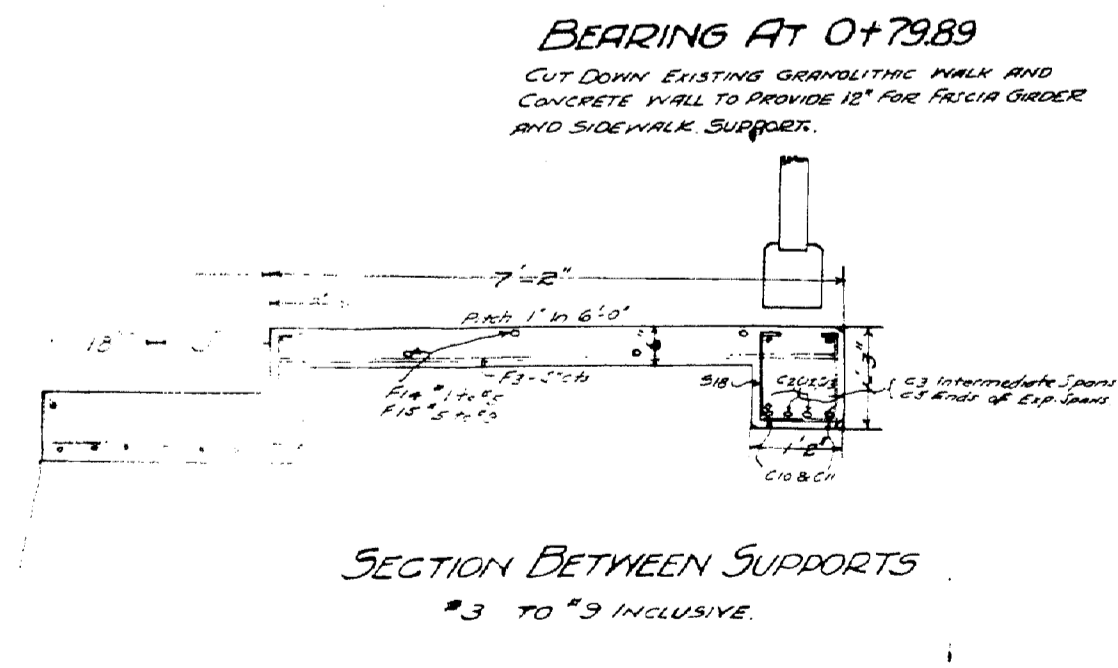
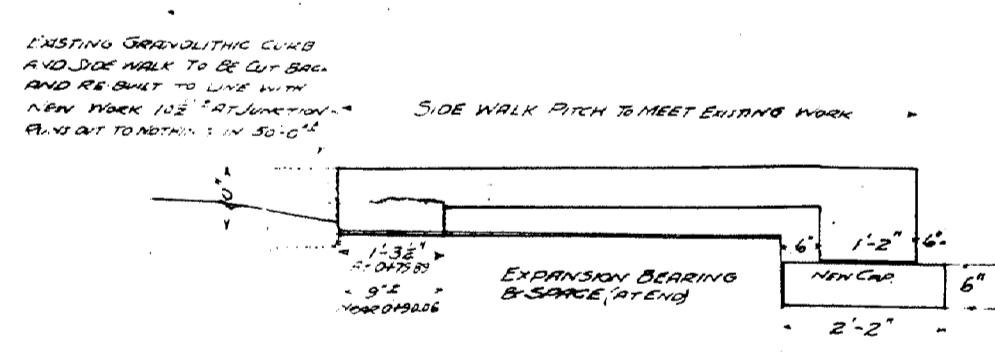
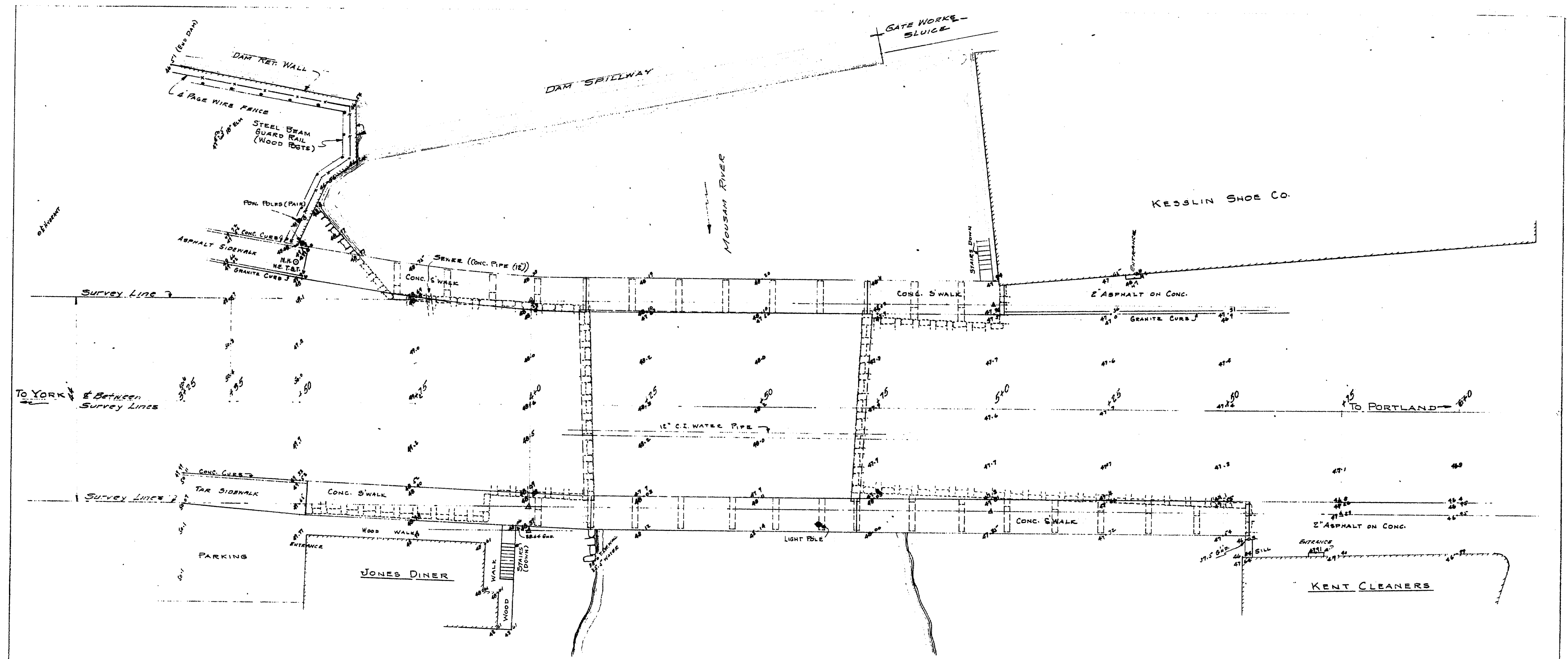


TABULATION OF INFORMATION FOR LAY-OUT PURPOSES.

SUPPORT	STATION	GRADE	X	Y	Z	A	B	C	D	E	F	G	H	I	J	K	L	M
#1	0799.83	97.34			97.34													22'-2"
#2	0990.06	96.00	92.60	89.60	97.34	1'-6"	5'-6"	3'-0"	6'-0"	6'-0"	6'-0"	0'-6"	0'-6"	0'-6"	0'-6"	0'-6"	0'-6"	15'-0"
#3	1100.00	95.10	92.50	89.60	97.34	1'-0"	5'-0"	3'-0"	6'-0"	6'-0"	6'-0"	0'-6"	0'-6"	0'-6"	0'-6"	0'-6"	0'-6"	21'-0"
#4	1110.30	94.10	92.51	89.60	97.34	1'-0"	6'-0"	6'-0"	13'-0"	6'-0"	6'-0"	0'-6"	0'-6"	0'-6"	0'-6"	0'-6"	0'-6"	15'-0"
#5	1120.50	93.10	92.50	89.60	97.34	0'-9"	6'-0"	6'-0"	13'-0"	6'-0"	6'-0"	0'-6"	0'-6"	0'-6"	0'-6"	0'-6"	0'-6"	15'-0"
#6	1130.70	92.10	92.10	89.60	97.34	0'-6"	6'-0"	6'-0"	13'-0"	6'-0"	6'-0"	0'-6"	0'-6"	0'-6"	0'-6"	0'-6"	0'-6"	15'-0"
#7	1140.90	91.10	92.10	89.60	97.34	0'-3"	6'-0"	6'-0"	13'-0"	6'-0"	6'-0"	0'-6"	0'-6"	0'-6"	0'-6"	0'-6"	0'-6"	15'-0"
#8	1151.00	90.10	92.10	89.60	97.34	0'-0"	7'-0"	6'-0"	13'-0"	6'-0"	6'-0"	0'-6"	0'-6"	0'-6"	0'-6"	0'-6"	0'-6"	15'-0"
#9	1161.00	89.10																00





Utilities:

- Kennebec Light & Power District
- New England Tel. & Tel. Company
- Kennebec, Kennebecport & Wells Water District
- Central Maine Power Company

Note: There are six underground telephones lines going across the bridge that are not shown on the plans.

PLOT WITH
KENNEBEC BRIDGE OVER MOUSAM RIVER

R91-123

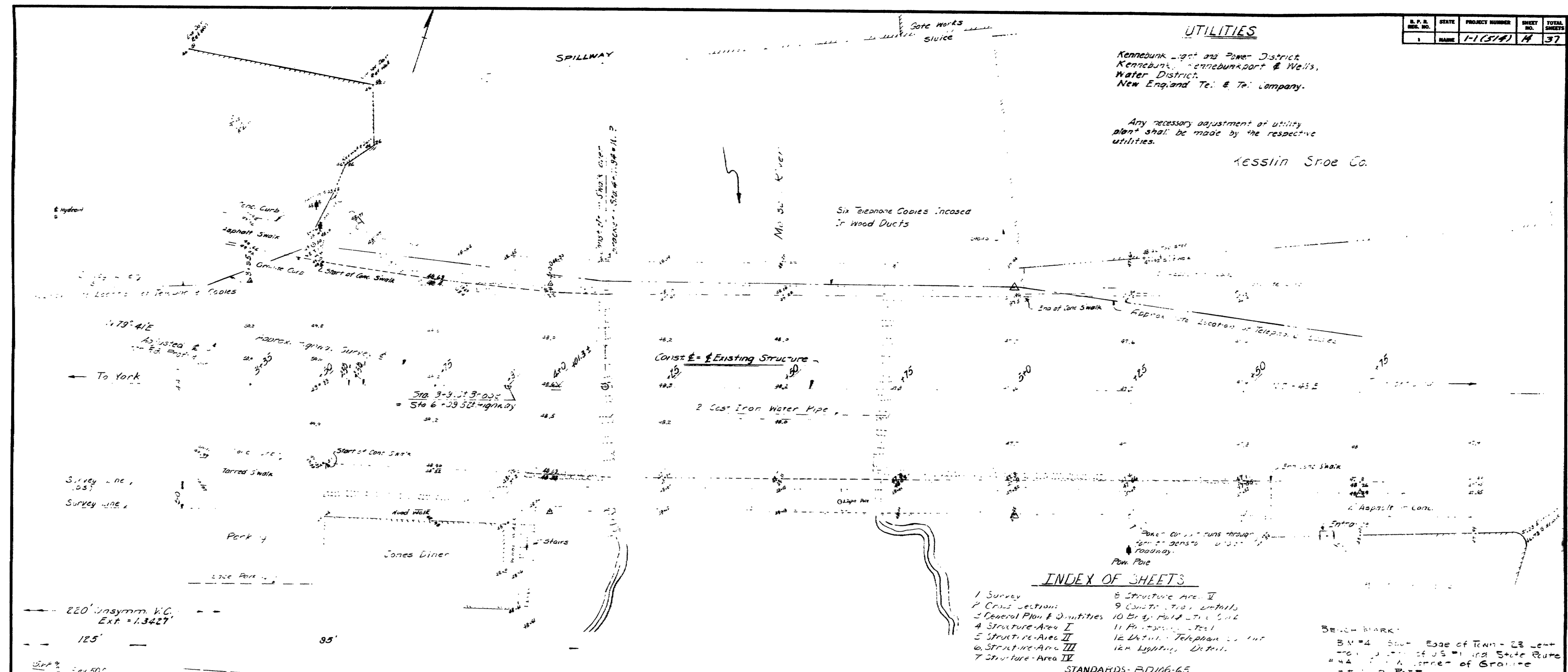
R.P.R. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-1(31A)	4	37

UTILITIES

Kennebunk Light and Power District,
Kennebunk, Kennebunkport & Wells,
Water District,
New England Tel. & Tel. Company.

Any necessary adjustment of utility
plant shall be made by the respective
utilities.

Kesslin Sroe Co.

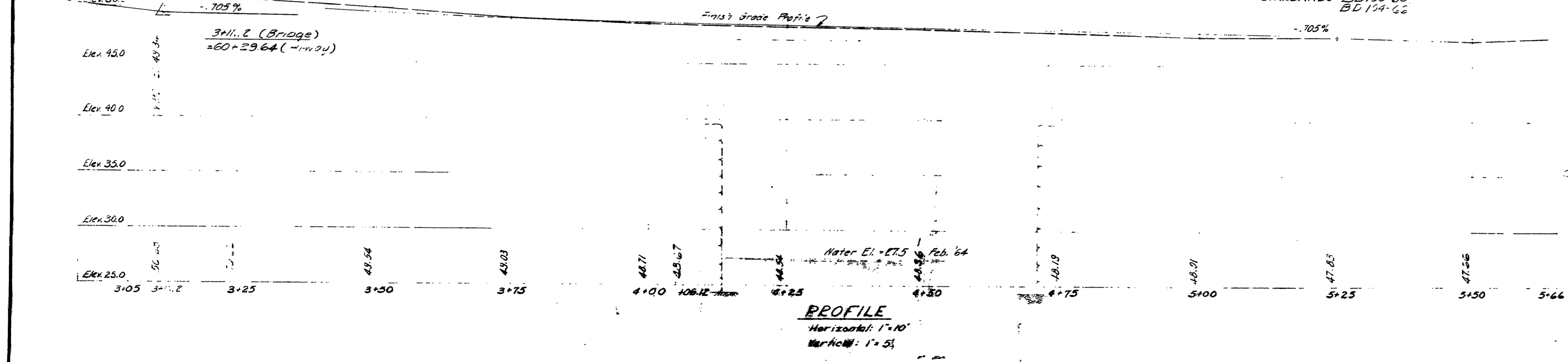


INDEX OF SHEETS

- 1 Survey
- 2 Cross Sections
- 3 General Plan & Quantities
- 4 Structure-Area I
- 5 Structure-Area II
- 6 Structure-Area III
- 7 Structure-Area IV
- 8 Structure-Area V
- 9 Construction Details
- 10 Bridge Foundation
- 11 Foundation Test
- 12 Utility Telephone
- 13 Lighting Details

STANDARDS - BD 106-65
BD 104-66

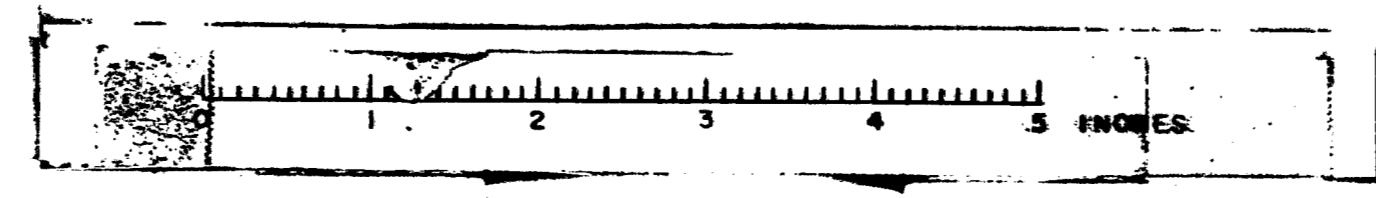
BENCH MARK:
BM #4 - South Edge of Town - 23' Left
+ 44' - 1/2" of US #1 and State Route
+ 44' - 1/2" - Corner of Gravel
+ 44' - 1/2" - Elev. 66.35



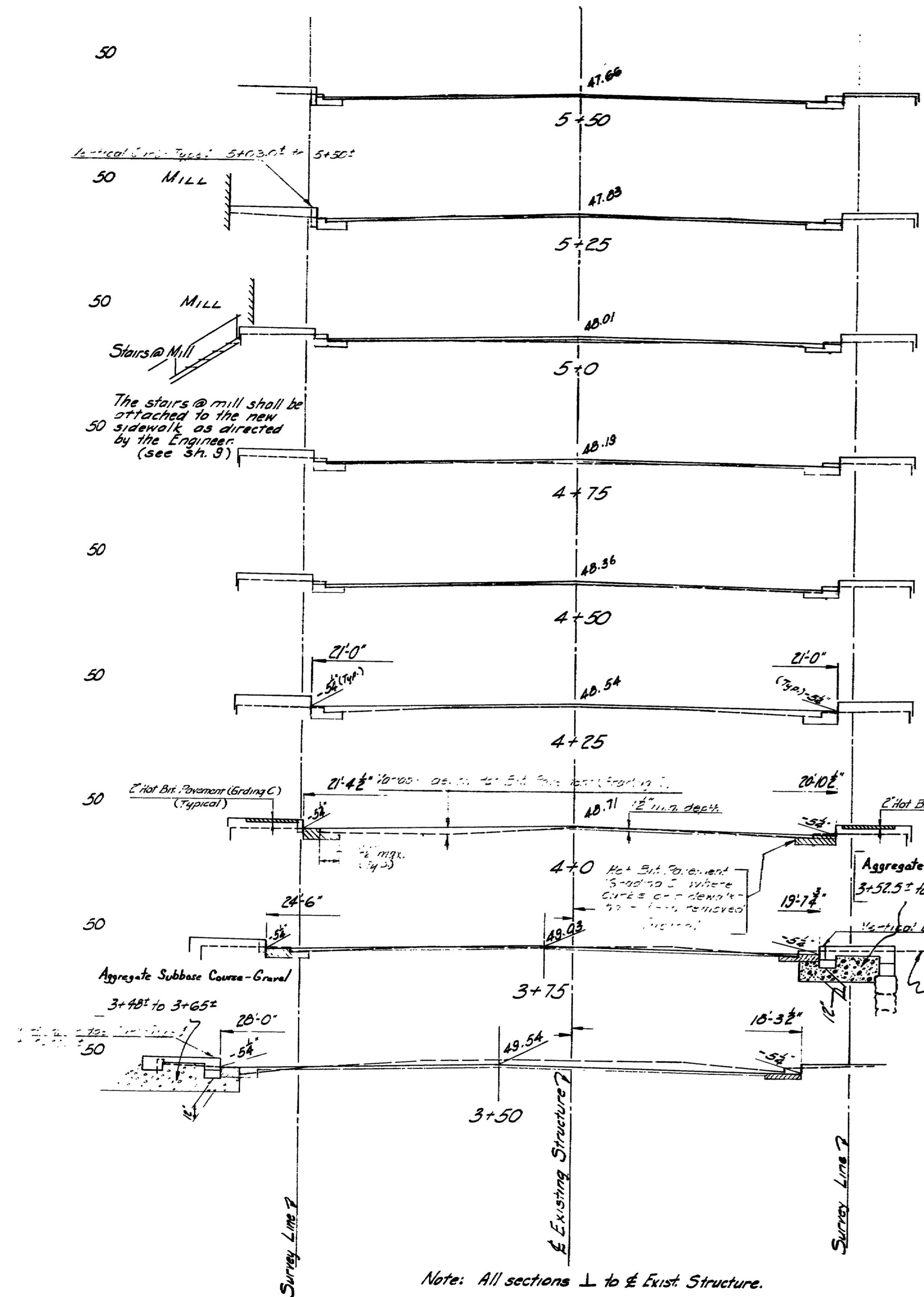
M.P. = Working Point
See sheet 3 for Estimate of Bridge Quantities

DESIGN - V.M.Y.	BRIDGE NO. 43
TRACE - B.B.P.	SURVEY - Blake
CHECK - R.B.P.	PLAT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
KENNEBUNK BRIDGE OVER MOUSAM RIVER IN THE TOWN OF KENNEBUNK YORK COUNTY SURVEY	
SHEET 1 OF 2 AUGUSTA, MAINE JULY 1962	

M-2672



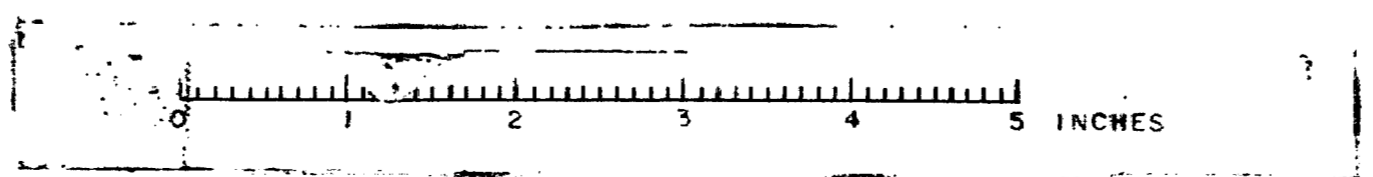
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	1-(514)	15	37



- NOTES:
- The present roadway consists of several layers of Bituminous Treated Gravel Surface on Bituminous Macadam.
 - Excavate only for Hot Bit Pavement for min. depth, unless otherwise directed by the Engineer.
 - Common Excavation shall include the following, and shall be paid for as such:
 - Excavation for Roadway Pavement.
 - Excavation for Aggregate Subbase under sidewalks.
 - Excavation to uncover existing concrete of retaining walls.
- Vertical Bridge Curb-Type 1 to 5+55.0±
- Wood Walkway along diner.
- Portion of walkway removed during construction of new sidewalk shall be replaced as directed by the Engineer. (see sh. 3)

PLOT - MARK CHECK	BRIDGE NO. 2431
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
KENNEBUNK BRIDGE	
OVER	
MOUSAM RIVER	
IN THE TOWN OF	
KENNEBUNK	
YORK COUNTY	
CROSS SECTIONS	
SHEET 2 OF 12 AUGUSTA, MAINE APRIL 1964	

M-2673

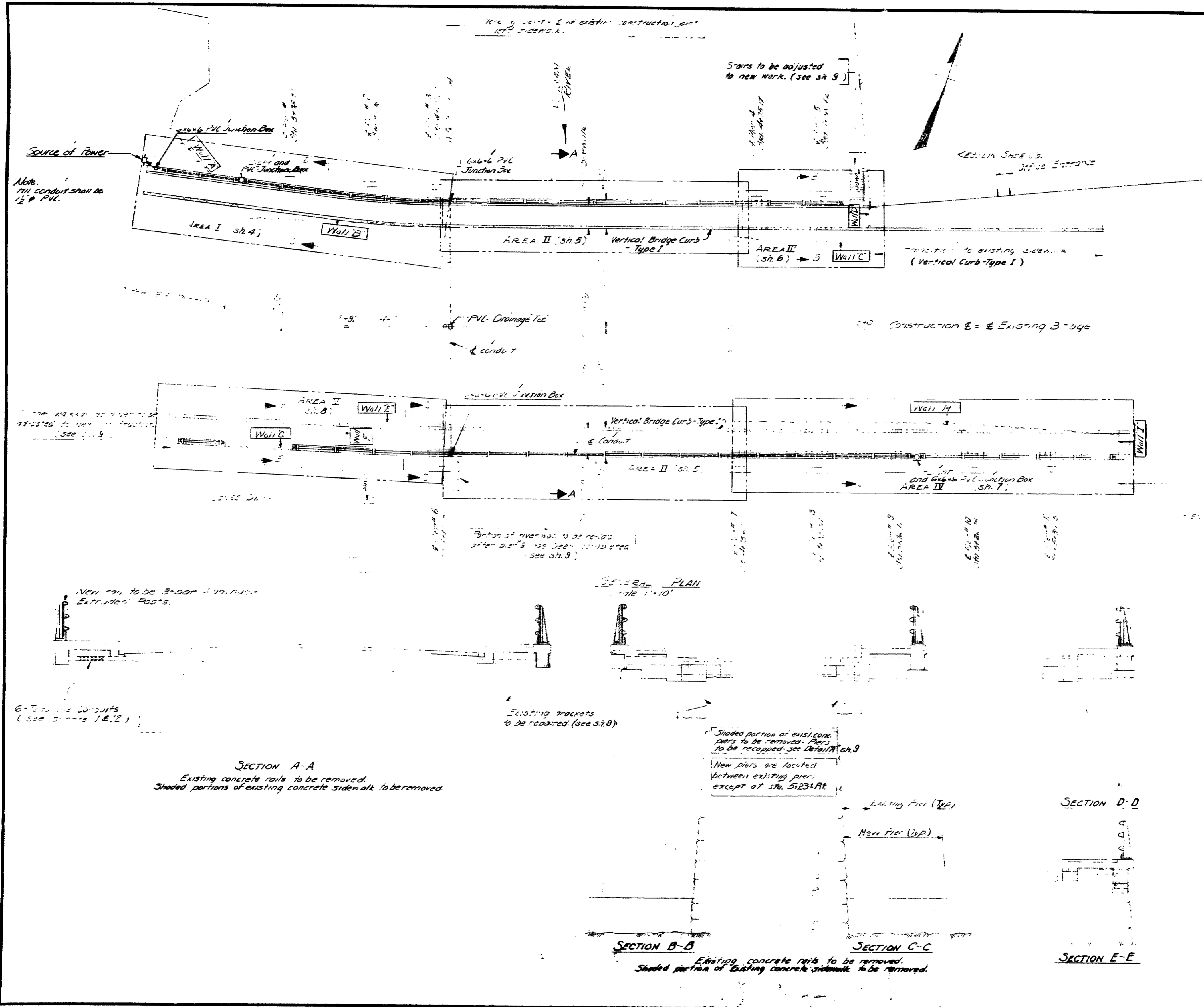


S.P.R. No.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-1(574)	16	37

ESTIMATE OF BRIDGE QUANTITIES		
Item No.	Description	Unit Quantity
202.12	Removal of Existing Concrete	c.y. 110
202.14	Removal of Existing Railings (Proc. of Contractor)	L.F. 340
203.20	Common Excavation	c.y. 35
203.25	Granular Borrow	c.y. 35
206.08	Struc. Excav - Abutts & Ret. Walls	c.y. 160
206.09	Struc. Rock Excav - Abutts & Ret. Walls	c.y. 20
304.10	Aggregate Subbase Course - Gravel	c.y. 30
403.06	Hot Bit Pavement (Grading C)	Tons 153
502.A3	Structure: Conc. Superstr. T-beam Type	c.y. 281
502.A31	Bridge Drains	ea. 7
503.12	Reinf. Steel, Fab. & Delivered	lbs. 20,960
503.13	Reinf. Steel, Placing	lbs. 20,960
507.08	Bridge Railing	L.F. 322
511.07	Cofferdams	L.S. 5
512.06	French Drains	c.y. 5
515.07	Epoxy Resin Waterproofing	Sq. yds. 210
609.11	Vertical Curb - Type I	L.F. 48
609.13	Vertical Bridge Curb - Type I	L.F. 357
610.15	Re-laying Coursed Dry Rubble Masonry	c.y. 10
633.01	Bridge Lighting System	L.S. 1
633.10	Field Office, Type C	ea. 1

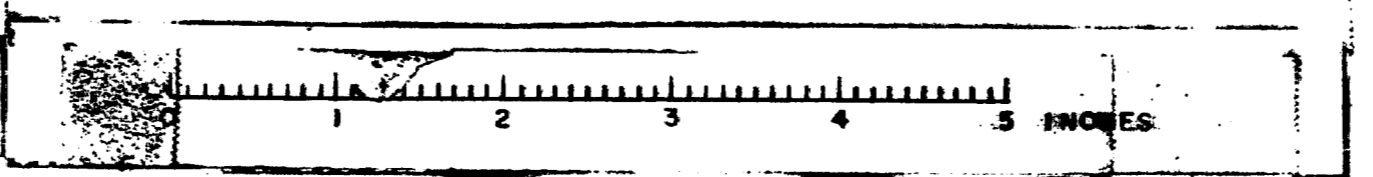
For Extra Work see sheet 9

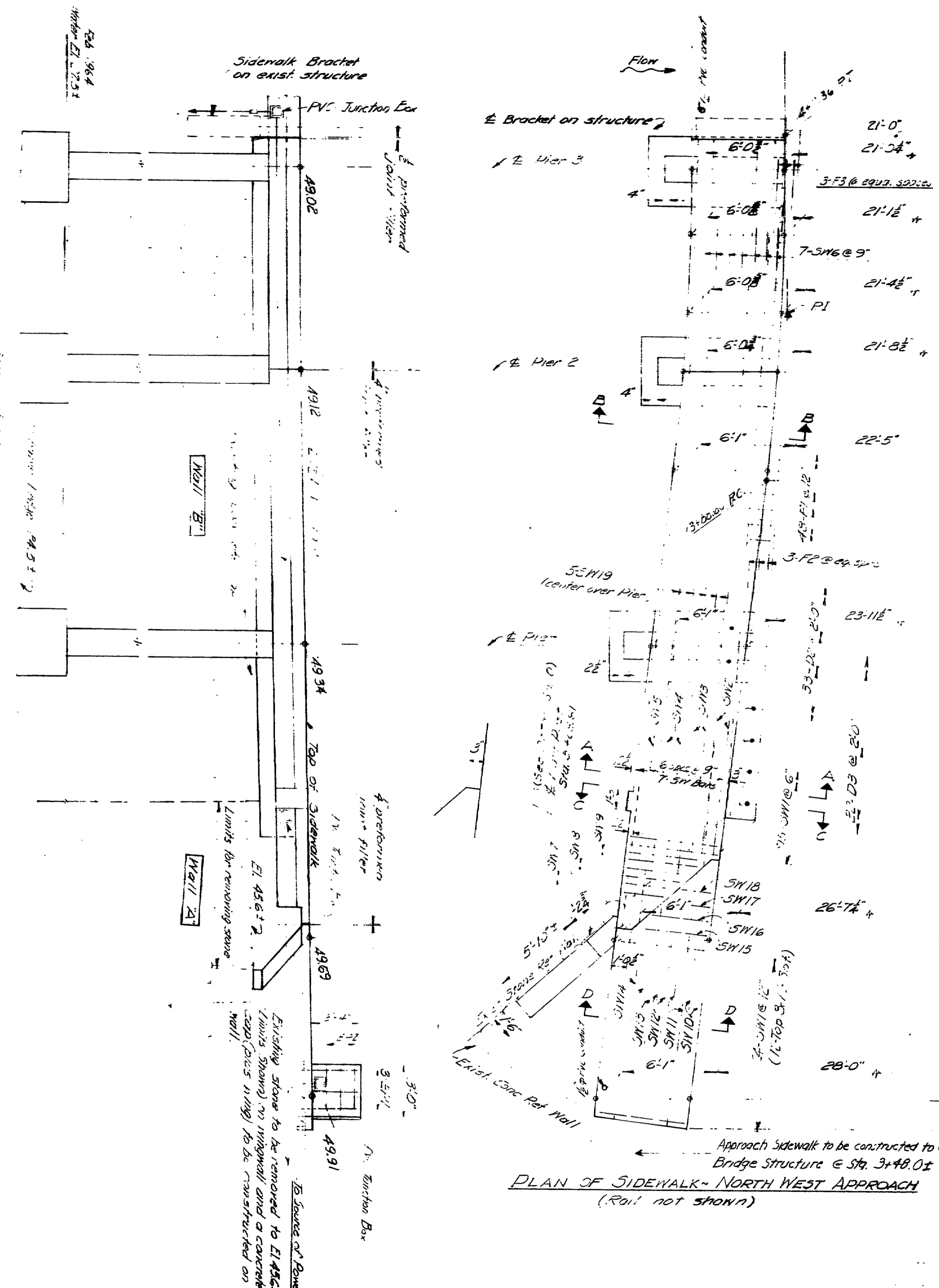
SPECIFICATIONS:
 Maine State Highway Commission Standard Specifications for Highways and Bridges, Revision of June 1965, and Supplements
LOADING: HS-20-44
ALLOWABLE STRESSES:
 Reinforcing Steel - 18,000 lbs./sq. in.
 Concrete (in comp.) - 2,500 lbs./sq. in.
STRUCTURAL CONCRETE:
 All concrete in Areas I thru IV to be Class A and paid for under Item 502.A3
 Structural Concrete, Superstructure T-Beam Type
BRIDGE DRAINS to be paid for under Item 502.A31



DESIGN - A.B.P.	BRIDGE NO. 2431
TRACE - A.B.P.	SURVEY -
CHECK - A.B.P.	PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
KENNEBUNK BRIDGE	
OVER	
MOUSAM RIVER	
IN THE TOWN OF	
KENNEBUNK	
YORK COUNTY	
GENERAL PLAN	
SHEET 3 OF 12 AUGUSTA, MAINE APRIL 1964	

M-2674





CURVE DATA

PI = 4+00
Δ = 7° 58'
Δ = 35° 50'
Δ = 1° 43'
ρ = 63.75'

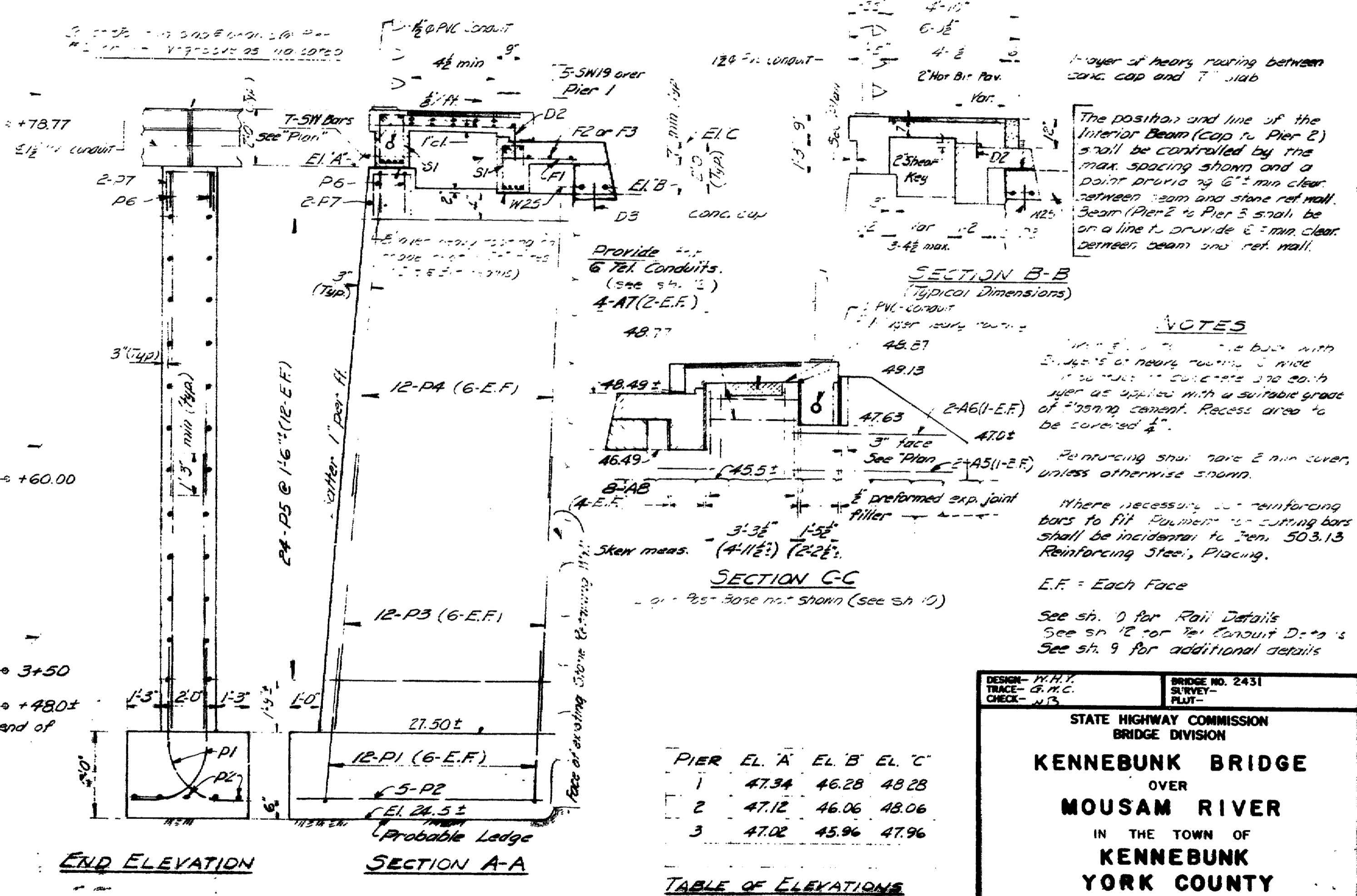
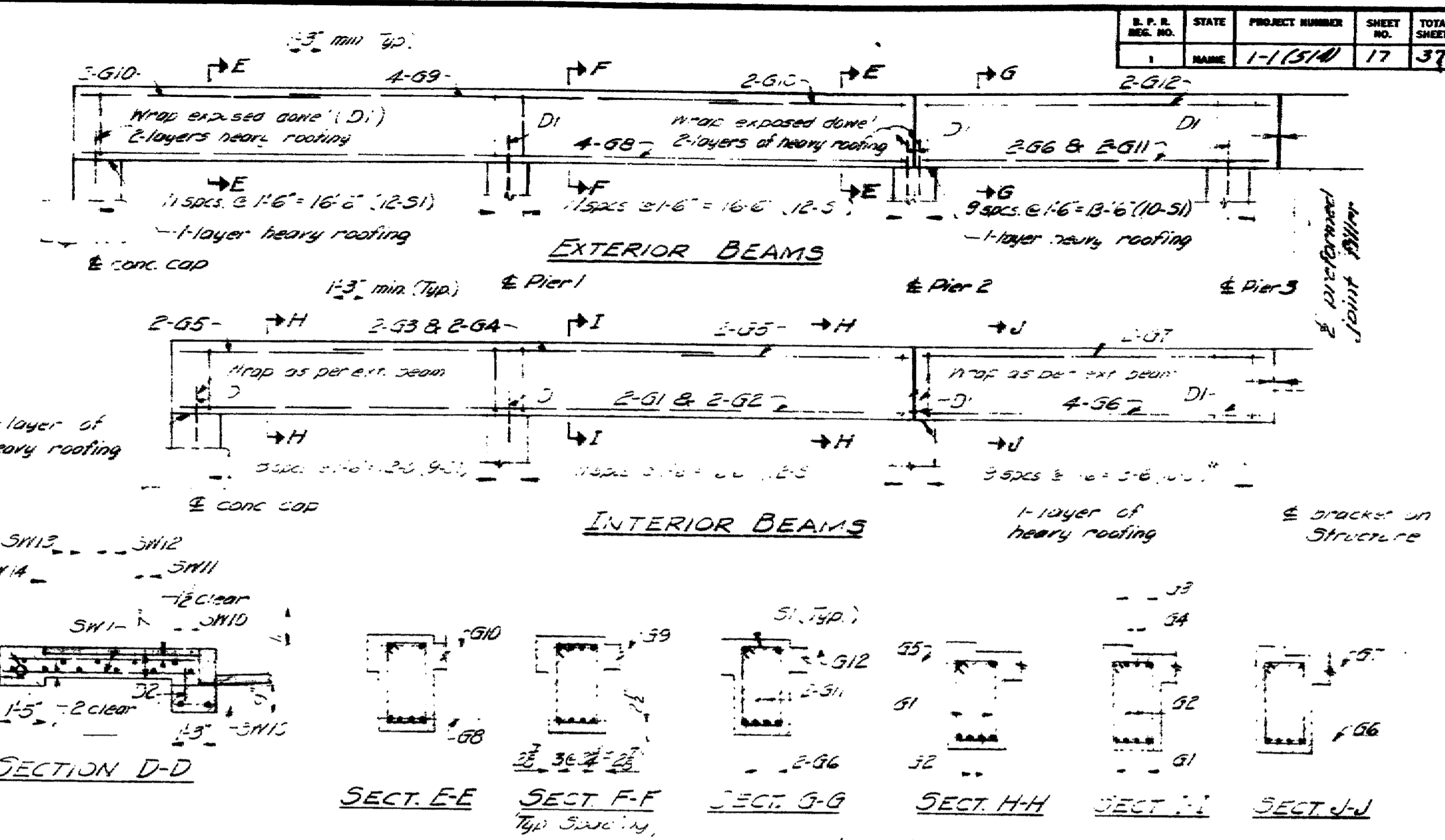


TABLE OF ELEVATIONS
(See Sect. A-A)

PIER	EL. A	EL. B	EL. C
1	47.34	46.28	48.28
2	47.12	46.06	48.06
3	47.02	45.96	47.96

NOTES

1. The position and line of the Interior Beam (Cap to Pier 2) shall be controlled by the max. spacing shown and a point brace 24" min. clear between beam and stone ref. wall. Beam (Pier 2 to Pier 3) shall be on a line to provide 2" min. clear between beam and ref. wall.

2. Reinforcing shall have 2 min. cover, unless otherwise shown.

3. Where necessary, cut reinforcing bars to fit. Reinforcing bars shall be incidental to Item 503.13 Reinforcing Steel, Placing.

E.F. = Each Face

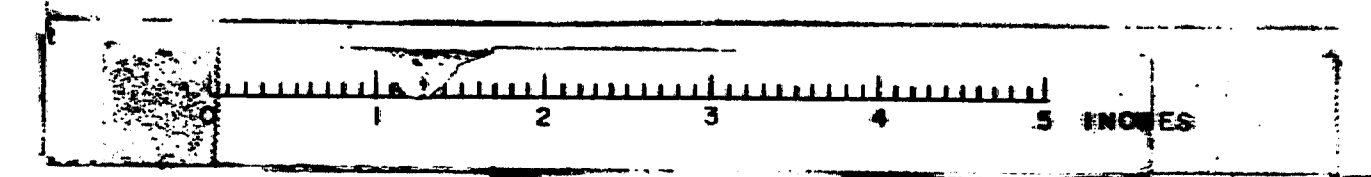
See sh. 9 for Rail Details
See sh. 12 for Tel. Conduit Details
See sh. 9 for additional details

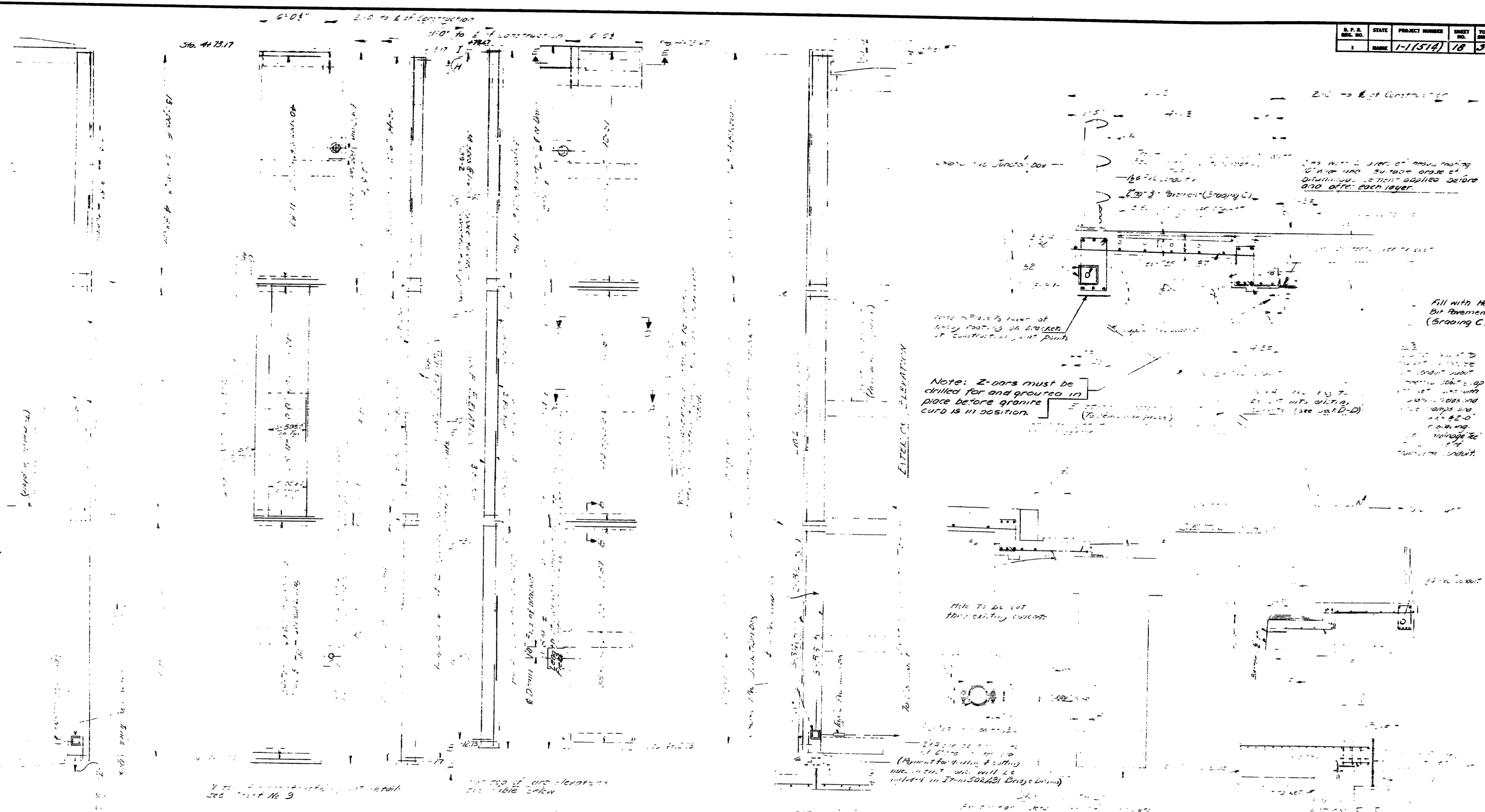
DESIGN - M.H.Y.	BRIDGE NO. 2431
TRACE - G.M.C.	SURVEY - PLUT-
CHECK - M.S.	

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

KENNEBUNK BRIDGE
OVER
MOUSAM RIVER
IN THE TOWN OF
KENNEBUNK
YORK COUNTY
STRUCTURE - AREA I

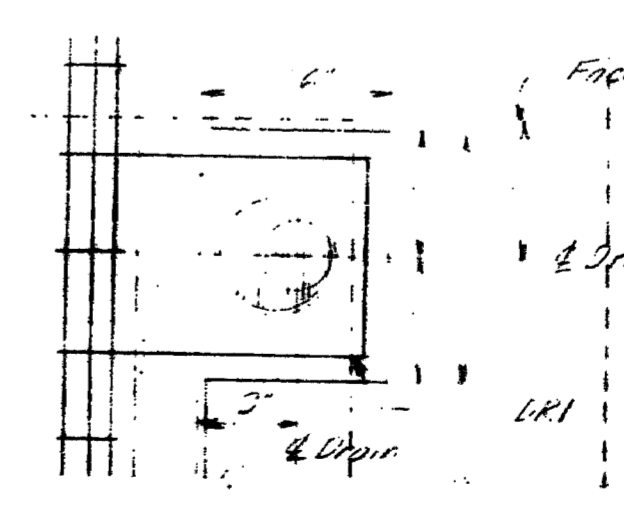
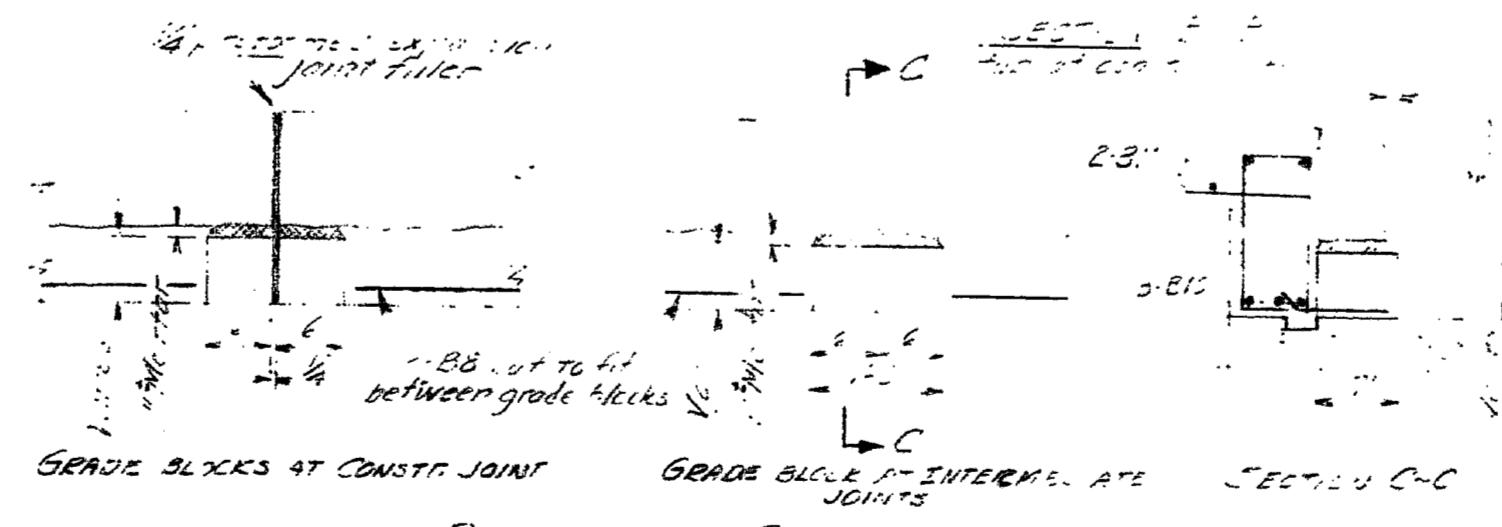
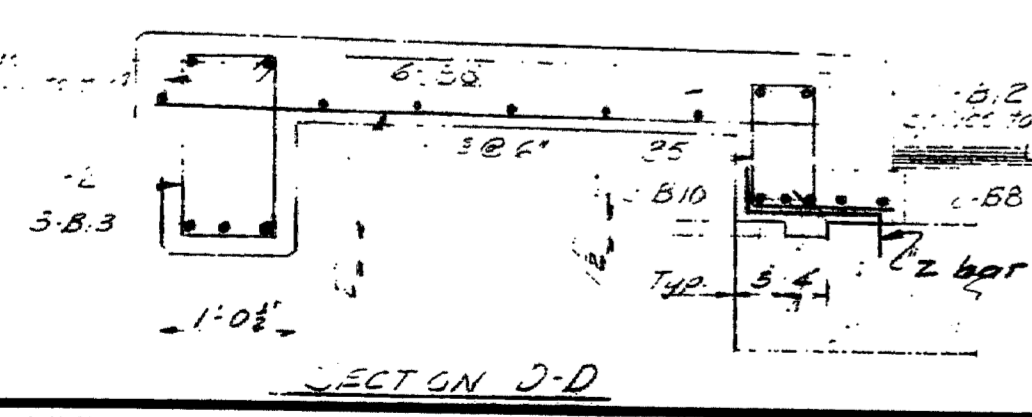
SHEET 4 OF 12 AUGUSTA, MAINE APRIL 1964





TOP FINISH ELEVATIONS

LINE	STATION	ELEVATION LEFT	ELEVATION RIGHT
F	47.27	46.94	46.94
S	47.75	46.83	46.83
C	48.00	46.85	46.85
M	48.01	46.81	46.81
N	48.10	46.74	46.74
G	48.20	46.67	46.67
H	48.60	46.60	46.60
I	47.17	46.51	46.51
I	47.67	46.50	46.50



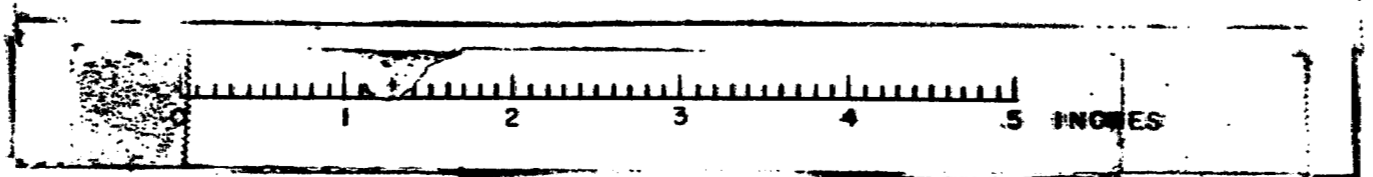
DESIGN - W.A.S. SURVEY - CHECK - 437

BRIDGE NO. 2431 SURVEY PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

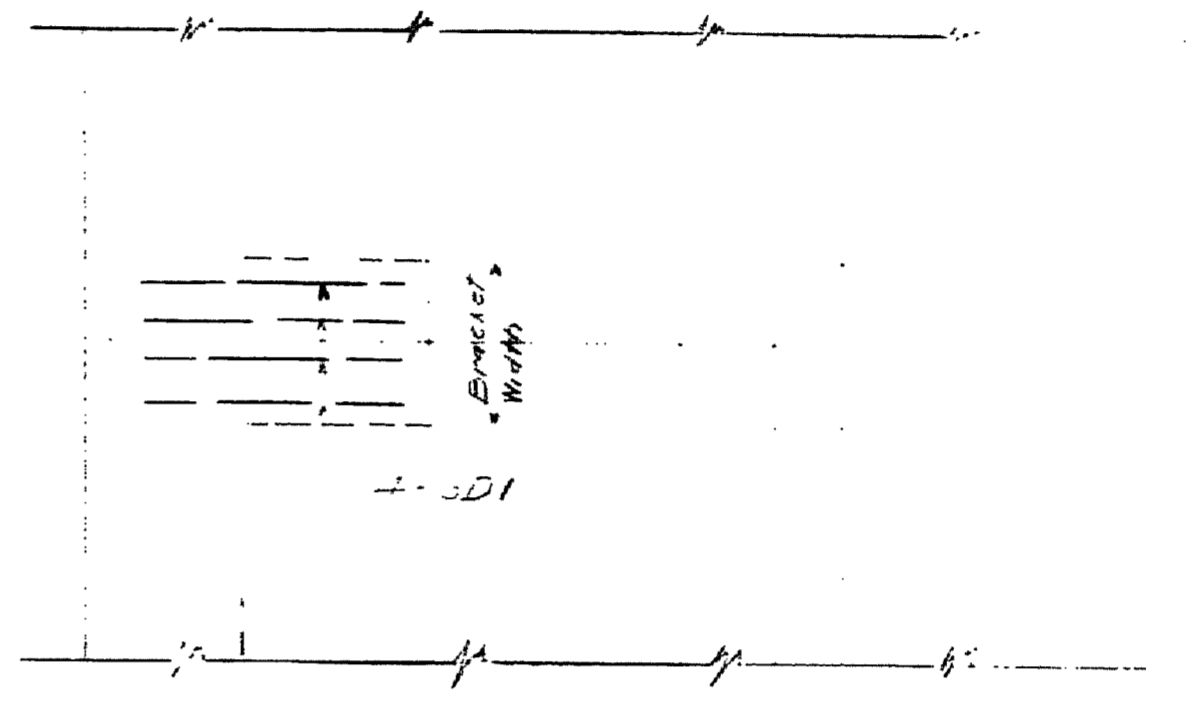
KENNEBUNK BRIDGE
OVER
MOUSAM RIVER
IN THE TOWN OF
KENNEBUNK
YORK COUNTY
STRUCTURE - AREA II

SHEET 5 OF 12 AUGUSTA, MAINE APRIL 1964

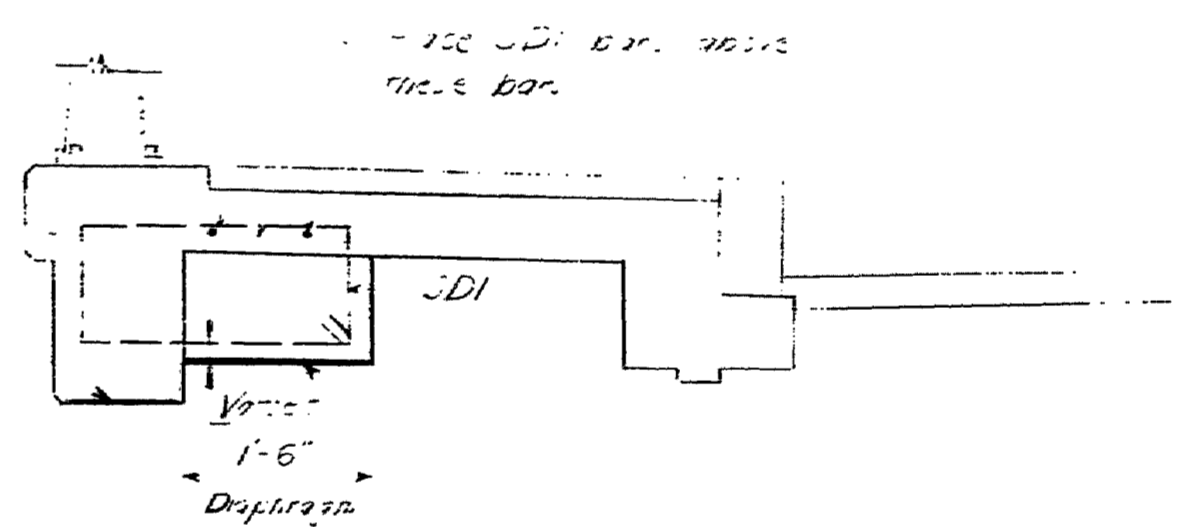


M-2676

B. P. R. DES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			

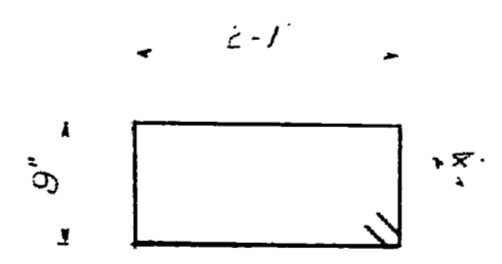


PLAN
 Soil approach concrete with 12" wide beam in 196



Use 2-layer of heavy roofing under beam

Use only shell layer of heavy roofing w/ 1" x 1" insulation



SDI #6 28 req'd 6'-4" Sidewalk at Brackets

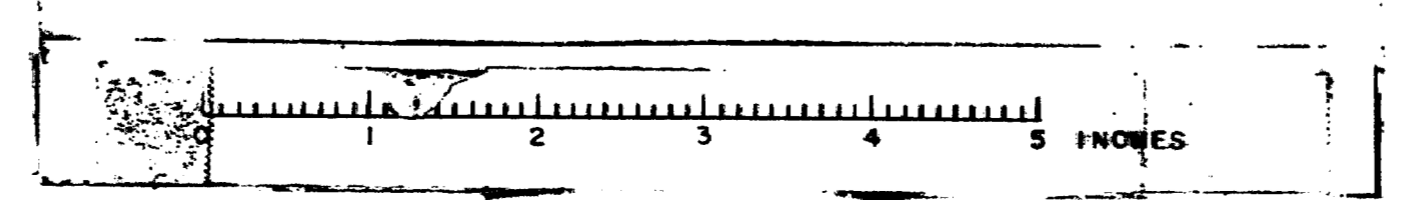
NOTE - Reinforcement shown is for Downstream side of bridge only (All Brackets)

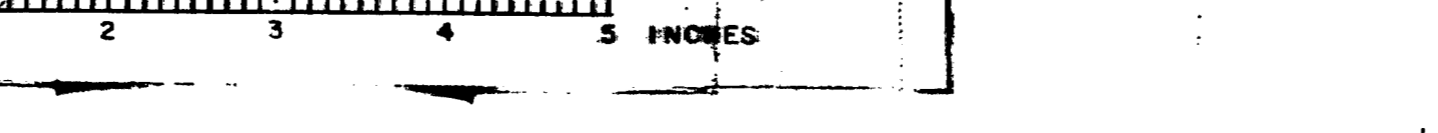
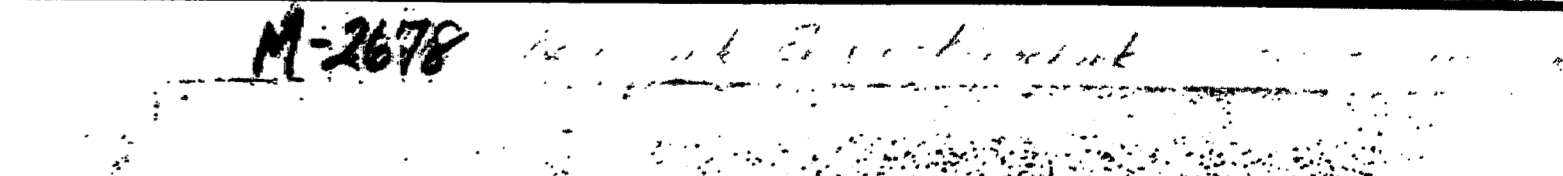
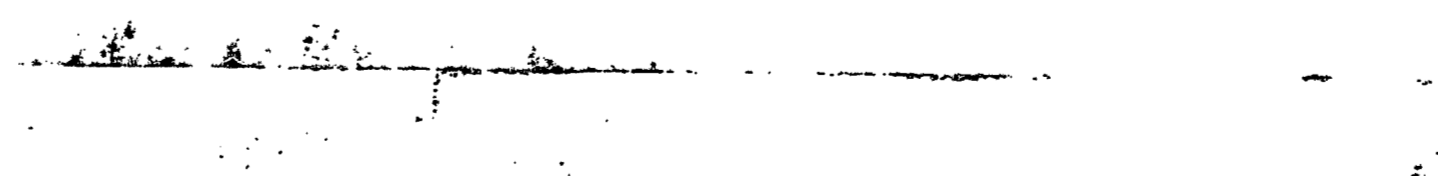
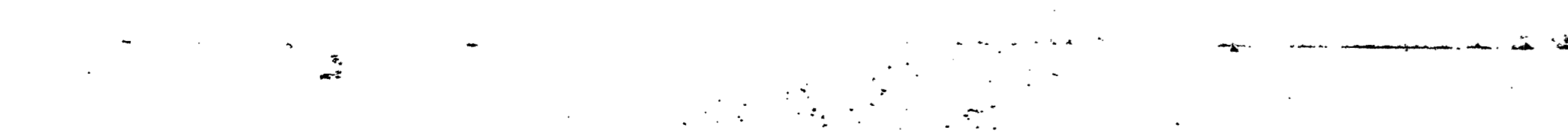
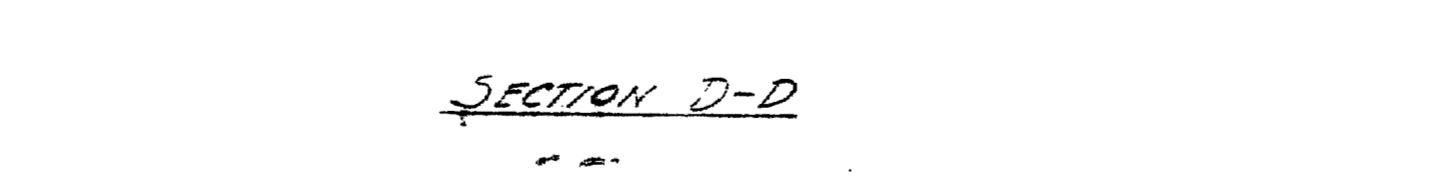
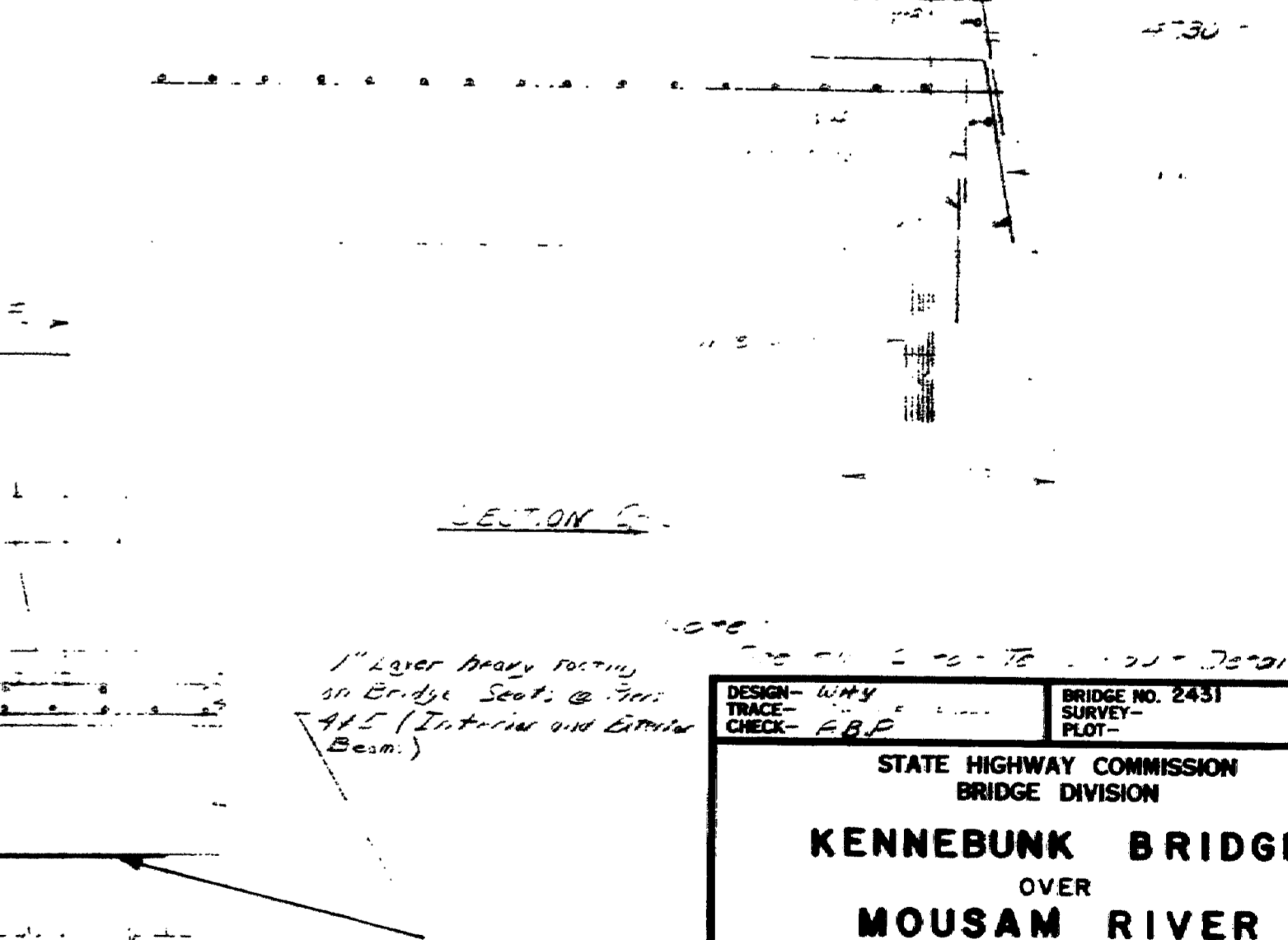
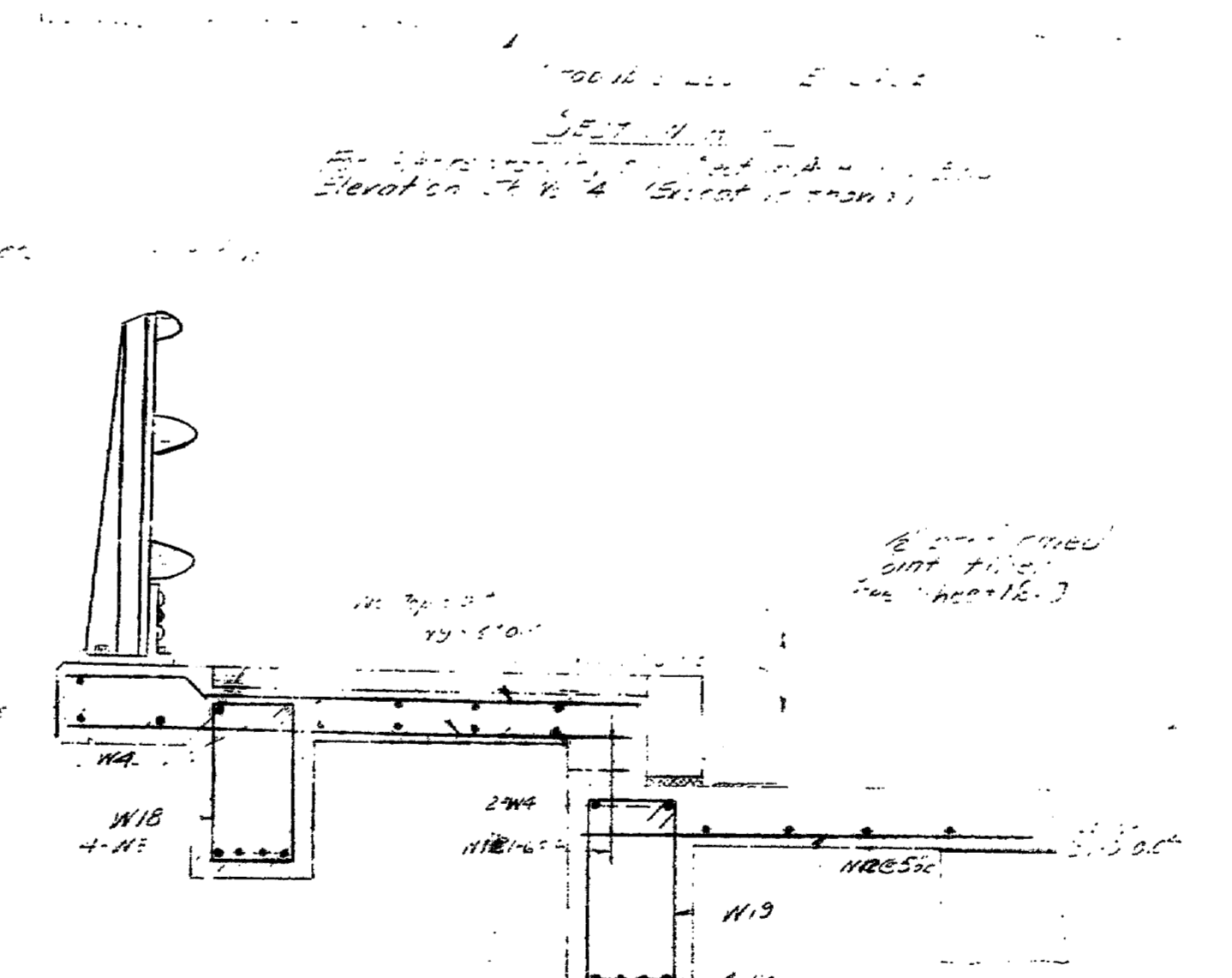
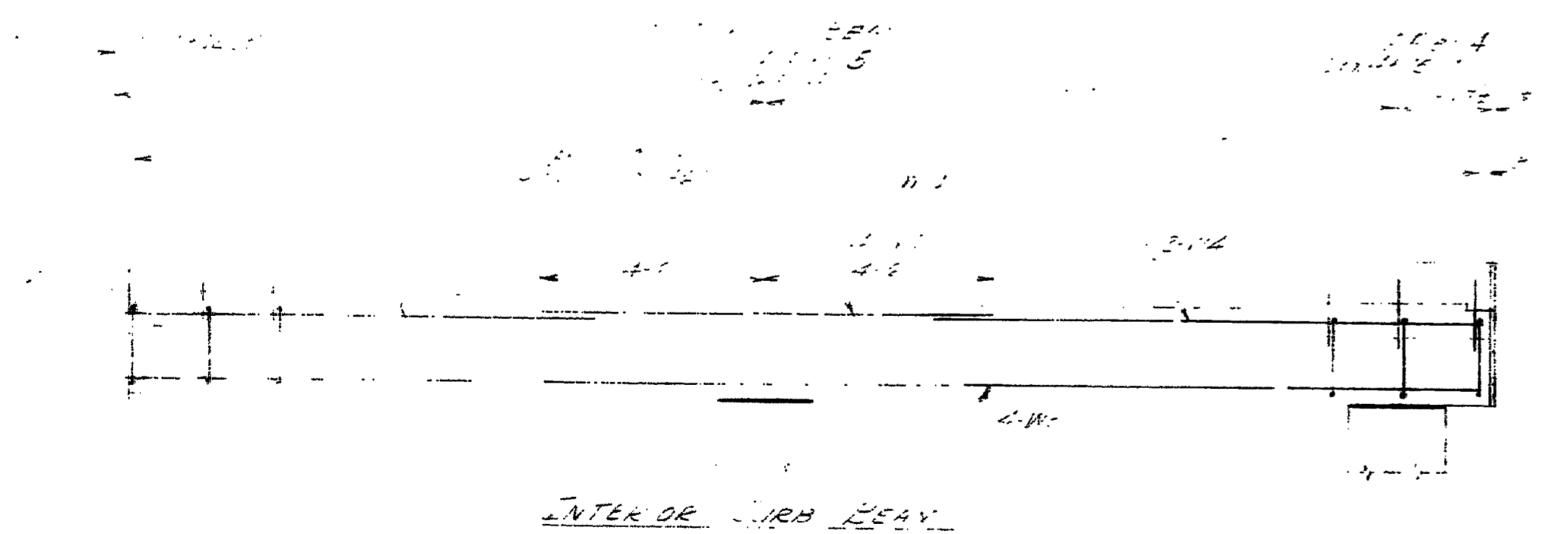
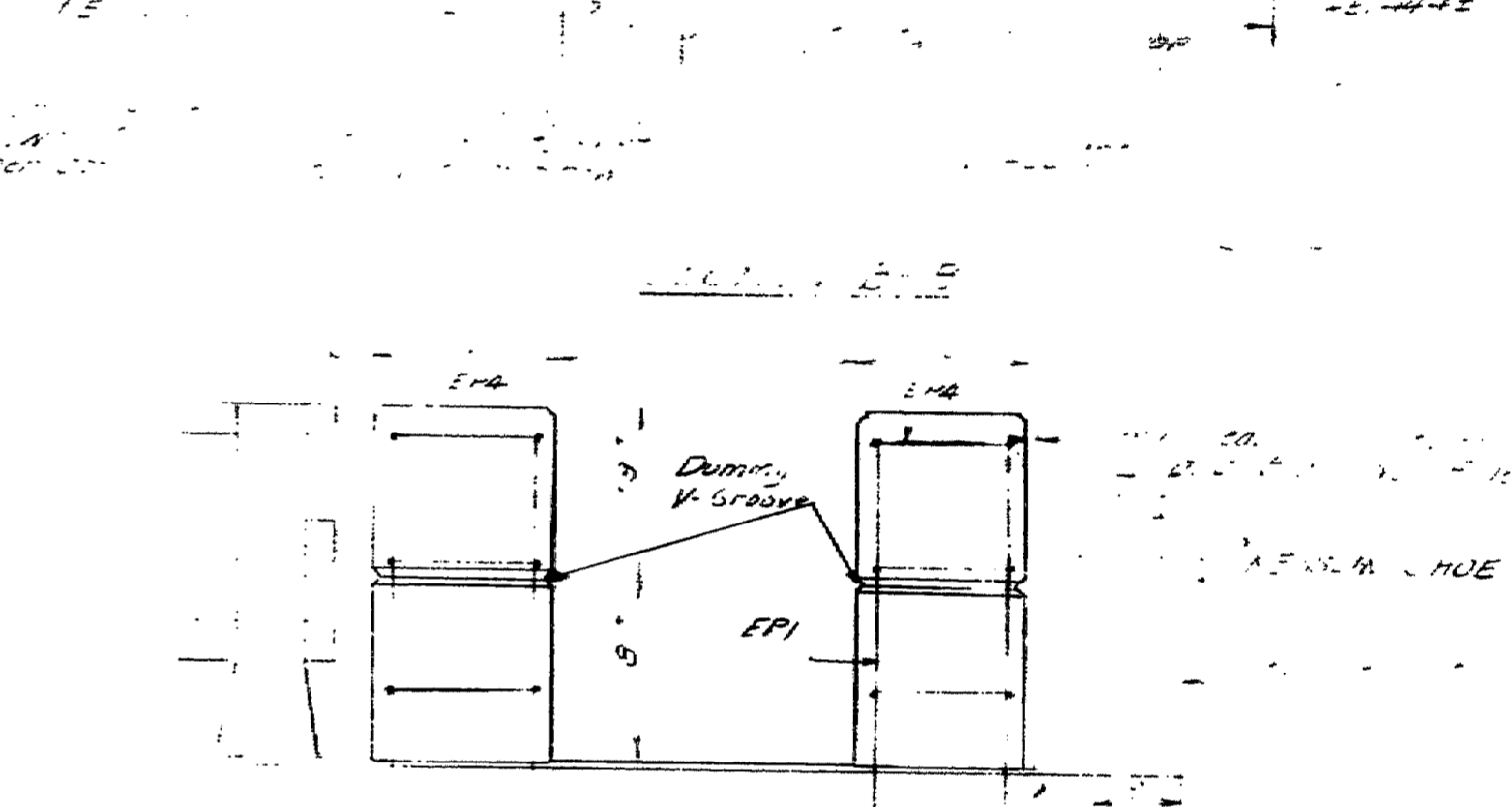
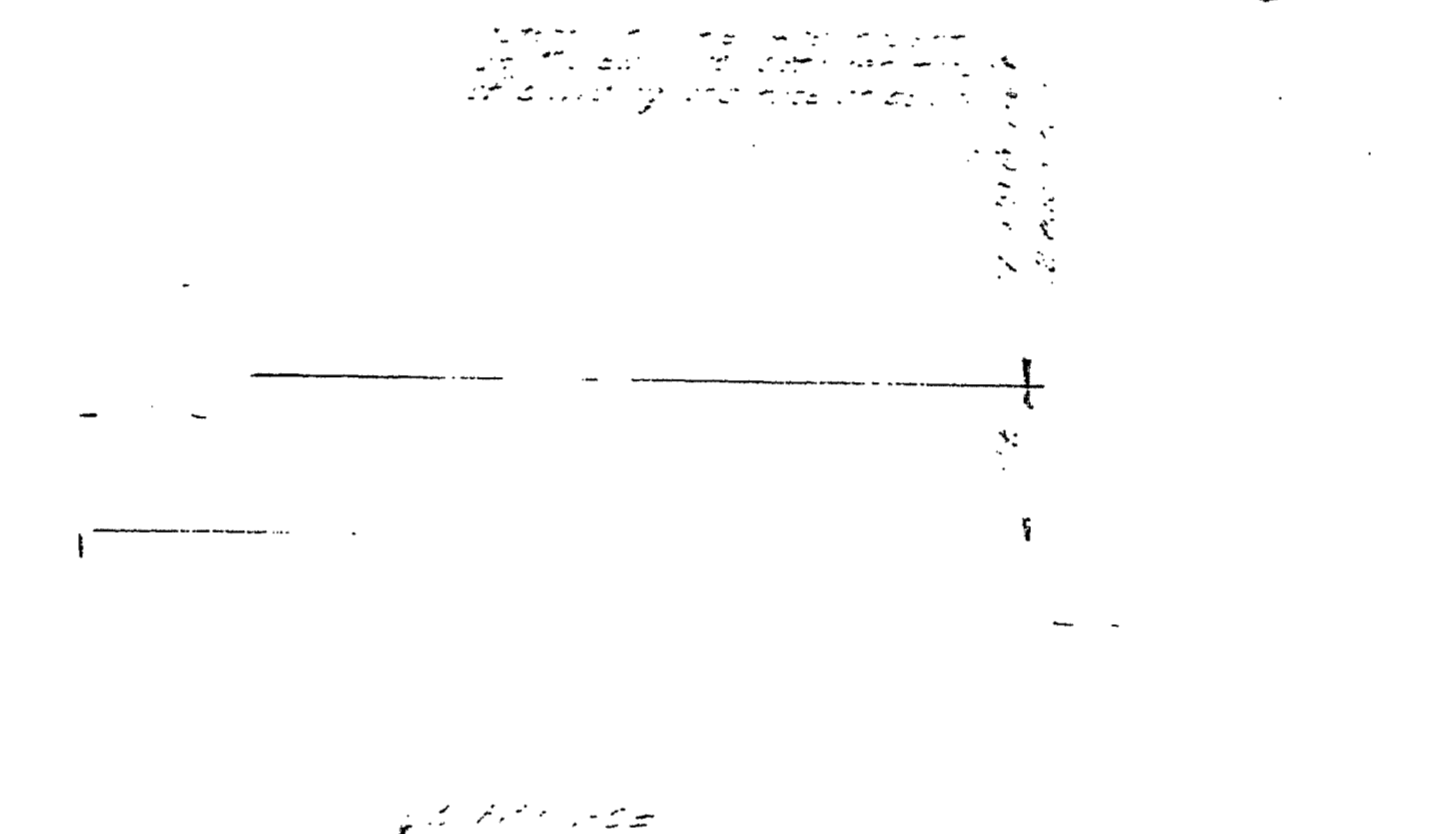
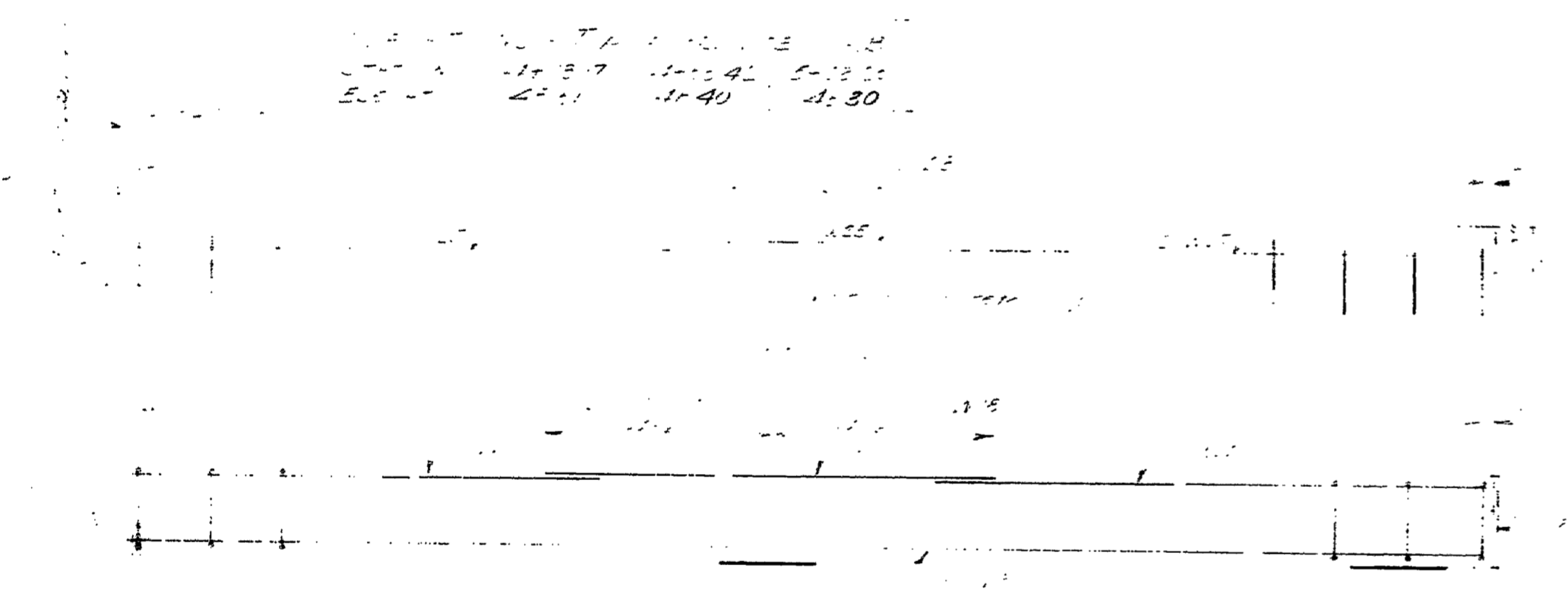
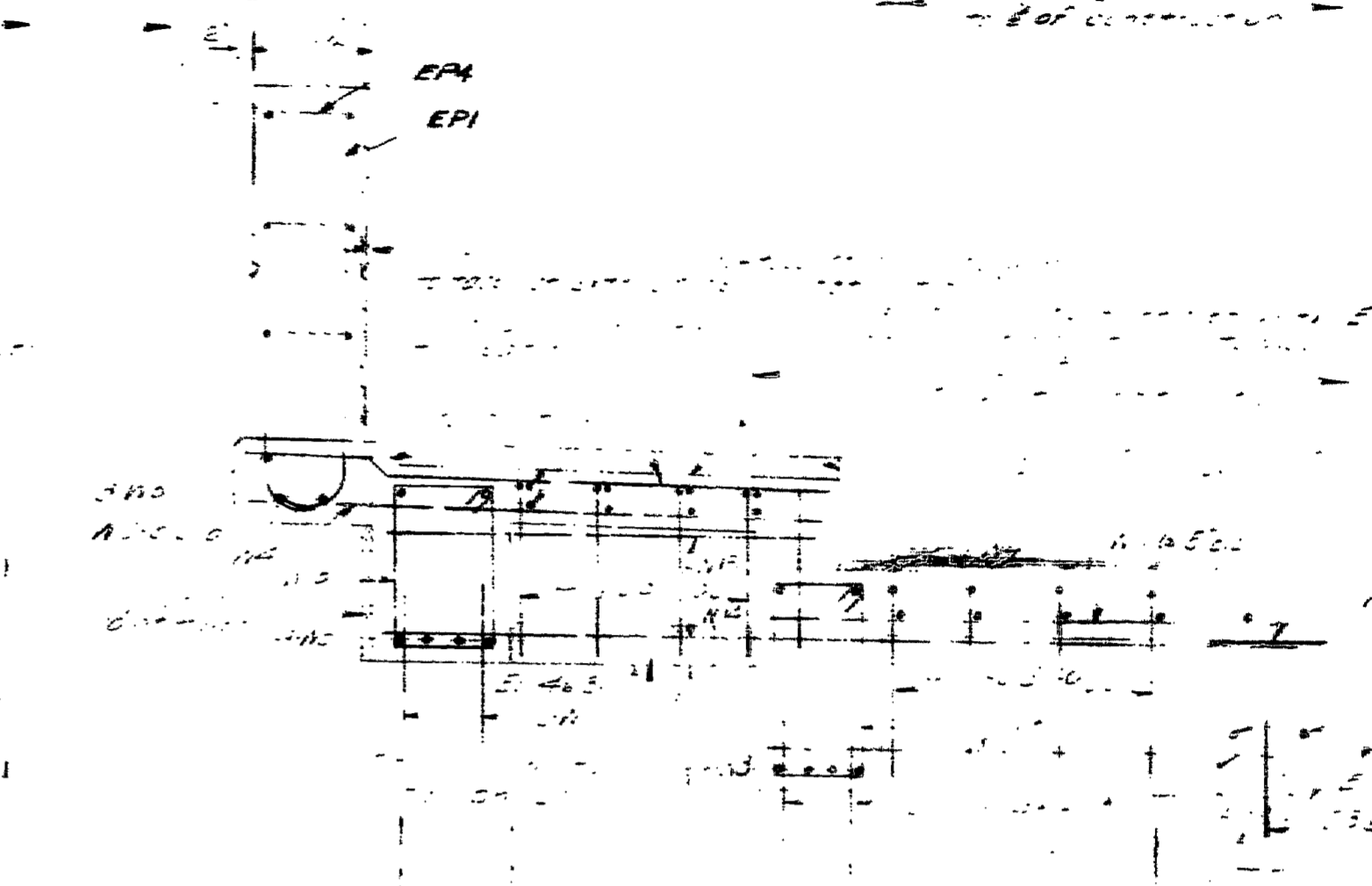
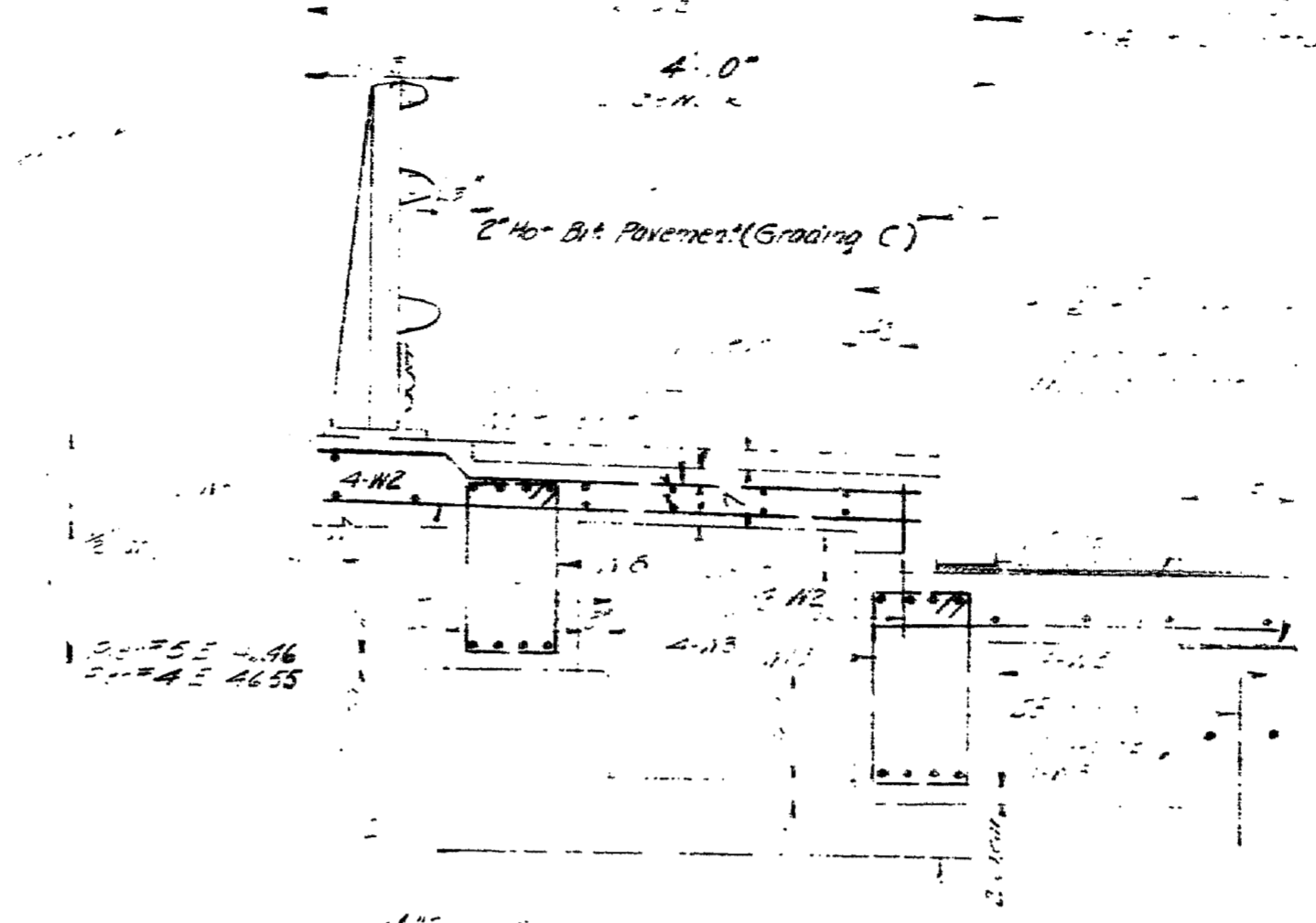
ORIGINAL SECTION A-A

Revised as shown
 All other details the same as shown on Sh. #5.

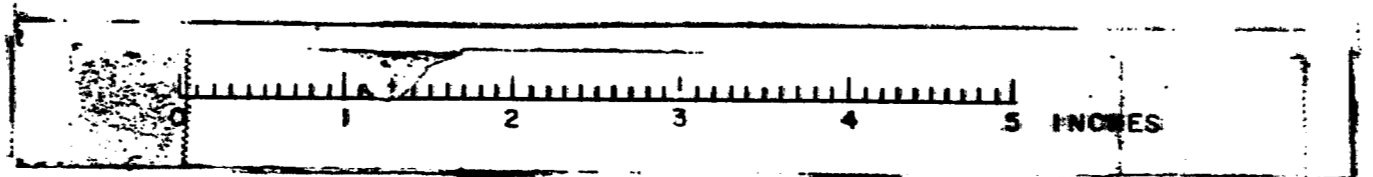
DESIGN - W.B.H.	BRIDGE NO. 2431
TRACE - W.B.H.	SURVEY -
CHECK - W.B.H.	PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
KENNEBUNK BRIDGE OVER MCUSAM RIVER IN THE TOWN OF KENNEBUNK YORK COUNTY STRUCTURE - AREA II	
SHEET 5A OF 12 AUGUSTA, MAINE FEB 1968	

M-2677

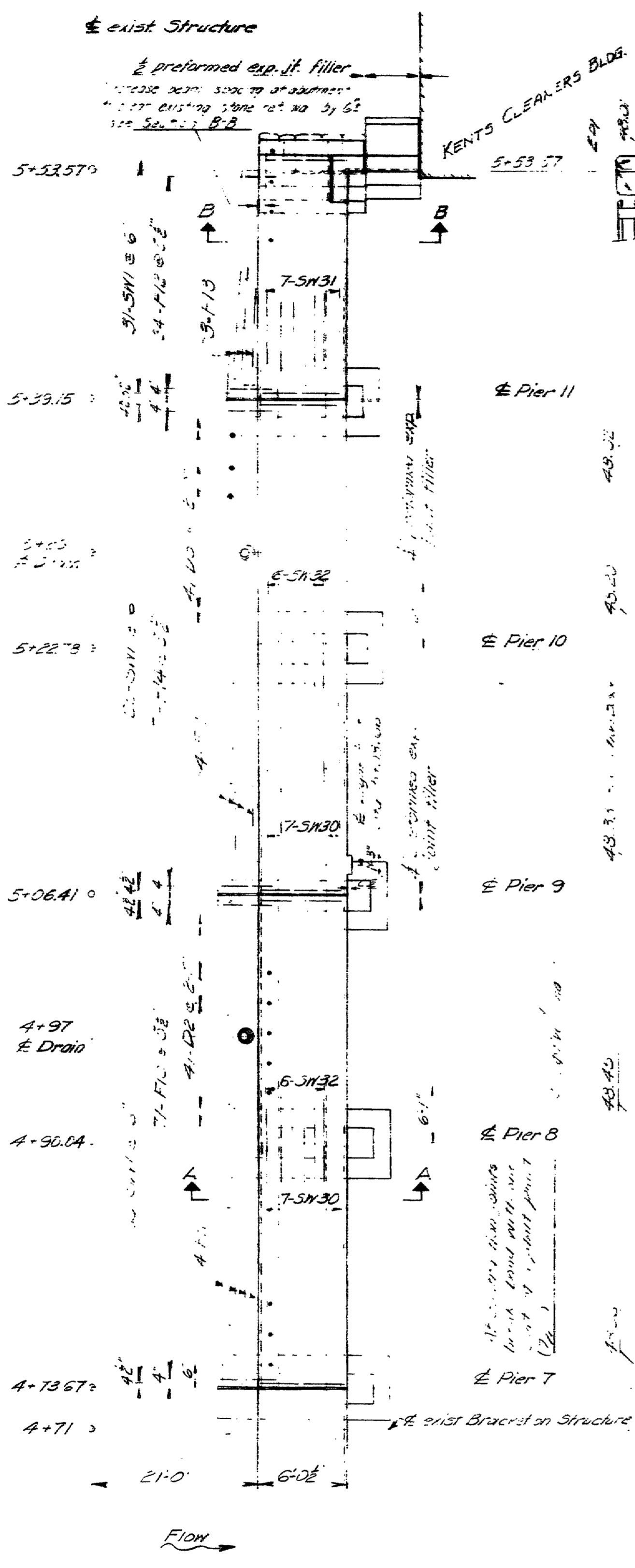




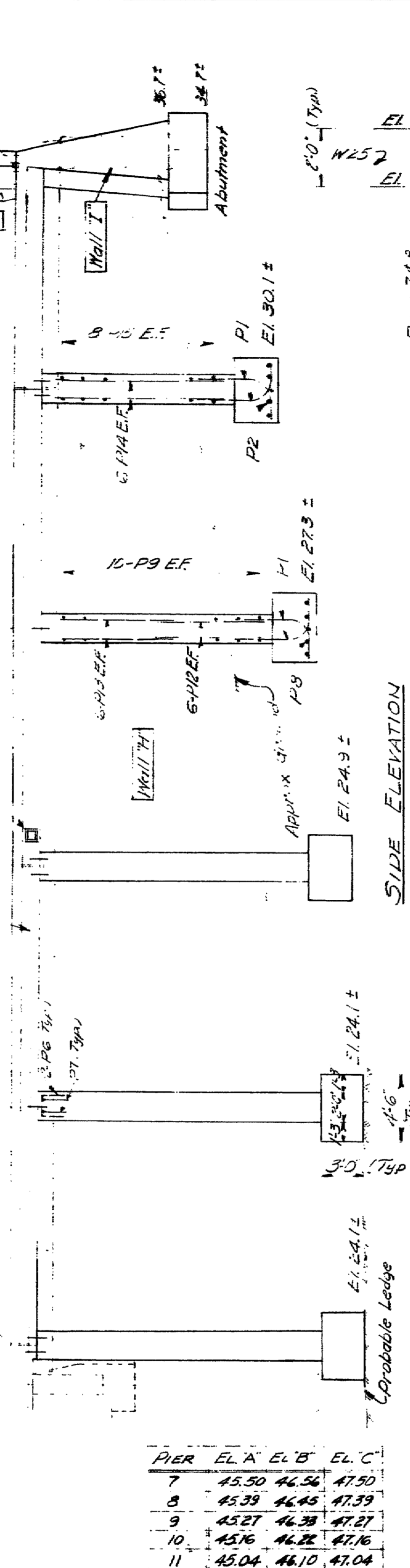
DESIGN - W.P.	BRIDGE NO. 2431
TRACE - W.P.	SURVEY -
CHECK - F.B.P.	PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
KENNEBUNK BRIDGE OVER MOUSAM RIVER	
IN THE TOWN OF KENNEBUNK YORK COUNTY	
STRUCTURE - AREA III	
SHEET 6 OF 12 AUGUSTA, MAINE APRIL 1964	



M-2678



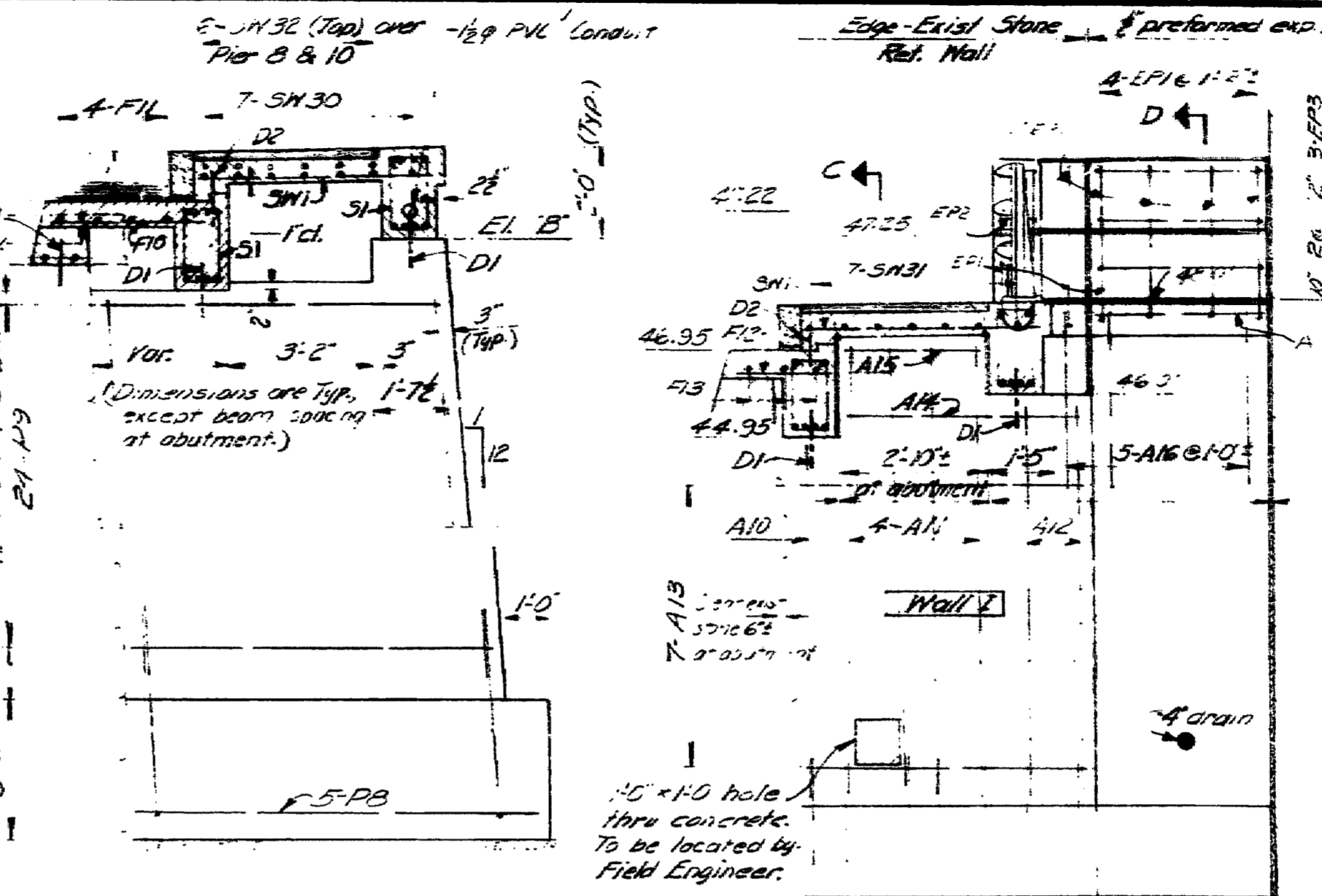
PLAN - SIDEWALK SOUTHEAST APPROACH
Note - Rail not shown



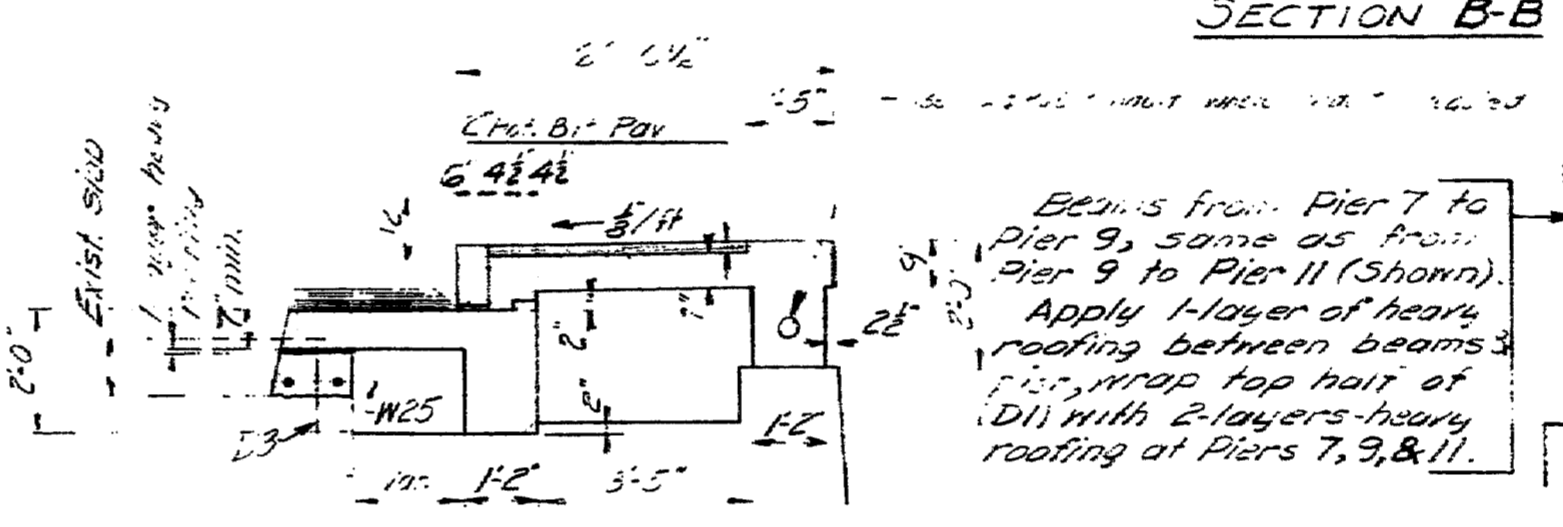
SIDE ELEVATION

PIER	EL. A'	EL. B'	EL. C'
7	45.50	46.56	47.50
8	45.39	46.45	47.39
9	45.27	46.33	47.27
10	45.16	46.22	47.16
11	45.04	46.10	47.04

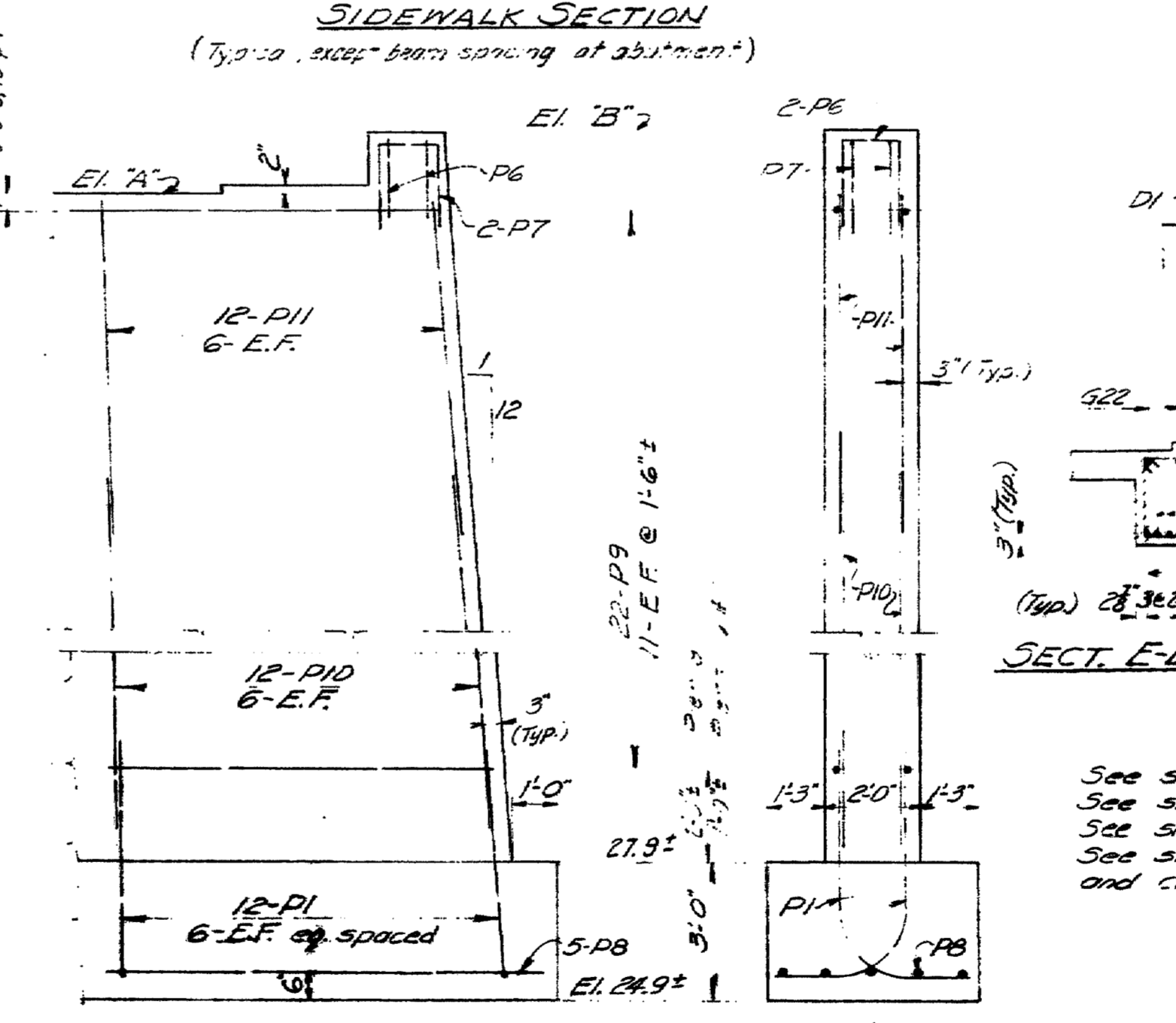
TABLE OF ELEVATIONS
See Sect. A-A



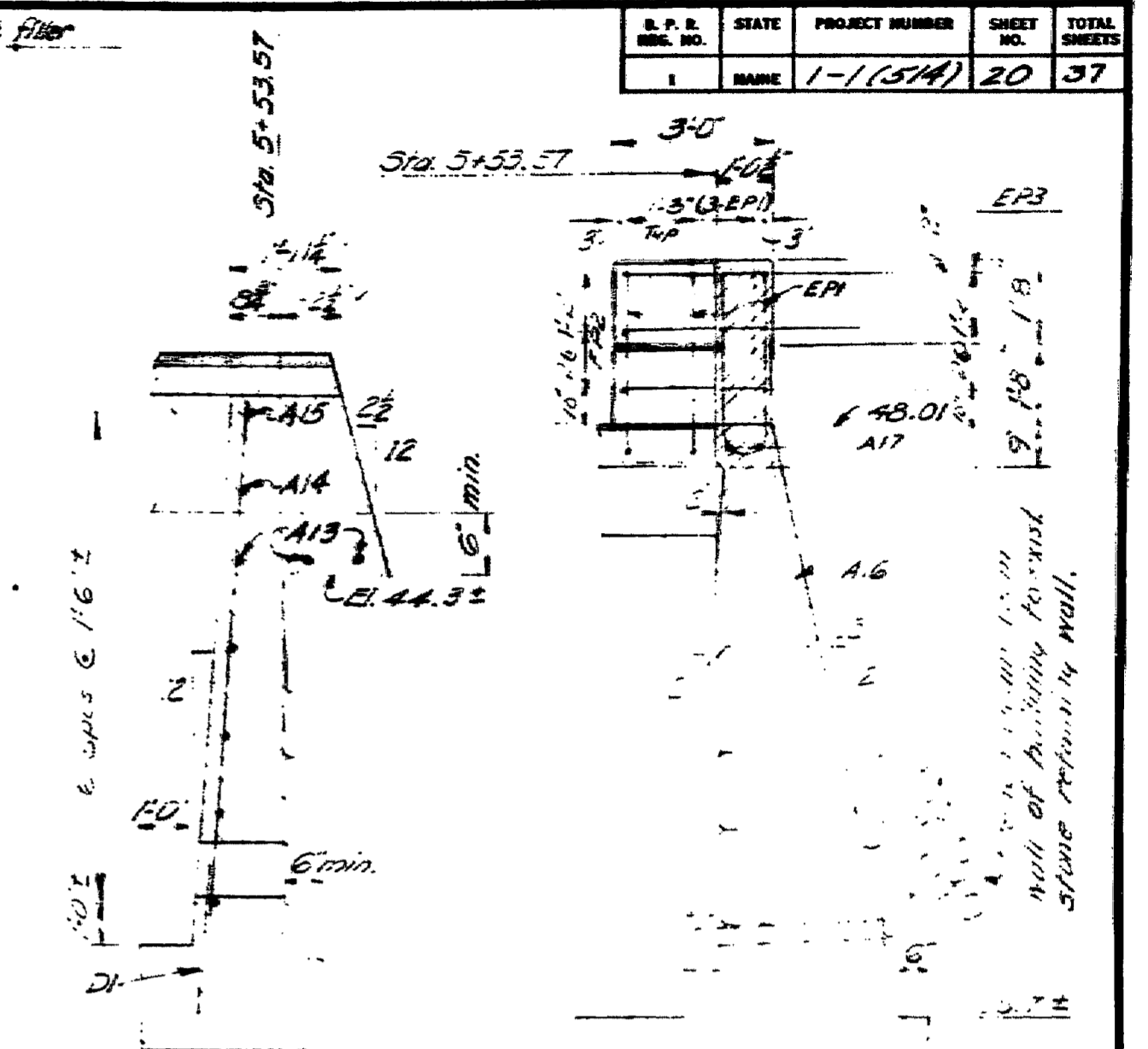
SECTION A-A
See sheet 4, Sect. A-A for Pier 7 and Pier 8 Reinforcing except as shown. (E.F. = Each Face)



SECTION B-B

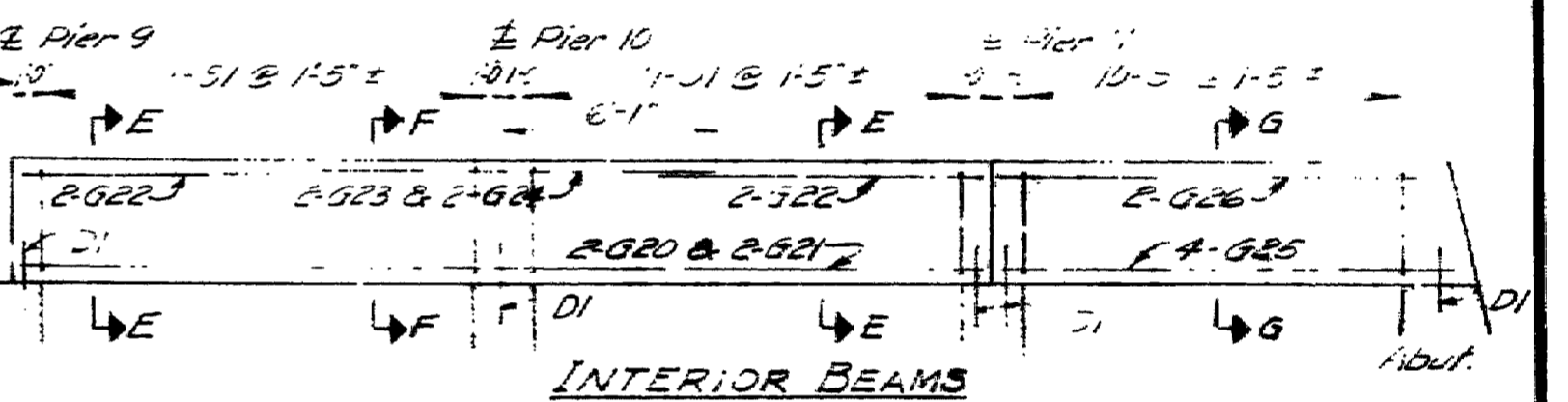


PIER 9
Reinforcing similar in Piers 10 & 11

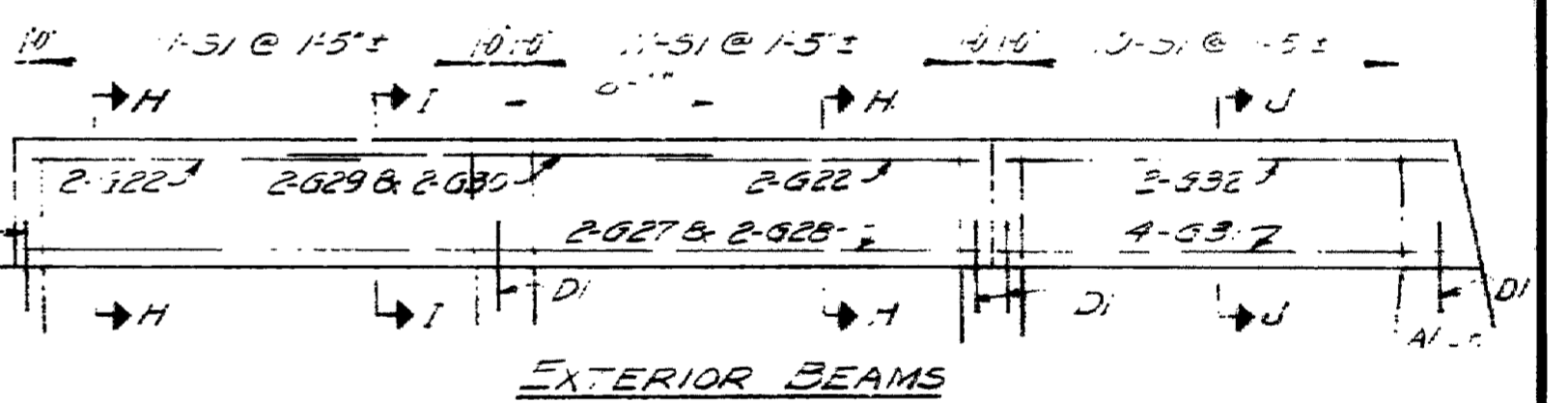


SECTION C-C

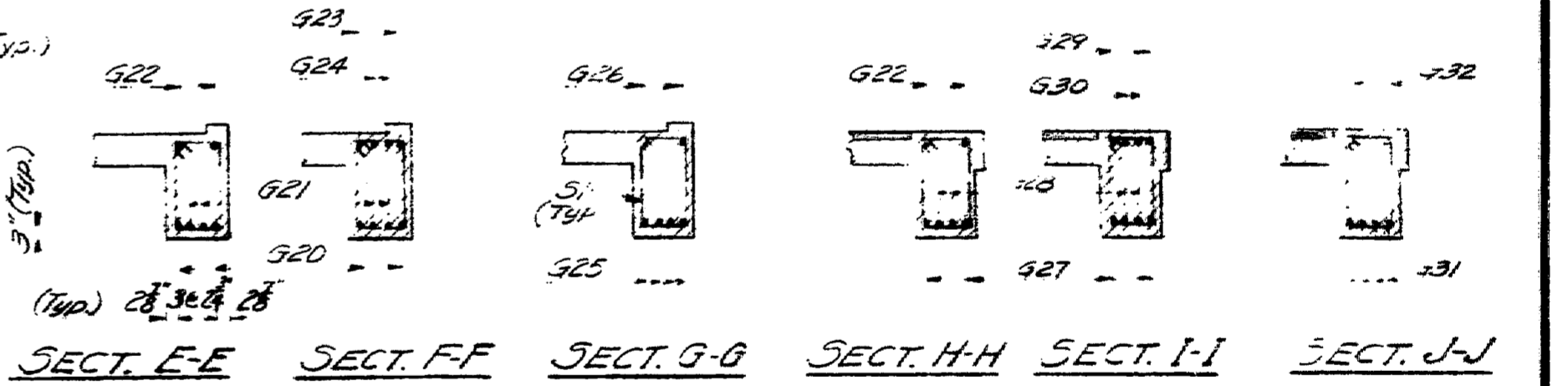
SECTION D-D



INTERIOR BEAMS



EXTERIOR BEAMS

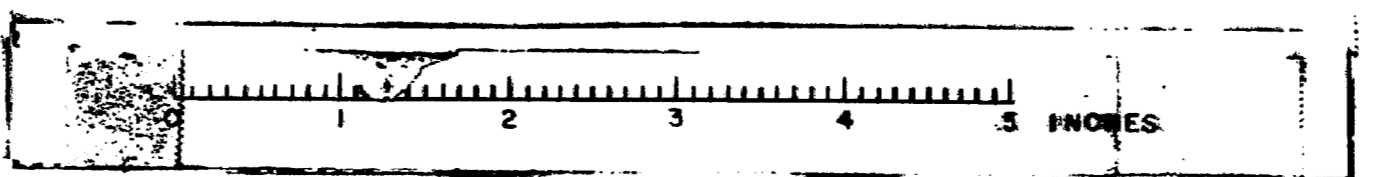


REFERENCES

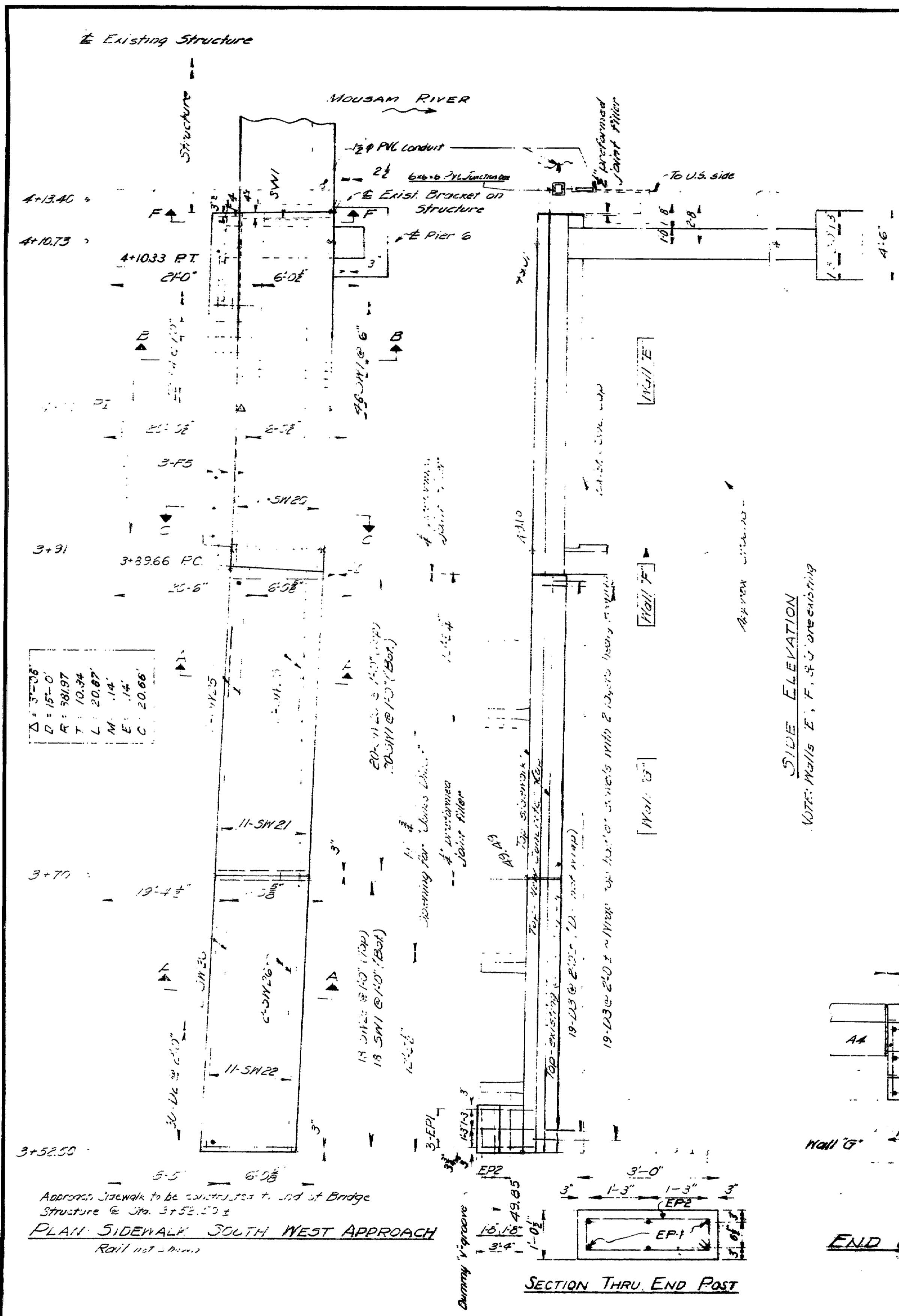
See sheet 9 for Drain Details
See sheet 4 for covering & joints
See sheet 9 for additional details
See sheet 4 for reinforcing cover, and cutting reinforcing steel.

DESIGN - H.W.C.	BRIDGE NO. 2451
TRACE - H.W.C.	SURVEY - PLOT
CHECK - A.B.P.	
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
KENNEBUNK BRIDGE OVER MOUSAM RIVER IN THE TOWN OF KENNEBUNK YORK COUNTY STRUCTURE - AREA III	
SHEET 7 OF 12 AUGUSTA, MAINE APRIL 1964	

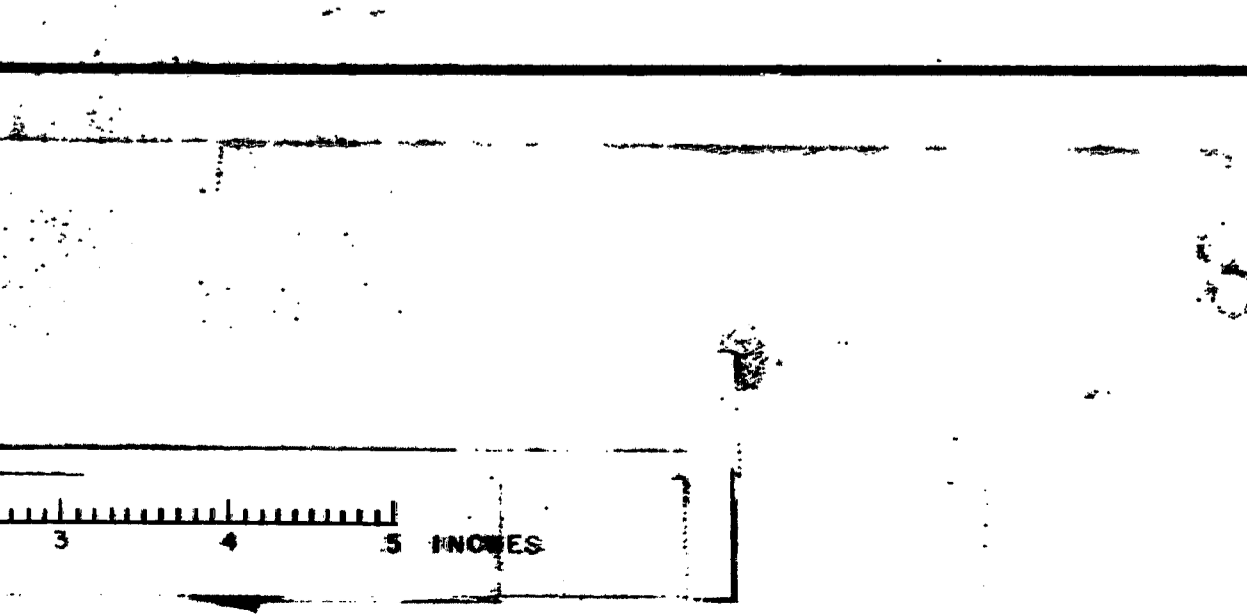
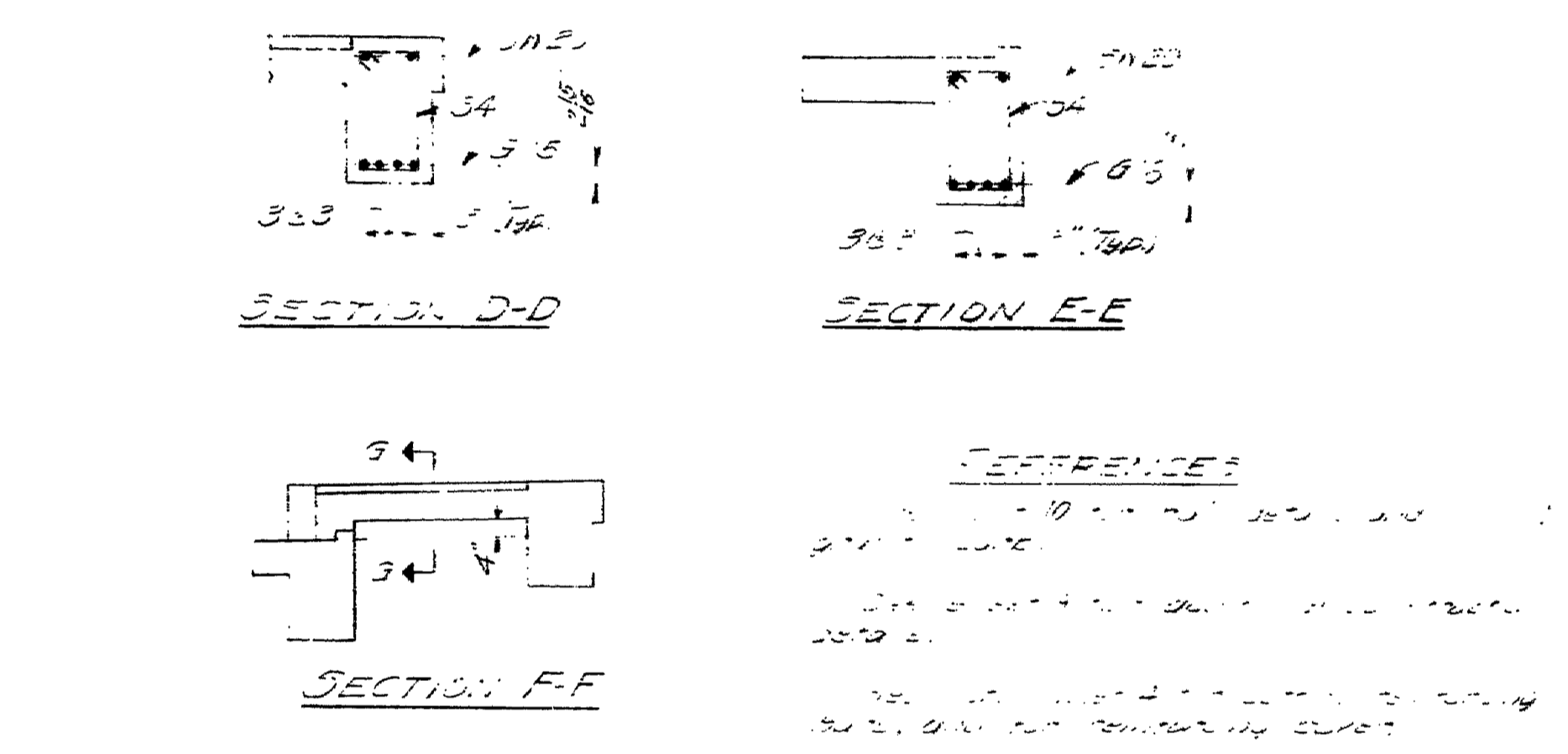
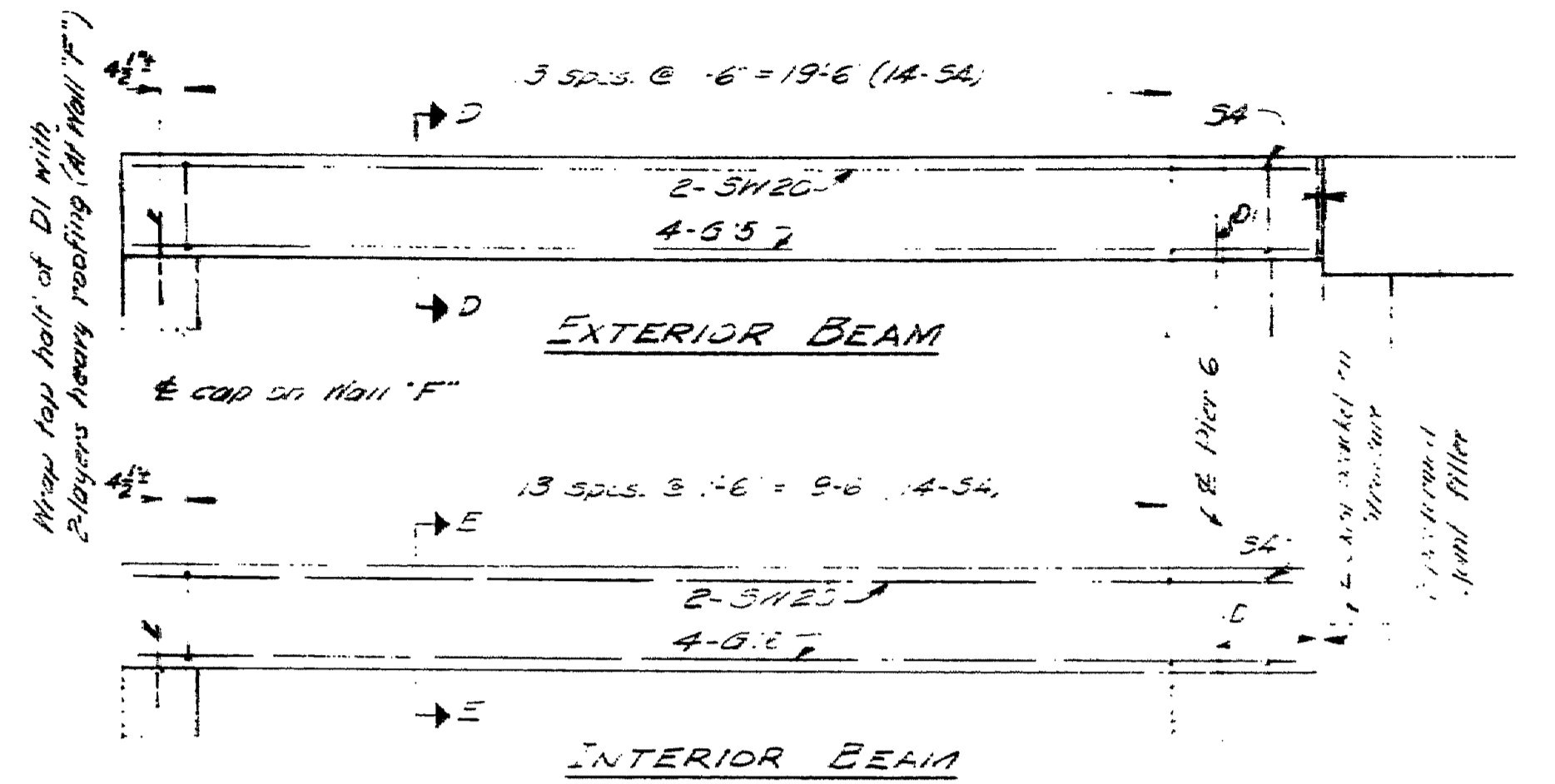
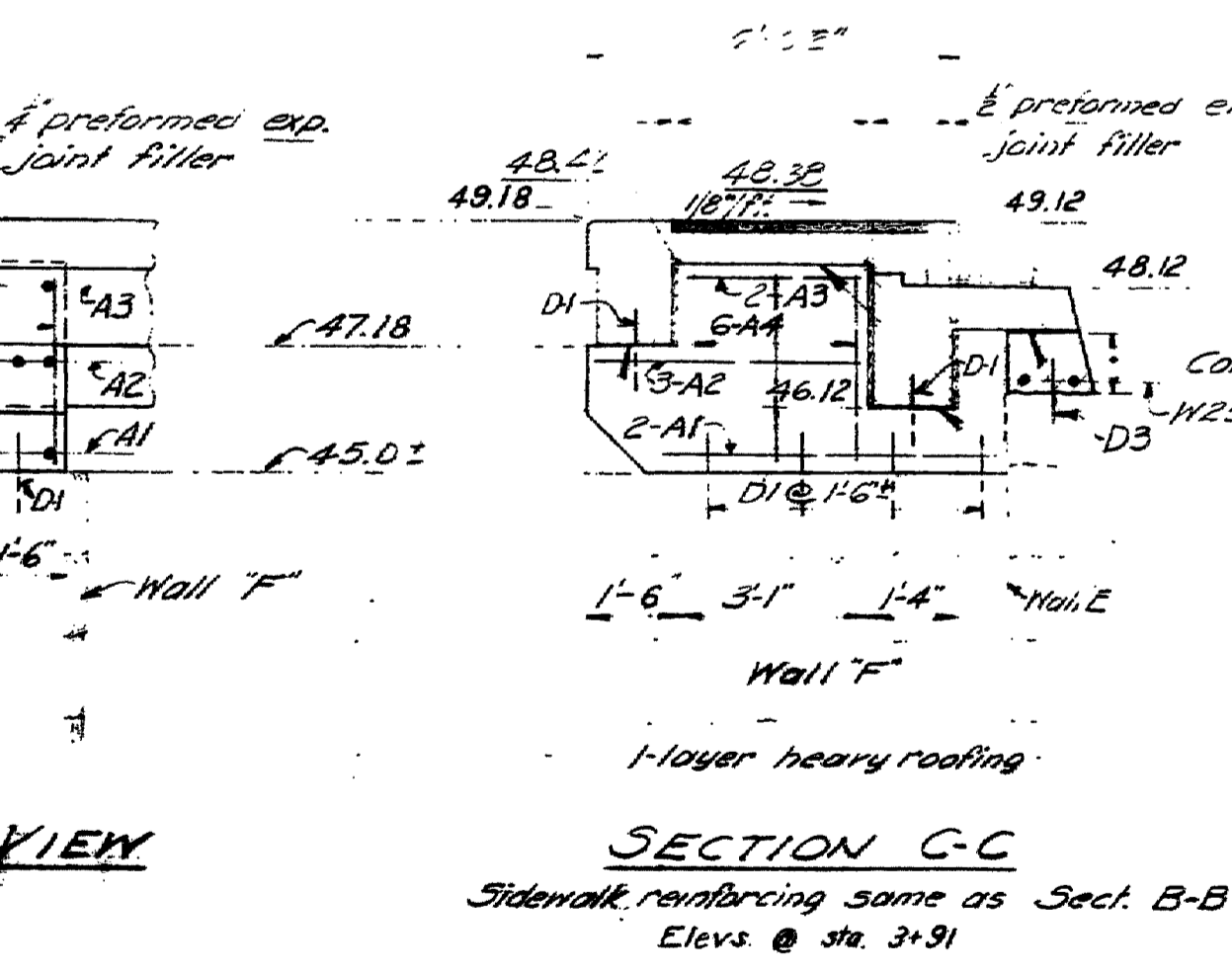
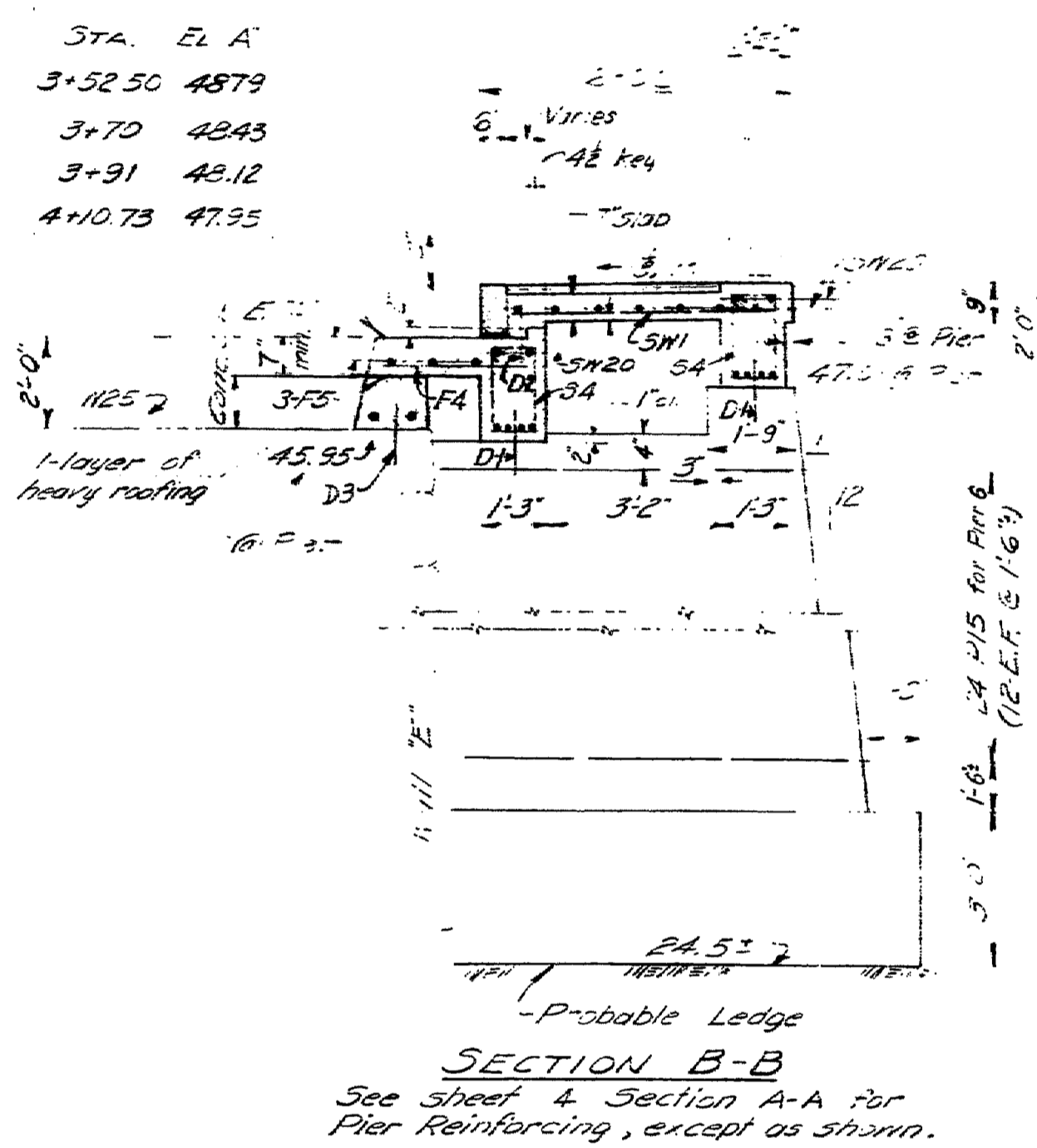
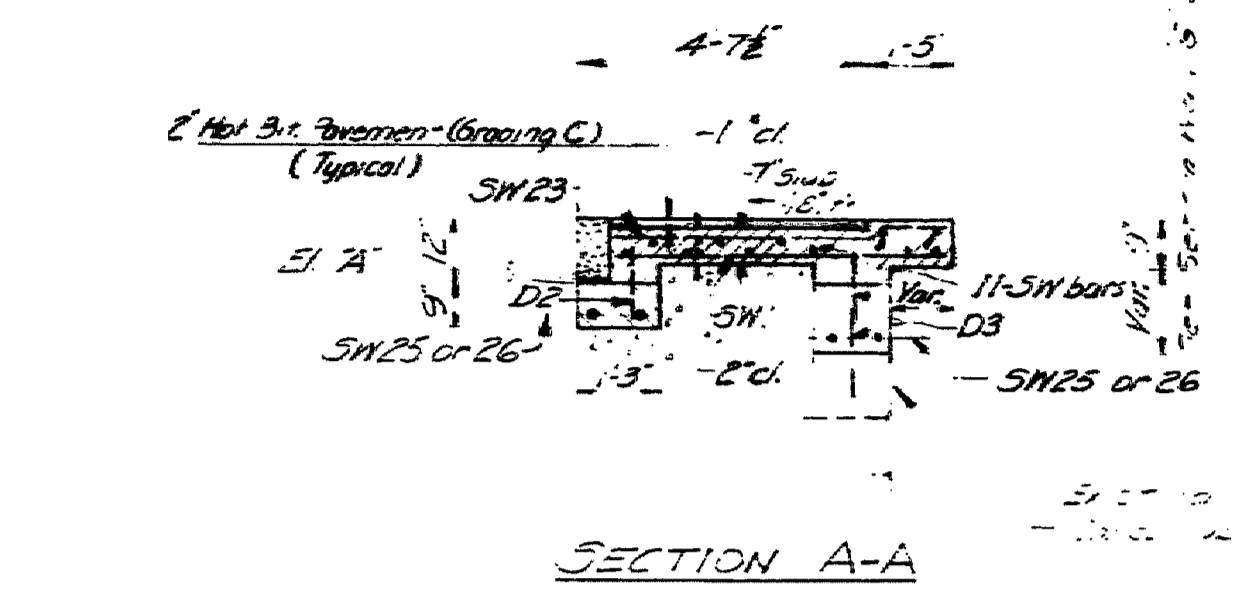
M-2679



D. E. S. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-1(57A)	21	37



Δ = 3'-08"
D = 15'-0"
R = 98.97'
T = 10.34'
L = 20.87'
M = 14'
E = 14'
C = 20.66'



DESIGN - W.M.P.
TRACE - S.W.C.
CHECK - A.B.R.

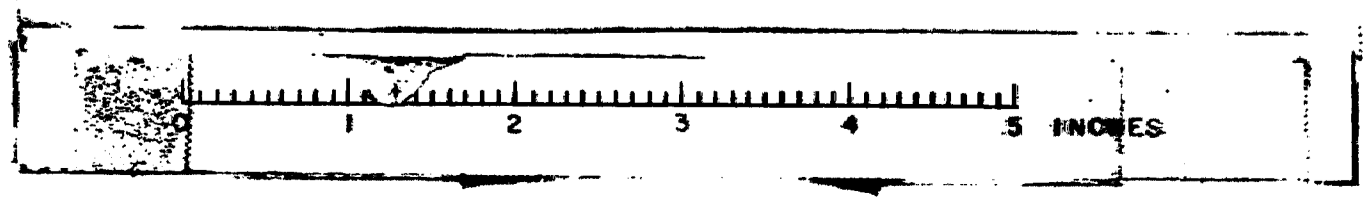
BRIDGE NO. 2431
SURVEY -
PLOT -

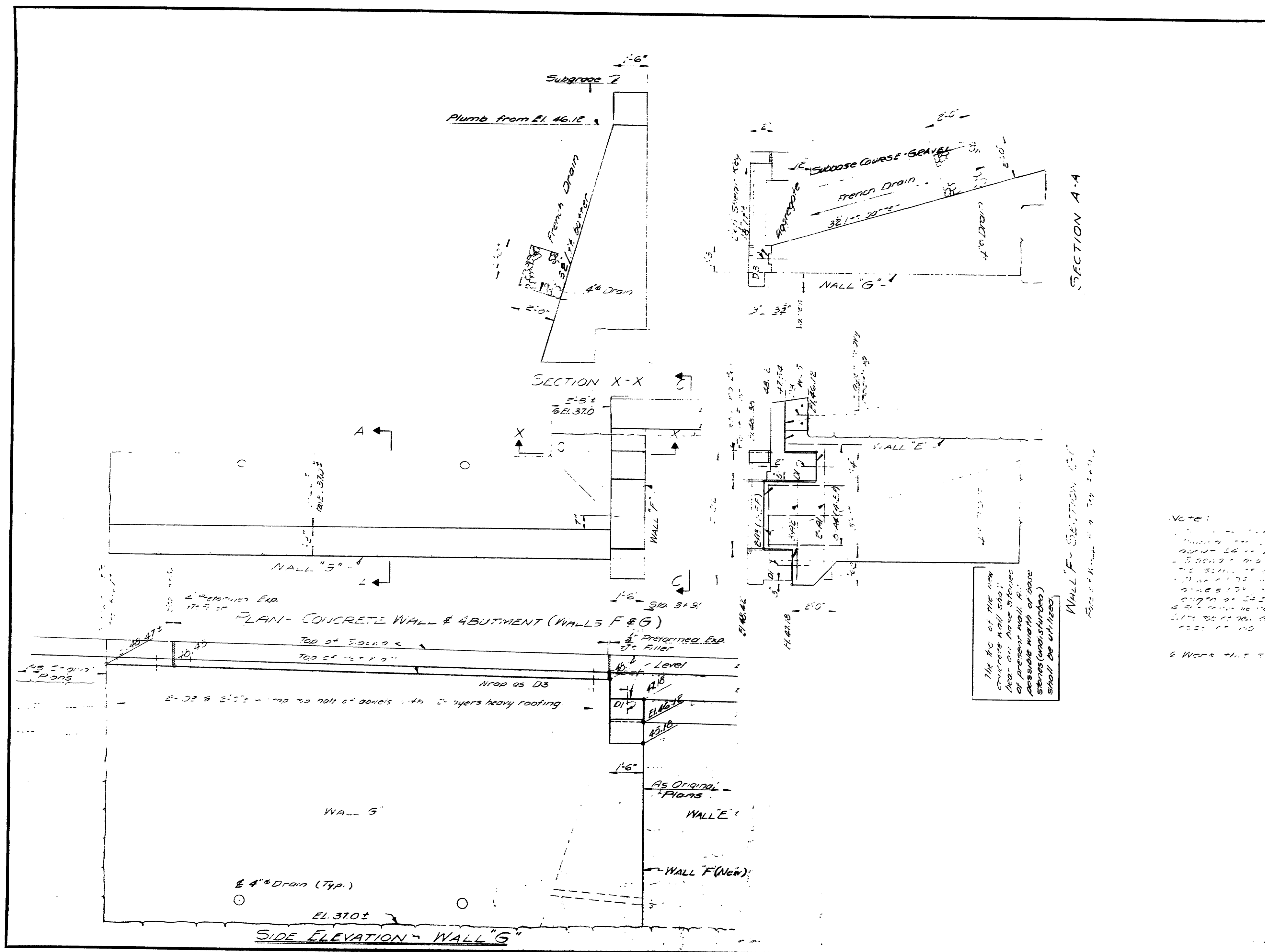
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

KENNEBUNK BRIDGE
OVER
MOUSAM RIVER
IN THE TOWN OF
KENNEBUNK
YORK COUNTY

STRUCTURE - AREA X
SHEET 8 OF 12 AUGUSTA, MAINE APRIL 1964

M-2680

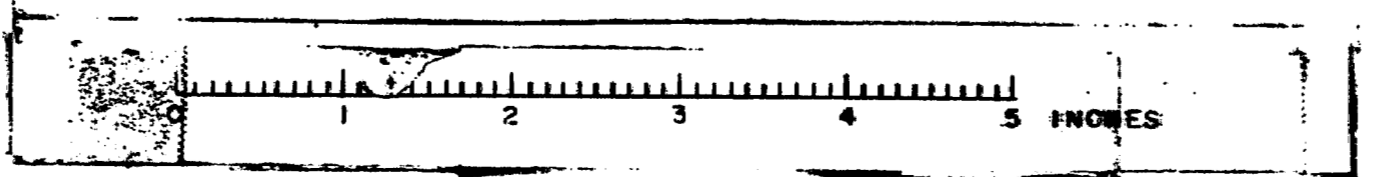




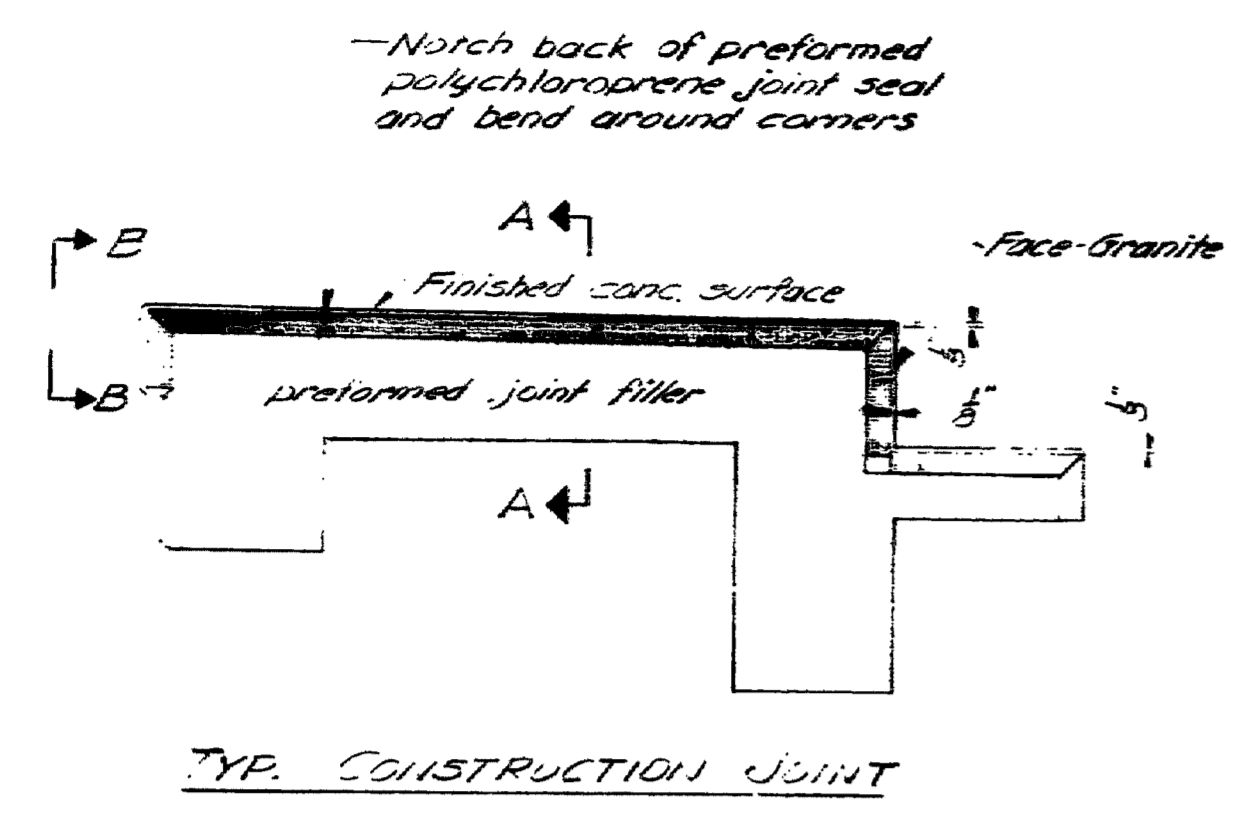
Note:
 The top of the new concrete wall shall be at least 5' above the present wall. If possible, the width of base stones (understandings) shall be utilized.
 Work this sheet with 5816 & 6109 10/55.

DESIGN - YOUNG	BRIDGE NO.
TRACE - J. J. B.	SURVEY -
CHECK -	PLAN -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
KENNEBUNK BRIDGE OVER MOUSAM RIVER IN THE TOWN OF KENNEBUNK YORK COUNTY REVISION OF RET. WALLS SHEET 0A OF 12 AUGUSTA, MAINE MAY 1968	

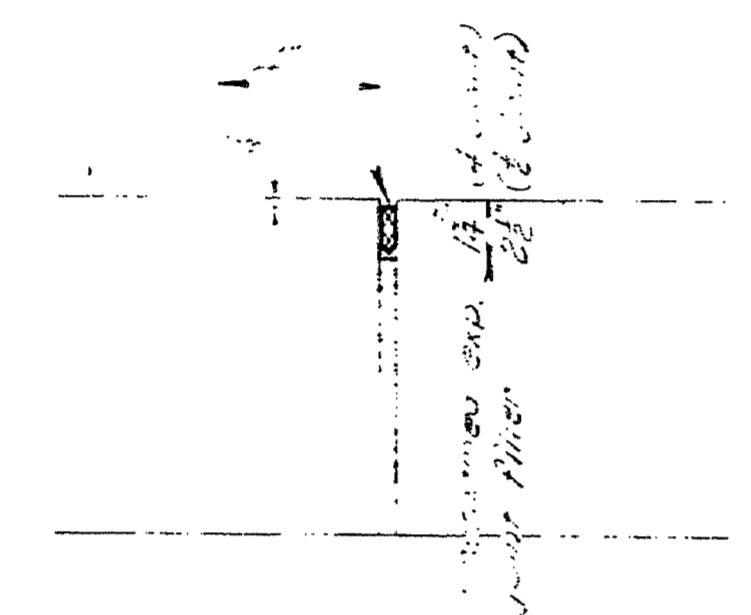
M-2681



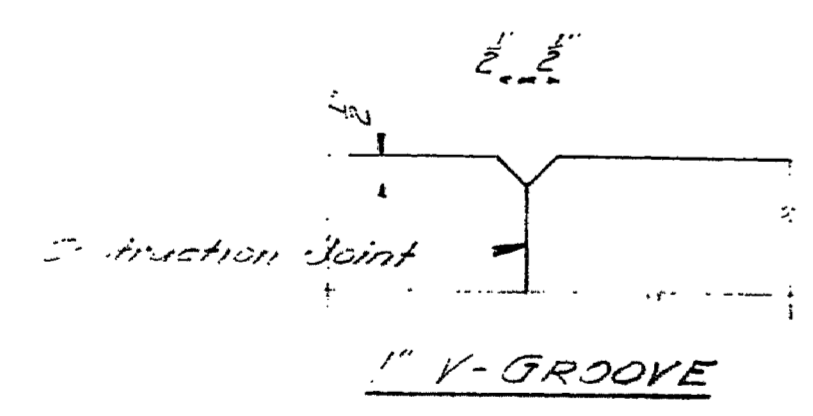
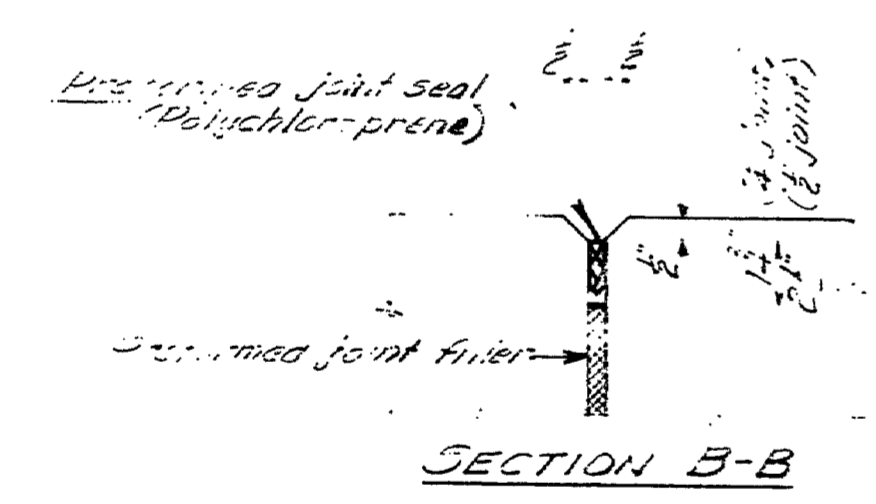
S.P.R. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-1(574)	22	37



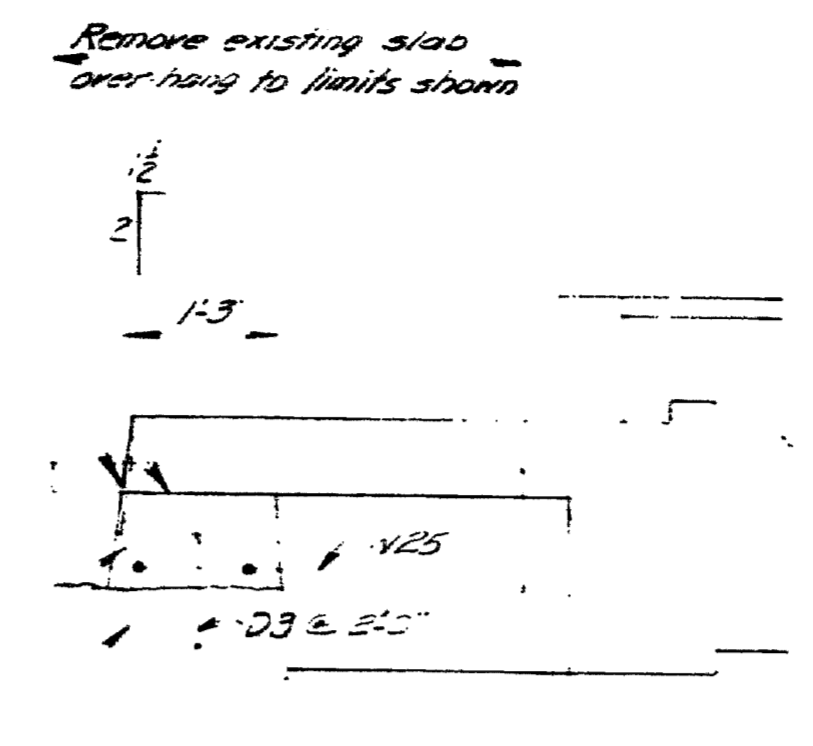
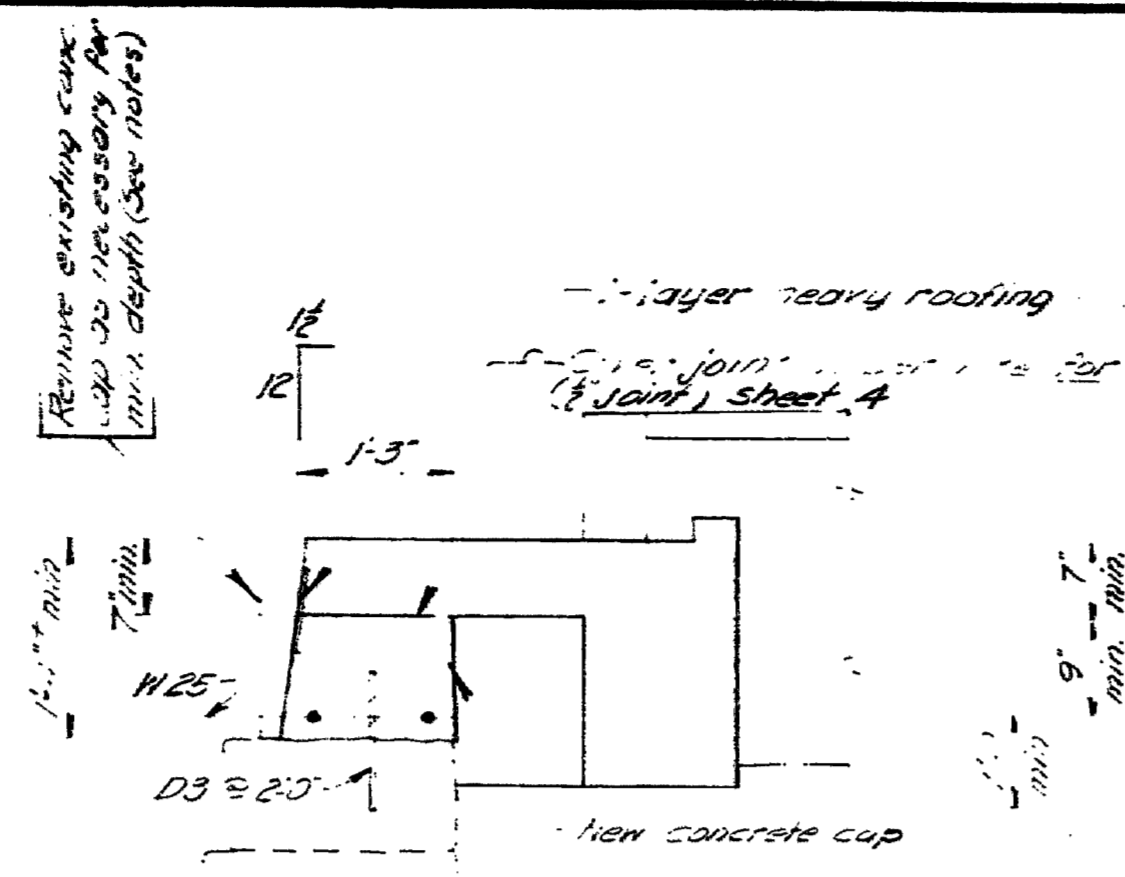
Preformed polychloroprene joint seal of suitable width as per recommendation of manufacturer.



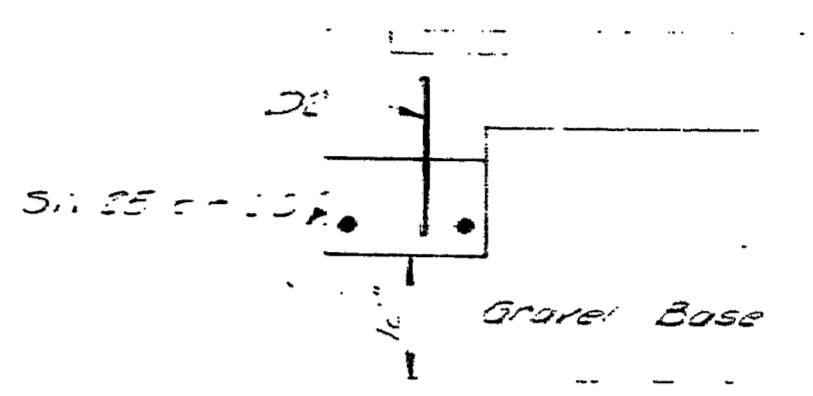
NOTE: In forming the recess for preformed joint seal a parallel slotted strip steel bar, or some other suitable means will be used to provide a smooth surface on all respects.



Form a 1" V-groove on inside and outside faces of rail parapets and outside face of slab at each rail parapet contraction joint. At contraction joints break bond between concrete surfaces with a coat asphalt paint.



Wrap top half of D3, projecting into sidewalk with 2-layers of heavy roofing.



3-3 min. depth for re-tying exist. conc. on ret wall

NEW CONC. CAP

Remove portion of existing conc. cap

AT WALL "B" OR WALL "E" (Section)

AT WALL "C" OR WALL "H" (Section)

AT WALL "G" (Section)

EXTRA WORK

The following work is required on Sta. 3, 300. be carried out as directed by the Engineer and shall be paid for on a "Force Account" basis:

1. Disconnecting from existing, temporary supporting and connecting steps to new sidewalk (Sta. 5-...)
2. Removal of a portion of existing roadway at Jct. Jct. and replacing roadway with top of new construction.
3. Repair existing bridge structure with...

NOTES

The use of portions of existing concrete caps on retaining walls shall depend on the quality of old concrete and the required minimum depth as shown in Section @ Wall "C" or "H". For further details on drains see BD 104-46.

Where necessary, rebar's D3, D1, W1, and bars Z shall be set by drilling and anchoring. The payment for this work shall be incidental to Item 503.13, Reinforcing Steel, Placing.

Where it becomes necessary to cut new reinforcing bars to fit, payment shall be incidental to Item 503.13, Reinforcing Steel, Placing.

Remove existing concrete will be paid for as "Removal of Existing Concrete, Item 202.12, unless otherwise indicated on the plans.

Removal of Existing Concrete Rail will be paid for under Item 202.13.

Str. Earth Excavation, Pers. shall be paid for under Item 206.08, Str. Earth Excav. - Abuts. & Ret. Walls.

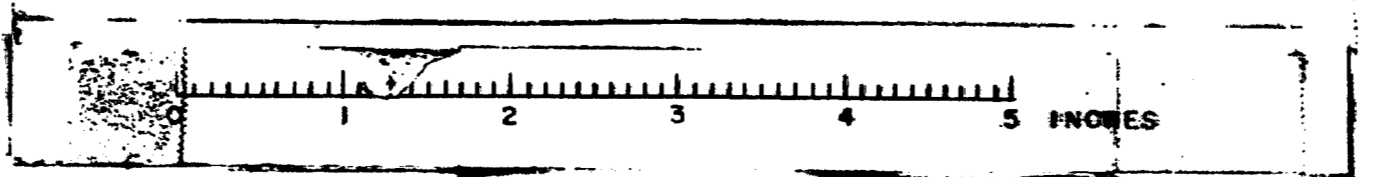
Str. Rock Excav. - Pers. shall be paid for under Item 206.09, Str. Rock Excav. - Abuts. & Ret. Walls.

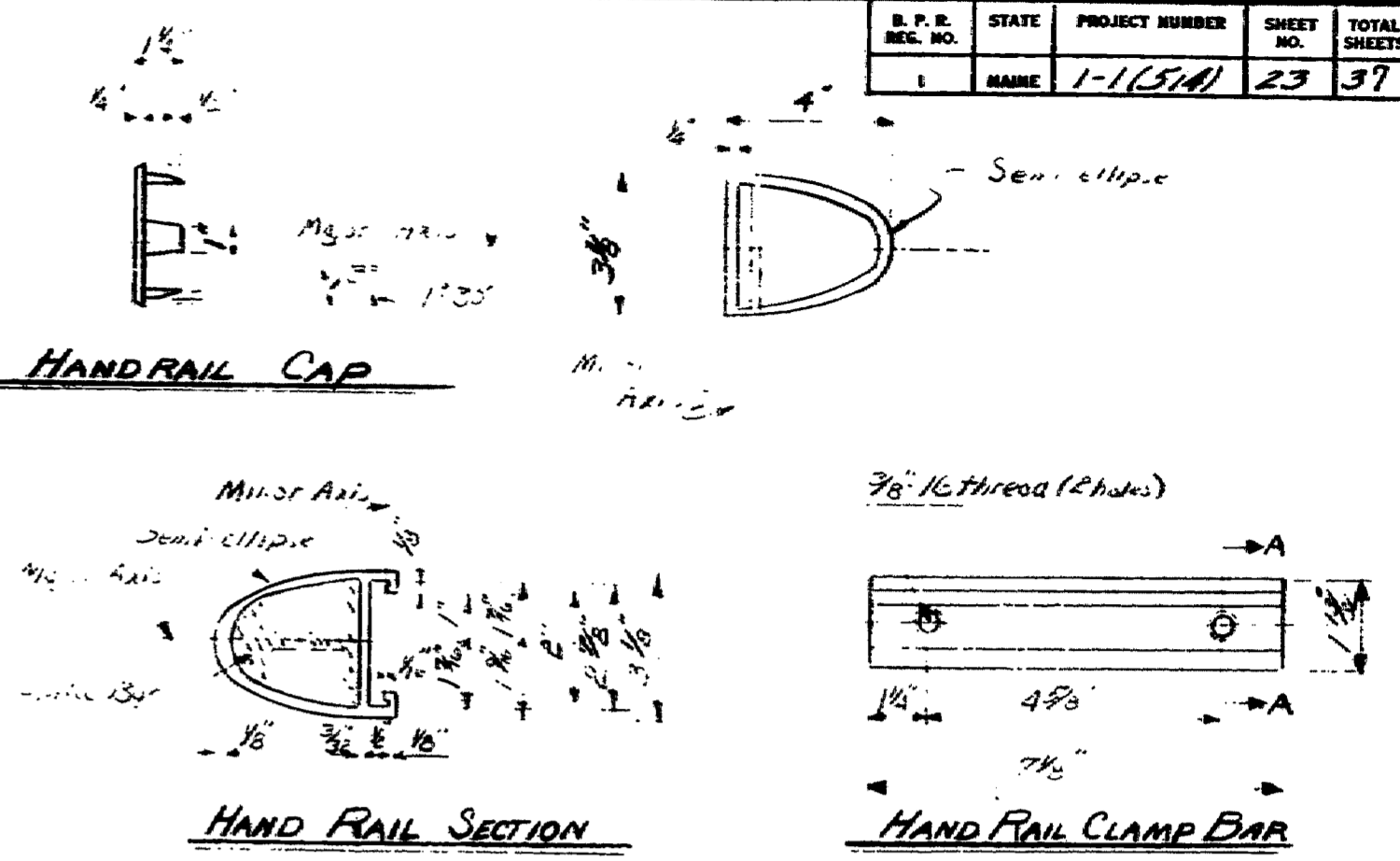
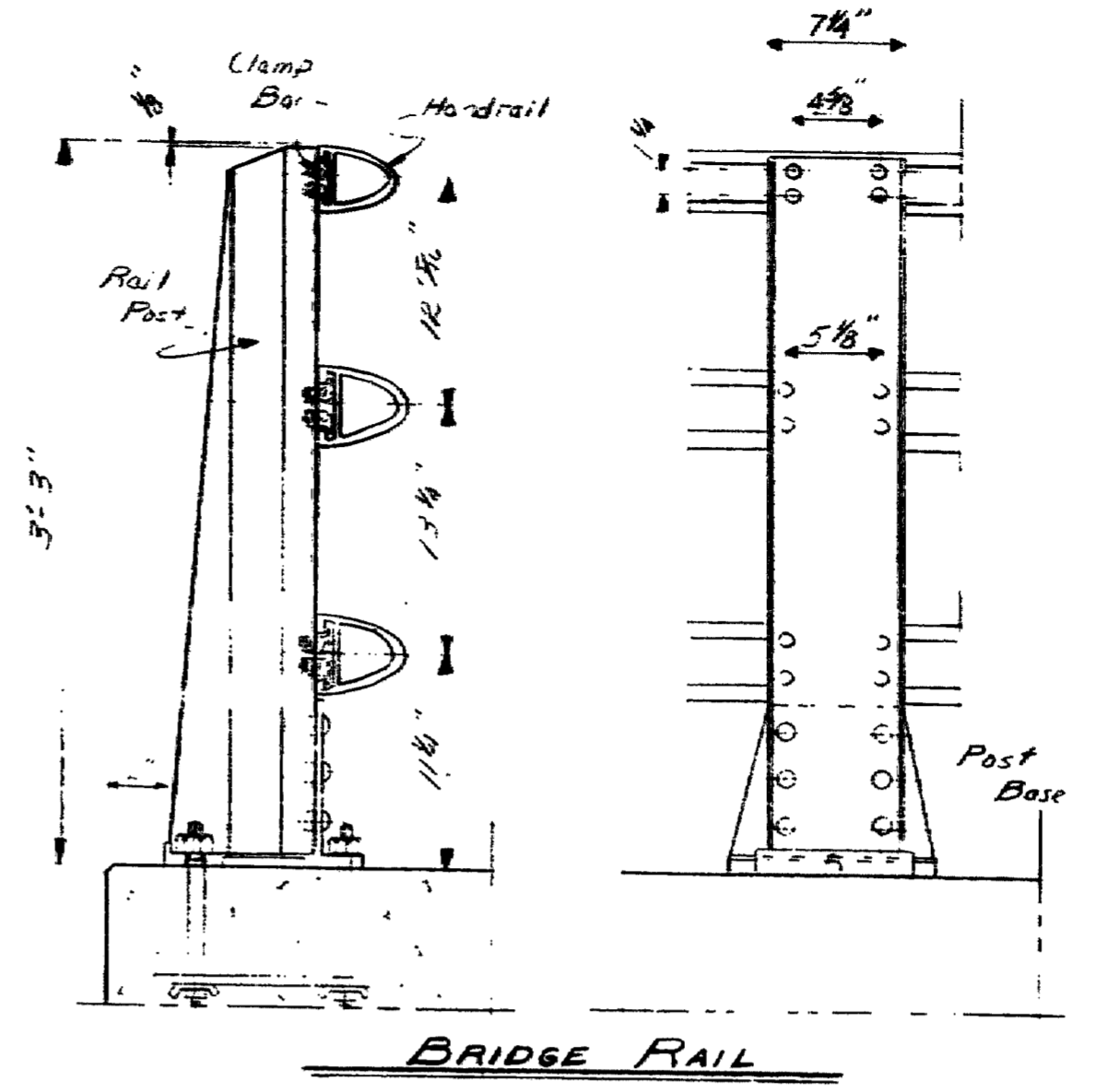
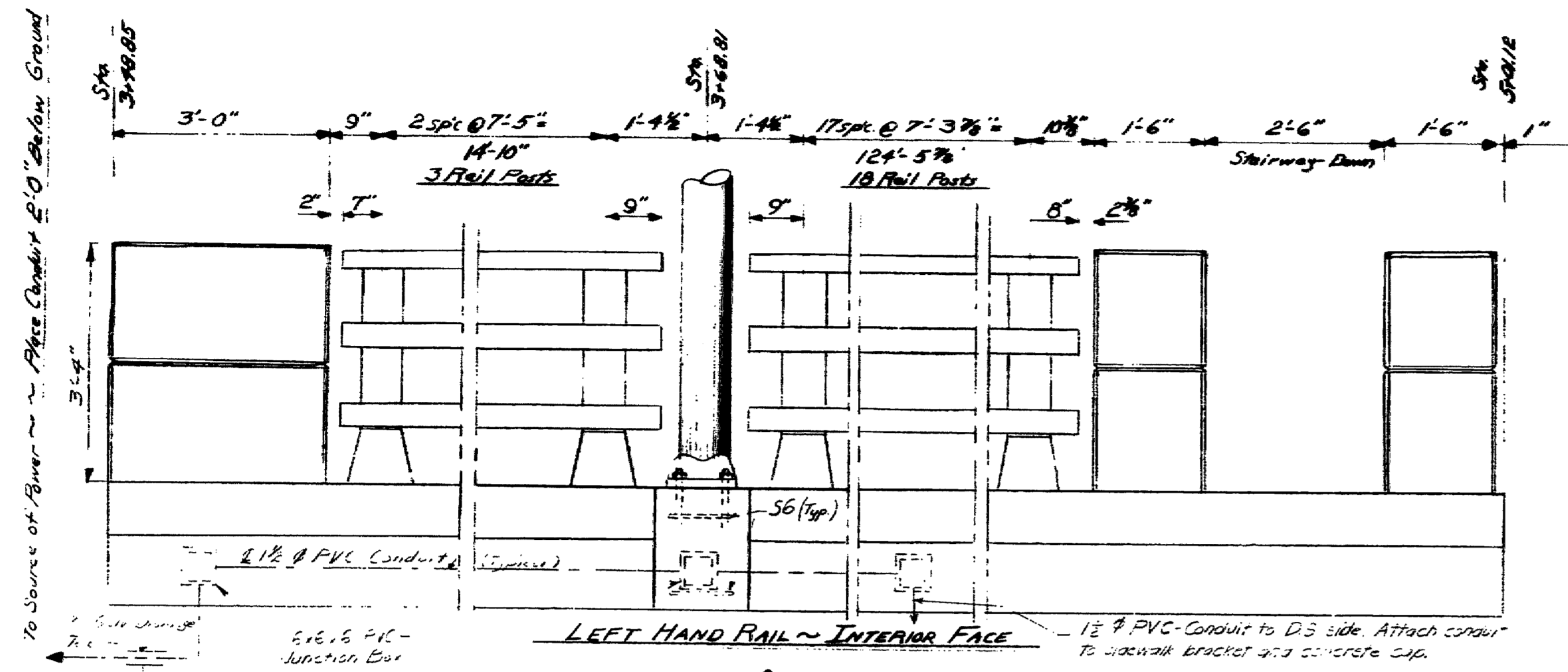
DRAIN DETAIL - WALL "H" & WALL "C"

Rotate as necessary to secure wall clearance

DESIGN - M-2682	BRIDGE NO. 2431
TRACE - 3-2-62	SURVEY PLOT -
CHECK - 3-2-62	
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
KENNEBUNK BRIDGE OVER MOUSAM RIVER	
IN THE TOWN OF KENNEBUNK YORK COUNTY	
CONSTRUCTION DETAILS	
SHEET 9 OF 12 AUGUSTA, MAINE APRIL 1964	

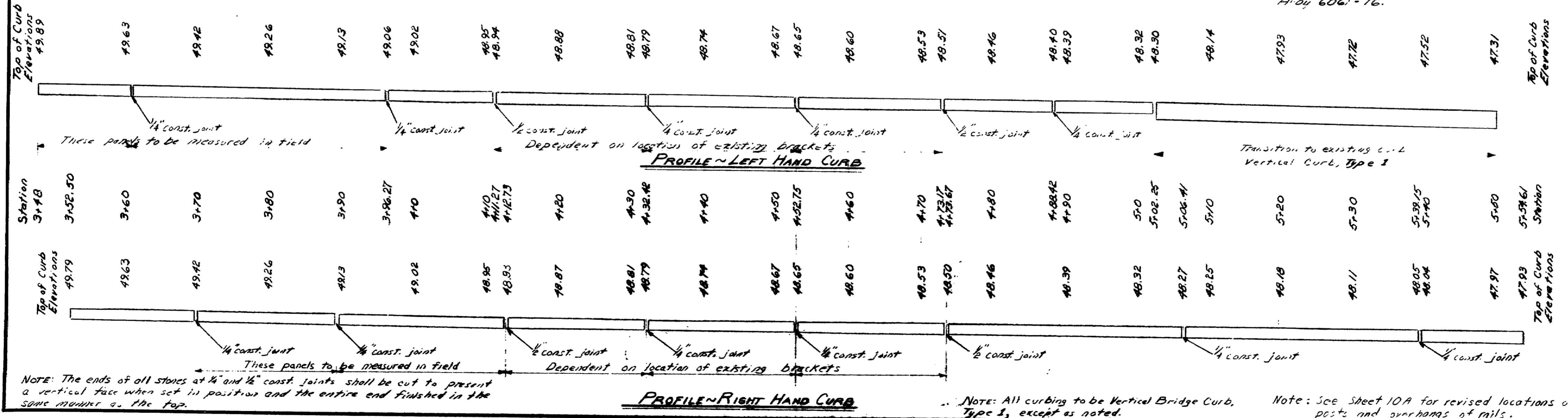
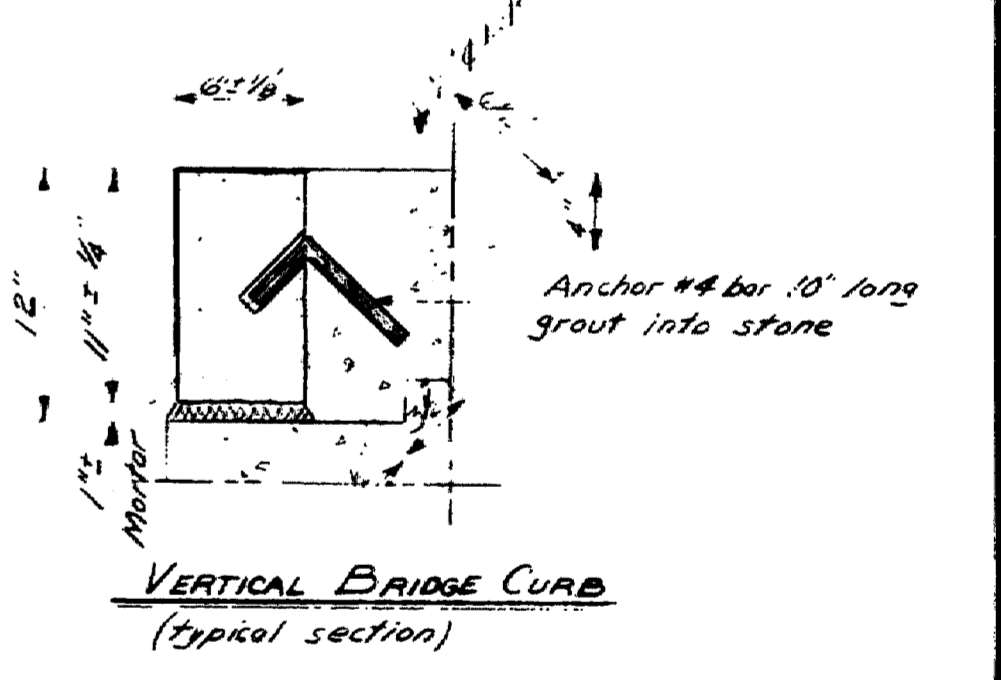
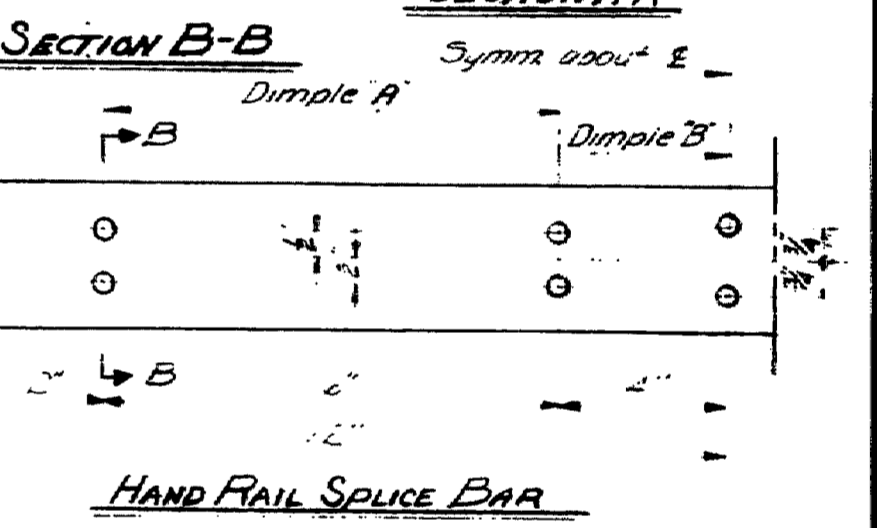
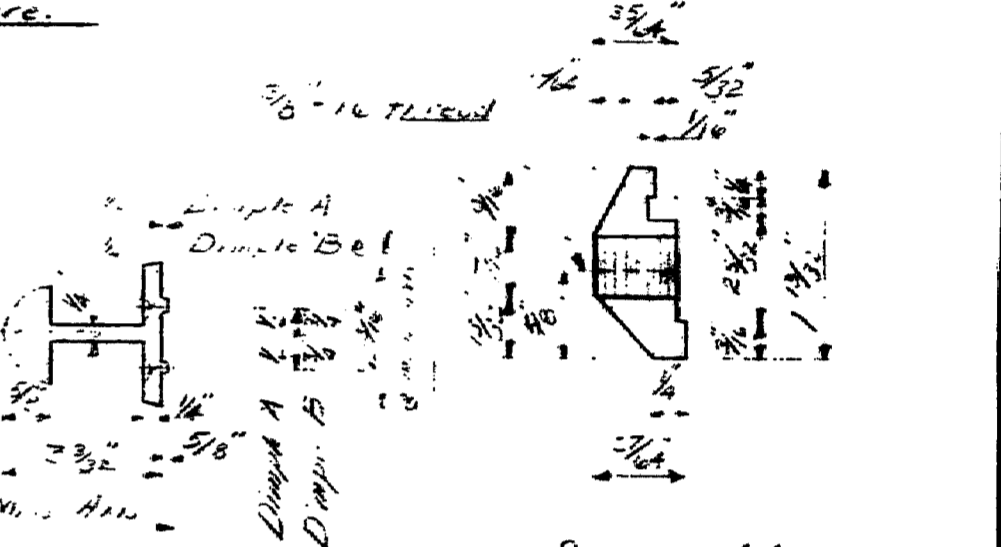
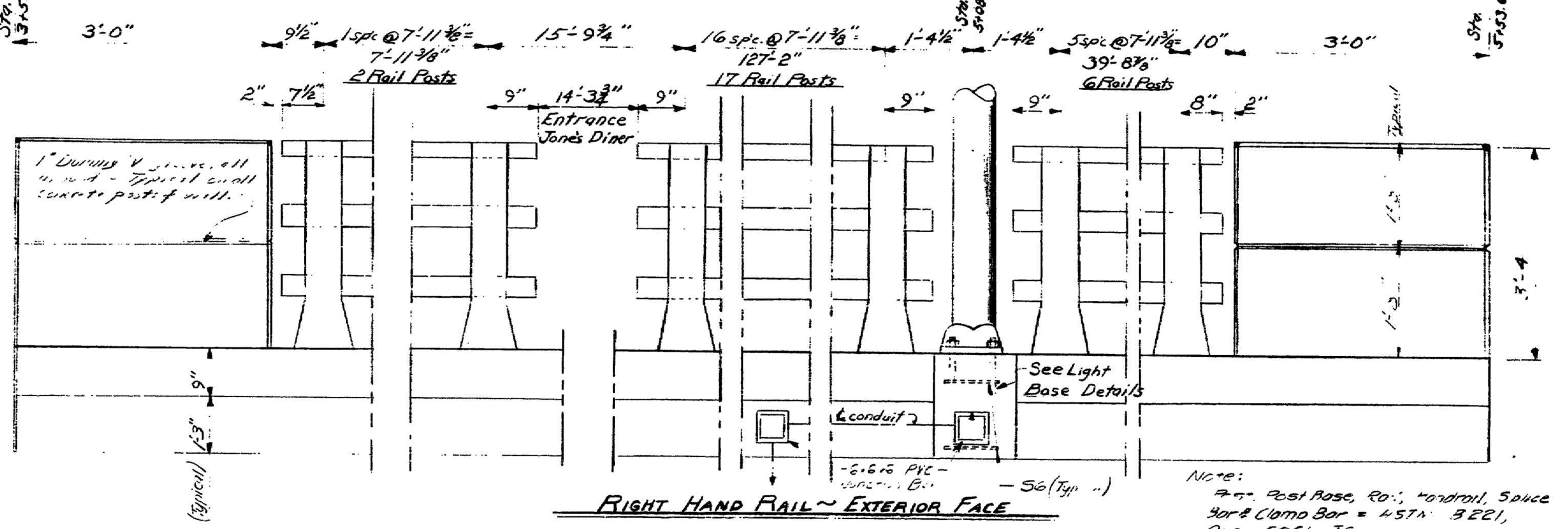
M-2682





NOTE Sidewalk railing details same as Standard Detail - H. ED 106-65, except as otherwise shown here.

NOTE See S1.12A for Lighting Details



NOTE: Post Base, Rail, Handrail, Splice Bar & Clamp Bar = 457A B221, A-04 6061-76.

NOTE: All curbing to be Vertical Bridge Curb, Type 1, except as noted. Note: See Sheet 10A for revised locations of rail posts and overhangs of rails.

DESIGN - W.P. TRACE - R.C. CHECK - C.C. - V.E.T.

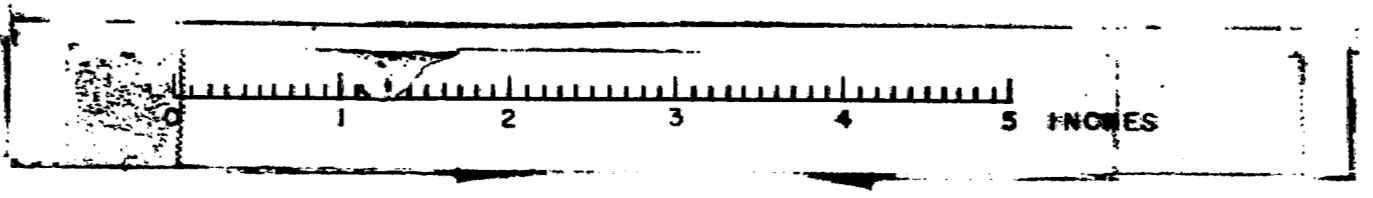
BRIDGE NO. SURVEY - PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

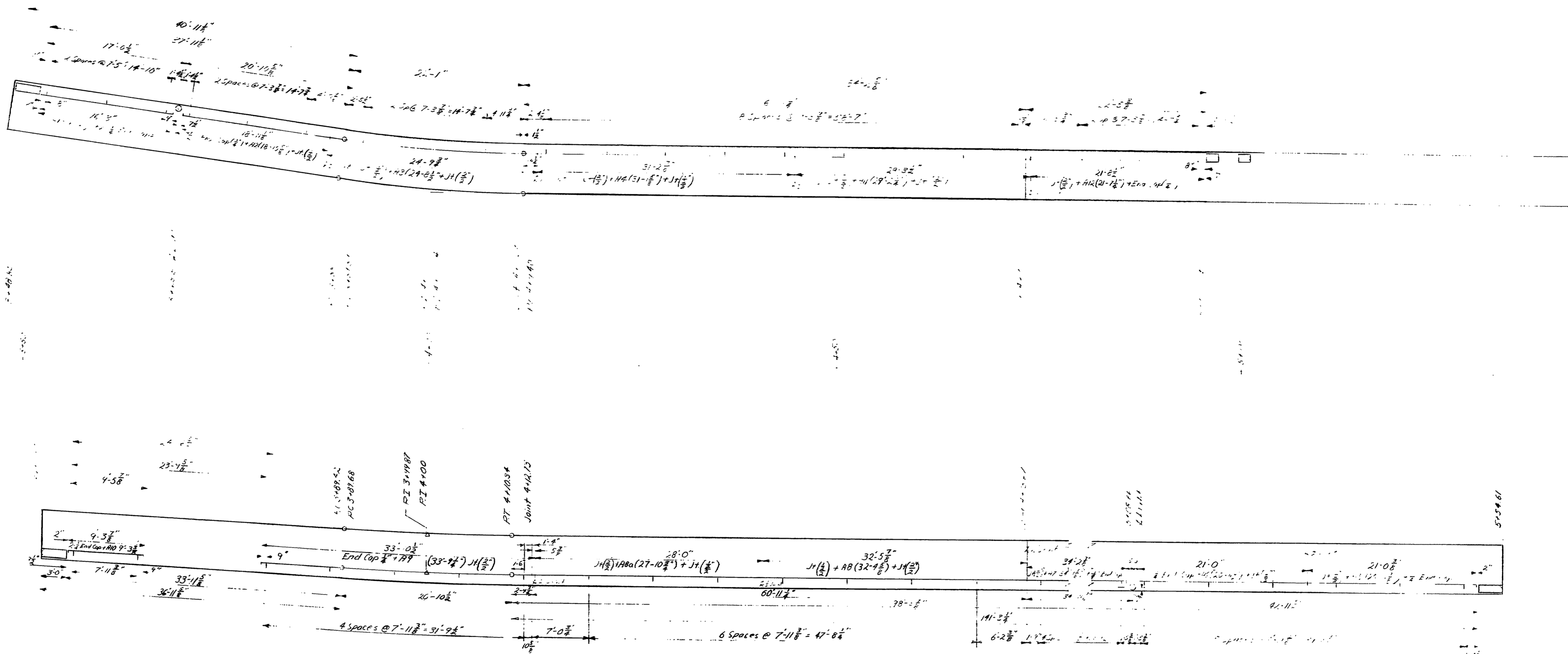
KENNEBUNK BRIDGE
OVER
MOUSAM RIVER
IN THE TOWN OF
KENNEBUNK
YORK COUNTY
BRIDGE RAIL & STONE CURB

SHEET 10 OF 12 AUGUSTA, MAINE

M-2683



R. F. R. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-1-57	1	1



Note: This sheet revises the locations of rail posts and rail overhangs shown on Sheet 10.

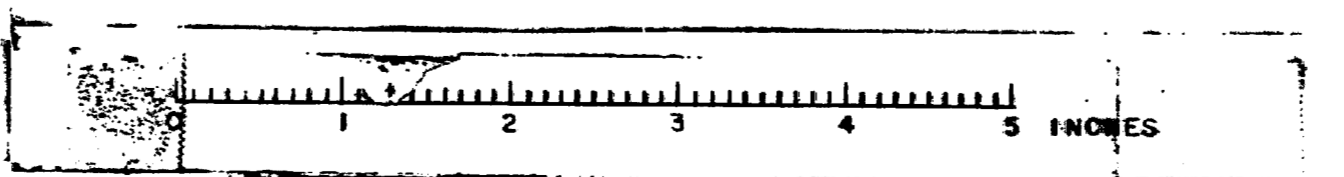
DESIGN	BRIDGE NO. 1271
TRACE	SURVEY
CHECK	PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

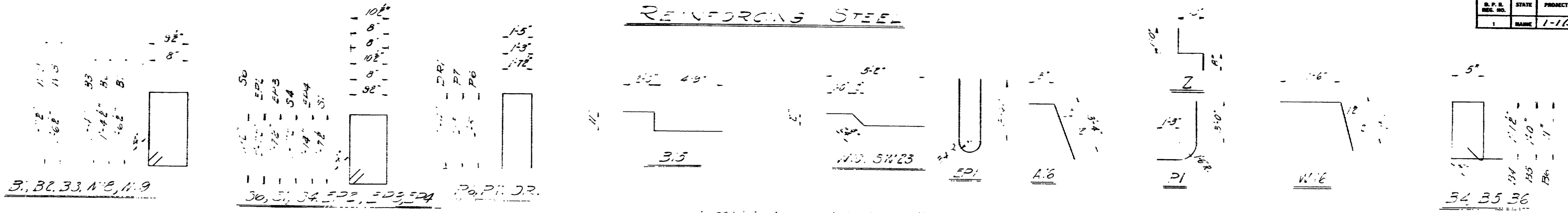
KENNEBUNK BRIDGE
OVER
MOUSAM RIVER
IN THE TOWN OF
KENNEBUNK
YORK COUNTY
BRIDGE RAIL LAYOUT

SHEET 1 OF 12 AUGUSTA, MAINE FEB. 1968

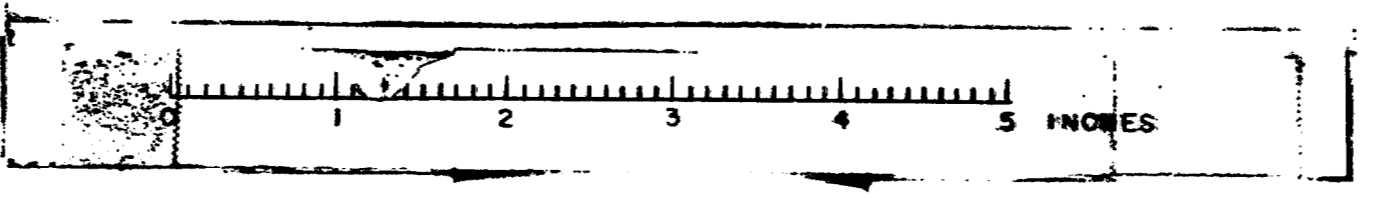
M-2684



REINFORCING STEEL



PIERS					SIDEWALK - NORTHWEST APPROACH (AREA I)					SIDEWALK - SOUTH-EAST APPROACH (AREA II)					SIDEWALK - SOUTH-WEST APPROACH (AREA III)				
Mark	Size	No.	Length	Location	Mark	Size	No.	Length	Location	Mark	Size	No.	Length	Location	Mark	Size	No.	Length	Location
B1	#4	52	1.0	Top	S1	#4	65	5'-6"	Bedding	S10	#4	2	3'-6"	Span 10	W1	#4	1	3'-0"	Span 1
B2	#4	52	1.0	Top	S2	#4	3	7'-0"	End Post	S11	#4	2	3'-5"	Span 11	W2	#4	1	3'-0"	Span 2
B3	#4	52	1.0	Top	S3	#4	3	7'-3"	End Post	S12	#4	2	3'-5"	Span 12	W3	#4	1	3'-0"	Span 3
B4	#4	52	1.0	Top	S4	#4	3	7'-3"	End Post	S13	#4	2	3'-5"	Span 13	W4	#4	1	3'-0"	Span 4
Straight Bars					Straight Bars					Straight Bars					Straight Bars				
D1	#4	1	1.0	Bottom	D1	#4	1	1.0	Bottom	D1	#4	1	1.0	Bottom	D1	#4	1	1.0	Bottom



DESIGN - W.P.L.
TRACE - J.S.P.
CHECK - A.S.P.

BRIDGE NO. 2431
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

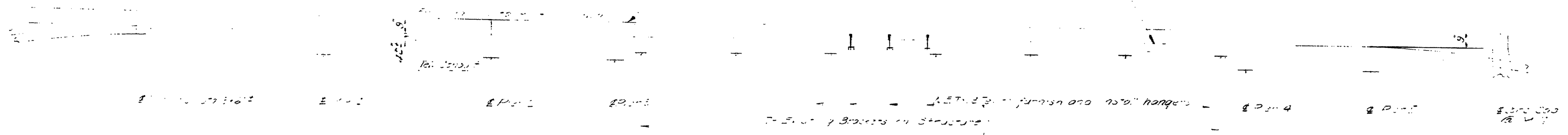
KENNEBUNK BRIDGE
OVER
MOUSAM RIVER
IN THE TOWN OF
KENNEBUNK
YORK COUNTY
REINFORCING STEEL

SHEET 11 OF 12 AUGUSTA, MAINE APRIL 1964

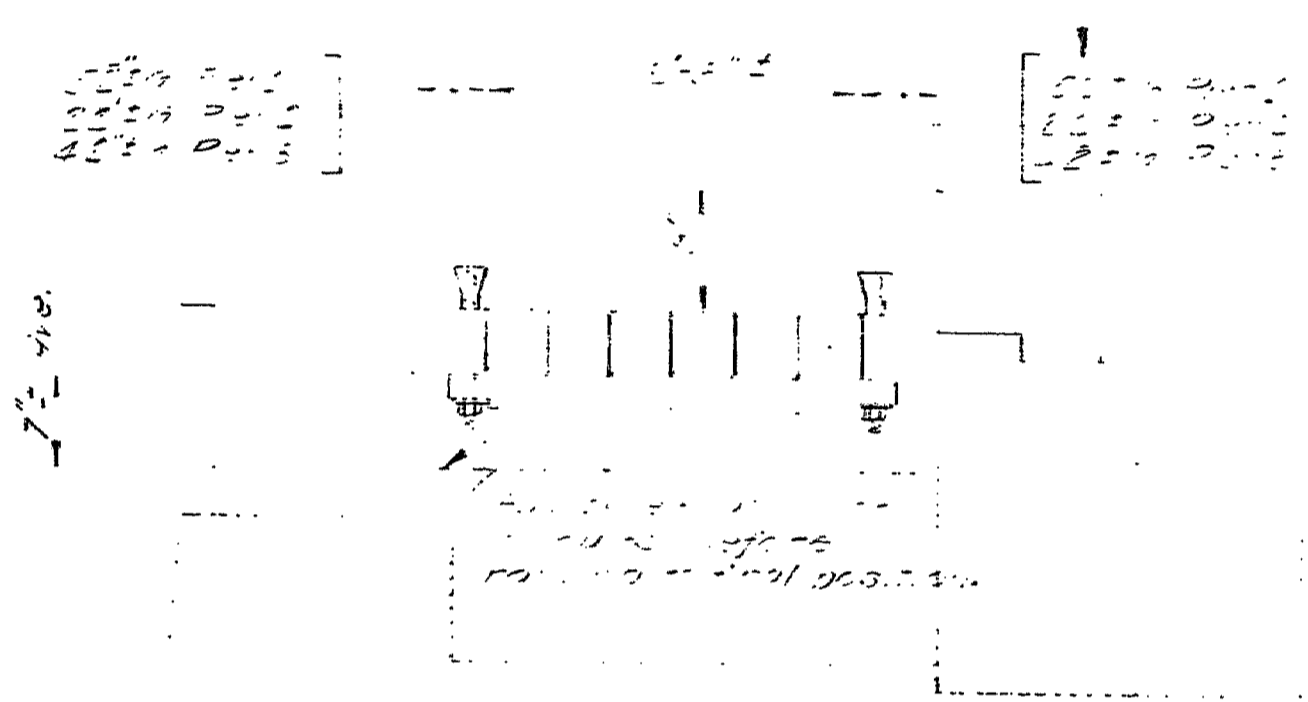
M-2685

Within the limits of their combined width, the wood conduits 570" serve as a form for bottom of sidewalk slab.

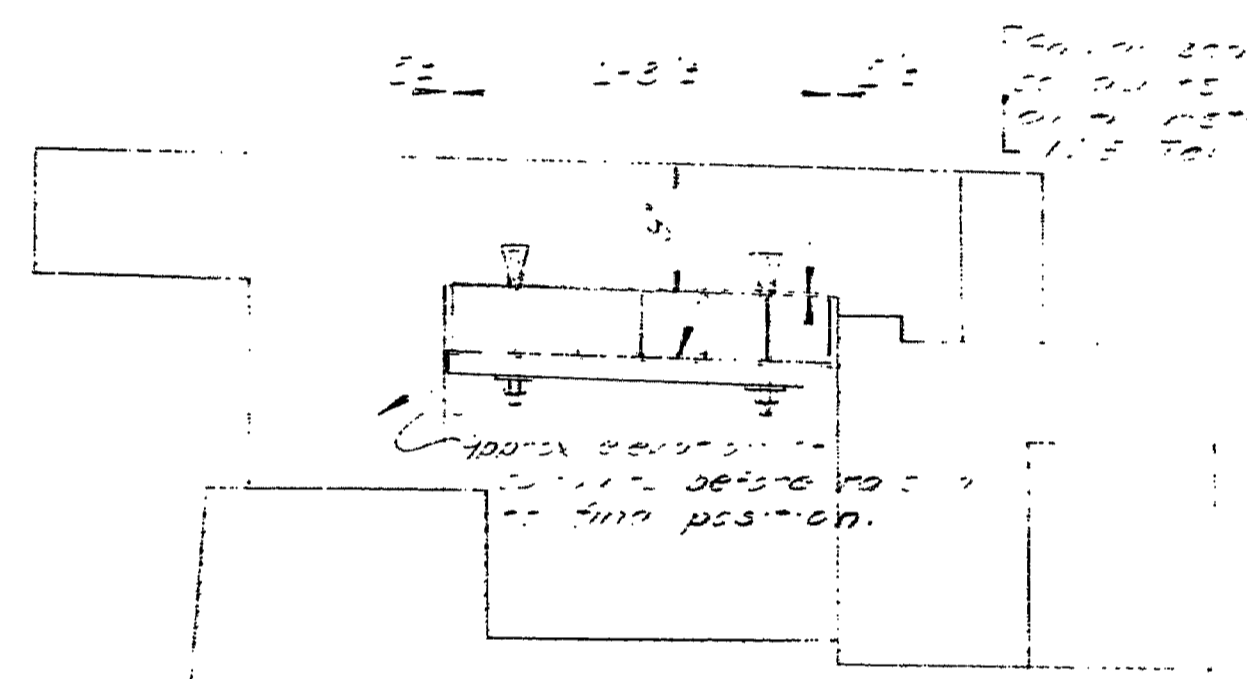
Conduits gradually lowered at this span. Maintain 7" for search by blocking out excess concrete over conduits.



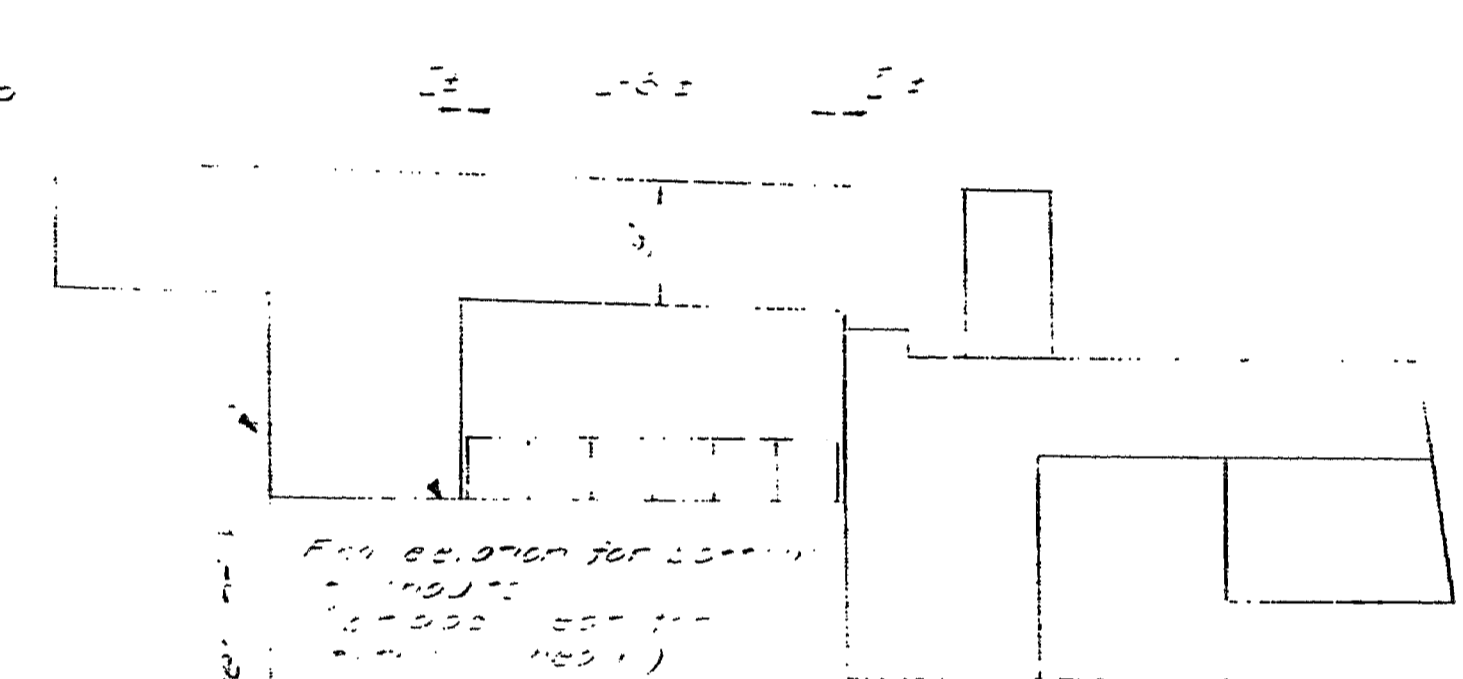
DETAILS OF TELEPHONE CONDUITS



AT PIERS 1, 2, & 3



AT PIERS 4 & 5

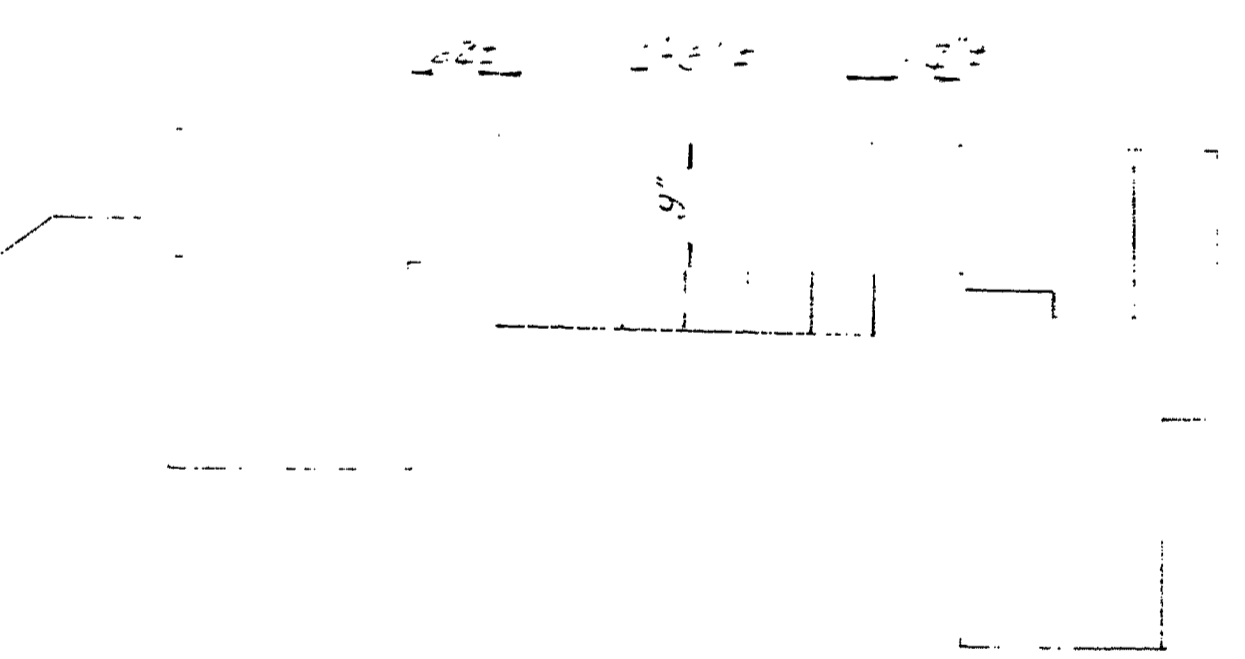


AT PIERS 6 & 7

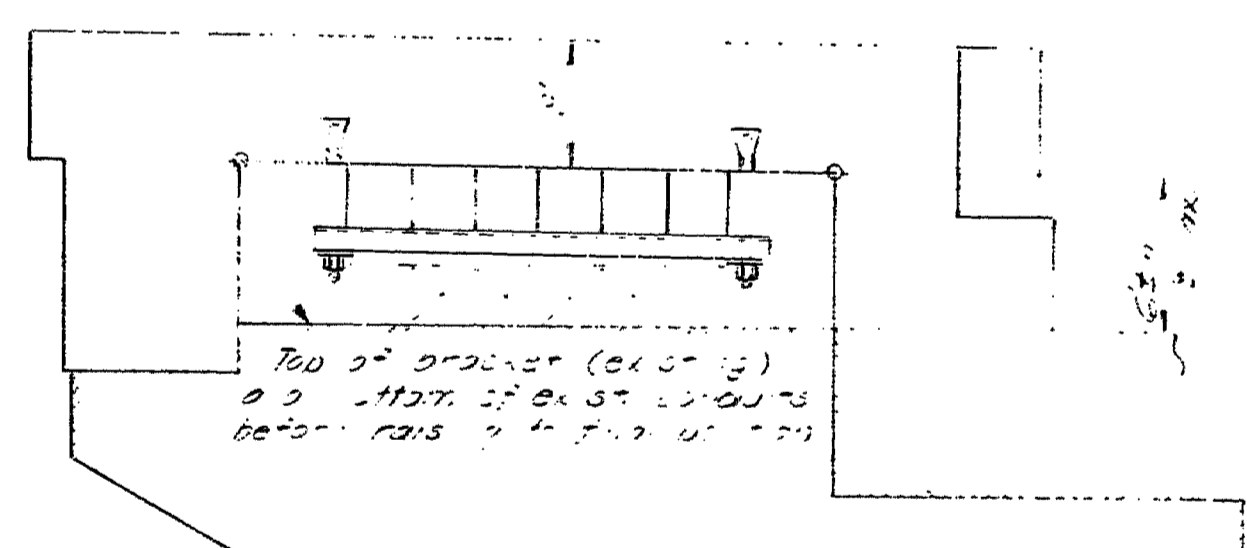
NOTES:

Vertical alignment of the conduits will be furnished by the contractor. The conduits will be furnished and installed by the contractor.

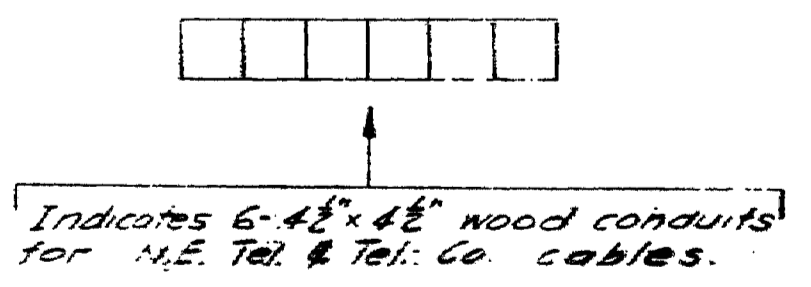
The wood conduits in their present position rest on the existing brackets of the structure, and on the sidewalk supports of the approaches. Intermediate supports are attached to the present sidewalk slab.



ACROSS STRUCTURE (Span 4+11 to 4+73)



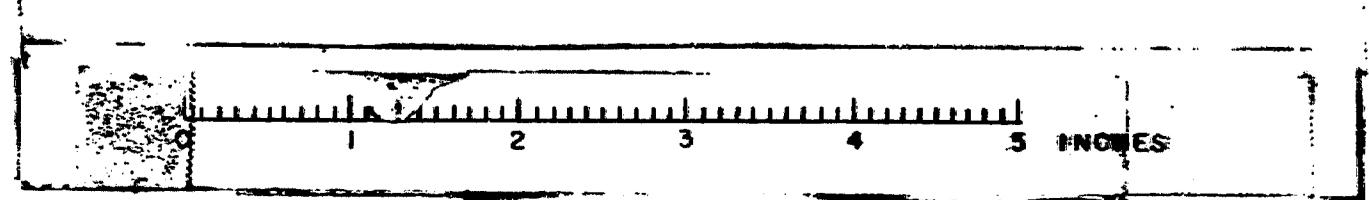
ACROSS STRUCTURE (Span 4+11 to 4+73)



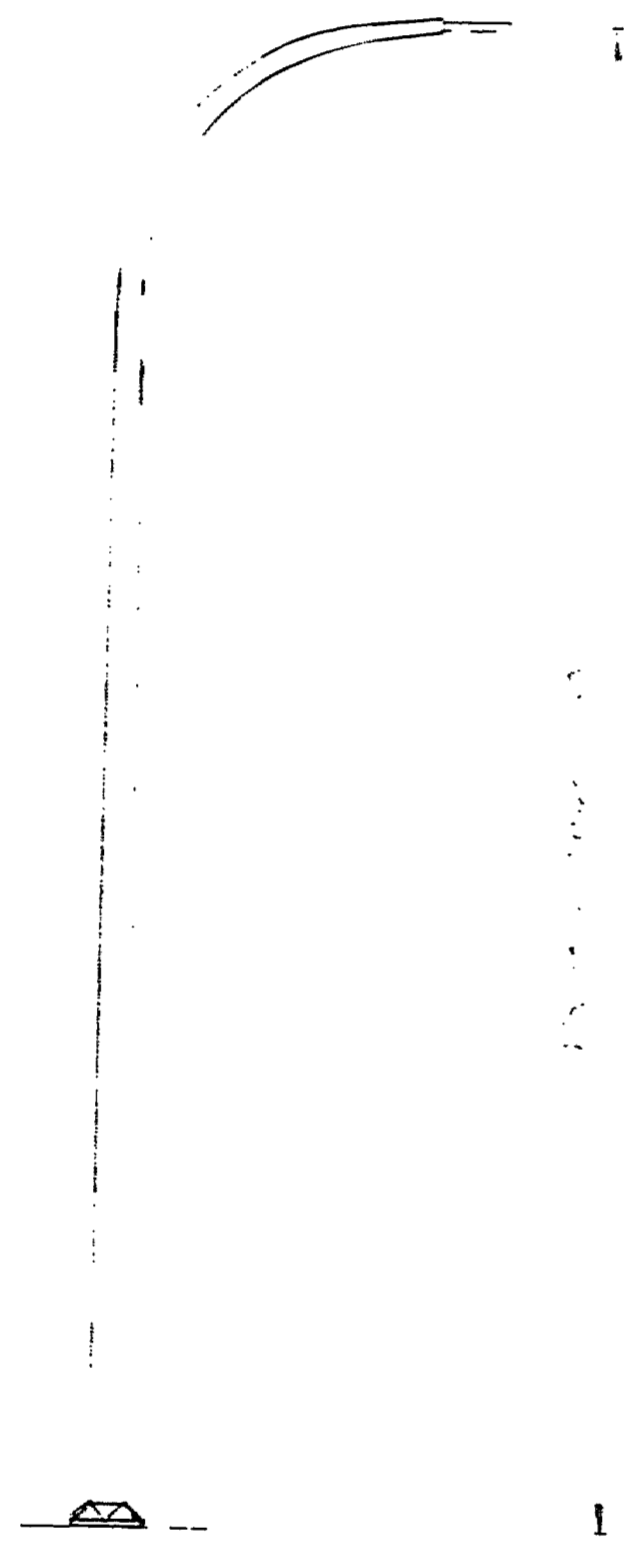
Indicates 6-4 1/2" x 4 1/2" wood conduits for N.E. Tel. & Tel. Co. cables.

DESIGN - W.H.Y.	BRIDGE NO. 2431
TRACE - A.B.P.	SURVEY -
CHECK -	PLAN -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
KENNEBUNK BRIDGE	
OVER	
MOUSAM RIVER	
IN THE TOWN OF	
KENNEBUNK	
YORK COUNTY	
DETAILS - TELEPHONE CONDUITS	
SHEET 12 OF 12 AUGUSTA, MAINE APRIL 1964	

M-2686

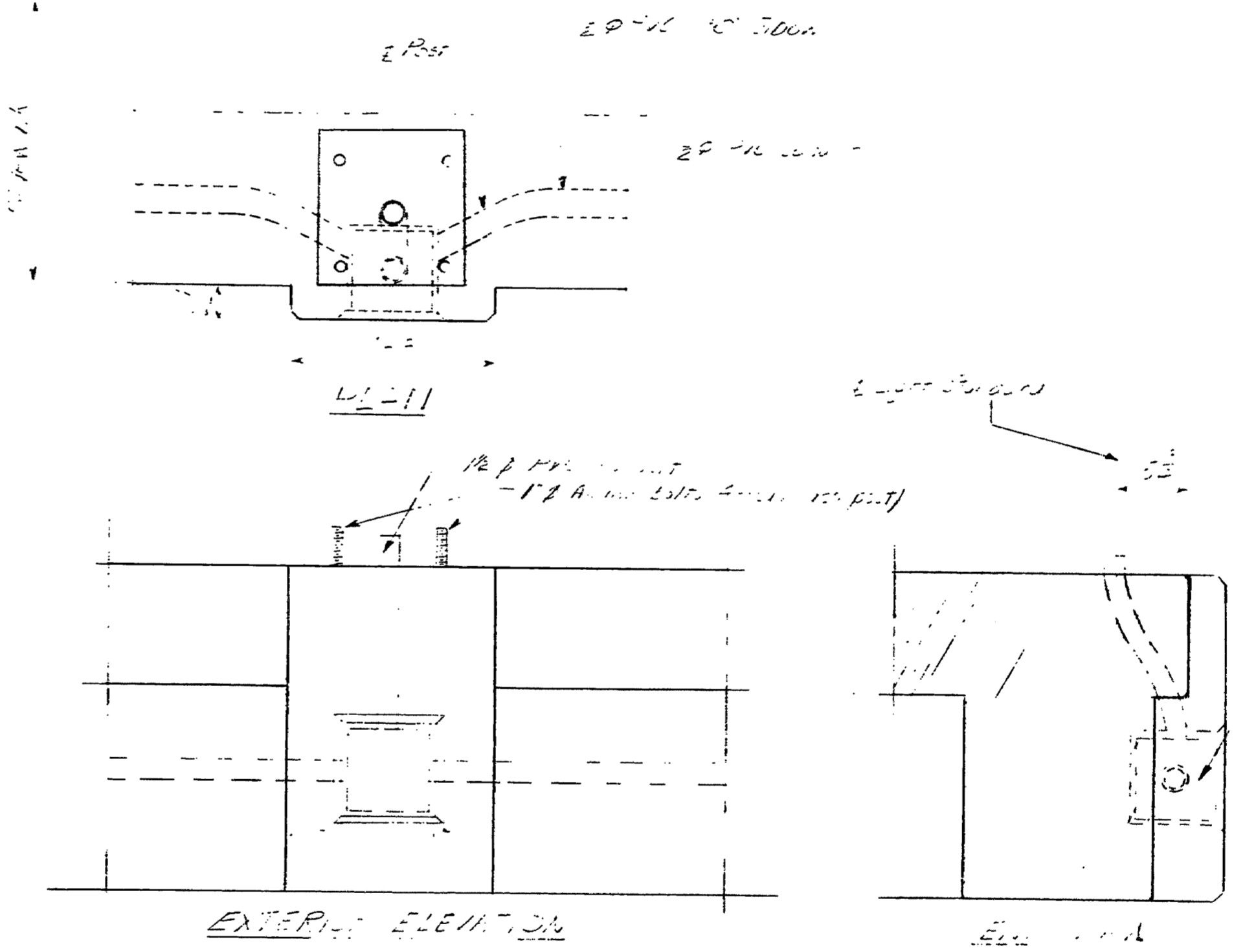


D.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-1(574)	26	37



LIGHT STANDARD

2 1/2" dia. anchor bolts, 12" high light pole
 15' high
 galv. steel, 3/8" dia. steel standard
 2" dia. galv. steel, 30" dia. base
 2" x 3" dia. galv. steel, 12" high
 and bolts made of steel



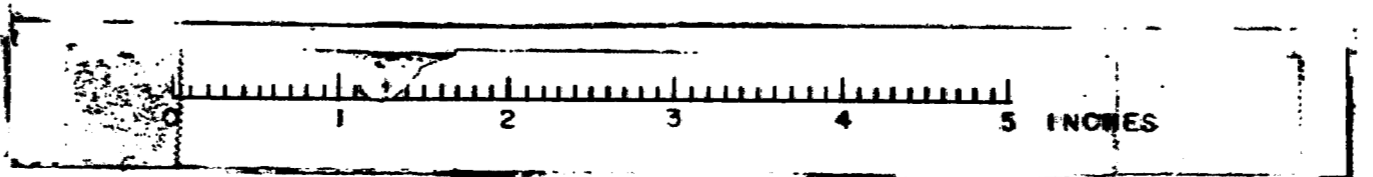
EXTERNAL ELEVATION

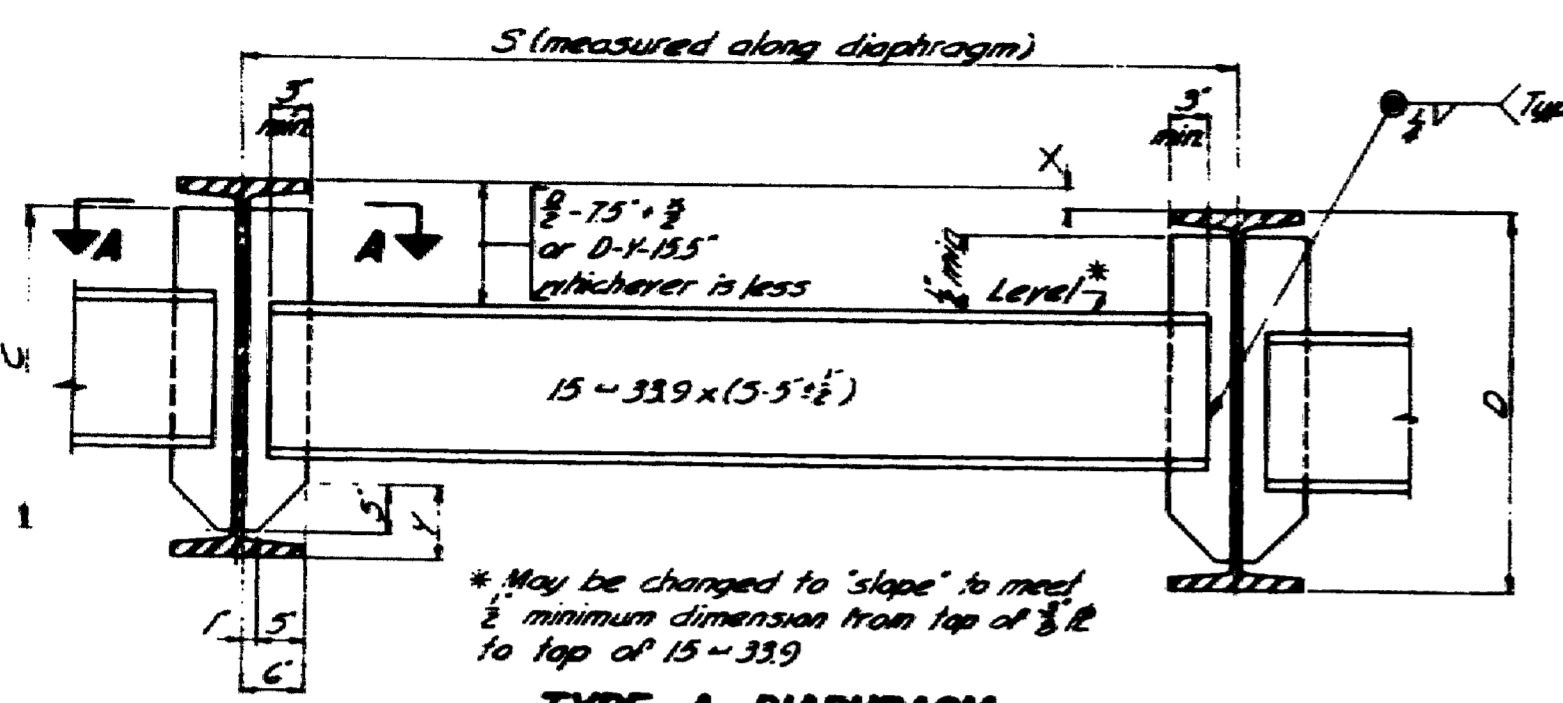
LIGHT POLE SUPPORT AND JUNCTION BOX AT LIGHT STANDARD

Note - Light standard manufacturer to supply template for locating anchor bolts and required projection.

DESIGN - MURRELL	BRIDGE NO. 2431
TRACE - ABP	SURVEY -
CHECK -	PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
KENNEBUNK BRIDGE OVER MOUSAM RIVER IN THE TOWN OF KENNEBUNK YORK COUNTY LIGHTING DETAILS	
SHEET 12A OF 12 AUGUSTA, MAINE APRIL 1964	

M-2686A



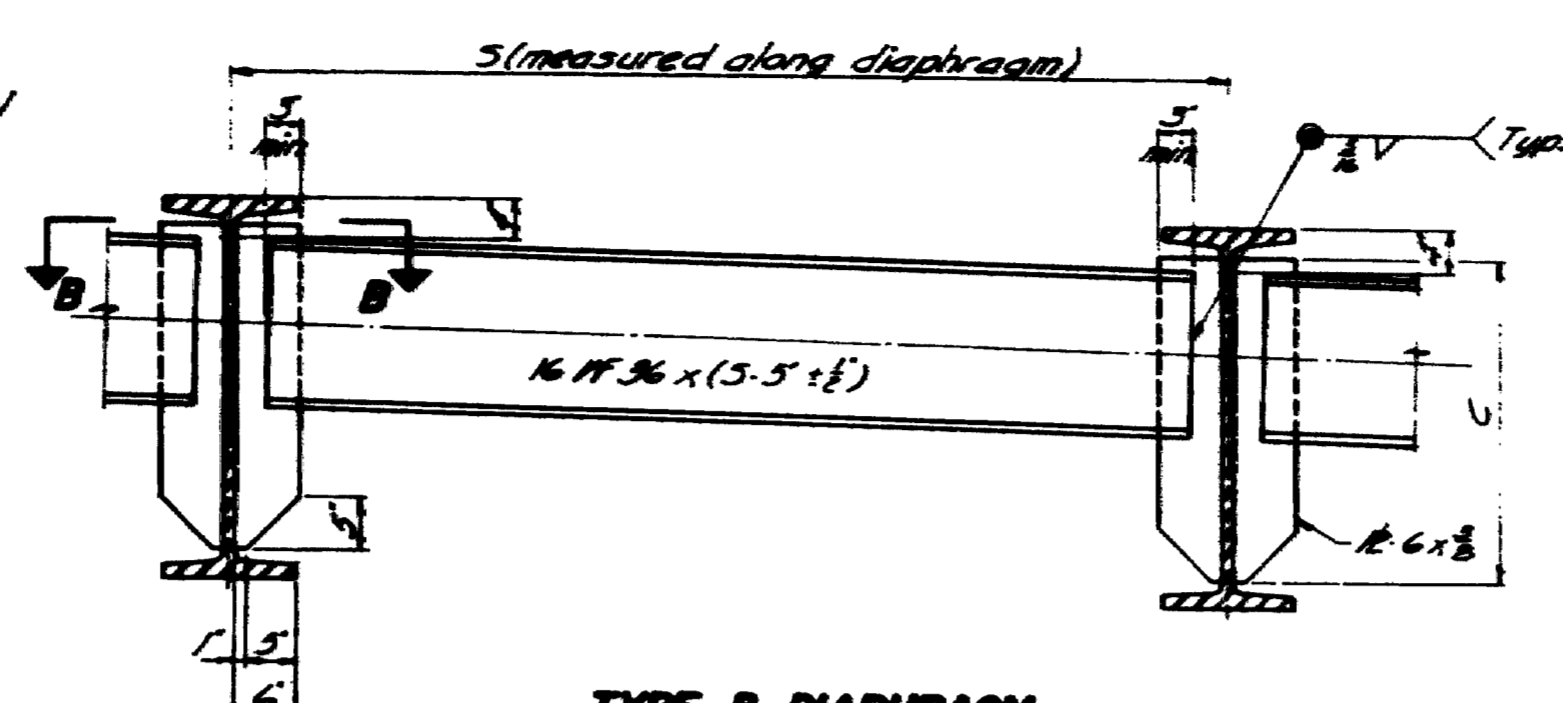


TYPE A DIAPHRAGM

SECTION A-A
Skew Angle 0° to 10°-00'

SECTION A-A
Skew Angle over 10°-00' to 20°-00'

BEAM	C	N
27 1/2" 84 to 114 incl.	1 1/2"	1/2"
30 1/2" 99 to 132 incl.	2 1/2"	1/2"
33 1/2" 118 to 152 incl.	2 1/2"	1/2"
36 1/2" 135 to 194 incl.	2 1/2"	1/2"
36 1/2" 230 to 300 incl.	2 1/2"	1/2"



TYPE B DIAPHRAGM

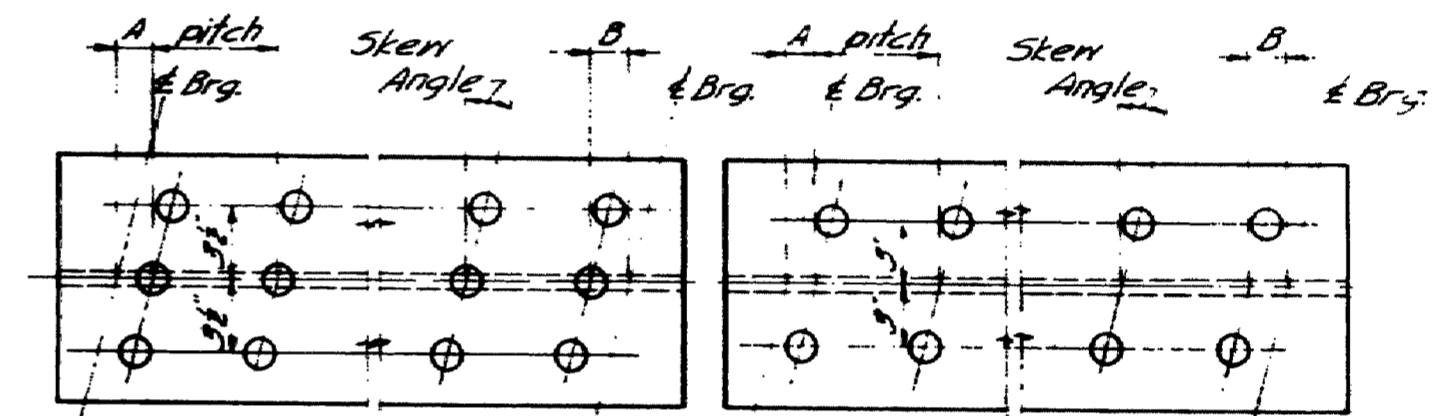
SECTION B-B
Skew Angle 0° to 10°-00'

SECTION B-B
Skew Angle over 10°-00'

NOTE
See design details for diaphragm type, location and skew.

SHEAR CONNECTOR NOTE

The connectors may be either steel studs or spirally formed bars. At the request of the contractor a plan for using spirally formed bars will be provided.



TRIPLE STUDS

DOUBLE STUDS

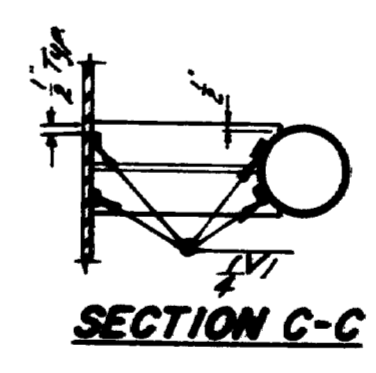
STUD DETAIL

NOTE

1. Studs shall be granular or solid flux filled and automatically end welded to top flange in the shop or field.
2. See the design details for Dimensions 'A' & 'B', stud pitch and skew angle for studs.

SHEAR CONNECTORS

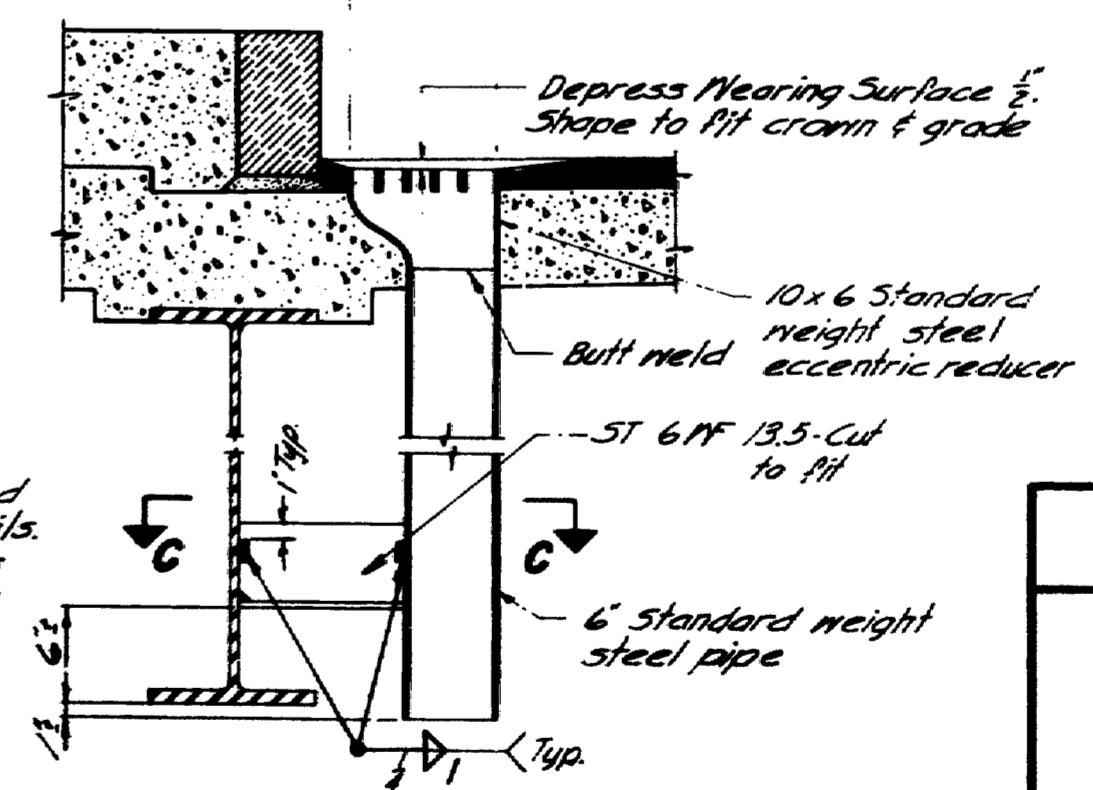
Cut 4 holes 1/2" x 2", 1/2" from top. Do not cover with concrete or waterproofing.



SECTION C-C

NOTE

1. Drain may be rotated 180°. See design details.
2. See design details for location and number of drains and beam size to which it is connected.



DRAIN

GENERAL NOTE

Use only those items called for on design details. In case of conflict between these Standard Details and the design details, the requirements of the design details shall be followed.

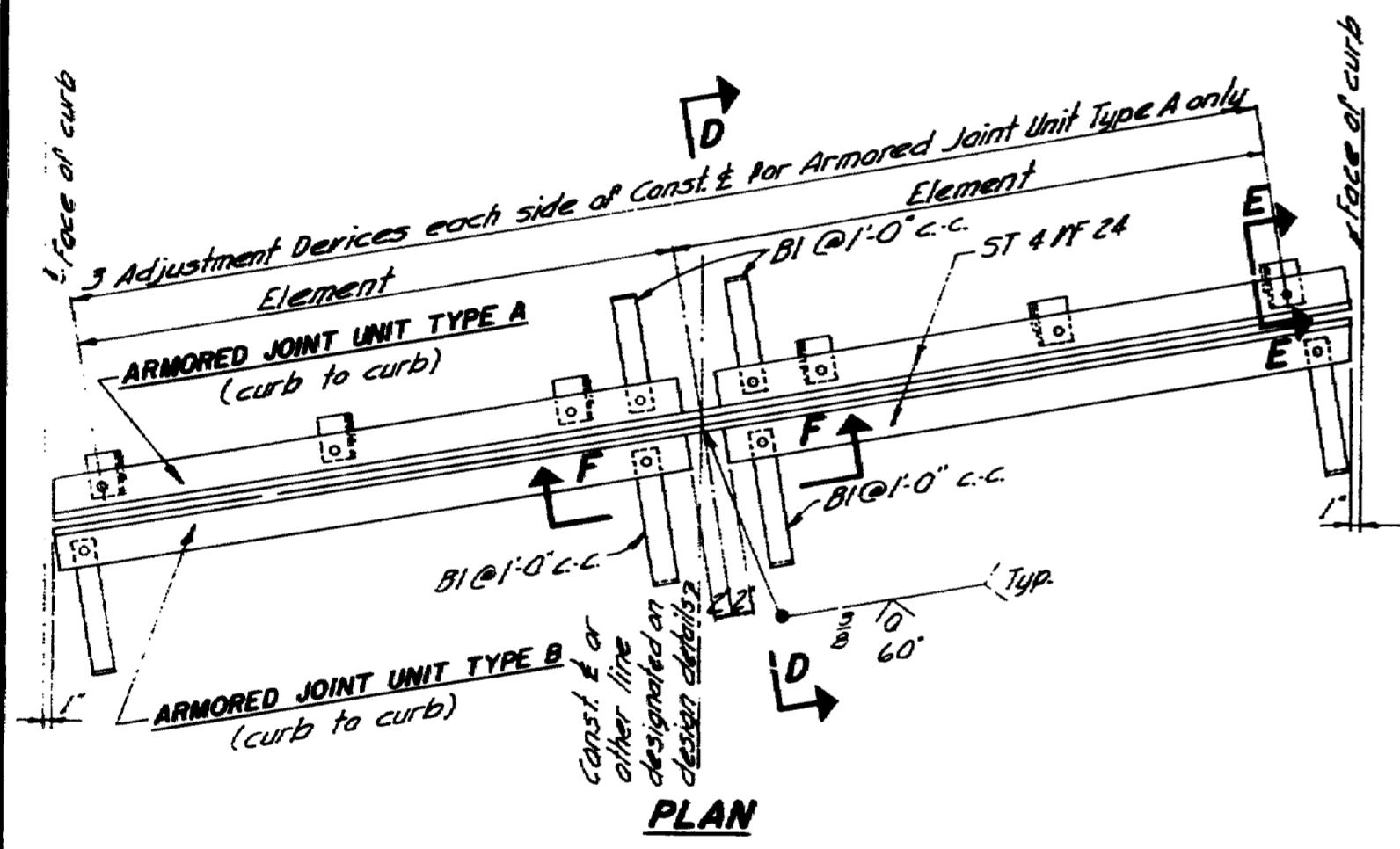
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS
(BD 104-66)

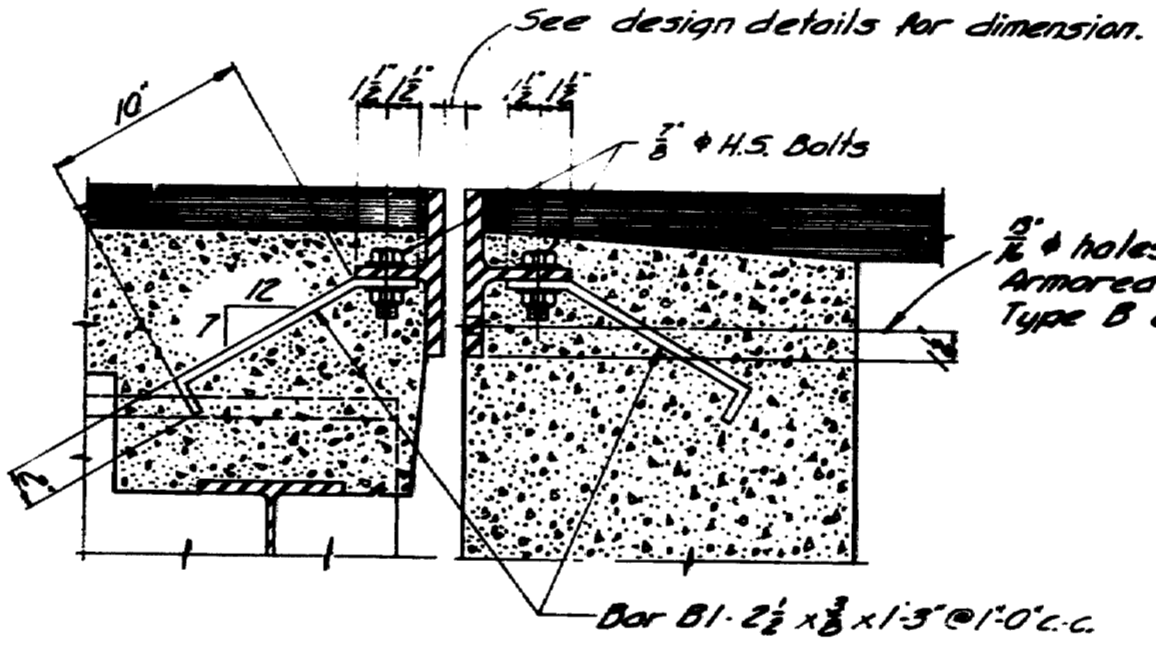
DIAPHRAGMS, ARMORED JOINT, SHEAR CONNECTORS, DRAIN

SEPTEMBER 1966

DIAPHRAGMS



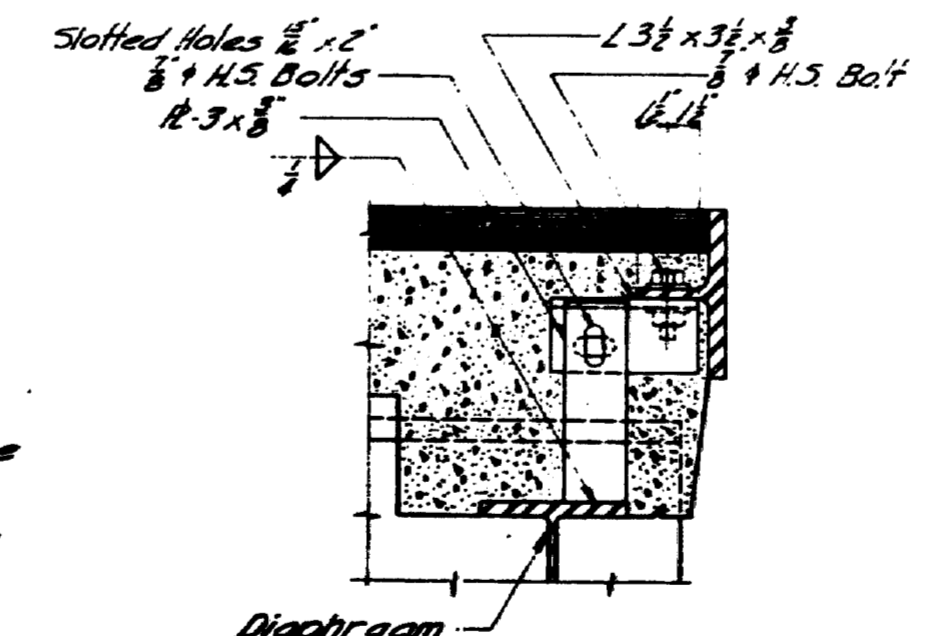
PLAN



ARMORED JOINT UNIT TYPE A

ARMORED JOINT UNIT TYPE B

SECTION D-D



SECTION E-E

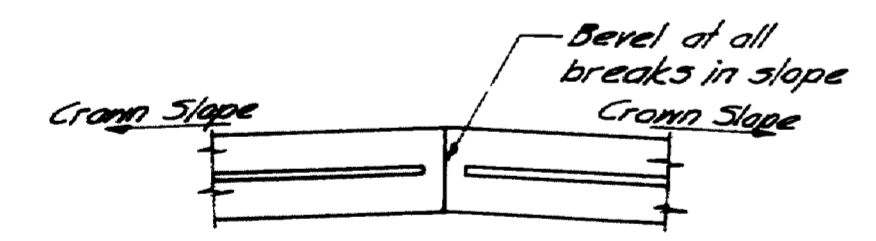
Showing Adjustment Device Armored Joint Unit Type A only - After Unit is in final position weld 1/2 to angle with 1/2 fillet

NOTE

1. Type A Armored Joint Units are intended to be used for attachment to superstructures. Type B Armored Joint Units are intended to be used for attachment to abutments. At armored joints over piers, two (2) Type A Armored Joint Units shall be used.
2. If more elements than the two shown in the 'Plan' are required by the design details, there shall be three adjustment devices for each element for Armored Joint Unit Type A and the elements of both units shall be field welded together in the same manner as shown in the 'Plan'.
3. Armored Joints to be paid for as Structural Steel.

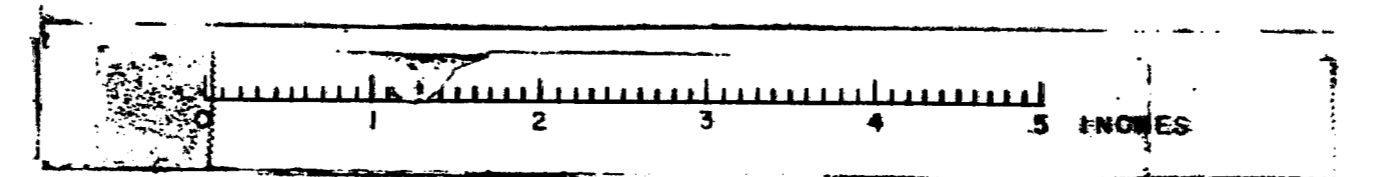
ARMORED JOINT

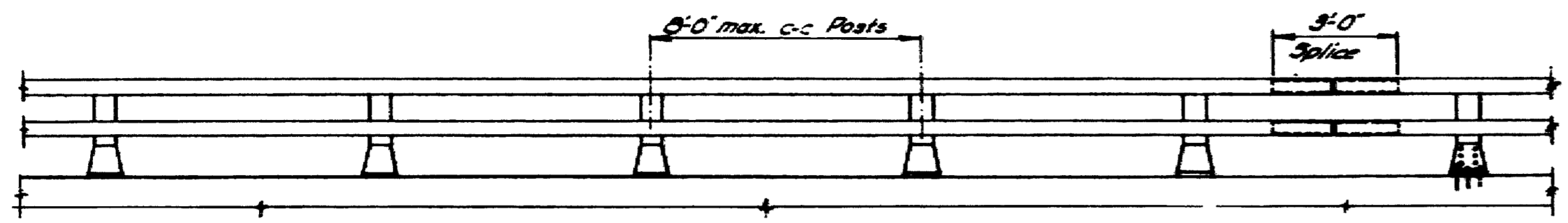
An armored joint consists of two armored joint units. See note 1.



SECTION F-F

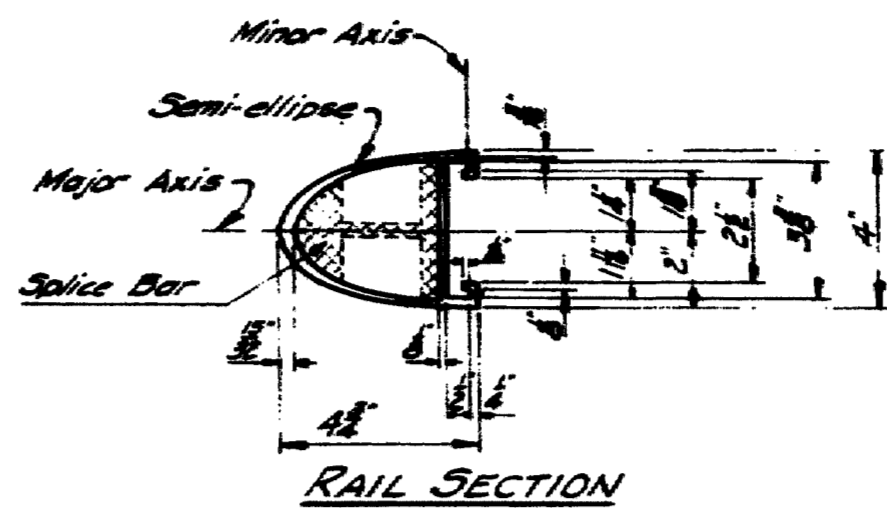
Note: See design details for Const. & to curb dimensions, skew, crown slope, slab thickness, other dimensions necessary to complete the fabrication details, and location.



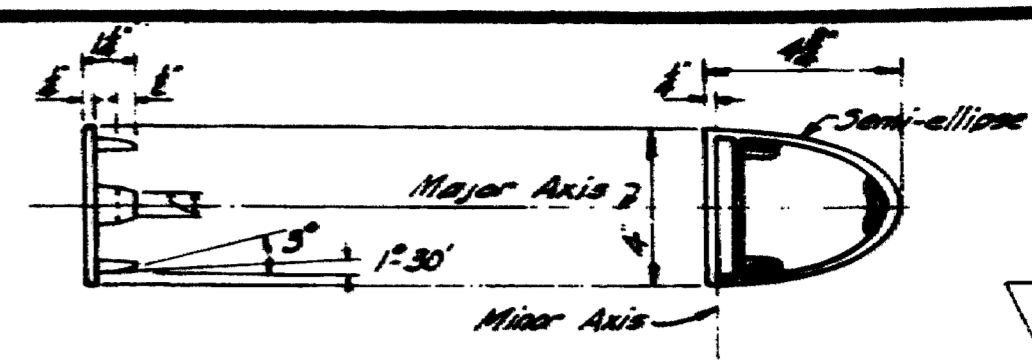


RAIL - ELEVATION

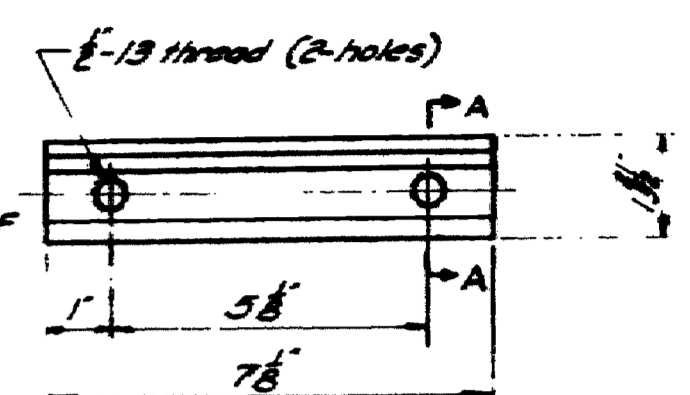
Lengths of rail shall be attached to a minimum of (4) four rail posts, wherever possible, and in any case never less than (2) two.



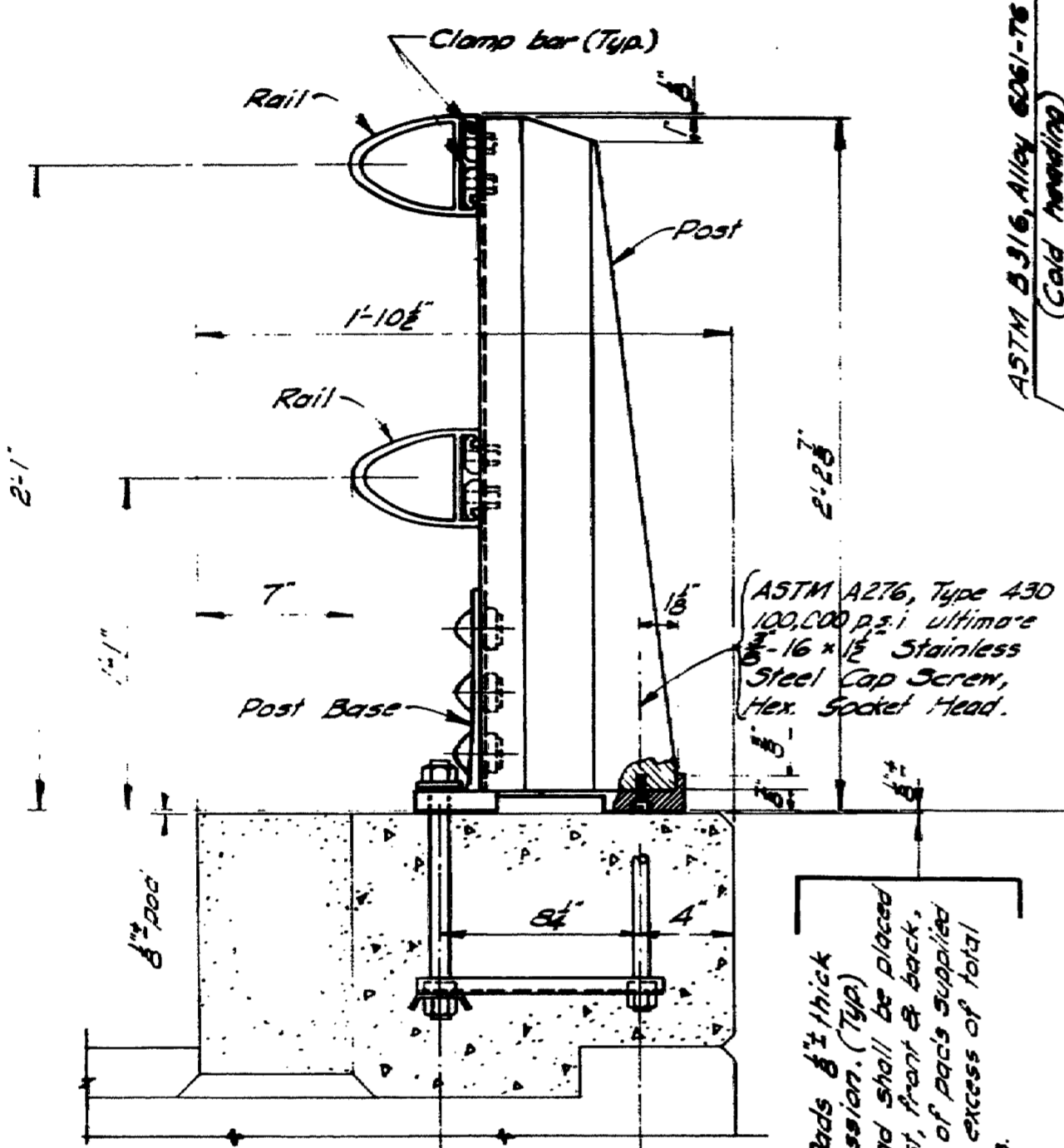
RAIL SECTION



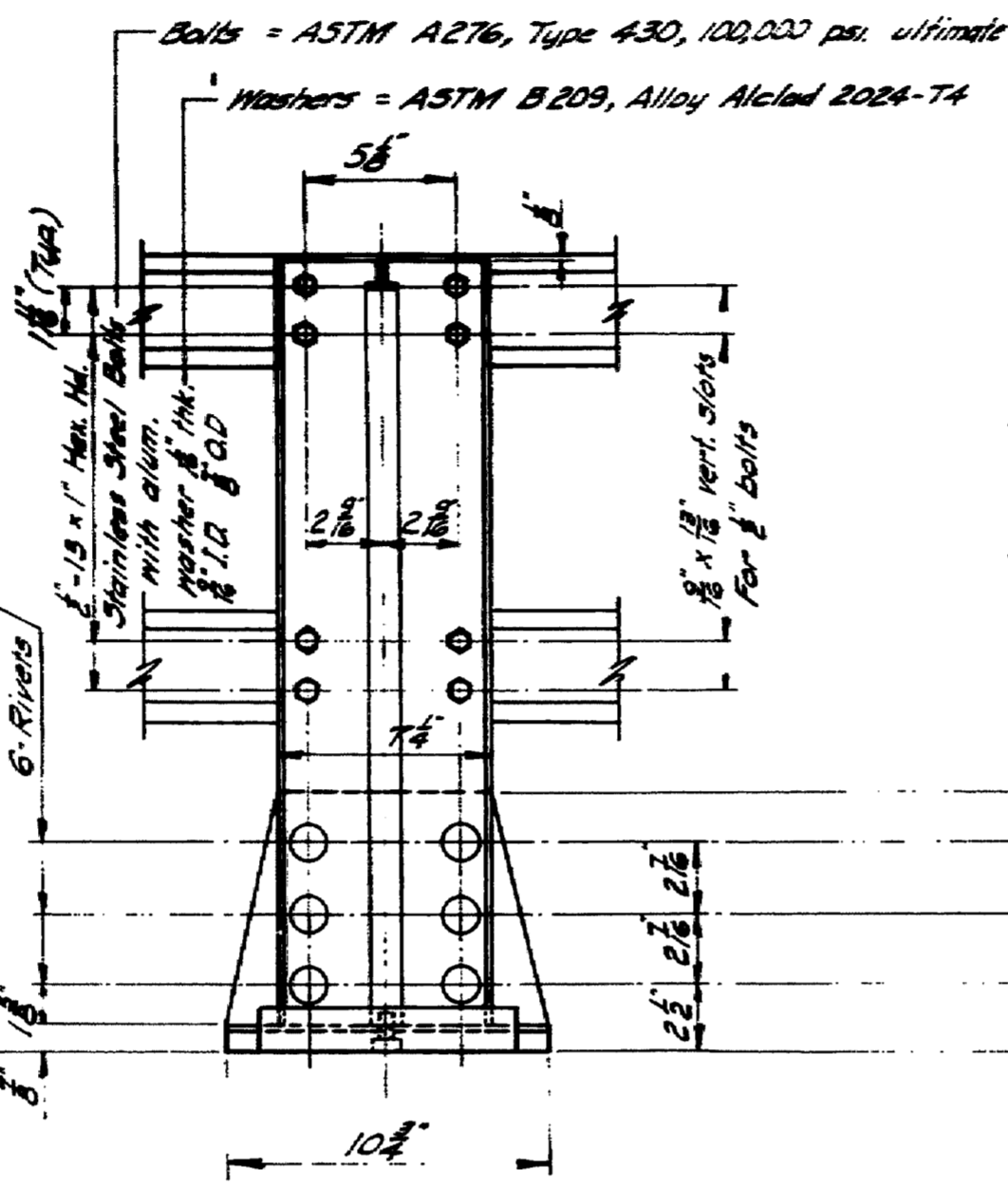
RAIL CAP
ASTM B26, Aluminum Assoc. Alloy 43-F or 356F



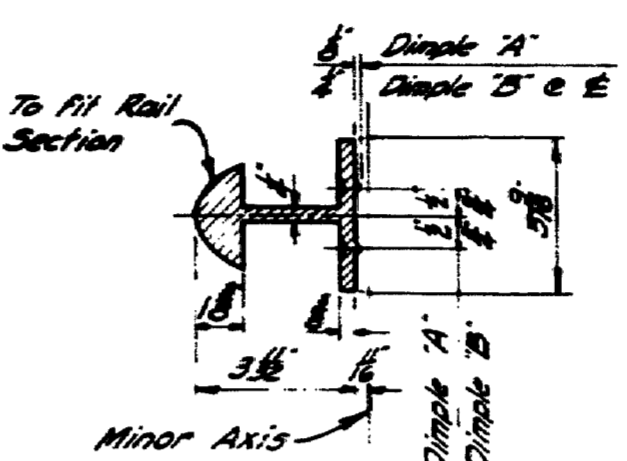
CLAMP BAR



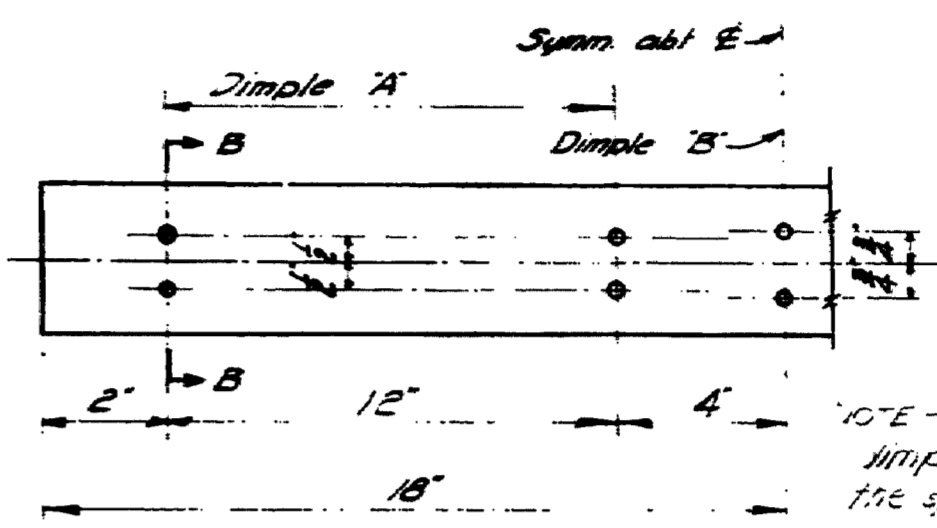
BRIDGE RAIL Assembly



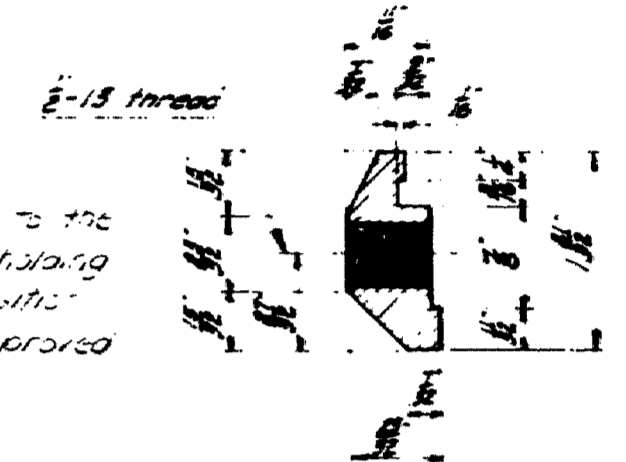
REAR ELEV.



SECTION B-B



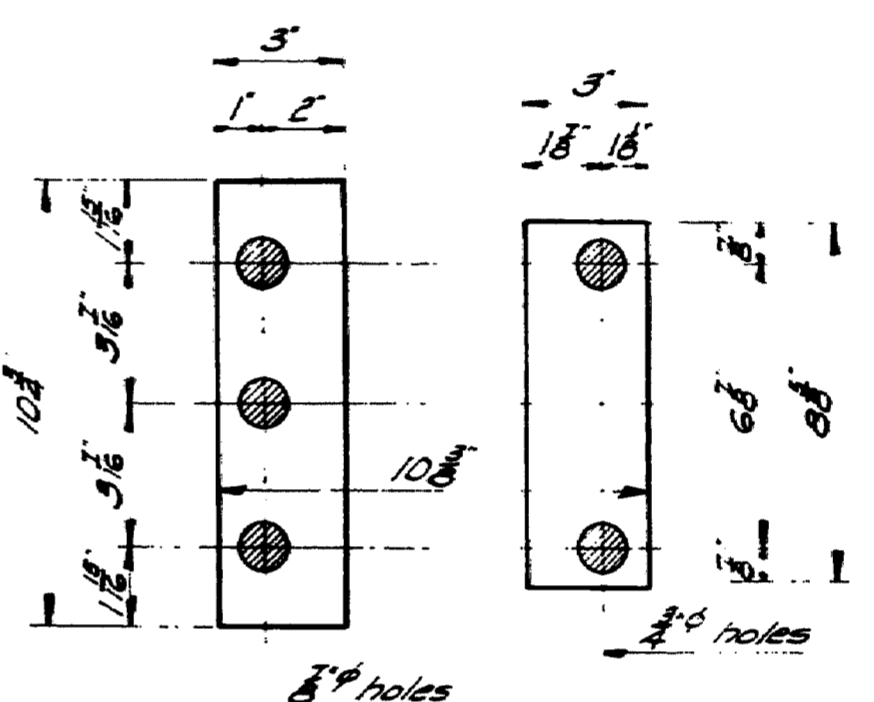
SPLICE BAR



SECTION A-A

6.3 dia. (6-holes) Flanged

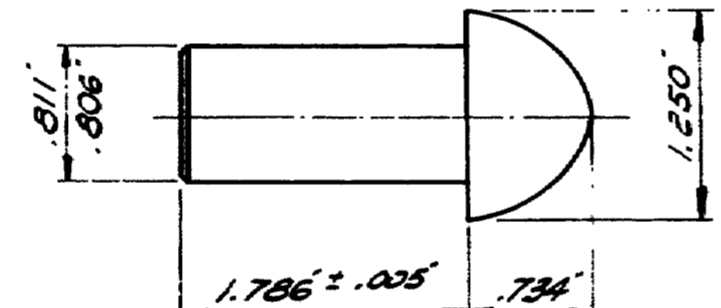
POST BASE SECTION



PREFORMED PADS

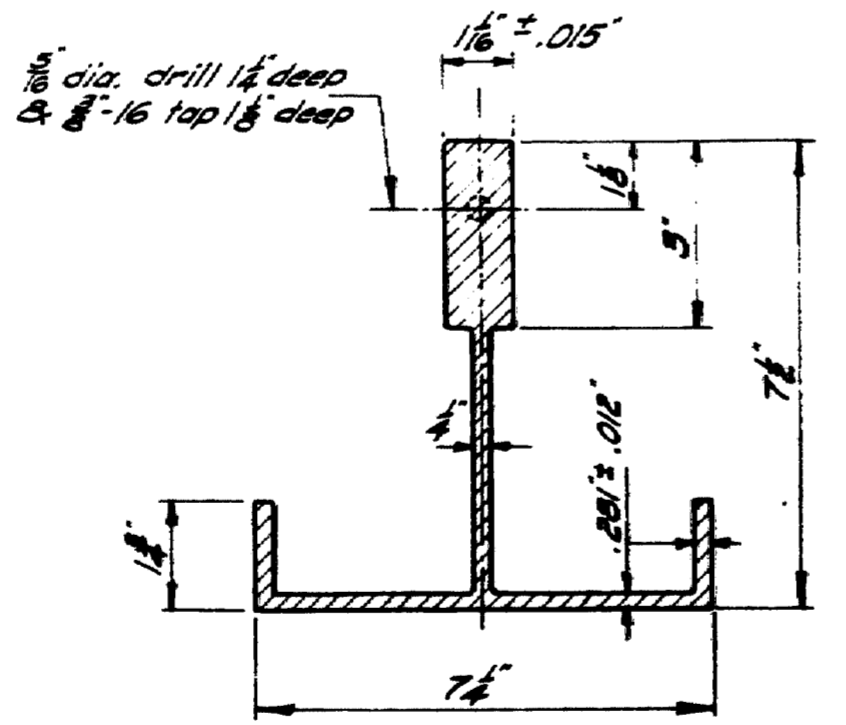
See Subsection 713.03 Standard Specifications
Revision of June 1965 for pad and fabric washers.

Preformed Pads 1/2" thick after compression. (Typ) At least one pad shall be placed under each post, front & back, and the number of pads supplied shall be 10% in excess of total number of posts.

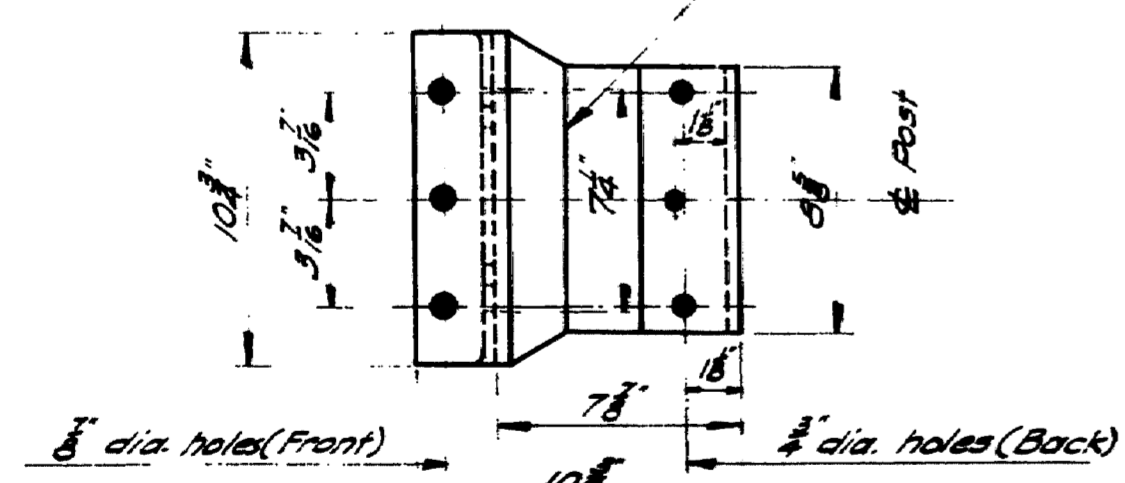


RIVET

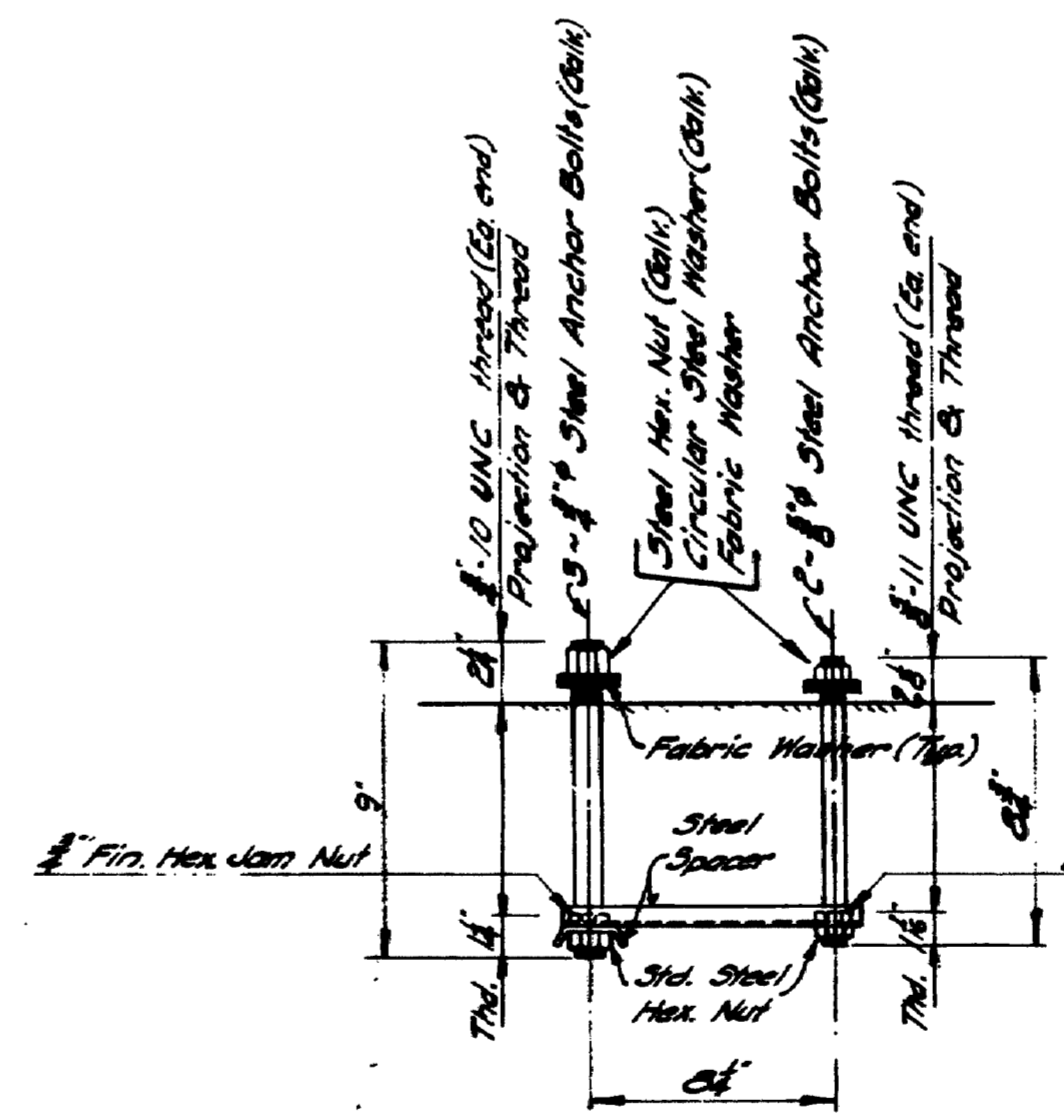
Shop rivet rail post to base



POST SECTION



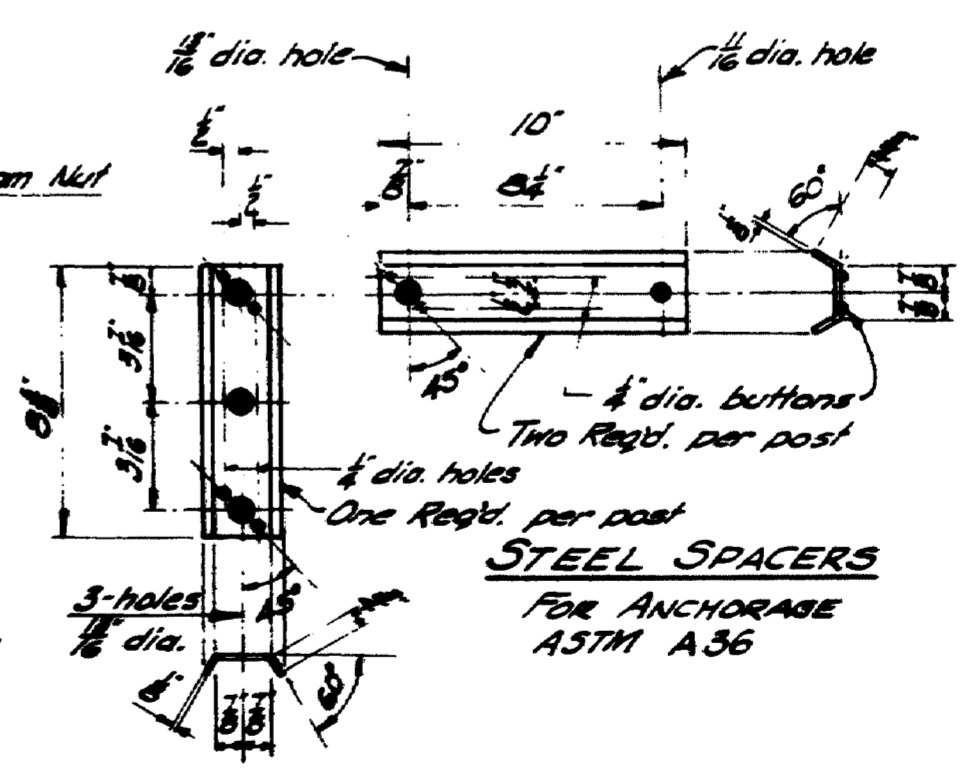
POST BASE (Bottom View)



RAIL POST ANCHORAGE Assembly

Anchor Bolts, Nuts, & Steel Washers = ASTM A325
Anchor Bolts, Nuts & Steel Washers at top, Galv. ASTM A153

REQUIRED PER RAIL POST ANCHORAGE
3-3/4" Anchor Bolts { 2-Hex. Nuts, 1-Hex. Jam Nut
3-Circular Steel Washers
3-Fabric Washers
2-3/4" Anchor Bolts { 2-Hex. Nuts, 1-Hex. Jam Nut
2-Circular Steel Washers
2-Fabric Washers
Steel Spacers as detailed below.



STEEL SPACERS FOR ANCHORAGE ASTM A36

Revised Splice Bar Alternate, Feb. 1967

DESIGN SPECIFICATIONS
A.A.S.H.O. Interim Specifications Int. I (64)

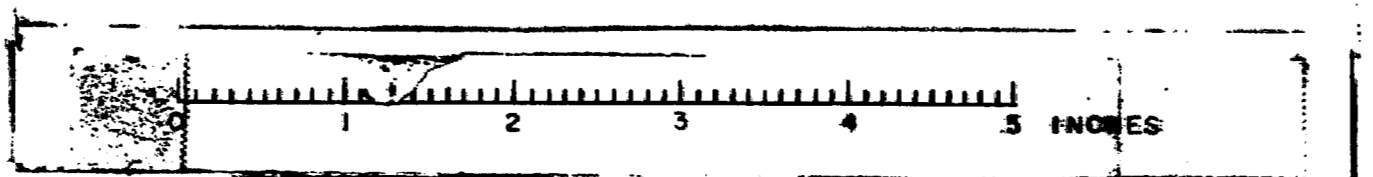
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

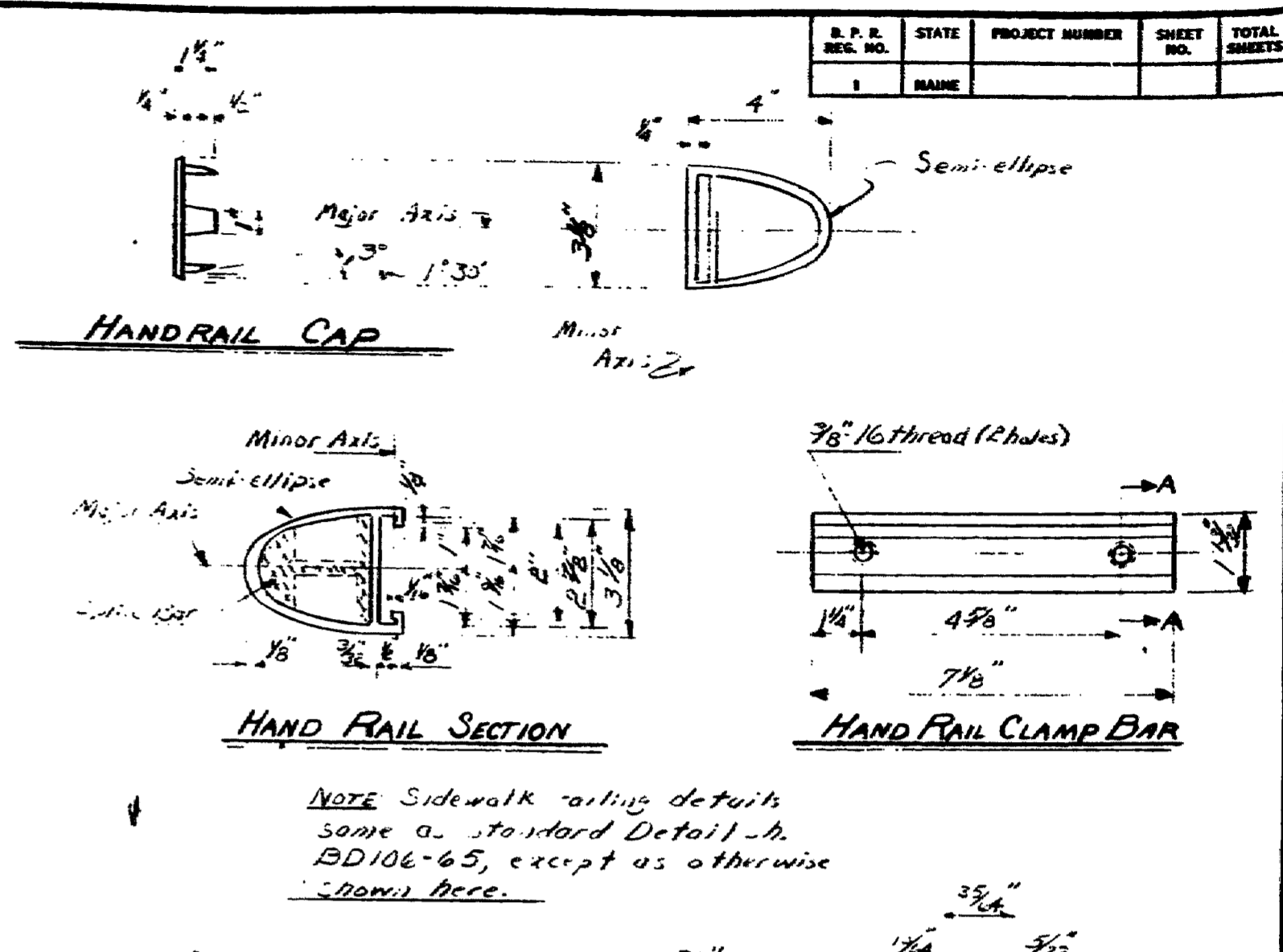
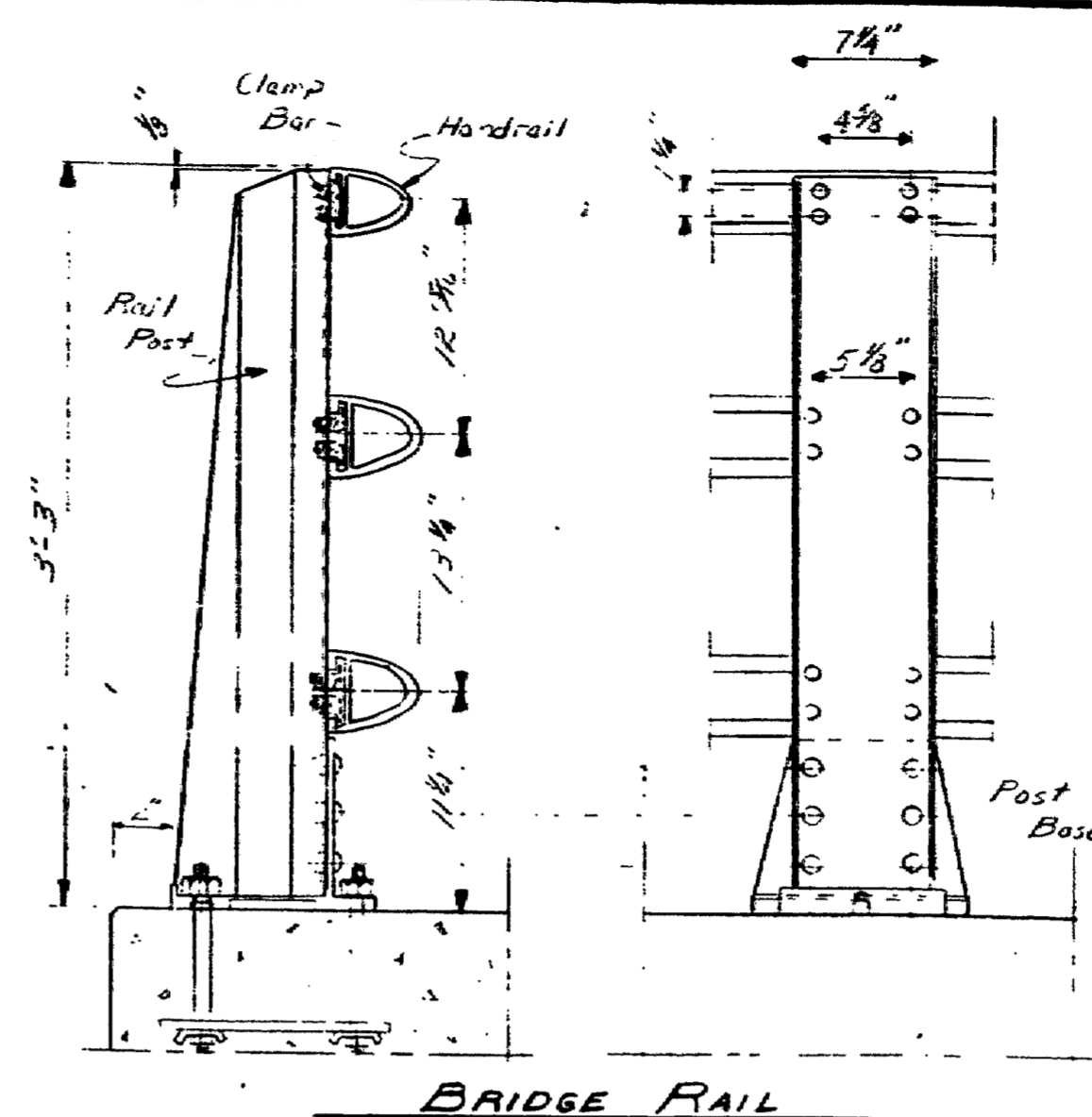
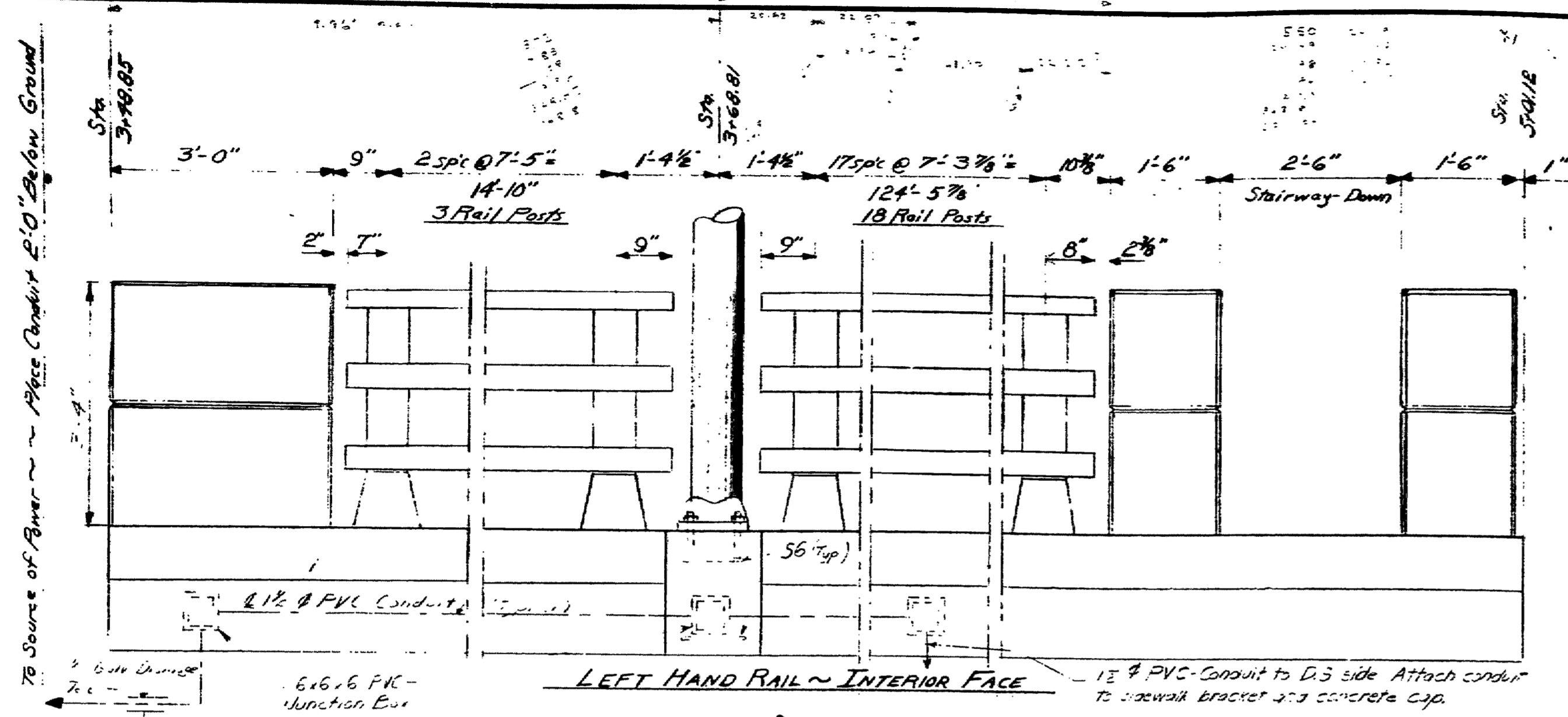
STANDARD DETAILS
(BD 106 - 65)

ALUMINUM RAILING
2 - BAR (SEMI-ELLIPSE)
EXTRUDED POST

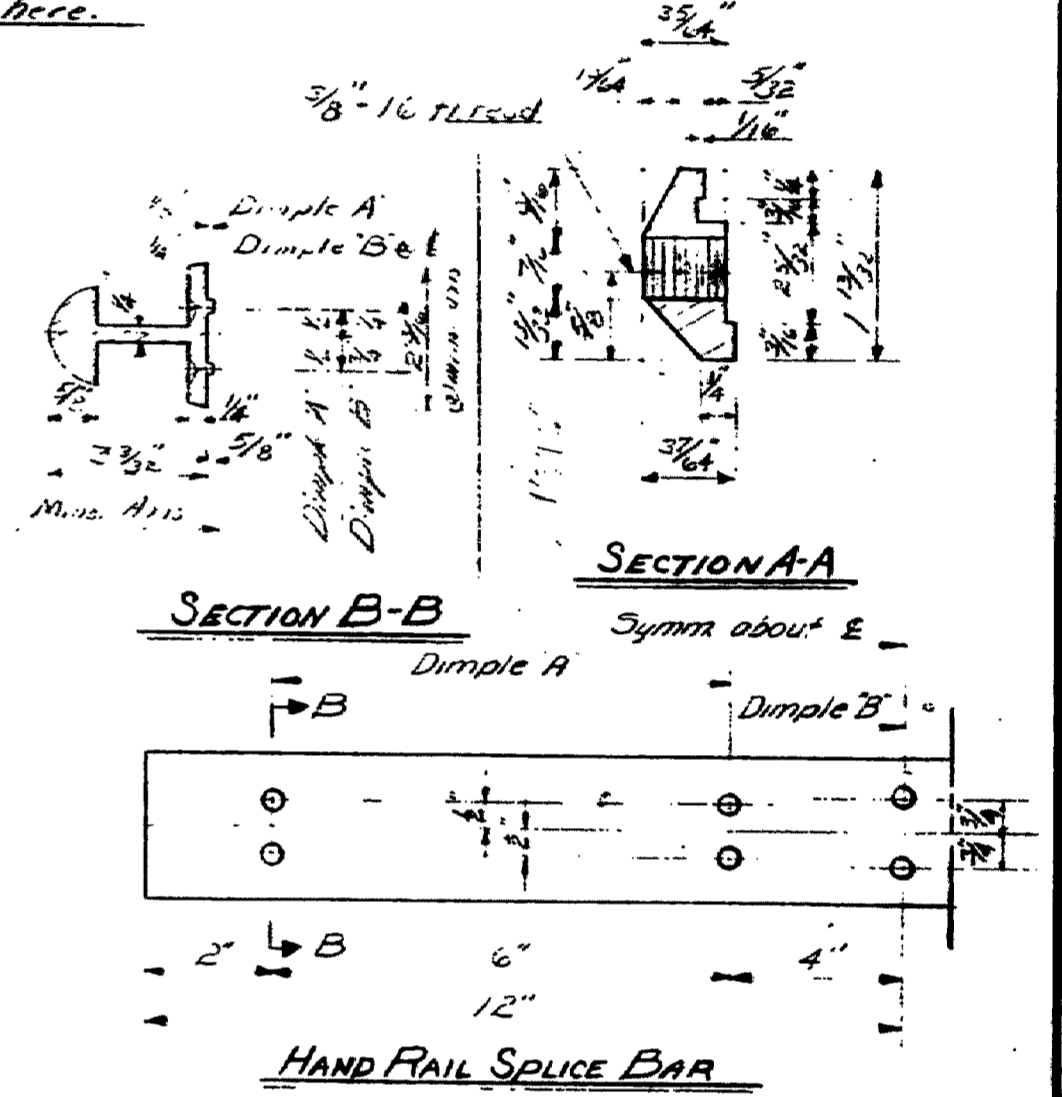
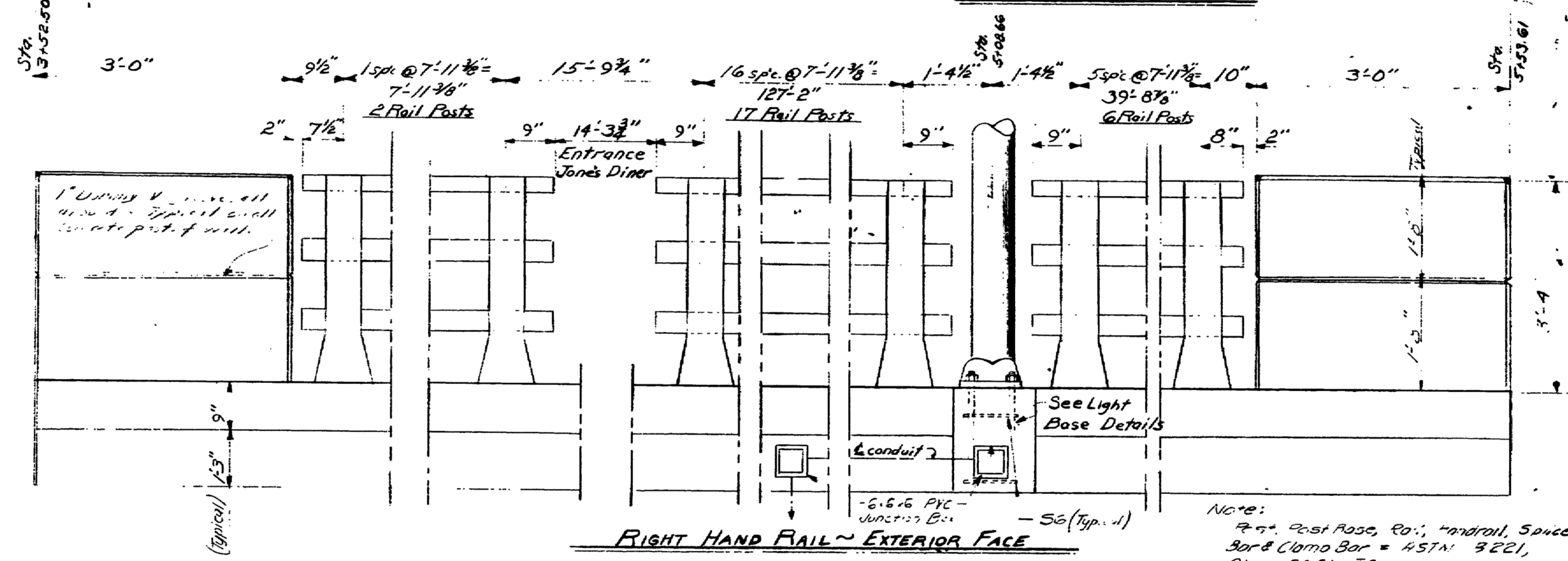
OCTOBER 1965

M-2686C KENNEBUNK BRIDGE, KENNEBUNK





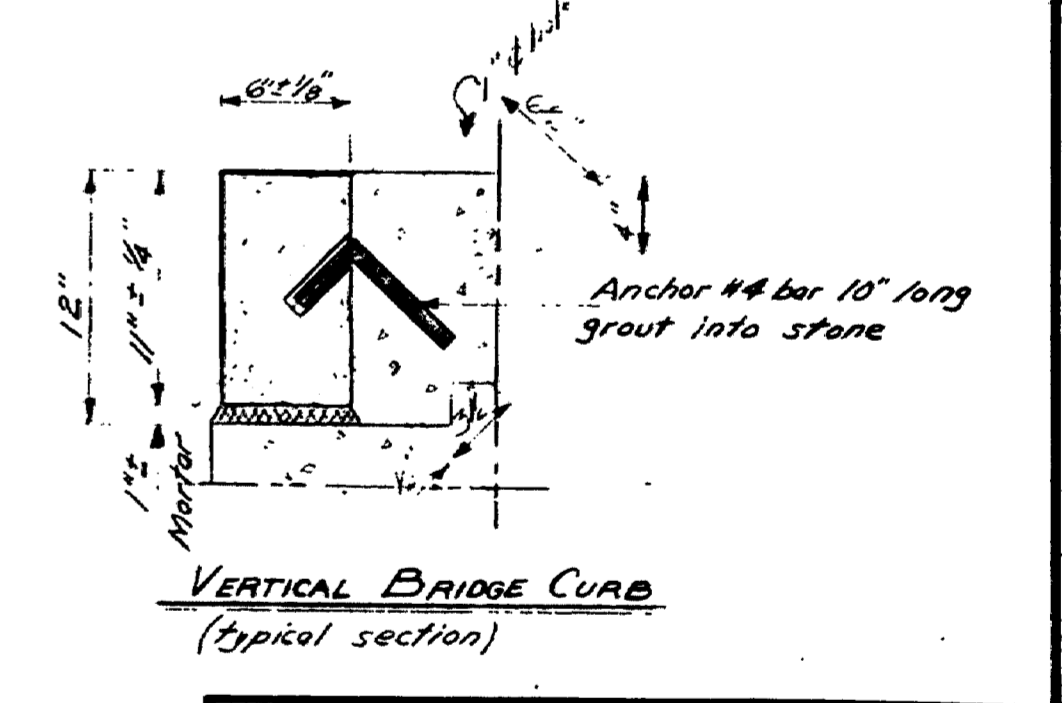
NOTE See 3-12A for Lighting Details



Station	Top of Curb Elevations	Top of Curb Elevations
3+18	49.89	49.79
3+60	49.63	49.63
3+70	49.42	49.42
3+80	49.26	49.26
3+90	49.13	49.13
3+96.27	49.06	49.02
4+0	19.02	19.02
4+10	48.95	48.95
4+12.73	48.94	48.91
4+20	48.88	48.79
4+30	48.81	48.74
4+32.48	48.79	48.67
4+40	48.74	48.65
4+50	48.67	48.60
4+52.75	48.65	48.53
4+60	48.60	48.51
4+70	48.53	48.46
4+73.87	48.51	48.40
4+80	48.46	48.39
4+82.42	48.42	48.32
4+90	48.39	48.30
5+0	48.32	48.14
5+02.25	48.27	47.93
5+06.41	48.15	47.72
5+10	48.14	47.52
5+20	48.18	47.31
5+30	48.11	
5+39.5	48.05	
5+40	48.04	
5+50	47.97	
5+54.61	47.83	

NOTE: The ends of all stone, 4" and 1/2" const. joints shall be cut to present a vertical face when set in position and the entire end finished in the same manner as the top.

NOTE: All curbing to be Vertical Bridge Curb, Type 3, except as noted.



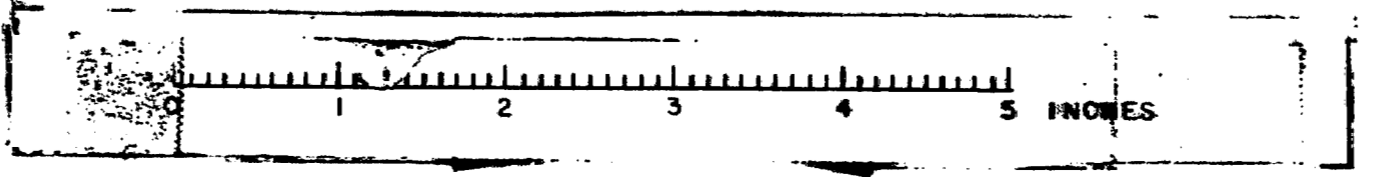
DESIGN - W.H. SURVEY - R.C. CHECK - F. ...

BRIDGE NO. SURVEY PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

KENNEBUNK BRIDGE
OVER
MOUSAM RIVER
IN THE TOWN OF
KENNEBUNK
YORK COUNTY
BRIDGE RAIL & STONE CURB

SHEET 10 OF 12 AUGUSTA, MAINE



M2686D