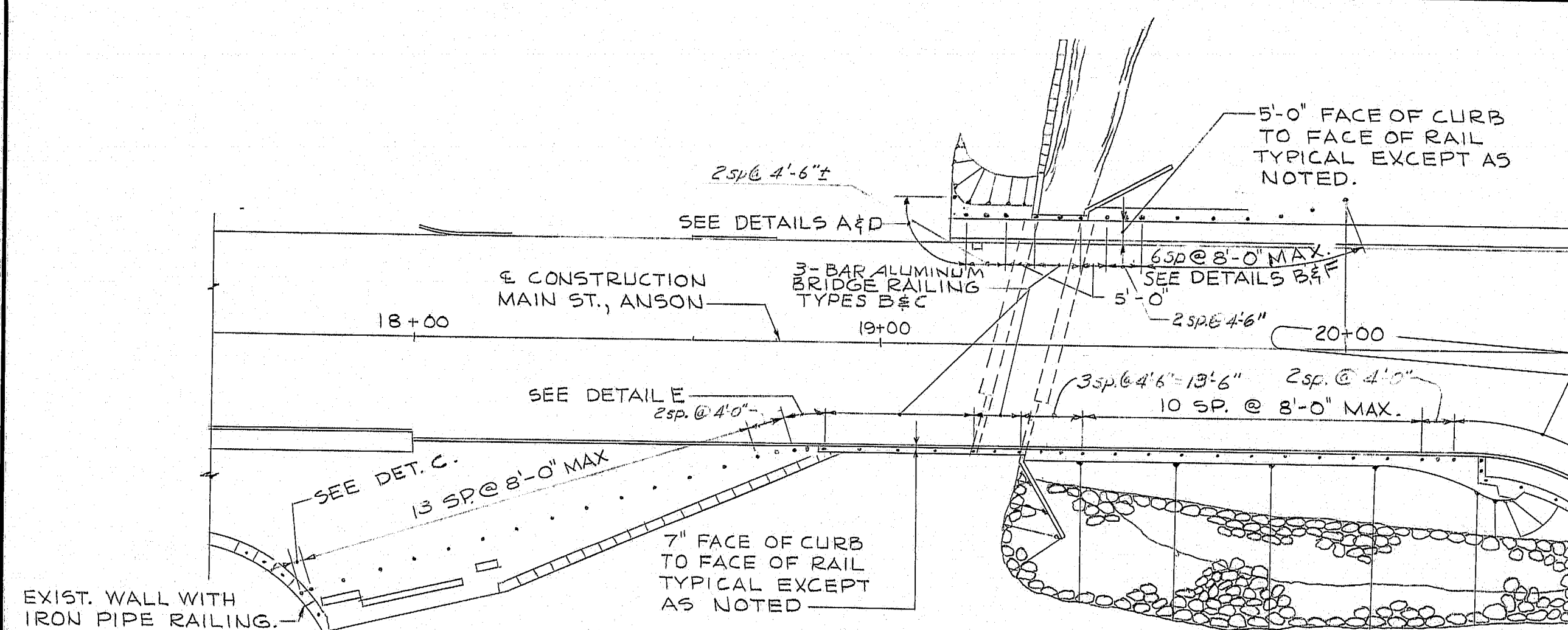
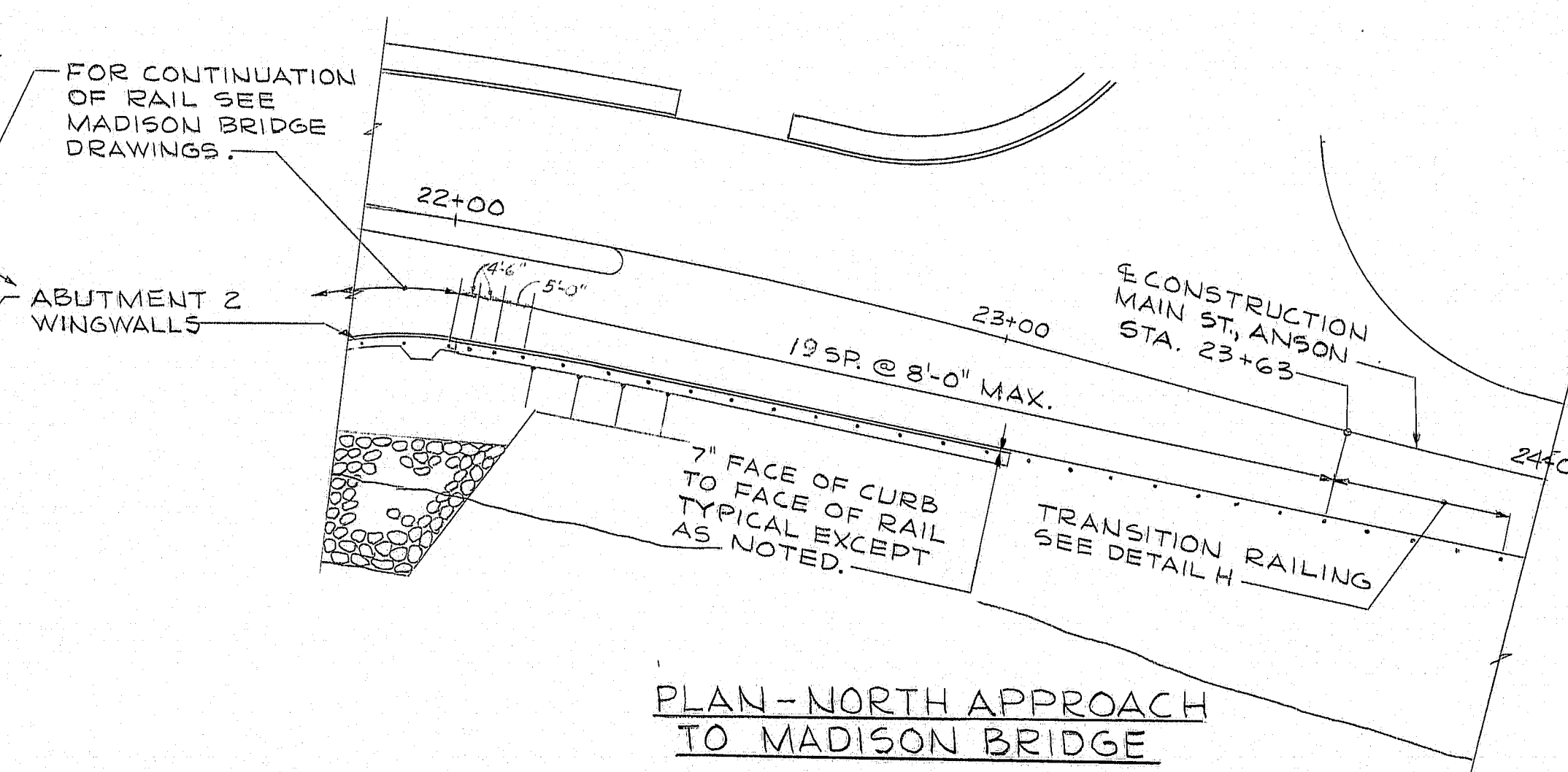


FILE NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	23	83
		S-0230(11)		

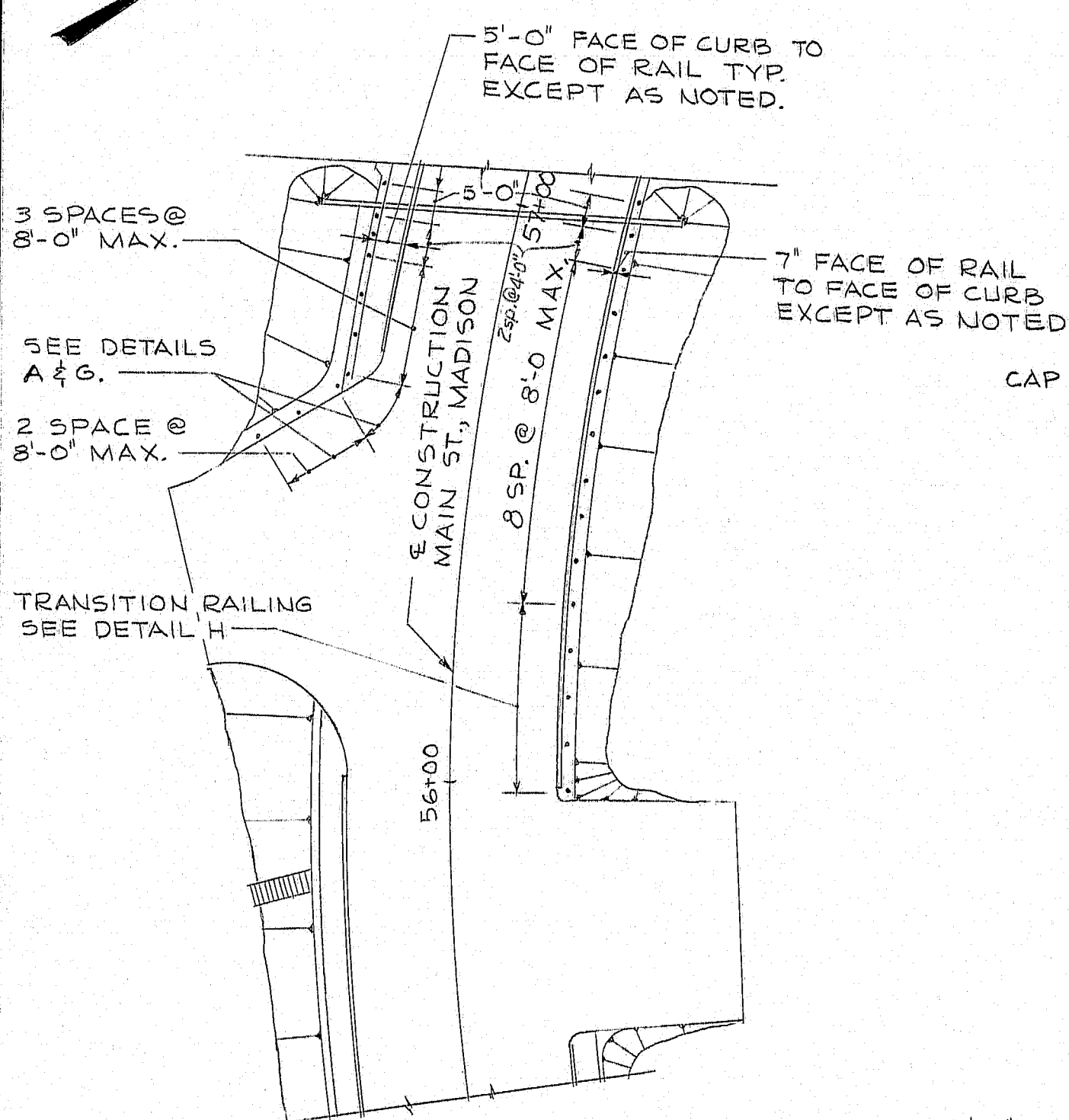


PLAN - SOUTH APPROACH  
TO MADISON BRIDGE

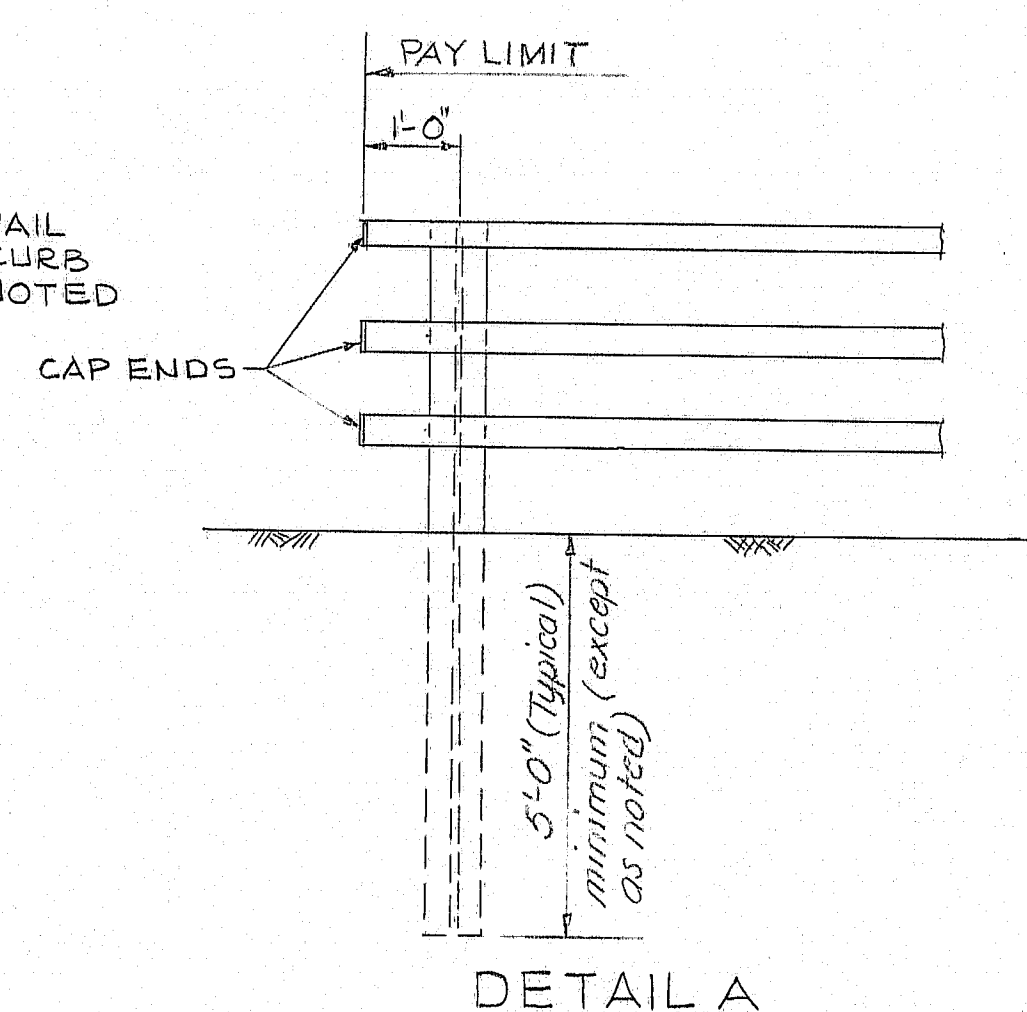


PLAN - NORTH APPROACH  
TO MADISON BRIDGE

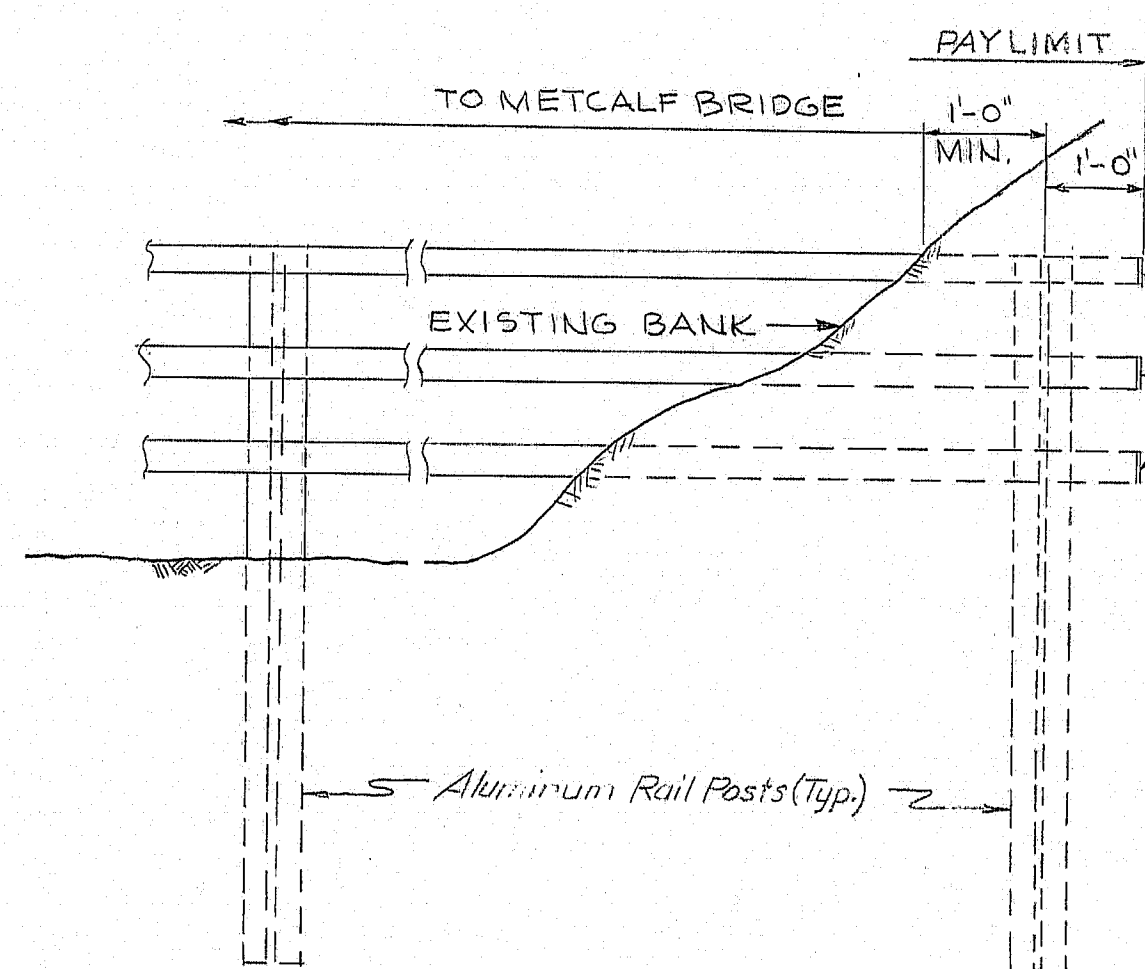
- NOTES:
1. FOR DETAIL H AND ADDITIONAL RAILING DETAILS SEE SHEET 2 OF 2.
  2. FOR BRIDGE RAILING DETAILS SEE STANDARD DETAILS (SD 115-73) AND (SD 116-73), AND BRIDGE SHEETS 16 OF 41, 17 OF 41, & 31 OF 41.
  3. OMIT PILES ON APPROACH RAILING.
  4. ALL APPROACH RAILING SHOWN TO BE PAID FOR UNDER ITEM 507.147 (ALUMINUM BRIDGE RAILING - MODIFIED).



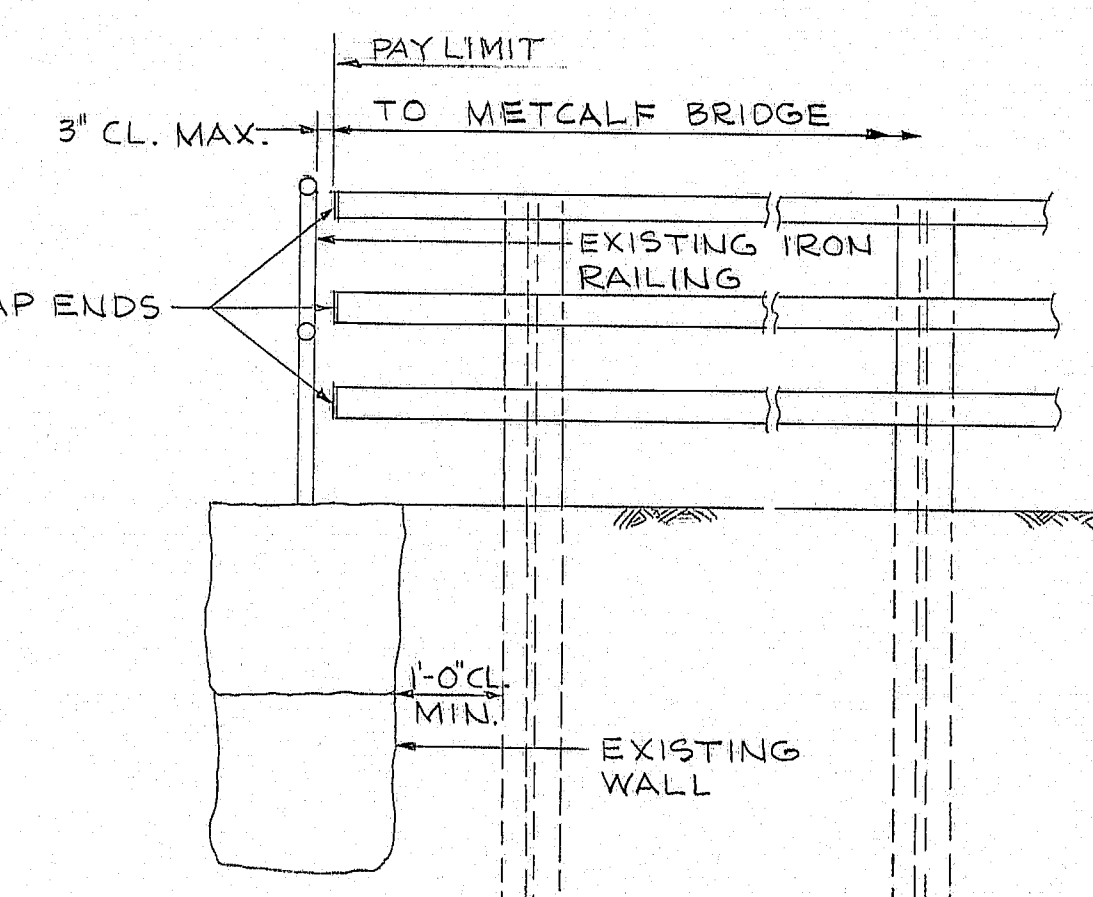
PLAN - EAST APPROACH  
TO MADISON BRIDGE



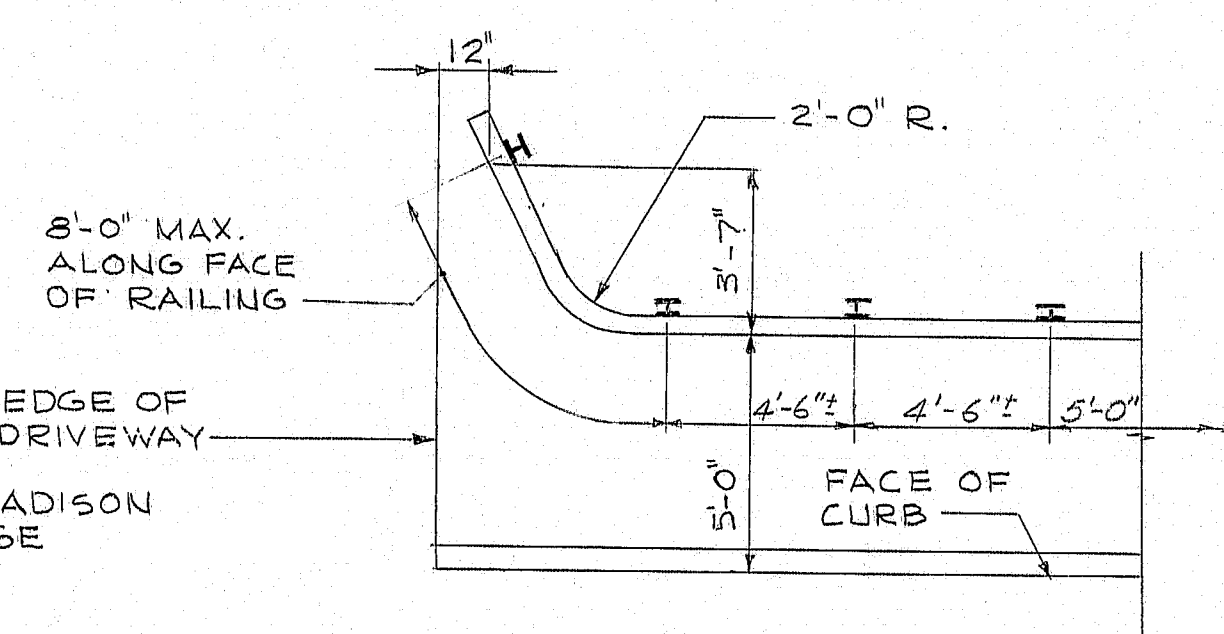
DETAIL A



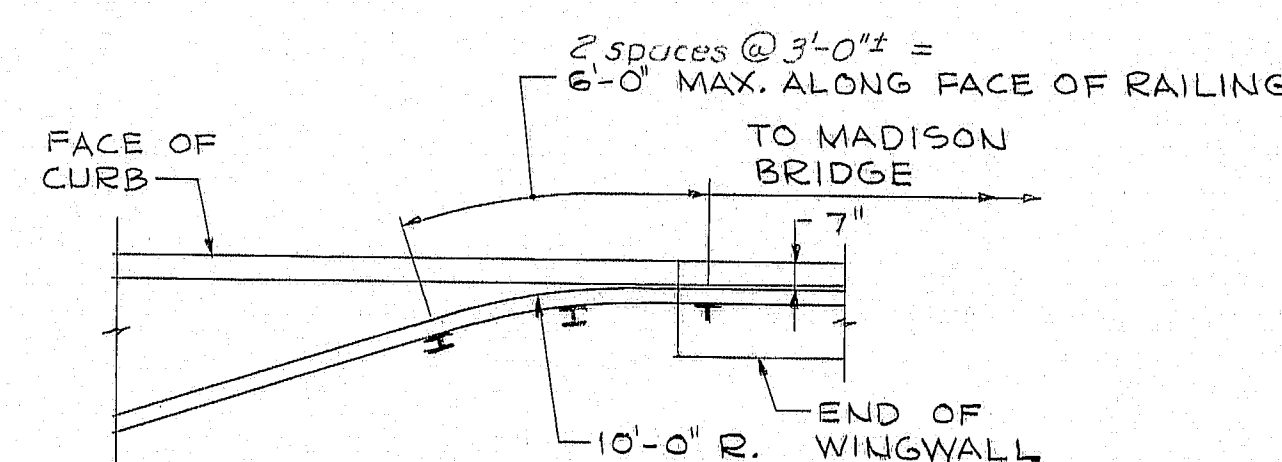
DETAIL B



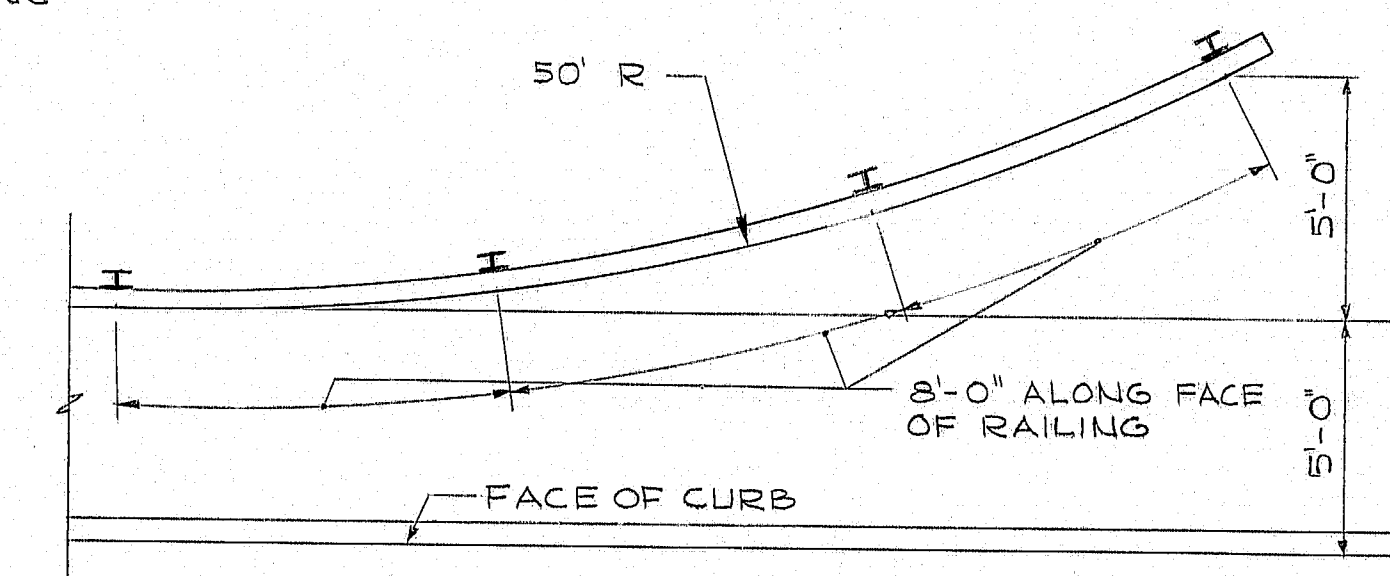
DETAIL C



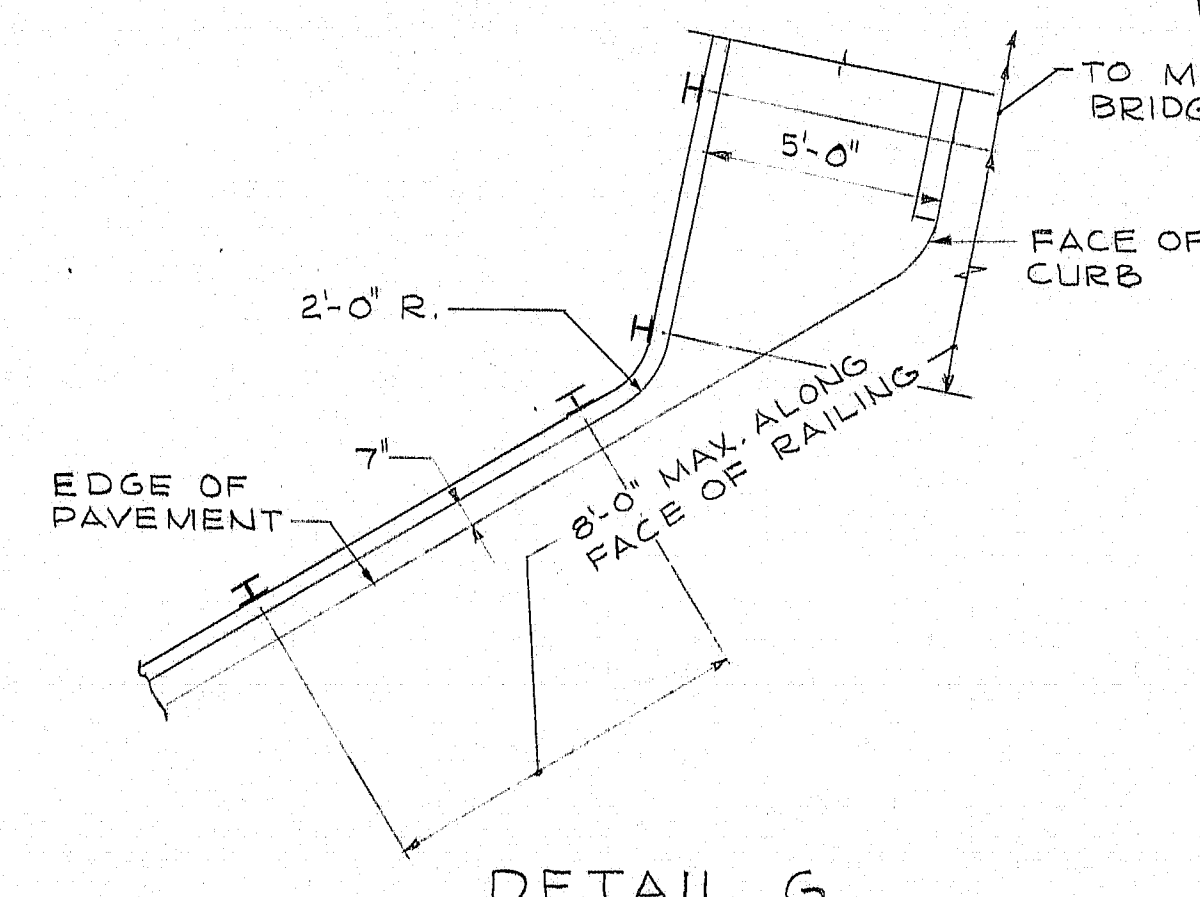
DETAIL D



DETAIL E



DETAIL F



DETAIL G

DESIGN - DETAILED	CHECKED	FIELD CHANGES
BY DATE	BY DATE	BY DATE
R.T.L. A.W.Z. G.L.M. 6/73		
GL.M.		

FILE NO.	PLAN NO.
WL-59	42
DES. R.T.L. CHK. R.E.B.	
DR. A.W.Z. CHK. G.L.M.	
EST. C.K.L. CHK. M.H.	

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**MADISON BRIDGE**  
OVER  
**KENNEBEC RIVER**  
BETWEEN THE TOWNS OF  
**MADISON & ANSON**  
**SOMERSET COUNTY**  
APPROACH RAILING DETAILS - PART I  
SHEET 1 OF 2 AUGUSTA, MAINE JUNE, 1973

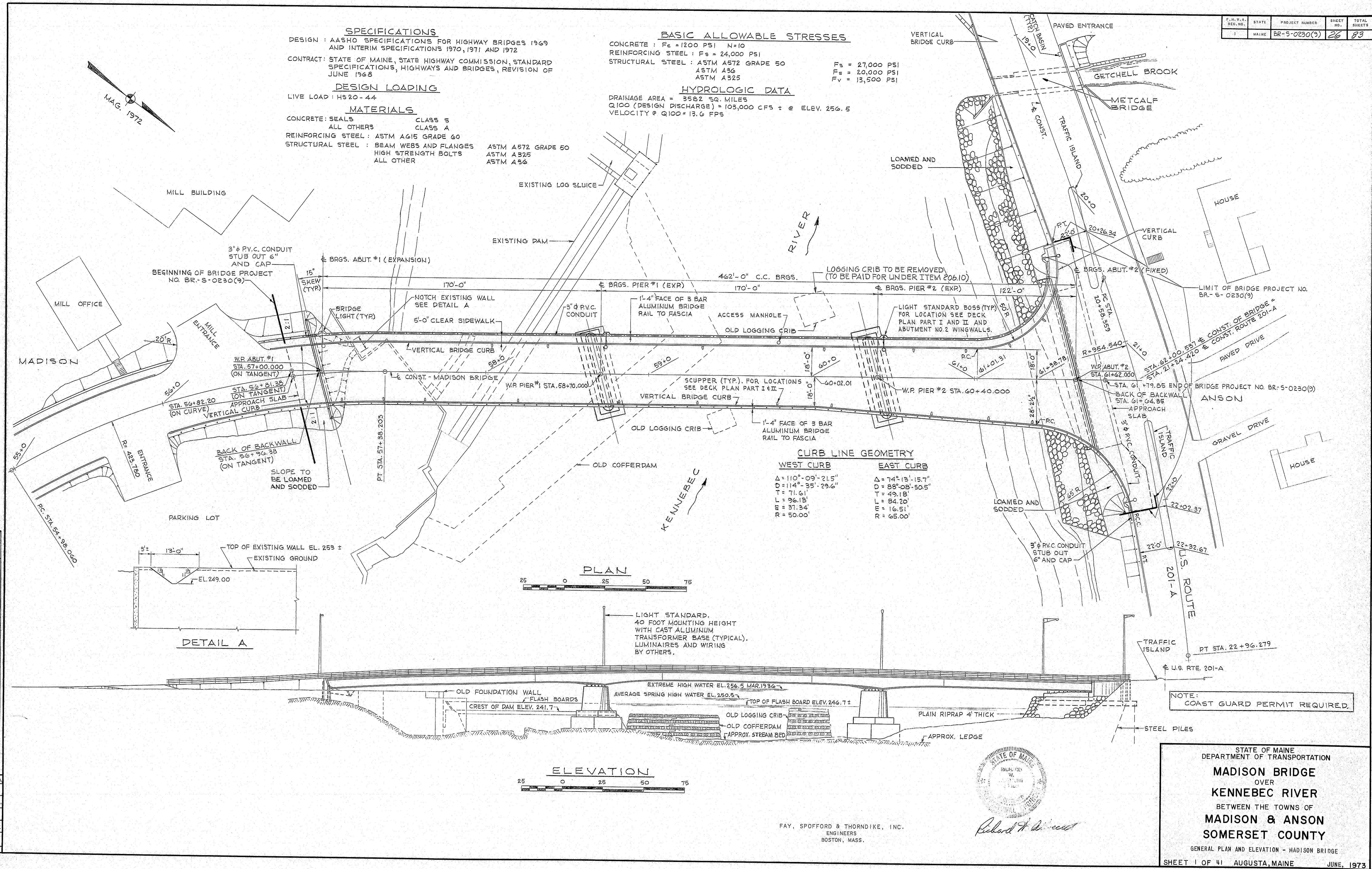
144-130

touraine paints TRUFLEX ★ SILKY ★ TRIPLE WHITE ★ RYPLEX









**SPECIFICATIONS**  
DESIGN : AASHTO SPECIFICATIONS FOR HIGHWAY BRIDGES 1969 AND INTERIM SPECIFICATIONS 1970, 1971 AND 1972  
CONTRACT : STATE OF MAINE, STATE HIGHWAY COMMISSION, STANDARD SPECIFICATIONS, HIGHWAYS AND BRIDGES, REVISION OF JUNE 1968

**DESIGN LOADING**  
LIVE LOAD : HS20-44

**MATERIALS**  
CONCRETE : SEALS CLASS S  
ALL OTHERS CLASS A  
REINFORCING STEEL : ASTM A615 GRADE 60  
STRUCTURAL STEEL : BEAM WEBS AND FLANGES ASTM A572 GRADE 50  
HIGH STRENGTH BOLTS ASTM A325  
ALL OTHER ASTM A36

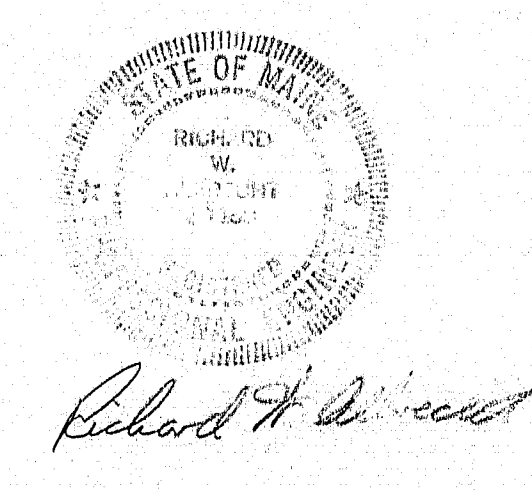
**BASIC ALLOWABLE STRESSES**  
CONCRETE :  $F_c = 1200 \text{ PSI}$   $N=10$   
REINFORCING STEEL :  $F_s = 24,000 \text{ PSI}$   
STRUCTURAL STEEL : ASTM A572 GRADE 50  
ASTM A36  
ASTM A325

**HYDROLOGIC DATA**  
DRAINAGE AREA : 3582 SQ. MILES  
Q100 (DESIGN DISCHARGE) : 105,000 CFS  $\pm$  @ ELEV. 256.5  
VELOCITY @ Q100 : 13.6 FPS

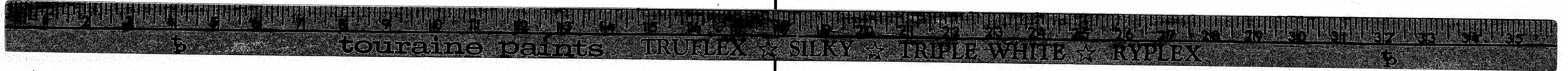
FILE NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
VL-59	MAINE	BR-5-0230(9)	26	83

FILE NO.	PLAN NO.
VL-59	I
DES. BY	CHK. BY
RT.L. G.T.S.	RE.B.
CHK. BY	RE.B.
RT.L. G.T.S.	RE.B.
CHK. BY	C.K.L.
RT.L. G.T.S.	C.K.L.
CHK. BY	C.K.L.
RT.L. G.T.S.	C.K.L.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**MADISON BRIDGE**  
OVER  
**KENNEBEC RIVER**  
BETWEEN THE TOWNS OF  
**MADISON & ANSON**  
SOMERSET COUNTY  
GENERAL PLAN AND ELEVATION - MADISON BRIDGE  
SHEET 1 OF 41 AUGUSTA, MAINE JUNE, 1973



FAY, SPOFFORD & THORNDIKE, INC.  
ENGINEERS  
BOSTON, MASS.





F.H.W.A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-02309	27	33
		S-0230(11)		

MADISON BRIDGE				ESTIMATED BRIDGE QUANTITIES				METCALF BRIDGE			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	ITEM NO.	DESCRIPTION	UNIT	QUANTITY				
202.1001	REMOVAL OF EXISTING SUPERSTRUCTURE (PROPERTY OF CONTRACTOR)	L.S.	1	202.1002	REMOVAL OF EXISTING SUPERSTRUCTURE (PROPERTY OF CONTRACTOR)	L.S.	1				
203.25	GRANULAR BORROW	C.Y.	2,230	203.25	GRANULAR BORROW	C.Y.	785				
206.08	STRUCTURAL EARTH EXCAVATION - ABUTMENTS AND RETAINING WALLS	C.Y.	768	206.06	STRUCTURAL EARTH EXCAVATION - DRAINAGE & MINOR STRUCTURES	C.Y.	730				
206.09	STRUCTURAL ROCK EXCAVATION - ABUTMENTS AND RETAINING WALLS	C.Y.	10	206.09	STRUCTURAL ROCK EXCAVATION - DRAINAGE & MINOR - STRUCTURES	C.Y.	10				
206.10	STRUCTURAL EARTH EXCAVATION - PIERS	C.Y.	566	502.21	STRUCTURAL CONCRETE, RIGID FRAME STRUCTURES	C.Y.	312				
206.11	STRUCTURAL ROCK EXCAVATION - PIERS	C.Y.	10	502.28	REINFORCING STEEL, FABRICATED AND DELIVERED	LB.	25,600				
403.08	HOT BITUMINOUS PAVEMENT, GRADING C	TON	230	503.12	REINFORCING STEEL, PLACING	LB.	25,600				
501.212	STEEL H-BEAM PILES 42 LBS/FT.	L.F.	1,730	507.142	ALUMINUM BRIDGE RAILING, TYPE B	L.F.	43				
502.21	STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS	C.Y.	475	507.143	ALUMINUM BRIDGE RAILING, TYPE C	L.F.	13				
502.23	STRUCTURAL CONCRETE, PIERS	C.Y.	517	511.0703	COFFERDAMS	L.S.	1				
502.24	STRUCTURAL CONCRETE, PIERS (PLACED UNDERWATER)	C.Y.	792	515.20	PROTECTIVE COATING FOR CONCRETE SURFACES	S.Y.	40				
502.26	STRUCTURAL CONCRETE, ROADWAY AND SIDEWALK SLABS ON STEEL BRIDGES	L.S.	1	603.168	15 INCH CULVERT PIPE, OPTION 2	L.F.	3				
502.31	STRUCTURAL CONCRETE, APPROACH SLABS	L.S.	1	609.13	VERTICAL BRIDGE CURB - TYPE 1	L.F.	46				
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED	LB.	263,000	610.08	PLAIN RIPRAP	C.Y.	165				
503.13	REINFORCING STEEL, PLACING	LB.	263,000								
504.70	STRUCTURAL STEEL, FABRICATED AND DELIVERED	L.S.	1								
504.71	STRUCTURAL STEEL, ERECTION	L.S.	1								
505.08	SHEAR CONNECTORS	L.S.	1								
506.14	FIELD PAINTING, STRUCTURAL STEEL	L.S.	1								
507.142	ALUMINUM BRIDGE RAILING, TYPE B	L.F.	518								
507.143	ALUMINUM BRIDGE RAILING, TYPE C	L.F.	497								
508.10	MEMBRANE WATERPROOFING	S.Y.	2,040								
511.0701	COFFERDAM, PIER 1	L.S.	1								
511.0702	COFFERDAM, PIER 2	L.S.	1								
512.07	FRENCH DRAINS (STONES ONLY)	C.Y.	70								
514.06	CURING BOX FOR CONCRETE CYLINDERS	EACH	1								
515.20	PROTECTIVE COATING FOR CONCRETE SURFACES	S.Y.	655								
609.13	VERTICAL BRIDGE CURB - TYPE 1	L.F.	844								
609.14	VERTICAL BRIDGE CURB - CIRCULAR - TYPE 1	L.F.	158								
610.08	PLAIN RIPRAP	C.Y.	890								
634.213	LIGHT STANDARD, 4' TO 9' BRACKET, WITH TRANSFORMER BASE	EACH	5								
638.01	EMBEDDED WORK IN STRUCTURES	L.S.	1								

#### ESTIMATED QUANTITIES - LUMP SUM ITEMS

STRUCTURAL CONCRETE, ROADWAY AND SIDEWALK SLAB: 800 C.Y.  
STRUCTURAL CONCRETE, APPROACH SLABS: 78 C.Y.  
STRUCTURAL STEEL: 1,063,300 LB.  
SHEAR CONNECTORS: 3,678 EACH (3,594 LBS.)

#### INDEX OF SHEETS

- GENERAL PLAN AND ELEVATION - MADISON BRIDGE
- ESTIMATE OF QUANTITIES AND INDEX OF SHEETS
- SURVEY - PART I
- SURVEY - PART II
- PROFILES - PART I
- PROFILES - PART II
- FOUNDATION SURVEY
- FOUNDATION SURVEY
- FOUNDATION SURVEY
- BORING DETAILS
- BORING DETAILS
- ABUTMENT NO. 2 - FOOTING PART I
- ABUTMENT NO. 2 - FOOTING PART II
- APPROACH SLABS
- ABUTMENT NO. 1
- ABUTMENT NO. 2 - PART I
- ABUTMENT NO. 2 - PART II
- ABUTMENT NO. 2 - WINGWALLS
- PIER NO. 1
- PIER NO. 2
- FRAMING PLAN - PART I
- FRAMING PLAN - PART II
- GIRDER DETAILS
- BOTTOM OF SLAB ELEVATIONS AND CAMBER
- CROSS FRAMES AND UTILITY SUPPORTS
- CONNECTION DETAILS
- DECK PLAN - PART I
- DECK PLAN - PART II
- TYPICAL DECK SECTIONS
- ARMORED JOINT DETAILS
- MISCELLANEOUS DETAILS
- DECK REINFORCING - PART I
- DECK REINFORCING - PART II
- REINFORCING SCHEDULE - PART I
- REINFORCING SCHEDULE - PART II
- REINFORCING SCHEDULE - PART III
- REINFORCING SCHEDULE - PART IV

- GENERAL PLAN AND SECTIONS - METCALF BRIDGE
- DETAILS PART I
- DETAILS PART II
- REINFORCING SCHEDULE

#### STANDARD DETAILS

- BD 100-71 BEARING PEDESTALS  
BD 104-71 DIAPHRAGMS, ARMORED JOINT, SHEAR CONN. DRAIN  
BD 105-64 EXPANSION DAMS  
BD 115-73 ALUMINUM RAILING  
BD 116-73 ALUMINUM RAILING  
BD 113-72 DIAPHRAGMS AND CROSS FRAMES

DATE	BY	DESIGN - DETAILED	CHECKED	FIELD CHANGES
5/73	C.K.L.	M.H.	R.T.L.	
5/73				

FILE NO.	PLAN NO.
VL-59	2
DES	CHK
DR	CHK
EST	CHK
	R.T.L.

R. Albrecht  
ENGINEER IN CHARGE

STATE OF MAINE DEPARTMENT OF TRANSPORTATION <b>MADISON BRIDGE</b> OVER <b>KENNEBEC RIVER</b> BETWEEN THE TOWNS OF <b>MADISON &amp; ANSON</b> <b>SOMERSET COUNTY</b> ESTIMATE OF QUANTITIES AND INDEX OF SHEETS
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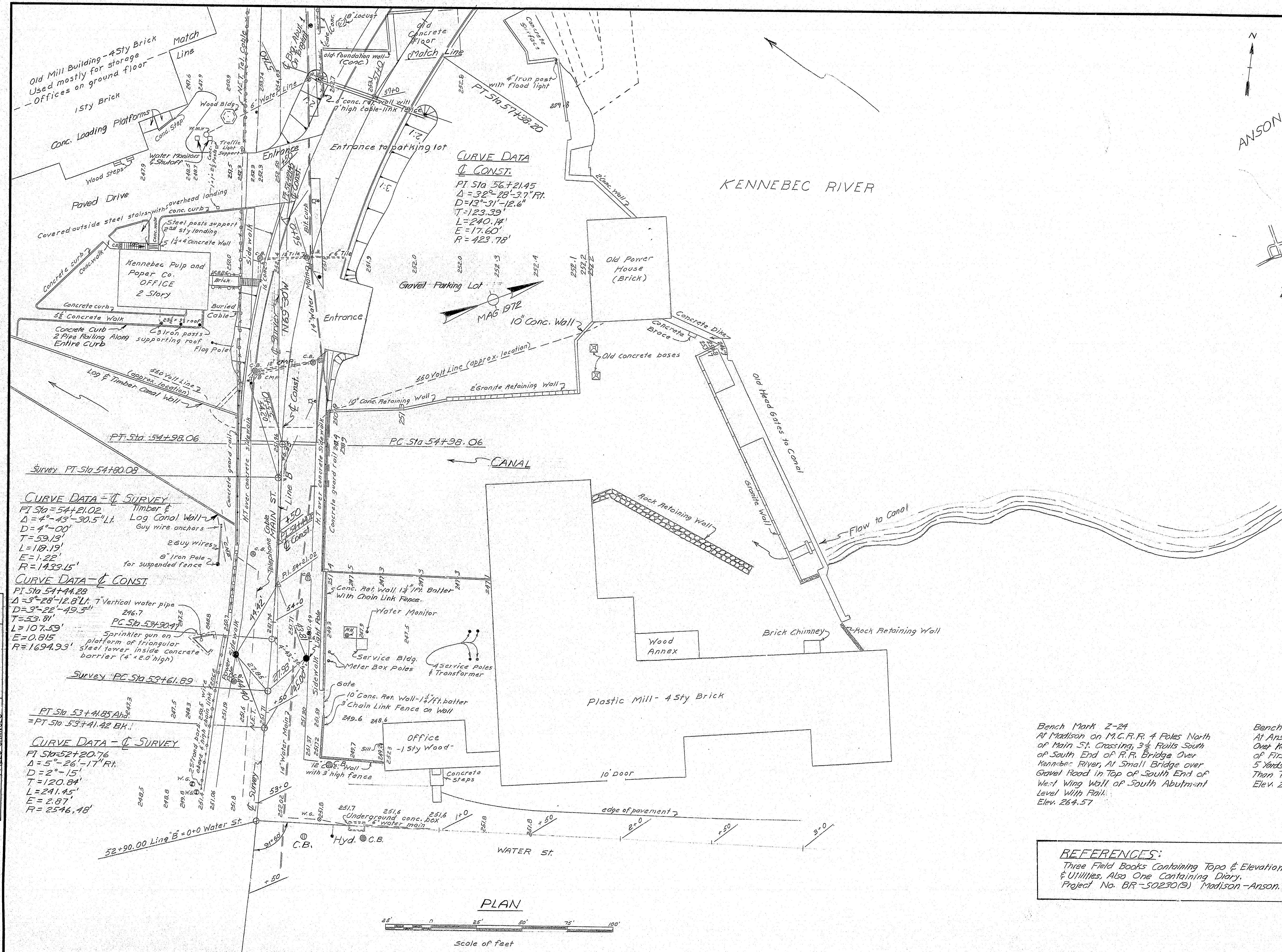
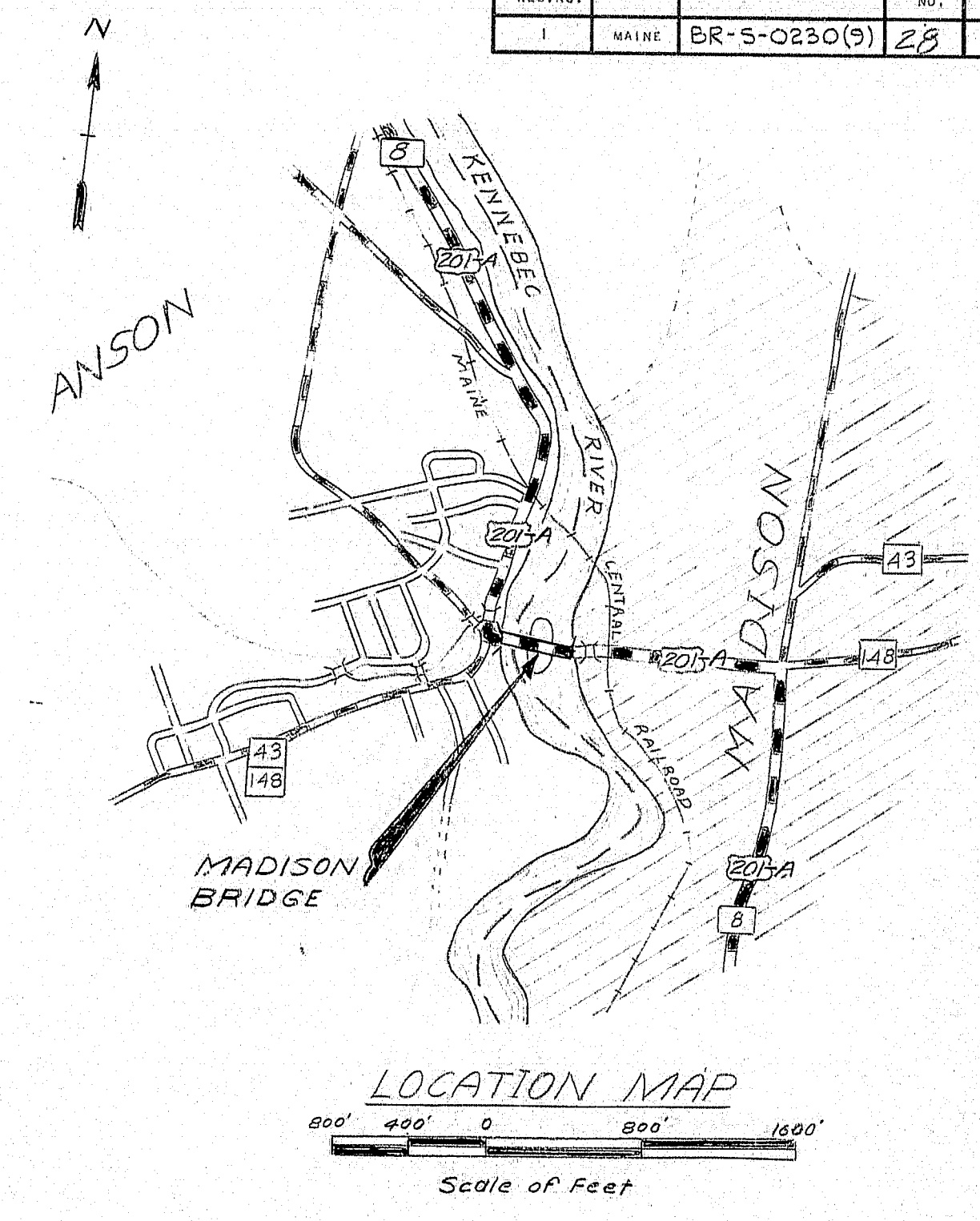
SHEET 2 OF 41 AUGUSTA, MAINE JUNE, 1973

144-133

touraine paints TRUFLEX & SILKY TRIPLE WHITE & RYPLEX



F.B.N. No.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(5)	28	83



Bench Mark Z-24  
 At Madison on M.G.R.R. 4 Poles North  
 of Main St. Crossing 3<sup>rd</sup> Rails South  
 of South End of R.R. Bridge Over  
 Kennebec River, At Small Bridge Over  
 Gravel Road in Top of South End of  
 West Wing Wall of South Abutment  
 Level With Rail.  
 Elev. 264.57

Bench Mark Y-24  
 At Anson on M.G.R.R. At R.R. Bridge  
 Over Kennebec River, in Top of West End  
 of First Pier From North End of Bridge.  
 5' West of Q of Track & 4' Lower  
 Than Track - Standard Disk.  
 Elev. 261.053

**REFERENCES:**  
 Three Field Books Containing Topo & Elevations  
 & Utilities Also One Containing Diary.  
 Project No. BR-S-0230(5) Madison-Anson.

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
**MADISON BRIDGE**  
 OVER  
**KENNEBEC RIVER**  
 BETWEEN THE TOWNS OF  
**MADISON & ANSON**  
**SOMERSET COUNTY**  
 SURVEY - PART I  
 SHEET 3 OF 41 AUGUSTA, MAINE JUNE, 1973

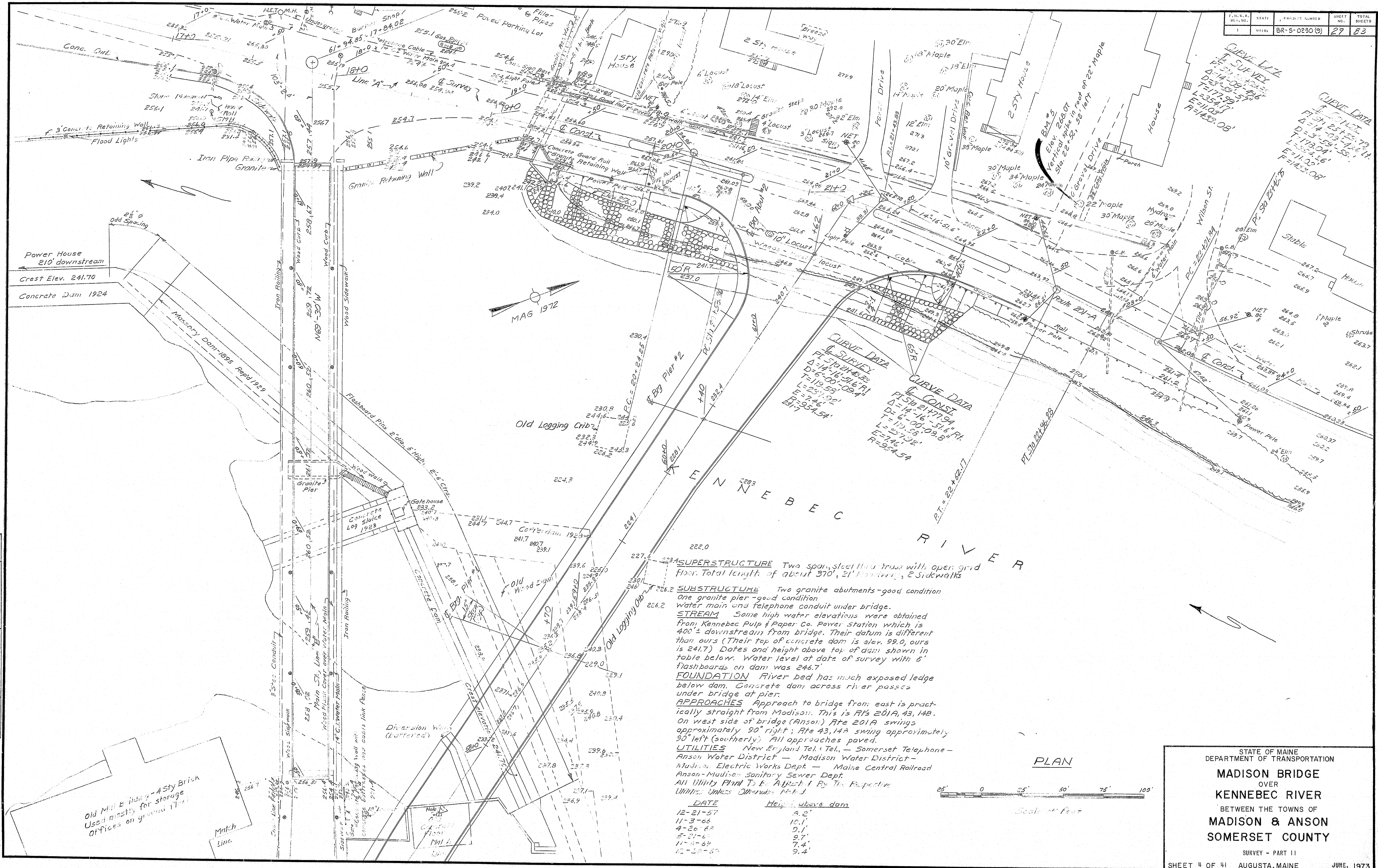
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11-29-72	UT	DESIGN - DETAILED	
11-29-72	UT	CHECKED	
11-29-72	UT	REVISIONS	
11-29-72	UT	FIELD CHANGES	

VL-53  
3



Recommendation: Paved  
Survey On: 11-24-72  
By: J. J. J. J.  
Checked: 11-24-72  
Field Changes: 11-24-72

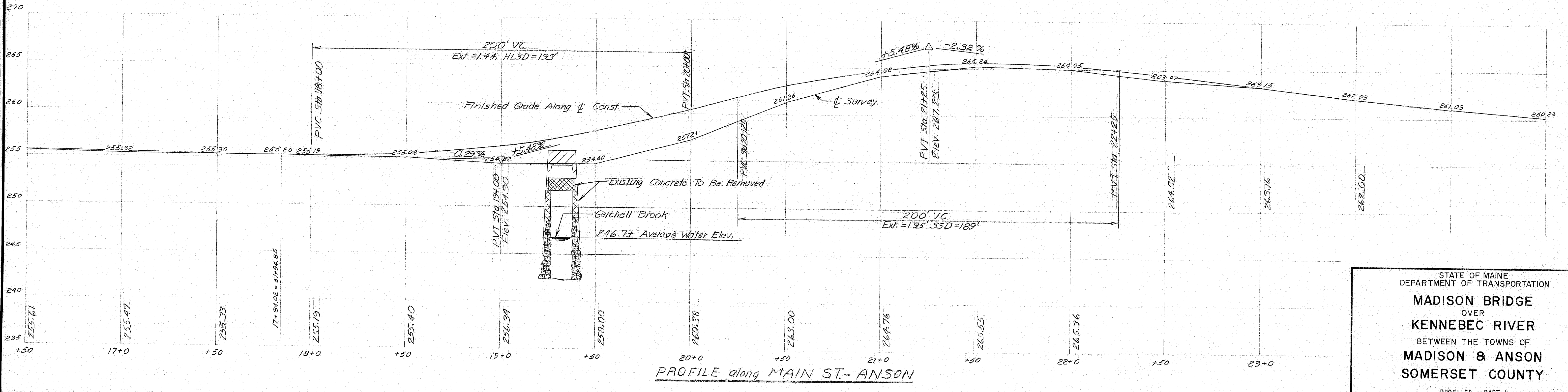
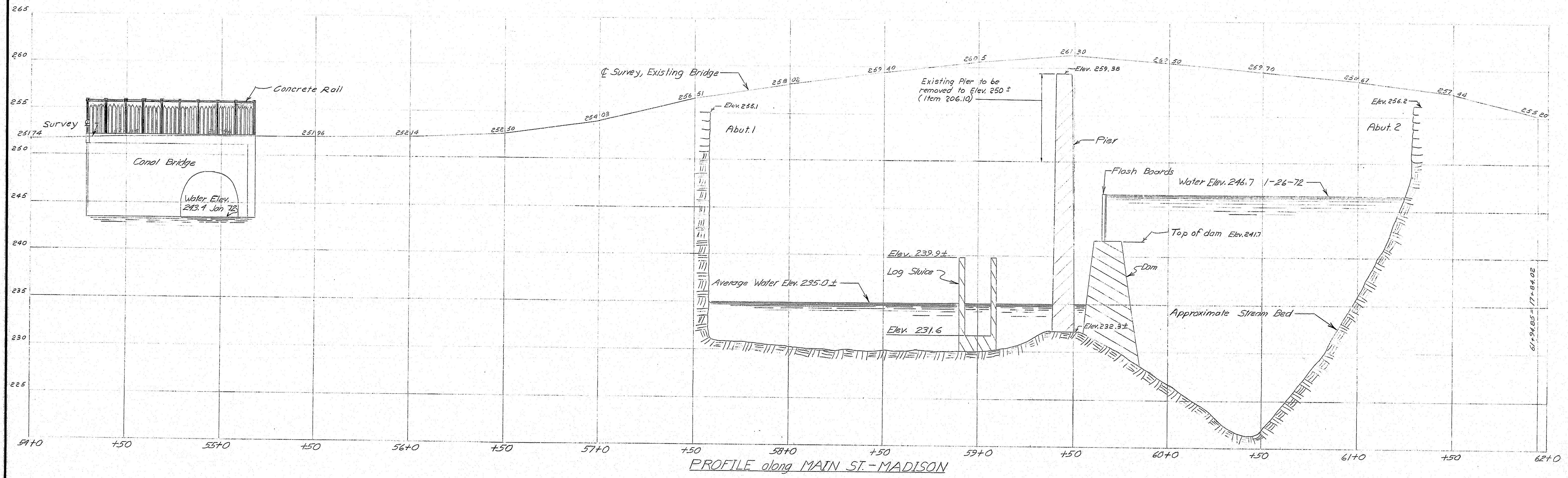
PLANS	DESIGN-DETAILED	CHECKED	REVISIONS	FIELD CHANGES
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STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
**MADISON BRIDGE**  
 OVER  
**KENNEBEC RIVER**  
 BETWEEN THE TOWNS OF  
**MADISON & ANSON**  
**SOMERSET COUNTY**  
 SURVEY - PART II  
 SHEET # OF 41 AUGUSTA, MAINE JUNE, 1973



FED. AID	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BA-5-0230(9)	30	83



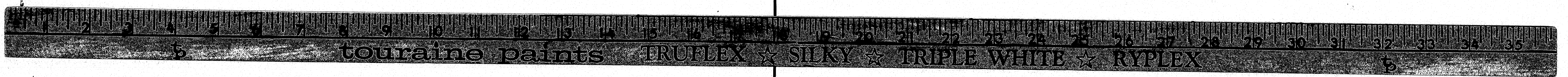
Survey Checked J.T.F. 4-6-72  
Plotted by C.E.H. 9-27-72

DESIGN - DETAILED	BY	DATE
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

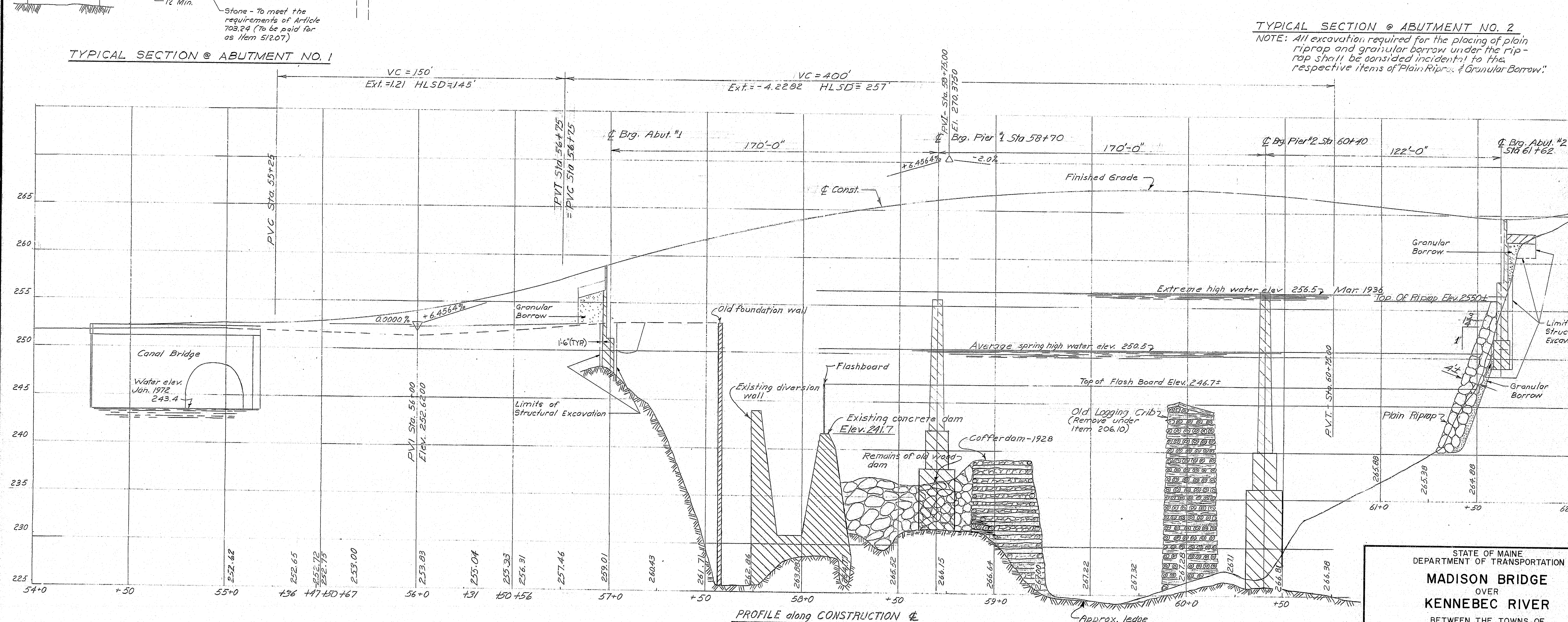
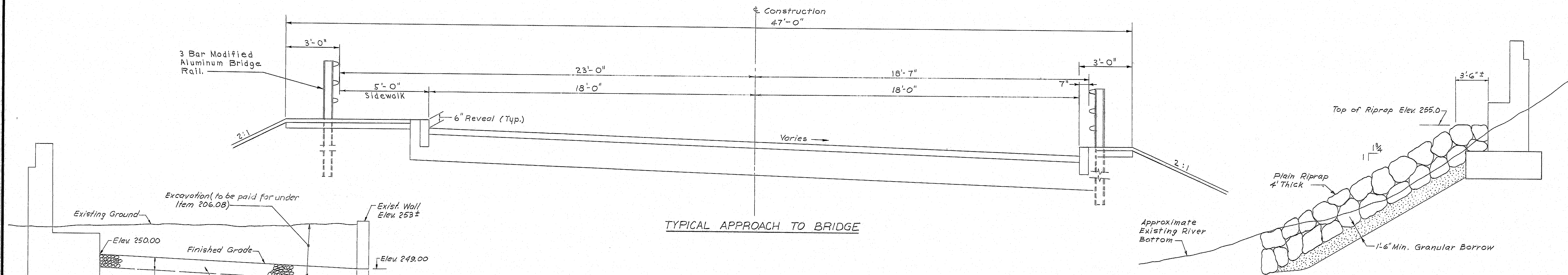
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**MADISON BRIDGE**  
OVER  
**KENNEBEC RIVER**  
BETWEEN THE TOWNS OF  
**MADISON & ANSON**  
**SOMERSET COUNTY**  
PROFILES - PART I  
SHEET 5 OF 41 AUGUSTA, MAINE JUNE, 1973

144-136





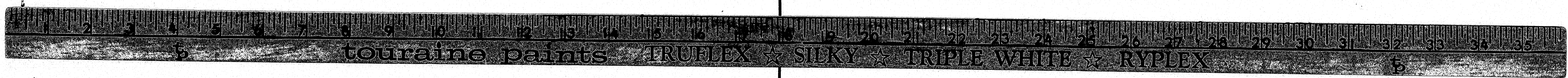
PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
BR-5-0230(6)	37	83



DESIGNED	CHECKED	REVISIONS	FIELD CHANGES
DATE	DATE		
BY	BY		
PLANS	PLANS		

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
**MADISON BRIDGE**  
 OVER  
**KENNEBEC RIVER**  
 BETWEEN THE TOWNS OF  
**MADISON & ANSON**  
**SOMERSET COUNTY**  
 PROFILES - PART II  
 SHEET 6 OF 41 AUGUSTA, MAINE JUNE, 1973

144-137

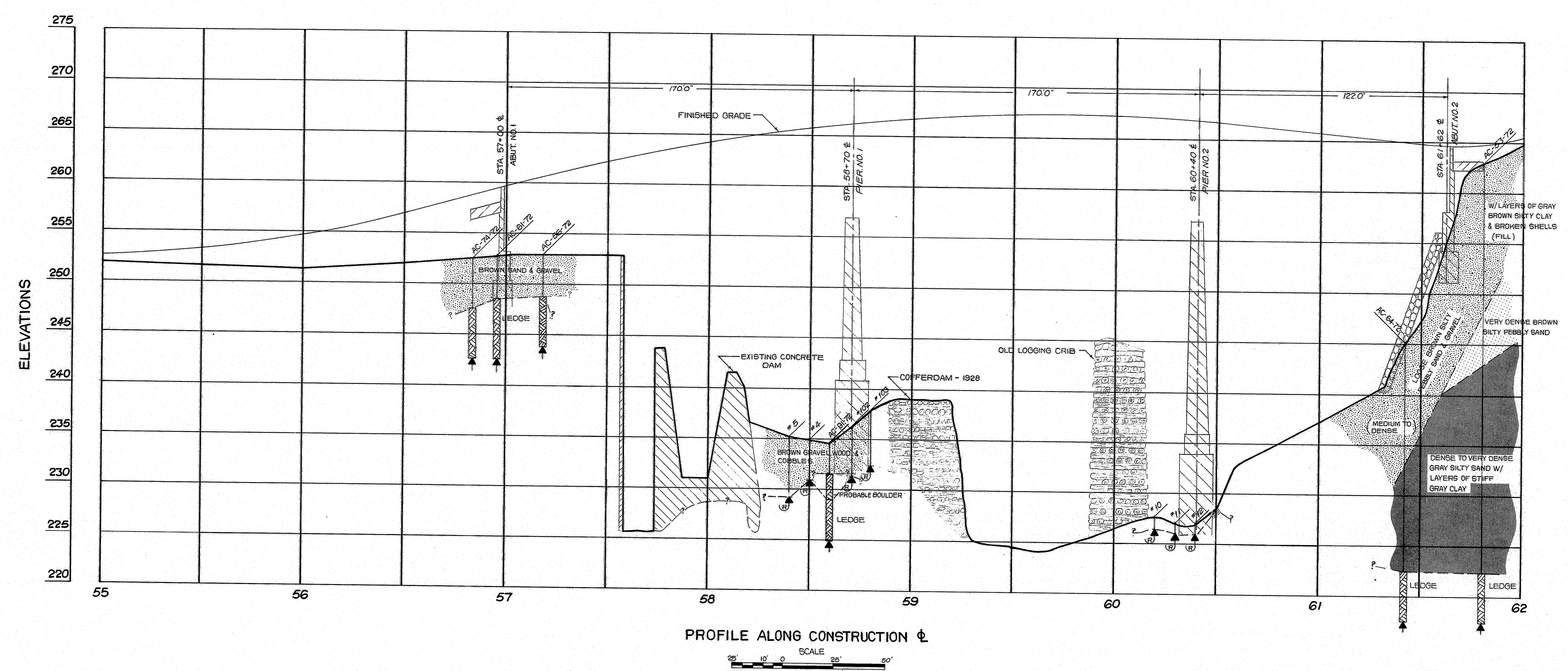








F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-5-0230(9)	33	82

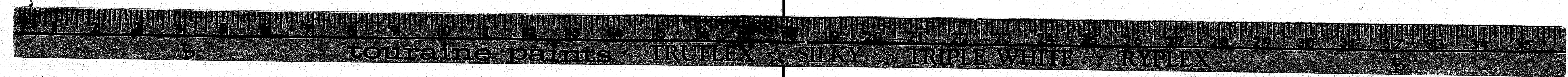


PLANS	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
BY				
DATE				

VI-52  
8

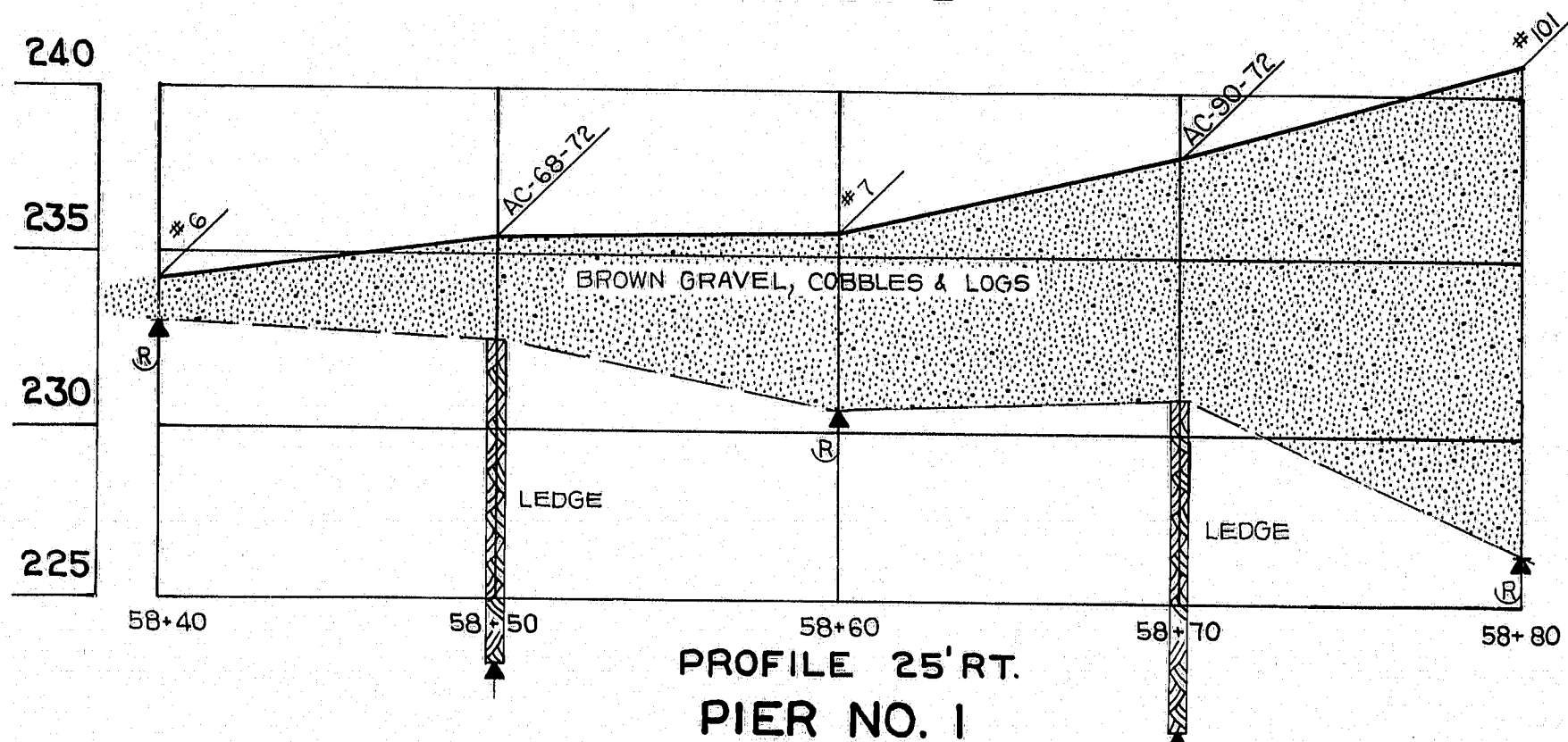
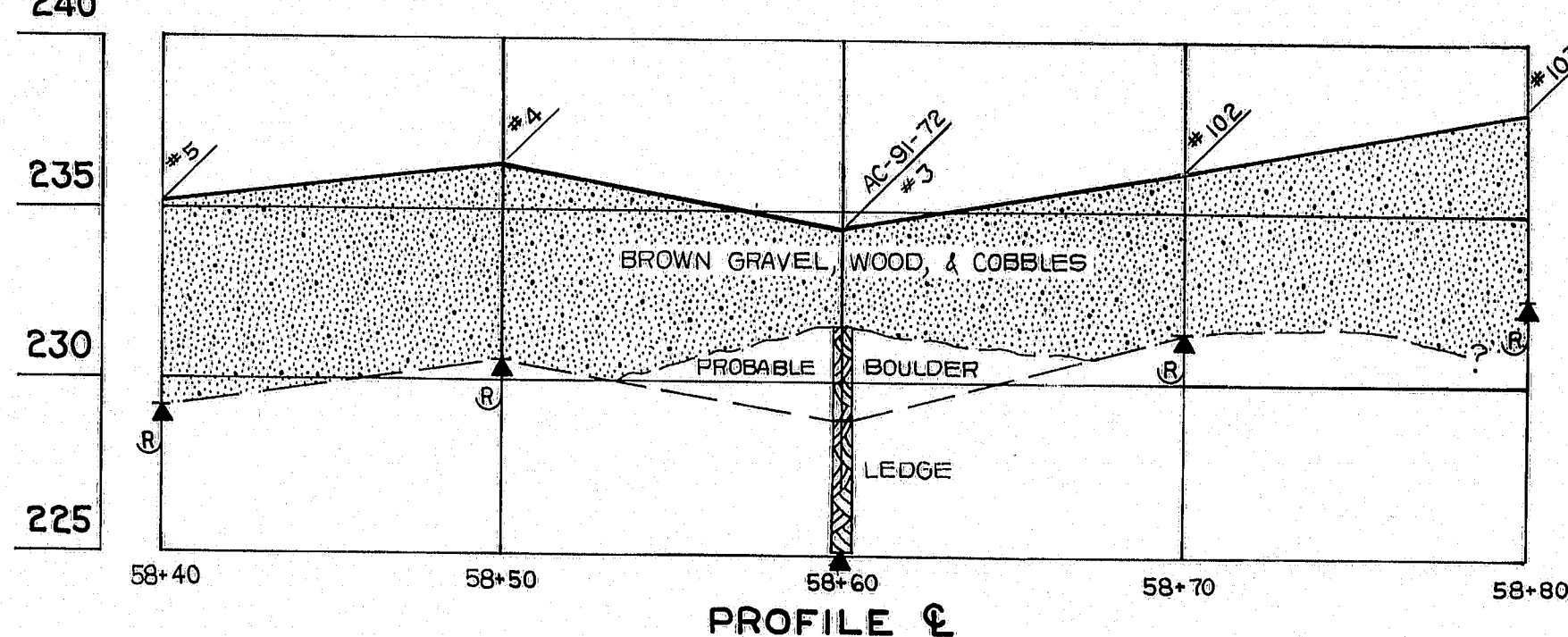
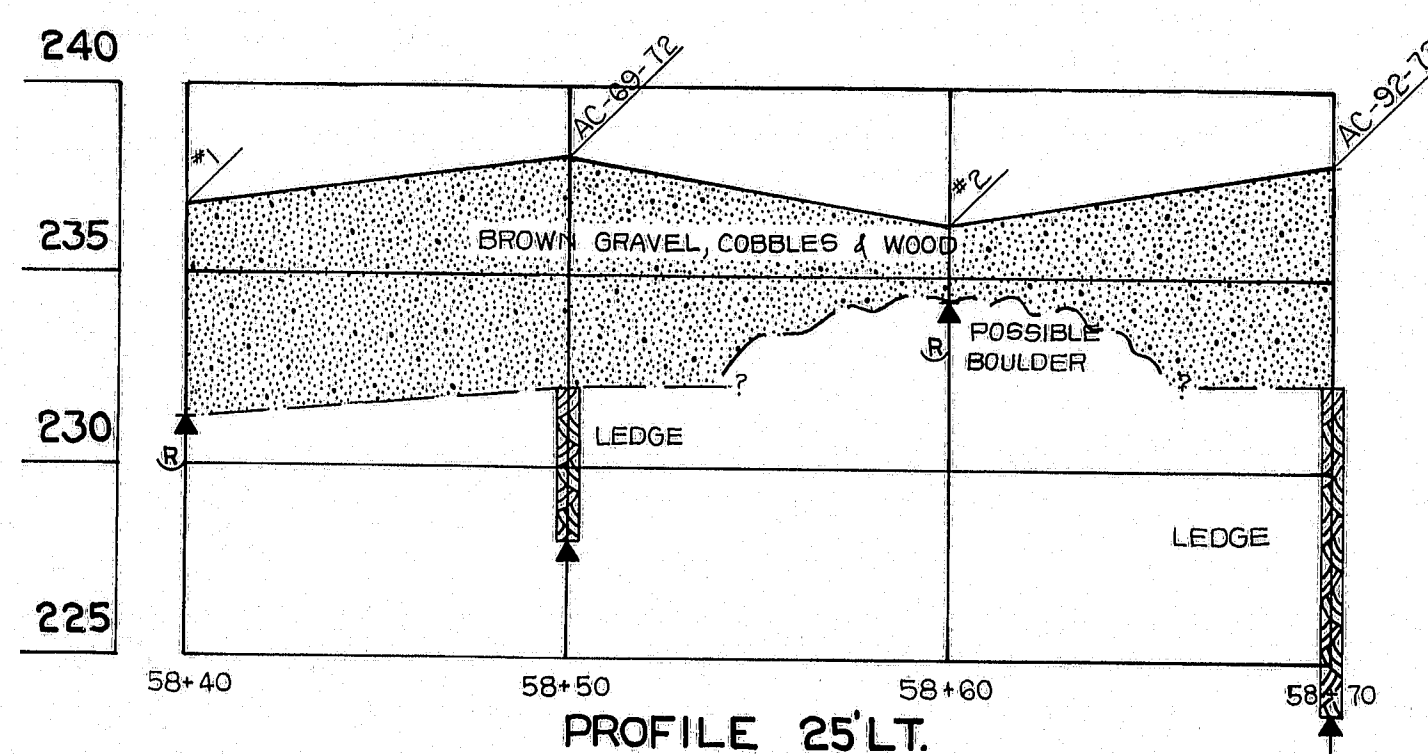
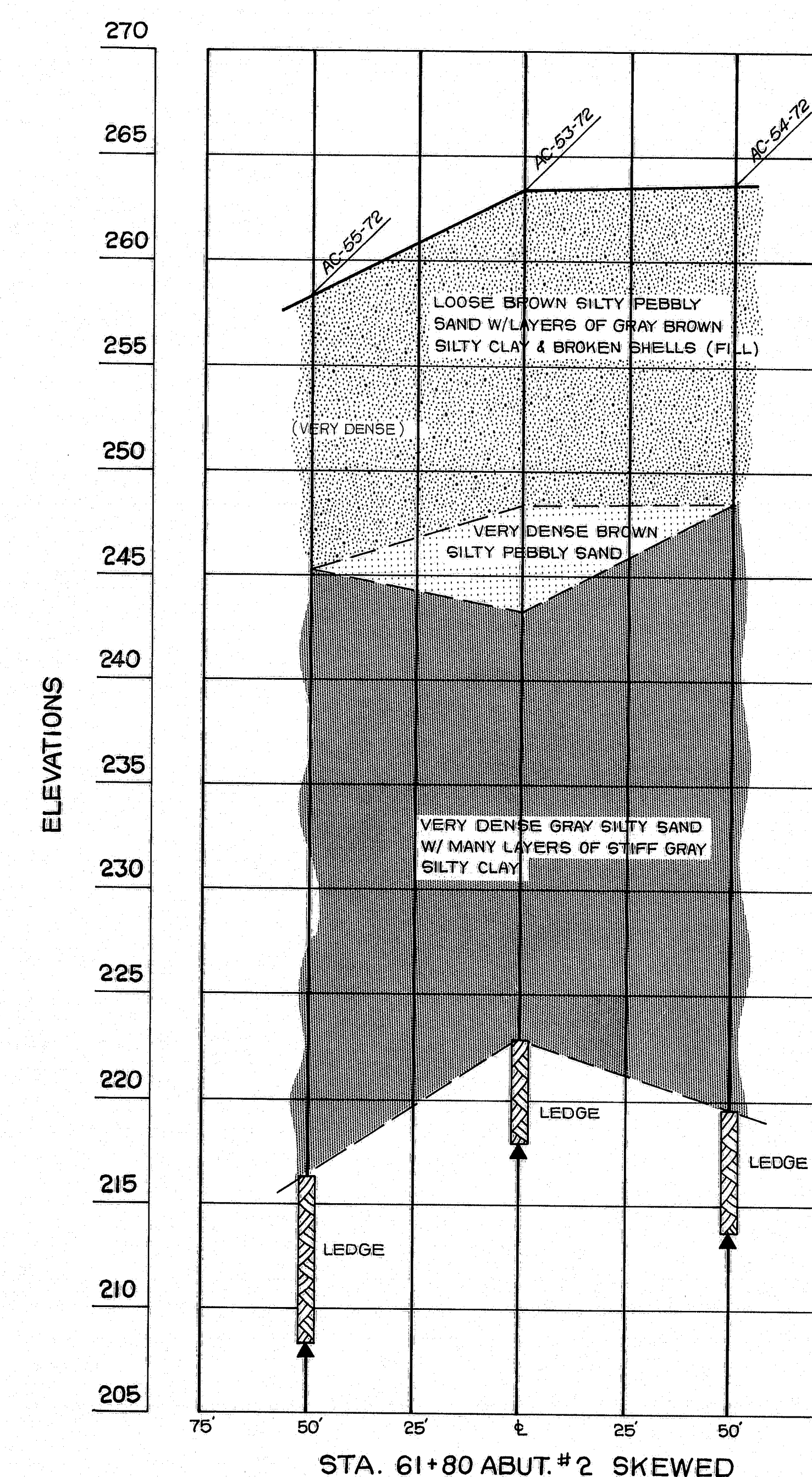
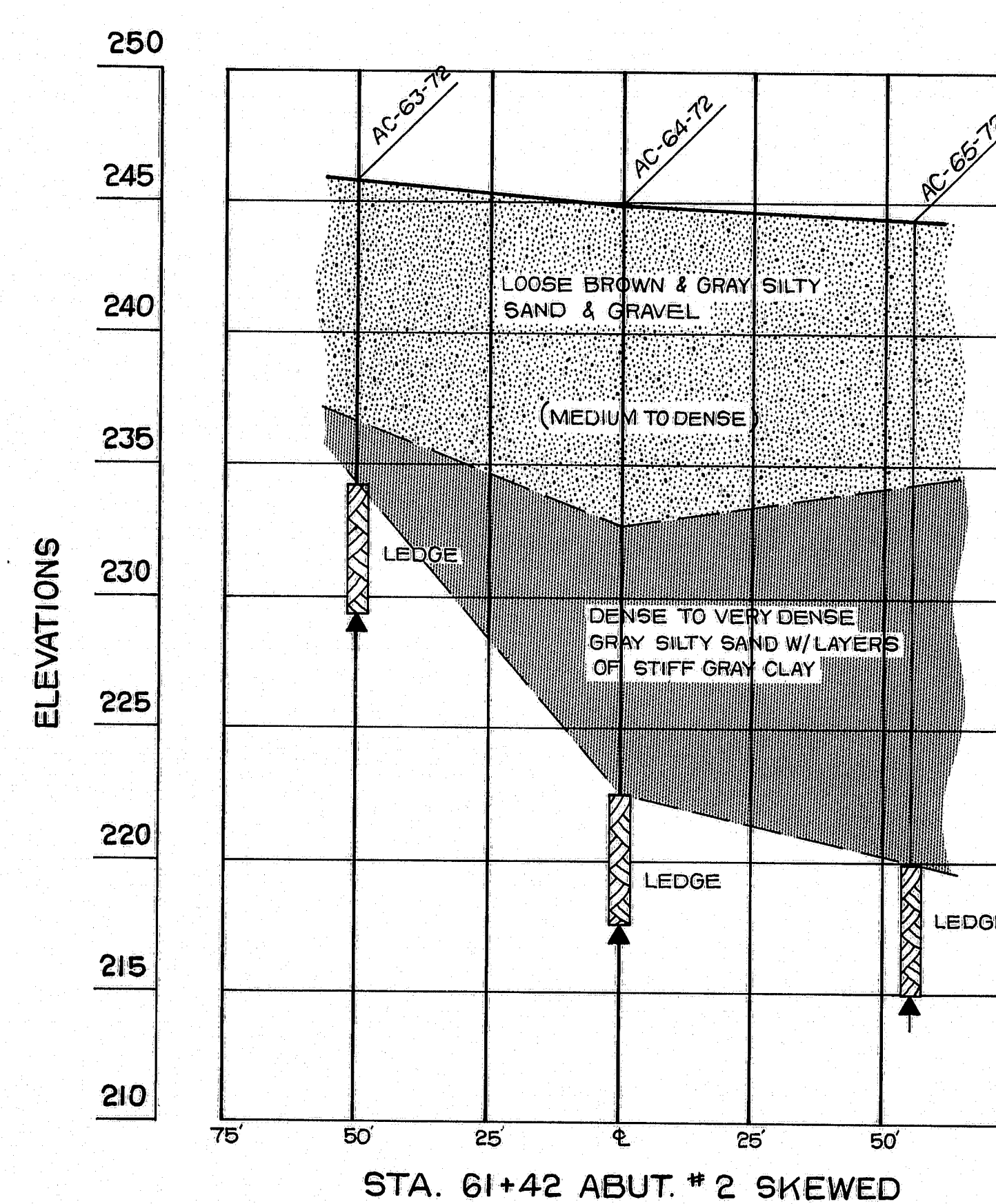
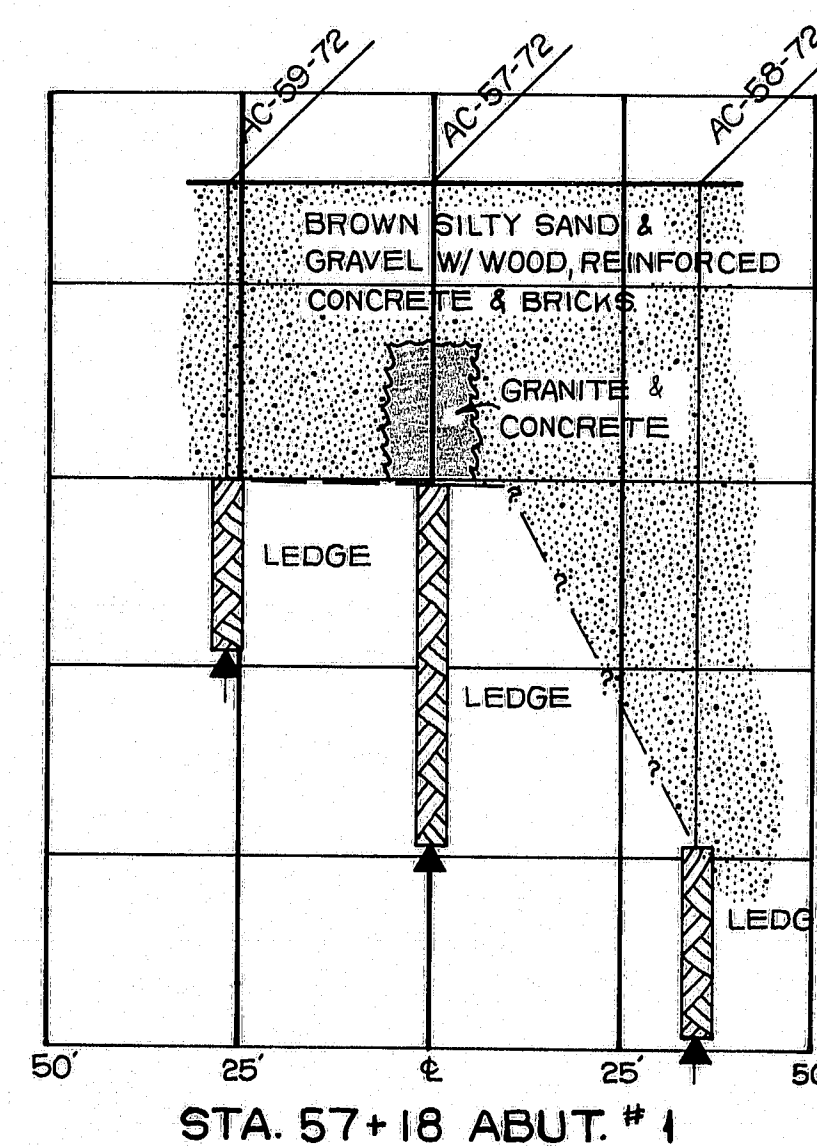
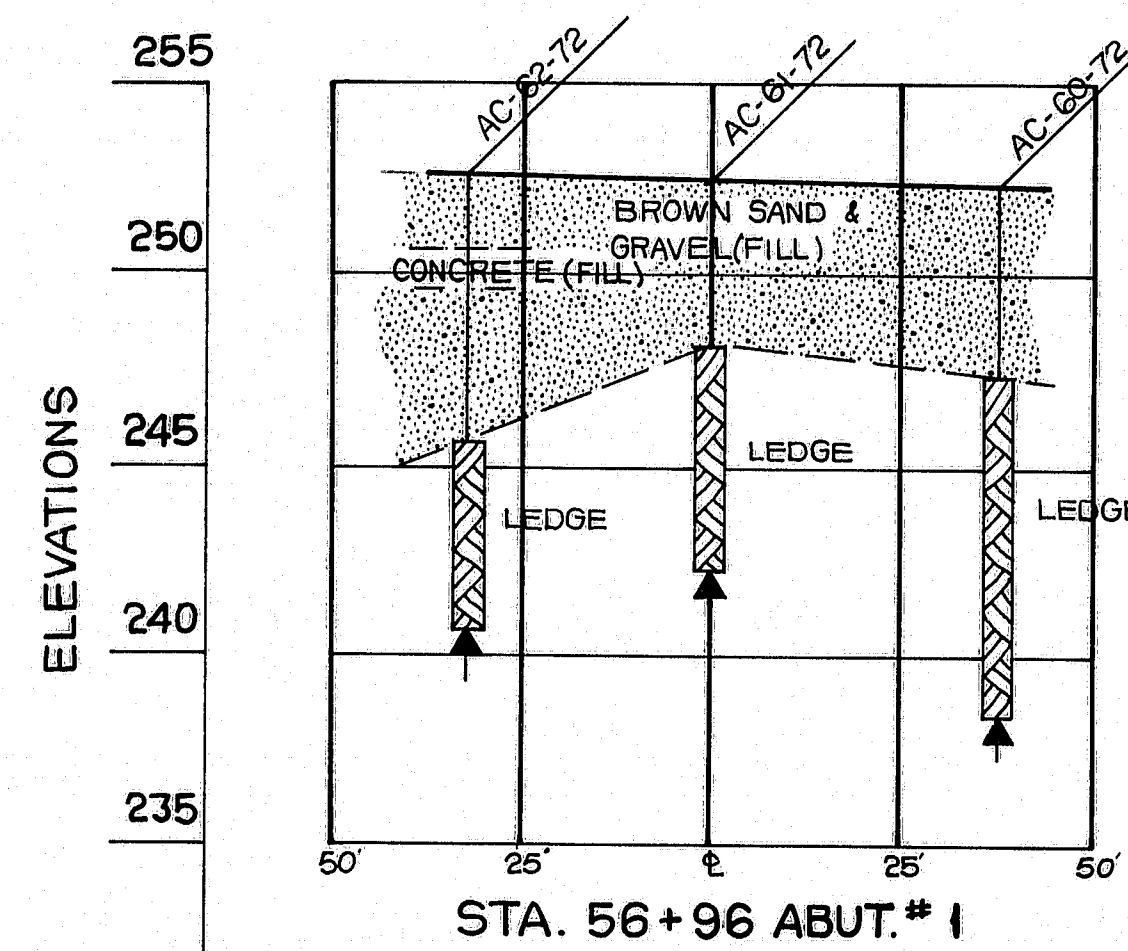
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**MADISON BRIDGE**  
OVER  
**KENNEBEC RIVER**  
BETWEEN THE TOWNS OF  
**MADISON & ANSON**  
SOMERSET COUNTY  
FOUNDATION SURVEY  
SHEET 8 OF 41 AUGUSTA, MAINE JUNE, 1973

144-139



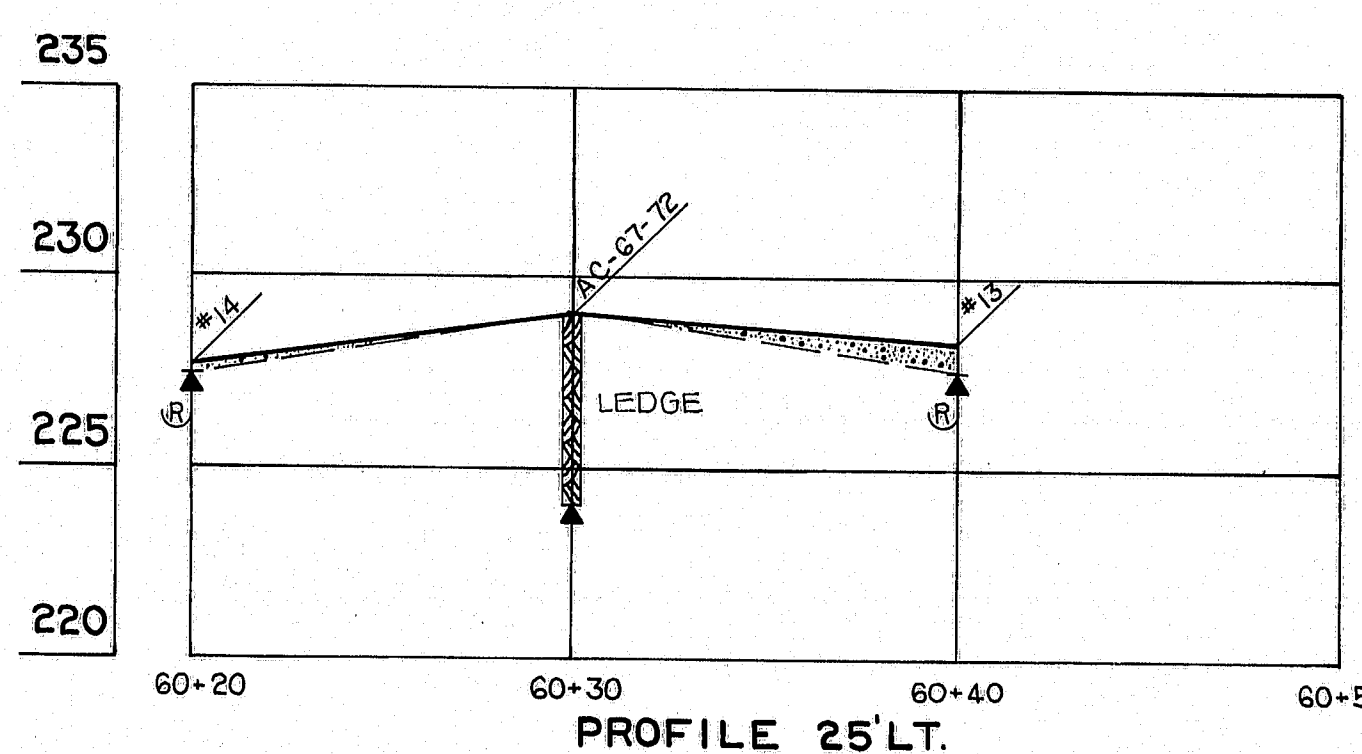


F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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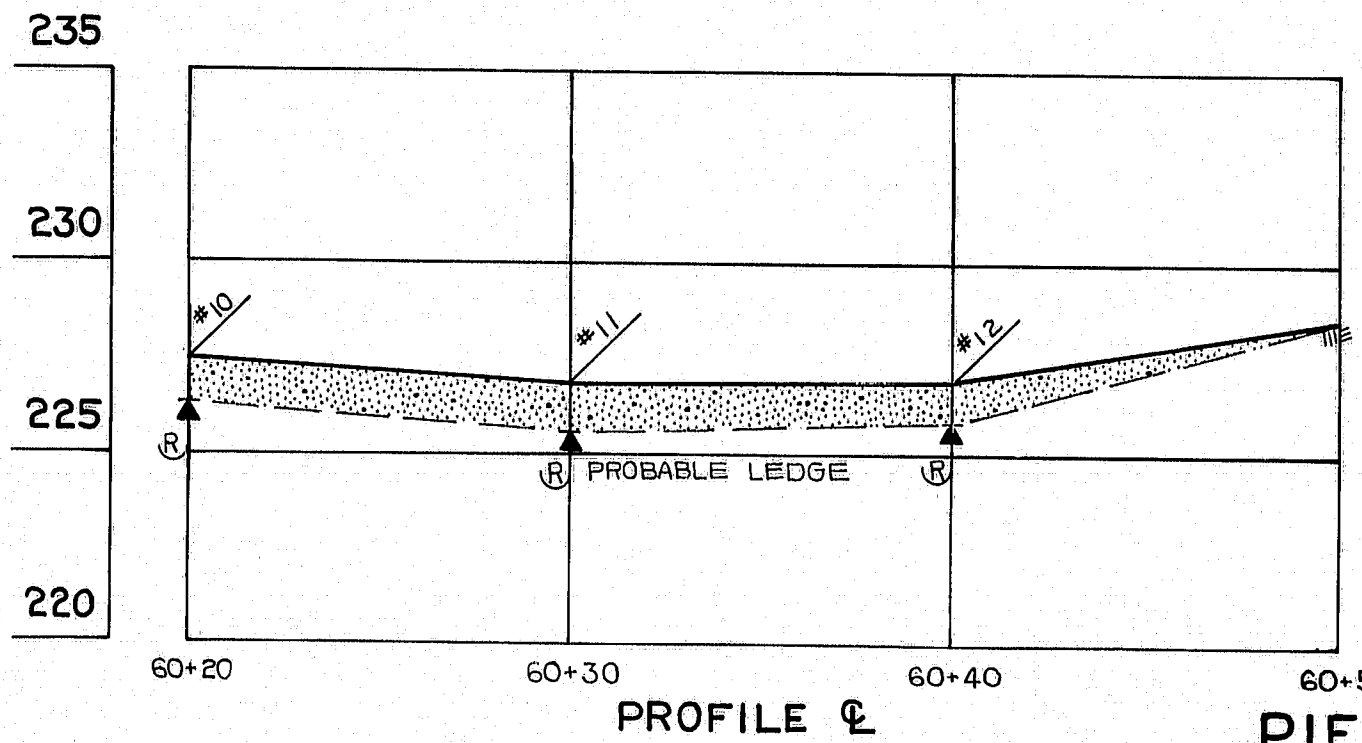


# TRANSVERSE SECTIONS

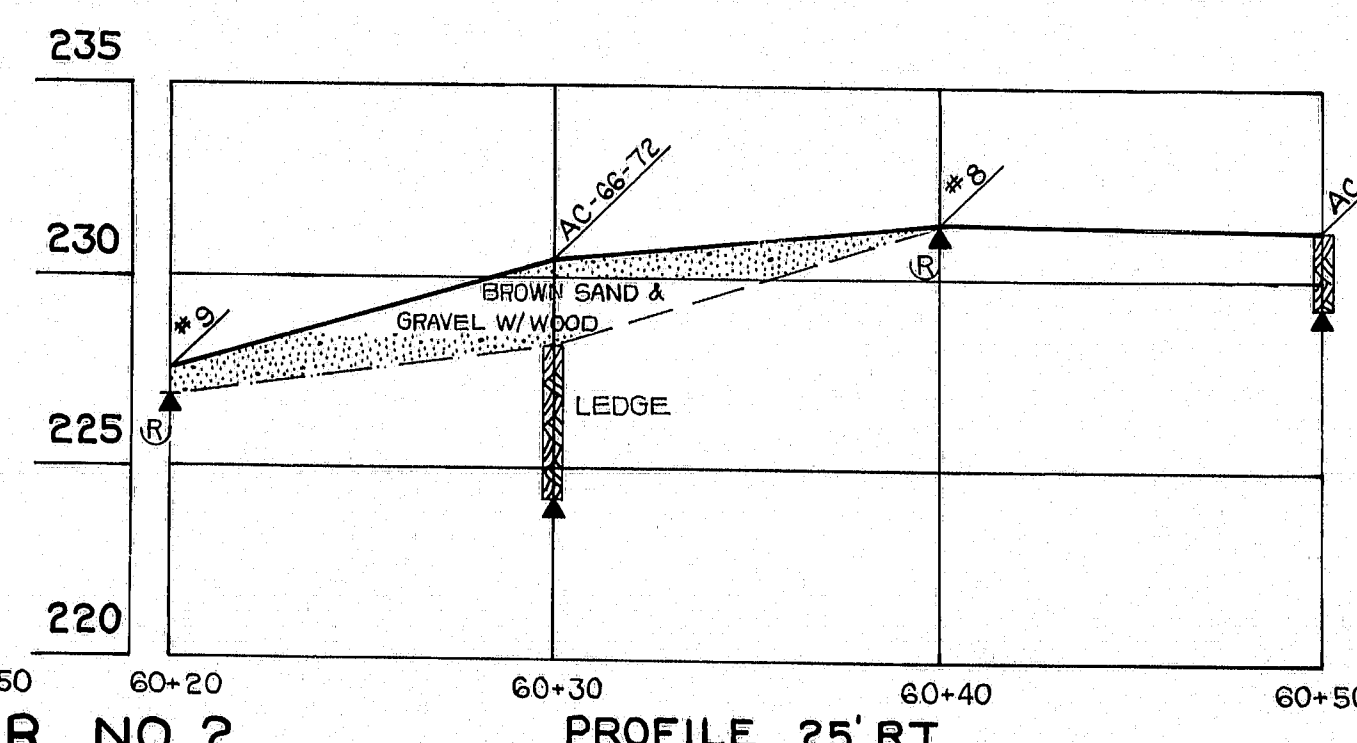
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ELEVATIONS



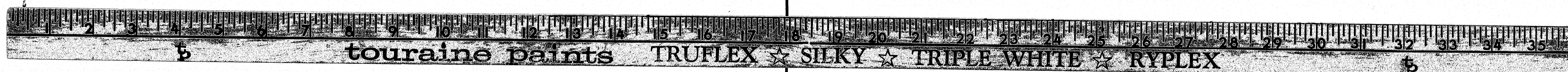
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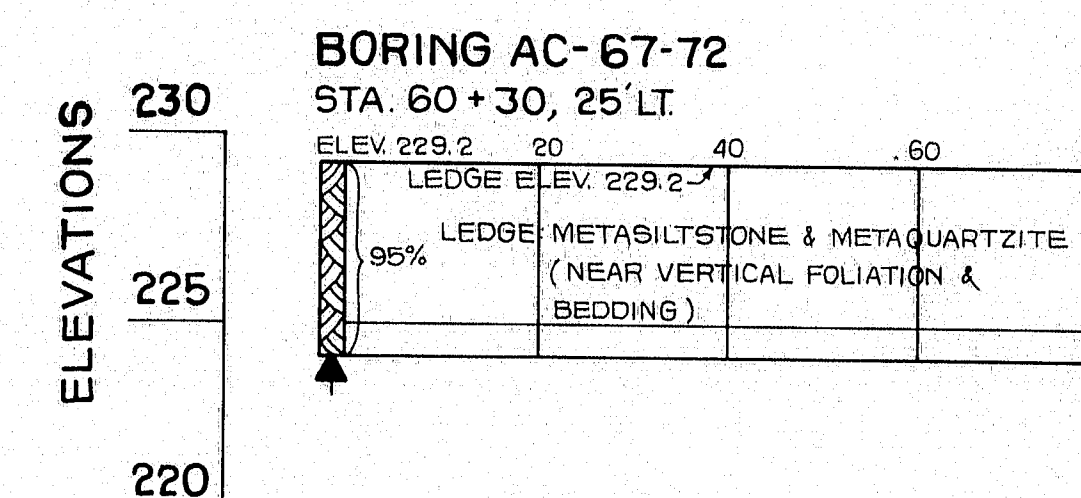
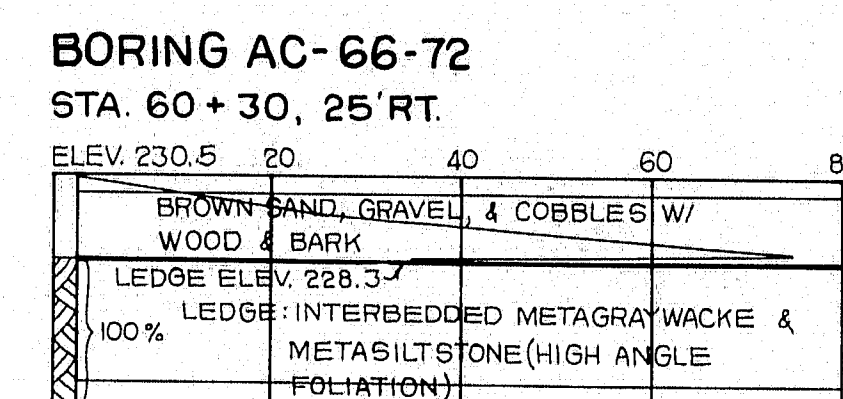
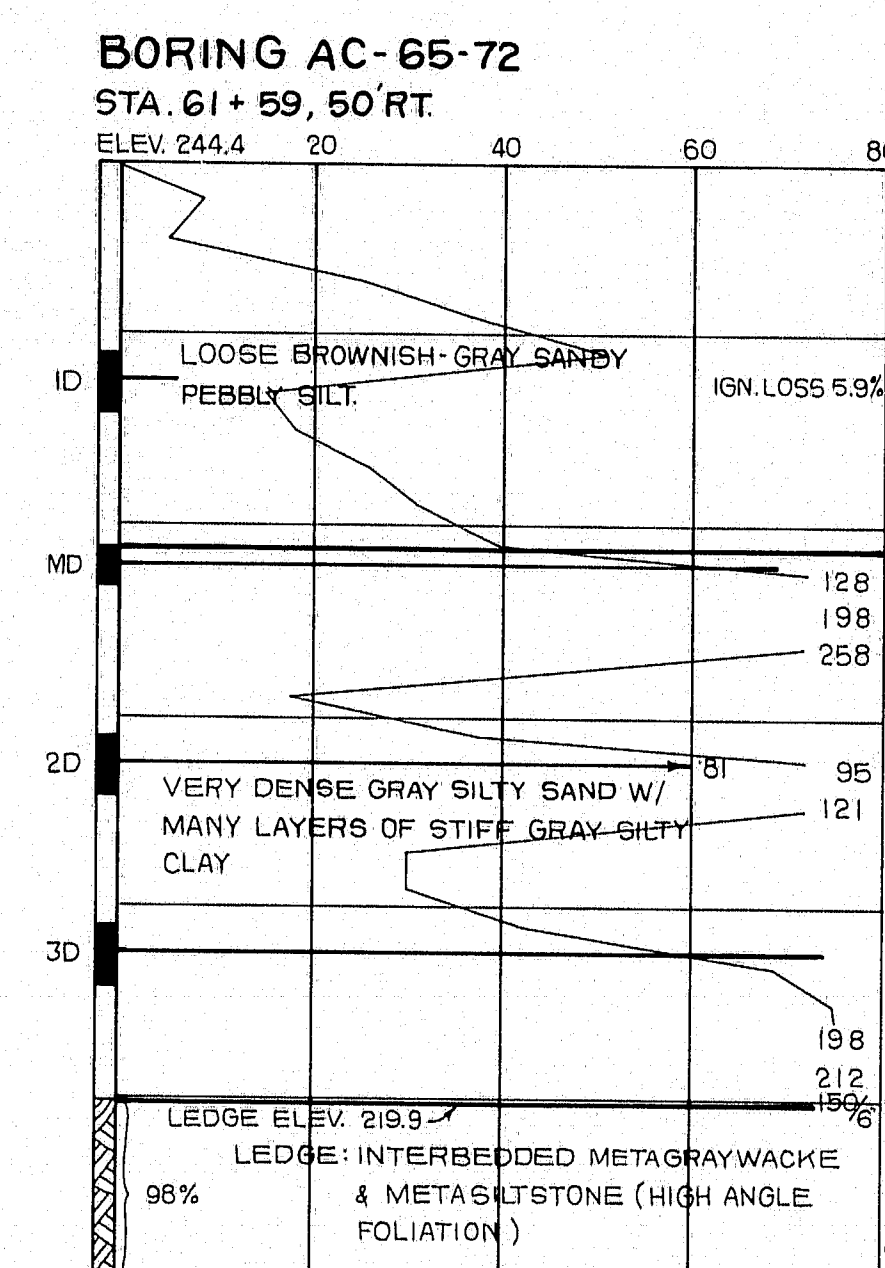
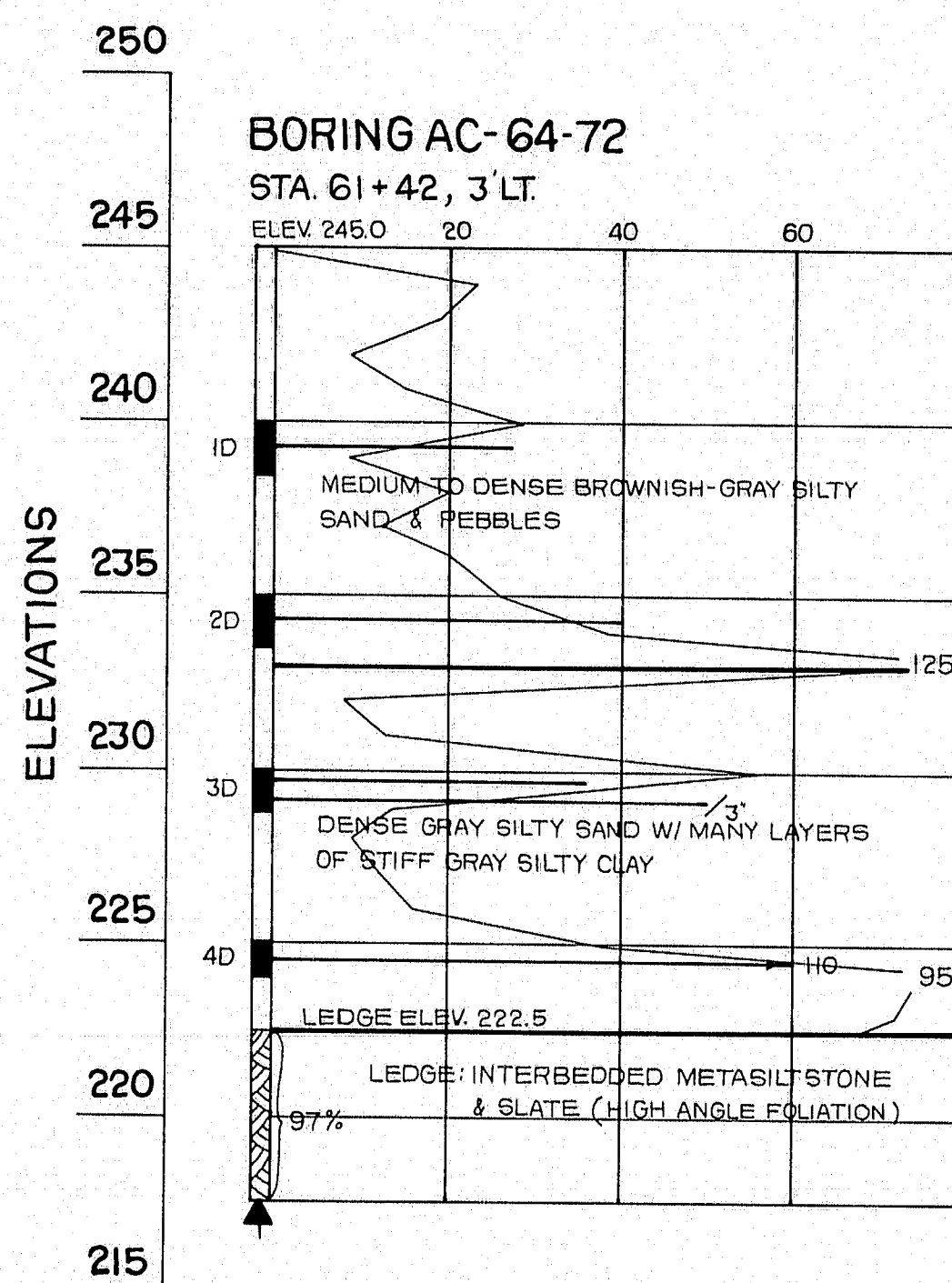
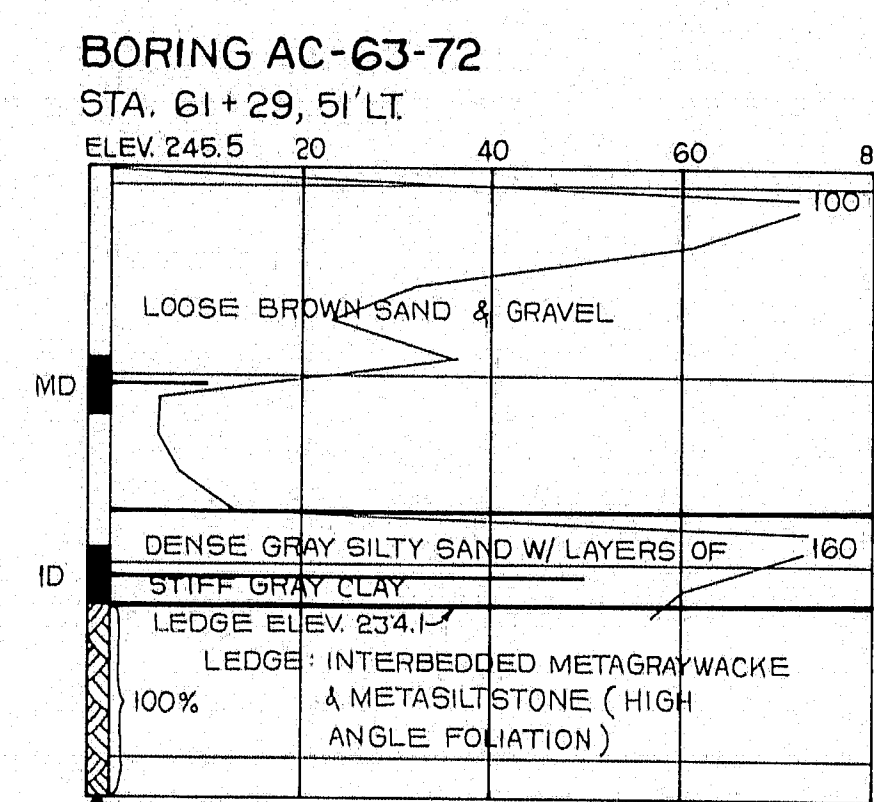
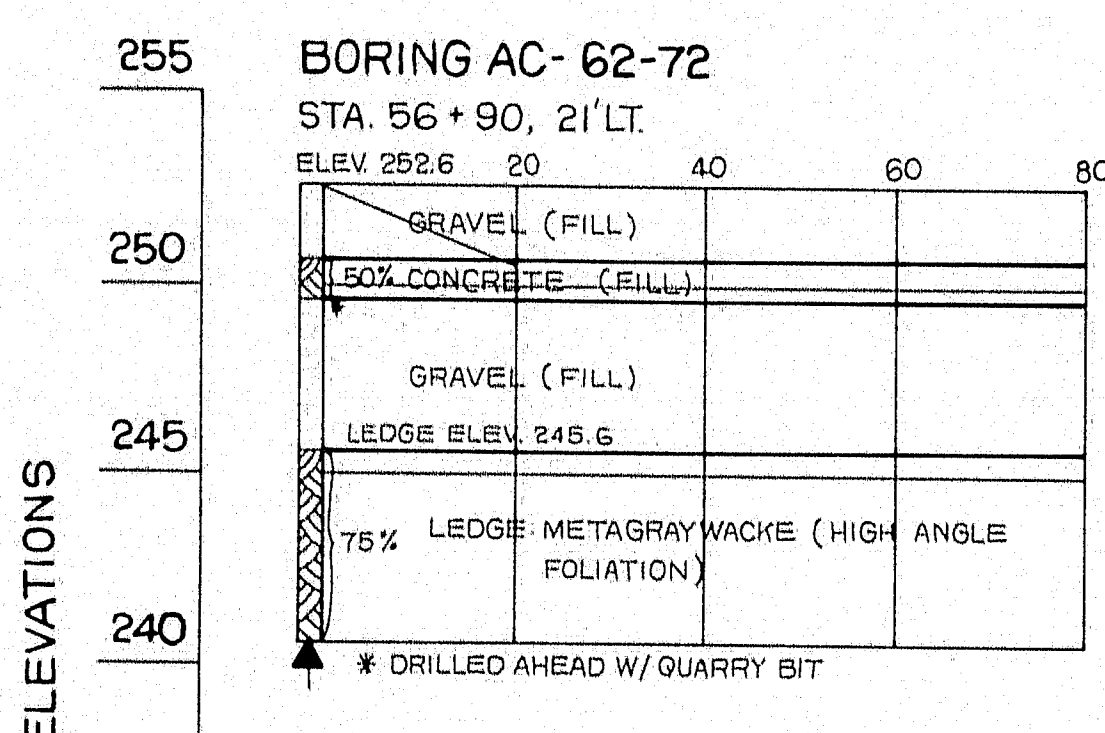
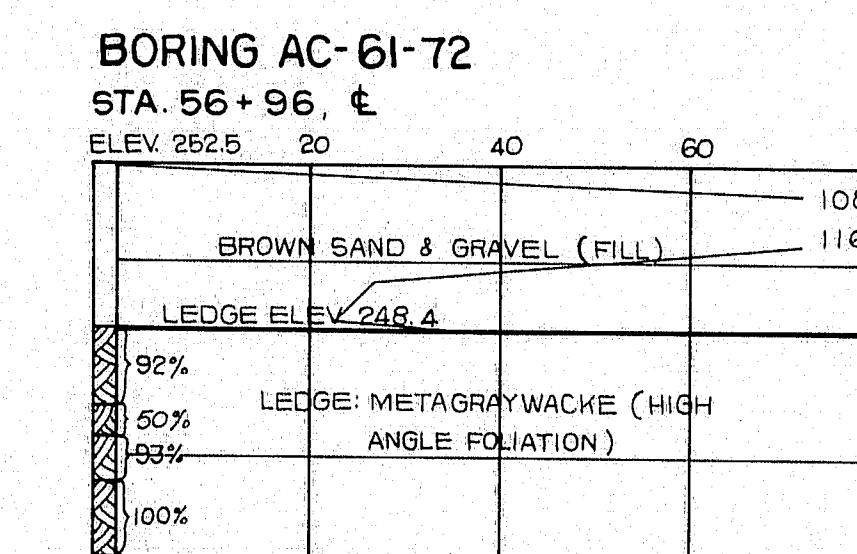
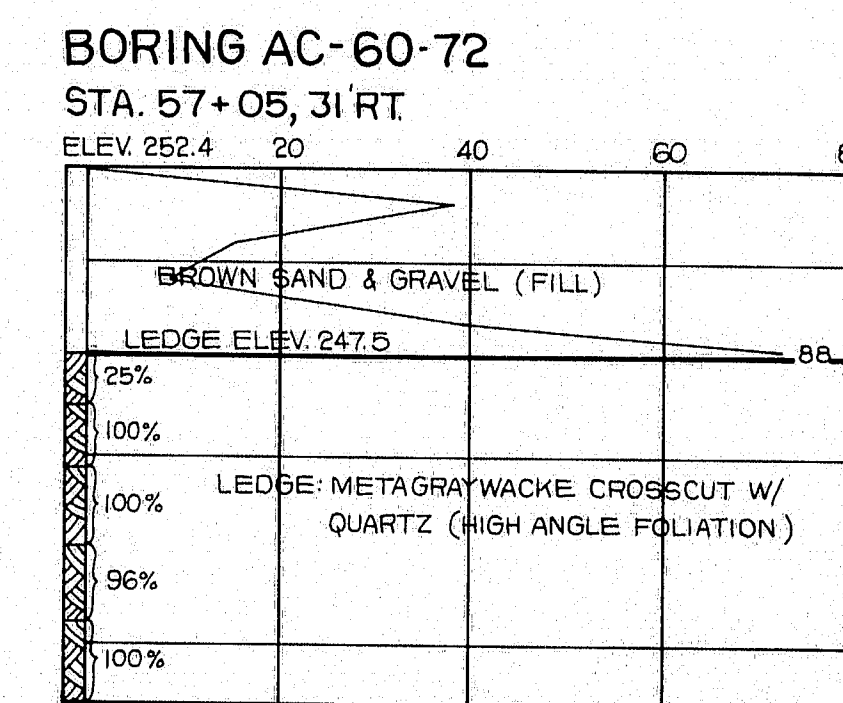
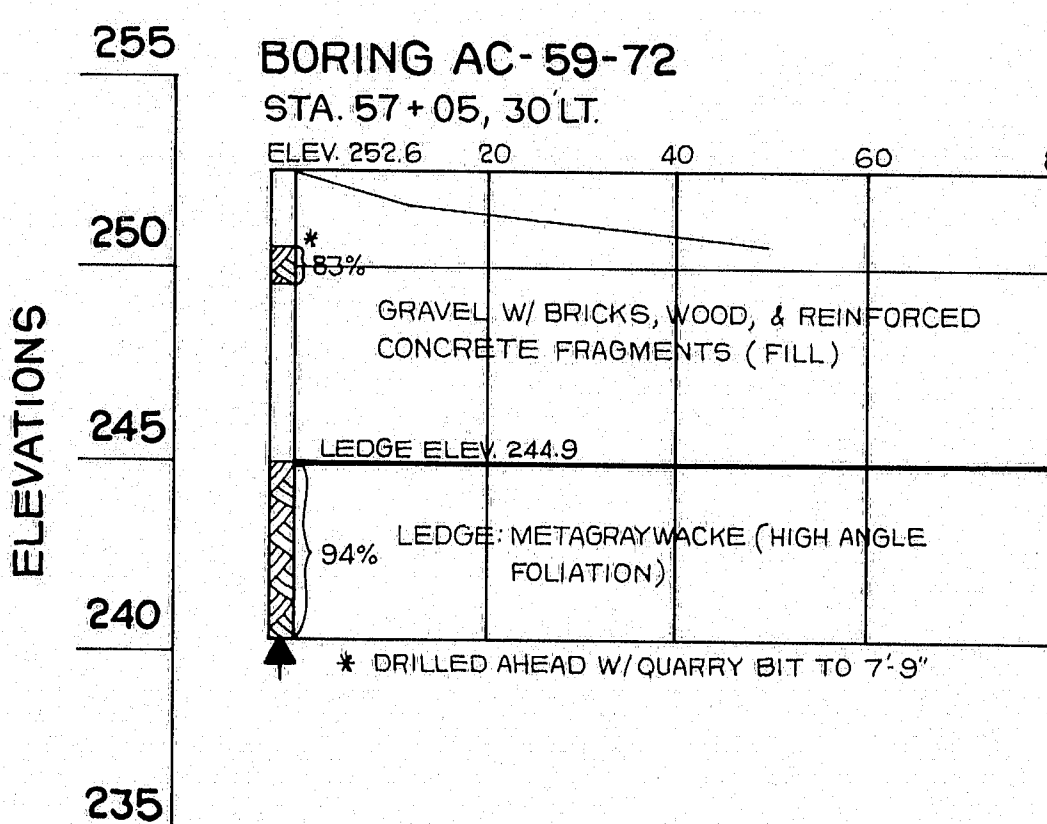
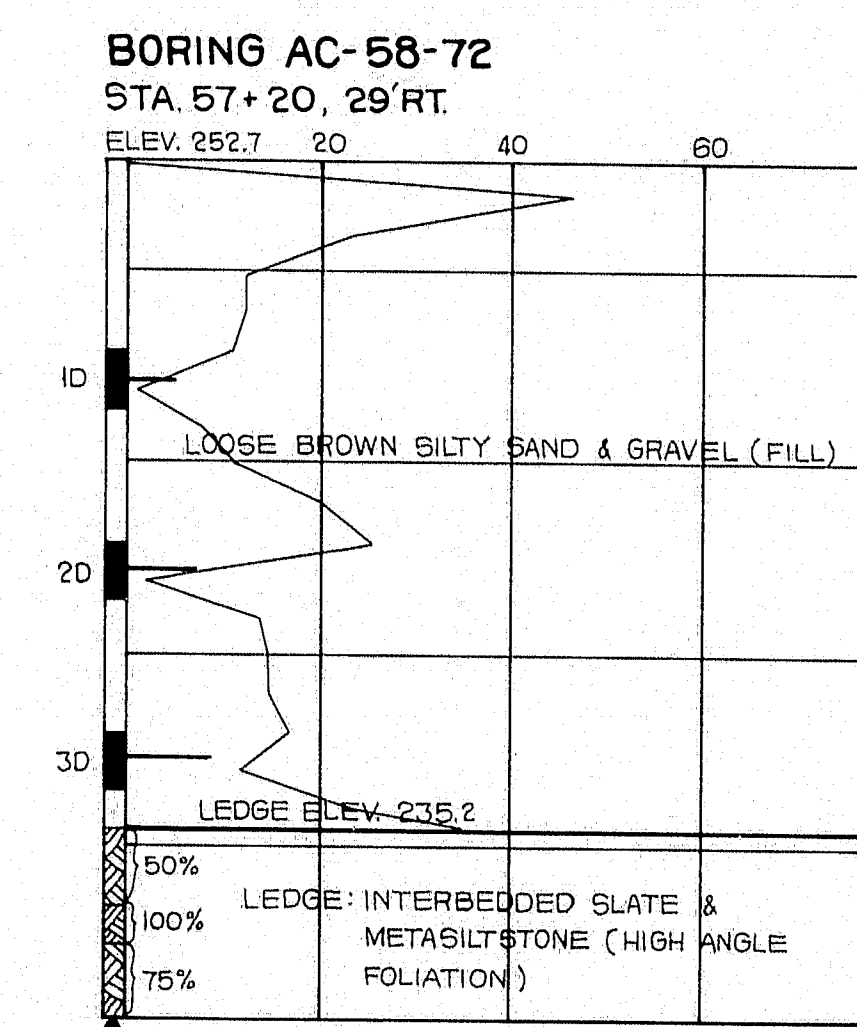
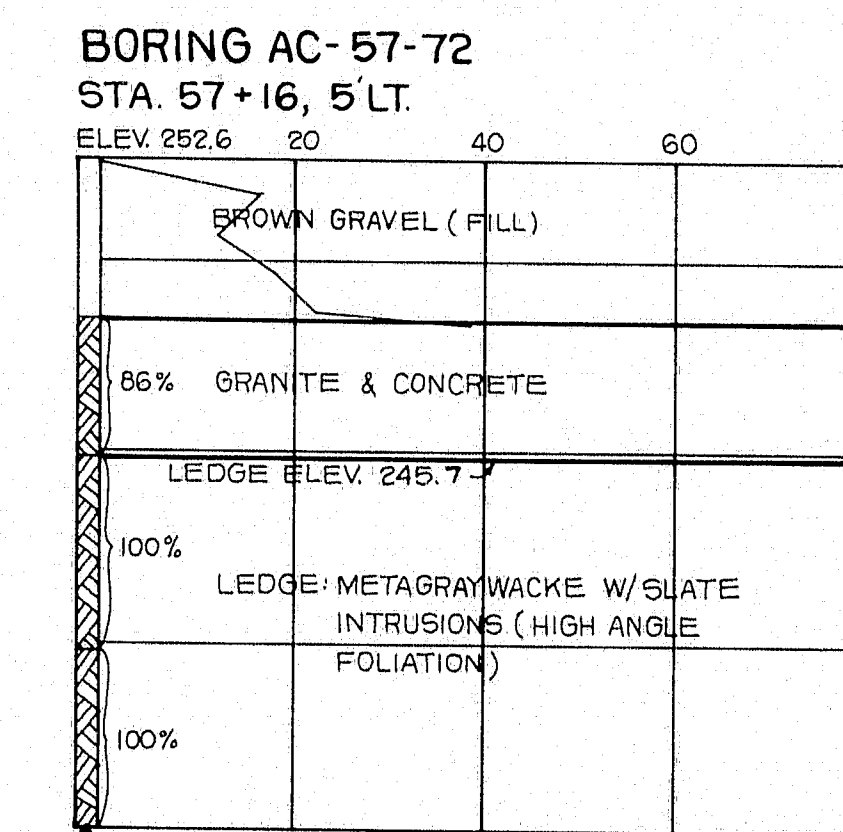
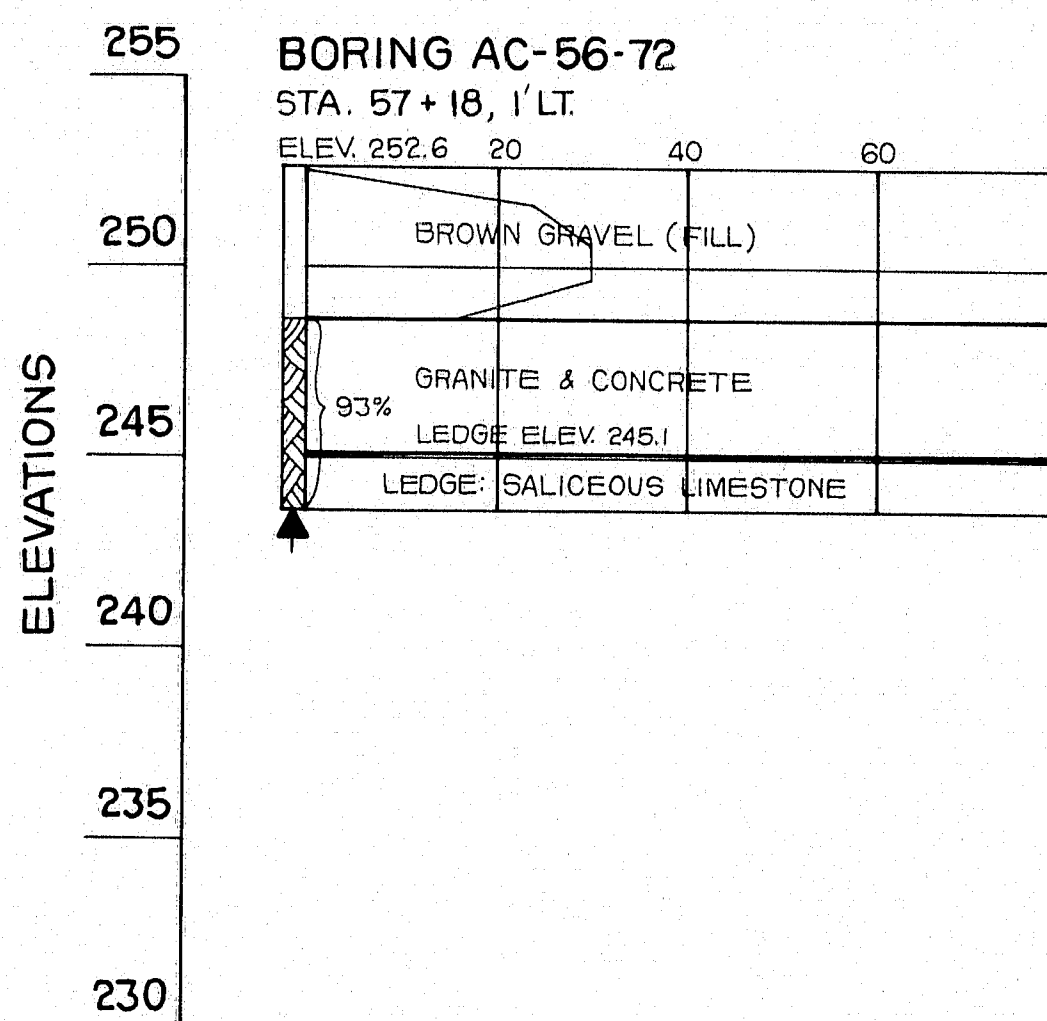
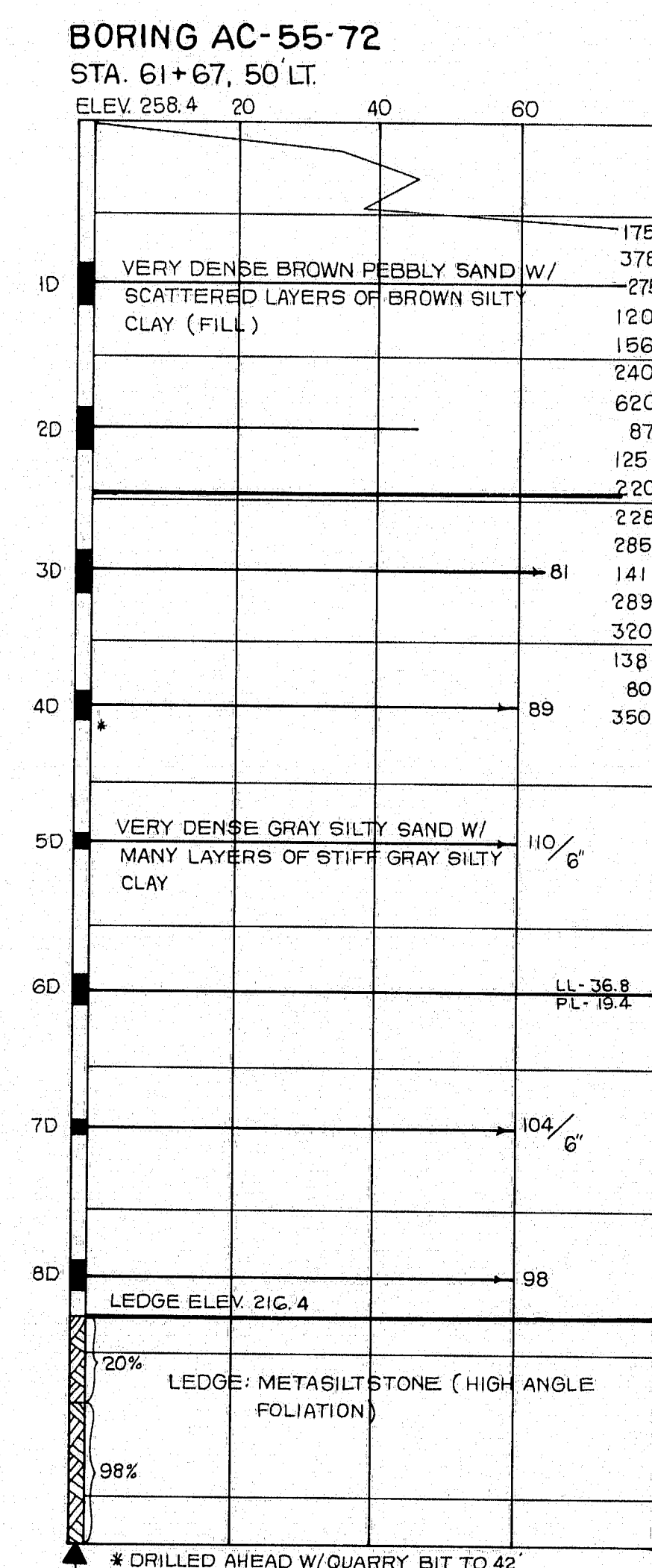
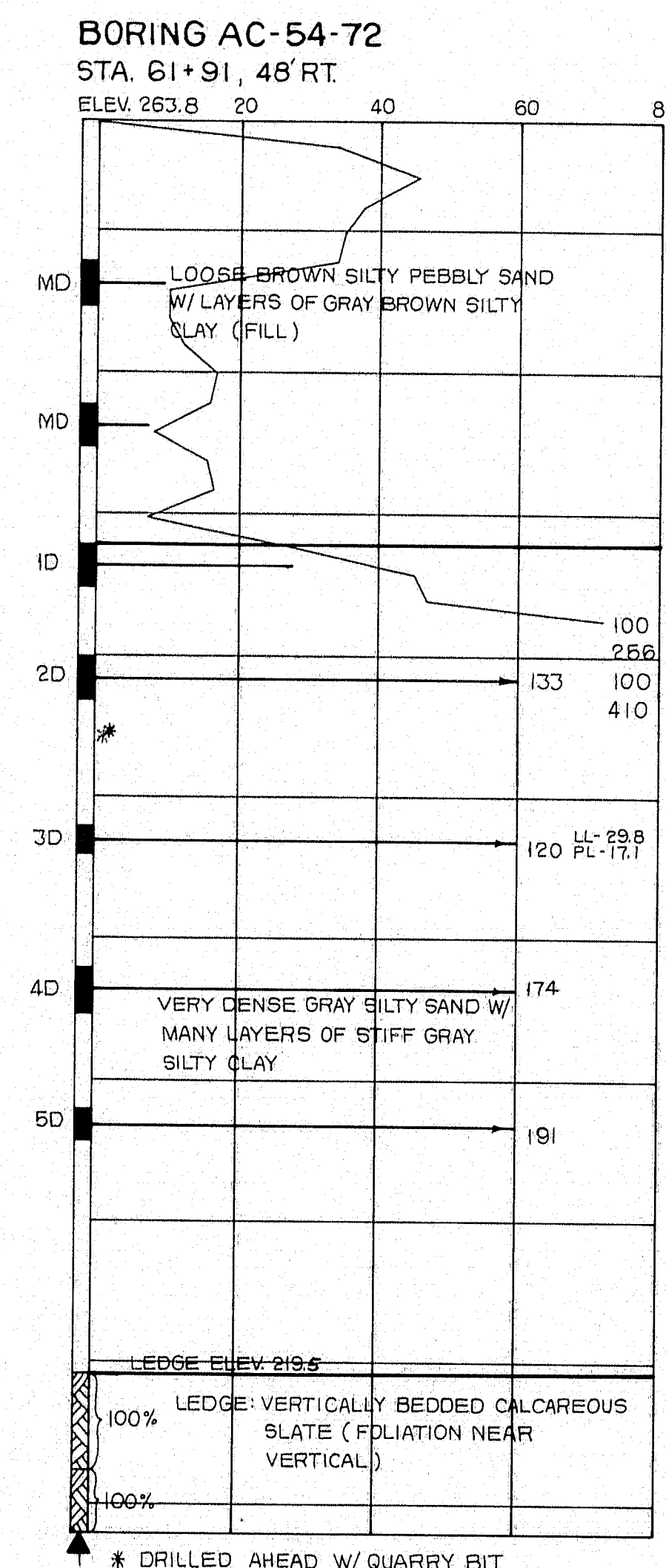
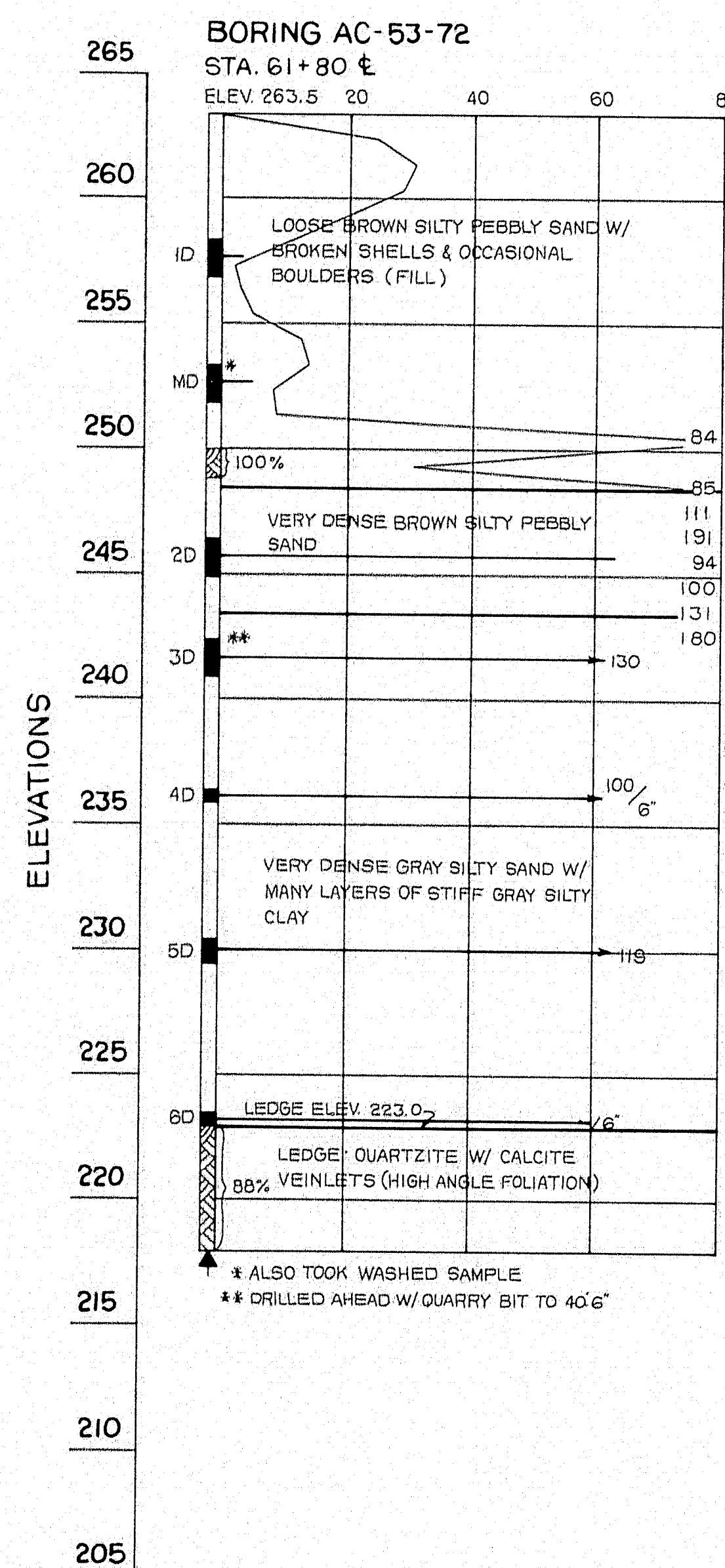
PROFILE 25' RT.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**MADISON BRIDGE**  
OVER  
**KENNEBEC RIVER**  
BETWEEN THE TOWNS OF  
**MADISON & ANSON**  
**SOMERSET COUNTY**  
FOUNDATION SURVEY  
SHEET 9 OF 41 AUGUSTA, MAINE JUNE, 1973

144-140





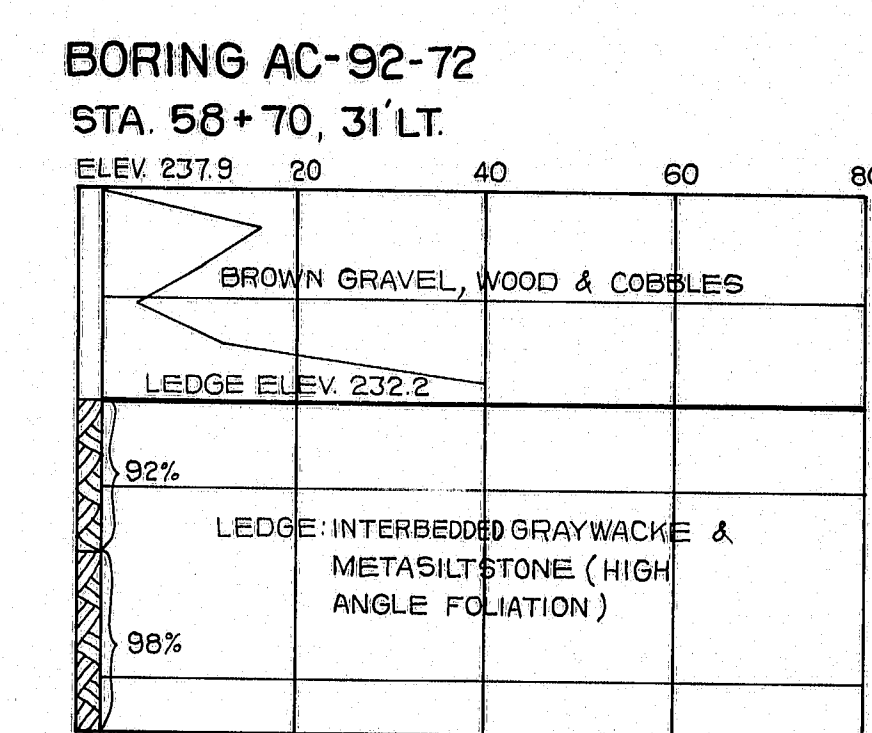
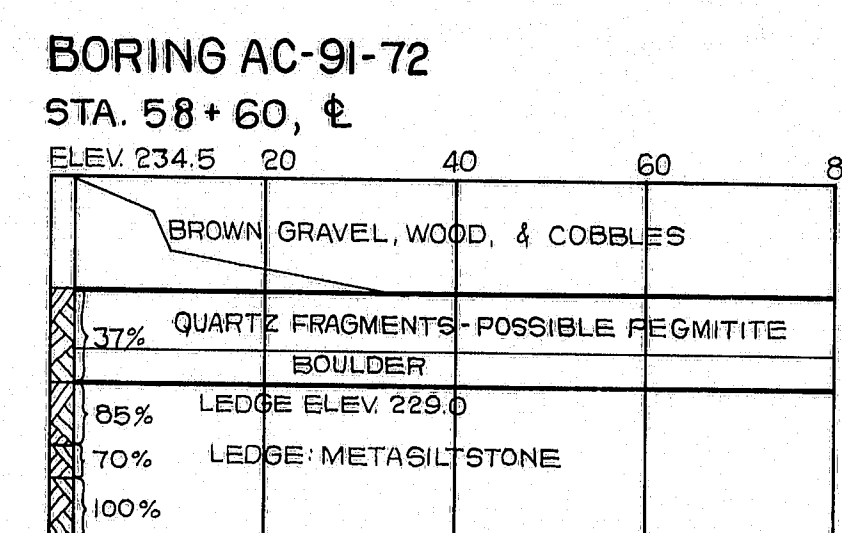
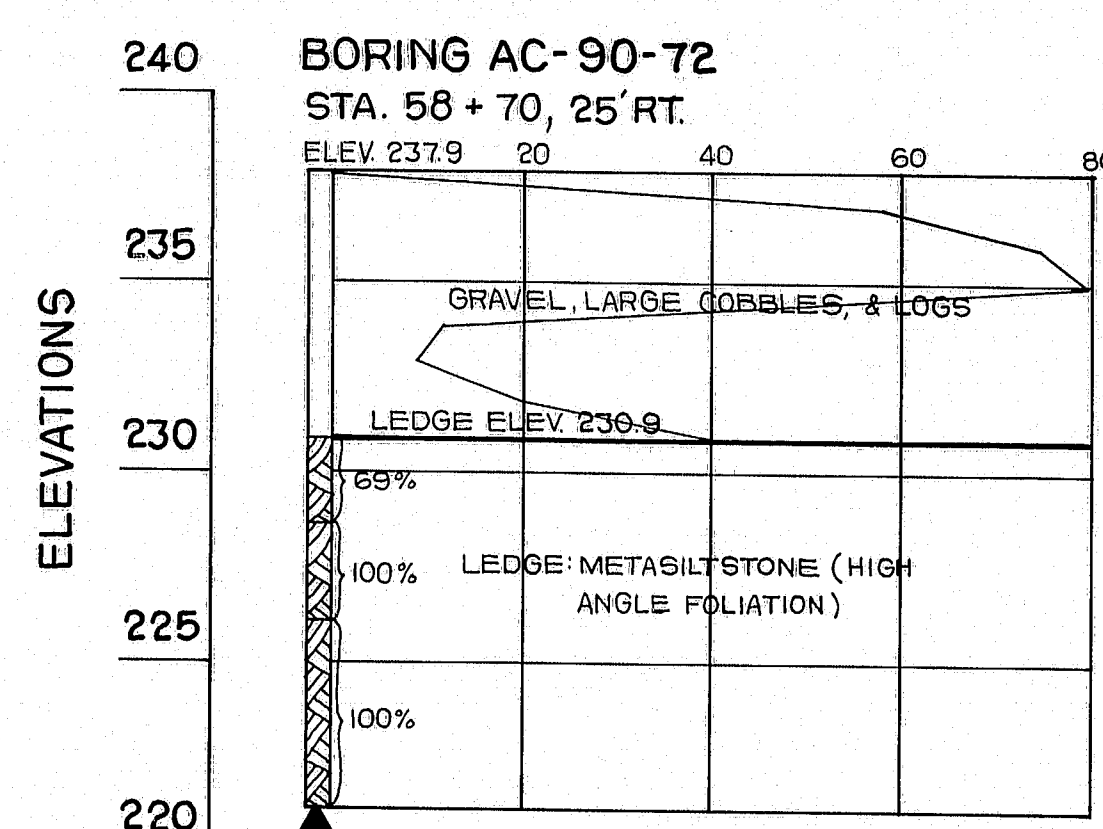
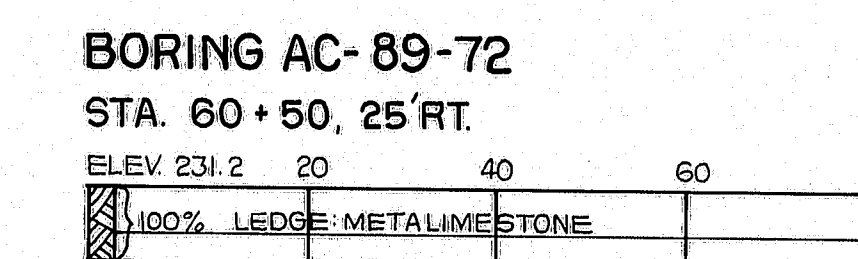
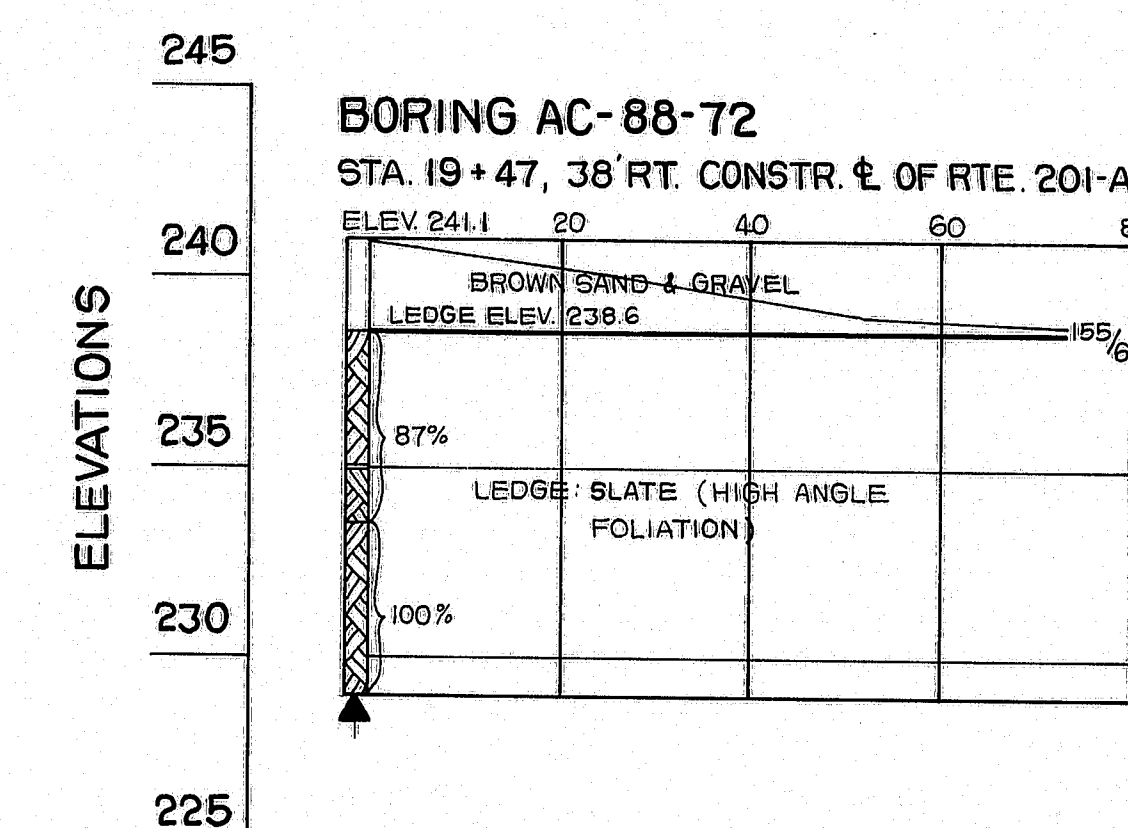
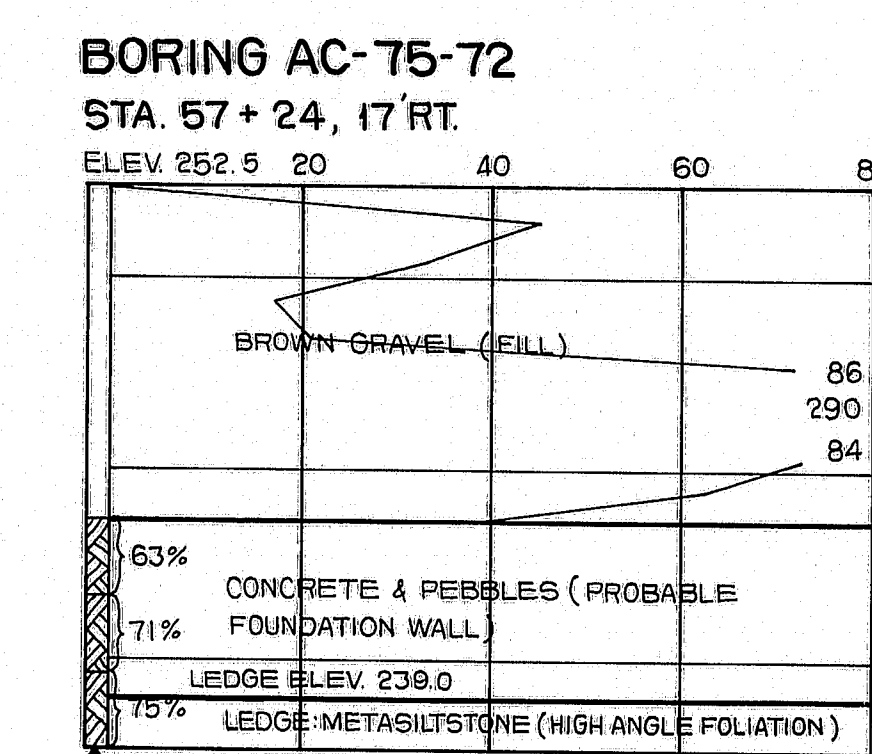
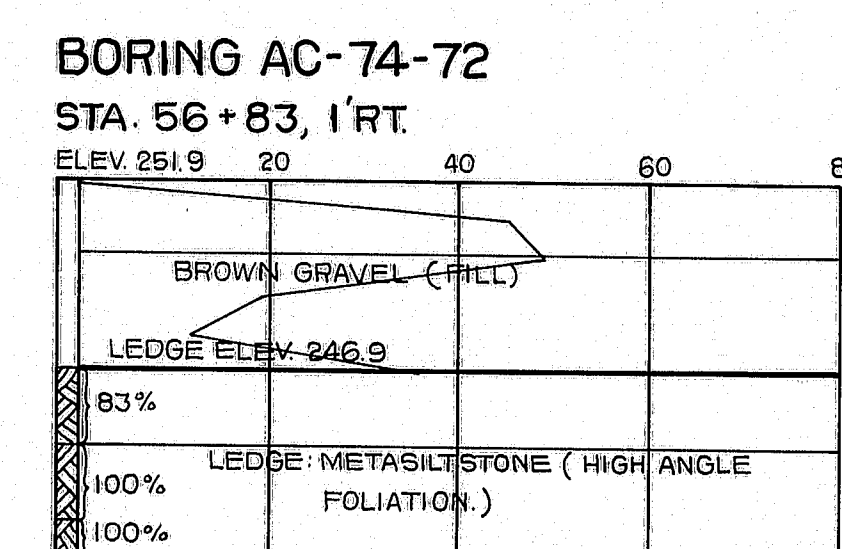
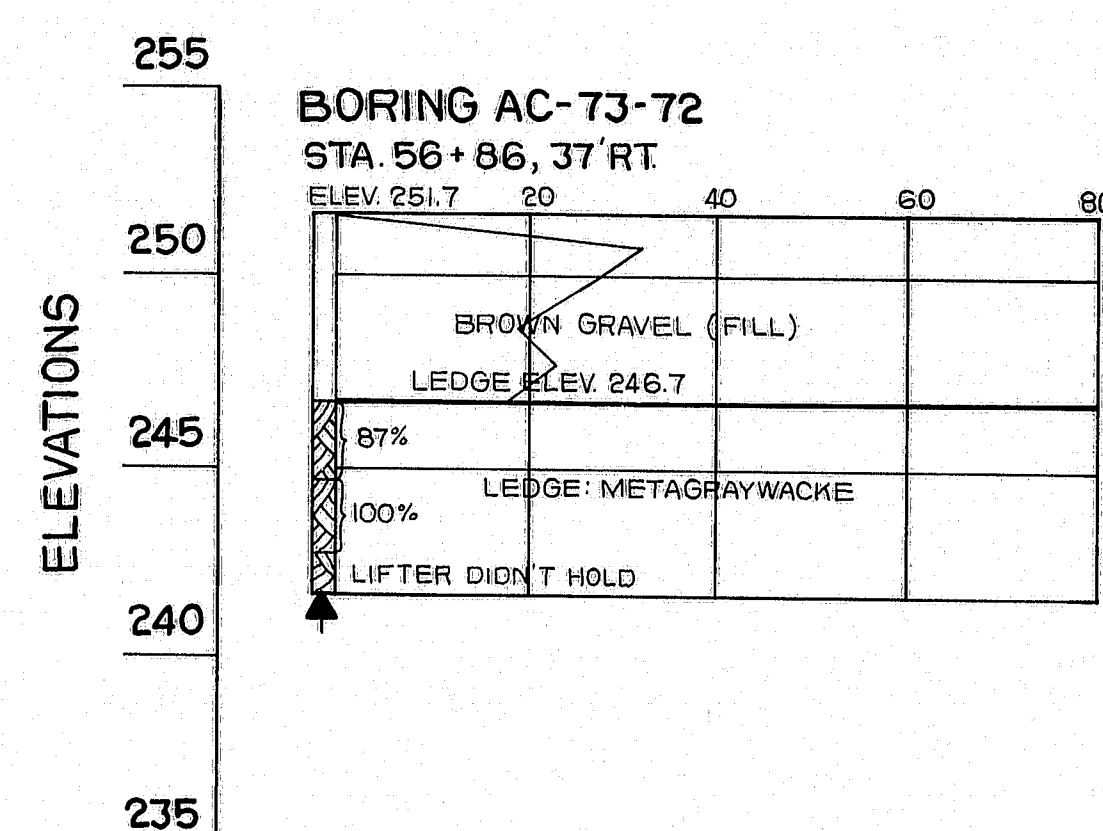
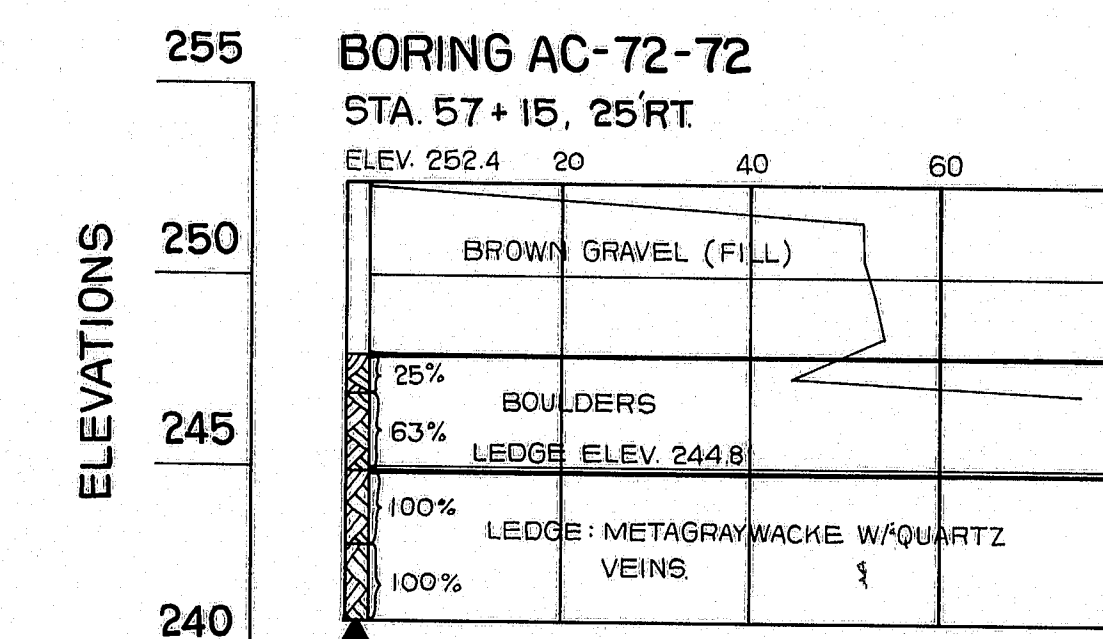
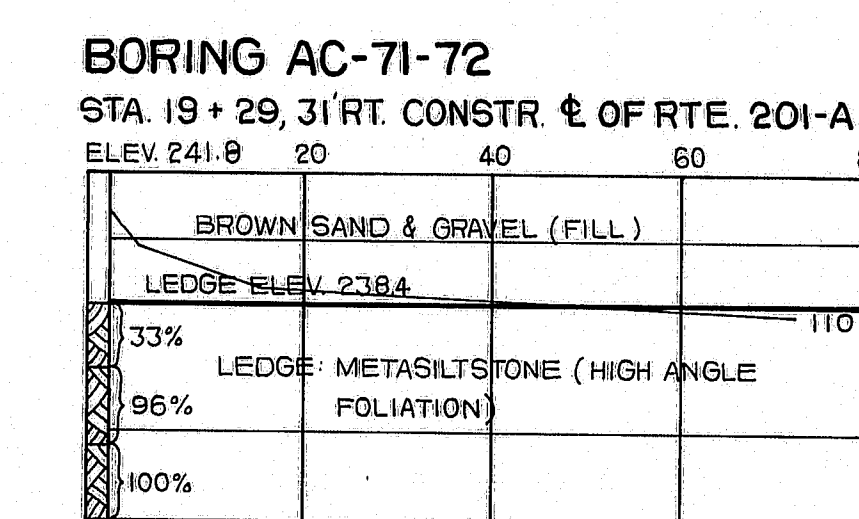
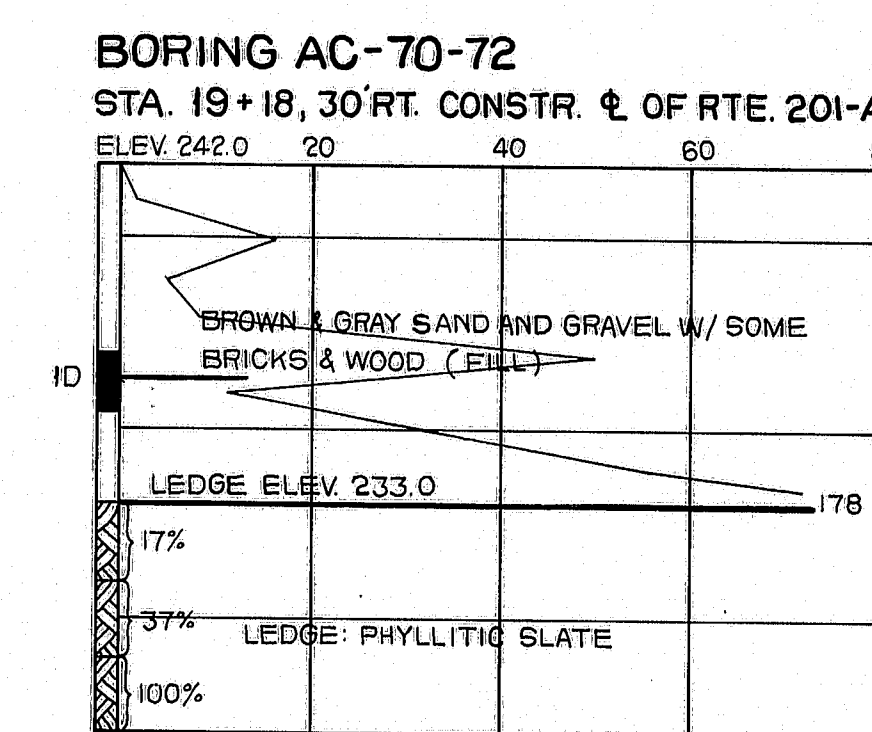
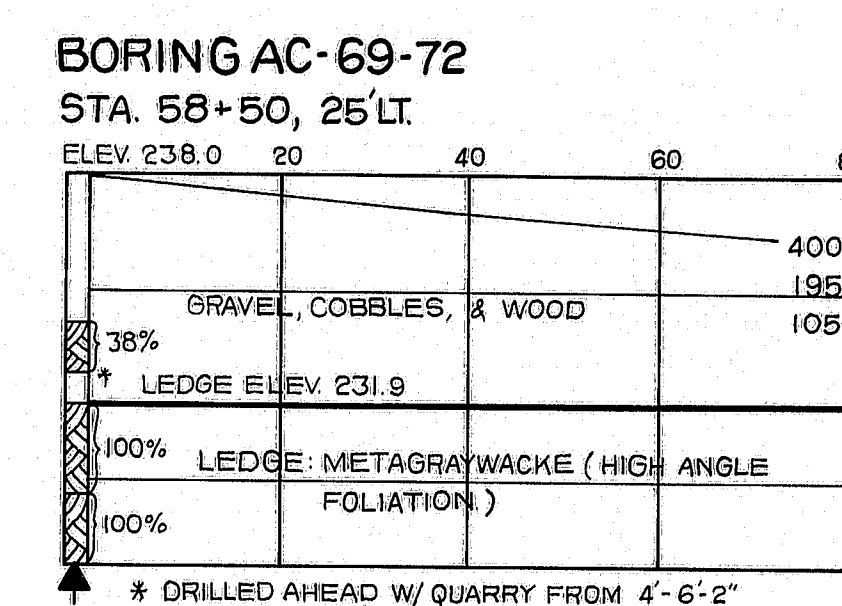
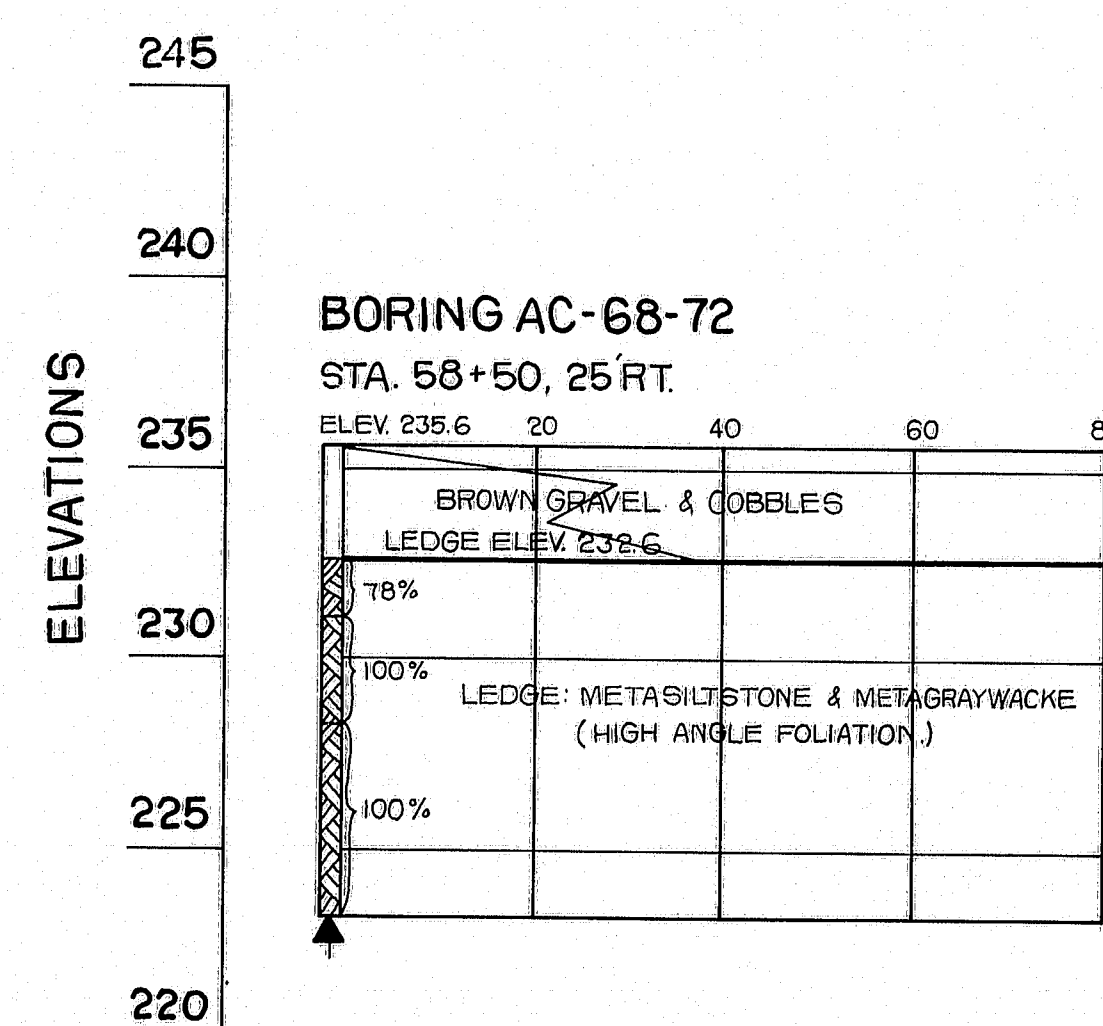


STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**MADISON BRIDGE**  
OVER  
**KENNEBEC RIVER**  
BETWEEN THE TOWNS OF  
**MADISON & ANSON**  
SOMERSET COUNTY  
BORING DETAILS  
SHEET 10 OF 41 AUGUSTA, MAINE JUNE, 1973

144-141



F.R.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-5-0230(9)	36	83



# BORING NOTES

- All samples and vials are made ahead of casing.
- Water elevation
- Number of blows required to drive extra heavy casing one foot with 400 ft lbs. of energy per blow
- Locations of sample or sample attempt
- Number and type of dry sample
- S & H Sampler # 1280's
- Wash sample and number
- Unsuccessful sample attempt and type of sampler
- Number of blows required to drive spoon or tubing one foot with 350 ft lbs. of energy per blow
- Bottom of boring (may not be bottom of soil strata)
- Refusal of drill rods or casing (may not be ledge)
- Locations cored by diamond bit and percent recovery of rock

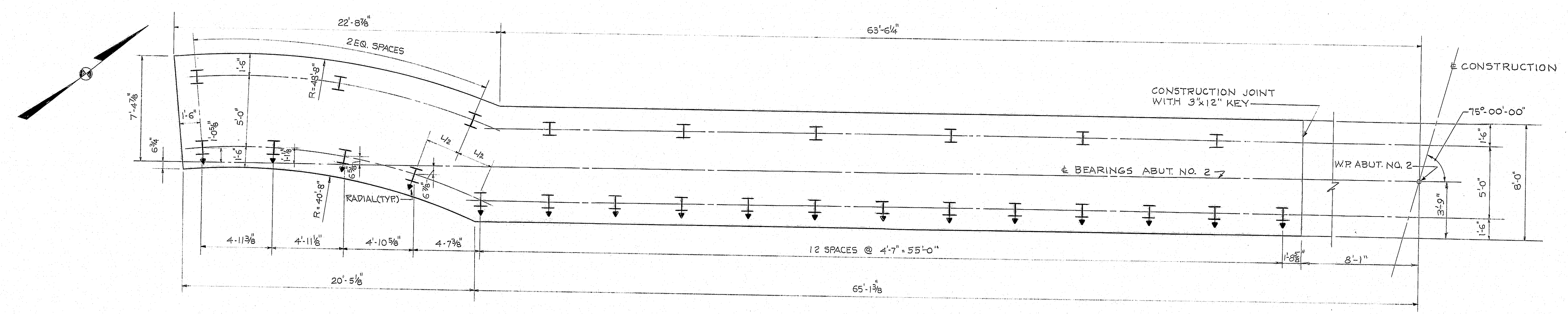
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**MADISON BRIDGE**  
OVER  
**KENNEBEC RIVER**  
BETWEEN THE TOWNS OF  
**MADISON & ANSON**  
**SOMERSET COUNTY**  
BORING DETAILS  
SHEET 11 OF 41 AUGUSTA, MAINE JUNE, 1973

144-142

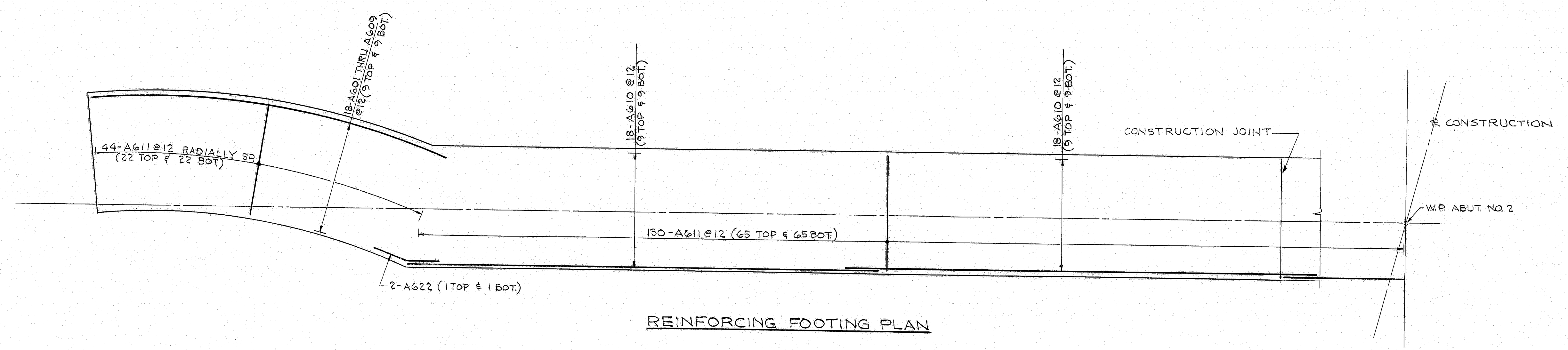
touraine paints TRUFLEX SILKY TRIPLE WHITE RYPLEX



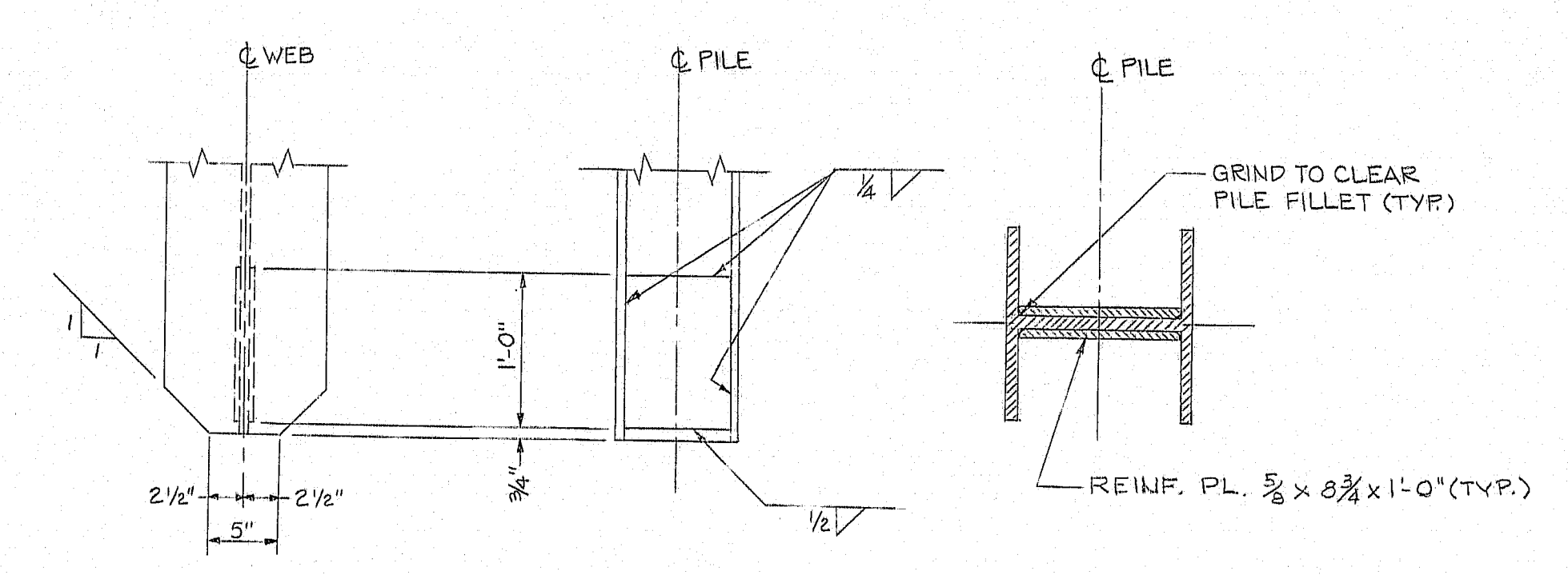
F.B.N.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-S-0230(9)	37	82



FOOTING AND PILE PLAN



REINFORCING FOOTING PLAN



POINTED REINFORCED PILE TIP

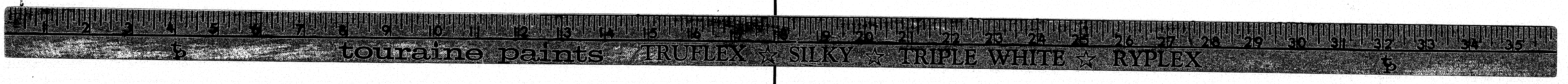
ABUTMENT FOOTING NOTES

1. PILES SHALL BE DRIVEN TO LEDGE OR PRACTICAL REFUSAL.
2. ALL PILES SHALL HAVE POINTED REINFORCED TIPS.
3. ALTERNATE TYPES OF POINTED REINFORCED PILE TIPS MAY BE USED IF THEY HAVE AT LEAST THE CROSS-SECTIONAL AREA OF THE POINTED REINFORCED PILE TIP SHOWN ON THE PLANS AND ARE APPROVED BY THE ENGINEER.
4. ESTIMATED DRIVEN LENGTHS OF PILES ARE DETERMINED FROM AVAILABLE SOILS INFORMATION WITH NO ALLOWANCE FOR PILE CUT-OFFS AND NO ALLOWANCE FOR UNCERTAIN PILE PENETRATION.
5. PILES MARKED, THUS  $\rightarrow$ , SHALL BE BATTERED 4 INCHES PER FOOT IN THE DIRECTION OF THE ARROW.
6. MAXIMUM PILE LOAD EQUALS 55.5 TONS (INCLUDING 0 TONS ALLOWED FOR NEGATIVE SKIN FRICTION.)
7. FOLLOWING ARE PILE LOCATIONS, NUMBER OF PILES REQUIRED, SIZE OF PILES, AND ESTIMATED DRIVEN LENGTHS:  
ABUTMENT NO. 2 58-HPIØ42 LENGTH VARIES FROM 26 FT. 1 AT SOUTH END TO 32 FT. 2 AT NORTH END.
8. THE CONTRACTOR MAY USE A SERIES OF CHORDS TO FORM THE CURVED SECTIONS OF THE FOOTING. NO PAYMENT WILL BE MADE FOR ANY QUANTITIES IN EXCESS OF THOSE REQUIRED TO CONSTRUCT THE FOOTING TO THE NEAT LINES AS SHOWN.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**MADISON BRIDGE**  
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**KENNEBEC RIVER**  
BETWEEN THE TOWNS OF  
**MADISON & ANSON**  
SOMERSET COUNTY  
ABUTMENT NO. 2 - FOOTING PART I  
SHEET 12 OF 41 AUGUSTA, MAINE JUNE, 1973

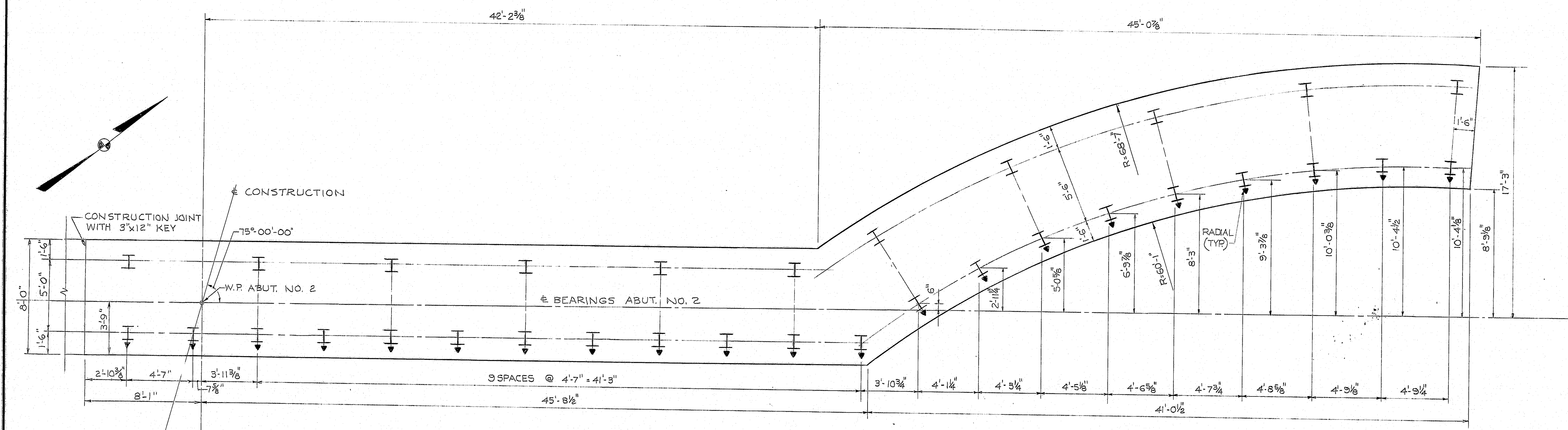
144-143

FILE NO.	PLAN NO.
VL-59	12
DES. R.E.B. CHK. C.K.L.	
DR. P.R.S. CHK. R.E.B.	
EST. M.H. CHK. C.K.L.	
R. M. M. in charge	

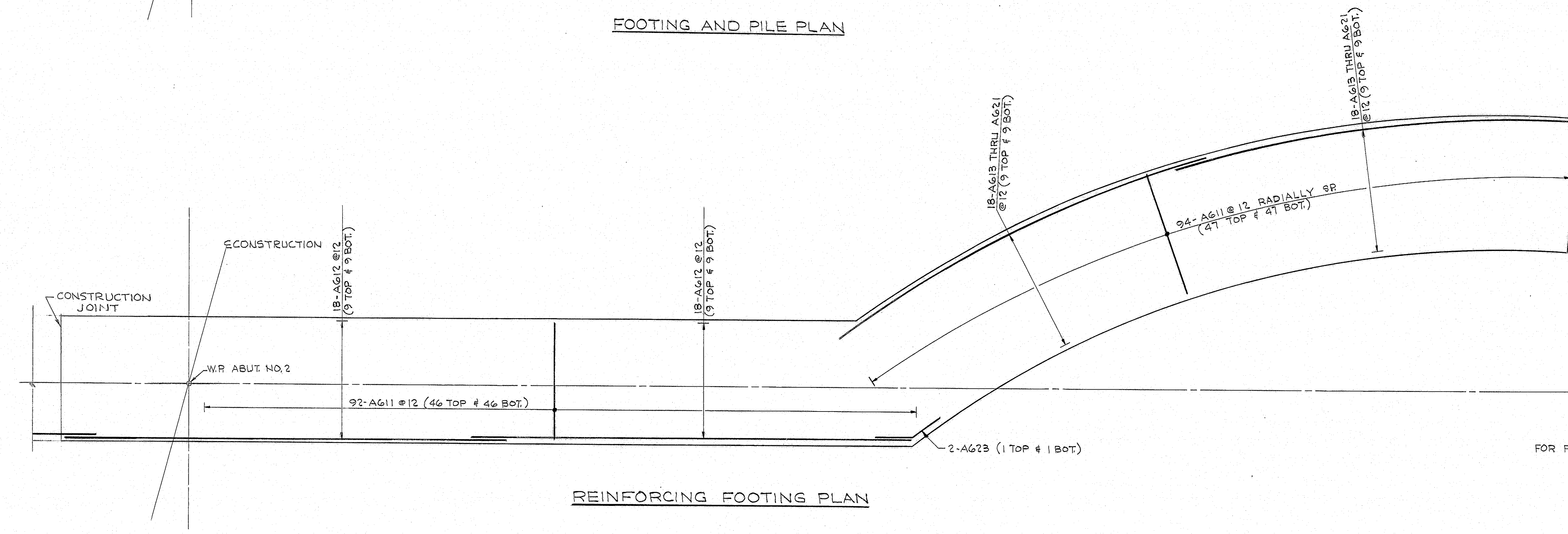




F.M.A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-6-0230(6)	33	33



FOOTING AND PILE PLAN



REINFORCING FOOTING PLAN

FOR FOOTING NOTE SEE "ABUTMENT NO. 2 - FOOTING PART 1"

FOR FOOTING NOTES, SEE SHEET 12.

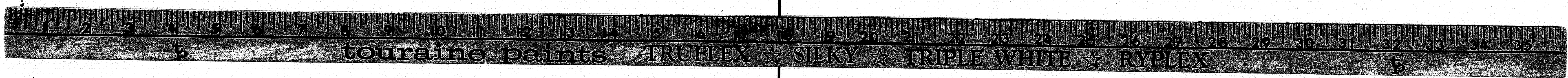
DESIGN	DETAILS	CHECKED	REVISIONS	FIELD CHANGES
BY	DATE	BY	DATE	
R.E.B.	P.R.S.	4/73		
R.E.B.		5/73		

FILE NO.	PLAN NO.
VL-53	13
DES	R.E.B. CHK C.K.L.
DR	P.R.S. CHK R.E.B.
EST	M.H. CHK C.K.L.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**MADISON BRIDGE**  
OVER  
**KENNEBEC RIVER**  
BETWEEN THE TOWNS OF  
**MADISON & ANSON**  
**SOMERSET COUNTY**  
ABUTMENT NO. 2 - FOOTING PART 11

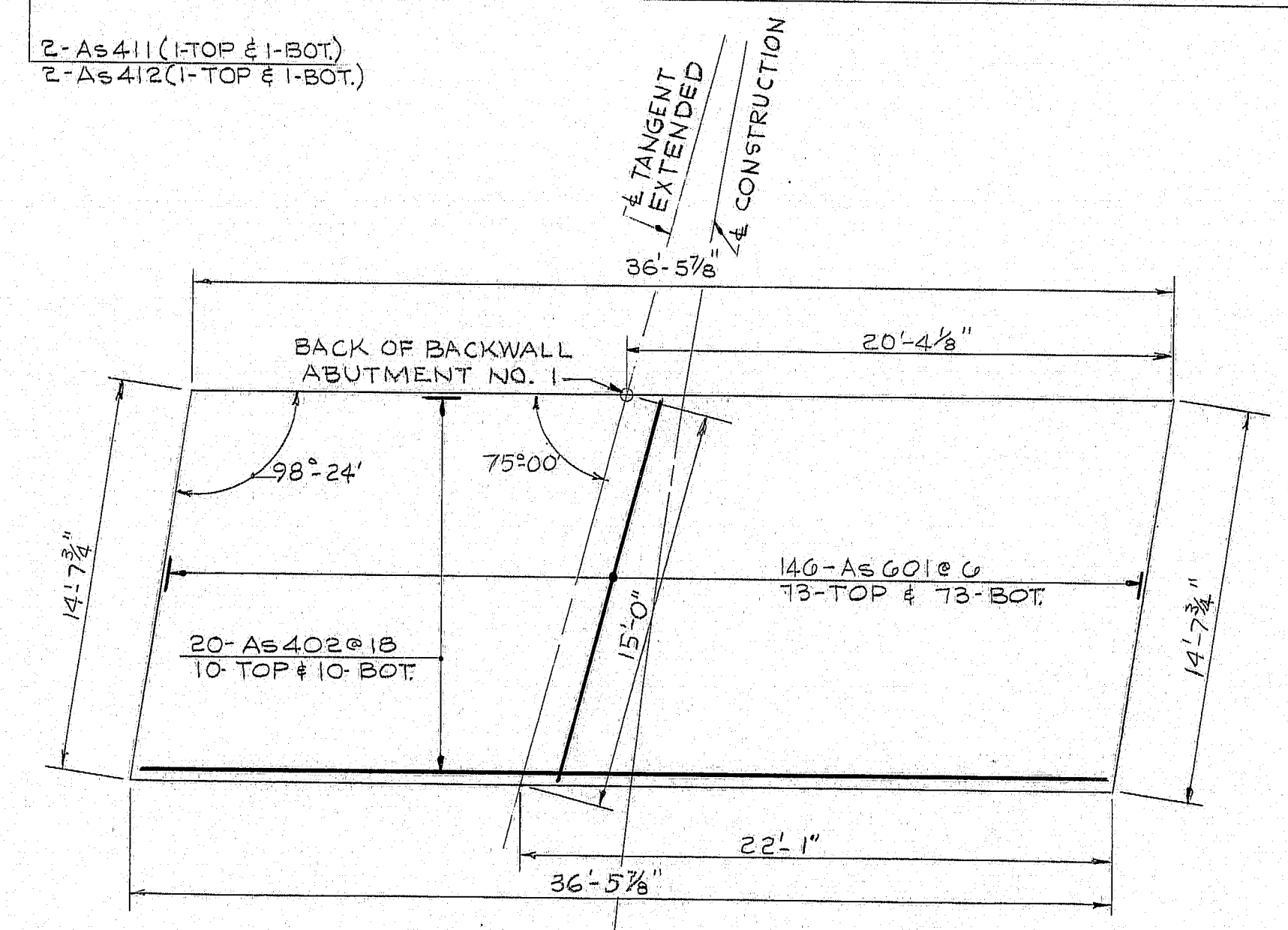
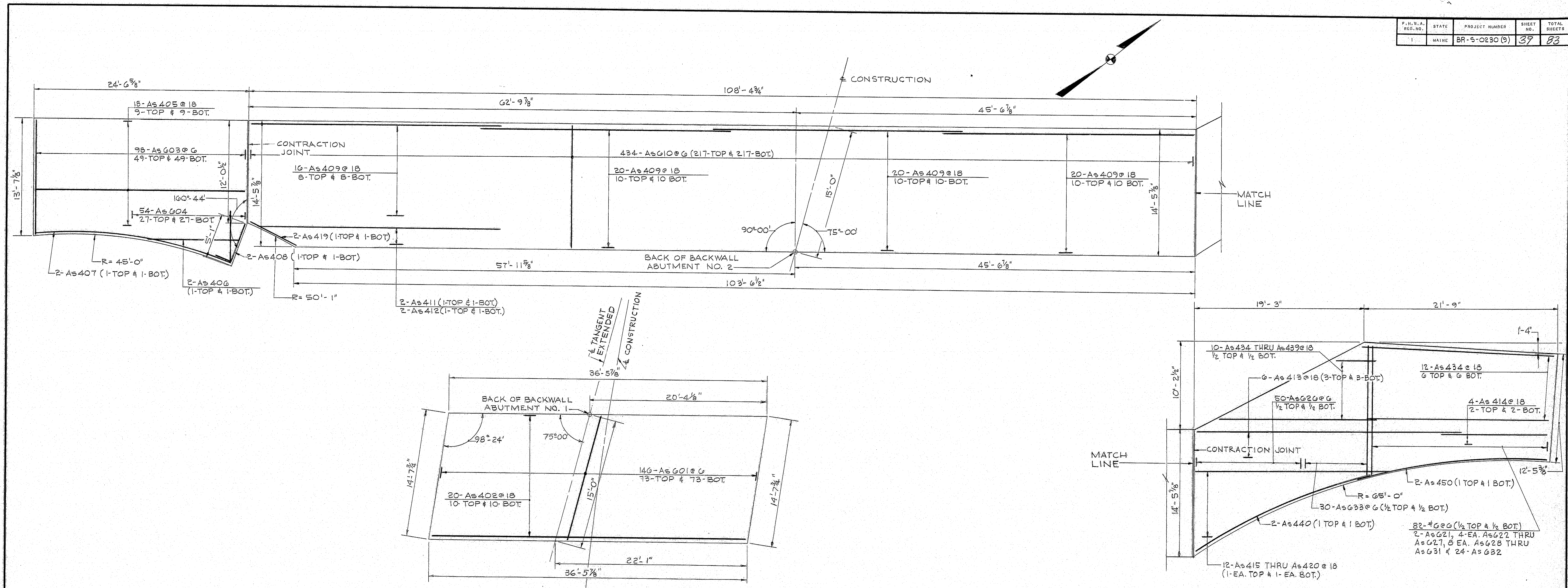
SHEET 13 OF 41 AUGUSTA, MAINE JUNE, 1973

144-144

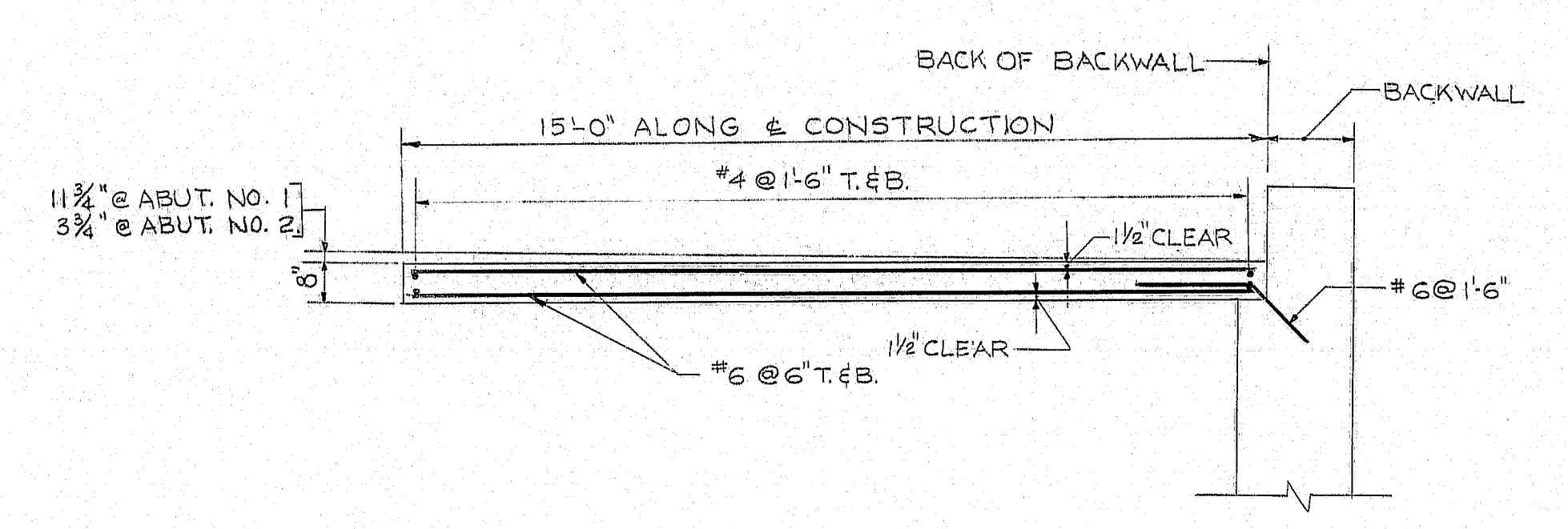




F.B.I.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-5-0230 (3)	37	83



PLAN - APPROACH SLABS



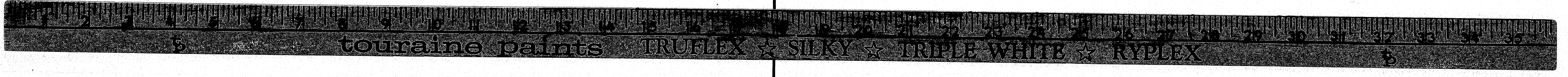
TYPICAL SECTION

PLANS	DESIGN-DETAILED	CHECKED	REVISIONS	FIELD CHANGES
BY	C.K.L.	P.R.S.	R.E.B.	
DATE	4/73			

FILE NO.	PLAN NO.
VL-59	14
DES	C.K.L. CHK R.E.B.
DR	P.R.S. CHK R.E.B.
EST	C.K.L. CHK M.H.
R. Albrecht ENGINEER IN CHARGE	

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**MADISON BRIDGE**  
OVER  
**KENNEBEC RIVER**  
BETWEEN THE TOWNS OF  
**MADISON & ANSON**  
**SOMERSET COUNTY**  
APPROACH SLABS  
SHEET 14 OF 41 AUGUSTA, MAINE JUNE, 1973

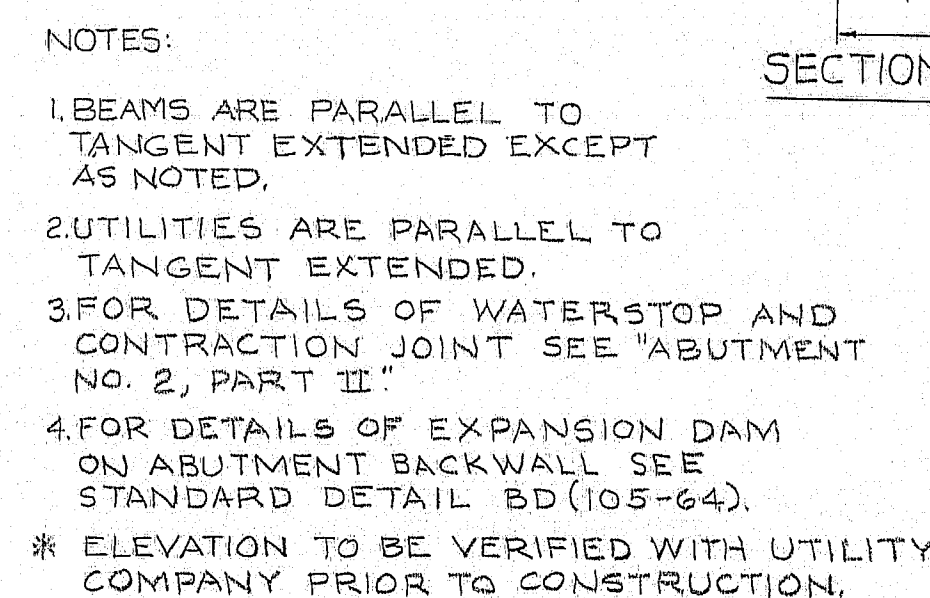
144-145





A cross-sectional diagram of a bridge deck. The diagram is divided into three main horizontal sections: 'MORTAR' on the left, 'BACKWALL' in the center, and 'SUPERSTRUCTURE' on the right. Below the 'MORTAR' section, there is a label 'GRANITE CURB (HWY.)'. The 'BACKWALL' section contains two vertical dashed lines. Below the 'SUPERSTRUCTURE' section, there is a label 'GUTTER GRADE'. Horizontal dimension lines are shown below the diagram with the following values:  $\frac{1}{2}$  ft. under the mortar section, 8' in. under the first part of the backwall, 5' under the second part of the backwall, and 5' under the first part of the superstructure.

VIEW C-C  
(SIMILAR TO VIEW D-D ON BD.105-64  
EXCEPT AS NOTED.)



1. CHAMFER ALL EXPOSED EDGES OF CONCRETE  $\frac{1}{2}$  INCH UNLESS OTHERWISE INDICATED.
2. ALL REINFORCING STEEL SPLICES AND EMBEDMENTS SHALL BE A MINIMUM OF 36 BAR DIAMETERS UNLESS OTHERWISE INDICATED.
3. REINFORCING STEEL SHALL HAVE 2 INCHES COVER UNLESS OTHERWISE INDICATED.
4. PLACE REINFORCING STEEL IN BRIDGE SEATS TO CLEAR ANCHOR BOLTS.
5. BREAK BOND AT VERTICAL CONTRACTION JOINTS BY A METHOD APPROVED BY THE ENGINEER.
6. PLACE CONCRETE IN TOP OF ABUTMENT BACKWALLS AFTER THE SUPERSTRUCTURE SLAB HAS BEEN PLACED.
7. POLYVINYLCHLORIDE WATERSTOPS SHALL BE PLACED IN ALL VERTICAL CONTRACTION AND EXPANSION JOINTS
8. WATERSTOPS ARE NOT REQUIRED IN HORIZONTAL CONTRACTION JOINTS.
9. PROTECTIVE COATING FOR CONCRETE SURFACES SHALL BE APPLIED TO THE FOLLOWING AREAS: TOP OF ABUTMENT CURBS AND TO THE TOP OF BACKWALL.
10. MAXIMUM FOOTING TOP PRESSURE IS 4.7 TONS / SQ. FT. AT ABUTMENT NO. 1.
11. STRUCTURAL EARTH EXCAVATION, ABUTMENT AND RETAINING WALLS REQUIRED UNDER ELEVATIONS 249.00 WILL BE PAID FOR AT  $\frac{1}{2}$  TIMES THE CONTRACT UNIT PRICE FOR ITEM 206.08, ABUTMENT NO. 2 ONLY.
12. PLACE 4 INCH DIAMETER DRAINS IN BREASTWALL AND WINGS AT 10 FT. MAXIMUM SPACING AND AT 10 FT. MAXIMUM DEPTH IN LEDGE. EXACT LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

[illegible]

LEGEND

FG. - FINISHED GRADE AT FACE OF BACKWALL  
N.F. - NEAR FACE  
F.F. - FAR FACE  
E.F. - EACH FACE

PLANS	DESIGN - DETAILED	BY		DATE
	CHECKED	R.E.B.	P.R.S.	4/73
	REVISIONS	R.E.B.		5/73
	FIELD CHANGES			

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**MADISON BRIDGE**  
OVER  
**KENNEBEC RIVER**  
BETWEEN THE TOWNS OF  
**MADISON & ANSON**  
**SOMERSET COUNTY**

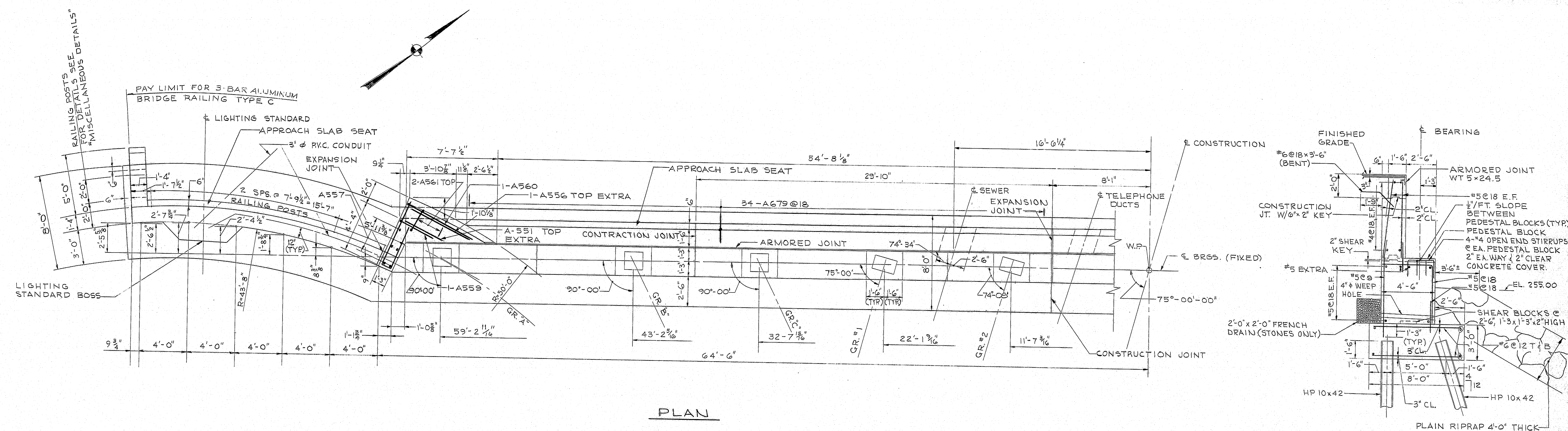
ABÜTMENT NO. 1

SHEET 15 OF 41 AUGUSTA, MAINE JUNE, 1973

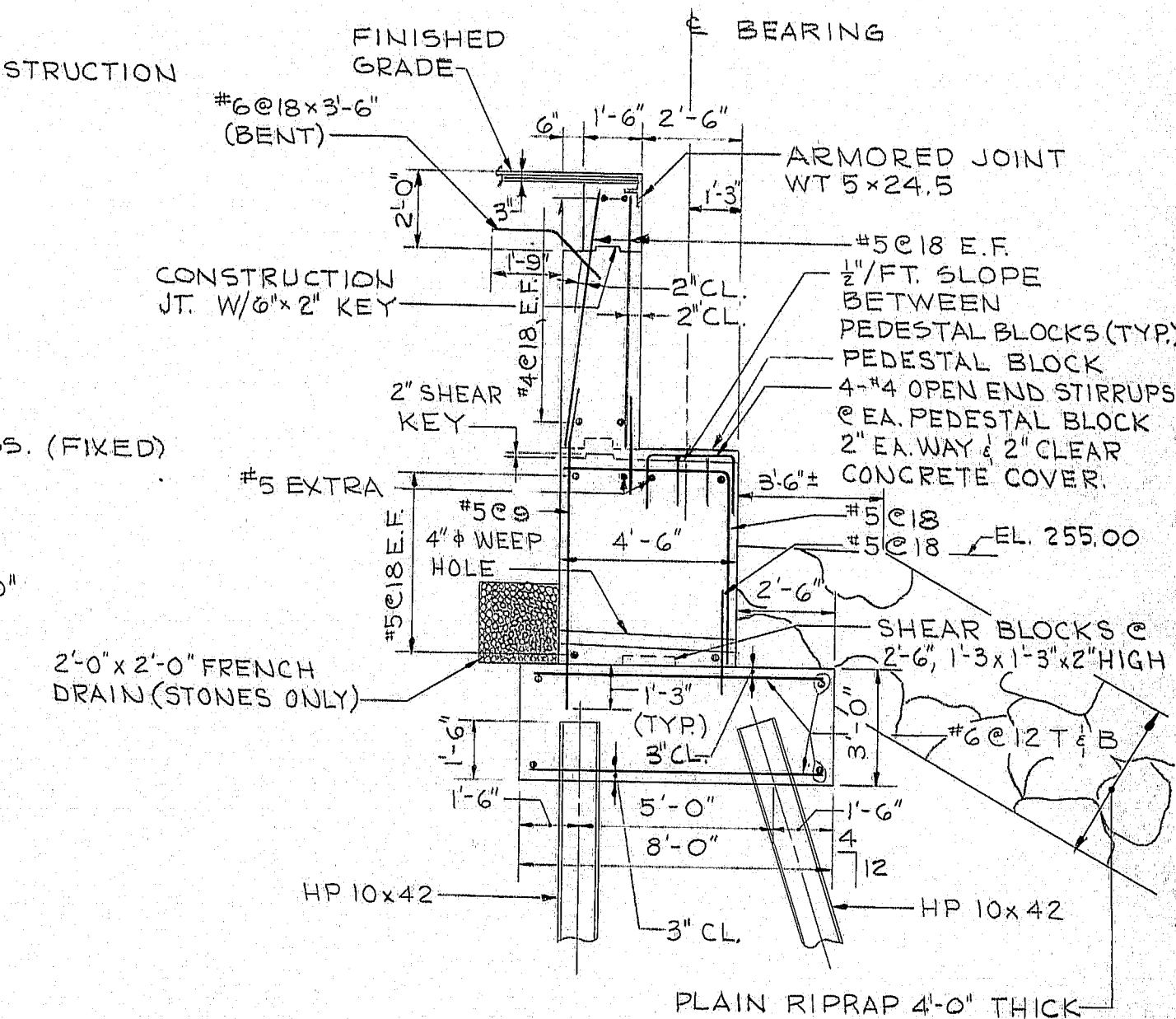
144-146



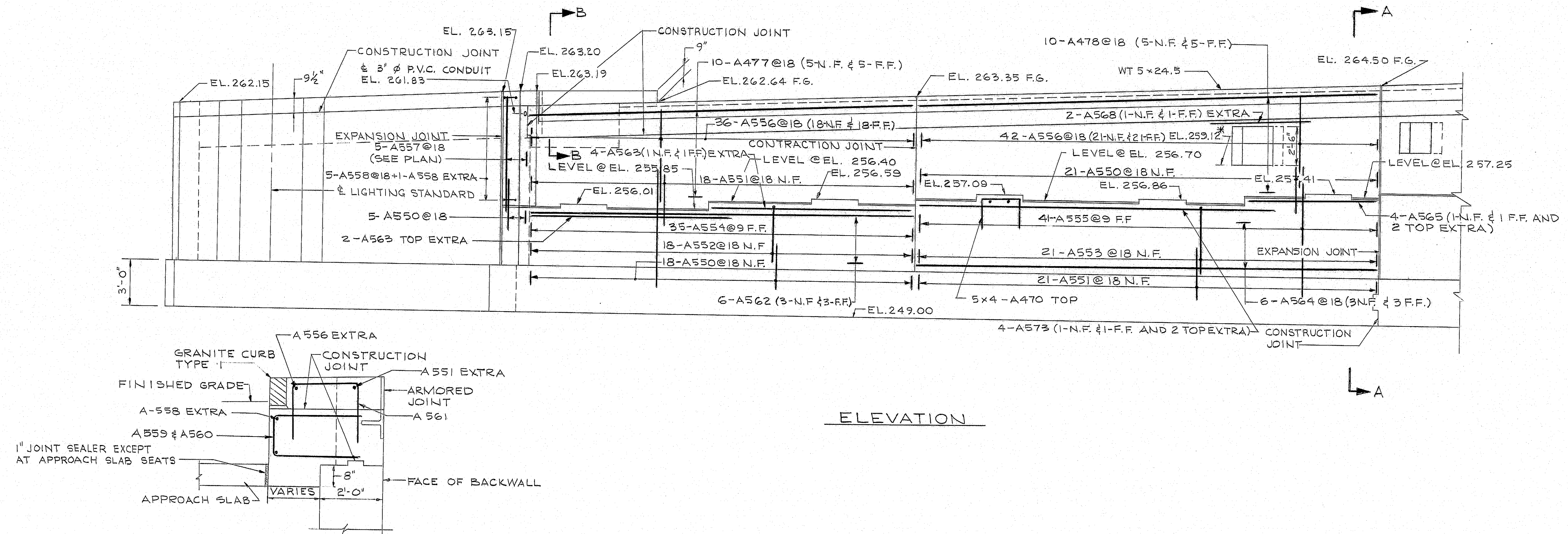
FILE NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
VL-59	MAINE	BR-5-0230(9)	41	83



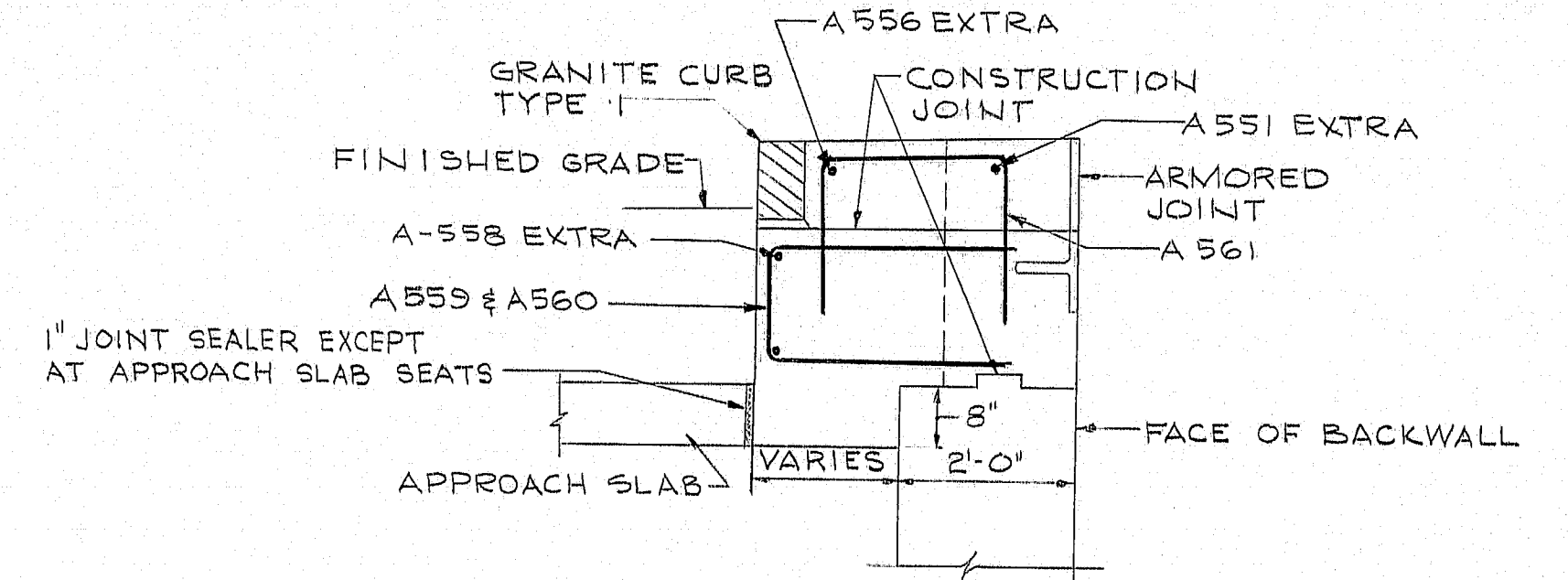
PLAN



SECTION A-A



ELEVATION



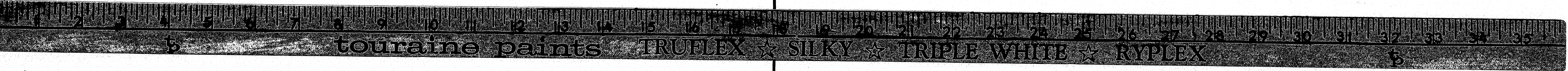
SECTION B-B

- NOTES:
1. FOR GENERAL ABUTMENT NOTES SEE "ABUTMENT NO. 1."
  2. FOR LEGEND SEE "ABUTMENT NO. 1."
  3. FOR DETAILS OF ARMORED JOINT AND CURBS ON ABUTMENT BACKWALL SEE "ARMORED JOINT."
  4. BEARING SEAT STEPS ARE MIDWAY BETWEEN PEDESTAL BLOCKS, EXCEPT AS INDICATED.
  5. FOR DETAILS OF WATERSTOP CONSTRUCTION JOINT AND EXPANSION JOINT SEE "ABUTMENT NO. 2, PART II."
  6. FOR DETAILS OF FOOTING SEE "FOOTING PLAN AND PILE LAYOUT, ABUTMENT NO. 2."
  7. FOR LOCATION AND DETAILS OF LIGHTING STANDARD BOSS, SEE "ABUTMENT NO. 2 WINGWALLS."
  8. RAILING POSTS ARE SPACED ALONG FACE OF RAILING.
- \* ELEVATION TO BE VERIFIED WITH UTILITY COMPANY BEFORE CONSTRUCTION.

STATE OF MAINE  
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OVER  
**KENNEBEC RIVER**  
BETWEEN THE TOWNS OF  
**MADISON & ANSON**  
**SOMERSET COUNTY**  
ABUTMENT NO. 2 - PART I  
SHEET 16 OF 41 AUGUSTA, MAINE JUNE, 1973

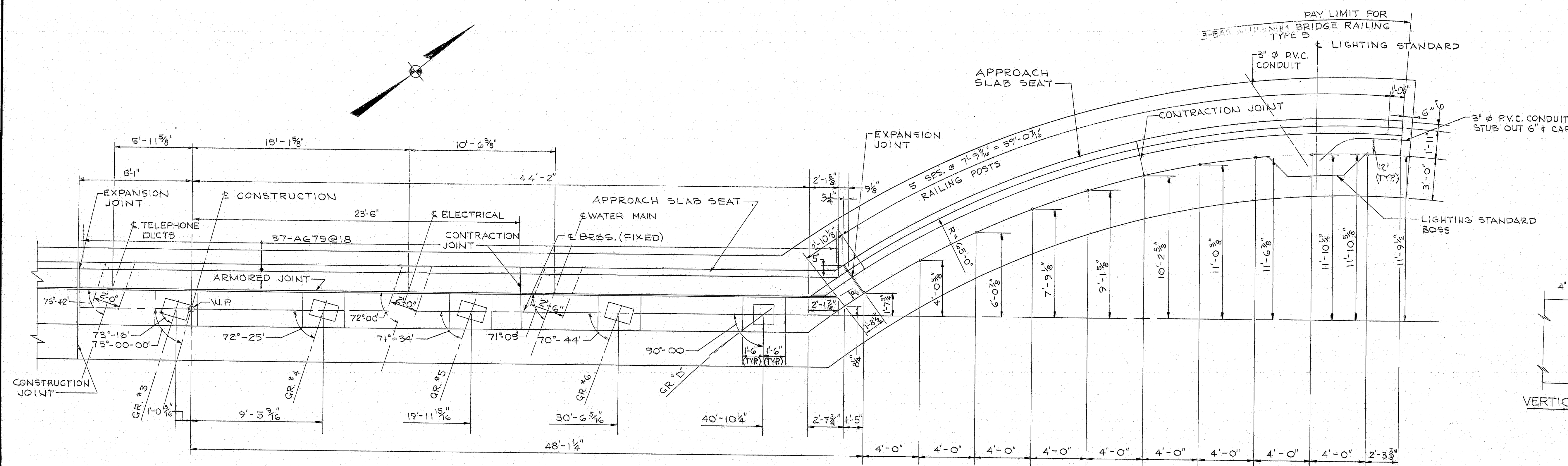
144-147

FILE NO.	PLAN NO.
VL-59	16
DES. CKL. CHK. R.E.B.	
DR. W.J.A. CHK. R.E.B.	
EST. M.H. CHK. C.K.L.	
R. Blount	
CHECK IN CHARGE	

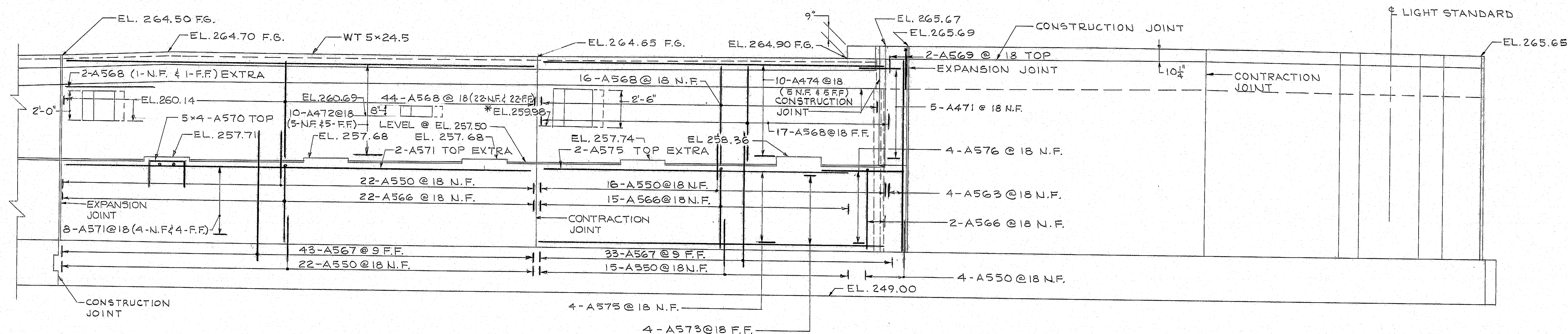




FILE NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
VL-59	MAINE	BR-5-0230(9)	42	82



PLAN



ELEVATION

POLYVINYLCHLORIDE  
WATERSTOP DETAIL

VERTICAL CONTRACTION JOINT

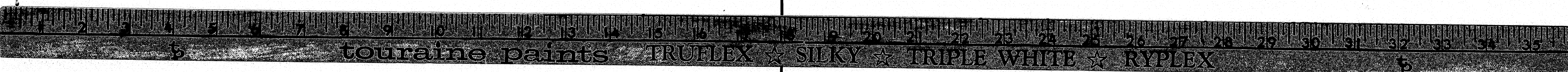
EXPANSION JOINT DETAIL

\* ELEVATION TO BE VERIFIED WITH UTILITY  
COMPANY BEFORE CONSTRUCTION.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
MADISON BRIDGE  
OVER  
KENNEBEC RIVER  
BETWEEN THE TOWNS OF  
MADISON & ANSON  
SOMERSET COUNTY  
ABUTMENT NO. 2 - PART II  
SHEET 17 OF 41 AUGUSTA, MAINE JUNE, 1973

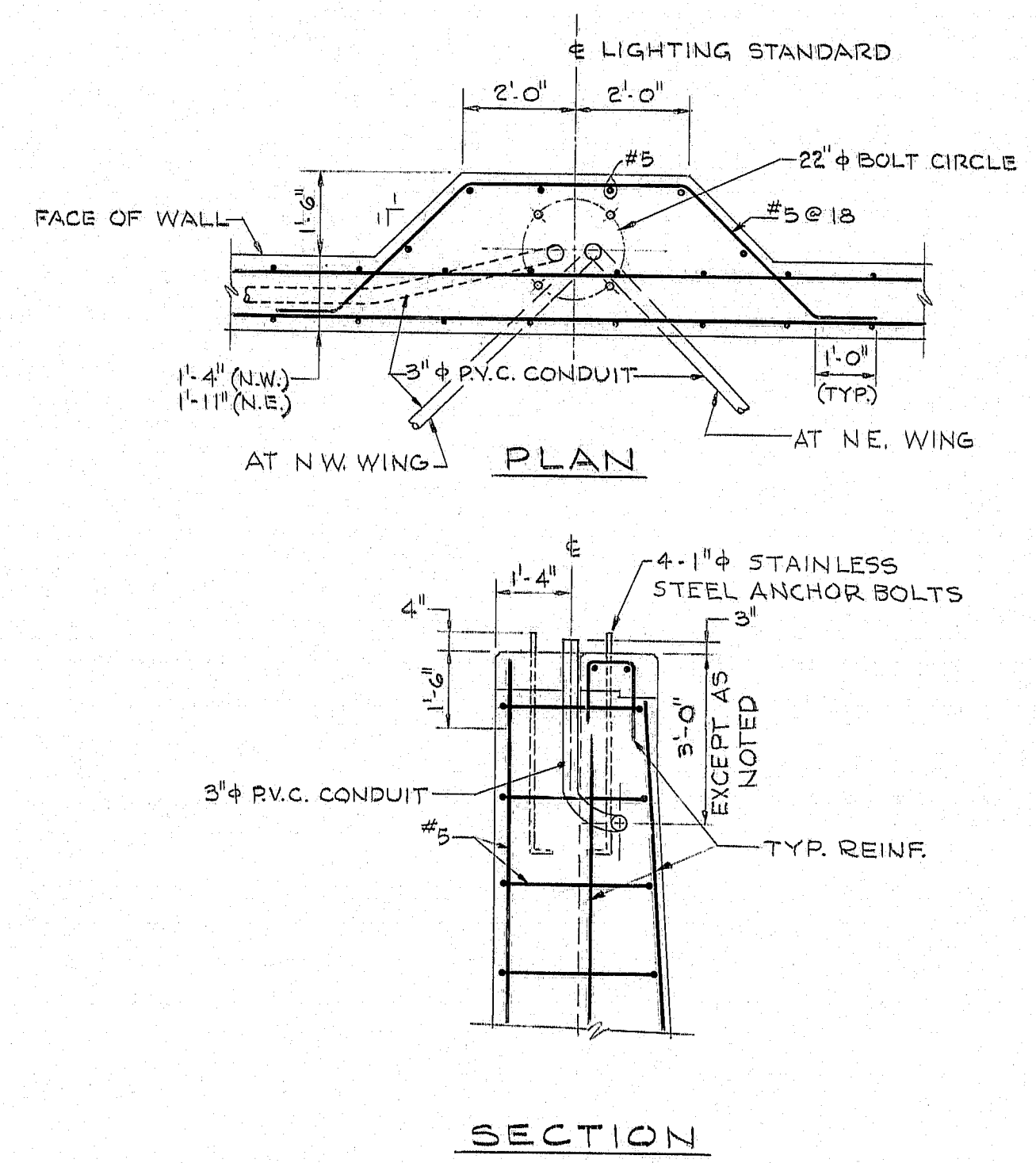
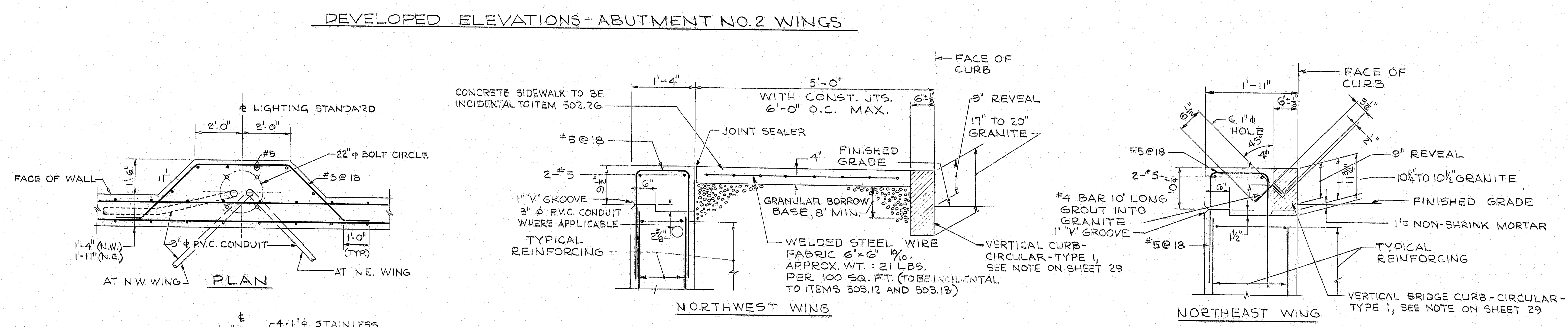
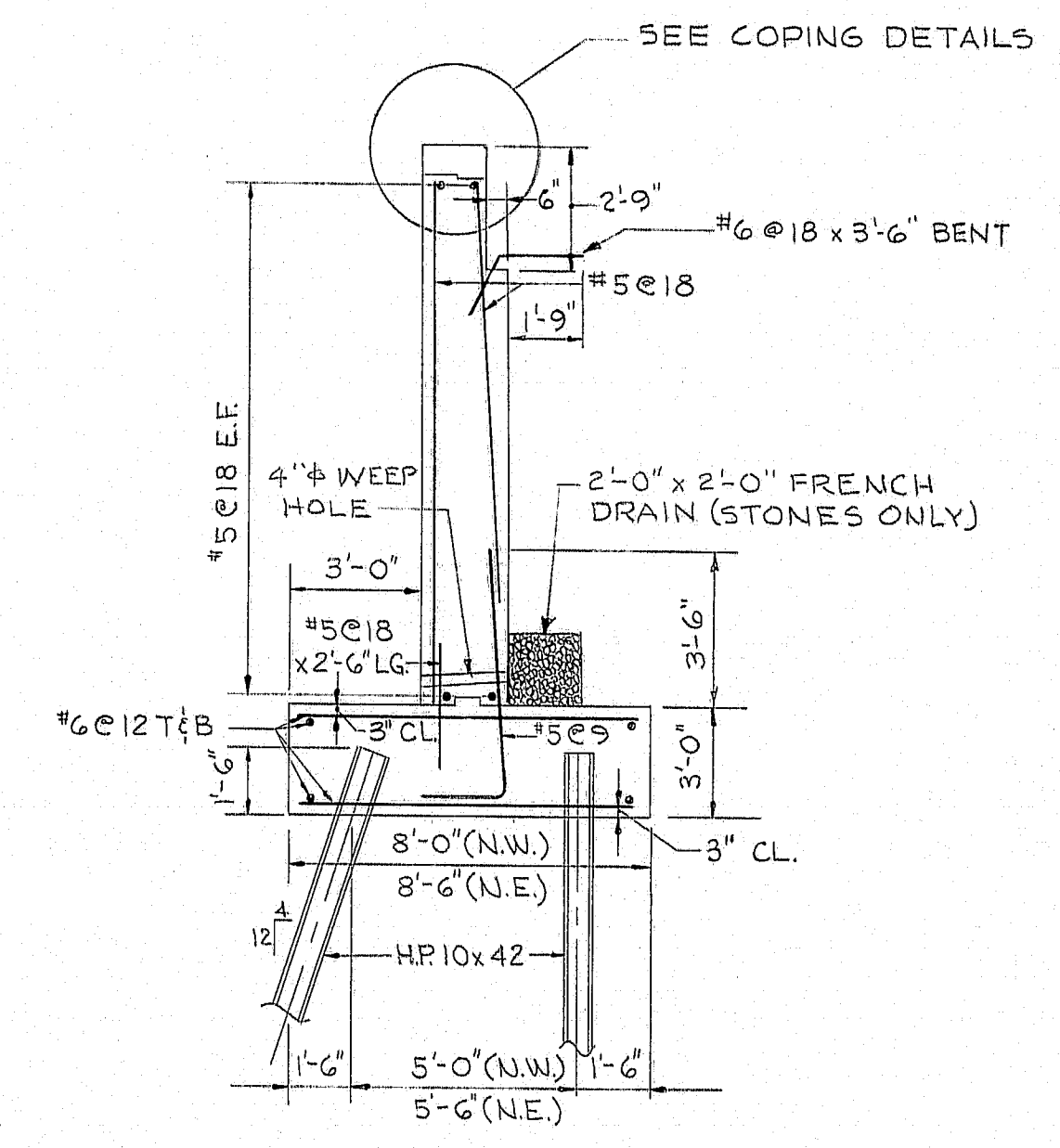
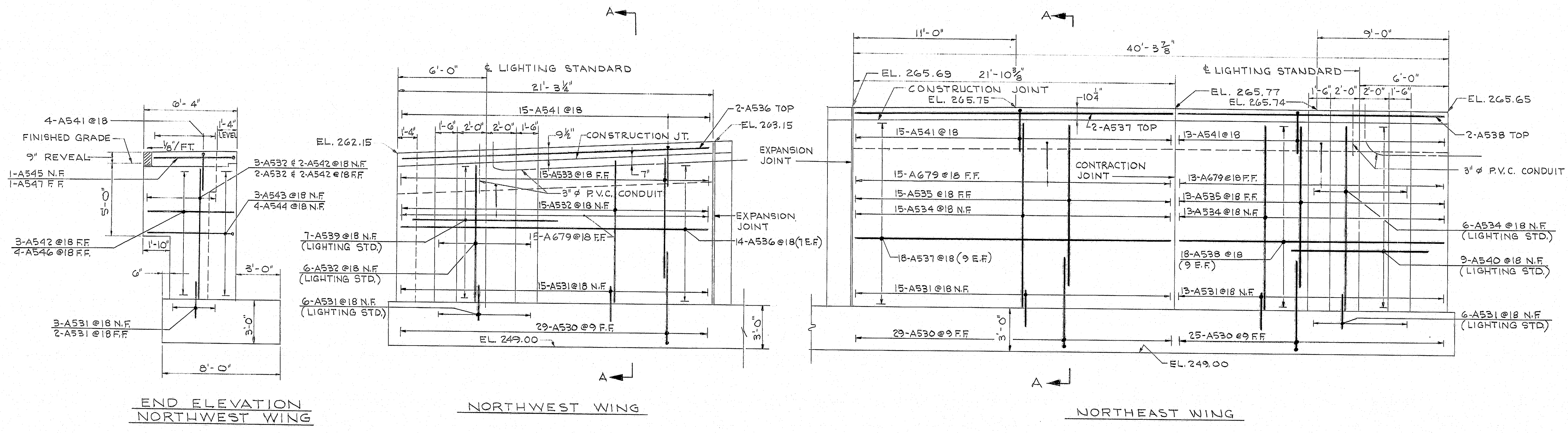
144-148

FILE NO.	PLAN NO.
VL-59	17
DES. C.K.L.	CHK. R.E.B.
DR. W.J.A.	CHK. R.E.B.
EST. M.H.	CHK. C.K.L.



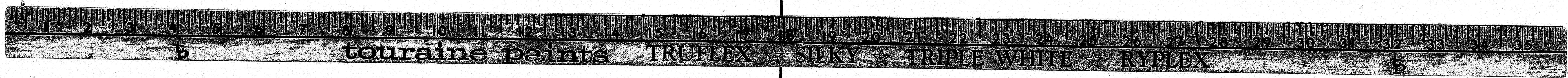


FILE NO.	PLAN NO.	DATE	BY	CHK.	DESIGN-DETAILED	REVISIONS	FIELD CHANGES	PLANS
VL-59	18	4/73	W.J.A.	R.E.B.				
DES.	C.K.L.	CHK.	M.H.					
DR.	W.J.A.	CHK.	R.E.B.					
EST.	M.H.	CHK.	C.K.L.					



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**MADISON BRIDGE**  
OVER  
**KENNEBEC RIVER**  
BETWEEN THE TOWNS OF  
**MADISON & ANSON**  
**SOMERSET COUNTY**  
ABUTMENT NO. 2 - WINGWALLS  
SHEET 18 OF 41 AUGUSTA, MAINE JUNE, 1973

144-149

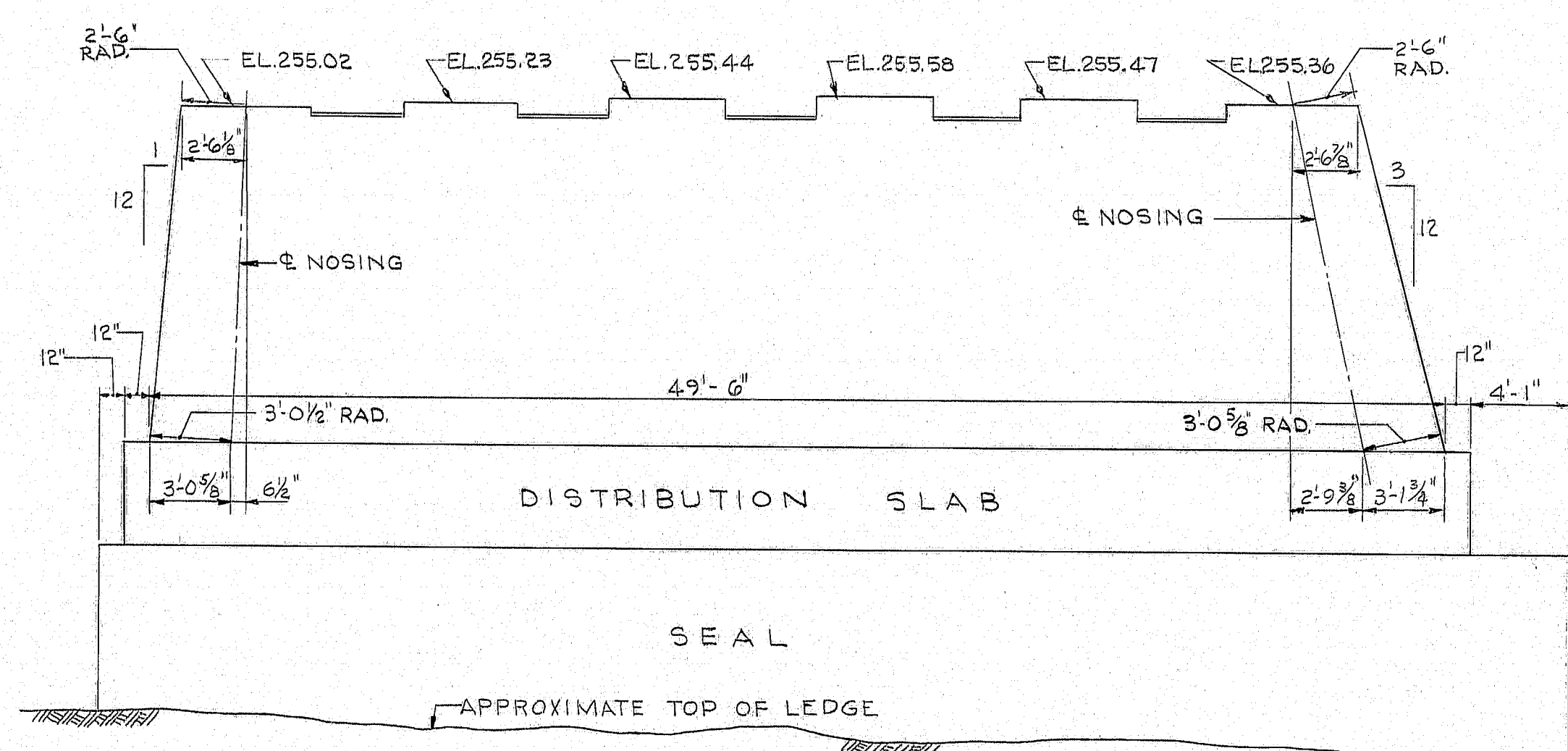




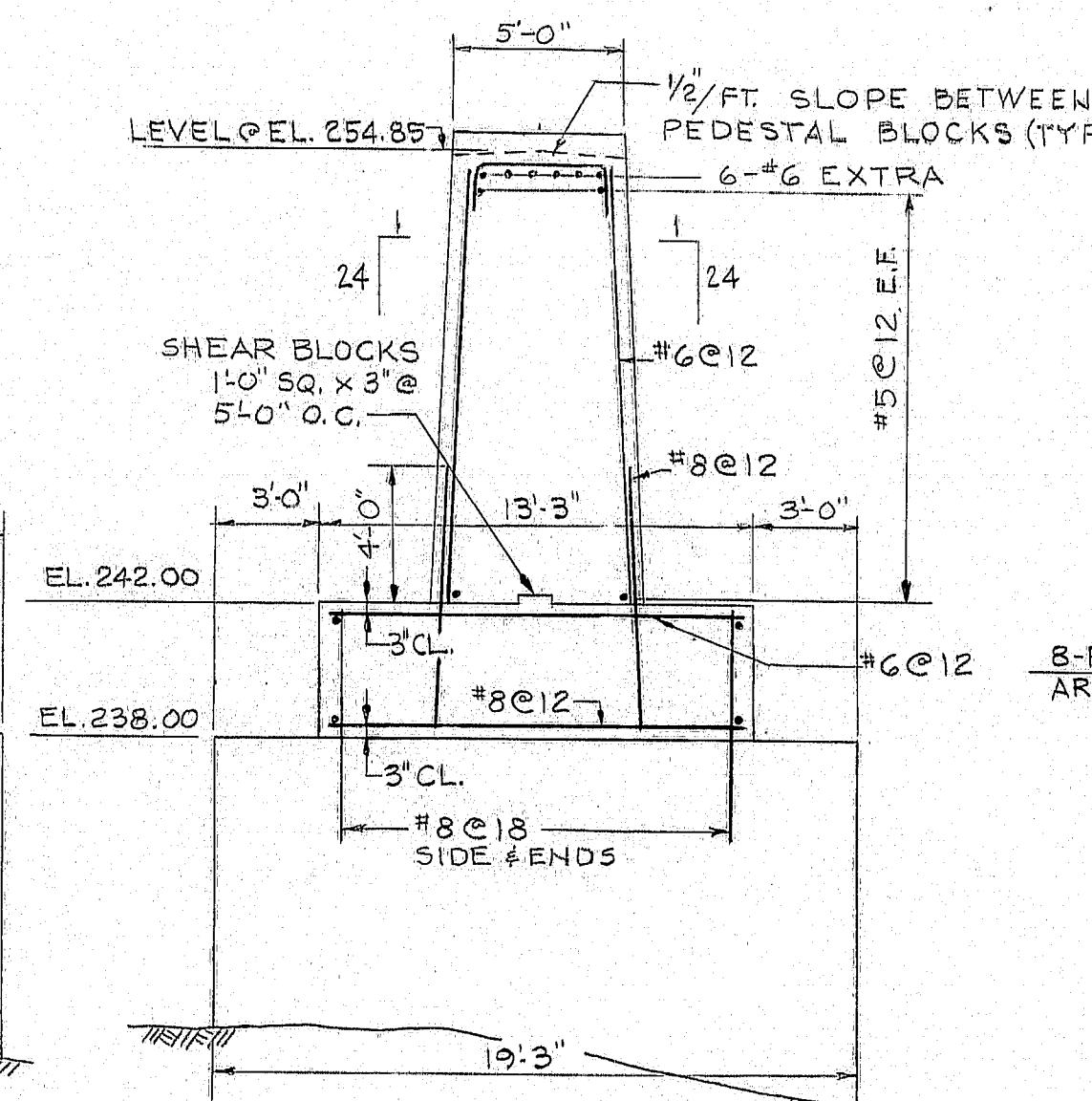
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SECTION B-B

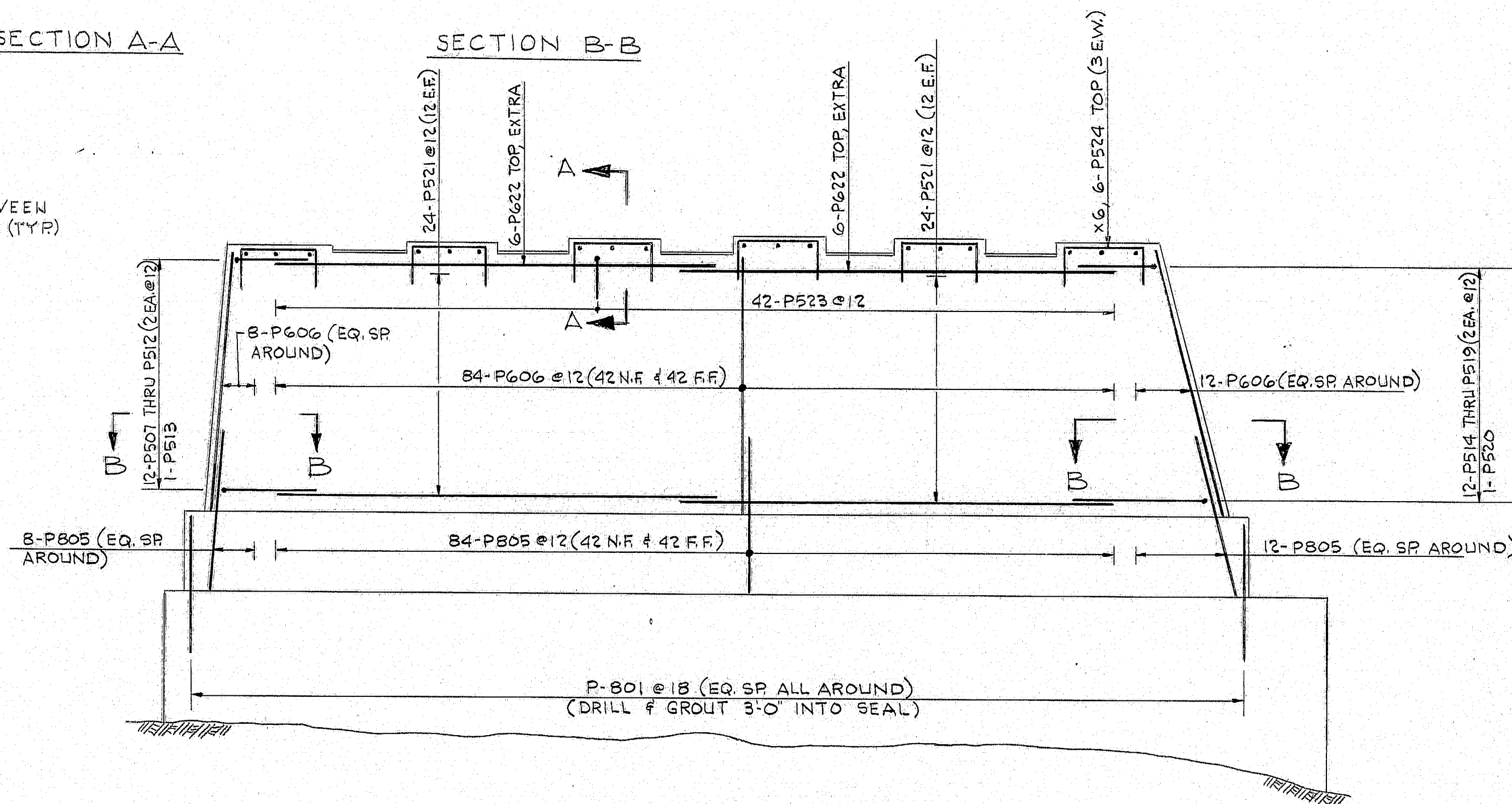
ICE - 6" THICK, PRODUCING 400 PSI. ICE PRESSURE SKEWED AT 15° TO LONGITUDINAL CENTERLINE OF PIER, WITH WATER LEVEL AT ELEV. 256.50.



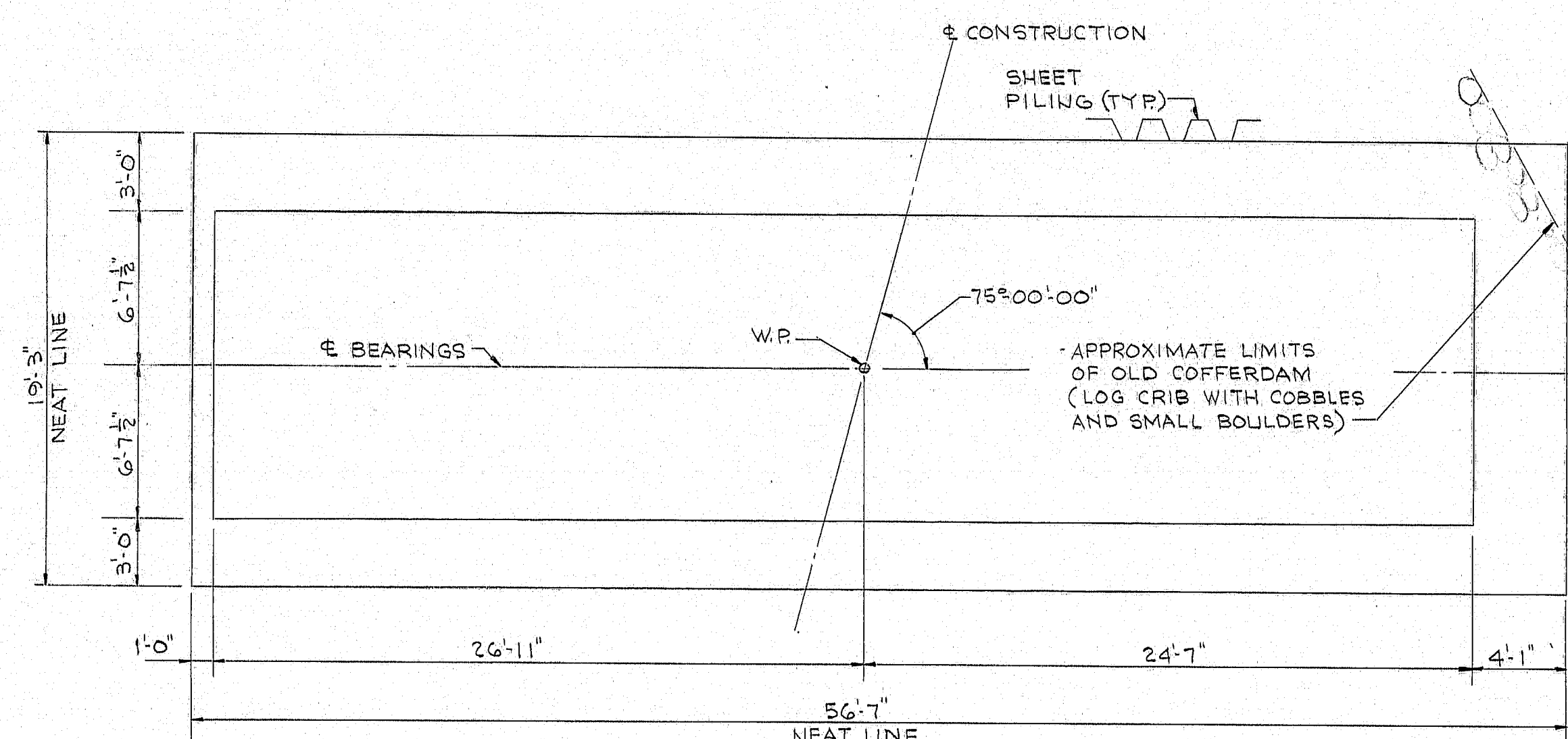
ELEVATION



END ELEVATION

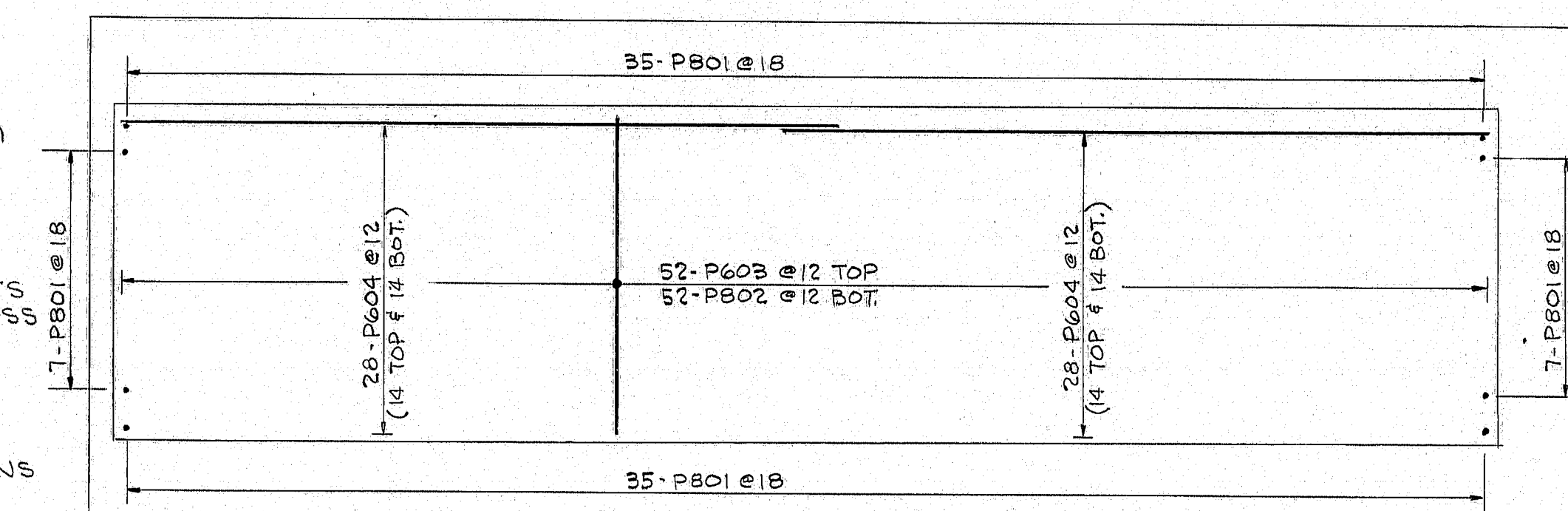


REINFORCEMENT ELEVATION



PLAN OF BASE

1. CHAMFER ALL EXPOSED EDGES OF CONCRETE  $\frac{1}{2}$  INCH UNLESS OTHERWISE INDICATED.
2. REINFORCING STEEL SHALL HAVE 2" INCHES MINIMUM COVER UNLESS OTHERWISE INDICATED.
3. PLACE REINFORCING STEEL ON BRIDGE SEATS TO CLEAR ANCHOR BOLTS.
4. ALL REINFORCING STEEL SPLICES AND EMBEDMENTS SHALL BE A MINIMUM OF 36 BAR DIAMETERS UNLESS OTHERWISE INDICATED.
5. THE METHOD OF PLACING DOWELS IN THE CONCRETE SEAL SHALL BE APPROVED BY THE ENGINEER.
6. MAXIMUM CALCULATED FOOTING PRESSURE = 4.2 TONS PER SQUARE FOOT.
7. SEAL CONCRETE DIMENSIONS ARE PREDICATED ON USE OF MP-116, DP-2, I-27 OR EQUIVALENT STEEL SHEET PILING WITH APPROPRIATE STANDARD ROLLED CORNERS. PAY DIMENSIONS FOR SEAL CONCRETE SHALL BE TO THE NEAT LINES SHOWN PLUS FIVE INCHES ALL AROUND.
8. THE DEPTH OF THE SEAL IS SET FOR A WATER ELEVATION OF 248.00. IF THE WATER ELEVATION AT THE TIME OF CONSTRUCTION IS HIGHER THAN THE TOP OF THE SEAL, IT SHOULD BE ADJUSTED. COFFERDAM SHALL BE VENTED AT 248.00.



REINFORCEMENT BASE

SHEET 19 OF 41 AUGUSTA, MAINE JUNE, 1973

144-150

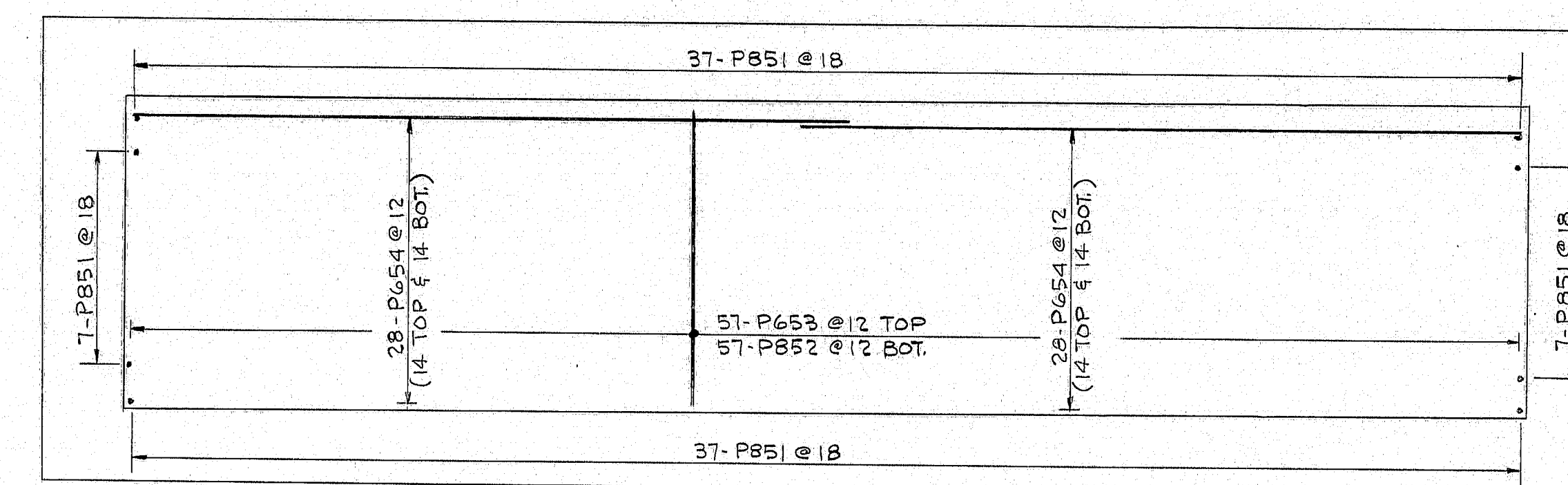
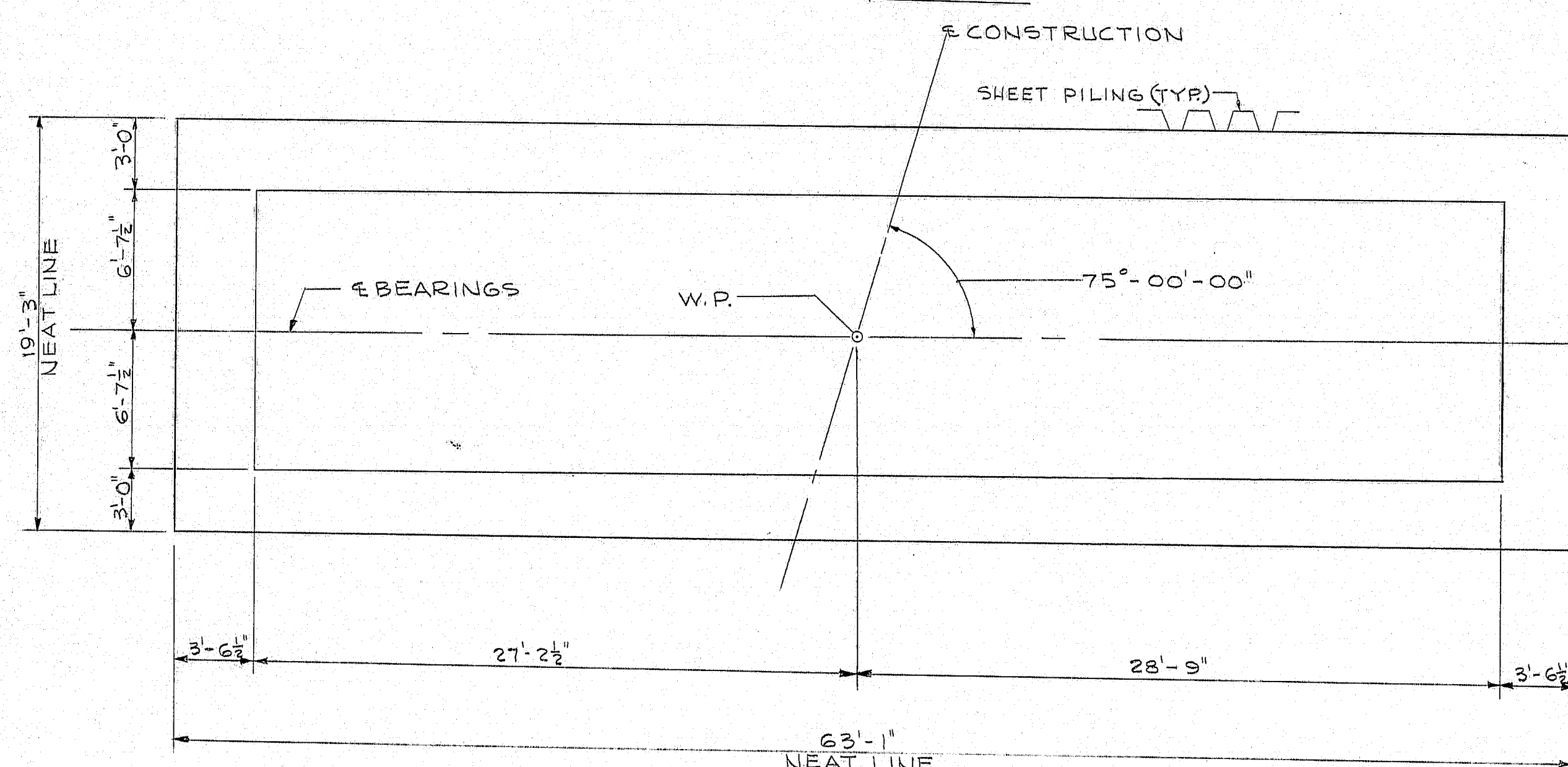
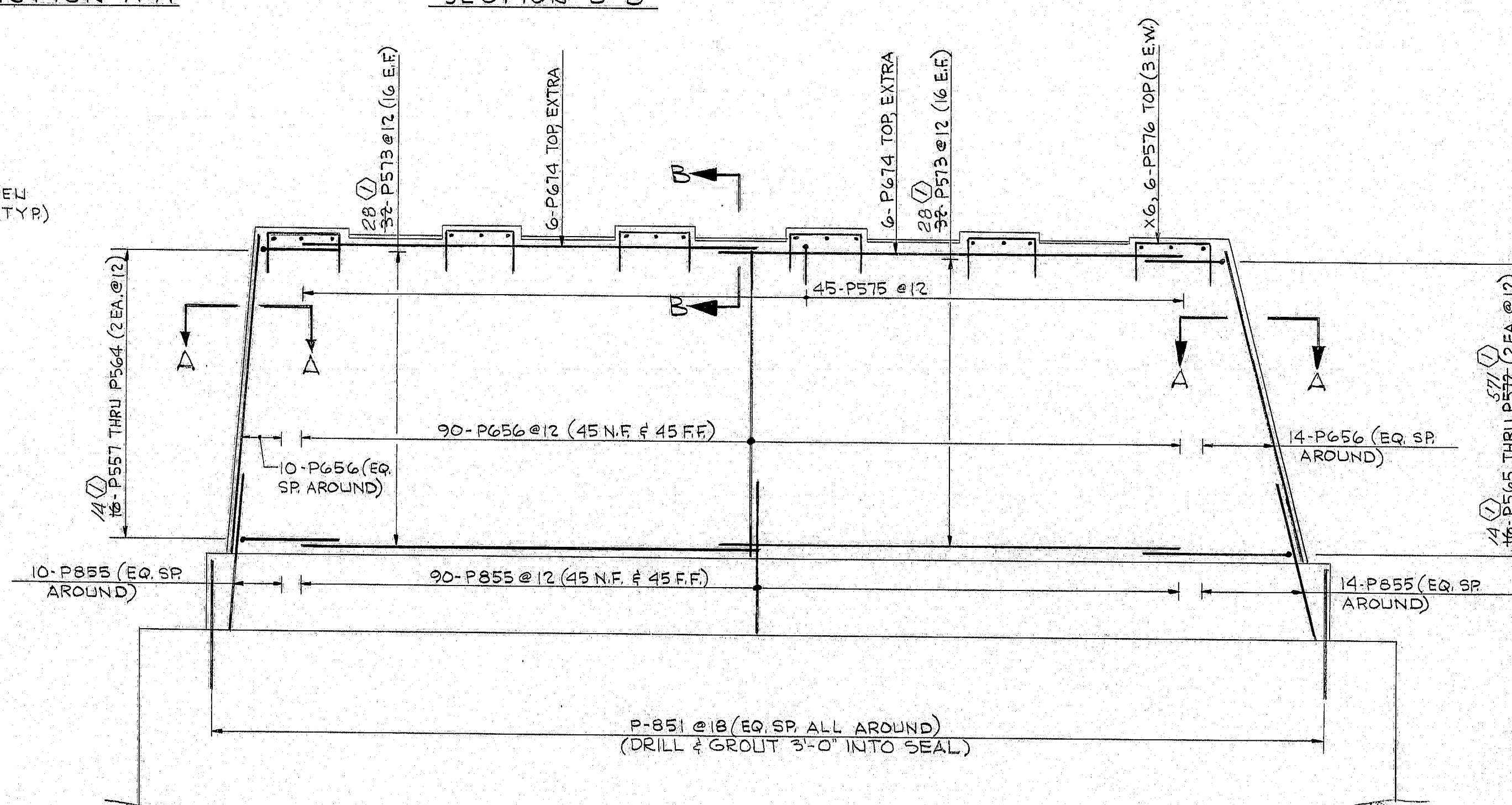
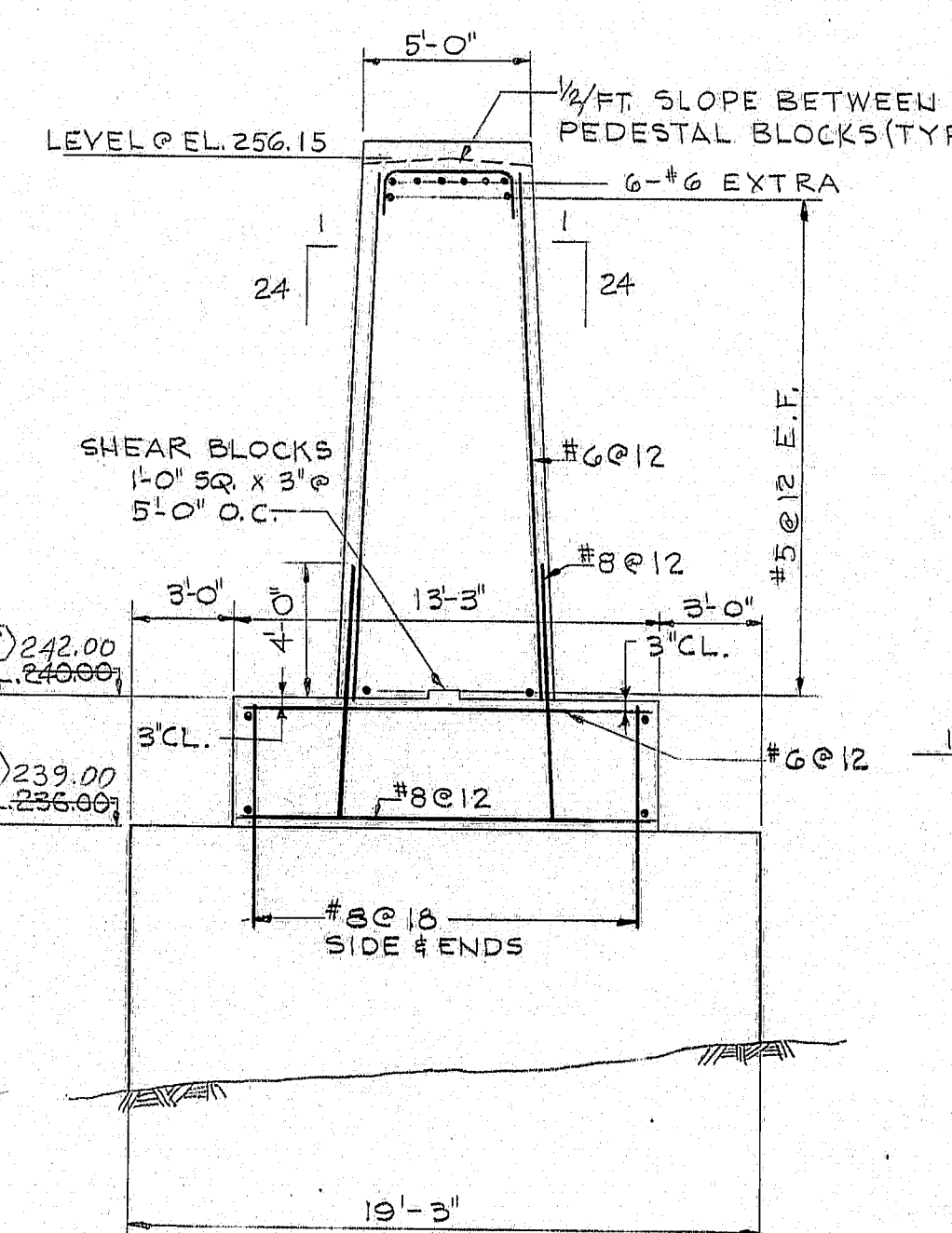
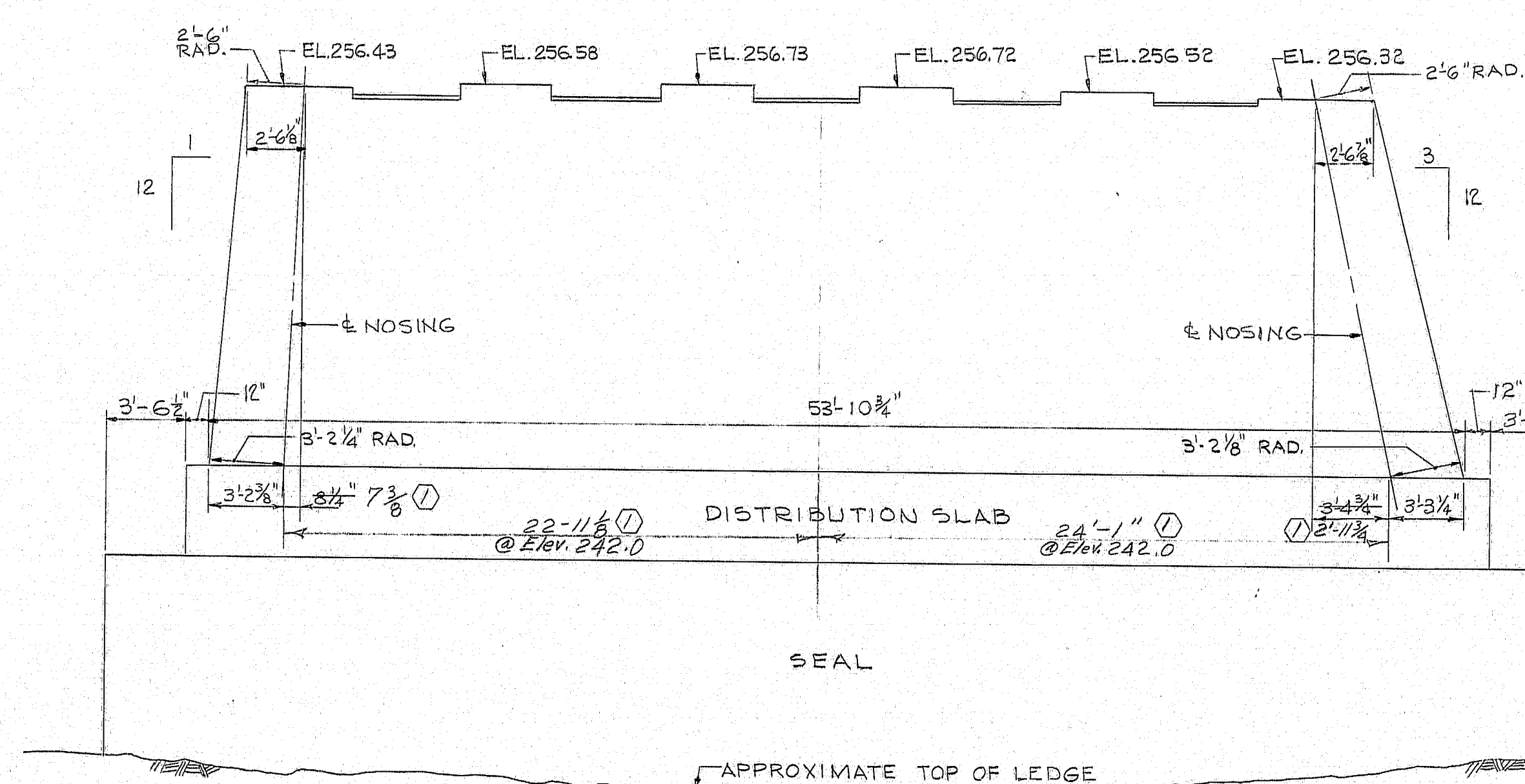
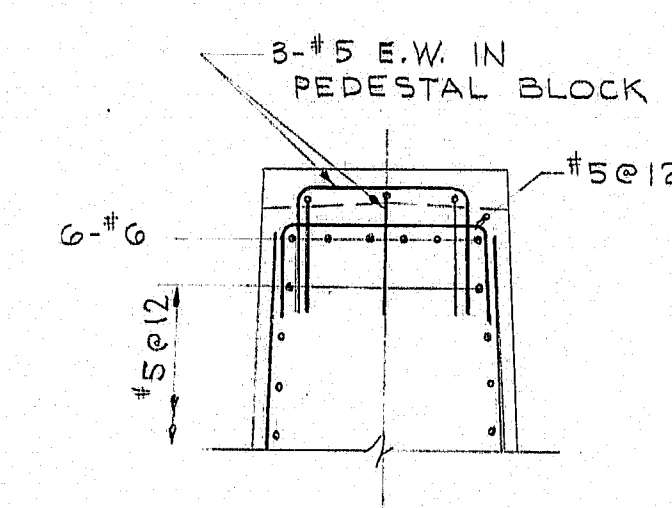
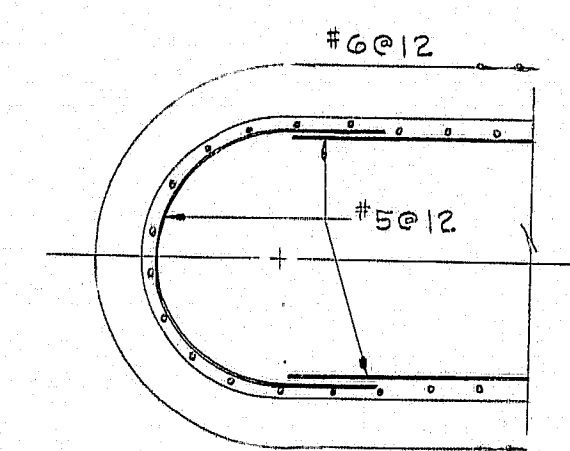
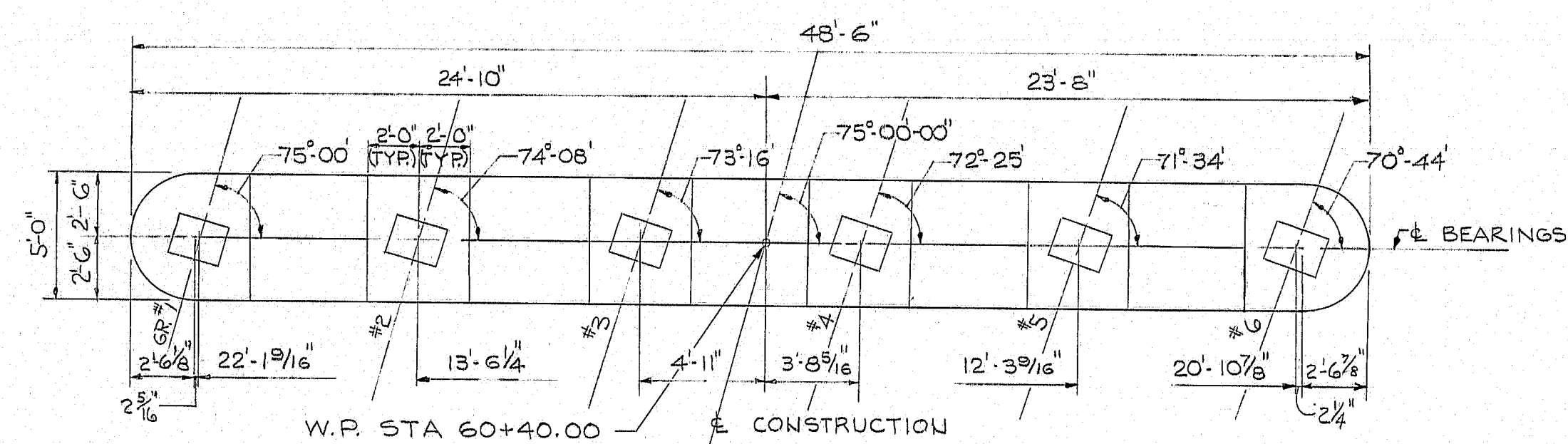
PLANS	DESIGN - DETAILED	BY C.K.L. P.P.S. R.E.B.	DATE
	CHECKED		4/73
	REVISIONS		5/73
	FIELD CHANGES		

FILE NO.			PLANN
VL-59			19
DES	C.K.L.	CHK	M.H.
DR	P.R.S.	CHK	REB.
EST	C.K.L.	CHK	M.H.

*R. Albert*

USED IN QUARRY





NOTE:  
FOR GENERAL PIER NOTES  
SEE "PIER NO. 1"

⑦ Note: Revisions shown on revised print Sept 12, 73 included in G.O. #12

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-5-0230(9)	45	83

PLANS		BY	DATE
DESIGN - DETAILED		C.K.L.	4/73
CHECKED		R.E.B.	5/73
REVISIONS			
FIELD CHANGES			

FILE NO.		PLAN N	
VL-59		20	
DES	C.K.L.	CHK	M.H.
DR	P.R.S.	CHK	R.E.B
EST	C.K.L.	CHK	M.H.

*R. Albrecht*

RECEIVED IN CHARGE

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
MADISON BRIDGE  
OVER  
KENNEBEC RIVER  
BETWEEN THE TOWNS OF  
MADISON & ANSON  
SOMERSET COUNTY  
PIFR NO. 2

① As built DAC. 10-6-76

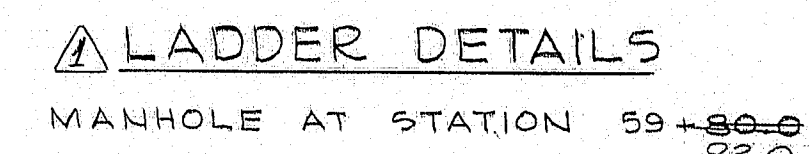
SHEET 20 OF 41 AUGUSTA, MAINE JUNE, 1973

144-151







[illegible]

ROCKER SETTING DATA TO BE USED AS A GUIDE ONLY. ROCKERS ARE TO BE PLUMB UNDER FULL DEAD LOAD AT 45°F.

- NOTES:
1. FOR LENGTHS OF GIRDERS NO. 1 THRU G AND 'A', 'B', 'C' AND 'D' SEE GIRDER DETAILS.
  2. ALL PIERS AND ABUTMENTS ARE PARALLEL.
  3. ALL CROSSFRAMES AND UTILITY SUPPORTS ARE PERPENDICULAR TO THE CONSTRUCTION EXCEPT AS SHOWN.
  4. FOR DETAILS OF FIXED BEARING (FPD-3), SEE STANDARD DETAILS (SD100 - 71)
  5. HEAT CURVING OF GIRDERS A AND D WILL NOT BE PERMITTED.
  6. SEE STANDARD DETAILS (BD 113-72) FOR DETAILS 'A', 'B' AND CROSSFRAME TYPE 'D'.
  7. FOR CROSS FRAME DETAILS SEE SHEET 25.

① Changed dimensions on sewer supports & ladder details, 9-21-73. J.T.F.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

**MADISON BRIDGE**  
OVER  
**KENNEBEC RIVER**  
BETWEEN THE TOWNS OF  
**MADISON & ANSON**  
**SOMERSET COUNTY**

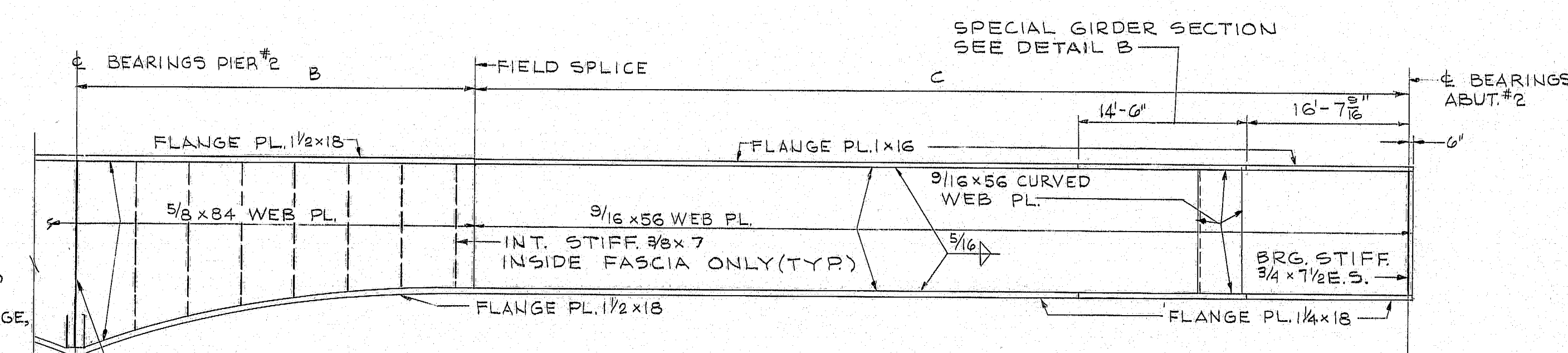
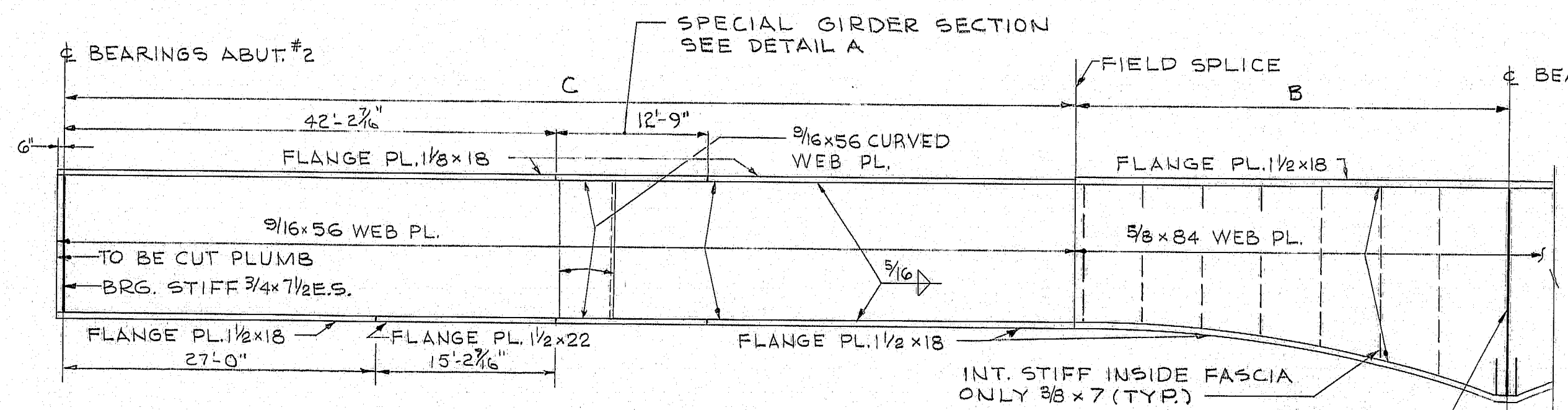
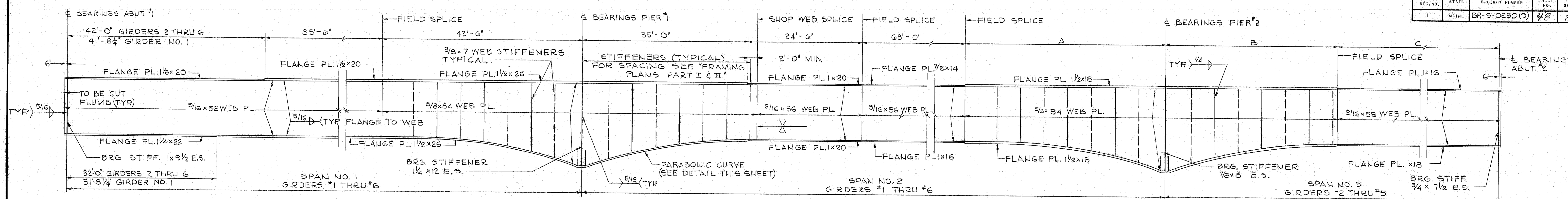
FRAMING PLAN - PART 1

SHEET 22 OF 41 AUGUSTA, MAINE JUNE 1973

144-153



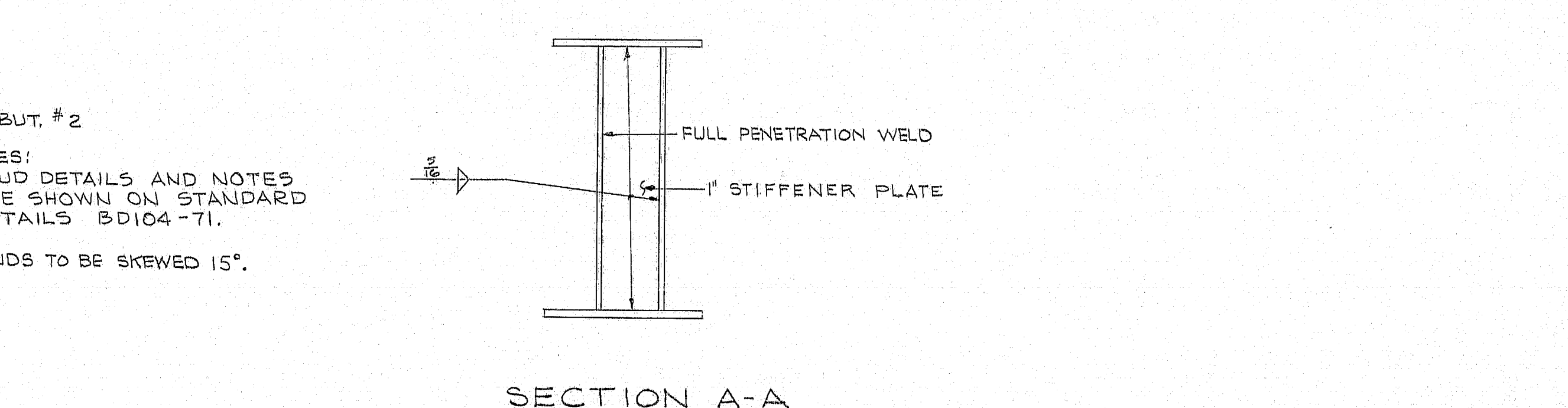
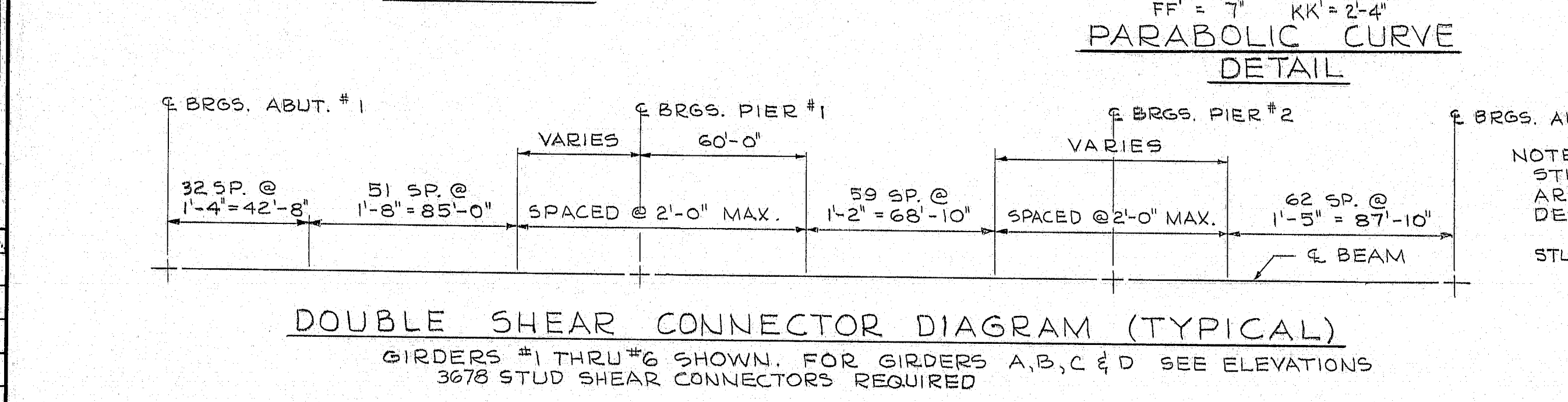
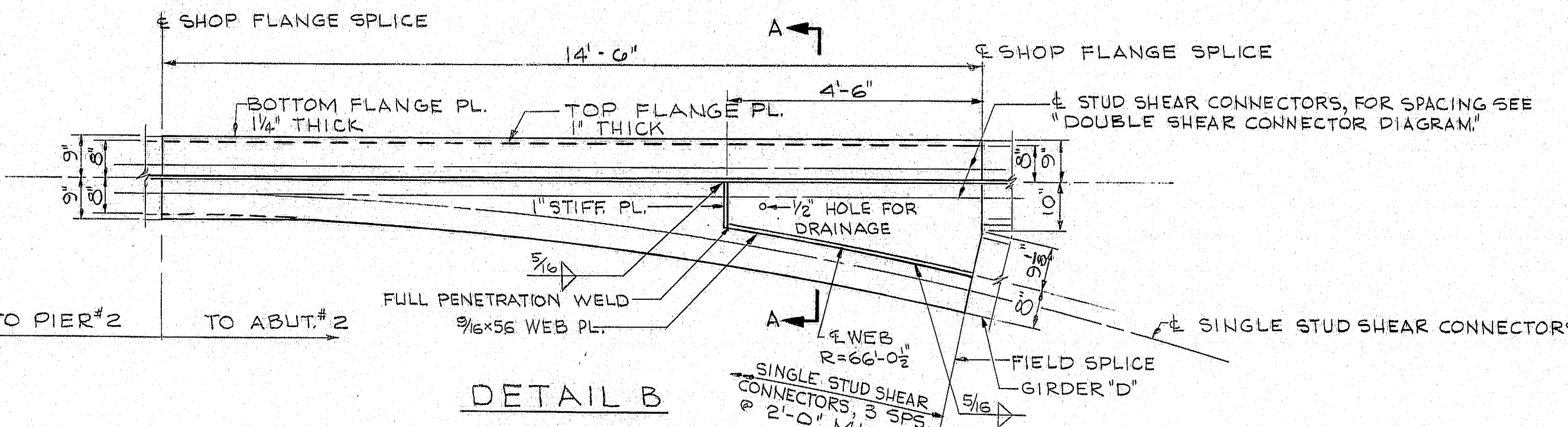
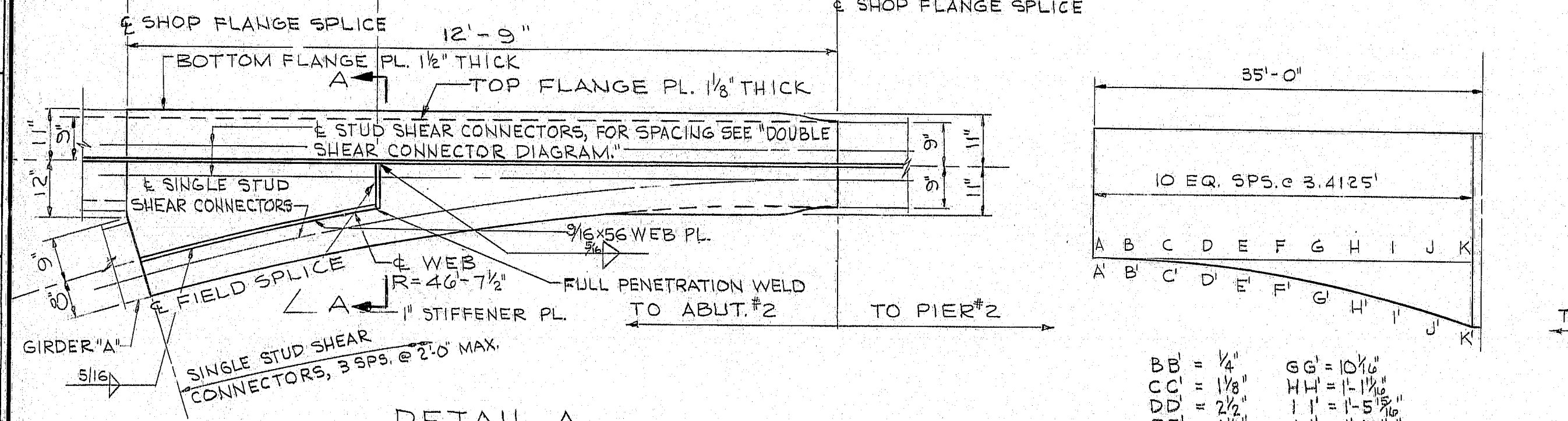
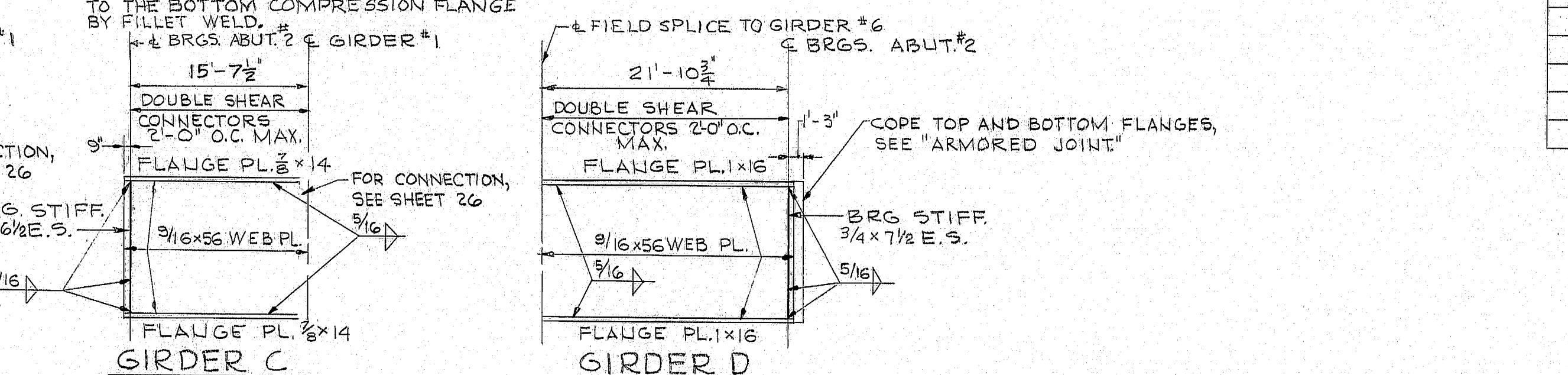
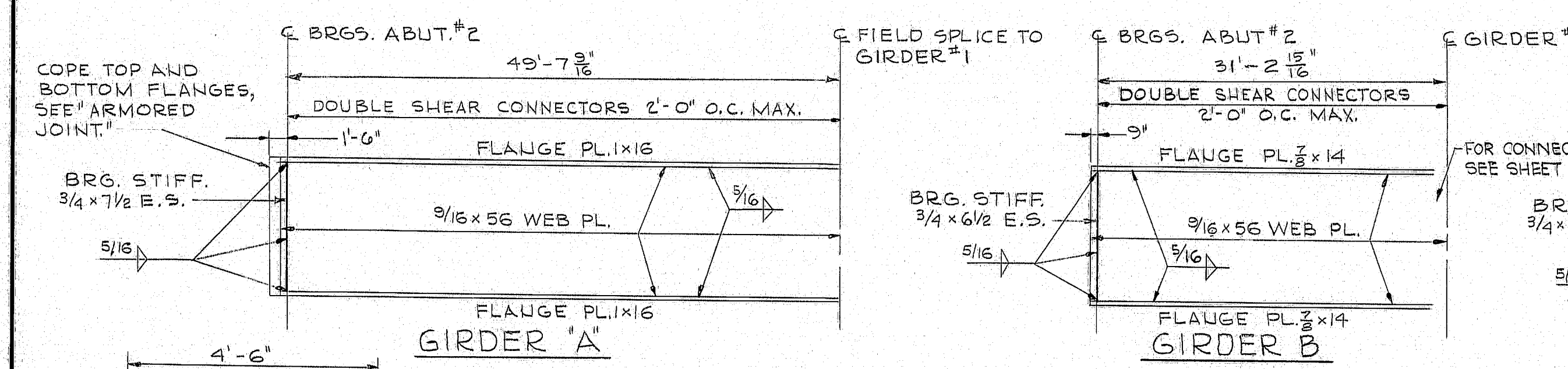
FILE NO.	PLAN NO.	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
VL-59	23	SR-5-0230(9)	48	23



NOTES:

- INTERMEDIATE (WEB) STIFFENERS TO BE ON ALTERNATE SIDES OF THE GIRDER, EXCEPT ON GIRDERS #1 & 6, WHERE THEY ARE TO BE ON THE INSIDE FACE.
- BEARING STIFFENERS TO HAVE PAINT TIGHT FIT, TENSION FLANGE GRIND TO BEAR OR FULL PENETRATION GROOVE WELD, COMPRESSION FLANGE, EXCEPT AS NOTED.
- INTERMEDIATE STIFFENERS TO HAVE PAINT TIGHT FIT, TOP AND BOTTOM FLANGES EXCEPT THAT INTERMEDIATE (WEB) STIFFENERS AT GIRDERS #1 & 6 SHALL BE WELDED TO THE BOTTOM COMPRESSION FLANGE BY FILLET WELD.

GIRDER NO.	A	B	C
1	42'-6"	36'-6"	85'-6"
2	42'-8"	36'-7 1/2"	85'-10 3/4"
3	42'-10 3/4"	36'-9 3/4"	86'-2 3/4"
4	43'-0 3/4"	36'-11 3/4"	86'-7 3/4"
5	43'-3 1/4"	37'-1 1/4"	87'-0 3/4"
6	43'-5 3/8"	37'-4 3/8"	87'-5 3/8"

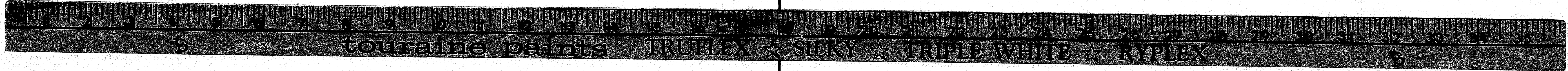


STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**MADISON BRIDGE**  
OVER  
**KENNEBEC RIVER**  
BETWEEN THE TOWNS OF  
**MADISON & ANSON**  
**SOMERSET COUNTY**  
GIRDER DETAILS  
SHEET 23 OF 41 AUGUSTA, MAINE JUNE, 1973

144-154

DATE	BY	DESIGN	CHECKED	REVISIONS	FIELD CHANGES
	W.R.R.				
	C.K.L.				
	M.H.				
	R.E.B.				
	C.K.L.				
	R. Albrecht				

FILE NO.	PLAN NO.
VL-59	23





SPAN 1

GIRDER	1/20	2/20	3/20	4/20	5/20	6/20	7/20	8/20	9/20	10/20	11/20	12/20	13/20	14/20	15/20	16/20	17/20	18/20	19/20	20/20
1	258.31	258.33	258.35	258.37	258.39	258.41	258.43	258.45	258.47	258.49	258.51	258.53	258.55	258.57	258.59	258.61	258.63	258.65	258.67	258.69
2	258.31	258.33	258.35	258.37	258.39	258.41	258.43	258.45	258.47	258.49	258.51	258.53	258.55	258.57	258.59	258.61	258.63	258.65	258.67	258.69
3	258.31	258.33	258.35	258.37	258.39	258.41	258.43	258.45	258.47	258.49	258.51	258.53	258.55	258.57	258.59	258.61	258.63	258.65	258.67	258.69
4	258.31	258.33	258.35	258.37	258.39	258.41	258.43	258.45	258.47	258.49	258.51	258.53	258.55	258.57	258.59	258.61	258.63	258.65	258.67	258.69
5	258.31	258.33	258.35	258.37	258.39	258.41	258.43	258.45	258.47	258.49	258.51	258.53	258.55	258.57	258.59	258.61	258.63	258.65	258.67	258.69
6	258.31	258.33	258.35	258.37	258.39	258.41	258.43	258.45	258.47	258.49	258.51	258.53	258.55	258.57	258.59	258.61	258.63	258.65	258.67	258.69

SPAN 2

BOTTOM OF SLAB ELEVATIONS																				
GIRDER	1/20	2/20	3/20	4/20	5/20	6/20	7/20	8/20	9/20	10/20	11/20	12/20	13/20	14/20	15/20	16/20	17/20	18/20	19/20	20/20
1	264.56	264.73	264.90	265.07	265.23	265.38	265.52	265.65	265.76	265.85	265.92	265.97	266.00	266.01	266.00	265.97	265.93	265.88	265.81	265.75
2	264.76	264.94	265.12	265.28	265.45	265.60	265.74	265.88	265.99	266.09	266.16	266.21	266.23	266.24	266.22	266.18	266.13	266.07	265.99	265.91
3	264.97	265.15	265.32	265.48	265.64	265.79	265.93	266.06	266.17	266.26	266.33	266.38	266.40	266.37	266.33	266.28	266.21	266.14	266.06	265.97
4	265.11	265.28	265.45	265.61	265.76	265.91	266.05	266.17	266.26	266.33	266.38	266.40	266.37	266.33	266.28	266.21	266.14	266.06	265.97	265.87
5	265.27	265.44	265.61	265.77	265.92	266.06	266.19	266.30	266.39	266.46	266.50	266.51	266.49	266.45	266.40	266.33	266.25	266.17	266.07	265.96
6	265.43	265.60	265.77	265.93	266.08	266.22	266.35	266.46	266.55	266.61	266.64	266.65	266.63	266.59	266.54	266.47	266.39	266.30	266.19	266.08

SPAN 3

BOTTOM OF SLAB ELEVATIONS																					⑦-36-7
GIRDER	1/20	2/20	3/20	4/20	5/20	6/20	7/20	8/20	9/20	10/20	11/20	12/20	13/20	14/20	15/20	16/20	17/20	18/20	19/20	20/20	
1	265.67	265.83	265.97	266.10	266.23	266.35	266.46	266.51	266.50	266.47	266.42	266.35	266.24	266.21	266.01	265.84	265.64	265.43	265.22	265.00	
2	265.82	265.95	266.07	266.19	266.30	266.42	266.53	266.64	266.65	266.61	266.51	266.43	266.35	266.24	266.10	265.93	265.76	265.59	265.42	265.20	
3	265.97	266.10	266.22	266.34	266.45	266.57	266.68	266.79	266.80	266.76	266.66	266.58	266.49	266.38	266.24	266.10	265.93	265.76	265.59	265.42	
4	266.11	266.23	266.35	266.46	266.57	266.68	266.79	266.80	266.76	266.66	266.58	266.49	266.40	266.30	266.16	266.01	265.84	265.64	265.43	265.22	
5	266.27	266.39	266.51	266.62	266.73	266.84	266.95	266.96	266.92	266.82	266.74	266.66	266.57	266.47	266.33	266.16	266.01	265.84	265.64	265.43	
6	266.43	266.55	266.67	266.78	266.89	266.99	267.00	267.00	266.96	266.86	266.78	266.69	266.60	266.50	266.36	266.21	266.04	265.87	265.70	265.53	

SPAN 4

GIRDER	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	10/10
1	263.72	263.87	264.02	264.17	264.32	264.47	264.62	264.77	264.92	265.07
2	263.98	264.13	264.28	264.43	264.58	264.73	264.88	265.03	265.18	265.33
3	264.24	264.39	264.54	264.69	264.84	264.99	265.14	265.29	265.44	265.59
4	264.50	264.65	264.80	264.95	265.10	265.25	265.40	265.55	265.70	265.85
5	264.76	264.91	265.06	265.21	265.36	265.51	265.66	265.81	265.96	266.11
6	265.02	265.17	265.32	265.47	265.62	265.77	265.92	266.07	266.22	266.37

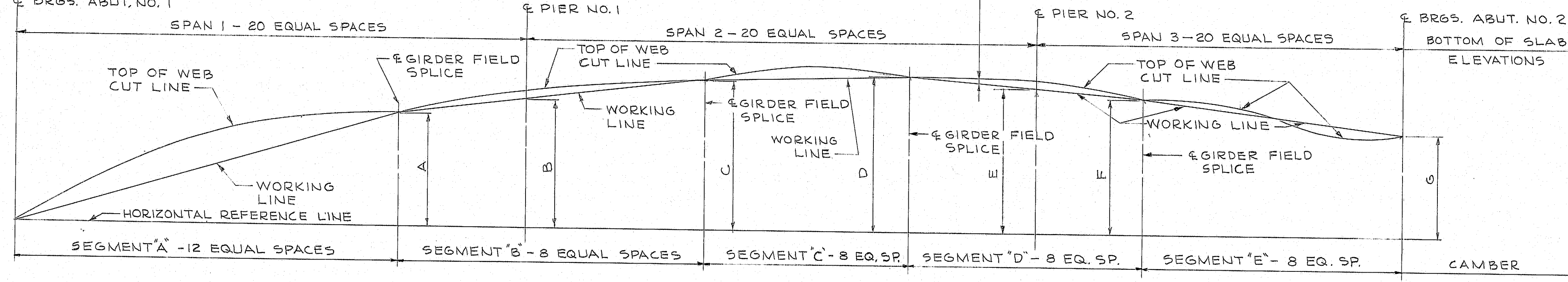
NOTE: BOTTOM OF SLAB ELEVATIONS ARE ADJUSTED TO COMPENSATE FOR DEAD LOAD DEFLECTIONS.

SPAN NO. 3 SLAB THICKNESS AT BLOCKING POINTS IN INCHES

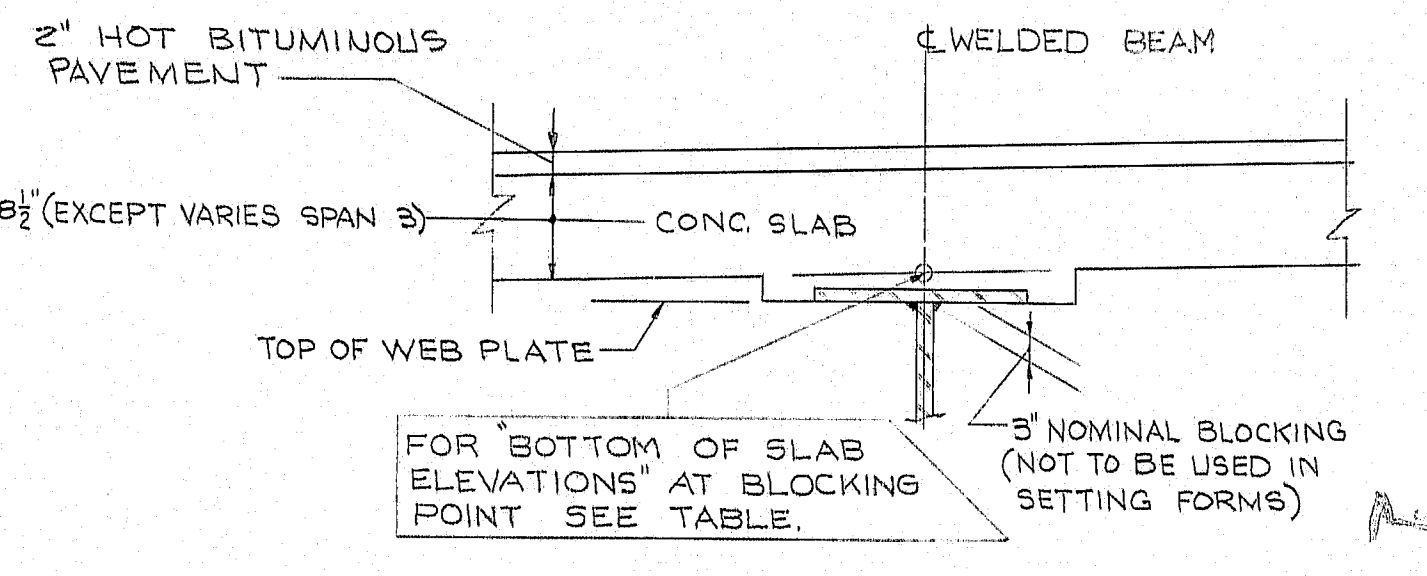
POINT	1-6	A	B	C	D
0/20	8 1/2	9	9 1/2	9 1/2	9 1/2
1/20	8 1/2	9	9 1/2	9 1/2	9 1/2
2/20	8 1/2	9	9 1/2	9 1/2	9 1/2
3/20	8 1/2	9	9 1/2	9 1/2	9 1/2
4/20	8 1/2	9	9 1/2	9 1/2	9 1/2
5/20	8 1/2	9	9 1/2	9 1/2	9 1/2
6/20	8 1/2	9	9 1/2	9 1/2	9 1/2
7/20	8 1/2	9	9 1/2	9 1/2	9 1/2
8/20	8 1/2	9	9 1/2	9 1/2	9 1/2
9/20	8 1/2	9	9 1/2	9 1/2	9 1/2
10/20	8 1/2	9	9 1/2	9 1/2	9 1/2
11/20	8 1/2	9	9 1/2	9 1/2	9 1/2
12/20	8 1/2	9	9 1/2	9 1/2	9 1/2
13/20	8 1/2	9	9 1/2	9 1/2	9 1/2
14/20	8 1/2	9	9 1/2	9 1/2	9 1/2
15/20	8 1/2	9	9 1/2	9 1/2	9 1/2
16/20	8 1/2	9	9 1/2	9 1/2	9 1/2
17/20	8 1/2	9	9 1/2	9 1/2	9 1/2
18/20	8 1/2	9	9 1/2	9 1/2	9 1/2
19/20	8 1/2	9	9 1/2	9 1/2	9 1/2
20/20	8 1/2	9	9 1/2	9 1/2	9 1/2

CAMBERS IN INCHES

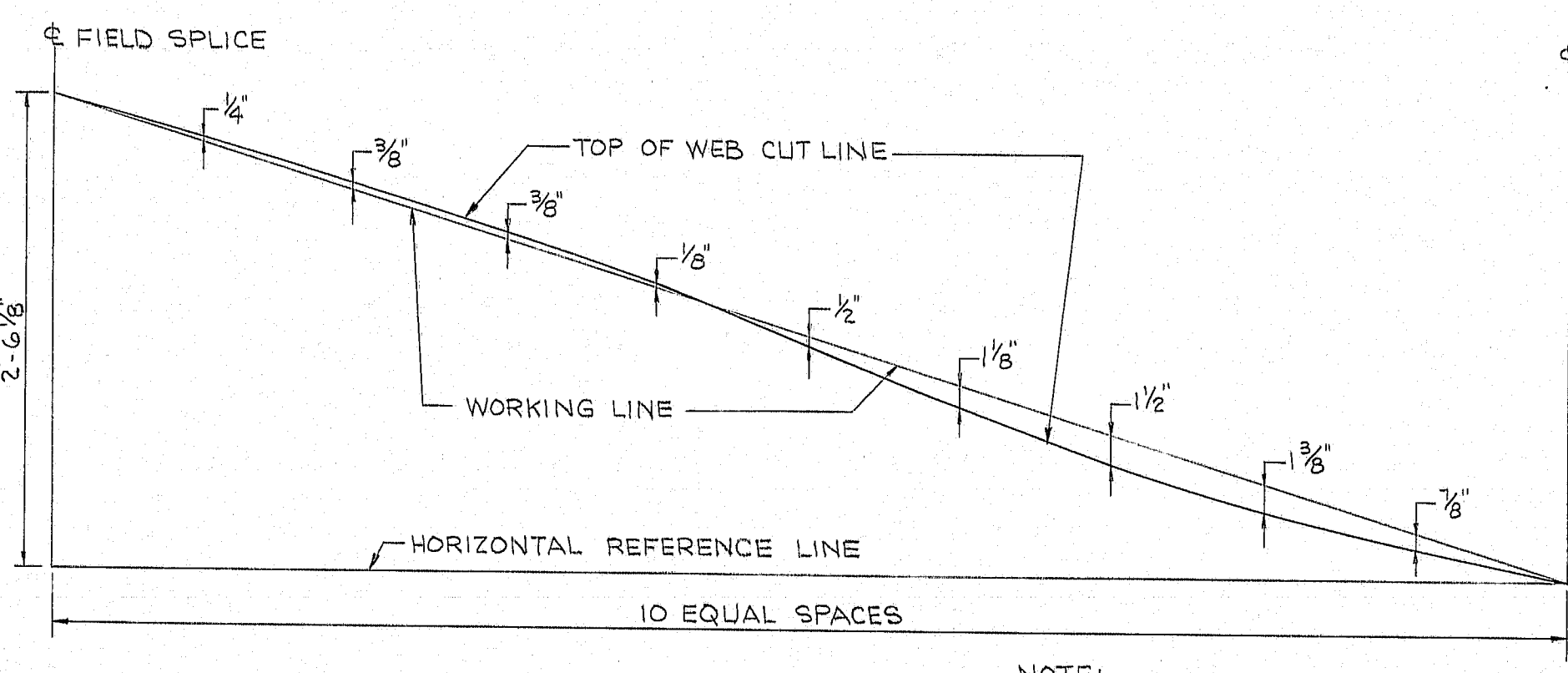
SEGMENT	1	2	3	4	5	6
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2/12	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8
3/12	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4
4/12	6 3/4	6 3/4	6 3/4	6 3/4	6 3/4	6 3/4
5/12	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4
6/12	7 3/8	7 3/8	7 3/8	7 3/8	7 3/8	7 3/8
7/12	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
8/12	7 5/8	7 5/8	7 5/8	7 5/8	7 5/8	7 5/8
9/12	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4
10/12	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4
11/12	6 3/4	6 3/4	6 3/4	6 3/4	6 3/4	6 3/4
12/12	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4
13/12	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8
14/12	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4
15/12	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8
16/12	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4
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18/12	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4
19/12	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8
20/12	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4



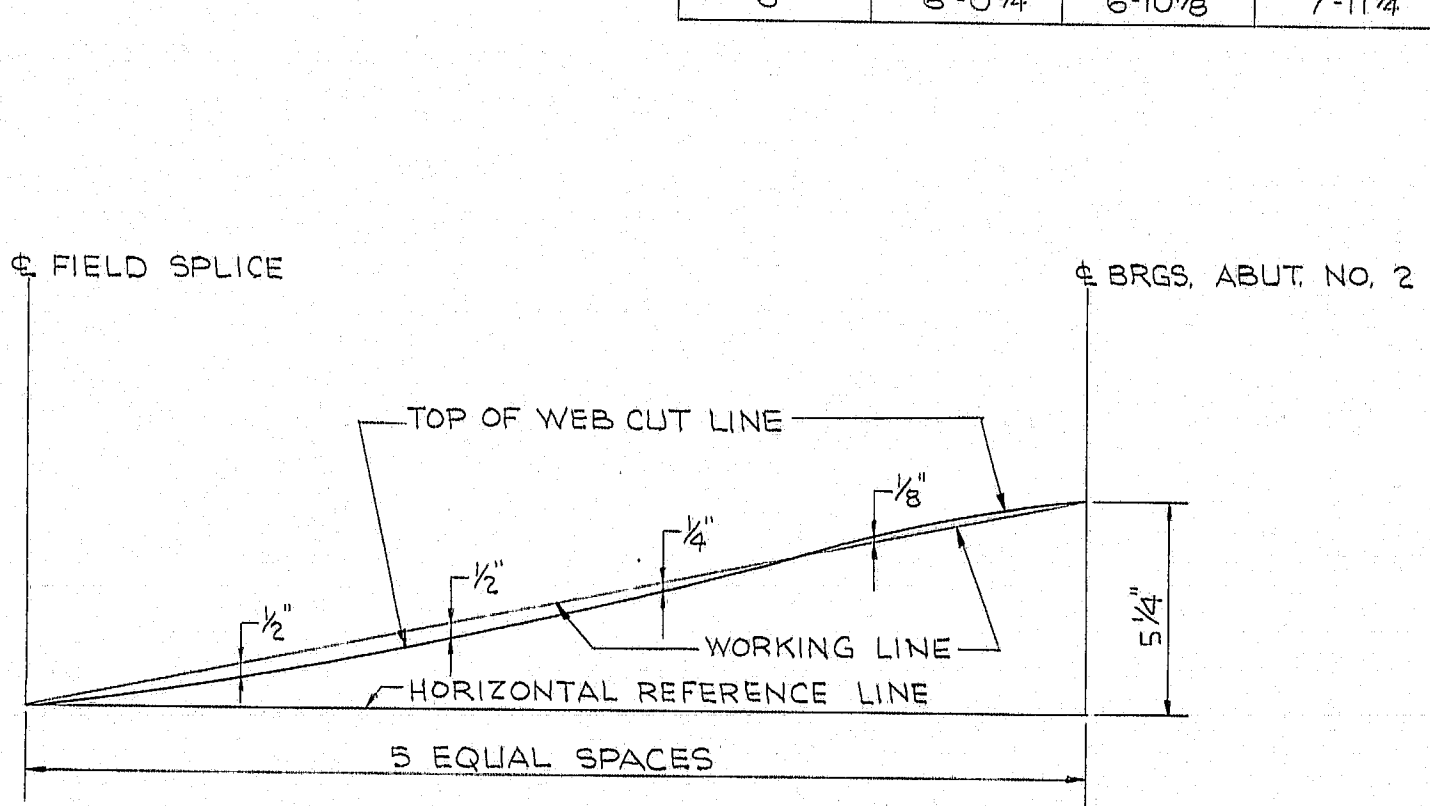
CAMBER-SLOPE ELEVATION GIRDERS NO. 1 THRU NO. 6



BLOCKING POINT DETAIL



GIRDER A



GIRDER D

NOTE: CAMBER FOR GIRDERS "B" & "C" = 0"

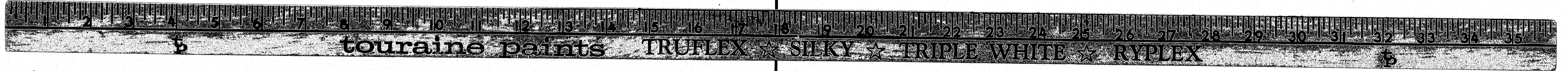
CAMBER-SLOPE ELEVATIONS

GIRDER	A	B	C	D	E	F	G
1	5'-3 1/8"	6'-2 1/16"	7'-3 1/16"	7'-7 1/8"	7'-3 1/2"	6'-11 5/16"	4'-6 3/8"
2	5'-7 7/8"	6'-5 1/2"	7'-6 7/8"	7'-10 9/16"	7'-6 1/8"	7'-1 1/4"	5'-1 3/8"
3	5'-10 9/16"	6'-8"	7'-10 1/8"	8'-17 1/16"	7'-8 5/16"	7'-3 3/16"	5'-6"
4	6'-1 5/16"	6'-11 1/16"	8'-0 7/16"	8'-3 7/16"	7'-5 3/8"	7'-3 1/16"	5'-6 5/8"
5	6'-1 3/16"	6'-11 3/16"	7'-11 3/16"	8'-2 3/8"	7'-5 1/8"	7'-2 1/16"	5'-7 5/8"
6	6'-0 3/4"	6'-10 7/8"	7'-11 1/4"	8'-1 1/2"	7'-6 1/16"	6'-11 5/16"	5'-5 1/2"

① A<sub>2</sub> built DAC 10-6-71

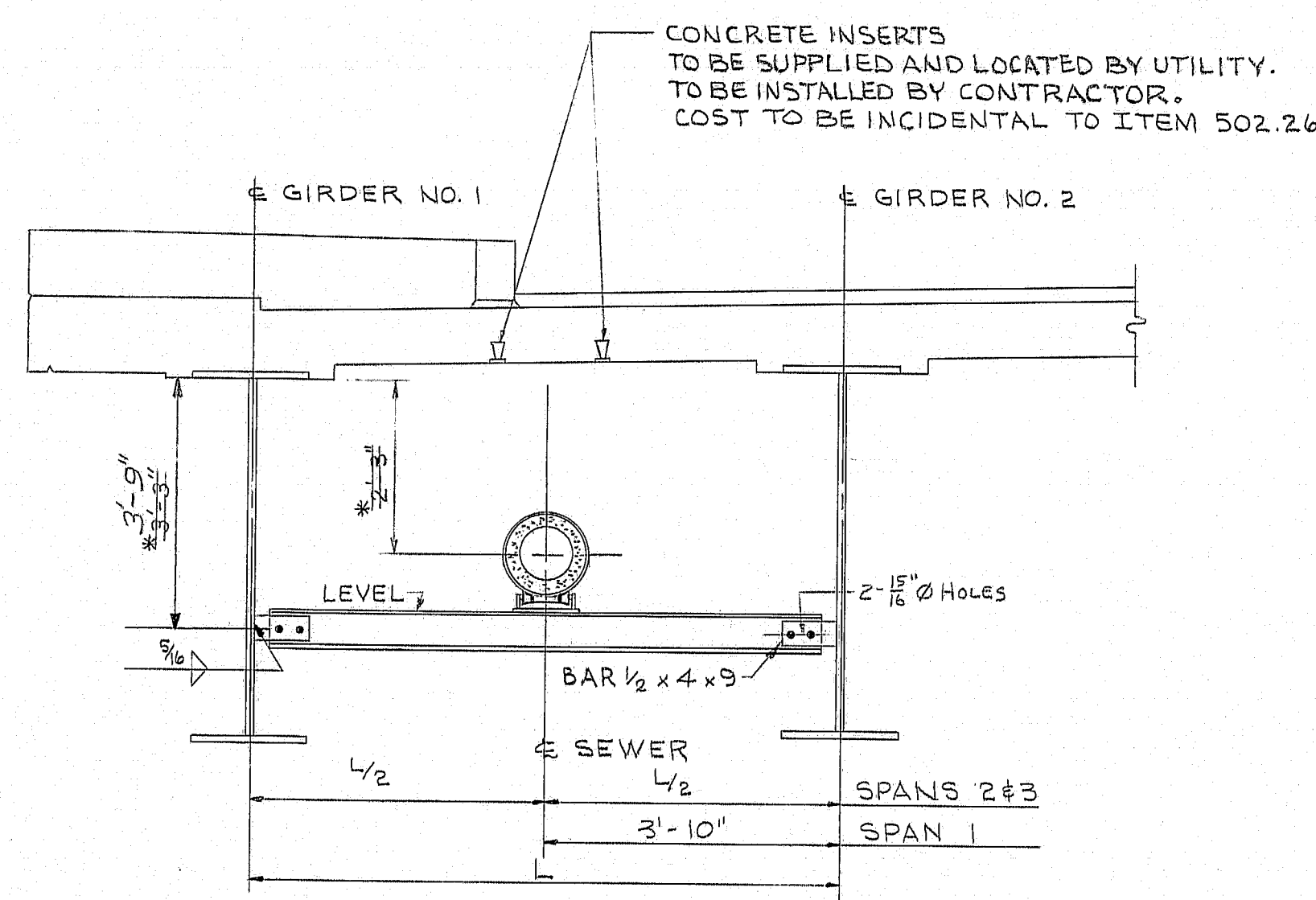
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**MADISON BRIDGE**  
OVER  
**KENNEBEC RIVER**  
BETWEEN THE TOWNS OF  
**MADISON & ANSON**  
**SOMERSET COUNTY**  
BOTTOM OF SLAB ELEVATIONS AND CAMBER

FILE NO.	PLAN NO.
VL-59	24
DES. CKL. CHK. REB.	
DR. PRS. CHK. REB.	
EST. — CHK. —	
R. Albrecht IN CHARGE	

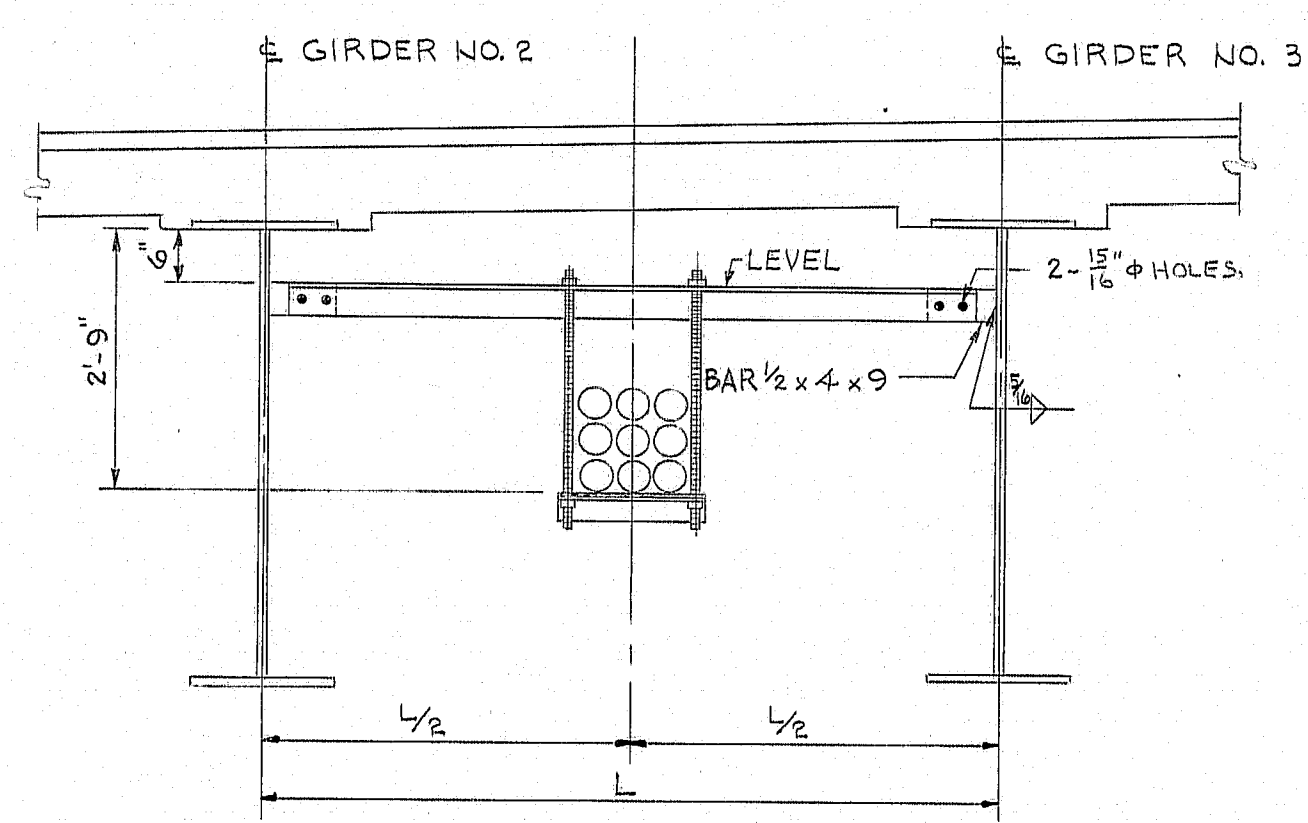




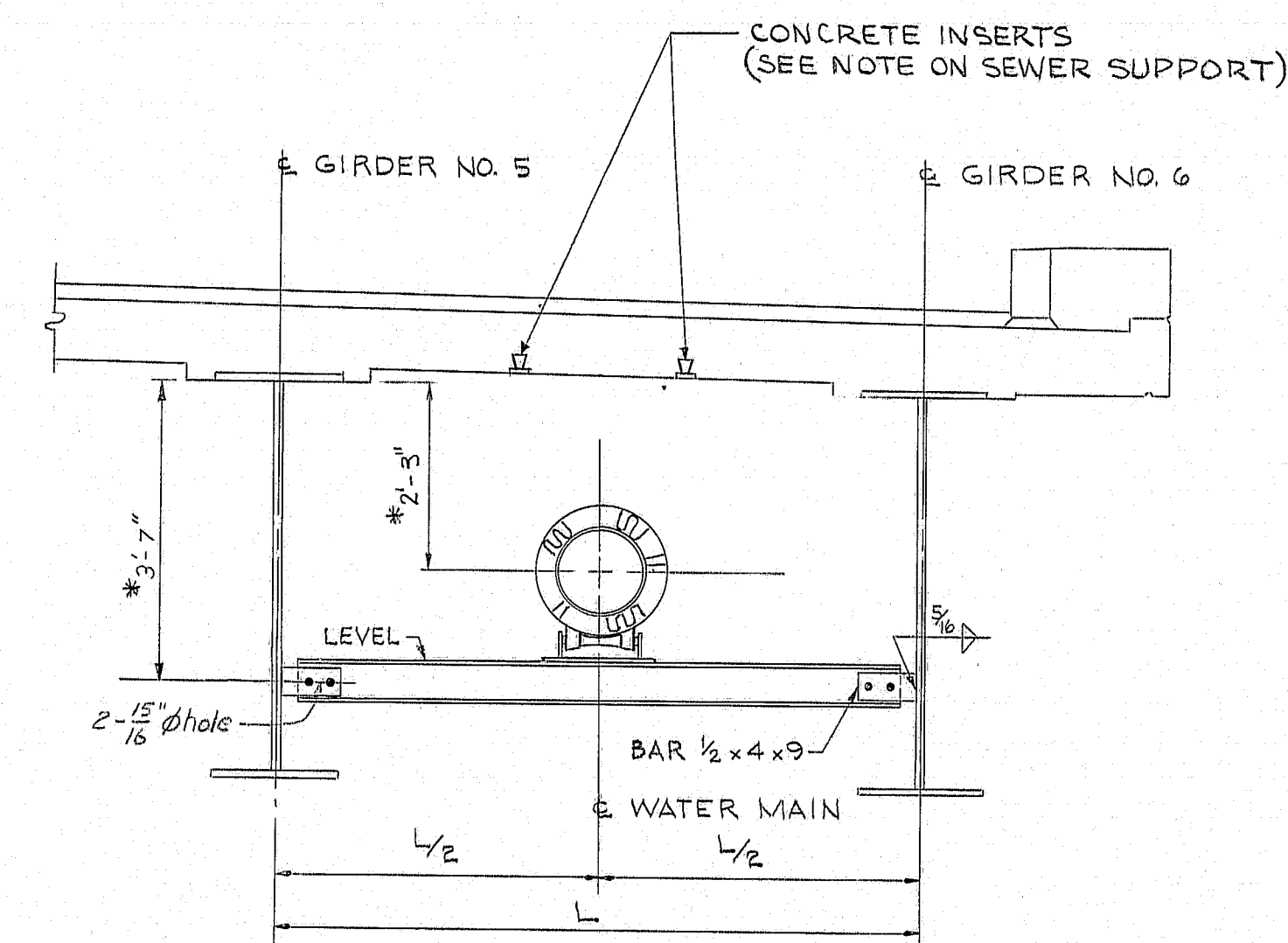
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-50230(9)	50	83



SEWER SUPPORT



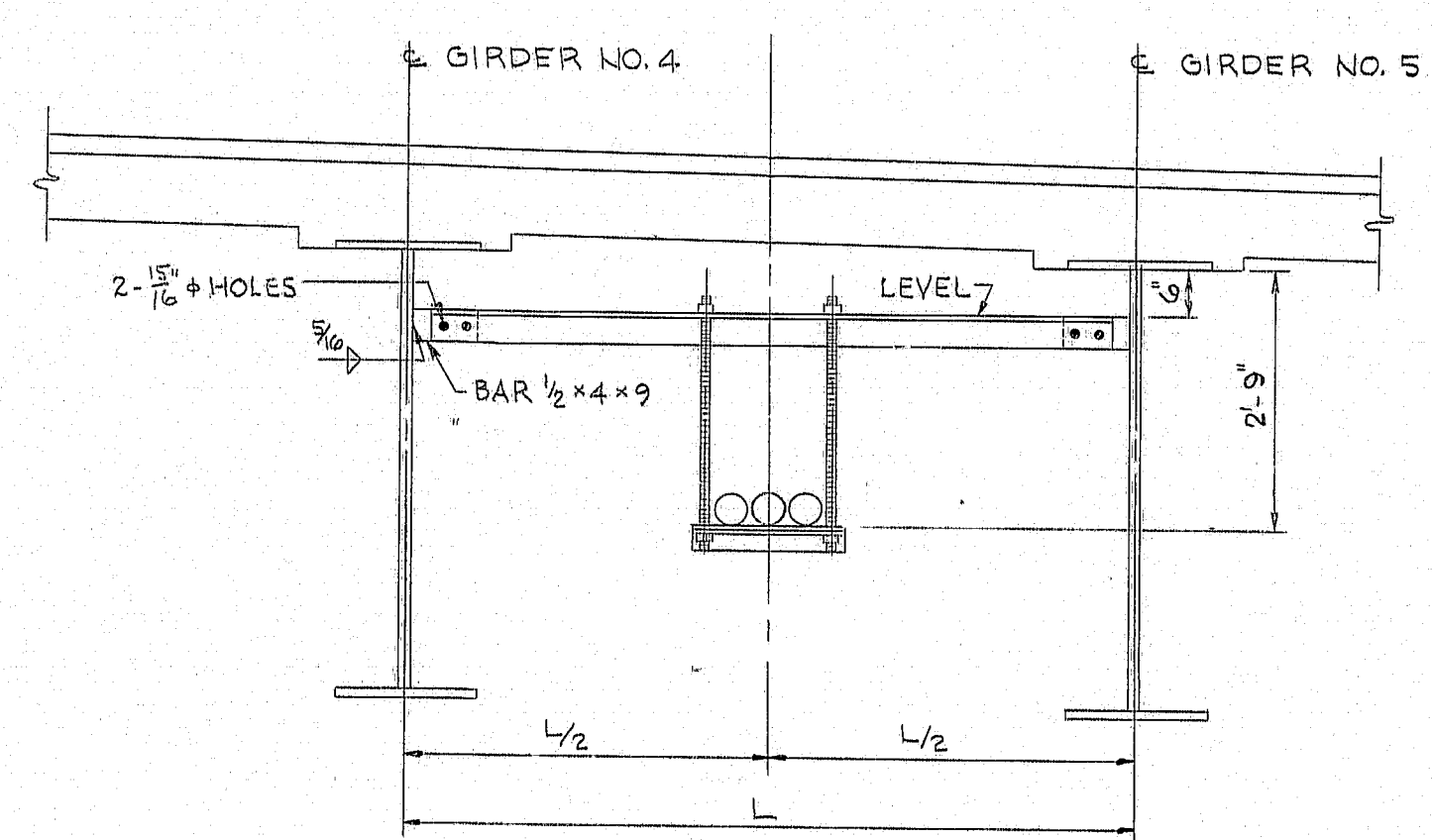
TELEPHONE DUCT SUPPORT



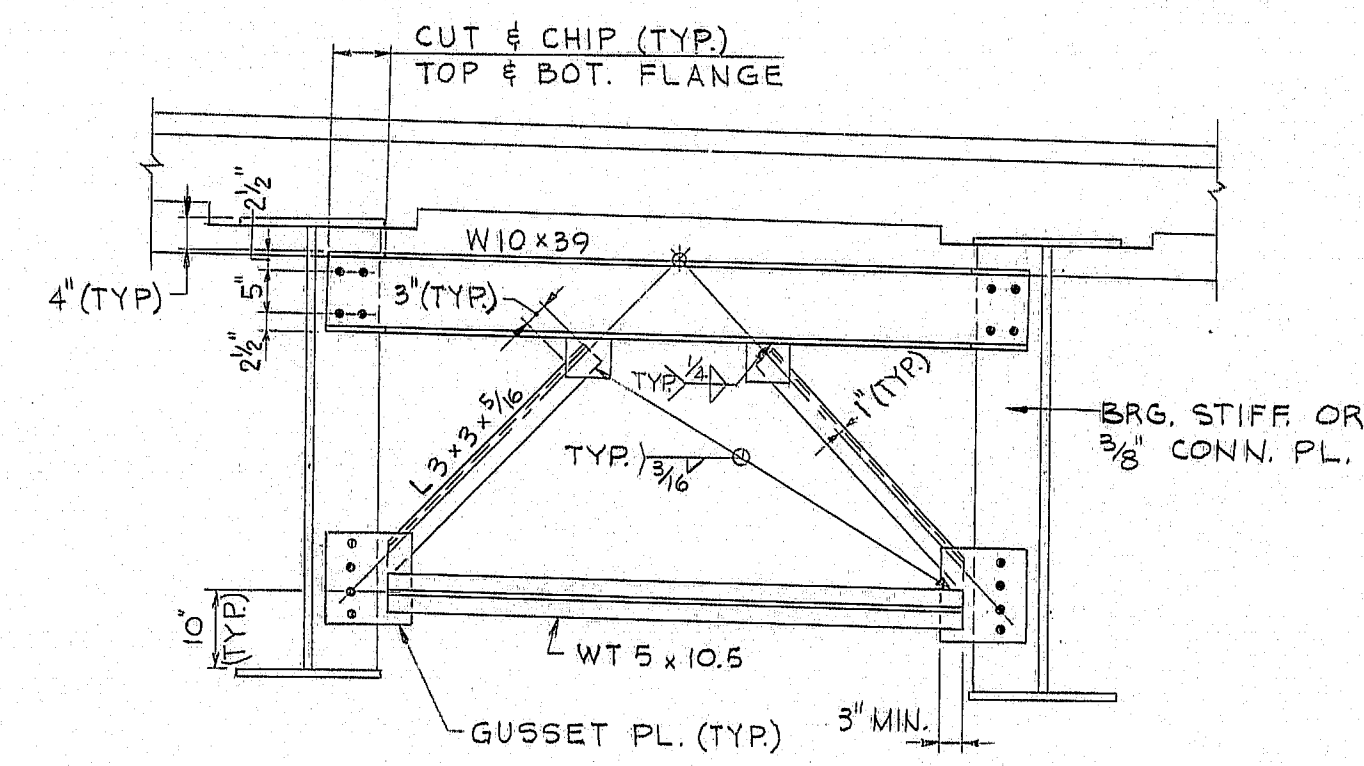
WATER MAIN SUPPORT

- UTILITY SUPPORT NOTES**
1. FURNISHING, FABRICATING, DELIVERING, ERECTING AND PAINTING THE 1/2-INCH CONNECTION PLATES FOR THE UTILITY SUPPORTS SHALL BE INCLUDED IN THE ITEMS OF THE PROPOSAL.
  2. WATER MAIN, SEWER PIPE, TELEPHONE AND ELECTRICAL DUCTS, SUPPORTS, PIPE ROLLERS AND APPURTENANCES SHALL BE FURNISHED AND INSTALLED BY OTHERS.
  3. PIPE AND DUCT EXPANSION DEVICES (FURNISHED AND INSTALLED BY OTHERS) AT ABUTMENT NO. 1 SHALL PROVIDE FOR 2 3/4" MOVEMENT EACH WAY FROM AN INSTALLATION TEMPERATURE OF 45° F.
  4. CARE SHALL BE TAKEN THAT ITEMS NOT TO BE PAINTED, SUCH AS UTILITIES AND SUPPORTS, SHALL BE PROTECTED FROM SPRAYED OR DRIPPING PAINT.

\* DIMENSIONS TO BE VERIFIED WITH UTILITY COMPANY BEFORE FABRICATION.

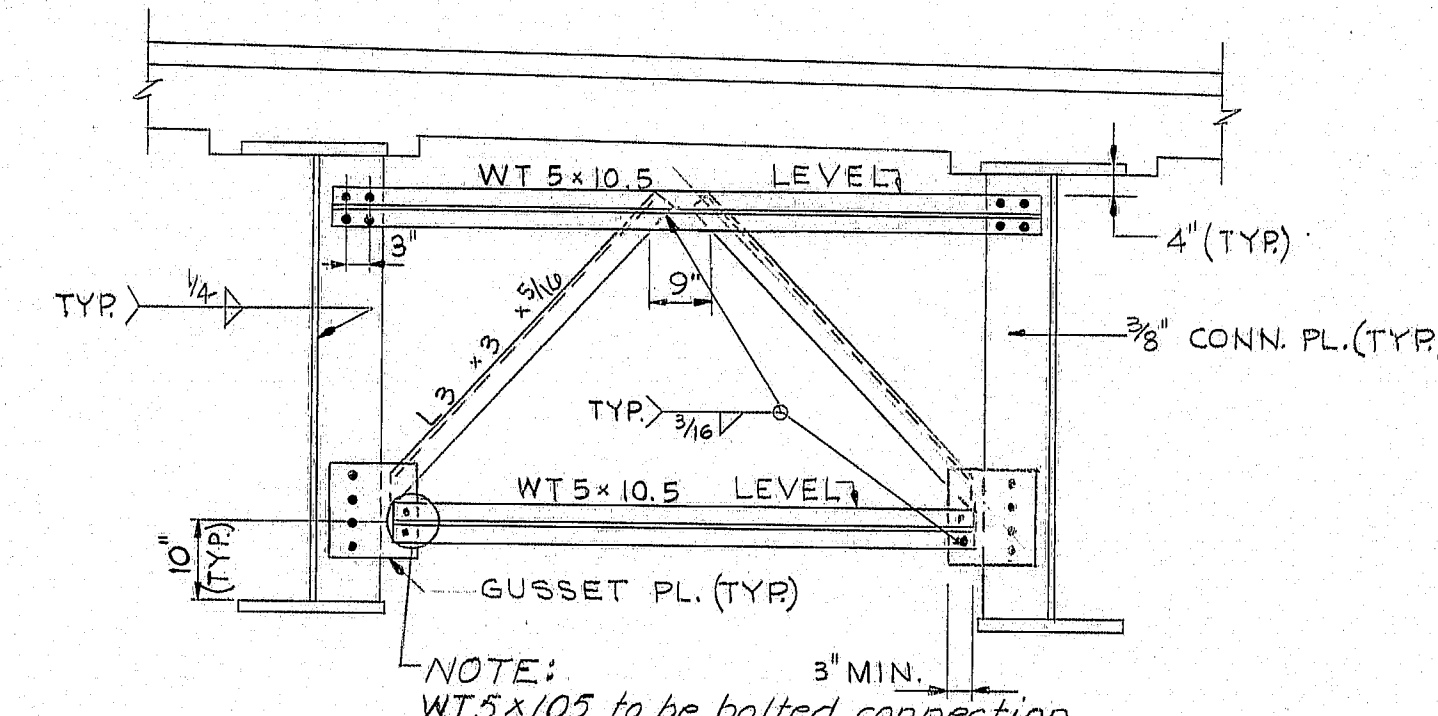


ELECTRICAL DUCT SUPPORT

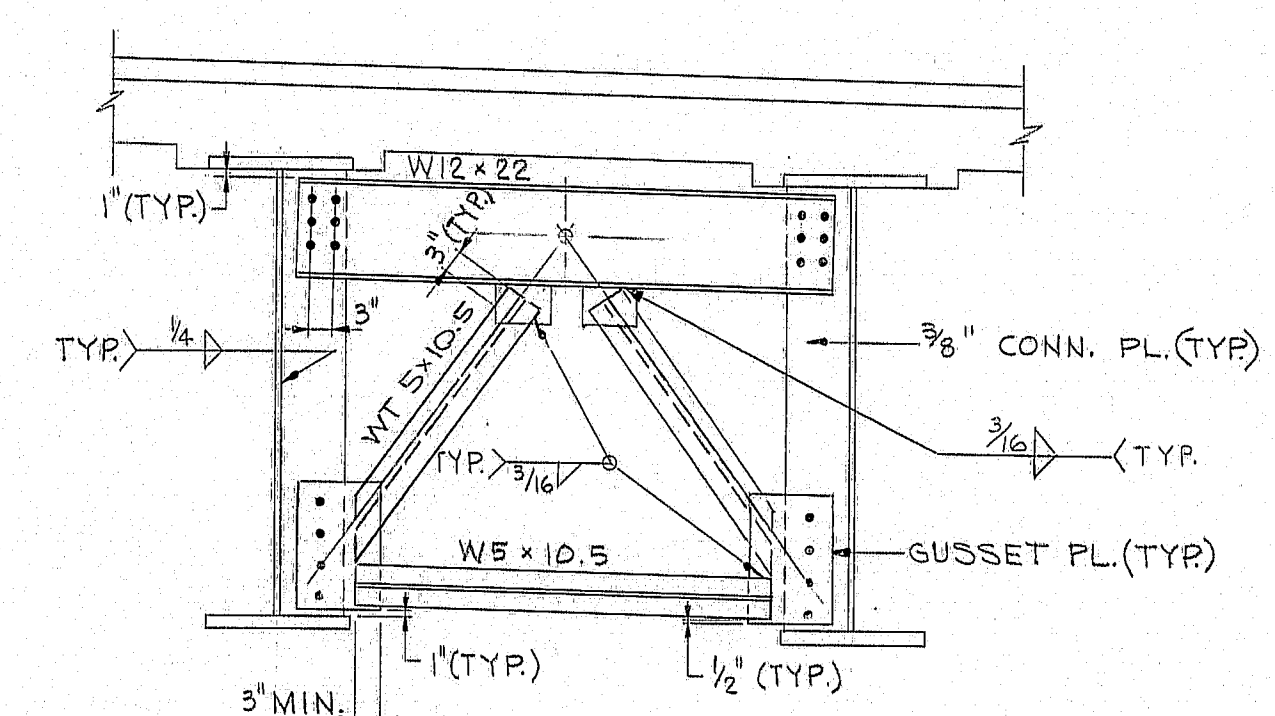


TYPE D1

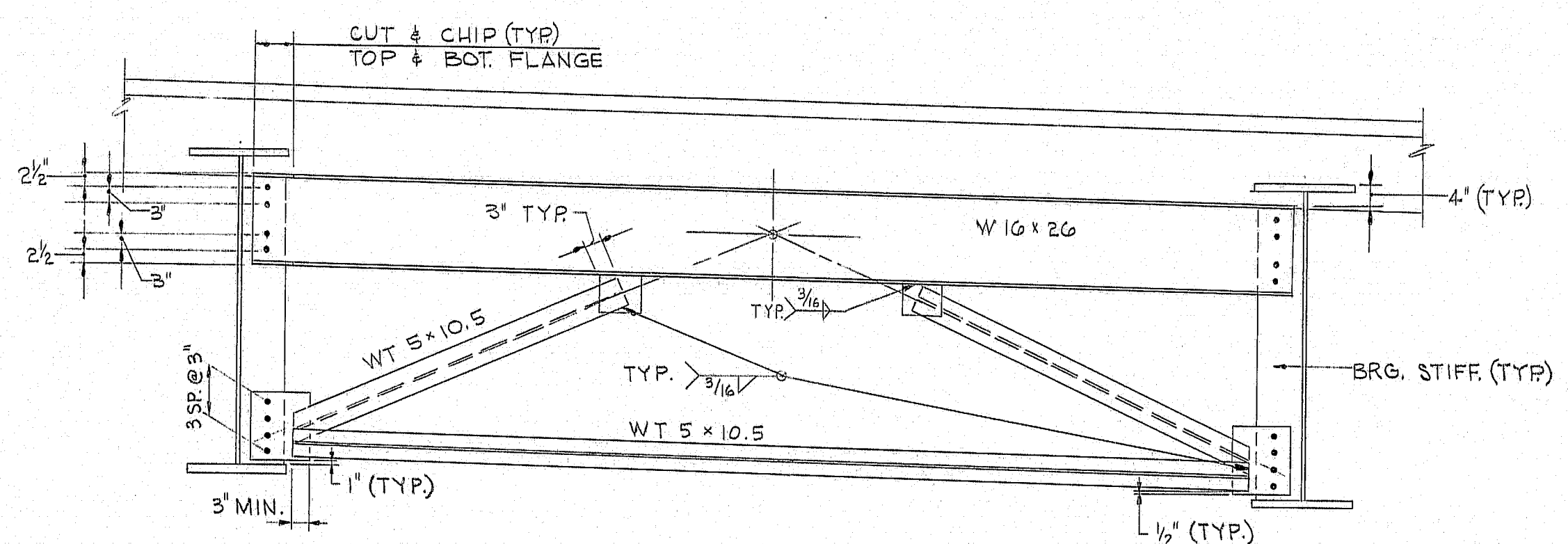
NOTE: FOR CROSSFRAME TYPE 'D' AND GENERAL NOTES, SEE STANDARD DETAIL (SD 115-72)



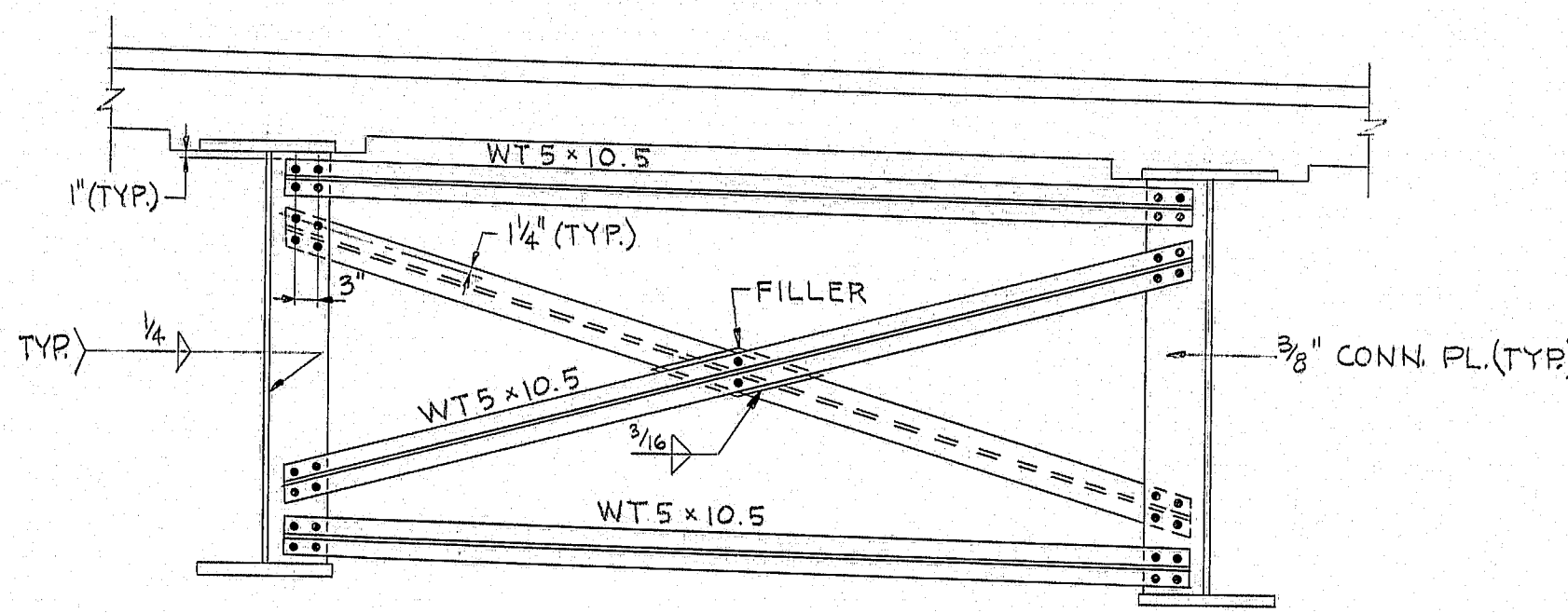
TYPE D2



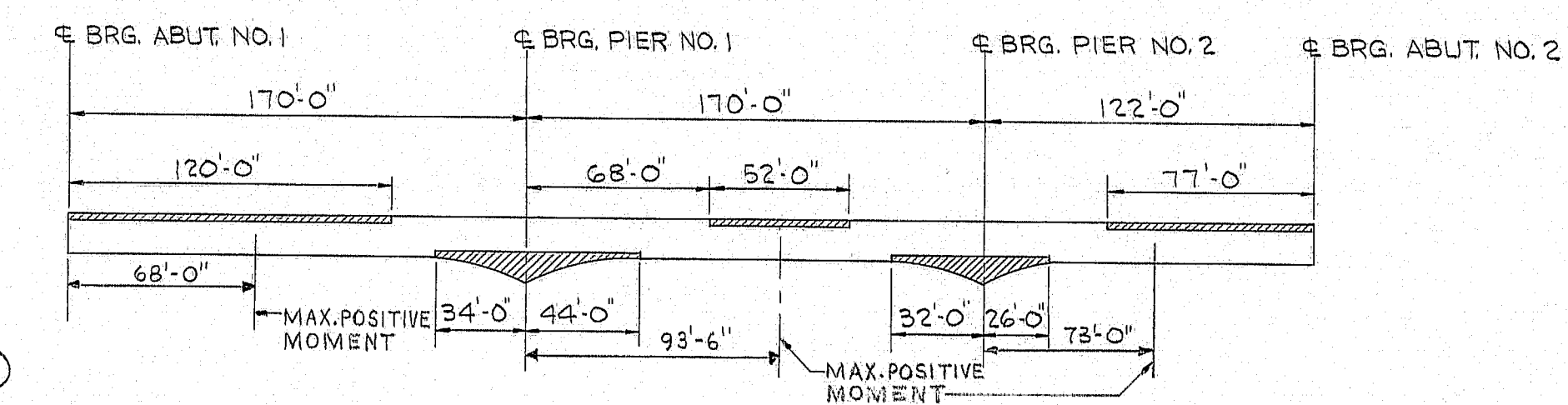
TYPE D3



TYPE D4



TYPE M1



BEAM STRESS TYPE DIAGRAM

//// = AREAS OF BEAM WHICH WILL ALWAYS BE IN COMPRESSION. ALL OTHER AREAS WILL BE IN TENSION OR ARE AREAS WHICH HAVE STRESS REVERSALS.

Changed dimensions on sewer supports & ladder details 9-21-73 J.T.F.

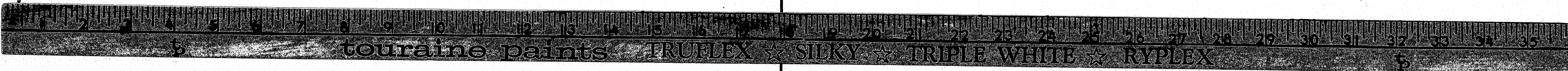
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**MADISON BRIDGE**  
OVER  
**KENNEBEC RIVER**  
BETWEEN THE TOWNS OF  
**MADISON & ANSON**  
**SOMERSET COUNTY**  
CROSS FRAMES AND UTILITY SUPPORTS

SHEET 25 OF 41 AUGUSTA, MAINE JUNE, 1973

144-156

FILE NO.	PLAN NO.
VL-59	25
DES. R.T.L.	CHK. M.H.
DR. W.J.A.	CHK. R.E.B.
EST. M.H.	CHK. C.K.L.

DATE	BY	DESIGN-DETAILED	CHECKED	REVISIONS	FIELD CHANGES
4/73	R.T.L.				
5/73	R.E.B.				





The image displays three sets of structural drawings for bridge spans, labeled SPAN 1, SPAN 2, and SPAN 3-INTERIOR AND BEAM G. Each set includes a TOP FLANGE detail, an ELEVATION view, and a BOTTOM FLANGE detail.

**SPAN 1:**

- TOP FLANGE:** Shows a cross-section with a central 2'-0" gap. Reinforcement includes 10 SP5 @ 3" = 2'-6" and 9 SP5 @ 3" = 2'-3".
- ELEVATION:** Shows the side view with a total width of 10 SP5 @ 3" = 4'-0". Reinforcement includes PL 1 x 20, FLANGE PL 1 1/2 x 26, 2-PLs. 1 x 8, PL 1/2 x 18 1/2, 2-PLs. 1 x 11, and FLANGE PL 1 1/2 x 26.
- BOTTOM FLANGE:** Shows a cross-section with a central 2'-0" gap. Reinforcement includes 8 SP5 @ 3" = 2'-0" and 5 SP5 @ 3" = 1'-3".

**SPAN 2:**

- TOP FLANGE:** Shows a cross-section with a central 2'-0" gap. Reinforcement includes 9 SP5 @ 3" = 2'-3" and 9 SP5 @ 3" = 2'-3".
- ELEVATION:** Shows the side view with a total width of 10 SP5 @ 3" = 4'-0". Reinforcement includes PL 3/8 x 14, FLANGE PL 1 x 20 OR 1/2 x 18, 2-PLs. 5/8 x 5, PL 1/2 x 18 1/2, 2-PLs. 3/4 x 6, and FLANGE PL 1 x 16.
- BOTTOM FLANGE:** Shows a cross-section with a central 2'-0" gap. Reinforcement includes 5 SP5 @ 3" = 1'-3" and 5 SP5 @ 3" = 1'-3".

**SPAN 3-INTERIOR AND BEAM G:**

- TOP FLANGE:** Shows a cross-section with a central 2'-0" gap. Reinforcement includes 5 SP5 @ 3" = 1'-3" and 5 SP5 @ 3" = 1'-3".
- ELEVATION:** Shows the side view with a total width of 10 SP5 @ 3" = 4'-0". Reinforcement includes PL 3/4 x 16, FLANGE PL 1 1/2 x 18, 2-PLs. 3/4 x 6, PL 1/2 x 18 1/2, 2-PLs. 3/4 x 7, and FLANGE PL 1 x 18 OR 1/4 x 18.
- BOTTOM FLANGE:** Shows a cross-section with a central 2'-0" gap. Reinforcement includes 6 SP5 @ 3" = 1'-6" and 6 SP5 @ 3" = 1'-6".

**SPAN 3-BEAM 1:**

- TOP FLANGE:** Shows a cross-section with a central 2'-0" gap. Reinforcement includes 7 SP5 @ 3" = 1'-9" and 7 SP5 @ 3" = 1'-9".
- ELEVATION:** Shows the side view with a total width of 10 SP5 @ 3" = 4'-0". Reinforcement includes PL 3/4 x 18, FLANGE PL 1 1/2 x 18, 2-PLs. 3/4 x 7, PL 1/2 x 18 1/2, 2-PLs. 1 x 7, and FLANGE PL 1 1/2 x 18.
- BOTTOM FLANGE:** Shows a cross-section with a central 2'-0" gap. Reinforcement includes 8 SP5 @ 3" = 2'-0" and 8 SP5 @ 3" = 2'-0".

**SPAN 2**

TOP AND BOTTOM FLANGE

**SPAN 3 - BEAM 1**

TYPICAL WELDED BEAM SECTION

**AND BEAM 6**

CONNECTION DETAIL GIRDERS "B" & "C"

A	B	C	D
10"	13"	1 1/2"	8 1/2"
11"	13"	1"	6 1/2"
9"	11"	1"	6 1/2"

FLANGE PLATE TRANSITION HALF PLAN

ELEVATION A-A

**WEB HAUNCH DETAILS AT PIER**

AT ABUTMENT

**TYPICAL CONNECTION**

AT DECK JOINT

**AT DEEP SECTION**

**AT PIER**

**FLANGE PLATE TRANSITION**

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**MADISON BRIDGE**  
OVER

CURVED GIRDER FIELD SPLICE

LATERAL BRACING DETAILS

ELEVATION

**KENNEBEC RIVER**  
 BETWEEN THE TOWNS OF  
**MADISON & ANSON**  
**SOMERSET COUNTY**  
 CONNECTION DETAILS

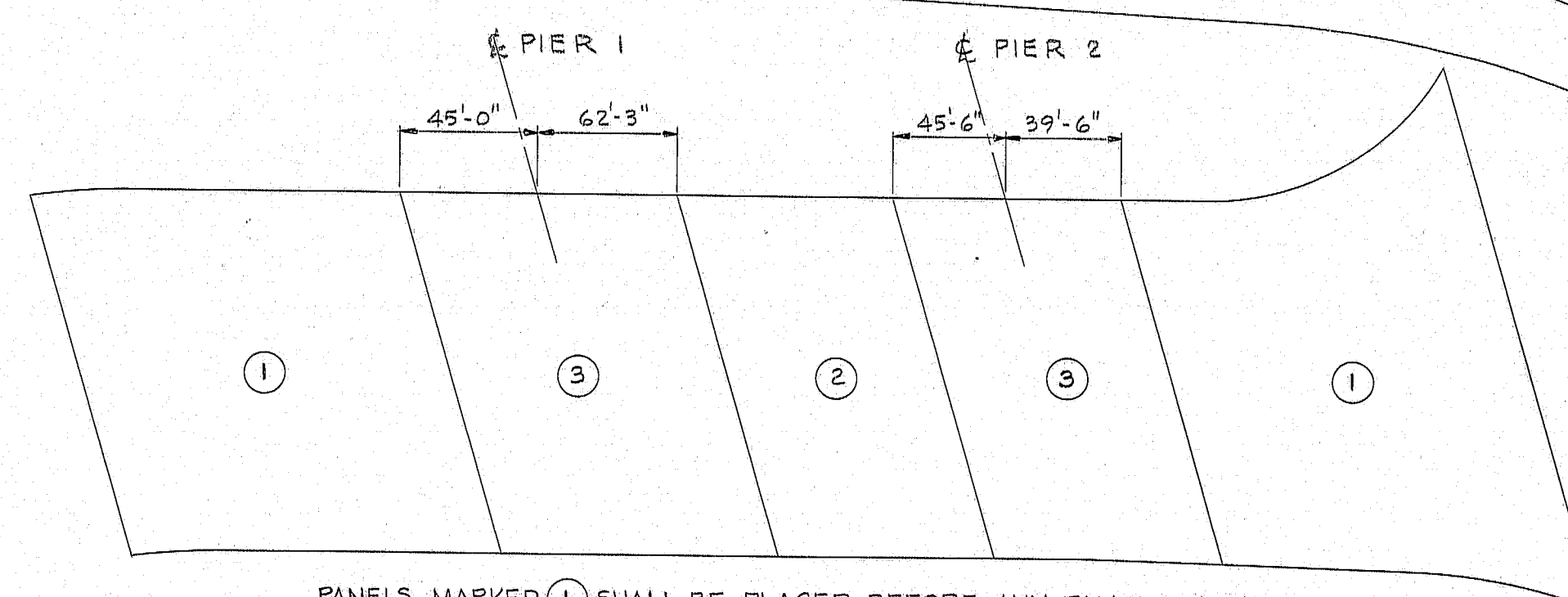
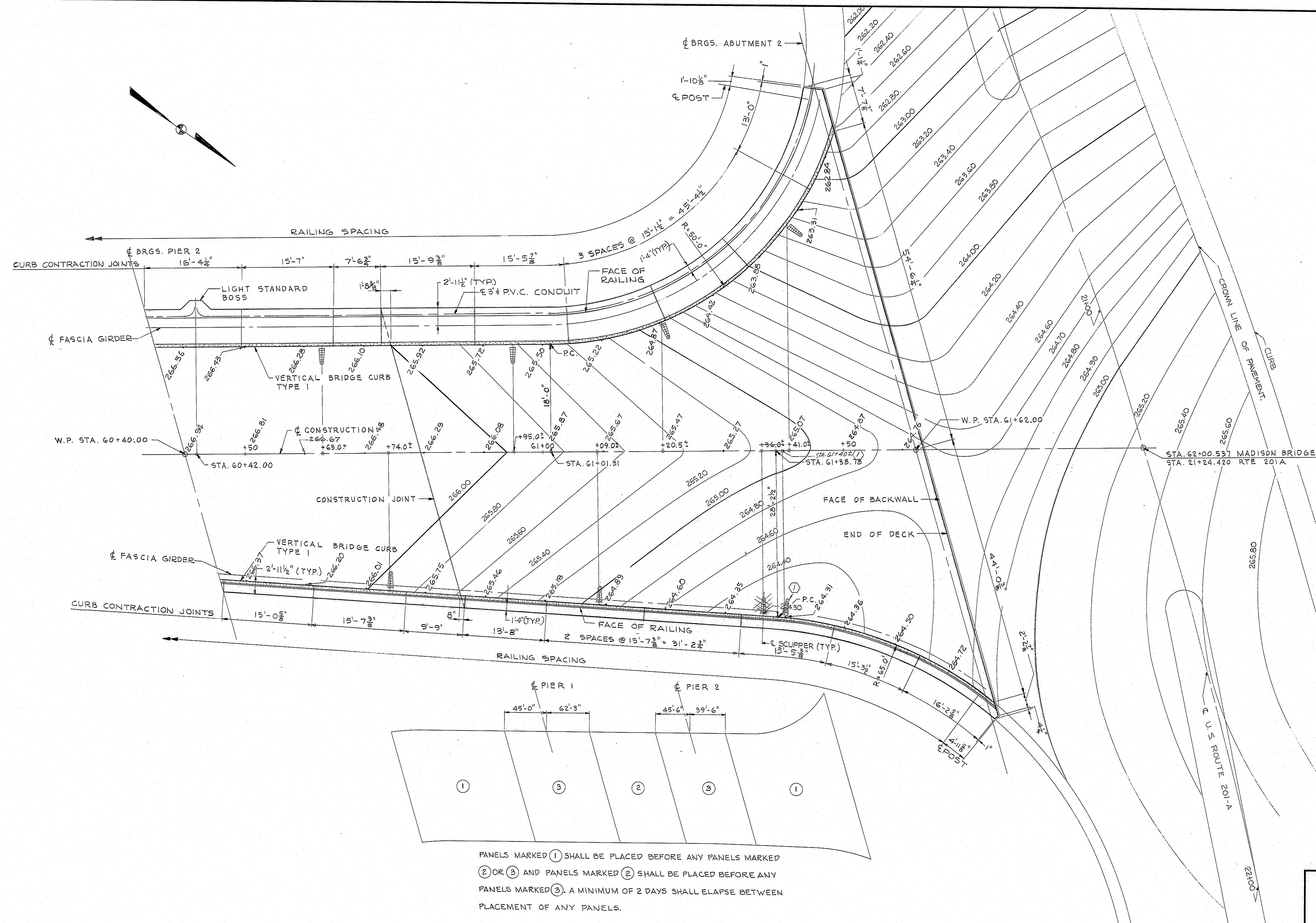
144-157







F.B.N.R. SHEET NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	SR-5-0230(9)	53	83



PANELS MARKED ① SHALL BE PLACED BEFORE ANY PANELS MARKED ② OR ③ AND PANELS MARKED ② SHALL BE PLACED BEFORE ANY PANELS MARKED ③. A MINIMUM OF 2 DAYS SHALL ELAPSE BETWEEN PLACEMENT OF ANY PANELS.

SLAB PANEL PLACEMENT SEQUENCE

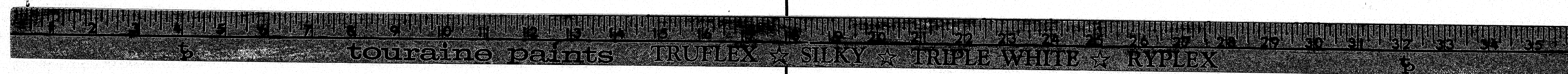
① As built D.A. 10-20-76

DATE	BY	DESIGN	CHECKED	REVISIONS	FIELD CHANGES
5/73	P.S.				
5/73	R.E.B.				

FILE NO.	PLAN NO.
VL-59	28
DES. R.E.B. CHK. C.K.L.	
DR. P.S. CHK. R.E.B.	
EST. C.K.L. CHK. M.H.	

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**MADISON BRIDGE**  
OVER  
**KENNEBEC RIVER**  
BETWEEN THE TOWNS OF  
**MADISON & ANSON**  
**SOMERSET COUNTY**  
DECK PLAN - PART II  
SHEET 28 OF 41 AUGUSTA, MAINE JUNE, 1973

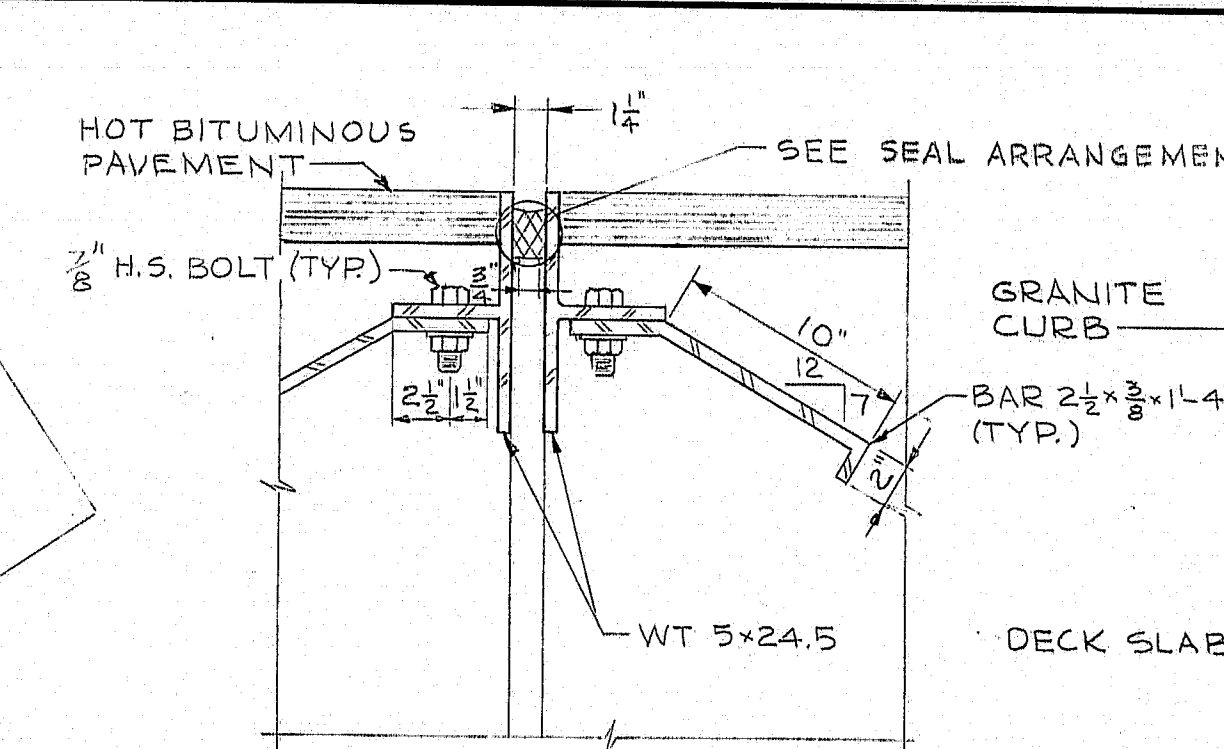
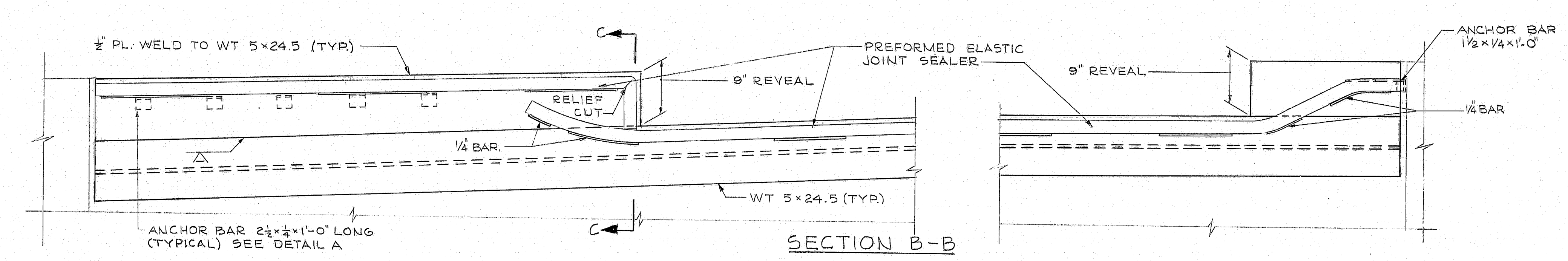
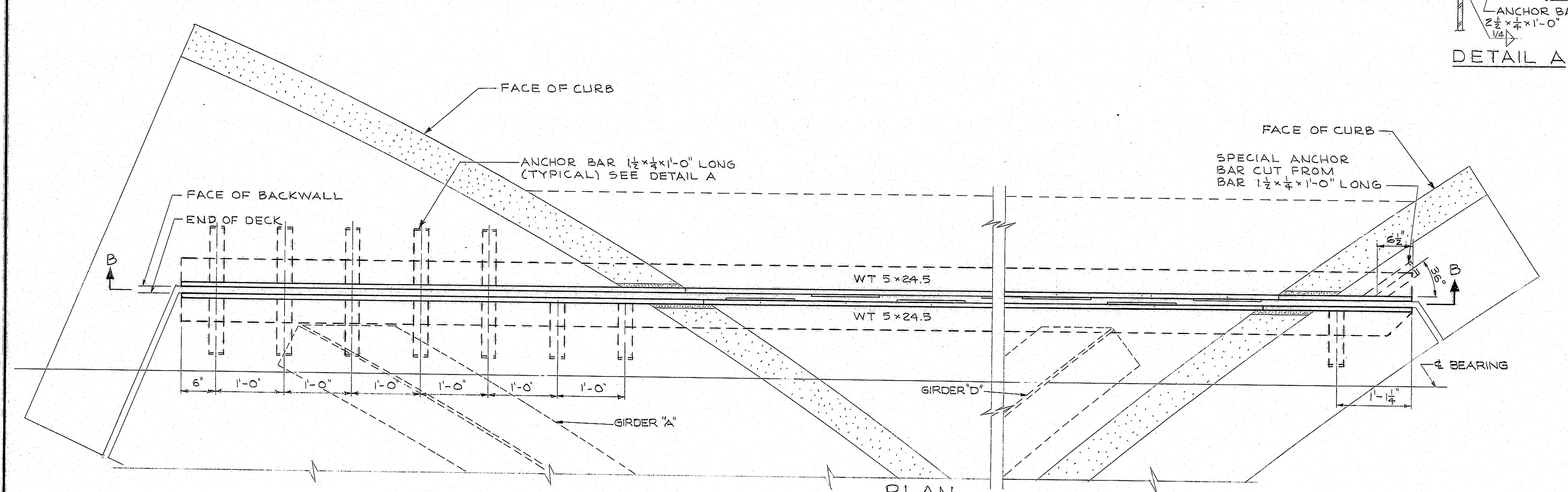
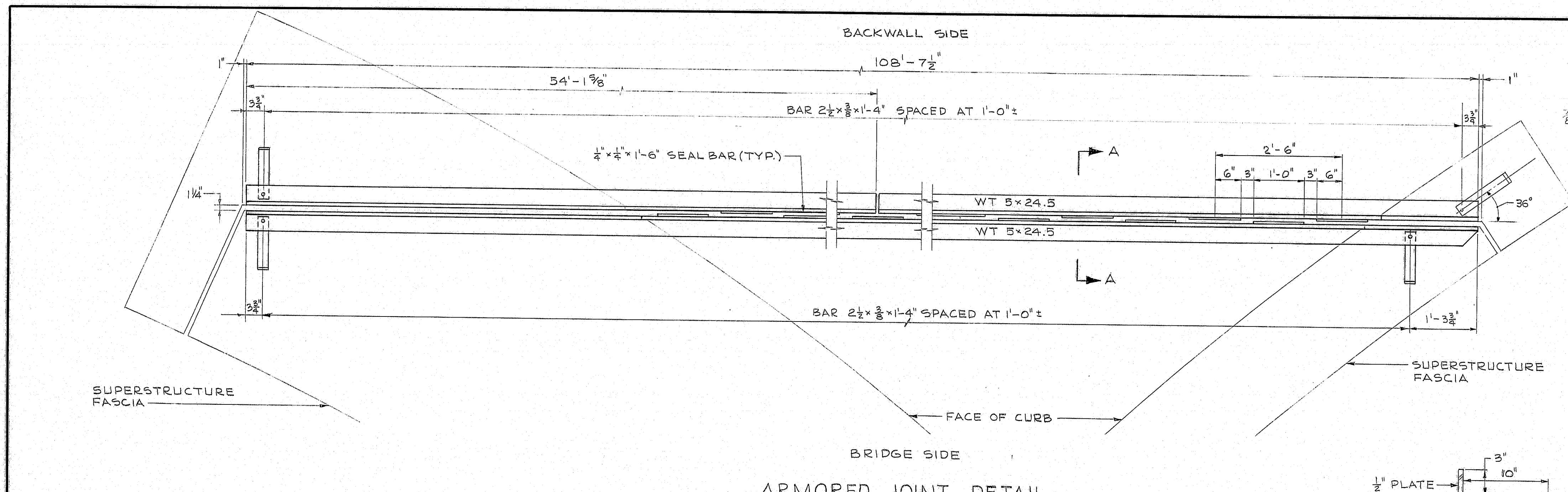
144-159



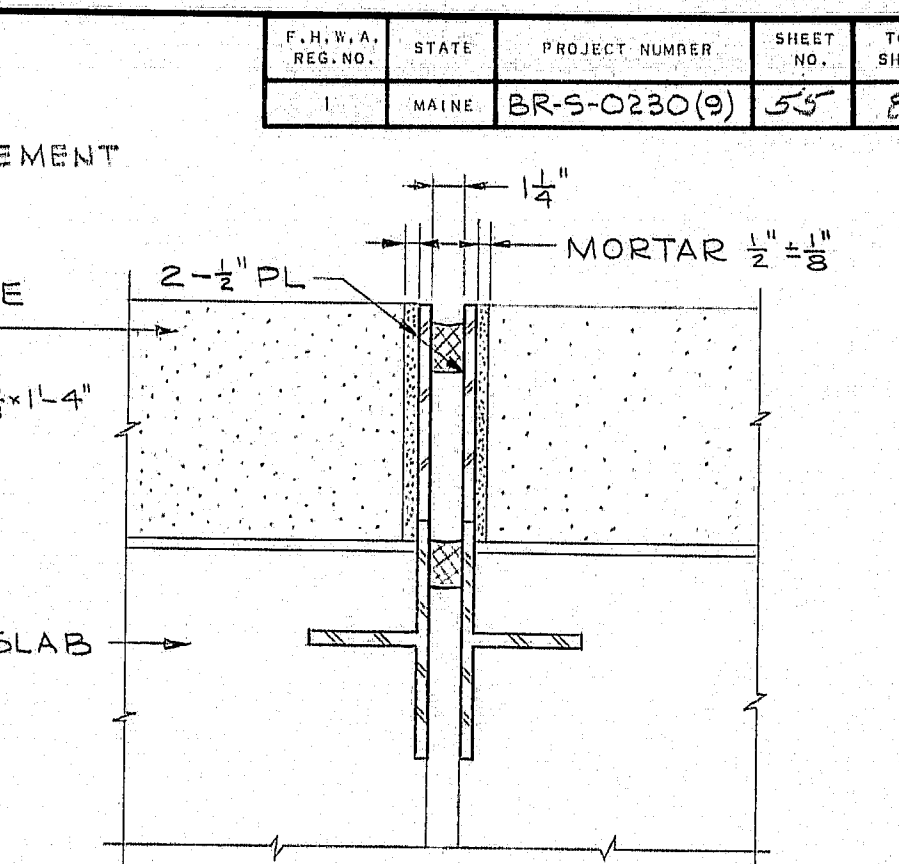




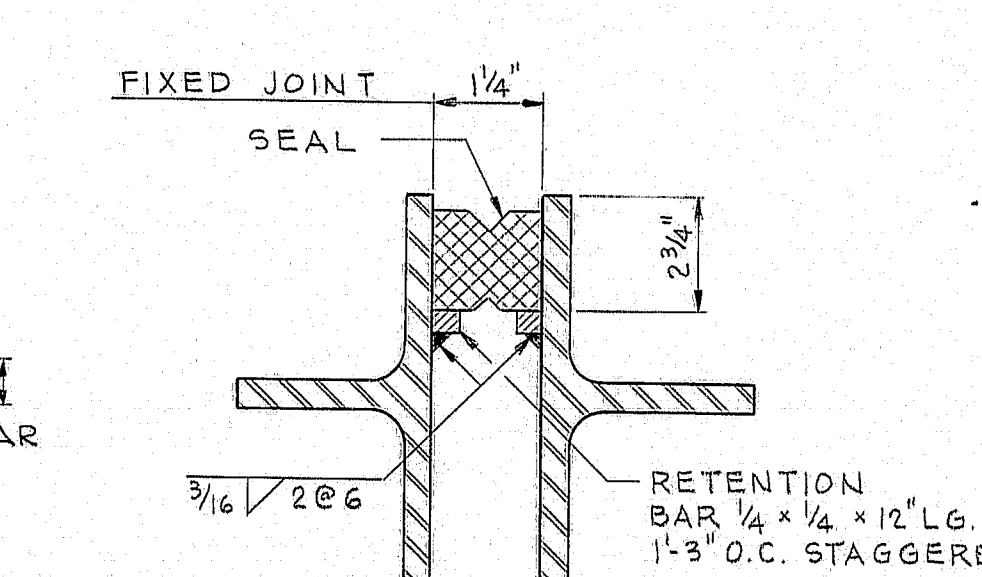




SECTION A-A

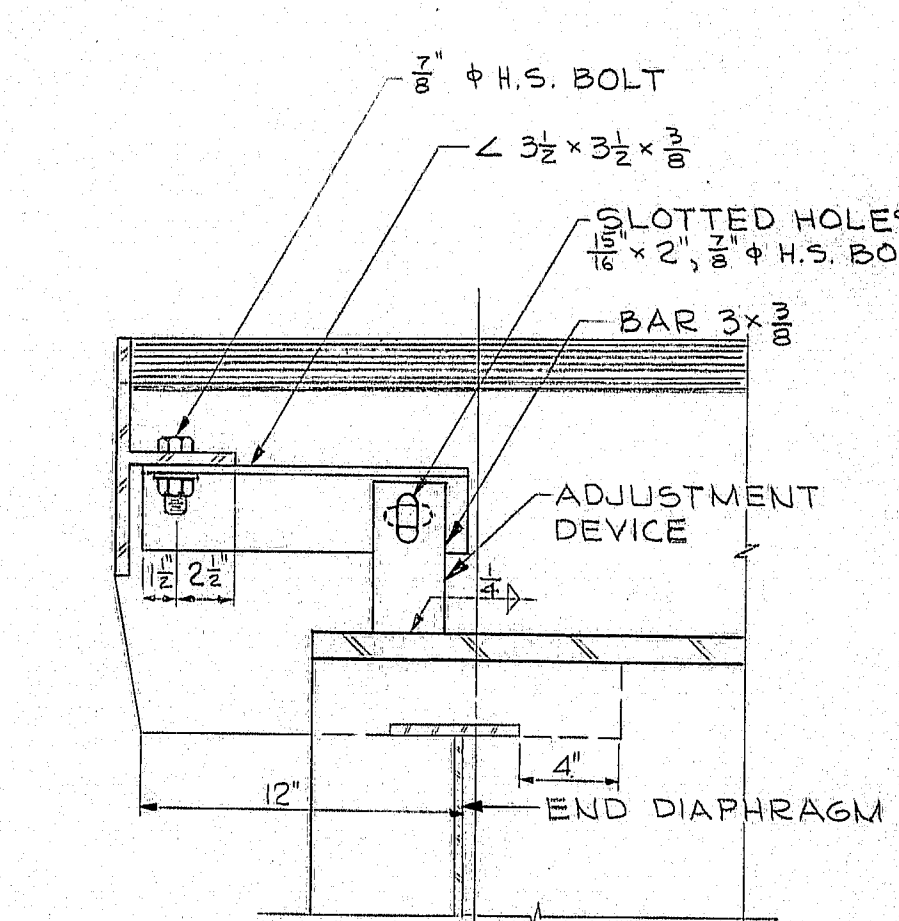


SECTION C-C



SEAL ARRANGEMENT (IN ARMORED JOINT)

- NOTES:
1. THE SEAL FURNISHED SHALL BE AS FOLLOWS:  
TYPE A - MOVEMENT RATING = 5/8"
  2. THE JOINT OPENING, 1 1/2" SHOWN, IS FOR DESIGN ONLY AND IS SUBJECT TO CHANGE DUE TO DIFFERENCES IN SEALS AS SUPPLIED BY VARIOUS MANUFACTURERS. DO NOT USE FOR SETTING OF JOINT OPENING DURING CONSTRUCTION.
  3. THE SEAL CHARACTERISTICS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL, PRIOR TO THE FABRICATION OF THE ARMORED JOINT.
  4. THE FOLLOWING MOVEMENTS, DUE TO DEAD LOADS (SLAB, CURB, AND WEARING SURFACE), SHALL BE TAKEN INTO ACCOUNT WHEN SETTING THE ARMORED JOINT:  
JOINT WILL OPEN 1/2"



ADJUSTMENT DEVICE DETAIL

- 10 REQUIRED - EACH BEAM SUPERSTRUCTURE SIDE ONLY
- NOTE:  
AFTER ARMORED JOINT IS SET IN FINAL POSITION, ADJUSTMENT PLATES SHALL BE WELDED TOGETHER WITH A 1/2" FILLET WELD. OTHER ADJUSTMENT DEVICES MAY BE USED IF APPROVED BY THE ENGINEER.

NOTES

1. FOR CURB SECTIONS AND CROSS SLOPE ON SUPERSTRUCTURE SEE "ABUTMENT NO. 2 PARTS I (II)", "DECK PLAN II", AND "MISCELLANEOUS DETAILS"
2. THE ENTIRE ARMORED JOINT SHALL BE SET TO THE GRADIENT AND CROSS SLOPE OF THE FINISHED ROADWAY.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**MADISON BRIDGE**  
OVER  
**KENNEBEC RIVER**  
BETWEEN THE TOWNS OF  
**MADISON & ANSON**  
**SOMERSET COUNTY**  
ARMORED JOINT DETAILS

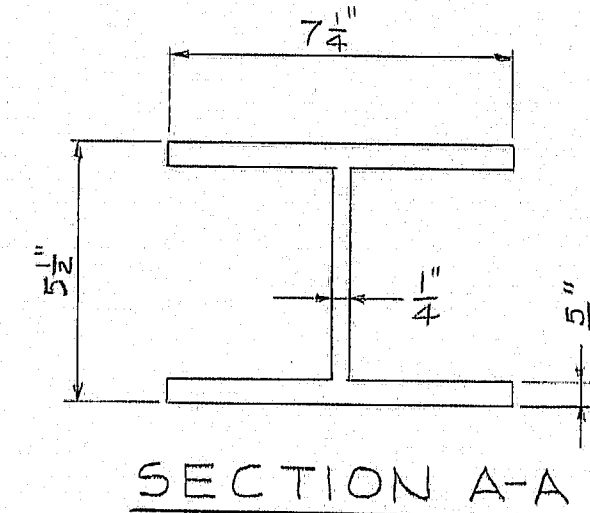
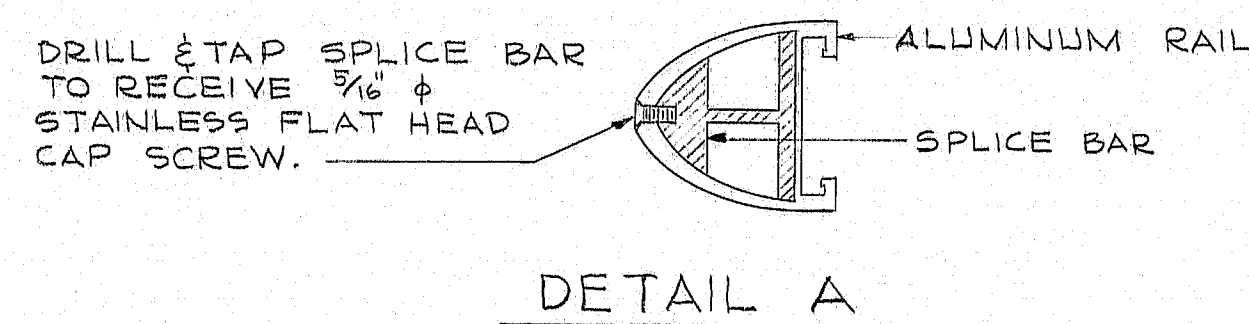
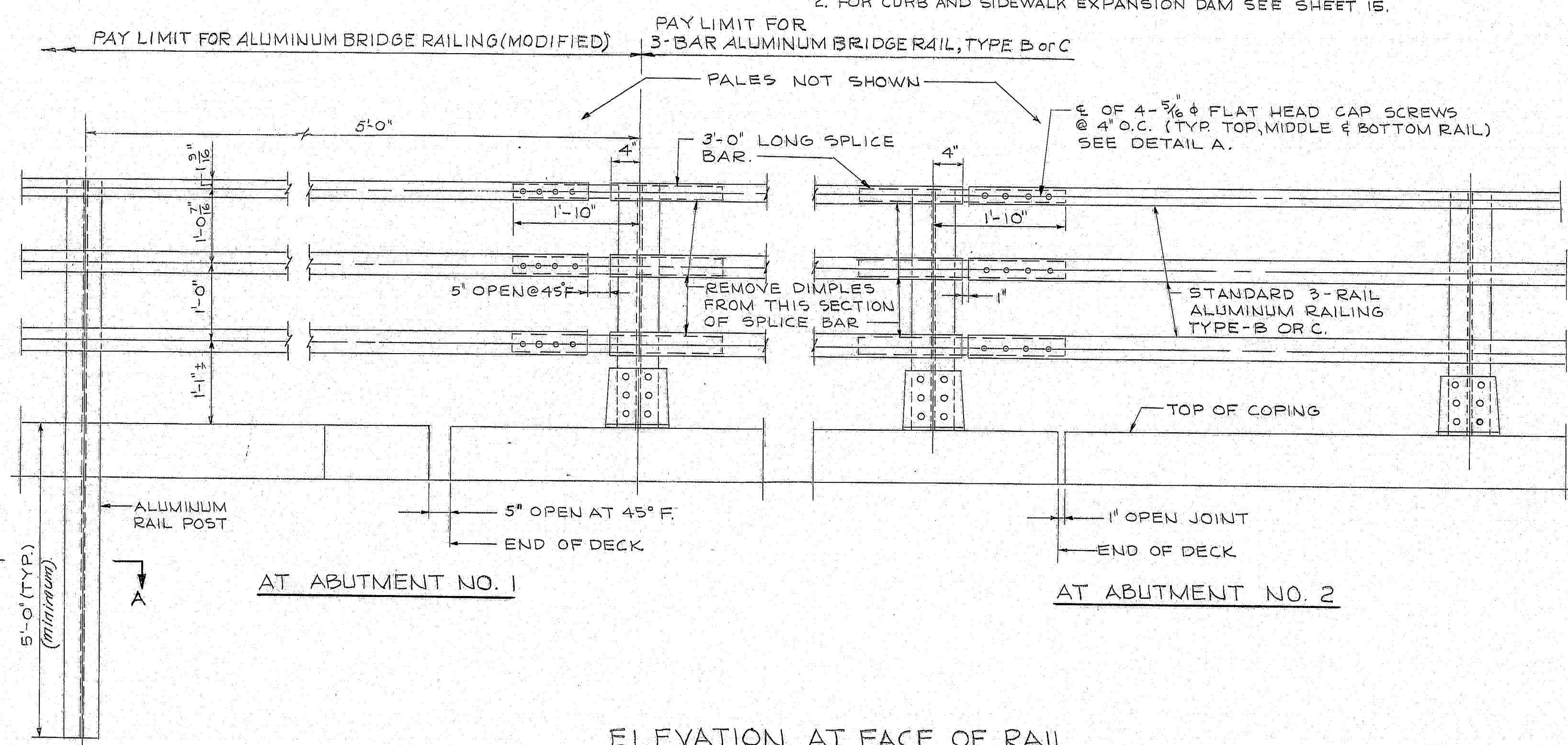
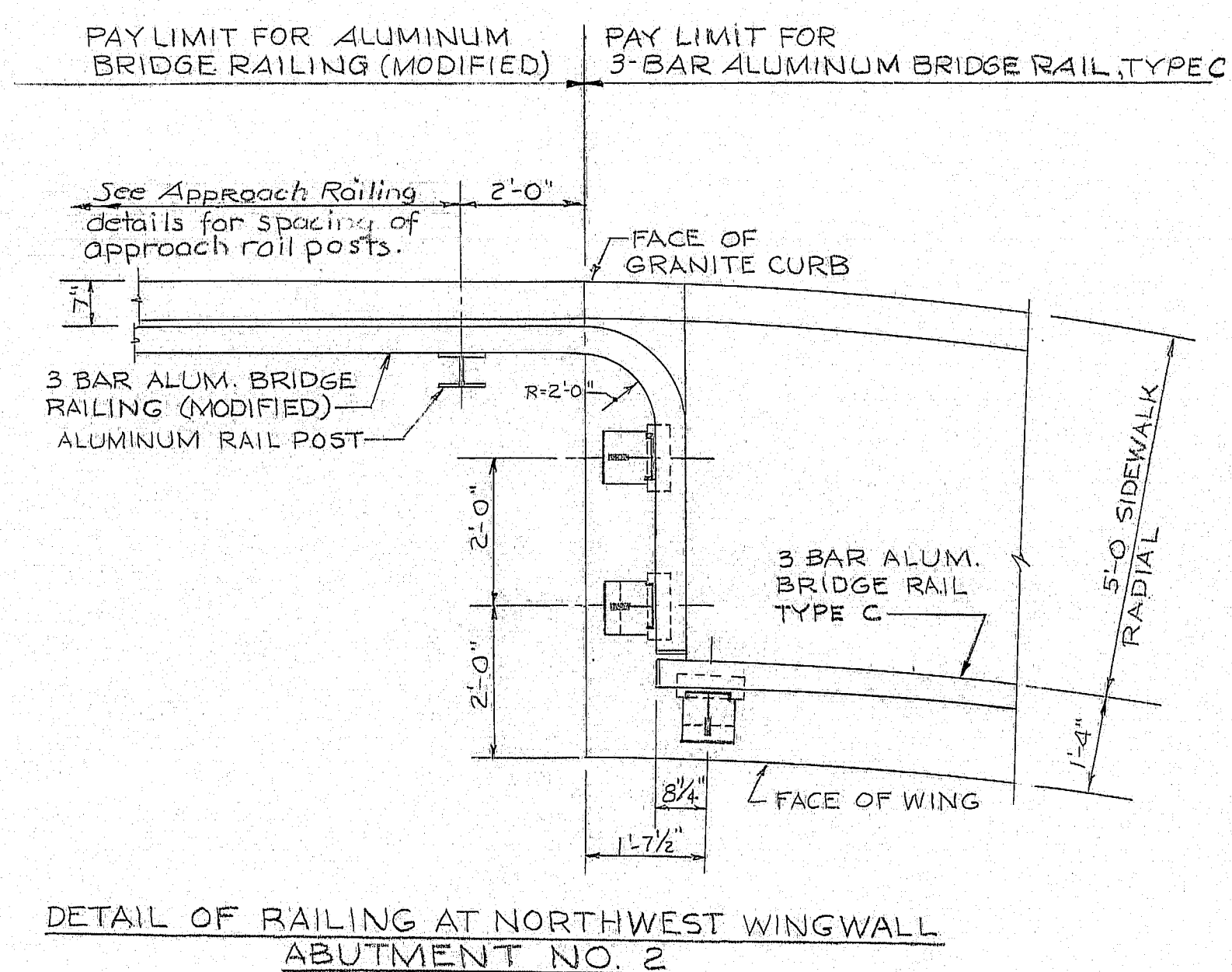
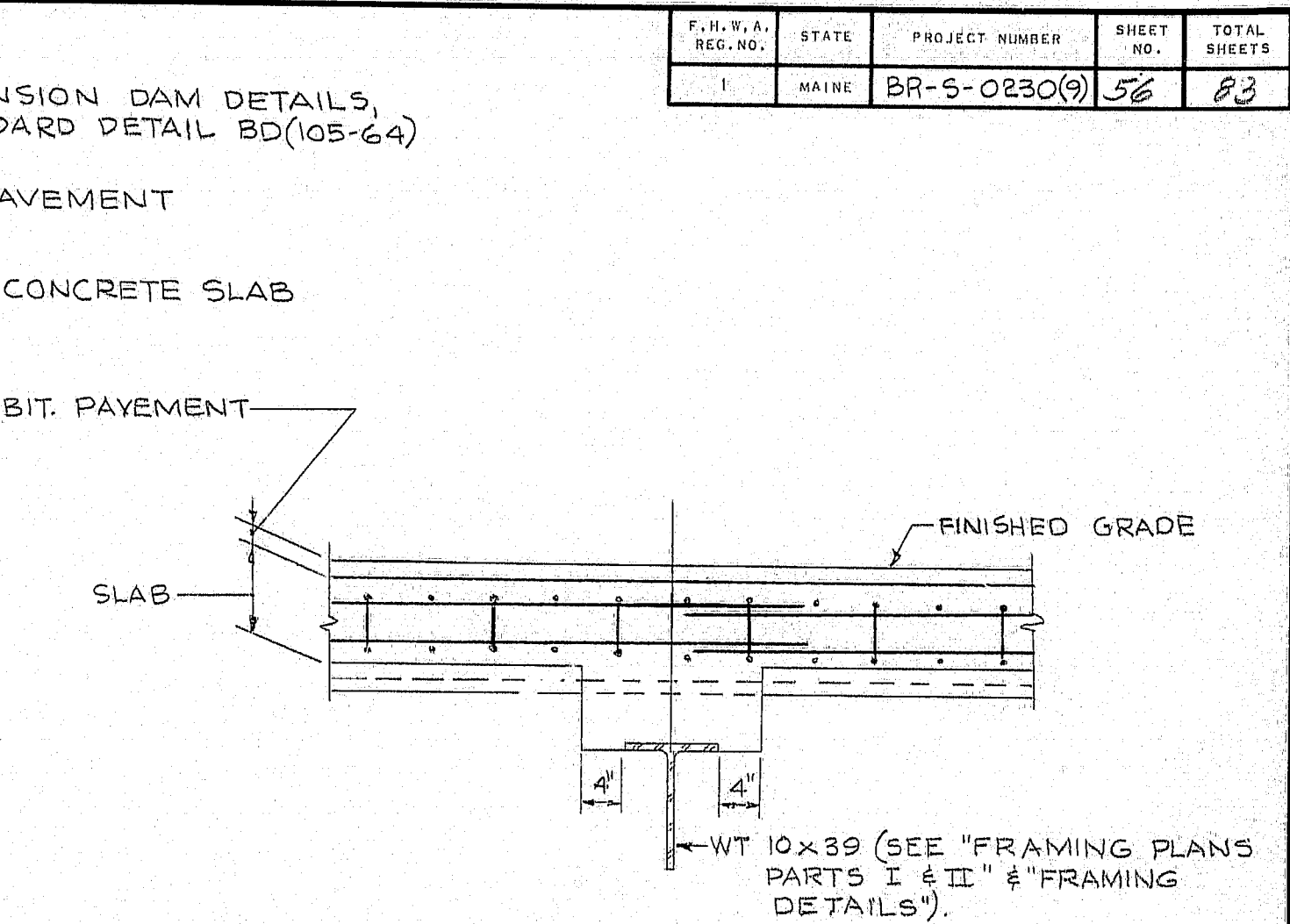
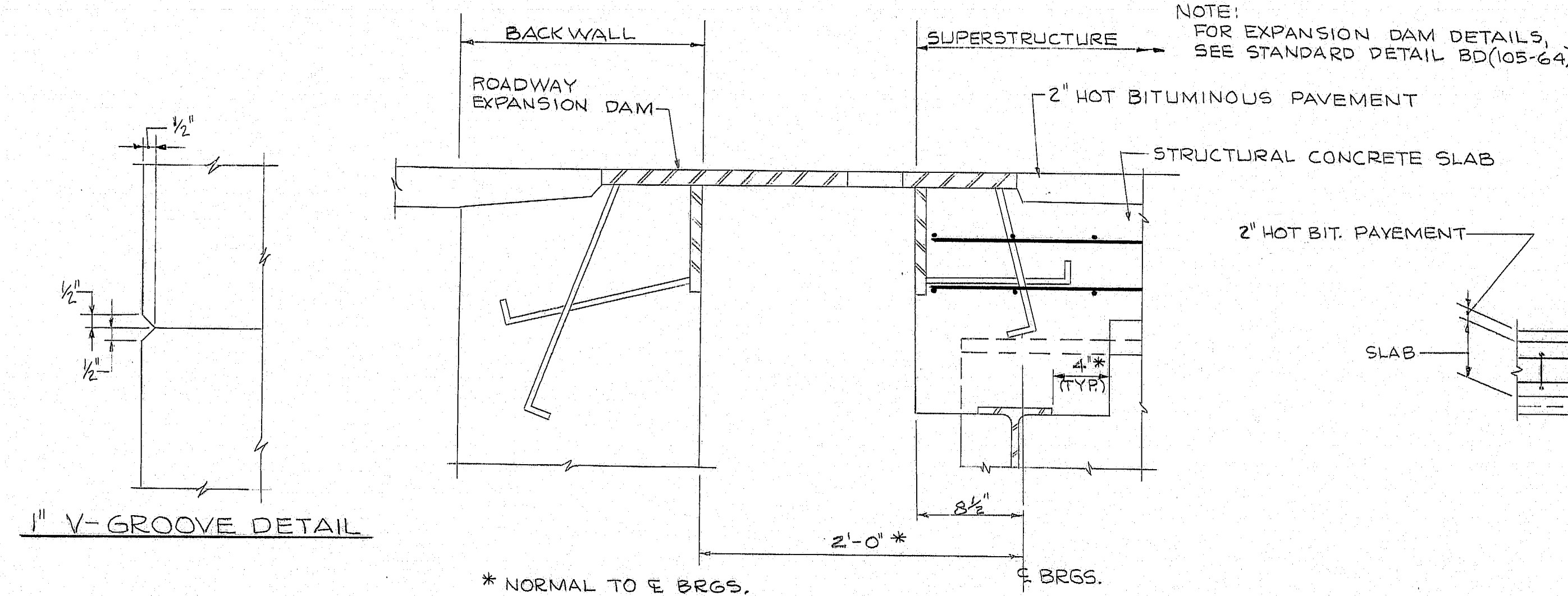
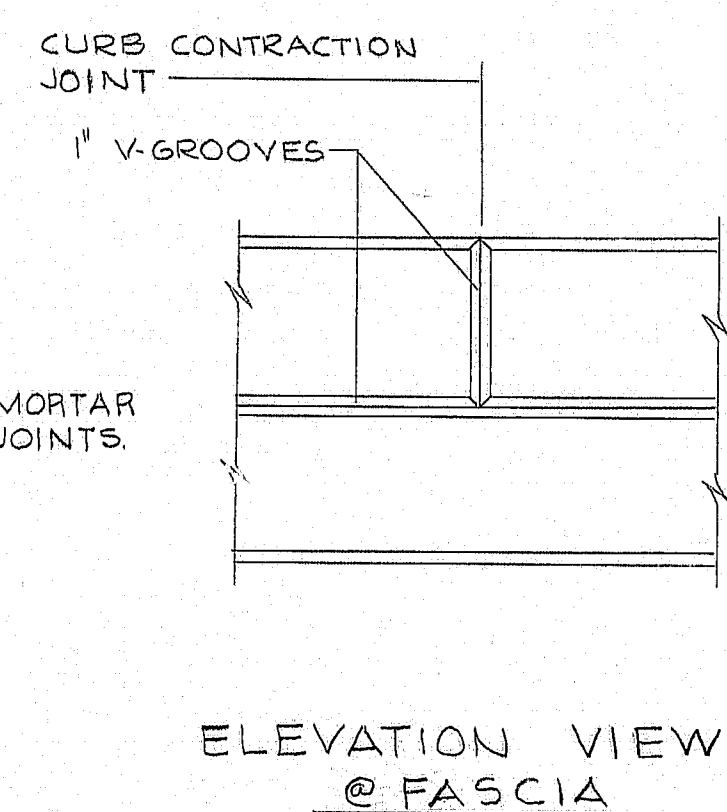
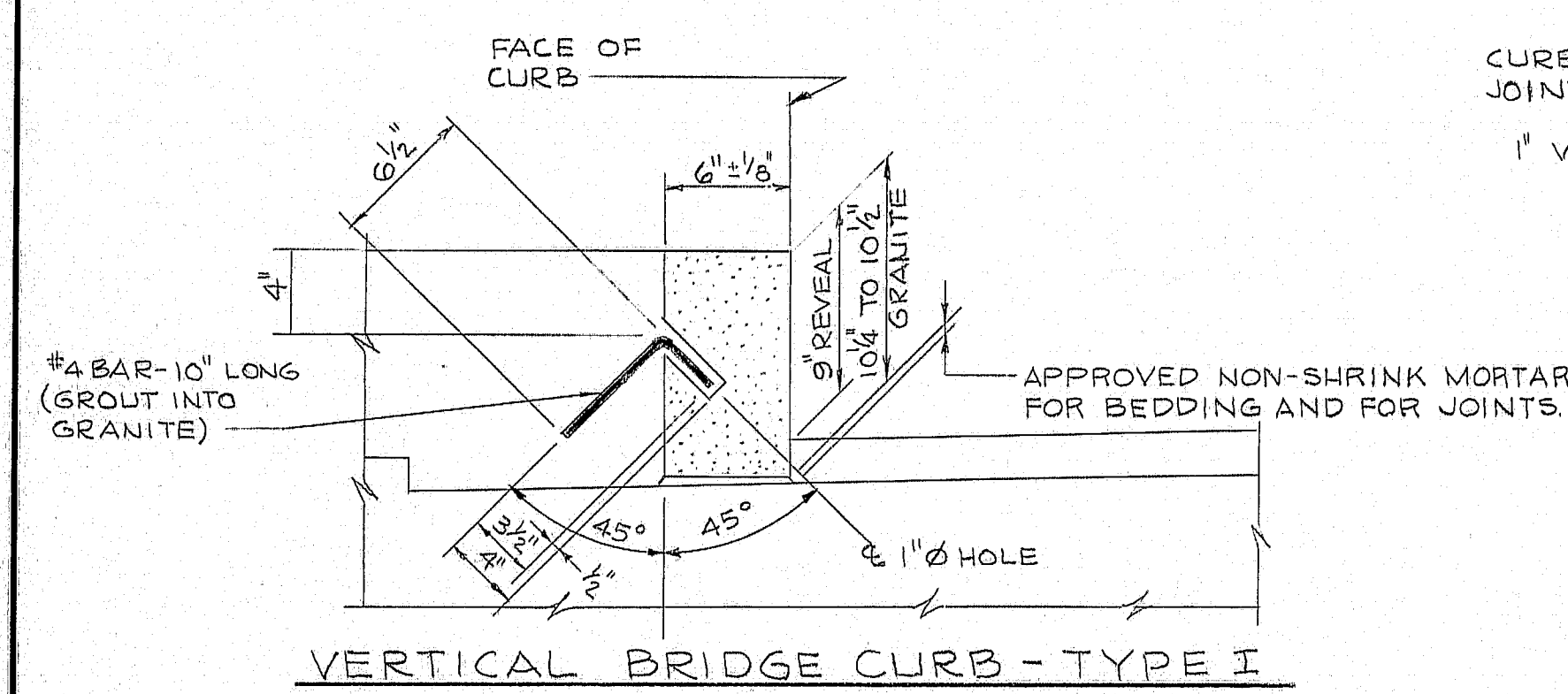
SHEET 30 OF 41 AUGUSTA, MAINE JUNE, 1973

144-161

DESIGN - DETAILED	REV.	DATE
1	AWZ	5/73
2	REB	
3	REB	
4	REB	
5	REB	
6	REB	
7	REB	
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14	REB	
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94	REB	
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96	REB	
97	REB	
98	REB	
99	REB	
100	REB	

FILE NO.	PLAN NO.
VL-59	30
DES.	R.E.B.
CHK.	R.T.L.
DR.	AWZ
CHK.	REB.
EST.	CKL
CHK.	M.H.
R. Albrecht SEER IN CHARGE	





- NOTES:
1. FOR DETAILS OF BRIDGE RAILING NOT SHOWN SEE STANDARD DETAILS (BD 115-73) AND (BD 116-73).
  2. OMIT PALES AT MODIFIED 3-BAR ALUMINUM BRIDGE RAILS.
  3. RAIL CAPS TO BE USED AT TERMINATION OF RAILS.

FILE NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
VL-59	MAINE	BR-5-0830(9)	52	83

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**MADISON BRIDGE**  
OVER  
**KENNEBEC RIVER**  
BETWEEN THE TOWNS OF  
**MADISON & ANSON**  
**SOMERSET COUNTY**  
MISCELLANEOUS DETAILS  
SHEET 31 OF 41 AUGUSTA, MAINE JUNE, 1973

144-162



BRGS. ABUT. NO. 1

127 - S 5437 @ 12"

2-S5441\*  
3-S5449\*

5-S5446\*

5-S5446\*

5-S5446\*

5-S5446\*

5-S5446\*

5-S5446\*

5-S5457\*

5-S5449\*

5-S5446\*

5-S5448\*

38-S 603 @ 12" TOP

50-S 509 @ MAX. 16" TOP  
20-S 509 @ MAX. 15" BOT.  
30-S 509 @ 6 3/4" BOT.

SPACED AS SHOWN  
ON CROSS SECTION

172-S 506 @ 12" TOP

132-S 608 @ 12" ALT. TRUSS

172-S 505 @ 12" BOT.

509

509

509

509

510

510

38-S 602 @ 12" BOT.

38-S 603 @ 12" TOP

38-S 601 @ 12" BOT.

127-S 506 @ 12" TOP

132-S 607 @ 12" ALT. TRUSS

172-S 504 @ 12" BOT.

CONST. JOINT

2-S5439\*

2-S5445\*

2-S5446\*

2-S5446\*

2-S5446\*

2-S5446\*

2-S5446\*

2-S5458\*

2-S5453\*

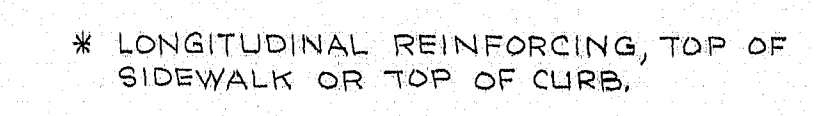
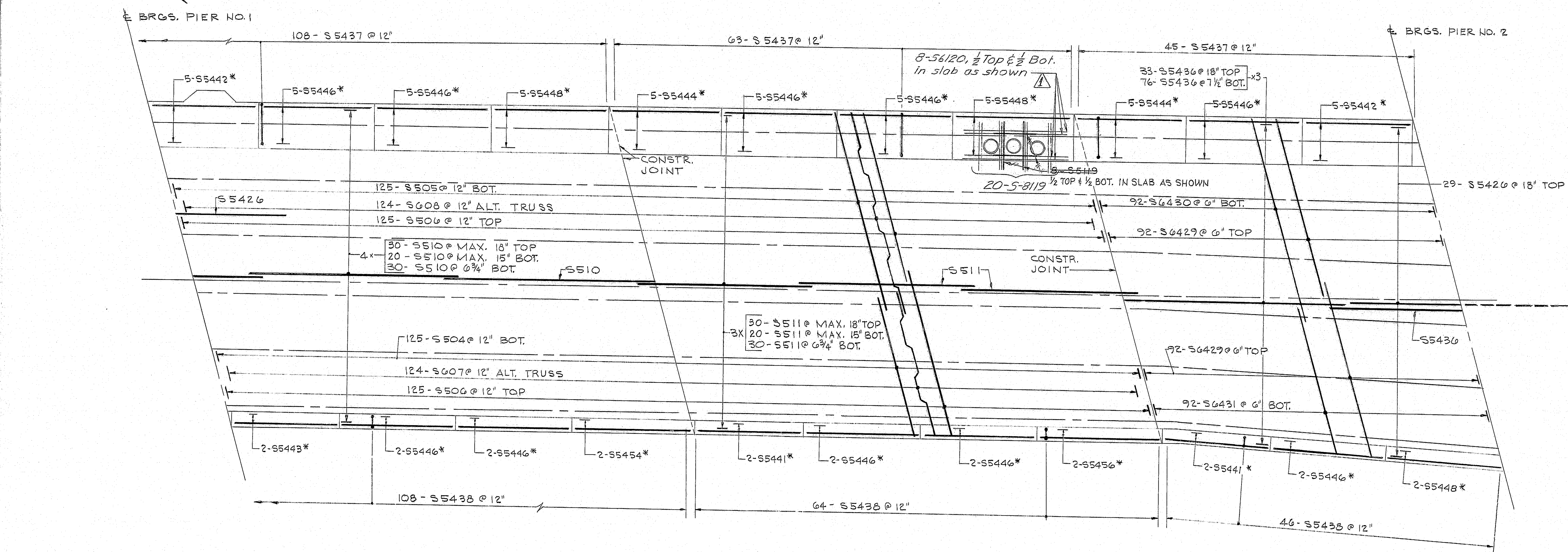
2-S5446\*

2-S5455\*

127-S 5438 @ 12"

BRGS. PIER NO. 1

29-S 5426 @ 16" TOP

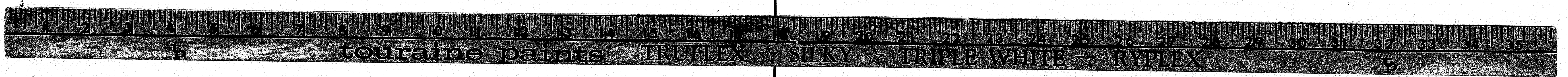


STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
MADISON BRIDGE  
OVER  
KENNEBEC RIVER  
BETWEEN THE TOWNS OF  
MADISON & ANSON  
SOMERSET COUNTY  
DECK REINFORCING - PART I

SHEET 32 OF 41      AUGUSTA, MAINE      JUNE, 1973

SHEET 32 OF 41 AUGUSTA, MAINE JUNE, 1973

144-163







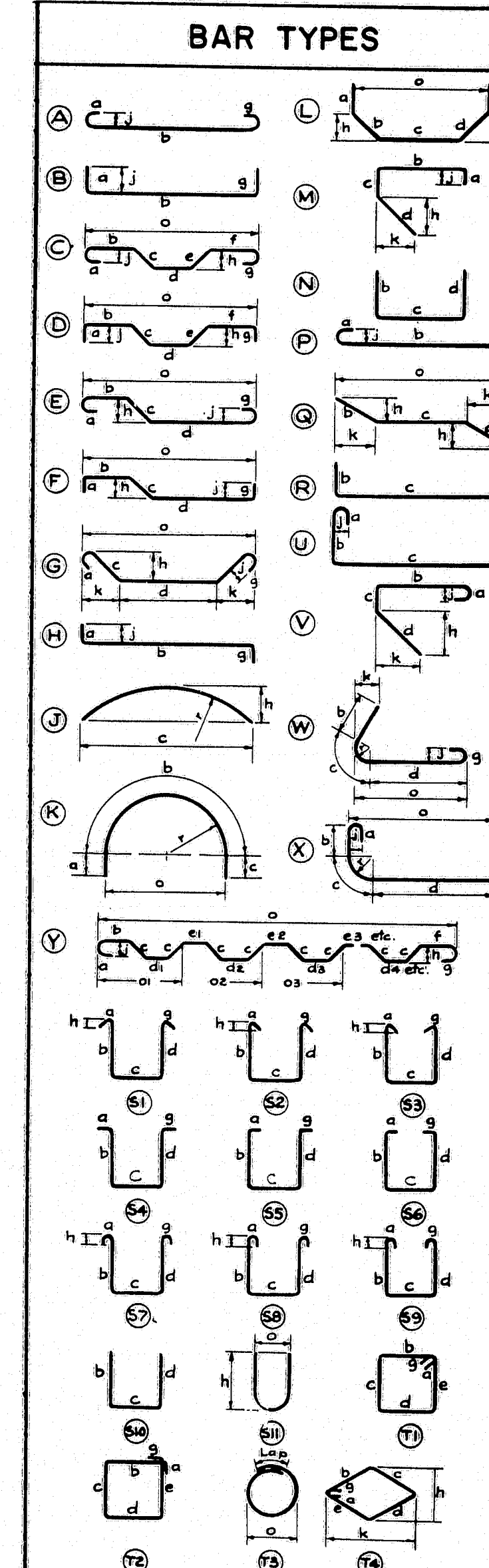


[illegible][illegible][illegible][illegible][illegible][illegible]

144-16.



DECK (CONT.)																		
MARK	SIZE	NO REQ'D	LENGTH	TYPE	BAR DIMENSIONS													
					a	b	c	d	e	f	g	h	i	k	o			
55395	5	1	18'-0"	STR														
55396	5	1	17'-6"															
55397	5	1	17'-0"															
55398	5	1	16'-6"															
55399	5	1	15'-6"															
55400	5	1	15'-0"															
55401	5	1	14'-0"															
55402	5	1	13'-6"															
55403	5	1	13'-0"															
55404	5	1	12'-6"															
55405	5	1	12'-0"															
55406	5	1	11'-6"															
55407	5	1	11'-0"															
55408	5	1	10'-6"															
55409	5	1	10'-0"															
55410	5	1	9'-6"															
55411	5	1	9'-0"															
55412	5	1	8'-6"															
55413	5	1	8'-0"															
55414	5	1	7'-6"															
55415	5	1	7'-3"															
55416	5	1	7'-0"															
55417	5	1	6'-6"															
55418	5	1	6'-0"															
55419	5	1	5'-6"															
55420	5	1	5'-0"															
55421	5	1	4'-9"															
55422	5	1	4'-6"															
55423	5	1	4'-3"															
55424	5	1	3'-9"															
55425	5	1	3'-6"															
55426	5	58	40'-0"															
55427	5	6	24'-0"	J			23'-5 1/2"							1'-5"				42'-0"
55428	5	4	21'-0"	J			20'-11 1/2"							0'-3 3/4"				65'-0"

[illegible]

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

**MADISON BRIDGE  
OVER  
KENNEBEC RIVER  
BETWEEN THE TOWNS OF  
MADISON & ANSON  
SOMERSET COUNTY**

REINFORCING SCHEDULE F- PART II

SHEET 35 OF 41 AUGUSTA, MAINE JUNE, 1973

144-166



DECK (CONT.)														
MARK	SIZE	NO. REQ'D	LENGTH	TYPE	BAR DIMENSIONS									
					a	b	c	d	e	f	g	h	i	k
S5453	5	4	12'-3"	STR										
S5454	5	2	16'-3"	—										
S5455	5	2	16'-6"	—										
S5456	5	7	16'-0"	—										
S5457	5	5	17'-8"	—										
S5458	5	2	18'-4"	—										
S5459	5	2	19'-0"	—										
S5460	5	15	14'-3"	J			14'-8" 12-3/4"			0'-7"				47'-0"
S5461	5	2	12'-8"	J			10'-5" 9-1/2"			0'-5" 0'-9 1/8"				47'-0"
S5462	5	1	10'-6"	J			8'-2"			0'-2"				47'-0"
S5463	5	2	8'-2"	J			14'-11 1/2"			0'-5"				64'-0"
S5464	5	2	15'-0"	J			15'-3"			0'-5 1/8"				64'-0"
S5465	5	2	15'-10"	J						0'-5 1/8"				64'-0"
S5466	5	18	13'-10"	L			5'-0"	8'-10"	5'-0"		3'-6"			10'-11"
S5467	5	21	9'-11"	SS			0'-7"	7'-0"	1'-4"		1'-0"			
S5468	5	21	8'-6"	N			1'-6"	7'-0"						
S5469	5	18	13'-0"	STR										
													</	

PIER NO.2														
MARK	SIZE	NO. REQ'D	LENGTH	TYPE	BAR DIMENSIONS									
					a	b	c	d	e	f	g	h	j	k
P551	8	88	7'-0"	STR										
P552	8	57	12'-11"	—										
P553	6	57	12'-11"	—										
P554	6	56	28'-10"	—										
P555	8	114	8'-0"	—										
P556	6	114	15'-3"	—										
P557	5	2	11'-6"	K	2'-11"	7'-4"	2'-11"						4'-8"	2'-4"
P558	5	2	12'-2"	K	2'-3"	7'-8"	2'-3"						4'-10"	2'-5"
P559	5	2	12'-8"	K	2'-5"	7'-10"	2'-5"						5'-0"	2'-6"
P560	5	2	13'-4"	K	2'-7"	8'-2"	2'-7"						5'-2"	2'-7"
P561	5	2	13'-10"	K	2'-9"	8'-4"	2'-9"						5'-4"	2'-8"
P562	5	2	14'-6"	K	2'-11"	8'-8"	2'-11"						5'-6"	2'-9"
P563	5	2	15'-1"	K	3'-1"	8'-11"	3'-1"						5'-8"	2'-10"
P564	5	2	15'-8"	K	3'-3"	9'-2"	3'-3"						5'-10"	2'-11"
P565	5	2	12'-2"	K	2'-5"	7'-4"	2'-5"						4'-8"	2'-4"
P566	5	2	13'-8"	K	2'-11"	7'-8"	2'-11"						4'-10"	2'-5"
P567	5	2	14'-8"	K	3'-5"	7'-10"	3'-5"						5'-0"	2'-6"
P568	5	2	16'-1"	K	3'-11"	8'-2"	3'-11"						5'-2"	2'-7"
P569	5	2	17'-2"	K	4'-5"	8'-4"	4'-5"						5'-4"	2'-8"
P570	5	2	18'-6"	K	4'-11"	8'-6"	4'-11"						5'-6"	2'-9"
P571	5	2	19'-8"	K	5'-6"	8'-11"	5'-5"						5'-8"	2'-10"
P572	5	2	21'-0"	K	5'-11"	9'-2"	5'-11"						5'-10"	2'-11"
P573	5	64	22'-8"	STR	—									
P574	6	12	22'-8"	—										
P575	5	45	8'-6"	SIO	1'-11"	4'-8"	1'-11"							
P576	5	36	8'-0"	SIO	1'-11"	4'-2"	1'-11"							
				</										

ABUTMENT NO 2														
MARK	SIZE	NO REQ'D.	LENGTH	TYPE	BAR DIMENSIONS									
					a	b	c	d	e	f	g	h	j	k
A550	5	123	3'-3"	STR										
A551	5	40	3'-6"	—										
A552	5	18	7'-0"	N										
A553	5	21	8'-8"	N		3'-8"	4'-2"							
A554	5	35	7'-9"	STR		4'-6"	4'-2"							
A555	5	41	8'-2"	—										
A556	5	79	6'-0"	—										
A557	5	5	7'-3"	—										
A558	5	6	10'-5"	N										
A559	5	1	8'-4"	N		5'-2"	0'-11"	4'-0"						
A560	5	1	13'-10"	N		3'-6"	1'-4"	8'-4"						
A561	5	2	6'-0"	N		6'-3"	1'-4"	0'-3"						
A562	5	6	24'-8"	STR		2'-0"	2'-0"	2'-0"						
A563	5	8	13'-0"	—										
A564	5	6	29'-6"	—										
A565	5	4	8'-3"	—										
A566	5	39	3'-6"	N		5'-4"	4'-2"							
A567	5	76	8'-8"	STR										
A568	5	81	6'-6"	—										
A569	5	2	6'-8"	N		2'-9"	1'-3"	2'-9"						
A470	4	40	6'-6"	N		1'-11"	2'-8"	1'-11"						
A571	5	10	31'-3"	STR										
A472	4	10	31'-3"	—										
A573	5	8	23'-3"	—										
A474	4	10	23'-3"	—										
A575	5	6	20'-2"	—										
A576	5	4	6'-6"	M			2'-0"	4'-6"			1'-9"		1'-2"	
A477	4	10	24'-3"	—										
A478	4	10	29'-6"	—										
A679	6	71	3'-6"	M			1'-9"	1'-9"			1'-0 9/16"		1'-0 9/16"	
A474	4	5	4'-0"	M			2'-0"	2'-0"			1'-3"		1'-6"	
										</				

PIER NO.1														
MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS									
					a	b	c	d	e	f	g	h	j	k
P601	8	84	7'-0"	STR										
P602	8	52	12'-11"	—										
P603	6	56	12'-11"	—										
P604	6	48	22'-8"	—										
P605	8	104	8'-0"	—										
P606	6	104	12'-6"	—										
P507	5	2	11'-6"	K	2'-1"	7'-4"	2'-1"							
P508	5	2	12'-2"	K	2'-3"	7'-8"	2'-3"						4'-8"	2'-4"
P509	5	2	12'-8"	K	2'-5"	7'-10"	2'-5"						5'-0"	2'-6"
P510	5	2	13'-4"	K	2'-7"	8'-2"	2'-7"						5'-2"	2'-7"
P511	5	2	13'-10"	K	2'-9"	8'-4"	2'-9"						5'-4"	2'-8"
P512	5	2	14'-6"	K	2'-11"	8'-8"	2'-11"						5'-6"	2'-9"
P513	5	1	15'-1"	K	3'-1"	9'-11"	3'-1"						5'-8"	2'-10"
P514	5	2	12'-0"	K	2'-5"	7'-4"	2'-5"						4'-8"	2'-4"
P515	5	2	13'-1"	K	2'-11"	7'-8"	2'-11"						4'-10"	2'-5"
P516	5	2	14'-2"	K	3'-5"	7'-10"	3'-5"						5'-0"	2'-6"
P517	5	2	15'-3"	K	3'-11"	8'-2"	3'-11"						5'-2"	2'-7"
P518	5	2	16'-5"	K	4'-5"	8'-4"	4'-5"						5'-4"	2'-8"
P519	5	2	17'-5"	K	4'-11"	8'-8"	4'-11"						5'-6"	2'-9"
P520	5	2	18'-1"	K	5'-5"	8'-11"	5'-5"						5'-8"	2'-10"
P521	5	48	21'-0"	STR										
P522	6	12	21'-0"	—										
P523	5	42	8'-6"	SIO		1'-11"	4'-8"	1'-11"						
P524	5	36	8'-0"	SIO		1'-11"	4'-2"	1'-11"						

ABUTMENT NO.2 FOOTING														
MARK	SIZE	NO. REQ'D	LENGTH	TYPE	BAR DIMENSIONS									
					a	b	c	d	e	f	g	h	j	k
A601	6	2	20'-6"	J			20'-3"					1'-3 3/8"		40'-11"
A602	6	2	20'-11"	J			20'-0"					1'-3 3/8"		41'-10"
A603	6	2	21'-4"	J			21'-1"					1'-3 3/8"		42'-9"
A604	6	2	21'-10"	J			21'-7"					1'-4 1/4"		43'-9"
A605	6	2	22'-8"	J			22'-0"					1'-4 1/2"		44'-8"
A606	6	2	22'-9"	J			22'-4"					1'-4 3/8"		45'-7"
A607	6	2	23'-2"	J			22'-3"					1'-4 3/8"		46'-6"
A608	6	2	23'-7"	J			23'-4"					1'-5'-4"		47'-6"
A609	6	2	24'-0"	J			23'-9"					1'-5'-8"		48'-5"
A610	6	36	31'-0"	STR										
A611	6	360	7'-6"	-										
A612	6	36	28'-0"	-										
A613	6	4	26'-0"	J			25'-10"					1'-5 3/8"		68'-4"
A614	6	4	25'-5"	J			25'-6"					1'-5 7/8"		67'-4"
A615	6	4	25'-4"	J			25'-2"					1'-2 3/8"		66'-4"
A616	6	4	25'-0"	J			24'-10"					1'-2 3/8"		65'-4"
A617	6	4	24'-8"	J			24'-6"					1'-2"		64'-4"
A618	6	4	24'-3"	J			24'-1"					1'-2"		63'-4"
A619	6	4	24'-0"	J			23'-10"					1'-1 7/8"		62'-4"
A620	6	4	23'-5"	J			23'-6"					1'-1 5/8"		61'-4"
A621	6	4	23'-3"	J			23'-1"					1'-1 5/8"		60'-4"
A622	6	2	4'-6"	Q		2'-5"	2'-5"					0'-9"	2'-0"	4'-5"
A623	6	2	4'-6"	Q		2'-5"	2'-5"					1'-8"	1'-5"	4'-2"

ABUTMENT NO.2 WINGWALLS														
MARK	SIZE	NO. REQ'D	LENGTH	TYPE	BAR DIMENSIONS									
					a	b	c	d	e	f	g	h	i	k
A680	5	88	2'-2"	Z										
A551	5	60	2'-6"	STR		6'-5"	1'-11"					6'-5"	0'-4 3/4"	
A539	5	26	3'-0"	-										
A533	5	16	8'-4"	-										
A554	5	34	12'-5"	-										
A585	5	23	11'-11"	-										
A586	5	22	20-11"	J			20'-9"					0'-2 3/4"		44'-4"
A597	5	20	21'-6"	J			21'-4 3/4"					0'-11"		64'-4"
A598	5	20	18'-11"	J			18'-0"					0'-7 1/2"		64'-4"
A533	5	7	12'-10"	D		1'-0"	3'-6"	3'-10"	3'-6"	1'-0"		2'-6"		10'-10"
A640	5	9	14'-0"	D		1'-0"	4'-4"	3'-10"	4'-4"	1'-0"		3'-11"		18'-0"
A541	5	47	7'-7"	SIO		3'-3"	1'-11"	3'-3"						
A542	5	7	4'-8"	STR										
A543	5	3	2'-0"	N		4'-2"	1'-11"							
A544	5	4	7'-11"	N		6'-0"	1'-11"							
A545	5	1	7'-5"	N		5'-6"	1'-11"							
A546	5	4	8'-0"	STR										
A547	5	1	5'-6"	-										
A679	6	43	3'-6"	M		1'-5"	1'-5"				1'-0 3/4"	1'-0 3/4"		



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MARK	SIZE	NO. REQD.	LENGTH	TYPE	BAR DIMENSIONS													
					a	b	c	d	e	f	g	h	i	k	o	r		
Asg01	G	14 G	14'-2"	---														
Asg02	L	20	36'-0"	---														
Asg03	G	9B	18'-0"	---														
Asg04	G	54	3'-0"	---														
Asg05	L	18	24'-0"	---														
Asg06	L	2	10'-0"	---														
Asg07	L	2	23'-0"	J					22'-3"									
Asg08	L	2	4'-10"	N		4'-10"	2'-0"						1'-5"				4'-5 3/4"	
Asg09	L	70	28'-0"	STR.														
Asg10	G	434	14'-0"	---														
Asg11	L	2	28'-0"	---														
Asg12	L	2	23'-6"	---														
Asg13	L	6	30'-0"	---														
Asg14	L	4	12'-0"	---														
Asg15	L	2	21'-6"	---														
Asg16	L	2	16'-6"	---														
Asg17	L	2	13'-3"	---														
Asg18	L	2	7'-0"	---														
Asg19	L	4	0'-0"	---														
Asg20	L	2	3'-0"	---														
Asg21	G	2	15'-0"	---														
Asg22	G	4	14'-9"	---														
Asg23	G	4	14'-6"	---														
Asg24	G	4	14'-0"	---														
Asg25	G	4	13'-3"	---														
Asg26	G	54	13'-6"	---														
Asg27	G	4	13'-3"	---														
Asg28	G	8	13'-0"	---														
Asg29	G	8	12'-9"	---														
Asg30	G	6	12'-6"	---														
Asg31	G	8	12'-3"	---														
Asg32	G	24	12'-0"	---														
Asg33	G	30	14'-3"	---														
Asg34	L	12	21'-6"	---														
Asg35	L	2	18'-0"	---														
Asg36	L	2	15'-6"	---														
Asg37	L	2	2'-0"	---														
Asg38	L	2	9'-6"	---														
Asg39	L	2	6'-6"	---														
Asg40	L	4	22'-6"	J				22'-4 3/4"						0-11 3/4"			65'-3 3/4"	

[illegible][illegible]

PLANS	DESIGN - DETAILED	BY		DATE
	CHECKED	J.S.	P.S.	5/73
	REVISIONS	R.E.B.		5/73
	FIELD CHANGES			

VL-59  
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