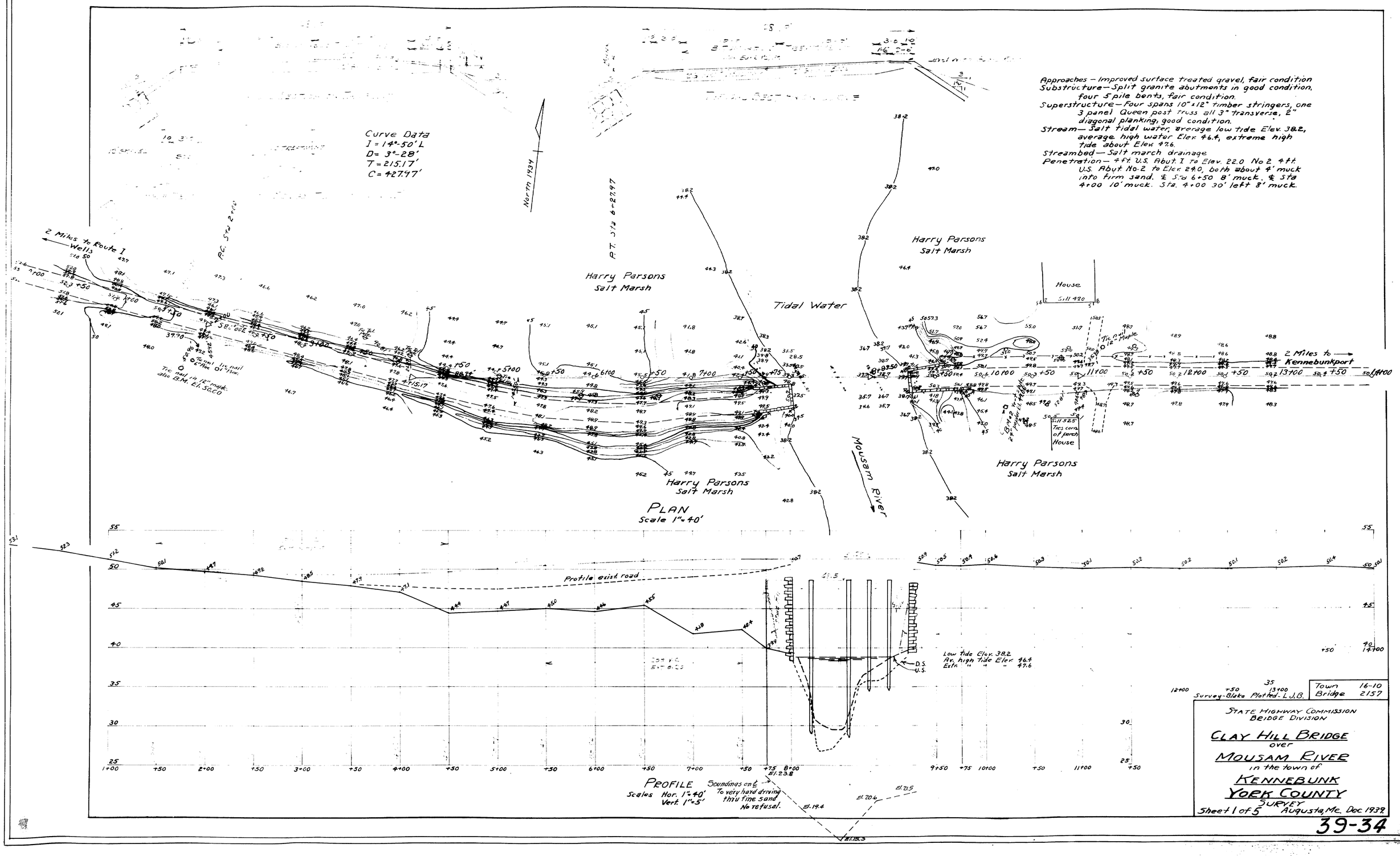
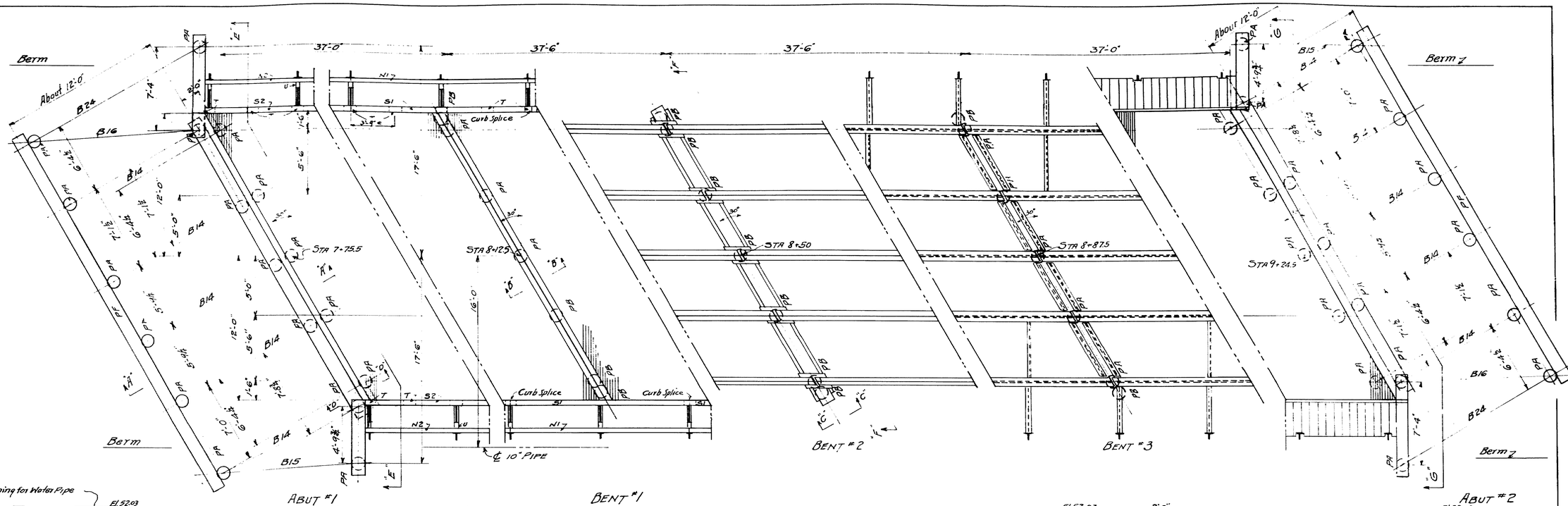

Approaches – Improved surface treated gravel, fair condition
Substructure – Split granite abutments in good condition, four 5 pile bents, fair condition.
Superstructure – Four spans 10"x12" timber stringers, one 3 panel Queen post truss all 3" transverse, 2" diagonal planking, good condition.
Stream – Salt tidal water, average low tide Elev. 38.2, average high water Elev. 46.4, extreme high tide about Elev. 47.6.
Streambed – Salt march drainage
Penetration – 4 ft. U.S. Abut. I to Elev. 22.0 No 2 4 ft. U.S. Abut. No. 2 to Elev. 24.0, both about 4' muck into firm sand. ℄ Sta 6+50 8' muck, ℄ Sta 4+00 10' muck. Sta. 4+00 30' left 8' muck.
Curve Data
I = 14°-50' L
D = 3°-28'
T = 215.17'
C = 427.97'
North 1934
P.C. Sta 2+00
P.T. Sta 6+27.97
2 Miles to Route I Wells
Harry Parsons Salt Marsh
Tidal Water
Mousam River
House
2 Miles to Kennebunkport
Tie nail 12" Maple
Tie nail 6" Ave.
Tie nail 12" Ave.
Tie nail in 12" maple also B.M. El. 50.00
Sill 525
Ties corn of porch House
PLAN
Scale 1" = 40'
Profile exist. road
Low tide Elev. 38.2
Av. high tide Elev. 46.4
Extr. " " " 47.6
D.S.
U.S.
El. 23.8
El. 19.4
El. 20.6
El. 21.5
El. 15.3
Soundings on ℄
To very hard driving thru fine sand
No refusal.
PROFILE
Scales Hor. 1" = 40'
Vert. 1" = 5'
Survey-Blake Plotted-L.J.B.
Town 16-10
Bridge 2157
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
CLAY HILL BRIDGE
over
MOUSAM RIVER
in the town of
KENNEBUNK
YORK COUNTY
SURVEY
Sheet 1 of 5
Augusta, Me. Dec 1939
39-34
0 1 2 3 4 5 INCHES



PLAN B T W
CHECKED R.B.P.

TOWN 16-10
BRIDGE 2157

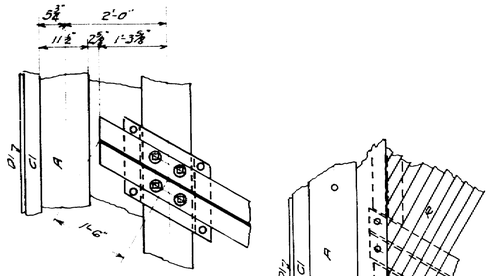
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

CLAY HILL BRIDGE
OVER
MOUSAM RIVER
IN THE TOWN OF
KENNEBUNK YORK CO.

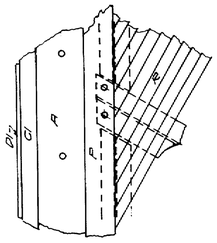
TRESTLE DETAILS

SHEET 2 OF 5 AUGUSTA ME JAN. 1941

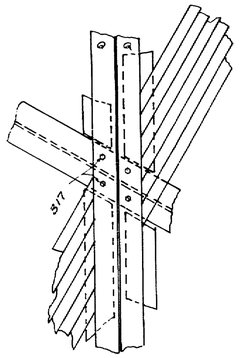
39-35

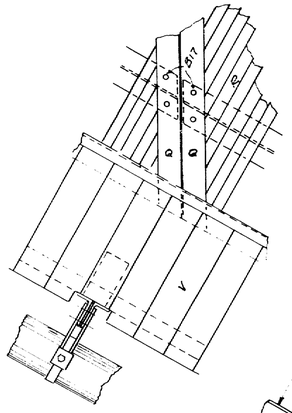


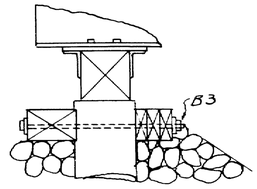
SECTION X-X



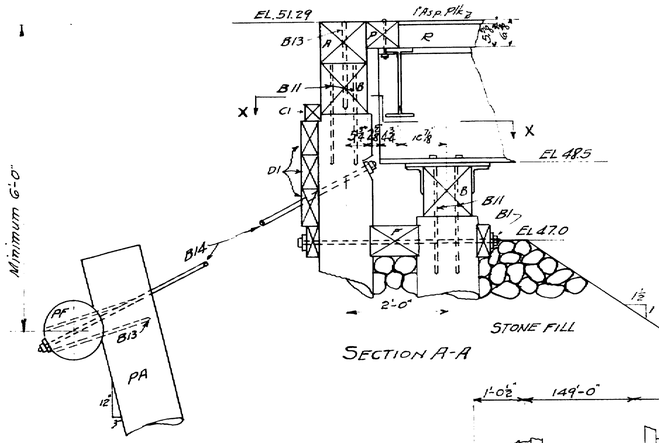
About 12'-0"



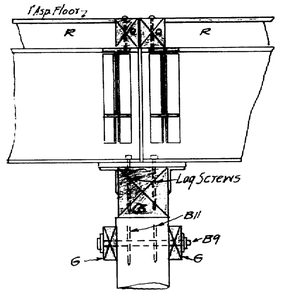




SECTION D-D



SECTION A-A



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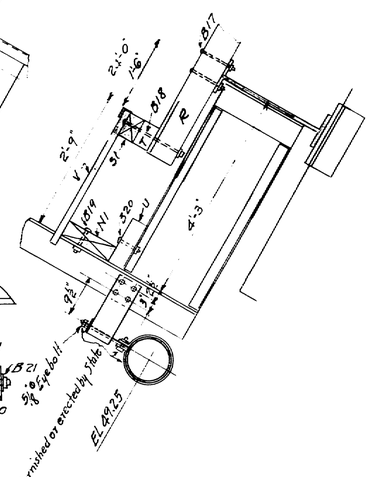
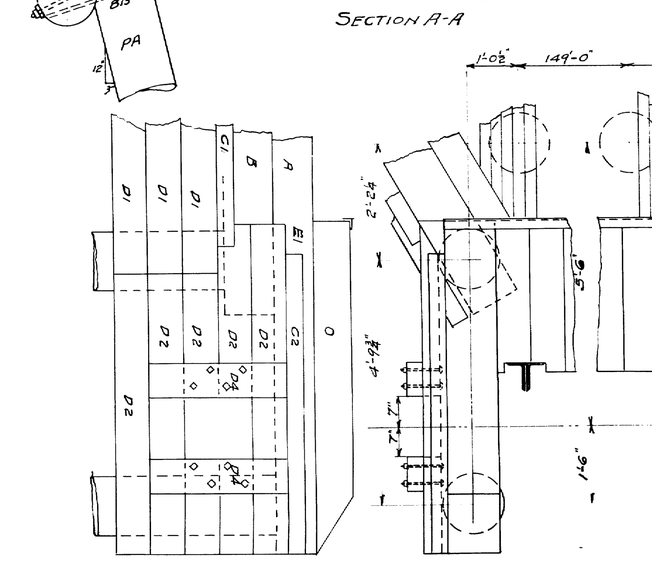
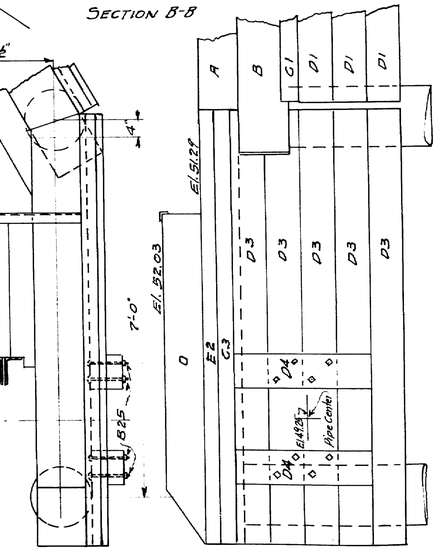
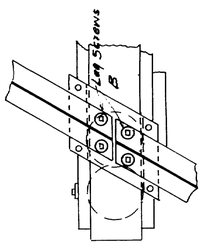


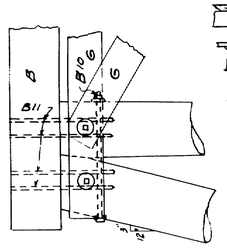


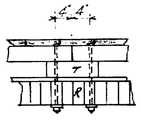
ABUT #1



ABUT #2







CURB SPLICE

SECTION C-C

HARDWARE
4½ Cwt 16d barbed Car nails
¾ " 20d nails
8 " 60d "4 Spikes
1140 Anchor plates

TIMBER SCHEDULE

MARK	NO.	NOM. SIZE	LENGTH	FIN SIZE	LOCATION
A	2	10"x12"	28'-0"	9½"x11½"	End Bents Oak Untreated
B	7	12"x12"	28'-0"	11½"x11½"	Pile Caps
C1	2	4"x4"	26'-0		End Bents
C2	2	4"x4"	6'-0"		" "
D1	2	4"x8"	9'-0"		" "
D2	16	4"x8"	27'-0"		" "
D3	10	4"x8"	9'-0"		" "
D4	4	4"x8"	3'-0"		" "
E1	2	10"x12"	6'-6"		" "
E2	2	10"x12"	9'-0"	9½"x11½"	" "
F	2	8"x12"	28'-0"	7½"x11½"	" "
G	20	3"x8"	28'-0"		Bracing
H	4	3"x8"	24'-0"		"
I	4	3"x8"	12'-0"		"
J	4	3"x8"	30'-0		"
K	8	3"x8"	10'-0"		"
L	4	3"x8"	7'-0"		"
M	6	3"x8"	32'-0		"
N1	16	4"x12"	15'-0"	3⅝"x11½"	Sidewalk Stringers
	4		16'-0"		
O	4	10"x12"	6'-6"	9½"x11½"	End Timbers at Sidewalk
P	2	8"x8"	30'-0	6⅝"x7½"	End Floor Timbers - End Panels - Oak Untreated.
Q	6	6"x8"	30'-0"	5½"x6⅝"	" " " Int. " " "
R	680	3"x6"	25'-0"	2⅝"x5⅝"	Strip Floor
S1	16	4"x6"	15'-0"	3⅝"x5⅝"	Curbs
	4		16'-0"		
T	82	4"x6"	1'-0"	3⅝"x5⅝"	Scupper Blocks
U	42	6"x6"	1'-0	3⅝"x5½"	Blocks under Sidewalk Stringers
V	484	2"x8"	3'-0"	1⅞"x7½"	Sidewalk Planks
W	70	3"x8"	1'-0"		Spacers

3700 B.M. 1" Asphalt Plank (Mineral Surface)
All timber and lumber to be according to specifications.

PILING

MARK	NO	LENGTH	LOCATION	NOTES
PA	36	30'	ABUT #1 & #2	Pile lengths are for estimate only.
PF	2	35'	" S. Head Men	Exact lengths to be determined in field
PA	3	30'	Bent #1	Piles to be Southern Yellow Pine or Douglas
PB	4	40'	" #1	Fir or Norway Pine Creosoted
PB	7	40'	" #2	Pressure Treatment Full Cell.
PB	2	40'	" #3	
PA	5	30'	" #3	

BOLT SCHEDULE

MARK	NO	SIZE	LENGTH	CUT WASH	CAST WASH	LOCATION
B1	6	1"ø	4'-0"		12	Bracing to Piles
B2	4	1"ø	3'-0"		8	" " "
B3	4	1"ø	3'-3"		8	" " "
B4	12	⅞"ø	1'-6"		24	" " "
B5	20	⅞"ø	1'-10"		40	" " "
B6	12	⅞"ø	2'-1"		24	" " "
B7	23	⅞"ø	1'-9"		46	" " "
B8	14	⅞"ø	2'-0"		28	" " "
B9	19	⅞"ø	1'-11"		38	" " "
B10	6	⅞"ø	2'-6		12	Batter Piles to Bents.
B11	90	⅝"ø	2'-0"			Drift Pins
B12	12	½"ø	1'-3"			"
B13	56	⅞"ø	1'-6"			"
B14	10	1"ø	14'-0"±		20	Tie Rods Exact length to be determined in field
B15	2	1"ø	13'-0"±		4	" " " " " " " "
B16	2	1"ø	16'-0"±		4	" " " " " " " "
B17	80	⅞"ø	0'-8"			Carriage Bolts End Floor Timbers to Steel.
B18	164	⅞"ø	1'-3"	164		" Curb to Floor
B19	84	⅝"ø	0'-5"	84		" - Sidewalk String & Rail Posts.
B20	84	⅝"ø	0'-5"			" " " " - Blocks to Bracket.
B21	10	¾"ø	2'-2"		20	Bracing to Piles
B22	3	¾"ø	2'-4"		6	" " "
B23	4	¾"ø	0'-9"		8	" - Bracing
B24	2	1"ø	18'-0"±		4	Tie Rods Exact length to be determined in field
B25	16	⅝"ø	0'-9"	32		D4 to D2 & D3

~~See Timber Structure Spec. Nov 1940~~
All bolts, nuts & washers to be galvanized.

PLAN B.T.W.
CHECKED R.B.P.

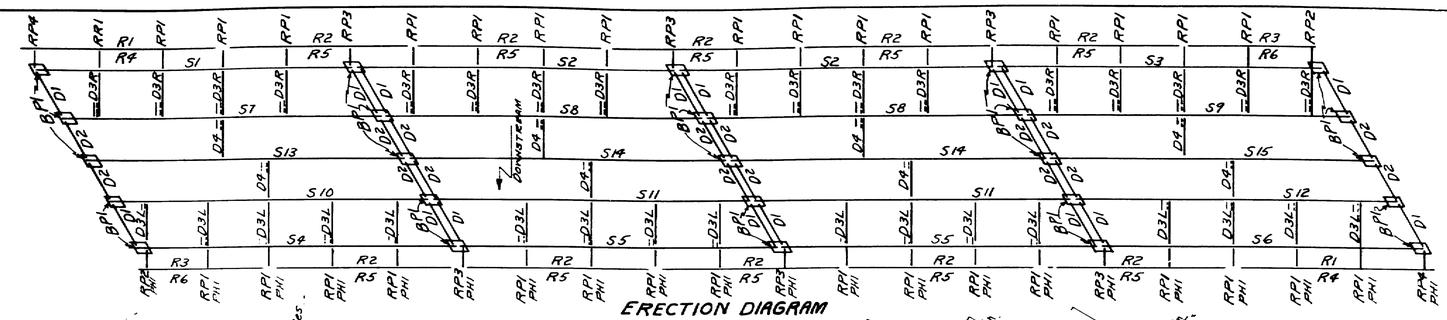
TOWN 16-10
BRIDGE 2157

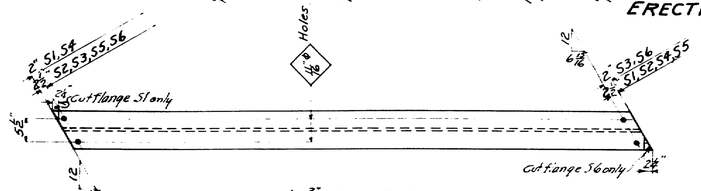
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
CLAY HILL BRIDGE
OVER
MOUSAM RIVER
IN THE TOWN OF
KENNEBUNK YORK CO.
TIMBER DETAILS

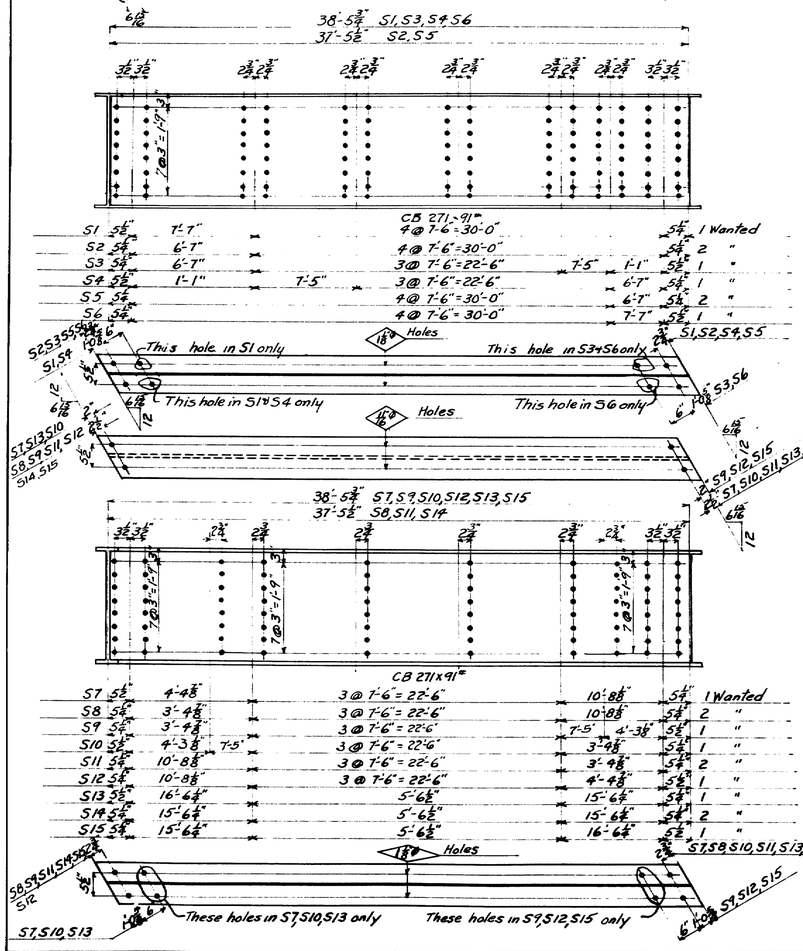
SHEET 3 OF 5 AUGUSTA ME. JAN. 1941

39-36

0 1 2 3 4 5 INCHES







S1	5 3/4	7'-7"		4@ 7'-6" = 30'-0"		5 3/4 1 Wanted
S2	5 3/4	6'-7"		4@ 7'-6" = 30'-0"		5 3/4 2 "
S3	5 3/4	6'-7"		3@ 7'-6" = 22'-6"	1'-1"	5 3/4 1 "
S4	5 3/4	1'-1"	7'-5"	3@ 7'-6" = 22'-6"	6'-7"	5 3/4 1 "
S5	5 3/4			4@ 7'-6" = 30'-0"	6'-7"	5 3/4 2 "
S6	5 3/4			4@ 7'-6" = 30'-0"	7'-7"	5 3/4 1 "

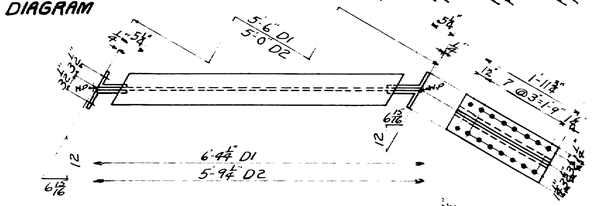
S7	5 3/4	4'-4 3/8"		3@ 7'-6" = 22'-6"	10'-8 3/8"	5 3/4 1 Wanted
S8	5 3/4	3'-4 3/8"		3@ 7'-6" = 22'-6"	10'-8 3/8"	5 3/4 2 "
S9	5 3/4	3'-4 3/8"		3@ 7'-6" = 22'-6"	4'-3 3/8"	5 3/4 1 "
S10	5 3/4	4'-3 3/8"	7'-5"	3@ 7'-6" = 22'-6"	3'-4 3/8"	5 3/4 1 "
S11	5 3/4	10'-8 3/8"		3@ 7'-6" = 22'-6"	3'-4 3/8"	5 3/4 2 "
S12	5 3/4	10'-8 3/8"		3 @ 7'-6" = 22'-6"	4'-4 3/8"	5 3/4 1 "
S13	5 3/4	16'-6 1/4"		5'-6 1/2"	15'-6 1/4"	5 3/4 1 "
S14	5 3/4	15'-6 1/4"		5'-6 1/2"	15'-6 1/4"	5 3/4 2 "
S15	5 3/4	15'-6 1/4"		5'-6 1/2"	16'-6 1/4"	5 3/4 1 "

S7,S8,S10,S11,S13,S14

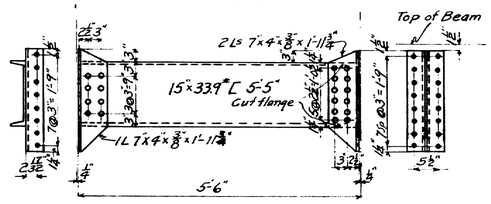
S7,S10,S13

S8,S9,S11,S12,S14,S15

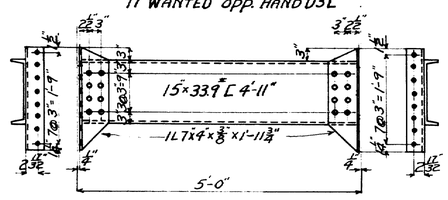
S7,S12,S15



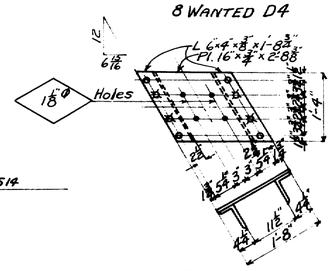
16 WANTED D1
16 WANTED D2



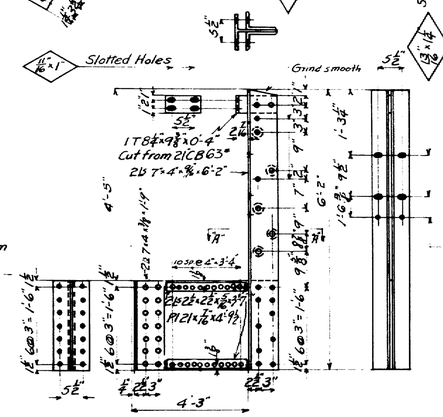
17 WANTED AS SHOWN D3R
17 WANTED OPP. HAND D3L



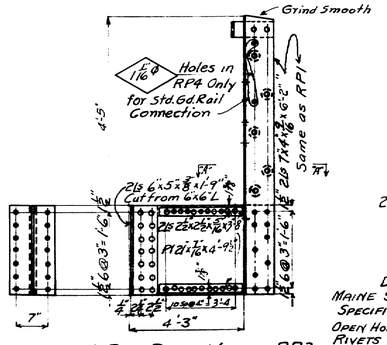
8 WANTED D4



25 BEARING PLATES WANTED BP1

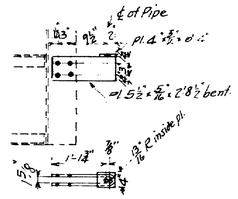


32 RAIL POSTS WANTED RP1
2 RAIL POSTS WANTED R P2

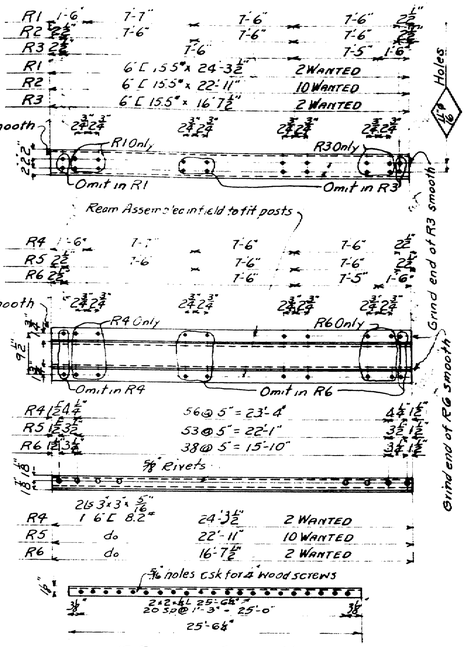


6 RAIL POSTS WANTED RP3
2 RAIL POSTS WANTED RP4

SECTION A-A



21 PIPE HANGERS WANTED PH1



R1	1'-6"	7'-7"	7'-6" 7'-6" 2 1/2"
R2	2 1/2"	7'-6"	7'-6" 7'-6" 2 1/2"
R3	2 1/2"		7'-6" 7'-5" 1'-6"
R1		6" L 15.5# x 24'-3 1/2"	2 WANTED
R2		6" L 15.5# x 22'-11"	10 WANTED
R3		6" L 15.5# x 16'-7 1/2"	2 WANTED

R4	1'-6"	7'-7"	7'-6" 7'-6" 2 1/2"
R5	2 1/2"	7'-6"	7'-6" 7'-6" 2 1/2"
R6	2 1/2"		7'-6" 7'-5" 1'-6"
R4	4 1/2"		56 @ 5" = 23'-4" 4 1/2"
R5	4 1/2"		53 @ 5" = 22'-1" 4 1/2"
R6	4 1/2"		38 @ 5" = 15'-10" 4 1/2"

R4	1 6" L 8.2#	24'-3 1/2"	2 WANTED
R5	do	22'-11"	10 WANTED
R6	do	16'-7 1/2"	2 WANTED

2 Ls 3" x 3" x 5/16" 25'-6 3/4"

BOLTS NUTS WASHERS			
NO*	SIZE	LENGTH	
496 144	3/4" ø	2 1/2"	D1+D2 to Stringers
272	3/4" ø	0'-2 1/2"	D3+D4 " "
64	3/4" ø	0'-2 1/2"	D3 to D4+ Stringers
247 68	3/4" ø	2 1/2"	D3 to RP1+RP2
336	3/4" ø	0'-2 1/2"	RP1-2-3-4
168	3/4" ø	0'-2"	" " to R4-5-6
168	5/8" ø	0'-2"	" " to R1-2-3
100	1" ø	1'-0"	Lag Screws BP1 to stringers
168	1/8"	Flat washers for 3/4" bolts railing	
168	1/8"	" " 5/8" " "	
100	1/4"	" " 1" ø	Lag screws
2008	1/4" x 1/16"		Lock washers for 1/2" bolts
84	1/2" ø	0'-3 1/2"	PH1 to RP1-2-3-4
252	1/2" ø	0'-1 3/4"	Wood screws

Nuts + Bolts shall beam. Std Heavy with Hex. Heads + Nuts.
*No Req'd in structure without allowance for waste.

Design — H15
Maine State Highway Commission Specifications for Steel Highway Bridges 1937
Open Holes 13/16" ø
Rivets 7/8" ø } Unless noted
Field Conn:- Am. Std. Heavy Bolts. Hex. Nut. Hex. Nut.
Paint: One Shop Coat Red Lead + Oil.

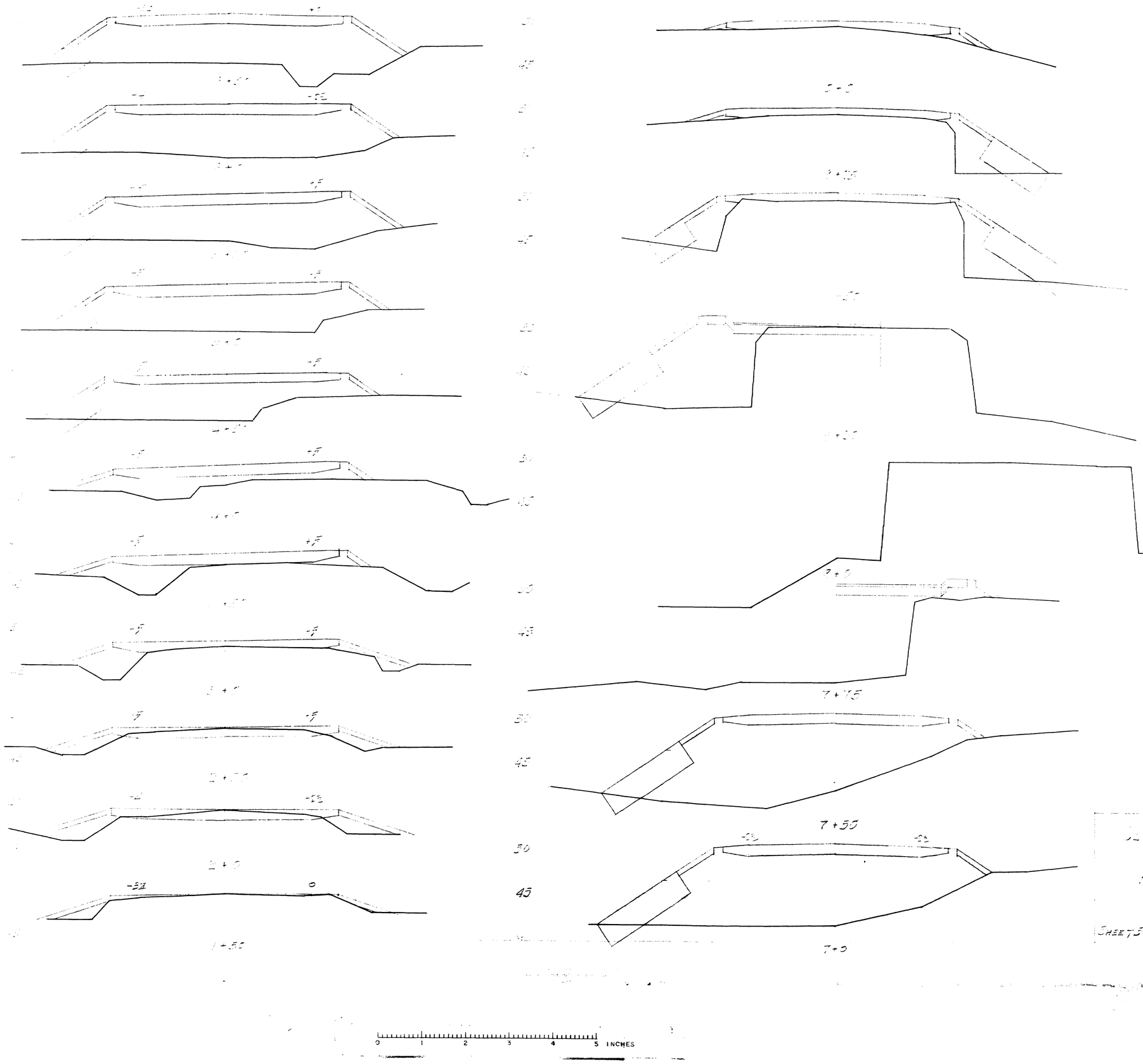
PLAN B.T.W. CHECKED A.B.P.	TOWN IG-10 BRIDGE 2157

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
CLAY HILL BRIDGE
OVER
MOUSAM RIVER
IN THE TOWN OF
KENNEBUNK YORK CO.
STEEL DETAILS

SHEET 4 of 5 AUGUSTA ME JAN. 1941

39-37

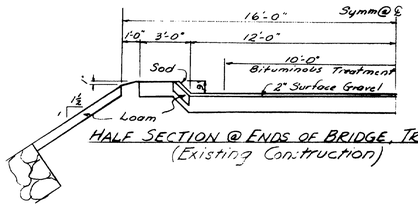
0 1 2 3 4 5 INCHES



SHEET 5 of 5

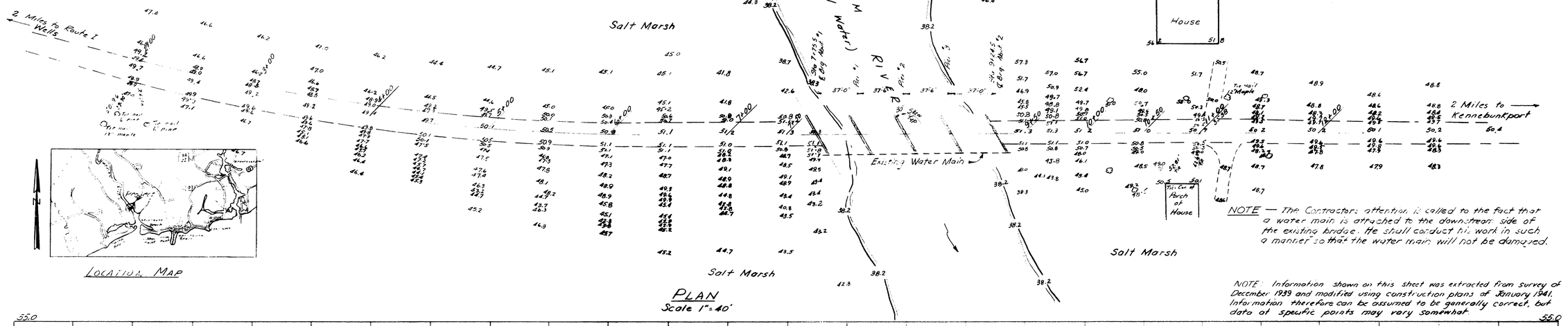
39-38

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



HALF SECTION @ ENDS OF BRIDGE, TRANSITION IN 25'
(Existing Construction)

LOCATION MAP



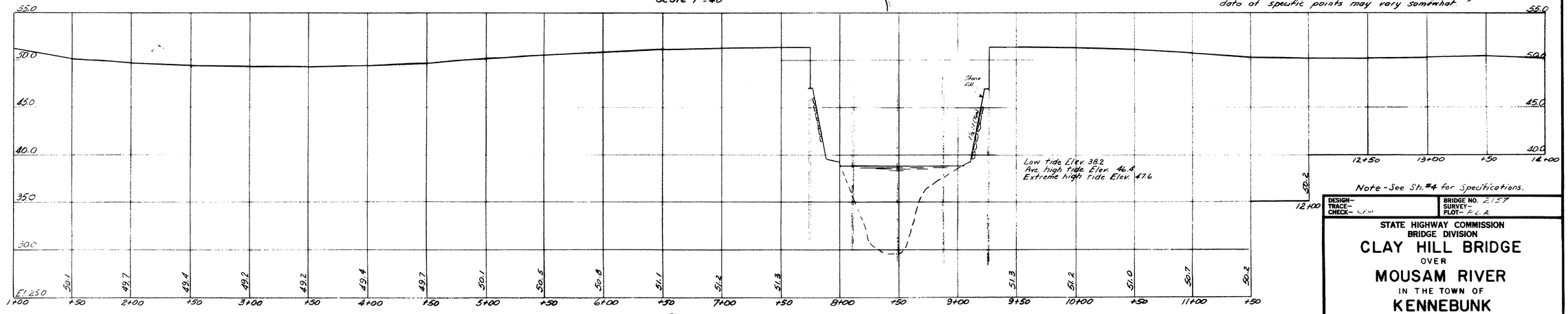
PLAN
Scale 1"=40'

Stream- Salt tidal water, average low tide Elev. 38.2, average high water Elev. 46.4, extreme high tide about Elev. 47.6.
Streambed - Salt marsh drainage.

Bench Mark-
Top of existing diaphragm @ abutment
Elevation 50.74.

NOTE — The Contractor's attention is called to the fact that a water main is attached to the downstream side of the existing bridge. He shall conduct his work in such a manner so that the water main will not be damaged.

NOTE: Information shown on this sheet was extracted from survey of December 1939 and modified using construction plans of January 1941. Information therefore can be assumed to be generally correct, but data at specific points may vary somewhat.



PROFILE
Scale: Hor. 1"=40'
Vert. 1"=5'

Note - See Sh. #4 for Specifications.

DESIGN-	BRIDGE NO. 2157
TRACE-	SURVEY-
CHECK- C.F.W.	PLOT- F.L.A.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

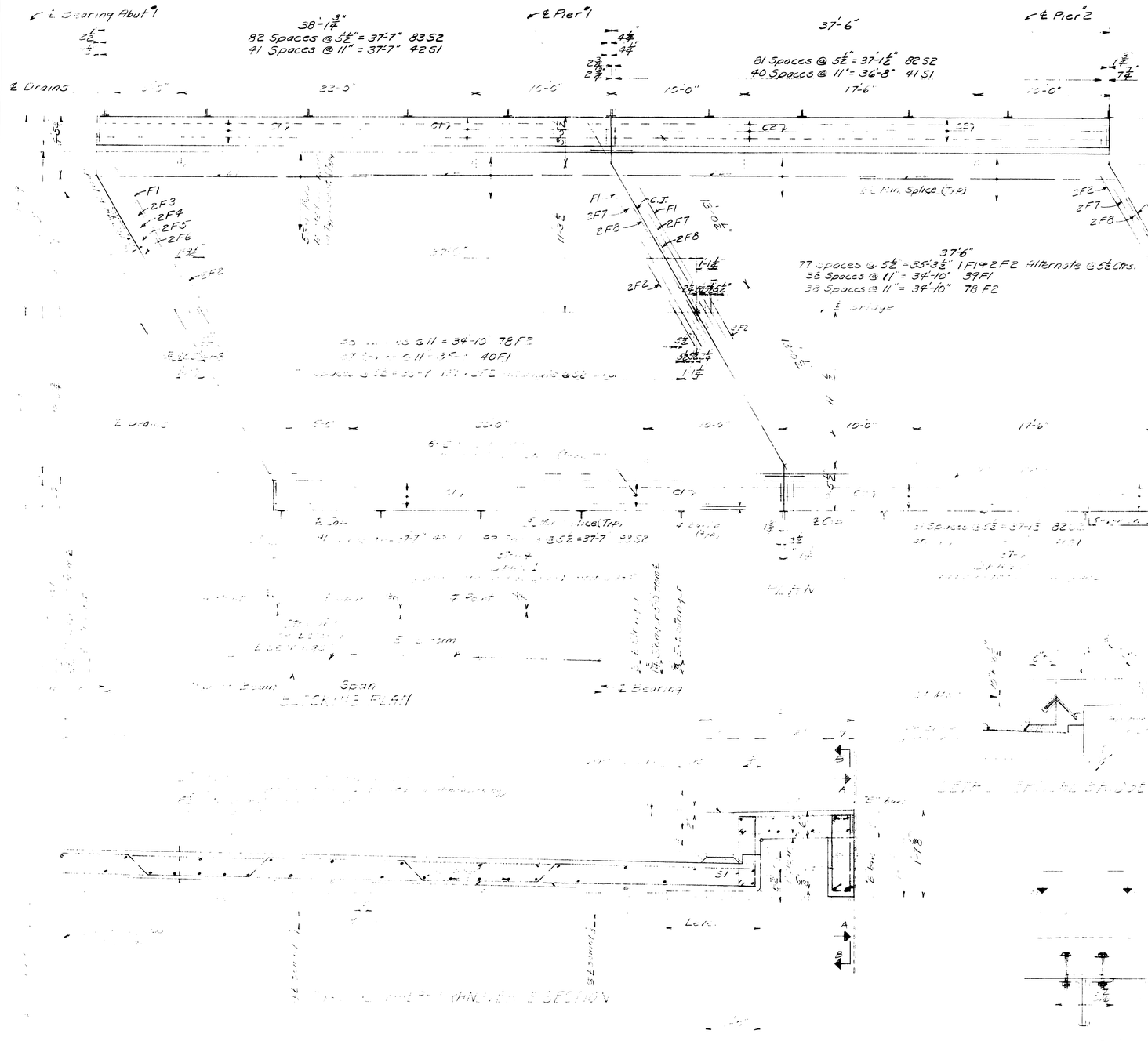
CLAY HILL BRIDGE
OVER
MOUSAM RIVER
IN THE TOWN OF
KENNEBUNK
YORK COUNTY

SURVEY

SHEET 1 OF 4 AUGUSTA, MAINE APRIL, 1966

96-70

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



Note - Estimated quantity of Structural Concrete in Superstructure Slab = 119 cu. yds. Class "A" Concrete

DESIGN-	BRIDGE NO. 2157
TRACE-	SURVEY-
CHECK-	PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

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

DECK REPLACEMENT

SHEET 1 OF 9 AUGUSTA, MAINE MAY, 1964

96-71

C. B. CO., NO. 44-131

0 1 2 3 4 5 INCHES

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

REINFORCING STEEL

Mark	Size	Number	Length	Location
				BENT BARS
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	3	244	[illegible]	[illegible] Fascia
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	8	[illegible]	[illegible]
A3	[illegible]	8	[illegible]	[illegible]
				STRAIGHT BARS
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	5	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	43	[illegible]	[illegible]
[illegible]	[illegible]	48	[illegible]	[illegible]
[illegible]	6	[illegible]	[illegible]	Fascia, Span #1&4
[illegible]	[illegible]	5	[illegible]	Abutment [illegible]
B2	6	16	37'5"	Fascia Span #2&3

				STRAIGHT BARS	
Mark	Size	Number	Length	Location	
F6	5	4	36'-8"	Side	Spans 1 & 4
F7	[illegible]	8	39'-8"	"	Spans 1 2 3 + 4
F8	5	8	37'-9"	"	"

4 [illegible] in abutment = 3 cu.yd. (Class "A" Concrete)

NOTE-

The work outlined as follows will not be paid for separately but will be included in Item 502.26 "Structural Concrete, Roadway and Sidewalk Slabs on Steel Bridges."

1. Removal of existing backwall and wing timbers.
2. Construction of concrete abutment caps and incidental work involved.

DESIGN- [illegible] TRACE- CHECK- ABP	BRIDGE NO. 2157 SURVEY- PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

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

ABUTMENT CAP

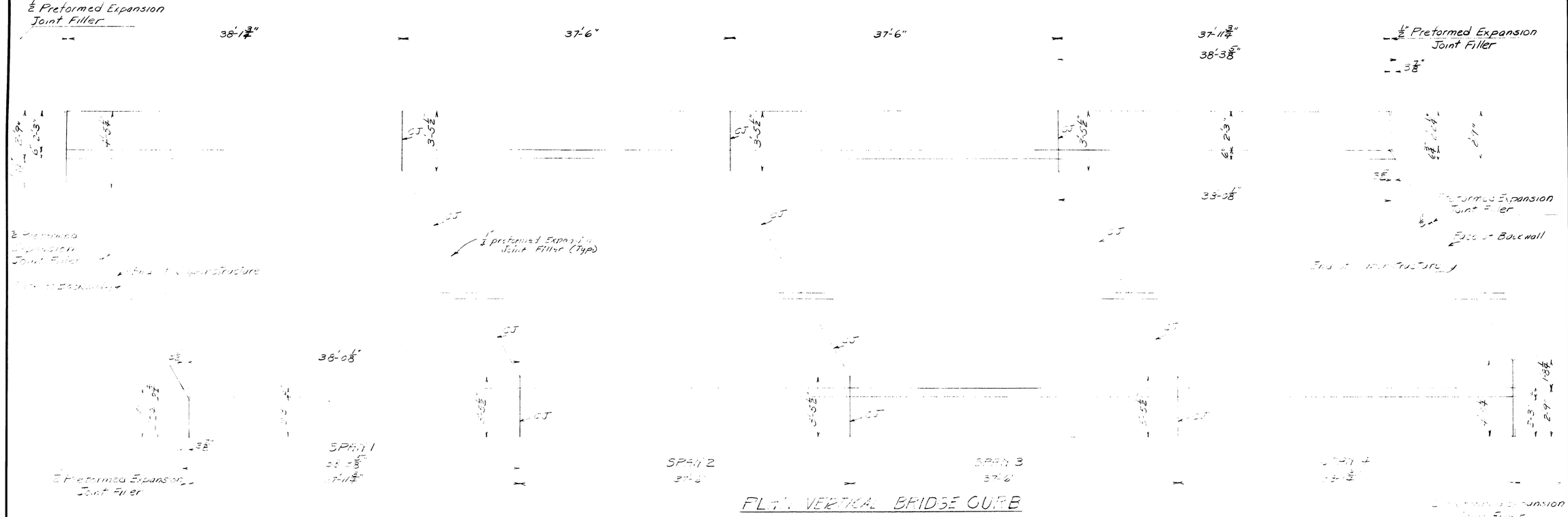
SHEET 3 OF 4 AUGUSTA, MAINE MAY 1964

96·72

C. B. CO., NO. 44-131

0 1 2 3 4 5 INCHES

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



PLAN VERTICAL BRIDGE CURB

SPECIFICATIONS

DESIGN A.A.S.H.O. Standard Specifications for Highway Bridges 1961 with Interim Specifications 1962 1963 1964

CONTRACT State of Maine, State Highway Commission Standard Specifications for Highways and Bridges, Revision of June, 1965.

LOADING Floor Slab = H20-44

ALLOWABLE STRESSES

Concrete n=10, f_c = 1,200 p.s.i.
Reinforcing Steel f_s = 20,000 p.s.i. (Intermediate Grade)

CONCRETE CLASSIFICATION

All Concrete Class A

DESIGN- J.K.
TRACE-
CHECK- ABR

BRIDGE NO. 2157
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

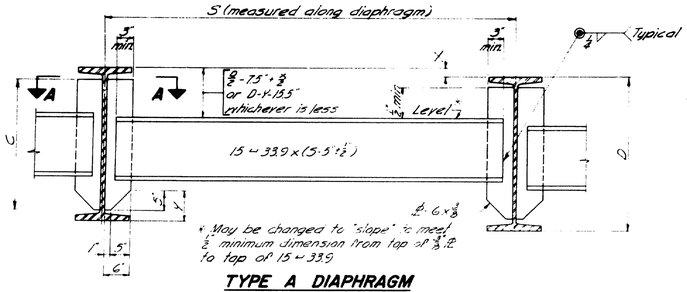
CLAY HILL BRIDGE
OVER
MOUSAM RIVER
IN THE TOWN OF
KENNEBUNK
YORK COUNTY

VERTICAL BRIDGE CURB

SHEET 4 OF 4 AUGUSTA, MAINE MAY 1964

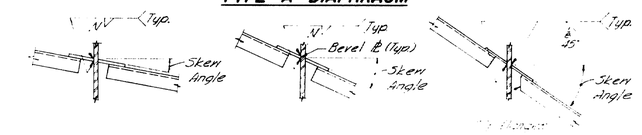
96-73

BRR DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			



* May be changed to "slope" to meet ⅜" minimum dimension from top of ⅜" PL to top of 15 WF 33.9

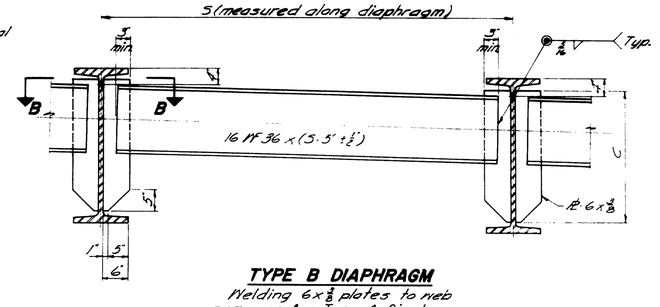
TYPE A DIAPHRAGM



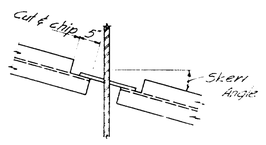
SECTION A-A
Skew Angle 0° to 15°-30'

SECTION A-A
Skew Angle over 15°-30' to 30°-00'

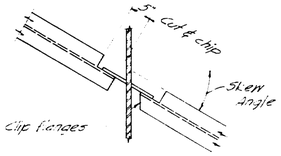
SECTION A-A
Skew Angle over 30°-00'



TYPE B DIAPHRAGM
Welding 6x⅜ plates to web same as for Type A Diaphragm.



SECTION B-B
Skew Angle 0° to 25°-00'

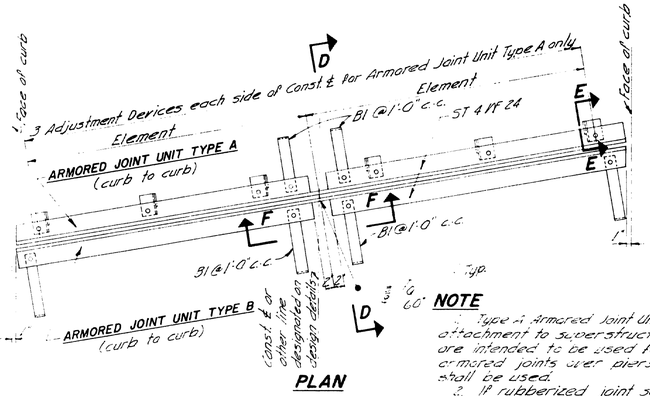


SECTION B-B
Skew Angle over 25°-00'

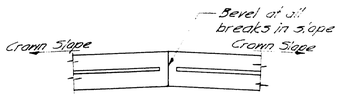
NOTE
See design details for diaphragm type, location and skew.

FILLET WELD SIZE "N" & DIMENSION "C" FOR DIAPHRAGM PLATES		
BEAM	C	N
21 WF 44 to 65 incl.	2"	¼
30 WF 99 to 132 incl.	2'-2"	¼
33 WF 118 to 152 incl.	2'-5"	¼
36 WF 135 to 194 incl.	2'-11"	⅜
36 WF 230 to 300 incl.	2'-6"	⅜

DIAPHRAGMS



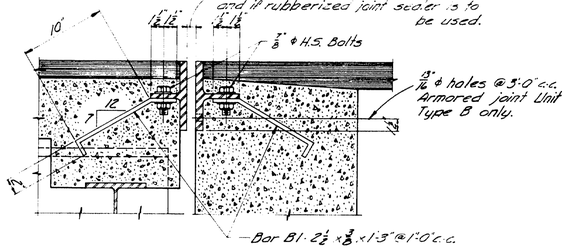
PLAN



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

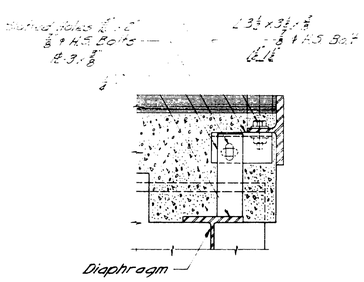
NOTE
1. Type A Armored Joint Units are intended to be used for attachment to superstructures. Type B Armored Joint Units are intended to be used for attachment to abutments. At armored joints over piers, two Type A Armored Joint Units shall be used.
2. If rubberized joint sealer is called for on the design details the area to which it is to be bonded shall not be painted and it shall be supported on non-bituminous material. At the Contractor's option the supporting material may be left in place or be removed. If the supporting material is left in place, it shall be compressible in accordance with specification AASHO M 153-54. In either case bond between the supporting material and the rubberized joint sealer shall be prevented by a 1" minimum thickness of Poly-urethane foam.
3. 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".
4. Armored Joints to be paid for as Structural Steel.

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

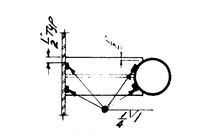


ARMORED JOINT UNIT TYPE A — ARMORED JOINT UNIT TYPE B

SECTION D-D

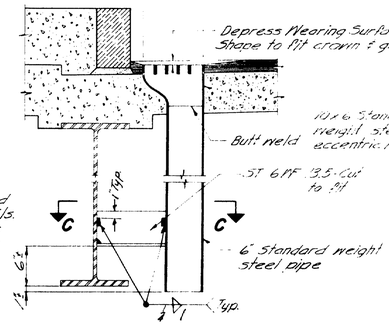


SECTION E-E
Showing Adjustment Device Armored Joint Unit Type A only - After Unit is in final position weld ⅜" PL to angle with ¼" Fillet

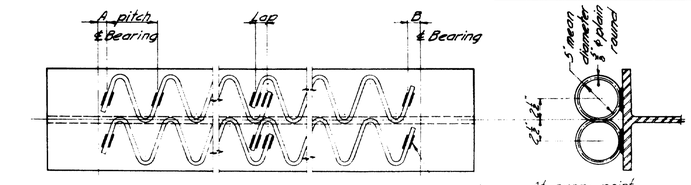


SECTION C-C

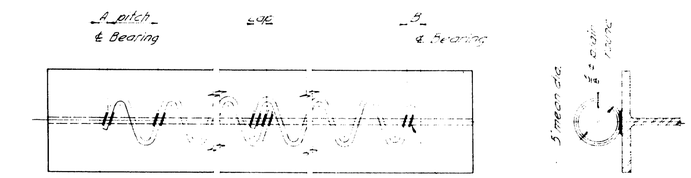
NOTE
1. Drain may be rotated 180°. See design details.
2. See design details for location and number of drains and beam size to which it is connected.



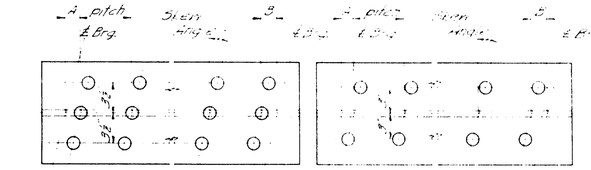
DRAIN



DOUBLE SPIRAL



SINGLE SPIRAL



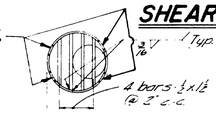
TRIPLE STUDS **DOUBLE STUDS**

STUD DETAIL

NOTE
1. Spiral reinforcing or studs may be used at the option of the contractor.
2. If studs are used they shall be granular or solid flux filled and shall end welded to the top flange in the shop or field.
3. Studs are a patented product. If the contractor elects to use them he shall pay the royalty and payment to the contractor will be included in the price for Shear Connectors.
4. See the design details for Dimensions "A" and "B", spiral and stud Skew Angle for Studs.

SHEAR CONNECTORS

Cut 4 holes ⅝" x 2", 1½" from top. Do not cover with concrete or waterproofing.



GENERAL NOTE

Use only those items which do not conflict between these Standard Details and the design details. The requirements of the design details shall be followed.

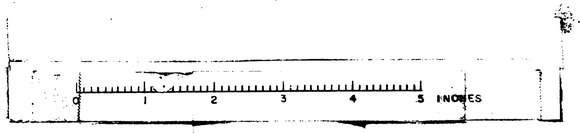
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS
(BD 104-64)
DIAPHRAGMS, ARMORED JOINT, SHEAR CONNECTORS, DRAIN

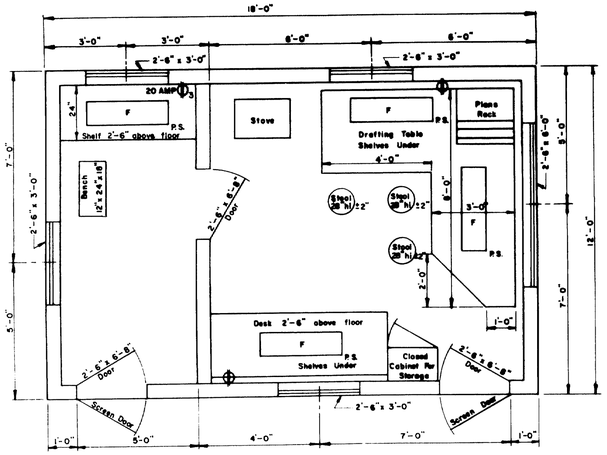
JANUARY 1964

Revised Nov. 1964, Welding Drawn Support

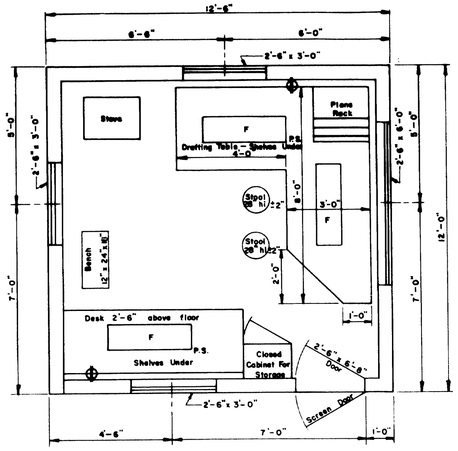
96-74 Clay Hill Bridge - Kennebunk



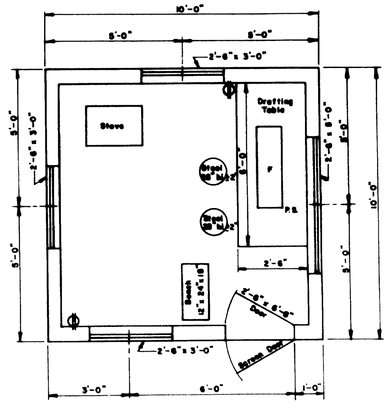
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE			



FLOOR PLAN
TYPE "A"



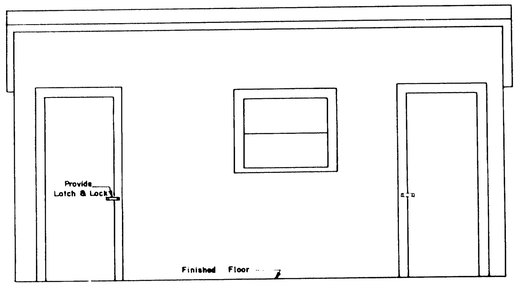
FLOOR PLAN
TYPE "B"



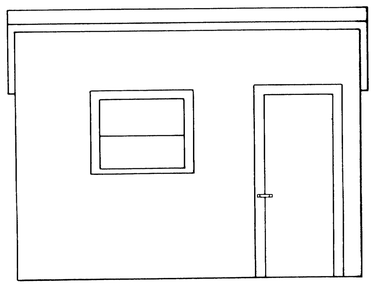
FLOOR PLAN
TYPE "C"

GENERAL NOTES

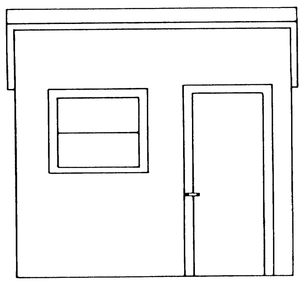
1. Drafting table shall be 3'-6" high at front edge and placed 2" from studs to allow prints to hang down behind table when in use.
2. Shelves under desk shall be constructed to received 11½" x 14" x 25" transfiles.
3. Windows shall be double hung.
4. Stovepipe shall not be in direct contact with combustible material ; the pipe shall be surrounded with at least 6" of fireproof material.
5. Continuous 110 volt 60 cycle electric service shall be supplied.
6. The engineer may rearrange the items shown on the plan views during construction of the field office.
7. FURNISHINGS TO BE SUPPLIED :
   - 2 Straight back chairs for types A and B
   - 1 Bench for types A, B & C
   - 3 Stool for type A
   - 2 Stools for types B & C
8. SYMBOLS :
   - F Florescent lights (2 light , rapid start 48" strips and 40 watt bulbs.)
   - P.S. Pull switch
   - Duplex wall outlet – 15 amp unless otherwise noted.
   - 3 Triplex Wall Outlet
9. For the Type "A" Field Office one clean 55 gal. drum shall be supplied , installed on a suitable rack and equipped with a spigot suitable for drawing off water. The drum shall be furished with water at all times.



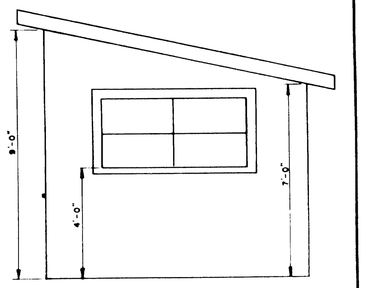
FRONT ELEVATION
TYPE "A"



FRONT ELEVATION
TYPE "B"



FRONT ELEVATION
TYPE "C"



SIDE ELEVATION
TYPES "A" "B" & "C"

Note: If commercial power is not available the field office shall be provided with electric power by an Electrical Generator, fuel for which shall be provided by the Contractor.

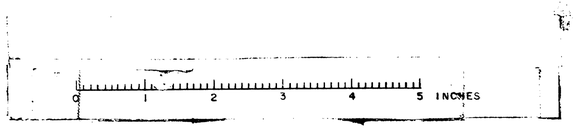
REVISIONS	

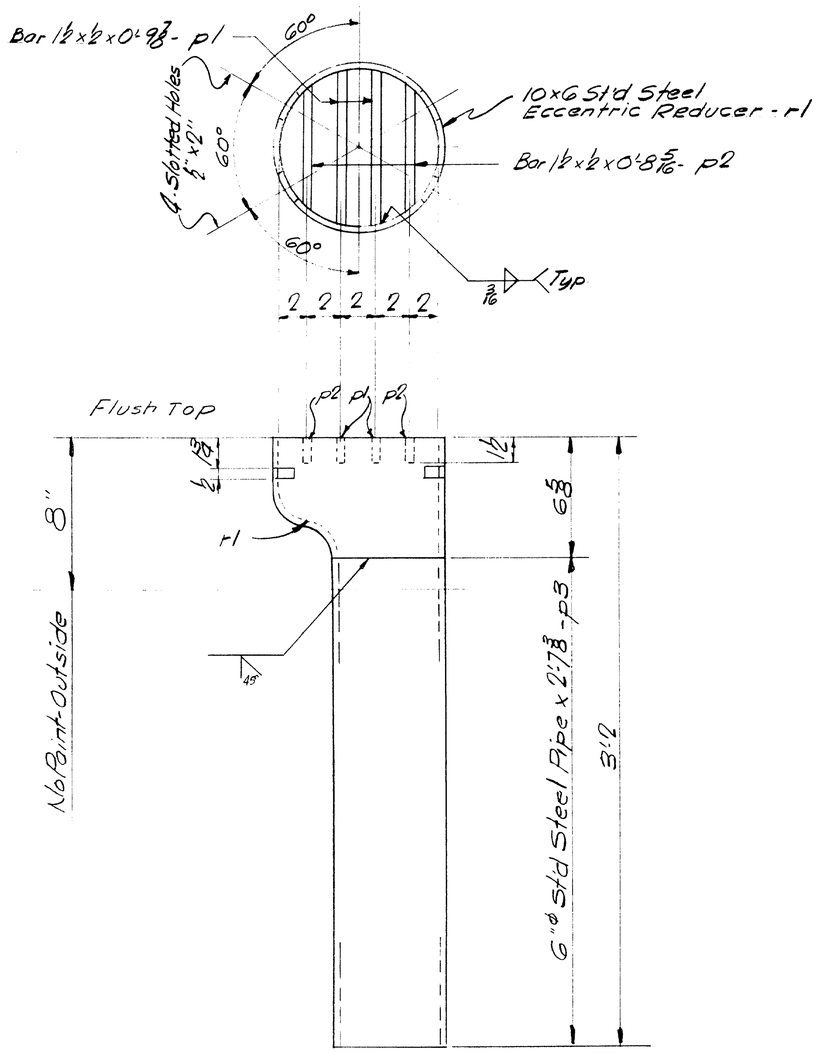
MAINE STATE HIGHWAY COMMISSION
AUGUSTA , MAINE

STANDARD DETAILS

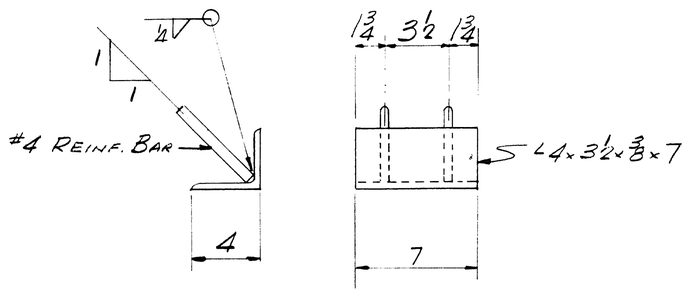
FIELD OFFICES
TESTING LABORATORY

AUG. 1965 (8)





DRAIN DR1- 16 REQ'D.



A1- 6 REQ'D.

No Point

SHIP MARK	NO.	MARK	SHAPE	LENGTH		WT.	REMARKS
DR1	16		SHOP ASSEMBLY			—	
	32	p1	Bar 1½x½	0	9⅞		
	32	p2	do	0	8 5/16		
	16	p3	6"ø Std Pipe	2	7⅜		
	16	r1	10x6	0	7		Std Steel Eccentric Reducer RE# 1015 6-6-66
P1	6		Bar 7x¾	0	8		No Fab - No Paint
A1	6		L4x3½x⅜	0	7		
	12	r2	#4 REINF BAR	0	6		
FIELD	78		¾"ø M BOLTS	0	6		
Do	78		¾"ø Std WASHERS				

ITEM 50 : 26

SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: Welded
HOLES:
PAINT: Red Lead per Maine Spec & As Noted

APP. 5-17-66

DRAINS & MISC ITEMS

Bancroft & Martin Inc.
South Portland 7, Maine

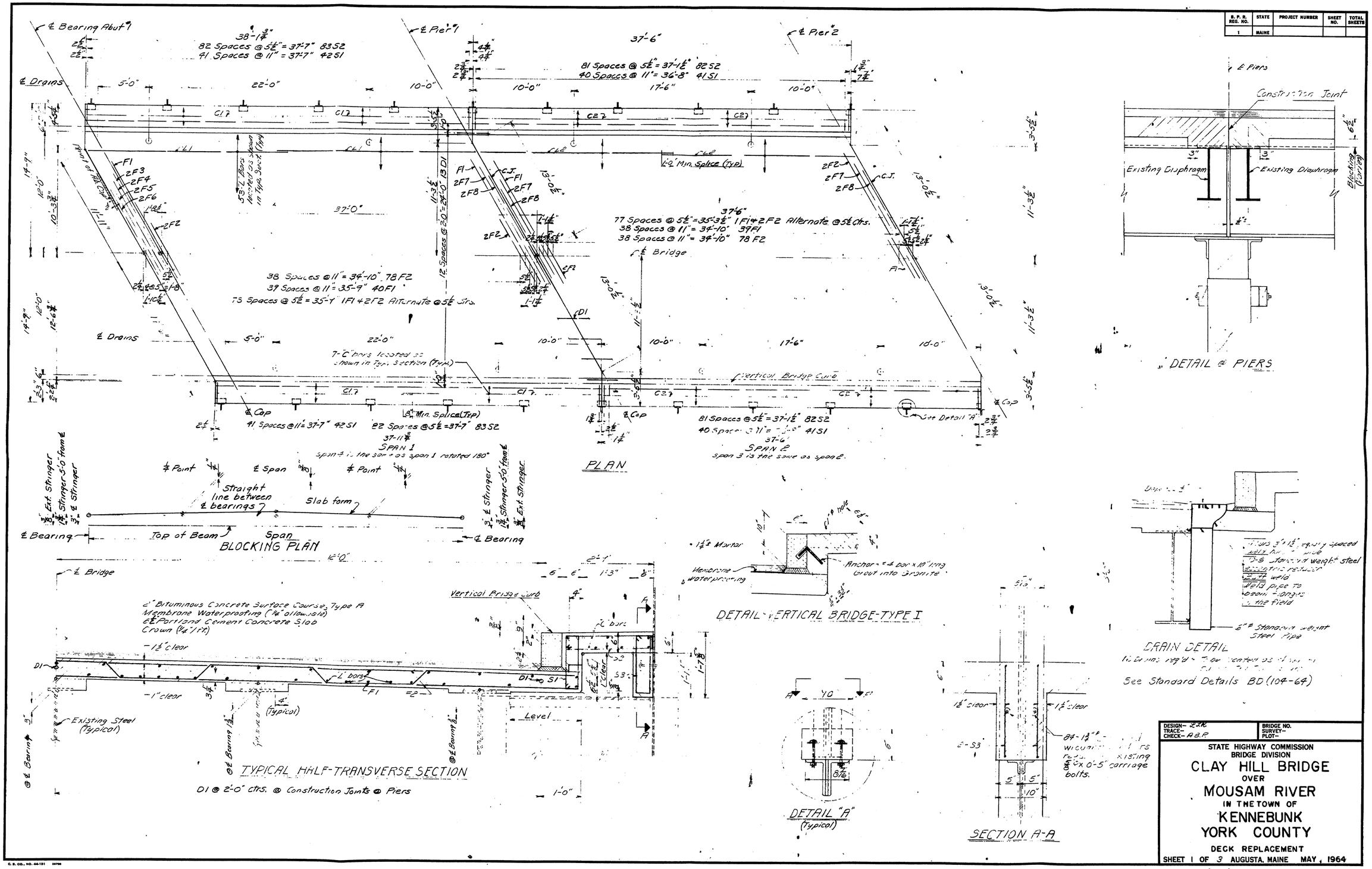
CLAY HILL BRIDGE
KENNEBUNK, MAINE

CUSTOMER C W BAGLEY
DESIGNER ME. S H.C. BRIDGE DN.

DRAWN	5-12-66	J.P.F.
REVISION		
REVISION		
REVISION		

ORDER NO. VERBAL
JOB No. 66-147
DWG. NO. K1

98-104



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

DESIGN- LJR
TRACE-
CHECK- A.B.P.

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

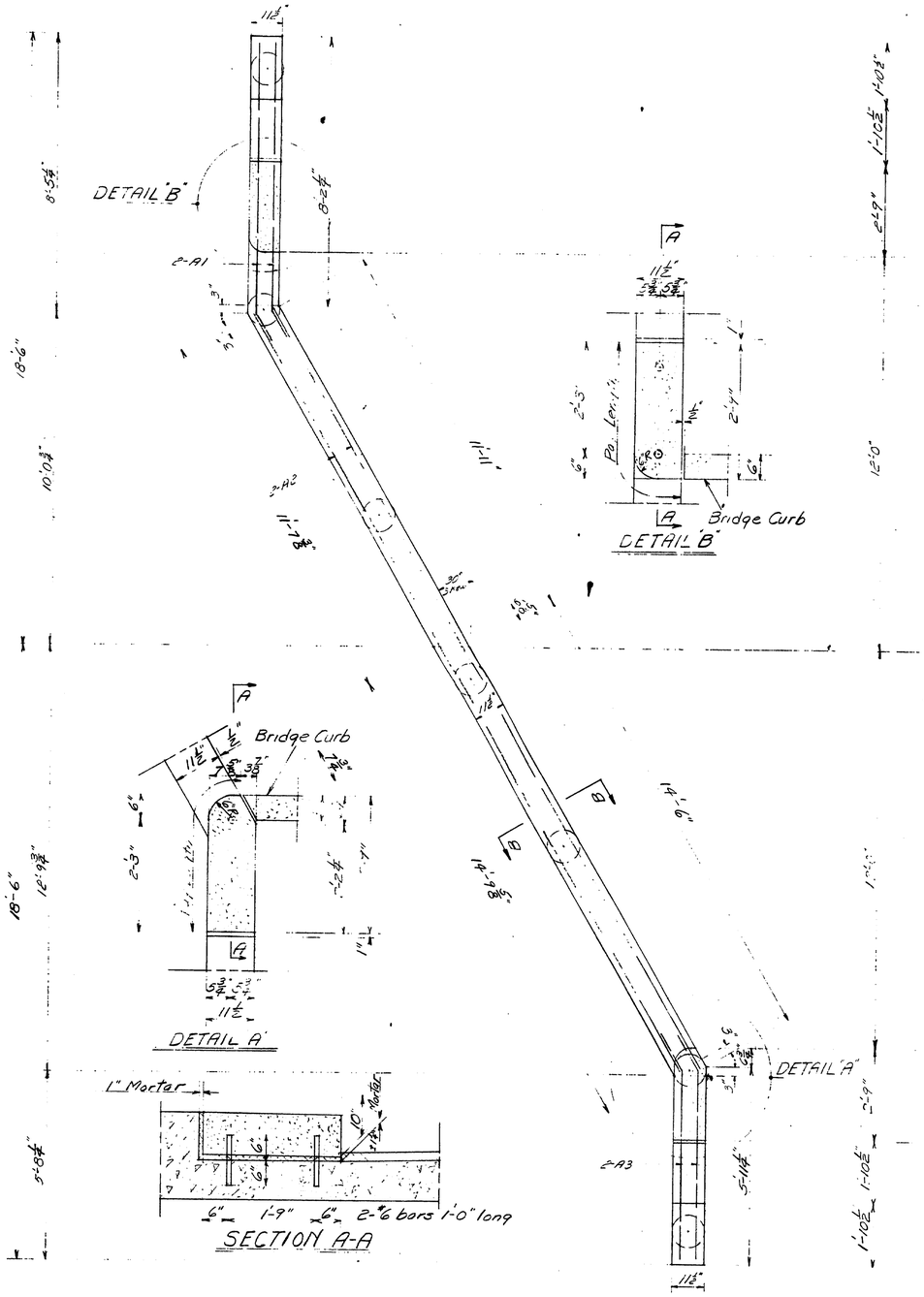
CLAY HILL BRIDGE
OVER
MOUSAM RIVER
IN THE TOWN OF
KENNEBUNK
YORK COUNTY

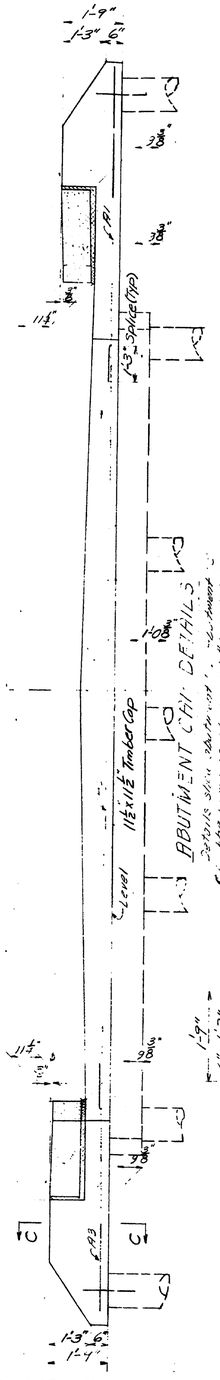
DECK REPLACEMENT

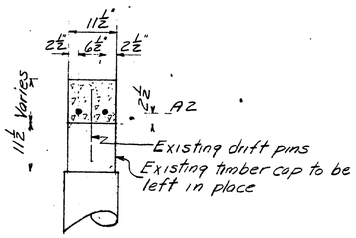
SHEET 1 OF 3 AUGUSTA, MAINE MAY, 1964

131-15

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

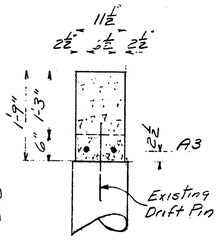


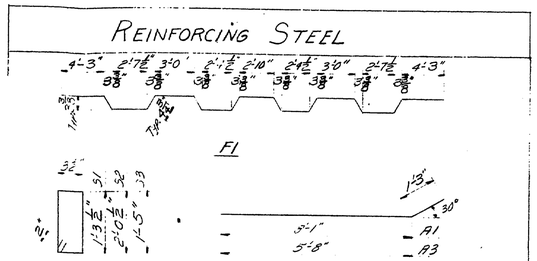




STRAIGHT BARS

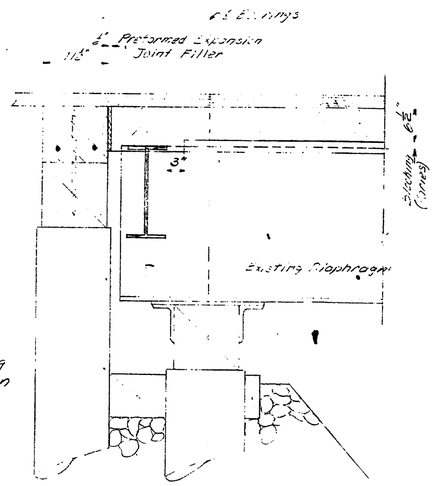
Mark	Size	Number	Length	Location
F6	5	4	26'-8"	Slab Spans 1-4
F7	5	8	28'-8"	" Spans 1,2,3 & 4
F8	5	8	27'-9"	" " " "
D1	5	39	3'-0"	Dowels @ Slab Const. Joints





REINFORCING STEEL

Mark	Size	Number	Length	Location
BENT BARS				
S1	3	372	31 ½"	Curb
S2	3	670	5'-0"	Sidewalk
S3	3	84	3' ?	Sidewalk Haunches
F1	5	153	30'-6"	Slab
A1	6	4	9'-4"	Abutment Caps
A3	6	4	6'-11"	" "
STRAIGHT BARS				
L1	4	216	19'-8"	Slab
L2	4	216	19'-1"	"
F2	5	312	29'-7"	"
F3	5	4	29'-7"	" Spans 1-4
F4	5	4	25'-4"	" " "
F5	5	4	27'-6"	" " "
C1	3	56	19'-4"	Sidewalk
C2	3	56	19'-10"	"
A2	6	4	26'-8"	Abutment Caps



GENERAL NOTES

1 Existing T [illegible] 11½", [illegible] abutment [illegible] and [illegible] shall [illegible] [illegible] 11½" [illegible] existing back wall [illegible] drift [illegible] removed [illegible]

2 [illegible] expansion joint [illegible] structure [illegible]

3 [illegible] concrete

DESIGN- ASH
TRACE-
CHECK- ABR

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

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

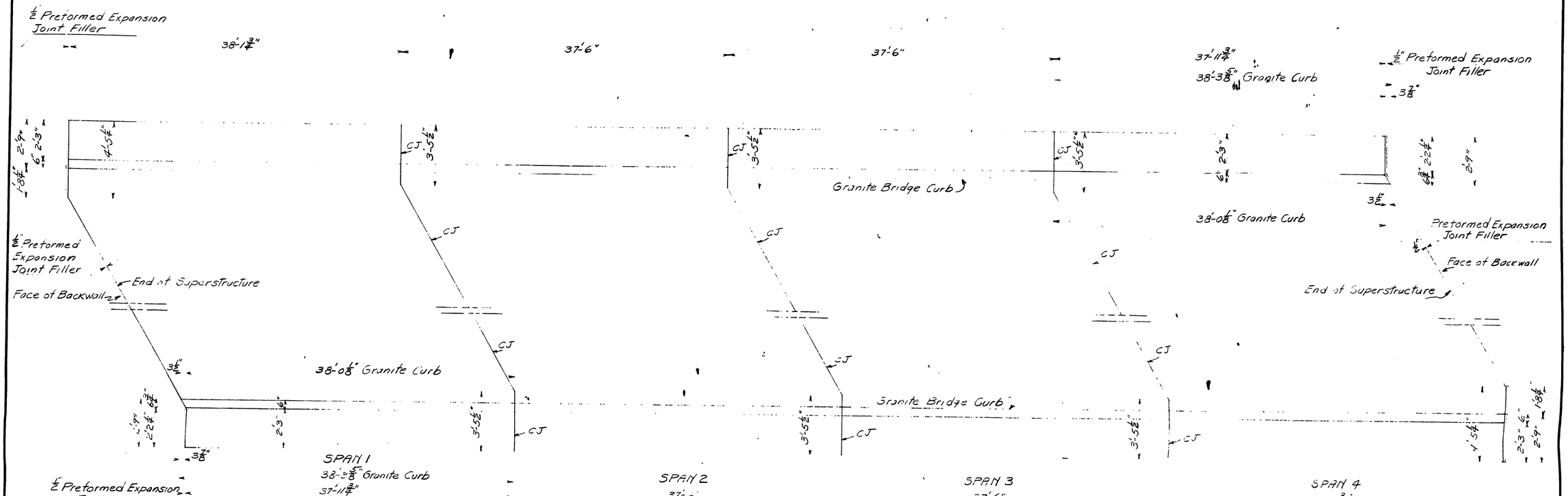
ABUTMENT CAP

SHEET 2 OF 3 AUGUSTA, MAINE MAY 1964

C. B. CO., NO. 46-131

131-16

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



PLAN GRANITE BRIDGE CURB

131-17

DESIGN- JJR	BRIDGE NO.
TRACE-	SURVEY-
CHECK- DBP	PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

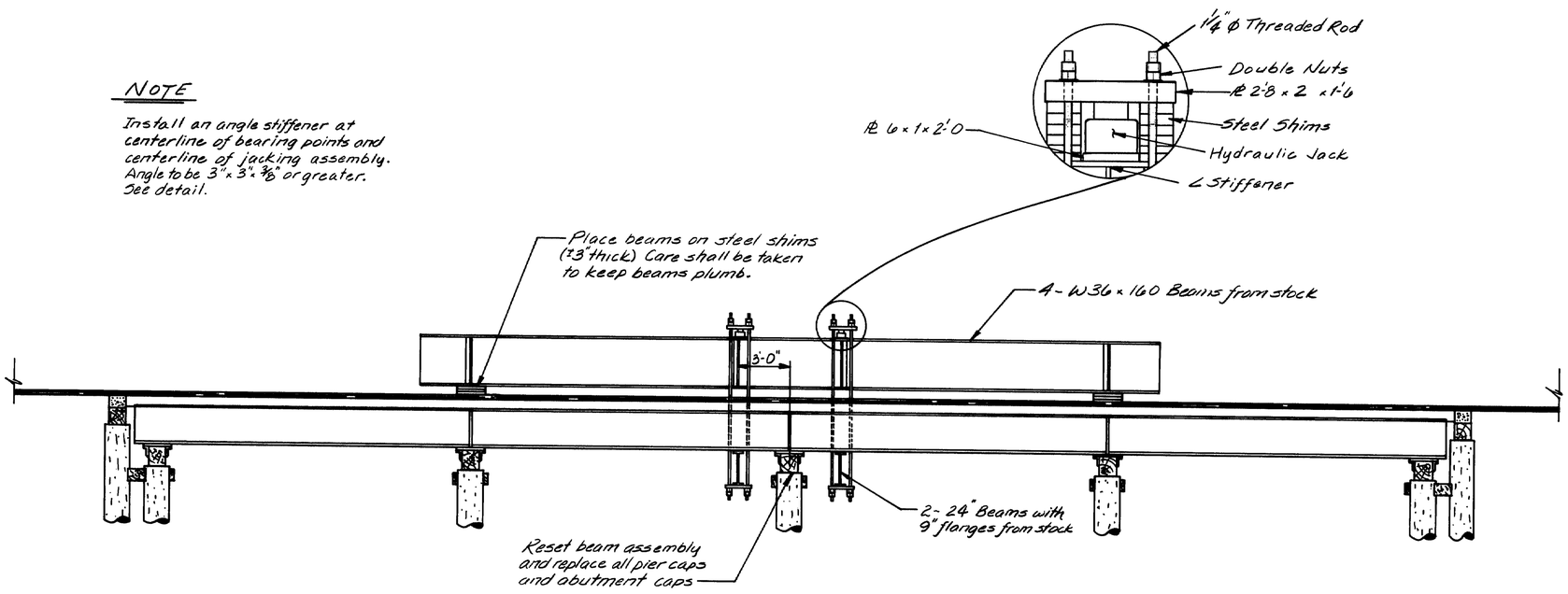
CLAY HILL BRIDGE
OVER
MOUSAM RIVER
IN THE TOWN OF
KENNEBUNK
YORK COUNTY
GRANITE BRIDGE CURB

SHEET 3 OF 3 AUGUSTA, MAINE MAY 1964

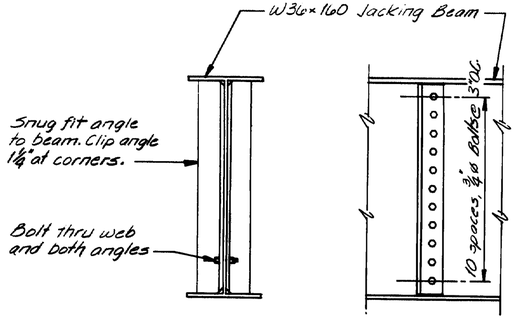
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	2157	1	1

NOTE

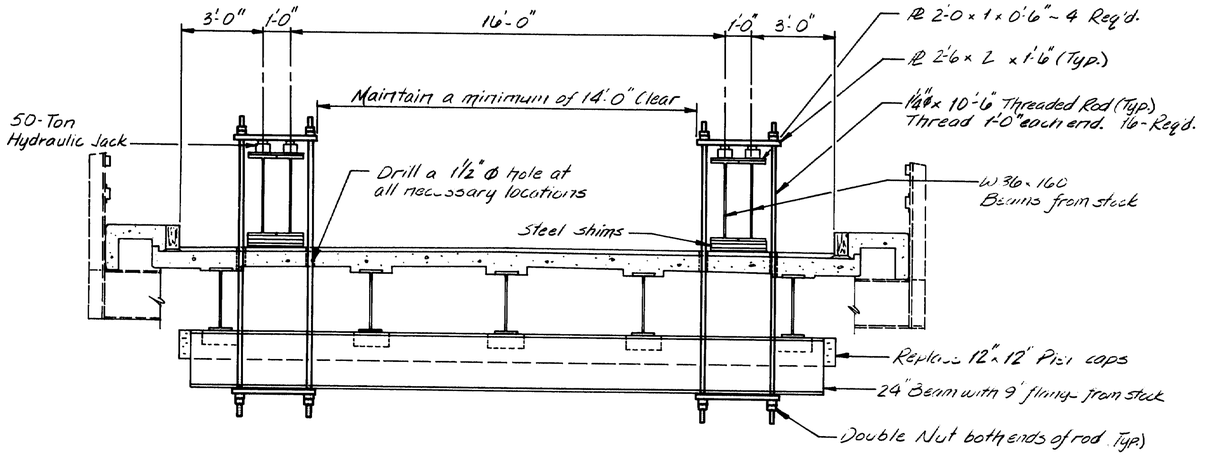
Install an angle stiffener at centerline of bearing points and centerline of jacking assembly. Angle to be 3" x 3" x ⅜" or greater. See detail.



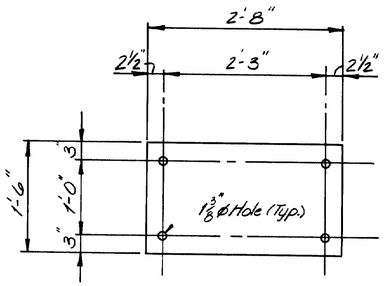
LONGITUDINAL ELEVATION



STIFFENER DETAIL

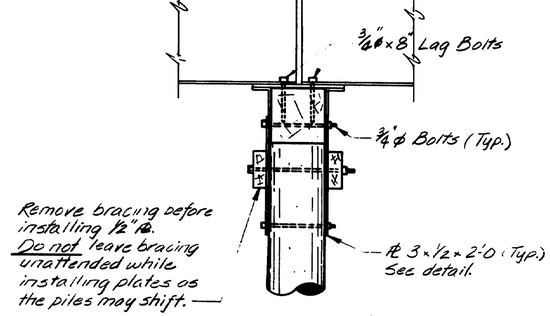


TRANSVERSE SECTION AT PIER CAP

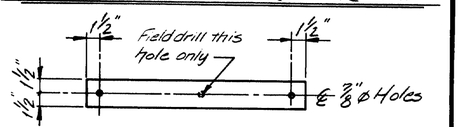


PL 2'-8 x 2" x 1'-6"

8- REQ'D.



DETAIL TO ANCHOR PIER CAP



PL 3 x ½ x 2'-0

SHIM PLATES REQUIRED

4 - PL 2'-0 x 1 x 0'-6 (Jacking Shims)
48 - PL 2'-0 x 1 x 0'-6 (Jacking Shims)
16 - PL 2'-0 x ½ x 0'-6 " "
16 - PL 2'-0 x ¼ x 0'-6 " "
16 - PL 2'-0 x ⅛ x 0'-6 " "

111-69

PIER CAP ANCHOR PLATES

70 - PL 2'-0 x ½ x 3. Drill holes as shown. Plate to be galvanized

HARDWARE

110 - ¾"ϕ x 8" Lag Bolts
¾"ϕ Galvanized Bolts 40 - 2'-2" long, 40 - 1'-6 long, 40 - 1'-3" long

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CLAY HILL BRIDGE
OVER
MOUSAM RIVER
IN
KENNEBUNK
YORK COUNTY

PIER CAP REPLACEMENT

SHEET 1 OF 1 AUGUSTA, MAINE OCT. 1990

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	DESIGN - DETAILED	1250
	CHECKED	9-90
	REVISIONS	
	FIELD CHANGES	

BRUNING 45710-1