

STATE OF MAINE STATE HIGHWAY COMMISSION

PLANS

WATERVILLE - OAKLAND KENNEBEC COUNTY

MAINE FEDERAL AID INTERSTATE # 95

PROJECT NO. I-95-6(30)120

TOTAL LENGTH 3.324 MILES

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

INDEX OF SHEETS

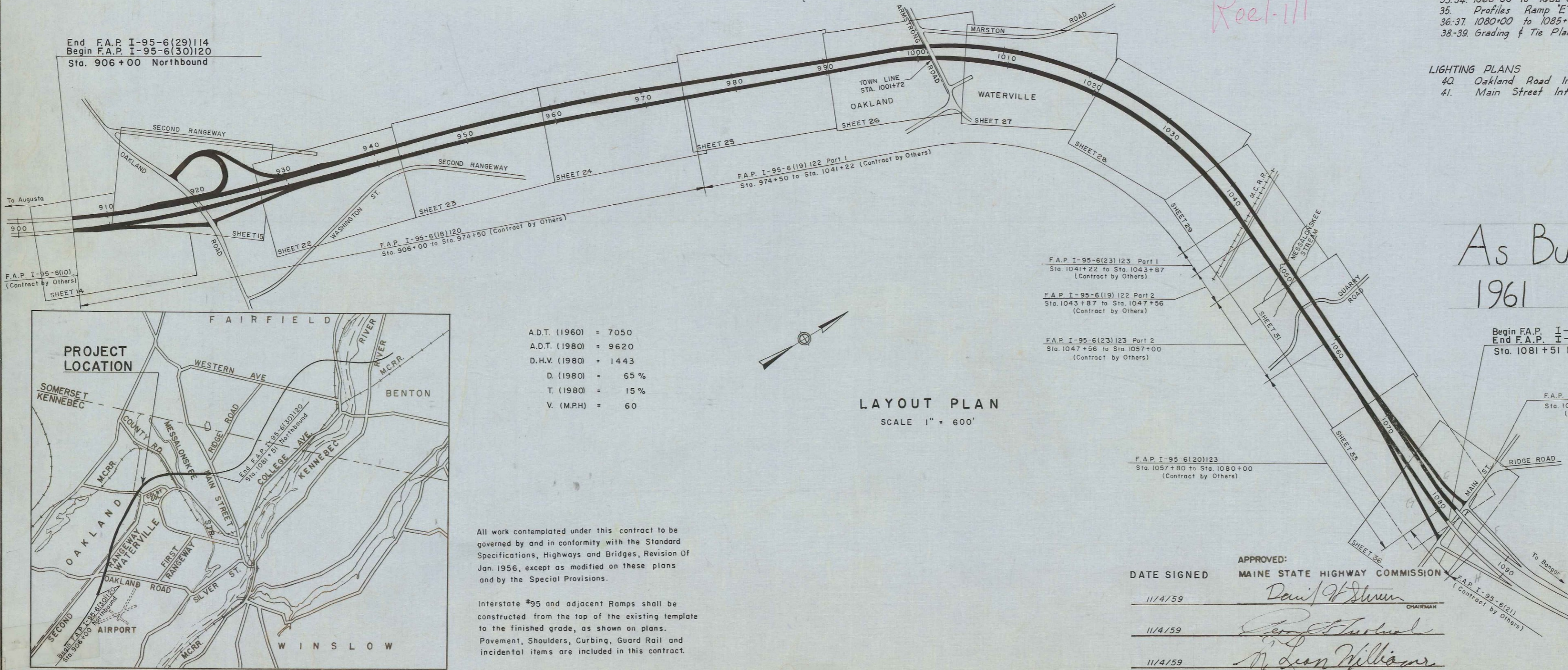
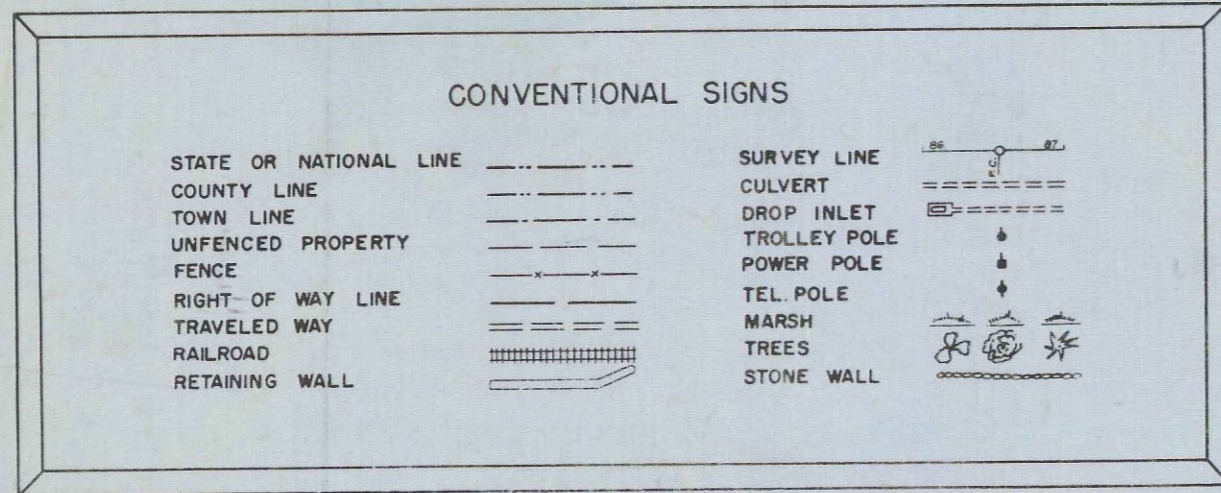
- SHEET NO.
1. Title Sheet
 - 2-4. Typical Sections
 5. Quantity Sheet
 - 6-10. Standard Details
 - 11-13. Special Details

- OAKLAND ROAD INTERCHANGE
14. 906+00 to 918+00
 - 15-16. 918+00 to 927+00
 - 17-18. Profiles & Ramps "A", "B", "C" & "D"
 - 19-21. Grading & Tie Plans Ramps "A", "B", "C" & "D"

- GENERAL PLANS & PROFILES
22. 927+00 to 943+00
 23. 943+00 to 959+00
 24. 959+00 to 975+00
 25. 975+00 to 991+00
 26. 991+00 to 1007+00
 27. 1006+00 to 1022+00
 28. 1021+00 to 1037+00
 - 29-30. 1036+00 to 1052+00
 - 31-32. 1051+00 to 1067+00

- MAIN STREET INTERCHANGE
- 33-34. 1066+00 to 1082+00
 35. Profiles Ramp "E" & "G"
 - 36-37. 1080+00 to 1085+00
 - 38-39. Grading & Tie Plans Ramps "E" & "G"

- LIGHTING PLANS
40. Oakland Road Interchange
 41. Main Street Interchange



Reel-111

SH 29 MISSING 10 OCT 99 HV

As BUILT
1961

DD-28

End F.A.P. I-95-6(29)114
Begin F.A.P. I-95-6(30)120
Sta. 906+00 Northbound

F.A.P. I-95-6(30)120
(Contract by Others)
SHEET 14

F.A.P. I-95-6(19)120
Sta. 906+00 to Sta. 974+50 (Contract by Others)

F.A.P. I-95-6(19)122 Part 1
Sta. 974+50 to Sta. 1041+22 (Contract by Others)

F.A.P. I-95-6(23)123 Part 1
Sta. 1041+22 to Sta. 1043+87
(Contract by Others)

F.A.P. I-95-6(19)122 Part 2
Sta. 1043+87 to Sta. 1047+56
(Contract by Others)

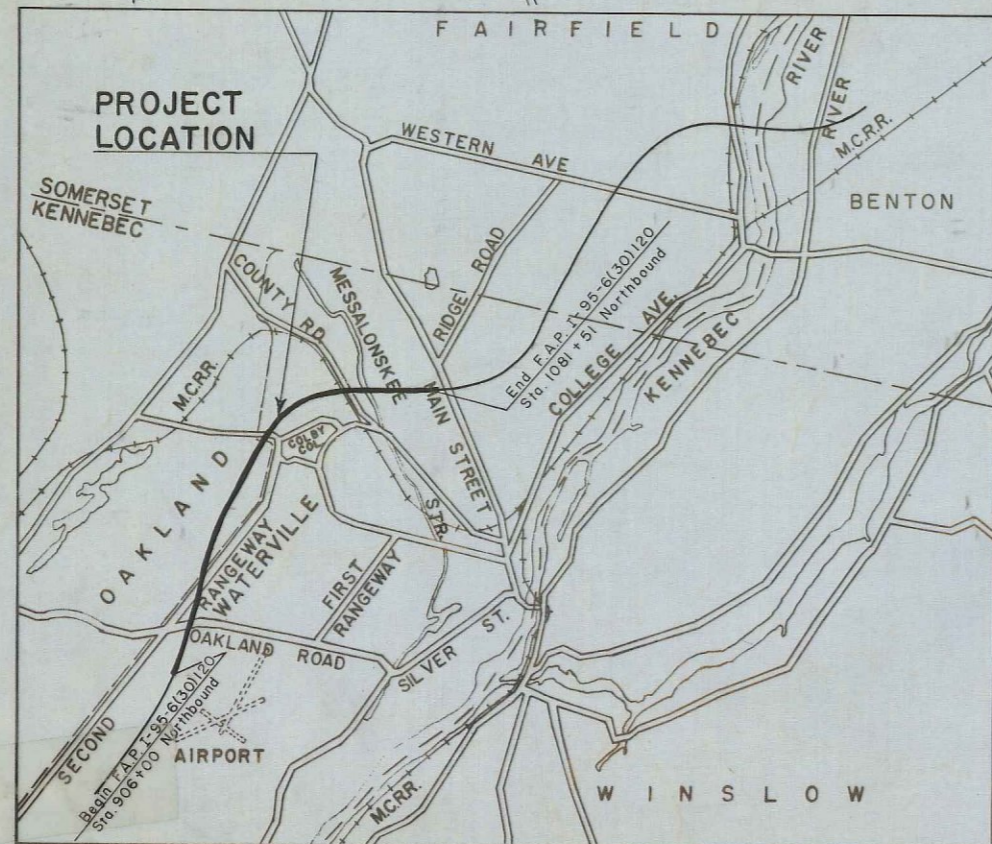
F.A.P. I-95-6(23)123 Part 2
Sta. 1047+56 to Sta. 1057+00
(Contract by Others)

Begin F.A.P. I-95-6(31)124
End F.A.P. I-95-6(30)120
Sta. 1081+51 Northbound

F.A.P. I-95-6(24)24
Sta. 1080+00 to Sta. 1085+00
(Contract by Others)

F.A.P. I-95-6(20)123
Sta. 1057+80 to Sta. 1080+00
(Contract by Others)

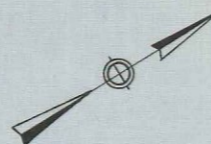
F.A.P. I-95-6(21)
(Contract by Others)



A PORTION OF KENNEBEC AND SOMERSET COUNTIES

APPROX. SCALE 1 IN. = 1 MILE

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



LAYOUT PLAN

SCALE 1" = 600'

All work contemplated under this contract to be governed by and in conformity with the Standard Specifications, Highways and Bridges, Revision Of Jan. 1956, except as modified on these plans and by the Special Provisions.

Interstate #95 and adjacent Ramps shall be constructed from the top of the existing template to the finished grade, as shown on plans. Pavement, Shoulders, Curbing, Guard Rail and incidental items are included in this contract.

APPROVED:

DATE SIGNED MAINE STATE HIGHWAY COMMISSION

11/4/59 *David W. Stearns* CHAIRMAN
 11/4/59 *George F. ...*
 11/4/59 *N. Leon Williams*
 11/4/59 *...* CHIEF ENGINEER

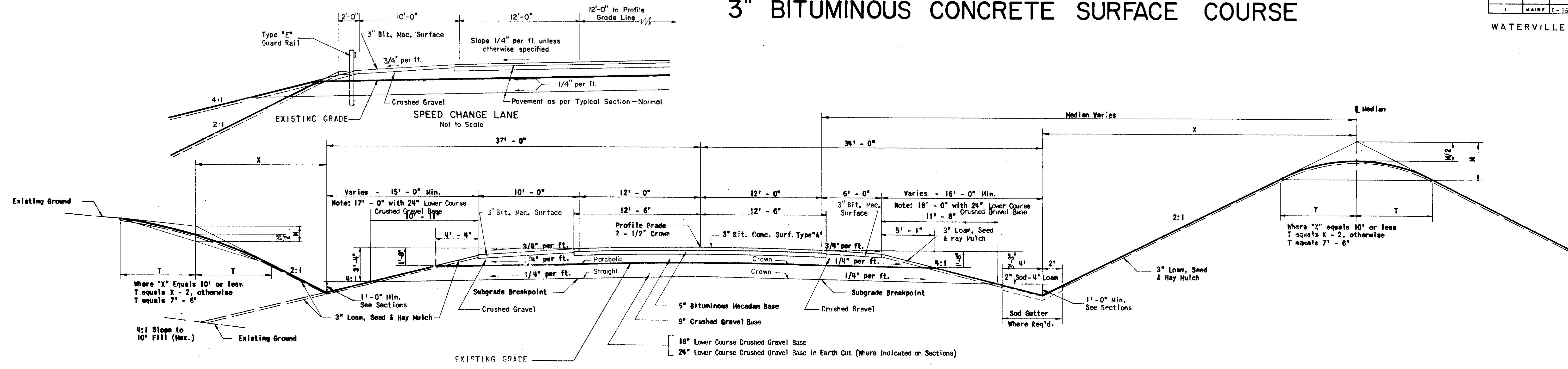
CONSULTING ENGINEERS
THE CLARKSON ENGINEERING COMPANY, INC.
BOSTON MASS.
John C. ... CONSULTING ENGINEER
DATE 11/16/59

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

3" BITUMINOUS CONCRETE SURFACE COURSE

D. P. A. RES. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	7-39-67(30)	2	4

WATERVILLE INTERSTATE



10' PAVED SHOULDER

Material	CY/100 L.F.
3" Bituminous Macadam Surface	9.26
Crushed Gravel Base (to 4:1 Slope)	39.26
18" Lower Course Crushed Gravel Base	91.92
24" Lower Course Crushed Gravel Base	130.64

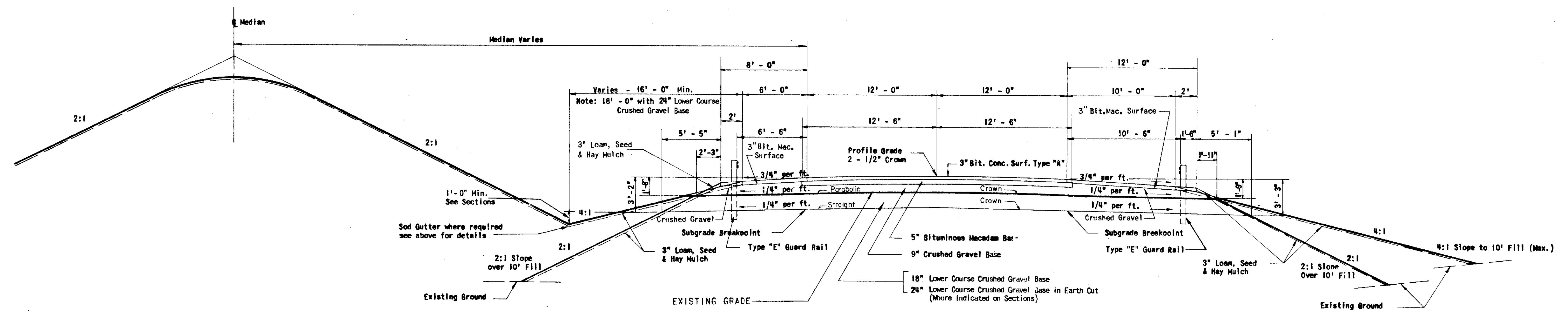
TYPICAL SECTION - NORMAL
Scale: 1" = 5'

24' PAVEMENT

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

6' PAVED SHOULDER

Material	CY/100 L.F.
3" Bituminous Macadam Surface	5.56
Crushed Gravel Base (to 4:1 Slope)	29.15
18" Lower Course Crushed Gravel Base	73.74
24" Lower Course Crushed Gravel Base	106.40



8' PAVED SHOULDER

Material	CY/100 L.F.
3" Bituminous Macadam Surface	7.41
Crushed Gravel Base (to 2:1 Slope)	31.54
18" Lower Course Crushed Gravel Base	62.80

TYPICAL SECTION - NORMAL
Scale: 1" = 5'

12' PAVED SHOULDER

Material	CY/100 L.F.
3" Bituminous Macadam Surface	11.11
Crushed Gravel Base (to 2:1 Slope)	41.69
18" Lower Course Crushed Gravel Base	83.09

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

TYPICAL SECTIONS

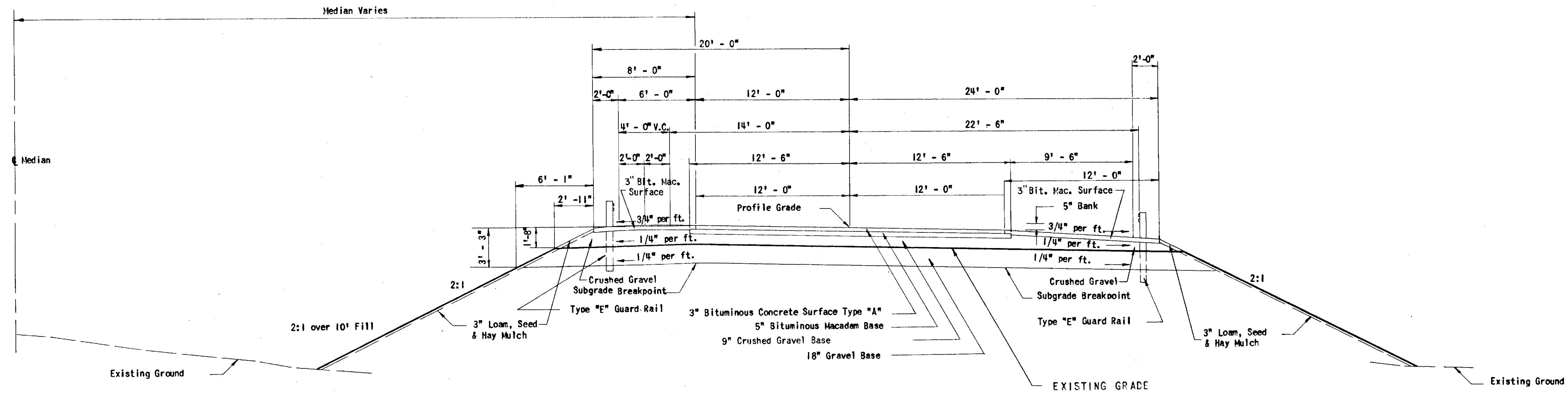
THE CLARKSON ENGINEERING CO., INC.
CONSULTING ENGINEERS
BOSTON MASSACHUSETTS

DD-28

3" BITUMINOUS CONCRETE SURFACE COURSE

D. P. R. RE. NO.	STATE	FED AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1--95-6(30)	3	41

WATERVILLE INTERSTATE



24" PAVEMENT

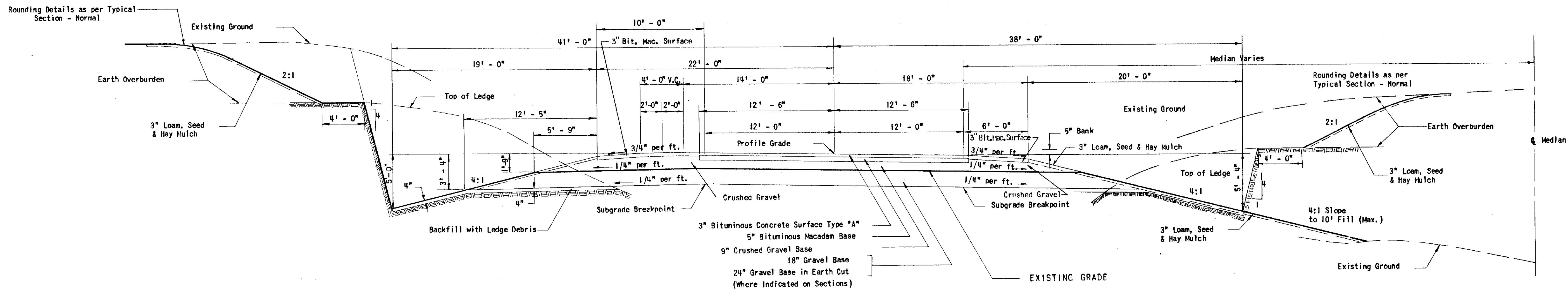
	C.Y./100 L.F.
3" Bituminous Concrete Surface	22.22
5" Bituminous Macadam Surface (25' Wide)	38.58
9" Crushed Gravel Base	66.67
18" Gravel Base	133.33
2" Gravel Base	177.78

8' PAVED SHOULDER

	C.Y./100 L.F.
3" Bituminous Macadam Surface	7.41
Crushed Gravel Base (to 2:1 Slope)	40.68
18" Gravel Base (to 2:1 Slope)	66.15

TYPICAL SECTION - SUPERELEVATED
Showing B = 5" Superelevation for D = 0" - 30"
Scale: 1" = 5'

12' PAVED SHOULDER
For Quantities see Typical Section - Normal



10' PAVED SHOULDER

	C.Y./100 L.F.
3" Bituminous Macadam Surface	9.26
Crushed Gravel Base (to 4:1 Slope)	52.60
18" Gravel Base (to 4:1 Slope)	99.67
24" Gravel Base (to 4:1 Slope)	141.00

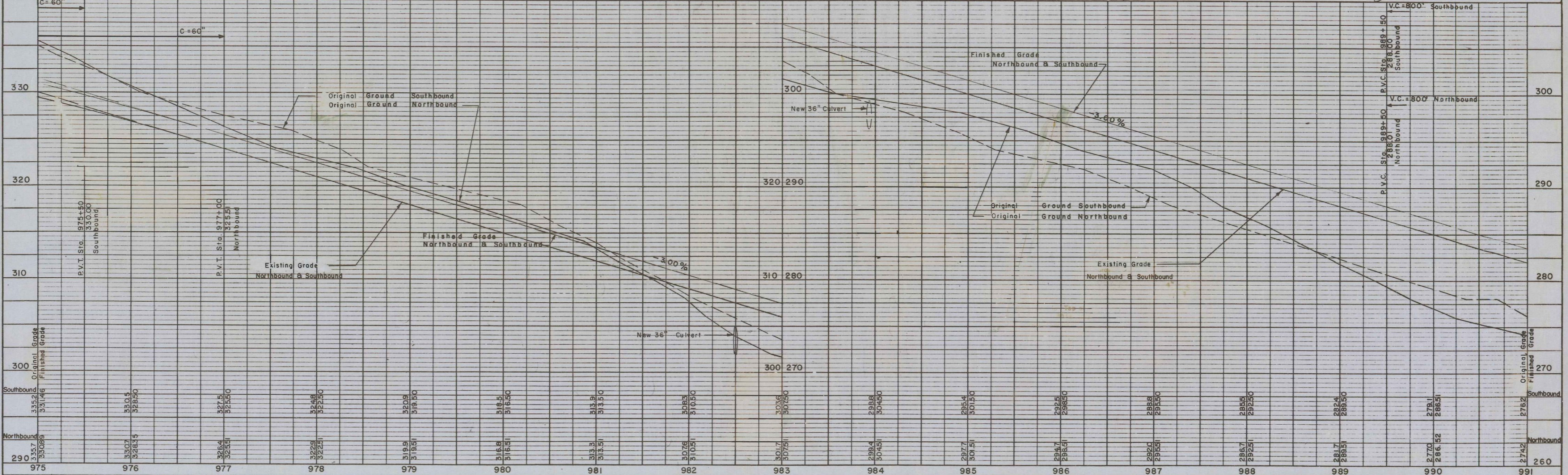
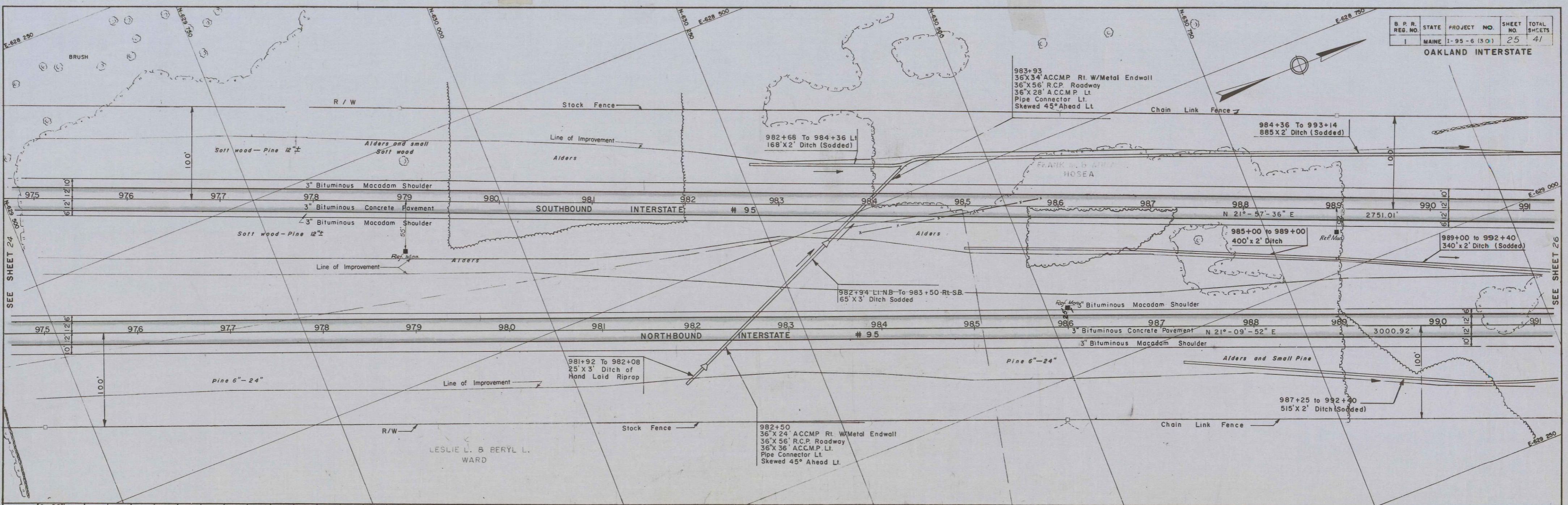
TYPICAL SECTION - SUPERELEVATED
Showing B = 5" Superelevation for D = 0" - 30"
Scale: 1" = 5'

6' PAVED SHOULDER
For Quantities see Typical Section - Normal

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

TYPICAL SECTIONS

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



PLAN

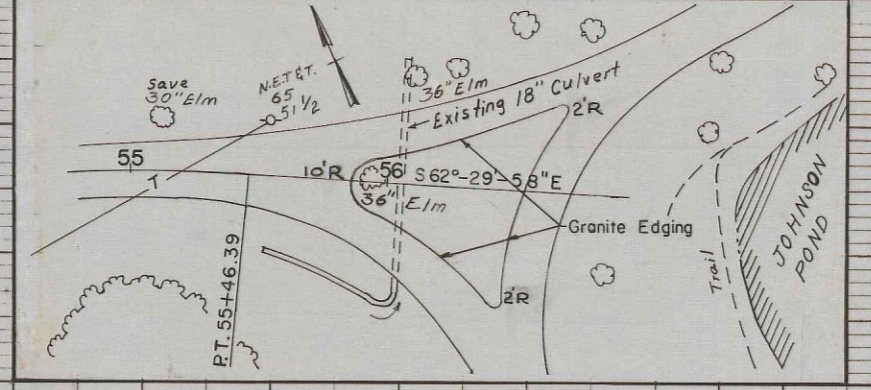
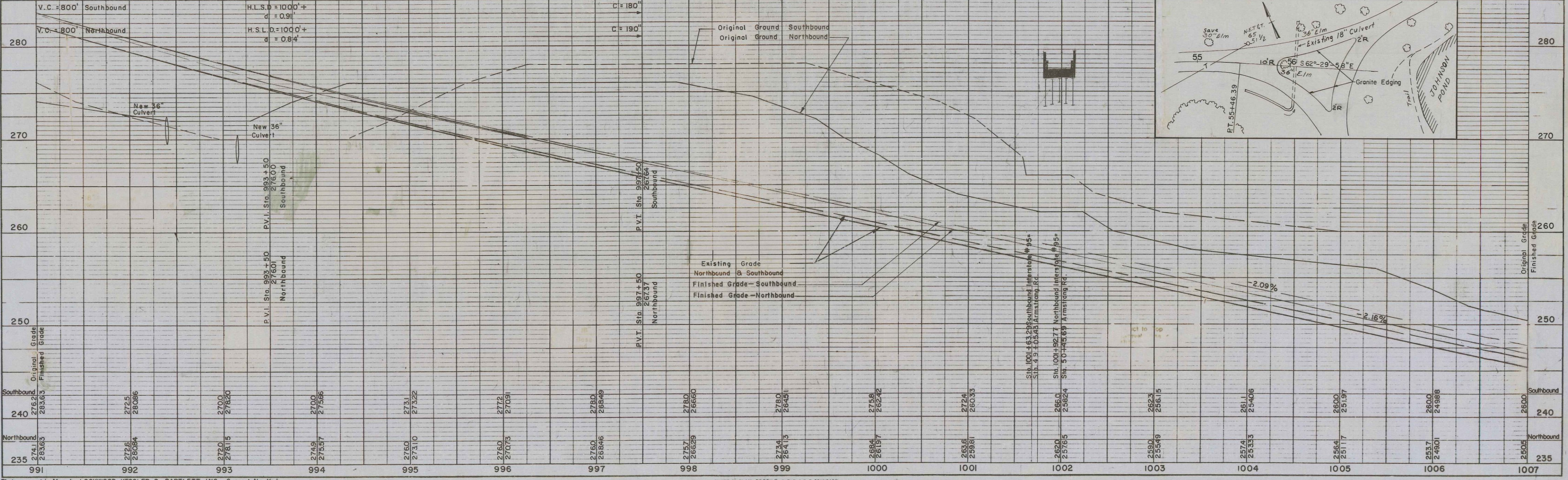
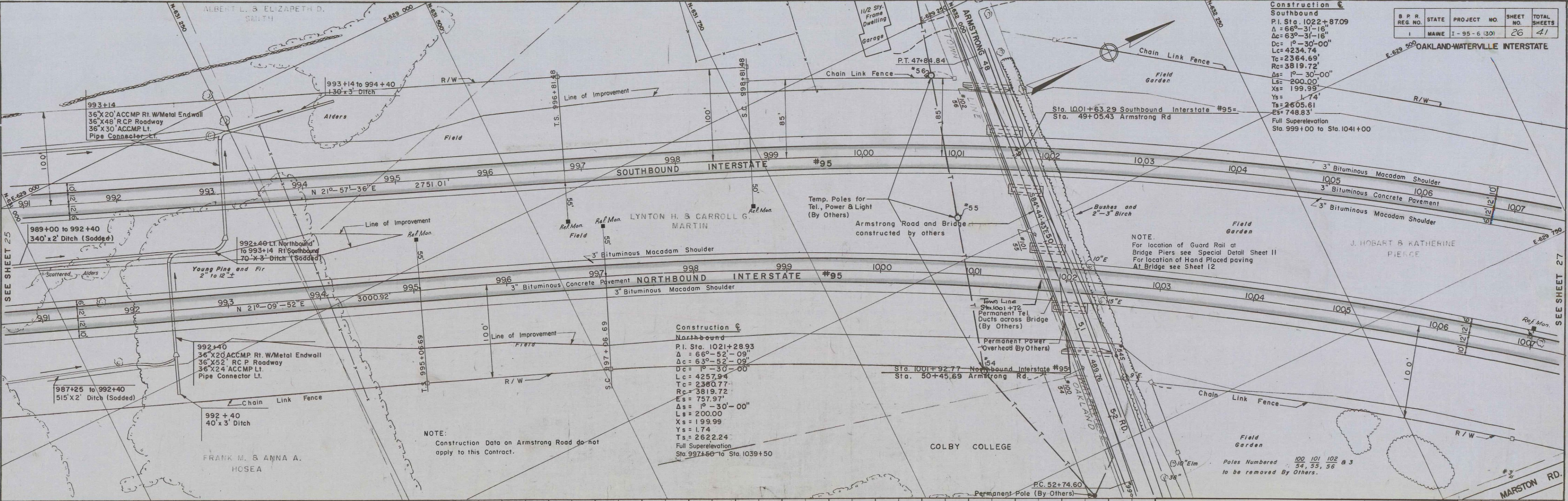
SURVEYED BY: _____ DATE: _____
 PLOTTED BY: _____
 NOTE BOOK NO. _____
 ALIGNMENT CHECKED BY: _____
 RT. OF WAY CHECKED BY: _____

PROFILE

SURVEYED BY: _____ DATE: _____
 PLOTTED BY: _____
 NOTE BOOK NO. _____
 GRADES CHECKED BY: _____
 STRUCTURE NOTATIONS CHECKED BY: _____

DATE _____ BY _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 NO. _____
 STRUCTURE NOTES CH. 10

DATE _____ BY _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 NO. _____
 STRUCTURE NOTES CH. 10



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

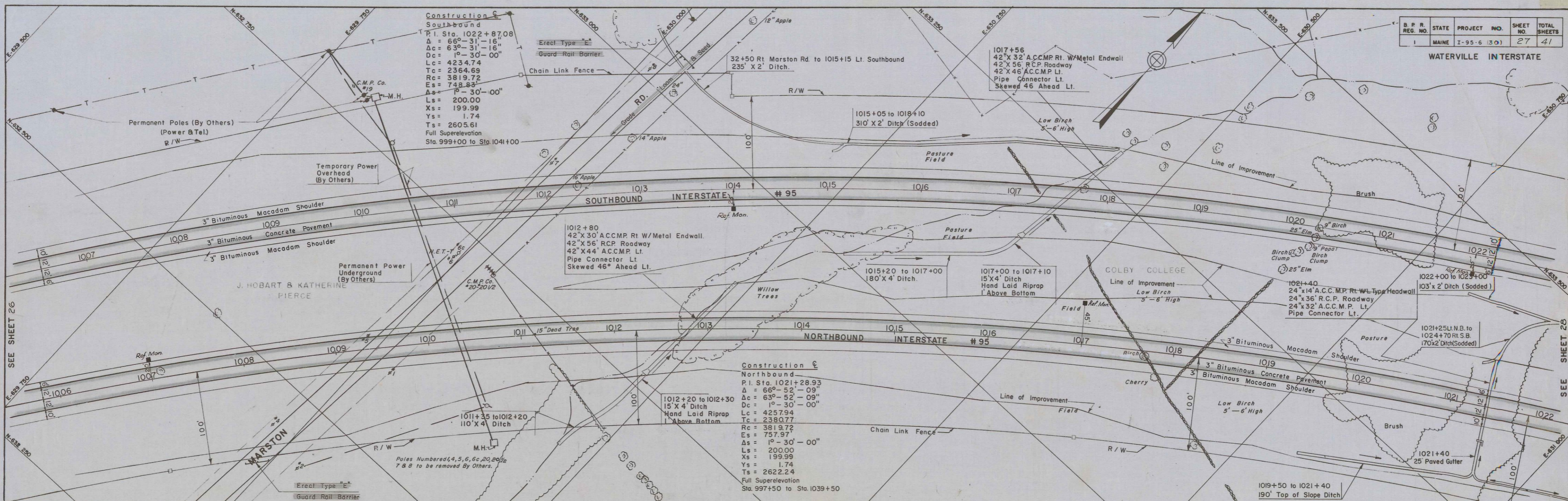
PLATE 1-PLAN-PROFILE O.P.R. & E. STANDARD
 KEIFFEL & ESSER CO., NEW YORK

B.P.R.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
I	MAINE	I-95-6 (30)	26	41

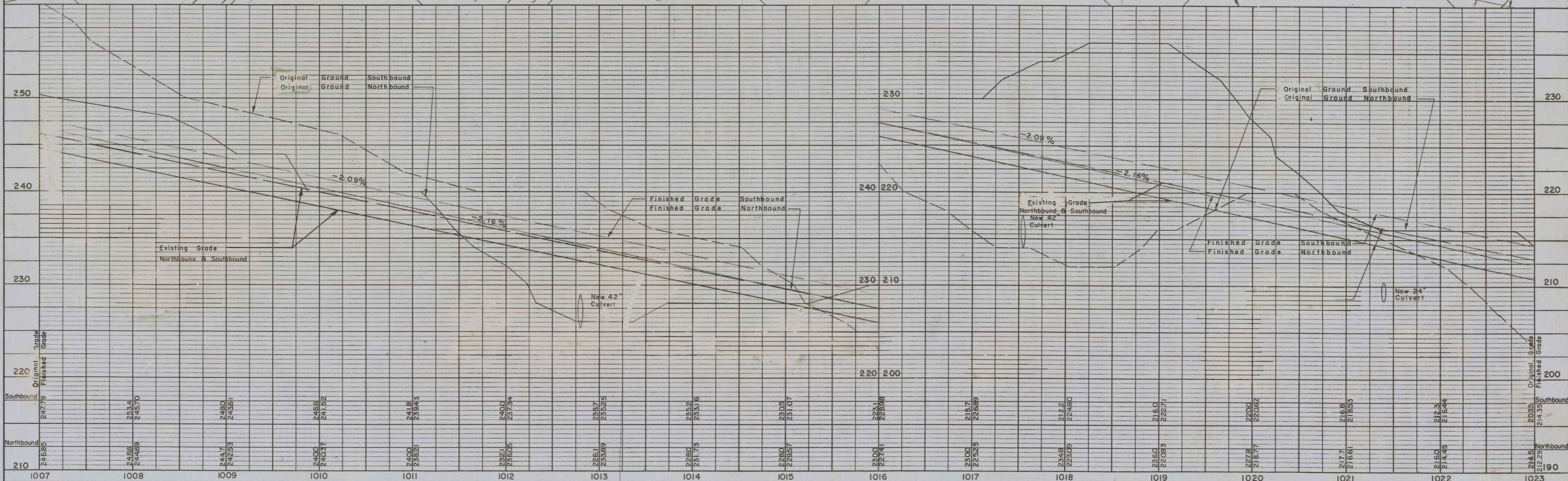
B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6 (30)	27	41

WATERVILLE INTERSTATE

PLAN
 SURVEYED
 PLOTTED
 NOTE BOOK ALIGNMENT CHECKED
 RT OF WAY CHECKED
 NO.



PROFILE
 SURVEYED
 PLOTTED
 NOTE BOOK GRADES CHECKED
 STRUCTURE NOTATIONS CH'D.
 NO.



**STATE OF MAINE
STATE HIGHWAY COMMISSION**

PLANS

**OAKLAND - WATERVILLE
KENNEBEC COUNTY**

**MAINE FEDERAL AID INTERSTATE #95
PROJECT NO. I-95-6(22)122**

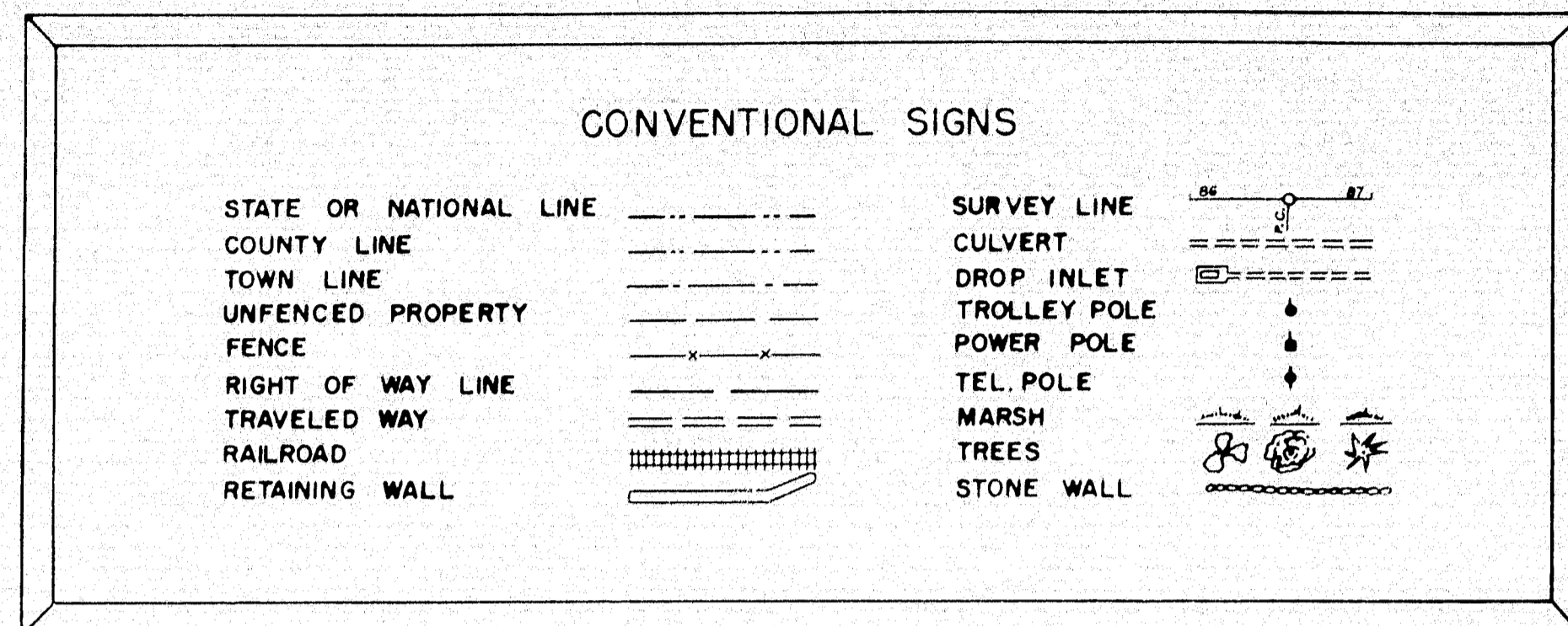
TOTAL LENGTH 0.000 MILES

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

ARMSTRONG ROAD BRIDGE OVER INTERSTATE #95

INDEX OF SHEETS

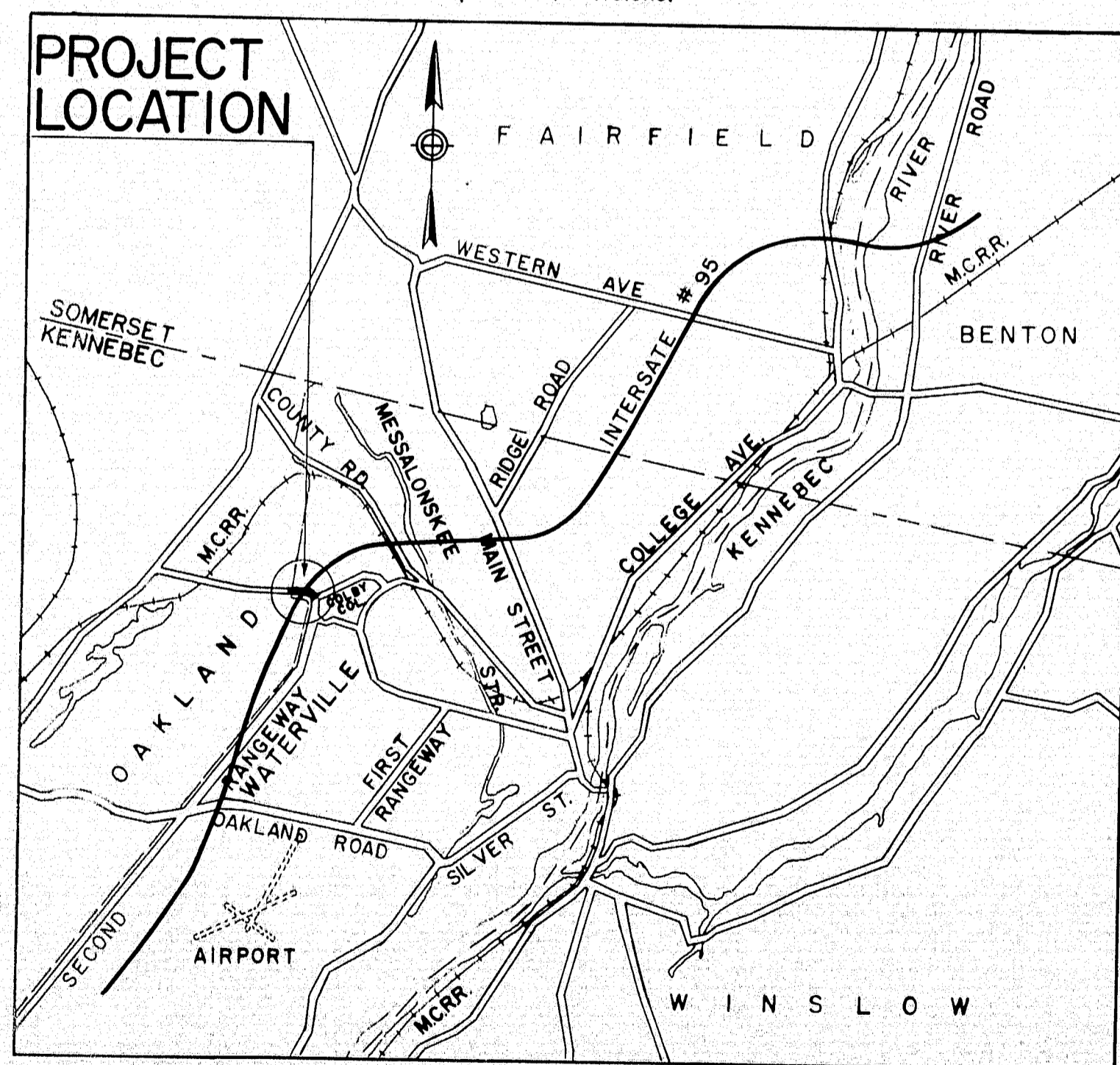
SHEET NO.	
1	Title Sheet
2 - 4	Typical Sections
5	Quantities
6 - 10	Standard Details
11 - 12	Special Details
13	General Plan and Profile
14	Marston Road Profile
15 - 19	Cross Sections
20 - 27	Bridge Plans



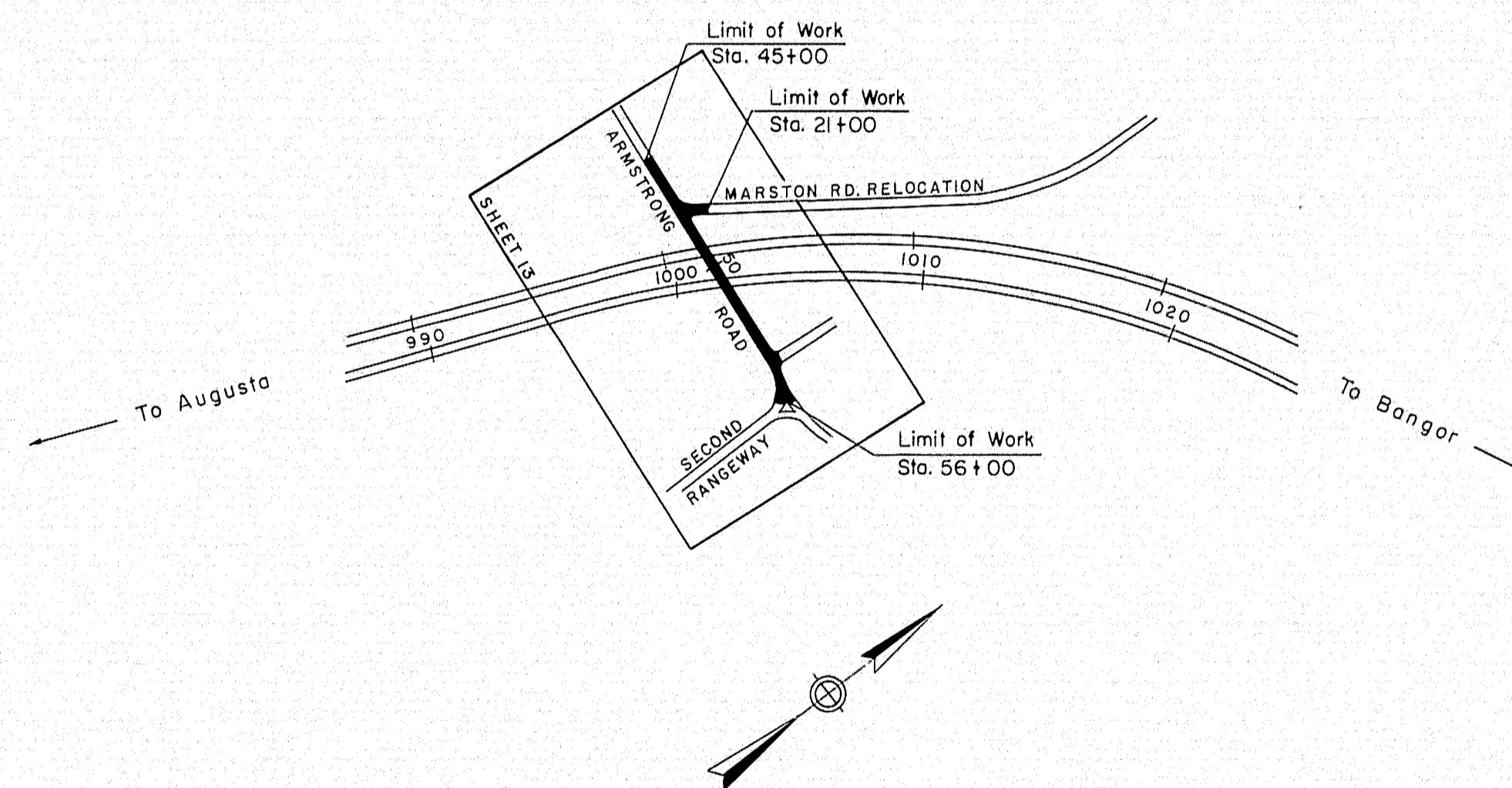
Armstrong Road Bridge to be Constructed under this Contract. Construction of Armstrong Road and a portion of Marston Road Relocation is to include pavement. The Concurrent Contract within the Limits of this Project is F.A.P. I-95-6(19)122 Sta. 974+50 to Sta. 1047+56

**AS BUILT
1959**

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



APPROX. SCALE 1 IN. = 1 MILE



LAYOUT PLAN
SCALE 1" = 600'

A.D.T. (1960)	=	220
A.D.T. (1980)	=	300
D.H.V. (1980)	=	45
D. (1980)	=	60%
T. (1980)	=	6%
V. (M.P.H.)	=	35

CONSULTING ENGINEERS
THE CLARKSON ENGINEERING COMPANY, INC.
BOSTON MASS.
John Clarkson CONSULTING ENGINEER # 7/21/58 DATE

APPROVED:
MAINE STATE HIGHWAY COMMISSION

David H. Stumm CHAIRMAN
Robert C. ...
H. Leon Walker
... CHIEF ENGINEER

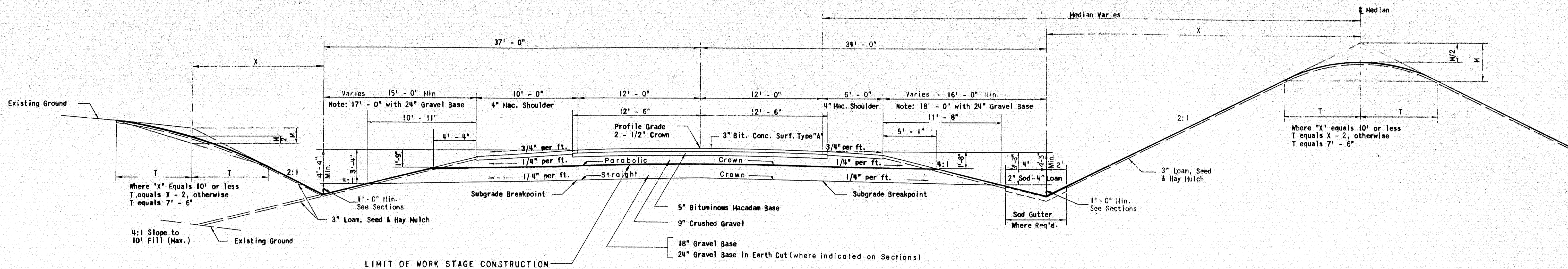
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION 1
APPROVED:
DIVISION ENGINEER DATE

GRADING CONTRACT — STAGE CONSTRUCTION

INTERSTATE #95 TO BE CONSTRUCTED TO TOP OF GRAVEL BASE ONLY UNLESS OTHERWISE INDICATED (BY OTHERS)

B. P. R. REC. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6122	2	27

OAKLAND-WATERVILLE INTERSTATE

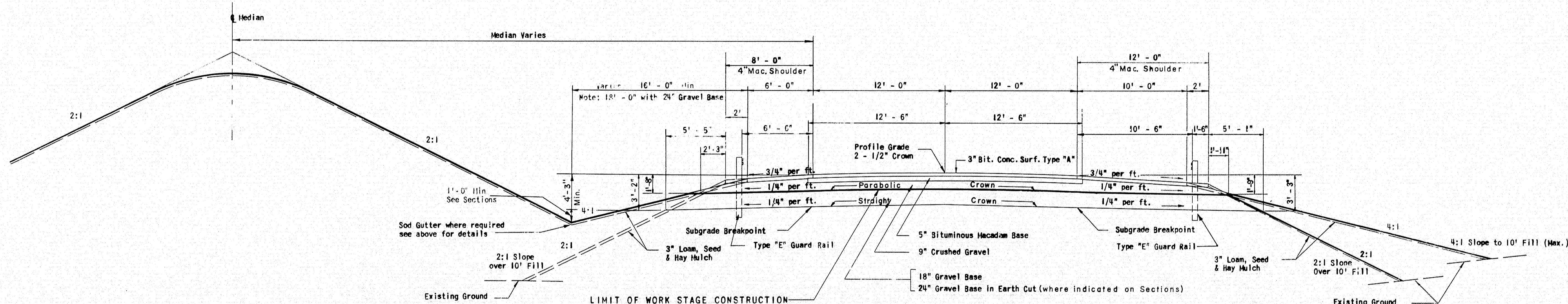


10' PAVED SHOULDER	CY/100 L.F.
4" Bituminous Macadam Surface	12.19
Crushed Gravel Base (to 4:1 Slope)	36.33
18" Gravel Base (to 4:1 Slope)	91.92
24" Gravel Base (to 4:1 Slope)	130.64

TYPICAL SECTION - NORMAL
Scale: 1" = 5'
SOUTHBOUND INTERSTATE

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

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



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

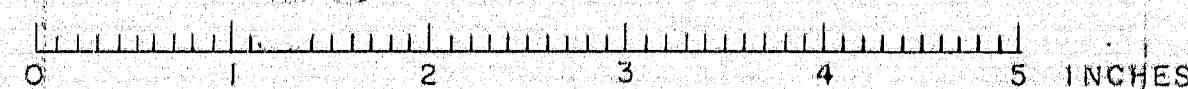
TYPICAL SECTION - NORMAL
Scale: 1" = 5'
NORTHBOUND INTERSTATE

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

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

TYPICAL SECTIONS

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

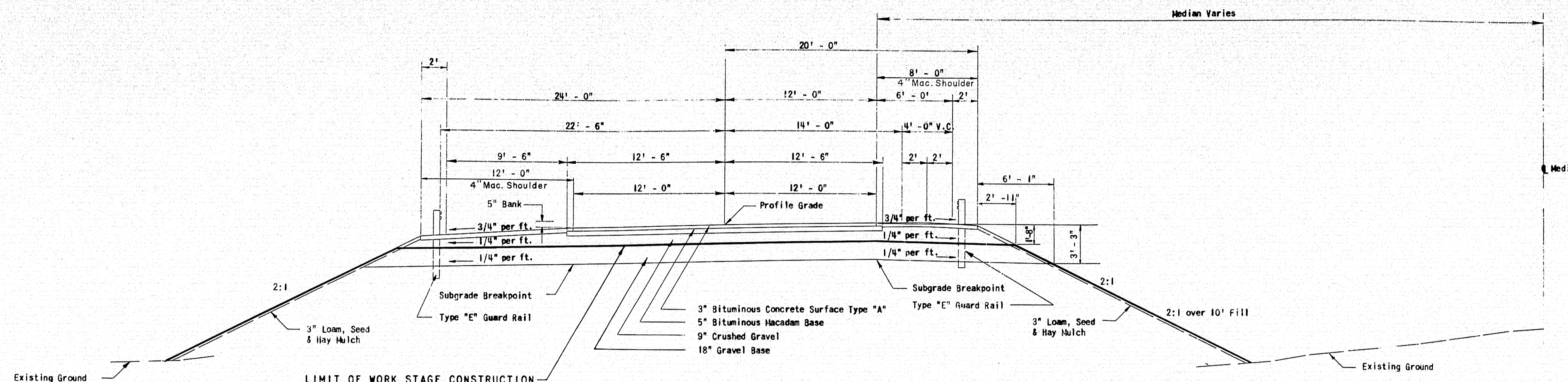


GRADING CONTRACT — STAGE CONSTRUCTION

INTERSTATE #95 TO BE CONSTRUCTED TO TOP OF GRAVEL BASE ONLY UNLESS OTHERWISE INDICATED (BY OTHERS)

S. P. P. REC. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-622	3	27

OAKLAND-WATERVILLE INTERSTATE



12' PAVED SHOULDER
For Quantities see Typical Section - Normal

TYPICAL SECTION - SUPERELEVATED
Showing 8 = 5" Superelevation for D = 0° - 30°
Scale: 1" = 5'

24" PAVEMENT

CY/100 L.F.

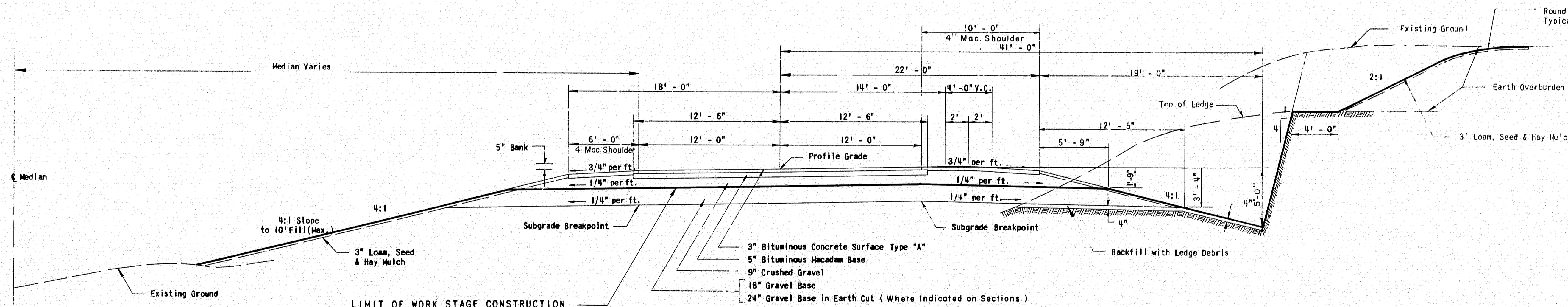
3" Bituminous Concrete Surface	22.22
5" Bituminous Macadam Base (25' Wide)	38.58
9" Crushed Gravel Base	66.67
18" Gravel Base	133.33
24" Gravel Base	177.78

8' PAVED SHOULDER

CY/100 L.F.

4" Bituminous Macadam Surface	9.72
Crushed Gravel Base (to 2:1 Slope)	38.37
18" Gravel Base (to 2:1 Slope)	66.15

SOUTHBOUND INTERSTATE



6' PAVED SHOULDER
For Quantities see Typical Section - Normal

TYPICAL SECTION - SUPERELEVATED
Showing 8 = 5" Superelevation for D = 0° - 30°
Scale: 1" = 5'

10' PAVED SHOULDER

CY/100 L.F.

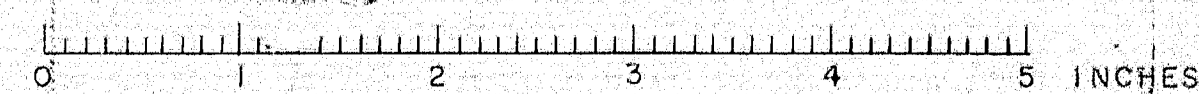
4" Bituminous Macadam Surface	12.19
Crushed Gravel Base (to 4:1 Slope)	48.67
18" Gravel Base (to 4:1 Slope)	39.67
24" Gravel Base (to 4:1 Slope)	141.00

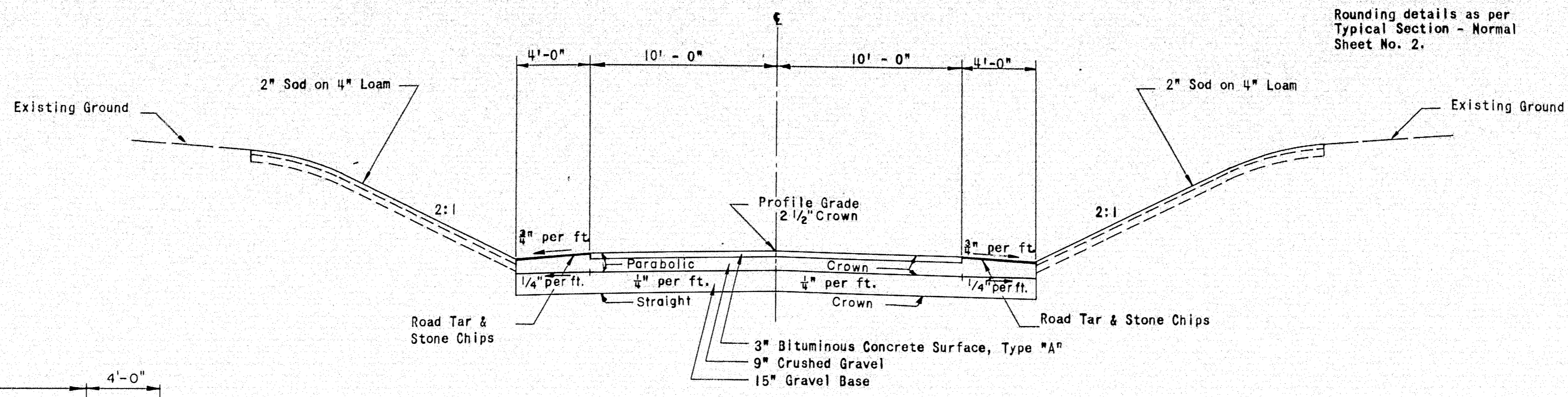
NORTHBOUND INTERSTATE

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

TYPICAL SECTIONS

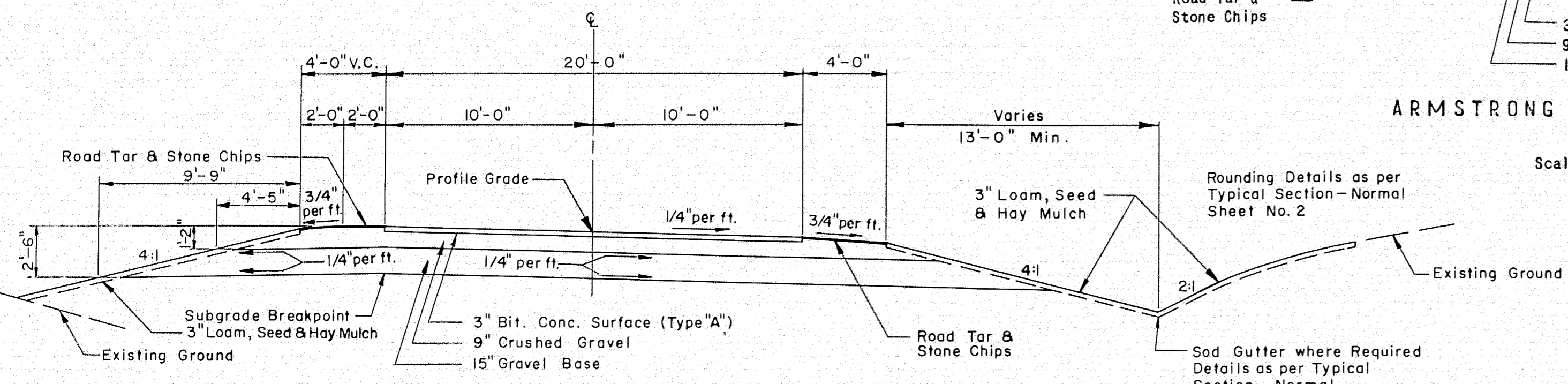
THE CLARKESON ENGINEERING CO., INC.
CONSULTING ENGINEERS
BOSTON MASSACHUSETTS





ARMSTRONG ROAD - NORMAL

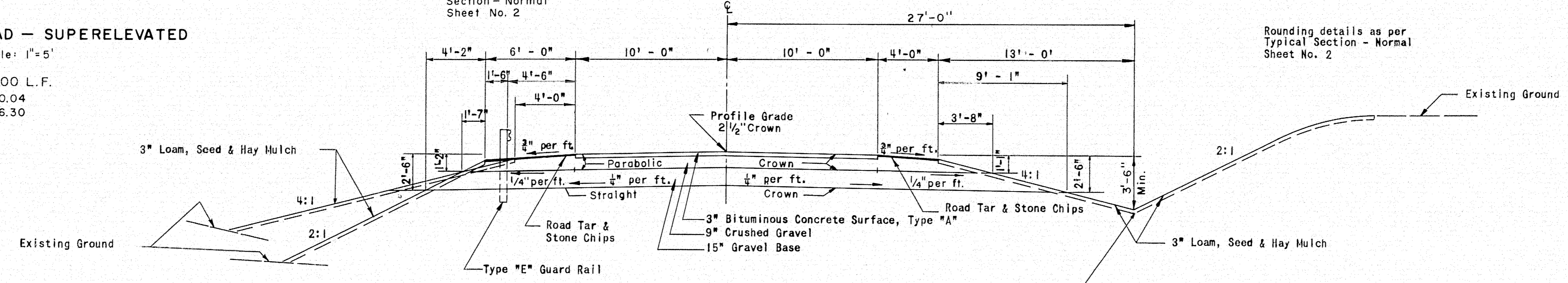
Scale: 1" = 5'



ARMSTRONG ROAD - SUPERELEVATED

Scale: 1" = 5'

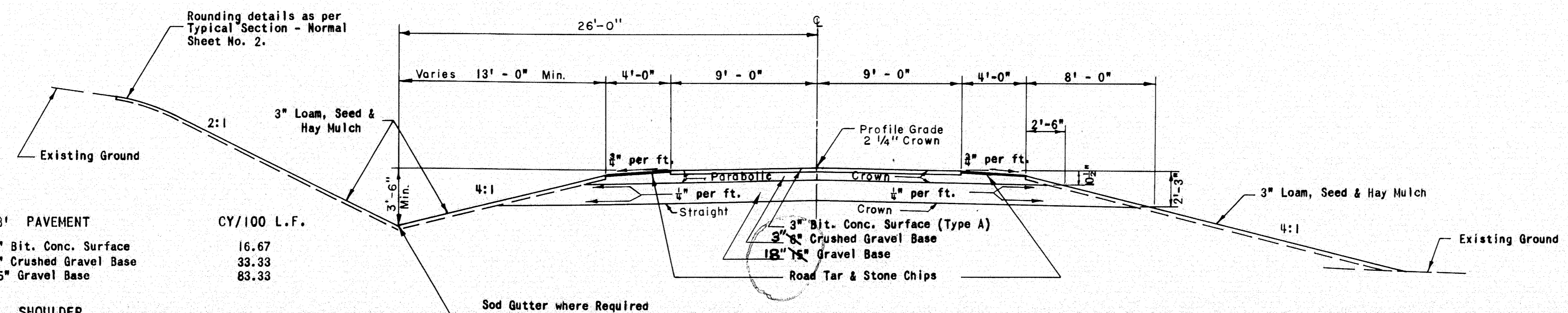
4' SHOULDER (High Side - Superelevated)	C.Y. /100 L.F.
Crushed Gravel	20.04
Gravel Base	46.30
20' PAVEMENT & 4' SHOULDER (Low Side)	
See Armstrong Road - Normal Section	



ARMSTRONG ROAD - NORMAL

Scale: 1" = 5'

20' PAVEMENT	CY/100 L.F.
3" Bituminous Concrete Surface	18.52
9" Crushed Gravel	55.56
15" Gravel Base	92.59
4' SHOULDER	
Crushed Gravel	17.11
Gravel Base	42.93
6' SHOULDER	
Crushed Gravel	20.41
Gravel Base	38.65



MARSTON ROAD RELOCATION

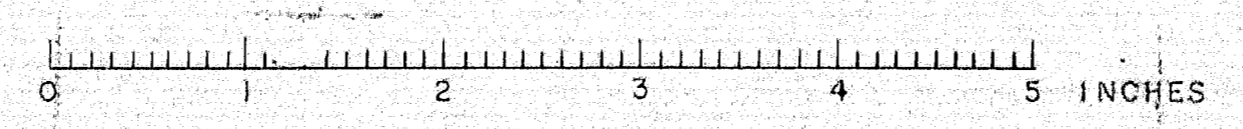
Scale: 1" = 5'

18' PAVEMENT	CY/100 L.F.
3" Bit. Conc. Surface	16.67
6" Crushed Gravel Base	33.33
15" Gravel Base	83.33
4' SHOULDER	
Crushed Gravel	10.59
Gravel Base	36.60

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

TYPICAL SECTIONS

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



ESTIMATED QUANTITIES				
ITEM NO.	DESCRIPTION	QUANTITY	UNIT	
202-5	Removing Trees (9" - 24")	2	+	Each
202-6	Removing Trees (Over 24")	2	+	Each
203-9	Earth Excavation	1775	+700	C.Y.
204-10	Structural Earth Excavation - Drainage	809	+10	C.Y.
204-11	Structural Rock Excavation - Drainage	-	-	C.Y.
204-12	Structural Earth Excavation - Abuts. & Retaining Walls	5489	-980	C.Y.
204-14	Structural Earth Excavation - Piers	716	-80	C.Y.
204-15	Structural Rock Excavation - Piers	18194	-25	C.Y.
204-18	Structural Rock Excavation - Fencing	-	-	L.F.
205-8	Common Borrow	76905	-100	C.Y.
205-9	Granular Borrow	-	+500	C.Y.
302-7	Gravel Base Course - In Place Measurement	26816	-2050	C.Y.
302-9	Crushed Gravel Base Course - In Place Measurement	7546	-580	C.Y.
308-5	Overhaul (In Place Measure)	7907	-5,800	Yd. Mt.
308-6	Overhaul (Fit Measure)	-	-3,750	Yd. Mt.
309-5	Stripping Pits	-	-400	C.Y.
310-5	Sprinkling	-	-25	Unit
311-6	Calcium Chloride	-	-5	Ton
401-11	Gravel Surface Course	192	+0	C.Y.
402-16	Stone Chips	320	-0	Ton
404-28	Bituminous Concrete Surface Course, Type A	52829	-320	Ton
501-7	Road Tar	7946	-960	Gal.
507-10	Membrane Waterproofing (3-Ply)	30028	-910	S.Y.
602-15	30" Asphalt Coated Corrugated Metal Pipe	5955	-34	L.F.
603-14	30" Reinforced Concrete Pipe	604	-0	L.F.
607-7	Metal Endwall for 30" Pipe	1	+	Each
701-33	Portland Cement Concrete, Abuts. & Retaining Walls	24701	-210	C.Y.
701-35	Portland Cement Concrete, Piers	19446	-170	C.Y.
701-40	Portland Cement Concrete, Roadway & S.W. Slabs on Steel Bridges	32773	-310	C.Y.
701-47	Portland Cement	12101	+1000	Bbls.
702-103	Structural Steel, Fabricated and Delivered	305846	-305,100	Lbs.
702-104	Structural Steel, Erection	305846	-305,100	Lbs.
705-13	Reinforcing Steel, Delivered	103452	+100,000	Lbs.
705-14	Reinforcing Steel, Placing	103452	+100,000	Lbs.
708-5	Bridge Drainage	1	+	L.S.
710-5	Shear Connectors, Delivered & Placed	1	+	L.S.
804-6	French Drains	9625	-260	C.Y.
807-15	Aluminum Railing	6829	-620	L.F.
901-8	Granite Curb - Type I	933	+00	L.F.
905-27	Guard Rail - Type E	5646	-470	L.F.
905-34	End Wings	4	+	Each
905-35	Guard Posts - Type A	3	-5	Each
905-38	Guard Rail - Type E - Terminal Section	4	+	Each
907-10	Hand Laid Riprap	1292	-20	C.Y.
908-9	Loam Borrow	3160	-920	C.Y.
909-7	Sodding	3847	-700	S.Y.
910-10	Seeding - Parkway Mixture	367	-20	Unit
912-6	Hay Mulch	305	-5	Ton
914-6	Project Markers	-	-	Each
914-6	Traffic Officers	46	+00	H. Hrs.
912-6	72" Chain Link Fence	1885	-300	L.F.
928-14	Portable Barricade	-	-	Each
929-10	Portable Barricade	-	-	Each
930-13	Portable Barricade with Flashing Lights	-	-	Each
933-6	Slope Paving for Bridges	4747	-370	S.Y.
935-5	Town Line Bound. Remove and Reset	1	+	Each
915-6	Right of Way Monuments	7	+	Each

REMOVING TREES			
STATION	SIDE	OFFSET	KIND
52 + 70	Lt.	35'	10" Elm
52 + 83	Lt.	35'	36" Elm
51 + 80	Lt.	-	9" Elm
53 + 80	Lt.	-	26" Apple

GRAVEL BASE	
STA. TO STA.	DESCRIPTION
Armstrong Road	15" Gravel Base
Harston Road Reloc.	15" Gravel Base
Harston Road	1" Grav. Surf. Crse. over 12" Grav. Base

DRIVEWAYS		
STATION	SIDE	DESCRIPTION
45 + 85 ±	Lt.	1" Grav. Surf. Crse. over 12" Grav. Base
46 + 15 ±	Lt.	1" " " " " 12" " "
46 + 15 ±	Rt.	1" " " " " 12" " "
47 + 45 ±	Rt.	1" " " " " 12" " "

GRANITE CURB - TYPE I			
STA. TO STA.	LENGTH	KIND	
48 + 00 to 48 + 25	Lt.	25' 24.8'	Straight
47 + 88 to 48 + 13	Rt.	25'	"
51 + 27 to 51 + 52	Rt.	25'	"
51 + 38 to 51 + 63	Lt.	25' 24.5'	"

GUARD RAIL - TYPE E			
STA. TO STA.	SIDE	LENGTH	REMARK
47 + 88 to 48 + 13	Rt.	25' 25.1'	At Bridge
48 + 00 to 48 + 25	Lt.	25' 25.2'	"
51 + 27 to 51 + 27.65	Rt.	25' 25.78'	"
51 + 38 to 51 + 63.14	Lt.	25' 25.5'	"

GD. RAIL - TYPE E - TERM. SECTS. & END WINGS		
STATION	SIDE	REMARK
48 + 13	Rt.	End Wing
48 + 25	Lt.	"
51 + 27	Rt.	"
51 + 38	Lt.	"
47 + 88	Rt.	Term. Sect.
48 + 00	Lt.	"
51 + 27.65	Rt.	"
51 + 63.14	Lt.	"

72" CHAIN LINK FENCE			
STA. TO STA.	SIDE	LENGTH	REMARK
Southbound			
1000 + 01 to 1000 + 96	Lt.	154'	
1000 + 96 to 1001 + 01	Lt.	84'	
1001 + 01 to 1001 + 17	Lt.	16'	To Bridge
1001 + 17 to 1001 + 67	Lt.	29'	
1001 + 67 to 1001 + 71	Lt.	60'	
Northbound			
1001 + 73 to 1001 + 95	Rt.	20'	
1001 + 73 to 1002 + 10	Rt.	30'	To Bridge
1002 + 10 to 1002 + 05	Rt.	111'	
1002 + 05 to 1002 + 00	Rt.	30'	
Southbound			
1000 + 98 to 1001 + 16	Lt.	18.6'	To Bridge
1001 + 16 to 1002 + 00	Lt.	72.9'	
Northbound			
1001 + 02 to 1002 + 11	Rt.	370'	
1002 + 11 to 1002 + 00	Rt.	60.0'	

TOWN LINE BOUND. R. & R.		
STATION	SIDE	REMARK
45 + 85 ±	Rt.	As directed by the Engineer. Reset at 45 + 27.5 Rt. 10.70'

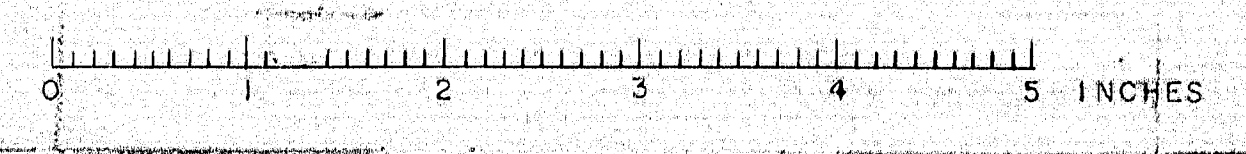
ROADWAY CULVERTS							
STATION	SIZE	A.C.C.M.P. LEFT	R.C.P.	A.C.C.M.P. RIGHT	PIPE CONN.	METAL E.W.	REMARKS
52 + 50	30"	18'	52'	18'	I	I	

SODDING		
STA. TO STA.	SIDE	REMARK
46 + 00 to 46 + 70 ±	Lt.	Near Homes
46 + 00 to 46 + 00 ±	Rt.	"
46 + 20 ± to 46 + 10 ±	Lt.	"
46 + 20 ± to 47 + 10 ±	Rt.	"
47 + 25 ± to 47 + 35 ±	Rt.	"
47 + 50 ± to 48 + 00 ±	Rt.	"
44 + 55 to 45 + 77	Lt.	Near Homes
45 + 01 to 46 + 78	Lt.	"
44 + 05 to 46 + 14	Rt.	"
46 + 20 to 46 + 07	Rt.	"
47 + 98	Lt.	Sides of Paved Ditches
47 + 87	Rt.	"
51 + 52	Rt.	"
51 + 23	Lt.	"
55 + 00 to 56 + 50	Lt. & Rt.	Perimeter of Traffic Island

GUARD POSTS - TYPE A		
STATION	SIDE	REMARK
46 + 00 ±	Rt.	
46 + 00 ±	Lt.	
46 + 20 ± 30 ±	Lt. & Rt.	
47 + 25 ±	Rt.	
46 + 73 ±	Lt.	

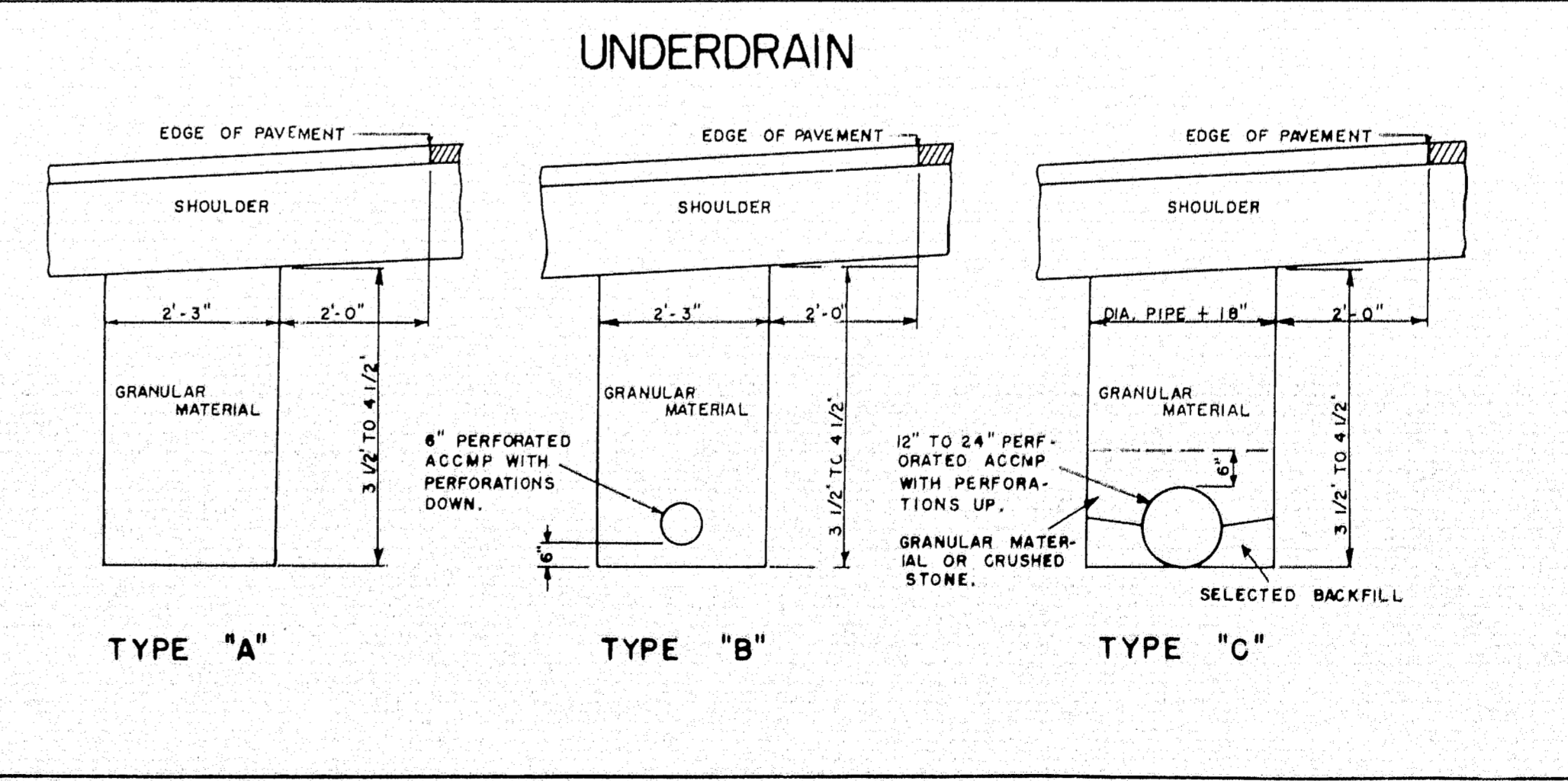
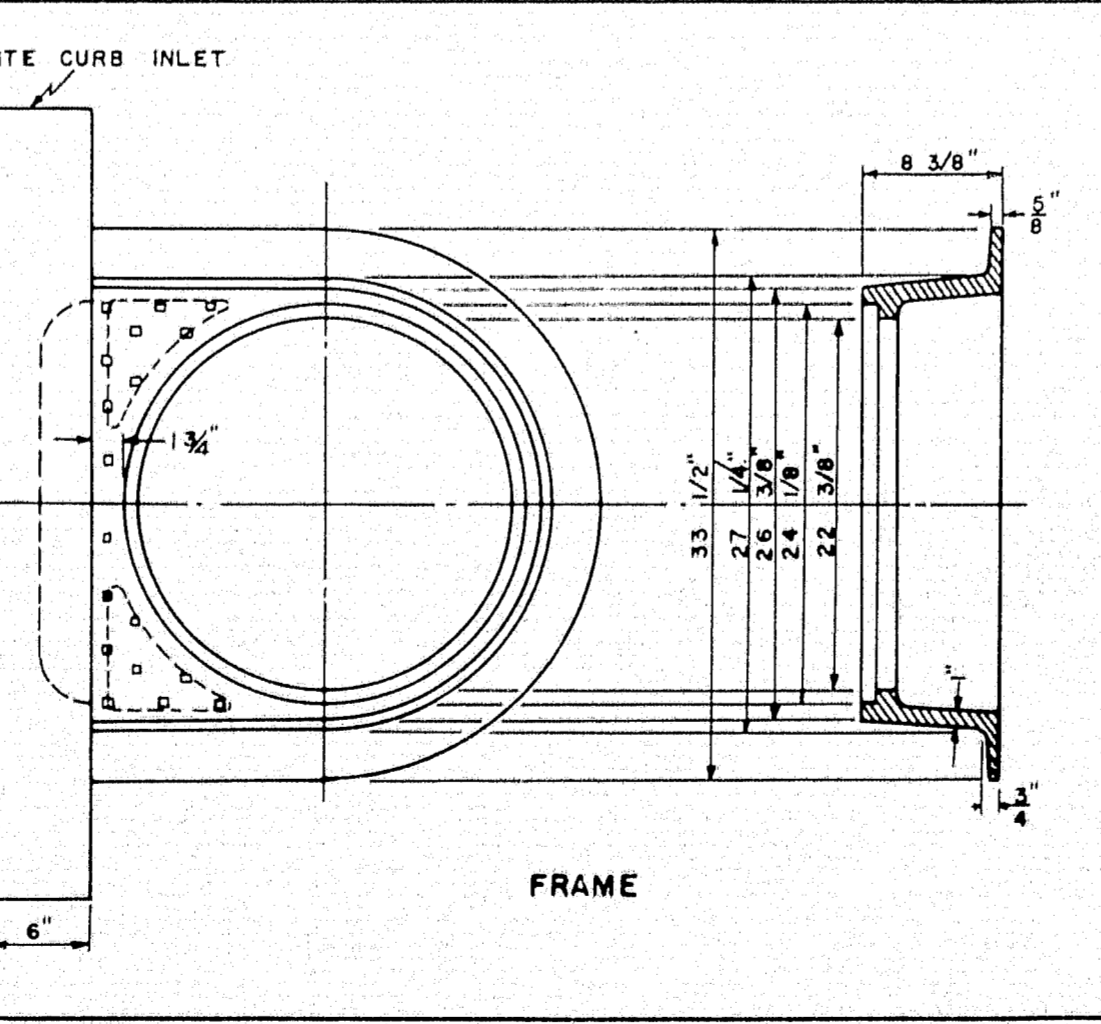
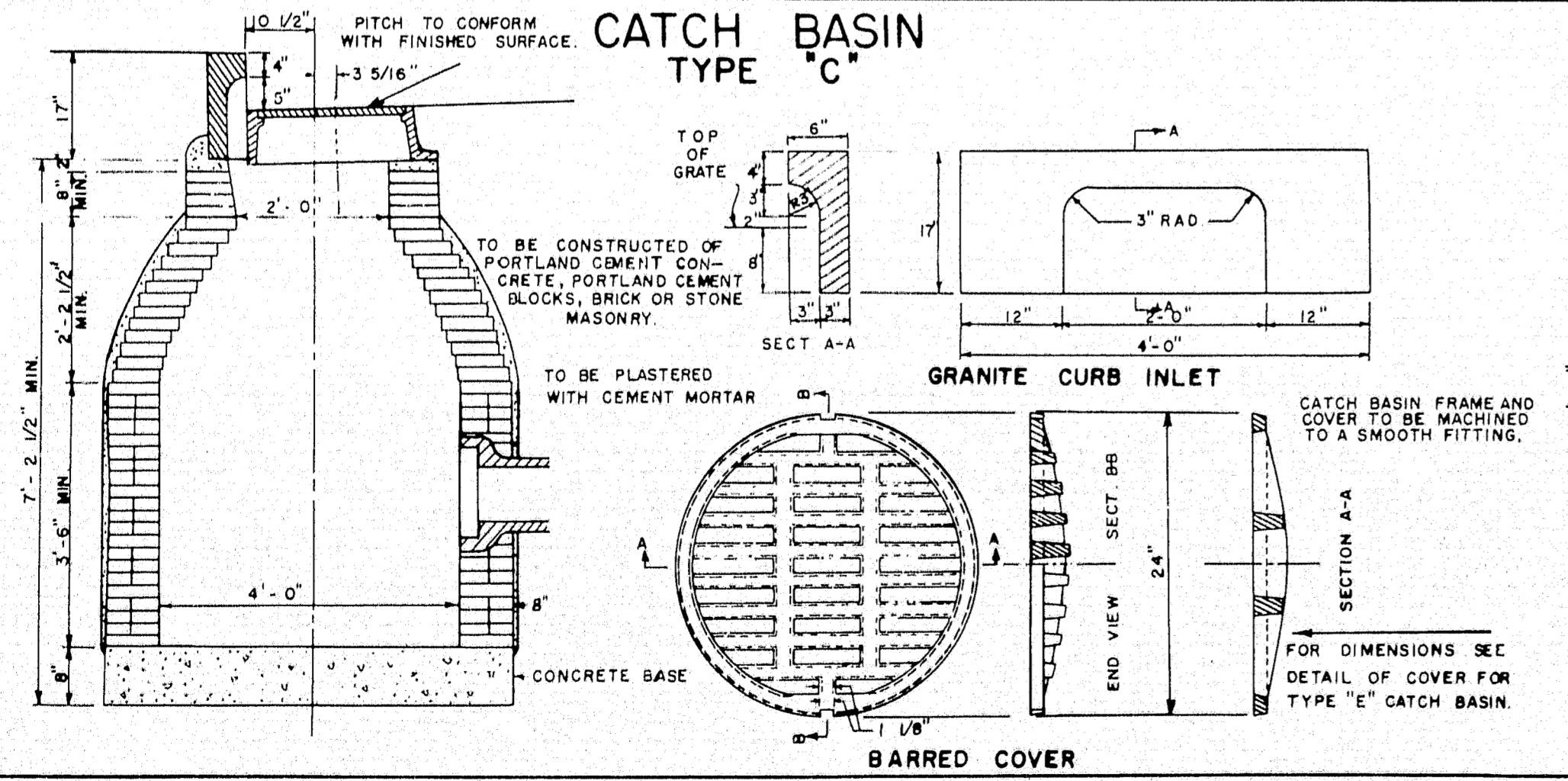
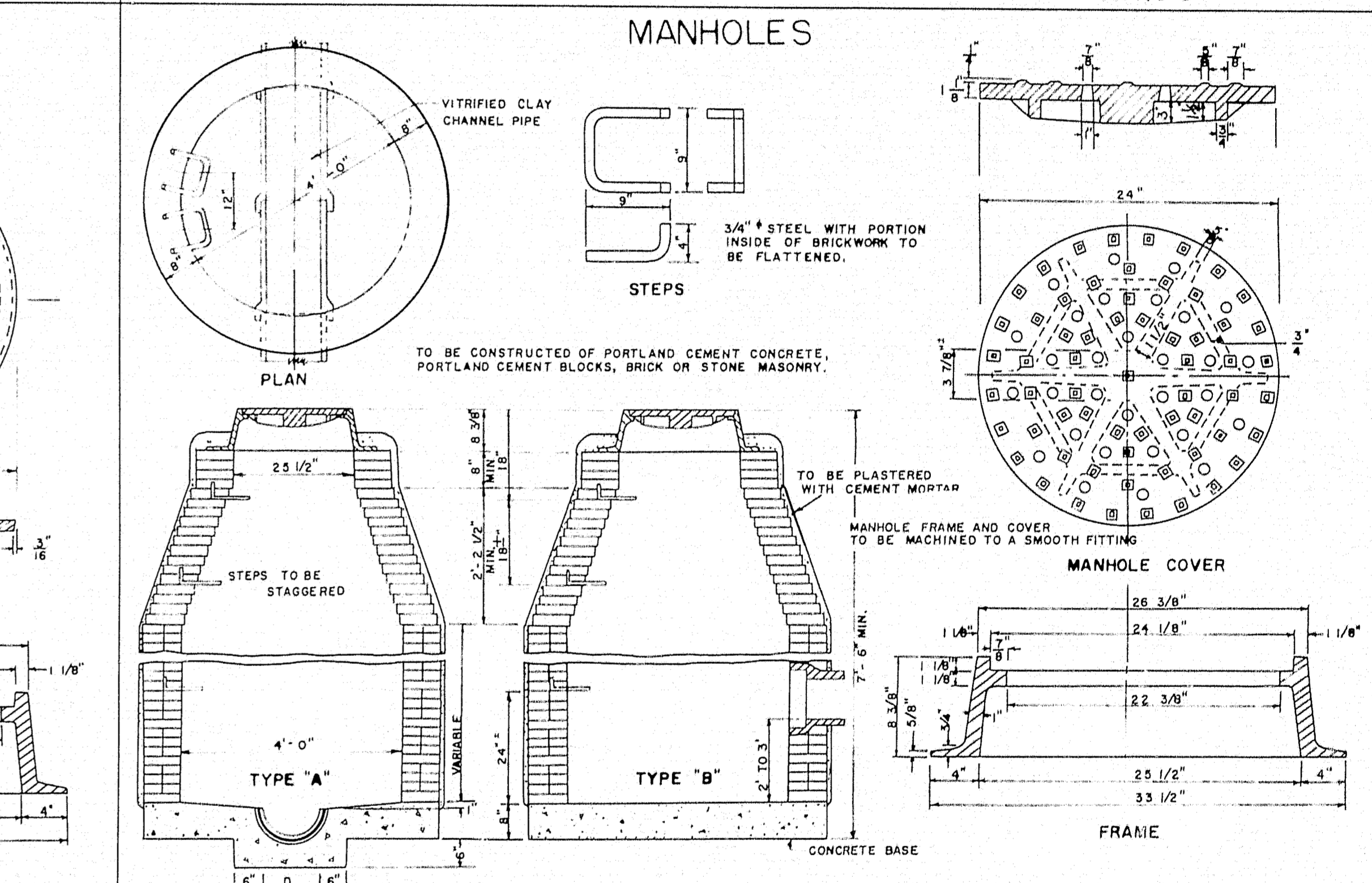
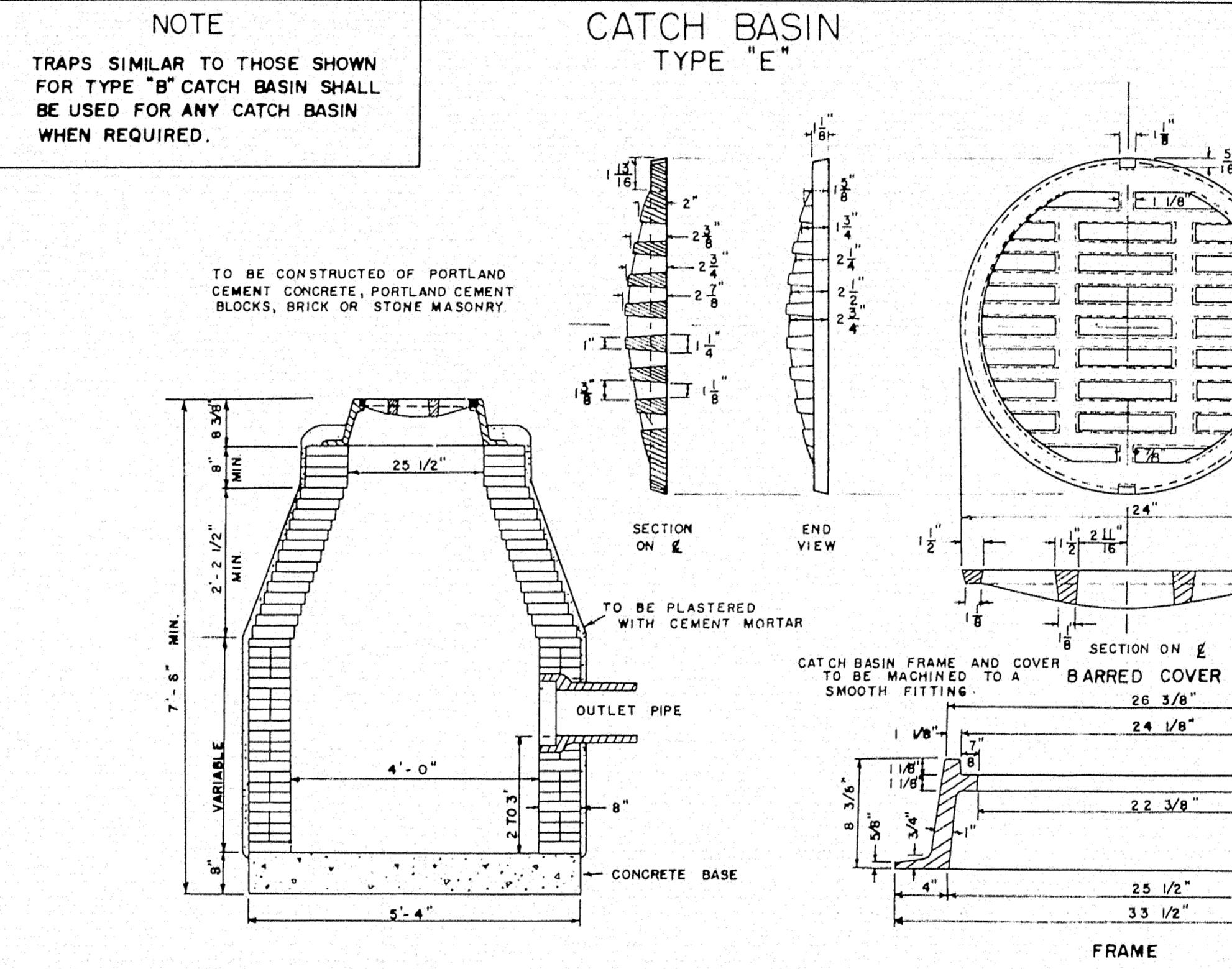
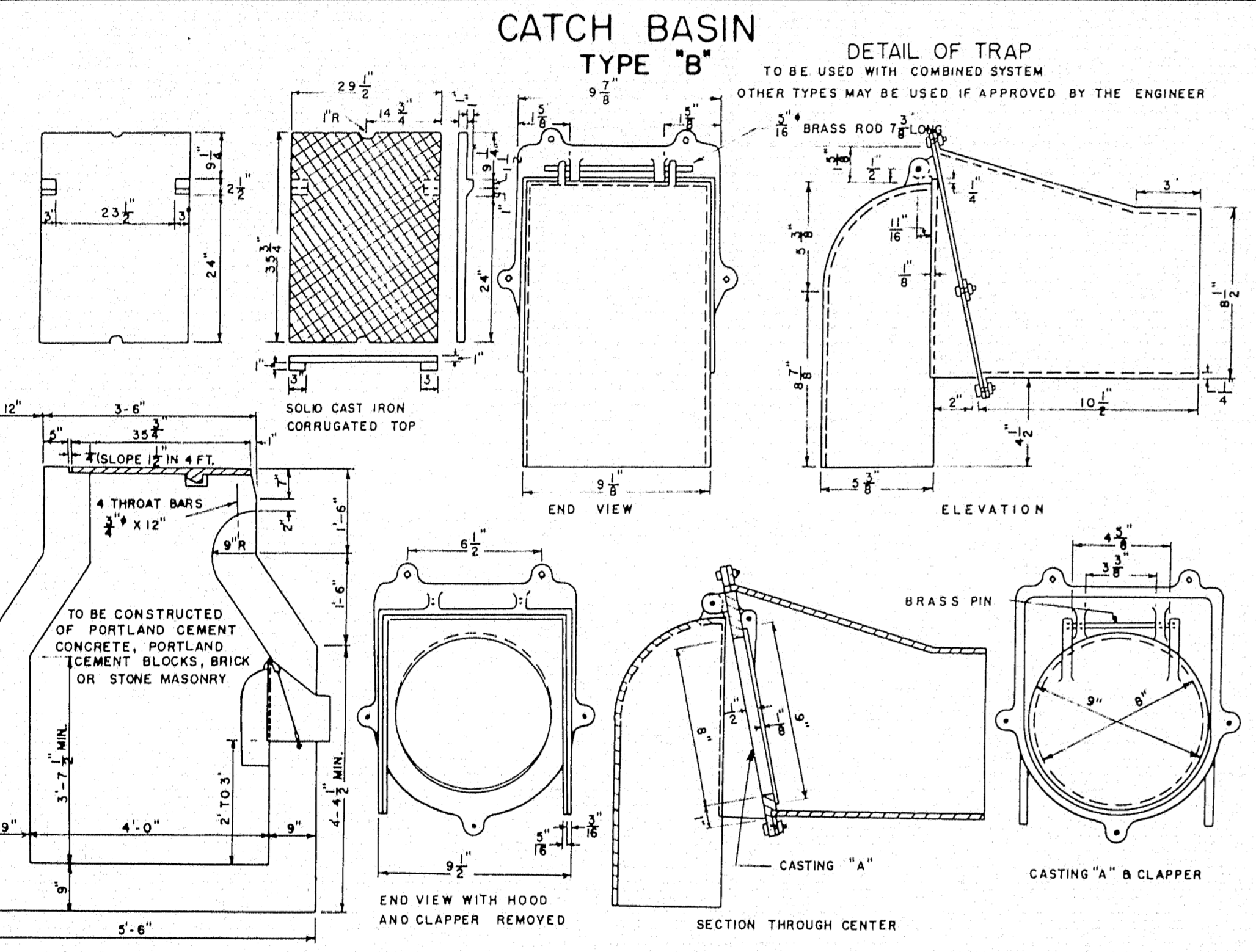
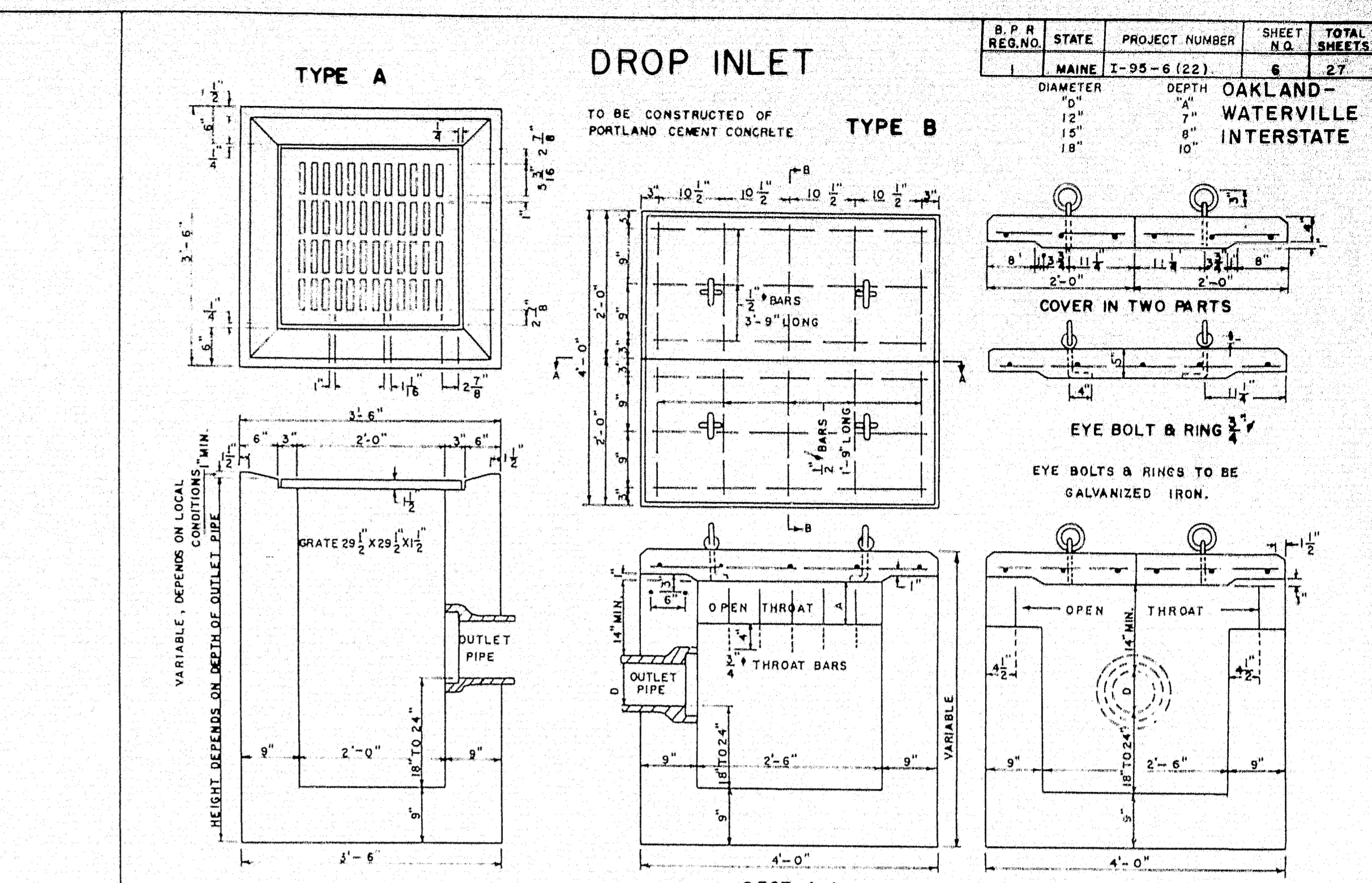
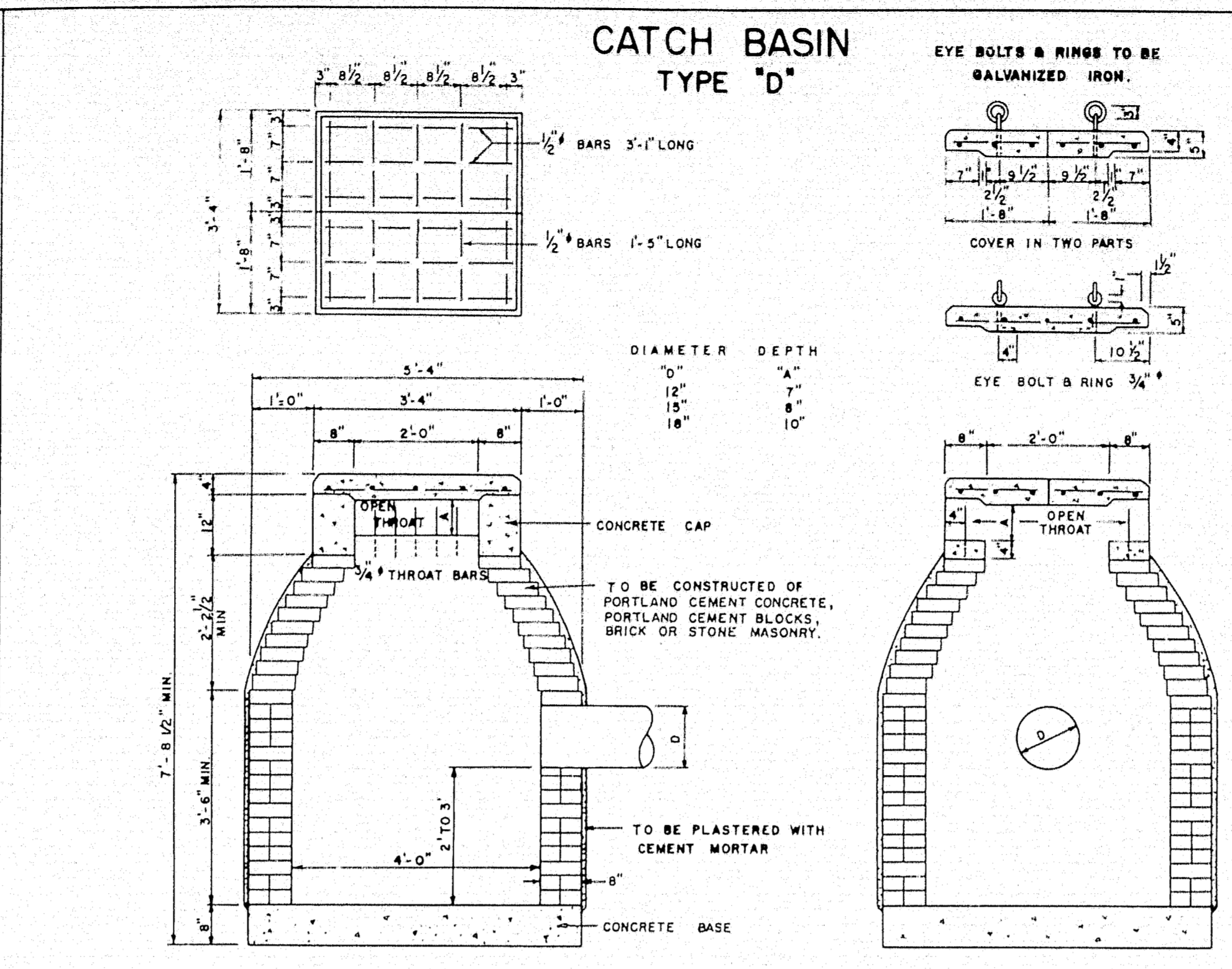
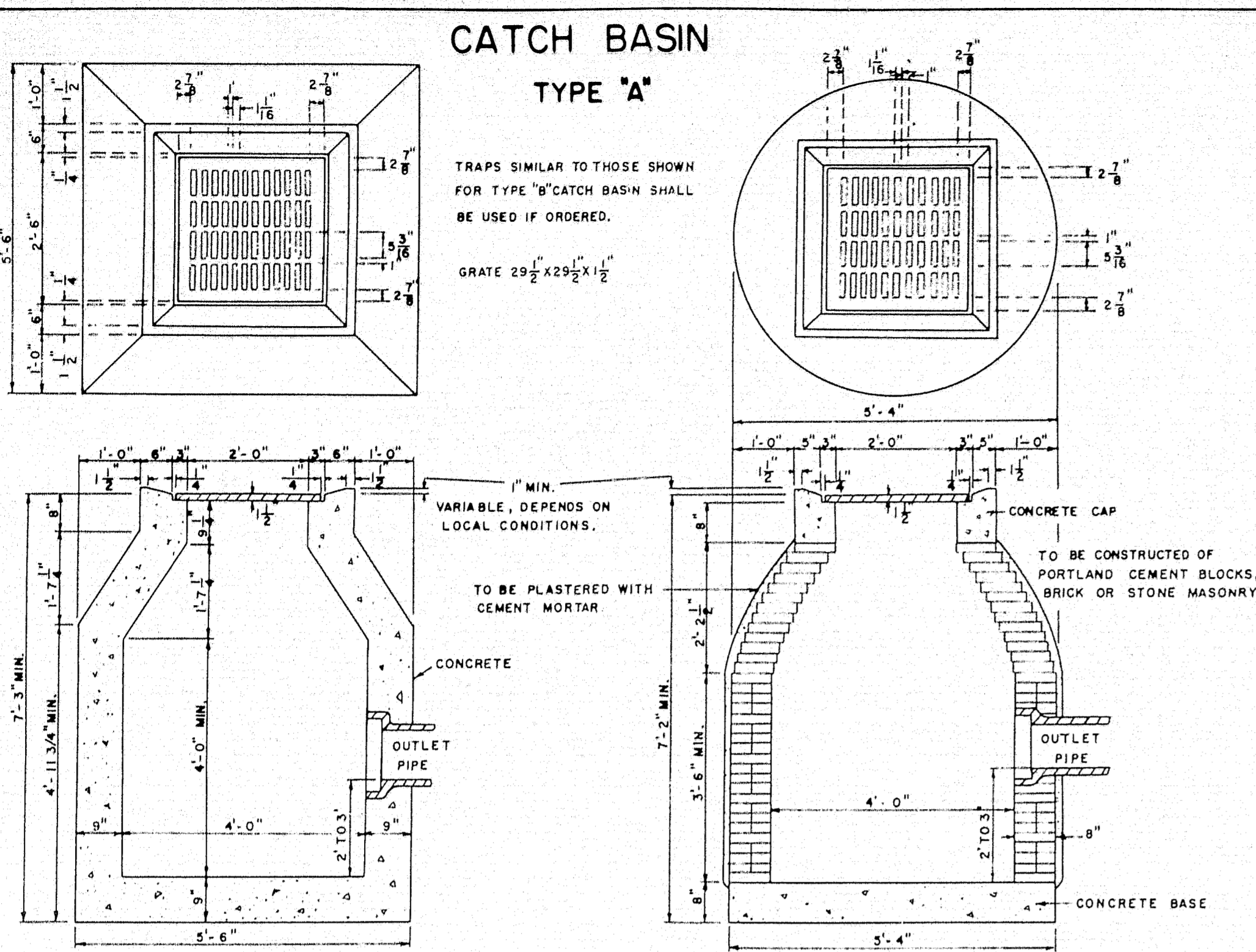
SUMMARY OF CLASSIFIED EXCAVATION AND BORROW	
Total Excavation from Cross Sections	1609 C.Y.
Estimated Earth Shrinkage Factor (-15%)	-241
Available Fill from Cross Sections	1368 C.Y.
Total Earth Embankment from Cross Sections	7246 C.Y.
Less 20% Granular Borrow	1448
Sub-Total	5797 C.Y.
Available Fill from Cross Sections	1368
Common Borrow	4429 C.Y.
Total Earth Excavation	1609 + 91* = 1700 C.Y.
Total Granular Borrow	1500 C.Y.
Total Common Borrow	4429 + 671* = 5100 C.Y.

* Undetermined Origin



B. D. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6 (22)	6	27

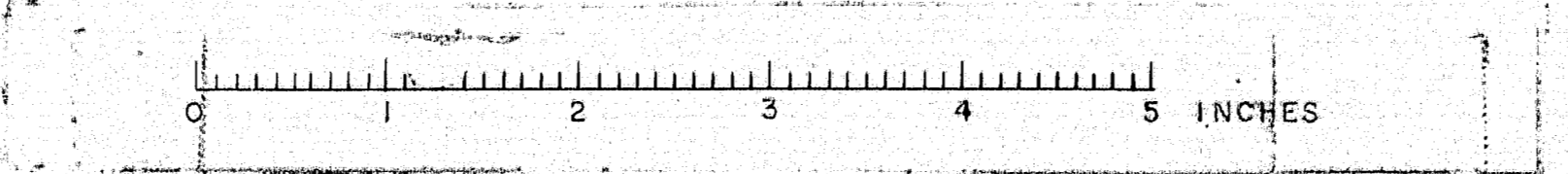
OAKLAND-WATerville INTERSTATE



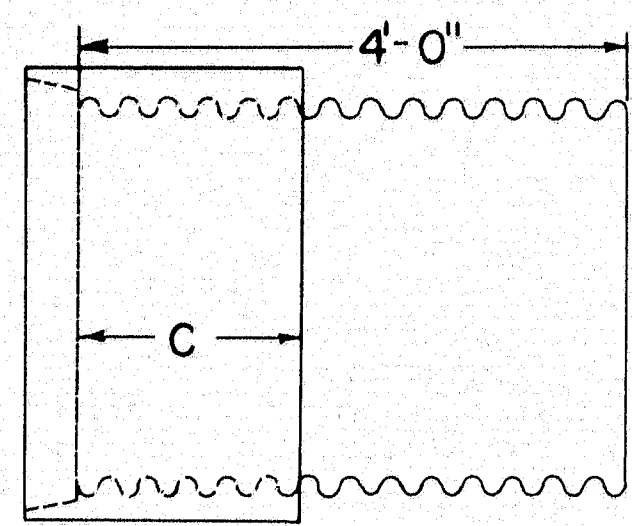
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

CATCH BASINS, MANHOLES,
DROP INLETS AND
UNDERDRAINS



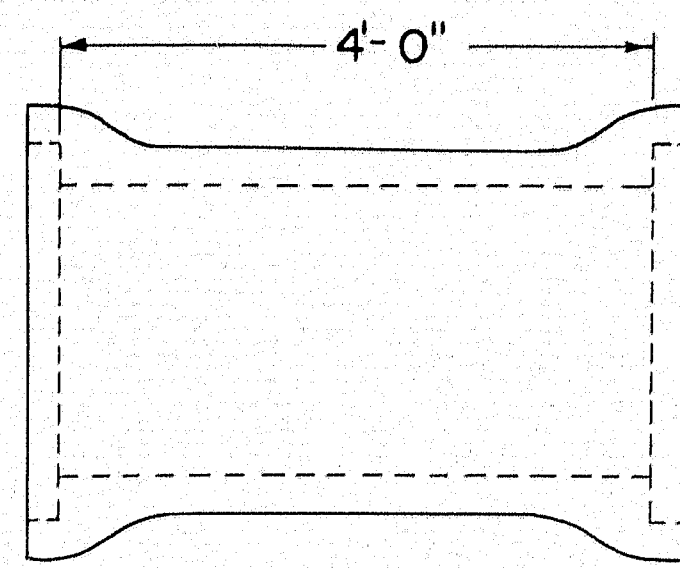
PIPE CONNECTIONS



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

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

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

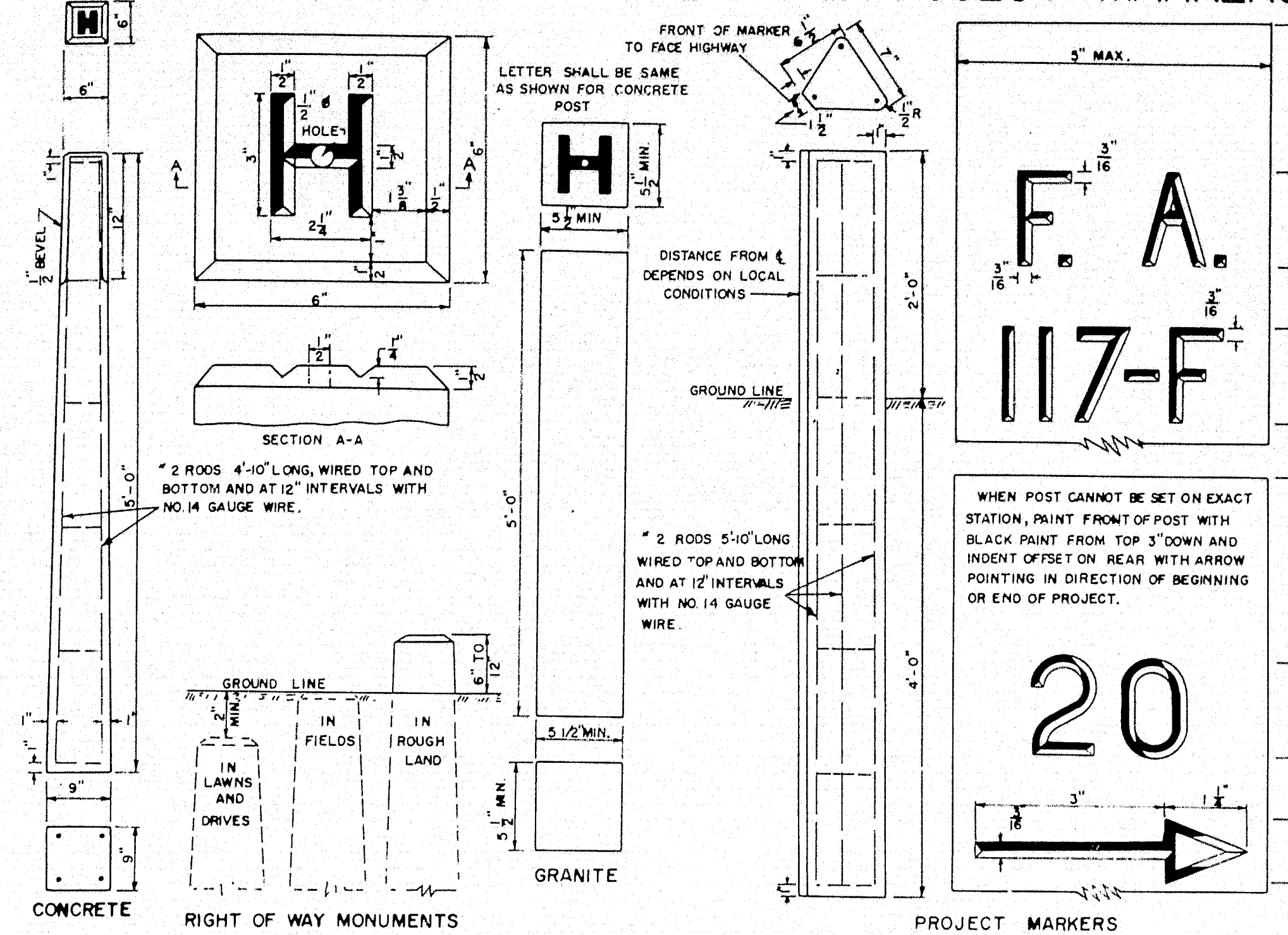


REINFORCED CONCRETE PIPE CONNECTOR DOUBLE BELL

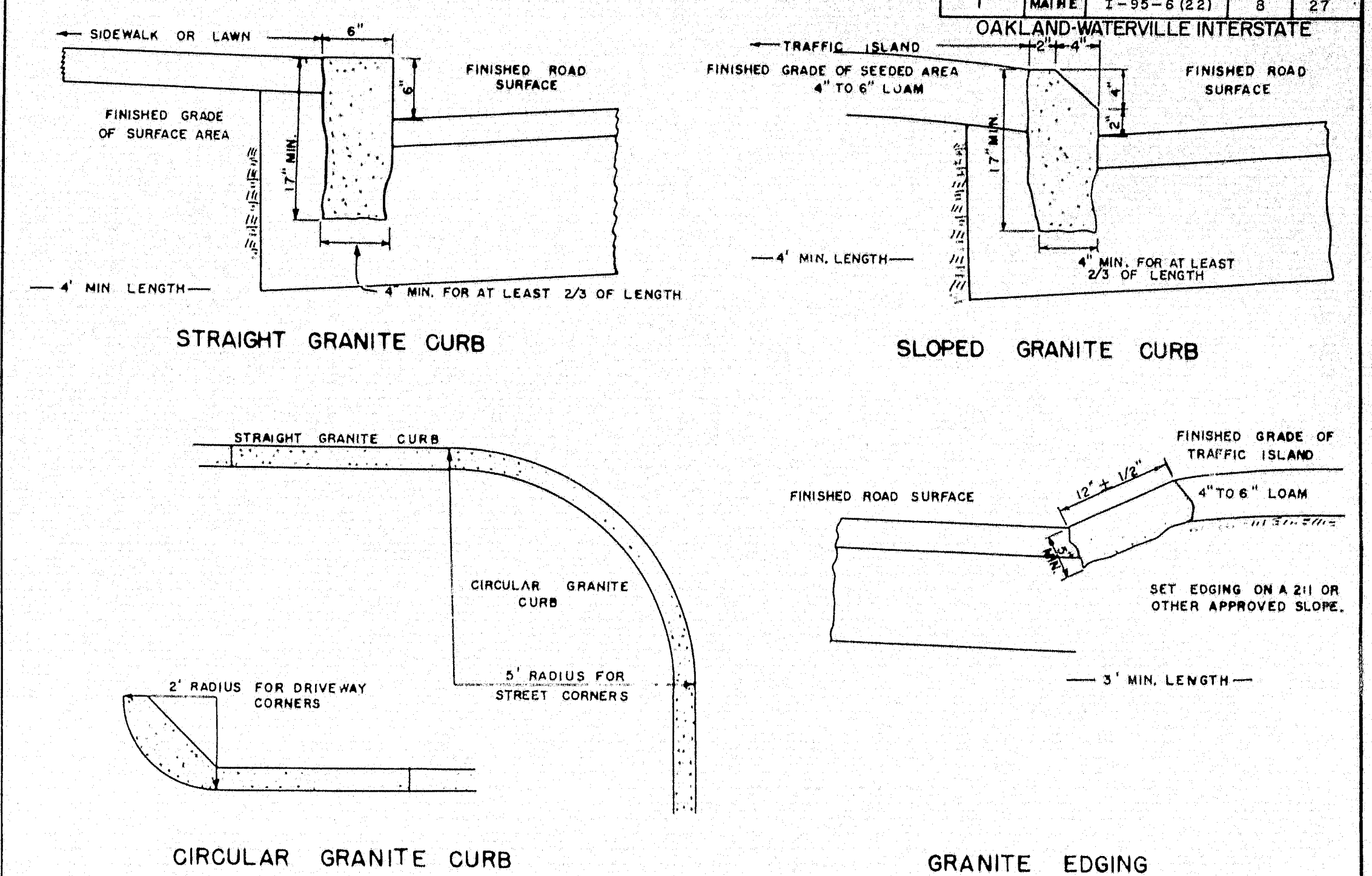
For 12" to 24" inclusive, diameter connection between concrete and metal pipe

Reinforced concrete pipe shall conform to the latest standard specifications

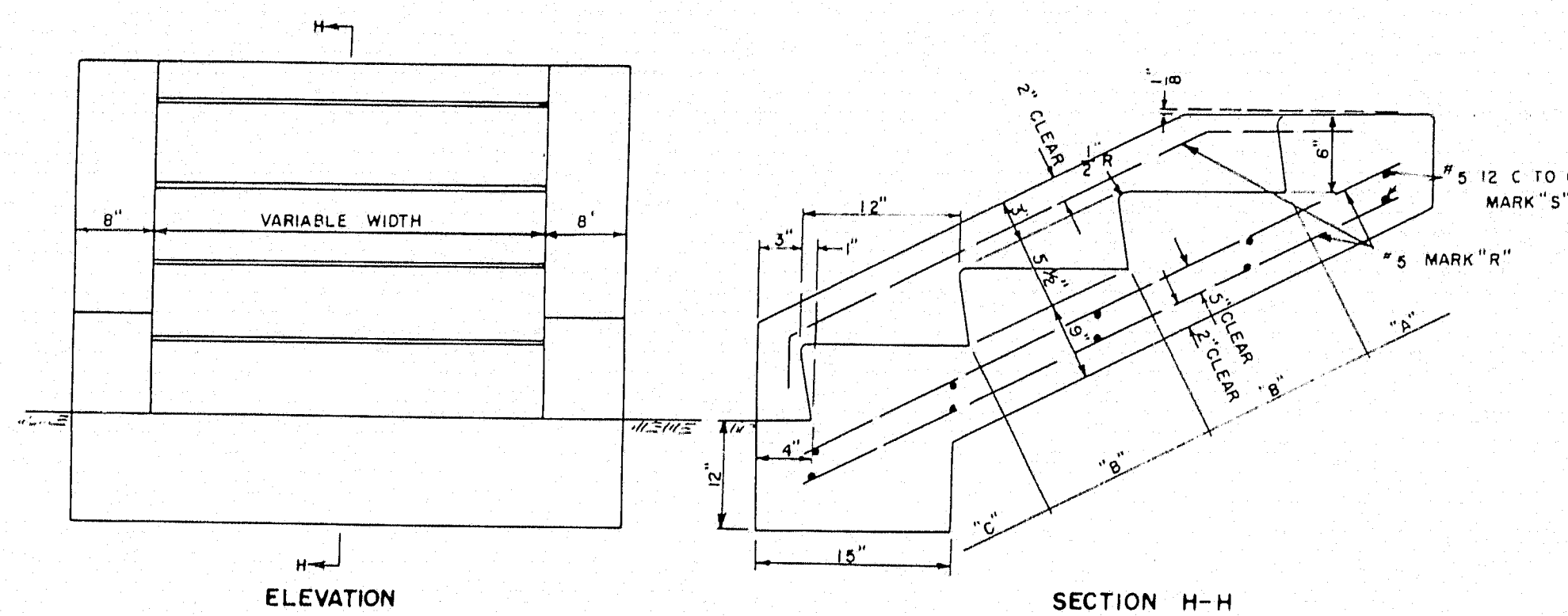
RIGHT OF WAY MONUMENTS & PROJECT MARKERS



GRANITE CURB & EDGING



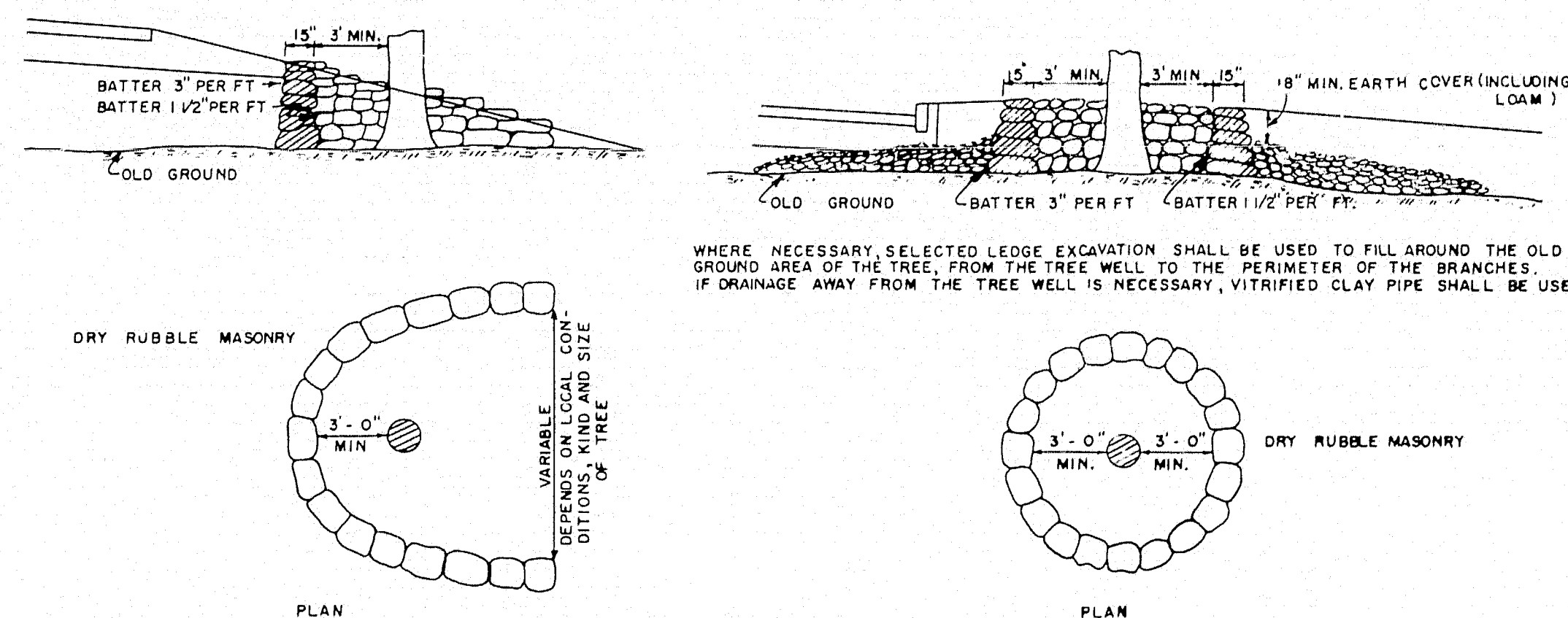
CONCRETE STEPS



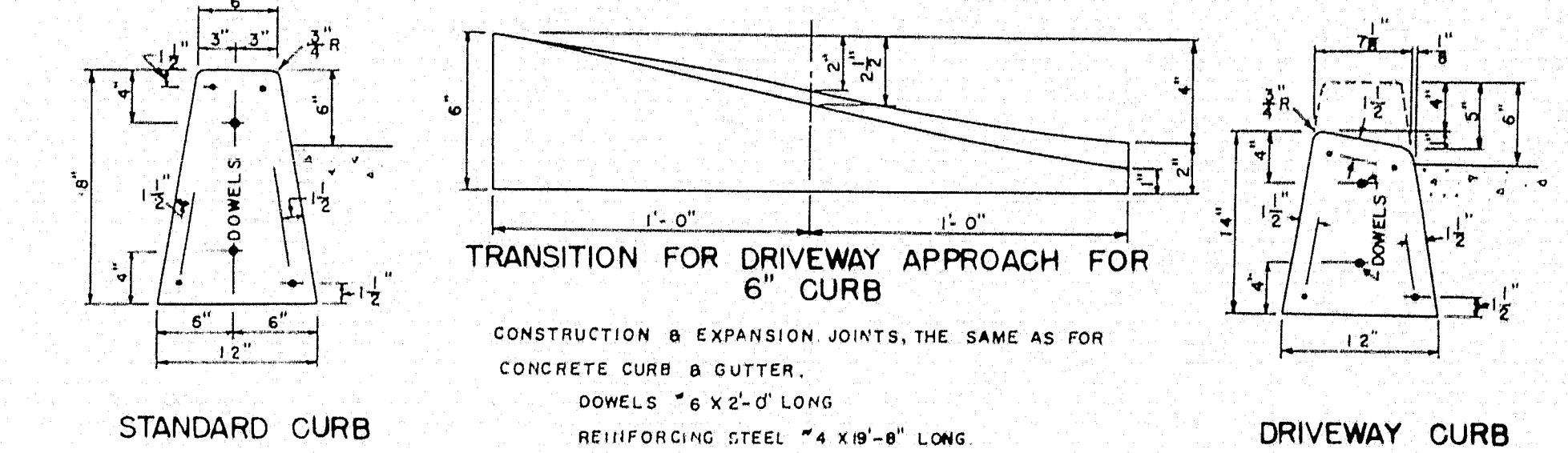
CONCRETE CLASS "A"		
SECTION	STEPS PER FT. OF WIDTH	PARAPET EACH WALL
"A" HEADER	.032 CU. YDS.	0.22 CU. YDS.
"B" EA INTER ST.	0.40 CU. YDS.	0.40 CU. YDS.
"C" FOOTER	0.71 CU. YDS.	0.65 CU. YDS.

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

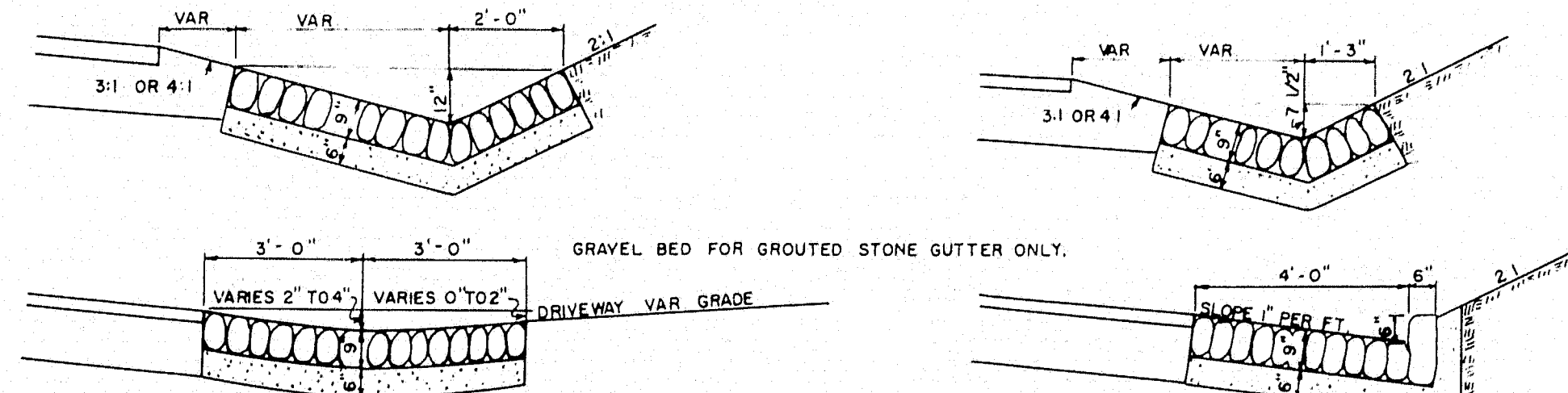
TREE WELLS



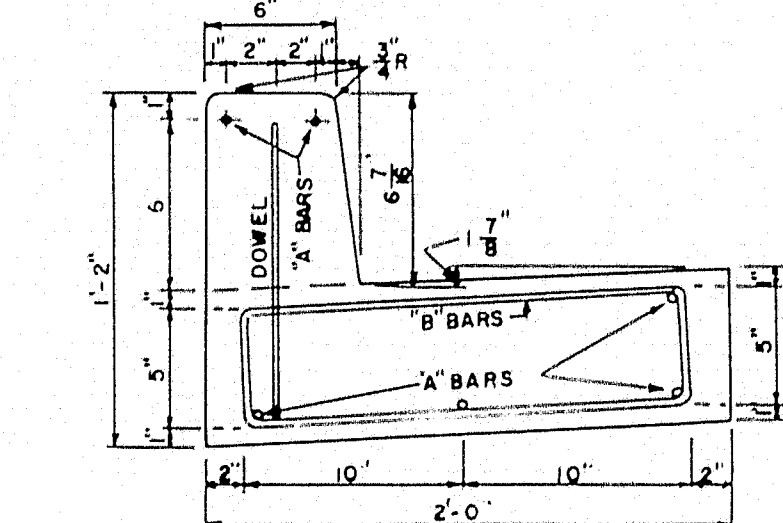
CONCRETE CURB



STONE GUTTER

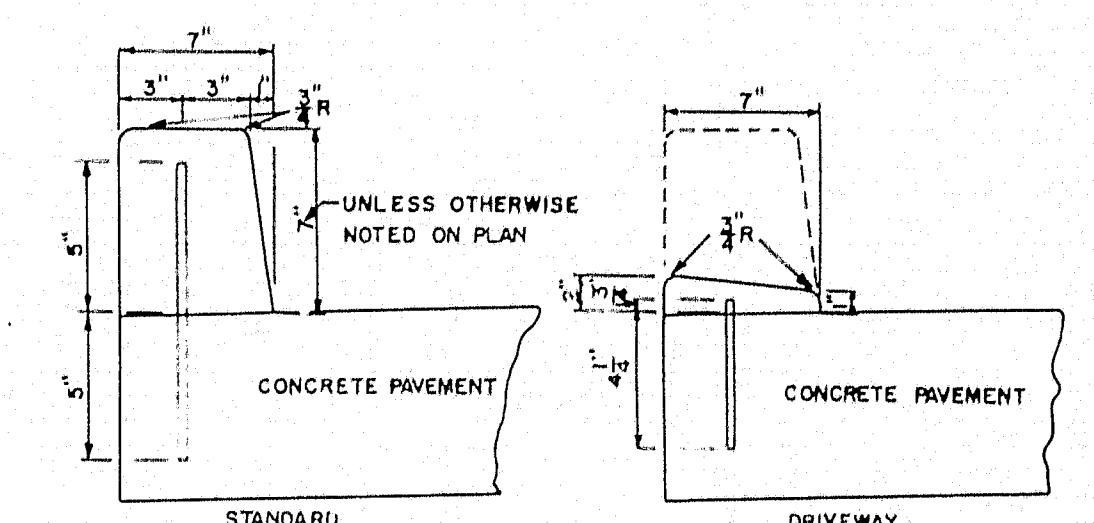


CONCRETE CURB & GUTTER



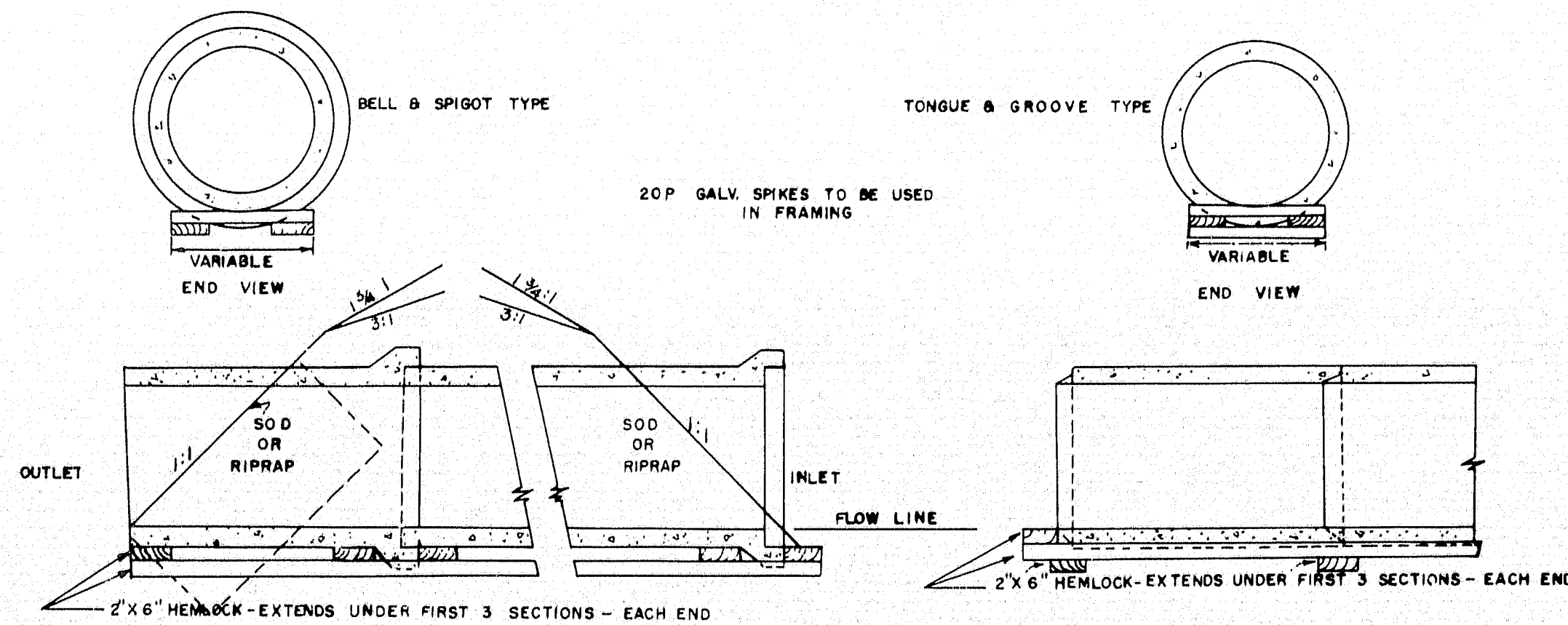
TO BE CONSTRUCTED IN 20' SECTIONS. CONSTRUCTION JOINTS TO BE PRINTED WITH BITUMINOUS MATERIAL. EXPANSION JOINTS EVERY 40' THICK PREMOLDED MATERIAL SHALL BE PLACED IN EACH EXPANSION JOINT
"A" BARS 3 X 19'-8" LONG. "B" BARS 3 X 4'-6" LONG. PLACE "B" BAR 1'-3" FROM EACH END OF THE SECTION AND THEN SPACE THEM 3'-6" C.T.C. THE REST OF THE SECTION. DOWELS 4 X 1'-0" LONG, SPACED 1'-0" C.T.C.

INTEGRAL CONCRETE CURB

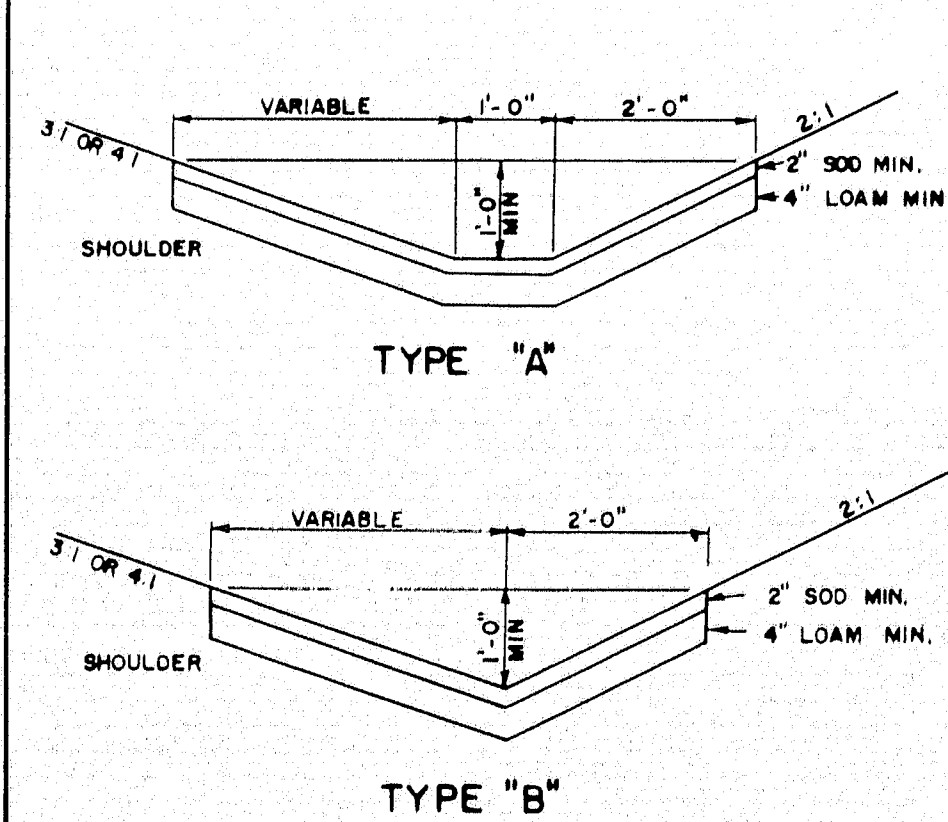


EXPANSION & DUMMY JOINTS IN CURB SHALL BE CONSTRUCTED AT SAME LOCATION AS EXPANSION & DUMMY JOINTS IN CONCRETE PAVEMENT.
DOWELS 4" SPACED 1'-0" C.T.C. FIRST DOWEL TO BE PLACED 6" FROM END OF JOINT.

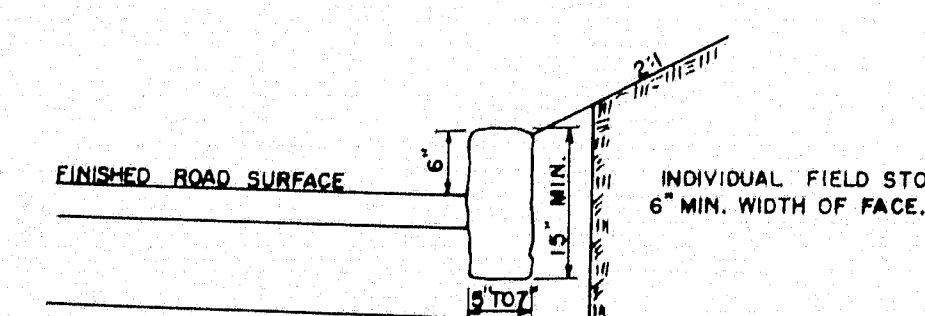
CONCRETE PIPE CRADLE



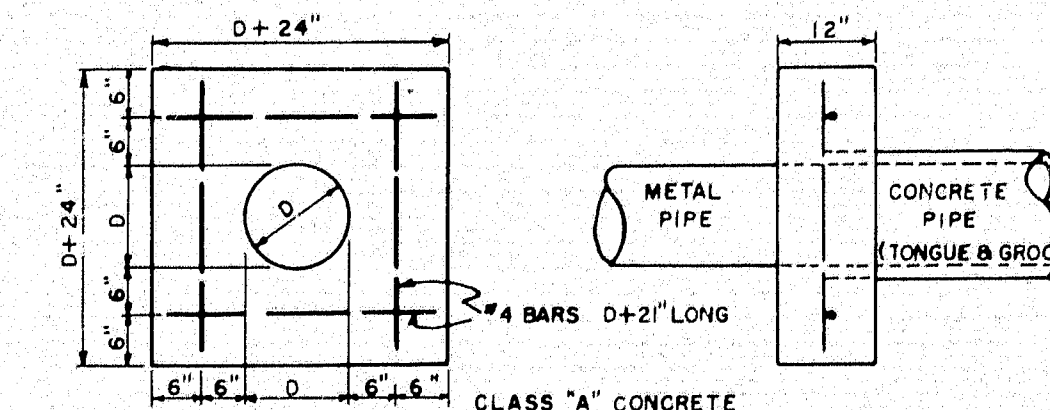
SODDED GUTTER



FIELD STONE CURB



CONCRETE COLLAR



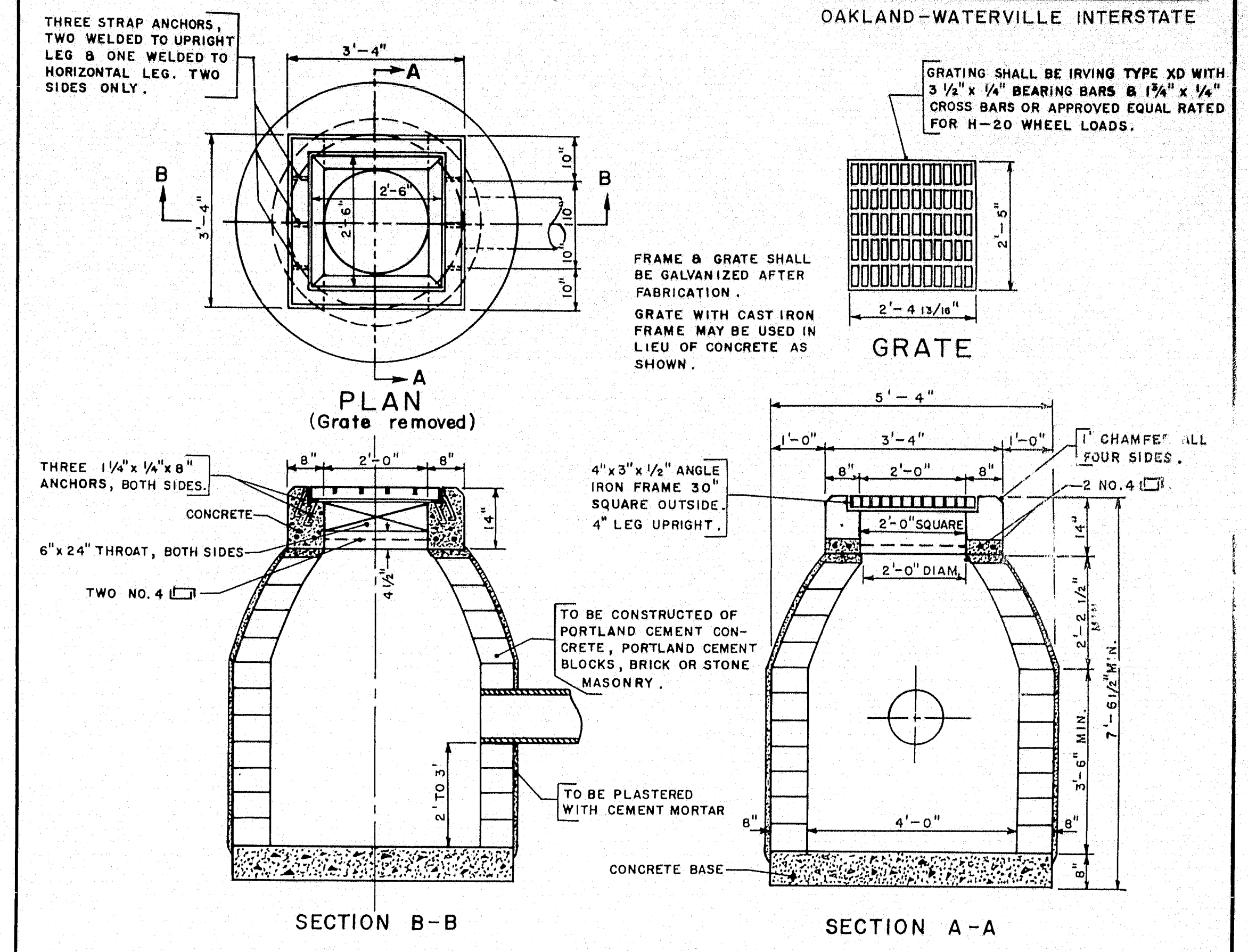
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS
MISCELLANEOUS ITEMS

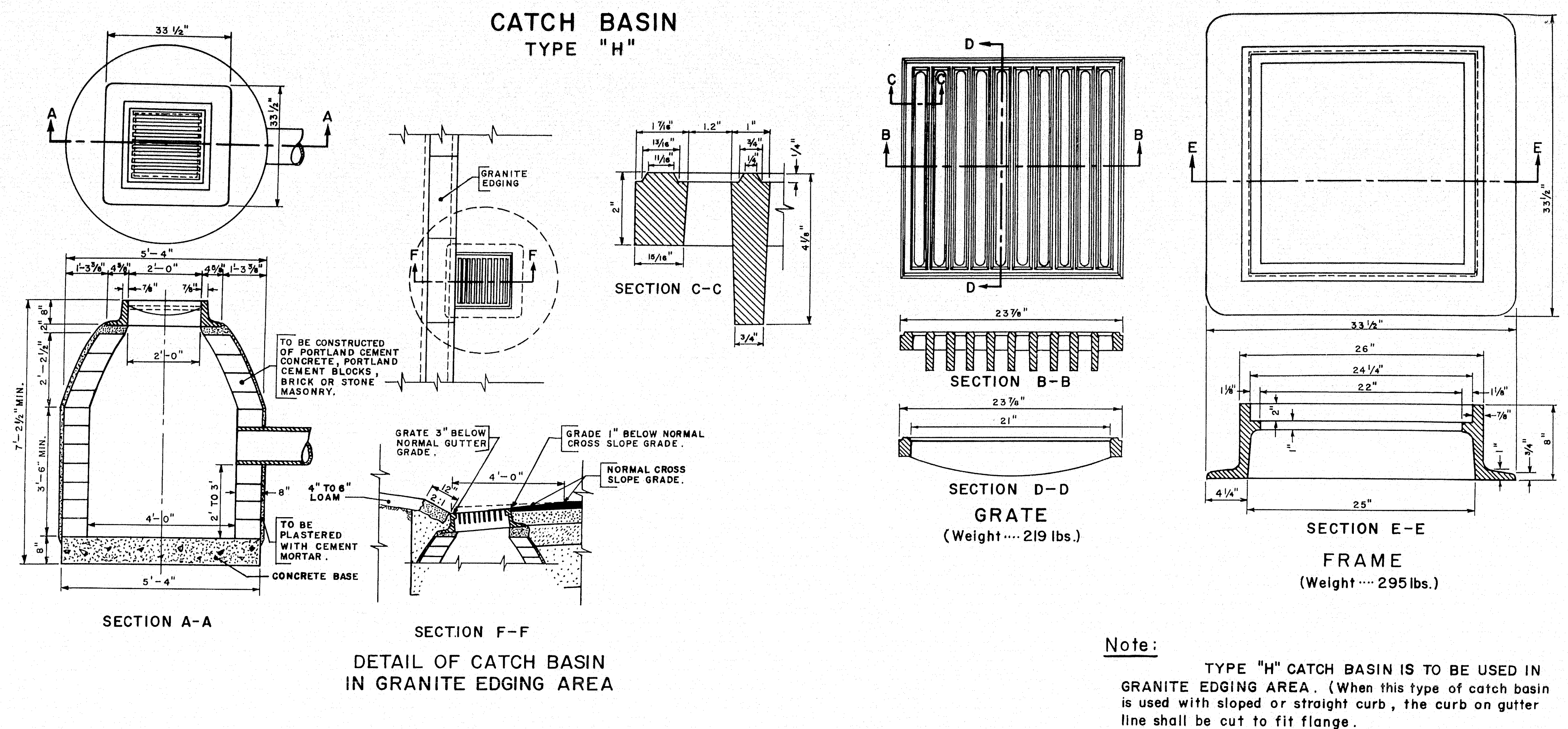
B. P. R. REGION NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-G (22)	9	27

OAKLAND-WATERVILLE INTERSTATE

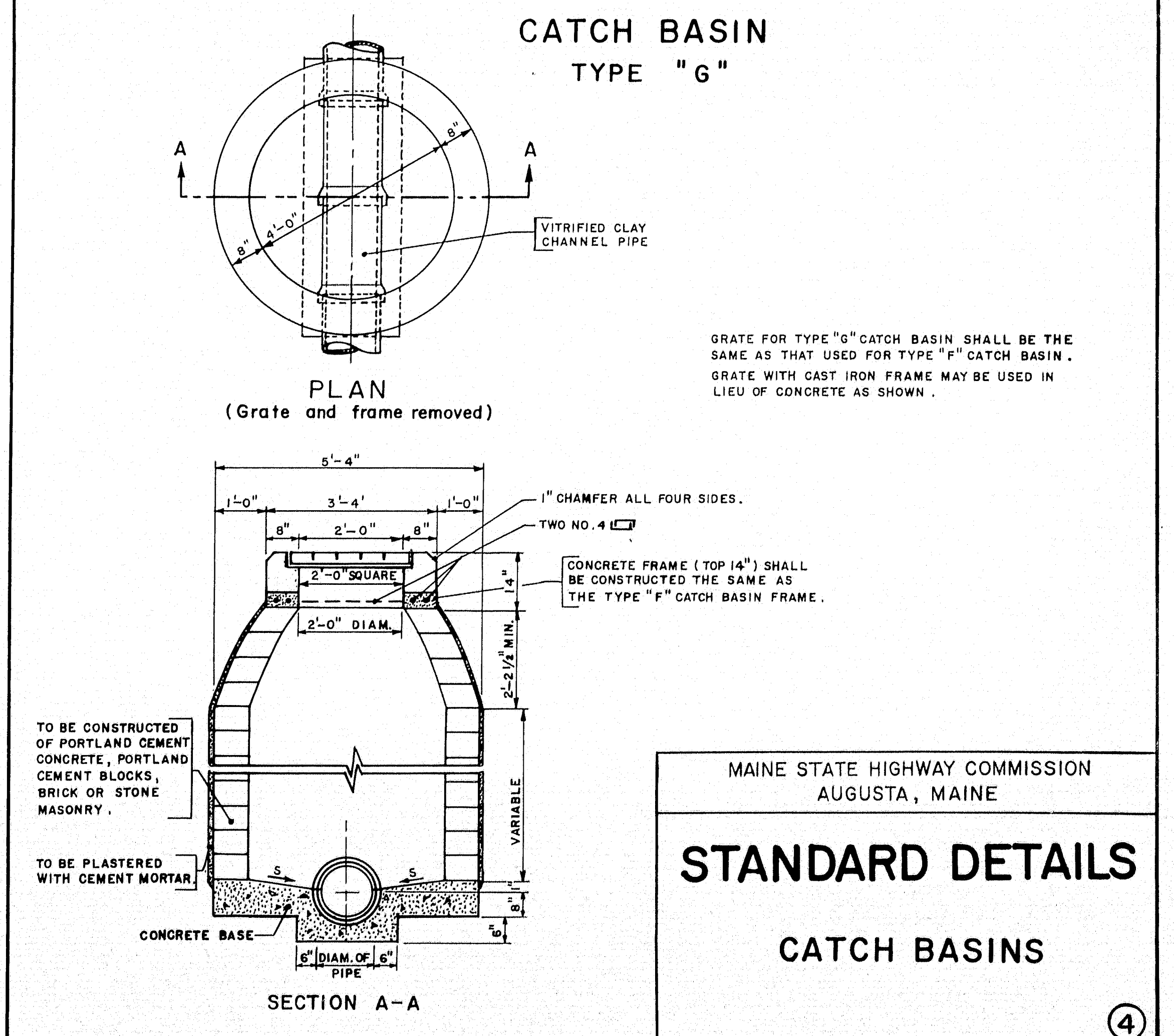
CATCH BASIN TYPE "F"



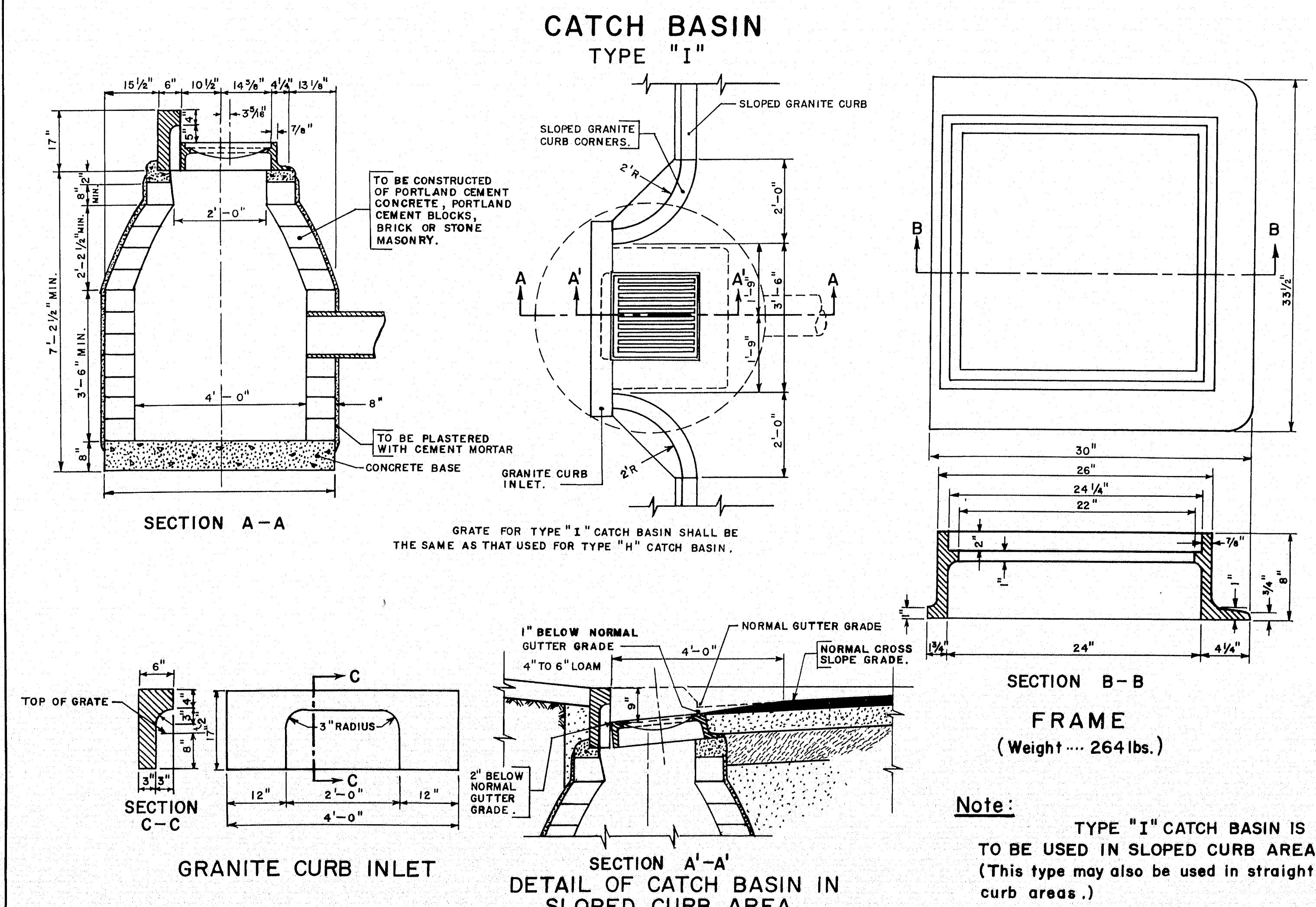
CATCH BASIN TYPE "H"



CATCH BASIN TYPE "G"



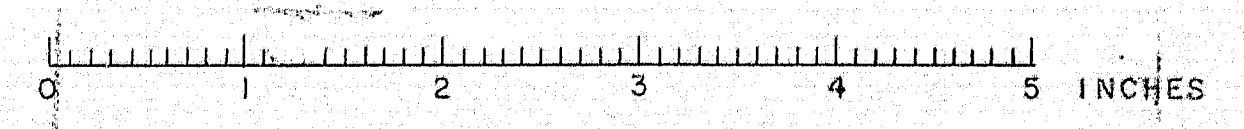
CATCH BASIN TYPE "I"



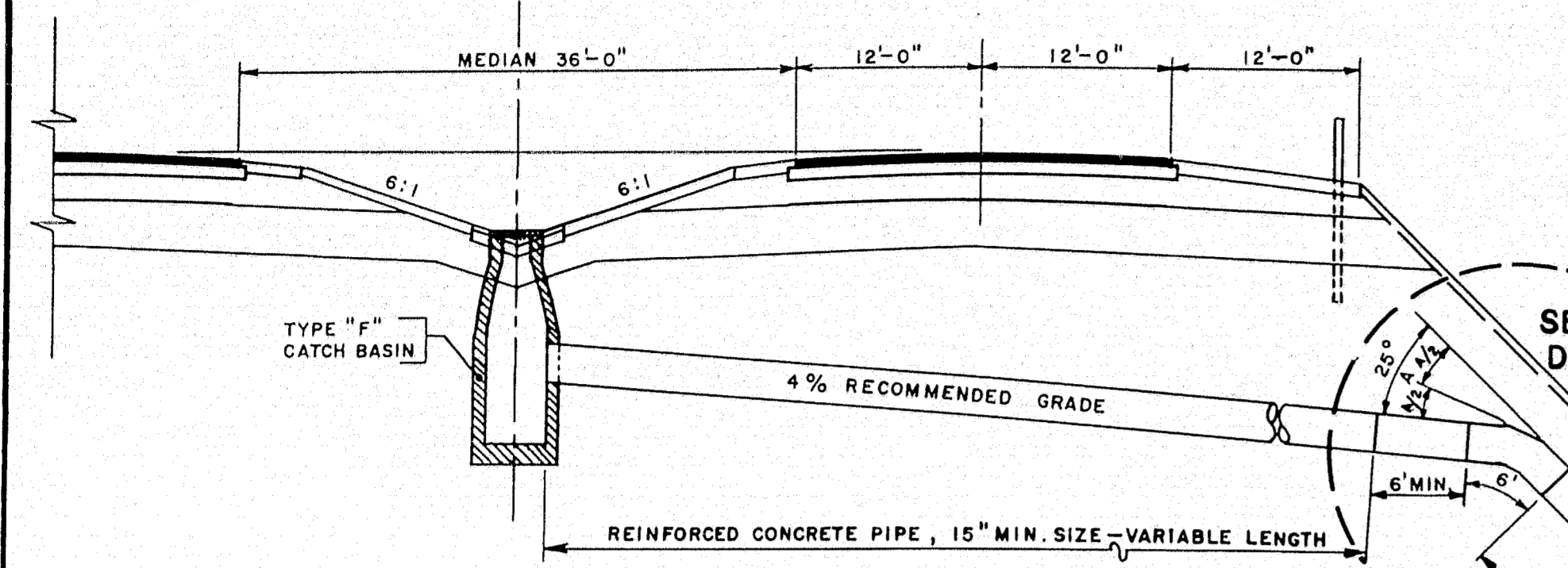
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

CATCH BASINS



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



DRAINAGE SECTION

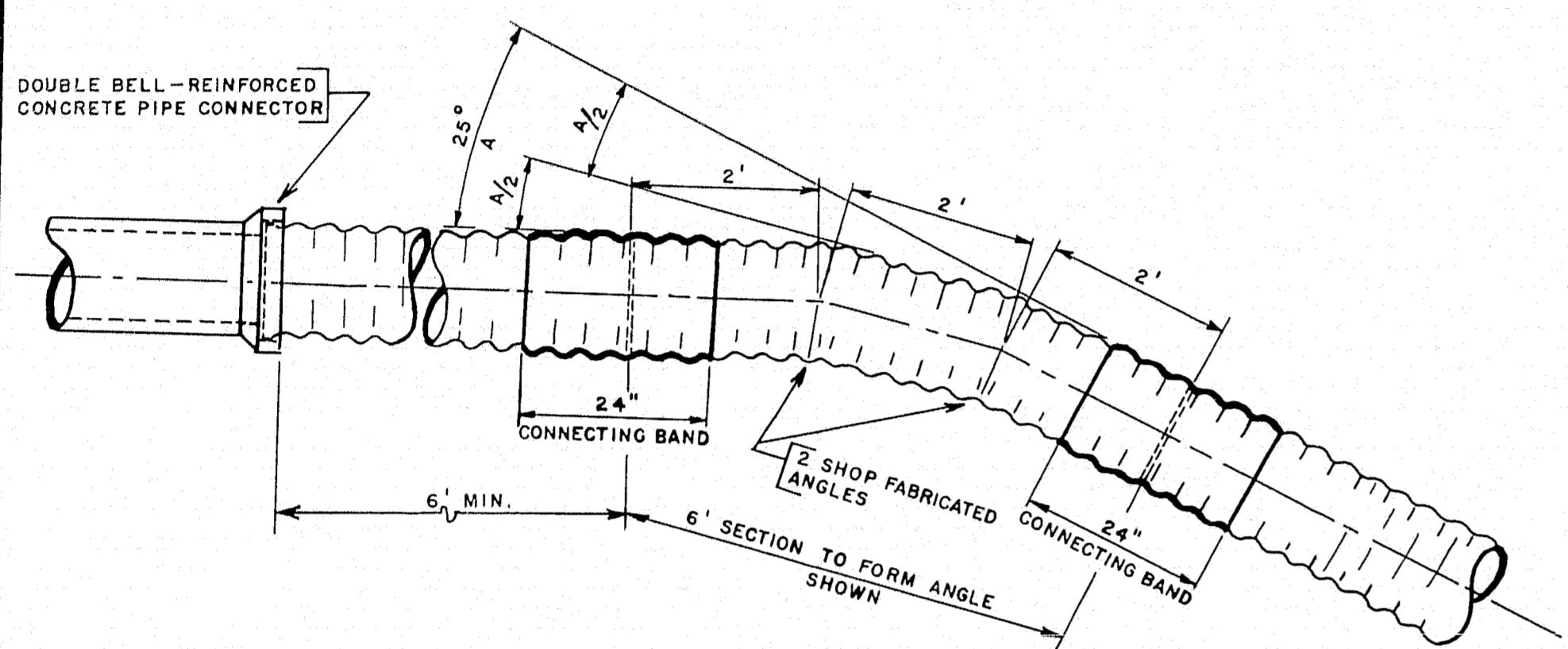
NOTE: 24" CONNECTING BANDS SHALL BE USED ON THE ENDS OF EACH ANGLE SECTION. THESE BANDS SHALL BE WATER TIGHT AND DRAWN SECURE BY MEANS OF FOUR THREADED GALVANIZED RODS 1/2" ROUND, PLACED UNIFORMLY EACH SIDE OF THE PIPE ENDS, AND TIGHTENED WITH SILO TYPE LUGS. THE LONGITUDINAL SEAM UNDER THE COLLAR SHALL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

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

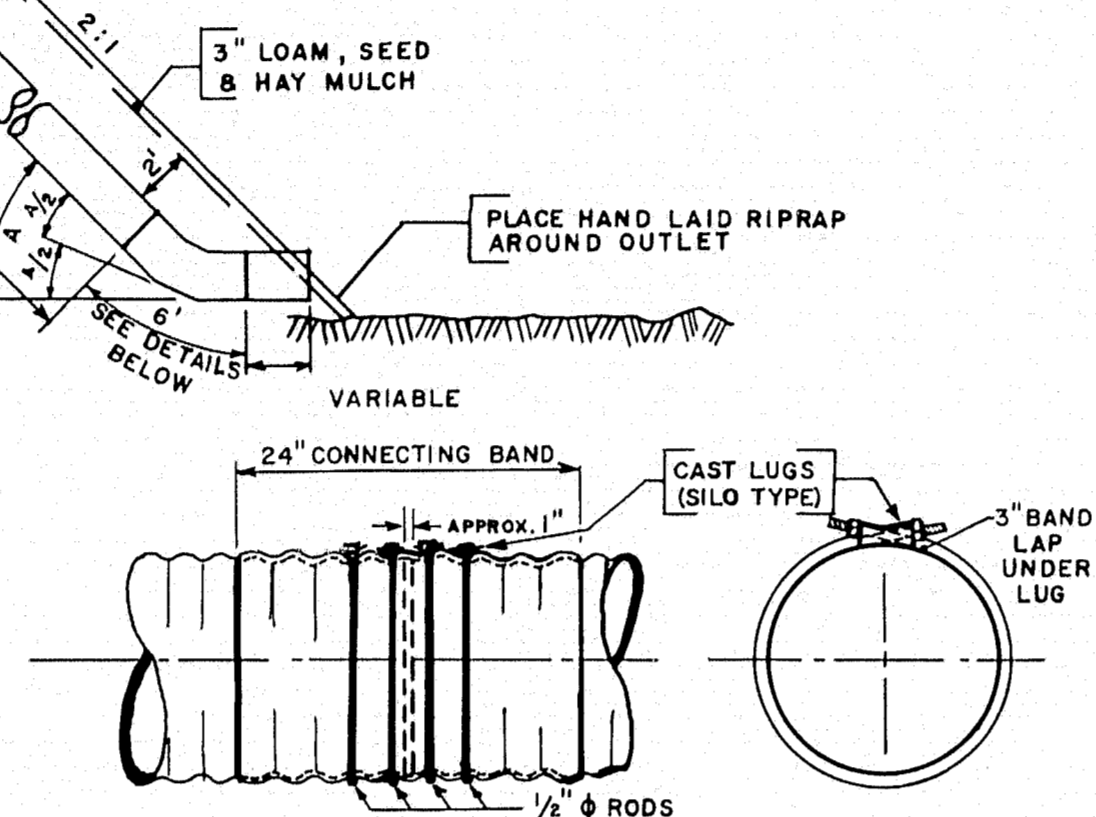
AN ITEM COVERING EACH SIZE OF 24" CONNECTING BANDS SHALL BE INCLUDED IN THE PROPOSAL.

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

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

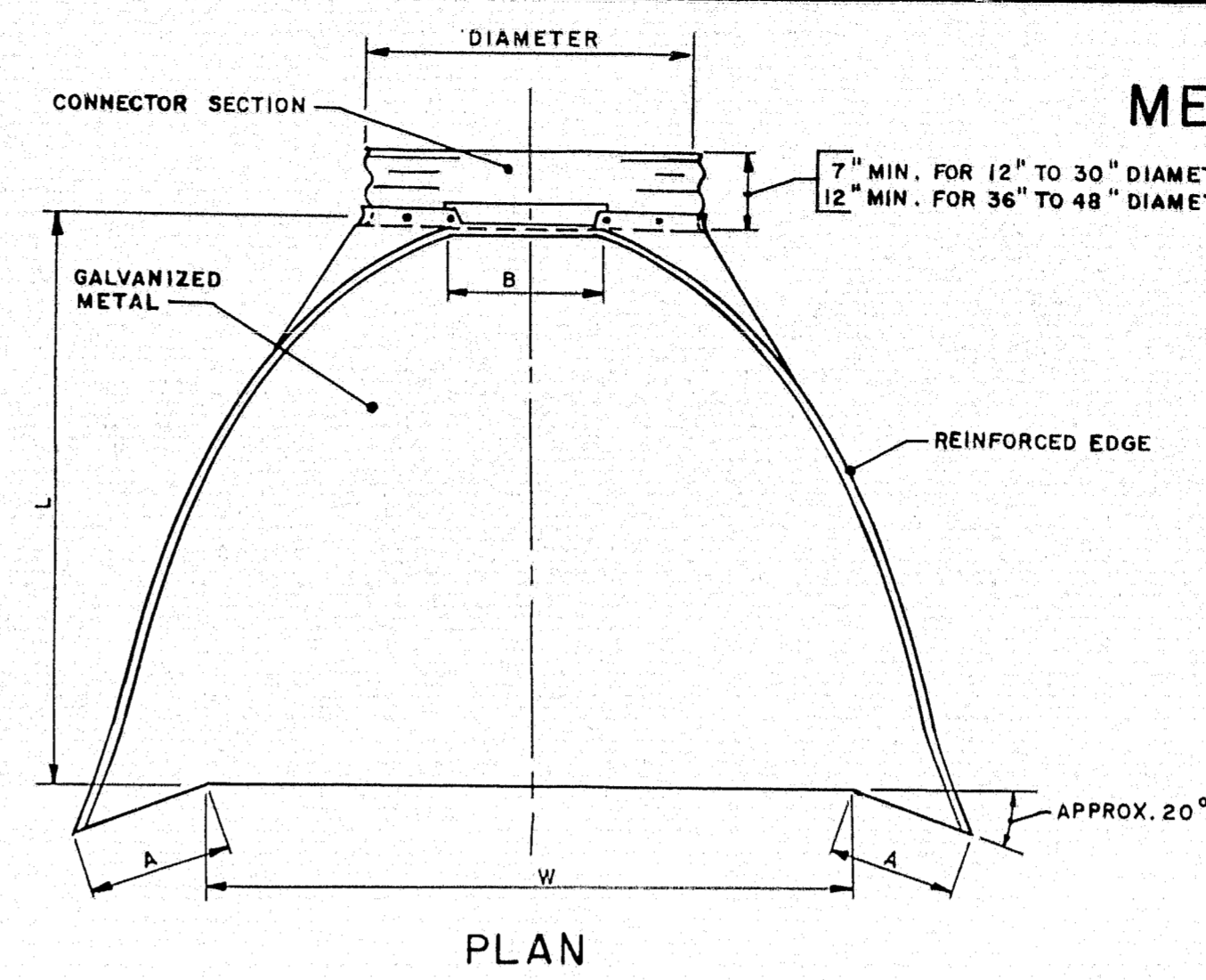


DETAIL OF SIX-FOOT BENDS



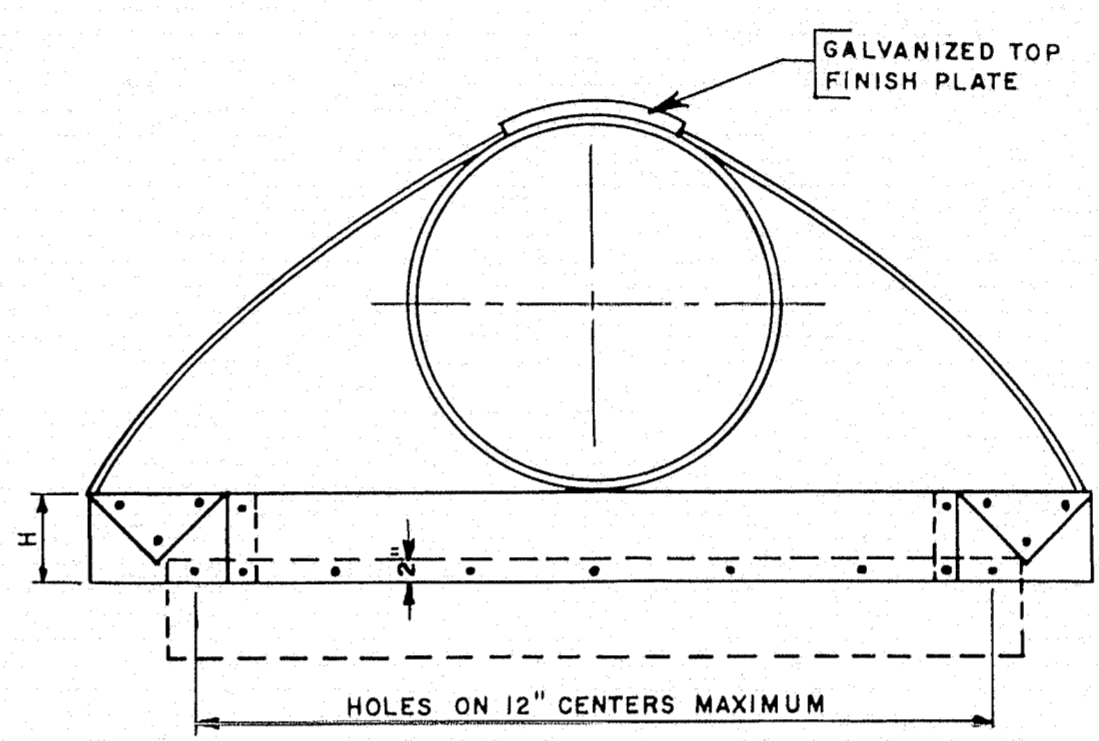
DETAIL OF 24" CONNECTING BANDS

METAL ENDWALLS

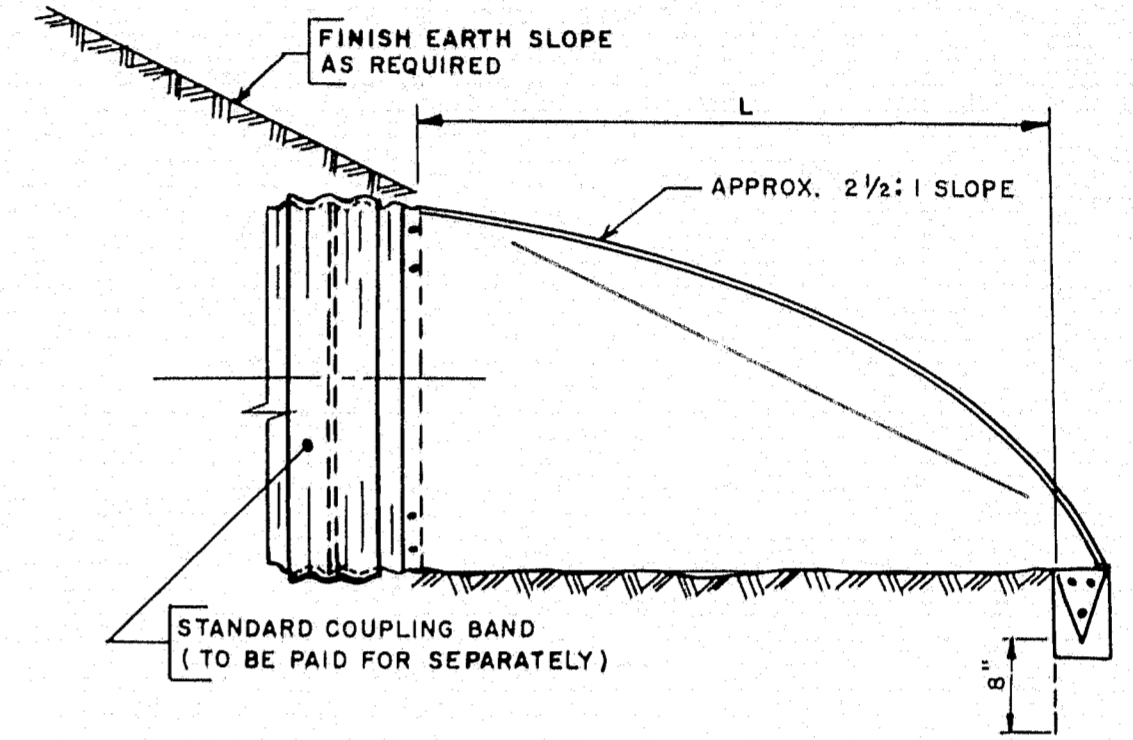


PLAN

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



ELEVATION



SIDE ELEVATION

TOE PLATE TO BE PUNCHED TO MATCH HOLES IN SKIRT LIP. LENGTH OF TOE PLATE IS W+10" FOR 12" TO 30" DIAMETER PIPE, INCLUSIVE, AND W+27" FOR 36" TO 42" DIAMETER PIPE INCLUSIVE.

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

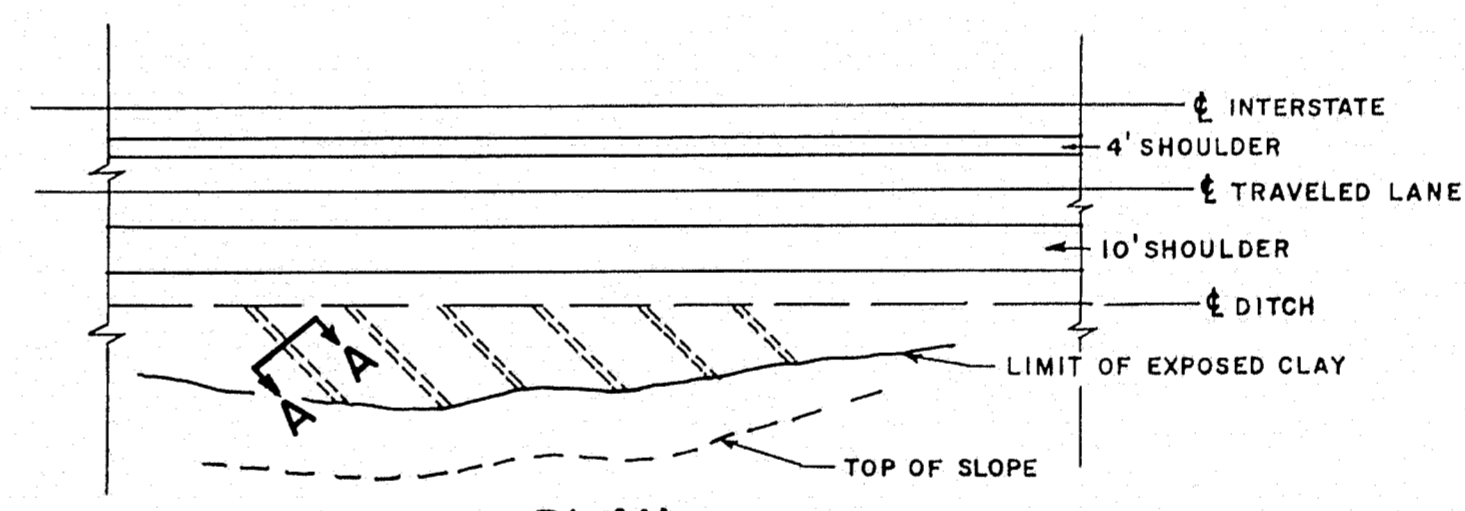
CONNECTOR SECTION, CORNER PLATE AND TOE PLATE TO BE SAME GAUGE AS SKIRT AND EACH TO BE GALVANIZED.

TOE PLATE TO BE INCLUDED IN UNIT COST.

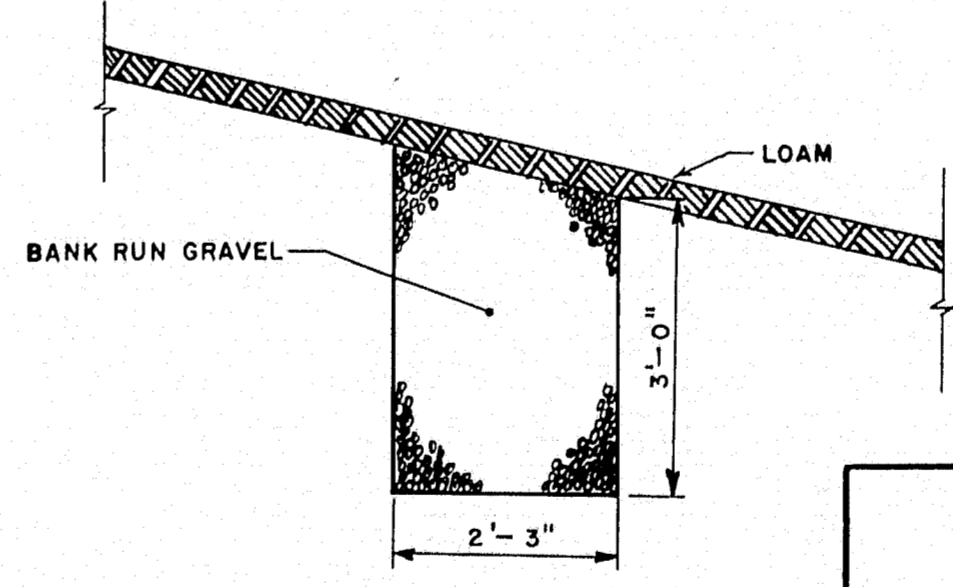
B. P. R. REGION NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6 (22)	10	27

OAKLAND-WATERVILLE INTERSTATE

CUT SLOPE DRAIN

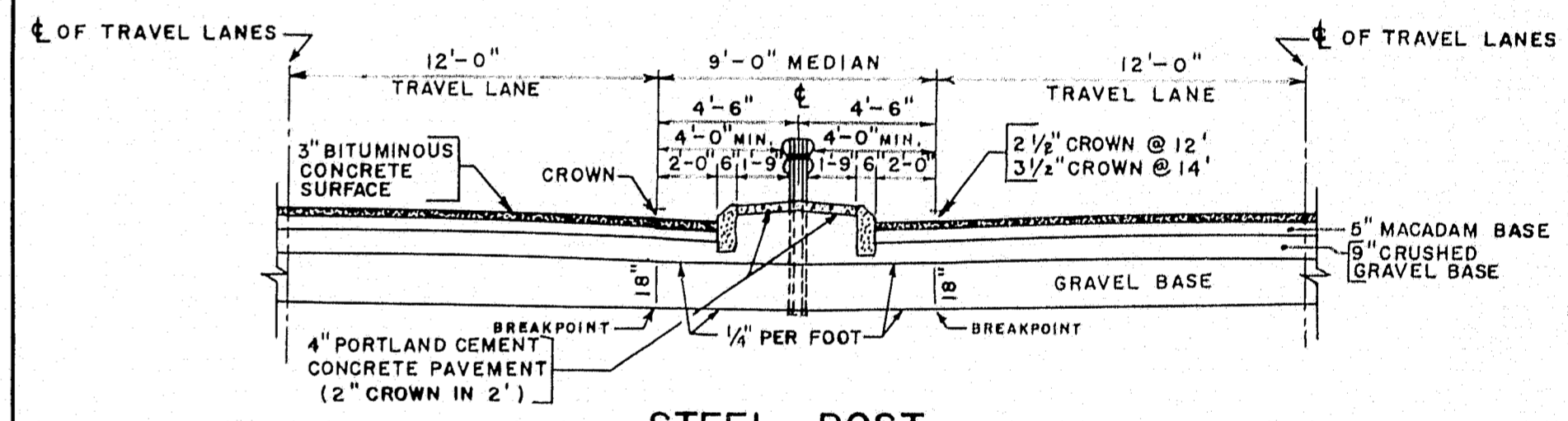


PLAN

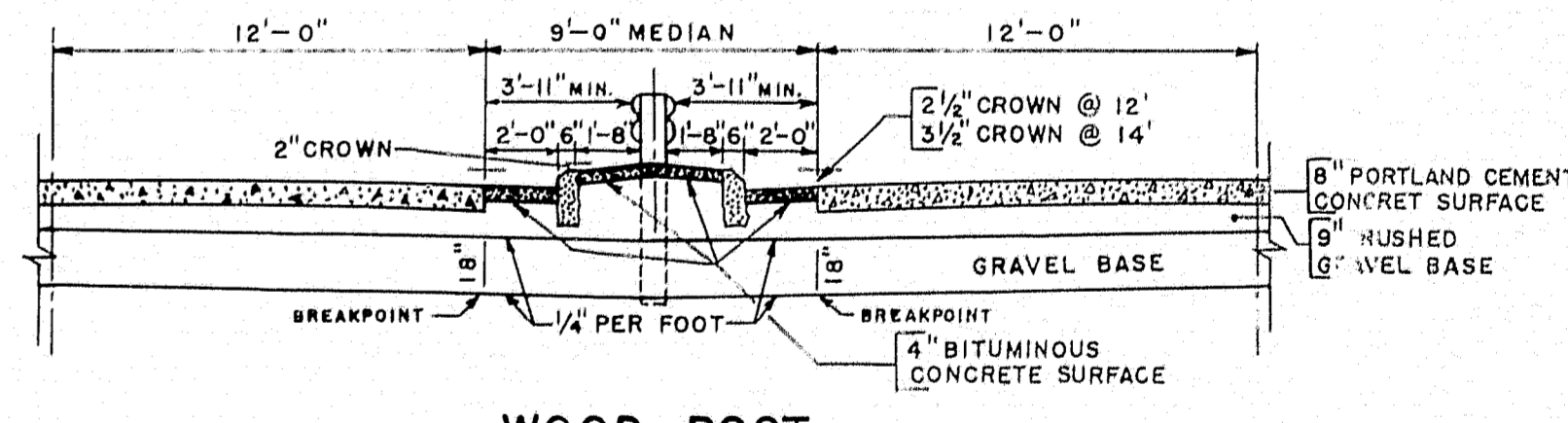


SECTION A-A

9-FOOT MEDIAN

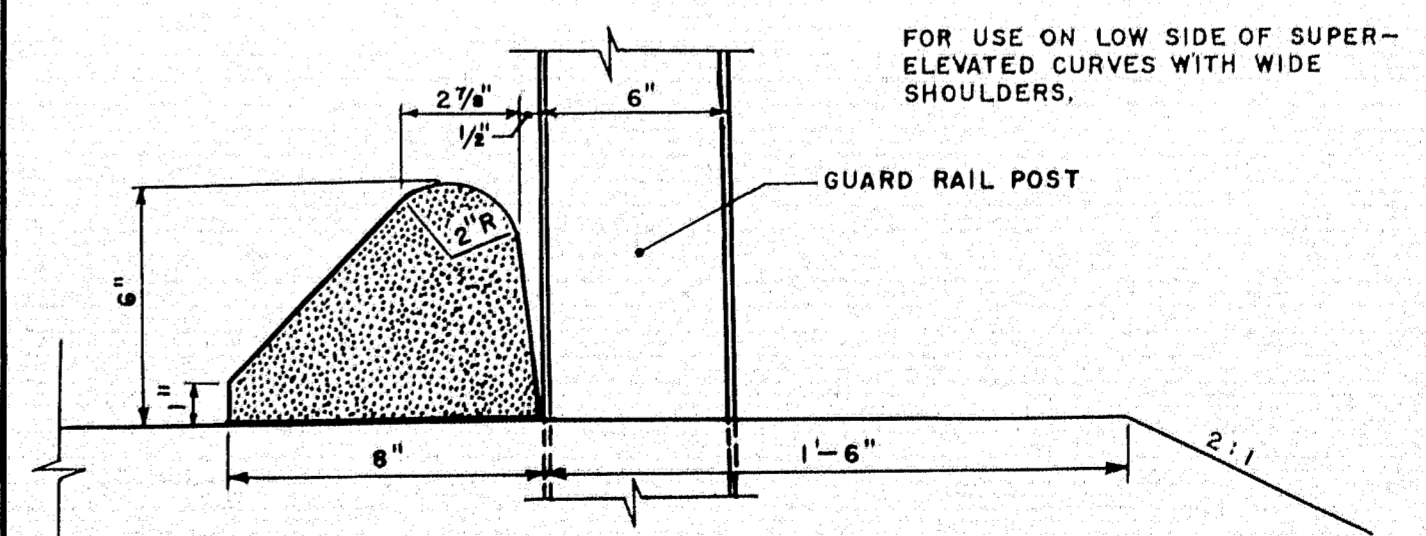


STEEL POST



WOOD POST

BITUMINOUS CONCRETE CURB

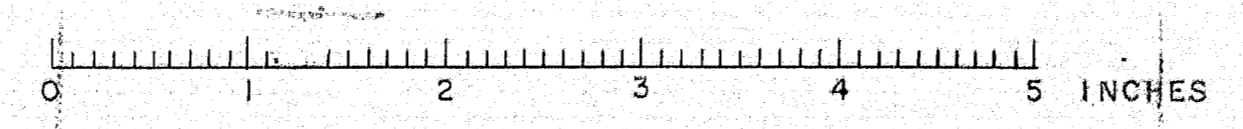


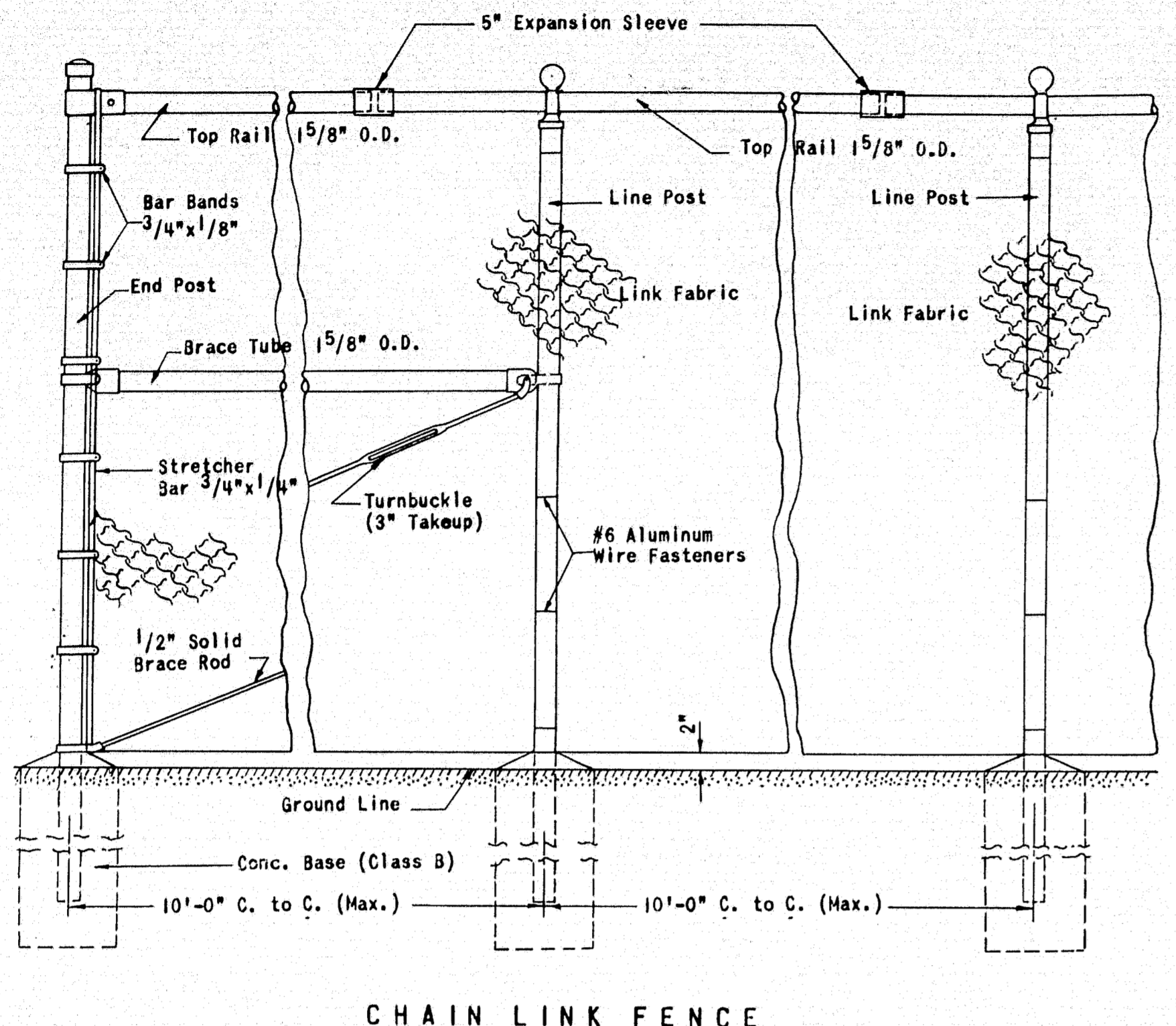
FOR USE ON LOW SIDE OF SUPER-ELEVATED CURVES WITH WIDE SHOULDERS.

MAINE STATE HIGHWAY COMMISSION
 AUGUSTA, MAINE

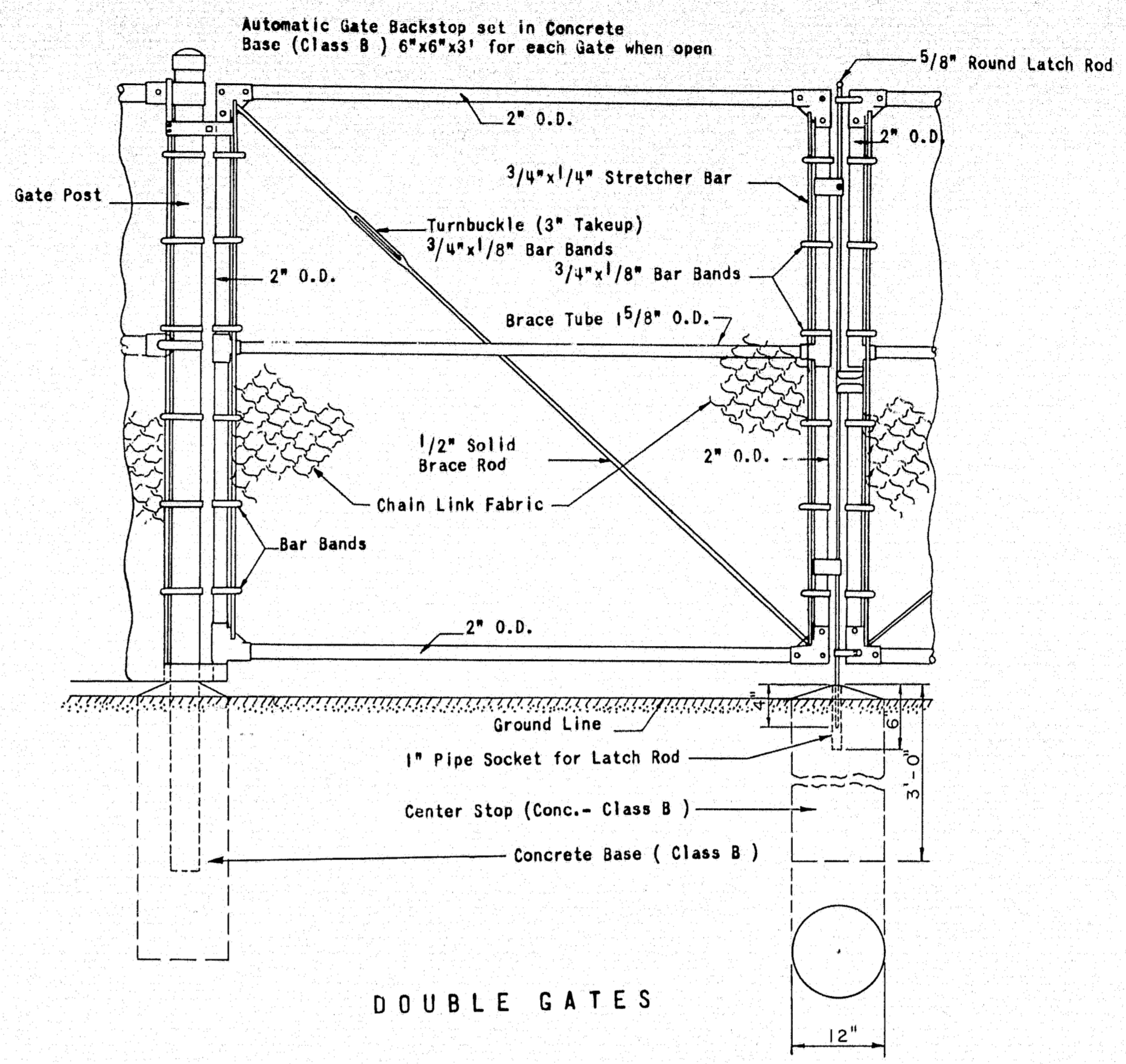
STANDARD DETAILS

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

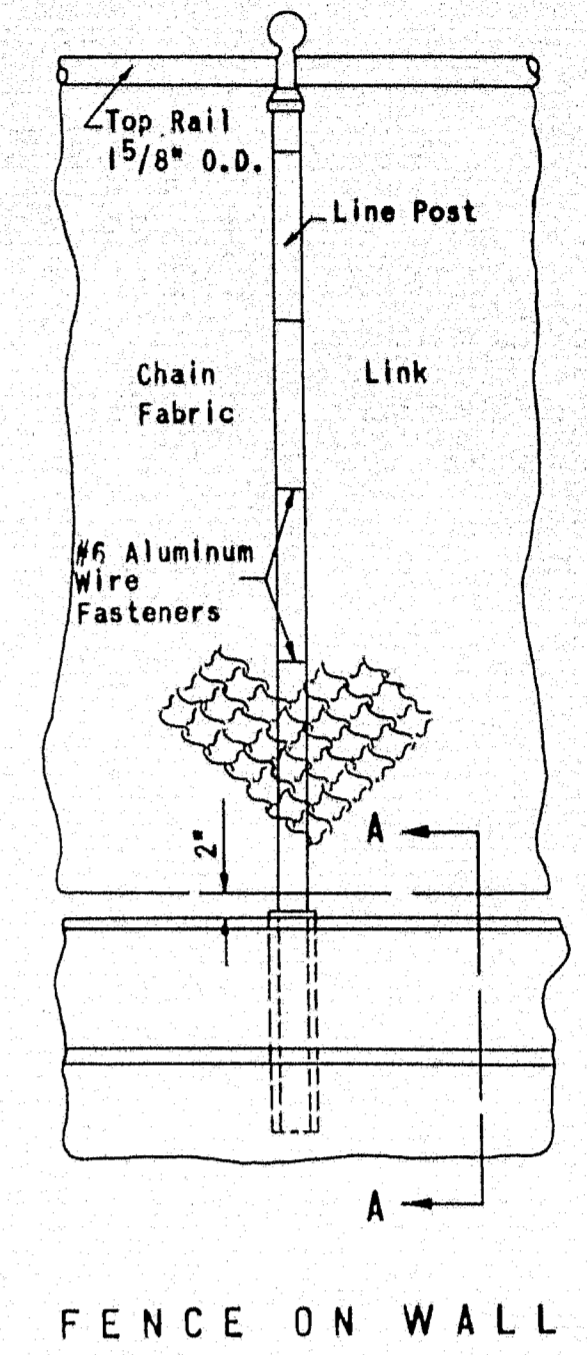




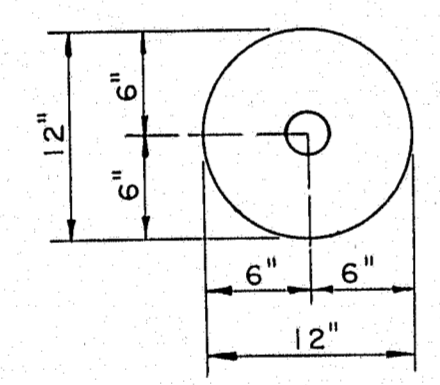
CHAIN LINK FENCE



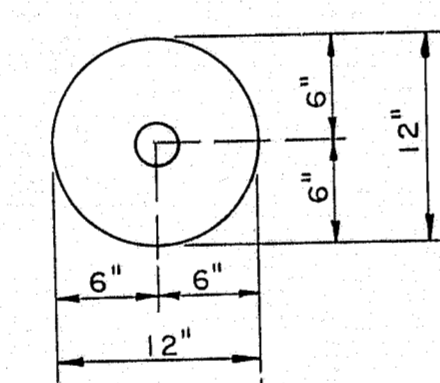
DOUBLE GATES



FENCE ON WALL

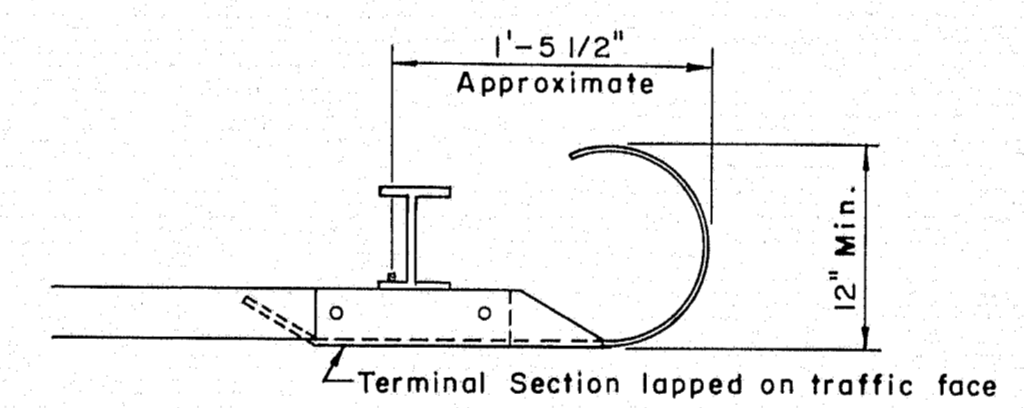


LINE POST BASE

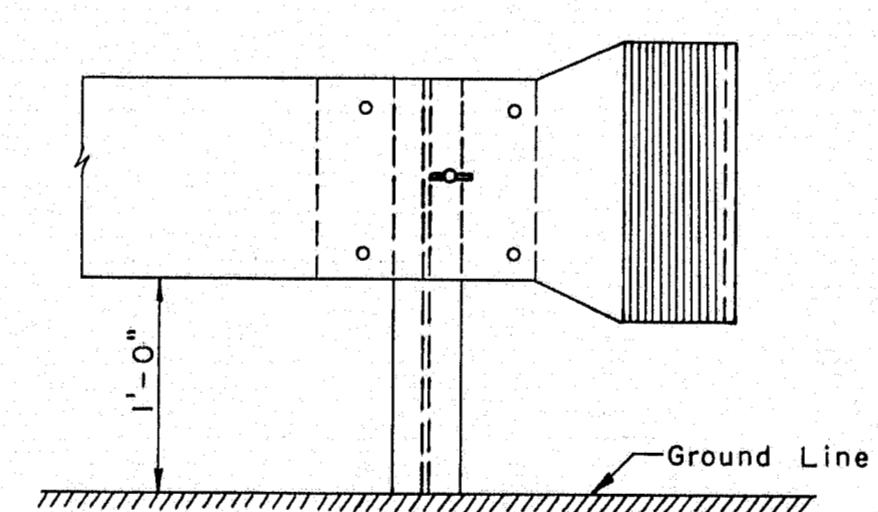


GATE POST BASE

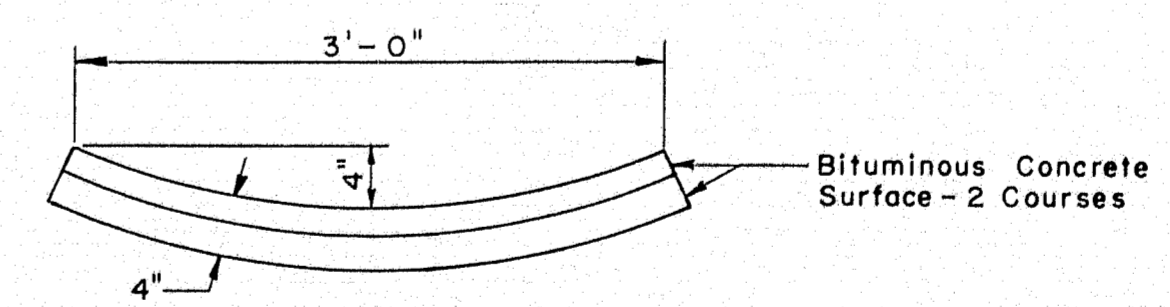
NOTE:
Use Gate Post Base at terminals and at angle points along fence line of 30° and over.



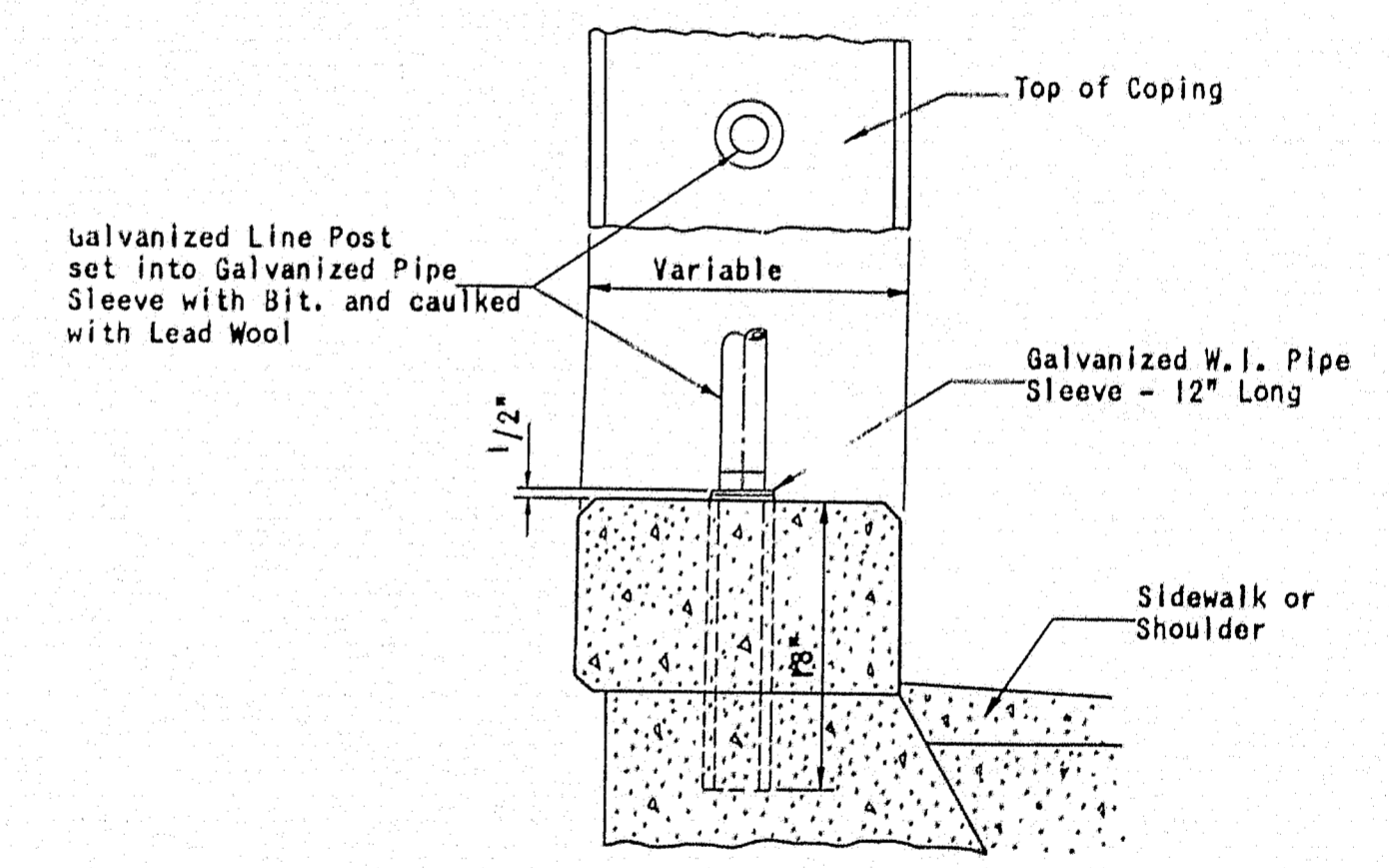
GUARD RAIL TYPE "E" TERMINAL SECTION



NOTE: Used as indicated on Plans, Gutter Surfaces are to be paid for as Bituminous Concrete Surface Course Type "A". Use Gravel Base Course to a Minimum Depth of 6" where required.



PAVED GUTTER



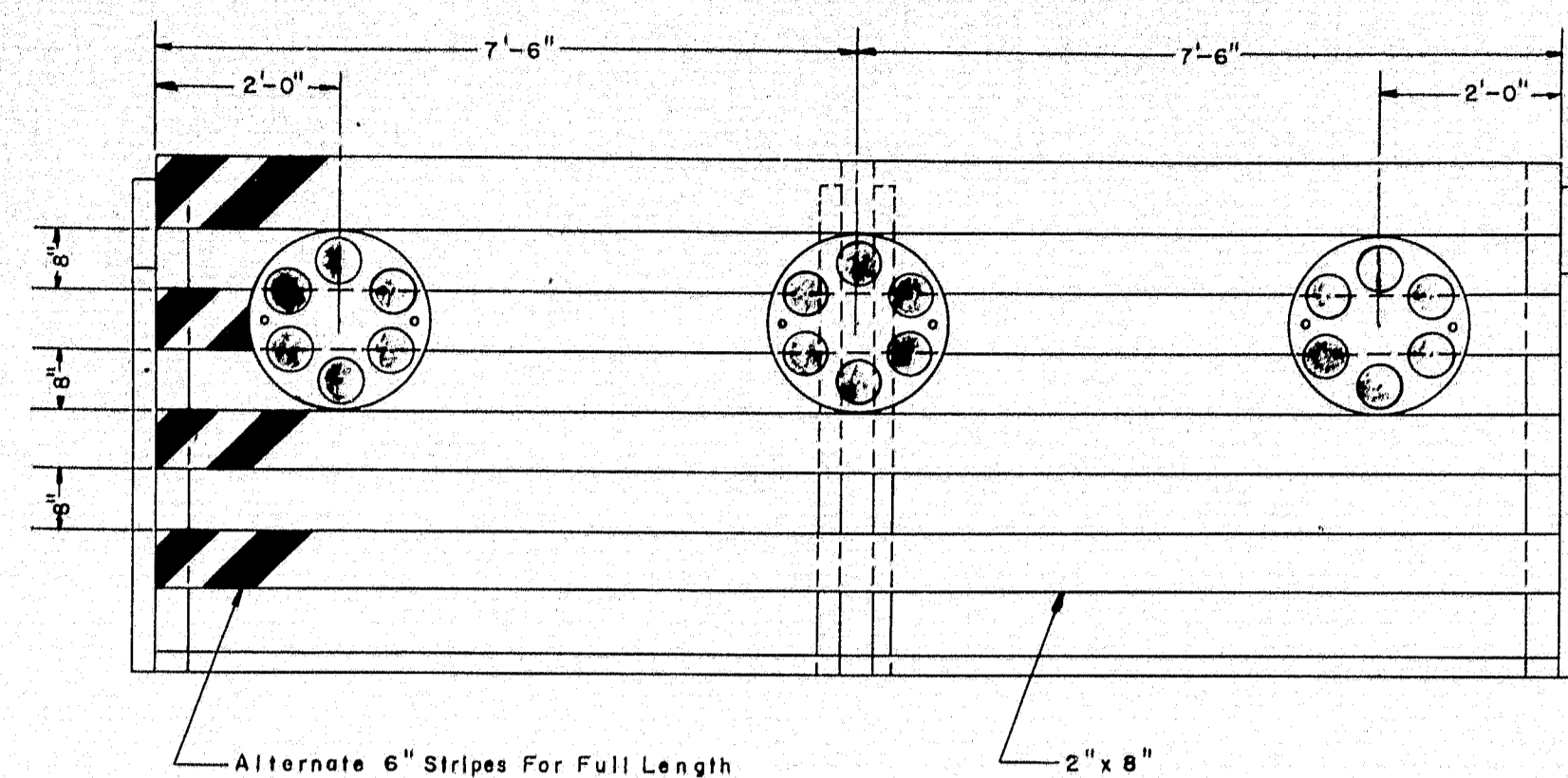
SECTION A - A

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

SPECIAL DETAILS
MISCELLANEOUS

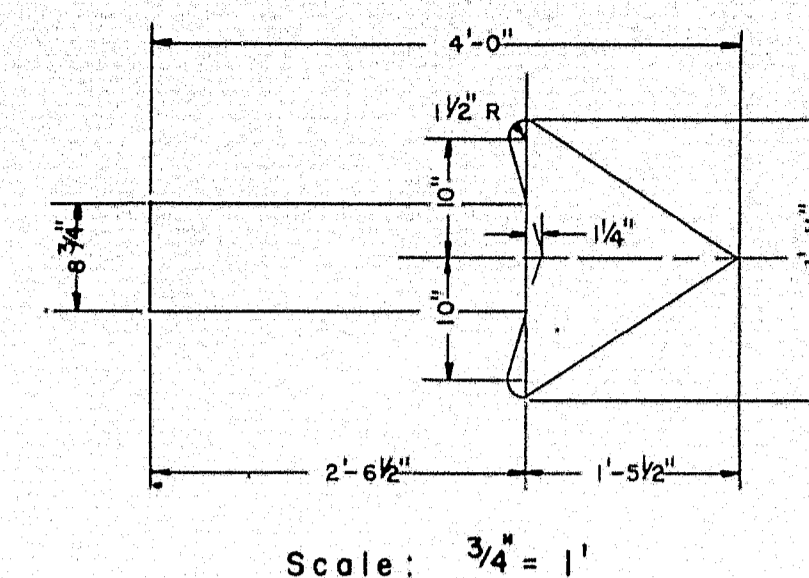
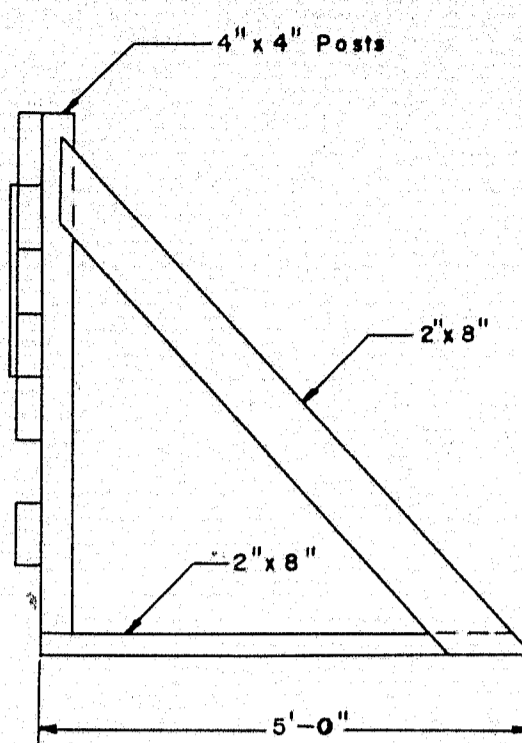
B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
I	MAINE	I-95-6 (22)	12	27

OAKLAND - WATERVILLE INTERSTATE

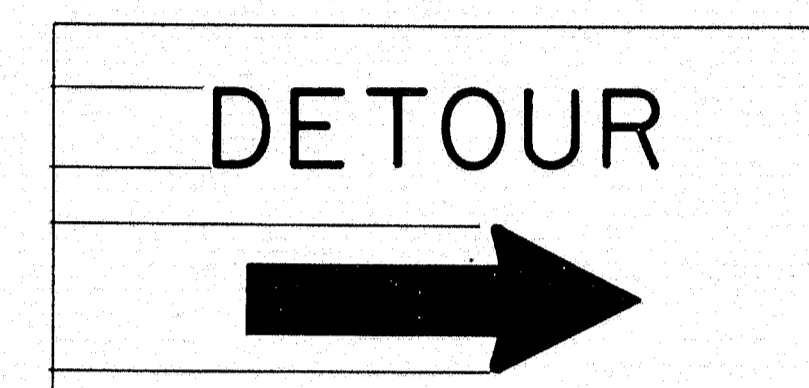


PORTABLE BARRICADE

Scale: 1/2" = 1'



Scale: 3/4" = 1'

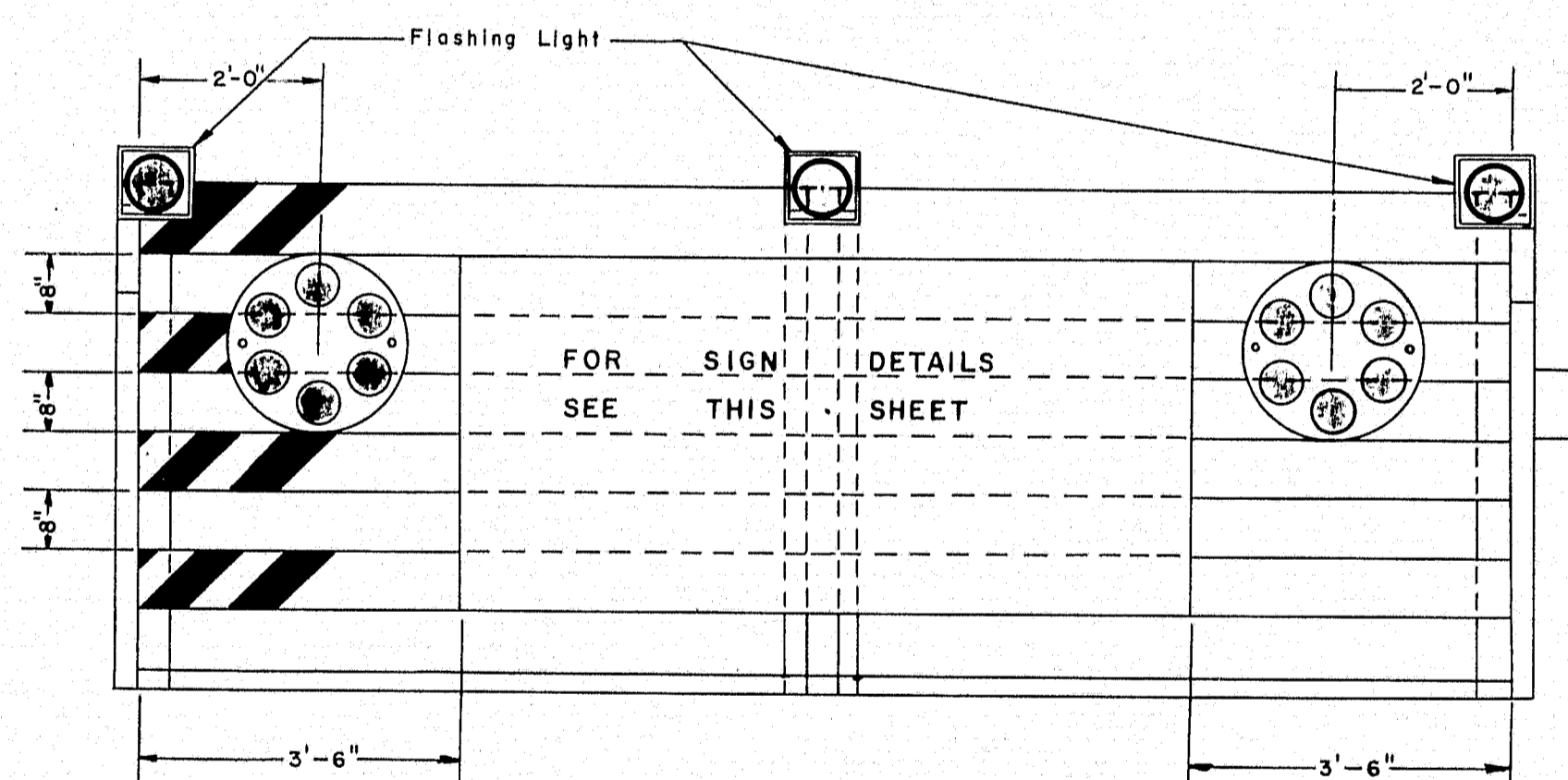


DETOUR SIGN FOR PORTABLE BARRICADE

Scale: 1/2" = 1'

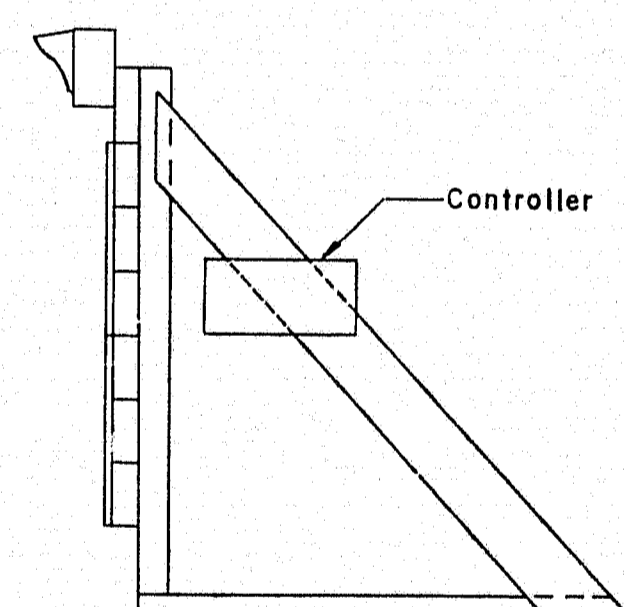
GENERAL NOTES:

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



PORTABLE BARRICADE WITH FLASHING LIGHTS AND DETOUR SIGN

Scale: 1/2" = 1'



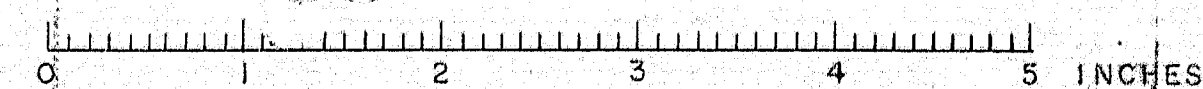
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

SPECIAL DETAILS

PORTABLE BARRICADES

SCALE: AS NOTED

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

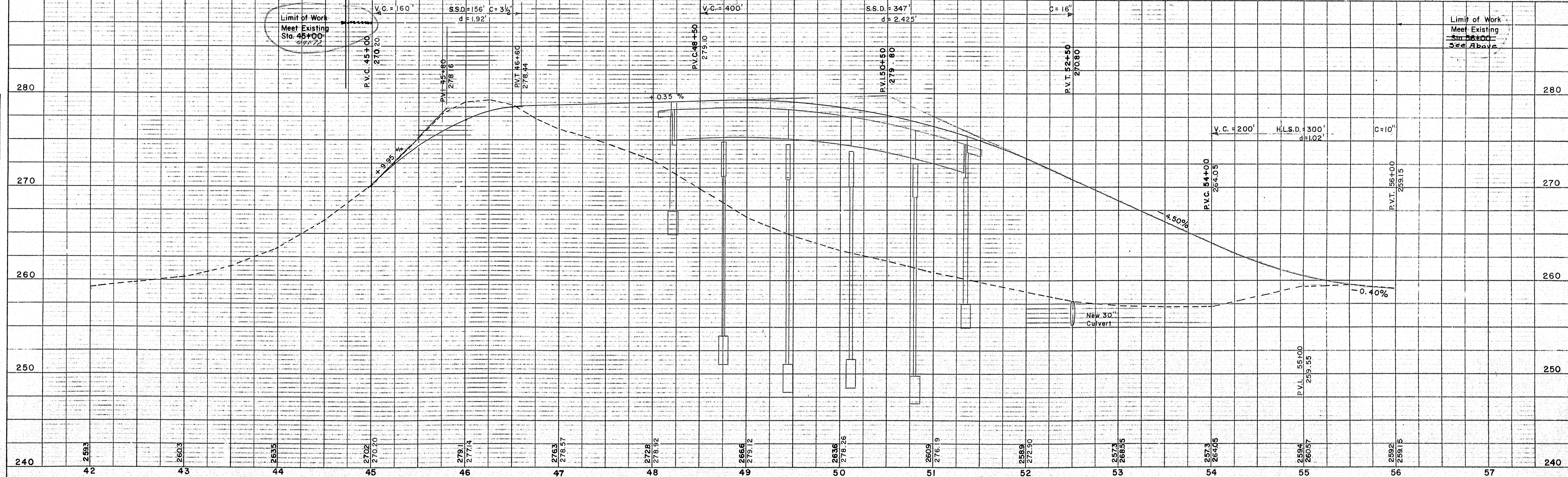
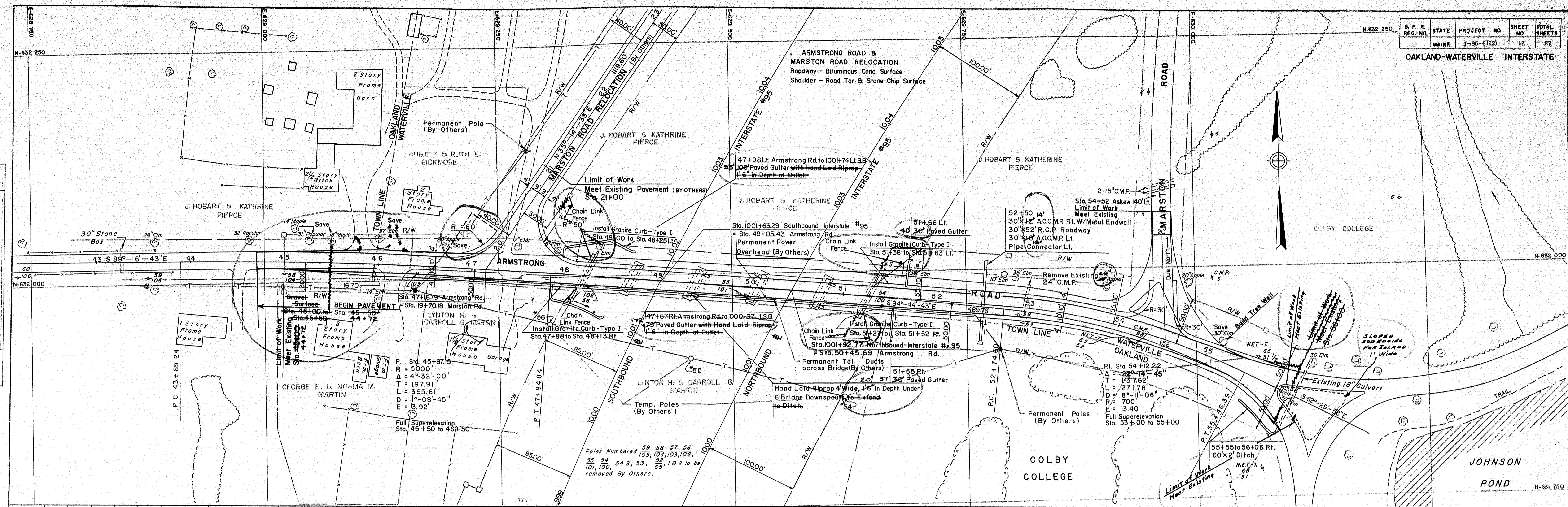


B. R. R.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6(22)	13	27

OAKLAND-WATERVILLE INTERSTATE

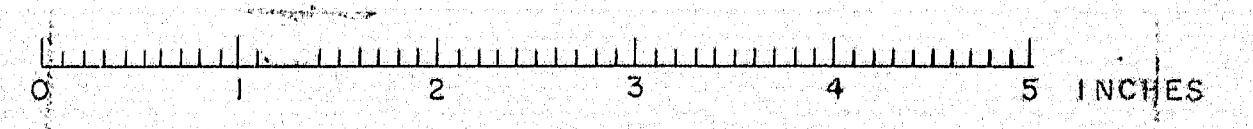
PLAN
 SURVEYED
 PLOTTED
 NOTE BOOK ALIGNMENT CHECKED
 RT OF WAY CHECKED
 NO. _____ DATE _____

PROFILE
 SURVEYED
 PLOTTED
 NOTE BOOK
 B.M.'S NOTED
 NO. _____ DATE _____



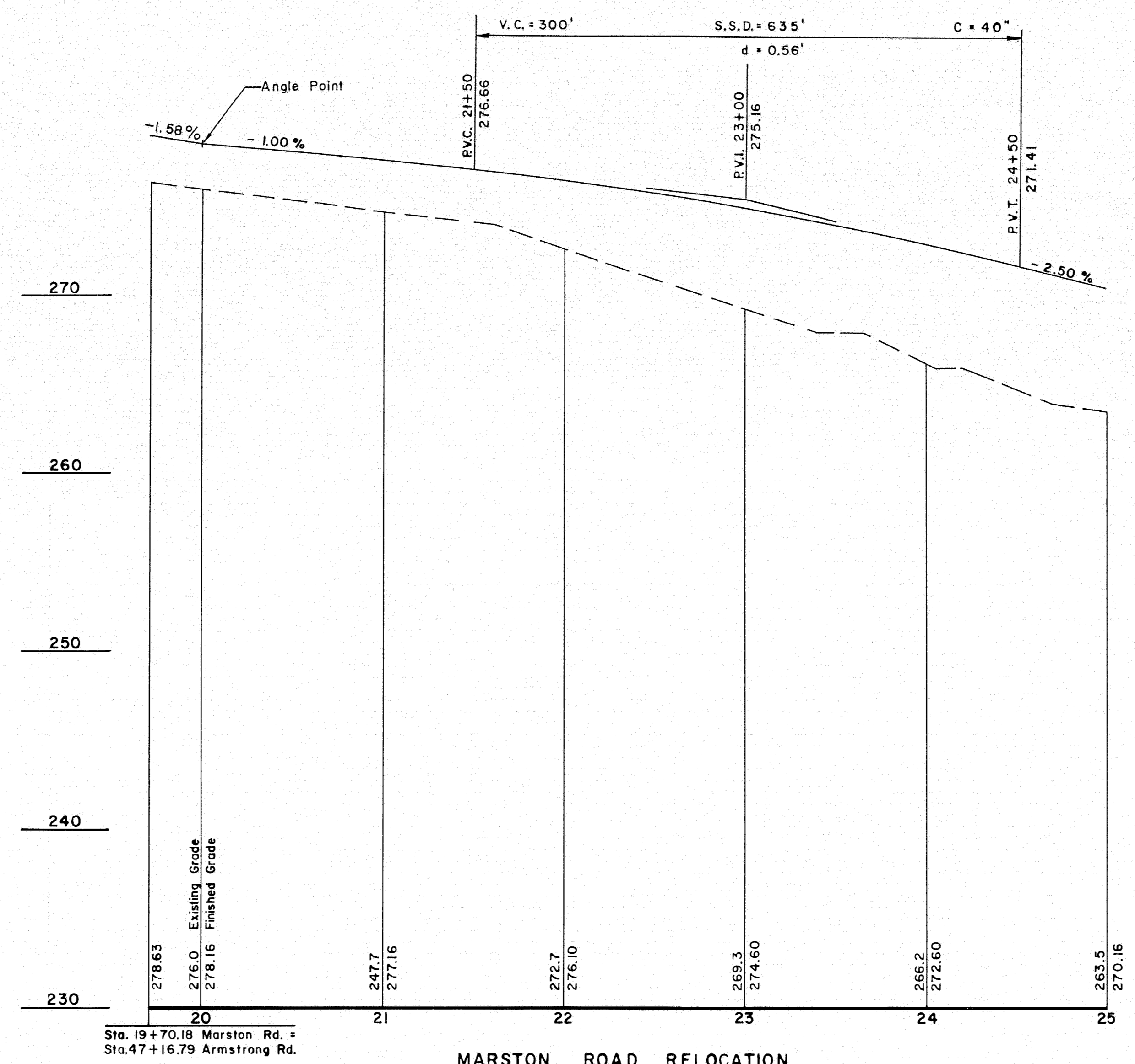
Photogrammetric Map by LOCKWOOD, KESSLER & BARTLETT, INC. Syosset, New York
 Date of Photography 11-11-57

PLATE 1 - PLAN - PROFILE O.P.R. & R.E. STAFFORD
 KIFFEL & ESSER CO., NEW YORK

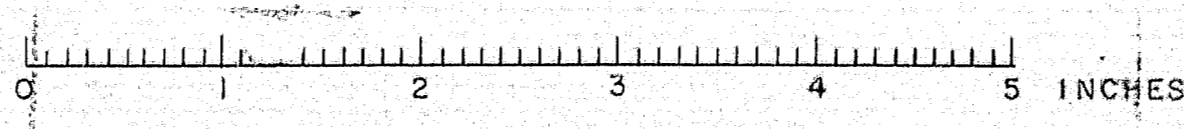


B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6 (22)	14	27

OAKLAND-WATERVILLE INTERSTATE



MARSTON ROAD RELOCATION
 F.A.P. I - 95-6 (19) STA. 21+00 TO STA. 37+00 (By Others)



D. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6 (22)	18	27

4.9.8
4.9.9
4.9.10
4.9.11
4.9.12

EMBANKMENT 27 CU. YD.
EARTH EXCAVATION 22 CU. YD.

260

EMBANKMENT 2 CU. YD.
EARTH EXCAVATION 99 CU. YD.

47 + 00

Sta. 46+70 to 47+00
120' Maple
SAVE

260

EARTH EXCAVATION 24 CU. YD.

46 + 50

Note: In areas where trees are to be saved,
Hand excavate in accordance with
subsection 203-4 of Standard Specs.

260

EARTH EXCAVATION 86 CU. YD.

46 + 18

Sta. 46+00 to 46+18
37' Elm
SAVE

260

EARTH EXCAVATION 80 CU. YD.

45 + 84

260

EARTH EXCAVATION 67 CU. YD.

45 + 50

Begin Pavement Sta. 45+50

Sta. 45+00 to Sta. 45+50
Gravel Surface

260

45 + 00

45+00 Limit of Work
F. A. P. I-95-6(22)

250

44 + 50

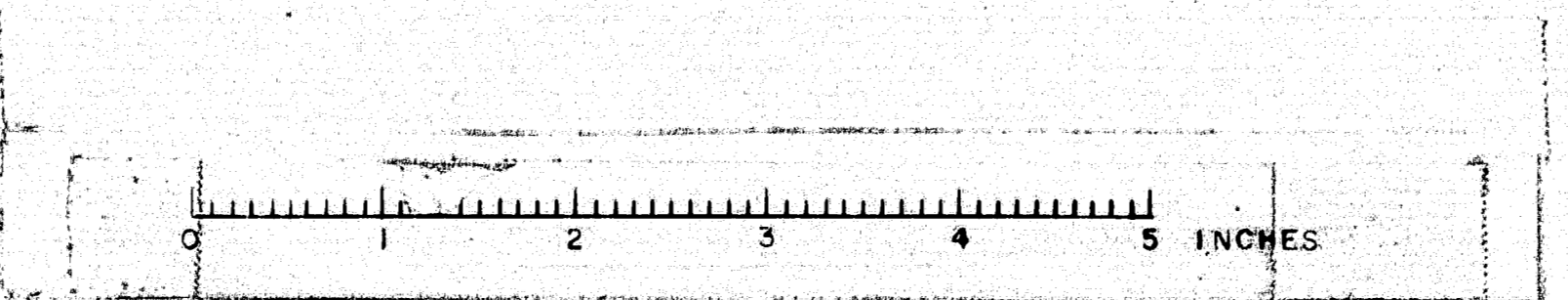
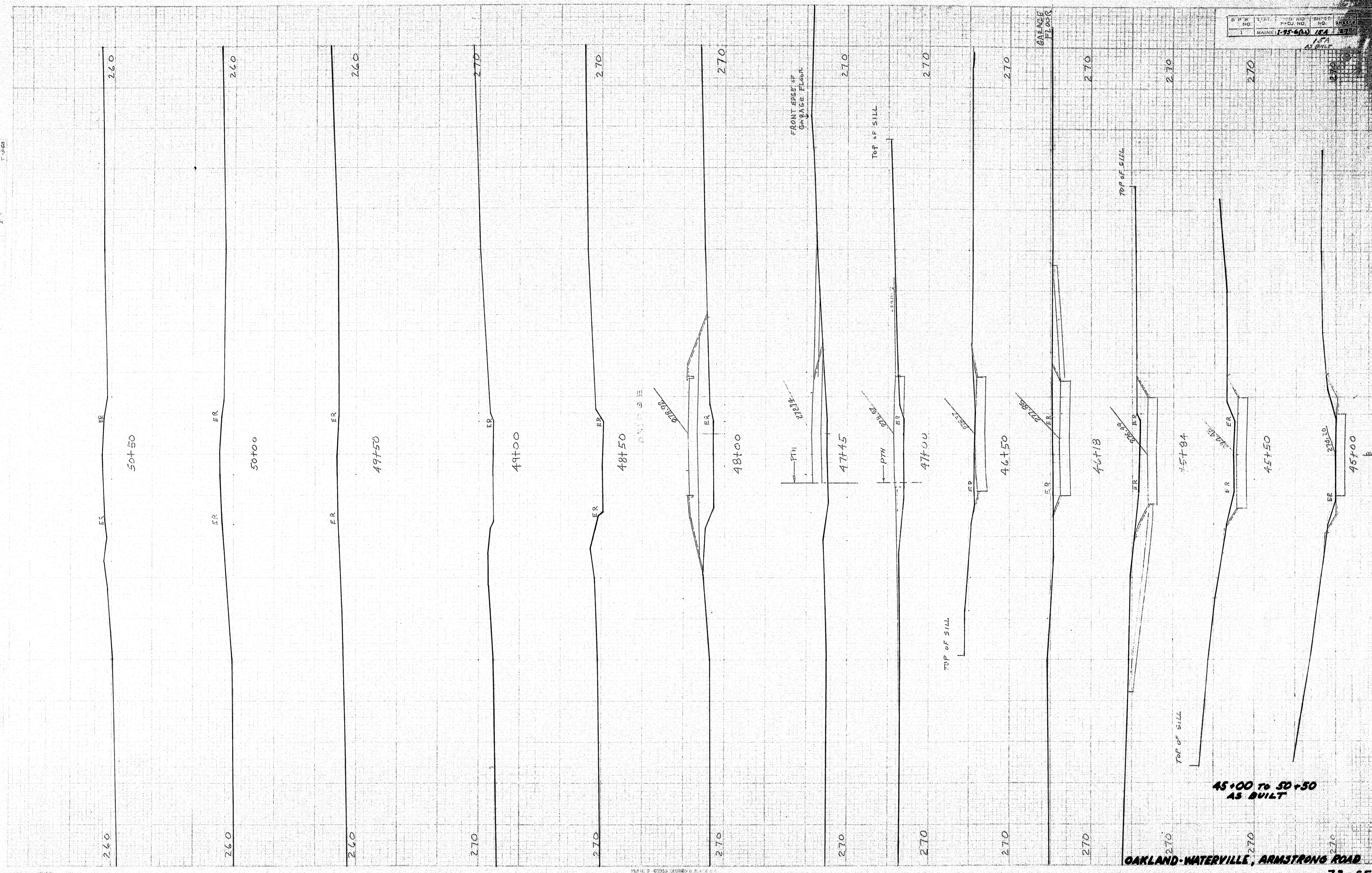
250

44 + 00

0 1 2 3 4 5 INCHES

PLAN NO.	73-55	DATE	1954	PROJECT NO.	157A
SCALE	1" = 10'	DRAWN BY	...	CHECKED BY	...

157A
 AS BUILT
 157A
 AS BUILT



OAKLAND-WATERVILLE, ARMSTRONG ROAD

B. P. R. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	5-88-30(188)	18	24

J.S.G.
 J.P.R.
 J.C.A.
 5-1-53
 5-1-53
 5-22-58

EMBANKMENT 833 CU. YD.

Bridge
276.19

250

250

51+00
Bridge
278.37

250

250

50+50
Bridge
278.26

250

250

50+00
Bridge
278.85

260

260

49+50
Bridge
279.12

260

260

49+00
Bridge
279.10

260

260

48+50
Bridge
278.92

EMBANKMENT 95 CU. YD.

260

260

47+74 Lt. Armstrong Rd. to 100+74 Lt. 5B.
100' Paved Gutter with Hand Laid Riprap at Outlet.

47+67 Rt. Armstrong Rd. to 100+97 Lt. 5B.
75' Paved Gutter with Hand Laid Riprap at Outlet.

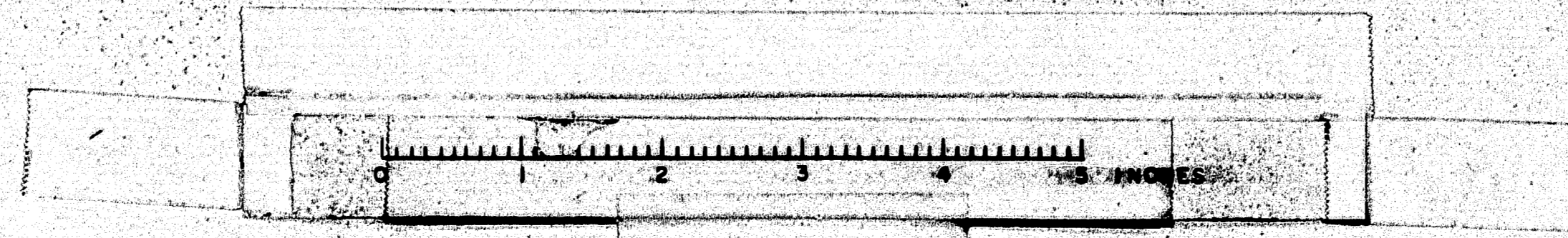
EMBANKMENT 200 CU. YD.

260

260

47+45

PLANNED BY DIVISION OF PUBLIC WORKS
ENGINEER & ARCHT. NEW YORK



DATE: 1/22/52
 DRAWN BY: F. W. WOOD
 CHECKED BY: F. W. WOOD
 NO. 159

PROJECT: OAKLAND-WATERVILLE
 ROAD: ARMSTRONG ROAD
 SCALE: 1" = 20'

STATE	PROJECT	FILE NO.	SHEET NO.
MAINE	159	159	57

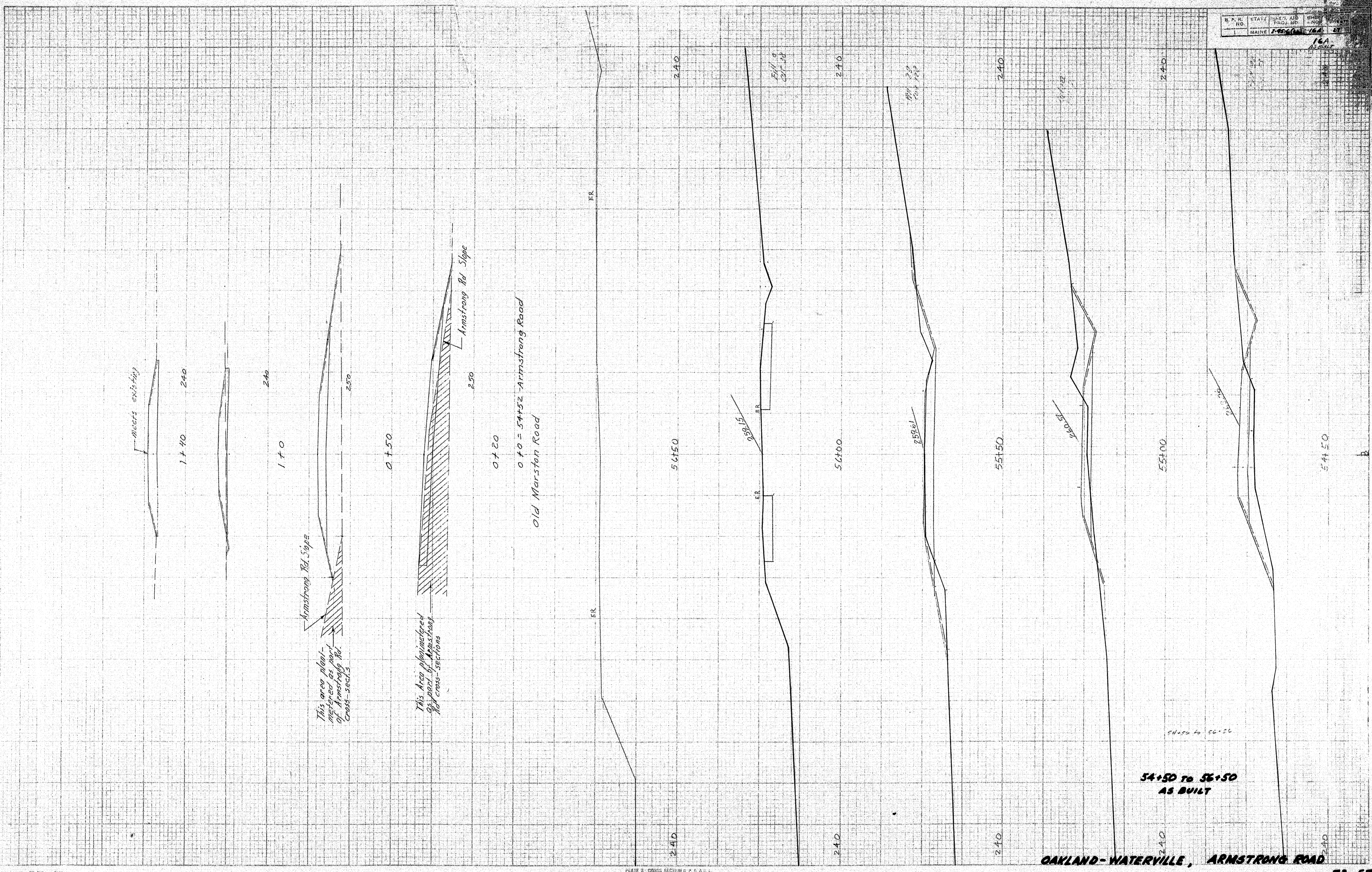
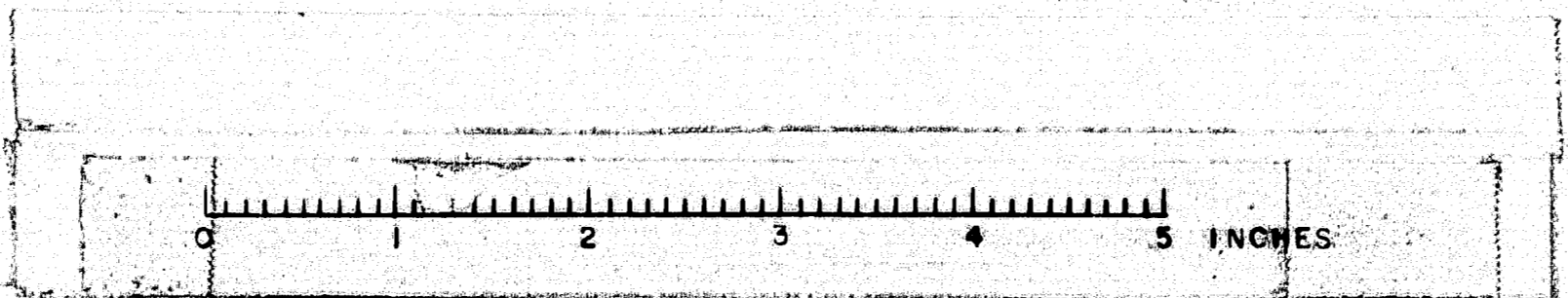
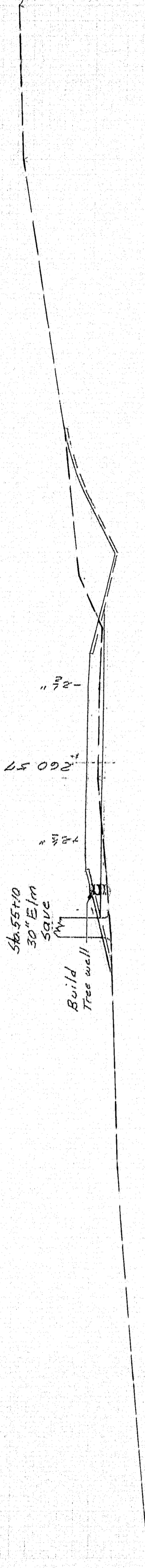


PLATE B - CROSS SECTION - P. 159
 CHARLES BRIDGES COMPANY 1952

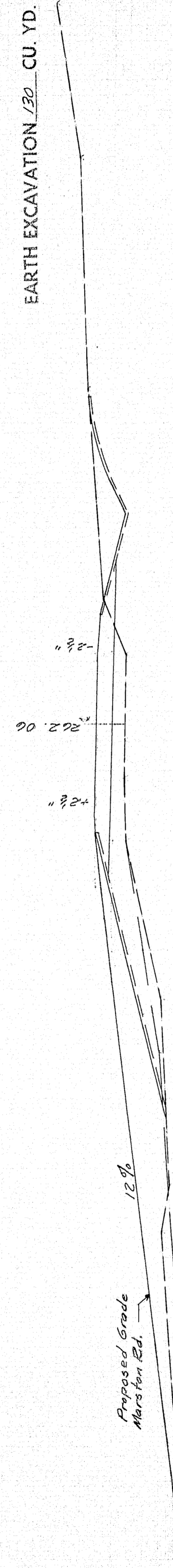


D. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6(22)	12	27

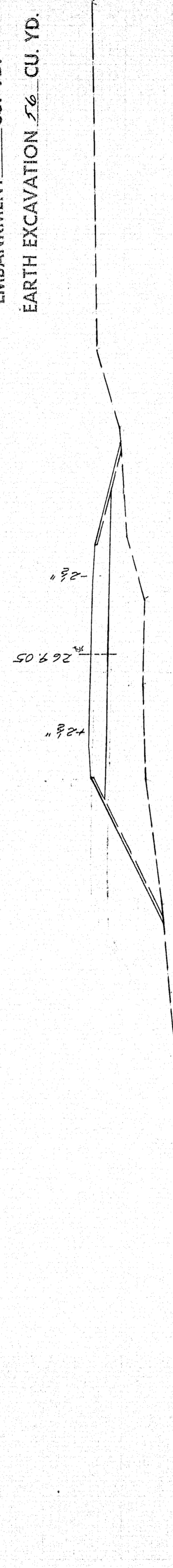
EMBANKMENT 13 CU. YD.
EARTH EXCAVATION 206 CU. YD.



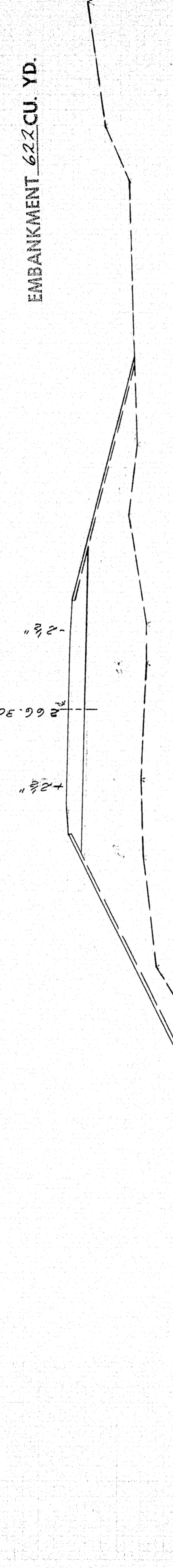
EMBANKMENT 22 CU. YD.
EARTH EXCAVATION 39 CU. YD.



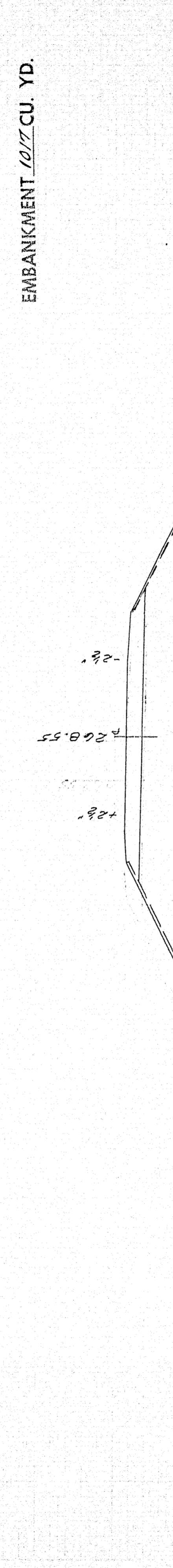
EMBANKMENT 309 CU. YD.
EARTH EXCAVATION 56 CU. YD.



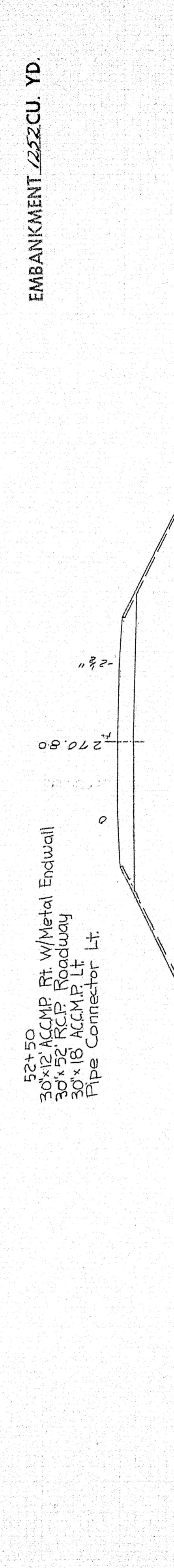
EMBANKMENT 622 CU. YD.



EMBANKMENT 1017 CU. YD.

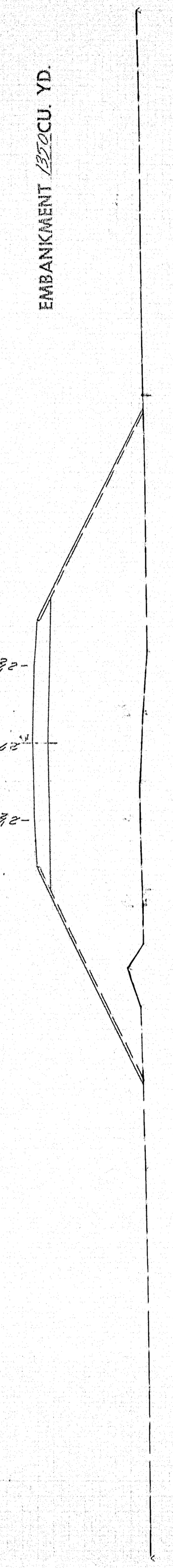


EMBANKMENT 1222 CU. YD.



52+50
30x12 ACCMP Rt. w/Metal Endwall
30x52 RCP Roadway
30x18 ACCMP Lt.
Pipe Connector Lt.

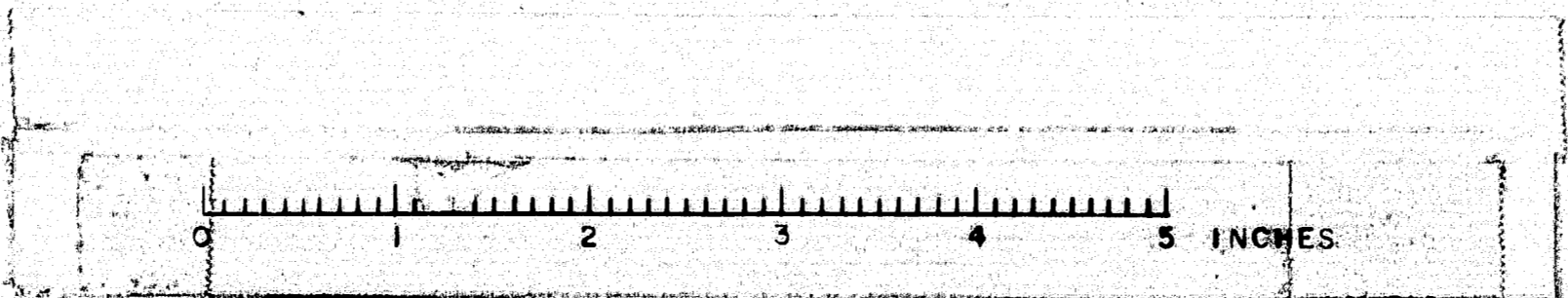
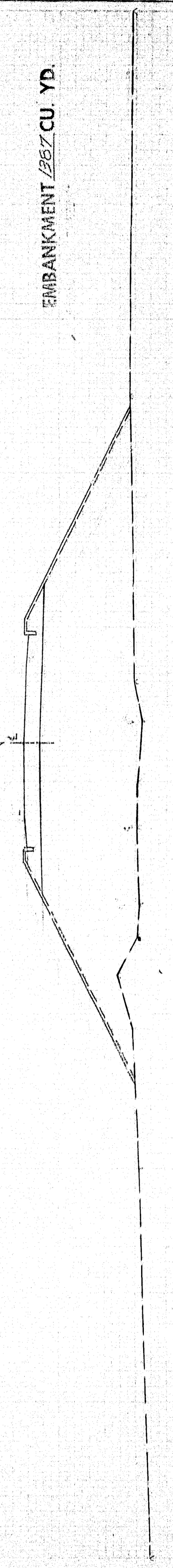
EMBANKMENT 1322 CU. YD.



51x66 Lt.
30 Paved Gutter

51x55 Rt.
30 Paved Gutter

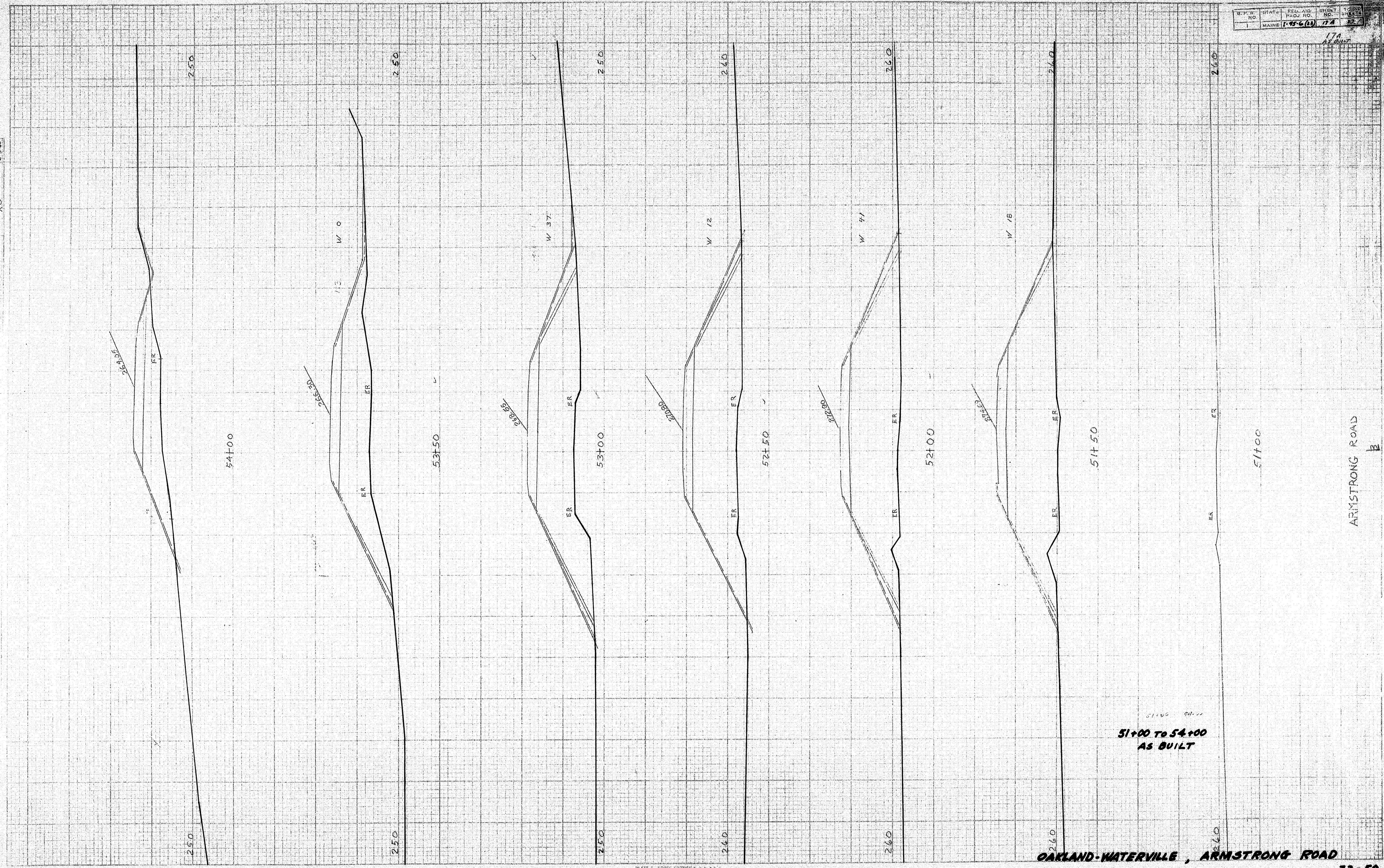
EMBANKMENT 1267 CU. YD.



17A
AS BUILT

DATE
BY
RC

SCALE
1" = 10'



OAKLAND-WATERVILLE, ARMSTRONG ROAD

ARMSTRONG ROAD

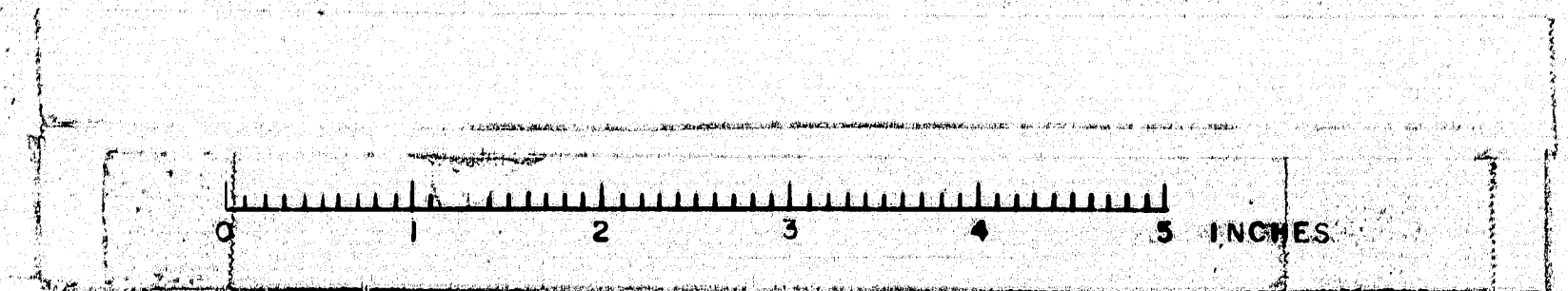
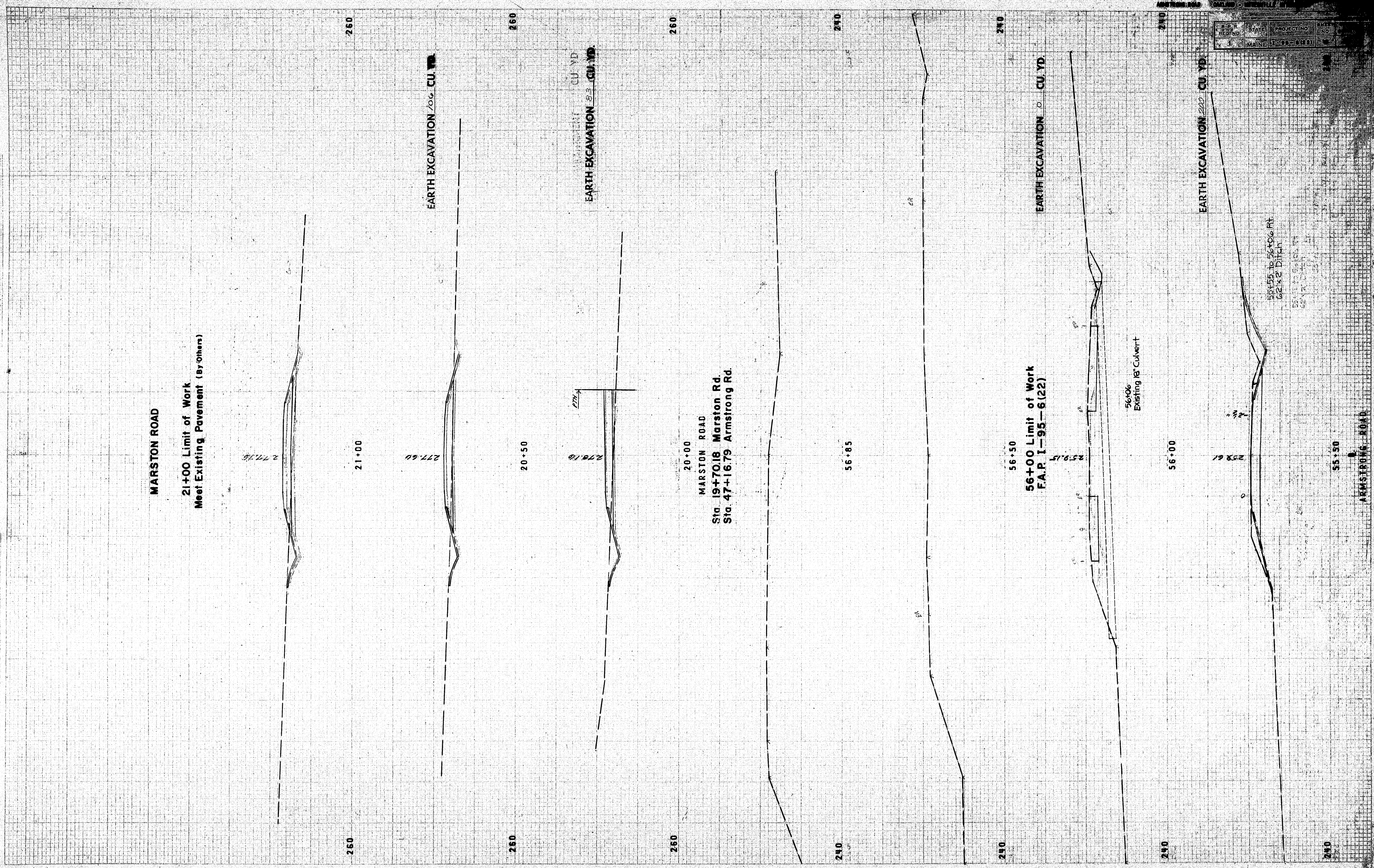


PLATE 6 - CROSS SECTION OF P. R. & B.
OAKLAND-WATERVILLE, ARMSTRONG ROAD

ORIGINAL SURVEY
DATE: 5/10/78
BY: C.A.R.

FINAL SURVEY
DATE: 10/10/78
BY: C.A.R.



MARSTON ROAD

21+00 Limit of Work
Meet Existing Pavement (By Others)

277.16

211+00

277.60

EARTH EXCAVATION 106 CU. YD.

20+50

278.10

EARTH EXCAVATION 83 CU. YD.

20+00

MARSTON ROAD
Sta. 19+70.18 Marston Rd.
Sta. 47+16.79 Armstrong Rd.

56+85

56+50

56+00 Limit of Work
F.A.P. I-95-6(22)

259.15

56'06 Existing 18' Culvert

56+00

259.61

EARTH EXCAVATION 220 CU. YD.

55+50

55+55 to 56+06 ft
62.5' Ditch

ARMSTRONG ROAD

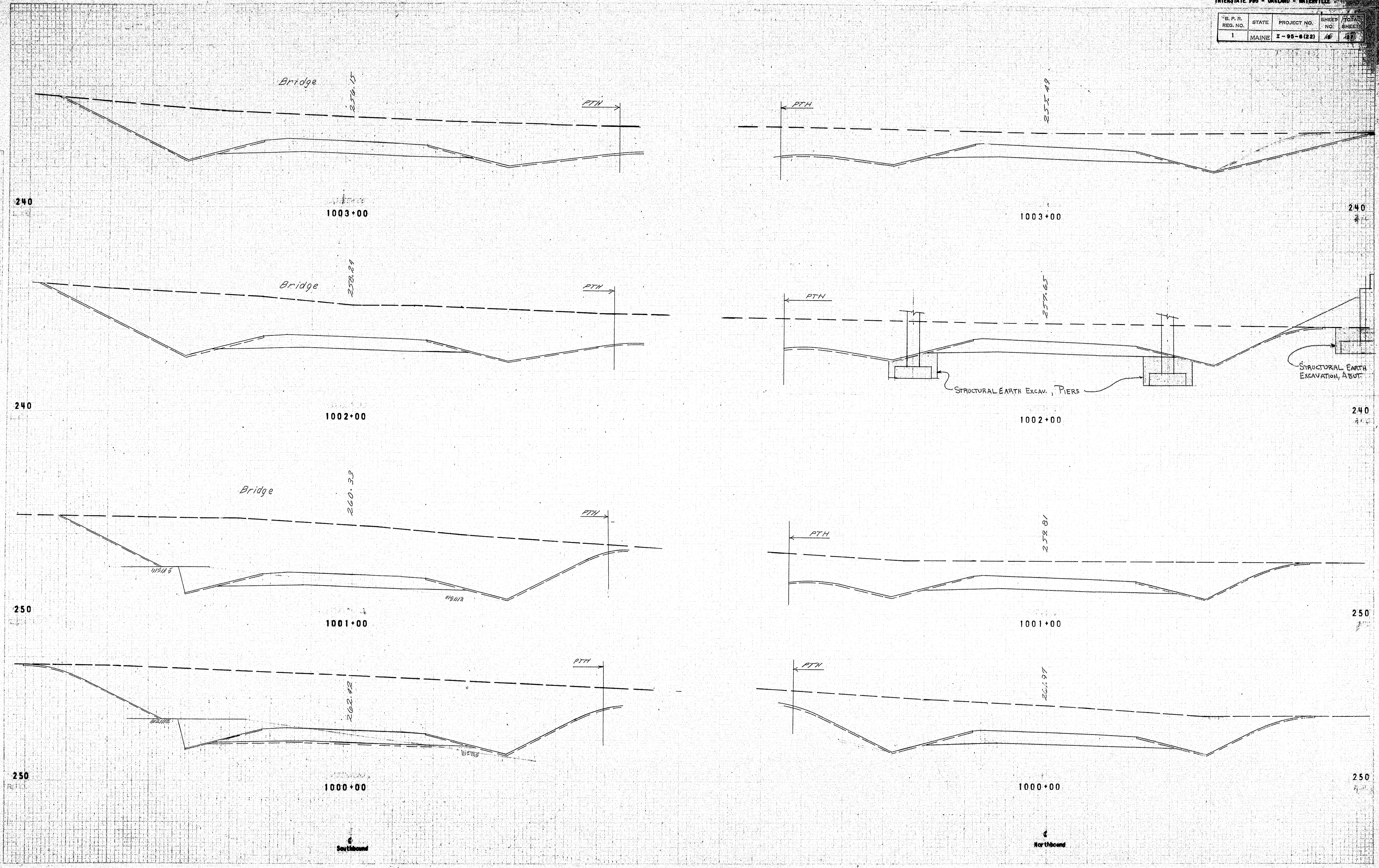
PLATE 3 - CROSS SECTION 6.6.6 A.C.P. MARSTON
HUTTEL & SUTHERLAND 1978

73-60

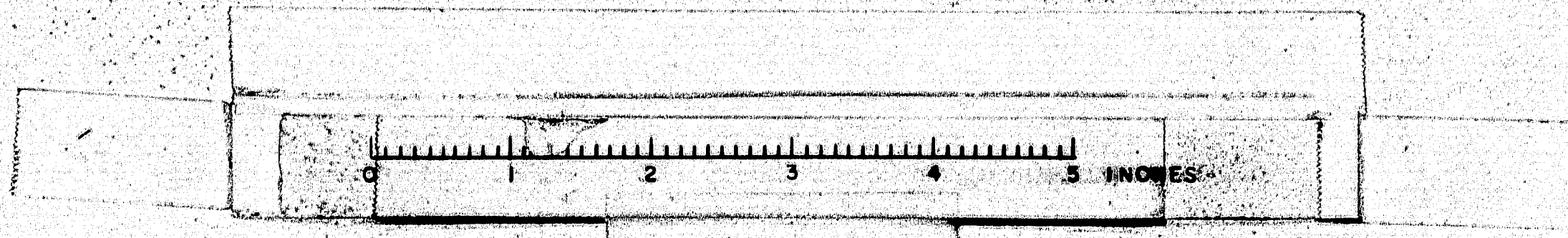
F.D. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(22)	16	42

FINAL SURVEY
 U.S.P.S.
 5/17/58

ORIGINAL SURVEY
 U.S.P.S.
 5/17/58



PLEASE CONSULT DRAWING FOR ALL FIELD RECORDS
 REVISIONS TO THIS DRAWING



B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6(22)	20	27

WATERVILLE INTERSTATE

GENERAL NOTES

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

DESIGN:
In accordance with the Specifications of the American Association of State Highway Officials for H20-44 loading (1957 Edition).
Design Stresses: Structural Steel $f_s = 18,000$ psi
Reinforcing Steel $f_s = 18,000$ psi
Concrete ($n=10$) $f_c = 1,200$ psi

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

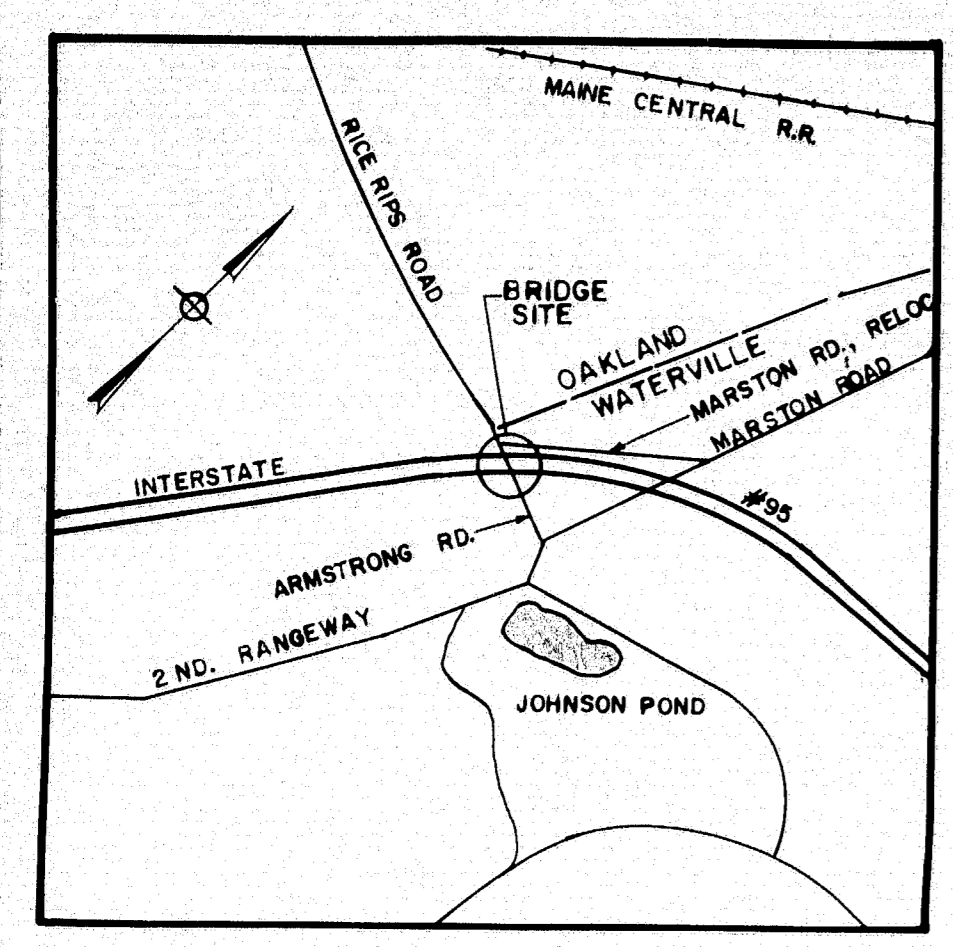
REINFORCEMENT:
All bars shall have deformations conforming to A.S.T.M. Designation A305. Unless otherwise shown on plans, reinforcing bars shall be lapped 20 diameters to make a splice, except that main reinforcing bars near the top of slabs and beams having more than 12" of concrete under the bars shall be lapped 35 diameters to make a splice.

STRUCTURAL STEEL:
Wherever cover plates and/or shear connectors are welded to beams, beams and plates shall be weldable structural steel A.S.T.M. Designation A373.

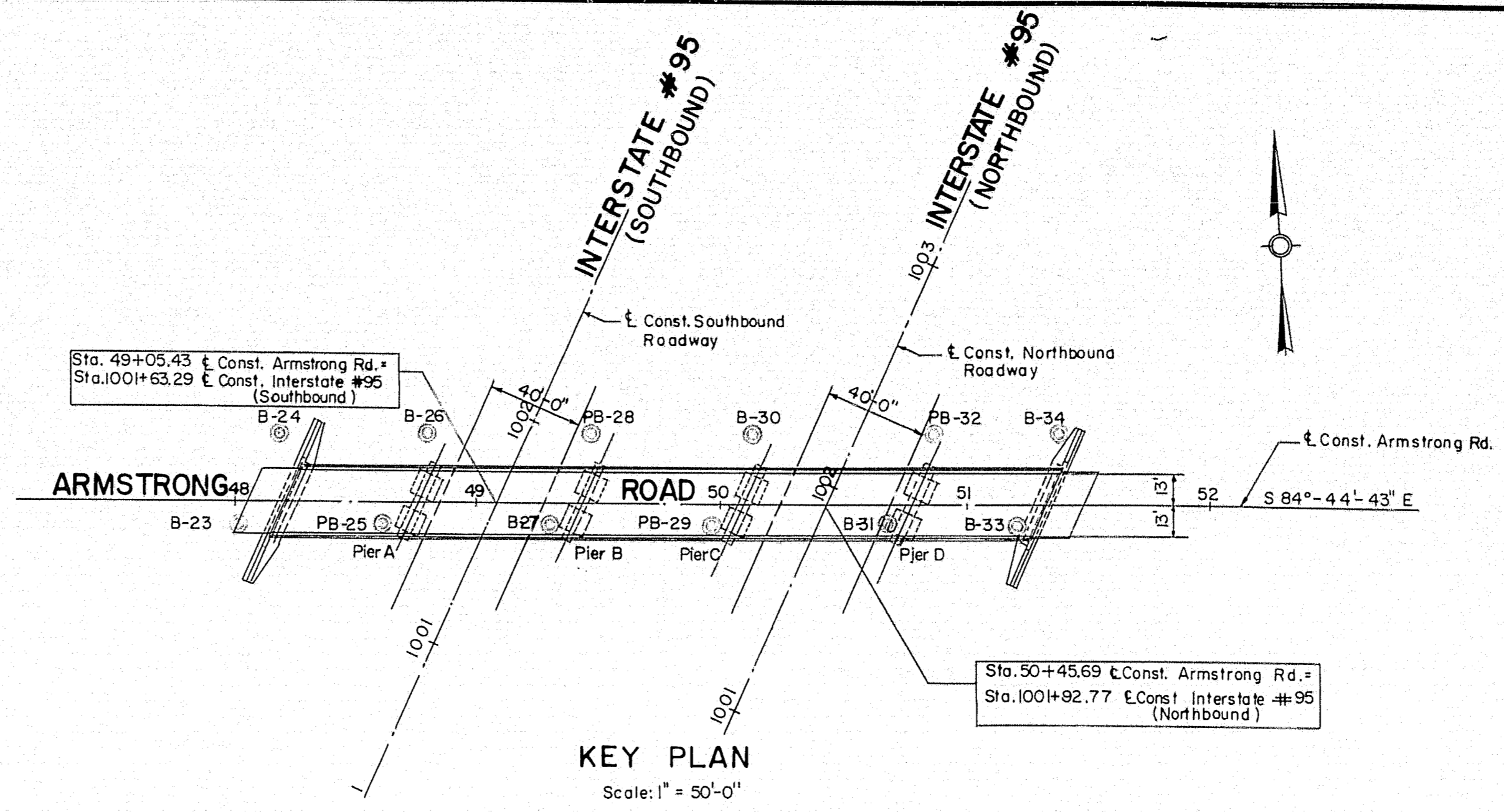
BENCH MARK:
BM-5 R.R. Spike in intersection of E's Armstrong Rd. and Second Rangeway. Elevation 259.20 U.S.G.S. Datum.

ESTIMATED QUANTITIES
(Not Guaranteed)

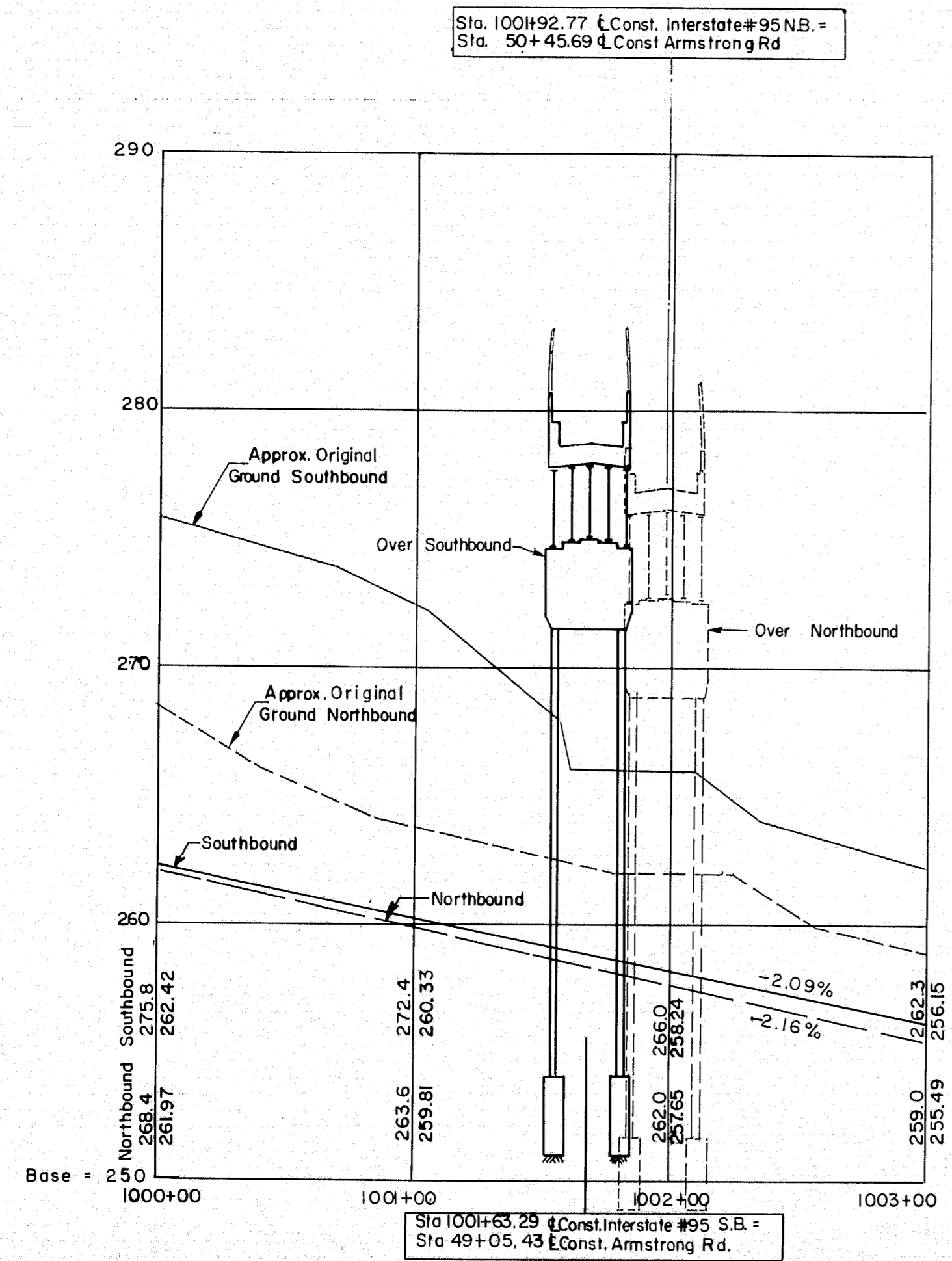
STRUCTURAL EARTH EXCAVATION, ABUTMENTS AND RETAINING WALLS	330	CU. YDS. 648.9
STRUCTURAL EARTH EXCAVATION, PIERS	60	CU. YDS. 71.6
STRUCTURAL ROCK EXCAVATION, PIERS	10	CU. YDS. 181.74
GRAVEL BASE COURSE - IN PLACE MEASUREMENT	180	CU. YDS. 237.4
BITUMINOUS CONCRETE SURFACE COURSE, TYPE "A"	110	TONS
MEMBRANE WATERPROOFING (3 PLY)	910	SQ. YDS. 900.28
PORTLAND CEMENT CONCRETE, ABUTMENTS AND RETAINING WALLS	210	CU. YDS. 2470.1
PORTLAND CEMENT CONCRETE, PIERS	170	CU. YDS. 194.46
PORTLAND CEMENT CONCRETE, ROADWAY AND SIDEWALK SLABS ON STEEL BRIDGE	310	CU. YDS. 3277.0
PORTLAND CEMENT	1040	BBLS. 120.7
BRIDGE DRAINAGE	1	LUMP SUM
STRUCTURAL STEEL, FABRICATED AND DELIVERED	305+400	LBS. 305,846
STRUCTURAL STEEL, ERECTION	205+400	LBS. 103,452
REINFORCING STEEL, DELIVERED	108+300	LBS. 103,452
REINFORCING STEEL, PLACING	108+300	LBS. 103,452
SHEAR CONNECTORS, DELIVERED AND PLACED	1	LUMP SUM
FRENCH DRAINS	200	CU. YDS. 96.25
ALUMINUM RAILING	625	LIN. FT. 622.9
SLOPE PAVING FOR BRIDGES	370	SQ. YDS. 474.7



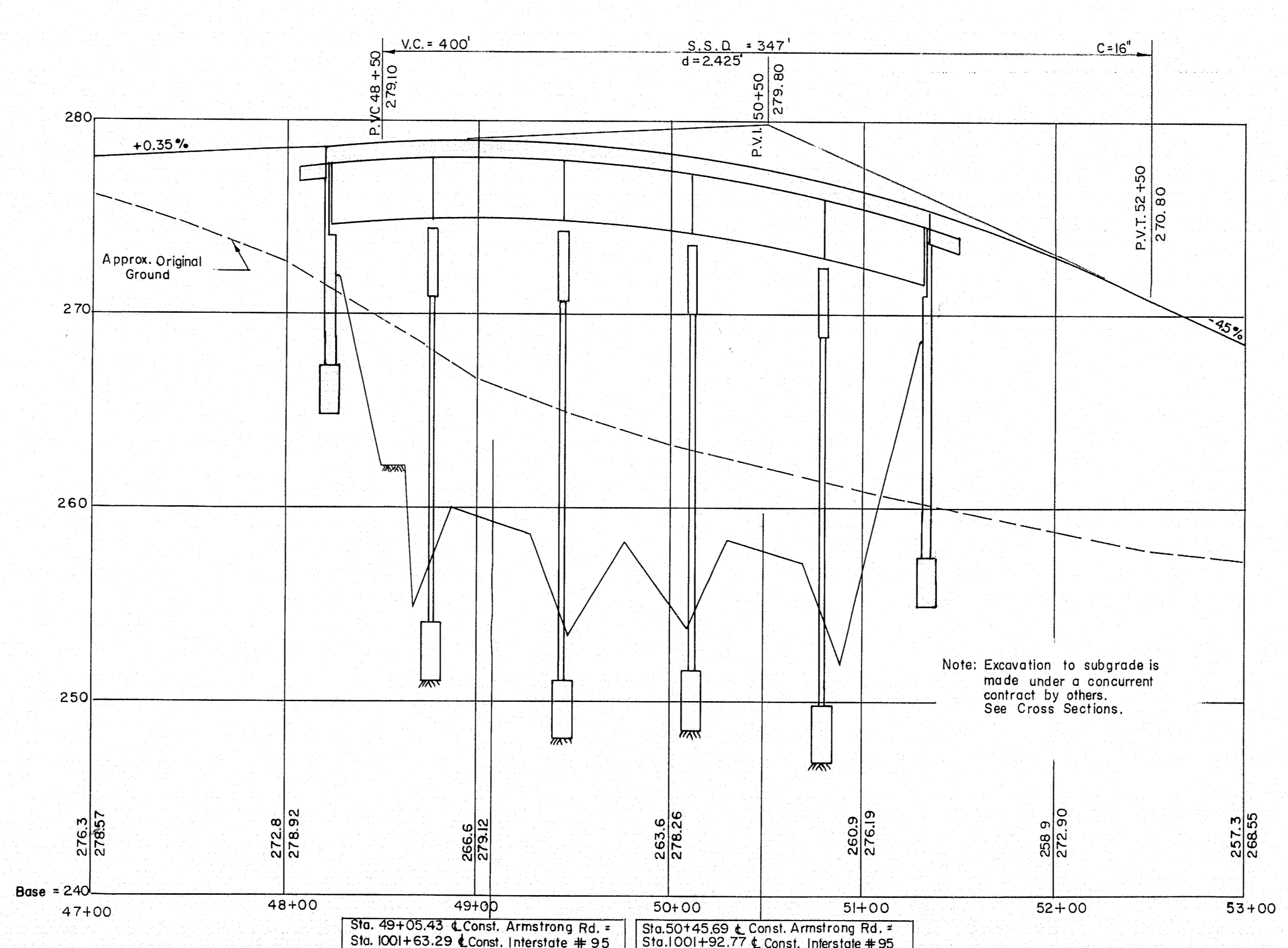
LOCATION MAP
Not to scale



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

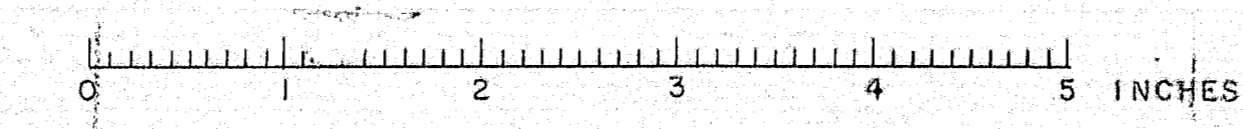


PROFILE ALONG INTERSTATE #95
Scale: Hor. 1" = 50'-0"
Vert. 1" = 5'-0"

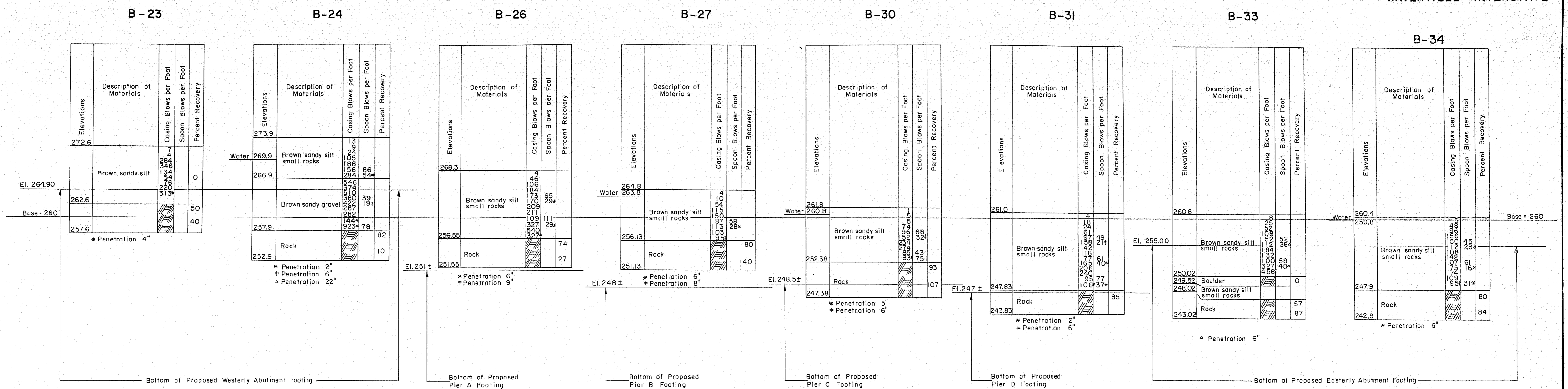


PROFILE ALONG ARMSTRONG ROAD
Scale: Hor. 1" = 50'-0"
Vert. 1" = 5'-0"

DESIGN	CHECK H.P.	BRIDGE NO.
DRAWN D.A.T.	APPROVED WAH-CJM	SURVEY PLOT
STATE HIGHWAY COMMISSION		
INTERSTATE #95		
UNDER		
ARMSTRONG ROAD		
IN THE CITY OF WATERVILLE		
KENNEBEC COUNTY		
KEY PLAN & PROFILES		
APPROVED BY <i>Wm. A. Henderson</i> DATE 7/23/58		SHEET 1 OF 8 AUGUSTA, MAINE
THE CLARKSON ENGINEERING CO., INC.		
CONSULTING ENGINEERS BOSTON MASSACHUSETTS		



WATERVILLE INTERSTATE



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

NOTES:

1. Location of borings are shown on Key Plan thus ● B-23. Punchings are shown on Key Plan thus ● PB-25.
2. Borings and punchings are taken for the purpose of design and show condition at boring and punching points only, but do not necessarily show nature of materials to be encountered during construction.
3. The Contractor is to form his own opinion of the character of the materials, and to make his own interpretation of borings and punchings.
4. The Engineer does not warrant the findings as being accurate or complete.
5. Figures in boring columns indicate blows per foot on 2 1/2" casing or 1" spoon produced by a 356# hammer with a fall of 14" and 12" respectively.
6. Punchings made by 1" rod and a 60# hammer with an 18" drop.
7. Borings and punchings were taken by the Maine State Highway Commission during the months of March and April, 1958.

PUNCHING LOG

Punching No.	Ground Elevation	Refusal ϕ
PB-25	270.4	8.4'
PB-28	263.4	12'
PB-29	261.8	10'
PB-32	261.2	5.5'

THE CLARKESON ENGINEERING CO., INC.

DESIGN	CHECK	H.P.	BRIDGE NO.
DRAWN	V.S.	APPROVED	W.J.H.
			SURVEY PLOT

STATE HIGHWAY COMMISSION

INTERSTATE #95

UNDER

ARMSTRONG ROAD

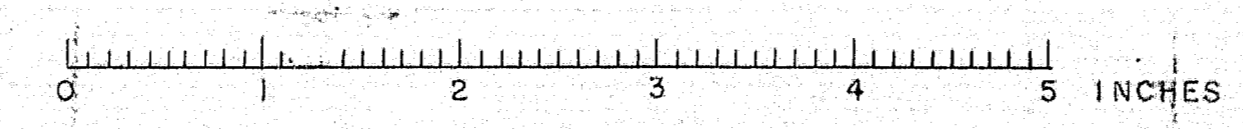
IN THE CITY OF

WATERVILLE

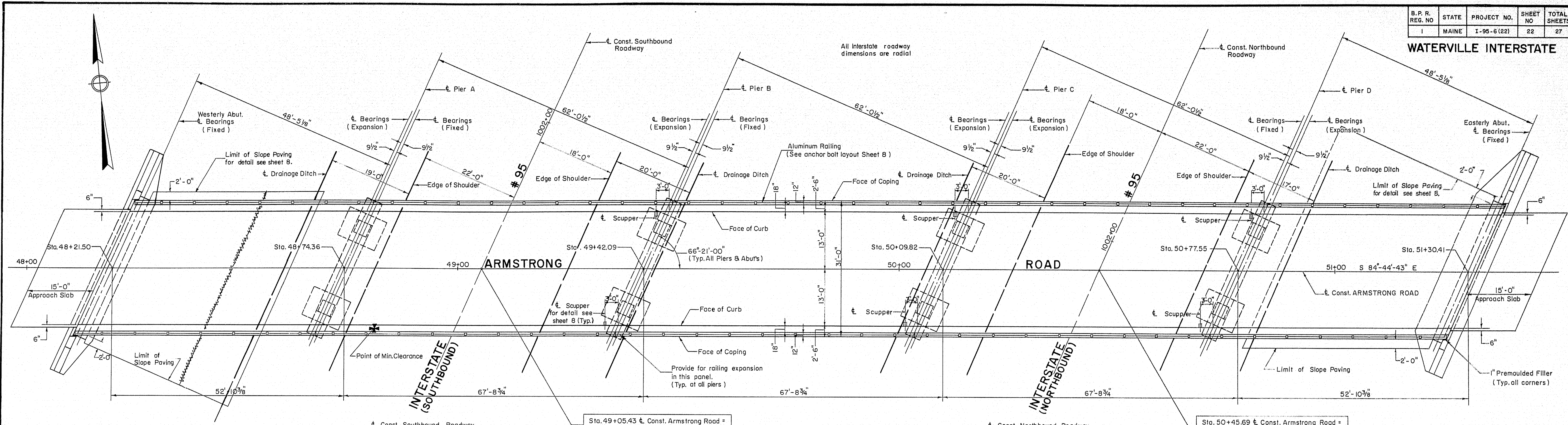
KENNEBEC COUNTY

BORING DATA

SHEET 2 OF 8 AUGUSTA, MAINE



WATERVILLE INTERSTATE



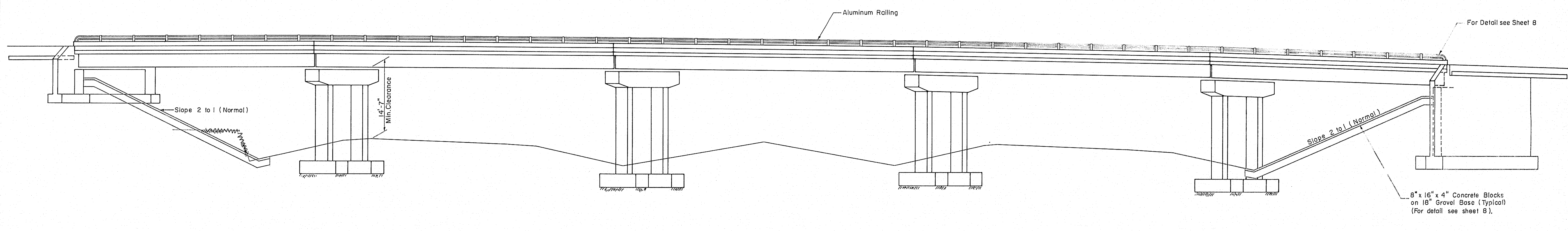
Const. Southbound Roadway Curve Data
 $\Delta = 66^{\circ}31'16''$
 $D = 1^{\circ}30'00''$
 $\Delta_s = 1^{\circ}30'00''$
 $L_s = 200.00'$
 $T_s = 2605.608'$
 $X = 199.986'$
 $Y = 1.745'$
 $R = 3819.719'$
 $\Delta_c = 63^{\circ}31'16''$
 $L_c = 4234.741'$
 $T_c = 2364.687'$

Sta. 49+05.43 Const. Armstrong Road =
 Sta. 1001+63.29 Const. Interstate #95
 (Southbound)

Const. Northbound Roadway Curve Data
 $\Delta = 66^{\circ}52'09''$
 $D = 1^{\circ}30'00''$
 $\Delta_s = 1^{\circ}30'00''$
 $L_s = 200.00'$
 $T_s = 2622.236'$
 $X = 199.986'$
 $Y = 1.745'$
 $R = 3819.719'$
 $\Delta_c = 63^{\circ}52'09''$
 $L_c = 4257.945'$
 $T_c = 2380.766'$

Sta. 50+45.69 Const. Armstrong Road =
 Sta. 1001+92.77 Const. Interstate #95
 (Northbound)

GENERAL PLAN
 Scale: $\frac{3}{32} = 1'-0''$

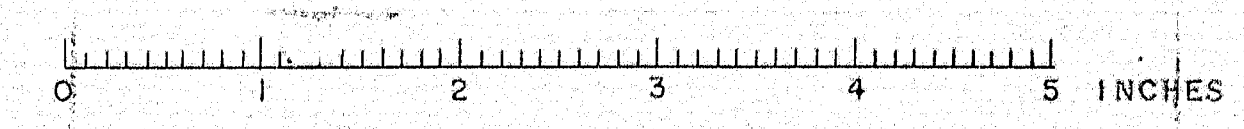


GENERAL ELEVATION
 Scale: $\frac{3}{32} = 1'-0''$

THE CLARKSON ENGINEERING CO., INC.

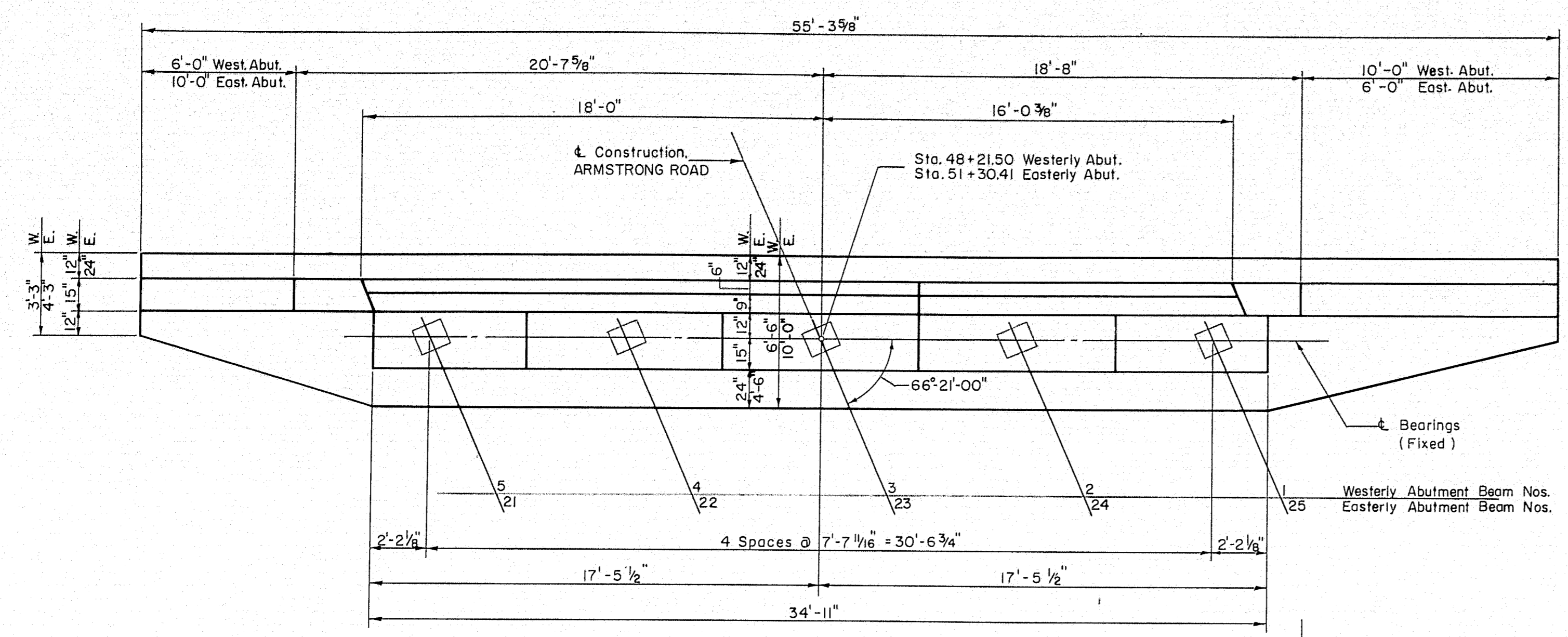
DESIGN JT-R.L.M.	CHECK D.M.S.-H.P.	BRIDGE NO. SURVEY PLOT
DRAWN E. K.	APPROVED WAH-CJM	

STATE HIGHWAY COMMISSION
INTERSTATE #95
 UNDER
ARMSTRONG ROAD
 IN THE CITY OF
WATERVILLE
 KENNEBEC COUNTY
 GENERAL PLAN & ELEVATION
 SHEET 3 OF 8 AUGUSTA, MAINE



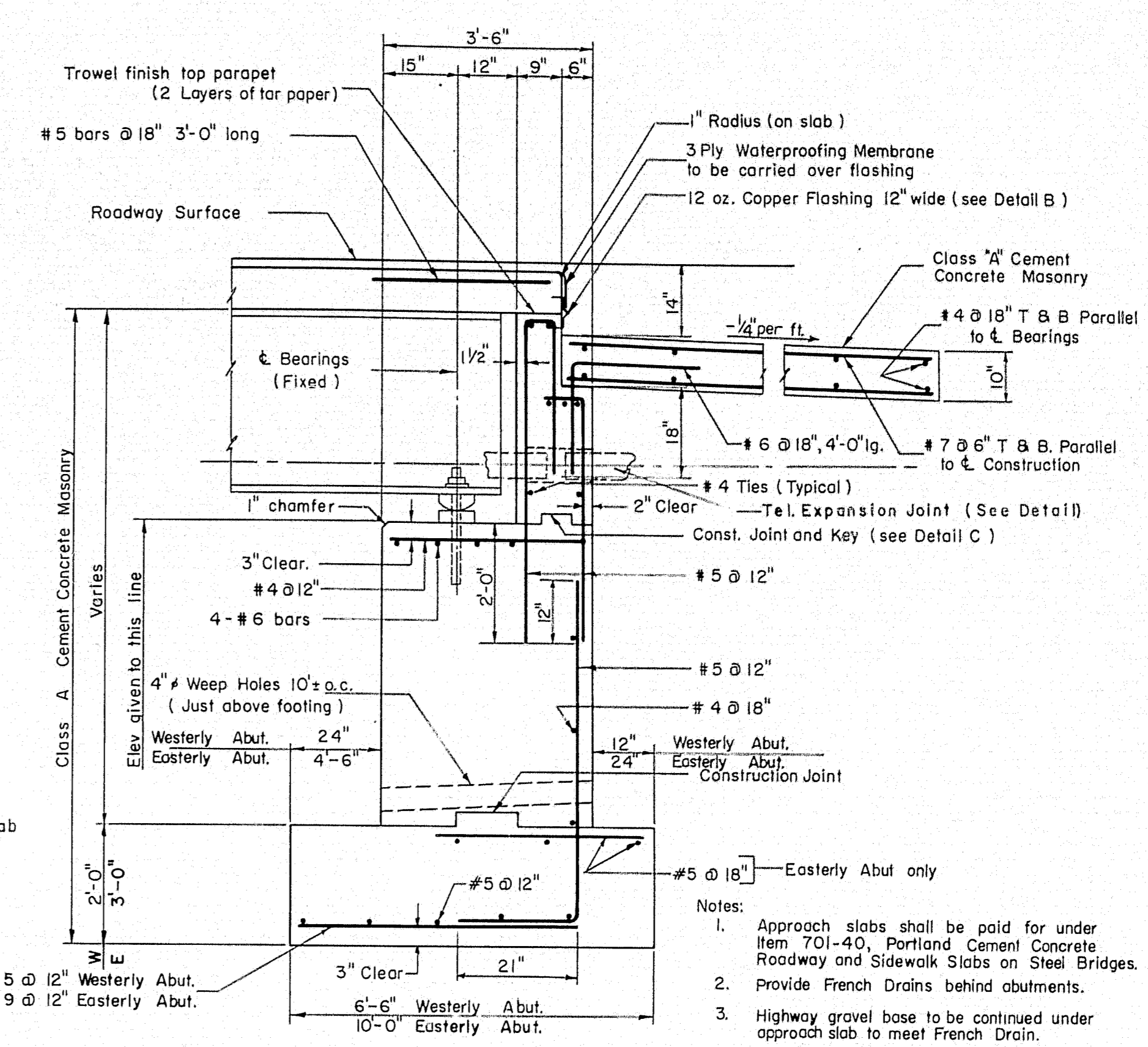
B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(22)	23	27

WATERVILLE INTERSTATE



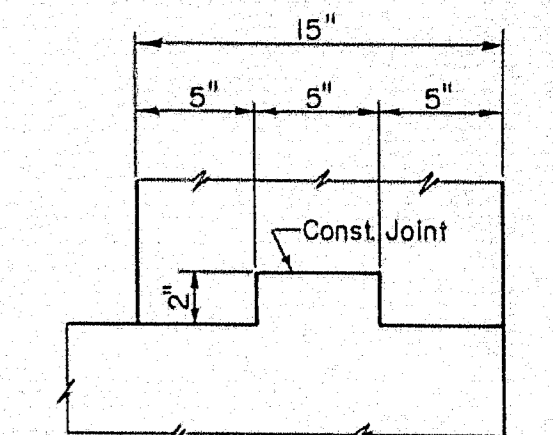
**WESTERLY ABUTMENT PLAN
EASTERLY ABUTMENT PLAN (SIMILAR)**

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



TYPICAL ABUTMENT SECTION

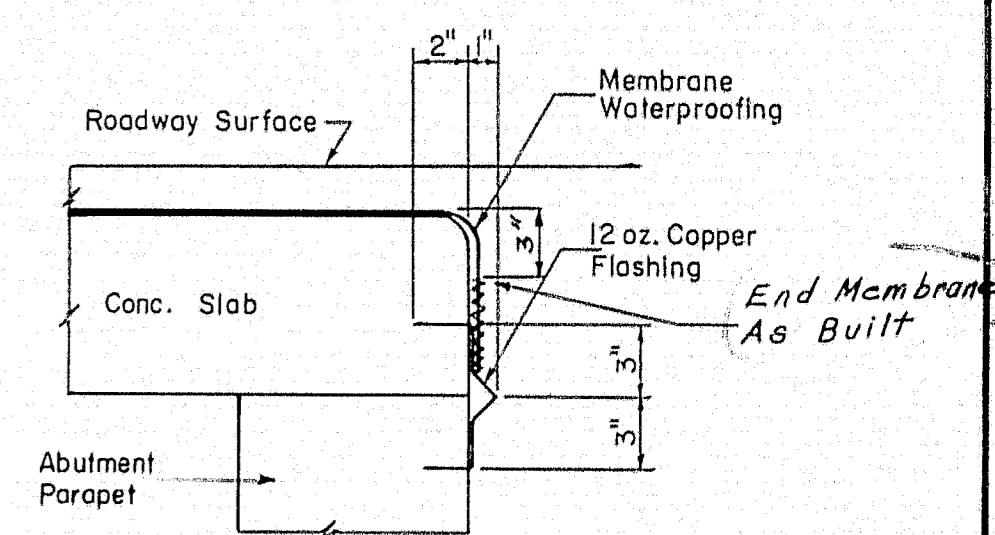
Scale: 1/2" = 1'-0"



DETAIL C

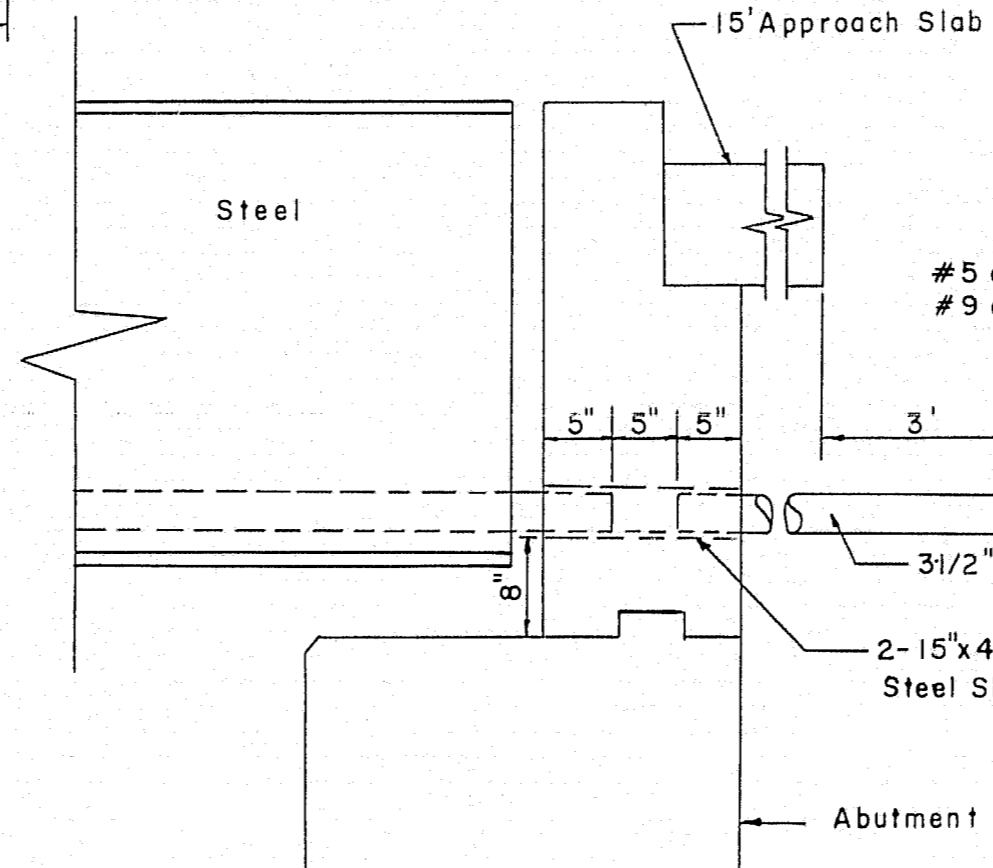
Scale: 1/2" = 1'-0"

Note: Concrete in backwall not to be placed until Structural Steel has been erected.



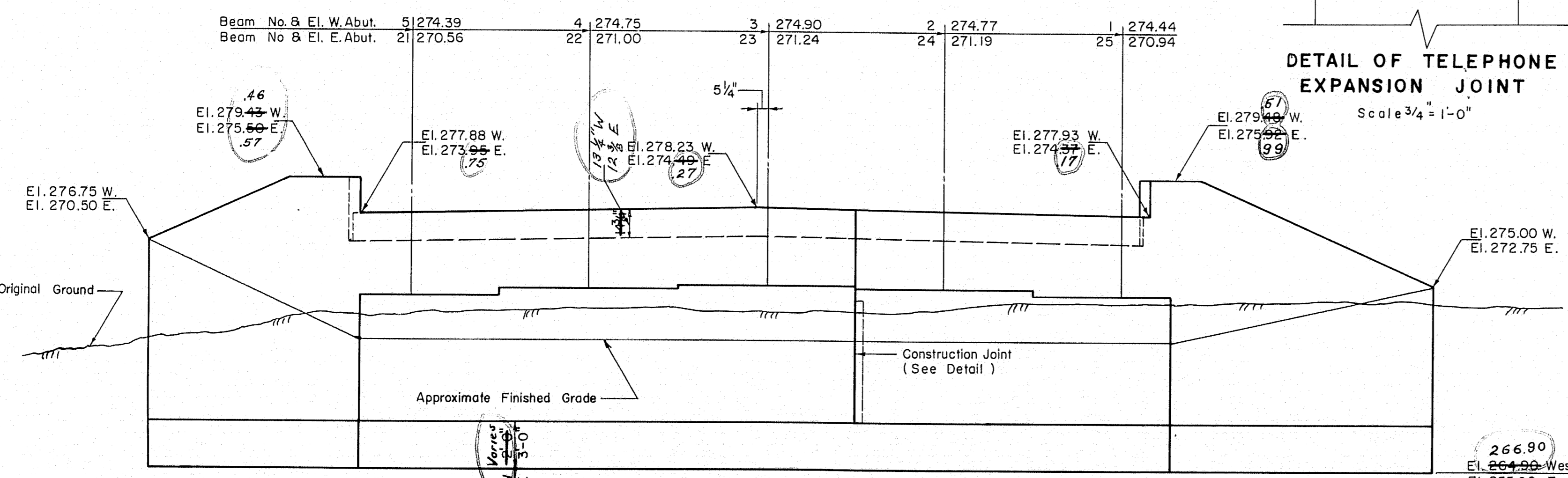
DETAIL B

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



DETAIL OF TELEPHONE EXPANSION JOINT

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

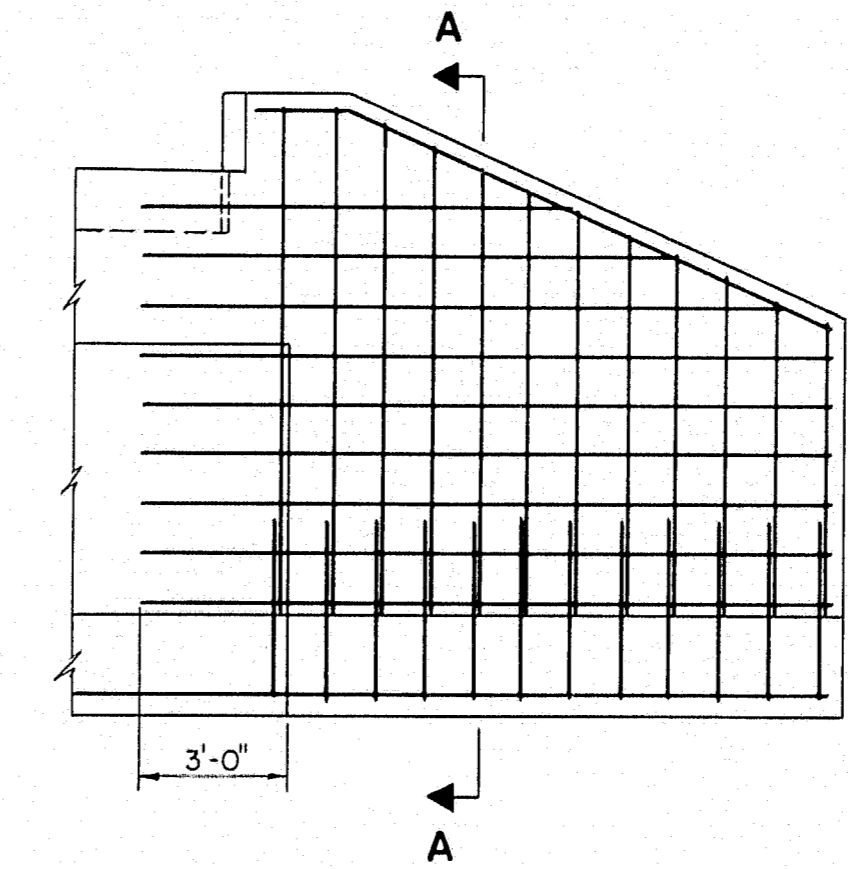


**WESTERLY ABUTMENT ELEVATION
EASTERLY ABUTMENT ELEVATION (SIMILAR)**

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

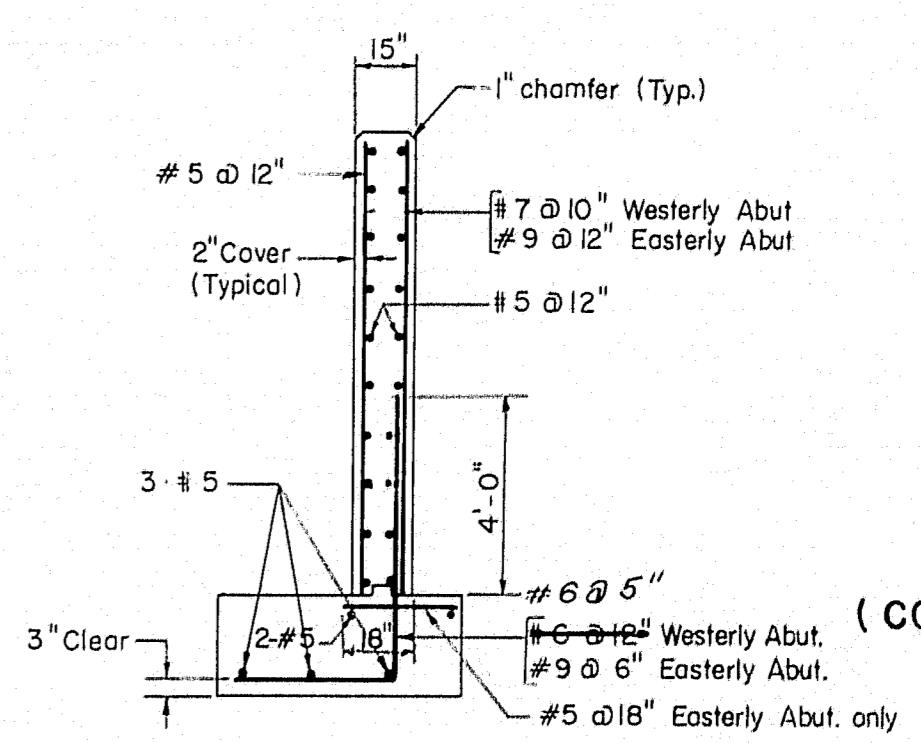
Note: Excavation to subgrade is made under a concurrent contract by others. See cross sections.

Note: Maximum Bearing Pressure 4000 lbs. per sq. ft.



WING REINFORCING LAYOUT

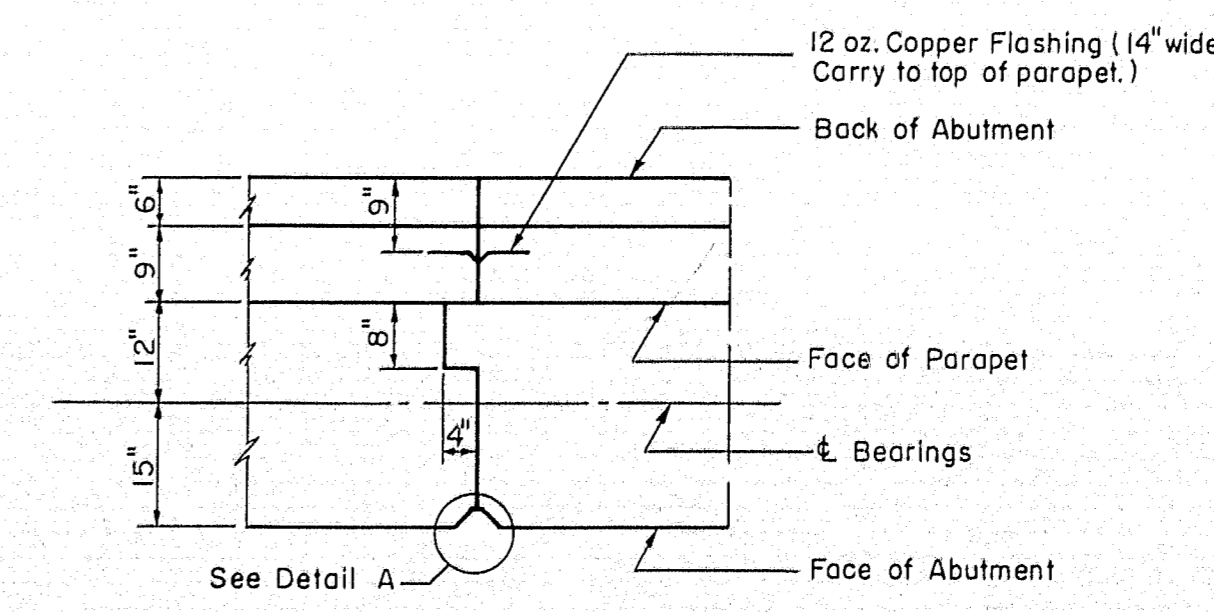
Scale: 1/4" = 1'-0"



SECTION A-A

**DETAIL A
(CONSTRUCTION JOINT)**

Scale: 3" = 1'-0"



ABUTMENT CONSTRUCTION JOINT

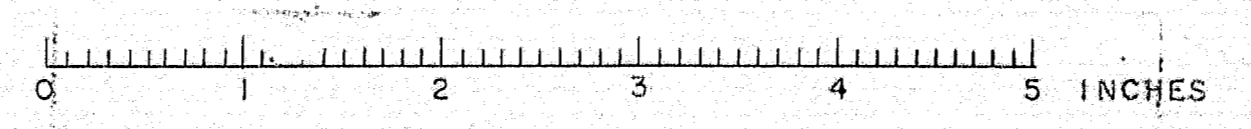
Note: Reinforcement to run through construction joint.
Scale: 1/2" = 1'-0"

THE CLARKSON ENGINEERING CO., INC.

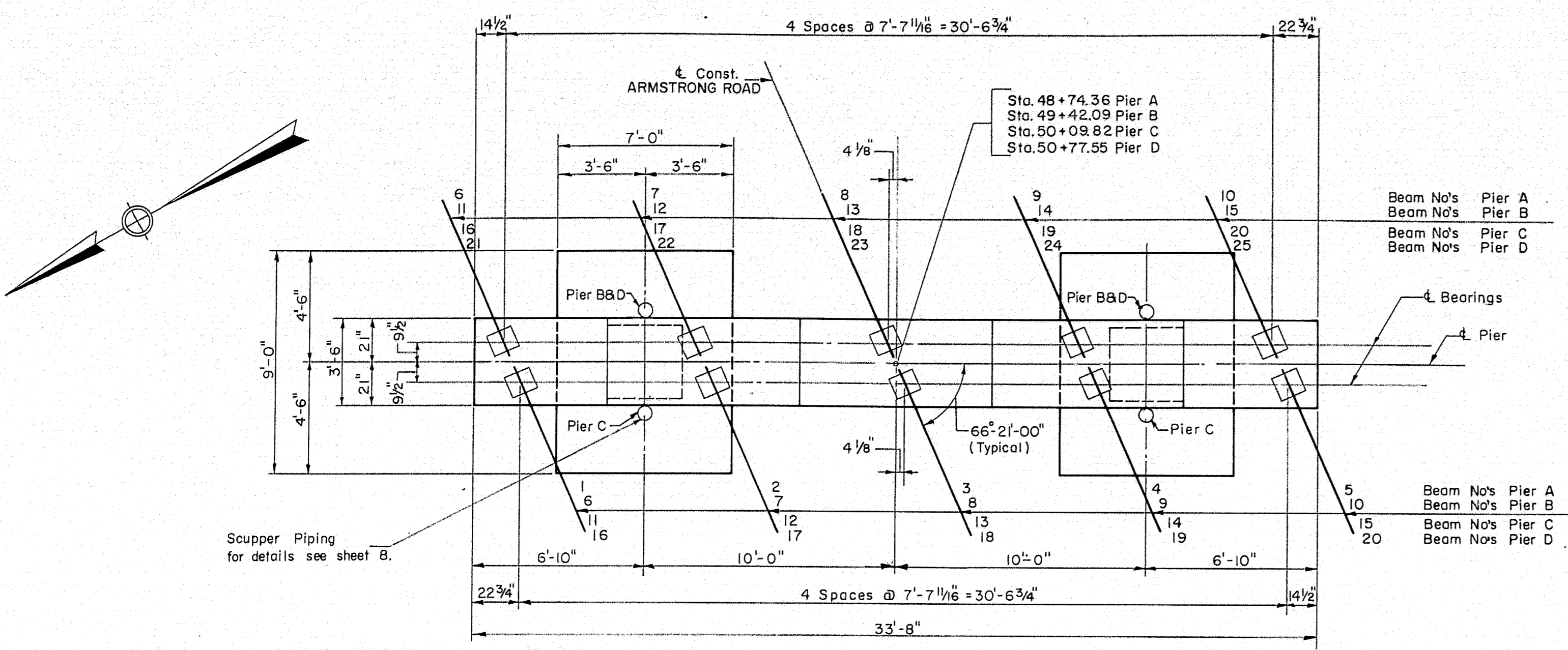
DESIGN D.M.S.	CHECK G.B. & H.R.	BRIDGE NO. SURVEY
DRAWN E.K.	APPROVED WAH-CJM	PLOT

STATE HIGHWAY COMMISSION
INTERSTATE #95
UNDER
ARMSTRONG ROAD
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
ABUTMENTS

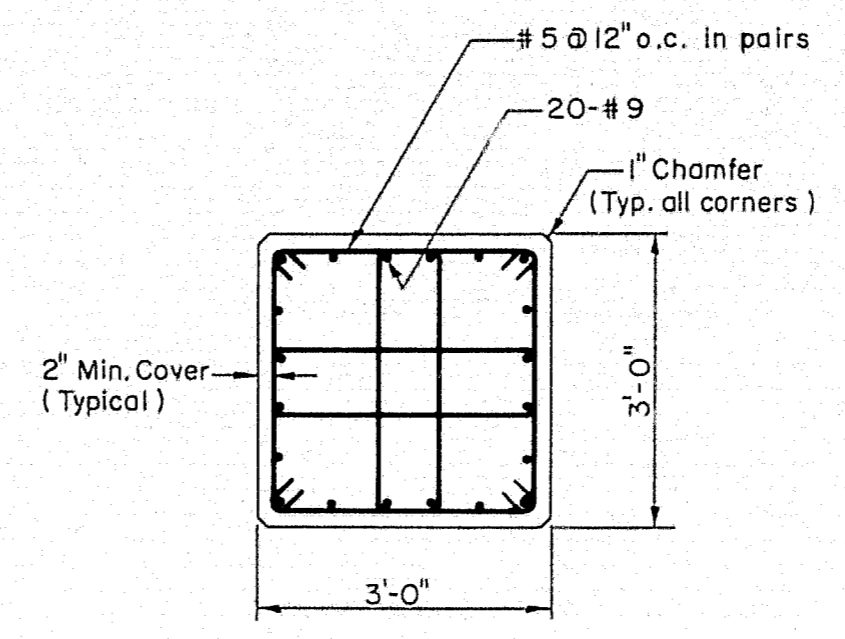
SHEET 4 OF 8 AUGUSTA, MAINE



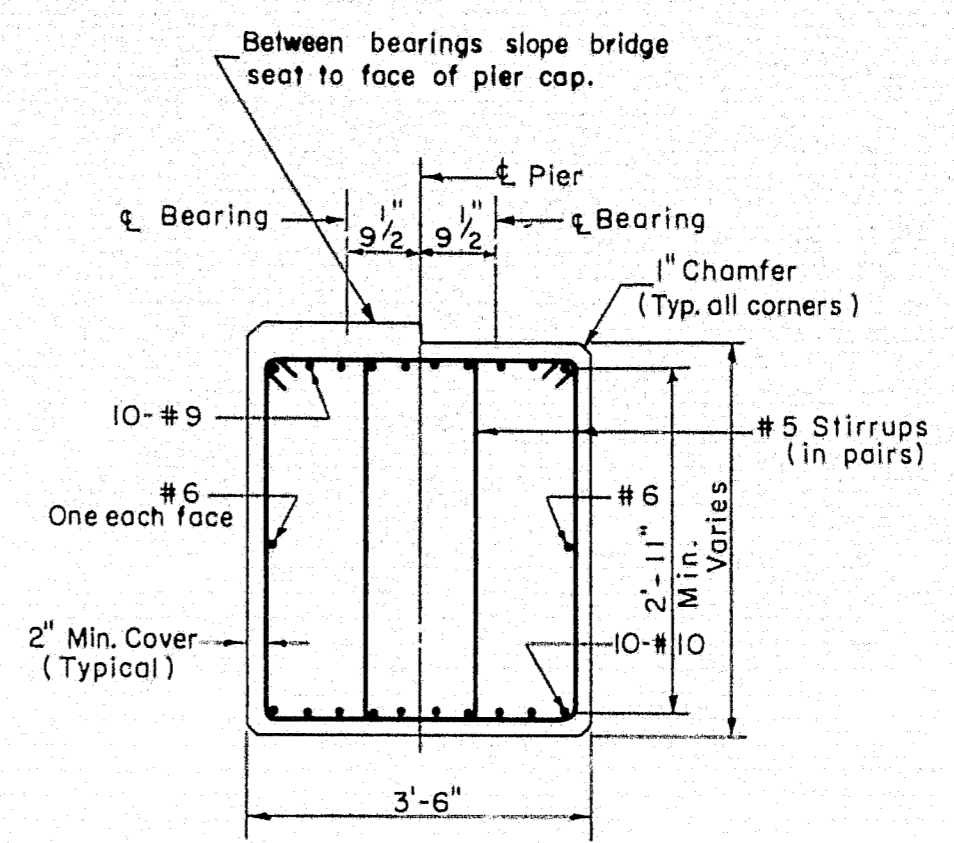
WATERVILLE INTERSTATE



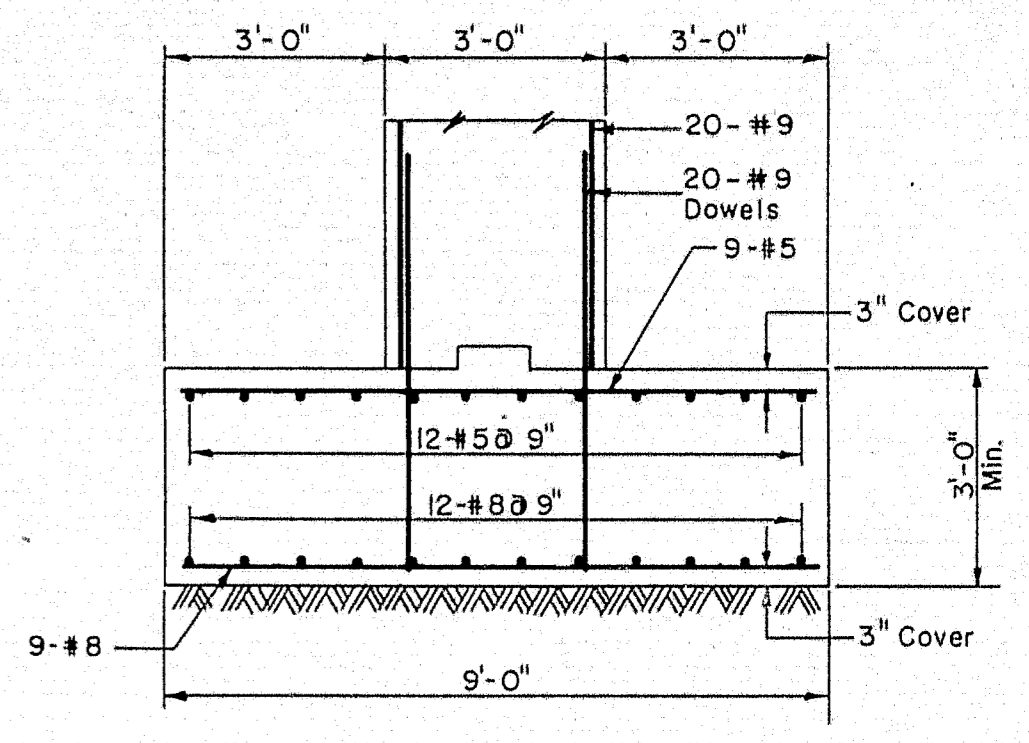
PLAN PIER A
PLAN PIER B, C & D (SIMILAR)
Scale: 1/4" = 1'-0"



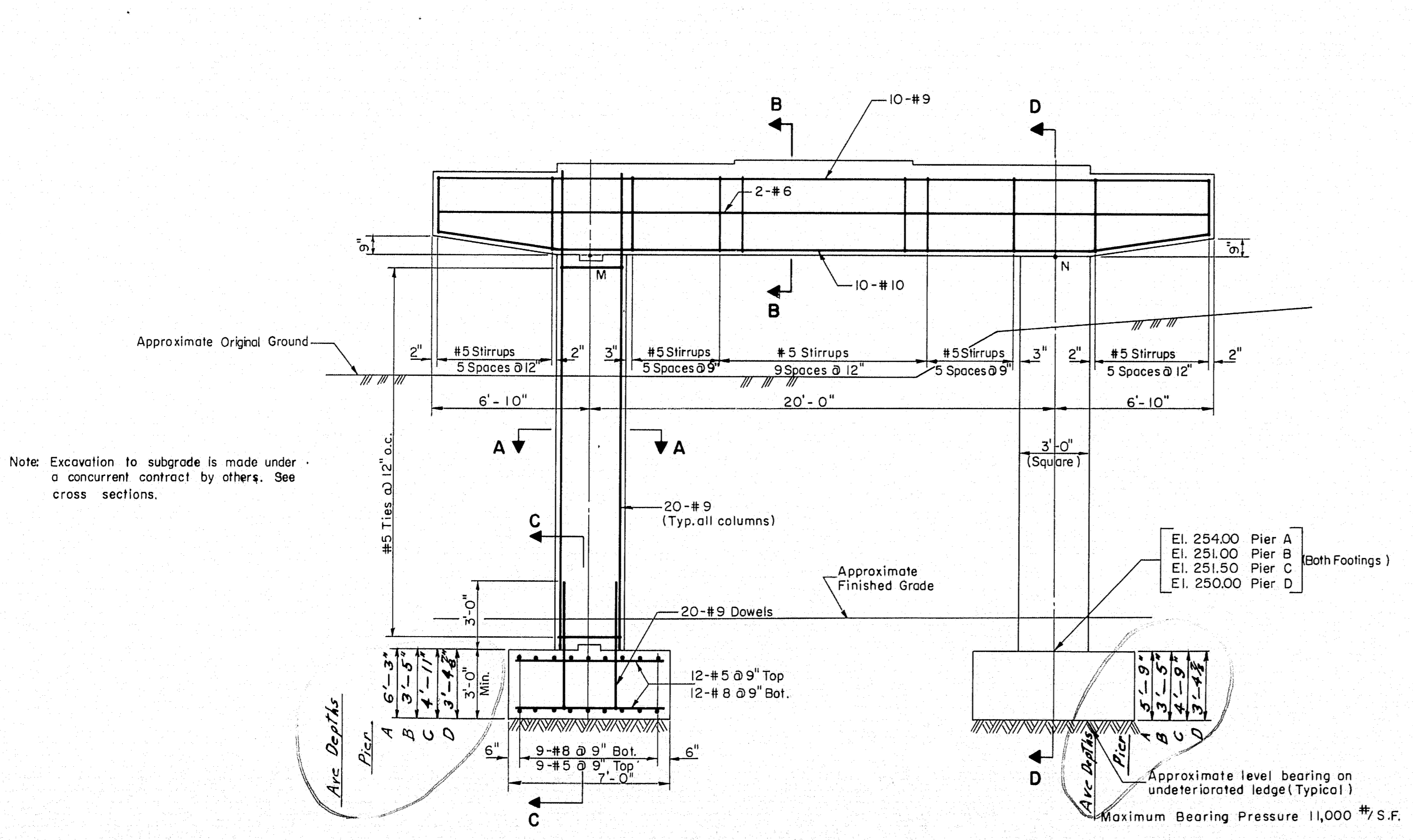
SECTION A-A
Scale: 1/2" = 1'-0"



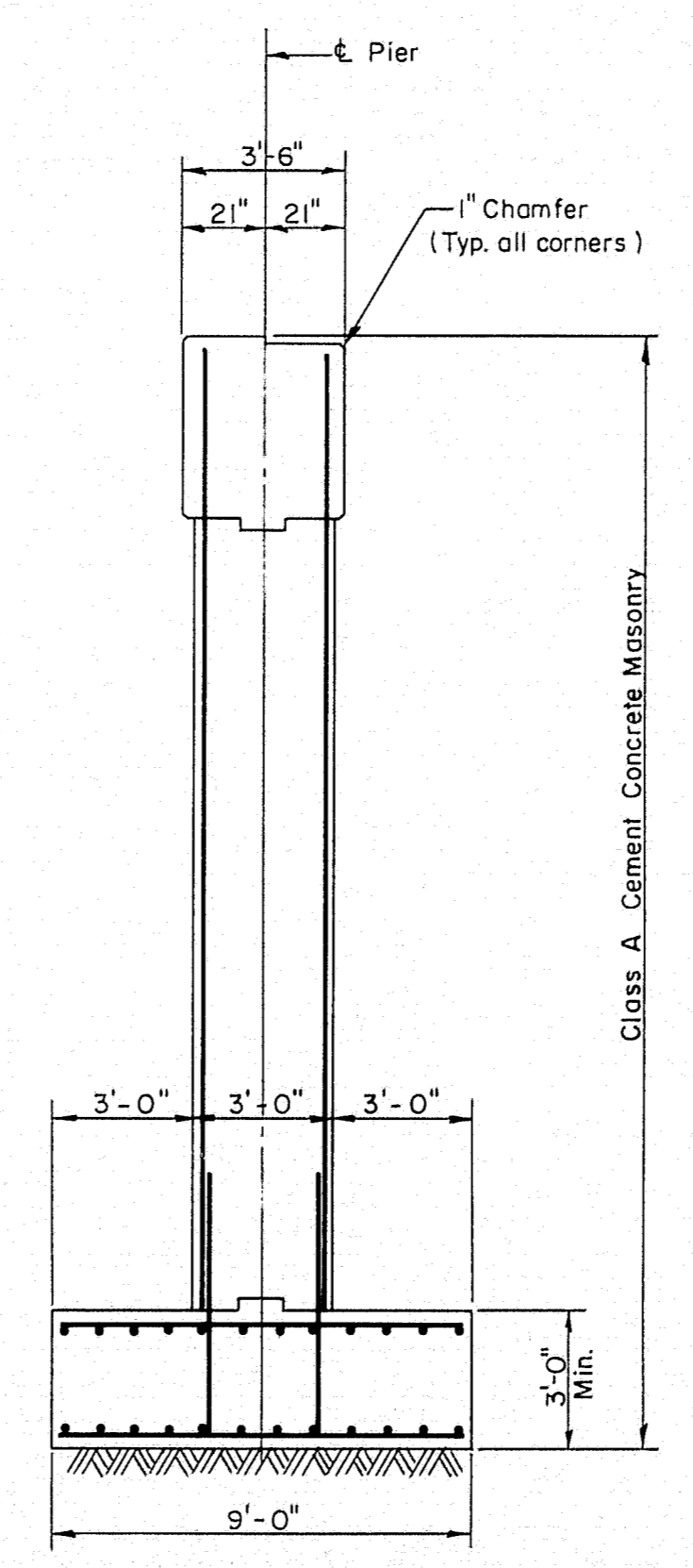
SECTION B-B
Scale: 1/2" = 1'-0"



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



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



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

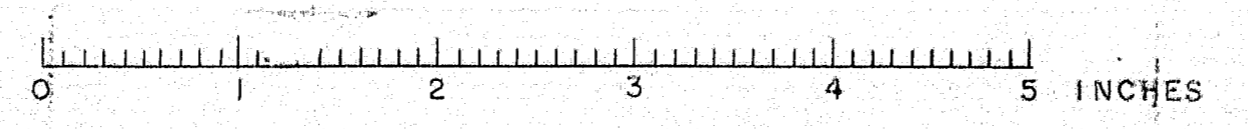
Beam No.	Pier A	Beam No.	Pier B	Beam No.	Pier C	Beam No.	Pier D	Beam No.
1	274.56	6	274.29	11	273.47	16	272.07	21
2	274.91	7	274.46	12	273.66	17	272.29	22
3	275.06	8	274.64	13	273.86	18	272.51	23
4	274.91	9	274.51	14	273.76	19	272.44	24
5	274.55	10	274.39	15	273.66	20	272.36	25

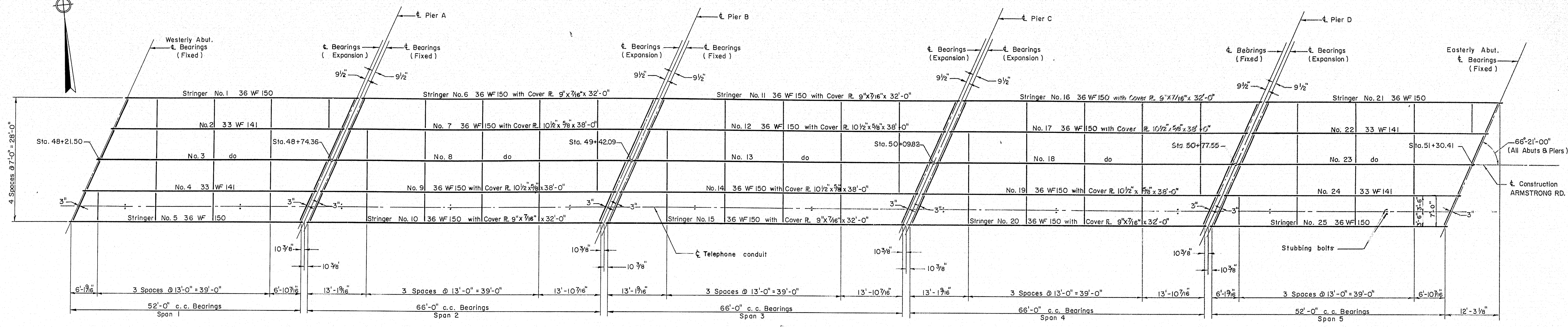
Piers	M	N
A	271.06	271.06
B	270.76	270.86
C	269.96	270.16
D	268.46	268.76

THE CLARKSON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION
INTERSTATE #95
UNDER
ARMSTRONG ROAD
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
PIERS
SHEET 5 OF 8 AUGUSTA, MAINE

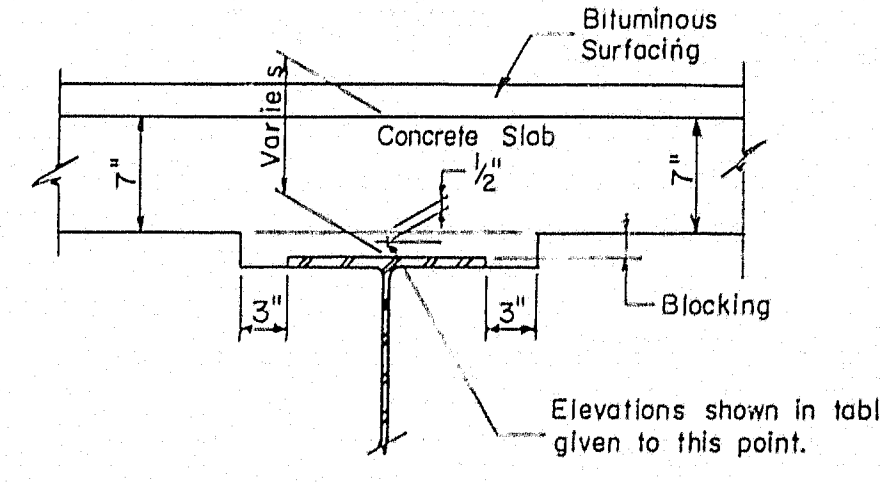




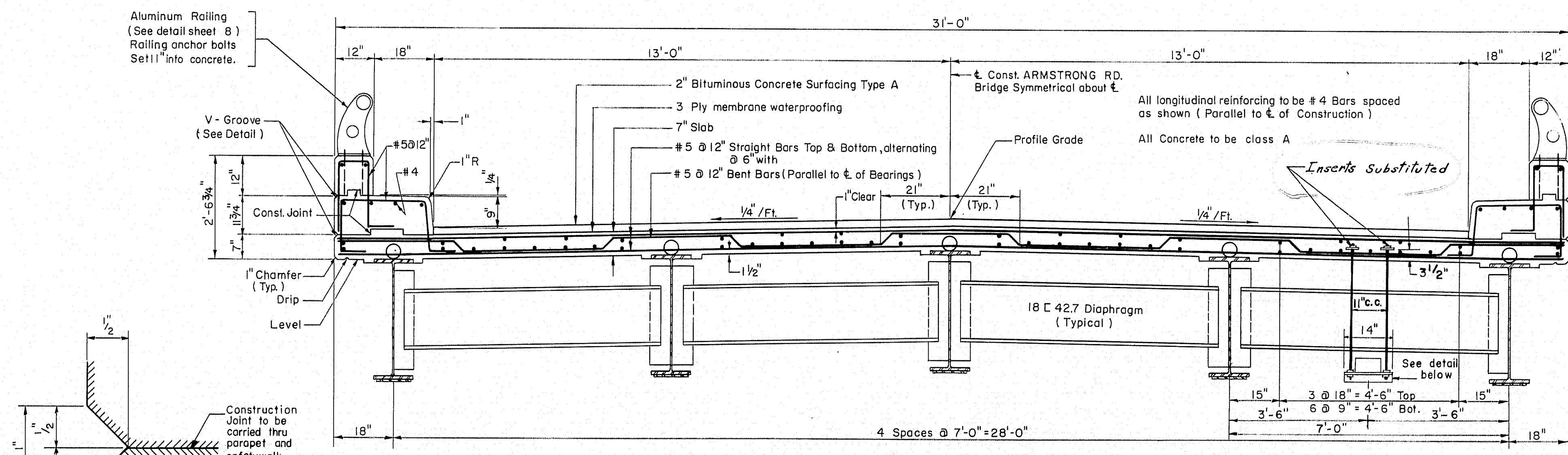
FRAMING PLAN
Scale: 3/32" = 1'-0"

Beam No.	ℓ. Brg. *	1/4 Point	1/2 Point	3/4 Point	ℓ. Brg.
1	277.92	277.99	278.05	278.07	278.05
2	278.05	278.13	278.19	278.21	278.19
3	278.19	278.26	278.32	278.35	278.34
4	278.03	278.11	278.16	278.19	278.19
5	277.87	277.95	278.01	278.04	278.04
6	278.04	278.08	278.06	277.94	277.76
7	278.19	278.24	278.22	278.11	277.93
8	278.34	278.39	278.37	278.27	278.10
9	278.19	278.25	278.24	278.14	277.97
10	278.04	278.10	278.10	278.01	277.85
11	277.75	277.65	277.49	277.24	276.92
12	277.92	277.83	277.67	277.43	277.12
13	278.09	278.00	277.85	277.62	277.31
14	277.97	277.89	277.74	277.51	277.21
15	277.84	277.77	277.63	277.41	277.11
16	276.89	276.66	276.36	275.98	275.53
17	277.09	276.86	276.57	276.19	275.74
18	277.28	277.06	276.78	276.41	275.97
19	277.19	276.97	276.69	276.33	275.89
20	277.09	276.88	276.61	276.25	275.82
21	275.48	275.18	274.83	274.45	274.02
22	275.70	275.40	275.06	274.68	274.26
23	275.92	275.63	275.30	274.92	274.50
24	275.85	275.56	275.23	274.86	274.45
25	275.78	275.49	275.17	274.80	274.39

- Note:
- All intermediate diaphragms to be 18 C 42.7, for detail see Sheet 7
 - All end diaphragms to be 15 C 33.9, for detail see Sheet 7
 - For cover plate and shear connector details see Sheet 7
 - No paint shall be applied to the top flanges of beams to which shear connectors are to be welded.
 - 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.
 - Parapet and safety walks to have transverse construction joints 20' ± on centers. Joints are not to be located under rolling posts. Contact surfaces of joints to be painted with a bituminous material. Reinforcing steel to be carried thru joints.
 - Exposed surfaces are to be chamfered 1"

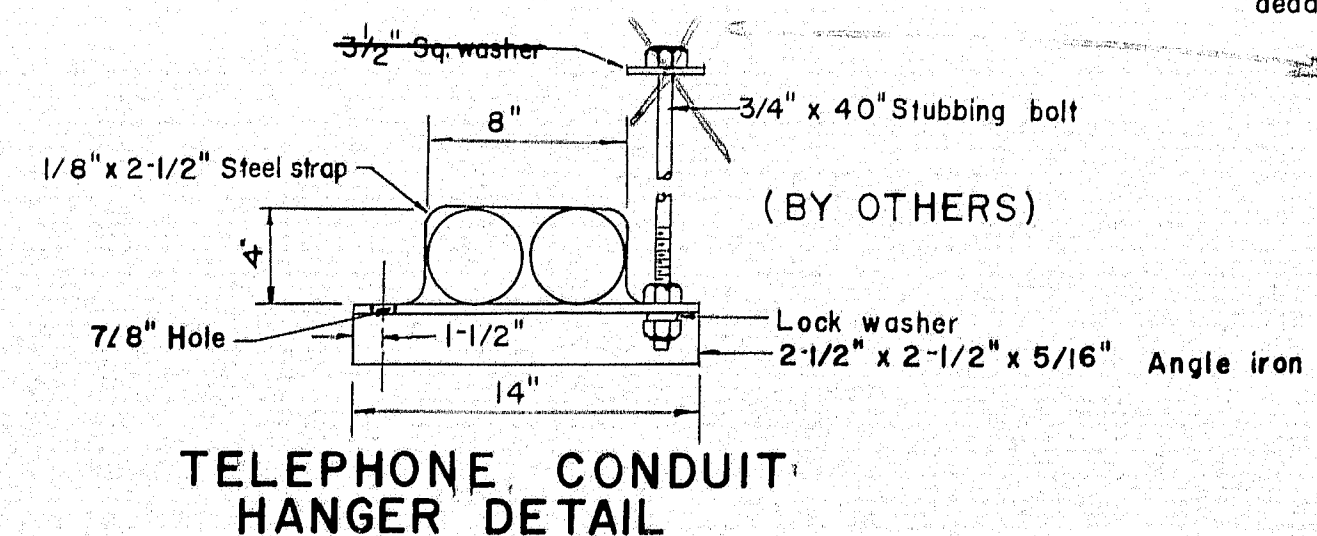


DETAIL OF HAUNCH
Scale: 1" = 1'-0"



TYPICAL CROSS SECTION
Scale: 1/2" = 1'-0"

V-GROOVE DETAIL
Not to Scale



TELEPHONE CONDUIT HANGER DETAIL

Threaded insert for 3/4" Bolt
(Supplied by M.E.T. #7)

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 plus 1/2" give the actual blocking distance from top of beam to the bottom of the slab

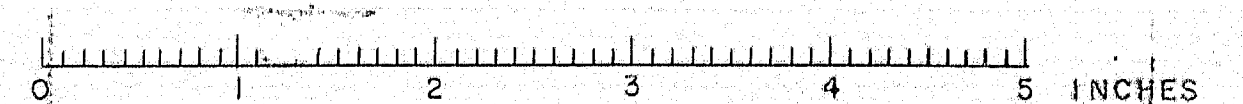
The elevations in the table take into consideration the camber necessary to compensate for the dead load deflection of the concrete slab, wearing surface, safety walks and parapets plus 1/2", allowing the structure under dead load to take its final position of the calculated finished grade.

THE CLARKESON ENGINEERING CO., INC.

DESIGN D.M.S.	CHECK G.B. & H.P.	BRIDGE NO. SURVEY PLOT
DRAWN E.K.	APPROVED C.J.M.	

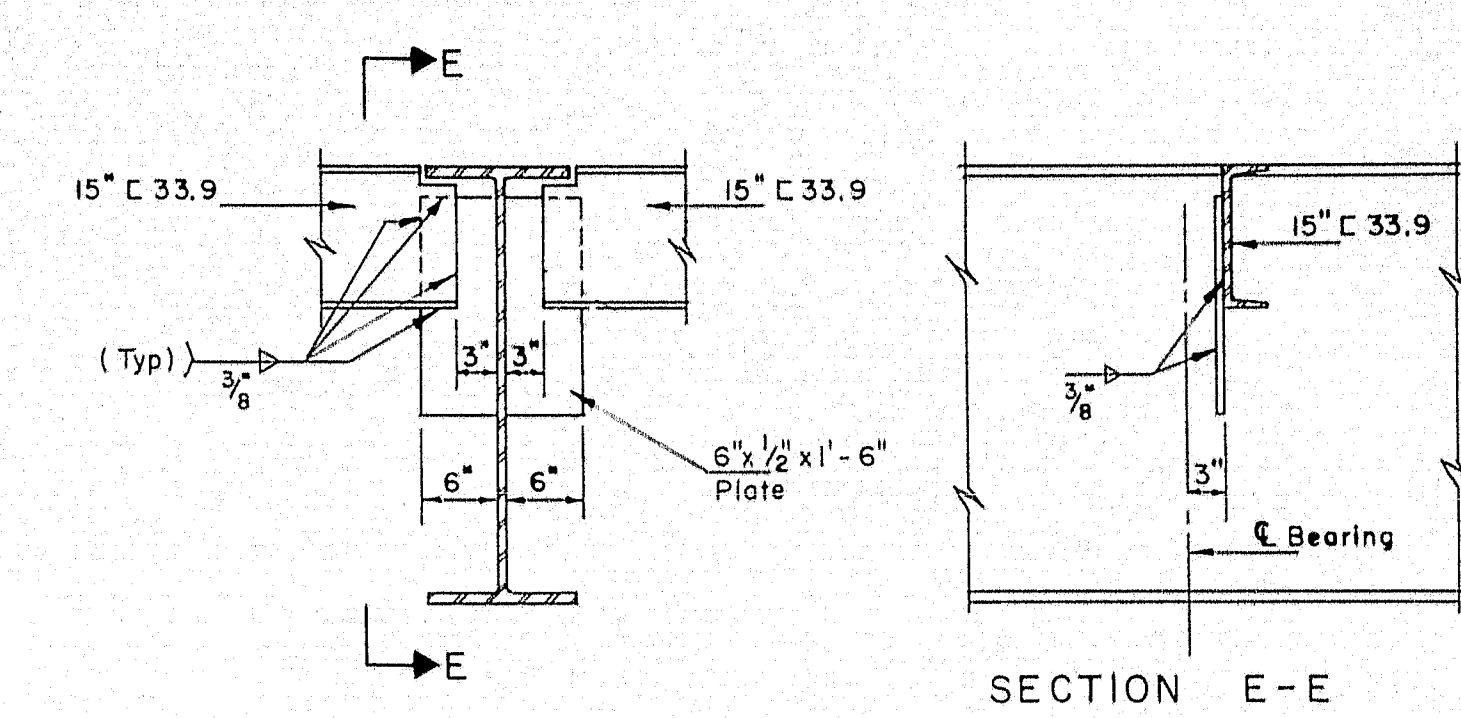
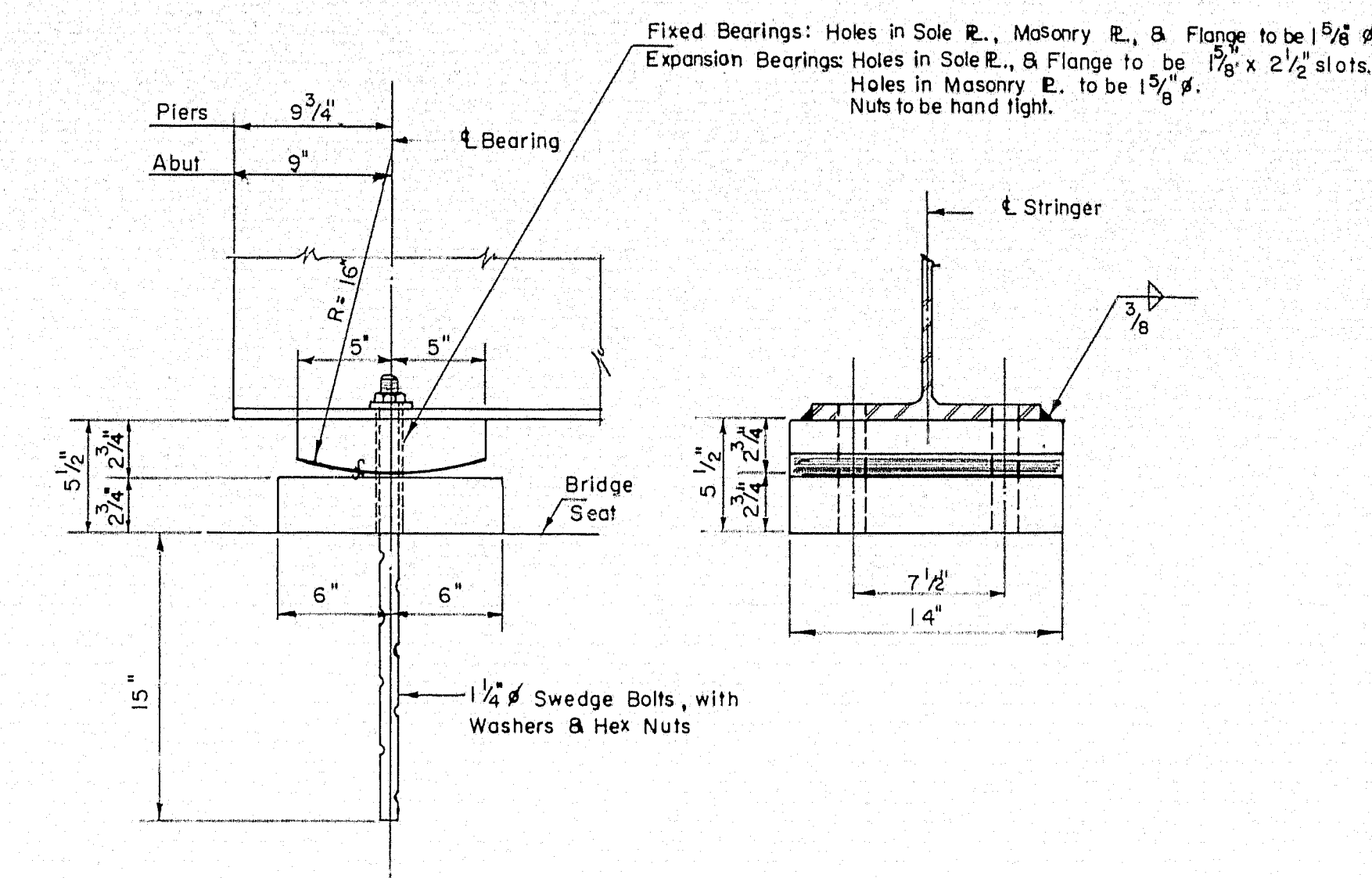
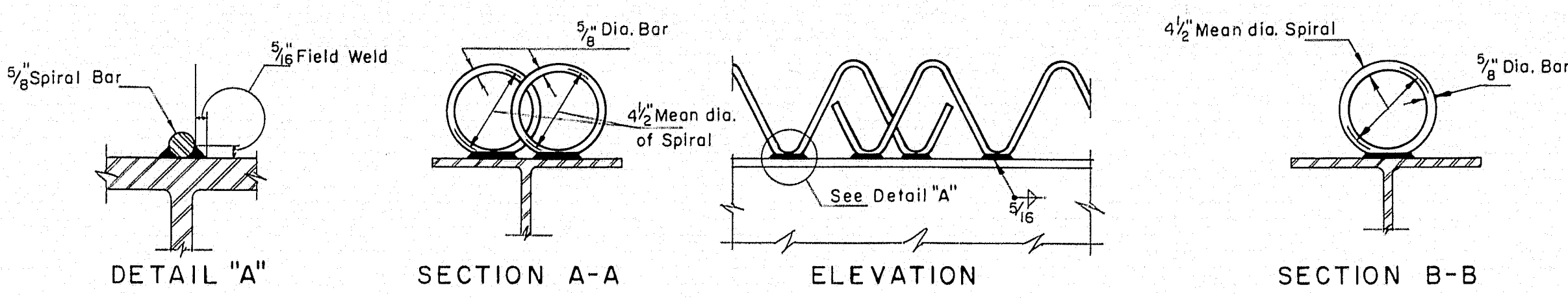
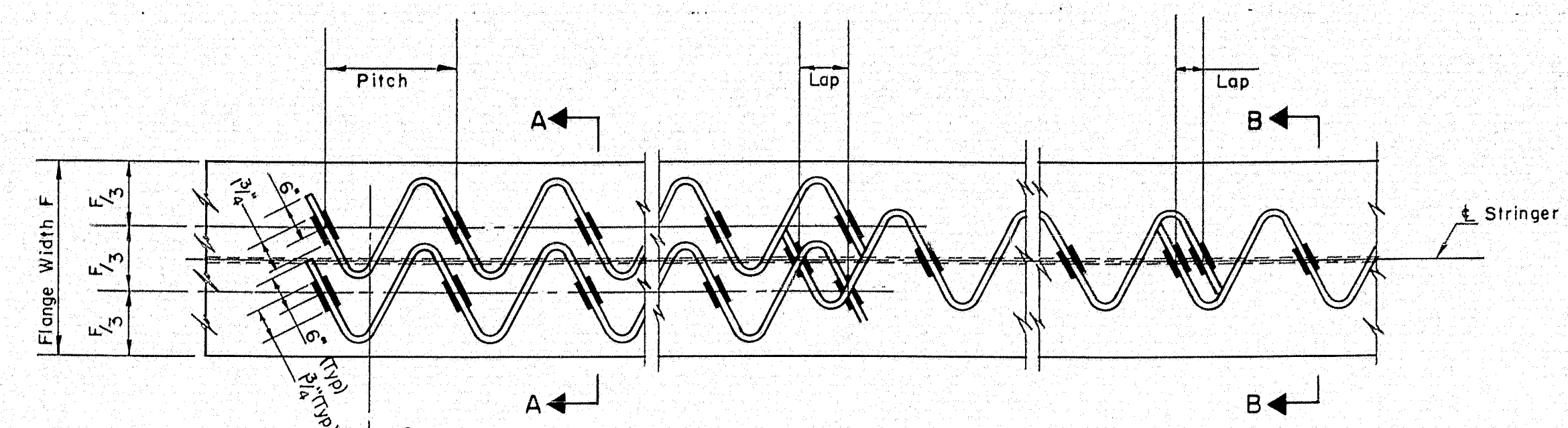
STATE HIGHWAY COMMISSION
INTERSTATE #95
UNDER
ARMSTRONG ROAD
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY

FRAMING PLAN & TYPICAL CROSS SECTION
SHEET 6 OF 8 AUGUSTA, MAINE

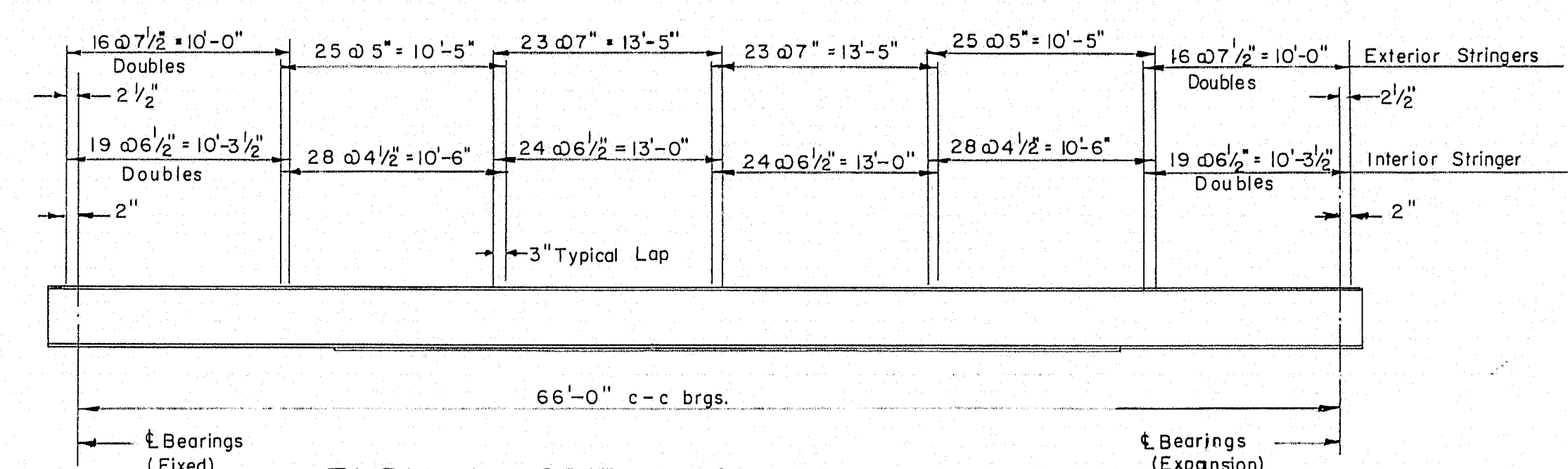


B. P. R. R.E.G. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(22)	26	27

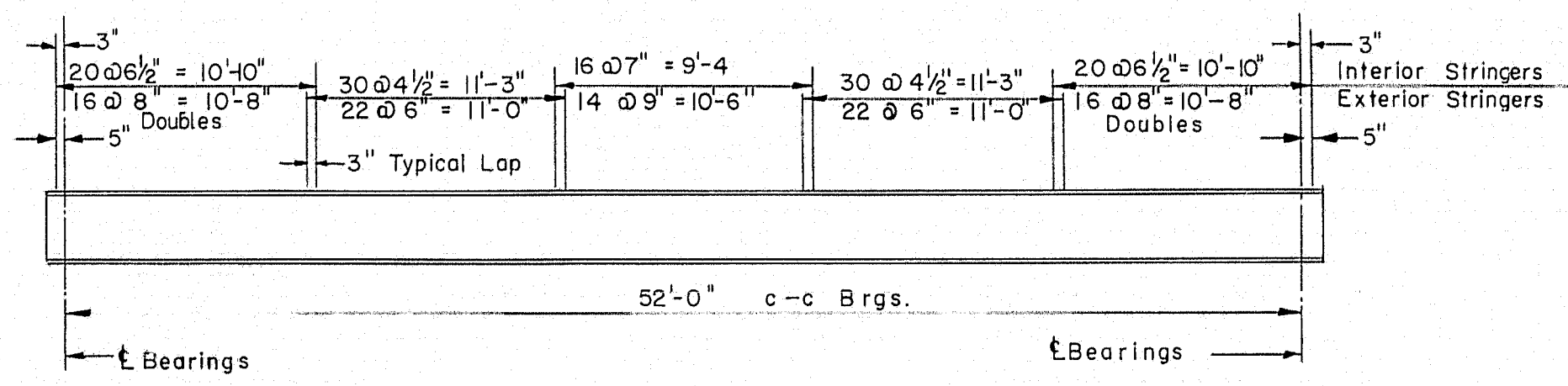
WATERVILLE INTERSTATE



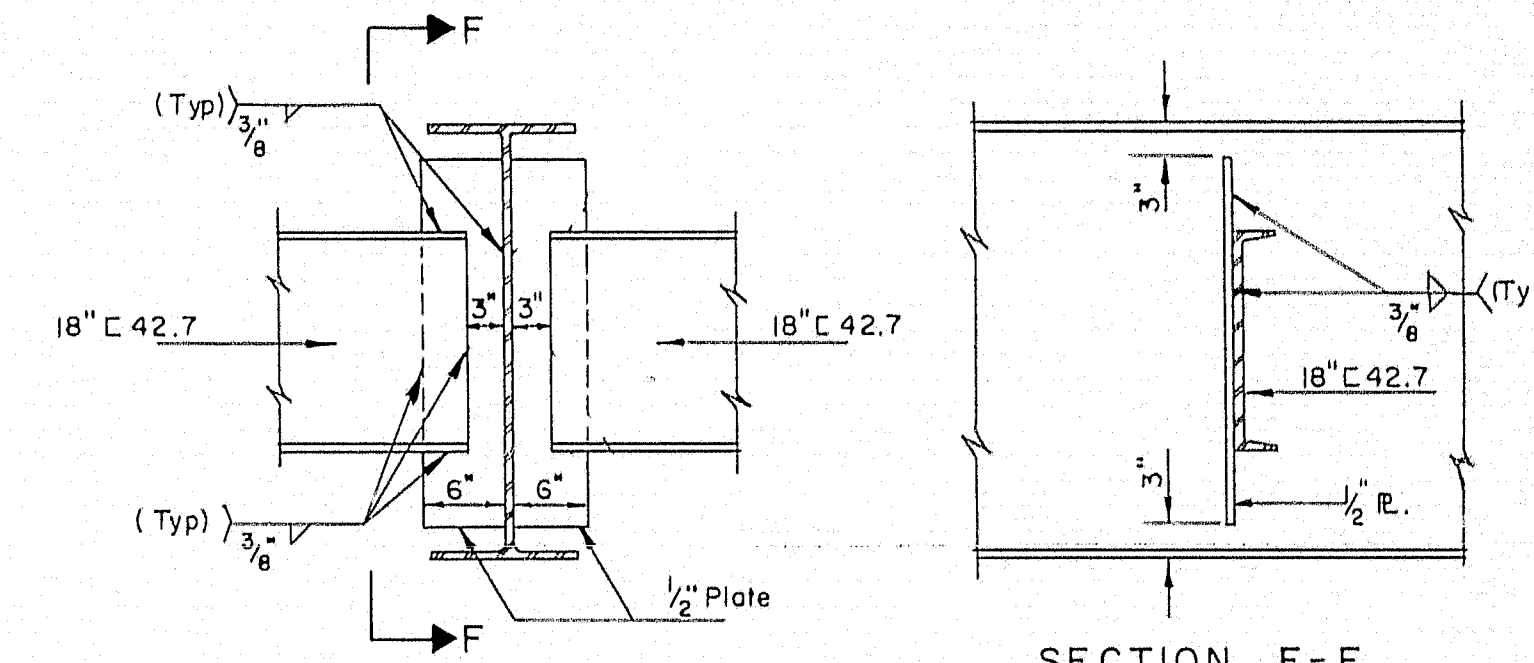
WELDED END DIAPHRAGM CONNECTION
SCALE: 3/4" = 1'-0"
NOTE: Welds to be shop or field welded



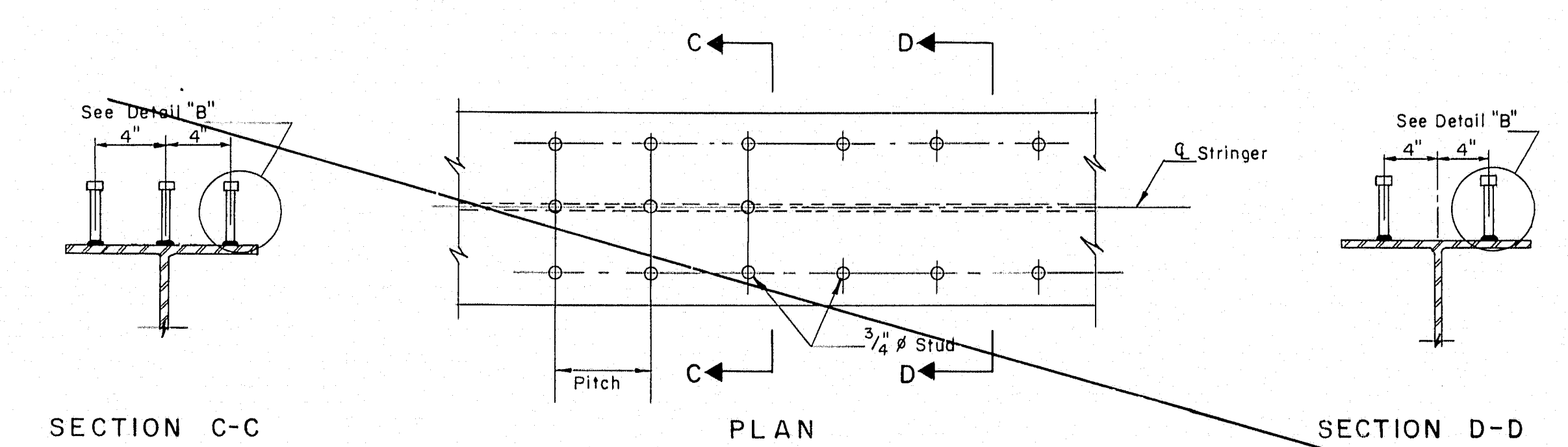
TYPICAL SPIRAL SHEAR CONNECTORS
DETAILS & LAYOUT
NOT TO SCALE



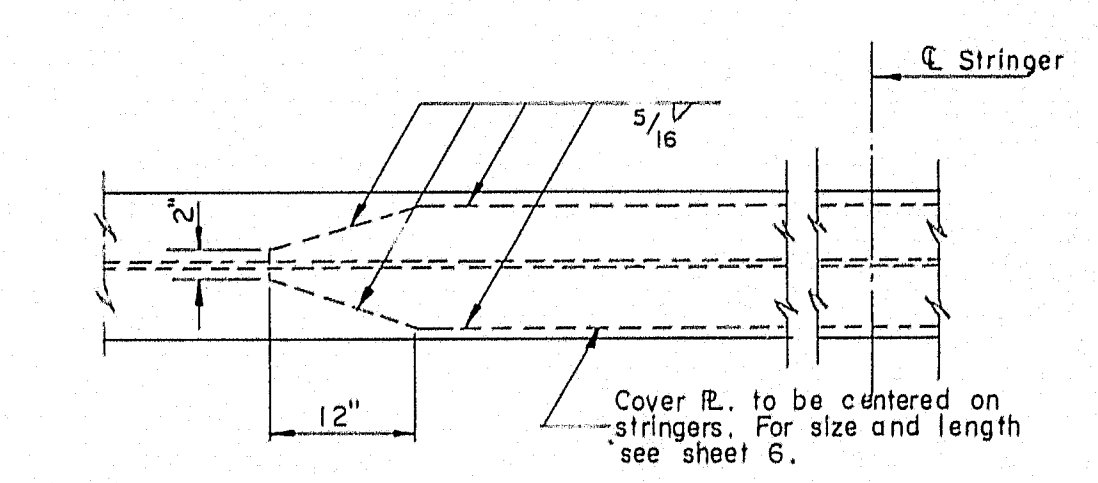
TYPICAL STUD SHEAR CONNECTORS
DETAILS & LAYOUT
NOT TO SCALE



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



Spiral Shear Connectors Used



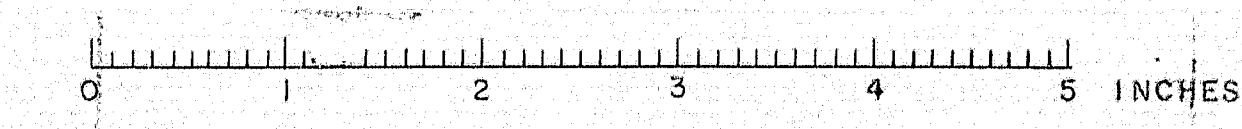
COVER PLATE DETAIL
SCALE: 3/4" = 1'-0"

THE CLARKESON ENGINEERING CO., INC.

DESIGN D.M.S.	CHECK G.B.H.P.	BRIDGE NO.
DRAWN D.E.S.	APPROVED WAH-CJM	SURVEY PLOT

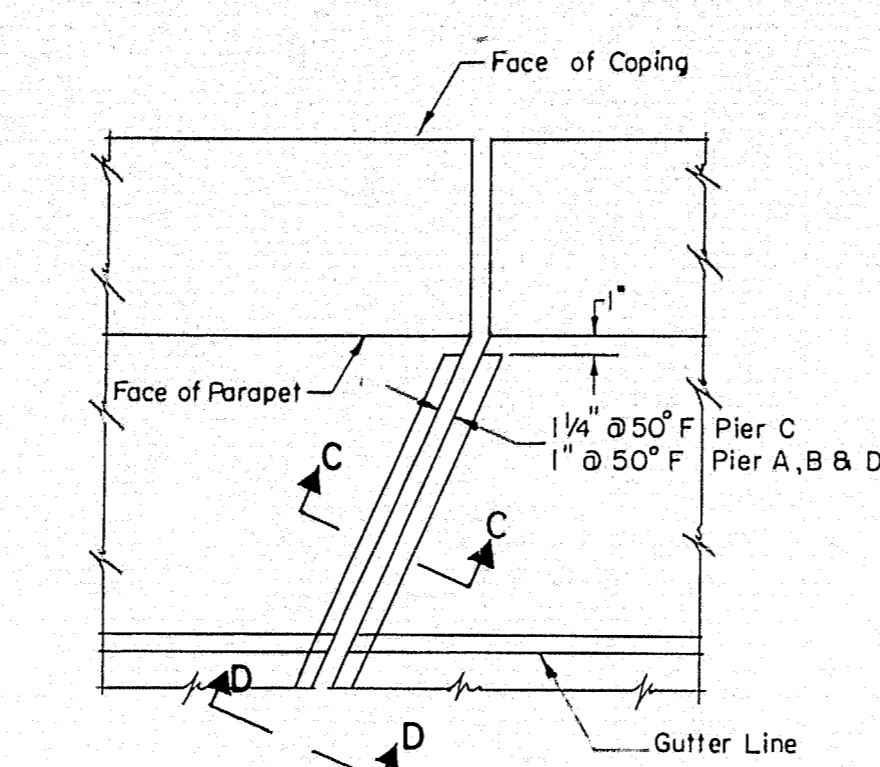
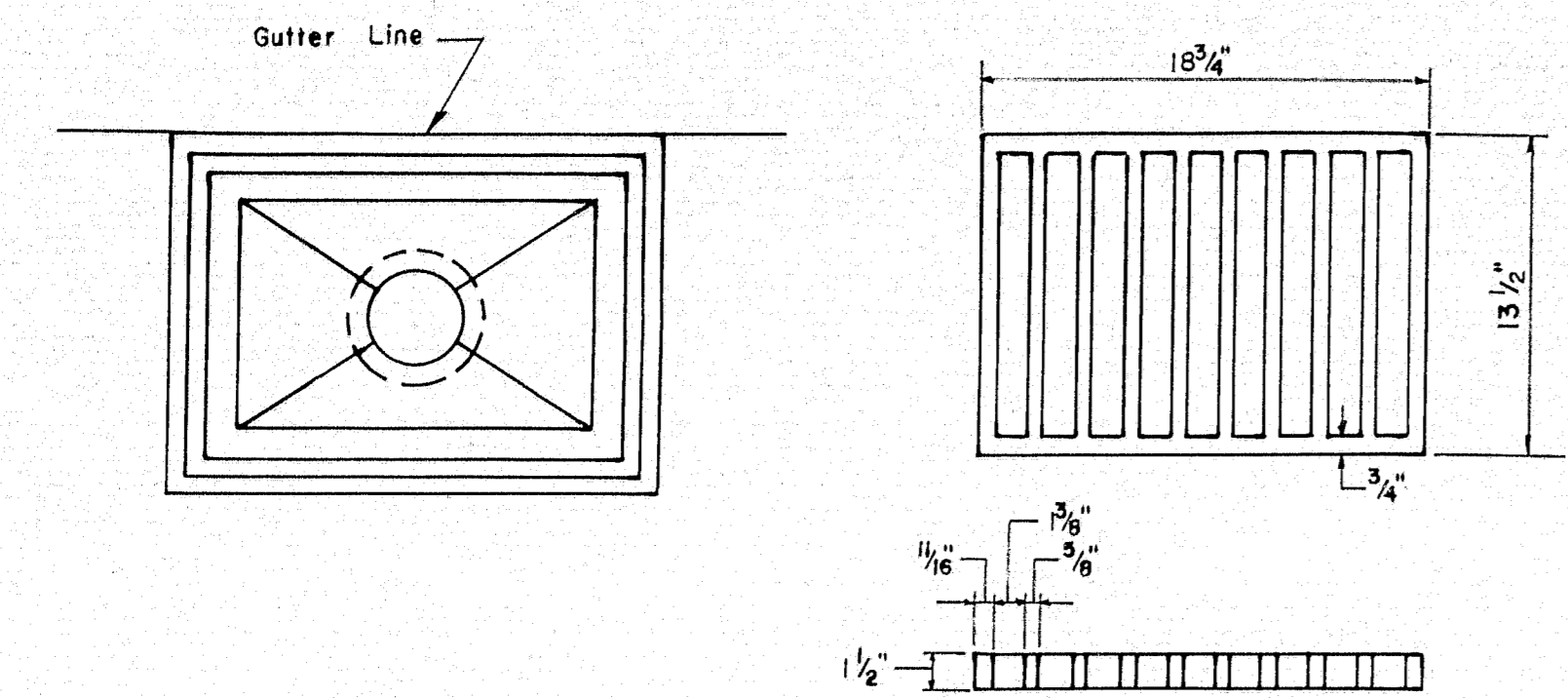
STATE HIGHWAY COMMISSION
INTERSTATE #95
UNDER
ARMSTRONG ROAD
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
SUPERSTRUCTURE DETAILS

SHEET 7 OF 8 AUGUSTA, MAINE

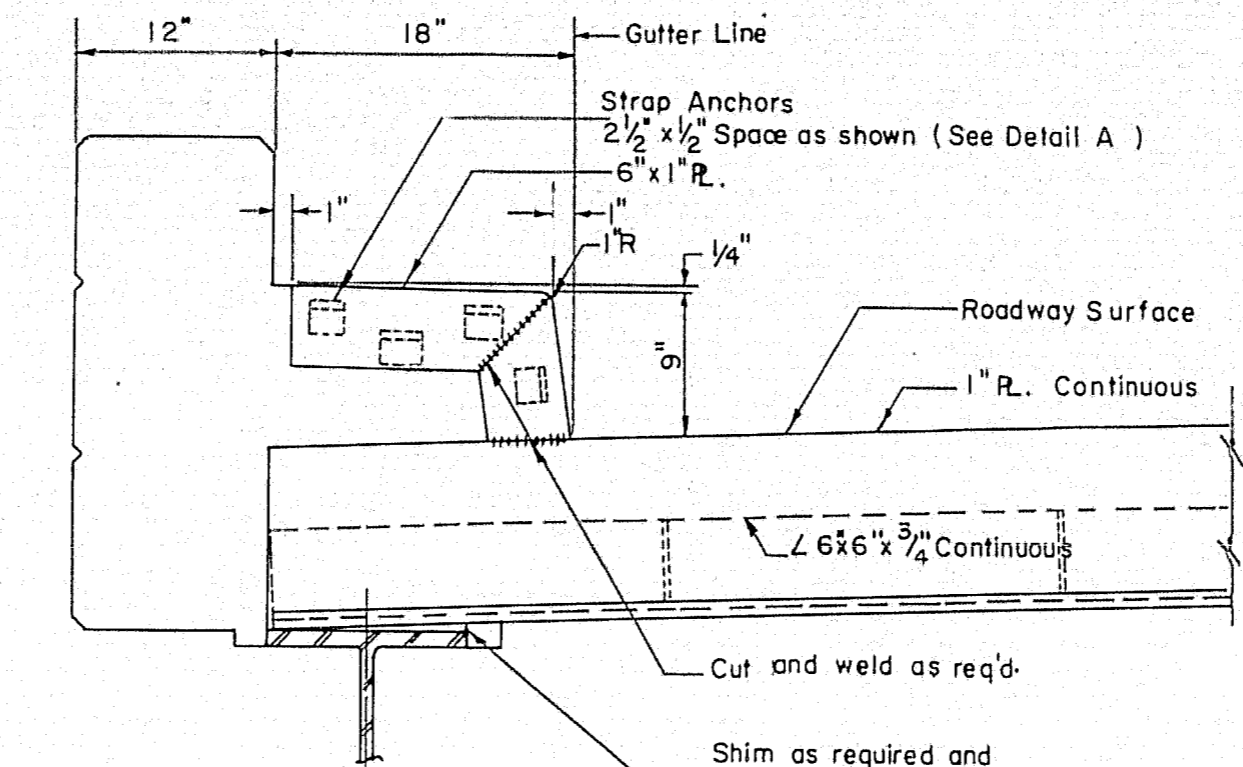


B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(22)	27	27

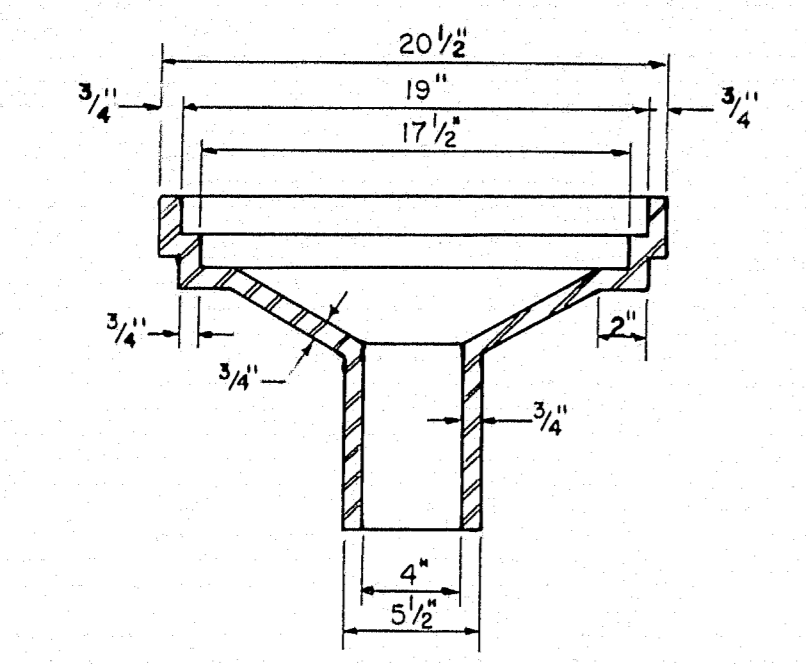
WATERVILLE INTERSTATE



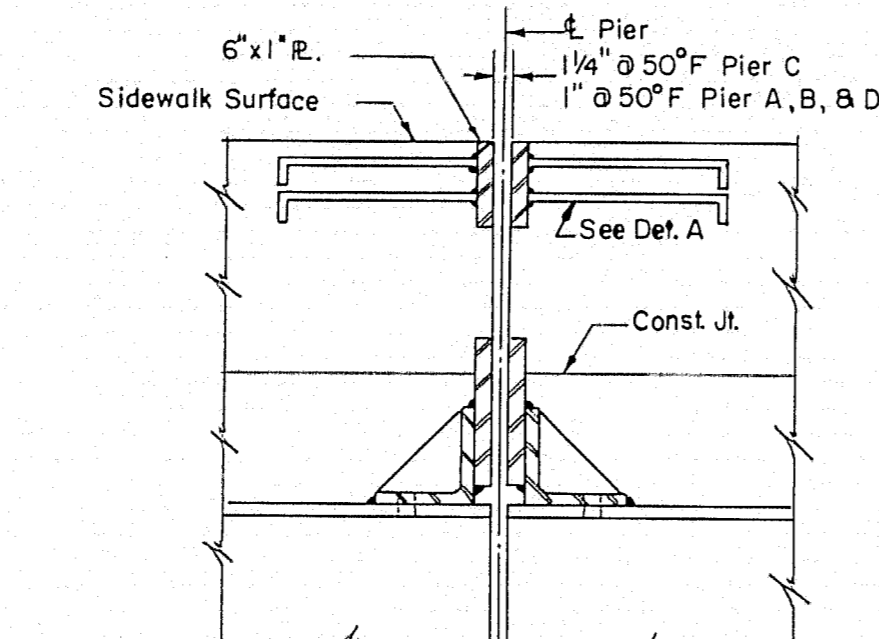
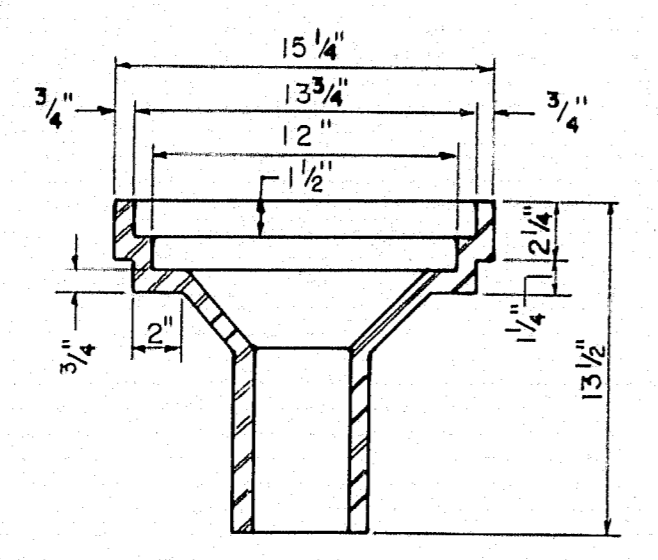
PLAN OF EXPANSION JOINT
Scale: 1" = 1'-0"



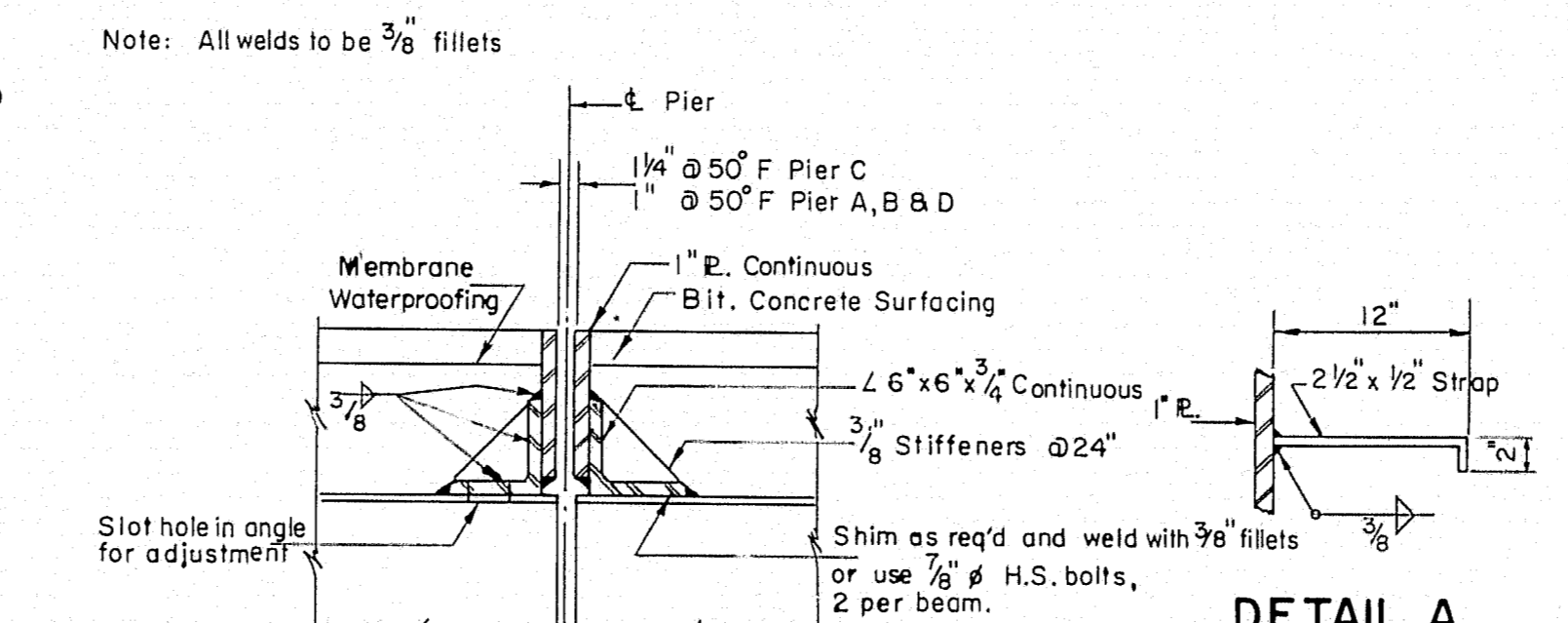
SAFETY WALK EXPANSION JOINT DETAIL
Scale: 1" = 1'-0"



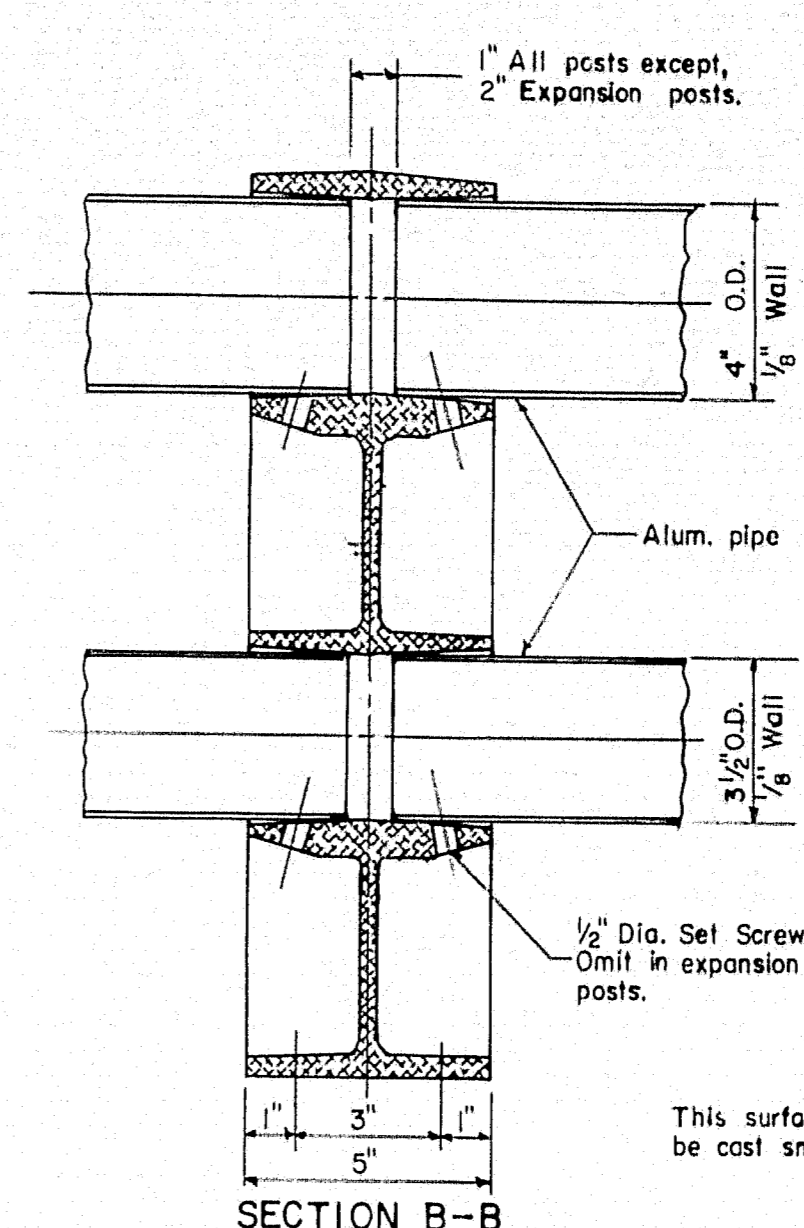
SCUPPER DETAILS
Scale: 1/2" = 1'-0"



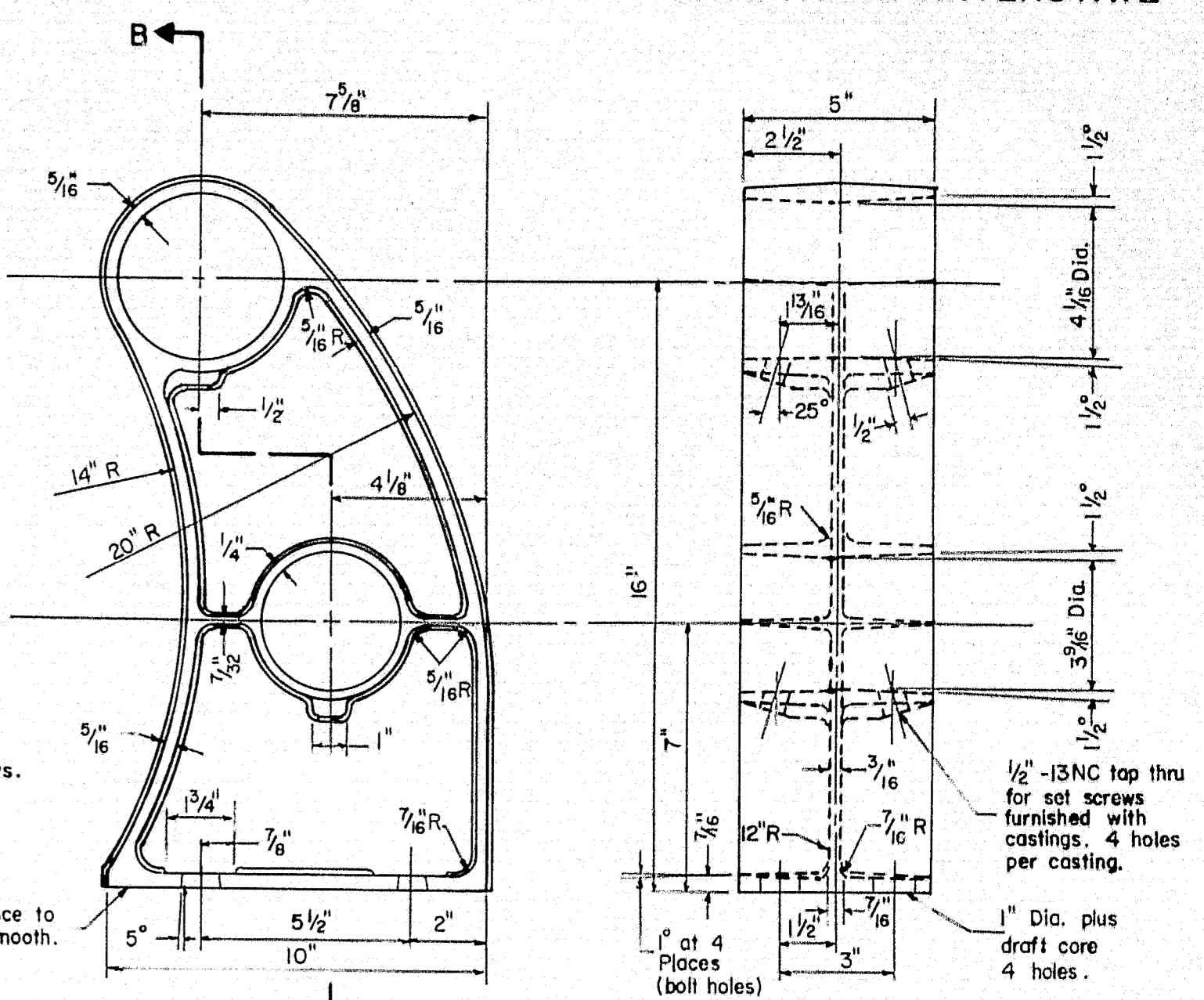
SECTION C-C
Scale: 1" = 1'-0"



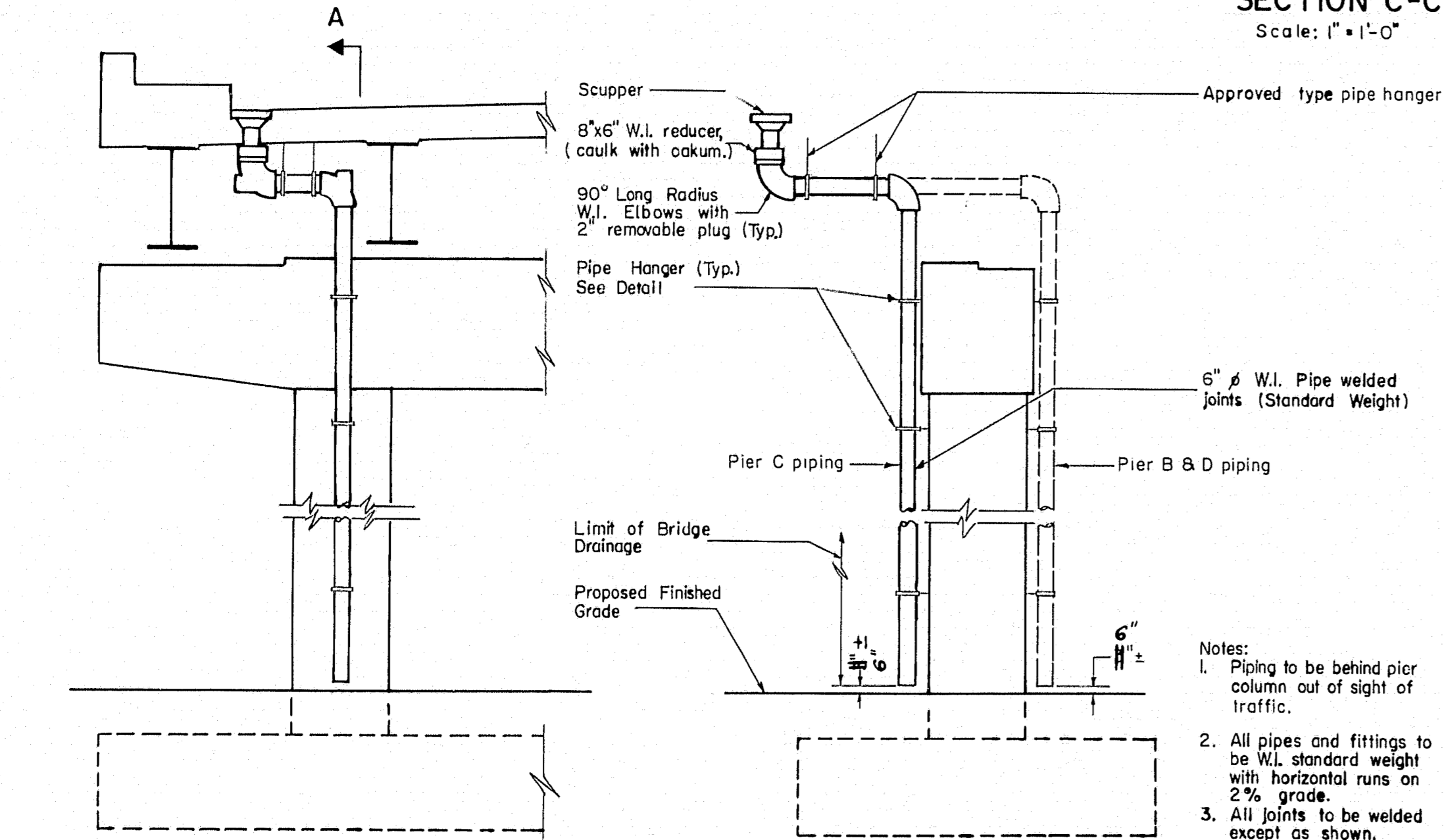
SECTION D-D
Scale: 1" = 1'-0"



SECTION B-B

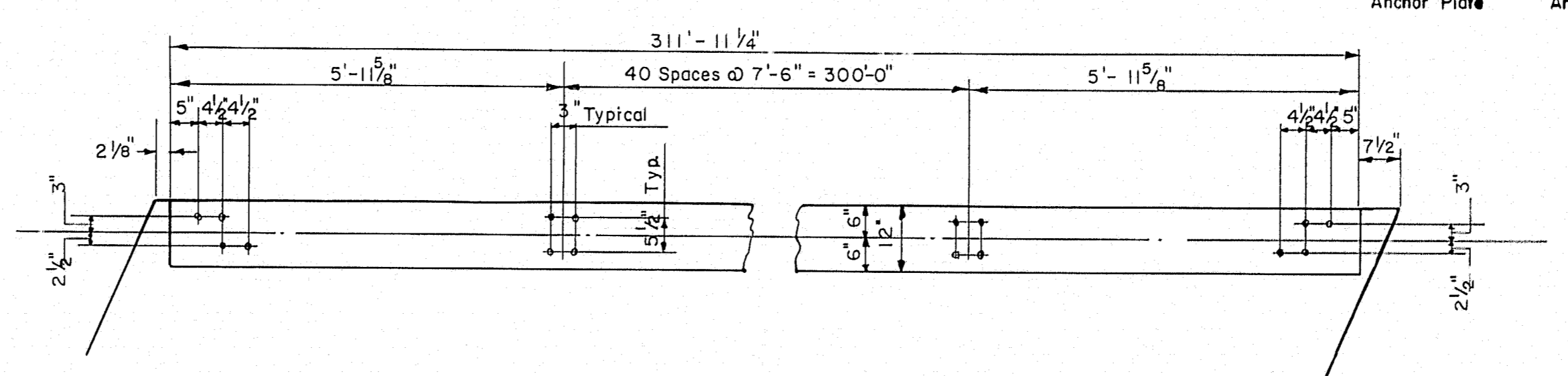


ALUMINUM RAIL DETAILS
Scale: 3" = 1'-0"

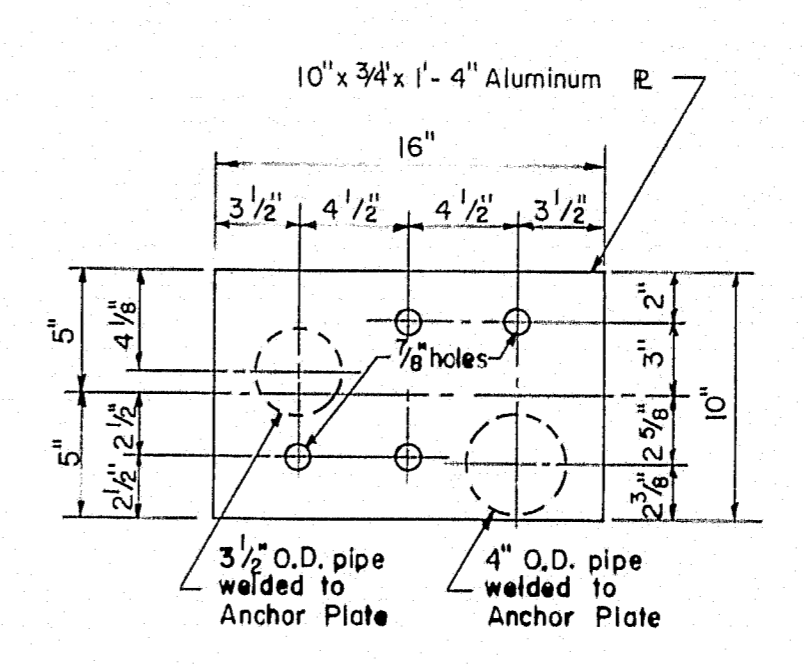


PIPE DETAILS AT PIERS
Scale: 1/4" = 1'-0"

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

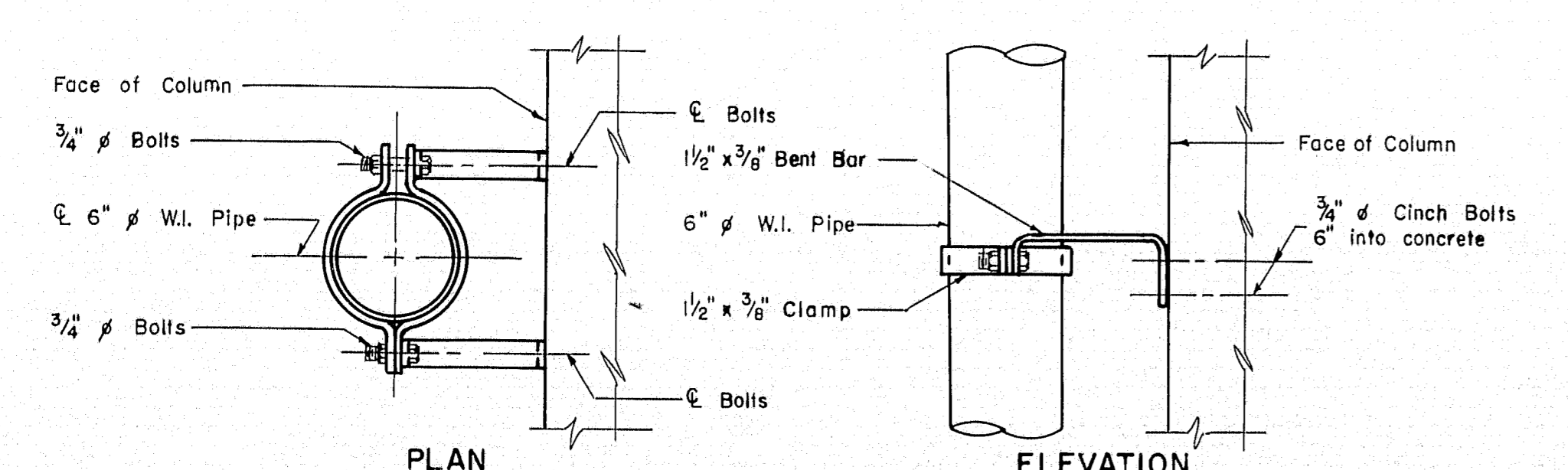


NORTHERLY RAILING ANCHOR BOLT LAYOUT
SOUTHERLY RAILING ANCHOR BOLT LAYOUT (OPPOSITE HAND)
Scale: 1/2" = 1'-0"

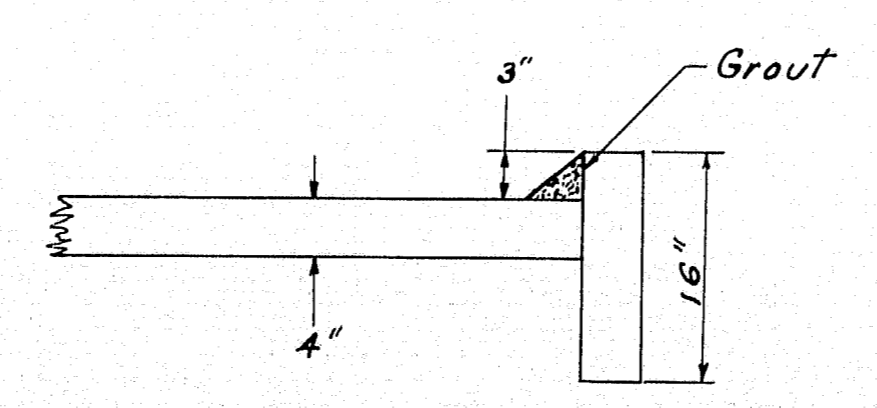


END RAILING DETAIL
Scale: 1/2" = 1'-0"

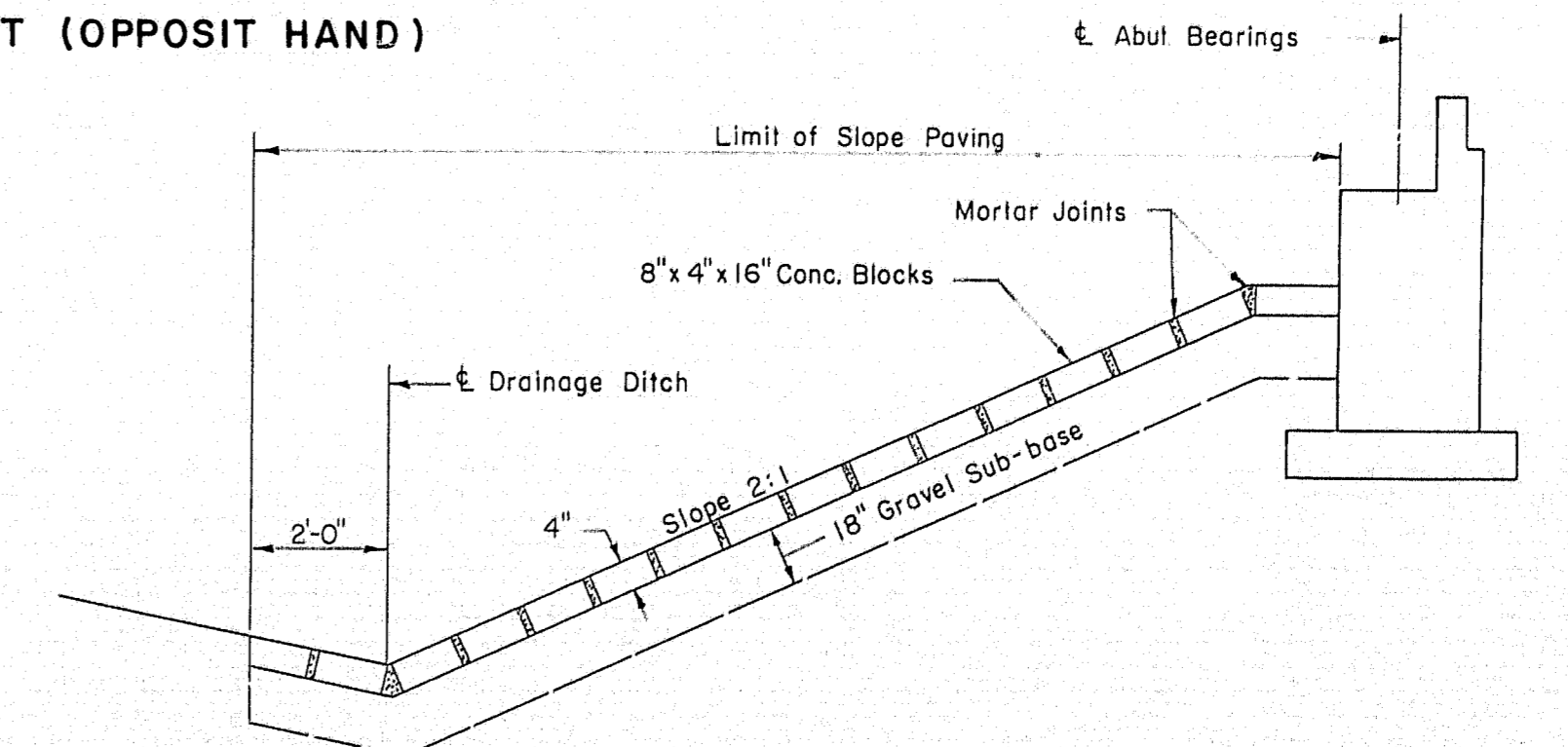
- Note:
1. Any variation in railing dimensions shall be submitted for approval.
 2. All anchor bolts, nuts & washers to be aluminum alloy.
 3. All anchor bolts to be 3/4" dia. bolts (Set 11" in concrete.)



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



Section At Sides Of Slope Paving
No Scale



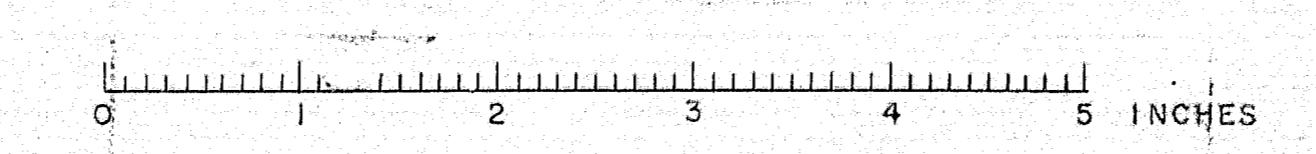
SLOPE PAVING DETAIL
No Scale

Note: Slope Paving to stop at ledge if ledge is encountered during construction.

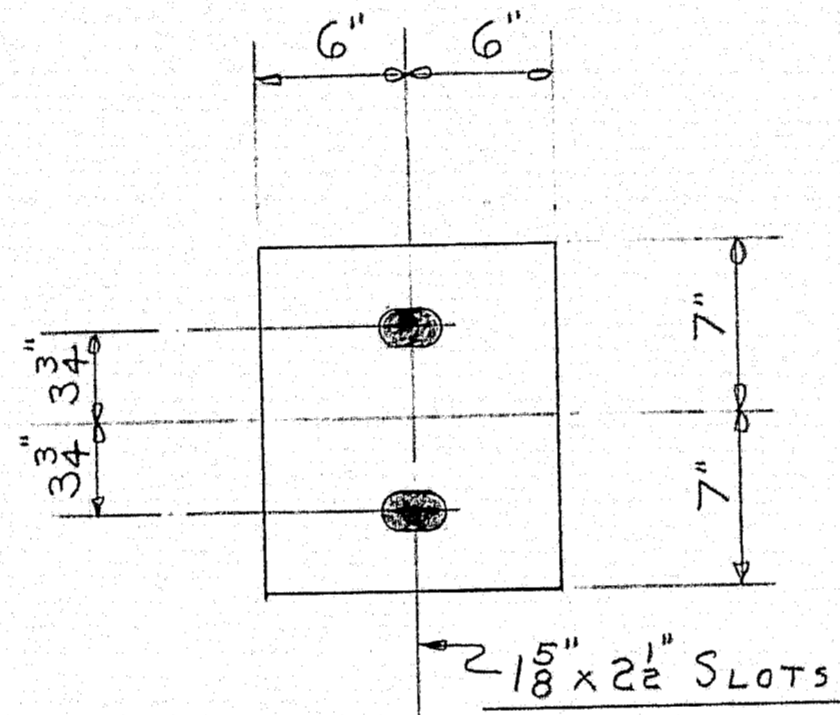
THE CLARKSON ENGINEERING CO., INC.

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

STATE HIGHWAY COMMISSION
INTERSTATE #95
UNDER
ARMSTRONG ROAD
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
DETAILS



SHIP						BILL OF MATERIAL		DWG. NO. B8-312-S6	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS			
SHIMS	2		R-12" x $\frac{3}{4}$ "	1	2				
D.	5		R-12" x $\frac{1}{2}$ "	1	2				
D.	7		R-12" x $\frac{1}{4}$ "	1	2				



- 2- R-12" x $\frac{3}{4}$ " x 1'-2"
- 5- R-12" x $\frac{1}{2}$ " x 1'-2"
- 7- R-12" x $\frac{1}{4}$ " x 1'-2"

74-694

THIS IS AN EXTRA

SHIMS

Bancroft & Martin Rolling Mills Company
Brewer, Maine

ARMSTRONG ROAD BRIDGE
INTERSTATE #95
OAKLAND, MAINE

CUSTOMER CIANCHETTE BRO'S.
DESIGNER CLARKESON ENG. CO. INC.

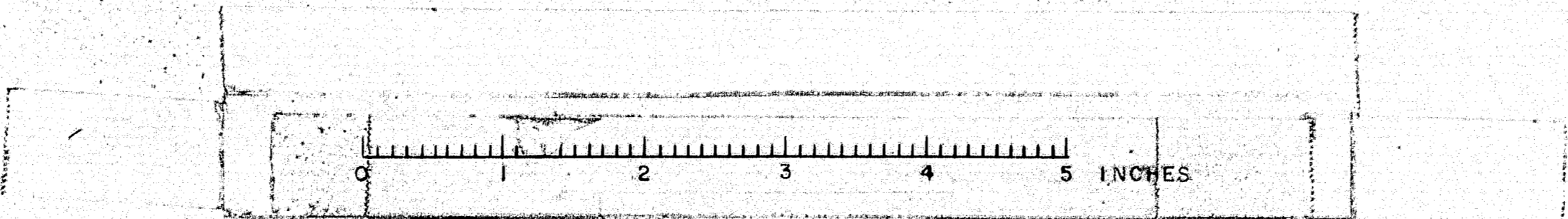
ORDER NO. 3878 DWG. NO. B8-312-S6

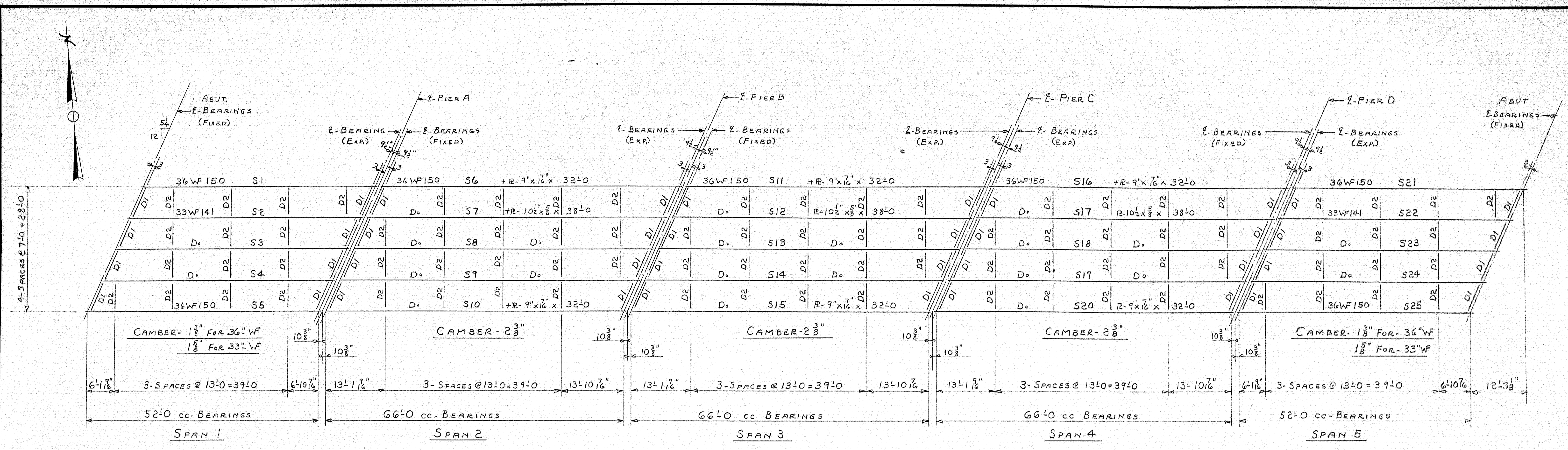
SHOP CONN:
FIELD CONN:
HOLES: St. Of M.E. Spec's.

4-Shop-4-29-59

DRAWN	4-29-59	D.C.
REVISION		
REVISION		
REVISION		

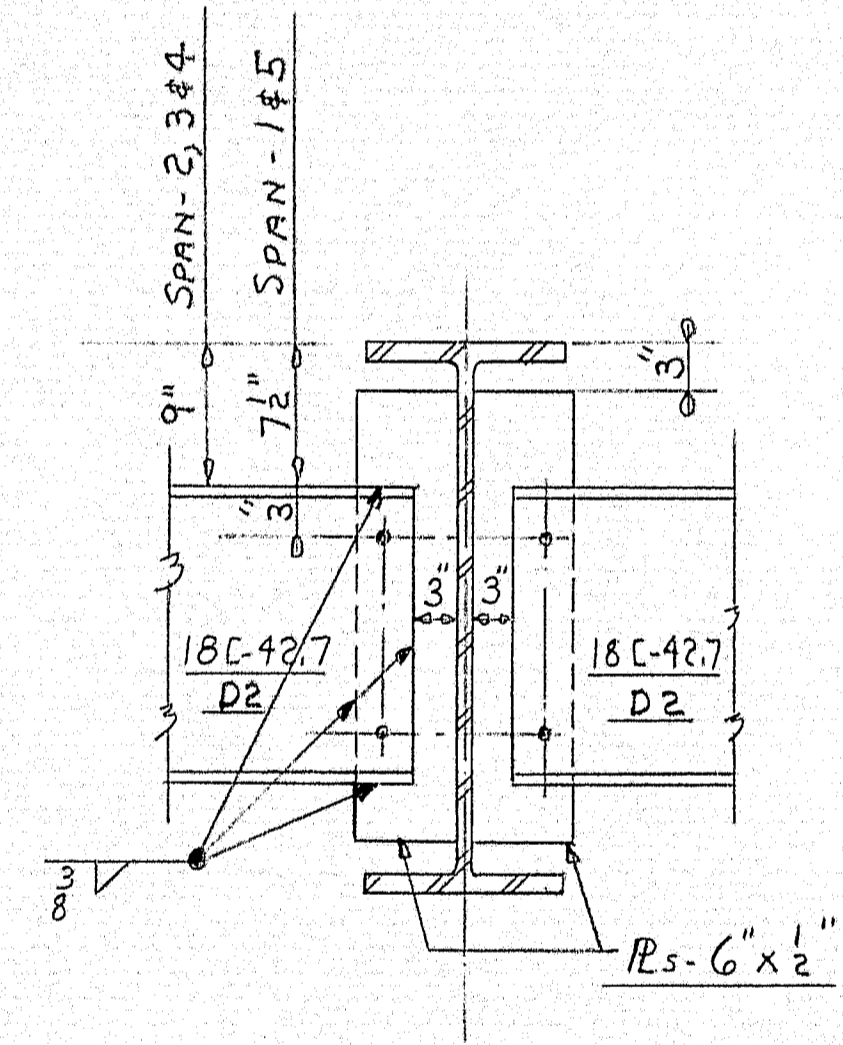
74-69 A



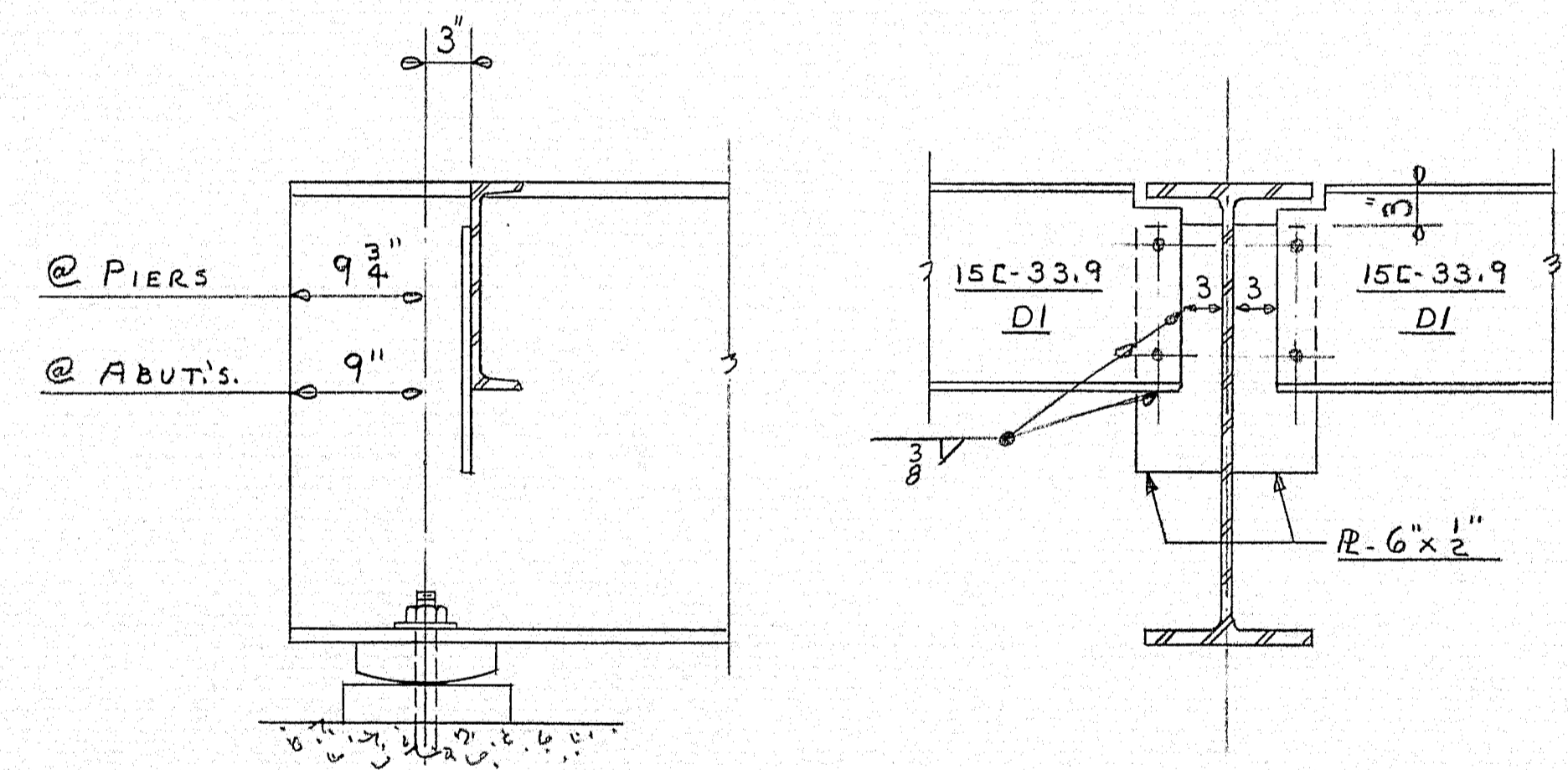


FRAMING PLAN

NOTE: CAMBER SHOWN IS MINIMUM
LIKELY TO REMAIN PERMANENT



WELDED DIAPHRAGM CONN'S.



WELDED END DIAPHRAGM CONN'S.

NOTES:
SHOP CONN'S. - WELD
FIELD CONN'S. - WELD
PAINT - STATE OF MAINE SPEC'S.

APR-11-25-58

FRAMING PLAN

Bancroft & Martin Rolling Mills Company
Brewer, Maine

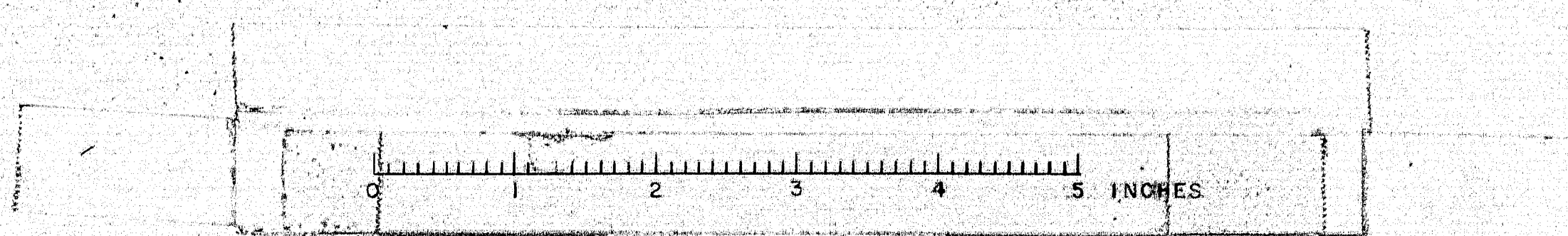
4- FIELD-4-27-57
4- FIELD-12-2-58
1- SHOP-12-2-58
2- F/A-11-20-58

ARMSTRONG ROAD BRIDGE
INTERSTATE #95
OAKLAND MAINE

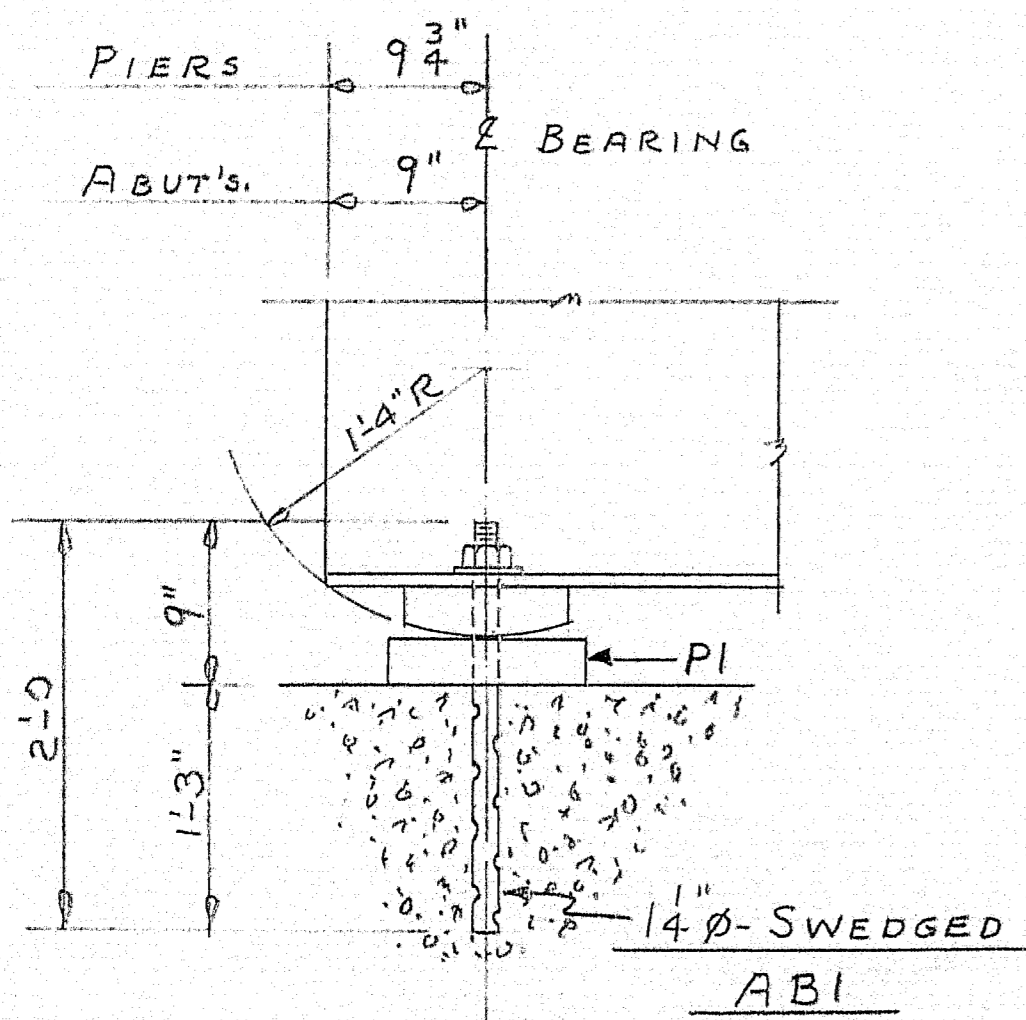
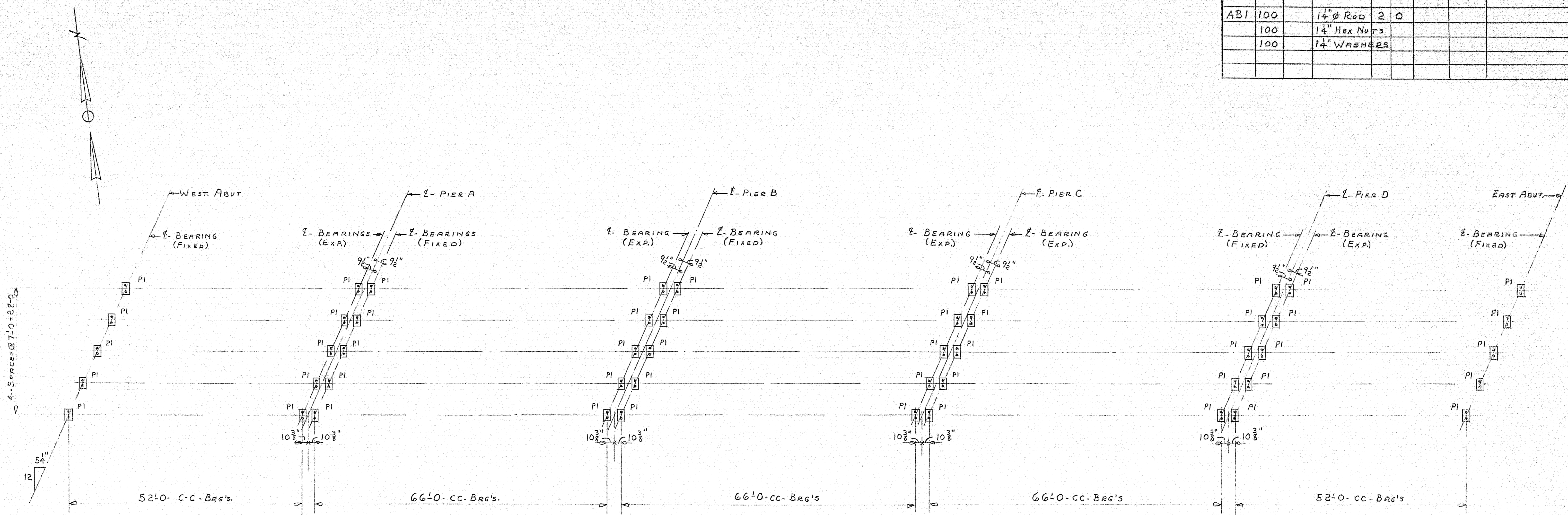
DRAWN	10-2-58	D.C.
REVISION		
REVISION		
REVISION		

CUSTOMER CLANCHETTE BROS.
DESIGNER CLARKESON ENG. CO. INC.

ORDER 3878 DWG. B8-312-E1

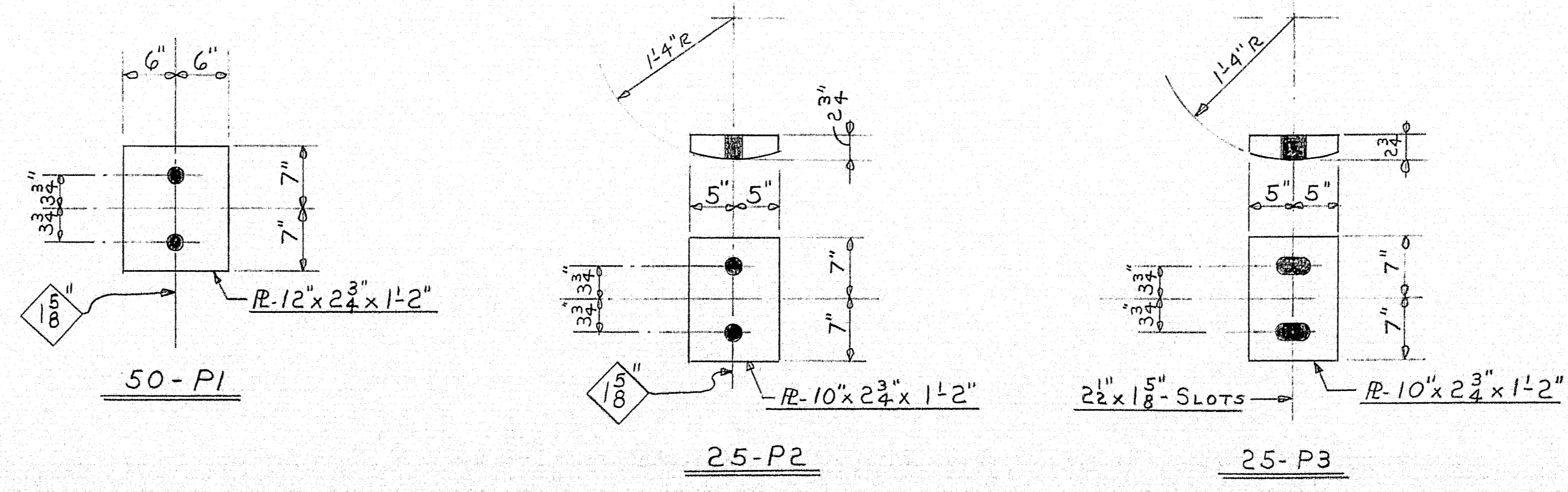


SHIP		BILL OF MATERIAL				DWG. No. B8-312-S1	
MARK	No	MARK	SHAPE	LENGTH	WT.	WT. DEDUCT	REMARKS
PI	50		R-12"x2 3/4"	1	2	162#	REQ. #661
ABI	100		1/4" Ø ROD	2	0		
	100		1/4" Hex NUTS				
	100		1/4" WASHERS				



ANCHOR BOLT SETTING

PLAN OF MASONRY PLATES

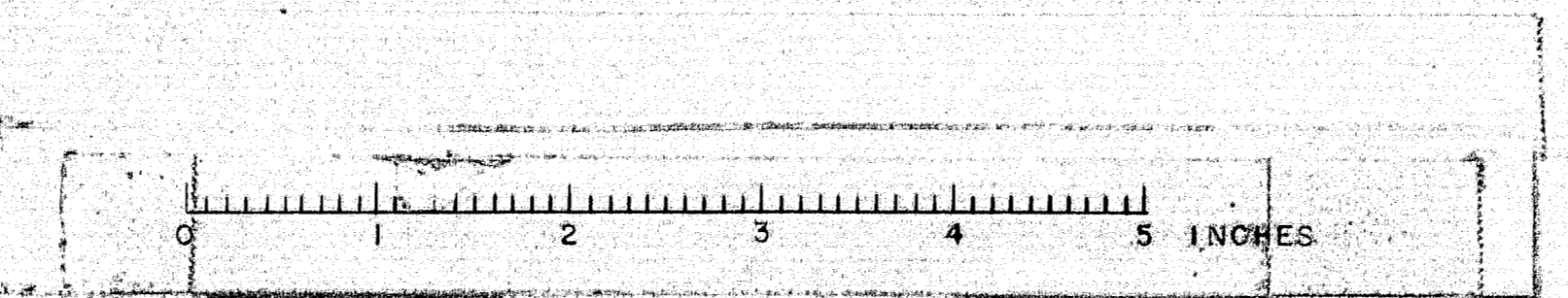


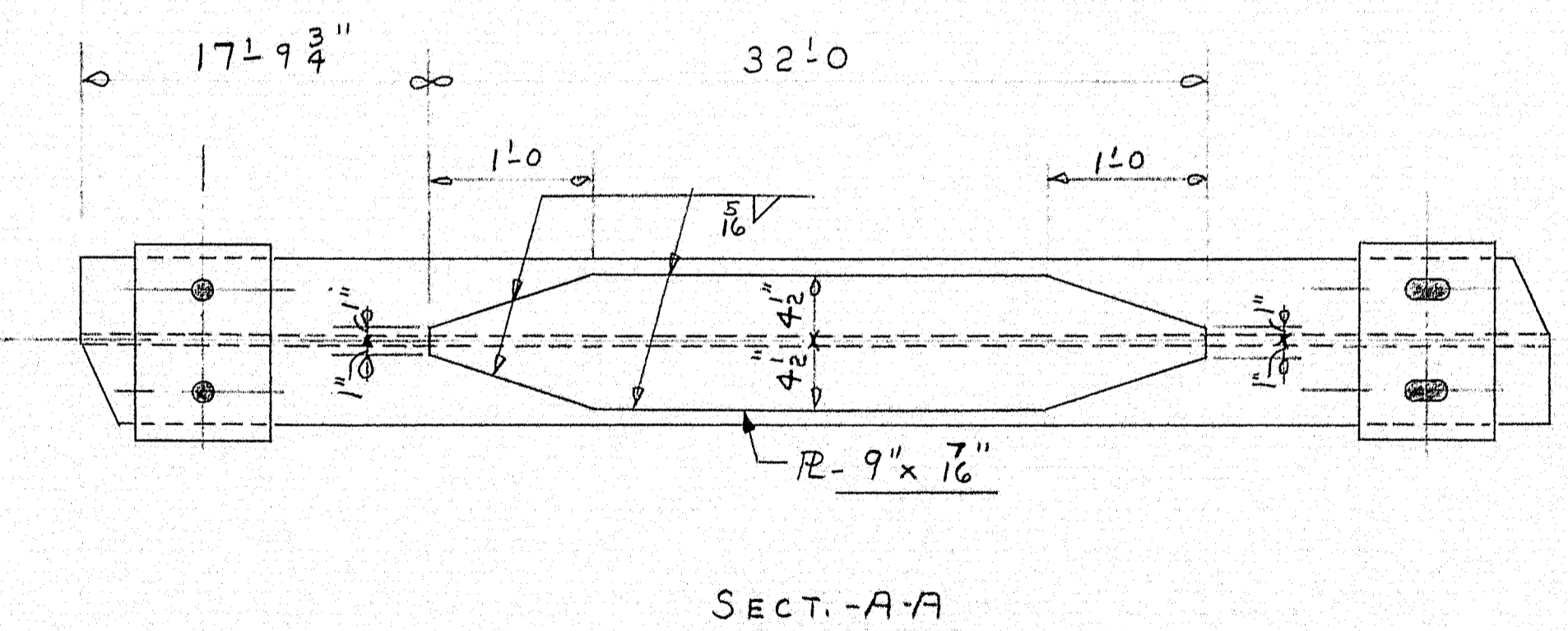
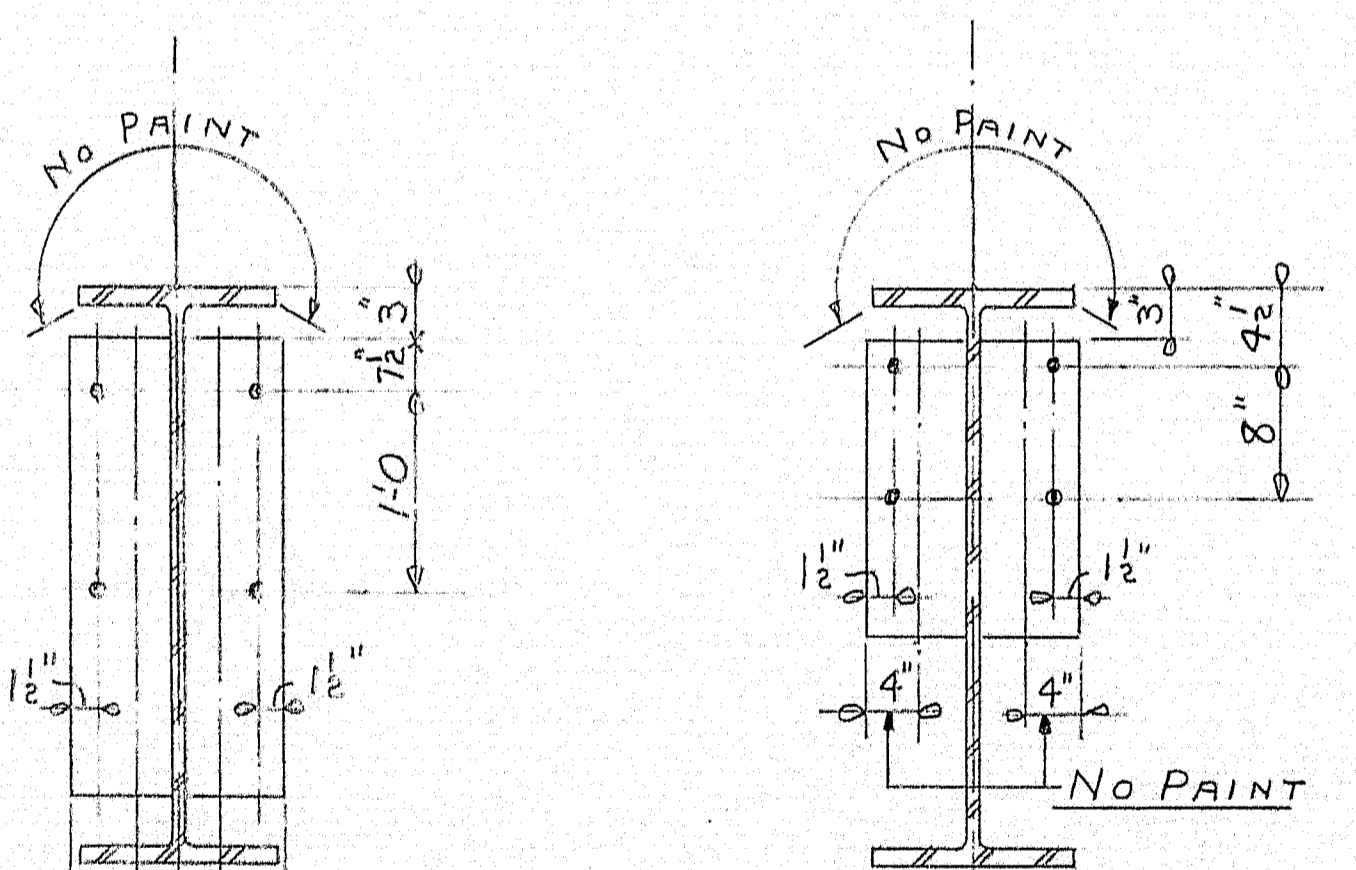
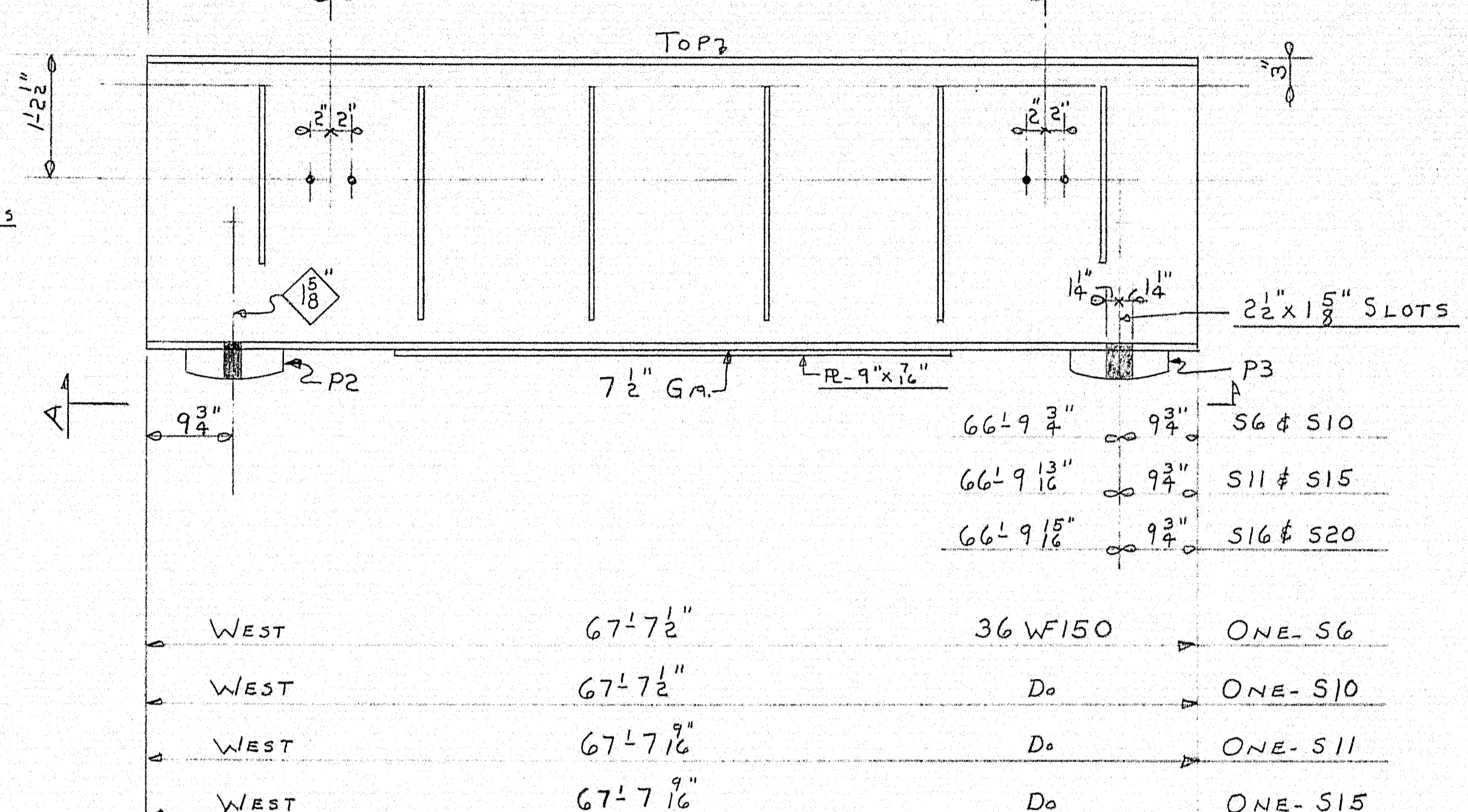
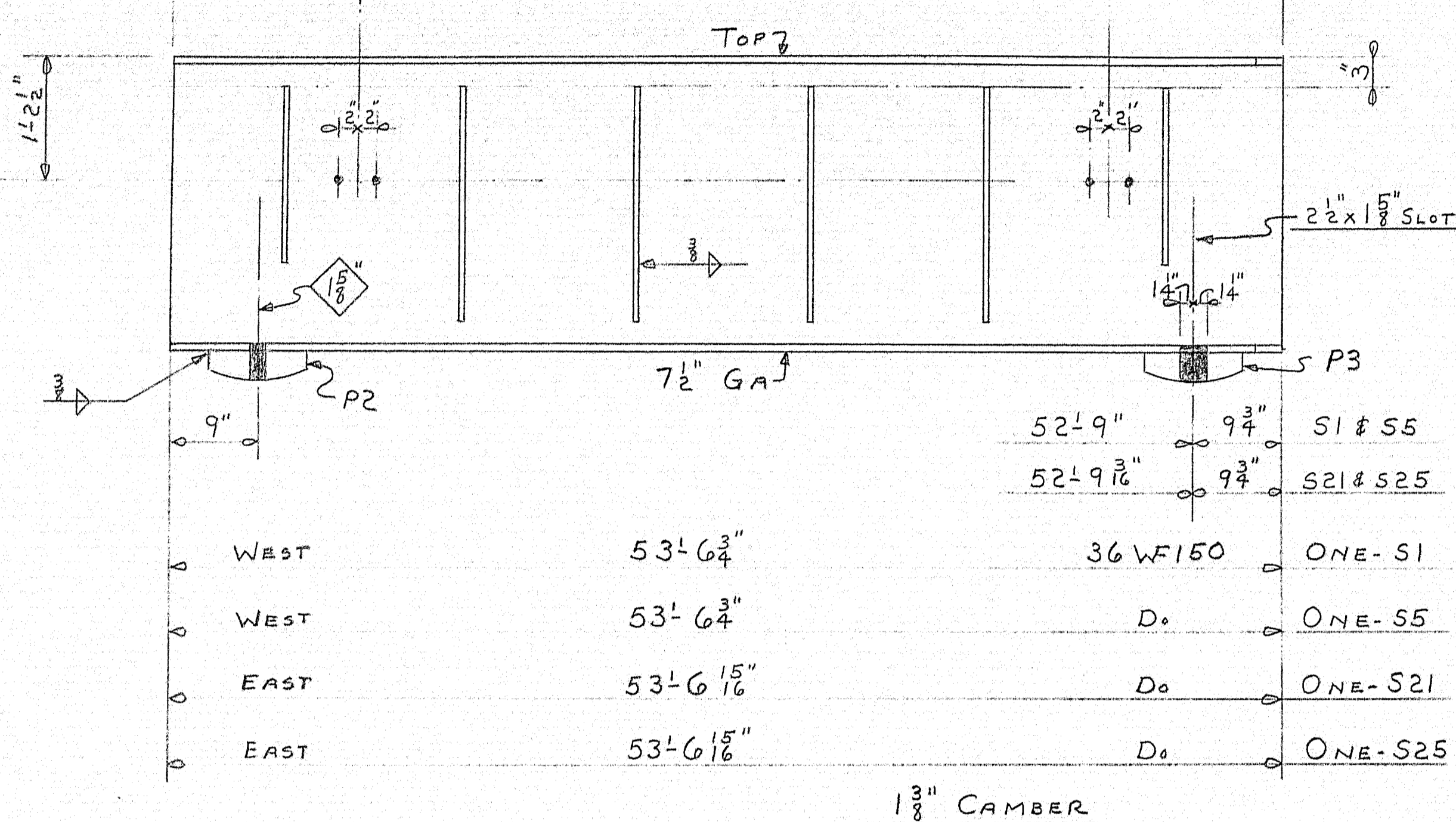
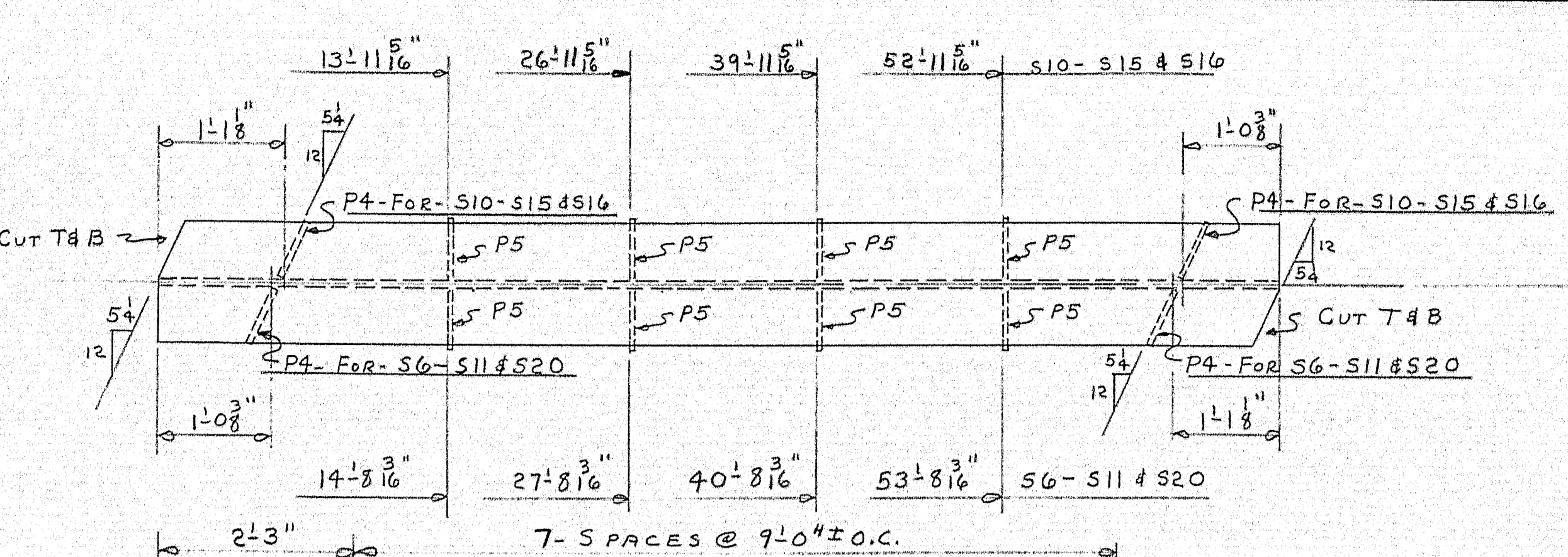
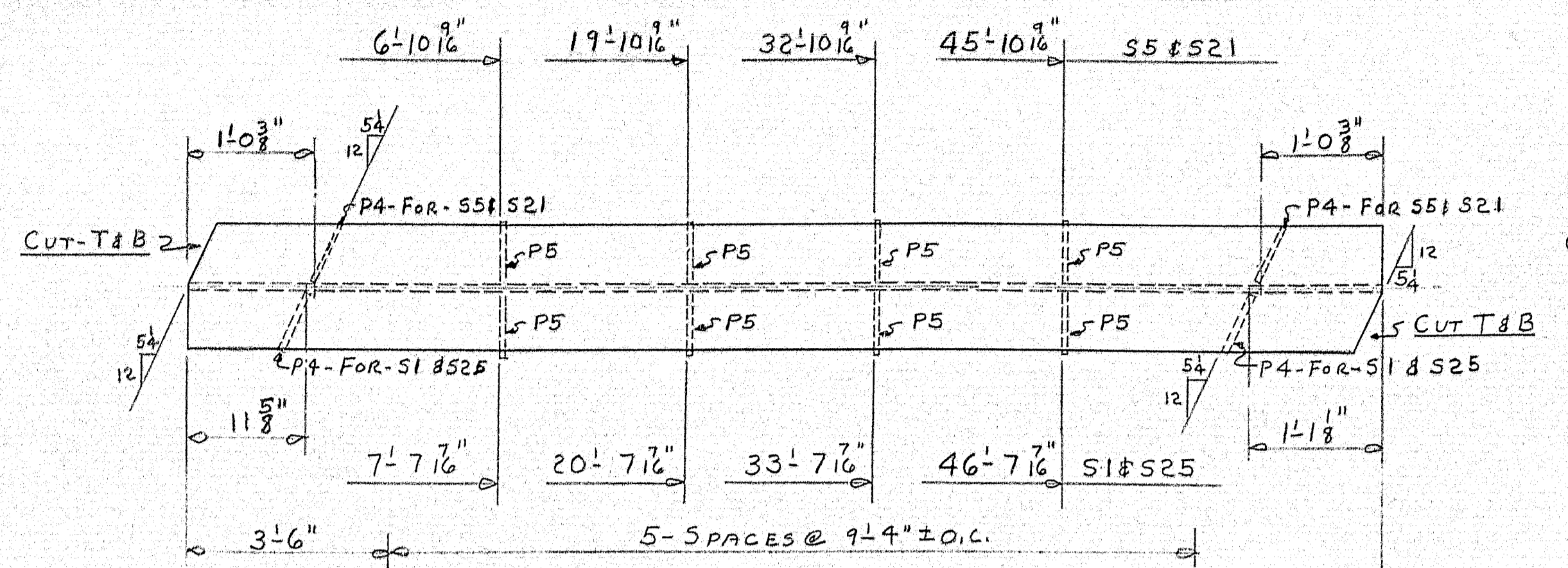
NOTES: PAINT AS PER ST. OF ME. SPEC'S.
COAT MACHINED SURFACES WITH HOT MIXTURE OF WHITE LEAD & TALLOW

APPR. 11-25-58

MASONRY PLATES	
<i>Bancroft & Martin Rolling Mills Company</i> Brewer, Maine	
ARMSTRONG ROAD BRIDGE INTERSTATE # 95 OAKLAND MAINE	
CUSTOMER	CIANCHETTE BROS.
DESIGNER	CLARKSON ENG. CO. INC.
ORDER	3878
DWG.	B8-312-S1

4-FIELD-4-29-59	
4-FIELD-12-2-58	
1-PART-REQ. # 661	
2-F/A-11-20-58	
DRAWN	10-2-58 D.C.
REVISION	
REVISION	
REVISION	





SHIP		BILL OF MATERIAL				DWG. B8-312-S2	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	WT. PRODUCT	REMARKS
S1	1		36 WF150	53' 6 3/4"	12#		1 3/8" CAMBER
S5	1		D.	53' 6 3/4"	12#		
S21	1		D.	53' 6 1/2"	12#		2 3/8" CAMBER
S25	1		D.	53' 6 1/2"	12#		
S6	1		D.	67' 7 1/2"	13#		
S10	1		D.	67' 7 1/2"	13#		
S11	1		D.	67' 7 1/2"	13#		
S15	1		D.	67' 7 1/2"	13#		
S16	1		D.	67' 7 1/2"	13#		
S20	1		D.	67' 7 1/2"	13#		
	20	P4	R-6x2	1' 6"	4#		
	40	P5	D.	2' 6"	8#		
	6		R-9x16	32' 0"	63#		
	10	P2	R-10x2 3/4"	1' 2"	140#		REQ #661
	10	P3	D.	1' 2"	163#		
	1		3/8" WELD	300' 0"			@ .50# PER FT
	1		5/16" D.	393' 0"			@ .36# PER FT

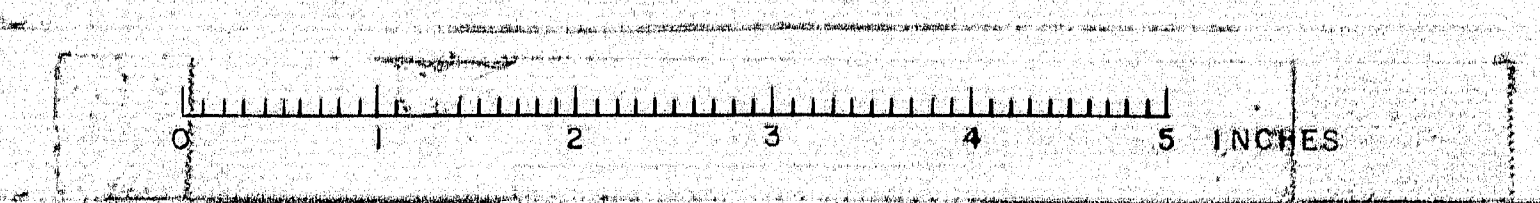
ITEM 702-103

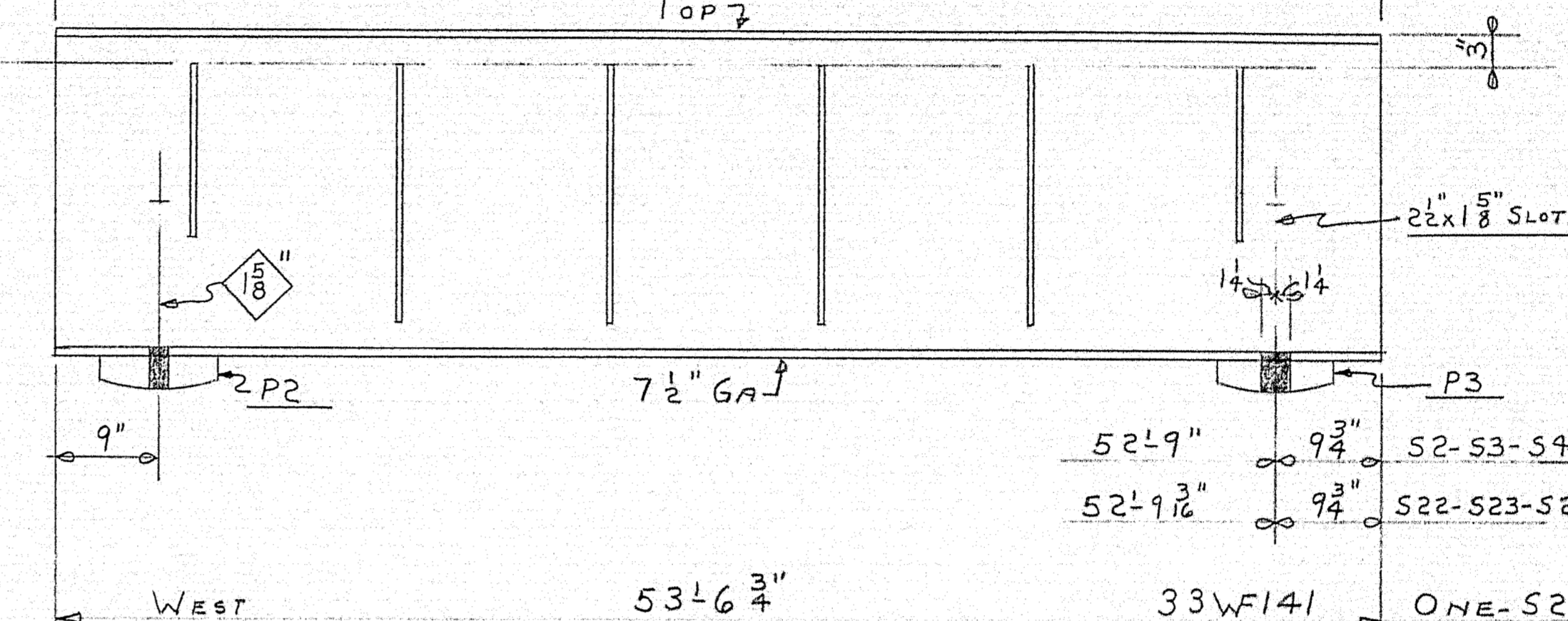
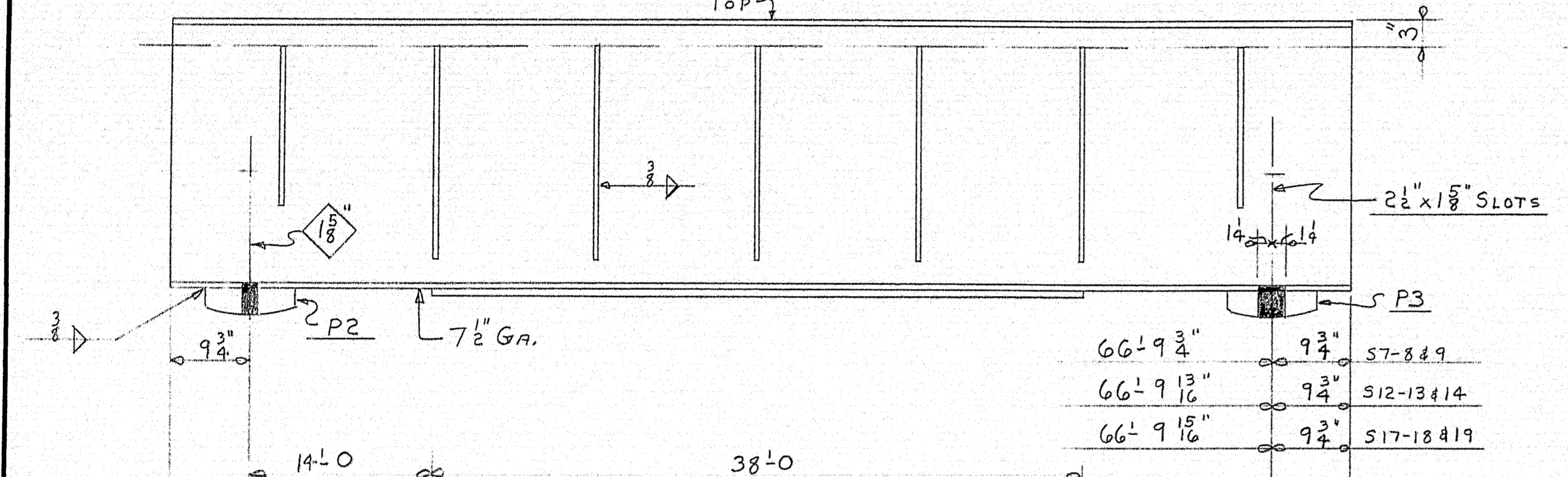
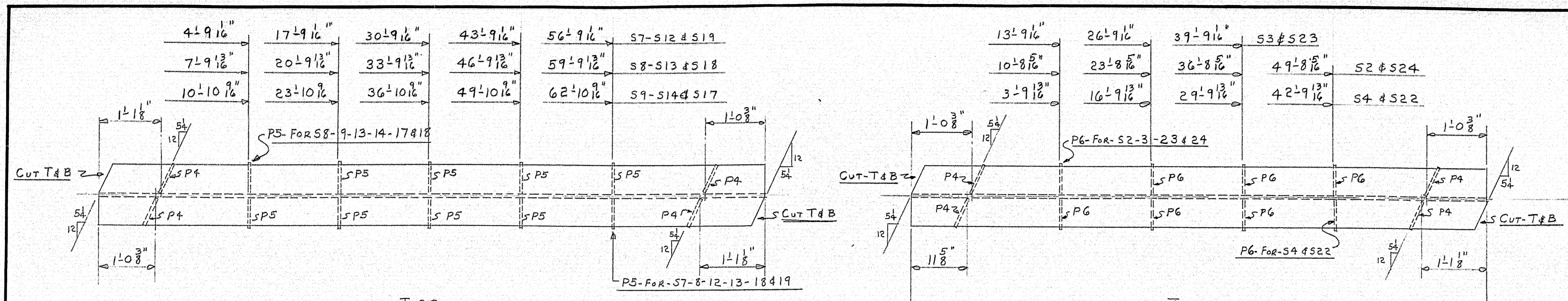
SHOP CONNECTIONS: WELD
 FIELD CONNECTIONS: DU
 HOLES: 1/8" UNLESS NOTED
 PAINT: STATE OF MAINE SPECS.

APPR. AS NOTED - 11-25-58

STRUTTERS	
Bancroft & Martin Rolling Mills Company Brewer, Maine	
4-FIELD-4-29-59	ARMSTRONG ROAD BRIDGE
4-SHOP-12-2-58	INTERSTATE # 95
4-FIELD-12-2-58	OAKLAND MAINE
2-F/A-11/20-58	CUSTOMER GIANCHETTE BROS.
	DESIGNER CLARKSON ENG. CO. INC.
DRAWN 10-3-58 D.C.	ORDER 3878
REVISION 12-2-58 D.C.	DWG. B8-312-S2
REVISION	
REVISION	

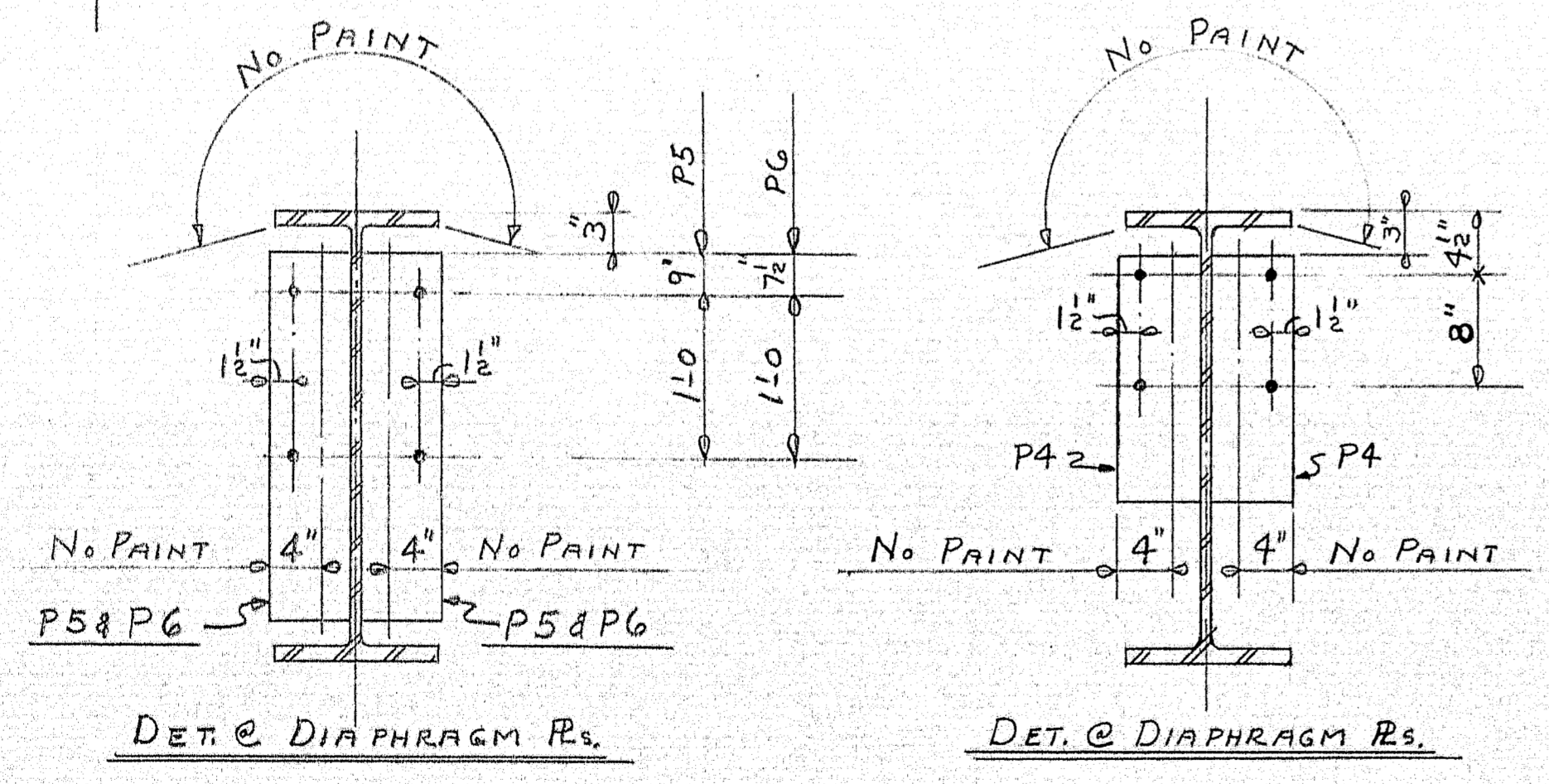
NOTE: P2 & P3 - DETAILED ON B8-312-S1



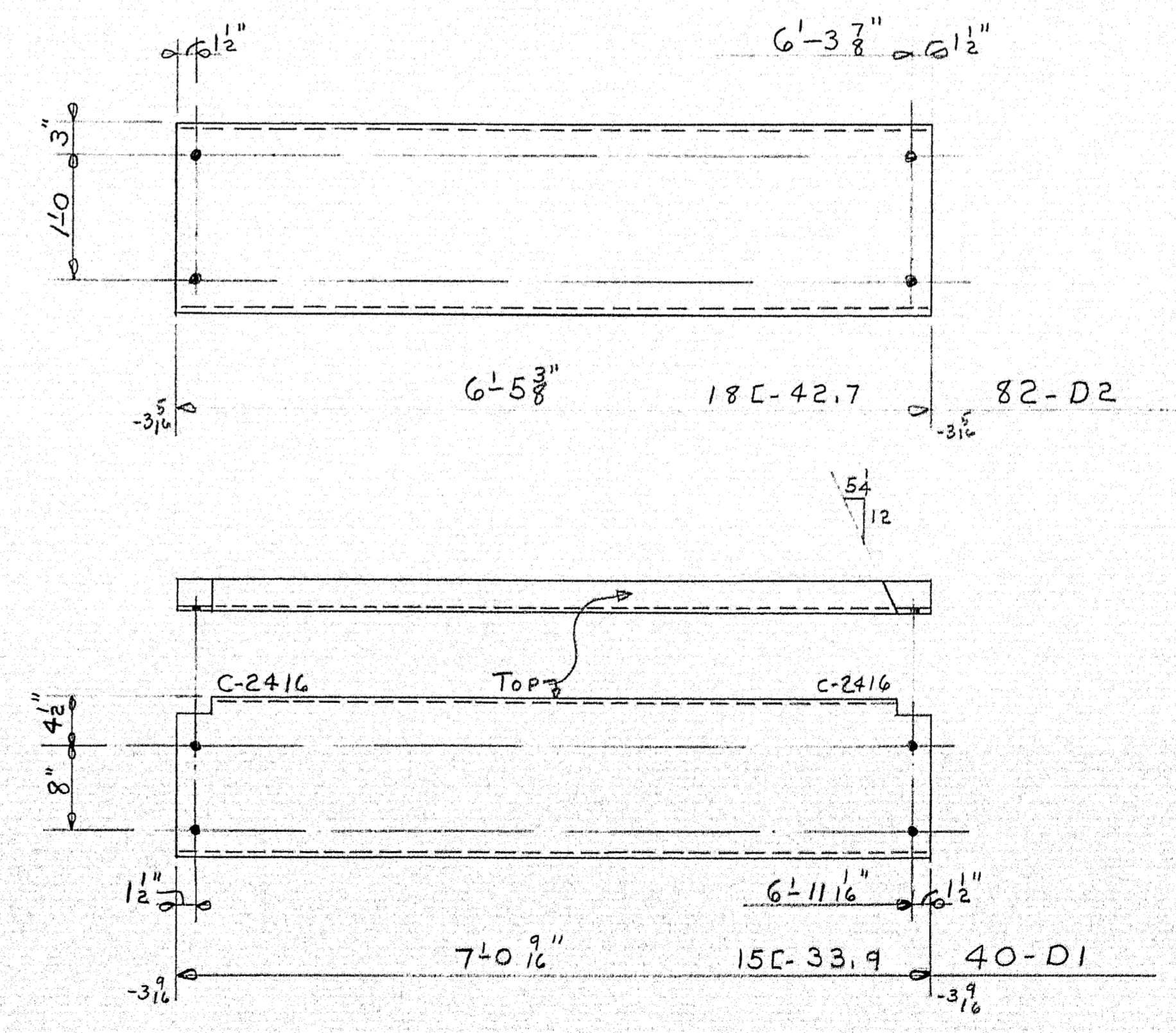


WEST	67'-7 1/2"	36WF150	ONE-S7
WEST	67'-7 1/2"	D.	ONE-S8
WEST	67'-7 1/2"	D.	ONE-S9
WEST	67'-7 1/2"	D.	ONE-S12
WEST	67'-7 1/2"	D.	ONE-S13
WEST	67'-7 1/2"	D.	ONE-S14
EAST	67'-7 1/2"	D.	ONE-S17
EAST	67'-7 1/2"	D.	ONE-S18
EAST	67'-7 1/2"	D.	ONE-S19

WEST	53'-6 3/4"	33WF141	ONE-S2
WEST	53'-6 3/4"	D.	ONE-S3
WEST	53'-6 3/4"	D.	ONE-S4
EAST	53'-6 1/2"	D.	ONE-S22
EAST	53'-6 1/2"	D.	ONE-S23
EAST	53'-6 1/2"	D.	ONE-S24



NOTE: RS. P2 & P3 ARE DETAILED ON B8-312-S1



SHIP		BILL OF MATERIAL				DWG. B8-312-53	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	WT. PRODUCT	REMARKS
S7	1		36WF150	67 7 1/2	10 1/2		
S8	1		D.	67 7 1/2	10 1/2		
S9	1		D.	67 7 1/2	10 1/2		
S12	1		D.	67 7 1/2	10 1/2		
S13	1		D.	67 7 1/2	10 1/2		2 3/8" CAMBER
S14	1		D.	67 7 1/2	10 1/2		
S17	1		D.	67 7 1/2	10 1/2		
S18	1		D.	67 7 1/2	10 1/2		
S19	1		D.	67 7 1/2	10 1/2		
S2	1		33WF141	53 6 3/4	10		
S3	1		D.	53 6 3/4	10		
S4	1		D.	53 6 3/4	10		1 5/8" CAMBER
S22	1		D.	53 6 1/2	10		
S23	1		D.	53 6 1/2	10		
S24	1		D.	53 6 1/2	10		
D1	40		15C-33.9	7 0 1/2	199		
D2	82		18C-42.7	6 5 3/8	28		
	9		R-10 1/2 x 5/8	38 0	162		
	60	P4	R-6 x 1/2	1 6	12		
	84	P5	D.	2 6	162		
	40	P6	D.	2 3	8		
	15	P2	R-10" x 2 3/4"	1 2	212		2 REQ# 661
	15	P3	D.	1 2	246		
FIELD	510		3/4" BOLTS	0 2			ERECTION BOLTS NOT INCLUDED IN PAY WT.
	1		3/8" WELD	831 0			(.50 LBS. PER FT.)
	1		1/2" D.	702 0			(.36 D.)

ITEM-702-103
 SHOP CONNECTIONS: WELD
 FIELD CONNECTIONS: WELD
 HOLES: 1/16" UNLESS NOTED
 PAINT: ST. OF ME. SPEC'S.

APPR. AS NOTED-11-25-58

STRINGERS & DIAPHRAGMS

Bancroft & Martin Rolling Mills Company
 Brewer, Maine

4-FIELD-4-29-59
 4-SHOP-12-2-58
 4-FIELD-12-2-58
 2-F/A-11-20-58

ARMSTRONG ROAD BRIDGE
 INTERSTATE No. 95
 OAKLAND MAINE

CUSTOMER CIANCHETTE BRDS.
 DESIGNER CLARKSON ENG. CO. INC.

DRAWN	10-6-58	D.C.
REVISION	12-2-58	D.C.
REVISION		
REVISION		

ORDER 13878 DWG. B8-312-53

