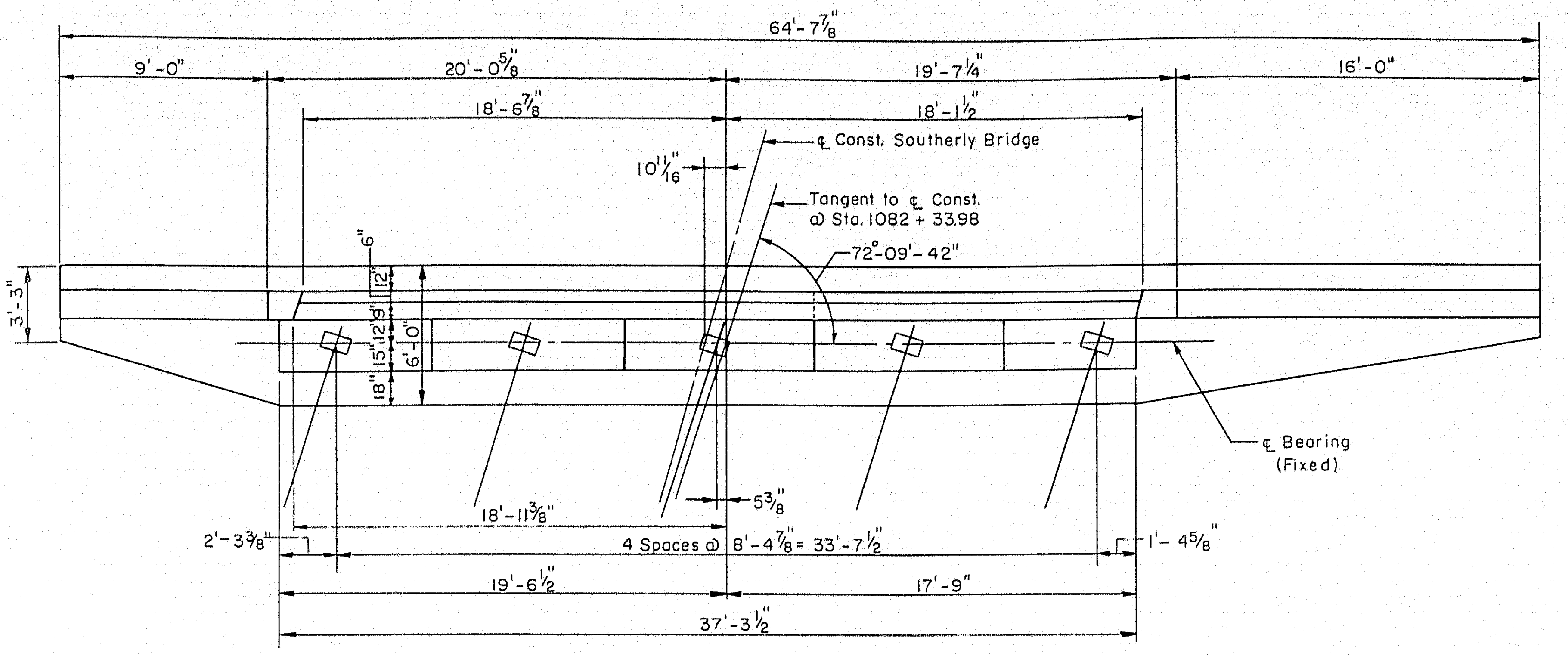
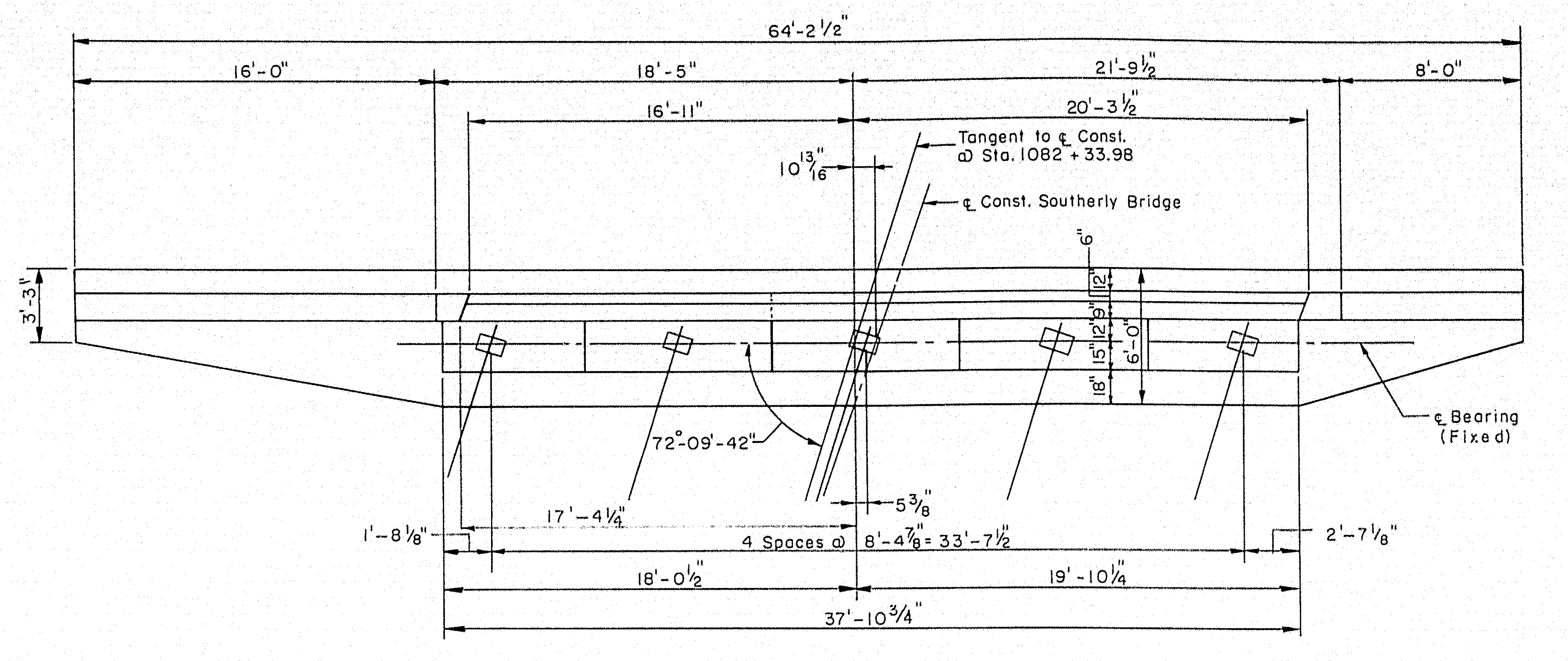
B.P.R.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	29	34 44

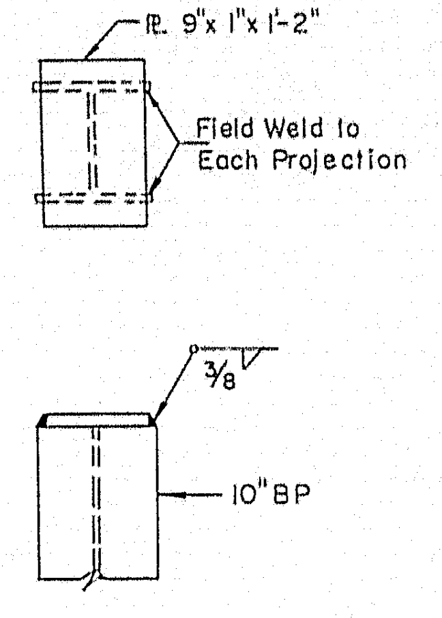
WATERVILLE INTERSTATE


64'-7 7/8"
9'-0"
20'-0 5/8"
19'-7 1/4"
16'-0"
18'-6 7/8"
18'-1 1/2"
℄ Const. Southerly Bridge
10 11/16"
Tangent to ℄ Const. @ Sta. 1082 + 33.98
72°-09'-42"
3'-3"
6"
12"
9"
12"
15"
18"
6'-0"
℄ Bearing (Fixed)
5 3/8"
18'-11 3/8"
2'-3 3/8"
4 Spaces @ 8'-4 7/8" = 33'-7 1/2"
1'-4 5/8"
19'-6 1/2"
17'-9"
37'-3 1/2"

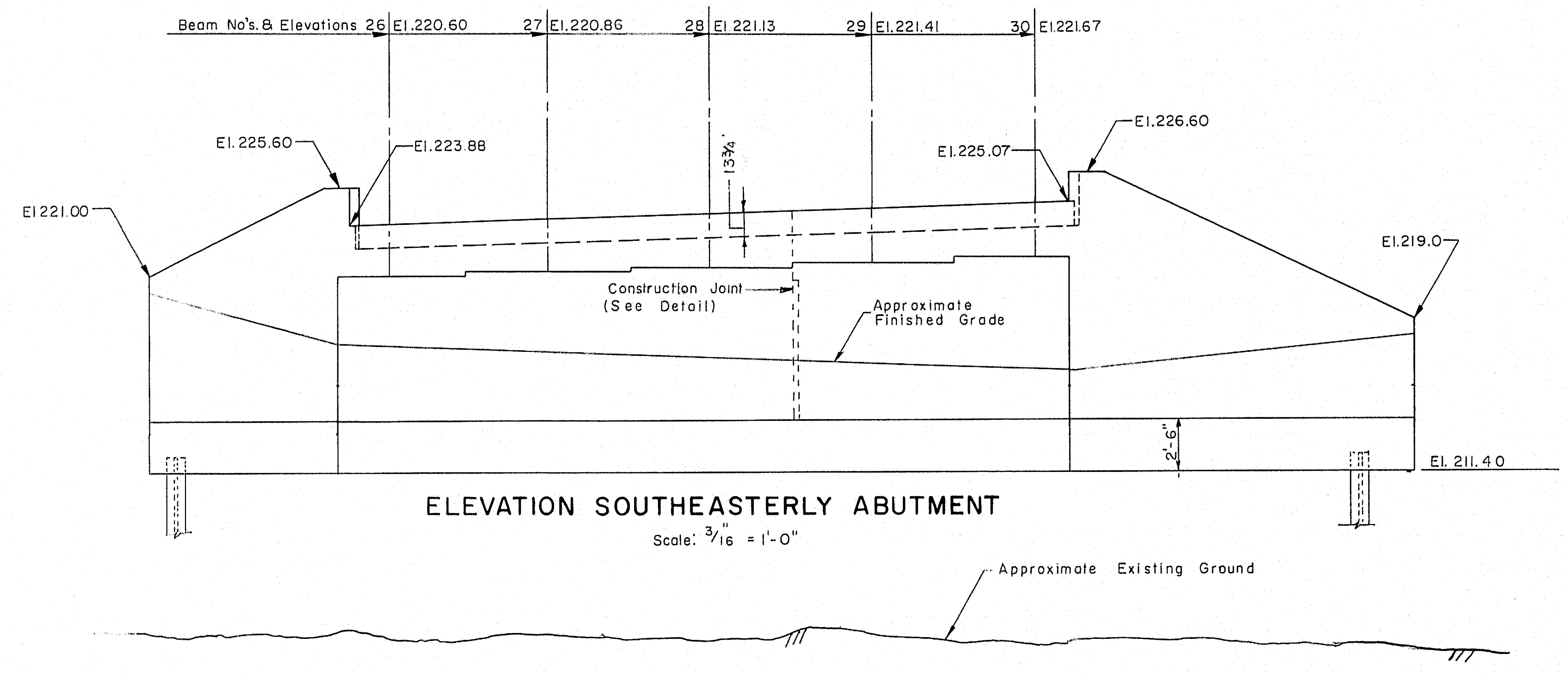
PLAN SOUTHEASTERLY ABUTMENT
Scale: 3/16" = 1'-0"


64'-2 1/2"
16'-0"
18'-5"
21'-9 1/2"
8'-0"
16'-11"
20'-3 1/2"
Tangent to ℄ Const. @ Sta. 1082 + 33.98
10 13/16"
℄ Const. Southerly Bridge
6"
12"
9"
12"
15"
18"
6'-0"
3'-3"
℄ Bearing (Fixed)
72°-09'-42"
5 3/8"
17'-4 1/4"
1'-8 1/8"
4 Spaces @ 8'-4 7/8" = 33'-7 1/2"
2'-7 1/8"
18'-0 1/2"
19'-10 1/4"
37'-10 3/4"

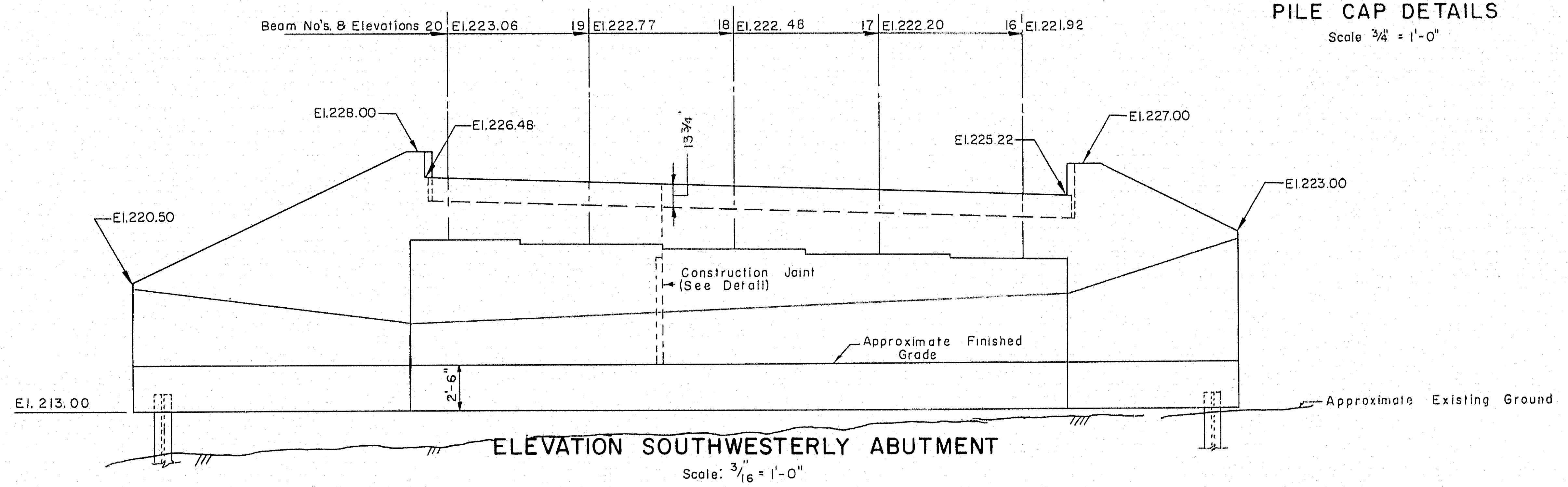
PLAN SOUTHWESTERLY ABUTMENT
Scale: 3/16 = 1'-0"


℗ 9"x 1"x 1'-2"
Field Weld to Each Projection
3/8
10" BP

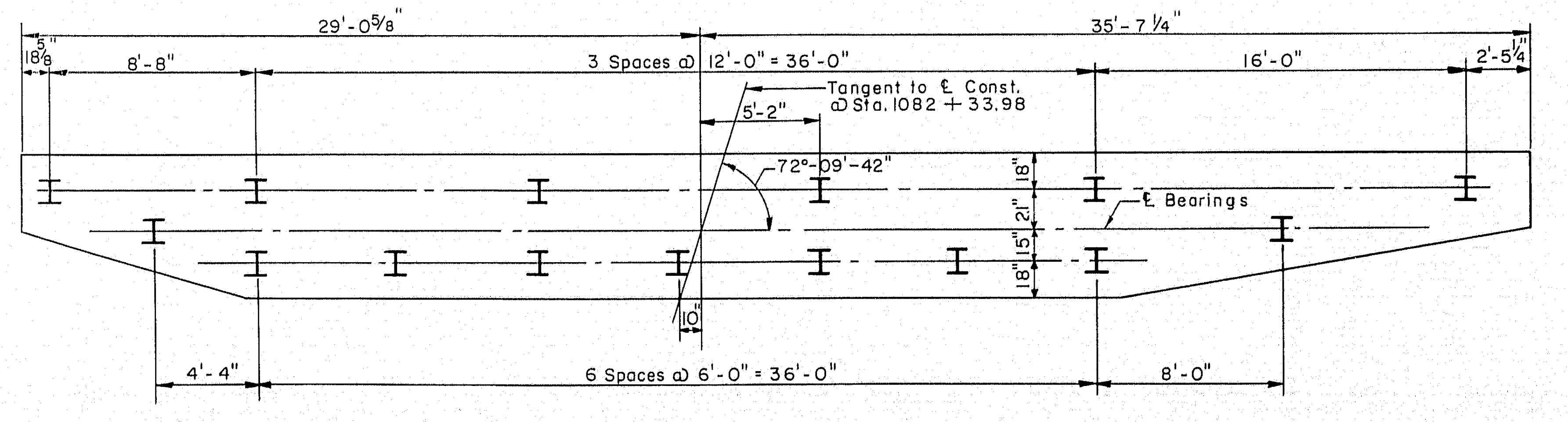
PILE CAP DETAILS
Scale 3/4" = 1'-0"


Beam No's. & Elevations 26 El. 220.60
27 El. 220.86
28 El. 221.13
29 El. 221.41
30 El. 221.67
El. 225.60
El. 223.88
13 3/4"
El. 225.07
El. 226.60
El 221.00
El. 219.0
Construction Joint (See Detail)
Approximate Finished Grade
2'-6"
El. 211.40
Approximate Existing Ground

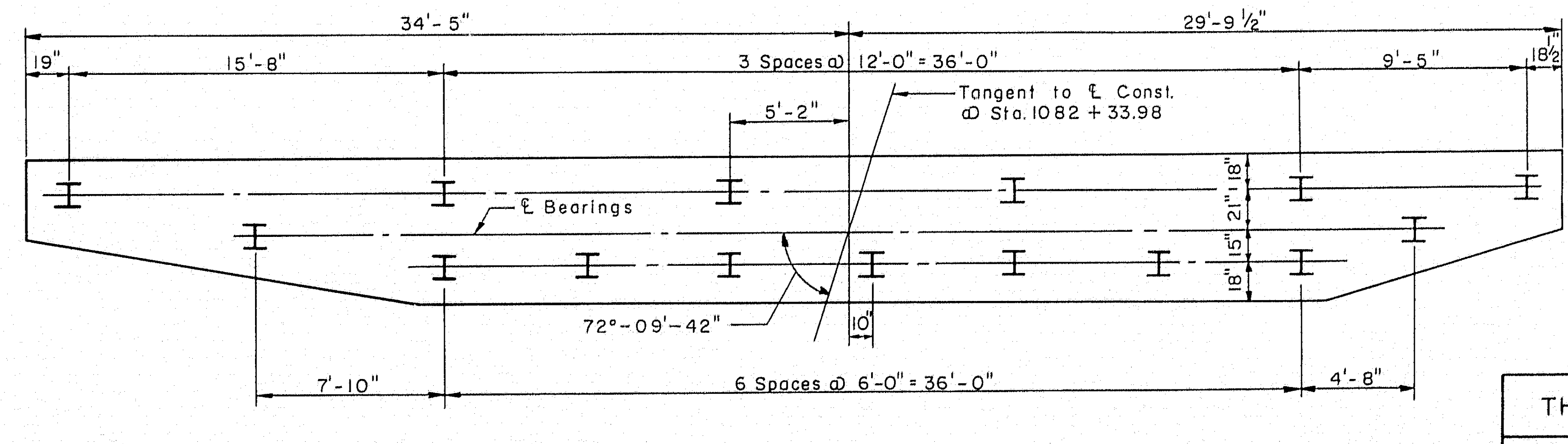
ELEVATION SOUTHEASTERLY ABUTMENT
Scale: 3/16" = 1'-0"


Beam No's. & Elevations 20 El. 223.06
19 El. 222.77
18 El. 222.48
17 El. 222.20
16 El. 221.92
El. 228.00
El. 226.48
13 3/4"
El. 225.22
El. 227.00
El. 220.50
El. 223.00
Construction Joint (See Detail)
Approximate Finished Grade
2'-6"
El. 213.00
Approximate Existing Ground

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


29'-0 5/8"
35'-7 1/4"
18 5/8"
8'-8"
3 Spaces @ 12'-0" = 36'-0"
16'-0"
2'-5 1/4"
Tangent to ℄ Const. @ Sta. 1082 + 33.98
5'-2"
72°-09'-42"
℄ Bearings
18"
21"
15"
18"
10"
4'-4"
6 Spaces @ 6'-0" = 36'-0"
8'-0"

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


34'-5"
29'-9 1/2"
19"
15'-8"
3 Spaces @ 12'-0" = 36'-0"
9'-5"
18 1/2"
5'-2"
Tangent to ℄ Const. @ Sta. 1082 + 33.98
℄ Bearings
18"
21"
15"
18"
72°-09'-42"
10"
7'-10"
6 Spaces @ 6'-0" = 36'-0"
4'-8"

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

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

THE CLARKESON ENGINEERING CO., INC.

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

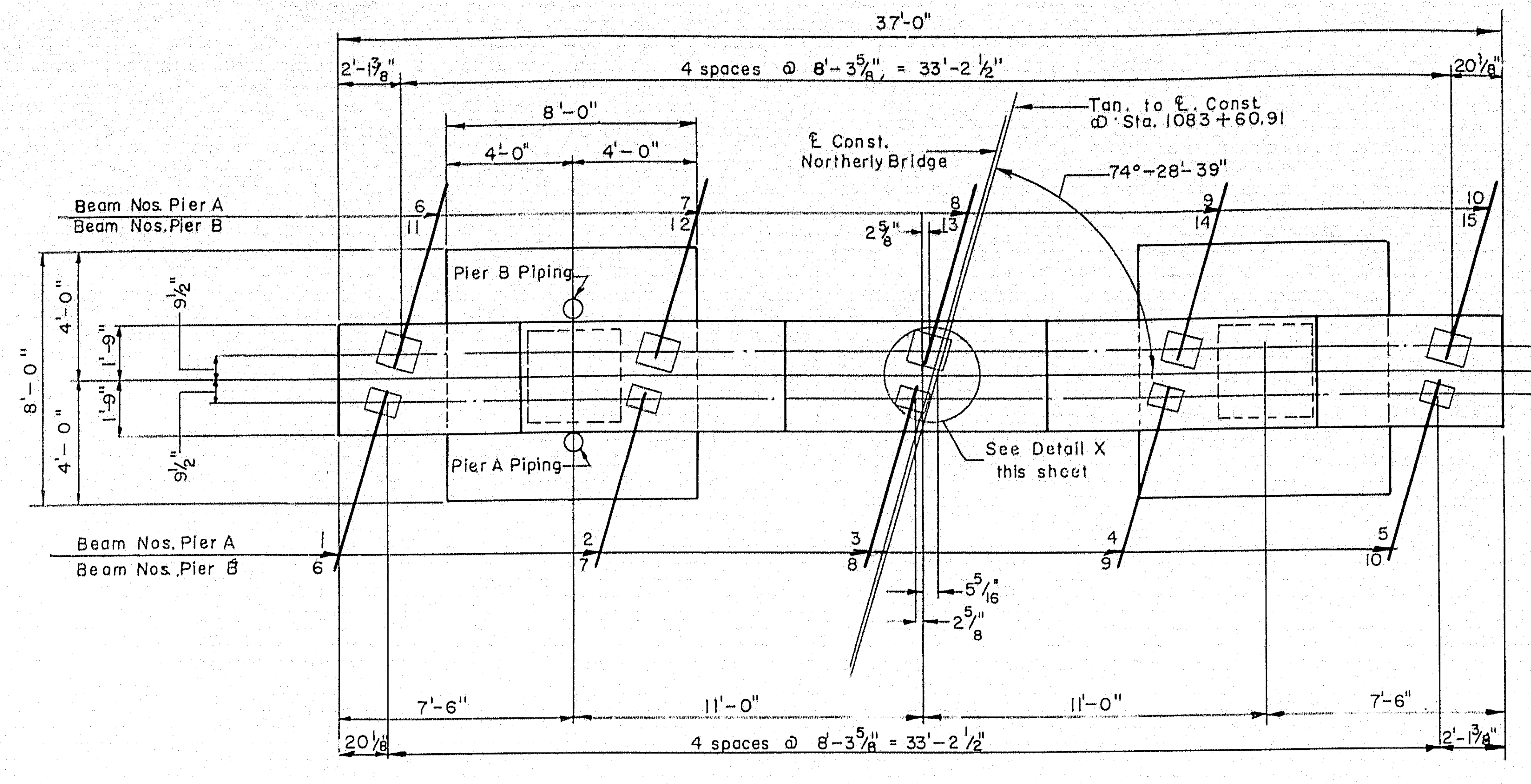
STATE HIGHWAY COMMISSION
INTERSTATE #95
OVER
MAIN STREET
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
SOUTHEASTERLY ABUTMENT
SOUTHWESTERLY ABUTMENT
SHEET 5 OF 10 AUGUSTA, MAINE

75-163

0 1 2 3 4 5 INCHES

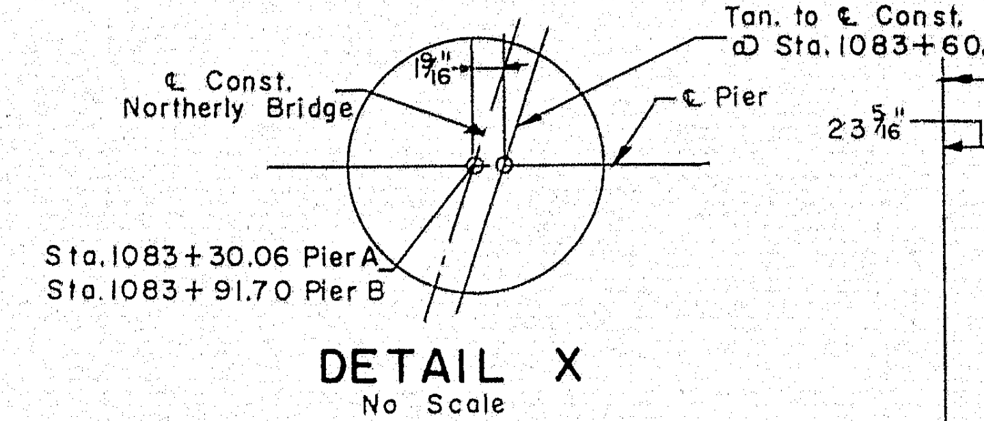
B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	30	34

WATERVILLE INTERSTATE


37'-0"
2'-1 7/8"
4 spaces @ 8'-3 5/8" = 33'-2 1/2"
20 1/8"
8'-0"
4'-0"
4'-0"
℄ Const. Northerly Bridge
Tan. to ℄ Const. @ Sta. 1083+60.91
74°-28'-39"
Beam Nos. Pier A
Beam Nos. Pier B
6 11 7 12 2 5/8" 8 13 9 14 10 15
Pier B Piping
Pier A Piping
See Detail X this sheet
8'-0"
4'-0"
4'-0"
9 1/2"
1'-9"
1'-9"
9 1/2"
Beam Nos. Pier A
Beam Nos. Pier B
1 6 2 7 3 8 4 9 5 10
5 5/16"
2 5/8"
7'-6"
11'-0"
11'-0"
7'-6"
20 1/8"
4 spaces @ 8'-3 5/8" = 33'-2 1/2"
2'-1 7/8"

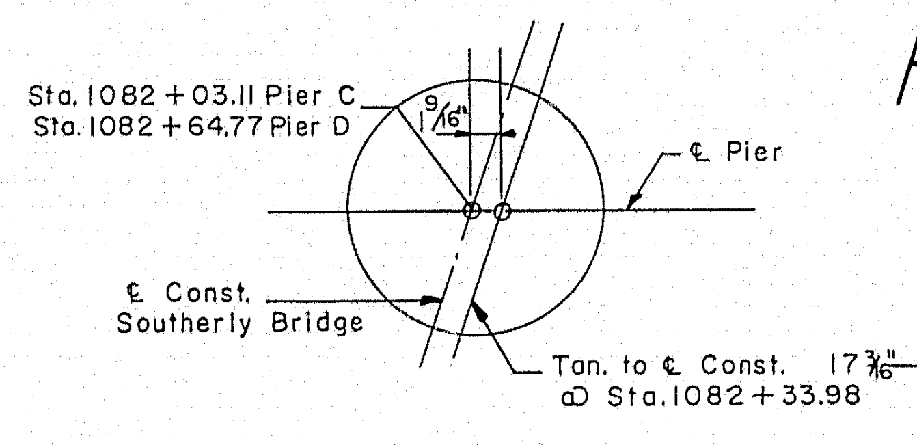
PLAN PIER A
PLAN PIER B (SIMILAR)

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


℄ Const. Northerly Bridge
Tan. to ℄ Const. @ Sta. 1083+60.91
13/16"
℄ Pier
Sta. 1083+30.06 Pier A
Sta. 1083+91.70 Pier B
℄ Bearings
℄ Pier

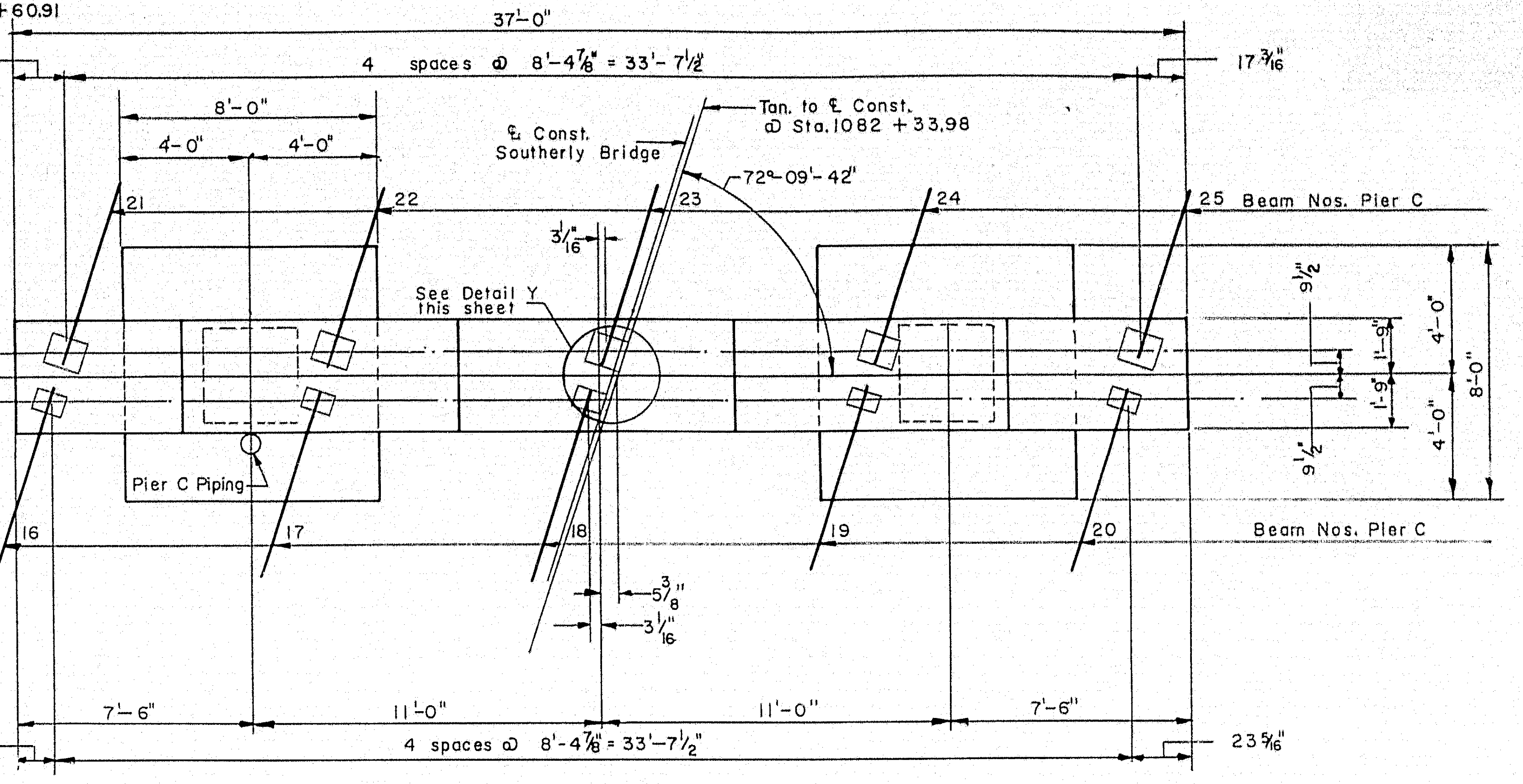
DETAIL X

No Scale


Sta. 1082+03.11 Pier C
Sta. 1082+64.77 Pier D
9/16"
℄ Pier
℄ Const. Southerly Bridge
Tan. to ℄ Const. @ Sta. 1082+33.98

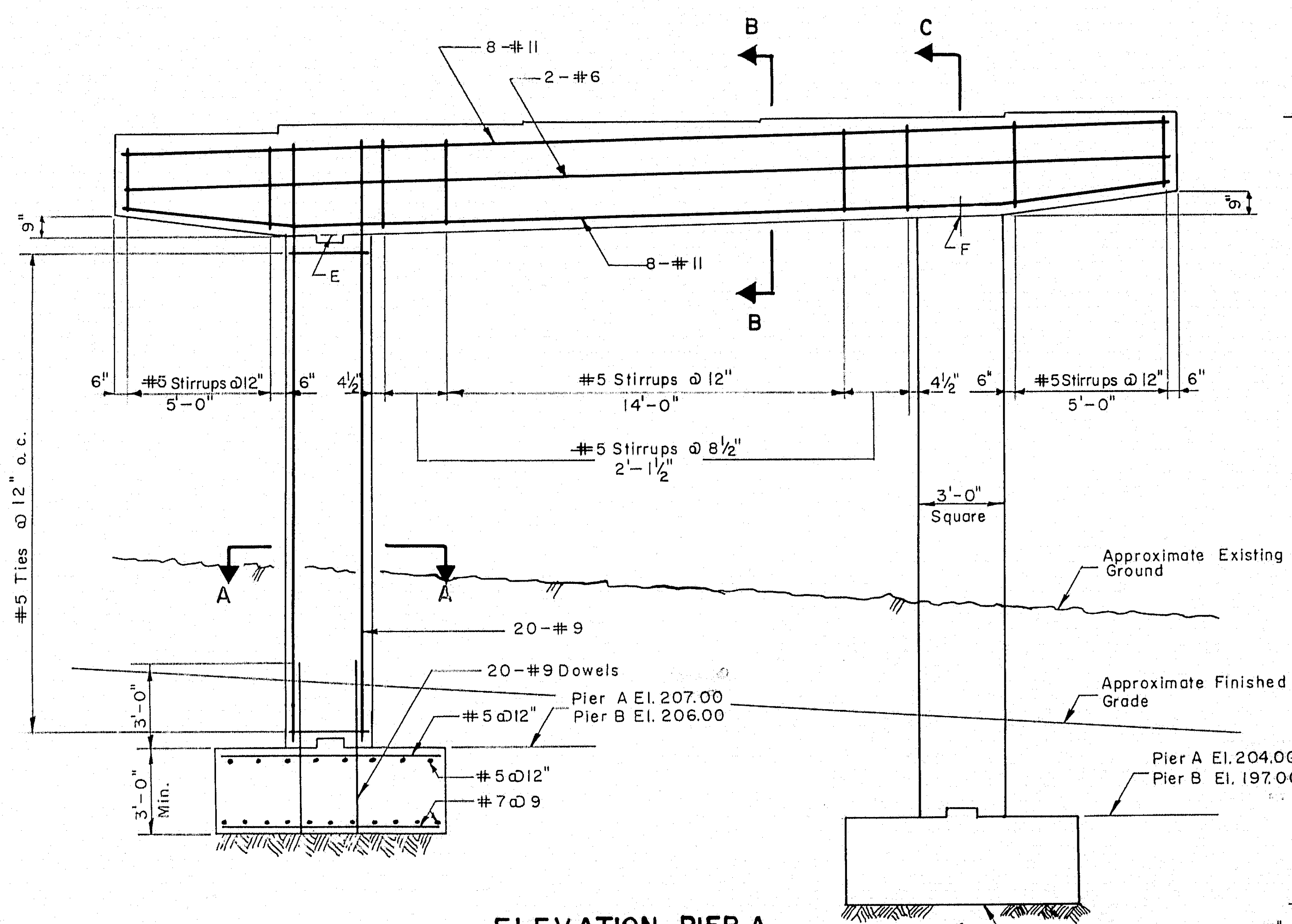
DETAIL Y

No Scale


℄ Bearings
℄ Pier
37'-0"
23 3/16"
4 spaces @ 8'-4 7/8" = 33'-7 1/2"
17 3/16"
8'-0"
4'-0"
4'-0"
℄ Const. Southerly Bridge
Tan. to ℄ Const. @ Sta. 1082+33.98
72°-09'-42"
21 22 3/16" 23 24 25 Beam Nos. Pier C
See Detail Y this sheet
Pier C Piping
9 1/2"
1'-9"
1'-9"
9 1/2"
4'-0"
4'-0"
8'-0"
16 17 18 19 20 Beam Nos. Pier C
5/8"
3 1/16"
7'-6"
11'-0"
11'-0"
7'-6"
17 3/16"
4 spaces @ 8'-4 7/8" = 33'-7 1/2"
23 3/16"

PLAN PIER C

Scale 1/4" = 1'-0"

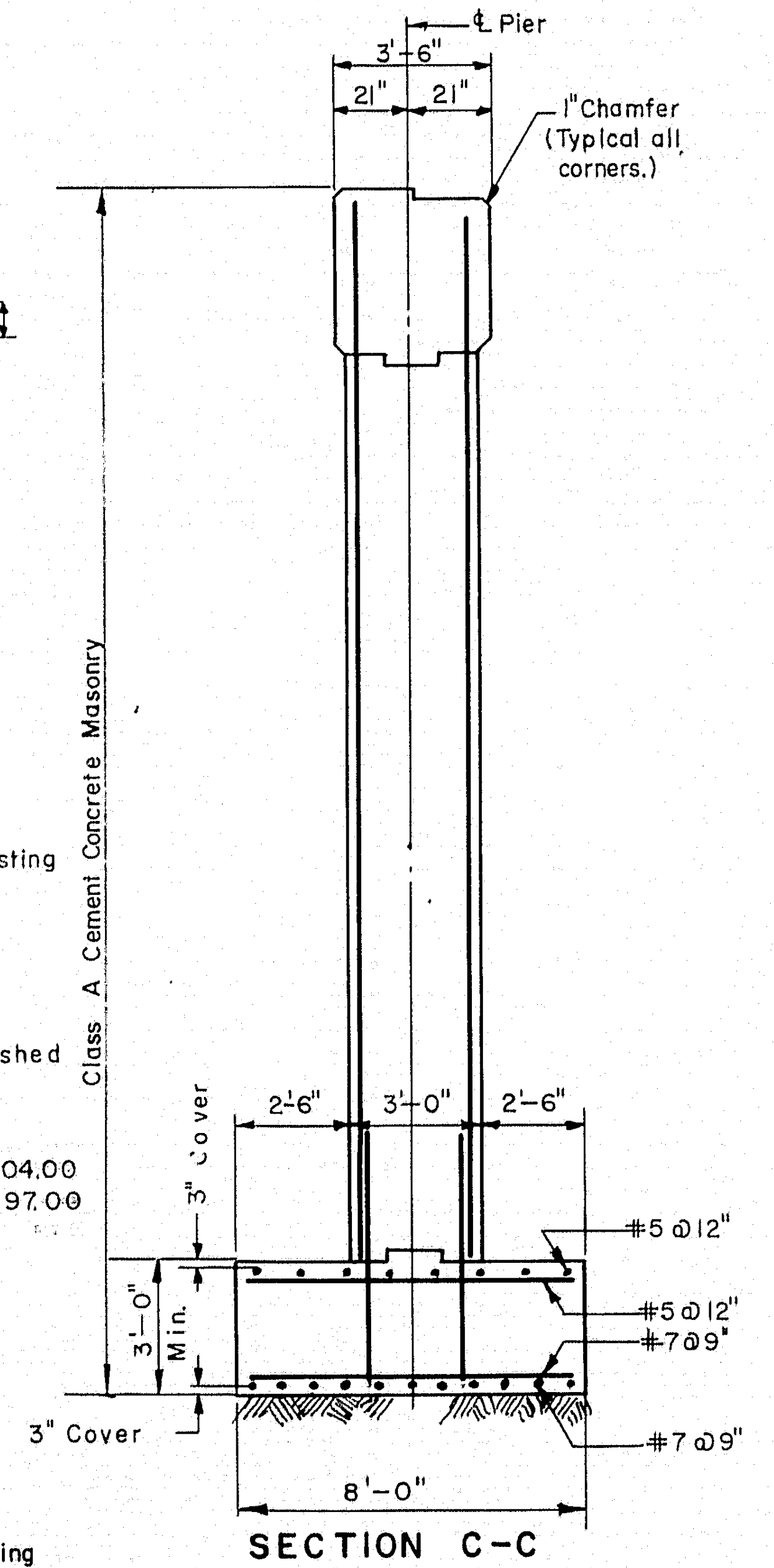

B
C
8-#11
2-#6
9"
E
F
8-#11
B
6"
#5 Stirrups @ 12"
5'-0"
6"
4 1/2"
#5 Stirrups @ 12"
14'-0"
4 1/2"
6"
#5 Stirrups @ 12"
5'-0"
6"
#5 Stirrups @ 8 1/2"
2'-1 1/2"
#5 Ties @ 12" o.c.
3'-0" Square
Approximate Existing Ground
A
A
20-#9
20-#9 Dowels
Approximate Finished Grade
3'-0"
#5 @ 12"
Pier A El. 207.00
Pier B El. 206.00
3'-0" Min.
#5 @ 12"
#7 @ 9
Pier A El. 204.00
Pier B El. 197.00

ELEVATION PIER A
ELEVATION PIER B (SIMILAR)

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

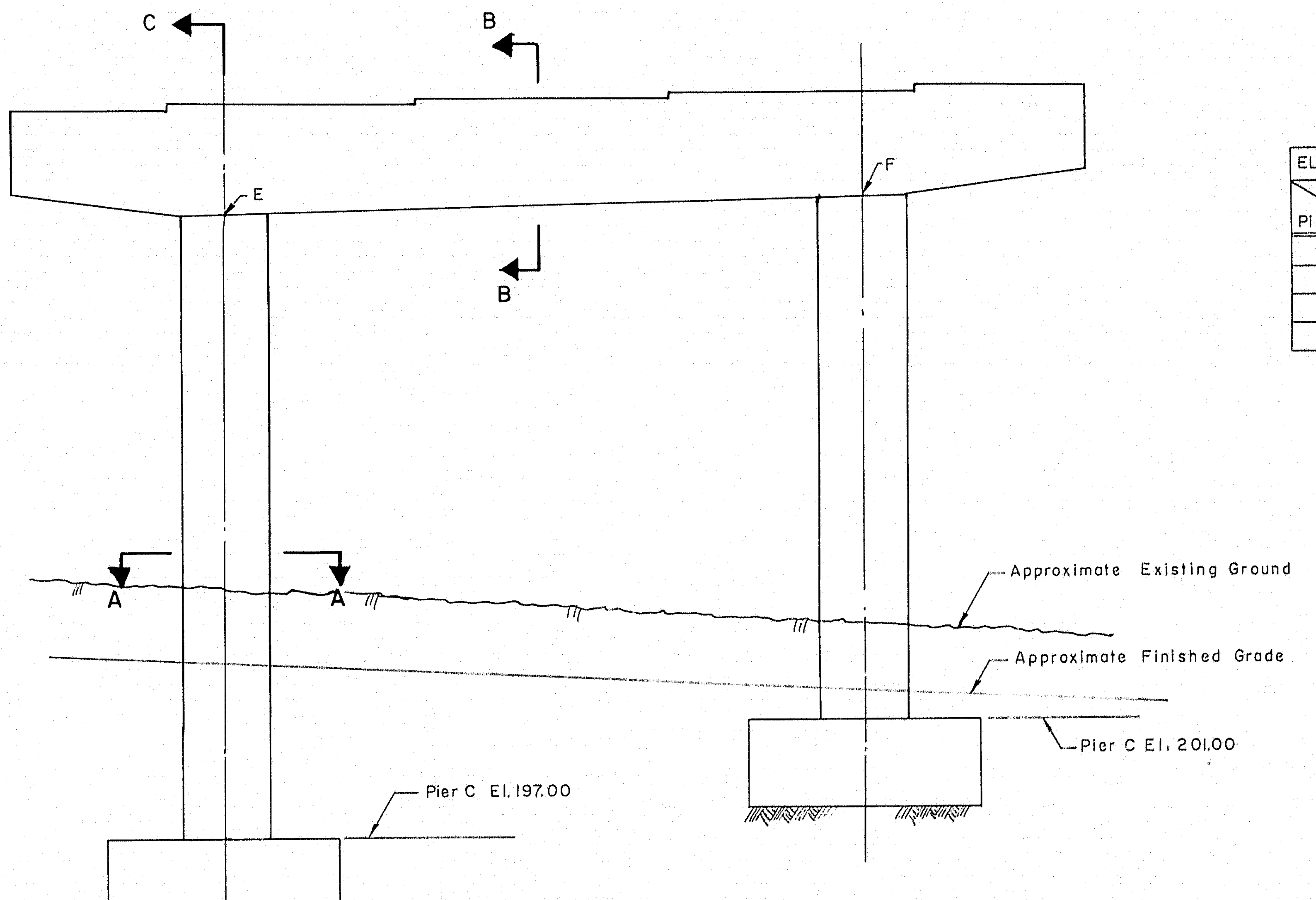
C

Approximate level bearing on undeteriorated ledge (Typical)
Maximum Bearing Pressure 10,400 # /sq. ft.


℄ Pier
3'-6"
21"
21"
1" Chamfer (Typical all corners.)
Class A Cement Concrete Masonry
3" Cover
2'-6"
3'-0"
2'-6"
#5 @ 12"
3'-0" Min.
#5 @ 12"
#7 @ 9"
3" Cover
#7 @ 9"
8'-0"

SECTION C-C

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

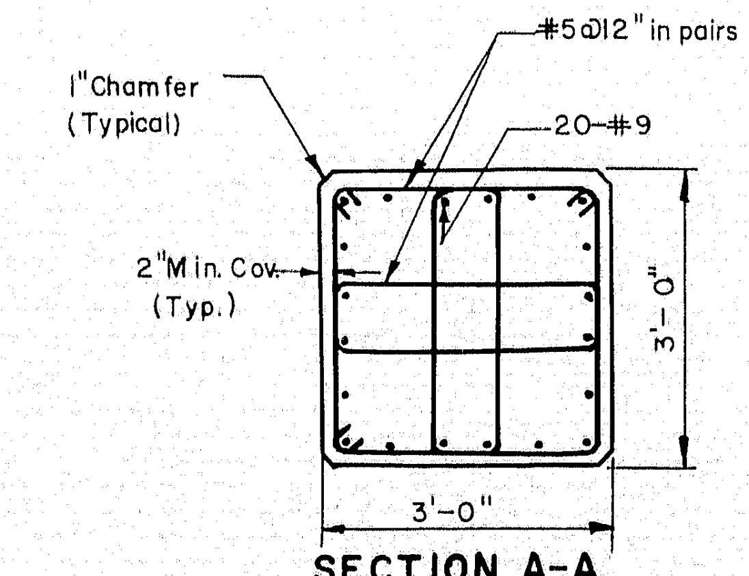

C
B
E
F
B
Approximate Existing Ground
A
A
Approximate Finished Grade
Pier C El. 201.00
Pier C El. 197.00

ELEVATION PIER C

Scale 1/4" = 1'-0"

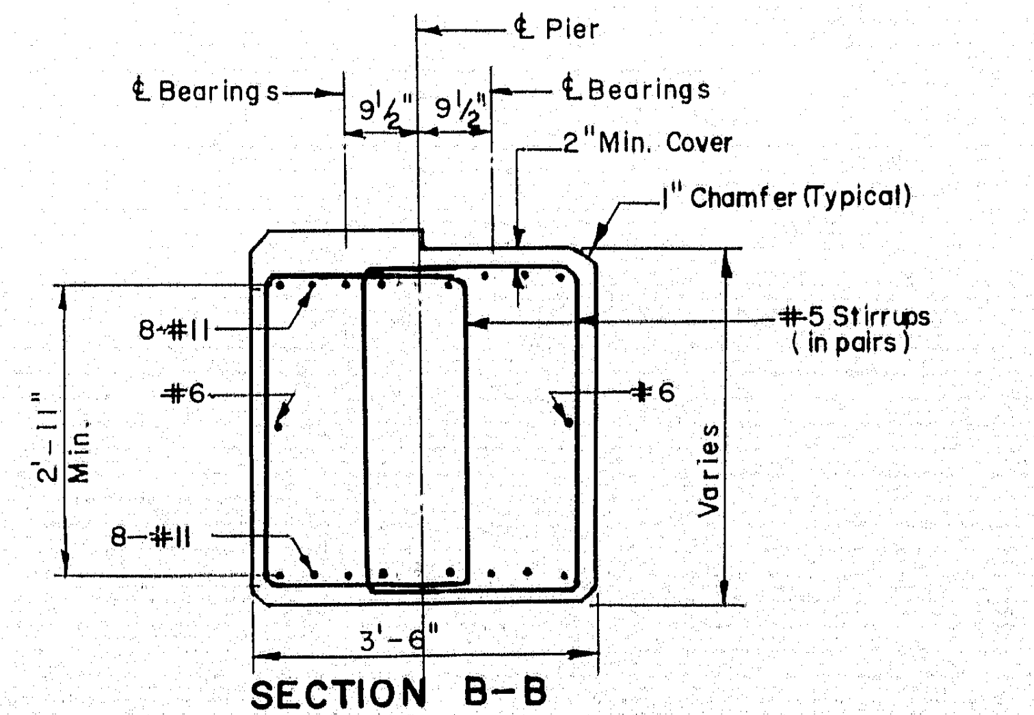
C

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


1" Chamfer (Typical)
#5 @ 12" in pairs
20-#9
2" Min. Cov. (Typ.)
3'-0"
3'-0"

SECTION A-A

Scale 1/2" = 1'-0


℄ Pier
℄ Bearings
9 1/4"
9 1/4"
℄ Bearings
2" Min. Cover
1" Chamfer (Typical)
8-#11
#6
2'-11" Min.
8-#11
#5 Stirrups (in pairs)
#6
Varies
3'-6"

SECTION B-B

Scale 1/2" = 1'-0

SCHEDULE OF BEAM SEAT ELEVATION															
Beam No.	Pier A		Beam No.	Pier B		Beam No.	Beam No.	Pier C		Beam No.	Pier D		Beam No.
1	227.75	227.56	6	226.68	226.83	11	16	221.60	221.41	21	220.92	221.08	26
2	228.01	227.83	7	226.95	227.08	12	17	221.87	221.69	22	221.20	221.35	27
3	228.28	228.10	8	227.21	227.35	13	18	222.15	221.98	23	221.48	221.62	28
4	228.55	228.37	9	227.48	227.61	14	19	222.43	222.25	24	221.75	221.90	29
5	228.83	228.64	10	227.74	227.89	15	20	222.73	222.54	25	222.03	222.18	30

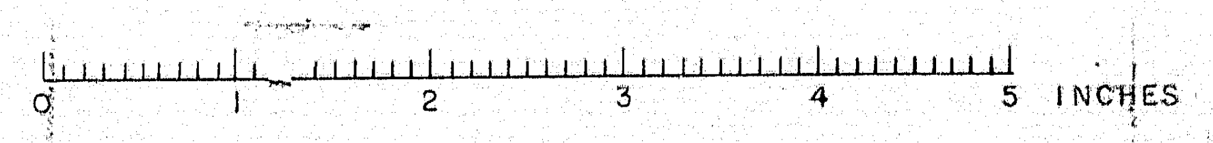
THE CLARKESON ENGINEERING CO., INC.

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

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

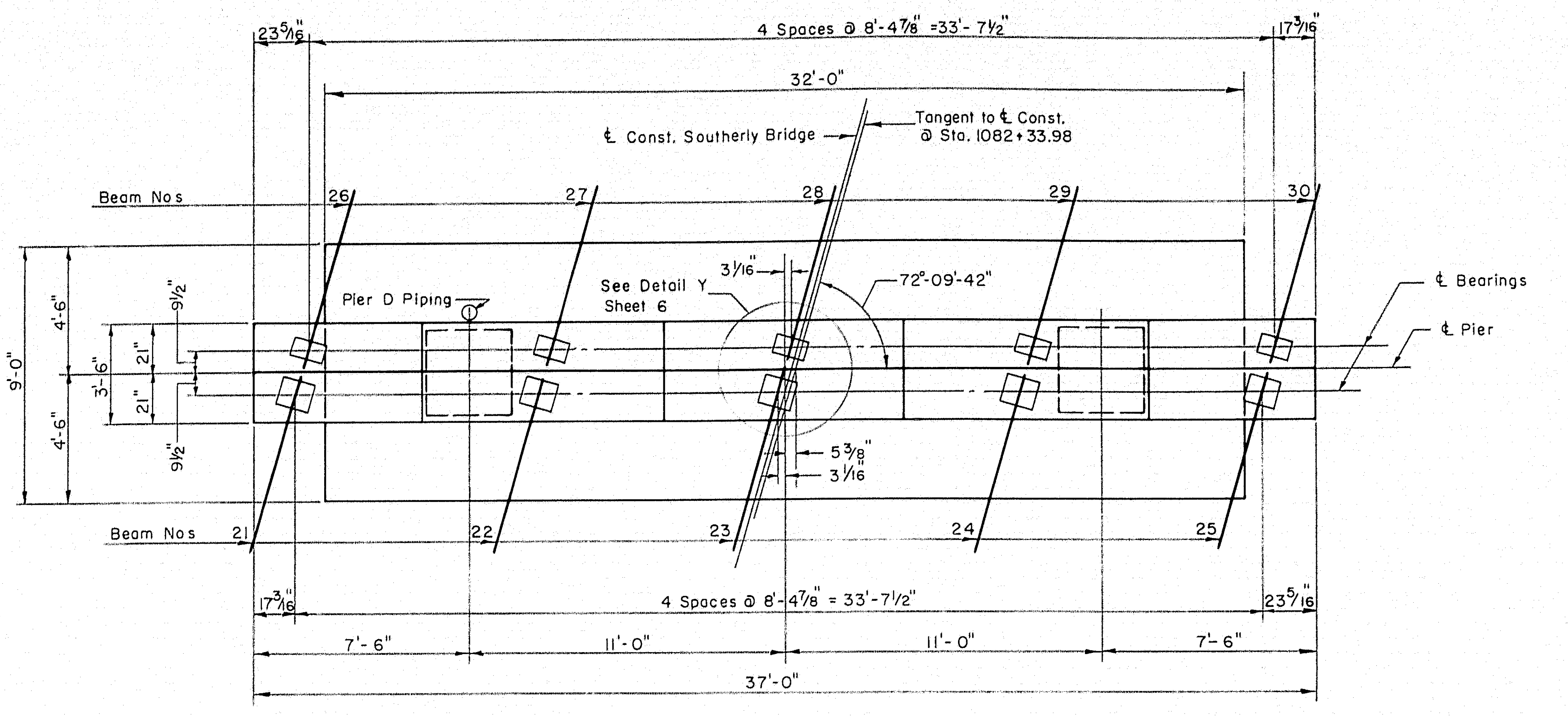
SHEET 6 OF 10 AUGUSTA, MAINE

75-164


0
1
2
3
4
5
INCHES

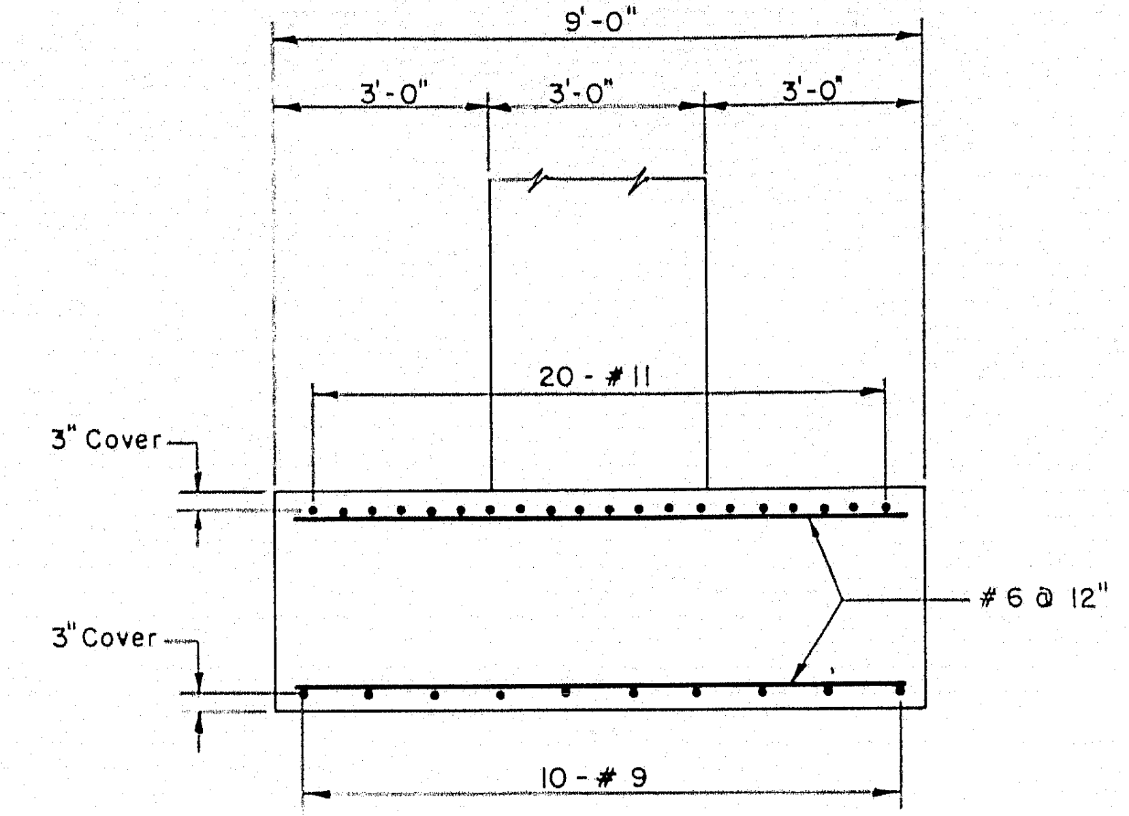
B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	31	34

WATERVILLE INTERSTATE


4 Spaces @ 8'-4 7/8" = 33'-7 1/2"
23 5/16"
17 3/16"
32'-0"
℄ Const. Southerly Bridge
Tangent to ℄ Const. @ Sta. 1082+33.98
Beam Nos
26
27
28
29
30
Pier D Piping
See Detail Y Sheet 6
3 1/16"
72°-09'-42"
℄ Bearings
℄ Pier
9'-0"
4'-6"
4'-6"
3'-6"
21"
21"
9 1/2"
9 1/2"
5 3/8"
3 1/16"
Beam Nos
21
22
23
24
25
17 3/16"
4 Spaces @ 8'-4 7/8" = 33'-7 1/2"
23 5/16"
7'-6"
11'-0"
11'-0"
7'-6"
37'-0"

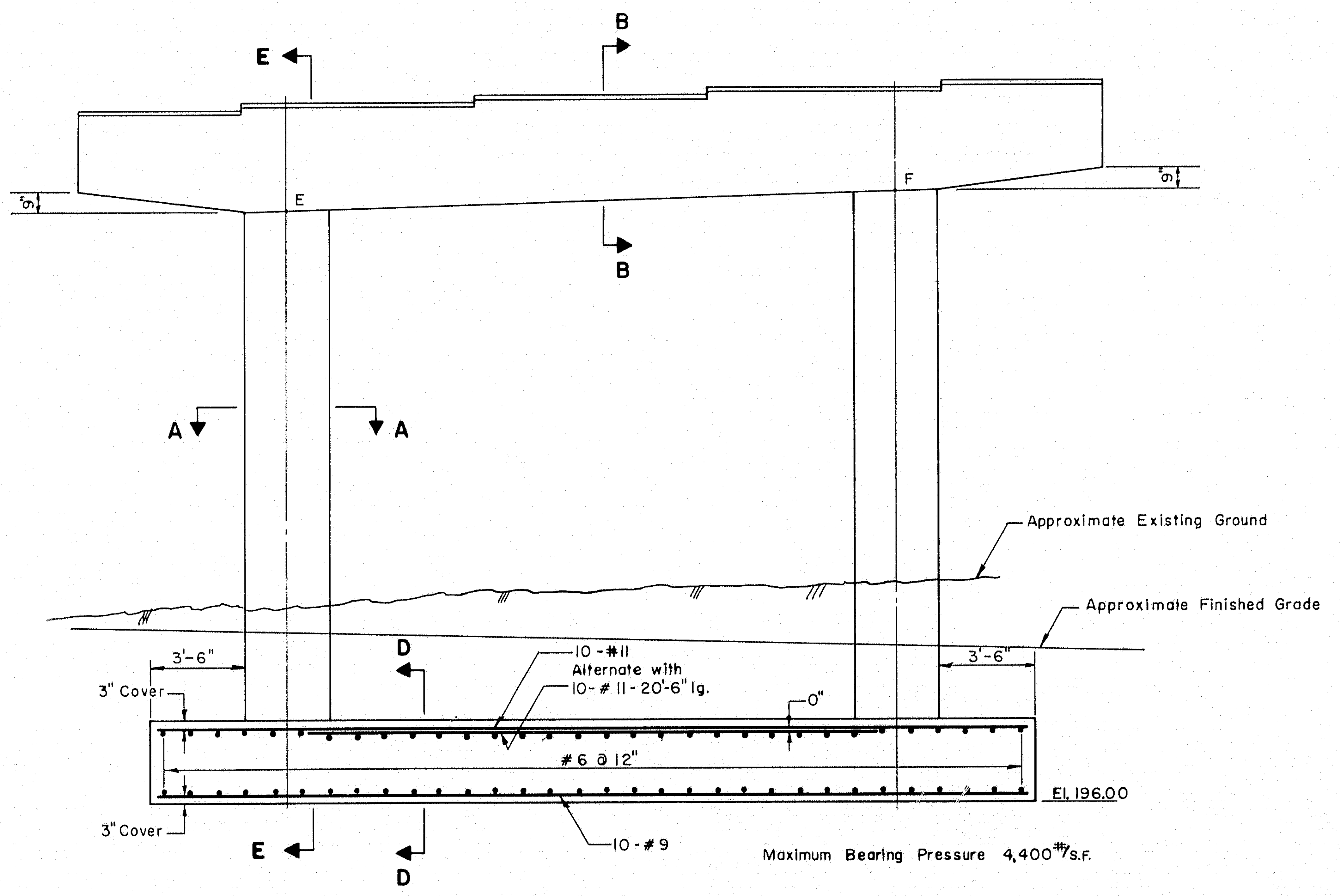
PLAN PIER D

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


9'-0"
3'-0"
3'-0"
3'-0"
20 - #11
3" Cover
3" Cover
#6 @ 12"
10 - #9

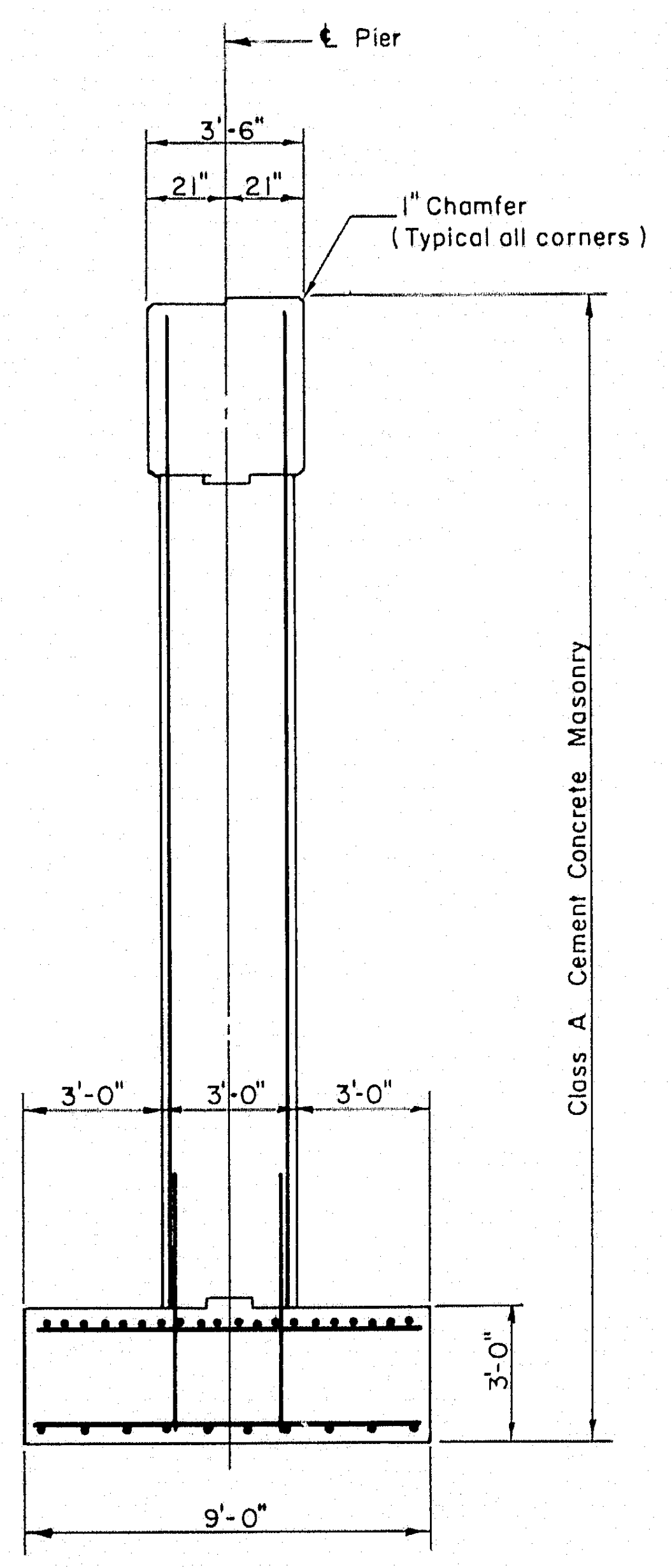
SECTION D-D

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


E
B
B
E
F
9"
9"
A
A
Approximate Existing Ground
Approximate Finished Grade
3'-6"
3'-6"
3" Cover
D
10 - #11 Alternate with 10 - # 11 - 20'-6" lg.
0"
#6 @ 12"
El. 196.00
3" Cover
E
D
10 - #9
Maximum Bearing Pressure 4,400#/S.F.

ELEVATION PIER D

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


℄ Pier
3'-6"
21"
21"
1" Chamfer (Typical all corners)
Class A Cement Concrete Masonry
3'-0"
3'-0"
3'-0"
3'-0"
9'-0"

SECTION E-E

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

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

THE CLARKESON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION

INTERSTATE #95

OVER

MAIN STREET

IN THE CITY OF

WATERVILLE

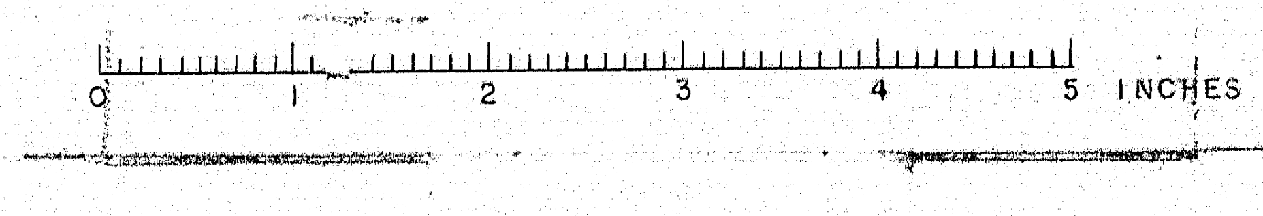
KENNEBEC COUNTY

PIER D

SHEET 7 OF 10 AUGUSTA, MAINE

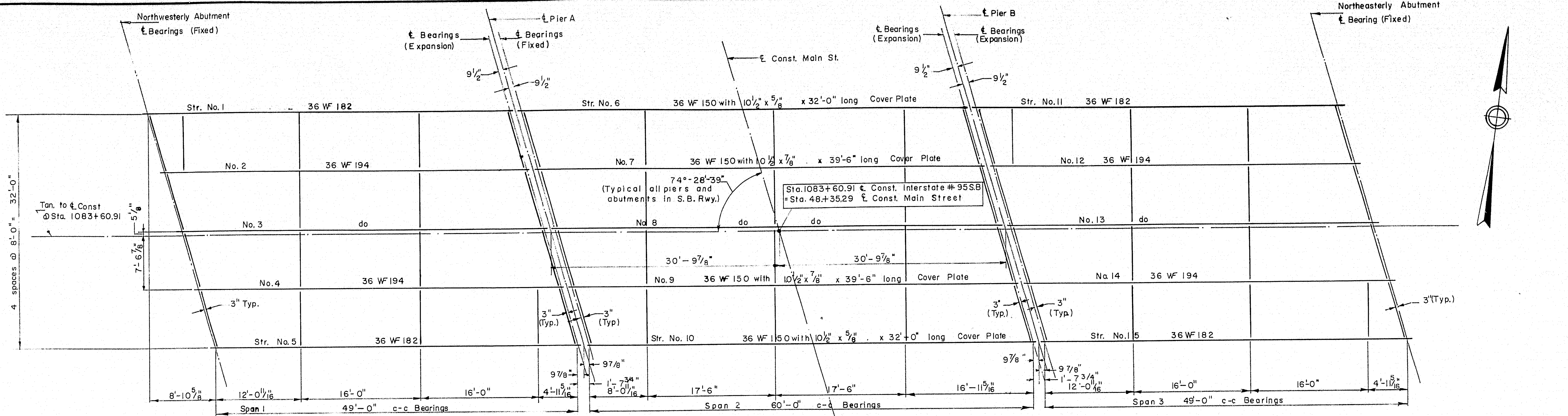
75-165

K+E PHOENIX BLUE 165 TRACING CLOTH E. L. M. INC. 63913


0
1
2
3
4
5
INCHES

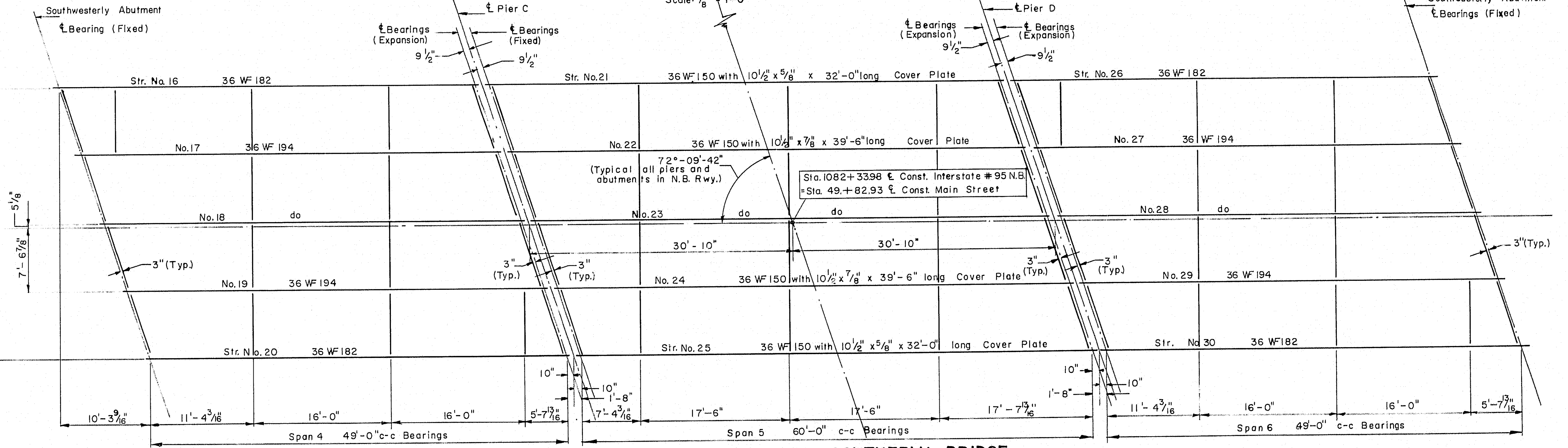
B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24.)	32	34

WATERVILLE INTERSTATE


Northwesterly Abutment
℄ Bearings (Fixed)
℄ Pier A
℄ Bearings (Expansion)
℄ Bearings (Fixed)
9½"
9½"
℄ Const. Main St.
℄ Pier B
℄ Bearings (Expansion)
℄ Bearings (Expansion)
Northeasterly Abutment
℄ Bearing (Fixed)
Str. No. 1 36 WF 182
Str. No. 6 36 WF 150 with 10½" x 5/8" x 32'-0" long Cover Plate
Str. No. 11 36 WF 182
No. 2 36 WF 194
No. 7 36 WF 150 with 10½" x 7/8" x 39'-6" long Cover Plate
No. 12 36 WF 194
74°-28'-39" (Typical all piers and abutments in S.B. Rwy.)
Sta. 1083+60.91 ℄ Const. Interstate #95 S.B. = Sta. 48+35.29 ℄ Const. Main Street
Tan. to ℄ Const @ Sta. 1083+60.91
4 spaces @ 8'-0" = 32'-0"
5 1/8"
7'-6 7/8"
No. 3 do
No. 8 do do
No. 13 do
30'-9 7/8"
30'-9 7/8"
No. 4 36 WF 194
No. 9 36 WF 150 with 10½" x 7/8" x 39'-6" long Cover Plate
No. 14 36 WF 194
3" Typ.
3" (Typ.)
3" (Typ)
3" (Typ.)
Str. No. 5 36 WF 182
Str. No. 10 36 WF 150 with 10½" x 5/8" x 32'-0" long Cover Plate
Str. No. 15 36 WF 182
9 7/8"
1'-7 3/4"
8'-0 11/16"
12'-0 11/16"
8'-10 5/8"
16'-0"
16'-0"
4'-11 5/16"
17'-6"
17'-6"
16'-11 5/16"
4'-11 5/16"
Span 1 49'-0" c-c Bearings
Span 2 60'-0" c-c Bearings
Span 3 49'-0" c-c Bearings

FRAMING PLAN NORTHERLY BRIDGE

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


Southwesterly Abutment
℄ Bearing (Fixed)
℄ Pier C
℄ Bearings (Expansion)
℄ Bearings (Fixed)
9½"
℄ Pier D
℄ Bearings (Expansion)
℄ Bearings (Expansion)
Southeasterly Abutment
℄ Bearings (Fixed)
Str. No. 16 36 WF 182
Str. No. 21 36 WF 150 with 10½" x 5/8" x 32'-0" long Cover Plate
Str. No. 26 36 WF 182
No. 17 36 WF 194
No. 22 36 WF 150 with 10½" x 7/8" x 39'-6" long Cover Plate
No. 27 36 WF 194
72°-09'-42" (Typical all piers and abutments in N.B. Rwy.)
Sta. 1082+33.98 ℄ Const. Interstate #95 N.B. = Sta. 49.+82.93 ℄ Const. Main Street
Tan. to ℄ Const. @ Sta. 1082+33.98
4 spaces @ 8'-0" = 32'-0"
5 1/8"
7'-6 7/8"
No. 18 do
No. 23 do do
No. 28 do
30'-10"
30'-10"
No. 19 36 WF 194
No. 24 36 WF 150 with 10½" x 7/8" x 39'-6" long Cover Plate
No. 29 36 WF 194
3" (Typ.)
Str. No. 20 36 WF 182
Str. No. 25 36 WF 150 with 10½" x 5/8" x 32'-0" long Cover Plate
Str. No. 30 36 WF 182
10"
1'-8"
10'-3 9/16"
11'-4 3/16"
16'-0"
16'-0"
5'-7 13/16"
7'-4 3/16"
17'-6"
17'-6"
17'-7 13/16"
11'-4 3/16"
Span 4 49'-0" c-c Bearings
Span 5 60'-0" c-c Bearings
Span 6 49'-0" c-c Bearings

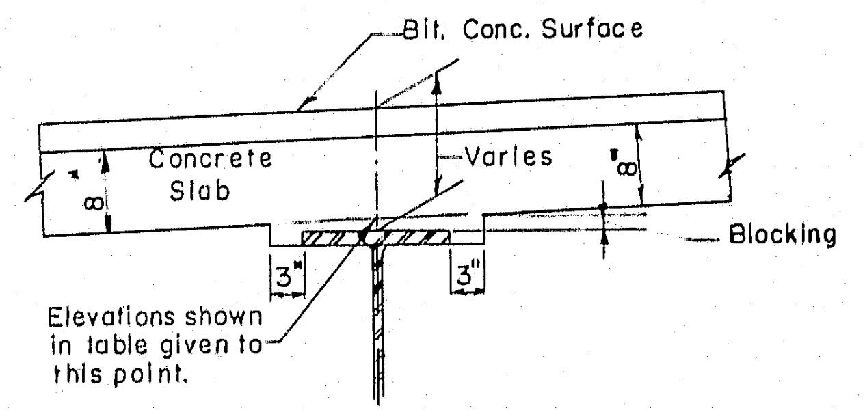
FRAMING PLAN SOUTHERLY BRIDGE

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

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

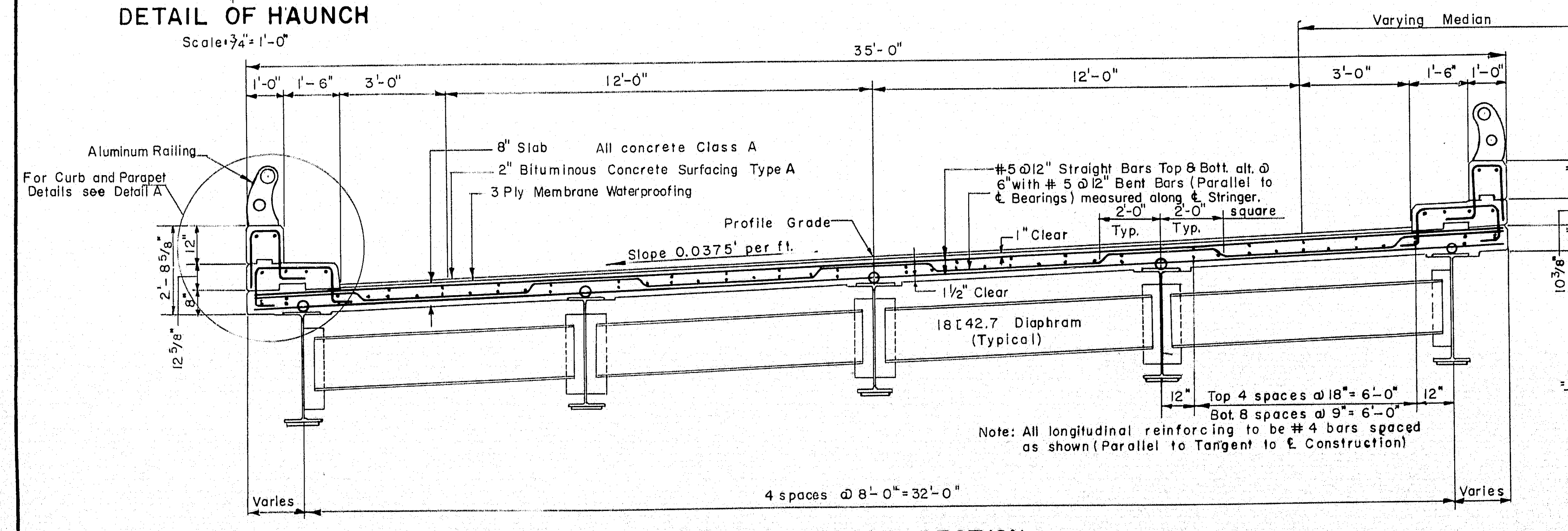
* Low station end of beam.

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


Bit. Conc. Surface
Concrete Slab
Varies
8"
3"
3"
Blocking
Elevations shown in table given to this point.

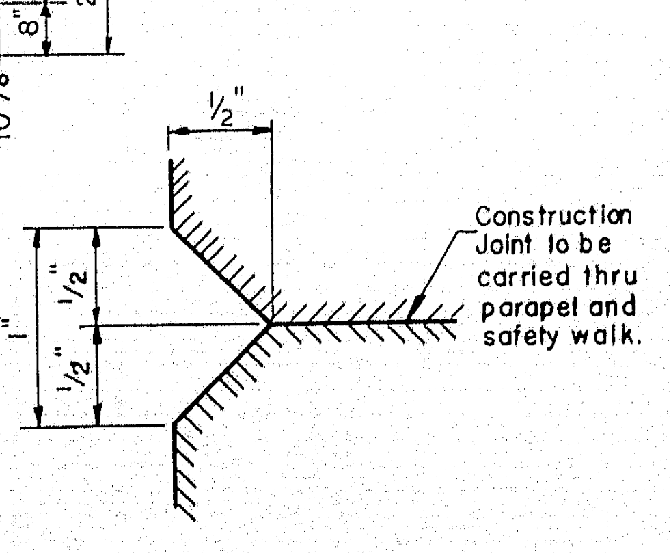
DETAIL OF HAUNCH

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


Varying Median
35'-0"
1'-0"
1'-6"
3'-0"
12'-0"
12'-0"
3'-0"
1'-6"
1'-0"
Aluminum Railing
For Curb and Parapet Details see Detail A
8" Slab All concrete Class A
2" Bituminous Concrete Surfacing Type A
3 Ply Membrane Waterproofing
#5 @ 12" Straight Bars Top & Bott. alt. @ 6" with #5 @ 12" Bent Bars (Parallel to ℄ Bearings) measured along ℄ Stringer.
2'-0" Typ.
2'-0" Typ.
square
Profile Grade
1" Clear
Slope 0.0375' per ft.
1½" Clear
18 [42.7 Diaphram (Typical)
12"
2'-8 5/8"
8"
12 5/8"
12"
2'-6 3/8"
8"
10 3/8"
12"
Top 4 spaces @ 18" = 6'-0"
Bot. 8 spaces @ 9" = 6'-0"
12"
Note: All longitudinal reinforcing to be #4 bars spaced as shown (Parallel to Tangent to ℄ Construction)
Varies
4 spaces @ 8'-0" = 32'-0"
Varies

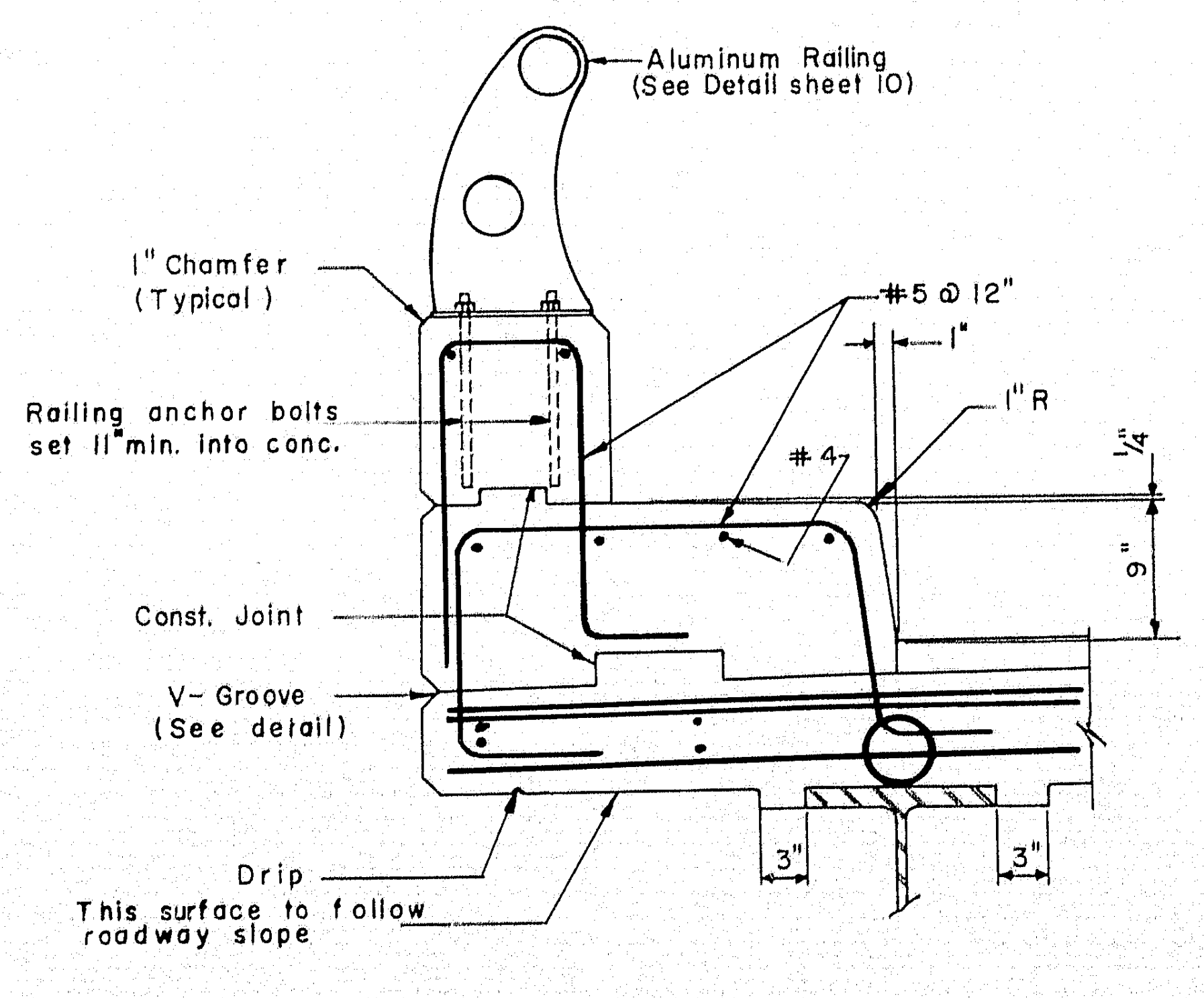
TYPICAL CROSS SECTION

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


½"
½"
1"
½"
Construction Joint to be carried thru parapet and safety walk.

V-GROOVE DETAIL

Not to Scale


Aluminum Railing (See Detail sheet 10)
1" Chamfer (Typical)
#5 @ 12"
1"
1" R
Railing anchor bolts set 11" min. into conc.
#4
¼"
9"
Const. Joint
V-Groove (See detail)
Drip
This surface to follow roadway slope
3"
3"

DETAIL A

Scale: 1" = 1'-0"

NOTES:

1. All intermediate diaphragms to be 18 [42.7; for detail see sheet 9.
2. All end diaphragms to be 15 [33.9; for details see sheet 9.
3. For Cover Plate and Shear Connector details see sheet 9.
4. All beams to be cambered to the extent that the bridge deck under full dead load will follow as nearly as practicable the design profile, and in no case with less camber than is likely to remain permanent. The proposed camber diagram shall be submitted to the engineer for approval.
5. Parapets and safety walks to have transverse construction joints 20'± on centers. Joints are not to be located under railing post. Contact surfaces of joints to be painted with a bituminous material. Exposed surfaces are to be chamfered ½". Reinforcing steel to be carried thru joints.
6. All deck slab concrete in each span shall be placed in one continuous operation.
7. 3-Ply Membrane Waterproofing and Bituminous Concrete Surfacing are not in this contract.

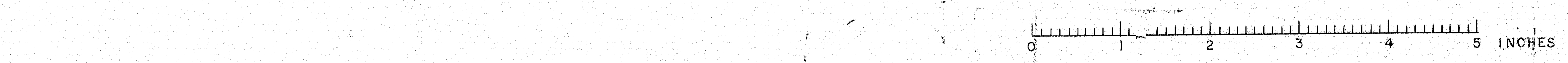
THE CLARKESON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION
INTERSTATE #95
OVER
MAIN STREET
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
FRAMING PLAN & CROSS SECTION

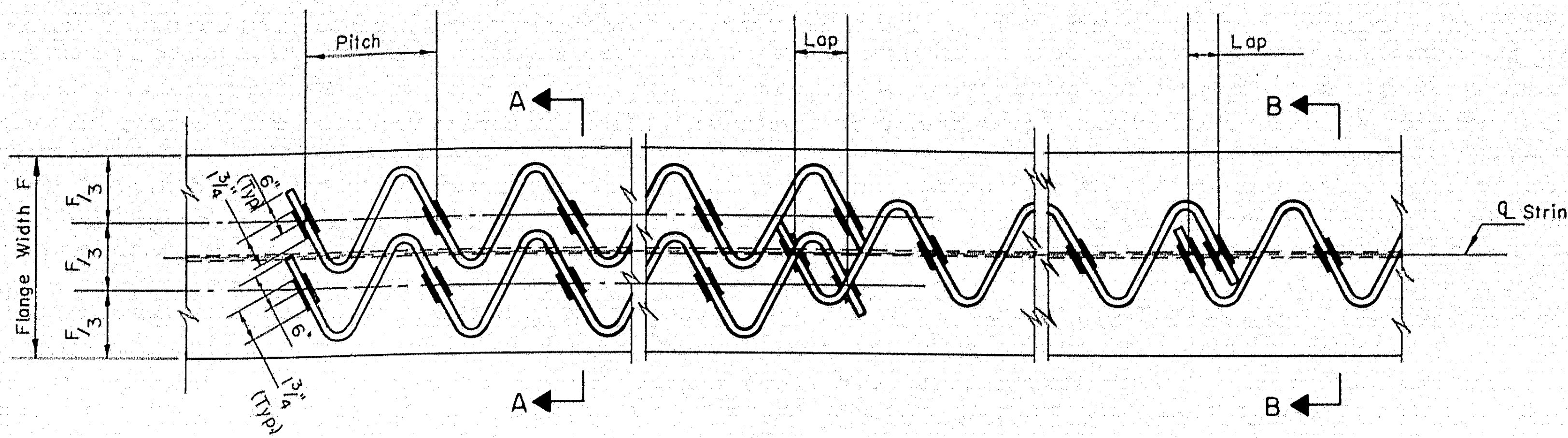
SHEET 8 OF 10 AUGUSTA, MAINE

75-166

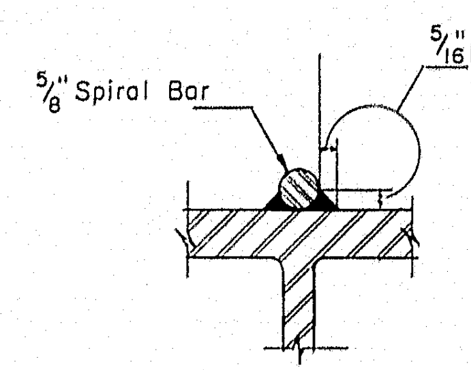

0
1
2
3
4
5
INCHES

B.P.R.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	33	~~34~~ 44

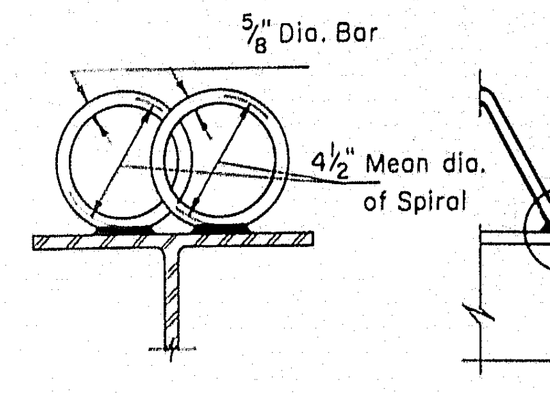
WATERVILLE INTERSTATE


Pitch
Lap
Lap
A
A
B
B
Flange Width F
F/3
F/3
F/3
6"
6"
1 3/4" (Typ.)
1 3/4" (Typ.)
℄ Stringer

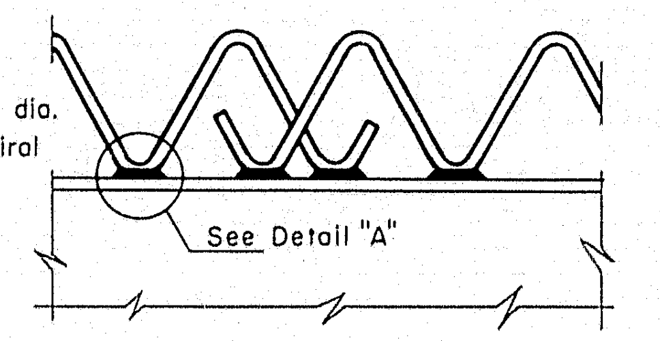
PLAN


5/8" Spiral Bar
5/16" Field Weld

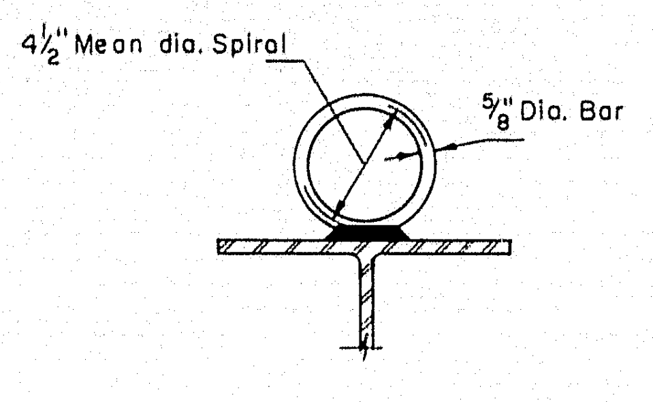
DETAIL "A"


5/8" Dia. Bar
4 1/2" Mean dia. of Spiral

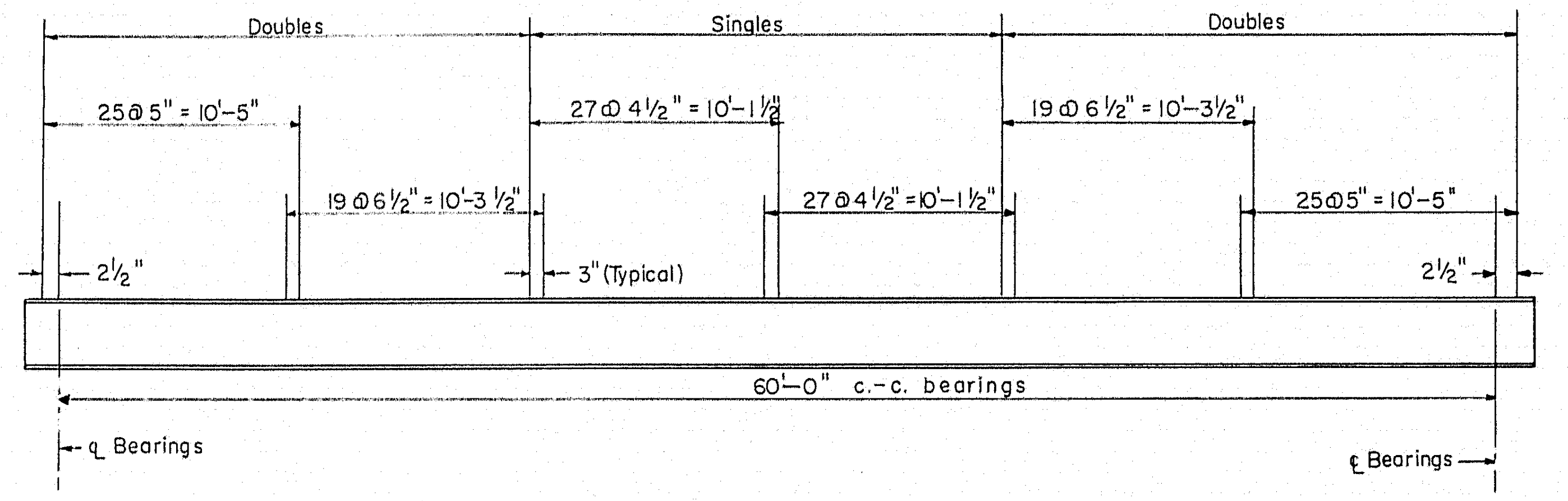
SECTION A-A


See Detail "A"

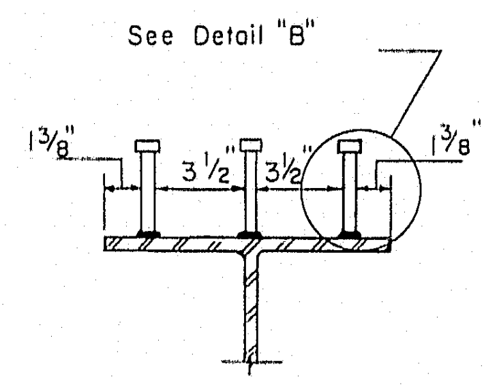
ELEVATION


4 1/2" Mean dia. Spiral
5/8" Dia. Bar

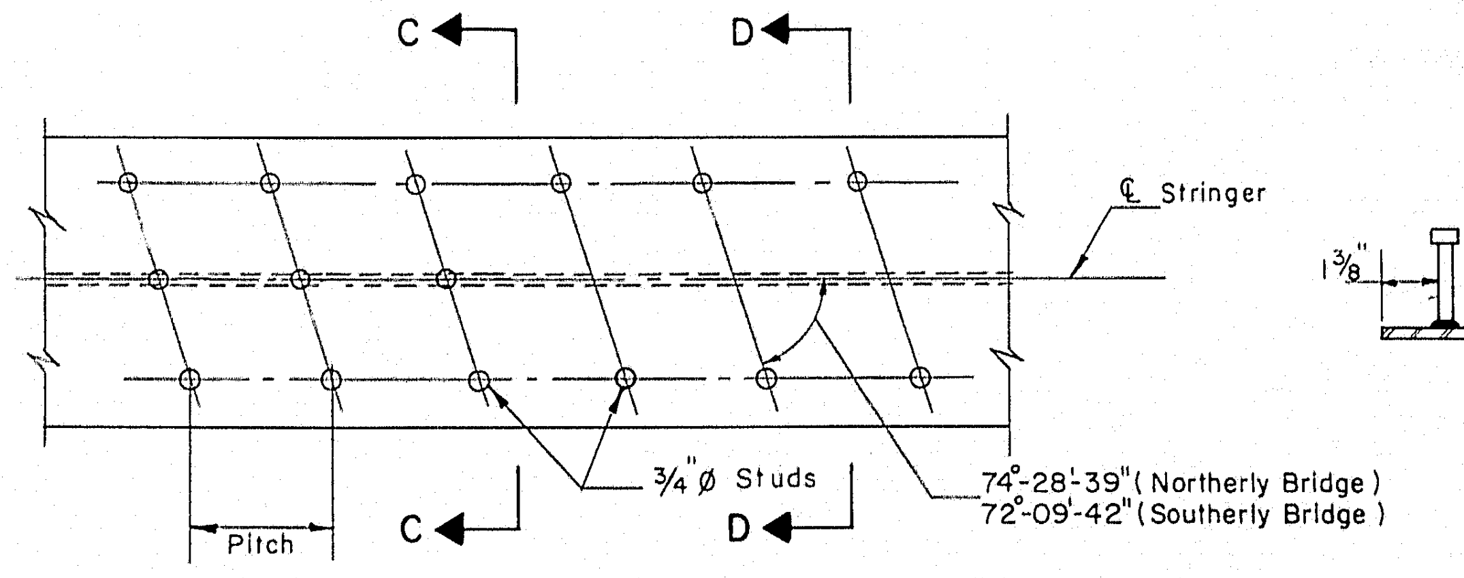
SECTION B-B


Doubles
Singles
Doubles
25 @ 5" = 10'-5"
27 @ 4 1/2" = 10'-1 1/2"
19 @ 6 1/2" = 10'-3 1/2"
19 @ 6 1/2" = 10'-3 1/2"
27 @ 4 1/2" = 10'-1 1/2"
25 @ 5" = 10'-5"
2 1/2"
3" (Typical)
2 1/2"
60'-0" c.-c. bearings
℄ Bearings
℄ Bearings

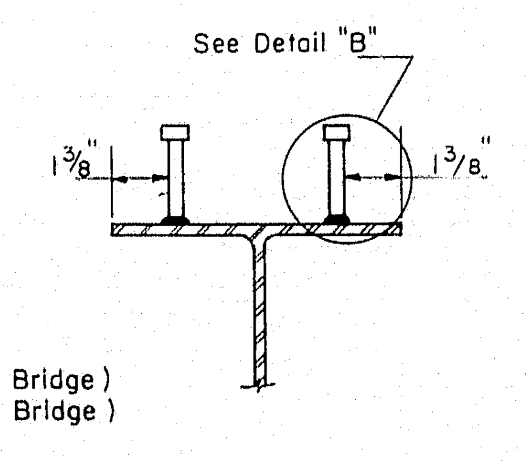
TYPICAL SPIRAL SHEAR CONNECTORS
DETAILS & LAYOUT
NOT TO SCALE


See Detail "B"
1 3/8"
3 1/2"
3 1/2"
1 3/8"

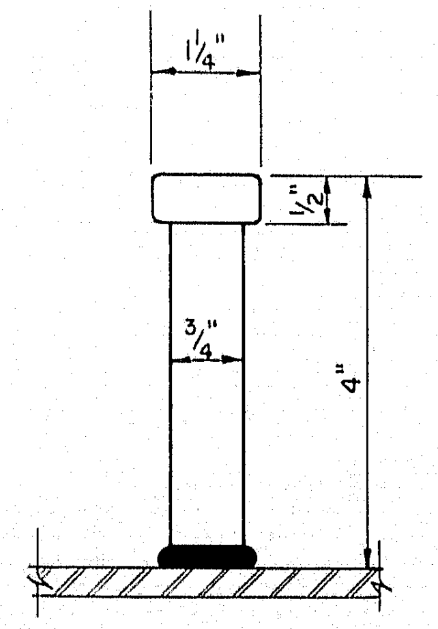
SECTION C-C


C
D
C
D
℄ Stringer
3/4" ø Studs
Pitch
74°-28'-39" (Northerly Bridge)
72°-09'-42" (Southerly Bridge)

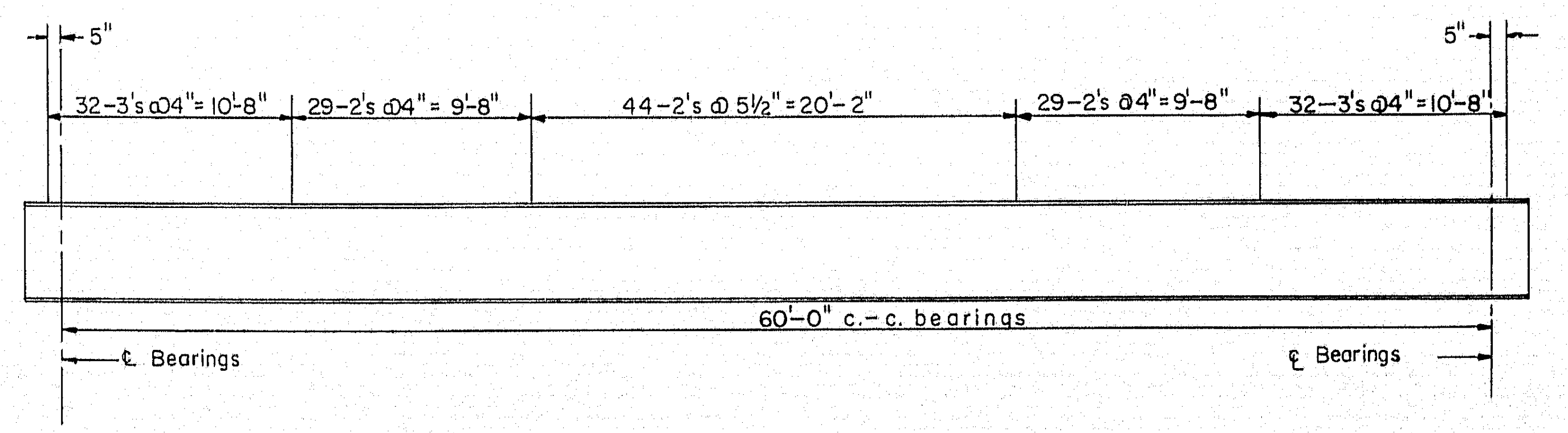
PLAN


See Detail "B"
1 3/8"
1 3/8"

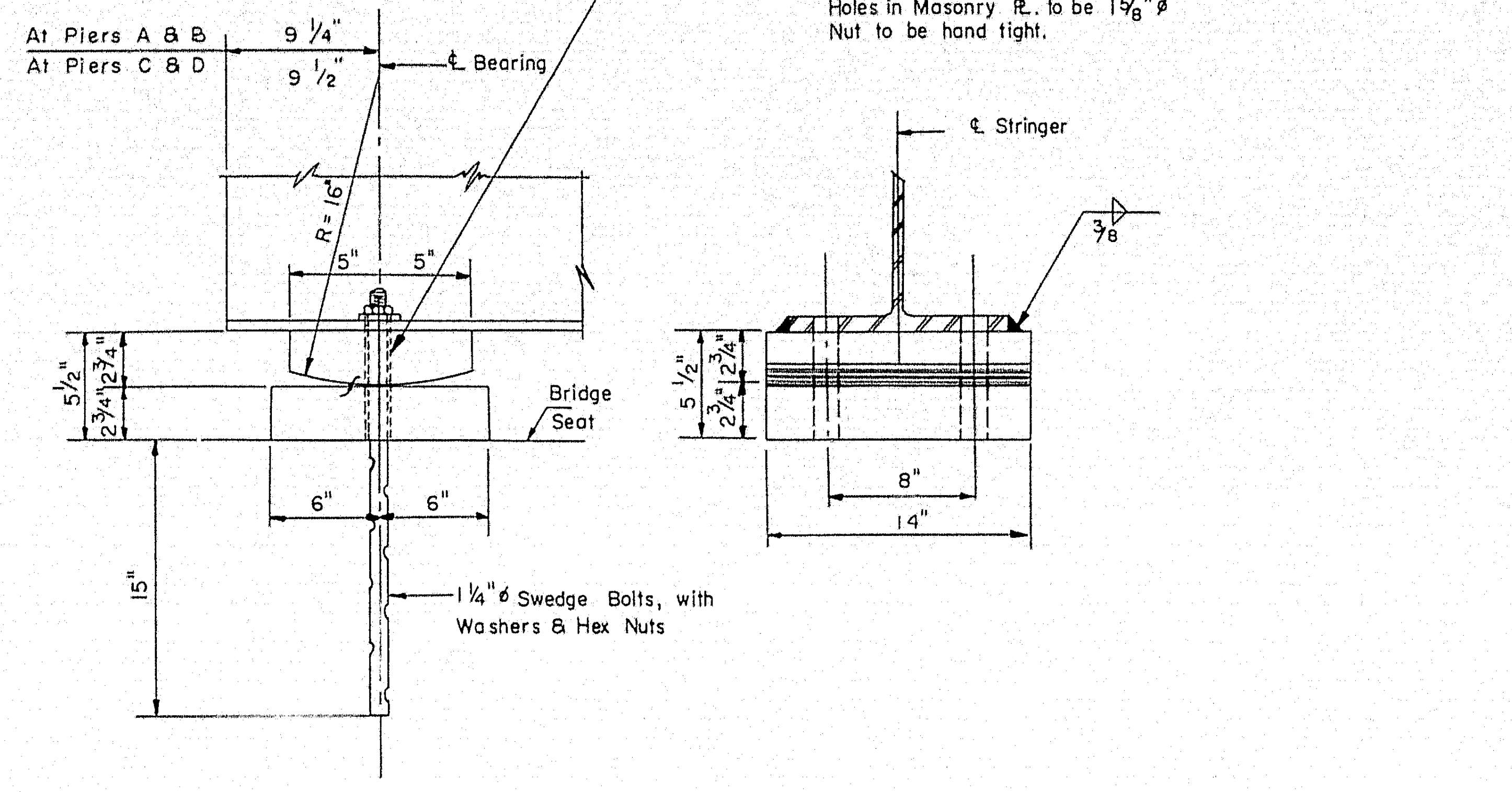
SECTION D-D



DETAIL "B"


5"
5"
32-3's @ 4" = 10'-8"
29-2's @ 4" = 9'-8"
44-2's @ 5 1/2" = 20'-2"
29-2's @ 4" = 9'-8"
32-3's @ 4" = 10'-8"
60'-0" c.-c. bearings
℄ Bearings
℄ Bearings

TYPICAL STUD SHEAR CONNECTORS
DETAILS & LAYOUT
NOT TO SCALE

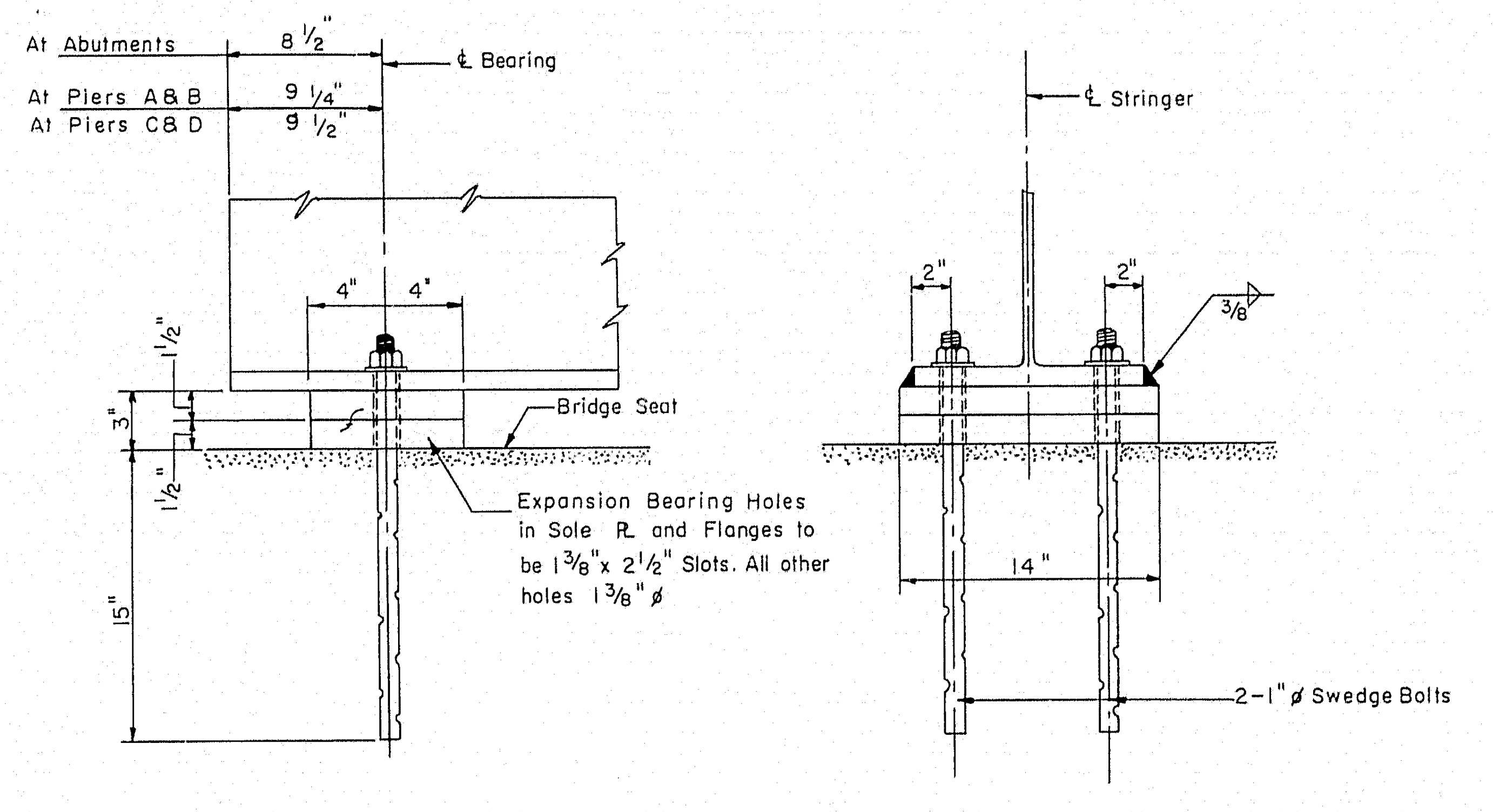

At Piers A & B
At Piers C & D
9 1/4"
9 1/2"
℄ Bearing
R = 16"
5"
5"
5 1/2"
2 3/4"
2 3/4"
Bridge Seat
6"
6"
15"
℄ Stringer
3/8
8"
14"

Fixed Bearings: Holes in Sole ℙ, Masonry ℙ, & Flange to be 1 5/8" ø
Expansion Bearings: Holes in Sole ℙ, & Flange to be 1 5/8" x 2 1/2" slots
Holes in Masonry ℙ. to be 1 5/8" ø
Nut to be hand tight.

1 1/4" ø Swedge Bolts, with Washers & Hex Nuts

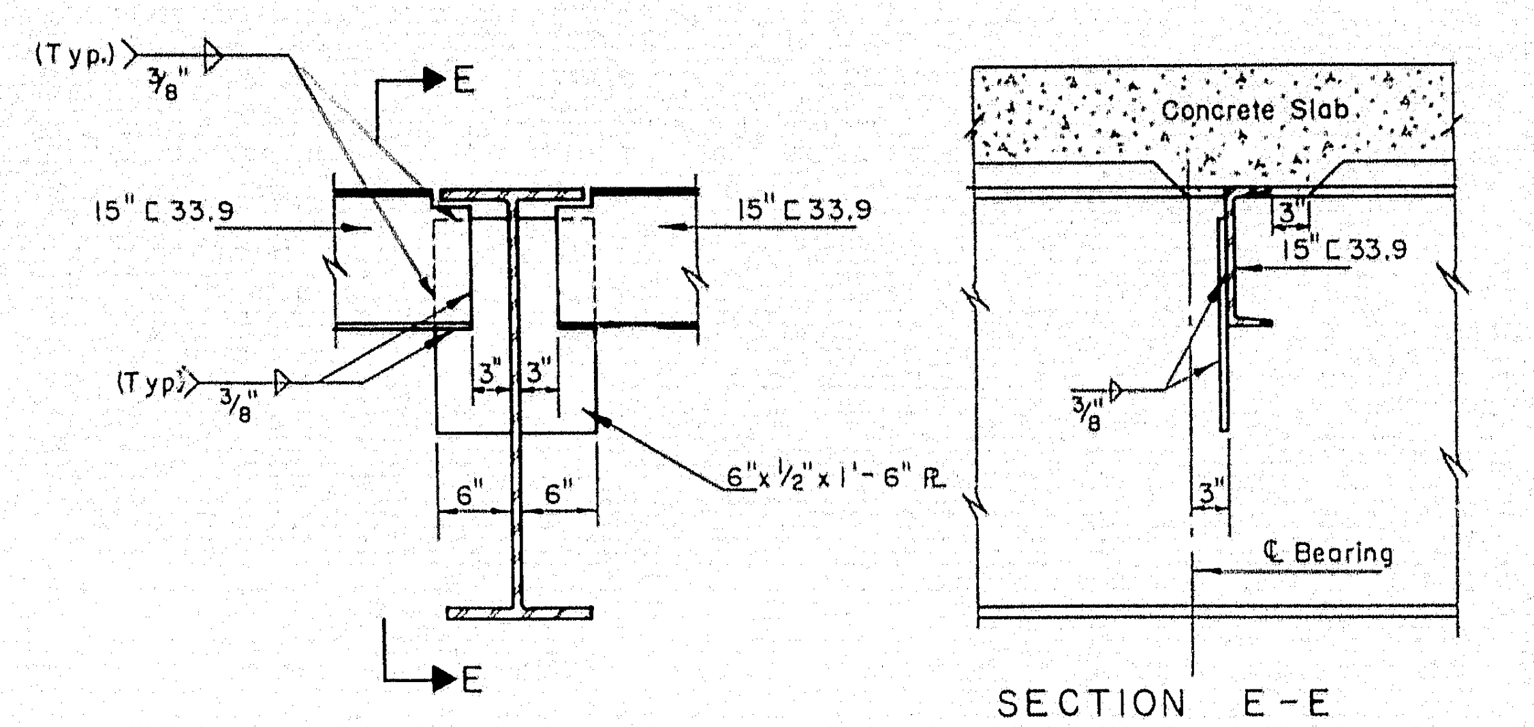
EXPANSION & FIXED BEARING DETAIL
(SPANS 2 & 5)
Scale: 1" = 1'-0"

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


At Abutments
At Piers A & B
At Piers C & D
8 1/2"
9 1/4"
9 1/2"
℄ Bearing
4"
4"
1 1/2"
3"
1 1/2"
15"
Bridge Seat
℄ Stringer
2"
2"
3/8
14"
2-1" ø Swedge Bolts

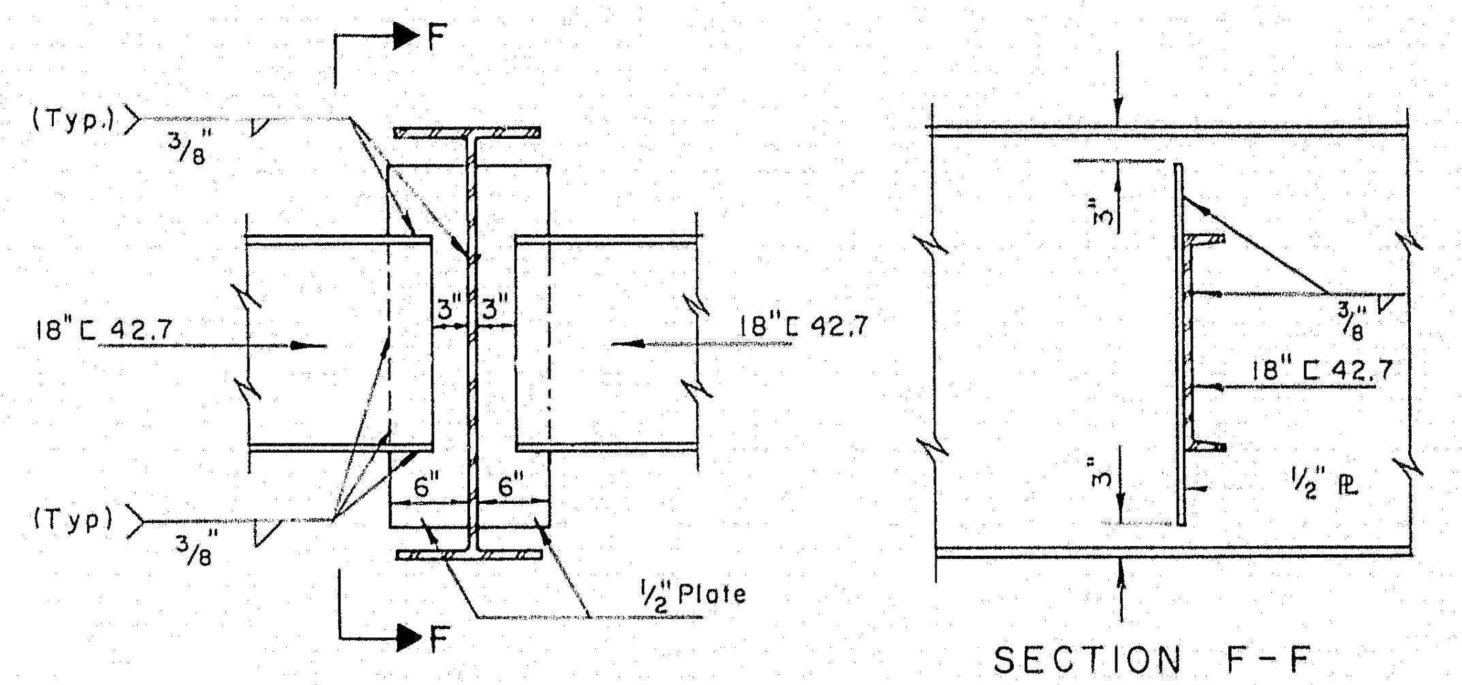
Expansion Bearing Holes in Sole ℙ and Flanges to be 1 3/8" x 2 1/2" Slots. All other holes 1 3/8" ø

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


(Typ.)
3/8"
E
E
15" ⊏ 33.9
15" ⊏ 33.9
(Typ.)
3/8"
3"
3"
6"
6"
6" x 1/2" x 1'-6" ℙ
Concrete Slab
3"
15" ⊏ 33.9
3/8"
3"
℄ Bearing

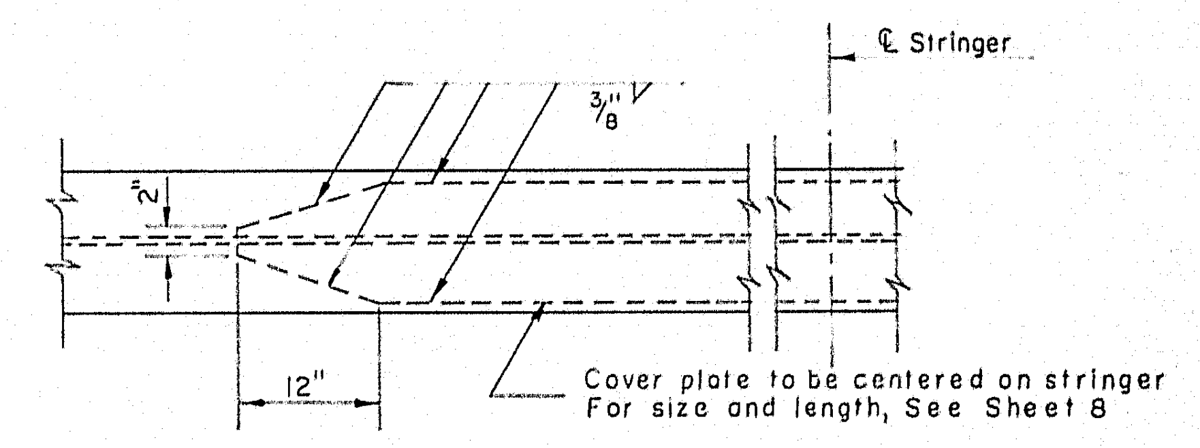
SECTION E-E

WELDED END DIAPHRAGM CONNECTION
SCALE: 3/4" = 1'-0"
NOTE: Welds to be shop or field welded


F
F
(Typ.)
3/8"
18" ⊏ 42.7
18" ⊏ 42.7
3"
3"
(Typ)
3/8"
6"
6"
1/2" Plate
3"
3/8"
18" ⊏ 42.7
1/2" ℙ
3"

SECTION F-F

WELDED DIAPHRAGM CONNECTION
SCALE: 3/4" = 1'-0"


℄ Stringer
3/8"
2"
12"

Cover plate to be centered on stringer
For size and length, See Sheet 8

COVER PLATE DETAIL
NOT TO SCALE

THE CLARKESON ENGINEERING CO., INC.

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

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

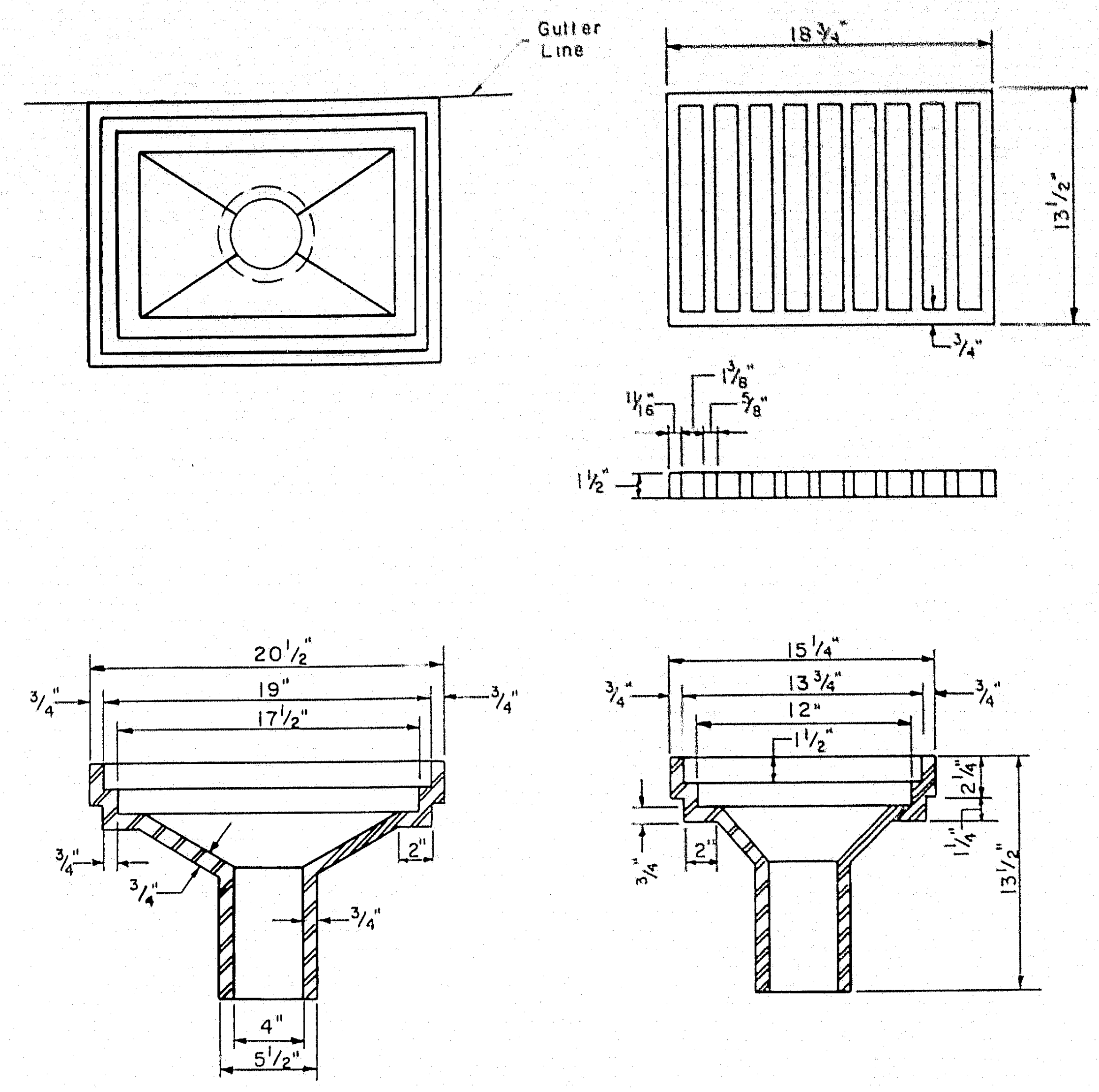
SHEET 9 OF 10 AUGUSTA, MAINE

75-167

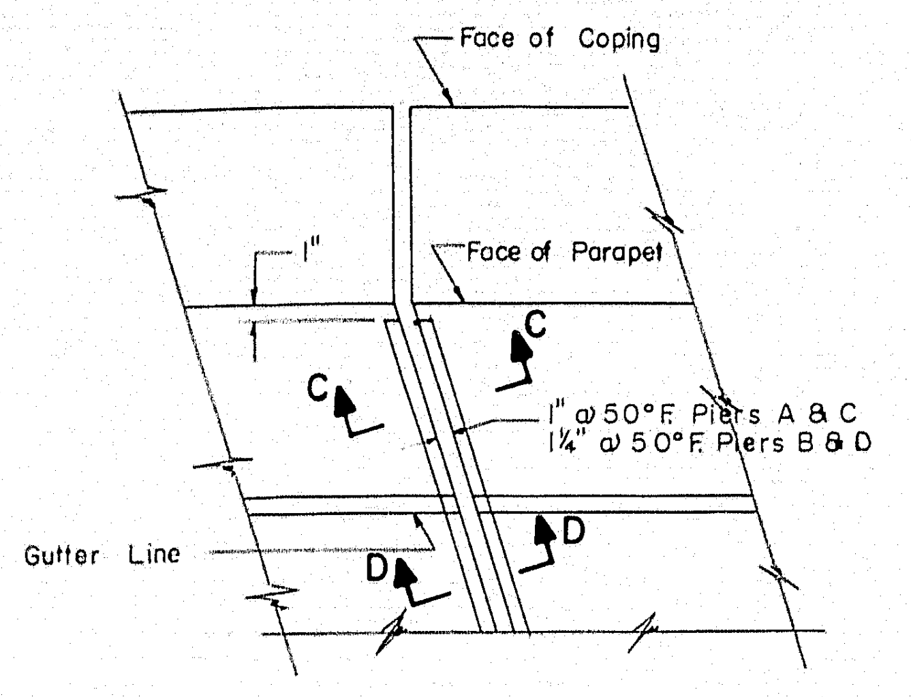
0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	34	~~34~~ 44

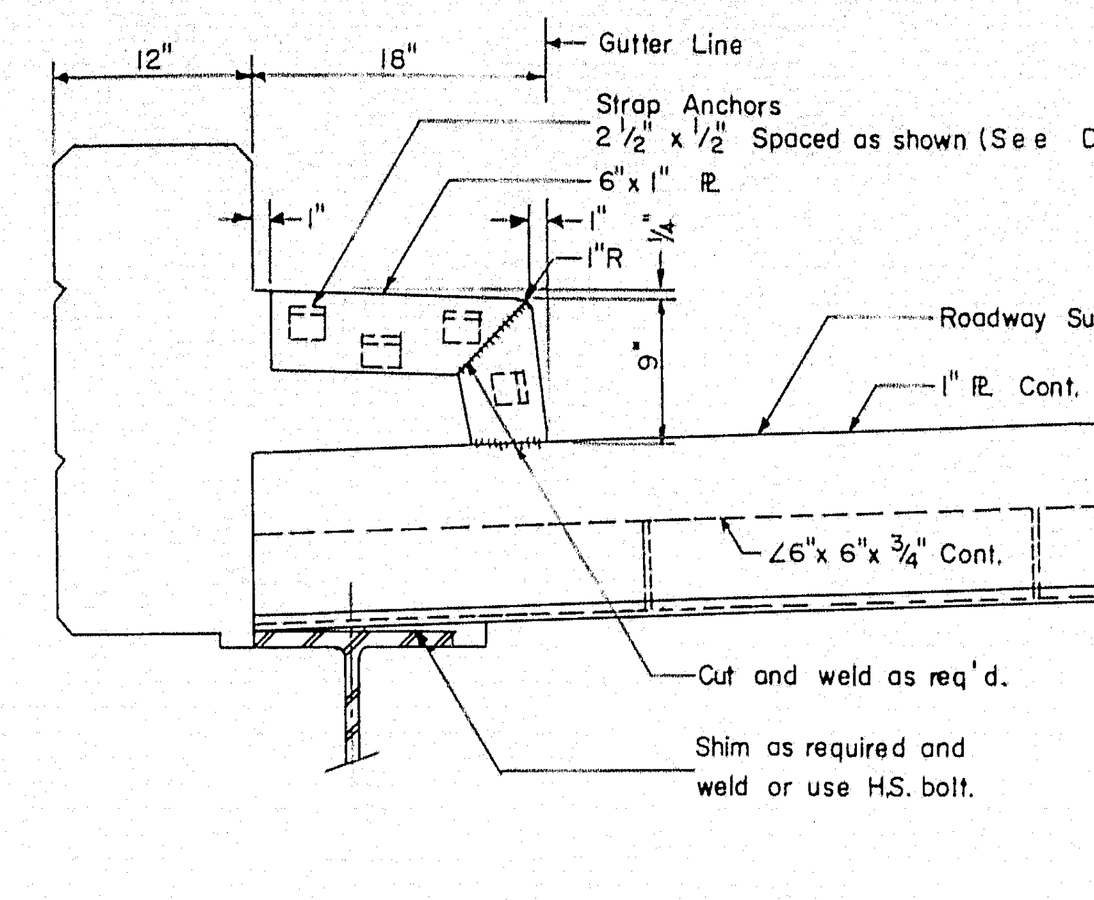
WATERVILLE INTERSTATE


Gutter Line
18 3/4"
13 1/2"
3/4"
1 1/16"
1 3/8"
5/8"
1 1/2"
20 1/2"
19"
17 1/2"
15 1/4"
13 3/4"
12"
1 1/2"
2"
4"
5 1/2"
13 1/2"

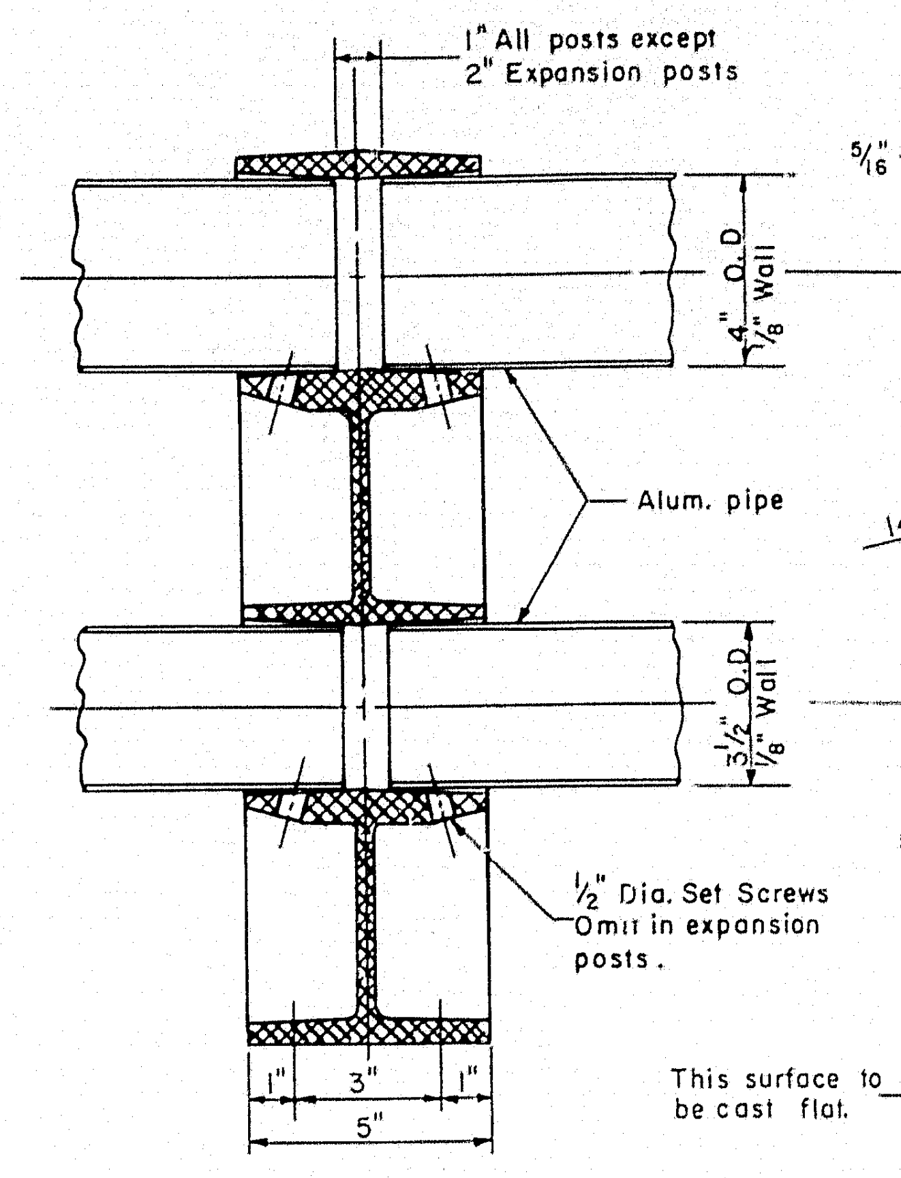
SCUPPER DETAILS
Scale: 1 1/2" = 1'-0"


Face of Coping
Face of Parapet
1"
C
C
1" @ 50°F. Piers A & C
1 1/4" @ 50°F. Piers B & D
Gutter Line
D
D

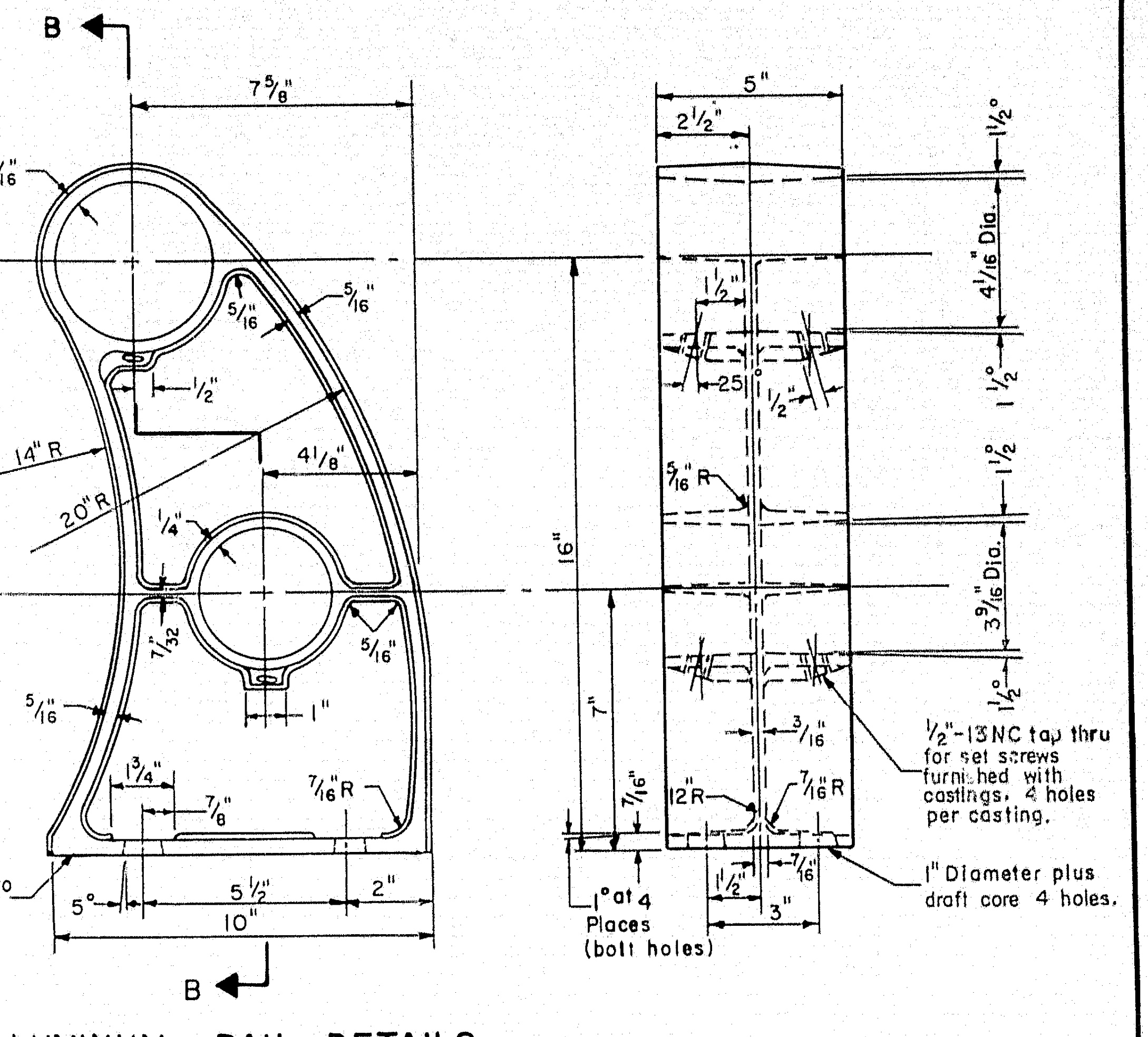
EXPANSION JOINT PLAN
Scale: 1" = 1'-0"


12"
16"
Gutter Line
Strap Anchors 2 1/2" x 1/2" Spaced as shown (See Detail A)
6"x 1" PL
1"
1"R
9"
Roadway Surface
1" PL Cont.
∠6"x 6"x 3/4" Cont.
Cut and weld as req'd.
Shim as required and weld or use H.S. bolt.

SAFETY WALK
Scale: 1" = 1'-0"

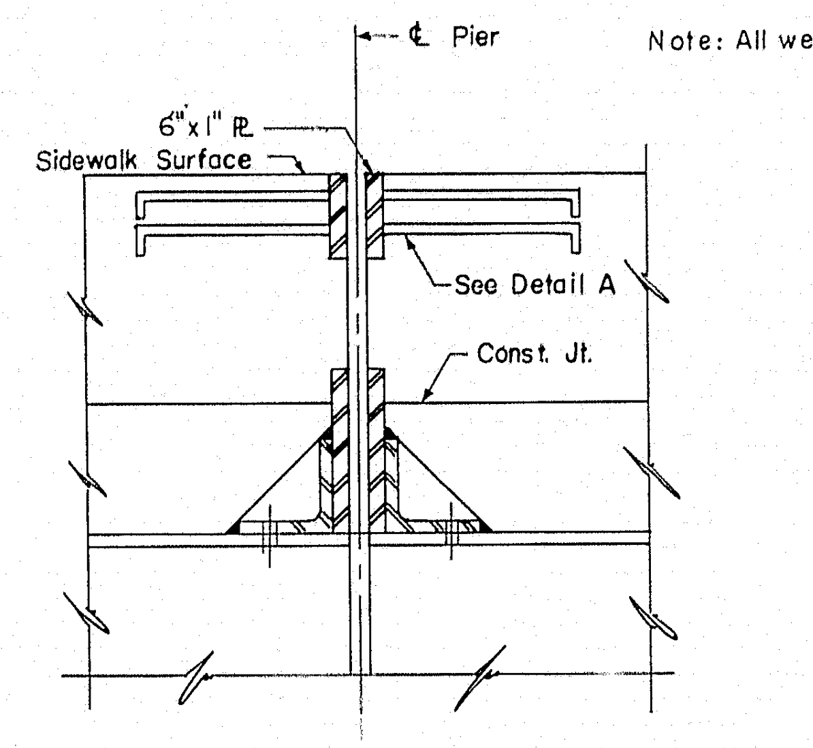

1" All posts except 2" Expansion posts
4" O.D. 1/8" Wall
3 1/2" O.D. 1/8" Wall
Alum. pipe
1/2" Dia. Set Screws Omit in expansion posts.
1"
3"
1"
5"

SECTION B-B

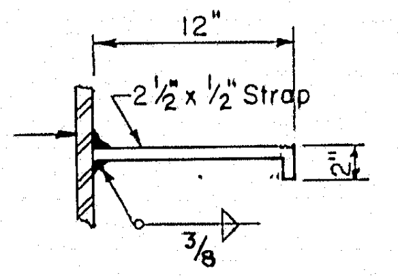

B
B
7 5/8"
5/16"
5/16"
5/16"
1/2"
14"R
20"R
4 1/8"
1/4"
1/32
5/16
5/16
1"
1 3/4"
7/8"
7/16"R
This surface to be cast flat.
5"
5 1/2"
2"
10"
5"
2 1/2"
1 1/2"
25
1/2"
5/16"R
16"
7"
7/16"
12R
7/16"R
1 1/2"
3"
3/16
1 1/2°
4 1/16" Dia.
1 1/2°
1 1/2°
3 9/16" Dia.
1 1/2°
1/2"-13NC tap thru for set screws furnished with castings. 4 holes per casting.
1" Diameter plus draft core 4 holes.
1" at 4 Places (bolt holes)

ALUMINUM RAIL DETAILS
Scale: 3" = 1'-0"

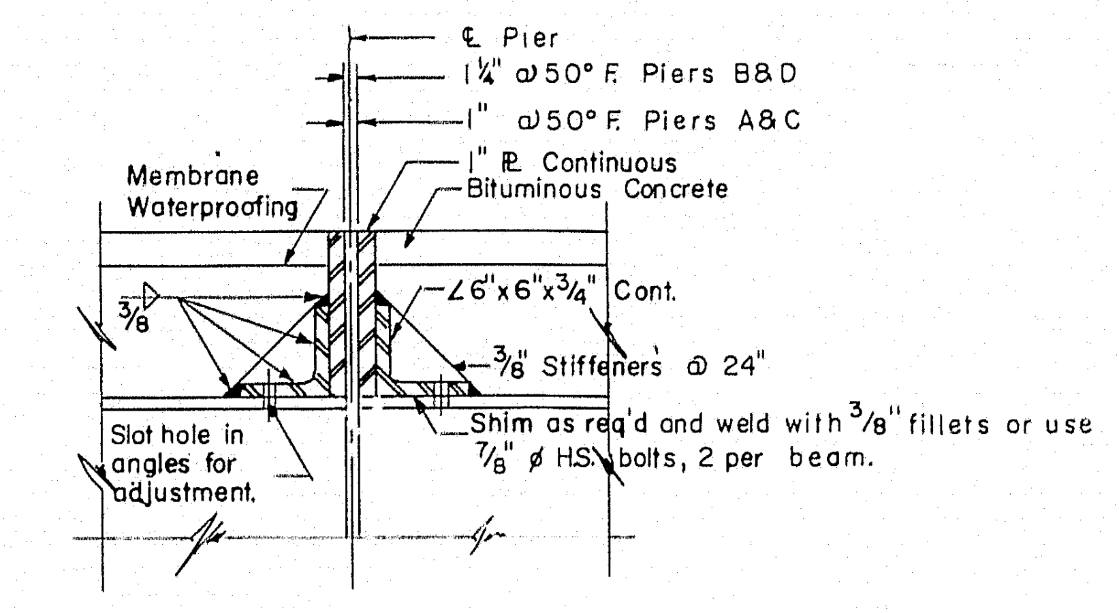
Note: All welds to be 3/8" fillets


℄ Pier
6"x 1" PL
Sidewalk Surface
See Detail A
Const. Jt.

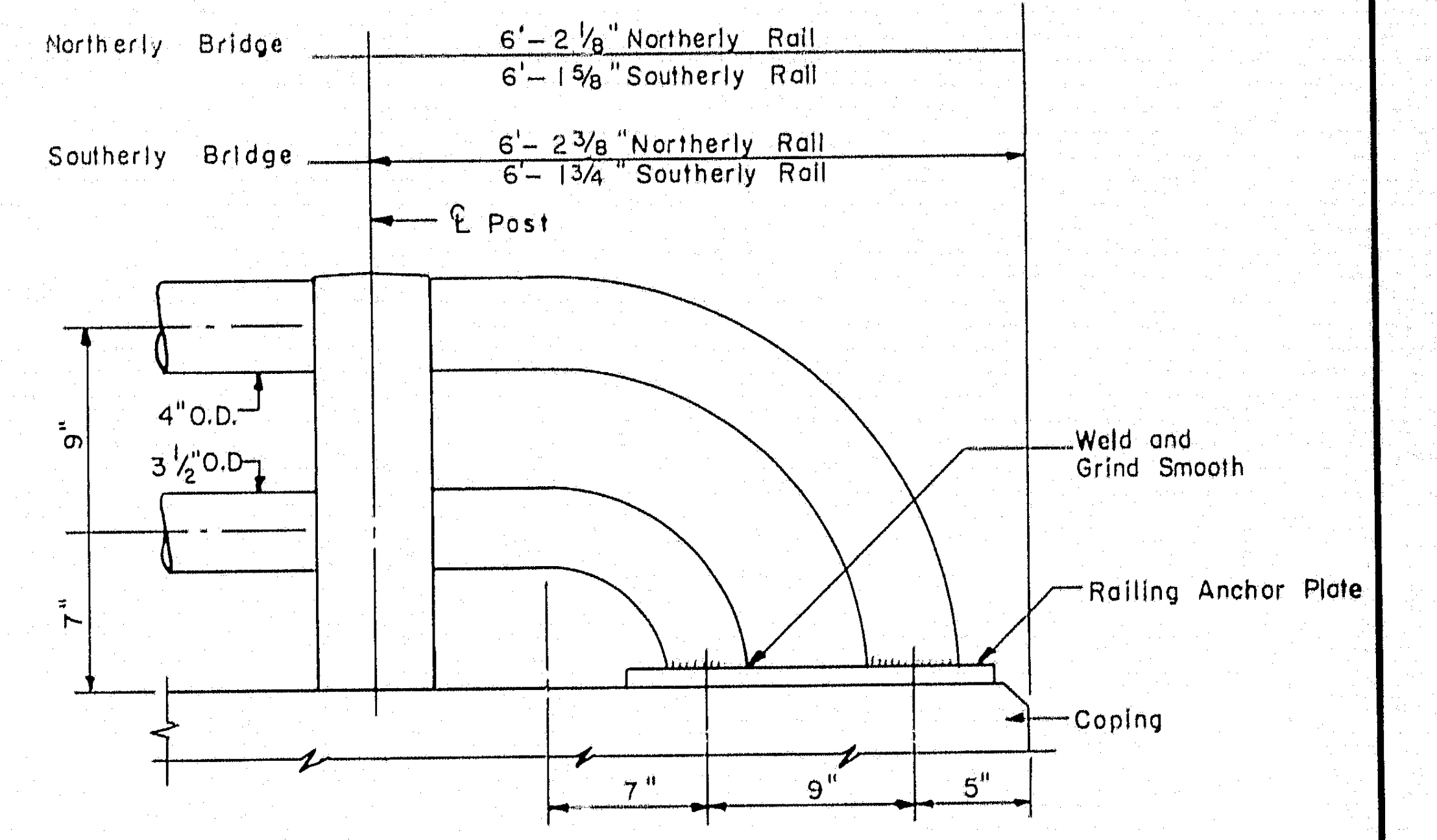
SECTION C-C
Scale: 1" = 1'-0"


12"
1" PL
2 1/2"x 1/2" Strap
3/8

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

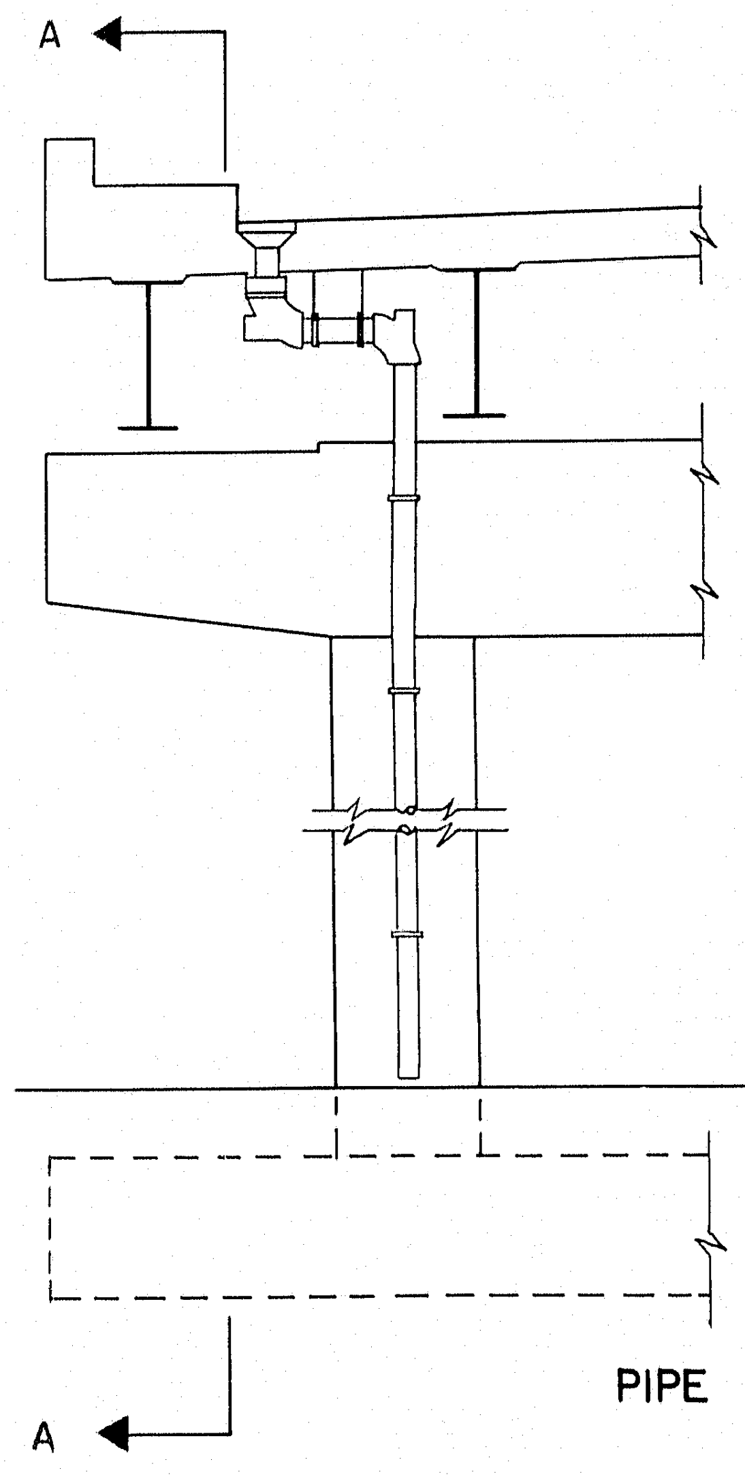

℄ Pier
1 1/4" @ 50°F. Piers B&D
1" @ 50°F. Piers A&C
1" PL Continuous
Membrane Waterproofing
Bituminous Concrete
∠6"x6"x3/4" Cont.
3/8" Stiffeners @ 24"
3/8
Slot hole in angles for adjustment.
Shim as req'd and weld with 3/8" fillets or use 7/8" ø H.S. bolts, 2 per beam.

SECTION D-D
Scale: 1" = 1'-0"

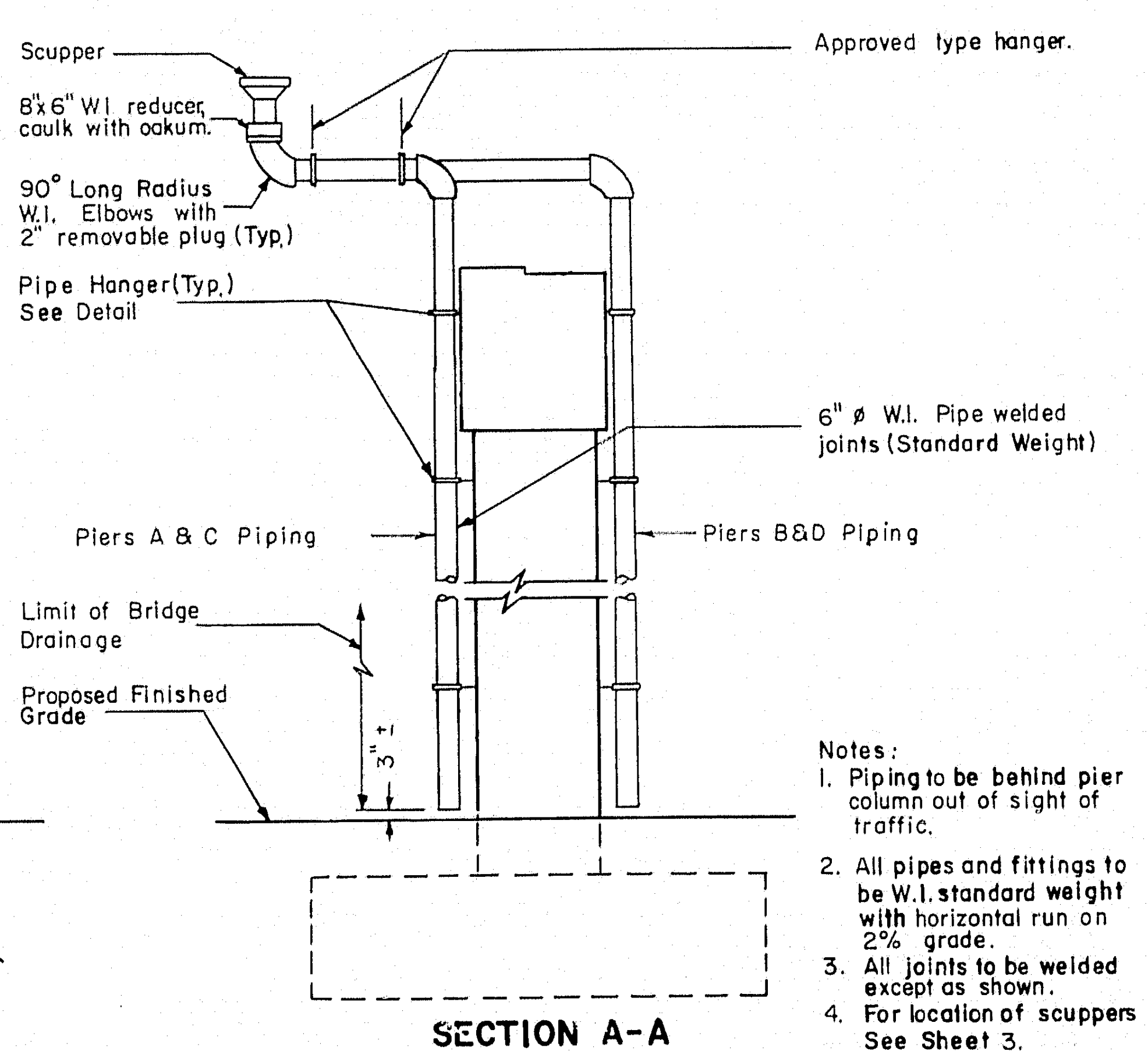

Northerly Bridge
6'-2 1/8" Northerly Rail
6'-1 5/8" Southerly Rail
Southerly Bridge
6'-2 3/8" Northerly Rail
6'-1 3/4" Southerly Rail
℄ Post
4" O.D.
3 1/2" O.D.
9"
7"
Weld and Grind Smooth
Railing Anchor Plate
Coping
7"
9"
5"

END RAILING DETAIL
Scale: 1 1/2" = 1'-0"

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

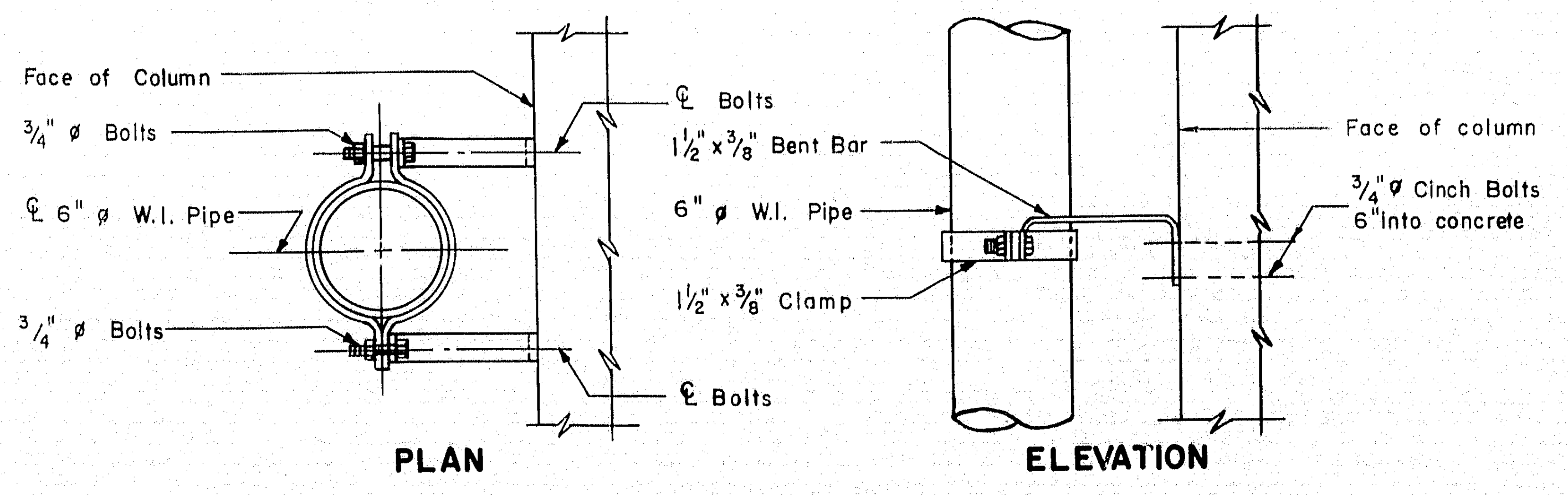


PIPE DETAILS AT PIERS
Scale: 1/4" = 1'-0"

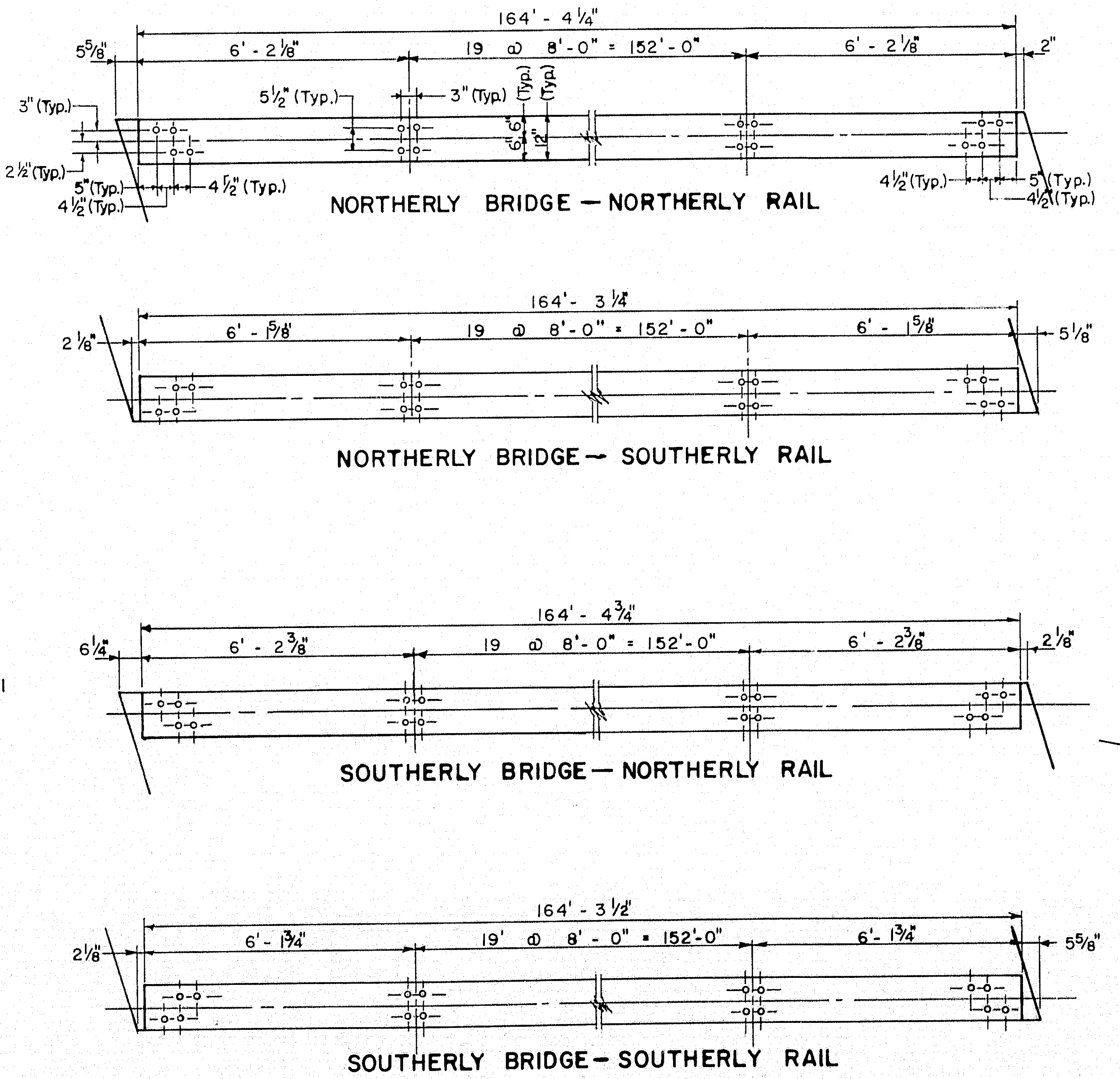

Scupper
8"x6" W.I. reducer caulk with oakum.
90° Long Radius W.I. Elbows with 2" removable plug (Typ.)
Pipe Hanger (Typ.) See Detail
Approved type hanger.
6" ø W.I. Pipe welded joints (Standard Weight)
Piers A & C Piping
Piers B&D Piping
Limit of Bridge Drainage
Proposed Finished Grade
3' ±

SECTION A-A

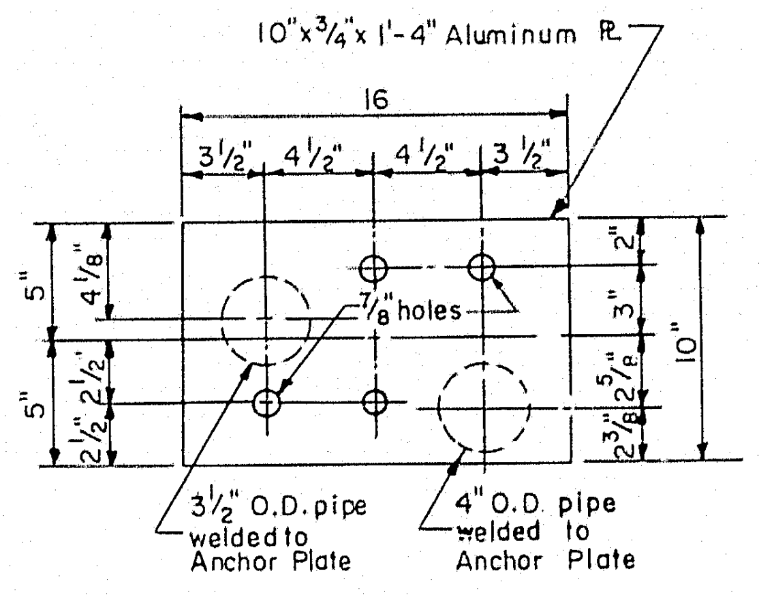
Notes:
1. Piping to be behind pier column out of sight of traffic.
2. All pipes and fittings to be W.I. standard weight with horizontal run on 2% grade.
3. All joints to be welded except as shown.
4. For location of scuppers See Sheet 3.
5. The Contractor shall submit complete drawings of the piping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

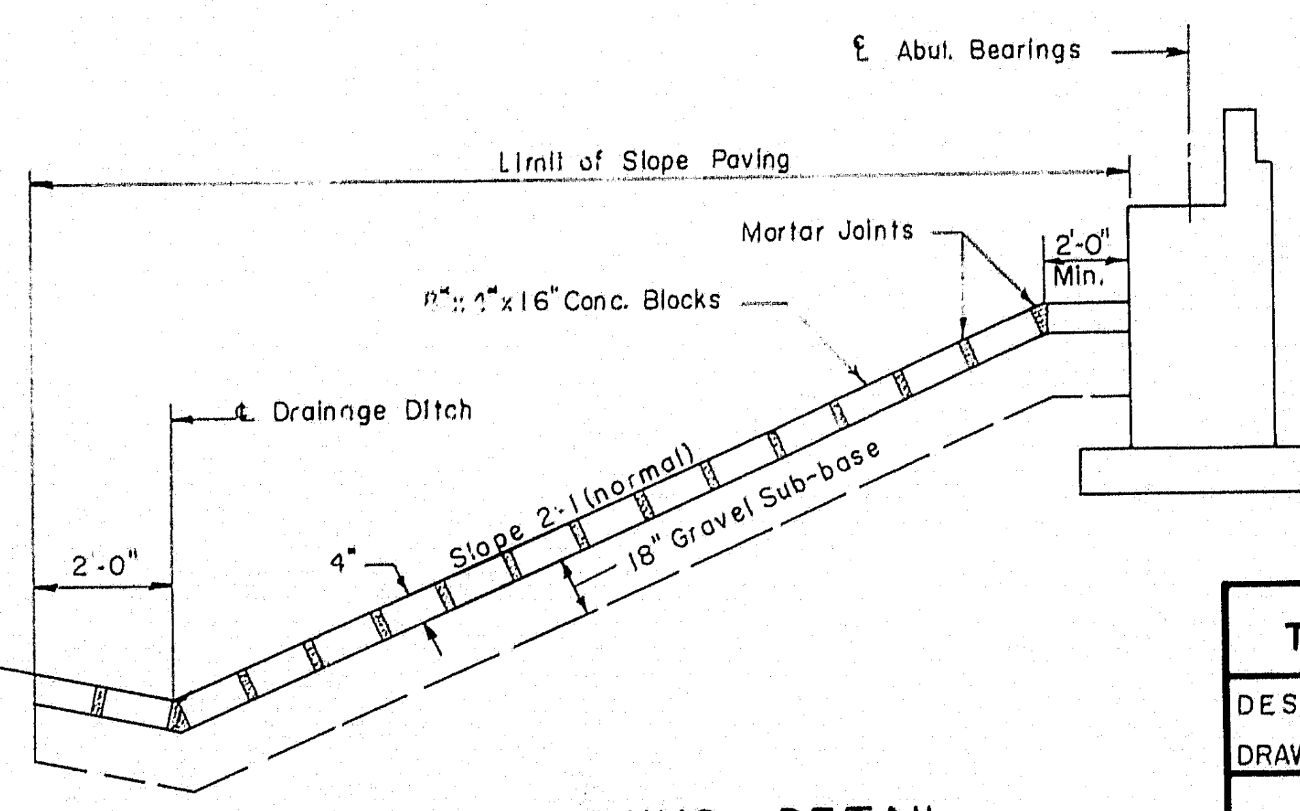

Face of Column
3/4" ø Bolts
℄ 6" ø W.I. Pipe
3/4" ø Bolts
℄ Bolts
1 1/2" x 3/8" Bent Bar
6" ø W.I. Pipe
1 1/2" x 3/8" Clamp
℄ Bolts
Face of column
3/4" ø Clinch Bolts 6" into concrete
PLAN
ELEVATION

PIPE HANGER DETAILS
Scale: 1 1/2" = 1'-0"


164'-4 1/4"
5 5/8"
6'-2 1/8"
19 @ 8'-0" = 152'-0"
6'-2 1/8"
2"
3" (Typ.)
5 1/2" (Typ.)
3" (Typ.)
2 1/2" (Typ.)
5" (Typ.)
4 1/2" (Typ.)
4 1/2" (Typ.)
5" (Typ.)
NORTHERLY BRIDGE — NORTHERLY RAIL
164'-3 1/4"
2 1/8"
6'-1 5/8"
19 @ 8'-0" = 152'-0"
6'-1 5/8"
5 1/8"
NORTHERLY BRIDGE — SOUTHERLY RAIL
164'-4 3/4"
6 1/4"
6'-2 3/8"
19 @ 8'-0" = 152'-0"
6'-2 3/8"
2 1/8"
SOUTHERLY BRIDGE — NORTHERLY RAIL
164'-3 1/2"
2 1/8"
6'-1 3/4"
19' @ 8'-0" = 152'-0"
6'-1 3/4"
5 5/8"
SOUTHERLY BRIDGE - SOUTHERLY RAIL

RAILING ANCHOR BOLT LAYOUT


10"x 3/4"x 1'-4" Aluminum PL
16
3 1/2"
4 1/2"
4 1/2"
3 1/2"
7/8" holes
5"
5"
10"
3 1/2" O.D. pipe welded to Anchor Plate
4" O.D. pipe welded to Anchor Plate


℄ Abut. Bearings
Limit of Slope Paving
Mortar Joints
2'-0" Min.
4"x 4"x 16" Conc. Blocks
℄ Drainage Ditch
Slope 2:1 (normal)
18" Gravel Sub-base
2'-0"
4"

SLOPE PAVING DETAIL
No Scale

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

THE CLARKESON ENGINEERING CO., INC.

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

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

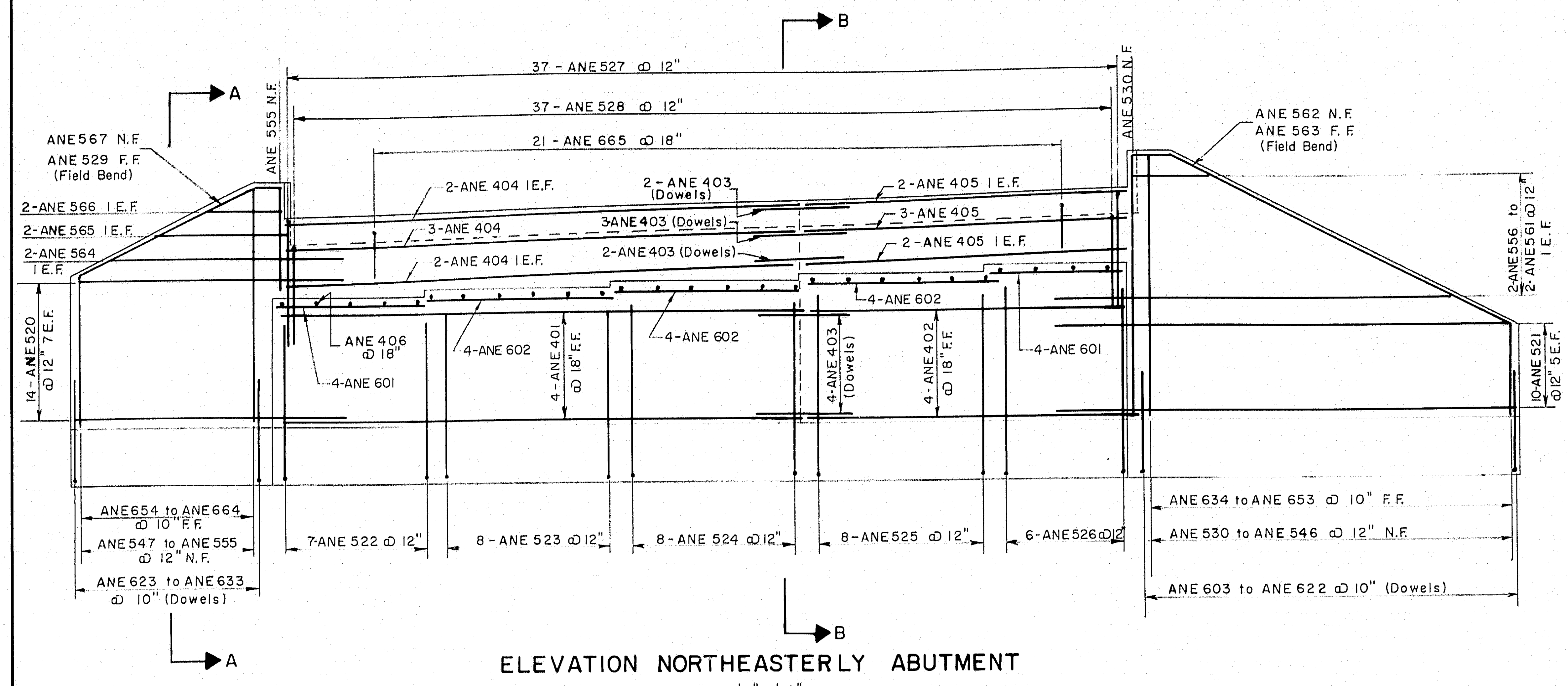
SHEET 10 OF 10 AUGUSTA, MAINE

75-168

0 1 2 3 4 5 INCHES

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	35	44

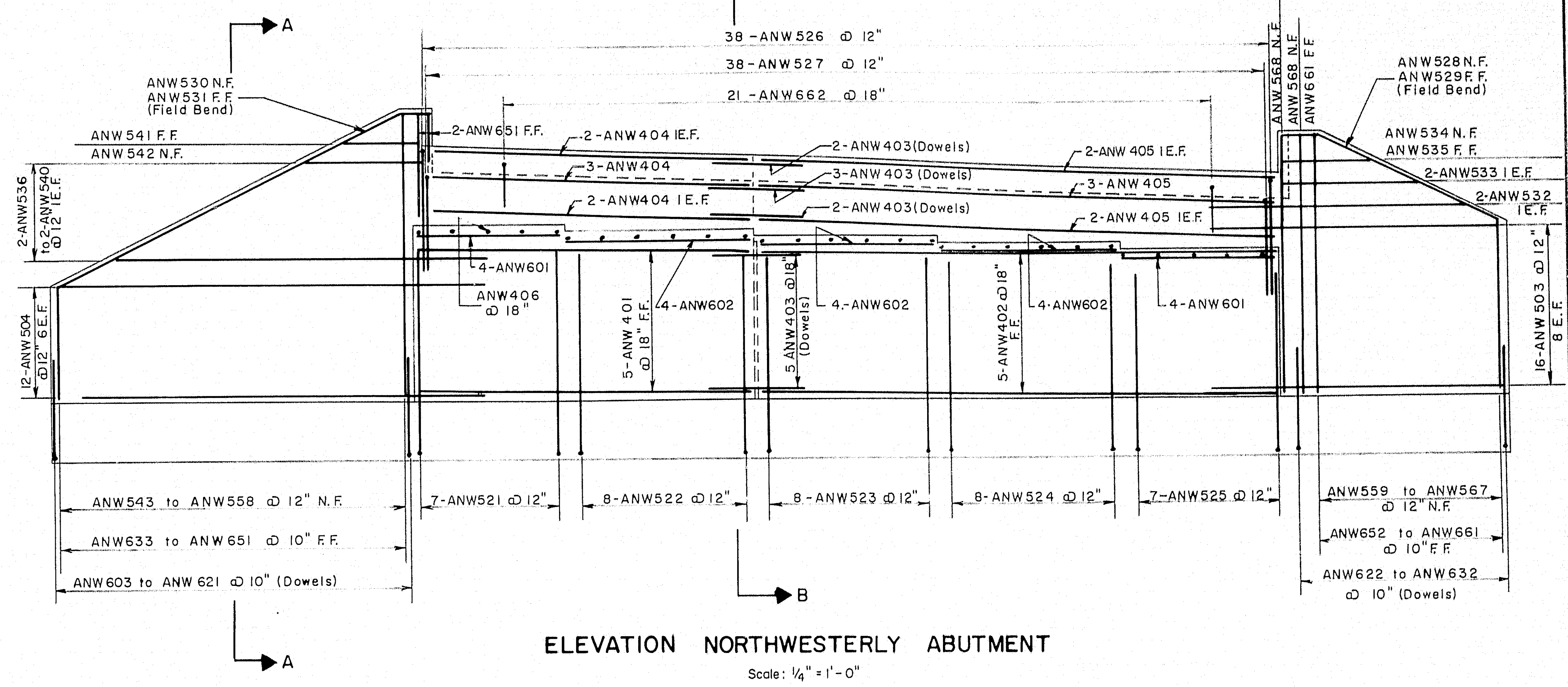
WATERVILLE INTERSTATE



37 - ANE 527 @ 12"
37 - ANE 528 @ 12"
21 - ANE 665 @ 18"
ANE 555 N.F.
ANE 530 N.F.
ANE 567 N.F.
ANE 529 F.F. (Field Bend)
ANE 562 N.F.
ANE 563 F.F. (Field Bend)
2-ANE 566 I.E.F.
2-ANE 565 I.E.F.
2-ANE 564 I.E.F.
2-ANE 404 I.E.F.
2-ANE 403 (Dowels)
2-ANE 405 I.E.F.
3-ANE 404
3-ANE 405
3ANE 403 (Dowels)
2-ANE 403 (Dowels)
4-ANE 602
ANE 406 @ 18"
4-ANE 601
4-ANE 401 @ 18" F.F.
4-ANE 403 (Dowels)
4-ANE 402 @ 18" F.F.
14-ANE 520 @ 12" 7 E.F.
2-ANE 556 to 2-ANE 561 @ 12 I.E.F.
10-ANE 521 @ 12" 5 E.F.
ANE 654 to ANE 664 @ 10" F.F.
ANE 547 to ANE 555 @ 12" N.F.
ANE 623 to ANE 633 @ 10" (Dowels)
7-ANE 522 @ 12"
8-ANE 523 @ 12"
8-ANE 524 @ 12"
8-ANE 525 @ 12"
6-ANE 526 @ 12
ANE 634 to ANE 653 @ 10" F.F.
ANE 530 to ANE 546 @ 12" N.F.
ANE 603 to ANE 622 @ 10" (Dowels)
A
B

ELEVATION NORTHEASTERLY ABUTMENT

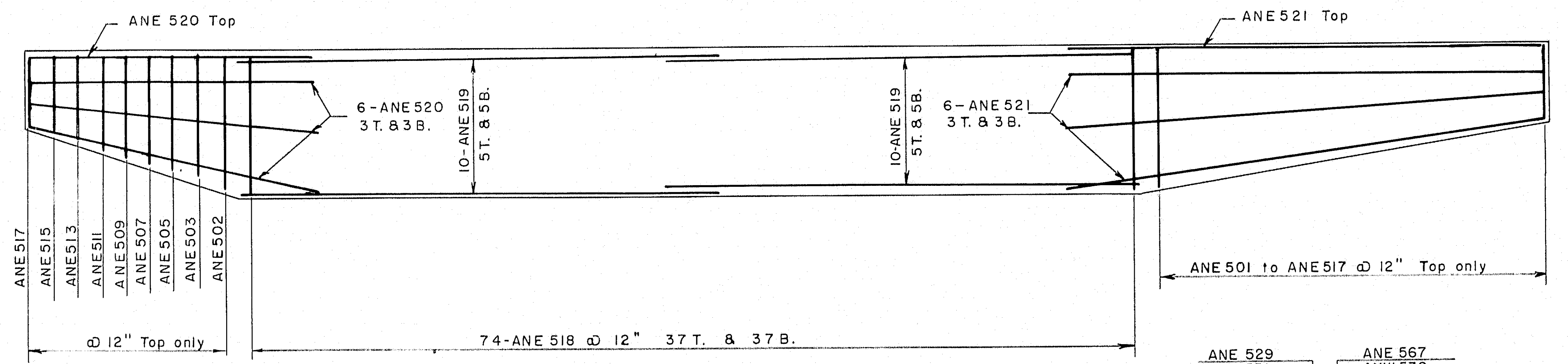
Scale: 1/4" = 1'-0"



38 - ANW 526 @ 12"
38 - ANW 527 @ 12"
21 - ANW 662 @ 18"
ANW 530 N.F.
ANW 531 F.F. (Field Bend)
ANW 541 F.F.
ANW 542 N.F.
ANW 568 N.F.
ANW 568 N.F.
ANW 661 F.F.
ANW 528 N.F.
ANW 529 F.F. (Field Bend)
ANW 534 N.F.
ANW 535 F.F.
2-ANW 533 I.E.F.
2-ANW 532 I.E.F.
2-ANW 536 to 2-ANW 540 @ 12" I.E.F.
12-ANW 504 @ 12" 6 E.F.
16-ANW 503 @ 12" 8 E.F.
2-ANW 651 F.F.
2-ANW 404 I.E.F.
2-ANW 403 (Dowels)
2-ANW 405 I.E.F.
3-ANW 404
3-ANW 403 (Dowels)
3-ANW 405
2-ANW 404 I.E.F.
2-ANW 403 (Dowels)
2-ANW 405 I.E.F.
4-ANW 601
ANW 406 @ 18"
5-ANW 401 @ 18" F.F.
4-ANW 602
5-ANW 403 @ 18" (Dowels)
4-ANW 602
5-ANW 402 @ 18" F.F.
4-ANW 602
4-ANW 601
ANW 543 to ANW 558 @ 12" N.F.
ANW 633 to ANW 651 @ 10" F.F.
ANW 603 to ANW 621 @ 10" (Dowels)
7-ANW 521 @ 12"
8-ANW 522 @ 12"
8-ANW 523 @ 12"
8-ANW 524 @ 12"
7-ANW 525 @ 12"
ANW 559 to ANW 567 @ 12" N.F.
ANW 652 to ANW 661 @ 10" F.F.
ANW 622 to ANW 632 @ 10" (Dowels)
A
B

ELEVATION NORTHWESTERLY ABUTMENT

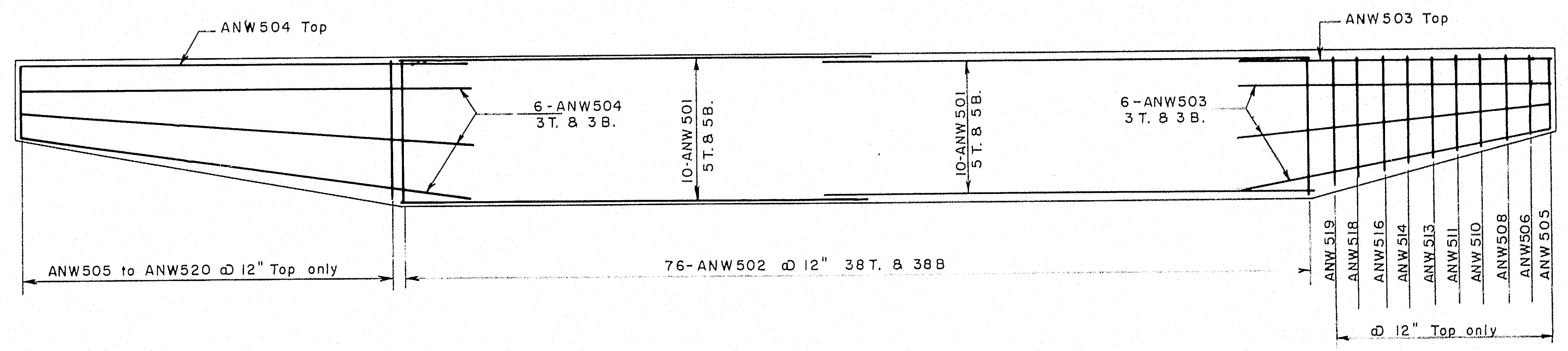
Scale: 1/4" = 1'-0"



ANE 520 Top
ANE 521 Top
6-ANE 520 3 T. & 3 B.
10-ANE 519 5 T. & 5 B.
10-ANE 519 5 T. & 5 B.
6-ANE 521 3 T. & 3 B.
ANE 517
ANE 515
ANE 513
ANE 511
ANE 509
ANE 507
ANE 505
ANE 503
ANE 502
ANE 501 to ANE 517 @ 12" Top only
@ 12" Top only
74-ANE 518 @ 12" 37 T. & 37 B.

FOOTING PLAN
NORTHEASTERLY ABUTMENT

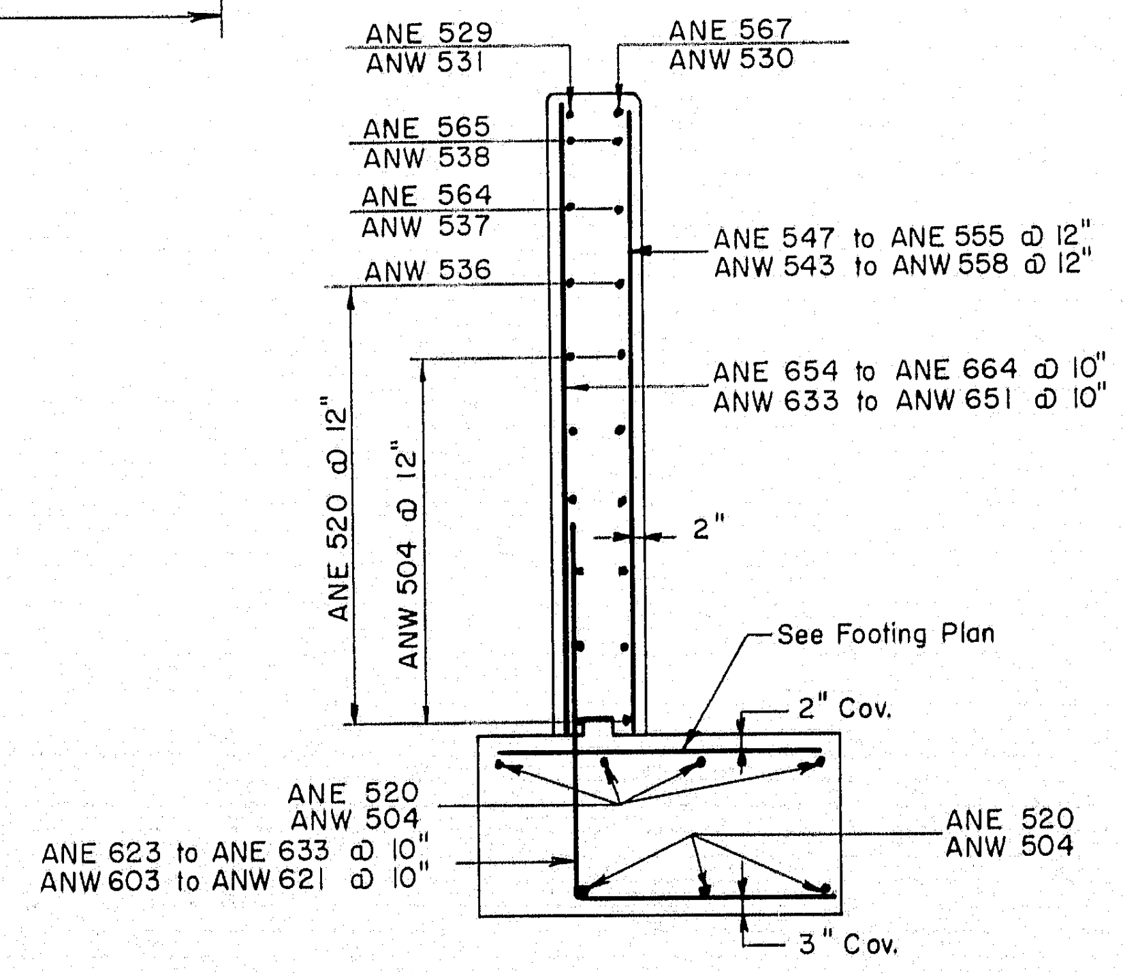
Scale: 1/4" = 1'-0"



ANW 504 Top
ANW 503 Top
6-ANW 504 3 T. & 3 B.
10-ANW 501 5 T. & 5 B.
10-ANW 501 5 T. & 5 B.
6-ANW 503 3 T. & 3 B.
ANW 505 to ANW 520 @ 12" Top only
76-ANW 502 @ 12" 38 T. & 38 B.
ANW 519
ANW 518
ANW 516
ANW 514
ANW 513
ANW 511
ANW 510
ANW 508
ANW 506
ANW 505
@ 12" Top only

FOOTING PLAN
NORTHWESTERLY ABUTMENT

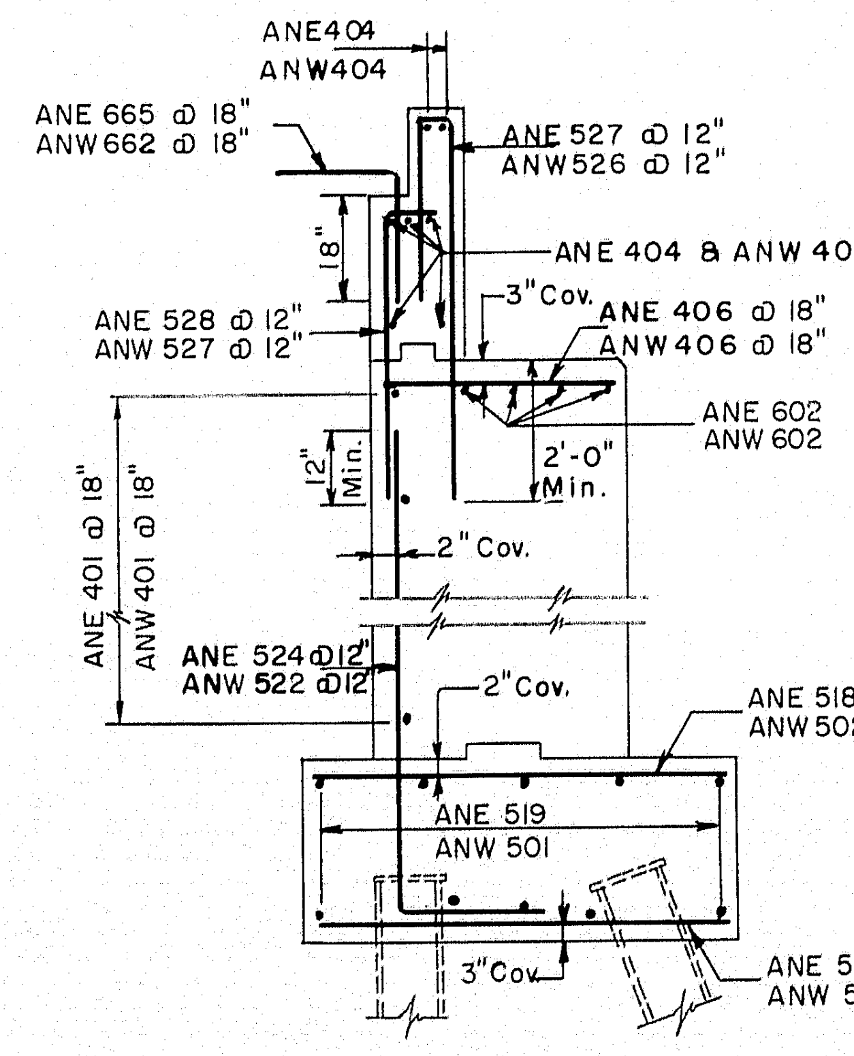
Scale: 1/4" = 1'-0"



ANE 529
ANW 531
ANE 567
ANW 530
ANE 565
ANW 538
ANE 564
ANW 537
ANW 536
ANE 547 to ANE 555 @ 12"
ANW 543 to ANW 558 @ 12"
ANE 654 to ANE 664 @ 10"
ANW 633 to ANW 651 @ 10"
ANE 520 @ 12"
ANW 504 @ 12"
2"
See Footing Plan
2" Cov.
ANE 520
ANW 504
ANE 623 to ANE 633 @ 10"
ANW 603 to ANW 621 @ 10"
ANE 520
ANW 504
3" Cov.

SECTION A-A

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



ANE 404
ANW 404
ANE 665 @ 18"
ANW 662 @ 18"
ANE 527 @ 12"
ANW 526 @ 12"
ANE 404 & ANW 404
18"
3" Cov.
ANE 406 @ 18"
ANW 406 @ 18"
ANE 528 @ 12"
ANW 527 @ 12"
ANE 602
ANW 602
12" Min.
2'-0" Min.
2" Cov.
ANE 401 @ 18"
ANW 401 @ 18"
ANE 524 @ 12
ANW 522 @ 12
2" Cov.
ANE 518 @ 12"
ANW 502 @ 12"
ANE 519
ANW 501
3" Cov.
ANE 518 @ 12"
ANW 502 @ 12"

SECTION B-B

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

ESTIMATED QUANTITIES

NORTHEASTERLY ABUTMENT	4306 LBS.
NORTHWESTERLY ABUTMENT	4569 LBS.

THE CLARKESON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION

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

SHEET 1 OF 10 SHEETS AUGUSTA, MAINE

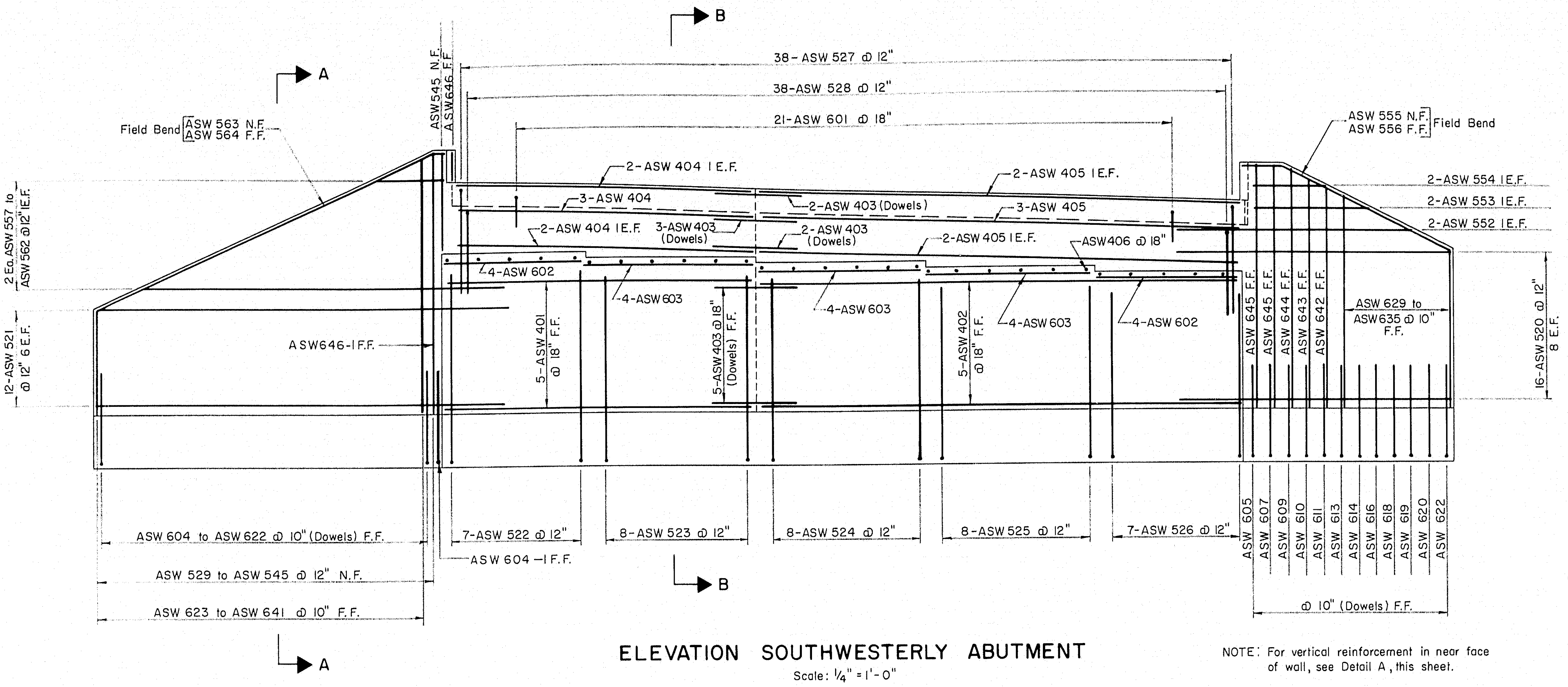
75-169

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)		

WATERVILLE INTERSTATE

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

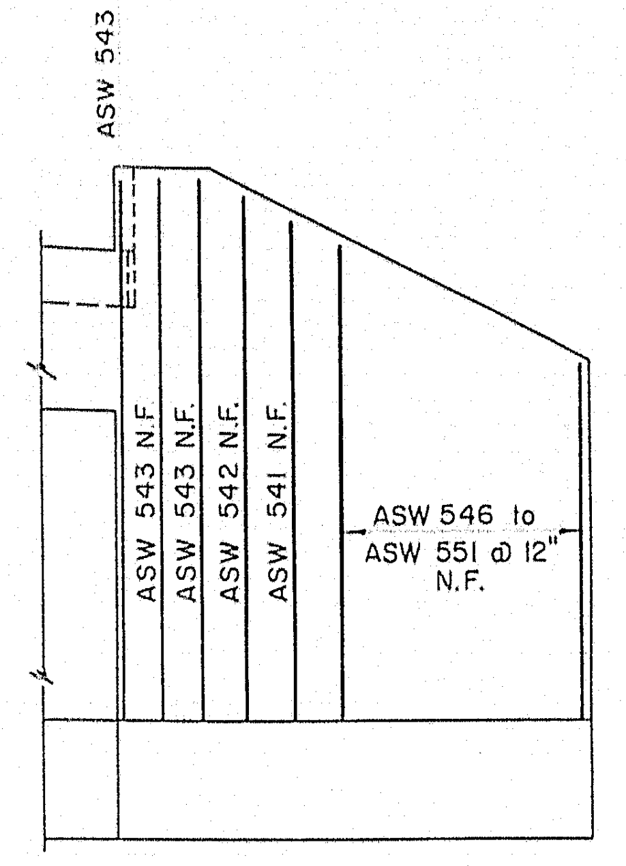


A
B
38-ASW 527 @ 12"
38-ASW 528 @ 12"
21-ASW 601 @ 18"
ASW545 N.F.
ASW646 F.F.
Field Bend ASW 563 N.F. ASW 564 F.F.
ASW 555 N.F. ASW 556 F.F. Field Bend
2-ASW 404 1 E.F.
2-ASW 405 1 E.F.
3-ASW 404
2-ASW 403 (Dowels)
3-ASW 405
2-ASW 404 1 E.F.
3-ASW 403 (Dowels)
2-ASW 403 (Dowels)
2-ASW 405 1 E.F.
ASW406 @ 18"
2-ASW 554 1 E.F.
2-ASW 553 1 E.F.
2-ASW 552 1 E.F.
2 Ea. ASW 557 to ASW 562 @ 12" 1 E.F.
12-ASW 521 @ 12" 6 E.F.
4-ASW 602
4-ASW 603
4-ASW 603
4-ASW 603
4-ASW 602
ASW646-1 F.F.
5-ASW 401 @ 18" F.F.
5-ASW 403 @ 18" (Dowels) F.F.
5-ASW 402 @ 18" F.F.
ASW 645 F.F.
ASW 645 F.F.
ASW 644 F.F.
ASW 643 F.F.
ASW 642 F.F.
ASW 629 to ASW635 @ 10" F.F.
16-ASW 520 @ 12" 8 E.F.
ASW 604 to ASW 622 @ 10" (Dowels) F.F.
ASW 529 to ASW 545 @ 12" N.F.
ASW 623 to ASW 641 @ 10" F.F.
7-ASW 522 @ 12"
ASW 604 -1 F.F.
8-ASW 523 @ 12"
8-ASW 524 @ 12"
8-ASW 525 @ 12"
7-ASW 526 @ 12"
ASW 605
ASW 607
ASW 609
ASW 610
ASW 611
ASW 613
ASW 614
ASW 616
ASW 618
ASW 619
ASW 620
ASW 622
@ 10" (Dowels) F.F.

ELEVATION SOUTHWESTERLY ABUTMENT

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

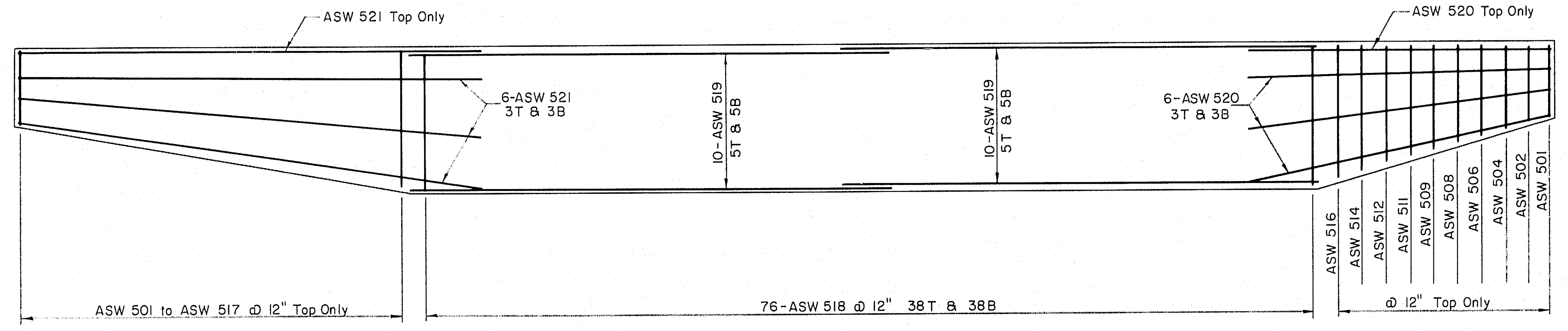
NOTE: For vertical reinforcement in near face of wall, see Detail A, this sheet.



ASW 543 N.F.
ASW 543 N.F.
ASW 543 N.F.
ASW 542 N.F.
ASW 541 N.F.
ASW 546 to ASW 551 @ 12" N.F.

DETAIL A

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



ASW 521 Top Only
ASW 520 Top Only
6-ASW 521 3T & 3B
10-ASW 519 5T & 5B
10-ASW 519 5T & 5B
6-ASW 520 3T & 3B
ASW 516
ASW 514
ASW 512
ASW 511
ASW 509
ASW 508
ASW 506
ASW 504
ASW 502
ASW 501
ASW 501 to ASW 517 @ 12" Top Only
76-ASW 518 @ 12" 38T & 38B
@ 12" Top Only

FOOTING PLAN
SOUTHWESTERLY ABUTMENT

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

ESTIMATED QUANTITIES

SOUTHWESTERLY ABUTMENT . . . . 4668 LBS.

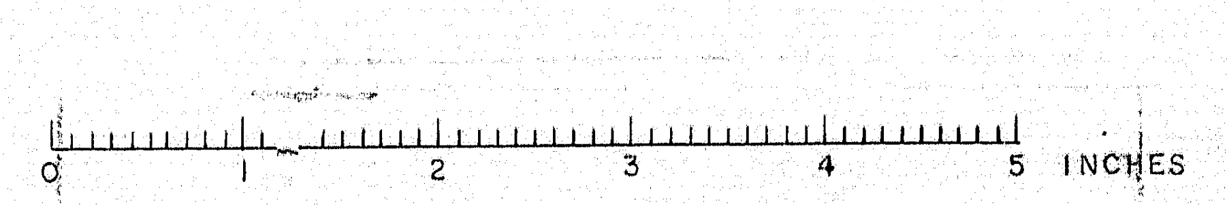
THE CLARKESON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION

INTERSTATE # 95
OVER
MAIN STREET
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
SOUTHWESTERLY ABUTMENT REINFORCEMENT
SHEET 2 OF 10 SHEETS AUGUSTA, MAINE

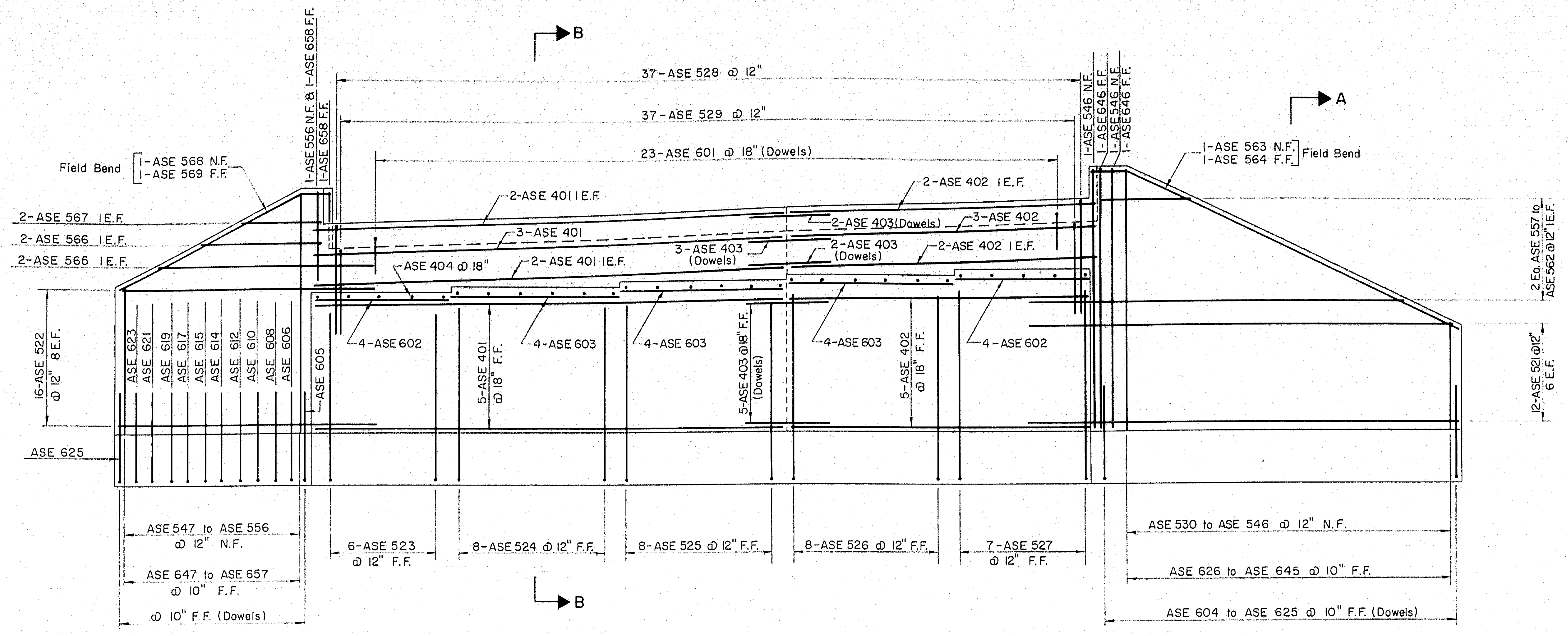
75-170



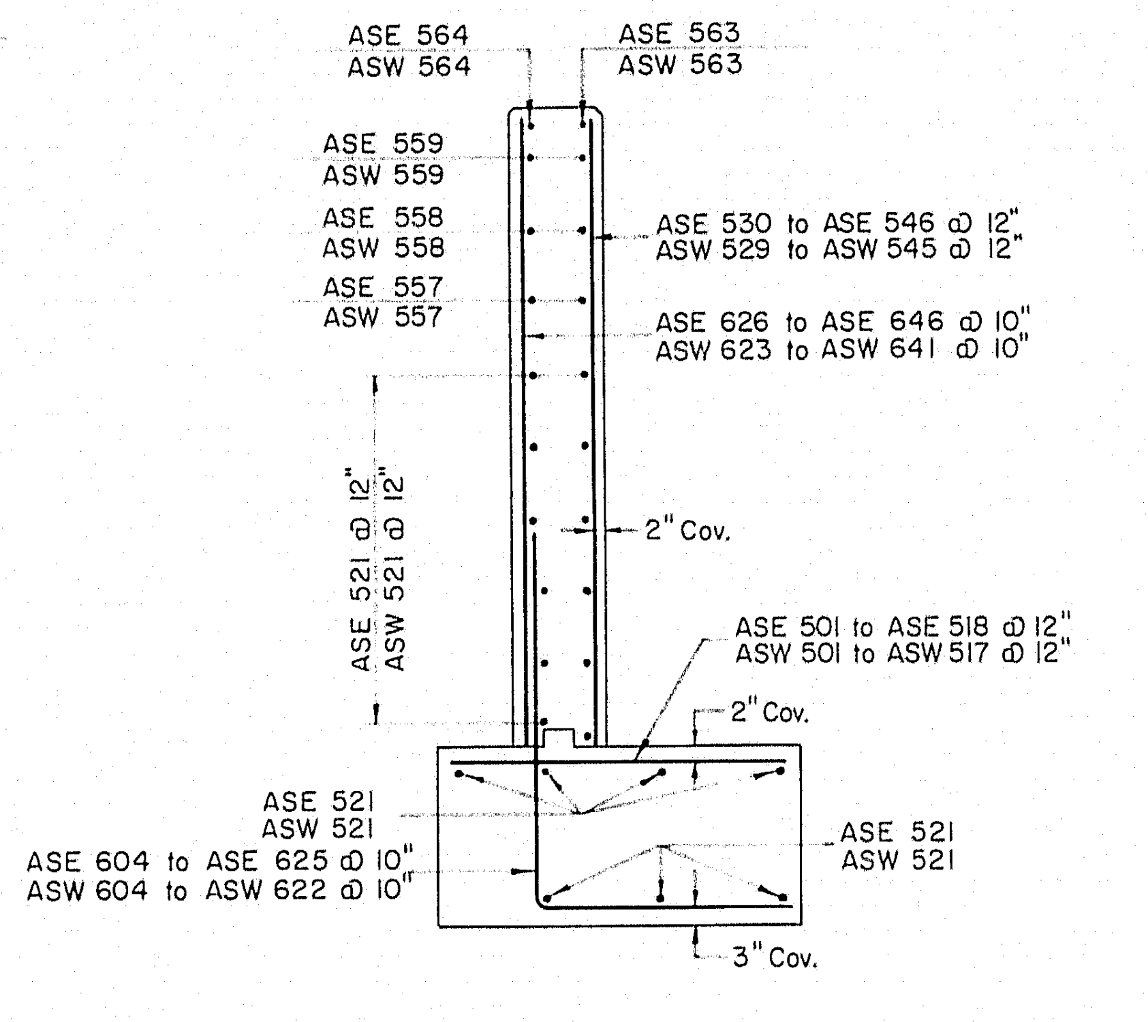
0
1
2
3
4
5
INCHES

B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6(24)	37	94

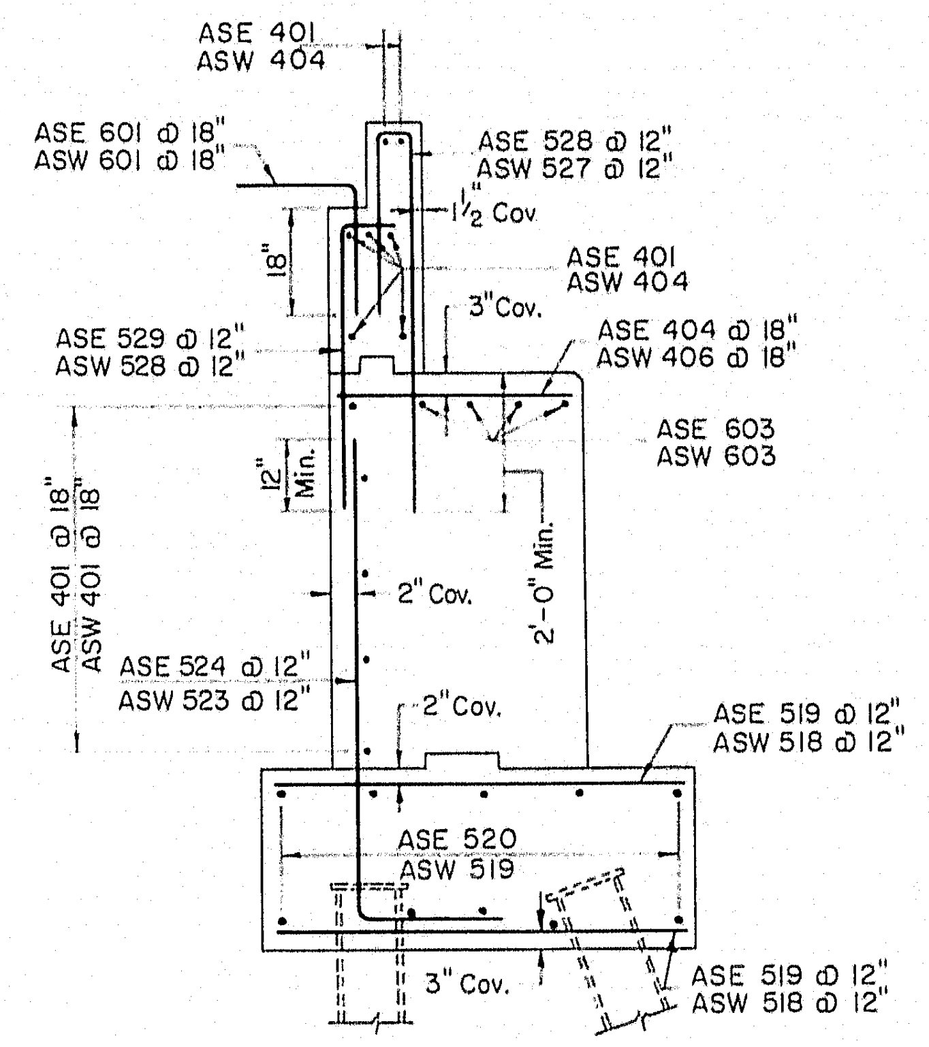
WATERVILLE INTERSTATE


B
37-ASE 528 @ 12"
37-ASE 529 @ 12"
23-ASE 601 @ 18" (Dowels)
1-ASE 556 N.F. & 1-ASE 658 F.F.
1-ASE 658 F.F.
Field Bend 1-ASE 568 N.F. 1-ASE 569 F.F.
2-ASE 567 1 E.F.
2-ASE 566 1 E.F.
2-ASE 565 1 E.F.
2-ASE 401 1 E.F.
3-ASE 401
ASE 404 @ 18"
2-ASE 401 1 E.F.
3-ASE 403 (Dowels)
2-ASE 402 1 E.F.
2-ASE 403 (Dowels)
3-ASE 402
2-ASE 403 (Dowels)
2-ASE 402 1 E.F.
1-ASE 546 N.F.
1-ASE 646 F.F.
1-ASE 546 N.F.
1-ASE 646 F.F.
1-ASE 563 N.F. 1-ASE 564 F.F. Field Bend
A
2 Ea. ASE 557 to ASE 562 @ 12" 1 E.F.
12-ASE 521 @ 12" 6 E.F.
16-ASE 522 @ 12" 8 E.F.
ASE 623
ASE 621
ASE 619
ASE 617
ASE 615
ASE 614
ASE 612
ASE 610
ASE 608
ASE 606
ASE 605
ASE 625
4-ASE 602
5-ASE 401 @ 18" F.F.
4-ASE 603
4-ASE 603
5-ASE 403 @ 18" F.F. (Dowels)
4-ASE 603
5-ASE 402 @ 18" F.F.
4-ASE 602
ASE 547 to ASE 556 @ 12" N.F.
ASE 647 to ASE 657 @ 10" F.F.
@ 10" F.F. (Dowels)
6-ASE 523 @ 12" F.F.
8-ASE 524 @ 12" F.F.
8-ASE 525 @ 12" F.F.
8-ASE 526 @ 12" F.F.
7-ASE 527 @ 12" F.F.
ASE 530 to ASE 546 @ 12" N.F.
ASE 626 to ASE 645 @ 10" F.F.
ASE 604 to ASE 625 @ 10" F.F. (Dowels)
B
A

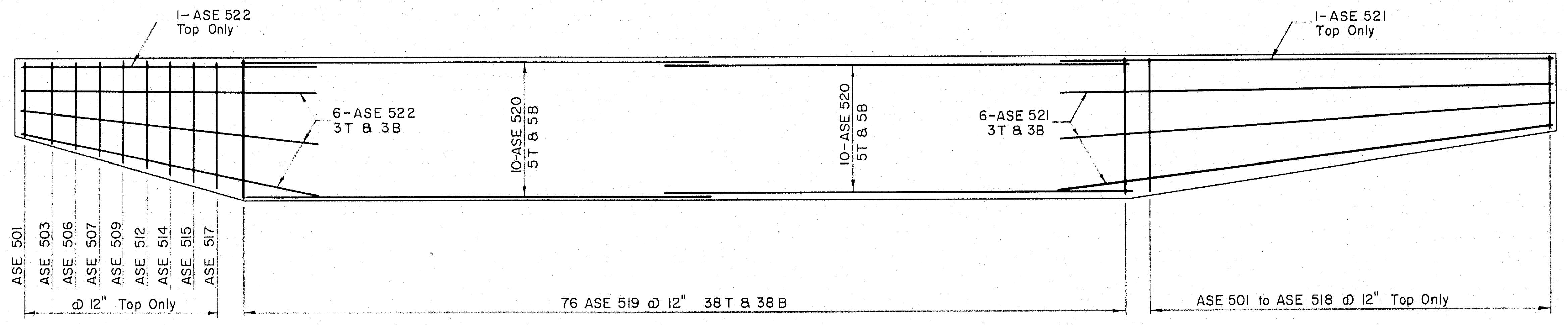
ELEVATION SOUTHEASTERLY ABUTMENT
Scale: 1/4" = 1'-0"


ASE 564
ASW 564
ASE 563
ASW 563
ASE 559
ASW 559
ASE 558
ASW 558
ASE 557
ASW 557
ASE 530 to ASE 546 @ 12"
ASW 529 to ASW 545 @ 12"
ASE 626 to ASE 646 @ 10"
ASW 623 to ASW 641 @ 10"
ASE 521 @ 12"
ASW 521 @ 12"
2" Cov.
ASE 501 to ASE 518 @ 12"
ASW 501 to ASW 517 @ 12"
2" Cov.
ASE 521
ASW 521
ASE 604 to ASE 625 @ 10"
ASW 604 to ASW 622 @ 10"
ASE 521
ASW 521
3" Cov.

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


ASE 401
ASW 404
ASE 601 @ 18"
ASW 601 @ 18"
ASE 528 @ 12"
ASW 527 @ 12"
1 1/2" Cov
18"
ASE 401
ASW 404
3" Cov.
ASE 529 @ 12"
ASW 528 @ 12"
ASE 404 @ 18"
ASW 406 @ 18"
ASE 603
ASW 603
12" Min.
2'-0" Min.
ASE 401 @ 18"
ASW 401 @ 18"
2" Cov.
ASE 524 @ 12"
ASW 523 @ 12"
2" Cov.
ASE 519 @ 12"
ASW 518 @ 12"
ASE 520
ASW 519
3" Cov.
ASE 519 @ 12"
ASW 518 @ 12"

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


1-ASE 522 Top Only
6-ASE 522 3T & 3B
10-ASE 520 5T & 5B
10-ASE 520 5T & 5B
6-ASE 521 3T & 3B
1-ASE 521 Top Only
ASE 501
ASE 503
ASE 506
ASE 507
ASE 509
ASE 512
ASE 514
ASE 515
ASE 517
@ 12" Top Only
76 ASE 519 @ 12" 38T & 38B
ASE 501 to ASE 518 @ 12" Top Only

FOOTING PLAN
SOUTHEASTERLY ABUTMENT
Scale: 1/4" = 1'-0"

Note: For Southwesterly Abutment Reinforcement see Sheet 2.

ESTIMATED QUANTITIES

SOUTHEASTERLY ABUTMENT . . . . 4750 LBS.

THE CLARKESON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION

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

SOUTHEASTERLY ABUTMENT REINFORCEMENT

SHEET 3 OF 10 SHEETS
AUGUSTA, MAINE

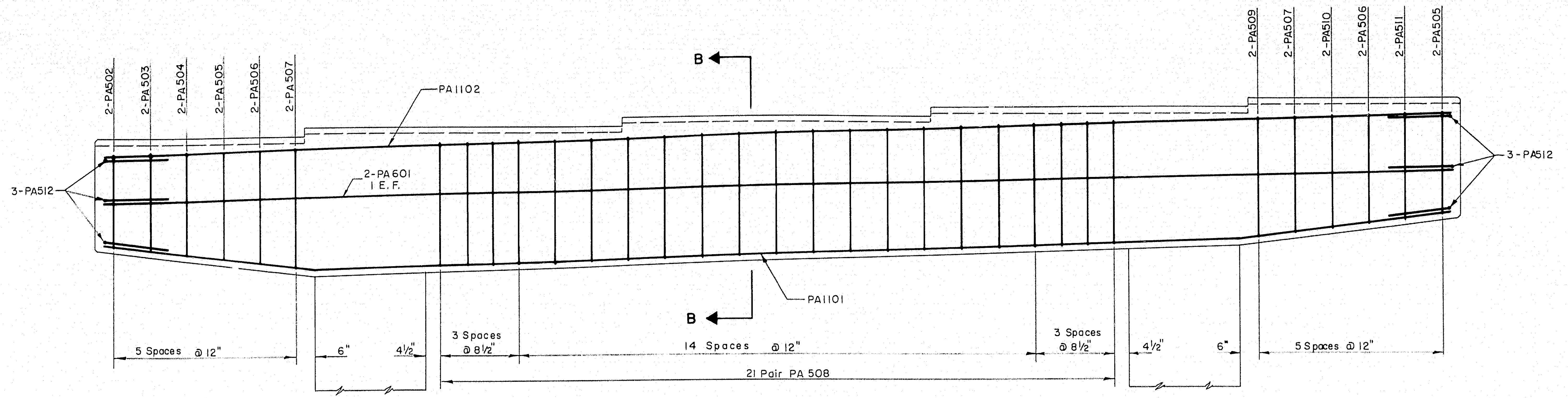
75-171

K•E PHOENIX BLUE 100 TRACING CLOTH B. L. M. INC. 03515

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)	[illegible]	[illegible]

WATERVILLE INTERSTATE

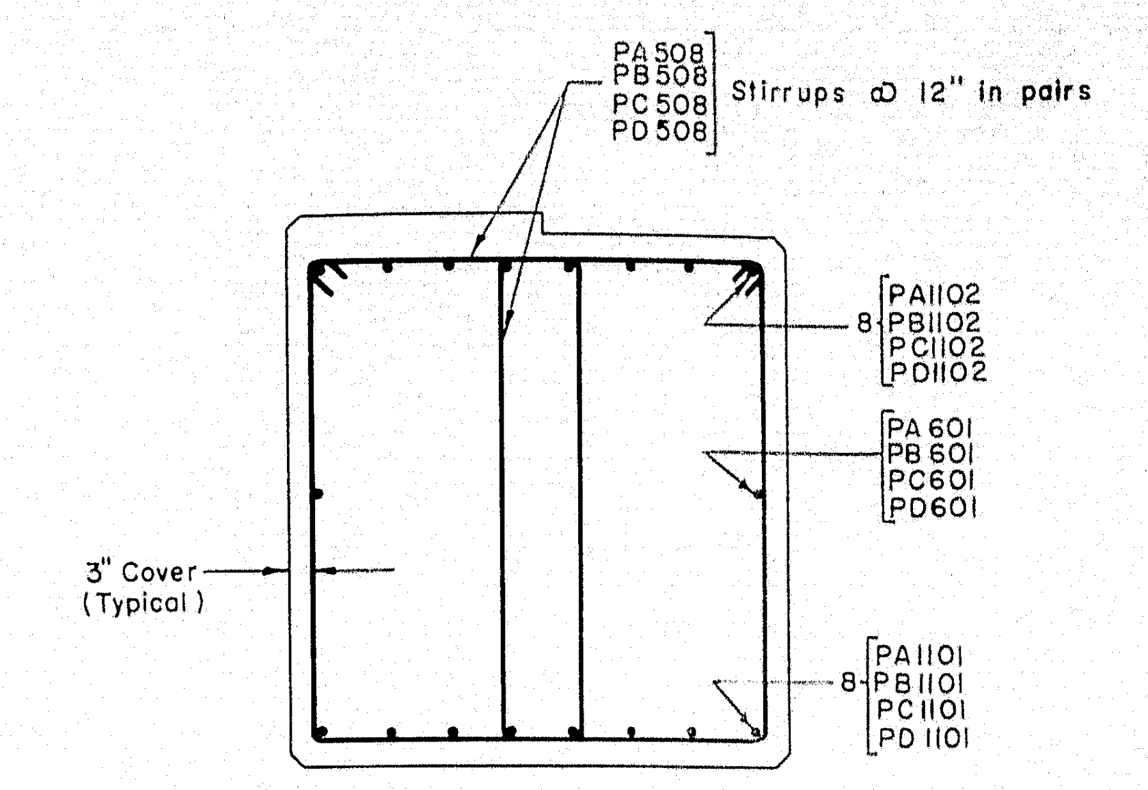


2-PA502
2-PA503
2-PA504
2-PA505
2-PA506
2-PA507
2-PA509
2-PA507
2-PA510
2-PA506
2-PA511
2-PA505
B
B
PA1102
2-PA601
1 E.F.
3-PA512
3-PA512
PA1101
5 Spaces @ 12"
6"
4½"
3 Spaces @ 8½"
14 Spaces @ 12"
3 Spaces @ 8½"
4½"
6"
5 Spaces @ 12"
21 Pair PA 508

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

PIER A CAP ELEVATION

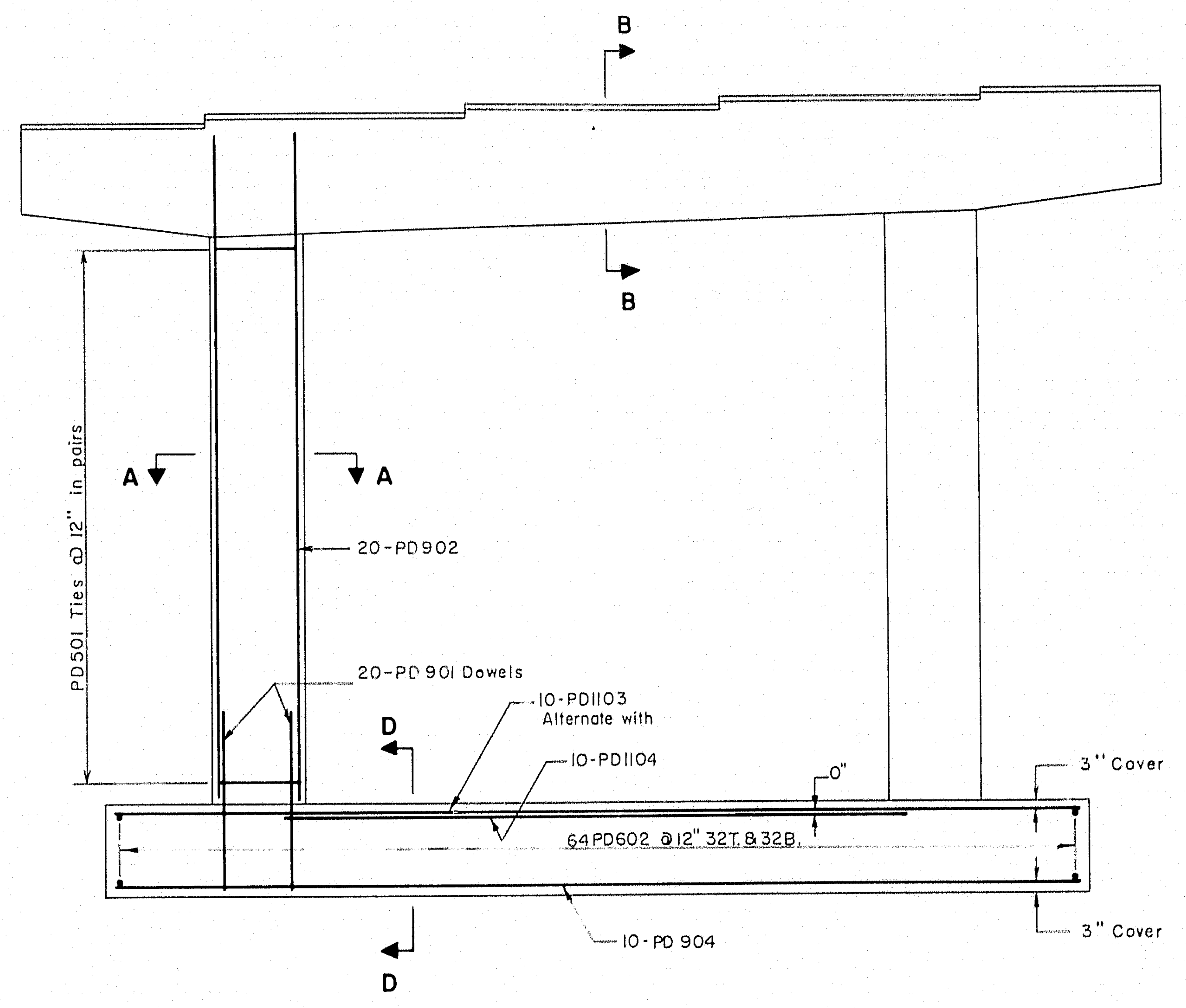
Scale: ½" = 1'-0"



PA508
PB508
PC508
PD508
Stirrups @ 12" in pairs
8-PA1102
PB1102
PC1102
PD1102
PA601
PB601
PC601
PD601
3" Cover (Typical)
8-PA1101
PB1101
PC1101
PD1101

SECTION B-B

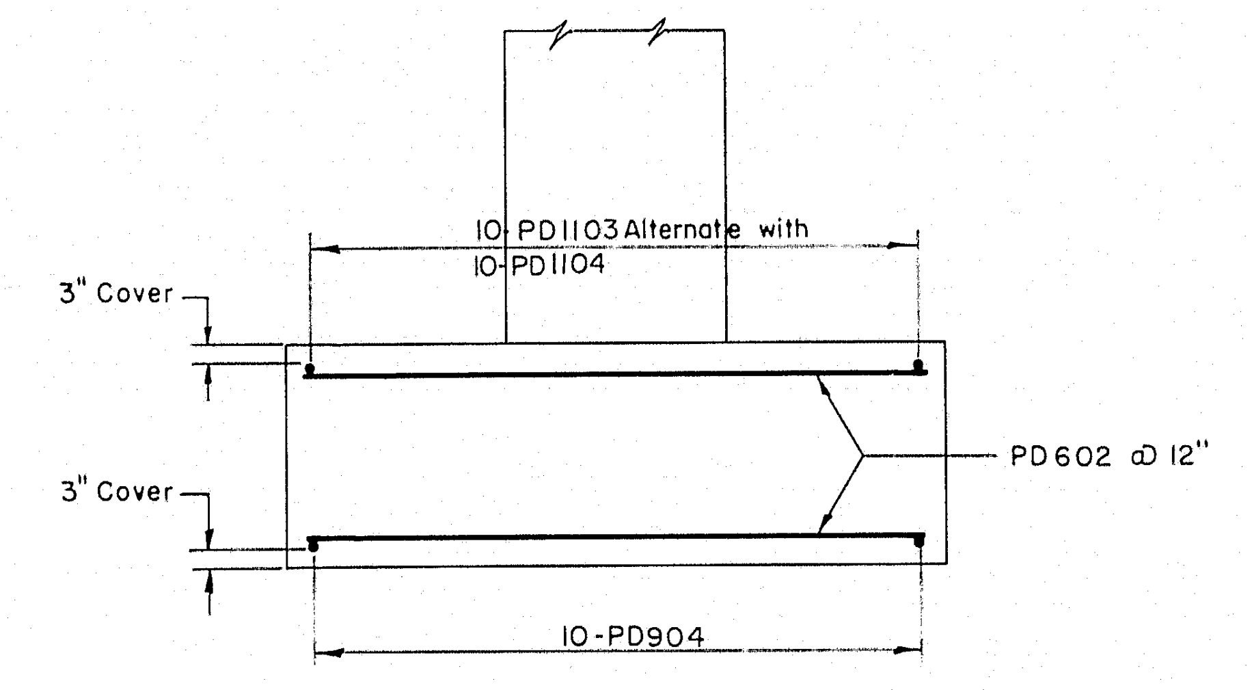
Scale: ¾" = 1'-0"



B
B
A
A
PD501 Ties @ 12" in pairs
20-PD902
20-PD901 Dowels
D
D
10-PD1103 Alternate with
10-PD1104
0"
3" Cover
3" Cover
64 PD602 @ 12" 32T & 32B.
10-PD 904

ELEVATION PIER D

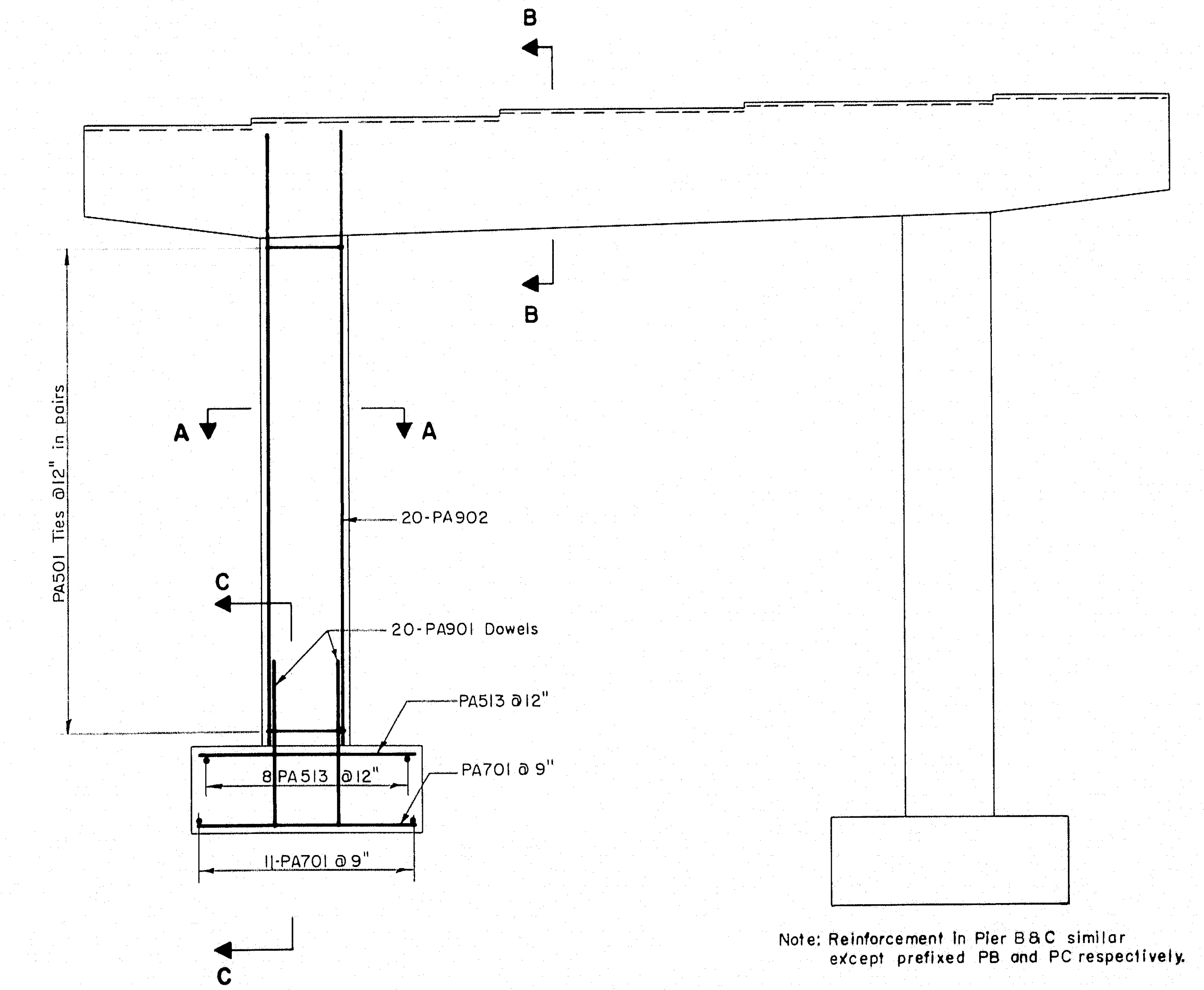
Scale: ¼" = 1'-0"



10-PD1103 Alternate with
10-PD1104
3" Cover
3" Cover
PD602 @ 12"
10-PD904

SECTION D-D

Scale: ⅜" = 1'-0"

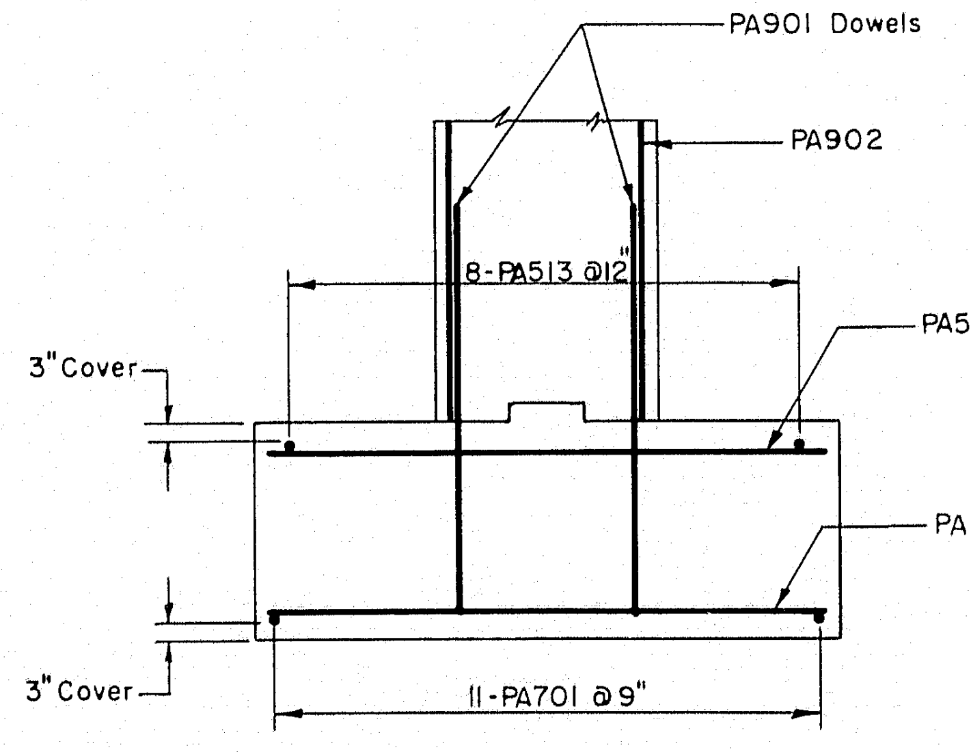


B
B
A
A
C
C
PA501 Ties @ 12" in pairs
20-PA902
20-PA901 Dowels
PA513 @ 12"
8 PA513 @ 12"
PA701 @ 9"
11-PA701 @ 9"

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

ELEVATION PIER A
ELEVATION PIER B & C SIMILAR

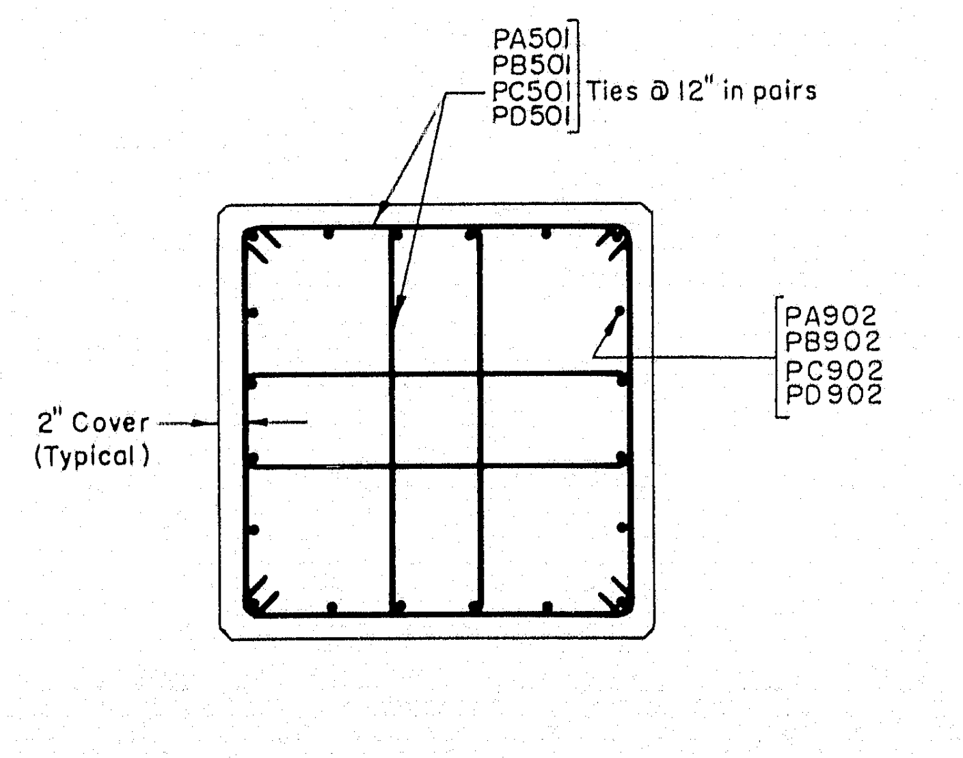
Scale: ¼" = 1'-0"



PA901 Dowels
PA902
8-PA513 @ 12"
PA513 @ 12"
3" Cover
PA701 @ 9"
3" Cover
11-PA701 @ 9"

SECTION C-C

Scale: ¼" = 1'-0"



PA501
PB501
PC501
PD501
Ties @ 12" in pairs
2" Cover (Typical)
PA902
PB902
PC902
PD902

SECTION A-A

Scale: ¾" = 1'-0"

ESTIMATED QUANTITIES

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

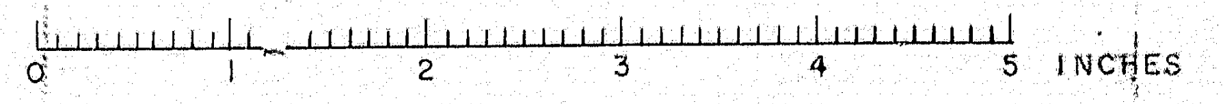
THE CLARKESON ENGINEERING CO., INC

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

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

SHEET 4 OF 10 SHEETS
AUGUSTA, MAINE

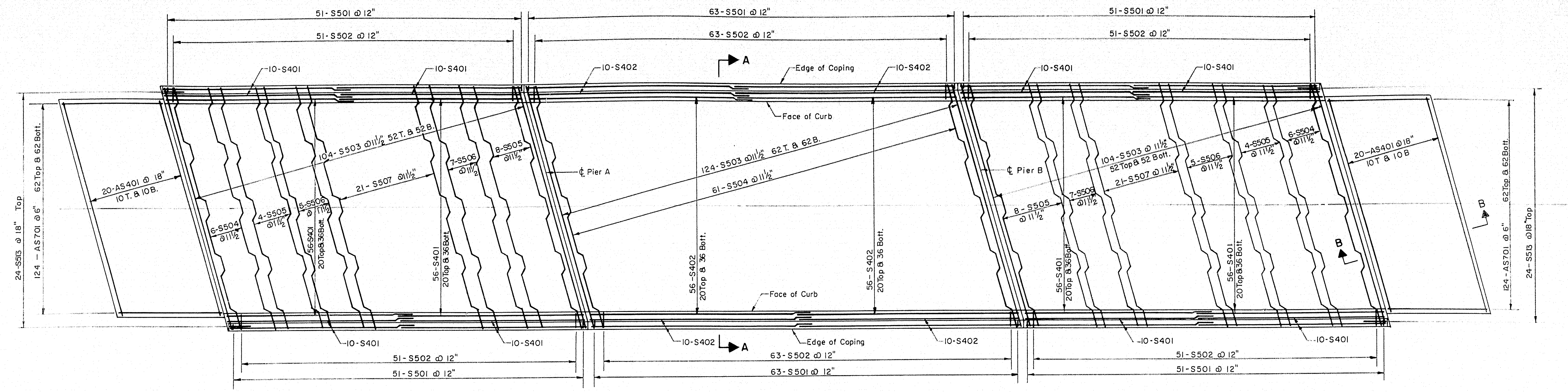
75-172



0
1
2
3
4
5
INCHES

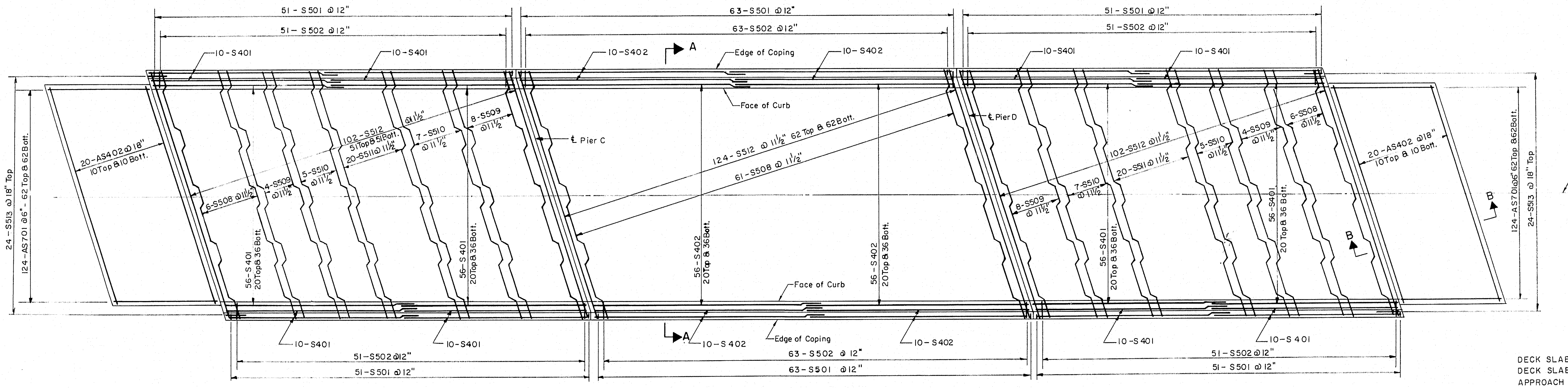
B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	38	44

WATERVILLE INTERSTATE


51-S501 @ 12"
51-S502 @ 12"
63-S501 @ 12"
63-S502 @ 12"
10-S401
10-S402
A
Edge of Coping
Face of Curb
104-S503 @ 11½" 52T. & 52B.
21-S507 @ 11½"
7-S506 @ 11½
8-S505 @ 11½
4-S505 @ 11½
5-S506 @ 11½
6-S504 @ 11½
56-S401 20Top & 36Bott.
56-S402 20Top & 36 Bott.
20-AS401 @ 18" 10T. & 10B.
124-AS701 @ 6" 62 Top & 62 Bott.
24-S513 @ 18" Top
℄ Pier A
℄ Pier B
124-S503 @ 11½" 62T. & 62B.
61-S504 @ 11½"
104-S503 @ 11½" 52Top & 52 Bott.
21-S507 @ 11½"
8-S505 @ 11½
7-S506 @ 11½
5-S506 @ 11½
4-S505 @ 11½
6-S504 @ 11½
B
℄ Construction Interstate #95 S.B.

DECK SLAB REINFORCEMENT
(NORTHERLY BRIDGE)

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

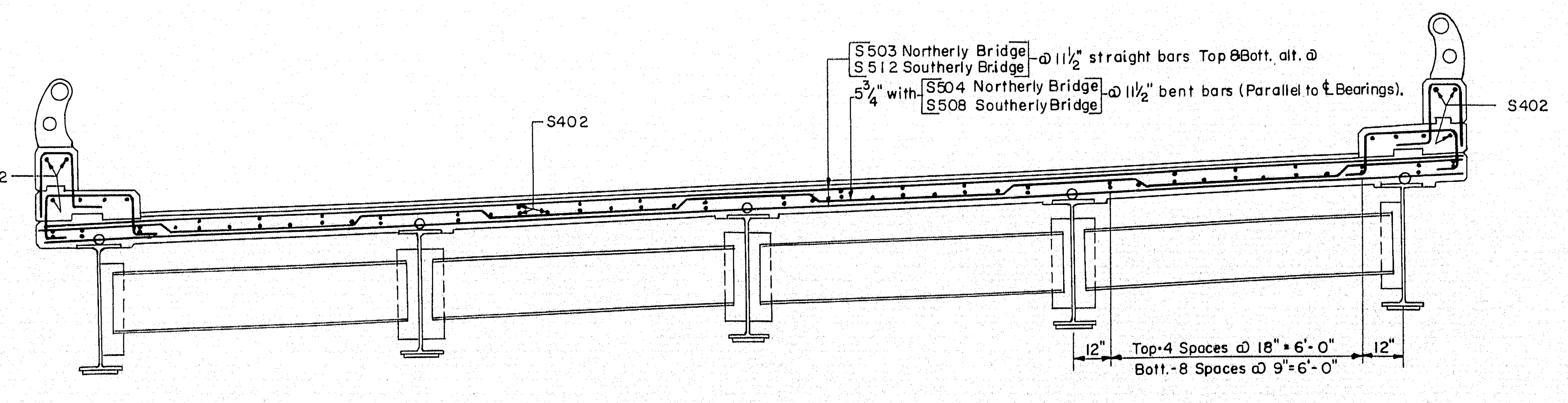

51-S501 @ 12"
51-S502 @ 12"
63-S501 @ 12"
63-S502 @ 12"
10-S401
10-S402
A
Edge of Coping
Face of Curb
20-AS402 @ 18" 10Top & 10 Bott.
124-AS701 @ 6" 62Top & 62Bott.
24-S513 @ 18" Top
6-S508 @ 11½
4-S509 @ 11½
5-S510 @ 11½
102-S512 51Top & 51Bott.
20-S511 @ 11½
7-S510 @ 11½"
8-S509 @ 11½
56-S401 20Top & 36Bott.
56-S402 20Top & 36Bott.
℄ Pier C
℄ Pier D
124-S512 @ 11½" 62 Top & 62Bott.
61-S508 @ 11½"
102-S512 @ 11½"
20-S511 @ 11½"
B
℄ Construction Interstate #95 N.B.

DECK SLAB REINFORCEMENT
(SOUTHERLY BRIDGE)

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

ESTIMATED QUANTITIES

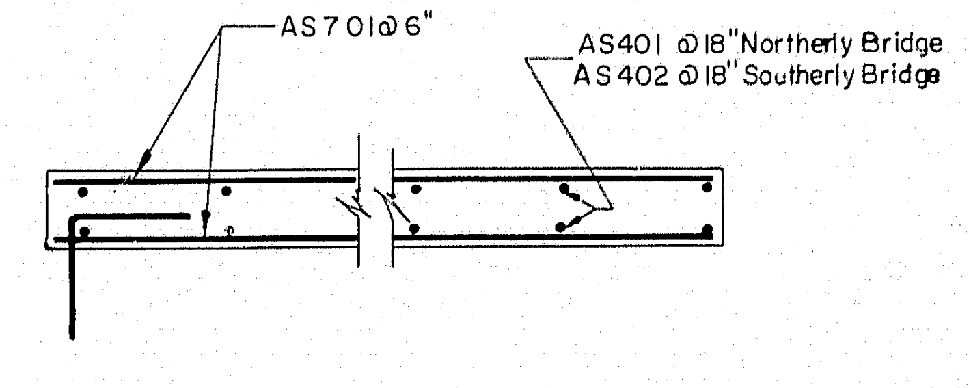
DECK SLAB (NORTHERLY BRIDGE)	31,149 LBS.
DECK SLAB (SOUTHERLY BRIDGE)	31,120 LBS.
APPROACH SLAB (NORTHERLY BRIDGE) . . .	8,200 LBS.
APPROACH SLAB (SOUTHERLY BRIDGE) . . .	8,212 LBS.


S402
S402
S402
S503 Northerly Bridge
S512 Southerly Bridge
@ 11½" straight bars Top & Bott. alt. @
5¾" with
S504 Northerly Bridge
S508 Southerly Bridge
@ 11½" bent bars (Parallel to ℄ Bearings).
12"
Top-4 Spaces @ 18" = 6'-0"
Bott.-8 Spaces @ 9" = 6'-0"
12"

SECTION A-A

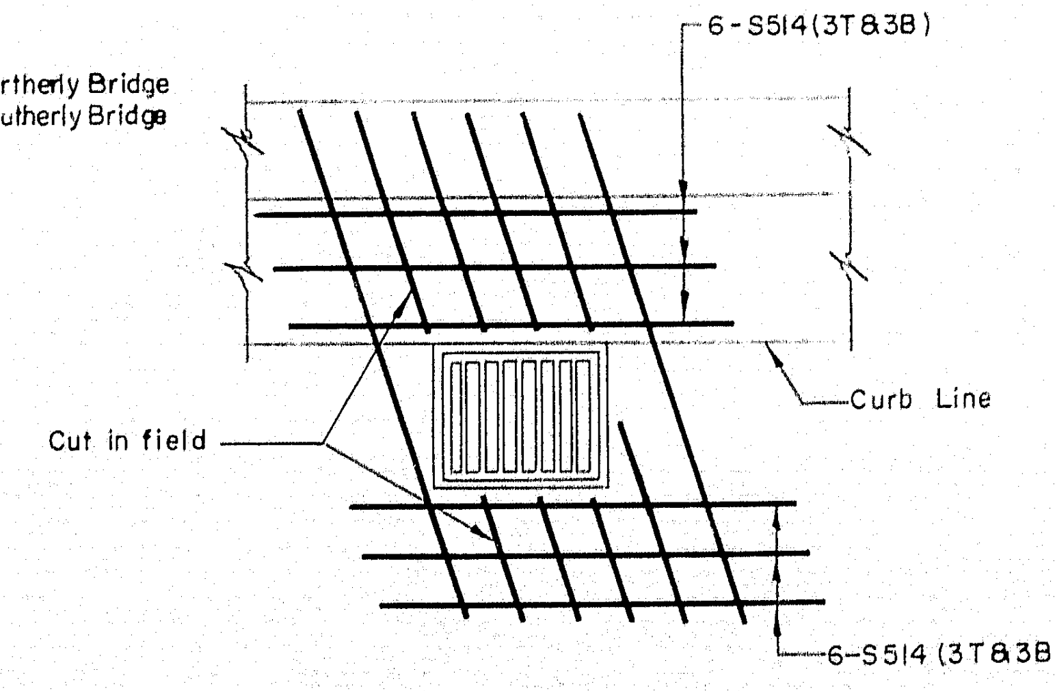
Scale: 3/8" = 1'-0"

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


AS701 @ 6"
AS401 @ 18" Northerly Bridge
AS402 @ 18" Southerly Bridge

SECTION B-B

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


6-S514 (3T & 3B)
Curb Line
Cut in field
6-S514 (3T & 3B)

SCUPPER REINFORCEMENT

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

THE CLARKESON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION

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

SHEET 5 OF 10 SHEETS

AUGUSTA, MAINE

75-173

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(24)	40	44

WATERVILLE INTERSTATE

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
					NORTHWESTERLY ABUTMENT												
1																	
2	5	4	14'-4"	ANW 401	Str.												
3	5	4	22'-4"	ANW 402	↑												
4	12	4	4'-0"	ANW 403													
5	7	4	12'-6"	ANW 404													
6	7	4	22'-3"	ANW 405													
7	28	4	3'-2"	ANW 406													
8	20	5	19'-3"	ANW 501													
9	76	↑	5'-8"	ANW 502													
10	23		13'-0"	ANW 503													
11	19		18'-6"	ANW 504													
12	2		2'-11"	ANW 505													
13	2		3'-1"	ANW 506													
14	1		3'-3"	ANW 507													
15	2		3'-5"	ANW 508													
16	1		3'-7"	ANW 509													
17	2		3'-10"	ANW 510													
18	2		4'-0"	ANW 511													
19	1		4'-2"	ANW 512													
20	2		4'-4"	ANW 513													
21	1		4'-6"	ANW 514													
22	1		4'-8"	ANW 515													
23	2		4'-10"	ANW 516													
24	1		5'-0"	ANW 517													
25	2		5'-2"	ANW 518													
26	2		5'-4"	ANW 519	↓												
27	1		5'-7"	ANW 520	Str.												
28	7		10'-9"	ANW 521	20		2'-0"	8'-9"									
29	8		10'-5"	ANW 522	↑		↑	8'-5"									
30	8		10'-2"	ANW 523				8'-2"									
31	8		9'-10"	ANW 524	↓		↓	7'-10"									
32	7		9'-7"	ANW 525	20		2'-0"	7'-7"									
33	38		8'-2"	ANW 526	S10		2'-6"	0'-6"	5'-2"								
34	38		5'-1"	ANW 527	20		0'-11"	4'-2"									
35	1		10'-4"	ANW 528	Str.												
36	1		10'-0"	ANW 529	↑												
37	1		17'-4"	ANW 530													
38	1		17'-9"	ANW 531													
39	2		11'-0"	ANW 532													
40	2		5'-6"	ANW 533													
41	1		4'-0"	ANW 534													
42	1		3'-6"	ANW 535													
43	2		16'-6"	ANW 536													
44	↑		14'-6"	ANW 537													
45			12'-6"	ANW 538													
46	↓		10'-6"	ANW 539													
47	2		5'-3"	ANW 540													
48	1		3'-11"	ANW 541													
49	↑		3'-6"	ANW 542													
50			4'-10"	ANW 543													
51			5'-4"	ANW 544													
52			5'-10"	ANW 545													
53			6'-4"	ANW 546													
54			6'-10"	ANW 547													
55			7'-4"	ANW 548													
56			7'-10"	ANW 549													
57			8'-4"	ANW 550													
58			8'-10"	ANW 551													
59			9'-4"	ANW 552													
60			9'-10"	ANW 553													
61			10'-4"	ANW 554													
62			10'-10"	ANW 555													
63	↓		11'-4"	ANW 556													
64	1		11'-10"	ANW 557													
65	2		12'-4"	ANW 558													
66	1		7'-3"	ANW 559													
67	↑		7'-9"	ANW 560													
68			8'-3"	ANW 561													
69			8'-9"	ANW 562													
70			9'-3"	ANW 563													
71			9'-9"	ANW 564													
72			10'-3"	ANW 565													
73	1	↓	10'-9"	ANW 566													
74	3	5	11'-3"	ANW 567													
75	8	6	6'-2"	ANW 601	↓												
76	12	↑	8'-0"	ANW 602	Str.												
77	1		6'-2"	ANW 603	20		1'-11"	4'-3"									
78	↑		6'-4"	ANW 604	↑		2'-1"	↑									
79			6'-6"	ANW 605			2'-3"										
80	↓	↓	6'-8"	ANW 606	↓		2'-5"	↓									
81	1	6	6'-10"	ANW 607	20		2'-7"	4'-3"									
82	1	6	7'-0"	ANW 608	20		2'-9"	4'-3"									
83	↑	↑	7'-2"	ANW 609	↑		2'-11"	↑									
84			7'-4"	ANW 610			3'-1"										
85			7'-6"	ANW 611			3'-3"										
86			7'-8"	ANW 612			3'-5"										
87			7'-9"	ANW 613			3'-6"										
88			7'-11"	ANW 614			3'-8"										
89			8'-1"	ANW 615			3'-10"										
90			8'-3"	ANW 616			4'-0"										
91			8'-4"	ANW 617			4'-1"										
92			8'-6"	ANW 618			4'-3"										
93			8'-7"	ANW 619			4'-4"										
94			8'-9"	ANW 620			4'-6"										
95			8'-10"	ANW 621			4'-7"										
96			6'-1"	ANW 622			1'-10"										
97			6'-4"	ANW 623			2'-1"										
98			6'-7"	ANW 624			2'-4"										
99			6'-10"	ANW 625			2'-7"										
100			7'-1"	ANW 626			2'-10"										
101			7'-4"	ANW 627			3'-1"										
102			7'-7"	ANW 628			3'-4"										
103			7'-10"	ANW 629			3'-7"										
104			8'-2"	ANW 630			3'-11"										
105			8'-5"	ANW 631	↓		4'-2"	↓									
106			8'-8"	ANW 632	20		4'-5"	4'-3"									
107			4'-10"	ANW 633	Str.												
108			5'-3"	ANW 634	↑												
109			5'-8"	ANW 635													
110			6'-1"	ANW 636													
111			6'-6"	ANW 637													
112			6'-11"	ANW 638													
113			7'-4"	ANW 639													
114			7'-9"	ANW 640													
115			8'-2"	ANW 641													
116			8'-7"	ANW 642													
117			9'-0"	ANW 643													
118			9'-5"	ANW 644													
119			9'-10"	ANW 645													
120			10'-3"	ANW 646													
121			10'-8"	ANW 647													
122			11'-1"	ANW 648													
123	↓		11'-6"	ANW 649													
124	1		11'-11"	ANW 650													
125	3		12'-4"	ANW 651													
126	1		7'-3"	ANW 652													
127	↑		7'-8"	ANW 653													
128			8'-2"	ANW 654													
129			8'-7"	ANW 655													
130			9'-0"	ANW 656													
131			9'-6"	ANW 657													
132			9'-11"	ANW 658													
133	↓		10'-4"	ANW 659													
134	1		10'-10"	ANW 660	↓												
135	2	↓	11'-3"	ANW 661	Str.												
136	21	6	4'-0"	ANW 662	20		2'-0"	2'-0"									
137																	
138																	
139																	
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141																	
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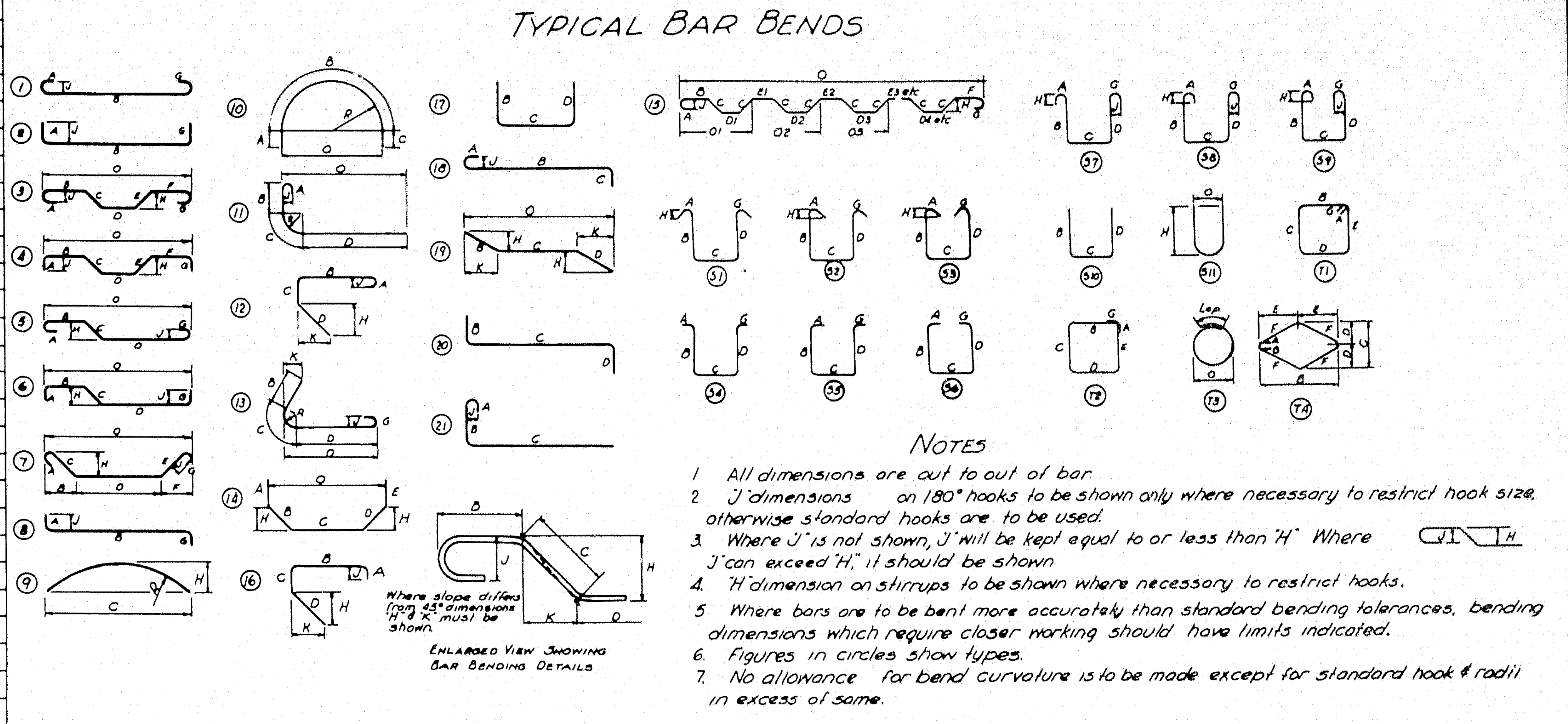
PRINTED BY SPAULDING-MOSS CO. BOSTON, MASS. RE ORDER NO. G-1501

TYPICAL BAR BENDS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(56)
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(58)
(59)
(70)
(71)
(72)
(73)
(74)
Lap
Where slope differs from 45° dimensions "H" & "K" must be shown.
ENLARGED VIEW SHOWING BAR BENDING DETAILS

NOTES

1 All dimensions are out to out of bar.

2 "J" dimensions on 180° hooks to be shown only where necessary to restrict hook size, otherwise standard hooks are to be used.

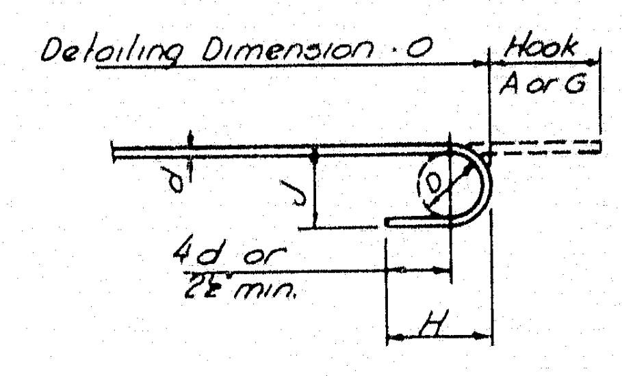
3. Where "J" is not shown, "J" will be kept equal to or less than "H". Where "J" can exceed "H," it should be shown.

4. "H" dimension on stirrups to be shown where necessary to restrict hooks.

5 Where bars are to be bent more accurately than standard bending tolerances, bending dimensions which require closer working should have limits indicated.

6. Figures in circles show types.

7. No allowance for bend curvature is to be made except for standard hook & radii in excess of same.



STANDARD HOOK DETAIL

BAR SIZES

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

8. Bar reinforcement metal shall conform to the requirements of the Standard Specifications for new Billet-Steel Concrete Reinforcement Bars (Intermediate Grade) Serial Designation A.A.S.H.O. M31-48 or its latest revision.
All bars shall be deformed to conform with A.S.T.M. Specifications A305-49.

THE CLARKESON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION

INTERSTATE #95

OVER

MAIN STREET

IN THE CITY OF

WATERVILLE

KENNEBEC COUNTY

NORTHWESTERLY ABUTMENT
REINFORCEMENT SCHEDULE

SHEET 6 OF 10 SHEETS AUGUSTA, MAINE

75-174

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)	[illegible]	[illegible]

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
					NORTHEASTERLY ABUTMENT												
1	4	4	22'-9"	ANE 401	Str.												
2	4	↑	13'-6"	ANE 402	↑												
3	11		4'-0"	ANE 403													
4	7		21'-9"	ANE 404													
5	7	↓	13'-9"	ANE 405													
6	27	4	3'-2"	ANE 406													
7	1	5	5'-7"	ANE 501													
8	2	↑	5'-5"	ANE 502													
9	2		5'-3"	ANE 503													
10	1		5'-1"	ANE 504													
11	2		4'-11"	ANE 505													
12	1		4'-9"	ANE 506													
13	2		4'-7"	ANE 507													
14	1		4'-5"	ANE 508													
15	2		4'-3"	ANE 509													
16	1		4'-1"	ANE 510													
17	2		3'-11"	ANE 511													
18	1		3'-9"	ANE 512													
19	2		3'-7"	ANE 513													
20	1		3'-5"	ANE 514													
21	2		3'-3"	ANE 515													
22	1		3'-1"	ANE 516													
23	2		2'-11"	ANE 517													
24	74		5'-8"	ANE 518													
25	20		19'-3"	ANE 519													
26	[illegible]		11'-8"	ANE 520	↓												
27	17		19'-6"	ANE 521	Str.												
28	7		8'-9"	ANE 522	20		2'-0"	6'-9"									
29	8		9'-0"	ANE 523	↑		↑	7'-0"									
30	8		9'-3"	ANE 524				7'-3"									
31	8		9'-6"	ANE 525	↓		↓	7'-6"									
32	6		9'-10"	ANE 526	20		2'-0"	7'-10"									
33	37		8'-2"	ANE 527	S10		2'-6"	0'-6"	5'-2"								
34	37		5'-1"	ANE 528	20		0'-11"	4'-2"									
35	1		10'-0"	ANE 529	Str.												
36	2		11'-4"	ANE 530	↑												
37	1		10'-10"	ANE 531													
38	↑		10'-4"	ANE 532													
39			9'-11"	ANE 533													
40			9'-5"	ANE 534													
41			9'-0"	ANE 535													
42			8'-6"	ANE 536													
43			8'-0"	ANE 537													
44			7'-7"	ANE 538													
45			7'-1"	ANE 539													
46			6'-7"	ANE 540													
47			6'-2"	ANE 541													
48			5'-8"	ANE 542													
49			5'-3"	ANE 543													
50			4'-9"	ANE 544													
51			4'-4"	ANE 545													
52			3'-10"	ANE 546													
53			6'-10"	ANE 547													
54			7'-3"	ANE 548													
55			7'-8"	ANE 549													
56			8'-1"	ANE 550													
57			8'-6"	ANE 551													
58			8'-11"	ANE 552													
59	↓		9'-4"	ANE 553													
60	1		9'-9"	ANE 554													
61	2		10'-3"	ANE 555													
62	↑		17'-3"	ANE 556													
63			15'-0"	ANE 557													
64			13'-0"	ANE 558													
65			10'-9"	ANE 559													
66	↓		5'-0"	ANE 560													
67	2		3'-4"	ANE 561													
68	1		18'-2"	ANE 562													
69	1		17'-10"	ANE 563													
70	2		10'-0"	ANE 564													
71	2		5'-6"	ANE 565													
72	2	↓	3'-3"	ANE 566													
73	1	5	9'-8"	ANE 567													
74	8	6	6'-0"	ANE 601	↓												
75	12	↑	8'-6"	ANE 602	Str.												
76	1		8'-10"	ANE 603	20		4'-7"	4'-3"									
77	↑		8'-9"	ANE 604	↑		4'-6"	↑									
78			8'-7"	ANE 605			4'-4"										
79			8'-5"	ANE 606			4'-2"										
80	↓	↓	8'-3"	ANE 607	↓		4'-0"	↓									
81	1	6	8'-1"	ANE 608	20		3'-10"	4'-3"									
82	1	6	8'-0"	ANE 609	20		3'-9"	4'-3"									
83	↑	↑	7'-10"	ANE 610	↑		3'-7"	↑									
84			7'-8"	ANE 611			3'-5"										
85			7'-6"	ANE 612			3'-3"										
86			7'-5"	ANE 613			3'-2"										
87			7'-3"	ANE 614			3'-9"										
88			7'-2"	ANE 615			2'-11"										
89			6'-11"	ANE 616			2'-8"										
90			6'-9"	ANE 617			2'-6"										
91			6'-8"	ANE 618			2'-5"										
92			6'-6"	ANE 619			2'-3"										
93			6'-5"	ANE 620			2'-2"										
94			6'-3"	ANE 621			2'-0"										
95			6'-2"	ANE 622			1'-11"										
96			8'-8"	ANE 623			4'-5"										
97			8'-5"	ANE 624			4'-2"										
98			8'-2"	ANE 625			3'-11"										
99			7'-11"	ANE 626			3'-8"										
100			7'-7"	ANE 627			3'-4"										
101			7'-4"	ANE 628			3'-1"										
102			7'-1"	ANE 629			2'-10"										
103			6'-10"	ANE 630			2'-7"										
104			6'-7"	ANE 631			2'-4"										
105			6'-4"	ANE 632	↓		2'-1"	↓									
106			6'-1"	ANE 633	20		1'-10"	4'-3"									
107			11'-4"	ANE 634	Str.												
108			11'-0"	ANE 635	↑												
109			10'-7"	ANE 636													
110			10'-2"	ANE 637													
111			9'-9"	ANE 638													
112			9'-4"	ANE 639													
113			9'-0"	ANE 640													
114			8'-7"	ANE 641													
115			8'-2"	ANE 642													
116			7'-9"	ANE 643													
117			7'-4"	ANE 644													
118			7'-0"	ANE 645													
119			6'-7"	ANE 646													
120			6'-2"	ANE 647													
121			5'-9"	ANE 648													
122			5'-4"	ANE 649													
123			4'-11"	ANE 650													
124			4'-6"	ANE 651													
125			4'-2"	ANE 652													
126			3'-10"	ANE 653													
127			6'-10"	ANE 654													
128			7'-2"	ANE 655													
129			7'-6"	ANE 656													
130			7'-10"	ANE 657													
131			8'-2"	ANE 658													
132			8'-6"	ANE 659													
133			8'-10"	ANE 660													
134			9'-2"	ANE 661													
135			9'-6"	ANE 662													
136	↓		9'-10"	ANE 663	↓												
137	1	↓	10'-3"	ANE 664	Str.												
138	21	6	4'-0"	ANE 665	20		2'-0"	2'-0"									
139																	
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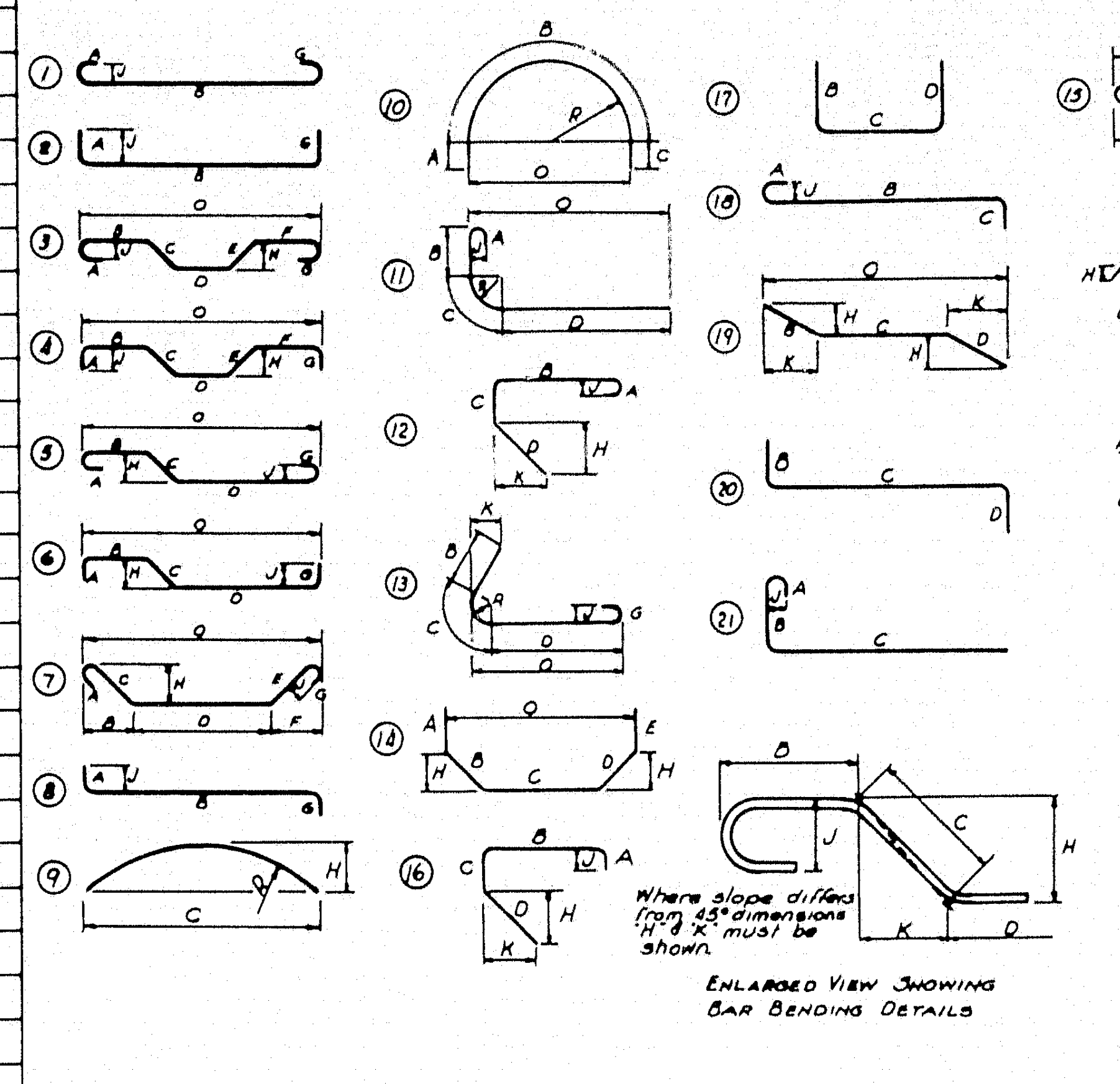
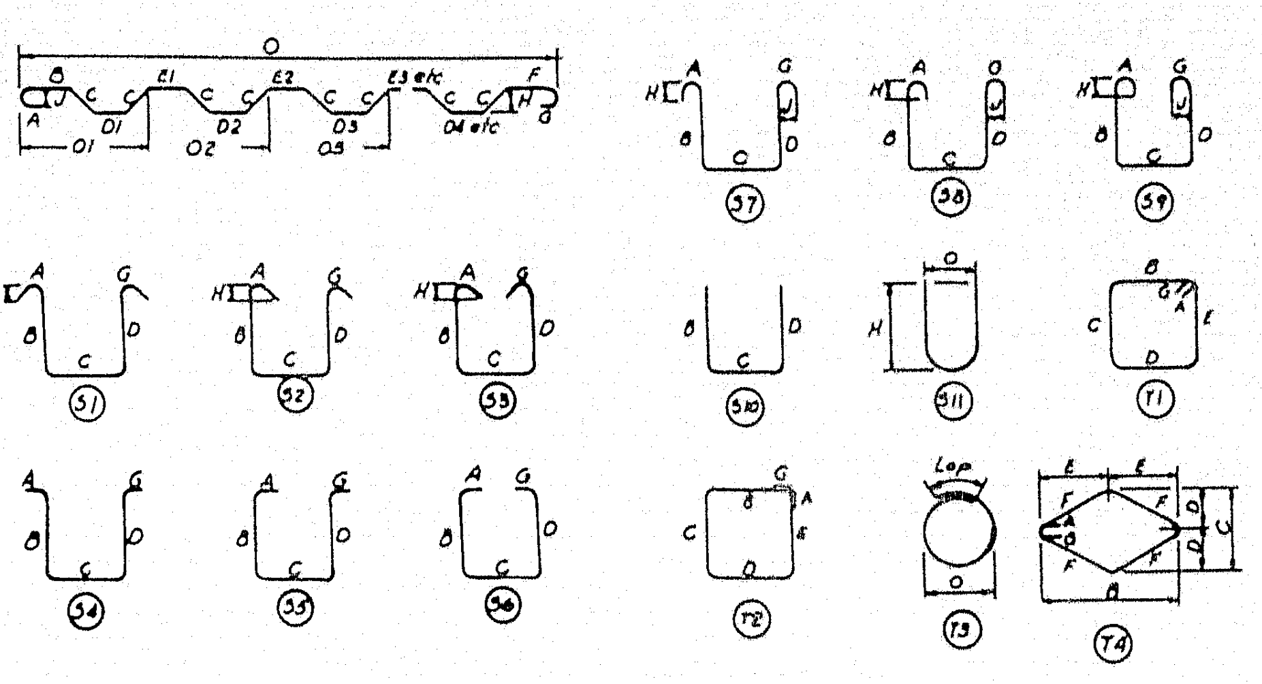
PRINTED BY SPAULDING-MOSS CO. BOSTON, MASS. RE ORDER NO. O-1501

TYPICAL BAR BENDS



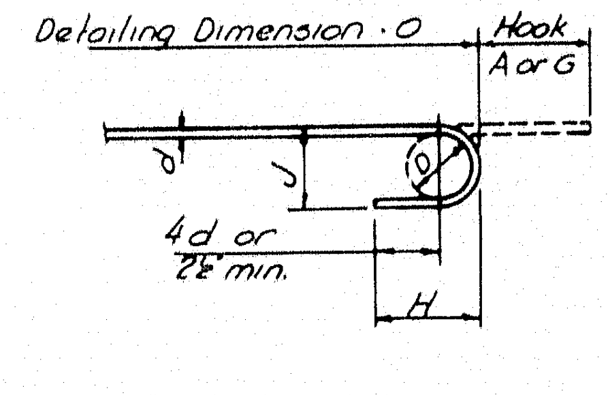
Where slope differs from 45° dimensions "H" & "K" must be shown.

ENLARGED VIEW SHOWING BAR BENDING DETAILS



NOTES

1. All dimensions are out to out of bar
2. "J" dimensions on 180° hooks to be shown only where necessary to restrict hook size, otherwise standard hooks are to be used
3. Where "J" is not shown, "J" will be kept equal to or less than "H". Where "J" can exceed "H," it should be shown
4. "H" dimension on stirrups to be shown where necessary to restrict hooks.
5. Where bars are to be bent more accurately than standard bending tolerances, bending dimensions which require closer working should have limits indicated.
6. Figures in circles show types.
7. No allowance for bend curvature is to be made except for standard hook & radii in excess of same.
8. Bar reinforcement metal shall conform to the requirements of the Standard Specifications for new Billet-Steel Concrete Reinforcement Bars (Intermediate Grade) Serial Designation A.A.S.H.O. M31-48 or its latest revision.
All bars shall be deformed to conform with A.S.T.M. Specifications A305-49.



STANDARD HOOK DETAIL

BAR SIZES

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

THE CLARKESON ENGINEERING CO. INC.

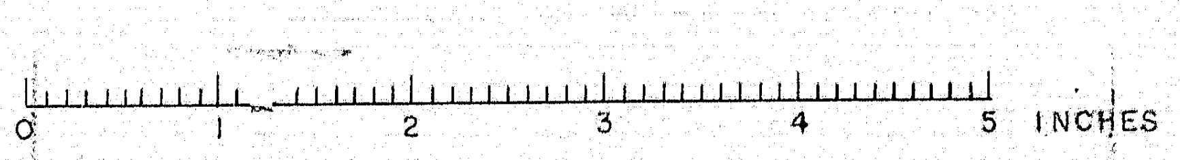
DESIGN G.B. DRAWN J.S.	CHECK J.T. - H.L. APPROVED W.A.H. C.J.M.	BRIDGE NO. SURVEY PLOT

STATE HIGHWAY COMMISSION

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

SHEET 7 OF 10 SHEETS
AUGUSTA, MAINE

75-175



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

WATERVILLE INTERSTATE

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

PRINTED BY SPAULDING-MOSS CO. BOSTON, MASS. RE ORDER NO. G-1501

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
82	1	#6	7'-8"	ASW 612	20		3'-5"	4'-3"									
83	2	↑	7'-6"	ASW 613	↑		3'-3"	↑									
84	2		7'-4"	ASW 614			3'-1"										
85	1		7'-3"	ASW 615			3'-0"										
86	2		7'-1"	ASW 616			2'-10"										
87	1		6'-11"	ASW 617			2'-8"										
88	2		6'-9"	ASW 618			2'-6"										
89	2		6'-7"	ASW 619			2'-4"										
90	2		6'-5"	ASW 620			2'-2"										
91	1		6'-3"	ASW 621	↓		2'-0"	↓									
92	2		6'-2"	ASW 622	20		1'-11"	4'-3"									
93	1		4'-10"	ASW 623	Str.												
94	↑		5'-3"	ASW 624	↑												
95			5'-7"	ASW 625													
96			6'-0"	ASW 626													
97	↓		6'-4"	ASW 627													
98	1		6'-9"	ASW 628													
99	2		7'-2"	ASW 629													
100	↑		7'-7"	ASW 630													
101			8'-0"	ASW 631													
102			8'-5"	ASW 632													
103			8'-10"	ASW 633													
104	↓		9'-3"	ASW 634													
105	2		9'-8"	ASW 635													
106	1		10'-1"	ASW 636													
107	↑		10'-6"	ASW 637													
108			11'-1"	ASW 638													
109			11'-4"	ASW 639													
110			11'-9"	ASW 640													
111			12'-1"	ASW 641													
112			10'-2"	ASW 642													
113	↓		10'-6"	ASW 643													
114	1	↓	10'-11"	ASW 644	↓												
115	2	6	11'-4"	ASW 645	Str.												
116	2	6	12'-4"	ASW 646	Str.												
117																	
118																	
119																	
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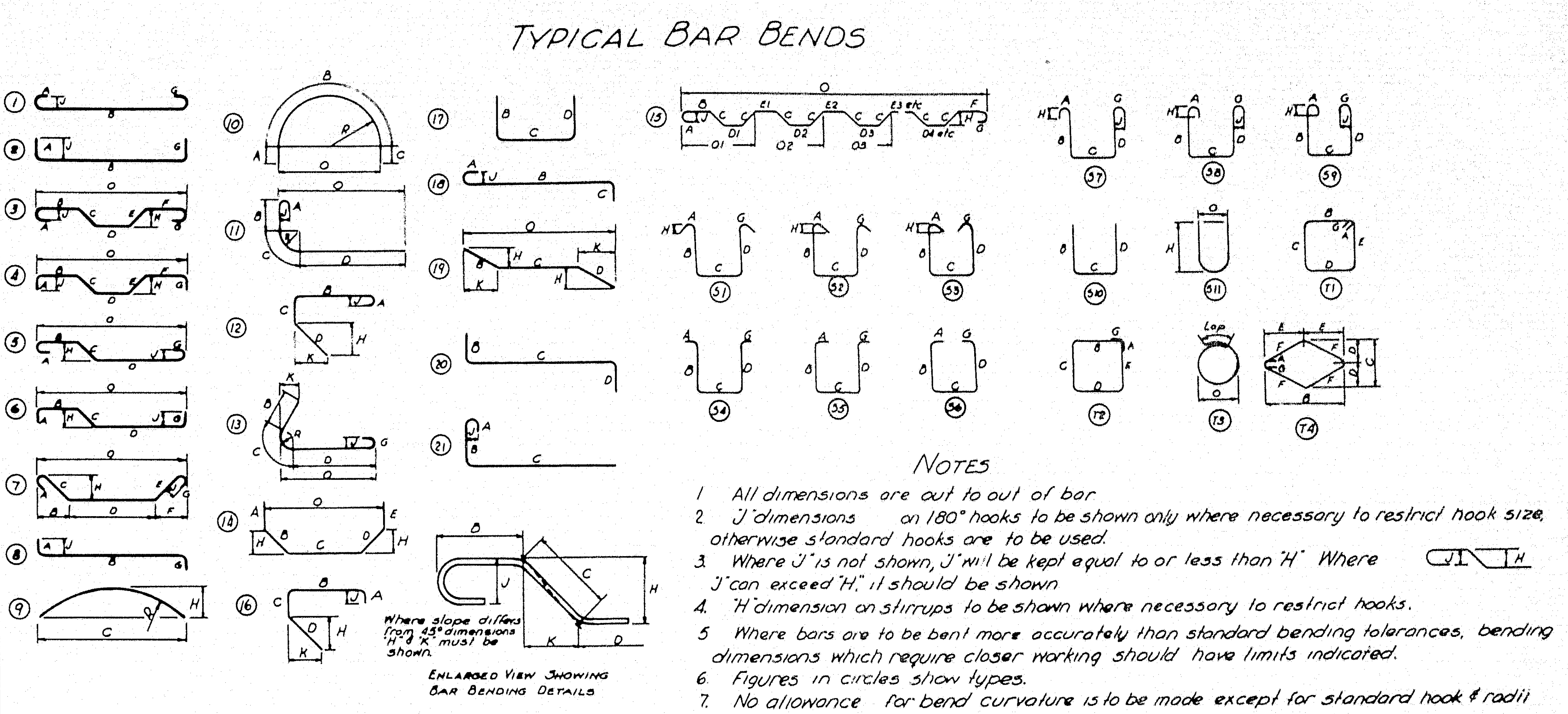
TYPICAL BAR BENDS


Where slope differs from 45° dimensions "H" & "K" must be shown.
ENLARGED VIEW SHOWING BAR BENDING DETAILS
Lap

NOTES

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

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
163																	
164																	
165																	
166																	
167																	
168																	
169																	
170																	
171																	
172																	
173																	
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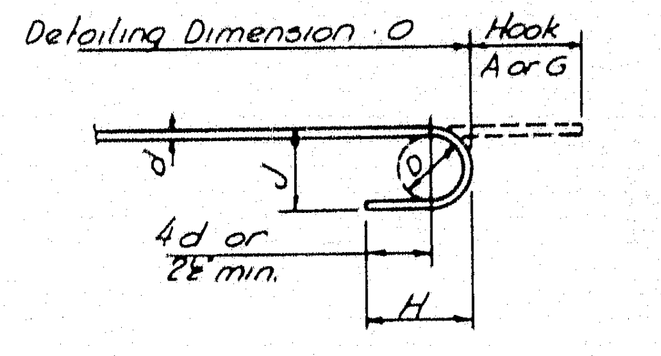

STANDARD HOOK DETAIL

BAR SIZES

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

8. Bar reinforcement metal shall conform to the requirements of the Standard Specifications for new Billet-Steel Concrete Reinforcement Bars (Intermediate Grade) Serial Designation A.A.S.H.O. M31-48 or its latest revision.
All bars shall be deformed to conform with A.S.T.M. Specifications A305-49.

THE CLARKESON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION

INTERSTATE #95
OVER
MAIN STREET
IN THE CITY OF
WATERVILLE

KENNEBEC COUNTY

SOUTHWESTERLY ABUTMENT
REINFORCEMENT SCHEDULE

SHEET 8 OF 10 SHEETS   AUGUSTA, MAINE

75-176

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)	43	44

WATERVILLE INTERSTATE

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
				SOUTHEASTERLY ABUTMENT													
1	12	4	23'-5"	ASE 401	Str.												
2	12	4	13'-2"	ASE 402	↑												
3	12	4	4'-0"	ASE 403													
4	28	4	3'-2"	ASE 404													
5	2	5	2'-11"	ASE 501													
6	1	↑	3'-0"	ASE 502													
7	2		3'-2"	ASE 503													
8	1		3'-4"	ASE 504													
9	1		3'-5"	ASE 505													
10	2		3'-6"	ASE 506													
11	2		3'-9"	ASE 507													
12	1		3'-10"	ASE 508													
13	2		4'-0"	ASE 509													
14	1		4'-1"	ASE 510													
15	1		4'-3"	ASE 511													
16	2		4'-4"	ASE 512													
17	1		4'-6"	ASE 513													
18	2		4'-8"	ASE 514													
19	2		4'-11"	ASE 515													
20	1		5'-0"	ASE 516													
21	2		5'-3"	ASE 517													
22	1		5'-5"	ASE 518													
23	76		5'-8"	ASE 519													
24	20		19'-6"	ASE 520													
25	19		20'-8"	ASE 521	↓												
26	23		12'-6"	ASE 522	Str.												
27	6		9'-11"	ASE 523	20		2'-0"	7'-11"									
28	8		10'-2"	ASE 524	↑		↑	8'-2"									
29	8		10'-6"	ASE 525				8'-6"									
30	8		10'-9"	ASE 526	↓		↓	8'-9"									
31	7		11'-0"	ASE 527	20		2'-0"	9'-0"									
32	37		8'-3"	ASE 528	S10		2'-6"	0'-6"	5'-3"								
33	37		5'-1"	ASE 529	20		0'-11"	4'-2"									
34	1		4'-11"	ASE 530	Str.												
35	↑		5'-4"	ASE 531	↑												
36			5'-10"	ASE 532													
37			6'-3"	ASE 533													
38			6'-9"	ASE 534													
39			7'-2"	ASE 535													
40			7'-8"	ASE 536													
41			8'-1"	ASE 537													
42			8'-7"	ASE 538													
43			9'-0"	ASE 539													
44			9'-6"	ASE 540													
45			9'-11"	ASE 541													
46			10'-5"	ASE 542													
47			10'-11"	ASE 543													
48	↓		11'-5"	ASE 544													
49	1		11'-11"	ASE 545													
50	3		12'-6"	ASE 546													
51	1		6'-11"	ASE 547													
52	↑		7'-6"	ASE 548													
53			8'-0"	ASE 549													
54			8'-6"	ASE 550													
55			9'-0"	ASE 551													
56			9'-6"	ASE 552													
57			10'-0"	ASE 553													
58	↓		10'-6"	ASE 554													
59	1		11'-0"	ASE 555													
60	2		11'-6"	ASE 556													
61	↑		18'-0"	ASE 557													
62			16'-0"	ASE 558													
63			14'-0"	ASE 559													
64			12'-0"	ASE 560													
65	↓		6'-0"	ASE 561													
66	2		4'-3"	ASE 562													
67	1		19'-3"	ASE 563													
68	1		18'-10"	ASE 564													
69	2		10'-6"	ASE 565													
70	2		6'-0"	ASE 566													
71	2		3'-9"	ASE 567													
72	1	↓	10'-9"	ASE 568	↓												
73	1	5	11'-2"	ASE 569	Str.												
74	23	6	4'-0"	ASE 601	20		1'-10"	2'-2"									
75	8	↑	3'-4"	ASE 602	Str.												
76	12		8'-5"	ASE 603	Str.												
77	1		8'-8"	ASE 604	20		4'-5"	4'-3"									
78	2		8'-7"	ASE 605			4'-4"	↑									
79	2		8'-5"	ASE 606			4'-2"										
80	1	↓	8'-4"	ASE 607	↓		4'-1"	↓									
81	2	6	8'-3"	ASE 608	20		4'-0"	4'-3"									

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Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
82	1	6	8'-1"	ASE 609	20		3'-10"	4'-3"									
83	2	↑	8'-0"	ASE 610	↑		3'-9"	↑									
84	1		7'-10"	ASE 611			3'-7"										
85	2		7'-9"	ASE 612			3'-6"										
86	1		7'-7"	ASE 613			3'-4"										
87	2		7'-6"	ASE 614			3'-3"										
88	2		7'-4"	ASE 615			3'-1"										
89	1		7'-3"	ASE 616			3'-0"										
90	2		7'-2"	ASE 617			2'-11"										
91	1		7'-0"	ASE 618			2'-9"										
92	2		6'-11"	ASE 619			2'-8"										
93	1		6'-9"	ASE 620			2'-6"										
94	2		6'-8"	ASE 621			2'-5"										
95	1		6'-6"	ASE 622			2'-3"										
96	2		6'-5"	ASE 623			2'-2"										
97	1		6'-3"	ASE 624	↓		2'-0"	↓									
98	2		6'-2"	ASE 625	20		1'-11"	4'-3"									
99	1		4'-11"	ASE 626	Str.												
100	↑		5'-4"	ASE 627	↑												
101			5'-9"	ASE 628													
102			6'-2"	ASE 629													
103			6'-6"	ASE 630													
104			6'-11"	ASE 631													
105			7'-4"	ASE 632													
106			7'-9"	ASE 633													
107			8'-2"	ASE 634													
108			8'-7"	ASE 635													
109			9'-0"	ASE 636													
110			9'-4"	ASE 637													
111			9'-9"	ASE 638													
112			10'-2"	ASE 639													
113			10'-6"	ASE 640													
114			10'-11"	ASE 641													
115			11'-4"	ASE 642													
116			11'-9"	ASE 643													
117	↓		12'-1"	ASE 644													
118	1		12'-5"	ASE 645													
119	2		12'-6"	ASE 646													
120	1		6'-10"	ASE 647													
121	↑		7'-3"	ASE 648													
122			7'-8"	ASE 649													
123			8'-1"	ASE 650													
124			8'-6"	ASE 651													
125			8'-11"	ASE 652													
126			9'-5"	ASE 653													
127			9'-10"	ASE 654													
128			10'-3"	ASE 655													
129	↓		10'-8"	ASE 656													
130	1	↓	11'-1"	ASE 657	↓												
131	2	6	11'-6"	ASE 658	Str.												
132																	
133																	
134																	
135																	
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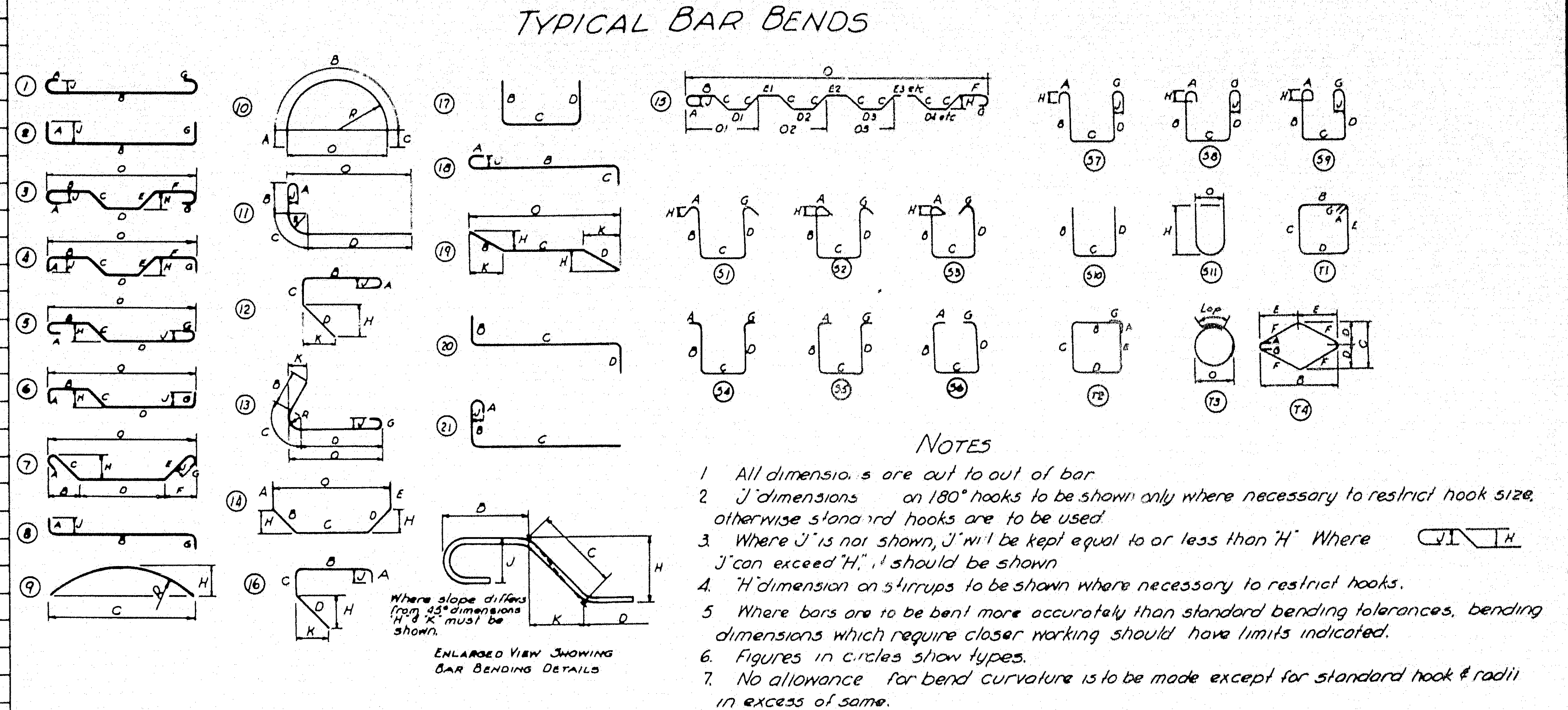
TYPICAL BAR BENDS



Where slope differs from 45° dimensions H & K must be shown.
ENLARGED VIEW SHOWING BAR BENDING DETAILS
Lap

NOTES

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

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
163																	
164																	
165																	
166																	
167																	
168																	
169																	
170																	
171																	
172																	
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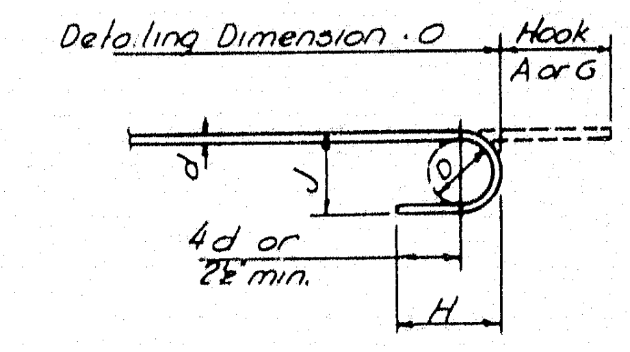


STANDARD HOOK DETAIL

BAR SIZES

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

8. Bar reinforcement metal shall conform to the requirements of the Standard Specifications for new Billet-Steel Concrete Reinforcement Bars (Intermediate Grade) Serial Designation A.A.S.H.O. M31-48 or its latest revision.
All bars shall be deformed to conform with A.S.T.M. Specifications A305-49.

THE CLARKESON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION

INTERSTATE #95

OVER

MAIN STREET

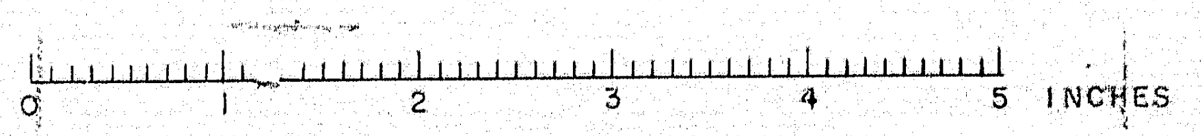
IN THE CITY OF

WATERVILLE
KENNEBEC COUNTY

SOUTHEASTERLY ABUTMENT
REINFORCEMENT SCHEDULE

SHEET 9 OF 10 SHEETS AUGUSTA, MAINE

75-177



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

WATERVILLE INTERSTATE

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
							PIER A										
1																	
2	78	5	9'-10"	PA 501	T1	0'-6"	2'-8"	1'-9"	2'-8"	1'-9"		0'-6"					
3	2		9'-6"	PA 502			2'-4"	1'-11"	2'-4"	1'-11"							
4	2		9'-8"	PA 503			2'-5"		2'-5"								
5	2		9'-10"	PA 504			2'-6"		2'-6"								
6	4		10'-2"	PA 505			2'-8"		2'-8"								
7	4		10'-6"	PA 506			2'-10"		2'-10"								
8	4		10'-10"	PA 507			3'-0"		3'-0"								
9	42		11'-2"	PA 508			3'-2"		3'-2"								
10	2		11'-0"	PA 509			3'-1"		3'-1"								
11	2		10'-8"	PA 510			2'-11"		2'-11"								
12	2		10'-4"	PA 511	T1	0'-6"	2'-9"	1'-11"	2'-9"	1'-11"		0'-6"					
13	6	5	5'-8¾"	PA 512	S10		1'-4"	3'-0¾"	1'-4"								
14	32	5	7'-8"	PA 513	Str.												
15	2	6	36'-8"	PA 601													
16	44	7	7'-8"	PA 701													
17	40	9	5'-9"	PA 901													
18	20	9	20'-6"	PA 902													
19	20	9	24'-2"	PA 903	Str.												
20	8	11	36'-10"	PA 1101	14		5'-11"	25'-0"	5'-11"			1@0'-6" 1@0'-10"					36'-8"
21	8	11	36'-8"	PA 1102	Str.												
22																	
23																	
24																	
25																	
26						PIER B											
27	42	5	9'-10"	PB 501	T1	0'-6"	2'-8"	1'-9"	2'-8"	1'-9"		0'-6"					
28	2		9'-6"	PB 502			2'-4"	1'-11"	2' 4"	1'-11"							
29	2		9'-8"	PB 503			2'-5"		2'-5"								
30	2		9'-10"	PB 504			2'-6"		2'-6"								
31	4		10'-2"	PB 505			2'-8"		2'-8"								
32	4		10'-6"	PB 506			2'-10"		2'-10"								
33	4		10'-10"	PB 507			3'-0"		3'-0"								
34	42		11'-2"	PB 508			3'-2"		3'-2"								
35	2		11'-0"	PB 509			3'-1"		3'-1"								
36	2		10'-8"	PB 510			2'-11"		2'-11"								
37	2		10'-4"	PB 511	T1	0'-6"	2'-9"	1'-11"	2'-9"	1'-11"		0'-6"					
38	6	5	5'-8¾"	PB 512	S10		1'-4"	3'-0¾"	1'-4"								
39	32	5	7'-8"	PB 513	Str.												
40	2	6	36'-8"	PB 601													
41	44	7	7'-8"	PB 701													
42	40	9	5'-9"	PB 901													
43	20	9	20'-9"	PB 902													
44	20	9	30'-5"	PB 903	Str.												
45	8	11	36'-10"	PB 1101	14		5'-11"	25'-0	5'-11"			1@0'-6" 1@0'-10"					36'-8"
46	8	11	36'-8"	PB 1102	Str.												
47																	
48																	
49																	
50																	
51																	
52						PIER C											
53	78	5	9'-10"	PC 501	T1	0'-6"	2'-8"	1'-9"	2'-8"	1'-9"		0'-6"					
54	2		9'-6"	PC 502			2'-4"	1'-11"	2'-4"	1'-11"							
55	2		9'-8"	PC 503			2'-5"		2'-5"								
56	2		9'-10"	PC 504			2'-6"		2'-6"								
57	4		10'-2"	PC 505			2'-8"		2'-8"								
58	4		10'-6"	PC 506			2'-10"		2'-10"								
59	4		10'-10"	PC 507			3'-0"		3'-0"								
60	42		11'-2"	PC 508			3'-2"		3'-2"								
61	2		11'-0"	PC 509			3'-1"		3'-1"								
62	2		10'-8"	PC 510			2'-11"		2'-11"								
63	2		10'-4"	PC 511	T1	0'-6"	2'-9"	1'-11"	2'-9"	1'-11"		0'-6"					
64	6		5'-8¾"	PC 512	S10		1'-4"	3'-0¾"	1'-4"								
65	32	5	7'-8"	PC 513	Str.												
66	2	6	36'-8"	PC 601	Str.												
67	44	7	7'-8"	PC 701	Str.												
68	40	9	5'-9"	PC 901	Str.												
69	20	9	24'-6"	PC 902	Str.												
70	20	9	21'-1"	PC 903	Str.												
71	8	11	36'-10"	PC 1101	14		5'-11"	25'-0"	5'-11"			1@0'-6" 1@0'-10"					36'-8"
72	8	11	36'-8"	PC 1102	Str.												
73																	
74																	
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78																	
79																	
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81																	
82						PIER D											
83	78	5	9'-10"	PD 501	T1	0'-6"	2'-8"	1'-9"	2'-8"	1'-9"		0'-6"					
84	2		9'-6"	PD 502			2'-4"	1'-11"	2'-4"	1'-11							
85	2		9'-8"	PD 503			2'-5"		2'-5"								
86	2		9'-10"	PD 504			2'-6"		2'-6"								
87	4		10'-2"	PD 505			2'-8"		2'-8"								
88	4		10'-6"	PD 506			2'-10"		2'-10"								
89	4		10'-10"	PD 507			3'-0"		3'-0"								
90	42		11'-2"	PD 508			3'-2"		3'-2"								
91	2		11'-0"	PD 509			3'-1"		3'-1"								
92	2		10'-8"	PD 510			2'-11"		2'-11"								
93	2		10'-4"	PD 511	T1	0'-6"	2'-9"	1'-11"	2'-9"	1'-11"		0'-6"					
94	6	5	5'-8¾"	PD 512	S10		1'-4"	3'-0¾"	1'-4"								
95	2	6	36'-8"	PD 601	Str.												
96	64	6	8'-8"	PD 602													
97	40	9	5'-9"	PD 901													
98	20	9	22'-0"	PD 902													
99	20	9	22'-6"	PD 903													
100	10	9	31'-8"	PD 904	Str.												
101	8	11	36'-10"	PD 1101	14		5'-11"	25'-0"	5'-11"			1@0'-6" 1@0'-10"					36'-8"
102	8		36'-8"	PD 1102	Str.												
103	10		31'-8"	PD 1103	Str.												
104	10	11	20'-6"	PD 1104	Str.												
105																	
106																	
107																	
108																	
109					DECK												
110	608	4	26'-2"	S 401	Str.												
111	304	4	31'-2"	S 402	Str.												
112	660	5	4'-4"	S 501	S5		1'-8"	0'-8"	1'-6"			0'-6"					
113	660		5'-11"	S 502	S5	0'-9"	1'-2"	2'-1"	1'-2"			0'-9"					
114	332		36'-0"	S 503	Str.												
115	73		37'-6"	S 504	15		3'-4½"	0'-7¾"	4'-1½"	3'-3"	2'-8½"						36'-0"
116	24			S 505			3'-3½"				2'-9½"						
117	24			S 506			3'-2½"				2'-10½"						
118	42		37'-6"	S 507			3'-0½"		4'-1½"		3'-0½"						36'-0"
119	73		37'-10"	S 508			3'-4½"		4'-2½"		2'-8½"						36'-4"
120	24			S 509			3'-3½"				2'-9½"						
121	24			S 510			3'-2½"				2'-10½"						
122	40		37'-10"	S 511	15		3'-0½	0'-7¾	4'-2½"	3'-3"	3'-0½"						36'-4"
123	328		36'-5"	S 512	Str.												
124	96	5	3'-0"	S 513	Str.												
125	48	5	6'-0"	S 514	Str.												
126																	
127																	
128																	
129																	
130				APPROACH SLABS													
131	40	4	31'-10"	AS 401	Str.												
132	40	4	32'-3"	AS 402	Str.												
133	496	7	14'-6"	AS 701	Str.												
134																	
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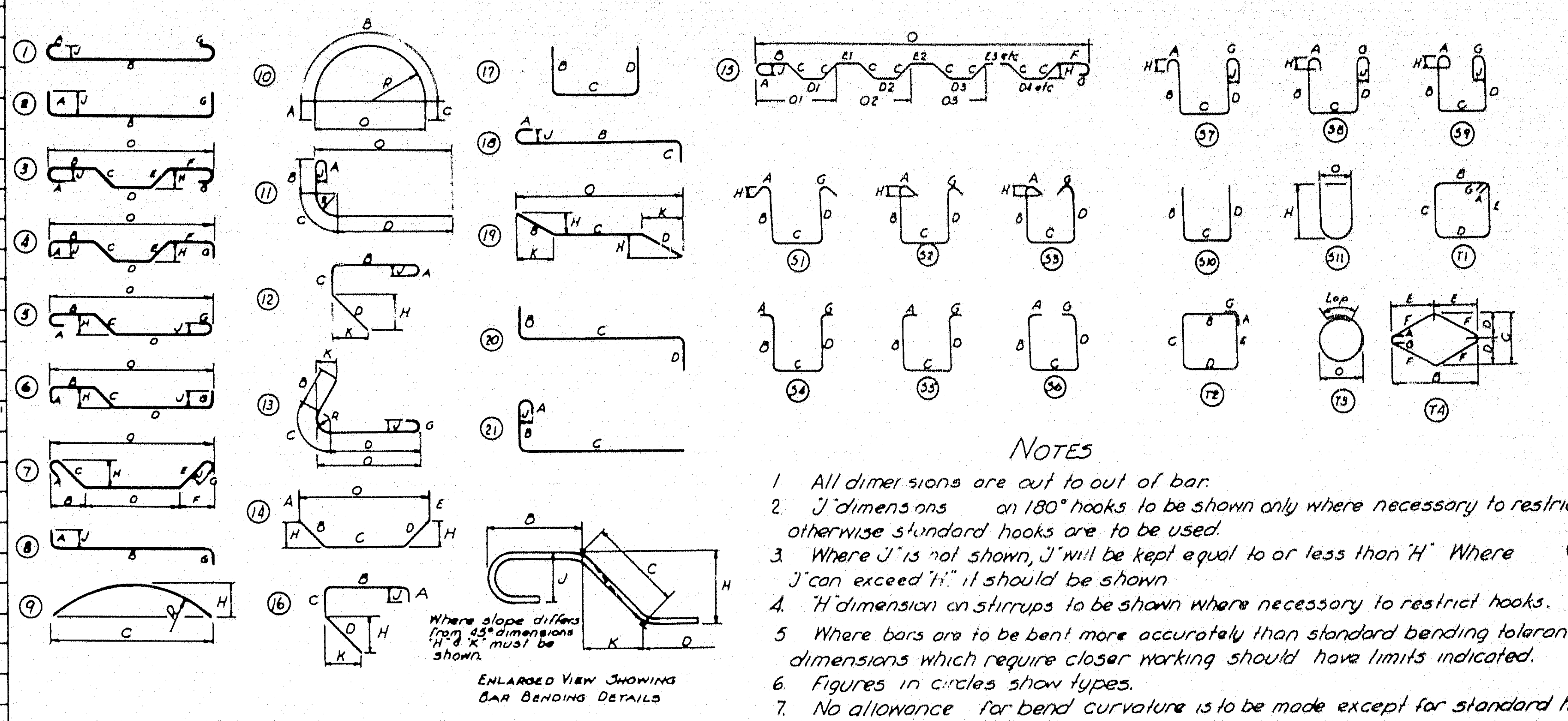
TYPICAL BAR BENDS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T4
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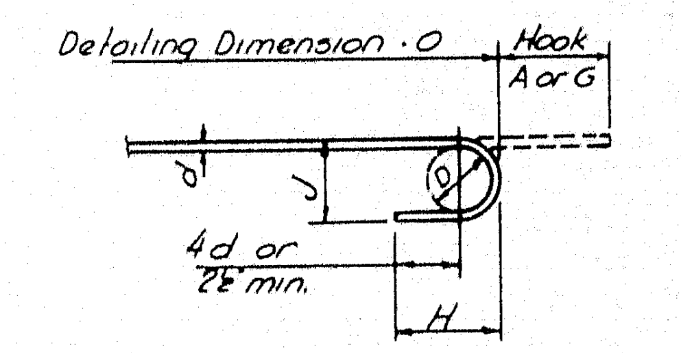
G
H
J
K
R
O
Lap
Where slope differs from 45° dimensions "H" & "K" must be shown.
ENLARGED VIEW SHOWING BAR BENDING DETAILS

NOTES

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



STANDARD HOOK DETAIL

BAR SIZES

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

8. Bar reinforcement metal shall conform to the requirements of the Standard Specifications for new Billet-Steel Concrete Reinforcement Bars (Intermediate Grade) Serial Designation A.A.S.H.O. M31-48 or its latest revision. All bars shall be deformed to conform with A.S.T.M. Specifications A305-49.

THE CLARKESON ENGINEERING CO., INC.

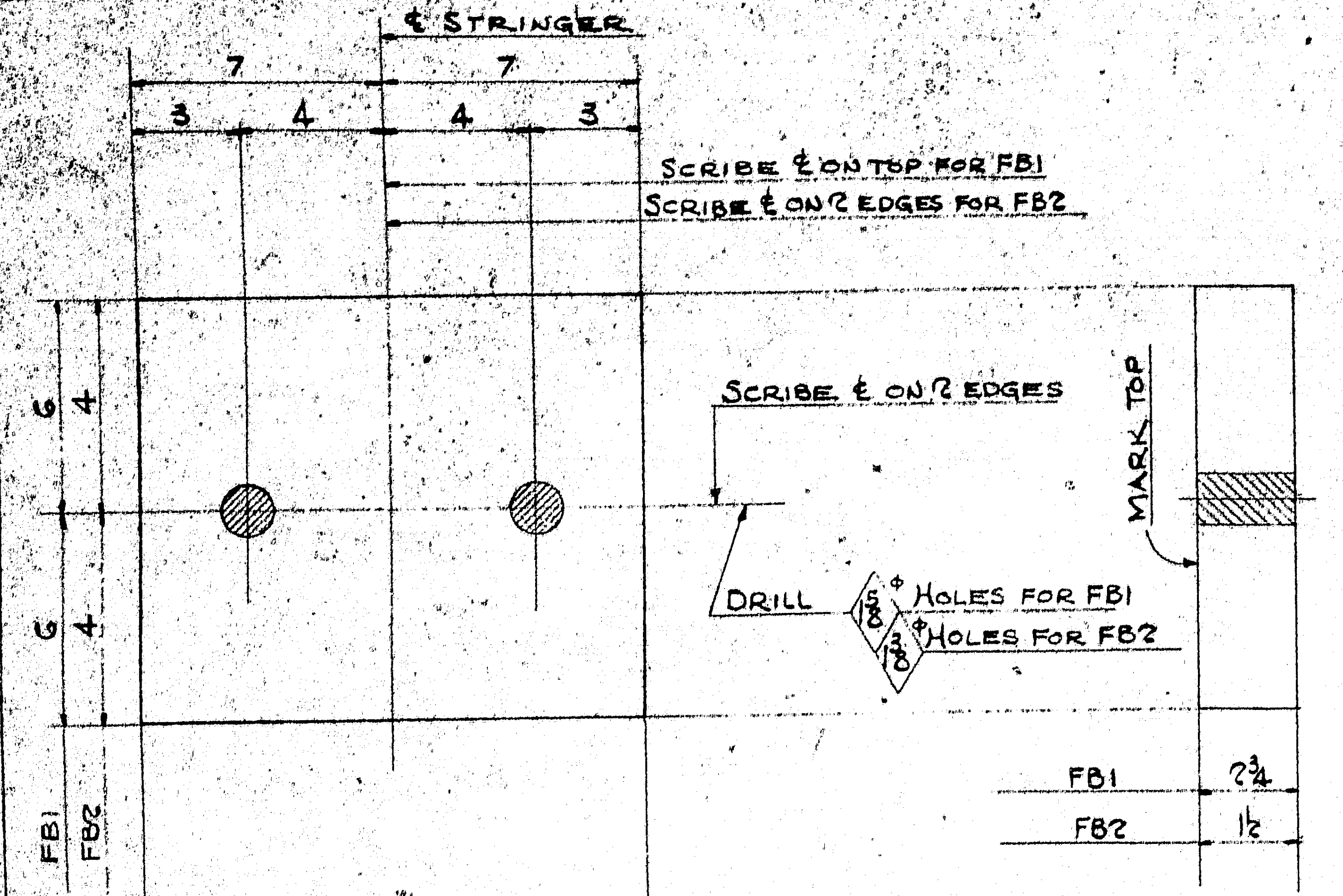
DESIGN G.B., R.M. DRAWN J.S.	CHECK P.W.G., H.L. APPROVED W.A.H., C.J.M.	BRIDGE NO. SURVEY PLOT

STATE HIGHWAY COMMISSION

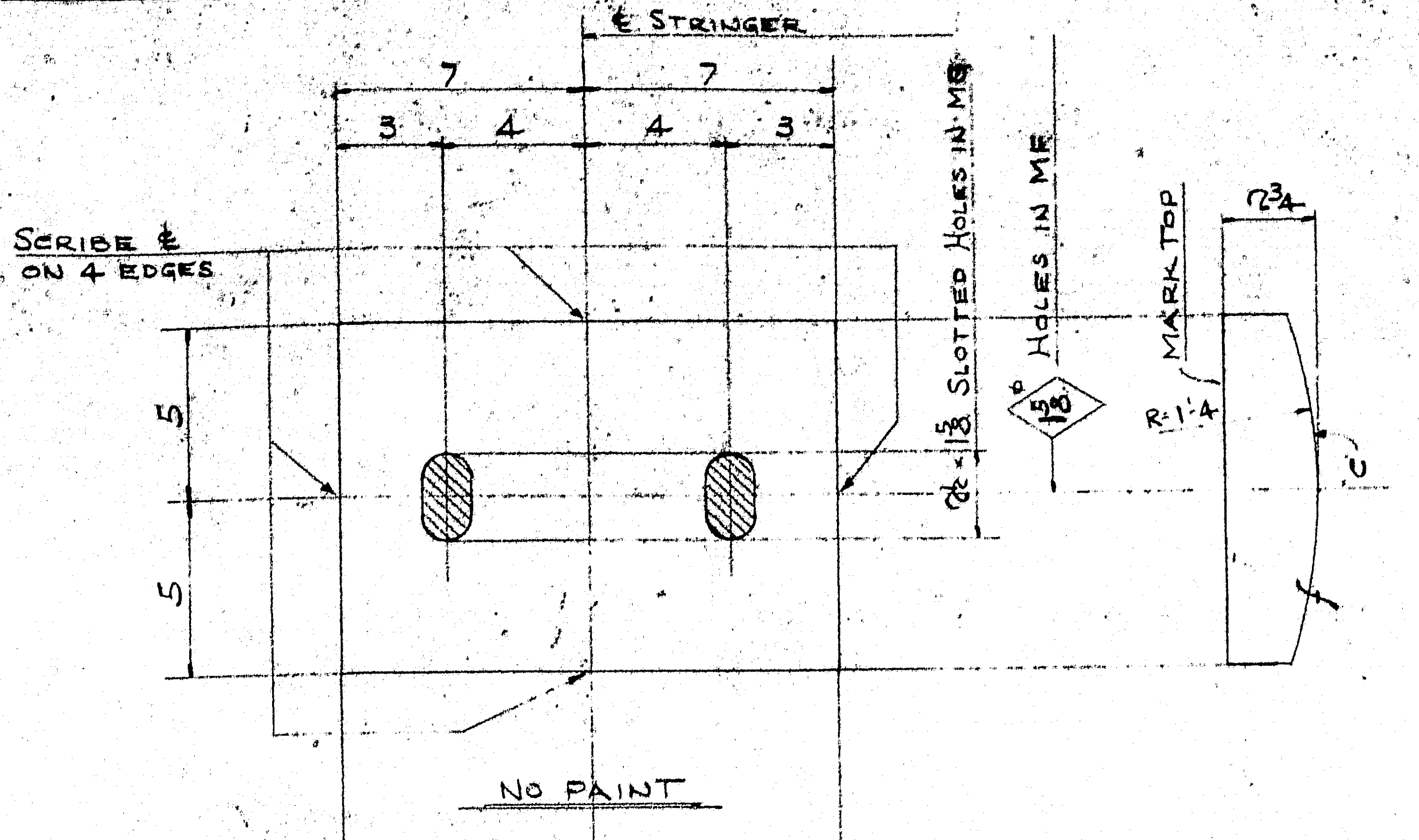
INTERSTATE # 95
OVER
MAIN STREET
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
PIER & DECK REINFORCMENT SCHEDULE

SHEET 10 OF 10 SHEET
AUGUSTA, MAINE

75-178

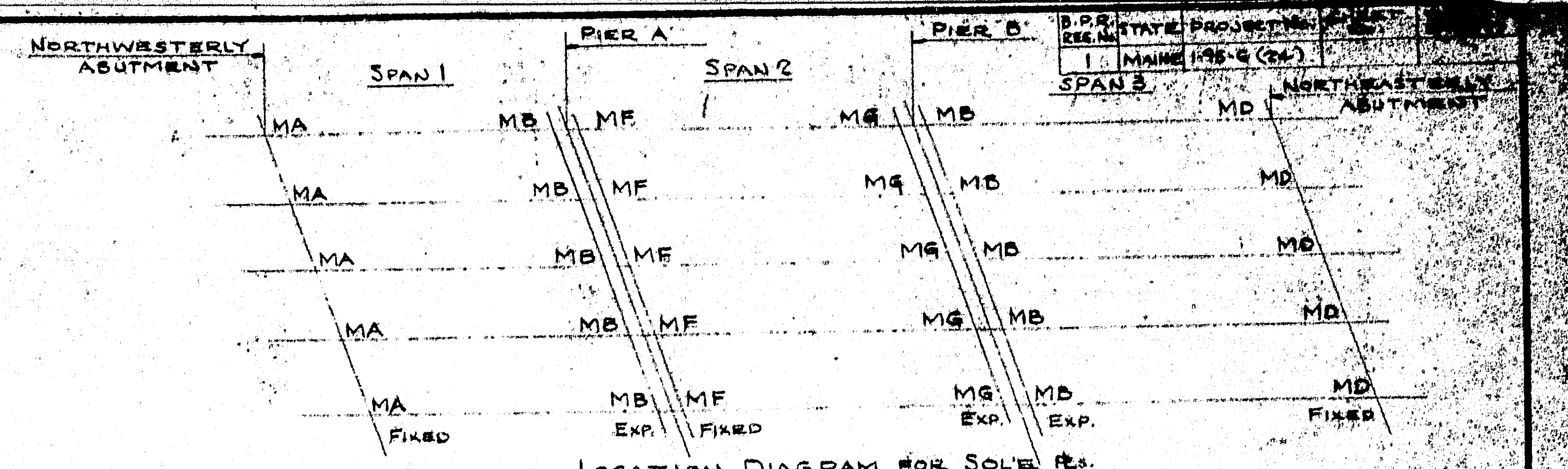

℄ STRINGER
7
7
3
4
4
3
SCRIBE ℄ ON TOP FOR FB1
SCRIBE ℄ ON 2 EDGES FOR FB2
SCRIBE ℄ ON 2 EDGES
MARK TOP
6
4
6
4
DRILL
5/8 ⌀ HOLES FOR FB1
7/8 ⌀ HOLES FOR FB2
FB1
FB2
FB1 2 3/4
FB2 1 1/2

MK.	NO. REQ'D.		SPAN 1	2	3	4	5	6
FB1	10	⅊ 12 · 2 3/4 · 1'-2 (ORD.) 10/4		5			5	
FB2	20	⅊ 8 · 1 1/2 · 1'-2 (ORD.) 10/8	5		5	5		5


℄ STRINGER
7
7
3
4
4
3
SCRIBE ℄ ON 4 EDGES
5
5
2 - 1 3/8 SLOTTED HOLES IN MG
2 - 1 5/8 ⌀ HOLES IN MF
MARK TOP
2 3/4
R = 1'-4
'C'

NO PAINT

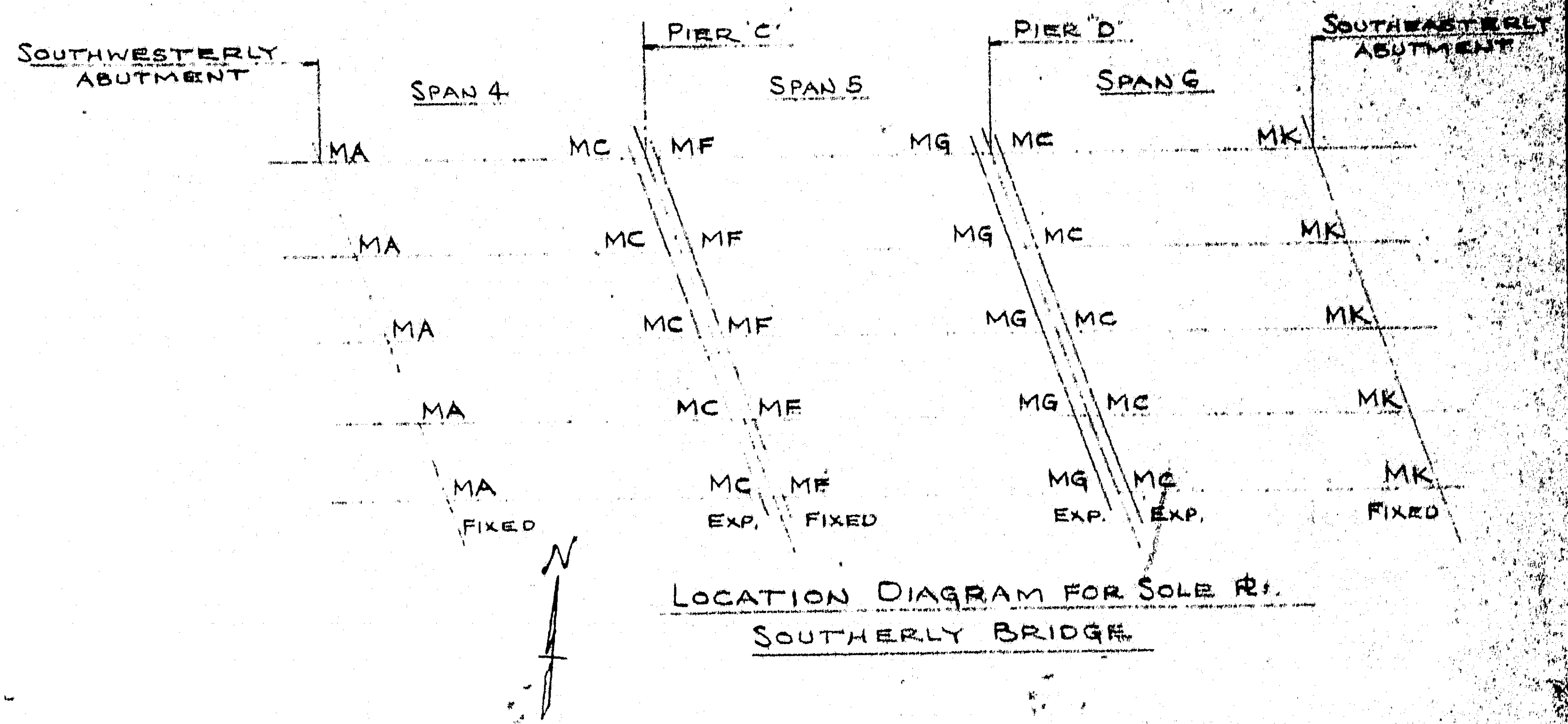
MARK	NO. REQ'D.		SPAN 2	5
MF	10	⅊ 10 · 2 3/4 (P1S) · 1'-2 (ORD) 10/12	5	5
MG	10	⅊ 10 · 2 3/4 (P1S) × 1'-2 (ORD.) 10/12	5	5


NORTHWESTERLY ABUTMENT
SPAN 1
PIER 'A'
SPAN 2
PIER 'B'
SPAN 3
NORTHEASTERLY ABUTMENT
MA
MA
MA
MA
MA FIXED
MB
MB
MB
MB
MB EXP.
MF
MF
MF
MF
MF FIXED
MG
MG
MG
MG
MG EXP.
MB
MB
MB
MB
MB EXP.
MD
MD
MD
MD
MD FIXED

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

LOCATION DIAGRAM FOR SOLE ⅊S.

NORTHERLY BRIDGE


SOUTHWESTERLY ABUTMENT
SPAN 4
PIER 'C'
SPAN 5
PIER 'D'
SPAN 6
SOUTHEASTERLY ABUTMENT
MA
MA
MA
MA
MA FIXED
MC
MC
MC
MC
MC EXP.
MF
MF
MF
MF
MF FIXED
MG
MG
MG
MG
MG EXP.
MC
MC
MC
MC
MC EXP.
MK
MK
MK
MK
MK FIXED
N

LOCATION DIAGRAM FOR SOLE ⅊S.

SOUTHERLY BRIDGE

SHOP NOTE:

PLATES TO BE PRESS STRAIGHTENED IF NECESSARY TO INSURE FLATNESS.

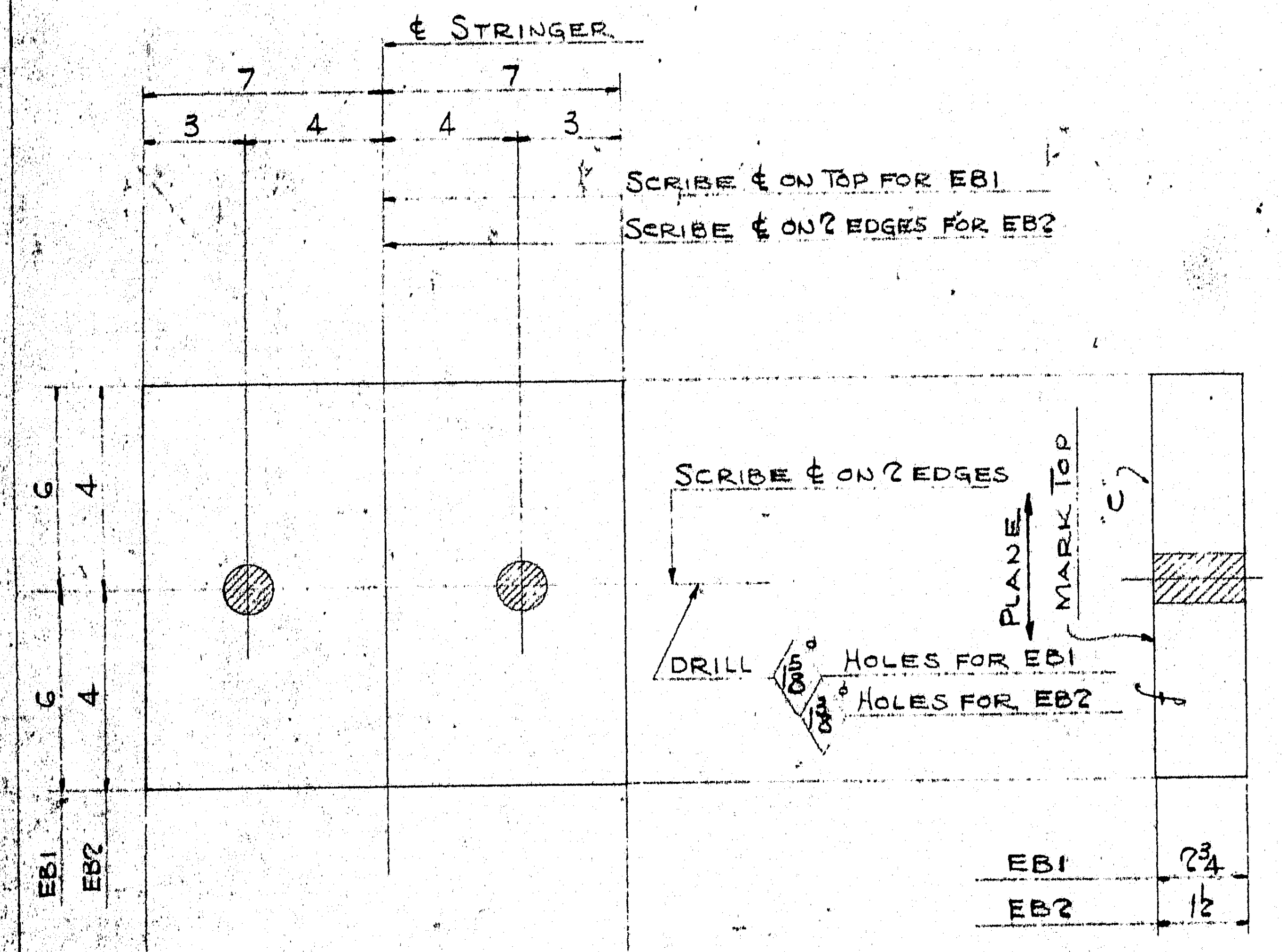
GENERAL NOTES:

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

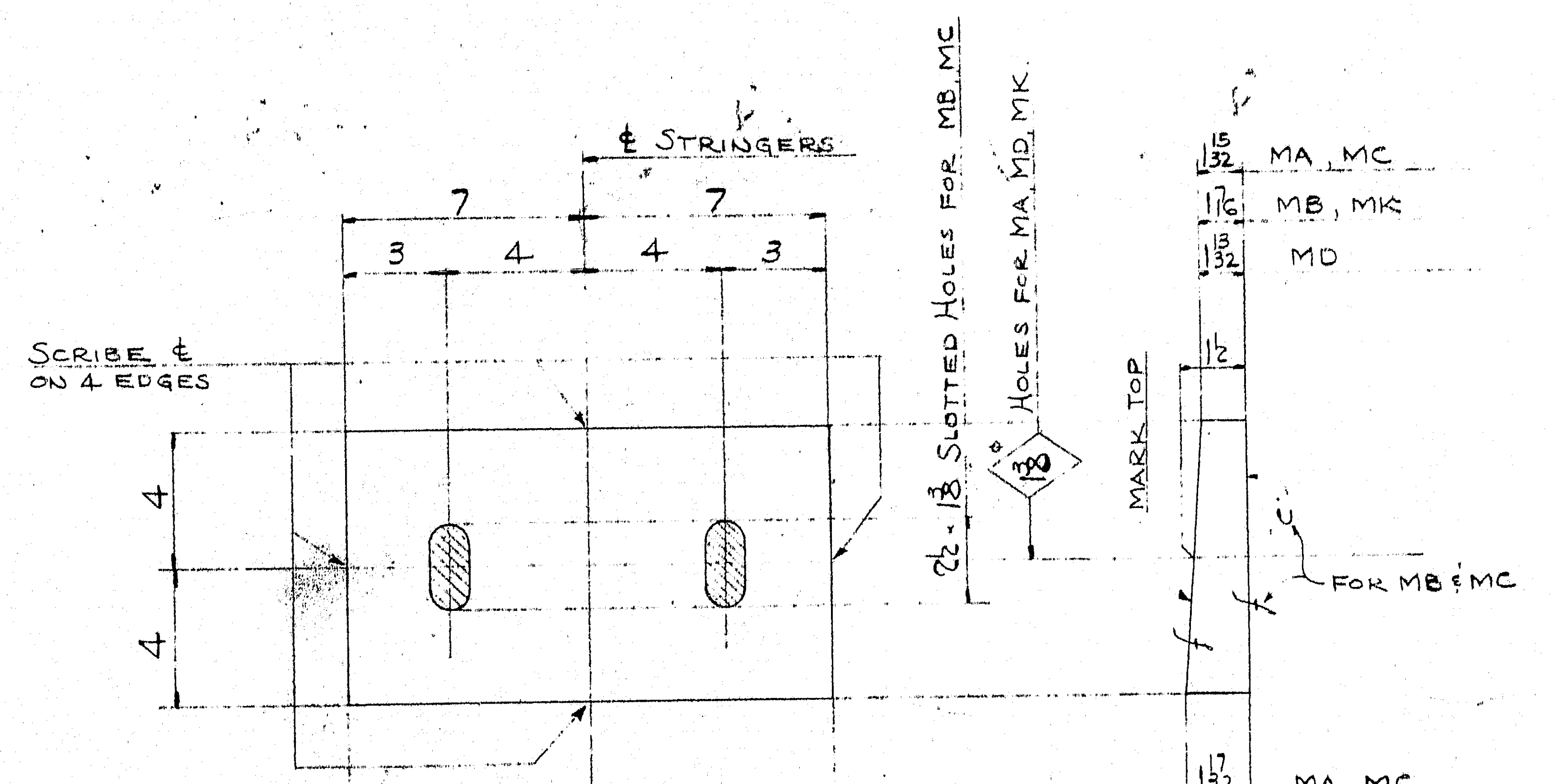
PLATES FB1, FB2, EB1 AND EB2 MAY BE SHIPPED DIRECT TO SITE.

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

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


℄ STRINGER
7
7
3
4
4
3
SCRIBE ℄ ON TOP FOR EB1
SCRIBE ℄ ON 2 EDGES FOR EB2
SCRIBE ℄ ON 2 EDGES
PLANE
MARK TOP
'C'
6
4
6
4
DRILL
5/8 ⌀ HOLES FOR EB1
7/8 ⌀ HOLES FOR EB2
EB1
EB2
EB1 2 3/4
EB2 1 1/2

MK.	NO. REQ'D.		SPAN 1	2	3	4	5	6
EB1	10	⅊ 12 × 2 3/4 × 1'-2 (P1S) (ORD.) 10/2		5			5	
EB2	20	⅊ 8 × 1 1/2 × 1'-2 (P1S) (ORD.) 10/6	5		5	5		5


℄ STRINGERS
7
7
3
4
4
3
SCRIBE ℄ ON 4 EDGES
4
4
2 - 1 3/8 SLOTTED HOLES FOR MB, MC
2 - 1 5/8 ⌀ HOLES FOR MA, MD, MK
MARK TOP
1 15/32 MA, MC
1 7/16 MB, MK
1 13/32 MD
1 1/2
'C'
FOR MB & MC
1 17/32 MA, MC
1 9/16 MB, MK
1 19/32 MD

NO PAINT

MARK	NO. REQ'D.		SPAN 1	3	4	6
MA	10	⅊ 8 × (1 15/32 - 1 17/32) (M1S) · 1'-2 (ORD.) 10/18	5		5	
MB	10	⅊ 8 × (1 7/16 - 1 9/16) (M2S) · 1'-2 (ORD) 10/16	5	5		
MC	10	⅊ 8 · (1 15/32 · 1 17/32) (M2S) · 1'-2 (ORD) 10/16			5	5
MD	5	⅊ 8 · (1 13/32 · 1 19/32) (M1S) × 1'-2 (ORD.) 10/14		5		
MK	5	⅊ 8 · (1 7/16 · 1 9/16) (M1S) × 1'-2 (ORD) 10/18				5

BEARING DETAILS

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

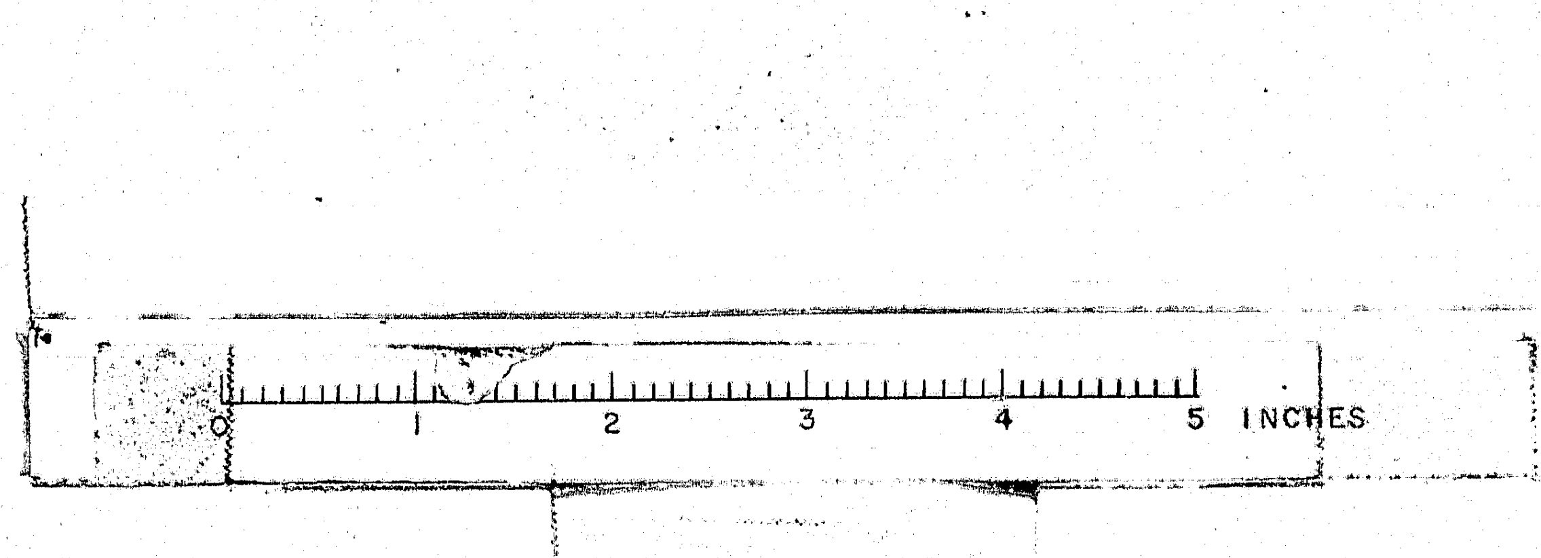
TEMP.
SUPT.
LAYOUT
FITTER
SHOP INSP.
PO. WK.
B. SMITH
MCH.
ERECT.
O. INSP.
WEIGHTS

SHOP NO.

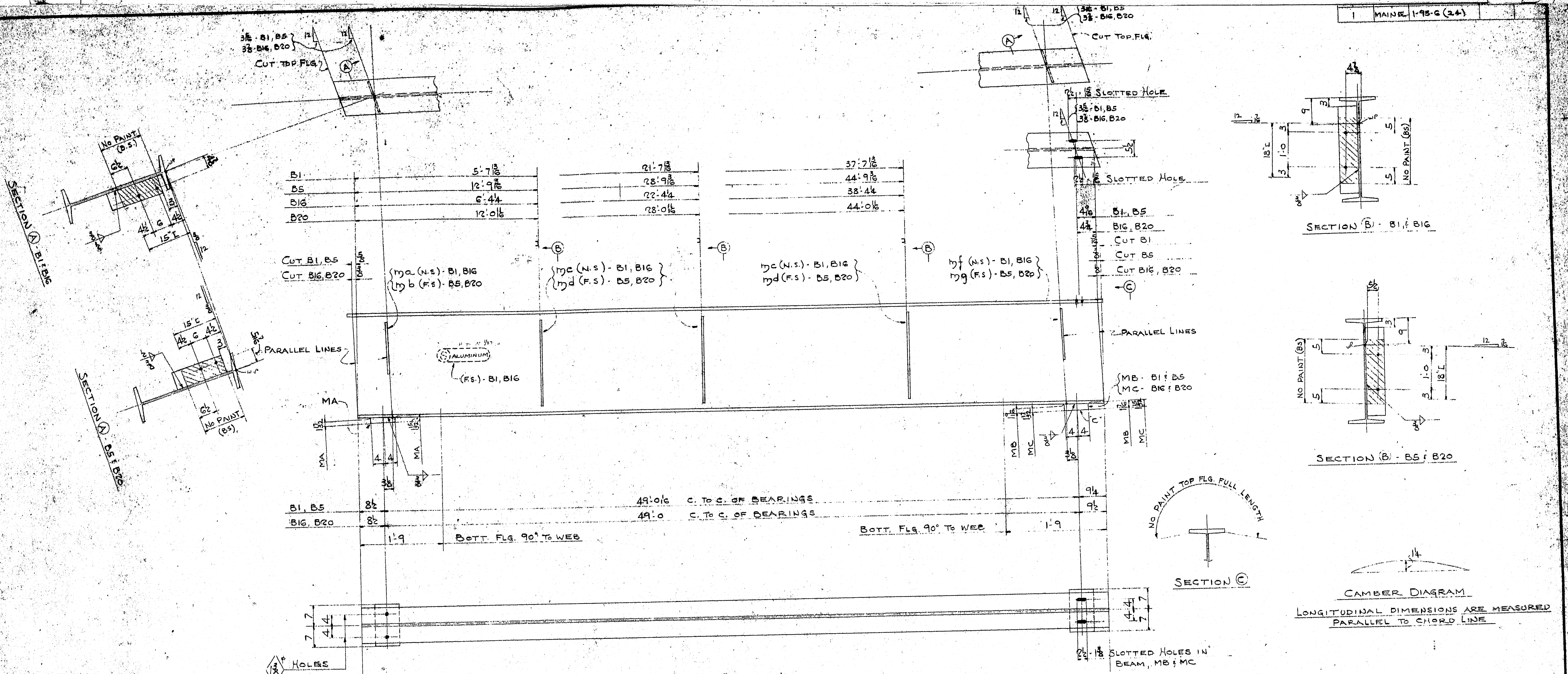
CUSTOMER: CALLAHAN BROS. INC. MECHANIC FALLS, MAINE
STRUCTURE: INTERSTATE #95 BRIDGE OVER MAIN ST. WATERVILLE, MAINE

BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH WO
IN CHARGE HOOVER SEC. MADE BY B.T.
CHECKED BY S. 12-10-58 TRACED BY
REVISED LAST ASSEM. MK.
CONTRACT CP4433

75-178 C


0
1
2
3
4
5
INCHES

1	MAINE	1-95-6 (24)


3 5/16 - B1, B5
3 3/8 - B16, B20
CUT TOP FLG.
A
SECTION A - B1 & B16
SECTION A - B5 & B20
NO PAINT (B.5)
NO PAINT (B5)
15 "C
PARALLEL LINES
B1
B5
B16
B20
5'-7 13/16
12'-9 7/16
6'-4 1/4
12'-0 1/16
21'-7 13/16
28'-9 3/16
22'-4 1/4
28'-0 1/16
37'-7 13/16
44'-9 3/16
38'-4 1/4
44'-0 1/16
CUT B1, B5
CUT B16, B20
ma (N.S.) - B1, B16
mb (F.S.) - B5, B20
mc (N.S.) - B1, B16
md (F.S.) - B5, B20
mf (N.S.) - B1, B16
mg (F.S.) - B5, B20
ALUMINUM
(F.S.) - B1, B16
MA
MB
MC
MB - B1 & B5
MC - B16 & B20
C
2 1/2 · 15/16 SLOTTED HOLE
4 9/16 B1, B5
4 3/4 B16, B20
CUT B1
CUT B5
CUT B16, B20
B1, B5
B16, B20
49'-0 1/16 C. TO C. OF BEARINGS
49'-0 C. TO C. OF BEARINGS
1'-9
BOTT. FLG. 90° TO WEB
13/16 HOLES
2 1/2 · 15/16 SLOTTED HOLES IN BEAM, MB & MC
BOTTOM SECTION
SECTION B - B1 & B16
SECTION B - B5 & B20
NO PAINT (B5)
18 "C
NO PAINT TOP FLG. FULL LENGTH
SECTION C
1/4
CAMBER DIAGRAM
LONGITUDINAL DIMENSIONS ARE MEASURED PARALLEL TO CHORD LINE

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

MARK	NO. REQ'D.	SPAN	
B1	ONE	1	B - 36 5/16 - 182 - 50'-5 13/16 (ORD. 51'-0 CUT 50'-9 7/16) 2/6
B5	ONE	1	B - 36 5/16 - 182 - 50'-5 13/16 (ORD. 51'-0 CUT 50'-9 3/8) 2/6
B16	ONE	4	B - 36 5/16 - 182 - 50'-6 (ORD. 51'-0 CUT 50'-10 1/8) 2/6
B20	ONE	4	B - 36 5/16 - 182 - 50'-6 (ORD. 51'-0 CUT 50'-10 1/8) 2/6

4 - Pls. 8 - (1 15/32 - 1 17/32)(M1S) - 1'-2 MA
2 - Pls. 8 - (1 1/16 - 1 1/16)(M2S) - 1'-2 MB - B1 & B5
2 - Pls. 8 - (1 15/32 - 1 17/32)(M2S) - 1'-2 MC - B16 & B20
(ORD. & DET. ON SHEET #1) DO NOT DUPLICATE

2 - Pls. 6 3/4 - 1/2 - 1'-6 ma - B1 & B16
2 - Pls. 6 3/4 - 1/2 - 1'-6 mb - B5 & B20
(ORD. 18 - 1/2 - 16'-6) 5/6
6 - Pls. 6 3/4 - 1/2 - 2'-6 mc - B1 & B16
6 - Pls. 6 3/4 - 1/2 - 2'-6 md - B5 & B20
(ORD. 30 - 1/2 - 16'-6) 5/4
2 - Pls. 6 3/4 - 1/2 - 1'-6 mf - B1 & B16
2 - Pls. 6 3/4 - 1/2 - 1'-6 mg - B5 & B20
(ORD. 18 - 1/2 - 16'-6) 5/6
1/4 F. WELD - 12'-0 (3'-0 EA. PC.)
3/8 F. WELD - 83'-0 (20'-9 EA. PC.)

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

STRINGER DETAILS

TEMP.
SUPT.
LAYOUT
FITTER
SHOP INSP.
PQ. WK.
B. SMITH
MCH.
ERECT.
O. INSP.
WEIGHTS.

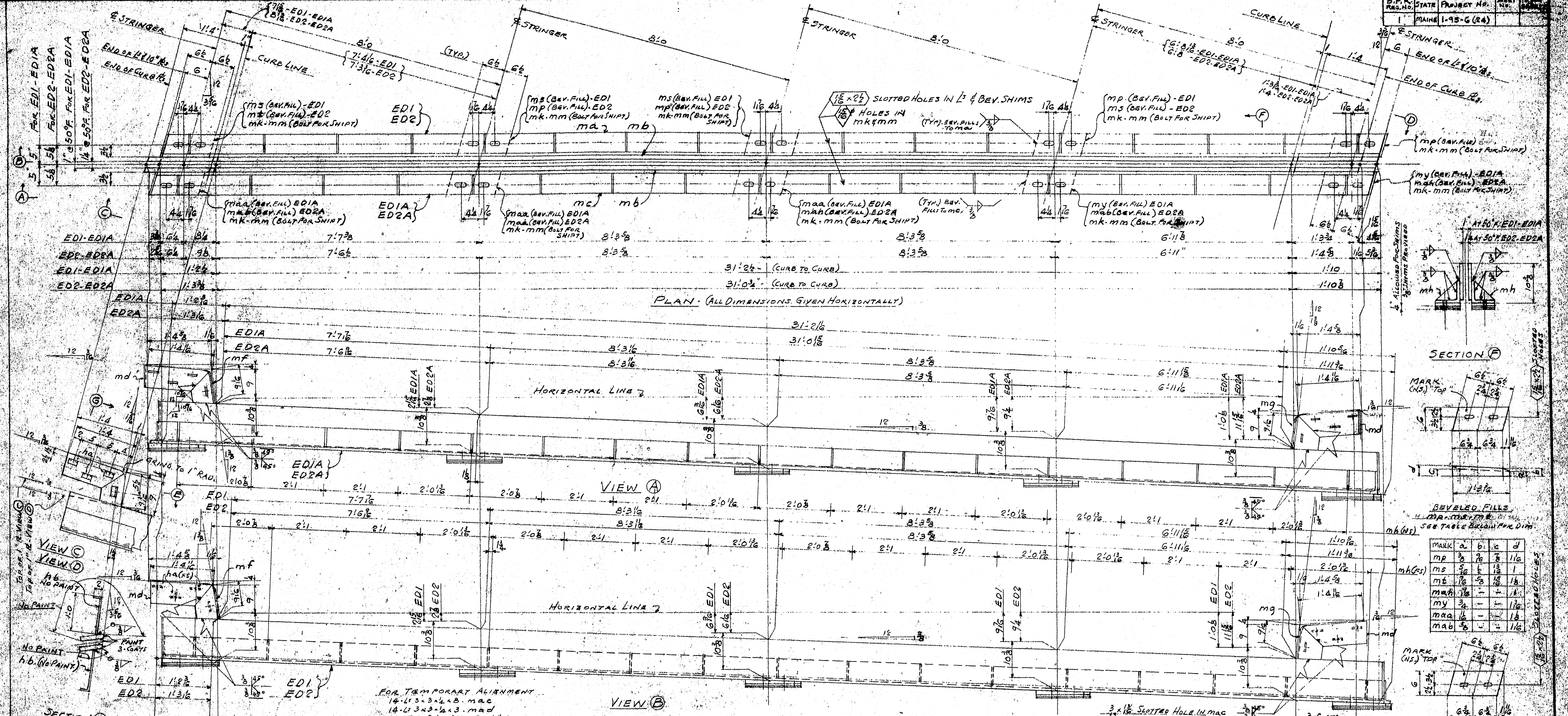
SHOP NO.

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

BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH WORKS
IN CHARGE Hoover S.E.C. MADE BY B.T.
CHECKED BY S. 12-23-58 TRACED BY
REVISED LAST ASSEM. MK.
CONTRACT CP4433 SHEET ②

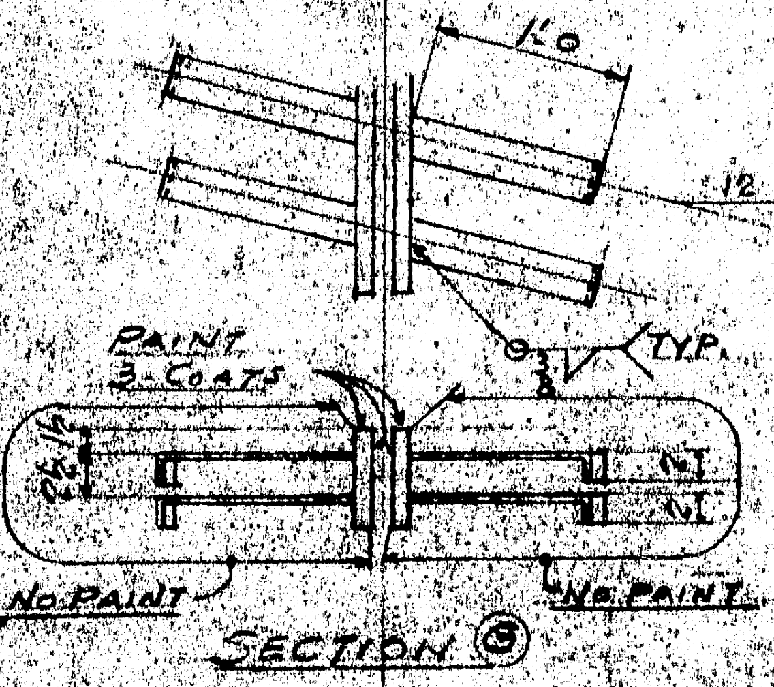
75-128

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


℄ STRINGER
END OF L's & 10" ℞s
END OF CURB ℞s
CURB LINE
7 1/16 - ED1 - ED1A
8 1/16 - ED2 - ED2A
7'4 1/16 - ED1
7'3 3/16 - ED2
(TYP.)
FOR ED1-ED1A
FOR ED2-ED2A
1" @ 50°F. FOR ED1-ED1A
1/4" @ 50°F. FOR ED2-ED2A
ms (BEV. FILL) - ED1
mt (BEV. FILL) - ED2
mk-mm (BOLT FOR SHIPT)
maa (BEV. FILL) ED1A
mab (BEV. FILL) ED2A
mp (BEV. FILL) - ED1
my (BEV. FILL) ED1A
mah (BEV. FILL) ED2A
1 1/16 × 2 1/2 SLOTTED HOLES IN L's & BEV. SHIMS
15/16 Ø HOLES IN mk & mm
(TYP.) BEV. FILLS TO ma
ma
mb
mc
6'8 1/2 - ED1 - ED1A
6'8 - ED2 - ED2A
1'3 1/2 - ED1 - ED1A
1'4 - ED2 - ED2A
31'2 1/8 (CURB TO CURB)
31'0 3/4 (CURB TO CURB)
PLAN - (ALL DIMENSIONS GIVEN HORIZONTALLY)
1/4" ALLOWED FOR SHIMS
3/8 SHIMS PROVIDED
AT 50° F. ED1-ED1A
AT 50° F. ED2-ED2A
SECTION F
MARK (NS.) "TOP"
SLOTTED HOLES
HORIZONTAL LINE
GRIND TO 1" RAD.
VIEW A
VIEW B
VIEW C
VIEW D
TOP OF ℞ - VIEW C
BOT OF ℞ - VIEW D
NO PAINT
PAINT 3-COATS
h.b. (NO PAINT)
ha (NS)
md
mf
mg
mh (NS)
mh (FS)
SECTION E
BEVELED FILLS
mp - ms - mt
SEE TABLE BELOW FOR DIM.

MARK	a	b	c	d
mp	3/8	9/16	7/8	1 1/16
ms	5/16	1/2	13/16	1
mt	7/16	5/8	15/16	1 1/8
mah	9/16	–	–	1
my	3/4	–	–	1 3/16
maa	11/16	–	–	1 1/8
mab	5/8	–	–	1 1/16

FOR TEMPORARY ALIGNMENT
14 - L's 3 × 3 × 1/4 × 8 . mac
14 - L's 3 × 3 × 1/4 × 3 . mad
14 - T.B. 3/4 Ø × 1 1/2 Lg. Sq. H. & N


1'0
12
3 5/16
PAINT 3-COATS
TYP.
NO PAINT
NO PAINT
SECTION B

ED1 - ONE REQ'D. SPAN 1.

ONE - L 6 × 6 × 3/4 × 34'5 1/16 - ma (ORD. 35'0") 4/7
ONE - ℞ 10 (U.M.) × 1 × 34'3 3/4 - mb (ORD. 34'9) 6/4
2 - ℞s 6 × 1 × 1'4 15/16 - md
ONE - ℞ 6 × 1 × 9 1/16 - mf
6 - BARS 2 1/2 × 1/2 × 1'1 1/2 - ha
2 - BARS - 2 1/2 × 1/2 × 1'1 1/2 - hb
5 - FILLS - 6 × 1/4 × 1'3 3/16 - mk
5 - FILLS - 6 × 1/8 × 1'3 3/16 - mm
2 - BEV. FILLS - 6 × 3/8 TO 1 1/16 × 1'3 3/16 - mp
3 - BEV. FILLS - 6 × 5/16 TO 1 × 1'3 3/16 - ms
5 - T.B. 7/8 Ø × 2 3/4 Lg.
3/8" F. WELD × 68'6
3/8" F. WELD × 39'5 (INTERM.)
3/8" 45° WELD × 4'10 (INTERM.)
17 - BARS - 5 1/4 × 3/8 × 5 1/4 - mh
ONE - BAR 6 × 1 × 9 1/16 - mg

ED2 - ONE REQ'D. SPAN 2.

ONE - L - ma 4/7
ONE - ℞ - mb 6/4
2 - ℞s - md
ONE - ℞ - mf
6 - BARS - ha
2 - BARS - hb
5 - FILLS - mk
5 - FILLS - mm
3 - BEV. FILL - mp
ONE - BEV. FILL - ms
ONE - BEV. FILLS - 6 × 7/16 TO 1 1/8 × 1'3 3/16 - mt
5 - T.B. 7/8 Ø × 3" LG.
3/8" F. WELD × 39'5 (INTERM.)
3/8" F. WELD × 68'6

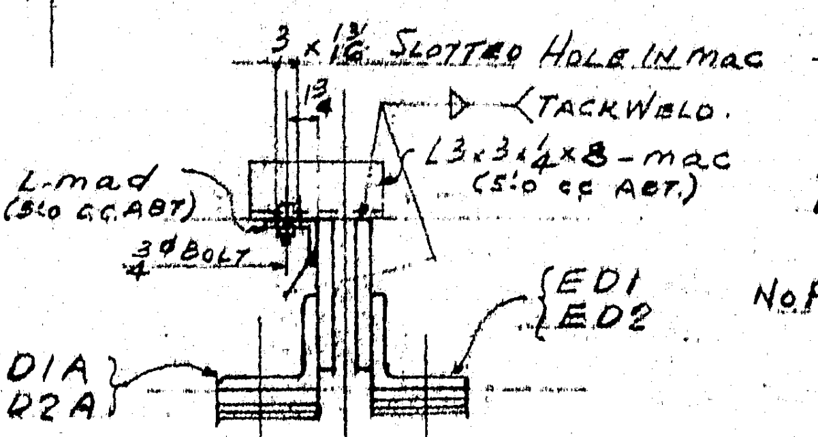
3/8" 45° WELD × 4'10 (INTERM.)
ONE - BAR - mg
17 - BARS - mh

ED1A - ONE REQ'D. SPAN 2.

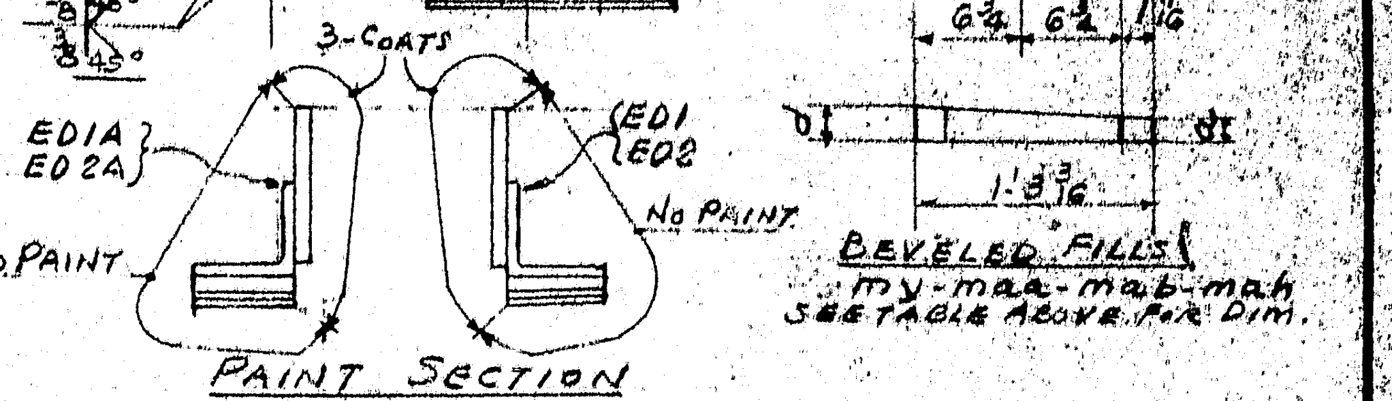
ONE - L 6 × 6 × 3/4 × 34'4 3/8 - mc 4/7
ONE - ℞ - mb 6/4
2 - ℞s - md
ONE - ℞ mf
6 - BARS - ha
2 - BARS - hb
5 - FILLS - mk
5 - FILLS - mm
2 - BEV. FILLS 6 × 3/4 TO 1 3/16 × 1'3 3/16 - my
3 - BEV. FILLS 6 × 11/16 TO 1 1/8 × 1'3 3/16 - maa
5 - T.B. 7/8 Ø × 3" LG.
3/8" F. WELD × 68'6
3/8" F. WELD × 39'5 (INTERM)
3/8" 45° WELD × 4'10 (INTERM)
ONE - BAR - mg
17 - BARS - mh

ED2A - ONE REQ'D. SPAN 3.

ONE - L - mc 4/7
ONE - ℞ - mb 6/4
2 - ℞s - md
ONE - ℞ - mf
6 - BARS - ha
2 - BARS - hb
5 - FILLS - mk
5 - FILLS - mm
2 - BEV. FILLS - 6 × 9/16 TO 1 × 1'3 3/16 - mah
ONE - BEV. FILL - maa
2 - BEV. FILL - 6 × 5/8 TO 1 1/16 × 1'3 3/16 - mab
5 - T.B. 7/8 Ø × 3" LG.
3/8" F. WELD × 68'6
3/8" F. WELD × 39'5 (INTERM)
3/8" 45° WELD × 4'10 (INTERM)
ONE - BAR - mg
17 - BARS - mh


3 × 1 3/16 SLOTTED HOLE IN mac
1 3/4
TACKWELD.
L 3 × 3 × 1/4 × 8 - mac (5'0 cc ABT.)
L - mad (5'0 cc ABT.)
3/4 Ø BOLT
ED1 ED2
ED1A ED2A

SHOP NOTE -
PROVIDE STIFF L's BOLTED ALONG EXP. DAM (5'0 ± ON CTRS) TO HOLD DAM IN PROPER ALIGNMENT.


3/8 45°
3/8 45°
3-COATS
ED1A ED2A
ED1 ED2
NO PAINT
NO PAINT
PAINT SECTION
6 1/2
6 1/2
2 3/4
2 3/4
MARK (NS.) "TOP"
6
2 1/4
3 3/4
6 3/4
6 1/2
1 1/16
1'3 3/16
b
d

BEVELED FILLS
my - maa - mab - mah
SEE TABLE ABOVE FOR DIM.

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

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

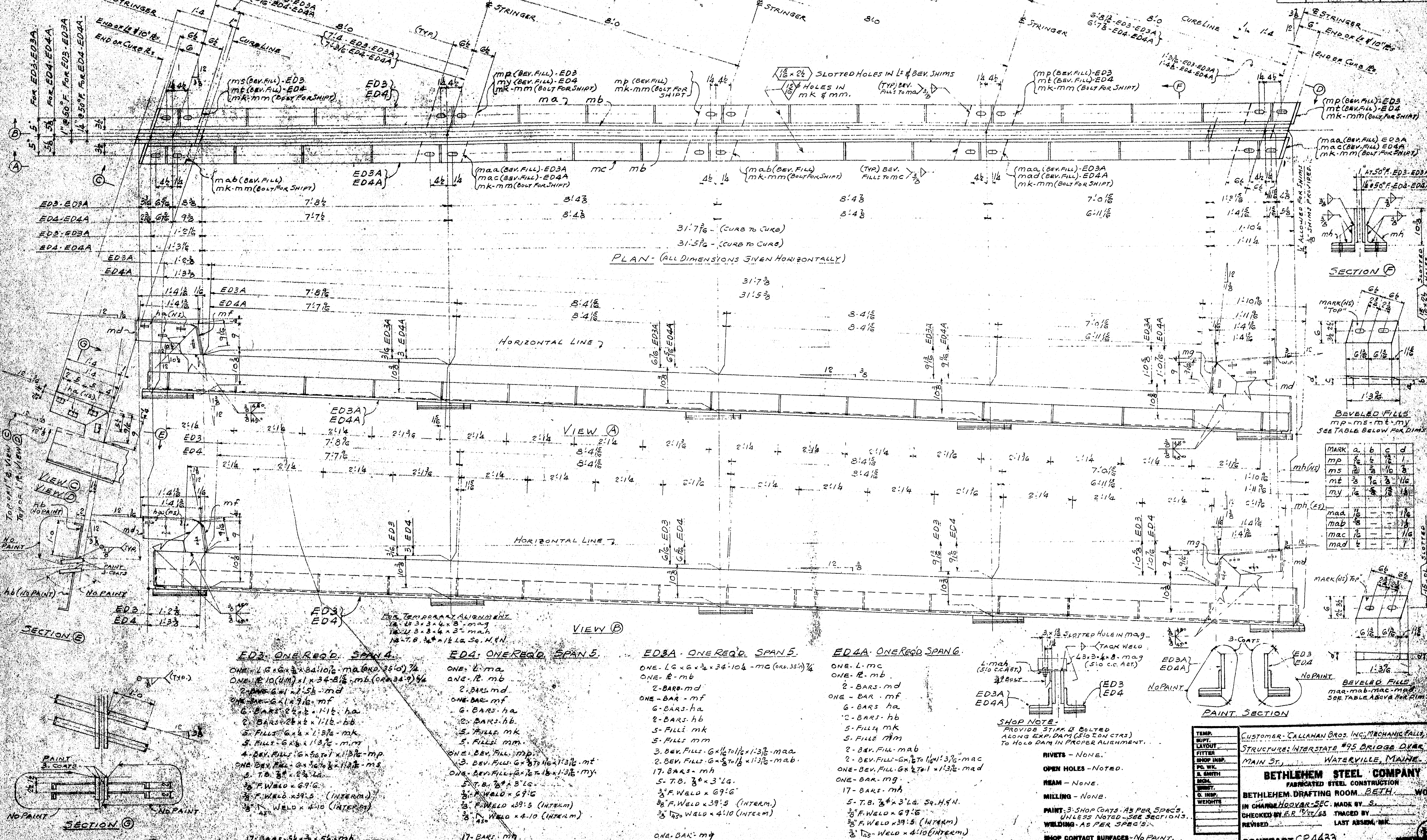
SHOP NO.

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

BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH. WORKS
IN CHARGE HOOVER - SEC. MADE BY G.
CHECKED BY E.R. 12/22/58 TRACED BY
REVISED LAST ASSEM. MK.
CONTRACT CP4433 SHEET 9

75-178 J.

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



℄ STRINGER
END OF L's & 10" ℞
END OF CURB ℞
CURB LINE
8'0
(TYP.)
SLOTTED HOLES IN L's & BEV. SHIMS
HOLES IN mk & mm.
mp (BEV. FILL) - ED3
my (BEV. FILL) - ED4
mk-mm (BOLT FOR SHIP'T)
ms (BEV. FILL) - ED3
mt (BEV. FILL) - ED4
mab (BEV. FILL)
maa (BEV. FILL) - ED3A
mac (BEV. FILL) - ED4A
mad (BEV. FILL) - ED4A
ma
mb
mc
31'-7 7/16 - (CURB TO CURB)
31'-5 3/16 - (CURB TO CURB)
PLAN - (ALL DIMENSIONS GIVEN HORIZONTALLY)
HORIZONTAL LINE
VIEW Ⓐ
VIEW Ⓑ
VIEW Ⓒ
VIEW Ⓓ
SECTION Ⓔ
SECTION Ⓕ
SECTION Ⓖ
ALLOWED FOR SHIMS & SHIMS PROVIDED.
MARK (NS) "TOP"
SLOTTED HOLES
NO PAINT
PAINT 3-COATS
hb (NO PAINT)
3-COATS
PAINT SECTION
L-mah (5'0 C.C. ABT.)
3/4 φ BOLT
3 x 13/16 SLOTTED HOLE IN mag
TACK WELD
L3 x 3 x 1/4 x 8 - mag (5'0 C.C. ABT.)
ED3A
ED4A
ED3
ED4

FOR TEMPORARY ALIGNMENT
14 - L's 3 x 3 x 1/4 x 8" - mag
14 - L's 3 x 3 x 1/4 x 3" - mah
14 - T.B. 3/4φ x 1 1/2 LG. SQ. H. & N.

BEVELED FILLS
mp - ms - mt - my
SEE TABLE BELOW FOR DIM'S.

MARK	a	b	c	d
mp	5/16	1/2	13/16	1
ms	3/16	3/8	11/16	7/8
mt	3/8	9/16	7/8	1 1/16
my	7/16	5/8	15/16	1 1/8
maa	11/16	—	—	1 3/16
mab	5/8	—	—	1 1/8
mac	9/16	—	—	1 1/16
mad	1/2	—	—	1

BEVELED FILLS
maa - mab - mac - mad
SEE TABLE ABOVE FOR DIM'S.

ED3 - ONE REQ'D. SPAN 4.

ONE - L 6 x 6 x 3/4 x 34'-10 7/16 - ma (ORD. 35'-0") 7/4
ONE - ℞ 10 (UM) x 1 x 34'-8 15/16 - mb (ORD. 34'-9") 6/4
2 - BARS 6 x 1 x 1'-5 1/8 - md
ONE - BAR - 6 x 1 x 9 1/16 - mf
6 - BARS 2 1/2 x 1/2 x 1'-1 1/2 - ha
2 - BARS 2 1/2 x 1/2 x 1'-1 1/2 - hb
5 - FILLS 6 x 1/4 x 1'-3 9/16 - mk
5 - FILLS 6 x 1/8 x 1'-3 9/16 - mm
4 - BEV. FILLS 6 x 5/16 TO 1 x 1'-3 9/16 - mp
ONE BEV. FILL - 6 x 3/16 TO 7/8 x 1'-3 9/16 - ms
5 - T.B. 3/4φ x 2 3/4 LG.
3/8 F. WELD x 69'-6
3/8 F. WELD x 39'-5 (INTERM.)
3/8" 45° WELD x 4'-10 (INTERM.)

17 - BARS 5 1/2 x 3/8 x 5 1/2 - mh
ONE - BAR 6 x 1 x 9 1/16 - mg

ED4 - ONE REQ'D. SPAN 5.

ONE - L - ma
ONE - ℞ - mb
2 - BARS - md
ONE - BAR - mf
6 - BARS - ha
2 - BARS - hb
5 - FILLS - mk
5 - FILLS - mm
ONE - BEV. FILL - mp
3 - BEV. FILLS 6 x 3/8 TO 1 1/16 x 1'-3 9/16 - mt
ONE - BEV. FILL - 6 x 7/16 TO 1 1/8 x 1'-3 9/16 - my
5 - T.B. 7/8φ x 3" LG.
3/8" F. WELD x 69'-6
3/8" F. WELD x 39'-5 (INTERM)
3/8" 45° WELD x 4'-10 (INTERM)

17 - BARS - mh
ONE - BAR - mg

ED3A - ONE REQ'D. SPAN 5.

ONE - L 6 x 6 x 3/4 x 34'-10 1/4 - mc (ORD. 35'-0") 7/4
ONE - ℞ - mb
2 - BARS - md
ONE - BAR - mf
6 - BARS - ha
2 - BARS - hb
5 - FILLS mk
5 - FILLS mm
3 - BEV. FILLS - 6 x 11/16 TO 1 3/16 x 1'-3 9/16 - maa
2 - BEV. FILLS - 6 x 5/8 TO 1 1/8 x 1'-3 9/16 - mab.
17 - BARS - mh
5 - T.B. 7/8φ x 3" LG.
3/8" F. WELD x 69'-6"
3/8" F. WELD x 39'-5 (INTERM.)
3/8" 45° WELD x 4'-10 (INTERM)

ONE - BAR - mg

ED4A - ONE REQ'D SPAN 6.

ONE - L - mc
ONE - ℞ - mb
2 - BARS - md
ONE - BAR - mf
6 - BARS ha
2 - BARS - hb
5 - FILLS mk
5 - FILLS mm
2 - BEV. FILL - mab
2 - BEV. FILLS - 6 x 9/16 TO 1 1/16 x 1'-3 9/16" - mac
ONE - BEV. FILL - 6 x 1/2 TO 1 x 1'-3 9/16 - mad
ONE - BAR - mg
17 - BARS - mh
5 - T.B. 7/8φ x 3" LG. SQ. H. & N.
3/8" F. WELD x 69'-6
3/8" F. WELD x 39'-5 (INTERM)
3/8" 45° WELD x 4'-10 (INTERM.)

SHOP NOTE -
PROVIDE STIFF. L's BOLTED ALONG EXP. DAM (5'0 ± ON CTRS) TO HOLD DAM IN PROPER ALIGNMENT.

RIVETS - NONE.

OPEN HOLES - NOTED.

REAM - NONE.

MILLING - NONE.

PAINT - 3 SHOP COATS - AS PER SPEC'S. UNLESS NOTED - SEE SECTIONS.

WELDING - AS PER SPEC'S.

SHOP CONTACT SURFACES - NO PAINT.

TEMP.	
SUPT.	
LAYOUT	
FITTER	
SHOP INSP.	
PC. WK.	
B. SMITH	
MCH.	
[illegible]	
O. INSP.	
WEIGHTS	

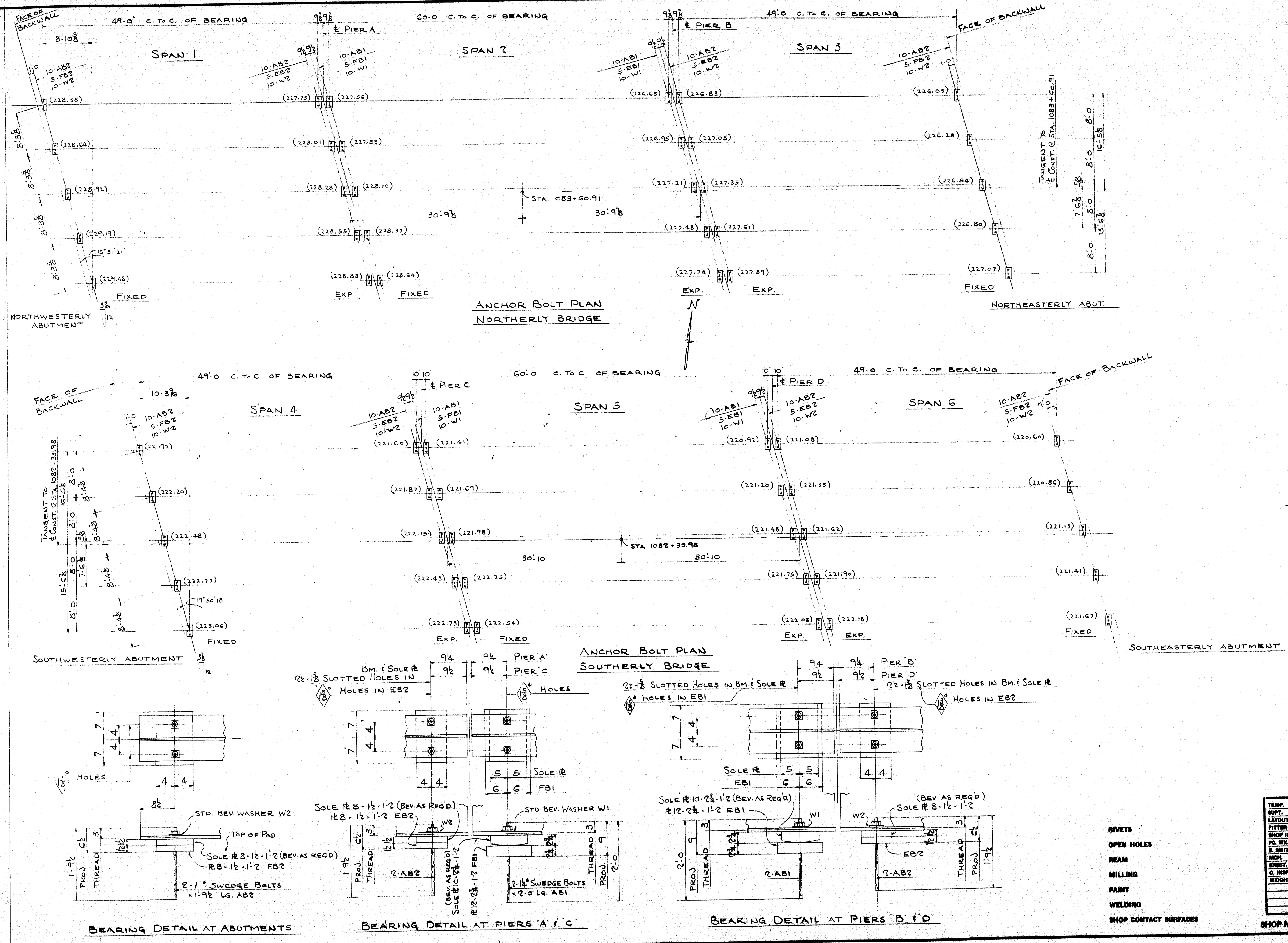
SHOP NO.

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

BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH. WORKS
IN CHARGE HOOVER - SEC. MADE BY S.
CHECKED BY E.R. 10/22/63 TRACED BY
REVISED LAST ASSEM. MK.
CONTRACT CP4433

75-178 K

B.P.R. Reg. No.	State	Project No.	Sheet No.	Total Sheets
1	Maine	I-95-6(24)		



Face of Backwall
49'-0" C. to C. of Bearing
60'-0 C. to C. of Bearing
49'-0 C. to C. of Bearing
℄ Pier A
℄ Pier B
Face of Backwall
8'-10⅝
Span 1
Span 2
Span 3
10-AB2 5-FB2 10-W2
10-AB1 5-FB1 10-W1
10-AB1 5-EB1 10-W1
10-AB2 5-EB2 10-W2
(228.38)
(228.64)
(228.92)
(229.19)
(229.48)
(227.75)
(227.56)
(228.01)
(227.83)
(228.28)
(228.10)
(228.55)
(228.37)
(228.83)
(228.64)
(226.68)
(226.83)
(226.95)
(227.08)
(227.21)
(227.35)
(227.48)
(227.61)
(227.74)
(227.89)
(226.03)
(226.28)
(226.54)
(226.80)
(227.07)
15°51'21"
Sta. 1083+60.91
30'-9⅝
30'-9⅝
Tangent to ℄ Const. @ Sta. 1083+60.91
Fixed
Exp
Fixed
Exp.
Exp.
Fixed
Northwesterly Abutment
Northeasterly Abut.
Anchor Bolt Plan
Northerly Bridge
N
Face of Backwall
49'-0 C. to C. of Bearing
60'-0 C. to C. of Bearing
49'-0 C. to C. of Bearing
10'-3⅜
℄ Pier C
℄ Pier D
Face of Backwall
Span 4
Span 5
Span 6
(221.92)
(222.20)
(222.48)
(222.77)
(223.06)
(221.60)
(221.41)
(221.87)
(221.69)
(222.15)
(221.98)
(222.43)
(222.25)
(222.73)
(222.54)
(220.92)
(221.08)
(221.20)
(221.35)
(221.48)
(221.62)
(221.75)
(221.90)
(222.03)
(222.18)
(220.60)
(220.86)
(221.13)
(221.41)
(221.67)
17°50'18
Sta. 1082+33.98
30'-10
30'-10
Tangent to ℄ Const. @ Sta. 1082+33.98
Fixed
Exp.
Fixed
Exp.
Exp.
Fixed
Southwesterly Abutment
Southeasterly Abutment
Anchor Bolt Plan
Southerly Bridge
1⅜" Holes
Std. Bev. Washer W2
Top of Pad
Sole ℞ 8 · 1½ · 1'-2 (Bev. as Req'd)
℞ 8 · 1½ · 1'-2 FB2
2-1" Swedge Bolts × 1'-9½ Lg. AB2
Proj.
Thread
Bearing Detail at Abutments
Bm. & Sole ℞ 2½ · 1⅜ Slotted Holes in
1⅜" Holes in EB2
1⅝" Holes
Pier 'A'
Pier 'C'
Sole ℞
FB1
Sole ℞ 8 · 1½ · 1'-2 (Bev. as Req'd)
℞ 8 · 1½ · 1'-2 EB2
W2
Std. Bev. Washer W1
2-AB2
(Bev. as Req'd) Sole ℞ 10 · 2¾ · 1'-2
℞ 12 · 2¾ · 1'-2 FB1
2-1¼" Swedge Bolts × 2'-0 Lg. AB1
Bearing Detail at Piers 'A' & 'C'
2½ · 1⅝ Slotted Holes in Bm. & Sole ℞
1⅝" Holes in EB1
Pier 'B'
Pier 'D'
2½ · 1⅜ Slotted Holes in Bm. & Sole ℞
1⅜" Holes in EB2
Sole ℞
EB1
Sole ℞ 10 · 2¾ · 1'-2 (Bev. as Req'd)
℞ 12 · 2¾ · 1'-2 EB1
W1
W2
(Bev. as Req'd) Sole ℞ 8 · 1½ · 1'-2
EB2
2-AB1
2-AB2
Bearing Detail at Piers 'B' & 'D'

GENERAL NOTES:

ERECTION BY OTHERS.

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

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

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

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

ANCHOR BOLT PLAN

RIVETS
OPEN HOLES
REAM
MILLING
PAINT
WELDING
SHOP CONTACT SURFACES

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

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

BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH **WORKS**

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

SHOP NO.
CONTRACT CP4433
SHEET E1

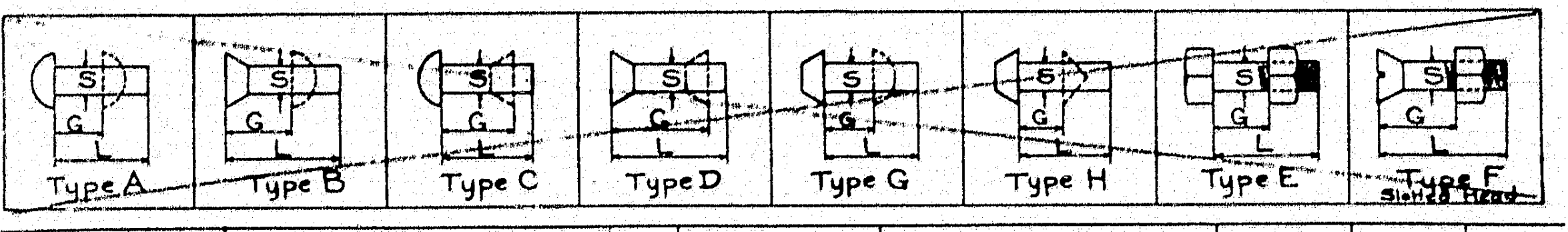
75-178A

FABRICATED STEEL CONSTRUCTION

SUMMARY OF FIELD RIVETS AND BOLTS

3210 (Rev.A 3-55)

BETH DRAFTING ROOM BETH WORKS



Line	Number of Rivets or Bolts FURN.	ACTUAL No.	Connecting	Diam. S	Rivets Type	Rivets Grip G	Rivets Length L	Bolts Type	Head Hex. Sq.	Bolts Grip G	Bolts Length L	Length of Thd.	Nuts No.	Hex. or Sq.	Item	Weight
1	9	8	ED2 To B6, B7 B8 B9 ED4 To B21, B22, B23, B25	7/8				A325	HEX	2 1/16-2 1/2	4	STD.	9	HEX	801-4817	
2	24	22	ED1 To B1, B5 ED1A To B8, B9, B10 ED2 To B6, B7, B8, B9, B10 ED3 To B16, B20 ED3A To B21, B22, B23 B24 B25 ED4 To B21, B22, B23, B24, B25							2 9/16-2 3/4	4 1/4		24			
5	33	31	ED1 To B1, B2, B3 B4, B5 ED1A To B6, B7, B8, B9 B10 ED2 To B10 ED2A To B11, B13, B15 ED3 To B16, B17 B18 B19 B20 ED3A To B21, B22, B23, B24, B25 ED4 To B24 ED4A To B26, B27, B29, B30							2 13/16-3	4 1/2		33			
9	18	17	ED1 To B2, B3 B4 ED2A To B11, B12, B13 B14, B15 ED3 To B17 B18 B19 ED4A To B26, B27 B28, B29, B30							3 1/16-3 1/4	4 3/4		18			
11	3	2	ED2A To B14 ED4A To B28	7/8					HEX	3 5/16	5	STD.	3	HEX		
12	87	80														

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

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

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

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

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

ALL BOLTS OVER 1¼" ϕ AND 2'-6" IN LENGTH TO BE BILLED AS RODS ON FORM NO. 3208. FOR BOLTS OR RIVETS OF SPECIAL DESIGN, DRAW SKETCH ON THIS SHEET.

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

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

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

3211-12m-11,52-BSCo

BETHLEHEM STEEL COMPANY

FABRICATED STEEL CONSTRUCTION

BETH DRAFTING ROOM BETH WORKS

BILL OF MISCELLANEOUS MATERIAL

Line	No. FURN.	ACTUAL No.	Description	Mark or Item No.	Weight	Requisition No.	Order No.
2	87	80	7/8" × 2" ϕ HARDENED CUT STEEL WASHERS			801-4817	
5	87	80	7/8" × 2" □ BEVELED HARDENED WASHERS				
6			5% SLOPE PSC1-12				

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

Material:-
Specifications:- A.S.T.M. - A325
Machining:-
Paint:- NONE
Shipment:- SHIP WITH MAIN STEEL
Inspection:-
Remarks:- TO BE USED WITH EXP. DAMS.

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

IN CHARGE OF HOOVER SEC.
MADE BY B.T. DATE ......
CHECKED BY ...... DATE ......
Rev. by ...... Date ......
SHOP NO. ......
CONTRACT CP4433
BILL PAGE No. M. 3 OF ......
USE AS B.F.P.

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

3211-12m-11,52-BSCo

BETHLEHEM STEEL COMPANY

FABRICATED STEEL CONSTRUCTION

BETH DRAFTING ROOM BETH WORKS

BILL OF MISCELLANEOUS MATERIAL

Line	No.	Description	Mark or Item No.	Weight	Requisition No.	Order No.
1	40	STANDARD BEVEL WASHERS	BW21			
2	80	STANDARD BEVEL WASHERS	BW17			

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

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

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

IN CHARGE OF HOOVER SEC.
MADE BY B.T. DATE ......
CHECKED BY ...... DATE ......
Rev. by ...... Date ......
SHOP No. ......
CONTRACT CP4433
BILL PAGE No. M. 2 OF ......
USE AS B.F.P.

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

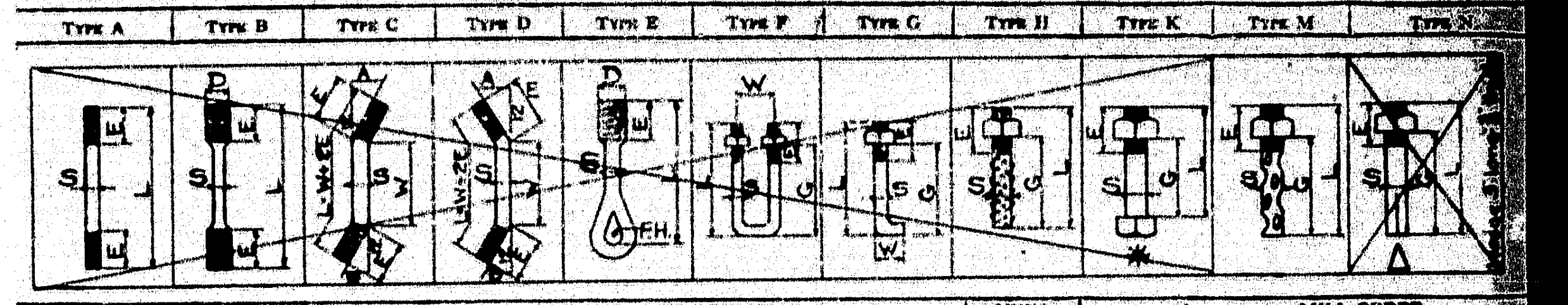
3208-2m-10,54-BSCo

BETHLEHEM STEEL COMPANY

FABRICATED STEEL CONSTRUCTION

BETH DRAFTING ROOM BETH WORKS

BILL OF RODS



Line	No. of rods	Mark	Type	Section S	Length L Ft.	Length L In.	Bevel A	Bevel B	Screw E	Screw D	Direct	Pin-hole P.H.	Spread W	Head hex. Sq.	Nuts No.	Sq. or hex.	Weight each with nuts	Mill Order No. of pcs.	Section	Length Ft.	Length In.	Item
1	40	AB1	M	1¼	2	0			3		R.H.				40	HEX						RES.
2	80	AB2	M	1	1	9½			3		R.H.				80	HEX						

NUTS TO BE AMERICAN STD. HEAVY

ADVANCE SHIPMENT

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

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

*Bill all Type K bolts ½" ϕ to 1¼" ϕ incl. up to 2'-6" incl. in length on bolt list, form 3210.

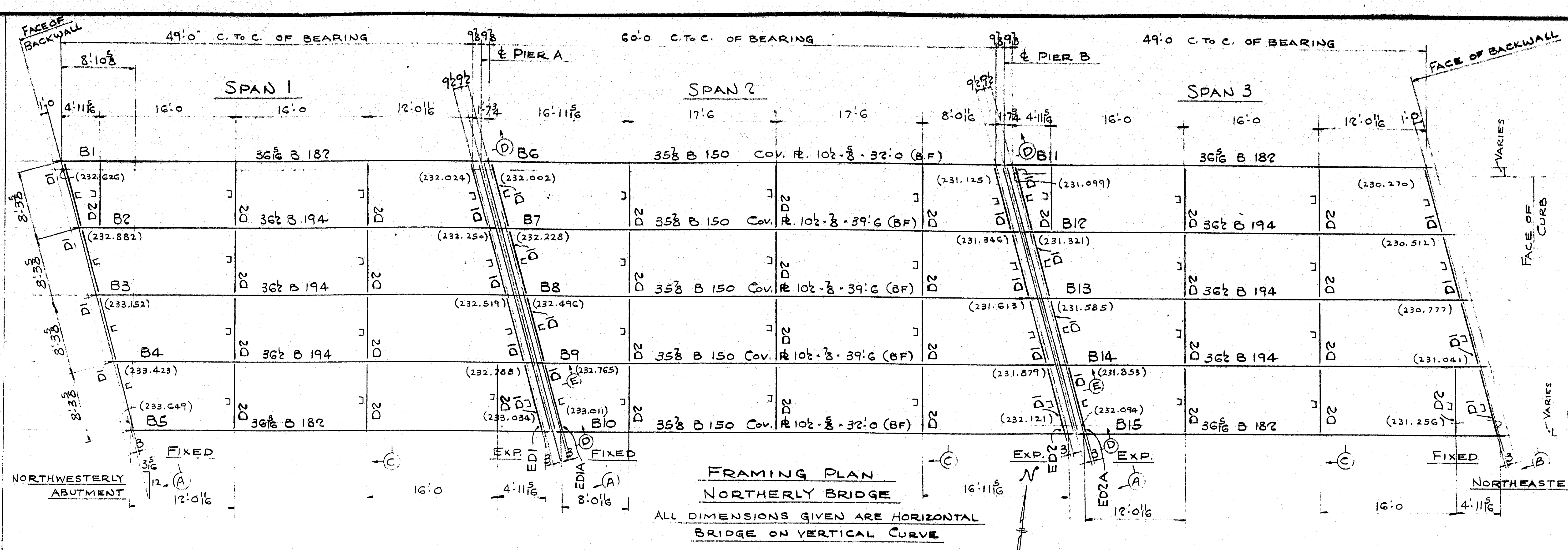
Gen'l Supt. ☐ Layout ☐ Temp. Shop ☐ Smith Shop ☐ Loader ☐ Scale ☐ Purch. Dept. ☐ Erection ☐ O. Insp. ☐ ☐ ☐
Shop Supt. ☐ Fitter ☐ Mach. Shop ☐ Rod Shop ☐ Shipper ☐ Bill ☐ Owners ☐ S. Insp. ☐ App'l ☐ ☐ ☐

IN CHARGE OF HOOVER SEC.
MADE BY B.T. DATE ......
CHECKED BY ...... DATE ......
Rev. by ...... Date ......
SHOP No. ......
CONTRACT CP4433
BILL PAGE No. M. 1 OF ......
USE AS B. F. P.

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

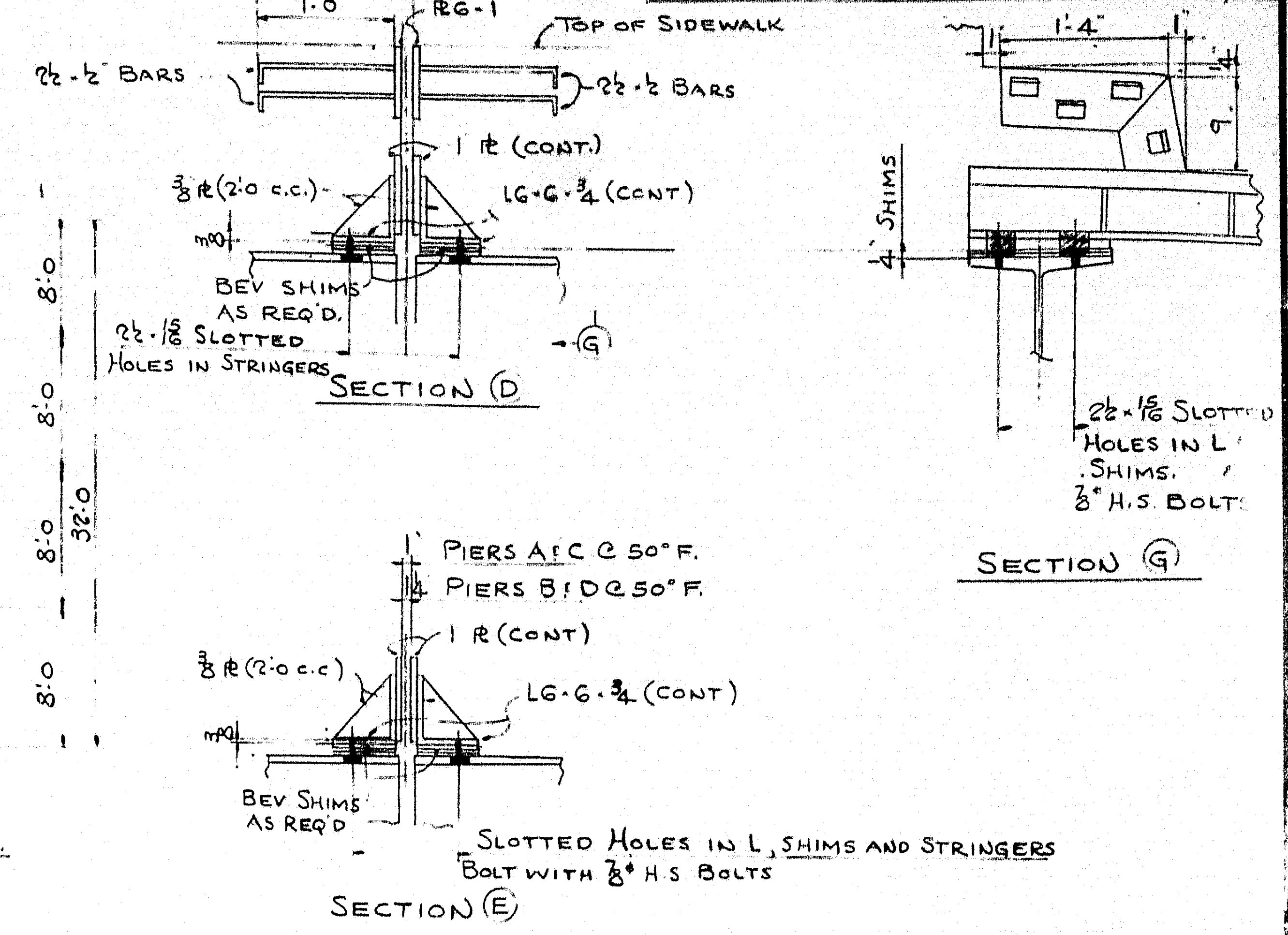
0 1 2 3 4 5 INCHES

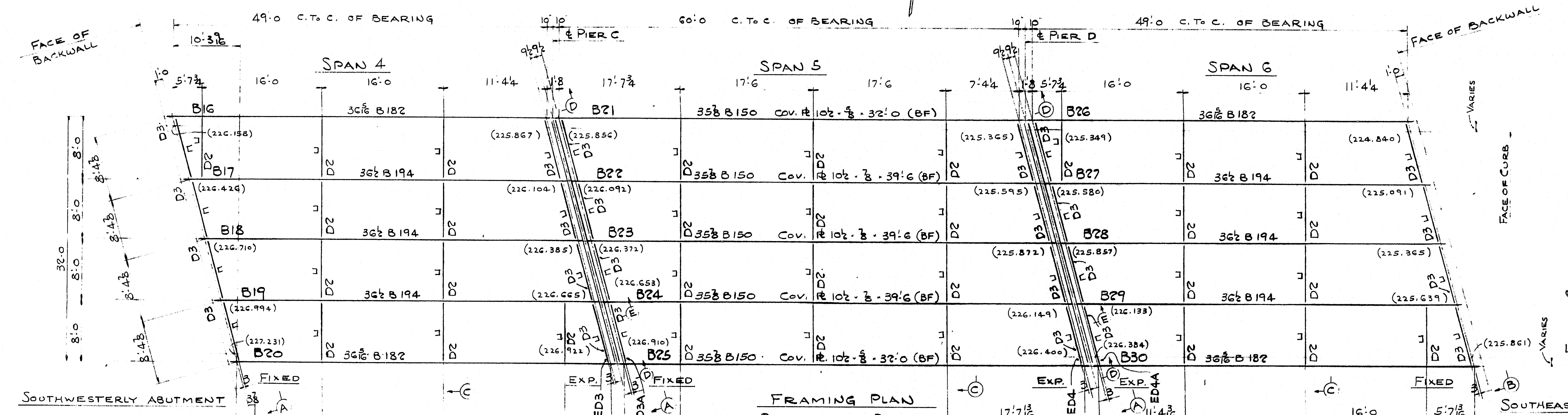
B.P.R. REG. No.	STATE	PROJECT No.	SHEET No.	TOTAL SHEETS
1	MAINE	1-95-6 (24)		


FACE OF BACKWALL
49'-0" C. TO C. OF BEARING
℄ PIER A
60'-0 C. TO C. OF BEARING
℄ PIER B
49'-0 C. TO C. OF BEARING
FACE OF BACKWALL
SPAN 1
SPAN 2
SPAN 3
B1
B2
B3
B4
B5
B6
B7
B8
B9
B10
B11
B12
B13
B14
B15
36⅝ B 182
36½ B 194
35⅝ B 150 COV. ℔ 10½ - ⅝ - 32'-0 (BF)
35⅝ B 150 COV. ℔ 10½ - ⅞ - 39'-6 (BF)
D1
D2
ED1
ED1A
ED2
ED2A
FACE OF CURB
VARIES
FIXED
EXP.
NORTHWESTERLY ABUTMENT
NORTHEASTERLY ABUT.
N

FRAMING PLAN
NORTHERLY BRIDGE

ALL DIMENSIONS GIVEN ARE HORIZONTAL
BRIDGE ON VERTICAL CURVE

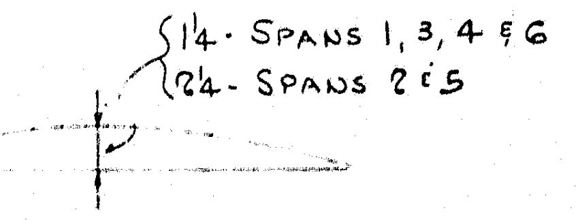

PIERS A & C
PIERS B & D
1'-0"
℔ 6-1
TOP OF SIDEWALK
2½-½ BARS
1 ℔ (CONT.)
⅜ ℔ (2'-0 c.c.)
L 6-6-¾ (CONT)
BEV SHIMS AS REQ'D.
2½-1⅛ SLOTTED HOLES IN STRINGERS
SECTION (D)
1'-4"
4" SHIMS
2½-1⅛ SLOTTED HOLES IN L SHIMS.
⅞" H.S BOLTS
SECTION (G)
PIERS A & C @ 50° F.
PIERS B & D @ 50° F.
1 ℔ (CONT)
⅜ ℔ (2'-0 c.c.)
L 6-6-¾ (CONT)
BEV SHIMS AS REQ'D
SLOTTED HOLES IN L, SHIMS AND STRINGERS
BOLT WITH ⅞" H.S BOLTS
SECTION (E)


FACE OF BACKWALL
49'-0 C. TO C. OF BEARING
℄ PIER C
60'-0 C. TO C. OF BEARING
℄ PIER D
49'-0 C. TO C. OF BEARING
FACE OF BACKWALL
SPAN 4
SPAN 5
SPAN 6
B16
B17
B18
B19
B20
B21
B22
B23
B24
B25
B26
B27
B28
B29
B30
36⅝ B 182
36½ B 194
35⅝ B 150 COV. ℔ 10½ - ⅝ - 32'-0 (BF)
35⅝ B 150 COV. ℔ 10½ - ⅞ - 39'-6 (BF)
D2
D3
ED3
ED3A
ED4
ED4A
FACE OF CURB
VARIES
FIXED
EXP.
SOUTHWESTERLY ABUTMENT
SOUTHEASTERLY ABUTMENT

FRAMING PLAN
SOUTHERLY BRIDGE

ALL DIMENSIONS GIVEN ARE HORIZONTAL
BRIDGE ON VERTICAL CURVE

NOTE:
ALL END DIAPHRAMS (BOTH BRIDGES) TO BE 15 [33.9
ALL INT. DIAPHRAMS (BOTH BRIDGES) TO BE 18 [42.7


1¼ - SPANS 1, 3, 4 & 6
2¼ - SPANS 2 & 5

CAMBER DIAGRAM

LIST OF DRAWINGS

SHEET No.	DESCRIPTION
E1	ANCHOR BOLT PLAN
E2	FRAMING PLAN
1	BEARING DETAILS
2	STRINGER DETAILS
3	
4	
5	
6	
7	STRINGER DETAILS
8	DIAPHRAGM DETAILS
9	EXP. DAM DETAILS
10	EXP. DAM DETAILS
M1	ANCHOR BOLTS
M2	WASHERS
SBH1	FIELD BOLTS

ERECTOR NOTE:

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

GENERAL NOTES:

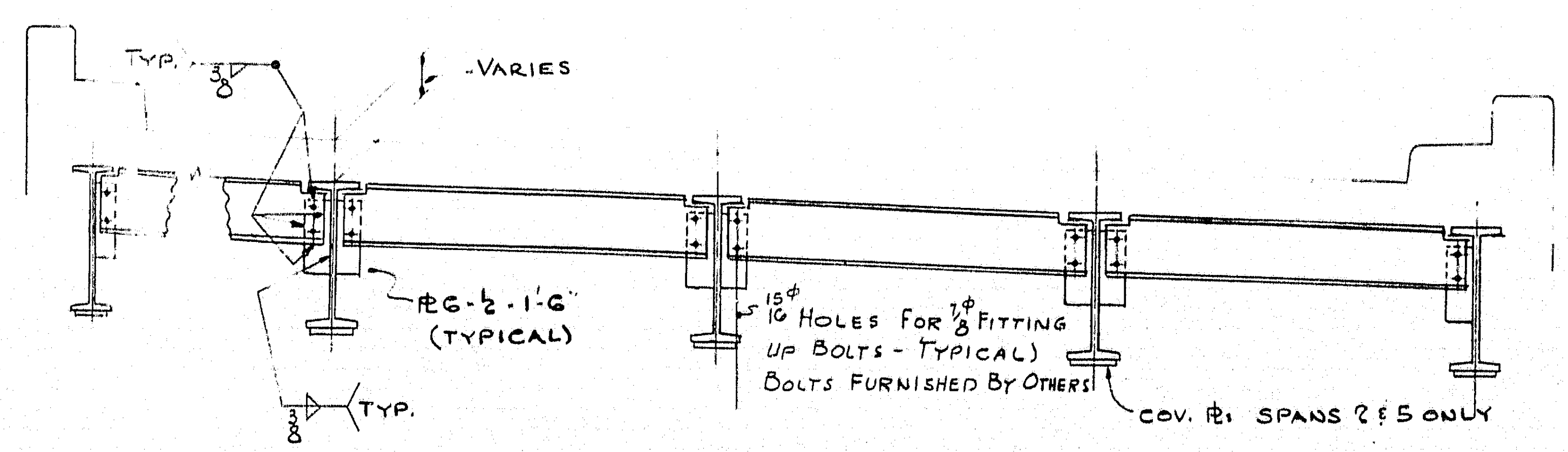
PAINT - ONE SHOP COAT AS PER SPECS. MAT'L. SPECS. - MAINE STATE HWY. COMM.

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

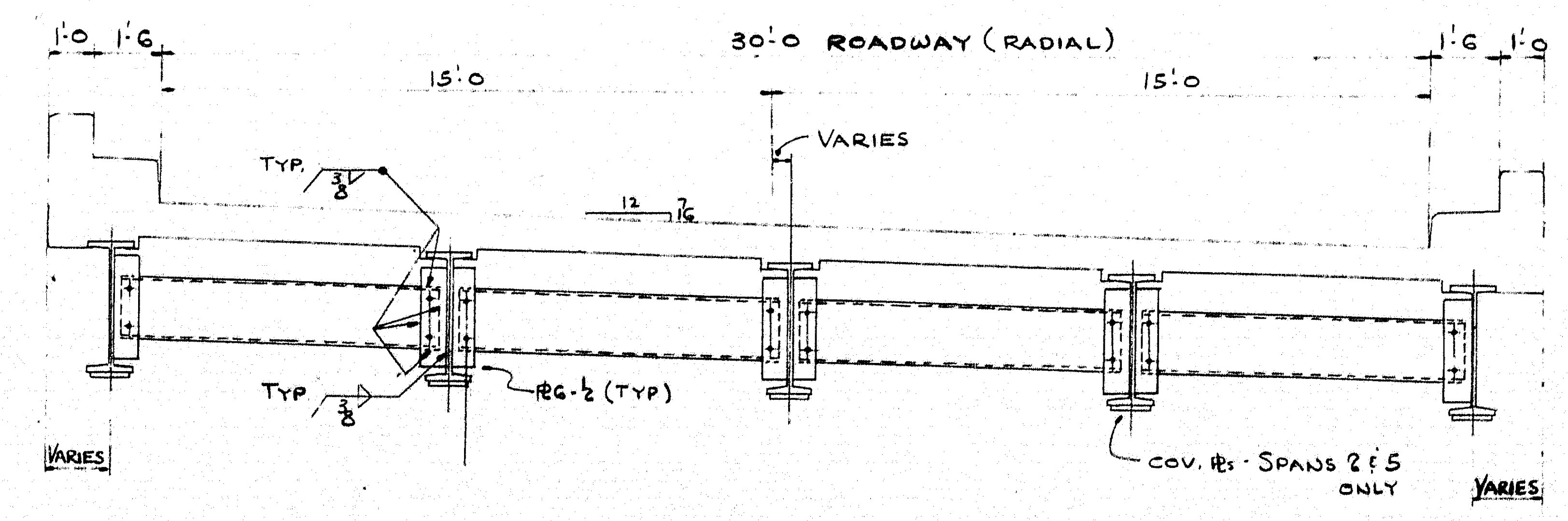
MEMBERS SHALL BE ERECTED WITH THEIR MARKS IN THE SAME RELATIVE POSITION AS SHOWN ON THIS PLAN.

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

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


TYP.
VARIES
℔ 6-½-1'-6"
(TYPICAL)
1⁵⁄₁₆ HOLES FOR ⅞ FITTING UP BOLTS - TYPICAL)
BOLTS FURNISHED BY OTHERS
COV. ℔ SPANS 2 & 5 ONLY
TYP.

SECTION (A)
SECTION (B) OPP.


1'-0 1'-6
30'-0 ROADWAY (RADIAL)
15'-0
15'-0
1'-6 1'-0
VARIES
TYP.
℔ 6-½ (TYP)
TYP.
VARIES
COV. ℔ - SPANS 2 & 5 ONLY
VARIES

SECTION (C)

RIVETS
OPEN HOLES
REAM
MILLING
PAINT
WELDING
SHOP CONTACT SURFACES

FRAMING PLAN

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

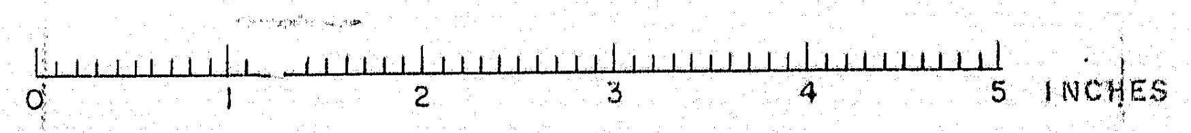
SHOP NO.

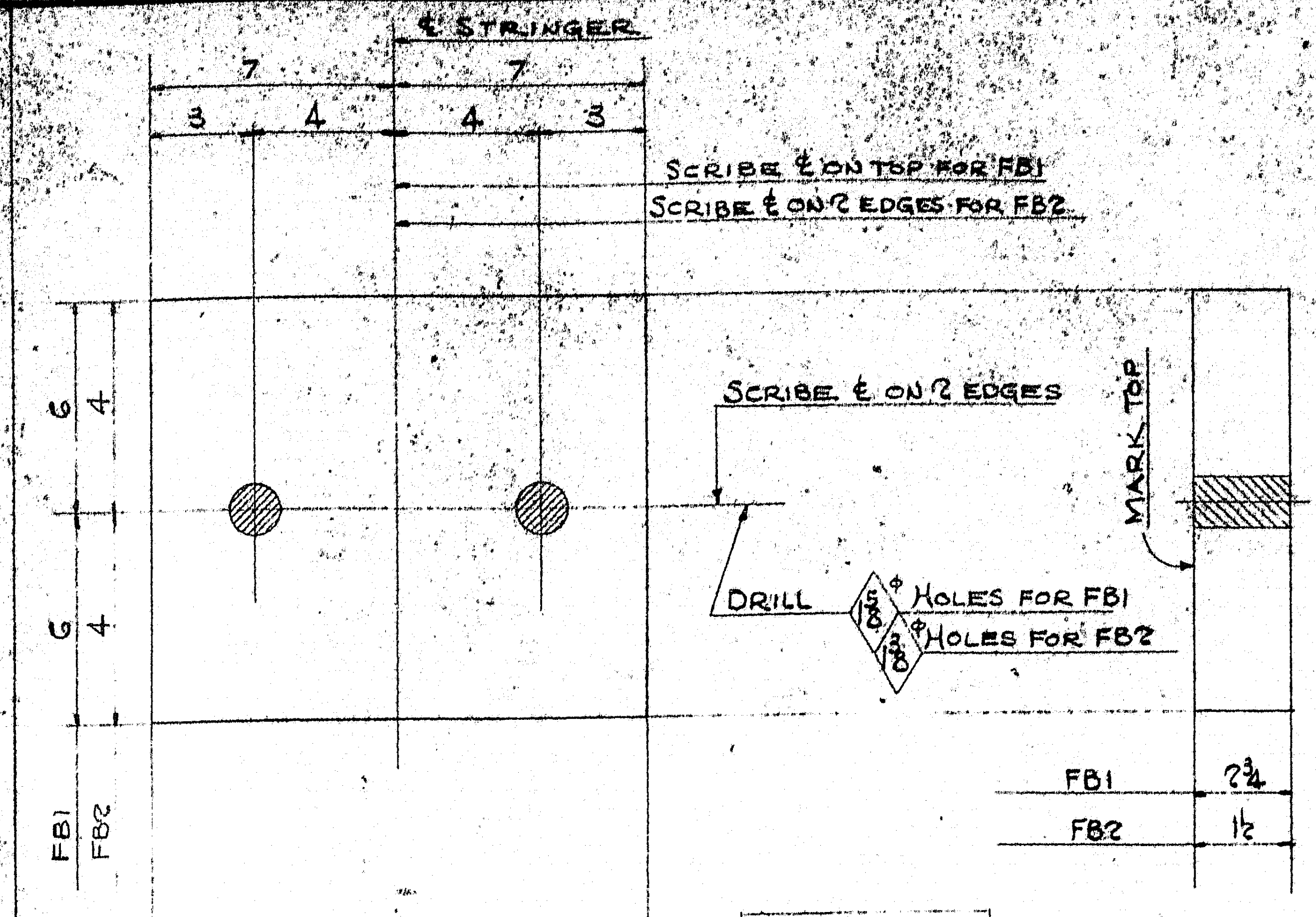
CUSTOMER: CALLAHAN BROS. INC. MECHANIC FALLS, M
STRUCTURE: INTERSTATE #95 BRIDGE OVER
MAIN ST. WATERVILLE, MAINE

BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH WORKS
IN CHARGE Hoover Sec MADE BY B.T.
CHECKED BY S. 12-9-58 TRACED BY
REVISED LAST ASSEM. MK.
CONTRACT CP4433 SHEET E2

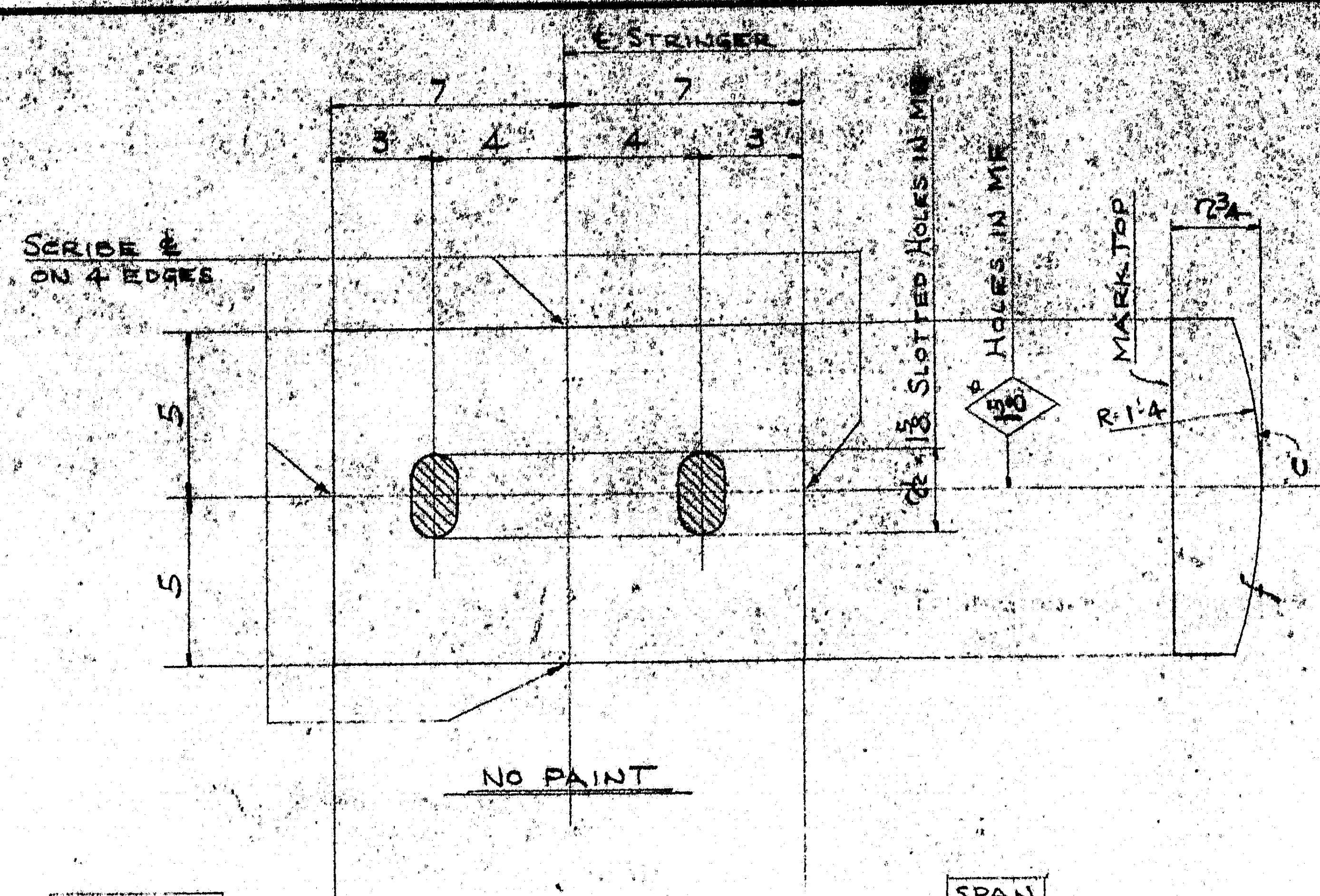
3200-300-3,56-BN.Co

75-176 B

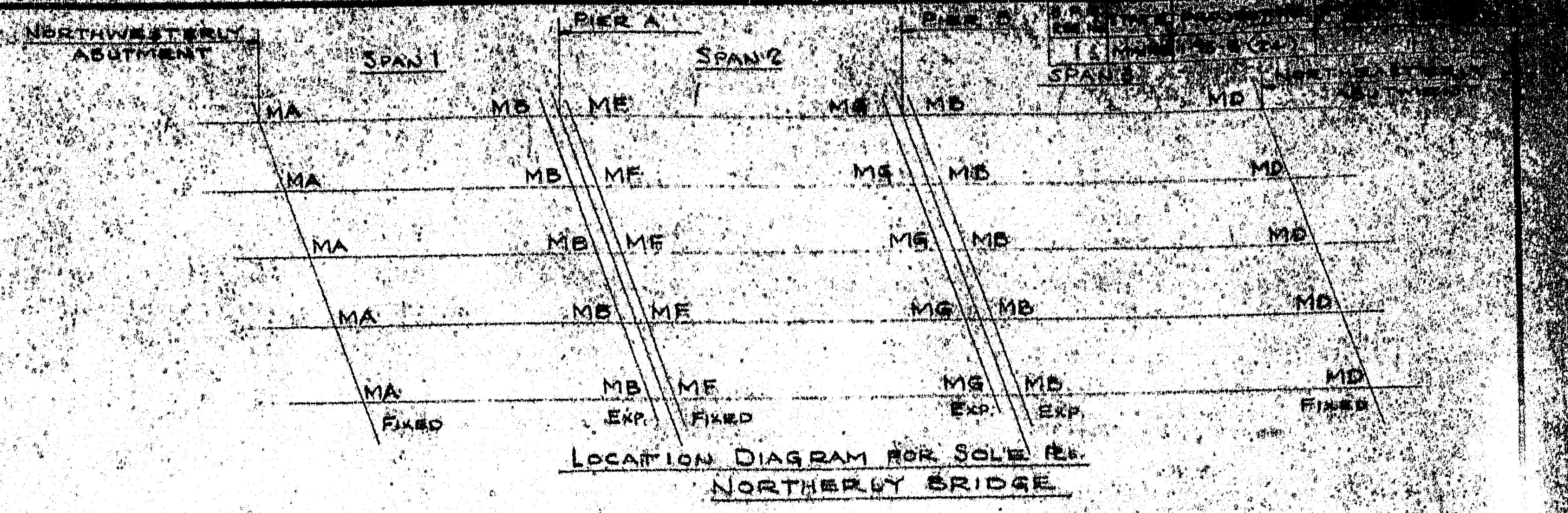

0
1
2
3
4
5 INCHES


℄ STRINGER
7
7
3
4
4
3
SCRIBE ℄ ON TOP FOR FB1
SCRIBE ℄ ON 2 EDGES FOR FB2
SCRIBE ℄ ON 2 EDGES
MARK TOP
DRILL
HOLES FOR FB1
HOLES FOR FB2
6
4
6
4
FB1
FB2
FB1 2¾
FB2 1½

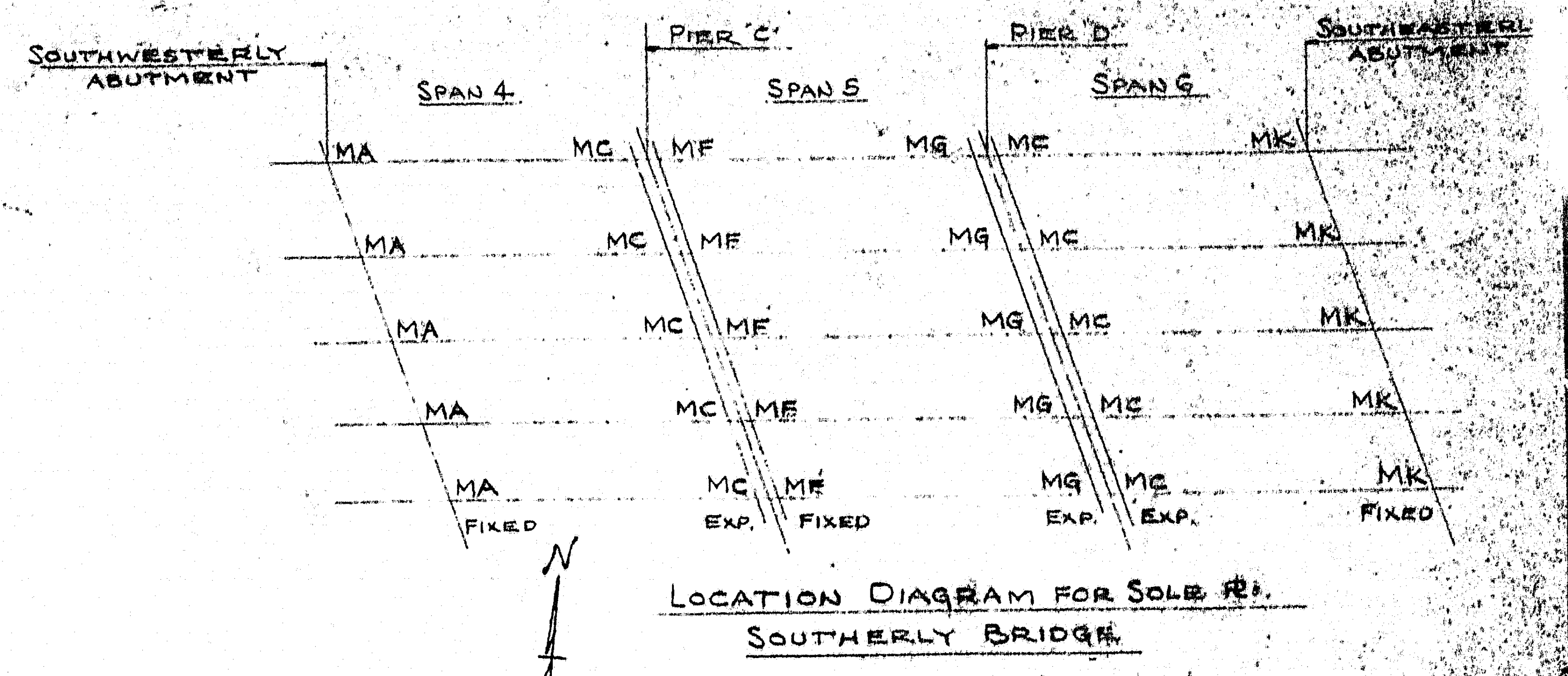
MK.	NO. REQ'D		SPAN 1	2	3	4	5	6
FB1	10	℔ 12 × 2¾ × 1-2 (ORD.) 10/4		5			5	
FB2	20	℔ 8 × 1½ × 1-2 (ORD.) 10/8	5		5	5		5


℄ STRINGER
7
7
3
4
4
3
SCRIBE ℄ ON 4 EDGES
2¾ × 1⅝ SLOTTED HOLES IN MF
HOLES IN MF
MARK TOP
R 1-4
5
5
C
NO PAINT

MARK	NO. REQ'D.		SPAN 2	5
MF	10	℔ 10 · 2¾ (PIS) × 1-2 (ORD) 10/12	5	5
MG	10	℔ 10 × 2¾ (PIS) × 1-2 (ORD.) 10/12	5	5


NORTHWESTERLY ABUTMENT
PIER A
PIER B
SPAN 1
SPAN 2
SPAN 3
NORTHEASTERLY ABUTMENT
MA
MB
MF
MG
MD
FIXED
EXP.
FIXED
EXP.
EXP.
FIXED

LOCATION DIAGRAM FOR SOLE ℔.
NORTHERLY BRIDGE


SOUTHWESTERLY ABUTMENT
PIER 'C'
PIER 'D'
SOUTHEASTERLY ABUTMENT
SPAN 4
SPAN 5
SPAN 6
MA
MC
MF
MG
MK
FIXED
EXP.
FIXED
EXP.
EXP.
FIXED
N

LOCATION DIAGRAM FOR SOLE ℔.
SOUTHERLY BRIDGE

SHOP NOTE:

PLATES TO BE PRESS STRAIGHTENED IF NECESSARY TO INSURE FLATNESS.

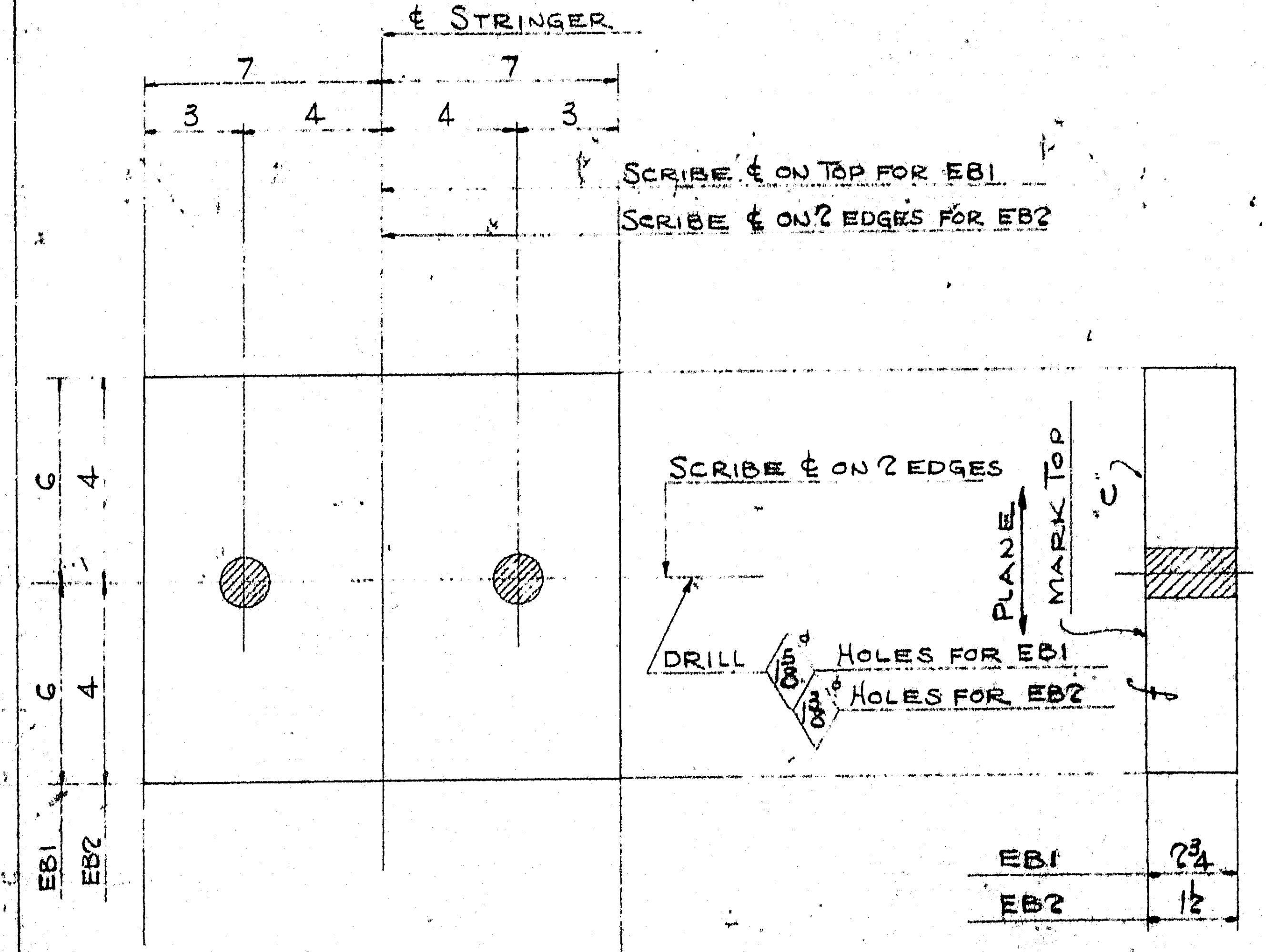
GENERAL NOTES:

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

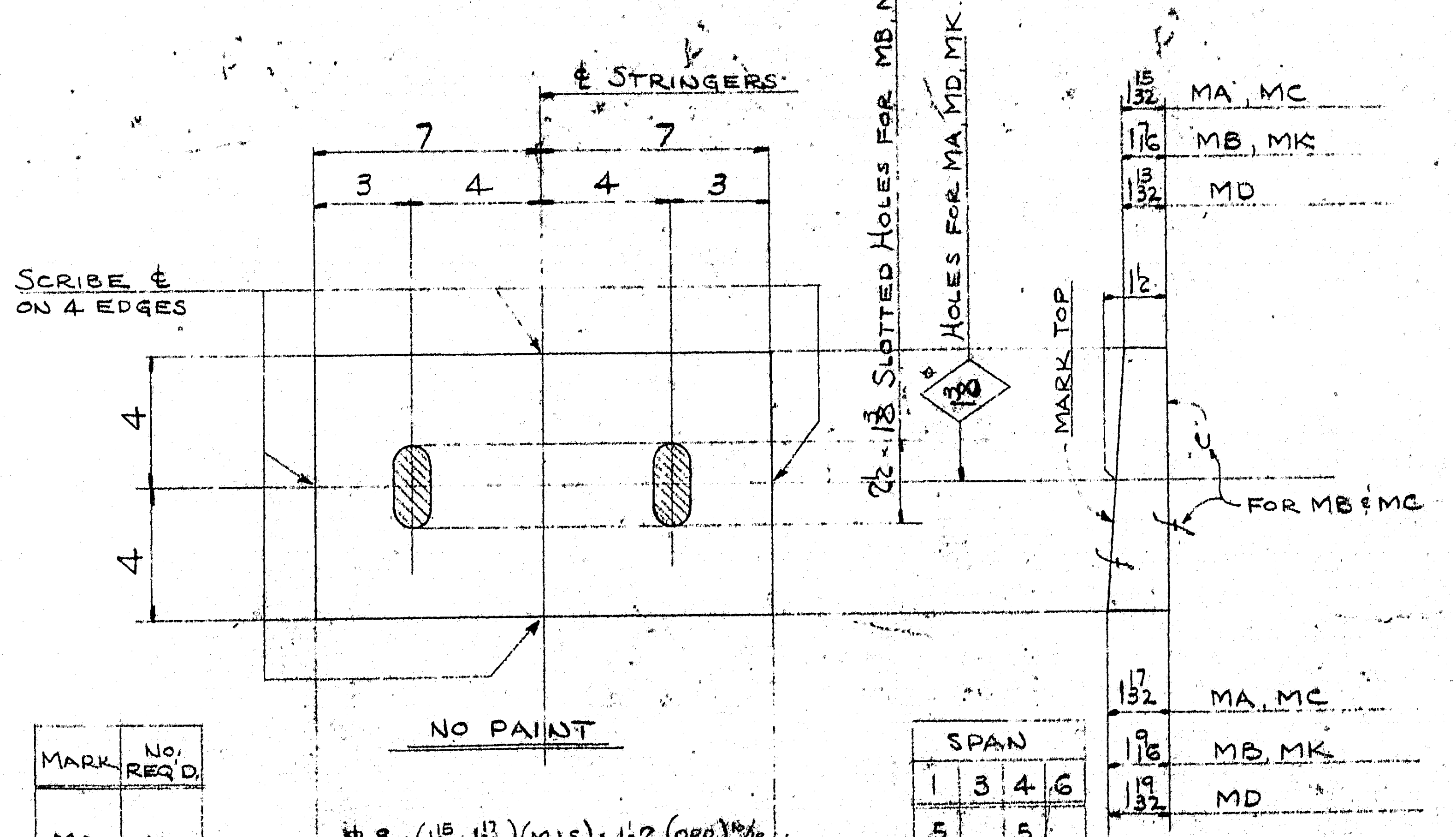
PLATES FB1, FB2, EB1 AND EB2 MAY BE SHIPPED DIRECT TO SITE.

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

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


℄ STRINGER
7
7
3
4
4
3
SCRIBE ℄ ON TOP FOR EB1
SCRIBE ℄ ON 2 EDGES FOR EB2
SCRIBE ℄ ON 2 EDGES
PLANE
MARK TOP
C
DRILL
HOLES FOR EB1
HOLES FOR EB2
6
4
6
4
EB1
EB2
EB1 2¾
EB2 1½

MK.	NO. REQ'D		SPAN 1	2	3	4	5	6
EB1	10	℔ 12 × 2¾ × 1-2 (PIS) (ORD.) 10/2		5			5	
EB2	20	℔ 8 × 1½ × 1-2 (PIS) (ORD.) 10/6	5		5	5		5


℄ STRINGERS
7
7
3
4
4
3
SCRIBE ℄ ON 4 EDGES
2¾ × 1⅞ SLOTTED HOLES FOR MB, MC
HOLES FOR MA, MD, MK
MARK TOP
4
4
C
FOR MB & MC
1 15/32 MA, MC
1 1/16 MB, MK
1 13/32 MD
1½
1 17/32 MA, MC
1 9/16 MB, MK
1 19/32 MD
NO PAINT

MARK	NO. REQ'D.		SPAN 1	3	4	6
MA	10	℔ 8 × (1 15/32 - 1 17/32) (M1S) · 1-2 (ORD.) 10/16	5		5	
MB	10	℔ 8 × (1 1/16 - 1 9/16) (M2S) · 1-2 (ORD.) 10/16	5	5		
MC	10	℔ 8 × (1 15/32 - 1 17/32) (M2S) · 1-2 (ORD.) 10/16			5	5
MD	5	℔ 8 × (1 13/32 - 1 19/32) (M1S) · 1-2 (ORD.) 10/16		5		
MK	5	℔ 8 × (1 1/16 - 1 9/16) (M1S) × 1-2 (ORD.) 10/16				5

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

BEARING DETAILS

TEMP.
SUPT.
LAYOUT
FITTER
SHOP INSP.
PO. WK.
B. SMITH
MECH.
ERECT.
O. INSP.
WEIGHTS

SHOP NO.

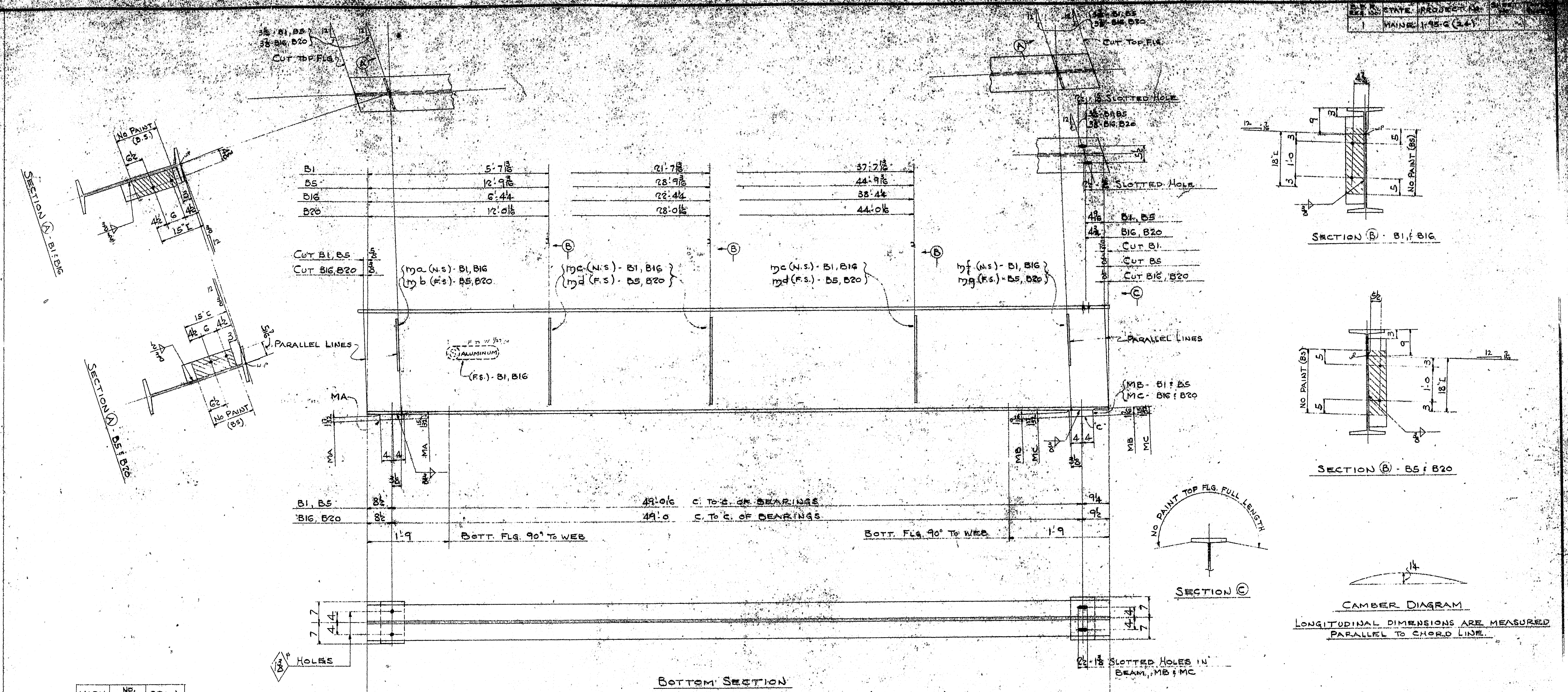
CUSTOMER: CALLAHAN BROS INC MECHANIC F...
STRUCTURE: INTERSTATE "95 BRIDGE OVER
MAIN ST. WATERVILLE MAINE

BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH WORKS
IN CHARGE HOOVER SEC. MADE BY BT
CHECKED BY S. 10-10-55 TRACED BY
REVISED LAST ASSEM. MK.
CONTRACT CP4433 SHEET

75-170 C

0 1 2 3 4 5 INCHES

D.F.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-G (24)		


SECTION Ⓐ - B1 & B16
No PAINT (B.S.)
SECTION Ⓐ - B5 & B20
No PAINT (B5)
PARALLEL LINES
3/8 - B1, B5
3/8 - B16, B20
CUT TOP FLG.
B1 5-7 1/16 21-7 1/8 37-7 1/8
B5 12-9 1/16 28-9 1/8 44-9 1/8
B16 6-4 1/4 22-4 1/4 38-4 1/4
B20 12-0 1/16 28-0 1/16 44-0 1/16
CUT B1, B5 5/8
CUT B16, B20 3/8
ma (N.S.) - B1, B16
mb (F.S.) - B5, B20
mc (N.S.) - B1, B16
md (F.S.) - B5, B20
mf (N.S.) - B1, B16
mg (F.S.) - B5, B20
ALUMINUM
(F.S.) - B1, B16
SLOTTED HOLE
B1, B5
B16, B20
CUT B1
CUT B5
CUT B16, B20
PARALLEL LINES
MA
MB - B1 & B5
MC - B16 & B20
B1, B5 8 1/2 49-0 1/16 C. TO C. OF BEARINGS 9 1/4
B16, B20 8 1/2 49-0 C. TO C. OF BEARINGS 9 1/2
1-9 BOTT. FLG. 90° TO WEB
BOTT. FLG. 90° TO WEB 1-9
13/16 HOLES
SLOTTED HOLES IN BEAM, MB & MC
BOTTOM SECTION
No PAINT TOP FLG. FULL LENGTH
SECTION Ⓒ
SECTION Ⓑ - B1 & B16
No PAINT (B5)
SECTION Ⓑ - B5 & B20
CAMBER DIAGRAM
LONGITUDINAL DIMENSIONS ARE MEASURED PARALLEL TO CHORD LINE.

MARK	NO. REQ'D.	SPAN	
B1	ONE	1	B - 36 5/16 - 182 - 50-5 13/16 (ORD. 51-0 CUT 50-9 1/16) 3/6
B5	ONE	1	B - 36 5/16 - 182 - 50-5 13/16 (ORD. 51-0 CUT 50-9 3/8) 3/6
B16	ONE	4	B - 36 5/16 - 182 - 50-6 (ORD. 51-0 CUT 50-10 1/8) 3/6
B20	ONE	4	B - 36 5/16 - 182 - 50-6 (ORD. 51-0 CUT 50-10 1/8) 3/6

4 - PLs. 8 - (1 13/32 - 1 17/32) (M1S) - 1-2 MA
2 - PLs. 8 - (1 7/16 - 1 9/16) (M2S) - 1-2 MB - B1 & B5
2 - PLs. 8 - (1 15/32 - 1 17/32) (M2S) - 1-2 MC - B16 & B20
(ORD & DET. ON SHEET #1) DO NOT DUPLICATE

2 - PLs. 6 3/4 - 1/2 - 1-6 ma - B1 & B16 } (ORD. 18-1/2-16-6) 5/6
2 - PLs. 6 3/4 - 1/2 - 1-6 mb - B5 & B20
6 - PLs. 6 3/4 - 1/2 - 2-6 mc - B1 & B16 } (ORD. 30-1/2-16-6) 5/6
6 - PLs. 6 3/4 - 1/2 - 2-6 md - B5 & B20
2 - PLs. 6 3/4 - 1/2 - 1-6 mf - B1 & B16 } (ORD. 12-1/2-16-6) 5/6
2 - PLs. 6 3/4 - 1/2 - 1-6 mg - B5 & B20
1/4 F. WELD - 12-0 (3-0 EA. PC.)
3/8 F. WELD - 83-0 (20-9 EA. PC.)

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

STRINGER DETAILS

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

TEMP.	
SUPT.	
LAYOUT	
FITTER	
SHOP INSP.	
PL. WK.	
B. SMITH	
MILL	
ERECT.	
O. INSP.	
WEIGHTS	

SHOP NO.

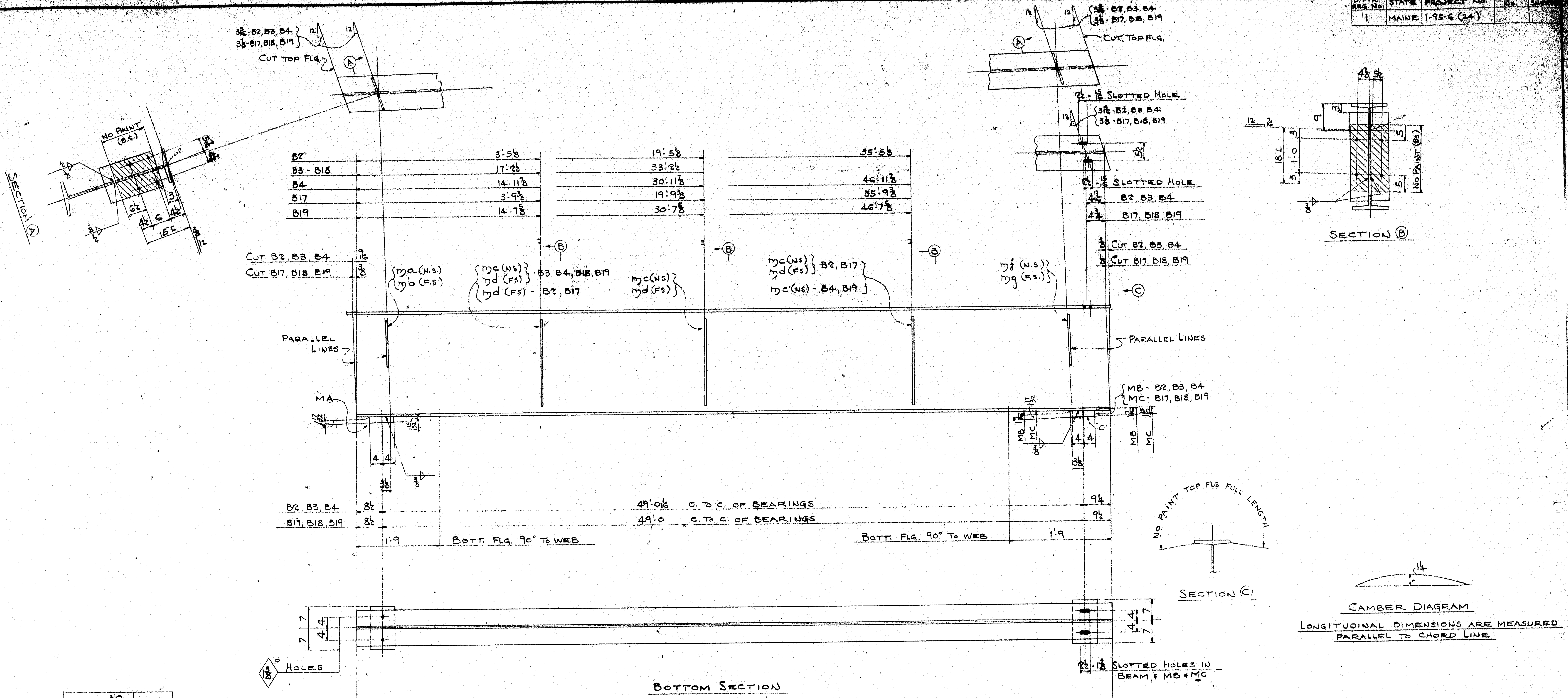
CUSTOMER: CALLAHAN BROS. INC. MECHANIC FALLS, MAIN
STRUCTURE: INTERSTATE #95 BRIDGE OVER MAIN ST. WATERVILLE, MAINE

BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH WORKS
IN CHARGE HOOVER SEC. MADE BY D.T.
CHECKED BY E. 12/22/56 TRACED BY
REVISED LAST ASSEM. MK.
CONTRACT CP4433 SHEET ②

75-178 C

0 1 2 3 4 5 INCHES

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


SECTION (A)
NO PAINT (B.S.)
6½
4½
6
4½
15¢
3
12
3½ - B2, B3, B4
3⅜ - B17, B18, B19
CUT TOP FLG.
(A)
B2 | 3'-5⅛ | 19'-5⅛ | 35'-5⅛
B3 - B18 | 17'-2½ | 33'-2½
B4 | 14'-11⅞ | 30'-11⅞ | 46'-11⅞
B17 | 3'-9⅜ | 19'-9⅜ | 35'-9⅜
B19 | 14'-7⅝ | 30'-7⅝ | 46'-7⅝
CUT B2, B3, B4 9/16
CUT B17, B18, B19 3/8
ma (N.S.)
mb (F.S.)
mc (NS)
md (FS) - B3, B4, B18, B19
md (FS) - B2, B17
mc (NS)
md (FS)
mc (NS)
md (FS) B2, B17
mc (NS) - B4, B19
mf (N.S.)
mg (F.S.)
(B)
(C)
PARALLEL LINES
MA
MB - B2, B3, B4
MC - B17, B18, B19
MB
MC
4 4
3⅜
2½ - 15/16 SLOTTED HOLE
3 5/16 - B2, B3, B4
3⅜ - B17, B18, B19
5½
4 9/16 B2, B3, B4
4¾ B17, B18, B19
3/8 CUT B2, B3, B4
1/8 CUT B17, B18, B19
B2, B3, B4 8½ 49'-0 1/16 C. TO C. OF BEARINGS 9¼
B17, B18, B19 8½ 49'-0 C. TO C. OF BEARINGS 9½
1'-9
BOTT. FLG. 90° TO WEB
SECTION (B)
4⅜ 5½
3
9
12 7/16
18 L
3
1'-0
3
5
5
NO PAINT (BS)
WP
3/8
NO PAINT TOP FLG FULL LENGTH
SECTION (C)
C
14
CAMBER DIAGRAM
LONGITUDINAL DIMENSIONS ARE MEASURED PARALLEL TO CHORD LINE
7
4
4
7
1⅜ ¢ HOLES
2½ - 13/16 SLOTTED HOLES IN BEAM & MB & MC
BOTTOM SECTION

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

MARK	NO. REQ'D.	SPAN	
B2	ONE	1	B-36½ · 194 · 50'-5 13/16 (ORD. 51'-0 CUT 50'-9 5/16) 3/4
B3	ONE	1	B-36½ · 194 · 50'-5 13/16 (ORD. 51'-0 CUT 50'-9 5/16) 2/4
B4	ONE	1	B-36½ × 194 · 50'-5 13/16 (ORD. 51'-0 CUT 50'-9 5/16) 2/4
B17	ONE	4	B-36½ · 194 · 50'-6 (ORD. 51'-0 CUT 50'-10⅛) 2/4
B18	ONE	4	B-36½ · 194 · 50'-6 (ORD. 51'-0 CUT 50'-10⅛) 2/4
B19	ONE	4	B-36½ · 194 · 50'-6 (ORD. 51'-0 CUT 50'-10⅛) 2/4

6-PL. 8 × (1 15/32 - 1 17/32)(M1S) · 1'-2 MA
3-PL. 8 × (1 7/16 - 1 9/16)(M2S) · 1'-2 MB-B2, B3, B4
3-PL. 8 × (1 15/32 - 1 17/32)(M2S) × 1'-2 MC-B17, B18, B19
} (ORD. & DETAILED ON SHEET #1)
DO NOT DUPLICATE

6-PL. 6¾ · ½ · 1'-6 ma
6-PL. 6¾ · ½ · 1'-6 mb
} (ORD. 18 × ½ · 16'-6) 5/6
14-PL. 6¾ · ½ · 2'-6 mc {3-B4-B19, 2-OTHERS}
14-PL. 6¾ · ½ · 2'-6 md {3-B2-B17, 2-OTHERS}
} (ORD. 30 × ½ × 16'-6) 5/4

6-PL. 6¾ · ½ · 1'-6 mf
6-PL. 6¾ · ½ · 1'-6 mg
} (ORD. 18 × ½ · 16'-6) 5/6

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

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

STRINGER DETAILS

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

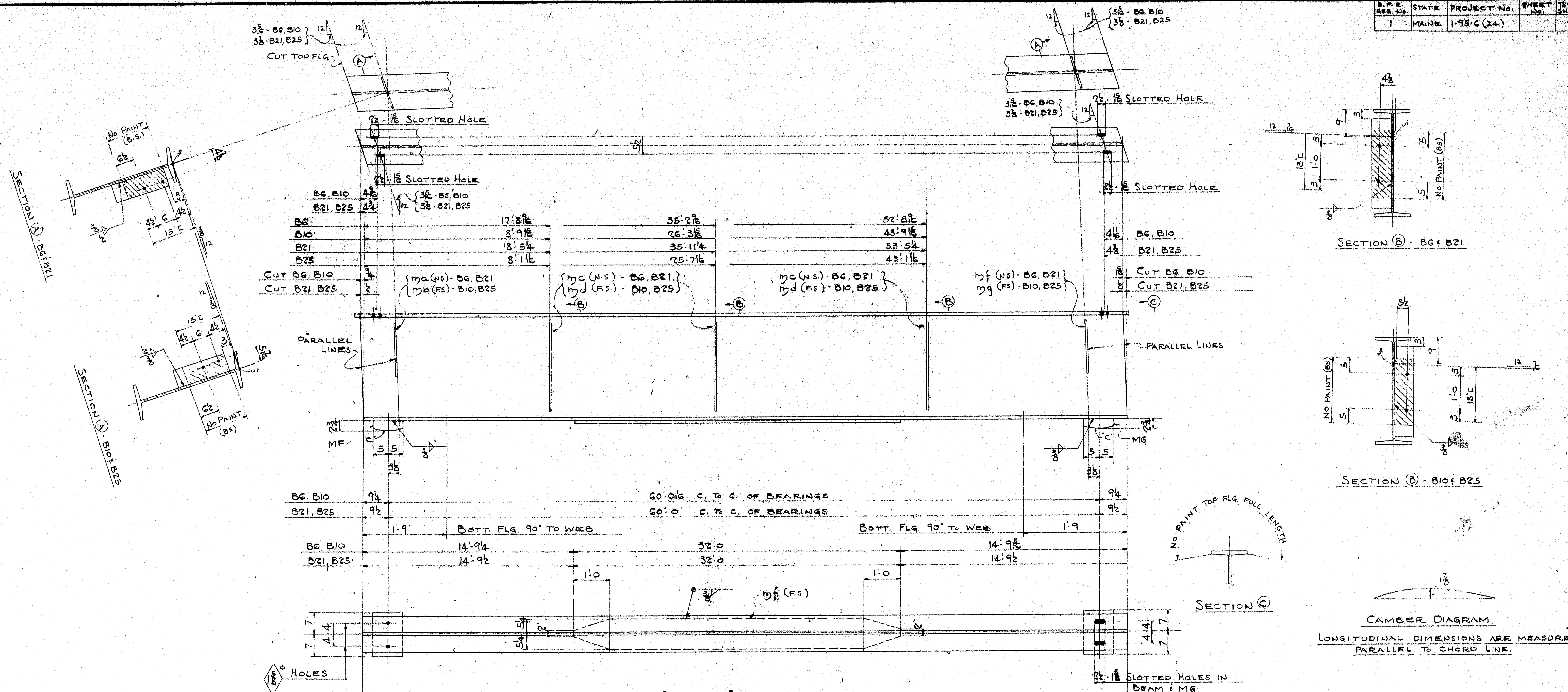
SHOP NO.

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

BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH WORKS
IN CHARGE HOOVER SEC. MADE BY B.T.
CHECKED BY S. 12.22.58 TRACED BY
REVISED LAST ASSEM. MK.
CONTRACT CP4433 SHEET ③

75-178 D

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


3 5/16 - B6, B10
3 3/8 - B21, B25
CUT TOP FLG.
Ⓐ
2½ - 1 5/16 SLOTTED HOLE
2½ - 1 5/16 SLOTTED HOLE
B6, B10 4 3/16
B21, B25 4 3/4
B6 17'-8 7/16 | 35'-2 1/16 | 52'-8 7/16
B10 8'-9 1/16 | 26'-3 9/16 | 43'-9 7/16
B21 18'-5 1/4 | 35'-11 1/4 | 53'-5 1/4
B25 8'-1 1/16 | 25'-7 1/16 | 43'-7 1/16
CUT B6, B10
CUT B21, B25
4 11/16 B6, B10
4 3/8 B21, B25
ma (N.S) - B6, B21
mb (F.S) - B10, B25
mc (N.S) - B6, B21
md (F.S) - B10, B25
mf (N.S) - B6, B21
mg (F.S) - B10, B25
Ⓑ
Ⓒ
PARALLEL LINES
PARALLEL LINES
MF
MG
5 5
3 3/8
B6, B10 9¼
B21, B25 9½
60'-0 1/16 C. TO C. OF BEARINGS
60'-0 C. TO C. OF BEARINGS
1'-9
BOTT. FLG. 90° TO WEB
BOTT. FLG. 90° TO WEB
B6, B10 14'-9¼ | 32'-0 | 14'-9 1/16
B21, B25 14'-9½ | 32'-0 | 14'-9½
1'-0
1'-0
mf (F.S)
1 5/8 ⌀ HOLES
2½ - 1 5/16 SLOTTED HOLES IN BEAM & MG.
BOTTOM SECTION
SECTION Ⓐ - B6 & B21
SECTION Ⓐ - B10 & B25
NO PAINT (B.S)
6½
4½ 6 4½
15 C
SECTION Ⓑ - B6 & B21
SECTION Ⓑ - B10 & B25
NO PAINT (BS)
18 C
1'-0
NO PAINT TOP FLG. FULL LENGTH
SECTION Ⓒ
1 7/8
CAMBER DIAGRAM

LONGITUDINAL DIMENSIONS ARE MEASURED PARALLEL TO CHORD LINE.

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

MARK	NO. REQ'D.	SPAN			
B6	ONE	2	B - 35 7/8 × 150 × 61'-6 9/16	(ORD. 62'-0 CUT 61'-10 5/8) A.S.T.M. A373	1/4
B10	ONE	2	B - 35 7/8 - 150 - 61'-6 9/16	(ORD. 62'-0 CUT 61'-10 5/8) A.S.T.M. A373	1/4
B21	ONE	5	B - 35 7/8 - 150 - 61'-7	(ORD. 62'-1 CUT 61'-11¼) A.S.T.M. A373	1/3
B25	ONE	5	B - 35 7/8 - 150 - 61'-7	(ORD. 62'-1 CUT 61'-11¼) A.S.T.M. A373	1/3

4 - Ps. 10 × 2¾ (P1S) × 1'-2 MF } (ORD. & DET. ON SHEET #1)
4 - Ps. 10 × 2¾ (P1S) - 1'-2 MG } DO NOT DUPLICATE

4 - Cov. P - 10½ (U.M) × 5/8 × 32'-0 mf (ORD.) 3/5
(A.S.T.M. A373)

2 - Ps. 6¾ × ½ × 1'-6 ma - B6 & B21 } (ORD. 18 × ½ × 16'-6) 5/6
2 - Ps. 6¾ - ½ - 1'-6 mb - B10 & B25 }
6 - Ps. 6¾ - ½ - 2'-6 mc - B6 & B21 } (ORD. 30 - ½ × 16'-6) 5/4
6 - Ps. 6¾ - ½ - 2'-6 md - B10 & B25 }
2 - Ps. 6¾ - ½ - 1'-6 mf - B6 & B21 } (ORD. 18 × ½ × 16'-6) 5/6
2 - Ps. 6¾ - ½ - 1'-6 mg - B10 & B25 }

½" F. WELD × 12'-0 (3'-0 EA. PC.)
3/8" F. WELD × 344'-0 (86'-0 EA. PC.)

STRINGER DETAILS

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

TEMP.
SUPT.
LAYOUT
FITTER
SHOP INSP.
PL. WK.
B. SMITH
MCH.
ERECT.
O. INSP.
WEIGHTS

SHOP NO.

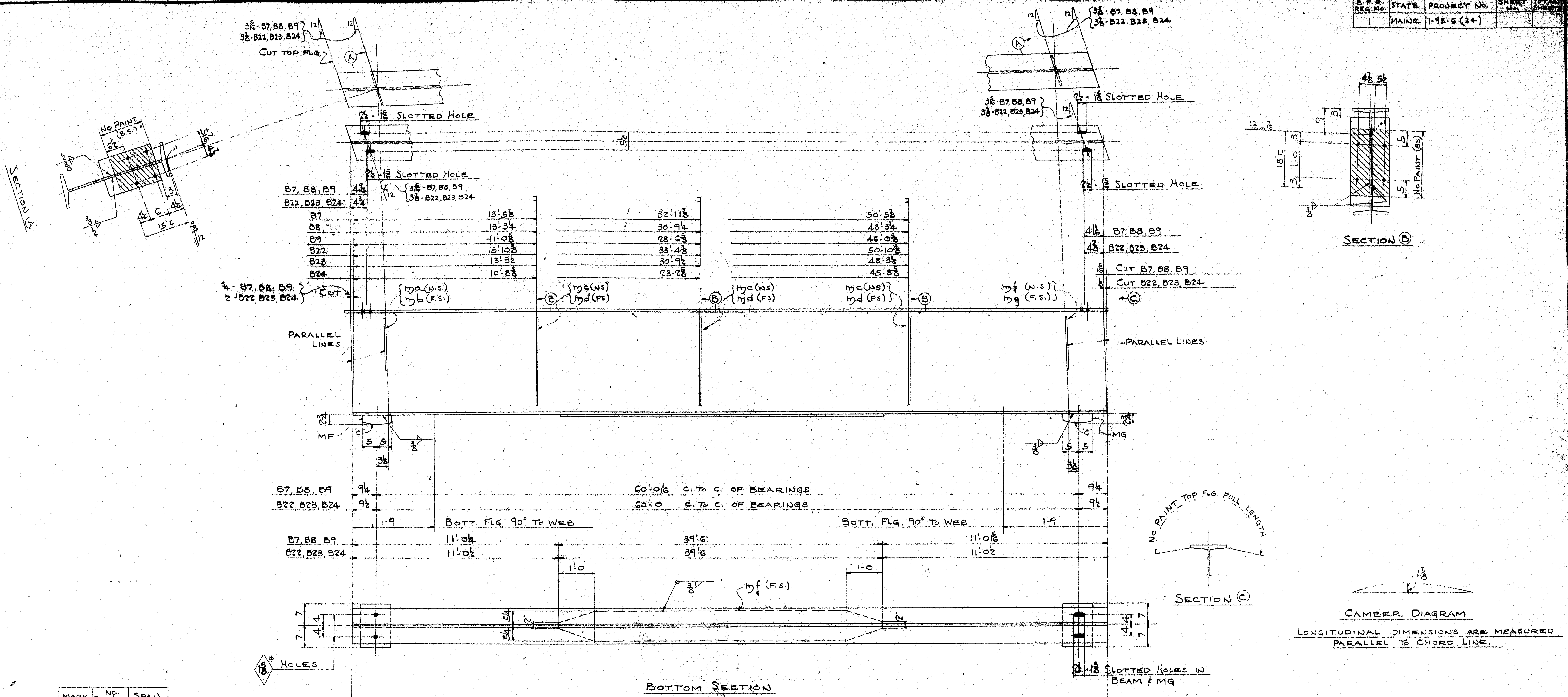
CUSTOMER: CALLAHAN BROS. INC., MECHANIC FALLS, MAINE
STRUCTURE: INTERSTATE #95 BRIDGE OVER MAIN ST., WATERVILLE, MAINE

BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH WORKS
IN CHARGE Hoover Sec. MADE BY B.T.
CHECKED BY S. 12-22-58 TRACED BY
REVISED LAST ASSEM. MK.
CONTRACT CP4433 SHEET ④

75-178 E

0
1
2
3
4
5
INCHES

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


3 5/16 - B7, B8, B9
3⅜ - B22, B23, B24
CUT TOP FLG.
A
2¾ - 1 5/16 SLOTTED HOLE
No PAINT (B.S.)
SECTION A
15 C
B7, B8, B9 4⅛
B22, B23, B24 4¾
B7 15-5⅝ 32-11⅜ 50-5⅝
B8 13-3¼ 30-9¼ 48-3¼
B9 11-0⅞ 28-6⅞ 46-0⅞
B22 15-10⅝ 33-4⅝ 50-10⅝
B23 13-3½ 30-9½ 48-3½
B24 10-8⅝ 28-2⅝ 45-8⅝
¾ - B7, B8, B9
½ - B22, B23, B24
CUT
ma (N.S.) mb (F.S.)
mc (N.S.) md (F.S.)
mf (N.S.) mg (F.S.)
B
C
PARALLEL LINES
4⅛ B7, B8, B9
4⅝ B22, B23, B24
CUT B7, B8, B9
CUT B22, B23, B24
MF
MG
B7, B8, B9 9¼ 60-0 5/16 C. TO C. OF BEARINGS 9¼
B22, B23, B24 9½ 60-0 C. TO C. OF BEARINGS 9½
1-9 BOTT. FLG. 90° TO WEB
B7, B8, B9 11-0¼ 39-6 11-0⅝
B22, B23, B24 11-0½ 39-6 11-0½
1-0
mf (F.S.)
15/16 HOLES
2¾ - 1 5/16 SLOTTED HOLES IN BEAM & MG
BOTTOM SECTION
SECTION B
No PAINT (B.S.)
NO PAINT TOP FLG. FULL LENGTH
SECTION C
1⅞
CAMBER DIAGRAM
LONGITUDINAL DIMENSIONS ARE MEASURED PARALLEL TO CHORD LINE.

MARK	NO. REQ'D.	SPAN			
B7	ONE	2	B-35⅞-150-61-6 9/16	(ORD. 62-0 CUT 61-10 5/16) A.S.T.M. A373	¼
B8	ONE	2	B-35⅞-150-61-6 9/16	(ORD. 62-0 CUT 61-10 5/16) A.S.T.M. A373	¼
B9	ONE	2	B-35⅞-150-61-6 9/16	(ORD. 62-0 CUT 61-10 5/16) A.S.T.M. A373	¼
B22	ONE	5	B-35⅞-150-61-7	(ORD. 62-1 CUT 61-11¼) A.S.T.M. A373	⅓
B23	ONE	5	B-35⅞-150-61-7	(ORD. 62-1 CUT 61-11¼) A.S.T.M. A373	⅓
B24	ONE	5	B-35⅞-150-61-7	(ORD. 62-1 CUT 61-11¼) A.S.T.M. A373	⅓

6-PL-10 x 2¾ (P1S) x 1-2 MF (ORD. & DET. ON SHEET #1)
6-PL-10 x 2¾ (P1S) x 1-2 MG DO NOT DUPLICATE

6-COV. PL-10½ (U.M.) x ⅞ x 39-6 mf (GRD.) ¾
(ASTM. A373)

6-PL-6¾ x ½ x 1-6 ma
6-PL-6¾ x ½ x 1-6 mb (ORD. 18 x ½ x 16-6) 5/6
18-PL-6¾ x ½ x 2-6 mc
18-PL-6¾ x ½ x 2-6 md (ORD. 30 x ½ x 16-6) 5/4
6-PL-6¾ x ½ x 1-6 mf
6-PL-6¾ x ½ x 1-6 mg (ORD. 18 x ½ x 16-6) 5/6
½ F. WELD - 36-0 (6-0 EA. PC.)
⅜ F. WELD - 714-0 (119-0 EA. PC.)

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

STRINGER DETAILS

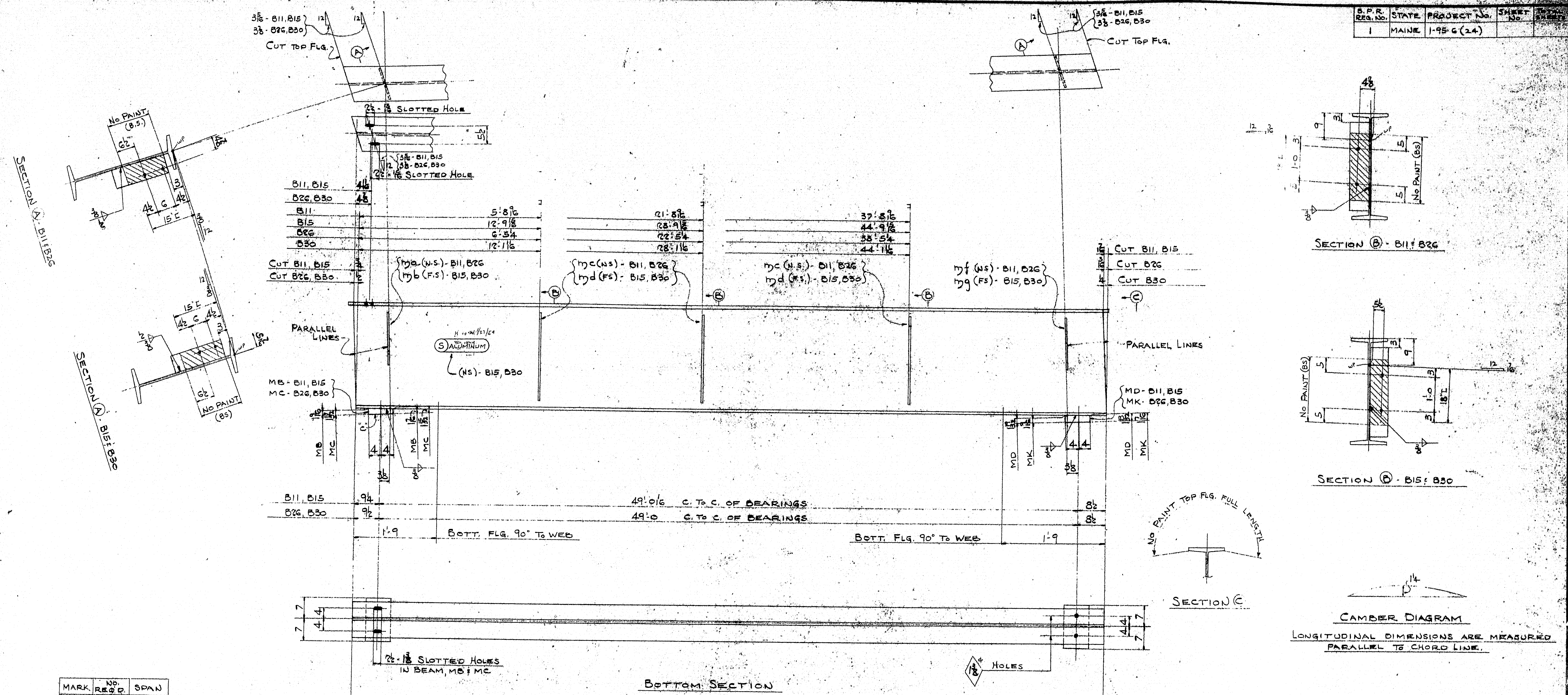
RIVETS —
OPEN HOLES 15/16" UNLESS NOTED
REAM
MILLING
PAINT ONE SHOP COAT AS PER SPECS. UNLESS NOTED
WELDING AS PER SPECS.
SHOP CONTACT SURFACES NO PAINT
SHOP NO.

TEMP.
SUPT.
LAYOUT
FITTER
SHOP INSP.
PL. WK.
B. SMITH
MCH.
ERECT.
O. INSP.
WEIGHTS

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

BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH. WORKS
IN CHARGE HOOVER SEC. MADE BY B.T.
CHECKED BY S. 12-22-58 TRACED BY
REVISED LAST ASSEM. MK.
CONTRACT CP4433 75-178F SHEET ⑤

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


CUT TOP FLG.
CUT TOP FLG.
SLOTTED HOLE
SLOTTED HOLE
SECTION (A) - B11 & B26
SECTION (A) - B15 & B30
NO PAINT (B.S.)
NO PAINT (BS)
B11, B15
B26, B30
CUT B11, B15
CUT B26, B30
CUT B26
CUT B15
ma (N.S.) - B11, B26
mb (F.S.) - B15, B30
mc (NS) - B11, B26
md (FS) - B15, B30
mc (N.S.) - B11, B26
md (F.S.) - B15, B30
mf (NS) - B11, B26
mg (FS) - B15, B30
PARALLEL LINES
PARALLEL LINES
(S) ALUMINUM
(NS) - B15, B30
MB - B11, B15
MC - B26, B30
MD - B11, B15
MK - B26, B30
49'-0 1/16 C. TO C. OF BEARINGS
49'-0 C. TO C. OF BEARINGS
BOTT. FLG. 90° TO WEB
BOTT. FLG. 90° TO WEB
SECTION (B) - B11 & B26
SECTION (B) - B15 & B30
NO PAINT (BS)
NO PAINT TOP FLG. FULL LENGTH
SECTION (C)
2 1/2 - 1 3/8 SLOTTED HOLES IN BEAM, MB & MC
1 3/16 HOLES
BOTTOM SECTION

CAMBER DIAGRAM

LONGITUDINAL DIMENSIONS ARE MEASURED PARALLEL TO CHORD LINE.

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

MARK	NO. REQ'D.	SPAN	
B11	ONE	3	B-36 5/16 - 182 - 50'-5 13/16 (ORD. 51'-0 CUT 50'-9 7/16) 2/6
B15	ONE	3	B-36 5/16 × 182 - 50'-5 13/16 (ORD. 51'-0 CUT 50'-9 7/16) 3/6
B26	ONE	6	B-36 5/16 × 182 × 50'-6 (ORD. 51'-0 CUT 50'-10 3/16) 3/6
B30	ONE	6	B-36 5/16 × 182 × 50'-6 (ORD. 51'-0 CUT 50'-10 1/8) 3/6

2-PL 8 - (1 7/16 - 1 9/16)(M25) × 1'-2 MB - B11 & B15
2-PL 8 × (1 15/32 - 1 17/32)(M25) × 1'-2 MC - B26 & B30
2-PL 8 - (1 18/32 - 1 19/32)(M15) × 1'-2 MD - B11 & B15
2-PL 8 × (1 1/16 - 1 1/16)(M15) × 1'-2 MK - B26 & B30
(ORD. & DET. ON SHEET #1 DO NOT DUPLICATE

2-PL 6 3/4 - 1/2 × 1'-6 ma - B11 & B26
2-PL 6 3/4 - 1/2 - 1'-6 mb - B15 & B30
(ORD. 18 × 1/2 × 16'-6) 5/6
6-PL 6 3/4 - 1/2 - 2'-6 mc - B11 & B26
6-PL 6 3/4 - 1/2 - 2'-6 md - B15 & B30
(ORD. 30 × 1/2 × 16'-6) 5/4
2-PL 6 3/4 - 1/2 × 1'-6 mf - B11 & B26
2-PL 6 3/4 - 1/2 × 1'-6 mg - B15 & B30
(ORD. 18 × 1/2 × 16'-6) 5/6
1/2 F WELD × 12'-0 (3'-0 EA. PC.)
3/8 F WELD × 83'-0 (20'-9 EA. PC.)

STRINGER DETAILS

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

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

SHOP NO.

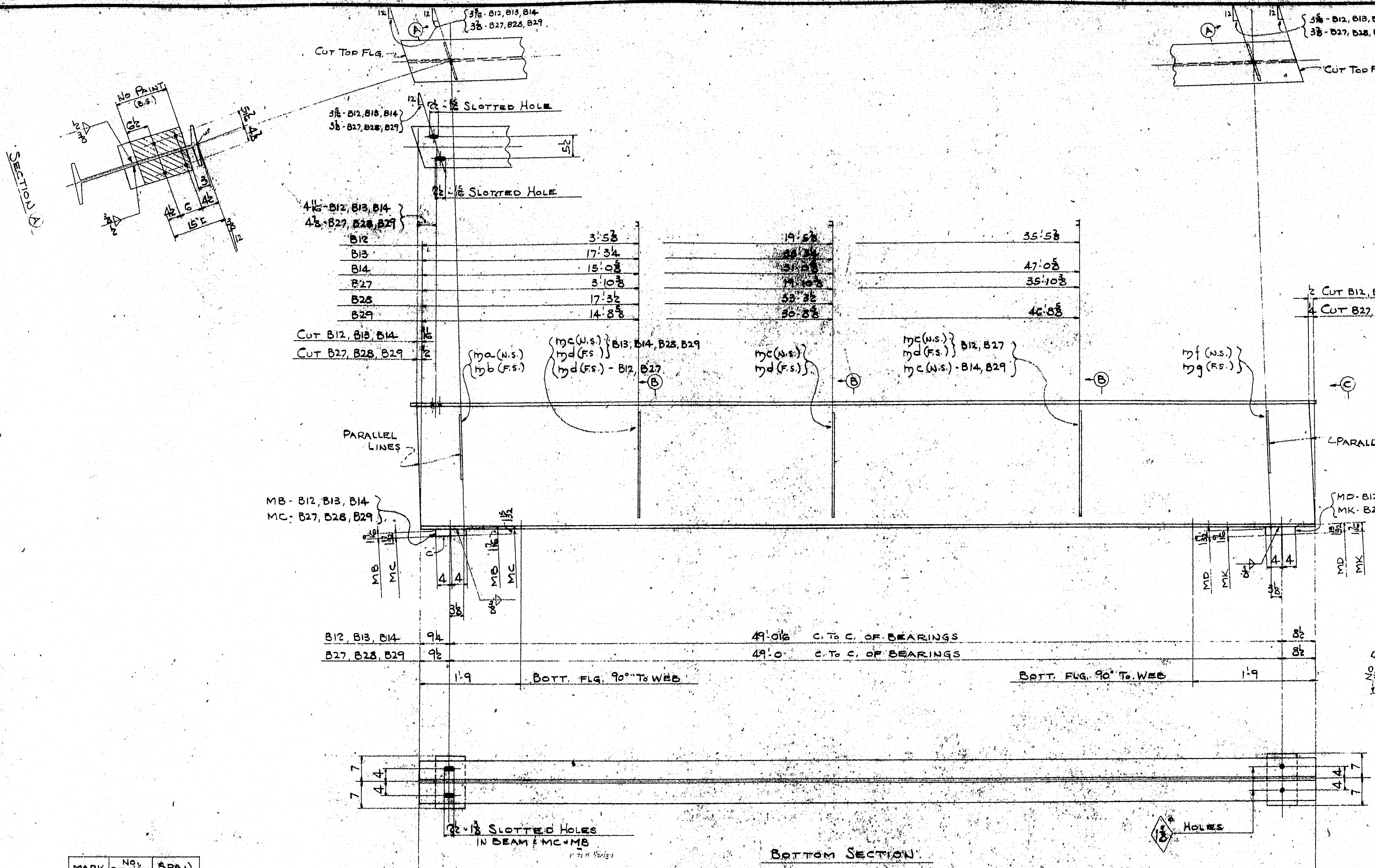
CUSTOMER: CALLAHAN BROS INC. MECHANIC FALLS MAINE
STRUCTURE: INTERSTATE #95 BRIDGE OVER MAIN ST. WATERVILLE MAINE

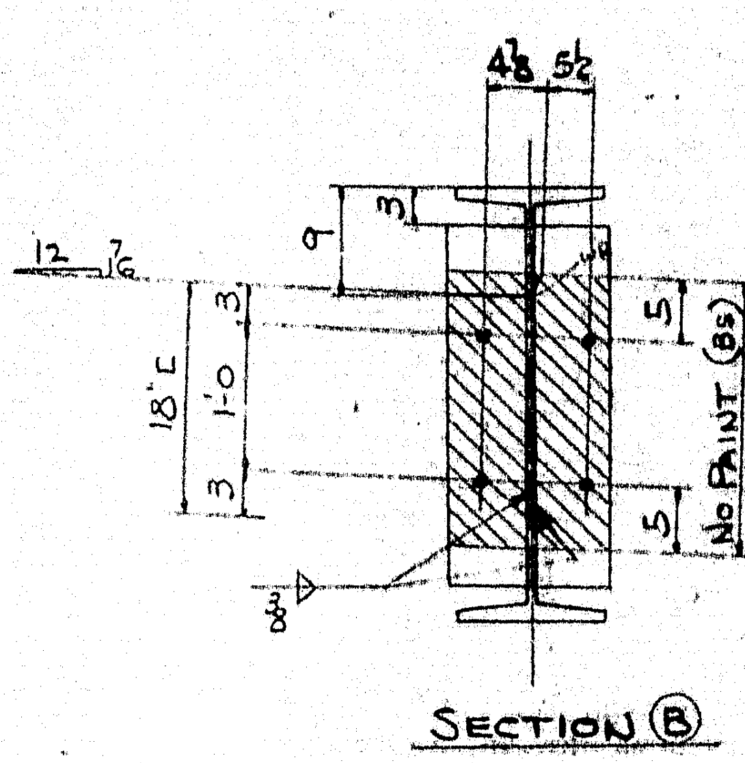
BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH **WORKS**
IN CHARGE HOOVER SEC. **MADE BY** B.T.
CHECKED BY S. 12-22-58 **TRACED BY**
REVISED **LAST ASSEM. MK.**
CONTRACT CP4433 **SHEET** 6

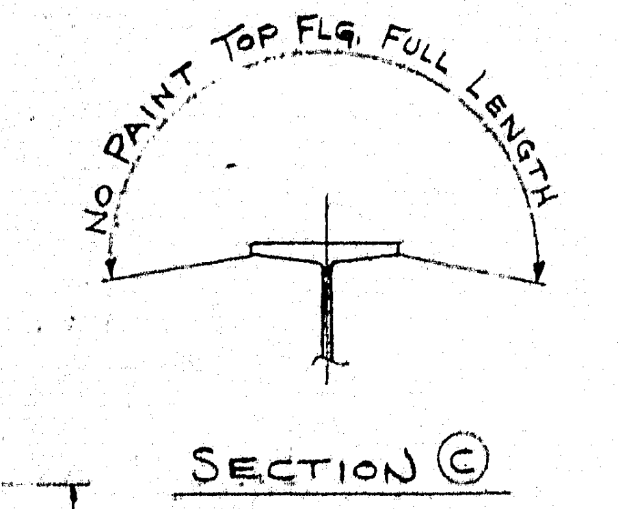
15-178 G

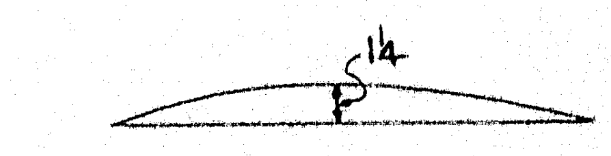
0 1 2 3 4 5 INCHES

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


SECTION Ⓐ
NO PAINT (B.S.)
15$\frac{1}{2}$
CUT TOP FLG.
3$\frac{5}{8}$ - B12, B13, B14
3$\frac{3}{8}$ - B27, B28, B29
$\frac{13}{16}$ - 1$\frac{1}{2}$ SLOTTED HOLE
2$\frac{1}{2}$ - $\frac{13}{16}$ SLOTTED HOLE
4$\frac{1}{16}$ - B12, B13, B14
4$\frac{3}{8}$ - B27, B28, B29
B12 3'-5$\frac{5}{8}$ 19'-5$\frac{5}{8}$ 35'-5$\frac{5}{8}$
B13 17'-3$\frac{1}{4}$ 47'-0$\frac{3}{8}$
B14 15'-0$\frac{3}{8}$
B27 3'-10$\frac{3}{8}$ 35'-10$\frac{3}{8}$
B28 17'-3$\frac{1}{2}$
B29 14'-8$\frac{5}{8}$ 46'-8$\frac{5}{8}$
CUT B12, B13, B14
CUT B27, B28, B29
$\frac{1}{2}$ CUT B12, B13, B14
$\frac{1}{4}$ CUT B27, B28, B29
ma (N.S.) mb (F.S.)
mc (N.S.) md (F.S.) B13, B14, B28, B29
md (F.S.) - B12, B27
mc (N.S.) md (F.S.)
mc (N.S.) md (F.S.) B12, B27
mc (N.S.) - B14, B29
mf (N.S.) mg (F.S.)
Ⓑ Ⓒ
PARALLEL LINES
MB - B12, B13, B14
MC - B27, B28, B29
MD - B12, B13, B14
MK - B27, B28, B29
MB MC MD MK
4 4
B12, B13, B14 9$\frac{1}{4}$ 49'-0$\frac{1}{16}$ C. TO C. OF BEARINGS 8$\frac{1}{2}$
B27, B28, B29 9$\frac{1}{2}$ 49'-0 C. TO C. OF BEARINGS 8$\frac{1}{2}$
1'-9 BOTT. FLG. 90° TO WEB
BOTT. FLG. 90° TO WEB 1'-9
7 4 4 7
2$\frac{1}{2}$ - 1$\frac{3}{8}$ SLOTTED HOLES IN BEAM & MC + MB
1$\frac{3}{8}$ HOLES
BOTTOM SECTION


4$\frac{1}{2}$ 5$\frac{1}{2}$
12 $\frac{1}{16}$
18'-C
3 1-0 3
9 3
5 5
NO PAINT (B.S.)
SECTION Ⓑ


NO PAINT TOP FLG. FULL LENGTH
SECTION Ⓒ



CAMBER DIAGRAM

LONGITUDINAL DIMENSIONS ARE MEASURED PARALLEL TO CHORD LINE

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

MARK	No. REQ'D.	SPAN		
B12	ONE	3	B - 36$\frac{1}{2}$ × 194 × 50'-5$\frac{13}{16}$	(ORD. 51'-0 CUT 50'-9$\frac{5}{16}$) $\frac{2}{4}$
B13	ONE	3	B - 36$\frac{1}{2}$ × 194 × 50'-5$\frac{13}{16}$	(ORD. 51'-0 CUT 50'-9$\frac{5}{16}$) $\frac{2}{4}$
B14	ONE	3	B - 36$\frac{1}{2}$ × 194 × 50'-5$\frac{13}{16}$	(ORD. 51'-0 CUT 50'-9$\frac{5}{16}$) $\frac{2}{4}$
B27	ONE	6	B - 36$\frac{1}{2}$ × 194 × 50'-6	(ORD. 51'-0 CUT 50'-10$\frac{3}{8}$) $\frac{2}{4}$
B28	ONE	6	B - 36$\frac{1}{2}$ × 194 × 50'-6	(ORD. 51'-0 CUT 50'-10$\frac{3}{8}$) $\frac{2}{4}$
B29	ONE	6	B - 36$\frac{1}{2}$ × 194 × 50'-6	(ORD. 51'-0 CUT 50'-10$\frac{3}{8}$) $\frac{2}{4}$

3 - PL. - 8 × (1$\frac{7}{16}$ - 1$\frac{9}{16}$) (M2S) × 1'-2 MB - B12, B13, B14
3 - PL. - 8 × (1$\frac{15}{32}$ - 1$\frac{17}{32}$) (M2S) × 1'-2 MC - B27, B28, B29
3 - PL. - 8 × (1$\frac{13}{32}$ - 1$\frac{19}{32}$) (M1S) × 1'-2 MD - B12, B13, B14
3 - PL. - 8 × (1$\frac{7}{16}$ - 1$\frac{9}{16}$) (M1S) × 1'-2 MK - B27, B28, B29
(ORD. & DET. ON SHEET #1 DO NOT DUPLICATE

16 - PL. 6$\frac{3}{4}$ × $\frac{1}{2}$ × 1'-6 ma
6 - PL. 6$\frac{3}{4}$ × $\frac{1}{2}$ × 1'-6 mb
(ORD. 18 × $\frac{1}{2}$ × 16'-6) $\frac{5}{6}$
14 - PL. 6$\frac{3}{4}$ × $\frac{1}{2}$ × 2'-6 mc - {3 - B14, B29; 2 - OTHERS}
14 - PL. 6$\frac{3}{4}$ × $\frac{1}{2}$ × 2'-6 md {3 - B12, B27; 2 - OTHERS}
(ORD. 30 × $\frac{1}{2}$ × 16'-6) $\frac{5}{4}$
6 - PL. 6$\frac{3}{4}$ × $\frac{1}{2}$ × 1'-6 mf
6 - PL. 6$\frac{3}{4}$ × $\frac{1}{2}$ × 1'-6 mg
(ORD. 18 × $\frac{1}{2}$ × 16'-6) $\frac{5}{6}$
$\frac{1}{2}$" F. WELD × 36'-0 (6'-0 EA. PC.)
$\frac{3}{8}$" F. WELD × 192'-0 {28'-8 - B13, B28; 33'-8 - OTHERS}

RIVETS —
OPEN HOLES $\frac{15}{16}$" UNLESS NOTED
REAM
MILLING
PAINT ONE SHOP COAT AS PER SPECS, UNLESS NOTED.
WELDING AS PER SPECS.
SHOP CONTACT SURFACES NO PAINT

STRINGER DETAILS

TEMP.
SUPT.
LAYOUT
FITTER
SHOP INSP.
PC. WK.
B. SMITH
MCH.
ERECT.
O. INSP.
WEIGHTS
SHOP NO.

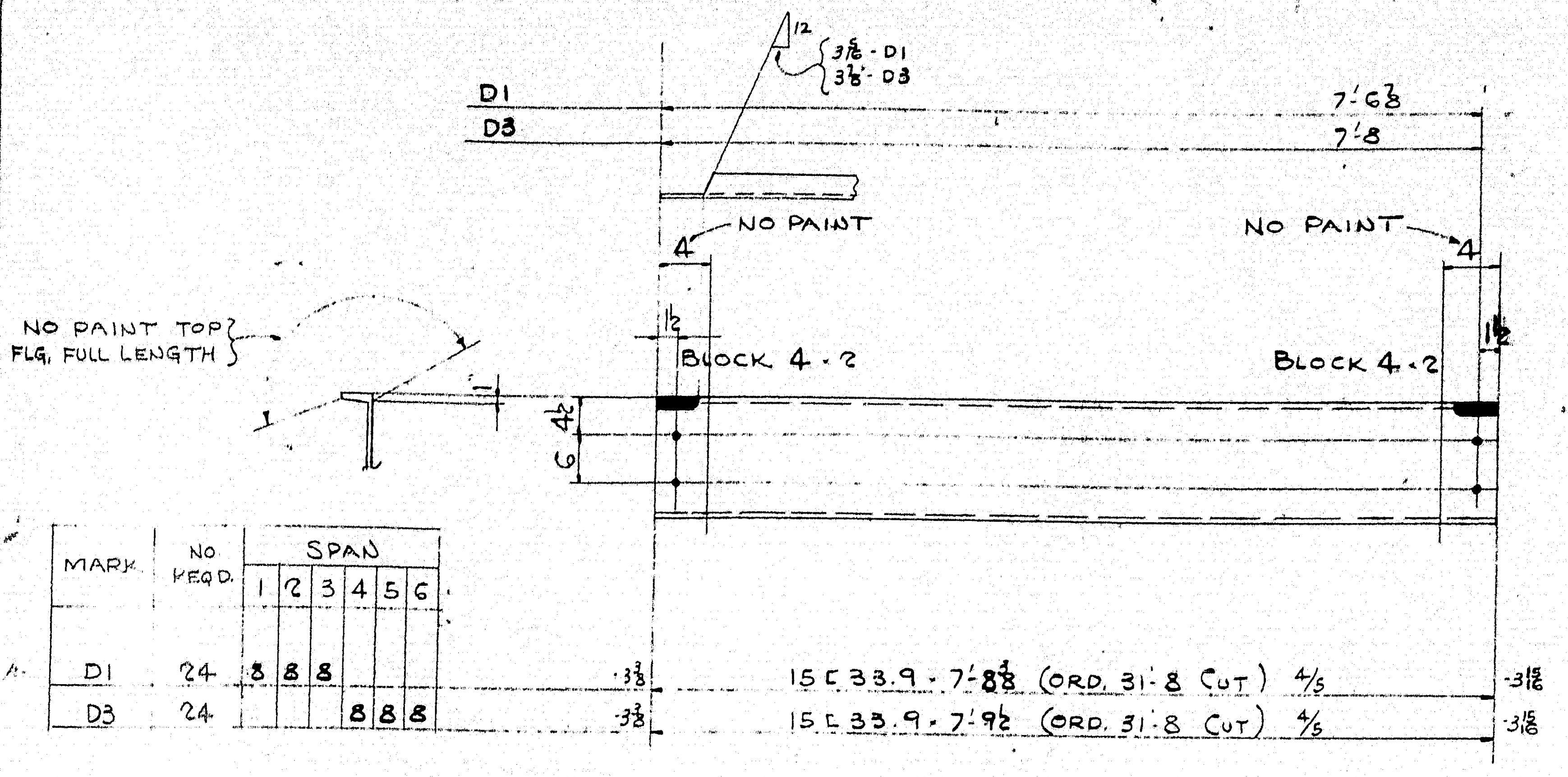
CUSTOMER: CALLAHAN BROS. INC. MECHANIC FALLS, MAINE.
STRUCTURE: INTERSTATE #95 BRIDGE OVER MAIN ST. - WATERVILLE, MAINE

BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH WORKS
IN CHARGE HOOVER, S.E.C. MADE BY B.T.
CHECKED BY S. 12-22-58 TRACED BY
REVISED LAST ASSEM. MK.
CONTRACT CP4433 SHEET ⑦

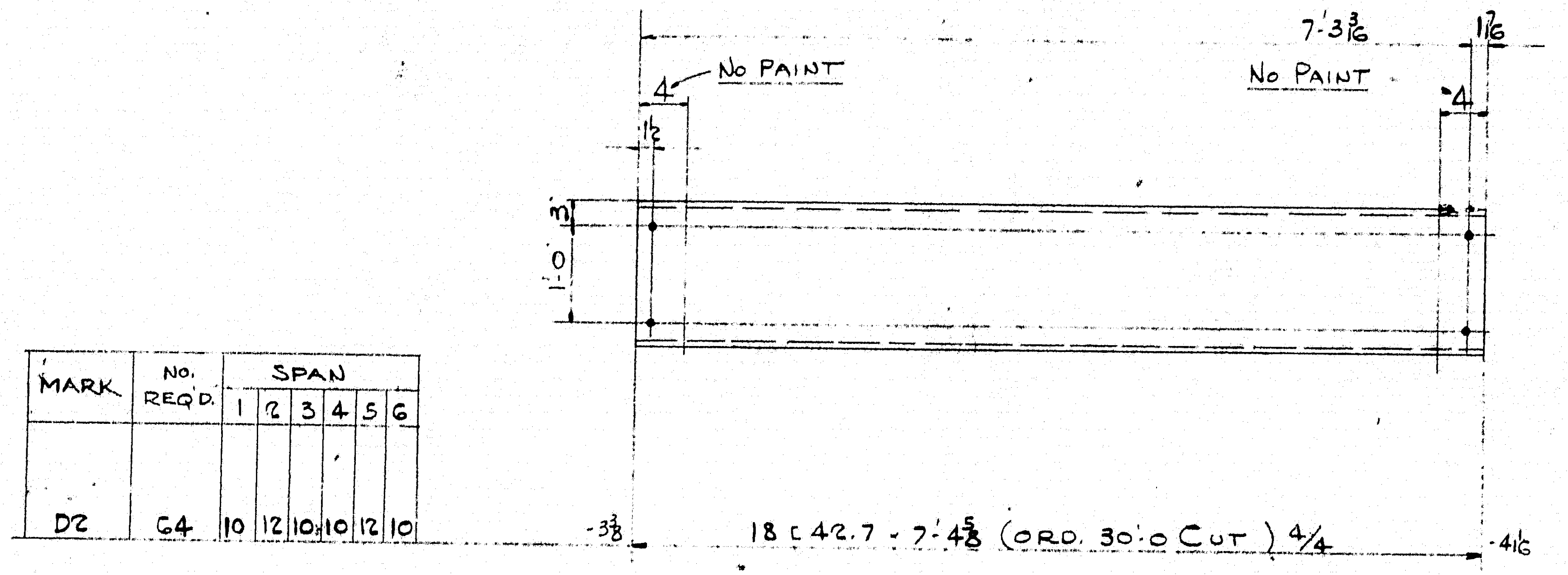
75-178 H

0 1 2 3 4 5 INCHES

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


12
3 5/16 - D1
3 3/8 - D3
D1
D3
7'-6 7/8
7'-8
NO PAINT
NO PAINT
4
4
NO PAINT TOP FLG. FULL LENGTH
1 1/2
1 1/2
BLOCK 4 - 2
BLOCK 4 - 2
4 1/2
6
-3 3/8
-3 15/16

MARK	NO REQ'D.	SPAN 1	SPAN 2	SPAN 3	SPAN 4	SPAN 5	SPAN 6	
D1	24	8	8	8				15 ⊏ 33.9 - 7'-8 3/8 (ORD. 31'-8 CUT) 4/5
D3	24				8	8	8	15 ⊏ 33.9 - 7'-9 1/2 (ORD. 31'-8 CUT) 4/5


7'-3 3/16
1 7/16
No PAINT
No PAINT
4
4
1 1/2
3
10
-3 3/8
-4 1/16

MARK	NO. REQ'D.	SPAN 1	SPAN 2	SPAN 3	SPAN 4	SPAN 5	SPAN 6	
D2	64	10	12	10	10	12	10	18 ⊏ 42.7 - 7'-4 5/8 (ORD. 30'-0 CUT) 4/4

DIAPHRAGM DETAILS

RIVETS —
OPEN HOLES 15/16 ⌀
REAM
MILLING —
PAINT ONE SHOP COAT AS PER SPECS. UNLESS NOTED
WELDING NONE
SHOP CONTACT SURFACES No PAINT

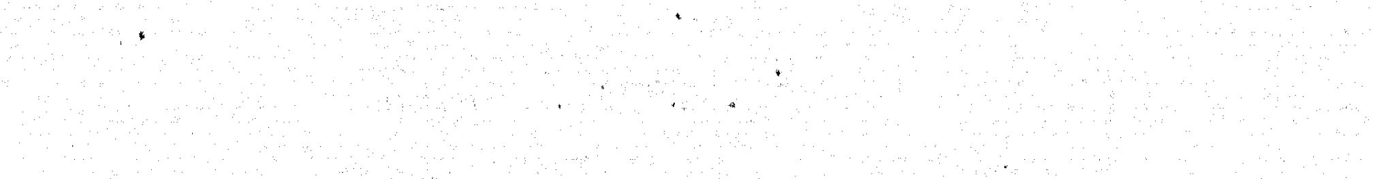
TEMP.
SUPT.
LAYOUT
FITTER
SHOP INSP.
FC. WK.
B. SMITH
MCH.
ERECT.
O. INSP.
WEIGHTS
SHOP NO.

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

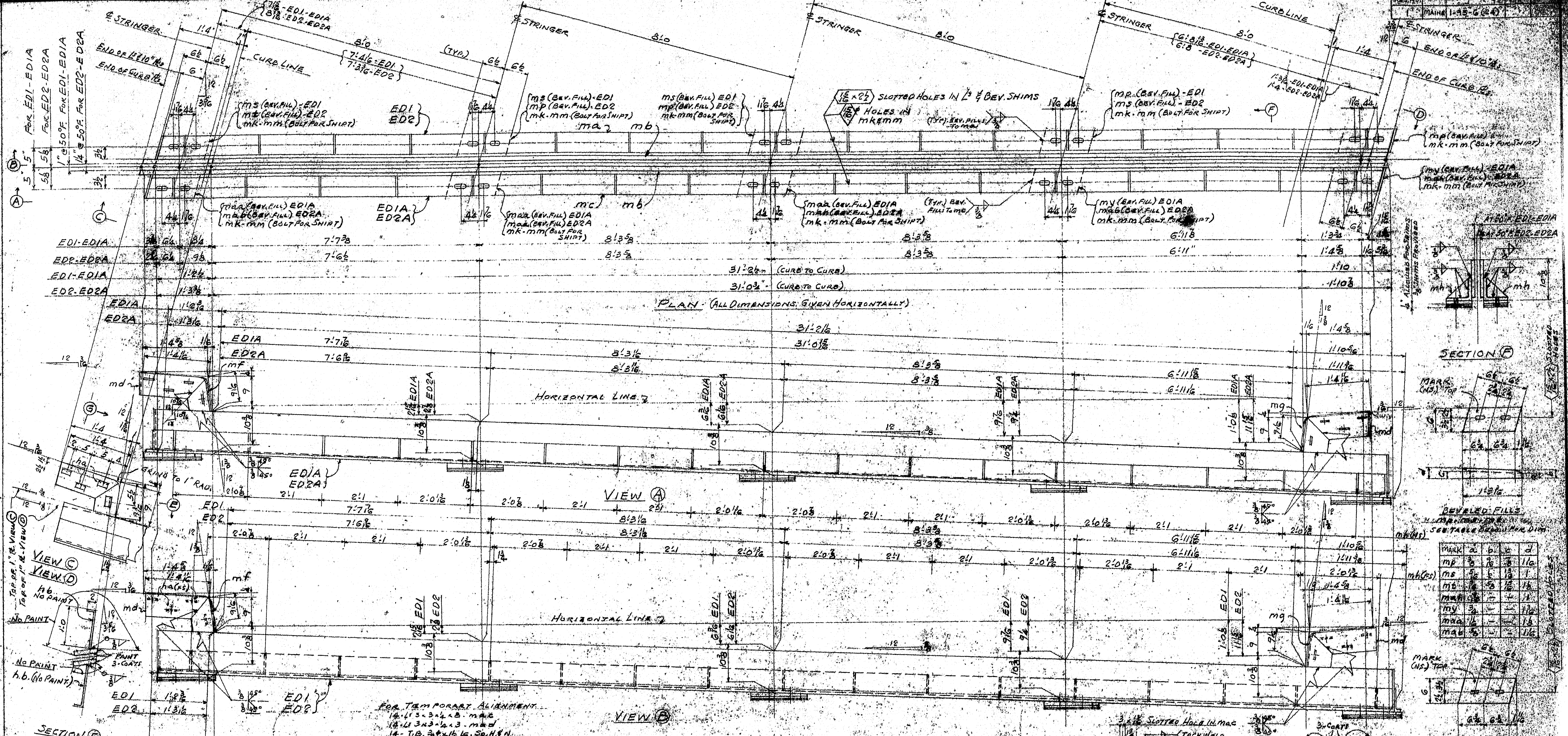
BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION

BETHLEHEM DRAFTING ROOM BETH WORKS
IN CHARGE HOOVER SEC. MADE BY B.T.
CHECKED BY S. 12-22-58. TRACED BY
REVISED LAST ASSEM. MK.
CONTRACT CP4433 SHEET ⑧

75-178 I

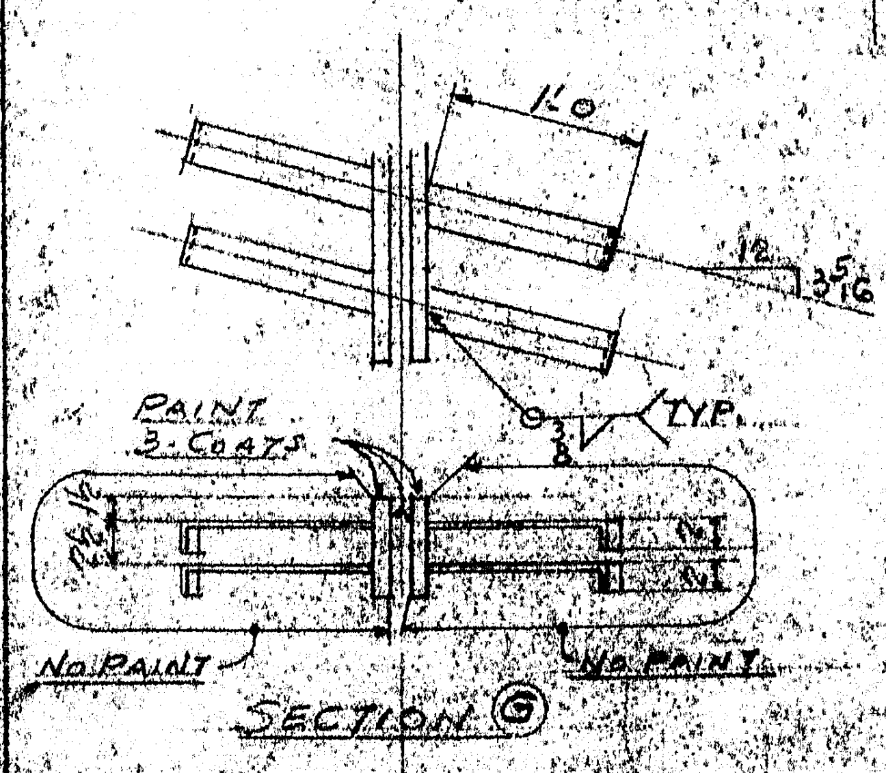

0
1
2
3
4
5
INCHES

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



℄ STRINGER
CURB LINE
END OF L's 10" ℞
END OF CURB ℞
FOR ED1-ED1A
FOR ED2-ED2A
1 1/2 @ 50°F. FOR ED1-ED1A
1/4 @ 50°F. FOR ED2-ED2A
7 1/2-ED1-ED1A
8 1/2-ED2-ED2A
7'4 1/16-ED1
7'3 1/16-ED2
6'8 1/8-ED1-ED1A
6'8-ED2-ED2A
8'0
1'4
(TYP.)
ms (BEV. FILL)-ED1
mt (BEV. FILL)-ED2
mk-mm (BOLT FOR SHIPT)
mp (BEV. FILL)-ED2
mp (BEV. FILL)-ED1
ms (BEV. FILL)-ED2
ma
mb
mc
15/16 x 2 1/2 SLOTTED HOLES IN L's & BEV. SHIMS
15/16 HOLES IN mk & mm
(TYP.) BEV. FILL TO ma
maa (BEV. FILL) ED1A
mab (BEV. FILL) ED2A
my (BEV. FILL) ED1A
mah (BEV. FILL) ED2A
mk-mm (BOLT FOR SHIPT)
ED1
ED2
ED1A
ED2A
ED1-ED1A
ED2-ED2A
7'7 3/8
7'6 1/2
8'3 5/8
8'3 3/8
6'11
31'2 3/4 (CURB TO CURB)
31'0 3/4 (CURB TO CURB)
PLAN - (ALL DIMENSIONS GIVEN HORIZONTALLY)
31'2 1/16
31'0 13/16
7'7 1/16
7'6 13/16
8'3 1/16
6'11 1/16
HORIZONTAL LINE
md
mf
mg
GRIND TO 1" RAD.
VIEW Ⓐ
VIEW Ⓑ
VIEW Ⓒ
VIEW Ⓓ
TOP OF L @ VIEW Ⓒ
TOP OF L @ VIEW Ⓓ
ha
hb
ha (NS)
No PAINT
h.b. (No PAINT)
PAINT 3-COATS
SECTION Ⓔ
SECTION Ⓕ
MARK (NS) TOP
BEVELED FILLS
mp-ms-mt
SEE TABLE BELOW FOR DIM.
mh (NS)
mh (FS)
SLOTTED HOLES
1" ALLOWED FOR TWIST & SHIMS PROVIDED
@ 50°F. ED1-ED1A
@ 50°F. ED2-ED2A
2'1
2'0 1/2
2'0 3/8
2'0 1/16

FOR TEMPORARY ALIGNMENT
14-L's 3 x 3 x 1/4 x 8 - mac
14-L's 3 x 3 x 1/4 x 3 - mad
14-T.B. 3/4 ϕ x 1 1/2 Lg. Sq. H. & N.



1'0
PAINT 3-COATS
TYP.
No PAINT
SECTION Ⓖ

ED1 - ONE REQ'D. SPAN 1.

- ONE - L 6 x 6 x 3/4 x 34'5 1/16 - ma (ORD. 35'0") 4/7
- ONE - ℞ 10 (U.M.) x 1 x 34'3 1/2 - mb (ORD. 34'9) 6/4
- 2 - ℞s 6 x 1 x 1'4 15/16 - md
- ONE - ℞ 6 x 1 x 9 1/16 - mf
- 6 - BARS 2 1/2 x 1/2 x 1'1 1/2 - ha
- 2 - BARS 2 1/2 x 1/2 x 1'1 1/2 - hb
- 5 - FILLS 6 x 1/4 x 1'3 3/16 - mk
- 5 - FILLS 6 x 1/8 x 1'3 3/16 - mm
- 2 - BEV. FILLS 6 x 3/8 TO 1 1/16 x 1'3 3/16 - mp
- 3 - BEV. FILLS 6 x 5/16 TO 1 x 1'3 3/16 - ms
- 5 - T.B. 7/8 ϕ x 2 3/4 Lg.
- 3/8" F. WELD x 68'6
- 3/8 F. WELD x 39'5 (INTERM.)
- 3/8" 45° WELD x 4'10 (INTERM.)
- 17 - BARS 5 1/4 x 3/8 x 5 1/4 - mh
- ONE - BAR 6 x 1 x 9 1/16 - mg

ED2 - ONE REQ'D. SPAN 2.

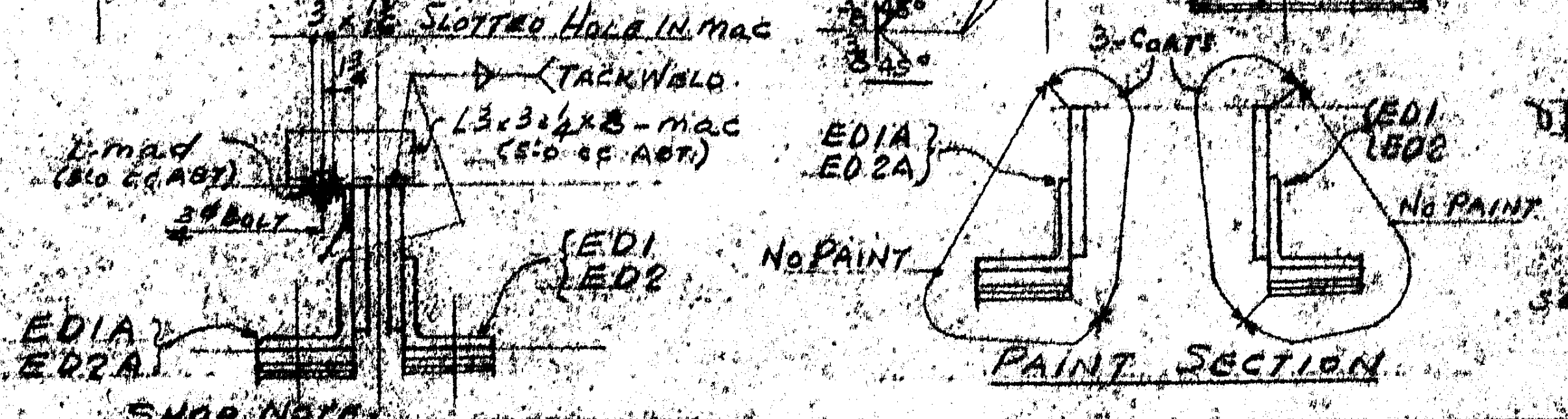
- ONE - L - ma 4/7
- ONE - ℞ - mb 6/4
- 2 - ℞s - md
- ONE - ℞ - mf
- 6 - BARS - ha
- 2 - BARS - hb
- 5 - FILLS - mk
- 5 - FILLS - mm
- 3 - BEV. FILL - mp
- ONE - BEV. FILL - ms
- ONE - BEV. FILLS - 6 x 7/16 TO 1 1/8 x 1'3 3/16 - mt
- 5 - T.B. 7/8 ϕ x 3" Lg.
- 3/8" F. WELD x 39'5 (INTERM.)
- 3/8 F. WELD x 68'6
- 3/8 45° WELD x 4'10 (INTERM.)
- ONE - BAR - mg
- 17 - BARS - mh

ED1A - ONE REQ'D. SPAN 2.

- ONE - L 6 x 6 x 3/4 x 34'4 3/8 - mc 4/7
- ONE - ℞ - mb 6/4
- 2 - ℞s - md
- ONE - ℞ - mf
- 6 - BARS - ha
- 2 - BARS - hb
- 5 - FILLS - mk
- 5 - FILLS - mm
- 2 - BEV. FILLS 6 x 3/4 TO 1 1/16 x 1'3 3/16 - my
- 3 - BEV. FILLS 6 x 1/16 TO 1 1/8 x 1'3 3/16 - maa
- 5 - T.B. 7/8 ϕ x 3 Lg.
- 3/8 F. WELD x 68'6
- 3/8 F. WELD x 39'5 (INTERM.)
- 3/8 45° WELD x 4'10 (INTERM.)
- ONE - BAR - mg
- 17 - BARS - mh

ED2A - ONE REQ'D. SPAN 3.

- ONE - L - mc 4/7
- ONE - ℞ - mb 6/4
- 2 - ℞s - md
- ONE - ℞ - mf
- 6 - BARS - ha
- 2 - BARS - hb
- 5 - FILLS - mk
- 5 - FILLS - mm
- 2 - BEV. FILLS 6 x 9/16 TO 1 x 1'3 3/16 - mah
- ONE - BEV. FILL - maa
- 2 - BEV. FILL 6 x 5/8 TO 1 1/16 x 1'3 3/16 - mab
- 5 - T.B. 7/8 ϕ x 3 Lg.
- 3/8 F. WELD x 68'6
- 3/8 F. WELD x 39'5 (INTERM.)
- 3/8 45° WELD x 4'10 (INTERM.)
- ONE - BAR - mg
- 17 - BARS - mh



3 x 1 1/2 SLOTTED HOLE IN mac
TACK WELD
L's 3 x 3 1/4 x 8 - mac (5'0 C. C. ABT.)
L-mad (5'0 C.C. ABT.)
3/4 ϕ BOLT
ED1A
ED2A
ED1
ED2
3-COATS
No PAINT
PAINT SECTION

SHOP NOTE
PROVIDE STIFF L's BOLTED ALONG EXP. DAM (5'0 ± ON CTRS) TO HOLD DAM IN PROPER ALIGNMENT.

BEVELED FILLS
my-maa-mab-mah
SEE TABLE ABOVE FOR DIM.

MARK	a	b	c	d
mp	3/8	9/16	7/8	1 1/16
ms	5/16	1/2	13/16	1
mt	7/16	5/8	15/16	1 1/8
mah	9/16	–	–	1
my	3/4	–	–	1 1/16
maa	1 1/16	–	–	1 1/8
mab	5/8	–	–	1 1/16

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

TEMP.
SUPT.
LAYOUT
FITTER
SHOP INSP.
PC. WK.
B. SMITH
MECH.
ERECT.
O. INSP.
WEIGHTS

SHOP NO.

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

BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM: BETH. WORKS
IN CHARGE Hoover - SEC. MADE BY G.
CHECKED BY E.R. 11/22/57 TRACED BY
REVISED LAST ADDEN. NO.
CONTRACT CP4433 SHEET 9

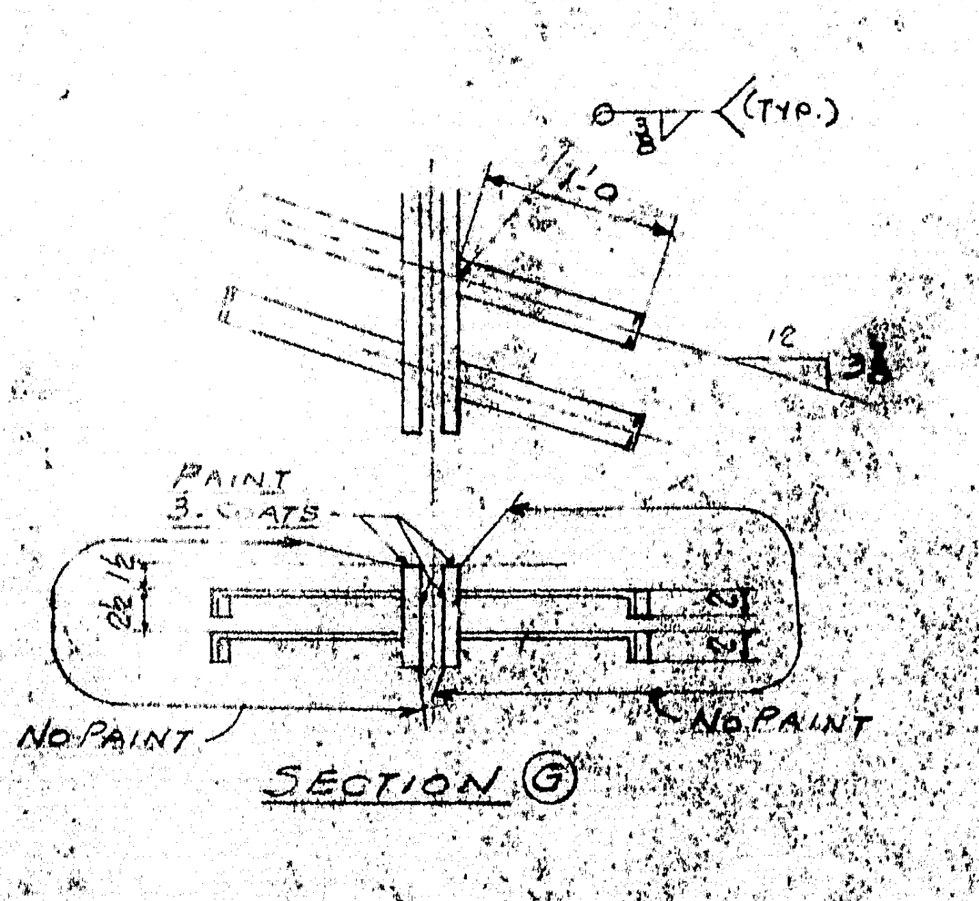
75-178 J

F.A.P. Req. No.	State	Project No.	Sheet No.	Total Sheets
1	MAINE	I-95-6(...)		

℄ STRINGER
End of Ls & 10" Rs
End of Curb Rs
For ED3-ED3A
For ED4-ED4A
1'@50°F. For ED3-ED3A
1'@50°F. For ED4-ED4A
Curb Line
8'-0
ms (Bev. Fill)-ED3
mt (Bev. Fill)-ED4
mk-mm (Bolt for Shipt)
mp (Bev. Fill)-ED3
my (Bev. Fill)-ED4
mp (Bev. Fill)
1 5/16 x 2 1/2 Slotted Holes in Ls & Bev. Shims
15/16 ⌀ Holes in mk & mm.
(Typ) Bev. Fills to ma
ma
mb
mc
mab (Bev. Fill)
maa (Bev. Fill)-ED3A
mac (Bev. Fill)-ED4A
mad (Bev. Fill)-ED4A
mk-mm (Bolt for Shipt)
(Typ) Bev. Fills to mc
31'-7 3/8 - (Curb to Curb)
31'-5 5/8 - (Curb to Curb)
PLAN - (ALL DIMENSIONS GIVEN HORIZONTALLY)
Horizontal Line
VIEW Ⓐ
VIEW Ⓑ
VIEW Ⓒ
VIEW Ⓓ
Top of 1'Rs View Ⓒ
Top of 1'Rs View Ⓓ
SECTION Ⓔ
SECTION Ⓕ
No Paint
Paint 3 Coats
1/4" Allowed for Shims
Slotted Holes
Mark (NS) "Top"
w.p.
mh (NS)
mh (FS)
md
mf
mg
ha (NS)
ha (FS)
hb (No Paint)
ED3
ED4
ED3A
ED4A
For Temporary Alignment
14-Ls 3×3×1/4×8"-mag
14-Ls 3×3×1/4×3"-mah
14-T.B. 3/4⌀×1 1/2 Lg. Sq. H.&N.

BEVELED FILLS
mp-ms-mt-my
SEE TABLE BELOW FOR DIM'S.

MARK	a	b	c	d
mp	5/16	1/2	13/16	1
ms	3/16	3/8	11/16	7/8
mt	3/8	9/16	7/8	1 1/16
my	7/16	5/8	15/16	1 1/8
maa	11/16	—	—	1 3/16
mab	5/8	—	—	1 1/8
mac	9/16	—	—	1 1/16
mad	1/2	—	—	1



(Typ.)
1'-0
Paint 3 Coats
No Paint
SECTION Ⓖ

ED3 - ONE REQ'D. SPAN 4.

ONE - L 6×6×3/4×34'-10 7/16 - ma (ORD. 35'-0) 7/4
ONE - R 10 (UM)×1×34'-8 15/16 - mb (ORD. 34'-9) 6/4
2 - BARS 6×1×1'-5 5/8 - md
ONE - BAR - 6×1×9 1/16 - mf
6 - BARS 2 1/2×2×1'-1 1/2 - ha
2 - BARS 2 1/2×2×1'-1 1/2 - hb
5 - FILLS 6×1/4×1'-3 9/16 - mk
5 - FILLS - 6×1/4×1'-3 9/16 - mm
4 - BEV. FILLS 6×5/16 To 1×1'-3 9/16 - mp
ONE - BEV. FILL - 6×3/16 To 7/8×1'-3 9/16 - ms
5 - T.B. 7/8⌀×2 3/4 Lg.
3/8" F. WELD × 69'-6
3/8" F. WELD × 39'-5 (INTERM.)
3/8" 45° WELD × 4'-10 (INTERM.)

17 - BARS 5 1/4×3/8×5 1/4 - mh
ONE - BAR 6×1×9 1/16 - mg

ED4 - ONE REQ'D. SPAN 5.

ONE - L - ma
ONE - R - mb
2 - BARS - md
ONE - BAR - mf
6 - BARS - ha
2 - BARS - hb
5 - FILLS - mk
5 - FILLS - mm
ONE - BEV. FILL - mp
3 - BEV. FILLS 6×3/8 To 1 1/16×1'-3 9/16 - mt
ONE - BEV. FILL - 6×7/16 To 1 1/8×1'-3 9/16 - my
5 - T.B. 7/8⌀×3" LG.
3/8" F. WELD × 69'-6
3/8" F. WELD × 39'-5 (INTERM)
3/8" 45° WELD × 4'-10 (INTERM)

17 - BARS - mh
ONE - BAR - mg

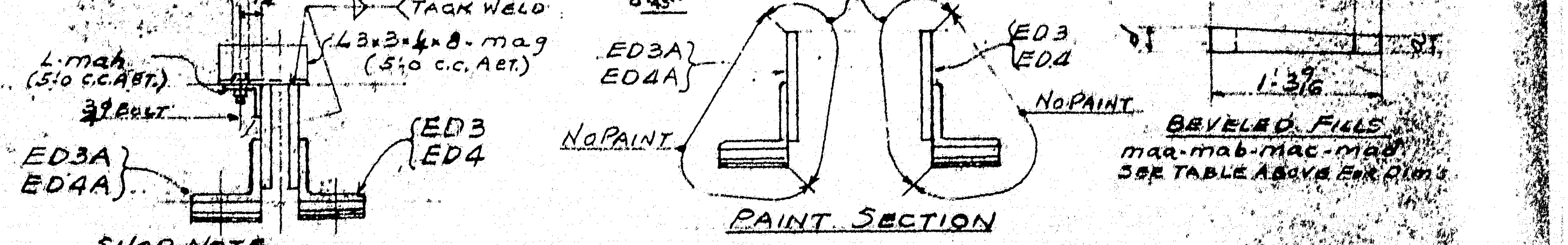
ED3A - ONE REQ'D. SPAN 5.

ONE - L 6×6×3/4×34'-10 1/4 - mc (ORD. 35'-0) 7/4
ONE - R - mb
2 - BARS - md
ONE - BAR - mf
6 - BARS - ha
2 - BARS - hb
5 - FILLS - mk
5 - FILLS - mm
3 - BEV. FILLS - 6×11/16 To 1 3/16×1'-3 9/16 - maa
2 - BEV. FILLS - 6×5/8 To 1 1/8×1'-3 9/16 - mab
17 - BARS - mh
5 - T.B. 7/8⌀×3" LG.
3/8" F. WELD × 69'-6"
3/8" F. WELD × 39'-5 (INTERM.)
3/8" 45° WELD × 4'-10 (INTERM)

ONE - BAR - mg

ED4A - ONE REQ'D. SPAN 6.

ONE - L - mc
ONE - R - mb
2 - BARS - md
ONE - BAR - mf
6 - BARS - ha
2 - BARS - hb
5 - FILLS - mk
5 - FILLS - mm
2 - BEV. FILL - mab
2 - BEV. FILLS - 6×9/16 To 1 1/16×1'-3 9/16" - mac
ONE - BEV. FILL - 6×1/2 To 1×1'-3 9/16 - mad
ONE - BAR - mg
17 - BARS - mh
5 - T.B. 7/8⌀×3" LG. Sq. H.&N.
3/8" F. WELD × 69'-6
3/8" F. WELD × 39'-5 (INTERM)
3/8" 45° WELD × 4'-10 (INTERM)



3×1 3/16 Slotted Hole in mag
Tack Weld
L3×3×1/4×8 - mag (5'-0 c.c. Abt.)
L - mah (5'-0 c.c. Abt.)
3/4⌀ Bolt
ED3A
ED4A
ED3
ED4
3-Coats
No Paint
PAINT SECTION
6 1/2
2 3/4
6 13/16
1'-3 9/16
Mark (NS) Top
Slotted Holes 15/16 x 2 1/2
BEVELED FILLS
maa-mab-mac-mad
SEE TABLE ABOVE FOR DIM'S

SHOP NOTE -
PROVIDE STIFF. Ls BOLTED ALONG EXP. DAM (5'-0 ± ON CTRS) TO HOLD DAM IN PROPER ALIGNMENT.

RIVETS - NONE.

OPEN HOLES - NOTED.

REAM - NONE.

MILLING - NONE.

PAINT - 3 SHOP COATS - AS PER SPEC'S. UNLESS NOTED - SEE SECTIONS.

WELDING - AS PER SPEC'S.

SHOP CONTACT SURFACES - NO PAINT.

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

SHOP NO.

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

BETHLEHEM STEEL COMPANY
FABRICATED STEEL CONSTRUCTION
BETHLEHEM DRAFTING ROOM BETH WORKS
IN CHARGE HOOVER-SEC. MADE BY S.
CHECKED BY E.R. 10/22/68 TRACED BY
REVISED LAST ASSEM. MK.
CONTRACT CP 4433

75-178 K