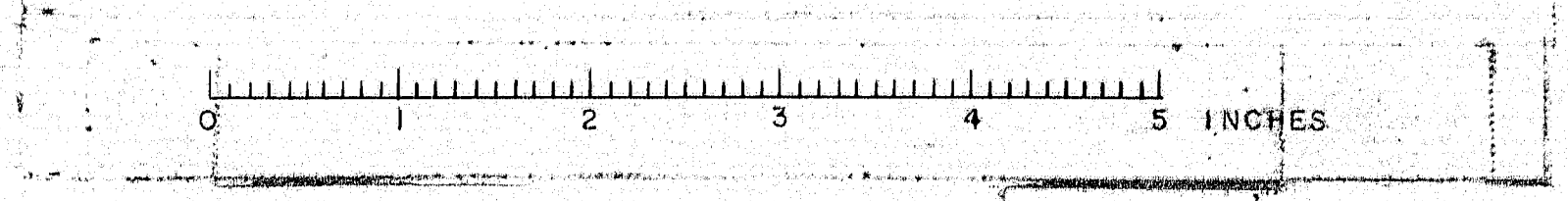
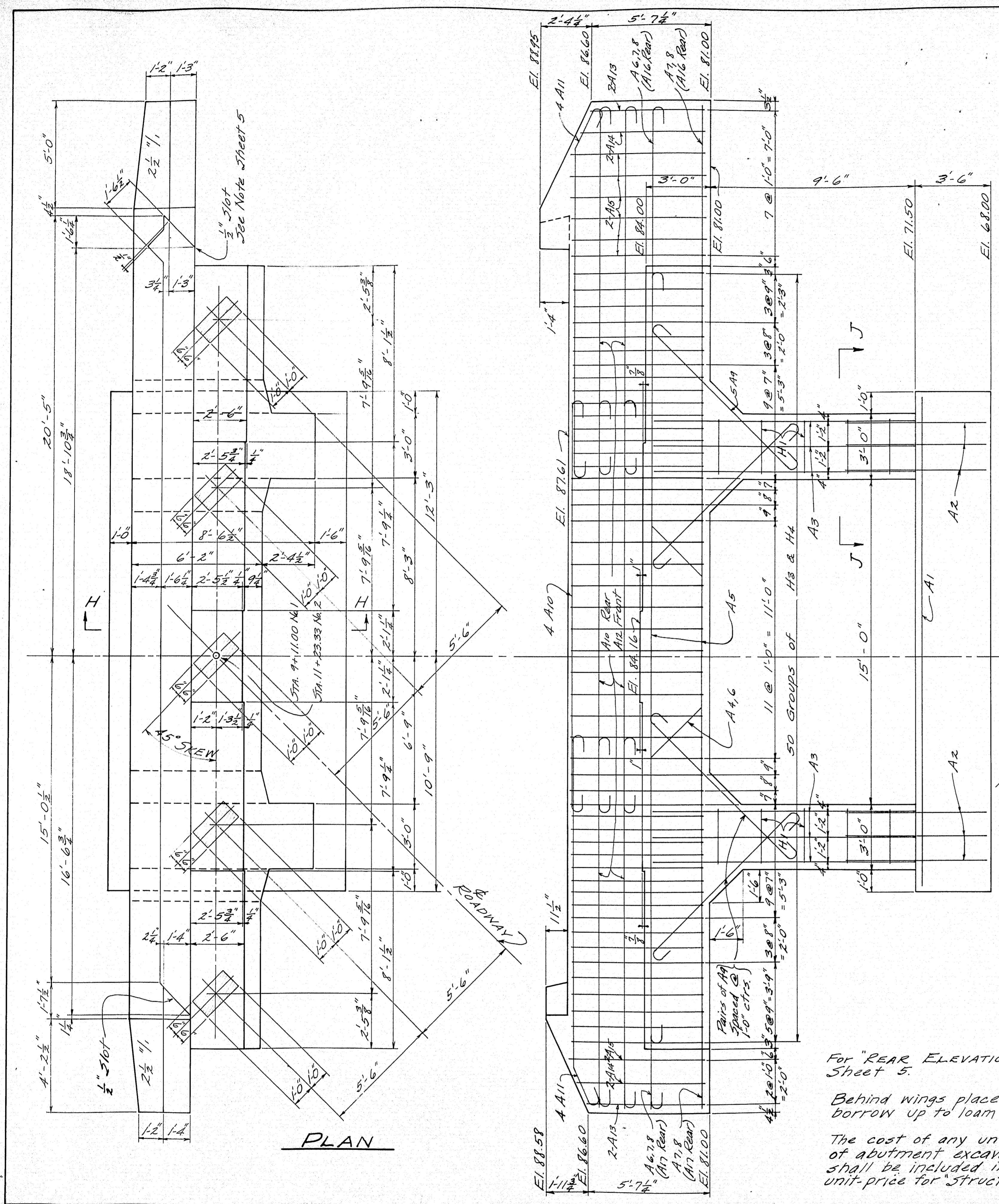


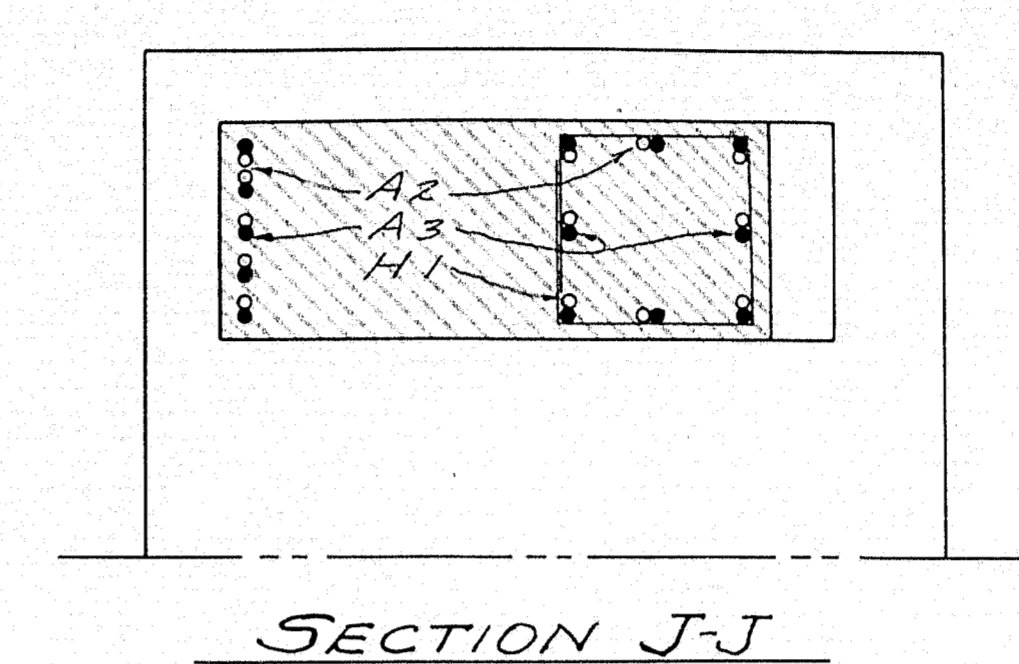
DRAWN - Beckman	TOWN	01-12
CHECK - [initials]	BRIDGE	2619
STATE HIGHWAY COMMISSION		
BRIDGE DIVISION		
NORTH PARISH BRIDGE		
OVER		
NEZINSCOT RIVER		
IN THE TOWN OF		
TURNER		
ANDROSCOGGIN COUNTY		
APPROACH CROSS SECTIONS		
SHEET 2 of 7 AUGUSTA, ME. SEPT. 1941		

40-19



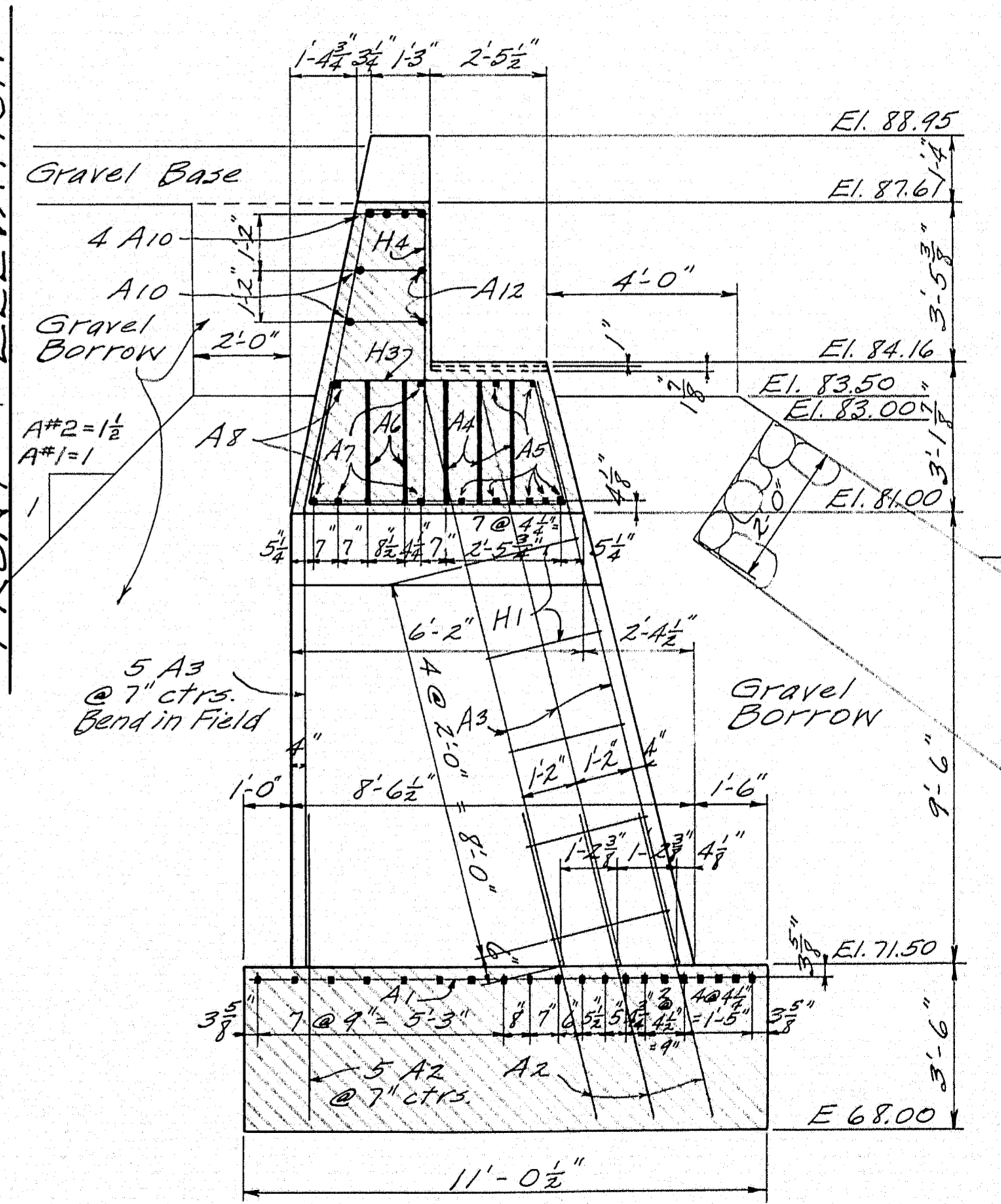


PLAN

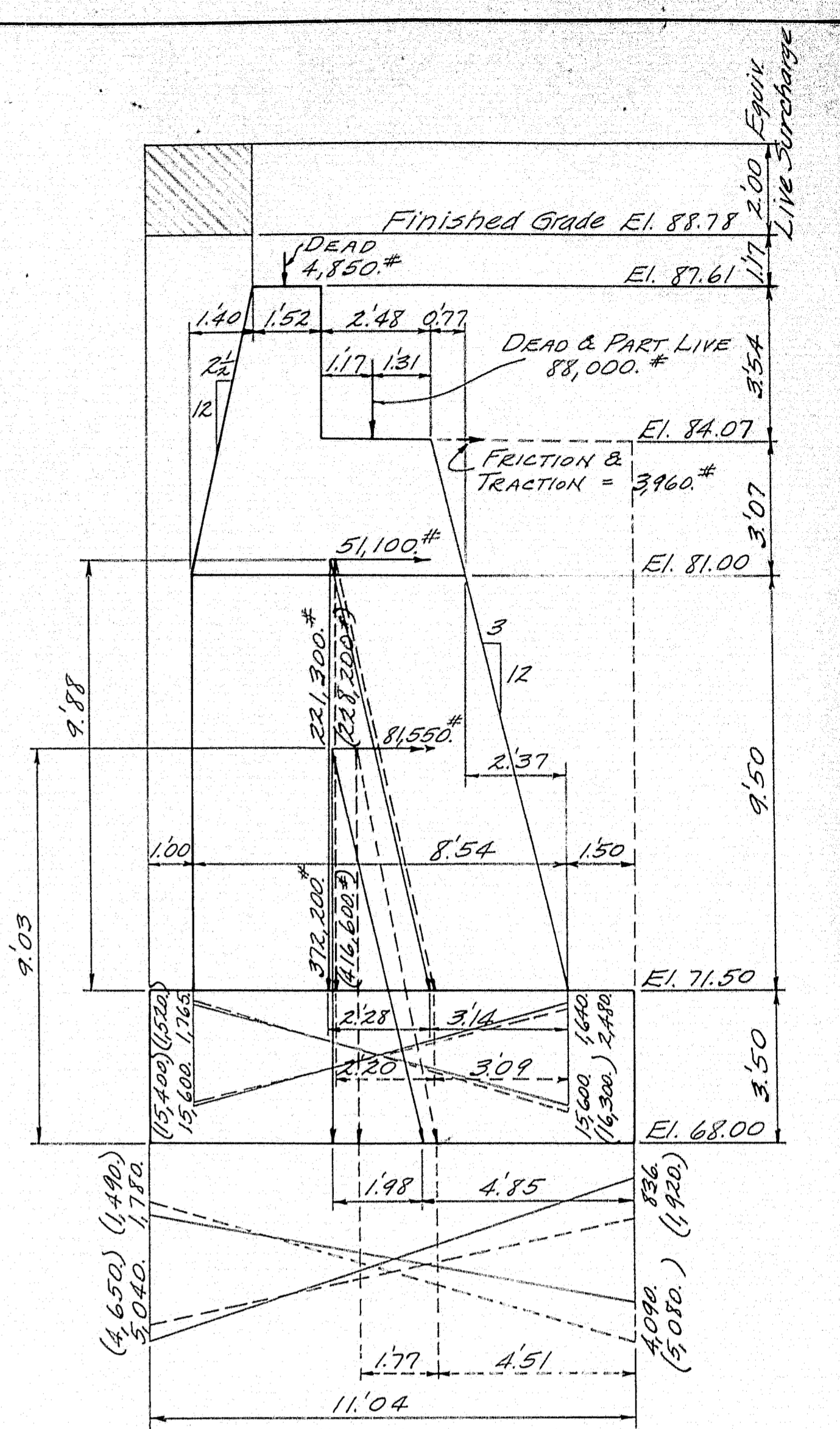


SECTION J-J

FRONT ELEVATION



SECTION H-H



ANALYSES

Figures in parentheses indicate weight & pressure only if earth in front has been included. Pressures are in pounds per square foot and the larger heel pressures exist when all horizontal thrusts are zero.

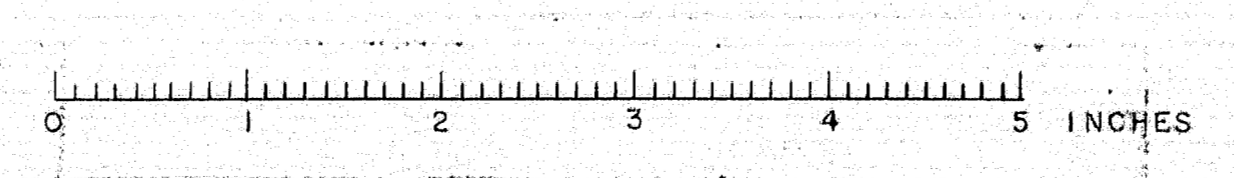
For "REAR ELEVATION" see Sheet 5.

Behind wings place gravel borrow up to loam & rip-rap.

The cost of any unwatering of abutment excavation pits shall be included in the contract. unit-price for "Struct. Excav. Abutts."

All concrete in abutments to be Class A. Abutments are alike. Cross hatched bearing areas are to be dressed to exact elevation. Place reinforcing steel in cap so that no steel will be encountered in drilling for anchor bolts.

DESIGN & TRACED - <i>Goodman</i>	TOWN	01-12
CHECK - <i>SW</i>	BRIDGE	2619
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
NORTH PARISH BRIDGE OVER NEZINSCOT RIVER IN THE TOWN OF TURNER ANDROSCOGGIN COUNTY ABUTMENTS		
SHEET 3 of 7 AUGUSTA, ME. SEPT. 1941		



**REINFORCING STEEL**

STRAIGHT			
MARK	SIZE	No.	LENGTH
P1	3/8" φ	112	6'-0"
P2	3/8" φ	224	12'-0"
P3	3/8" φ	88	18'-3"
A1	1" φ	40	22'-6"
A2	3/8" φ	52	6'-6"
A3	3/8" φ	52	12'-8"
A5	1 1/2" φ	14	35'-6"
A7	"	6	46'-2"
A8	"	4	36'-11"
A12	1/2" φ	12	16'-9"
A13	"	8	5'-5"
A14	"	8	5'-11"
A15	"	28	6'-3"
F40	1/2" φ	300	25'-7"
F41	3/8" φ	14	35'-1 1/2"
F42	"	64	7'-6"
F43	"	50	6'-0"
R1	3/8" φ	132	6'-0 1/2"
R2	"	132	5'-8"
R3	"	132	5'-9 1/2"
F45	"	96	24'-0"

**BENT**

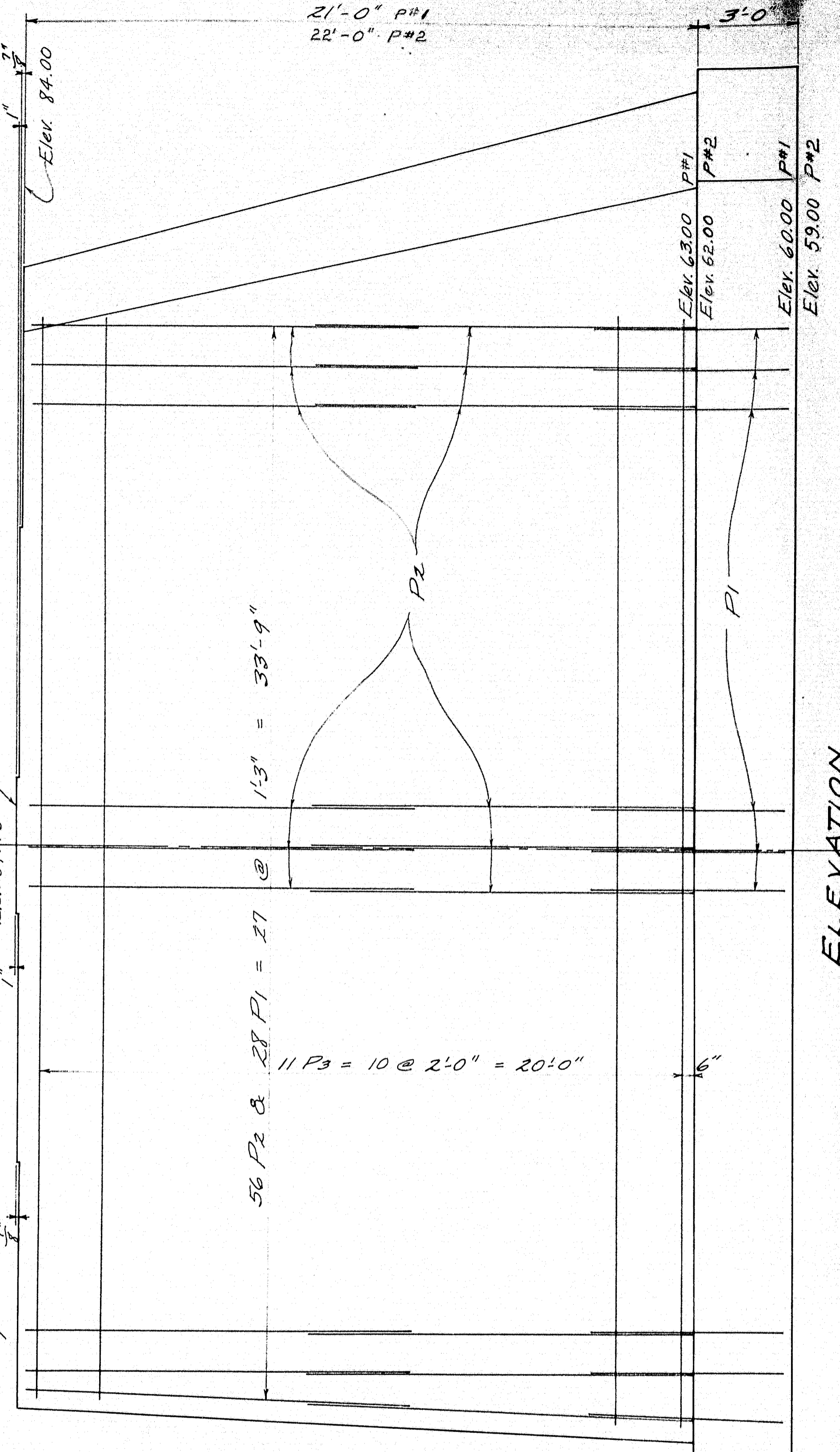
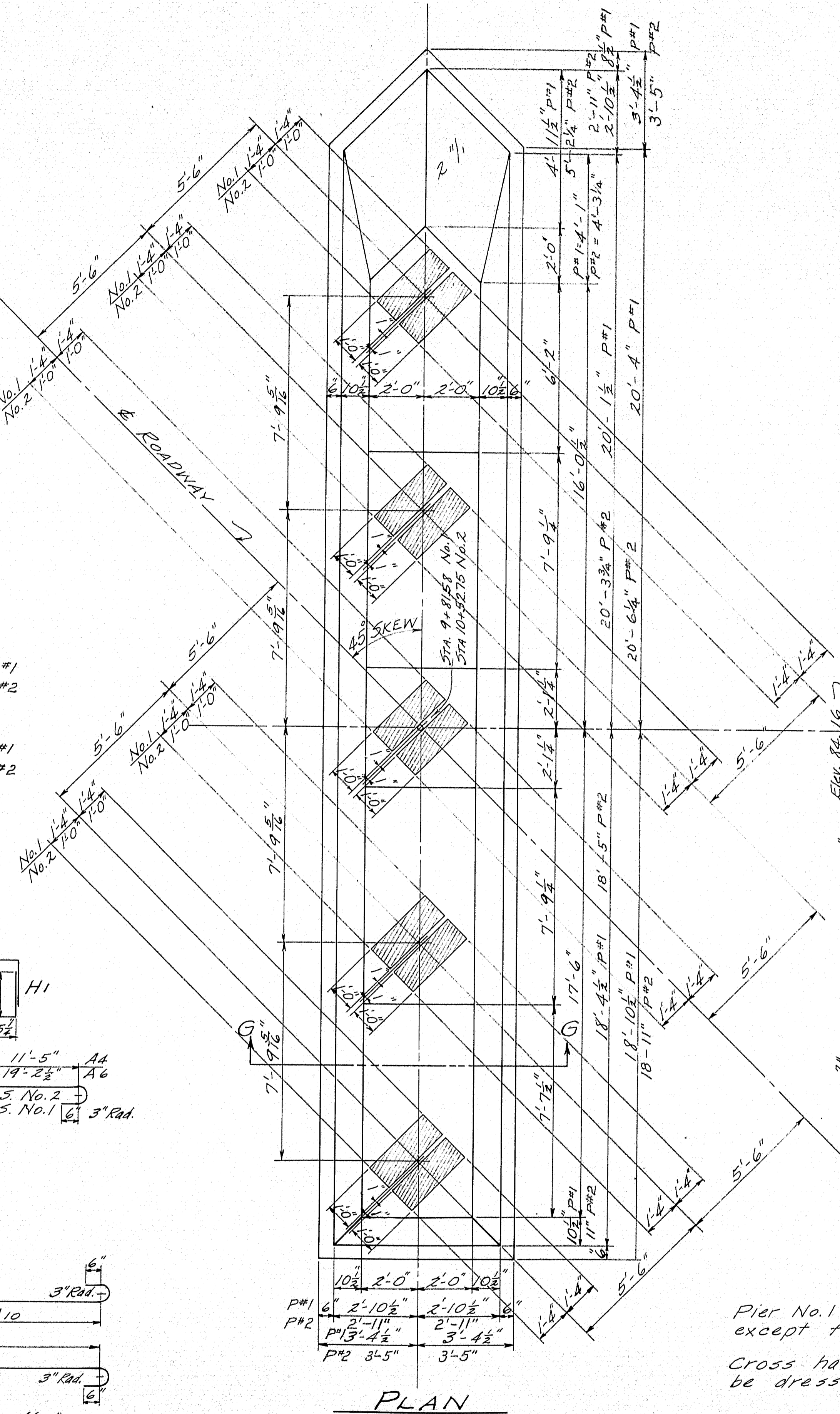
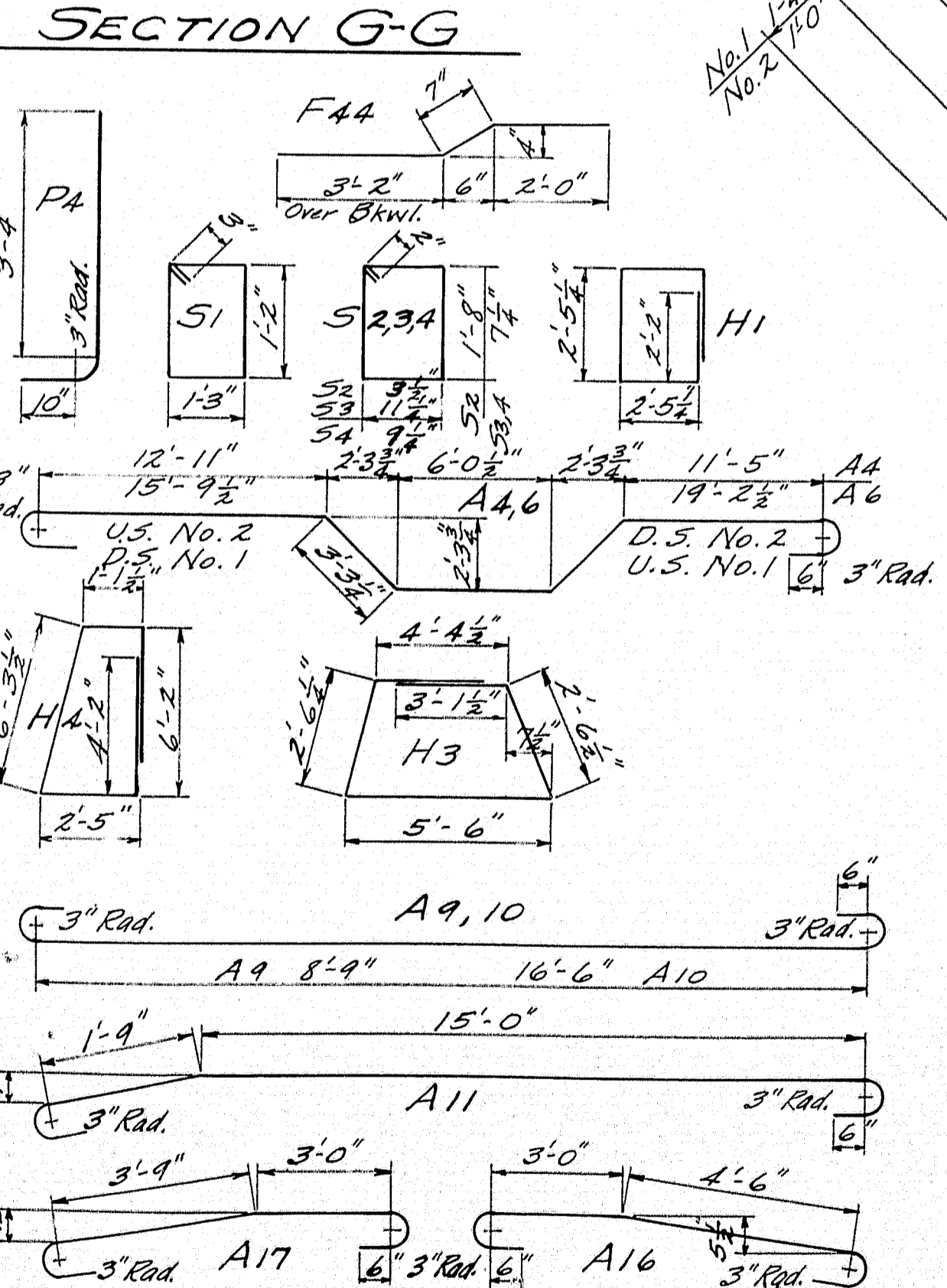
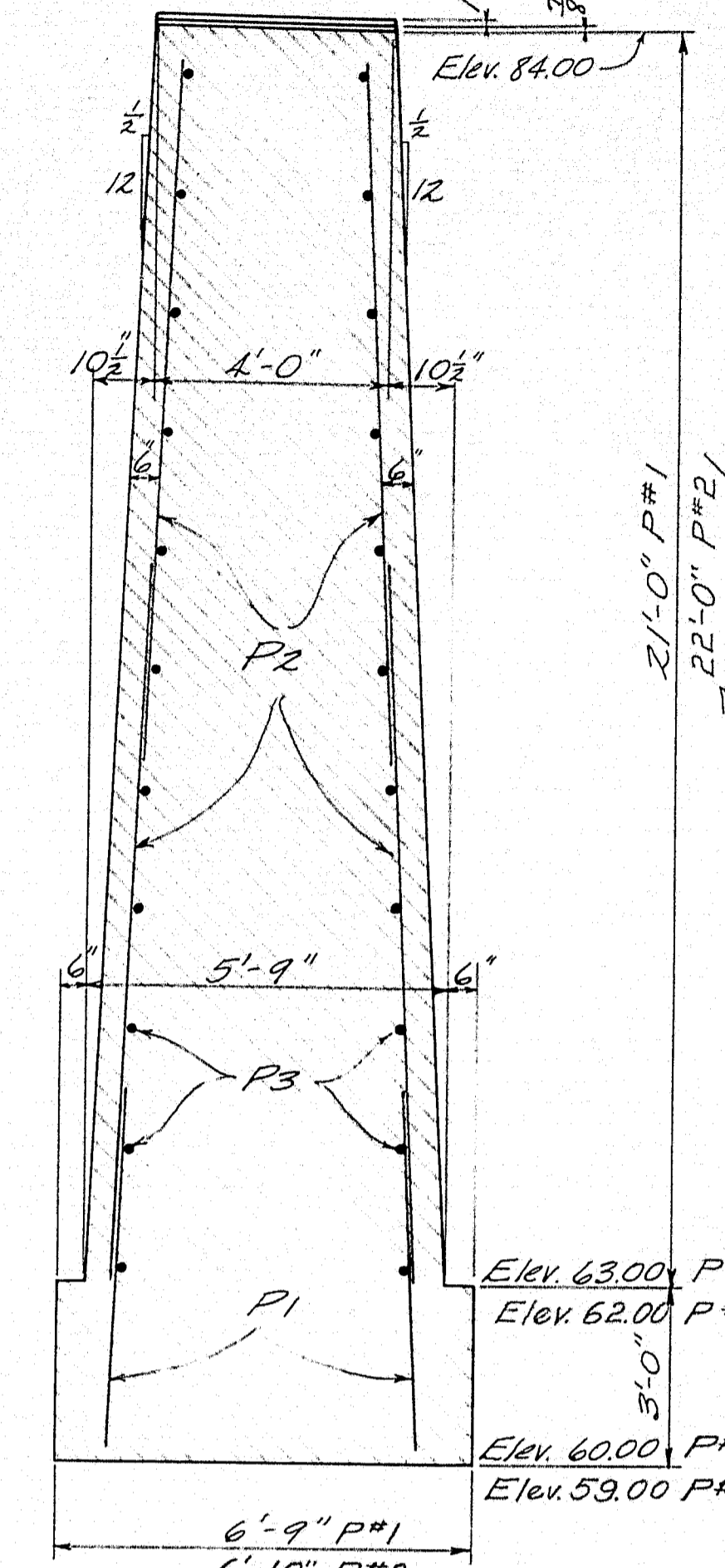
2'-5 1/2" Rad. A B C D E F G

MARK	SIZE	No.	A	B	C	D	E	F	G	TOTAL
F2	3/8" φ	123	2'-8 1/2"	2'-2 1/2"	2'-3 1/2"	2'-3 1/2"	2'-3 1/2"	2'-3 1/2"	2'-3 1/2"	27'-0 1/2"
F4	"	2	"	"	"	"	"	"	"	2'-0 1/2"
F6	"	6	"	"	"	"	"	"	"	0'-10 1/2"
F8	"	6	"	"	"	"	"	"	"	2'-2 1/2"
F10	"	6	"	"	"	"	"	"	"	1'-0 1/2"
F12	"	6	"	"	"	"	2'-10 1/2"	"	"	20'-9 1/2"
F14	"	6	"	"	"	"	1'-8 1/2"	"	"	19'-7 1/2"
F16	"	6	"	"	"	"	0'-6 1/2"	"	"	18'-5 1/2"
F18	"	6	"	"	"	"	1'-10 1/2"	"	"	17'-1 1/2"
F20	"	6	"	"	"	"	0'-8 1/2"	"	"	15'-11 1/2"
F22	"	6	"	"	"	"	2'-6 1/2"	"	"	14'-3 1/2"
F24	"	6	"	"	"	"	1'-4 1/2"	"	"	13'-6 1/2"
F26	"	6	"	"	"	"	2'-8 1/2"	"	"	12'-3"
F28	"	6	"	"	"	"	1'-6 1/2"	"	"	11'-1"
F30	"	6	"	"	"	"	0'-4 1/2"	"	"	9'-7 1/2"
F32	"	6	"	"	"	"	2'-2 1/2"	"	"	8'-7 1/2"

MARK	SIZE	No.	H	LENGTH
F1	3/8" φ	252	24'-3 1/2"	26'-2 1/2"
F3	"	12	23'-2 1/2"	25'-1 1/2"
F5	"	12	22'-0 1/2"	23'-11 1/2"
F7	"	12	20'-10 1/2"	22'-9"
F9	"	12	19'-8 1/2"	21'-7 1/2"
F11	"	12	18'-6 1/2"	20'-5 1/2"
F13	"	12	17'-4 1/2"	19'-3 1/2"
F15	"	12	16'-2 1/2"	18'-11 1/2"
F17	"	12	15'-0 1/2"	16'-11 1/2"
F19	"	12	13'-10 1/2"	15'-9 1/2"
F21	"	12	12'-8 1/2"	14'-7 1/2"
F23	"	12	11'-6 1/2"	13'-5 1/2"
F25	"	12	10'-4 1/2"	12'-3 1/2"
F27	"	12	9'-2 1/2"	11'-1 1/2"
F29	"	12	8'-0 1/2"	9'-9 1/2"
F31	"	12	6'-10 1/2"	8'-2 1/2"
F33	"	12	5'-8 1/2"	7'-7 1/2"
F35	"	12	5'-1 1/2"	7'-0 1/2"
F37	"	12	4'-6 1/2"	6'-5 1/2"
F39	"	12	3'-11 1/2"	5'-10 1/2"
F41	"	12	3'-4 1/2"	5'-3 1/2"
F43	"	12	2'-9 1/2"	4'-8 1/2"

MARK	SIZE	No.	LENGTH	LOCATION
H1	1/2" φ	20	11'-7 1/2"	Abut. Columns
A4	1 1/4" φ	6	39'-6"	Caps
A6	"	4	50'-2"	"
H3	1/2" φ	100	16'-9 1/2"	"
H4	"	100	18'-2"	"
A9	3/8" φ	40	11'-4"	Col. & Caps
A10	"	20	19'-1"	BKW.
A11	"	16	19'-4"	& Wings
A16	"	4	10'-1"	Wings Tied To A8
A17	"	4	9'-4"	"
F47	5/8" φ	50	5'-9"	Slab Thick at Abut.
S1	5/8" φ	440	5'-4"	Curbs
S2	"	396	4'-3"	& Bottom Bars
S3	"	12	3'-5"	End Posts
S4	"	204	3'-1"	Intermed. Posts
P4	3/4" φ	288	4'-6 1/2"	Rail Posts

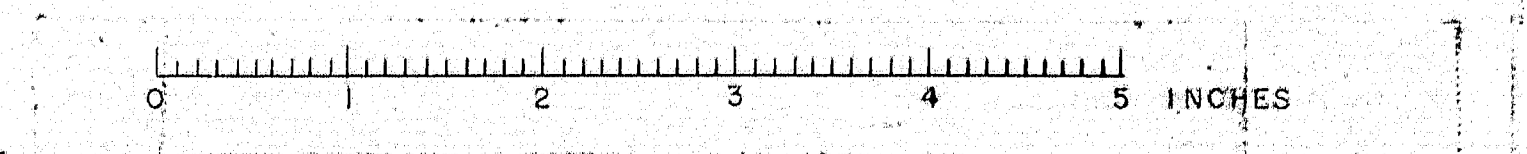
Dimensions are to center of bars.

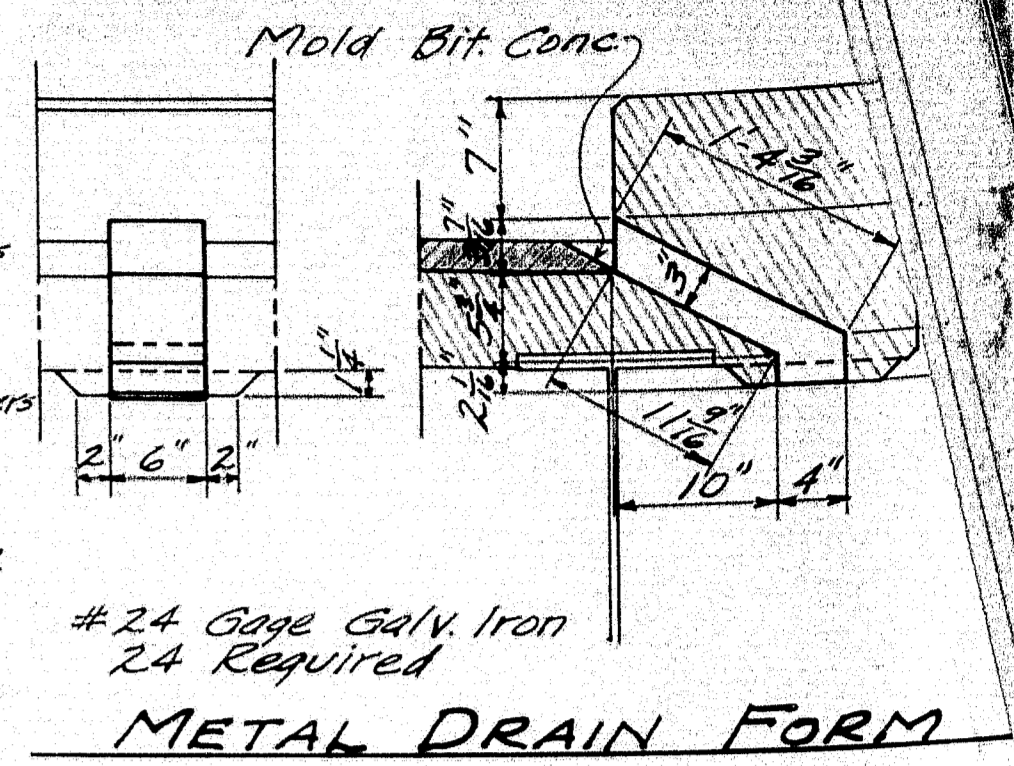
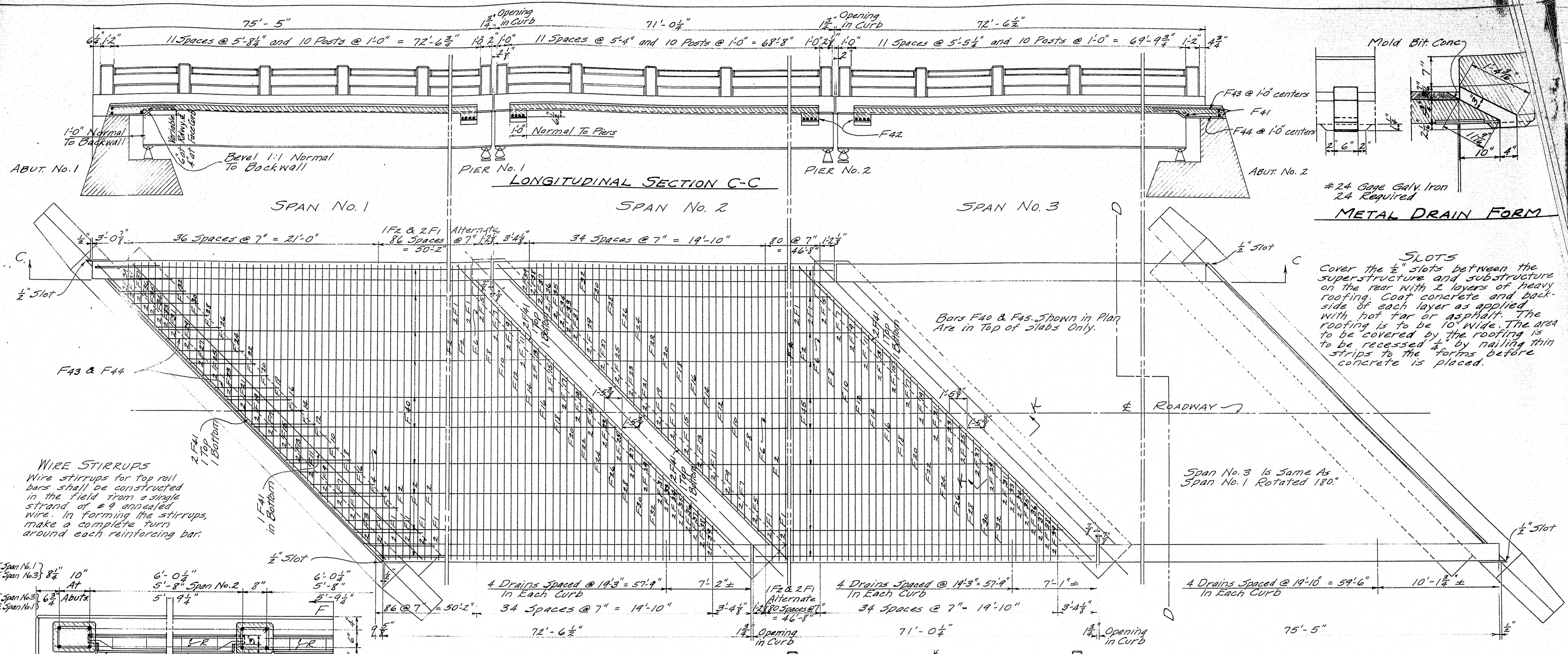


Pier No.1 and Pier No.2 are identical except for size of bearing areas.  
Cross hatched bearing areas are to be dressed to exact elevation.

Revised in red as built 11-25-42 B.C.L.

DESIGN & TRACED - Beckman  
CHECK - G.D. & Co.  
TOWN BRIDGE 01-12 2619  
STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
**NORTH PARISH BRIDGE**  
OVER  
**NEZINSCOT RIVER**  
IN THE TOWN OF  
**TURNER**  
ANDROSCOGGIN COUNTY  
PIERS & REINFORCING STEEL  
SHEET 4 of 7 AUGUSTA, ME. SEPT 1941

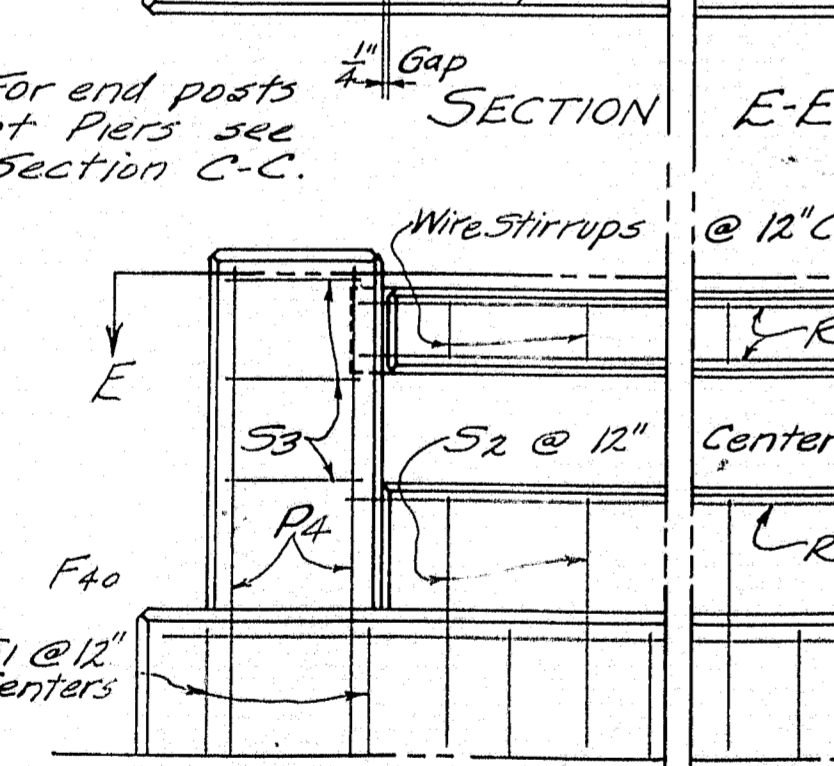




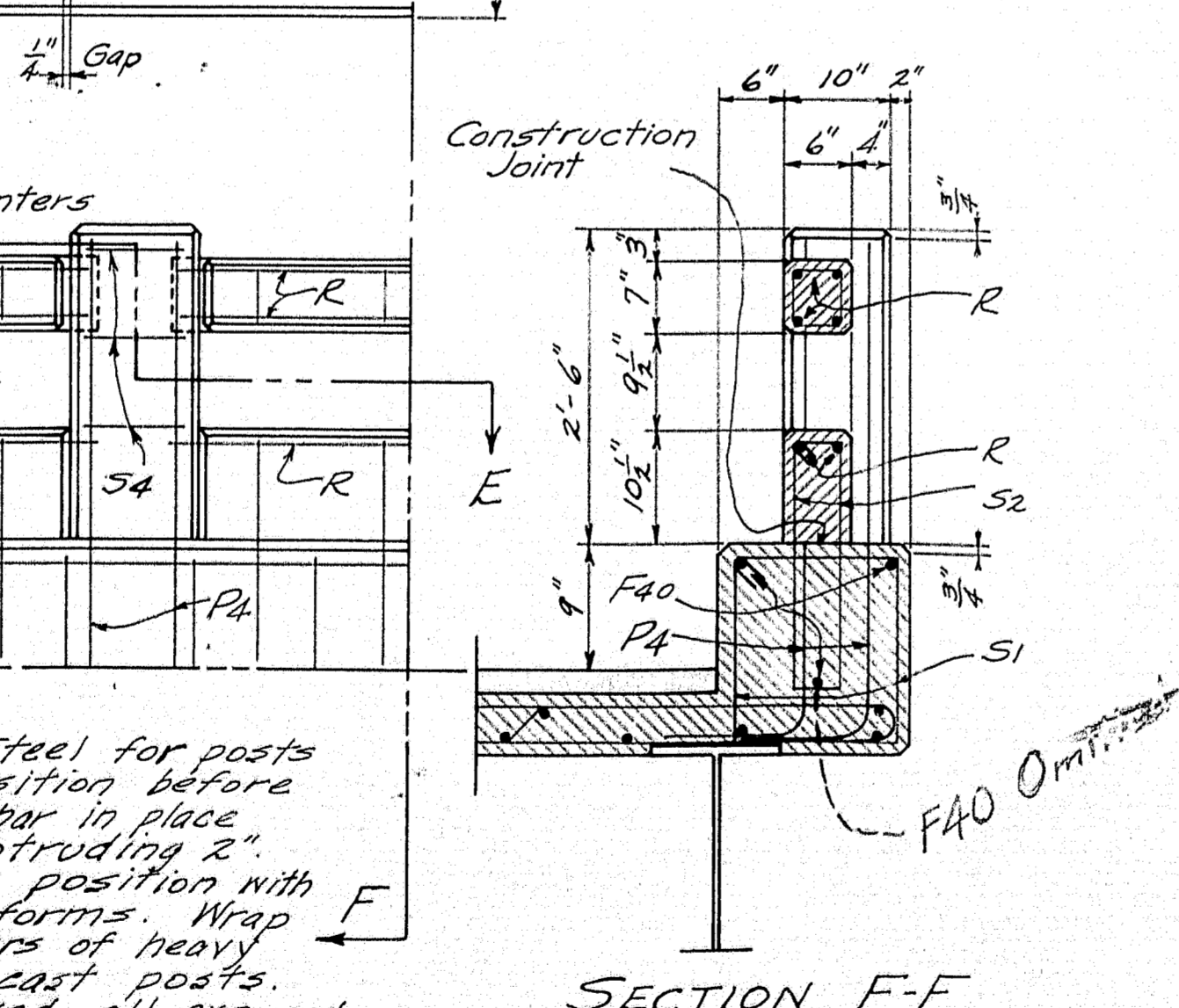
**SLOTS**  
Cover the  $\frac{1}{2}$ " slots between the superstructure and substructure on the rear with 2 layers of heavy roofing. Coat concrete and backside of each layer as applied with hot tar or asphalt. The roofing is to be 10" wide. The area to be covered by the roofing is to be recessed  $\frac{1}{2}$ " by nailing thin strips to the forms before concrete is placed.

**WIRE STIRRUPS**  
Wire stirrups for top rail bars shall be constructed in the field from a single strand of #9 annealed wire. In forming the stirrups, make a complete turn around each reinforcing bar.

U.S. Span No. 1 8" 10"  
D.S. Span No. 3 8" 10"  
At  
U.S. Span No. 3 6" 8"  
D.S. Span No. 1 6" 8"



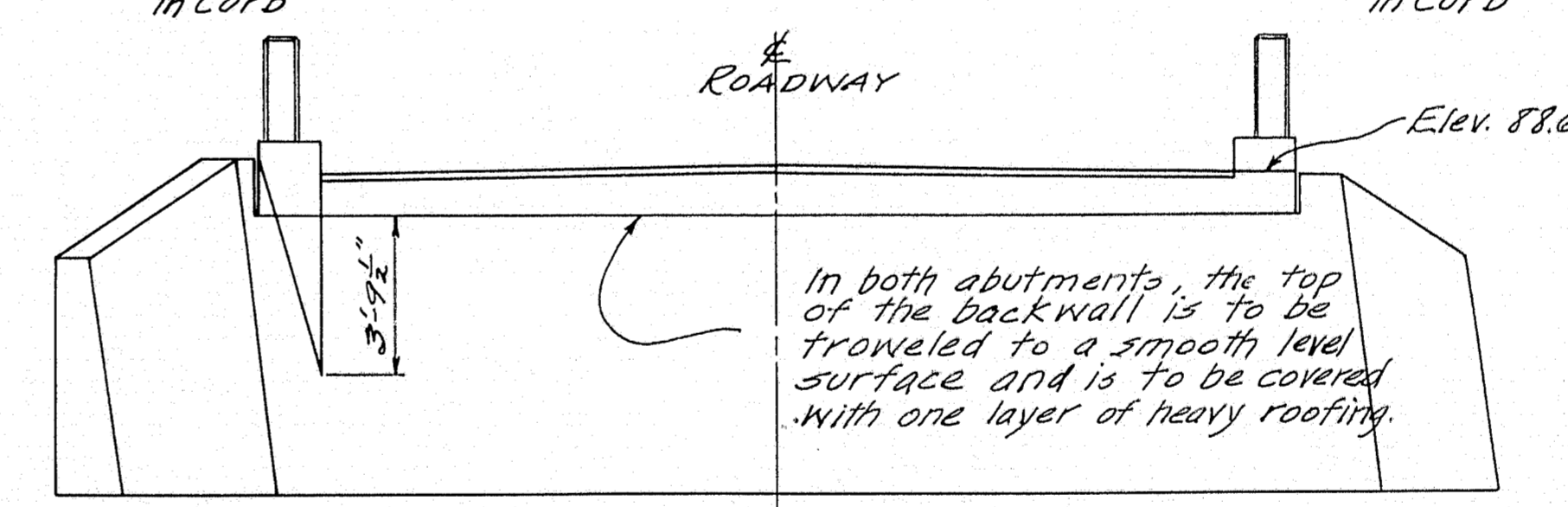
For end posts at Piers see Section C-C.



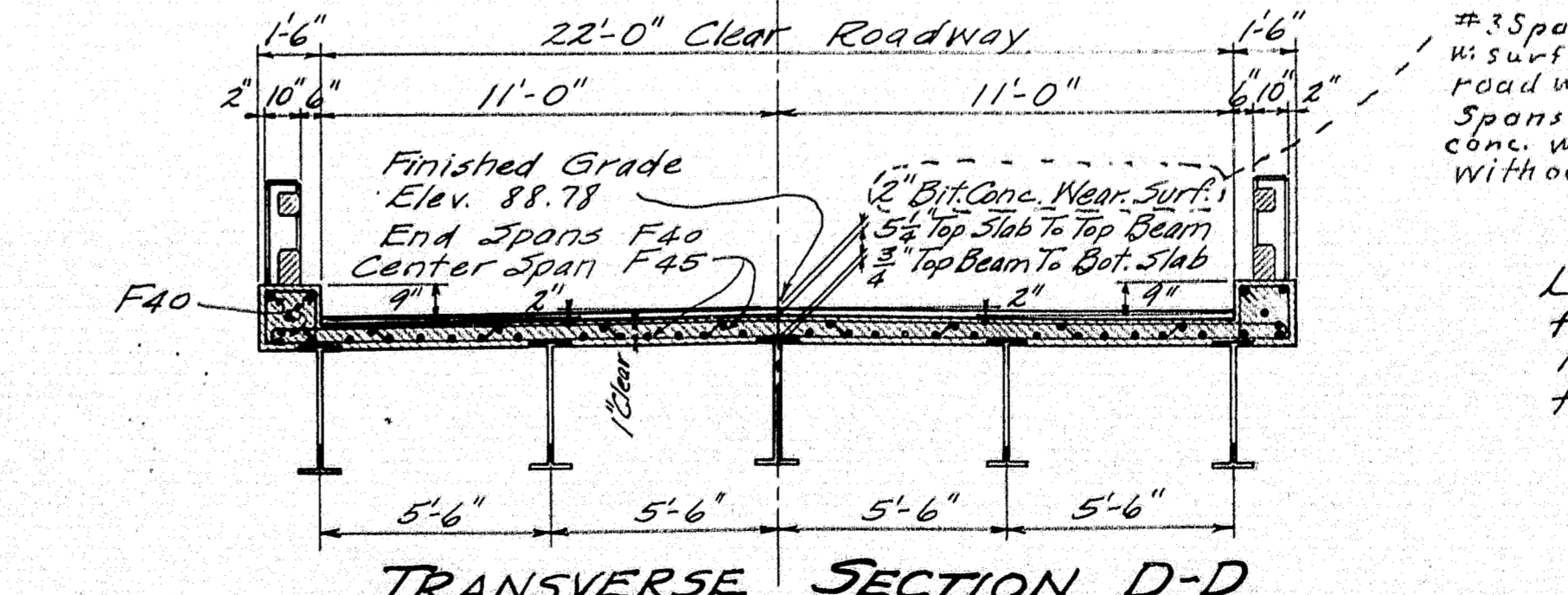
**RAIL DETAILS**

Curb to be cast with slab. Steel for posts and bottom bar to be in position before curb is placed. Cast bottom bar in place with longitudinal steel protruding 2". Precast top bars and steel in position with ends projecting 2 1/2" into post forms. Wrap the tongue ends with two layers of heavy roofing. Build post forms and cast posts. After forms have been removed, all exposed roofing is to be trimmed off neatly. Chamfer all exposed edges of concrete  $\frac{1}{2}$ " unless otherwise indicated.

**PLAN**



**REAR ELEVATION**

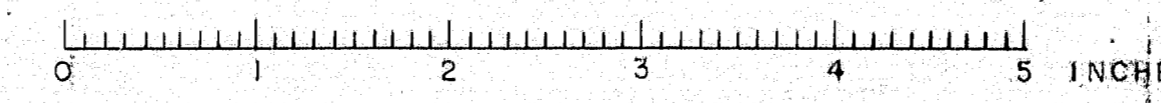


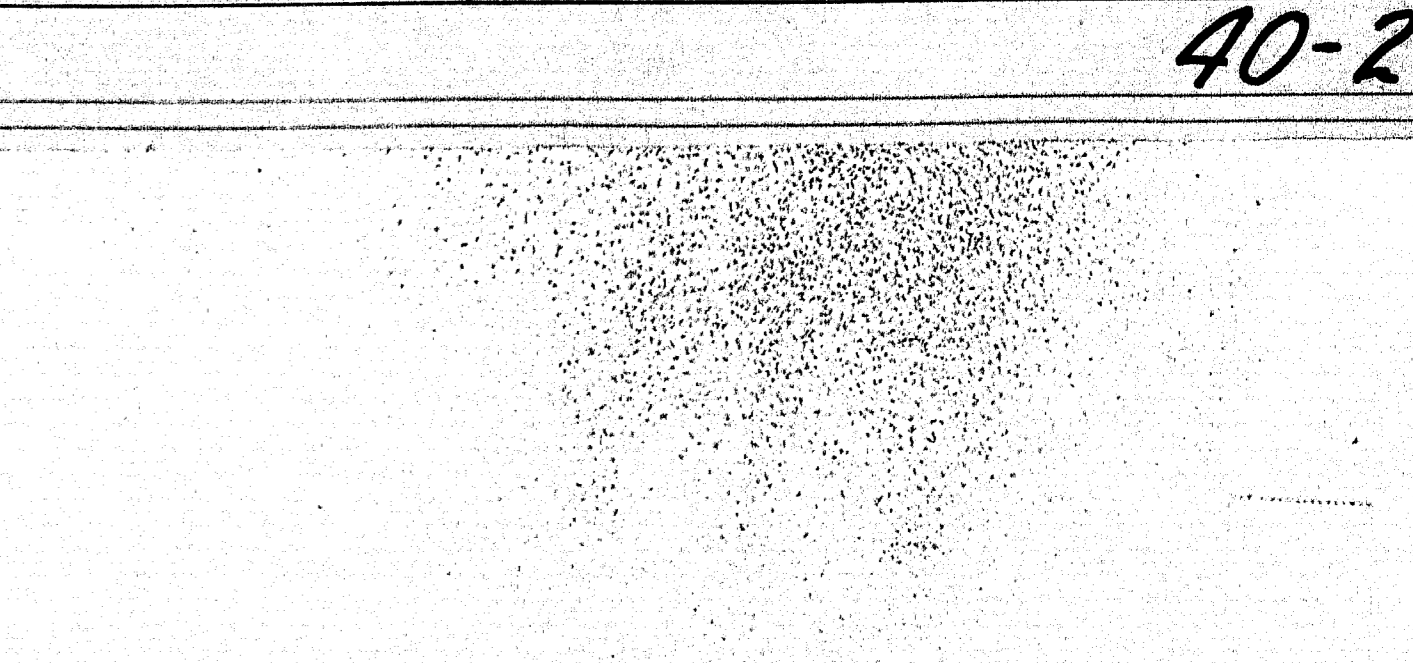
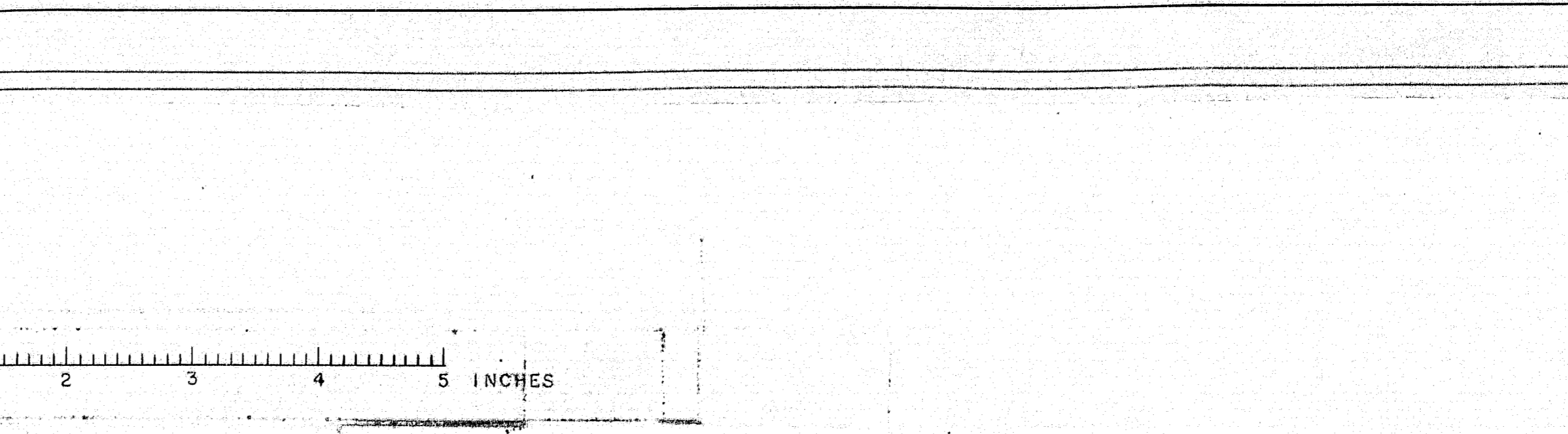
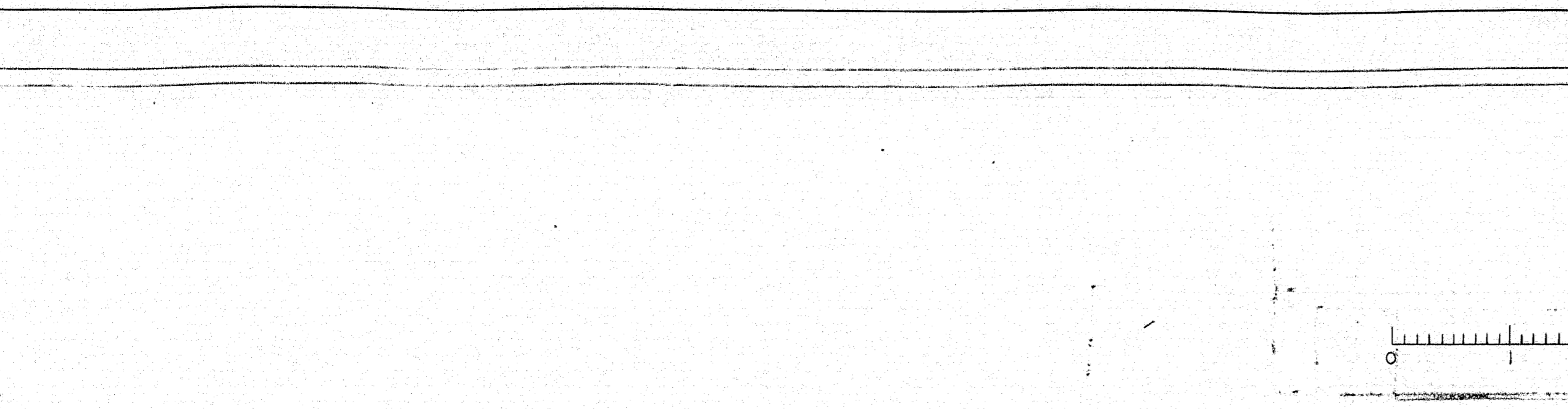
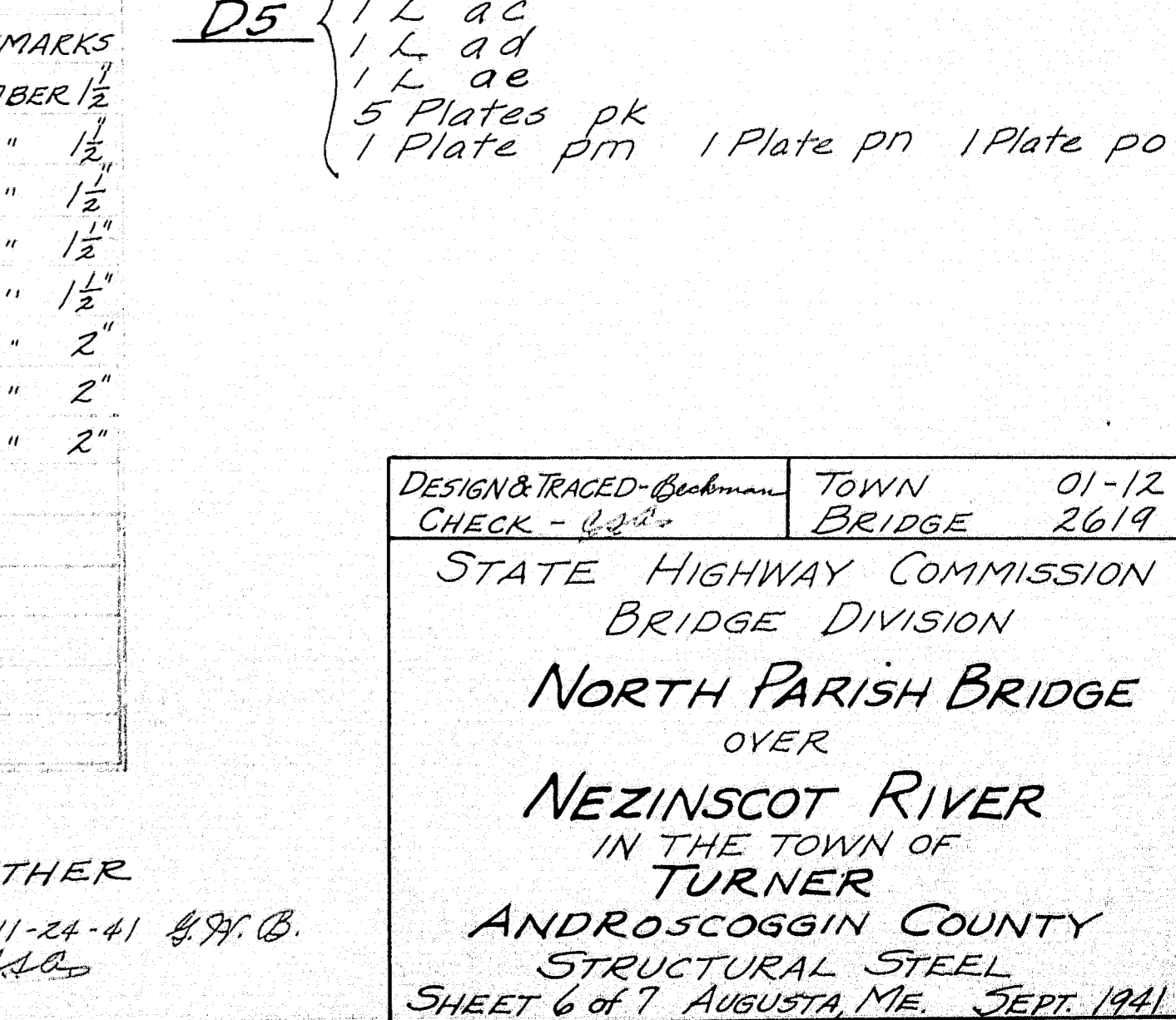
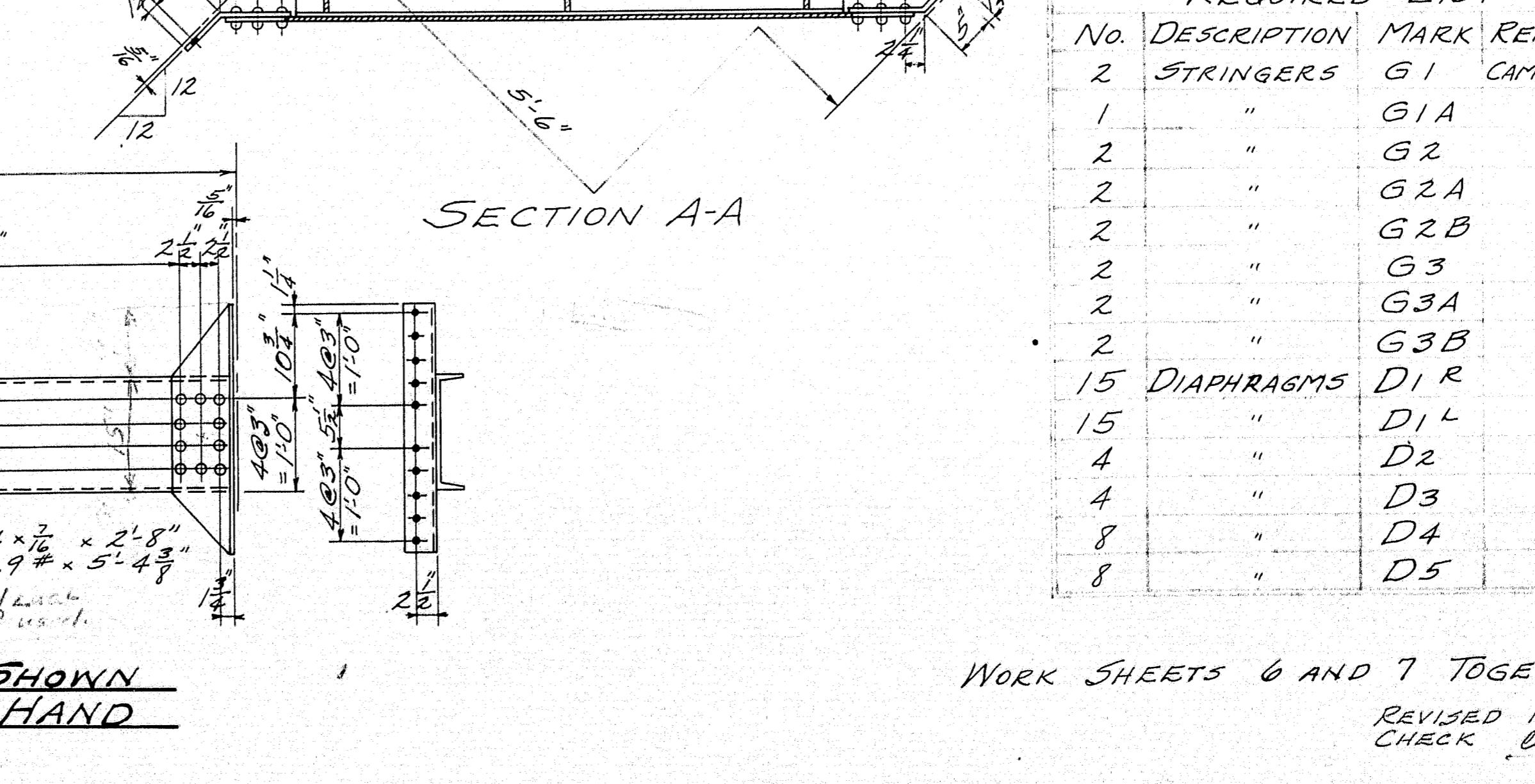
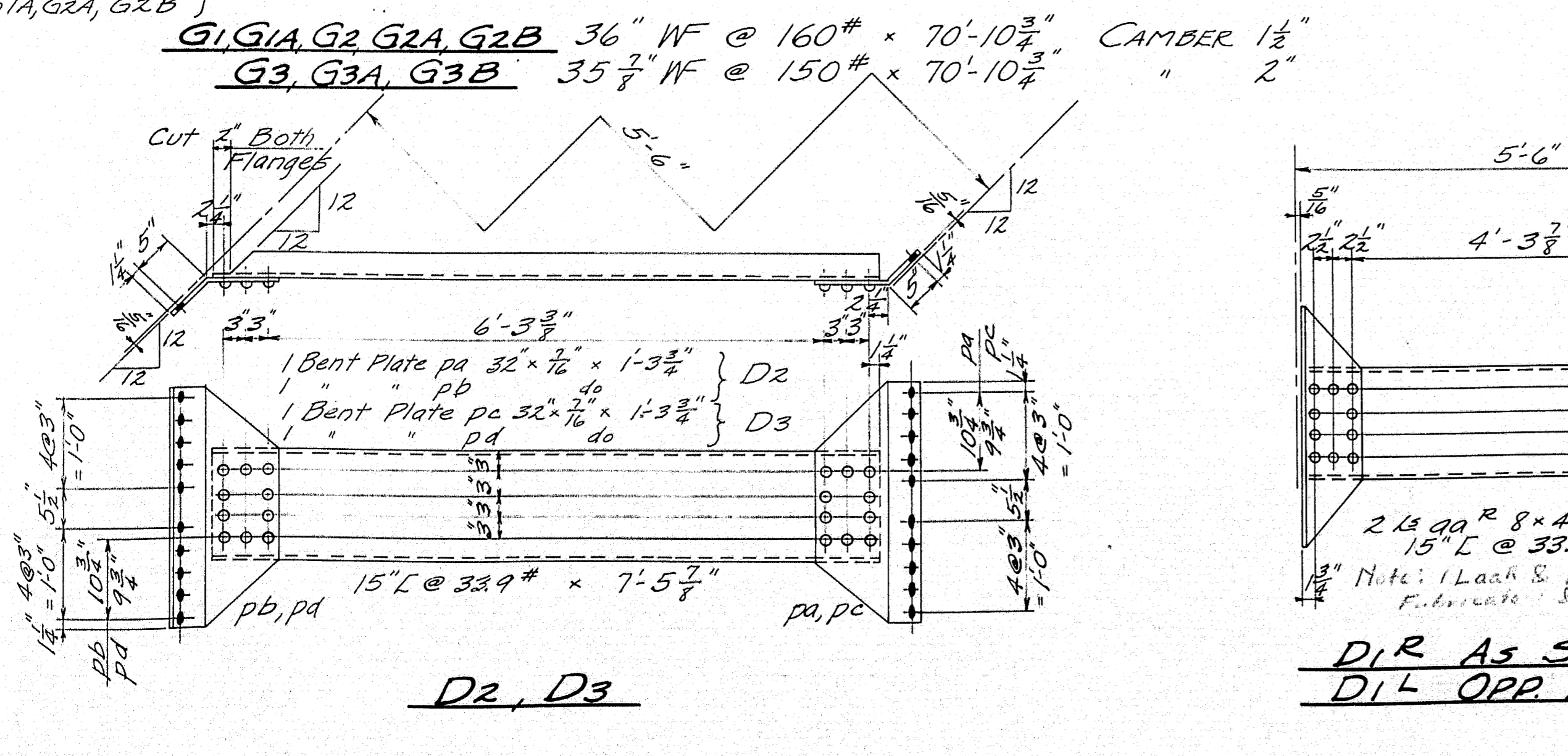
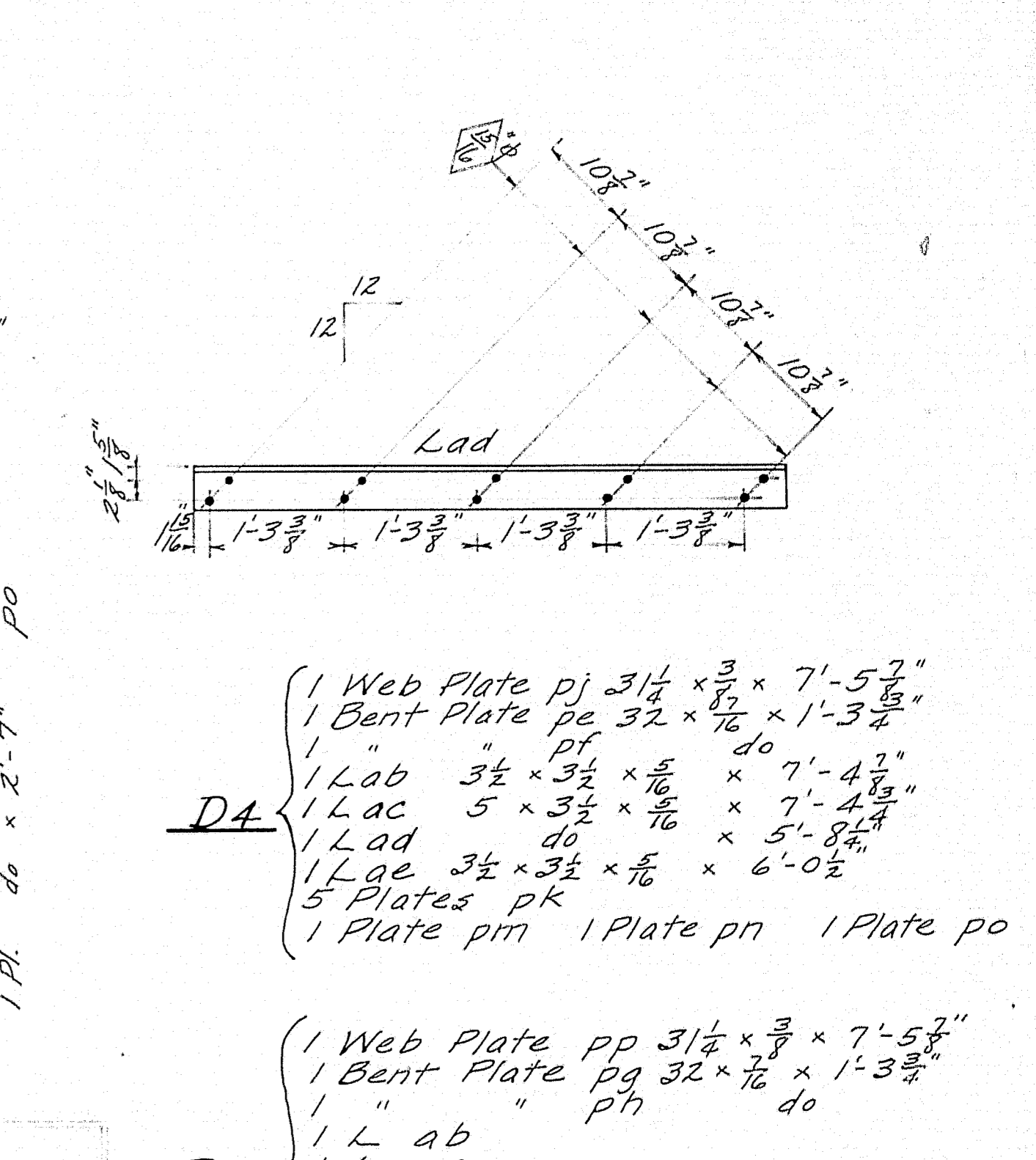
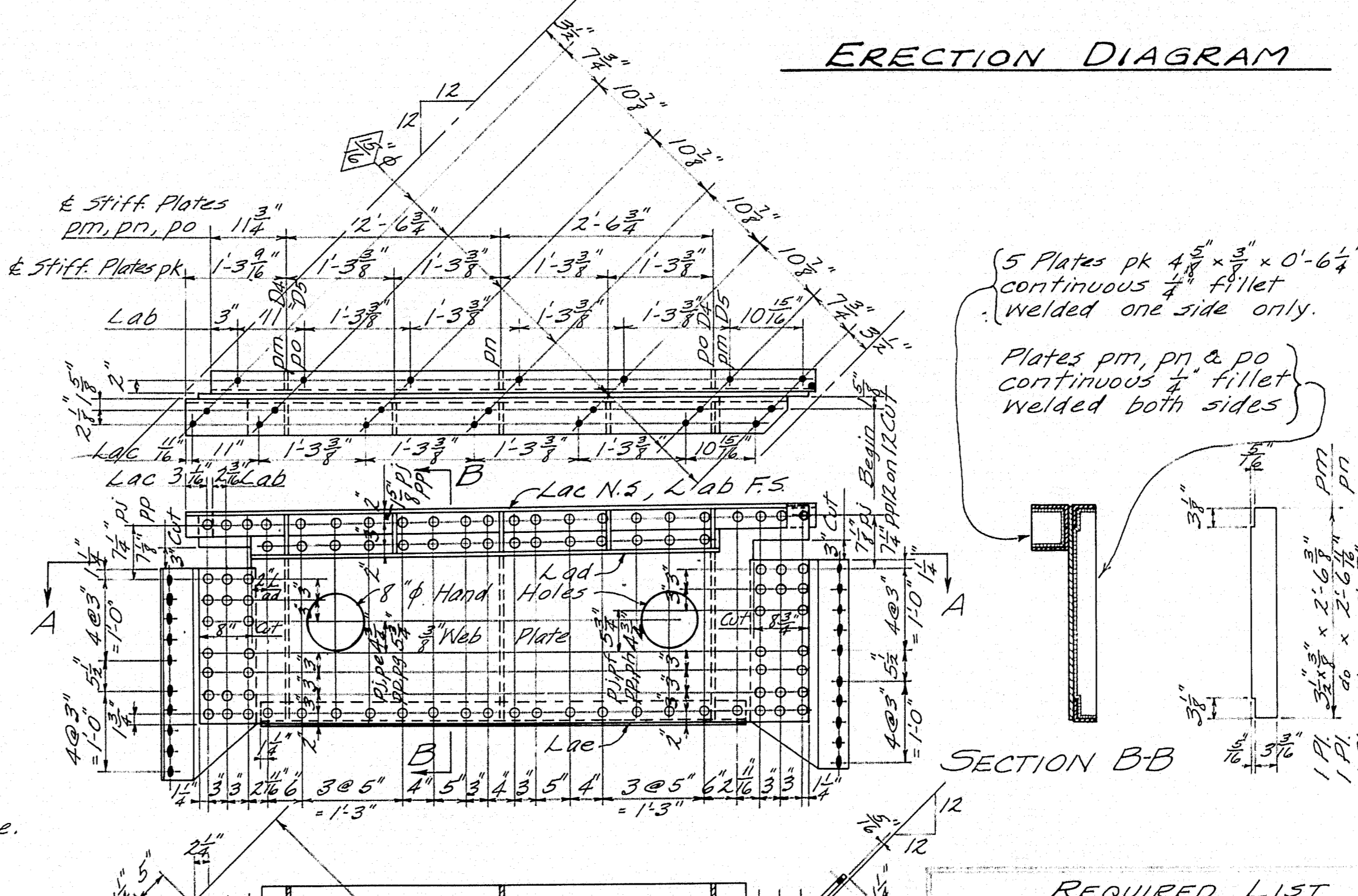
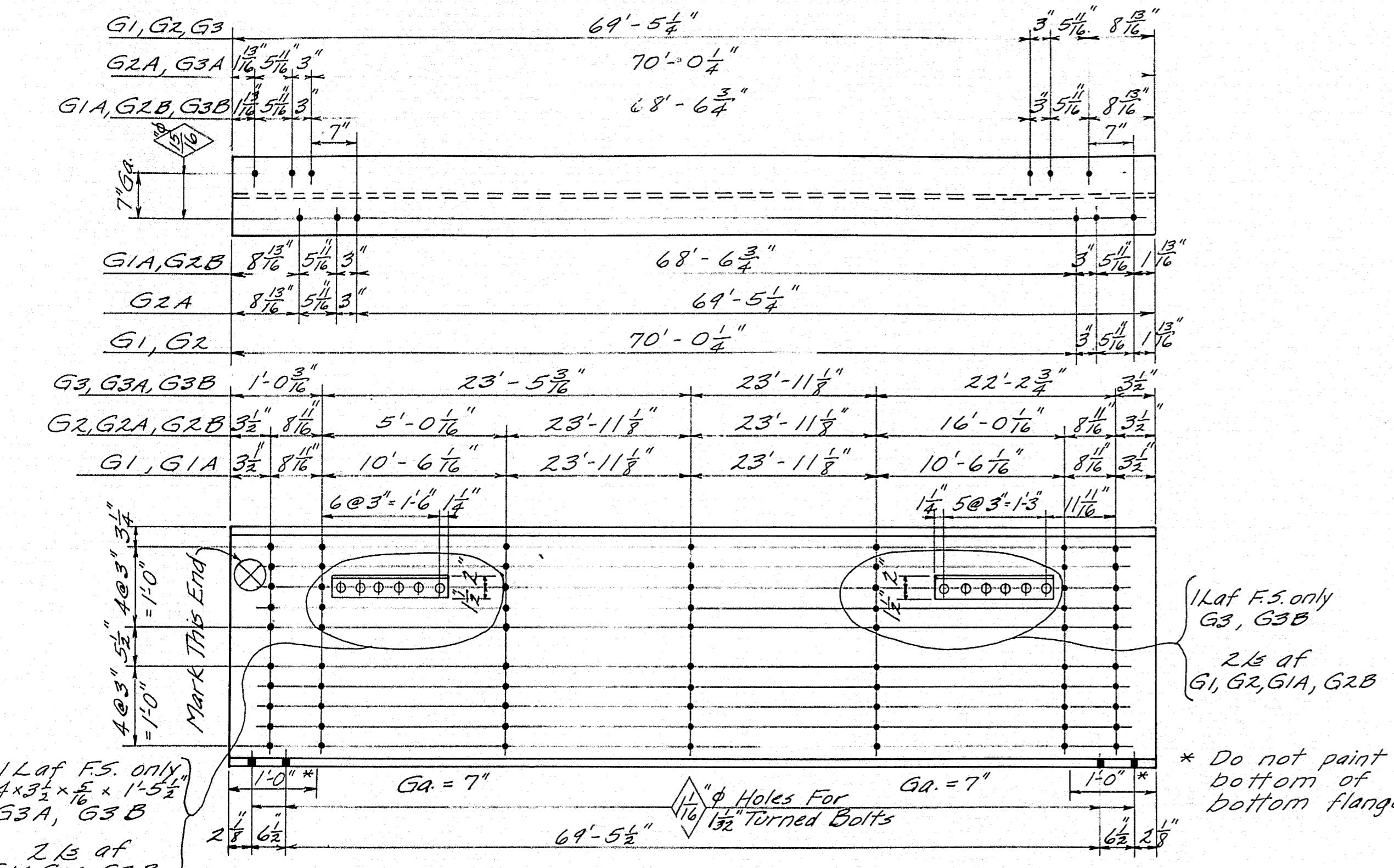
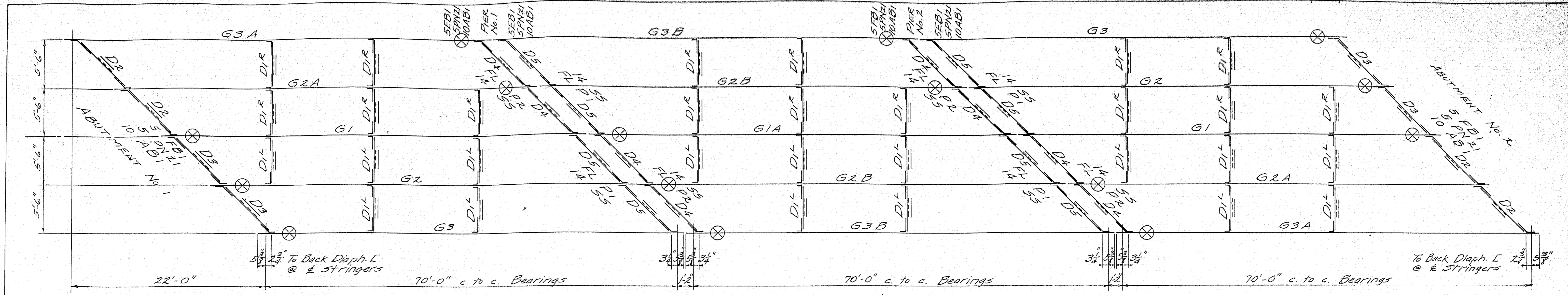
**TRANSVERSE SECTION D-D**

#3 Span has 2" cement conc. w/ surf cast monolithically with roadway sl.b. Spans #1 & #2 have 2" cement conc. w/ surf with 'Etsuro' and without reinforcing.

**DESIGN**  
Loading H15  
 $f_s = 18,000$   
 $n = 10$   
 $f_c = 1,000$

DESIGN & TRACED - Beckman	TOWN BRIDGE	01-12
CHECK - E. E. C.	BRIDGE	2619
STATE HIGHWAY COMMISSION		
BRIDGE DIVISION		
NORTH PARISH BRIDGE		
OVER		
NEZINSCOT RIVER		
IN THE TOWN OF		
TURNER		
ANDROSCOGGIN COUNTY		
SUPERSTRUCTURE		
SHEET 5 of 7 AUGUSTA, ME. SEPT. 1941		





**ERECTION DIAGRAM**

**SECTION BB**

**SECTION A-A**

REQUIRED LIST			
No.	DESCRIPTION	MARK	REMARKS
2	STRINGERS	G1	CAMBER 1/2"
1	"	G1A	" 1/2"
2	"	G2	" 1/2"
2	"	G2A	" 1/2"
2	"	G2B	" 1/2"
2	"	G3	" 2"
2	"	G3A	" 2"
2	"	G3B	" 2"
15	DIAPHRAGMS	D1 R	
15	"	D1 L	
4	"	D2	
4	"	D3	
8	"	D4	
8	"	D5	

- D4**
- 1 Web Plate pj 3 1/2 x 3/8 x 7'-5 7/8"
  - 1 Bent Plate pe 32 x 7/16 x 1'-3 3/8"
  - 1 L ab 3 1/2 x 3/2 x 5/16 x 7'-4 1/2"
  - 1 L ac 5 x 3 3/2 x 7/16 x 7'-4 1/2"
  - 1 L ad do
  - 1 L ae 3 1/2 x 3 1/2 x 5/16 x 6'-0 1/2"
  - 5 Plates pk
  - 1 Plate pm
  - 1 Plate pn
  - 1 Plate po

- D5**
- 1 Web Plate pp 3 1/2 x 3/8 x 7'-5 7/8"
  - 1 Bent Plate pq 32 x 7/16 x 1'-3 3/8"
  - 1 L ab
  - 1 L ac
  - 1 L ad
  - 1 L ae
  - 5 Plates pk
  - 1 Plate pm
  - 1 Plate pn
  - 1 Plate po

WORK SHEETS 6 AND 7 TOGETHER  
REVISED 11-24-41 BY G.B.  
CHECK LAB

DESIGN & TRACED - Beckmann  
CHECK - G.B.  
TOWN 01-12  
BRIDGE 2619  
STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
**NORTH PARISH BRIDGE**  
OVER  
**NEZINSCOT RIVER**  
IN THE TOWN OF  
**TURNER**  
ANDROSCOGGIN COUNTY  
STRUCTURAL STEEL  
SHEET 6 of 7 AUGUSTA, ME. SEPT. 1941

