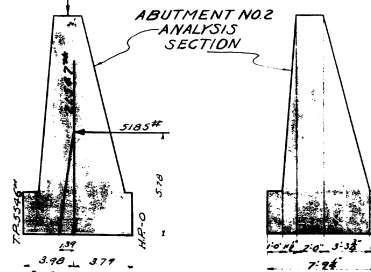
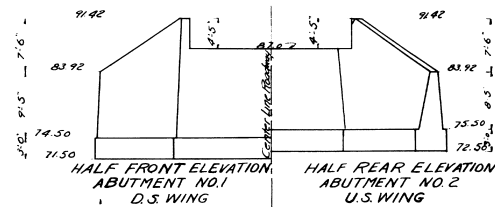
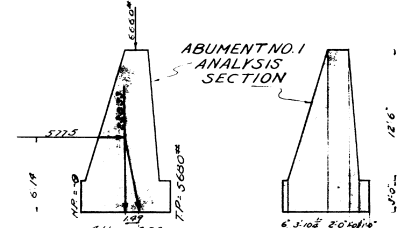
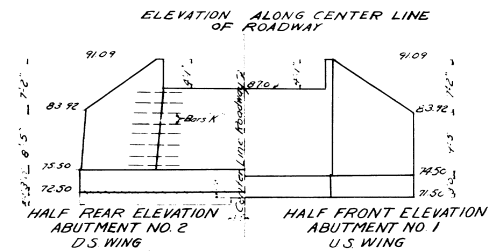
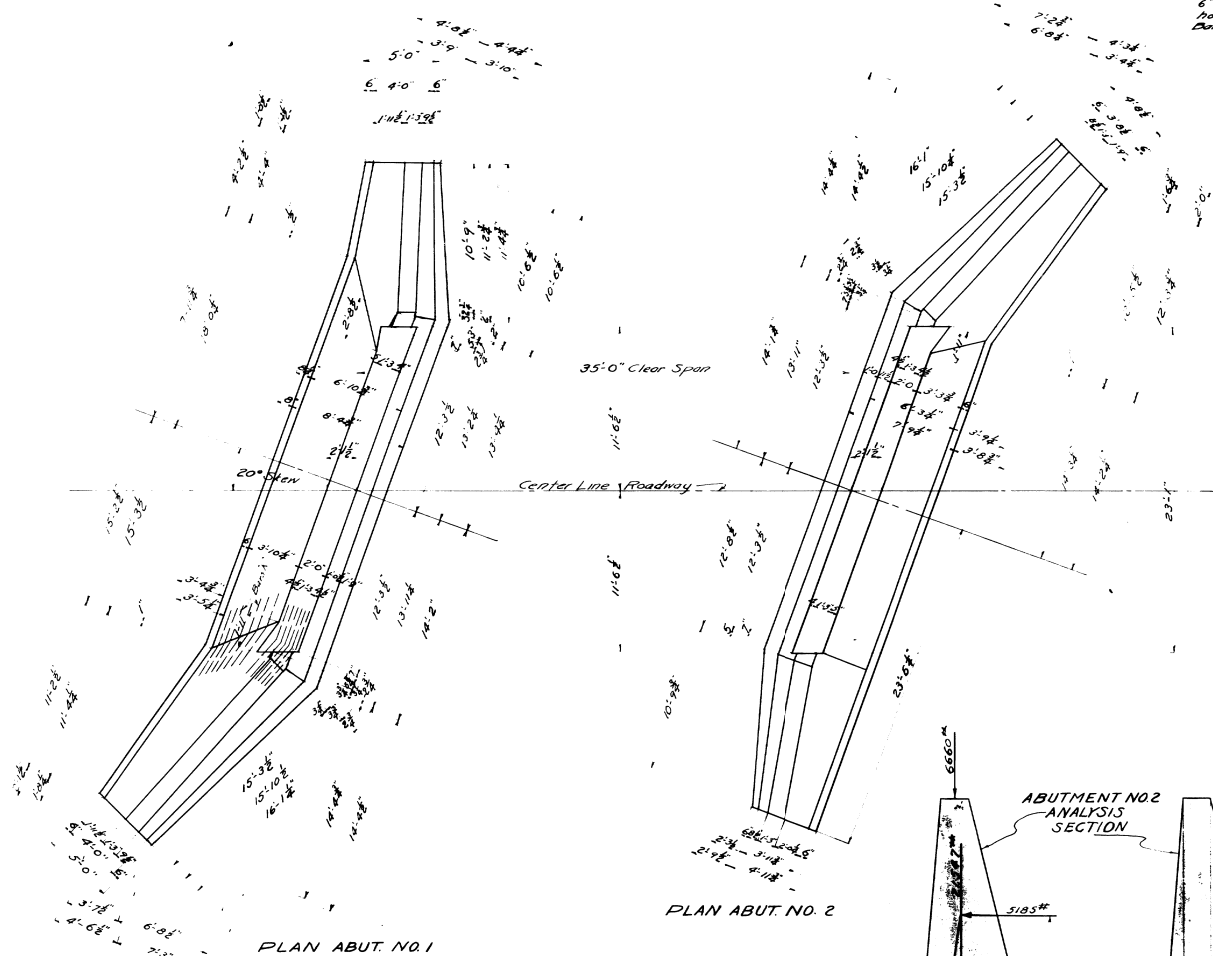
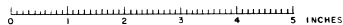
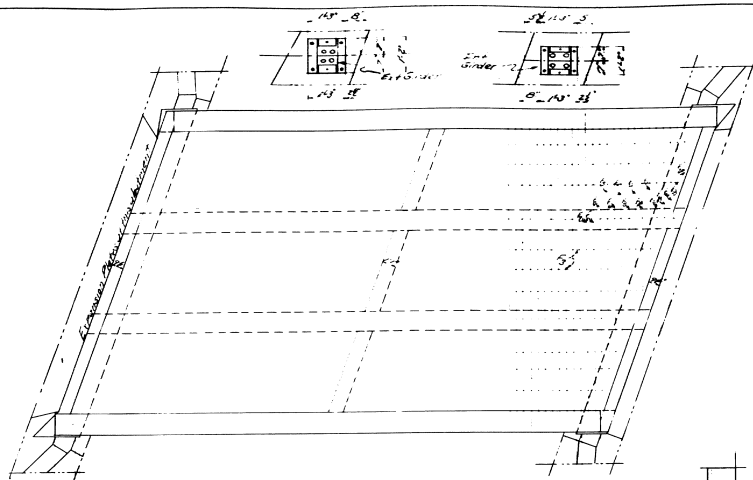


Note: Bars 'K' at junction of wings and abutment breast walls spaced 1'-6" vertically, 6' from back form and also at 4' centers horizontally 6' below bridge seat elevation. Bars to be bent in field to fit form.

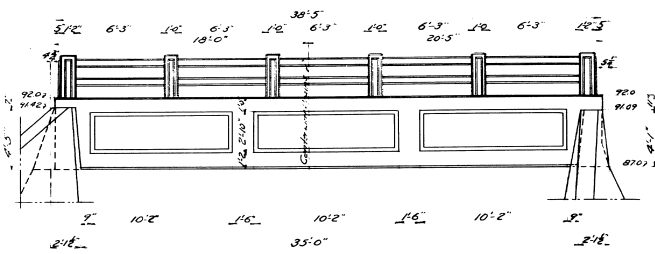


MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
ABBOTT'S MILLS BRIDGE
OVER
CONCORD RIVER
IN THE TOWN OF
RUMFORD OXFORD CO.
Sheet 2 of 3 August 17c Apr 31

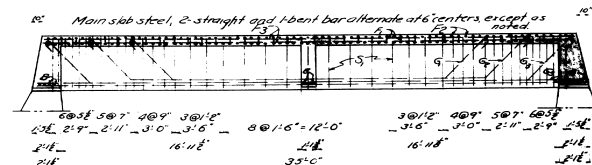




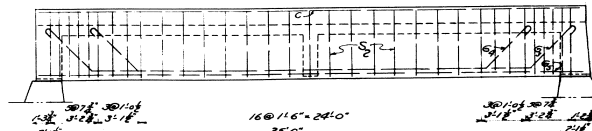
PLAN SUPERSTRUCTURE



SIDE ELEVATION

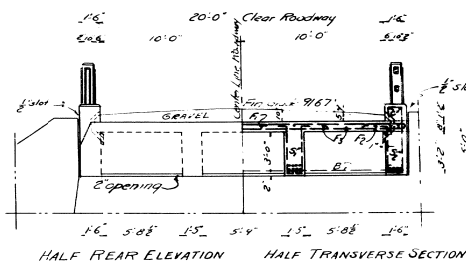


LONGITUDINAL SECTION INT. GIRDER

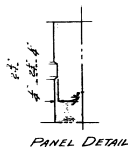


LONGITUDINAL SECTION EXT. GIRDER

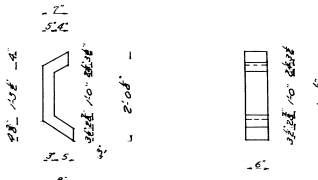
Note: Cover the 3" vertical slots between superstructure and wing walls on the back side and the 2" openings between end cross beams and bridge seats on the back side with 2 layers of heavy roofing felt. Coat surface of concrete and backside of each layer as applied with hot tar or asphalt. Felt is to be 10" wide. The area to be covered by the felt is to be recessed 3" by routing thin strips to the forms before placing concrete.



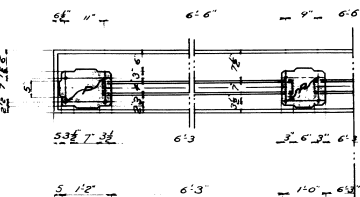
HALF REAR ELEVATION HALF TRANSVERSE SECTION



PANEL DETAIL

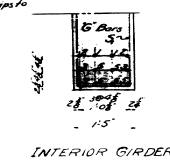


METAL DRAIN DETAILS
2 REQUIRED

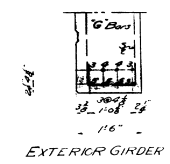


RAIL DETAILS

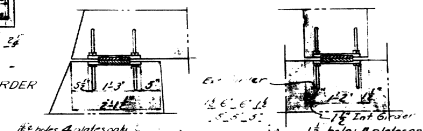
Note: Curb to be cast with slab. Steel for posts to be set in curb. Precast rail bed in lengths of 10'. Place rail bed in position with ends projecting into post forms 2'. Wrap end 6" with two layers of heavy roofing felt. Pulling in ends. When post forms are removed, cut away all exposed felt. Planets on posts to be 1/2" thick. Chamfer all exposed edges of concrete 1/2" unless otherwise indicated.



INTERIOR GIRDER



EXTERIOR GIRDER

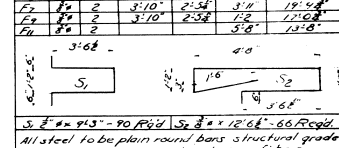


BEARING PLATES

REQUIRED

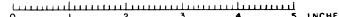
6 steel plates 14" x 1/2" x 1/2"
6 phosphor bronze plates 9" x 1/2" x 1/2"
52 bolts 3/4" x 1-1/2" csk heads threaded full length with nuts
Grooves in steel plates to be cut 1/8" deeper than center to allow machining of bearing area
Bronze plates to be finished smooth and true either by rolling or by a final finishing cut

STRAIGHT BARS				BENT BARS			
Mark	Size	No. Req'd	Length	Mark	Size	No. Req'd	Length
F1	1/2"	58	22'-8"	G1	1/2"	4	10'-11"
F2	1/2"	15	37'-3"	G2	1/2"	4	10'-11"
F3	1/2"	4	21'-3"	G3	1/2"	4	10'-11"
F4	1/2"	4	18'-6"	G4	1/2"	4	10'-11"
F5	1/2"	4	15'-9"	G5	1/2"	4	10'-11"
F6	1/2"	4	13'-0"	G6	1/2"	4	10'-11"
F7	1/2"	4	10'-3"	G7	1/2"	4	10'-11"
F8	1/2"	4	8'-10 1/2"	G8	1/2"	4	10'-11"
F9	1/2"	4	7'-6"	G9	1/2"	4	10'-11"
F10	1/2"	4	6'-12"	G10	1/2"	4	10'-11"
F11	1/2"	4	4'-9"	G11	1/2"	4	10'-11"
F12	1/2"	4	3'-7"	G12	1/2"	4	10'-11"
F13	1/2"	20	38'-7"	G13	1/2"	4	10'-11"
B	1/2"	12	24'-11"	G14	1/2"	4	10'-11"
C	1/2"	4	38'-1"	G15	1/2"	4	10'-11"
R	1/2"	40	6'-7"	G16	1/2"	4	10'-11"
P	1/2"	48	4'-0"	G17	1/2"	4	10'-11"
A	1/2"	52	8'-0"	G18	1/2"	4	10'-11"



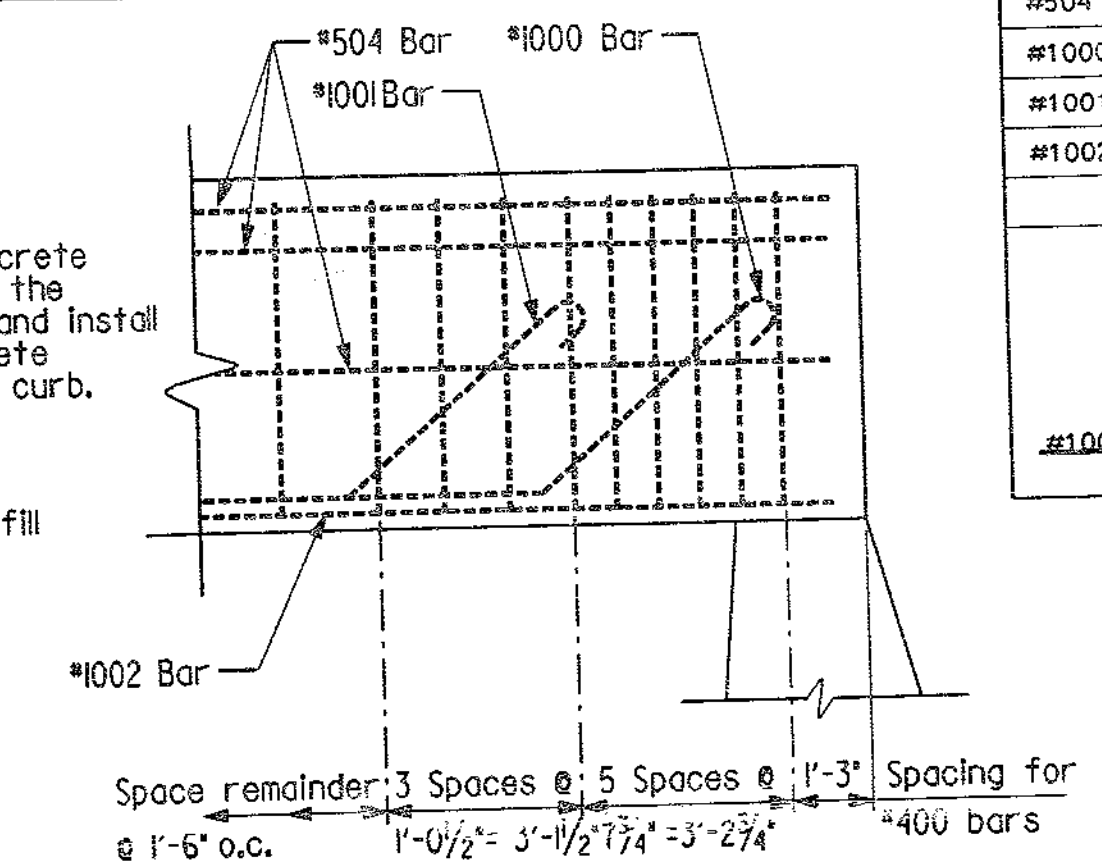
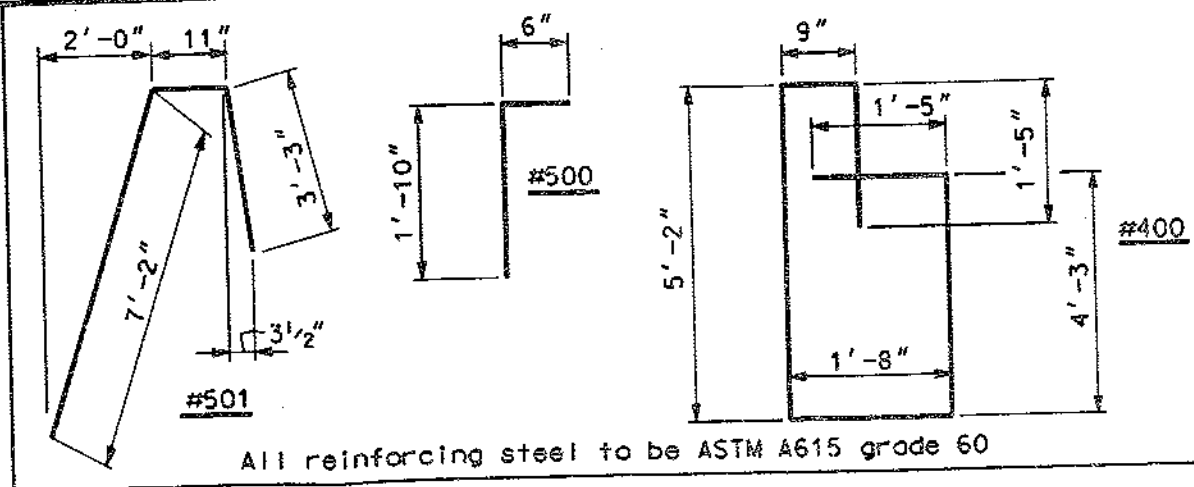
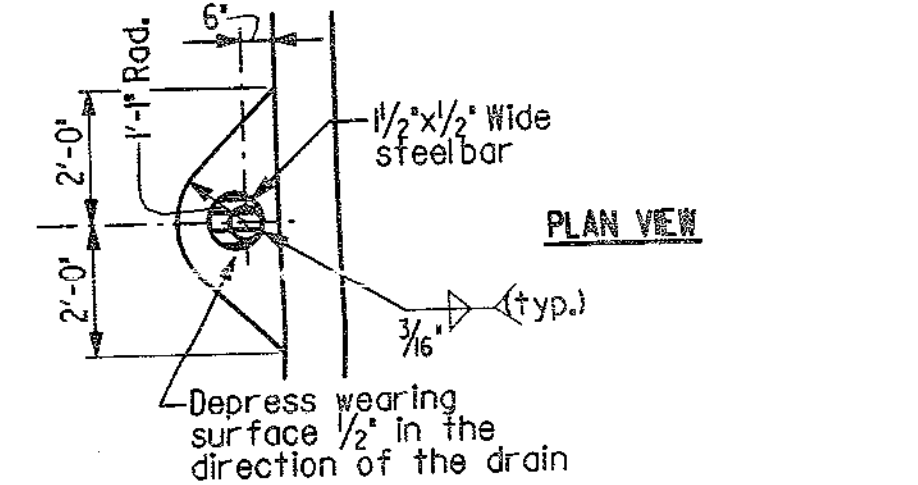
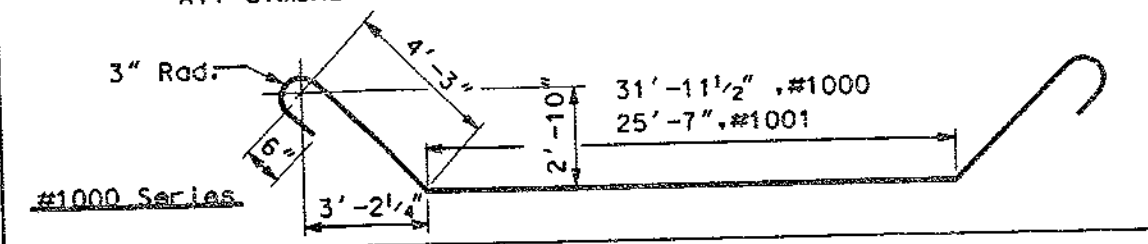
All steel to be plain round bars structural grade. Dimensions are on center lines of bars.

MAINE HIGHWAY COMMISSION
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ABBOTT'S MILLS BRIDGE
OVER
CONCORD RIVER
IN THE TOWN OF
RUMFORD OXFORD CO.
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Sheet 3 of 3 August 17th Apr 12, 1929

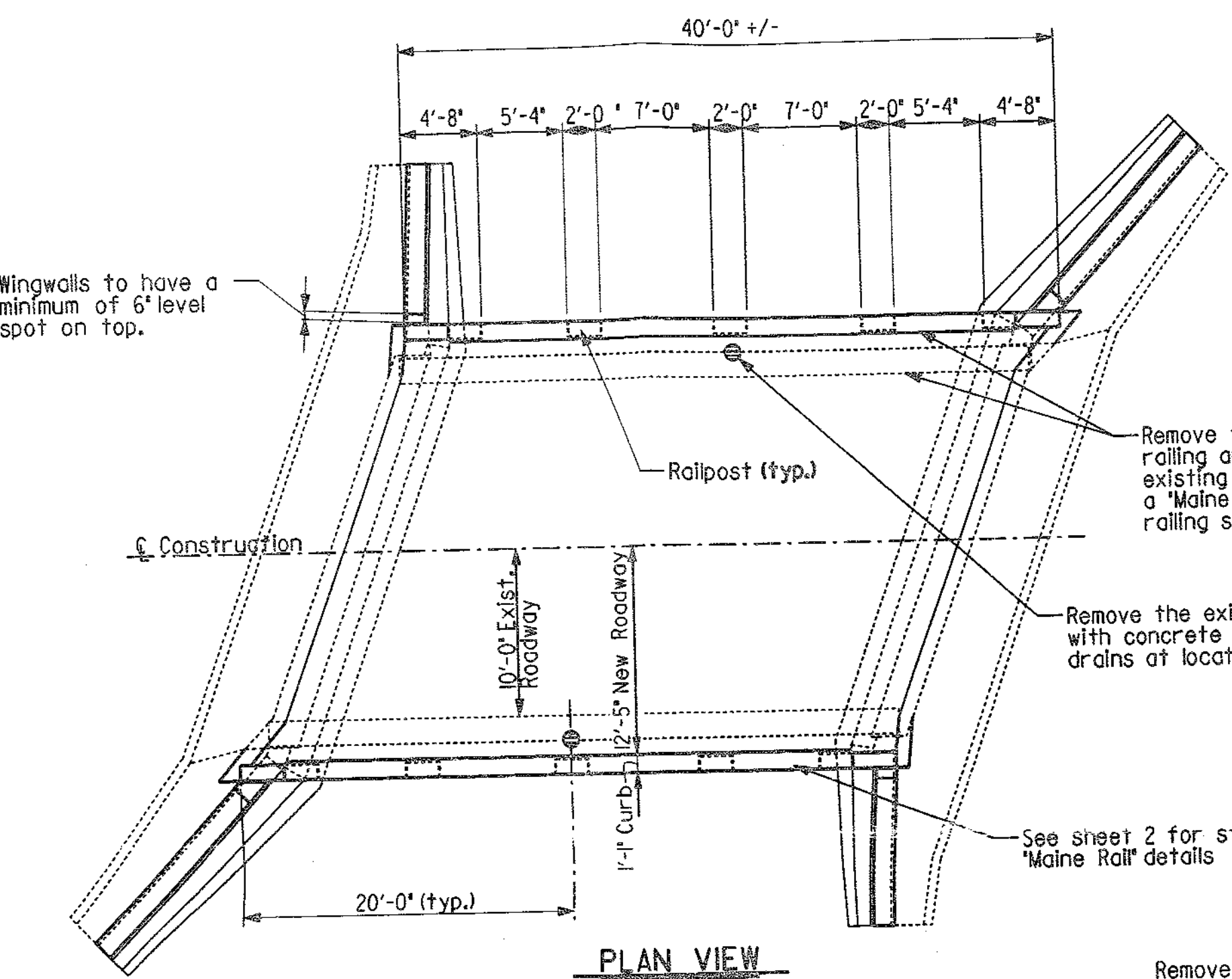


REINFORCING STEEL SCHEDULE				
MARK	SIZE	NO.	LENGTH	LOCATION
#400	#4	52	14'-8"	Curb stirrup
#500	#5	140	2'-4"	Wingwall dowel
#501	#5	36	11'-4"	Wing reinforcing
#502	#5	10	30'-0"	Wing longitudinal
#503	#5	42	2'-5"	Tee dowel
#504	#5	30	15'-0"	T-Beam longitudinal
#1000	#10	4	43'-0 1/4"	T-Beam reinforcing
#1001	#10	6	36'-7 3/4"	T-Beam reinforcing
#1002	#10	30	15'-0"	T-Beam reinforcing

All dimensions are out to out of reinforcing bars.



FASCIA VIEW OF REINFORCING STEEL



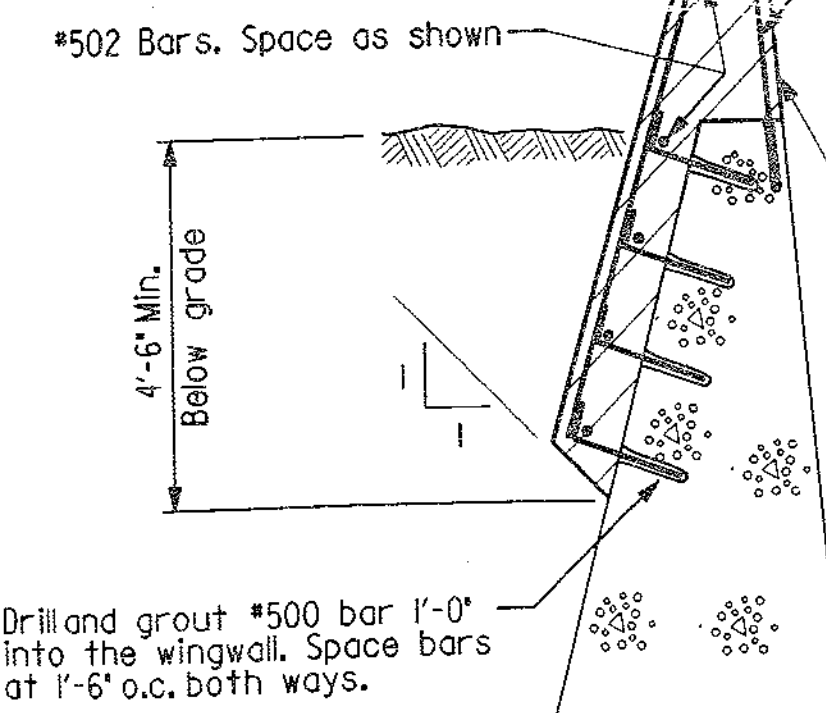
PLAN VIEW

Remove the existing concrete railing system and a portion of the existing curb.

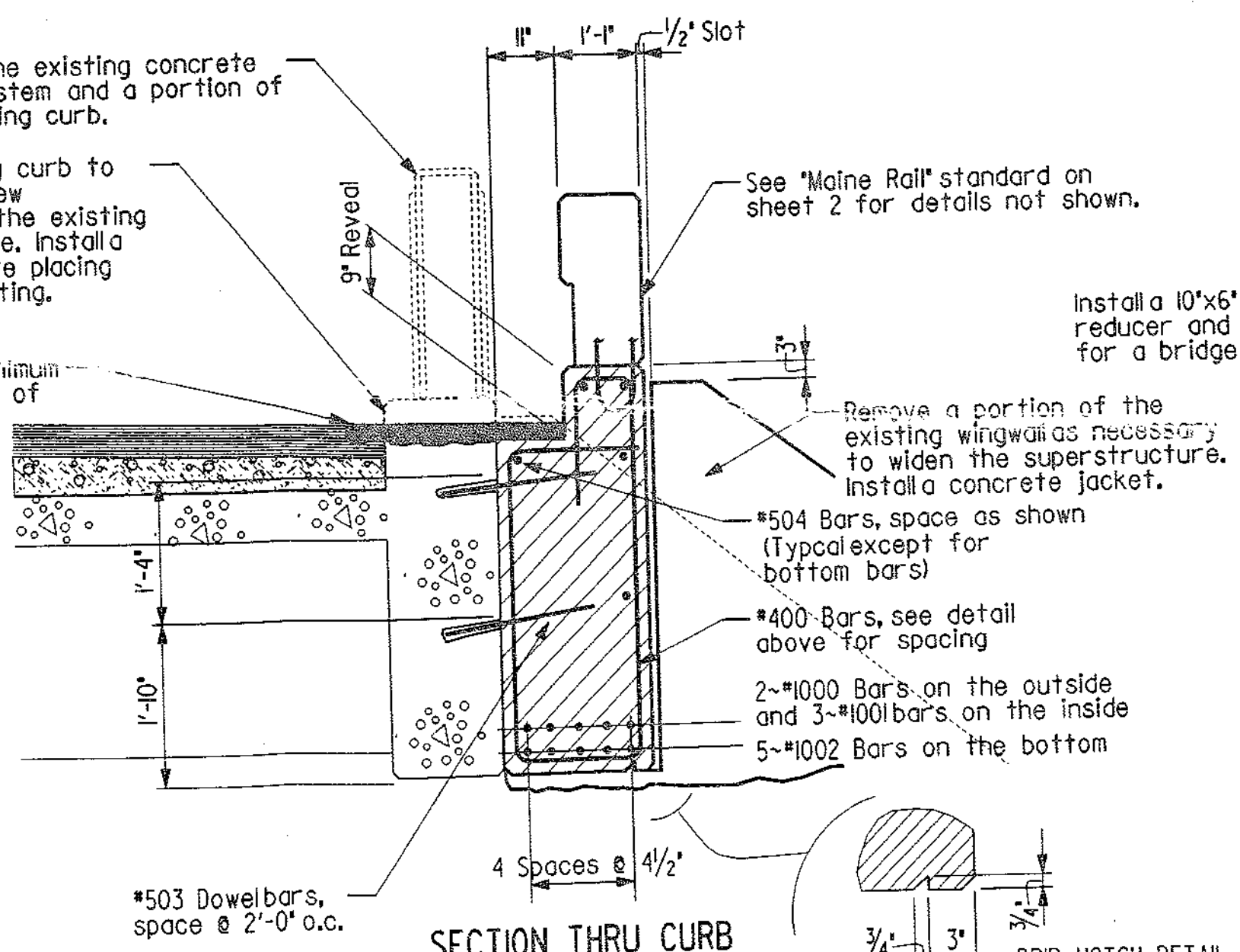
Remove enough of the existing curb to allow for a minimum of 2" of new Hot Bituminous pavement. Cut the existing reinforcing flush with concrete. Install a membrane waterproofing before placing pavement. Slope to match existing.

Saw cut a joint a minimum of 2" deep, 6" in front of the existing curb.

New concrete jacket. Match the slope of the existing wingwall front and back.



TYPICAL WINGWALL SECTION



SECTION THRU CURB

Install a 10"x6" eccentric pipe reducer and 6" standard pipe for a bridge drain.

Remove a portion of the existing wingwalls as necessary to widen the superstructure. Install a concrete jacket.

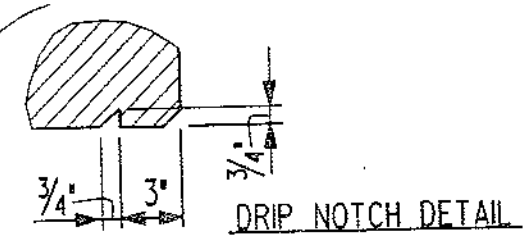
#504 Bars, space as shown (Typical except for bottom bars)

#400 Bars, see detail above for spacing

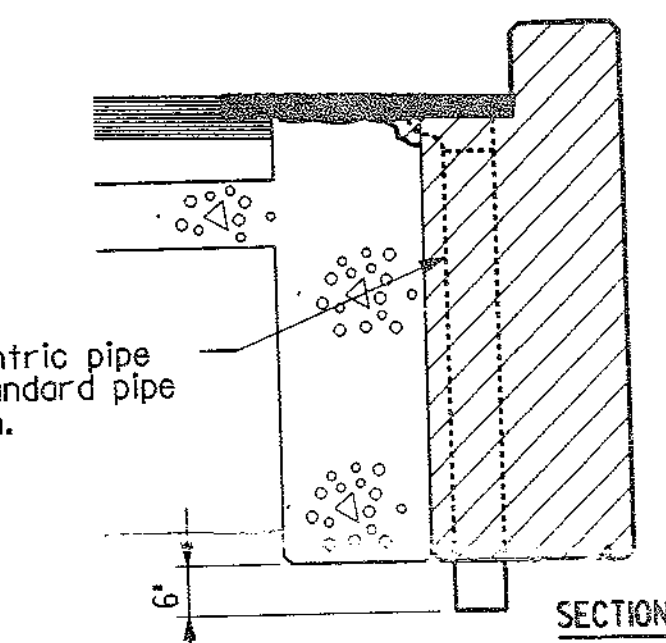
2~#1000 Bars on the outside and 3~#1001 bars on the inside

5~#1002 Bars on the bottom

#503 Dowel bars, space @ 2'-0" o.c.



DIP NOTCH DETAIL



SECTION

12B-3B DRAIN DETAILS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
ABBOTT'S MILLS BRIDGE
OVER
CONCORD RIVER
IN
RUMFORD
OXFORD COUNTY
BRIDGE WIDENING

DATE	9/99
BY	L.S. Benner
DESIGN DETAIL	
CHECKED	
REVISIONS	
FIELD CHANGES	