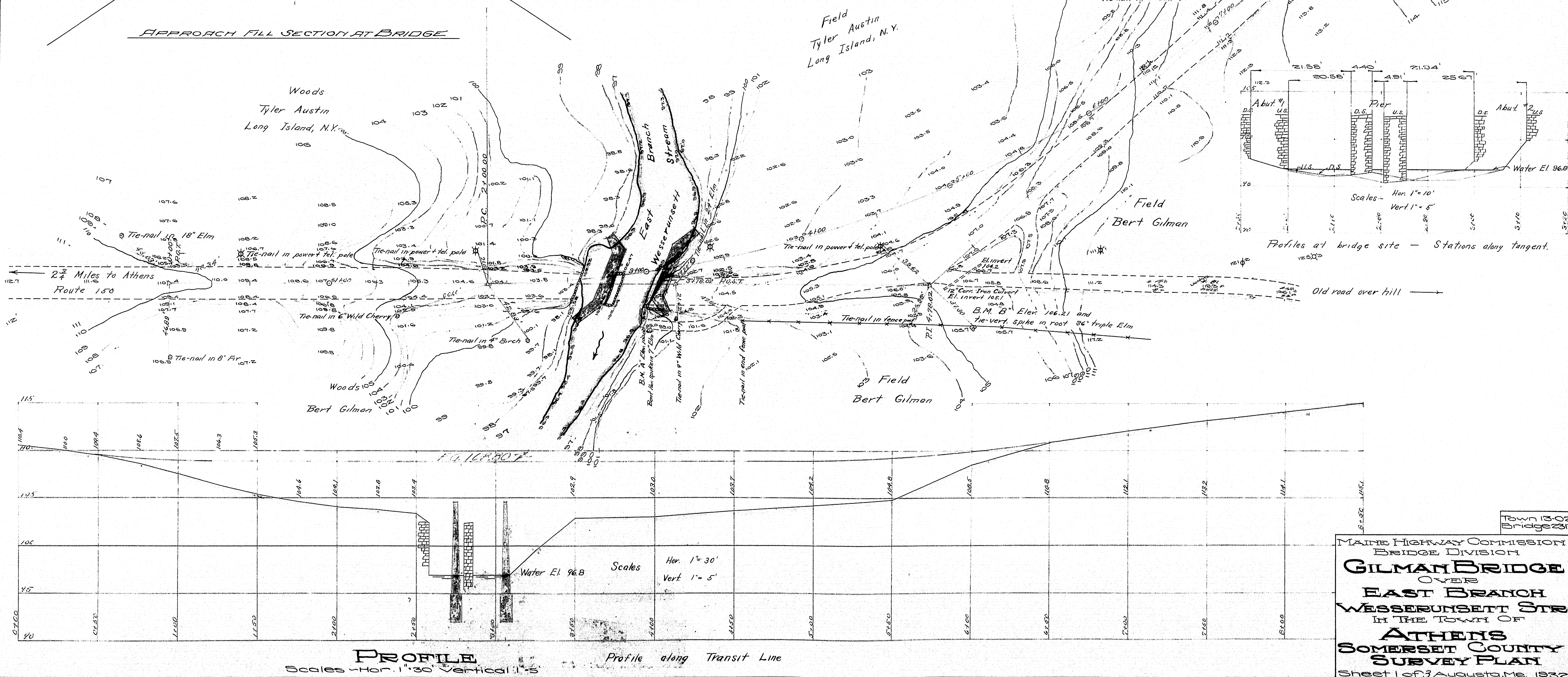
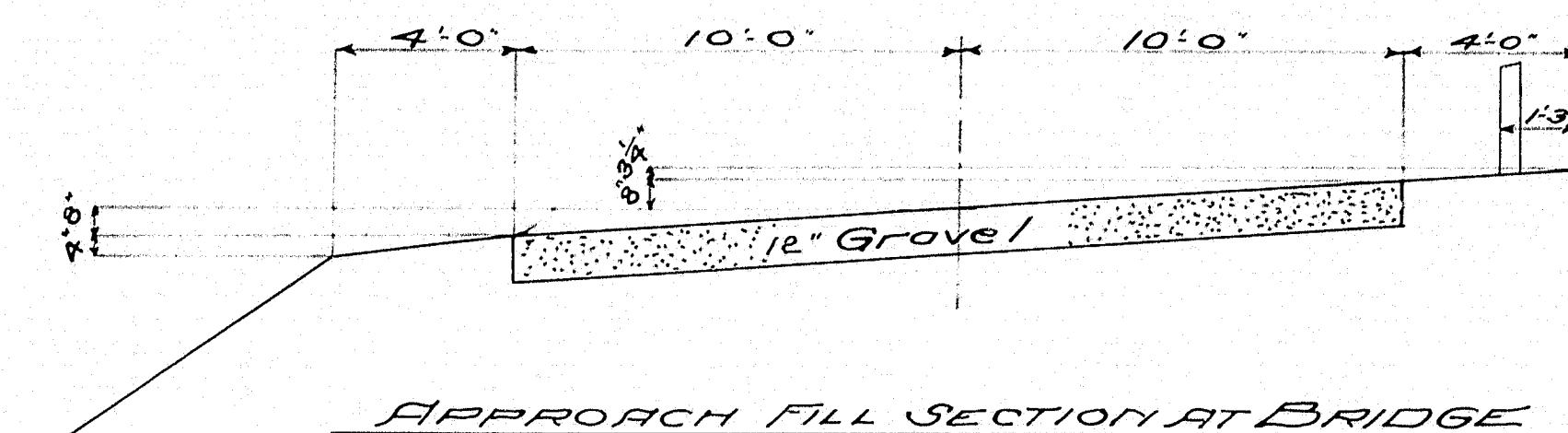


$I = 42^{\circ}24' L$
 $D = 8^{\circ} - 00'$
 $T = 278.02'$
 $L = 530.00$
 $R = 716.78$
 $E = 52.09$

- PLAN -

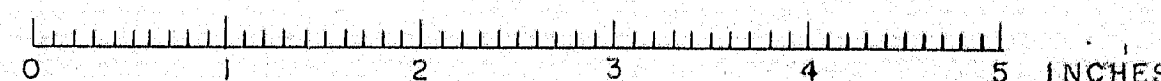
Scale 1" = 30'

[illegible]

Town 13-02
Bridge 231

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
GILMAN BRIDGE
OVER
EAST BRANCH
WESSERUNSETT STR
IN THE TOWN OF
ATHENS
SOMERSET COUNTY
SURVEY PLAN
Sheet 1 of 3 Augusta, Me. 1932

17-7



Note: Cover the floor and the opening between superstructure and substructure on the backside with two layers of heavy roofing felt. Coat concrete and backside of each layer of felt with hot tar or asphalt. Felt is to be 10" wide. The area to be covered by the felt is to be recessed 1/2" by nailing thin strips to the forms before concrete is placed.

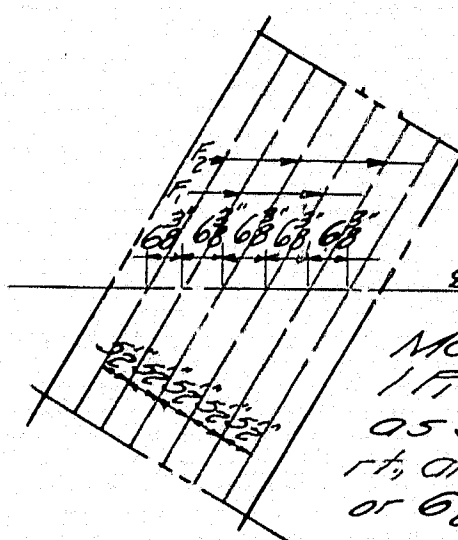
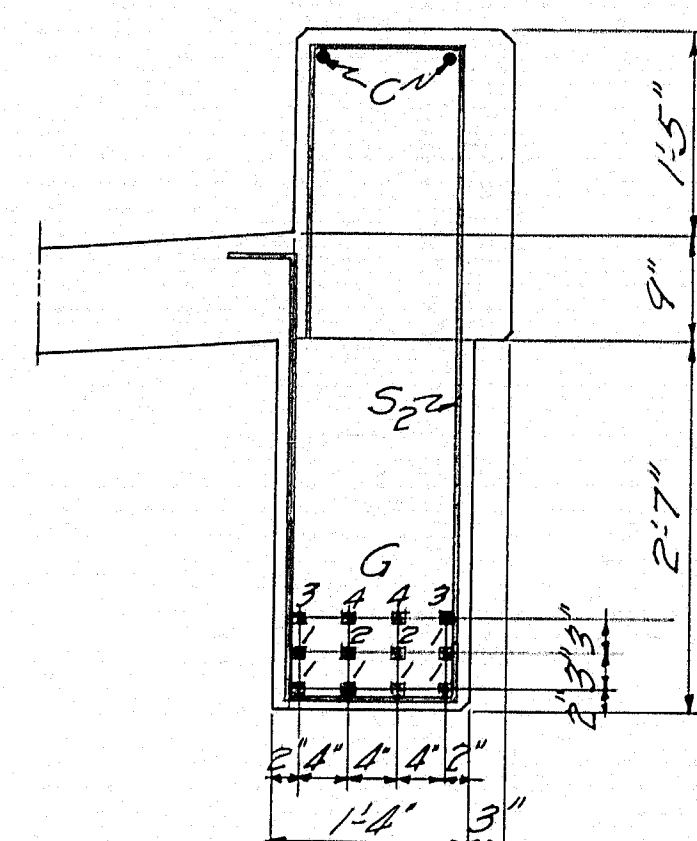
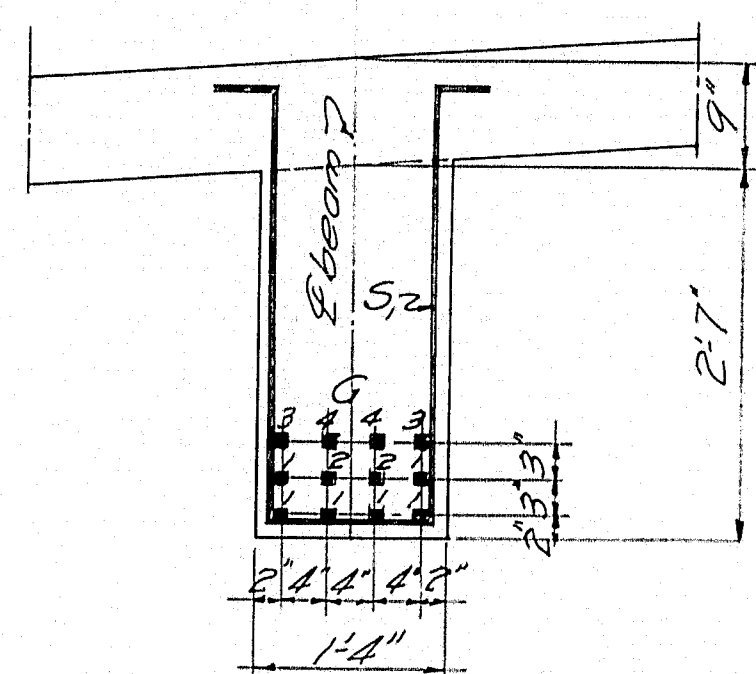
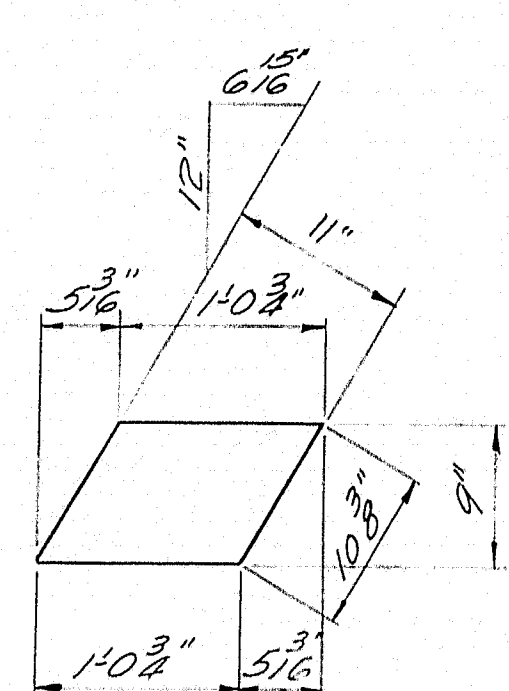
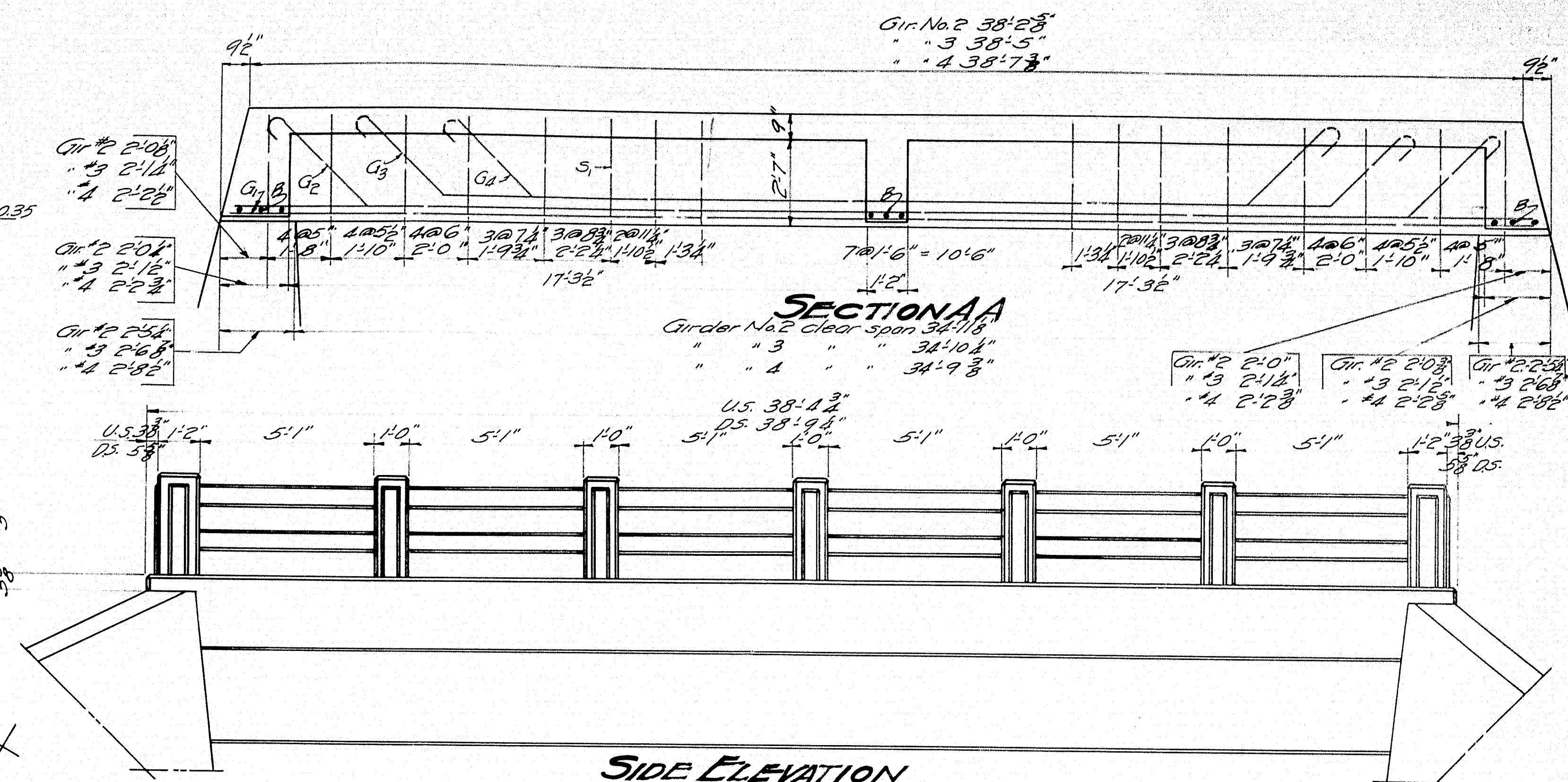
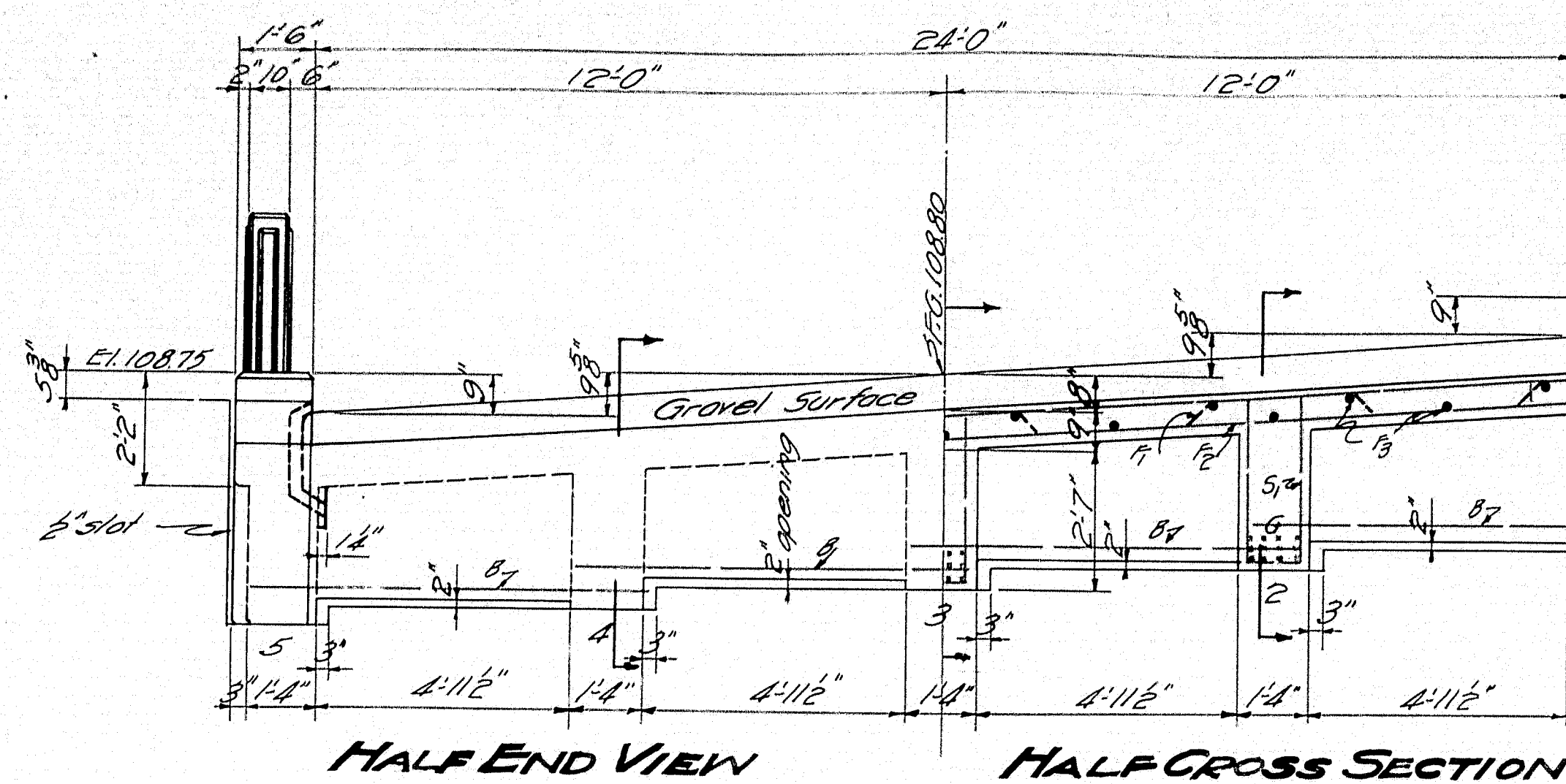


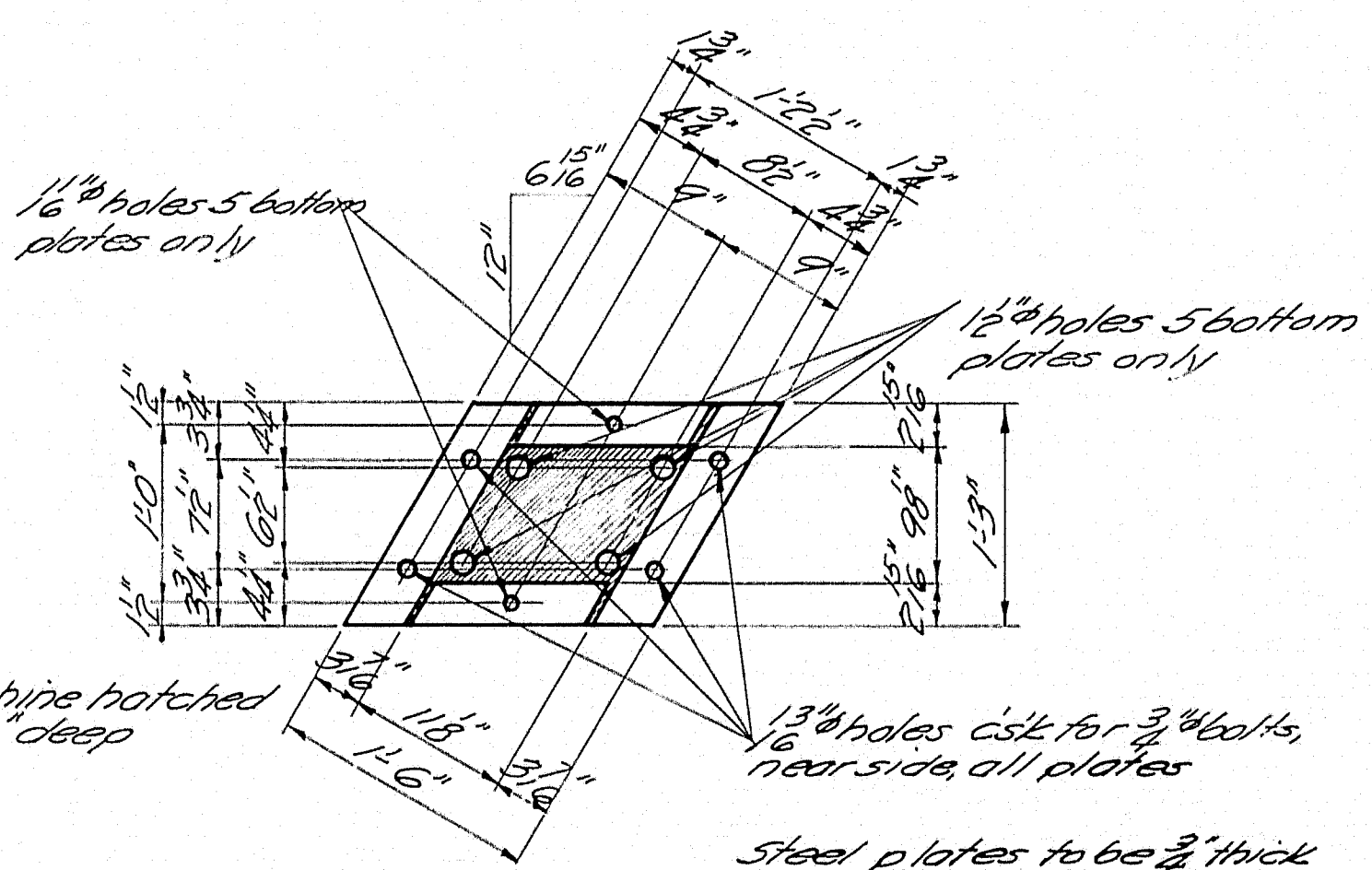
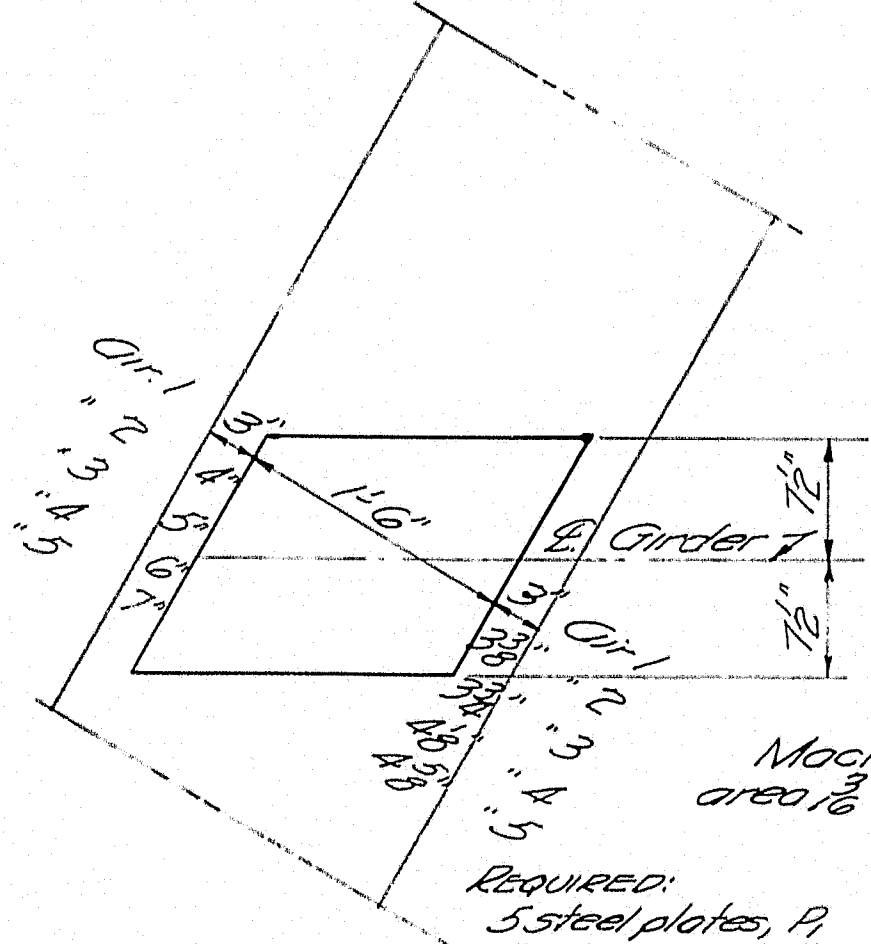
Table No. 1

Back br. seat to first stirrup	Back br. seat to first stirrup	Bridge seat width	Clear span
Abut. No. 1 1'11"	No. 2 1'11"	No. 1 2'3 3/4"	35'0"
Gir. No. 2 2'3 3/8"	2'3 3/8"	No. 2 2'3 3/8"	34'8 1/2"

Note: All dimensions shown in Section A-A, Side Elevation & Table No. 1 are parallel to longitudinal E of bridge.

Stirrup spacing & G-bar spacing for Girders 1 & 5 the same as for Girders 2 & 4.

Make 10 bronze plates as shown, 3/8" thick, bolt plates R & P. Mark P₃.

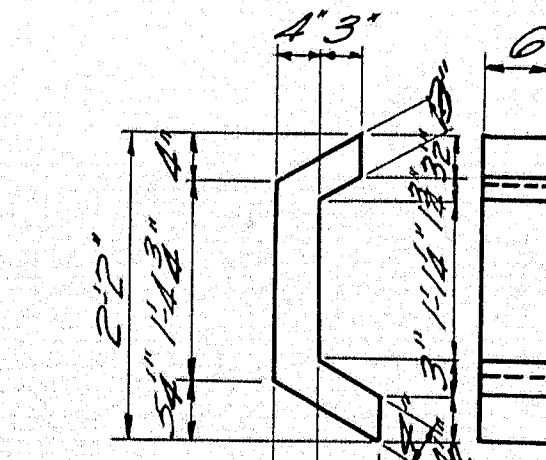


Required: 5 steel plates, P₁, P₂, P₃. 10 Phosphor bronze plates, P₃. 40 bolts, 3/4" dia, C&G heads, threaded full length, with nuts.

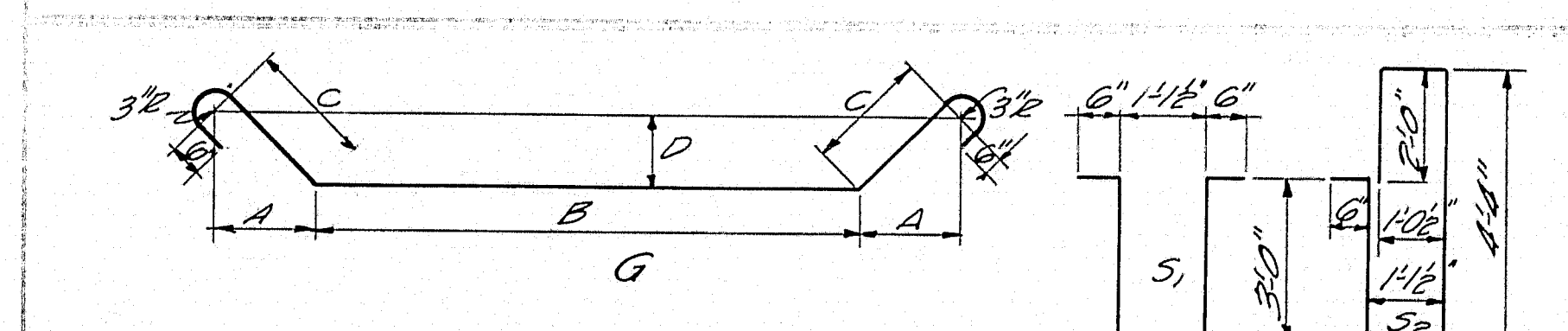
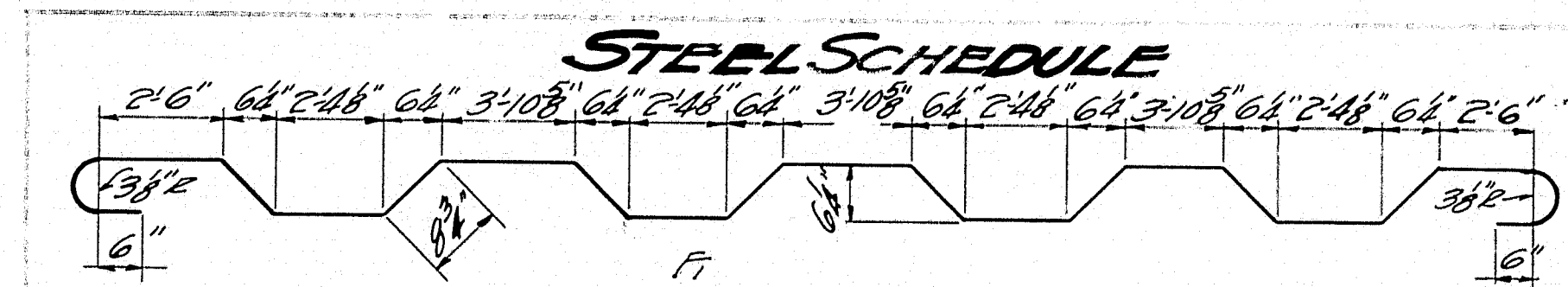
Grooves in steel plates to be cut 3/8" to 1/2" deeper than bed area to permit machining. Bronze plates to be finished smooth and true, either by rolling or by a final finishing cut.

Note: Expansion plates to be furnished by the Commission F.O.B. nearest R.R. Station.

EXPANSION PLATE DETAILS



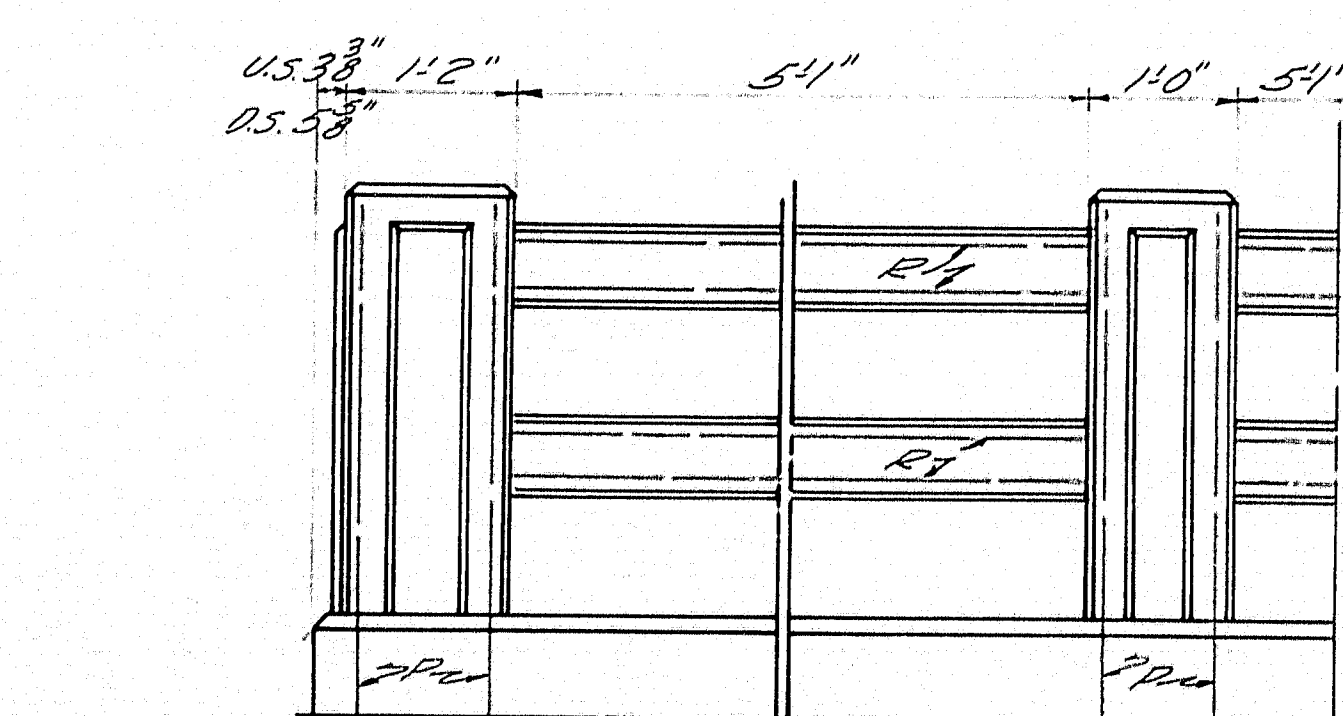
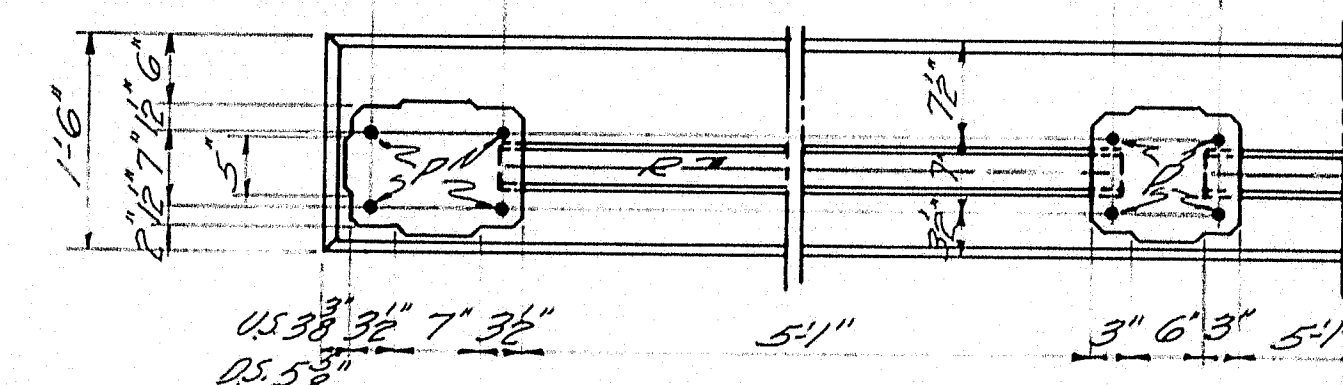
DRAIN DETAIL
2" Reg. Placed 6" from end curb, low side only.



STRAIGHT STEEL

Mk	Size	No	Length	Location
G ₁	10"	10	2'10 1/2" 3'1 3/8"	Girders
G ₂	10"	10	2'7 1/2" 2'6 3/8"	"
G ₃	10"	10	2'7 1/2" 2'1 3/8"	"
G ₄	10"	10	2'7 1/2" 2'1 3/8"	"

All steel to be plain bars of structural grade. All dimensions are to center lines of bars.

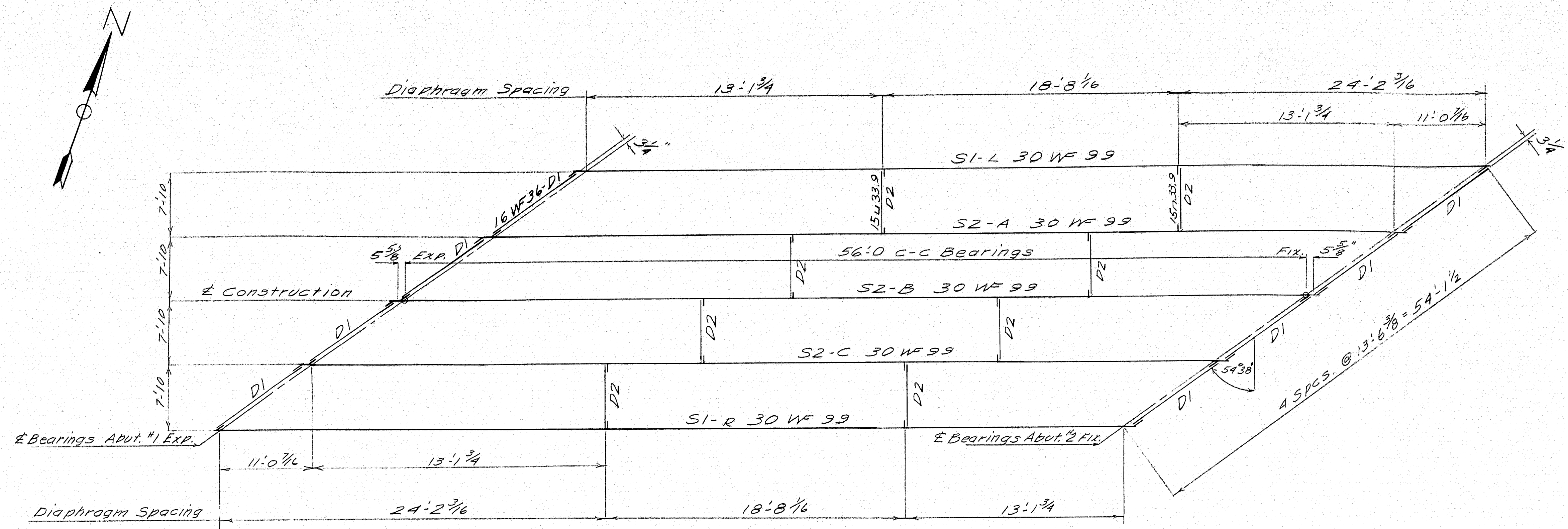


RAIL DETAIL

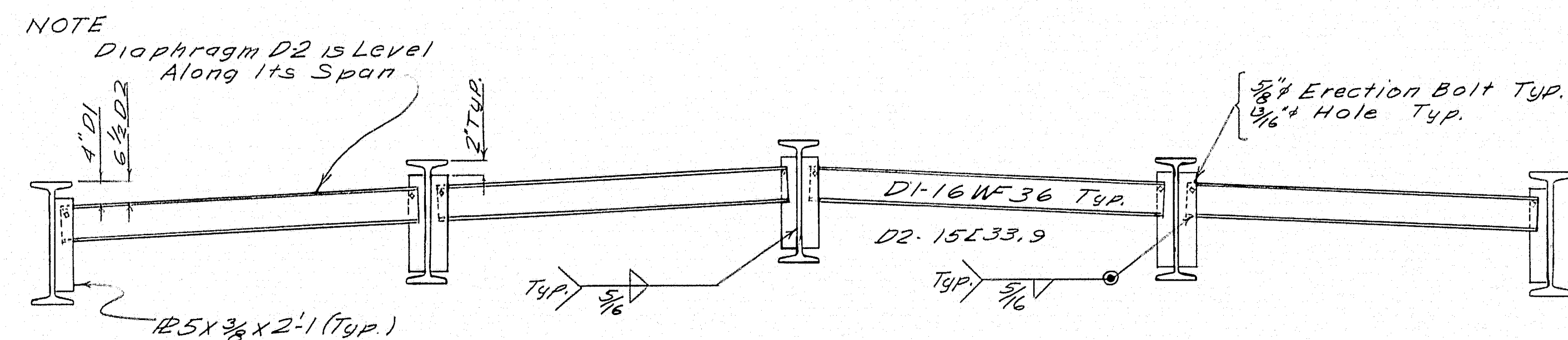
Note: Curb and slab to be cast together. Steel for posts to be set in curb. Place rail bars in lengths of 5'6". Place rail bars in position with ends projecting into past forms 2 1/2". Wrap ends of each rail 6" with two thicknesses of light roofing felt. Fold in ends and after past forms are removed cut away all felt left exposed. Panels on posts to be 3" thick. Chamfer all exposed edges of concrete 1/2" unless otherwise indicated.

MAINE Highway Commission
Bridge Division
GILMAN BRIDGE
over
EAST BR. WESERUNSETT STREAM
in the town of
ATHENS
SOMERSET COUNTY
SUPERSTRUCTURE
Sheet 3 of 3 August 14, 1922

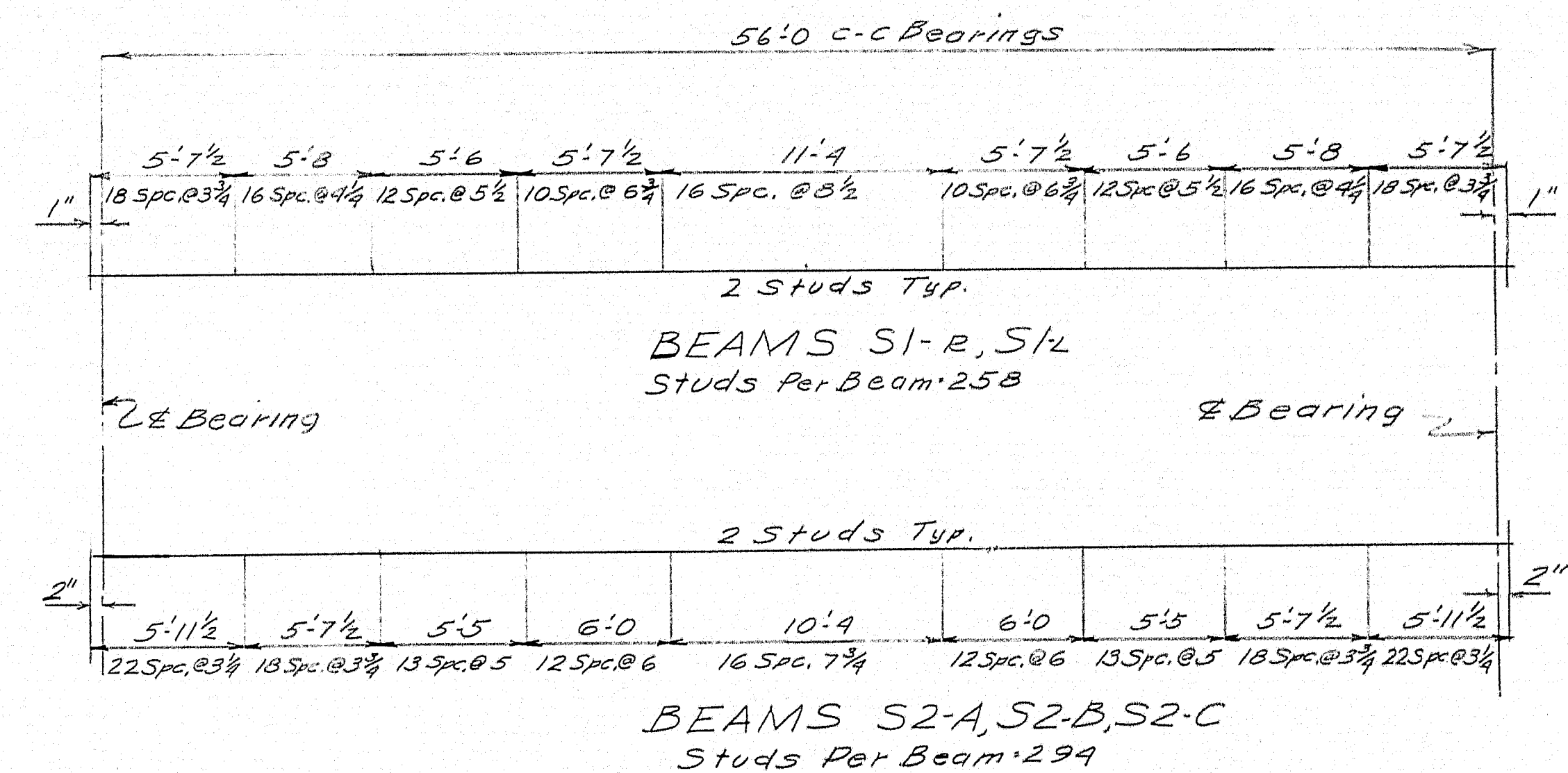
Town 13-02
Bridge 2313



FRAMING PLAN



DIAPHRAGMS



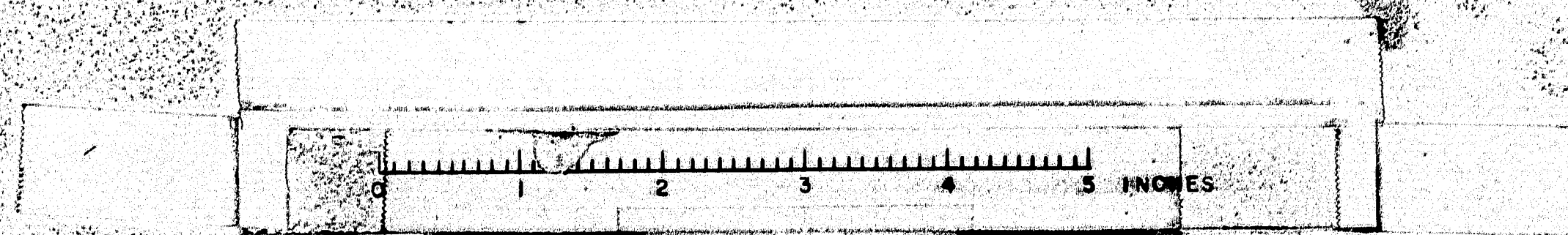
STUD SPACING

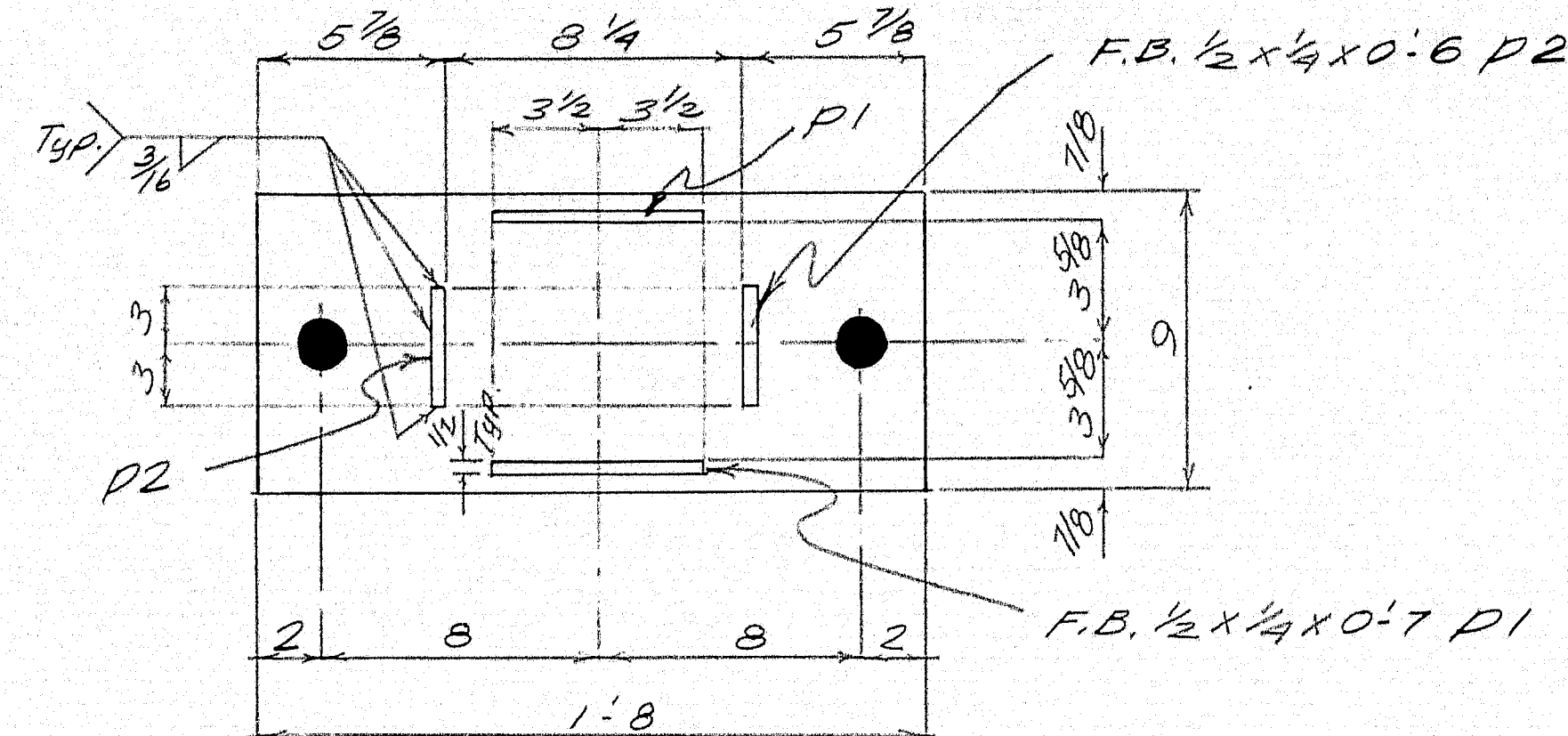
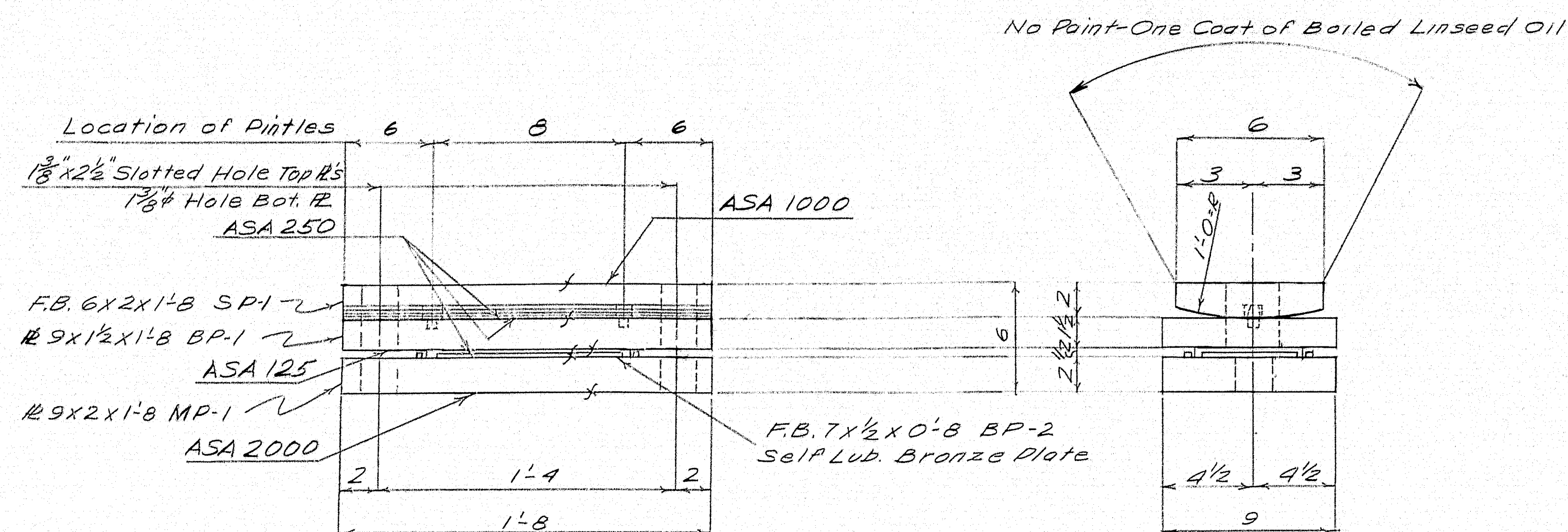
NOTE
Bill of Materials on Dwg. 62-278-S3

APPROVED 9-24-62

FRAMING PLAN	
Bancroft & Martin Holdings, Mills Company South Portland, Maine	
GILMAN BRIDGE ATHENS, MAINE	
CUSTOMER	WAYNE SUSI
DESIGNER	ME. STATE HIGHWAY COMM.
ORDER NO.	VERBAL
DWG. NO.	62-278-E1

DRAWN	B-30-42, F.G.
REVISION	
REVISION	
REVISION	

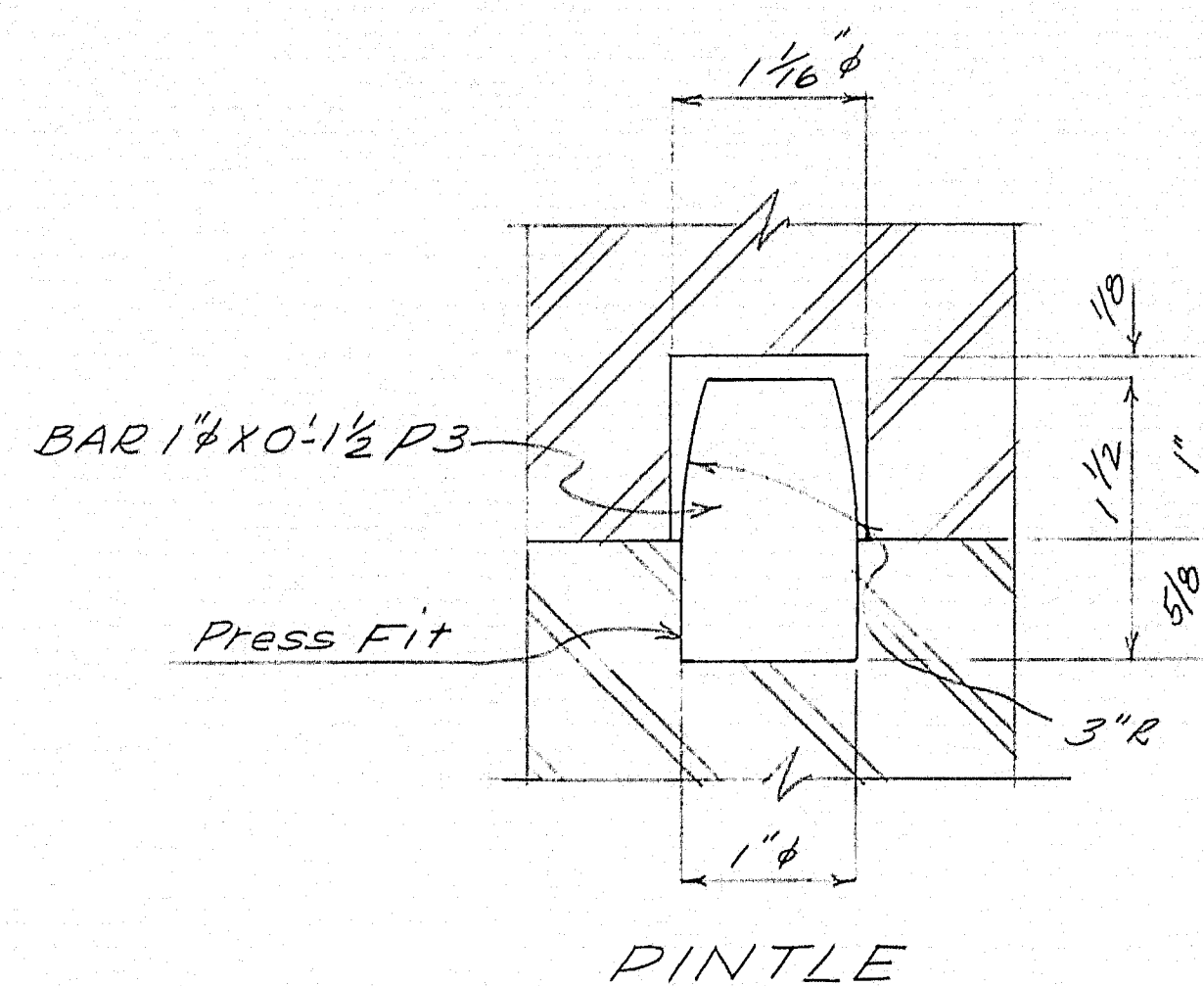
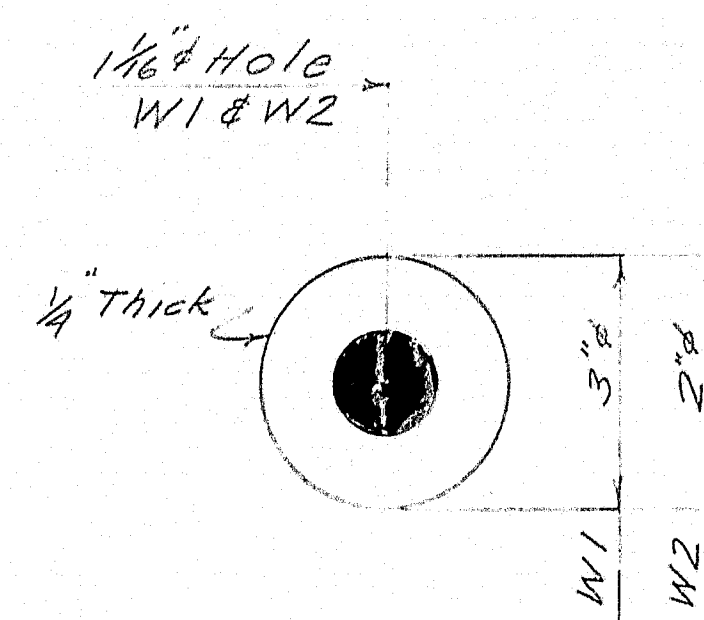




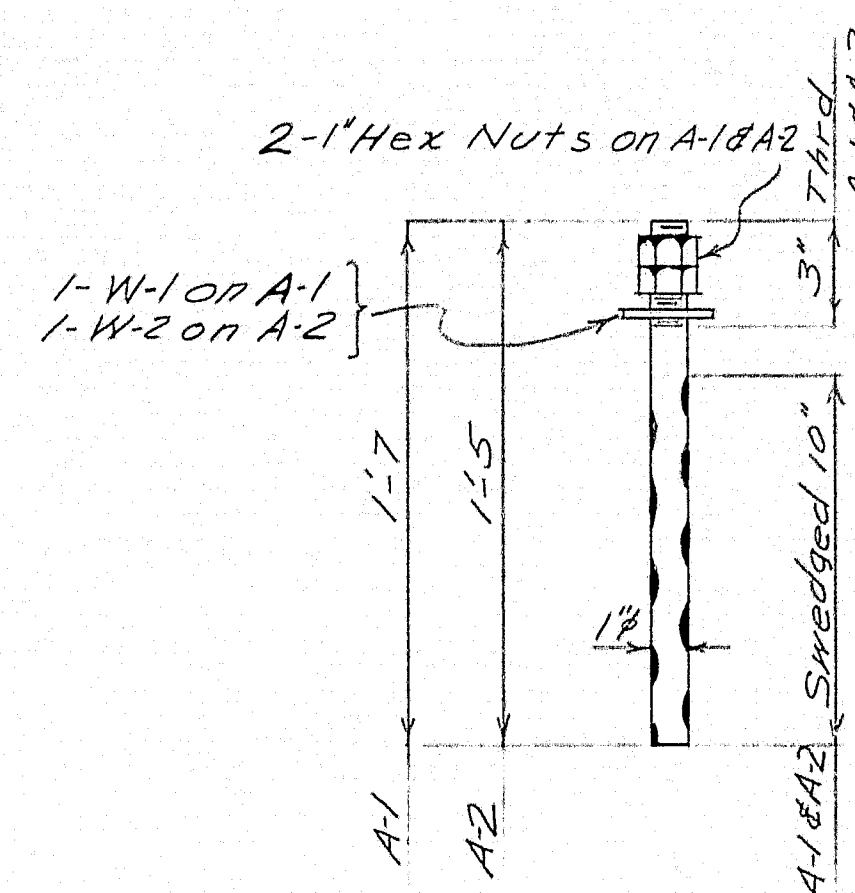
DETAIL MP-1

EXPANSION BEARING

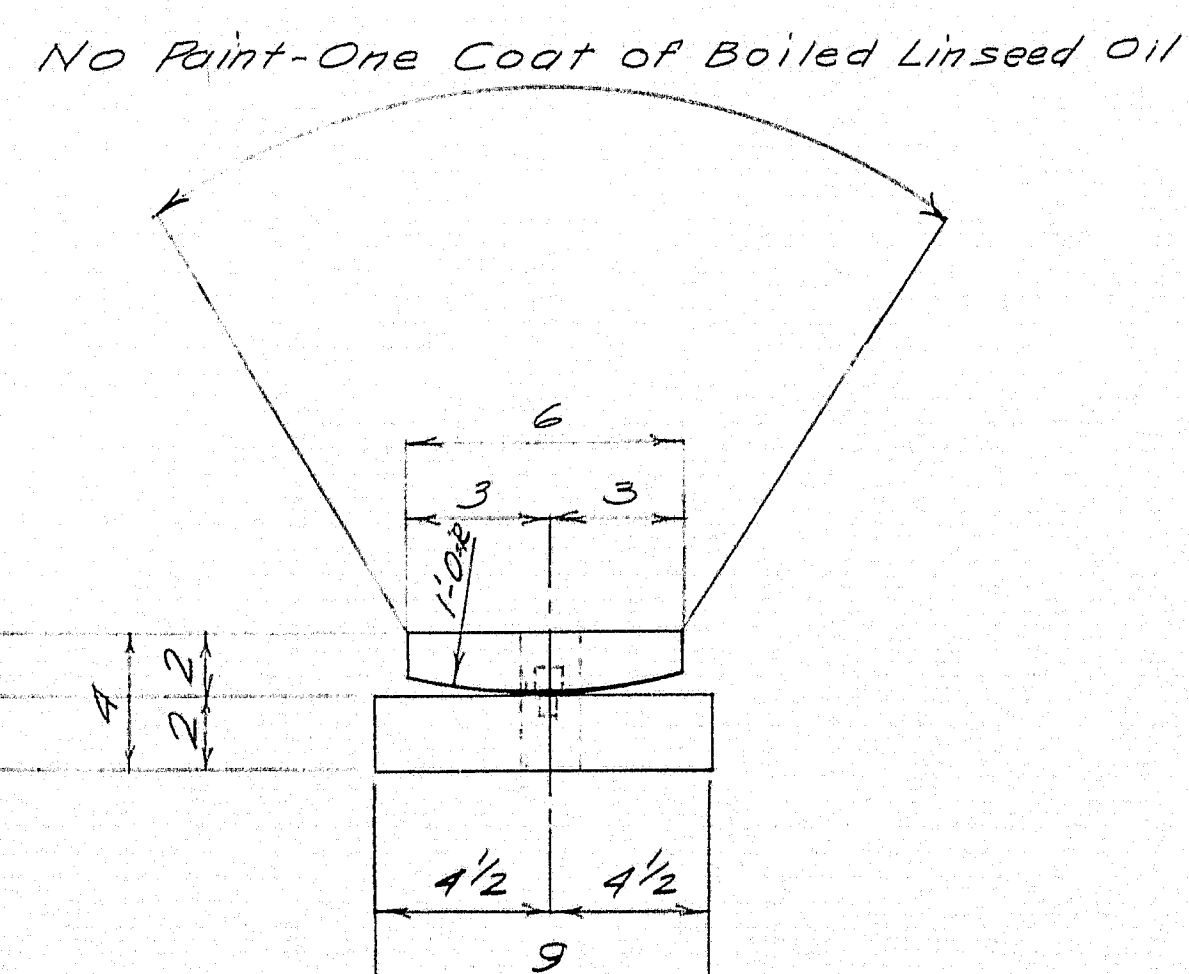
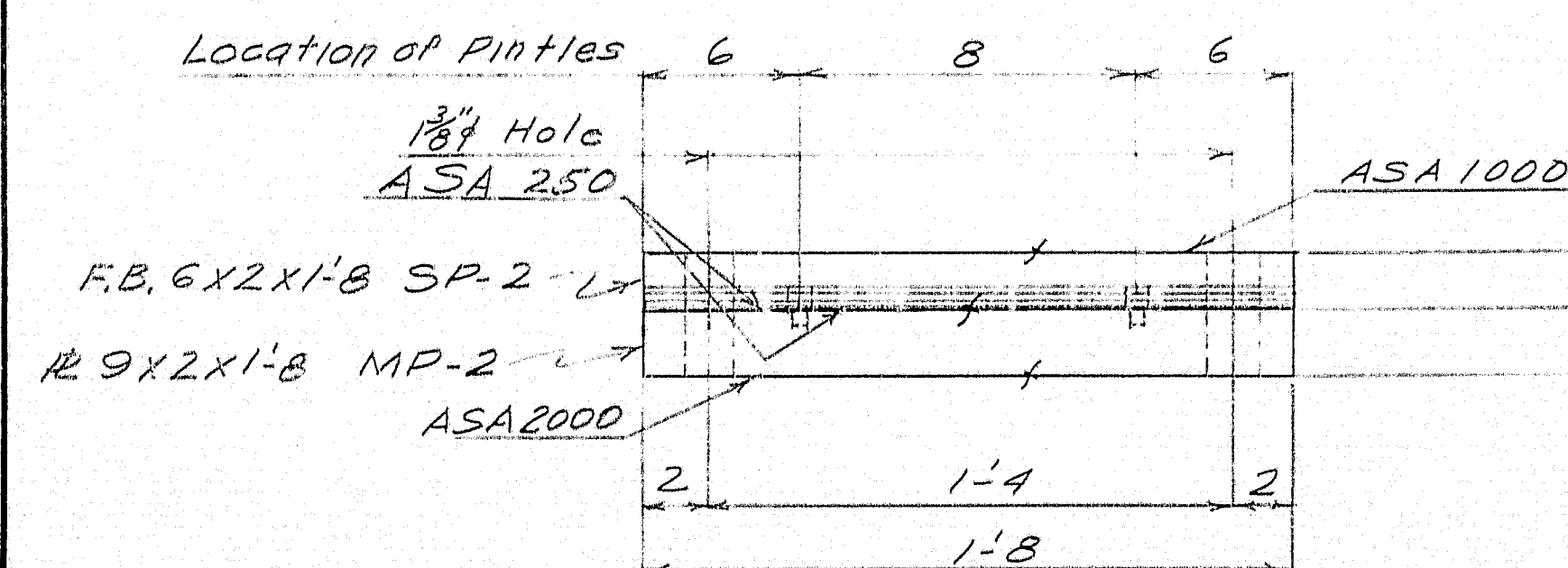
SP-1 5 REQ'D.
BP-1 5 REQ'D.
BP-2 5 REQ'D.
MP-1 5 REQ'D.



PINTLE



A-1 EXP. BRG. 10 REQ'D.
A-2 FIXED BRG. 10 REQ'D.



FIXED BEARING
SP-2 5 REQ'D.
MP-2 5 REQ'D.

NOTE

No Paint on Areas in Contact
With Bronze Plate

[illegible]

SHOP CONNECTIONS: —
FIELD CONNECTIONS: *WELDED, BOLTED*
HOLES: *AS NOTED*
PAINT: *PER ME. STATE SPECS. RED LEAD*

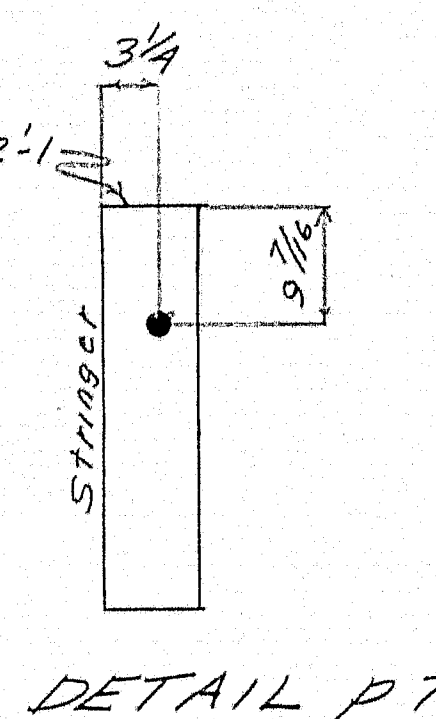
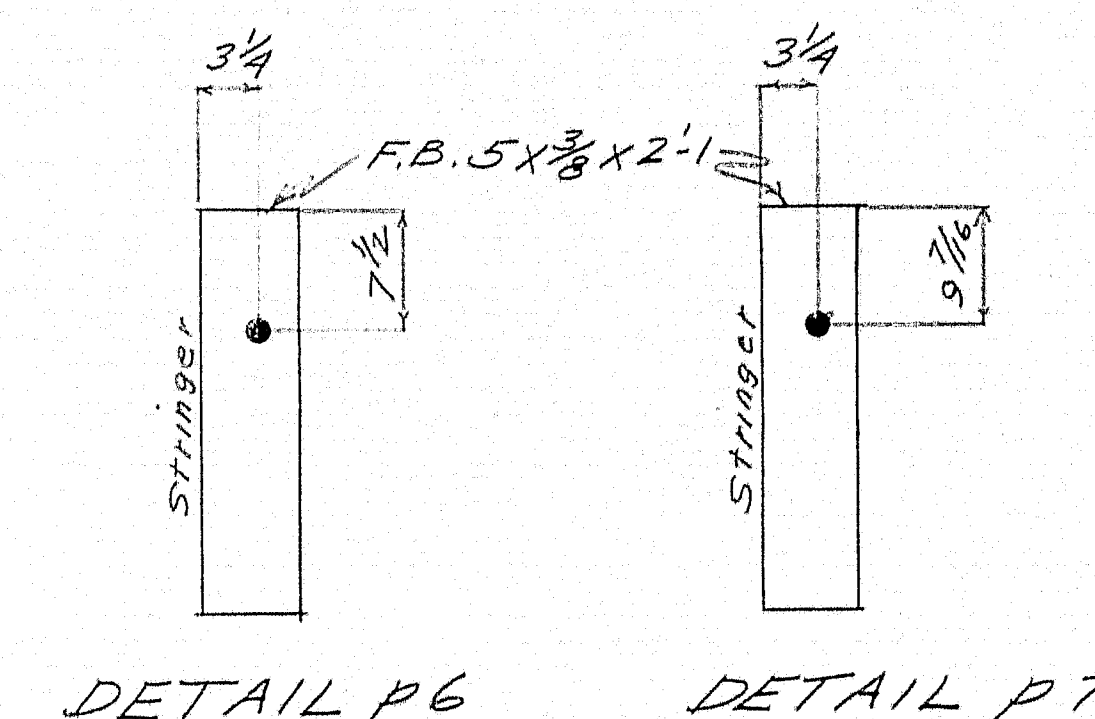
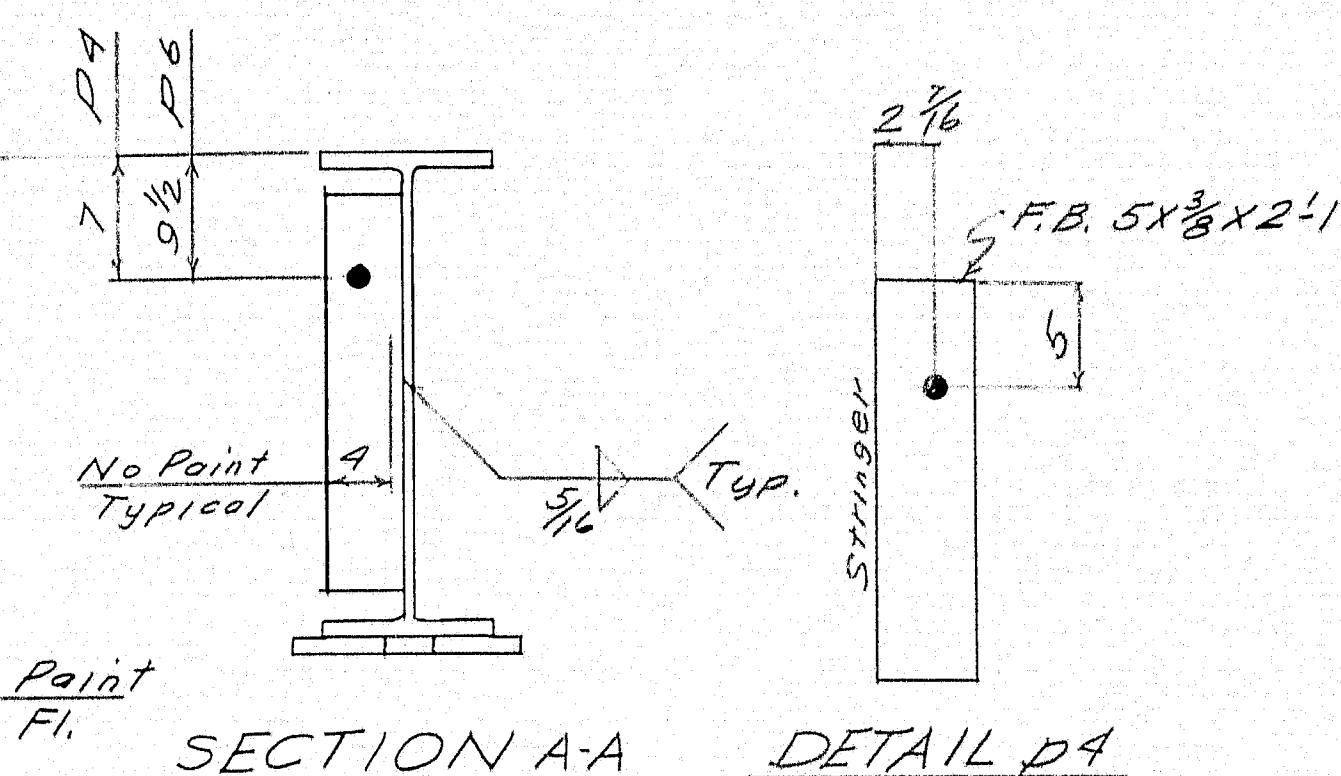
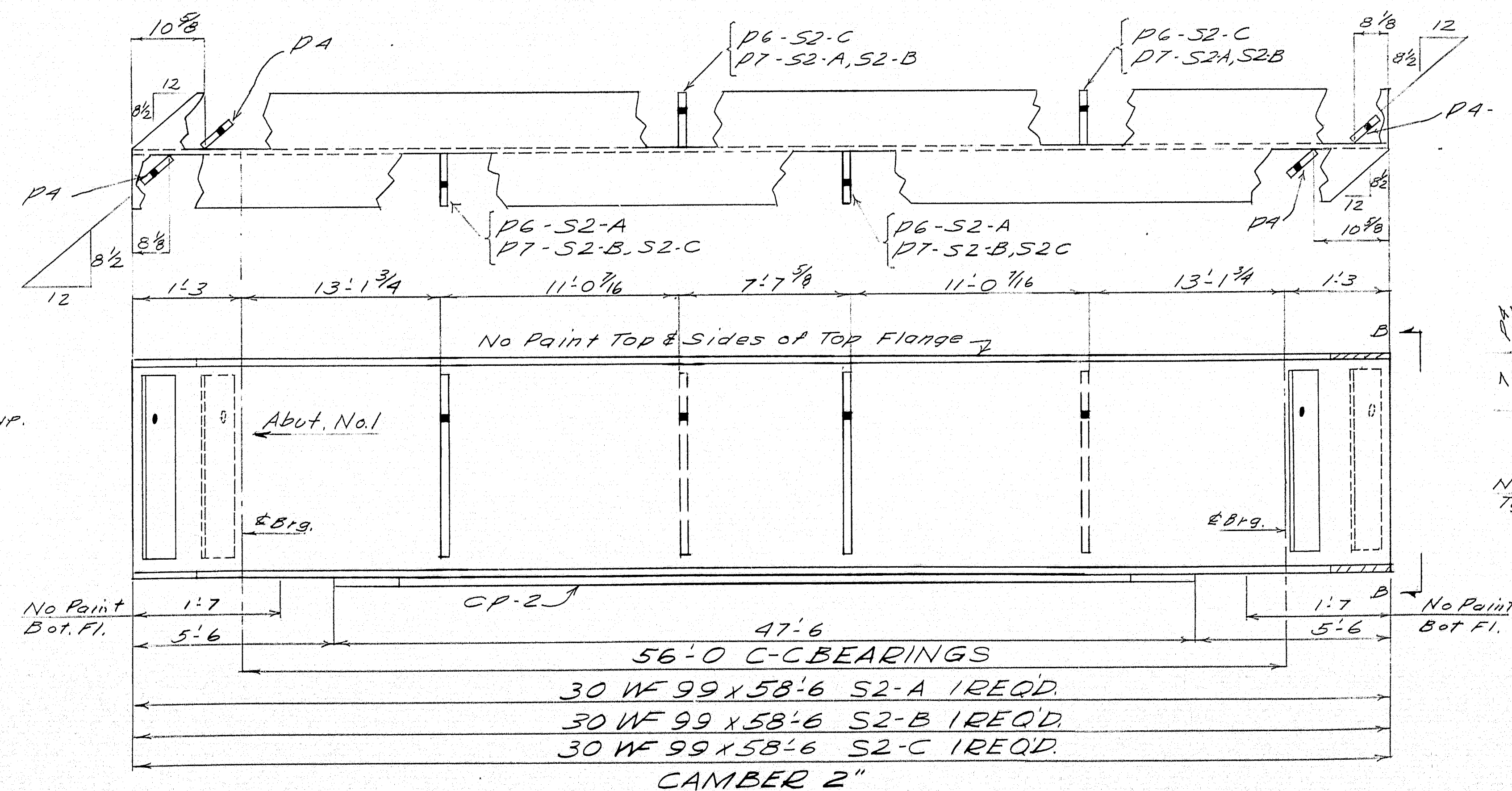
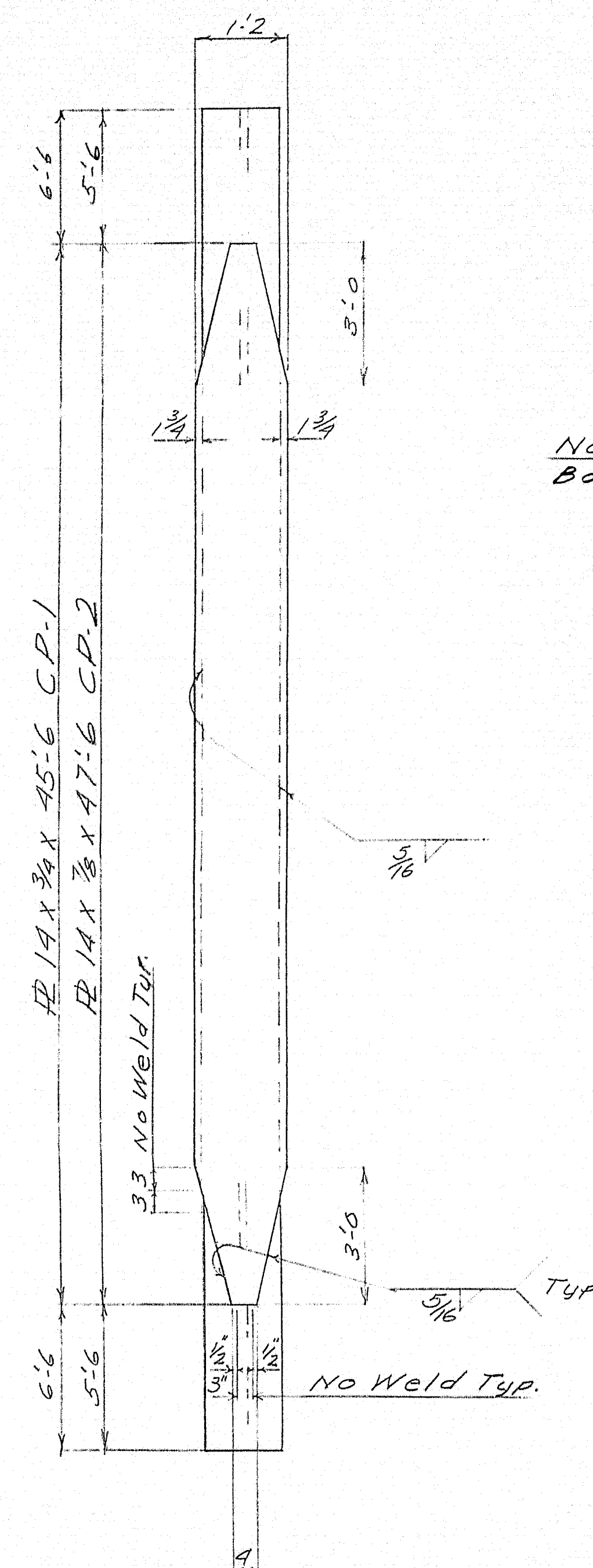
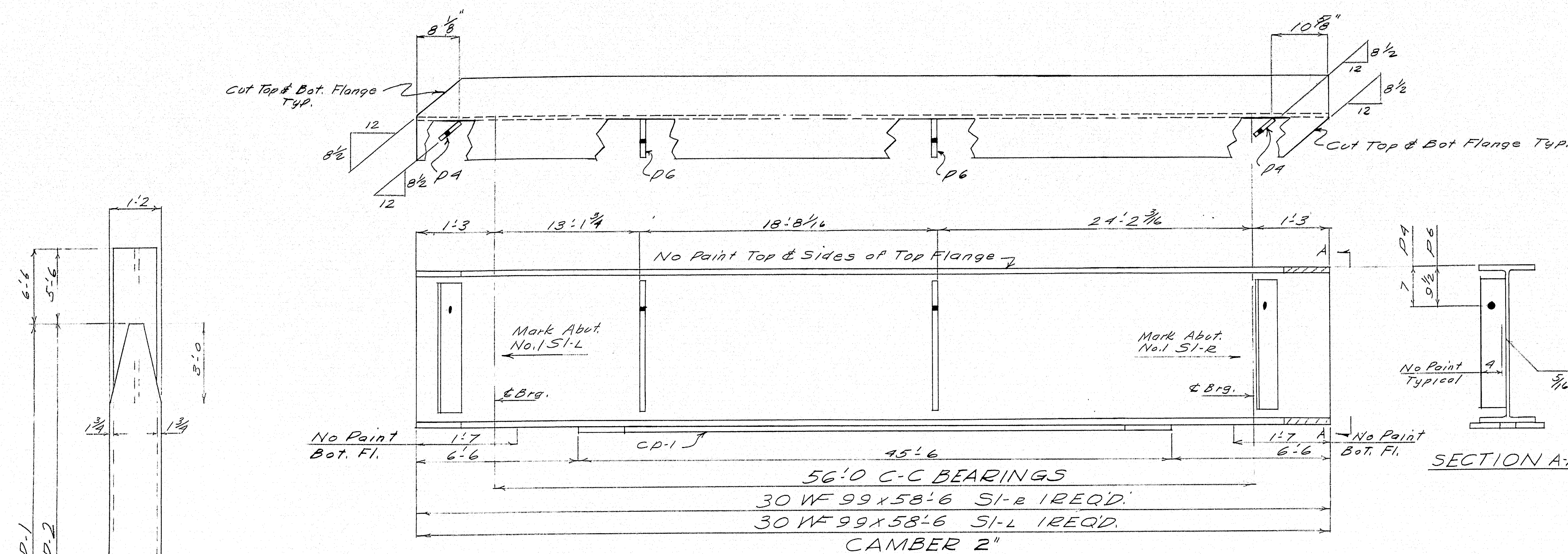
BEARING DETAILS

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

GILMAN BRIDGE
ATHENS MAINE

CUSTOMER WAYNE SUSI
DESIGNER ME, STATE HIGHWAY COMM

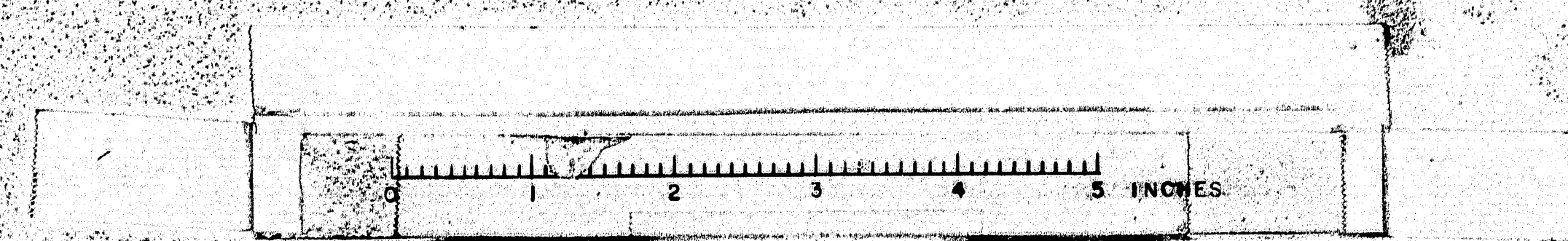
ORDER NO. <u>VERBAL</u>	DWG. NO. <u>62-278-51</u>
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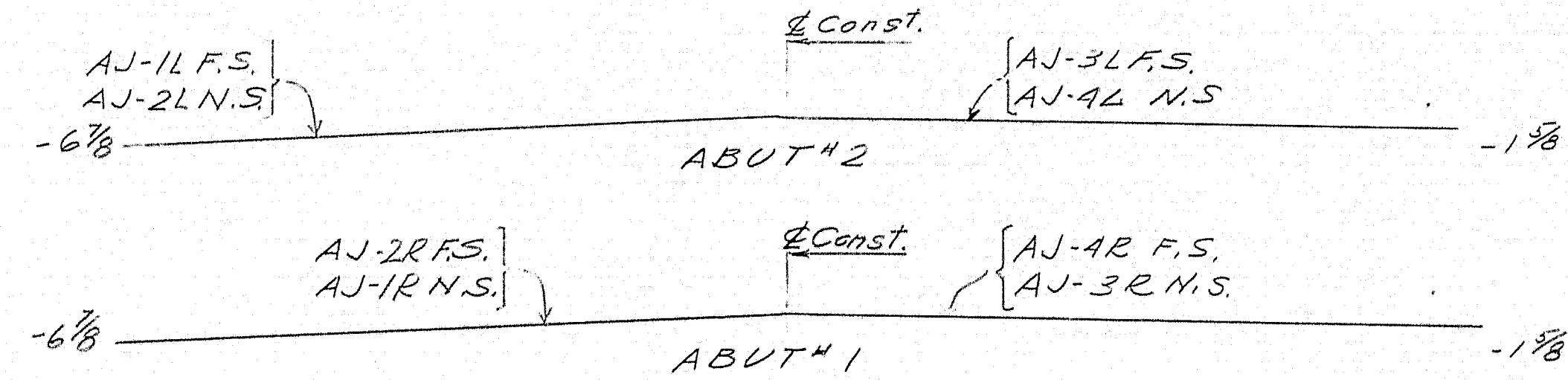
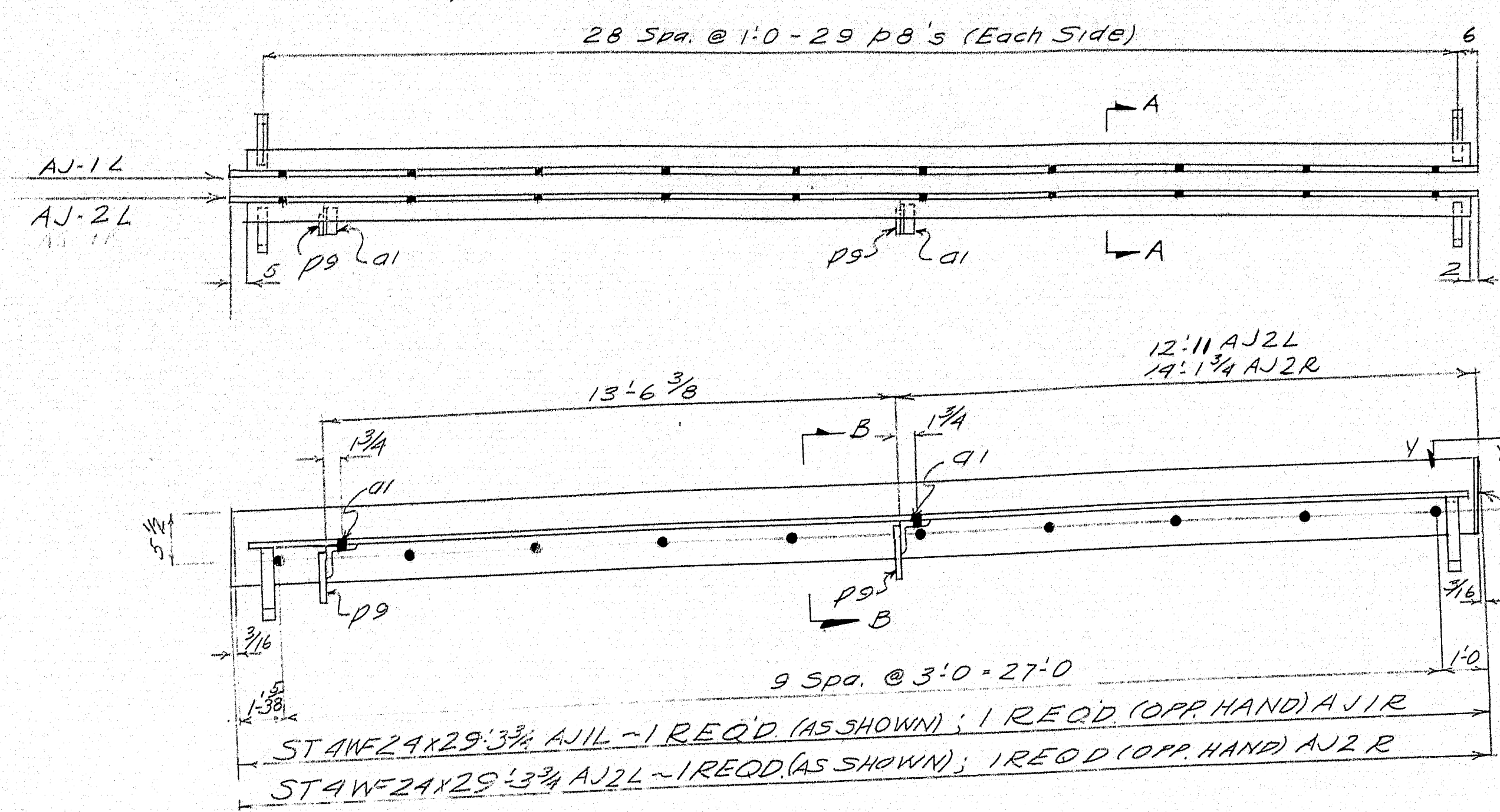


NOTE
SHOP CONNECTIONS-WELDED
FIELD CONNECTIONS- WELDED,
BOLTED
HOLES - 1 1/2" Ø
PAINT PER M.E. STATE SPECS.
RED LEAD
BILL OF MATERIAL ON
DRG. 62-278-53
SEE SHEET 62-278-E1 FOR
SHEAR CONNECTORS.

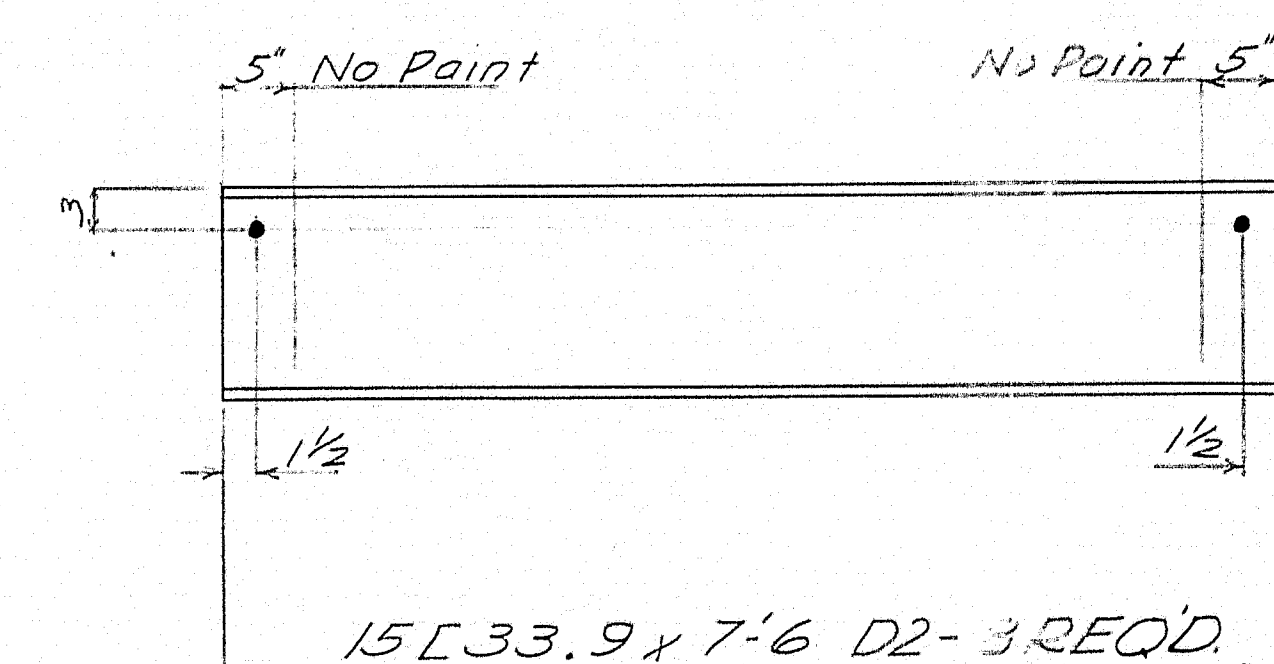
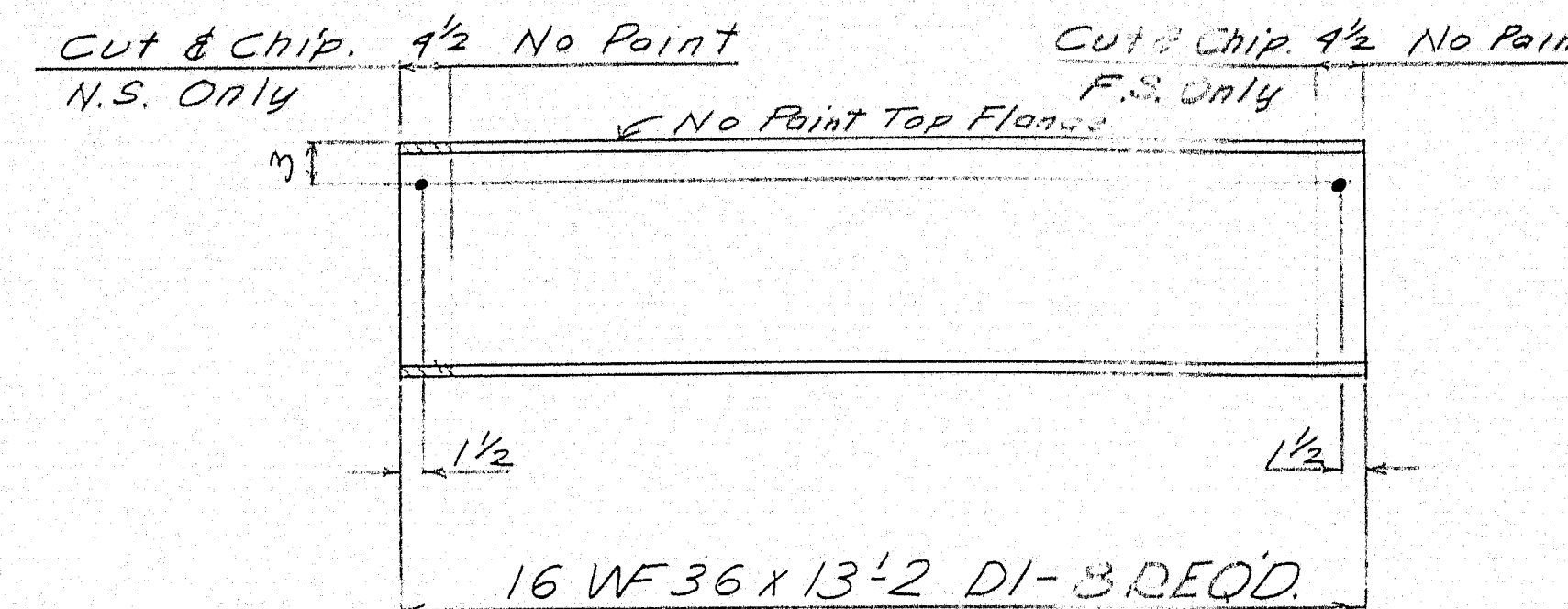
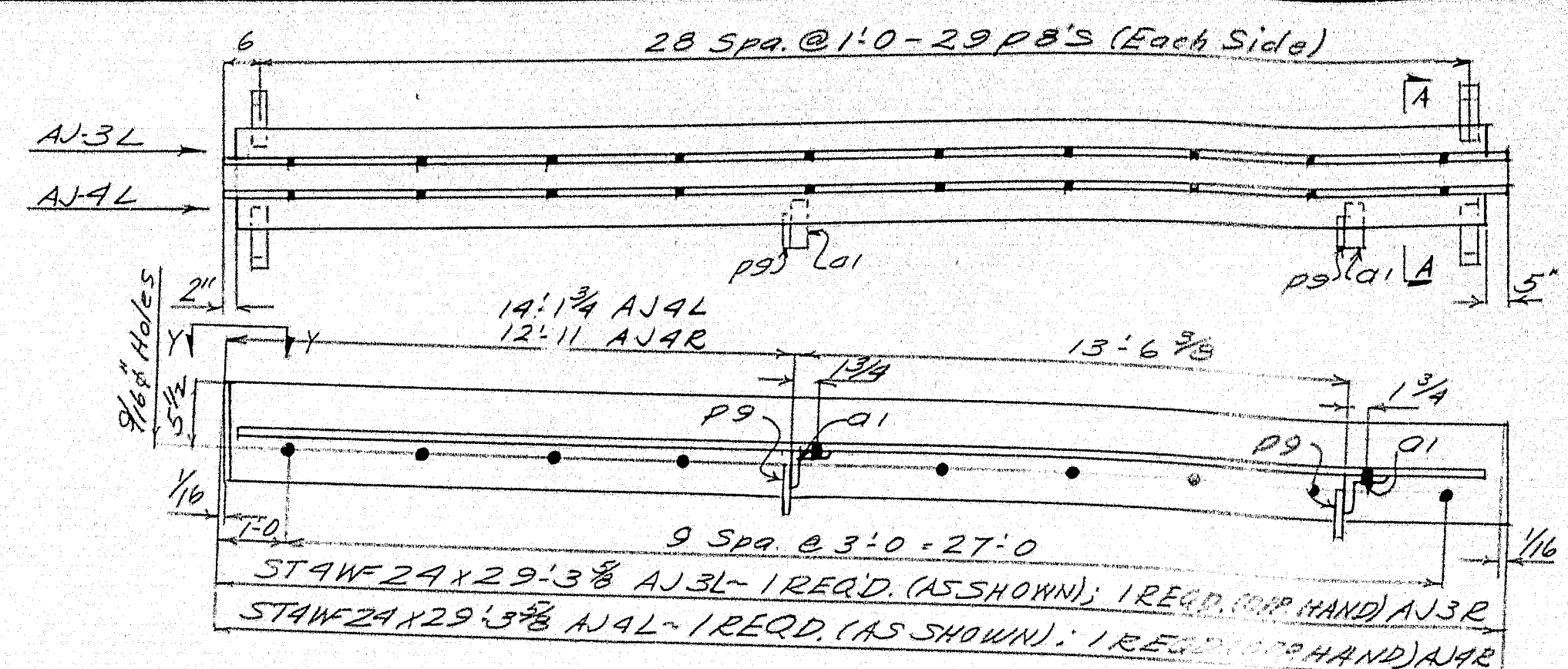
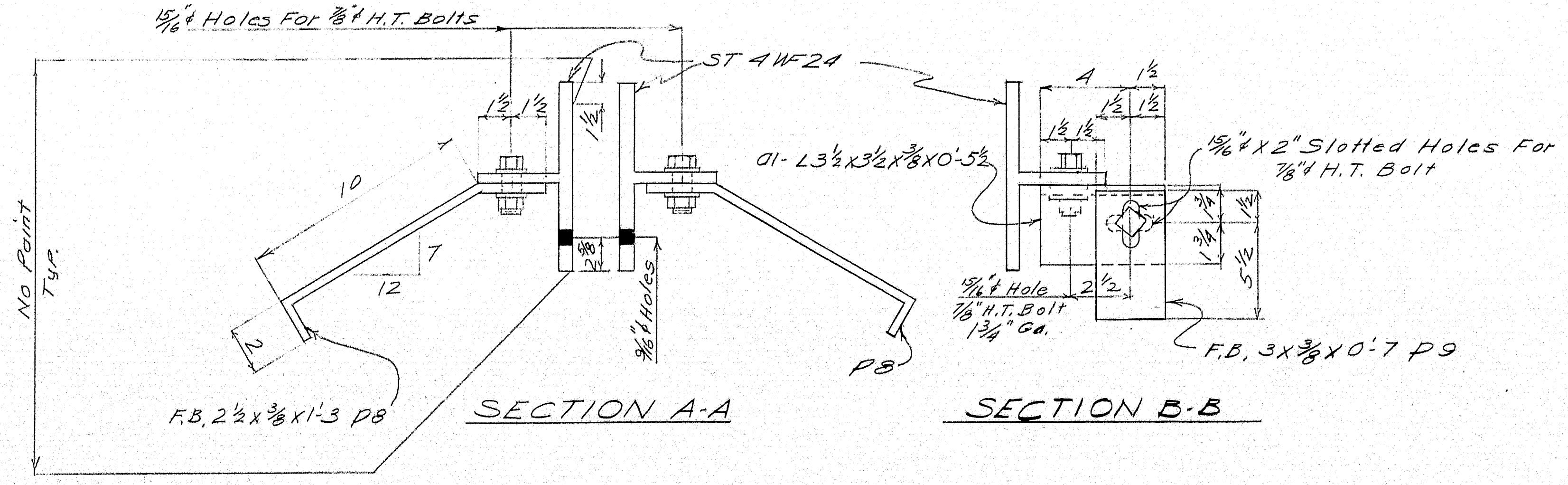
DRAWN	8-30-62	T.F.C.
REVISION		
REVISION		
REVISION		

APPROVED 5-23-84	STRINGER DETAILS	
	Branford S. Martin Rollins, Webb Company South Portland 7, Maine	
	GILMAN BRIDGE ATHENS, MAINE	
	CUSTOMER <u>WAYNE SUSI</u>	DESIGNER <u>ME, STATE HIGHWAY COMMISSION</u>
ORDER NO. <u>VERBAL</u>		DWG. NO. <u>62-278-52</u>





ERECTION DETAIL



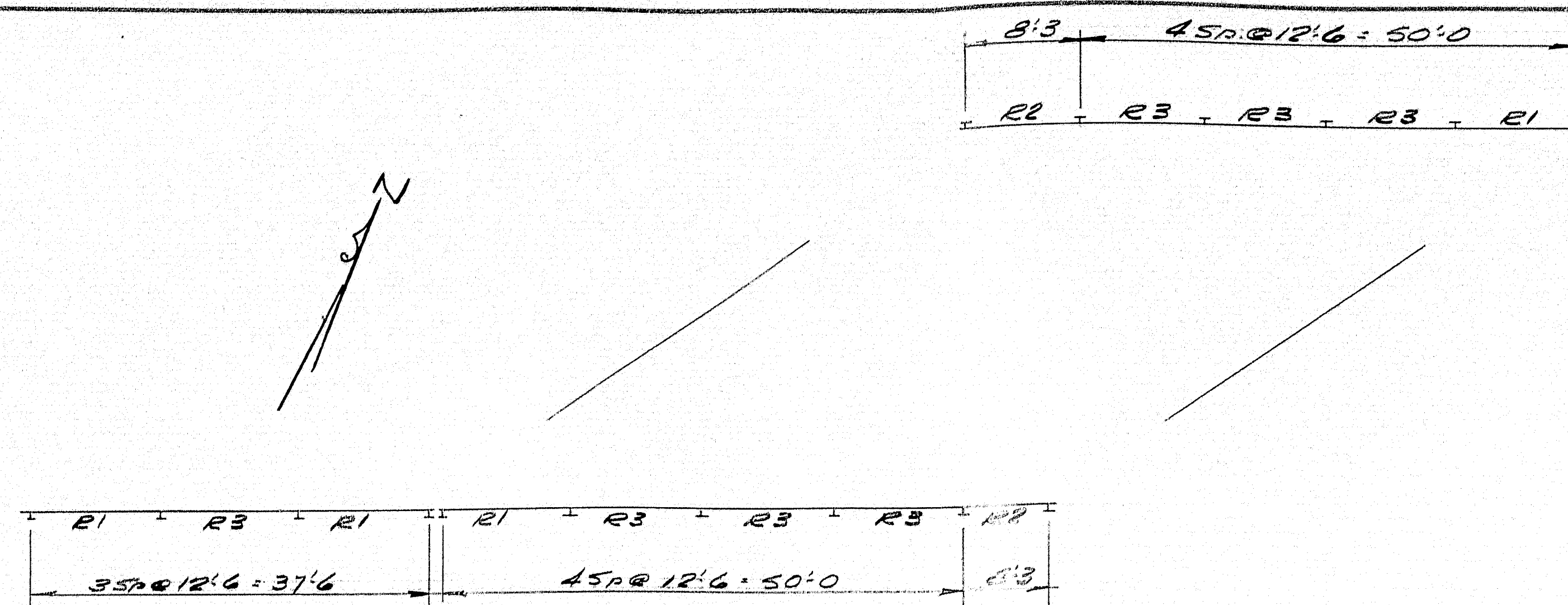
SHIP		BILL OF MATERIAL				DWG. NO. 62-278-S3	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	WT. OUT	REMARKS
STRINGERS							
S1-L	1		30WF99	58	6	14	
S2-A	1		DO	58	6	14	
S2-B	1		DO	58	6	14	
S2-C	1		DO	58	6	14	
S1-R	1		DO	58	6	14	
	16	P4	F.B. 5x8	2	1		
	8	P6	DO	2	1		
	8	P7	DO	2	1		
	2	CP1	R14 x 3/4	45	6	154	54 +1.75%
	3	CP2	R14 x 3/4	47	6	268	99 +1.75%
FIELD	35		5/8" H.T. BOLT	0	1 1/2		
Tot. Length 9/16 Shop Weld = 601							
100							
DIAPHRAGMS							
D1	8		16WF36	13	2	60	
D2	8		15L33.9	7	6	552	153
ARMORED JOINTS							
AJ-1L	2		ST 4WF24	29	3 3/4		
AJ-2L	2		DO	29	3 3/4		
AJ-3L	2		DO	29	3 3/4		
AJ-4L	2		DO	29	3 3/4		
	232	P8	F.B. 2 1/2 x 3/8	1	3		
	8	P9	F.B. 3 x 3/8	0	7		
	248	SHOP	1/2" H.T. BOLT	0	2 1/2	90	
	496	DO	3/8" WASHER				HARD
	8	Q1	L3 1/2 x 3 1/2 x 3/8	0	5 1/2		
	1338	SHOP	3/8" Shear Conn.	0	5		ITEM 705-17
ALL STRINGERS & COVER PLATES TO BE A-36							

This Bill of Material covers Drgs. 62-278-E1, 62-278-S2, 62-278-S3

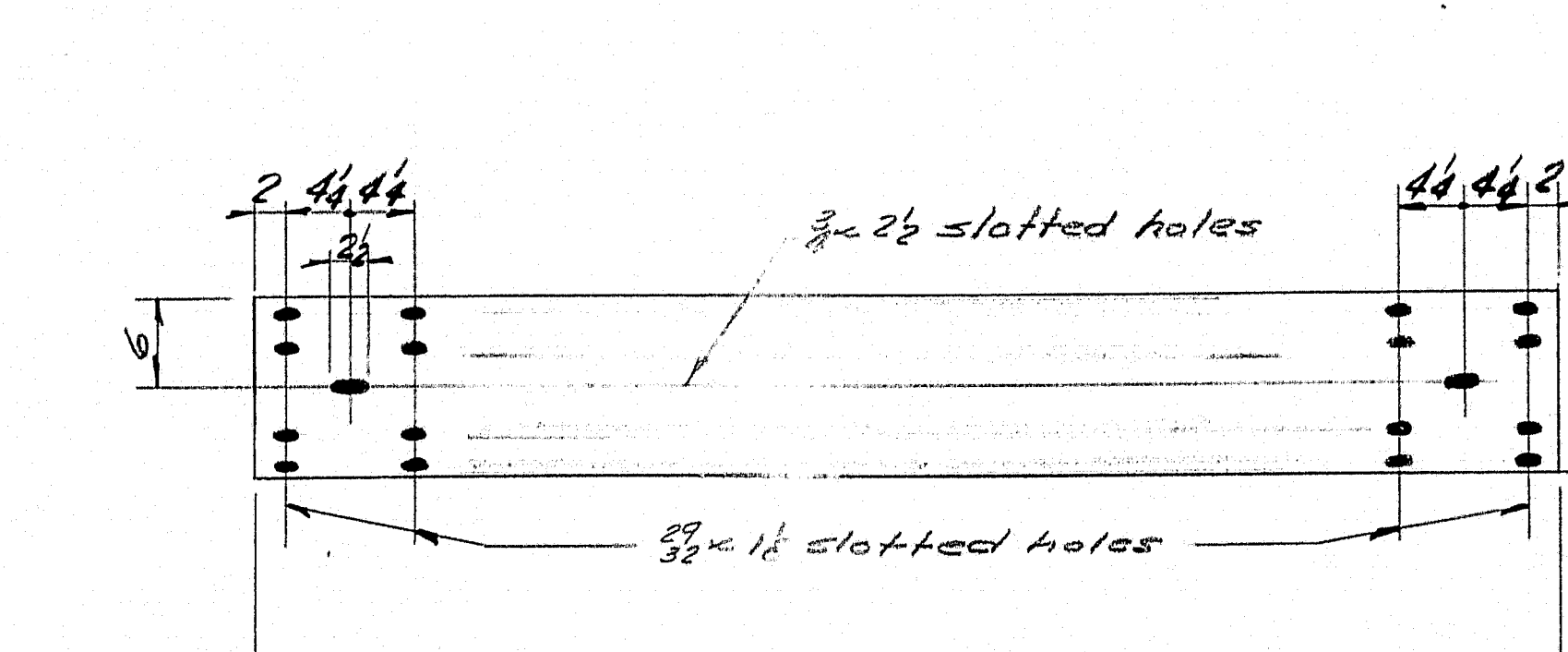
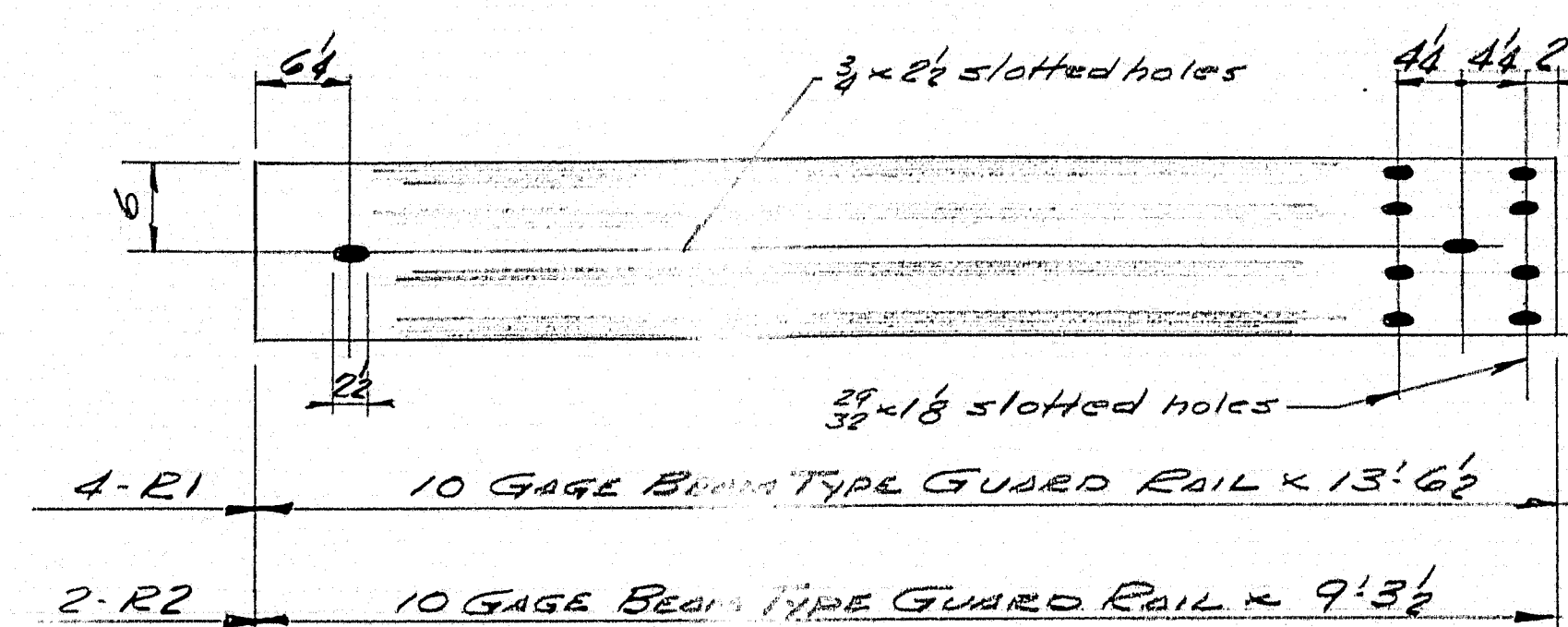
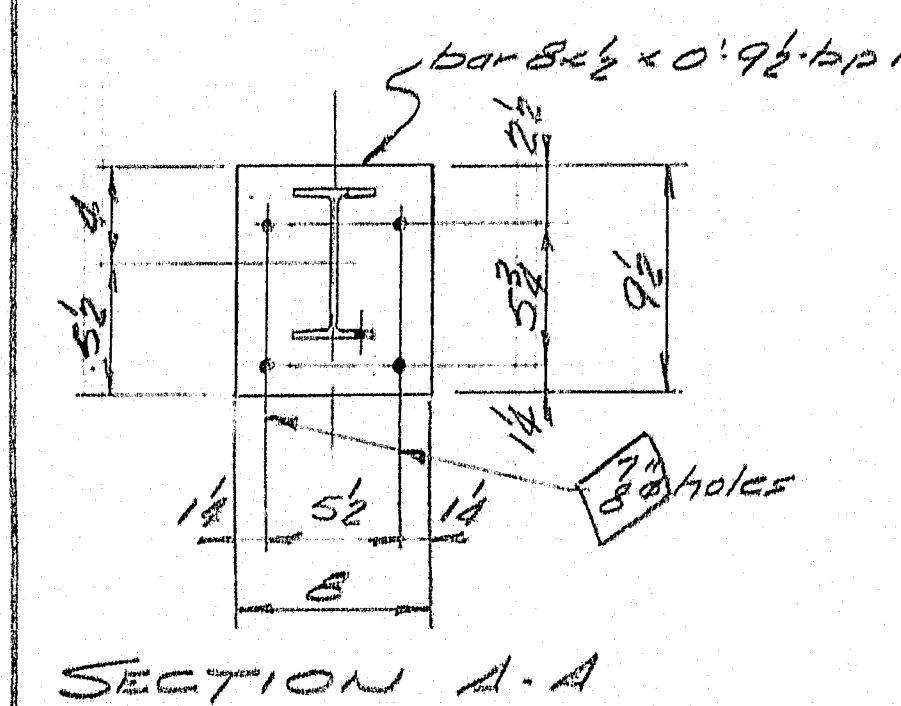
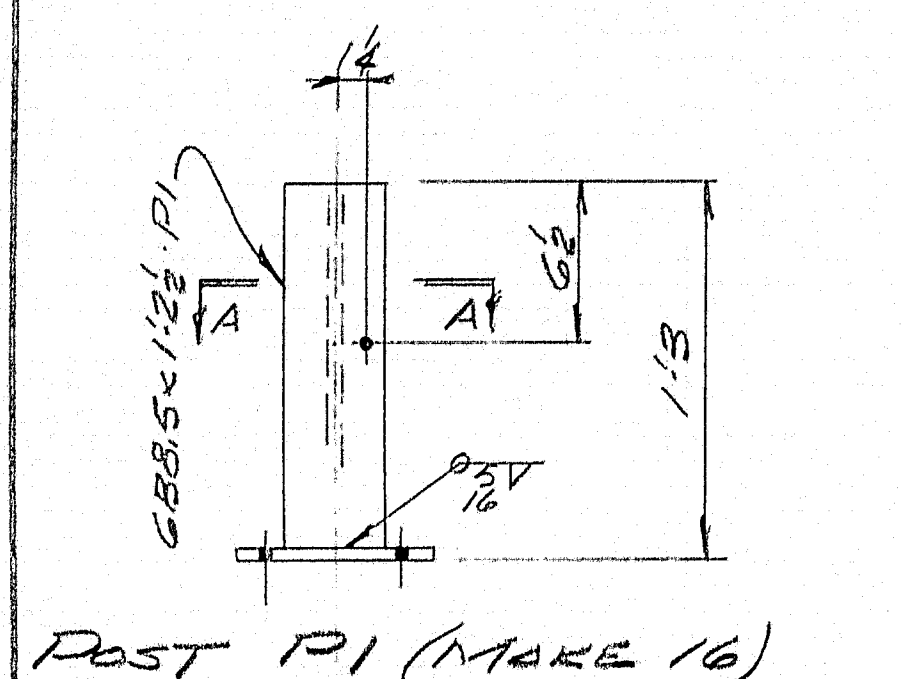
SHOP CONNECTIONS: WELDED, BOLTED
FIELD CONNECTIONS: WELDED
HOLES: AS NOTED
PAINT: PER ME. STATE SPECS. RED LEAD

DIAPHRAGMS & ARMORED JOINT	
Bancroft & Martin Rolling Mills Company	
South Portland, Maine	
GILMAN BRIDGE	
ATHENS, MAINE	
CUSTOMER: WAYNE SUSI	
DESIGNER: ME, STATE HIGHWAY COMM.	
ORDER NO. VERBAL	DWG. NO. 62-278-S3

DRAWN	9-9-62 T.F.G.
REVISION	9-24-62 T.F.G.
REVISION	
REVISION	



BRIDGE RAIL PLACING PLAN



NOTE: GALVANIZE POSTS & RAILS AFTER FABRICATION

SHIP		BILL OF MATERIAL				DWG. NO. 62-278-54
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
P1	16		638.5	1 22		GALVANIZED
	16	R21	bar 8x6	0 9 1/2		
	4	R1	10 GAGE	13 6 1/2		BETHLEHEM
	2	R2	do	9 3 1/2		BEAM TYPE
	7	R3	do	13 6 1/2		GUARD RAIL
						GALVANIZED
Field	80		5" SPlice	0 1 1/2		GALVANIZED
do	16		3" POST	0 2		DO

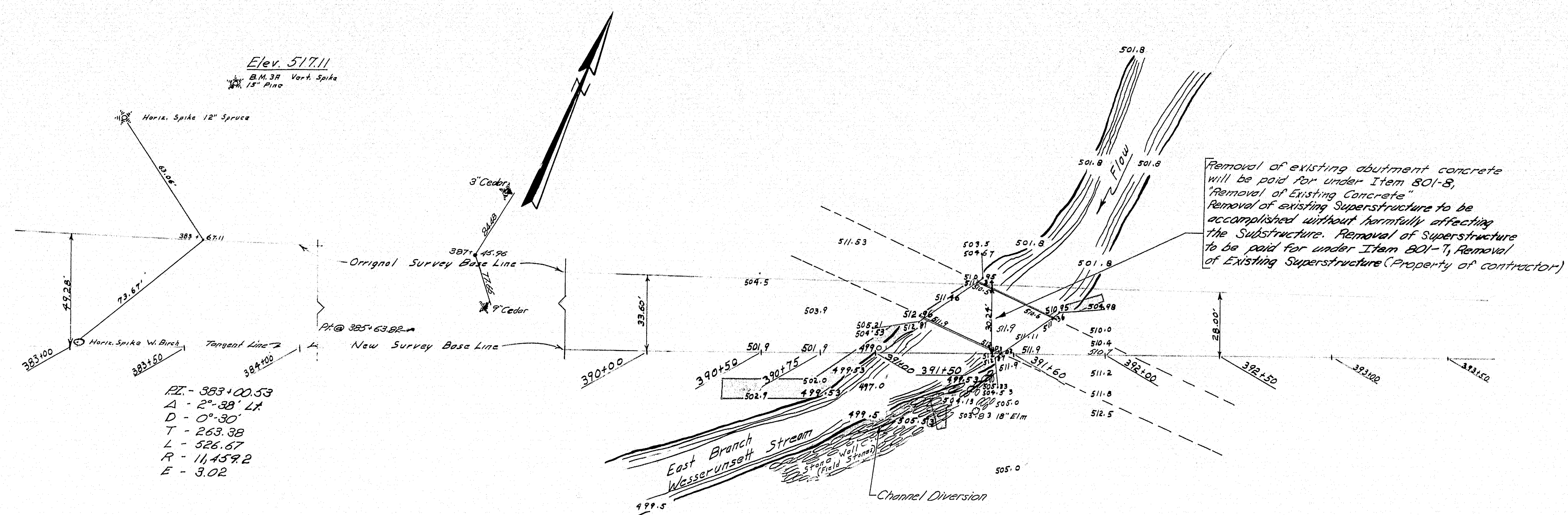
SHOP CONNECTIONS: WELDED
FIELD CONNECTIONS: BOLTED
HOLES: NOT NOTED
PAINT: NONE

FOR MSHC. DWG. 58 of 10

BRIDGE RAIL	
Bancroft & Martin, Inc.	
South Portland 7, Maine	
GILMAN BRIDGE	
ATHENS	
MAINE	
CUSTOMER WAYNE SUSI	
DESIGNER M.S.H.C.	
DRAWN 4-22-63 WAG	ORDER NO. _____
REVISION	DWG. NO. 62-278-54
REVISION	
REVISION	

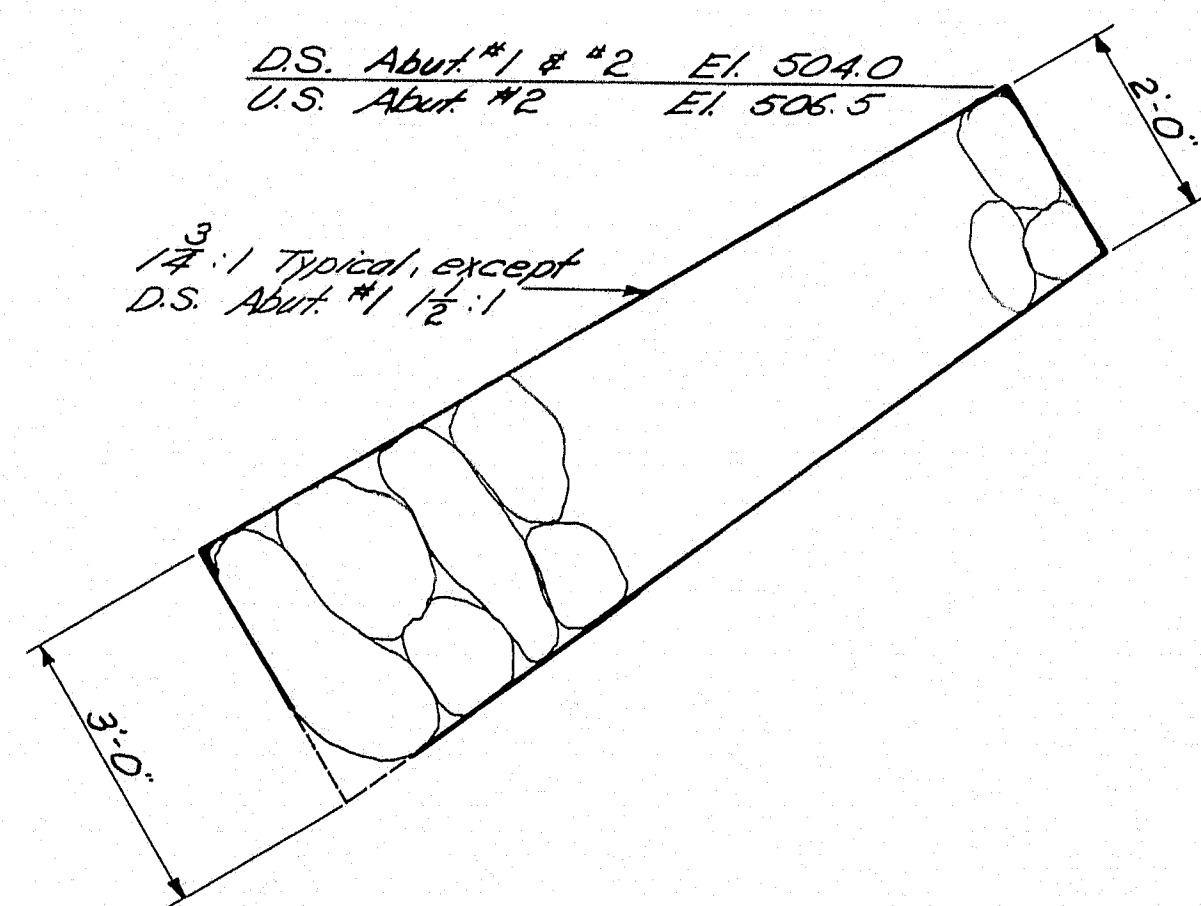
84-186

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	5-0241(8)	12	63

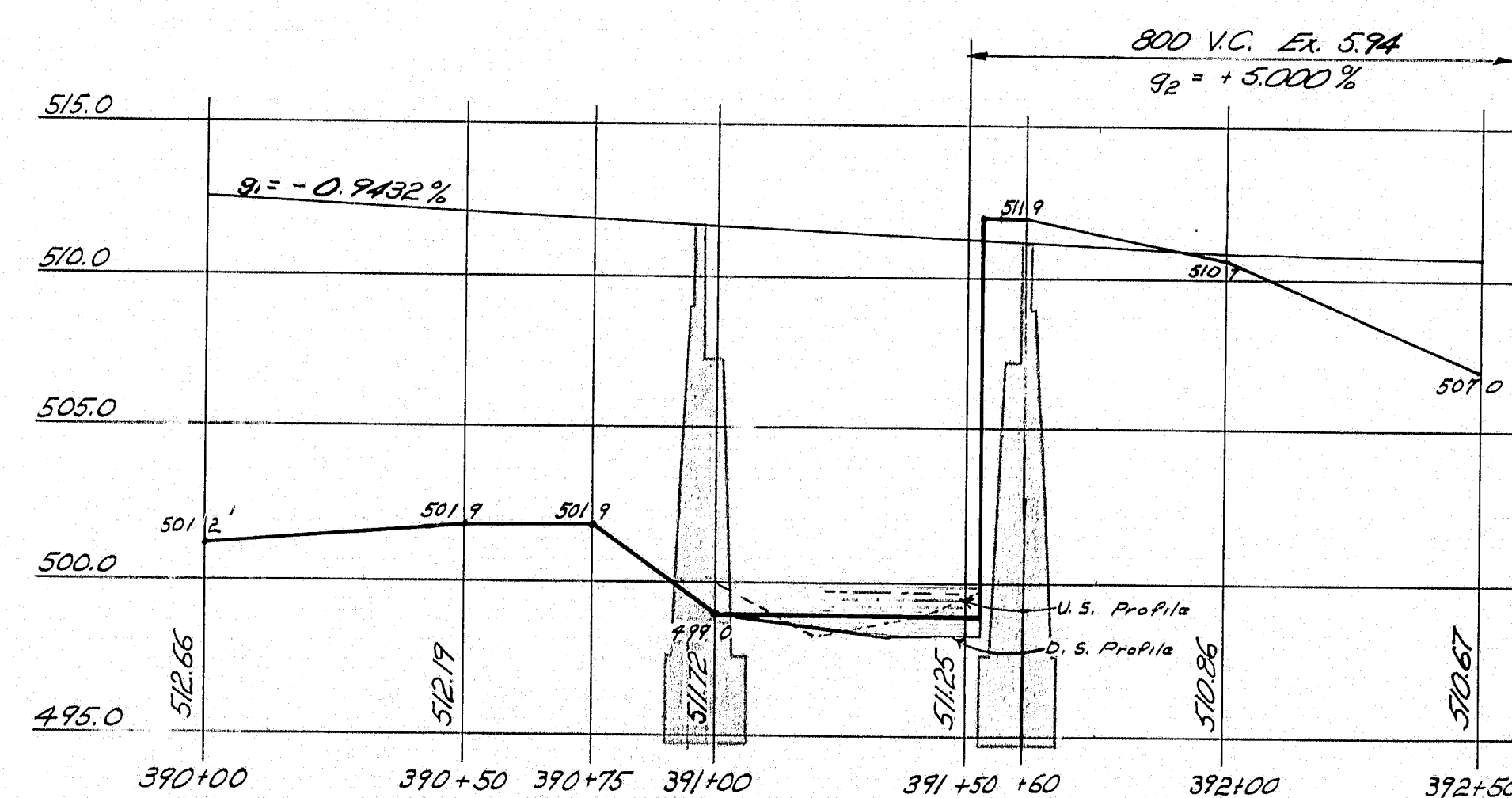


PLAN
Scale 1" = 30'

B.M. 4A Vertical spike in triple 36" Elm ~ 130' Right of Sta. 393+50 ~ Elev. 509.93



RIPRAP DETAIL



PROFILE

Vertical 1" = 5'
Scales: Horizontal 1" = 30'

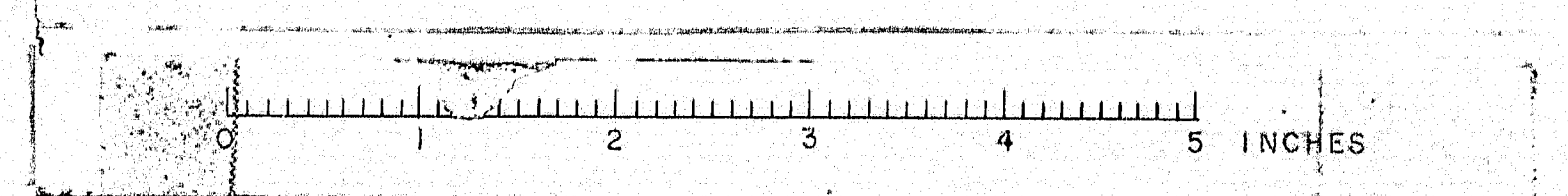
~ GENERAL NOTES ~

EXISTING SUPERSTRUCTURE: Reinforced concrete T beams.
Good condition
EXISTING SUBSTRUCTURE: Mass concrete abutments.
Good Condition
STREAM: Swift current at high stages.
FOUNDATION: Gravel

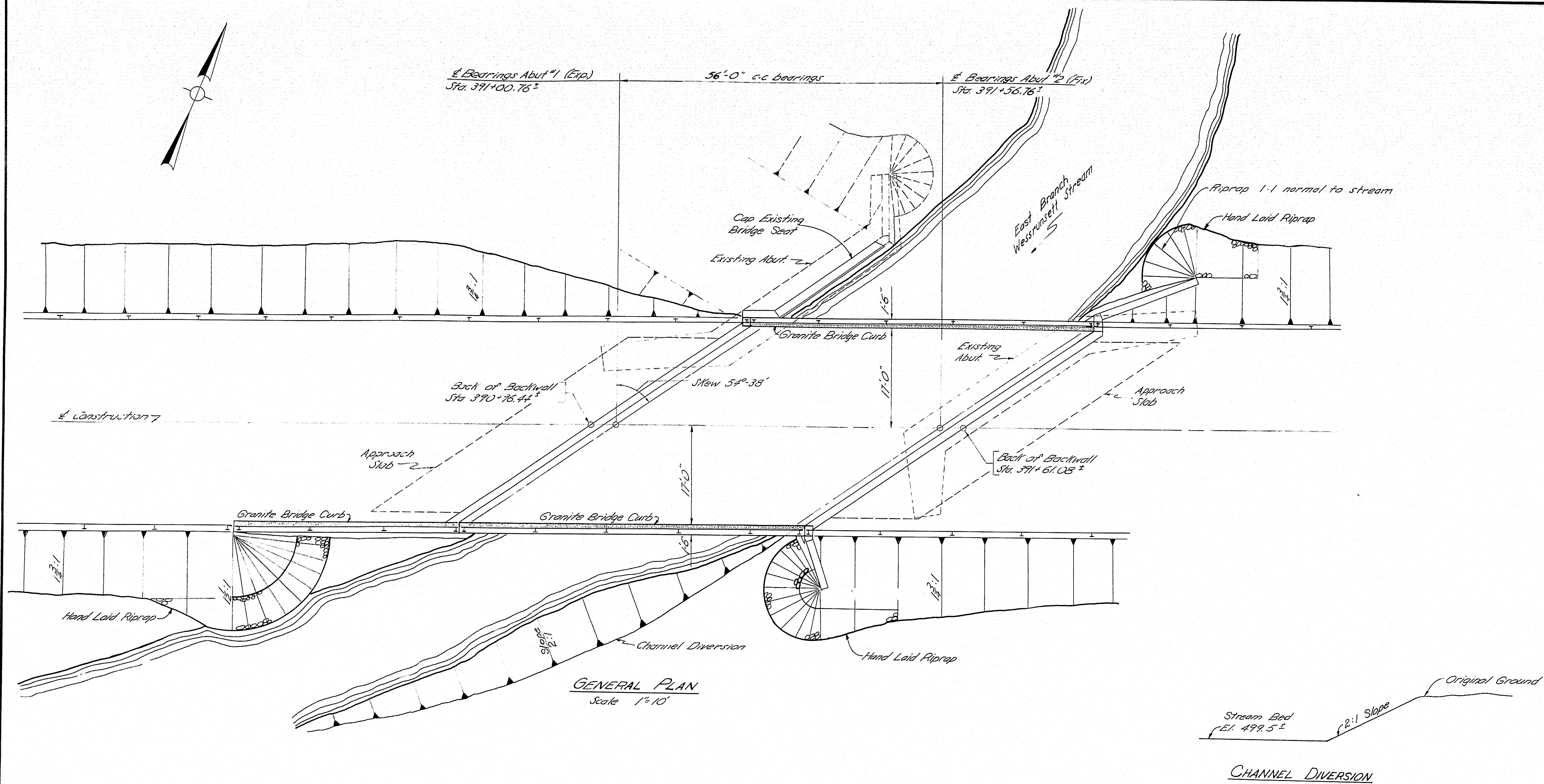
DESIGN- TRACE-ALBERT CHECK-	BRIDGE NO. SURVEY- BLAKE PLOT-ALBERT
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
GILMAN BRIDGE	
OVER	
EAST BRANCH WESSERUNETT STREAM	
IN THE TOWN OF	
ATHENS	
SOMERSET COUNTY	
SURVEY	

SHEET 1 OF 10 AUGUSTA, MAINE FEBRUARY 1962

M-1831



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	5-0241(6)	13	65



SPECIFICATIONS

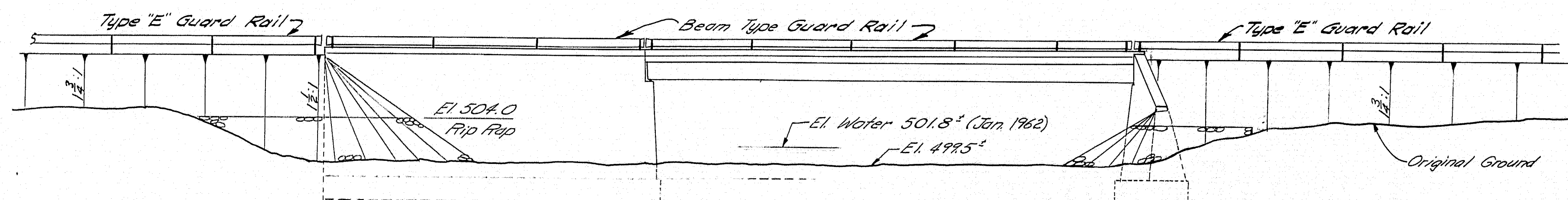
DESIGN - AASHTO Standard Specifications for Highway Bridges 1961 and tentative revisions.

CONTRACT - State of Maine Highway Commission Standard Specifications Highways and Bridges, Revision of Jan. 1956, and Supplemental Specifications.

LIVE LOADING - H 20-516-44

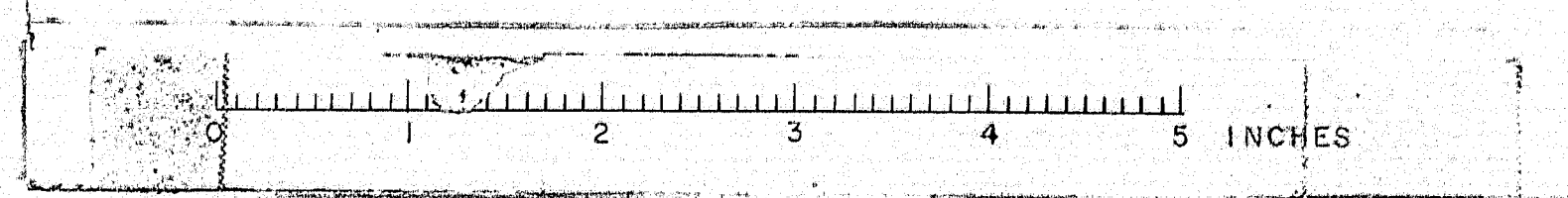
ALLOWABLE STRESSES -
Structural Steel - ASTM Designation A36 - $f_y = 20,000$ psi.
Structural Steel - ASTM Designation A7 - $f_y = 18,000$ psi.
Intermediate Grade Reinforcing Steel - $f_y = 20,000$ psi.
Concrete (normal) - $f_c = 2,000$ psi.

CONCRETE CLASSIFICATION -
Abutments - Class B
Superstructure - Class A
Approach Slab - Class A



DESIGN - TRACE - CHECK -	DETAIL - SURVEY - PLOT -	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
GILMAN BRIDGE		
OVER		
EAST BRANCH WESSERUNSETT STREAM IN THE TOWN OF		
ATHENS		
SOMERSET COUNTY		
GENERAL PLAN		
SHEET 2 OF 10 AUGUSTA, MAINE FEBRUARY 1962		

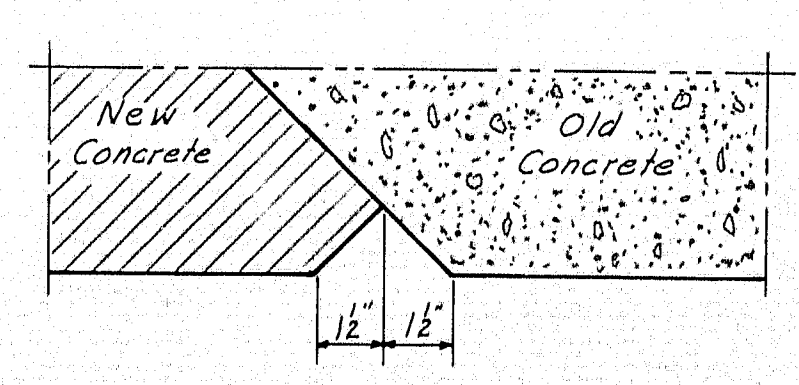
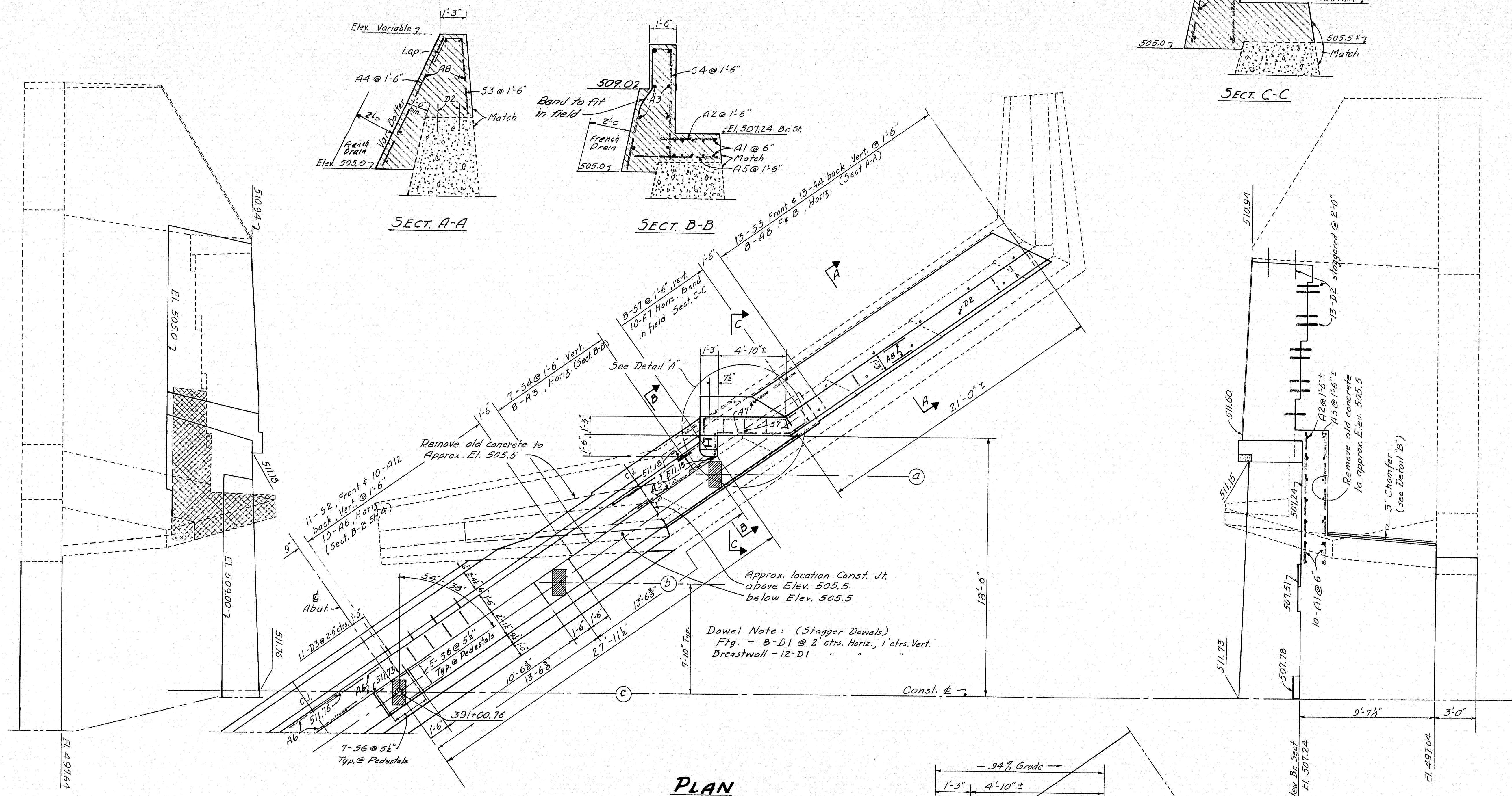
M-1832



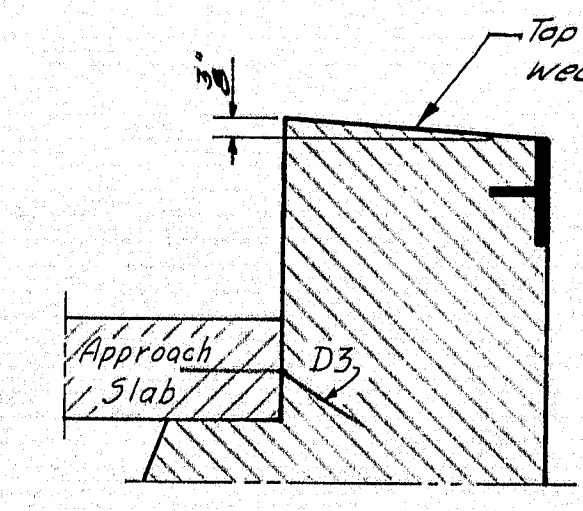
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	5-0241(6)	14	65

REAR ELEVATION

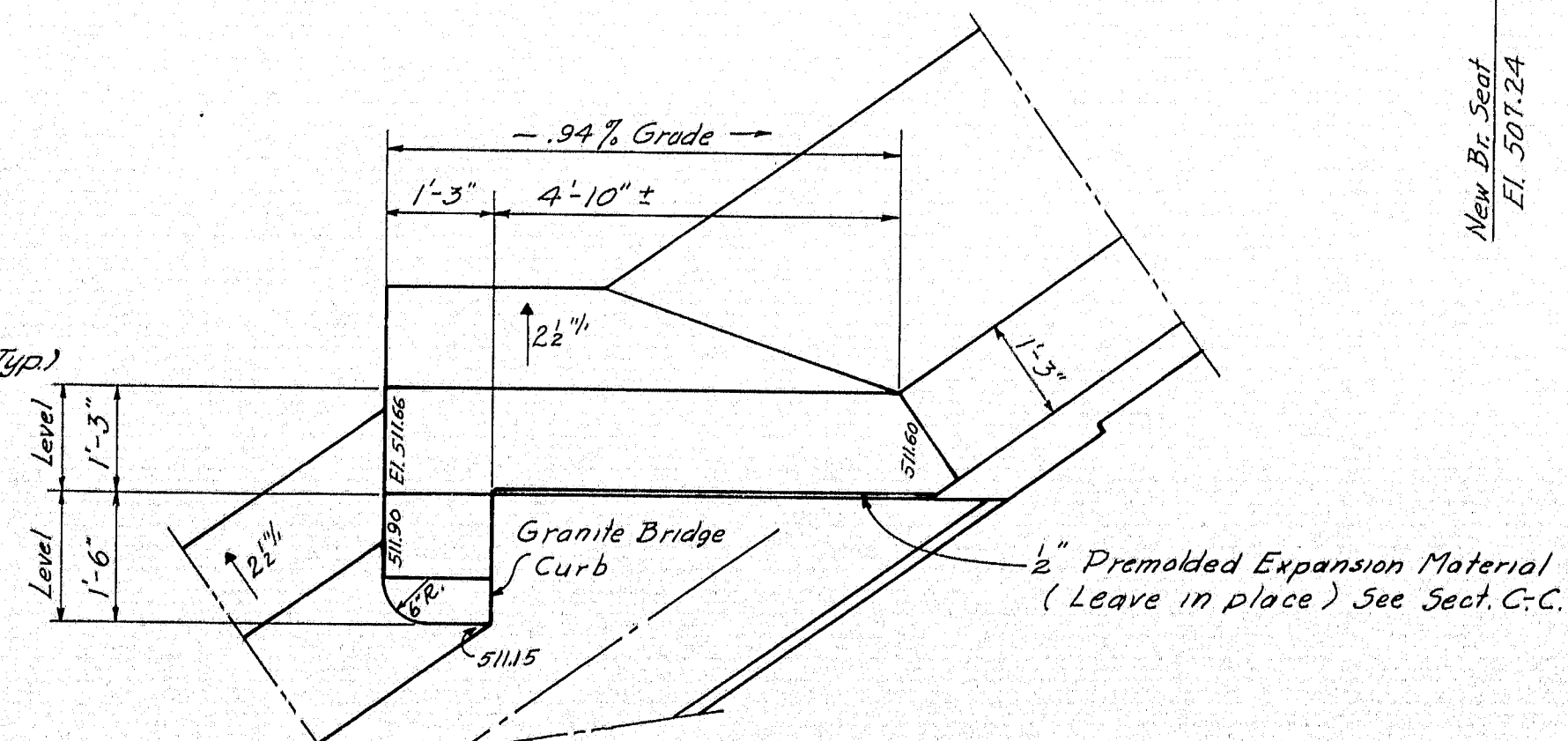
FRONT ELEVATION



DETAIL "B"
Typical where 3" Chamfer indicated.



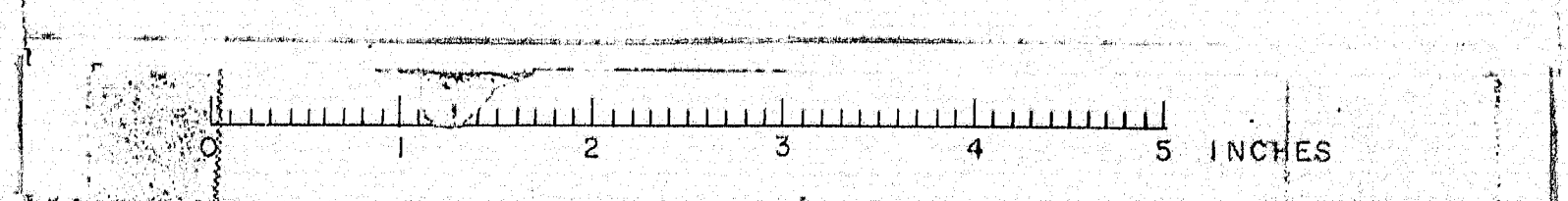
BACKWALL SECTION
(Parallel to Construction)



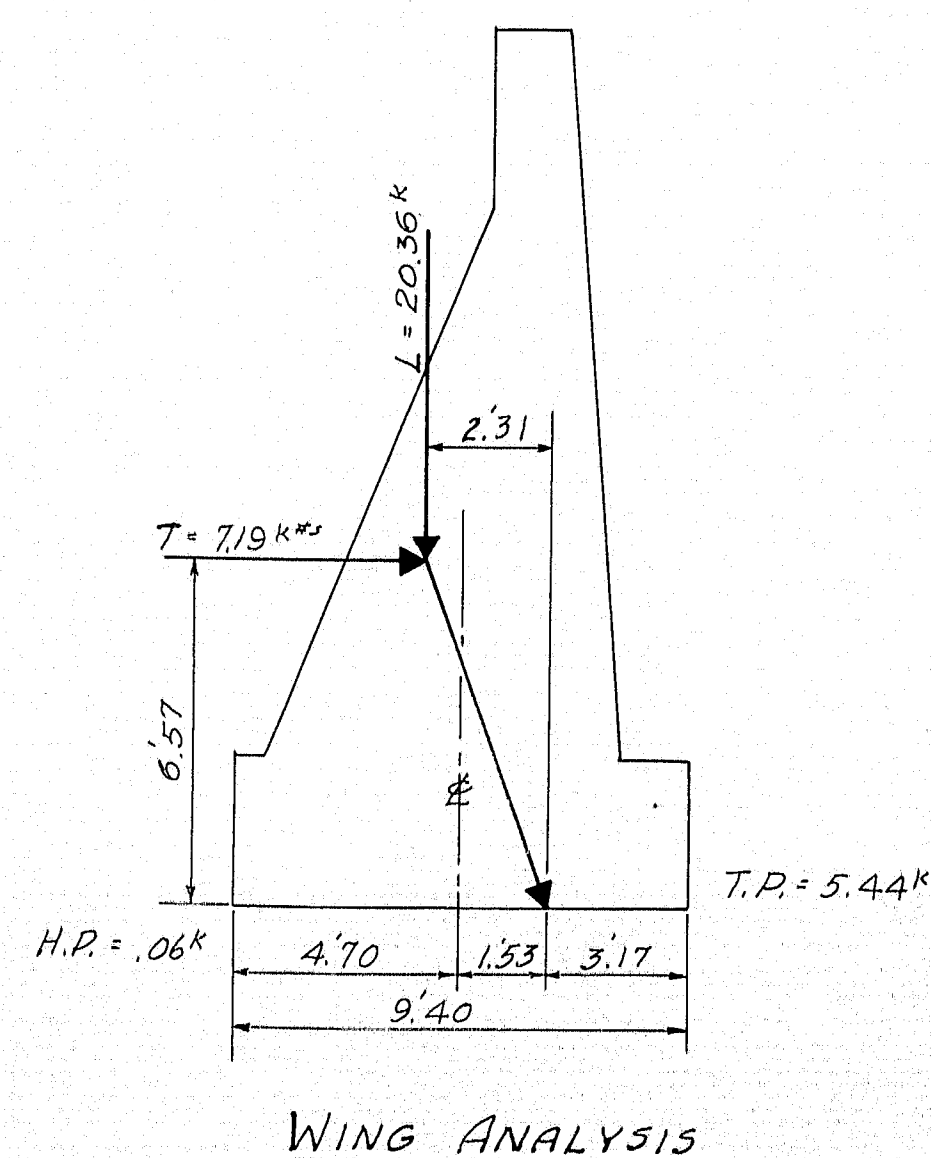
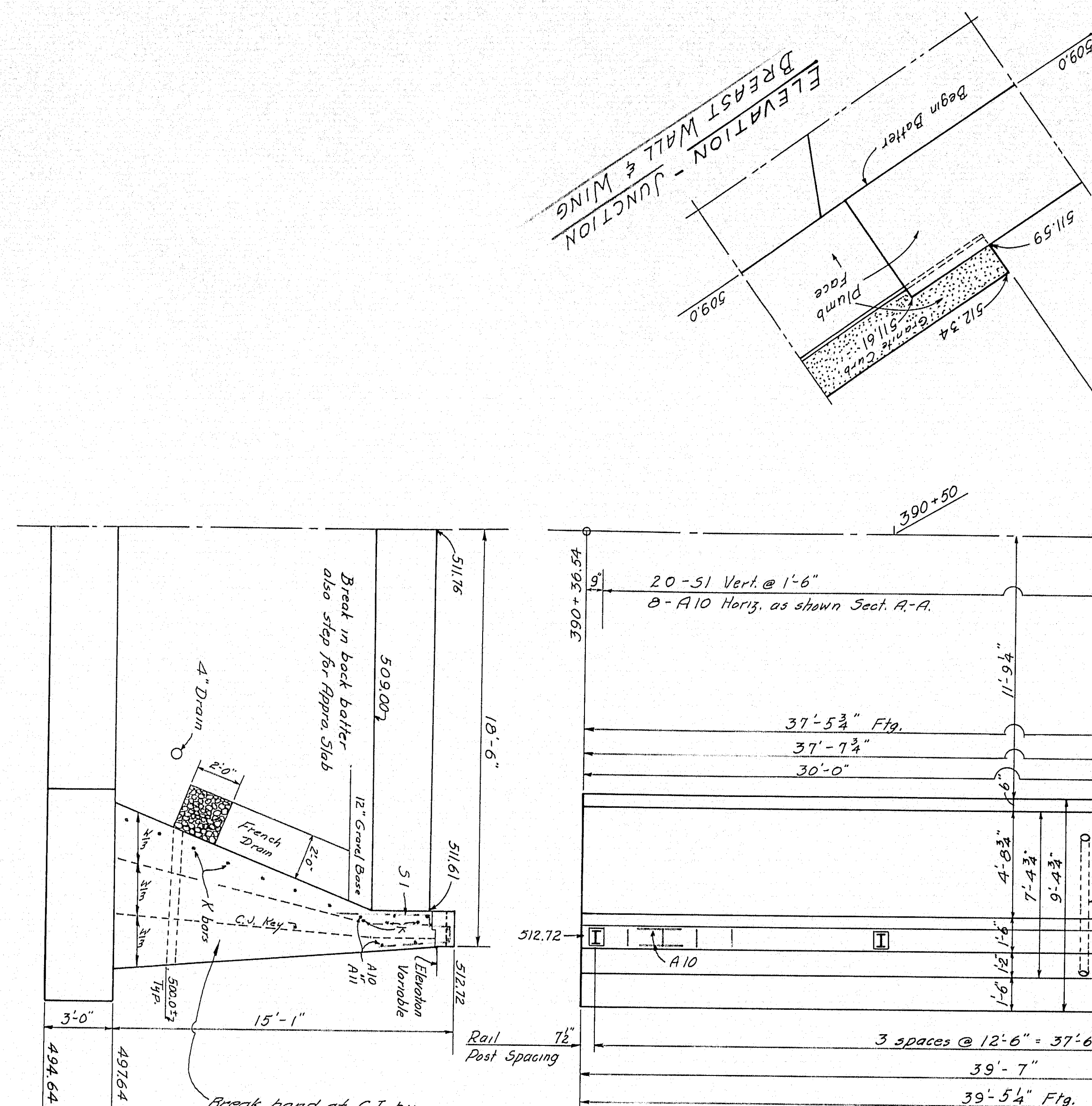
DETAIL "A"

DESIGN - FORTIER TRACE - FORTIER CHECK - FORTIER	BRIDGE NO. SURVEY PLOT
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
GILMAN BRIDGE	
OVER EAST BRANCH WESSERUNSETT STREAM IN THE TOWN OF ATHENS SOMERSET COUNTY	
UPSTREAM 1/2 OF ABUT. NO. 1	
SHEET 3 OF 10 AUGUSTA, MAINE FEBRUARY 1962	

M-1833

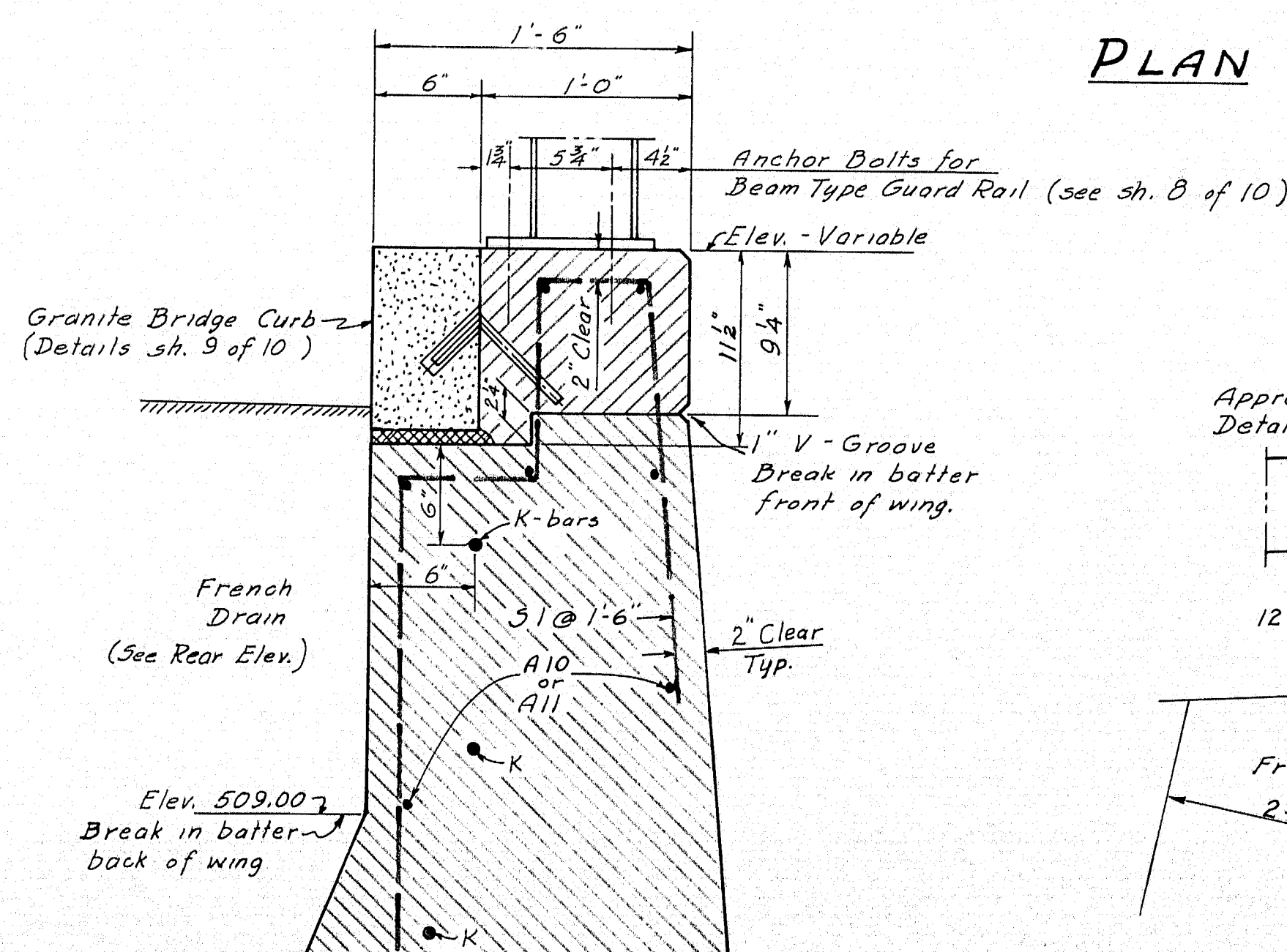


REAR ELEVATION

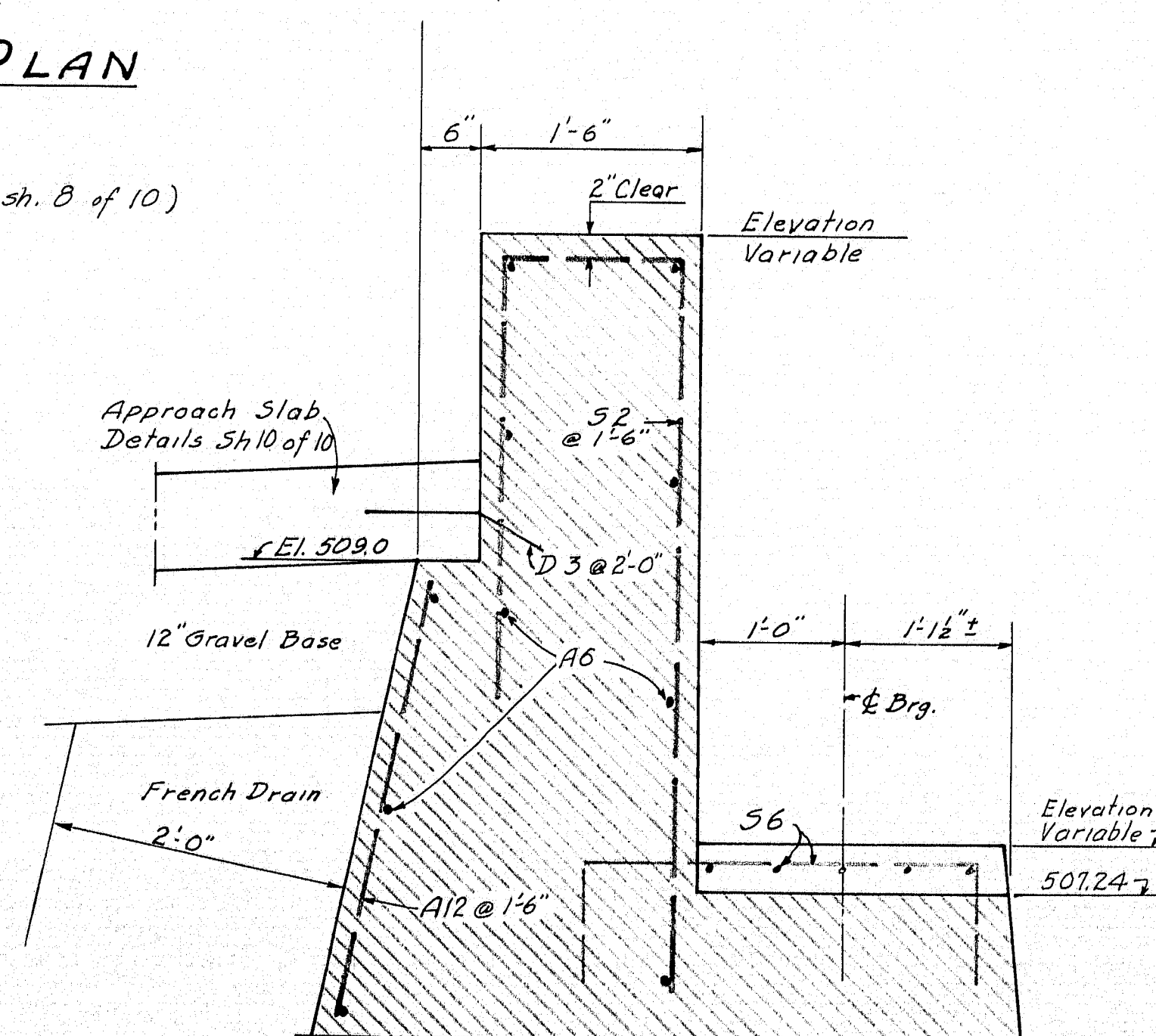


WING ANALYSIS

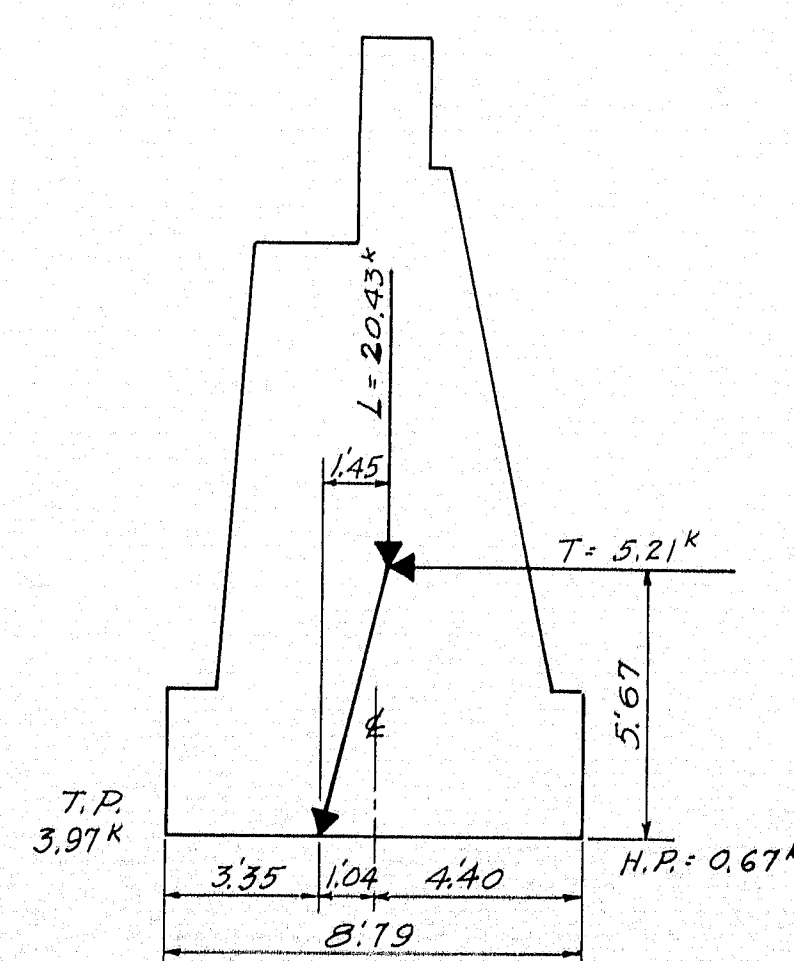
PLAN



SECTION A-A

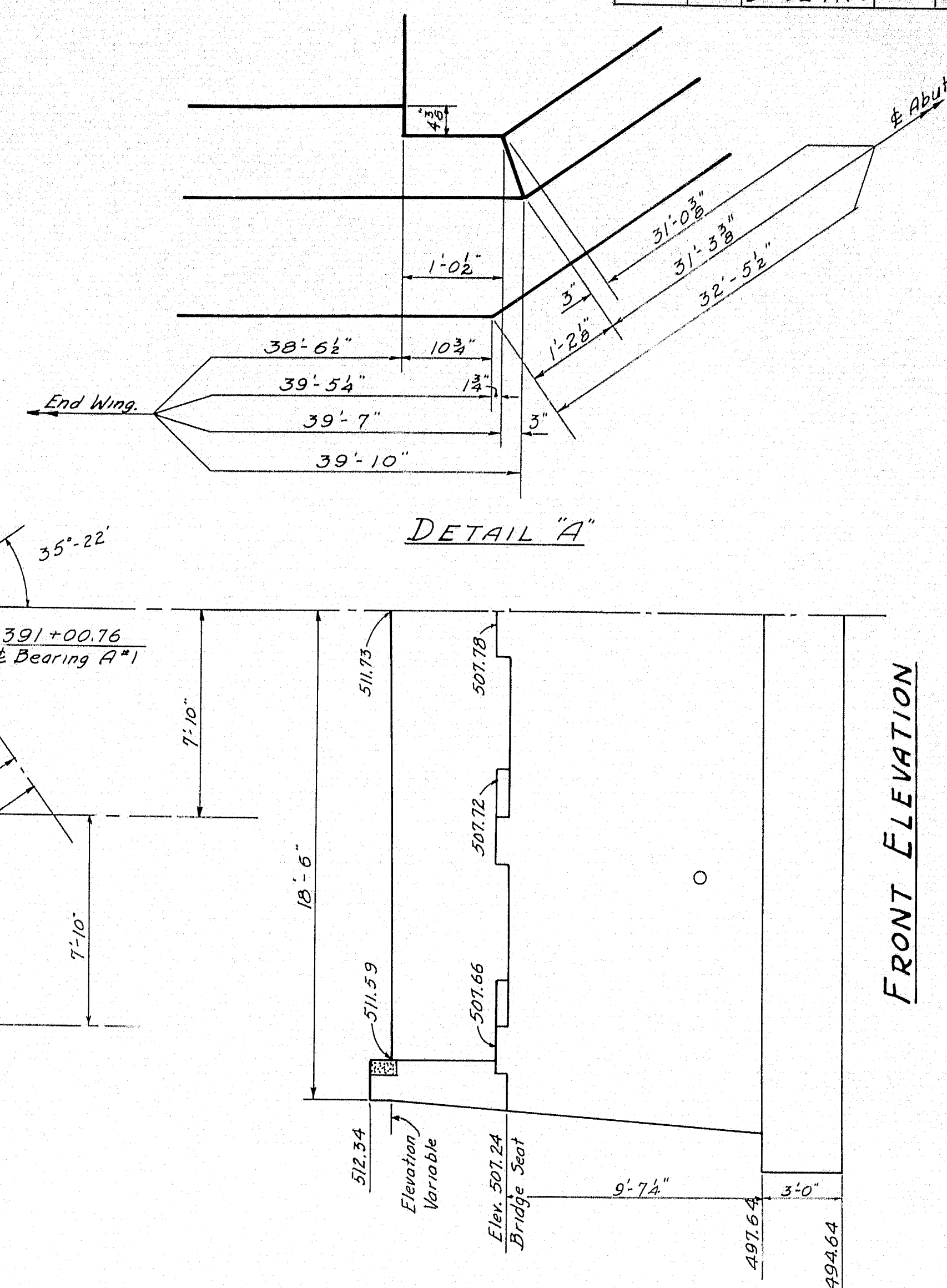


SECTION B-B
(Normal to & Abutment)



ABUT. ANALYSIS

DETAIL "A"



FRONT ELEVATION

DESIGN - FORTIER
TRACE - FORTIER
CHECK - FORTIER

BRIDGE NO. SURVEY PLOT

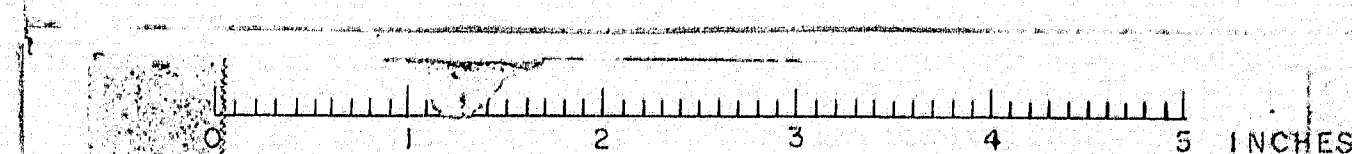
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

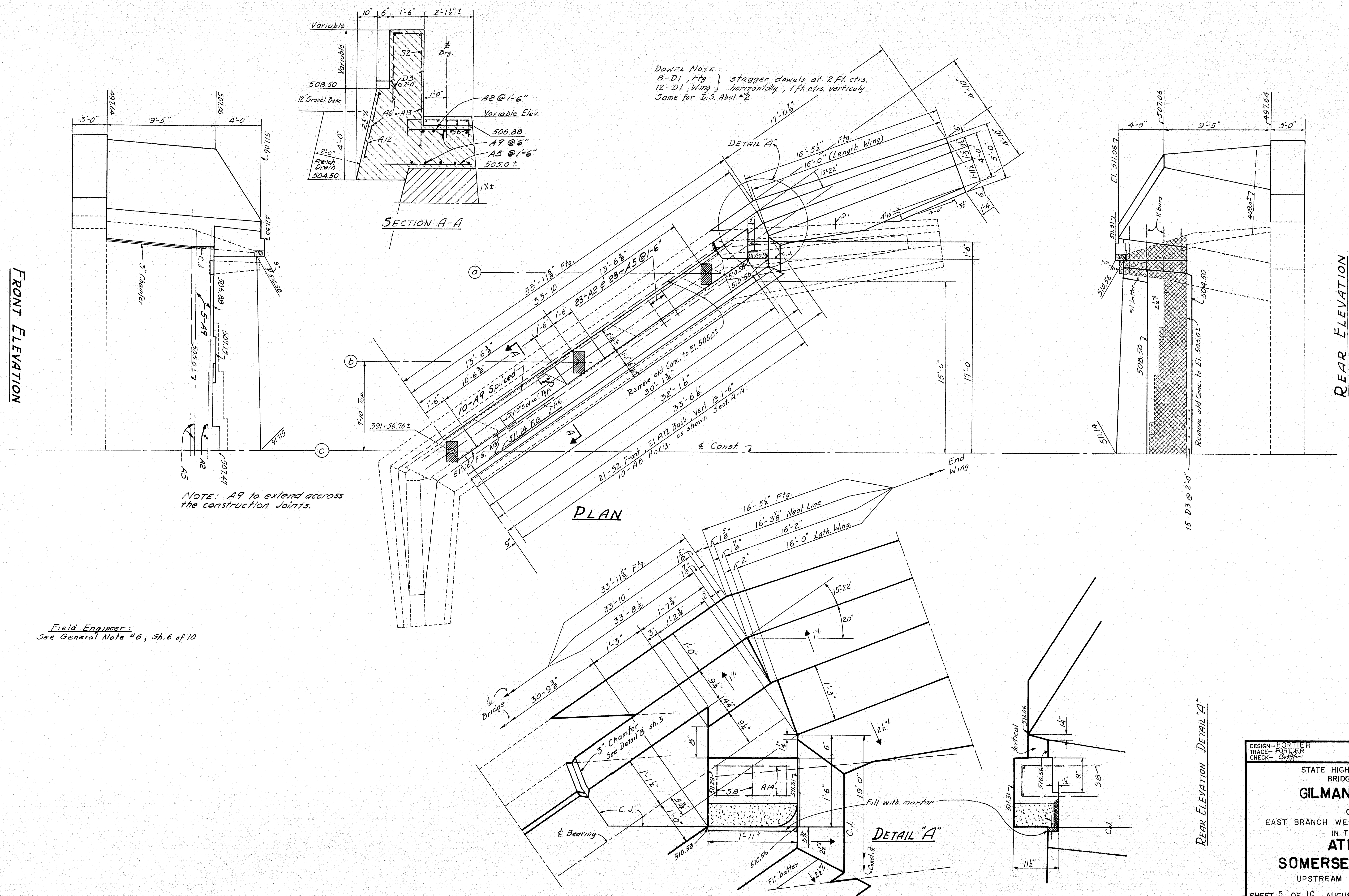
GILMAN BRIDGE

OVER
EAST BRANCH WESSERUNSETT STREAM
IN THE TOWN OF
ATHENS
SOMERSET COUNTY
DOWNSTREAM 1/2 OF ABUT. NO. 1

SHEET 4 OF 10 AUGUSTA, MAINE FEBRUARY 1982

M-1834





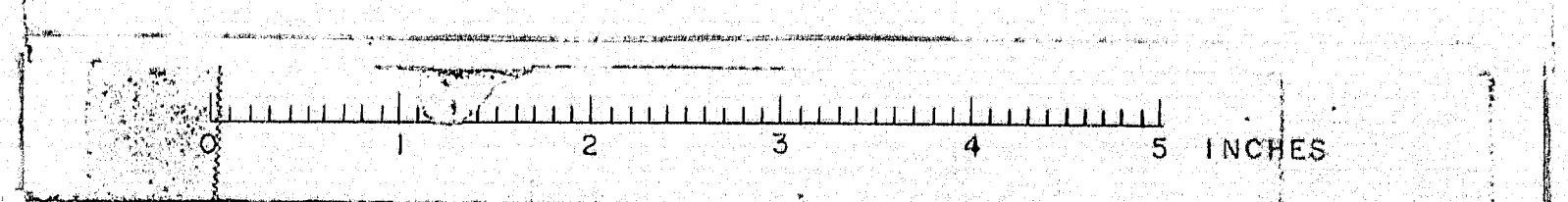
DESIGN - FORTIER
TRACE - FORTIER
CHECK - *[Signature]*

BRIDGE NO.
SURVEY -
PLOT -

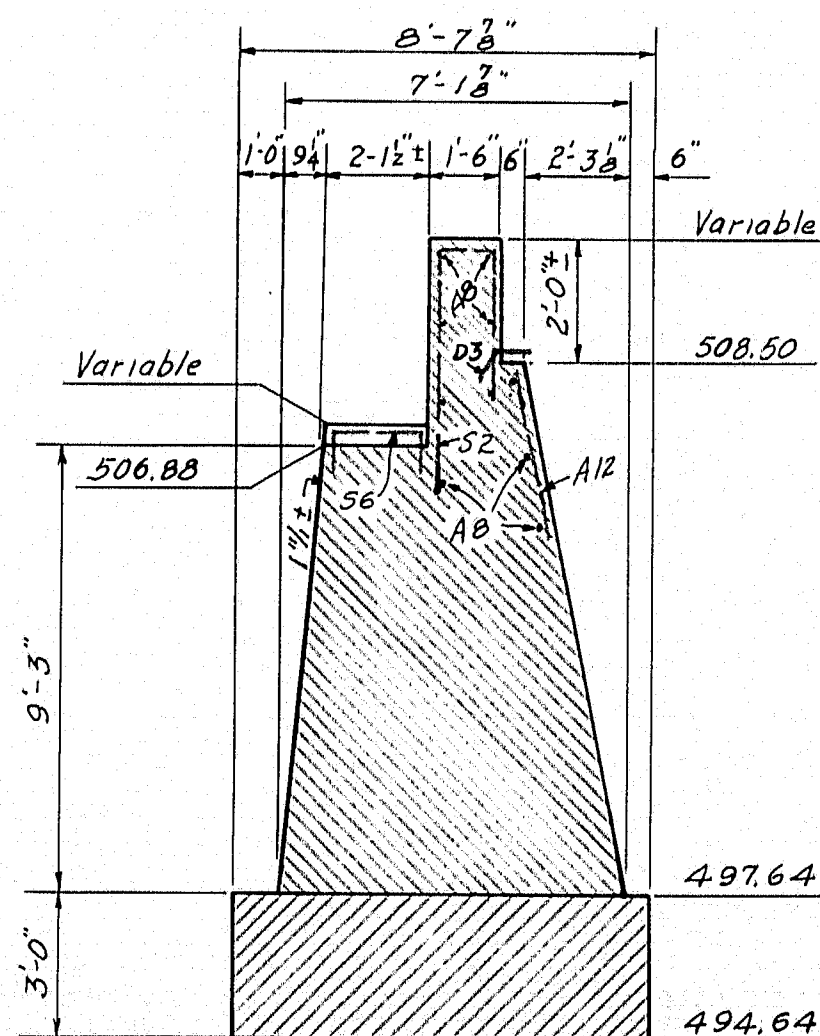
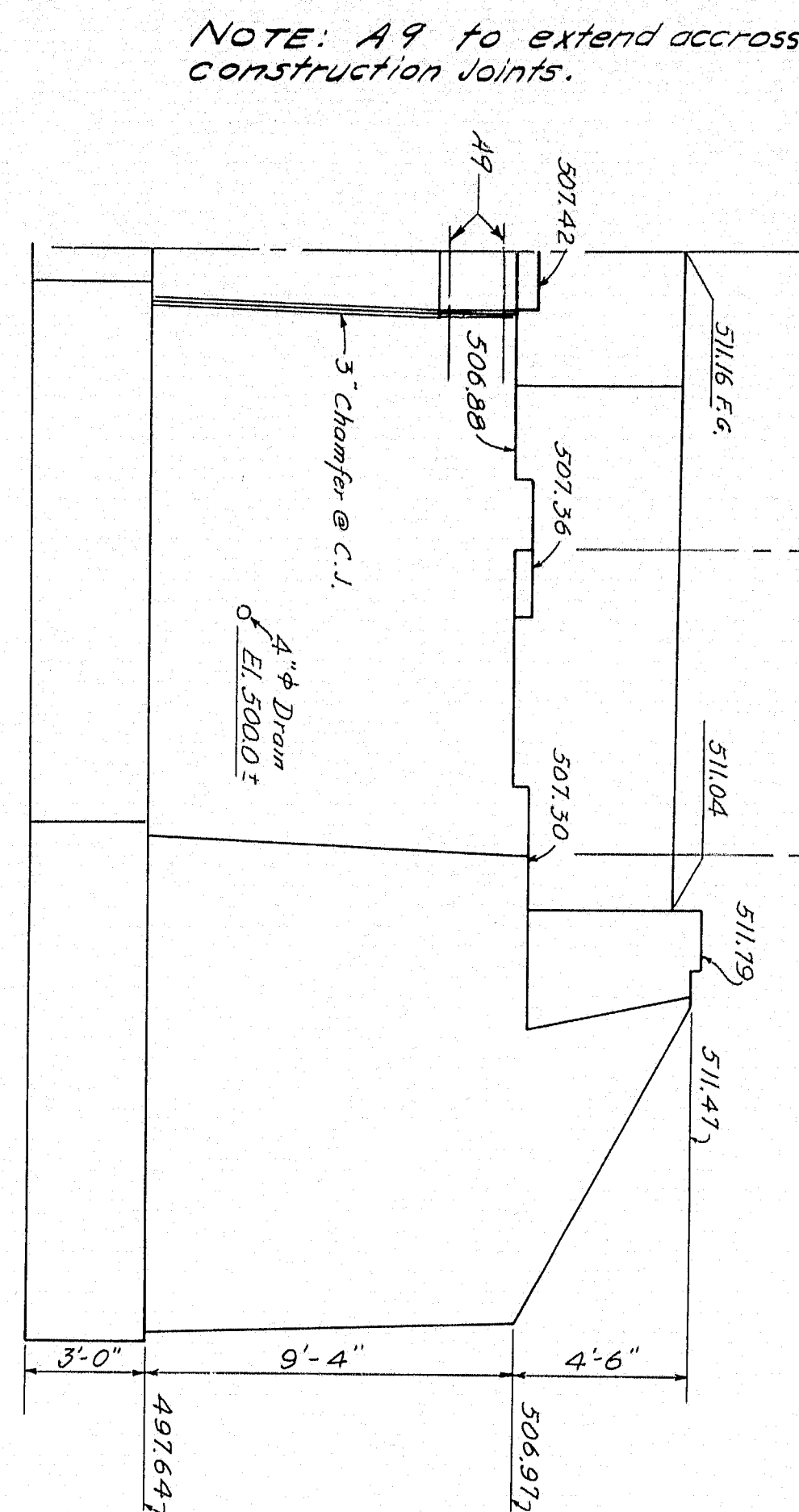
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
GILMAN BRIDGE
OVER
EAST BRANCH WESSERUNSETT STREAM
IN THE TOWN OF
ATHENS
SOMERSET COUNTY
UPSTREAM 1/2 OF ABUT. NO. 2

SHEET 5 OF 10 AUGUSTA, MAINE FEBRUARY 1962

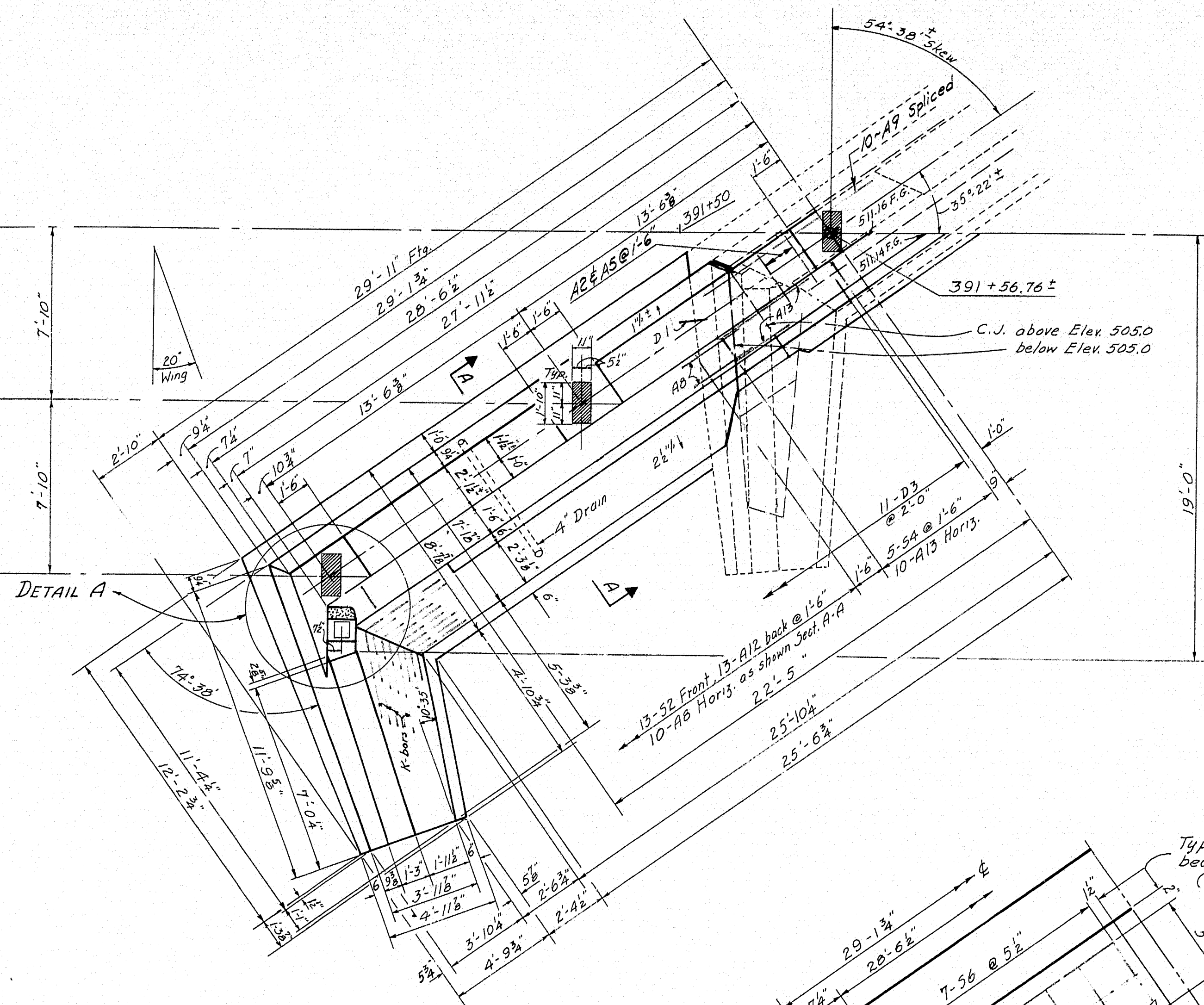
M-1835



FRONT ELEVATION

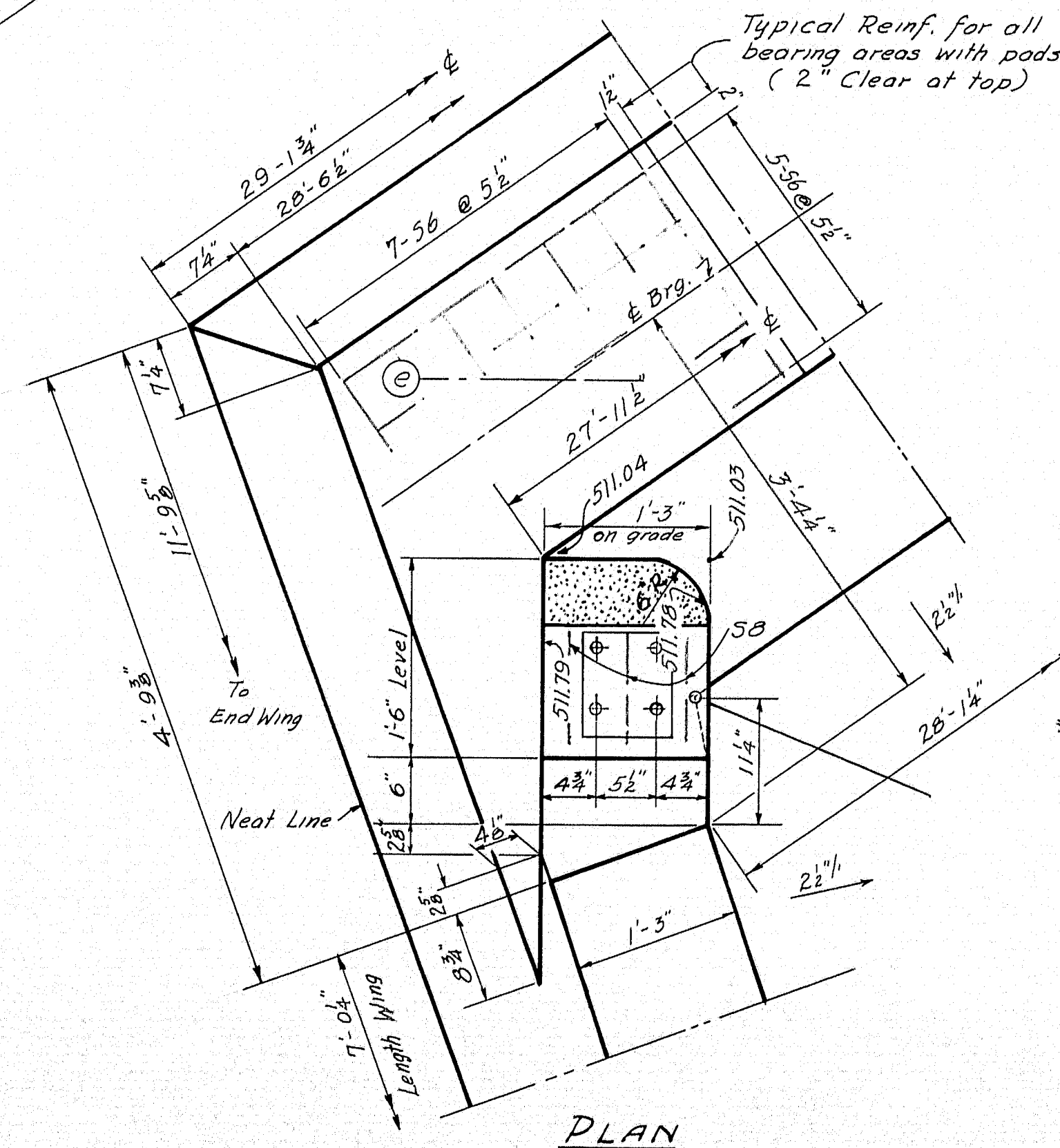


SECTION A-A



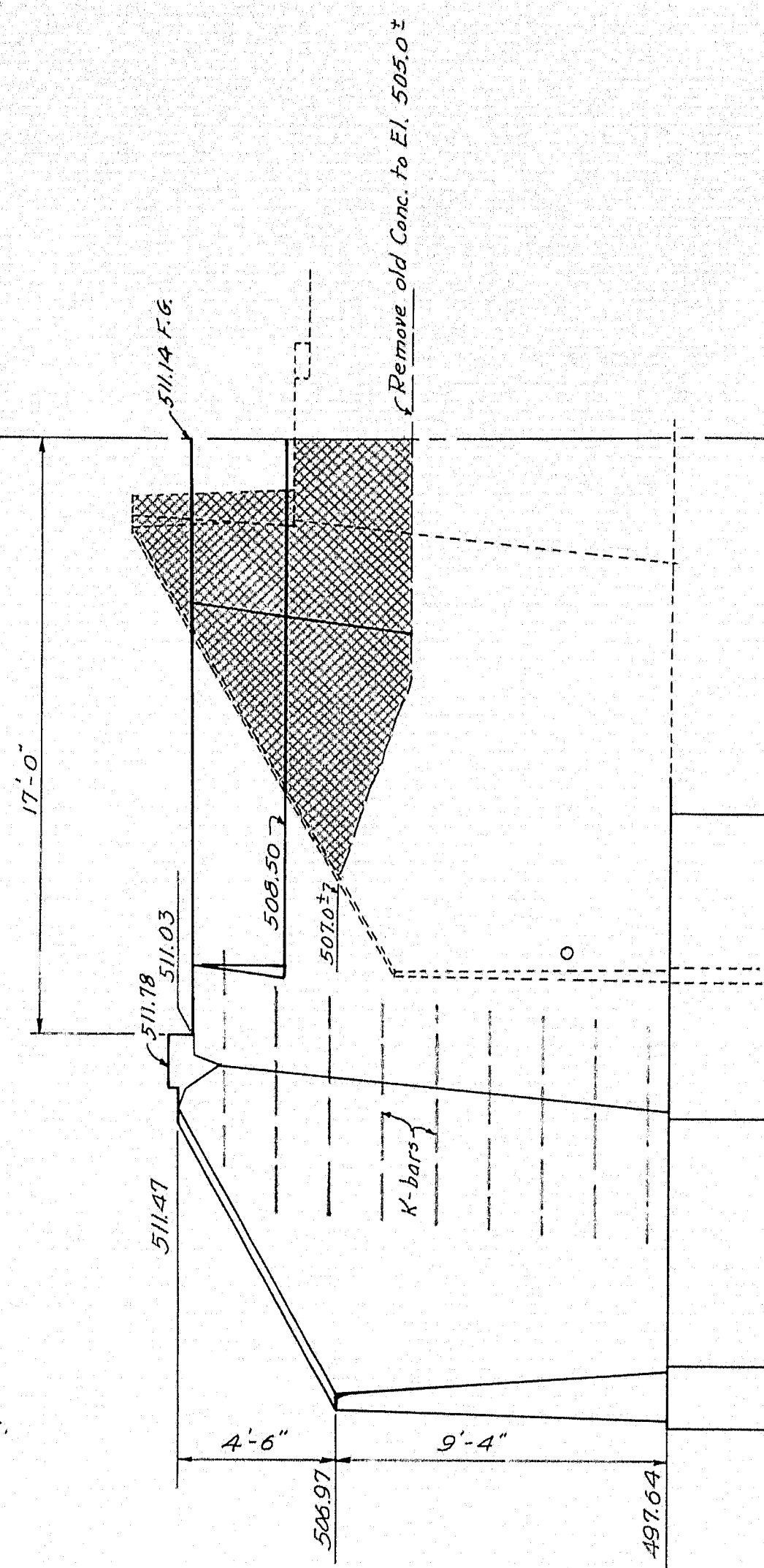
PLAN

- GENERAL NOTES**
1. **K-bars**:- Place K-bars where shown 6" from back form and spaced 1'-6" vertically.
 2. **Dowels**:- Where new concrete abuts old concrete stagger D's at 1ft. vert. and 2ft. ac. horiz.
 3. **Abbreviations**:- C.J. = Construction Joint.
 4. Exact location of 4" drains to be determined by Field Engineer.
 5. **Anchor bolts** for bearing areas to clear reinforcing steel.
 6. **Field Engineer**:- Align above new abutment No. 2 with Existing Abutment. (skew angle may vary slightly from that shown); Build Abut. No. 1 parallel to Abut. No. 2; Locate & Bearings so that the distance to front of bridge seat at both abutments is approximately equal.
 7. Dress shaded bearing areas on bridge seats to exact elevations shown. Caulk around the edges of masonry plates with an approved caulking material. Payment for this work shall be incidental to the contract items.



PLAN

DETAIL "A"



REAR ELEVATION

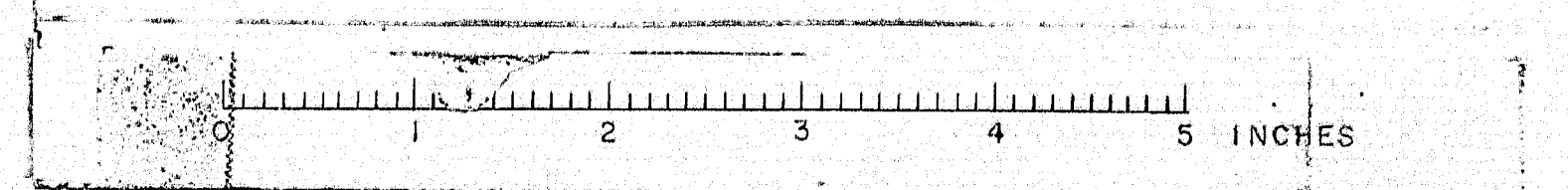
DESIGN-FORTIER
TRACE-FORTIER
CHECK-Coff

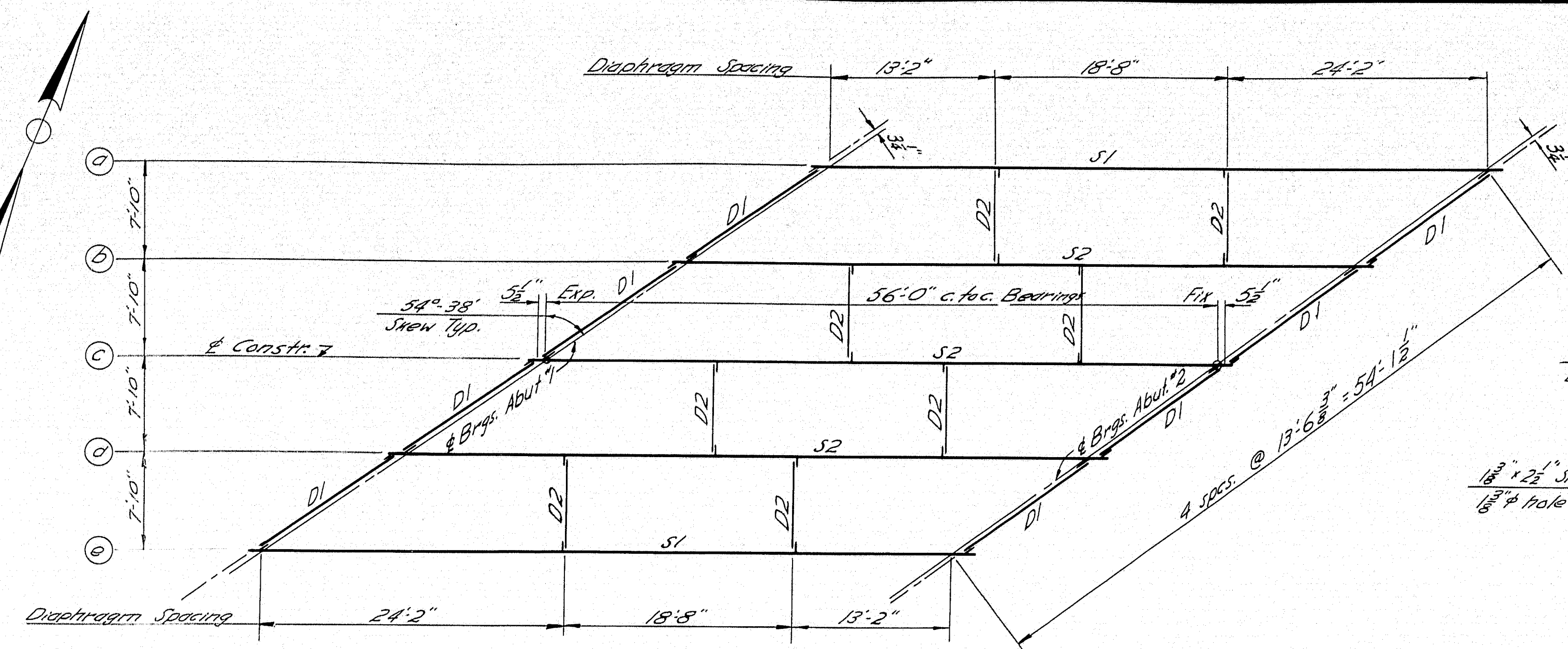
BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
GILMAN BRIDGE
OVER
EAST BRANCH WESSERUNSETT STREAM
IN THE TOWN OF
ATHENS
SOMERSET COUNTY
DOWNSTREAM 1/2 OF ABUT. NO. 2

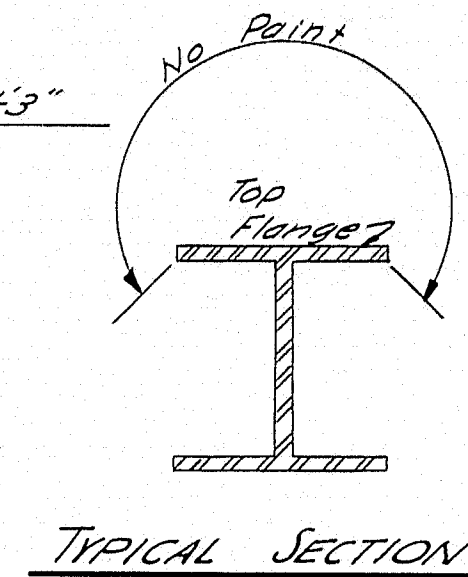
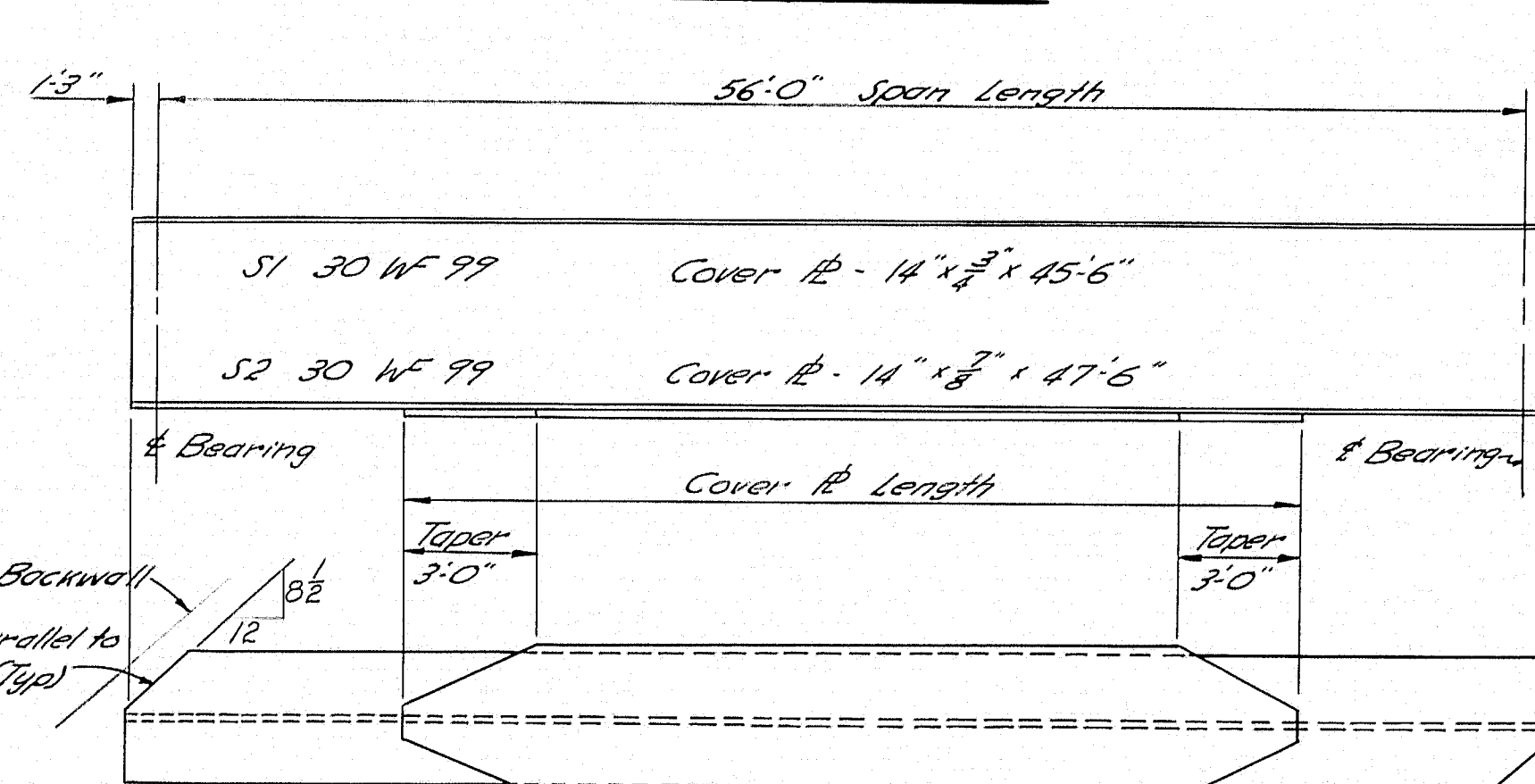
SHEET 6 OF 10 AUGUSTA, MAINE FEBRUARY 1962

M-1836



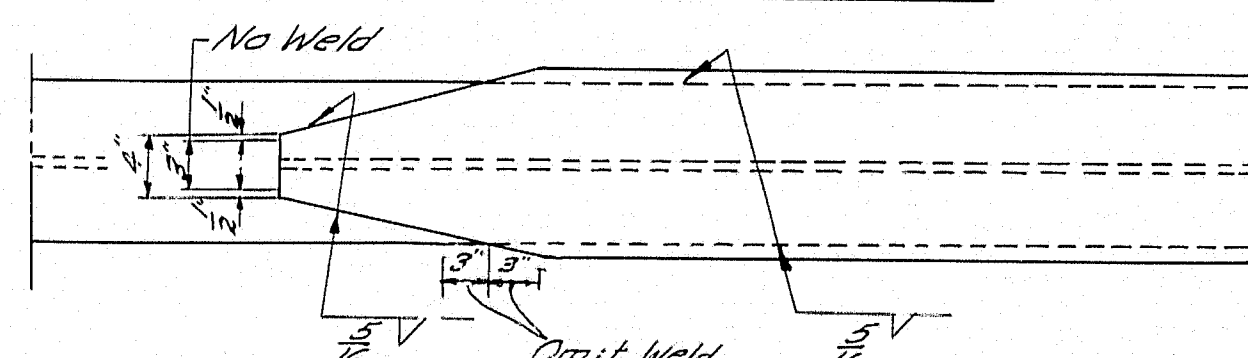


FRAMING PLAN



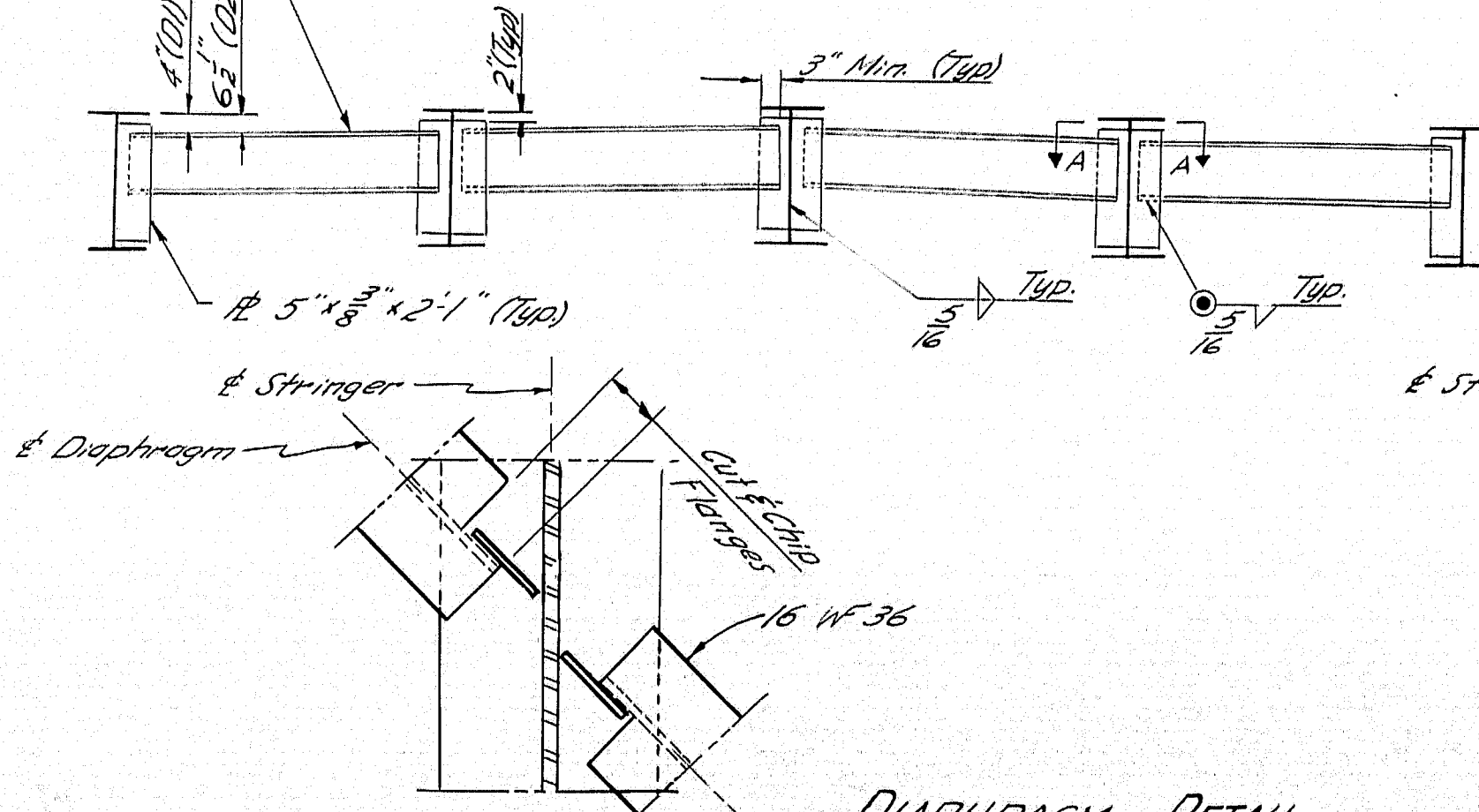
Stringers shall have a 2" camber.

STRINGER DETAIL



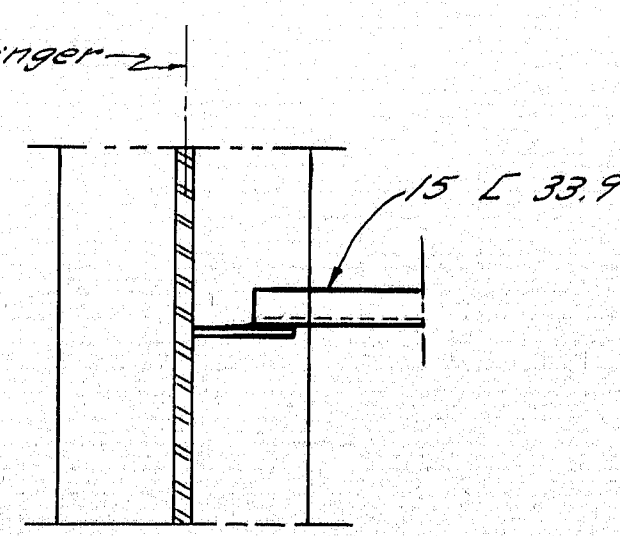
COVER PLATE DETAIL

Cover P to be centered on stringer.

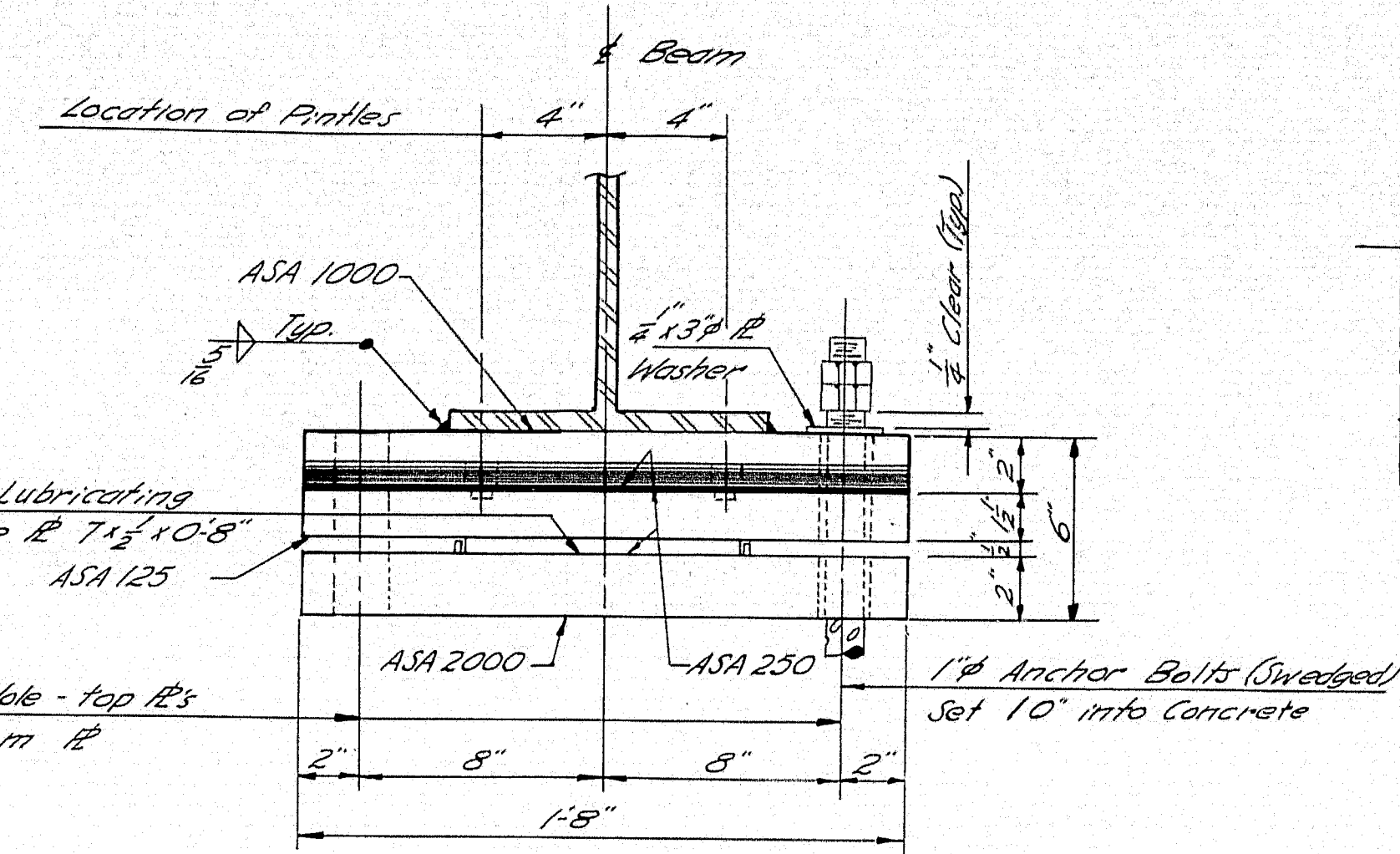


SECTION A-A (Showing D1)

D1 - 16 W 36 x 13'2", 8 required
D2 - 15 L 33.9 x 7'-6", 8 required

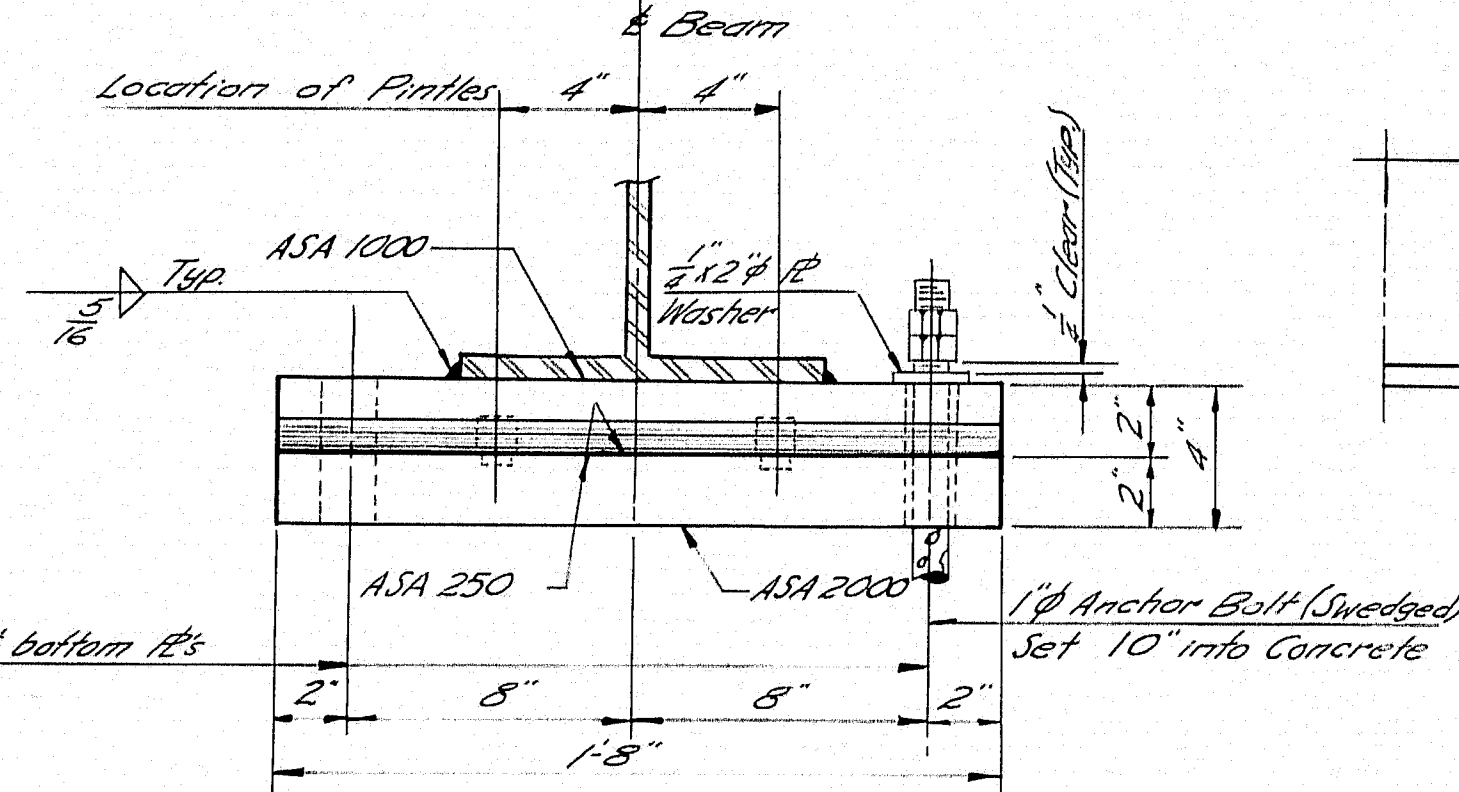


SECTION A-A (Showing D2)



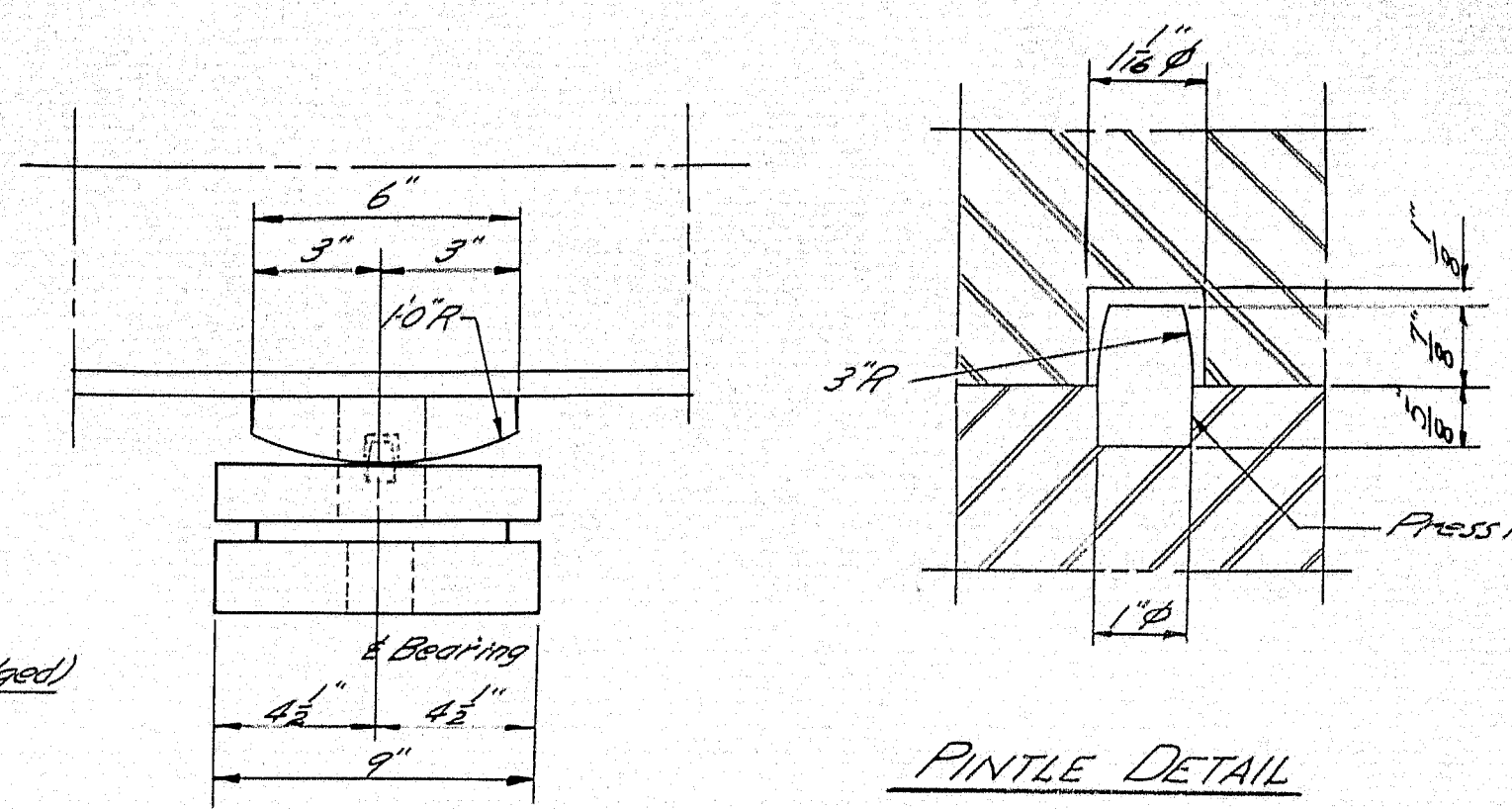
EXPANSION BEARING

5" Required

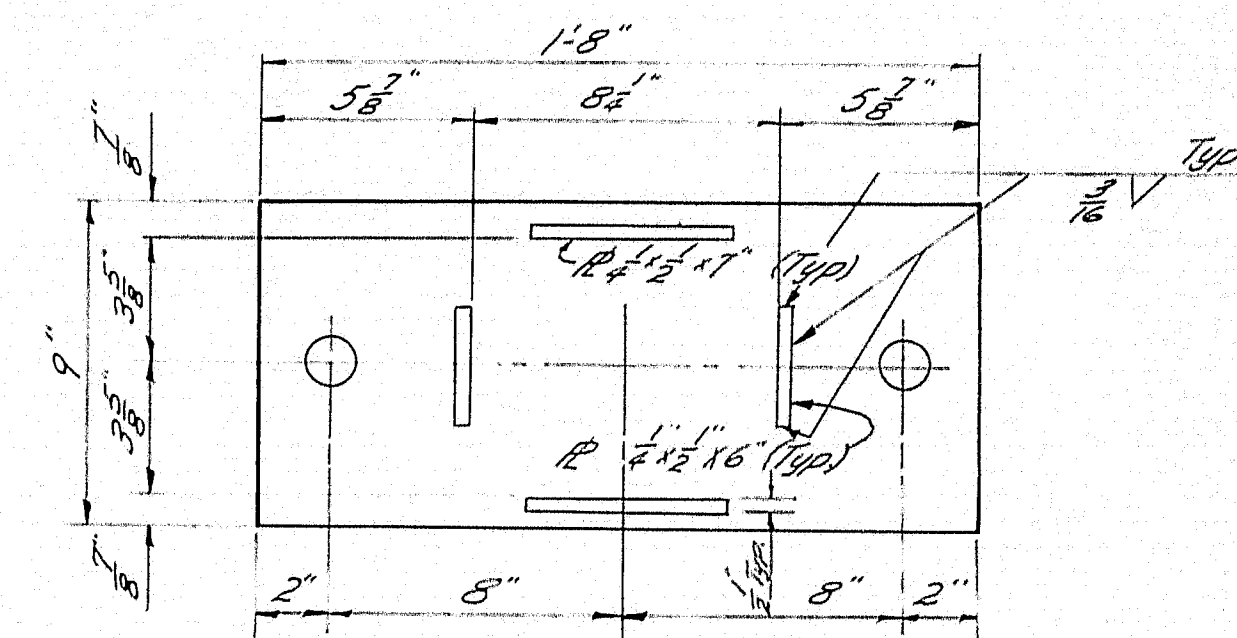


FIXED BEARING

5" Required

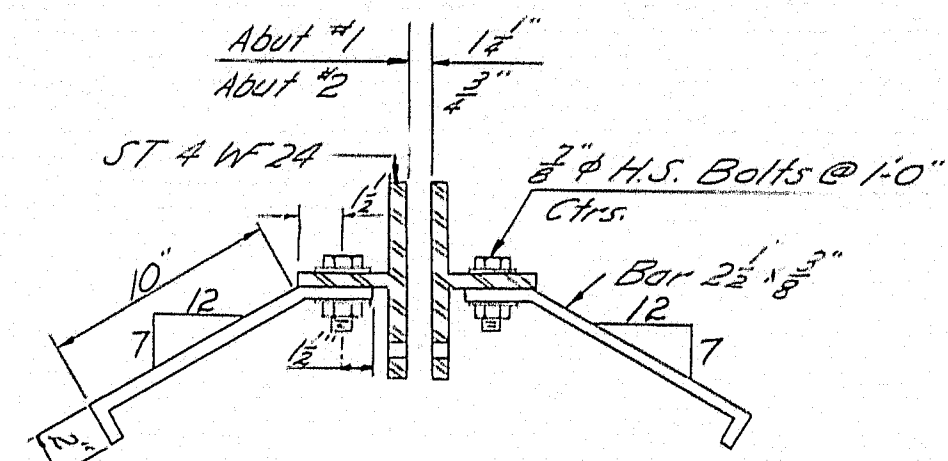


PINTLE DETAIL

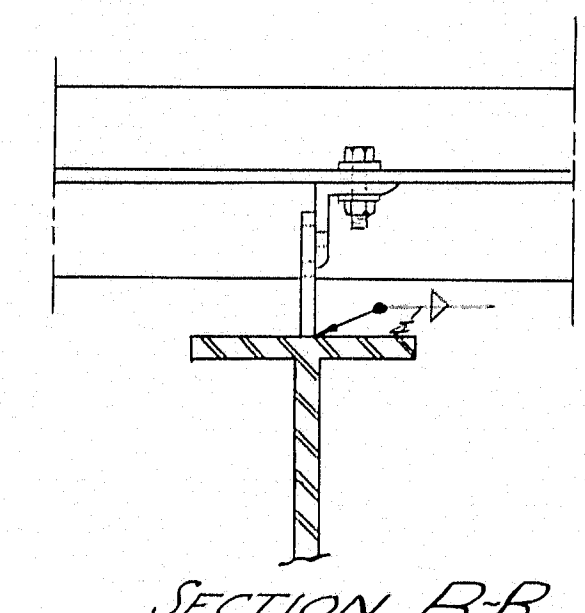


MASONRY PLATE

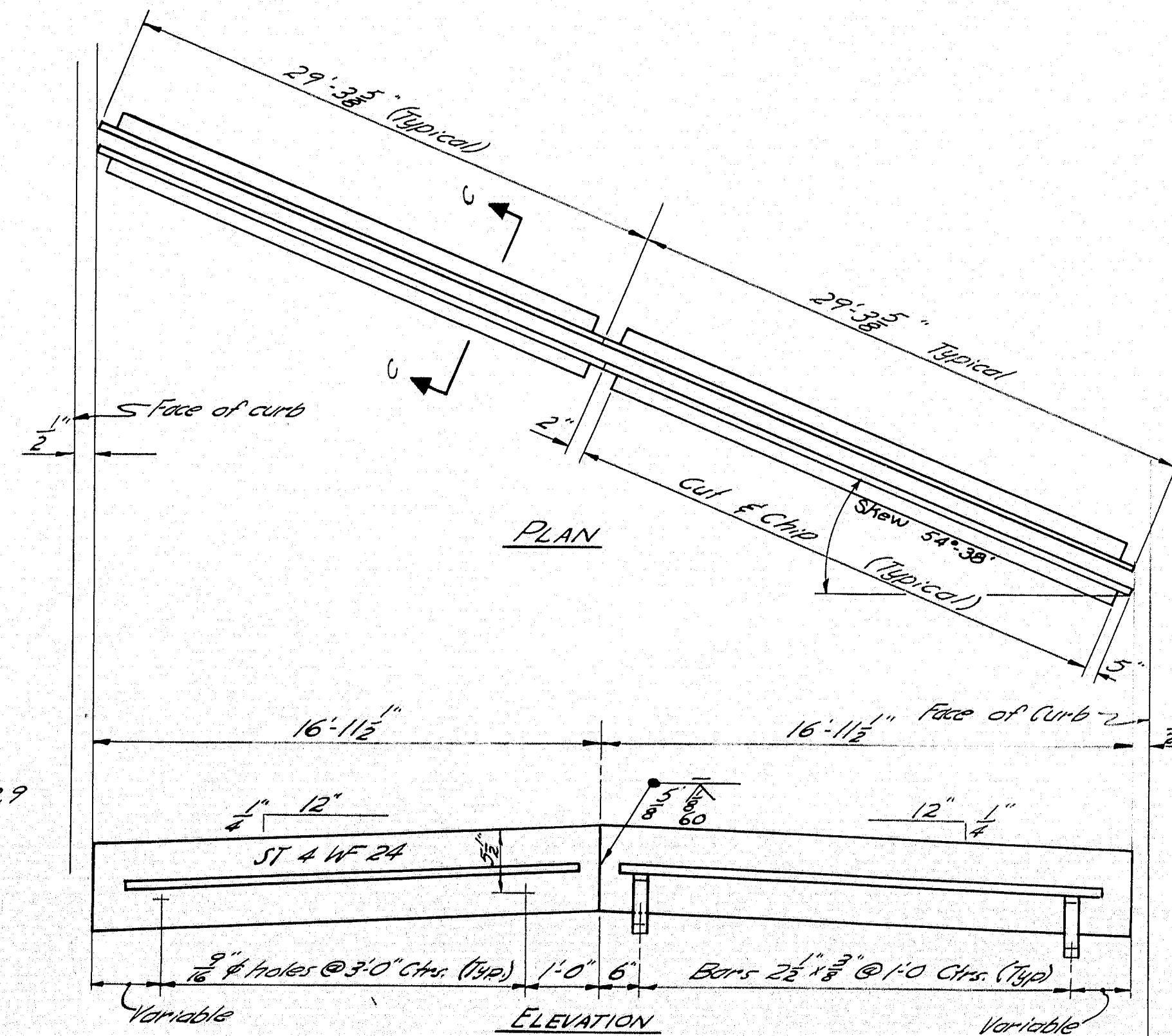
For Expansion Bearing



SECTION C-C

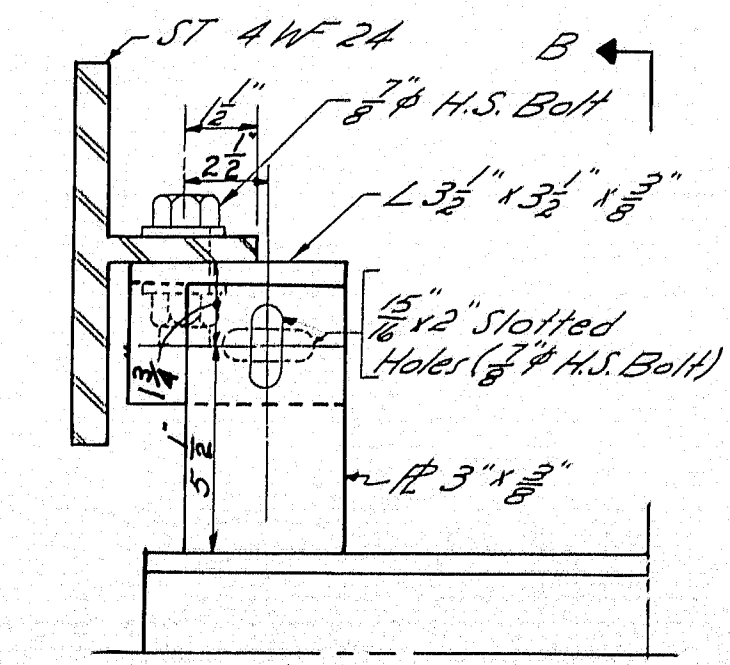


SECTION B-B



ARMORED JOINT

2 Required



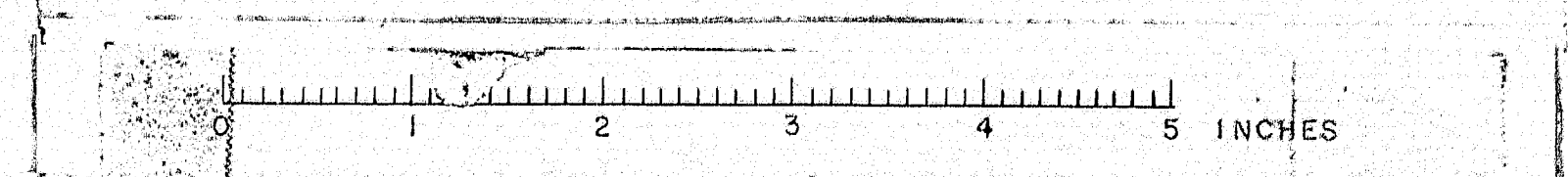
After the Armored Joint is in its final position, weld the plates together with a 1/2" fillet weld.

NOTES
Specifications:
A.A.S.H.O. Standard Specifications 1961 and
M.S.H.C. Standard Specifications Highways and
Bridges, Revision of 1956 and supplemental
Specifications Feb. 1960.
Structural Steel for Beams & Cover Plates
shall conform to the latest revision of the
specification A.S.T.M. Designation A36. All
other steel shall be A.S.T.M. Designation
A7 or A36.
No paint where steel is in contact
with concrete.

DESIGN - HLD
TRACE - LHM
CHECK - CHM
DETAIL - ROE
BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
GILMAN BRIDGE
OVER
EAST BRANCH WESSERUNSETT STREAM
IN THE TOWN OF
ATHENS
SOMERSET COUNTY
STRUCTURAL STEEL

SHEET 7 OF 10 AUGUSTA, MAINE FEBRUARY 1962

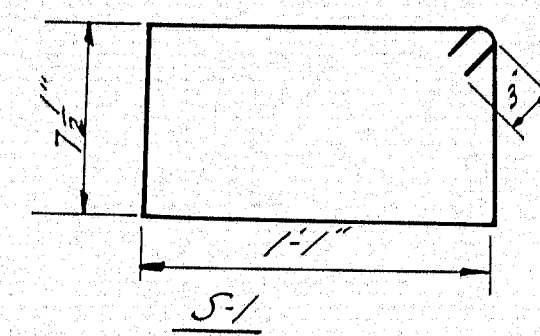
M-1837



REINFORCING STEEL SCHEDULE

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	S-0241(6)	21	65

SUPERSTRUCTURE



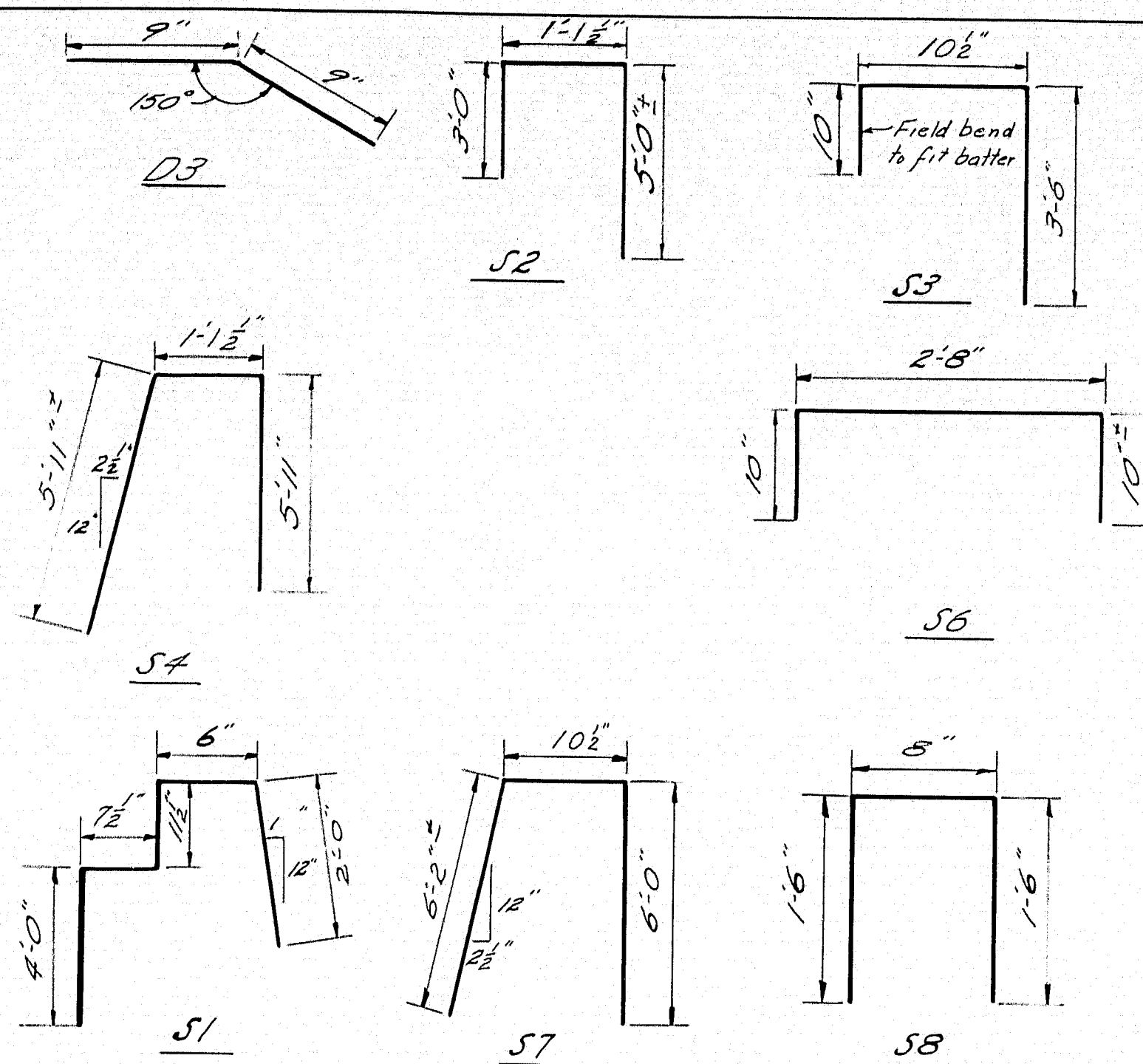
BENT BARS

Mark	Size	Number	Length	Location
S1	#4	12	3'-11"	Curbs

STRAIGHT BARS

Mark	Size	Number	Length	Location
L1	#5	114	30'-0"	Slab
T1	#5	54	36'-8"	
T2		8	34'-9"	
T3			34'-2"	
T4			33'-7"	
T5			33'-0"	
T6			32'-5"	
T7			31'-10"	
T8			31'-3"	
T9			30'-8"	
T10			30'-1"	
T11			29'-6"	
T12			28'-11"	
T13			28'-4"	
T14			27'-9"	
T15			27'-2"	
T16			26'-7"	
T17			26'-0"	
T18			25'-5"	
T19			24'-10"	
T20			24'-3"	
T21			23'-6"	
T22			22'-11"	
T23			22'-4"	
T24			21'-9"	
T25			21'-2"	
T26			20'-7"	
T27			20'-0"	
T28			19'-5"	
T29			18'-10"	
T30			18'-2"	
T31			17'-7"	
T32			17'-0"	
T33			16'-5"	
T34			15'-10"	
T35			15'-3"	
T36			14'-8"	
T37			14'-1"	
T38			13'-6"	
T39			12'-11"	
T40			12'-4"	
T41			11'-9"	
T42			11'-1"	
T43			10'-6"	
T44			9'-11"	
T45			9'-4"	
T46			8'-9"	
T47			8'-2"	
T48			7'-7"	
T49			7'-0"	
T50			6'-5"	
T51			5'-9"	
T52			5'-2"	
T53			4'-7"	
T54			4'-0"	
T55			3'-5"	
T56			2'-10"	
T60	#5	24	11'-0"	Slab
C1	#4	12	19'-5"	Curbs
DT	#6	24	13'-1"	End Diaphragms

ABUTMENTS



BENT BARS

Mark	Size	Number	Length	Location
D3	#5	52	1'-6"	Abutments 1&2 (App. Slab to Abut.)
S1	#4	26	8'-1"	DS. Wing - Abut. #1
S2	#4	66	9'-2"	Backwalls - Abut. 1&2
S3	#4	13	5'-3"	Abut. 1, US Wing
S4	#4	12	18'-0"	Backwall Over Wing - Abut. #1 & Abut. #2
S5	#5	96	4'-4"	Bearing Area Pedestals - Abut. #1 & #2
S7	#4	8	13'-0"	Parapet Wall US Abut. #1
S8	#4	6	3'-8"	Parapet Abut. #2

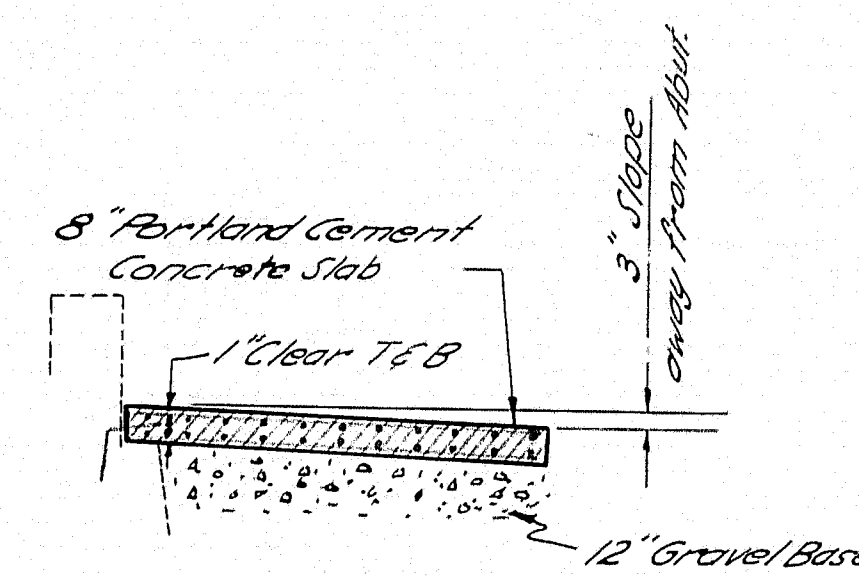
STRAIGHT BARS

Mark	Size	Number	Length	Location
A1	#6	10	14'-0"	Bridge Seat Abut. #1 (T&B Mat.)
A2	#4	30	2'-6"	Bridge Seat Abut. #1 (Top Mat.) & Abut. #2
A3	#4	8	5'-6"	Backwall Abut. #1 (H&V)
A4	#5	13	6'-0"	US Wing Abut. #1 (Back)
A5	#4	30	4'-0"	Bridge Seat Abut. #1 (Bot. Mat.) & Abut. #2
A6	#4	30	27'-0"	Backwall #1 & #2 (H&V)
A7	#4	10	10'-6"	US Parapet #1 (H&V)
A8	#4	18	22'-0"	US Wing (H&V) Abut. 2
A9	#6	20	23'-0"	Bridge Seat Abut. #2 (Spliced)
A10	#4	8	29'-6"	DS. Wing Abut. #1 (H&V)
A11	#4	8	8'-3"	" " " "
A12	#6	65	3'-0"	Backwall Abut. #1 & #2
A13	#4	10	12'-0"	DS. Backwall Abut. #2 (H&V)
A14	#4	2	1'-7"	US Parapet, Abut. #2
D1	#6	60	2'-0"	Old Abut. to New Abut.
D2	#6	13	1'-6"	US Wing Abut. #1
K	#6	23	8'-0"	Junction of Wings (Bend in field)

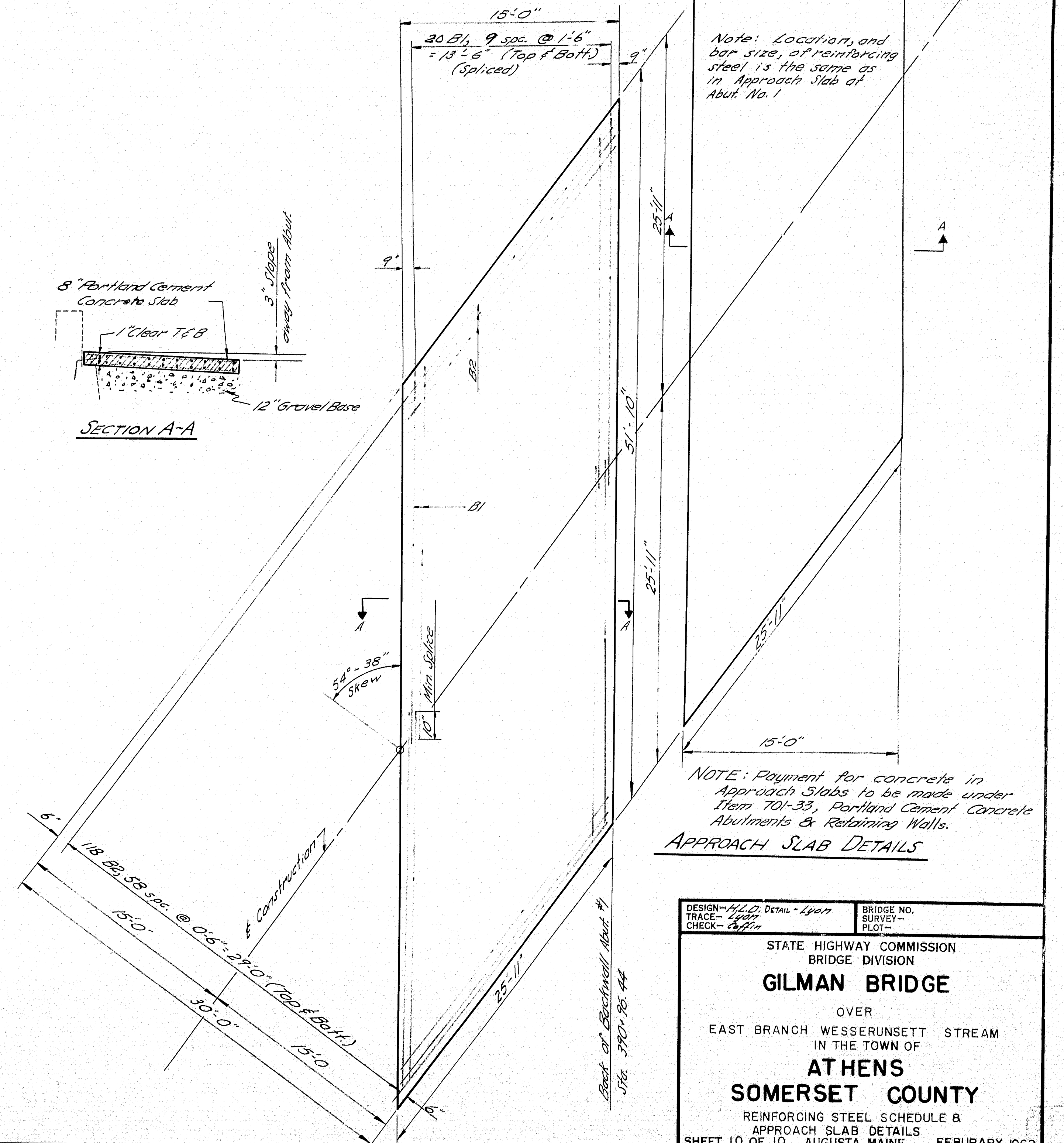
APPROACH SLABS

Mark	Size	Number	Length	Location
B1	#4	80	26'-0"	Approach Slabs
B2	#6	236	25'-6"	Approach Slabs

NOTE:
1) Reinforcing steel is to be of intermediate grade.
2) Dimensions are to E of bars.



SECTION A-A

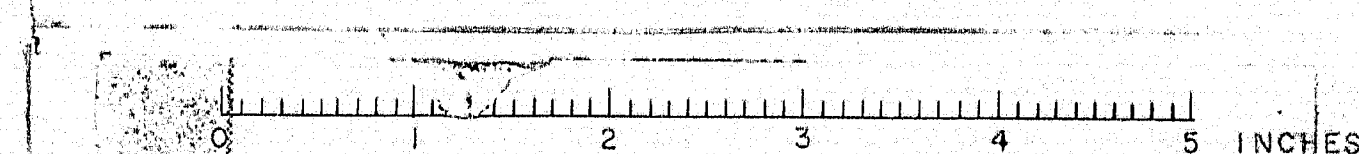


NOTE: Payment for concrete in Approach Slabs to be made under Item 701-33, Portland Cement Concrete Abutments & Retaining Walls.

APPROACH SLAB DETAILS

DESIGN - HLD	DETAIL - LYN	BRIDGE NO.
TRACE - LYN	SURVEY -	
CHECK - LYN	PLOT -	
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
GILMAN BRIDGE		
OVER EAST BRANCH WESSERUNSETT STREAM IN THE TOWN OF ATHENS SOMERSET COUNTY		
REINFORCING STEEL SCHEDULE & APPROACH SLAB DETAILS		
SHEET 10 OF 10 AUGUSTA, MAINE FEBRUARY 1962		

M-1840



- SYMBOLS**
- Existing Concrete to Remain, Section
 - Existing Concrete to be Removed, Section
 - Concrete, Plan
 - New Concrete, Section
 - Granite Curb Plan and Elevation
 - New Bituminous Pavement
 - Existing Pavement to Remain

Plans of the existing bridge are available for the Contractor's reference at the Bridge Design Office in Augusta. The plans are reproductions of original drawings as prepared for the construction of the bridge and it is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the bridge during its life span.

SCOPE OF WORK

Remove existing bituminous wearing surface to 1" remaining, remove and reconstruct existing granite faced curbs, construct concrete end posts, and modify existing armored joints by installing retention bars and compression seals and install new aluminum bridge rail.

Transition approaches and replace bituminous wearing surface.

Repair wash-out areas with plain riprap.

Note: When the bituminous pavement is removed, the Engineer will determine if any concrete in the existing backwalls needs to be replaced. The concrete will be repaired as directed by the Eng. and payment will be made under Item 518.21, Rehabilitation of Structural Concrete Substructure.

Remove bottom edge of granite curb to clear existing drains as directed by the Engineer. Payment incidental to Item 609.384.

Note
Install and shape plain riprap in washed-out areas as directed by the Engineer.



LOCATION MAP
Scale in Miles
0 5 10 15

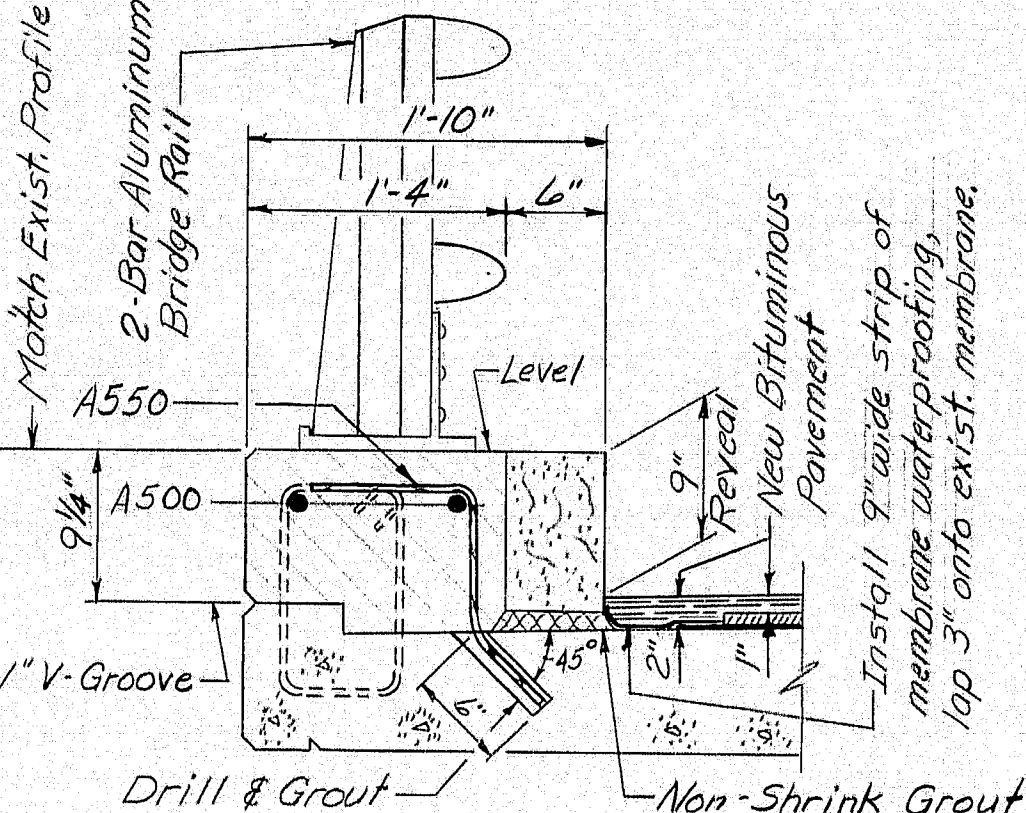
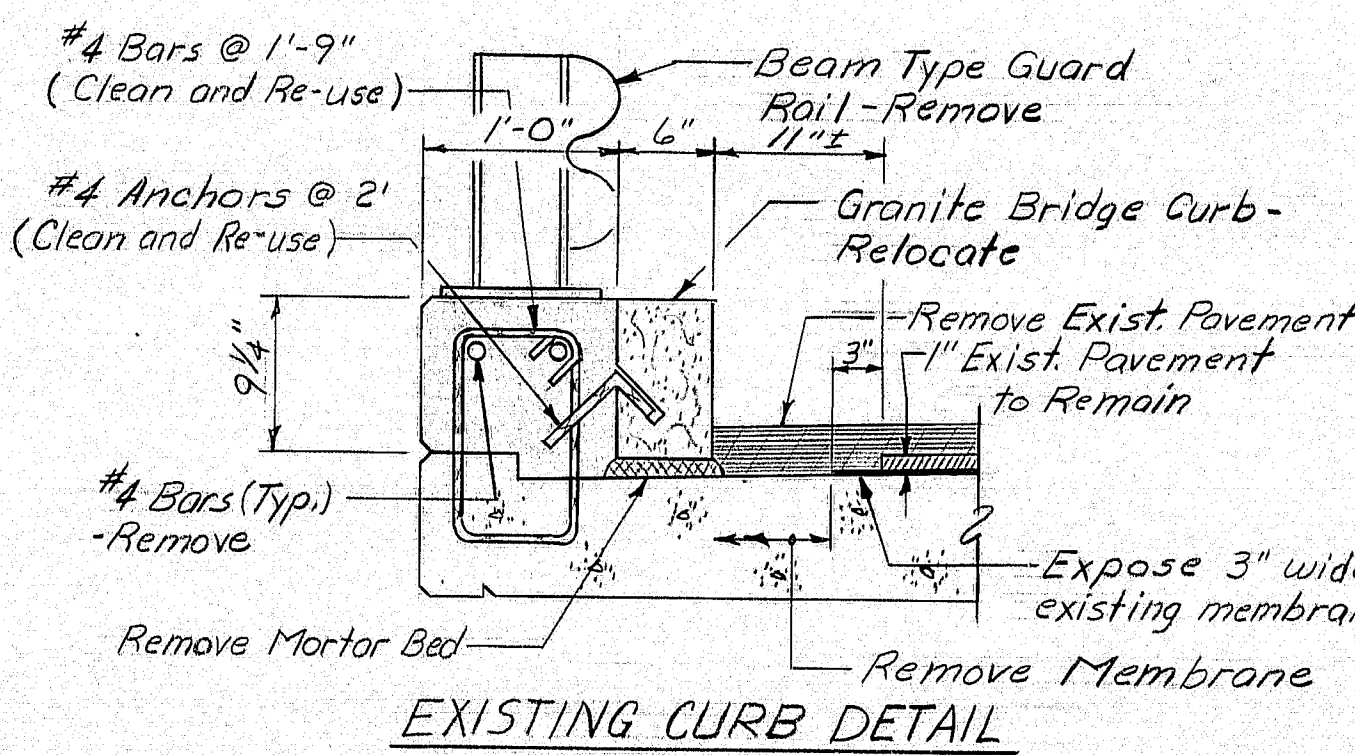
Beam Type Guard Rail - 12' Post Spacing

Remove existing railing and concrete in curb and relocate existing granite curb. Payment under Item 609.384 Resetting Granite Bridge Curb.

Relocate existing granite curb and place new concrete - Payment under Item 609.384 Resetting Granite Bridge Curb.

SECTION A-A (Existing)

SECTION A-A (Proposed)



COMPRESSION SEAL NOTES

- The seal to be furnished for Abutment No. 1 shall have a minimum Movement Rating of 0.75 inches and an installation width of about 1 1/2 inches. The seal for Abutment No. 2 shall have a minimum Movement Rating of 0.49 inches and an installation width of about 1 inch.
- Joint width shall be confirmed and seal approved by the Engineer prior to ordering.

MAINTENANCE OF TRAFFIC

Maintain two 12' lanes of traffic thru the structure except during paving operations, pavement removal or armored joint modifications; then one 12' lane may be maintained during daylight hours only.

NOTE

All work contemplated under this contract to be governed by and in conformity with the STANDARD SPECIFICATIONS (revision of January 1984) and supplements thereto, except as modified on the plans and in the special provisions.

SPECIFICATIONS

Contract:

State of Maine, Department of Transportation, Standard Specifications Highways and Bridges, Revisions of January 1984.

Materials:

Concrete: Class AA modified
Curbs: Class A
End Posts: Class A
Reinforcing Steel: ASTM A615 Grade 60

Basic Design Stresses

Concrete: Class AA modified $f'_c = 4000 \text{ psi}$
Class A $f'_c = 3000 \text{ psi}$
Reinforcing steel $F_y = 60,000 \text{ psi}$

GENERAL NOTES

- All utility facilities shall be adjusted by the respective utilities unless noted.
- Reinforcing steel shall have 2 inches cover unless otherwise indicated.
- Protective coating for concrete surfaces shall be applied to the following areas:
Top of concrete curbs.
Fascia down to V-Groove.
All exposed surfaces of concrete end posts.
Payment will be incidental to related contract items.
- Mortar for bedding and for joints in the granite curb shall contain an approved non-shrink additive.
- The existing granite bridge curb shall be removed and reset. See Special Provisions Section 609.
- All existing reinforcing that will be exposed and re-used shall be cleaned as approved by the Engineer. Payment incidental to Item 503.13.
- Form a 1" V-Groove on the fascias of the horizontal joint between the curb and slab.
- If additional reinforcing is required in the curbs under the end posts, as determined by the Engineer, payment for this work and materials will be paid for under Item 503.12 and Item 503.13.
- Holes for grouting the reinforcing in the existing concrete shall be 1 1/2 to 2 inches in diameter. Holes shall be filled with water for a minimum of two hours before grouting, at which time all water shall be removed. The grout shall be kept wet from the time of initial set for a minimum of twelve hours, with burlap or other suitable means. The grout shall be non-shrink and approved by the Engineer and used in accordance with the manufacturer's recommendations. No separate payment will be made for drilling and grouting, and all such work will be considered incidental to Item 503.13.
- Excavation required to complete this work will not be paid for directly but will be considered incidental to contract items.
- The schedule for removing existing pavement and placing a new wearing surface shall be planned in such a way that the scarified surface is not exposed to traffic any longer than necessary.

Bridge No. 2313

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GILMAN BRIDGE

EAST BRANCH WESSERUNSETT STREAM

ATHENS

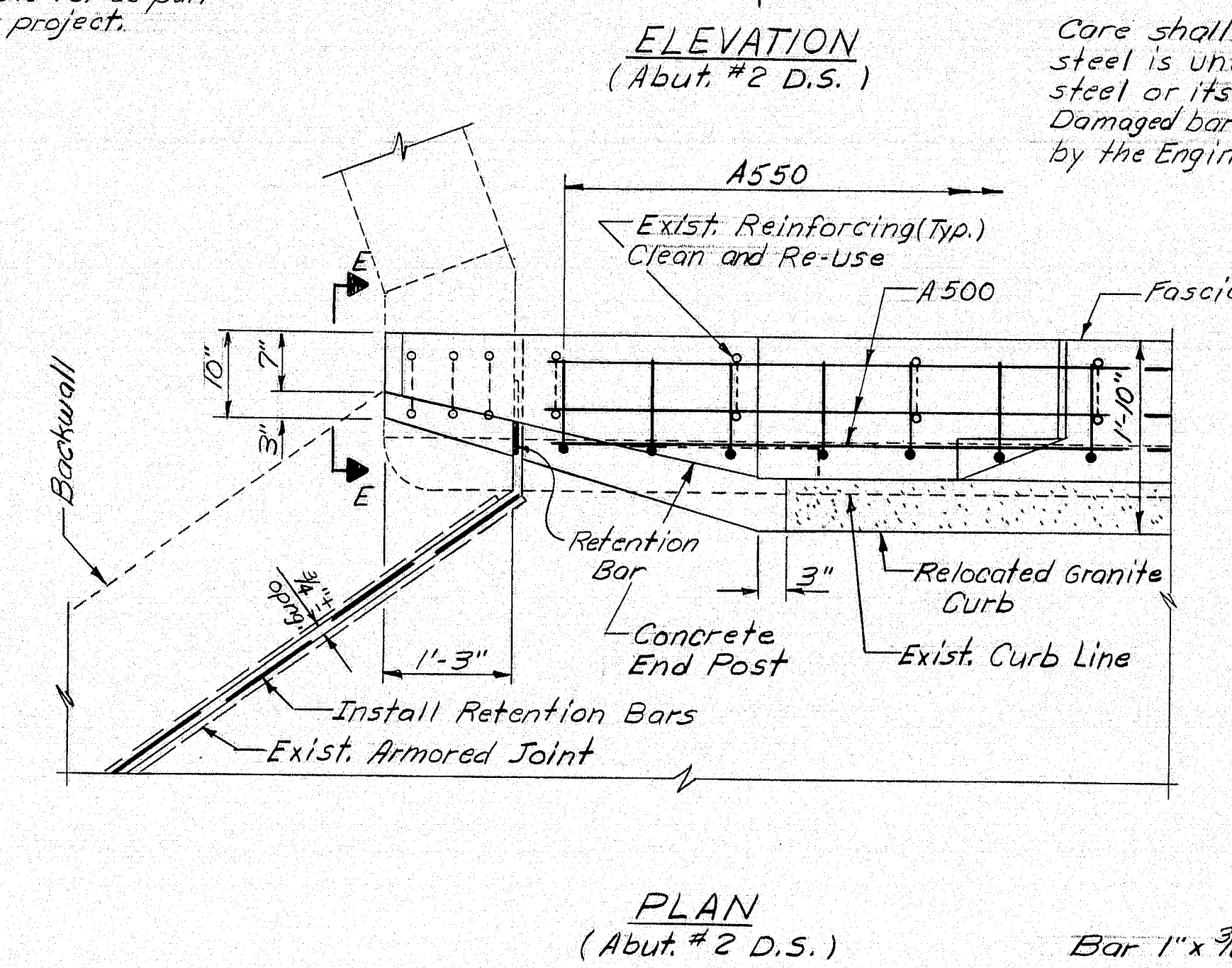
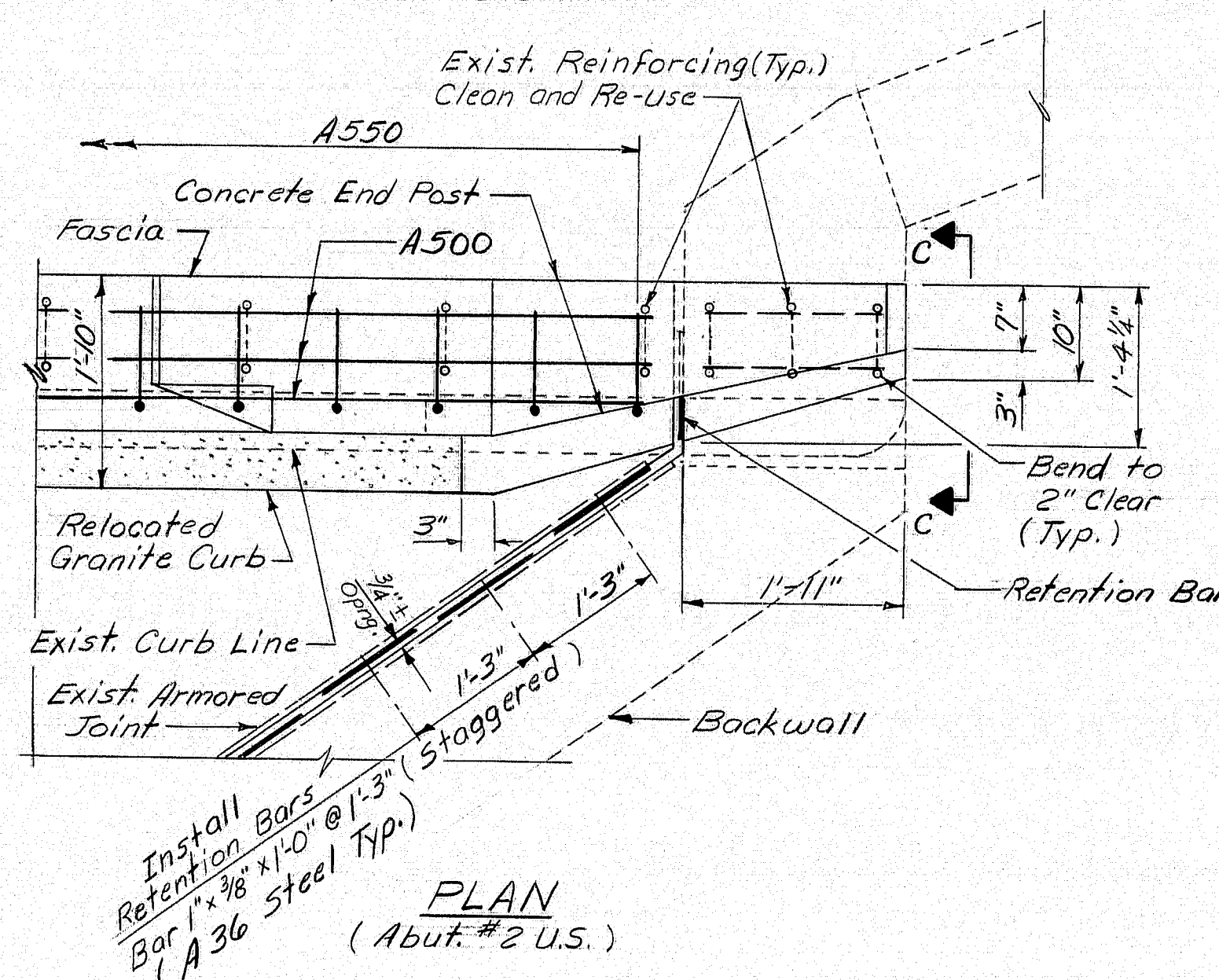
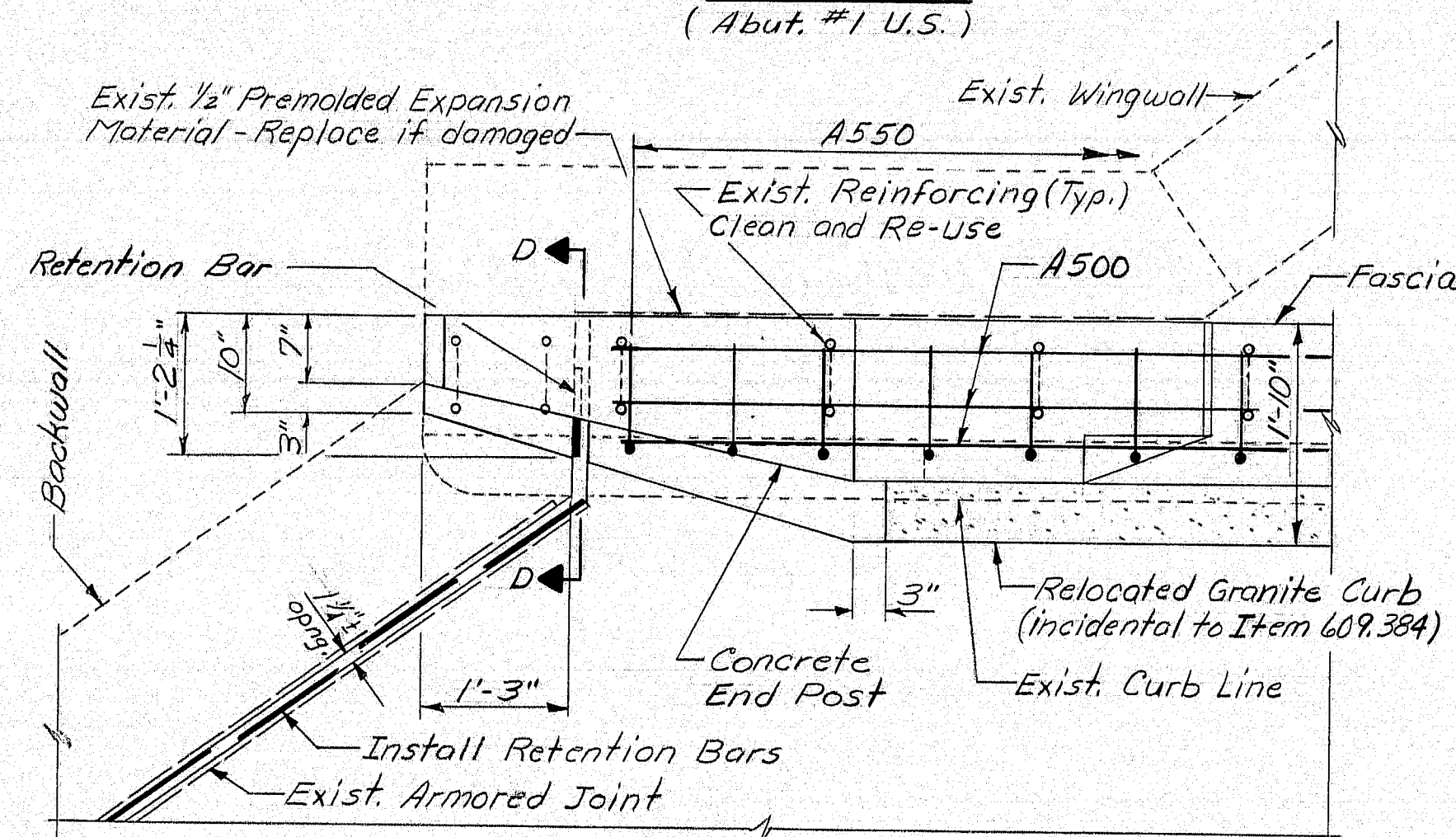
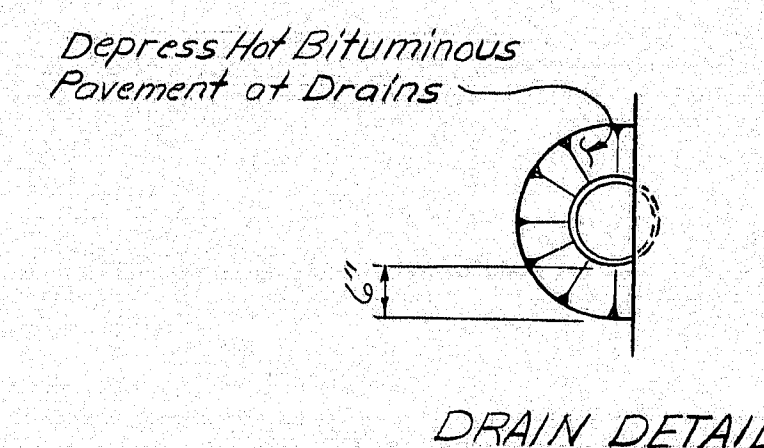
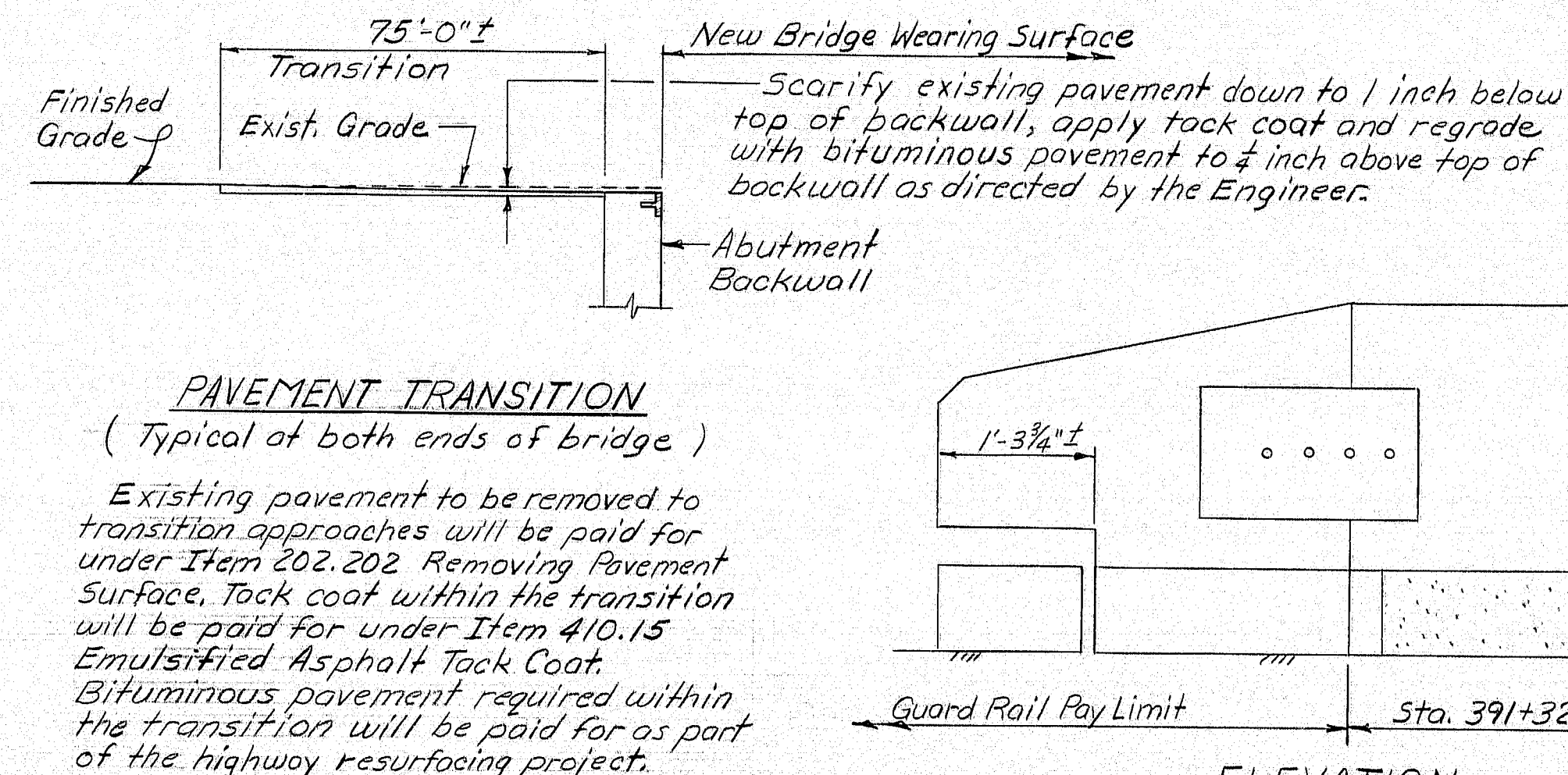
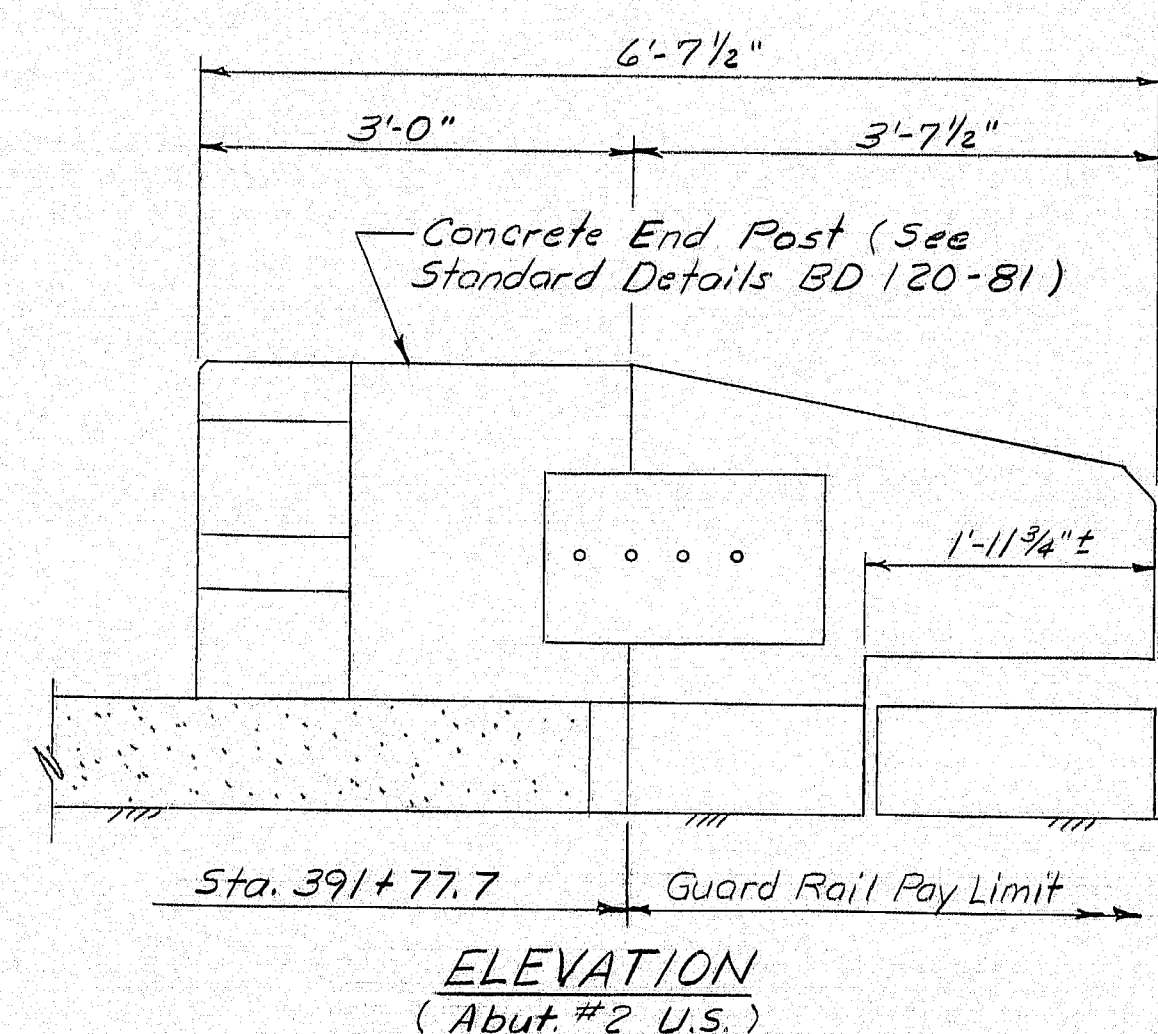
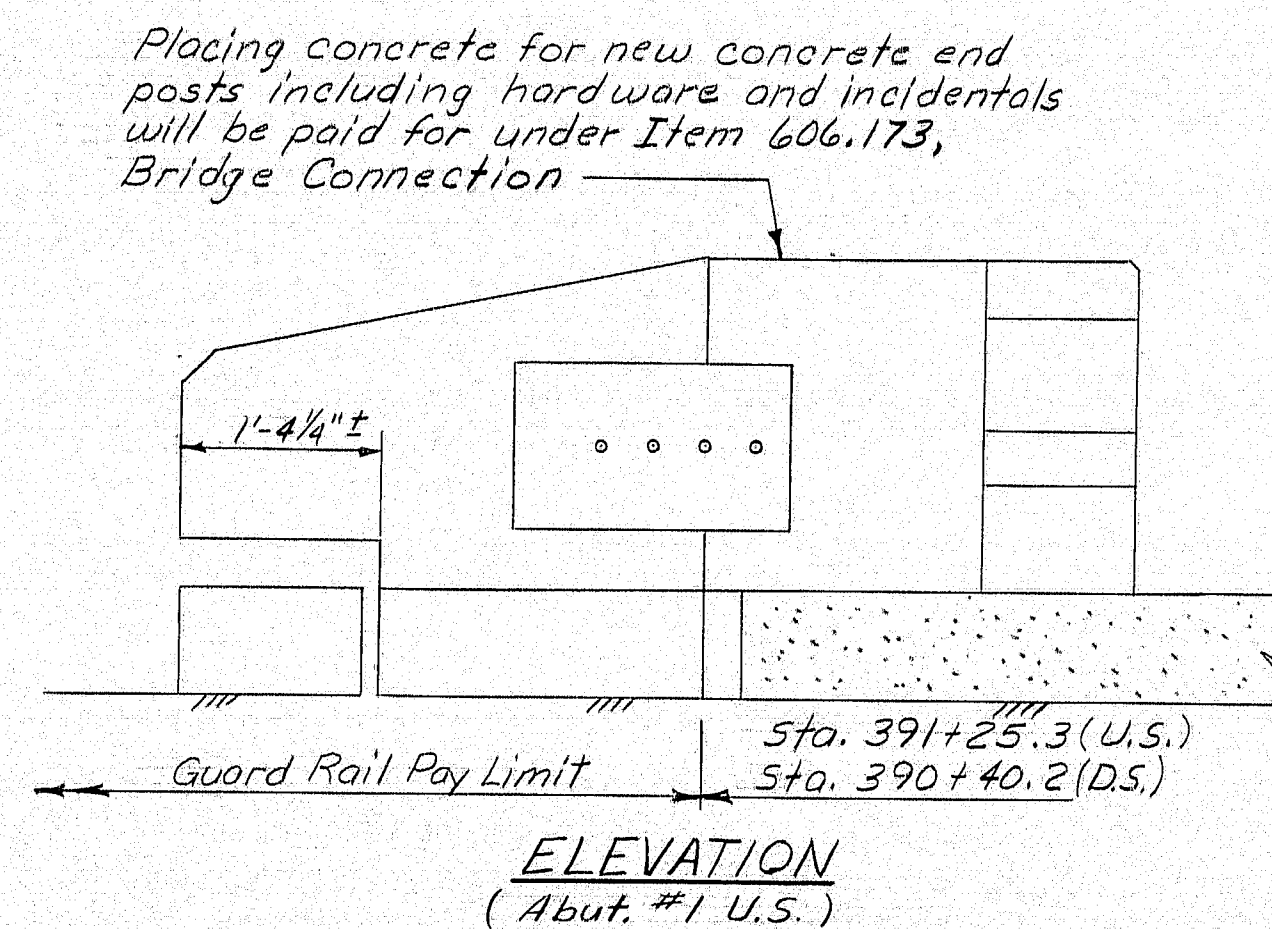
SOMERSET COUNTY

GENERAL PLAN

ASBUILT 1988 T.H.S.
SHEET 1 OF 2 AUGUSTA, MAINE March 1988

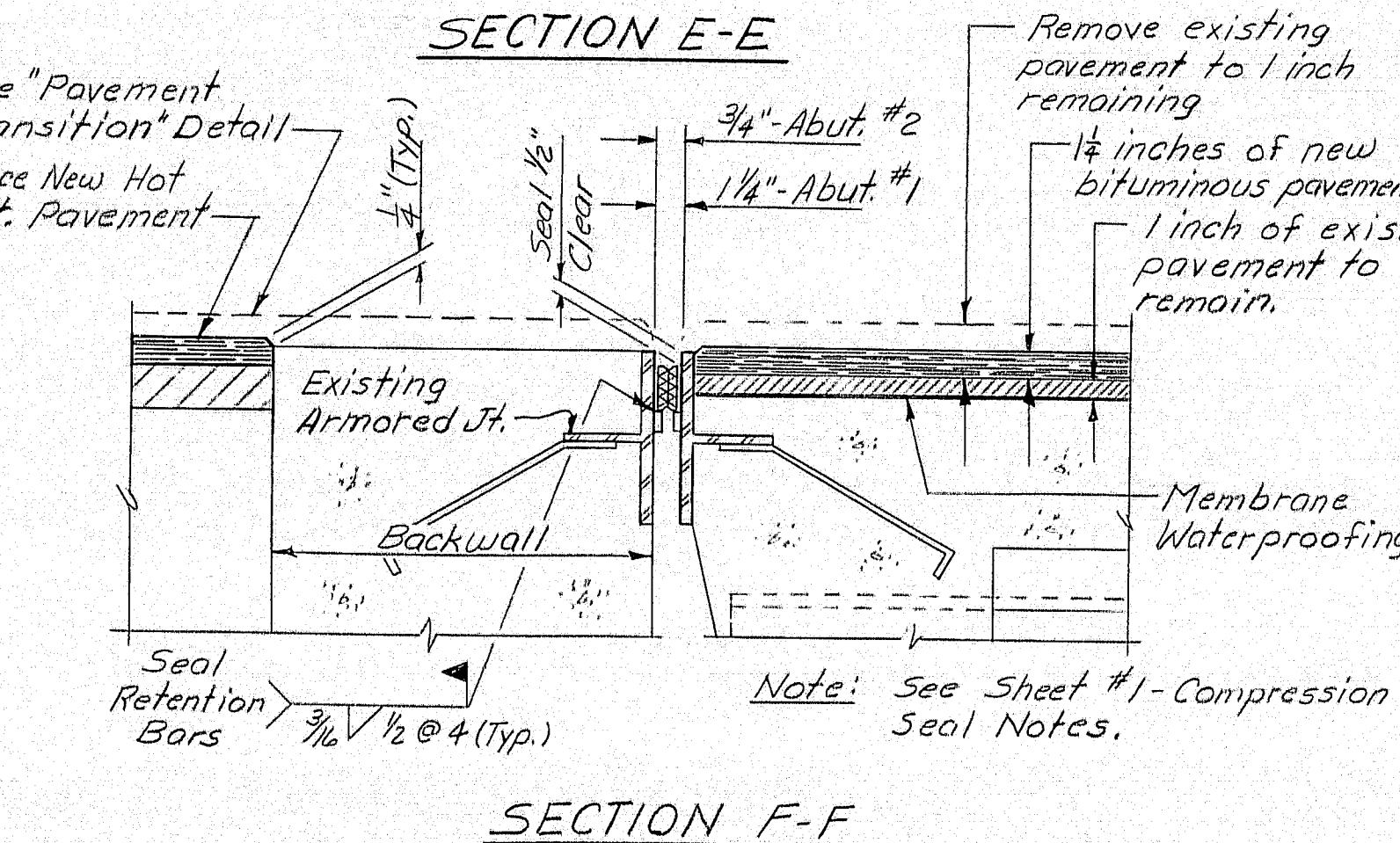
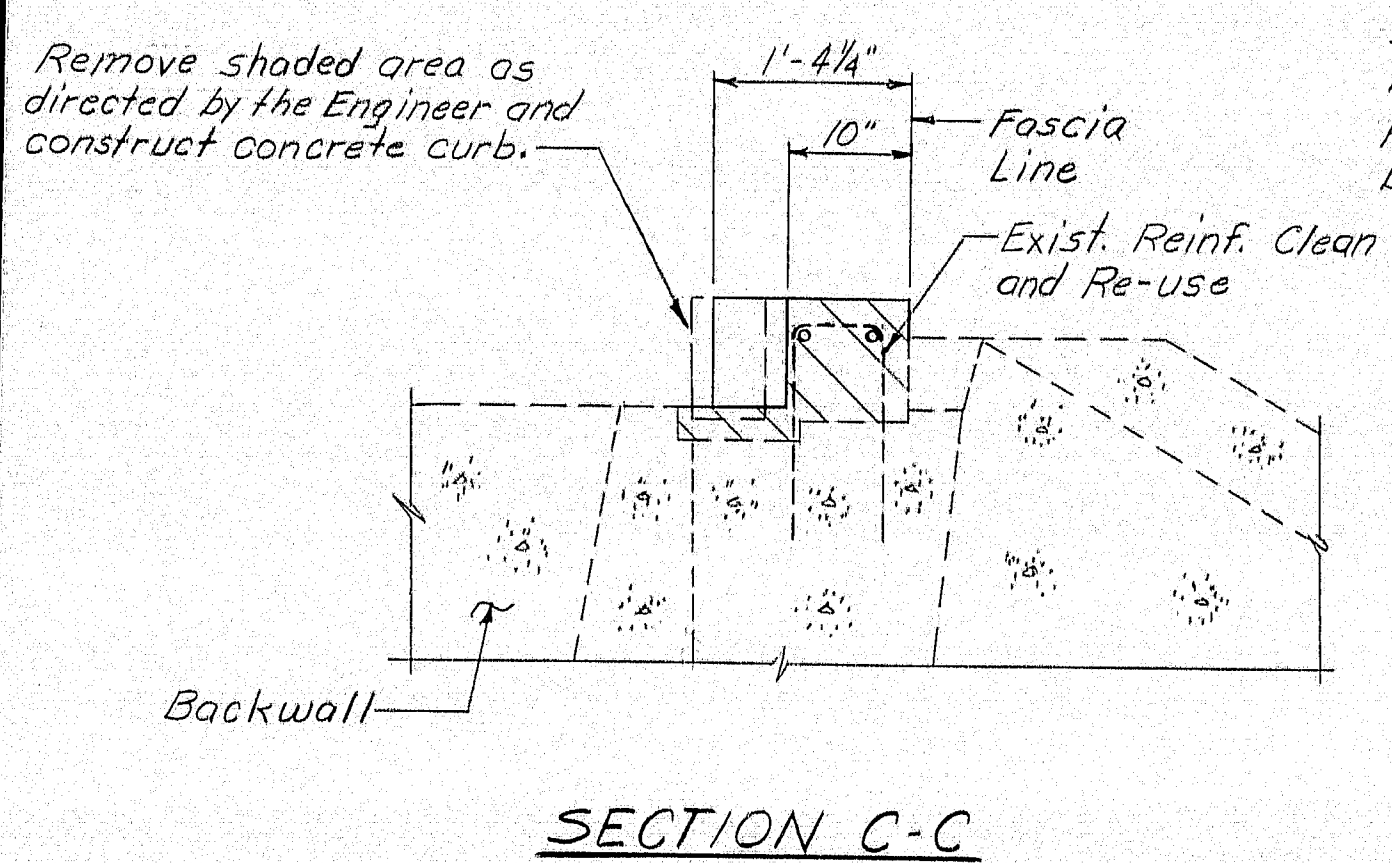
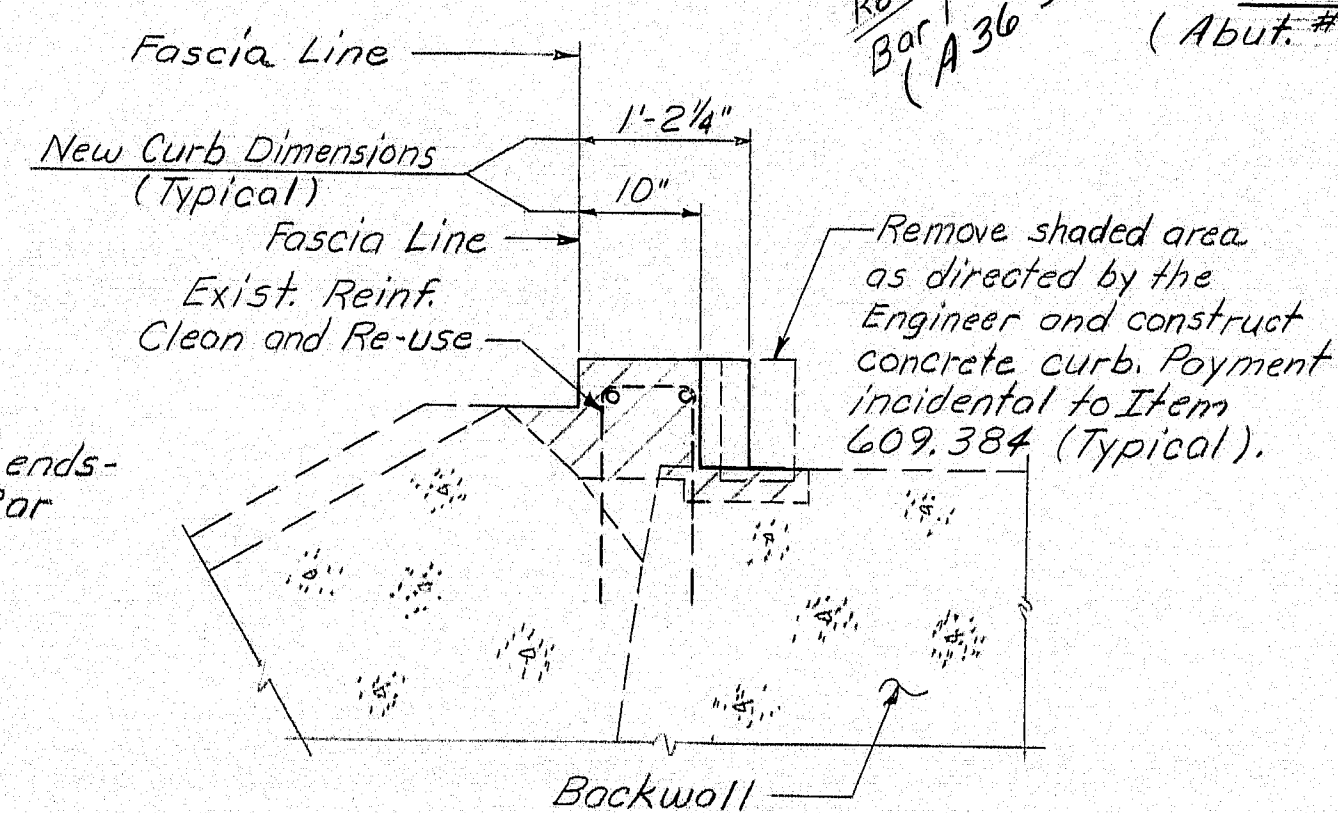
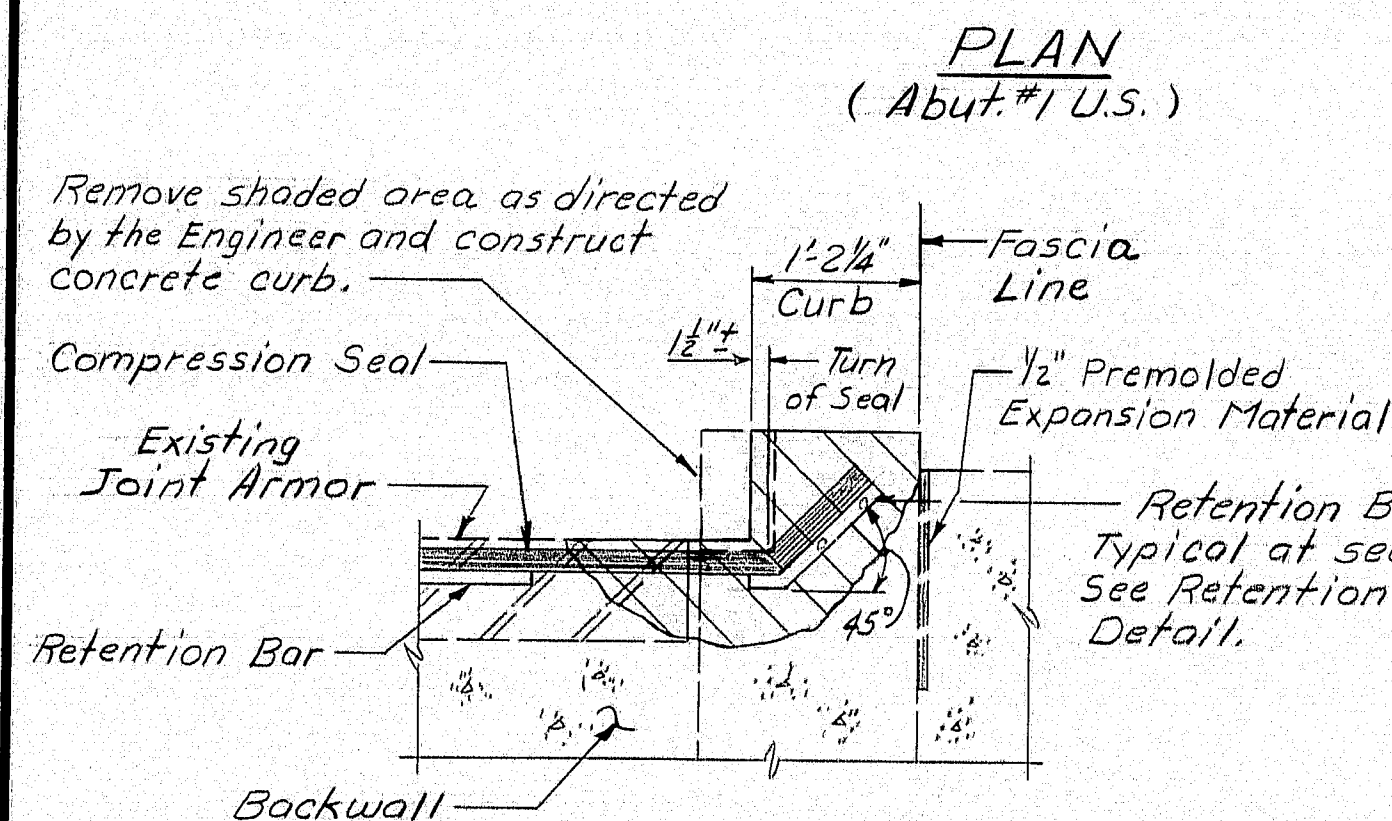
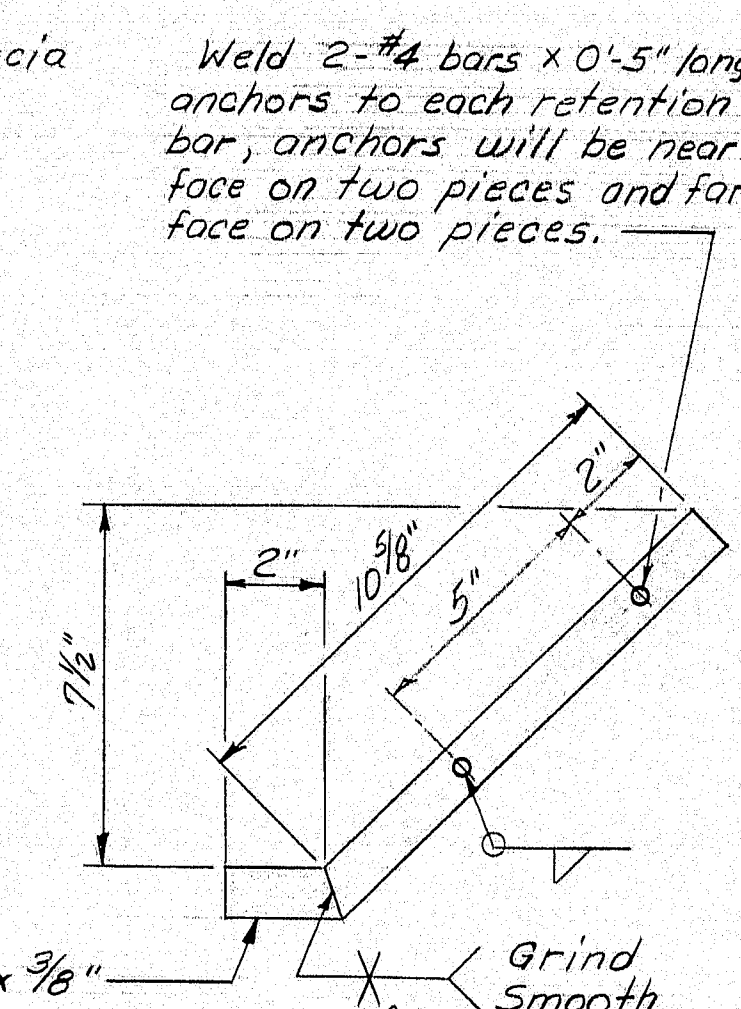
99-390

F.R.M.A. SHEET NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	PS-024(17)	14	31



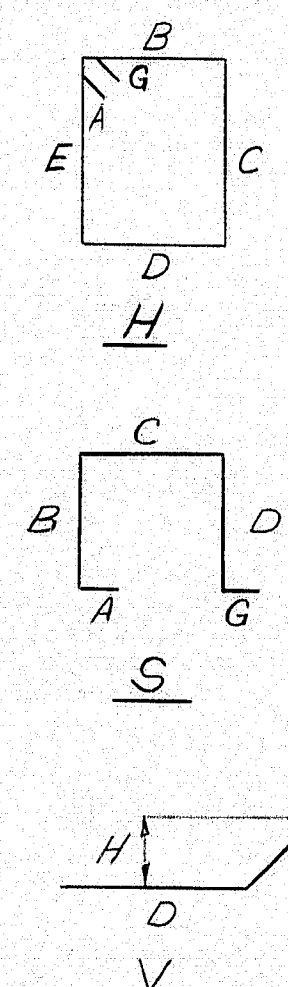
Note

Core shall be taken where reinforcing steel is uncovered not to damage the steel or its bond to surrounding concrete. Damaged bars shall be replaced as directed by the Engineer at the Contractor's expense.



Straight Bars					
Mark	No.	Length	Location	Mark	No.
EP401	26	1'-10"	End Post - Dowels	A500	8
EP403	16	1'-5"	End Post	A501	2
EP508	16	4'-0"	End Post	A502	2

Bent Bars										
Mark	No.	Length	Type	A	B	C	D	E	F	G
EP402	16	4'-9"	S	0	2-1	0-7	2-1			0
EP403	16	4'-9"	H	0-4 1/2	1-0	1-0	1-0	1-0	0-4 1/2	
EP404	16	3'-1"	S	0	1-3	0-7	1-3			0
EP408	12	4'-3"	S	0	1-10	0-7	1-10			0
EP409	8	4'-2"	S	0	1-10	0-6	1-10			0
EP410	4	4'-6"	S	0	1-10	0-10	1-10			0
EP501	16	5'-3"	V			3-0	2-3			0-4
EP502	12	4'-11"	S	0	1-11	0-7	1-11			0-6
EP503	8	4'-10"	S	0	1-11	0-6	1-11			0-6
EP504	4	6'-5"	H	0-5 1/2	1-11	0-10	1-11	0-10	0-5 1/2	
A550	138	2'-2"	D	0-11	0-9	0-6				0-4
A551	26	3'-6"	L	0-11	2-7					



- All dimensions are out to out of reinf. bar
- Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318.
- Reinforcing Bar: ASTM A615 Grade 60
- First digit(s) following the letter of the Mark indicates size of reinf. bar.
Mark (A502) bar size - #5
Mark (EP404) bar size - #4

Bridge No. 2313

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GILMAN BRIDGE

EAST BRANCH WESSERUNSETT STREAM

ATHENS

SOMERSET COUNTY

END POST DETAILS & REINF.

SHEET 2 OF 2 AUGUSTA, MAINE March 1988

99-391

AS BUILT 1980 T.H. C.

PROJECT DESIGN ENGINEER	DATE	BY
DESIGN - DETAILED	1/22/80	J.B.B.
CHECKED	3/8/80	J.B.B.
REVISIONS		
FIELD CHANGES		

BRUNING 44-132-4570-1