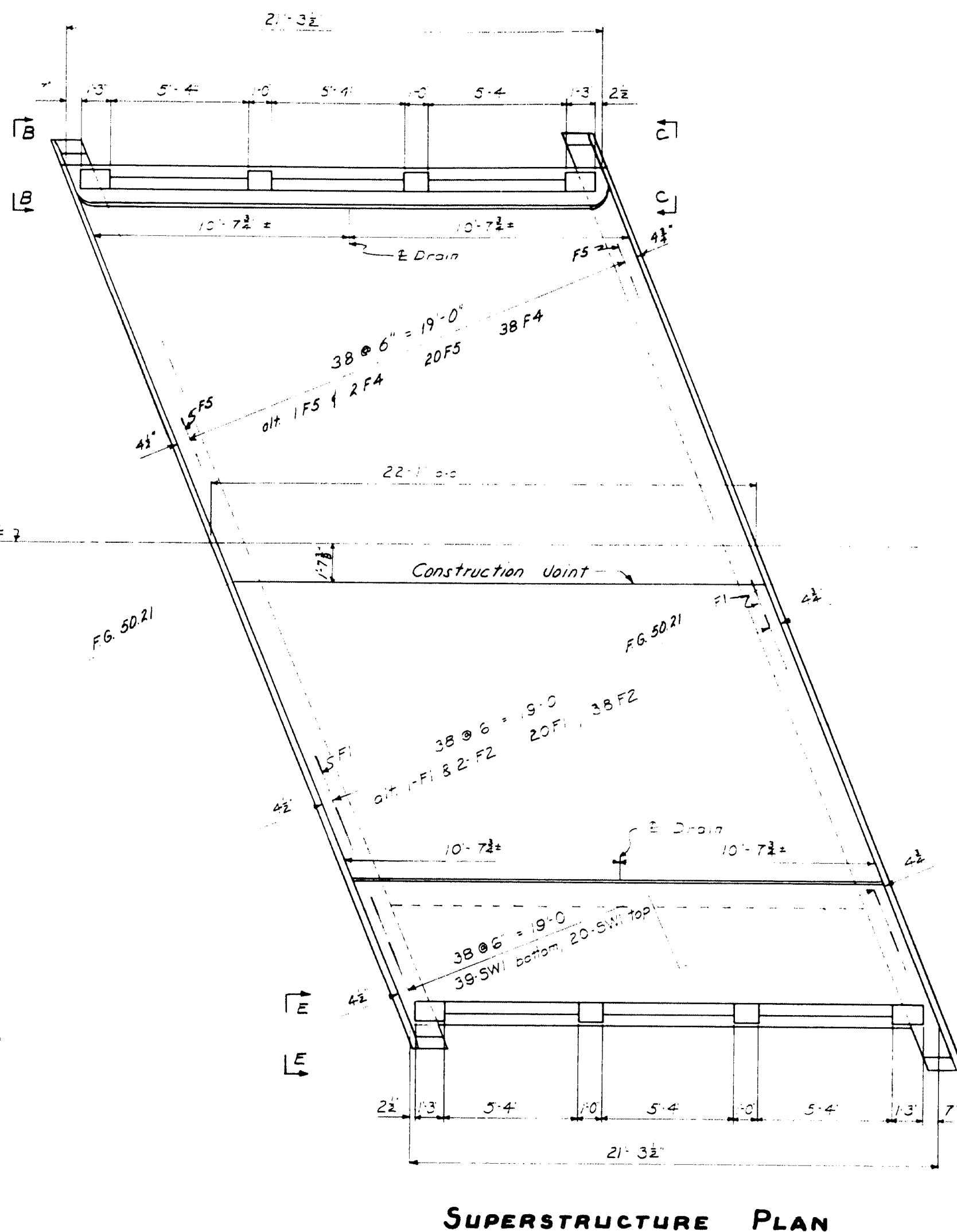
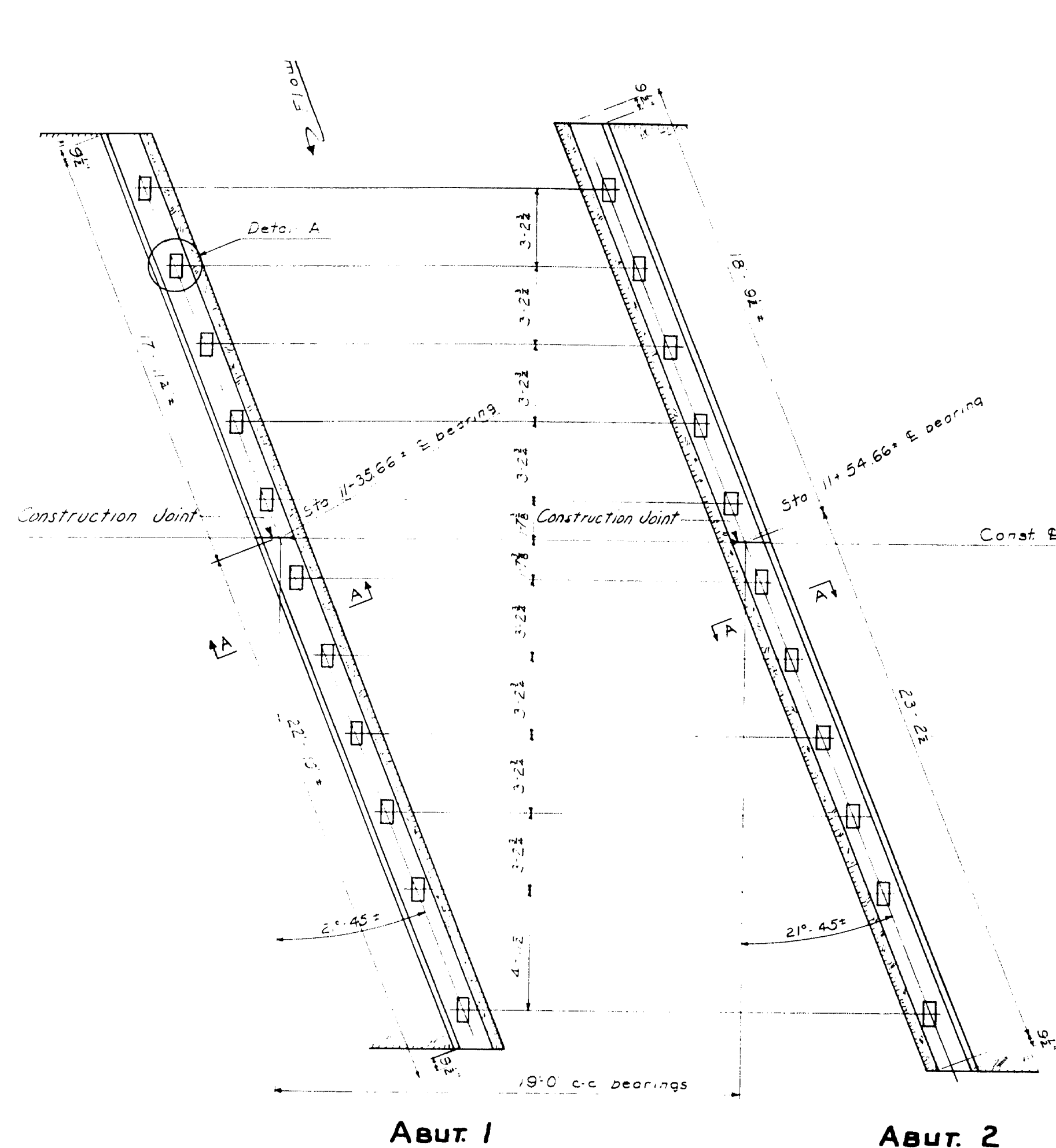
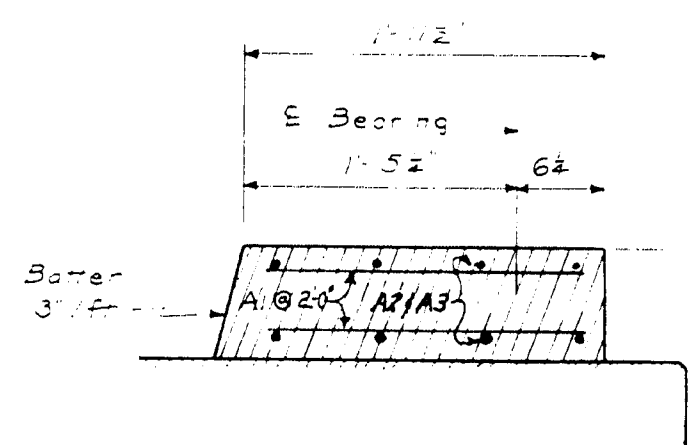


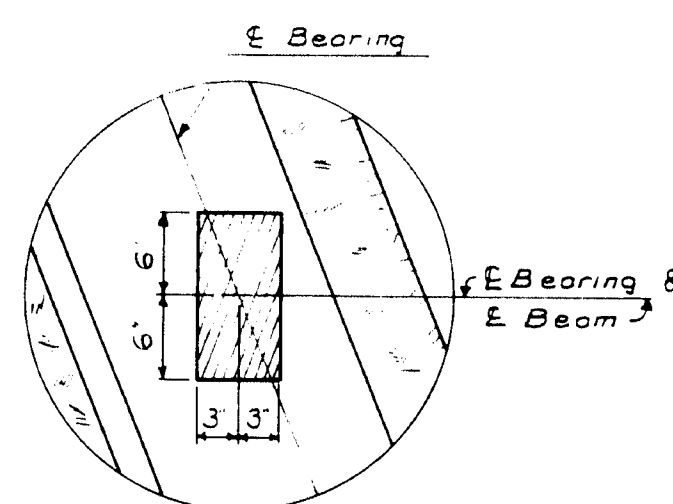


SUPERSTRUCTURE PLAN

Note:
The downstream portion of the new bridge shall be constructed first, while using upstream portion of existing bridge to maintain traffic.



SECTION A-A

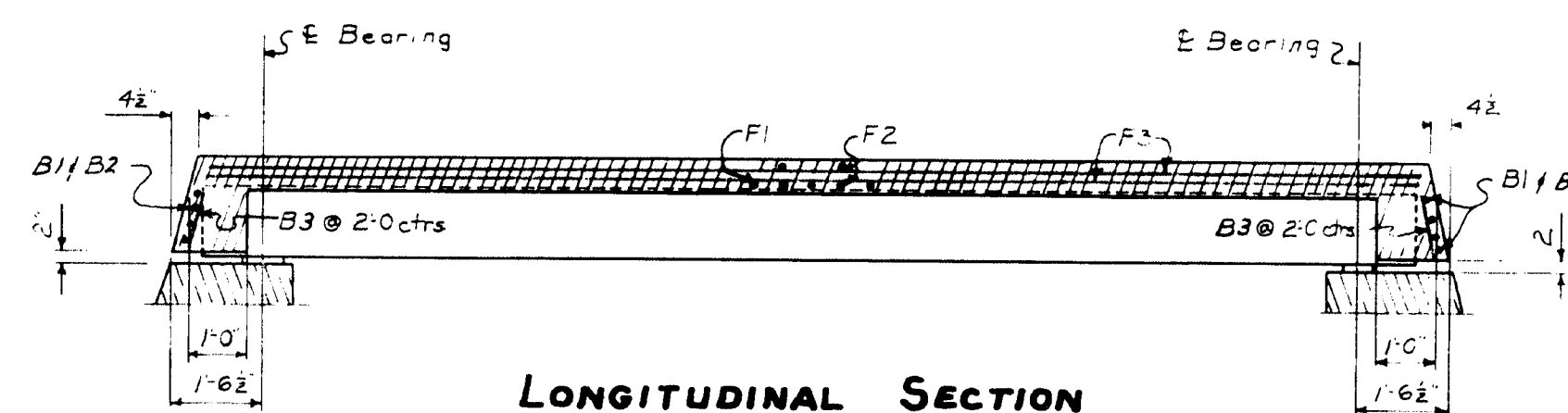


DETAIL A TYPICAL BOTH ABUTS

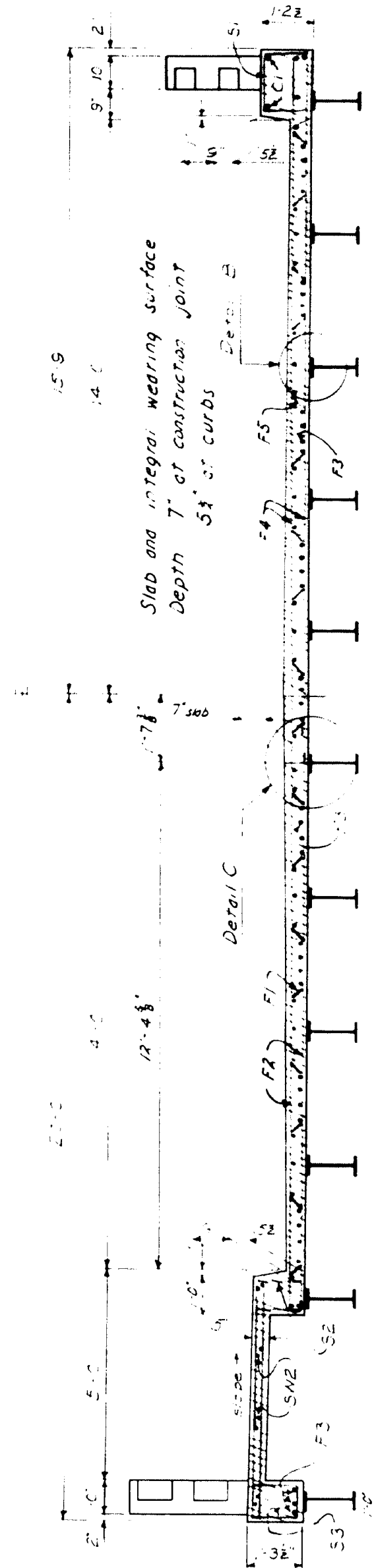
Dress shaded area, plus 1" all around, to Elev 48.38 Abut 2 & Elev 48.34 Abut 1, exact

NOTE

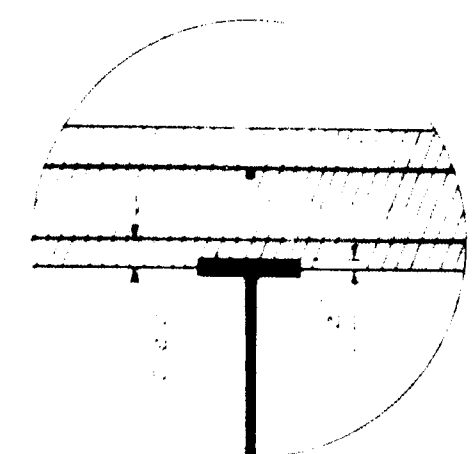
Cover the 2" slot between the backwall and the abutment with 2 layers of heavy roofing, 10' wide. Cover the concrete and back side of each layer as applied with a suitable grade of roofing cement. Depress the concrete 1/4" where roofing is applied.



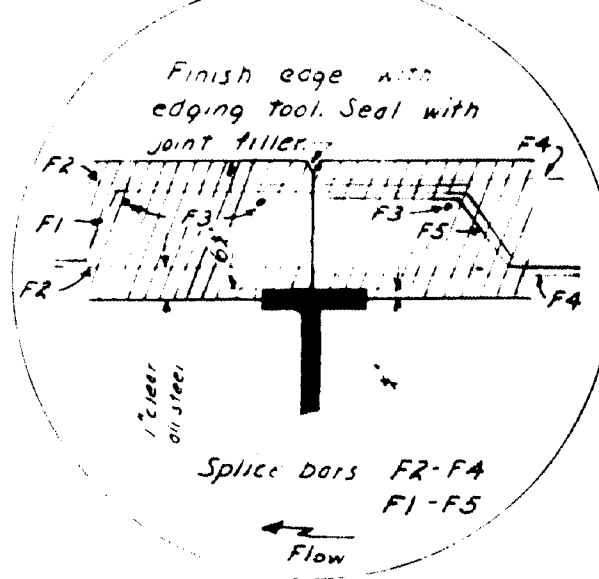
LONGITUDINAL SECTION



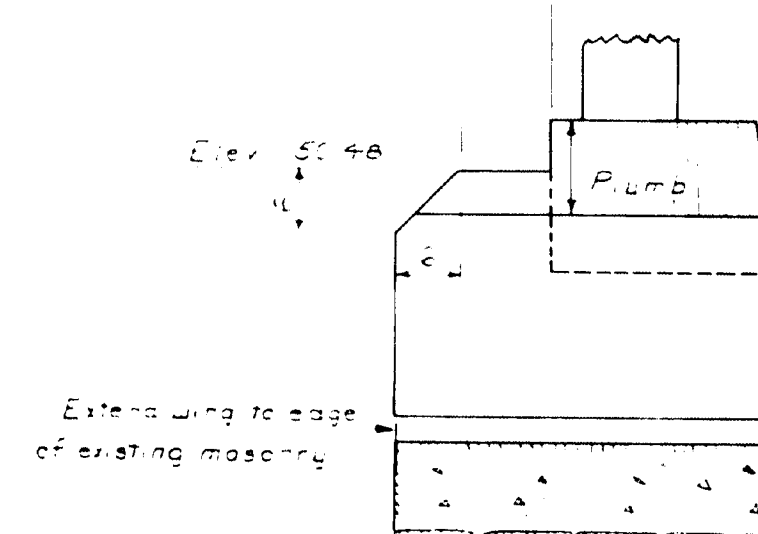
TRANSVERSE SECTION



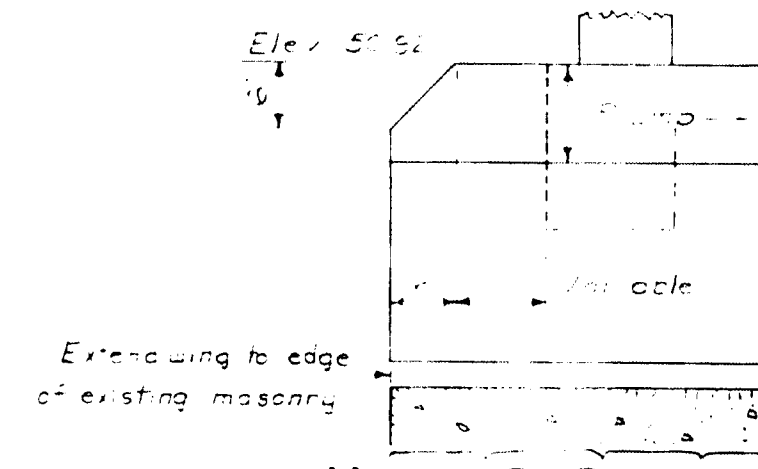
DETAIL B TYPICAL ALL BEAMS



DETAIL C Construction Joint

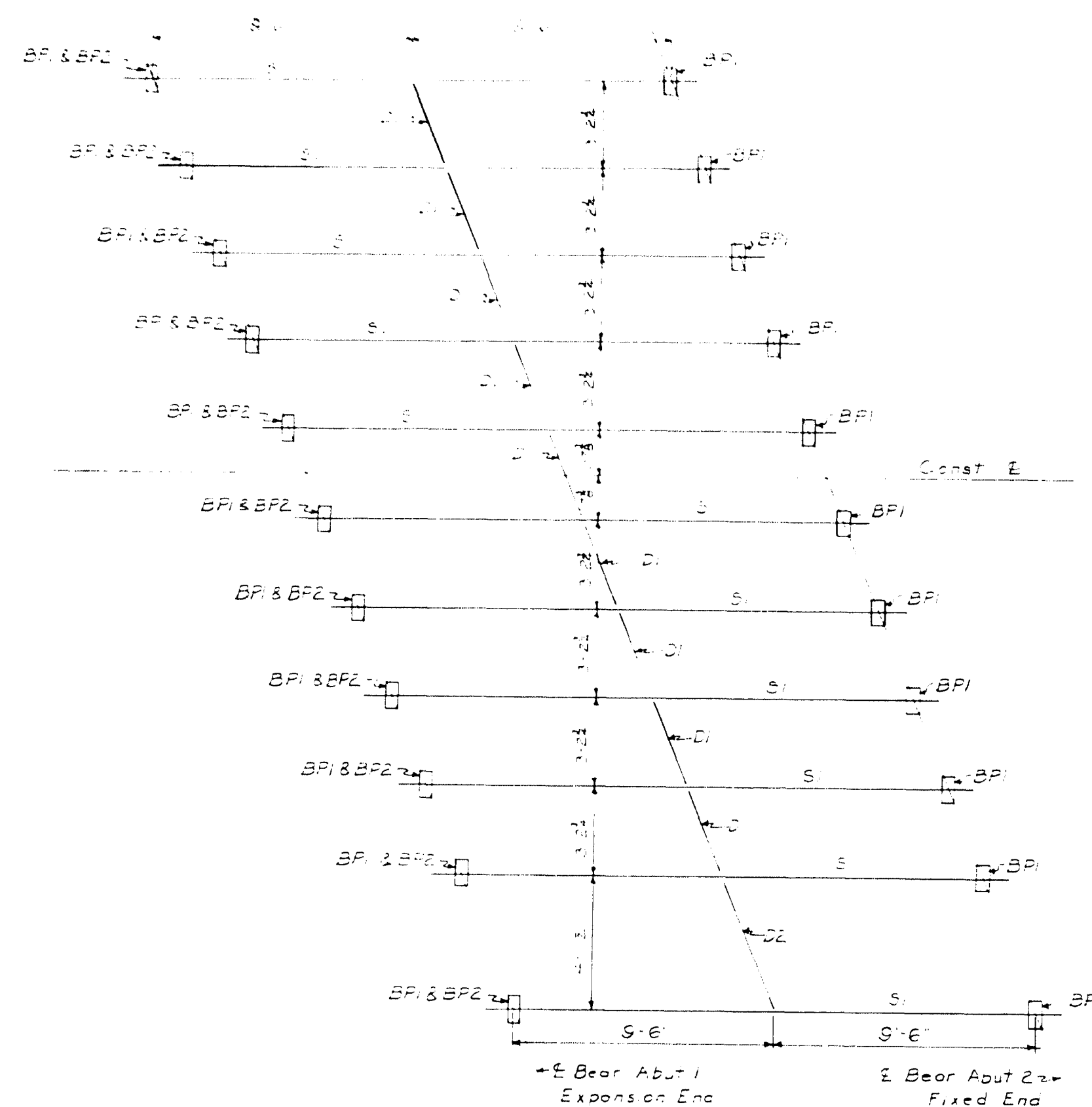


VIEW B-B VIEW C-C SIMILAR

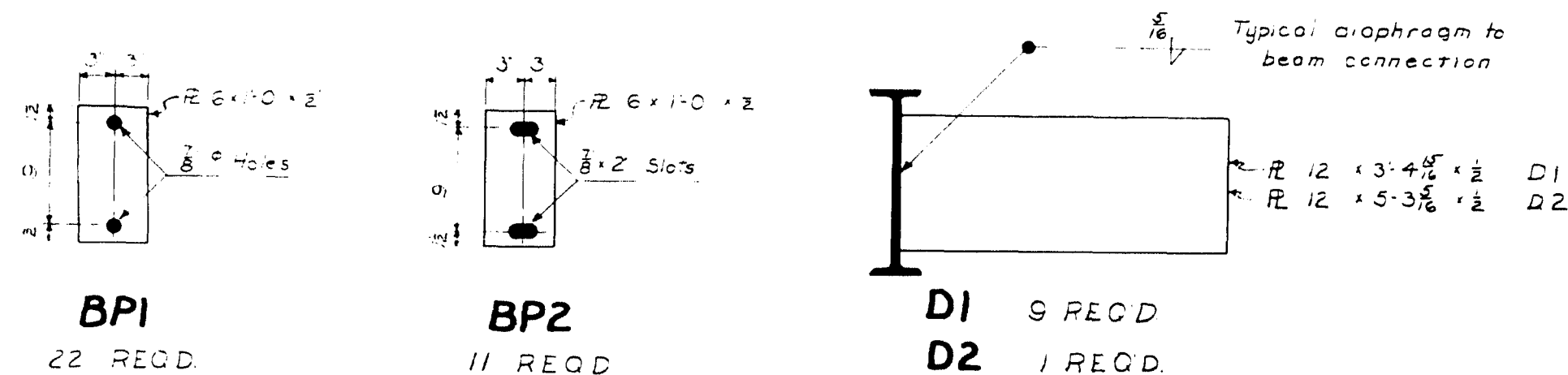


VIEW D-D VIEW E-E SIMILAR

DESIGN - JOSE
TRACE - JOSE
CHECK - FERGUSON
BRIDGE - 5570
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
STANLEY BROOK BRIDGE
OVER
STANLEY BROOK
IN THE TOWN OF
MT. DESERT
HANCOCK COUNTY
SUBSTRUCTURE & SUPERSTRUCTURE
SHEET 2 OF 3 AUGUSTA, MAINE FEB. 1933

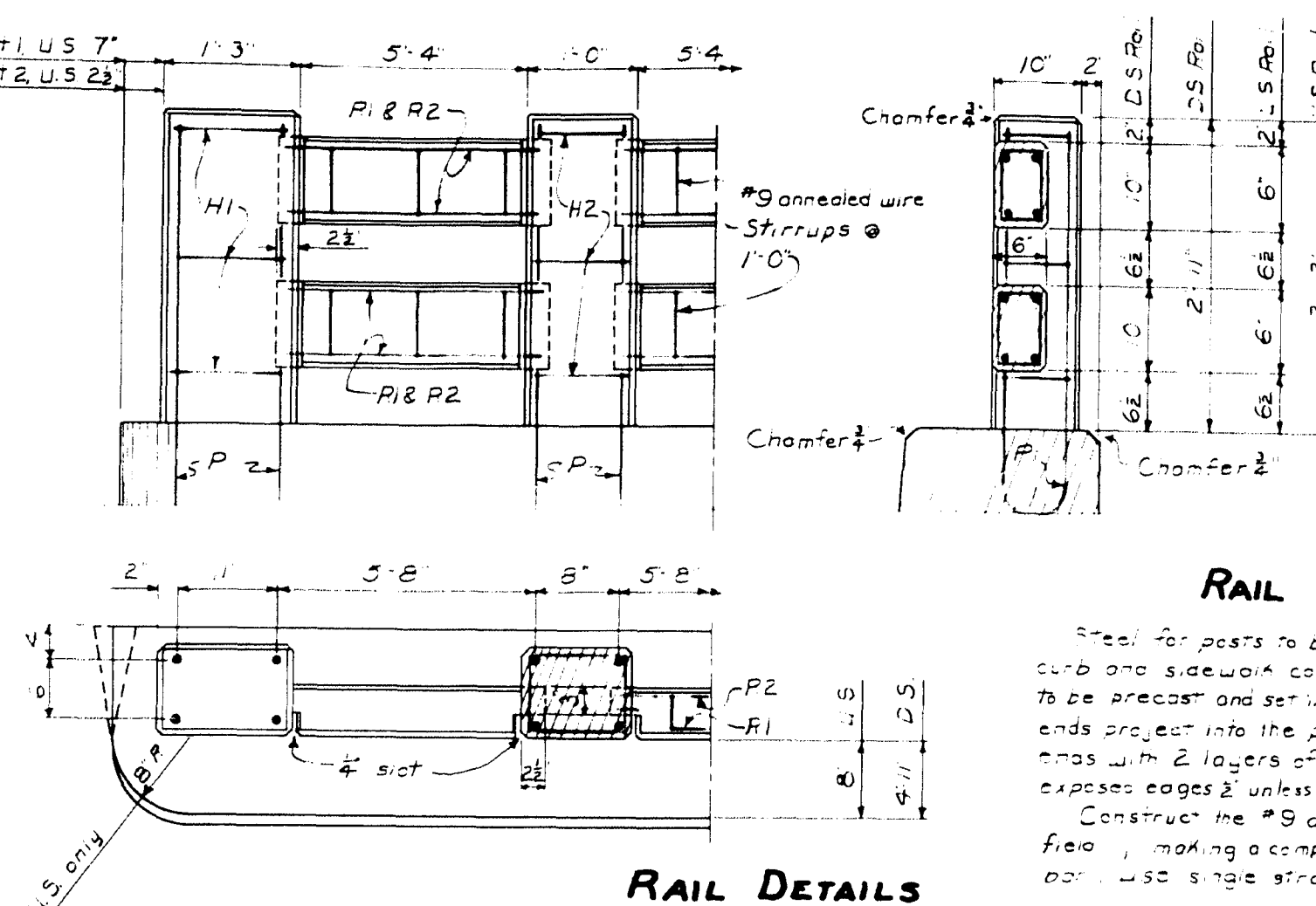
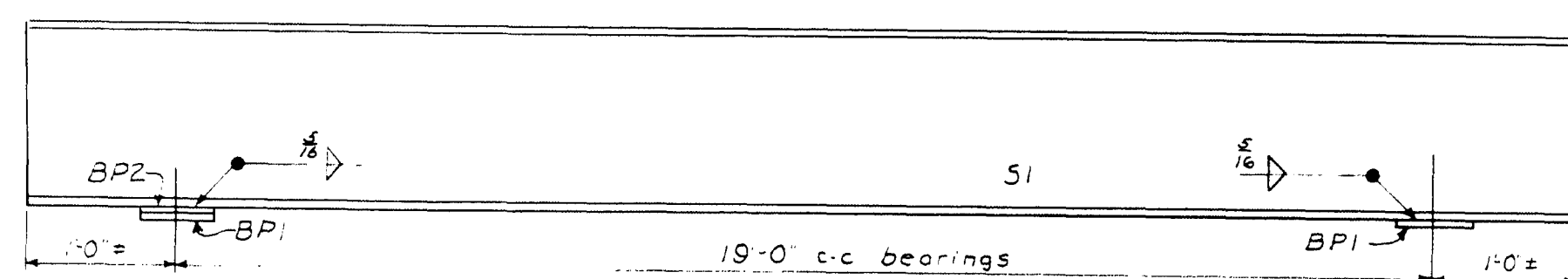


ERECTION DIAGRAM



ABI 44 REQD.

Bolt $\frac{3}{4}$ " ϕ x 6' 9", threaded 23"
2 Hex nuts per bolt Exp end
1 " " " " Fixed " Total 66 nuts



RAIL NOTES

Steel for posts to be set in position before curb and sidewalk concrete is placed. Rail posts to be precast and set in position so that the tongue ends project into the posts 2". Wrap the tongue ends with 2 layers of heavy roofing. Chamfer all exposed edges unless noted otherwise.
Construct the #9 annealed wire stirrups in the field, making a complete turn around each P bar, USA single strand.

NEW STRUCTURAL STEEL REQUIRED

No.	Re Mark	Description
22	BP1	Bearing Plates
11	BP2	Bearing Plates
9	D1	Diaphragms
1	D2	Diaphragm
44	ABI	Anchor Bolts with nuts

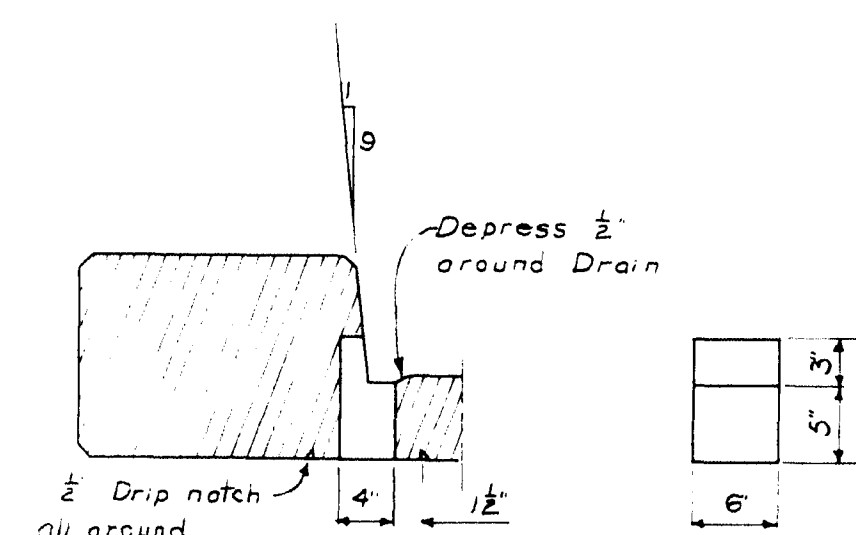
REINFORCING STEEL SCHEDULE				
BENT BARS				
Mark	No.	Size	Length	Location
F1	20	5	10' 6"	Slab, D.S. side
R1	24	4	5' 10"	Rail Bars
P1	8	5	7' 6"	Rail Posts, Downstream
S1	22	4	5' 3"	roadway Curb
S2	22	4	3' 1"	sidewalk Curb
S3	22	4	4' 1"	sidewalk Beam
H1	2	4	3' 7"	End Rail Posts
H2	2	4	3' 7"	Intermediate Rail Posts
P2	8	6	6' 4"	Rail Posts Upstream
F5	20	5	19' 33"	Slab, U.S. side
STRAIGHT BARS				
P2	38	4	15' 2"	Slab, D.S. side
F4	38	5	18' 4"	Slab, U.S. side
A1	8	4	8	Abutments
R2	24	4	5' 8"	Rail Bars
SW1	58	4	6' 0"	Sidewalk Slab
SW2	8	4	20'	Sidewalk Slab
B1	8	4	20' 6"	Backwall, D.S. side
B3	40	4	11'	Backwall
F3	20	3	20' 11"	Slab Distribution Steel
C1	2	3	21' 0"	Curb
B2	8	4	19' 6"	Backwall, U.S. side
A2	16	5	22' 0"	Abutments, D.S. side
A3	16	5	17' 0"	Abutments, U.S. side

Concrete Class Location

Superstructure - Class A
Substructure - Class A
Pavement - Class V

Design

$f_c = 1200$ #/sq. ft.
 f_s (except beams) = 16,000 #/sq. in.
Loading = 15' 44"
 $m = 1.0$



DESIGN - JOSE TRACE - JOSE CHECK - FERGUSON	BRIDGE 5570
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
STANLEY BROOK BRIDGE OVER STANLEY BROOK IN THE TOWN OF MT. DESERT HANCOCK COUNTY	
ERECTION DIAGRAM & RAIL DETAILS	
SHEET 3 OF 3	AUGUSTA, MAINE FEB. 1953