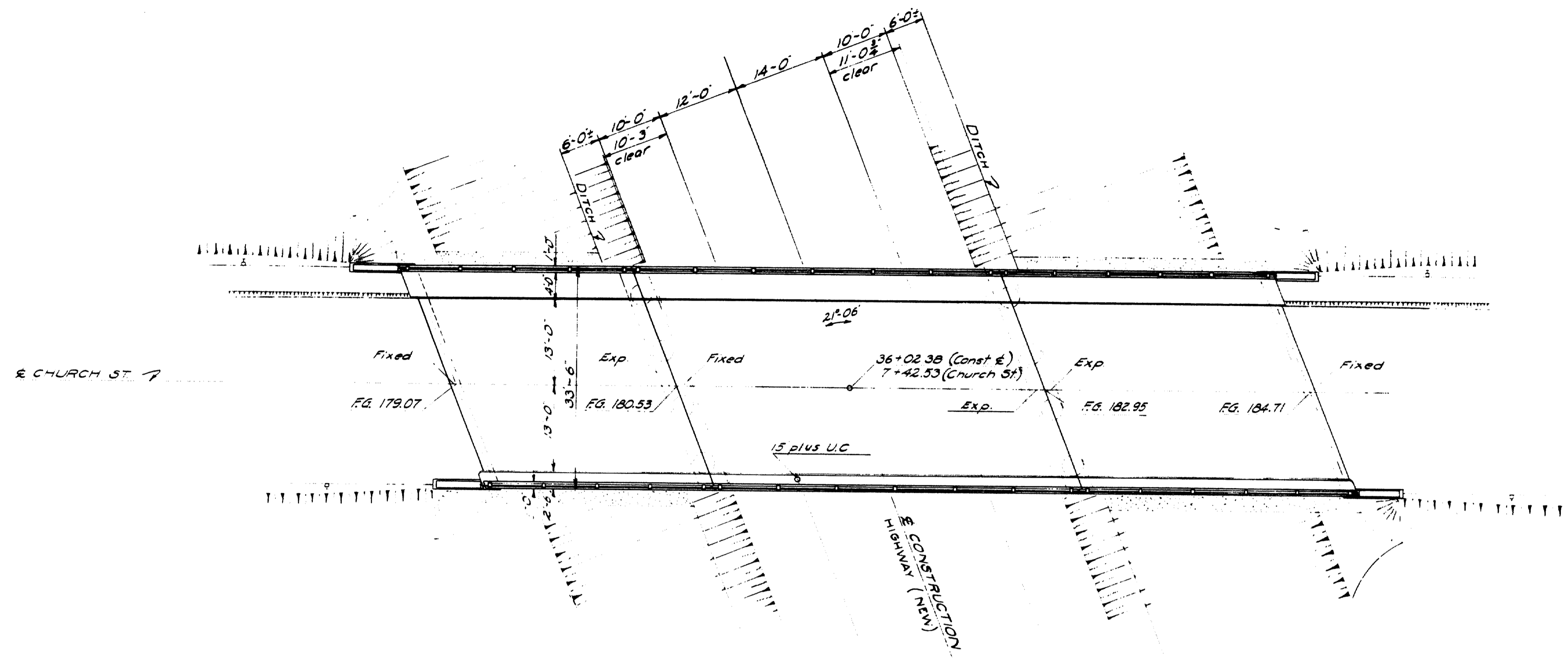
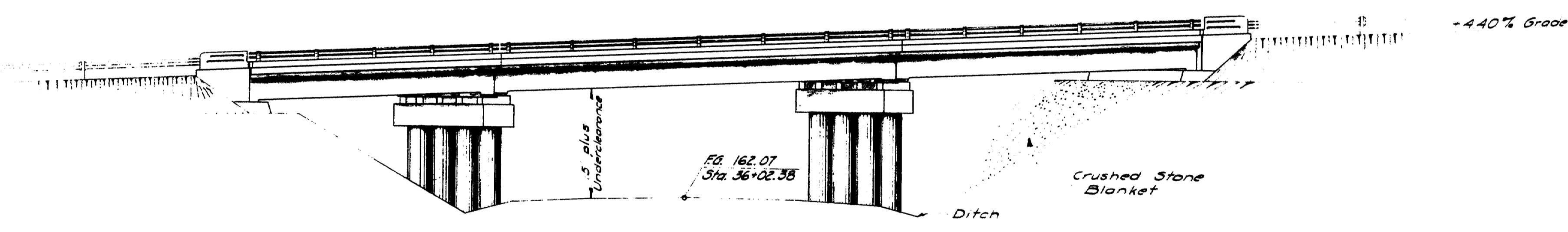


Mag. North
1956



GENERAL PLAN
Scale 1" = 10'



GENERAL ELEVATION
Scale 1" = 10'

— DESIGN DATA —
Live Load - H-20-44
S₁₆ = 16,000#/ft²
S₁₂ = 12,000#/ft²
n = 10

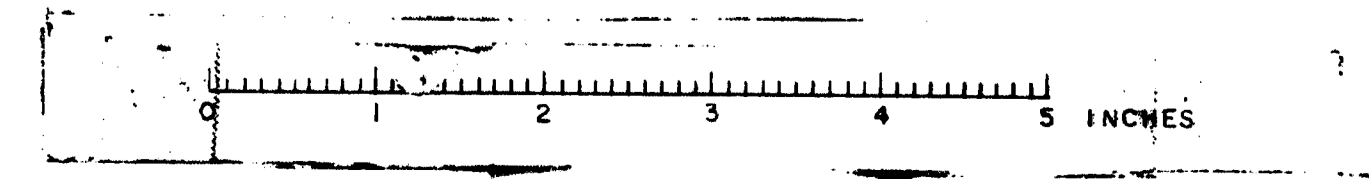
— CONCRETE CLASSIFICATION —
Class A - Superstructure, Toe-beam,
Retaining walls on abutments, piers
Class B - Abutments

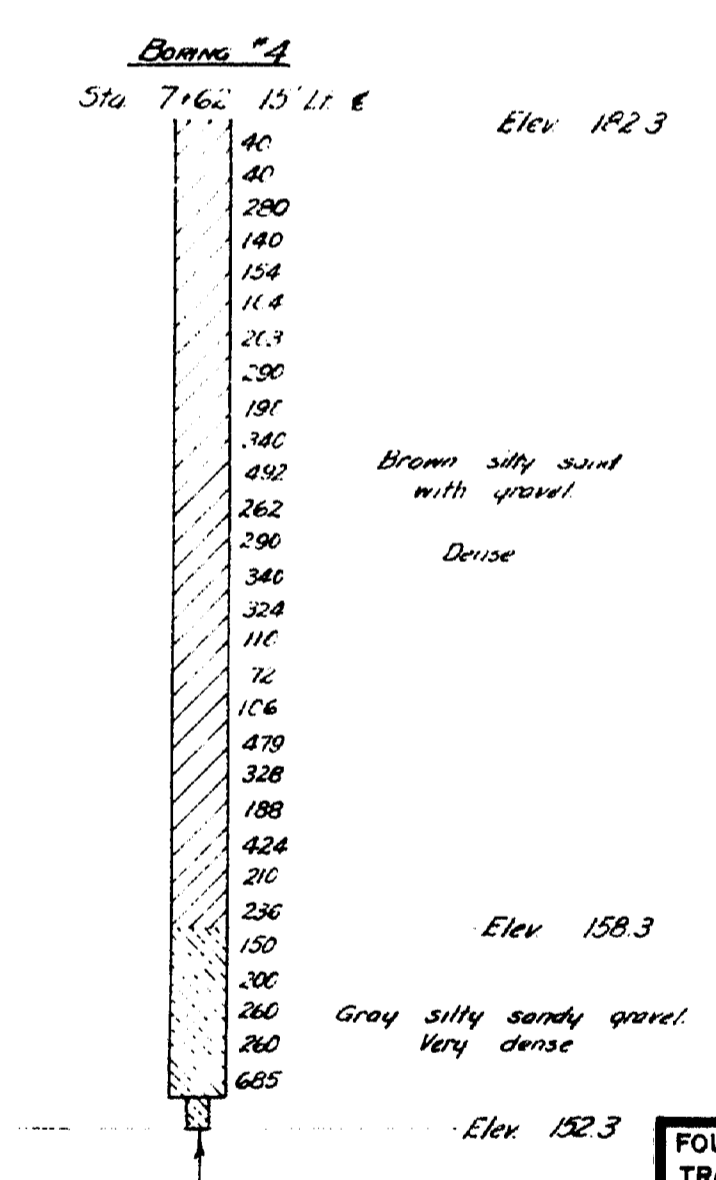
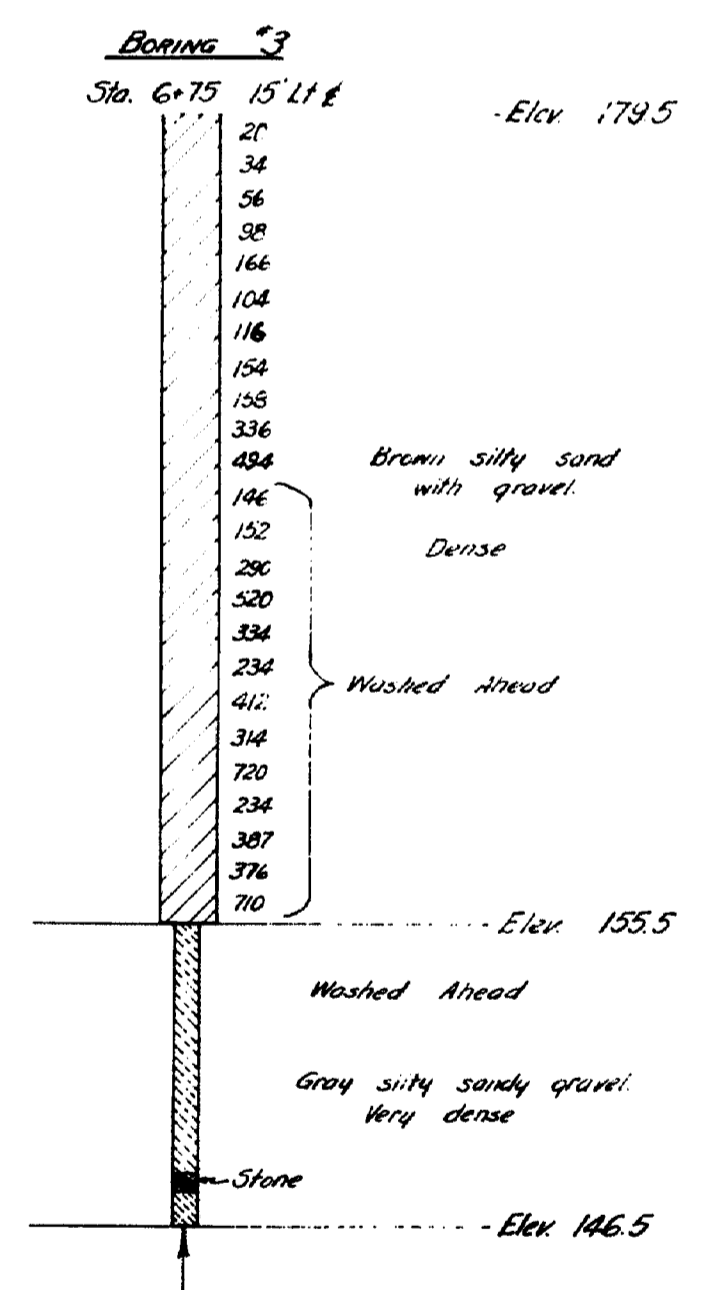
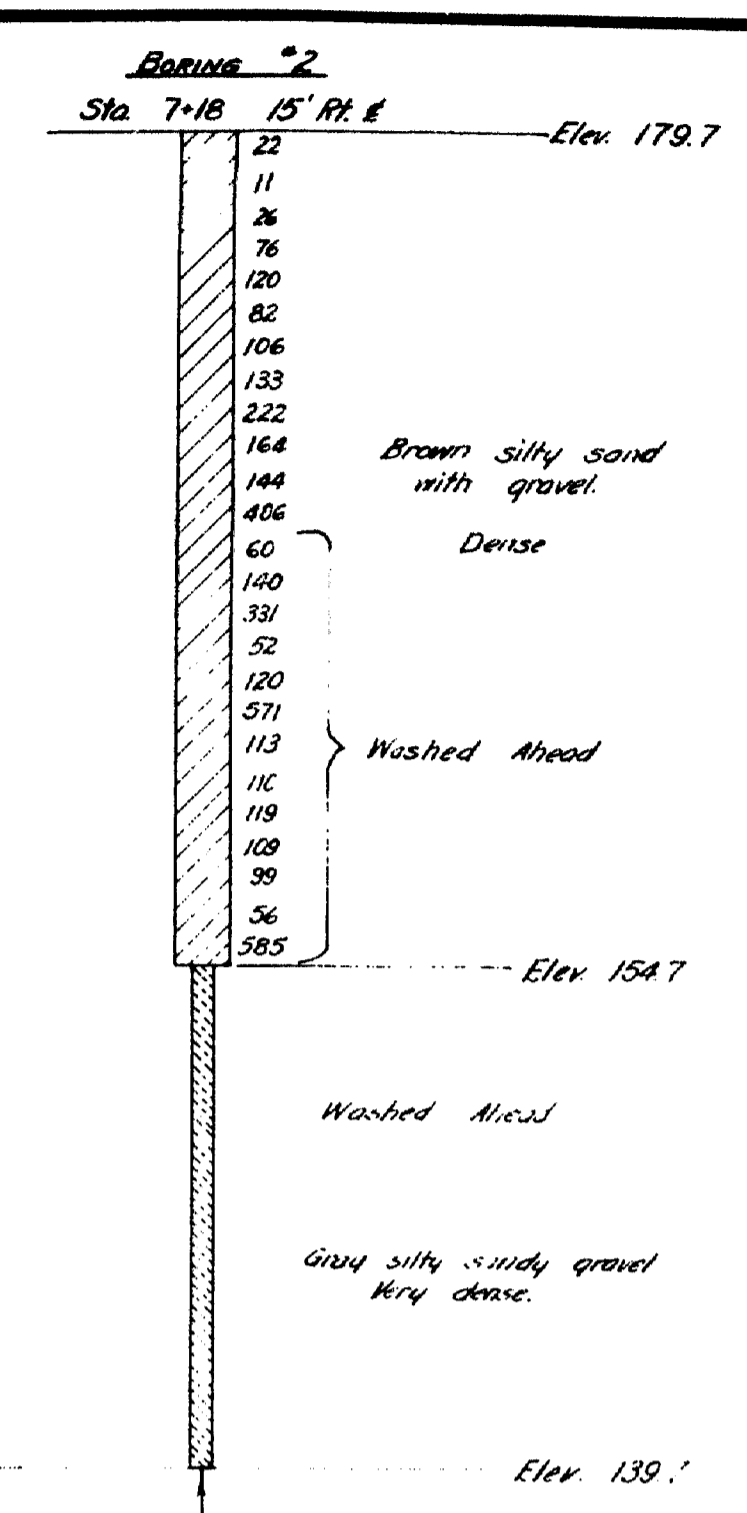
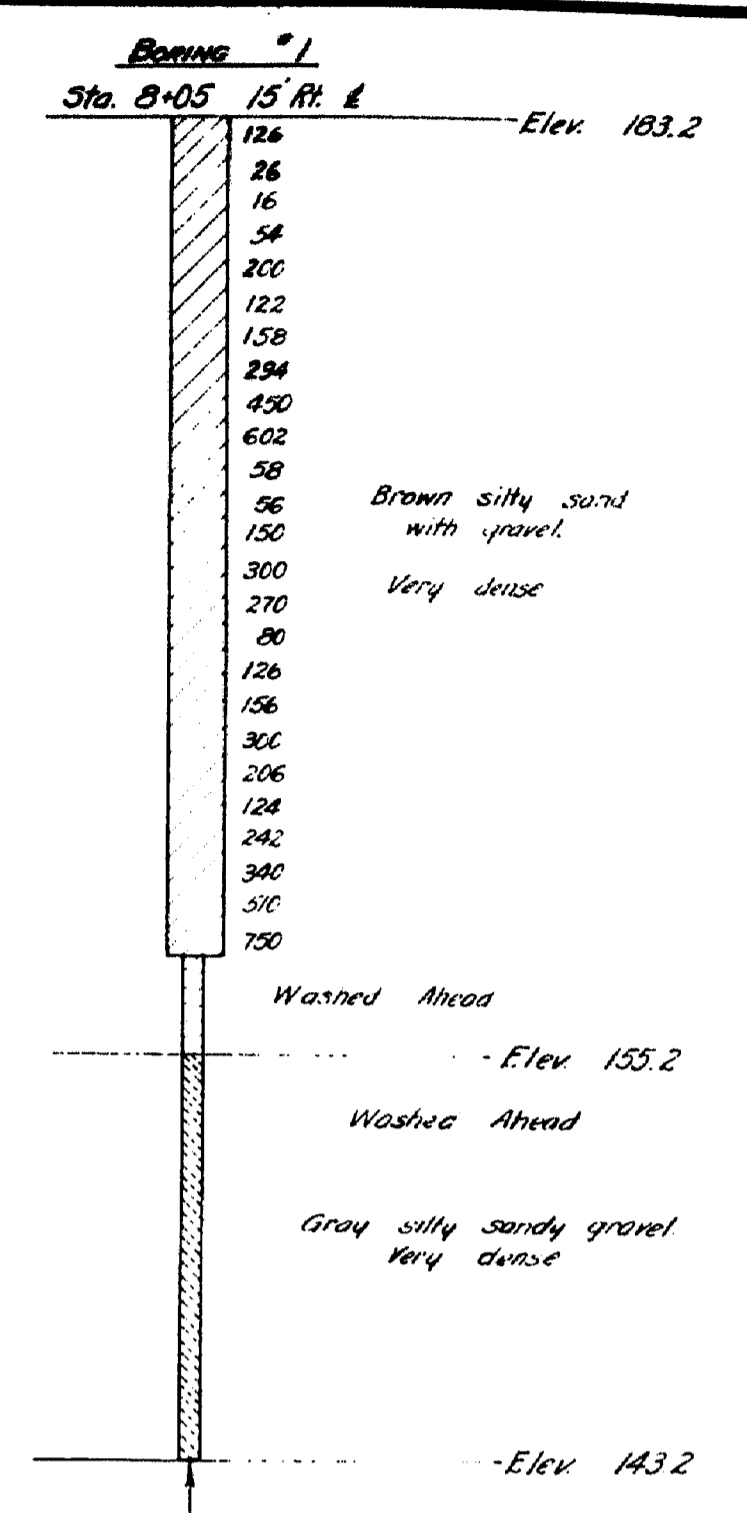
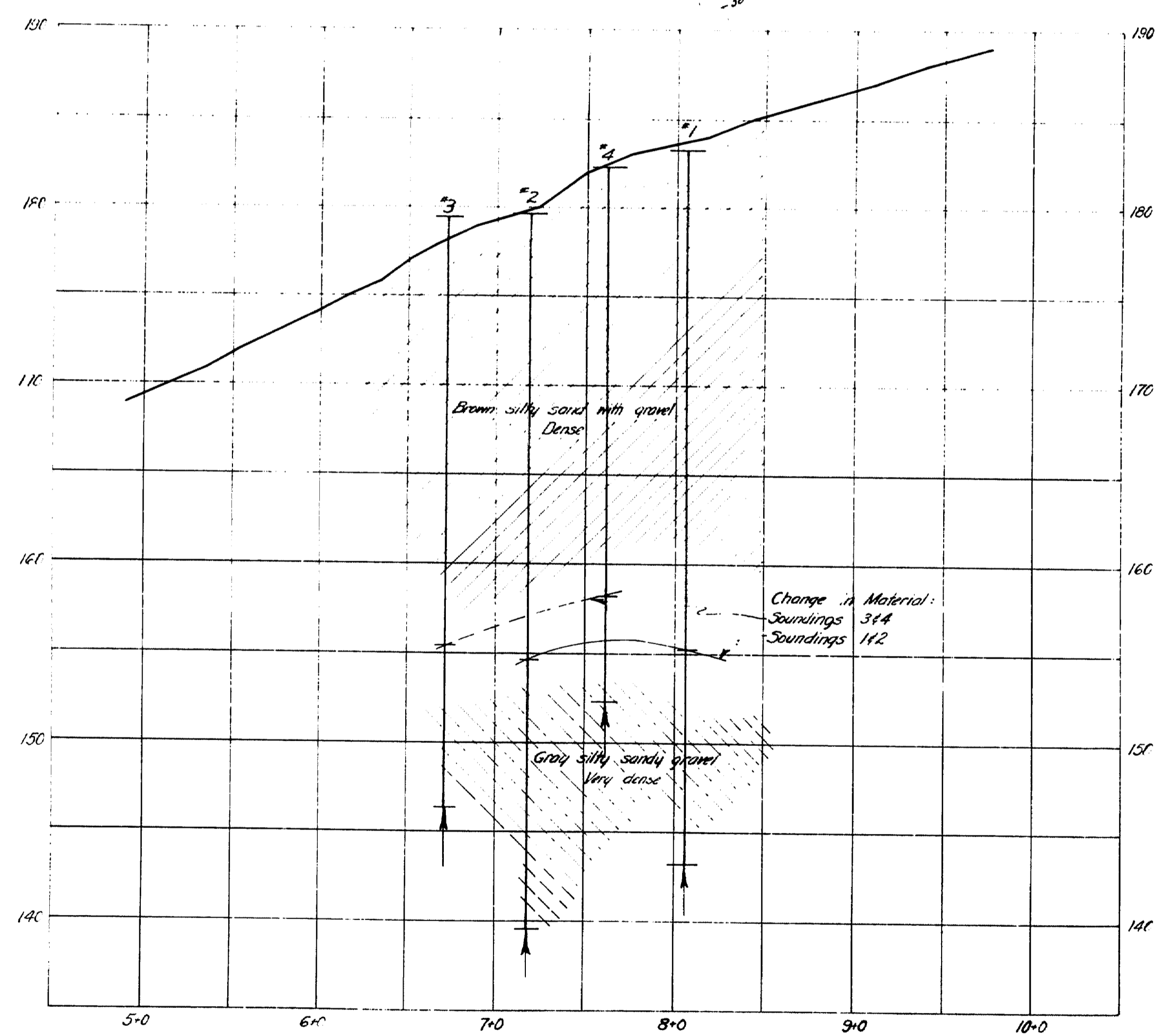
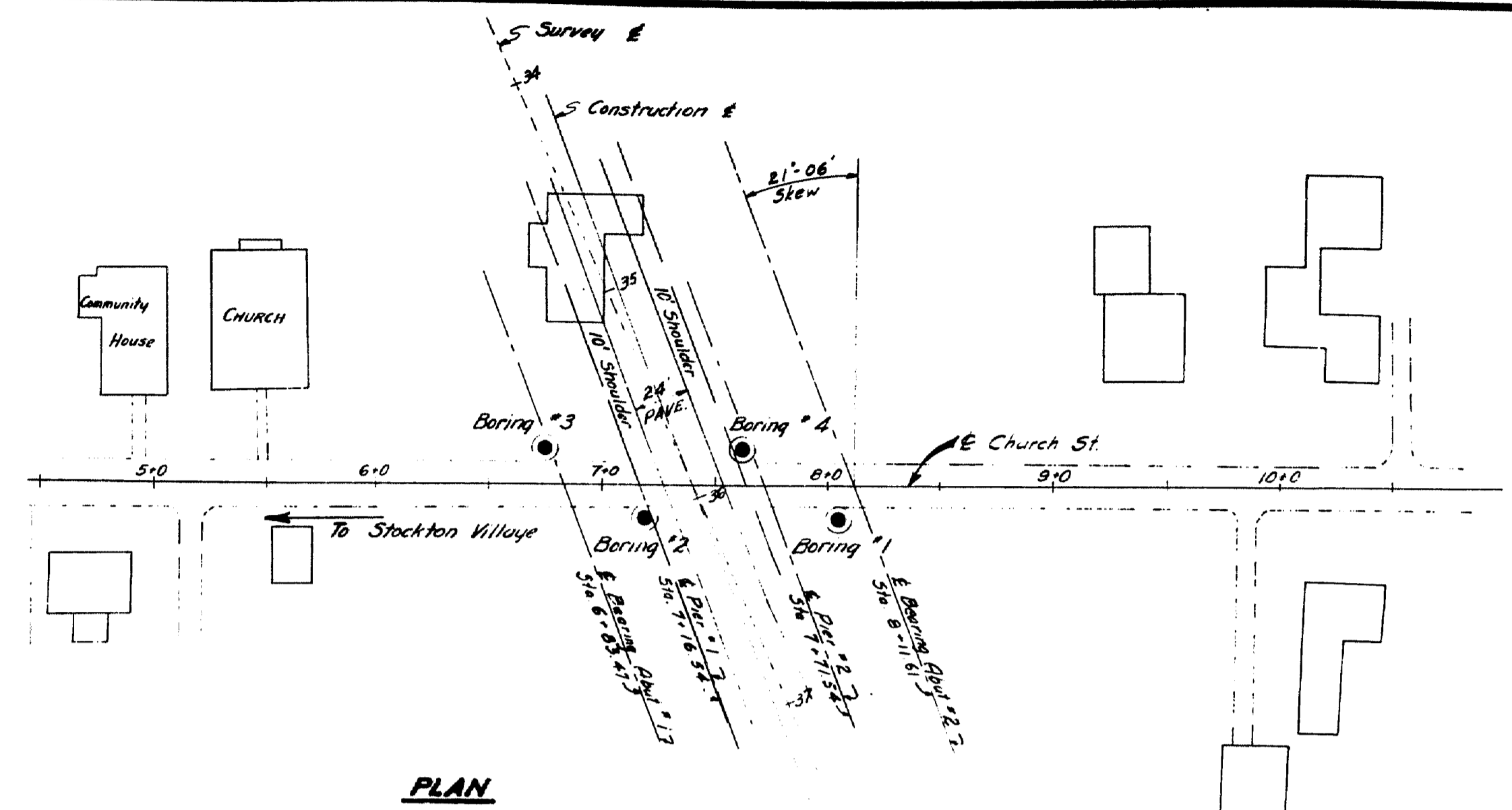
DESIGN - HAMILTON TRACE - DETAIL - F.H.B. CHECK - 10/2	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
STOCKTON SPRINGS UNDERPASS IN THE TOWN OF STOCKTON SPRINGS WALDO COUNTY — GENERAL PLAN —	
SHEET 1 OF 10 AUGUSTA, MAINE JULY 1956	

M-701

EXCAVATION NOTE

Payment for making the cut for the roadway under the Underpass will be made at the contract unit price per cubic yard for Earth Excavation, Item 203-9.
Payment for the excavation necessary for abutment and pier construction, outside the limits of excavation for roadway as described in the above paragraph, will be made at the contract unit prices per cubic yard under the Items, Structural Earth Excavation, Abutments and Retaining Walls, Item 204-12 and Structural Earth Excavation Piers, Item 204-14 respectively.

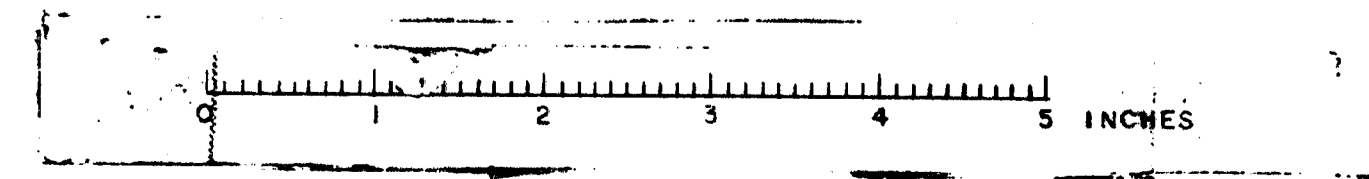


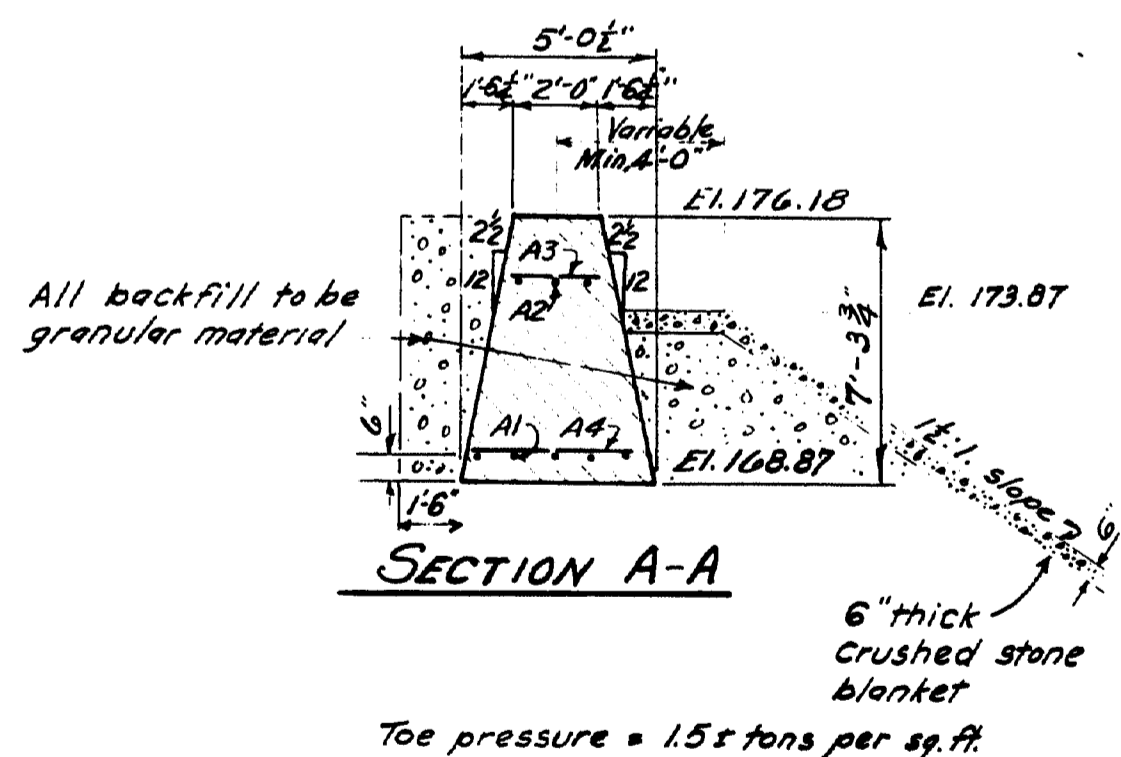
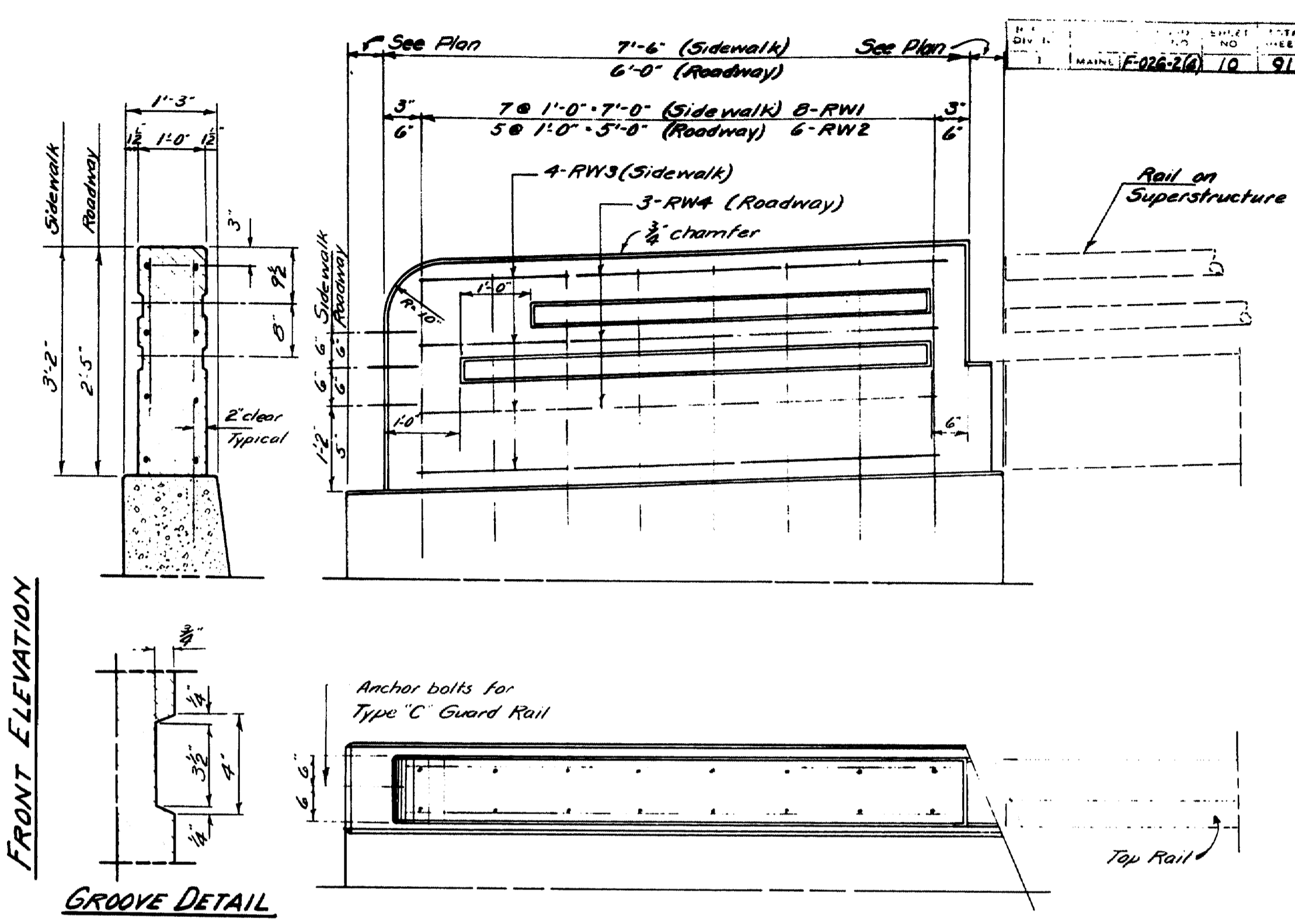
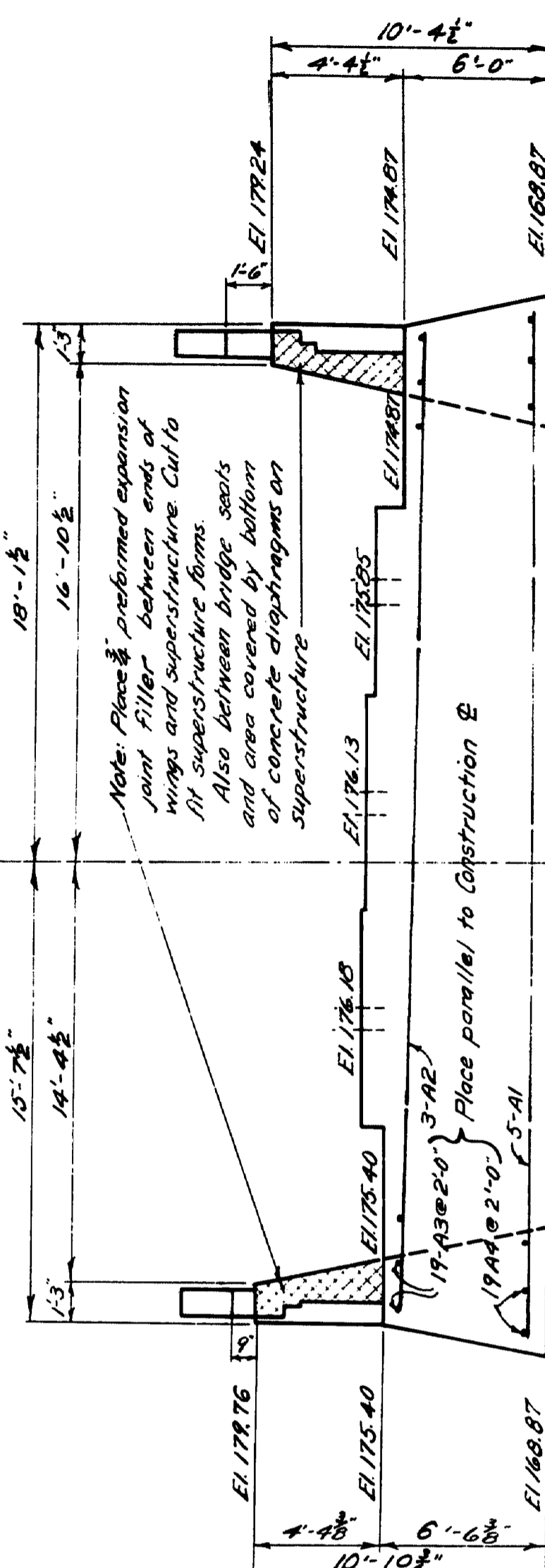
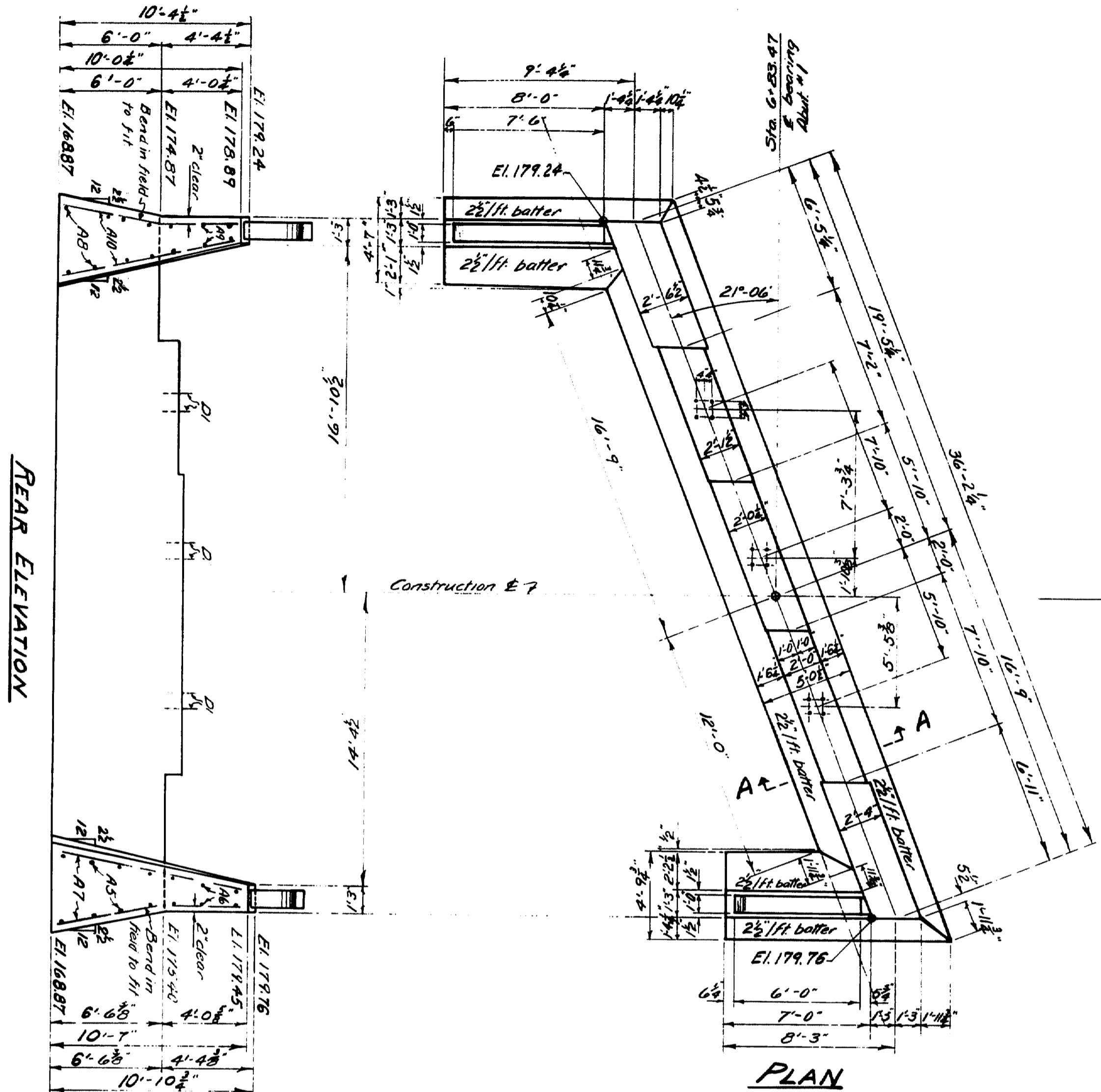


NOTES:
Scales: Horizontal 1"=50'
Vertical 1"=5'
● Wash Borings
□ Bottom of Boring
123 No. of blows of 275# hammer, falling 18", required to drive extra heavy casing one foot.

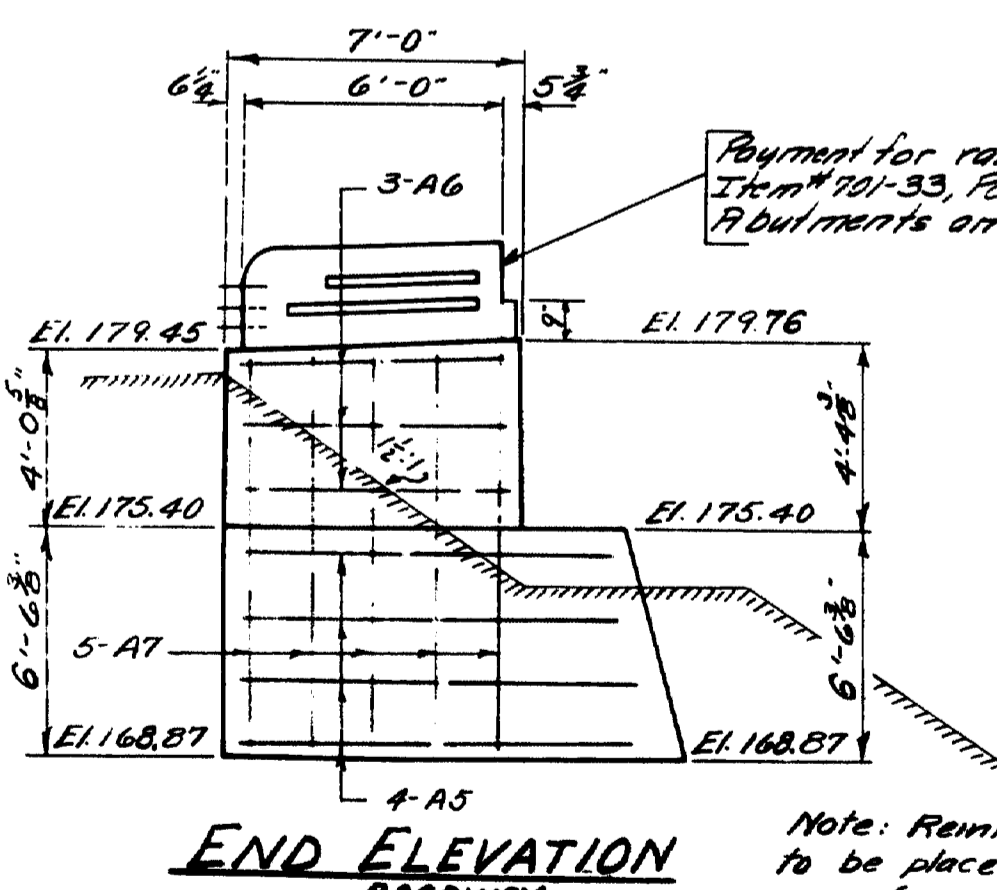
FOUNDATION SURVEY - GORRILL	BRIDGE NO.
TRACE - FOSTER	SURVEY - PLOT
STATE HIGHWAY COMMISSION	
BRIDGE DIVISION	
STOCKTON SPRINGS UNDERPASS	
IN THE TOWN OF	
STOCKTON SPRINGS	
WALDO COUNTY	
STRATAGRAPHIC PROFILE & BORING LOGS	
SHEET 2 OF 10	AUGUSTA, MAINE JULY 1956

M-702

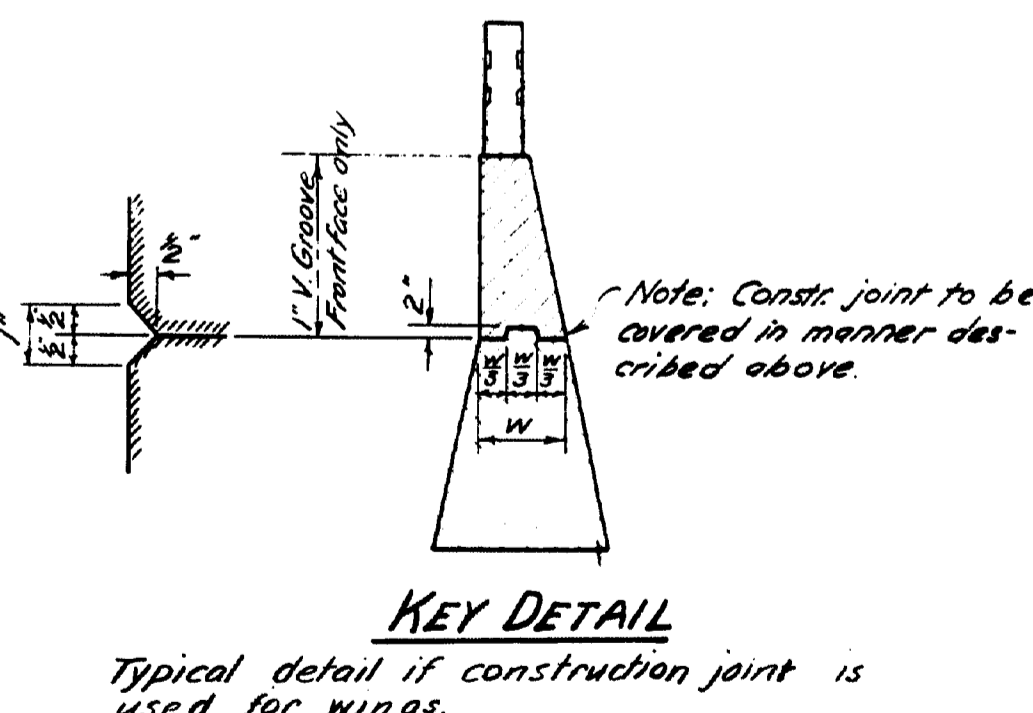
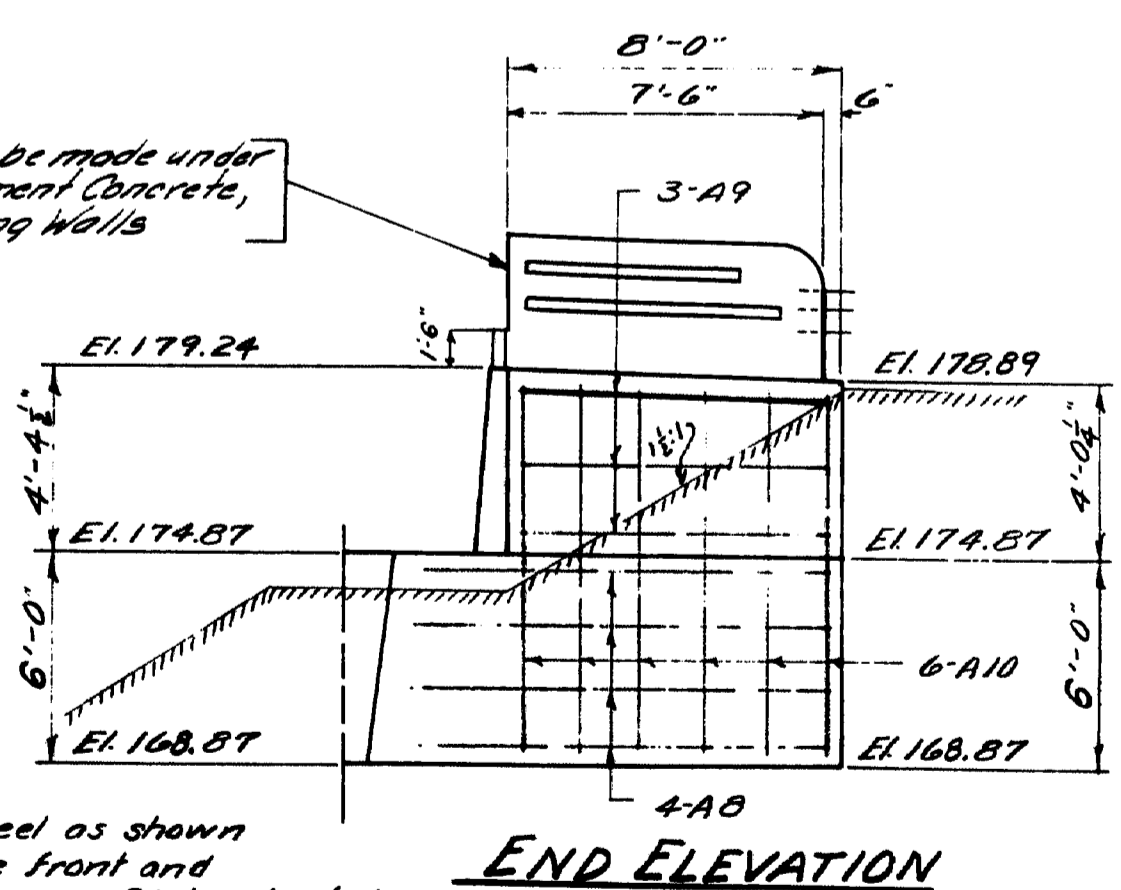




Note: The 6" thick crushed stone blunter is to extend 2'-0" beyond the face of the superstructure on each side as indicated on the "GENERAL PLAN."



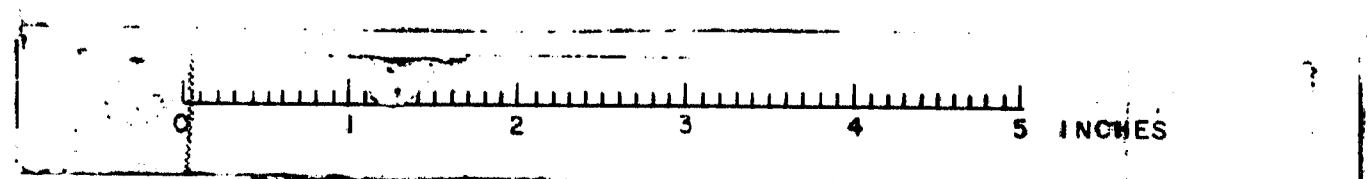
Note: Reinforcing steel as shown to be placed on the front and rear faces of the wings 2' clear to steel.

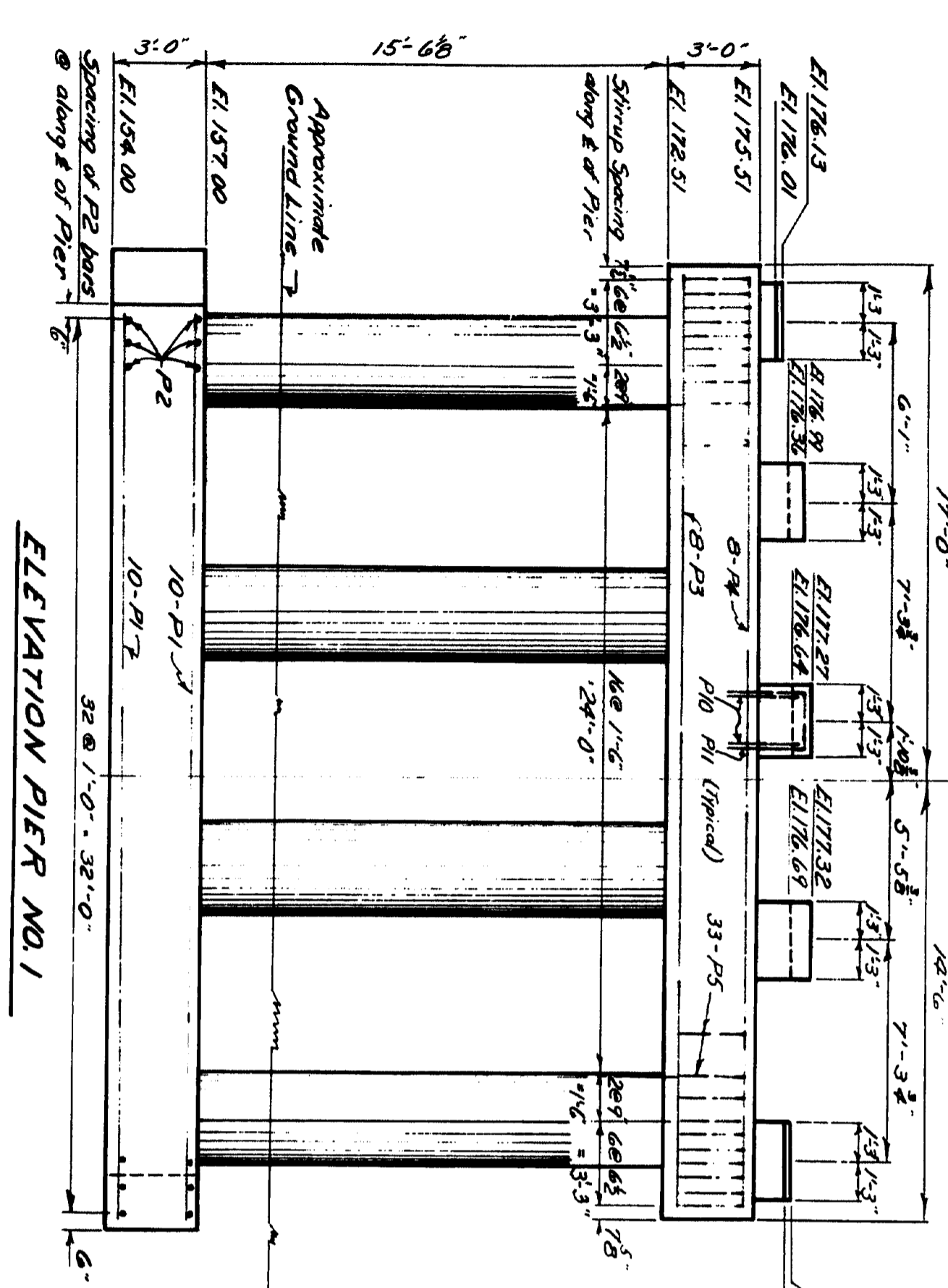


Note: Cover the back of the horizontal and vertical construction joints between the substructure and the superstructure with two layers of heavy roofing 10" wide. Coat the surface of the concrete and the contact surfaces of the roofing with a suitable grade of roofing cement. The area to be covered is to be recessed 1/2" by nailing thin strips to the forms before the concrete is placed.

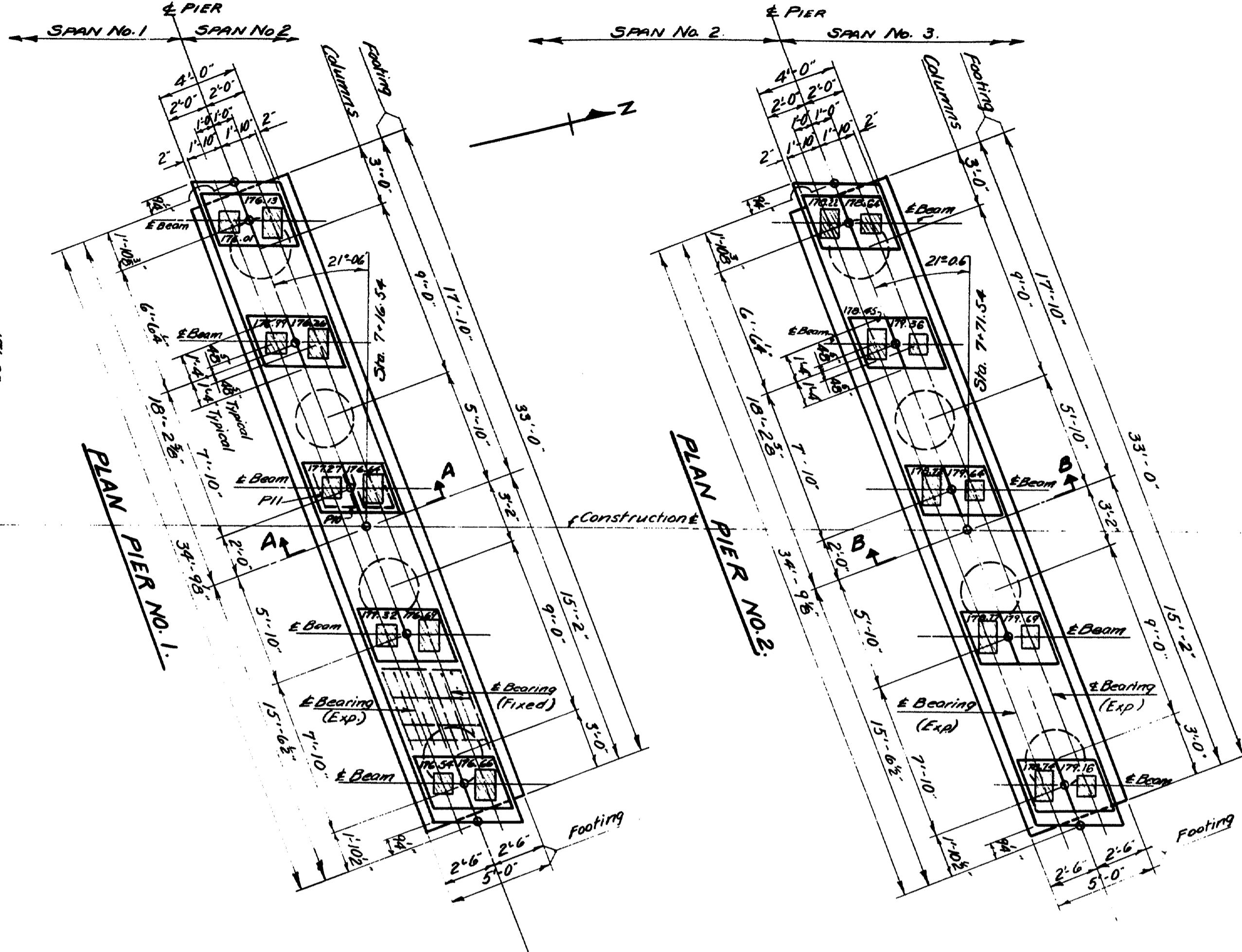
DESIGN - HAMILTON TRACE - SIROIS CHECK - PORTER	BRIDGE NO.
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
STOCKTON SPRINGS UNDERPASS	
IN THE TOWN OF	
STOCKTON SPRINGS	
WALDO COUNTY	
ABUTMENT NO. 1	
SHEET 3 OF 10 AUGUSTA, MAINE JULY 1956	

M-703



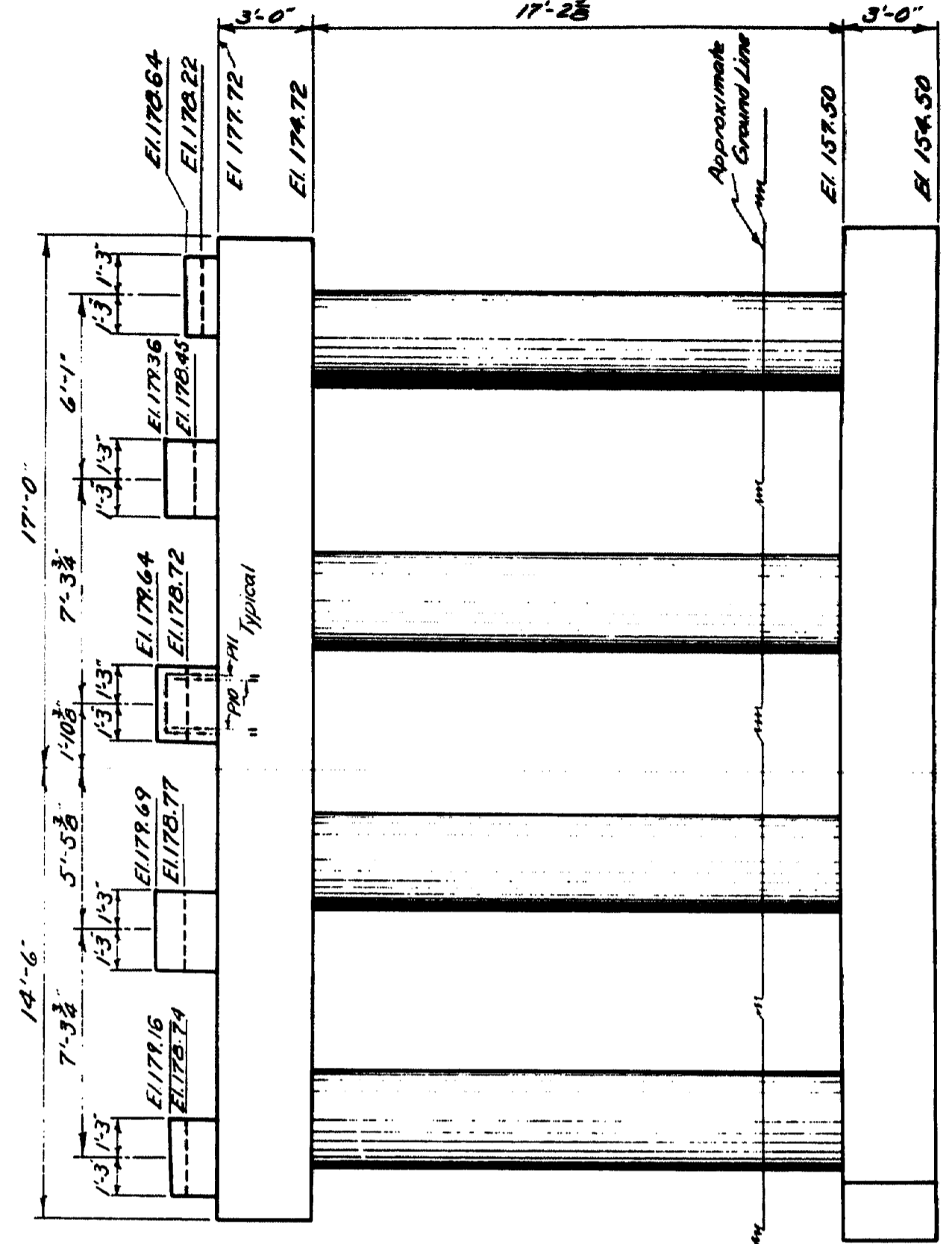


ELEVATION PIER NO. 1

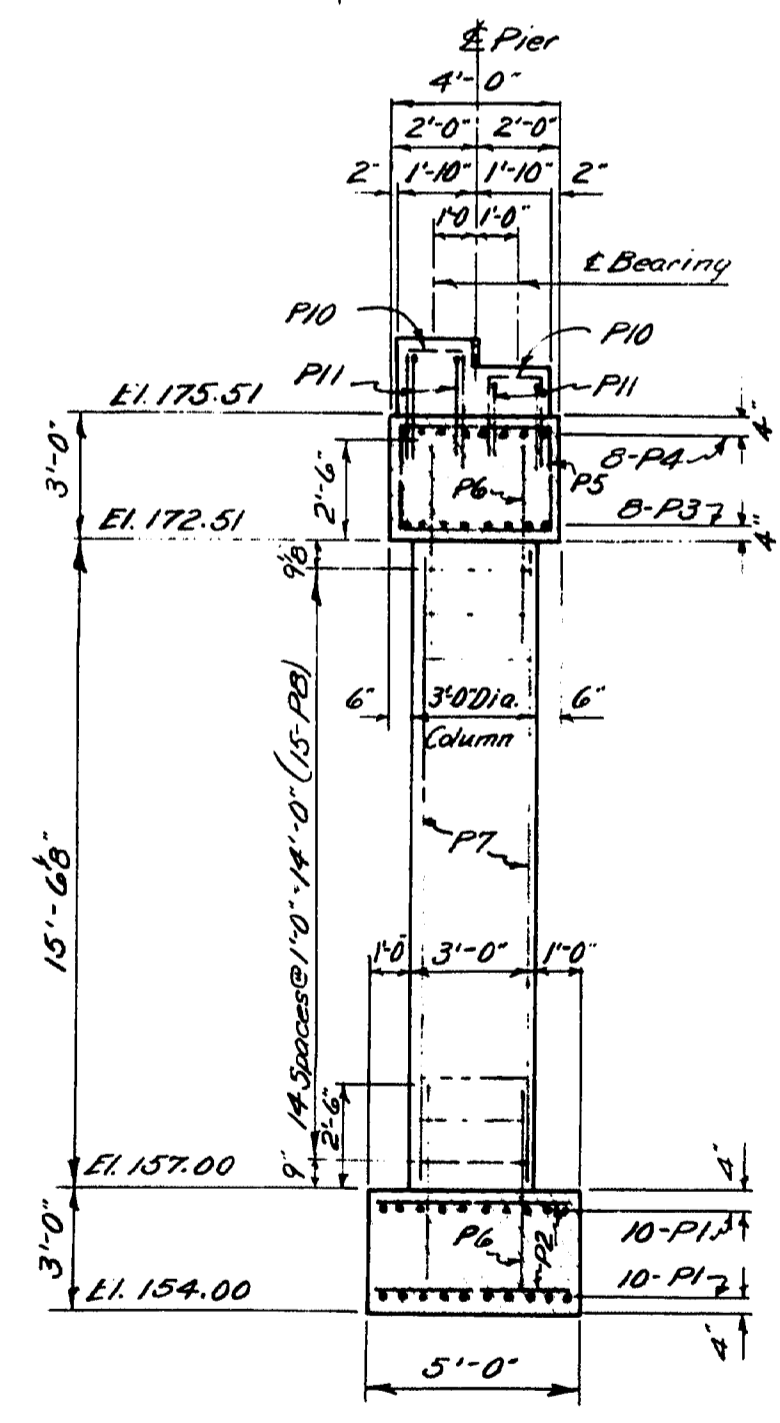


PLAN PIER NO. 1

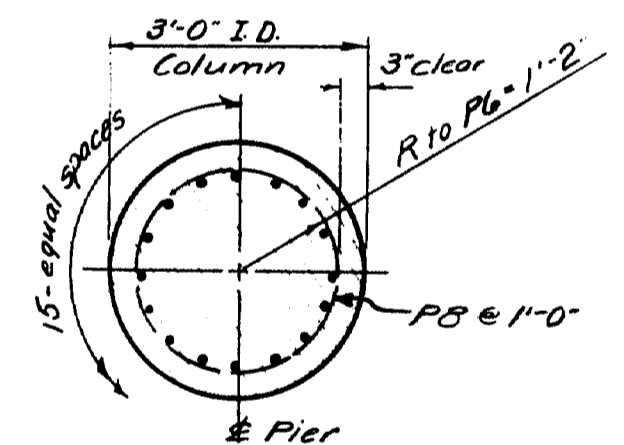
PLAN PIER NO. 2



ELEVATION PIER NO. 2

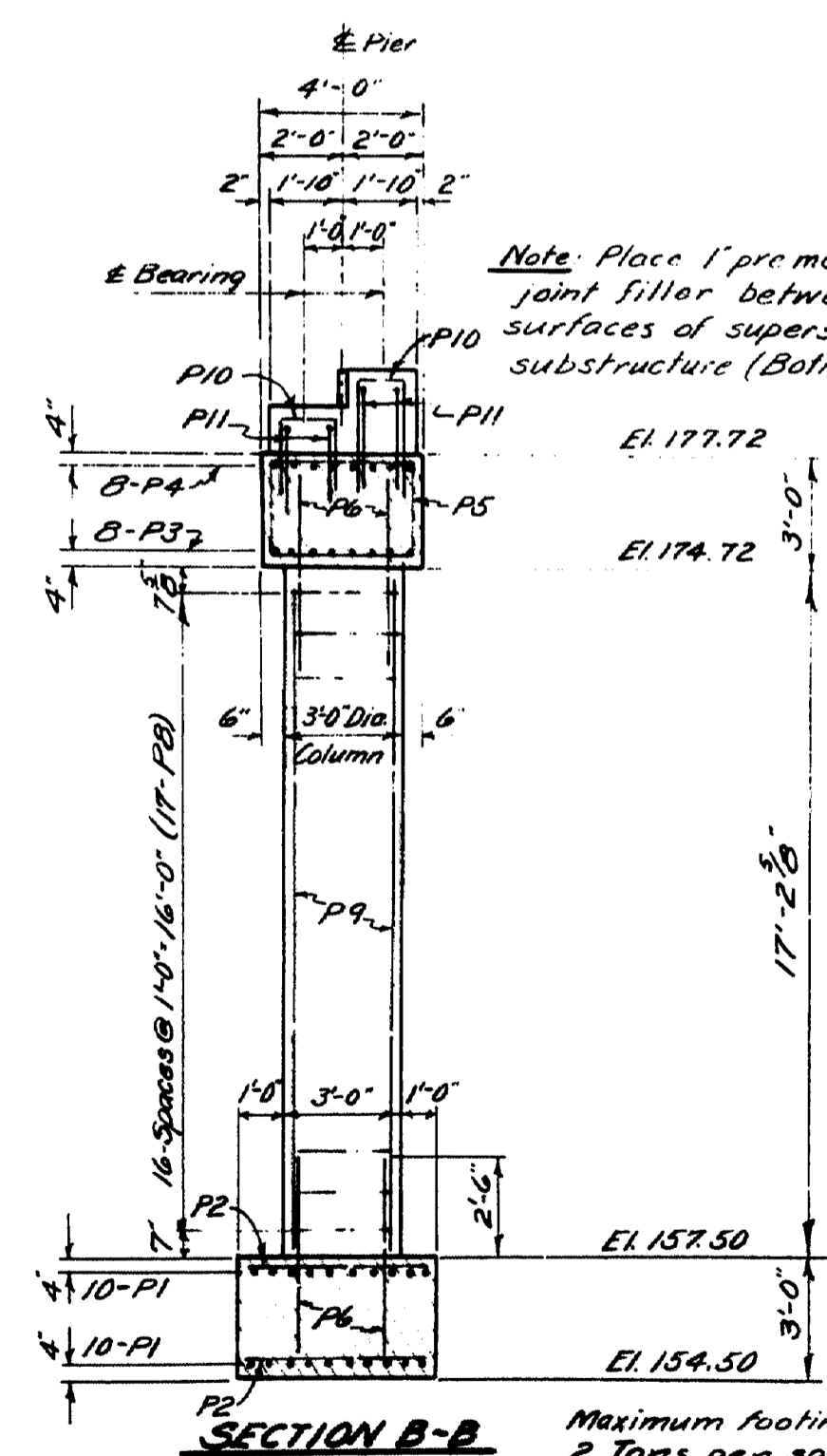


SECTION A-A



SECTION THRU COLUMN

NOTE: 16- P6 spaced as indicated and placed in footing. 16- P7 spliced to P6. 16- P6 spliced to top of P7 and extending into Pier Cap. Sonotube fibre forms (A-coated), or equivalent, having an inside diameter of 3'-0" may be used. The forms are to be removed.



SECTION B-B

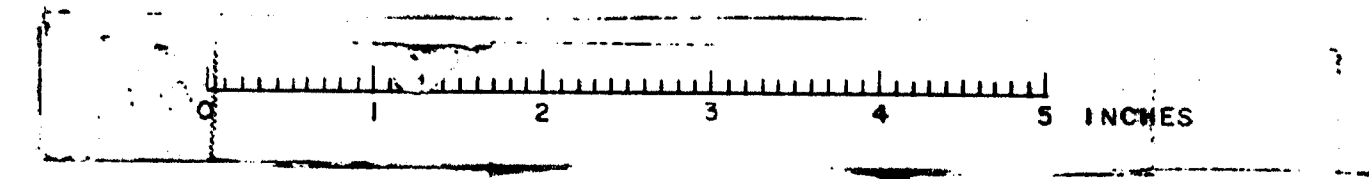
Note: Place 1" pre moulded expansion joint filler between any vertical contact surfaces of superstructure and substructure (Both piers)

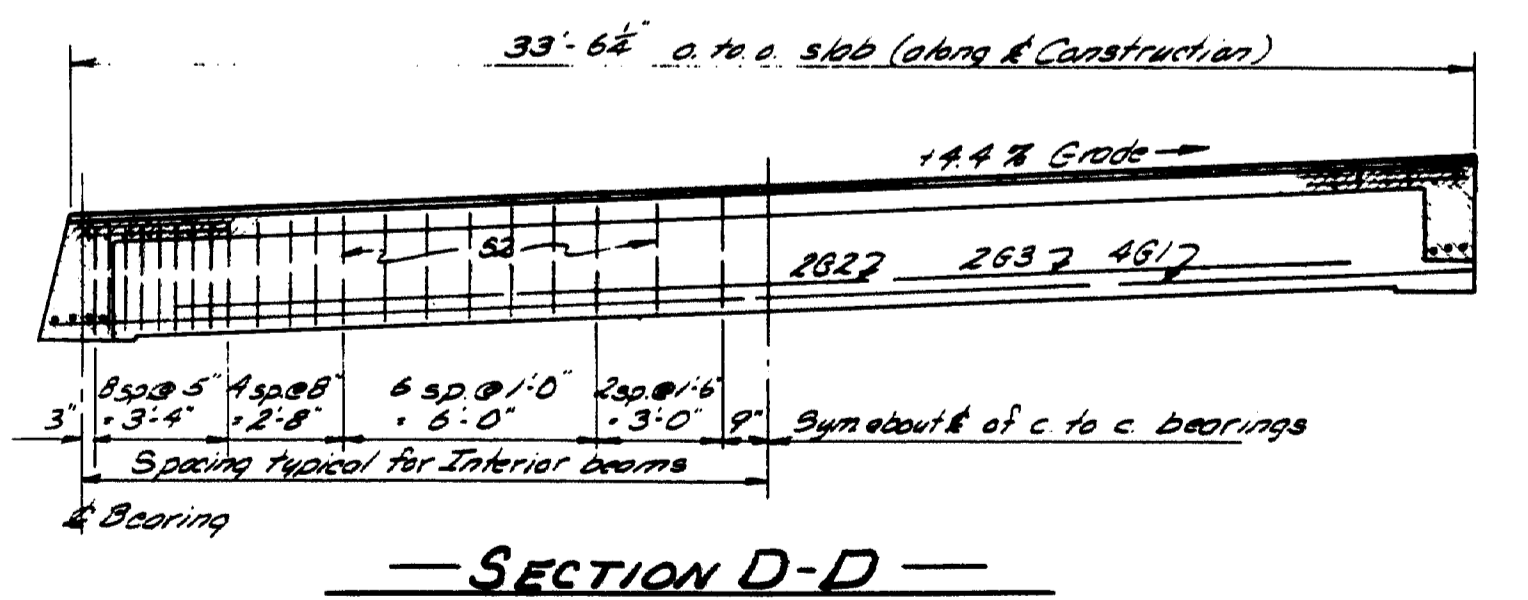
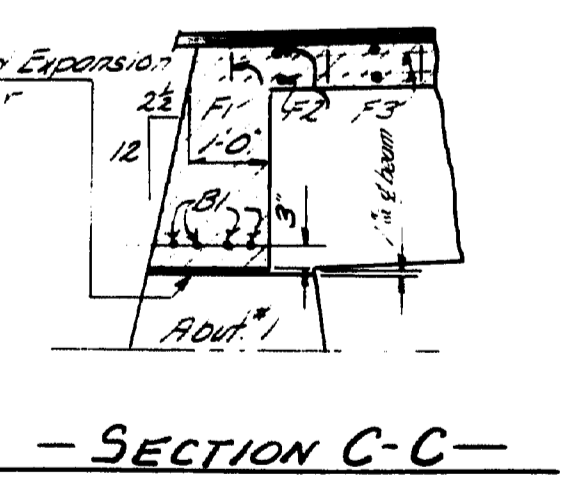
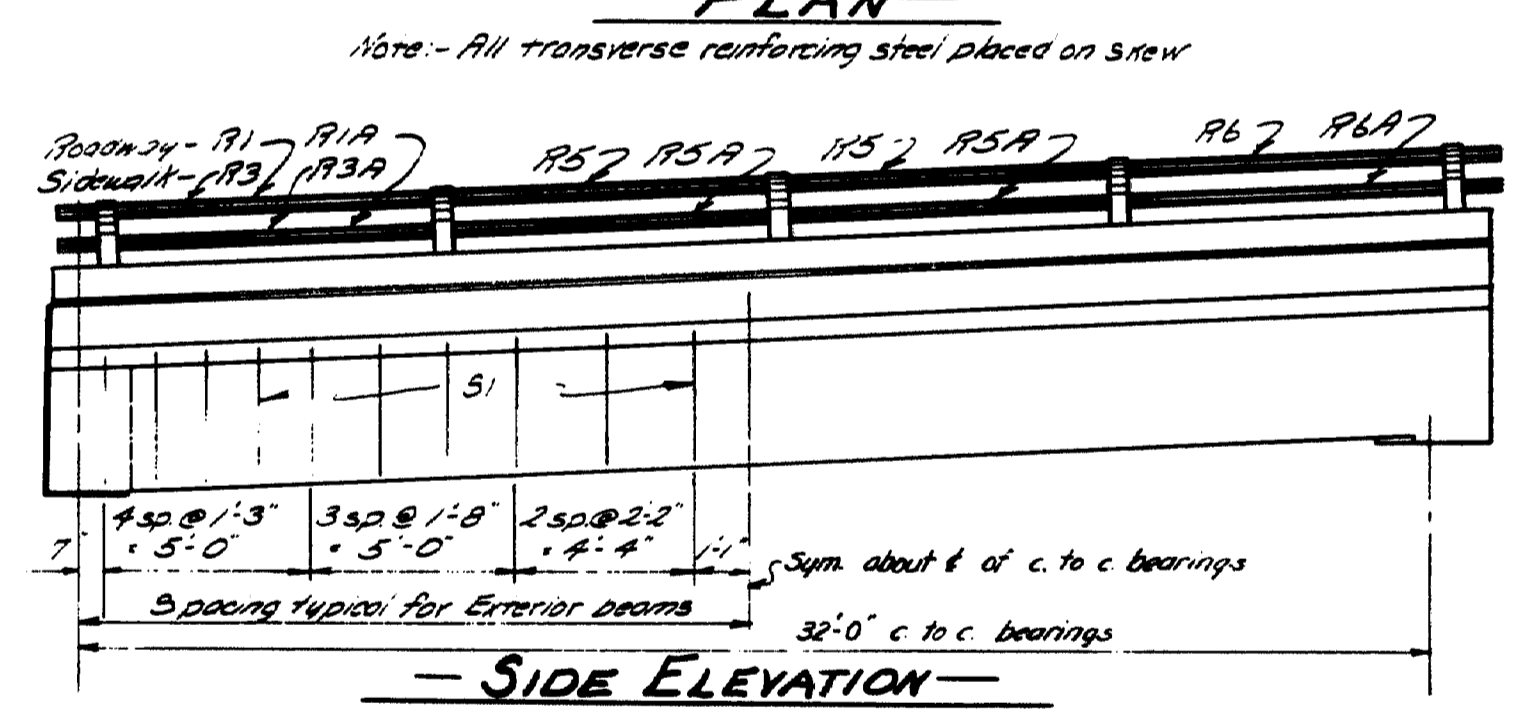
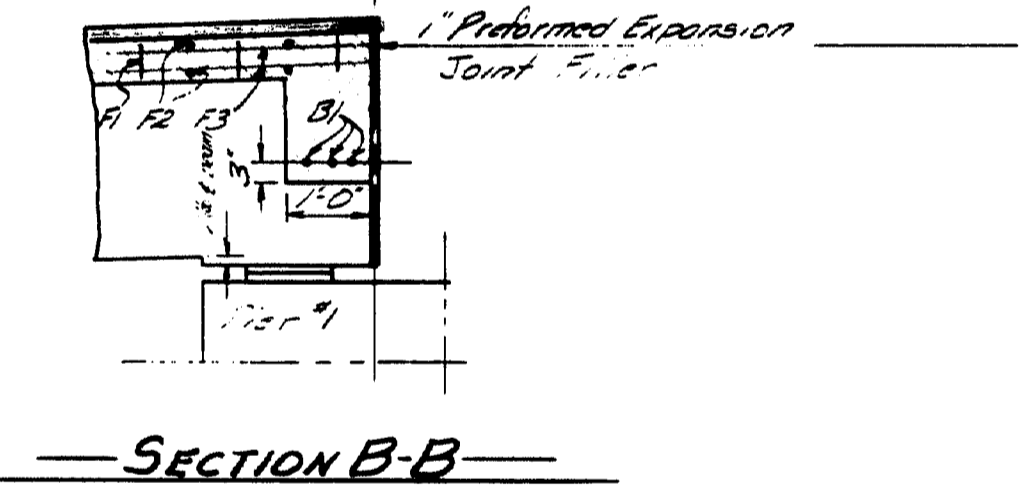
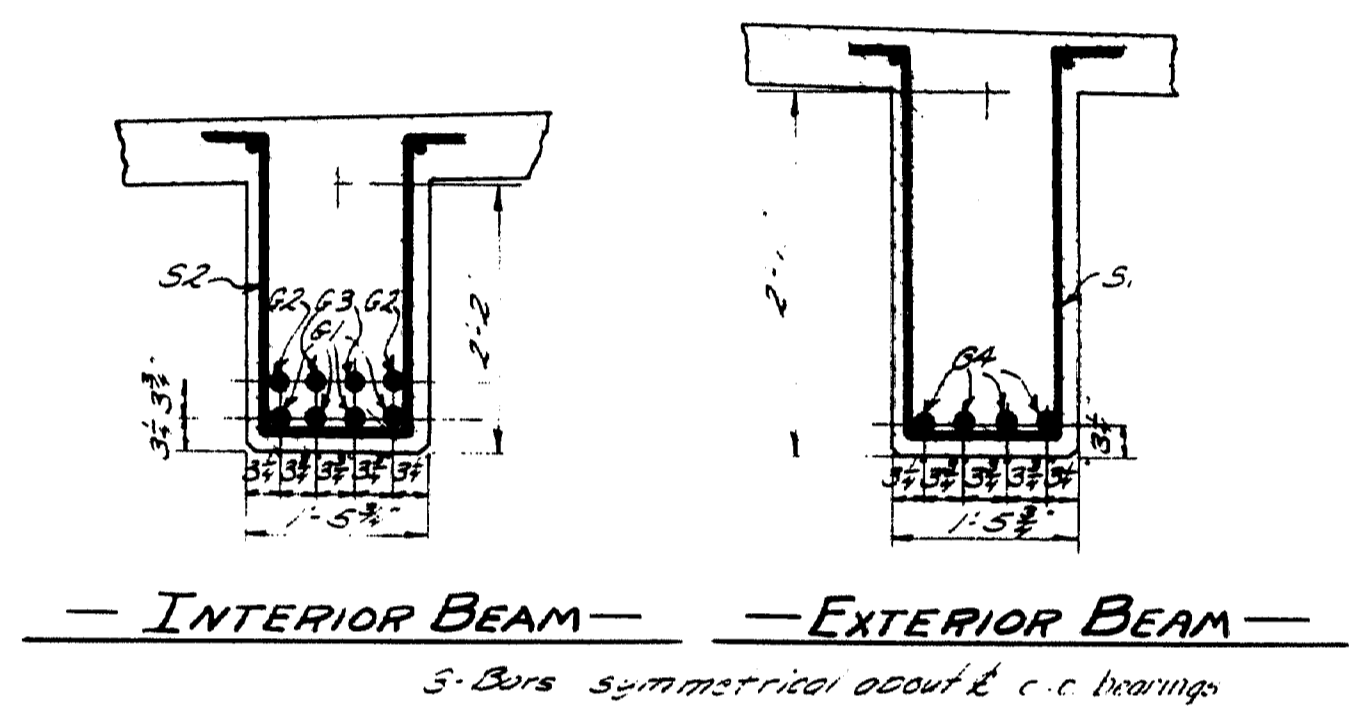
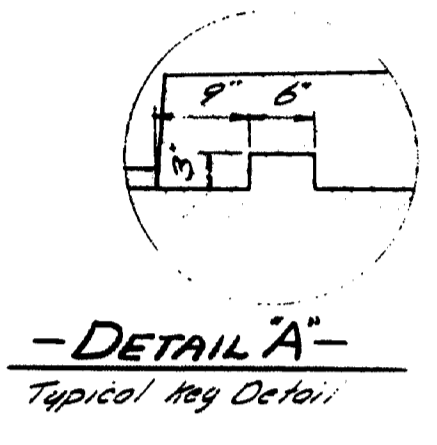
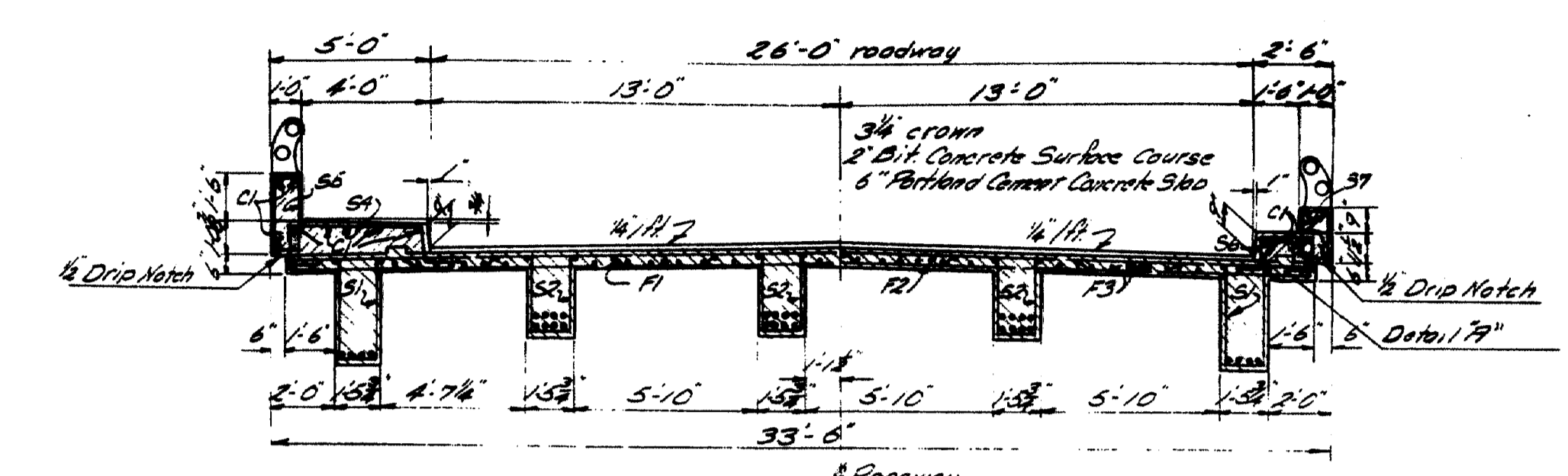
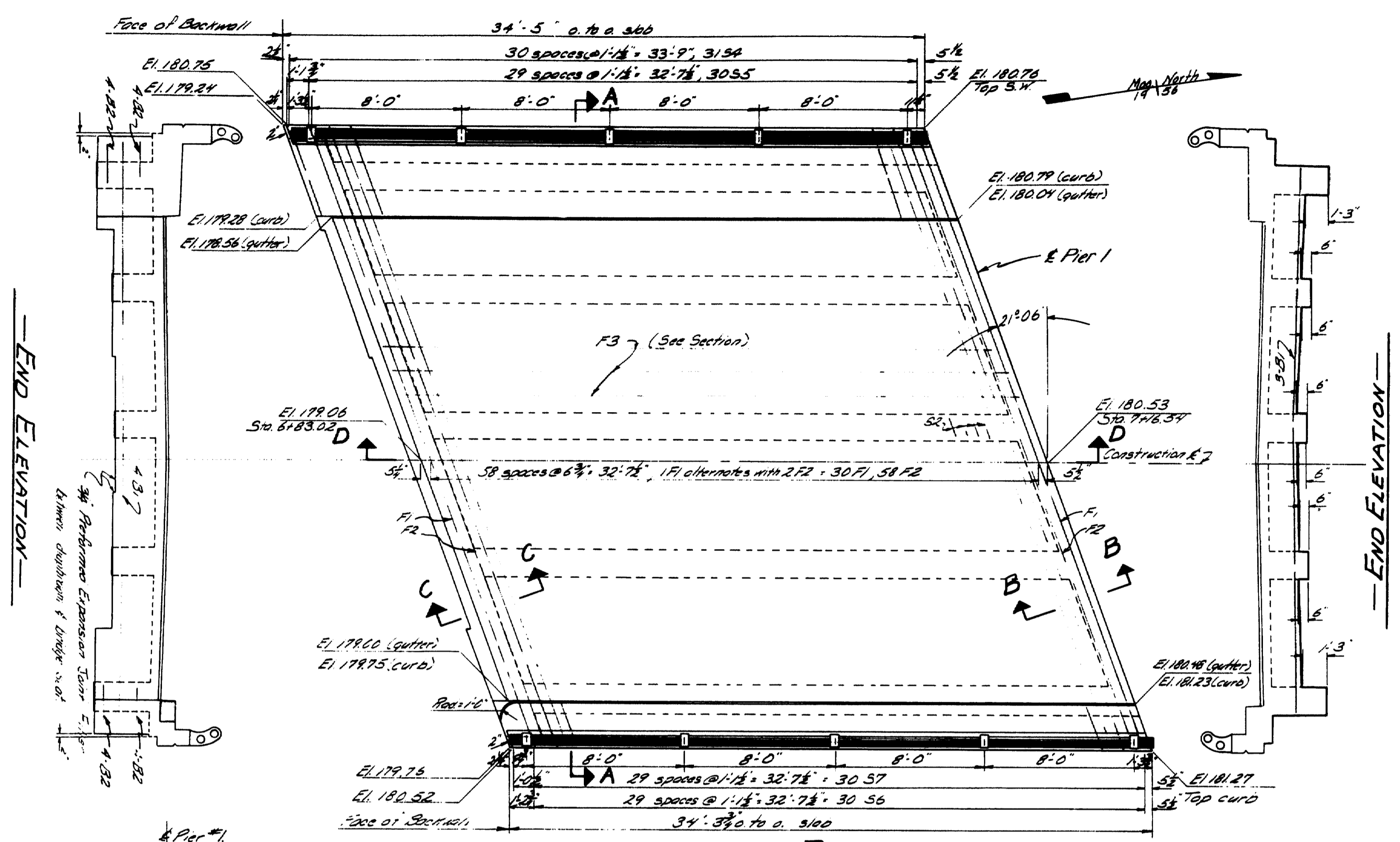
Maximum footing pressure, 2 Tons per sq. foot.

NOTE: Reinforcement for Pier No. 2 is the same as shown for Pier No. 1 except in the columns. 4- P10 and 4- P11 bars to be placed in pier cap at each bearing block as indicated. These bars to have 2" cover. Place steel to clear anchor bolts. Dress shaded areas 1" larger all around than size of masonry plates to exact elevation, shown.

DESIGN - HAMILTON	BRIDGE NO. SURVEY - PLOT -
TRACE - SIBOIS	
CHECK - C. S. J.	
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
STOCKTON SPRINGS UNDERPASS	
IN THE TOWN OF STOCKTON SPRINGS WALDO COUNTY.	
PIER NO. 1&2	
SHEET 5 OF 10 AUGUSTA, MAINE JULY 1956	

M-705



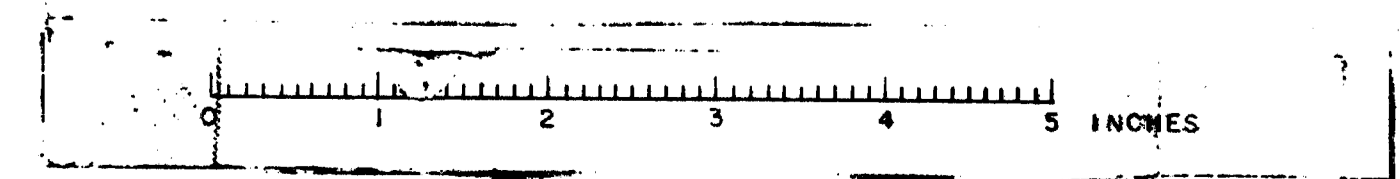


DESIGN - HAMILTON
TRACE & DETAIL - BACHELDER
CHECK - [Signature]

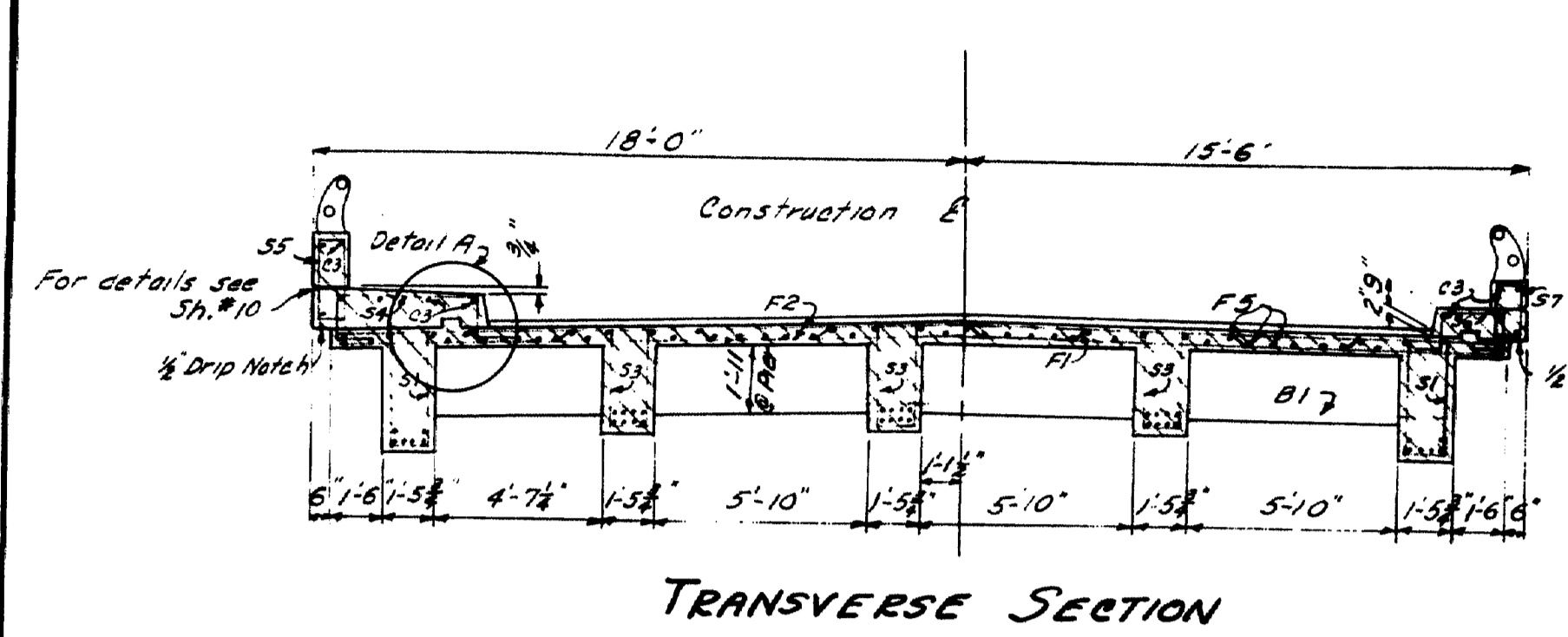
BRIDGE NO. [Blank]
SURVEY - [Blank]
PLOT - [Blank]

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

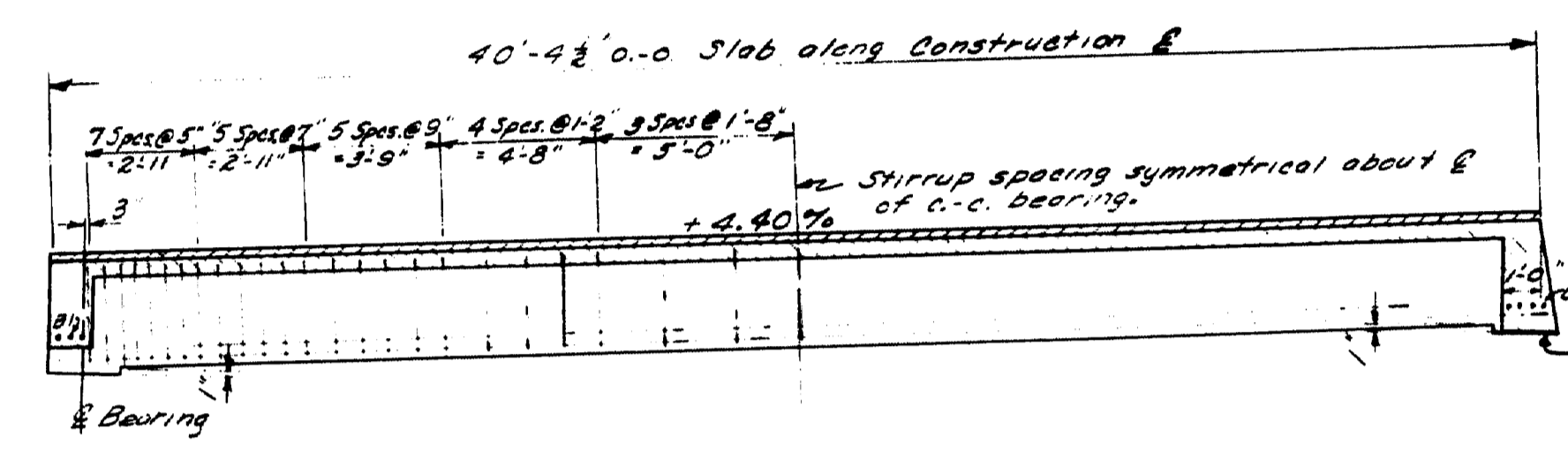
STOCKTON SPRINGS UNDERPASS
IN THE TOWN OF
STOCKTON SPRINGS
WALDO COUNTY
SUPERSTRUCTURE SPAN NO. 1



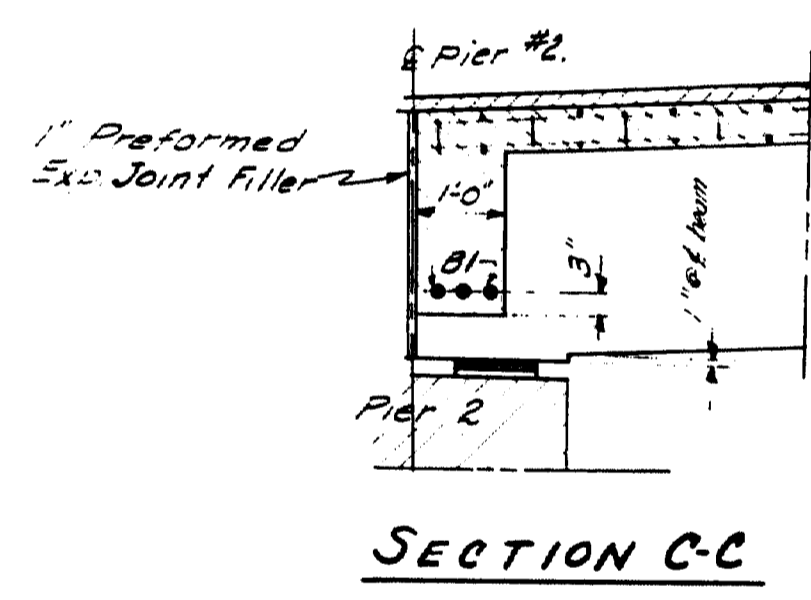
D. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-026-2(0)	13	91



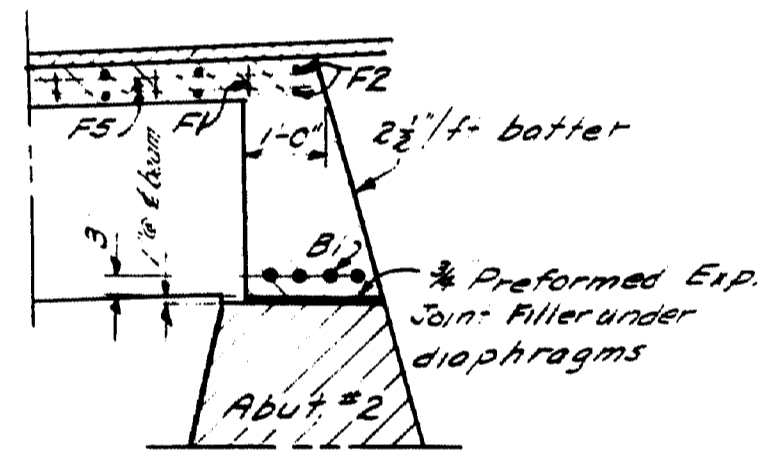
TRANSVERSE SECTION



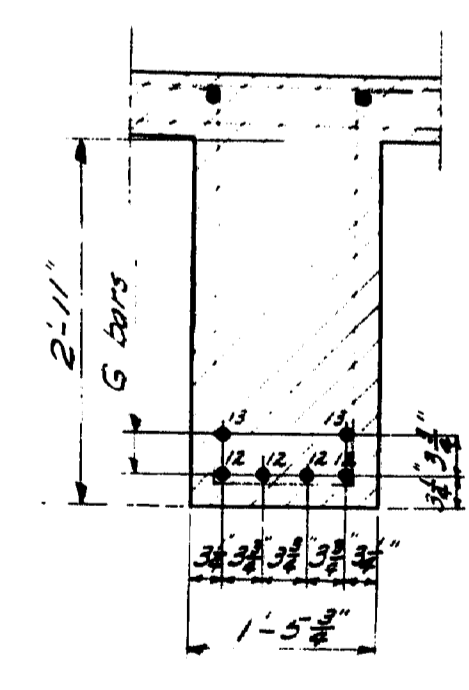
SECTION A-A
Typical Interior Beams



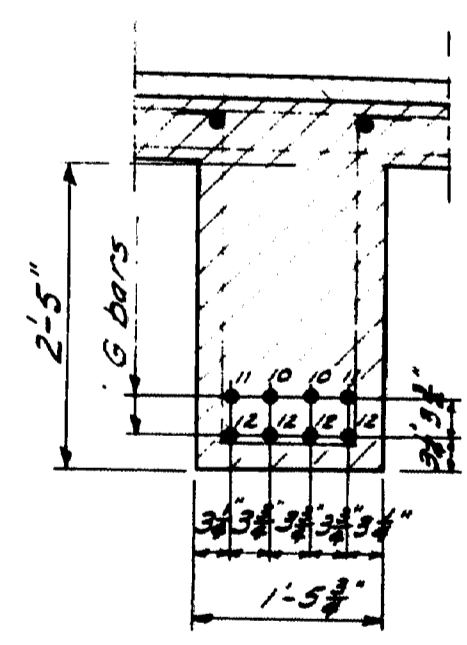
SECTION C-C



SECTION B-B

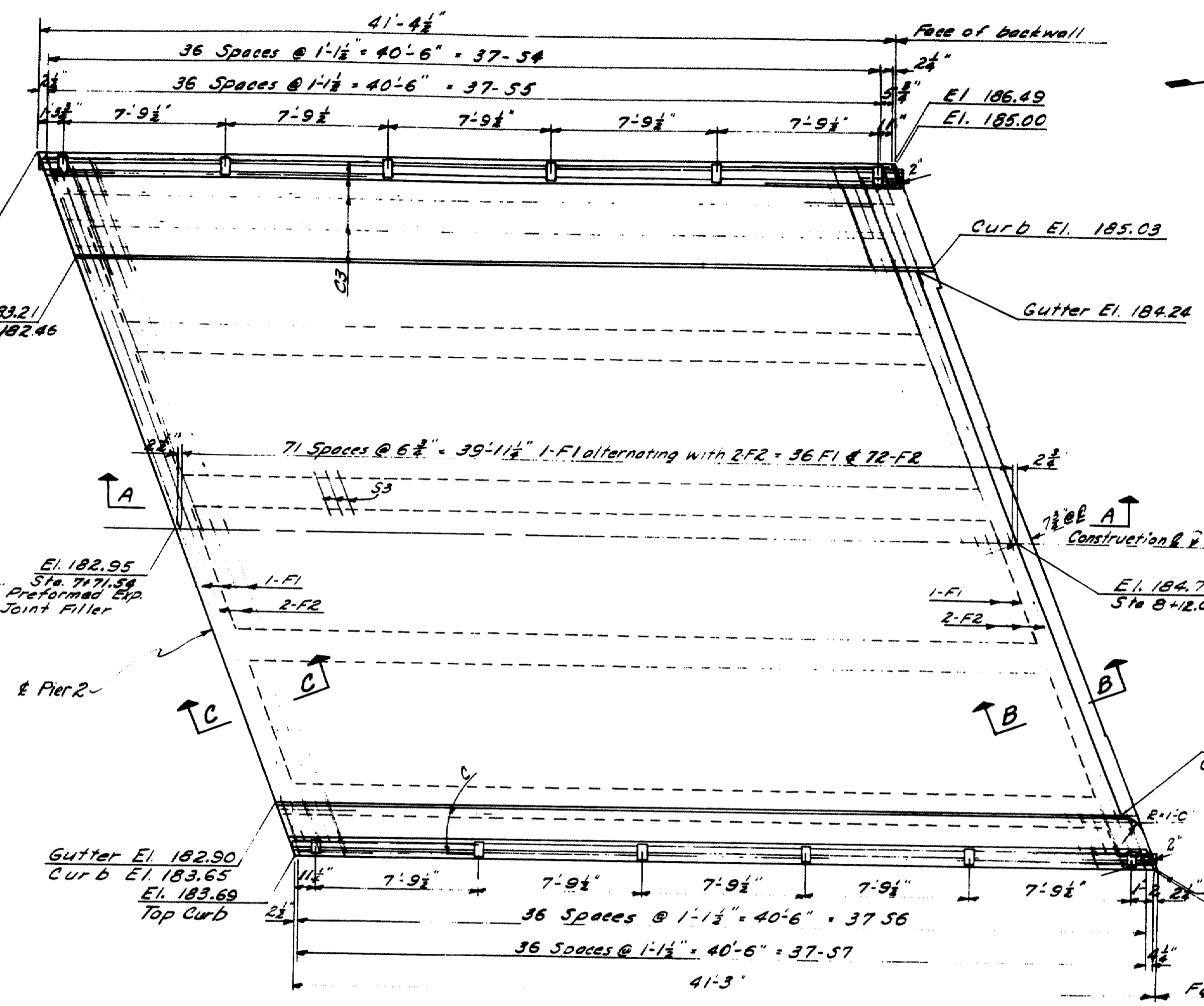


EXTERIOR BEAM

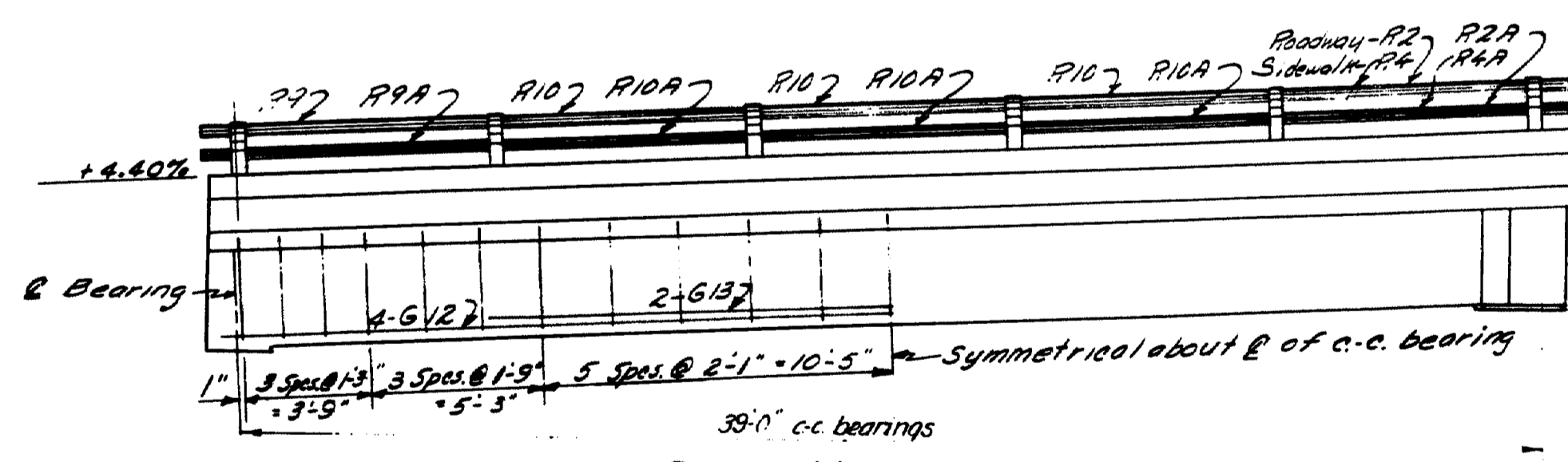


INTERIOR BEAM

6 bars Symmetrical about \bar{c} of c-c. bearings.

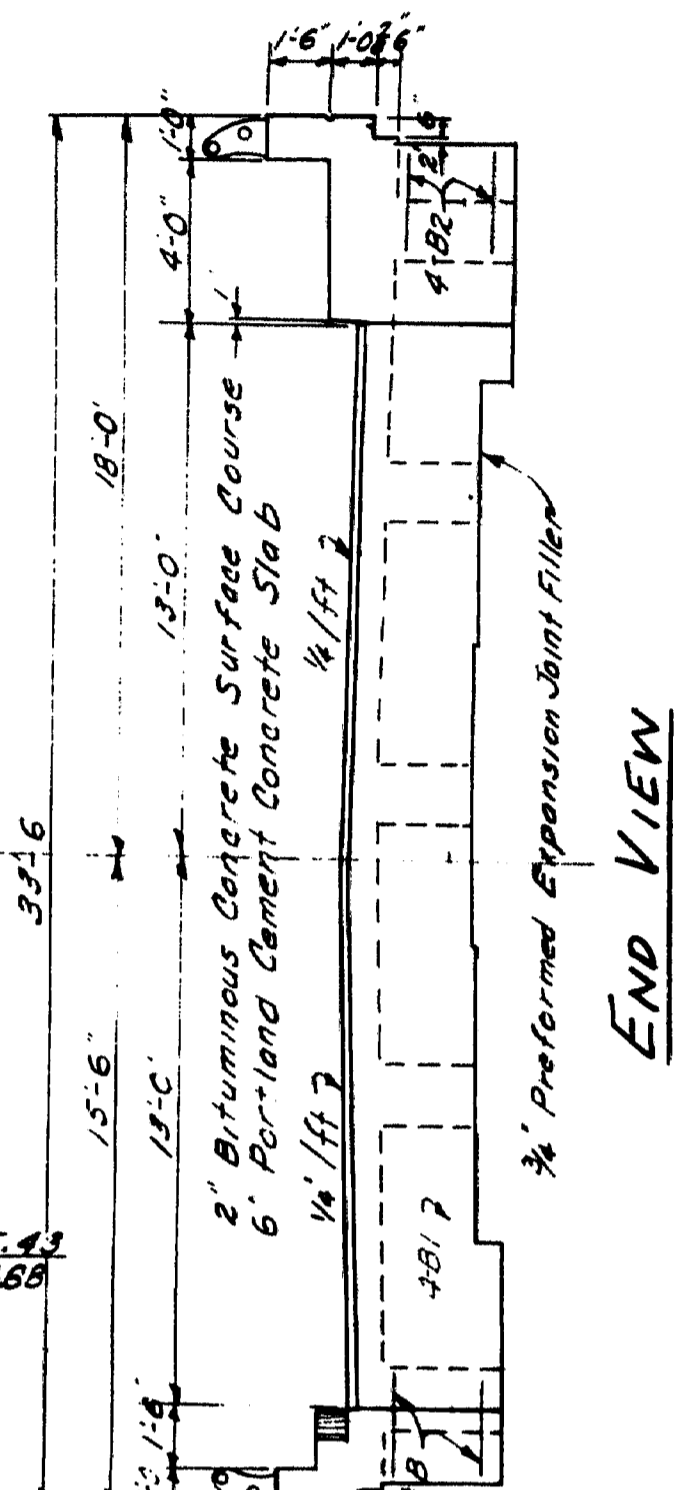


PLAN

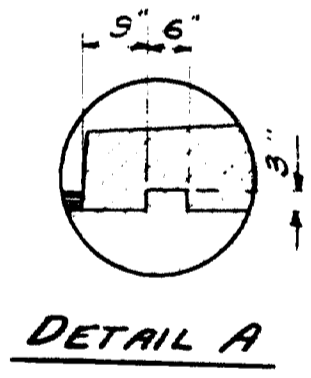


SIDE VIEW
Typical Exterior Beams

NOTE: All transverse reinforcing steel placed on skew.



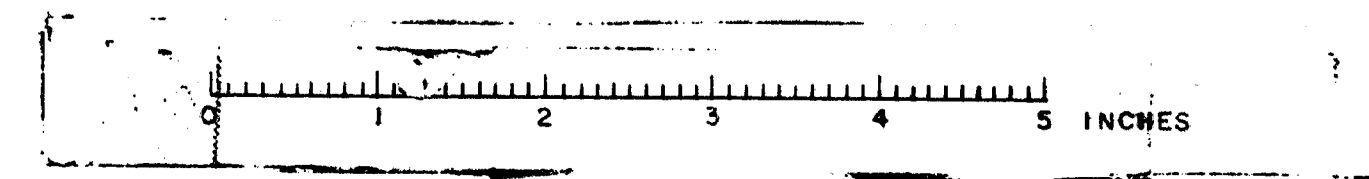
END VIEW

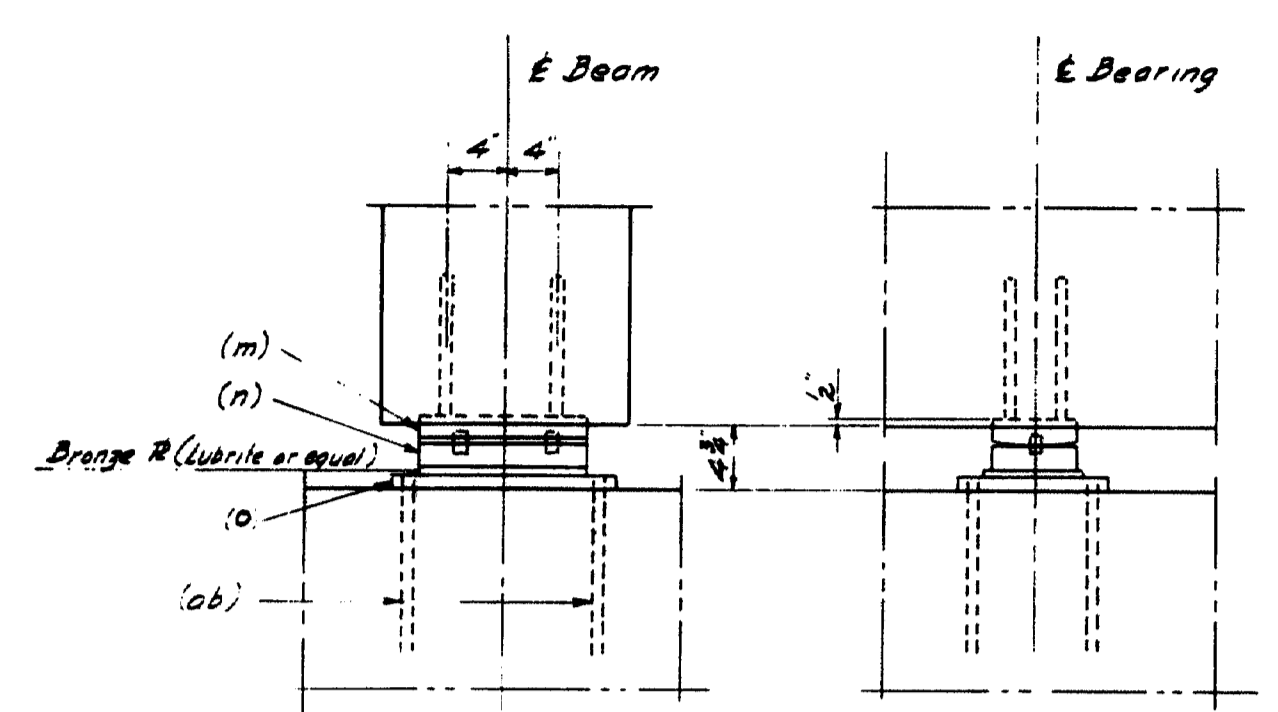


DETAIL A

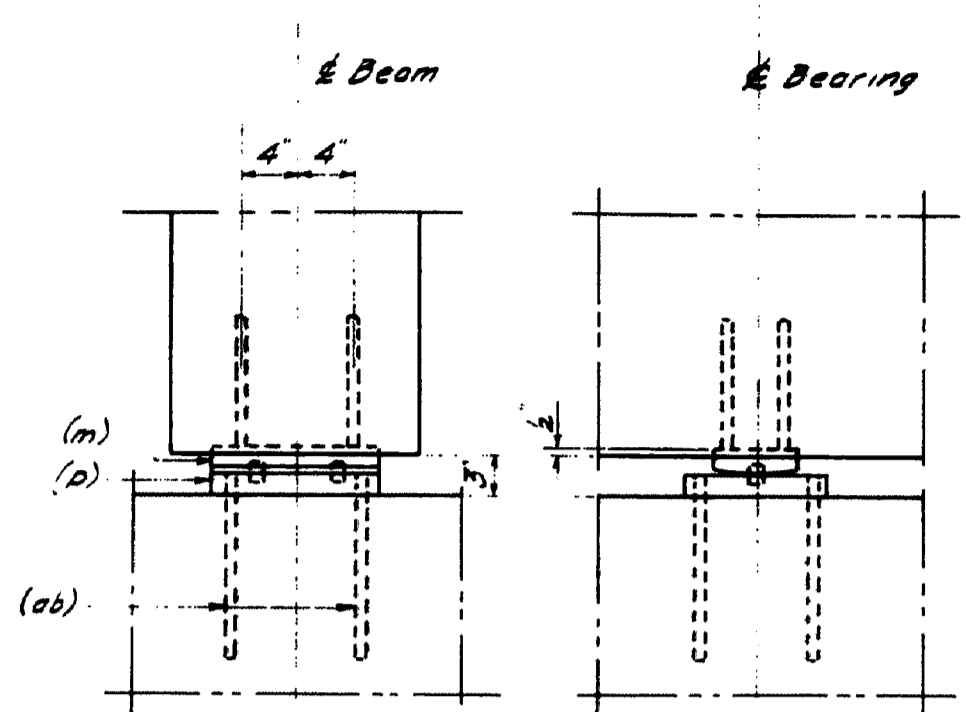
DESIGN - HAMILTON	BRIDGE NO.
TRACE & DETAIL - LANGFORD	SURVEY -
CHECK - MURPHY	PL01
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
STOCKTON SPRINGS UNDERPASS	
IN THE TOWN OF STOCKTON SPRINGS WALDO COUNTY	
SUPERSTRUCTURE SPAN NO. 3	
SHEET 8 OF 10 AUGUSTA, MAINE JULY 1956	

M-708

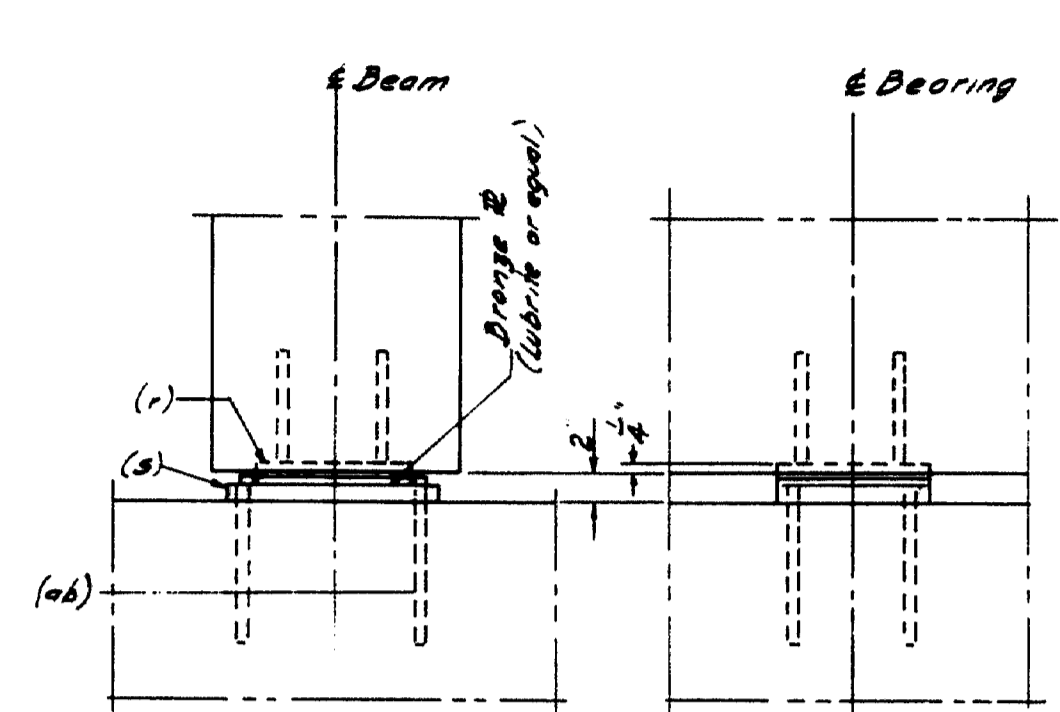




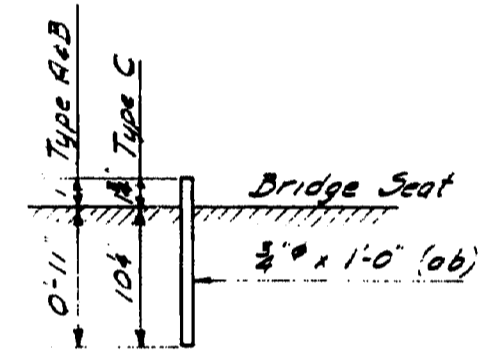
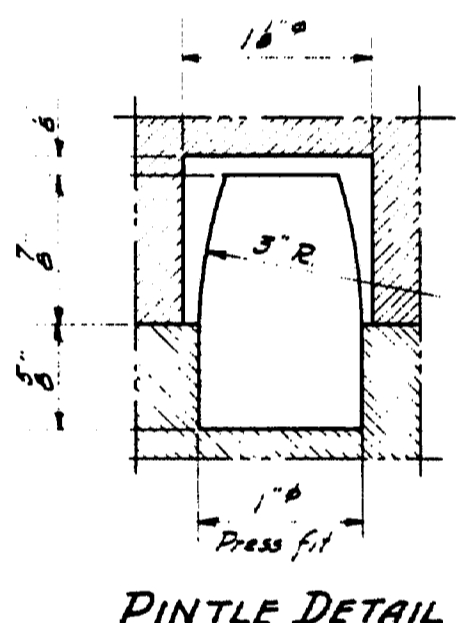
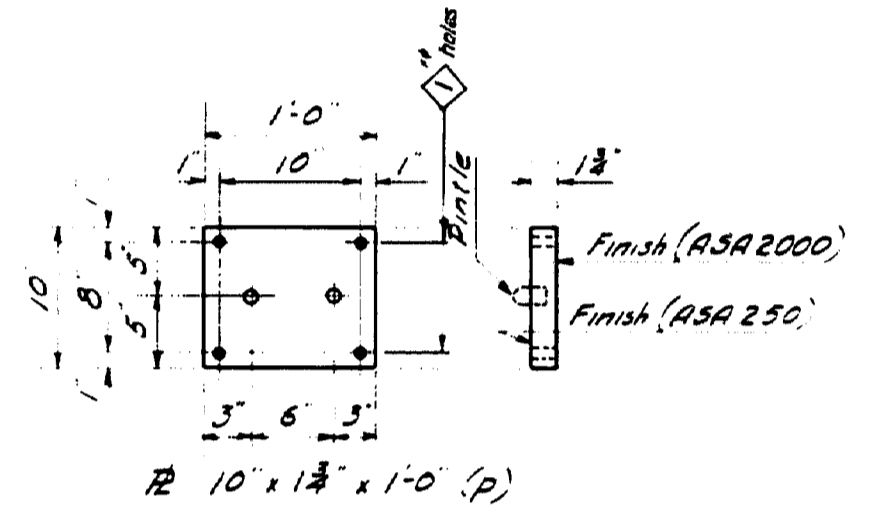
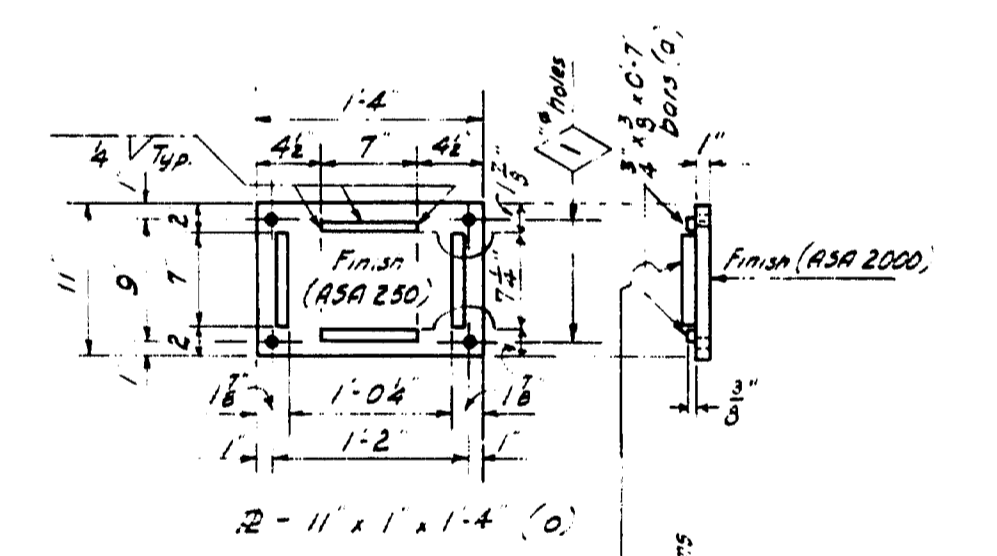
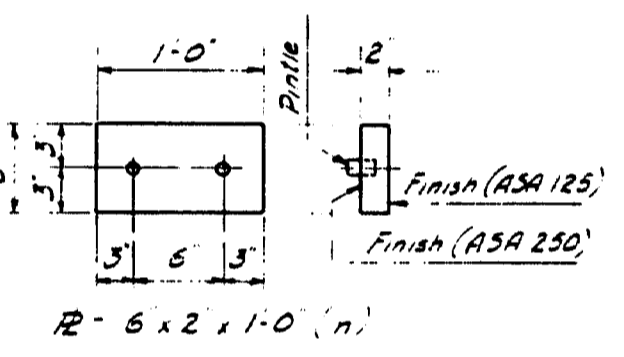
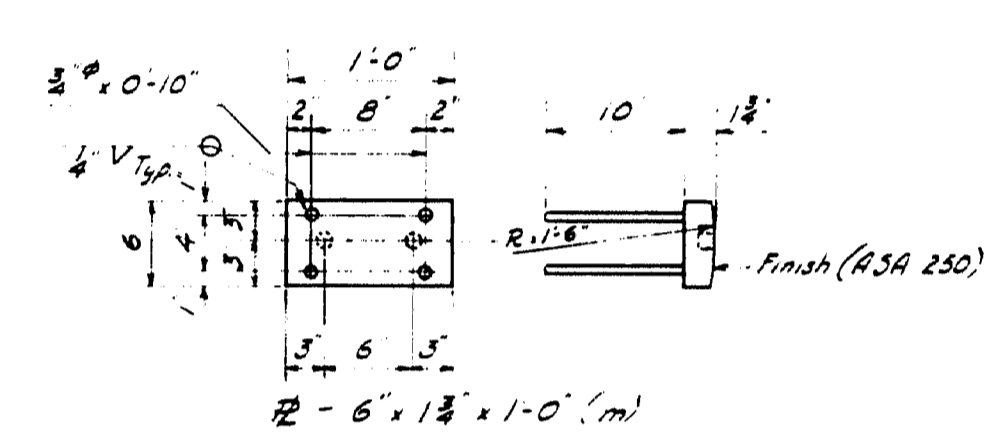
EXPANSION (Type A)
Span No. 2 Pier No. 2



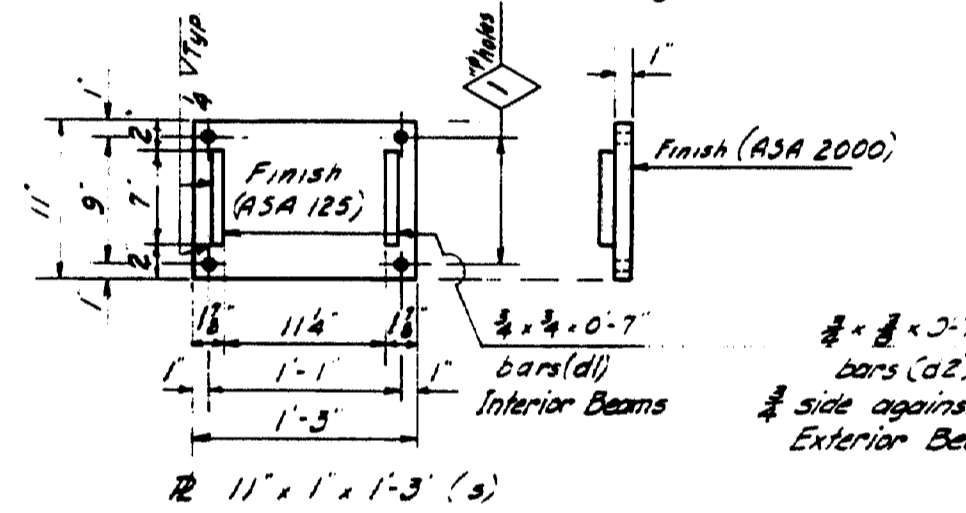
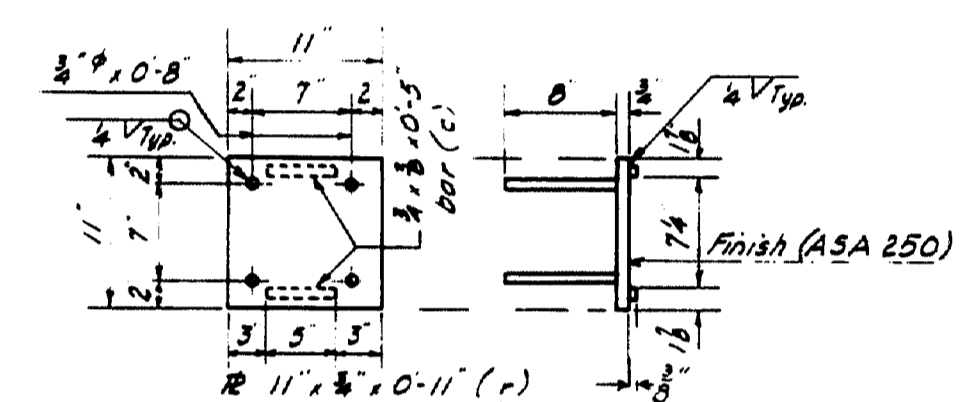
FIXED (Type C)
Span No. 2 Pier No. 1



EXPANSION (Type B)
Span No. 1 Pier No. 1 - Span #3 - Pier No. 2



ANCHOR BOLT
Drill for and grout anchor bolts in bridge seats.



MATERIAL REQUIRED PER SET

EXPANSION (Type A) (5 sets req'd)
 R-6' x 13' x 1'-0" (m) with 4-3/8" x 0'-10" bars (welded)
 R-6' x 2' x 1'-0" (n) with pintles
 R-7' x 2' x 1'-0" Bronze (Lubrite or equal)
 R-11' x 1' x 1'-4" (o) with bars (a) welded - 5 Plates
 " " (a1) " - 3 " (Int. Bms.)
 " " (a2) " - 2 " (Ext. Bms.)
 Anchor bolts 4-3/8" x 1'-0" (ab) plain rounds

FIXED (Type C) (5 sets req'd)
 R-6' x 13' x 1'-0" (m)
 R-10' x 13' x 1'-0" (p) with pintles
 Anchor bolts 4-3/8" x 1'-0" (ab)

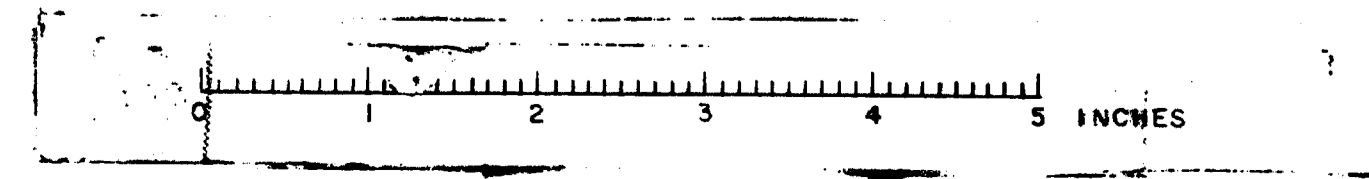
EXPANSION (Type B) (10 sets req'd)
 R-11' x 11' x 0'-11" (r) with bars (c) (welded)
 R-11' x 1' x 1'-3" (s) with bars (d1) welded - 6 Plates (Int. Beams)
 " " (d2) " - 4 " (Ext. Beams)
 Anchor bolts 4-3/8" x 1'-0" (ab)
 R-7' x 2' x 0'-11" Bronze (Lubrite or equal)

Each fixed and expansion bearing to be placed upon material as described in article 702-80 of the standard specifications.

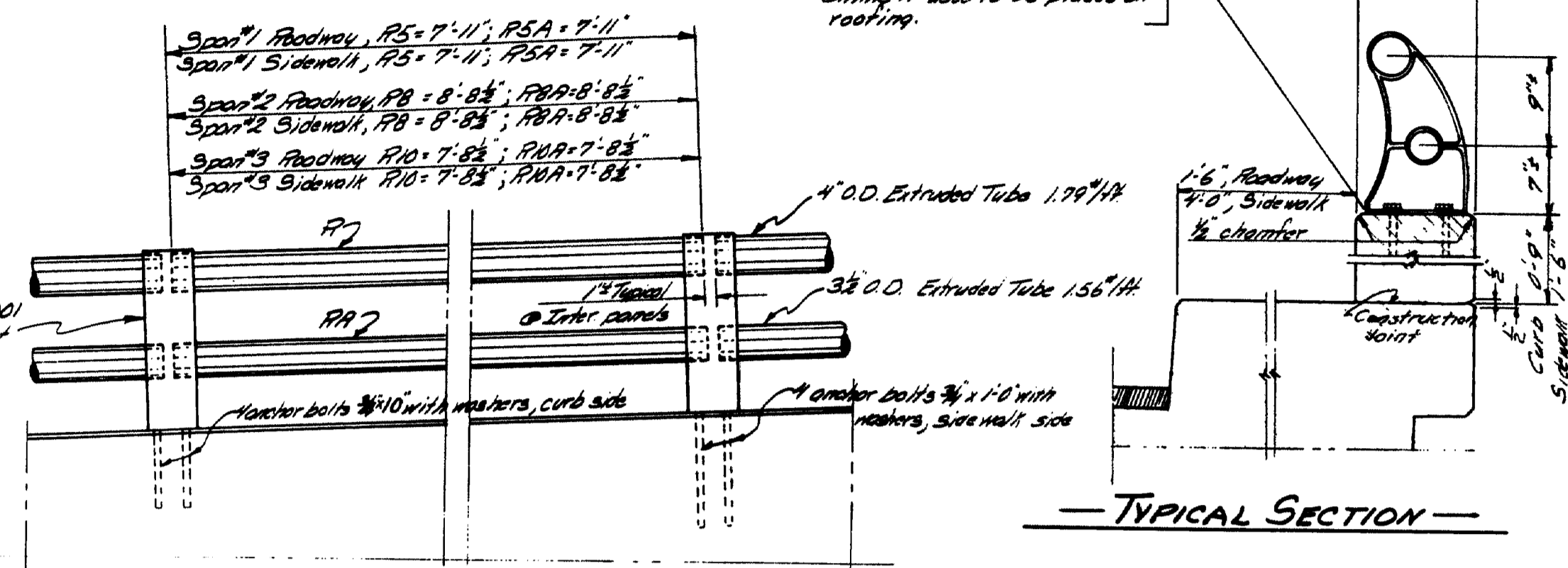
4-3/8" x 0'-7" bars (a1) side against plate Interior Beams
 4-3/8" x 0'-7" bars (a2) side against plate Exterior Beams

DESIGN - HAMILTON TRACE - FORTIER CHECK - S.F.	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
STOCKTON SPRINGS UNDERPASS	
IN THE TOWN OF	
STOCKTON SPRINGS WALDO COUNTY	
BEARING PLATES	
SHEET 9 OF 10 AUGUSTA, MAINE JULY 1956	

M-709

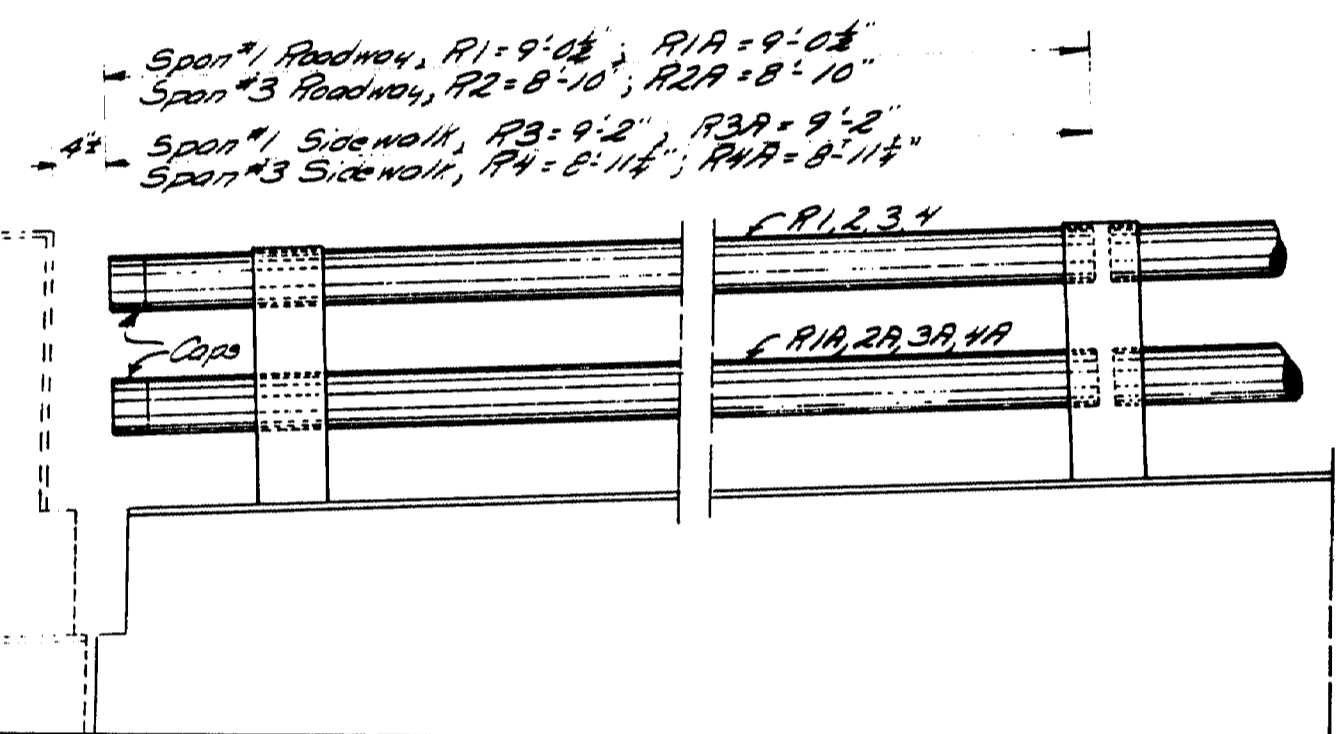


Note: Dress concrete under posts to even bearing. Place 1 layer of heavy roofing under posts. Shims if used to be placed on roofing.



SIDE VIEW-INTERMEDIATE PANELS

For post spacing see Span Plans

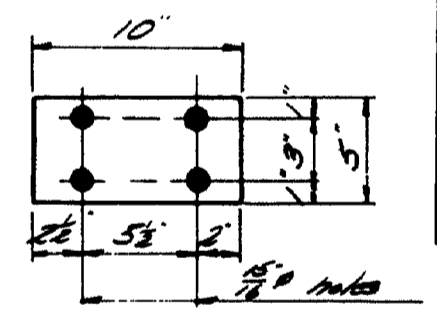


SIDE VIEW-END PANELS

RAIL SCHEDULE

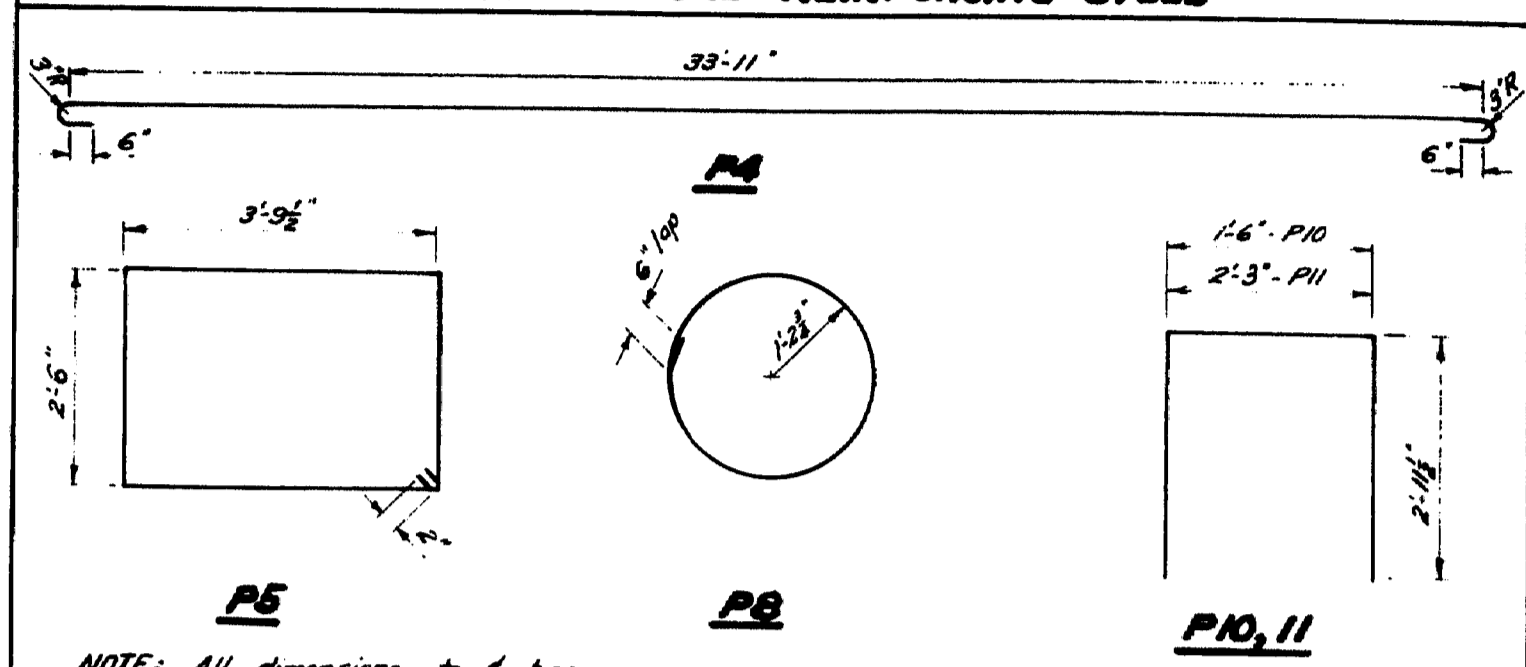
Mark	Size	No.	Length	Location
RA	4.0 D	1	9'-0 1/2"	Span #1
RAA	3/8 D	1	9'-0 1/2"	Span #1
RB	4.0 D	1	8'-10"	Span #3
RBA	3/8 D	1	8'-10"	Span #3
RD	4.0 D	1	7'-8 1/2"	Span #3
RDA	3/8 D	1	7'-8 1/2"	Span #3
RA1	4.0 D	1	9'-2"	Span #1
RA1A	3/8 D	1	9'-2"	Span #1
RA2	4.0 D	1	8'-11 1/2"	Span #3
RA2A	3/8 D	1	8'-11 1/2"	Span #3
RA3	4.0 D	4	7'-11"	Span #1
RA3A	3/8 D	4	7'-11"	Span #1
RA4	4.0 D	2	9'-0"	Span #1
RA4A	3/8 D	2	9'-0"	Span #1
RA5	4.0 D	4	9'-9 1/2"	Span #2
RA5A	3/8 D	4	9'-9 1/2"	Span #2
RA6	4.0 D	8	8'-8 1/2"	Span #2
RA6A	3/8 D	8	8'-8 1/2"	Span #2
RA7	4.0 D	2	8'-9 1/2"	Span #3
RA7A	3/8 D	2	8'-9 1/2"	Span #3
RA8	4.0 D	2	8'-9 1/2"	Span #3
RA8A	3/8 D	2	8'-9 1/2"	Span #3
RA9	4.0 D	6	7'-8 1/2"	Span #3
RA9A	3/8 D	6	7'-8 1/2"	Span #3

Rail Posts, 36 req'd. Allow Post #2001 or equivalent.
 Anchor bolts 3/4" x 10, 12 req'd; 3/4" x 10, 12 req'd. (1 of each end)
 Washers 3/4" dia. size 1 1/4 req'd.
 Rail Caps, 12 req'd, Allow #12-35 or equivalent, Rigid Allow #12-1 or equiv.
 Shims 20 req'd as shown.
 * All tubes have 1/8" wall.



SHIM
 Aluminum alloy plate 5x0.10x 1/8
 (See note for alloy) To be used or cut & used as necessary.

SUBSTRUCTURE REINFORCING STEEL



NOTE: All dimensions to 1/8 bars.

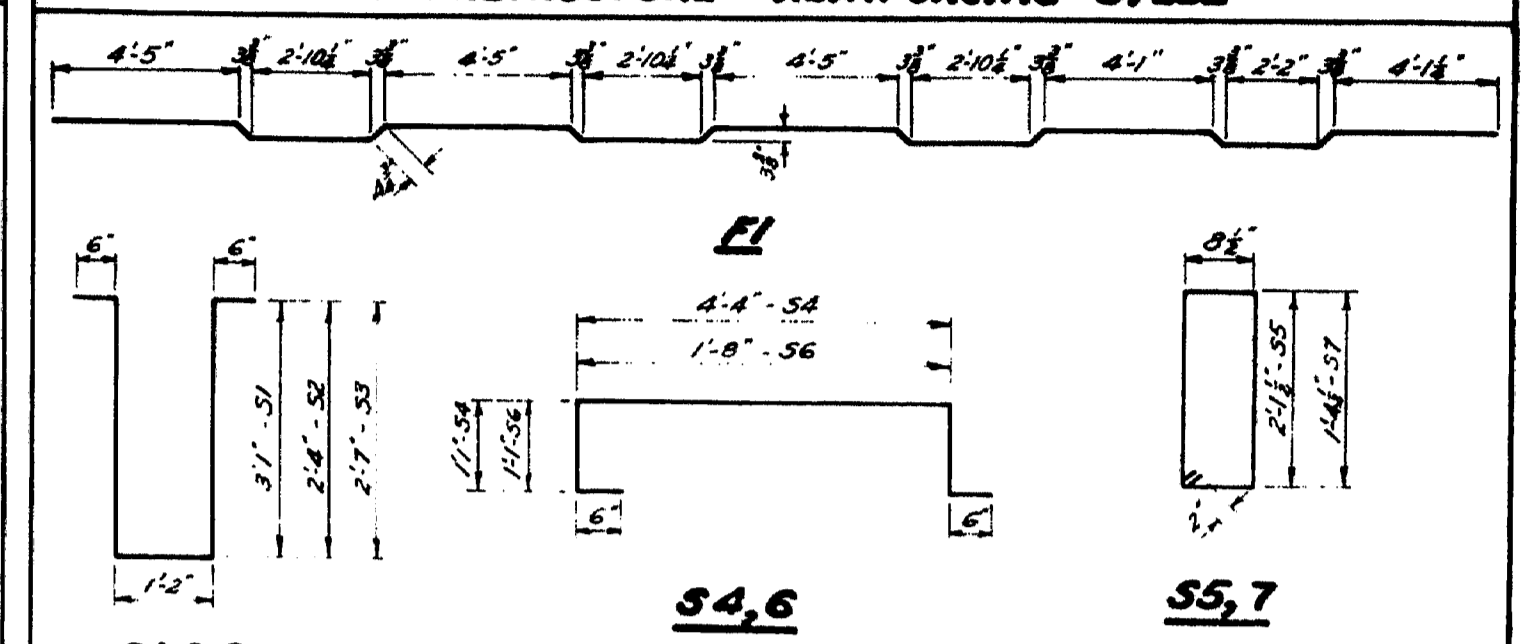
BENT BARS

MARK	SIZE	No.	LENGTH	LOCATION
P4	#8	16	36'-5"	Pier caps
P5	4	66	12'-11"	"
P8	4	128	8'-3"	Pier columns
P10	6	40	7'-5"	Pier bearing blocks
P11	6	40	8'-2"	"

STRAIGHT BARS

MARK	SIZE	No.	LENGTH	LOCATION
A1	#6	10	37'-9"	Abutment breast walls
A2	6	6	36'-0"	"
A3	4	38	2'-3"	"
A4	4	38	4'-4"	"
A5	6	16	8'-6"	Abutment wing walls, roadway side
A6	6	12	6'-4"	"
A7	6	20	10'-3"	"
A8	6	16	10'-6"	"
A9	6	12	7'-6"	"
A10	6	24	9'-8"	"
AW1	6	32	3'-10"	Rail wall, sidewalk side
AW2	6	24	3'-7"	"
AW3	4	16	7'-2"	"
AW4	4	12	5'-8"	"
B1	6	24	1'-6"	Abut. bridge seats, interior beams
B2	6	40	32'-8"	Pier footings
B3	6	132	4'-8"	"
B4	8	16	34'-5"	Pier caps
B5	7	256	5'-0"	Pier columns
B6	7	64	15'-3"	Columns, Pier 1
B7	7	64	17'-0"	"

SUPERSTRUCTURE REINFORCING STEEL



NOTE: All dimensions to 1/8 bars.

BENT BARS

MARK	SIZE	No.	LENGTH	LOCATION
F1	#5	115	35'-4"	Slab, All spans
F1	4	416	8'-4"	All beams span 2; Exterior beams spans 1 & 3
F2	4	126	6'-10"	Interior beams span 1
F3	4	147	7'-4"	Interior beams span 3
F4	4	117	7'-6"	Sidewalk, all spans
F5	4	116	6'-0"	Rail curb, all spans, W. side
F6	4	116	4'-10"	Curb, all spans, E. side
F7	4	116	4'-6"	Rail curb, all spans, E. side

STRAIGHT BARS

MARK	SIZE	No.	LENGTH	LOCATION
G1	#10	12	33'-7"	Interior beams, Span 1
G2	10	6	26'-0"	"
G3	10	6	20'-0"	"
G4	11	8	33'-7"	Exterior beams, Span 1
G5	11	20	54'-6"	All beams, Span 2
G6	11	10	18'-0"	"
G7	11	10	42'-0"	"
G8	11	10	35'-0"	"
G9	11	10	26'-0"	"
G10	11	6	25'-0"	Interior beams, Span 3
G11	11	6	33'-0"	"
G12	11	20	40'-8"	All beams, Span 3
G13	10	4	33'-0"	Exterior beams, Span 3
F2	5	228	34'-5"	Slab, all spans
F3	4	52	33'-2"	"
F4	4	104	27'-9"	"
F5	4	52	40'-0"	"
C1	3	12	33'-1"	Sidewalk and curbs, Span 1
C2	3	24	27'-9"	"
C3	3	12	40'-9"	"
B1	6	23	31'-3"	Diaphragms, all spans
B2	6	32	2'-8"	Abutment diaphragms, Spans 1 & 3

RAIL NOTES

Materials - All material in rail shall conform to A.S.T.M.
 Specifications listed below:
 Tubing - 6061-T6 Spec. B 235-54T,
 Alloy 6S 11A, Condition T6
 Posts - 356-T6 Spec. B 108-54T,
 Alloy 5S 70A, Condition T6
 Bolts, Nuts & Self-Screws - Spec. B 2.1-54T, Alloy CG 42A
 Washers - Spec. B 209-54T, Alloy clad CG 42A, Condition T4
 Material to be Aluminum Company of America or equivalent.
 Wherever the aluminum parts come into contact with concrete,
 the aluminum shall be thoroughly coated with an aluminum
 impregnated coating compound. Where shims are req'd. for
 alignment of posts, such shims shall be made from the
 fully annealed aluminum alloy known commercially as 1100-0
 Anker parts to be coated with zinc chromate paint and
 allowed to dry before installation.

DESIGN - HAMILTON
 TRACE & DETAIL - BACHELDER
 CHECK - BACHELDER
 BRIDGE NO. 44-12-22
 SURVEY - 1917
 STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
STOCKTON SPRINGS UNDERPASS
 IN THE TOWN OF
STOCKTON SPRINGS
WALDO COUNTY
 RAIL DETAIL AND REINFORCING STEEL
 SHEET 10 OF 10 AUGUSTA, MAINE JULY 1956
 M-918

