

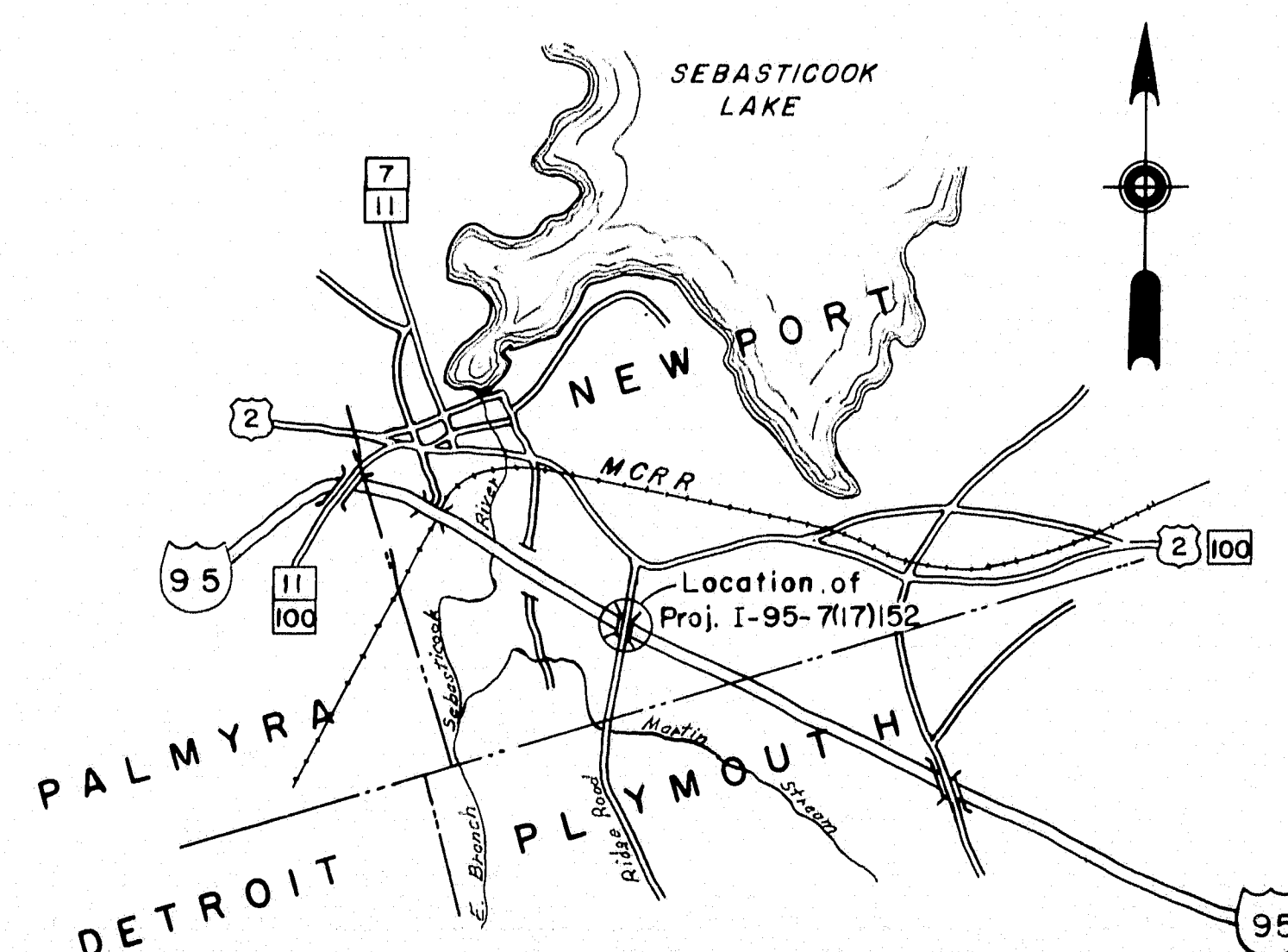
B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET	TOTAL
1	MAINE	I-95-7(17)	1	25

STATE OF MAINE
STATE HIGHWAY COMMISSION



RIDGE ROAD BRIDGE
OVER
INTERSTATE
IN THE TOWN OF
NEWPORT
PENOBSCOT COUNTY

FEDERAL AID PROJECT NO. I-95-7(17)152
LENGTH OF PROJECT 0.026 MILE



LOCATION MAP
Scale: 1" = 1 Mile

INDEX OF SHEETS

- 1 _____ TITLE
- 2 _____ TYPICAL SECTIONS & QUANTITIES
- 3, 3A, 3B _____ STANDARDS
- 4 _____ SOILS SURVEY
- 5 _____ GENERAL PLAN
- 6 _____ RIDGE ROAD PLAN & PROFILE
- 7 _____ TEMPORARY ROAD PLAN & PROFILE
- 8 _____ CROSS SECTIONS (INTERSTATE)
- 9-18, 18A _____ CROSS SECTIONS
- 19 _____ ABUTMENTS
- 20 _____ PIERS
- 21 _____ SUPERSTRUCTURE (SPANS 1 & 4)
- 22 _____ SUPERSTRUCTURE (SPANS 2 & 3)
- 23-24 _____ STRUCTURAL STEEL
- 25 _____ REINFORCING STEEL & BLOCKING

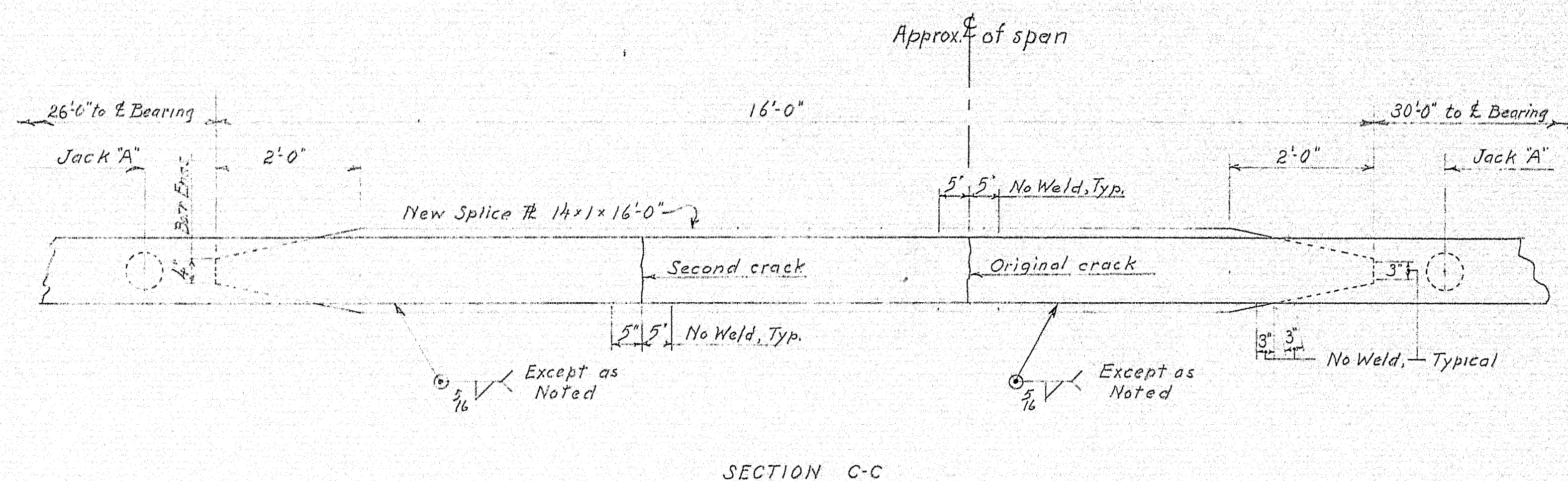
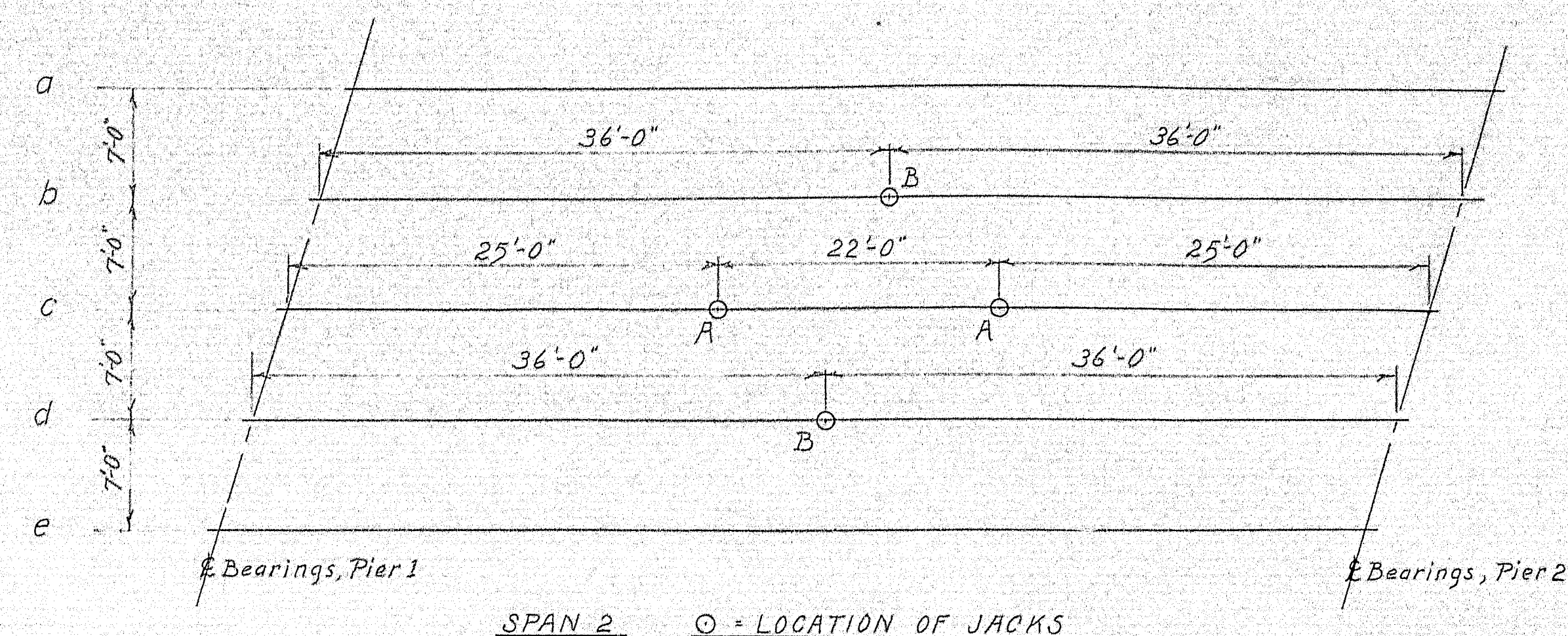
APPROVED:
MAINE STATE HIGHWAY COMMISSION

David H. Stevens
CHAIRMAN
Robert J. [Signature]
William W. [Signature]
CHIEF ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION I

APPROVED:

DIVISION ENGINEER DATE



PROCEDURE - In Order of Performance

1. Remove fillet weld between cracked cover plate and beam flange for a distance of 8" each side of crack. * Also open crack or remove a small section of plate so that during jacking no compression will be developed in the plate. **
2. Remove paint from area to be covered by new splice plate as well as from areas where it would effect the welding.
3. Set 4-25 Ton minimum capacity jacks under beams at locations shown in sketch but do not bring to bear. See Note 1
4. Attach a strain gauge to one edge of the bottom flange of the crippled beam at the center of the section where the weld has been removed. - Original crack
5. Stop heavy traffic.
6. Remove temporary support so all beams are free from end to end
7. Set strain gauge to 16,600 lbs. and get deflections at center of all beams. See Note 2.
8. Take a firm bearing with all jacks.
9. Heavy traffic may be resumed.
10. Apply jacking force in increments, as directed, to permit reading strain gauge and to get deflection readings on all beams.
11. Stop jacking when directed. See Note 3.
12. Clamp new splice plate into position as shown in sketch.
13. Attach a second strain gauge to the face of the new splice plate at its center and set to zero. * Original crack
14. Stop all traffic.
15. Weld plate as shown taking every precaution against locked in stresses. Use electrode E6024 and preheat to at least 200°F for downhand welding.
16. Read strain gauges.
17. Release jacks.
18. Read strain gauges and deflections.
19. Traffic may be resumed.

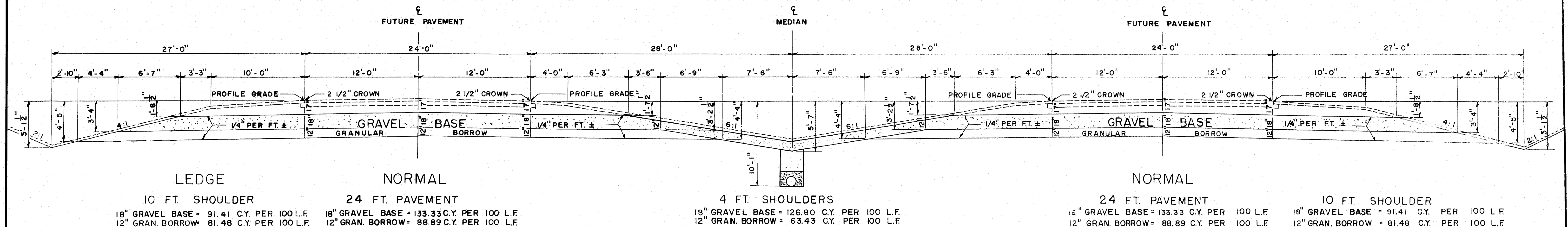
- Note 1 Each jack shall be equipped with an accurate pressure gauge or they may be piped together in pairs, AA & BB, with a single gauge for each pair.
- Note 2 Provision shall be made for reading deflections accurately. It must be independent of all jacking falsework so that possible settlement will not effect the readings.
- Note 3 The amount of deflection to be jacked out of beams will be determined by the engineer, based on the action of the structure during jacking. It is expected to be 3/4".

Revised 4 June 1962 D.E.P.

DESIGN - Perry	CHECK - Hamilton
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
RIDGE ROAD BRIDGE OVER INTERSTATE IN THE TOWN OF NEWPORT PENOBSCOT COUNTY REPAIRS TO STRINGER	
SHEET 1 OF 1	AUGUSTA, MAINE 15 NOV 1961

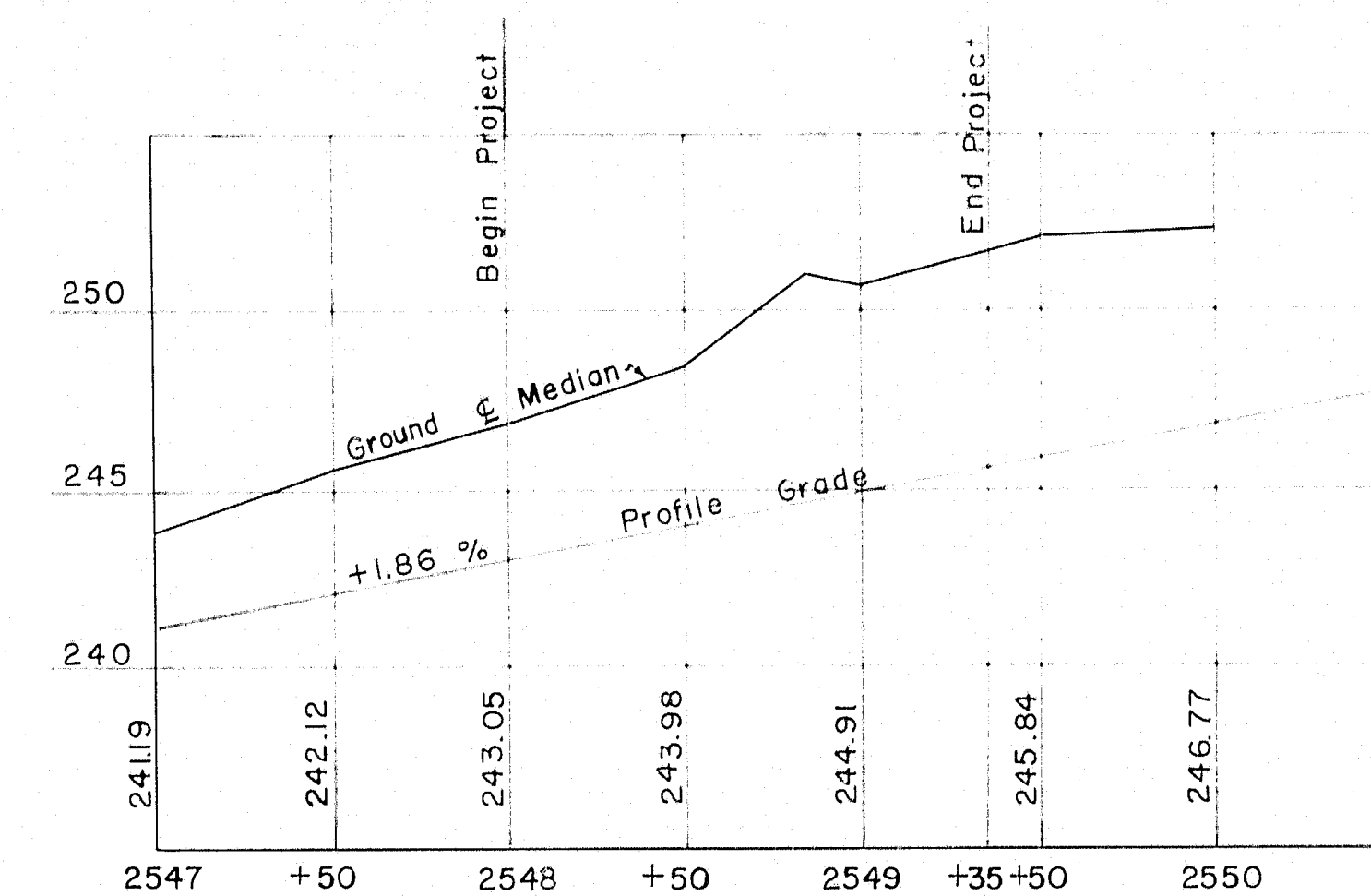
83-68

STAGE CONSTRUCTION GRADING AND GRAVEL BASE 56 FOOT MEDIAN



TYPICAL SECTION INTERSTATE

ITEM	DESCRIPTION	QUANTITY
201-5	CLEARING	1.5 acres
202-5	REMOVING TREES (9" to 24")	10 each
202-6	REMOVING TREES (over 24")	3 each
203-9	EARTH EXCAVATION	11300 cu. yds.
204-10	STRUCTURAL EARTH EXCAVATION, DRAINAGE	100 cu. yds.
204-14	STRUCTURAL EARTH EXCAVATION, PIERS	230 cu. yds.
205-8	COMMON BORROW	7850 cu. yds.
205-9	GRANULAR BORROW	2275 cu. yds.
302-7	GRAVEL BASE COURSE - IN PLACE MEASURE	6350 cu. yds.
302-9	CRUSHED GRAVEL BASE COURSE - IN PLACE MEASURE	710 cu. yds.
308-5	OVERHAUL (IN PLACE MEASURE)	14920 yd. miles
308-6	OVERHAUL (PIT MEASURE)	4550 yd. miles
401-11	GRAVEL SURFACE COURSE	400 cu. yds.
404-28	BITUMINOUS CONCRETE SURFACE COURSE, TYPE "A"	82 tons
501-7	ROAD TAR	4700 gal.
602-11	15" ASPHALT COATED CORRUGATED METAL PIPE	144 lin. ft.
606-11	12" UNDERDRAIN, TYPE "C"	120 lin. ft.
701-33	PORTLAND CEMENT CONCRETE ABUTMENTS & RETAINING WALLS	145 cu. yds.
701-35	PORTLAND CEMENT CONCRETE, PIERS	160 cu. yds.
701-40	PORTLAND CEMENT CONCRETE, ROADWAY & SIDEWALK SLABS ON STEEL BRIDGES	260 cu. yds.
701-47	PORTLAND CEMENT	835 bbl.
702-103	STRUCTURAL STEEL, FABRICATED & DELIVERED	251000 lbs.
702-104	STRUCTURAL STEEL, ERECTION	251000 lbs.
702-105	STRUCTURAL STEEL, FIELD PAINTING	251000 lbs.
703-9	BRONZE OR COPPER - ALLOY BEARING & EXPANSION PLATES, DELIVERED	171 lbs.
703-10	BRONZE OR COPPER - ALLOY BEARING & EXPANSION PLATES, PLACING	171 lbs.
705-13	REINFORCING STEEL, DELIVERED	87800 lbs.
705-14	REINFORCING STEEL, PLACING	87800 lbs.
705-17	SHEAR CONNECTORS	LUMP SUM
711-6	CAST-IN-PLACE CONCRETE PILES	560 lin. ft.
806-7	ALUMINUM RAIL	550 lin. ft.
807-9	MEMBRANE WATERPROOFING	760 sq. yds.
808-6	SLOPE PAVING	355 sq. yds.
901-21	GRANITE BRIDGE CURB	540 lin. ft.
905-27	GUARD RAIL, TYPE "E"	662 lin. ft.
905-35	GUARD POSTS, TYPE "A"	10 each
905-37	GUARD RAIL, TYPE "E", TERMINAL SECTIONS	8 each
908-9	LOAM BORROW	600 cu. yds.
910-13	SEEDING, METHOD NO. 2	65 units
912-7	HAY MULCH	4.5 tons
913-7	ASPHALT MULCH BINDER	300 gal.



PROFILE - INTERSTATE

602-14	24" ASPHALT COATED CORRUGATED METAL PIPE	24 lin. ft.
603-13	24" REINFORCED CONCRETE PIPE, TYPE III	44 lin. ft.
607-8	METAL ENDWALL FOR 24" PIPE	1 each
905-38	GUARD RAIL, TYPE "E", CURVED	50 lin. ft.

DESIGN - P.M.	BRIDGE NO.
TRACE - P.M.	SURVEY -
CHECK - C.S.A.	PLOT -

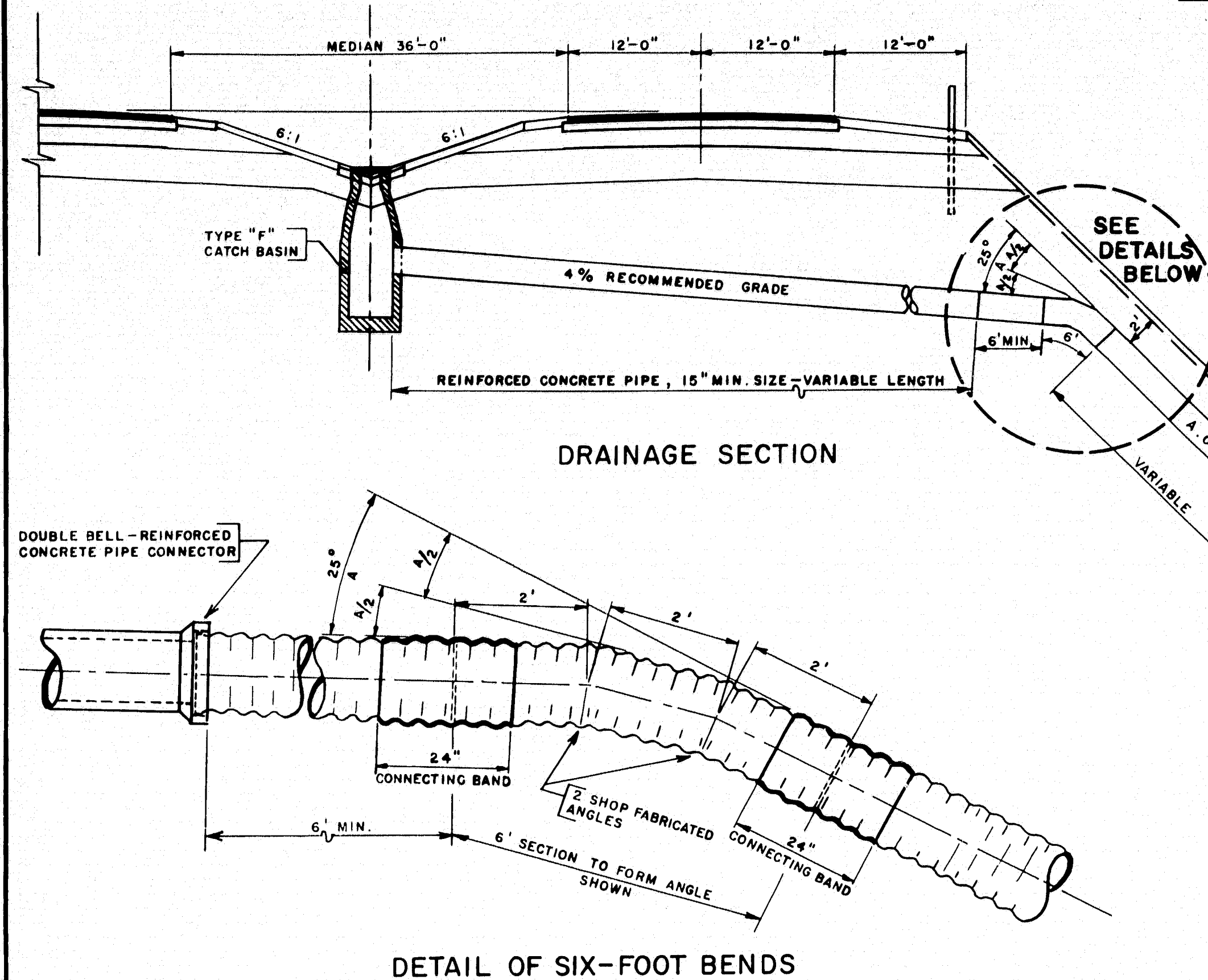
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

RIDGE ROAD BRIDGE
OVER
INTERSTATE
IN THE TOWN OF
NEWPORT
PENOBSCOT COUNTY

TYPICAL SECTIONS & QUANTITIES

SHEET 2 OF 25 AUGUSTA, MAINE JUNE 1960

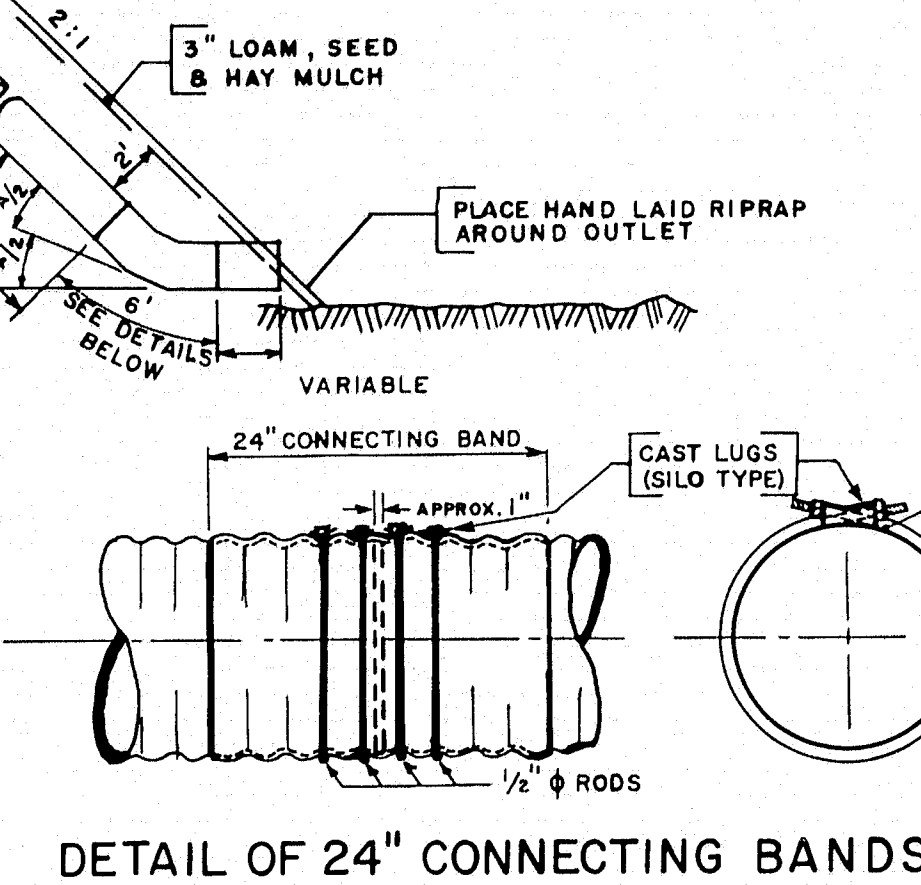
BENDS AND BANDS for A.C.C.M.P. MEDIAN DRAINAGE



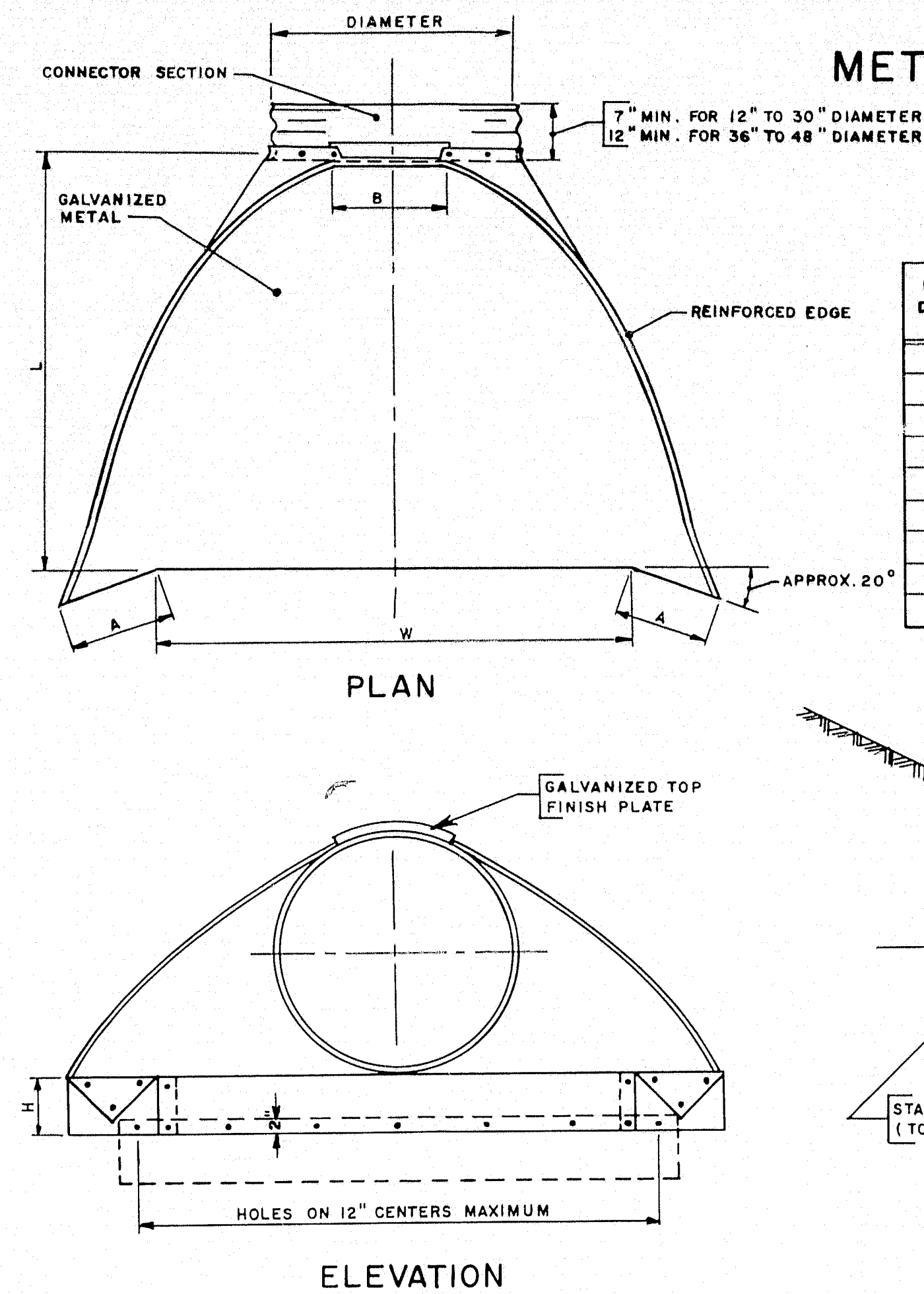
NOTE: 24" CONNECTING BANDS SHALL BE USED ON THE ENDS OF EACH ANGLE SECTION. THESE BANDS SHALL BE WATER TIGHT AND DRAWN SECURE BY MEANS OF FOUR THREADED GALVANIZED RODS 1/2" ROUND, PLACED UNIFORMLY EACH SIDE OF THE PIPE ENDS, AND TIGHTENED WITH SILO TYPE LUGS. THE LONGITUDINAL SEAM UNDER THE COLLAR SHALL BE WELDED AND RIVETS OMITTED.

WHEN STRAIGHT LENGTH OF A.C.C.M.P. ON SLOPE EXCEEDS 20 FEET, 24" BAND OR BANDS SHALL BE USED IN THE SAME MANNER AS DESCRIBED ABOVE. AN ITEM COVERING EACH SIZE OF 24" CONNECTING BANDS SHALL BE INCLUDED IN THE PROPOSAL.

BID ITEMS FOR 15", 18" & 24" A.C.C.M.P. SIX FOOT SECTION TO FORM 25° ANGLE SHALL BE SHOWN IN THE ITEM DESCRIPTION AS "SIX FOOT BENDS". WHEN FILL IS 10' OR MORE IN DEPTH AT THE OUTSIDE SHOULDER BERM USE OUTLET FROM CATCH BASIN AS SHOWN; WHEN FILL IS LESS THAN 10' USE STRAIGHT GRADE LINE FROM CATCH BASIN TO OUTLET END OF PIPE.



METAL ENDWALLS

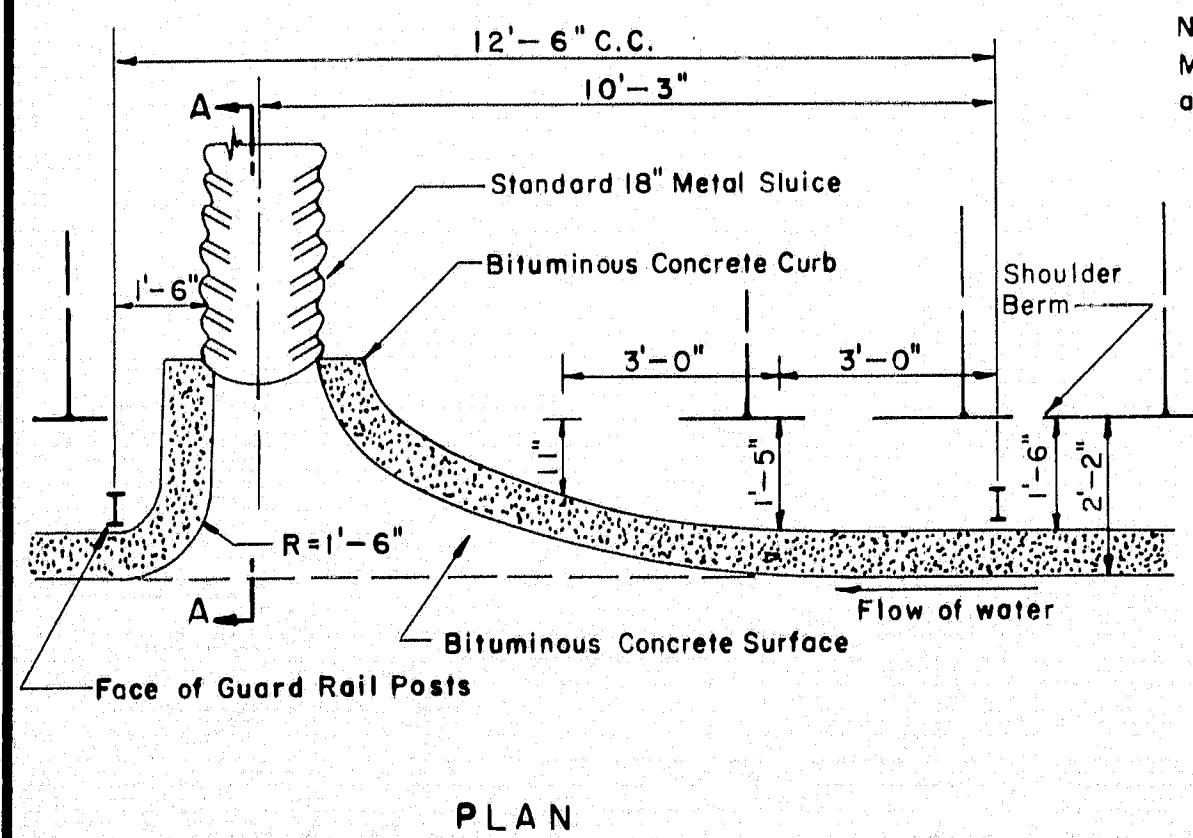
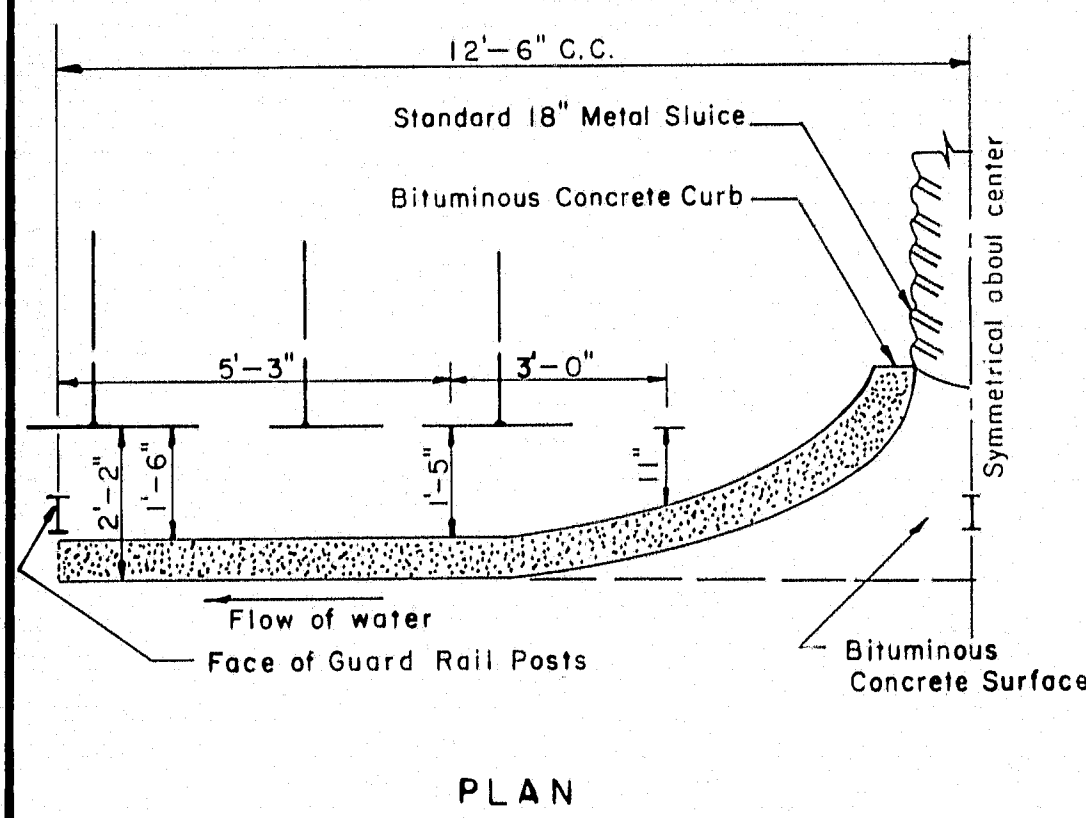


PIPE DIAM.	GAUGE	DIMENSIONS					
		A 1" TOL.	B MAX.	H 1" TOL.	L 1 1/2" TOL.	W 2" TOL.	
12"	16	4 3/4"	6"	6"	21"	24"	
15"	16	6"	8"	6"	26"	30"	
18"	16	7"	9"	6"	31"	36"	
24"	16	8 1/4"	11"	6"	36"	42"	
30"	14	9 1/2"	12"	6"	42"	48"	
36"	14	12"	15"	7 1/2"	52 1/2"	60"	
42"	12	14"	18"	9"	63"	72"	
48"	12	16"	21"	10 1/2"	73 1/2"	84"	

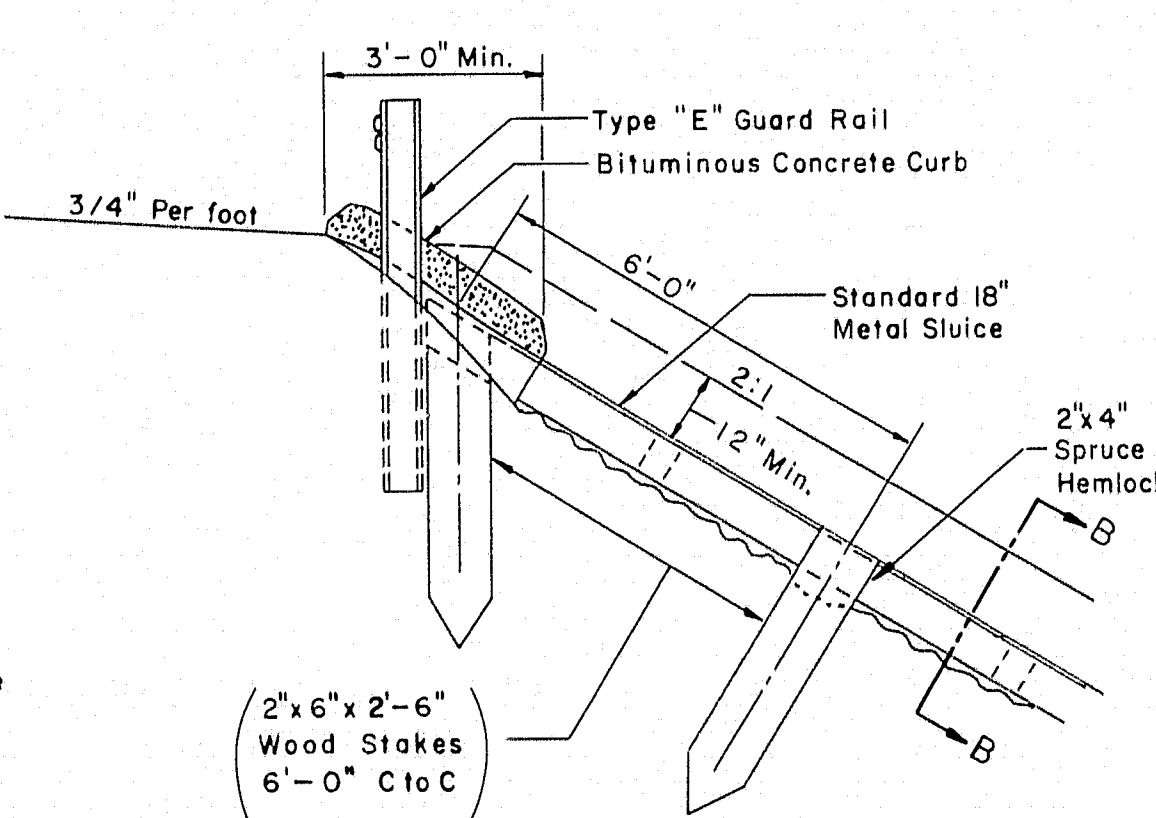
TOE PLATE TO BE PUNCHED TO MATCH HOLES IN SKIRT LIP. LENGTH OF TOE PLATE IS W+10" FOR 12" TO 30" DIAMETER PIPE, INCLUSIVE, AND W+22" FOR 36" TO 42" DIAMETER PIPE INCLUSIVE.

SKIRT SECTION FOR 12" TO 24" DIAMETER PIPE, INCLUSIVE, TO BE MADE IN ONE PIECE. SKIRT SECTION FOR 30" TO 48" DIAMETER PIPE MAY BE MADE FROM TWO SHEETS JOINED BY RIVETING OR BOLTING ON CENTERLINE.

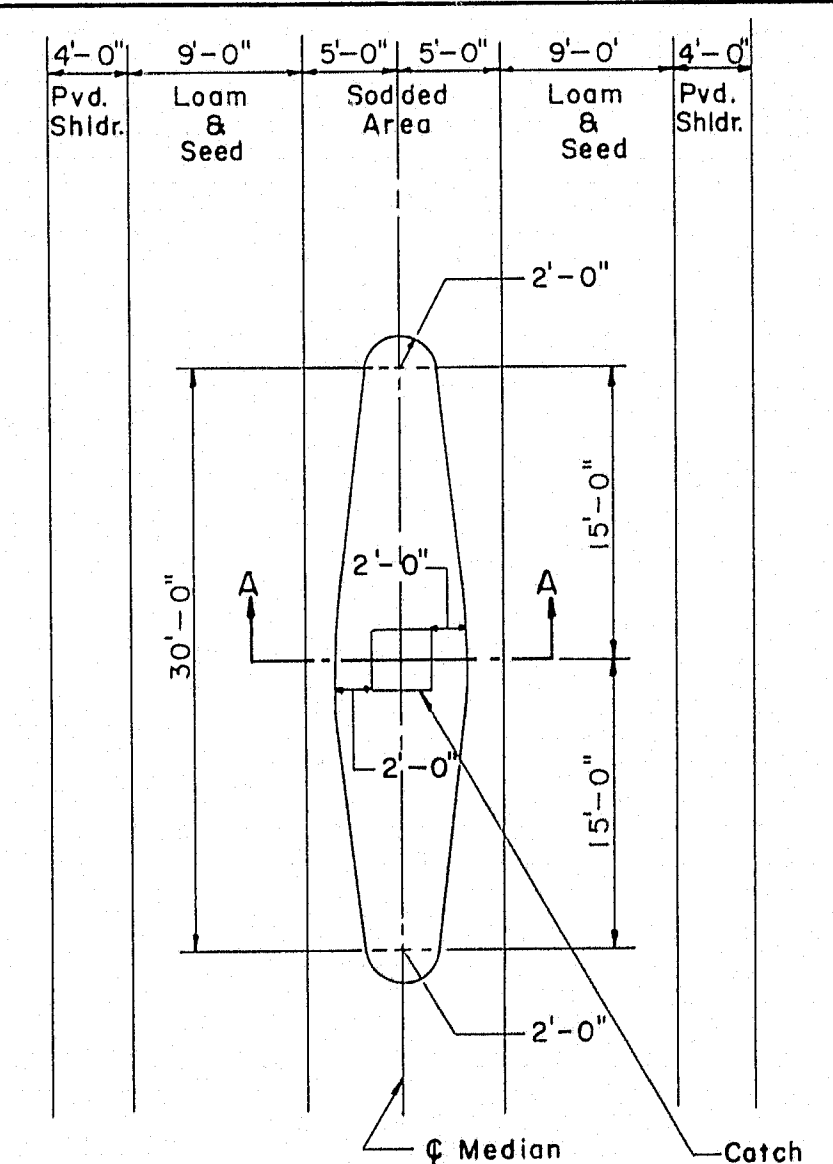
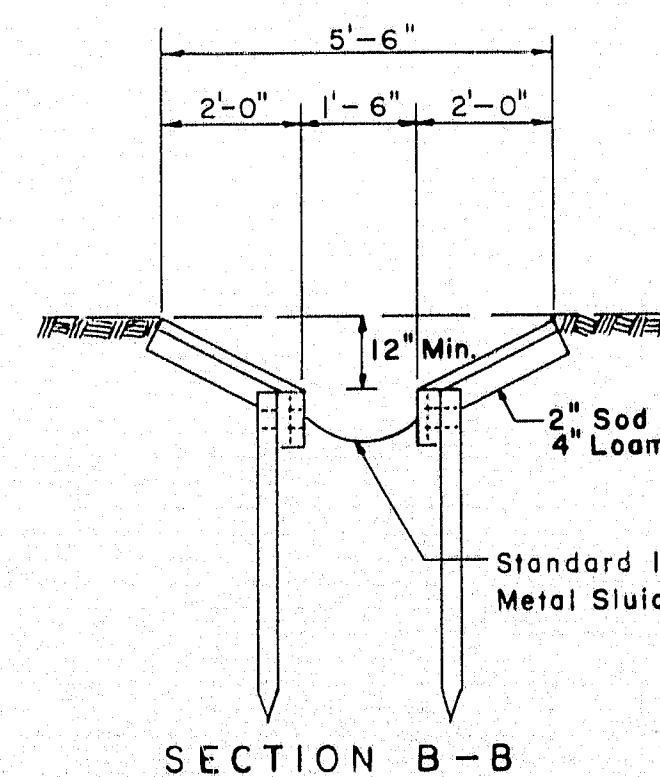
CONNECTOR SECTION, CORNER PLATE AND TOE PLATE TO BE SAME GAUGE AS SKIRT AND EACH TO BE GALVANIZED. TOE PLATE TO BE INCLUDED IN UNIT COST.



SLUICE ENTRANCE DETAIL

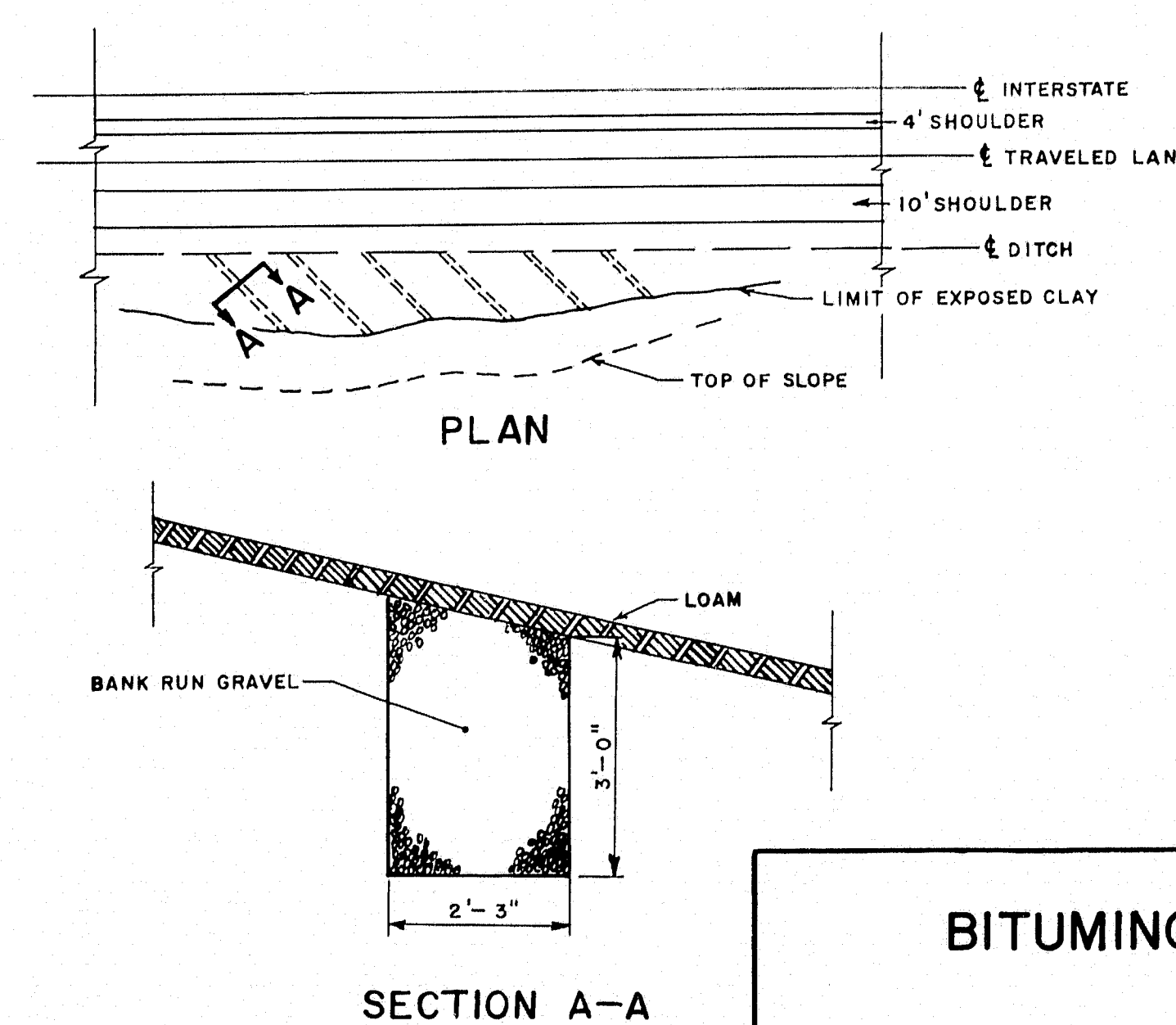


NOTE: Macadam Shoulder to be reshaped as Directed by The Engineer, and Work made incidental to Item 919-7 Metal Sluice.

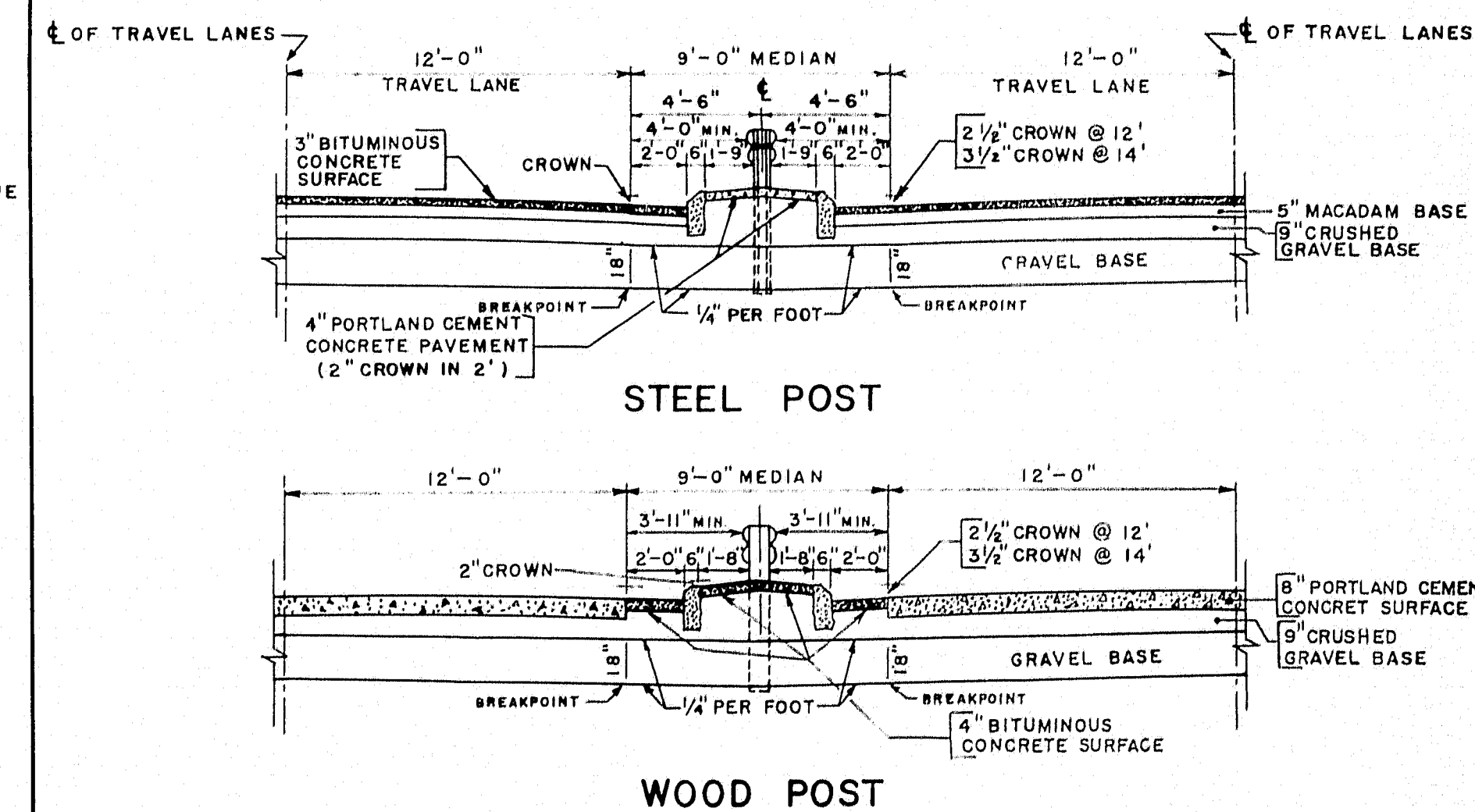


BITUMINOUS PAVING AROUND MEDIAN CATCH BASINS

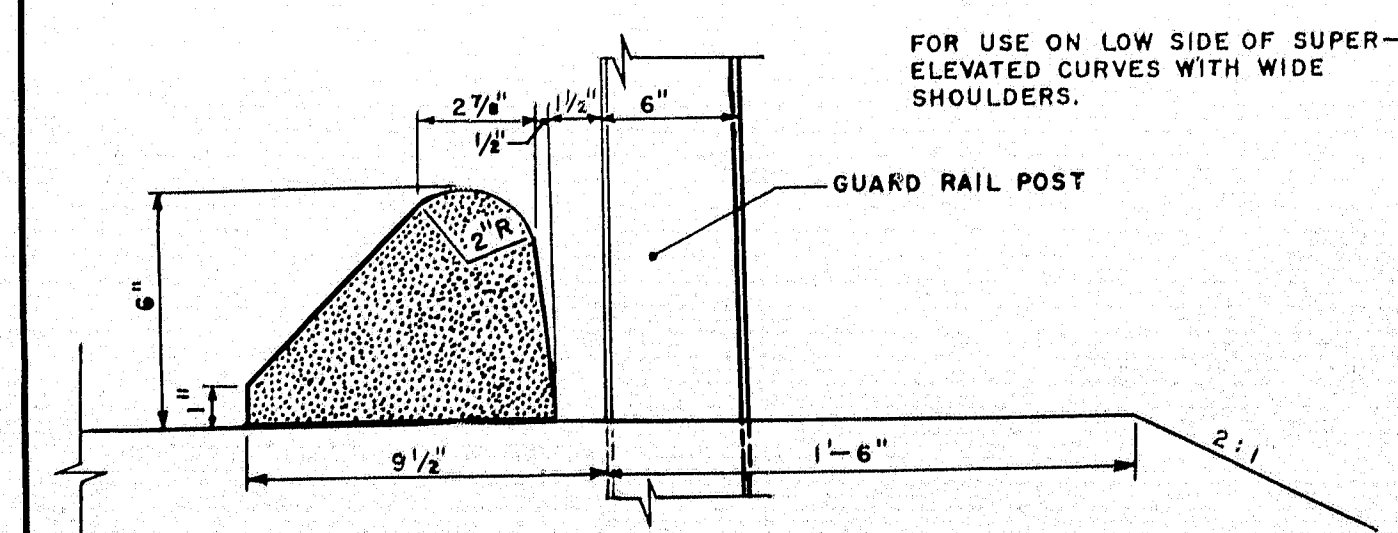
CUT SLOPE DRAIN



9-FOOT MEDIAN



BITUMINOUS CONCRETE CURB



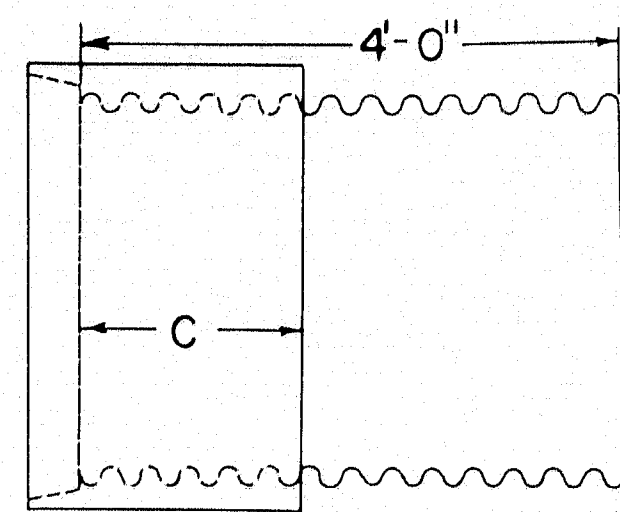
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

BENDS & BANDS, METAL ENDWALLS, GUARD RAIL ON RAMPS, CUT SLOPE DRAIN, 9-FOOT MEDIAN & BITUMINOUS CONCRETE CURB

SHEET 3A OF 25 JULY 1960

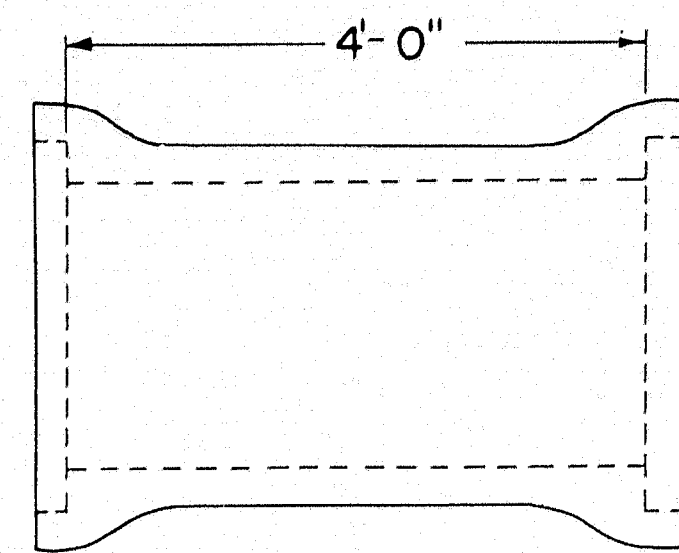
PIPE CONNECTIONS



GROOVE END COMBINATION
For 30" to 72" inclusive, diameter connection
between concrete and metal pipe

"C" = 17" min. for sizes 30" to 48" incl.
"C" = 23" min. for sizes over 48"

Asphalt coated corrugated metal pipe
shall conform to the latest
standard specifications

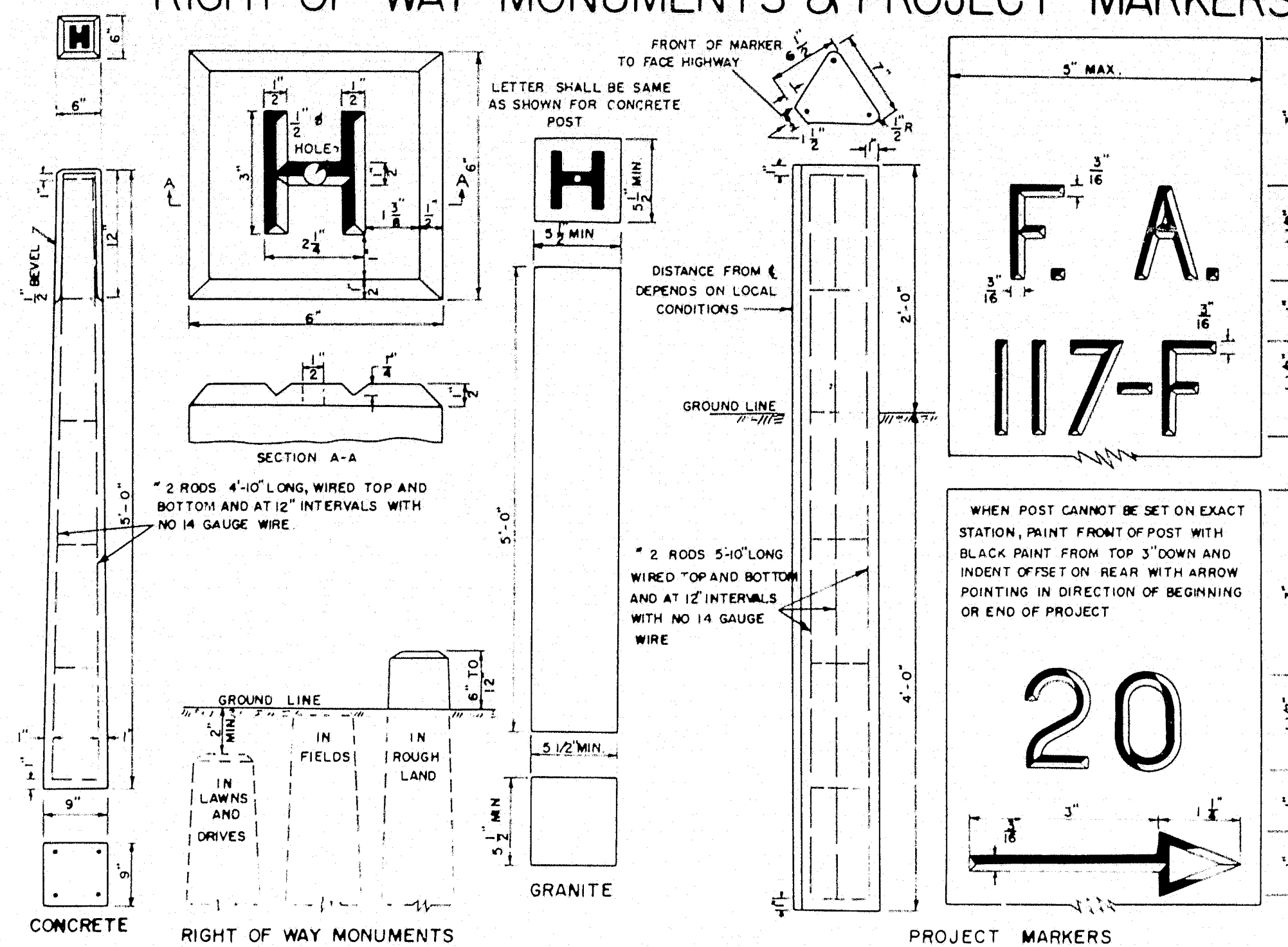


**REINFORCED CONCRETE PIPE CONNECTOR
DOUBLE BELL**

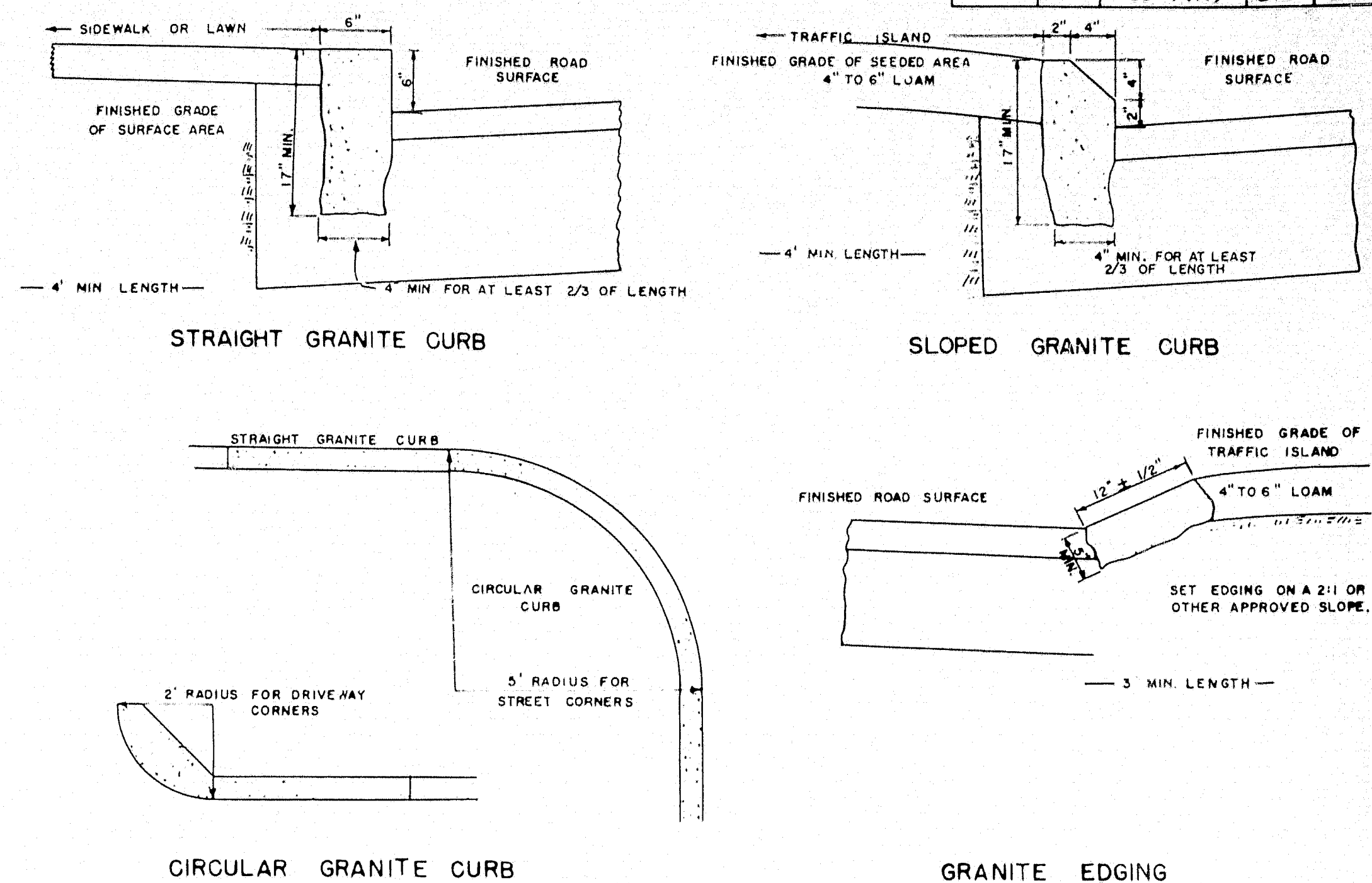
For 12" to 24" inclusive, diameter connection
between concrete and metal pipe

Reinforced concrete pipe shall
conform to the latest standard
specifications

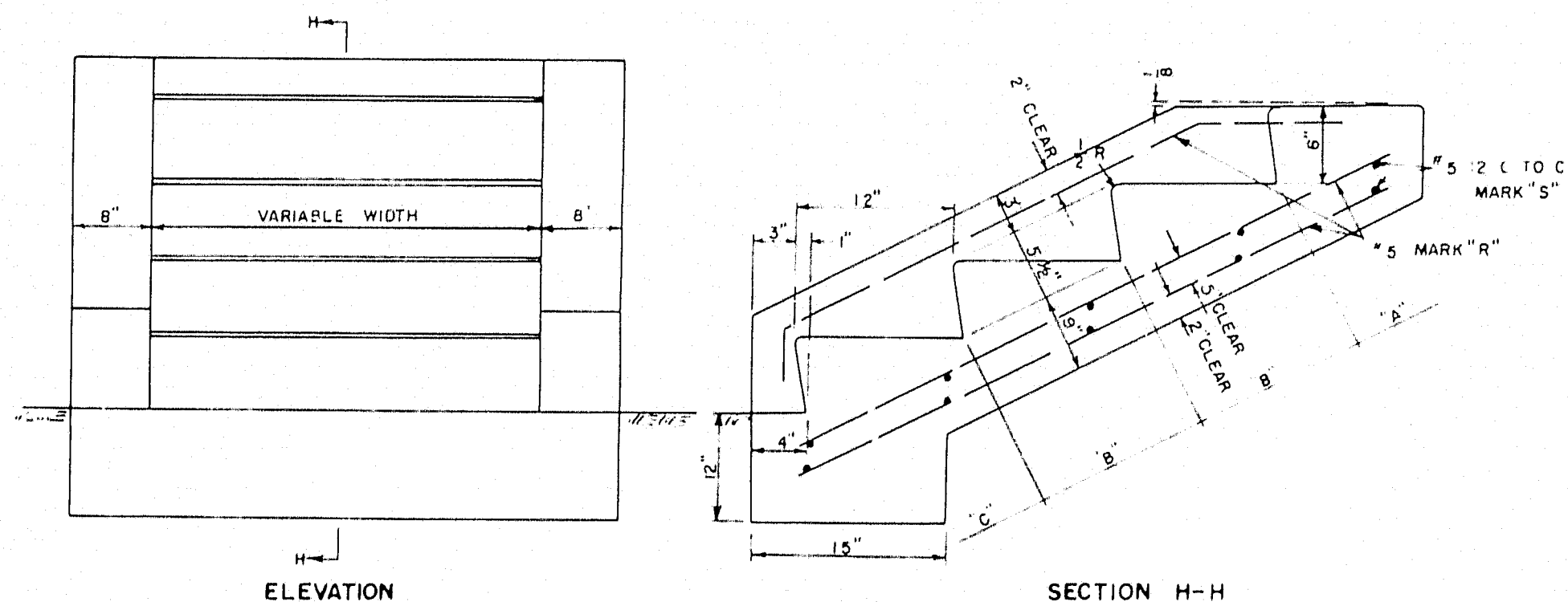
RIGHT OF WAY MONUMENTS & PROJECT MARKERS



GRANITE CURB & EDGING



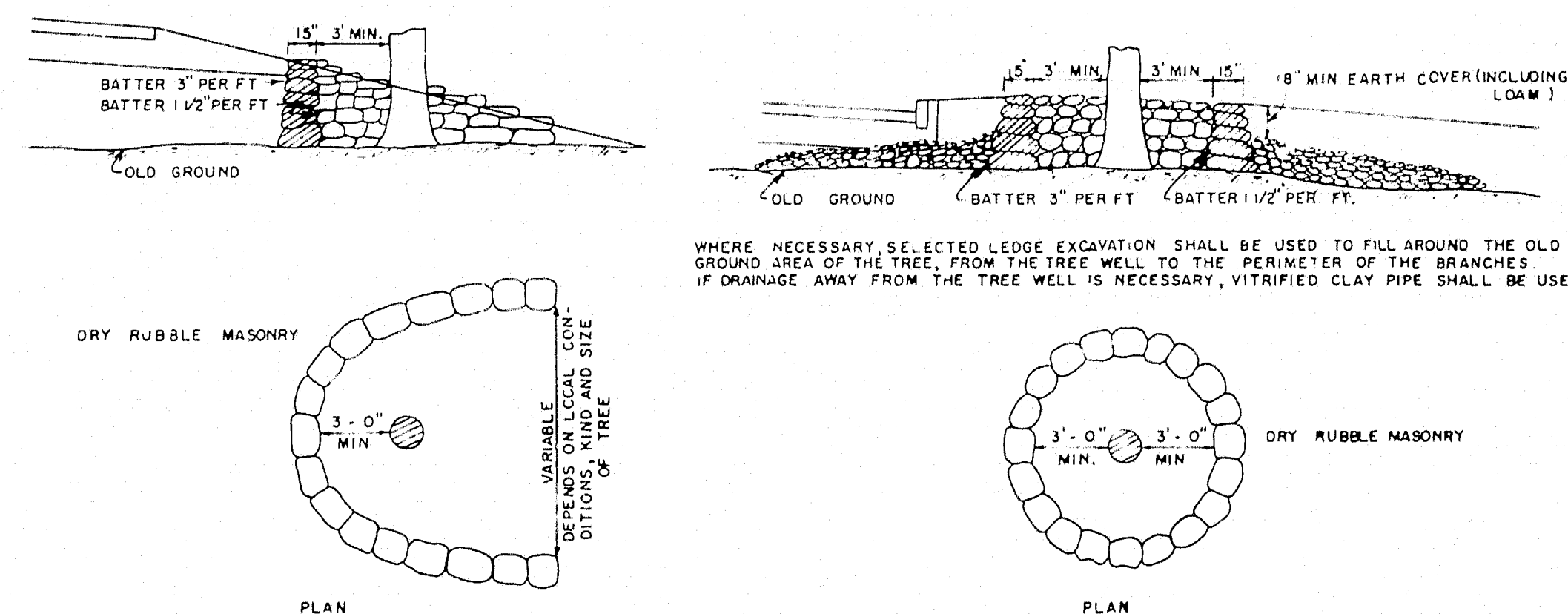
CONCRETE STEPS



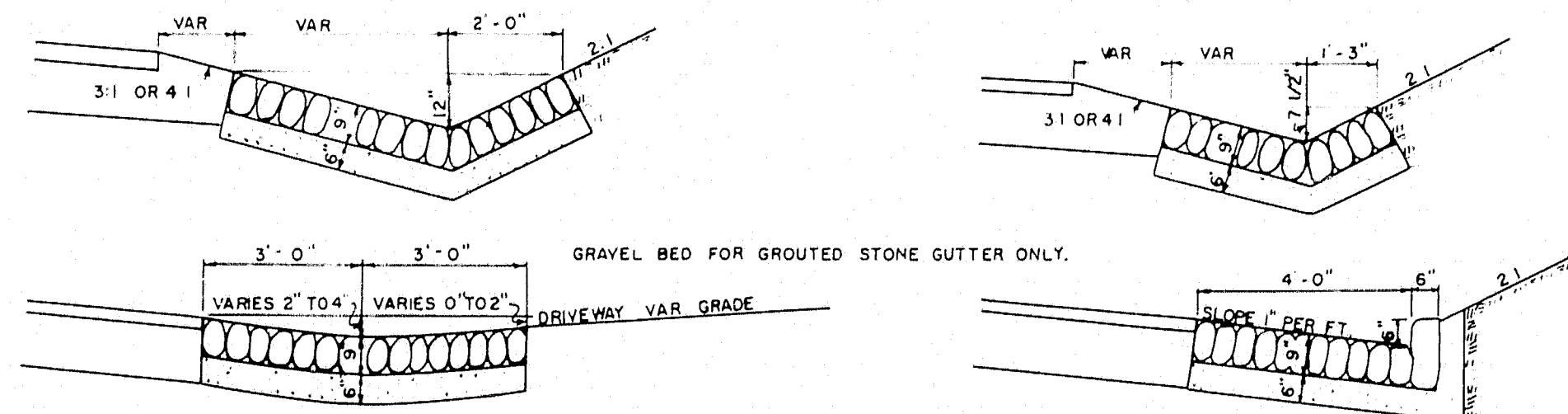
CONCRETE CLASS "A"			
SECTION	STEPS PER FT. OF WIDTH	PARAPET EACH WALL	
"A" HEADER	0.32 CU. YDS	0.22 CU. YDS	
"B" EA. INTER. ST.	0.40 CU. YDS	0.40 CU. YDS	
"C" FOOTER	0.71 CU. YDS	0.65 CU. YDS	

REINFORCING STEEL			
MARK	SIZE	NUMBER	LENGTH (EACH)
R	"5	3 EACH PARAPET	8" FOR "A"
	1043 LBS PER FT.	2 EACH FT. OF WIDTH	+13" FOR EACH "B"
			+16" FOR "C"
S	"5	2 FOR "A"	6 EACH PARAPET
	1043 LBS PER FT.	2 FOR EACH "B"	+12" PER FT. OF WIDTH
		4 FOR "C"	

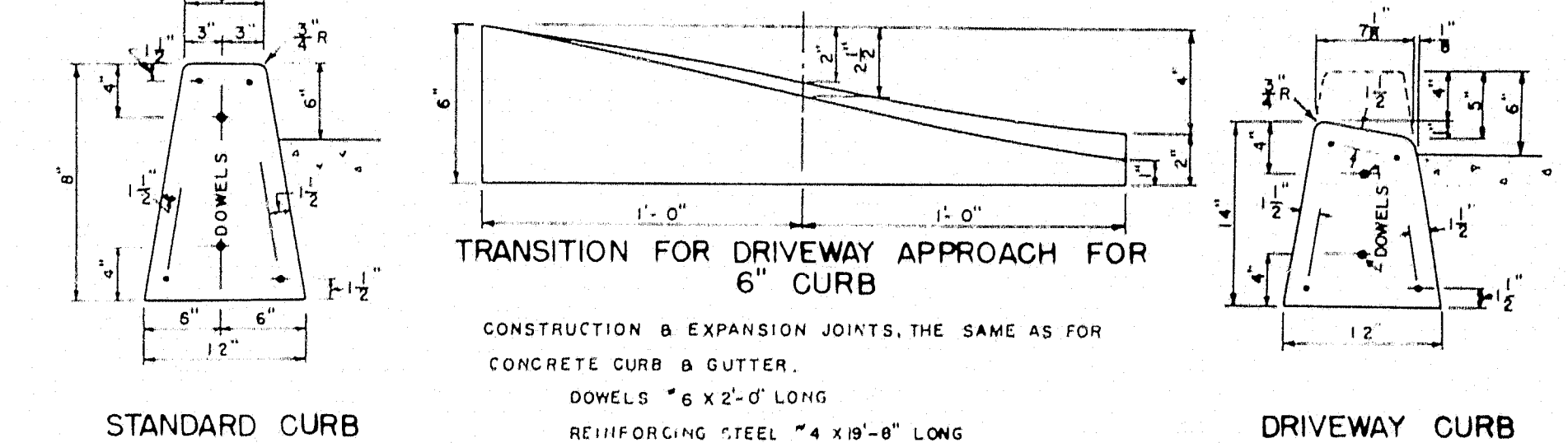
TREE WELLS



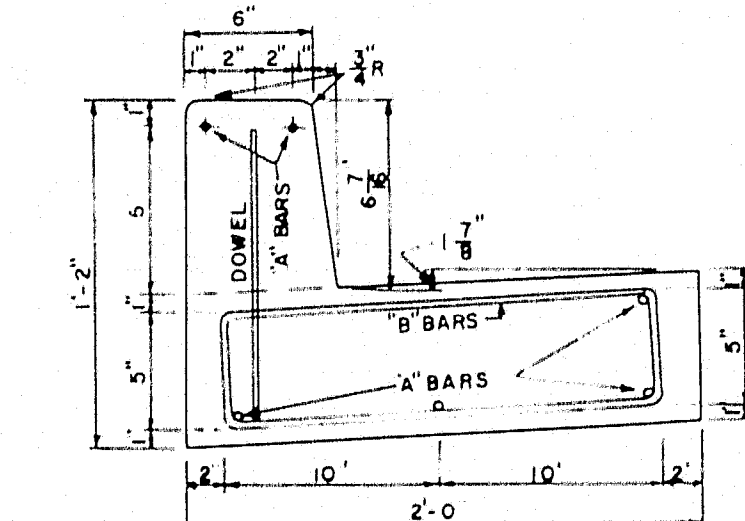
STONE GUTTER



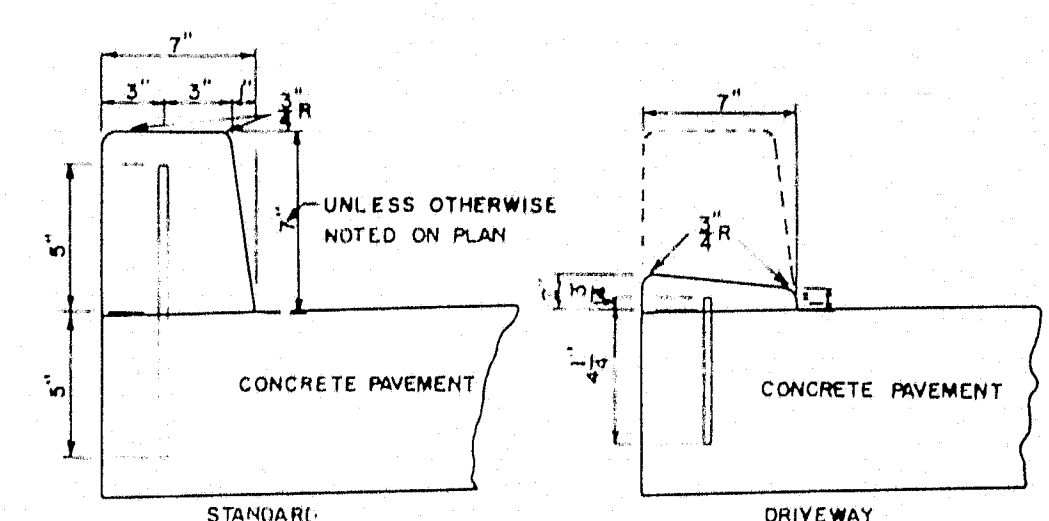
CONCRETE CURB



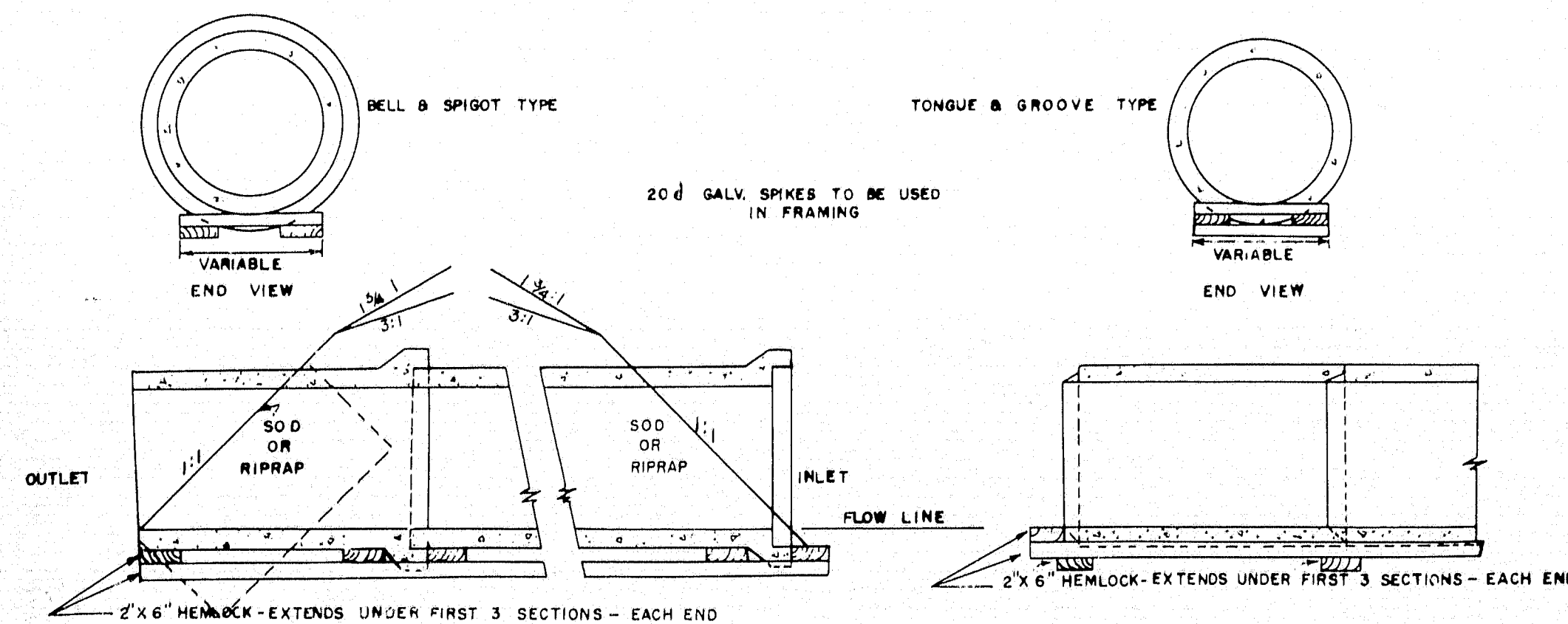
CONCRETE CURB & GUTTER



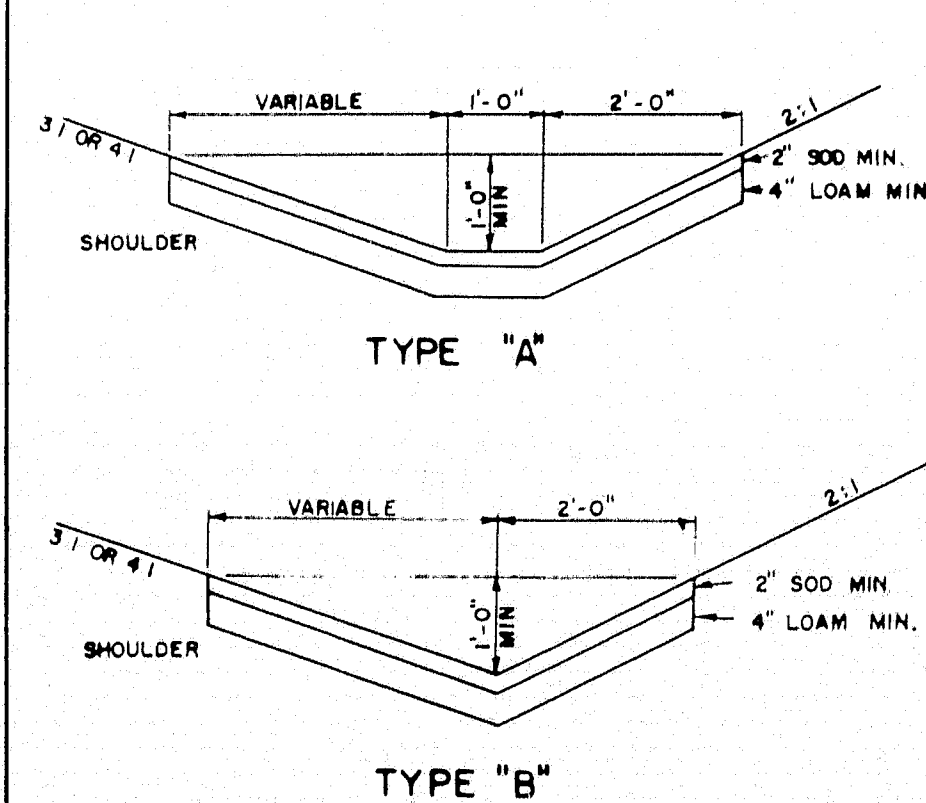
INTEGRAL CONCRETE CURB



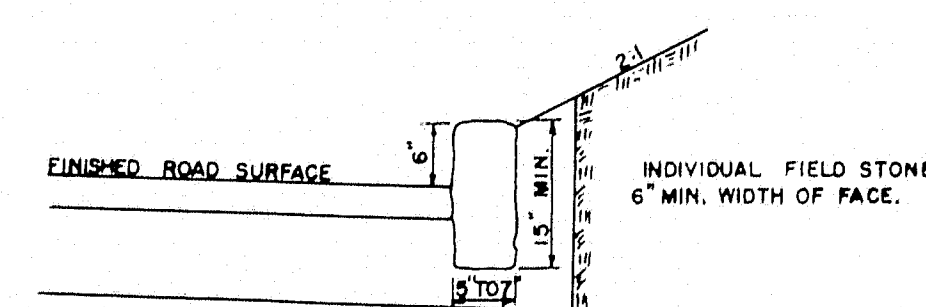
CONCRETE PIPE CRADLE



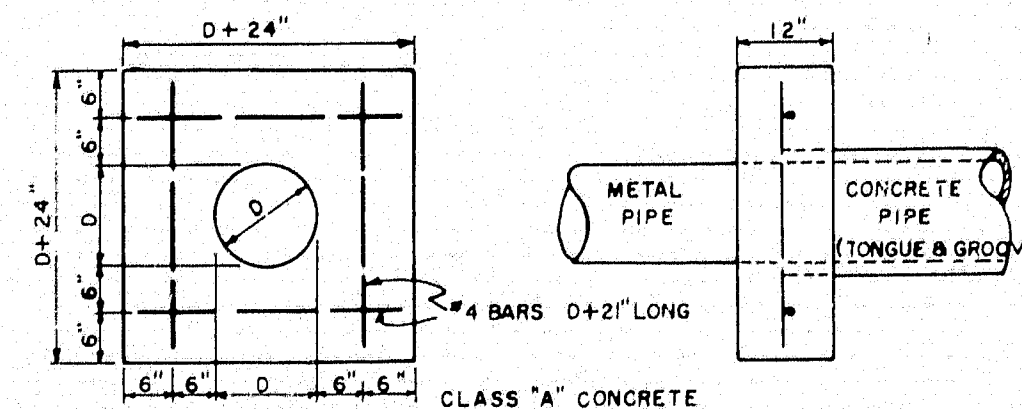
SODDED GUTTER



FIELD STONE CURB



CONCRETE COLLAR



MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

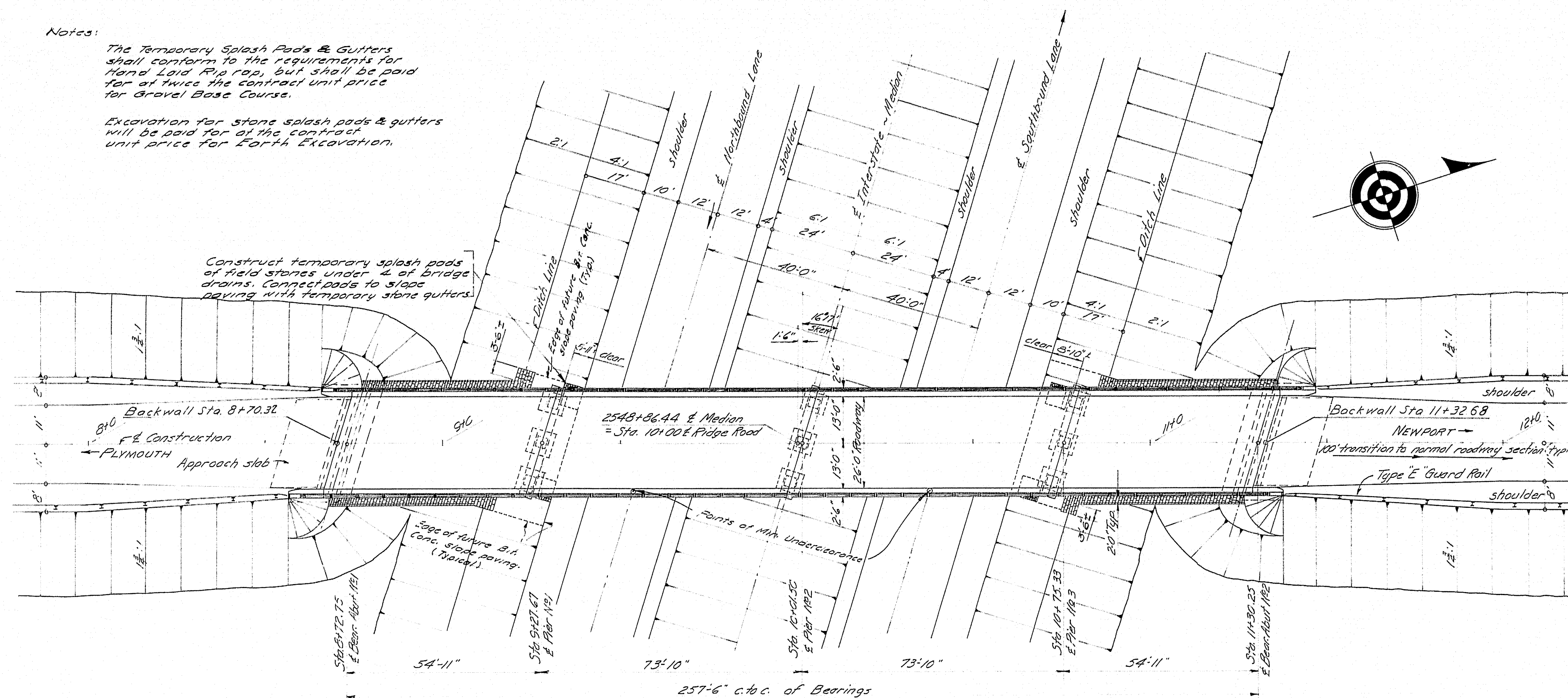
MISCELLANEOUS ITEMS

SHEET 3B OF 25 JULY 1960

Notes:

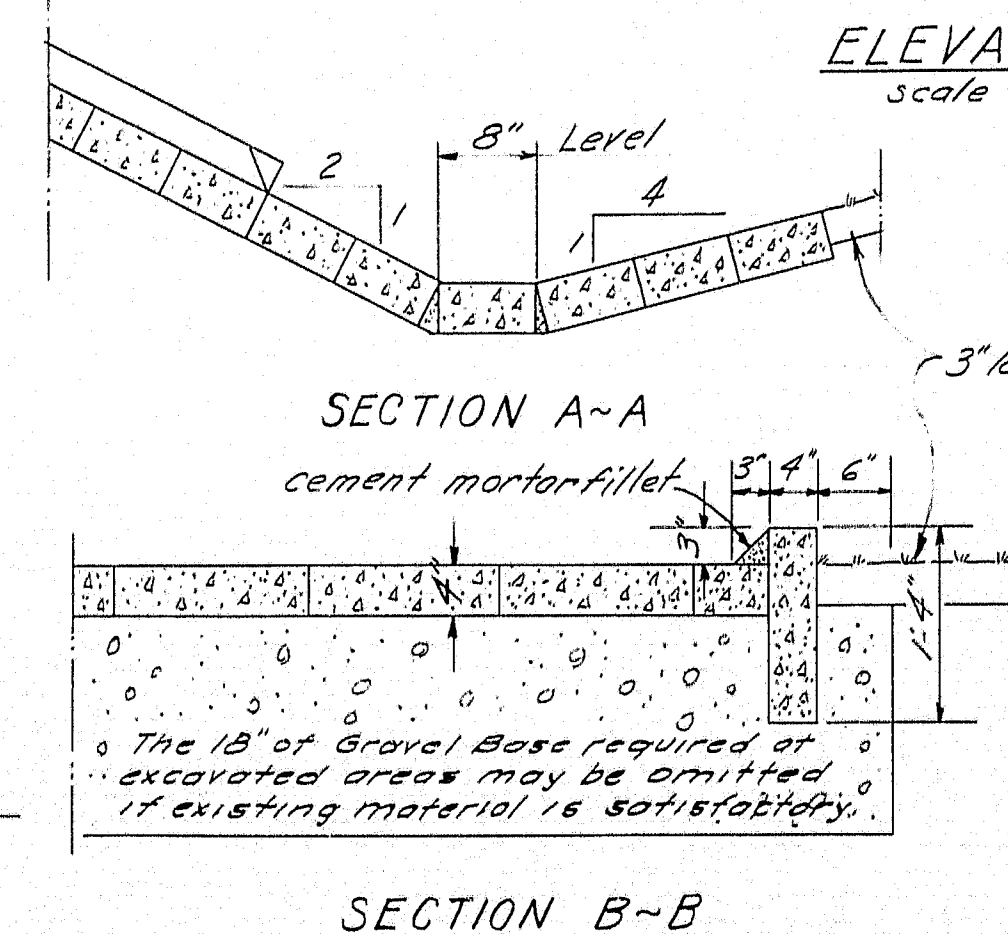
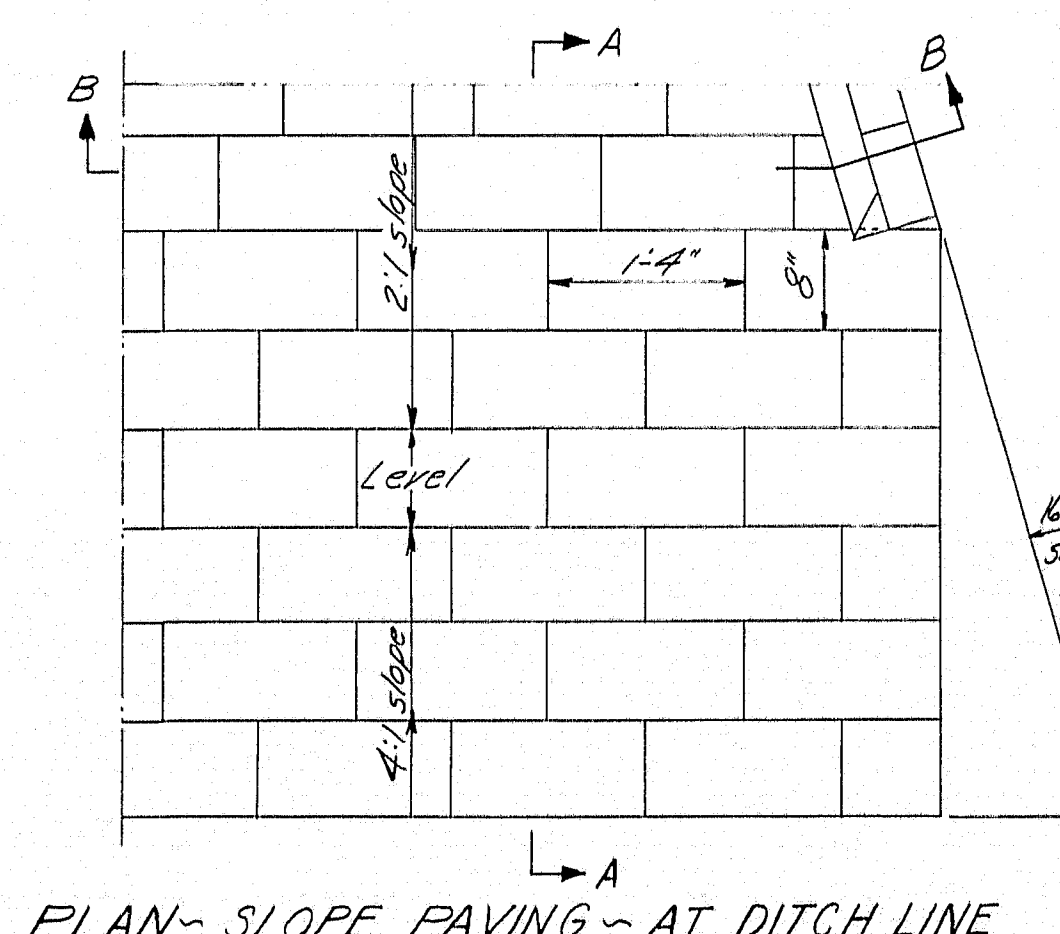
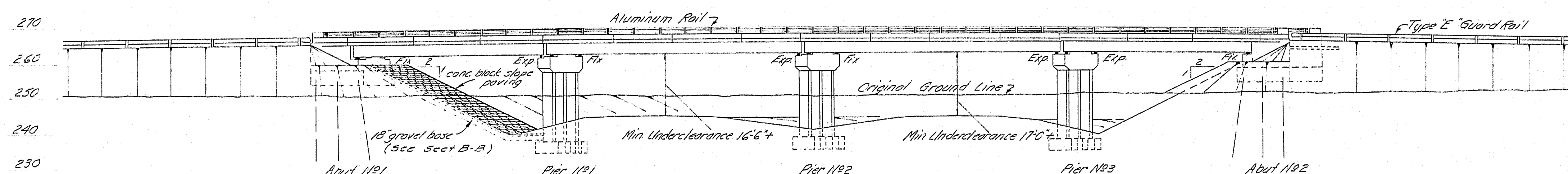
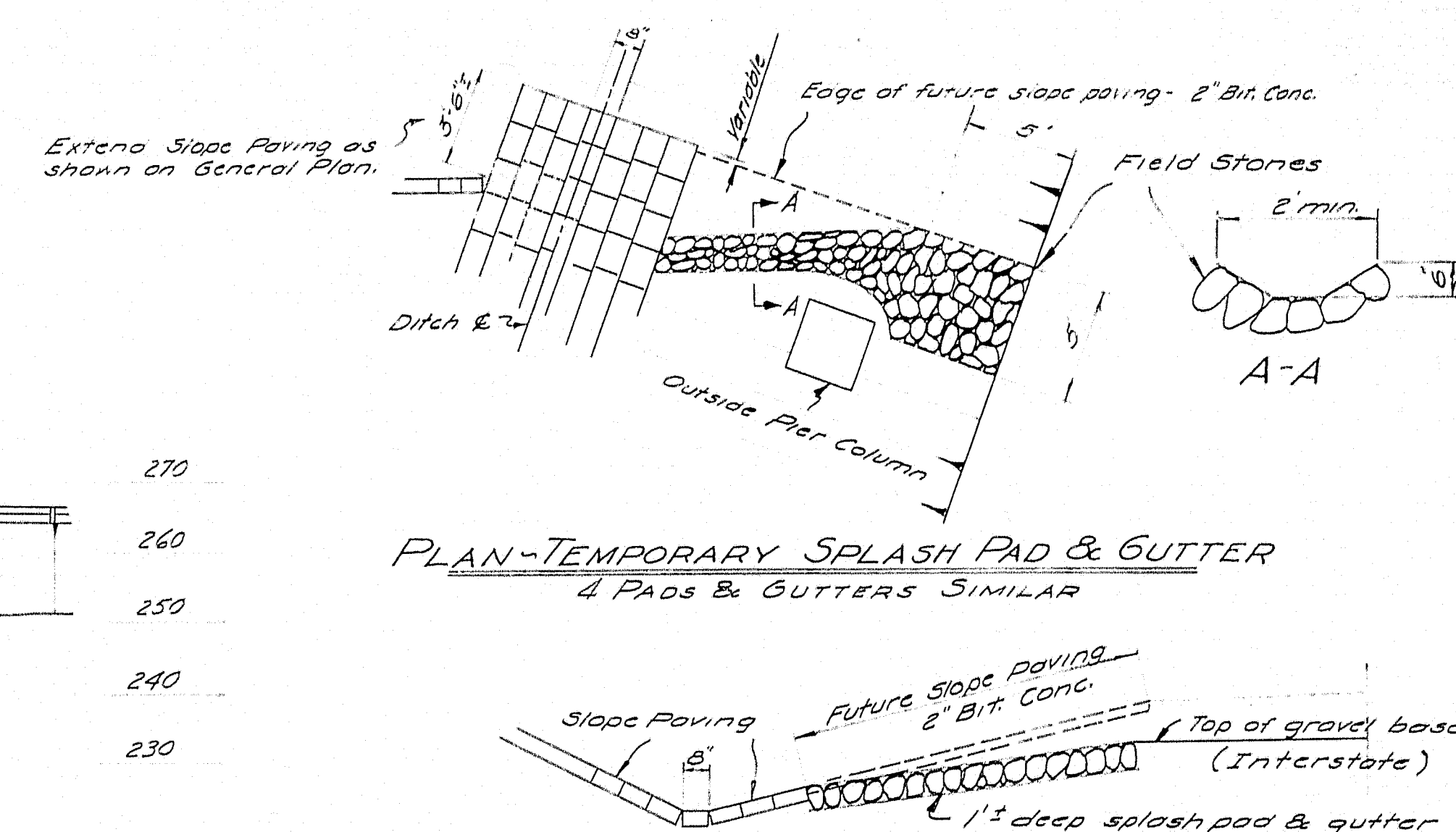
The Temporary Splash Pads & Gutters shall conform to the requirements for Hand Laid Rip rap, but shall be paid for at twice the contract unit price for Gravel Base Course.

Excavation for stone splash pads & gutters will be paid for at the contract unit price for Earth Excavation.



**ESTIMATED QUANTITIES
BRIDGE ONLY**

Structural Earth Excavation, Piers	230 c.y.
Granular Borrow	1,600 c.y.
Gravel Base Course (in Place Measure)	200 c.y.
Overhaul (in Place Measure)	400 y.m.
Overhaul (Pit Measure)	3200 y.m.
Bituminous Concrete Surface Course, Type "A"	82 tons
Portland Cement Concrete, Abutments & Retaining Walls	145 c.y.
Portland Cement Concrete, Piers	160 c.y.
Portland Cement Concrete, Roadway & Sidewalk Slabs on Steel Bridges	260 c.y.
Portland Cement	835 bbls.
Structural Steel, Fabricated & Delivered	251,000 lbs.
Structural Steel, Erection	251,000 lbs.
Structural Steel, Field Painting	251,000 lbs.
Bronze or Copper - Alloy Bearing & Expansion Plates, Delivered	171 lbs.
Bronze or Copper - Alloy Bearing & Expansion Plates, Placing	171 lbs.
Reinforcing Steel, Delivered	87,800 lbs.
Reinforcing Steel, Placing	87,800 lbs.
Shear Connectors	Lump Sum
Cast-in-Place Concrete Piles	560 lin. ft.
Aluminum Rail	550 lin. ft.
Membrane Waterproofing	760 sq. yd.
Slope Paving	355 sq. yd.
Granite Bridge Curb	540 lin. ft.



CONCRETE CLASSIFICATION

SUPERSTRUCTURE, PIERS, & ABUTMENTS above footings
ABUTMENT FOOTINGS

CLASS "A"
CLASS "B"

DESIGN SPECIFICATIONS

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

LOADING

H20-S16-44 AS MODIFIED FOR THE
INTERSTATE SYSTEM

CONTRACT SPECIFICATIONS

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

TRAFFIC

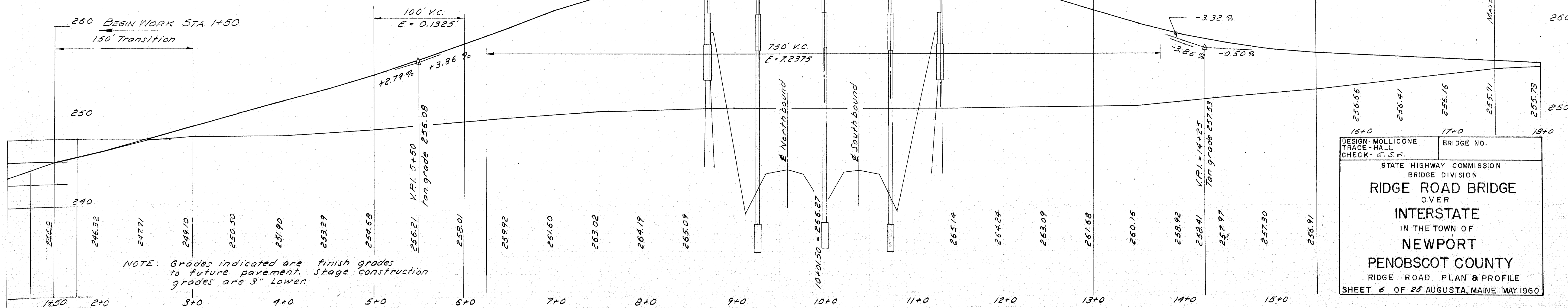
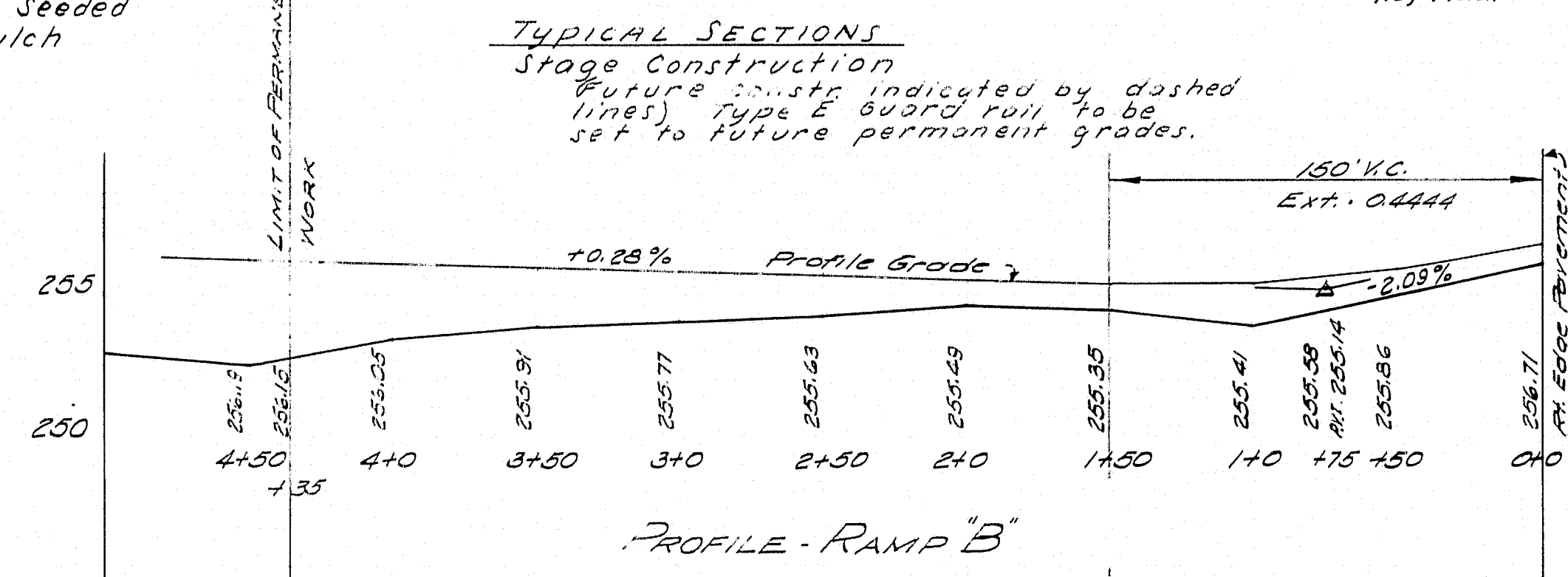
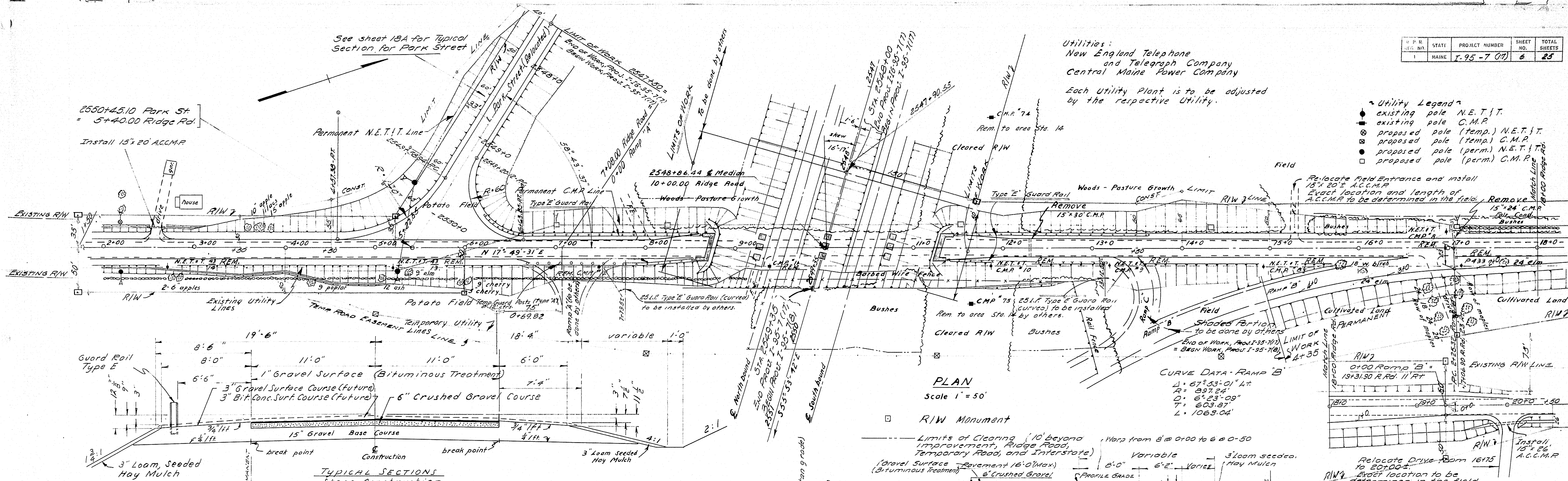
A.D.T.	1960	435
A.D.T.	1980	600
D.H.V.		72
T.		11 %
D.		60 %
V.		50 m.p.h.

PLAN - F. BARNES TRACE - F. BARNES CHECK - H.L.D.	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
RIDGE ROAD BRIDGE OVER INTERSTATE IN THE TOWN OF NEWPORT PENOBSCOT COUNTY	
GENERAL PLAN	
SHEET 5 OF 25	AUGUSTA, MAINE MARCH 1960

Utilities:
New England Telephone
and Telegraph Company
Central Maine Power Company

Each Utility Plant is to be adjusted by the respective Utility.

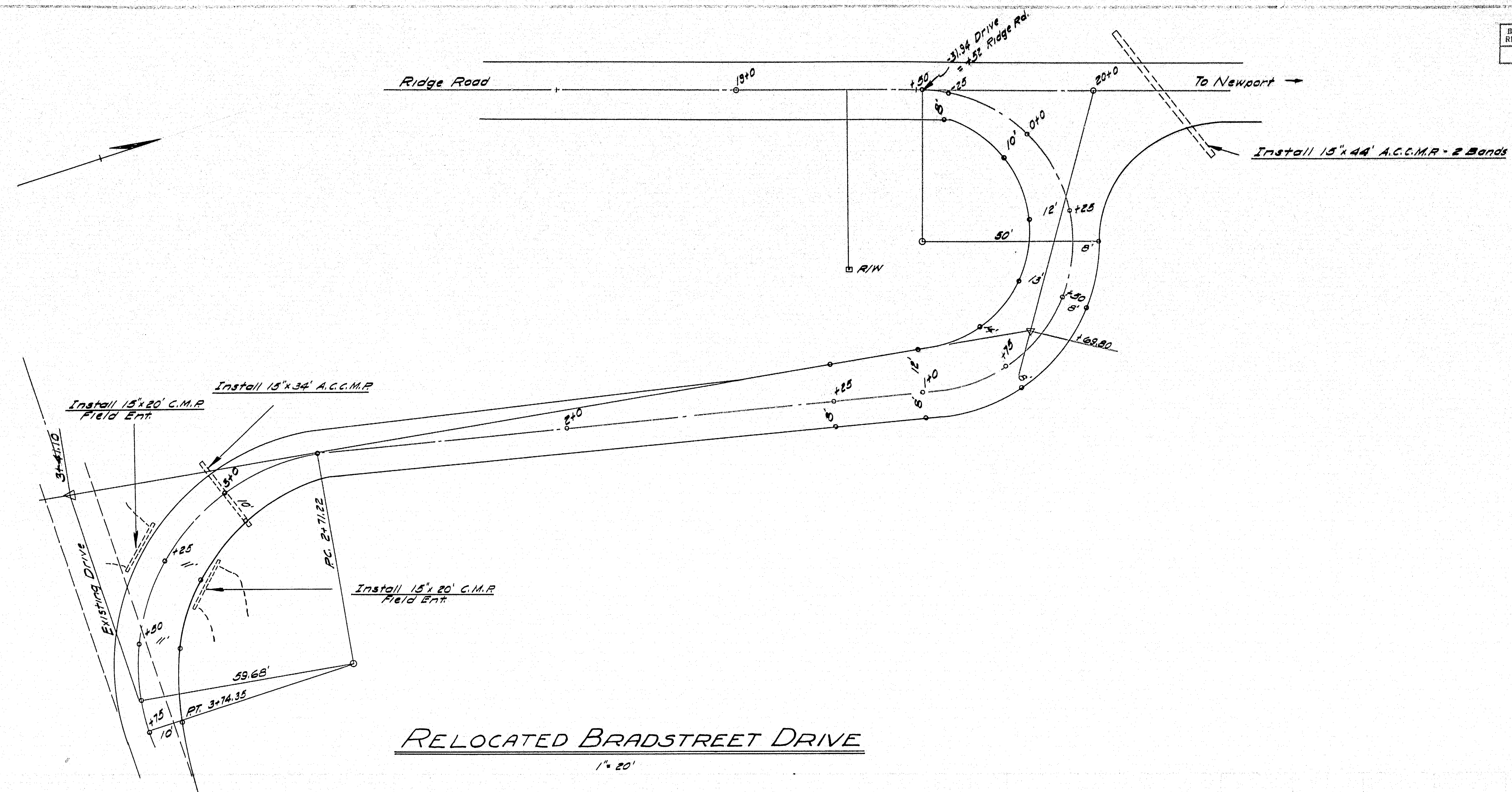
Utility Legend:
 • existing pole N.E.T.T.
 • existing pole C.M.P.
 • proposed pole (temp.) N.E.T.T.
 • proposed pole (temp.) C.M.P.
 • proposed pole (perm.) N.E.T.T.
 • proposed pole (perm.) C.M.P.



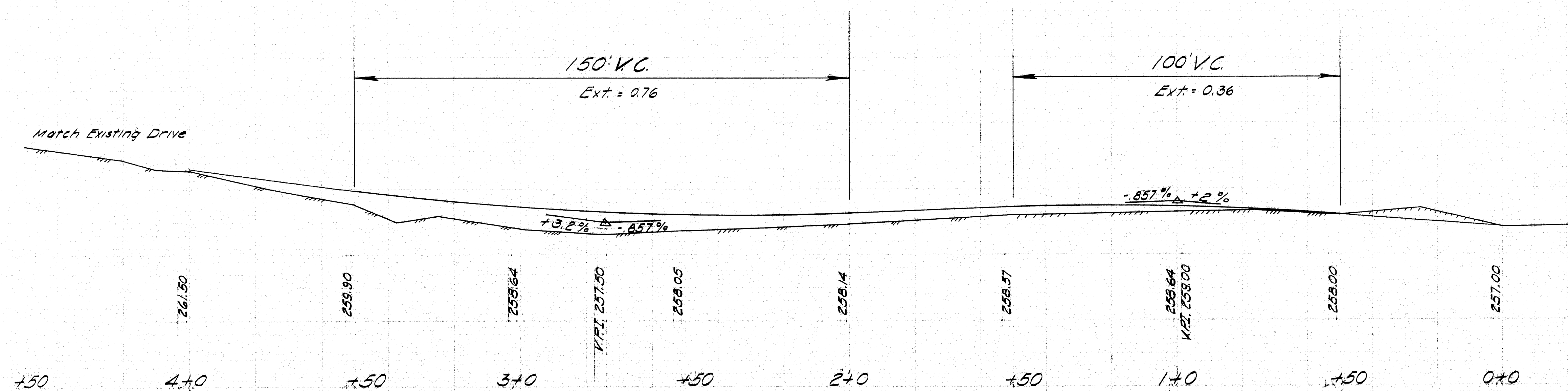
D.P.N.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7 (17)	6A	

CURVE DATA

$\Delta = 99^{\circ}00'$
 $D = 96^{\circ}00'$
 $L = 103.125'$
 $T = 69.879'$
 $R = 53.68'$



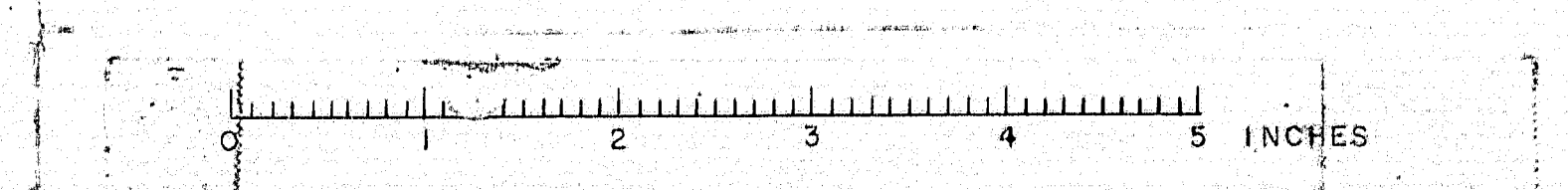
RELOCATED BRADSTREET DRIVE



PROFILE

RIDGE ROAD BRIDGE
NEWPORT

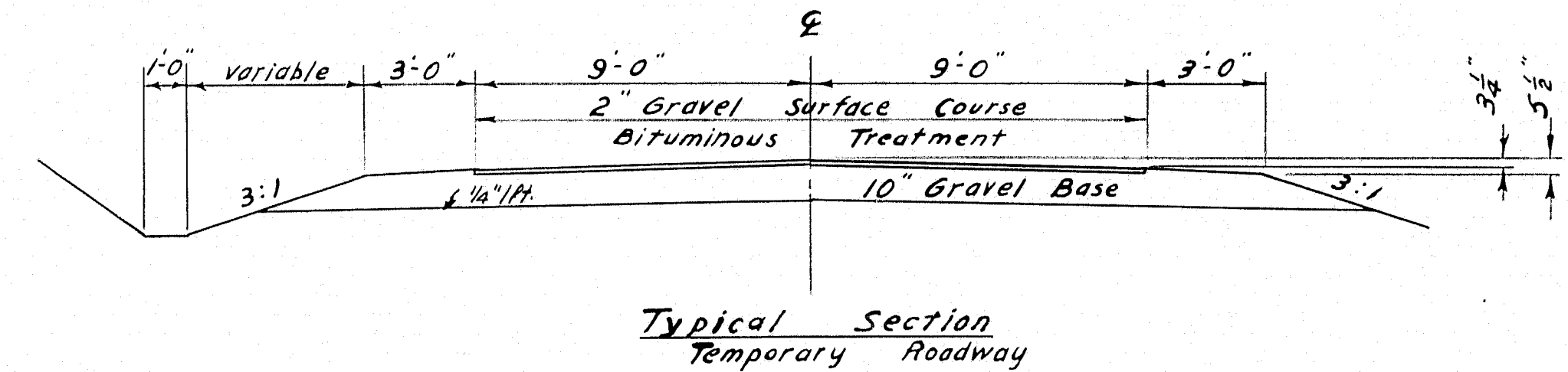
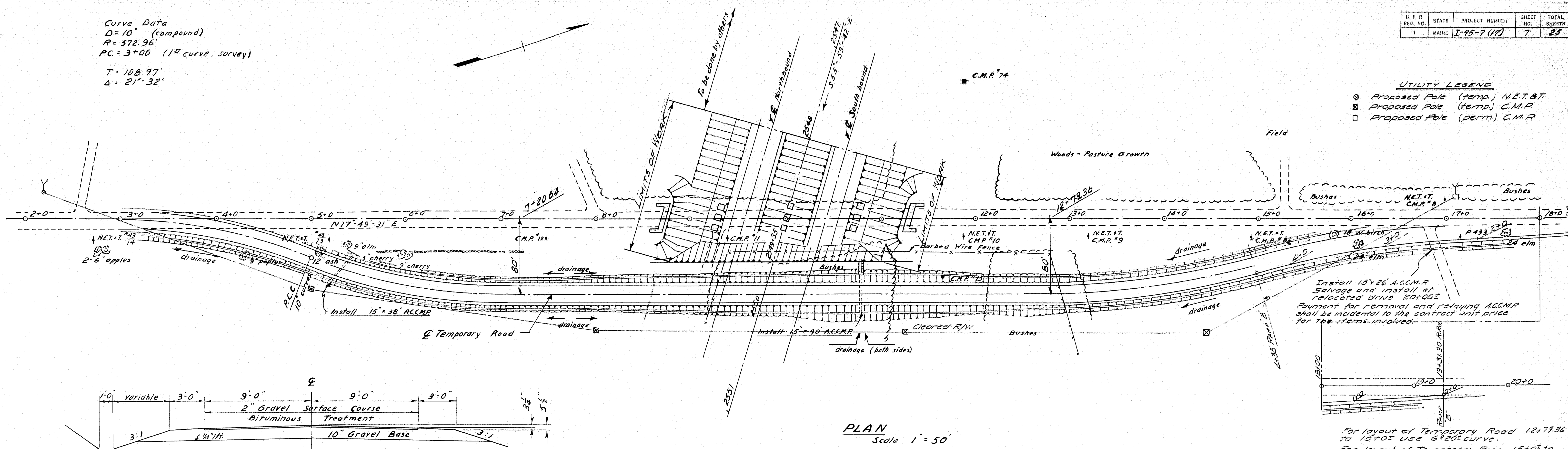
6A
83-76



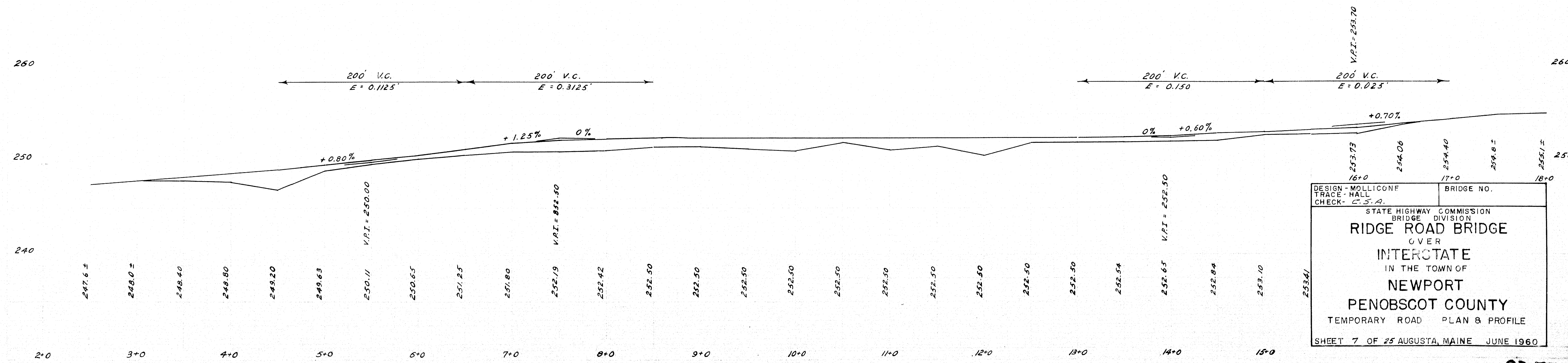
Curve Data
 $D = 10^\circ$ (compound)
 $R = 572.96'$
 $PC = 3+00$ (1st curve survey)
 $T = 108.97'$
 $A = 21^\circ 32'$

D.P.R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7 (117)	7	25

UTILITY LEGEND
 (X) Proposed Pole (temp.) N.E.T.B.T.
 (X) Proposed Pole (temp.) C.M.P.
 (X) Proposed Pole (perm.) C.M.P.

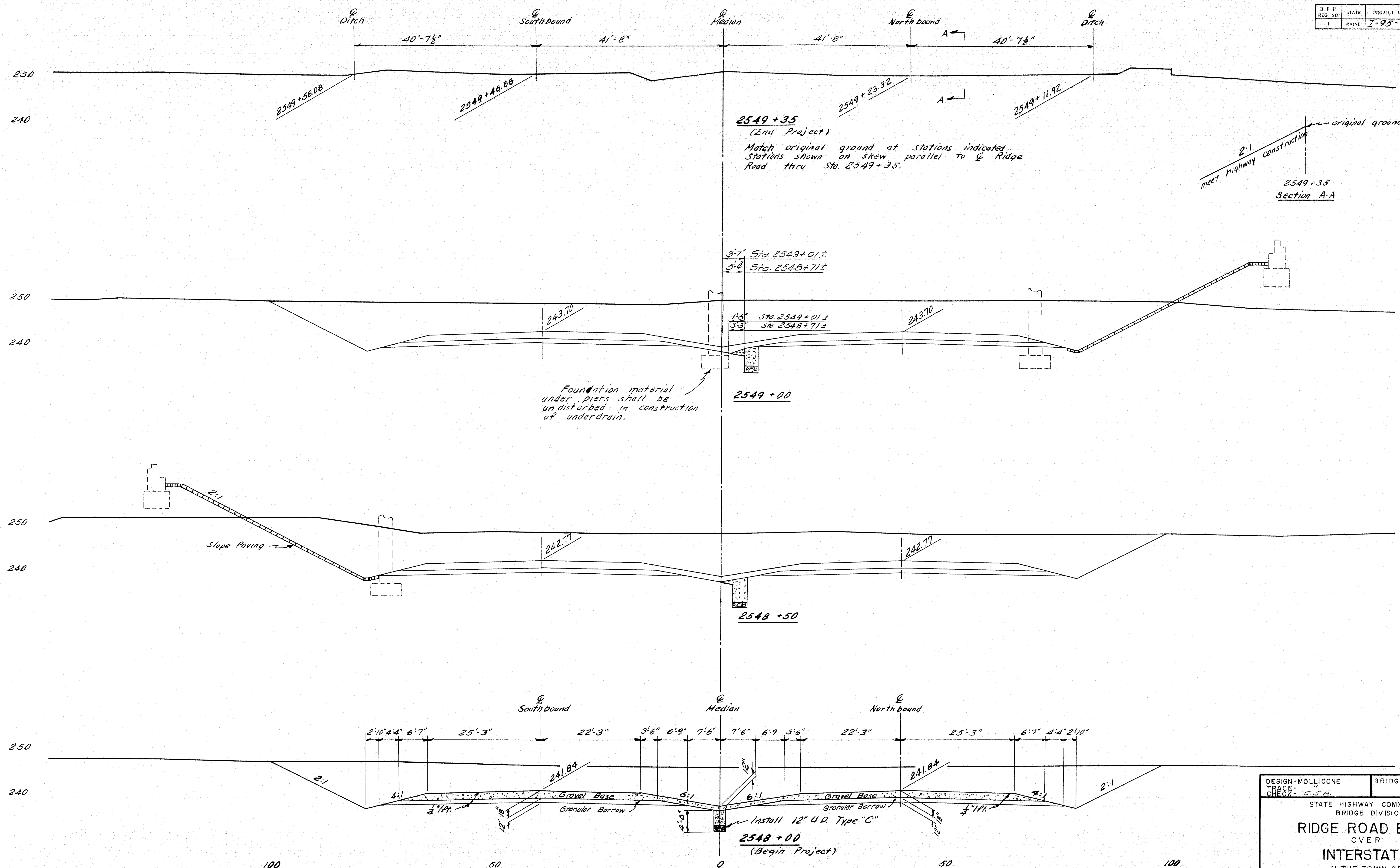


For layout of Temporary Road 12+79.56 to 13+05 use 63205 CURVE
 For layout of Temporary Road 15+02 to 18+31.50, see Ramp 15" sheet 6.



DESIGN - MOLLICONE
 TRACE - HALL
 CHECK - C.S.A.
 STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
RIDGE ROAD BRIDGE
 OVER
INTERSTATE
 IN THE TOWN OF
NEWPORT
PENOBSCOT COUNTY
 TEMPORARY ROAD PLAN & PROFILE
 SHEET 7 OF 25 AUGUSTA, MAINE JUNE 1960

D. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
REG. NO.	MAINE	I-95-7(17)	8	25



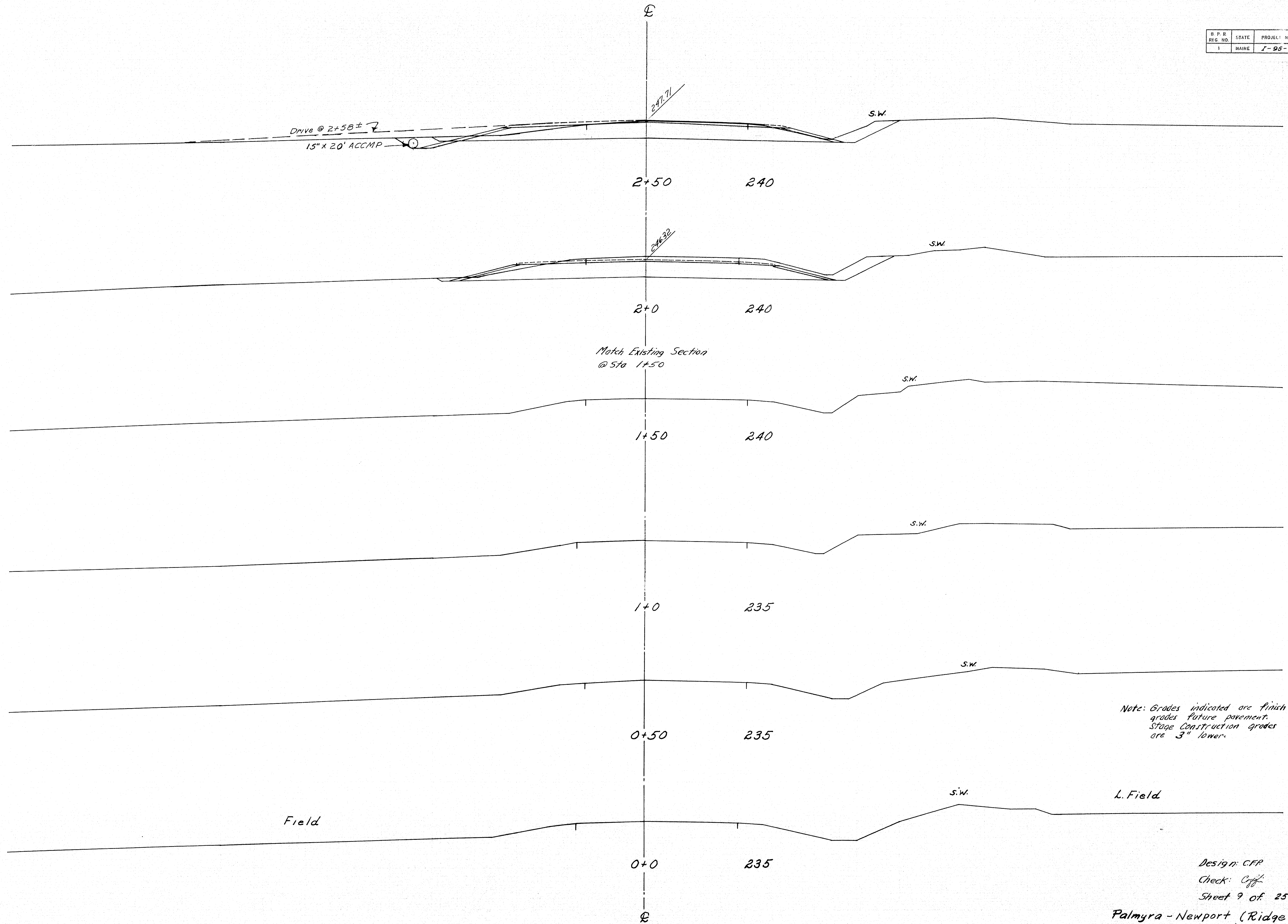
DESIGN-MOLLIACONE TRACE-C.S.H.	BRIDGE NO.
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
RIDGE ROAD BRIDGE OVER INTERSTATE IN THE TOWN OF NEWPORT PENOBSCOT COUNTY	
X-SECTIONS (INTERSTATE)	
SHEET 8 OF 25 AUGUSTA MAINE MAY 1960	

PALMYRA-NEWPORT (MAIN LINE)

83-78

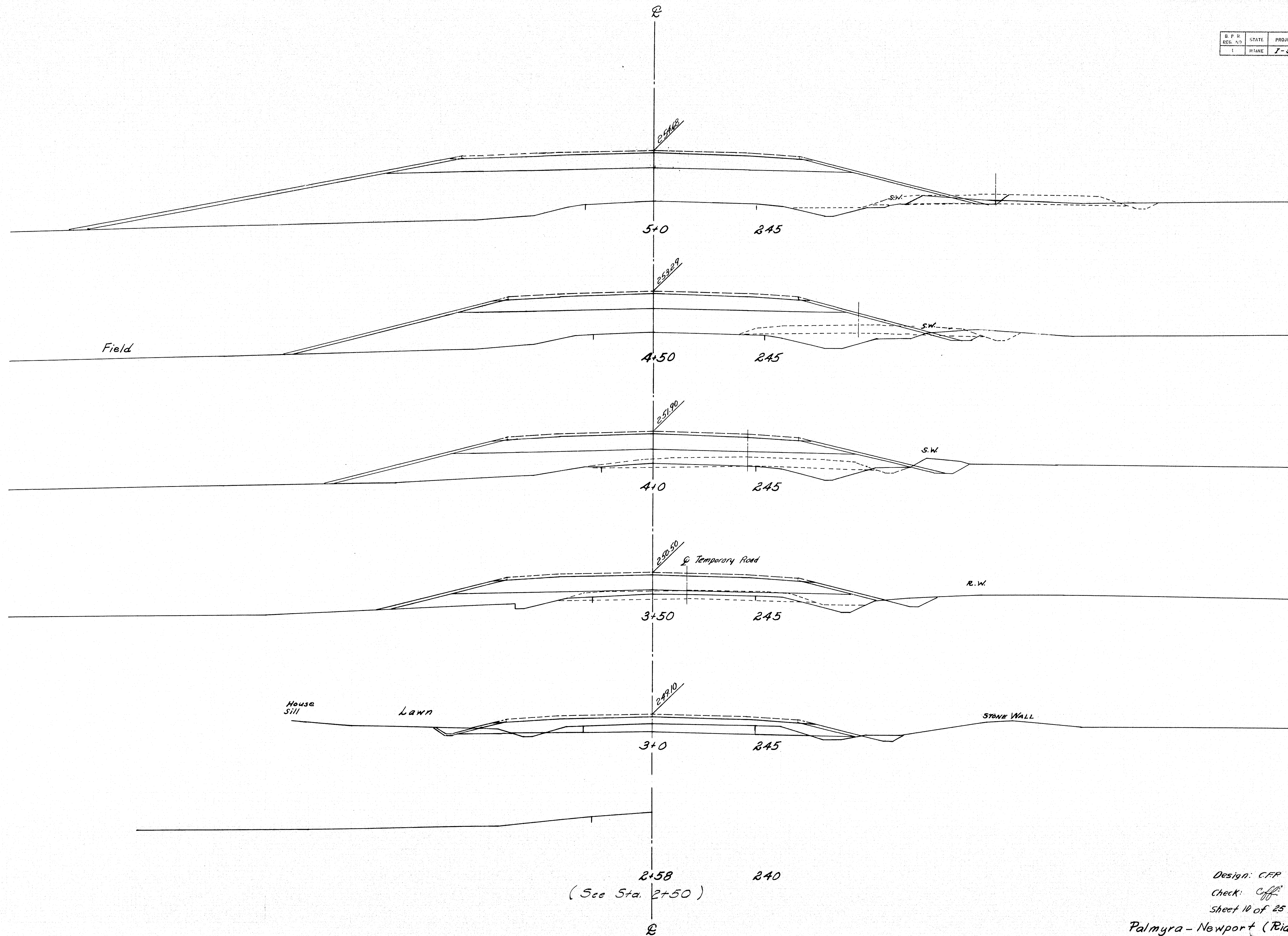
0 1 2 3 4 5 INCHES

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	2-95-7(17)	9	25



0 1 2 3 4 5 INCHES

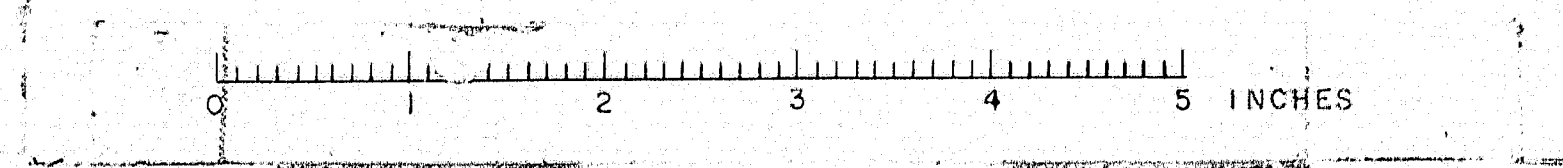
B.P.R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-7 (77)	10	25



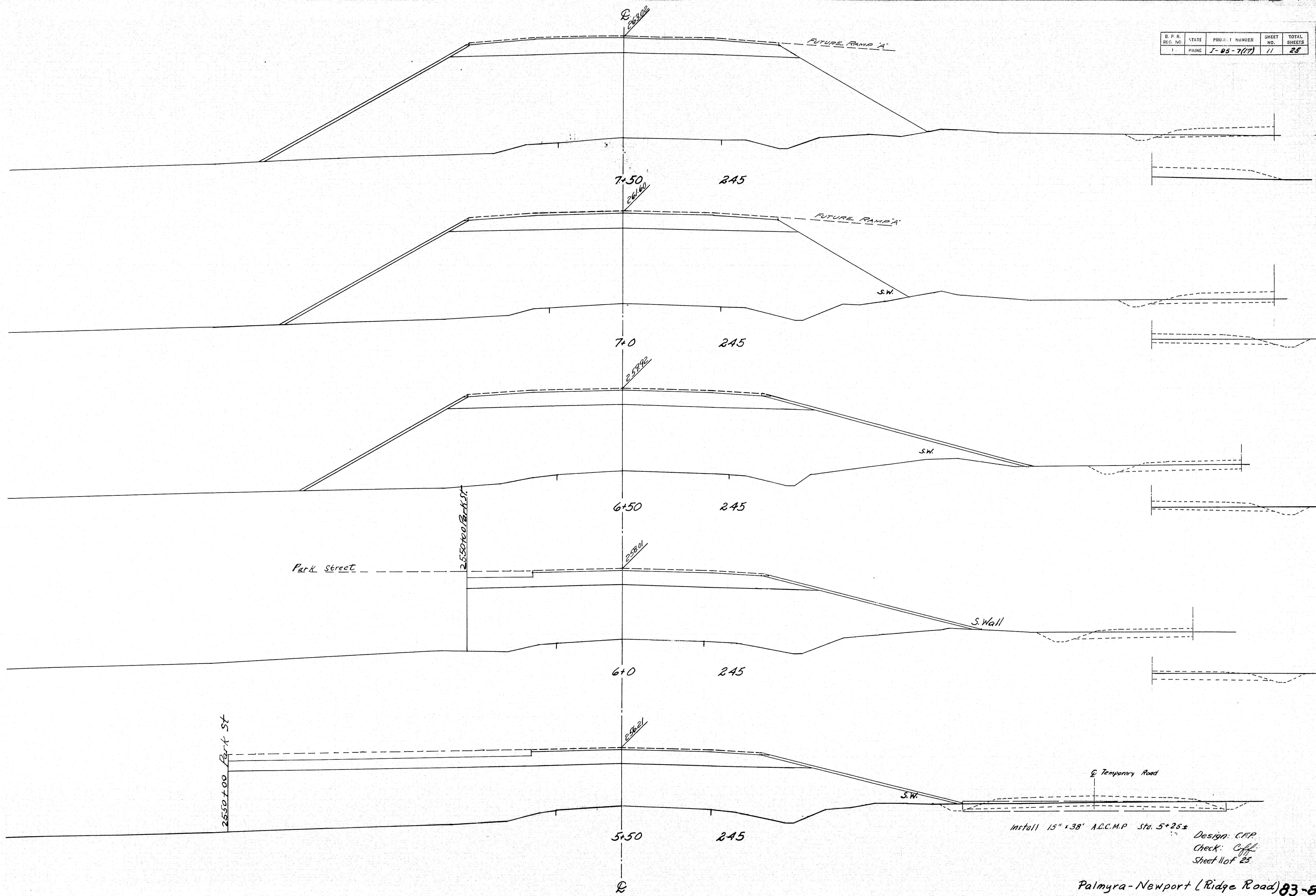
1-60

L.W. Haywood

Design: CFP
 Check: CFP
 Sheet 10 of 25
 Palmyra - Newport (Ridge Road) 83-80

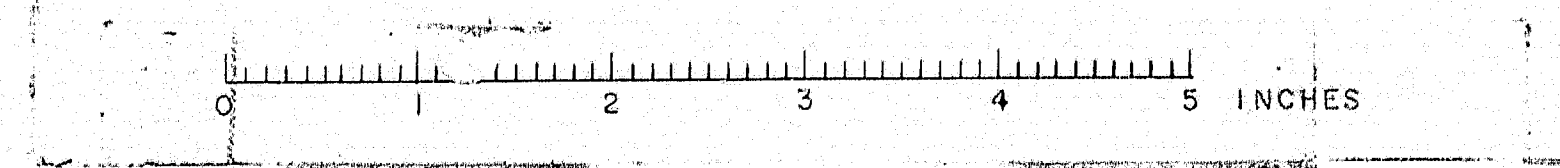


B.P.R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-85-7(17)	11	25

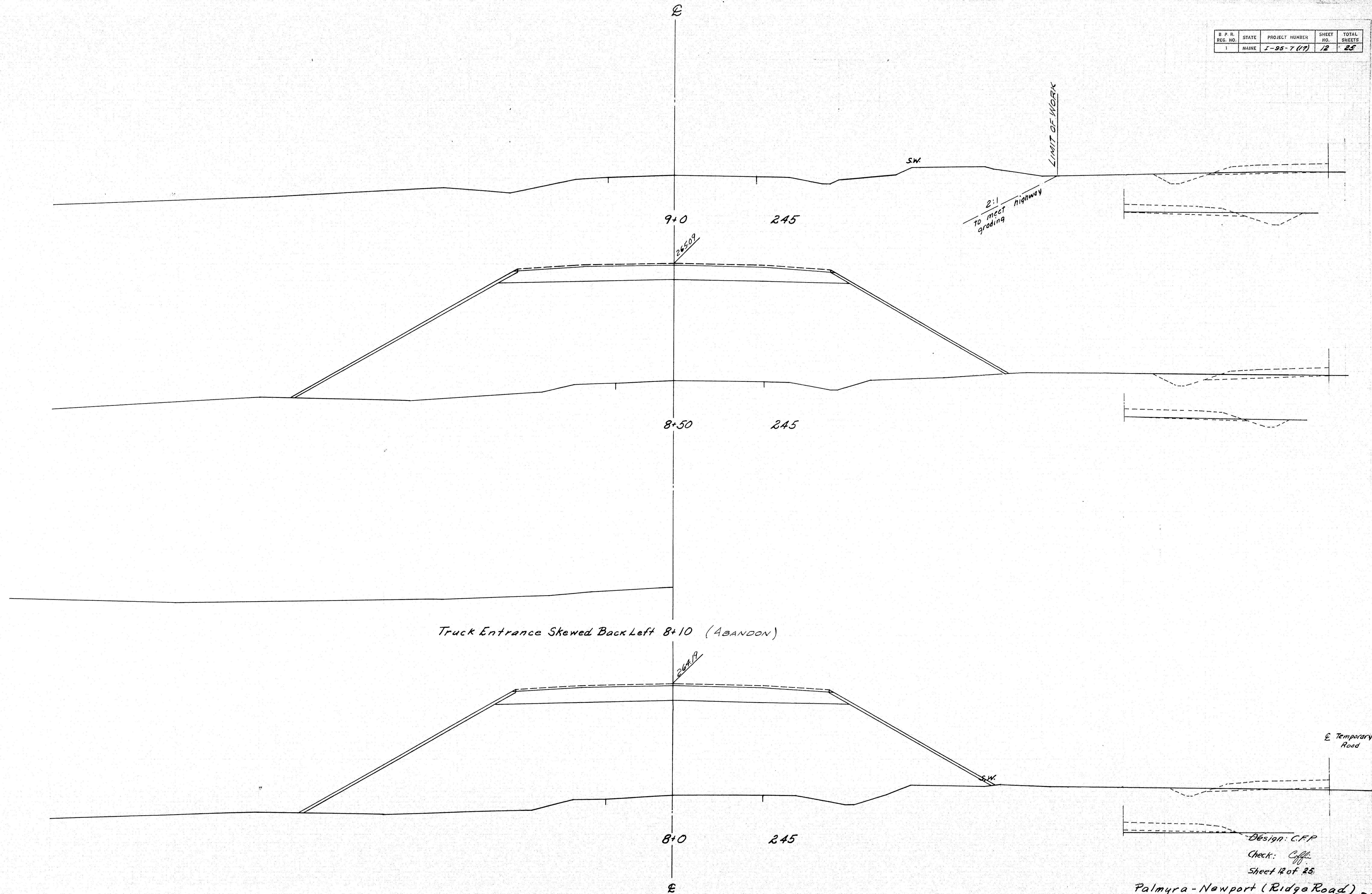


L.W. Haywood 1-60

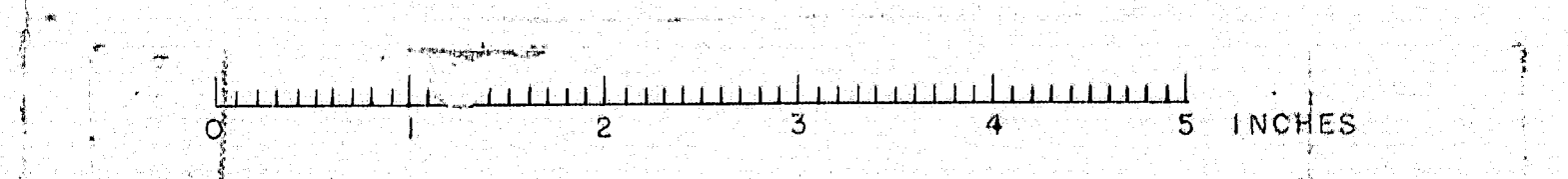
Palmyra-Newport (Ridge Road) 83-81



B.P.R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7 (17)	12	25



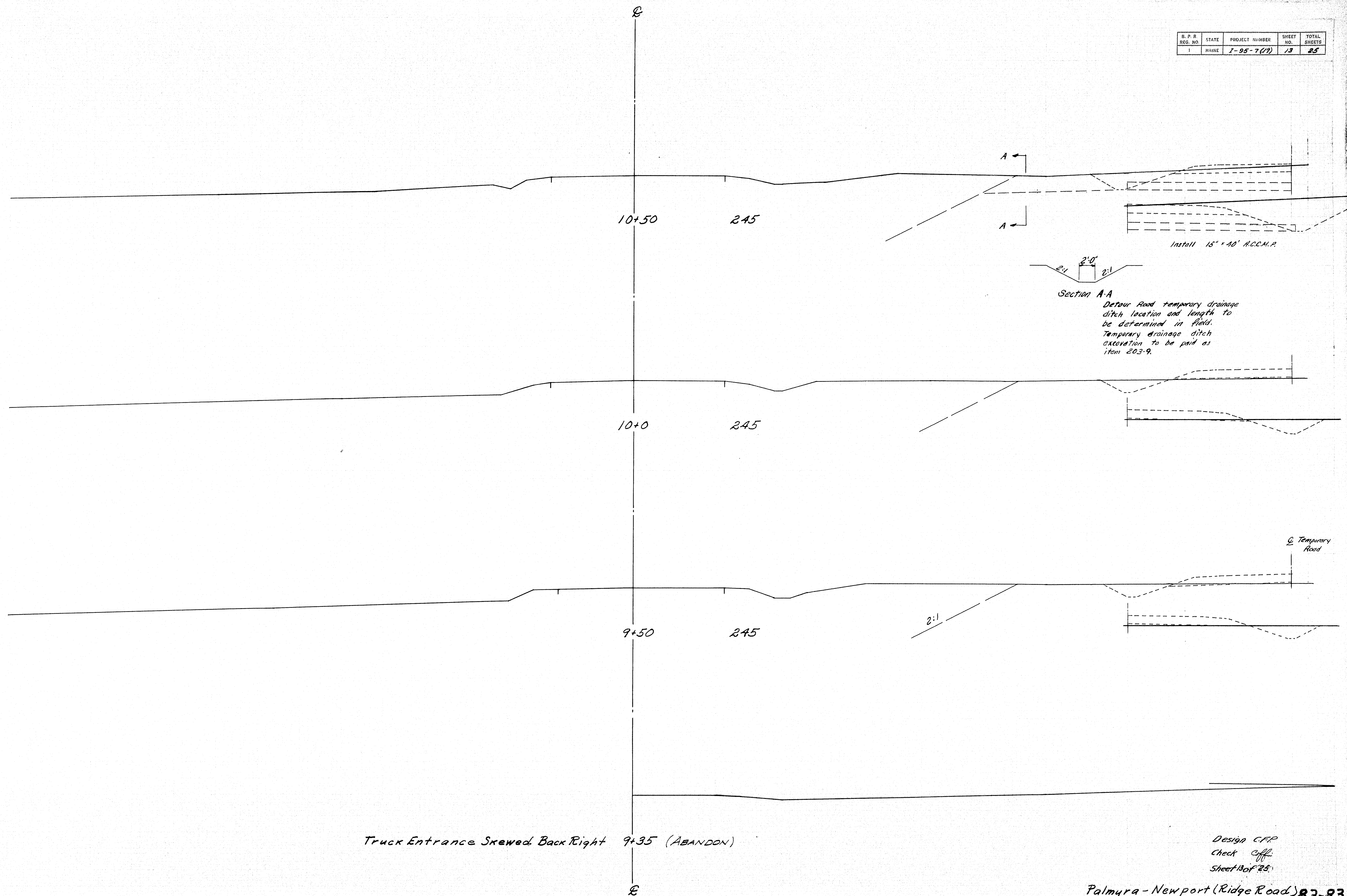
L.W. Haywood 1-60



Palmyra - Newport (Ridge Road)

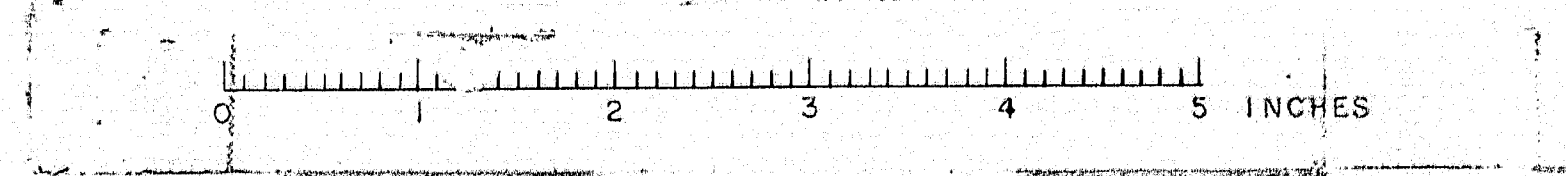
83-82

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-7(17)	13	25

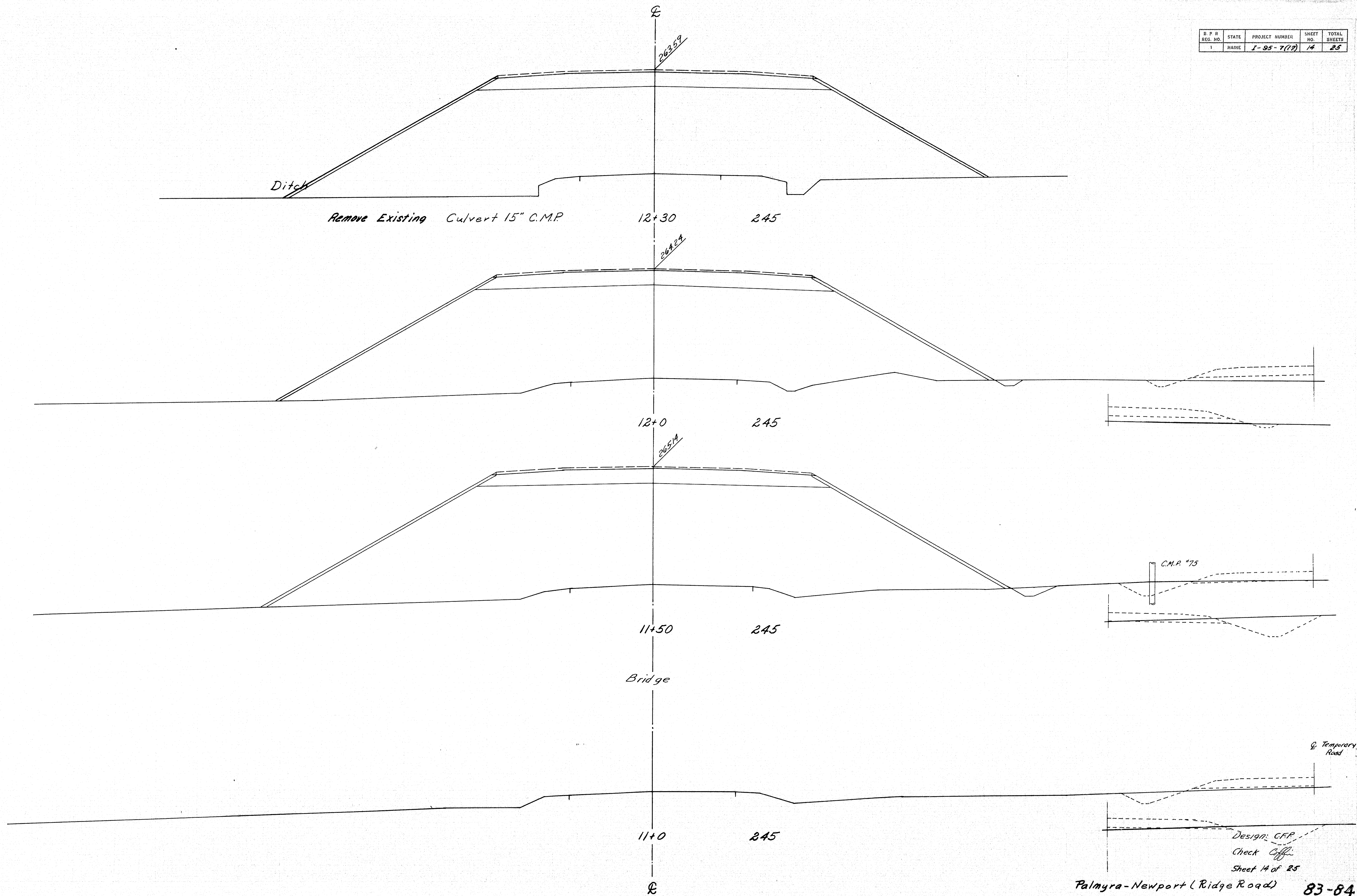


L.W. Hayward 1-60

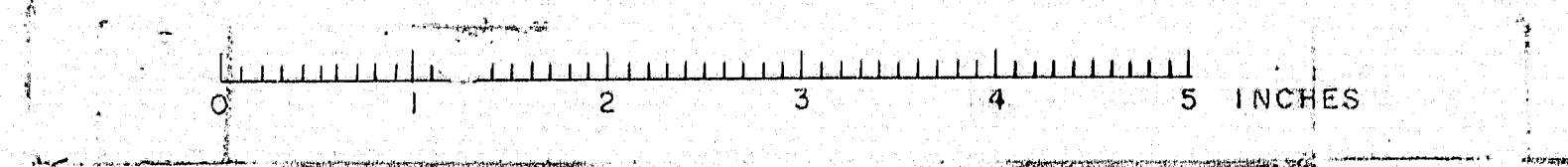
Palmyra - Newport (Ridge Road) 83-83



B. P. B. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-7(12)	14	25

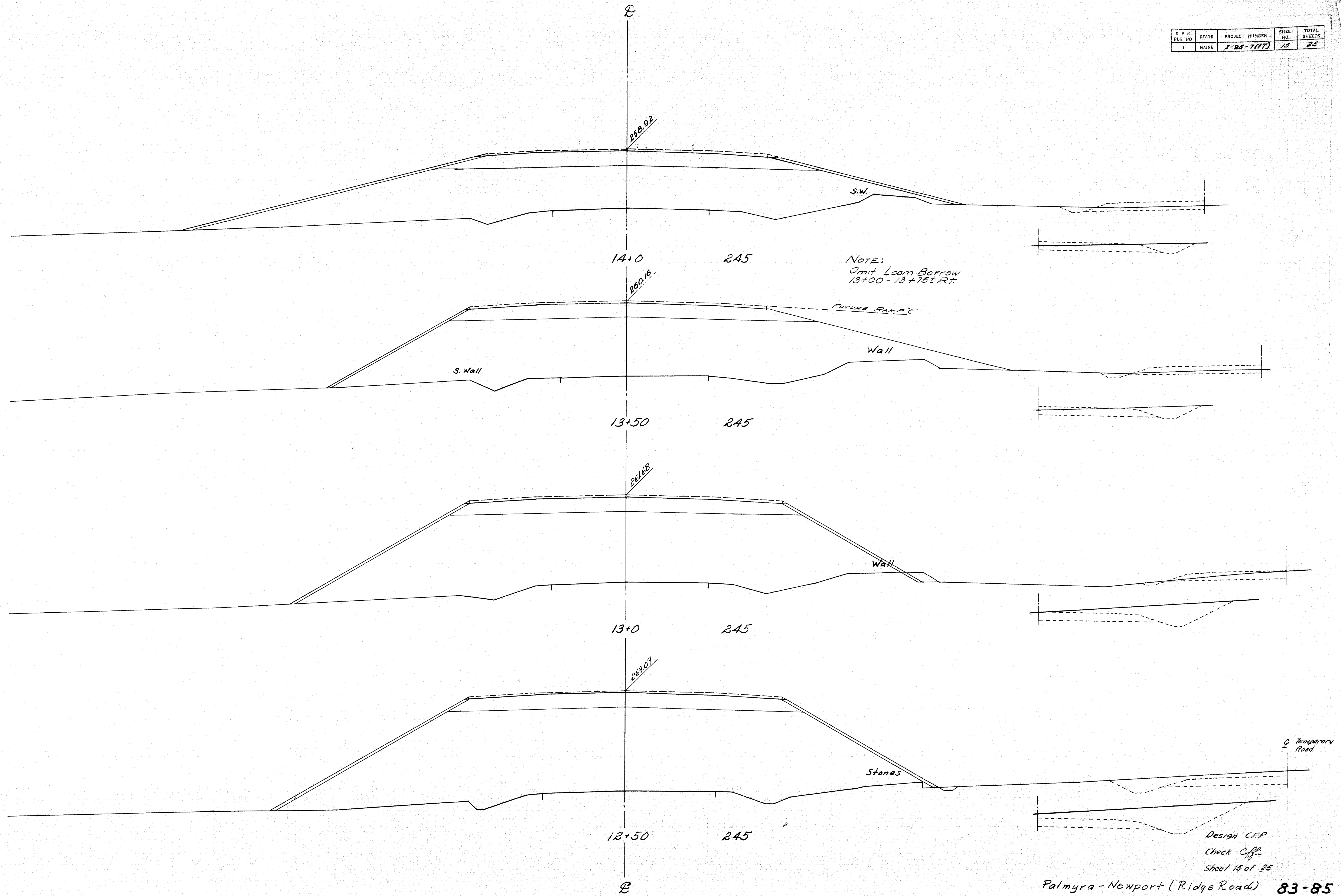


L. W. Haywood 1-60



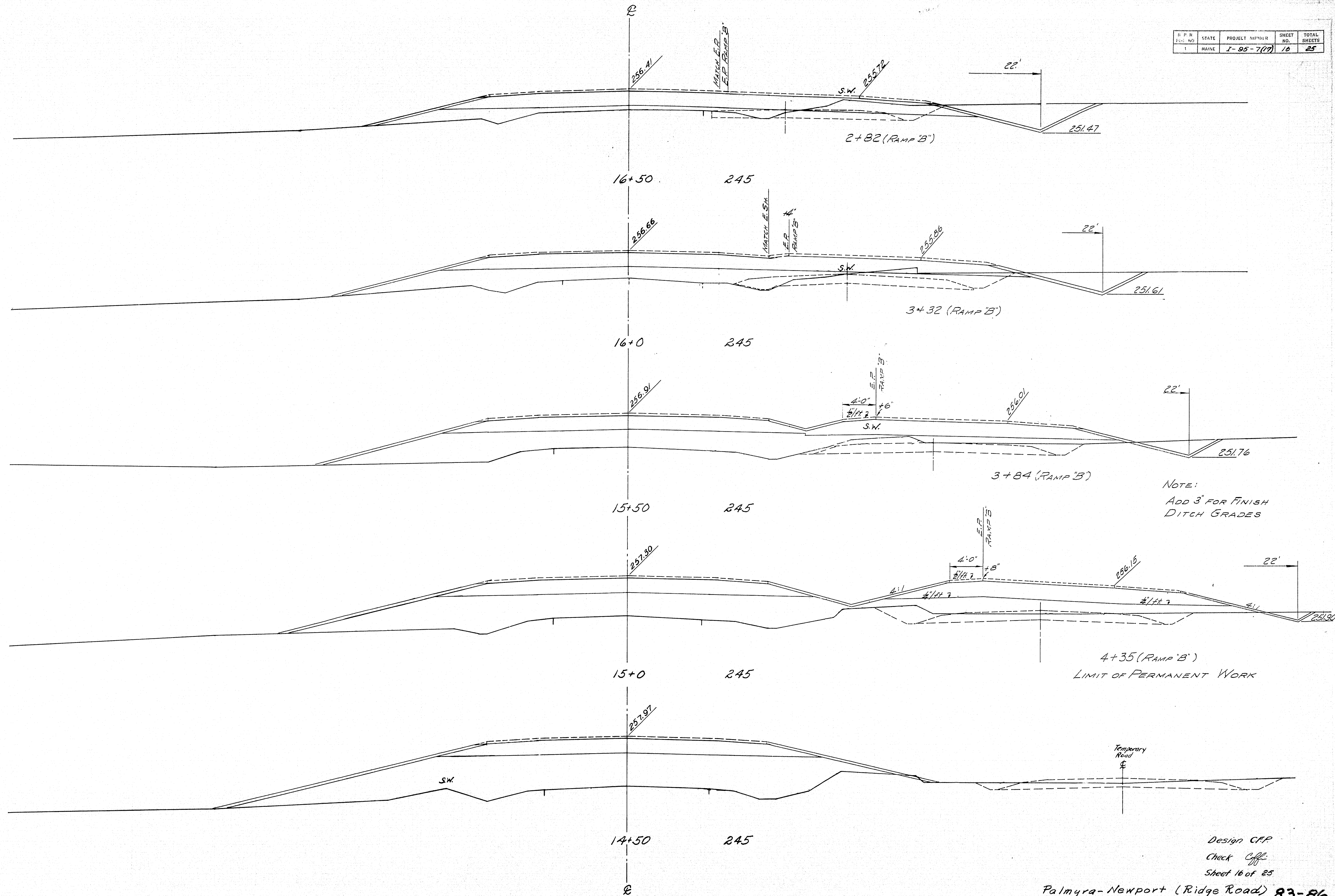
Palmyra-Newport (Ridge Road) 83-84

D.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-7(17)	15	25

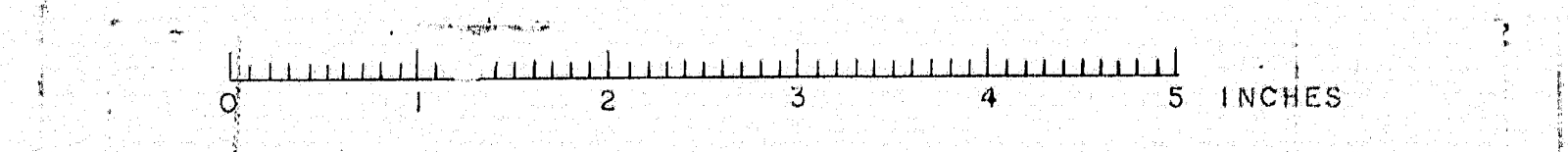


L. W. H. Hayward

B.P.N.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-85-7(17)	16	25

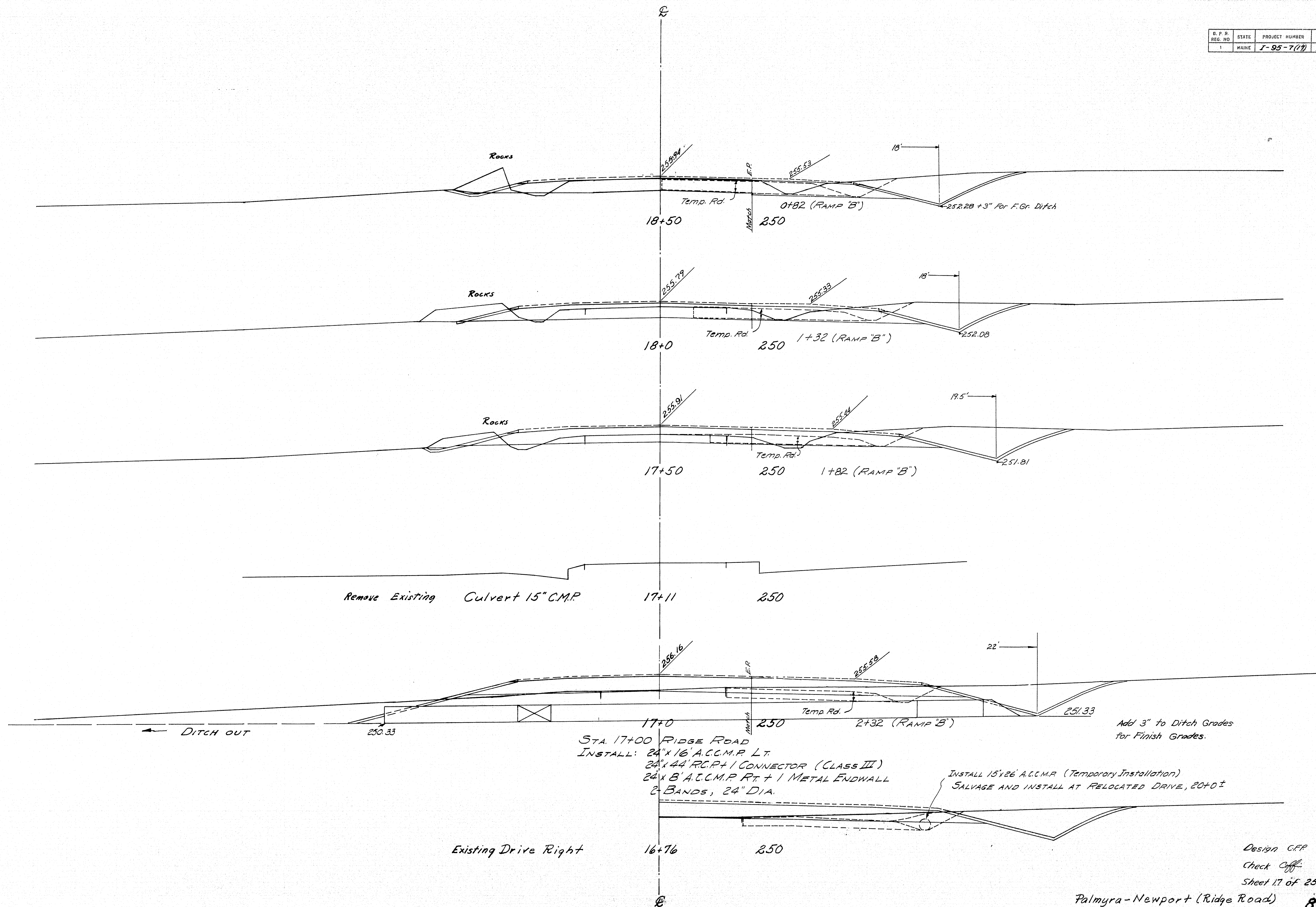


Palmyra-Newport (Ridge Road) 83-86



L.W. Maywood 1-60

D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-7(1)	17	25



L. N. Haywood 1-60

Existing Drive Right

STA. 17+00 RIDGE ROAD
INSTALL: 24" x 16' A.C.C.M.P. LT.
24" x 44' R.C.P. + 1 CONNECTOR (CLASS III)
24" x 8' A.C.C.M.P. RT. + 1 METAL ENDWALL
2 BANDS, 24" DIA.

INSTALL 15' x 26' A.C.C.M.P. (Temporary Installation)
SALVAGE AND INSTALL AT RELOCATED DRIVE, 20+0 ±

Add 3" to Ditch Grades
for Finish Grades.

Palmyra-Newport (Ridge Road)

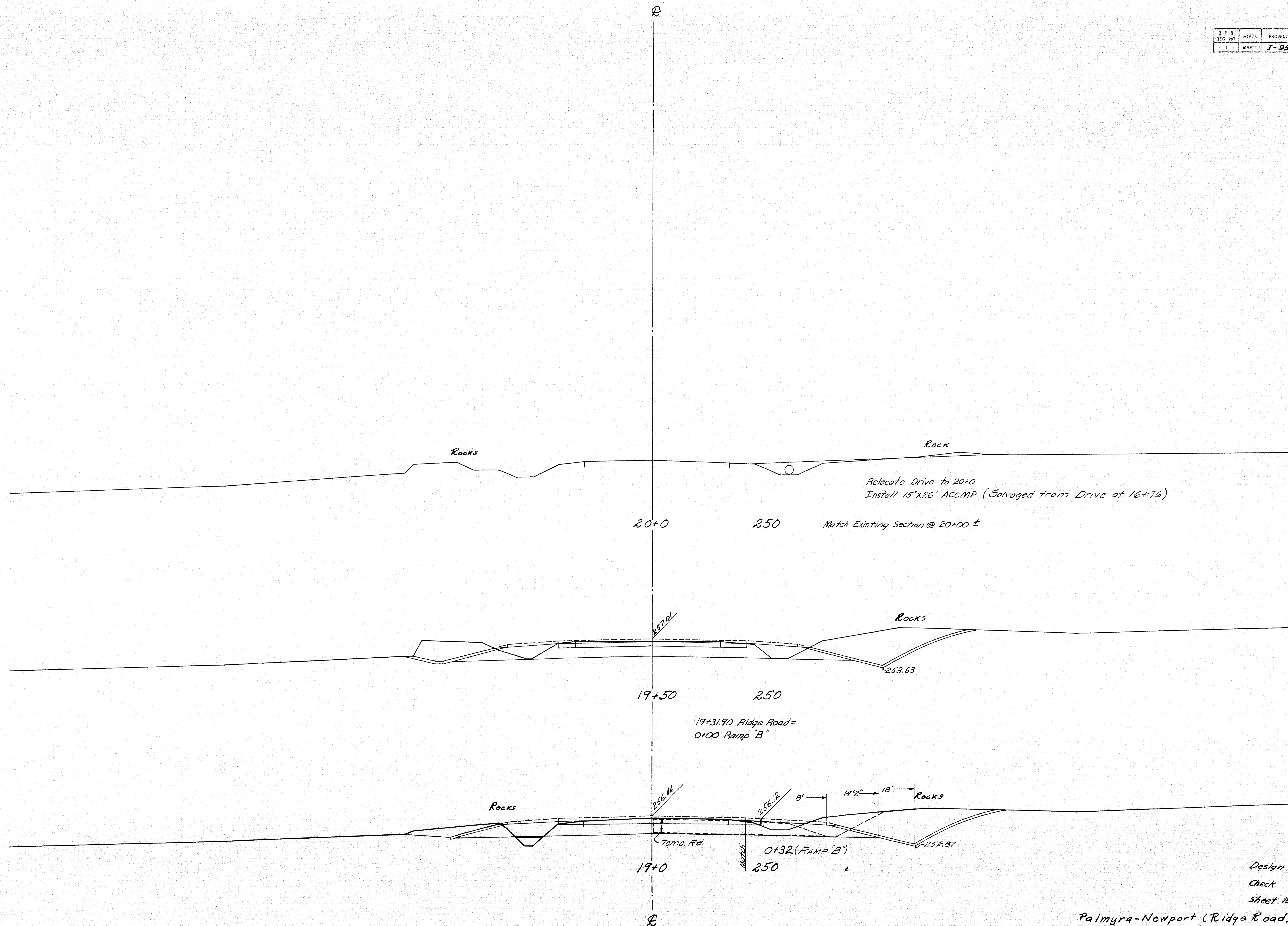
Design G.F.P.
Check Off
Sheet 17 of 25

83-87

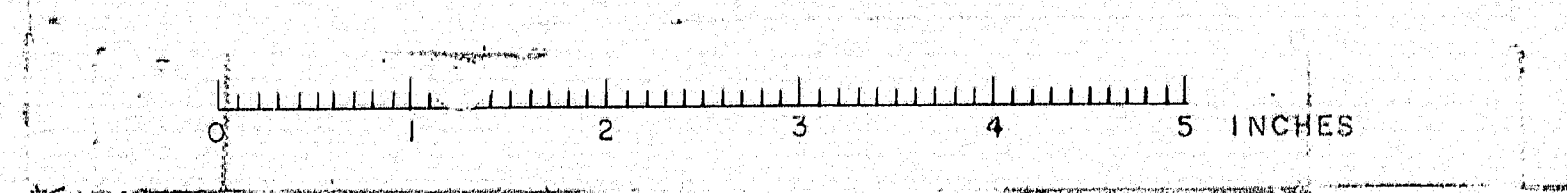
0 1 2 3 4 5 INCHES

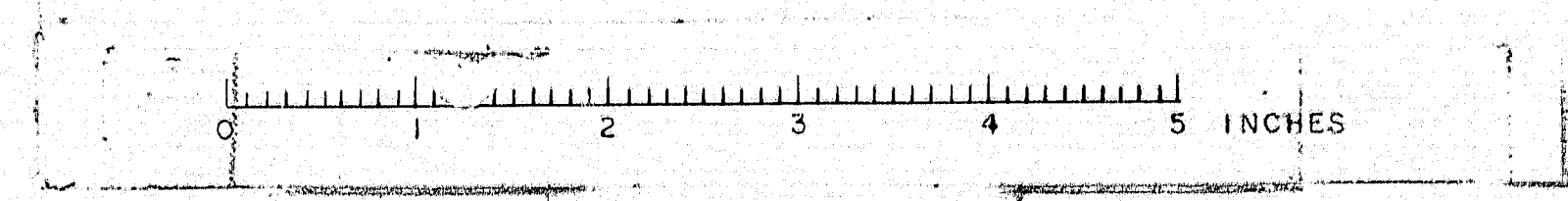
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(17)	18	25

0311 POORWAY/MT

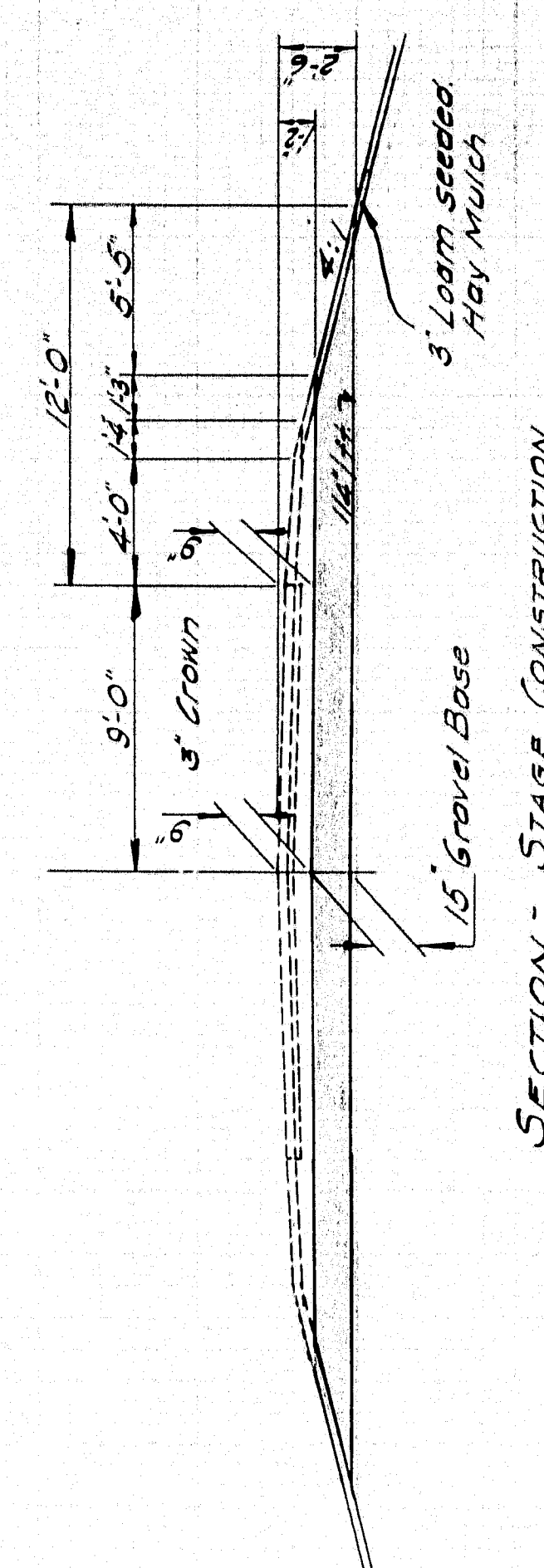


Design CFP
Check CFP
Sheet 18 of 25
Palmyra-Newport (Ridge Road) 83-88

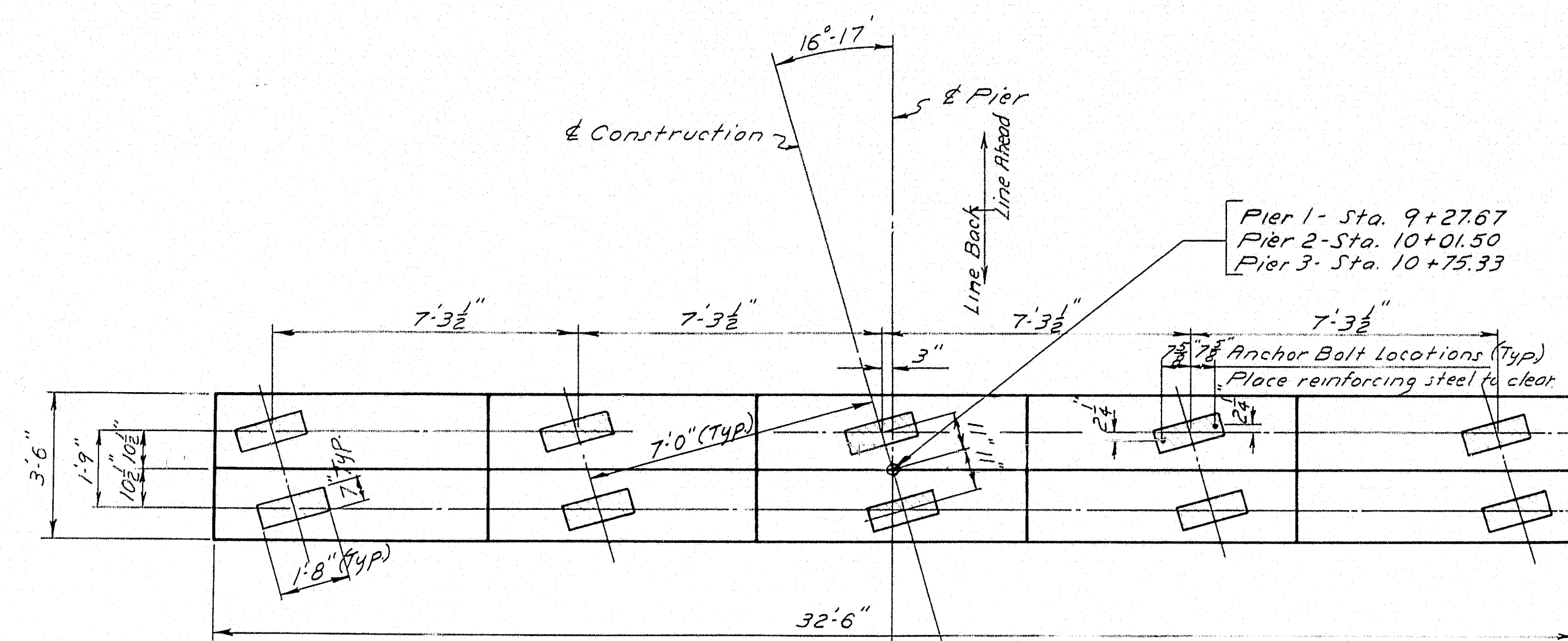




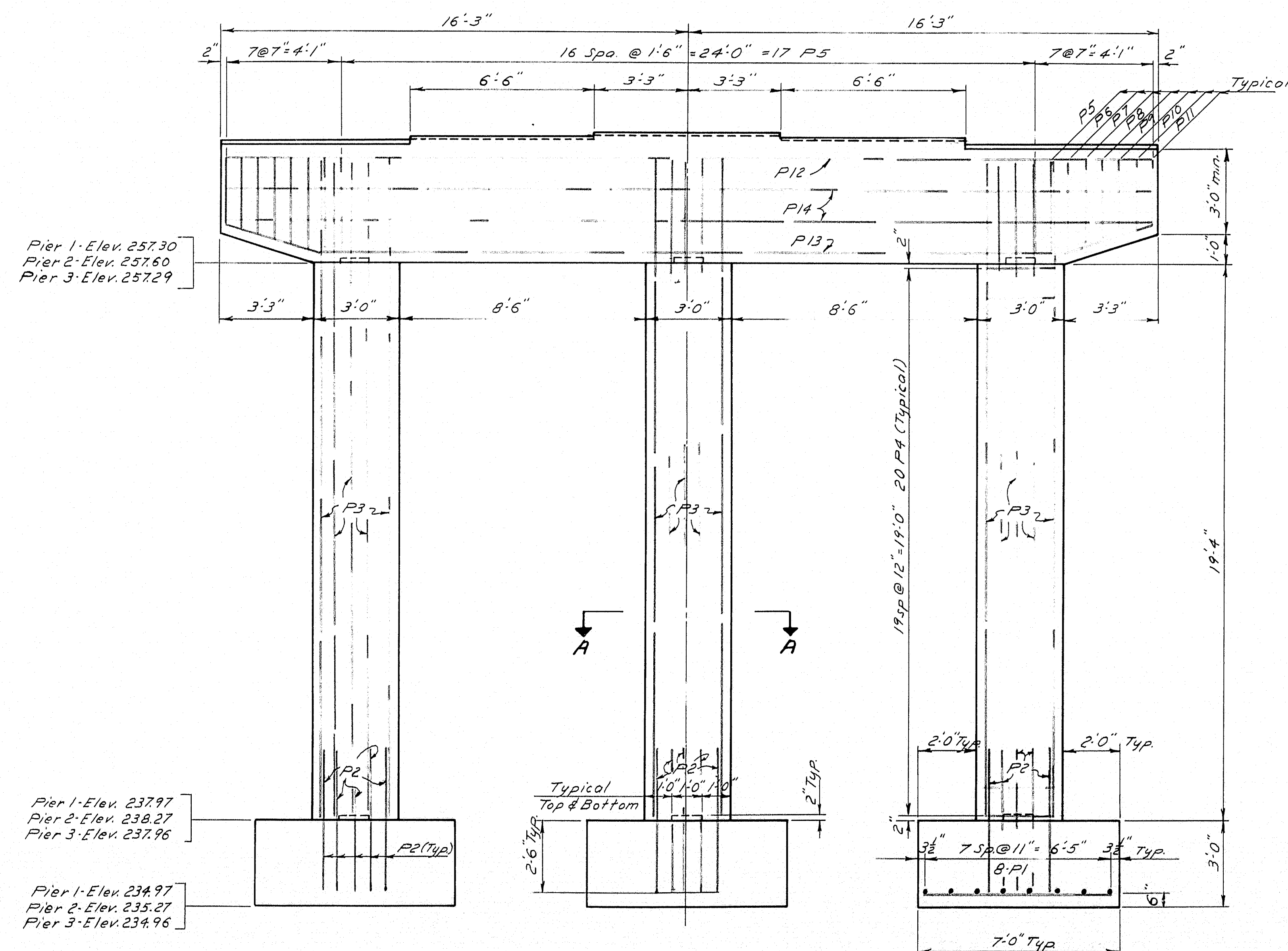
4' SHOULDER
15' GRAVEL BASE = 42.36 CU YD / 100 SF
15' PAVEMENT
15' GRAVEL BASE = 83.33 CU YD / 100 SF



PARK STREET (RELOCATED)



PLAN



SIDE ELEVATION

261.53	261.66	261.79	261.63	261.46
261.37	261.72	261.85	261.69	261.30

PIER 1

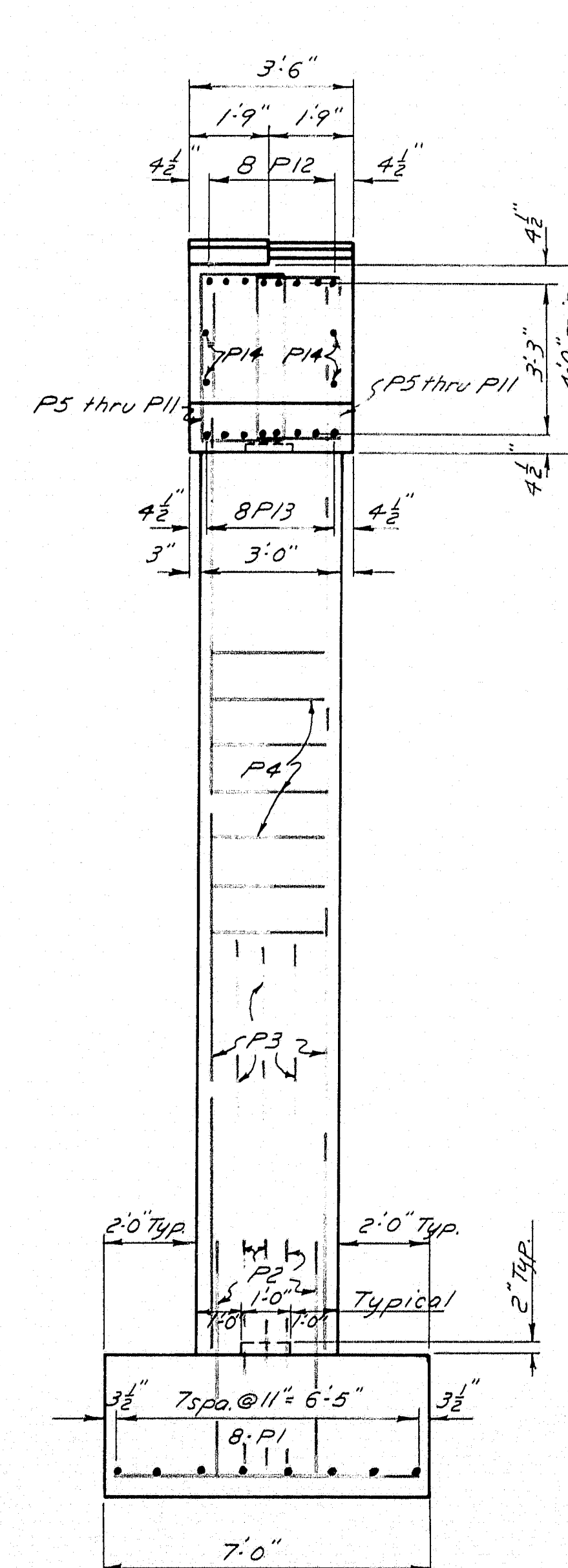
261.77	261.92	262.07	261.92	261.77
261.60	261.73	261.90	261.75	261.60

PIER 2

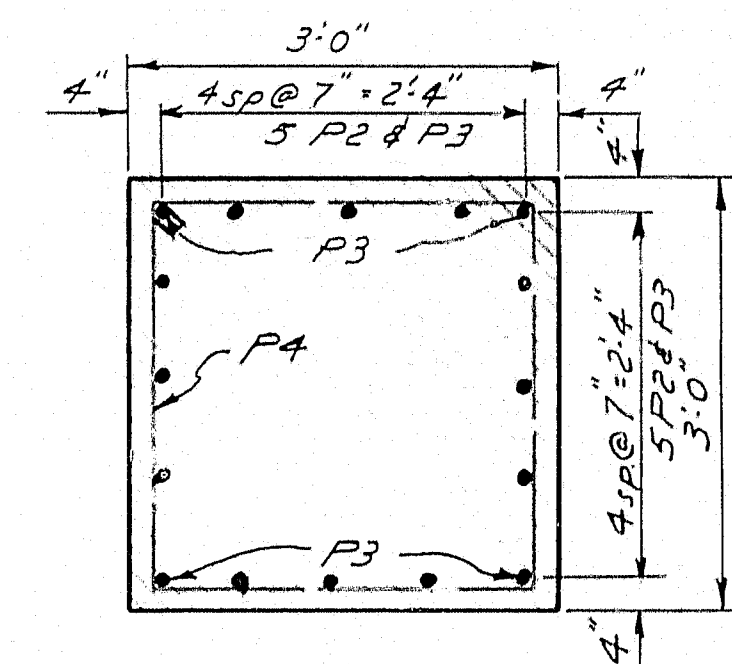
261.30	261.70	261.86	261.73	261.37
261.29	261.46	261.62	261.49	261.36

PIER 3

BRIDGE SEAT ELEVATIONS



END VIEW



SECTION A-A

NOTES:
 Place reinforcing steel in caps to clear anchor bolts.
 Dress shaded bearing areas on bridge to dimensions shown, plus 1" larger all around to exact elevations shown.
 Chamfer all exposed edges of concrete 3/4".
 Piers similar except as shown.

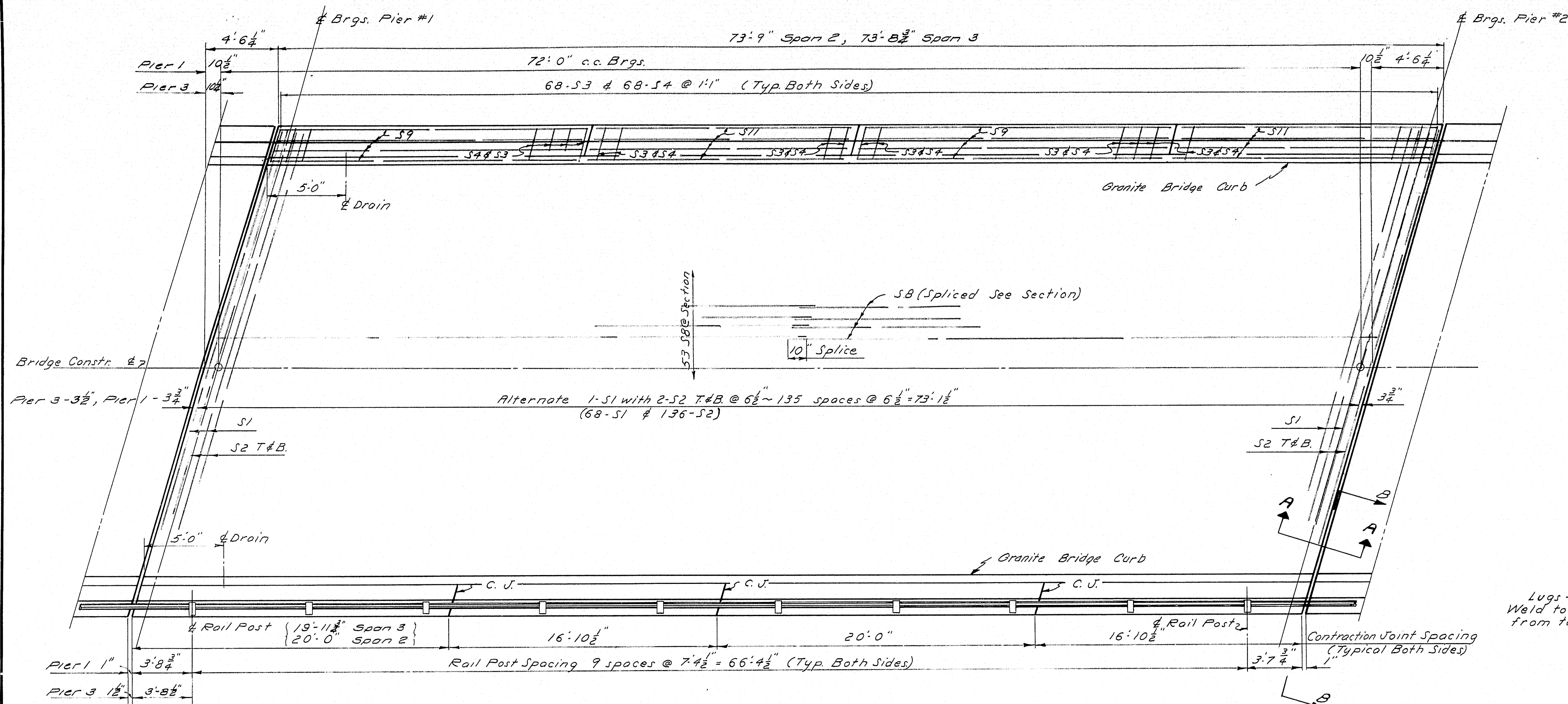
FOUNDATION PRESSURE ----- 5.65 T/ft'

DESIGN - GORMLEY, DET.-FOSTER	BRIDGE NO.
TRACE - V. SMITH	SURVEY -
CHECK - A.R.S.	PLOT -

STATE HIGHWAY COMMISSION
 BRIDGE DIVISION

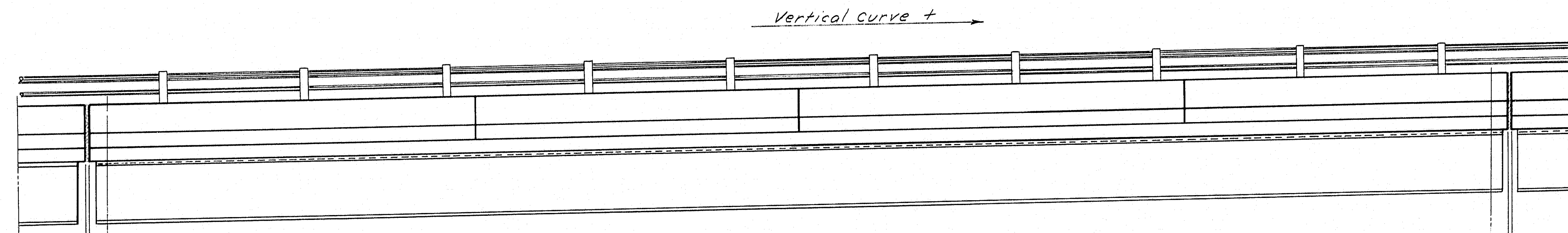
RIDGE ROAD BRIDGE
 OVER
 INTERSTATE
 IN THE TOWN OF
 NEWPORT
 PENOBSCOT COUNTY

PIERS
 SHEET 20 OF 25 AUGUSTA, MAINE. MARCH, 1960

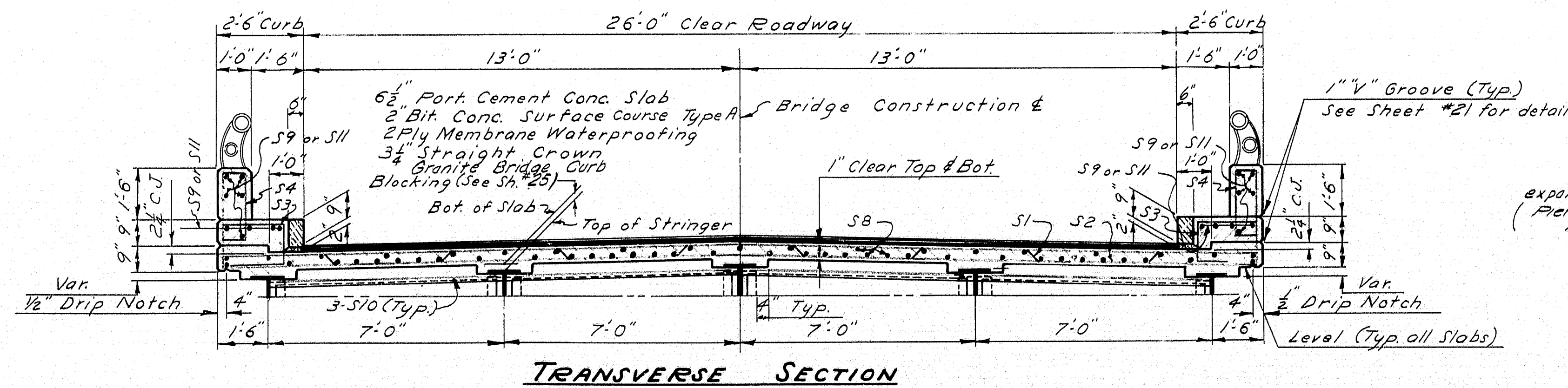


PLAN - SPAN No. 2

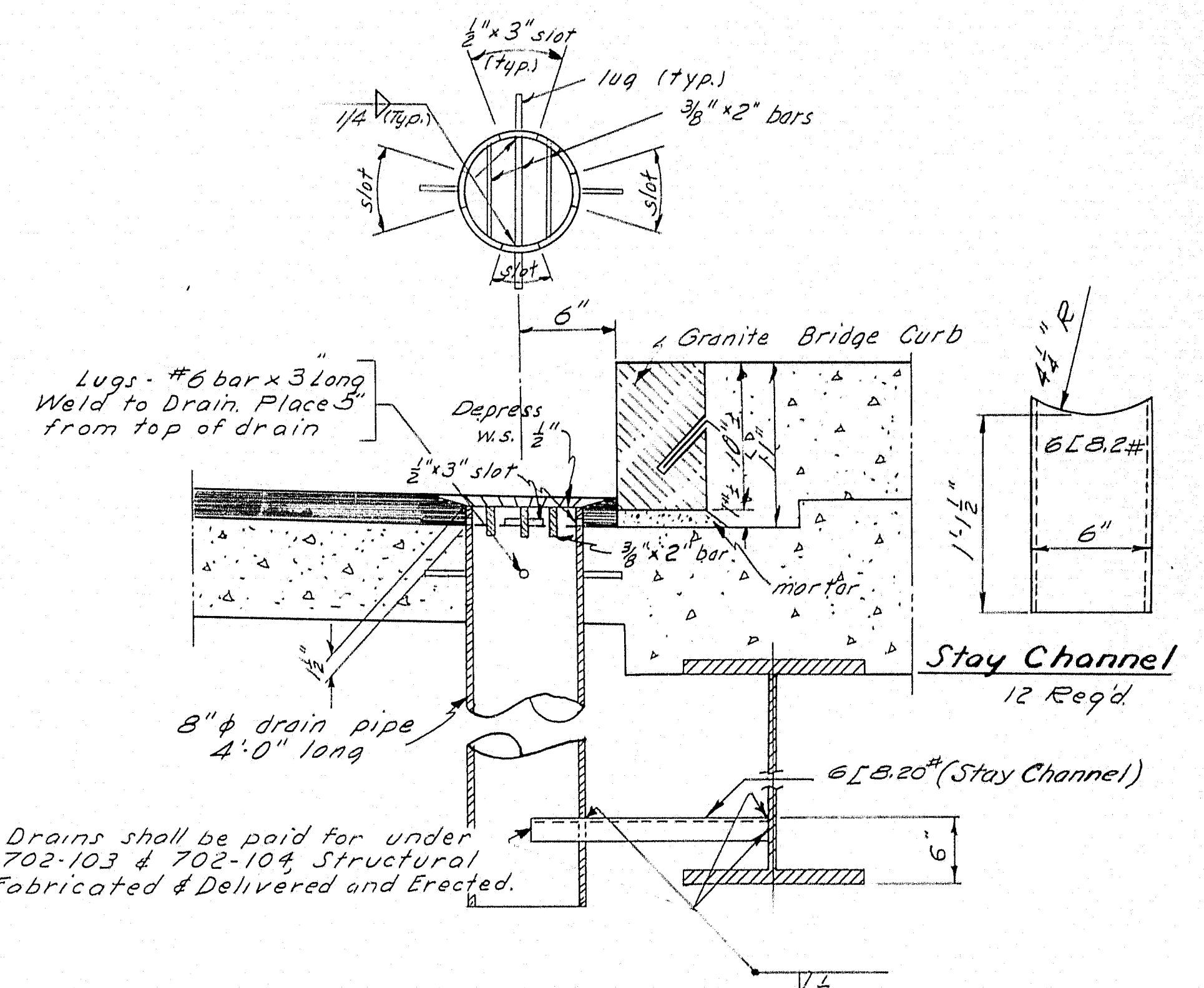
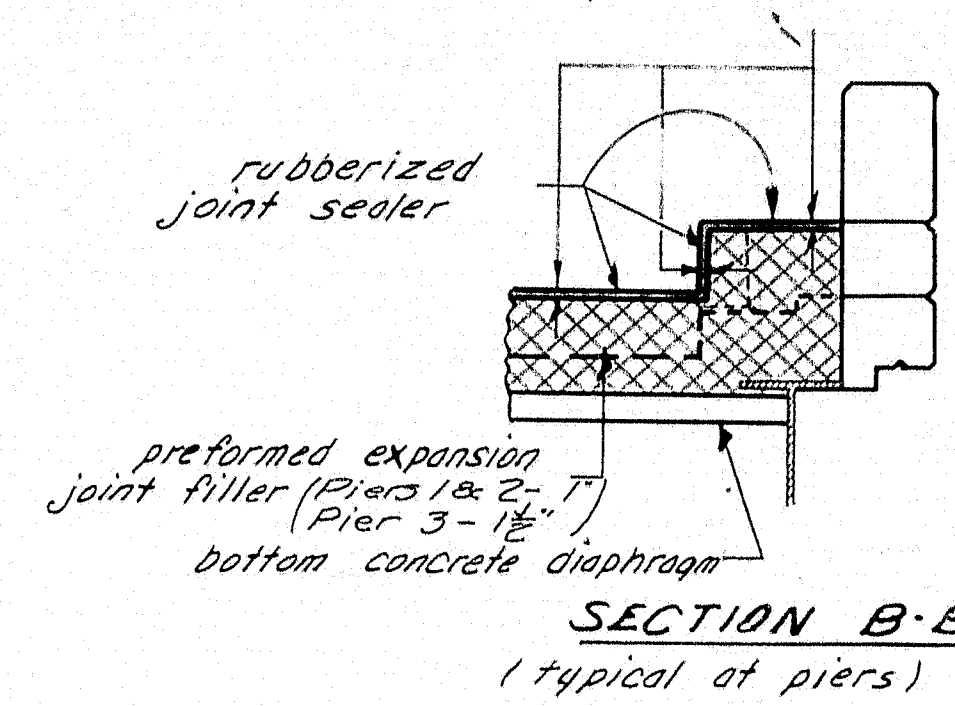
Span #3 Similar except for grades and as shown
(Rotate 180° Span #3)



SIDE ELEVATION

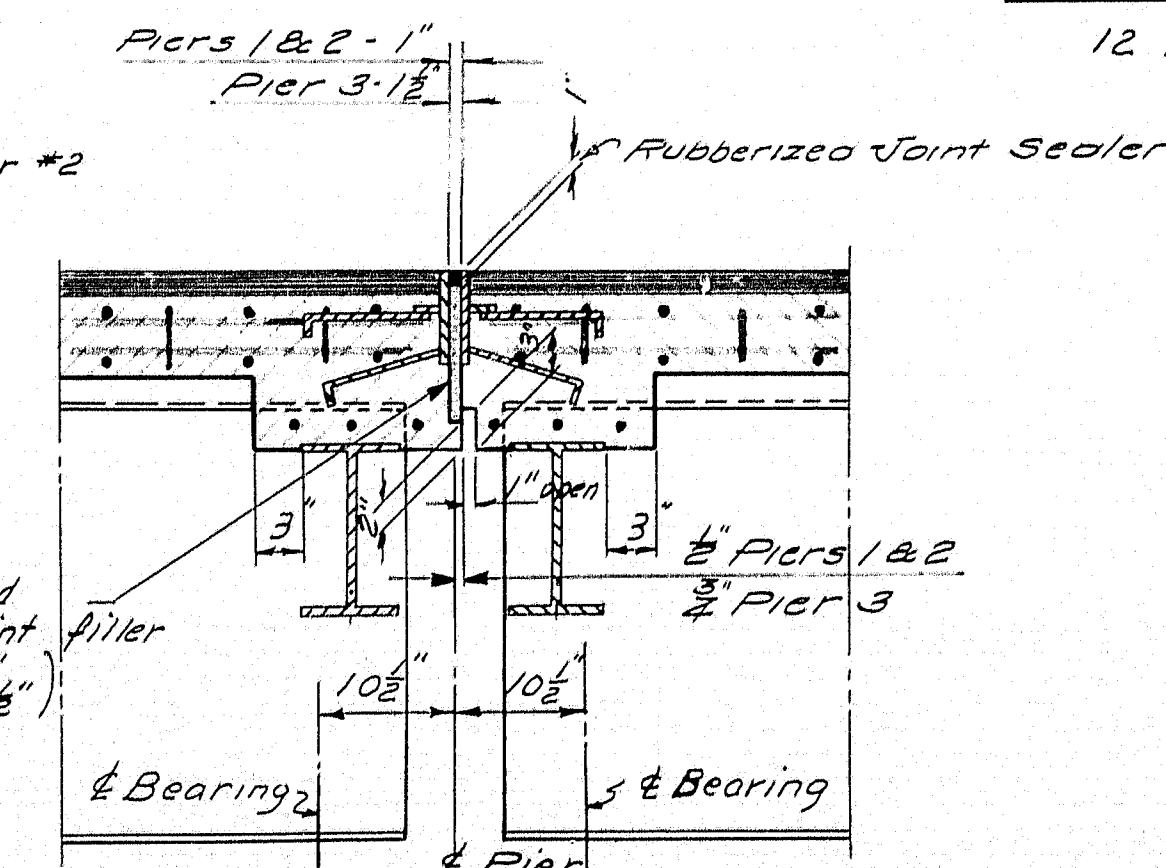


TRANSVERSE SECTION



Note: Drains shall be paid for under
Items 702-103 & 702-104 Structural
Steel Fabricated & Delivered and Erected.

Note: 1/2" x 3" slots in
drain pipe must be
cleared of concrete
and membrane
waterproofing.



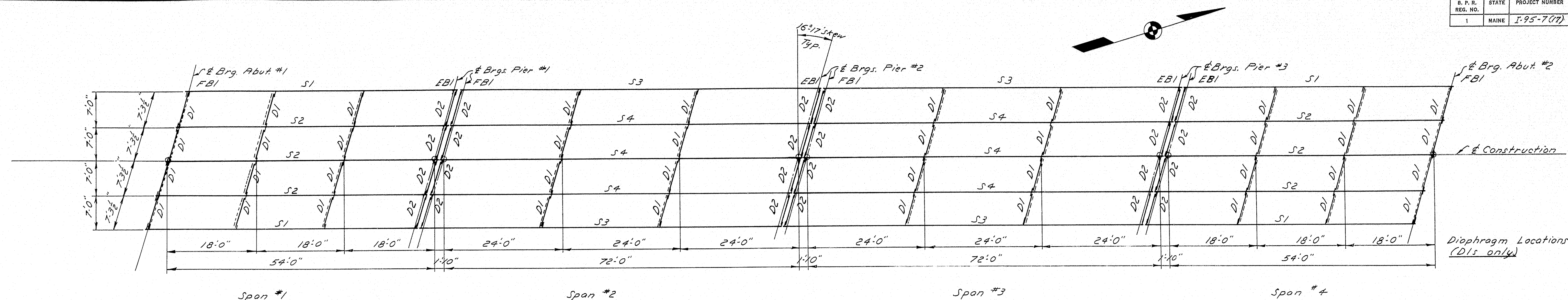
SECTION A-A

Typical @ Piers except
for reinf. steel @ Pier 2 & 3

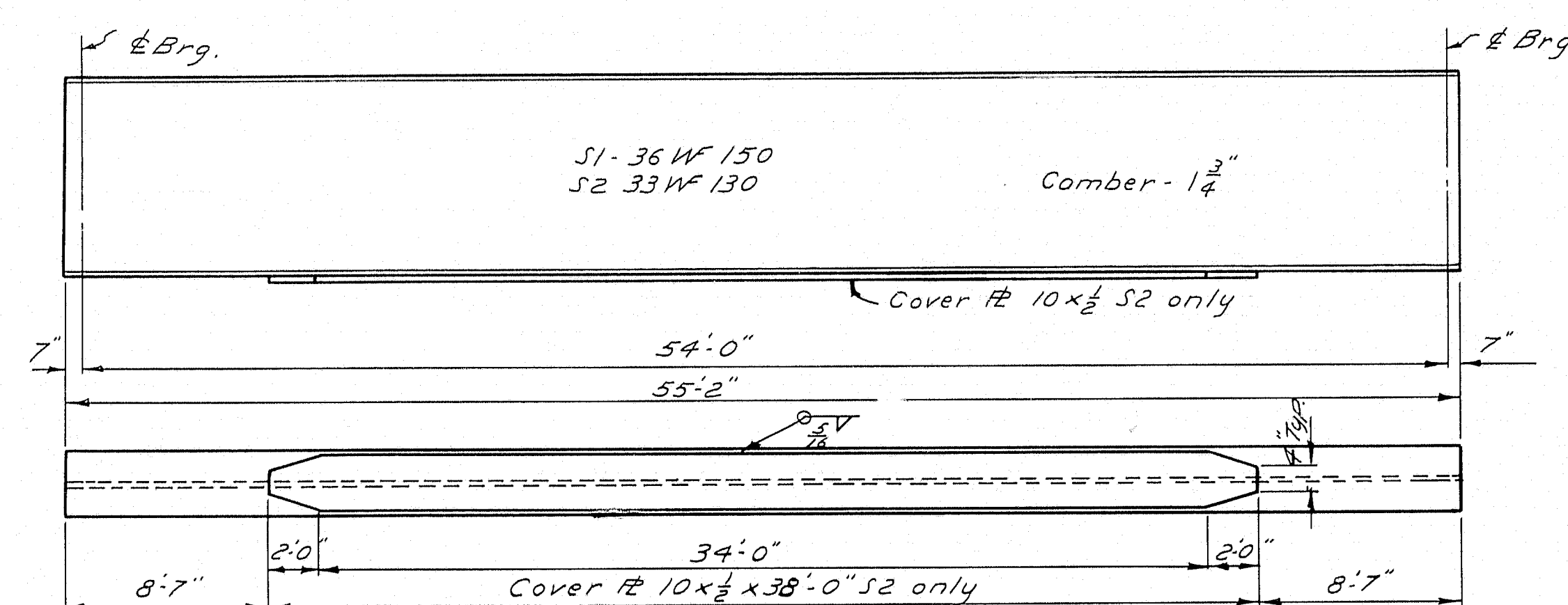
See Sheet #21 for General Notes.

See sheet #25 for Granite Bridge Curb Detail

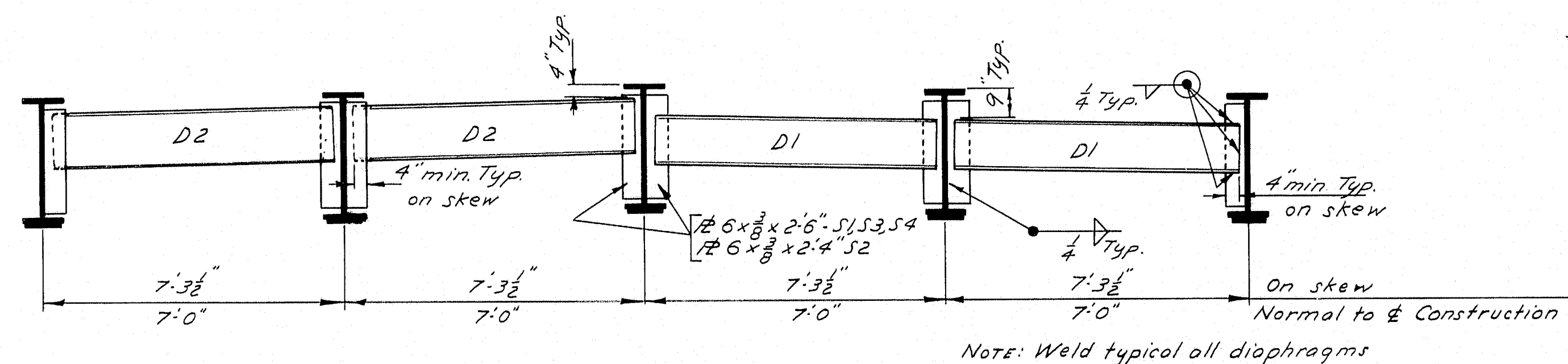
DESIGN - DORITY TRACE - V. SMITH CHECK - C. J.	BRIDGE NO. SURVEY PLOT
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
RIDGE ROAD BRIDGE OVER INTERSTATE IN THE TOWN OF NEWPORT PENOBSCOT COUNTY	
SUPERSTRUCTURE (SPANS 2&3)	
SHEET 22 OF 25	AUGUSTA, MAINE FEB. 1960



ERECTON DIAGRAM

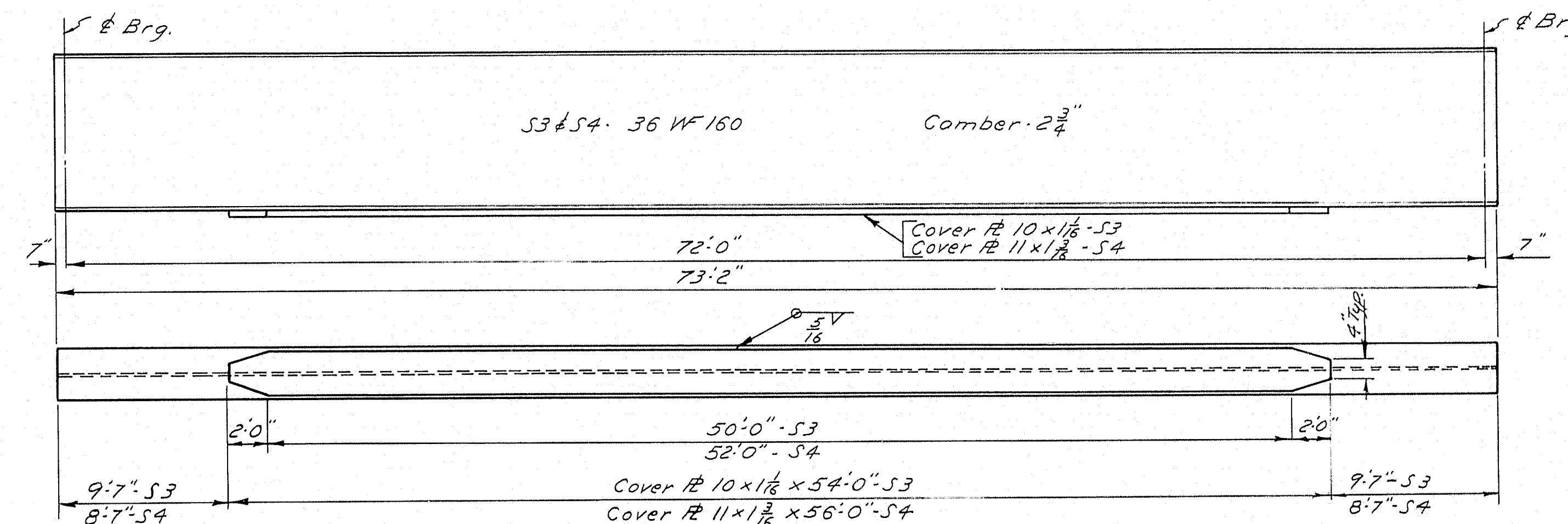


-S1- 4 required
-S2- 6 required

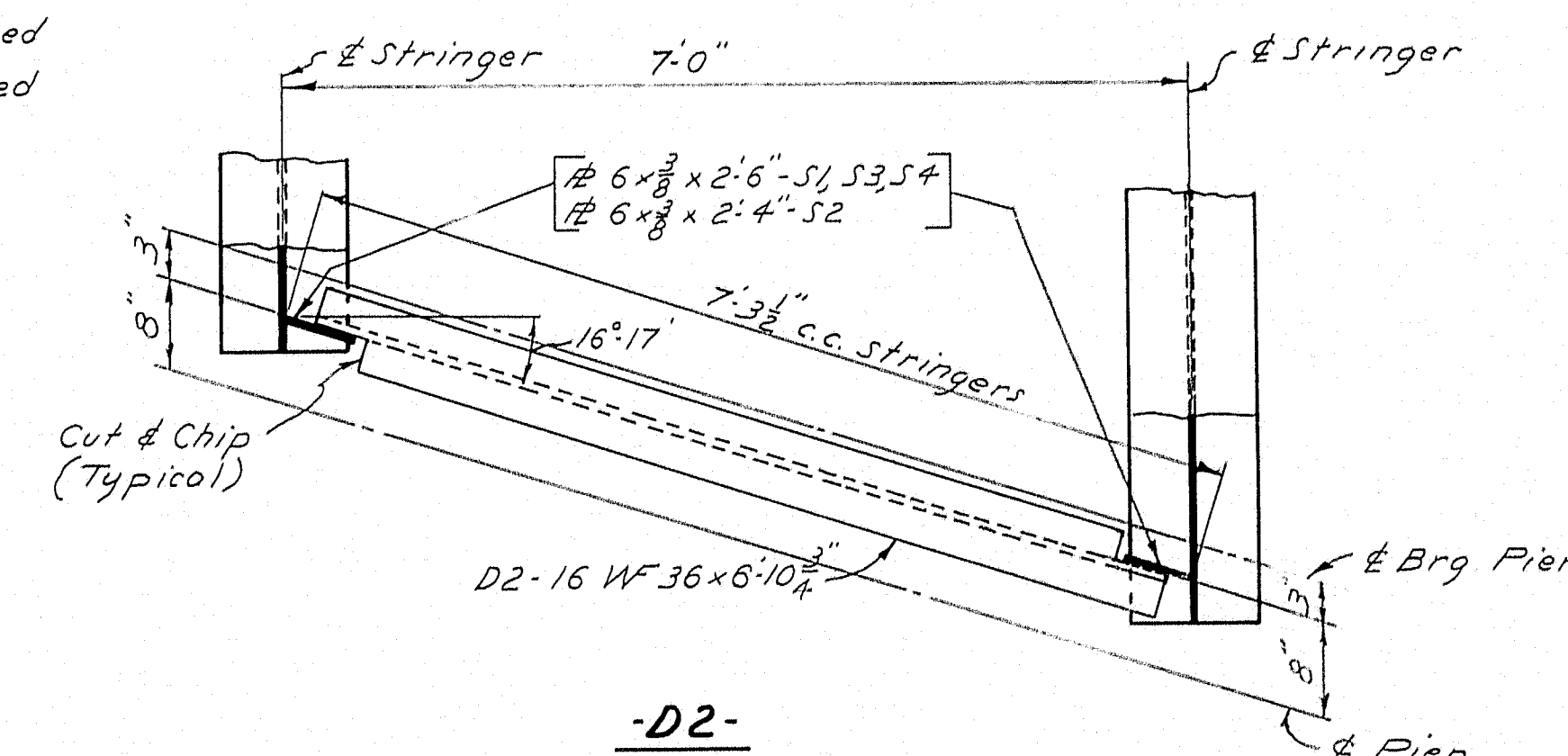
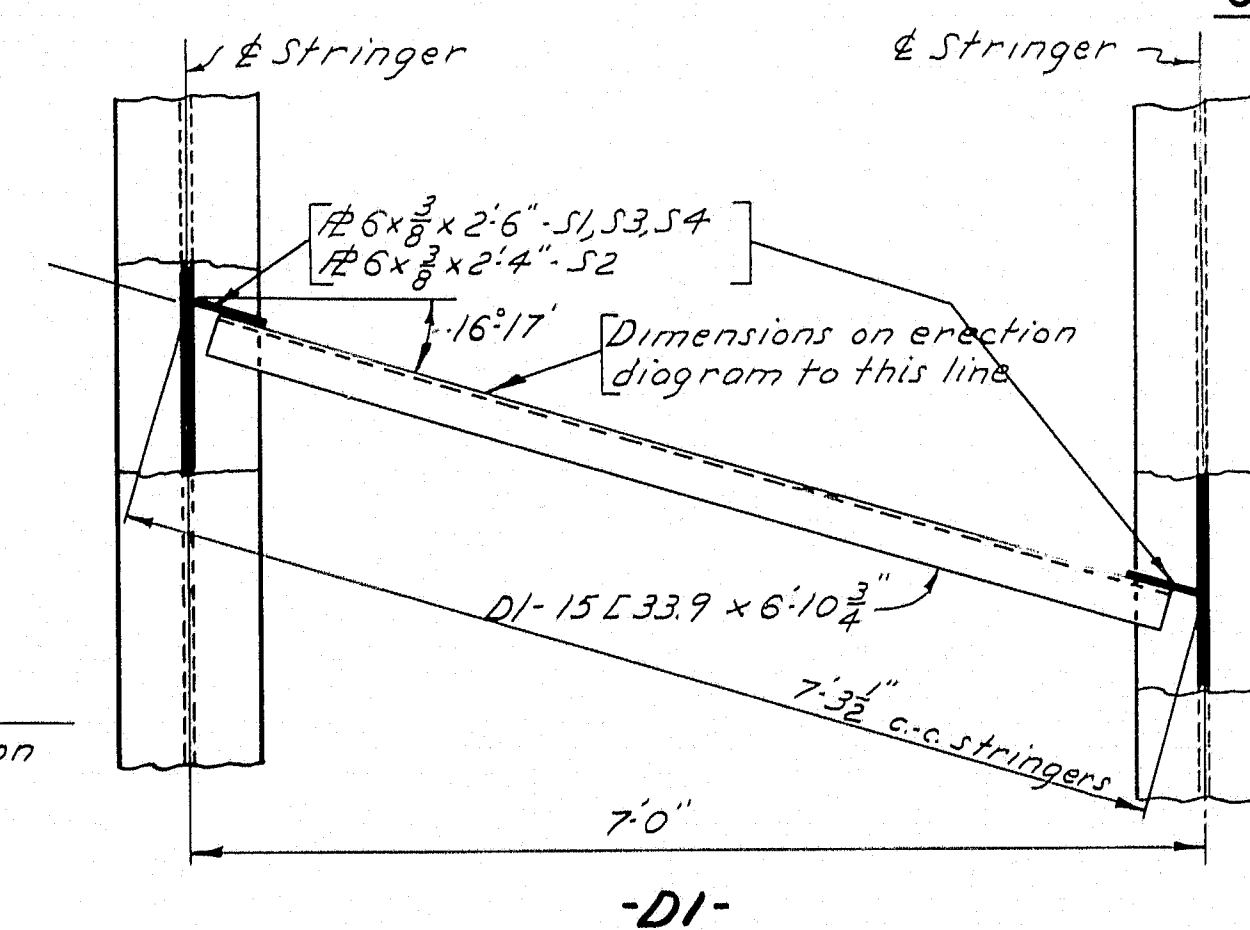


TRANSVERSE SECTION

D1- 15 L 33.9 x 6'-10 3/4" - 40 required.
D2- 16 WF 36 x 6'-10 3/4" - 24 required.



S3- 4 required
S4- 6 required



SPECIFICATIONS

DESIGN - A.A.S.H.O. Standard Specifications for Highway Bridges, 1957.
FABRICATION & ERECTION - State of Maine Standard Specifications Highways and Bridges
Revision of January 1956 & 1960 Supplement.

MATERIALS

Beams and cover plates shall conform to the latest Revised specifications for Structural Weldable Steel, A.S.T.M. Designation A-373. All other steel members shall conform to Specification A.S.T.M. Designation A-373 or A7.

LOADING

H20-S16-44 as Modified for Interstate

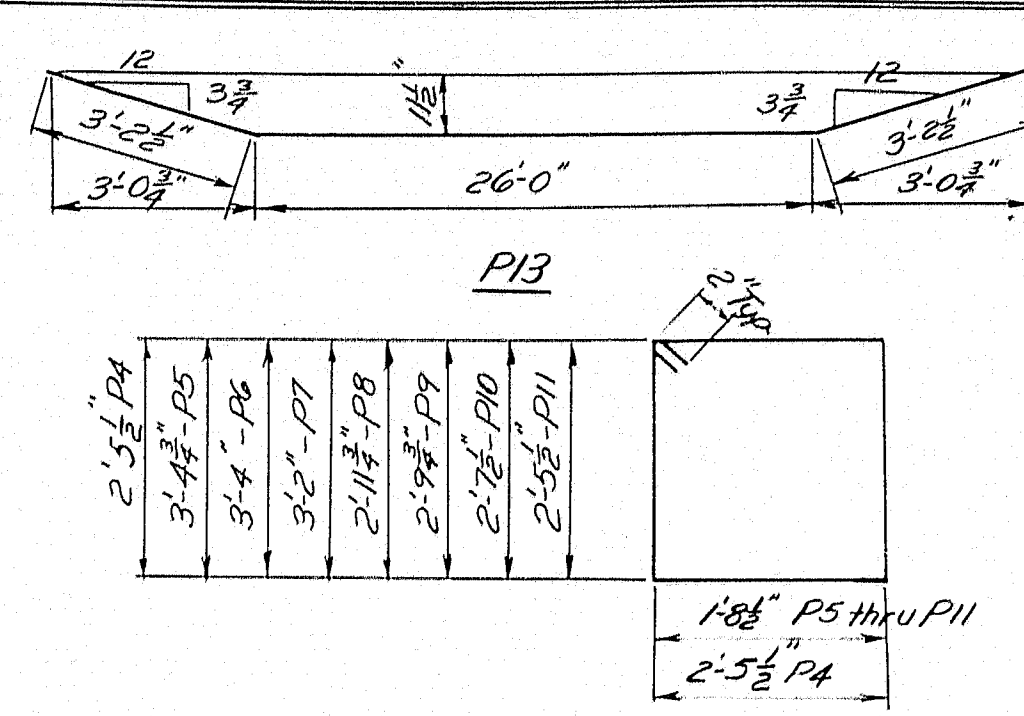
Note: No paint shall be placed on any steel surface to come in contact with concrete.

DESIGN - GORMLEY, DET. FOSTER	BRIDGE NO.
TRACE - SMITH, E.V.	SURVEY -
CHECK - R.A.S., DET. CANNON	PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
RIDGE ROAD BRIDGE OVER INTERSTATE IN THE TOWN OF NEWPORT PENOBSCOT COUNTY	
STRUCTURAL STEEL	
SHEET 23 OF 25 AUGUSTA, MAINE	FEB. 1960

83-94

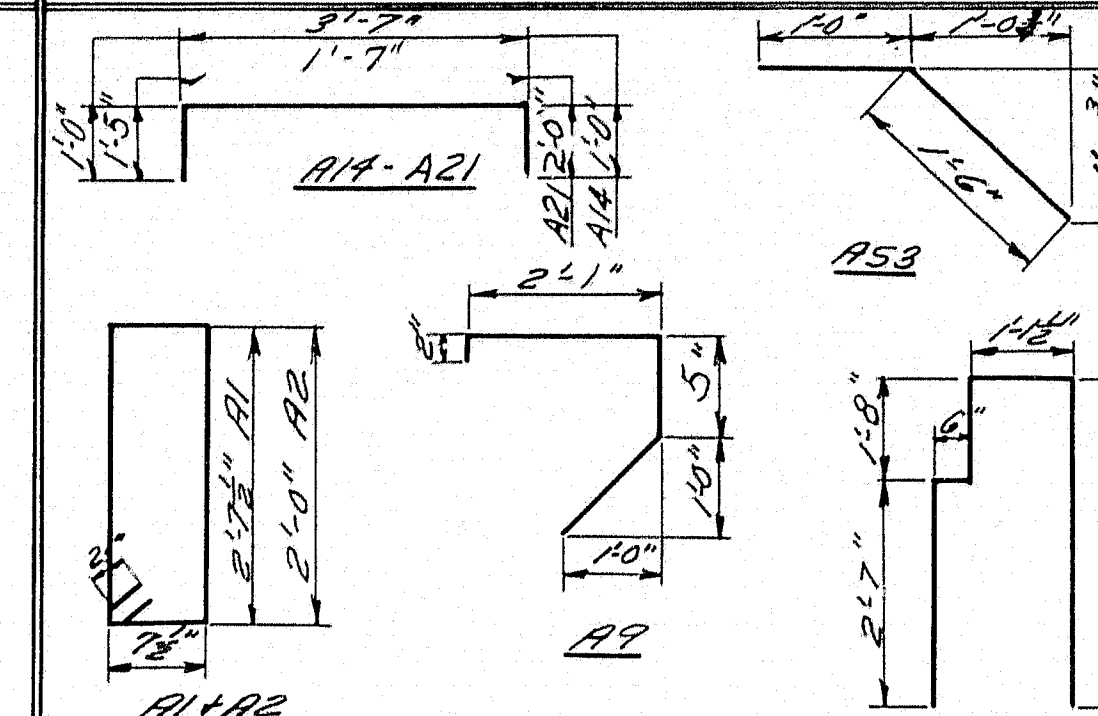
REINFORCING STEEL SCHEDULE

PIERS



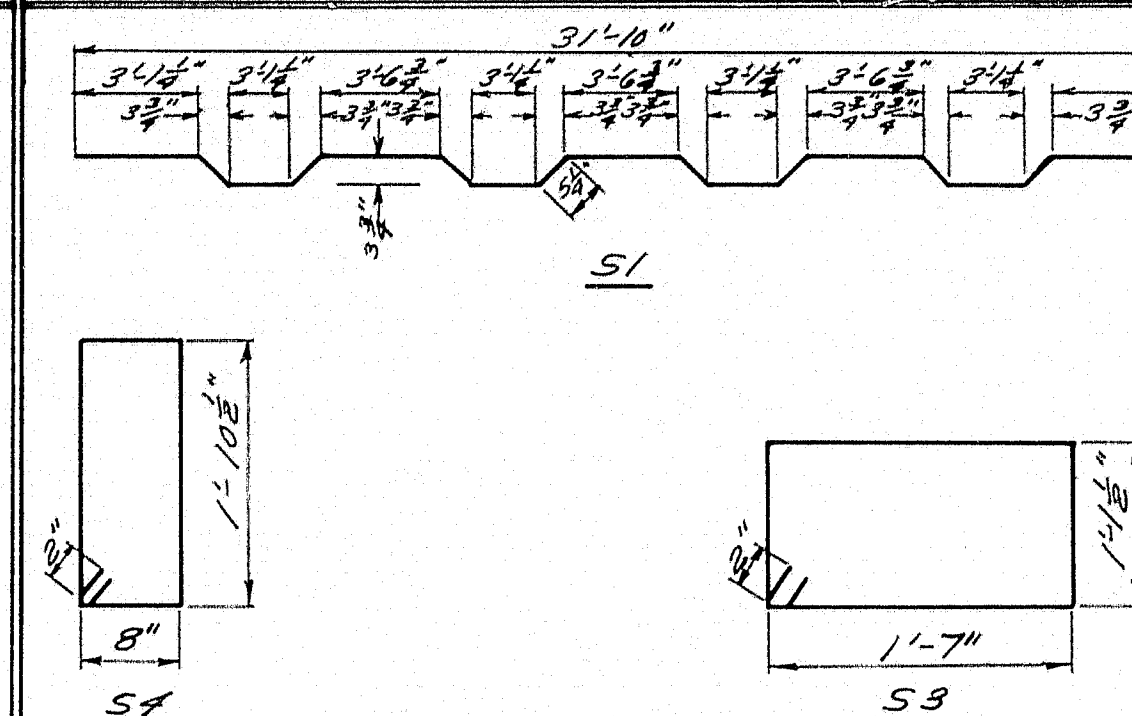
Dimensions to $\frac{1}{2}$ of bars

ABUTMENTS



Dimensions to $\frac{1}{2}$ of bars

SUPERSTRUCTURE



Dimensions to $\frac{1}{2}$ of bars

BENT BARS

Mark	Size	Length	No	Location
P4	#4	10'2"	180	Columns
P5	#5	10'6"	114	Caps
P6	#5	10'5"	12	
P7	#5	10'1"	12	
P8	#5	9'8"	12	
P9	#5	9'4"	12	
P10	#5	9'0"	12	
P11	#5	8'8"	12	
P13	#9	32'5"	24	Caps

STRAIGHT BARS

Mark	Size	Length	No	Location
P1	#6	6'5"	144	Footings
P2	#9	5'0"	144	Footings to columns
P3	#9	22'2"	144	Columns
P12	#9	32'4"	24	Caps
P14	#5	32'4"	12	Caps

BENT BARS

Mark	Size	Length	No	Location
A53	#6	2'6"	26	App. Slab Backwall
A1	#4	6'10"	16	End Posts
A2	#4	5'7"	40	Rail Curbs
A9	#4	4'1"	40	Wings
A14	#4	5'7"	42	Bridge Seats
A16	#5	10'12"	42	Backwall
A21	#5	5'0"	40	Wings

STRAIGHT BARS

Mark	Size	Length	No	Location
A3	#4	2'8"	16	Rail Curb
A4	#4	9'2"	32	Rail Curb + Wings
A5	#6	6'5"	40	Wings
A6	#6	6'0"	16	Wings
A7	#7	10'6"	24	Wings
A8	#6	3'4"	40	Wings - Footings
A11	#6	12'2"	40	Footings
A12	#6	5'6"	132	Footings
A13	#6	33'8"	22	Footings
A15	#6	3'9"	42	Back wall
A17	#4	3'11"	12	Backwall
A18	#6	3'11"	12	Bridge Seats
A19	#8	7'4"	40	Wings
A20	#8	10'6"	24	Wings
A10	#6	3'3"	80	Wing - Footings
A22	#6	6'0"	8	Footings

BENT BARS

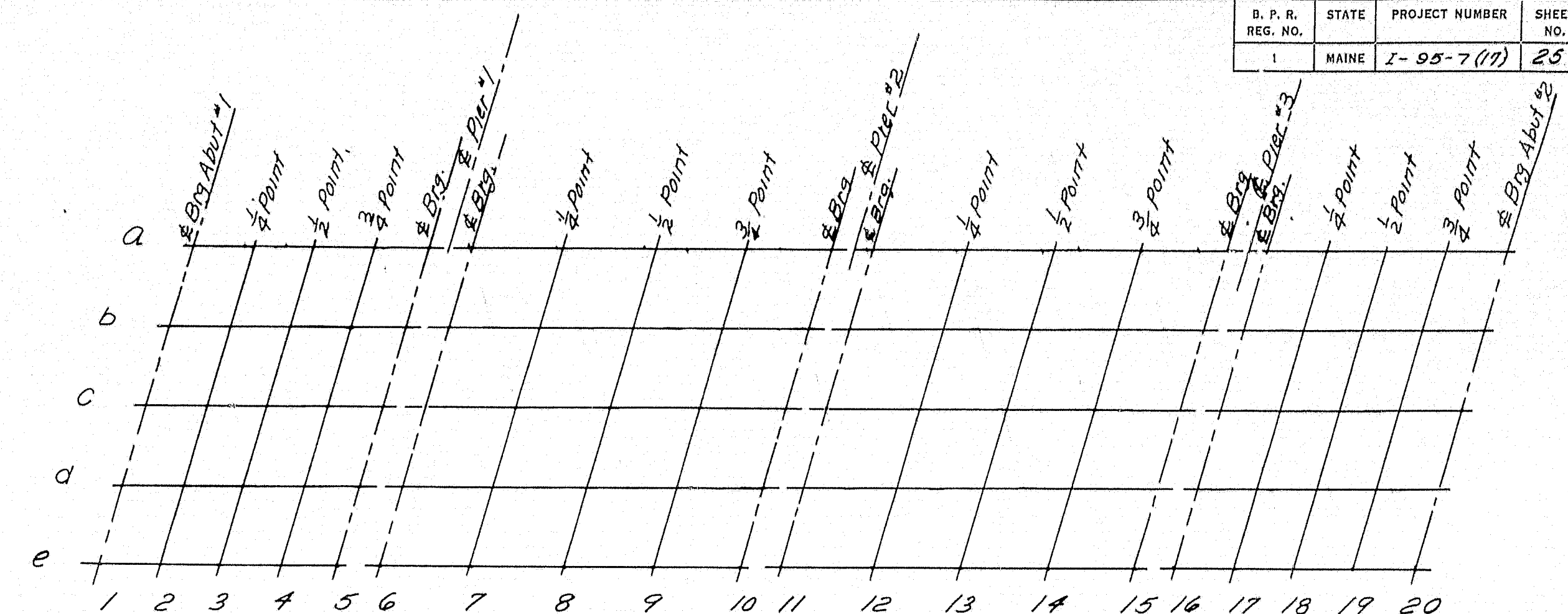
Mark	Size	Length	No	Location
S1	#6	32'10"	242	Slab all Spans
S3	#4	5'9"	488	Curbs all Spans
S4	#4	5'5"	488	Rail Curbs all Spans

STRAIGHT BARS

Mark	Size	Length	No	Location
S2	#6	31'10"	484	Slab all Spans
S5	#4	18'9"	108	Curbs Spans 1st
S6	#4	28'11"	212	Slab Spans 1st (spliced)
S7	#4	3'4"	28	Slab Spans 1st (at abut only)
S8	#4	37'2"	212	Slab Spans 2nd (spliced)
S9	#4	19'8"	72	Curb & Rail Curbs Spans 2nd
S10	#6	6'4"	72	End Diaphragms @ Piers
S11	#4	16'7"	72	Curbs & Rail Curbs Spans 2nd

APPROACH Slabs

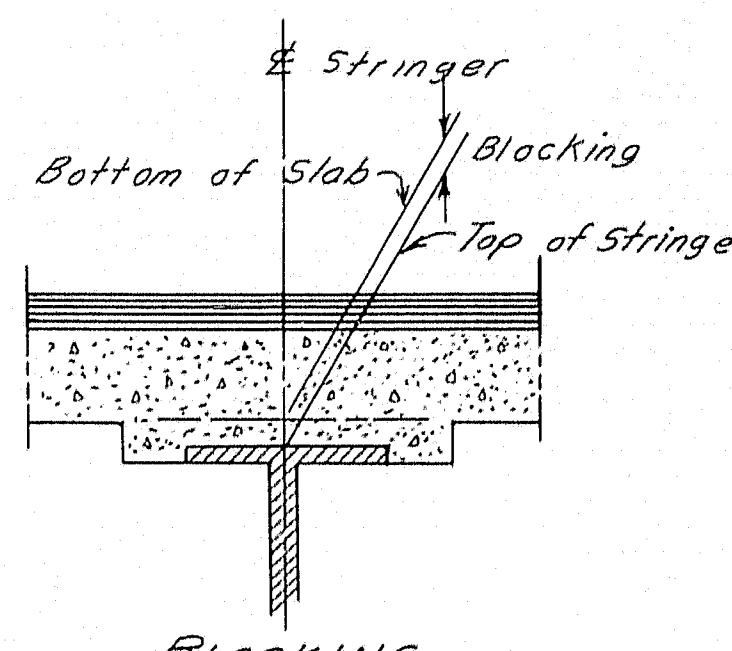
Mark	Size	Length	No	Location
AS1	#4	25'6"	40	Approach Slabs
AS2	#6	14'0"	196	"



BLOCKING DIAGRAM

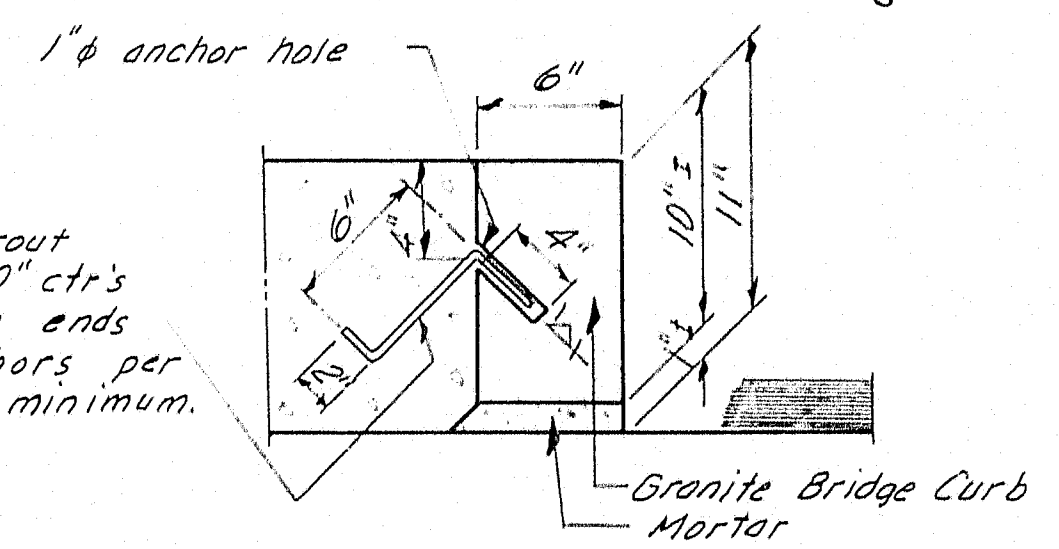
Bottom of Slab Elevations

Lines	Span No 1					Span No 2					Span No 3					Span No 4				
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
a	264.97	264.87	264.83	264.79	265.02	265.03	265.21	265.31	265.33	265.27	265.21	265.32	265.28	265.17	264.96	264.95	264.86	264.74	264.57	264.37
b	264.57	264.80	264.96	265.07	265.15	265.16	265.35	265.46	265.48	265.42	265.47	265.45	265.33	265.13	265.12	265.07	264.92	264.75	264.57	264.37
c	264.71	264.92	265.09	265.20	265.28	265.29	265.49	265.60	265.62	265.57	265.57	265.62	265.60	265.49	265.29	265.28	265.20	264.09	264.71	264.37
d	264.57	264.75	264.92	265.04	265.12	265.13	265.33	265.45	265.47	265.42	265.48	265.46	265.33	265.14	265.15	265.07	264.96	264.80	264.57	264.37
e	264.37	264.57	264.74	264.86	264.95	264.96	265.17	265.28	265.32	265.27	265.27	265.33	265.31	265.21	265.03	265.02	264.94	264.83	264.67	264.47



BLOCKING

Design: C. Porter
Check: R. E. Barry



Granite Bridge Curb
(typical)

DESIGN - C.P.P.
CHECK - R.E.B.

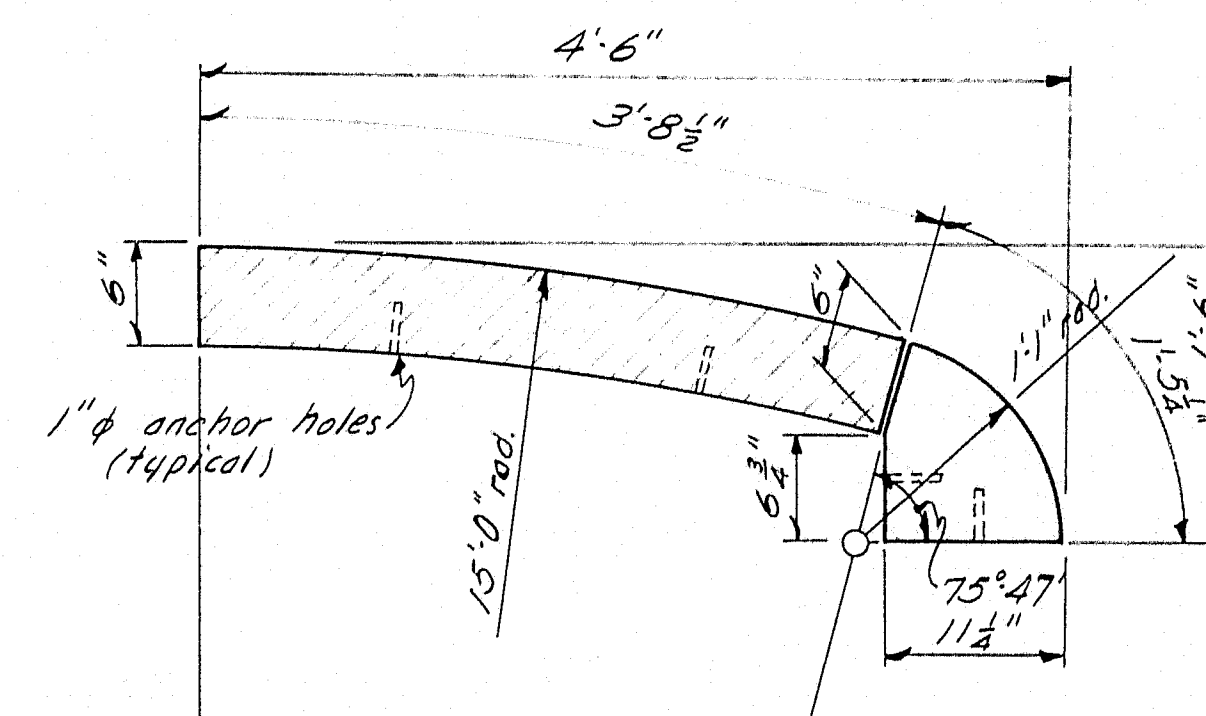
BRIDGE NO. 100
SURVEY - 100
PLOT - 100

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

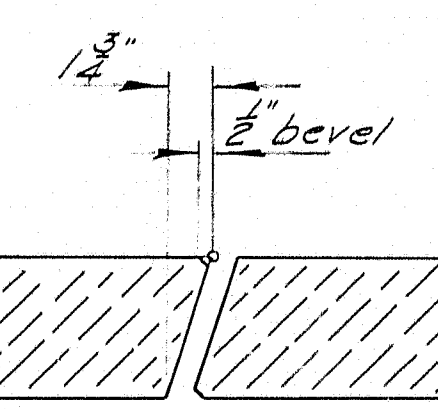
RIDGE ROAD BRIDGE
OVER
INTERSTATE
IN THE TOWN OF
NEWPORT
PENOBSCOT COUNTY
REINFORCING STEEL & BLOCKING

SHEET 25 OF 25 AUGUSTA, MAINE MARCH 1960

Note: In order to compensate for dead load deflection, the vertical curve, and any inequalities in the rolling of the structural steel, set the Bottom of Slab Elevations at the points indicated before slab forms are constructed.



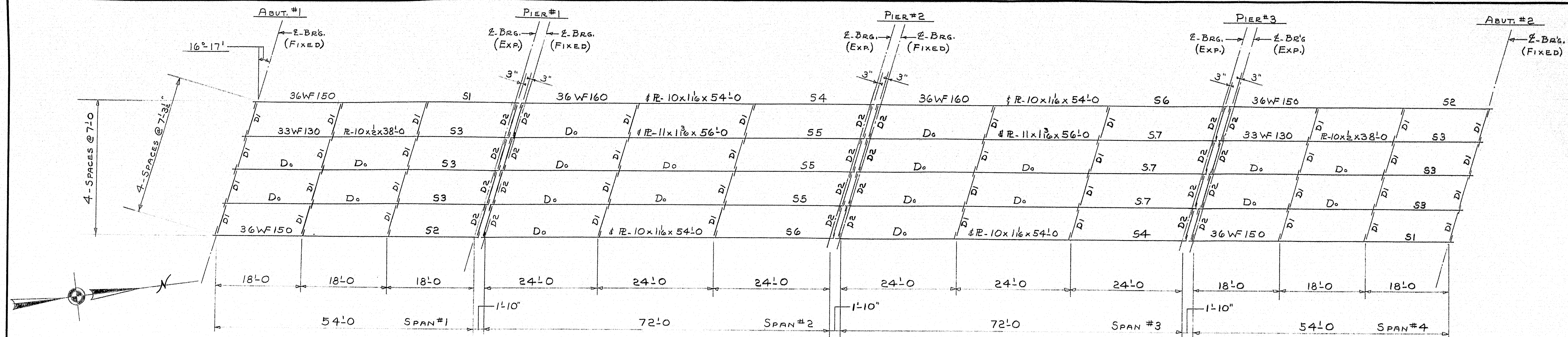
NOTE: Payment for circular granite curb will be made at the contract unit price per linear foot for "Granite Bridge Curb" Item 901-21



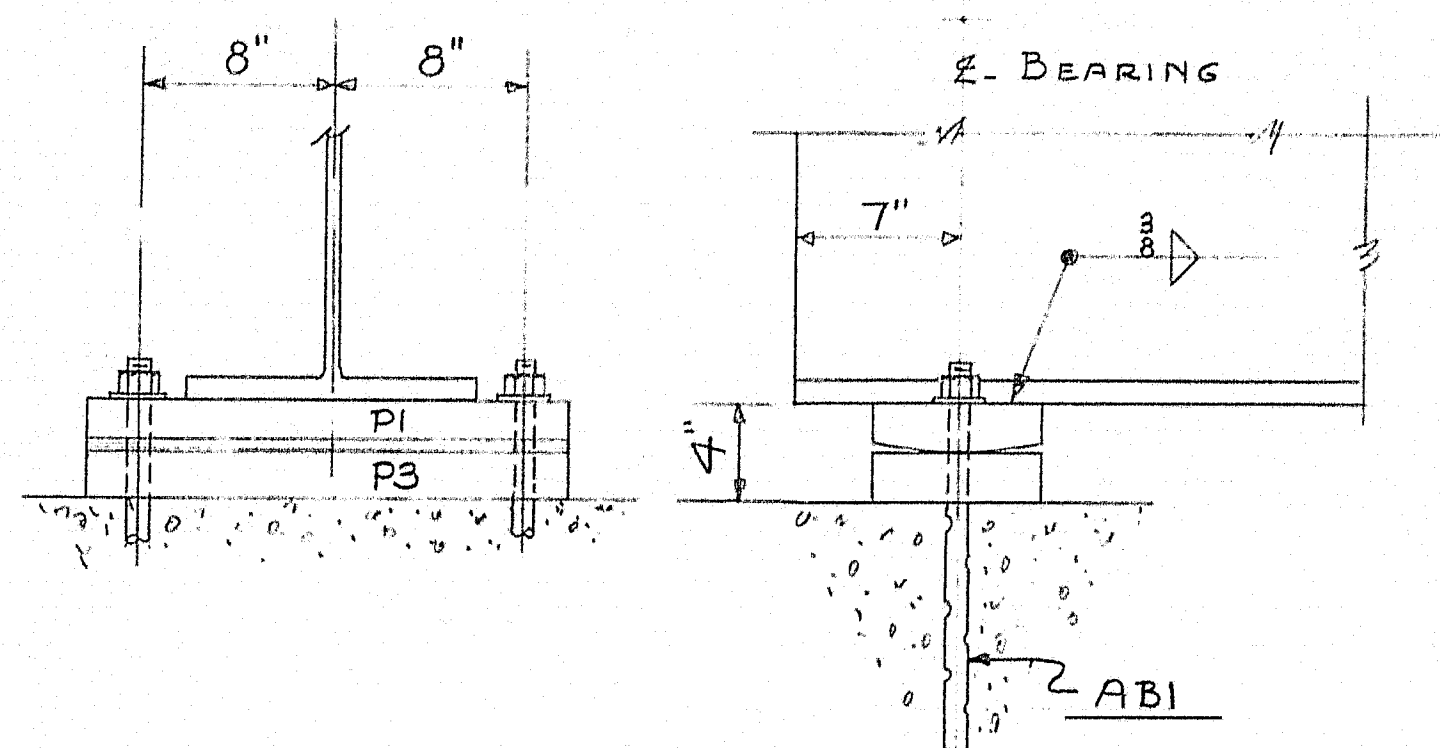
End Bevels
(Typical for granite bridge curb at piers and backwalls)

Circular Granite Bridge Curb

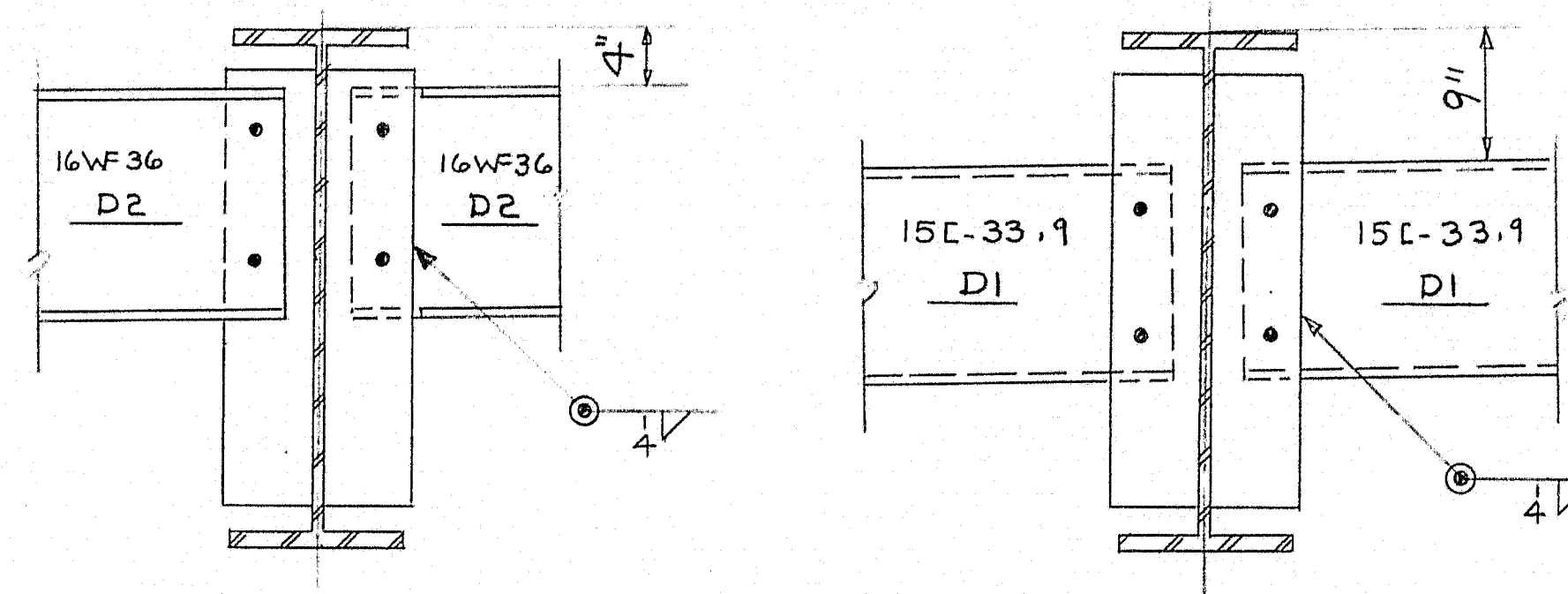
(typical)



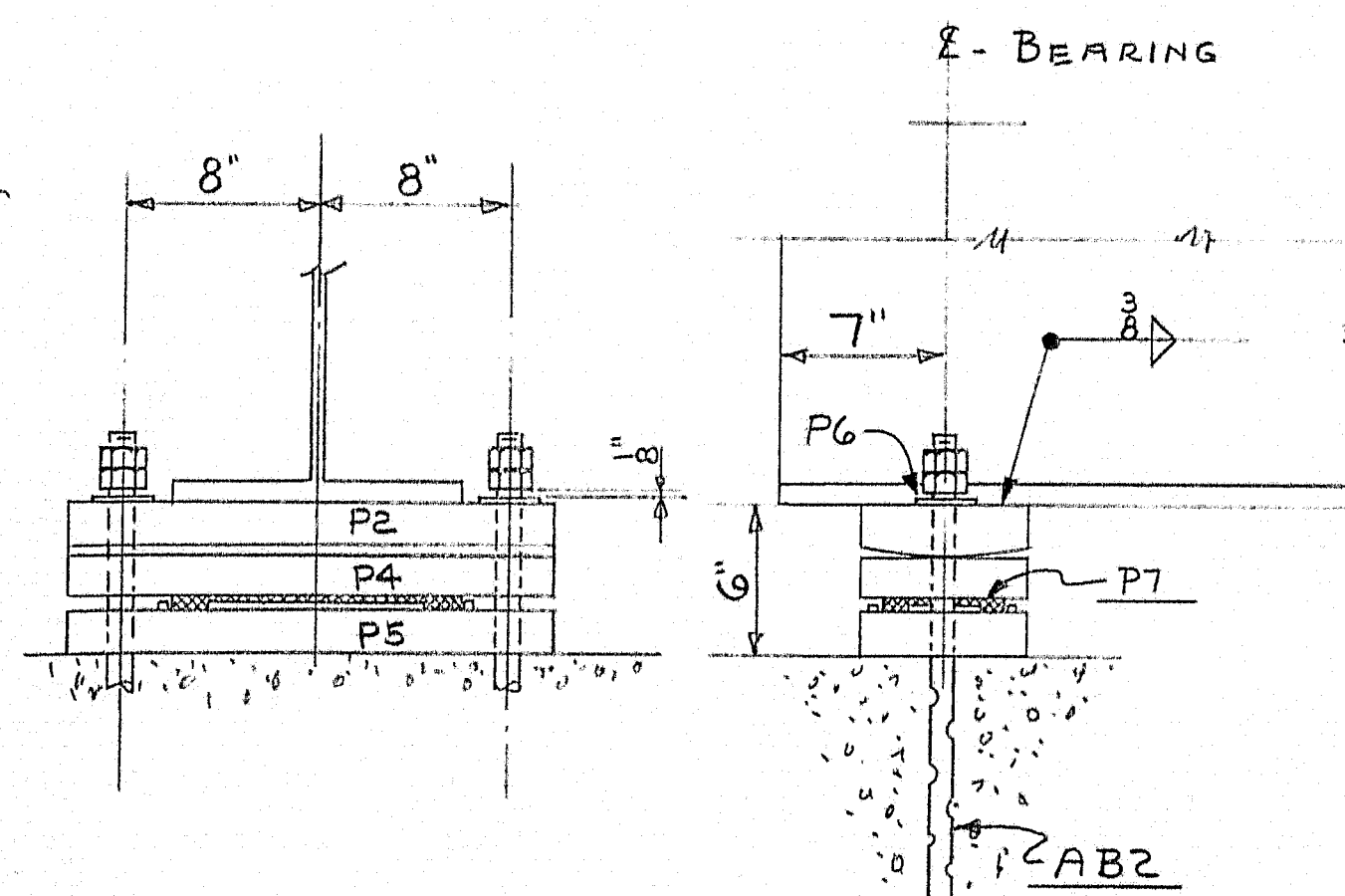
FRAMING PLAN



FIXED BEARINGS



DETAIL OF DIAPHRAGM CONNECTIONS



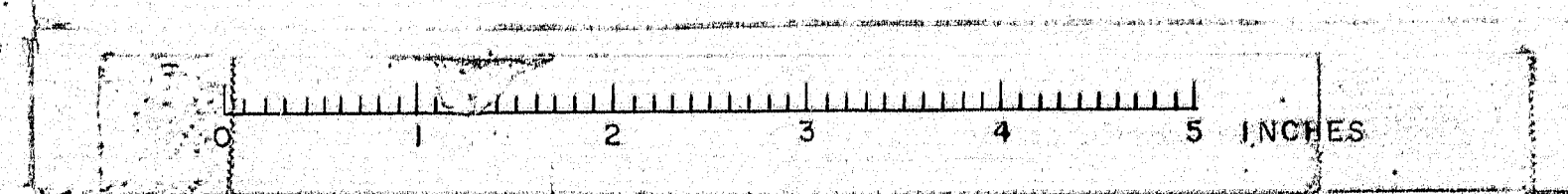
EXP. BEARINGS

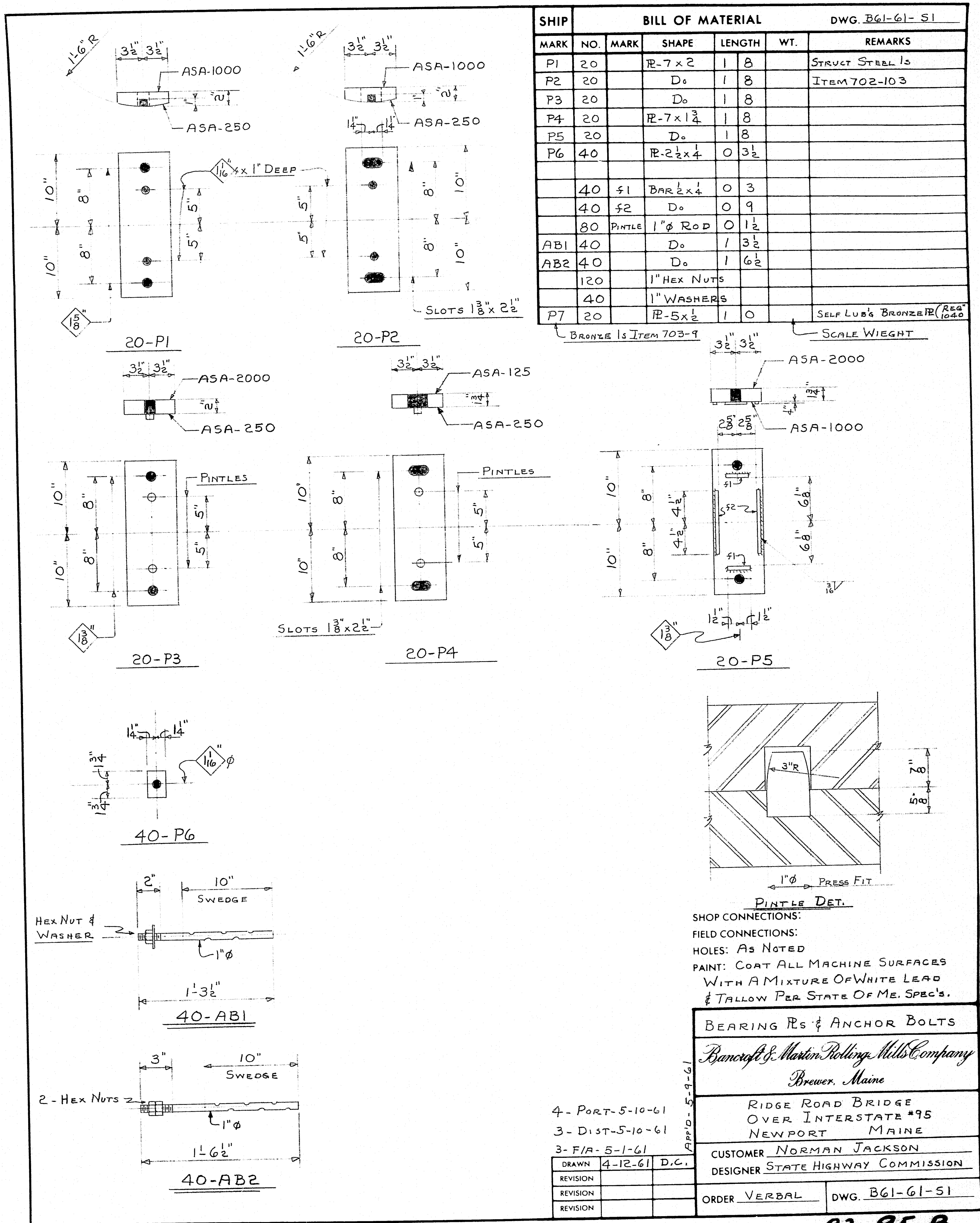
SHOP CONNECTIONS: WELD
FIELD CONNECTIONS: WELD
HOLES: AS NOTED
PAINT: STATE OF MAINE SPEC'S

APP'D AS NOTED 5-9-61

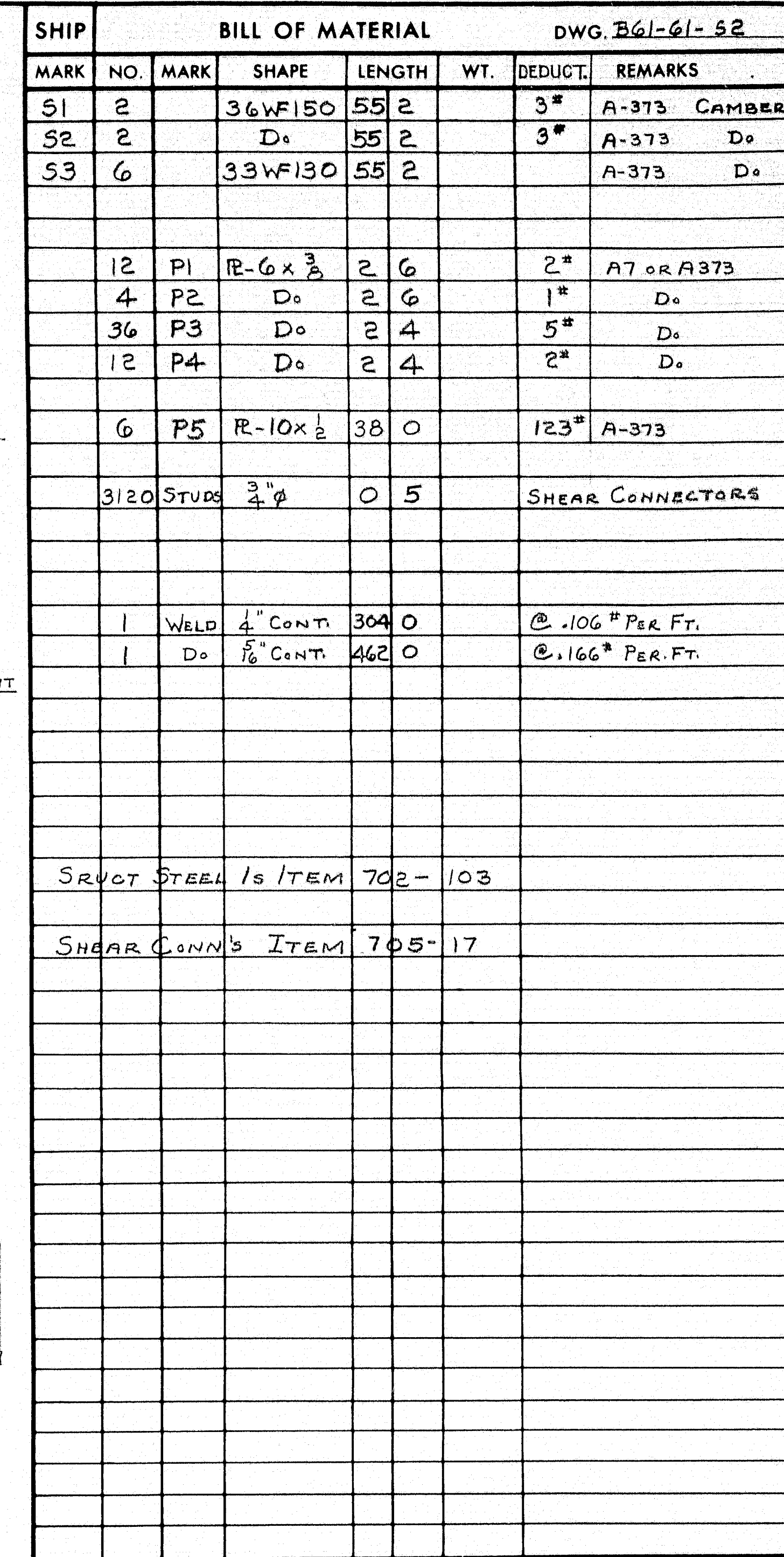
BRIDGE FRAMING PLAN			
PRINT ISSUE		Bancroft & Martin Rolling Mills Company	
		Brewer, Maine	
		RIDGE ROAD BRIDGE OVER	
		INTERSTATE No 95	
		NEWPORT MAINE	
		CUSTOMER NORMAN JACKSON	
		DESIGNER STATE HIGHWAY COMMISSION	
DRAWN	4-11-61	D.C.	
REVISION	5-10-61	D.C.	
REVISION			
REVISION			
ORDER VERBAL		DWG. B61-61-E1	

83-95A





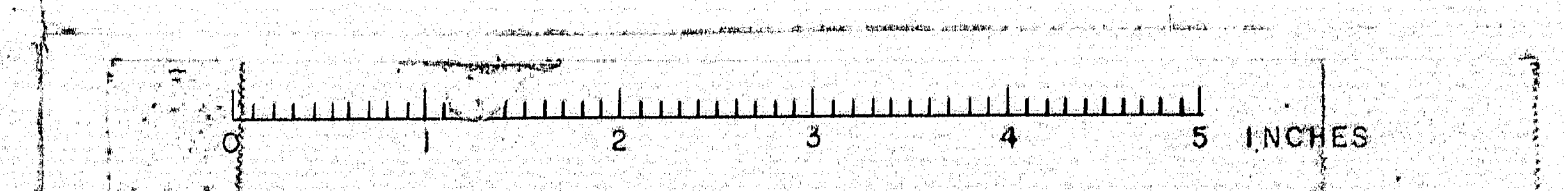
83-95 B

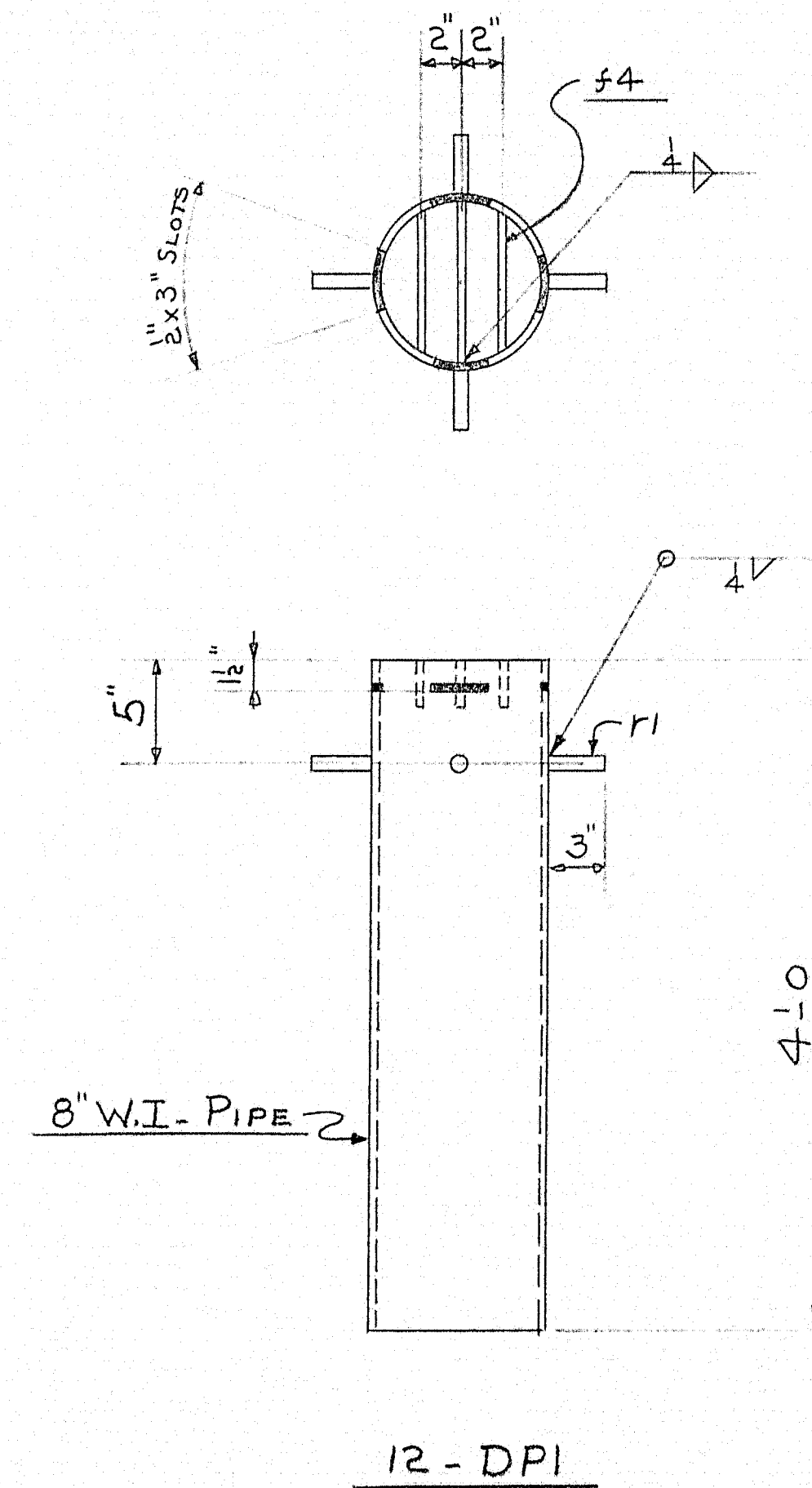


APP'D AS NOTED 5-9-61

STRINGERS FOR SPANS No 1 & No 4

PRINT ISSUE			<i>Bancroft & Martin Potting Mills Company</i> <i>Brewer, Maine</i>
3	DIST.	5-9-61	RIDGE ROAD BRIDGE OVER INTERSTATE No 95 NEWPORT MAINE
4	SHOP	5-9-61	
3	FILE	5-1-61	
DRAWN	4-13-61	DIC.	CUSTOMER <u>NORMAN JACKSON</u>
REVISION	5-10-61	DIC.	DESIGNER <u>STATE HIGHWAY COMMISSION</u>
REVISION			ORDER <u>VERBAL</u>
REVISION			





DIAPHRAGM'S, ARMORED JOINTS & DRAIN PIPES			
PRINT ISSUE			
		<i>Bancroft & Martin Rollings Mills Company</i> <i>Brewer, Maine</i>	
3	DIST.	5-10-61	RIDGE ROAD BRIDGE OVER INTERSTATE No 95 NEWPORT MAINE
4	SHOP	5-10-61	
3	F/A	5-1-61	
DRAWN	4-14-61	D.C.	CUSTOMER NORMAN JACKSON DESIGNER STATE HIGHWAY COMM.
REVISION	5-10-61	D.C.	
REVISION			ORDER VERBAL DWG. B61-61-S4
REVISION			