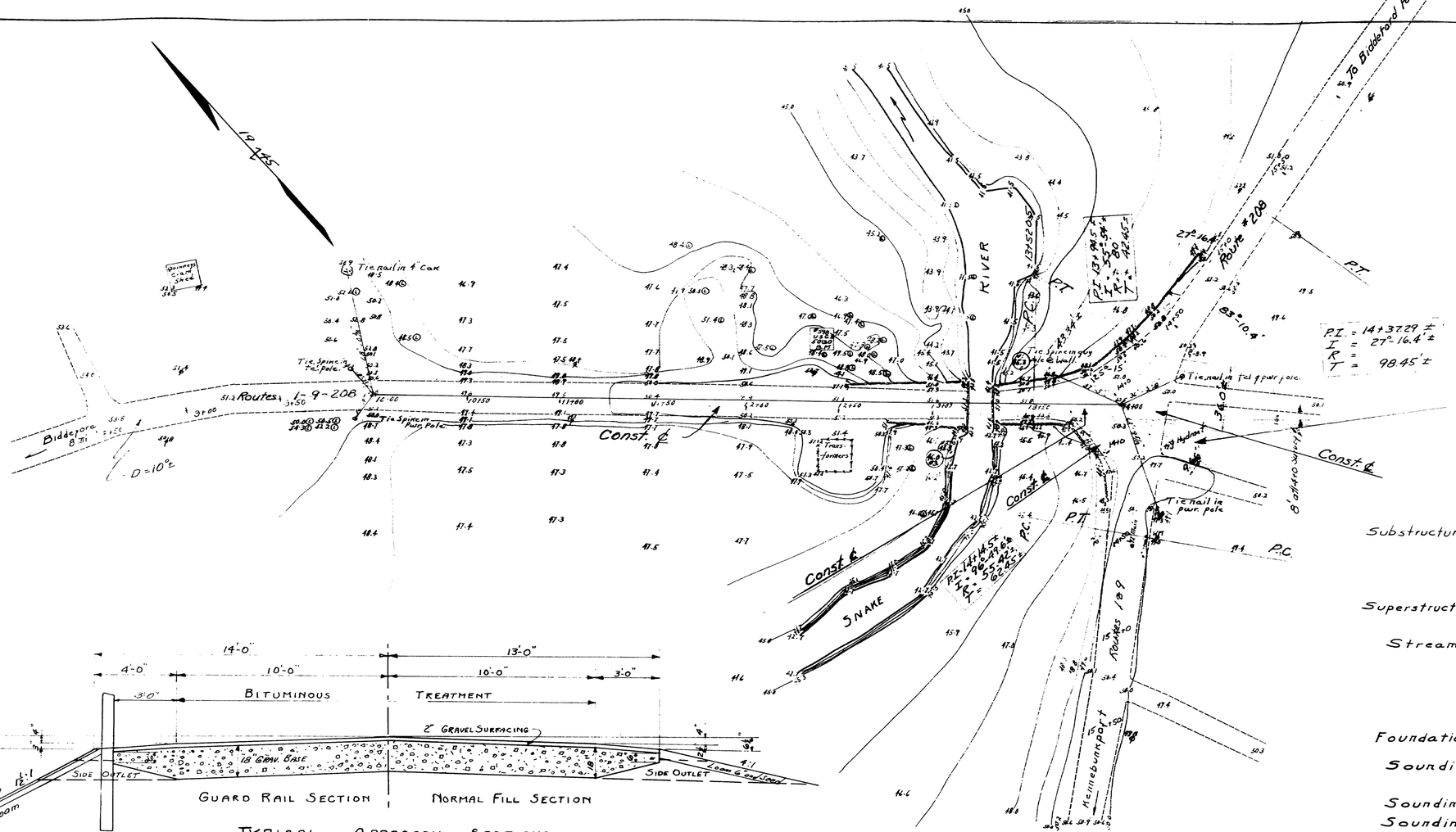
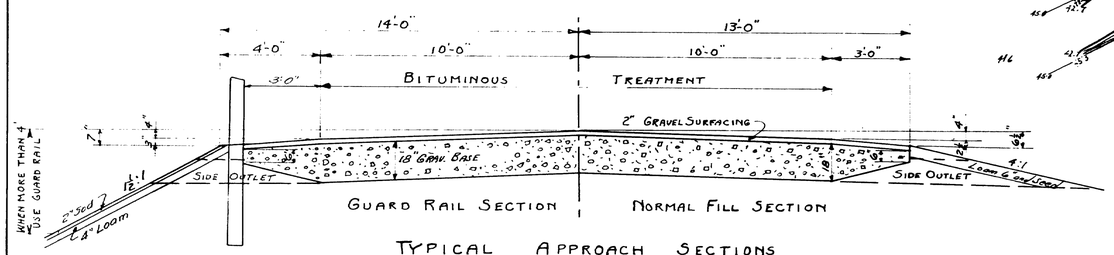


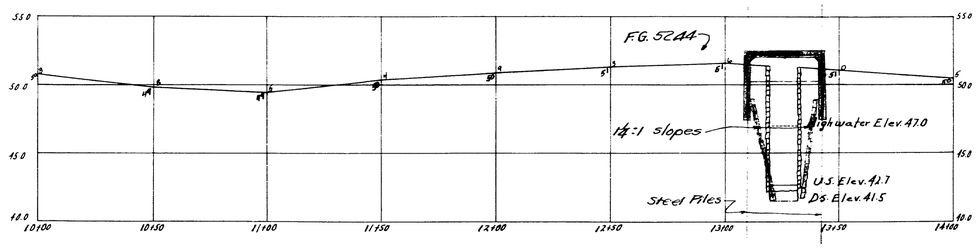
PLAN
Scale 1" = 30'



TYPICAL APPROACH SECTIONS

STA. 13+10 ± ℄ Piles

32' c-c



PROFILE
Scales: 1" = 5' Vert.
1" = 30' Horz.

NOTE
For Finish Grade Profiles see Sheet No. 2

Substructure — Abutments of split granite laid dry in good condition. Abutment #1 D.S. retaining wall of split granite in fair condition. Other retaining walls of field stone, ledge & quarry grout in poor condition. Abutments do not not show any signs of settlement.

Superstructure — 10-6" X 12" wood stringers. Poor condition. 3" transverse plank, poor condition.

Stream — Tide water.
Present low { Elev. 41.5 D.S.
Elev. 42.7 U.S.
Present high water Elev. 47.0.
Extreme high water 2.0' over road @ 14+00.
River bed between abutments covered with layer of loose boulders & quarry grout 7.0' U.S. from bridge abutments & 15' D.S..

Foundation — Ledge.

Sounding No. 1 — 0' to 2.0' By hand.
2.0 to 7.0' 1/4" per blow.
7.0 to 9.5' 1/2" per blow.
9.5', refusal, probably ledge.

Sounding No. 2 — 0' to 2.5' By hand to refusal. Probably ledge.

Sounding No. 3 — 0' to 2.2' By hand to refusal. Probably ledge.

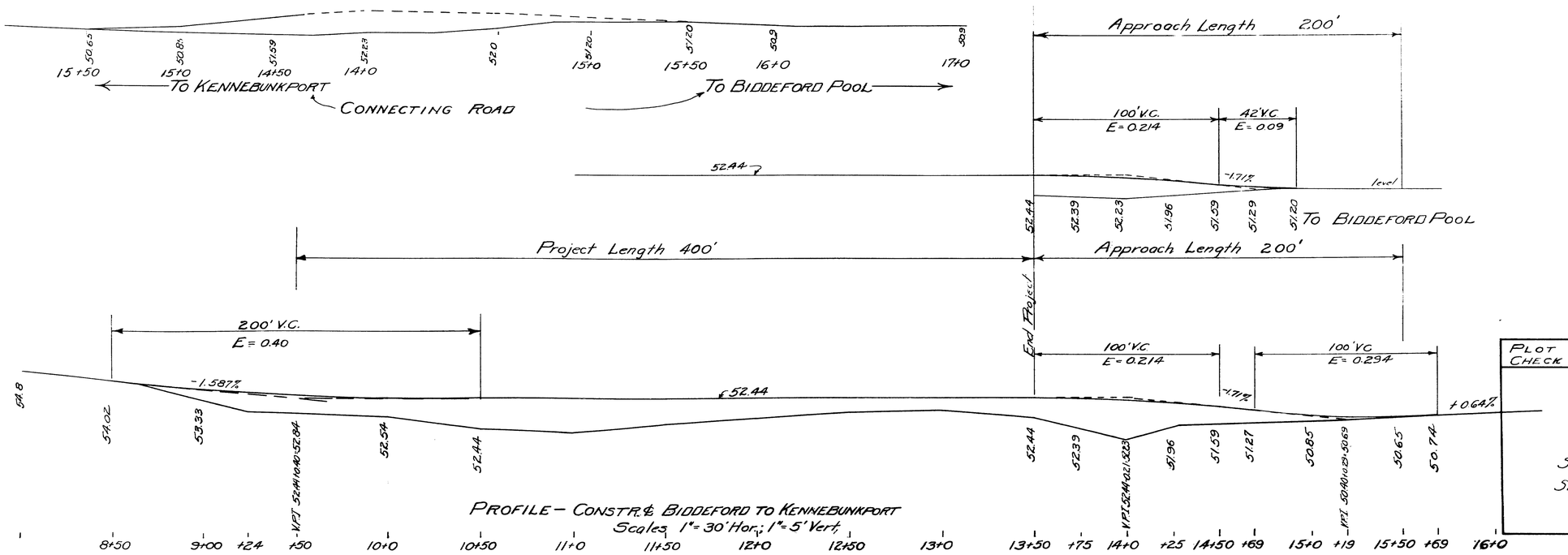
Soundings Mentioned (No)

SURVEY	Stangel	TOWN	16-04
PLOT	H Warner	BRIDGE	3910

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
SNAKE RIVER BRIDGE
in the City of
BIDDEFORD, YORK CO.
SURVEY
Sheet 1 of 5 AUGUSTA, ME. JAN. 1945

41-42

0 1 2 3 4 5 INCHES

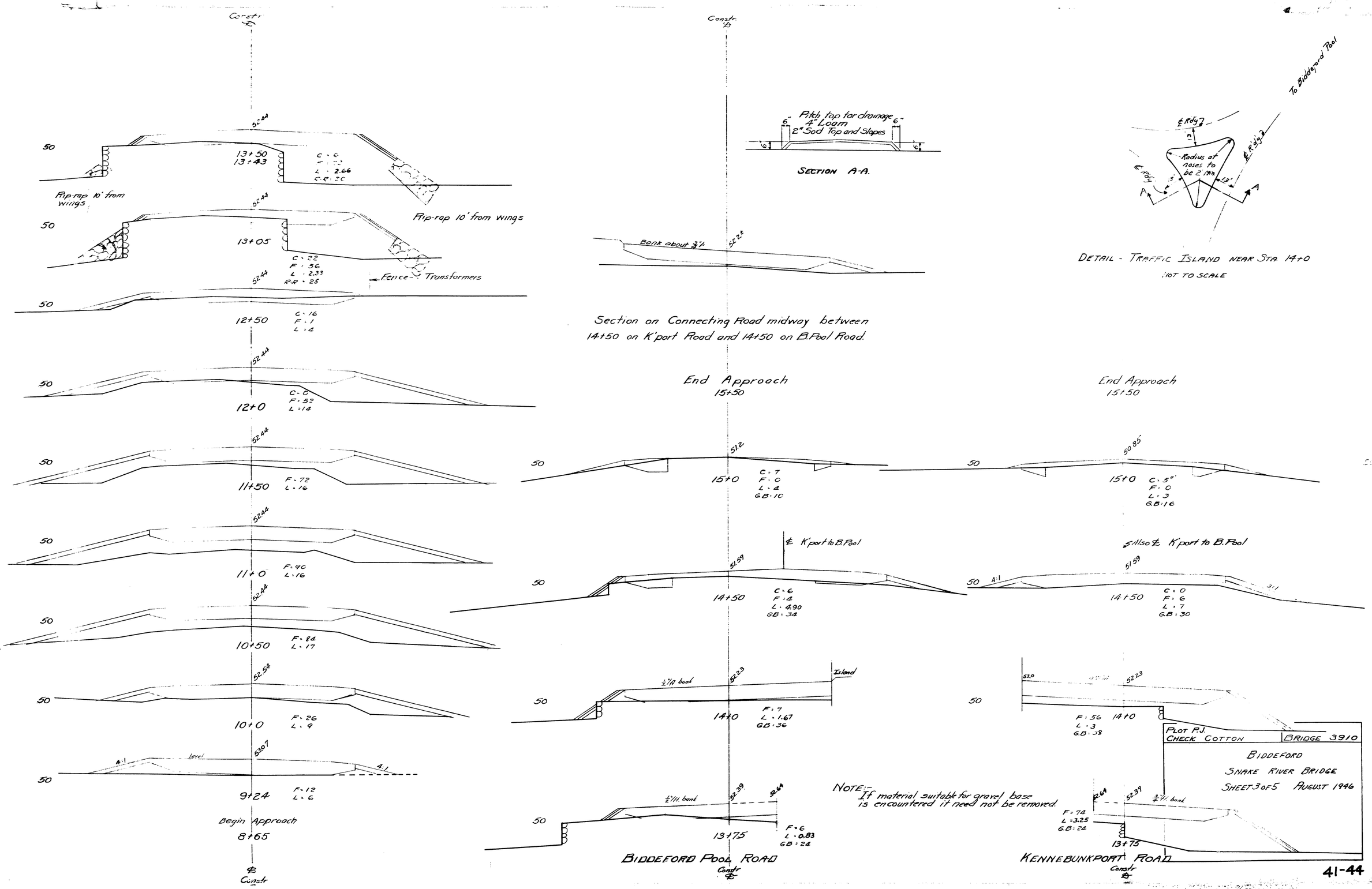


PROFILE – CONSTR. & BIDDEFORD TO KENNEBUNKPORT
Scales 1" = 30' Hor.; 1" = 5' Vert.

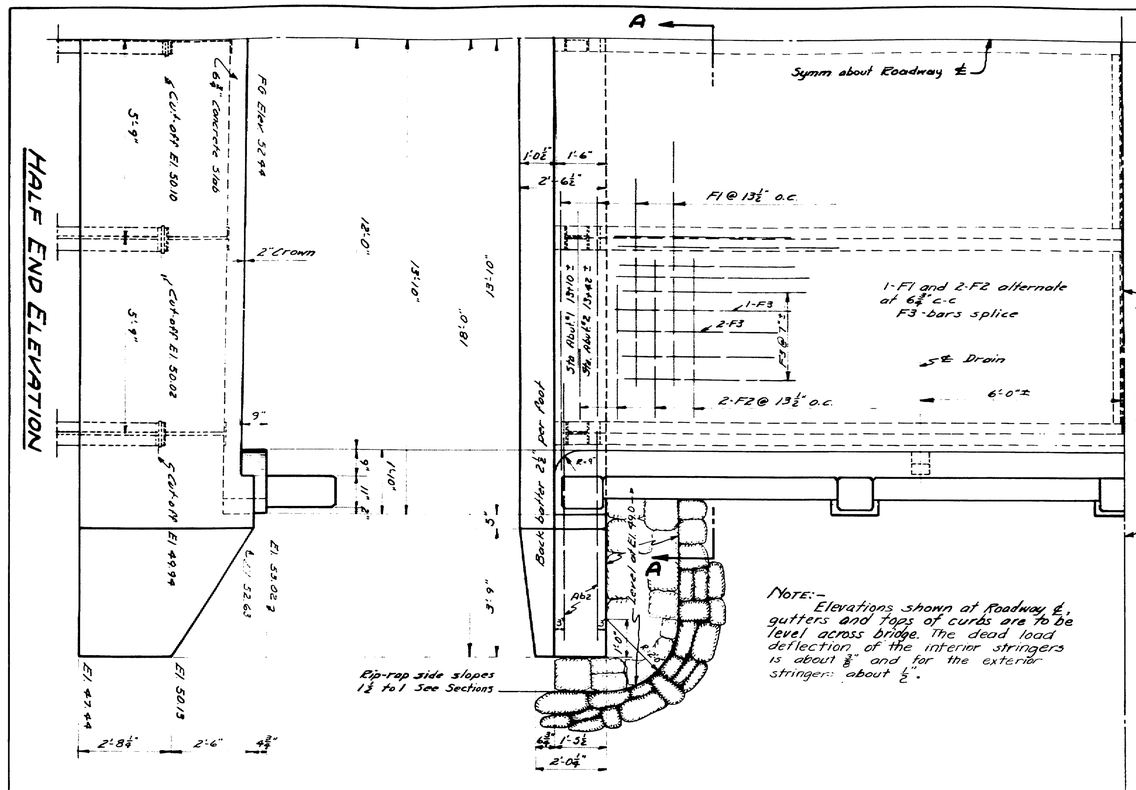
PLOT CHECK	P.J. COTTON	BRIDGE 3910

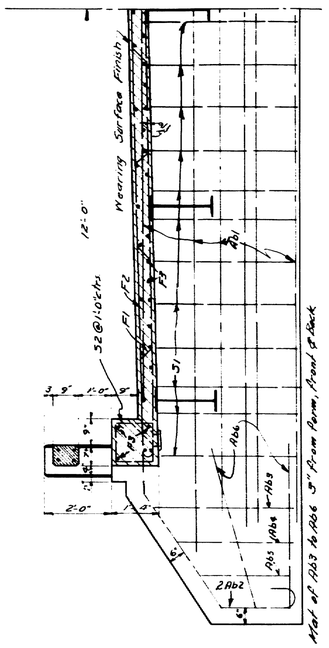
BIDDEFORD
SNAKE RIVER BRIDGE
SHEET 2 OF 5 AUGUST 1946

41-43



Constr. ℄
Constr. ℄
Pitch top for drainage
4" Loam
2" Sod Top and Slopes
SECTION A-A.
To Biddeford Pool
Radius at noses to be 2 Min.
DETAIL - TRAFFIC ISLAND NEAR STA. 14+0
NOT TO SCALE
Rip-rap 10' from wings
Rip-rap 10' from wings
Fence
Transformers
Bank about 3/4:1
Section on Connecting Road midway between 14+50 on K'port Road and 14+50 on B.Pool Road.
End Approach 15+50
End Approach 15+50
13+50
13+43
13+05
12+50
12+0
11+50
11+0
10+50
10+0
9+24
Begin Approach 8+65
15+0
14+50
14+0
13+75
℄ K'port to B.Pool
℄ K'port to B.Pool
Island
Constr. ℄
Constr. ℄
BIDDEFORD POOL ROAD
KENNEBUNKPORT ROAD
NOTE:- If material suitable for gravel base is encountered it need not be removed.
PLOT P.J.
CHECK COTTON
BRIDGE 3910
BIDDEFORD
SNAKE RIVER BRIDGE
SHEET 3 OF 5 AUGUST 1946
41-44
0 1 2 3 4 5 INCHES





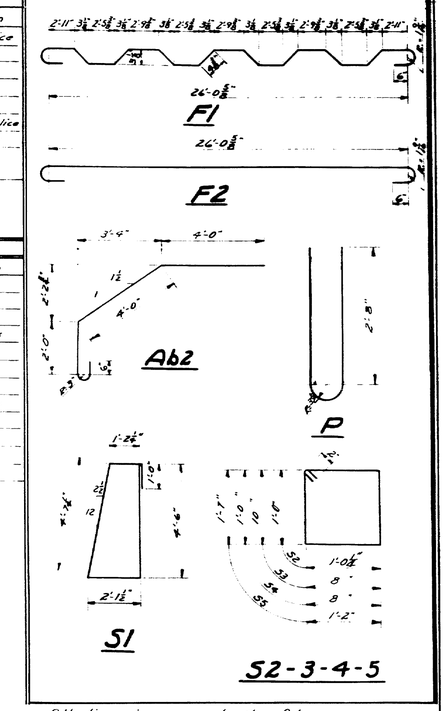
REINF. STEEL SCHEDULE

STRAIGHT BARS

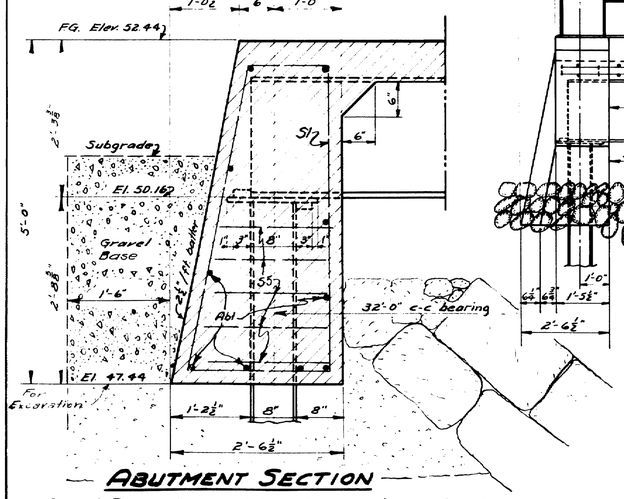
Mark	Size	No.	Length	Location
Ab1	⅝"φ	40	16'-6"	Abuts. splice
Ab3	½"φ	8	4'-0"	Wings
Ab4	"	8	3'-4"	"
Ab5	"	8	2'-9"	"
Ab6	"	16	4'-6"	"
F3	"	110	17'-3"	Longl. slab splice
P	⅝"φ	32	7'-1"	Rail Bars

BENT BARS

Mark	Size	No.	Length	Location
Ab2	⅝"φ	8	11'-3½"	Wings
F1	⅝"φ	30	28'-9"	Slab
F2	⅝"φ	58	27'-11"	"
P	½"φ	20	6'-3"	Rail Posts
S1	½"φ	48	13'-5"	Abuts.
S2	"	66	4'-4½"	Curbs
S3	½"φ	18	3'-4"	Int. Posts
S4	"	12	3'-8"	End Posts
S5	⅝"φ	50	5'-10"	Piles

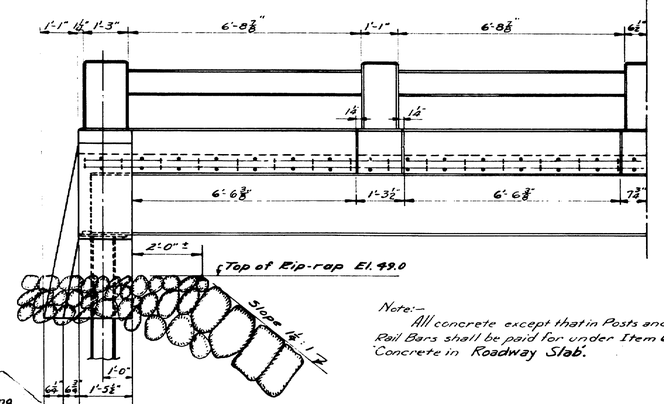


All dimensions are to ℄ of bars



ABUTMENT SECTION

Gravel Base to extend down to original ground, under and in front of Abutments, out to ends of wings.



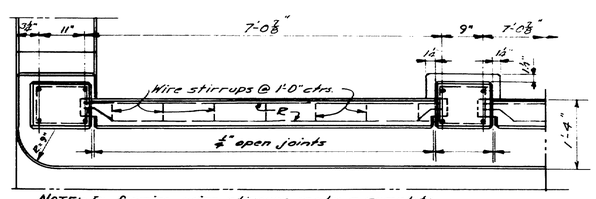
HALF SIDE ELEVATION

Note:- All concrete except that in Posts and Rail Bars shall be paid for under Item 63, "Concrete in Roadway Slab."

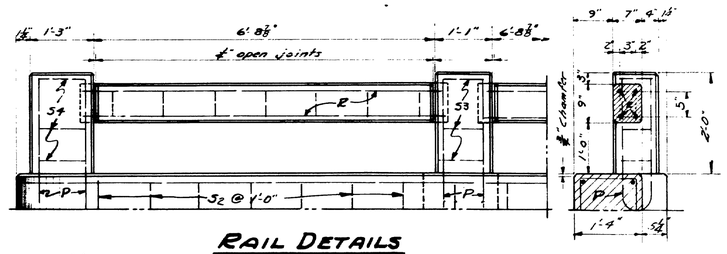
NOTE:-

Suitable stone from existing abutments and walls shall be used for facing slopes between abutments and around ends of wings.

Rip-rap to be 2'-0" thick at top and 3'-0" at bottom (Elev. 42.0 ±)



NOTE:- In forming wire stirrups make a complete turn with #9 annealed form wire around each reinf. bar

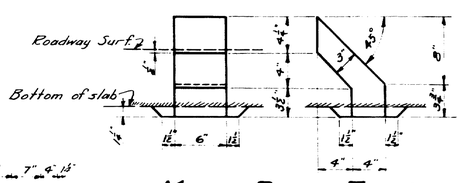


RAIL DETAILS

NOTE:-

Curb and slab to be cast with abutments. Steel for posts to be in position before concrete for curb is placed. Precast rail bars 7'-2½" long to be set into post forms 3". Wrap the tongue ends of bars with two (2) layers of heavy roofing. Build post forms and cast posts.

All exposed edges of concrete to be chamfered ½" unless otherwise indicated.



METAL DRAIN FORMS

24 Gage Galv. Iron (4 req'd)

~Design Data~
Loading H-15-44
fs = 18,000# fc = 1000# n = 10

Design :- PJ
Trace :- GMC
Check :- COTTON

Bridge - 3910

State Highway Commission
Bridge Division

SNAKE RIVER BRIDGE

in the City of

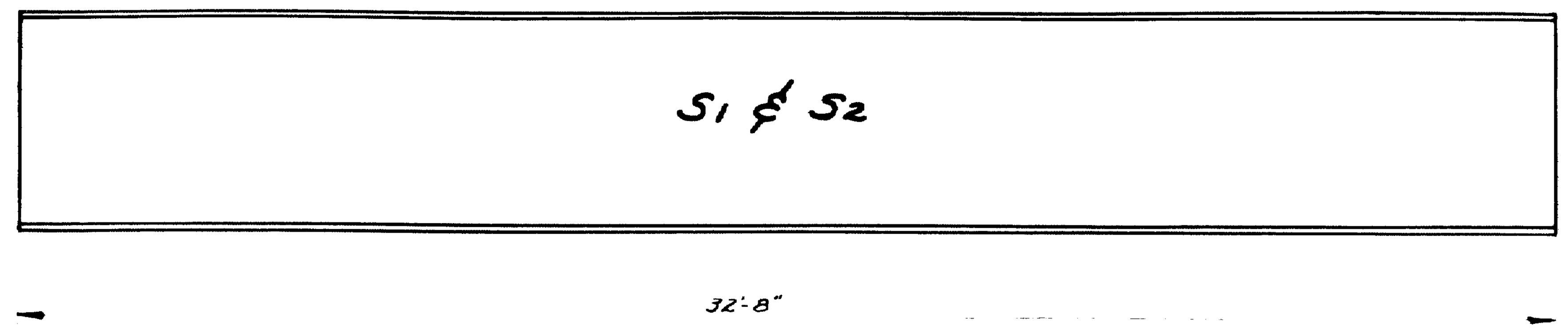
BIDDEFORD, YORK COUNTY

"BRIDGE DETAILS"

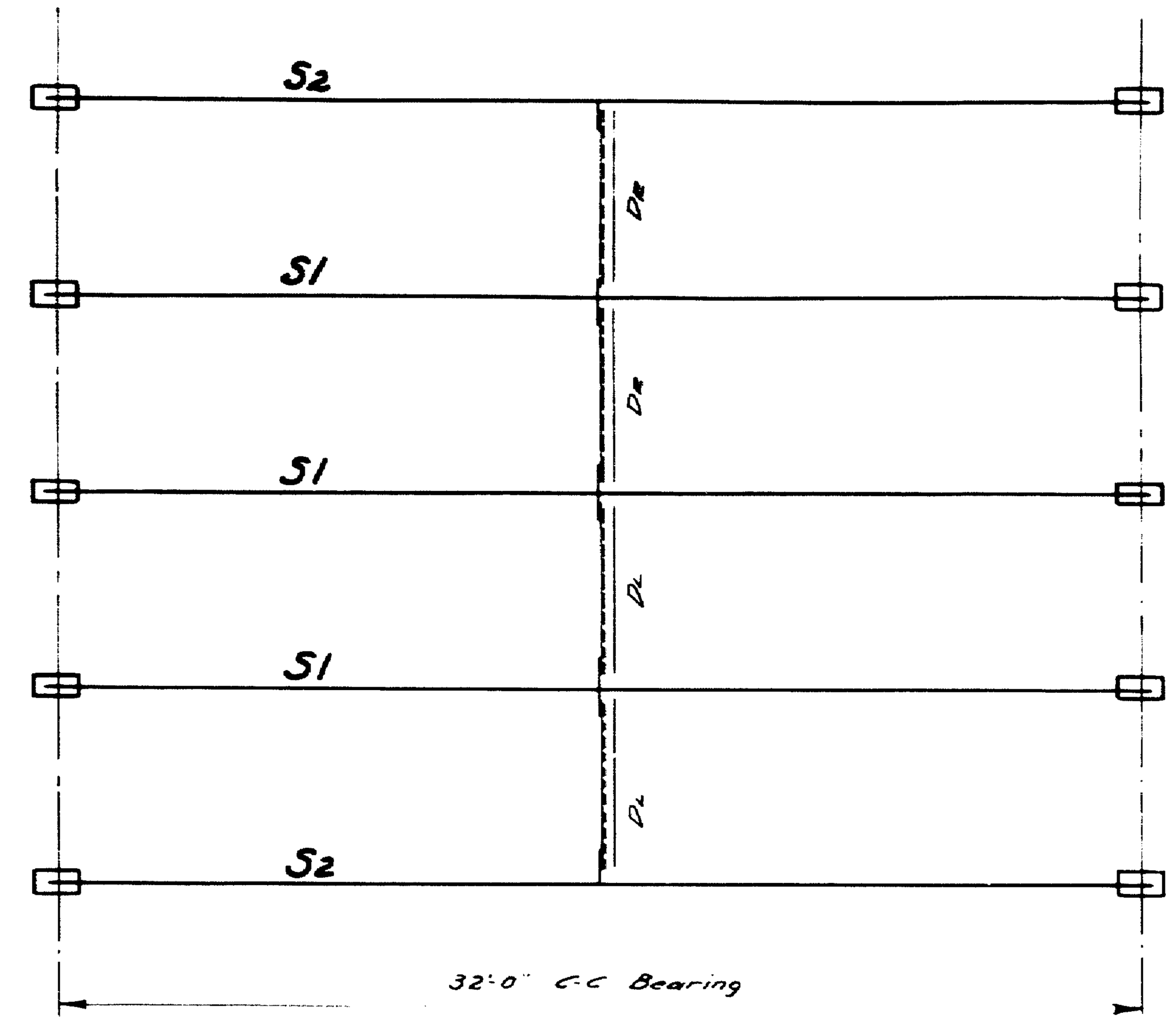
SHEET 4 OF 5 AUGUSTA, ME. AUG. 1946

41-45

0 1 2 3 4 5 INCHES

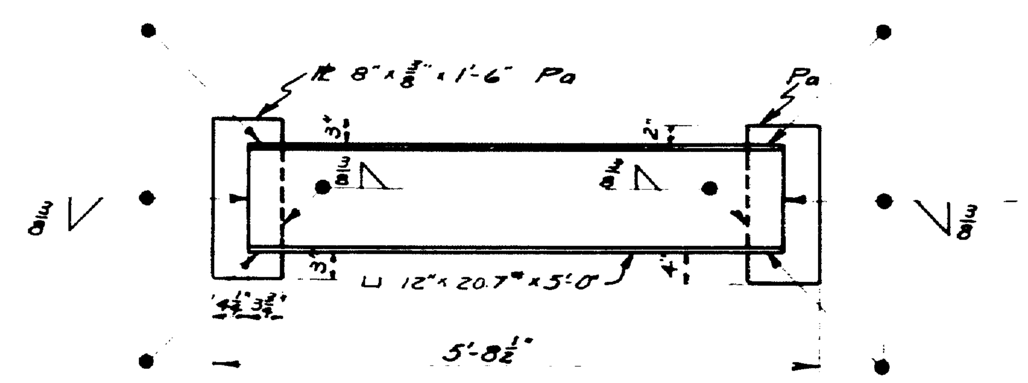


S1 - 21" x 73# WF x 32'-8" 3-Required
S2 - 21" x 62# WF x 32'-8" 2-Required



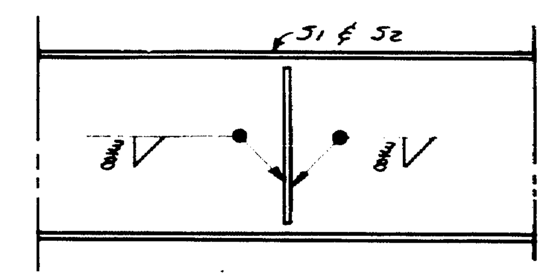
ERECTION DIAGRAM

STRUCT. STEEL SCHED.		
MARK	REQUIRED	MEMBER
S1	3	21" x 73# WF x 32'-8"
S2	2	21" x 62" WF x 32'-8"
DR & DL	4	1-⊔ 12" x 20.7# x 5'-0" - 2-PL Pa (Each)
Pa	8	PL 8" x 3/8" x 1'-6"
Pb	10	PL 9 x 3/4" x 1'-4" (Ship bolted)
Pc	20	PL 3" x 3/4" x 0'-8" (" ")



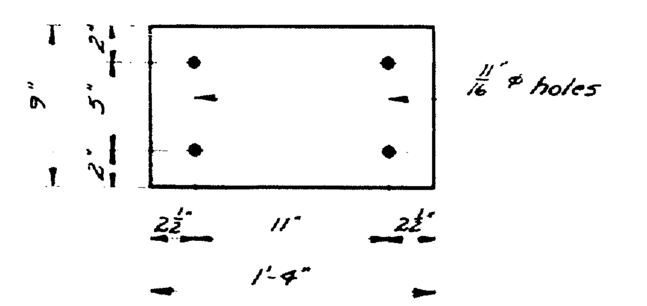
FIELD ASSEMBLY - DIAPHRAGM DR

Required - 2 DR (as shown above)
" - 2 DL (opp. hand)



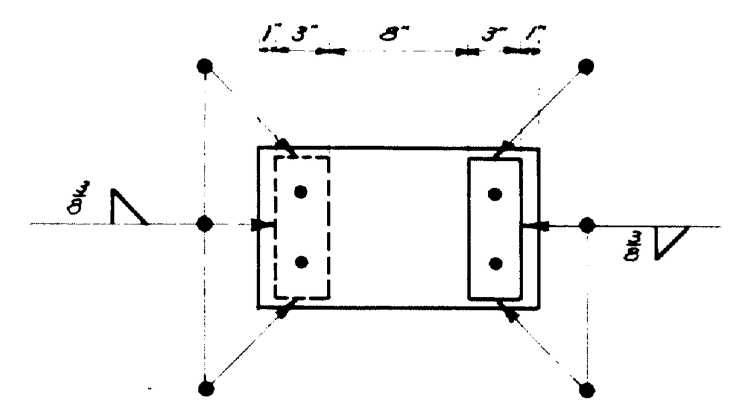
WELD DETAIL - DIAPHRAGM TO STRINGER

(Field weld after assembling diaphragm)



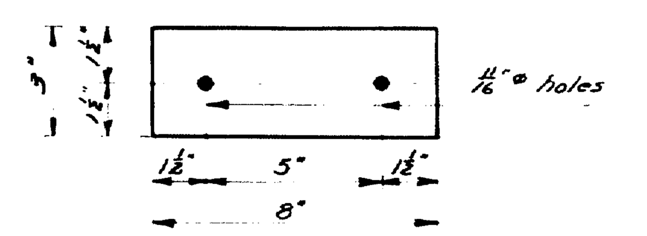
DETAIL - PL Pb 10 REQ'D.

PL 9" x 3/4" x 1'-4"



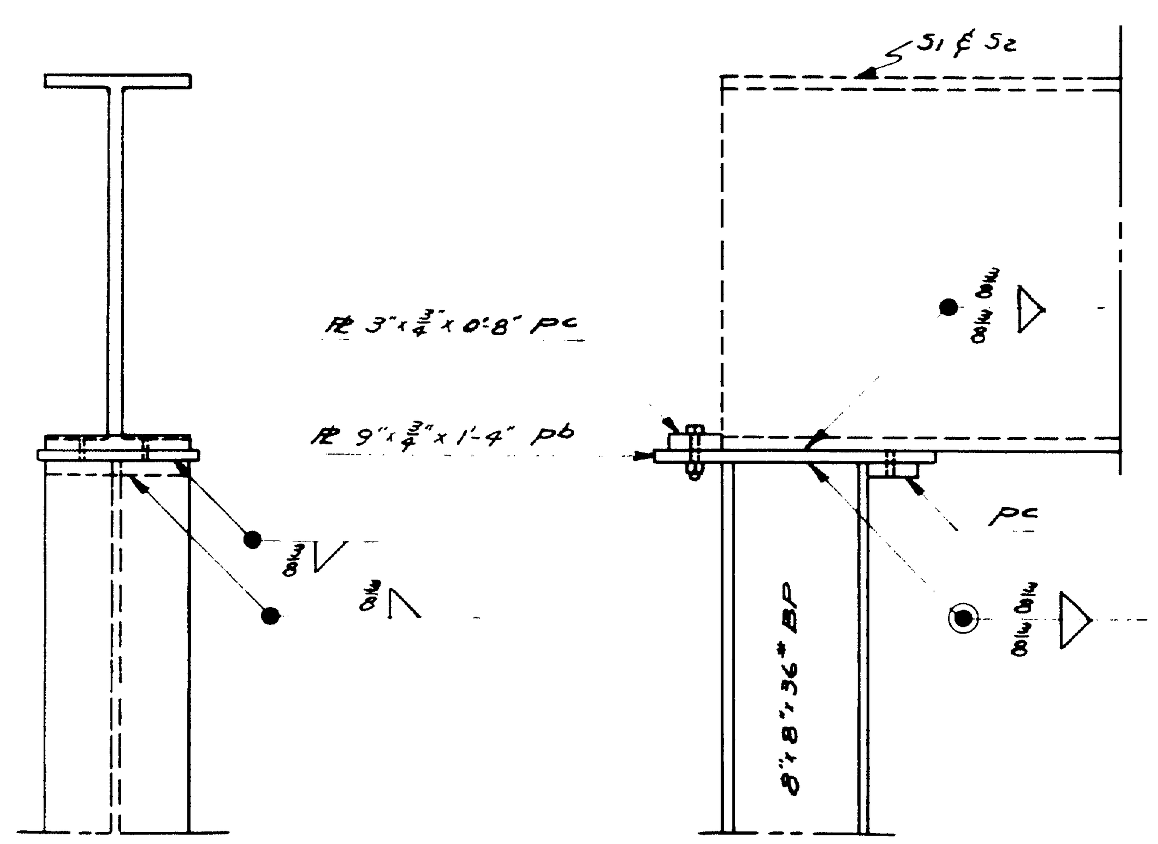
FIELD ASSEMBLY - PILE CAP

10-Required



DETAIL - PL Pc 20 REQ'D.

PL 3" x 3/4" x 0'-8"



PILE AND PILE CAP DETAIL

~STEEL PILES~

8" x 8" x 36# 10-Req'd. - Est. Length 5 @ 10'-0" & 5 @ 15'-0"
Pile Caps to be paid for as structural steel.
Piles to be paid for as structural steel for delivery.
Driving piles to be paid for at the unit price per linear foot.

Design :- P.J.
Trace :- G.W.C.
Check :- COTTON

Bridge - 3910

State Highway Commission
Bridge Division

SNAKE RIVER BRIDGE

in the City of

BIDDEFORD, YORK COUNTY

"STRUCTURAL STEEL"

SHEET 5 OF 5 AUGUSTA, ME. AUG. 1946

41-46

0 1 2 3 4 5 INCHES