

ELEVATION

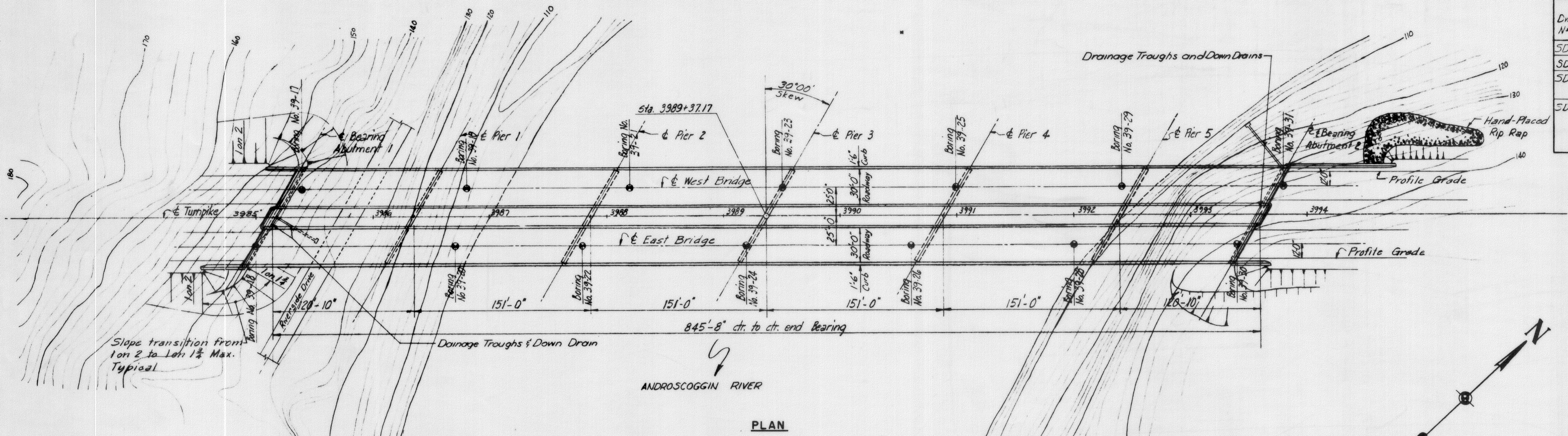
GENERAL NOTES

Design Specifications: AASHTO (1953) with minor modifications  
 Design Live Load - H20 S16  
 Maximum Base Pressure:  
 Abutments 1 and 2 - 4.8 Tons/sq. ft.  
 Pier 1 - 5.0 Tons/sq. ft.  
 Pier 2 - 3.9 Tons/sq. ft.  
 Pier 3 - 5.6 Tons/sq. ft.  
 Pier 4 - 4.4 Tons/sq. ft.  
 Pier 5 - 4.5 Tons/sq. ft.

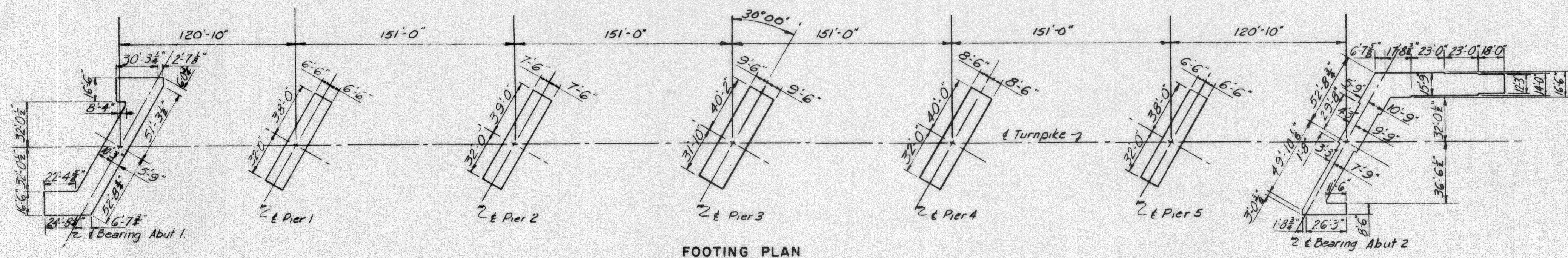
REFERENCES

Dwg No	Title	Substructure Contractor	Superstructure		
			Steel Fabricator	Steel Erector	Floor Contractor
SD1A	Standard Abutment Details	✓			
SD-3	Standard Abut. Drainage Details	✓			
SD-5	Standard Handrail, Bearing Devices and Misc. Details				✓
SD20	Standard Bridge Floor Cross Section, Steel Curb, Handrail and Diaphragms. 30'-0" Roadway		✓	✓	

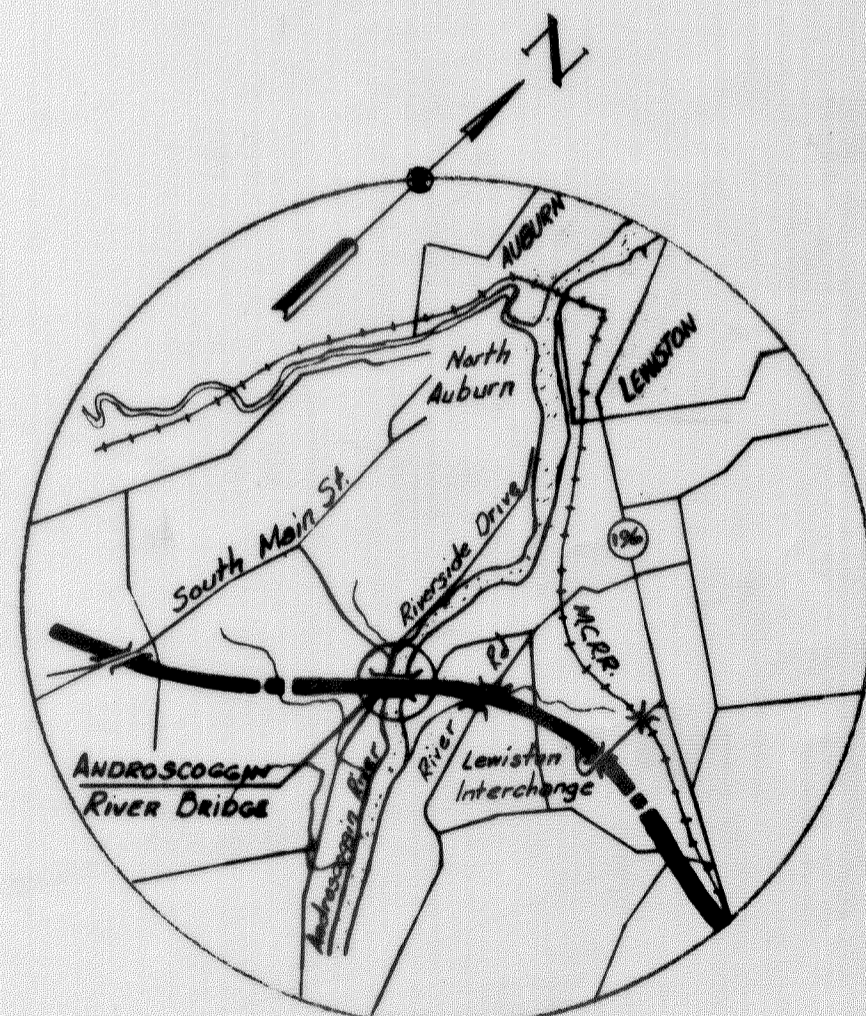
Note: Standard Drawings listed above are applicable only where specifically referred to in the plans.



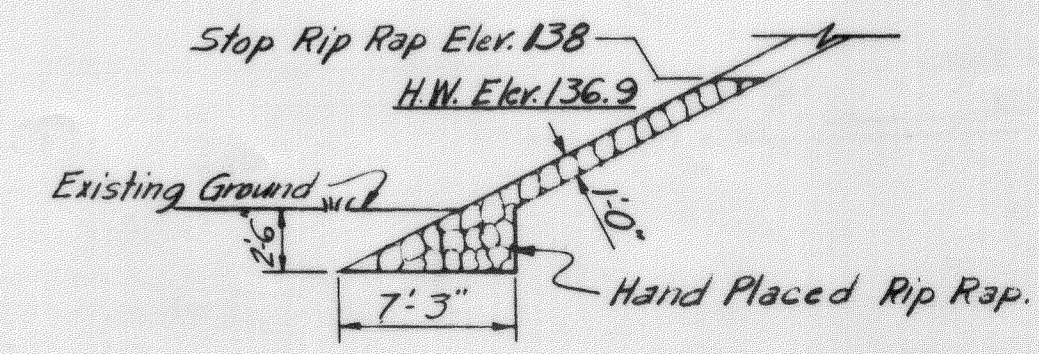
PLAN



FOOTING PLAN



VICINITY MAP  
Scale: 1" = 1 Mi



SECTION THROUGH RIPRAP  
NOT IN CONTRACT

DRAWING 55.01.15

MADE	BY	DATE	NO.	REVISION	BY	DATE
	T.K.C.	8-9-54	3	As-Built	MBH	120-54
TRACED	R.P.	3-17-54	2	Added Drainage Troughs & Down Drains	HBN	4-6-54
CHECKED	H.J.G.	3-18-54	1	Added Note to Riprap Detail	GPD	3-23-54

MAINE TURNPIKE AUTHORITY  
**MAINE TURNPIKE**  
 SECTION 2— PORTLAND TO AUGUSTA  
 STRUCTURE NO. 55 TURNPIKE OVER  
**ANDROSCOGGIN RIVER**  
 STA 3989 + 37.17  
**GENERAL PLAN AND ELEVATION**  
 HOWARD, NEEDLES, TAMMEN & BERGENDOFF CONSULTING ENGINEERS SCALE: 1" = 50'-0"  
 NEW YORK KANSAS CITY CONTRACT NO. SHEET NO. 236 OF 382

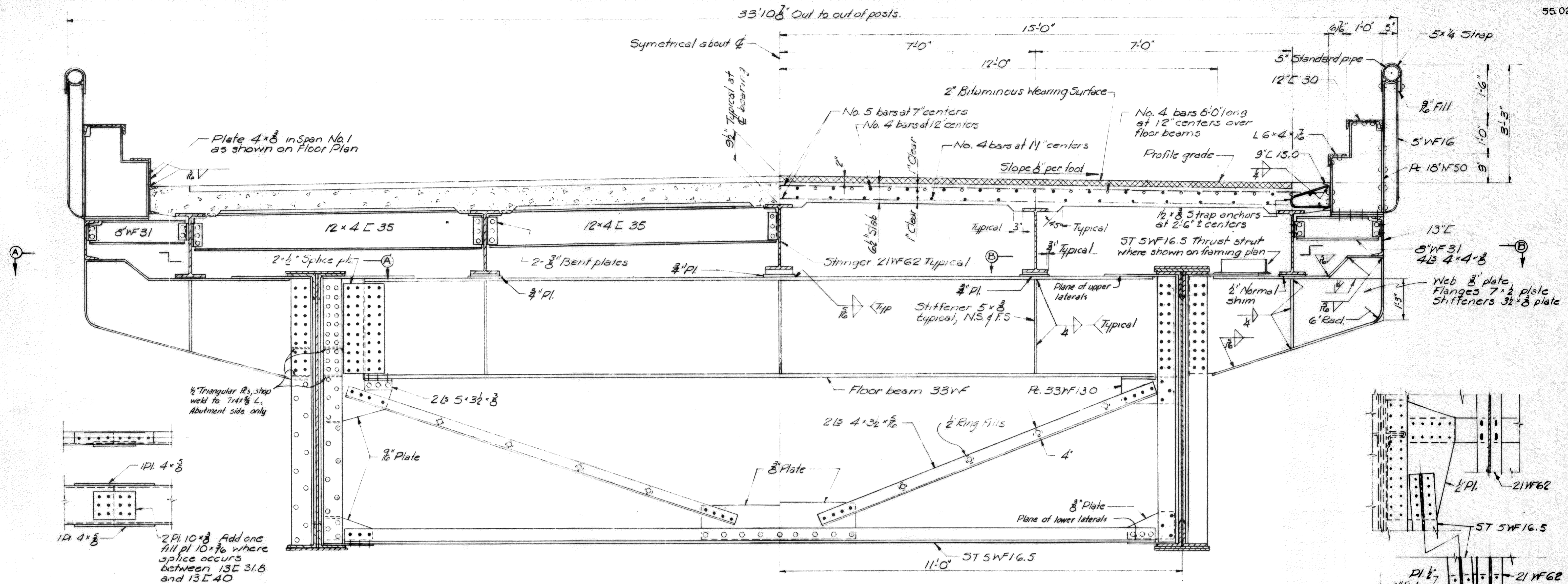


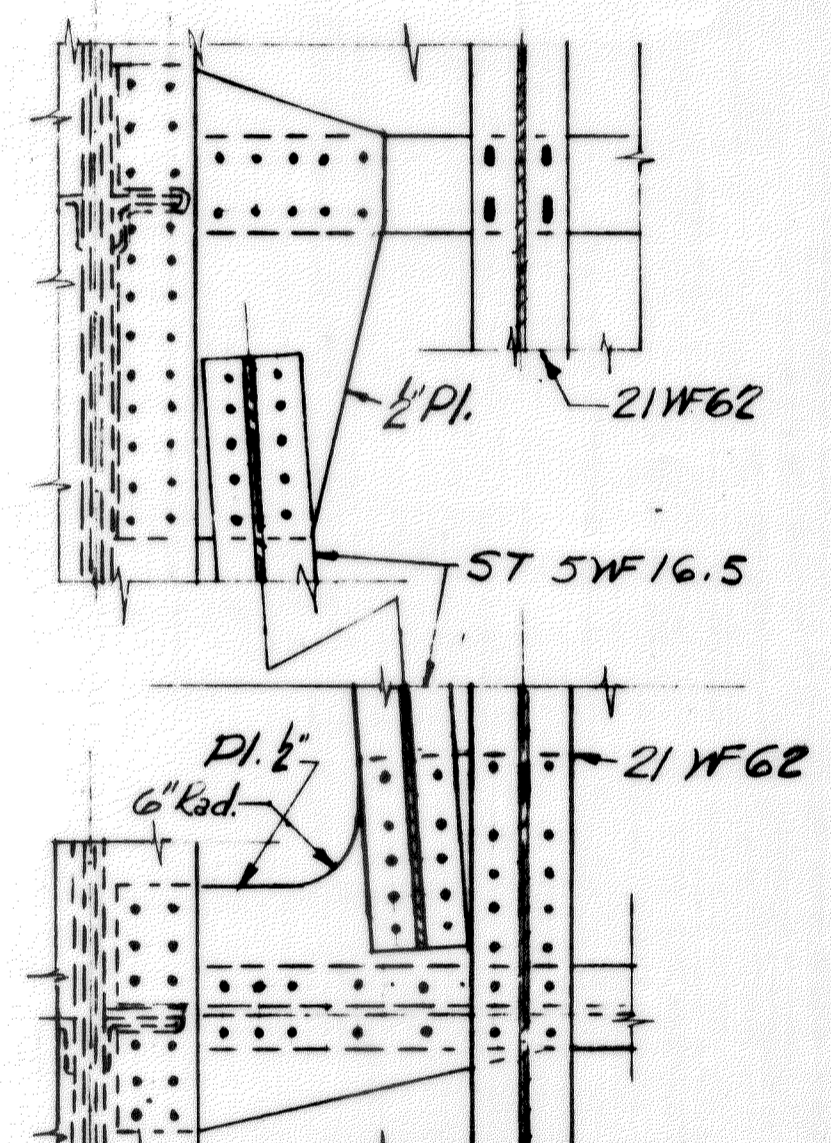
Plate 4x8 in Span No. 1 as shown on Floor Plan

1/2 Triangular R's, shop weld to 7x4x3/8 L, Abutment side only

2 Pl. 10x8 Add one fill of 10x7/8 where splice occurs between 13L 31.8 and 13L 40

HALF SECTION AT ABUTMENTS

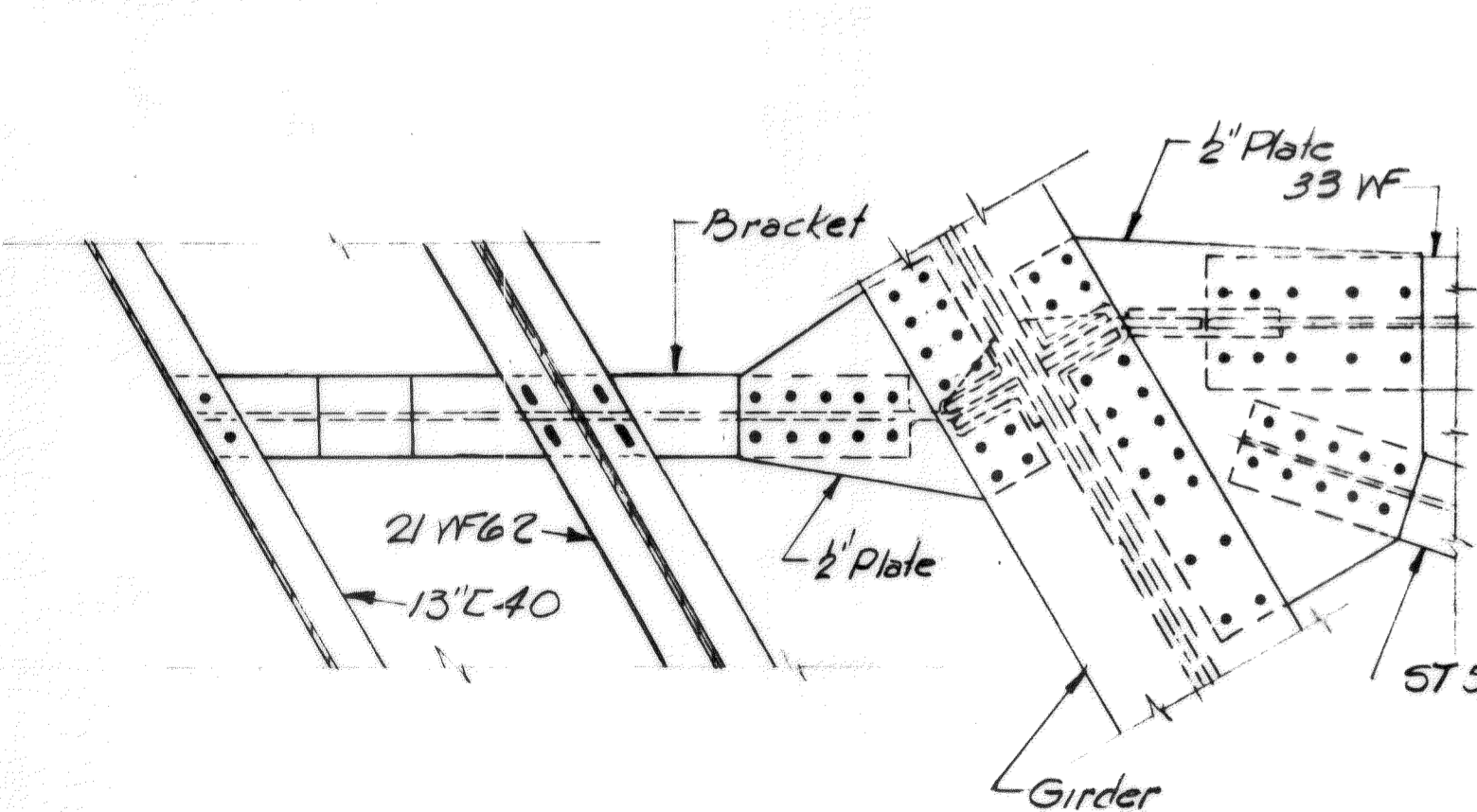
HALF SECTION AT INTERMEDIATE FLOORBEAM



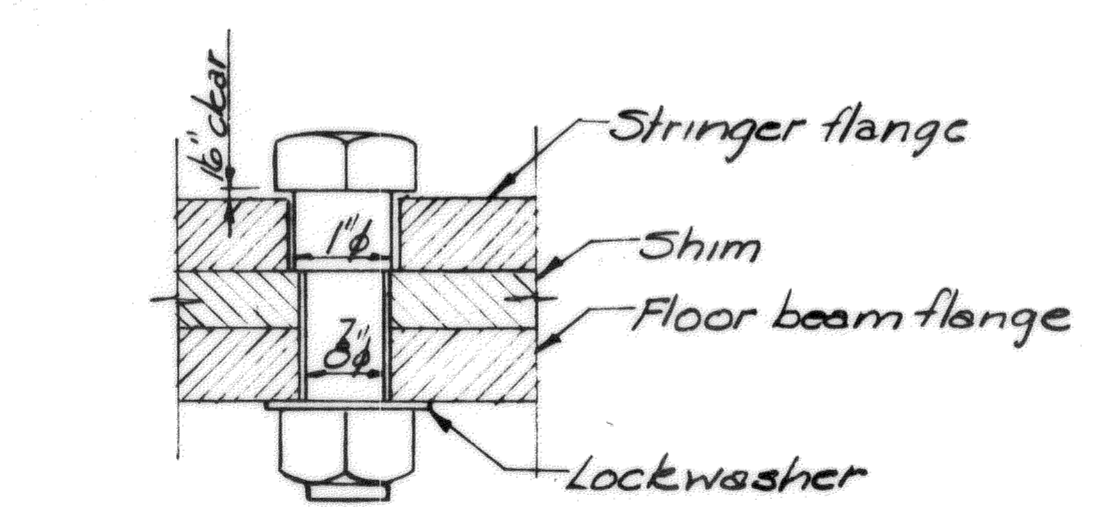
PART SECTION B B SHOWING THRUST STRUT

Notes: Depth of concrete over tops of stringers shall be varied as necessary to insure uniform floor thickness between haunches and conformity of final roadway surfaces with required elevation after deflection under full dead load. For details of curb and handrail see standard drawing number 20

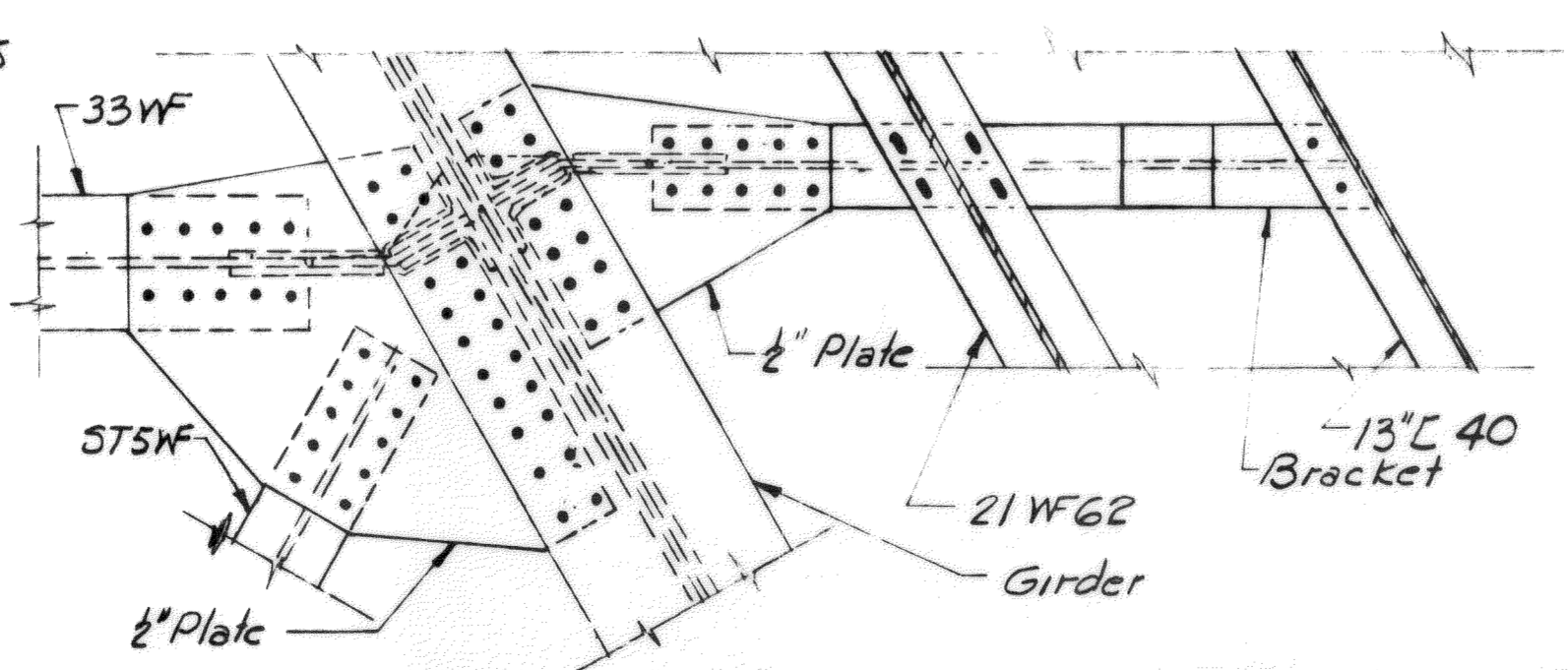
FASCIA CHANNEL SPLICE



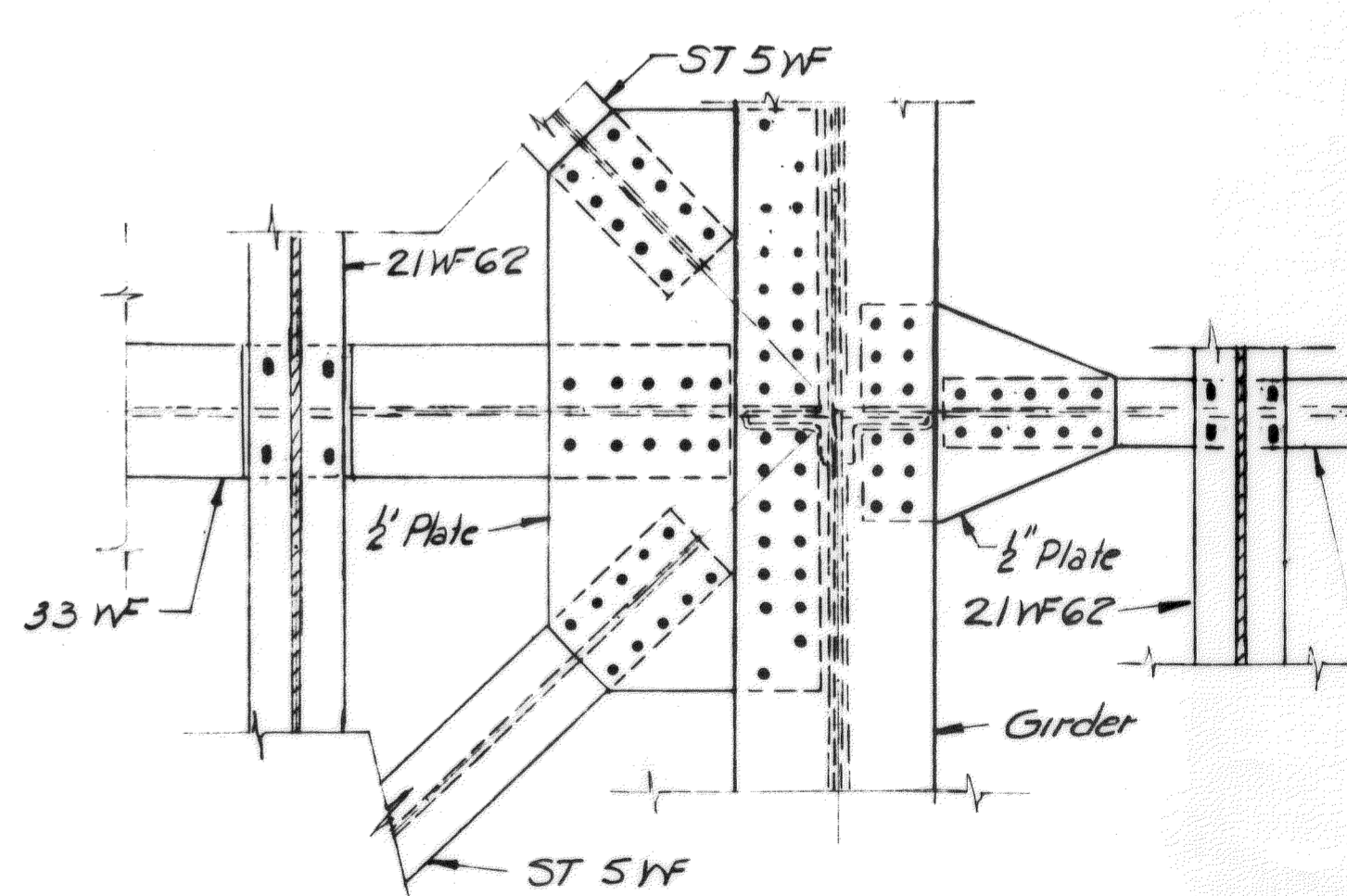
SECTION A-A AS SHOWN



TURNED BOLT DETAIL



SECTION A-A OPPOSITE CORNER



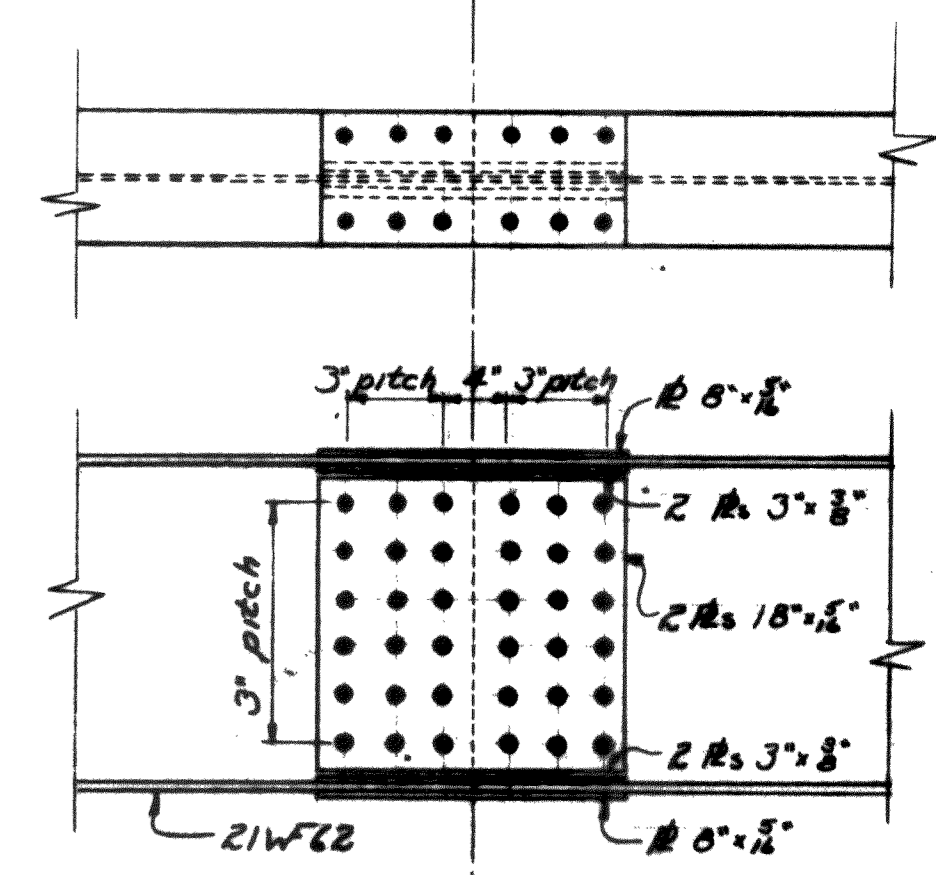
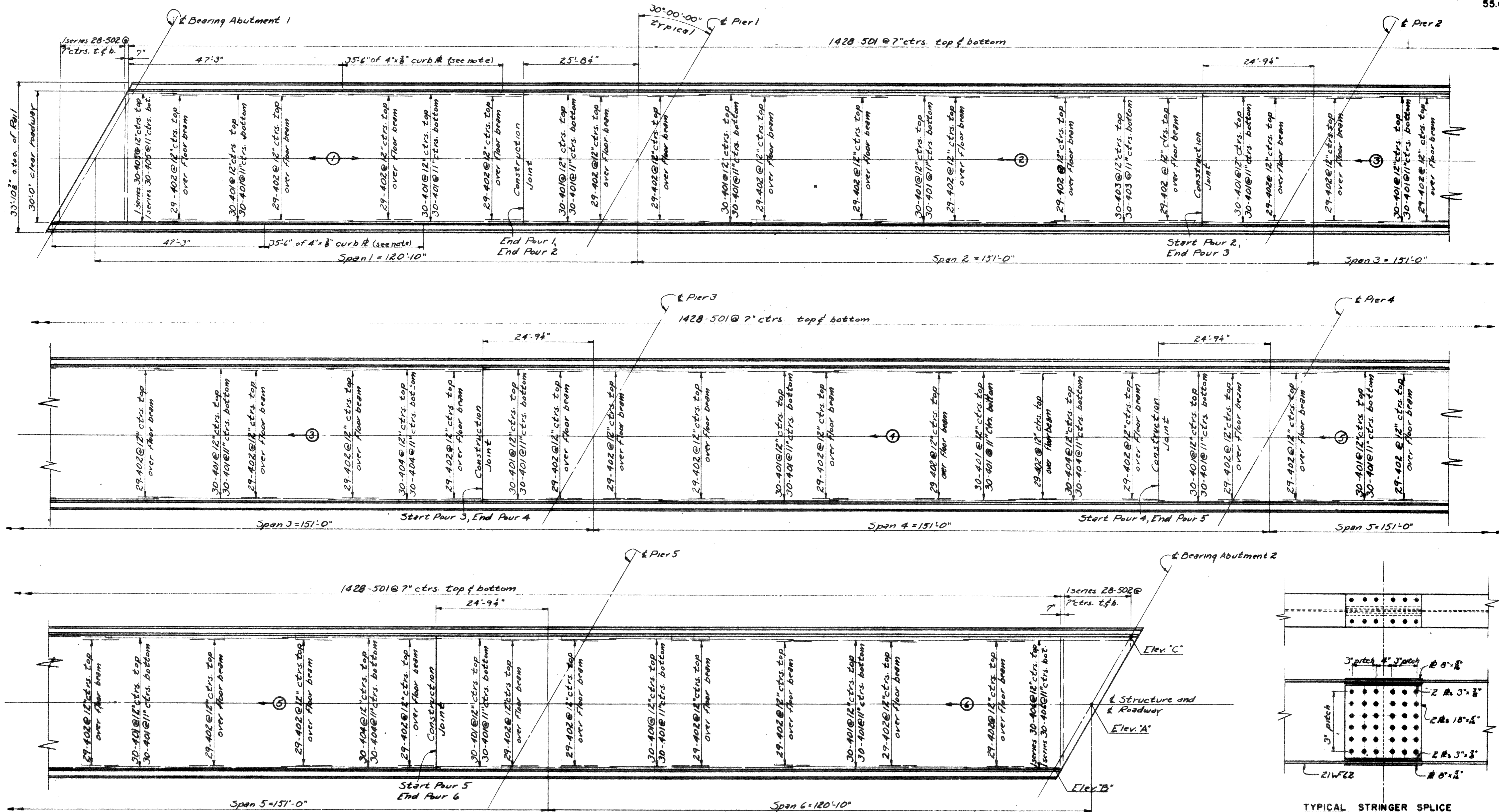
SECTION B B

See framing plan (note 3) for use of riveted or bolted connection of stringers to floor beams and brackets. Use 4-1/8 inch x 1/2 inch slotted holes in stringer flanges for bolted connection. See detail of turned bolt.

DRAWING 55.02.15

MADE	BY	DATE		
TRACED	CGP	1-26-54		
CHECKED	H.J.G.	2-4-54	1	As-Built
IN CHARGE OF	I.D.S.K.			

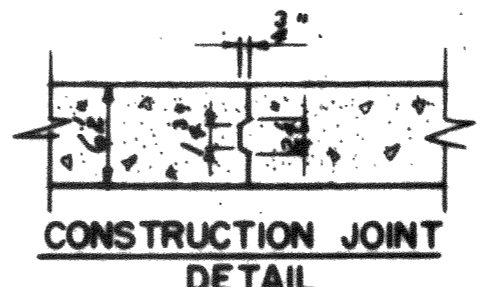
MAINE TURNPIKE AUTHORITY  
**MAINE TURNPIKE**  
 SECTION 2— PORTLAND TO AUGUSTA  
 STRUCTURE 55 TURNPIKE OVER  
 ANDROSCOGGIN RIVER  
 STA 39.89 + 37.17  
 TYPICAL CROSS SECTION  
 HOWARD, NEEDLES, TAMMEN & BERGENDOFF SCALE: 3/4" = 1'-0"  
 CONSULTING ENGINEERS CONTRACT NO. \_\_\_\_\_  
 NEW YORK KANSAS CITY SHEET NO. 237 OF 322



FLOOR PLAN  
Scale 1/2" = 1'-0"

ELEVATIONS

	EAST BRIDGE					WEST BRIDGE								
	Abut. 1	Pier 2	Pier 3	Pier 4	Pier 5	Abut. 2	Pier 1	Pier 2	Pier 3	Pier 4	Abut. 2			
Elev. A (S/R)	165.58	163.40	160.68	157.97	155.25	152.53	150.36	145.06	142.88	140.16	137.45	134.73	132.01	129.29
Elev. B (Top 9'15")	165.58	163.40	160.68	157.97	155.25	152.53	150.36	145.06	142.88	140.16	137.45	134.73	132.01	129.29
Elev. C (Top 7'18")	165.27	163.09	160.37	157.66	154.94	152.22	149.50	144.21	141.93	139.21	136.49	133.77	131.05	128.33



No Scale

Notes:  
Elevations are given to top of finished roadway surface at Bearing. 4"x8" Curb # on Span 1 only. See Sheet No. 55.02 for details. Concrete placing sequence and direction noted thus, (N) →

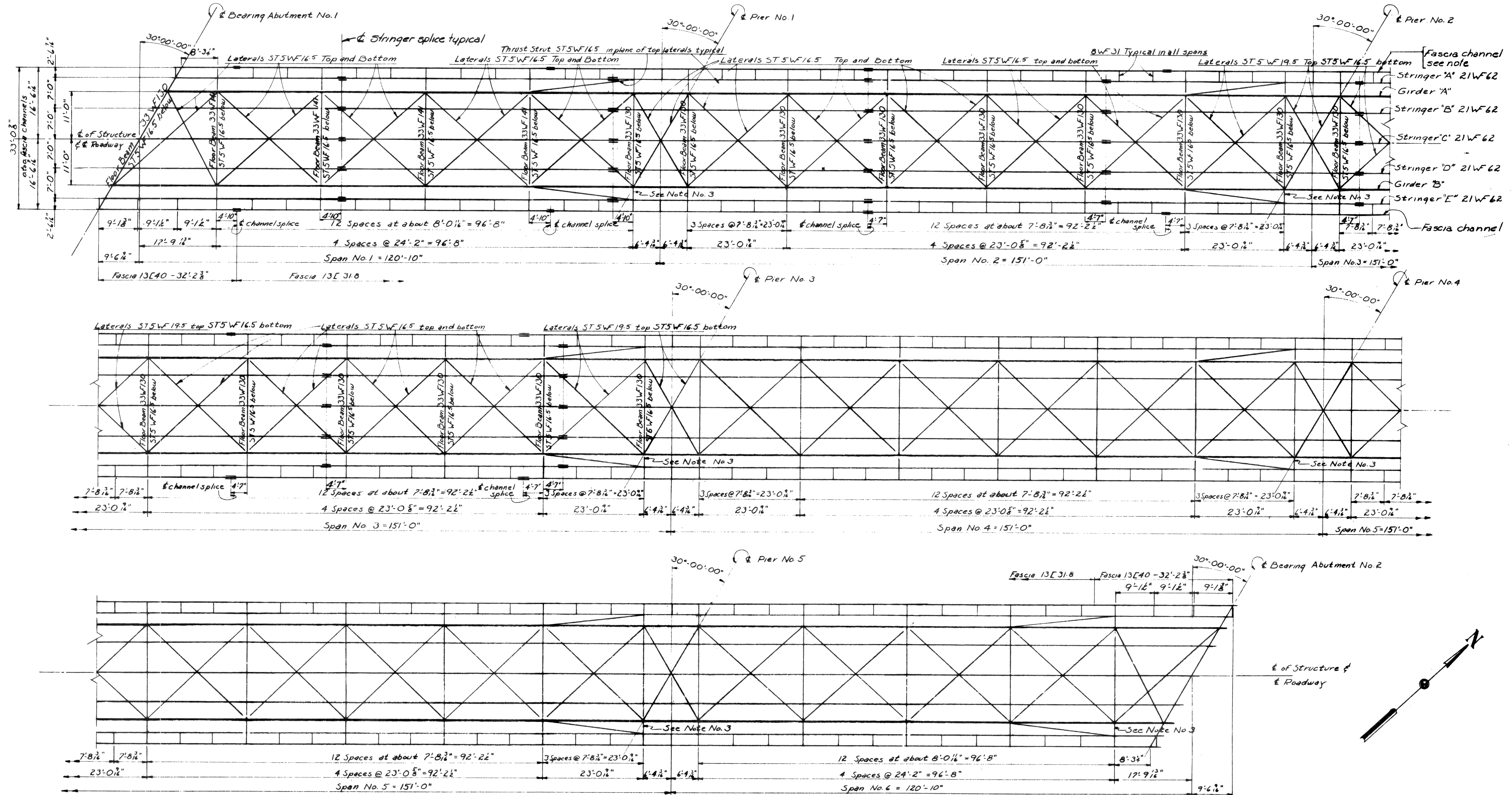
DRAWING 55.03.15

MADE	BY	DATE	TRACED	CHECKED	IN CHARGE OF
	PSC	2-10-54		HLB	I.D.S.K.

No.	REVISION	BY	DATE
1	As-Built	HOWARD	2-11-54

MAINE TURNPIKE AUTHORITY  
**MAINE TURNPIKE**  
 SECTION 2— PORTLAND TO AUGUSTA  
 STRUCTURE NO. 85 TURNPIKE OVER ANDROSCOGGIN RIVER  
 STA. 3999+37.17  
**FLOOR PLAN**  
 HOWARD, NEEDLES, TAMMEN & BERGENDORFF CONSULTING ENGINEERS  
 NEW YORK KANSAS CITY  
 SCALE: AS SHOWN  
 CONTRACT NO. \_\_\_\_\_  
 SHEET NO. 222 of 222



ELEVATIONS													
EAST BRIDGE							WEST BRIDGE						
* Abt. 1	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	Abt. 2	Abt. 1	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	Abt. 2
SA	164.49	162.32	159.60	156.88	154.16	151.43	149.27	163.97	161.80	159.08	156.36	153.65	150.93
GA	162.84	160.66	157.94	155.22	152.51	149.79	147.61	162.32	160.14	157.42	154.71	152.00	149.27
SB	164.64	162.47	159.75	157.03	154.31	151.60	148.88	164.12	161.95	159.28	156.51	153.80	151.08
SC	164.79	162.61	159.89	157.17	154.46	151.74	149.56	164.26	162.09	159.37	156.65	153.94	151.22
SD	164.79	162.61	159.89	157.17	154.46	151.74	149.56	164.26	162.09	159.37	156.65	153.94	151.22
GD	163.07	160.89	158.17	155.45	152.74	150.02	147.89	162.55	160.37	157.65	154.94	152.22	149.50
SE	164.79	162.61	159.89	157.17	154.46	151.74	149.56	164.26	162.09	159.37	156.65	153.94	151.22

**Note:**  
 1. Members are designated in Spans 1, 2, and 3.  
 2. Members in Spans 4, 5, and 6 are same by rotation except as noted.  
 3. At these panel points rivet stringers to floor beams with brackets. At all other panel points stringers are bolted. See Sheet No. 55.02.  
 4. Elevations for stringers are given to top of stringers. Elevations for girders are given to top of flange angles. All elevations are given at & of bearing.  
 5. Top and bottom laterals to be supported at their intersection as shown on sheet No. 55.06.  
 6. Fascia is 13E31.8 except as noted.  
 7. For Stringer Splice see sheet 55.03.

**DRAWING 55.04.15**

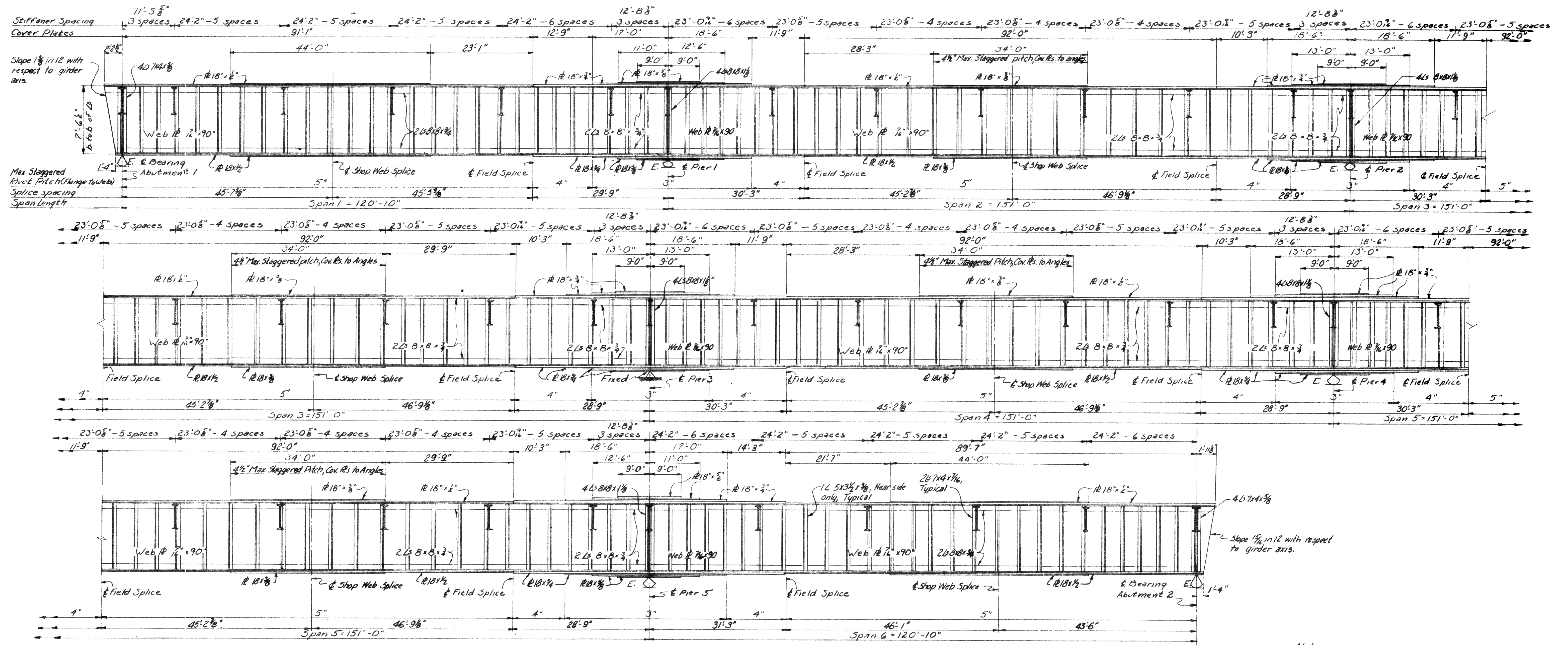
BY	DATE			
MADE	RSG	1-20-58		
TRACED				
CHECKED	H.M.	2-4-59	1	As-Built
IN CHARGE OF	IDSK	No.	REVISION	BY DATE

MAINE TURNPIKE AUTHORITY  
**MAINE TURNPIKE**  
 SECTION 2— PORTLAND TO AUGUSTA

STRUCTURE NO. 85 TURNPIKE OVER  
 ANDROSCOGGIN RIVER  
 STA. 3989 + 37.17  
**FRAMING PLAN**

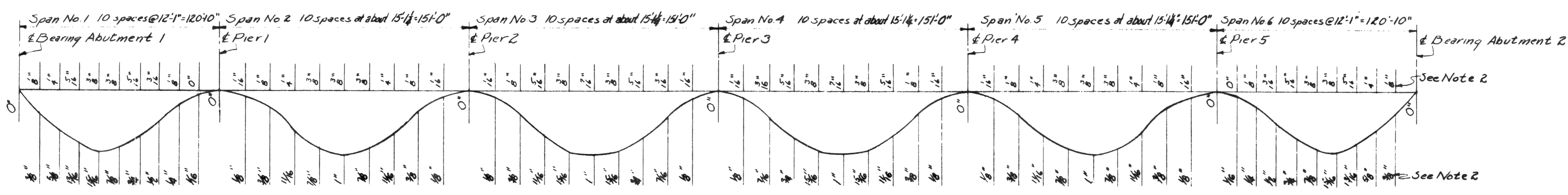
HOWARD, NEEDLES, TAMMEN & BERGENDOFF  
 CONSULTING ENGINEERS  
 NEW YORK KANSAS CITY

SCALE: 3/8" = 1'-0"  
 CONTRACT NO. \_\_\_\_\_  
 SHEET NO. 232 OF 342



**GIRDER ELEVATION**  
Scale: 3/8" = 1'-0" Horizontal  
1/4" = 1'-0" Vertical

**Notes:**  
 1. West Girder is shown. East Girder is similar by rotation except at ends where girder extends beyond & of bearing. Treatment beyond & of bearing is similar as shown.  
 2. Dimensions above baseline are deflections to be expected when steel is in place. Dimensions below baseline are total deflections to be expected under full Dead Load.  
 Deflections are shown to the nearest 1/16".  
 3. Intermediate stiffeners are 1L 5x3 1/2 x 1/4 on inside only. Stiffeners at floorbeam connections are 2L 7x4 1/2 x 1/4.  
 4. Make cover plate rivet pitch same as flange rivets except, as noted above, and at ends of cover plates. Cover plates to be fully developed by rivets at 3" pitch each end.

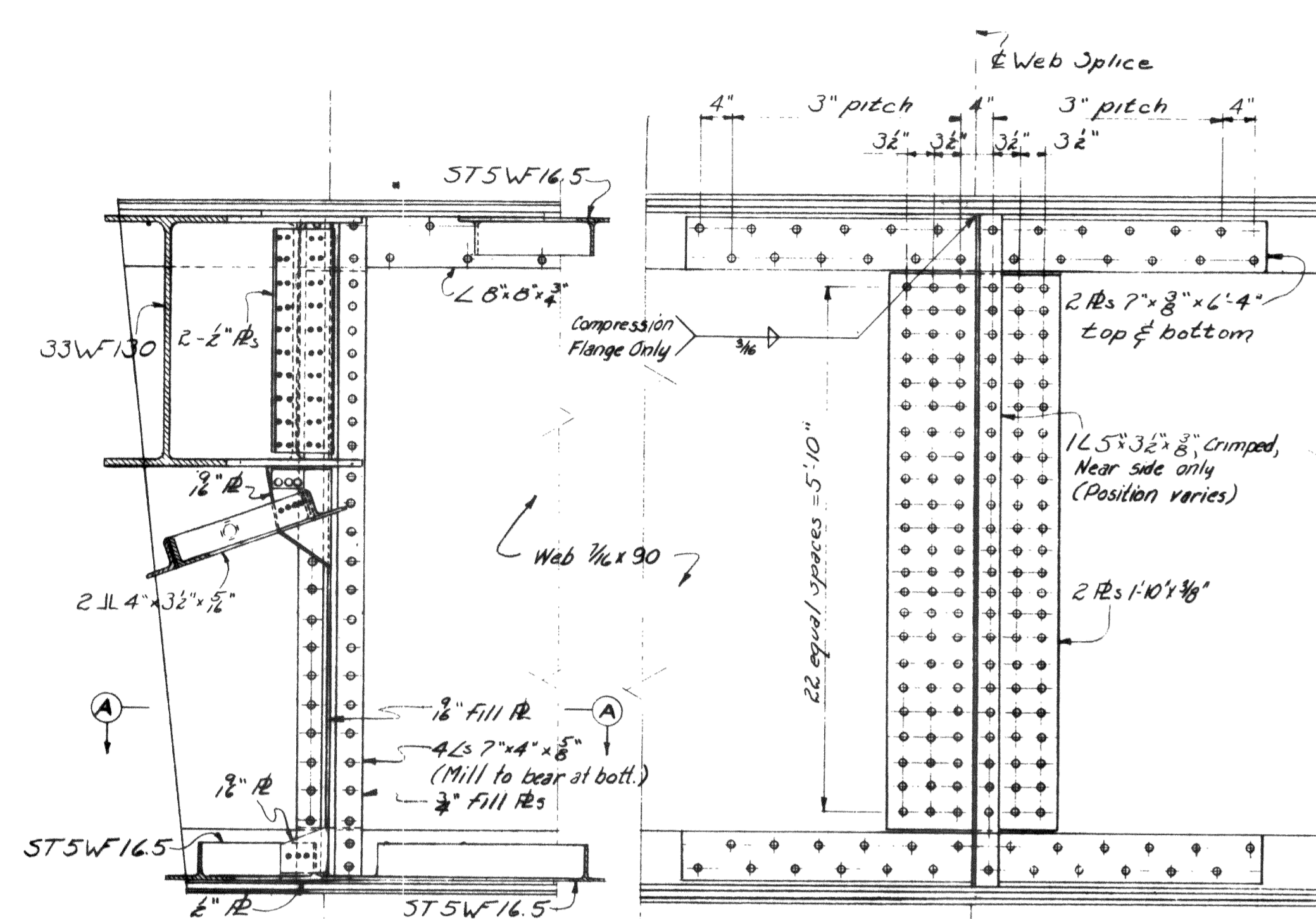


**DEAD LOAD DEFLECTION DIAGRAM**  
No Scale

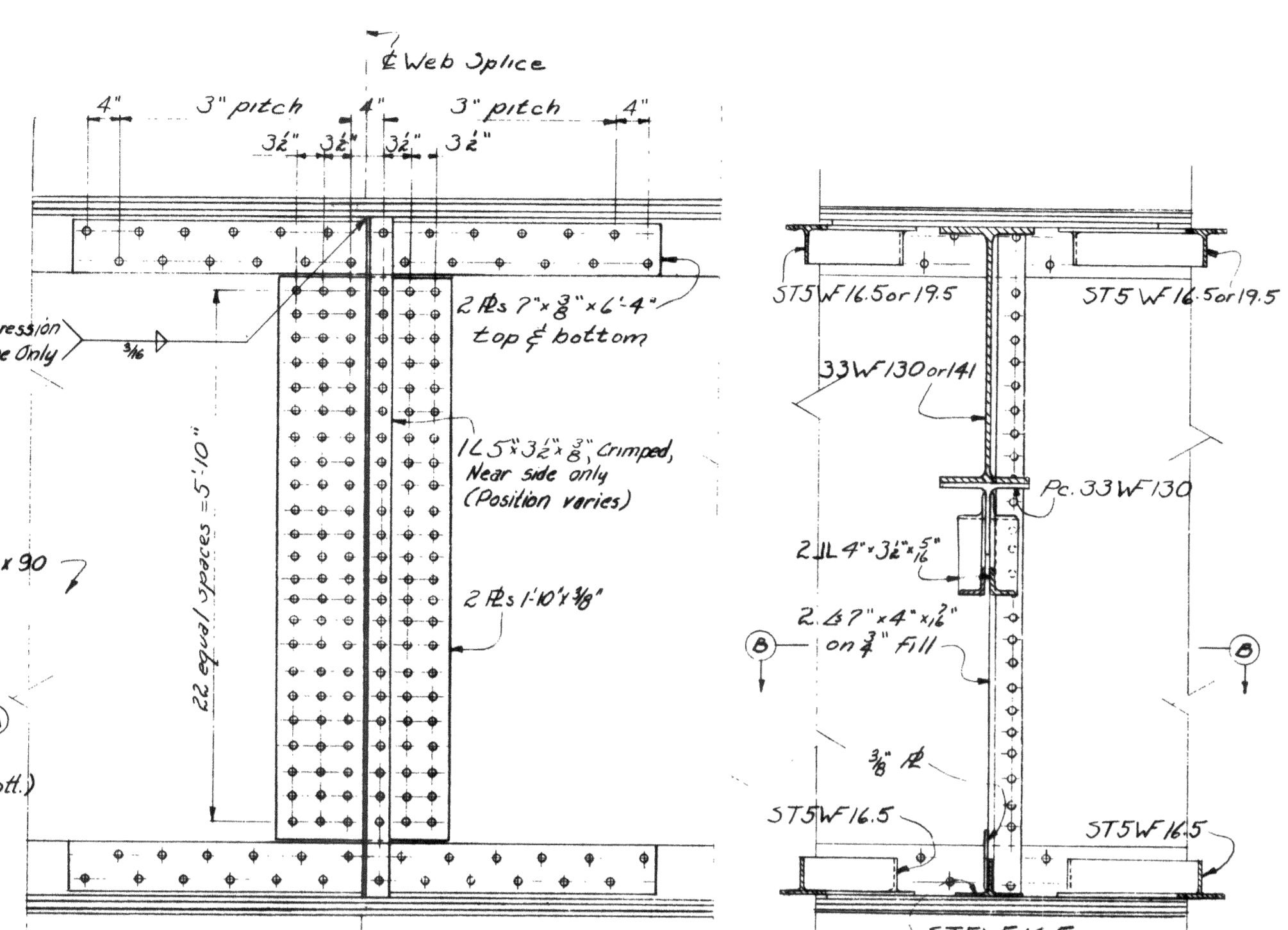
DRAWING NO. 55.05.15

BY	DATE			
MADE	RSG	1.26.54		
TRACED			2	As-Built
CHECKED	HJG	2.5.54	1	Removed Intermediate Stiffeners from Gir. Outside
IN CHARGE OF	IDSK			
	No.	REVISION	BY	DATE

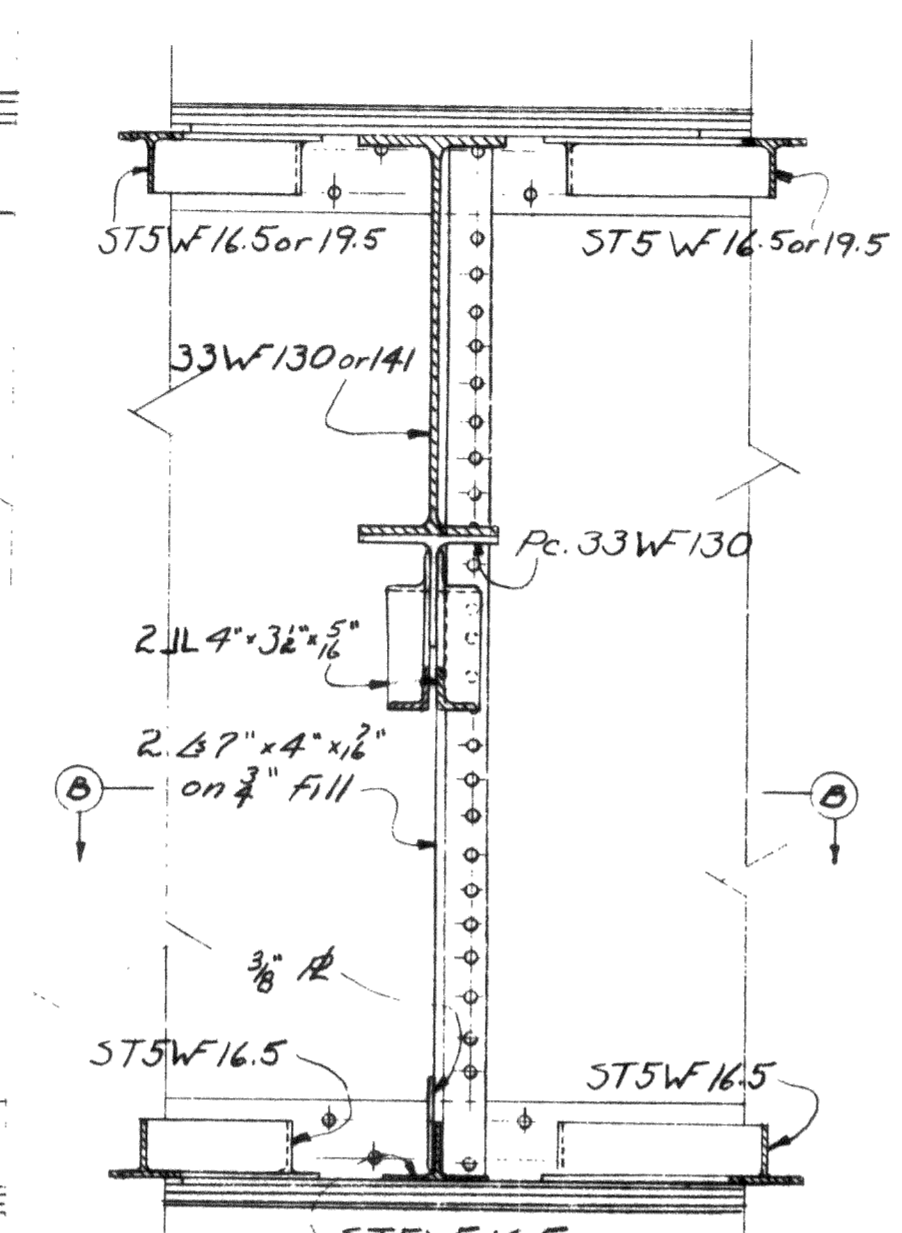
MAINE TURNPIKE AUTHORITY  
**MAINE TURNPIKE**  
 SECTION 2— PORTLAND TO AUGUSTA  
 STRUCTURE NO. 55 TURNPIKE OVER  
 ANDROSCOGGIN RIVER  
 STA. 3989 + 37.17  
**GIRDER ELEVATION**  
 HOWARD, NEEDLES, TAMMEN & BERGENDOFF  
 CONSULTING ENGINEERS  
 NEW YORK KANSAS CITY  
 SCALE: As Noted  
 CONTRACT NO. \_\_\_\_\_  
 SHEET NO. 240 OF 382



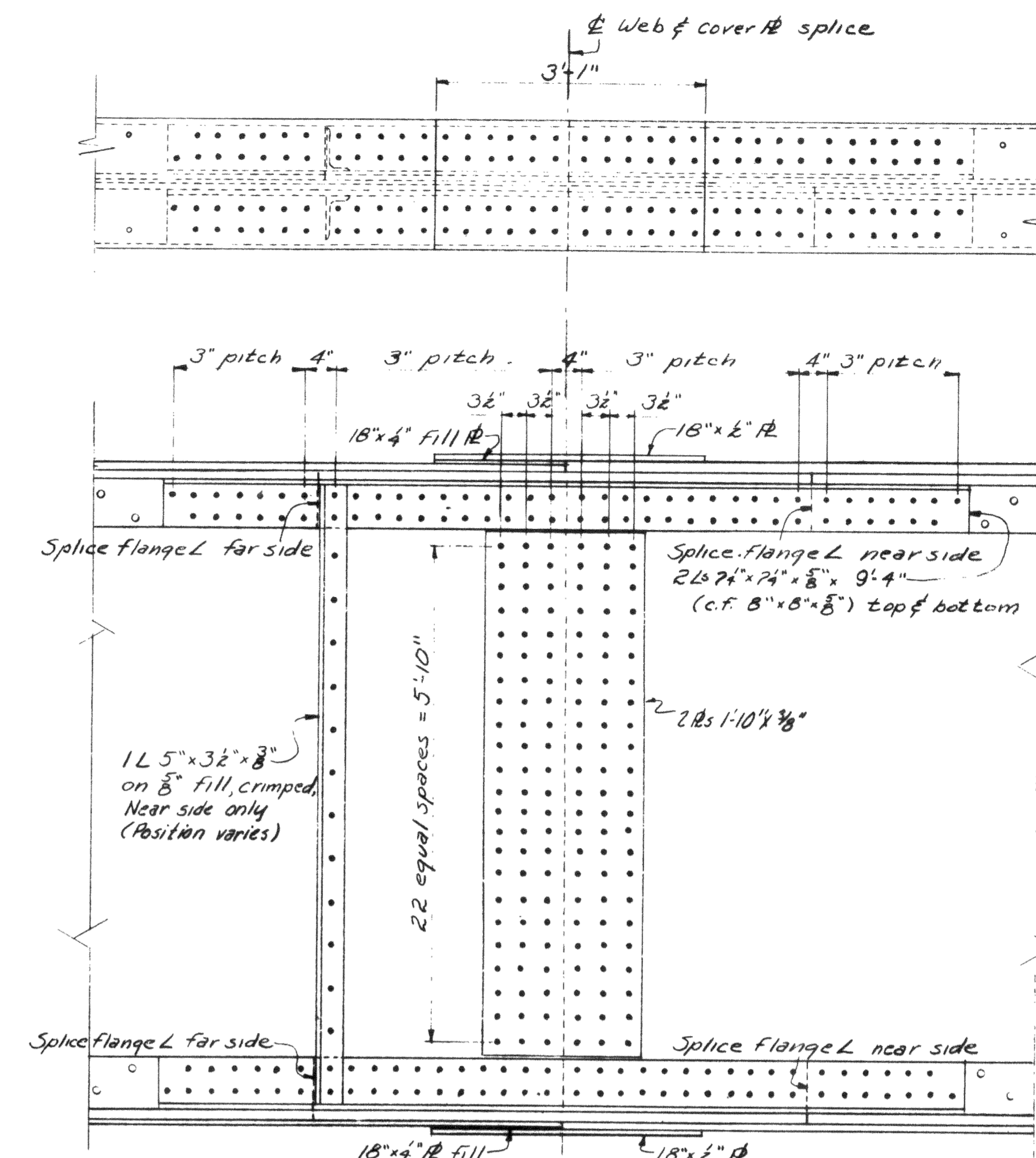
TYPICAL END BEARING STIFFENER



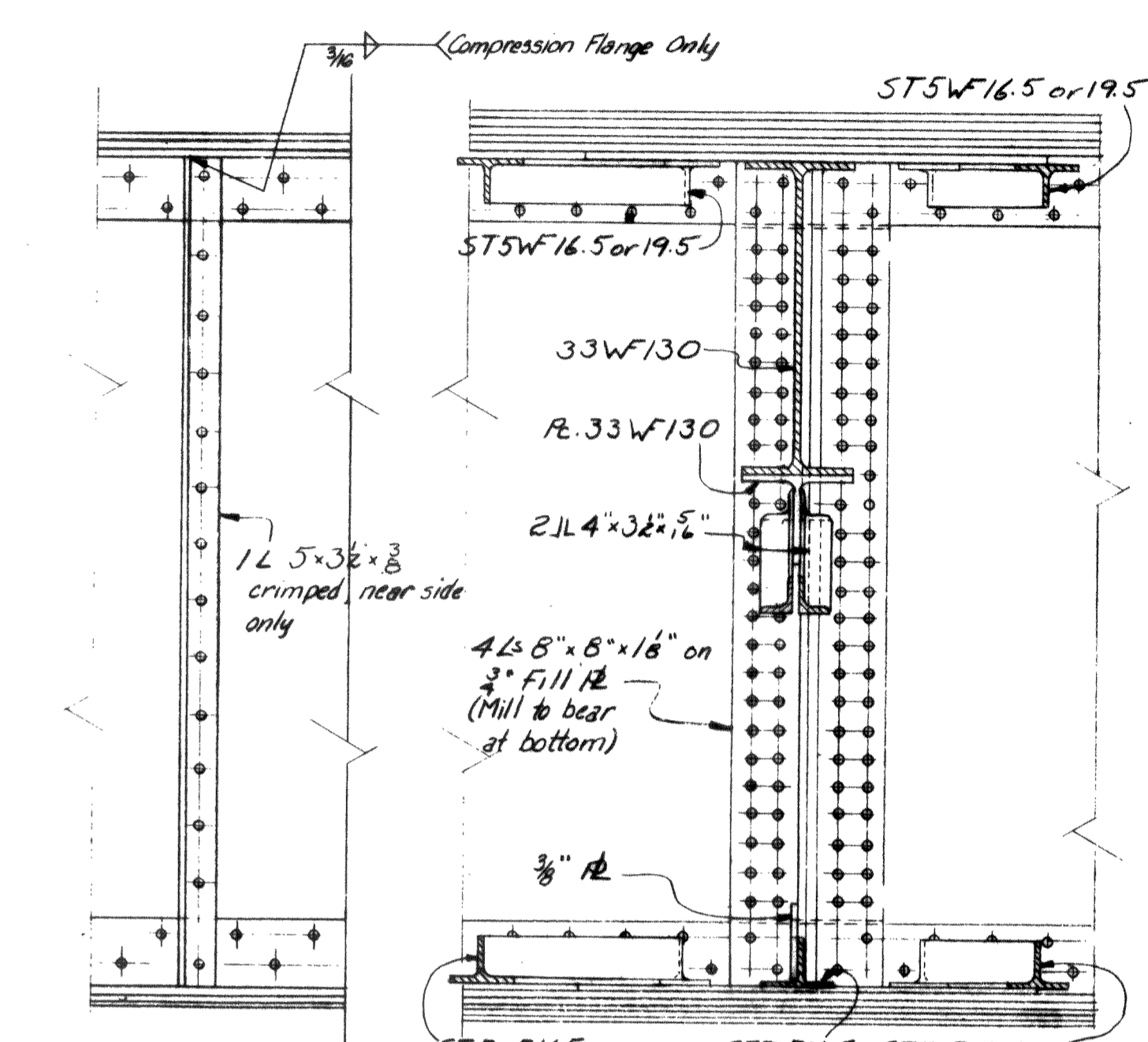
TYPICAL SHOP WEB SPLICE



TYPICAL INTERMEDIATE FLOORBEAM CONNECTION

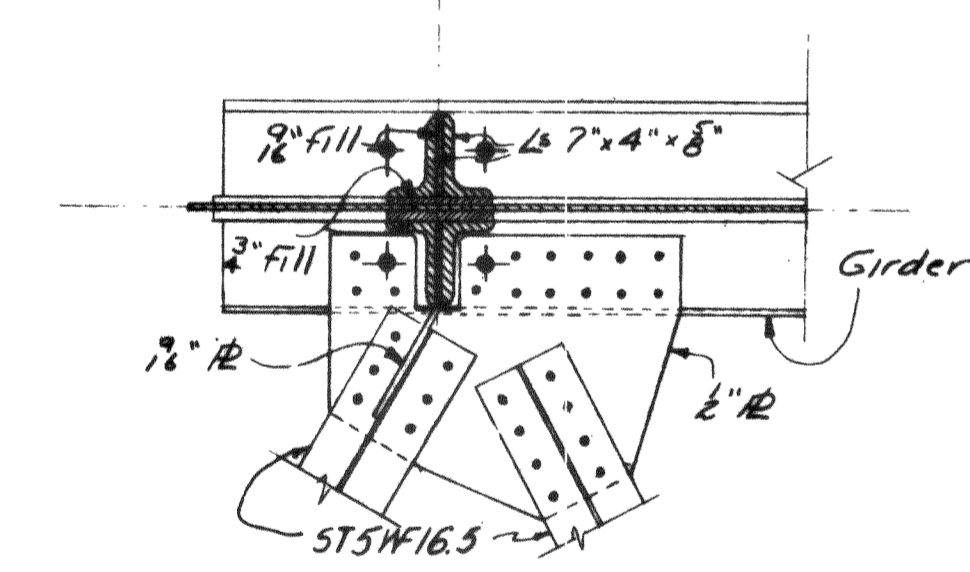


TYPICAL FIELD SPLICE

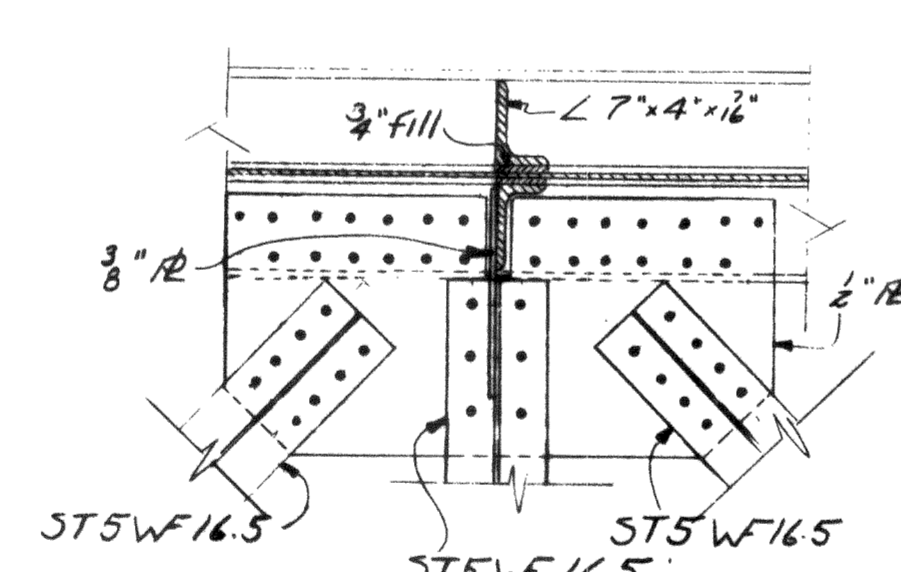


INTERMEDIATE STIFFENER

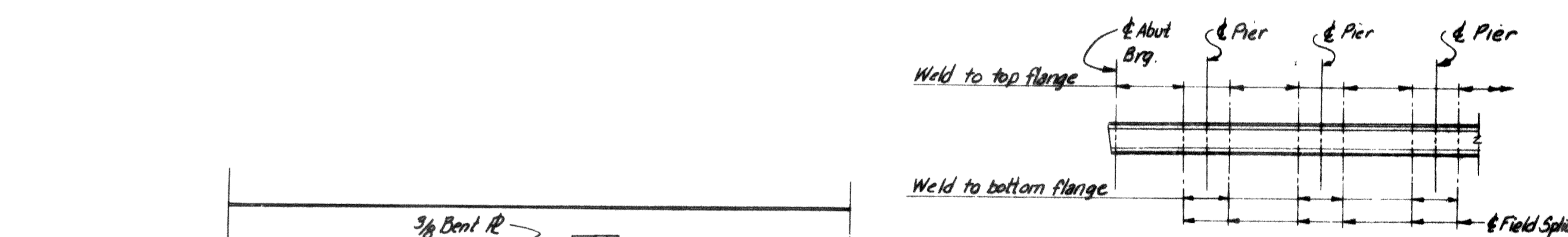
TYPICAL BEARING STIFFENER OVER PIER



SECTION A-A

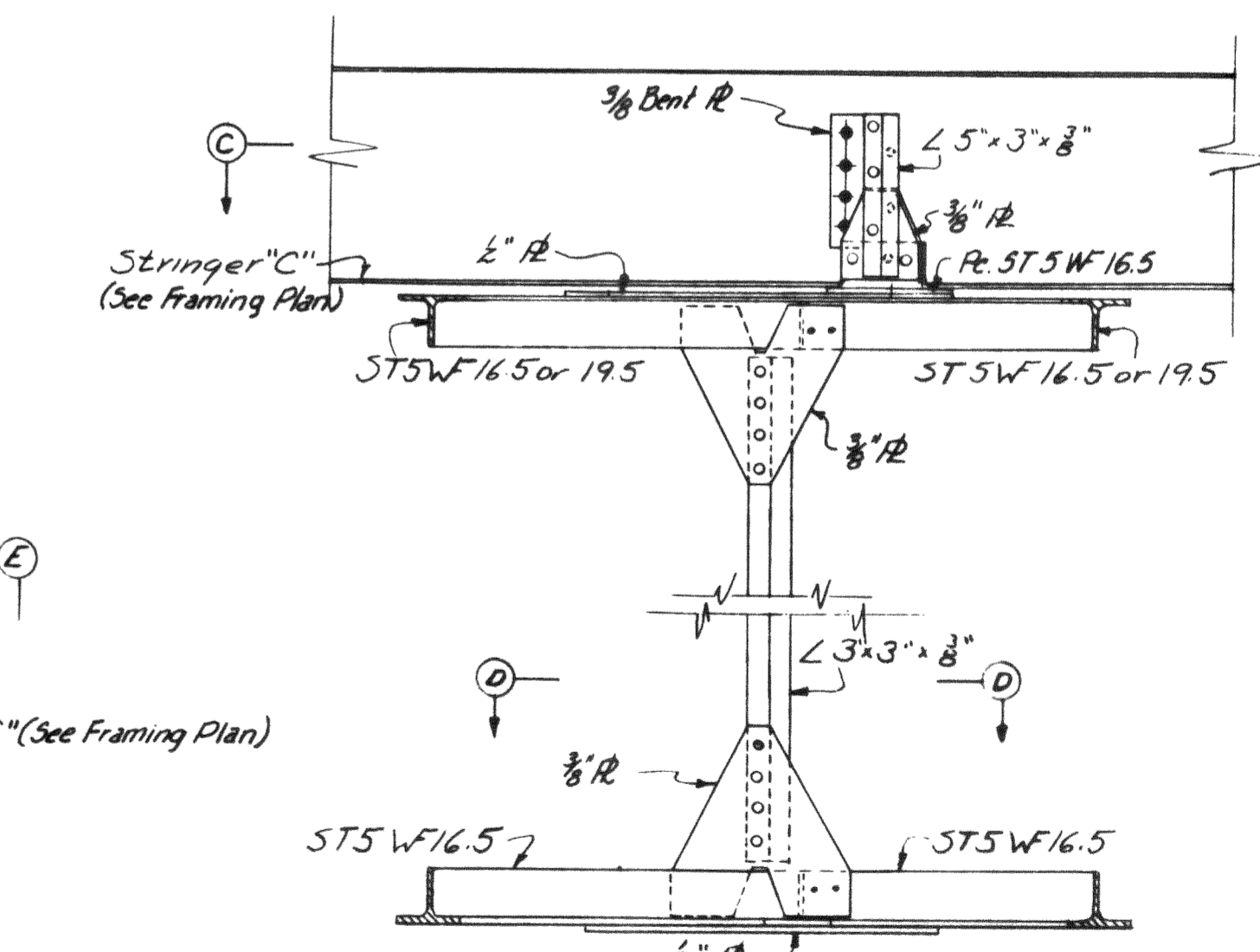


SECTION B-B



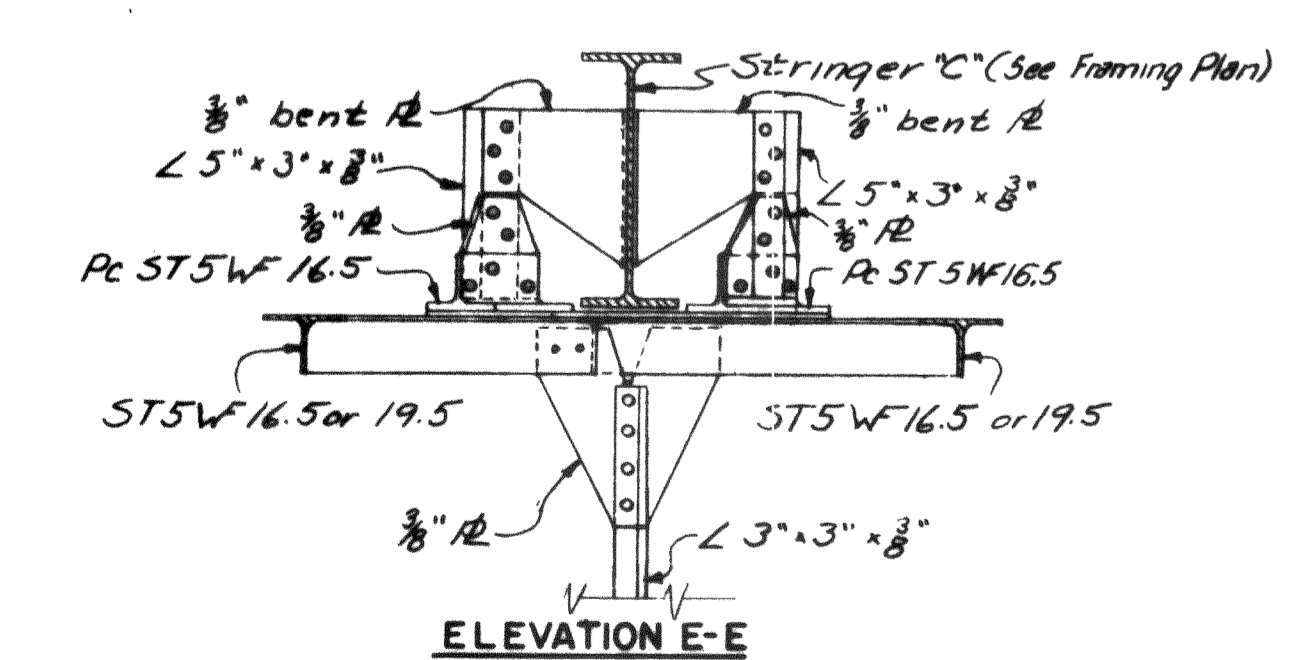
LOCATION OF INTERMEDIATE STIFFENER WELDS

Shop weld outstanding leg of intermediate stiffener angles (5x3 1/2 x 3/8) to compression flange of girder with 3/16 fillet welds. Where stiffener falls on splice angles of field splice, no welding is required.

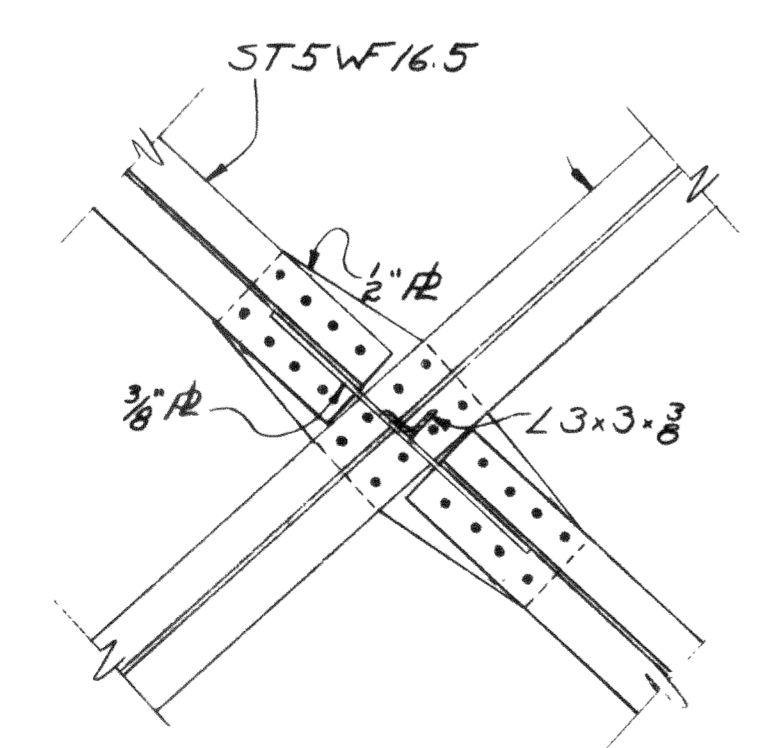


PART ELEVATION AT MID-PANELS (Showing lateral bracing support)

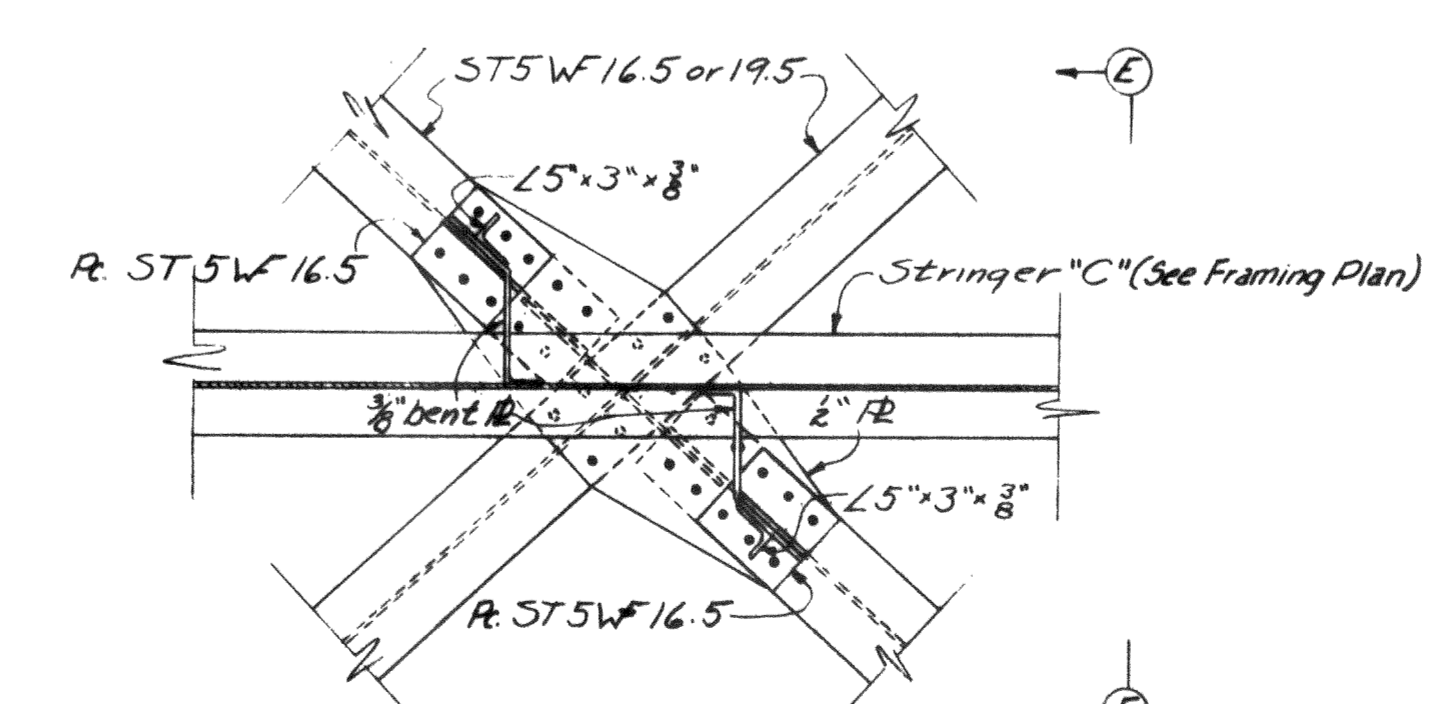
Note: Lateral supports in end panels to be similar, except 1 support per lateral is required. Stiffeners between floor beams to be provided on interior sides of girders only.



ELEVATION E-E



SECTION D-D



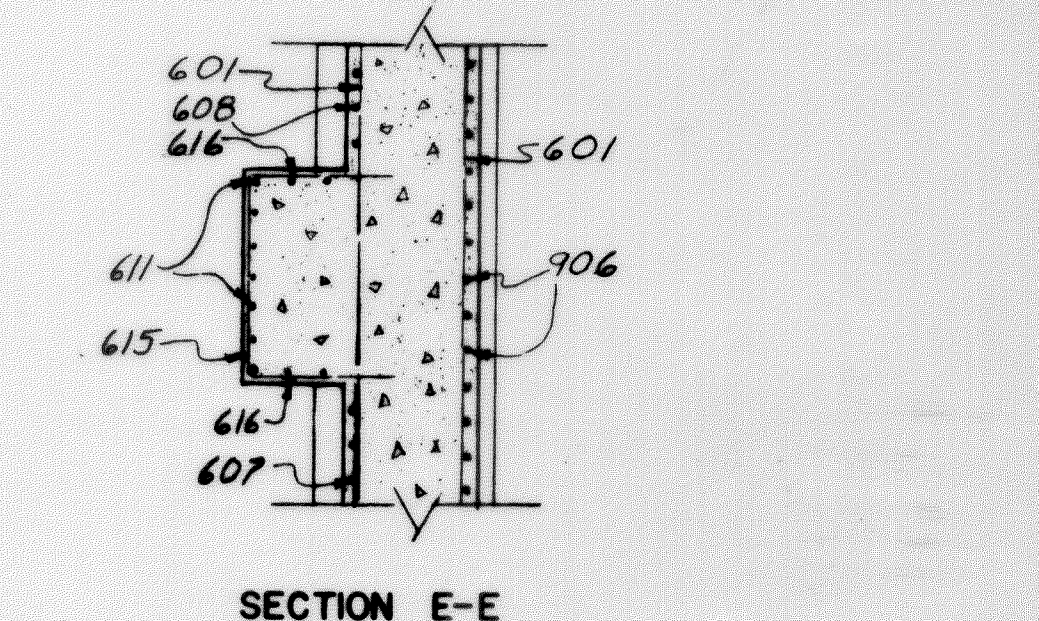
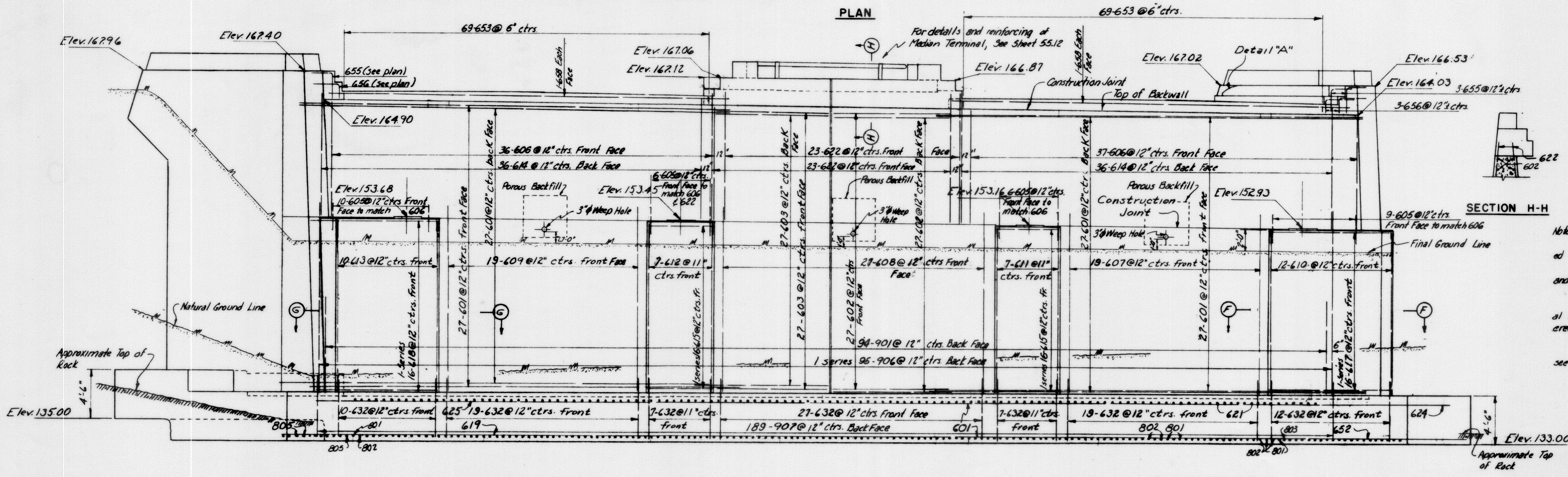
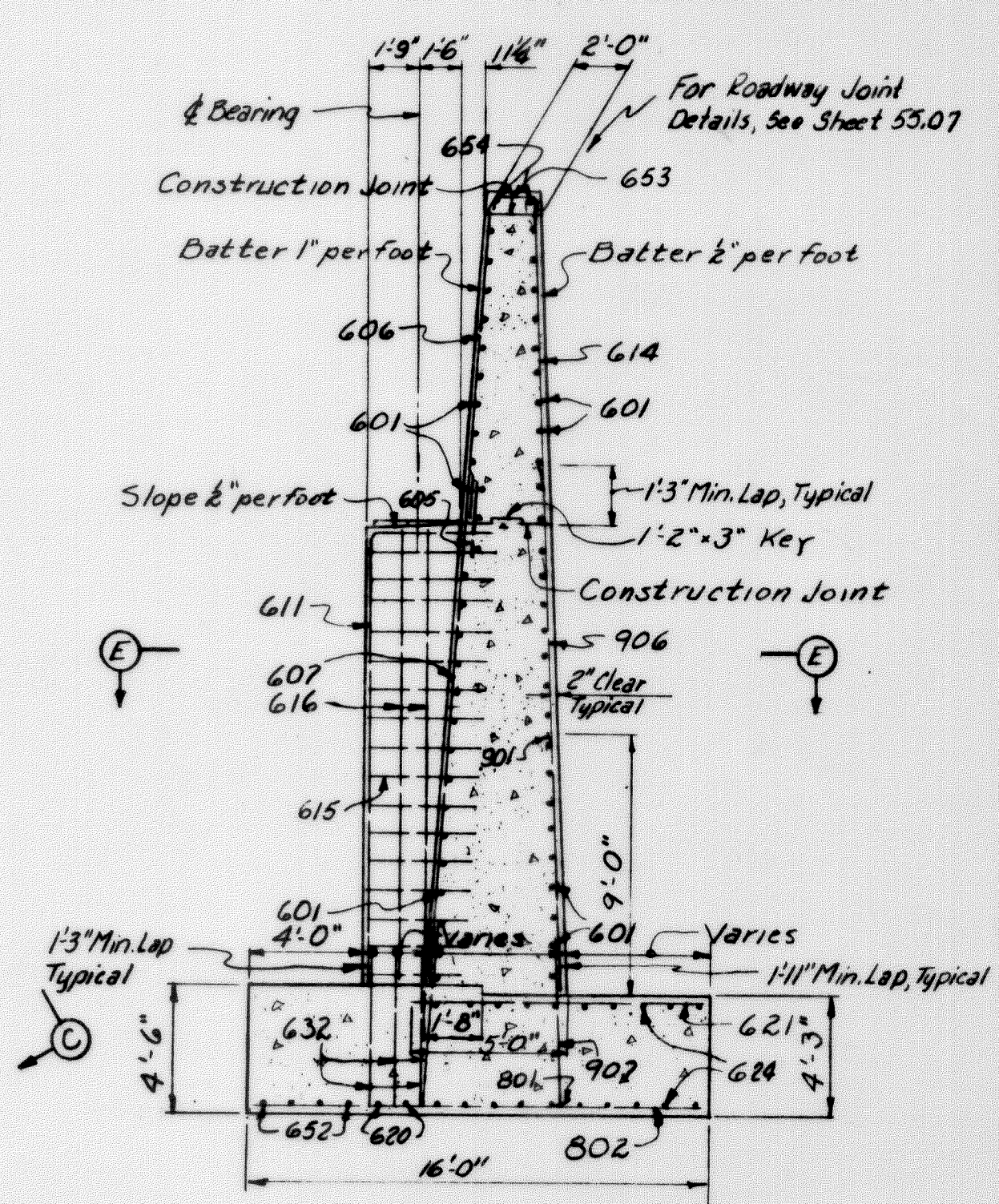
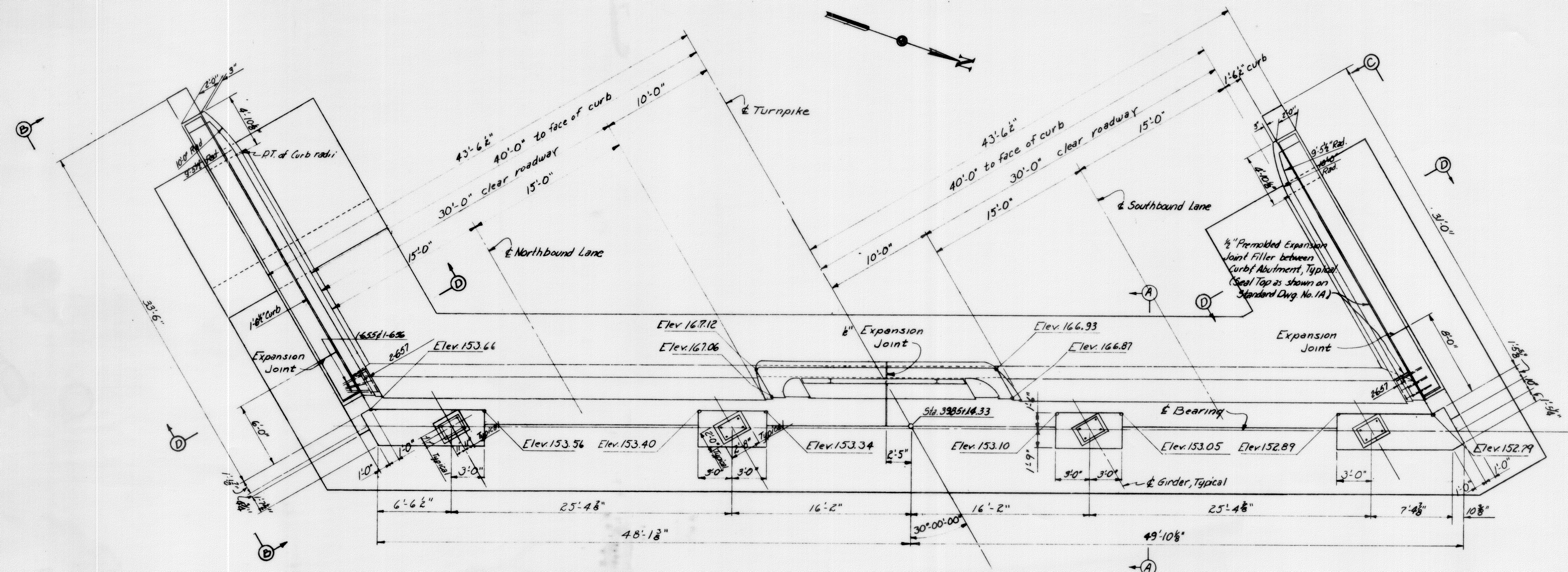
SECTION C-C

DRAWING 55.06.15

NO.	REVISION	BY	DATE
1	As-Built	ABW	1203
2	Remove 1/2" gap, 1/2" from field stiffener angles	HJG	3-8-54
3	Remove 1/2" gap, 1/2" from field stiffener angles	HJG	3-8-54
4	Remove 1/2" gap, 1/2" from field stiffener angles	HJG	2-24-53

IN CHARGE OF: P.D.S.K.

MAINE TURNPIKE AUTHORITY  
**MAINE TURNPIKE**  
 SECTION 2- PORTLAND TO AUGUSTA  
 STRUCTURE NO. 55 TURNPIKE OVER  
 ANDROSCOGGIN RIVER  
 STA. 3989+37.17  
 GIRDER AND BRACING DETAILS  
 HOWARD, NEEDLES, TAMMEN & BERGENDOFF  
 CONSULTING ENGINEERS  
 NEW YORK KANSAS CITY  
 SCALE: 3/4" = 1'-0"  
 CONTRACT NO. \_\_\_\_\_  
 SHEET NO. 261 OF 322



**Notes:**

Footings are to be carried a minimum of 6" into solid undisturbed rock.

Curbs along wingwalls are not in this contract and will be placed by others.

Concrete above top of backwall between wings and Median Terminal shall be placed after the roadway expansion joint has been erected in accordance with the specifications.

For required form markings, and for curb reinforcing, see Standard Drawing No. 1A.

For sections not shown see Sheet 55.08.

Dampproof Abutment in accordance with the specifications.

For details of Porous Backfill see Sheet 55.11.

**REINFORCING BAR LEGEND**  
(Typical for all reinforcing steel)

First Digit (1<sup>st</sup> two digits when four digits are used): Bar Size

Last Two Digits: Bar Number

Examples: 605 - #6 bar, fifth bar used  
1106 - #11 bar, sixth bar used

**DRAWING 55.08.15**

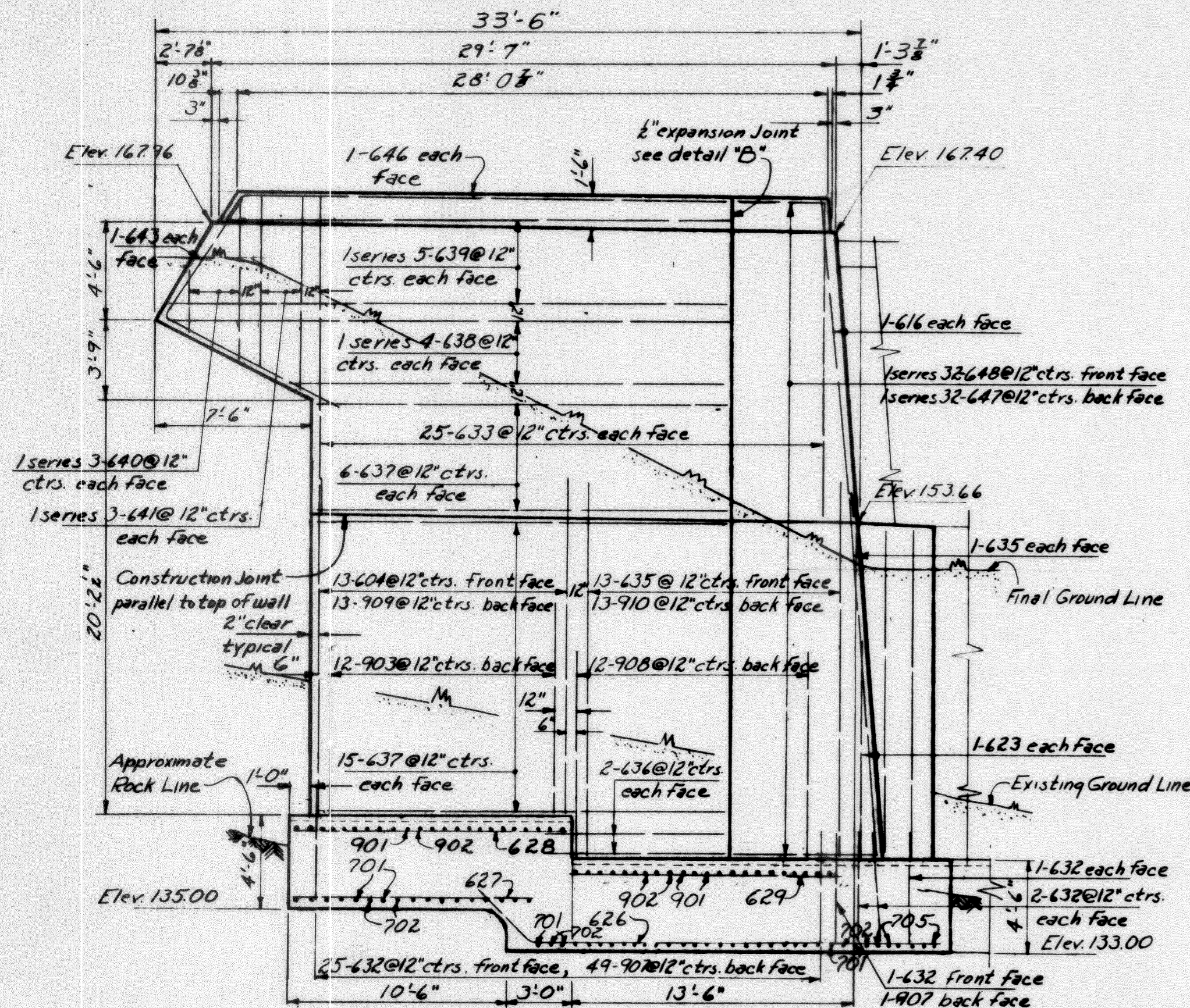
BY	DATE	REVISION	BY	DATE
RSC	2-15-54			
H.J.G.	3-16-54	1	Note Change	GRD 3-23-54
I.D.J.K.		No.	REVISION	BY DATE

**MAINE TURNPIKE AUTHORITY**  
**MAINE TURNPIKE**  
**SECTION 2— PORTLAND TO AUGUSTA**

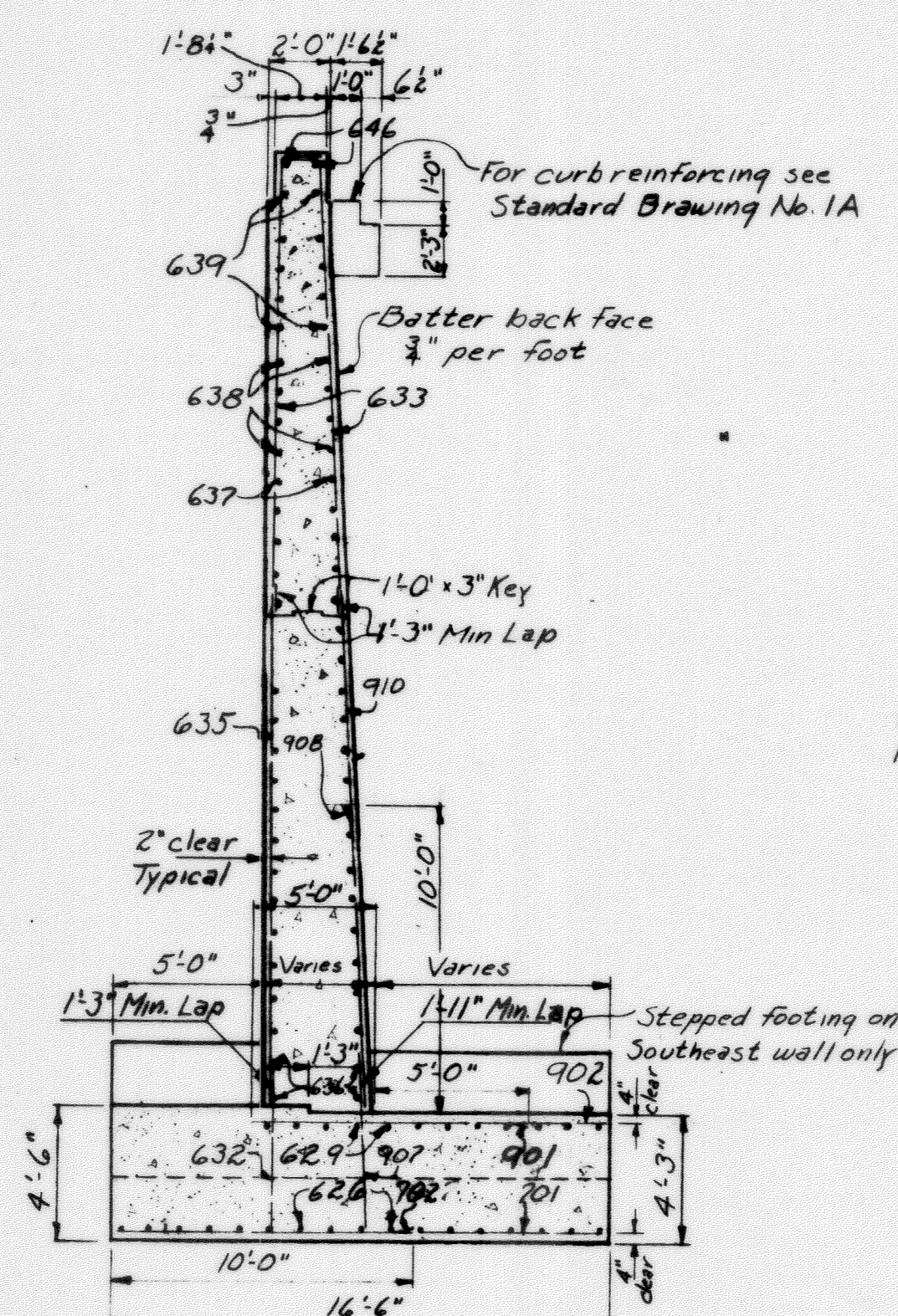
STRUCTURE NO. 55 TURNPIKE OVER  
ANDROSCOGGIN RIVER  
STA. 3989+37.17  
ABUTMENT NO. 1

HOWARD, NEEDLES, TAMMEN & BERGENDOFF  
CONSULTING ENGINEERS  
NEW YORK KANSAS CITY

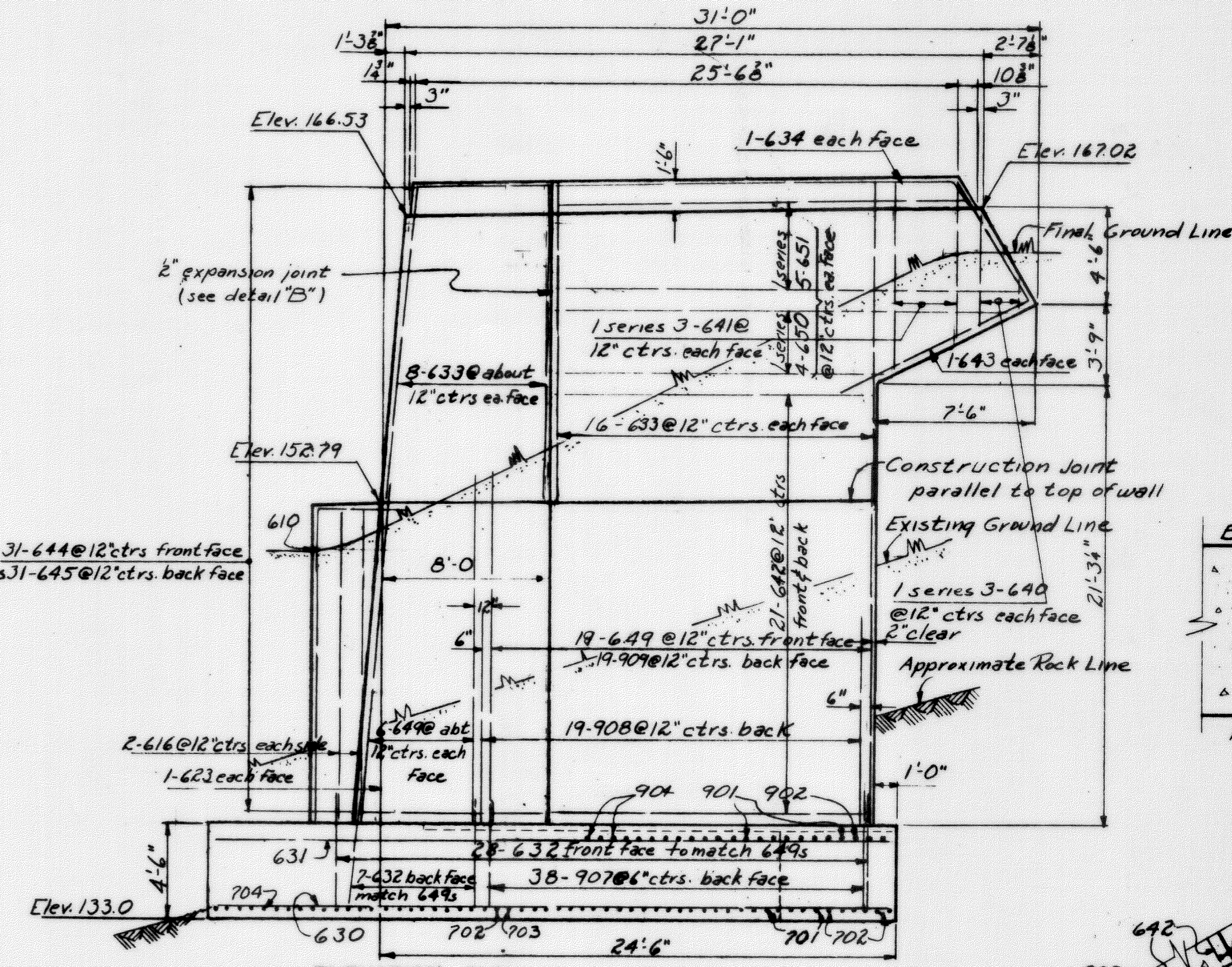
SCALE: 3/4" = 1'-0"  
CONTRACT NO. \_\_\_\_\_  
SHEET NO. 243 OF 302



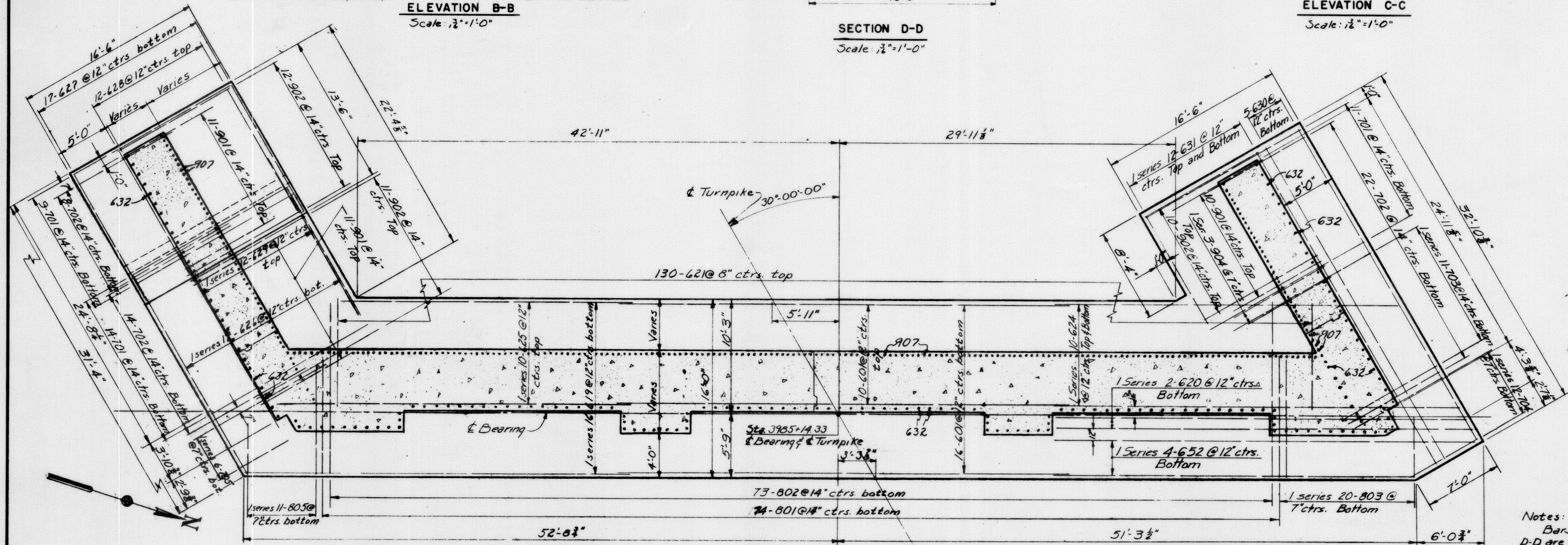
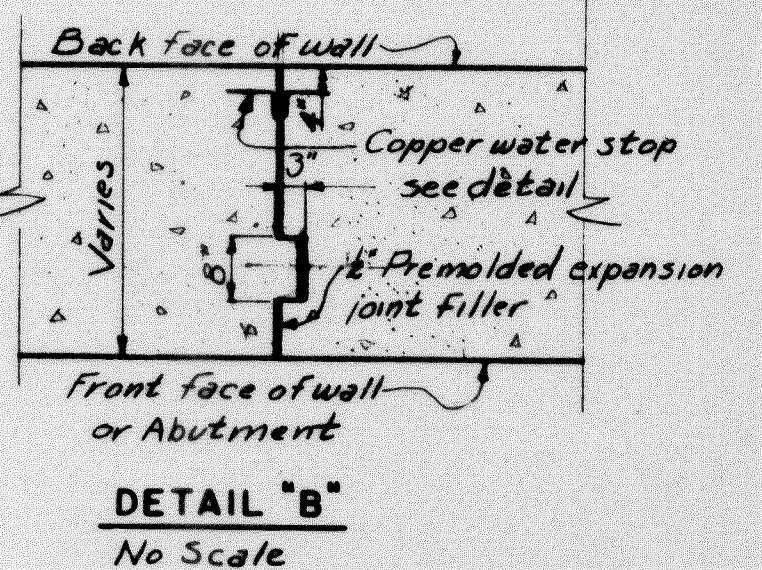
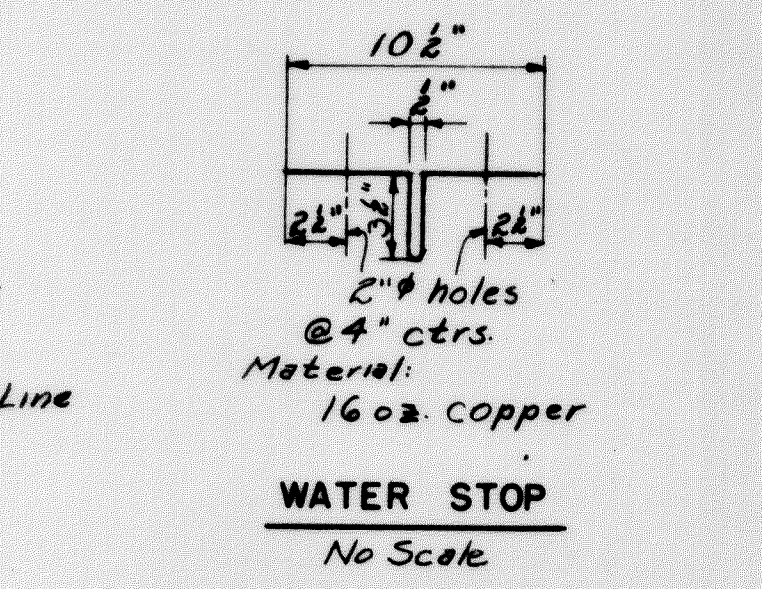
ELEVATION B-B  
Scale: 3/8"=1'-0"



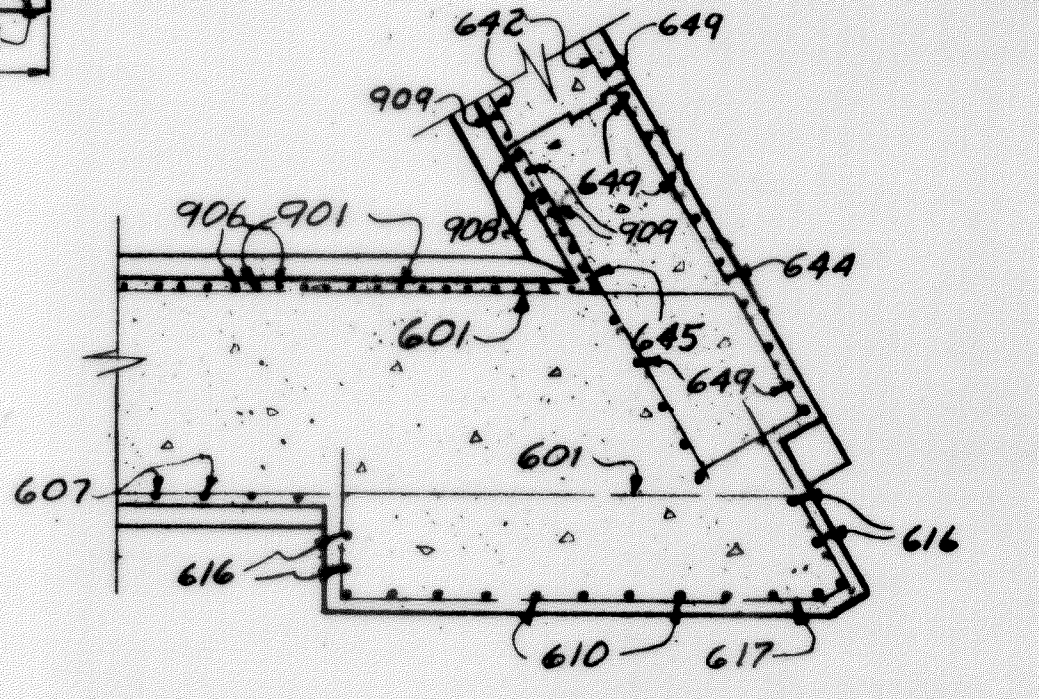
SECTION D-D  
Scale: 3/8"=1'-0"



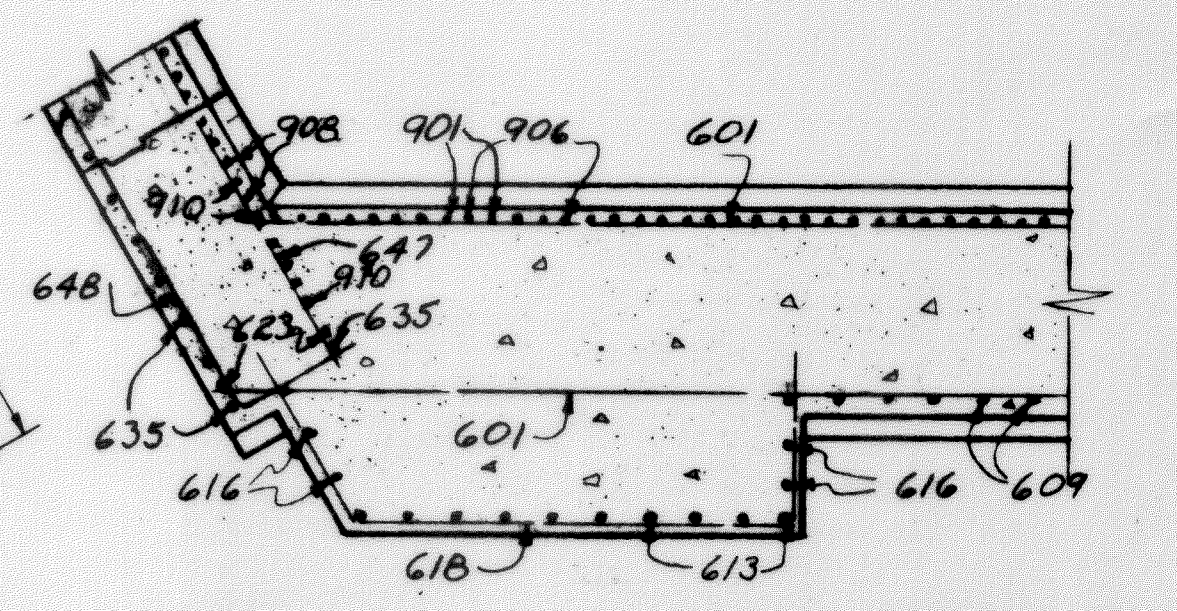
ELEVATION C-C  
Scale: 3/8"=1'-0"



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



SECTION F-F  
Scale: 4"=1'-0"



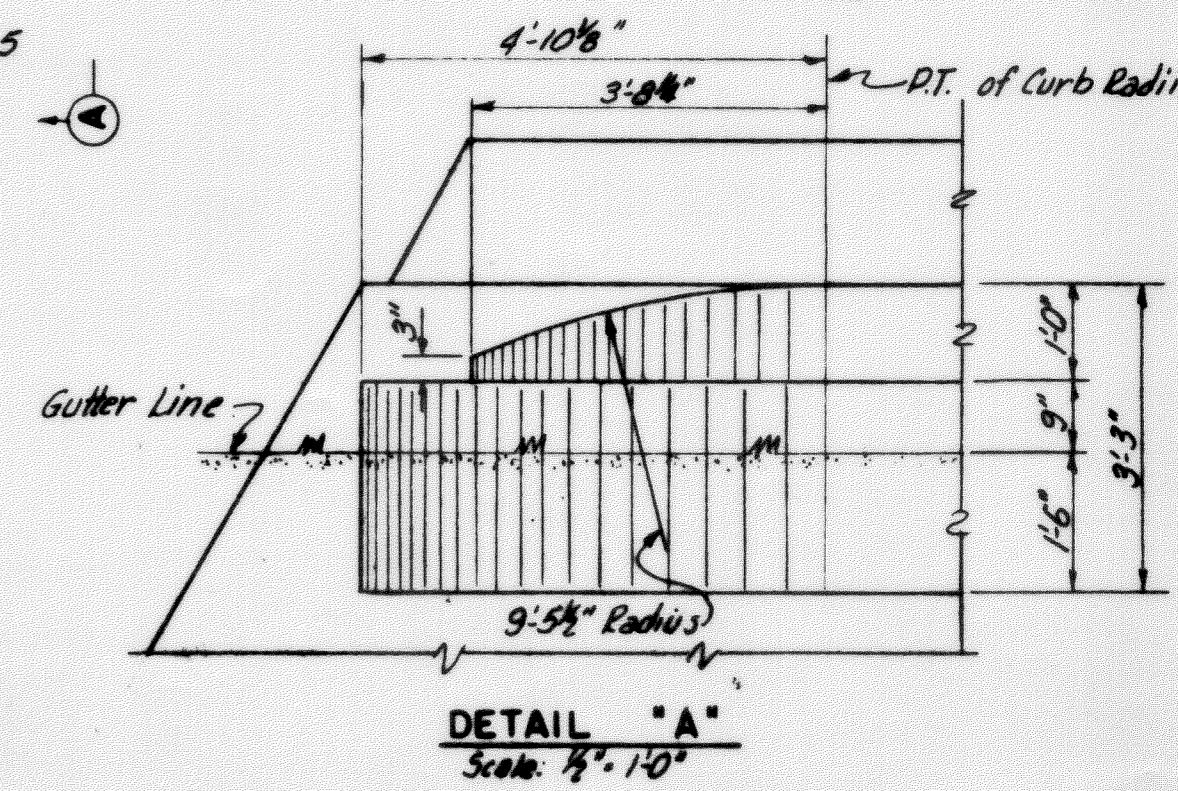
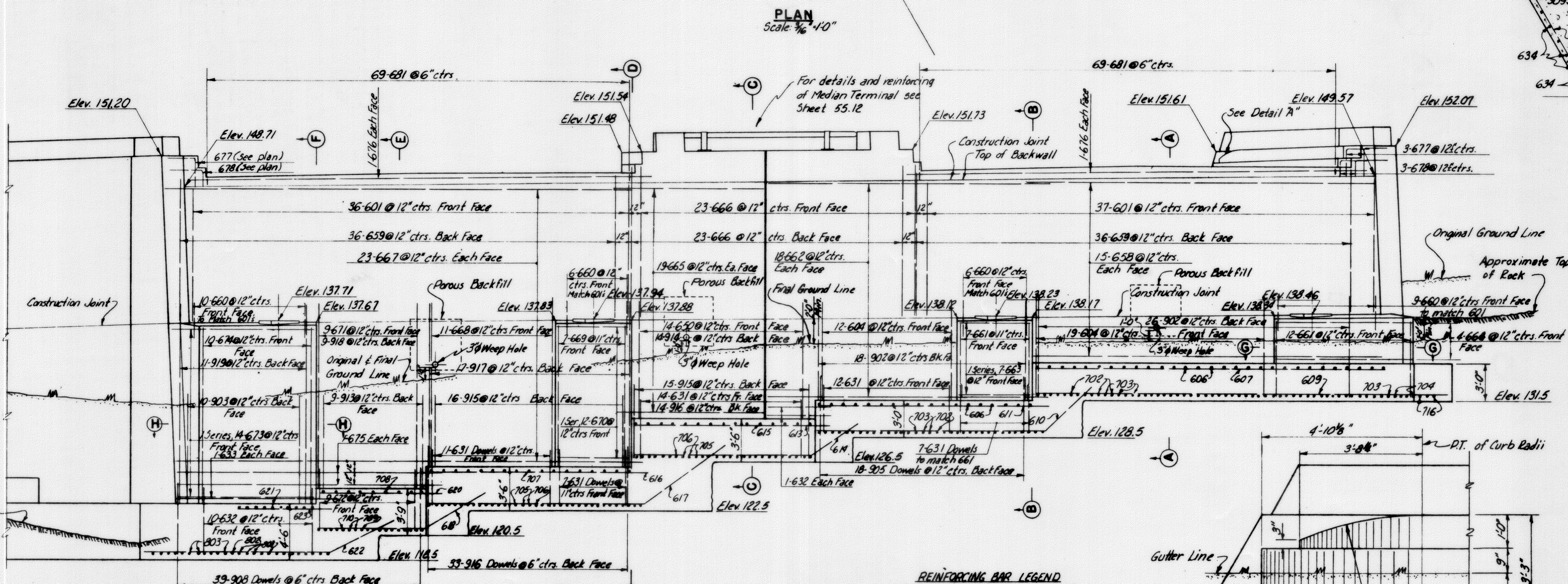
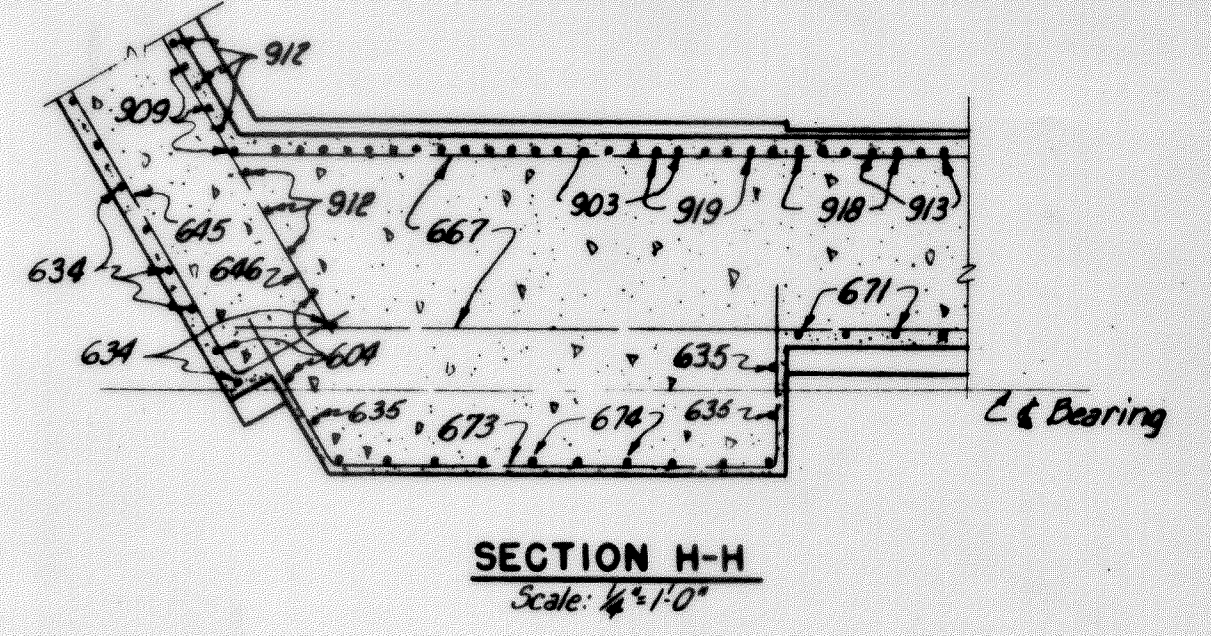
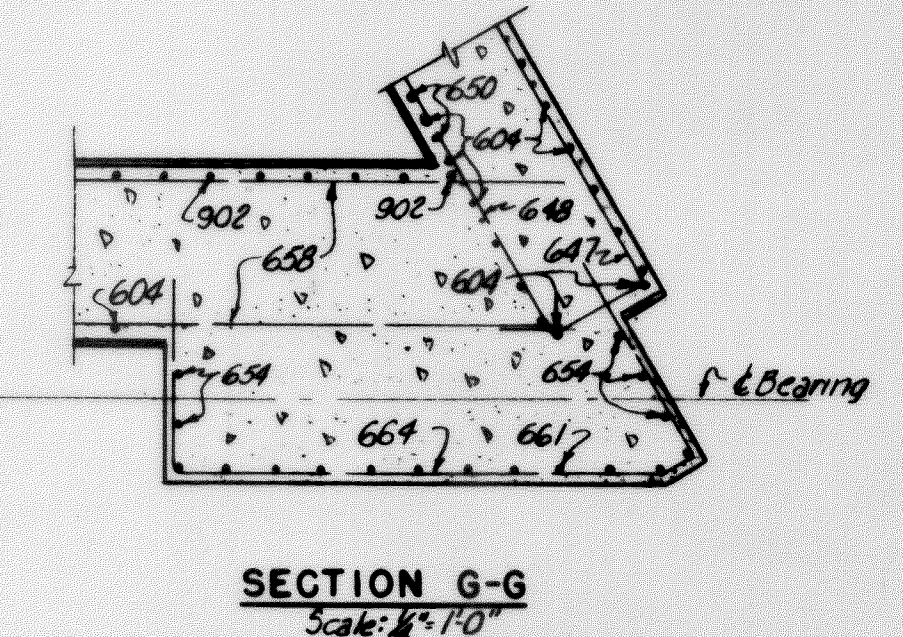
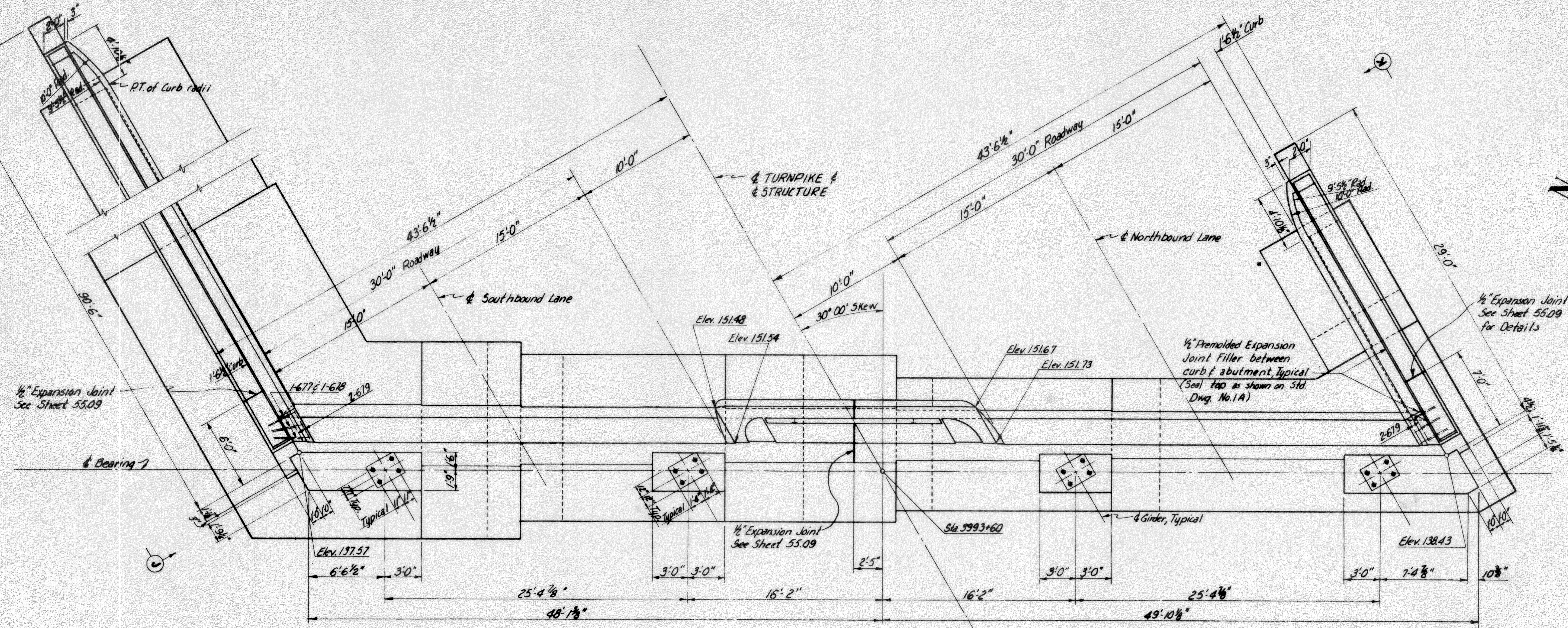
SECTION G-G  
Scale: 4"=1'-0"

Notes:  
 Bars numbered in section D-D are in East wingwall, bars in West wingwall are placed similar.  
 For required form markings & curb reinforcing, see Standard Drawing No. 1A.

DRAWING 55.09.15				
BY	DATE			
MADE	R.S.G.	2-18-54		
TRACED				
CHECKED	H.J.G.	3-16-54	As-Built	HBH 12054
IN CHARGE OF	I.D.S.K.	No.	REVISION	BY DATE

MAINE TURNPIKE AUTHORITY  
**SECTION 2— PORTLAND TO AUGUSTA**  
 STRUCTURE NO. 55 TURNPIKE OVER  
 ANDROSCOGGIN RIVER  
 STA. 3989+37.17  
 ABUTMENT NO. 1  
 HOWARD, NEEDLES, TAMMEN & BERGENDOFF  
 CONSULTING ENGINEERS  
 NEW YORK KANSAS CITY  
 SCALE: As Shown  
 CONTRACT NO. \_\_\_\_\_  
 SHEET NO. 244 OF 322



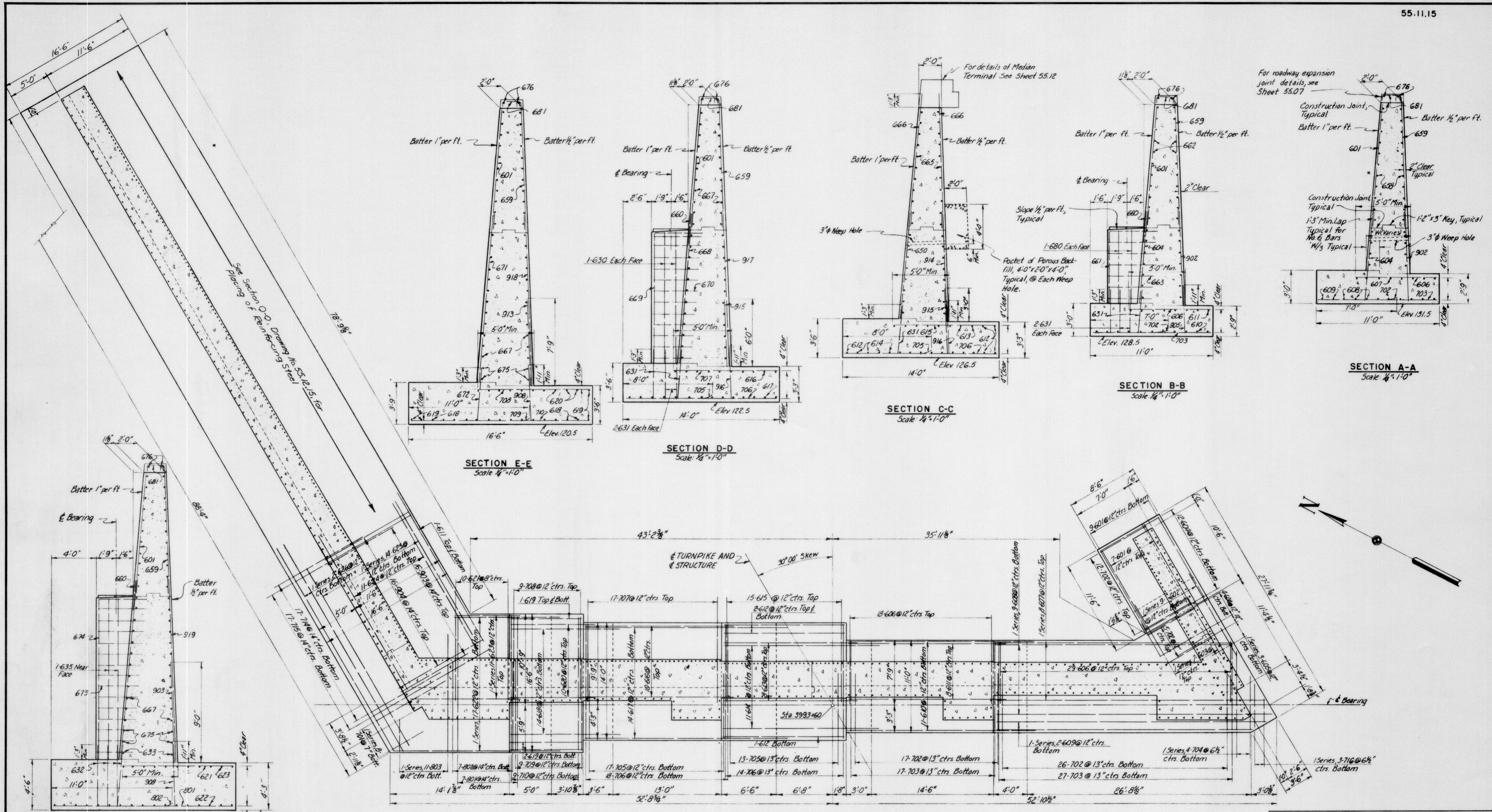


**REINFORCING BAR LEGEND**  
 (Typical for all reinforcing steel)  
 First Digit (1<sup>st</sup> two digits when four digits are used): Bar Size  
 Last Two Digits: Bar Number  
 Examples: 605 - #6 bar, fifth bar used  
 1106 - #11 bar, sixth bar used

Notes:  
 Footings are to be carried a minimum of 6" into solid undisturbed rock.  
 Curbs along wingwalls are not in this contract and will be placed by others.  
 Concrete above top of backwall between wings and Median Terminal shall be placed after the roadway expansion joint has been erected in accordance with the specifications.  
 For required form markings and curb reinforcing, see Standard Drawing No. 1A.  
 For sections not shown see Sheets 55.11 and 55.12.  
 Damaged Abutment in accordance with specifications.

MAINE TURNPIKE AUTHORITY <b>MAINE TURNPIKE</b> SECTION 2— PORTLAND TO AUGUSTA	
STRUCTURE NO. 55 <b>ANDROSCOGGIN RIVER</b> STA. 3989 + 37.17 <b>ABUTMENT NO. 2</b>	TURNPIKE OVER SCALE: As Noted CONTRACT NO.
HOWARD, NEEDLES, TAMMEN & BERGENDORFF CONSULTING ENGINEERS NEW YORK      KANSAS CITY	SHEET NO. 245 OF 302

<b>DRAWING NO. 55.10.15</b>	
BY	DATE
MADE	NO.6 3-2-54
TRACED	2 AS-BUILT HBH V2052
CHECKED	R.S.G. 3-18-54 1 Note Change GRD 32354
IN CHARGE OF 10SK	
No.	REVISION
BY	DATE



For roadway expansion joint details, see Sheet 55.07

Construction Joint, Typical  
Batter 1" per ft.

Batter 1/2" per ft.

2" Clear Typical

Construction Joint, Typical  
5'-0" Min.

1-3" Min. Lap Typical for No. 6 Bars  
1/3 Typical

1-2"x5" Key, Typical

3" Weep Hole

Elev. 131.5

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

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

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

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

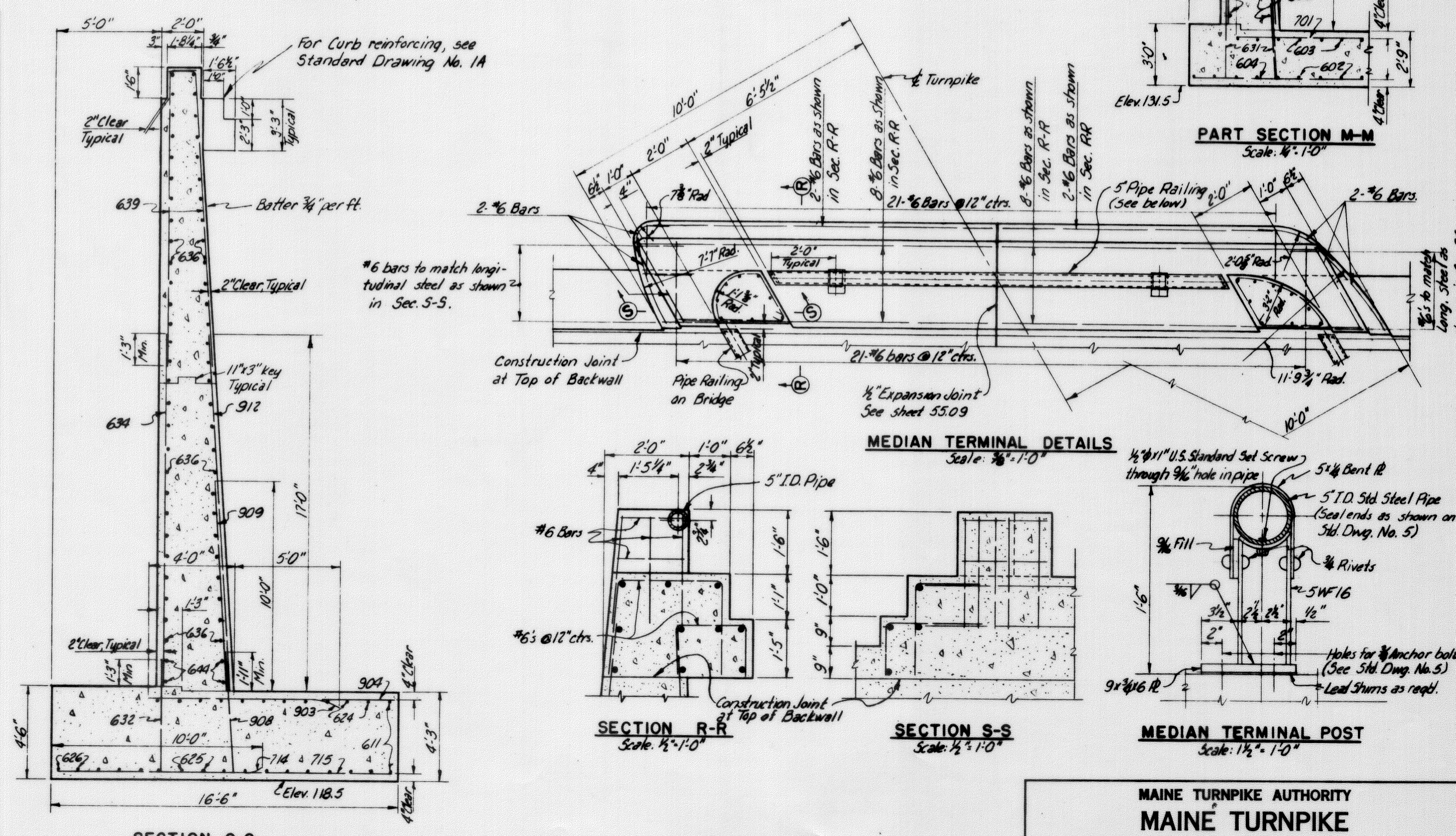
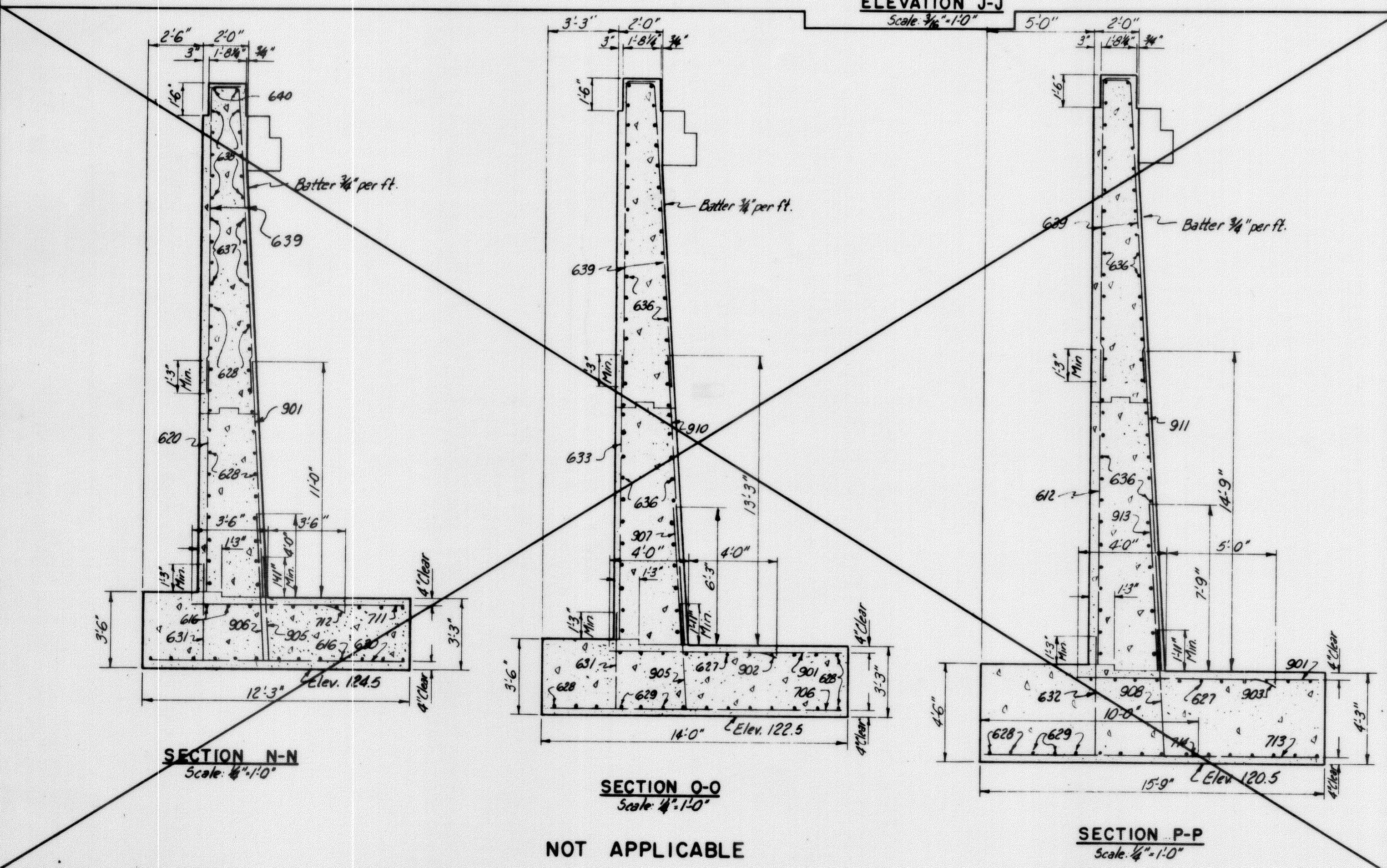
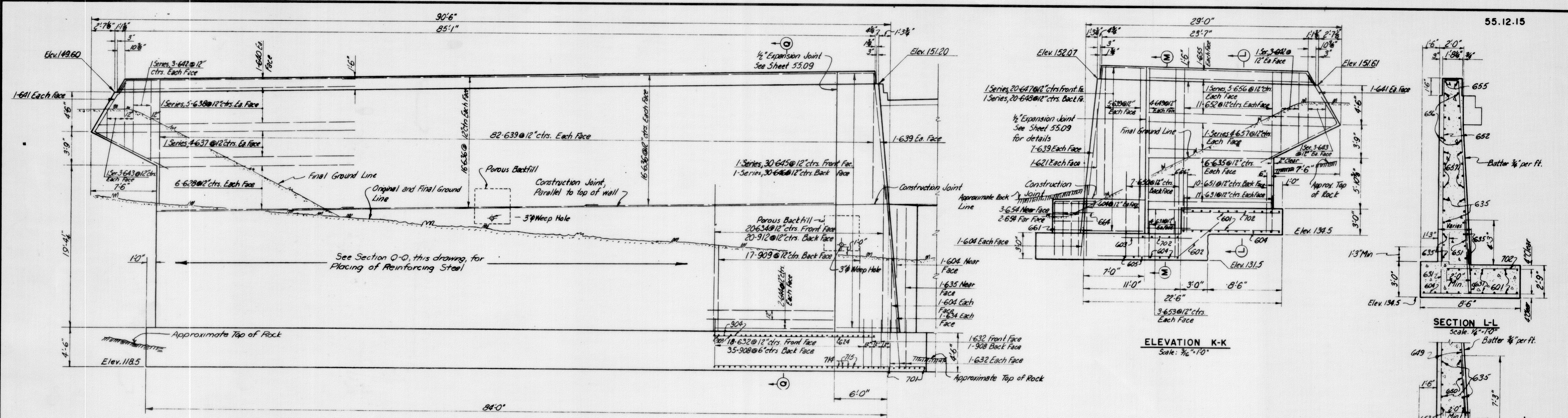
SECTION E-E  
Scale: 1/4"=1'-0"

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

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

MAINE TURNPIKE AUTHORITY	
<b>MAINE TURNPIKE</b>	
SECTION 2— PORTLAND TO AUGUSTA	
STRUCTURE NO. 55	TURNPIKE OVER
ANDROSCOGGIN RIVER	
STA. 3989 + 37.17	
ABUTMENT NO. 2	
HOWARD, NEEDLES, TAMMEN & BERGENDOFF CONSULTING ENGINEERS	SCALE: As Noted CONTRACT NO.
NEW YORK KANSAS CITY	SHEET NO. 246 OF 382

DRAWING NO. 55.11.15			
BY	DATE		
MADE	H.J.G.	3-4-54	
TRACED			
CHECKED	R.S.G.	3-18-54	As Built
IN CHARGE OF	IDSX	No.	REVISION
			BY DATE
			HBM/2052



**DRAWING NO. 55.12.15**

MADE	DATE	BY	DATE	BY	DATE
TRACED					
CHECKED	3-18-54	RSG	As-Built	WBH	120-54
IN CHARGE OF		J.D.S.K.			
No.	REVISION	BY	DATE		

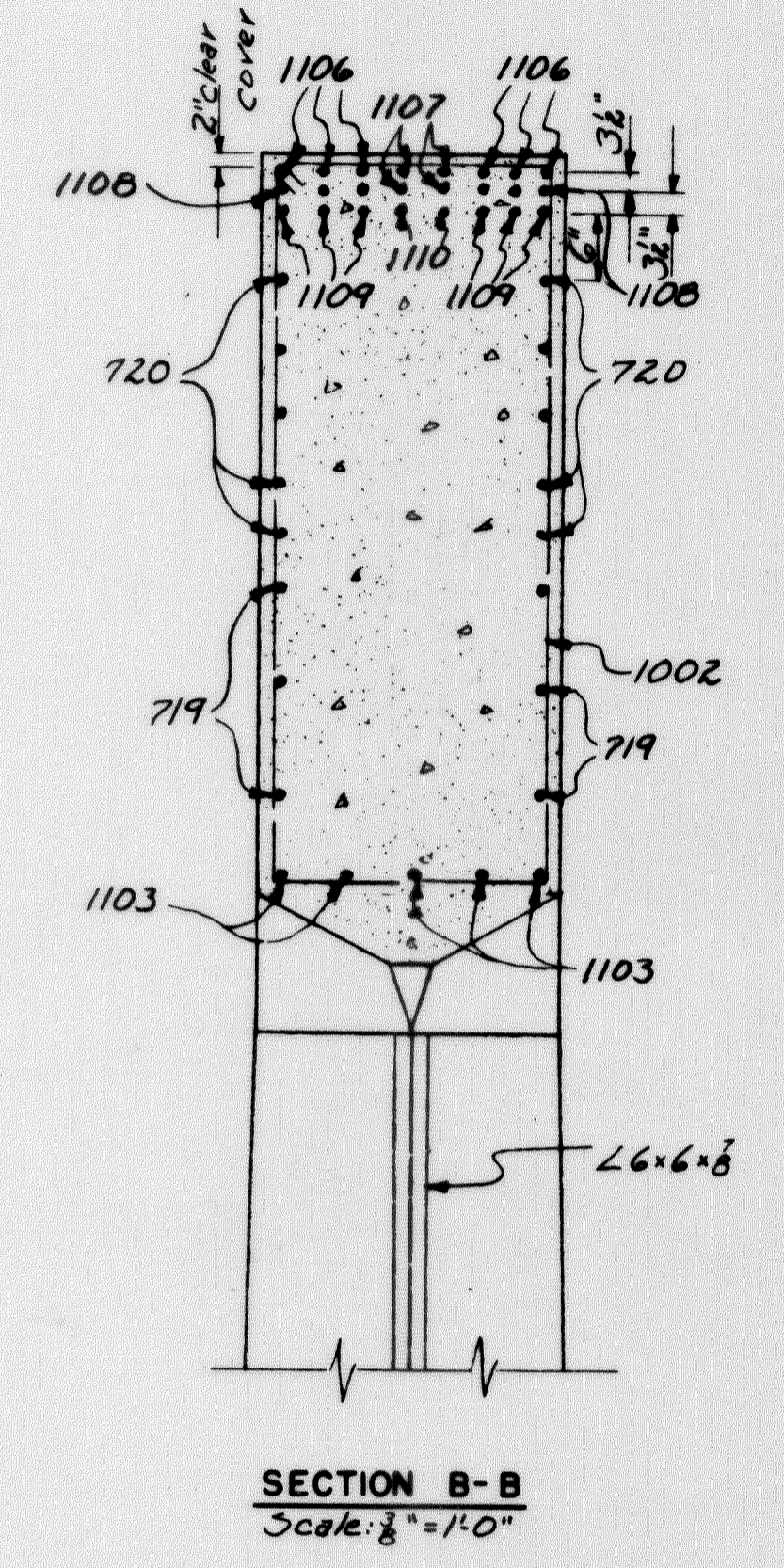
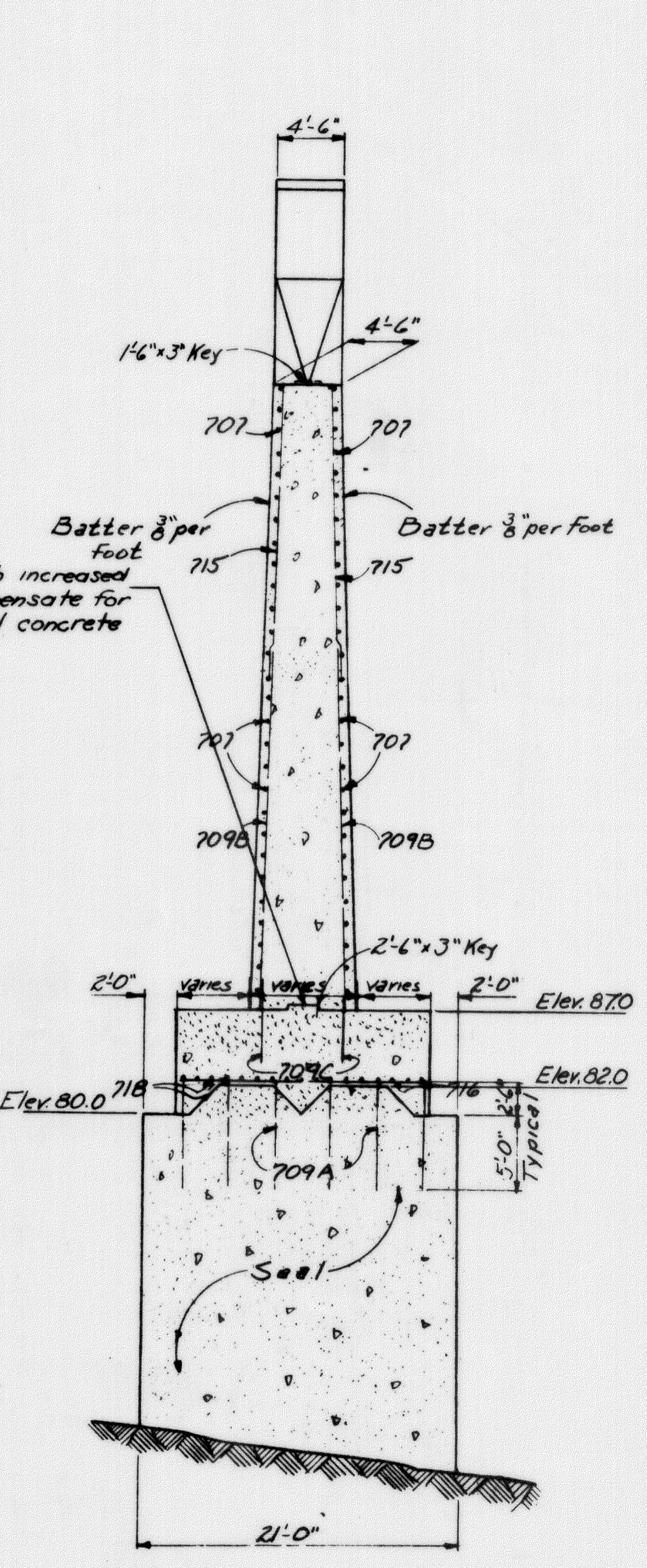
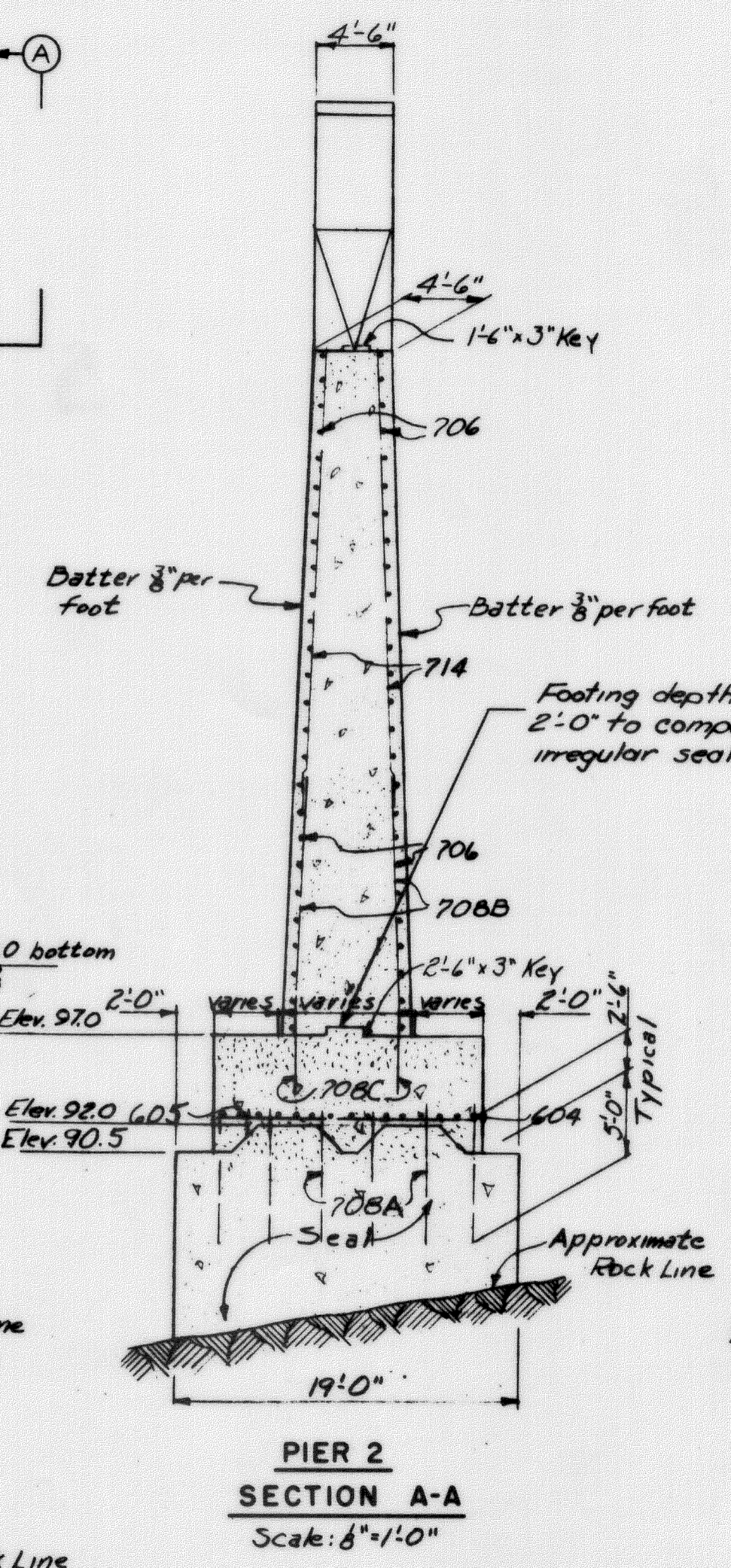
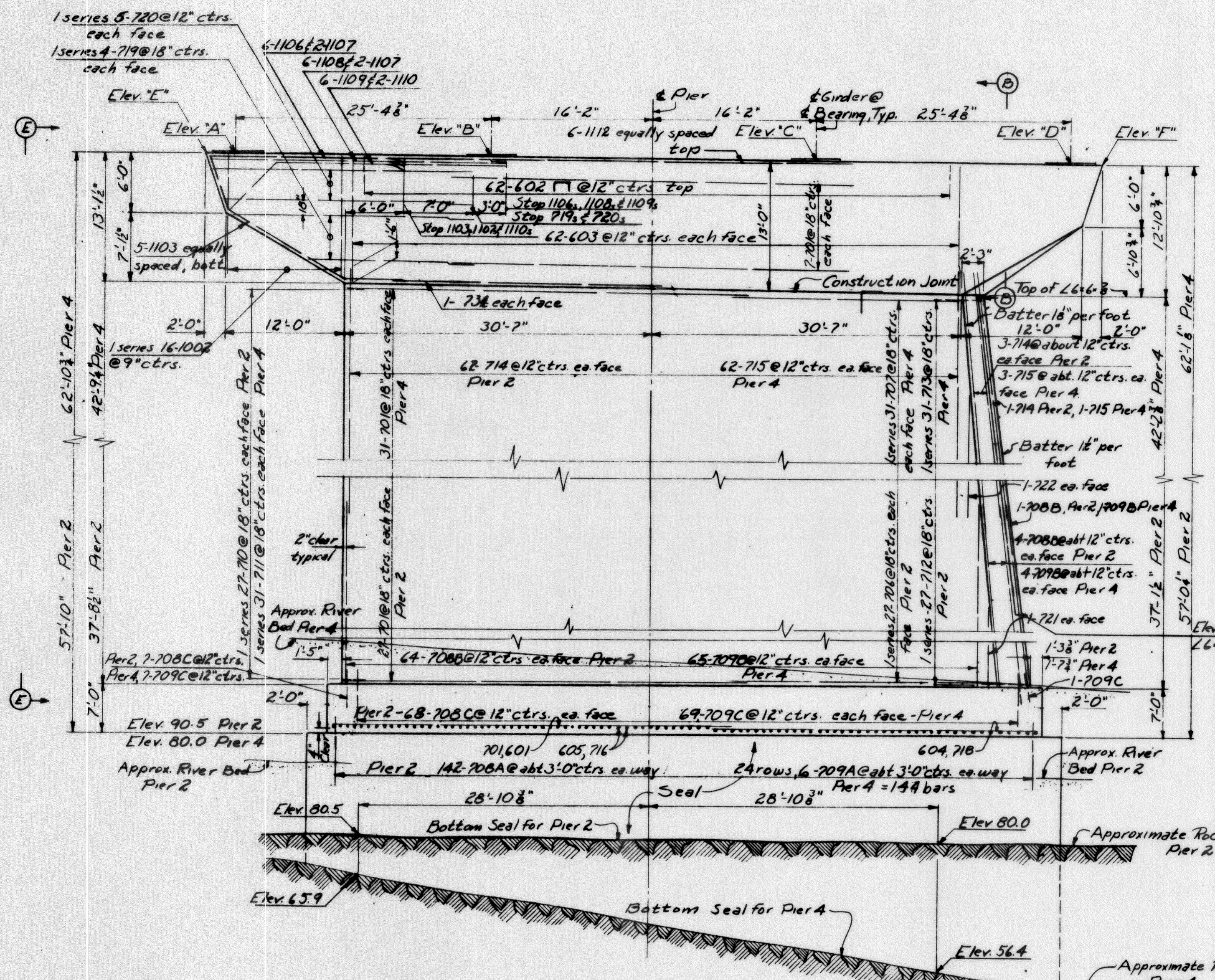
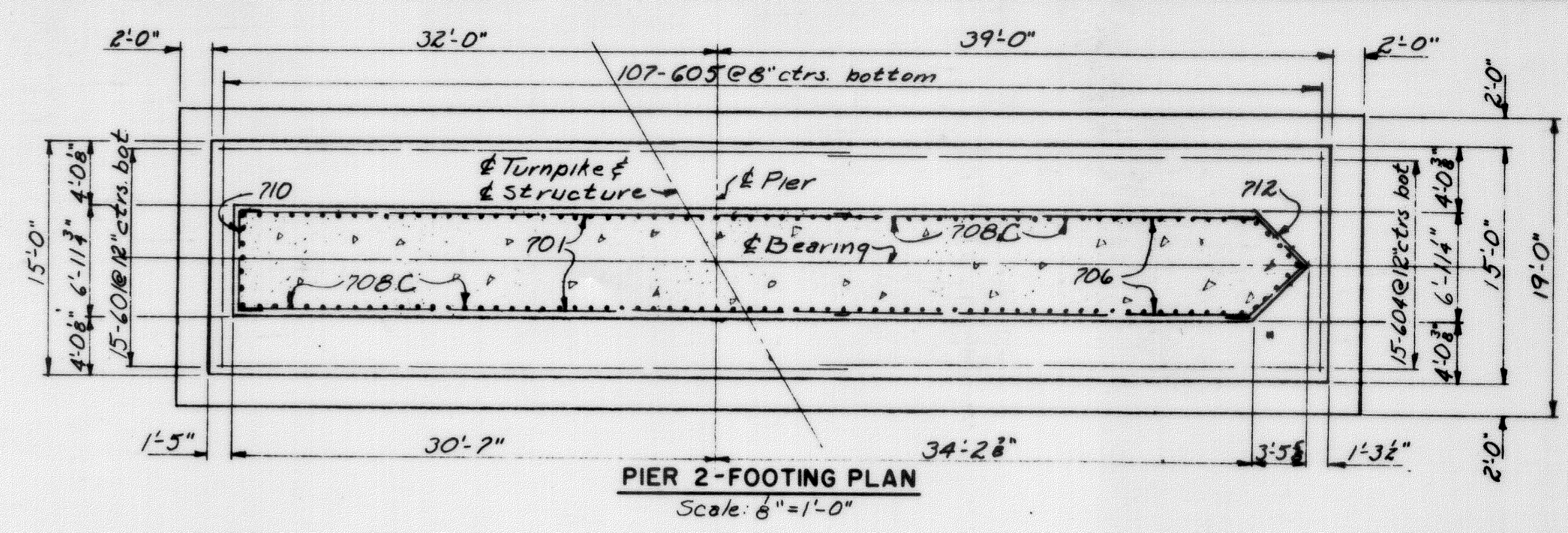
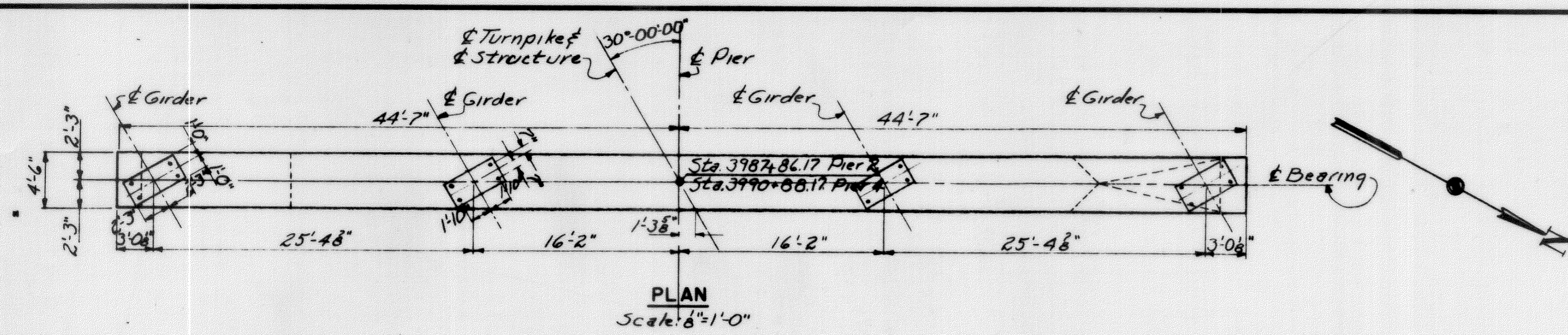
Section Q-Q used for entire length of wingwall

Note: Provide set screw as shown above in one post only. Remaining post is to be fabricated so that pipe is free to slide.

**MAINE TURNPIKE AUTHORITY**  
**MAINE TURNPIKE**  
**SECTION 2 - PORTLAND TO AUGUSTA**  
STRUCTURE NO. 55 TURNPIKE OVER ANDROSCOGGIN RIVER  
STA. 39.89 + 37.17  
ABUTMENT NO. 2

HOWARD, NEEDLES, TAMMEN & BERGENDOFF  
CONSULTING ENGINEERS  
NEW YORK KANSAS CITY

SCALE: As Noted  
CONTRACT NO. \_\_\_\_\_  
SHEET NO. 242 OF 382



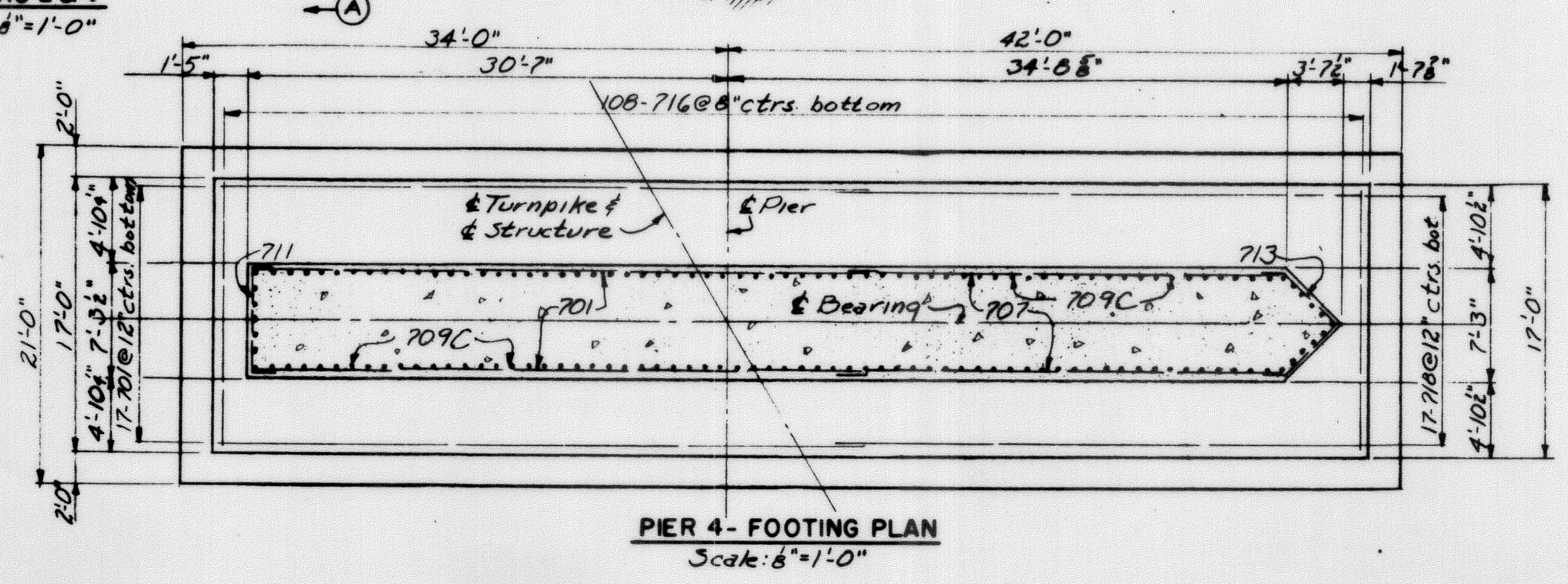
- Notes:**
1. For nose angle anchoring detail see sheet No. 55.13
  2. For method of dowelling footing to seal see note on sheet 55.13. Where bars 1001A, B, and C are called out, substitute bars 708 A, B, and C, for Pier 2, and bars 709 A, B, and C for Pier 4. Indesired lengths.
  3. Reinforcing steel in piercaps is symmetrical about & of Pier.
  4. For elevation E-E see sheet No. 55.15
  5. Forms for piers shall be of surfaced lumber, plywood, or lined with plywood or other approved lining, or may be approved metal forms.
  6. Angle to be galvanized after strap anchors are attached.

ELEVATIONS		
	PIER 2	PIER 4
A	148.35	142.91
B	148.12	142.69
C	147.83	142.40
D	147.60	142.17
E	148.33	142.89
F	147.52	142.09

**ELEVATION PIERS 2 & 4**  
Scale: 1/8"=1'-0"

**PIER 2 SECTION A-A**  
Scale: 1/8"=1'-0"

**PIER 4 SECTION A-A**  
Scale: 1/8"=1'-0"



**PIER 4-FOOTING PLAN**  
Scale: 1/8"=1'-0"

**REINFORCING BAR LEGEND**  
(Typical for all reinforcing steel)

First Digit (1st two digits when four digits are used): Bar Size  
Last Two Digits: Bar Number  
Examples: 605 - #6 bar, fifth bar used  
1106 - #11 bar, sixth bar used

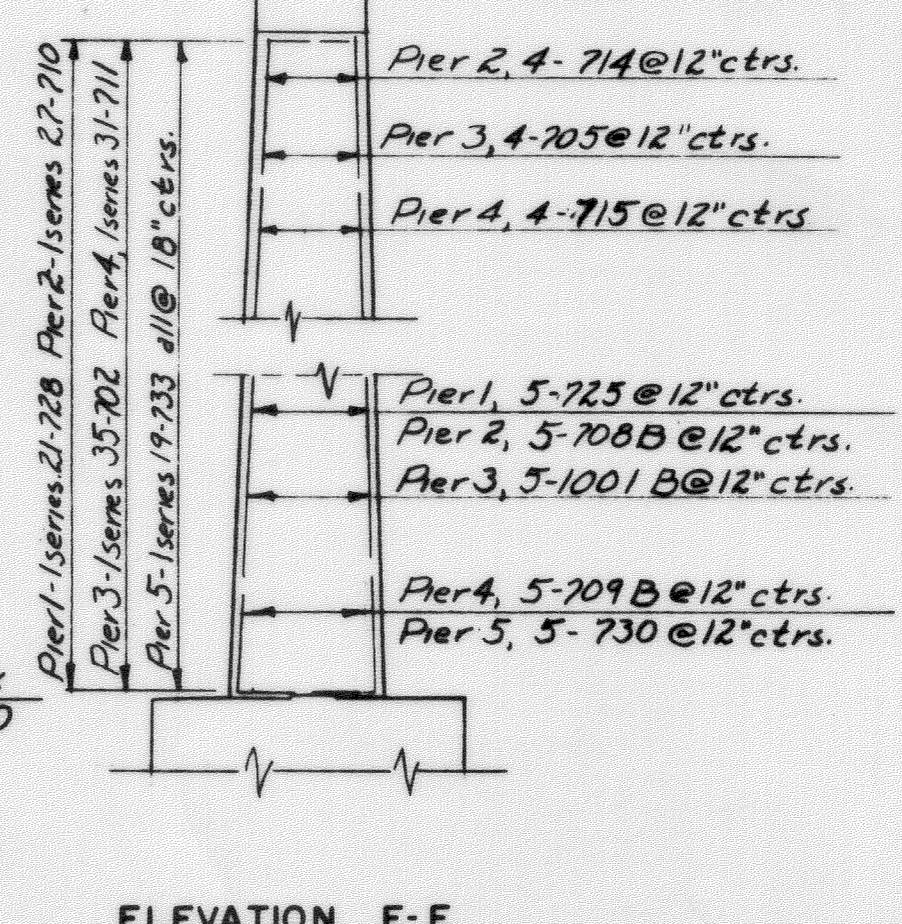
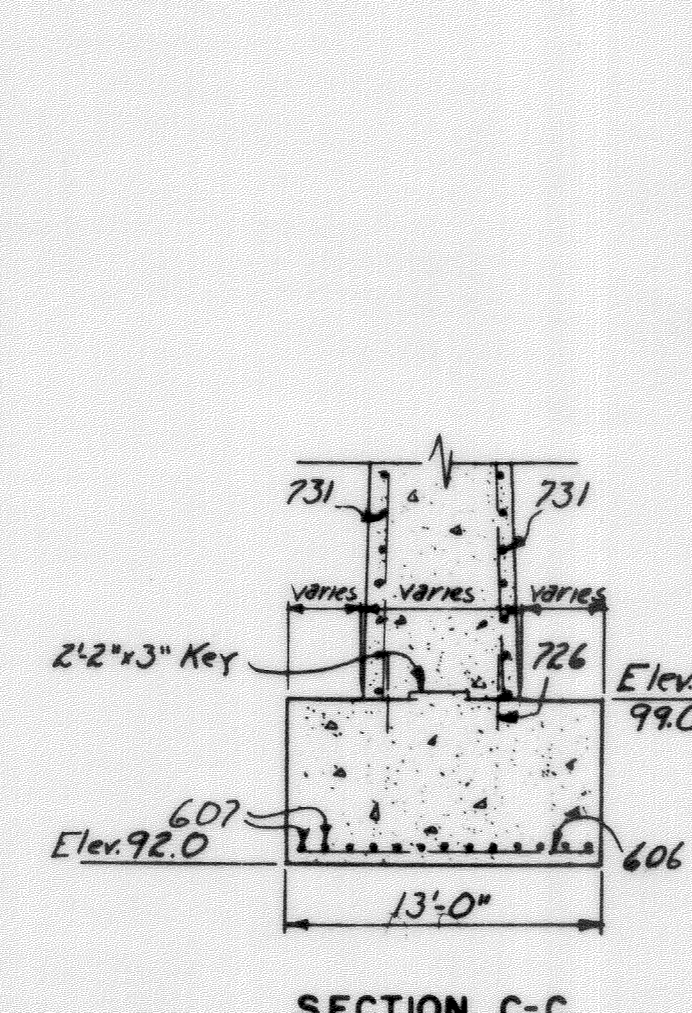
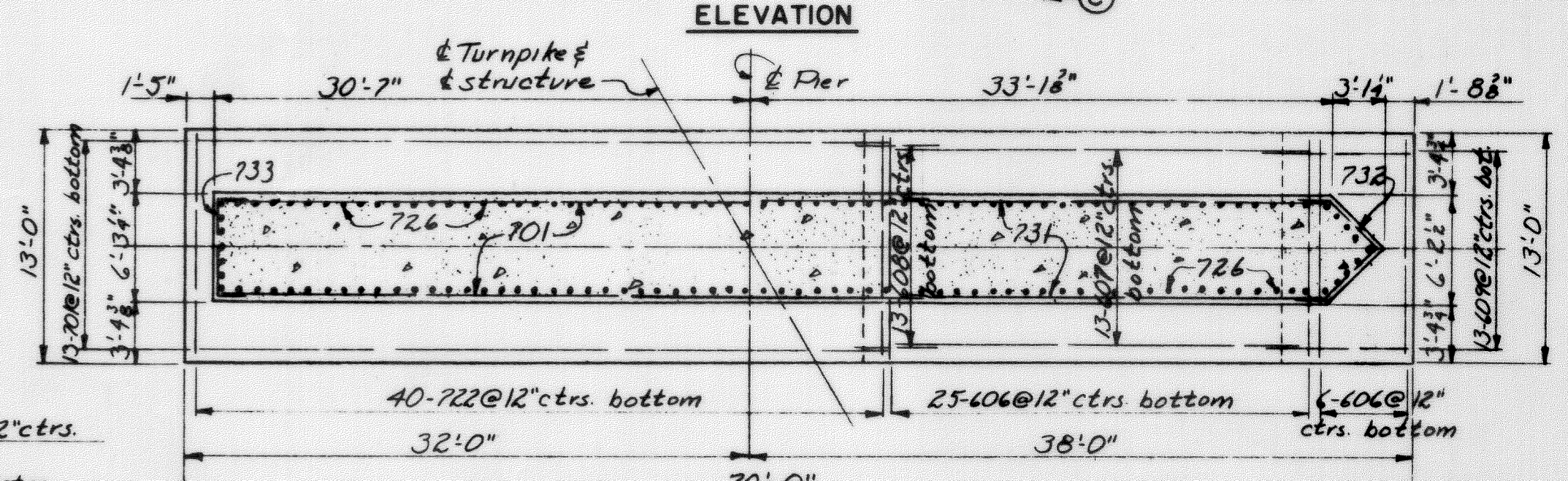
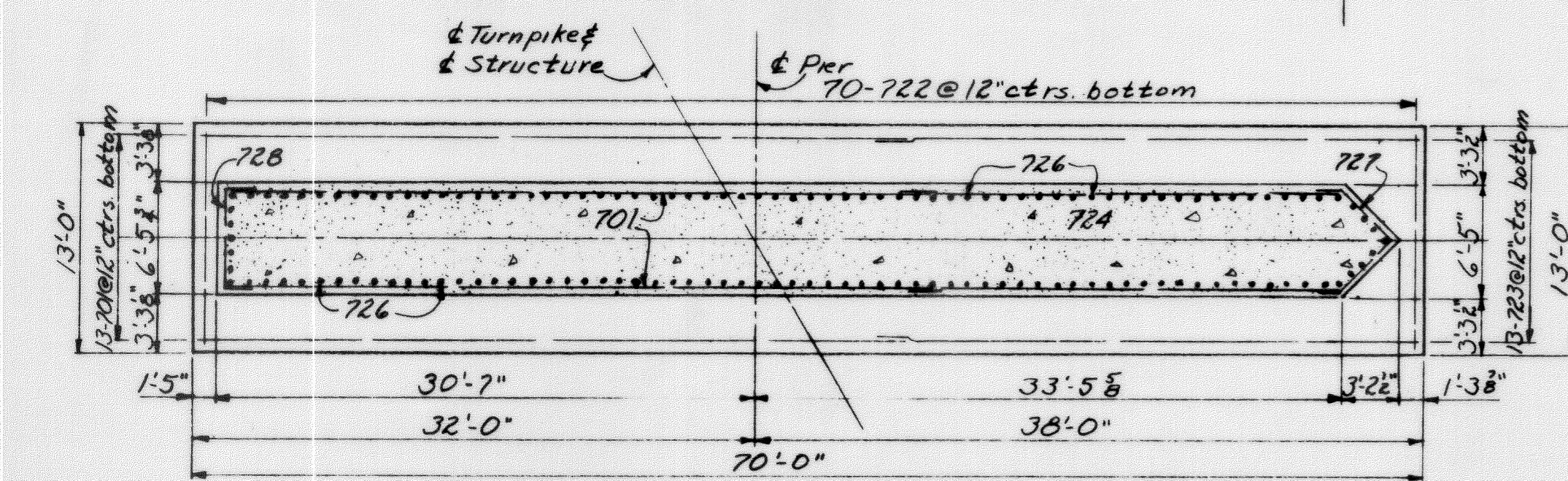
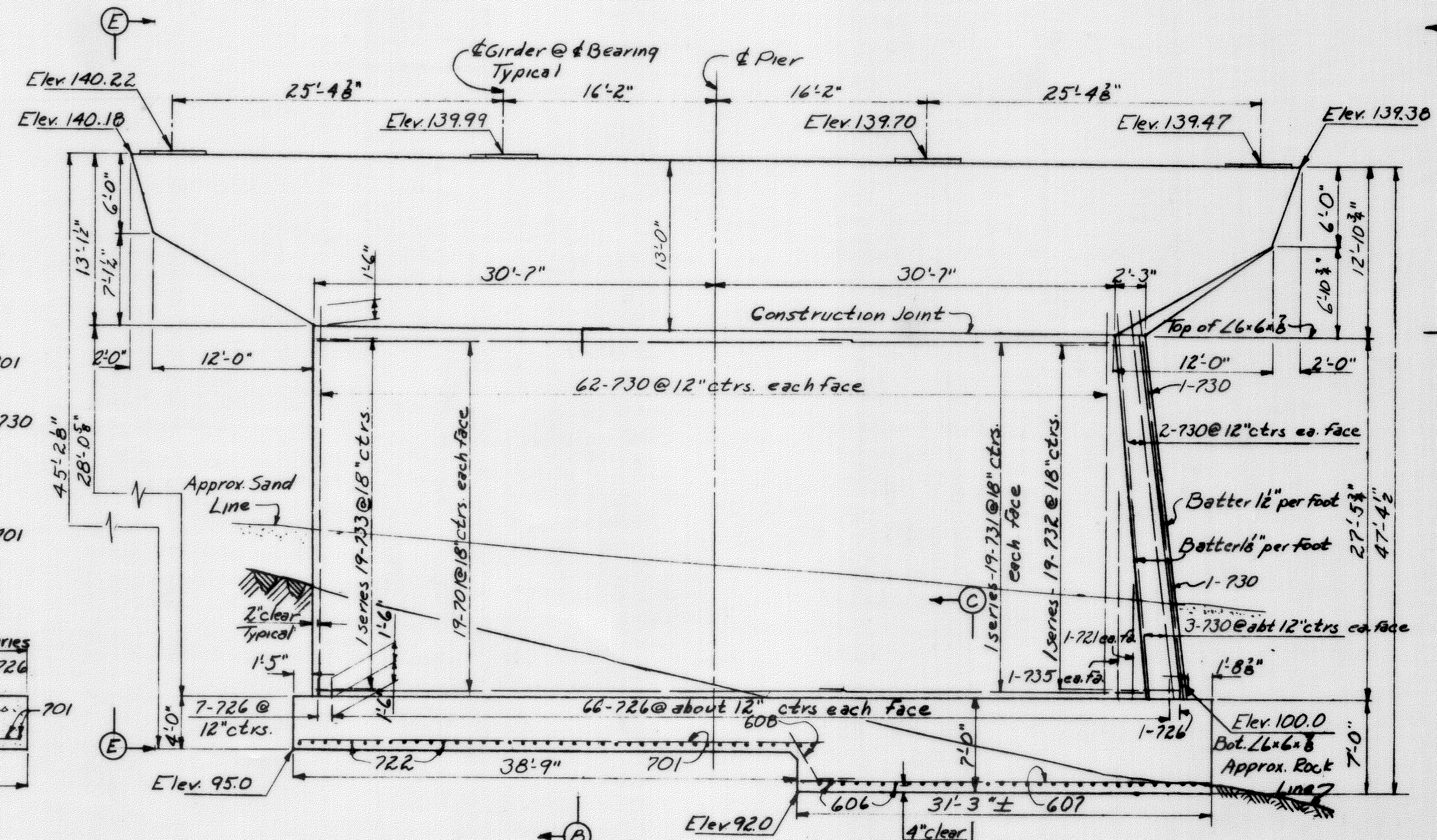
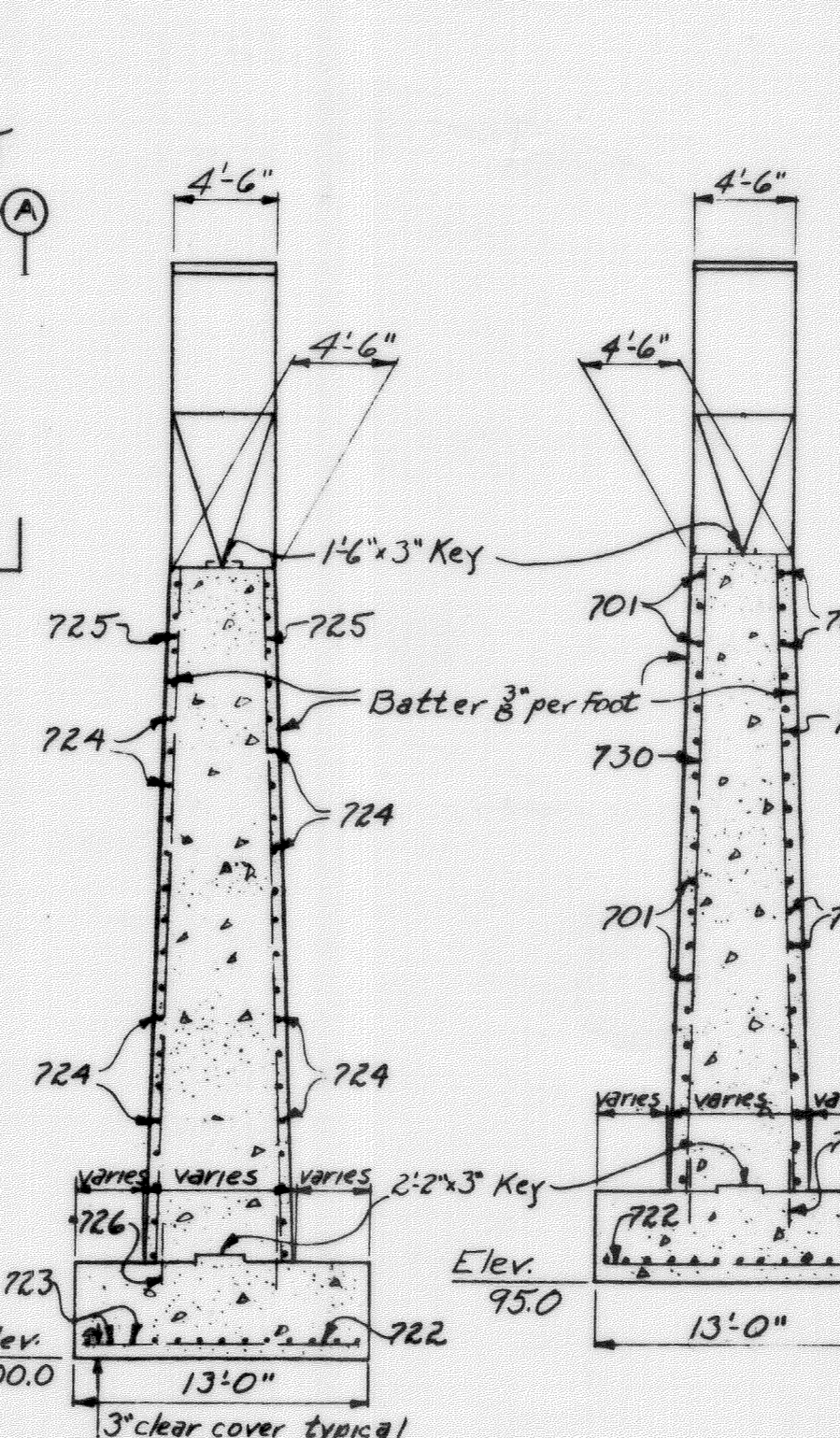
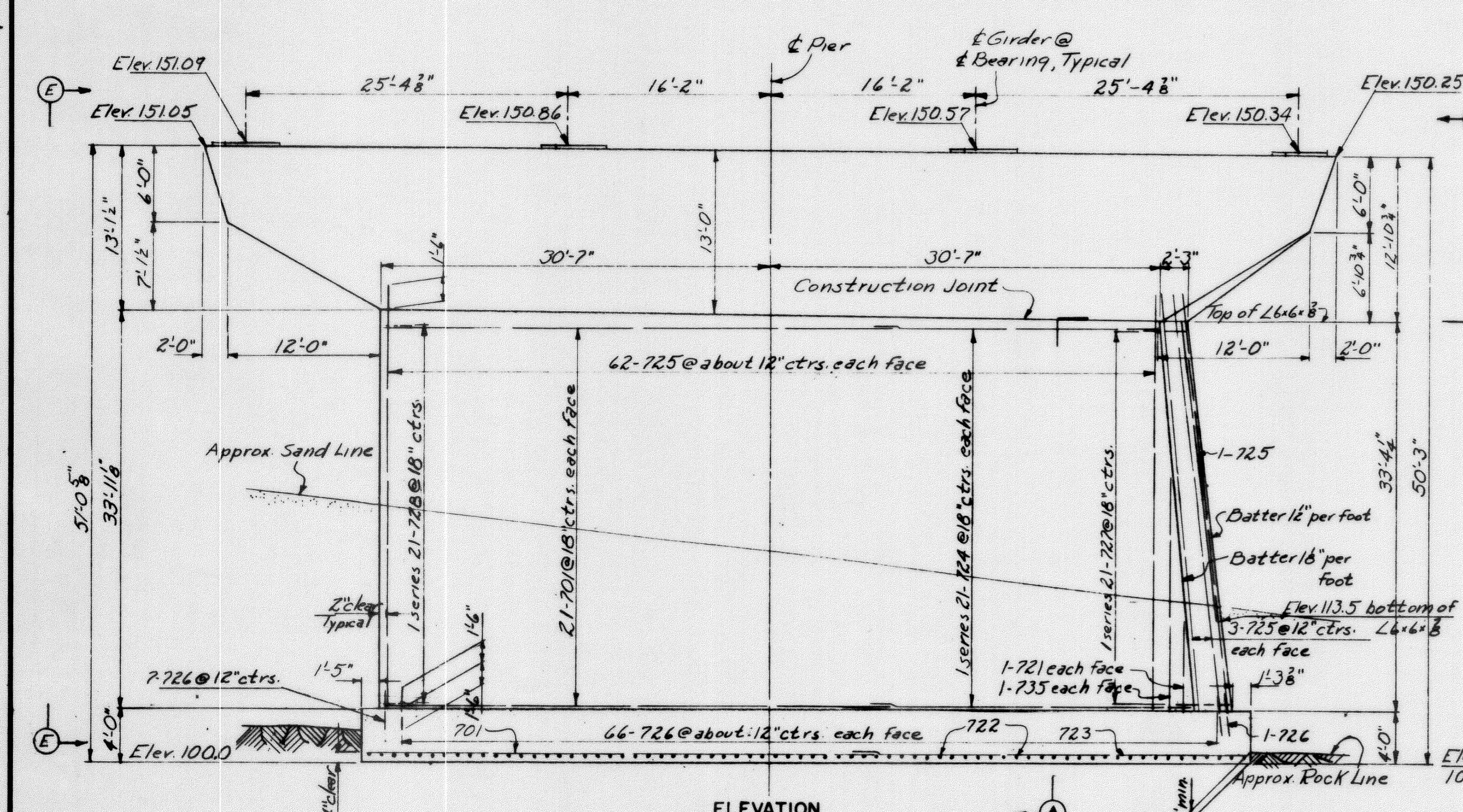
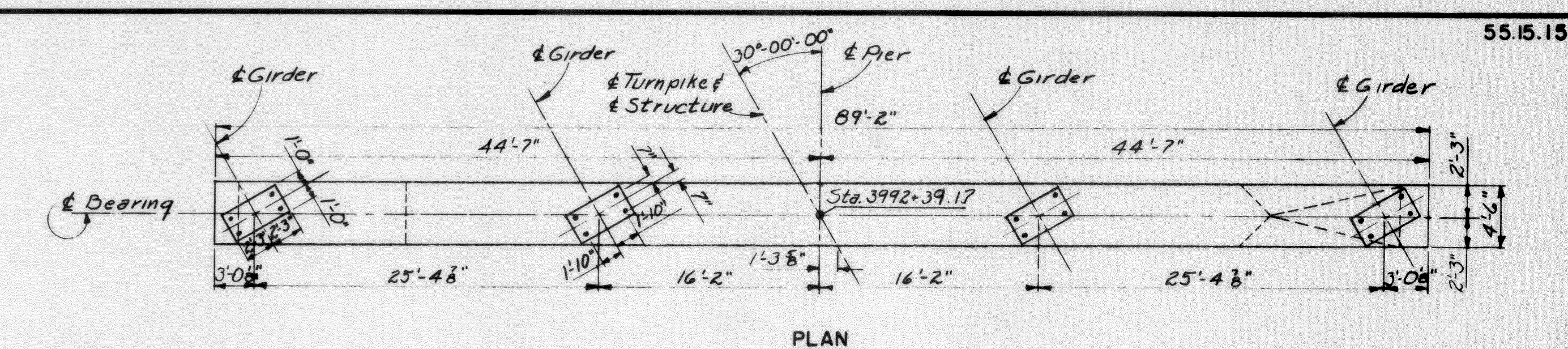
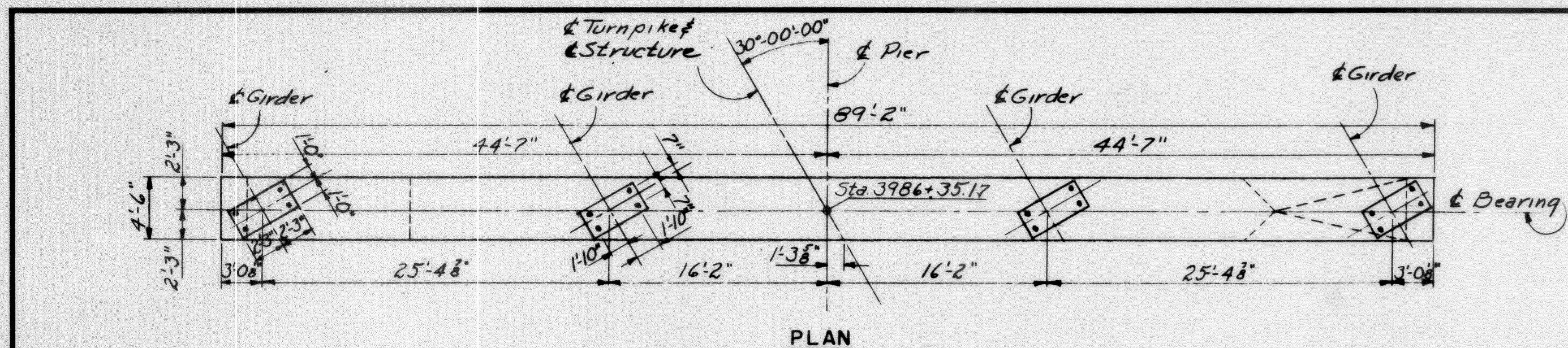
DRAWING 55.14.15				
MADE	BY	DATE	REVISION	BY
TRACED	R.S.G.	3-5-54	2 As-Built	HBM/2056
CHECKED	DDB	5-18-60	Revised vertical cap dimensions	R.S.G. 6-14-58
IN CHARGE OF	L.D.S.K.	No.	REVISION	BY
				DATE

MAINE TURNPIKE AUTHORITY  
**MAINE TURNPIKE**  
SECTION 2 — PORTLAND TO AUGUSTA

STRUCTURE NO. 88 TURNPIKE OVER  
ANDROSCOGGIN RIVER  
STA. 3989+ 37.17  
PIERS 2 AND 4

HOWARD, NEEDLES, TAMMEN & BERGENDOFF CONSULTING ENGINEERS  
NEW YORK KANSAS CITY

SCALE: As Shown  
CONTRACT NO. \_\_\_\_\_  
SHEET NO. 249 OF 382



**REINFORCING BAR LEGEND**  
(Typical for all reinforcing steel)

First Digit (1st two digits when four digits are used): Bar Size  
Last Two Digits: Bar Number  
Examples: 605 - #6 bar, fifth bar used  
1106 - #11 bar, sixth bar used

- Notes:
- For reinforcing steel in pier caps see elevation of Piers 2&4 and section B-B on Sheet No. 55.14
  - For nose angle anchoring details see Sheet No. 55.13.
  - Forms for piers shall be of surfaced lumber, plywood, or lined with plywood or other approved lining, or may be approved metal forms.
  - Nose angles are to be galvanized after strap anchors are attached.

DRAWING 55.15.15

BY	DATE	REVISION	BY	DATE
MADE	R.S.G. 3-7-54	3 As-Built	MBH	12-0-56
TRACED		2 Revised vertical cap dimensions	R.S.G.	6-14-59
CHECKED	DDG 3-18-54	1 Revised Pier Elevs	R.S.G.	6-4-59
IN CHARGE OF	I.D.S.K.	No.	REVISION	BY DATE

MAINE TURNPIKE AUTHORITY  
**MAINE TURNPIKE**  
SECTION 2 — PORTLAND TO AUGUSTA

STRUCTURE NO. 55 TURNPIKE OVER  
ANDROSCOGGIN RIVER  
STA. 3989 + 37.17  
PIERS 1&5

HOWARD, NEEDLES, TAMMEN & BERGENDOFF  
CONSULTING ENGINEERS  
NEW YORK KANSAS CITY

SCALE: 3/4" = 1'-0"  
CONTRACT NO. \_\_\_\_\_  
SHEET NO. 250 OF 302