

SHIP		BILL OF MATERIAL					DWG. NO.
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS	

SPIRAL TABLE				
MARK	NUMBER SPACES	PITCH	LENGTH	
SP1	48	21	42"	7-5 1/2"
SP2	48	15	6"	7-6"
SP3	48	10	8 1/2"	6-10 1/2"
SP4	24	8	11 1/2"	7-10"
SP5	32	15	5 1/2"	6-10 1/2"
SP6	32	13	6 3/4"	7-3 3/4"
SP7	32	9	9 1/4"	6-11 1/4"
SP8	16	8	14"	9-4"
SP9	24	29	4 1/4"	10-3 1/4"
SP10	24	17	7"	9-11"
SP11	24	13	8 1/4"	10-0 1/4"
SP12	12	10	12 1/2"	10-5"
SP13	16	21	6"	10-6"
SP14	16	16	7 3/4"	10-4"
SP15	16	12	10"	10-0"
SP16	8	8	14 1/4"	9-6"

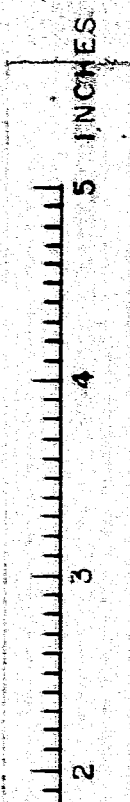
Wanted about April 1, 1961
Ship direct to job site.

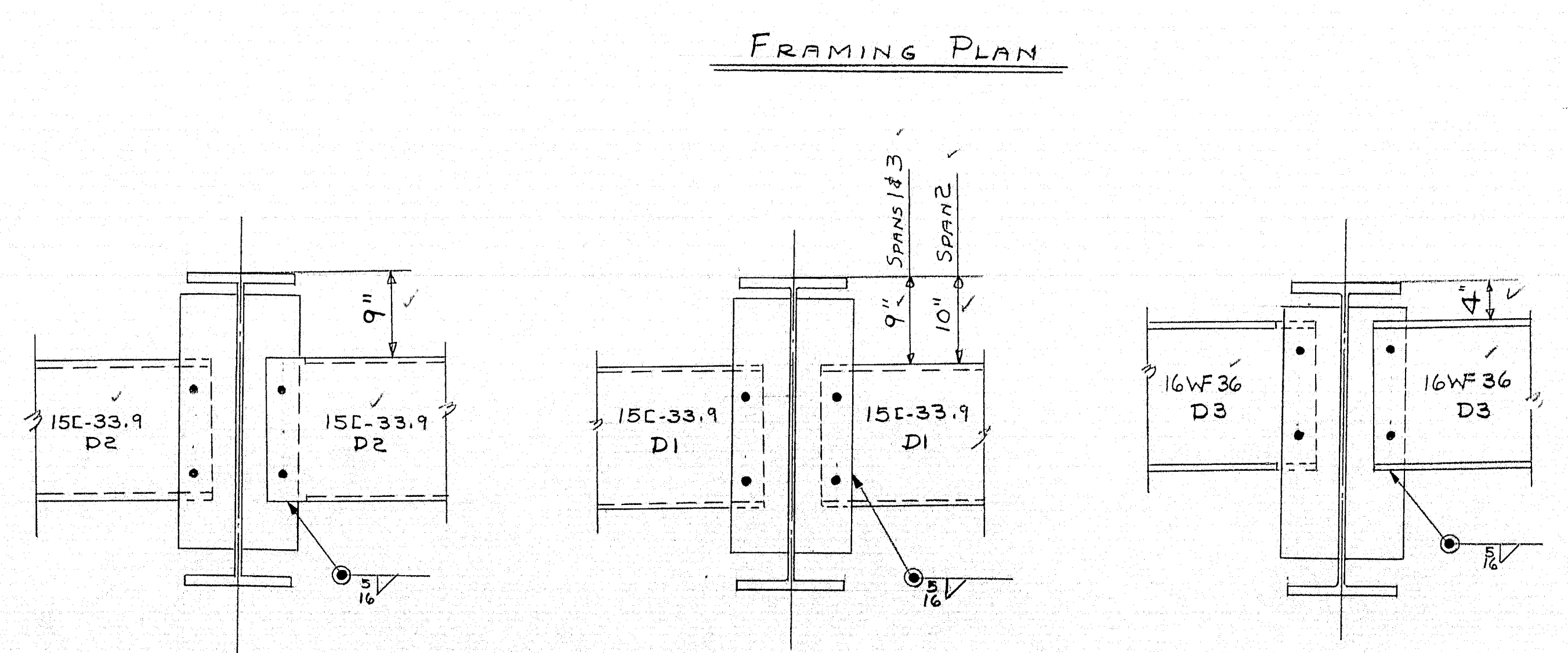
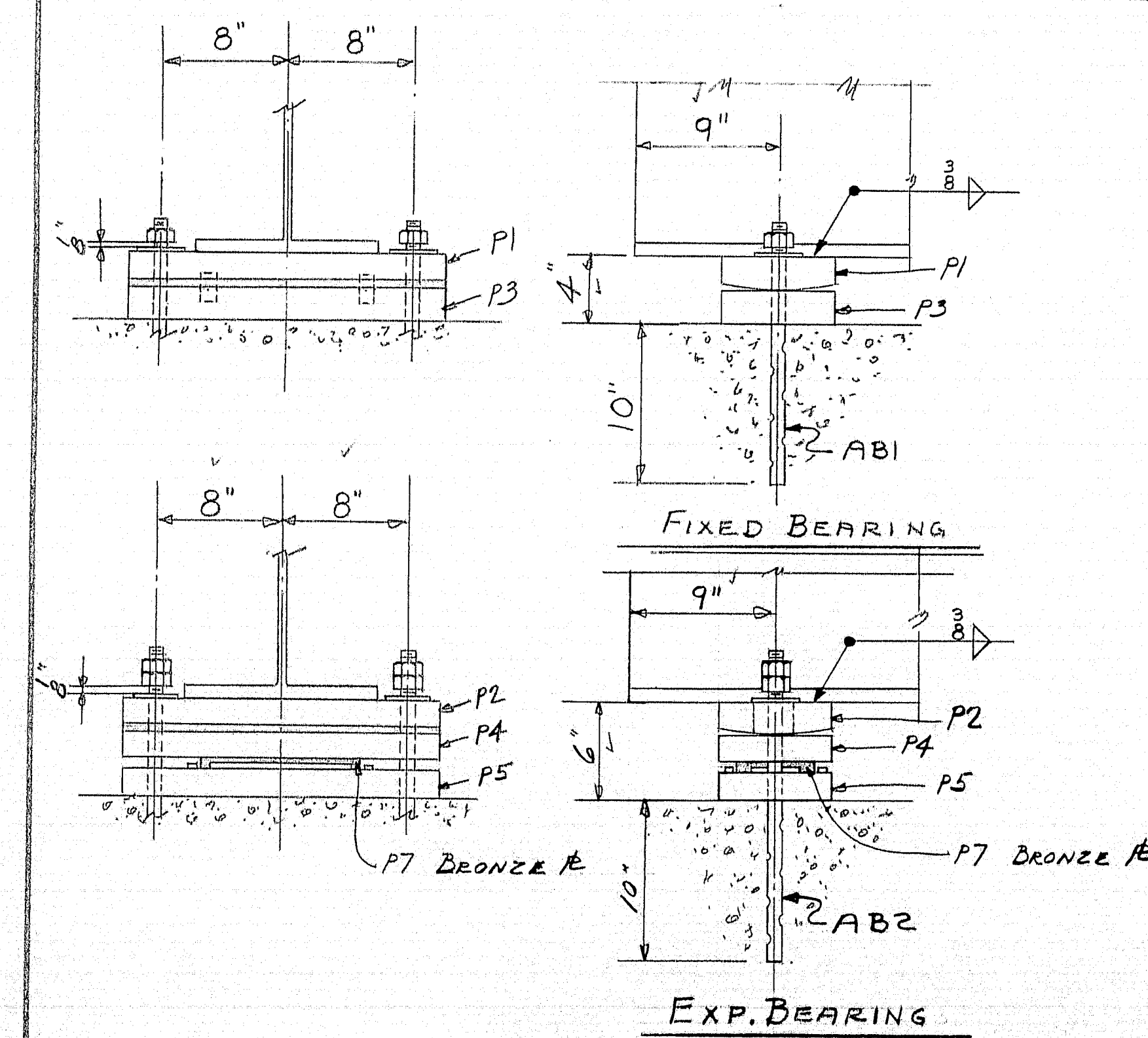
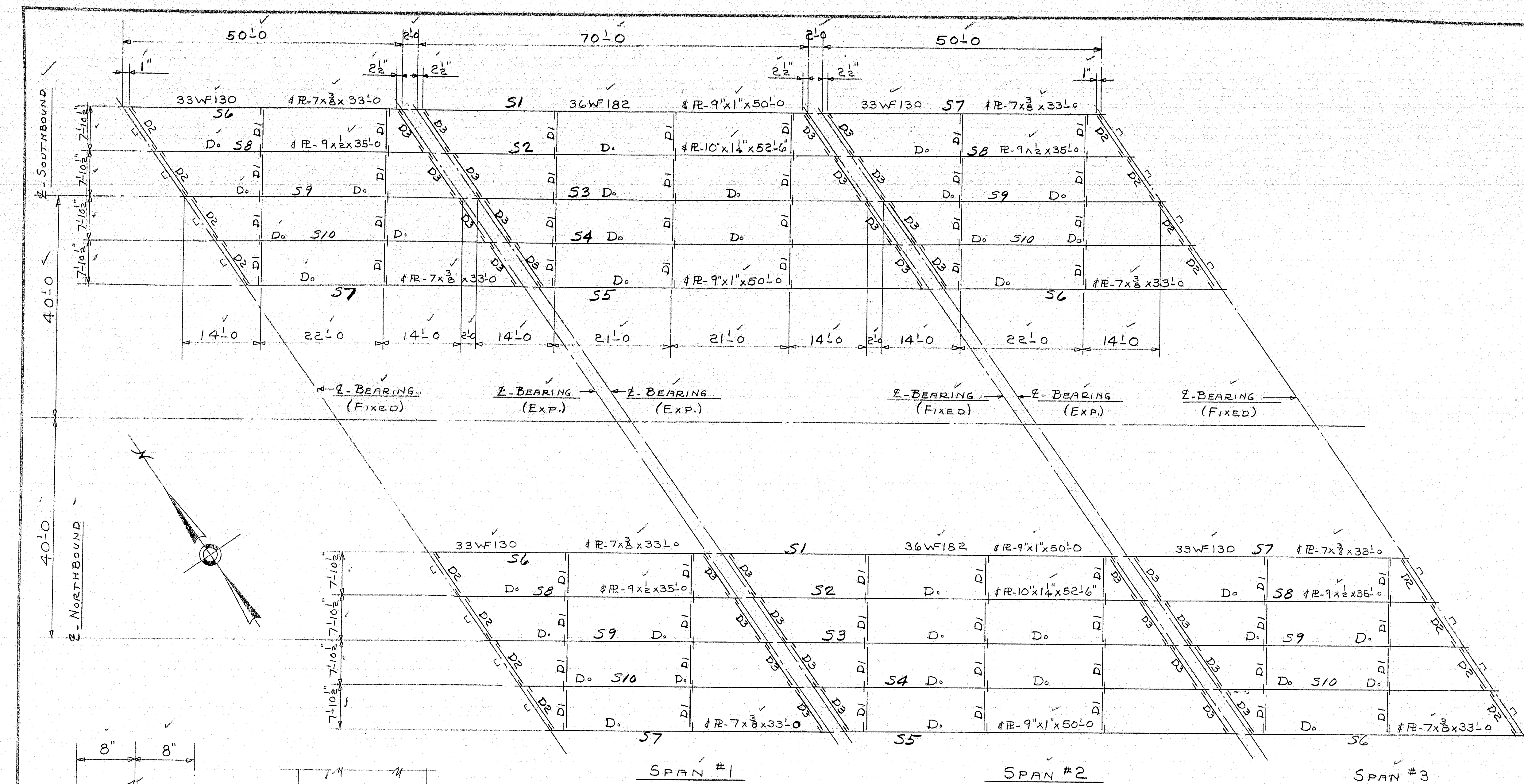
SHOP CONN:
FIELD CONN:
HOLES:
P#

DRAWN	1/3/61/	D.R.
REVISION		
REVISION		
REVISION		

Schedule of Spiral Shear Connectors	
<i>Bancroft & Martin Rolling Mills Company</i> Brewer, Maine	
Job: East Branch Sebasticook River Bridge, Newport, Maine	
CUSTOMER	E.W. Nason, Newport, Maine
DESIGNER	Maine State Highway Commission
ORDER NO.	VERBAL
DWG. NO.	B60-576 SPIRALS

85-197 A





FRAMING PLAN

DIAPHRAGM CONNECTIONS

NOTE: FIELD WELD SPIRAL SHEAR CONNECTORS TO ALL BEAMS IN ACCORDANCE WITH STATE HIGHWAY COM. SHEET 10 OF 13.

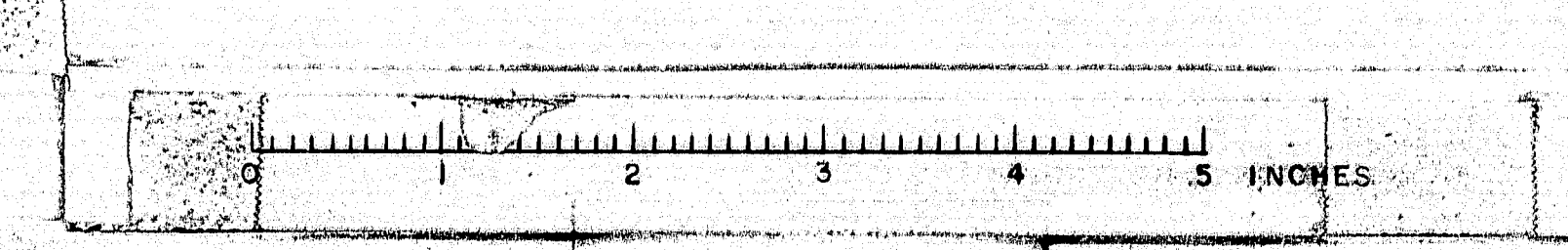
NOTES:
SHOP CONN'S, WELDED
FIELD CONNS. WELDED
PAINT- STATE OF MAINE SPEC'S.

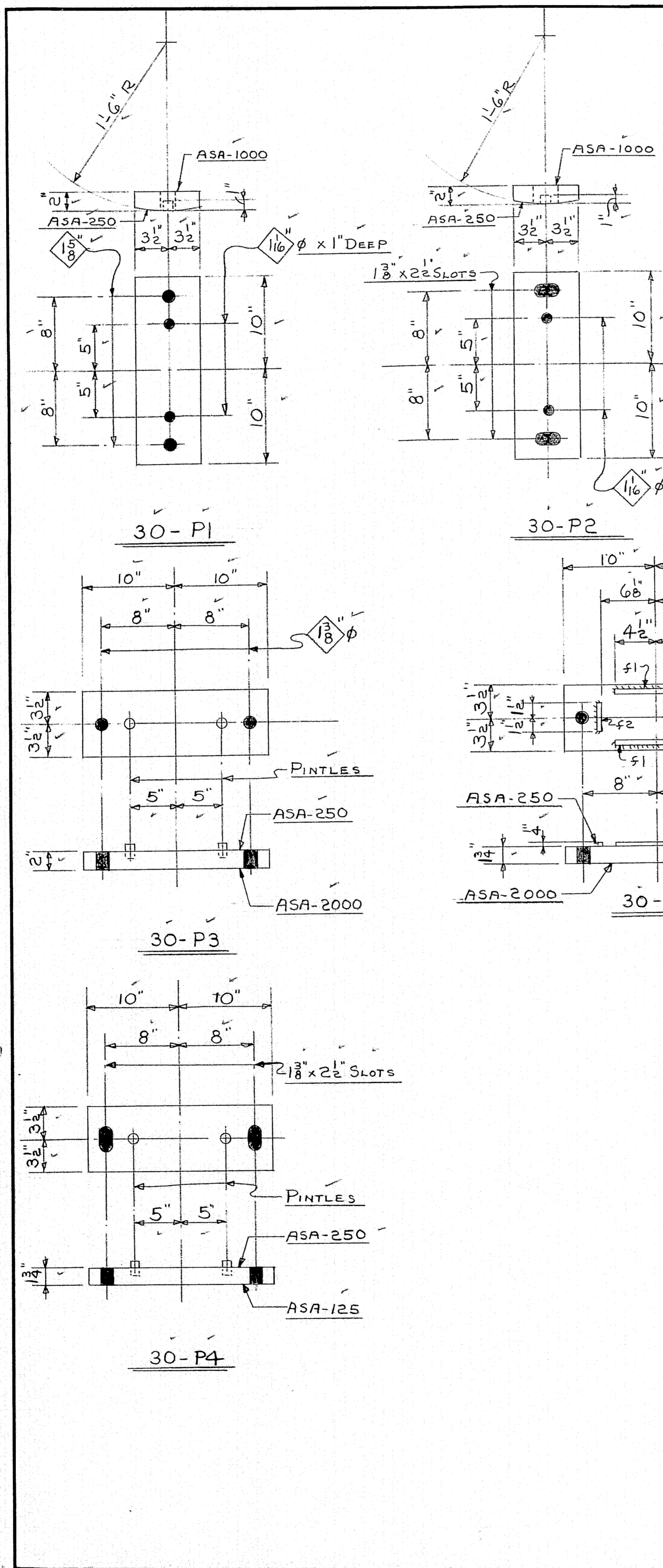
APP'D AS NOTED 1-11-61

FRAMING PLAN			
Bancroft & Martin Rolling Mills Company Brewer, Maine			
EAST BRANCH SEBASTICOOK RIVER BRIDGE NEWPORT MAINE			
CUSTOMER E. N. NASON DESIGNER STATE HIGHWAY COMM.			
ORDER VERBAL		DWG. B60-576-F1	

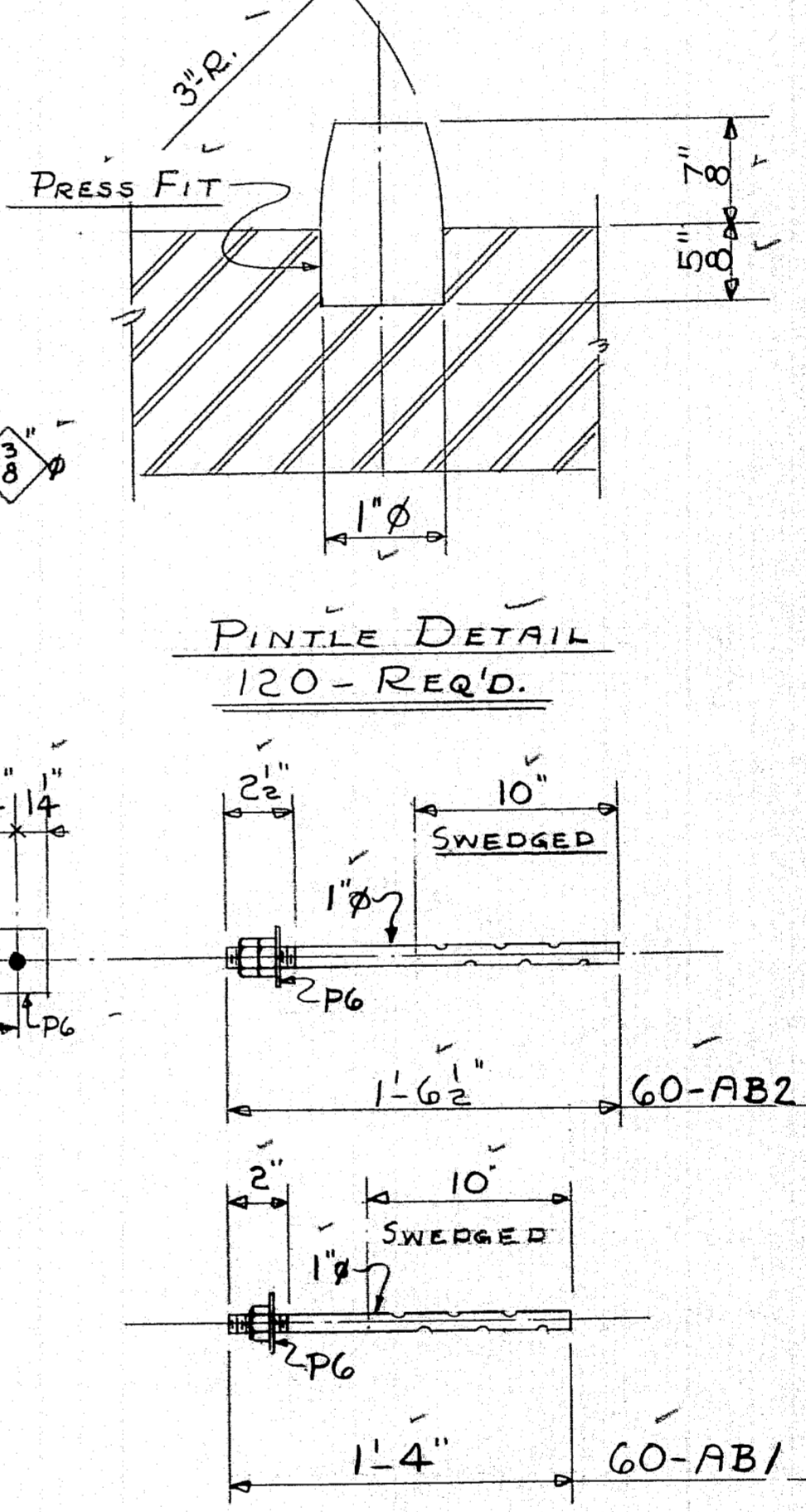
4 - SHOP-1-16-61
3 - DIST-1-16-61
2 - MA 1-3-61

DRAWN	12-22-60	D.C.
REVISION	1-16-61	D.C.
REVISION		
REVISION		





SHIP		BILL OF MATERIAL				DWG. B60-576-S1	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	DEDUCT.	REMARKS
P1	30		R-7"x2"	18		205#	
P2	30		D _o	18		305#	
P3	30		D _o	18		59#	
P4	30		R-7"x1 3/4"	18		97#	
P5	30		D _o	18		44#	
P6	120		R-2 1/2"x4"	0 2 1/2		7 1/2#	
	60	51	BAR-2x4	0 9			
	60	52	D _o	0 3			
	120	PINTLE	1" R.O.D.	0 1 1/2			
	1	WELD	1/4" WELD	60 0			@ .106 LBS. PER FT.
AB1	60		1" R.O.D.	1 4			SWEDGED - 10"
AB2	60		D _o	1 6 1/2			D _o
	180		1" HEX NUTS				
P7	30		R-5x2	1 0			*SELF LUBG. BRONZE R.
ALL STEEL - ASTM - A7 OR A373							REQ. #68 - PAY 703-9

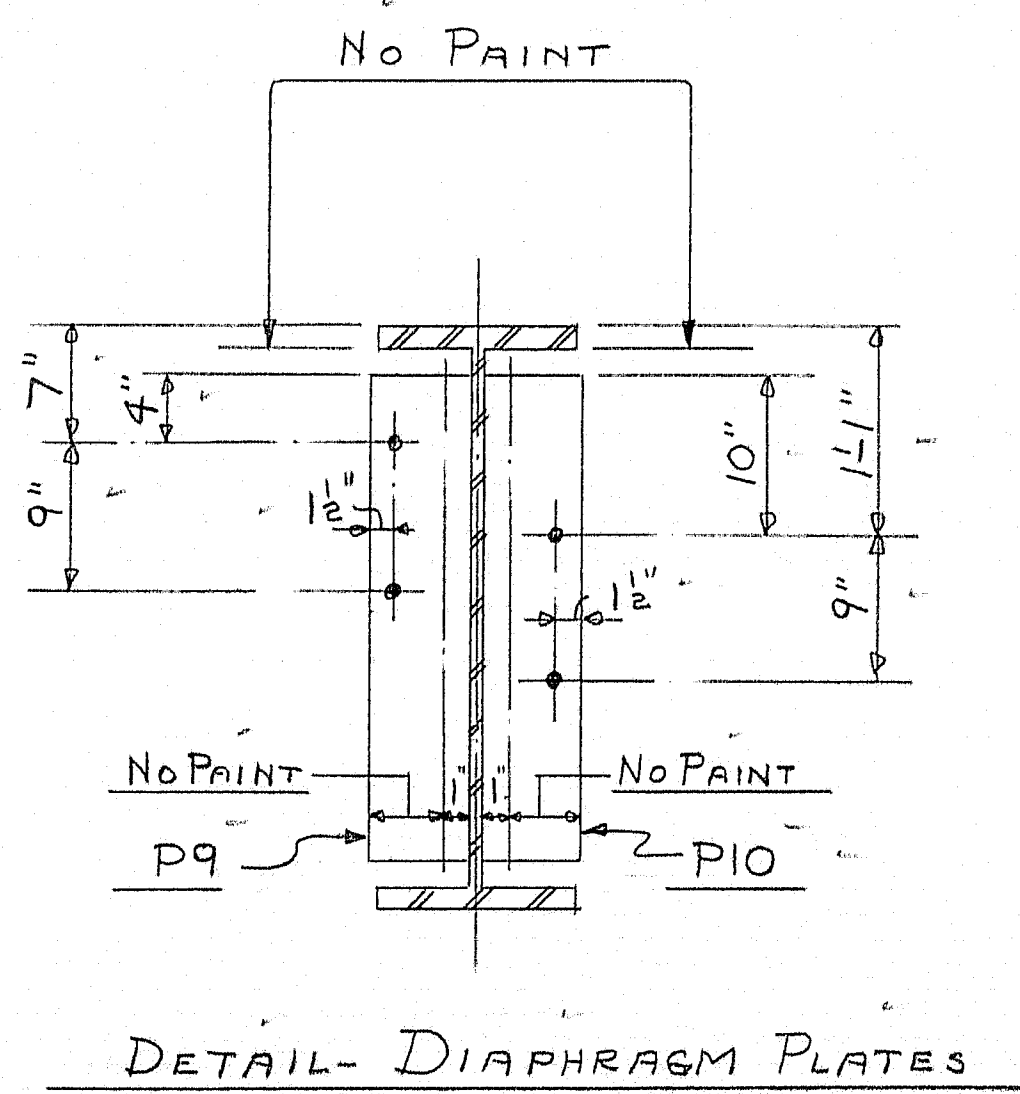


SHOP CONNECTIONS: WELD
 FIELD CONNECTIONS: WELD
 HOLES: AS NOTED
 PAINT: COAT ALL MACHINED SURFACES
 WITH MIXTURE OF WHITE LEAD & TALLOW
 APP'D AS NOTED - 1-11-61

BEARING RATES & ANCHOR BOLTS	
<i>Bancroft & Martin Rolling Mills Company</i>	
<i>Brewer, Maine</i>	
EAST BRANCH SEBASTICOOK RIVER BRIDGE	
NEWPORT MAINE	
CUSTOMER E. N. NASON	
DESIGNER STATE HIGHWAY COMM.	
ORDER VERBAL	DWG. B60-576-S1

DRAWN	12-27-60	D.C.
REVISION	1-16-61	D.C.
REVISION		
REVISION		

05-197C



SHOP CONNECTIONS: WELD
FIELD CONNECTIONS: WELD
HOLES: $1\frac{5}{16}'' \phi$
PAINT: STATE OF MAINE SPEC'S.

APP'D AS NOTED 1-11-61

STRINGERS - SPAN #2

Bancroft & Martin Rolling Mills Company
Brewer, Maine

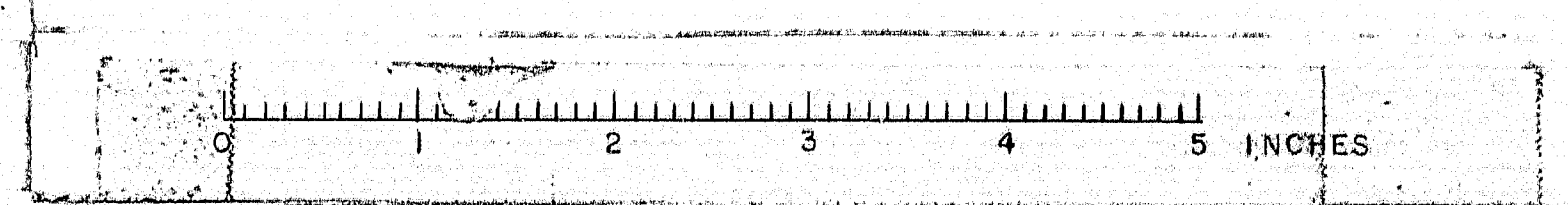
EAST BRANCH SEBASTICOOK
RIVER BRIDGE
NEWPORT MAINE

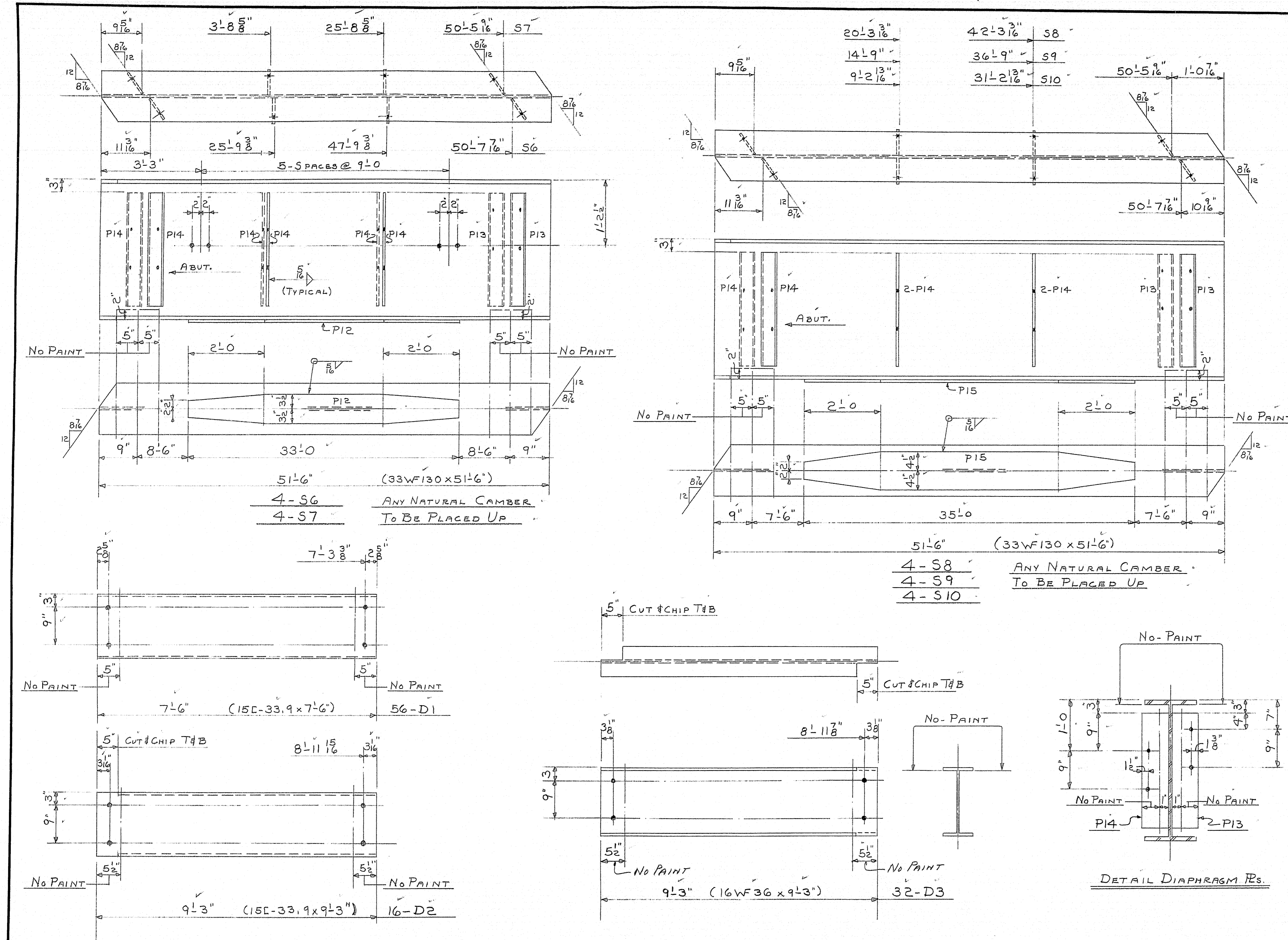
CUSTOMER E. N. NASON
DESIGNER STATE HIGHWAY COMM.

ORDER <u>VERBAL</u>	DWG. <u>B60-576-S2</u>
---------------------	------------------------

4 - SHOP-2-7-61
4 - SHOP-1-16-61
3 - DIST-1-16-61
2 - F.A. 1-3-61

DRAWN	12-27-60	D.C.
REVISION	1-16-61	D.C.
REVISION		
REVISION		



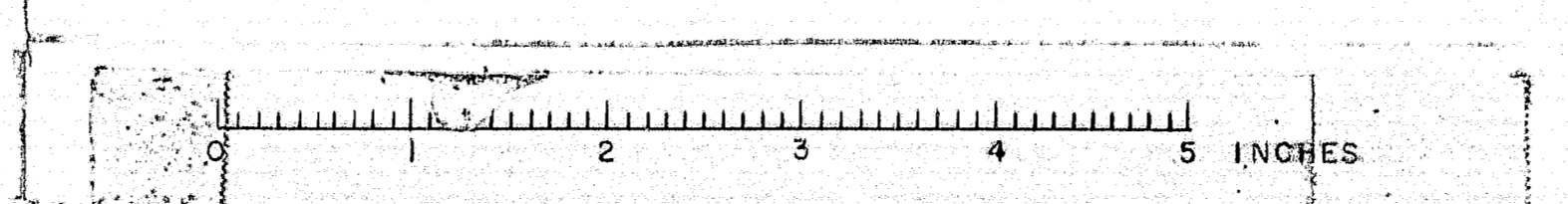


SHIP		BILL OF MATERIAL				DWG. B60-576-S3	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	DEDUCT.	REMARKS
S6	4		33WF130	51' 6"	42#		A373
S7	4		D.	51' 6"	42#		D.
S8	4		D.	51' 6"	42#		D.
S9	4		D.	51' 6"	42#		D.
S10	4		D.	51' 6"	42#		D.
D1	56		15L-33.9	7' 6"	19#		A7 or A373
D2	16		D.	9' 3"	90#		D.
D3	32		16WF36	9' 3"	250#		D.
	8	P12	12-7 x 3/8	33' 0"	61#		A373
	12	P15	12-9 x 1/2	35' 0"	204#		D.
	32	P13	12-6 x 3/8	2' 3"	5#		A7 or A373
	96	P14	D.	2' 3"	14#		D.
	1		5" WELD	1964' 0"			@ .166 LB. PER FT.
FIELD	430		3" M. BOLT	0' 12"			NOT IN PAY WIEGHT
D.	170		2" CAR. BOLT	0' 14"			D.
D.	170		2" WASHERS				D.

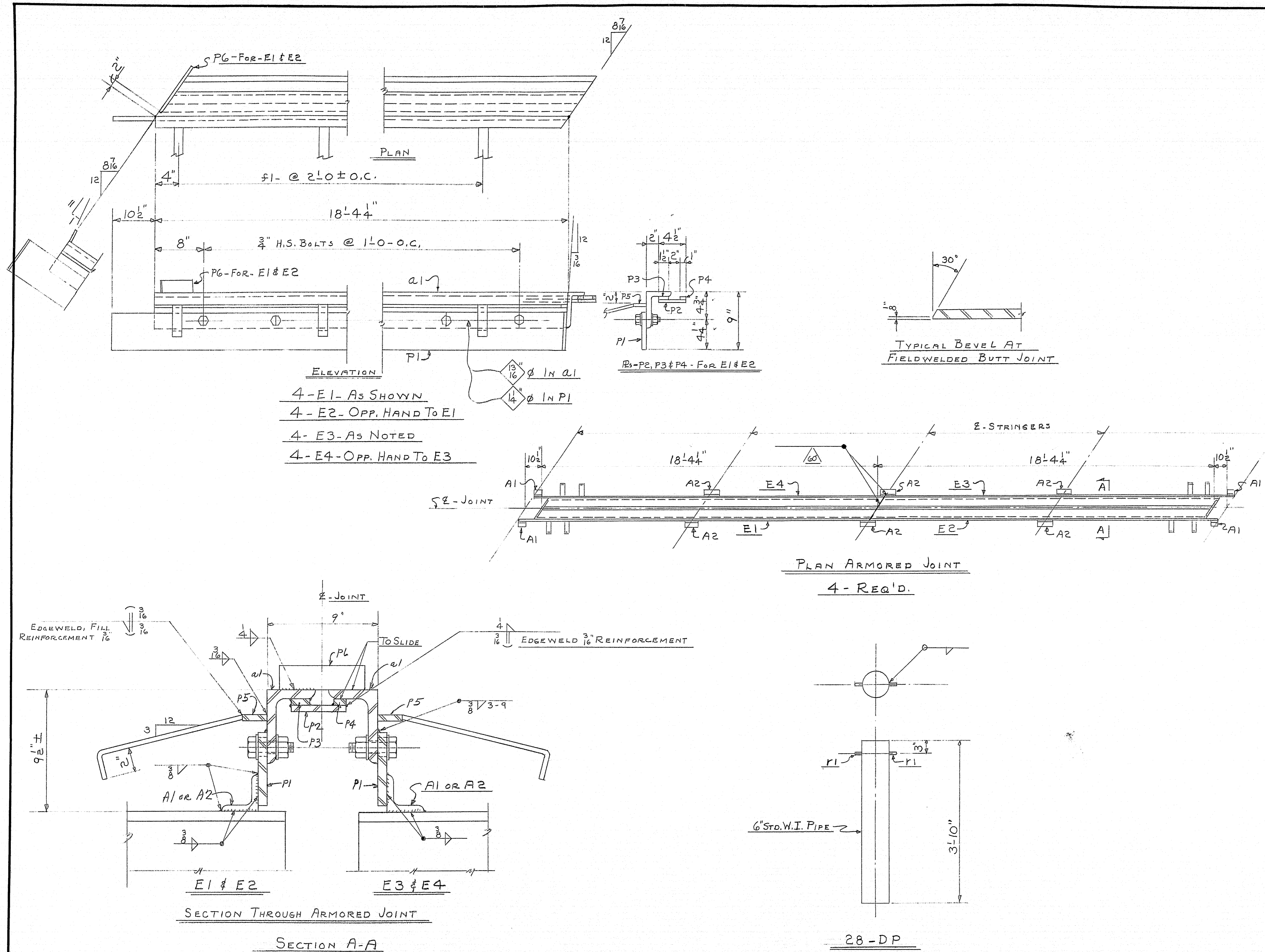
SHOP CONNECTIONS: WELD
 FIELD CONNECTIONS: WELD
 HOLES: 1/8" Ø
 PAINT: STATE OF MAINE SPEC'S.

APP'D AS NOTED 1-11-61
 STRINGERS-SPANS 1 & 3 & DIAPHRAGMS
Bancroft & Martin Rolling Mills Company
 Brewer, Maine
 EAST BRANCH SEBASTICOOK
 RIVER BRIDGE
 NEWPORT MAINE
 CUSTOMER: E. N. NASON
 DESIGNER: STATE HIGHWAY COMM.
 ORDER: VERBAL
 DWG. B60-576-S3

4-SHOP-2-7-61
 4-SHOP-1-16-61
 3-DIST-1-16-61
 2-FA-1-3-61
 DRAWN 12-28-60 D.C.
 REVISION 1-16-61 D.C.
 REVISION
 REVISION



05-1374



SHIP		BILL OF MATERIAL				DWG. B60-576-S4	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	DEDUCT	REMARKS
E1	4		ARMORED JOINT				
E2	4		Do				
E3	4		Do				
E4	4		Do				
	16	a1	6x4x 3/4	18	7 1/2		122 #
	16	P1	R-5x 1/2	19	2 3/4		75 #
	8	P2	R-4 1/2 x 1/2	18	7 3/8		16 #
	8	P3	BAR 1 1/2 x 1/2	18	5 5/8		2 #
	8	P4	BAR 1 x 1/2	18	4 1/2		1 #
	8	P5L	BAR 2 x 1/2	18	4 1/2		2 #
	8	P5R	Do	18	5 5/8		3 #
	160	S1	BAR 1 1/2 x 3/8	1	2		
	8	P6	BAR 2 x 3/8	0	7		
	288	SHOP	3/4" H.S. BOLTS	0	2 3/4		
	576	Do	3/4" H.S. WASHERS				
A1	16		3x3x 1/2	0	5		No FAB
A2	24		Do	0	11		Do
DP	28		6" W.I. PIPE	3	10		A.S.T.M. - A72
	56	r1	4" RE-BAR	0	1 1/2		
	1		3/8" WELD	479	0		@ .06 #/FT.
	1		1/4" WELD	914	0		@ .106 #/FT.

ALL STEEL A.S.T.M. - A7 OR A373 - UNLESS NOTED

SHOP CONNECTIONS: WELD
FIELD CONNECTIONS: WELD
HOLES: AS NOTED
PAINT: STATE OF MAINE SPEC'S.

APP'D AS NOTED 1-11-61

ARMORED JOINTS & DRAIN PIPES

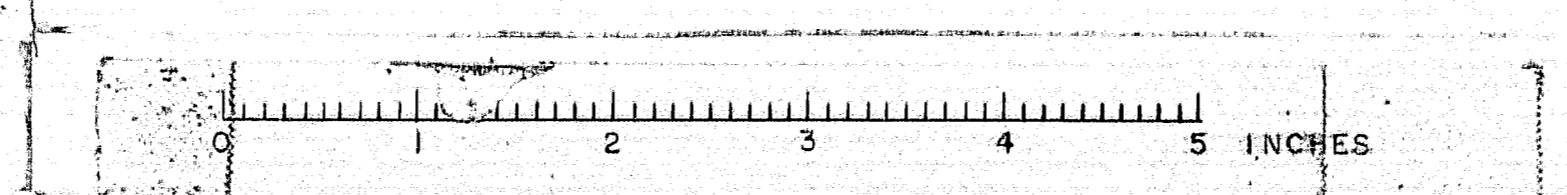
Bancroft & Martin Rolling Mills Company
Brewer, Maine

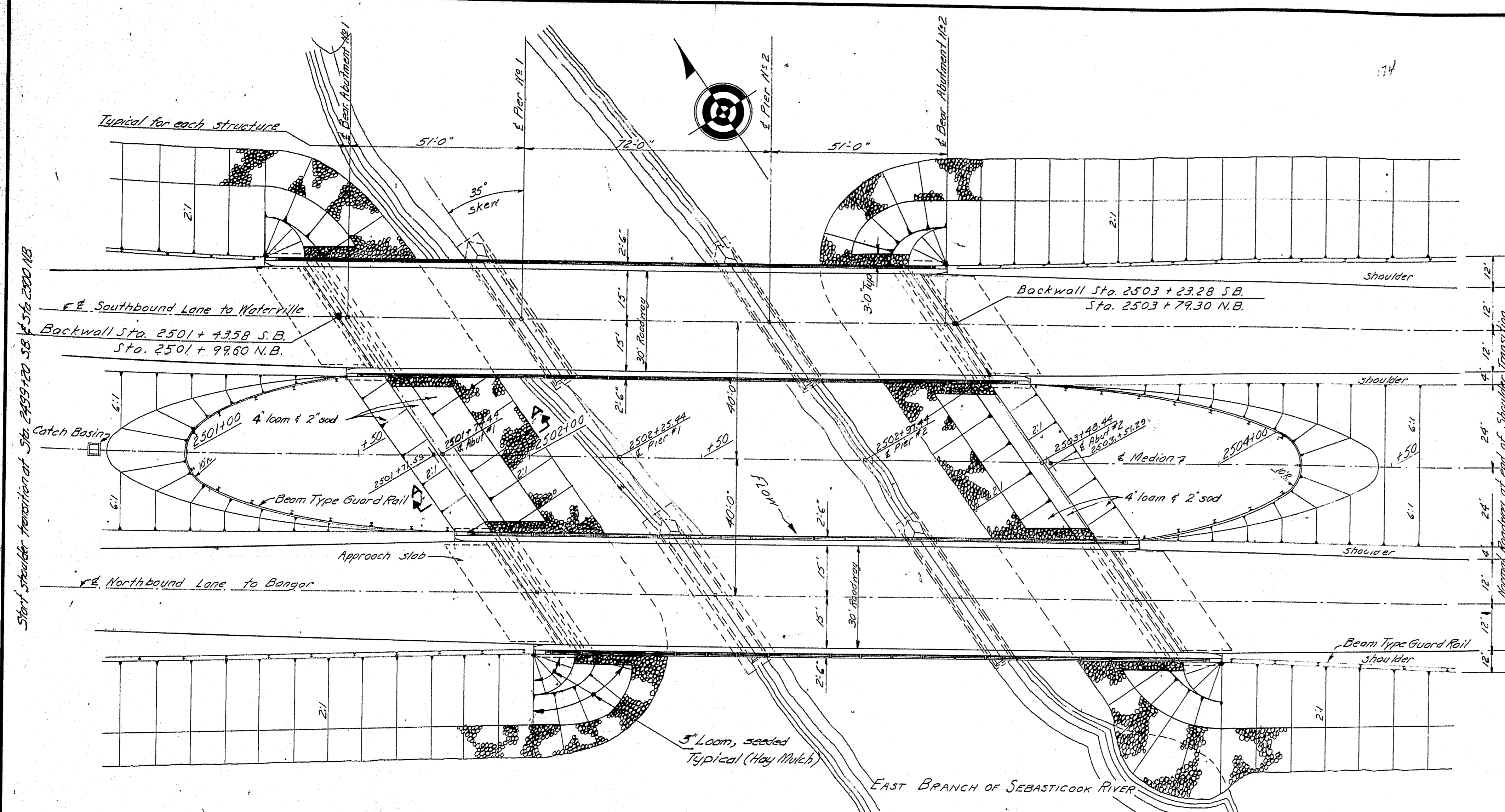
SEBASTICOOK RIVER BRIDGE
NEWPORT MAINE

CUSTOMER E.N. NASON
DESIGNER STATE HIGHWAY COMM.

ORDER VERBAL DWG. B60-576-S4

4-SHOP-1-16-61
3-DIST-1-16-61
2-FA-1-3-61
DRAWN 12-28-60 D.C.
REVISION 1-16-61 D.C.
REVISION
REVISION



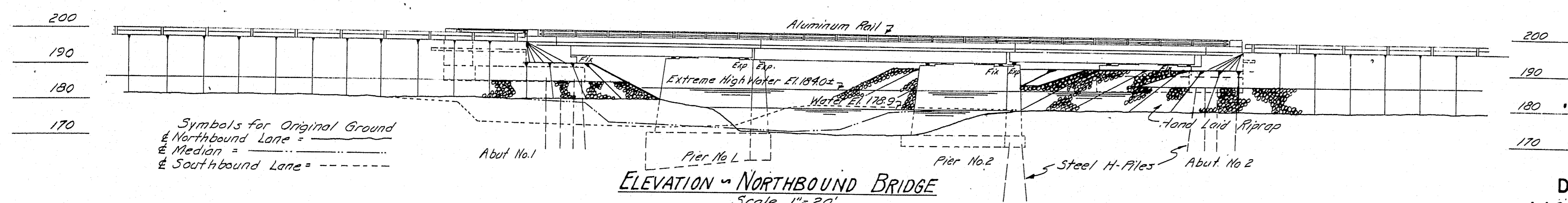


PLAN
Scale 1"=20'

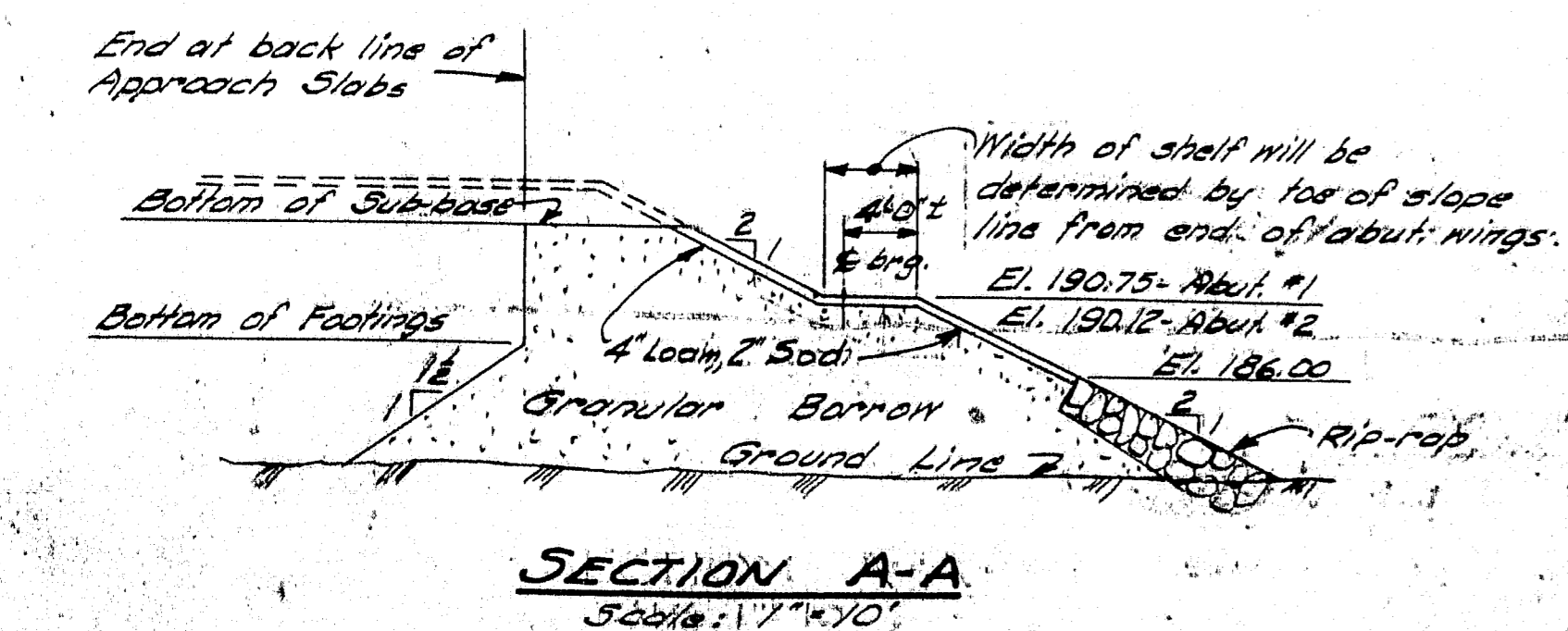
This contract includes roadway construction up to the top of the gravel base course only.

BRIDGE ESTIMATED QUANTITIES

Muck Excavation	1600 c.y.
Structural Earth Excavation, Drainage	50 c.y.
Structural Earth Excavation, Piers	540 c.y.
Earth Excavation	1800 c.y.
Granular Borrow	7200 c.y.
Portland Cement Concrete, Abutments & Retaining Walls	340 c.y.
Portland Cement Concrete, Piers	760 c.y.
Portland Cement Concrete, Piers (Placed under Water)	160 c.y.
Portland Cement Concrete, Roadway & Sidewalk Slabs on Steel Bridges	430 c.y.
Portland Cement	2,350 bbls.
Structural Steel, Fabricated & Delivered	353,700 lbs.
Structural Steel, Erection	353,700 lbs.
Structural Steel, Field Painting	353,700 lbs.
Bronze or Copper-Alloy Bearing & Expansion Plates, Delivered	280 lbs.
Bronze or Copper-Alloy Bearing & Expansion Plates, Placing	280 lbs.
Reinforcing Steel, Delivered	138,300 lbs.
Reinforcing Steel, Placing	138,300 lbs.
Shear Connectors, East Branch Sebasticook River Bridge	Lump Sum
Steel H-Beam Piles 42 lbs./ft.	2,600 lin. ft.
Cofferdams, Pier No. 1, Northbound	Lump Sum
Cofferdams, All Piers except Pier No. 1 Northbound	Lump Sum
Aluminum Rail	770 lb. ft.
Hand Laid Rip-rap	730 c.y.
Loam Borrow	50 c.y.
Sodding	280 sq. yd.
Seeding - Method No. 2	2 units
Hay Mulch	0.2 tons
Asphalt Mulch Binder	10 gals.



ELEVATION - NORTHBOUND BRIDGE
Scale 1"=20'



SECTION A-A
Scale 1"=10'

CONCRETE CLASSIFICATION

SUPERSTRUCTURE	CLASS A
APPROACH SLABS	CLASS A
ABUTMENTS (above footing)	CLASS A
ABUTMENTS (footing only)	CLASS B
PIERS	CLASS B
PIER 1, N.B. (seal)	CLASS S

DESIGN SPECIFICATIONS

A.A.S.H.O. STANDARD SPECIFICATIONS
FOR HIGHWAY BRIDGES 1957

LOADING

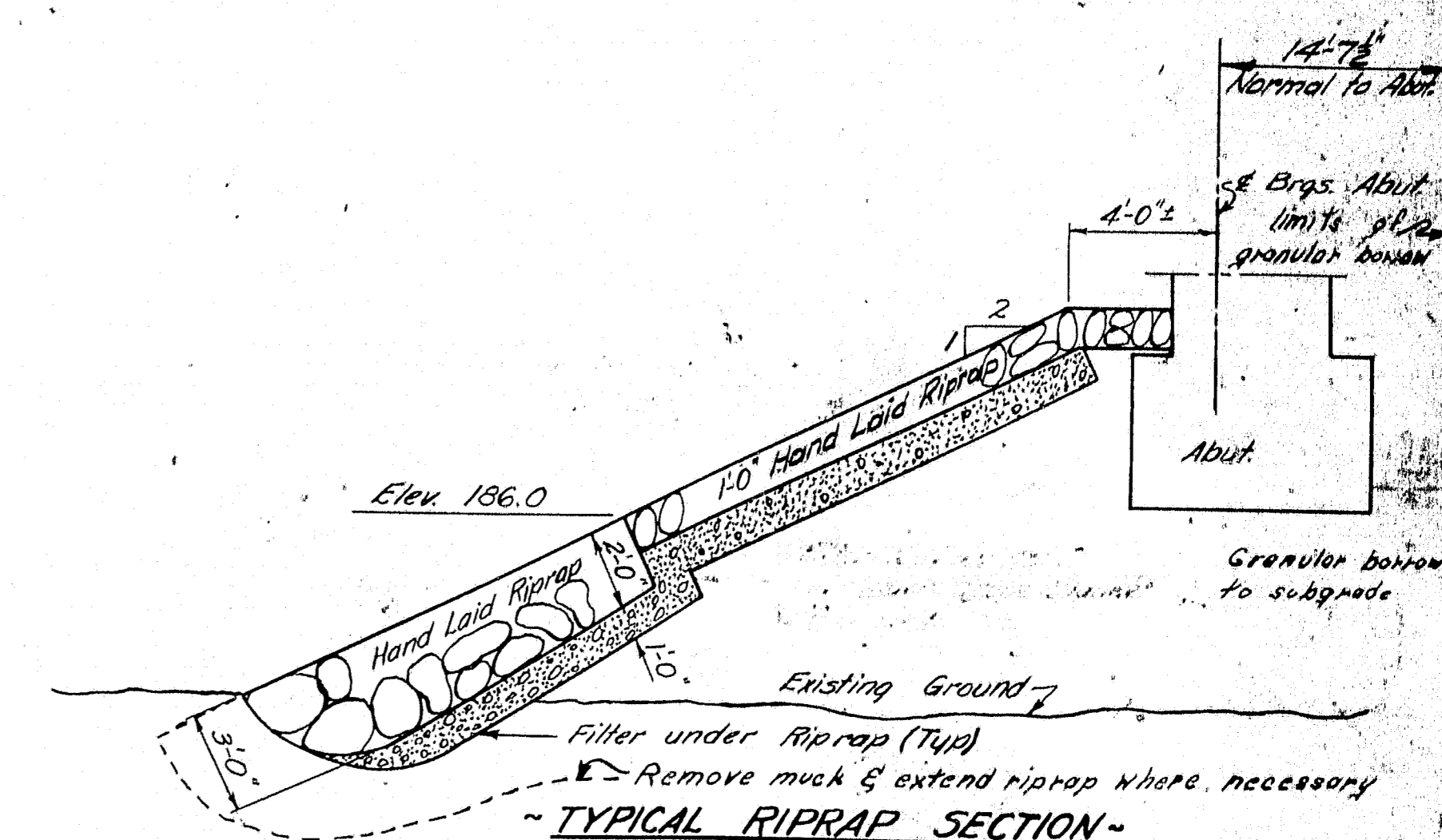
H20-S16-44 AS MODIFIED FOR INTERSTATE
fs = 18,000 fc = 1200 n = 10

CONTRACT SPECIFICATIONS

STATE OF MAINE, STATE HIGHWAY COMMISSION
STANDARD SPECIFICATIONS REVISION OF JAN. 1956

TRAFFIC

A.D.T.	1960	5620	6110
A.D.T.	1980	7900	8520
D.H.V.		185	1020
D.		60%	60%
T.		10%	11%
V.		60 m.p.h.	

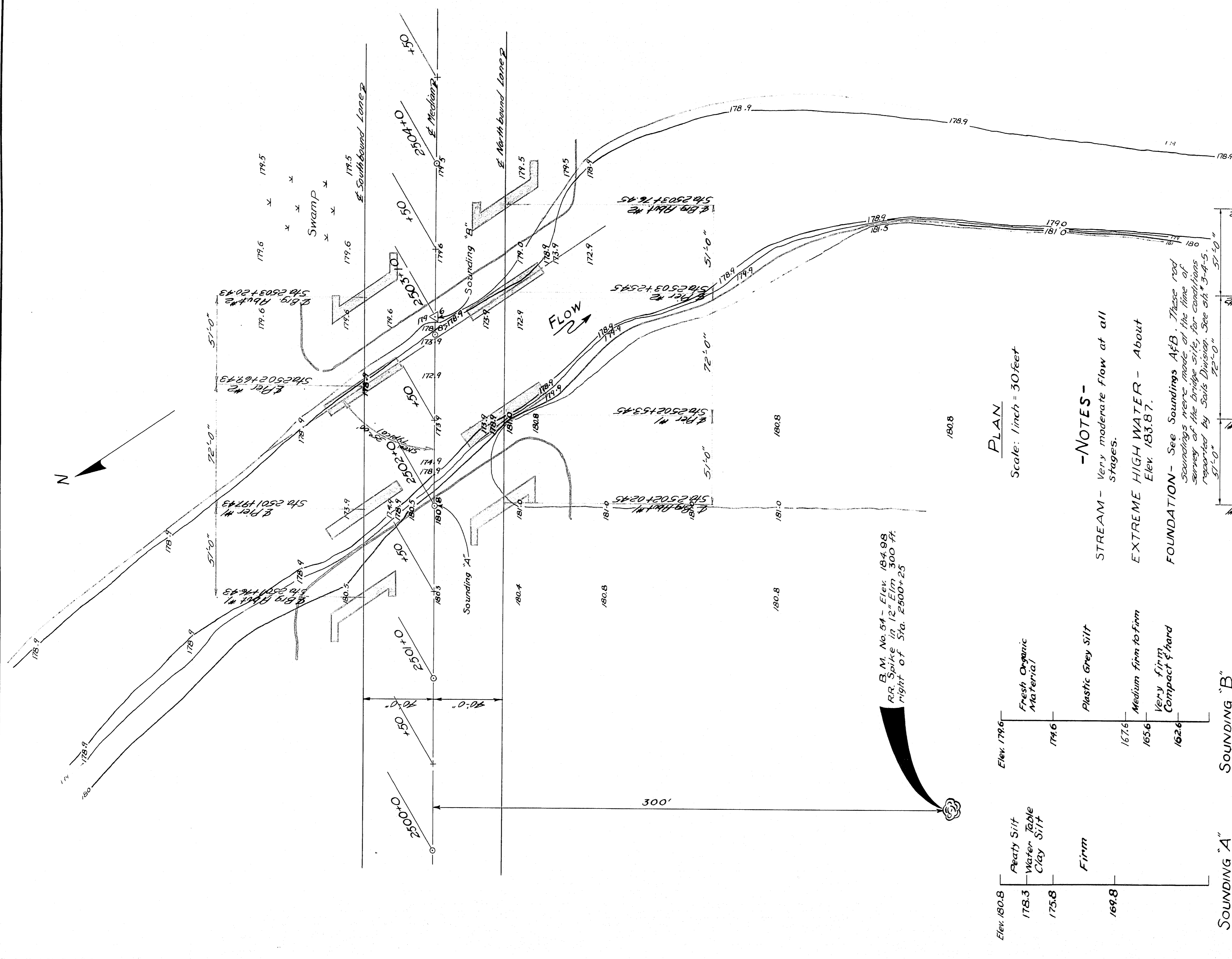


TYPICAL RIPRAP SECTION

PLAN - F. BARNES TRACE - F. BARNES CHECK - F. BARNES	BRIDGE NO. SURVEY - PILOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
EAST BRANCH SEBASTICOOK RIVER BRIDGE	
IN THE TOWN OF NEWPORT	
PENOBSCOT COUNTY	
GENERAL PLAN	
SHEET / OF 13	AUGUSTA, MAINE

1966

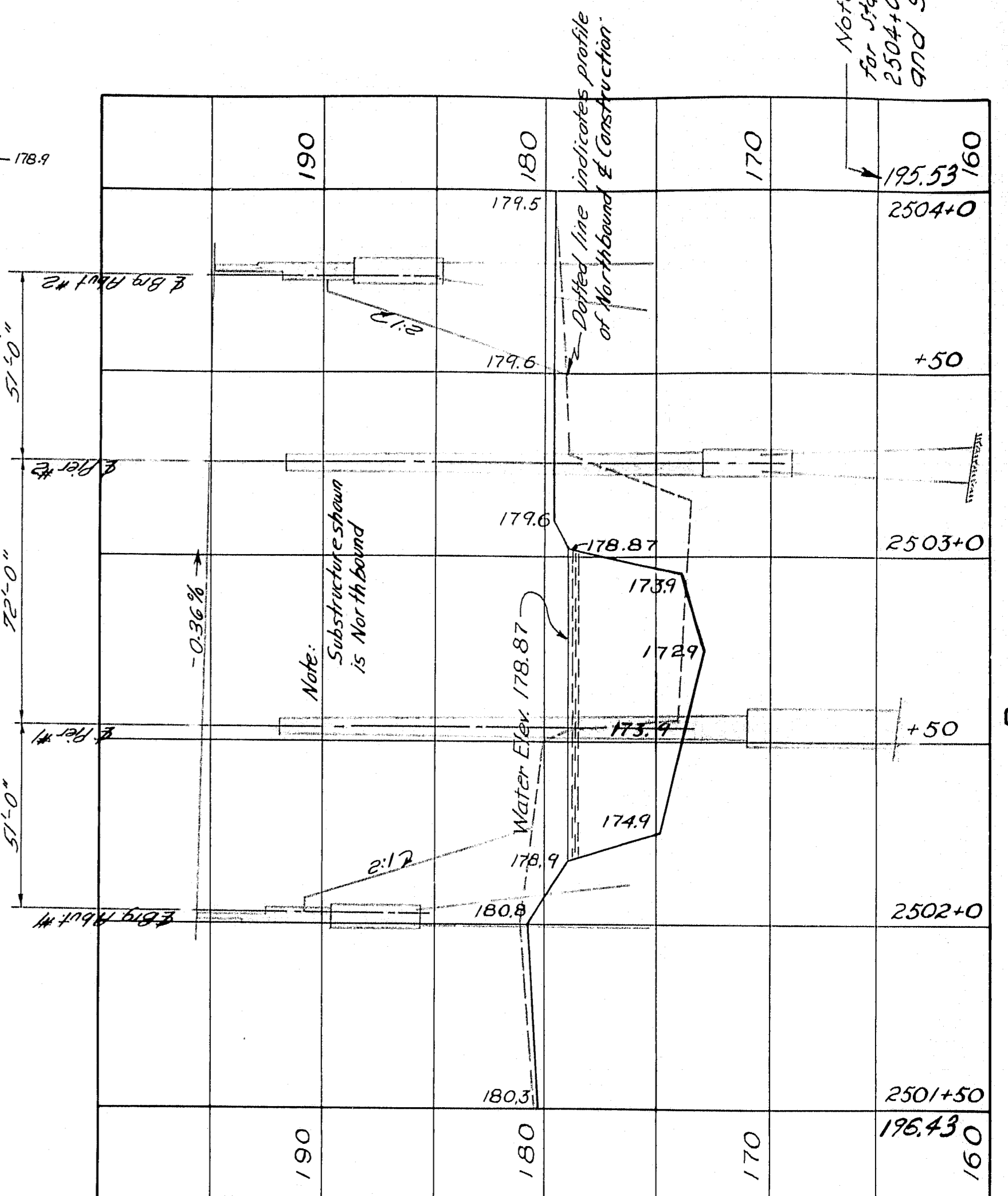
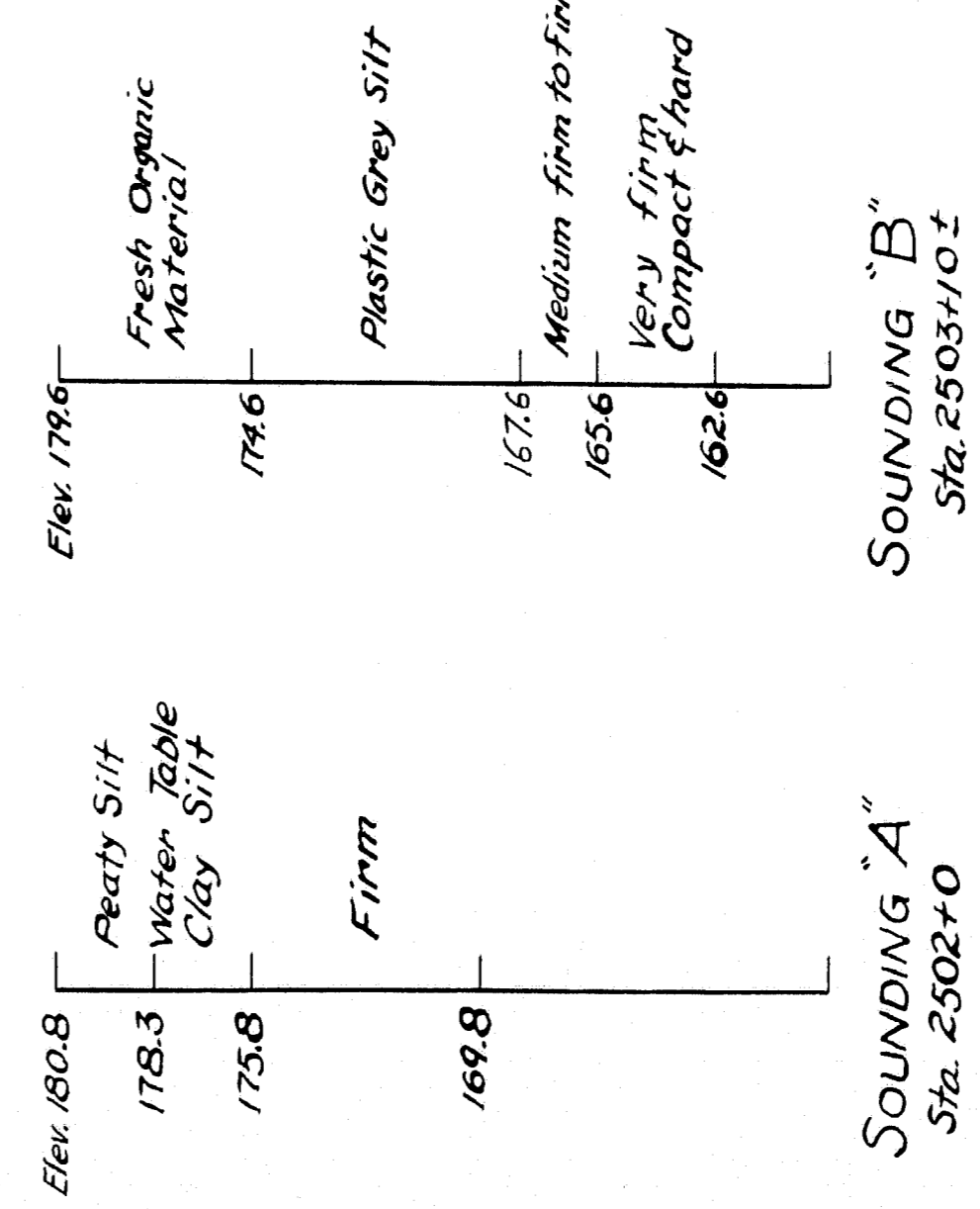
Note: Finished grades shown for Sta. 2501+50 and Sta. 2504+00 are for North and South Bound Lanes.



-NOTES-
STREAM - Very moderate flow at all stages.
EXTREME HIGH WATER - About Elev. 183.87.

FOUNDATION - See Soundings AFB. These rod soundings were made at the time of survey of the bridge site, for conditions reported by Soils Division. See sheets 5-4-5, 5-1-0, 5-1-0.

B.M. No. 64 - Elev. 184.98
RR Spike in 12" Elm 300 ft. right of Sta. 2500+25

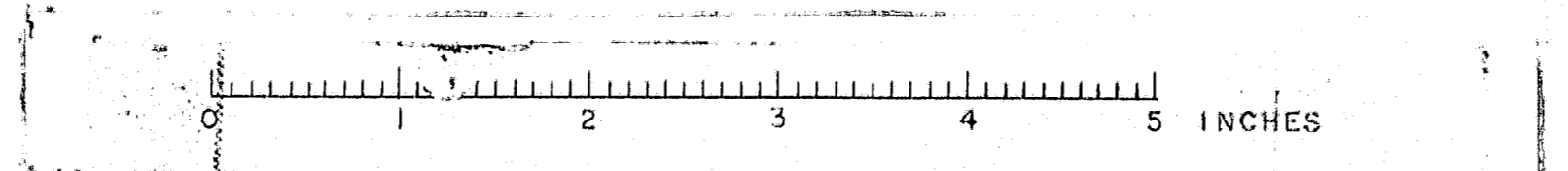


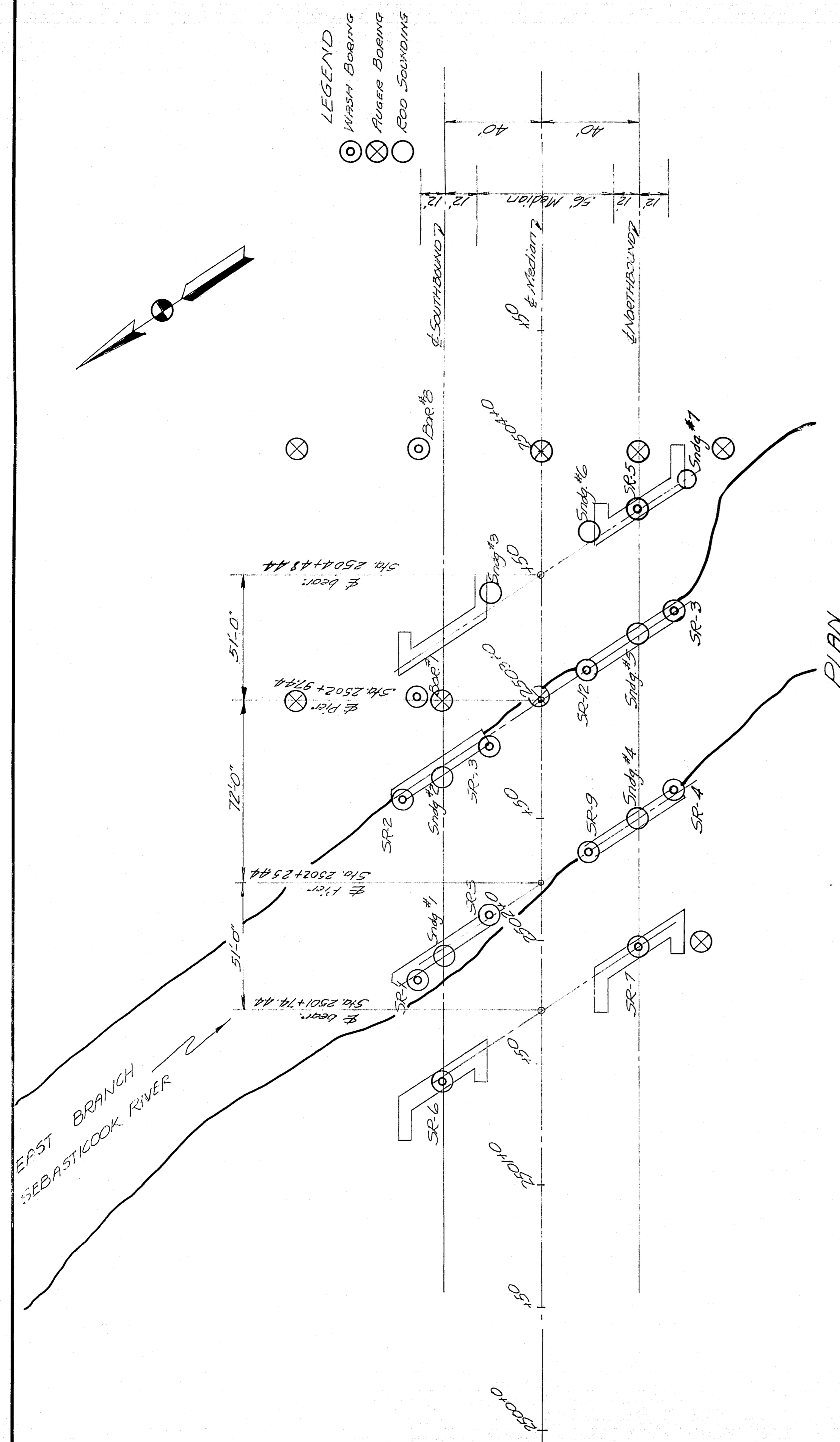
Note: Substructure shown is Northbound

Note: Dashed line indicates profile of Northbound E. Construction

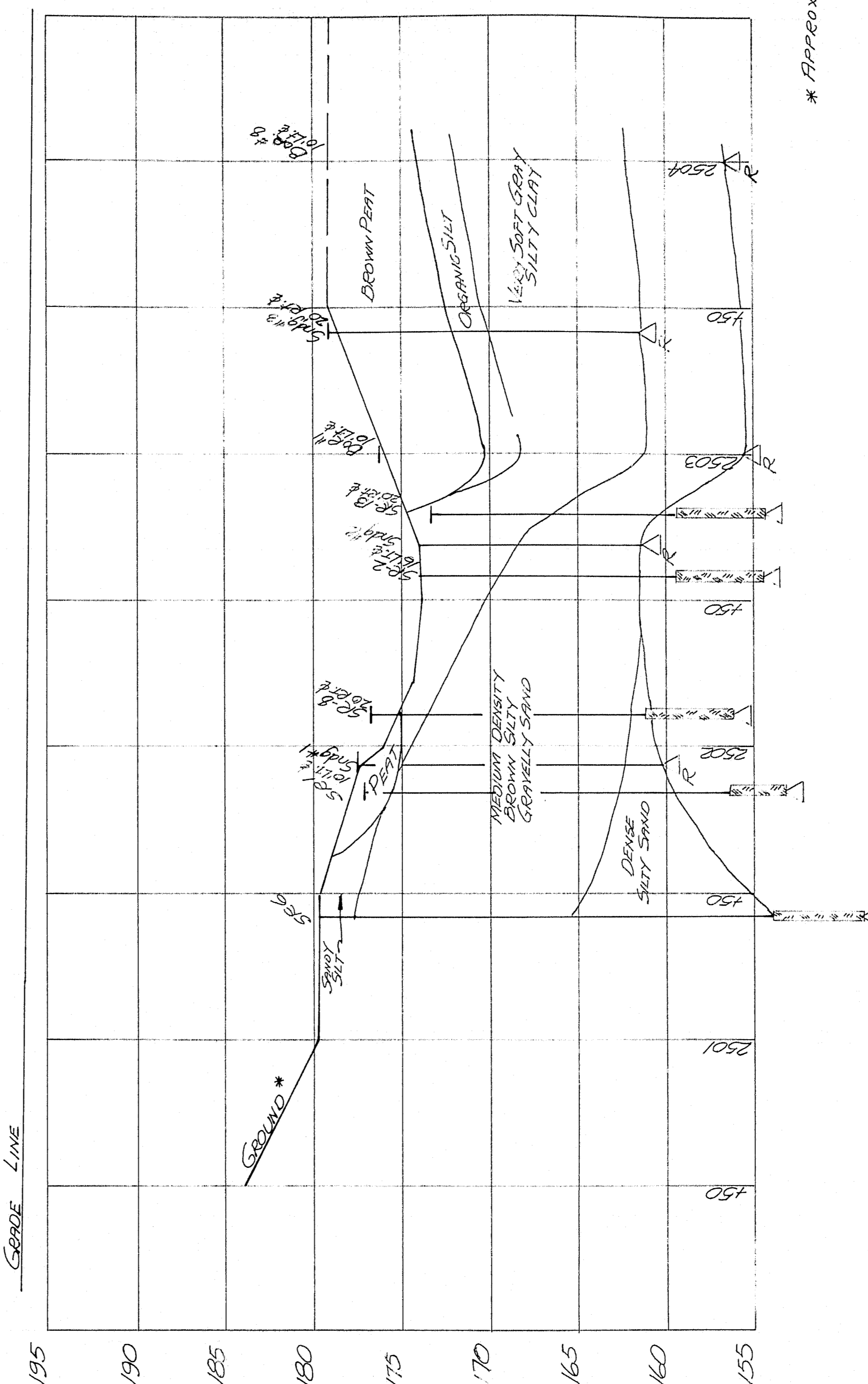
DESIGN - DORITY	BRIDGE NO. BLAKE
CHECK - DORITY	PLOT - DORITY
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
EAST BRANCH SEBASTICOOK RIVER BRIDGE IN THE TOWN OF NEWPORT PENOBSCOT COUNTY SURVEY	
SHEET 2 OF 13 AUGUSTA, MAINE JAN., 1959	

M-1627



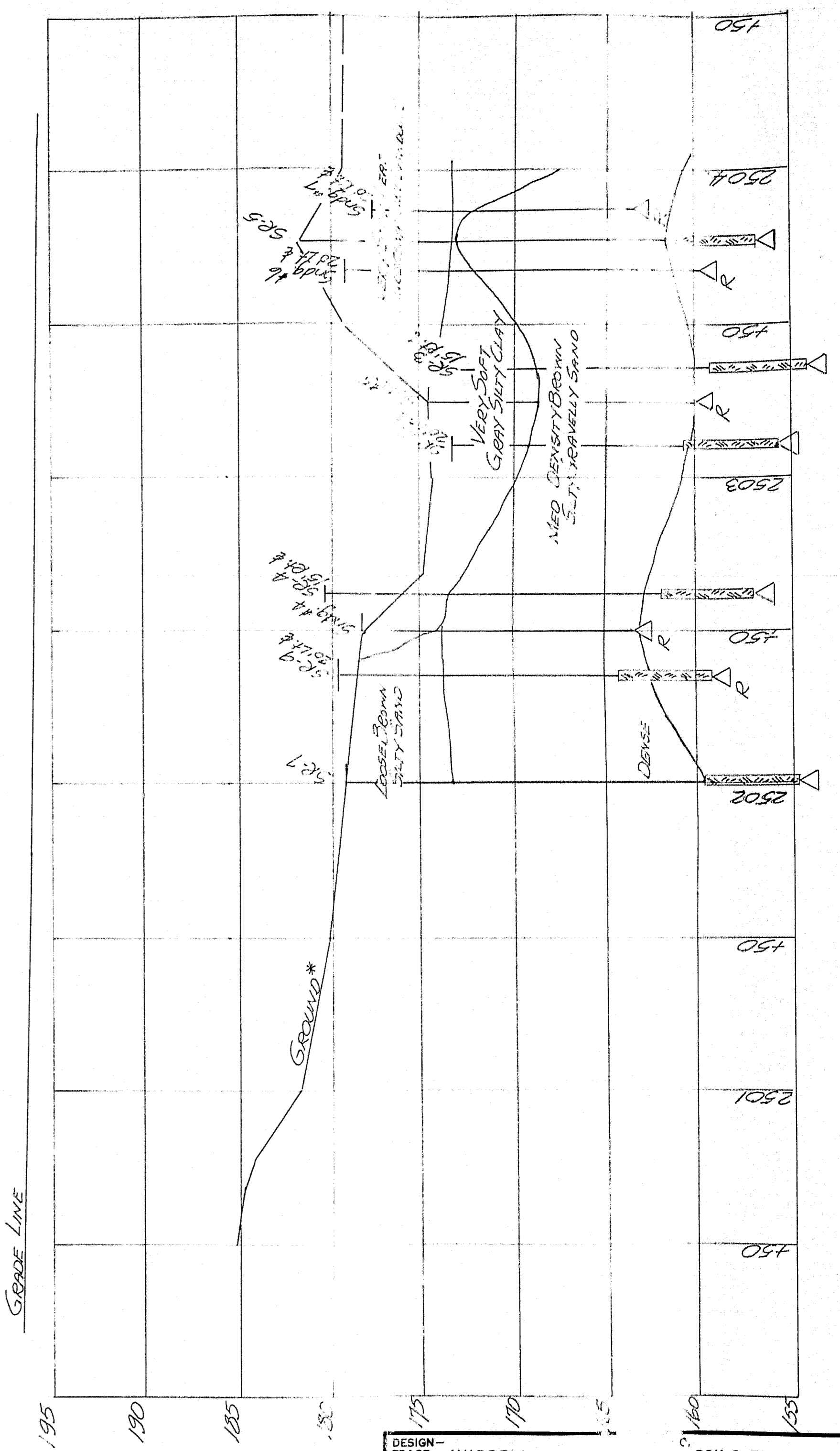


PROFILE - SOUTHBOUND LANE



* APPROXIMATE

PROFILE - NORTHBOUND LANE



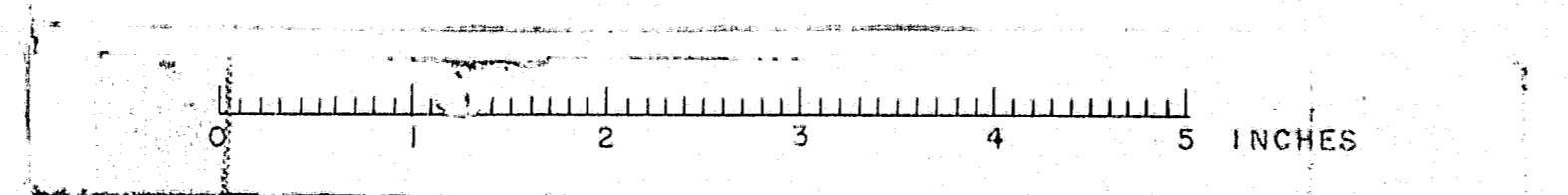
DESIGN - MURRELL
TRACE - MURRELL
CHECK - MURRELL

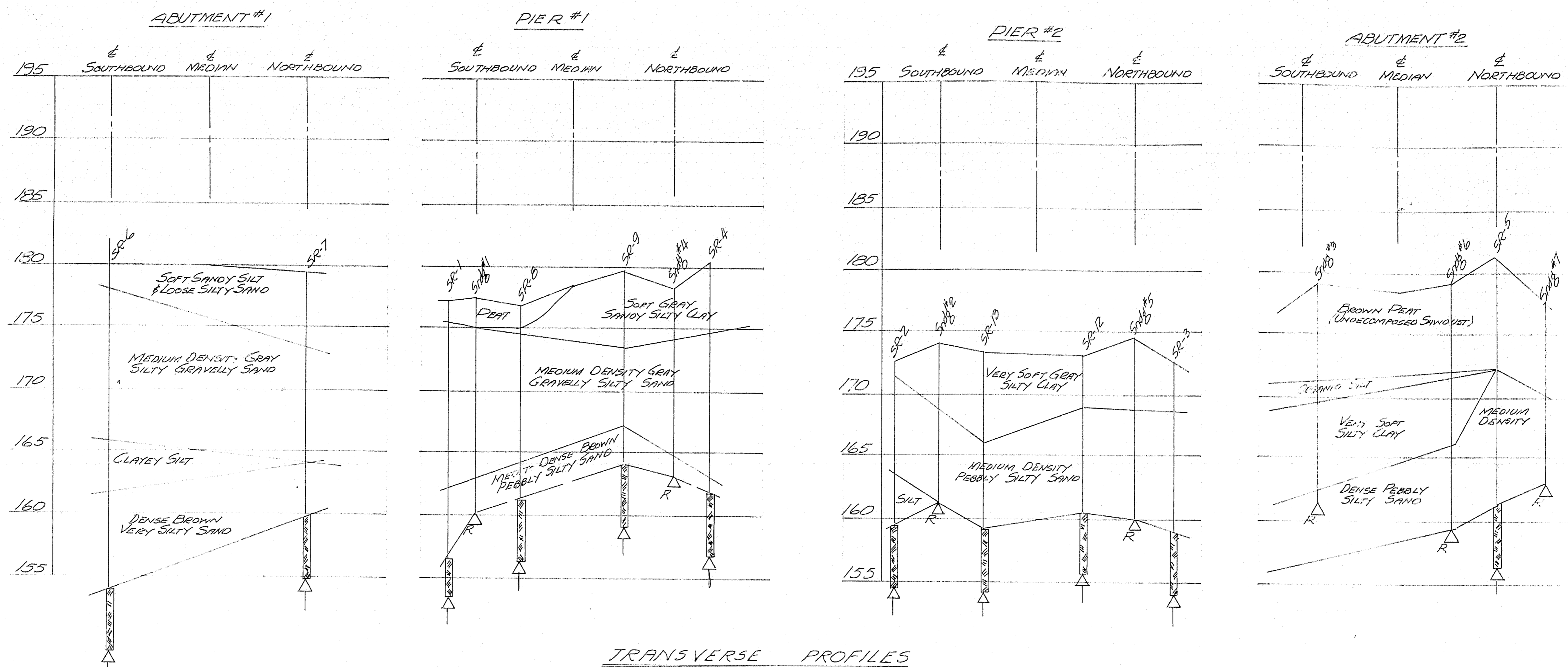
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

EAST BRANCH SEBASTICOOK RIVER BRIDGE
IN THE TOWN OF NEWPORT
PENOBSCOT COUNTY

SOILS PROFILES
SHEET 3 OF 13 AUGUSTA, MAINE APRIL 1959

M-1628





NOTE: BORING ELEVATIONS BASED ON 2.000 ± 0.000 ELEV. AT P.M. 2200 ± 0.000, 17.5' ± 0.000, WHICH WAS CONFIRMED USING BENCH MARK: P.M. 2200 ± 0.000. B.M. #54 HAD BEEN DESTROYED IN CLEARING FOR NEW R.W.

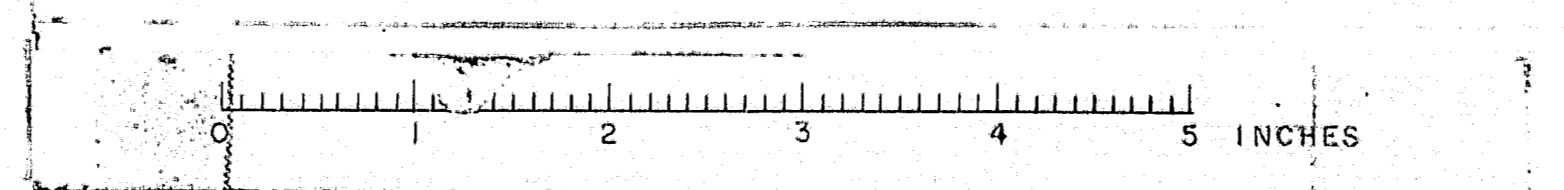
LEGEND

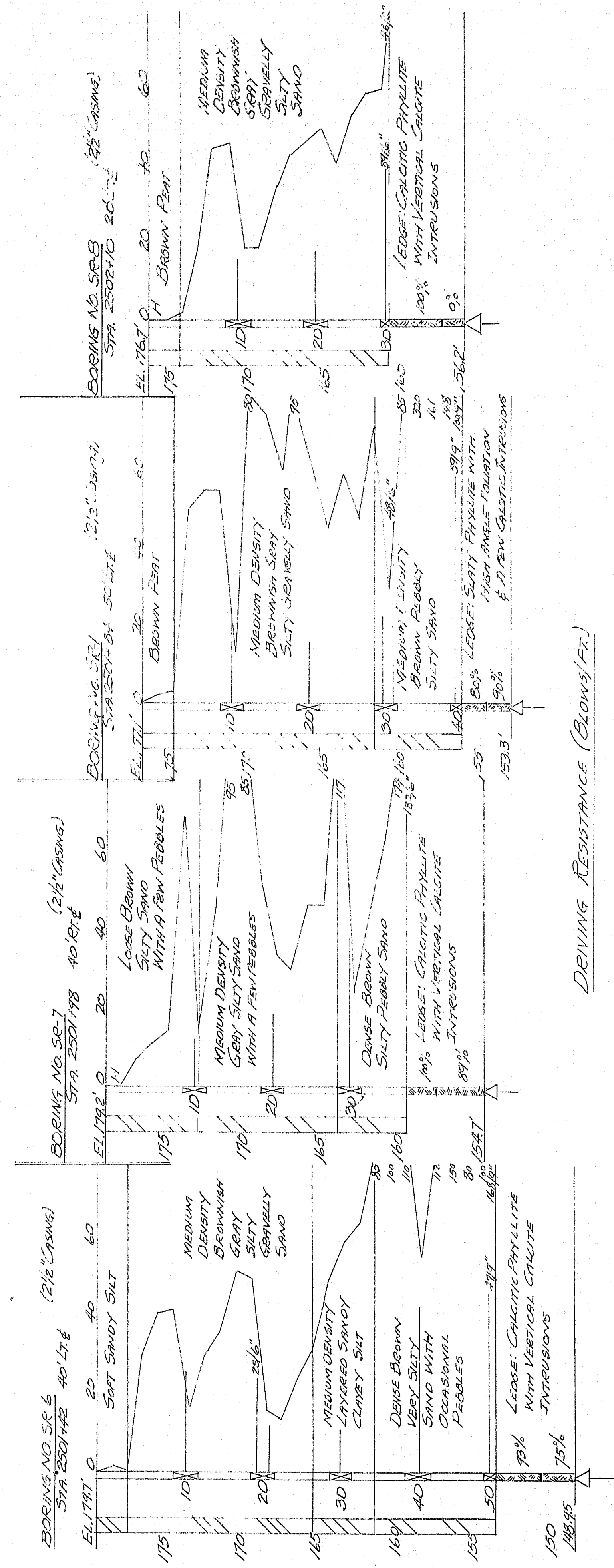
- Number of blows of 275# Hammer falling 18" required to drive extra heavy casing one foot. (Graphical)
- Locations and designation of "dry" samples taken in 5 ft. sampler #1290. ID
- Locations and designation of "dry" samples taken in 2" O.D. 16 ga. seamless tubing. ID
- Location and designation of "dry" sample taken in 3 1/2" O.D. 16 ga. seamless tubing. ID
- Location and designation of wash samples. IW
- Unsuccessful attempts to secure dry sample indicated thus, followed by sampler. M
- Location of field vane test. V
- Number of blows of 275# Hammer falling 18" required to drive spoon or tubing one foot. (Graphical)
- Sampling spoon or seamless tubing driven by static weight of drill rods and 275# hammer. H
- 3 1/2" O.D. "dry" samples taken with piston sampler. P
- Bottom of boring. U
- Refusal of drill rods or casing. R
- Percent recovery of rock core by diamond bit. 71%

DESIGN - MURRELL
CHECK - ONE
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
EAST BRANCH SEBASTICOOK
RIVER BRIDGE
IN THE TOWN OF
NEWPORT
PENOBSCOT COUNTY
SOILS PROFILES
SHEET 4 OF 13
AUGUSTA, MAINE APRIL 1959

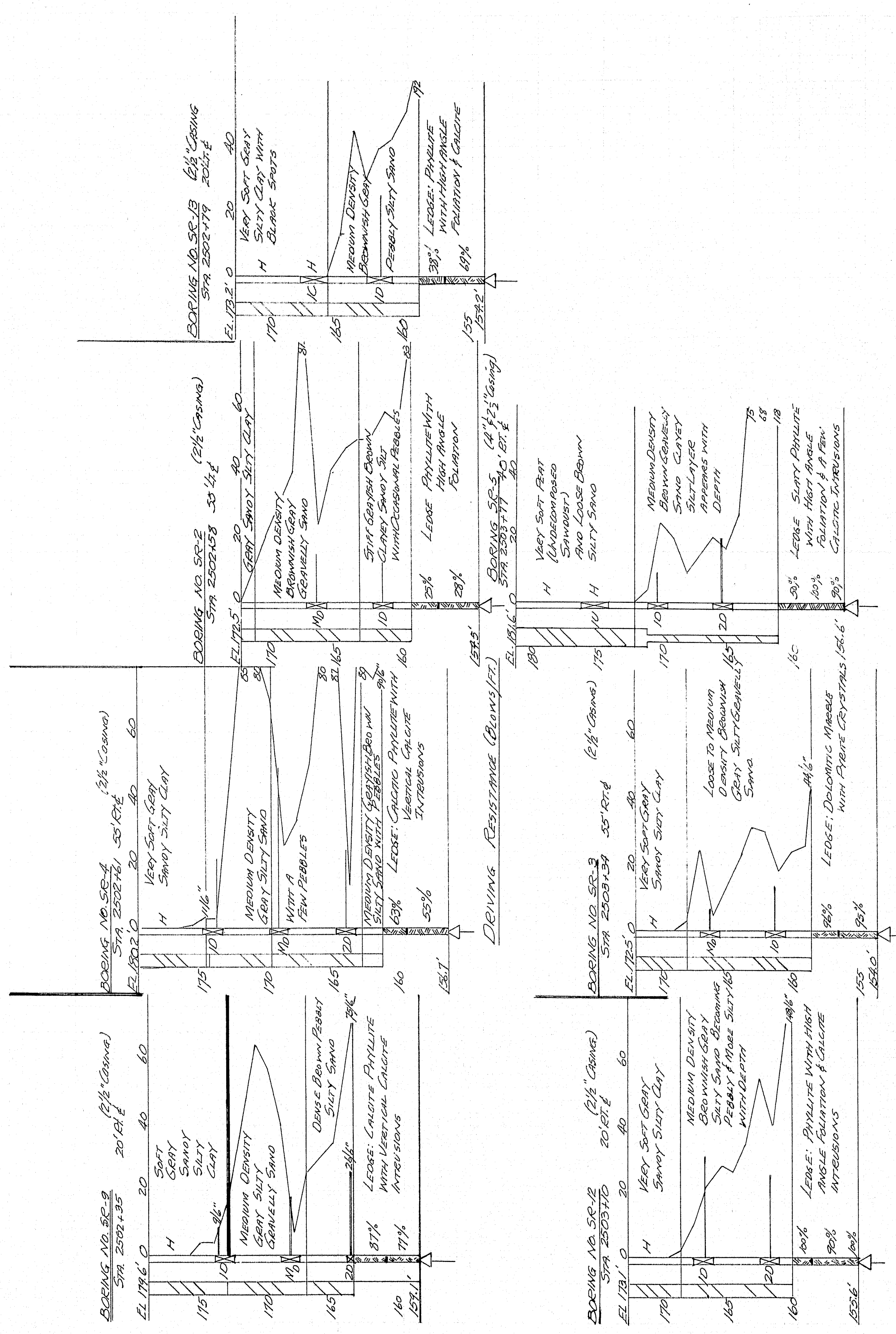
M-1629

23

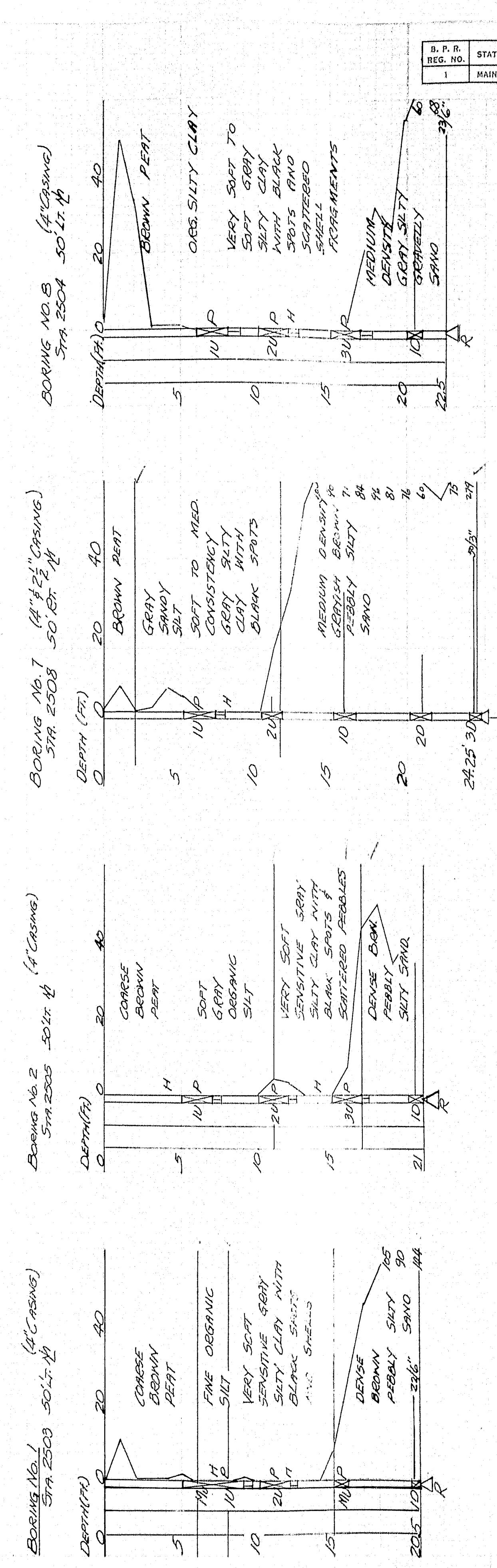




DRIVING RESISTANCE (BLOWS/FT.)



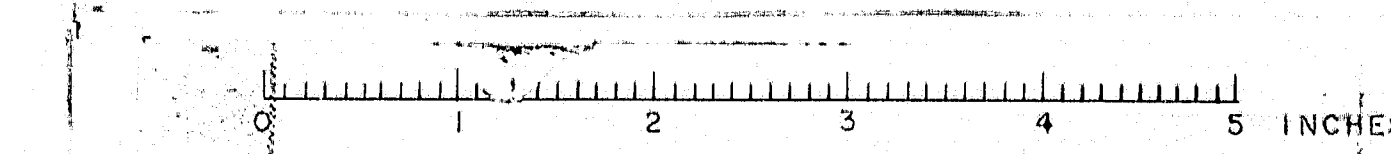
DRIVING RESISTANCE (BLOWS/FT.)

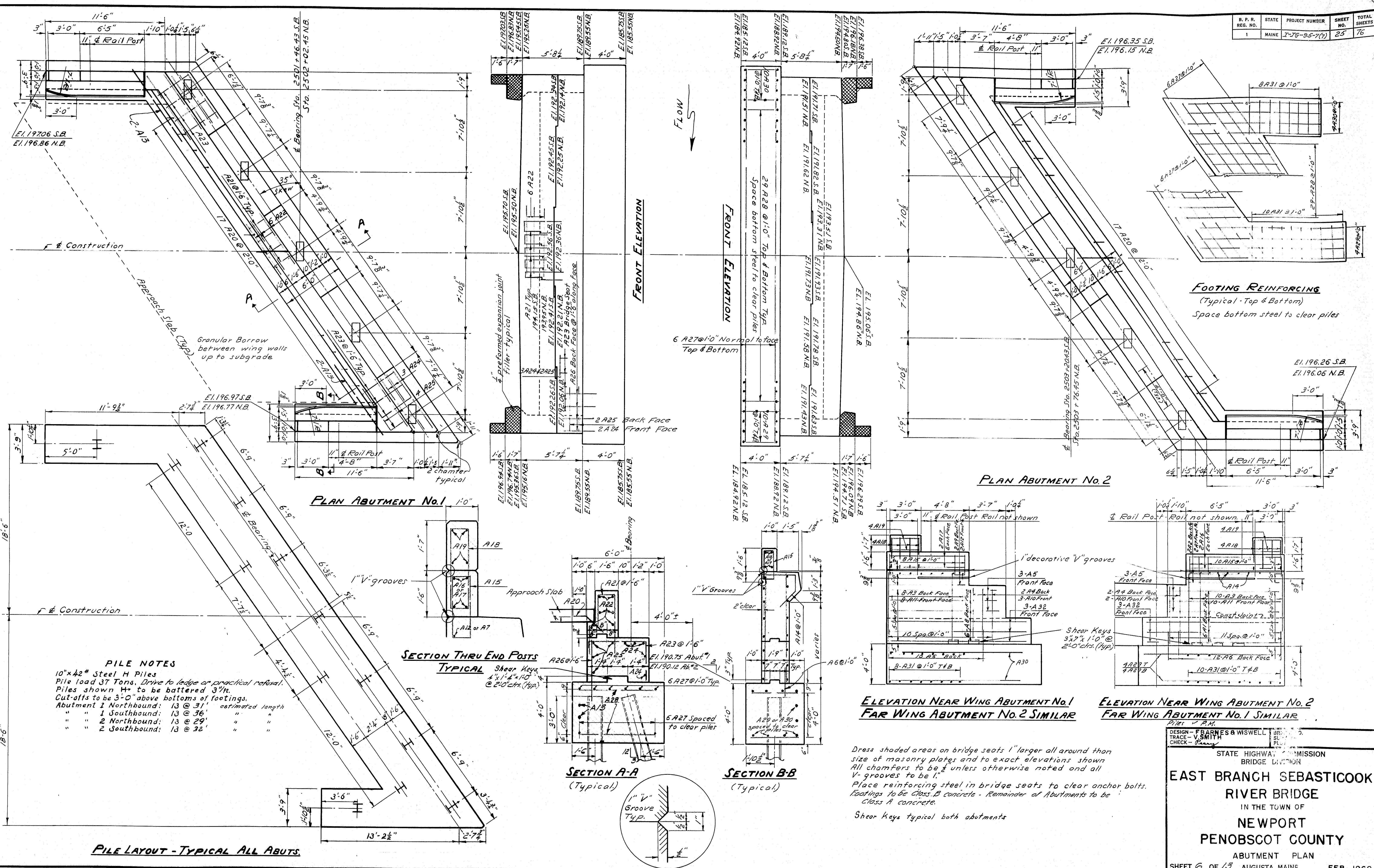


S. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	X-27-95	24	76

BORINGS

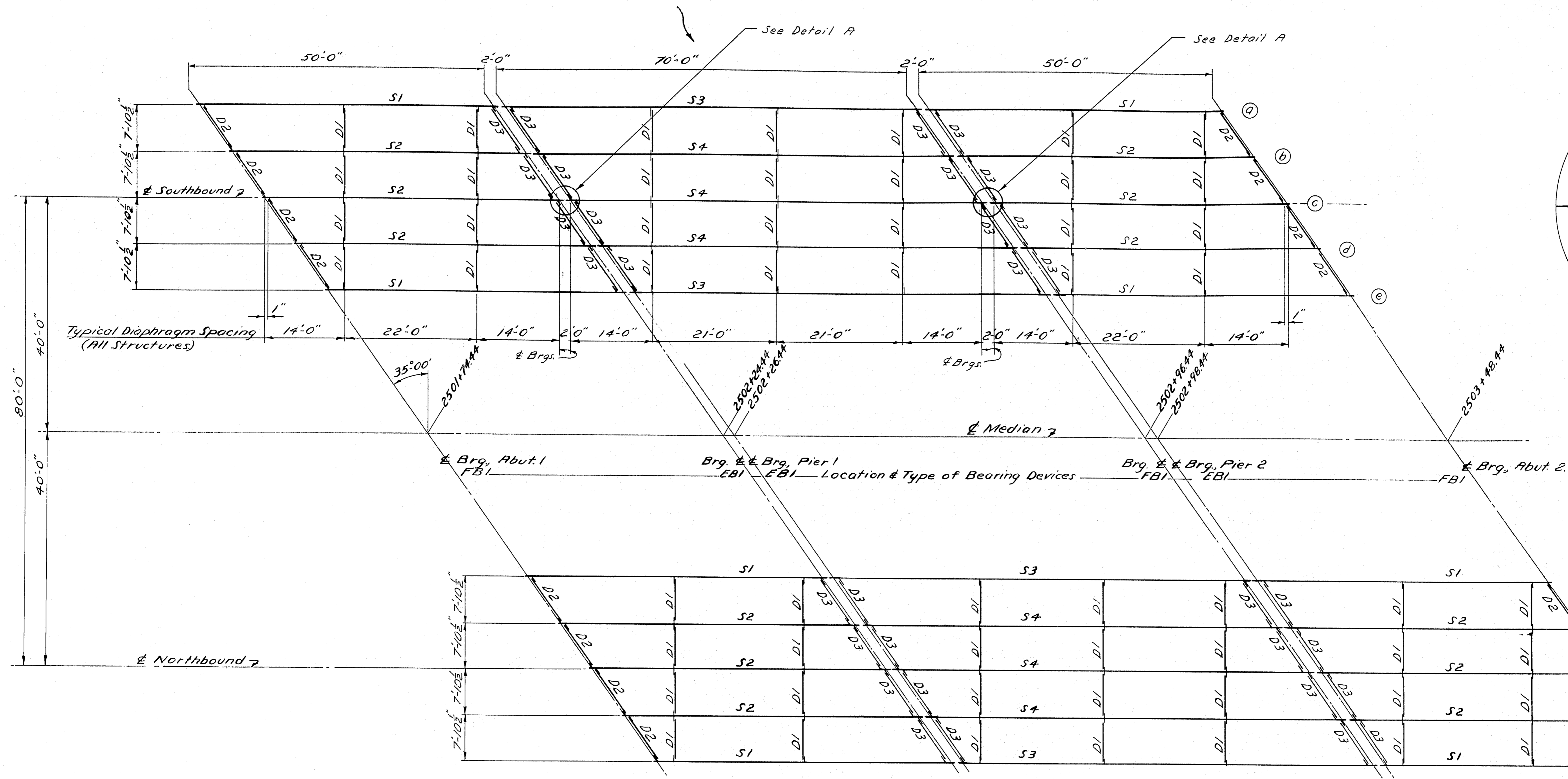
EAST BRANCH SEBASTICOOK RIVER
M-1630 BRIDGE
Sta 4.5 of 13 NEWPORT





DESIGN - FRANKS & WISWELL
 CHECK - FRANKS
 STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
**EAST BRANCH SEBASTICOOK
 RIVER BRIDGE**
 IN THE TOWN OF
NEWPORT
PENOBSCOT COUNTY
 ABUTMENT PLAN
 SHEET 6 OF 13 AUGUSTA, MAINE FEB. 1960

M-1631



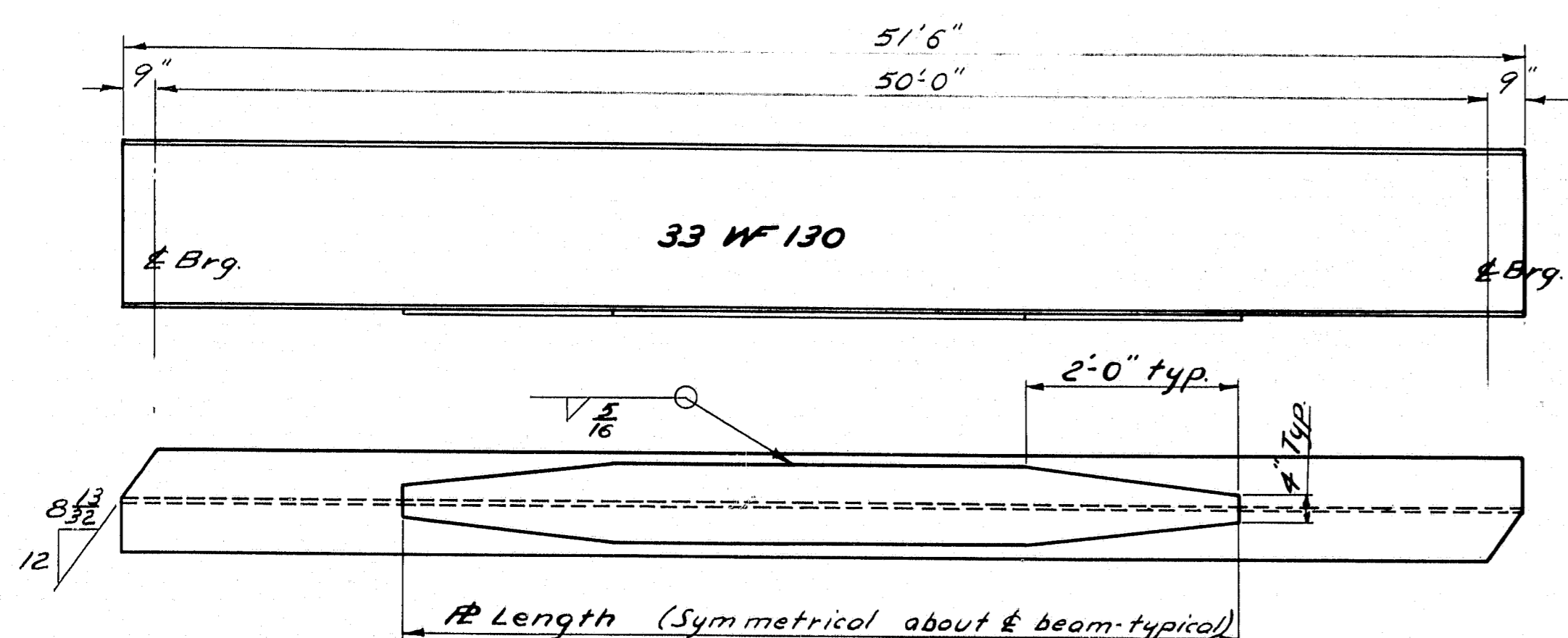
DETAIL A

Design & Detail: A.A.S.H.O., 1957.

Specifications: Fabrication & Erection - State of Maine, Standard Specifications Highways & Bridges, Revision of January, 1956.

ERECTION DIAGRAM

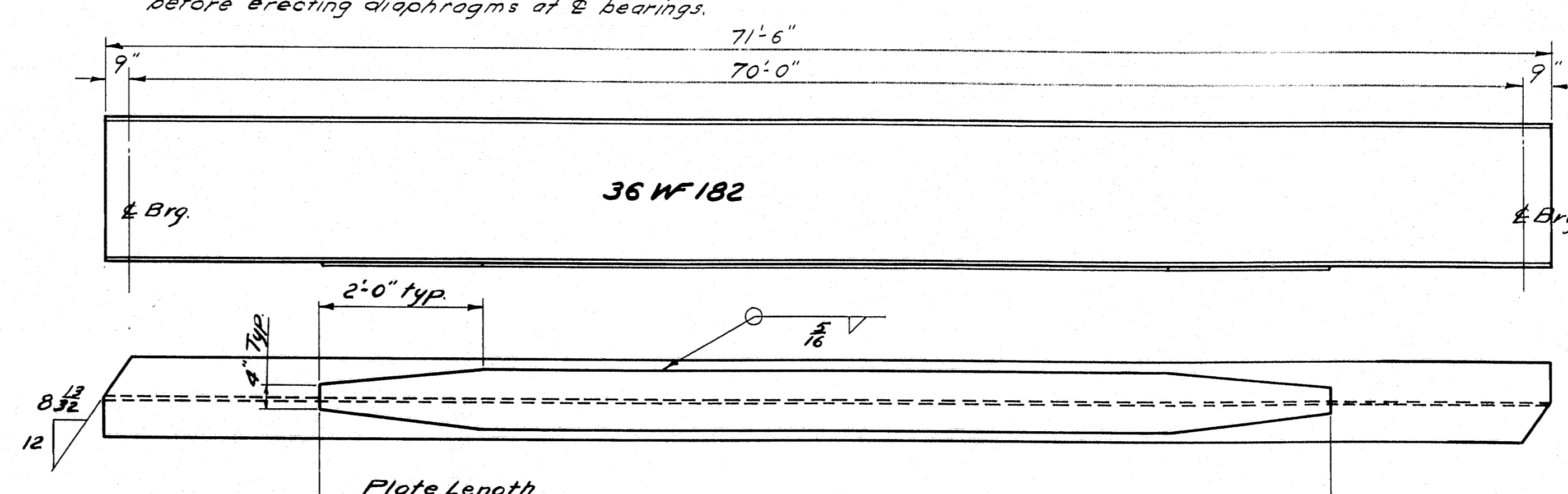
Note: Holes to be drilled in bridge seats and anchor bolts for bearing devices set before erecting diaphragms at bearings.



S1 & S2

S1 - 33 W F 130 x 51'-6" with 12 7" x 3/8" x 33'-0" 8 Req'd.
S2 - 33 W F 130 x 51'-6" with 12 9" x 3/8" x 35'-0" 12 Req'd.

No Camber Req'd.
Any natural Camber to be placed up.



S3 & S4

S3 - 36 W F 182 x 71'-6" with 12 9" x 1" x 50'-0" 4 Req'd.
S4 - 36 W F 182 x 71'-6" with 12 10" x 1 1/4" x 52'-6" 6 Req'd.

No Camber Req'd.
Any natural Camber to be placed up.

Materials

Beams & cover plates shall conform to Specification A.S.T.M. Designation A-373. Other steel members shall conform to Specification Designation A-373 or A-7.

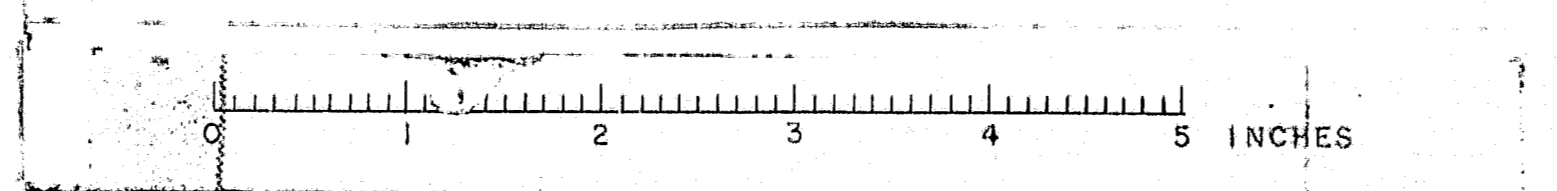
Note

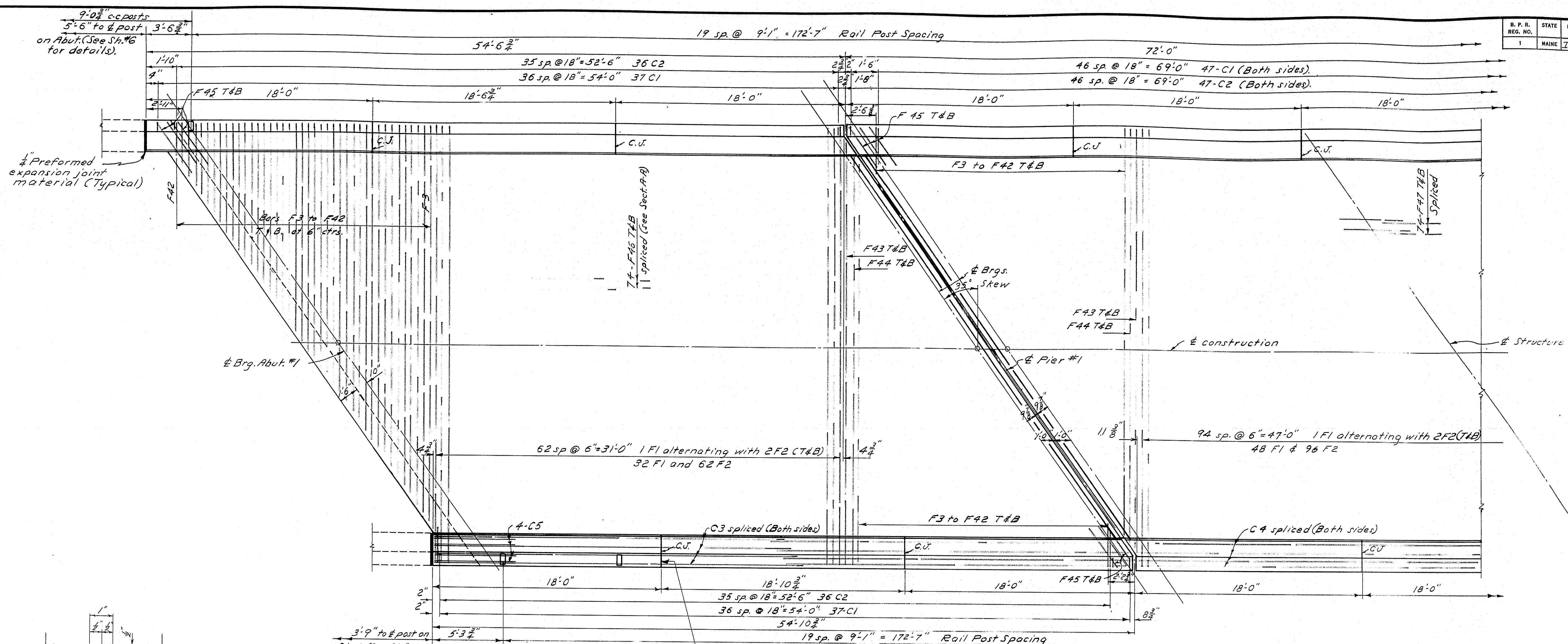
No paint top and sides of top flanges of Beams and diaphragms D3 and any other areas to be in contact with concrete.

DESIGN - COFFIN	NO.
TRACE - V. SMITH	
CHECK - C. W.	
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
EAST BRANCH SEBASTICOOK RIVER BRIDGE	
IN THE TOWN OF NEWPORT	
PENOBSCOT COUNTY	
STRUCTURAL STEEL	
SHEET 9 OF 13	AUGUSTA, MAINE
FEB. 1960	

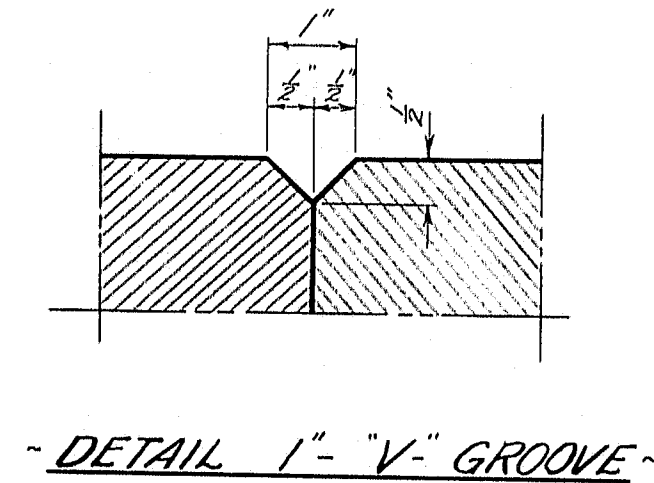
M-1634

28

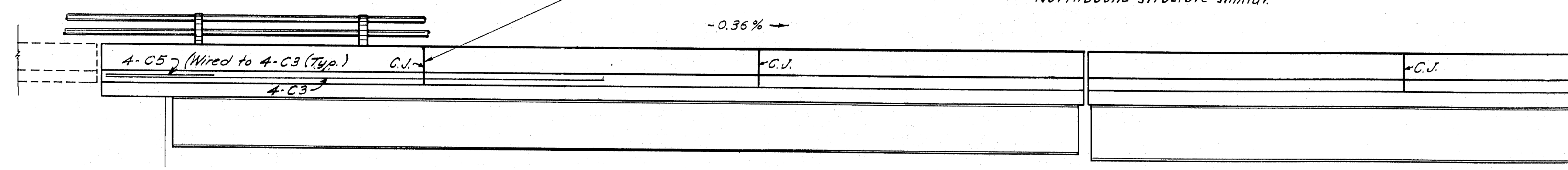




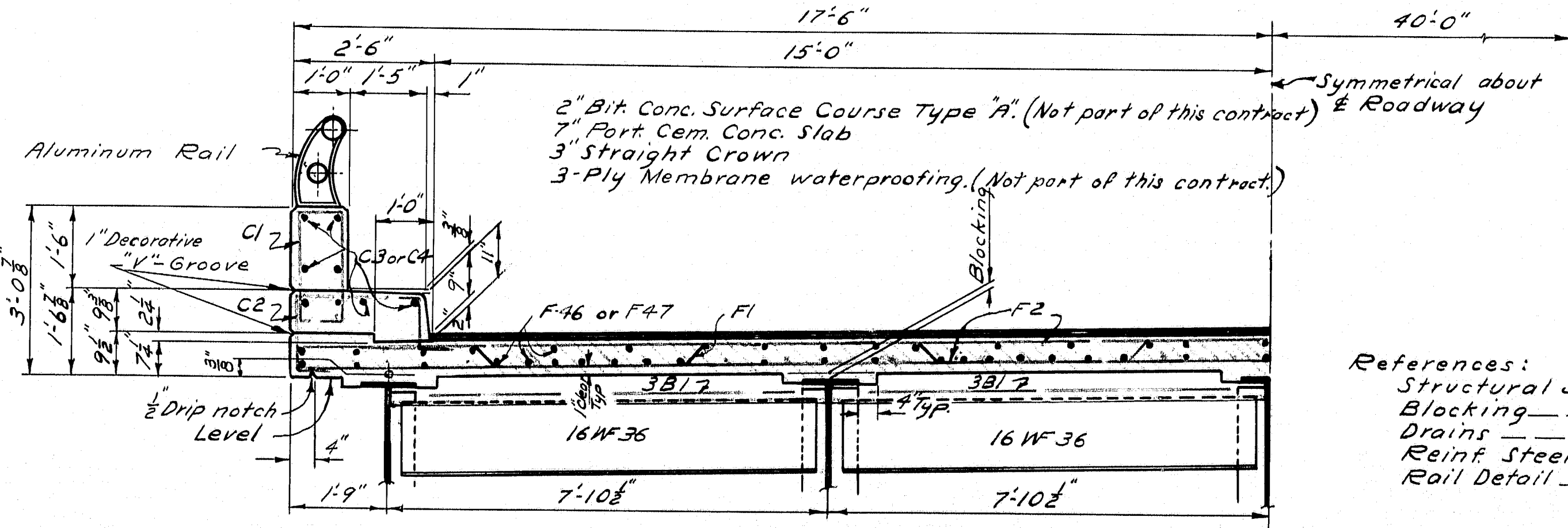
PART PLAN SOUTHBOUND STRUCTURE
Rotate 180° for opposite end
Northbound structure similar.



DETAIL 1'-V-GROOVE

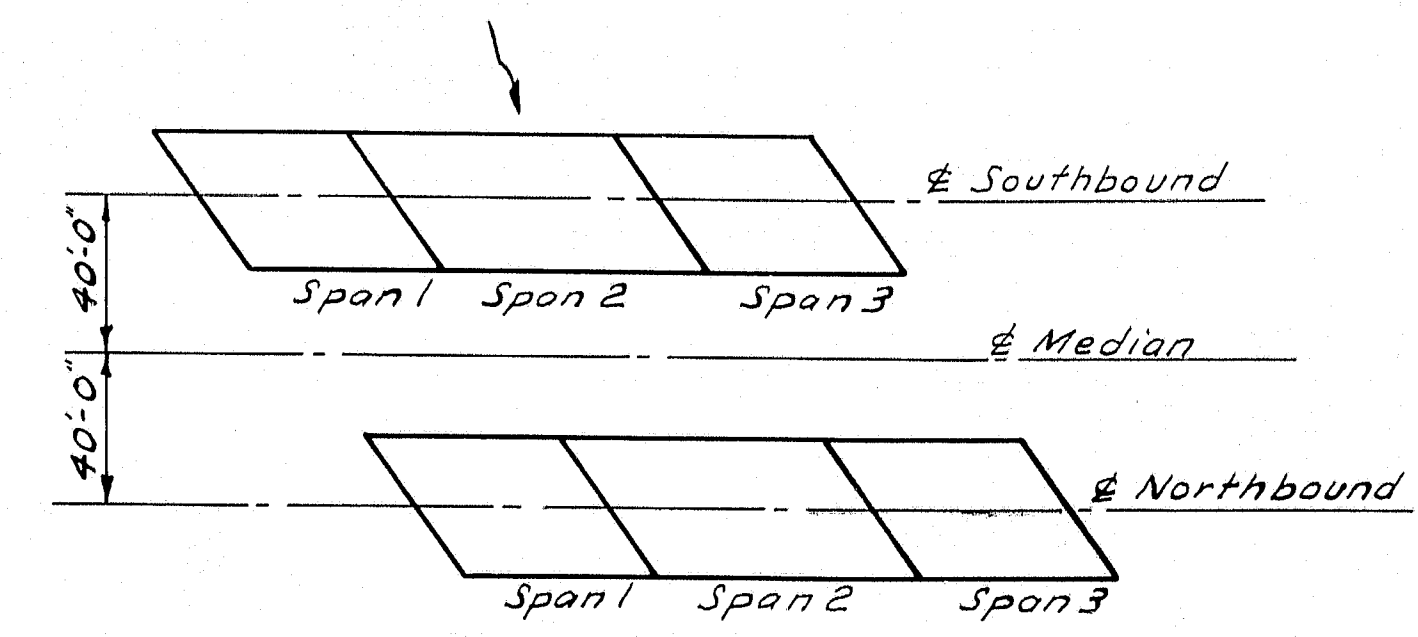


PART SIDE ELEVATION



HALF TRANSVERSE SECTION (At Pier Joint)

- References:
- | | |
|------------------|-------------|
| Structural Steel | Sh # 9 & 10 |
| Blocking | 12 |
| Drains | 13 |
| Reinf. Steel | 13 |
| Rail Detail | 12 |



KEY
LOCATION PLAN

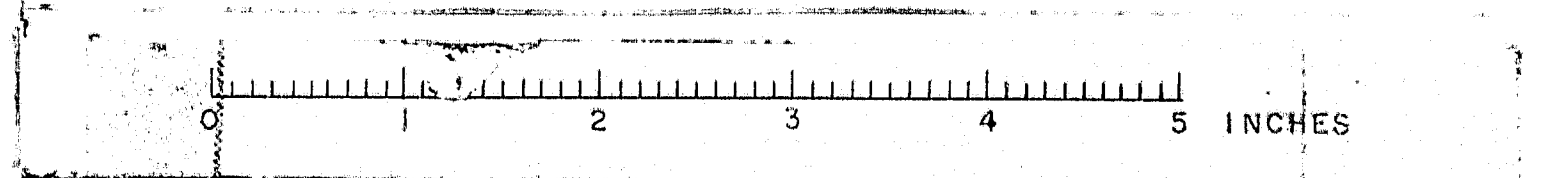
The curb steel is to be in place before the concrete for the slab is placed.
The rail curb steel is to be in place before the concrete for the curbs is placed.
The vertical contraction joints are to be coated with a suitable grade of Asphaltic paint applied to the contact surface.
Concrete for curbs is not to be placed until concrete in superstructure slabs has been in place for a minimum period of 7 days. During the 7 day period, form work may be placed but hand equipment only shall be allowed on the slab.

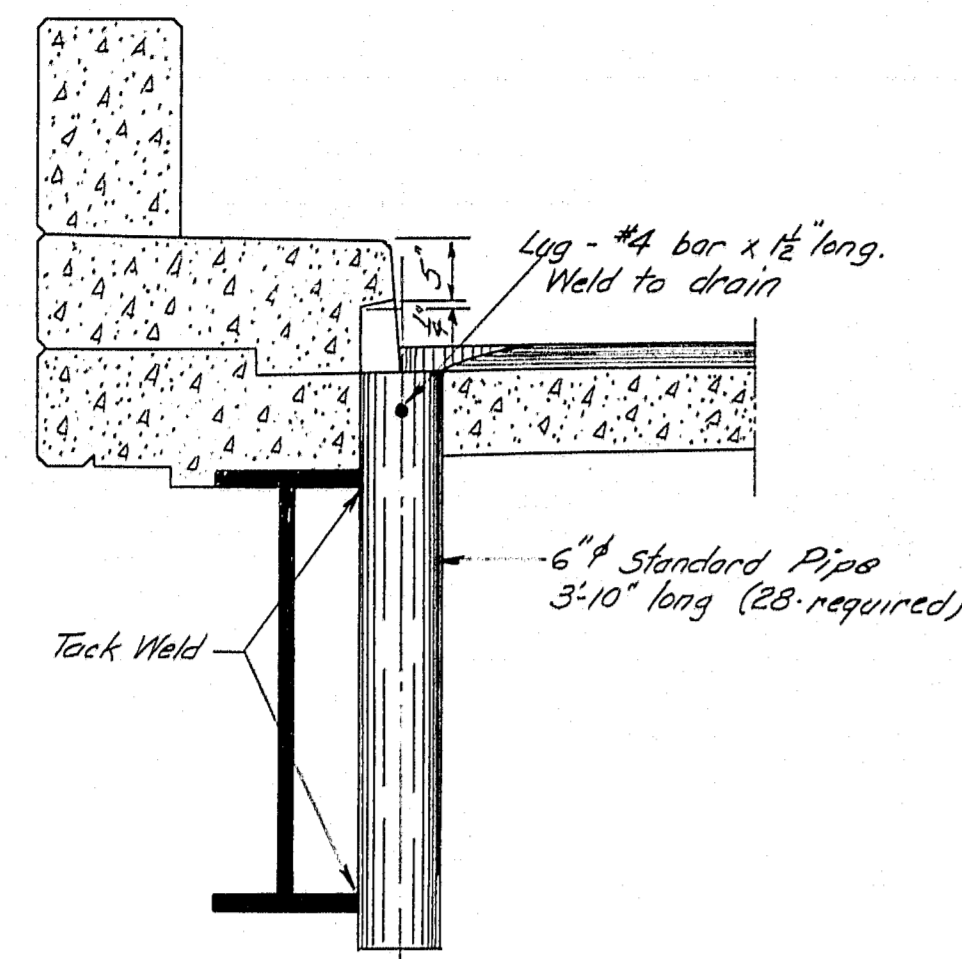
DESIGN - PORTER & FOSTER
TRACE - V. SMITH
CHECK - C. H. H.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

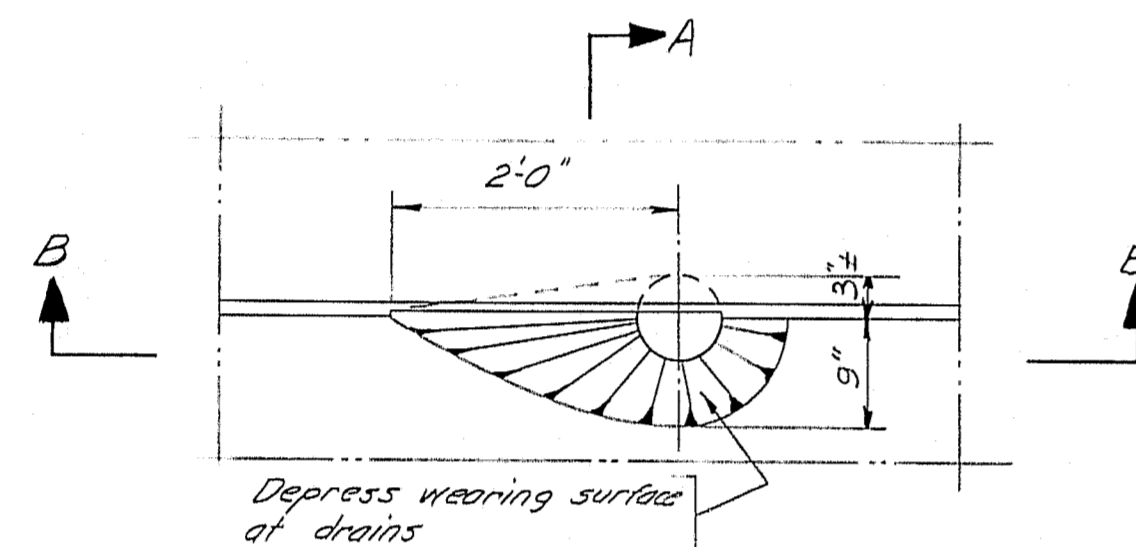
EAST BRANCH SEBASTICOOK RIVER BRIDGE
IN THE TOWN OF
NEWPORT
PENOBSCOT COUNTY
SUPERSTRUCTURE

M-1636

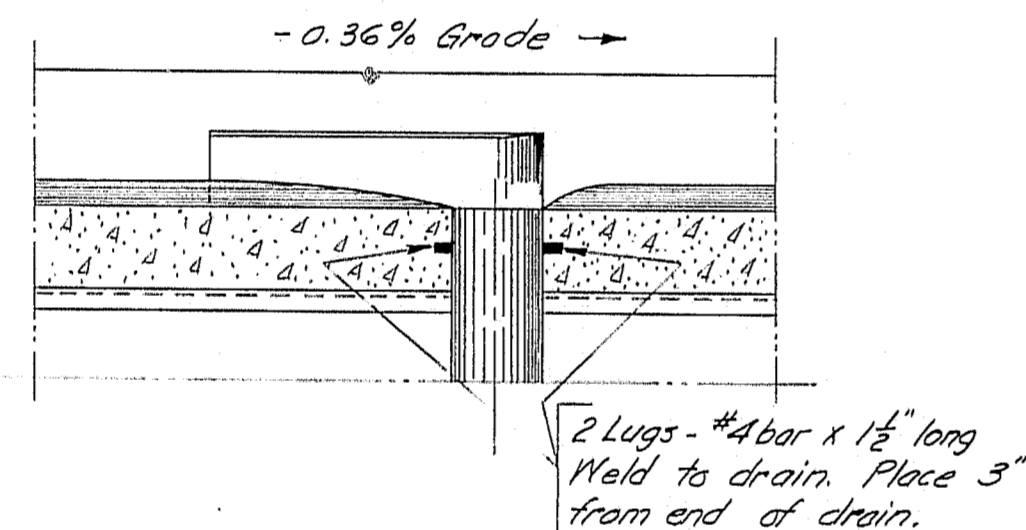




~ SECTION A-A ~



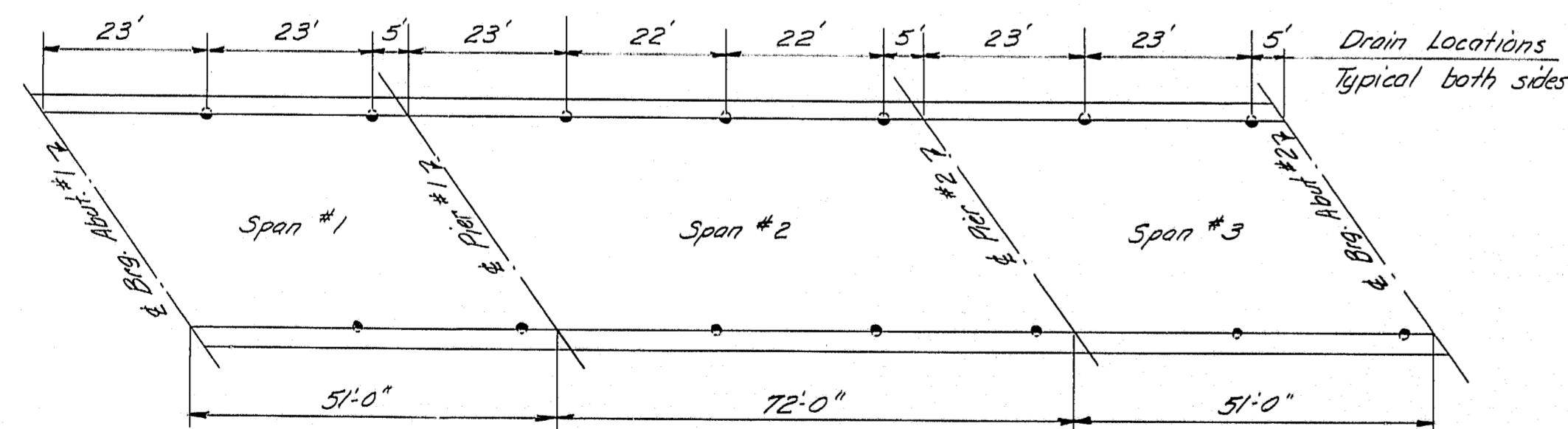
~ PLAN ~



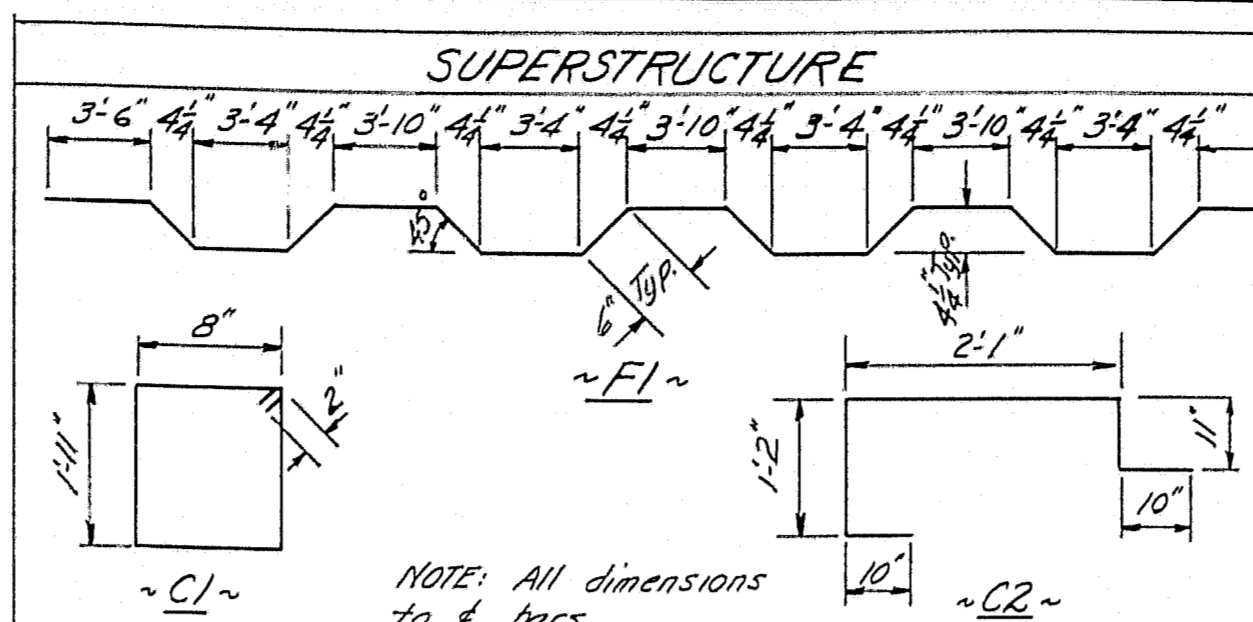
~ SECTION B-B ~

~ DRAIN DETAILS ~
28 - Required

DESIGN - Foster
CHECK - F. Barnes



~ DRAIN LOCATIONS ~
Typical Northbound and Southbound structures



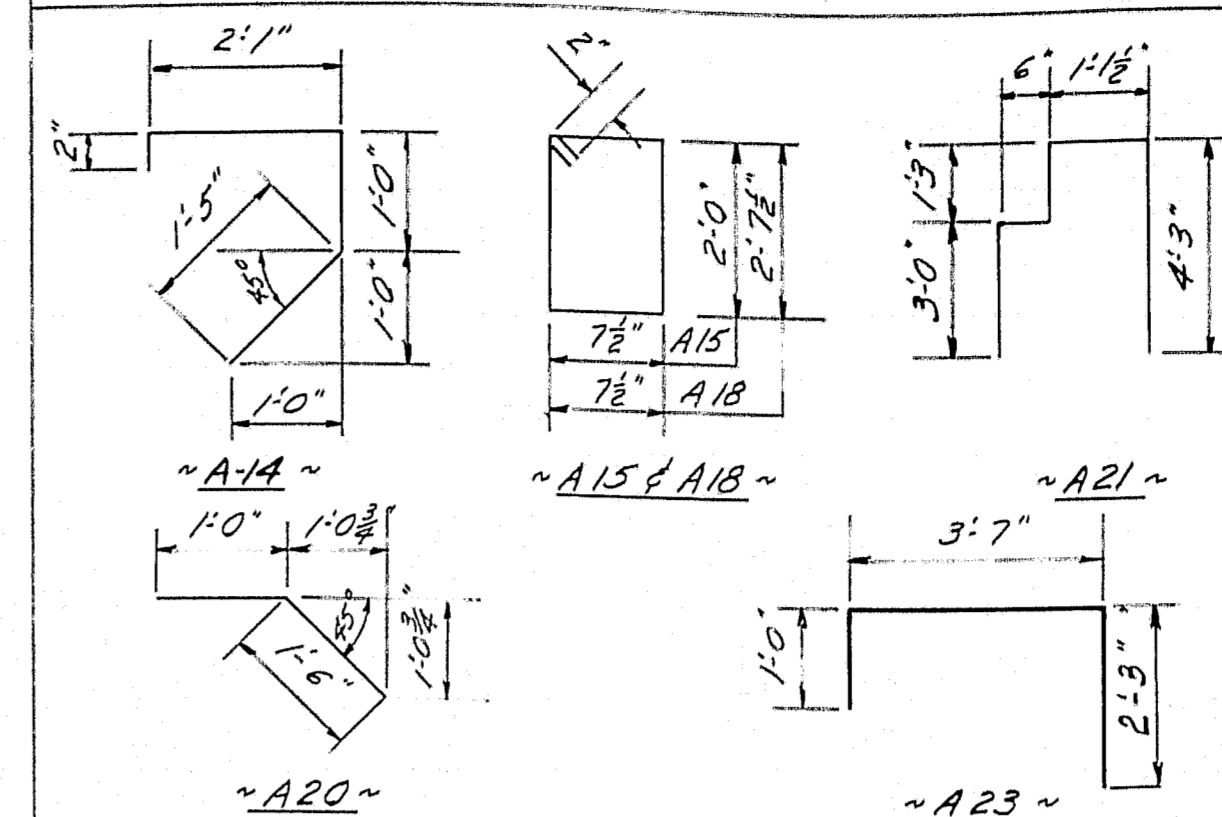
BENT BARS				
Mark	Size	Number	Length	Location
F1	#6	224	35'10"	All spans
C1	#4	484	5'6"	Rail curb - All spans
C2	#4	476	5'10"	Subst. curb - All spans

STRAIGHT BARS				
Mark	Size	Number	Length	Location
F2	#6	440	34'8"	All spans
F3	#6	24	31'6"	
F4	#6	24	30'10"	
F5	#6	24	30'1"	
F6	#6	24	29'5"	
F7	#6	24	28'8"	
F8	#6	24	27'11"	
F9	#6	24	27'3"	
F10	#6	24	26'6"	
F11	#6	24	25'10"	
F12	#6	24	25'1"	
F13	#6	24	24'5"	
F14	#6	24	23'8"	
F15	#6	24	23'0"	
F16	#6	24	22'3"	
F17	#6	24	21'6"	
F18	#6	24	20'10"	
F19	#6	24	20'1"	
F20	#6	24	19'5"	
F21	#6	24	18'8"	
F22	#6	24	18'0"	
F23	#6	24	17'3"	
F24	#6	24	16'6"	
F25	#6	24	15'10"	
F26	#6	24	15'1"	
F27	#6	24	14'5"	
F28	#6	24	13'8"	
F29	#6	24	13'0"	
F30	#6	24	12'3"	
F31	#6	24	11'6"	
F32	#6	24	10'10"	
F33	#6	24	10'1"	
F34	#6	24	9'5"	
F35	#6	24	8'8"	
F36	#6	24	8'0"	
F37	#6	24	7'3"	
F38	#6	24	6'6"	
F39	#6	24	5'10"	
F40	#6	24	5'1"	
F41	#6	24	4'5"	
F42	#6	24	3'8"	
F43	#6	16	32'10"	
F44	#6	16	32'2"	
F45	#6	72	4'0"	All spans
F46	#4	592	27'3"	Spans 1 & 3
F47	#4	296	36'8"	Span 2
C3	#4	128	27'7"	Curbs - Spans 1 & 3
C4	#4	64	36'3"	Curbs - Span 2
B1	#6	96	9'1"	Slab end beams & piers
C5	#6	32	6'0"	Curbs over backwall

APPROACH SLABS				
Mark	Size	Number	Length	Location
A31	#6	464	14'8"	All approach slabs
A32	#6	64	35'0"	" " "

DESIGN - Foster
CHECK - C. Perry

ABUTMENTS



BENT BARS				
Mark	Size	Number	Length	Location
A14	#4	72	4'8"	Wings
A15	#4	72	5'7"	Rail Curbs
A16	#4	32	6'10"	End Posts
A20	#6	68	2'6"	Backwall to Approach Slab
A21	#5	108	10'18"	Backwalls
A23	#4	108	6'10"	Bridge Seats

STRAIGHT BARS				
Mark	Size	Number	Length	Location
A1	#6	24	12'3"	Wings
A2	#6	8	9'4"	"
A3	#6	72	7'0"	"
A4	#6	16	5'6"	"
A5	#5	24	10'11"	"
A6	#6	88	3'0"	"
A7	#5	8	9'4"	"
A8	#6	24	9'10"	"
A9	#6	8	7'7"	"
A10	#5	20	5'6"	"
A11	#5	72	7'0"	"
A12	#5	8	7'7"	"
A13	#6	16	8'0"	Abut. Footings
A16	#4	16	9'4"	Rail Curbs
A17	#4	16	7'7"	"
A19	#4	32	2'8"	End Posts
A22	#4	48	21'6"	Backwalls (Spliced)
A24	#6	20	42'0"	Bridge Seats
A25	#4	16	42'0"	Breast Walls
A26	#6	108	4'3"	"
A27	#6	48	44'6"	Footings
A28	#6	232	6'8"	"
A29	#6	40	14'3"	"
A30	#6	40	13'0"	"
A31	#6	144	3'3"	"

PIERS				
Mark	Size	Number	Length	Location
P1	#6	102	6'1"	Footings (Box)
P2	#6	48	25'4"	"
P3	#6	248	3'0"	Dowels - Footings
P4	#6	186	18'0"	Pier Stem (except Pier 1 N.B.)
P5	#4	82	45'0"	"
P6	#6	82	20'0"	" (Pier 1 N.B.)
P7	#6	124	3'6"	"
P8	#4	102	6'1"	Footings (Top)
P9	#4	42	25'4"	"

ABUTMENTS				
STRAIGHT BARS				
Mark	Size	Number	Length	Location
A32	#5	24	13'4"	Wings

DESIGN - Wiswell
CHECK - C. Perry

DESIGN - AS NOTED
TRACE - F. BARNES
CHECK - AS NOTED

STATE HIGH. COMMISSION
BRIDGE DIVISION

**EAST BRANCH SEBASTICOOK
RIVER BRIDGE**

IN THE TOWN OF
NEWPORT

PENOBSCOT COUNTY

REINFORCING STEEL & DRAIN DETAILS

SHEET 13 OF 13 AUGUSTA, MAINE FEB. 1960

M-1638

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