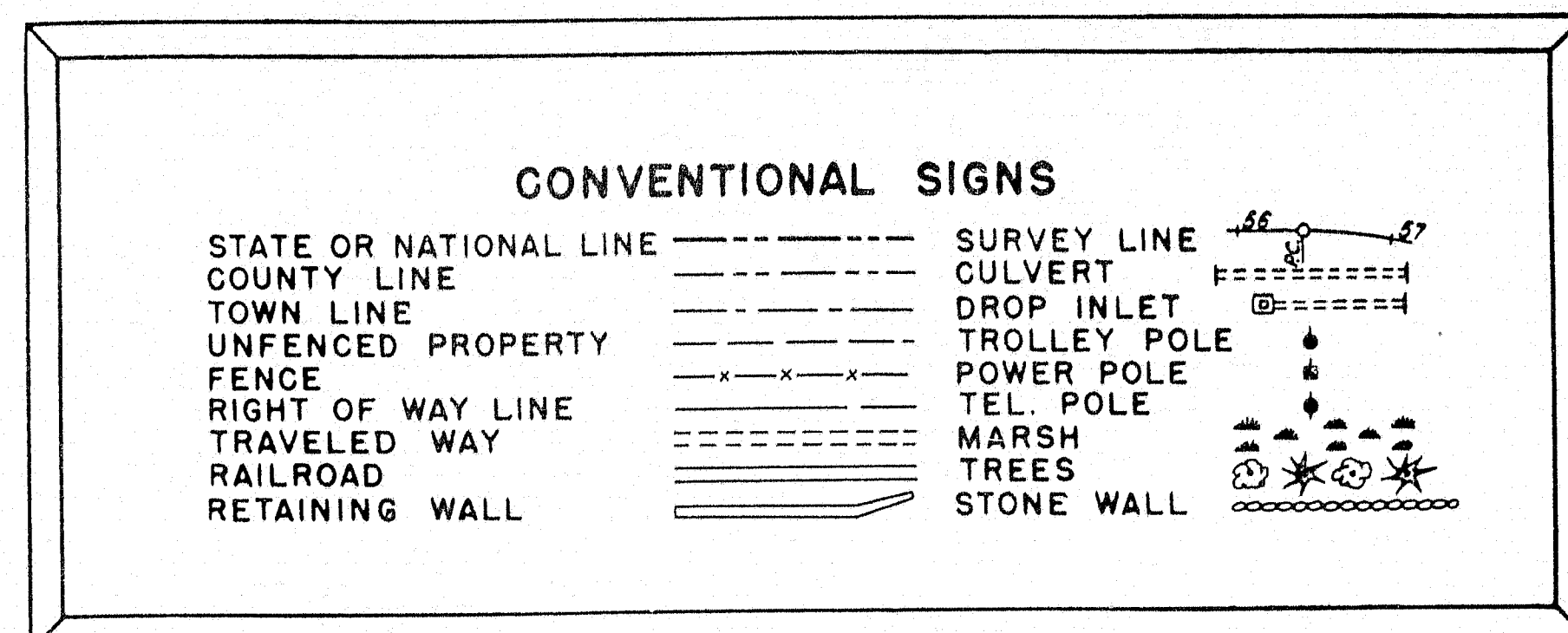


STATE OF MAINE STATE HIGHWAY COMMISSION

PLAN AND PROFILE STATE HIGHWAY 95 FALMOUTH CUMBERLAND COUNTY

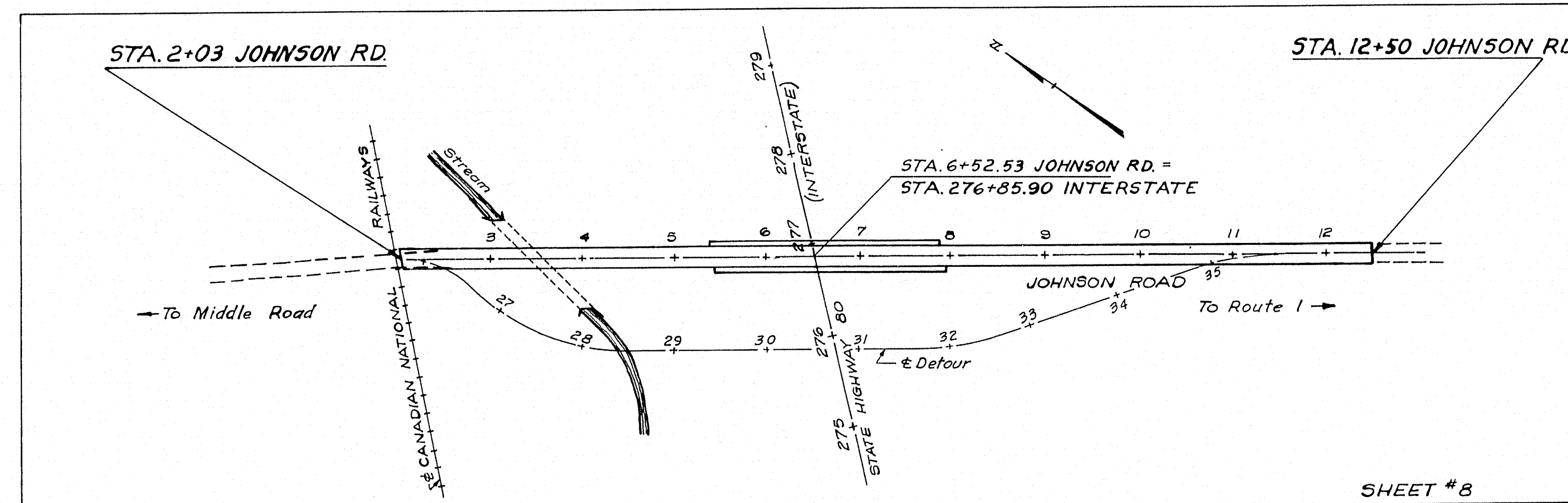
FEDERAL AID PROJECT NO. I- 95 -4(5)



INDEX OF SHEETS	
SHEET NO. 1	TITLE PAGE
SHEET NO. 2	TYPICAL SECTIONS
SHEET NO. 3	QUANTITIES
SHEET NO. 4-6	STANDARD DETAILS
SHEET NO. 8-9	PLAN AND PROFILE STA. 2+03 TO 12+50
SHEET NO. 18-24	CROSS SECTIONS
SHEET NO. 10-17	BRIDGE
SHEET NO. 7	SPECIAL DETAILS - BOX CULVERT
SHEET NO. 8A	UTILITIES

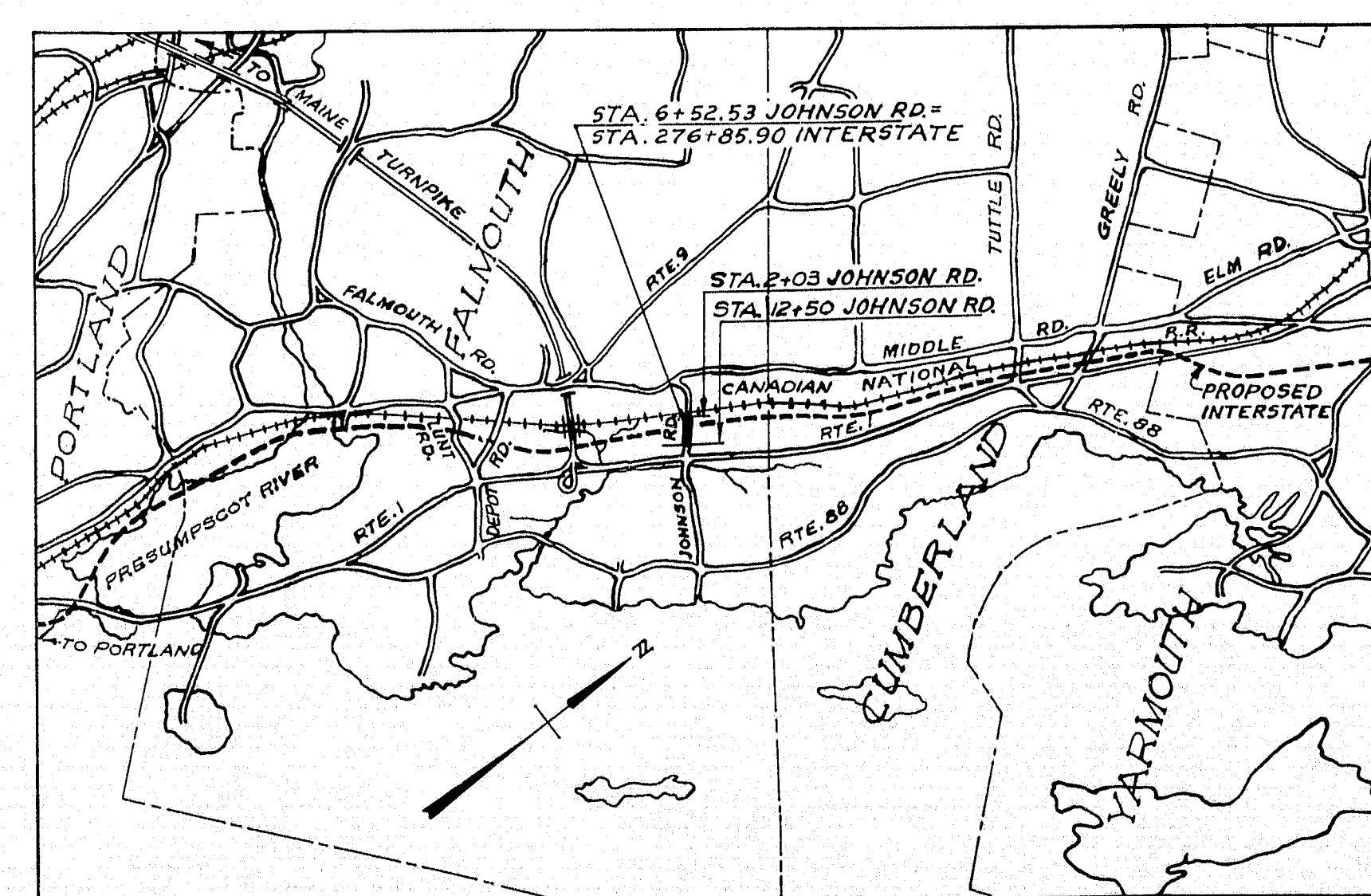
JOHNSON ROAD BRIDGE

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



All work contemplated under this contract to be governed by and in conformity with the Standard Specifications for Highways and Bridges adopted January 1956, except as modified on the plans and in the special provisions.

Datum: Mean Sea Level
 Boring Data shown on these plans represent only the findings at the site of borings and are not in themselves representations of actual sub-surface conditions. The contractor is to form his own opinion and make his own interpretation of the borings. The engineer does not warrant the finding to be accurate or complete.



A PORTION OF CUMBERLAND COUNTY
 Approximate Scale: 1 Inch = 1 Mile

A.D.T. (1955) = 300
 A.D.T. (1975) = 420
 D.H.V. (1975) = 42
 D (1975) = 55%
 T (1975) = 11%
 V = 40 M.P.H.

LAYOUT PLAN
 Scale: 1 Inch = 100 Ft.

AS BUILT 1959

PREPARED BY
FAY, SPOFFORD & THORNDIKE, INC.
 ENGINEERS BOSTON-PORTLAND

APPROVED:
 MAINE STATE HIGHWAY COMMISSION

David H. Thro
 CHAIRMAN

Harold B. Emery

Charles H. Jones
 CHIEF ENGINEER

DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS
 REGION I

APPROVED:

DIVISION ENGINEER DATE

Qm-14
 61

DES M.R.L.
 DR M.R.L.
 TR M.R.L.
 CHK L.R.G.
 APPD H.J.V.

PRELIMINARY			
CLEARING - Dimensions from E			
STATION	DIST LEFT	DIST RIGHT	
2+55	0		
2+50	50'-57'		
2+75	25'-56'		
3+20	25'-75'		
3+50	25'-96'		
3+70	28'-124'		
4+00	30'-150'		
4+50	30'-150'		
5+00	30'-150'		
5+50	30'-150'		
6+00	20'-145'		
6+50	20'-160'		
7+00	20'-79'		
7+30	25'-79'		
8+00	25'-79'		
8+50	20'-56'		
9+00	20'-46'		
9+50	18'-45'		
10+00	18'-55'		
11+0	18'-56'		

PRELIMINARY			
TREES REMOVED			
STATION	SIDE	DESCRIPTION	
9+70 TO 28'			
10+59	49' LT.	18" Pine	
11+31	Over 24'	36" Oak	

FINAL			
RIGHT OF WAY MONUMENTS			
STATION	LEFT	RIGHT	NO.
2+50	150'		1
2+57		61'	1
4+87	150'		1
5+18		86'	1
7+88	85'		1
8+22		74'	1
9+50	50'	50'	2
11+0	50'		1

FINAL			
GRANITE CURB TYPE I			
STA. TO STA.	SIDE	LENGTH	KIND
5+17.27 TO 5+33.27	LT.	16'	Straight
5+24.29 TO 5+40.29	RT.	16'	"
7+87.02 TO 8+03.02	LT.	16'	"
7+94.04 TO 8+10.04	RT.	16'	"

PRELIMINARY			
TEMP GUARD RAIL TYPE "A"			
STA. TO STA.	SIDE	LENGTH	REMARKS
26+60 - 29+00	LT.	240'	2 Detour
26+80 - 29+00	RT.	220'	2 Detour

PRELIMINARY			
TEMP WOODEN GUARD FENCE			
STA. TO STA.	SIDE	LENGTH	REMARKS
29+04 - 32+45	LT.	544'	Detour
29+04 - 34+16	RT.	512'	Detour

FINAL			
GUARD RAIL - TYPE "E"			
STA. TO STA.	SIDE	LENGTH	END WINGS
2+22 TO 2+47	RT.	37.5'	2
2+90 TO 5+40	RT.	262.5'	2
7+95 TO 9+95	RT.	200.0'	2
2+15 TO 3+53	LT.	150.0'	2
3+95 TO 5+32	LT.	150.0'	2
7+89 TO 9+76	LT.	187.5'	2

PRELIMINARY			
PORTABLE BARRICADES			
2+75			1
10+50			1

FINAL			
GRAVEL BASE			
STA. TO STA.	DESCRIPTION		
2+05 TO 12+50	6" Crushed Gravel, 18" Gravel		
DETOUR 25+76 TO 35+64.90	15" Gravel		

FINAL			
DRIVEWAYS			
STATION	SIDE	REMARKS	
2+67	RT.	1" Gravel Surface - 15" Gravel Base	
3+72	LT.	1" Gravel Surface - 15" Gravel Base	
10+22	RT.	2" Bit Conc Type "A" - 15" Gravel Base	
10+74	LT.	1" Gravel Surface - 15" Gravel Base	
12+55	LT.	1" Gravel Surface - 15" Gravel Base	

PRELIMINARY			
LOAM, SEED, HAY MULCH			
STA. TO STA.	SIDE	REMARKS	
2+07 TO 5+38	LT.	Johnson Rd. & Counter Weight	
2+14 TO 5+45	RT.		
2+23 TO 4+19	RT.	Lawn Replacement After Detour Removal	
7+82 TO 12+50	LT. & RT.	Full Section to Bridge Paving	
7+82 TO 12+50	LT.	Johnson Rd.	
9+77 TO 10+16	RT.	Lawn Replacement After Detour Removal	
9+77 TO 10+16	Detour		
7+65 TO 10+50	Detour		
5 Driveways		See Driveways	
Note: 3" Loam, 2 lb Hay/cy.			

FINAL			
SODDING			
STA. TO STA.	SIDE	REMARKS	
2+33 TO 2+50	RT.	Sod Ditch	
8+50 TO 8+95	RT.	Sod Ditch	
5+12	LT.	Sodded Gutter Outlet	
5+17	RT.	"	
6+50 TO 9+60	LT.	Sod Ditch	
9+55 TO 10+14	RT.	"	
10+10 TO 10+70	LT.	Rebuild Existing Lawn	
10+28 TO 12+25	LT.	"	
11+70 TO 12+50	RT.	"	

FINAL			
DRIVEWAY CULVERTS			
STATION	SIDE	SIZE	REMARKS
2+40 TO 3+91	RT.	30" x 148"	CMP
3+36 TO 3+86	LT.	24" x 12'	2 Conc. Endwall
10+12 TO 10+30	RT.	15" x 15'	CMP
10+60 TO 10+88	LT.	15" x 28'	CMP

FINAL			
ROADWAY CULVERTS			
STATION	SIZE	LENGTH	REMARKS
3+50	9' x 7'	126'	See Plan Sheet #728
Detour 38+41	50"	50'	To Be Removed

FINAL			
ESTIMATED QUANTITIES			
ITEM	DESCRIPTION	QUANTITY	UNIT
201-5	Clearing	1.3	Acres
202-5	Removing Trees (9"-24")	1	Each
202-6	Removing Trees (over 24")	1	Each
203-9	Earth Excavation	5600	C.Y.
204-10	Structural Earth Excavation - Drainage	1400	C.Y.
204-14	Structural Earth Excavation - Piers	150	C.Y.
205-8	Common Borrow	35,000	C.Y.
205-9	Granular Borrow	8400	C.Y.
202-7	Gravel Base Course - In Place Measurement	3350	C.Y.
202-8	Gravel for Foundations (Box Culvert)	250	C.Y.
202-9	Crushed Gravel Base Course - In Place Measurement	600	C.Y.
207-8	Reinforced Portland Cement Concrete Approach Slabs	20	S.Y.
208-5	Overhaul (In Place Measure)	15,000	Y.M.
208-6	Overhaul (Pit Measure)	27,000	Y.M.
209-5	Stripping Pits	20,000	C.Y.
201-11	Gravel Surface Course	100	C.Y.
202-16	Stone Chips	55	Ton
204-28	Bituminous Concrete Surface Course Type "A"	470	Ton
201-7	Road Tar	2700	Gal.
201-11	15" Corrugated Metal Pipe	90	L.F.
201-14	24" Corrugated Metal Pipe	60	L.F.
201-15	30" Corrugated Metal Pipe	120	L.F.
201-23	Detour Drainage Structures	Lump Sum	L.S.
201-23	Portland Cement Concrete, Abutments & Retaining Walls	200	C.Y.
201-27	P.C.C. Substructure, Columns, Column Bases, Bents, Collision Walls, Girders, Struts, Etc.	200	C.Y.
201-28	Portland Cement Concrete, Floor Slabs	120	C.Y.
201-39	Portland Cement Concrete, Superstructure Slabs	30	C.Y.
201-40	P.C.C. Roadway and Sidewalk Slabs on Steel Bridges	280	C.Y.
201-45	P.C.C. Culvert Endwalls	14	C.Y.
201-47	Portland Cement	1500	Bbls.
201-50	Wrought Iron Scupper	6	Each
201-52	P.C.C. Box Culvert, Sidewalls, Wingwalls, & Wingwall Footings	140	C.Y.
202-103	Structural Steel, Fabricated & Delivered	182,000	Lbs.
202-104	Structural Steel, Erection	182,000	Lbs.
205-13	Reinforcing Steel, Delivered	115,000	Lbs.
205-14	Reinforcing Steel, Paving	115,000	Lbs.
205-17	Shear Connectors	Lump Sum	L.S.
208-16	Steel H-beam Piles 43 lbs./ft.	6800	L.F.
209-6	Membrane Waterproofing	710	S.Y.
210-6	Waterproofing Joints	30	L.F.
204-6	French Drains	50	C.Y.
204-7	Aluminum Rail, Delivered and Erected	505	L.F.
201-5	Granite Curb Type "I"	64	L.F.
205-28A	Temporary Guard Rail - Type "A"	500	L.F.
205-27	Guard Rail - Type "E"	900	L.F.
205-27A	Guard Rail - Type "E" (Post 7'-9" Centers)	62	L.F.
205-31A	Anchorage for Temporary Guard Rail Type "A"	4	Each
205-34	End Wings	1	Each
205-37	Temporary Wooden Guard Fence	1100	L.F.
207-10	Hand Laid Riprap	30	C.Y.
207-12	Slope Paving for Bridge	450	S.Y.
208-9	Loam Borrow	1100	C.Y.
209-7	Seeding	900	S.Y.
209-10	Seeding - Parkway Mixture	90	Unit
212-6	Hay Mulch	10	Ton
214-6	Project Markers	1	Each
215-6	Right of Way Monuments	11	Each
228-6	Portable Barricade With Flashing Warning Lights	Lump Sum	L.S.
E.W.O.*	Underdrain Type "B"		L.F.
**	Structural Rock Excav. - Drainage		L.F.
E.W.O.*3	Repair and add to Slope Paving		C.Y.
E.W.O.*4	Straighten Rockers		F.A.

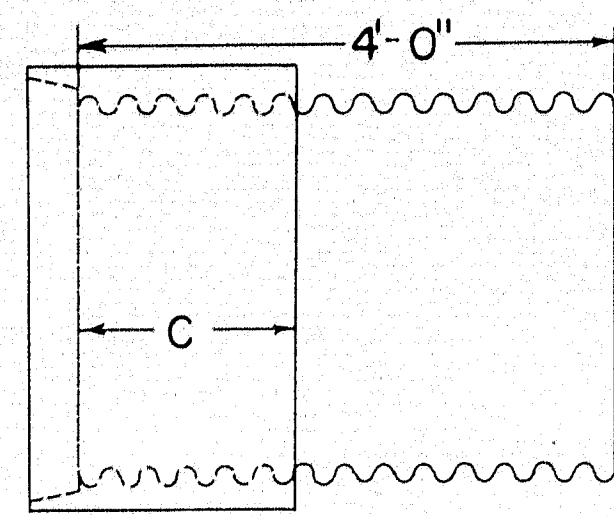
PRELIMINARY			
SUMMARY OF CLASSIFIED EXCAVATION AND BORROW			
Total Excavation From Cross Sections*	5600 C.Y.		
Minus Removal of Detour	- 2283 C.Y.		
Grand Total Usable Earth Excavation	3317 C.Y.		
Estimated Earth Shrinkage Factor - 20%	x 80%		
Available Fill From Earth Excavation	2654 C.Y.		
Earth Fill Required From Cross Sections**	42,132 C.Y.		
Minus Removal of Detour and Drives	- 23 C.Y.		
Net Fill Required	42,109 C.Y.		
Minus Available Fill	- 2654 C.Y.		
Deficient Fill Required	39,455 C.Y.		
Estimated Borrow Shrinkage Factor - 10%	x 110%		
Net Common Borrow	43,400 C.Y.		
* Includes Removal of Detour Embankment plus 600 C.Y. from unlisted locations of this Earth Ex.			
** Includes Detour, Removal of Detour and Drives, plus 2014 C.Y. from unlisted locations			

This contract shall include the placing of embankment and the removal of excavation on the interstate road to the lines and grades shown on the cross sections from Station 276+25 to Station 278+25. At these stations the work shall be completed on a line parallel to the centerline of Johnson Rd. and then graded outward from this centerline on a six to one slope parallel to the interstate centerline. This work will not include the placing of any material above the subgrade or the placing of any drainage structures.

The timber cribs on the Johnson Rd. detour are to be 8'x8'x7' high and constructed of 6'x8'x8' timbers spiked at the corners. A timber coping is to be placed over the pipe. These cribs will be paid for in the lump sum bid for the 60' cmp.

QUANTITIES

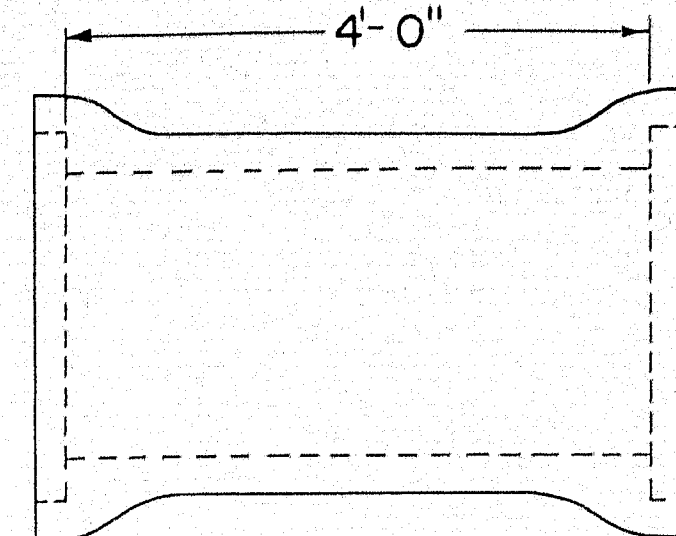
PIPE CONNECTIONS



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

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

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

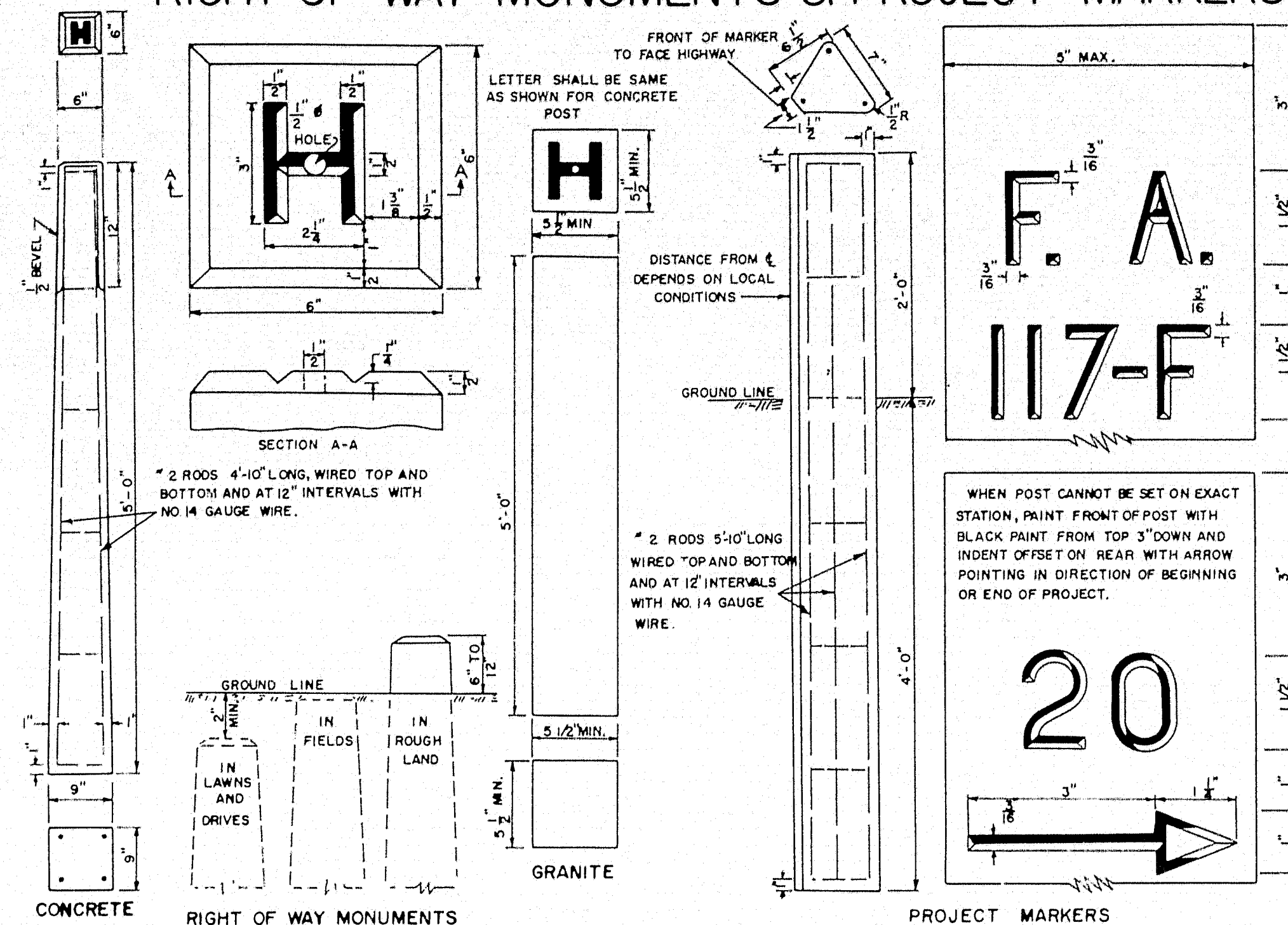


**REINFORCED CONCRETE PIPE CONNECTOR
DOUBLE BELL**

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

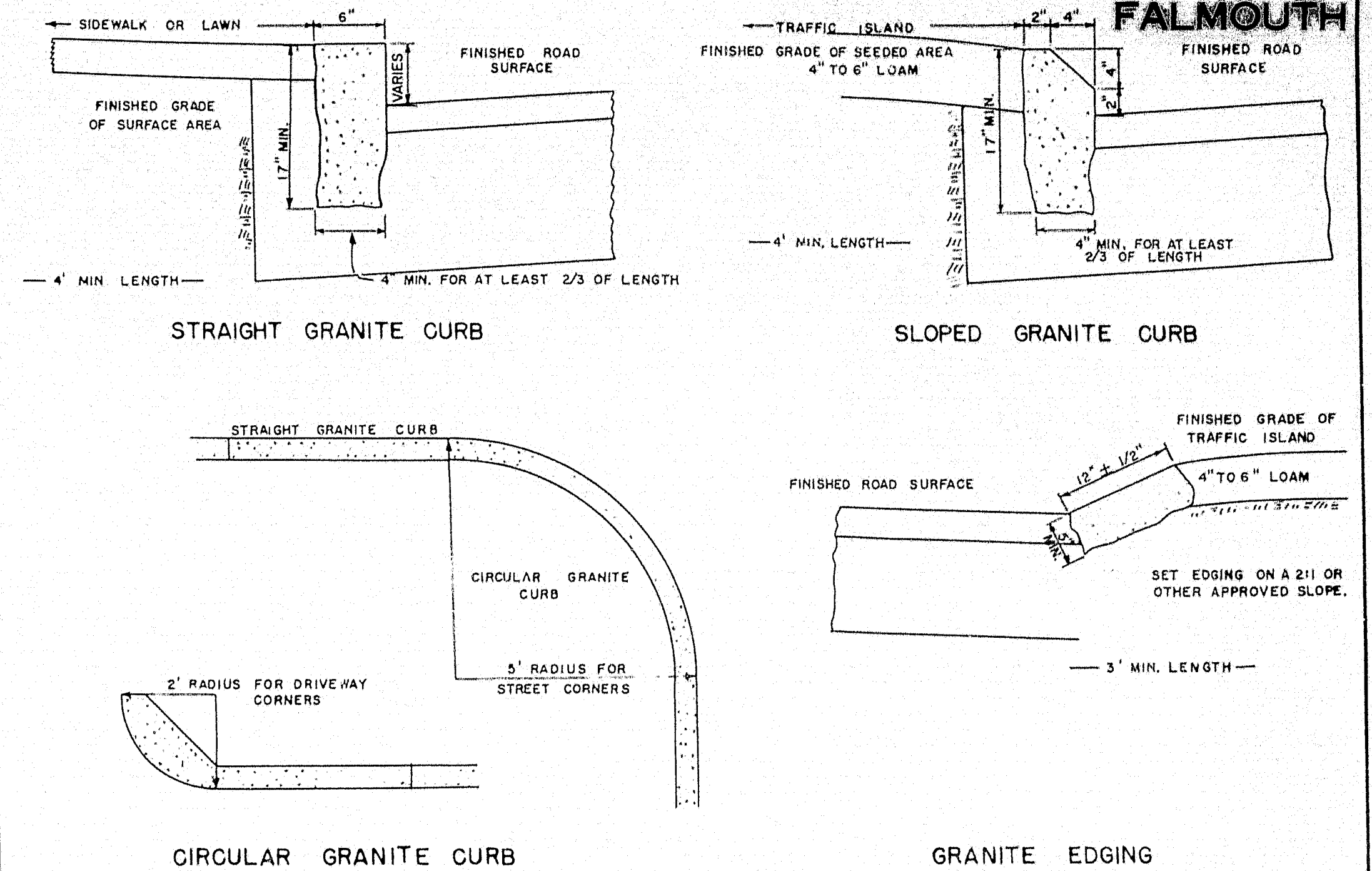
Reinforced concrete pipe shall
conform to the latest standard
specifications

RIGHT OF WAY MONUMENTS & PROJECT MARKERS

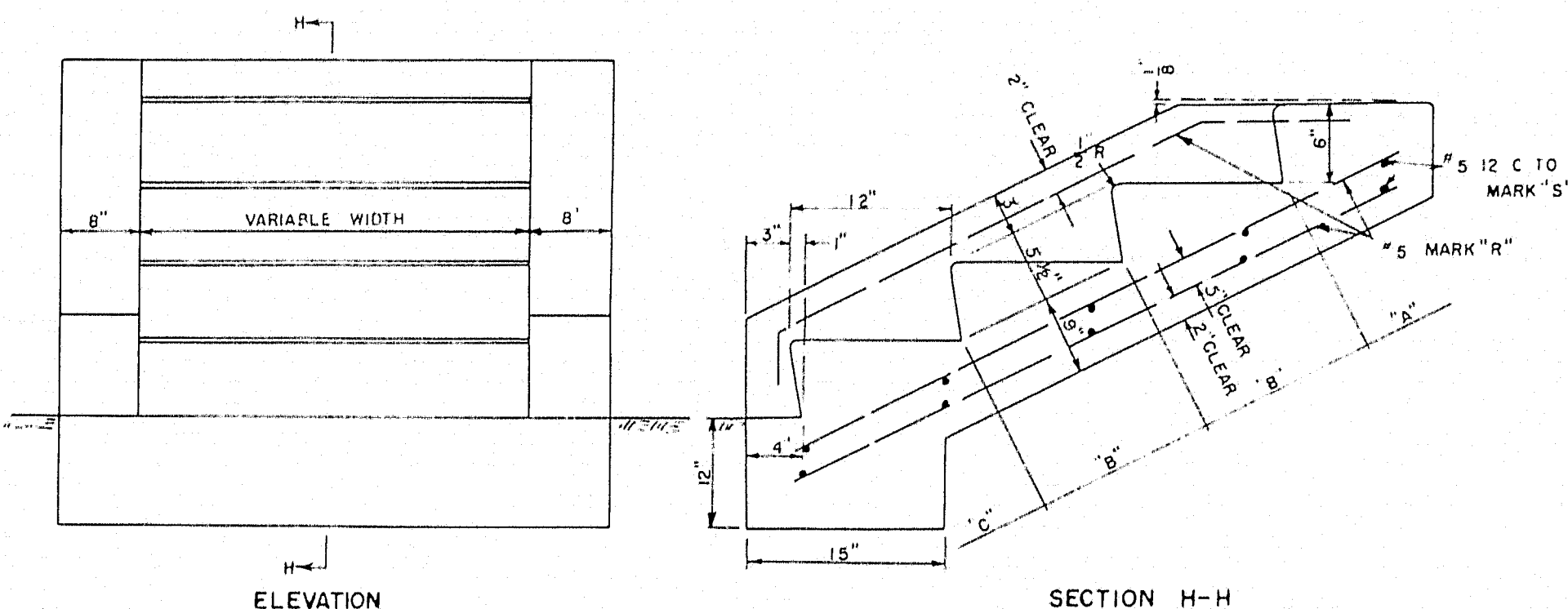


GRANITE CURB & EDGING

B. P. R.	STATE	FED. AID.	SHEET	TOTAL
REG. NO.	MAINE	PROJ. NO.	NO.	SHEETS
		I-080-4(5)	5	24



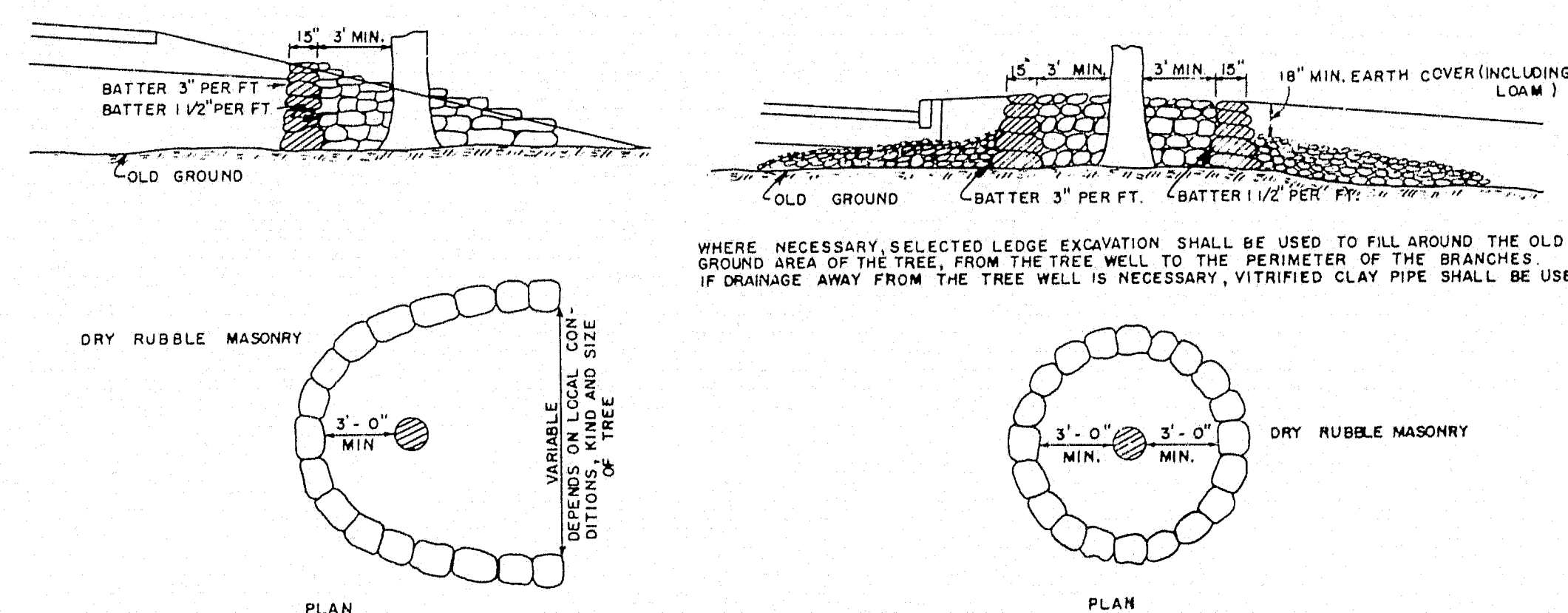
CONCRETE STEPS



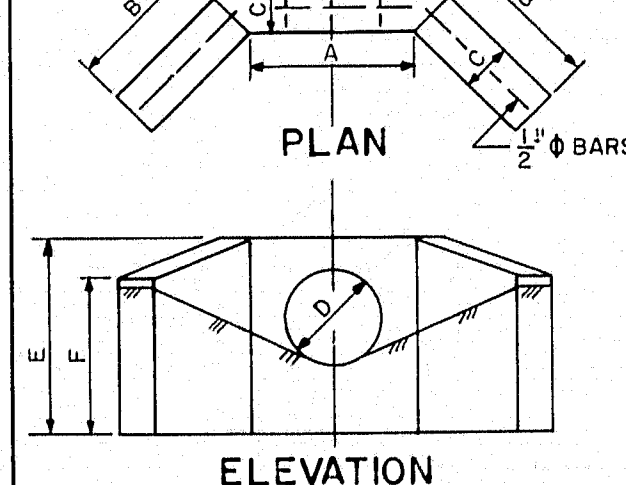
CONCRETE CLASS "A"			
SECTION	STEPS PER FT. OF WIDTH	PARAPET EACH WALL	
"A" HEADER	032 CU YDS.	022 CU YDS.	
"B" EA INTER ST.	040 CU YDS.	040 CU YDS.	
"C" FOOTER	071 CU YDS.	065 CU YDS.	

REINFORCING STEEL			
MARK	SIZE	NUMBER	LENGTH (EACH)
R	#5	3 EACH PARAPET 2 EACH FT. OF WIDTH	8" FOR "A" +13" FOR EACH "B" +16" FOR "C"
S	#5	2 FOR "A" 2 FOR EACH "B" 2 FOR "C"	6 EACH PARAPET +12" PER FT. OF WIDTH

TREE WELLS



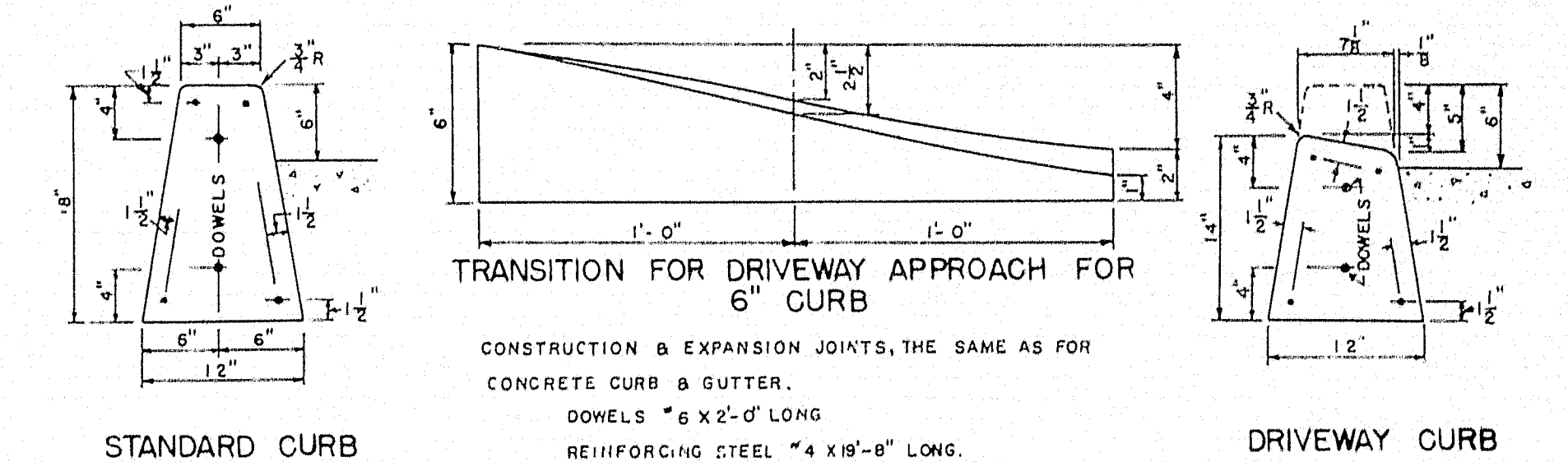
CONCRETE ENDWALLS WITH 45° WINGS



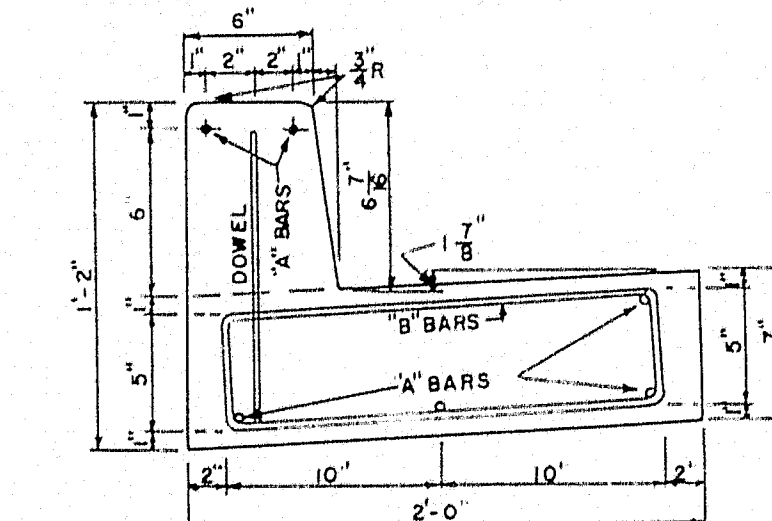
D	A	B	C	E	F	SIZE OF BARS	CONCRETE CU. YDS.	STEEL POUNDS	REMARKS
15"	2'-6"	2'-0"	0'-8"	2'-9"	2'-1"	1/2"	0.42	26	"A" @ 12" Ea. Way
24"	3'-0"	2'-9"	0'-8"	3'-6"	2'-7"	3/4"	0.65	37	"
30"	4'-6"	4'-0"	1'-0"	6'-0"	4'-8"	1"	2.59	98	"

REINFORCING STEEL TO BE PLACED AT CENTER OF WALLS
WINGS TO BE SLOPED 3:1

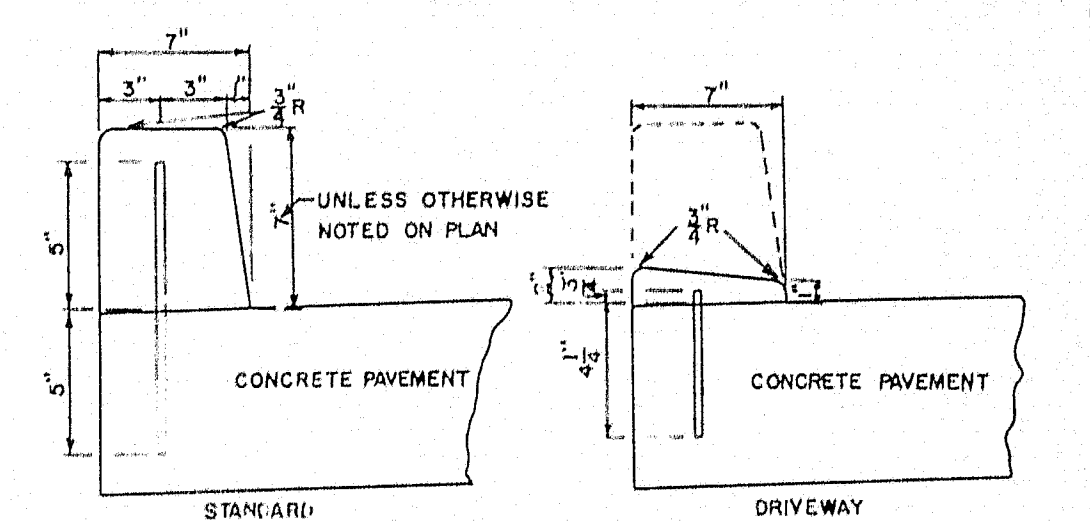
CONCRETE CURB



CONCRETE CURB & GUTTER



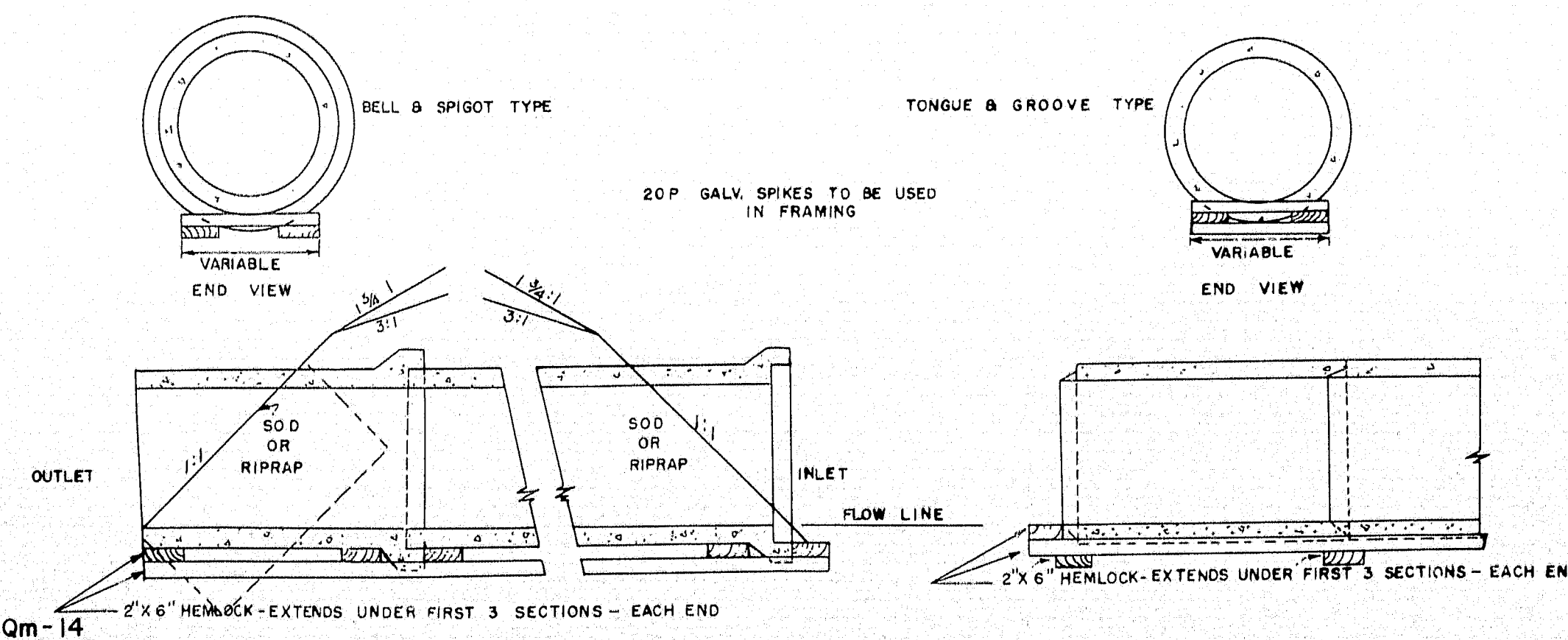
INTEGRAL CONCRETE CURB



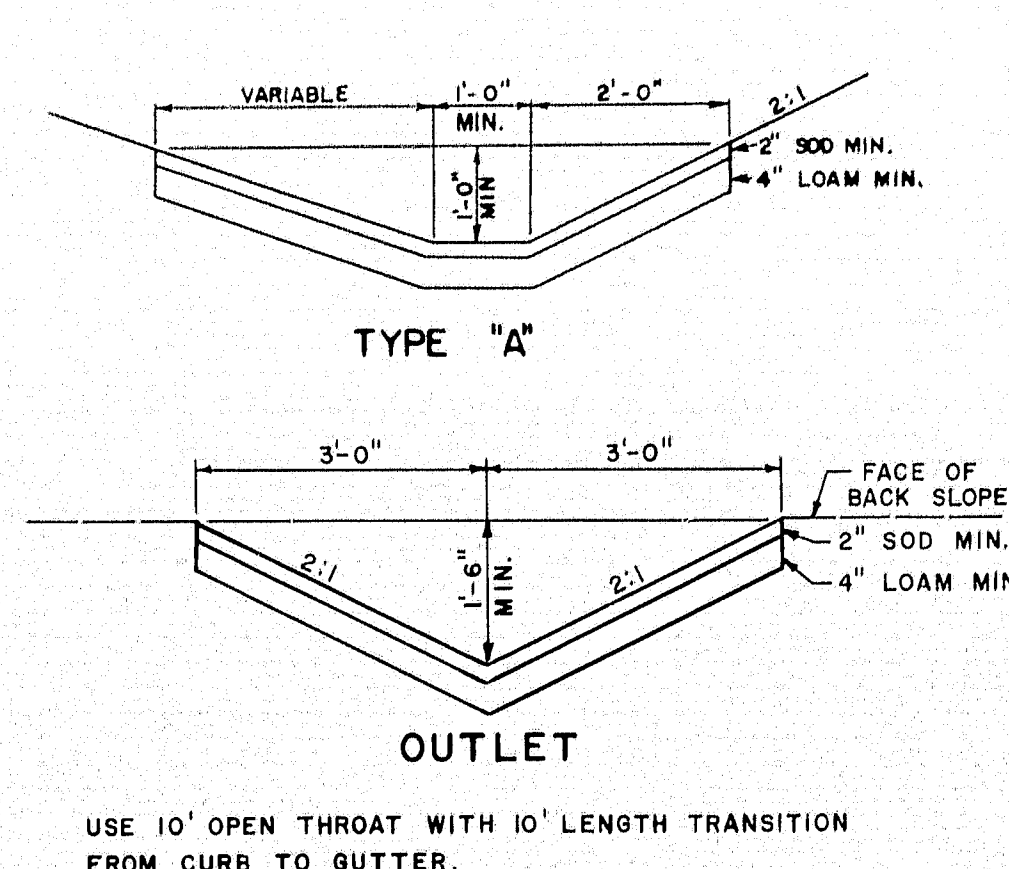
TO BE CONSTRUCTED IN 20' SECTIONS. CONSTRUCTION JOINTS TO BE PAINTED WITH
BITUMINOUS MATERIAL. EXPANSION JOINTS EVERY 40' 1/2" THICK PREMOLOD MAT-
TERIAL SHALL BE PLACED IN EACH EXPANSION JOINT
"A" BARS #3 X 18'-8" LONG. "B" BARS #3 X 4'-6" LONG. PLACE A "B" BAR 1'-3" FROM EACH
END OF THE SECTION AND THEN SPACE THEM 3'-6" C.T.C. THE REST OF THE SECTION.
DOWELS #4 X 1'-0" LONG, SPACED 1'-0" C.T.C.

EXPANSION & DUMMY JOINTS IN CURB SHALL BE CONSTRUCTED
AT SAME LOCATION AS EXPANSION & DUMMY JOINTS IN CON-
CRETE PAVEMENT.
DOWELS #4 SPACED 1'-0" C.T.C. FIRST DOWEL TO BE PLACED
6" FROM END OF JOINT.

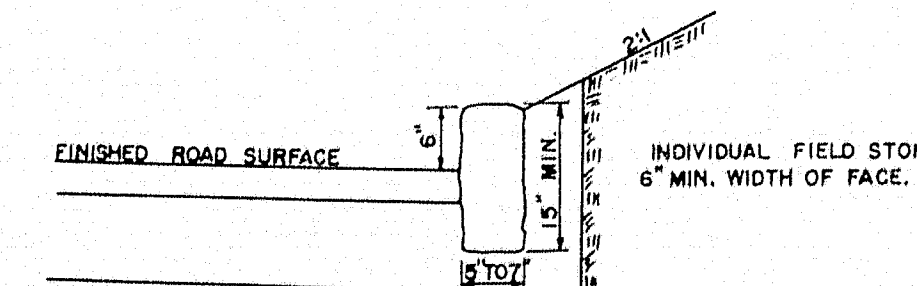
CONCRETE PIPE CRADLE



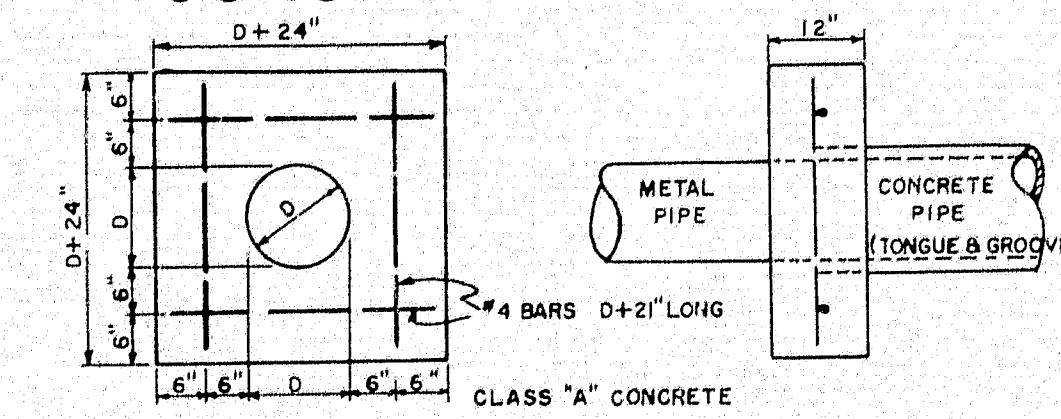
SODDED GUTTER



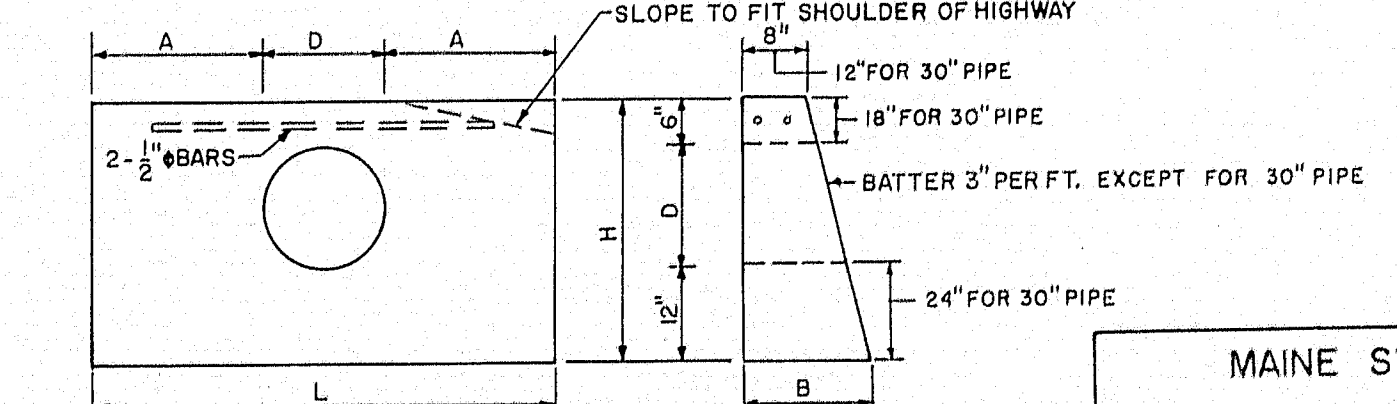
FIELD STONE CURB



CONCRETE COLLAR



CONCRETE ENDWALLS FOR DRIVEWAY CULVERTS



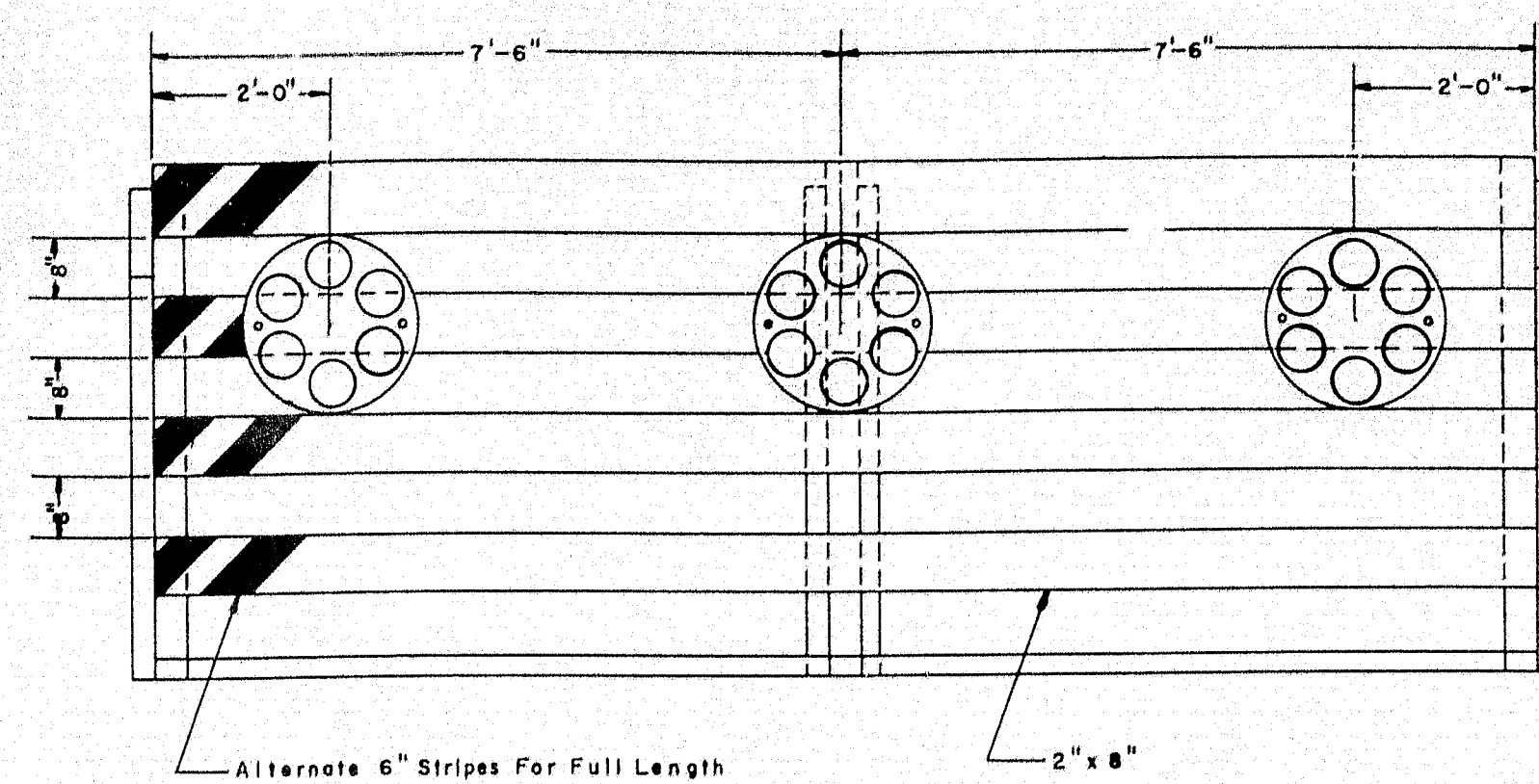
MINIMUM				ONE END WALL		
D	A	B	H	L	LENGTH OF BARS	CONCRETE CU. YDS.
15"	1'-9"	1'-4"	2'-9"	4'-9"	3'-6"	0.44
18"	2'-0"	1'-5"	3'-0"	5'-6"	4'-0"	0.57
24"	2'-6"	1'-6"	3'-6"	7'-0"	5'-0"	0.86
30"	4'-7"	2'-3"	6'-0"	11'-9"	7'-0"	3.80

LENGTH OF WALL MAY BE VARIED TO FIT CONDITIONS.
TOP EDGES OF FRONT AND ENDS TO BE CHAMFERED 1"
STEEL TO BE NOT NEARER THAN 2" FROM SURFACE OF CONCRETE.

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

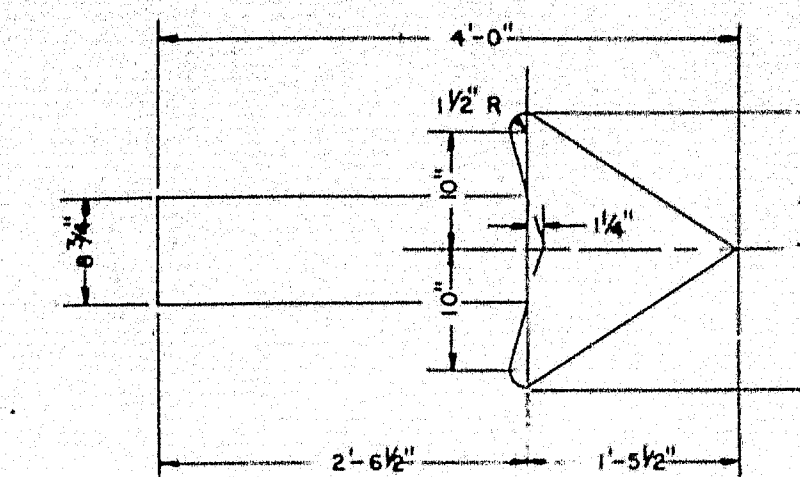
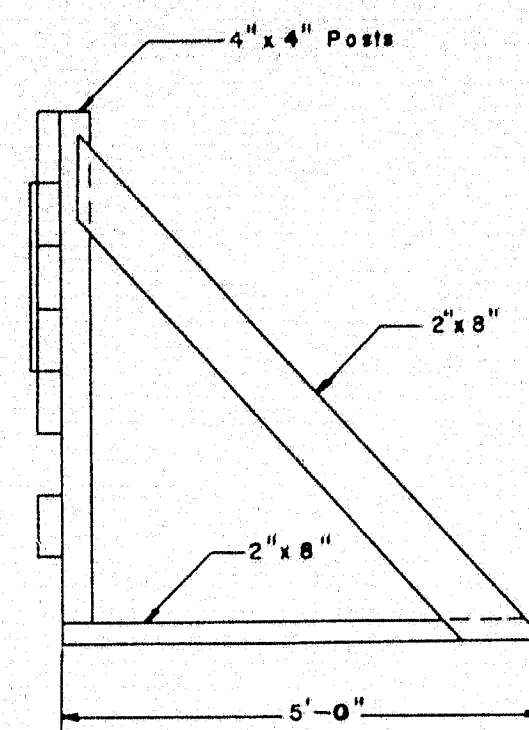
STANDARD DETAILS

MISCELLANEOUS ITEMS



PORTABLE BARRICADE

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



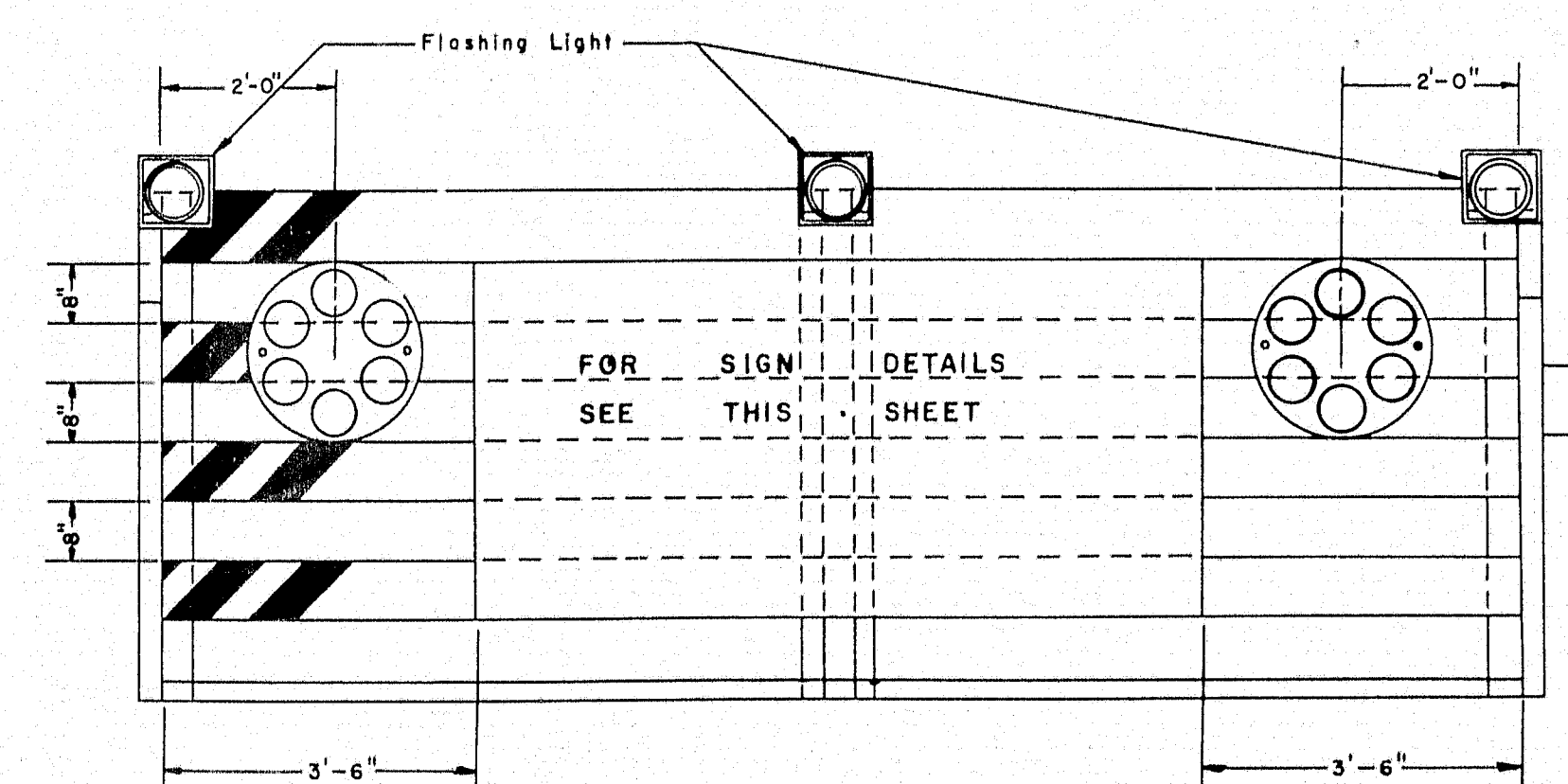
Scale: $\frac{3}{4}" = 1'$

DETOUR SIGN FOR PORTABLE BARRICADE

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

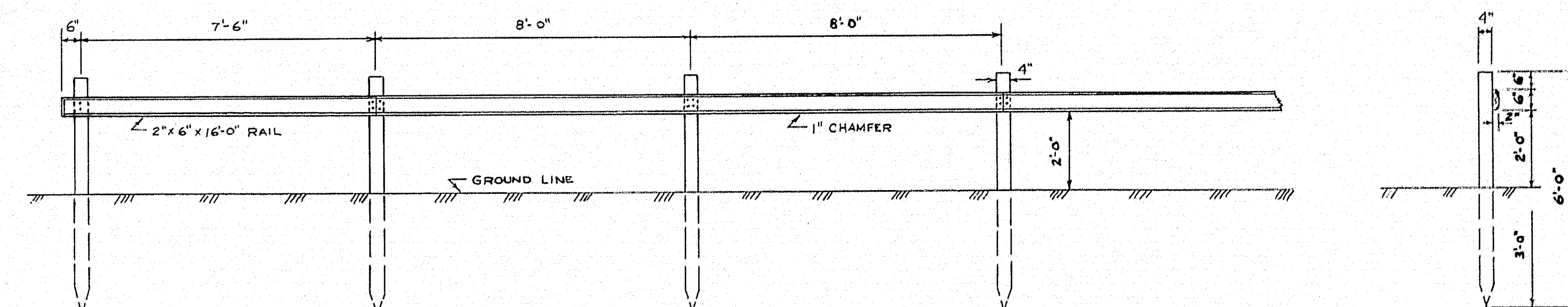
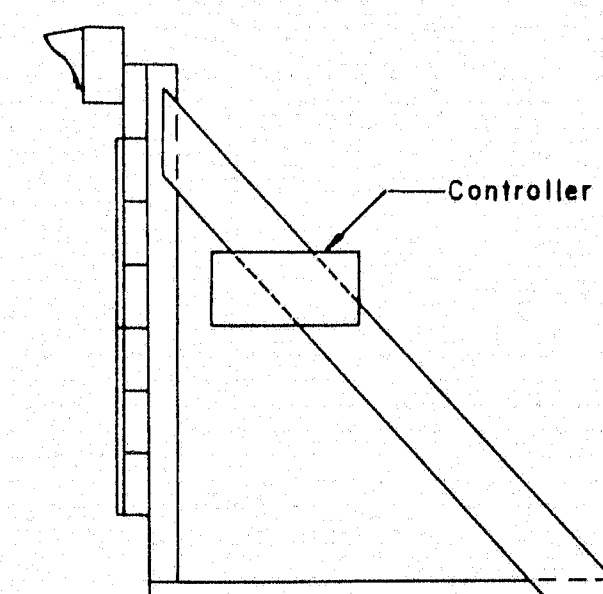
GENERAL NOTES:

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



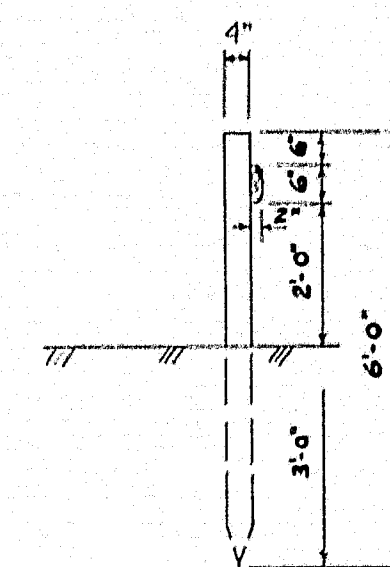
PORTABLE BARRICADE WITH FLASHING LIGHTS AND DETOUR SIGN

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



TEMPORARY WOODEN GUARD FENCE

Scale: $\frac{3}{8}" = 1'$



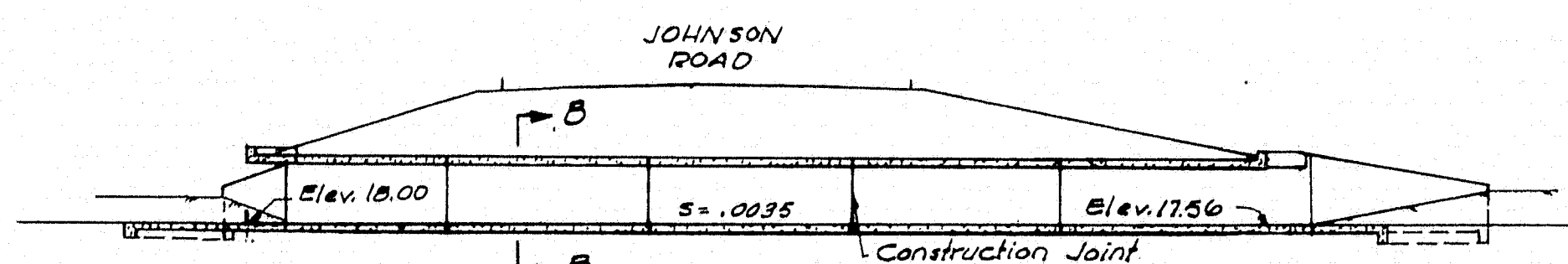
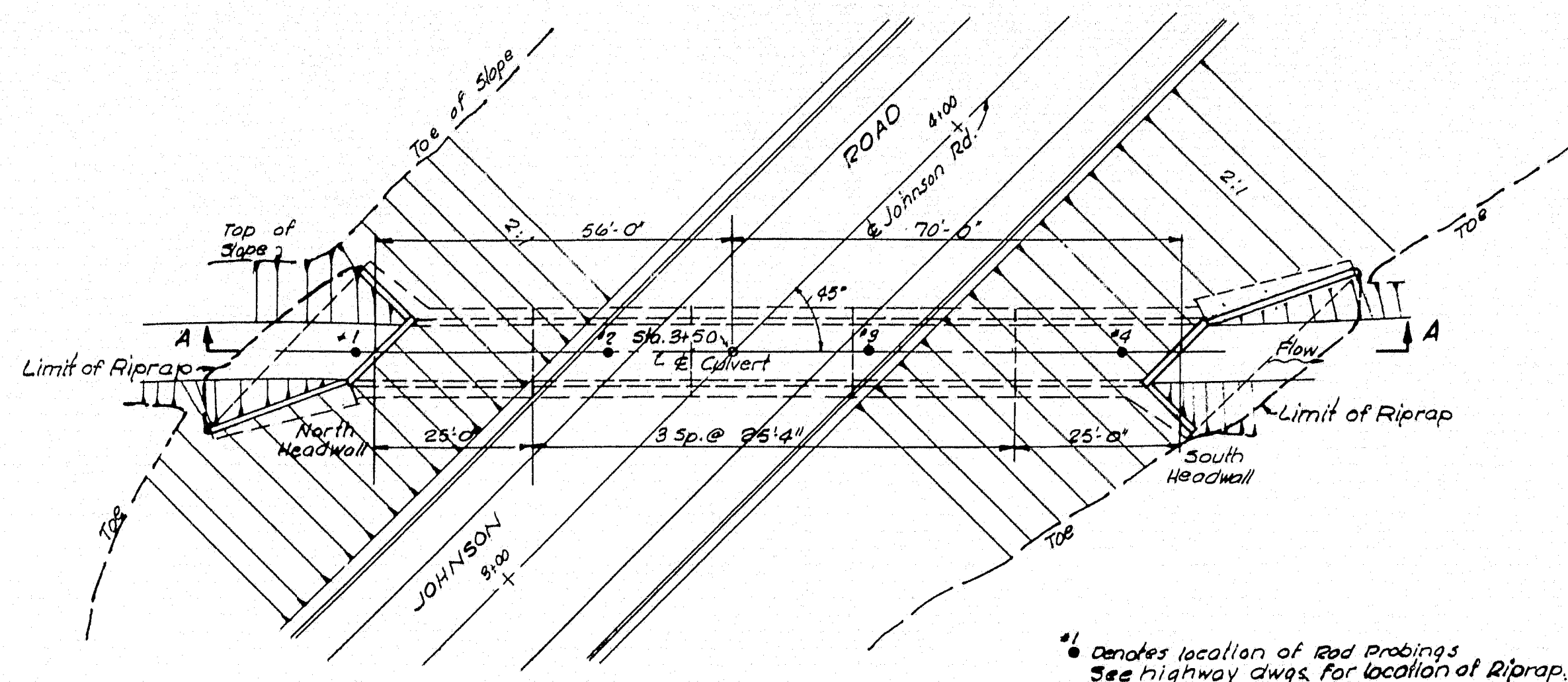
ITEM	DESCRIPTION	UNIT	QUANTITY
204-10	Structural Earth Excavation	C.Y.	840
—	Gravel for Foundations	C.Y.	250
701-38	Portland Cement Concrete, Floor Slabs	C.Y.	120
701-39	Portland Cement Concrete, Superstructure Slabs	C.Y.	50
701-47	Portland Cement	Bbl.	475
701-52	Portland Cement Concrete, Box Culvert, Side Walls, and Wing Walls	C.Y.	160
705-13	Reinforcing Steel, Delivered	Lb.	27,000
705-14	Reinforcing Steel, Placing	Lb.	27,000

GENERAL NOTES

- SPECIFICATIONS:**
A.A.S.H.O. 1983
Maine State Highway Commission, Standard Specifications and Special Provisions
- LIVE LOAD:**
H20-44
- ALLOWABLE STRESSES**
Reinforcing Steel - 18,000 p.s.i.
Concrete - 1,200 p.s.i.
- CONCRETE:**
Class 'A' - Slabs, baffle walls and curbs.
Class 'B' - Side Walls and Wing Walls
- ELEVATIONS**
Elevations are based on Elev. 000 at Mean Sea Level.

CONSTRUCTION NOTES

- CONSTRUCTION JOINTS**
Cover the construction joints in the side walls on the back side, and the top of the joint in the roof slab with two layers of heavy roofing felt, 10" wide. Coat the surface of the concrete and backs of layers as applied with a suitable grade of roofing cement. Break the bond of construction joints with a coat of asphalt paint. Cut longitudinal bars in roof slab at construction joints. Run longitudinal bars in floor slab through construction joints. Construction joints in floor slab are optional.
 - SPLICES:**
Splice bars with a 35 diameter lap.
 - CHAMFER:**
Chamfer all exposed corners of concrete $\frac{1}{2}$ ".
- Foundation Note:**
Material below Culvert and Wing Wall Floor Slab deemed unsuitable by the Engineer (after the culvert site has been uncovered) is to be removed and replaced with "gravel for foundations"



By Hand	By Hand	By Hand	By Hand
7	7	7	7
6	10	6	10
6	29	6	29
5	19	5	19
3	18	3	18
7	19	7	19
5	17	5	17
16	16	16	16
8	16	8	16
7	11	7	11
5	14	5	14
4	8	4	8
4	9	4	9
5	15	5	15
4	15	4	15
3	17	3	17
3	11	3	11
4	13	4	13
4	16	4	16
4	17	4	17

Pushed Rod by hand, No Refusal

ROD PROBINGS

Scale: 1" = 4' (Vert.)

BAR DETAILS

Note: Dimensions to 6 Bars. All bars not detailed to be straight.

DETAIL 'A'

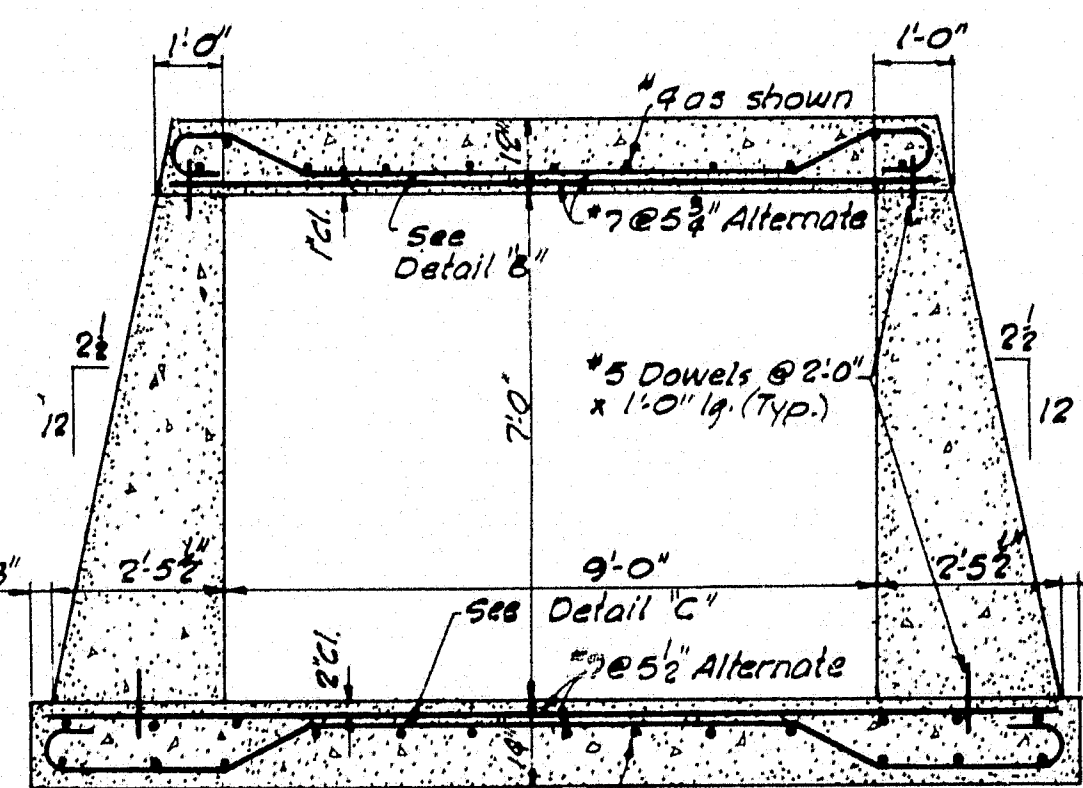
Scale: 1" = 1'-0"

DETAIL 'B'

Scale: 1" = 1'-0"

DETAIL 'C'

Scale: 1" = 1'-0"



SECTION C-C

Scale: 1" = 1'-0"

SECTION D-D

Scale: 1" = 1'-0"

SECTION E-E

Scale: 1" = 1'-0"

KEY DETAIL

No Scale

CONSTRUCTION JOINT

Scale: 1" = 1'-0"

CONSTRUCTION JOINT

Scale: 1" = 1'-0"

Qm-14	64
DESIGN	GAY
DR.	J.M.G.
TR.	GAY
CHECK	H.W.
APPROV.	H.W.

Station Blue Print-300-4-07

STATE HIGHWAY COMMISSION AUGUSTA, MAINE
PORTLAND-YARMOUTH INTERSTATE
BOX CULVERT JOHNSON ROAD STA. 3+50
SHEET NO. 7 OF 24

SCALE: AS NOTED

FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS BOSTON, MASS.

B.M. 464 Elev. 32.355
R.R. Spike in PP 44, 30'± East
of E of C.N.R. and 15'± South of E
of JOHNSON RD.

Note:
Embankment to be constructed
by Controlled Density Method.

See Sheet 9 for Detour Profile

NOTE:
60" C.M.P. to be laid on the Channel
grade under the Detour Old
Stream Bed to be filled with earth
excavation.
See Sheet # 7 for Box Culvert
Detail.
Detour Pipes are temporary Log Cabin
installations.

LINEs of IMPROVEMENT ARE ORIGINAL and NOT FINAL

For Bridge Approach
Details See Sheet #10

11+50 JOHNSON RD. (Reloc.) =
35+64.90 DETOUR

P.O.T. Sta. 13+50

JOHNSON RD.
90'00" 71'94" 72'41" 42'40" Spike
51.24' Stake

STA. 12+50 END
F.A.P. # I-95-4(5)

DETOUR CURVE DATA

PI. 26+23.27	PI. 27+60.39	PI. 32+09.58	PI. 35+15.82
Δ 45°00'00" Rt.	Δ 45°00'00" Lt.	Δ 19°00'00" Lt.	Δ 19°00'00" Rt.
D 57°17'44.88"	D 23°43'58.19"	D 19°10'33.42"	D 19°10'33.42"
T 41.42'	T 100.00'	T 50.00'	T 50.00'
L 78.54'	L 189.61'	L 99.08'	L 99.08'
R 100.00'	R 241.42'	R 298.79'	R 298.79'
PC. 25+61.85	PRC. 26+60.39	PC. 31+59.58	PC. 34+65.82
PRC. 26+60.39	RT. 28+50.00	RT. 32+58.66	RT. 35+64.90

Remove adverse crown.

BUILT 1959
UNDERDRAIN LOCATION

STA.	STA.	SIDE	LENGTH	TYPE
Johnson Rd.	3+16±	8+50 Lt.	531'	B
"	7+04	Rt. Lt.	100'	B
"	7+90±	Rt. Lt.	40'	B
Interstate	276+20	276+68 Median	49'	B

CRUSHED GRAVEL BASE COURSE

STA.	STA.	SIDE	DEPTH
2+07	Bridge	Lt. & Rt.	6"
Bridge	12+50	Lt. & Rt.	6"

WIDTH OF SURFACE

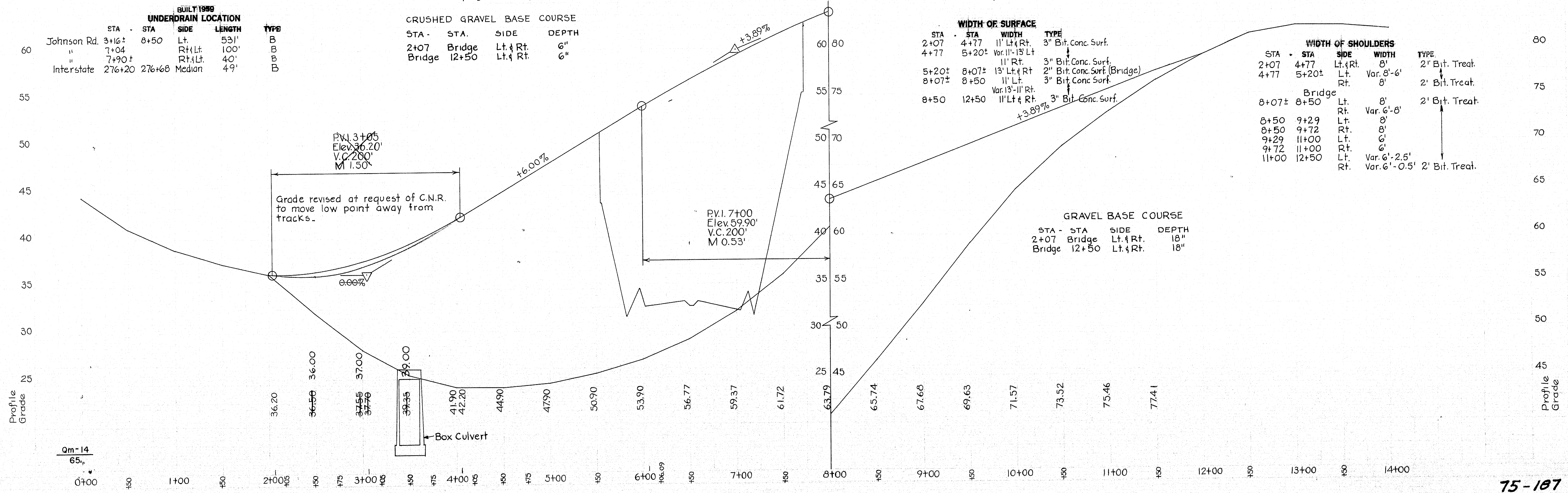
STA.	STA.	WIDTH	TYPE
2+07	4+77	11' Lt. & Rt.	3" Bit. Conc. Surf.
4+77	5+20±	Var. 11'-13' Lt.	3" Bit. Conc. Surf.
5+20±	8+07±	11' Lt. & Rt.	2" Bit. Conc. Surf. (Bridge)
8+07±	8+50	11' Lt. & Rt.	3" Bit. Conc. Surf.
8+50	12+50	11' Lt. & Rt.	3" Bit. Conc. Surf.

WIDTH OF SHOULDERS

STA.	STA.	SIDE	WIDTH	TYPE
2+07	4+77	Lt. & Rt.	8'	2' Bit. Treat.
4+77	5+20±	Lt. & Rt.	Var. 8'-6'	2' Bit. Treat.
8+07±	8+50	Lt. & Rt.	8'	2' Bit. Treat.
8+50	9+29	Lt. & Rt.	Var. 6'-8'	2' Bit. Treat.
8+50	9+72	Lt. & Rt.	8'	2' Bit. Treat.
9+29	11+00	Lt. & Rt.	6'	2' Bit. Treat.
9+72	11+00	Lt. & Rt.	Var. 6'-2.5'	2' Bit. Treat.
11+00	12+50	Lt. & Rt.	Var. 6'-0.5'	2' Bit. Treat.

GRAVEL BASE COURSE

STA.	STA.	SIDE	DEPTH
2+07	Bridge	Lt. & Rt.	18"
Bridge	12+50	Lt. & Rt.	18"



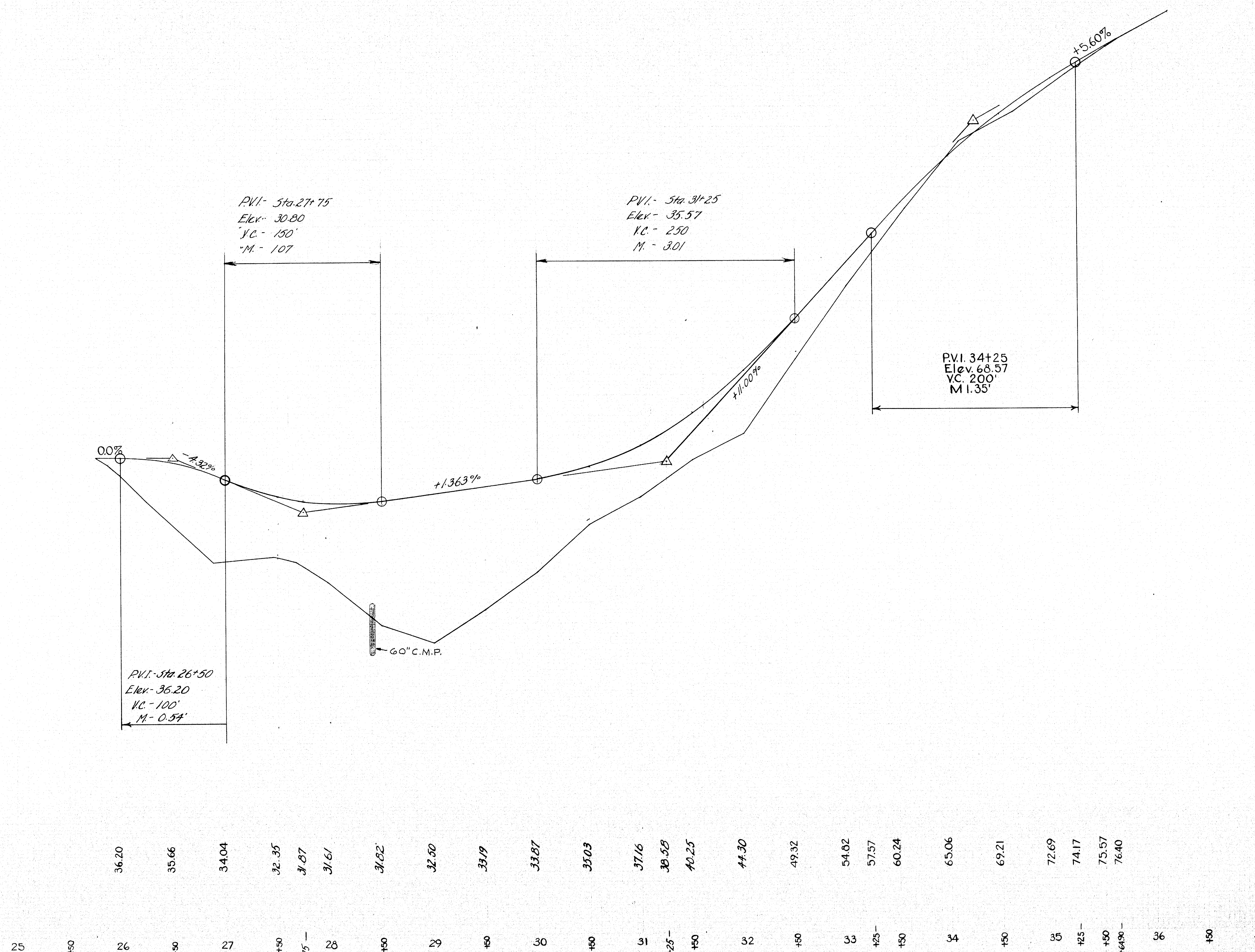
STATE	FED. AID	SHEET NO.	TOTAL SHEETS
MAINE	7-080-4(B)	9	24

FAY, SPEDFORD & THORNDIKE, INC.
ENGINEERS
BOSTON, PORTLAND

PROFILE - JOHNSON RD. DETOUR
FALMOUTH

90
85
80
75
70
65
60
55
50
45
40
35
30
25
20
15
10
5

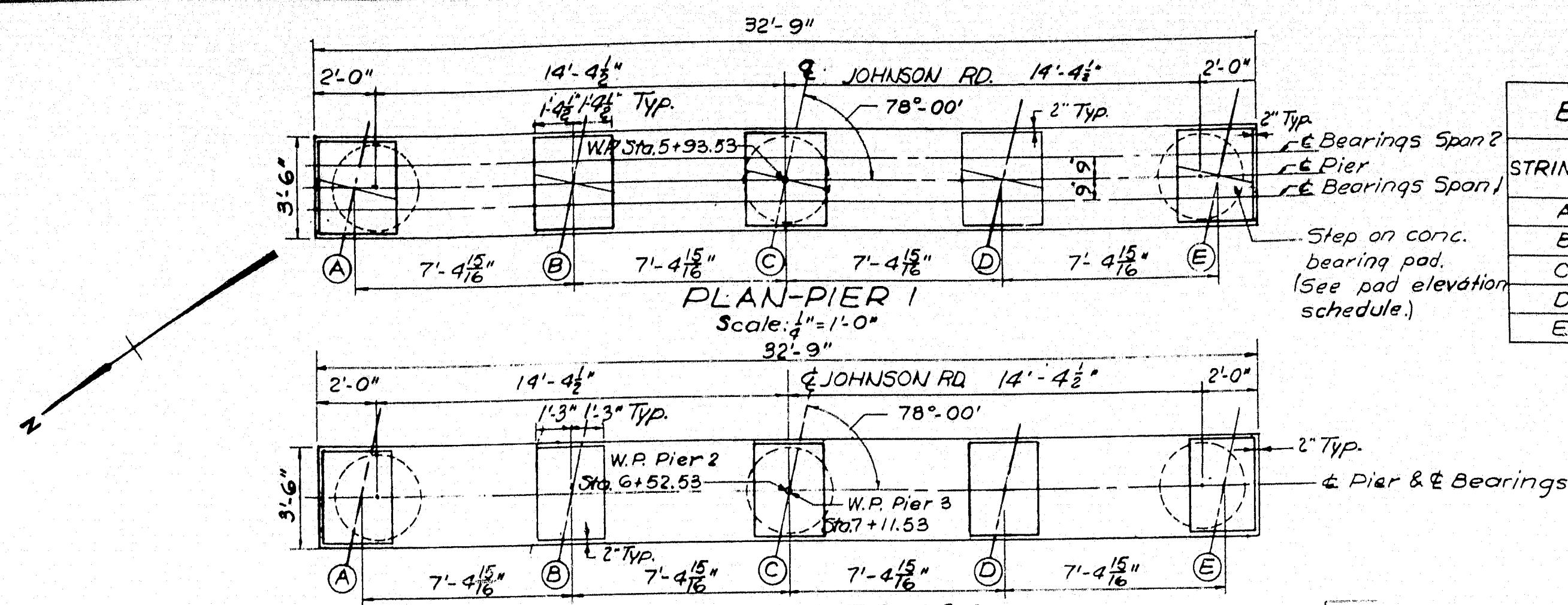
85
80
75
70
65
60
55
50
45
40
35
30
25
20
15
10
5



Rt Edge Profile
Pvmt
Lt Edge
Grade
Pvmt

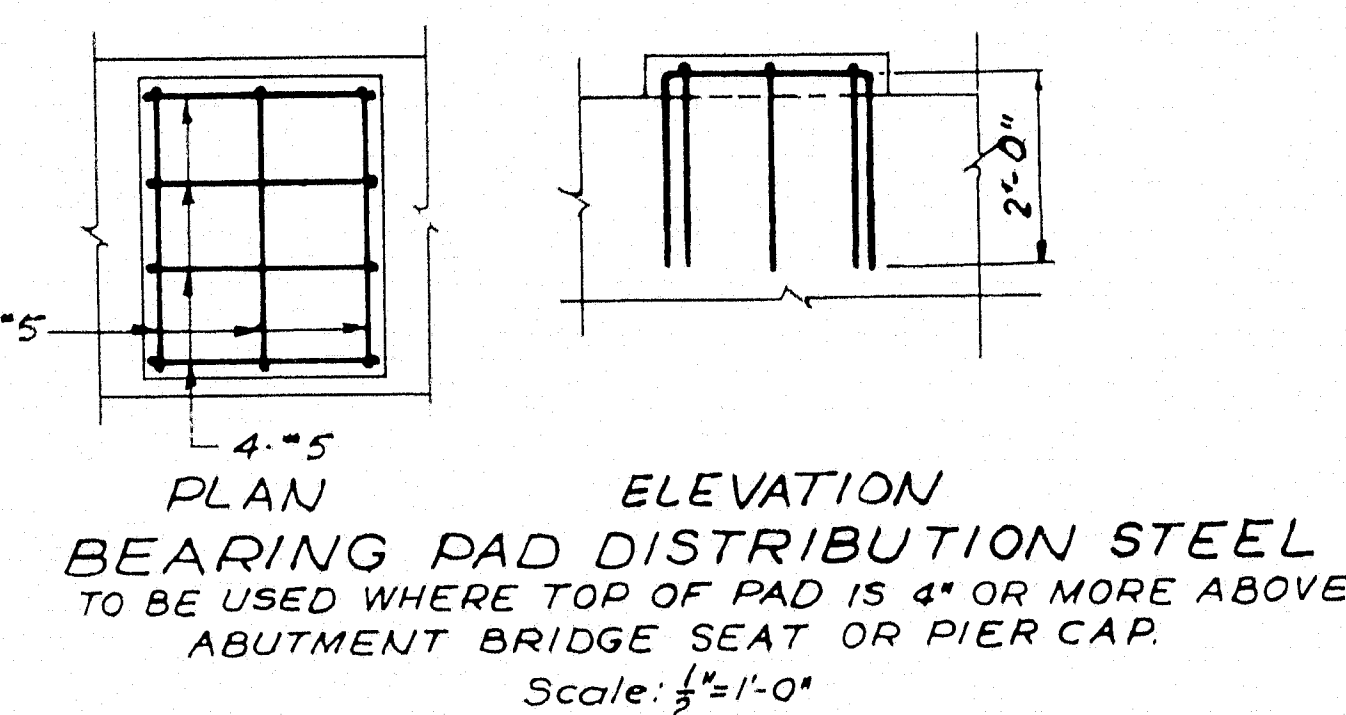
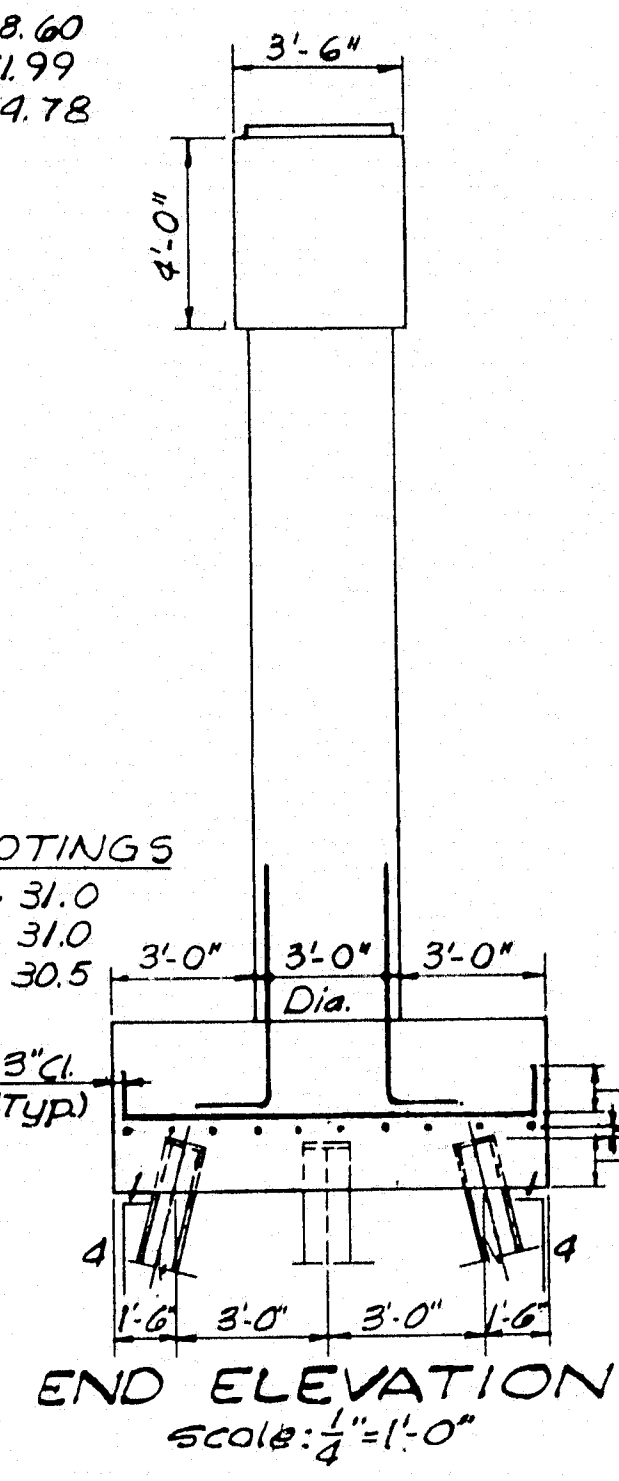
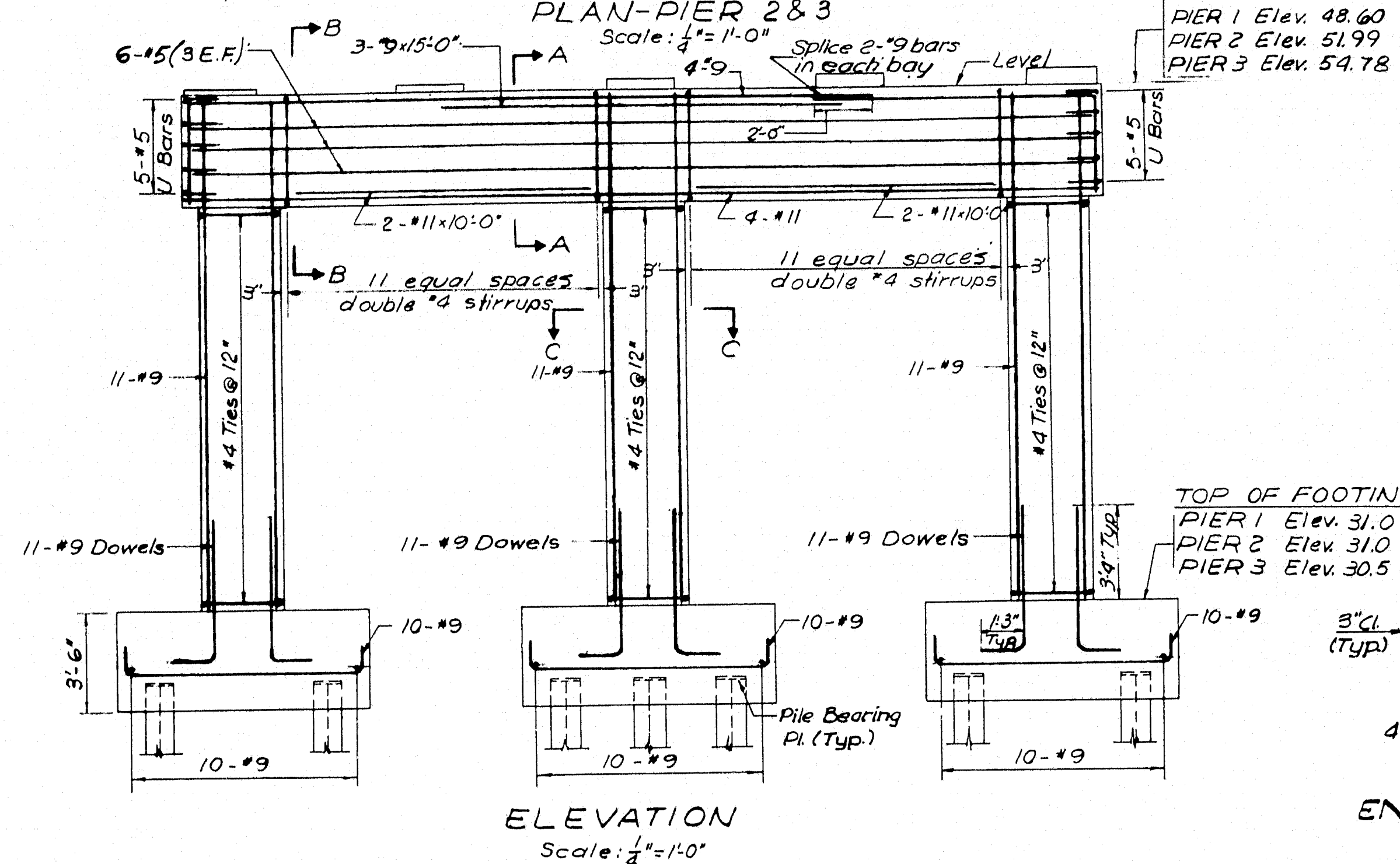
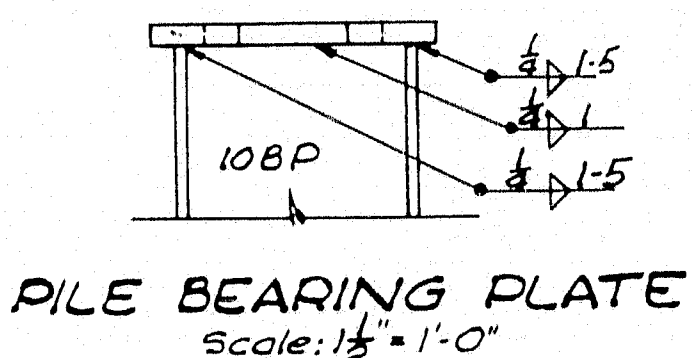
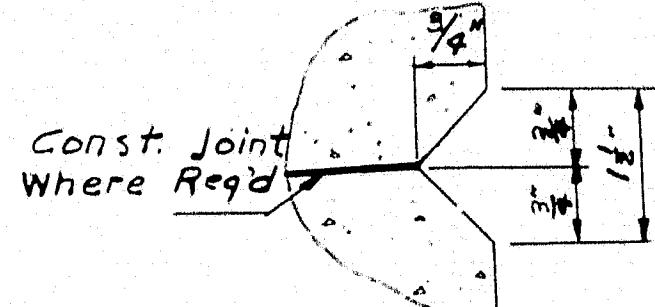
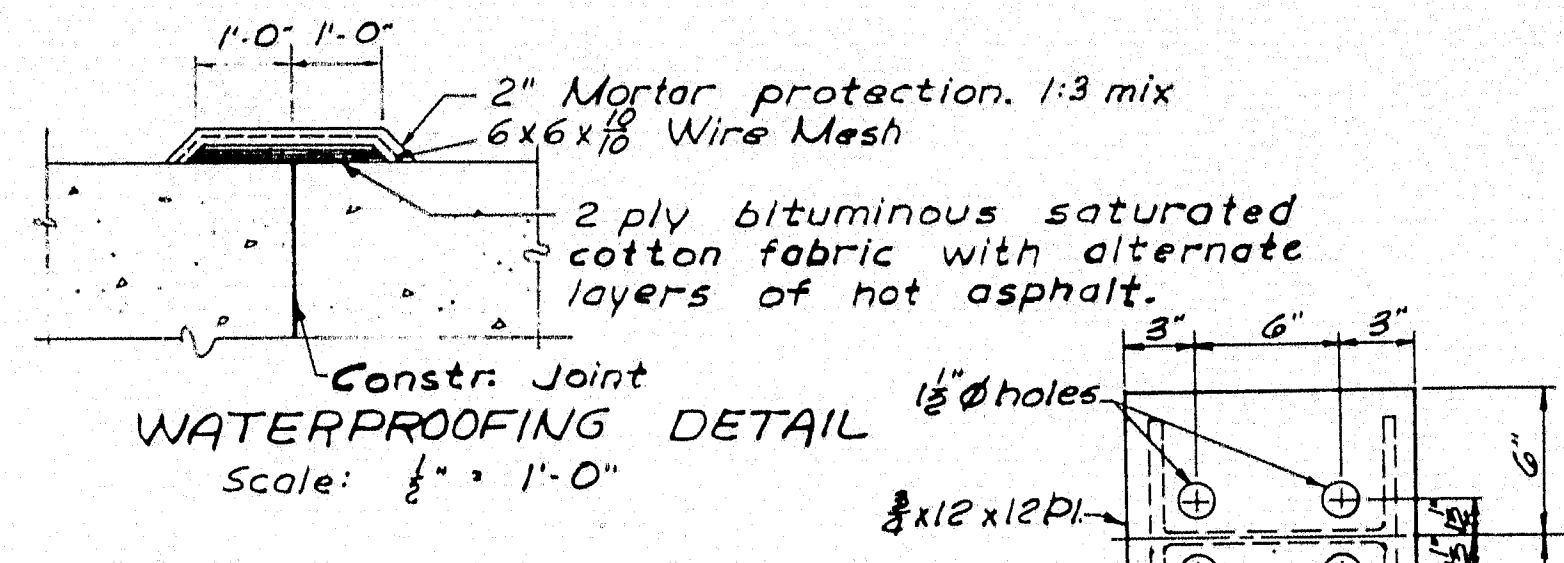
Rt Edge Profile
Pvmt
Lt Edge
Grade
Pvmt

0 1 2 3 4 5 INCHES

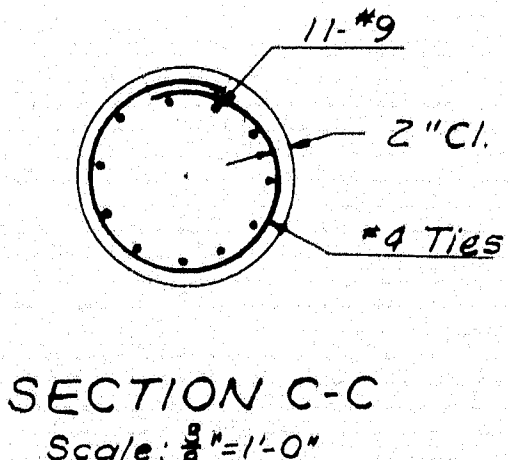
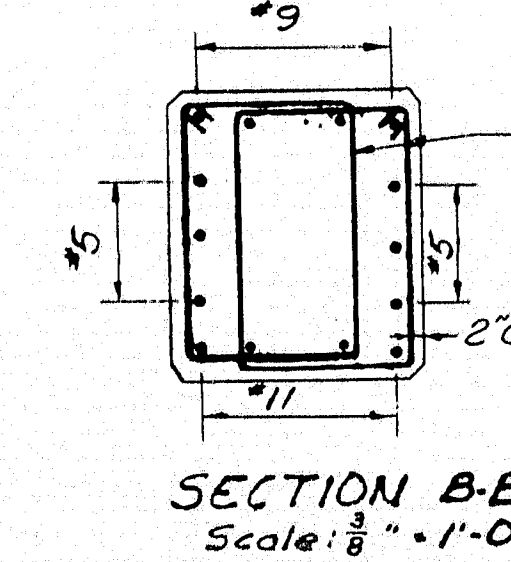
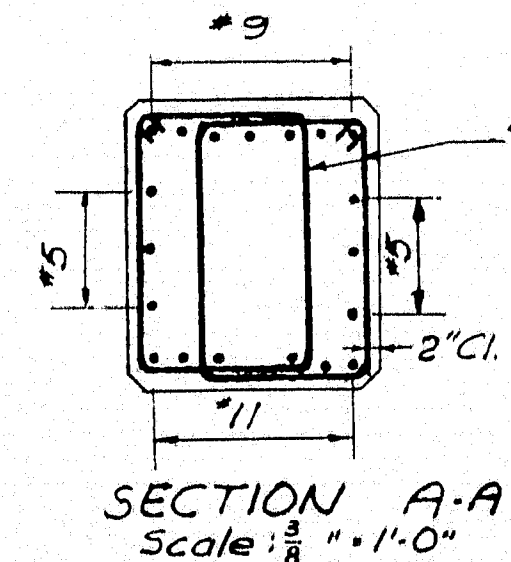
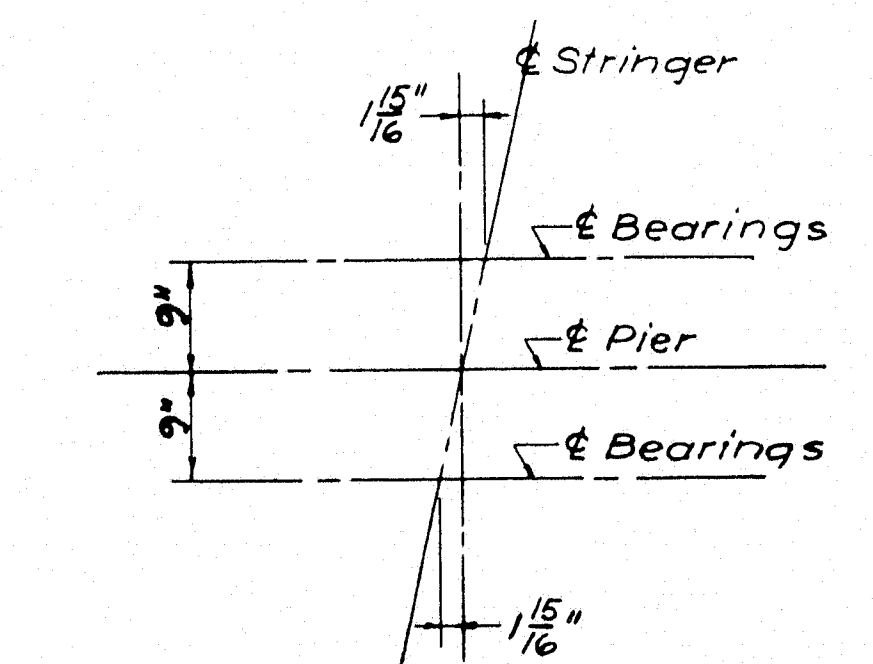
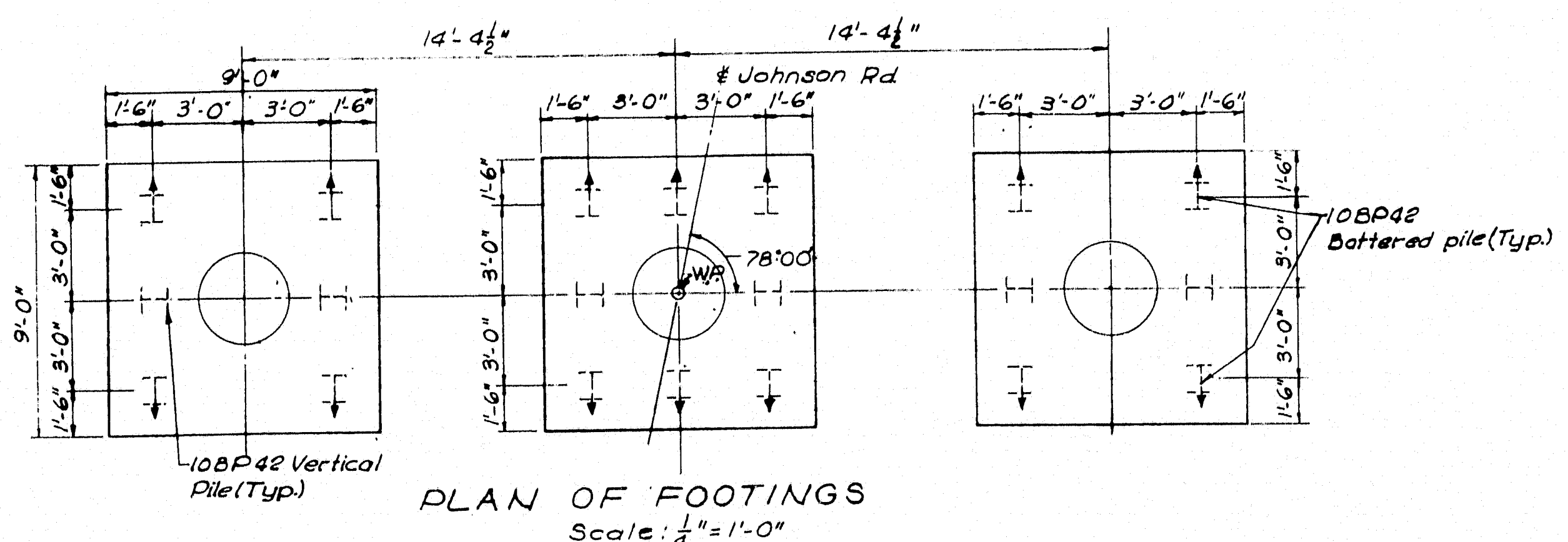


BEARING PAD ELEVATIONS

STRINGER	PIER 1		PIER 2	PIER 3
	SPAN 1	SPAN 2		
A	48.72	48.86	52.16	54.95
B	49.01	49.11	52.39	55.18
C	49.25	49.35	52.63	55.40
D	49.19	49.30	52.56	55.32
E	49.15	49.24	52.50	55.24



TYPICAL DETAILS
 Scales as noted



- Construction Notes.**
1. Reinforcing steel to have 2" min. concrete cover unless otherwise noted.
 2. All bar splices to lap 20 diameters (12" min.) unless otherwise noted.
 3. All bar embedments to be 35 diameters unless otherwise noted.
 4. Bearing pads to be of sufficient height to permit bush hammering to the proper elevation.
 5. All bearing pads to be placed integrally with the piers and abutments.
 6. All exposed corners except on bearing pads to have a 3/4" chamfer. Bearing pads to have tool edges.
 7. Reinforcing steel in or beneath bearing pads to be positioned to clear swedge anchor bolts. For swedge anchor bolts see bearing types on Sh. No. 16.

AS BUILT - NO REVISION

STATE HIGHWAY COMMISSION
 AUGUSTA, MAINE

PORTLAND-YARMOUTH INTERSTATE
 JOHNSON ROAD OVER INTERSTATE

PIER DETAILS

SHEET NO. 12 OF 24 SCALE: AS NOTED

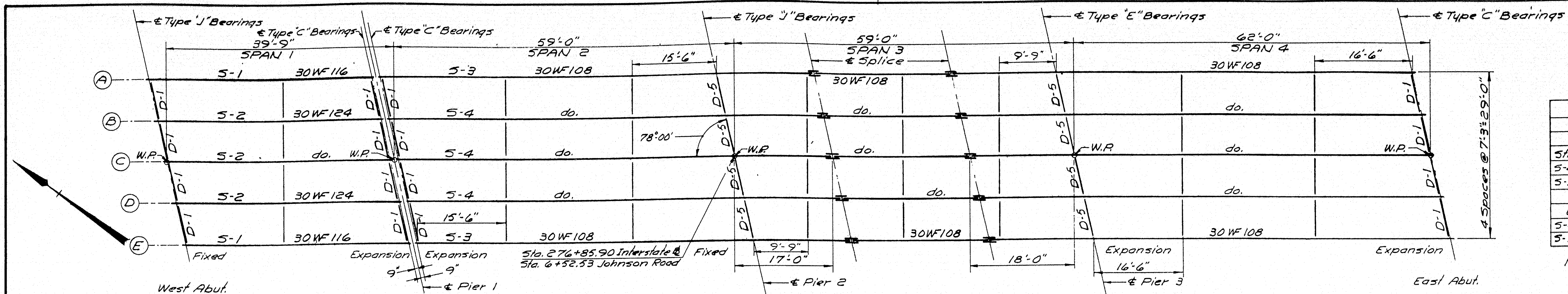
FAY, SPOFFORD & THORNDIKE, INC.
 ENGINEERS BOSTON, MASS.

Qm-14
 23

FALMOUTH

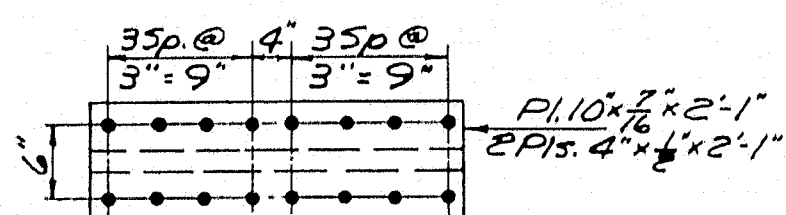
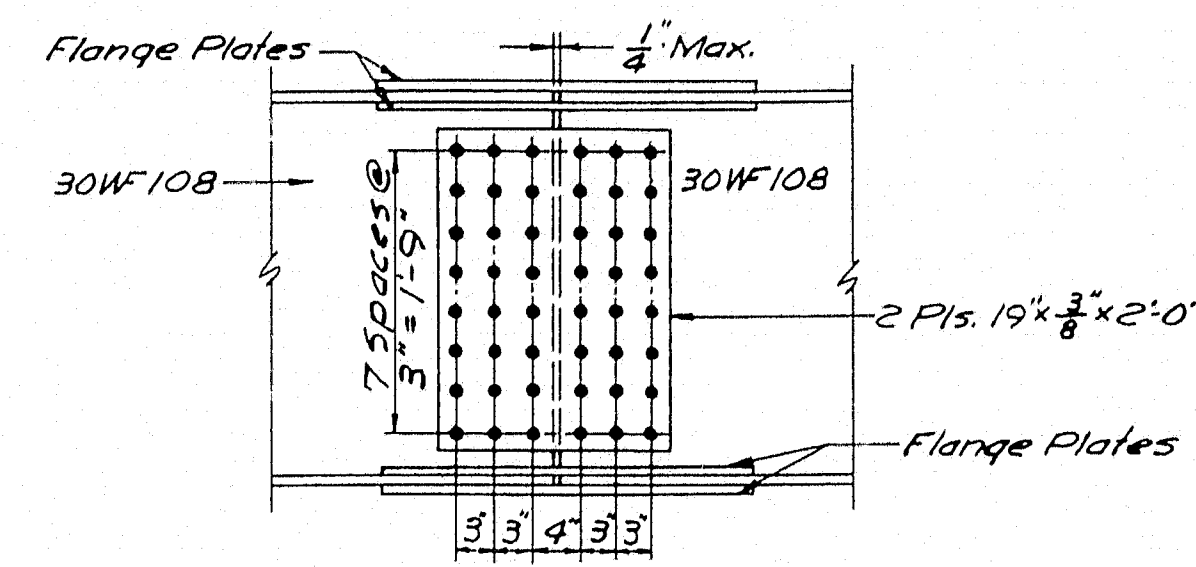
SHEAR CONNECTORS									
SPIRAL SHEAR CONNECTORS									
	A	B	C	D	E				
Str	Length	Pitch	Length	Pitch	Length	Pitch	Length	Pitch	Length
5-4	12'-0"	2@8"	8'-0"	2@12"	10'-0"	2@15"	7'-0"	2@12"	15'-0"
5-3	10'-0"	2@8"	10'-0"	2@12"	9'-0"	1@18"	12'-0"	2@12"	9'-0"
2@8" denotes double spiral @ 8" pitch									
EQUIVALENT STUD SHEAR CONNECTORS									
5-4	12'-0"	5/8"	8'-0"	8/8"	10'-0"	11"	7'-0"	8/8"	15'-0"
5-3	10'-0"	5/8"	10'-0"	8/8"	9'-0"	18"	12'-0"	8/8"	9'-0"

Note: Stud shear connector pitch is given for 3-#4 studs.

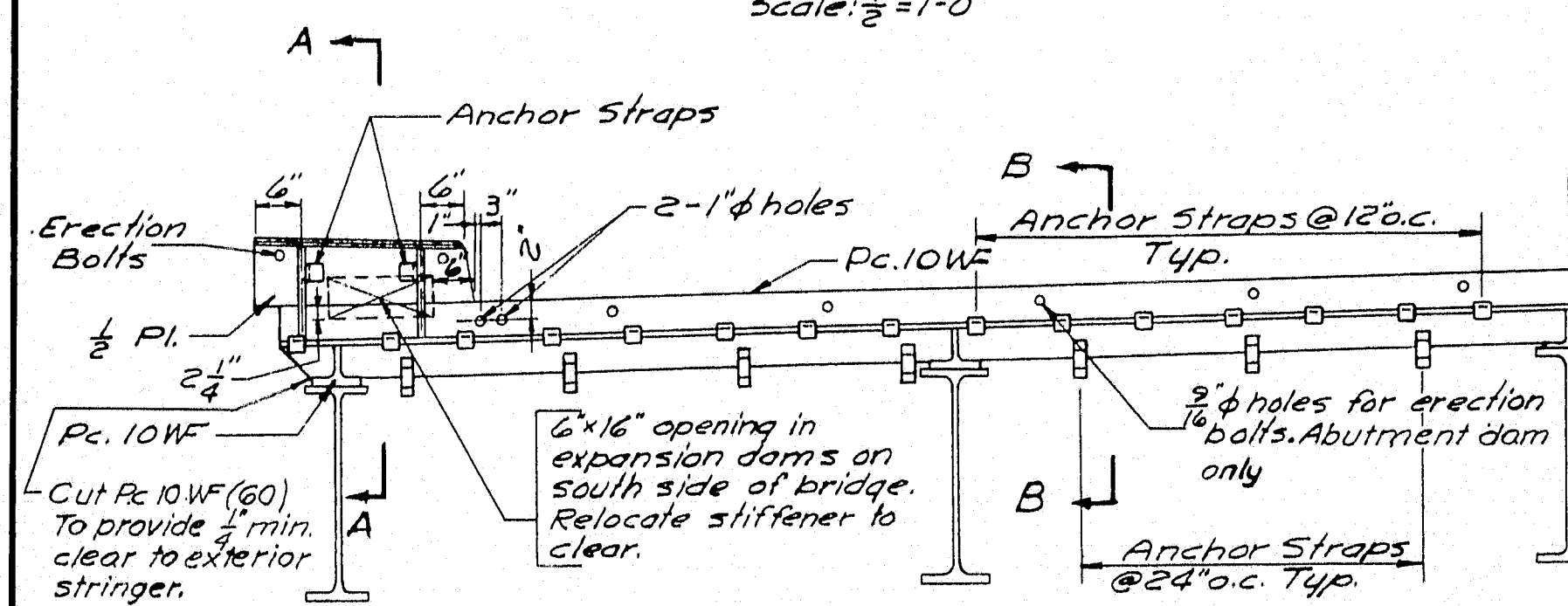
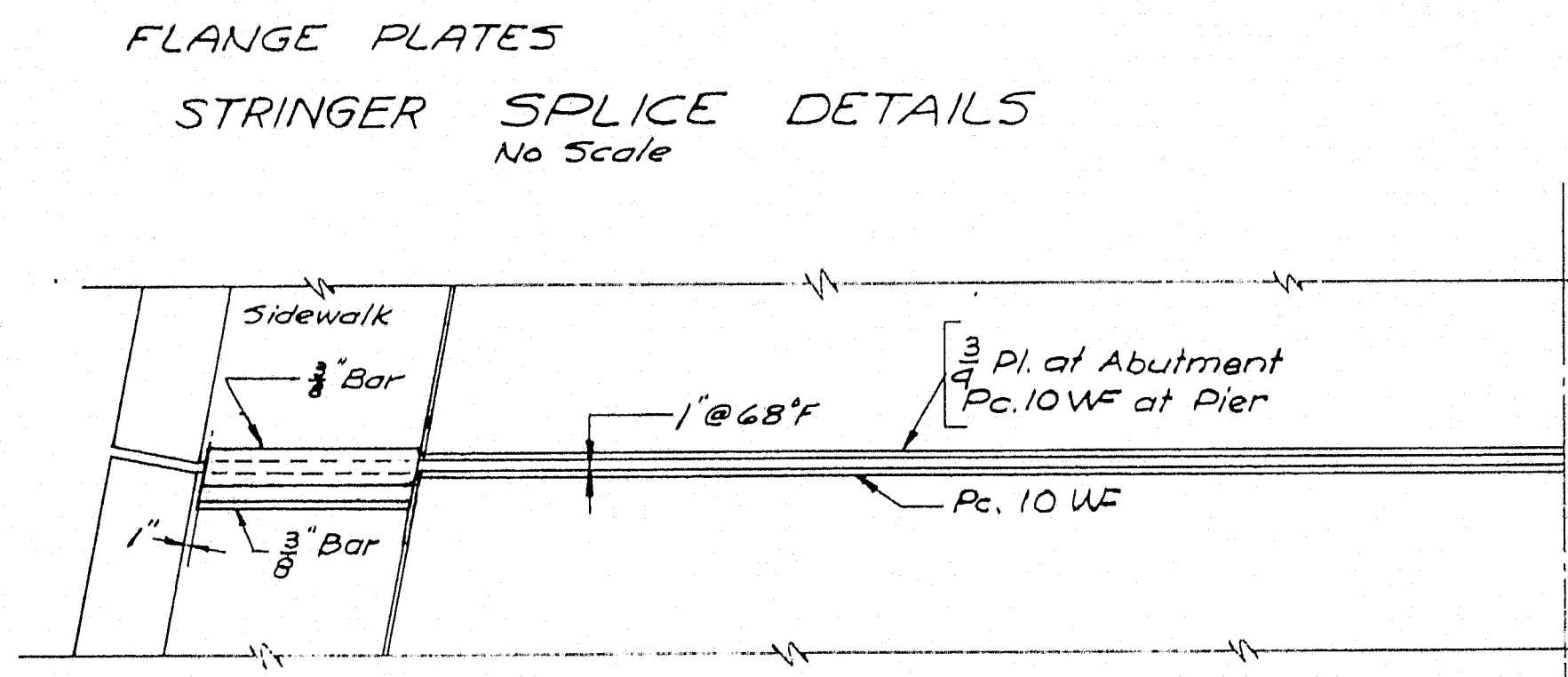


Note: All Diaphragms are D-2 unless otherwise noted.

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

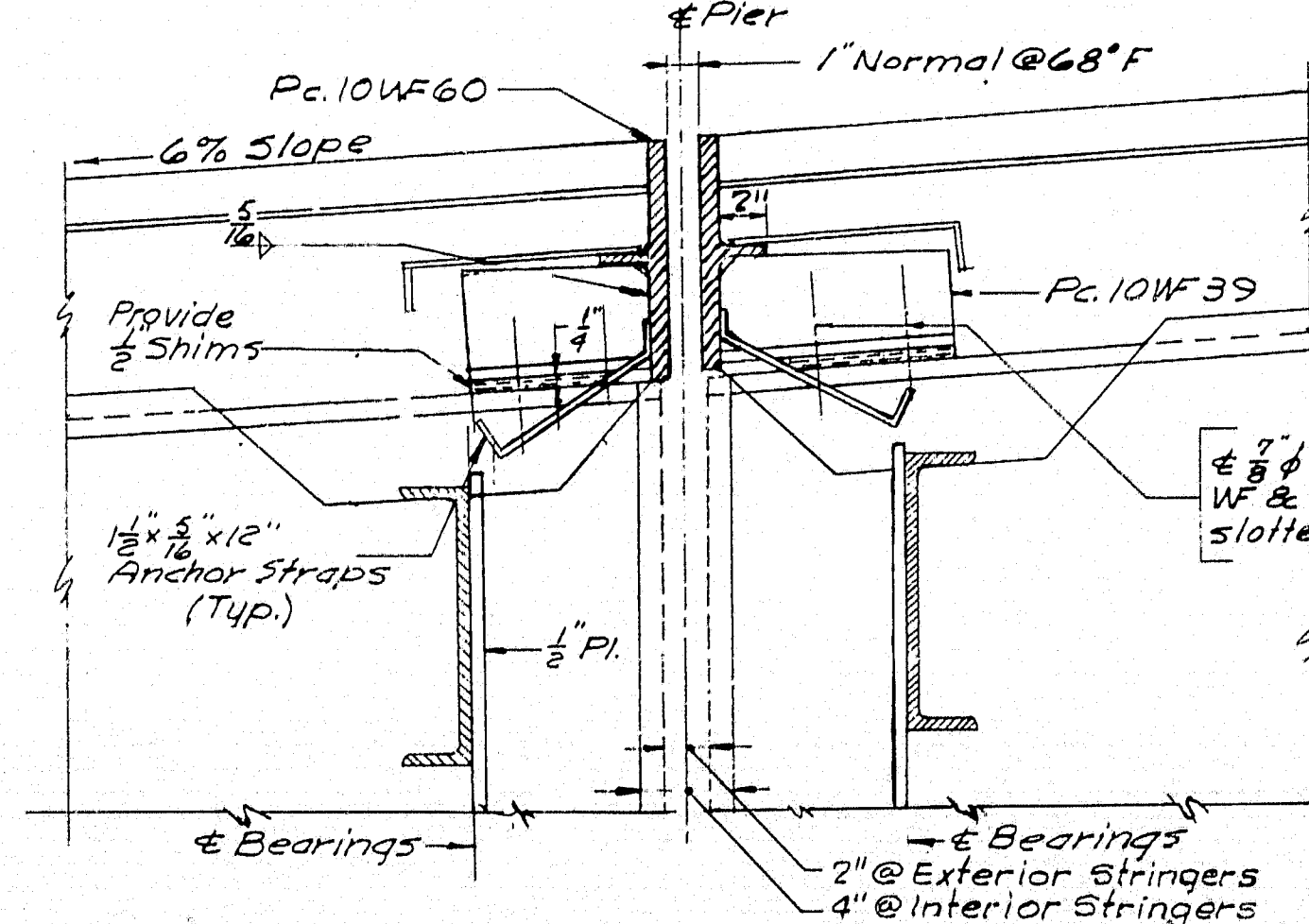


Note: All splices to be made with 7/8" rivets or high strength bolts in 1/4" holes.



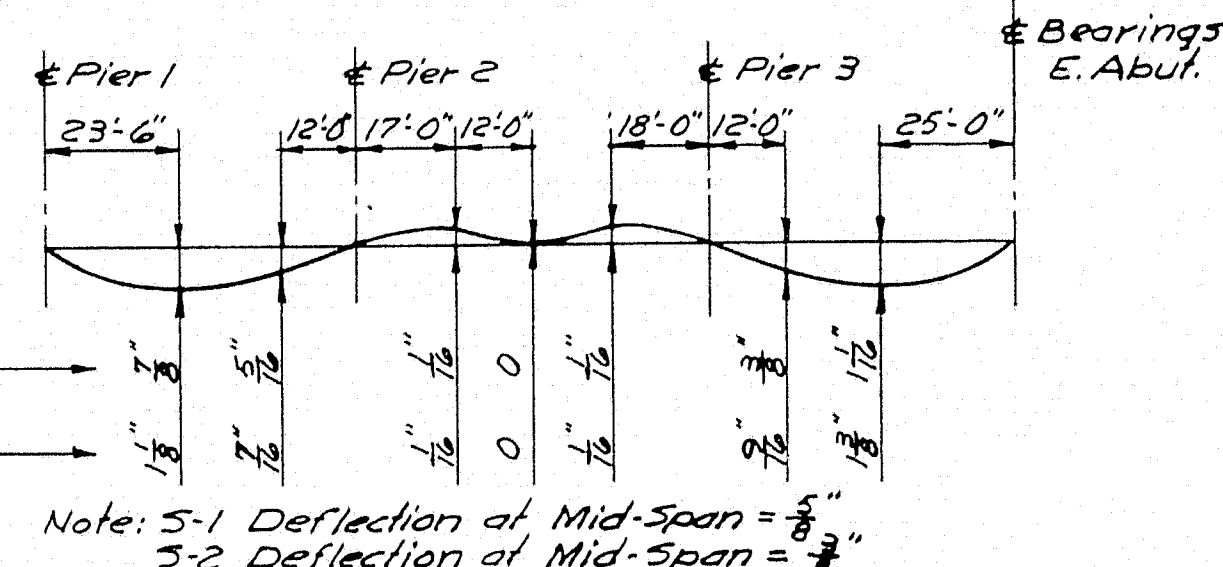
EXPANSION

SECTION A-A (AT PIER 1) Scale: 1/2" = 1'-0"

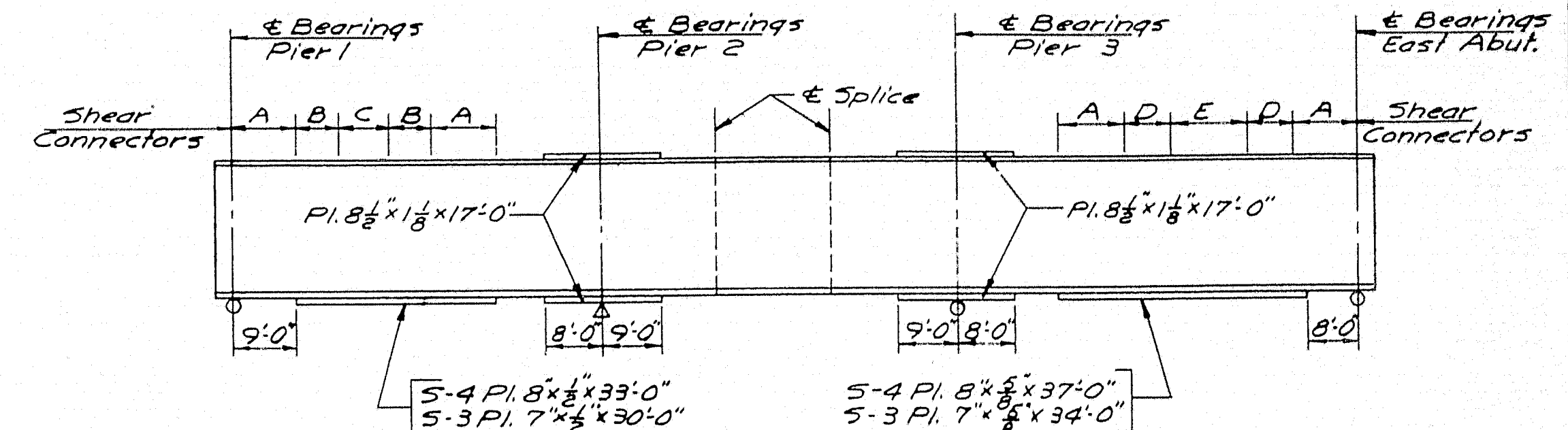


DAM

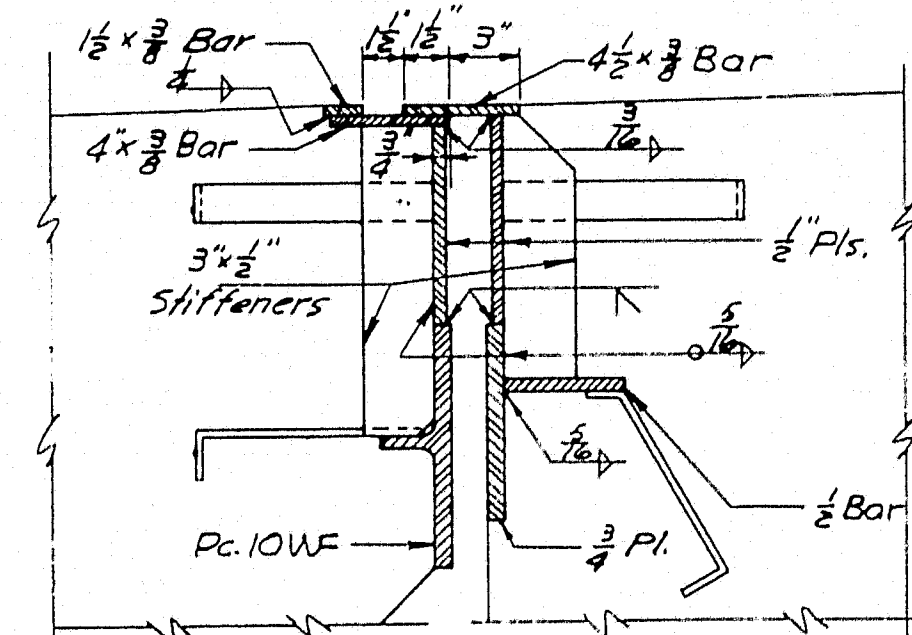
DETAILS



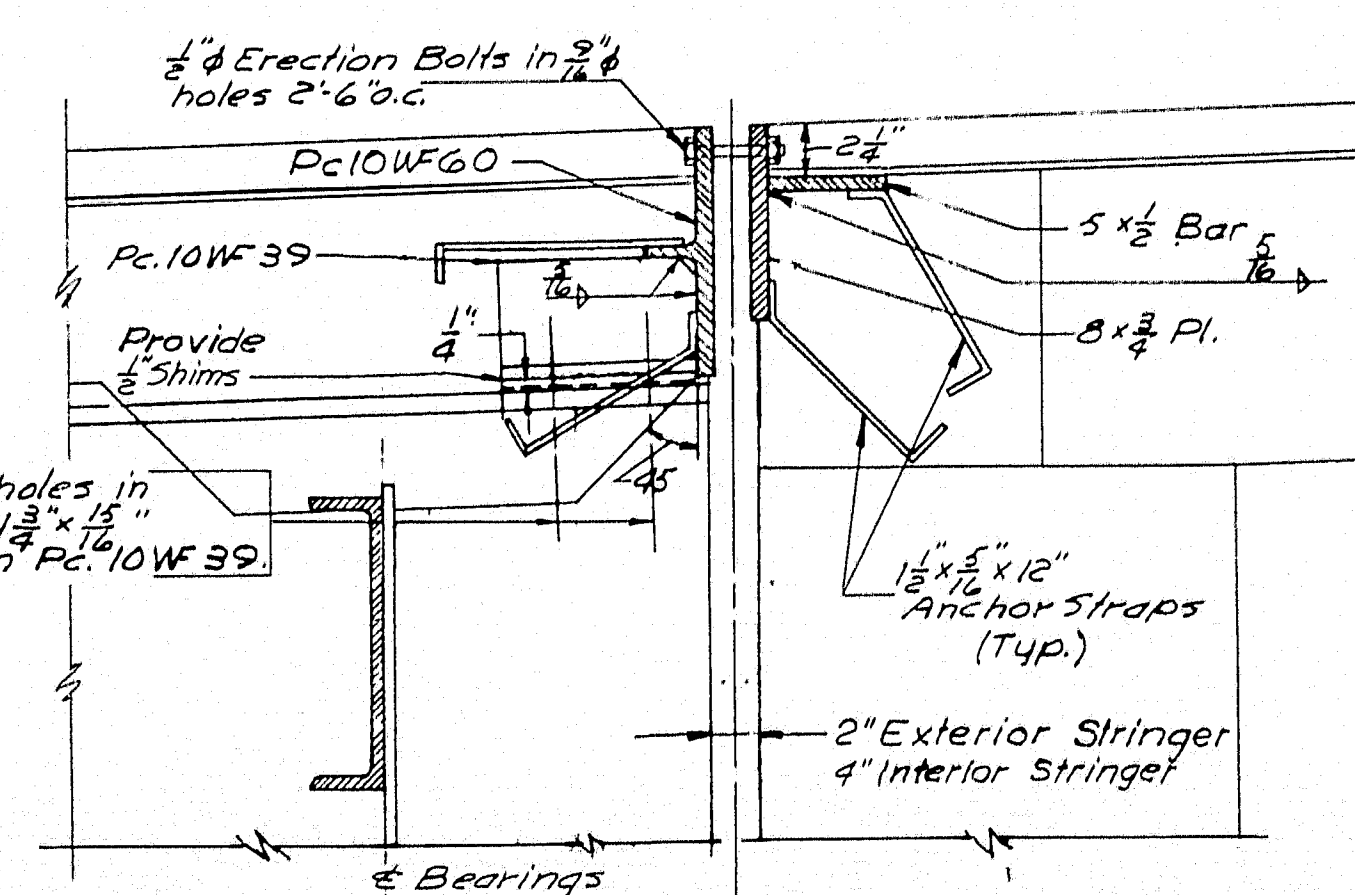
DEAD LOAD DEFLECTION No Scale



SECTION A-A (AT EAST ABUTMENT) Scale: 1/2" = 1'-0"



SECTION B-B (AT EAST ABUTMENT) Scale: 1/2" = 1'-0"



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STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PORTLAND-YARMOUTH INTERSTATE

JOHNSON ROAD OVER INTERSTATE

FRAMING PLAN AND DETAILS

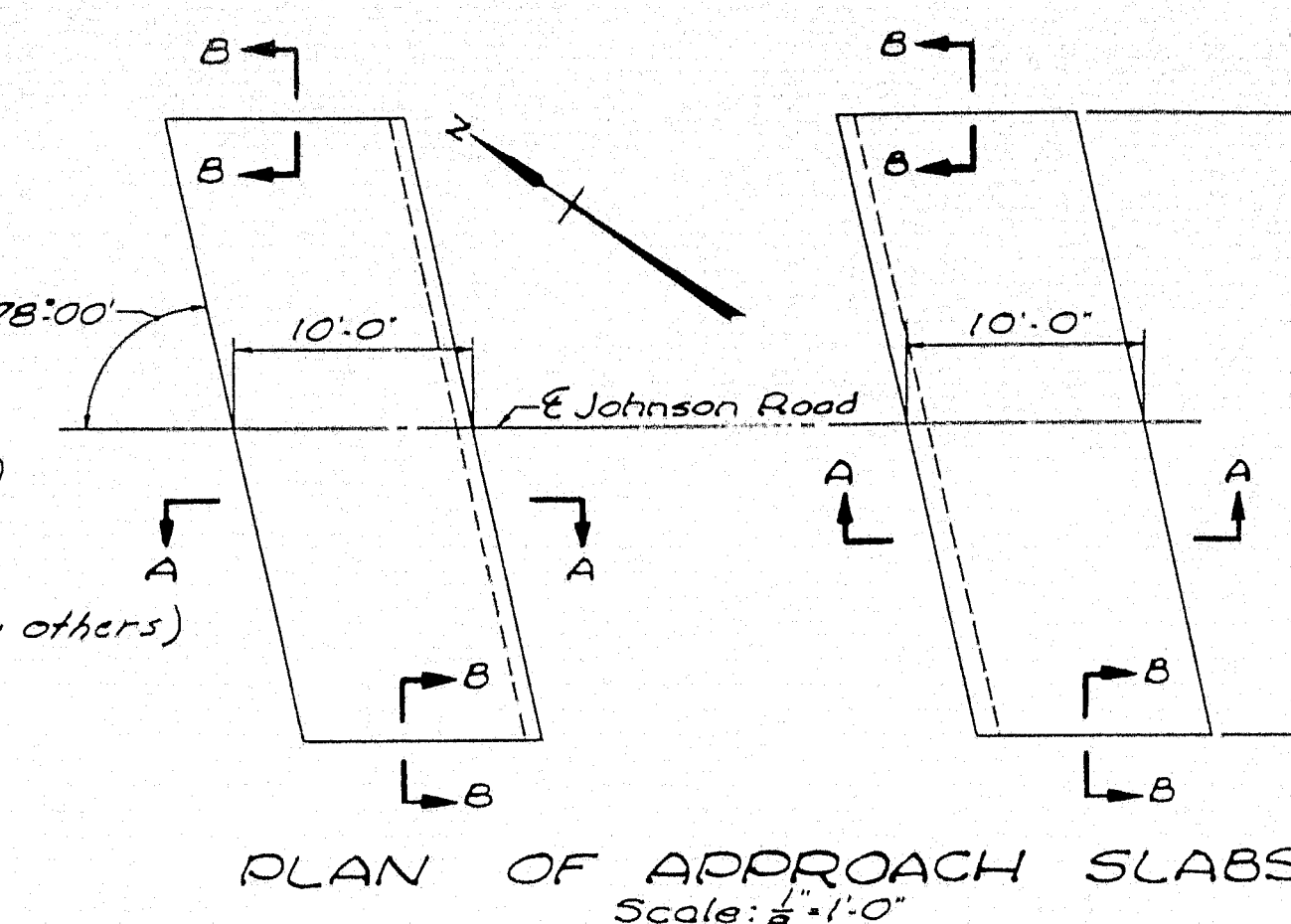
SHEET NO. 13 OF 24 SCALE: AS NOTED

FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS BOSTON, MASS.

Qm-14
24

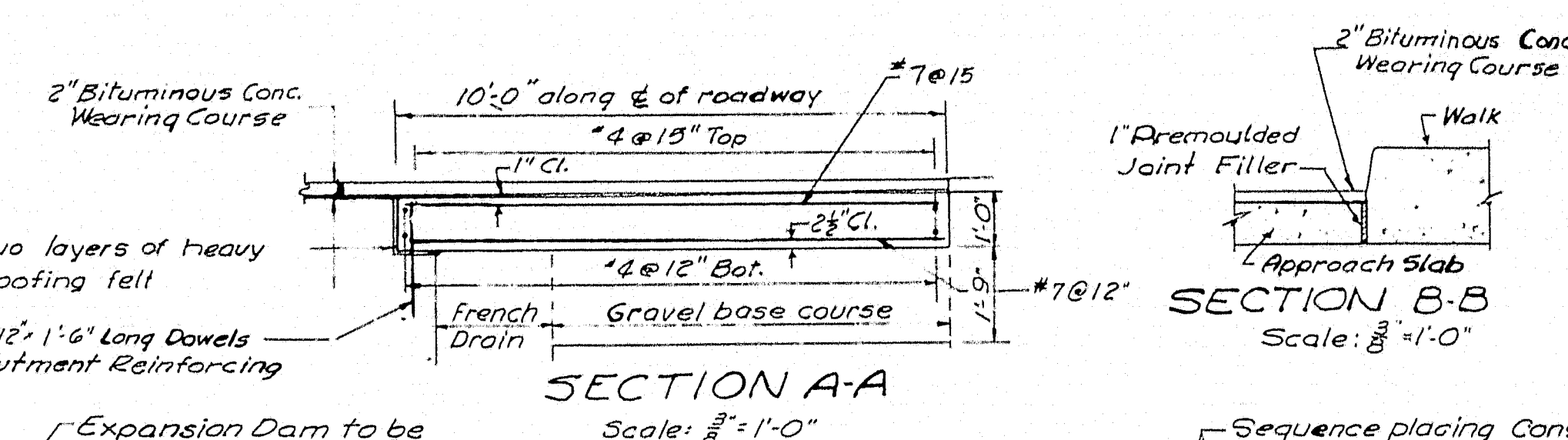
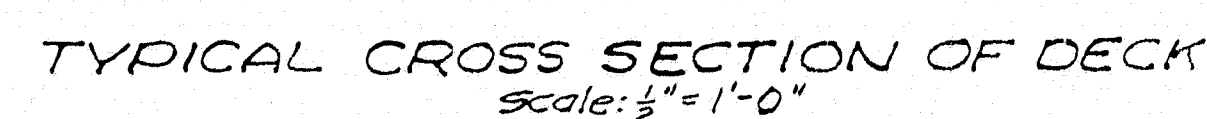
DES. R.K. R.W.
CHK. A.R.D.F.
IN. A.R.D.F.
APP. R.K.
APP. H.J.W.

Revised Blue Print 300-4-51

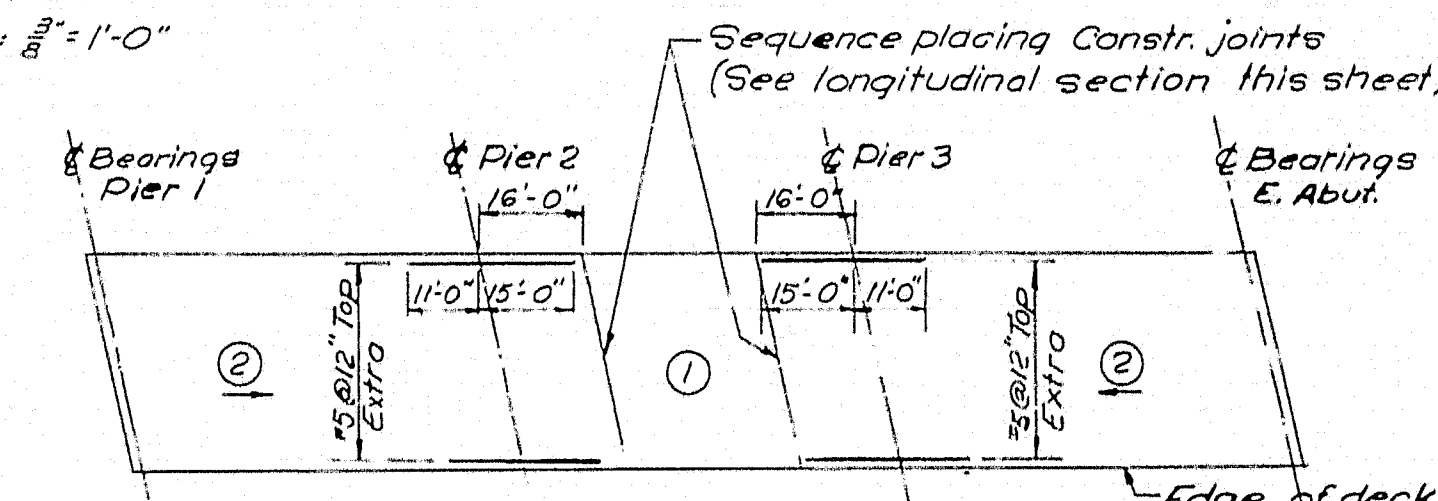


PLAN OF APPROACH SLABS
Scale: $\frac{1}{8}'' = 1'-0''$

Note: Longitudinal reinforcing to be placed parallel to Johnson Road. Transverse reinforcing steel to be placed parallel to Bearing



SECTION A-A

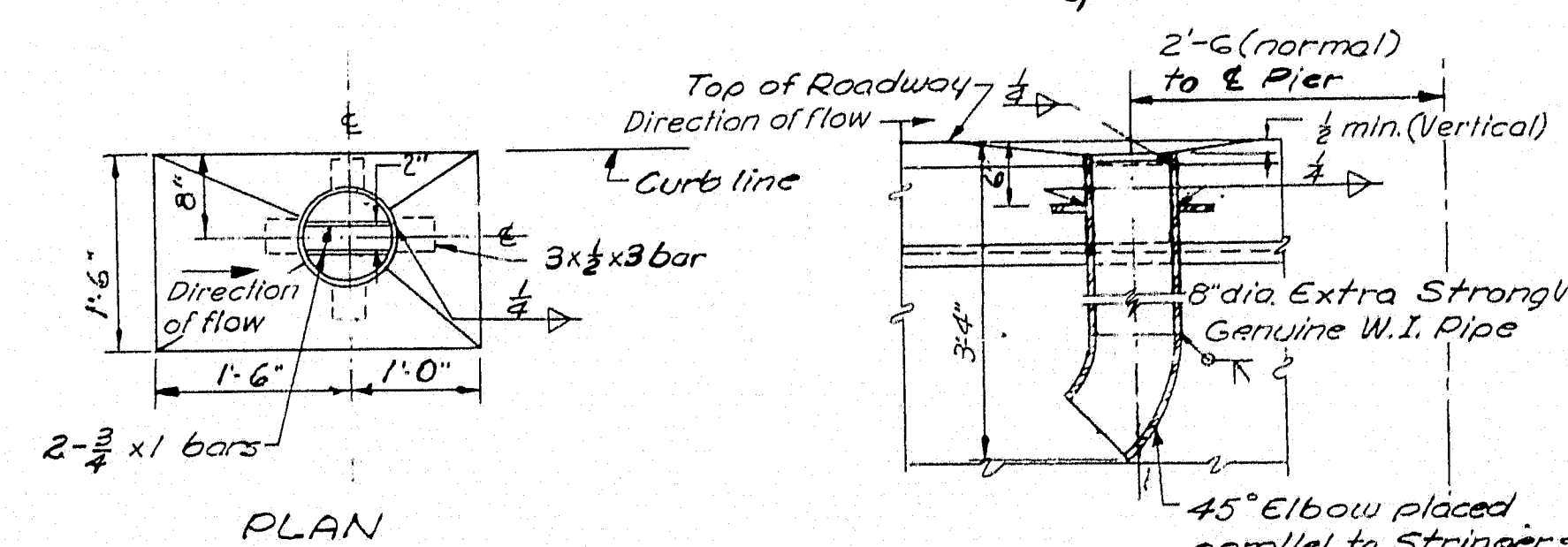


SEQUENCE PLACING DIAGRAM
Scale: 1"=30'

Note for Screeds:

After structural steel has been erected, levels are to be run on top flanges of stringers. Screeds for slab are to be set on the basis of these levels, corrected for $\frac{3}{8}$ of the dead load deflection shown on Sheet No. 13.

Changes in screed elevations will not be allowed in the continuous spans after any portion of the deck slab has been placed in those spans.



AN

SECTION THRU SCUPPER

Notes: For location of scuppers,
see Sheet No.10
For construction notes see Sheet No.12

AS BUILT - NO REVISION

STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PORTLAND-YARMOUTH INTERSTATE
JOHNSON ROAD OVER INTERSTATE

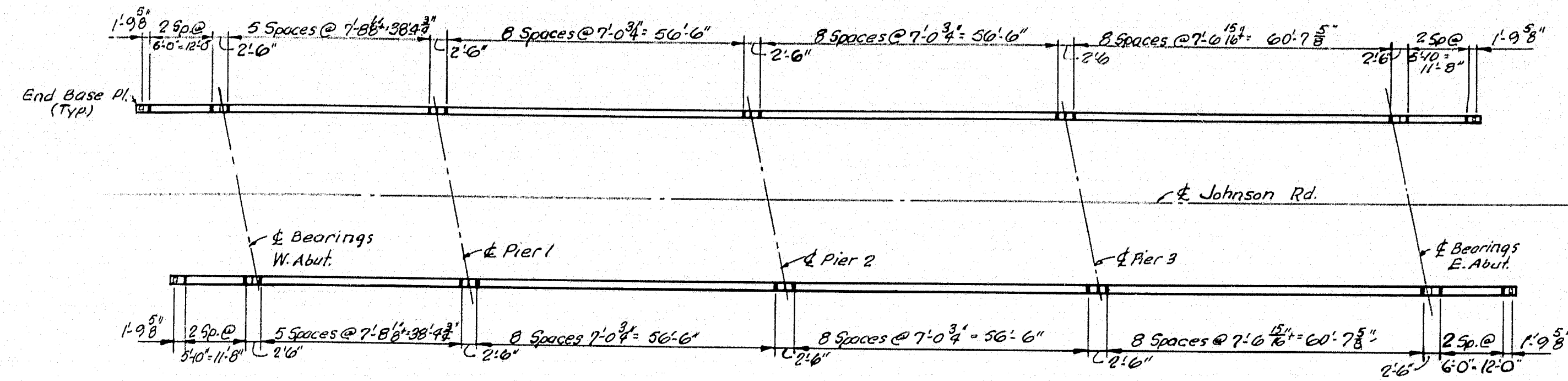
CROSS SECTION AND DETAILS

SHEET NO. 14 OF 24	SCALE: AS NOTED
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FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS BOSTON, MASS.

Qm-14
25

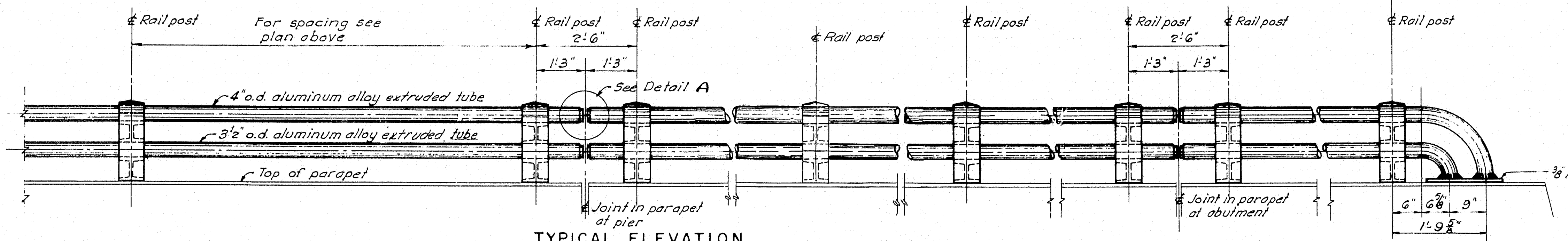
75-194



PLAN OF RAILING

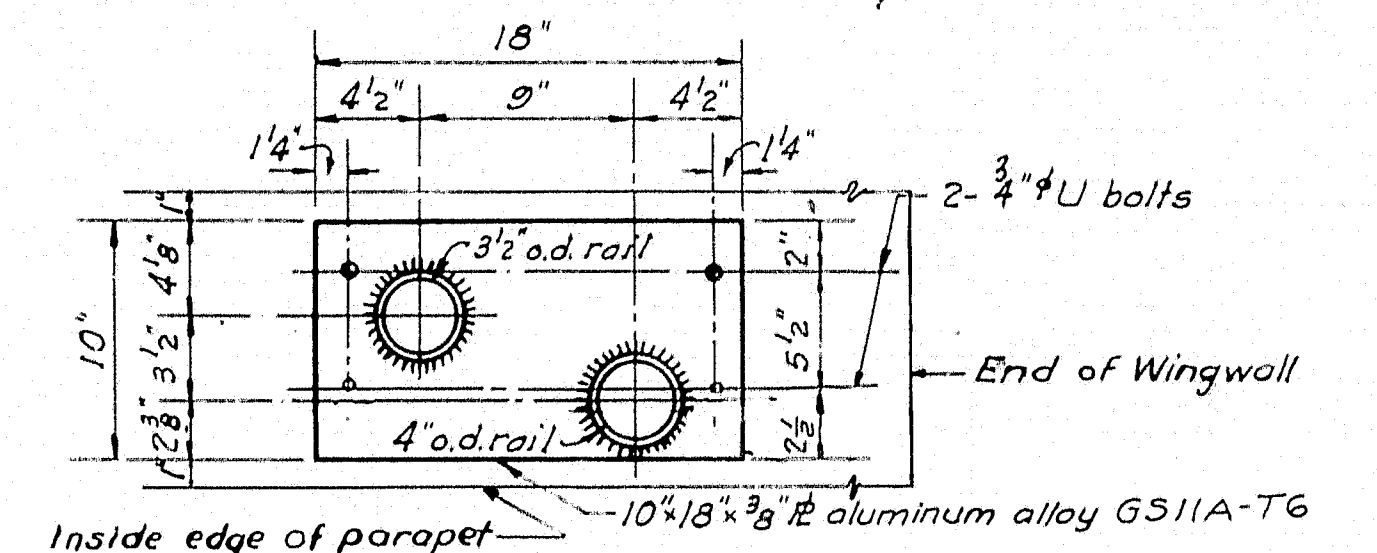
Scale: 1"=20'

All dimensions are horizontal.



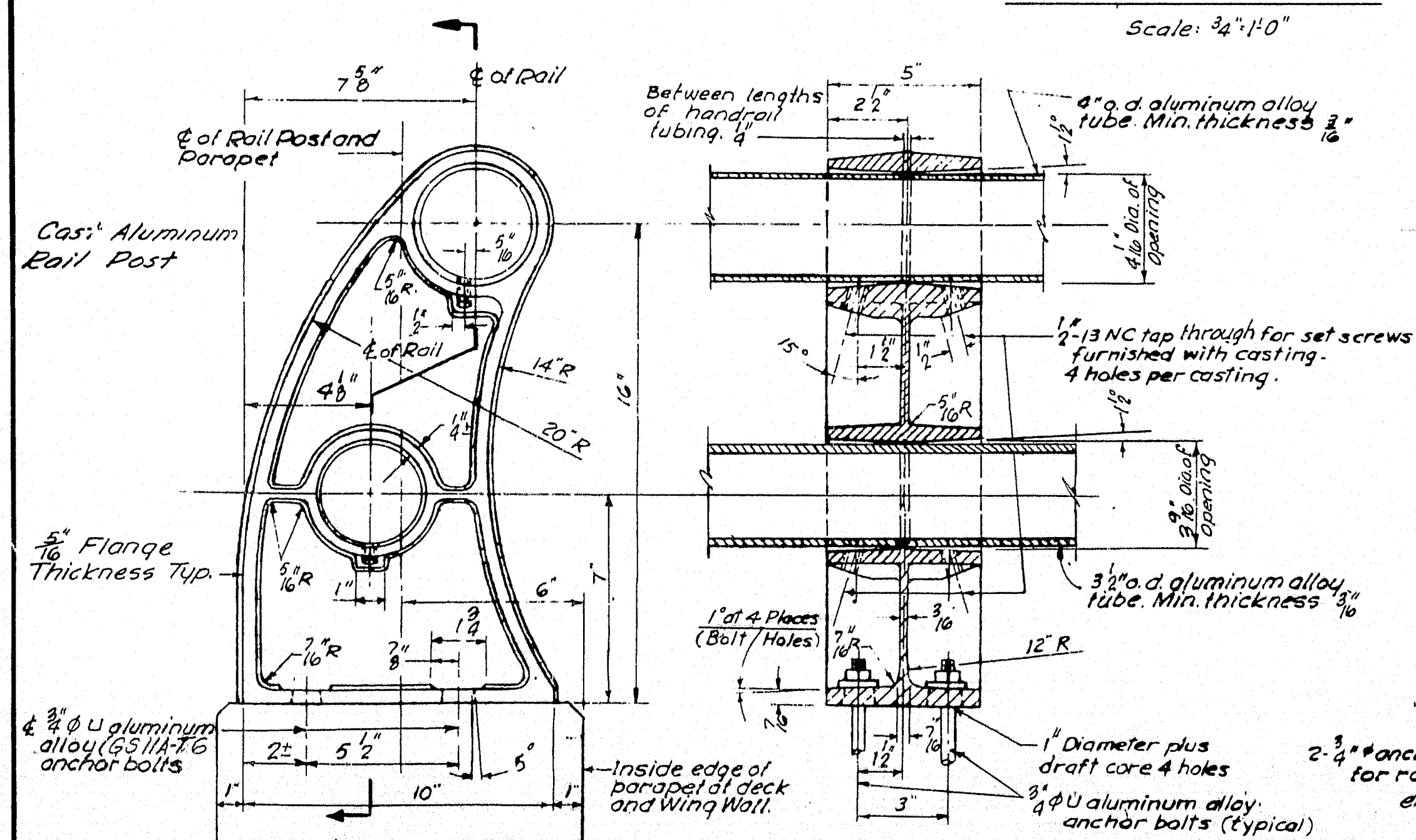
TYPICAL ELEVATION

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



DETAIL OF END BASE PLATE

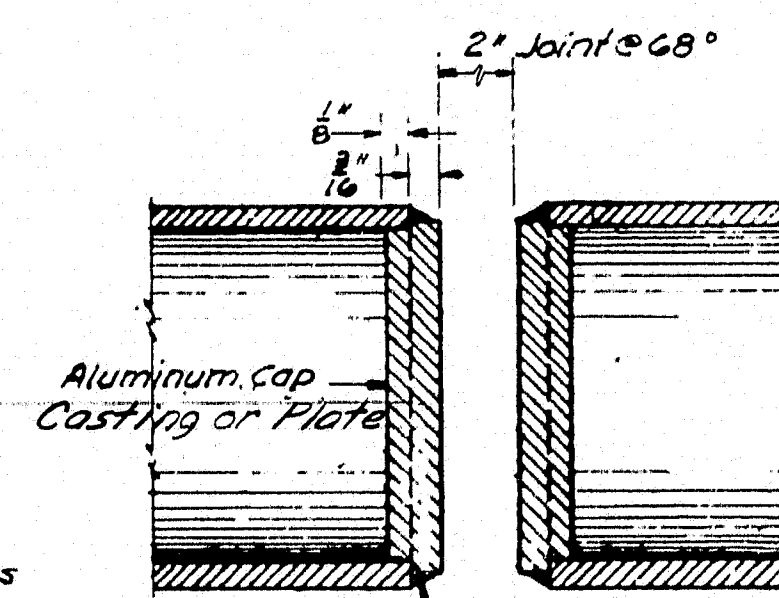
Scale: 1/2"=1'-0"



RAIL POST DETAIL

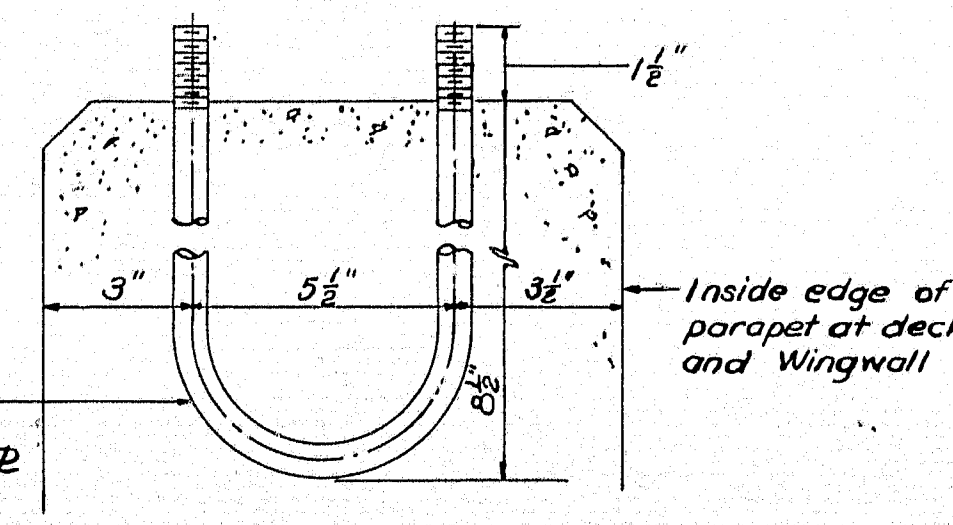
Scale: 3/4"=1'-0"

- NOTES:
1. The bottom of each railing post shall be thoroughly coated with an aluminum impregnated caulking compound before installation.
 2. Railing post to be set normal to parapet.



DETAIL A

No Scale



DETAIL OF U BOLT FOR RAIL POST

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

AS BUILT - NO REVISION

STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PORTLAND-YARMOUTH INTERSTATE

JOHNSON ROAD OVER INTERSTATE

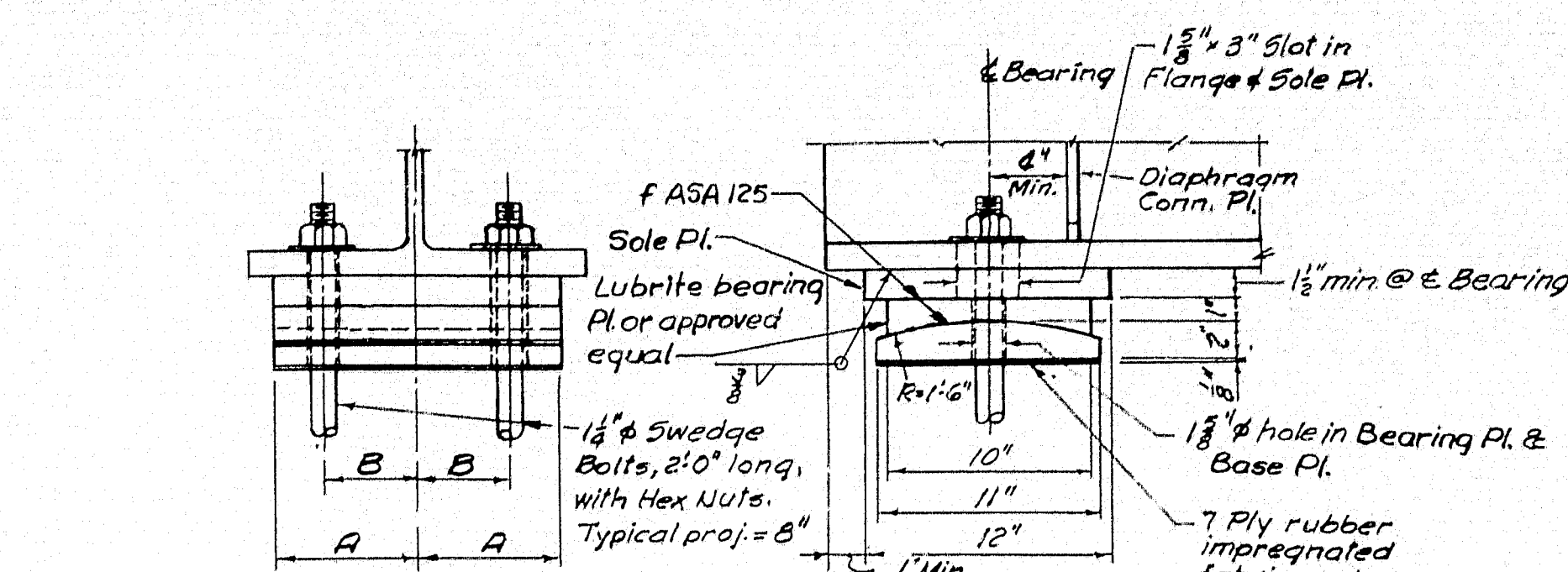
RAILING DETAILS

SHEET NO. 15 OF 24 SCALE: AS NOTED

FAY SPOFFORD & THORNDIKE, INC.
ENGINEERS BOSTON, MASS.

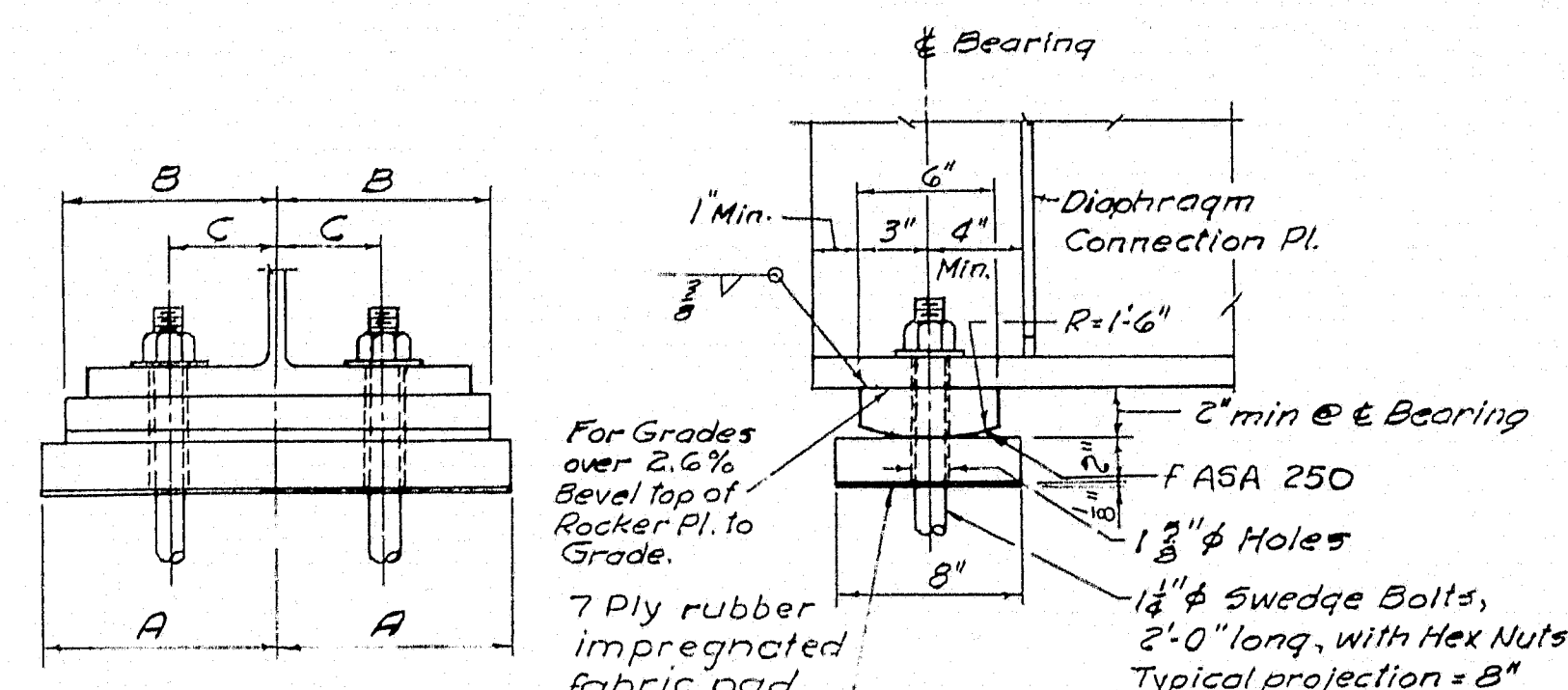
0m-14

75-195



TYPE A
(EXPANSION BEARING)
Scale: 1 1/2" = 1'-0"

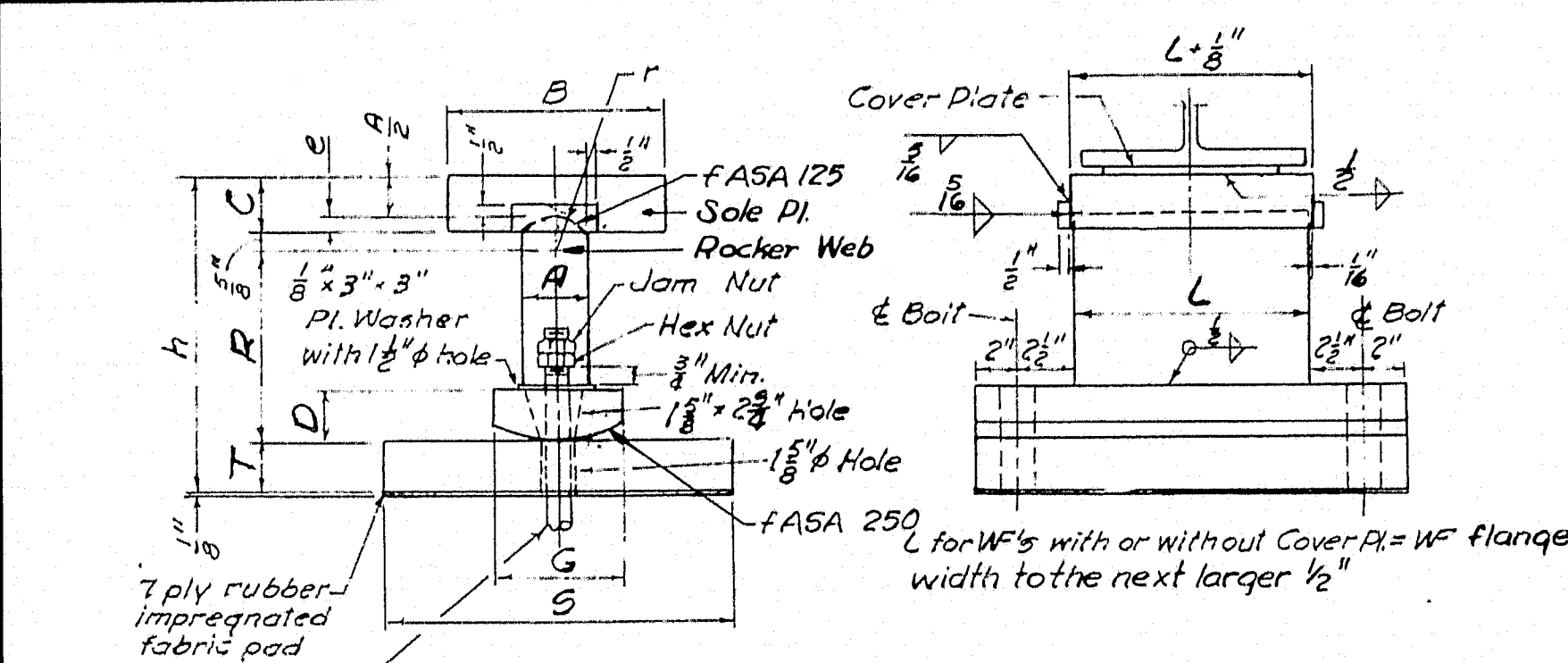
Note for Type "A" and "B" Bearings:
All nuts to be drawn up finger tight, then backed off one turn and the threads of the bolts buried off at the face of the nuts with a pointed tool.



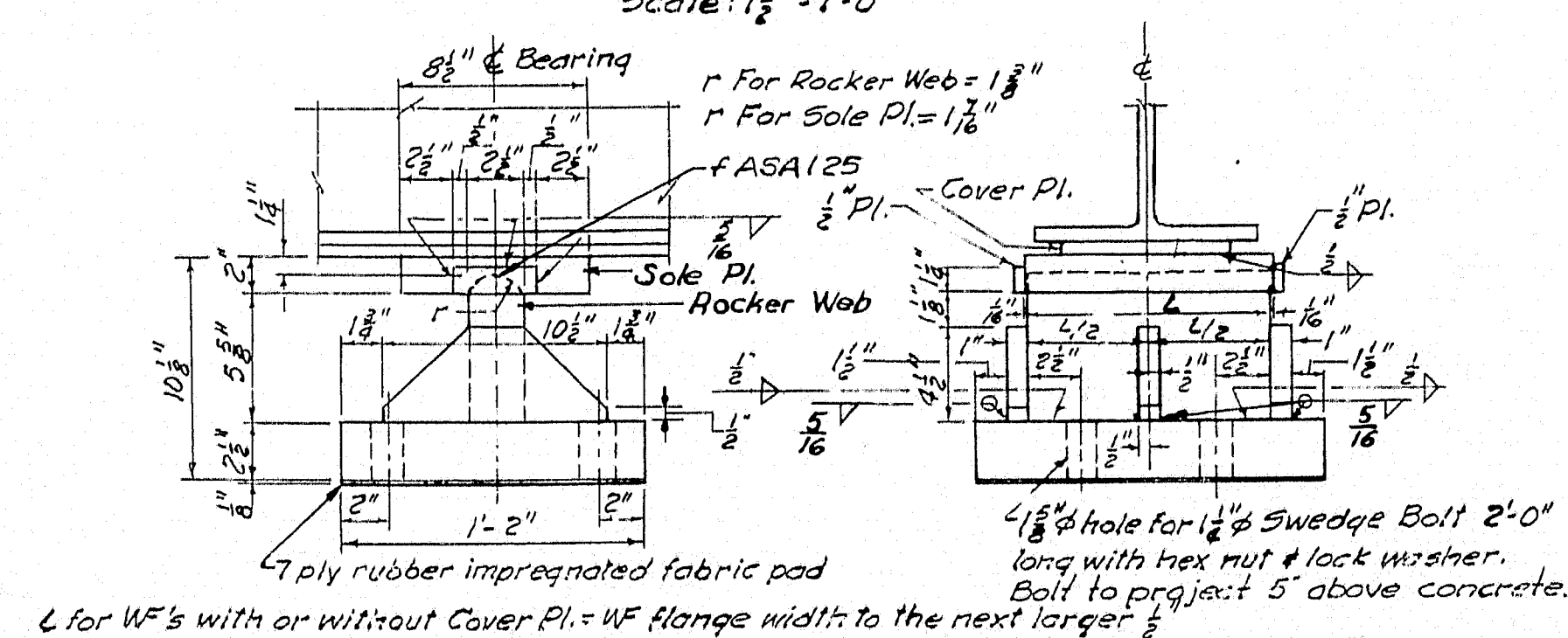
TYPE B
(FIXED BEARING)
Scale: 1 1/2" = 1'-0"

TYPE A (EXPANSION)		
FLANGE WIDTH	A	B
16 1/2"	7"	4 1/2"
12"	5"	2 3/4"
11 1/2"	5"	2 3/4"
10 1/2"	4 1/2"	2 3/4"
10"	4 1/2"	2 3/4"
9"	4"	2 3/4"

TYPE B (FIXED)		
FLANGE WIDTH	A	B
16 1/2"	10"	9"
12"	8"	7"
11 1/2"	8"	7"
10 1/2"	7"	6"
10"	7"	6"
9"	7"	6"



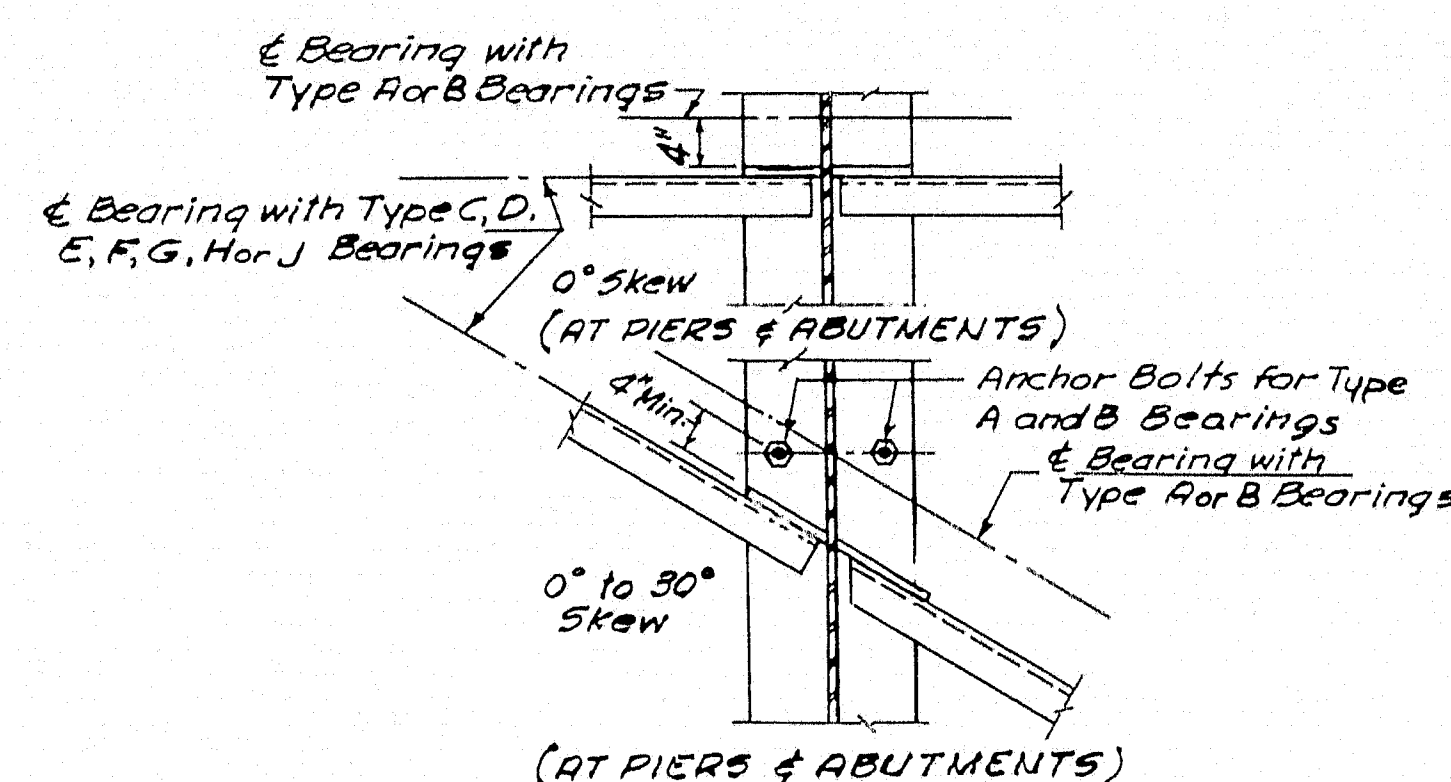
TYPE C, D, E, F, G, H
(EXPANSION BEARINGS)
Scale: 1 1/2" = 1'-0"



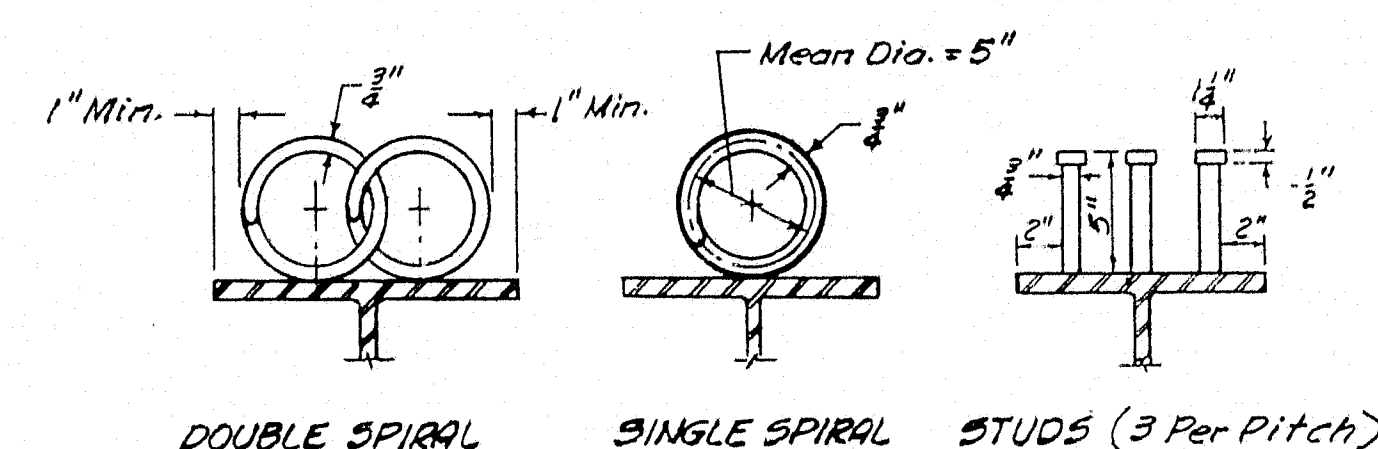
TYPE J
(FIXED BEARING)
Scale: 1 1/2" = 1'-0"

DIMENSIONS										
BEARING TYPE	A	B	C	D	E	G	H	R	S	T
C	2 1/2"	8 1/2"	2"	2 1/2"	3"	6"	10 1/2"	6"	12"	1 1/2"
D	2 1/2"	8 1/2"	2"	2 1/2"	3"	6"	11 1/2"	7"	14"	1 1/2"
E	3"	10"	2 1/2"	2 1/2"	1"	6"	12 1/2"	8"	14"	2"
F	3"	10"	2 1/2"	2 1/2"	1"	6"	12 1/2"	9"	16"	2 1/2"
G	3 1/2"	10"	3"	2 1/2"	1 1/4"	7"	16 1/2"	10"	16"	2 1/2"
H	3 1/2"	10"	3"	2 1/2"	1 1/4"	7"	17 1/2"	11"	18"	2 1/2"

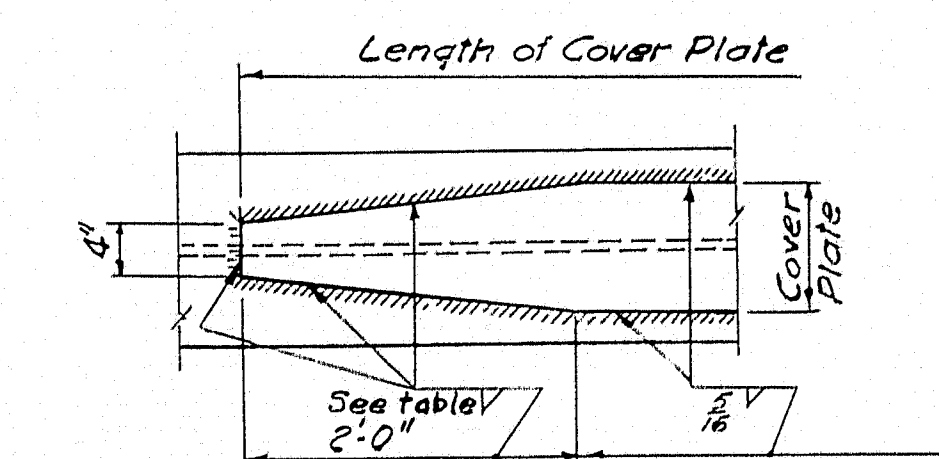
r for Sole Plate = $\frac{A}{2} + \frac{3}{16}$ "
r for Rocker Web = $\frac{A}{2} + \frac{1}{8}$ "



TYPICAL DIAPHRAGM DETAILS
Scale: 3/4" = 1'-0"



SHEAR CONNECTOR DETAILS
Scale: 1 1/2" = 1'-0"



TYPICAL COVER PLATE DETAIL
No Scale

Plate Thickness	Fillet Weld
3/8" to 1/2"	5/16"
1/2" to 3/4"	3/8"
3/4" to 1"	1/2"

- Spiral Notes**
- All spirals to be fabricated with 3/4" plain bars and to have a mean diameter of 5 inches.
 - Spirals to be welded to stringer flange with two 5/16" fillet welds, 2 1/2" long at each point of contact.
 - Spiral lengths given on framing plan are net lengths and do not include any allowance for laps.
 - Where spiral sections are joined, they shall be lapped for a distance of one-half the smaller pitch.

AS BUILT - NO REVISION

STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PORTLAND-YARMOUTH INTERSTATE

JOHNSON ROAD OVER INTERSTATE

STANDARD FRAMING DETAILS

SHEET NO. 16 OF 24 SCALE: AS NOTED

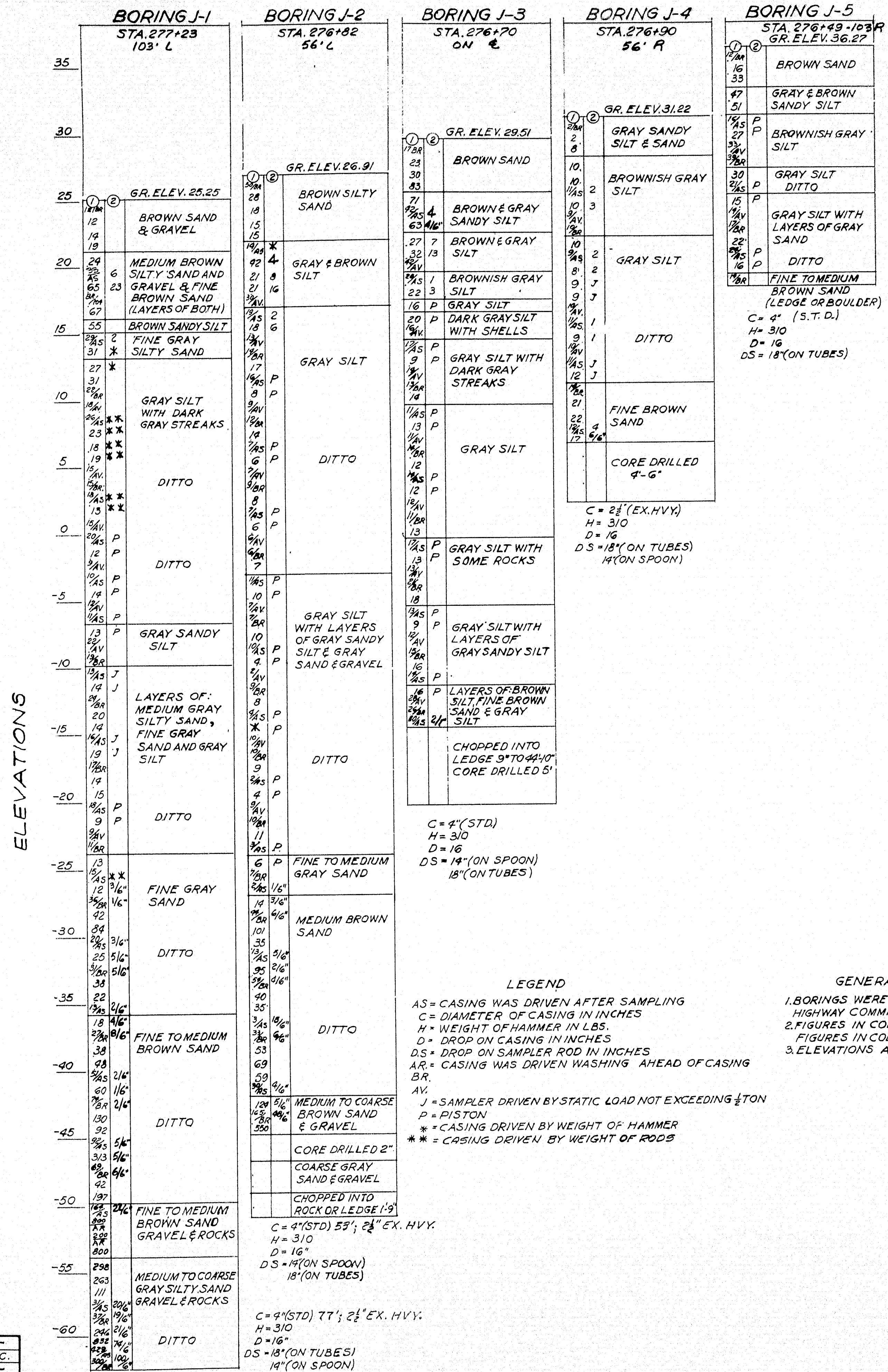
FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS BOSTON, MASS.

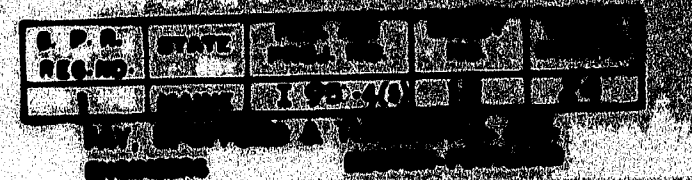
Qm-14

75-196

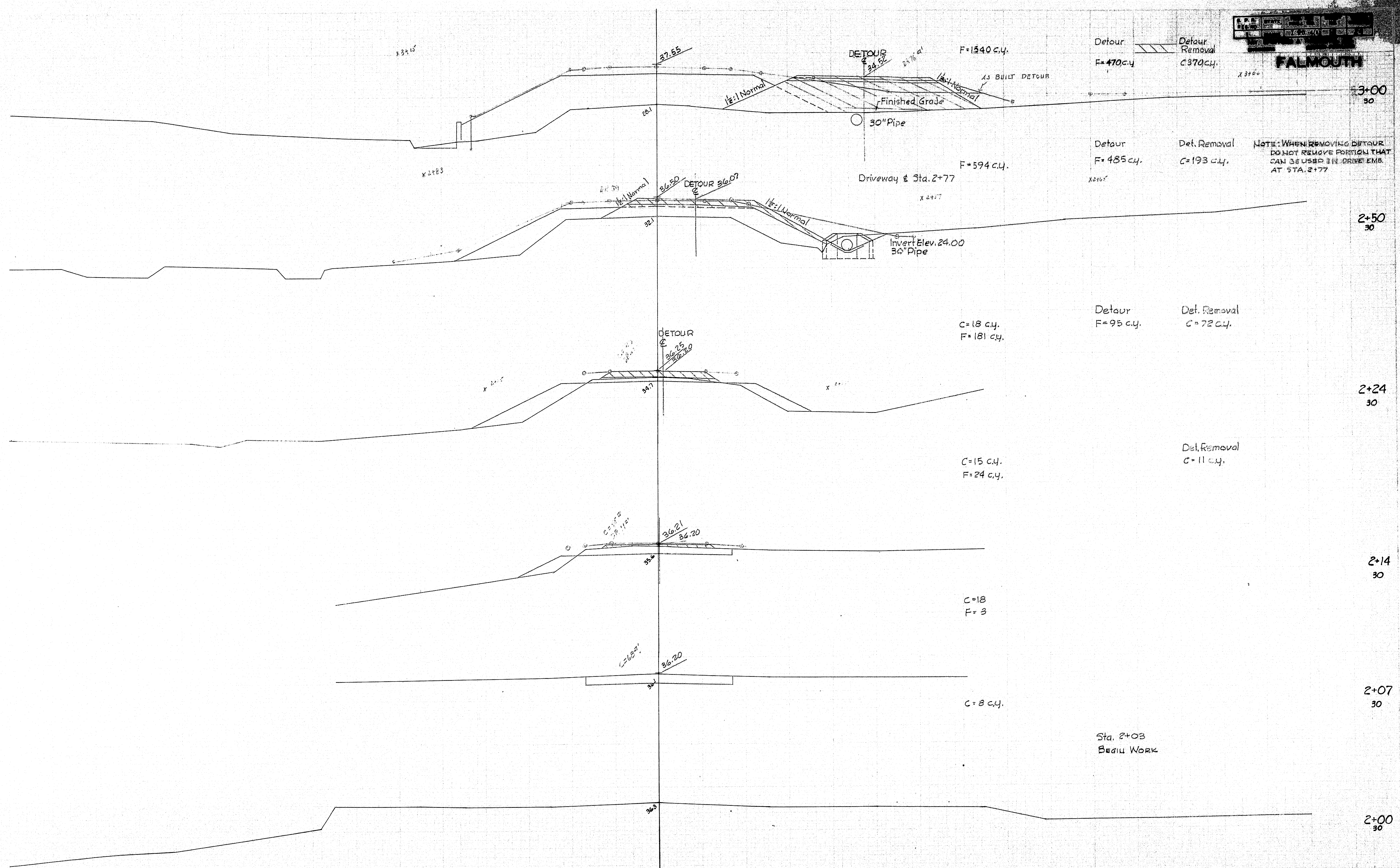
DES. RW, BZ
DR. RB
TR.
CHK. RK
APPR. HJW

Revised 11/10/43





FALMOUTH



NOTE: WHEN REMOVING DETOUR, DO NOT REMOVE PORTION THAT CAN BE USED IN DRIVE EMB. AT STA. 2+77

Detour F=95 c.y. Det. Removal C=72 c.y.

C=18 c.y. F=181 c.y.

C=15 c.y. F=24 c.y.

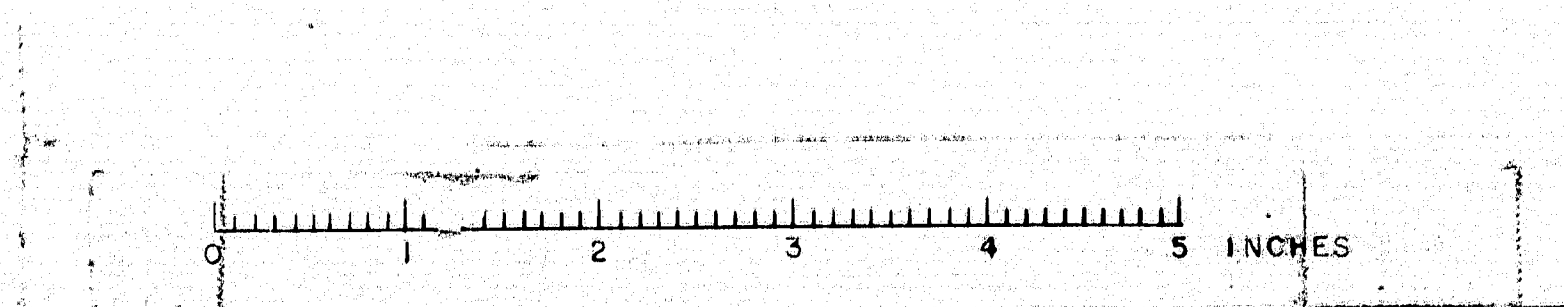
C=18 F=3

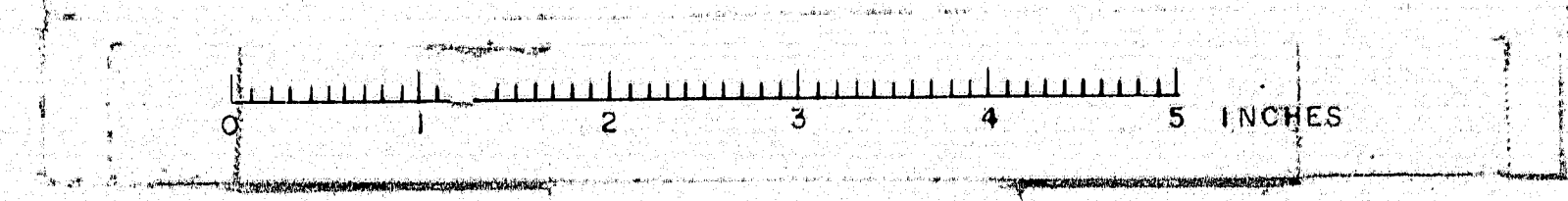
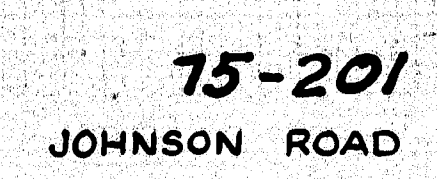
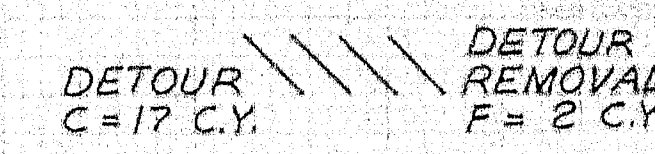
C=8 c.y.

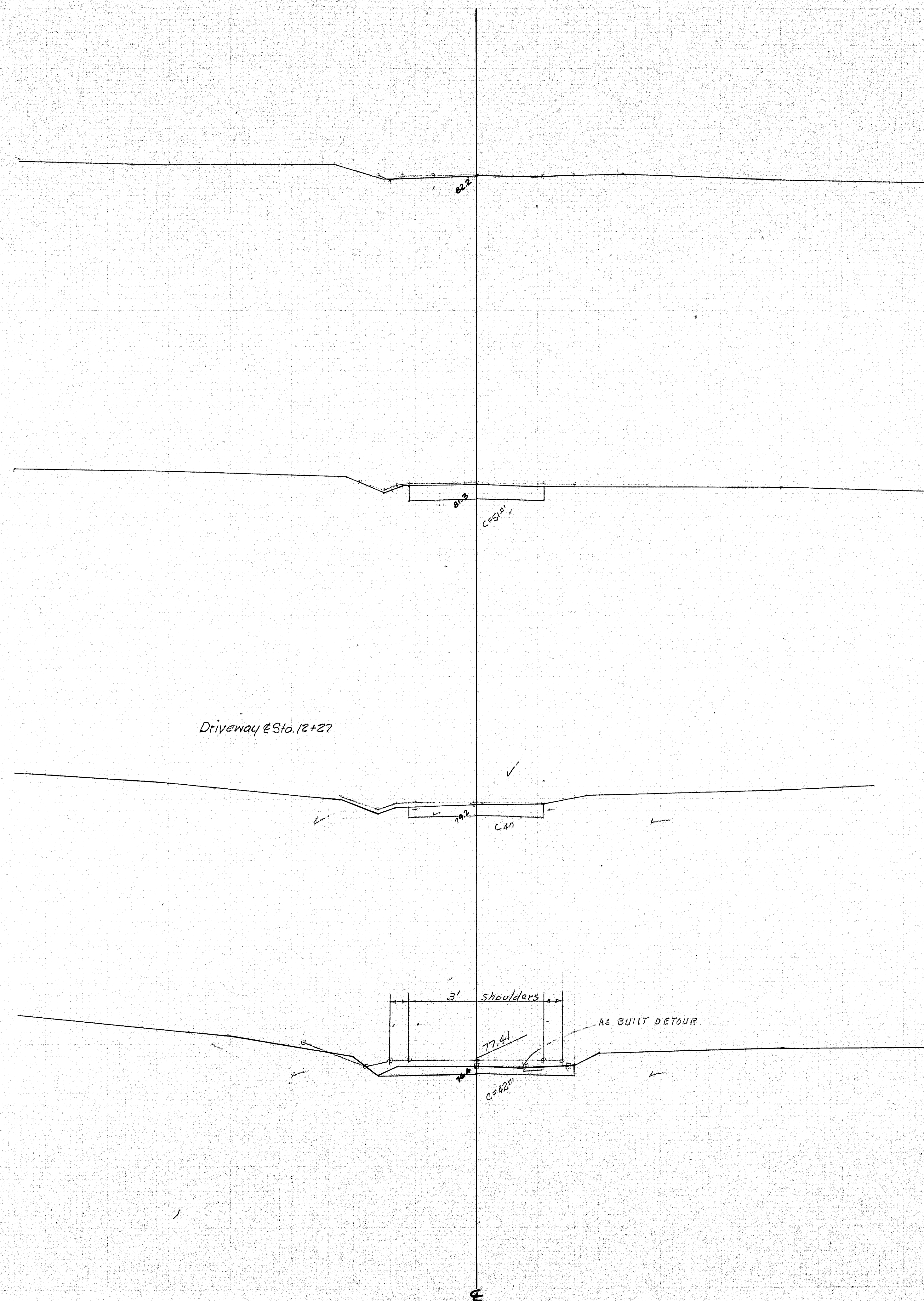
Sta. 2+03
Begin Work

Om-14
67

75-198
JOHNSON ROAD







END WORK
Sta. 12+50

Driveway @ Sta. 12+27

13+00
80

12+50
80

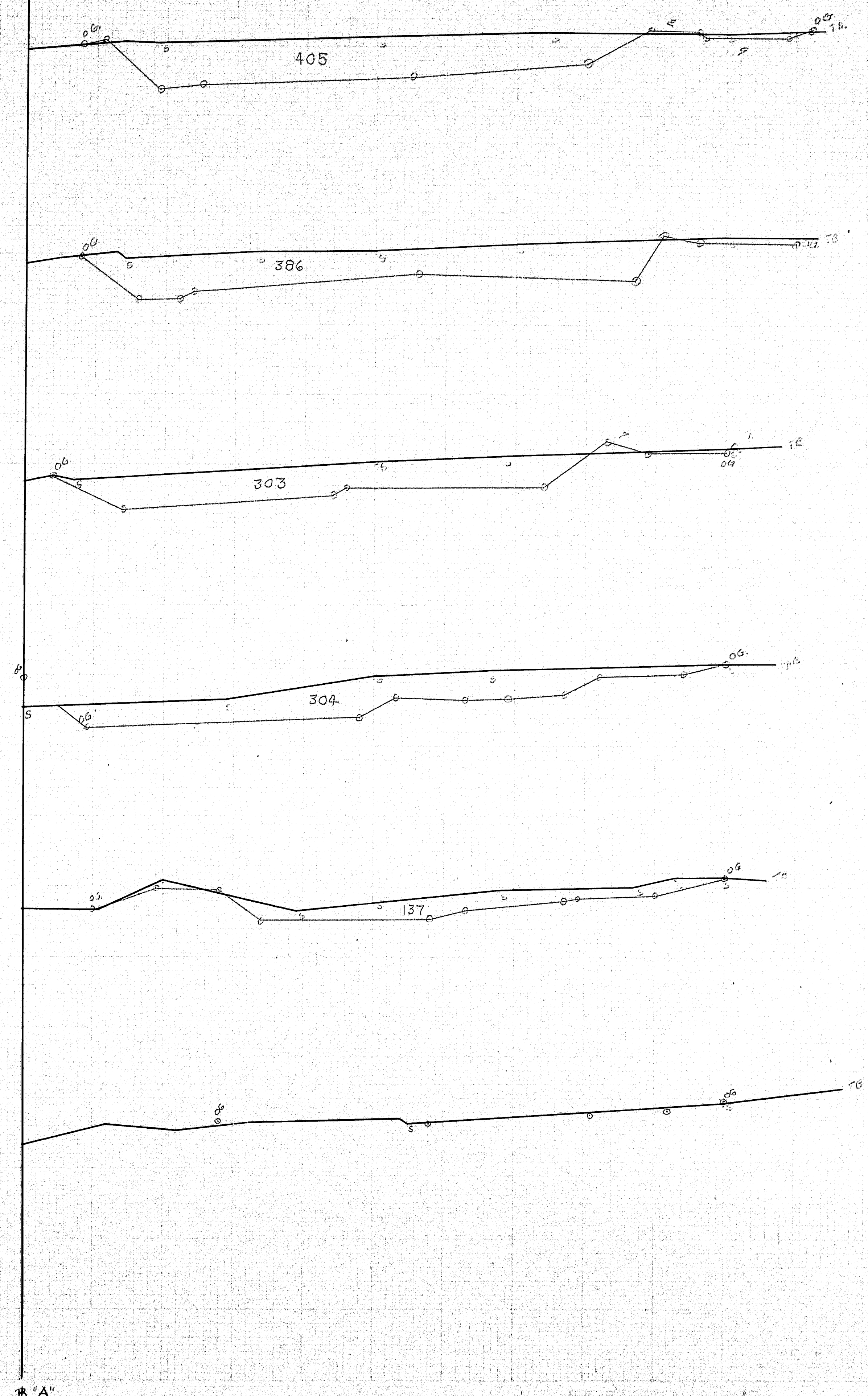
12+00
80

11+50
70

75-202
JOHNSON ROAD

Qm-14
71

0 1 2 3 4 5 INCHES



2+50
100

2+00
100

1+50
100

1+00
100

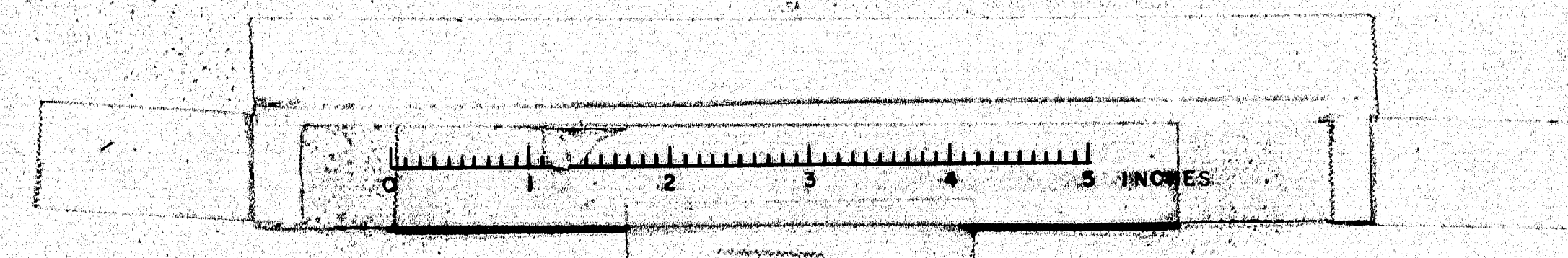
0+50
100

0+00
100

Final
Begin Exc. Sta 0+0
Area = 0

75-205

Brown Pit - Common Borrow

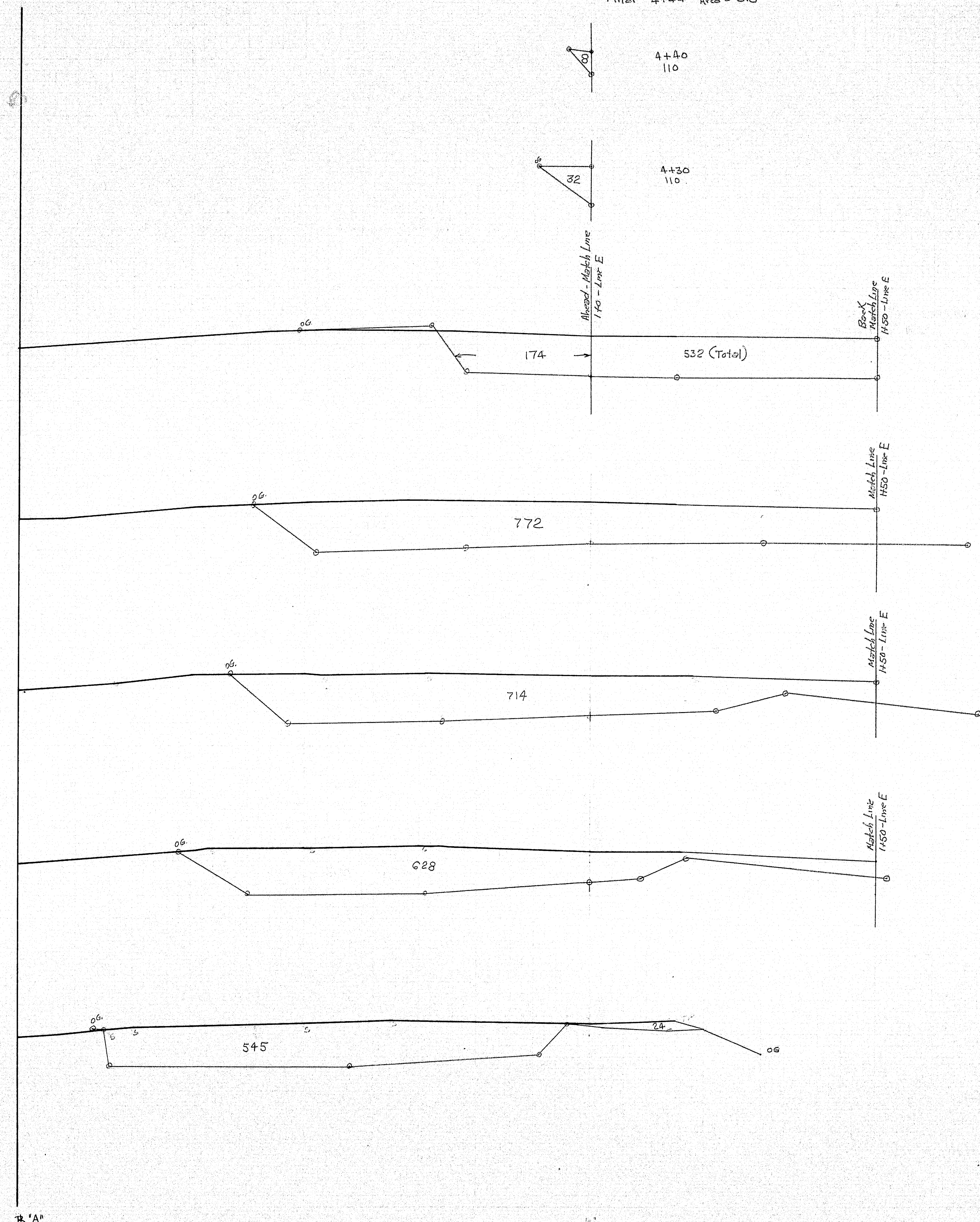


G.Z. 91853
 11.22.1001
 DCS 91858

4-11-58
 G.Z. 91853
 11.22.1001
 DCS 91858

Final 4+4.4 Area = 0.0

I-95-4(5)56



4+00
110

3+60
110

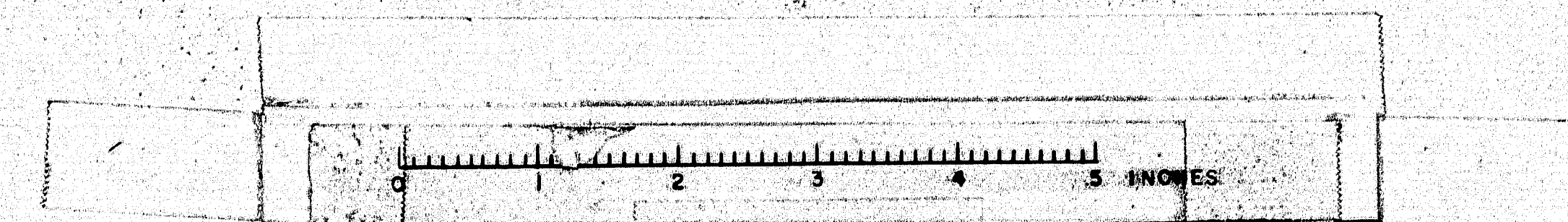
3+50
110

3+38
110

3+00
110

75-206

Brown Pit - Common Borrow



I-95-4(5)56

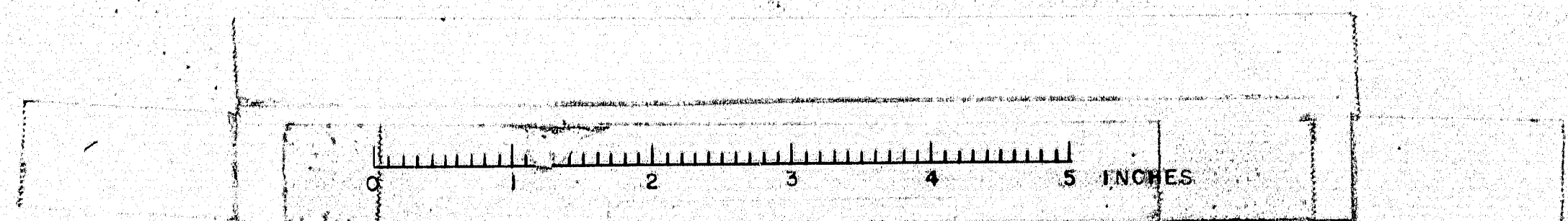
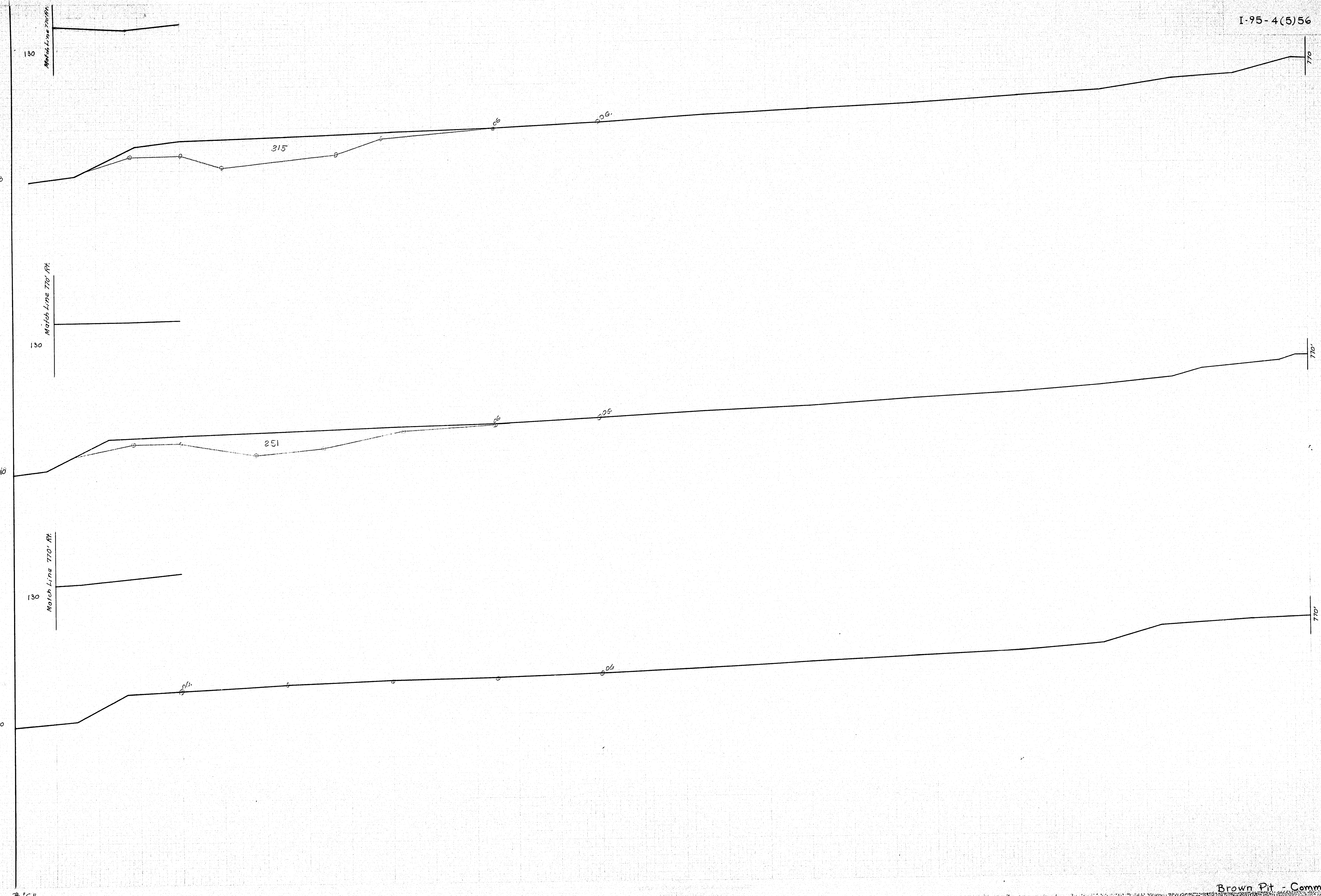
2+62
110

2+50
110

2+00
110

75-207

Brown Pit - Common Rorow



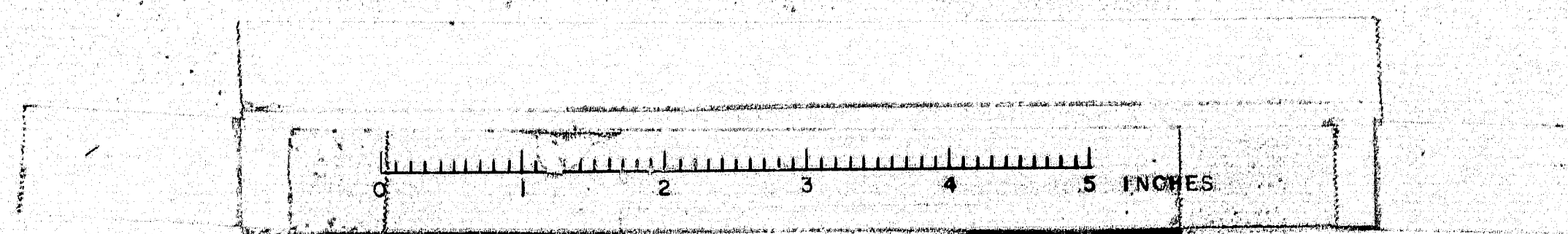
I-95-4(5)56

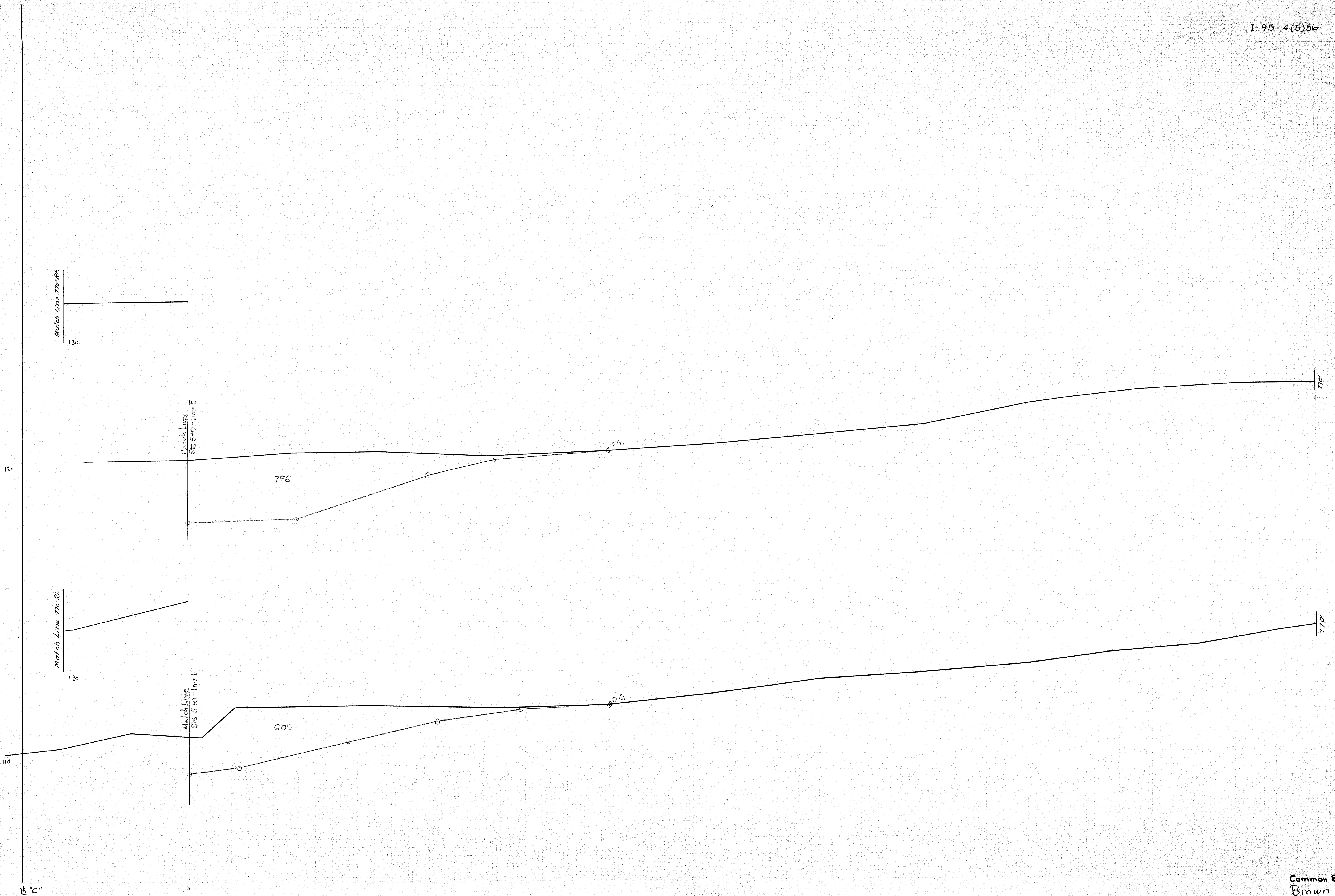
3+35
110

3+00
110

2+74
110

75-208
Common Berrow
Brown Pit

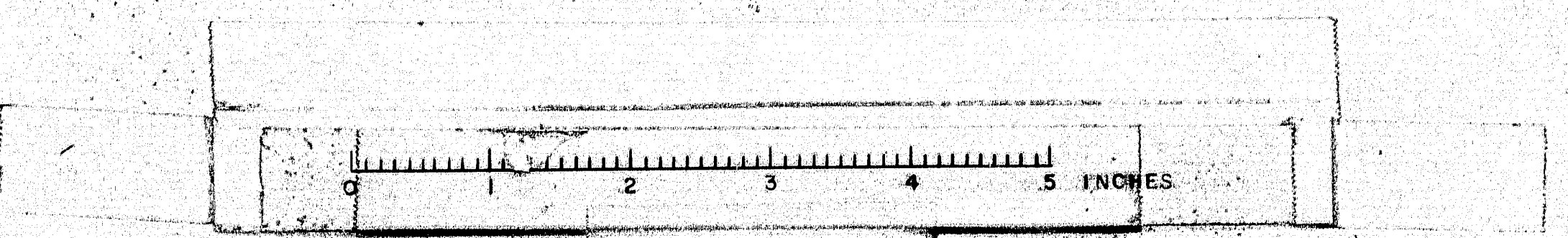


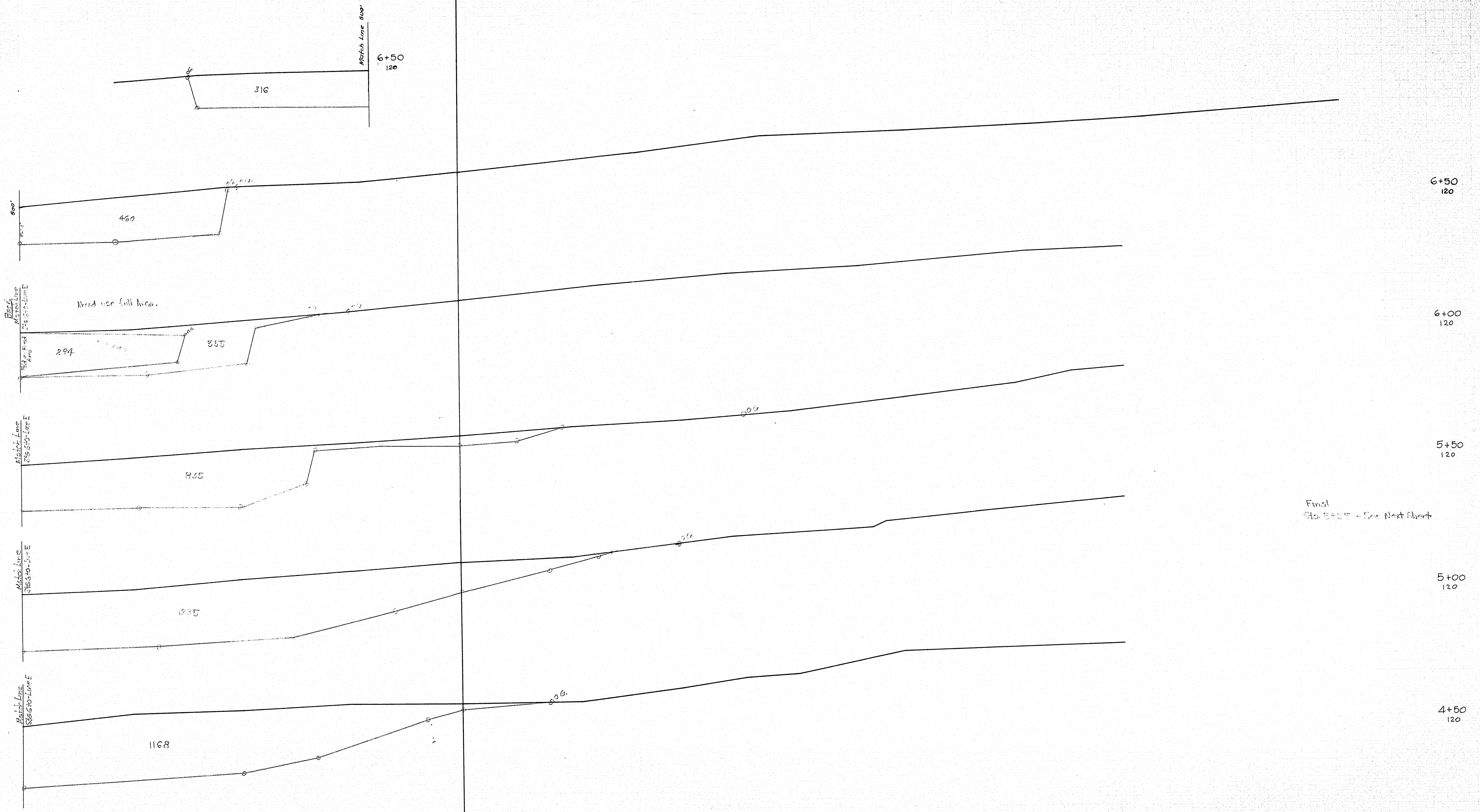


4+00
120

3+60
110

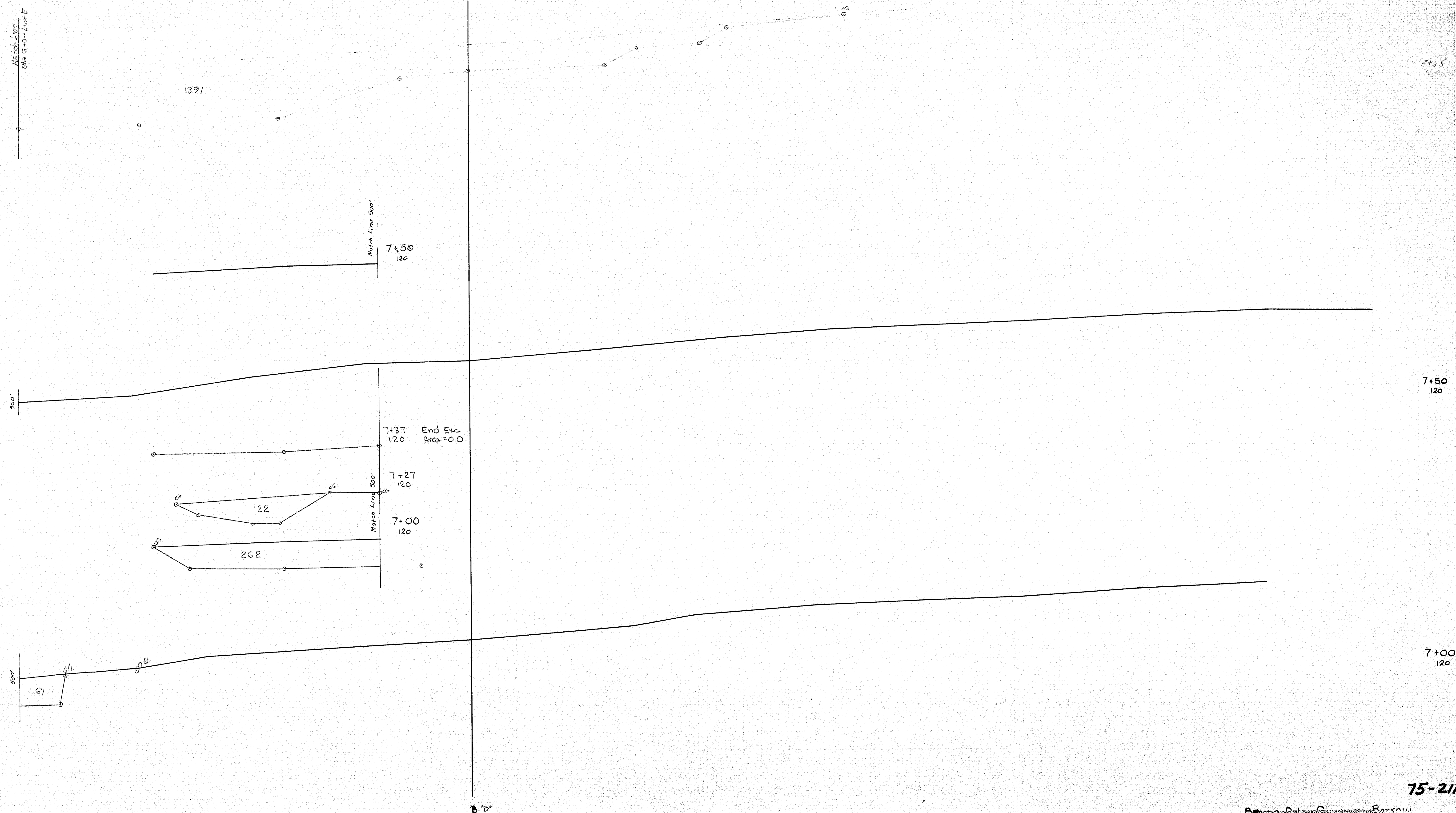
75-209
Common Barrow
Brown Pit



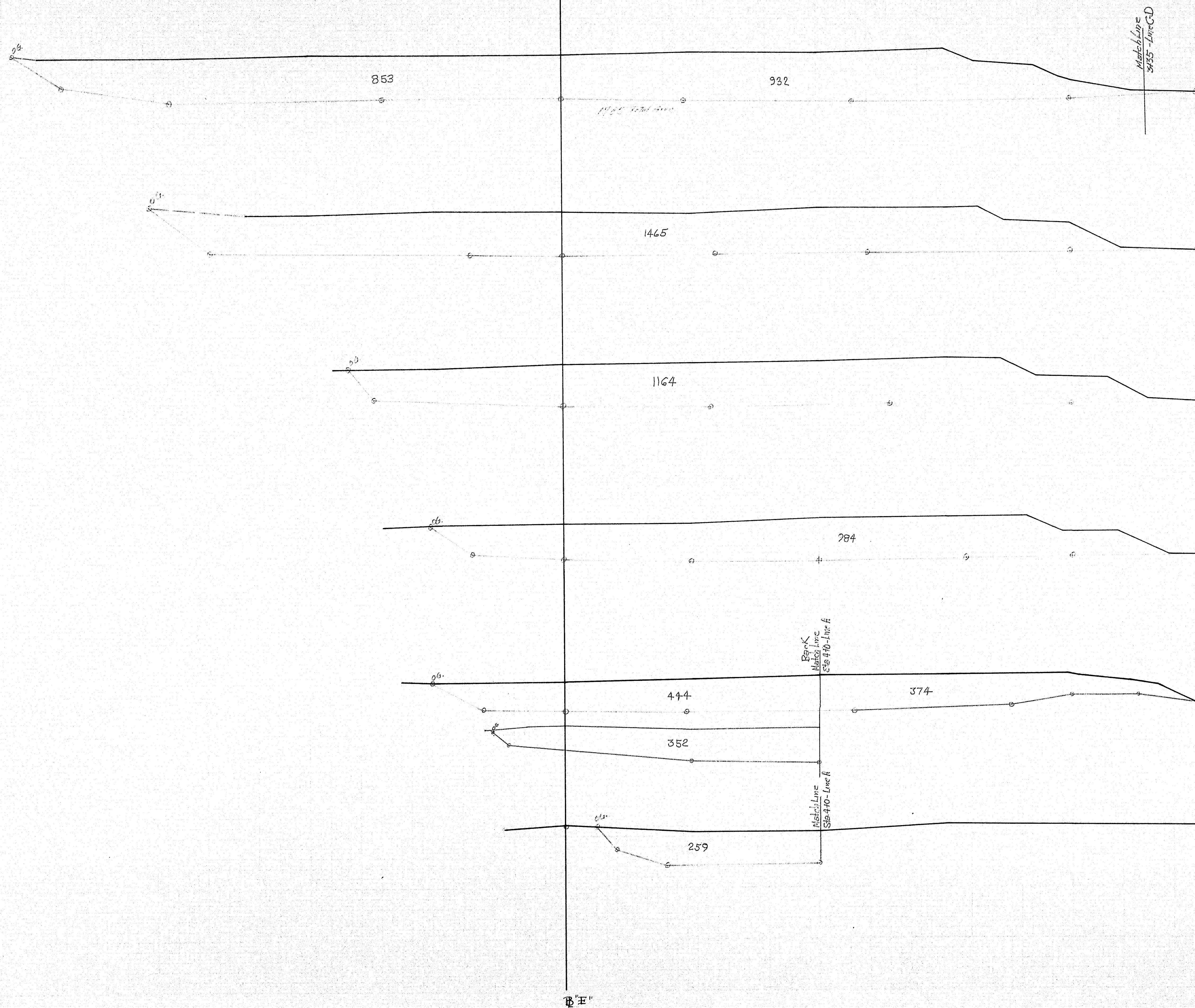


Final
Sta. 5+25 - See Next Sheet

75-210
Brown Pit - Common Borrow



75-211



3+50
110

3+00
110

2+50
110

2+00
110

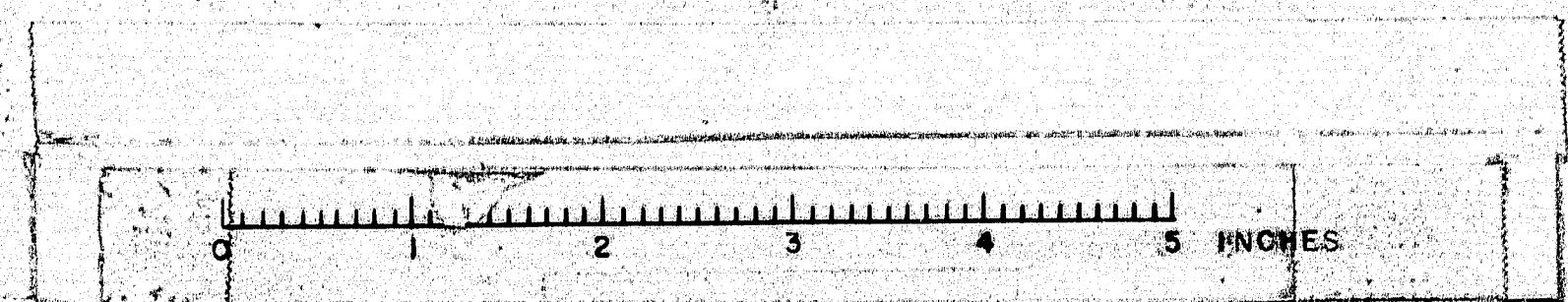
1+50
110

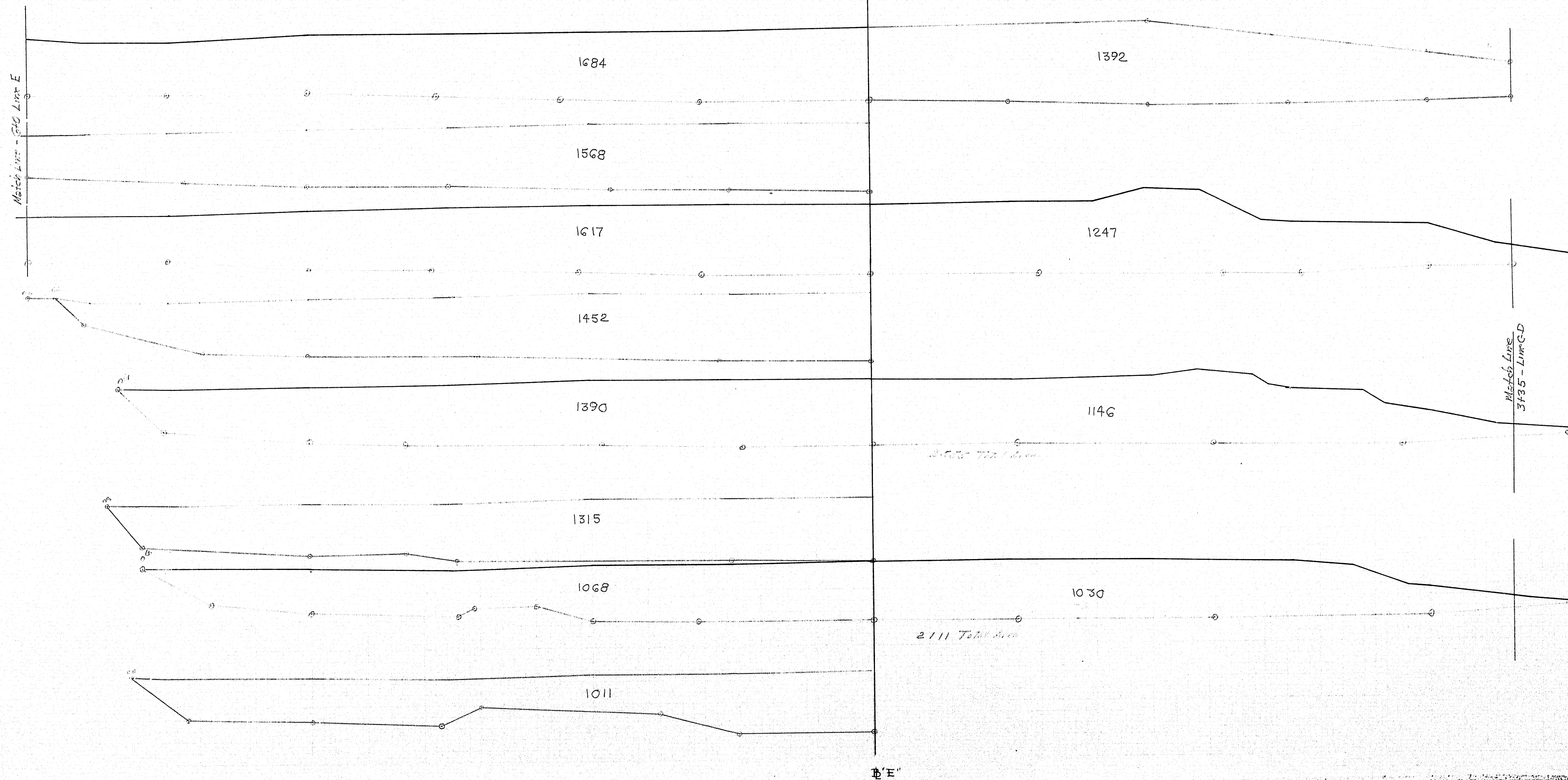
1+15
110

1+00
110

75-212

Brown Pit-Common Borrow





5+00
110

4+75
110

4+50
110

4+25
110

4+00
110

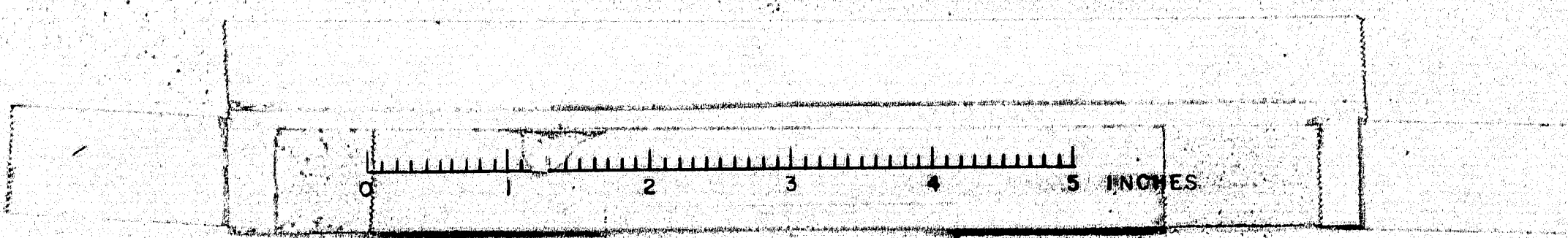
4+00
110

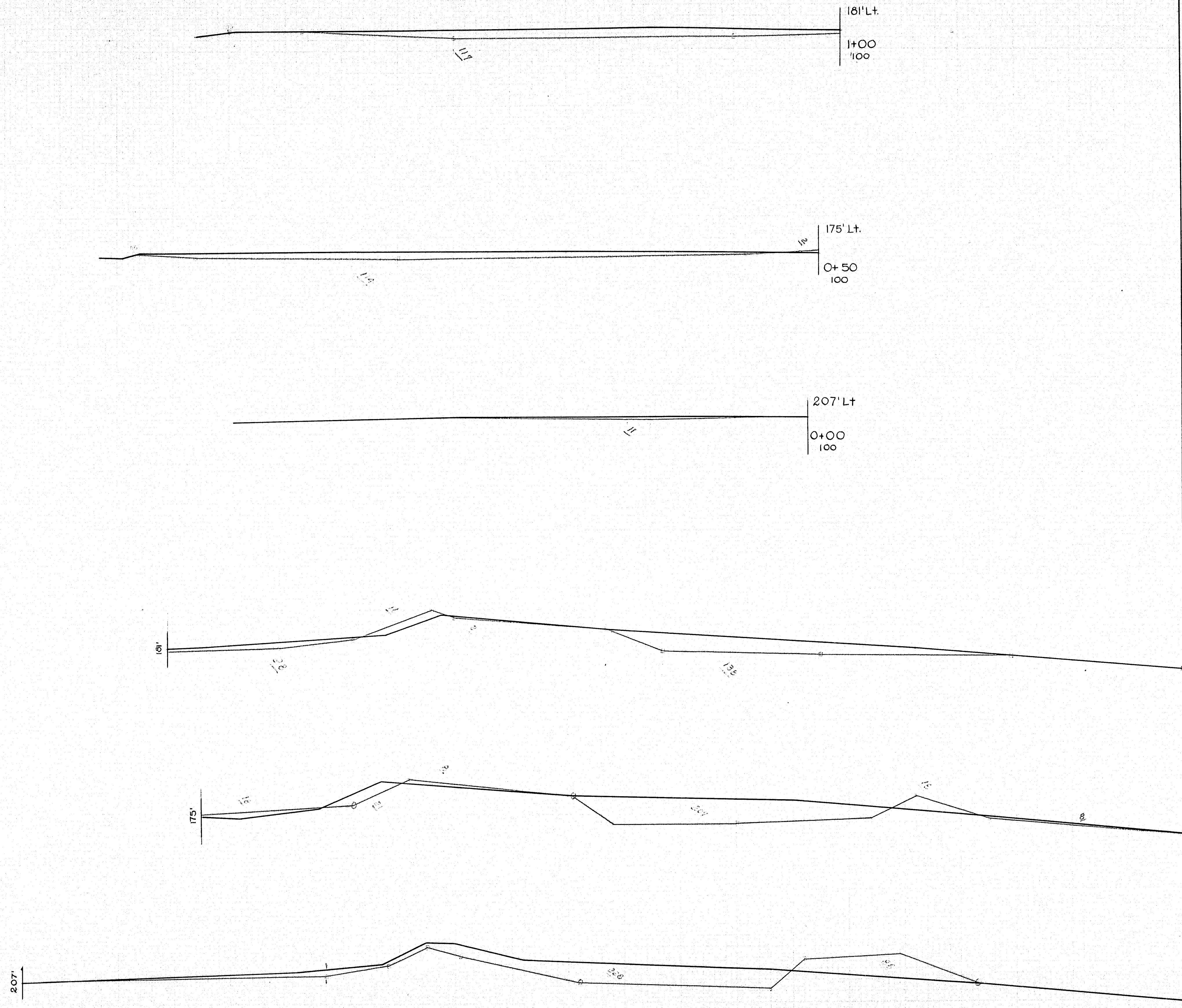
4+00
110

4+00
110

75-2/3

Brown Pit - Common Borrow





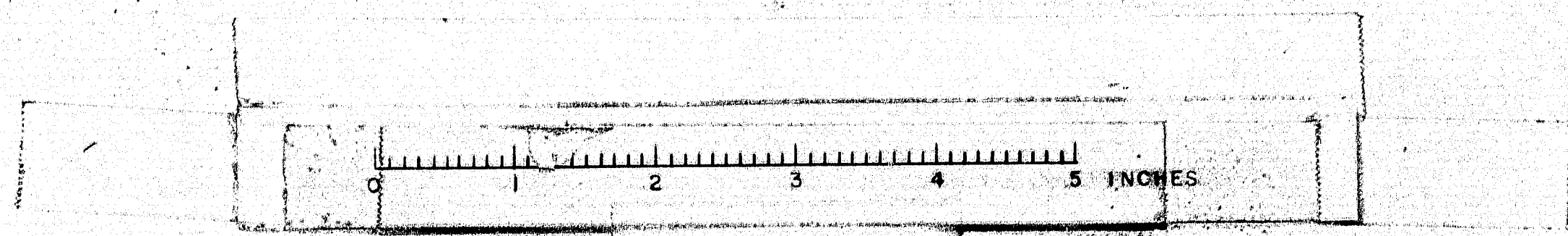
1+00
100

0+50
100

0+00
100

75-214

Brown Pit #4 - Common Borrow



I-95-4(5)56

1+75
90

145' Lt.

1+75
100

1+50
90

164' Lt.

1+25
100

1+25
90

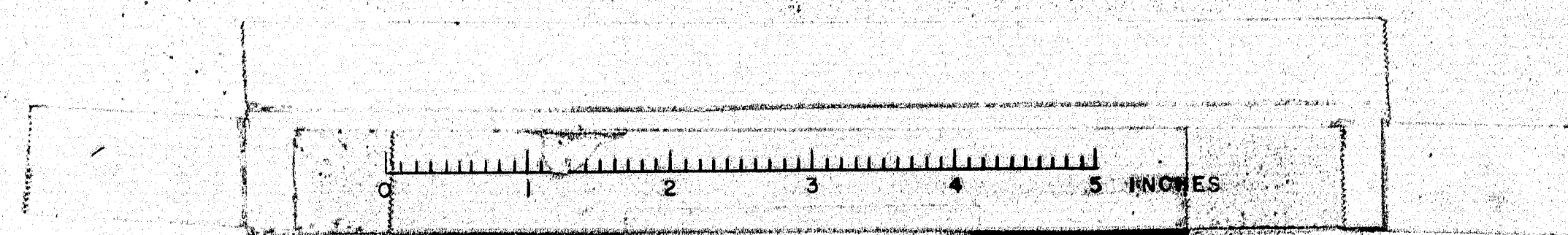
140' Lt.

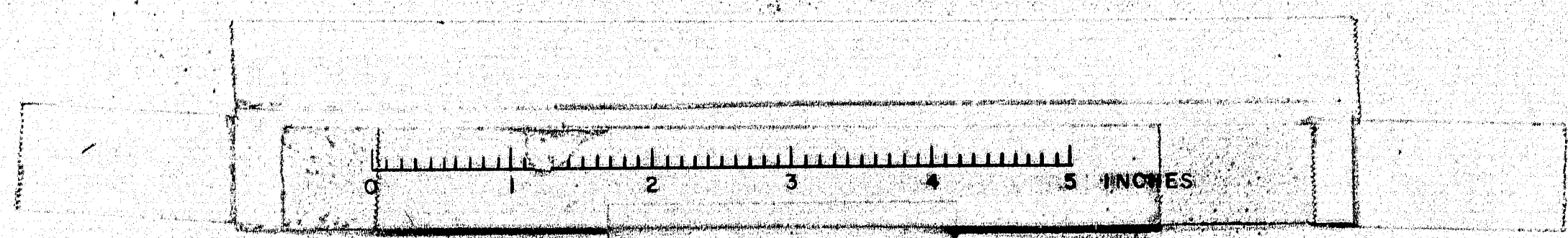
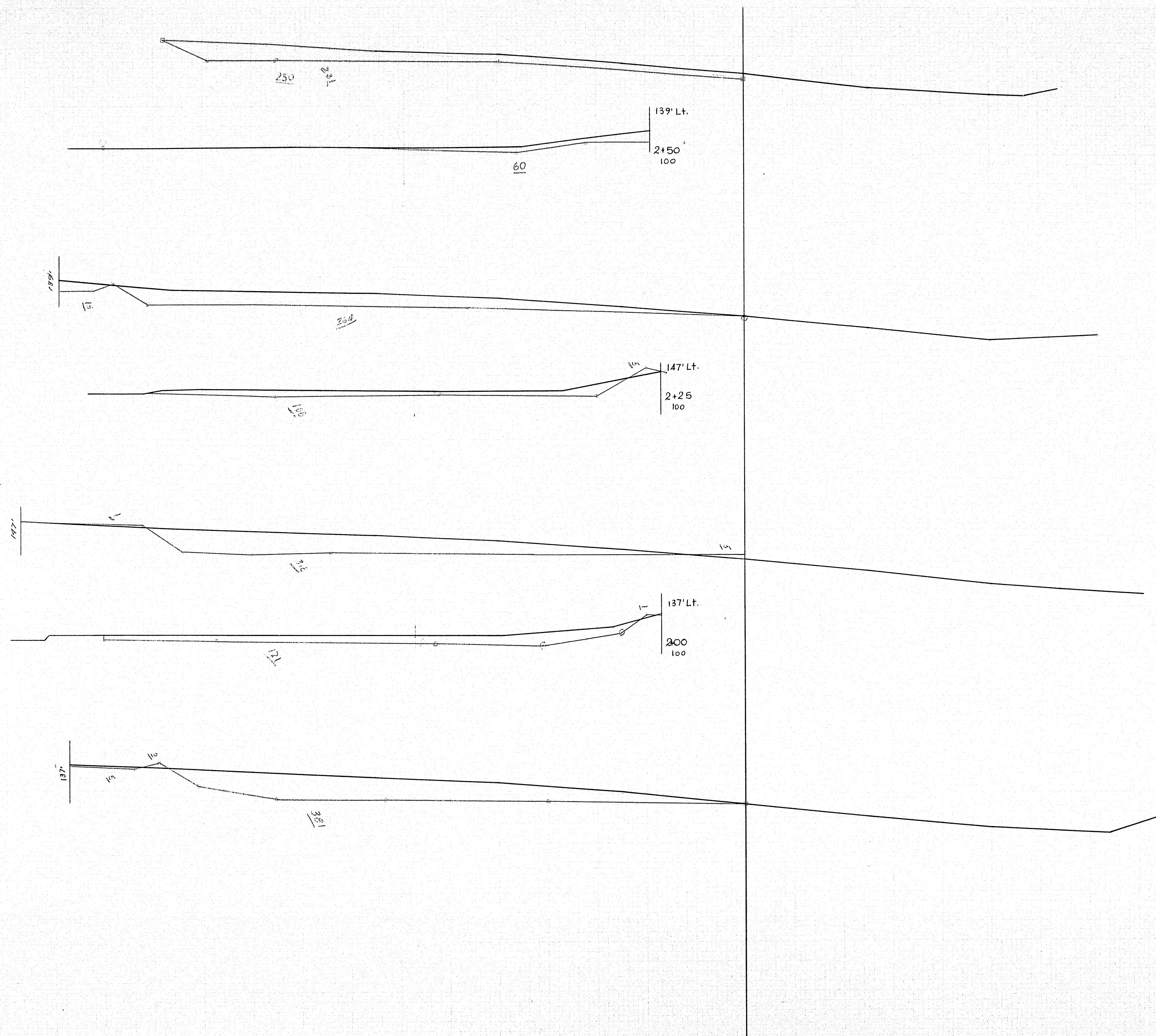
1+07
100

1+07
90

75-215

Brown Pit #4 - Common Borrow





I-95-4(5)56

3+75
90

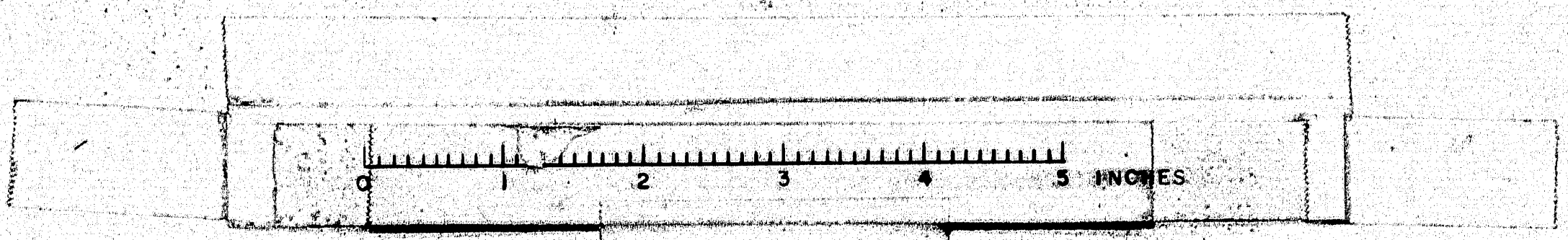
3+50
90

3+25
90

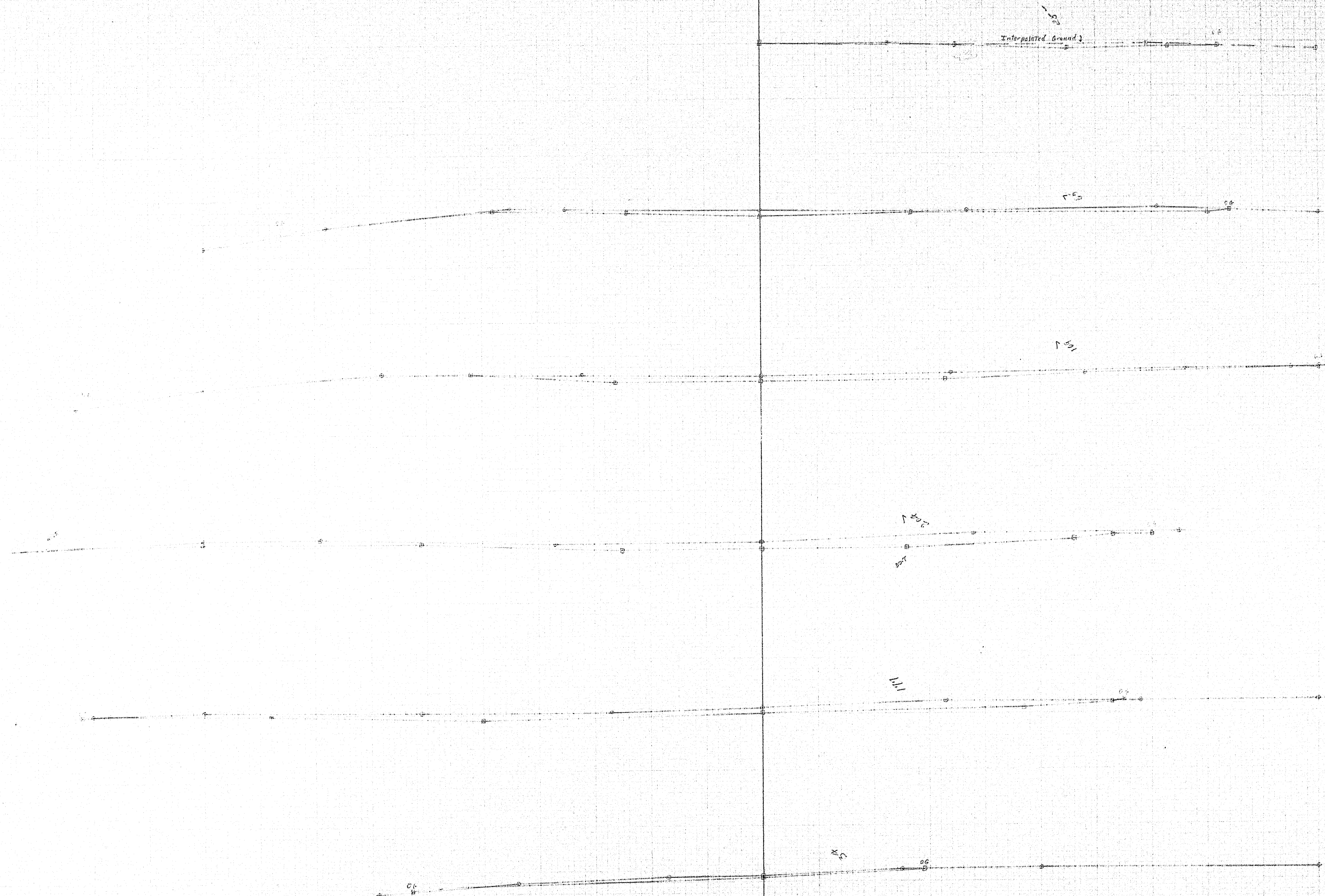
3+00
90

75-217

Brown Pit #4 - Common Barrow



I-95-4(5)56



210.13
40

210.10
40

210.11
40

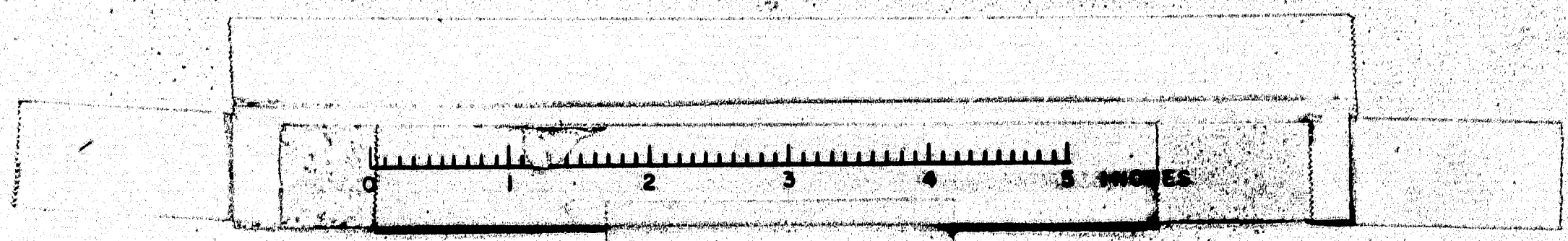
210.10
40

210.10
40

210.10
40

75-210

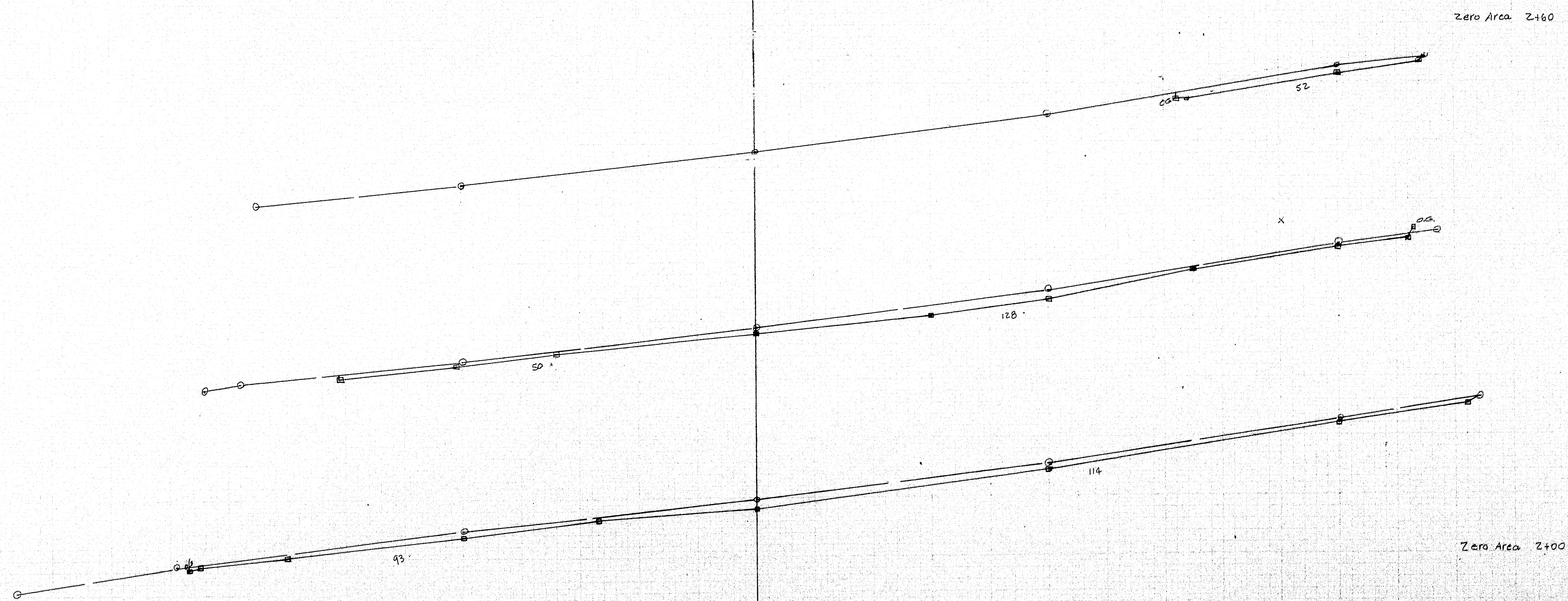
Loom Borrow
Marston Pit



52 2

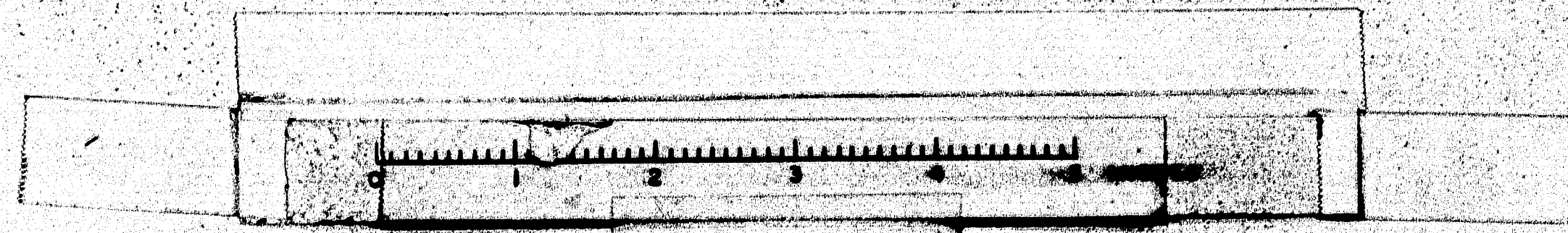
6-30-59 ✓ H6 C-30-59

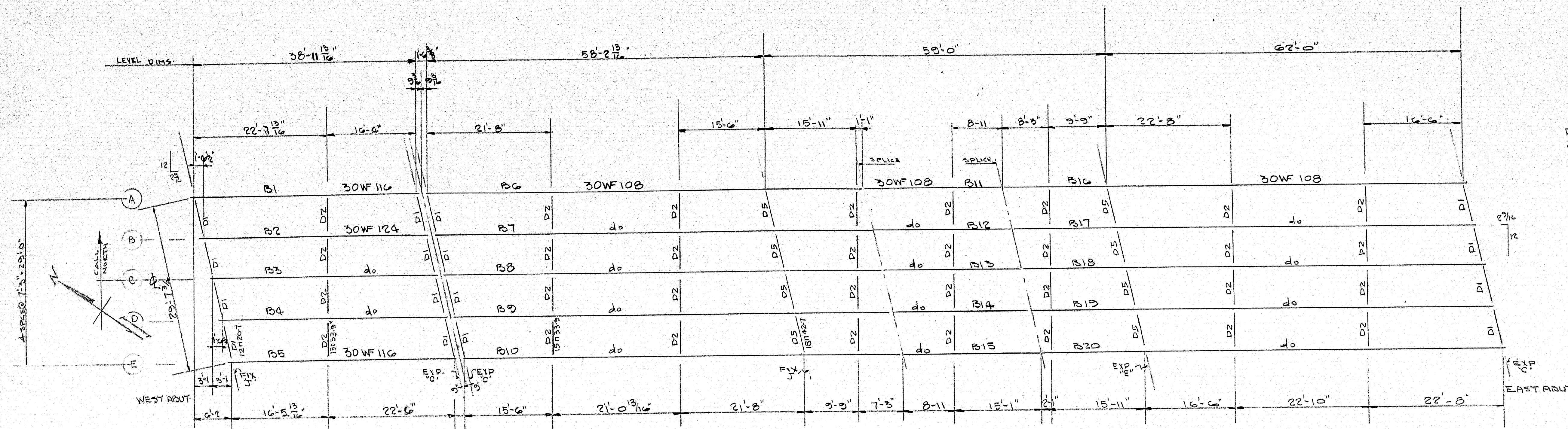
G. 2.

 $4(5)2$ 
$$\begin{array}{r} 2 + 50 \\ 50 \end{array}$$
$$\begin{array}{r} 2 + 40 \\ 80 \end{array}$$

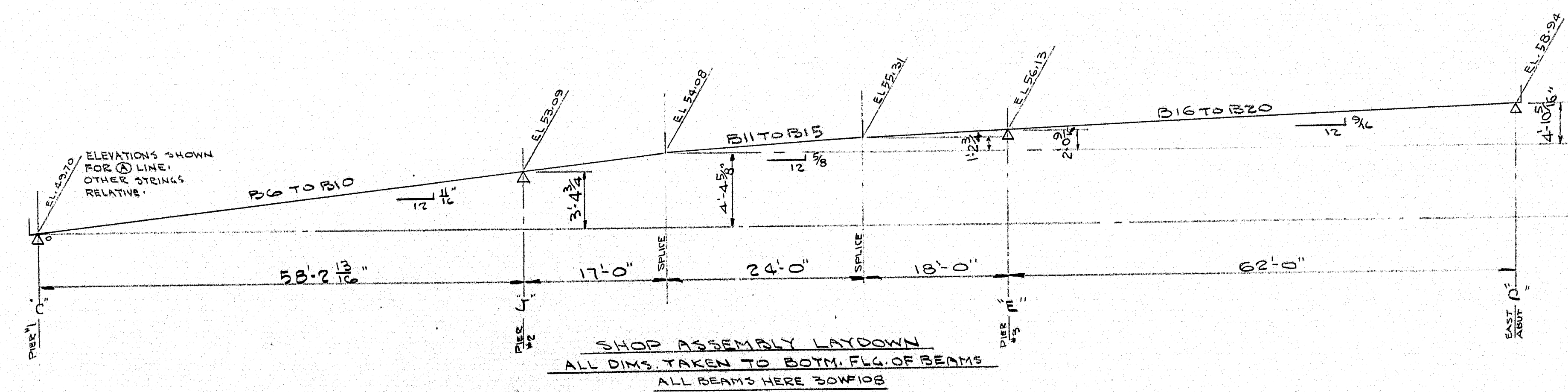
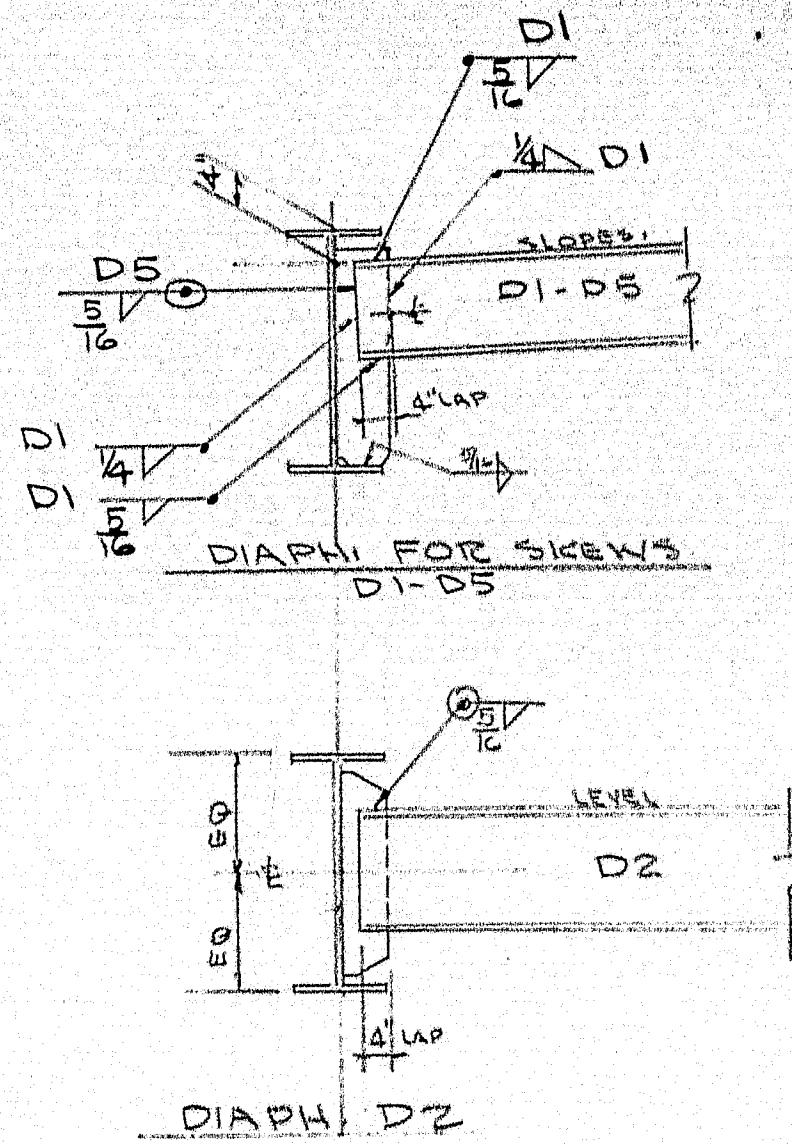
Z + 05
80

75-219
Loam Borrow
Aslanian Pit





FRAMING PLAN

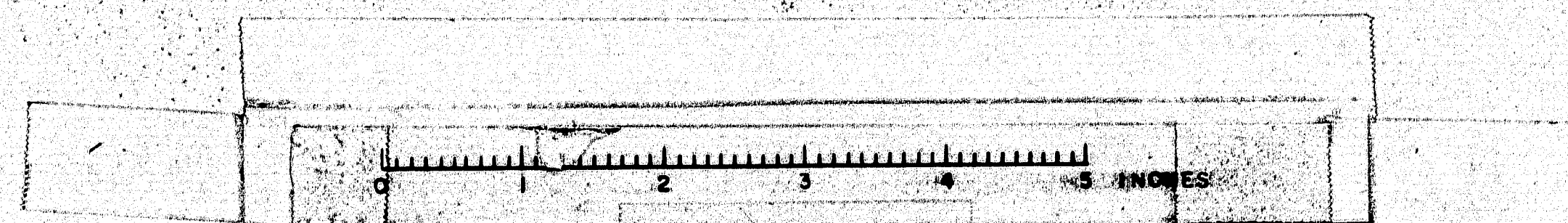


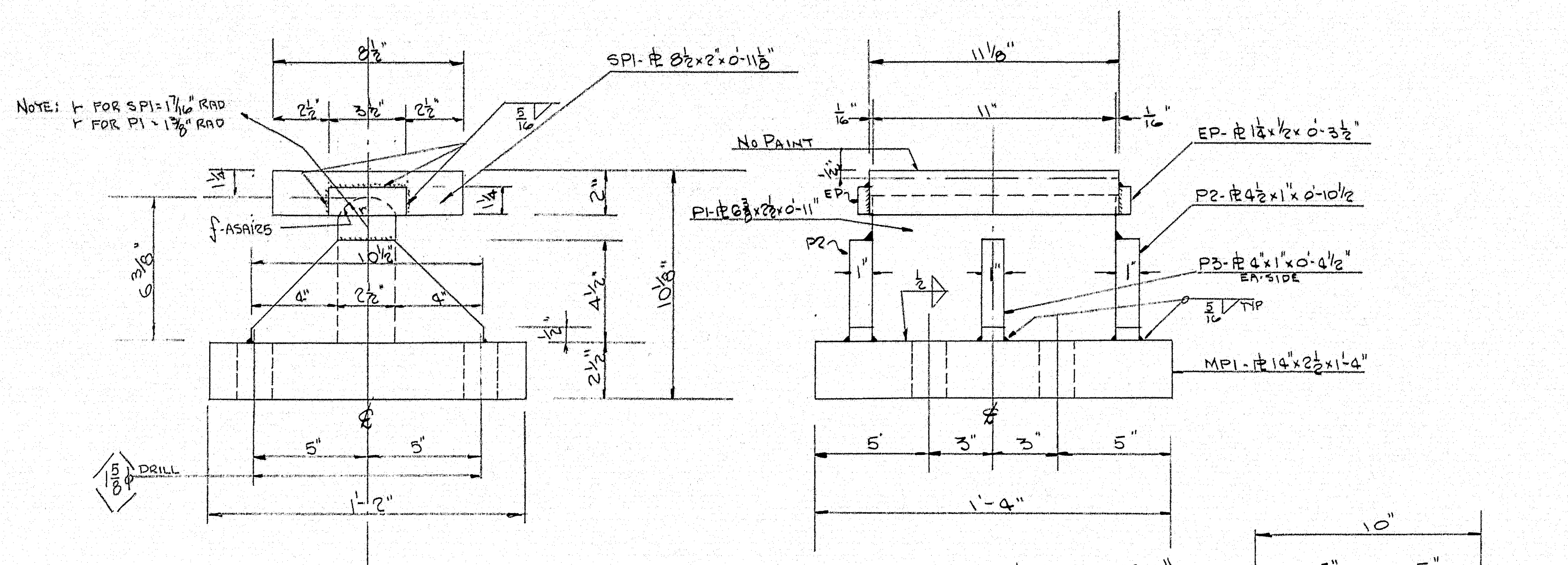
NOTES: FIELD ABUT. 1/8" PHISTRENGTH DIAPHRAGMS FIELD WELDED.

FRAMING PLAN.	
Bancroft & Martin Rolling Mills Company South Portland, Maine	
JOHNSON RD. BRIDGE OVER INTERSTATE, FALMOUTH, ME.	
CUSTOMER: REED & REED DESIGNER: ME. S. H. COMM.	
ORDER NO. 115521	DWG. NO. B-31-E1

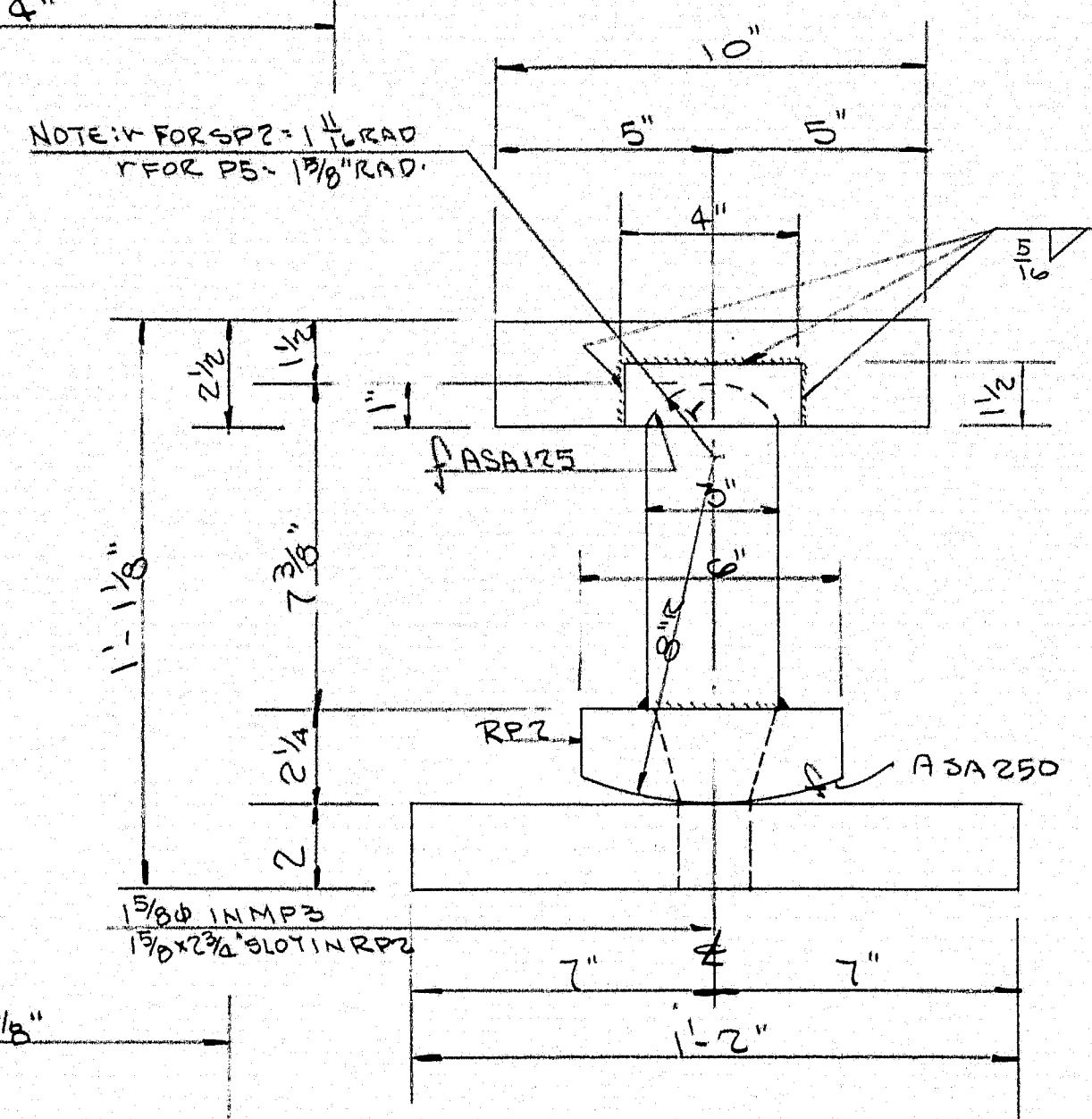
DRAWN	A-2-50 R.V.D.
REVISION	
REVISION	
REVISION	

APPROVED 5-7-58 75-220

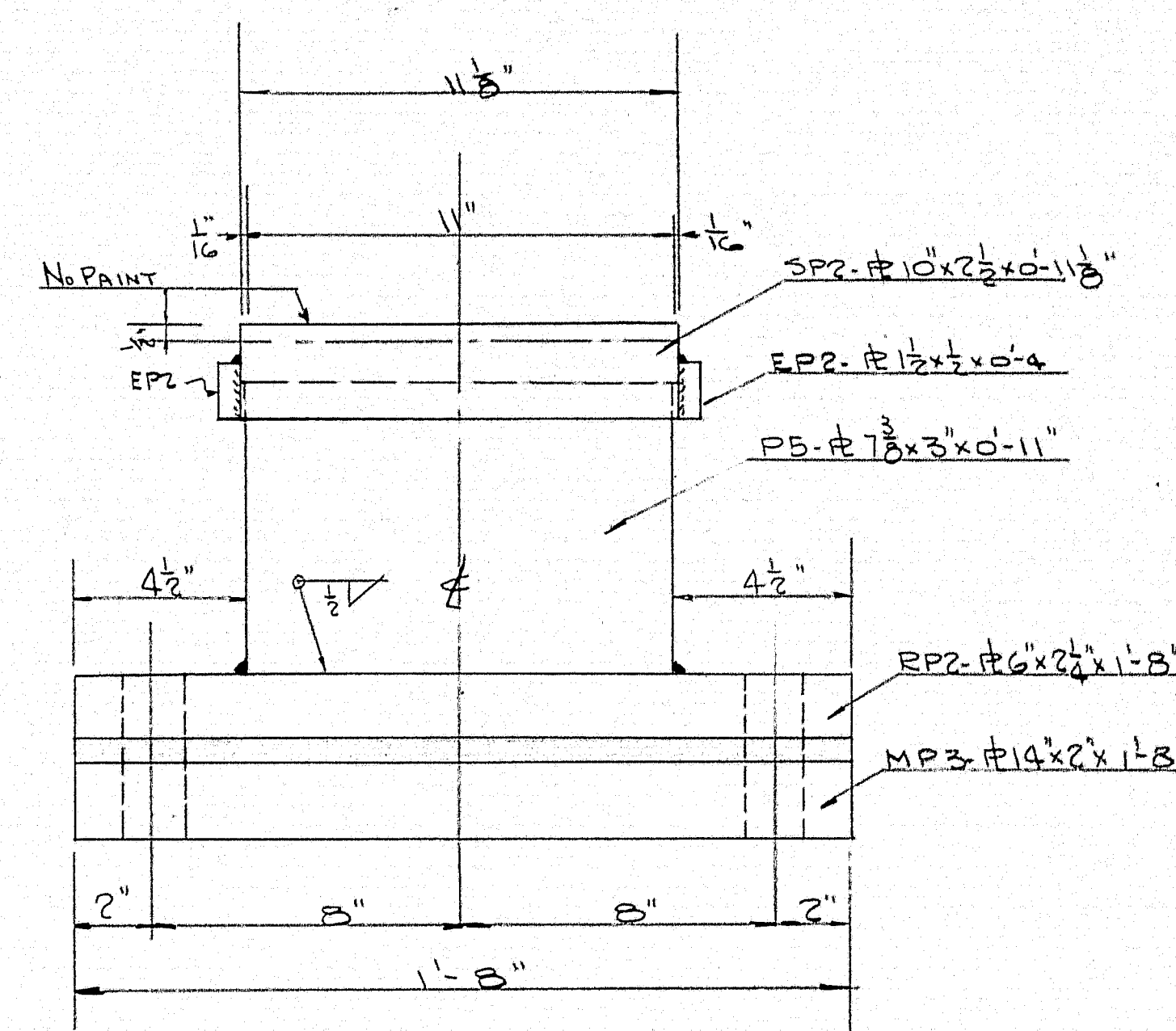




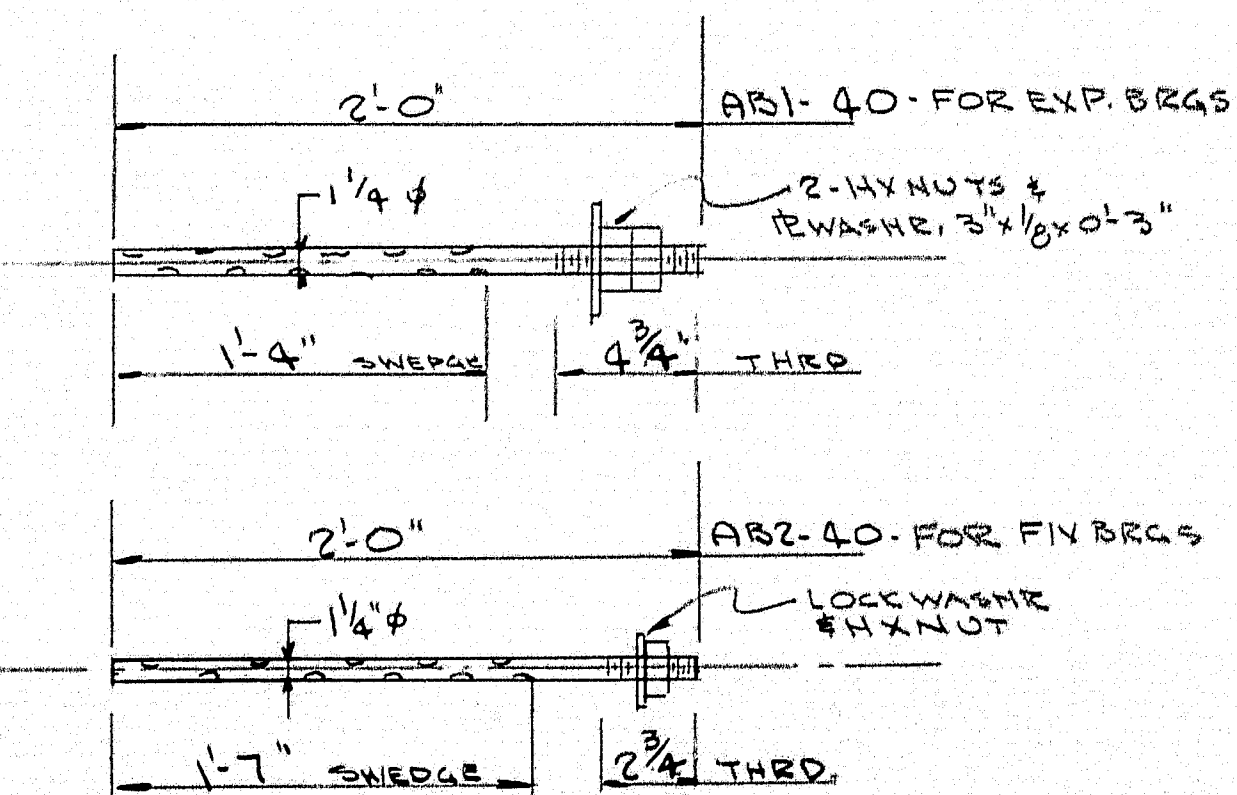
FIXED BRG "J"
10 REQD.



EXPANSION BRG "C"
15 REQD.



EXPANSION BRG "E"
5 REQD.



SHOP CONNECTIONS: WELDED
FIELD CONNECTIONS: WELDED & BOLTED
HOLES: AS NOTED
PAINT: RED LEAD OIL UNLESS NOTED
FINISH SURFACES: WHITE LEAD & TALLOW

BEARING DETAILS

Ramcraft & Martin Rolling Mills Company
South Portland 1, Maine

JOHNSON RD. BRIDGE OVER
INTERSTATE, FALMOUTH, ME.

CUSTOMER: REED & REED
DESIGNER: M.E. S.H. COMM.

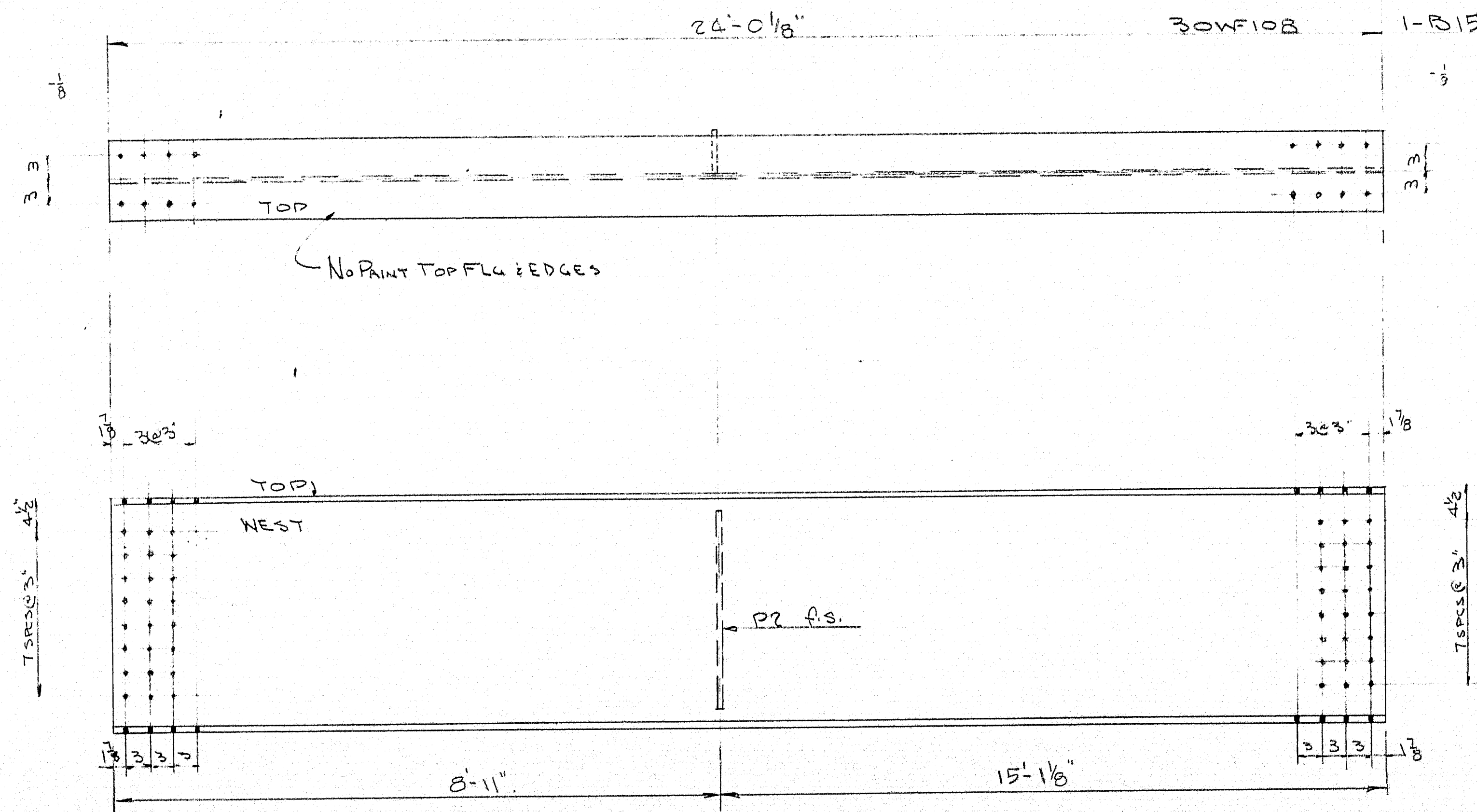
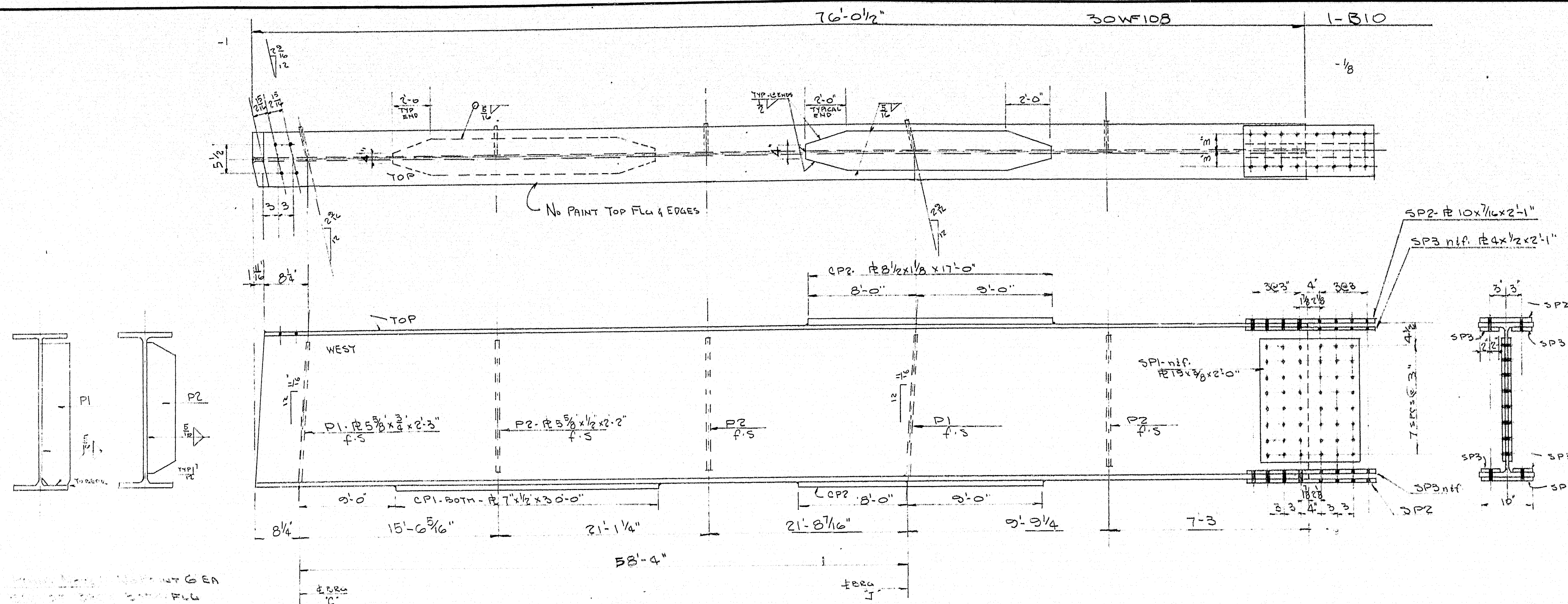
ORDER NO. 1000000000 DWG. NO. B-31-S1

APPROVED 4-10-58

75-221

SHIP		BILL OF MATERIAL				DWG. NO. B-31-S1
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
10	ASSEMBLY					SCALE WEIGHT
15						
5						
25	SP1		$\frac{1}{2}$ " x $2\frac{1}{2}$ "	11 1/2		
5	SP2		$\frac{1}{2}$ " x $2\frac{1}{2}$ "	11 1/2		
10	P1		$\frac{1}{2}$ " x $2\frac{1}{2}$ "	11		
15	P4		$\frac{1}{2}$ " x $2\frac{1}{2}$ "	11		
5	P5		$\frac{1}{2}$ " x $2\frac{1}{2}$ "	11		
10	MP1		$\frac{1}{2}$ " x $2\frac{1}{2}$ "	1 1/4		
15	MP2		$\frac{1}{2}$ " x $2\frac{1}{2}$ "	1 1/4		
5	MP3		$\frac{1}{2}$ " x $2\frac{1}{2}$ "	1 1/4		
15	RP1		$\frac{1}{2}$ " x $2\frac{1}{2}$ "	1 1/4		
5	RP2		$\frac{1}{2}$ " x $2\frac{1}{2}$ "	1 1/4		
20	P2		$\frac{1}{2}$ " x $2\frac{1}{2}$ "	10 1/2		
20	P3		$\frac{1}{2}$ " x $2\frac{1}{2}$ "	4 1/2		
50	EP		$\frac{1}{2}$ " x $2\frac{1}{2}$ "	3 1/2		
10	EP2		$\frac{1}{2}$ " x $2\frac{1}{2}$ "	4		
AB1	40		$\frac{1}{2}$ " x $2\frac{1}{2}$ "	2 0		FIGURE WEIGHT
AB2	40		$\frac{1}{2}$ " x $2\frac{1}{2}$ "	2 0		
40	WASH		$\frac{1}{2}$ " x $2\frac{1}{2}$ "	3		
40	WASH		$\frac{1}{2}$ " x $2\frac{1}{2}$ "	3		
120	HY NUTS		$\frac{1}{2}$ " x $2\frac{1}{2}$ "	1		

DRAWN	4-1-58	RLB
REVISION		
REVISION		
REVISION		



SHIP		BILL OF MATERIAL				DWG. NO. B-31-S
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
B10	1		30" W F 108	76' 0 1/2"		
B15	1		30" W F 108	24' 0 1/8"		
	2	P1	PL 5/8" x 3/4"	2	3	
	4	P2	PL 5/8" x 1/2"	2	2	
	1	CP1	PL 7/8" x 1/2"	30	0	
	2	CP2	PL 8 1/2" x 1/8"	17	0	
	2	SP1	PL 10 x 3/8"	2	0	
	2	SP2	PL 10 x 7/16"	2	1	
	4	SP3	PL 4 x 1/2"	2	1	

SHOP CONNECTIONS: WELDED
 FIELD CONNECTIONS: WELDED & BOLTED
 HOLES: 1 5/16" Ø
 PAINT: RED LEAD & OIL PER M.E.S.H. SPECS
 NO PAINT ON DIAPHRAGMS OR SPICE PLTS
 OR ON BEAM IN WAY OF SPICE PLTS

BEAM DETAILS

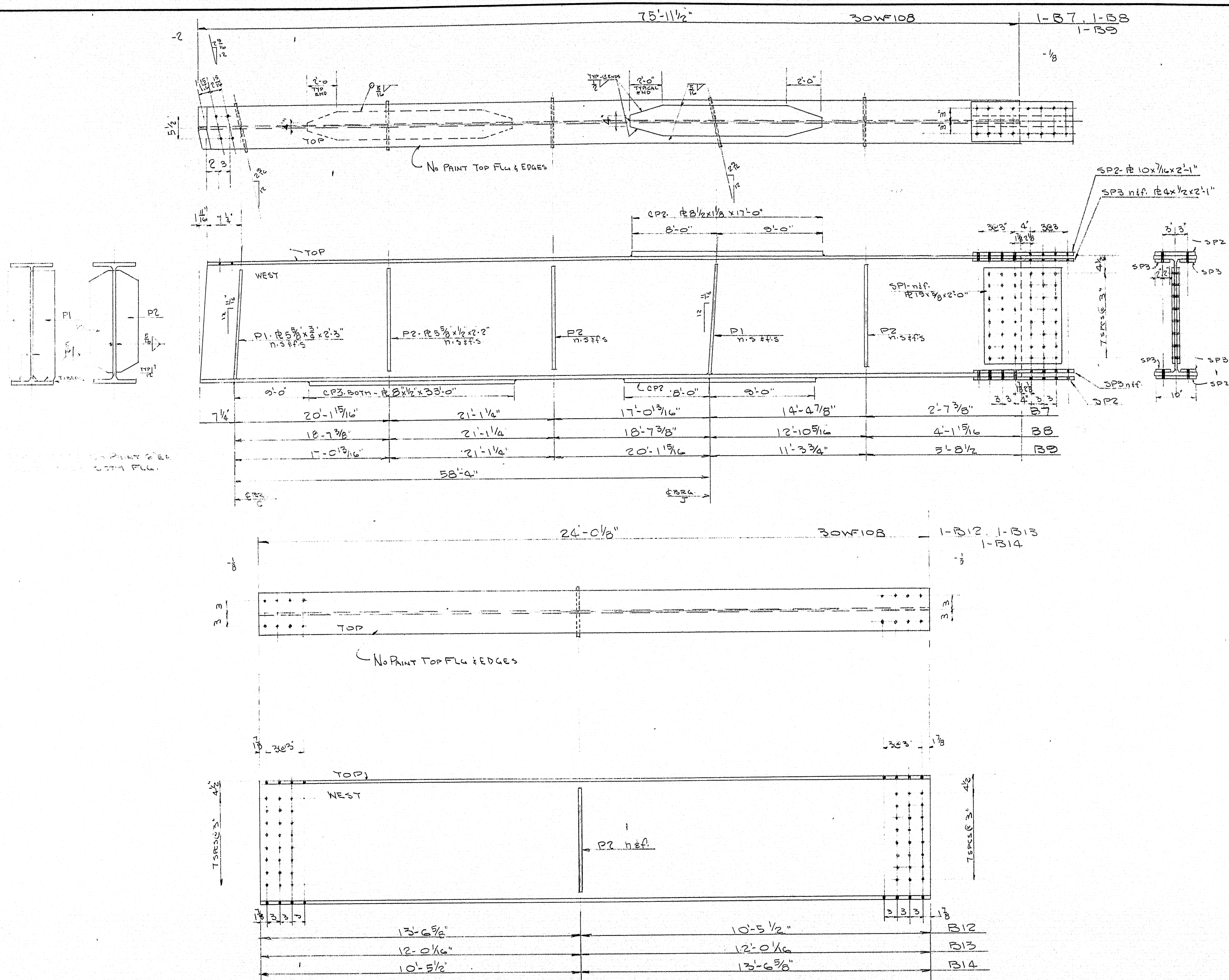
Ranocraft & Martin Rolling Mills Company
 South Portland 1, Maine

JOHNSON RD. BRIDGE OVER
 INTERSTATE, FALMOUTH, ME.

CUSTOMER RECD & RECD
 DESIGNER M.E.S.H.COMM.

ORDER NO. VERBAL DWG. NO. B-31-S

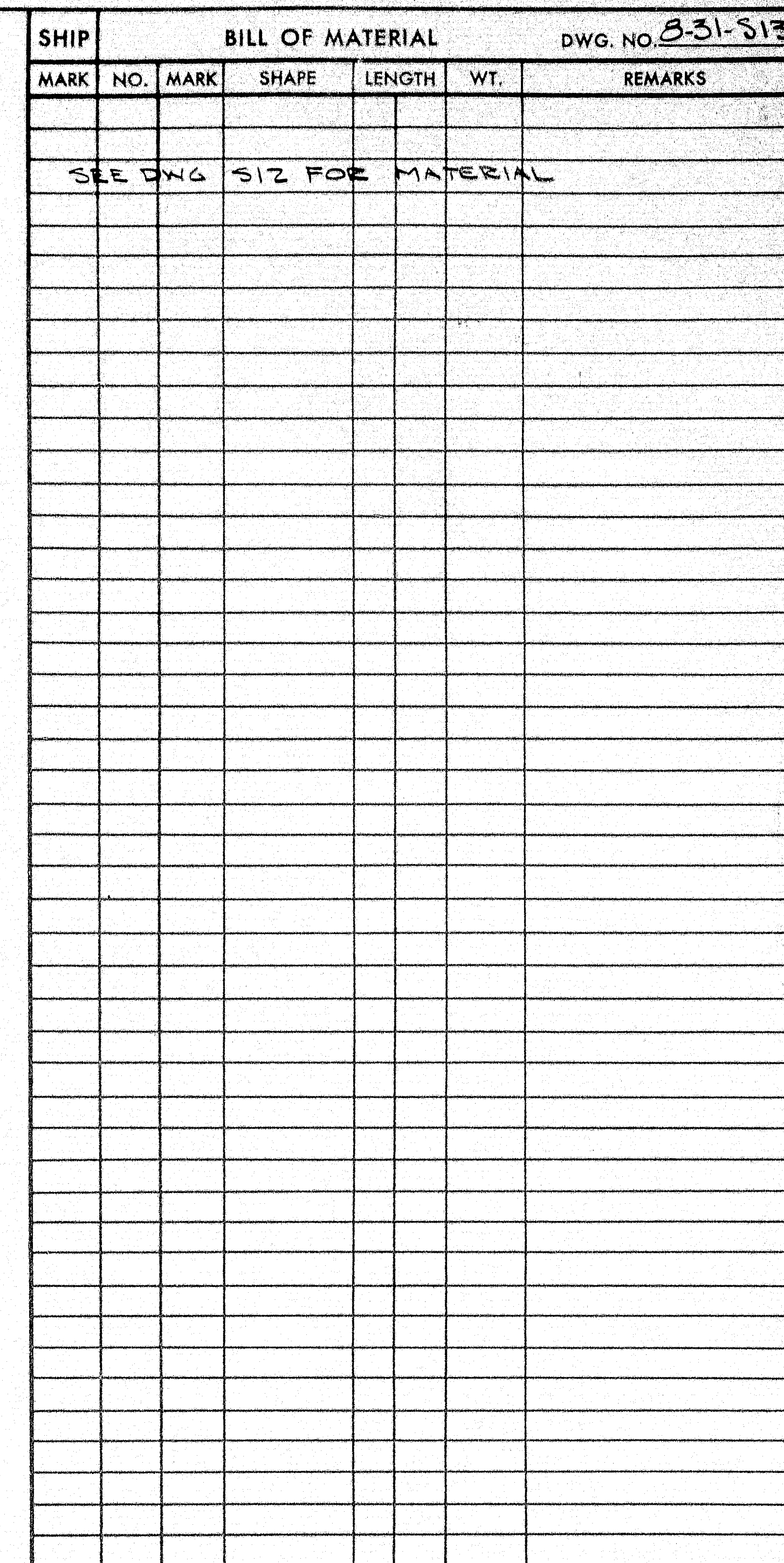
DRAWN		R.L.B.
REVISION		
REVISION		
REVISION		



MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
B7	1		30WF108	75' 11 1/2"		
B8	1		do	75' 11 1/2"		
B9	1		do	75' 11 1/2"		
	12	P1	PL 5/8" x 3"	2' 3"		
	24	P2	PL 5/8" x 1/2"	2' 2"		
	3	CP3	PL 5/8" x 1/2"	33' 0"		
	6	CP2	PL 5/8" x 1/2"	17' 0"		
	6	SP1	PL 10" x 7/16"	2' 0"		
	6	SP2	PL 10" x 7/16"	2' 1"		
	12	SP3	PL 10" x 7/16"	2' 1"		
B12	1		30WF108	24' 0 1/8"		
B13	1		do	24' 0 1/8"		
B14	1		do	24' 0 1/8"		

SHOP CONNECTIONS: WELDED
 FIELD CONNECTIONS: WELDED & BOLTED
 HOLES: 1 5/16" Ø
 PAINT: RED LEAD & OIL PER ME-SH-SPECS
 NO PAINT ON DIAPHRAGMS OR SPICE PLTS
 OR ON BEAM IN WAY OF SPICE PLTS.

BEAM DETAILS	
Bancroft & Martin Holdings, Mills Company South Portland, Maine	
JOHNSON RD. BRIDGE OVER INTERSTATE, FALMOUTH, ME.	
CUSTOMER: REED & REED DESIGNER: ME-SH-COMM.	
DRAWN	RLB
REVISION	
REVISION	
REVISION	
ORDER NO. 188541	DWG. NO. 8-31-56



SHOP CONNECTIONS: WELDED
FIELD CONNECTIONS: BOLTED
HOLES: AS NOTED
PAINT: BEDDING 5/2

EXP. DAM PIER#1 - SIDEWALKS
Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

JOHNSON RD. BRIDGE OVER
INTERSTATE, FALMOUTH, ME.

CUSTOMER REED, REED
DESIGNER ME. S. H. COMM

ORDER NO. <u>VEERAL</u>	DWG. NO. <u>8-31-513</u>
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APPROVED 5-7-58

75-2