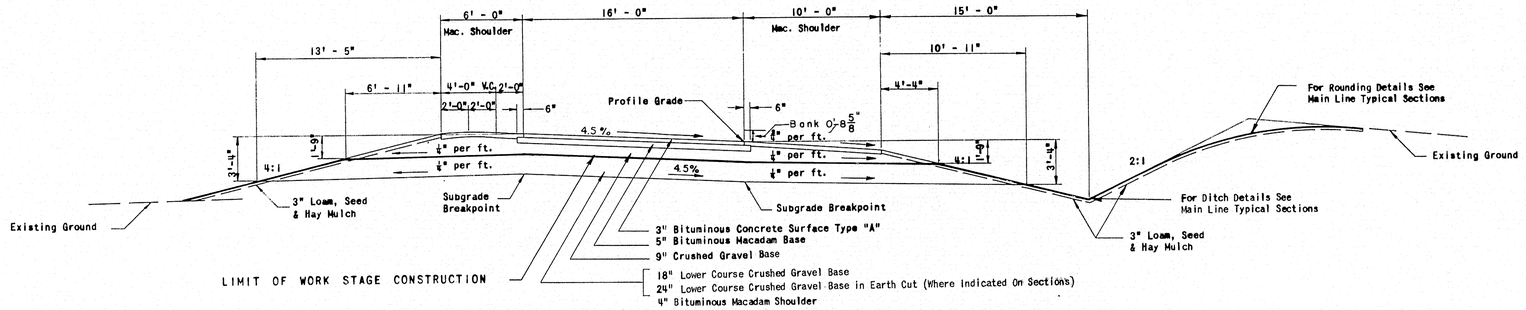
TYPICAL SECTION - ONE WAY RAMP - NORMAL

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



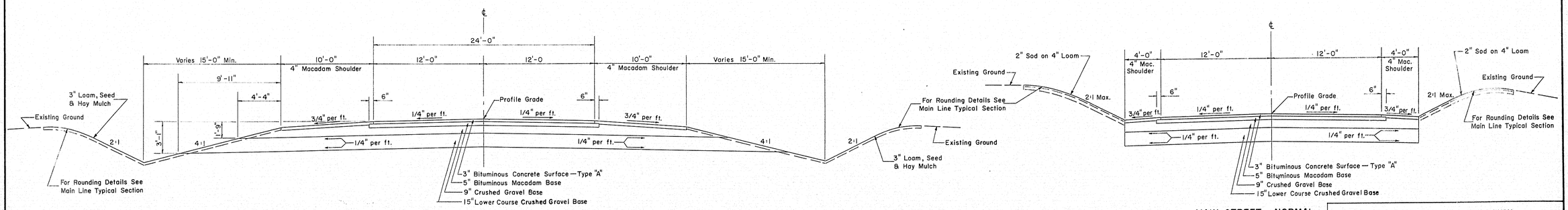
TYPICAL SECTION - ONE WAY RAMP - SUPERELEVATED

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

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)	5	34

44

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201-5	Clearing	0 ~~94~~ 84	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	~~90~~	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	4,600 4,600	C.Y.
303-8	Bituminous Macadam Base Course	860 ~~860~~	Ton
306-5	Overhaul - In Place Measurement	~~28,600~~	Yd.Mi.
306-6	Overhaul - Pit Measurement	0 ~~3,500~~	Yd.Mi.
307-5	Stripping Pits	1 ~~1,100~~	C.Y.
310-6	Sprinkling	0 ~~40~~	Units
311-6	Calcium Chloride	2% ~~10~~	Ton
401-11	Gravel Surface Course	~~10~~	C.Y.
403-13	Bituminous Macadam Surface Course	1771 ~~350~~	Ton
401-28	Bituminous Concrete Surface Course, Type "A"	6,149 ~~600~~	Ton
402-7	Asphalt Cement	2497 6,800	Gal.
403-8	Emulsified Asphalt (Quick Setting Grade)	6,5~~6~~ 6,300	Gal.
602-11	15" Asphalt Coated Corrugated Metal Pipe	1 ~~20~~	L.F.
602-14	24" Asphalt Coated Corrugated Metal Pipe	~~40~~ 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	220.53 ~~330~~	C.Y.
701-35	Portland Cement Concrete, Piers	212.5 ~~200~~	C.Y.
701-40	Portland Cement Concrete, Roadway & Sidewalk Slabs on Steel Bridges	498.29 430	C.Y.
701-47	Portland Cement	6,262.7 ~~440~~	Bbls.
702-103	Structural Steel, Fabricated and Delivered 61,1 3	~~358,700~~	Lbs.
702-104	Structural Steel, Erection 261,12	~~358,700~~	Lbs.
705-13	Reinforcing Steel, Delivered 135,67[illegible]	~~135,400~~	Lbs.
705-14	Reinforcing Steel, Placing 135,761	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.
808-6	French Drains	.9 ~~160~~	C.Y.
807-15	Aluminum Railing	6 ~~.3~~ ~~660~~	L.F.
901-14	Granite Edging	1~~2~~.~~0~~ ~~110~~	L.F.
901-15	Granite Edging - Circular	44 ~~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 NEAT IN GRAVEL BASE COURSE	~~60~~	~~C.Yd.~~

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+40 - 82+77	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~~		"B"	100
Undetermined	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.	"	

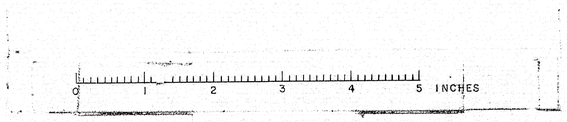
SUMMARY OF CLASSIFIED EXCAVATION AND BORROW

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 105 D. L. M. INC. 83510



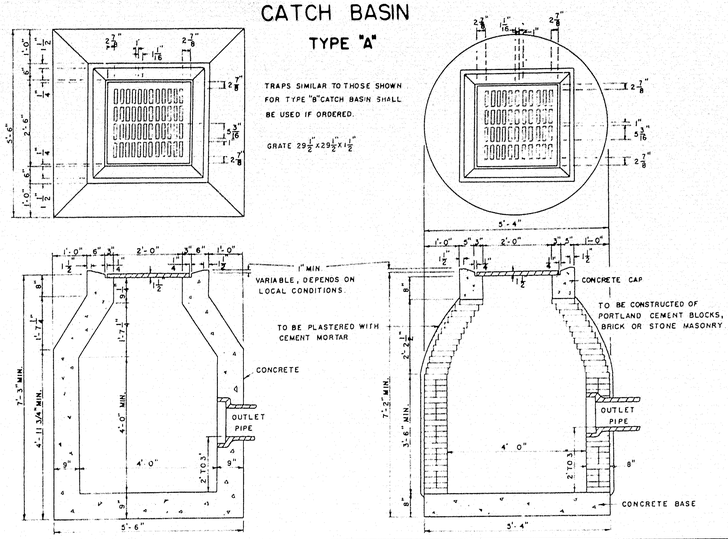
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	6	34

WATERVILLE-34 INTERSTATE

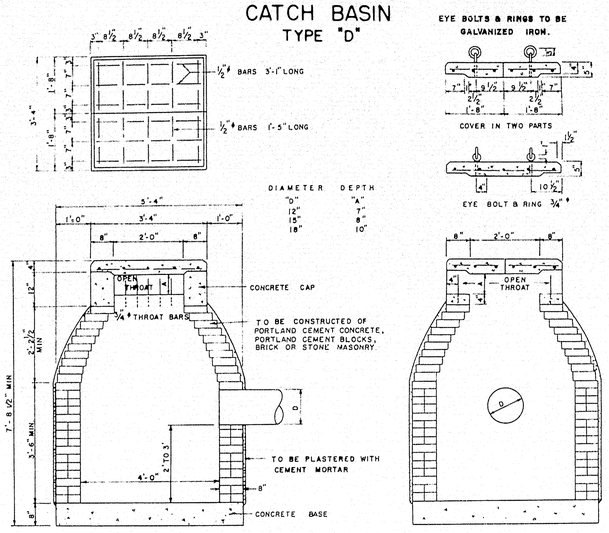
CATCH BASIN TYPE "A"

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

GRATE 29½" X 29½" X 1½"



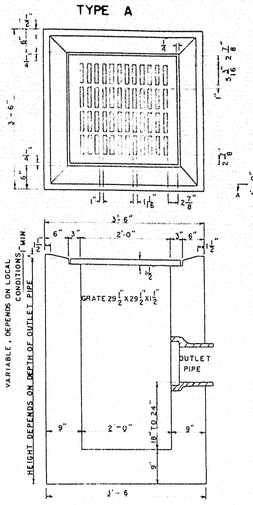
CATCH BASIN TYPE "D"



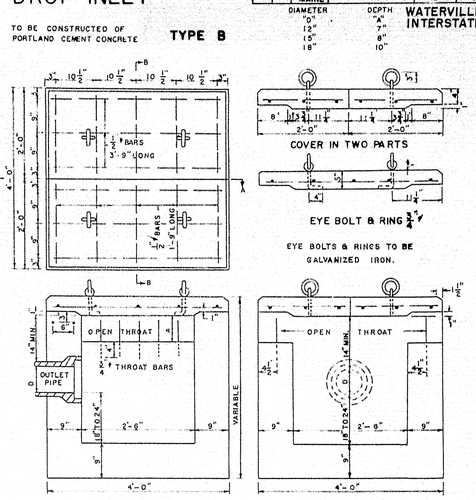
DROP INLET

TO BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE

TYPE A



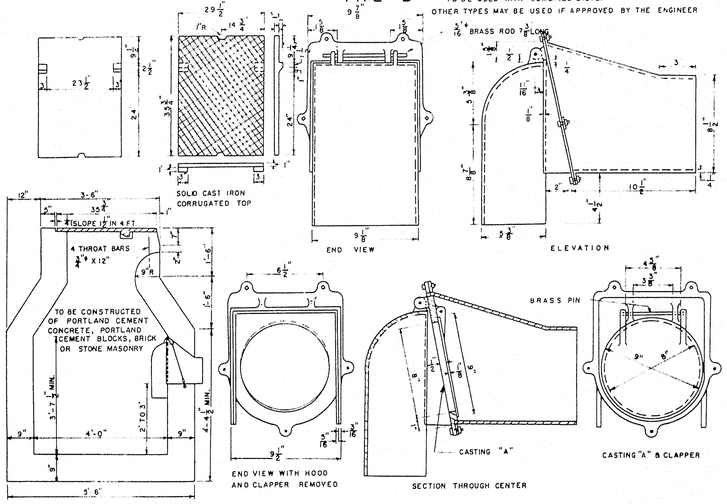
TYPE B



CATCH BASIN TYPE "B"

DETAIL OF TRAP

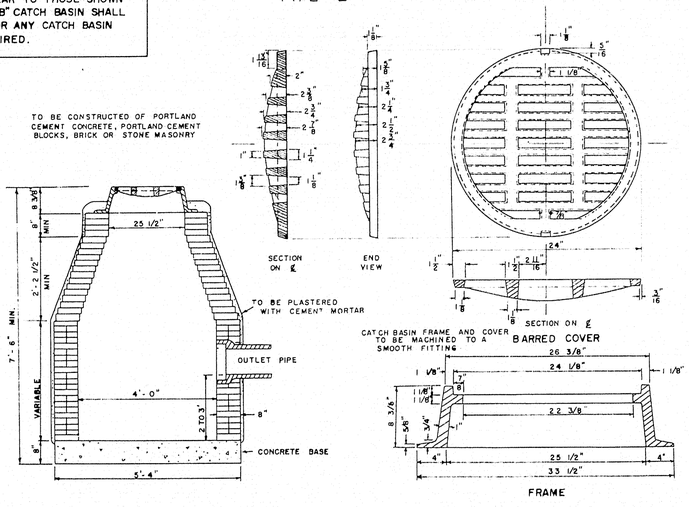
TO BE USED WITH COMBINED SYSTEM
OTHER TYPES MAY BE USED IF APPROVED BY THE ENGINEER



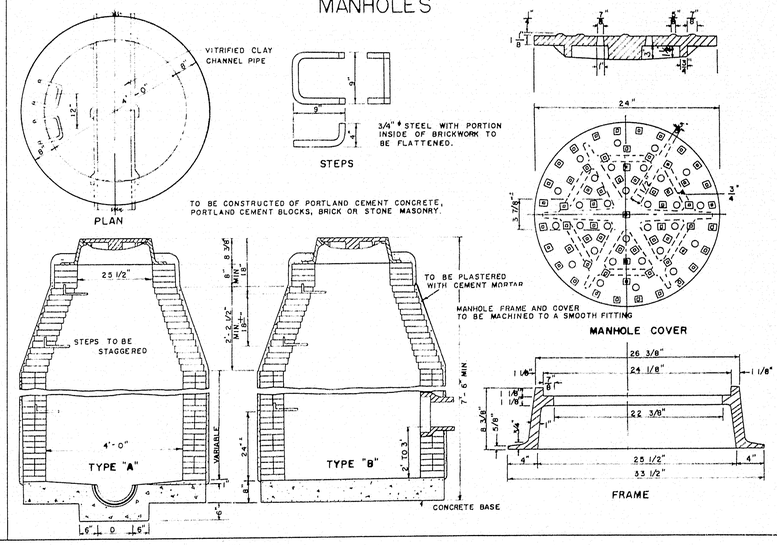
NOTE

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

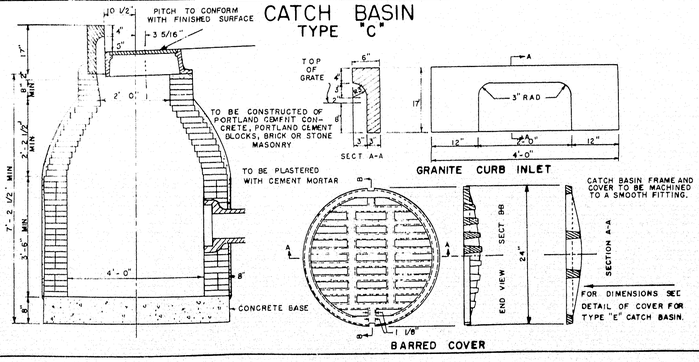
CATCH BASIN TYPE "E"

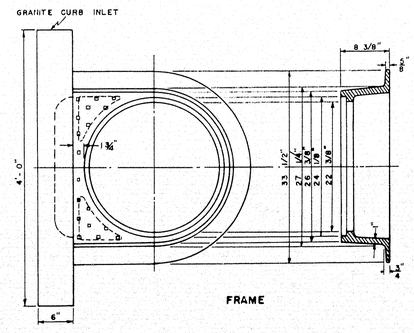


MANHOLES

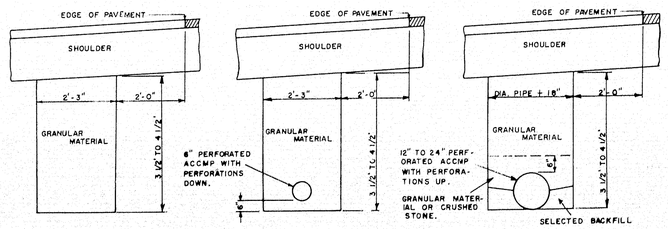


CATCH BASIN TYPE "C"





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

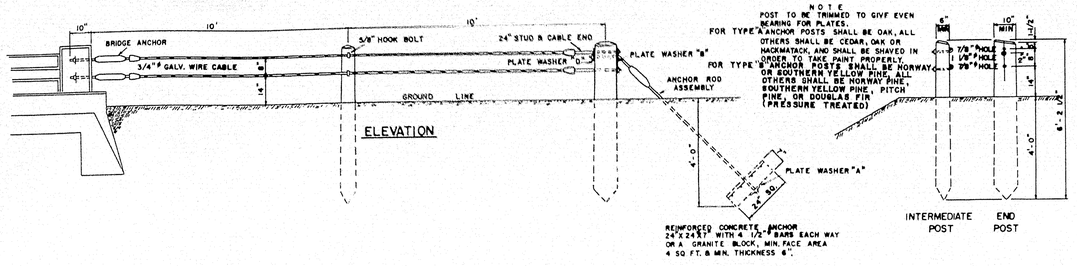
(1)

75-131

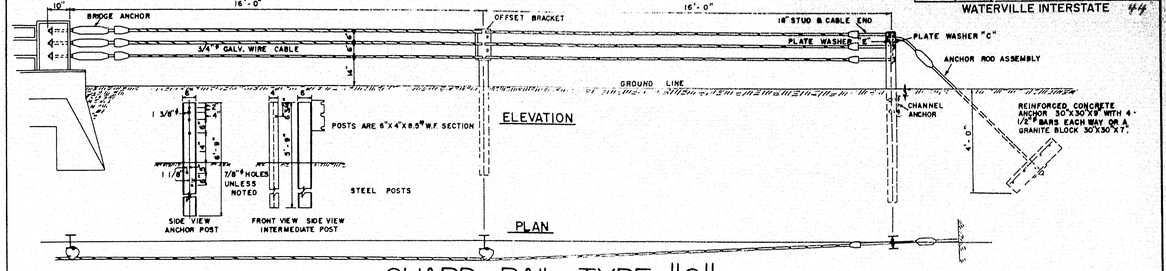
0 1 2 3 4 5 INCHES

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

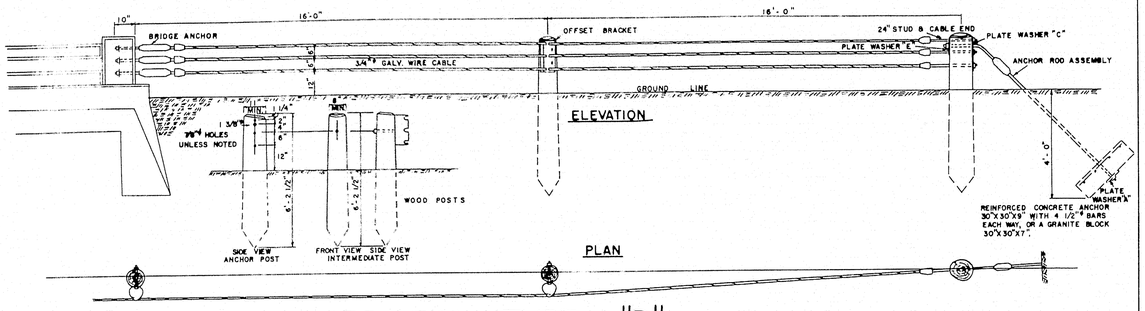
WATERVILLE INTERSTATE



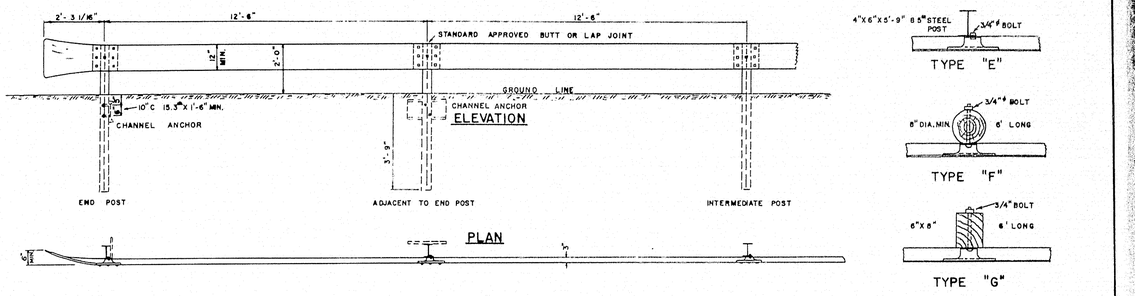
GUARD RAIL TYPE "A" & "B"



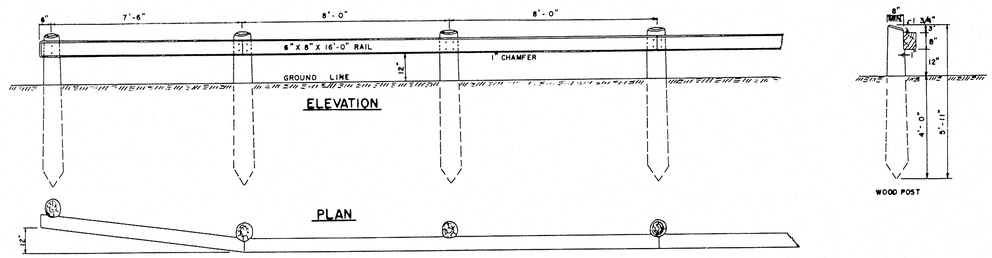
GUARD RAIL TYPE "C"



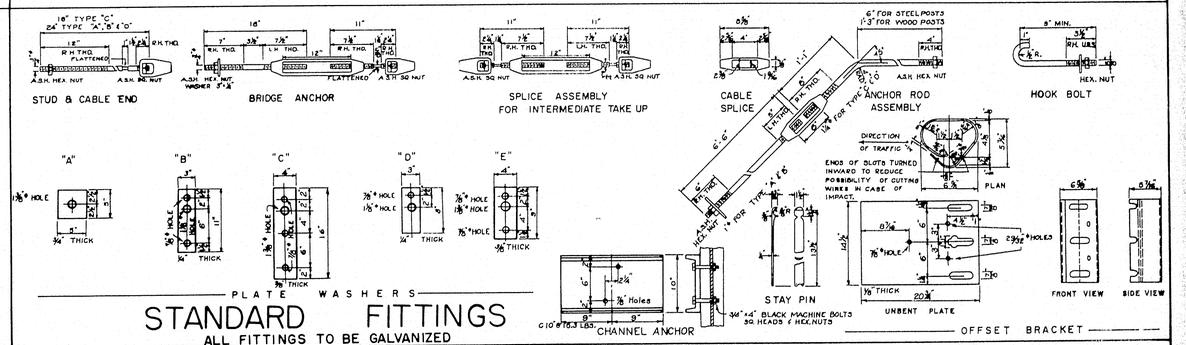
GUARD RAIL TYPE "D"



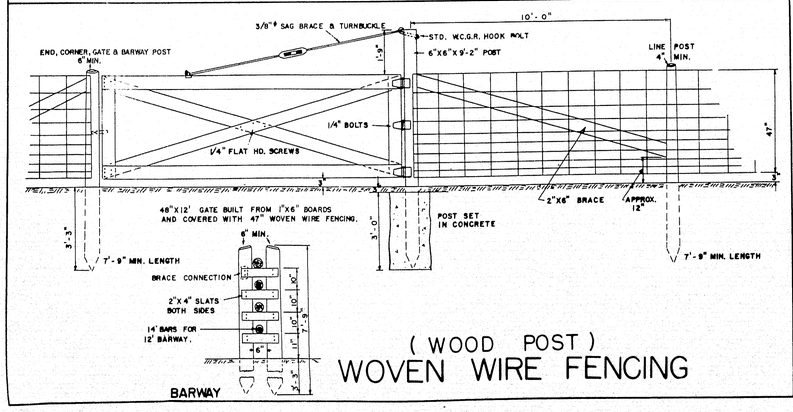
GUARD RAIL TYPE "E", "F" & "G"



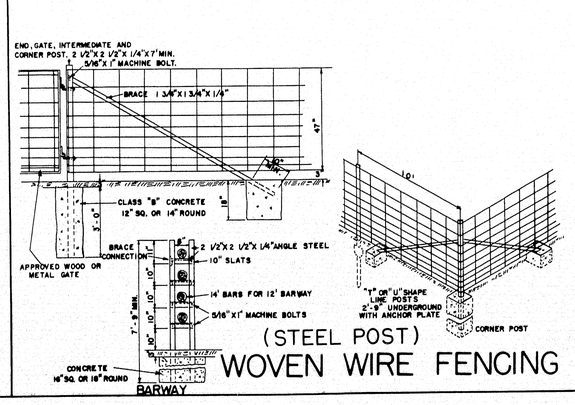
GUARD RAIL TYPE "H"



STANDARD FITTINGS

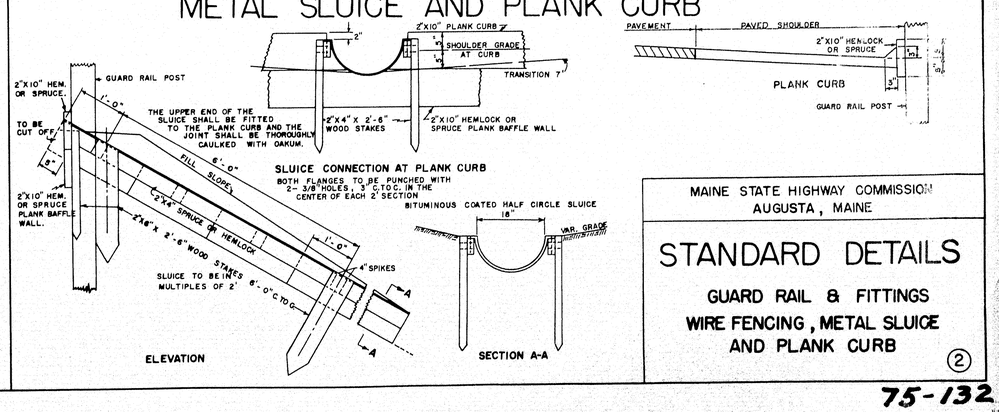


(WOOD POST) WOVEN WIRE FENCING



(STEEL POST) WOVEN WIRE FENCING

METAL SLUICE AND PLANK CURB



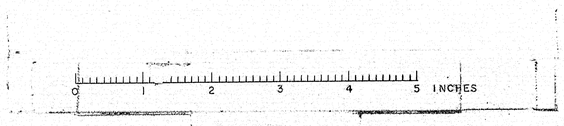
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

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

(2)

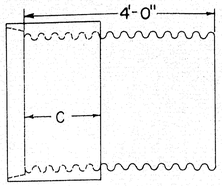
75-132



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

WATERVILLE INTERSTATE

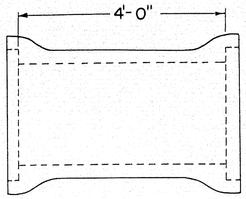
PIPE CONNECTIONS



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

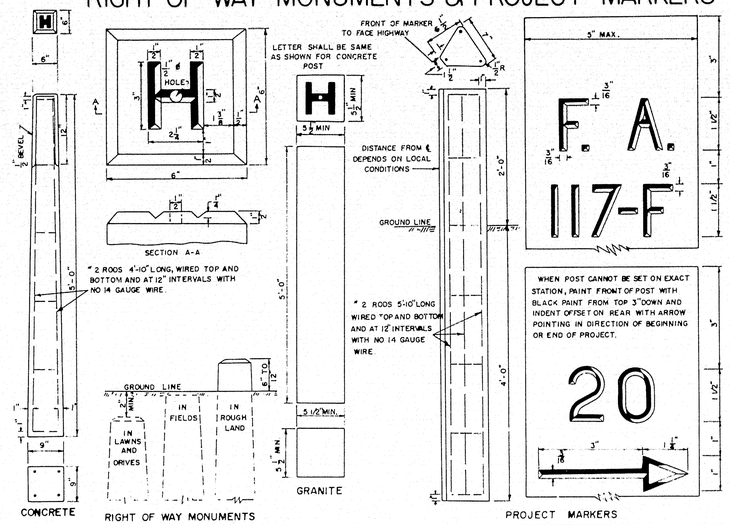


REINFORCED CONCRETE PIPE CONNECTOR DOUBLE BELL

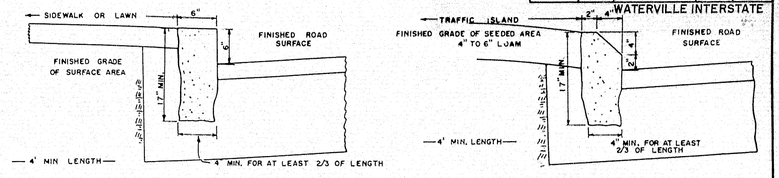
For 12" to 24", inclusive, diameter connection between concrete and metal pipe

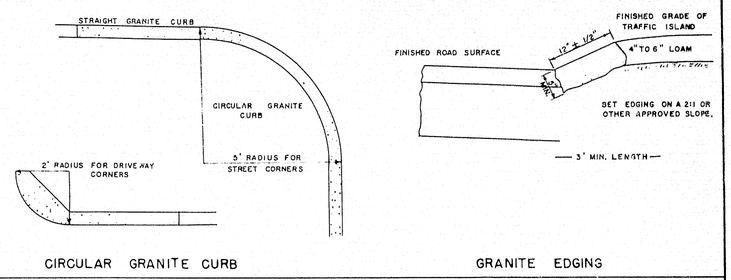
Reinforced concrete pipe shall conform to the latest standard specifications

RIGHT OF WAY MONUMENTS & PROJECT MARKERS

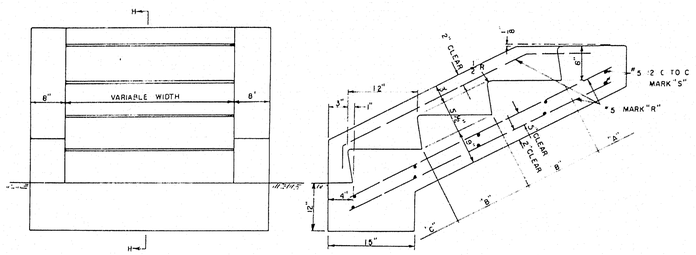


GRANITE CURB & EDGING





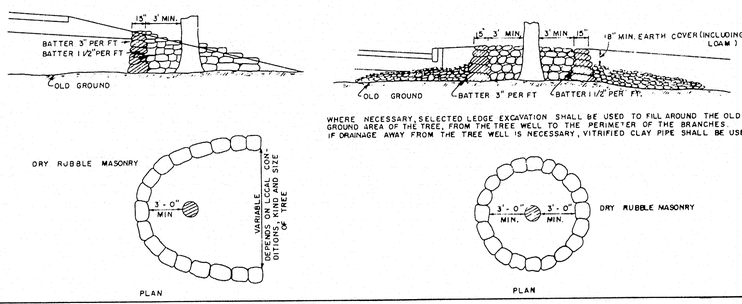
CONCRETE STEPS



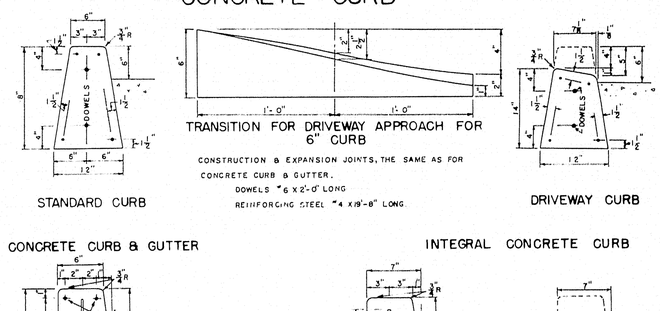
CONCRETE CLASS "A"		
SECTION	STEPS PER FT OF WIDTH	PARAPET EACH WALL
"A" HEADER	032 CU YDS	042 CU YDS
"B" EA INTER ST	040 CU YDS	040 CU YDS
"C" FOOTER	071 CU YDS	065 CU YDS

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

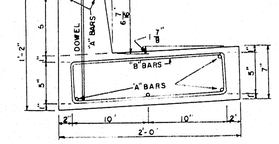
TREE WELLS



CONCRETE CURB

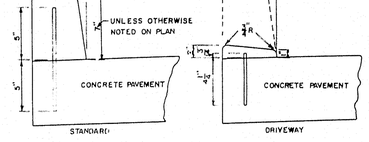


CONCRETE CURB & GUTTER



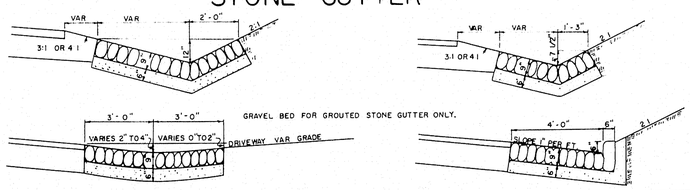
TO BE CONSTRUCTED IN 20' SECTIONS. CONSTRUCTION JOINTS TO BE PAINTED WITH BITUMINOUS MATERIAL. EXPANSION JOINTS EVERY 40' ½" THICK PREMOLDED MATERIAL SHALL BE PLACED IN EACH EXPANSION JOINT
"A" BARS #3 X 19'-8" LONG. "B" BARS #3 X 4'-6" LONG. PLACE A "B" BAR 1'-3" FROM EACH END OF THE SECTION AND THEN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

INTEGRAL CONCRETE CURB

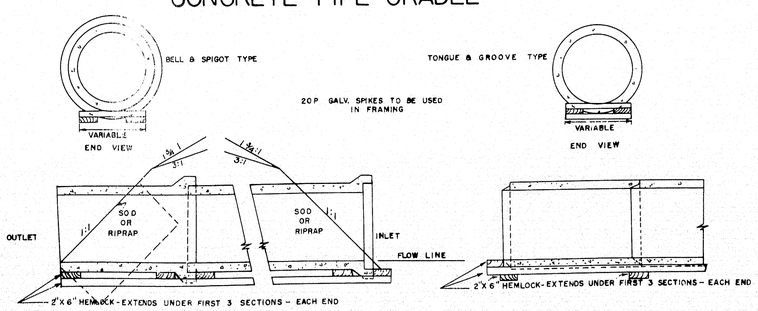


EXPANSION & DUMMY JOINTS IN CURB SHALL BE CONSTRUCTED AT SAME LOCATION AS EXPANSION & DUMMY JOINTS IN CONCRETE PAVEMENT.
DOWELS #4 SPACED 1'-0" C TO C. FIRST DOWEL TO BE PLACED 6" FROM END OF JOINT

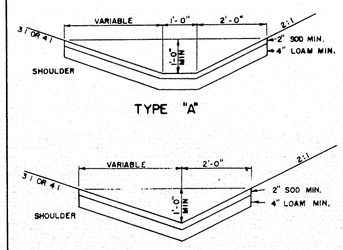
STONE GUTTER



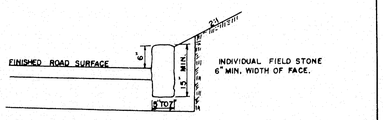
CONCRETE PIPE CRADLE



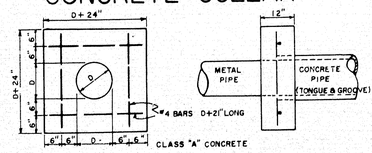
SODDED GUTTER



FIELD STONE CURB



CONCRETE COLLAR



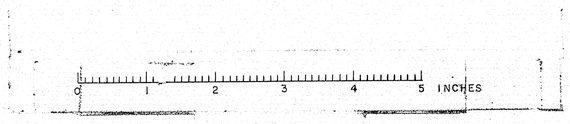
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

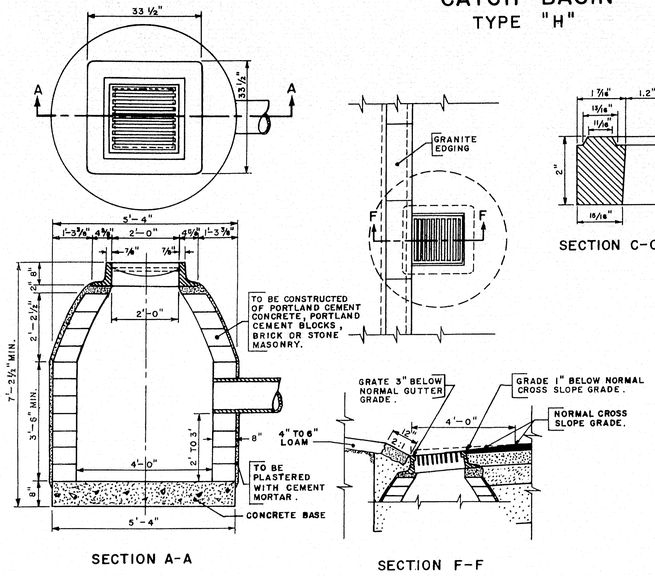
MISCELLANEOUS ITEMS

(3)

75-133



CATCH BASIN
TYPE "H"



DETAIL OF CATCH BASIN IN GRANITE EDGING AREA

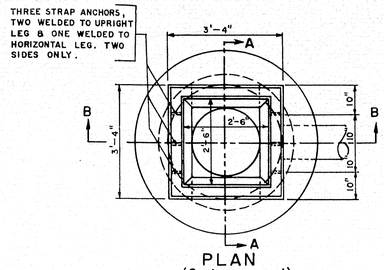
Note:

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

CATCH BASIN
TYPE "F"

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

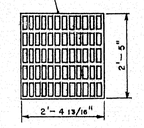
WATERVILLE INTERSTATE



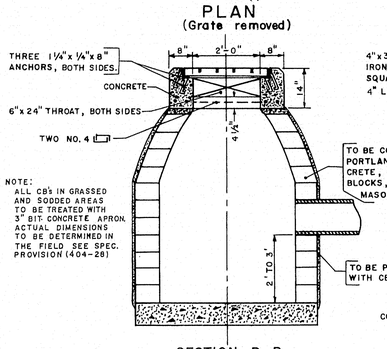
GRATING SHALL BE IRVING TYPE XD WITH 3 1/2" x 1/4" BEARING BARS & 1 3/4" x 1/4" CROSS BARS OR APPROVED EQUAL RATED FOR H-20 WHEEL LOADS.

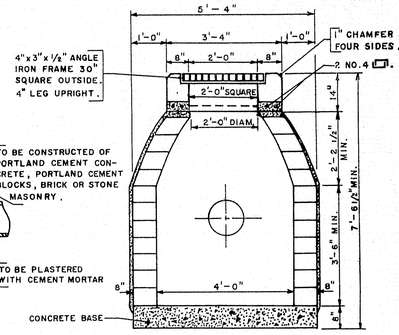
STEEL ANGLE IRON FRAME & GRATE SHALL BE GALVANIZED AFTER FABRICATION.

GRATE WITH CAST IRON FRAME MAY BE USED IN LIEU OF CONCRETE AS SHOWN.

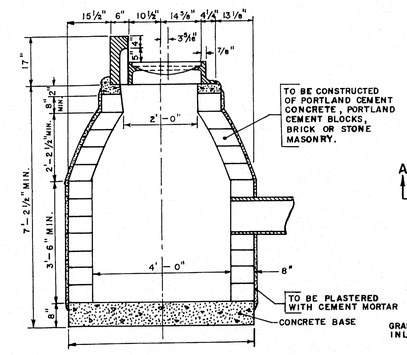


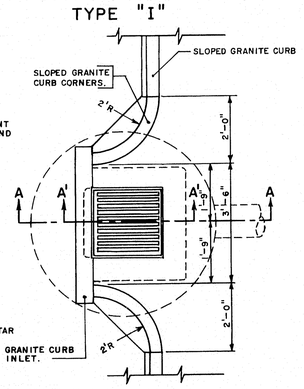
GRATE



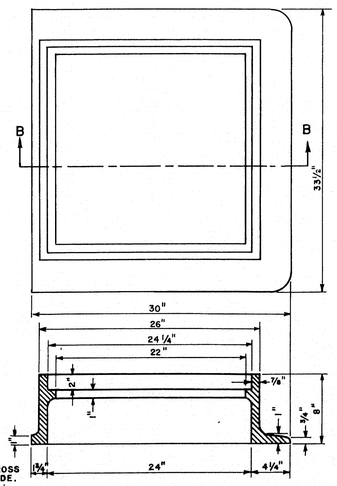


CATCH BASIN
TYPE "I"

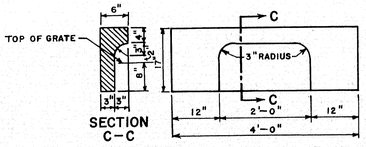




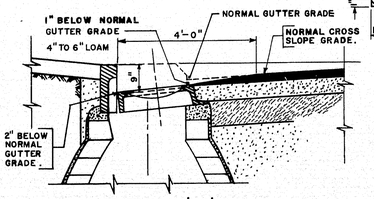
GRATE FOR TYPE "I" CATCH BASIN SHALL BE THE SAME AS THAT USED FOR TYPE "H" CATCH BASIN.



FRAME
(Weight···· 264 lbs.)



GRANITE CURB INLET



DETAIL OF CATCH BASIN IN SLOPED CURB AREA

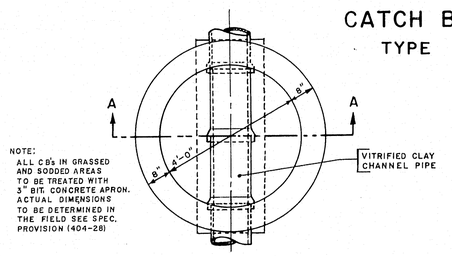
Note:

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

CAST IRON FRAME

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

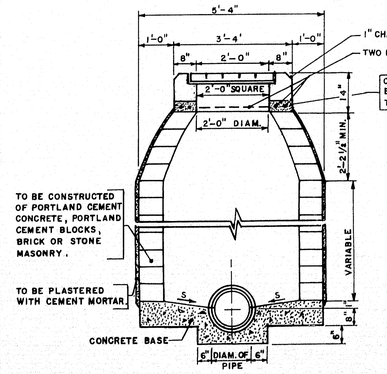
CATCH BASIN
TYPE "G"



NOTE:
ALL CB's IN GRASSED AND SODDED AREAS TO BE TREATED WITH 3" BIT. CONCRETE APRON. ACTUAL DIMENSIONS TO BE DETERMINED IN THE FIELD SEE SPEC. PROVISION (404-28)

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.



MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

CATCH BASINS

4

75-134

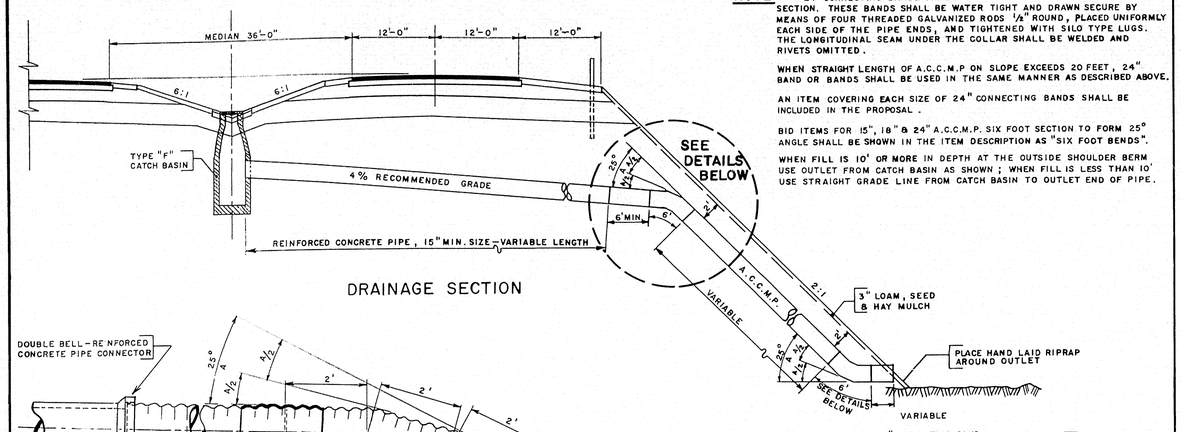
C. B. CO., NO. 3701

0 1 2 3 4 5 INCHES

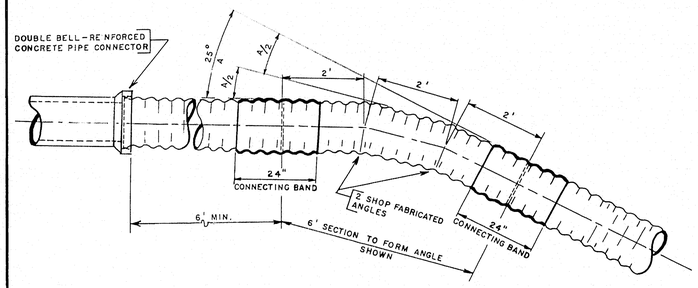
B.P.R. REGION NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	10	34

WATERVILLE INTERSTATE

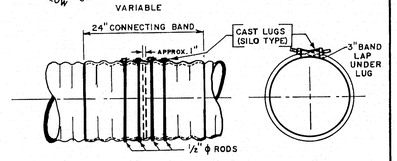
BENDS AND BANDS for A.C.C.M.P. MEDIAN DRAINAGE



DRAINAGE SECTION



DETAIL OF SIX-FOOT BENDS



DETAIL OF 24" CONNECTING BANDS

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 ½" 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.

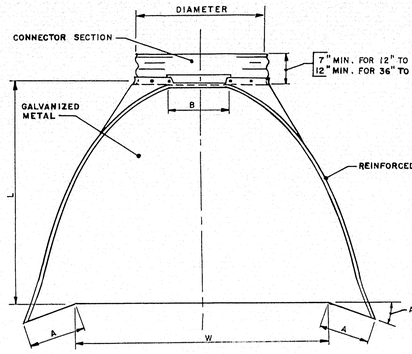
WHEN STRAIGHT LENGTH OF A.C.C.M.P ON SLOPE EXCEEDS 20 FEET, 24" BAND OR BANDS SHALL BE USED IN THE SAME MANNER AS DESCRIBED ABOVE.

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.

METAL ENDWALLS



PLAN

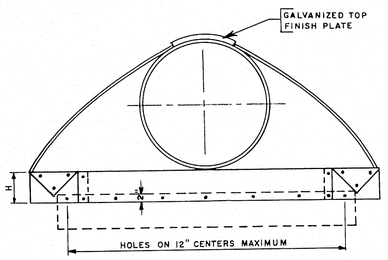
PIPE DIAM.	GAUGE	DIMENSIONS A ±1" TOL.	B MAX.	H ±1" TOL.	L ±1½" TOL.	W ±2" TOL.
12"	16	4¾"	6"	6"	21"	24"
15"	16	6"	8"	6"	26"	30"
18"	16	7"	9"	6"	31"	36"
21"	16	8¼"	11"	6"	36"	42"
24"	14	9½"	12"	6"	42"	48"
30"	14	12"	15"	7⅛"	52½"	60"
36"	12	14"	18"	9"	63"	72"
42"	12	16"	21"	10½"	73½"	84"

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.

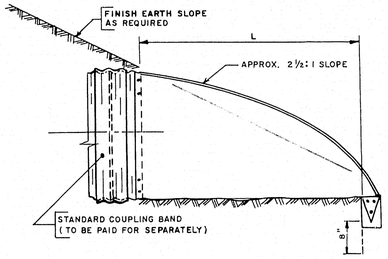
SKIRT SECTION FOR 12" TO 24" DIAMETER PIPE, INCLUSIVE, TO BE MADE IN ONE PIECE. SKIRT SECTION FOR 30" TO 48" DIAMETER PIPE MAY BE MADE FROM TWO SHEETS JOINED BY RIVETING OR BOLTING ON CENTERLINE.

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.

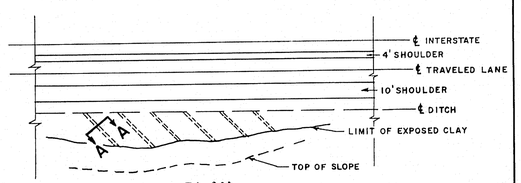


ELEVATION

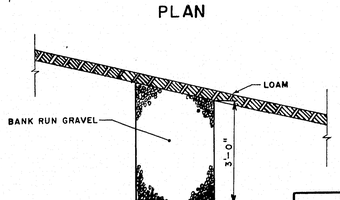


SIDE ELEVATION

CUT SLOPE DRAIN

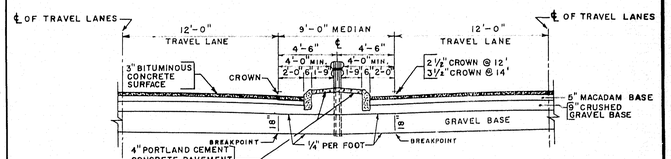


PLAN

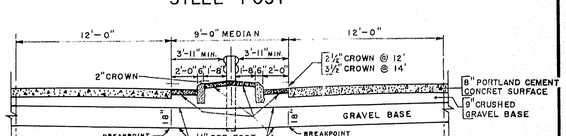


SECTION A-A

9-FOOT MEDIAN



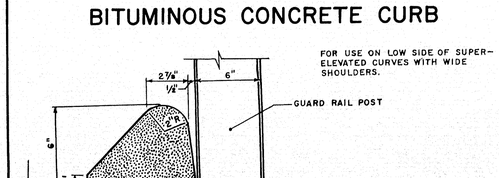
STEEL POST



WOOD POST

BITUMINOUS CONCRETE CURB

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



MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

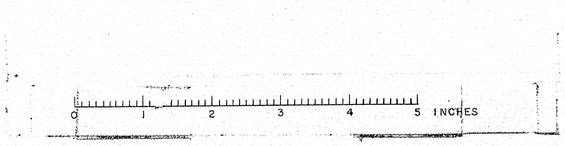
STANDARD DETAILS

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

(5)

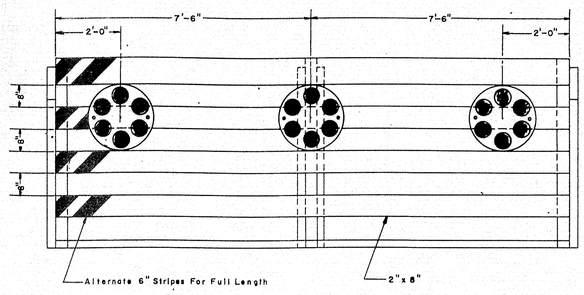
75-135

C. H. CO., NO. 3750 40398



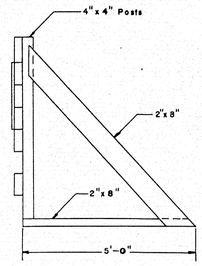
B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
I	MAINE	I-95-6(24)	11	34

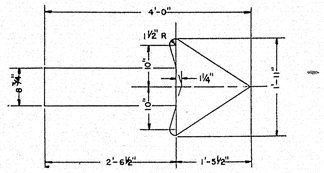
WATERVILLE INTERSTATE



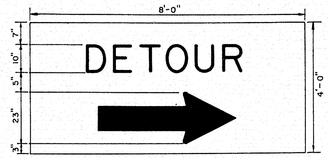
PORTABLE BARRICADE

Scale : 1/2" = 1'





Scale : 3/4" = 1'

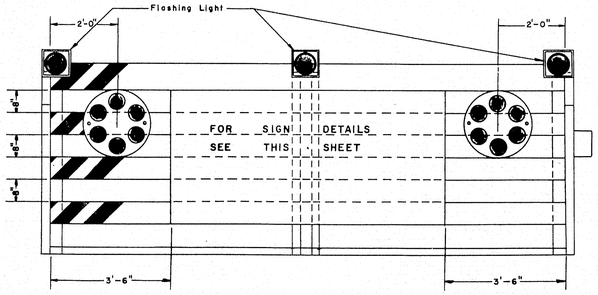


DETOUR SIGN FOR
PORTABLE BARRICADE

Scale : 1/2" = 1'

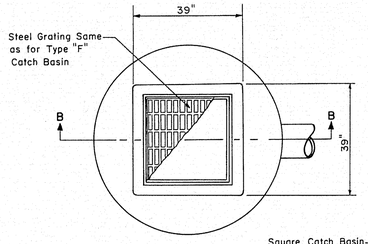
GENERAL NOTES :

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.

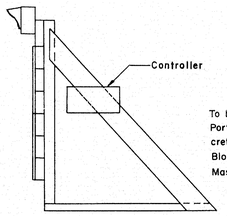


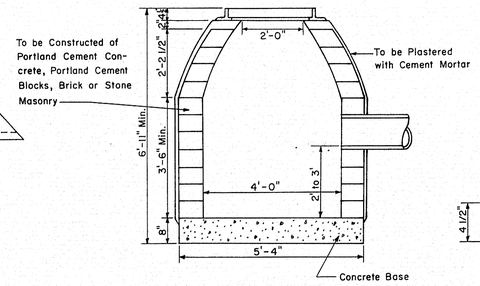
PORTABLE BARRICADE
WITH FLASHING LIGHTS
AND DETOUR SIGN

Scale : 1/2" = 1'

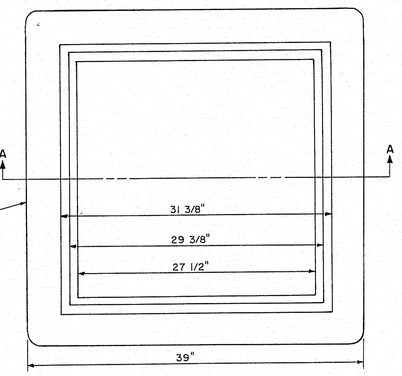


PLAN



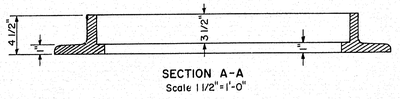


SECTION B-B
Scale 1/2"=1'-0"



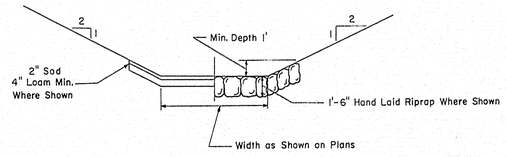
Square Catch Basin Frame with 29 3/8" Opening. Weight 325 lbs.

PLAN



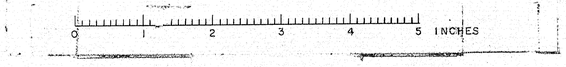
SECTION A-A
Scale 1 1/2"=1'-0"

CATCH BASIN TYPE J



TYPICAL DITCH

Not to Scale



MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

SPECIAL DETAILS
DRAINAGE & PORTABLE BARRICADES

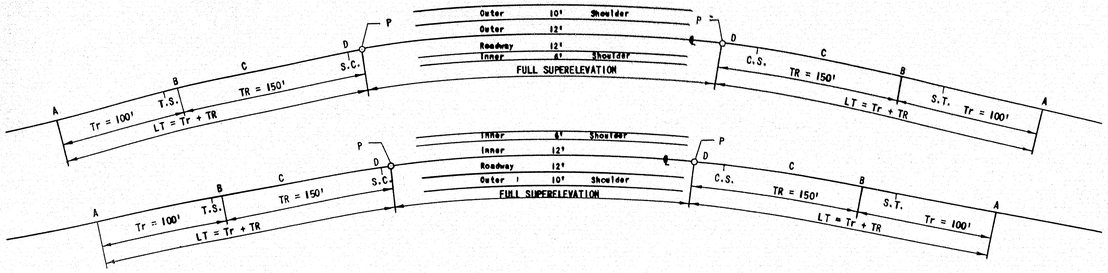
SCALE: AS NOTED

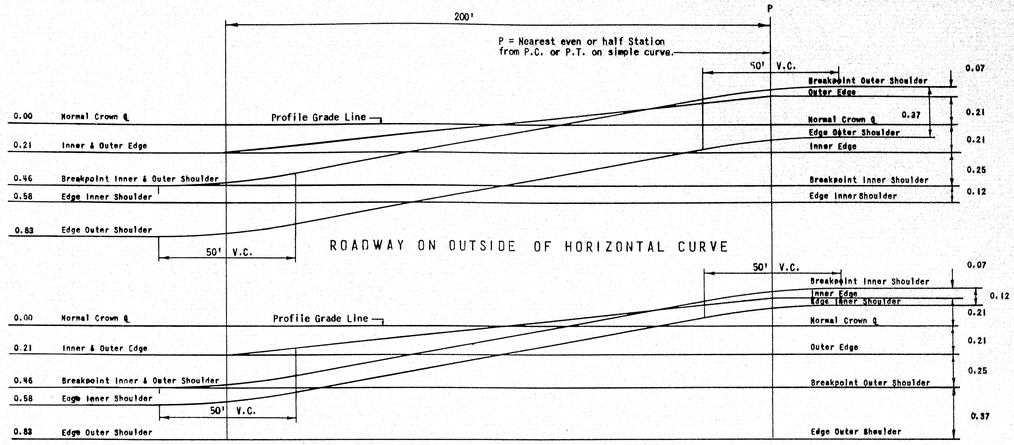
THE CLARKESON ENGINEERING CO., INC.
CONSULTING ENGINEERS
BOSTON MASSACHUSETTS

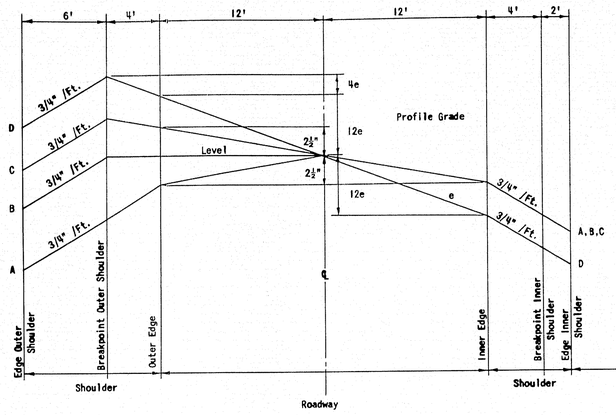
75-136

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

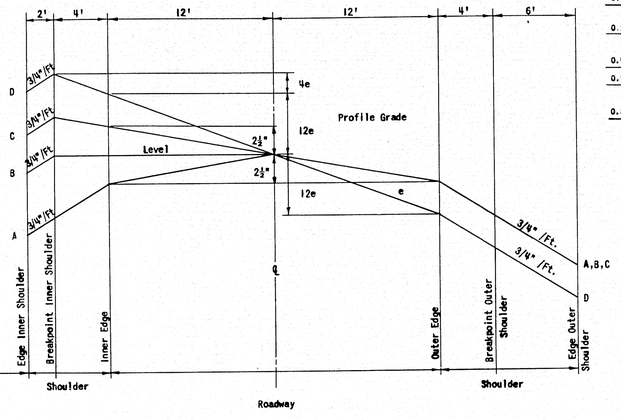
WATERVILLE INTERSTATE







OUTER ROADWAY



INNER ROADWAY

BANKING DIAGRAM

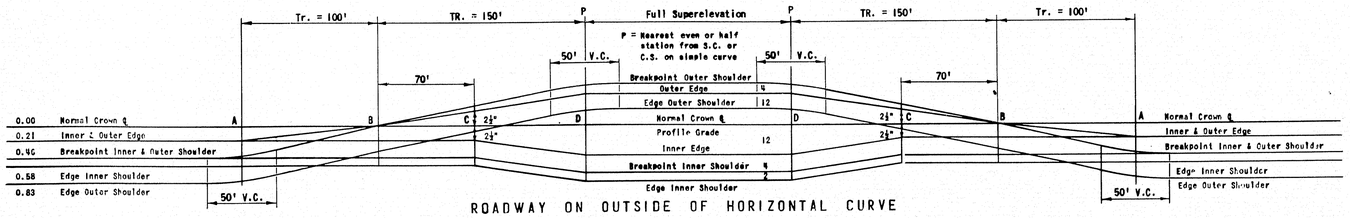
1° - 30'

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



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.

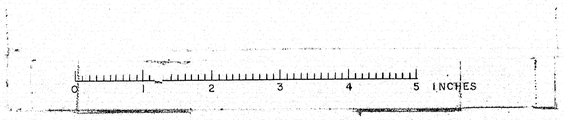
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

SUBSURFACE DATA

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

75-138

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



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 = 2°-30'-00"
T = 582.60'
L = 1141.04'
E = 72.89'
R = 2291.83'

Ramp "E" Curve Data
Δ = 15°-29'-47"
D = 5°-43'-46"
T = 171.80'
L = 340.28'
E = 14.65'
R = 1000.00' 70'

Central Maine Power Co. Service — Poles #55 thru #60 discontinued
— New England Tel. & Tel. Co. Service — Reconstructed as shown

LEGEND
- New Pole
- Existing Pole
- Anchor

NOTE: Remove Existing Poles #55 thru #60 inclusive.

Underground Conduit

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

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

Limit of Work Sta. 43+85
Meet Existing Sta. 44+00
Limit of Work Meet Existing Sta. 55+00
Existing Ground
Finished Grade
-5.920 %
-1.065 %
V.C. = 950'
H.L.S.D. = 775'
d = 5.77'
C = 50"
P.V.C. 45+50 227.12
P.V.I. 50+25 199.00
P.V.T. 55+00 193.94
Sta. 48+35.29 Main St. = Sta. 1083+60.91 Southbound Interstate
Sta. 49+82.93 Main St. = Sta. 1082+33.98 Northbound Interstate

	Existing Grade	Finished Grade
42	248.60	
43	242.30	
44	235.93	236.00
45	230.57	230.08
46	224.20	224.22
47	218.87	218.81
48	216.58	216.30
	214.21	213.92
49	209.92	209.53
50	205.77	205.65
51	202.31	202.29
52	199.70	199.44
53	197.38	197.09
54	195.22	195.26
55	193.94	193.94
56	192.79	
57	192.05	

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
217.89
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

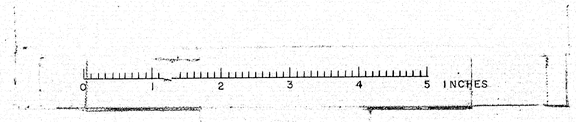
	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	
Existing Grade	236.5	234.0	234.0	235.0	232.4	224.9	221.8	218.7	213.7	212.0	212.0	204.5	197.4	194.8	193.0	
Finished Grade	229.23	231.15	232.65	233.36	234.42	234.67	234.50	233.91	232.90	231.48	229.83	227.36	224.68	221.69	218.69	Southbound
	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	
	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.

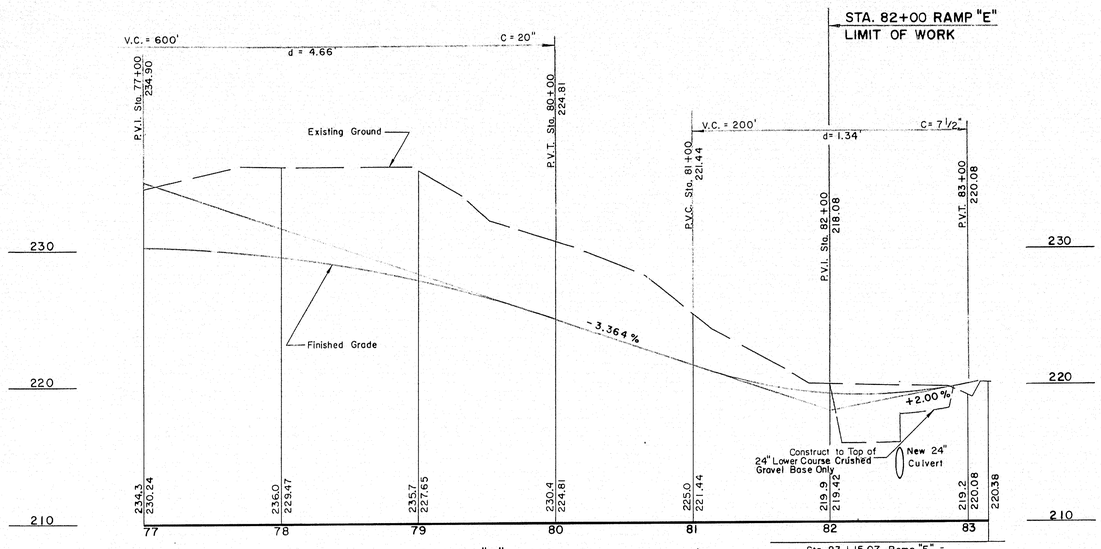
INTERSTATE #95 (WATERVILLE INTERSTATE)

75-140

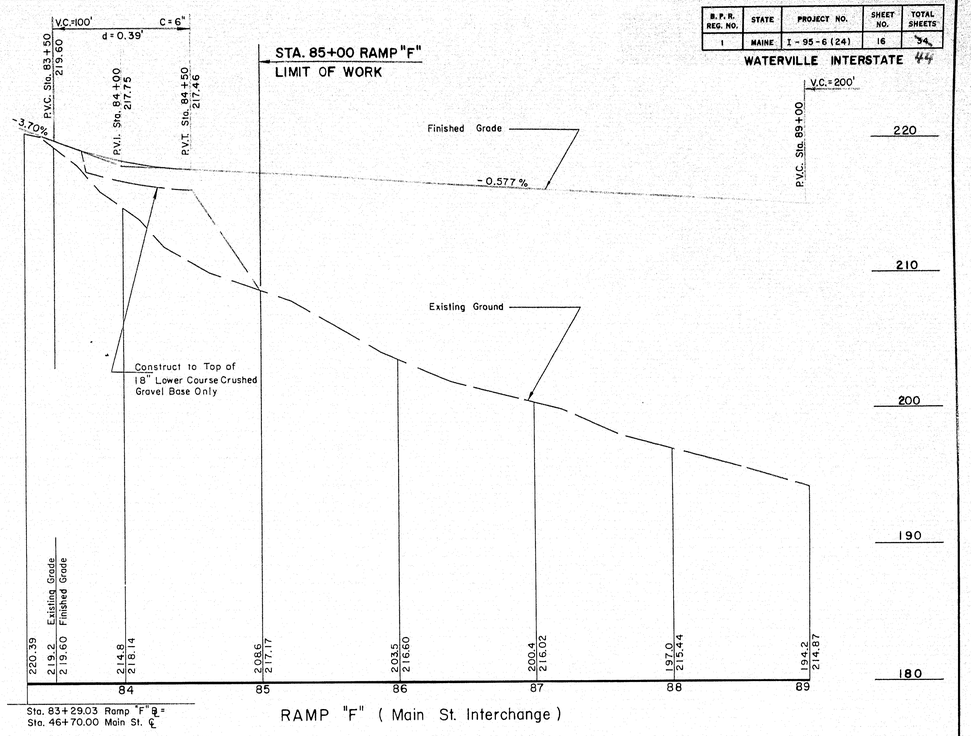


B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I - 95 - 6 (24)	16	44

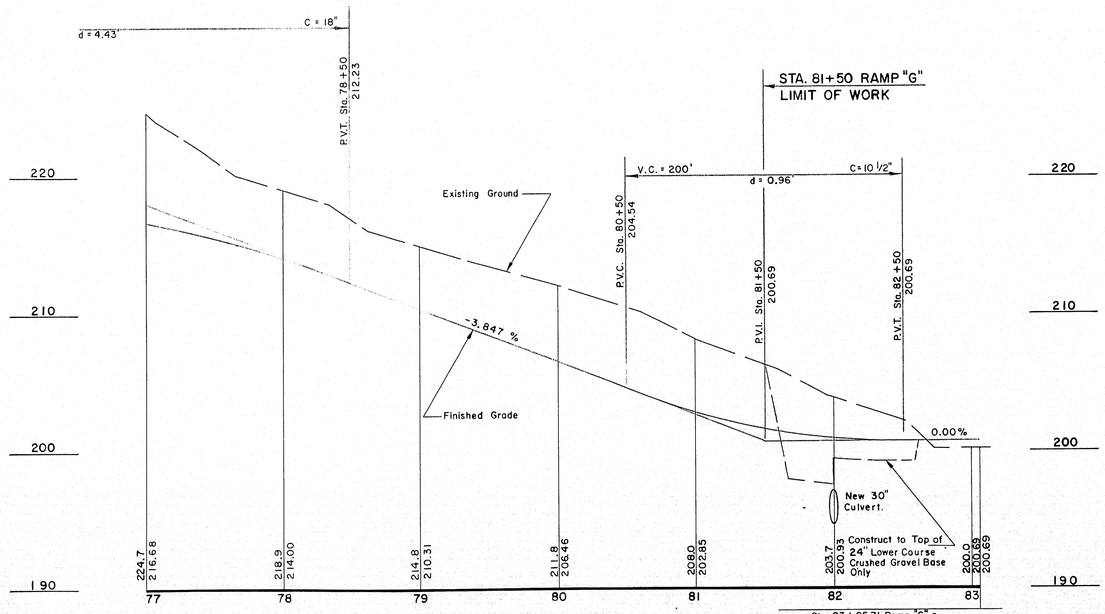
WATERVILLE INTERSTATE 44



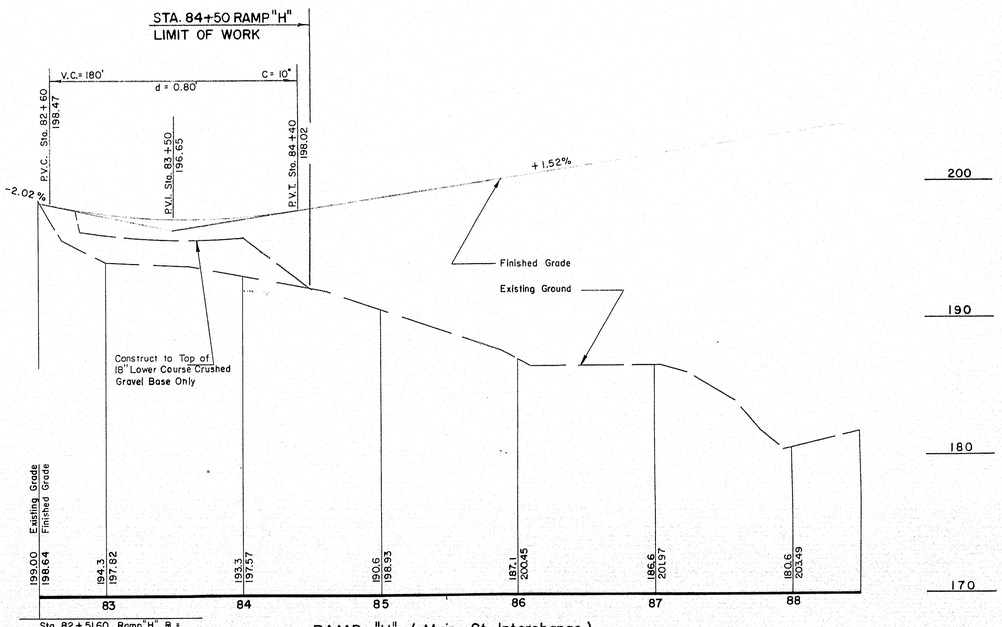
RAMP "E" (Main St. Interchange)



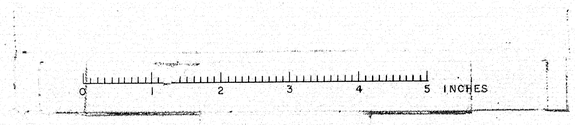
RAMP "F" (Main St. Interchange)



RAMP "G" (Main St. Interchange)



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

RAMP "F"

Sta. 1086+00 Southbound Limit of Work

INTERSTATE

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

48+35.29 Main St. =
1083+60.91 Southbound

49+82.93 Main St. =
1082+33.98 Northbound

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

Limit of Pavement

Limit of Pavement

MAIN STREET

RAMP "H"
N 63°-09'-57" E

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

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.

Limit of Pavement

S 24°-55'-55" E

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

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

RAMP "G"

S 86°-23'-42" E

P.T. 82+06.67 Ramp "E"

Limit of Work Sta. 82+00 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'

RAMP "E"

Sta. 1081+00 Southbound Limit of Work

SOUTHBOUND

NORTHBOUND

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

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

MAIN STREET INTERCHANGE

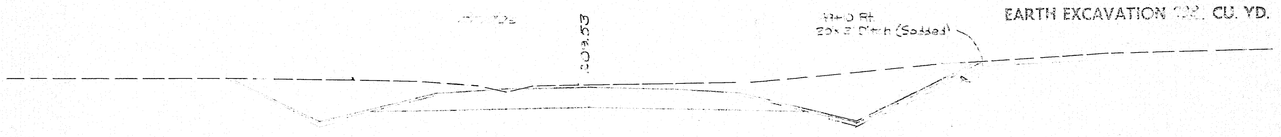
GRADING, PAVEMENT AND CURB TIE PLAN

Scale 1" = 30'

0 1 2 3 4 5 INCHES

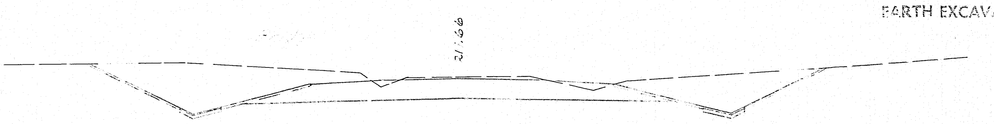
75-142

EARTH EXCAVATION 122 CU. YD.



200 49+00 200

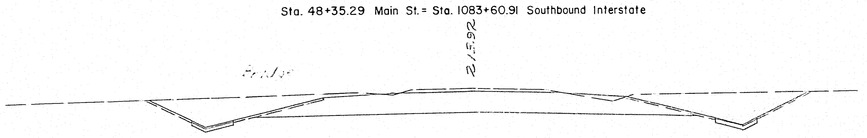
EARTH EXCAVATION 822 CU. YD.



200 48+50 200

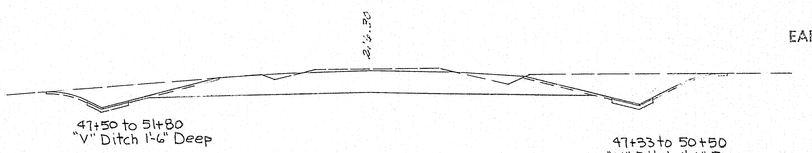
Sta. 48+35.29 Main St. = Sta. 1083+60.91 Southbound Interstate

EARTH EXCAVATION 672 CU. YD.



200 48+00 200

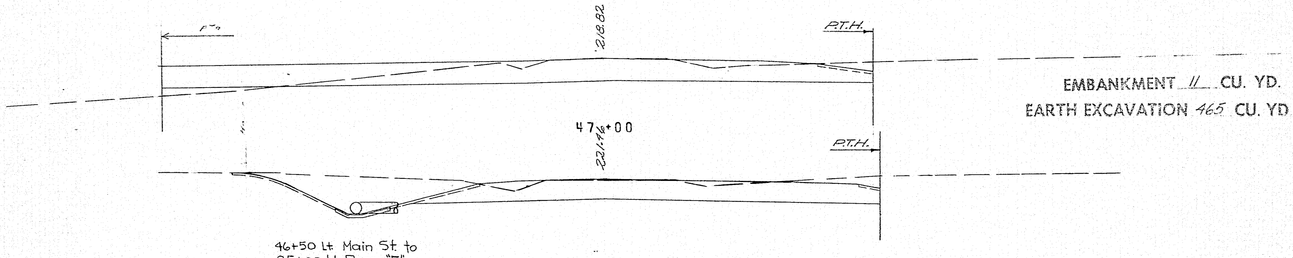
EARTH EXCAVATION 541 CU. YD.



EMBANKMENT 11 CU. YD.
EARTH EXCAVATION 461 CU. YD.

200 47+50 200

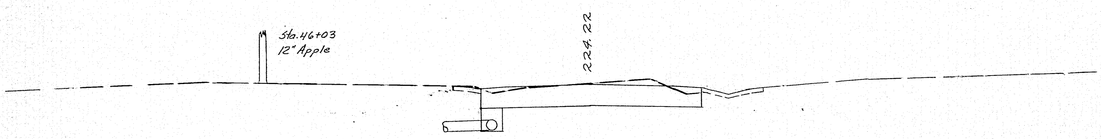
EMBANKMENT 11 CU. YD.
EARTH EXCAVATION 465 CU. YD



210 46+50 210

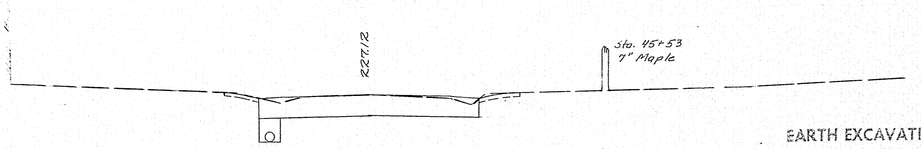
Sta. 46+70.00 Main St. = Sta. 83+15.07 Ramp "E"
Sta. 46+70.00 Main St. = Sta. 83+29.03 Ramp "F"

EARTH EXCAVATION 356 CU. YD.



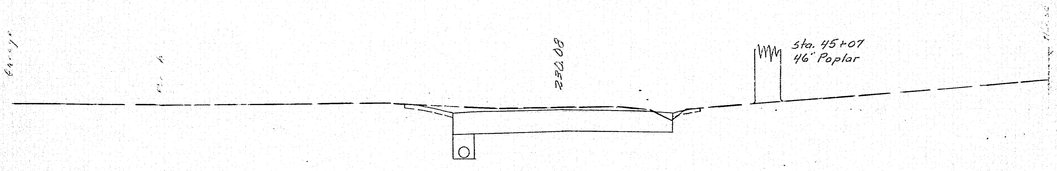
210 46+00 210

EARTH EXCAVATION 191 CU. YD.



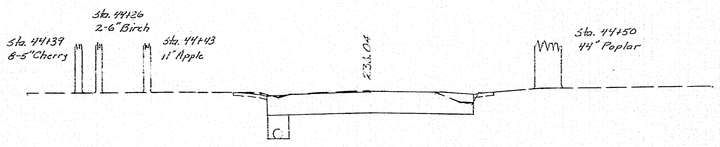
220 45+50 220

EARTH EXCAVATION 213 CU. YD.



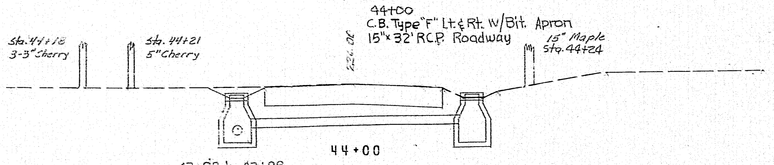
220 45+00 220

EARTH EXCAVATION 202 CU. YD.



EARTH EXCAVATION 156 CU. YD.

220 44+50 220



230 44+00 230

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

Sta. 44+00 Meet Existing Pavement

Sta. 43+85 Limit of Work

230 43+50 230

℄

SEE SHEETS 1 & 2

11	M.T.R. REG. NO.				
	MAINE	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
			F-95-1(12)4	44	44

MAIN STREET - WATERVILLE INTERSTATE

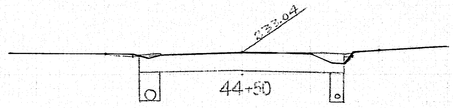
75-143

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

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

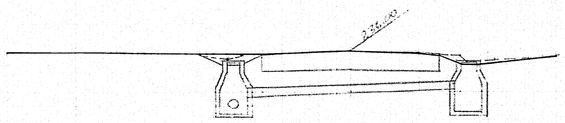
247

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' A.C.C.M.P. Lt.
Pipe Connector Lt.

EARTH EXCAVATION 339 CU. YD.

198.20

PTH

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

PTH — Ditch

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

PTH

190 — 51+50 — 190

EARTH EXCAVATION 444 CU. YD.

202.29

PTH — Ditch — Ditch

190 — 51+00 — 190

EARTH EXCAVATION 478 CU. YD.

203.91

Ditch — Ditch

190 — 50+50 — 190

EARTH EXCAVATION 576 CU. YD.

205.65

Ditch — Ditch

190 — 50+00 — 190

EARTH EXCAVATION 635 CU. YD.

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

207.53

Ditch — Ditch

200 — 49+50 — 200

75-146

FED. AID PROJ. NO.	STATE	PROJECT NO.	SHEET NO.
1	MAINE	E-8-1(6)97	7

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

54+00

180

54+50

180

55+00

180

EARTH EXCAVATION 206 CU. YD.

EARTH EXCAVATION 296 CU. YD.

54+00 to 55+00
100'x3' Ditch (Sodded)

19526

19554

19594

5ft. 53+68
26" Elm

5ft. 87+12
17" Elm

5ft. 53+53
22" Elm

5ft. 53+68
22" Elm

5ft. 53+39
23" Elm

5ft. 54+88
16" Elm

5ft. 55+09
27" Elm

FINAL SURVEY		BY	DATE
	SURVEYED	FRS & CHW	1-15-40
	PLOTTED		2-15-40
	NOTE BOOK		2-20-40
	TEST PLATE	CHW	2-21-40
	AREAS	CHW	2-21-40
	NO. 24-1 / AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
	TEST PLATE		
	NOTE BOOK		
	NO.		

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.

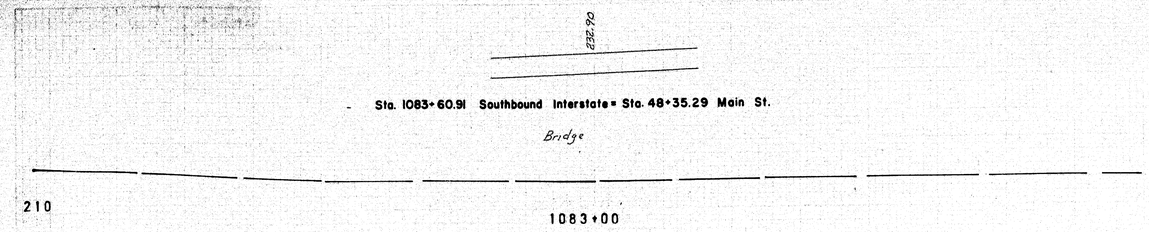
75-140

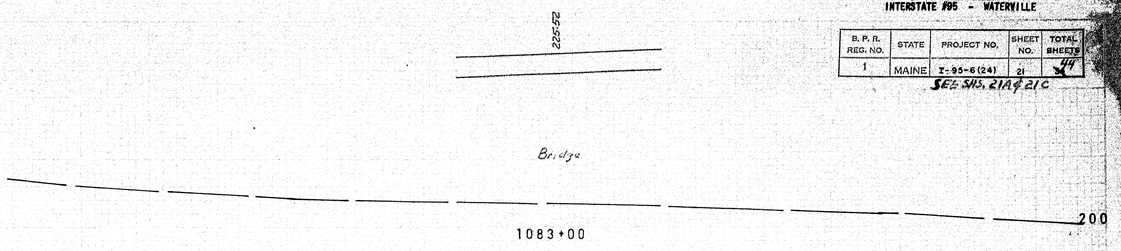
0 1 2 3 4 5 INCHES

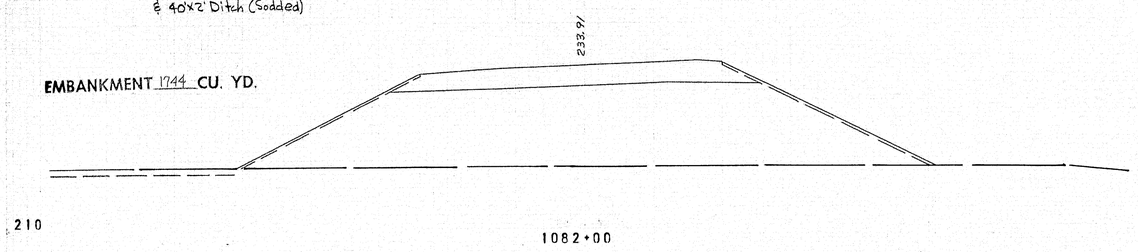
INTERSTATE #95 - WATERVILLE

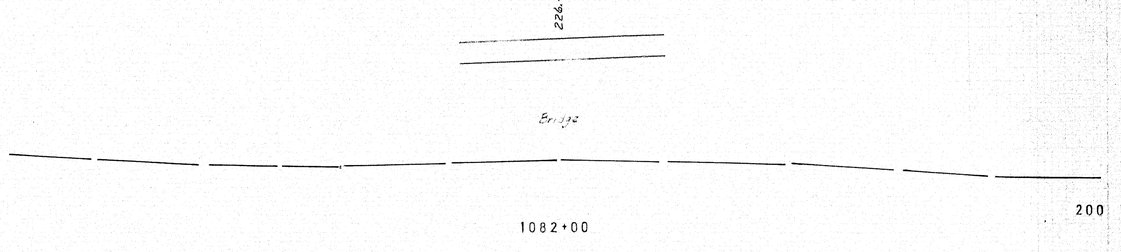
B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	21	47

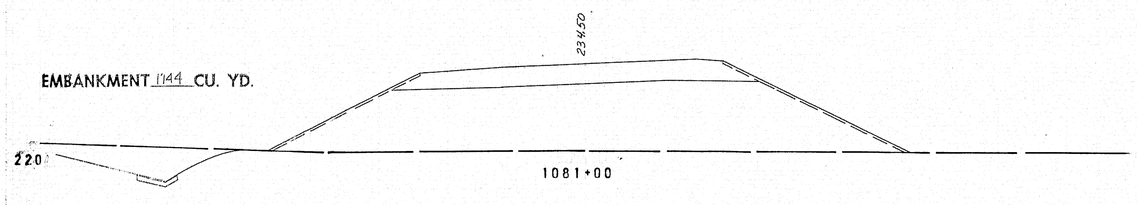
SEE SHS. 21A & 21C

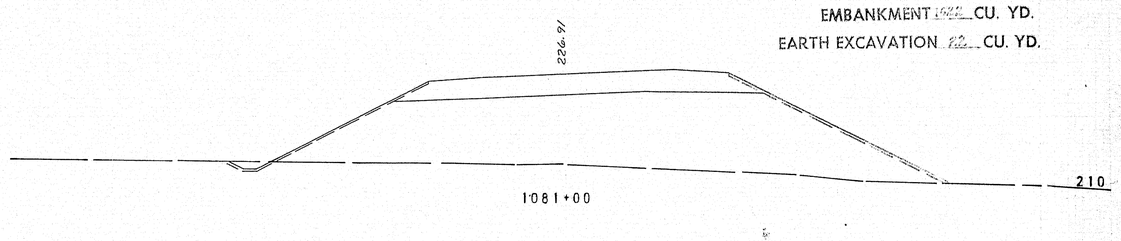


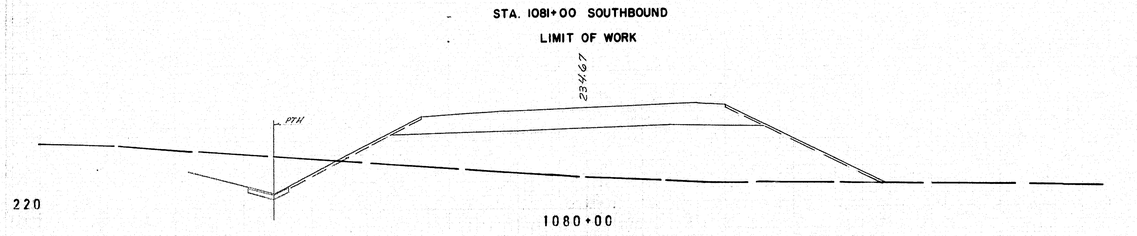


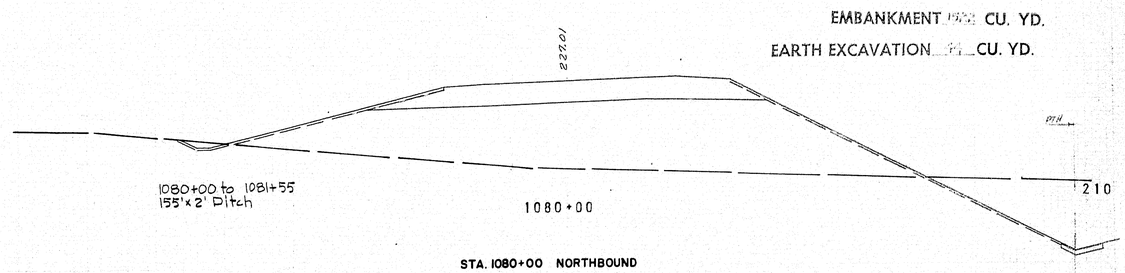




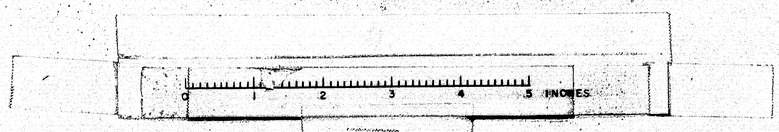








75-149



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

224.52

EMBANKMENT 4704 CU. YD.

190

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

1084+00

℄

Northbound

EMBANKMENT 4704 CU. YD.

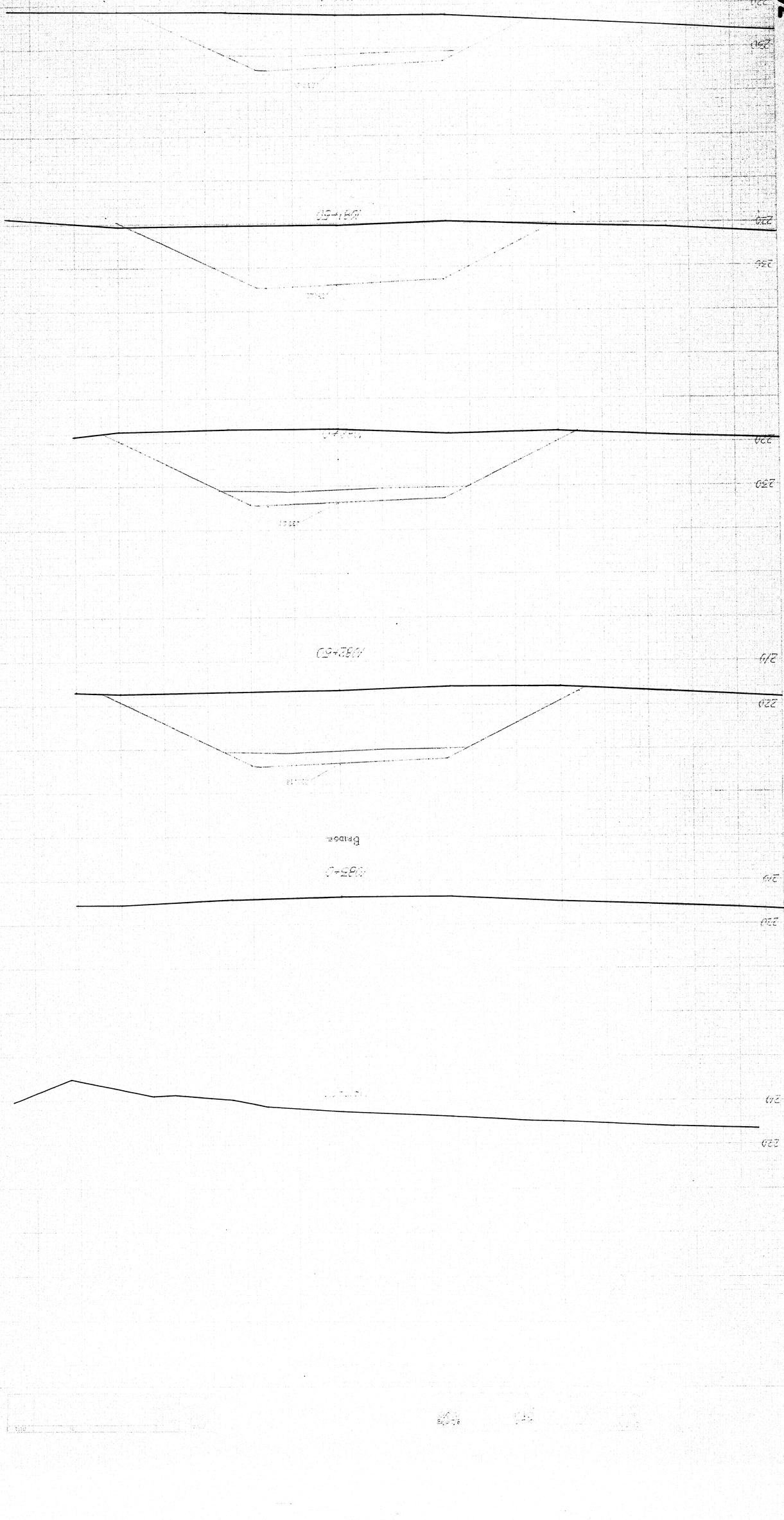
75-150

0 1 2 3 4 5 INCHES

75 - 151

SH. 21A OF 44

U.S. Geology S.B.



75-152

SH 2 OF 11

O.G. SECTIONS S.B.

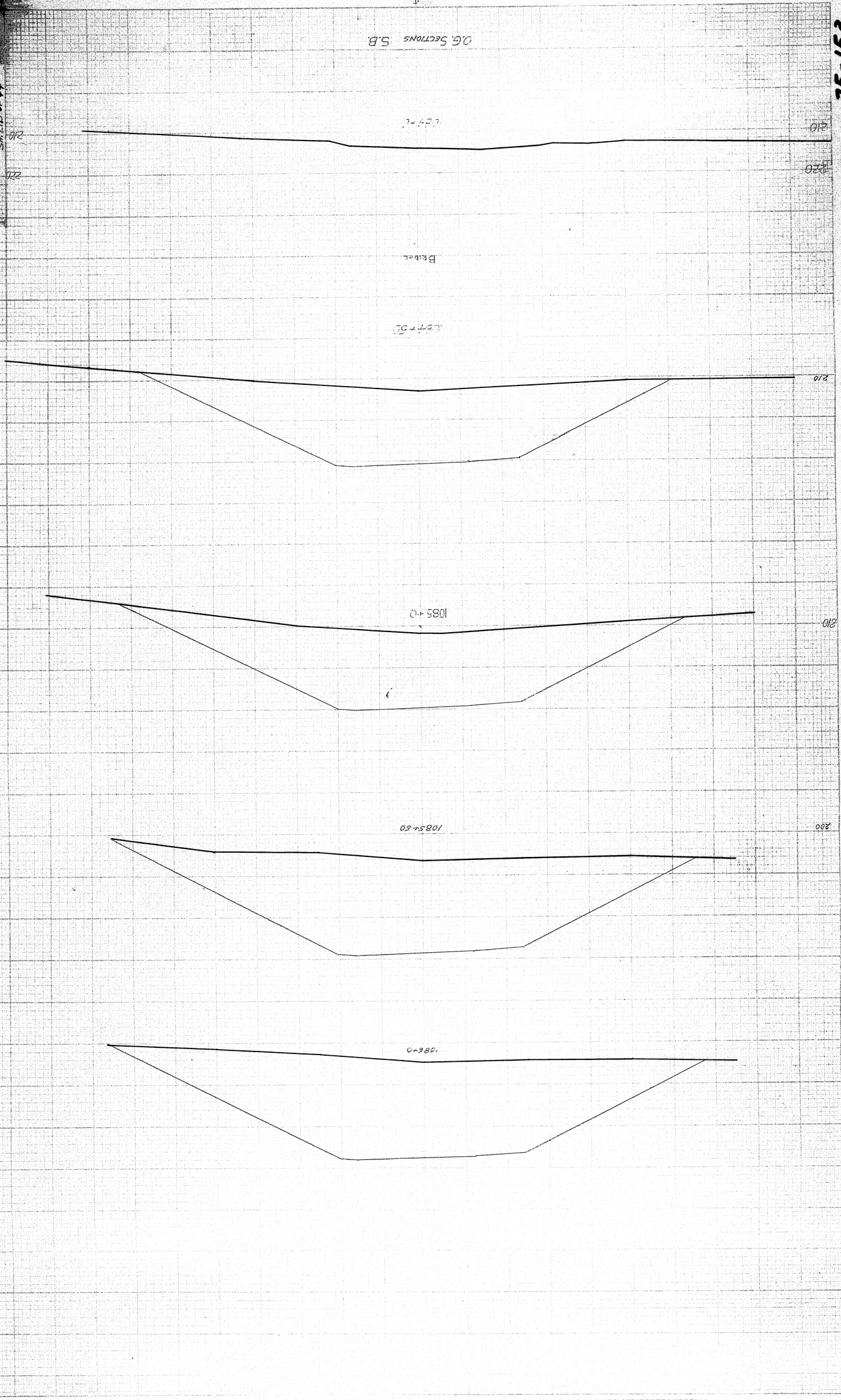


PLATE 3 - CROSS SECTION 0 = 0.5 n
FOR CONTRACT NO. 75-152
DISTRICT DIVISION COMPANY INC.

DATE	BY	CHANGES	FINAL QUANTITY

DESIGN	CHECKED	QUANTITY
PLG	PLG	2-11-60

75-153

C.G. Sections 1 of 3

Sta. 1080+0 Looking Ahead

Sta. 1080+50

Bridge

Sta. 1081+0

Sta. 1081+50

Sta. 1082+0

Sta. 1082+50

Sta. 1083+0

Elev. = 8

PLATE 2: CROSS SECTION O.P.A.A.E.
CHARLES BESSER COMPANY

1 INCHES

ORIGINAL SURVEY
Lt. Cntr.
Rt. Cntr.

FINAL SURVEY
Lt. Cntr.
Rt. Cntr.

BY DATE

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

1078+00

1077+50

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DATE

BY

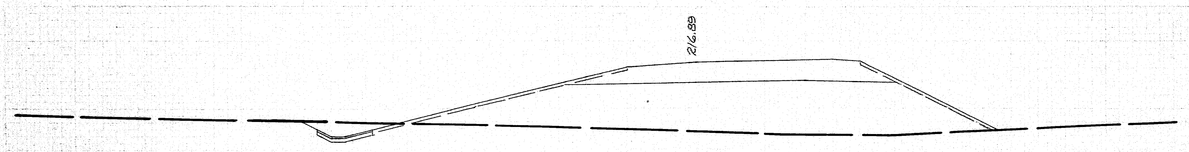
ORIGINAL SURVEY

W.T.K.

PLATE 3 - CROSS SECTION B, P. & R.E.
CHARLES BRUNE COMPANY, INC

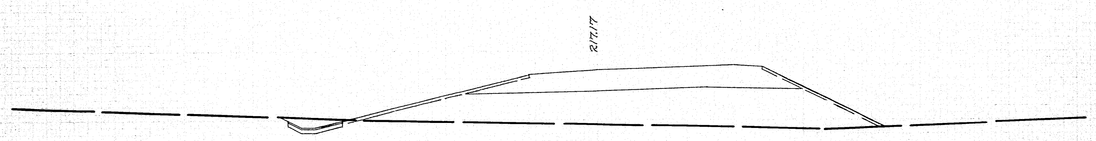
75-154

0 1 2 3 4 5 INCHES



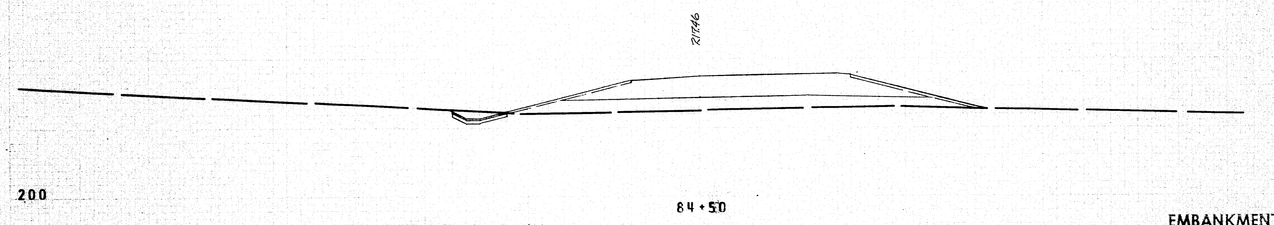
85+50

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



85+00

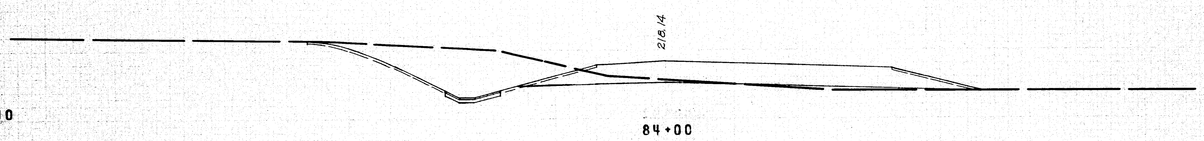
EMBANKMENT 106 CU. YD.
EARTH EXCAVATION 31 CU. YD.



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.

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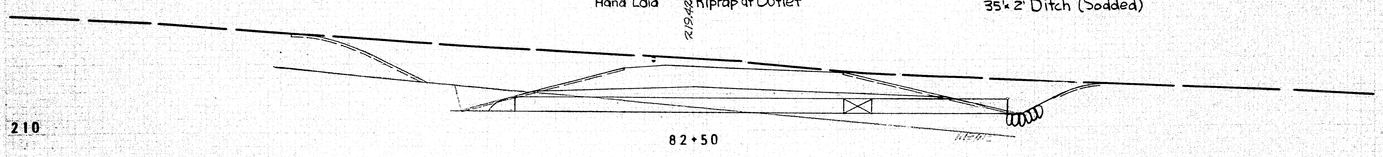
Ramp "F"

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

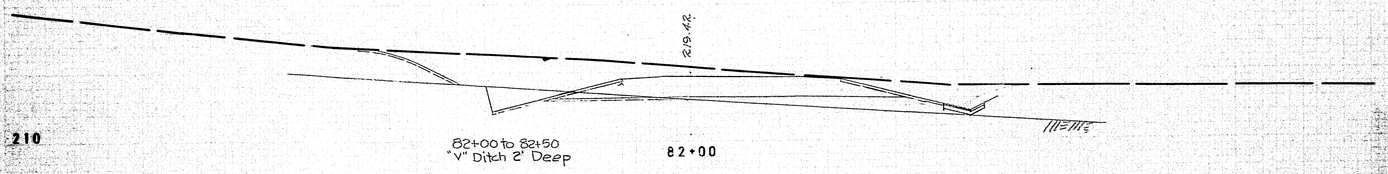
82+50
24" x 16' ACCMP Lt W/Metal-Endwall
24" x 32' RCP Roadway
24" x 20' ACCMP Rt.
Pipe Connector Rt.
Hand Laid Riprap at Outlet

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



82+50

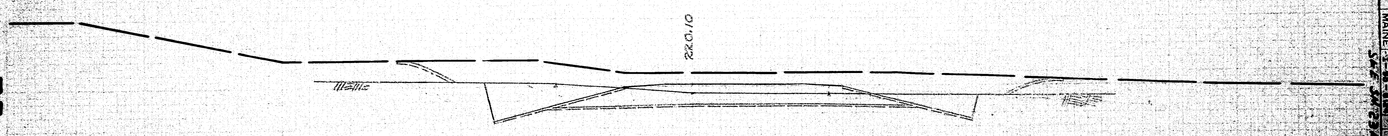
EARTH EXCAVATION 426 CU. YD.



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

82+00

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



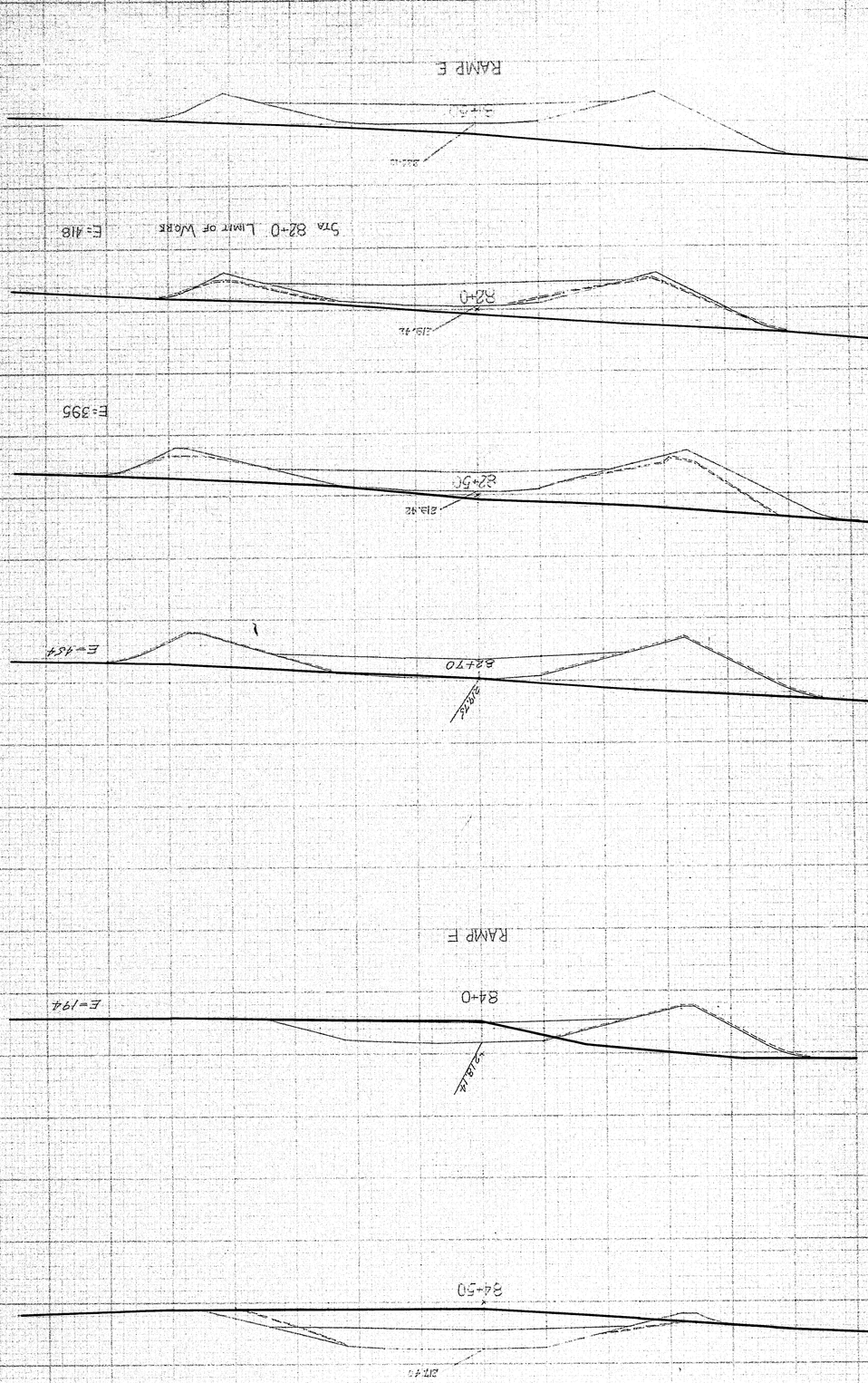
81+50

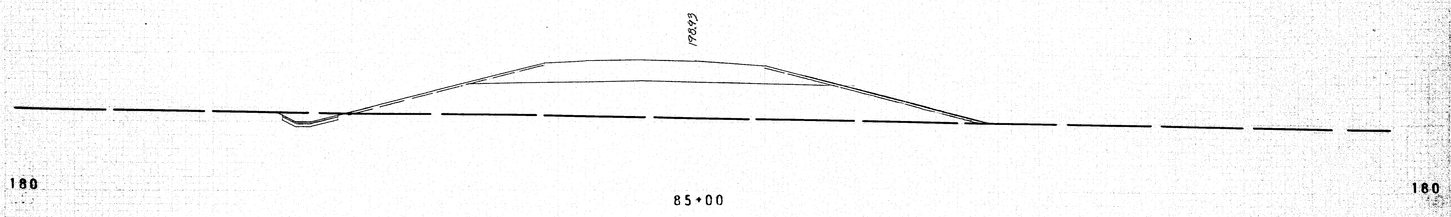
℄
Ramp "E"

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
MAINE	SAP-SAP-2314	13	

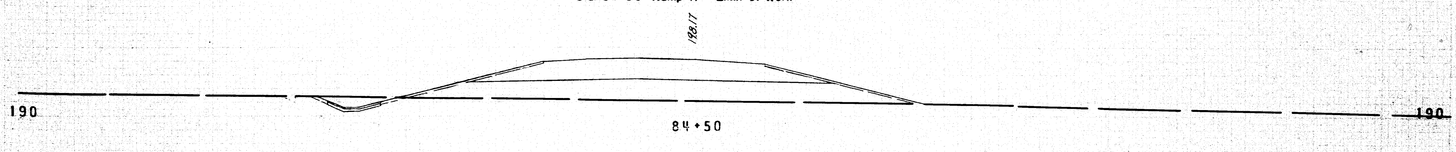
75-155

75-156


RAMP E
Sta 82+0 Limit of W/o RK
E=418
RAMP F
84+0
E=194
82+70
E=454
82+50
E=395
85+0 Limit of Work
84+50
220
210

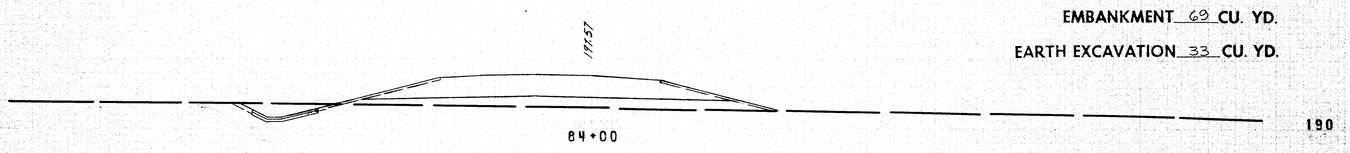


Sta. 84+50 Ramp "H" – Limit of Work



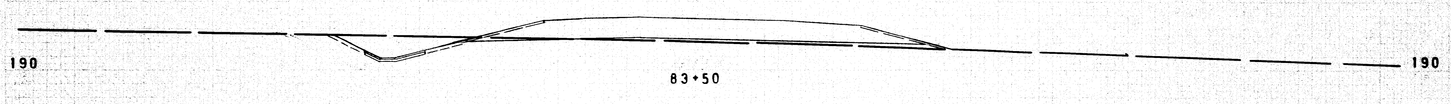
EMBANKMENT 69 CU. YD.

EARTH EXCAVATION 33 CU. YD.



EMBANKMENT 83 CU. YD.

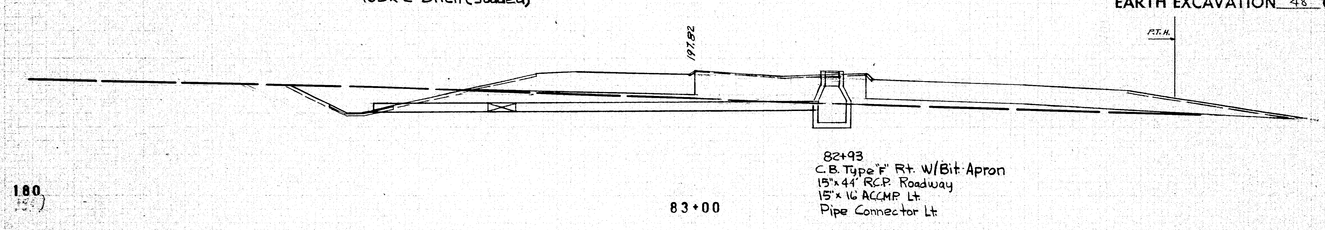
EARTH EXCAVATION 44 CU. YD.



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.

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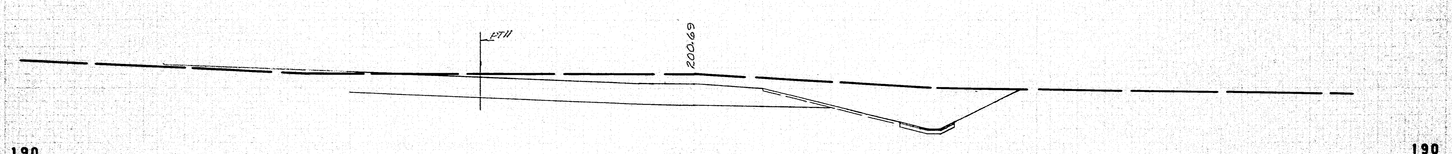
Ramp "H"

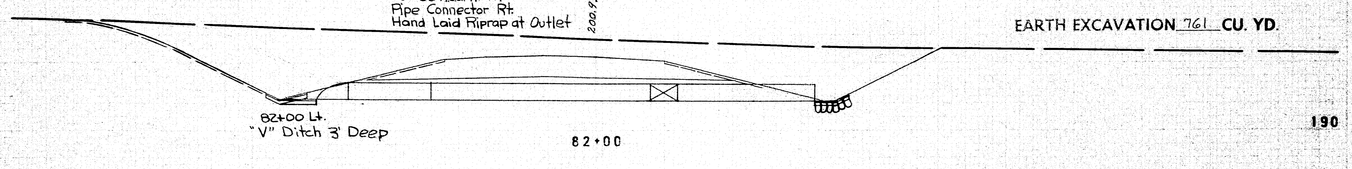
Sta. 83+05.71 Ramp "G" = Sta. 51+53.74 Main St.



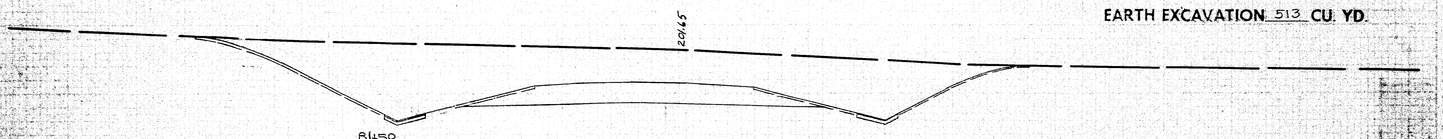
82+00
30" x 12' ACCMP Lt W/Metal Endwall
30" x 32' R.C.P. Roadway
30" x 20' ACCMP Rt.
Pipe Connector Rt.
Hand Laid Riprap at Outlet

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

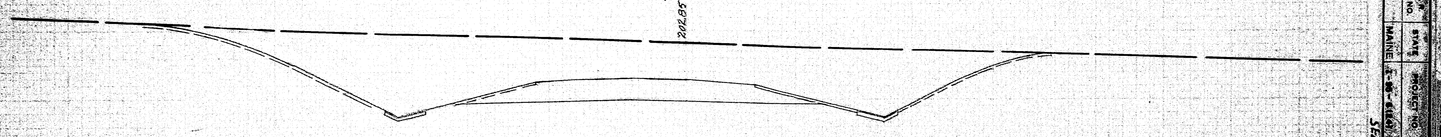
EARTH EXCAVATION 761 CU. YD.



EARTH EXCAVATION 513 CU. YD.



Sta. 81+50 Ramp "G" – Limit of Work



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Ramp "G"

RAMPS "G" & "H" MAIN STREET INTERCHANGE

REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	S-95-6(60)	14	

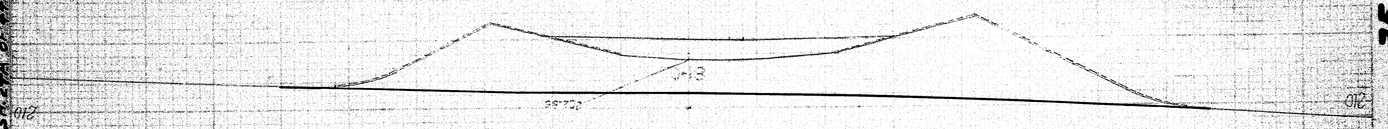
SEE SHEET 28A

15-157

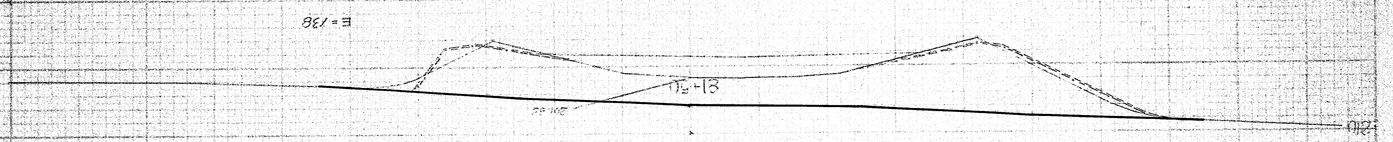
75-150

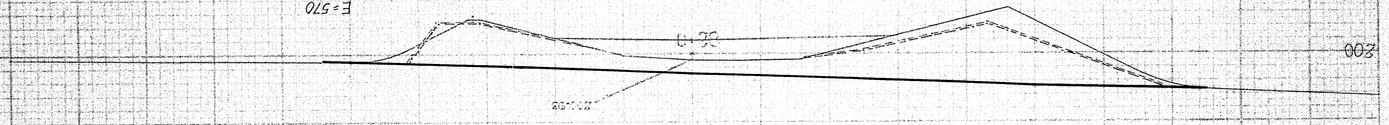
SH 24A of 44

RAMP G

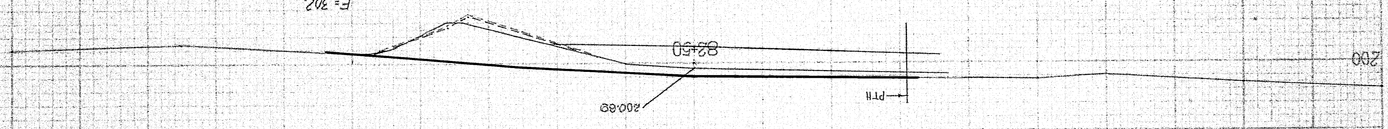


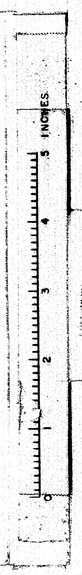
Sta 81+50 Limit of Work



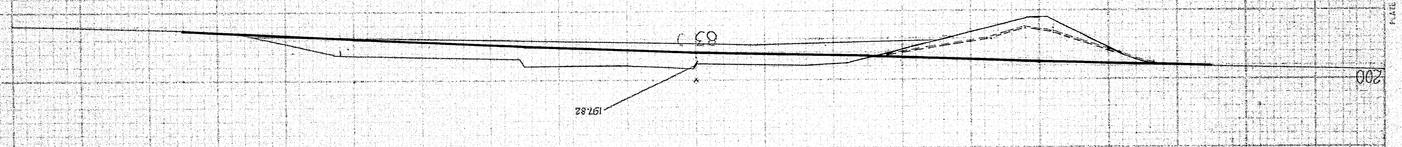


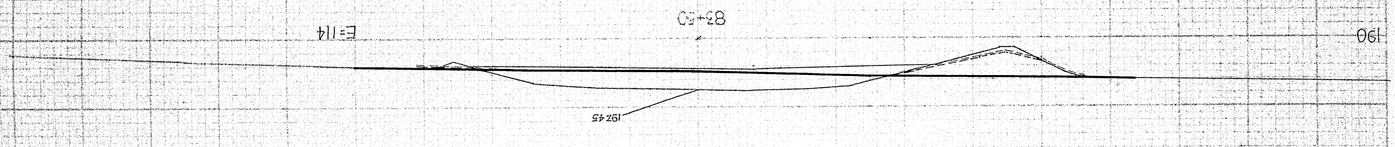
RAMP H

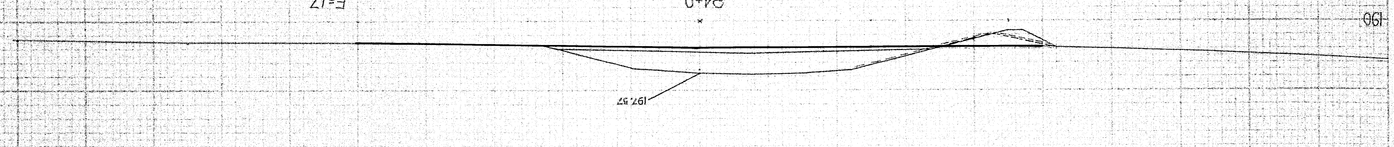


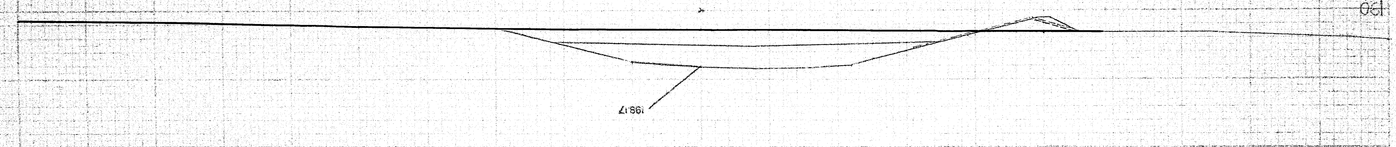


RAMP H

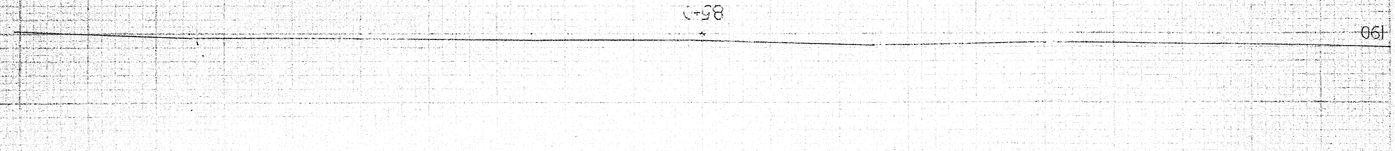






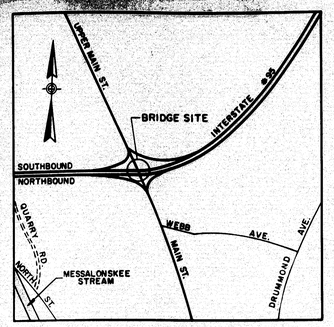


Sta 84+50 Limit of Work



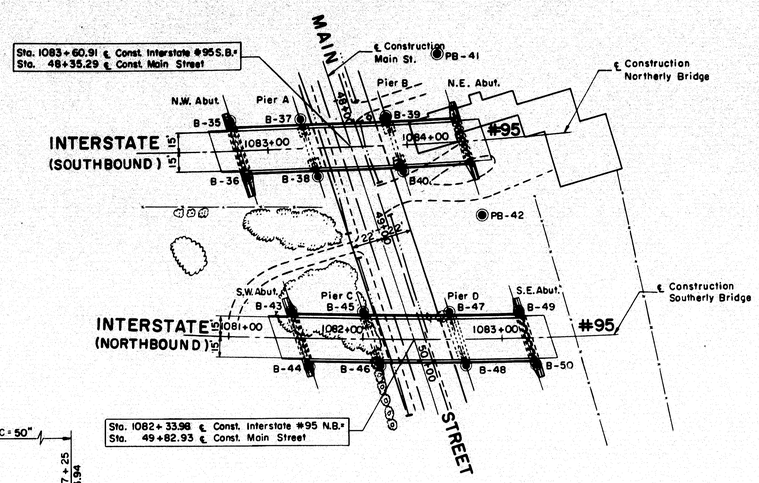
B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	28	

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 fs = 18,000 psi.
Reinforcing Steel fs = 18,000 psi.
Concrete (n=10) fc = 1,200 psi.

CONSTRUCTION:

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

REINFORCEMENT:

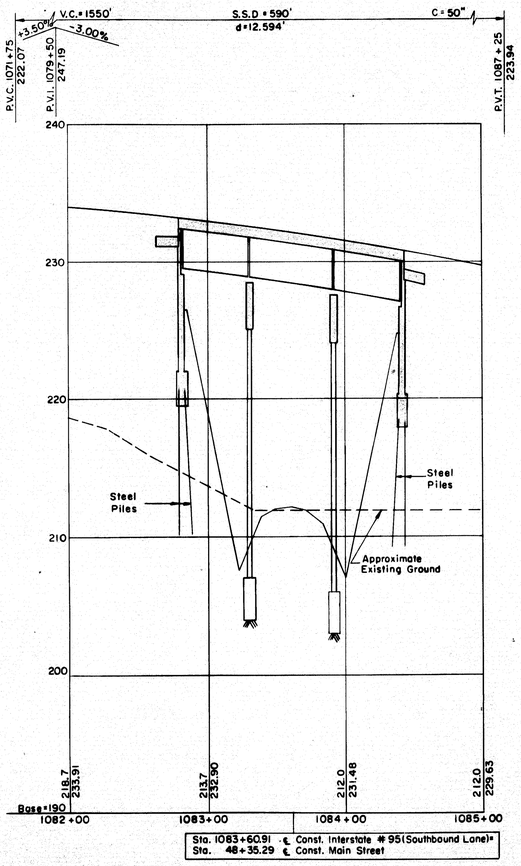
All bars shall have deformations conforming to A.S.T.M. Designation A305. Unless otherwise shown on plans, reinforcing bars shall be lapped 20 diameters to make a splice except that main reinforcing bars near the top of slabs and beams having more than 12" of concrete under the bars shall be lapped 36 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.

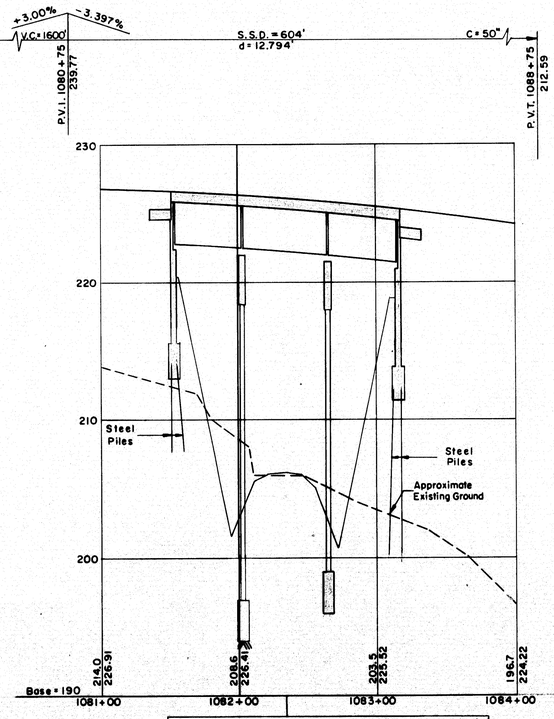
BENCH MARK:

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



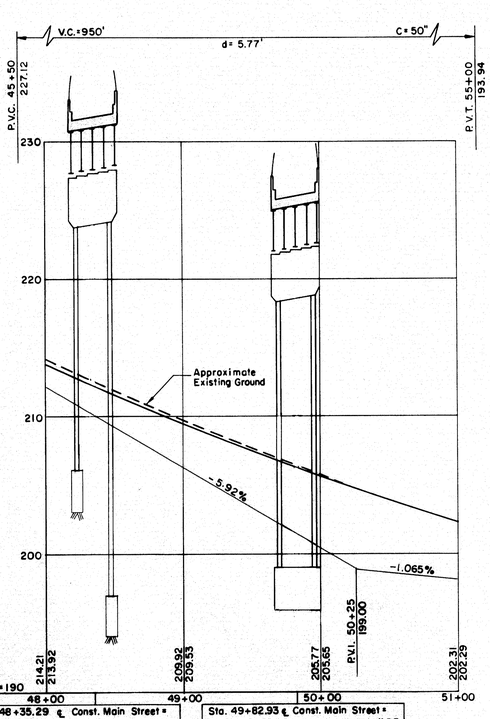
PROFILE ALONG INTERSTATE #95 (NORTHERLY BRIDGE)

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"

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. 492
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. 326.53
	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.

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

STATE HIGHWAY COMMISSION

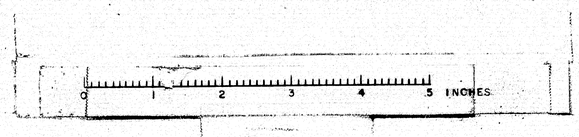
INTERSTATE #95
OVER
MAIN STREET
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
KEY PLAN & PROFILES

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

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

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 33 35 28 71	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 39 55 57 70 38	17 12*		
201.5					
196.5	Ledge		25†	27 50 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)
214.0					
210.0	Brown sand, gravel and rocks	12 36 23 26 32			
205.8	Brown silty sand, gravel and rocks	32 77 145 39*	22 13*		
El. 203±	Ledge			7 3	

* 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			
210.0		20 26 25 38 124			
204.0	Brown sand, gravel and rocks	122 123 125 126	18 13*		
200.0	Gray sand, gravel and rocks	123 125 126 124	84 22*		
192.0	Ledge			20 10 75	

* 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 99 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 29 26 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			
	Brown silty sand, gravel and rocks	97 67 67 28 98 98 102 91 101 90 78 139	30 10*		
El. 196.00					
190.7			39 22*		
	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		10 64 61 50 56			
	Brown silty sand, gravel and rocks	17 93 73 171 268	32 24*		
192.1		98 239 278	39 28*		
	Grayish brown silty sand gravel and rocks	174 92 60 120	21 13*		
186.1		168 257 441	121		
	Gray silty sand, gravel and rocks	149 154 263 455			
178.4		716			
	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		11 19 16 36 64			
	Brown silty sand, gravel and rocks	32 43 70 173 166	29 17*		
		100 111 84 79 127	48 27*		
184.4		73 142 136	65		
178.9	Ledge			100 93	

* 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	17 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 74 140 42 56 130 150 66			
194.5					
	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 28 40 70 100 83 94 105 177 123 128 126 185 388 341 380 232 158			
El. 196.00					
183.1					
180.1	Ledge or boulder	225 70 231			

Bottom of Proposed Pier D Footing

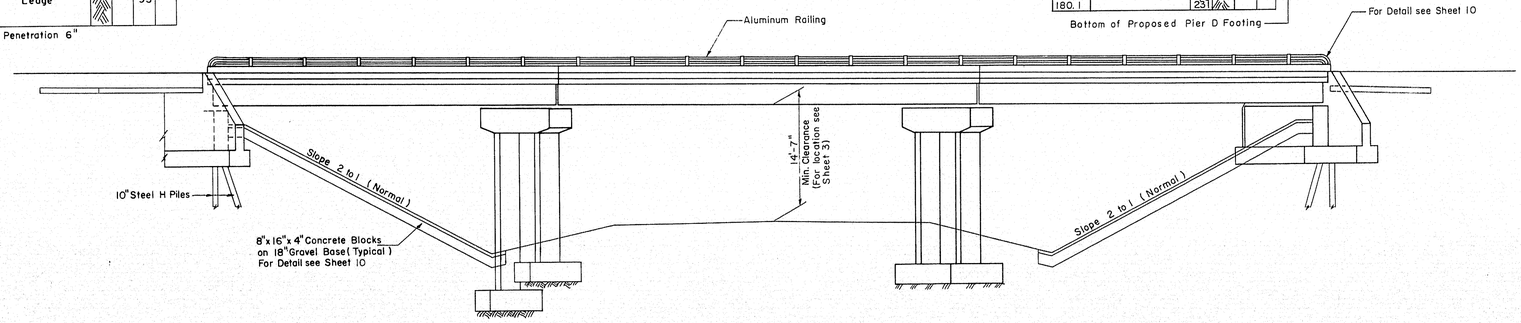
PUNCHING LOG

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

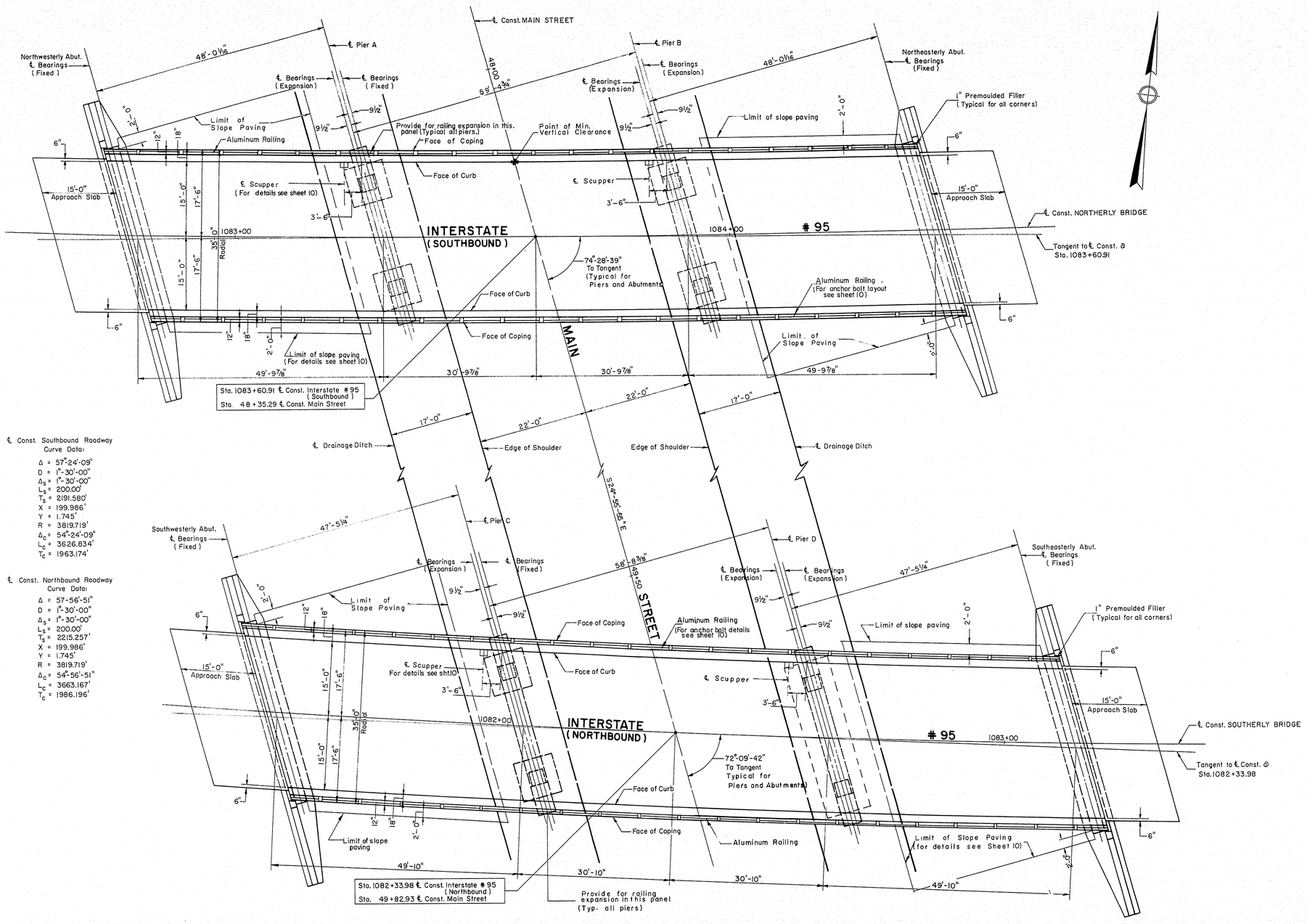
BORING DATA

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:

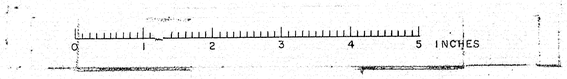
- Δ = 57°-24'-09"
- D = 1°-30'-00"
- Δ_S = 1°-30'-00"
- L_S = 200.00'
- T_S = 2191.580'
- X = 199.986'
- Y = 1.745'
- R = 3819.719'
- Δ_C = 54°-24'-09"
- L_C = 3626.834'
- T_C = 1963.174'

℄ 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

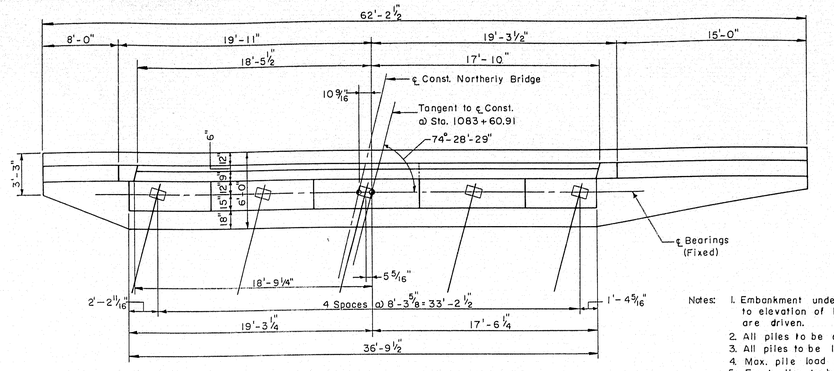
INTERSTATE # 95
OVER
MAIN STREET
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
GENERAL PLAN

SHEET 3 OF 10 AUGUSTA, MAINE

75-161

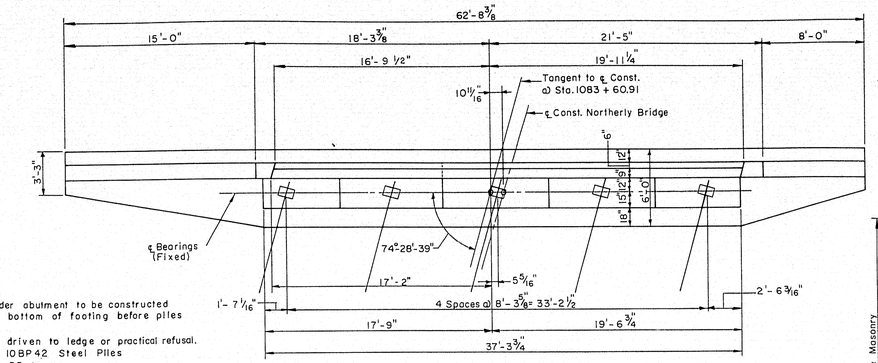
B. P. R.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	28	34

WATERVILLE INTERSTATE



PLAN NORTHEASTERLY ABUTMENT

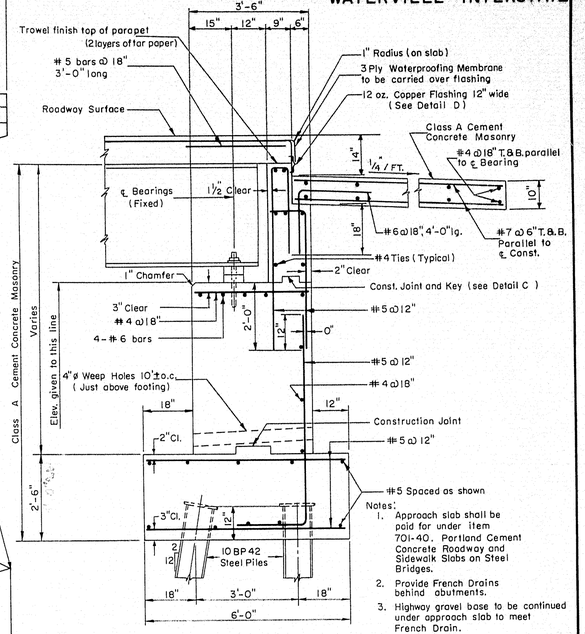
Scale: 3/16" = 1'-0"



PLAN NORTHWESTERLY ABUTMENT

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

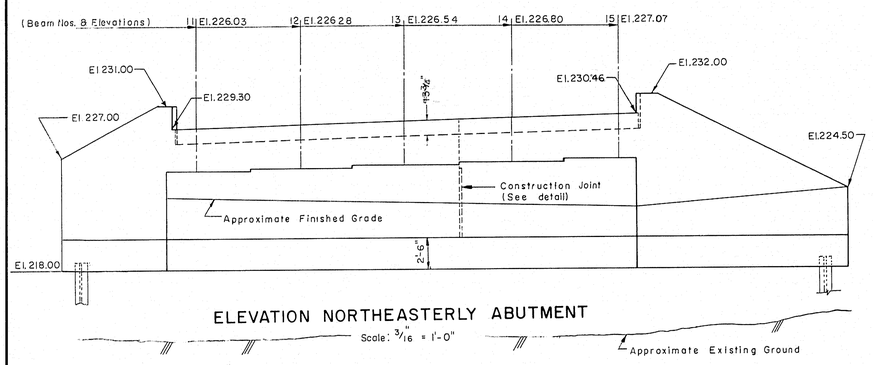
Notes:
1. Embankment under abutment to be constructed to elevation of bottom of footing before piles are driven.
2. All piles to be driven to ledge or practical refusal.
3. All piles to be 10BP42 Steel Piles
4. Max. pile load 35 tons
5. Front piles to be battered 2" on 12"
6. Cap all piles (See Detail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



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

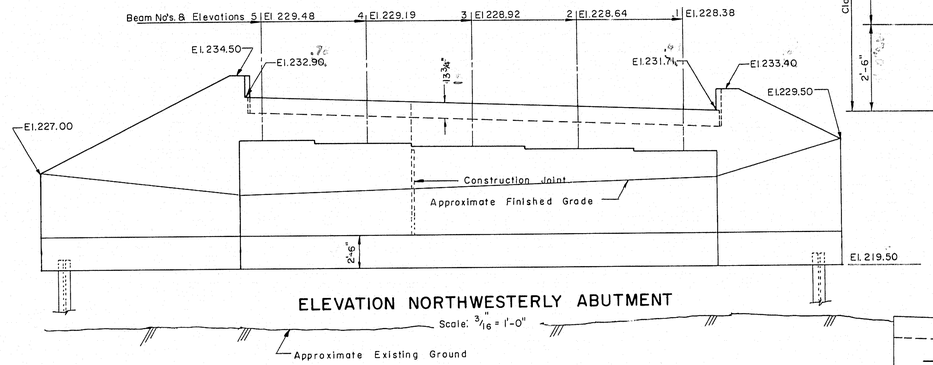
Scale: 1/2" = 1'-0"



ELEVATION NORTHEASTERLY ABUTMENT

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

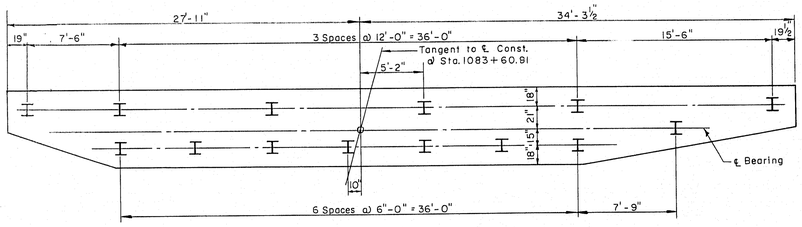
Approximate Existing Ground



ELEVATION NORTHWESTERLY ABUTMENT

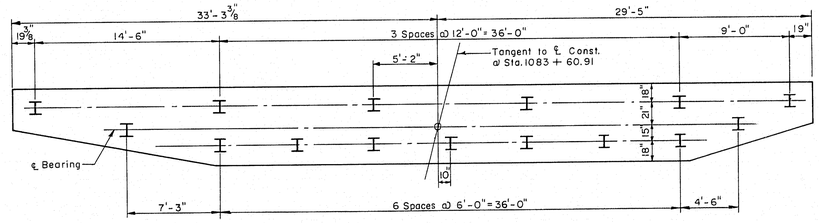
Scale: 3/16" = 1'-0"

Approximate Existing Ground



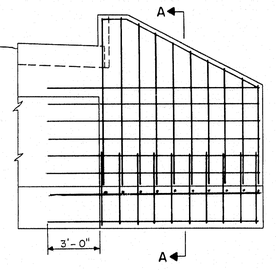
PILE PLAN NORTHEASTERLY ABUTMENT

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



PILE PLAN NORTHWESTERLY ABUTMENT

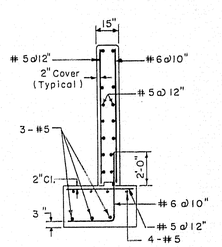
Scale: 3/16" = 1'-0"



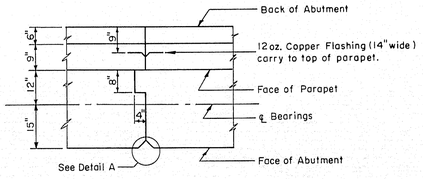
WING REINFORCING LAYOUT

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

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



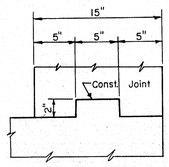
SECTION A-A



ABUTMENT CONSTRUCTION JOINT

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

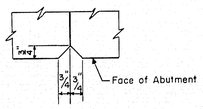
Note: Reinforcment to run through Construction Joint.



DETAIL C

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

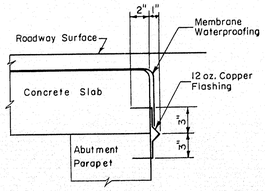
Note: Concrete in backwall not to be placed until Structural Steel has been erected. Construction Joint to be at or above Bridge Seat Elev.



DETAIL A

(CONSTRUCTION JOINT)

Scale: 3" = 1'-0"



DETAIL D

Scale: 1 1/2" = 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

0 1 2 3 4 5 INCHES