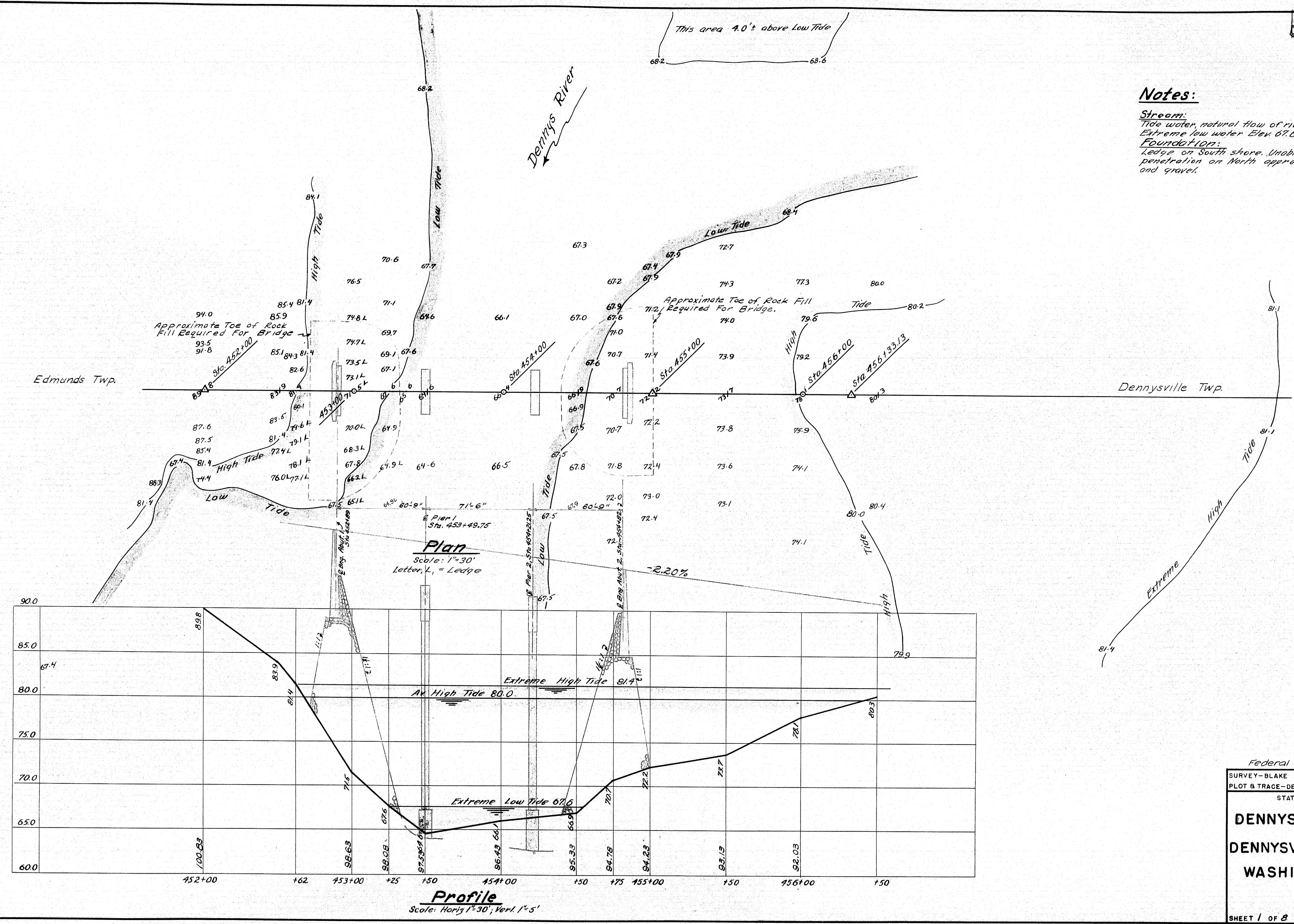


Notes:

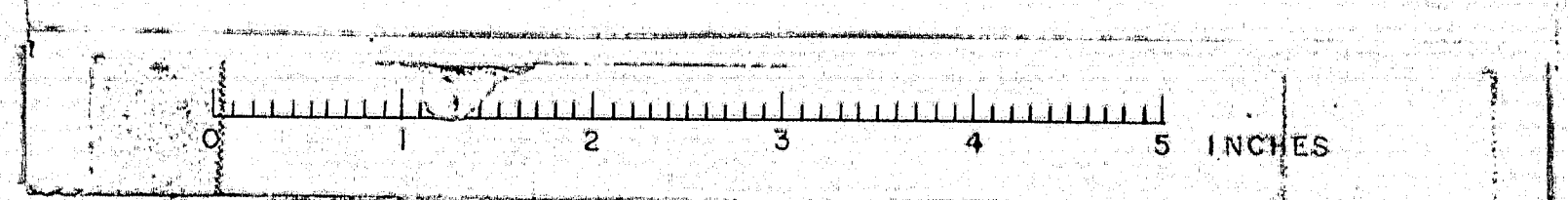
Stream:
Tide water, natural flow of river at low tide.
Extreme low water Elev 67.6, Extreme High 81.4.
Foundation:
Ledge on South shore. Unable to get any penetration on North approach, large boulders and gravel.



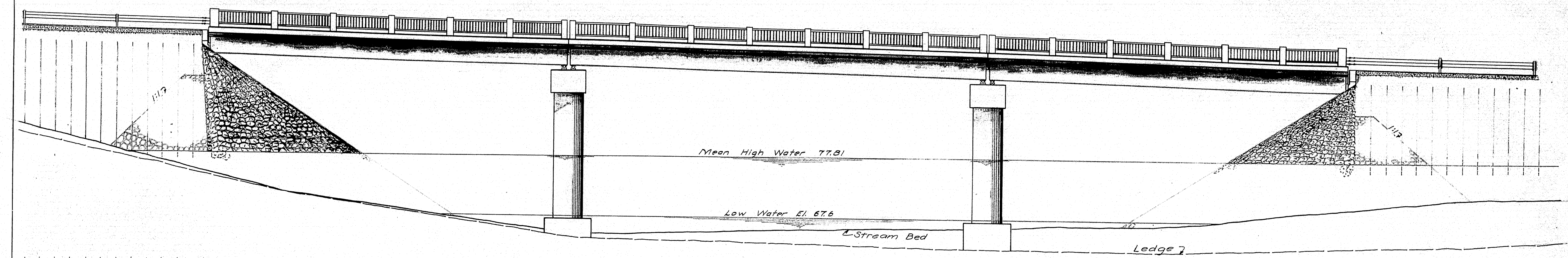
Federal Aid Project F-024-2(4)

SURVEY-BLAKE	BRIDGE 5626
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
DENNYS RIVER BRIDGE	
BETWEEN	
DENNYSVILLE & EDMUNDS TWP.	
WASHINGTON COUNTY	
SURVEY	
SHEET 1 OF 8	AUGUSTA, MAINE JAN. 1954

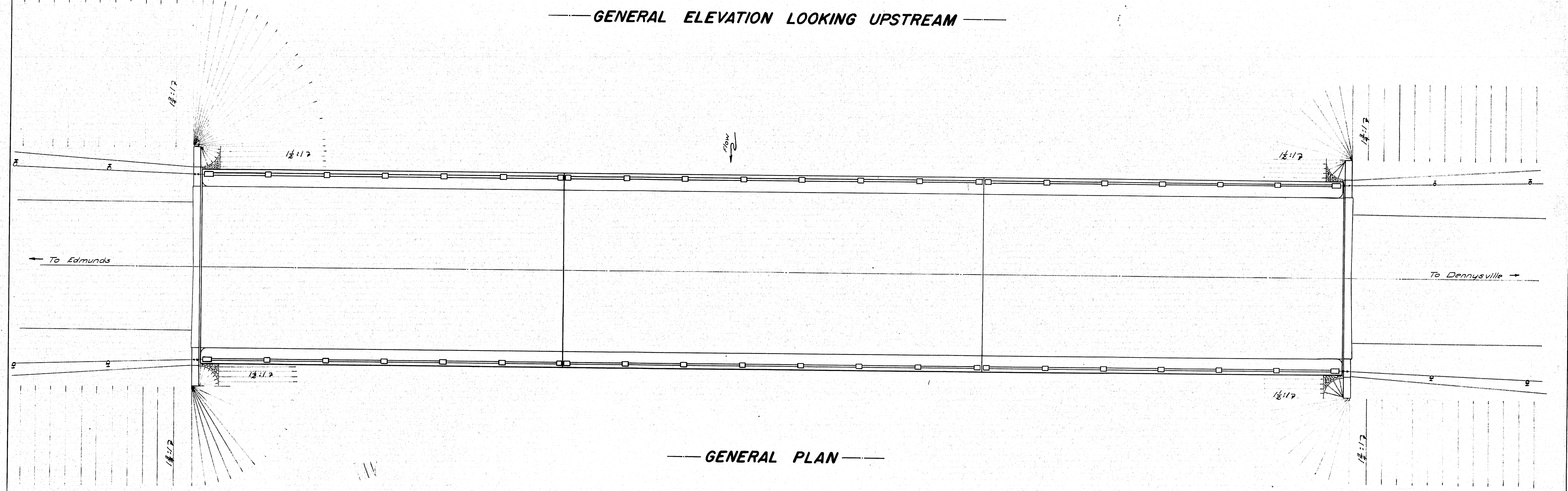
M-644



S.P.R. DIV. NO.	STATE HIGHWAY	PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	F-044-2(4)	77	130



— GENERAL ELEVATION LOOKING UPSTREAM —



— GENERAL PLAN —

DESIGN - LANGFORD
CHECKED - G.W.S.
TRACED - BAILEY

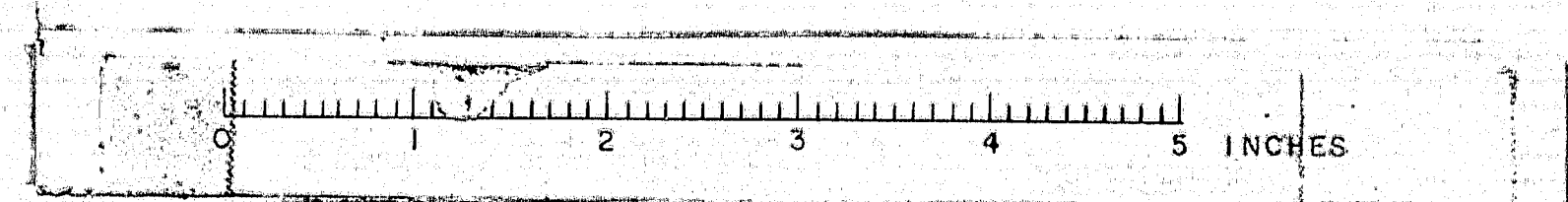
BRIDGE 5626

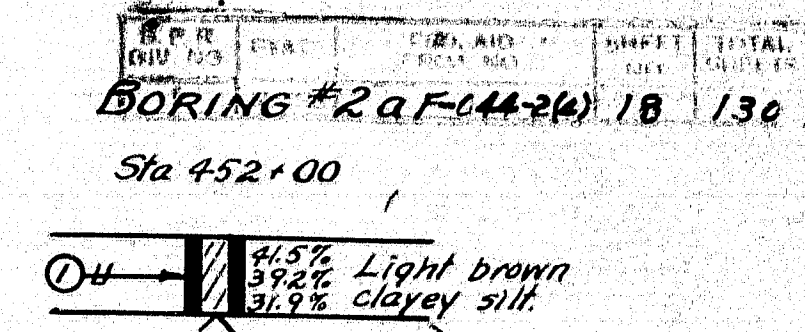
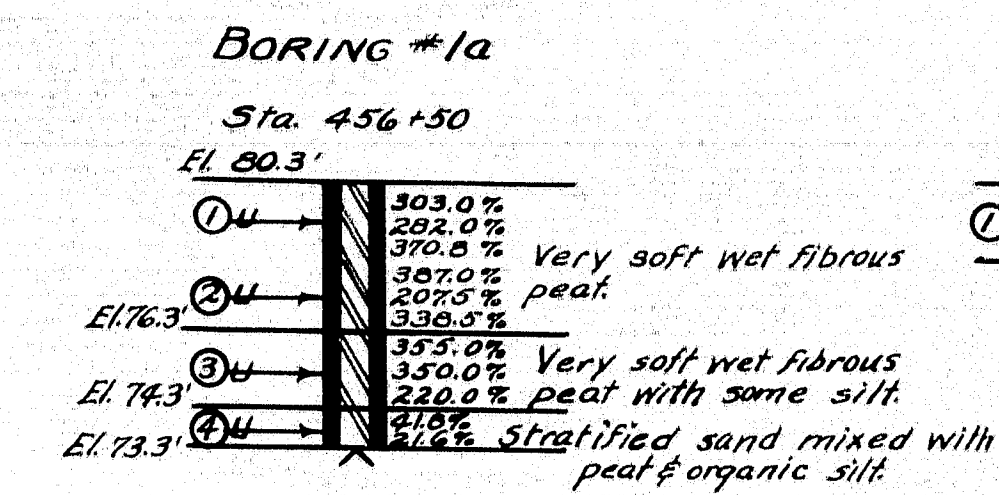
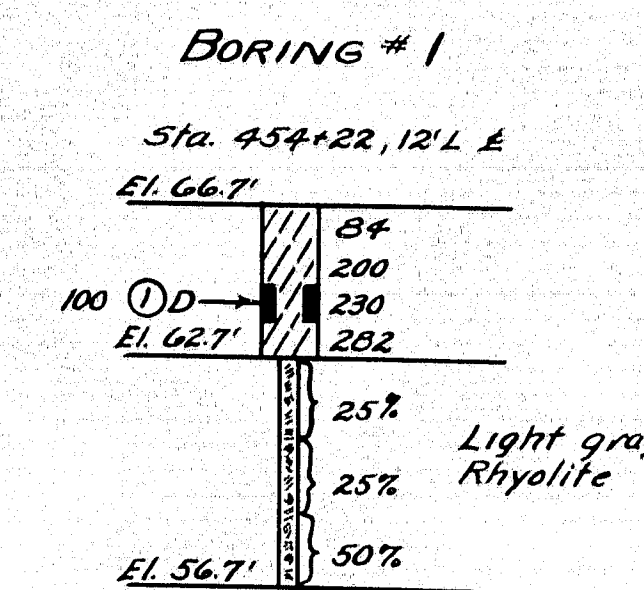
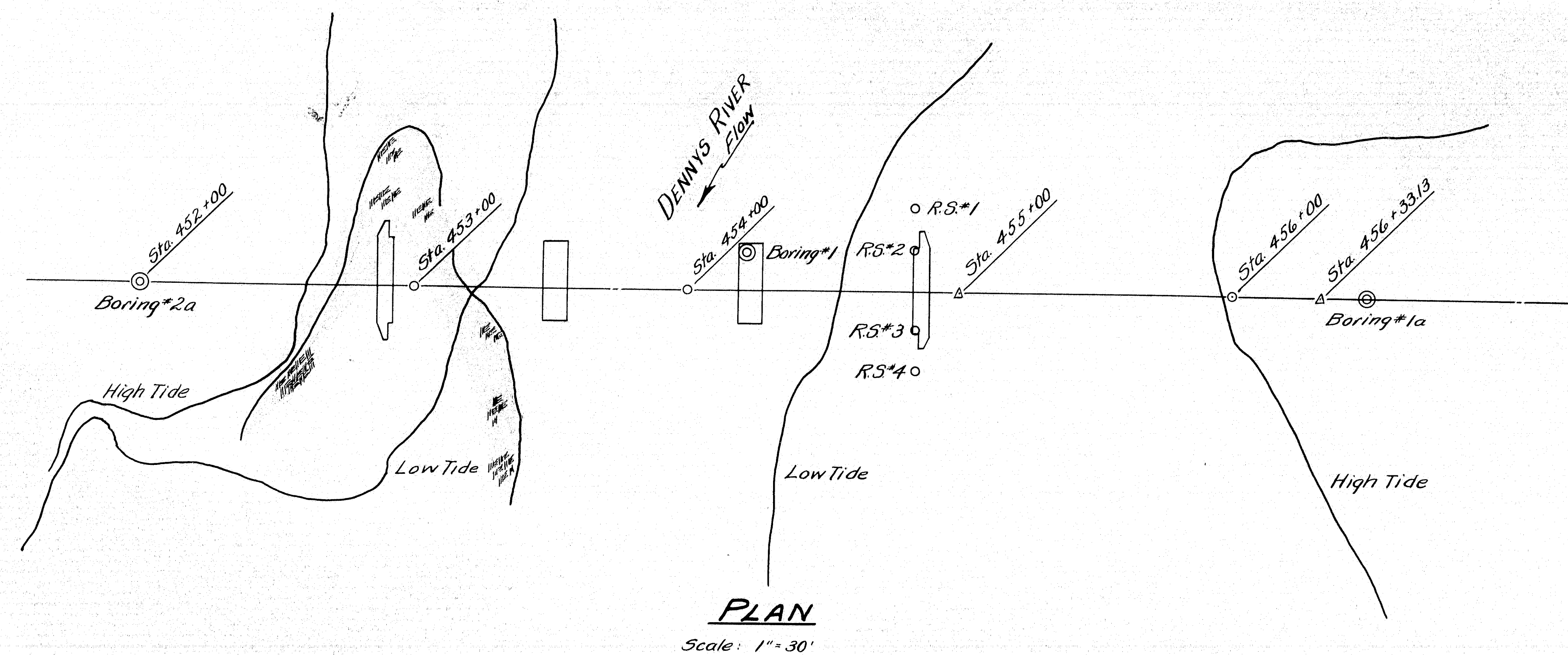
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

DENNYS RIVER BRIDGE
OVER
DENNYS RIVER
BETWEEN
DENNYSVILLE & EDMUNDS TWP.
WASHINGTON COUNTY

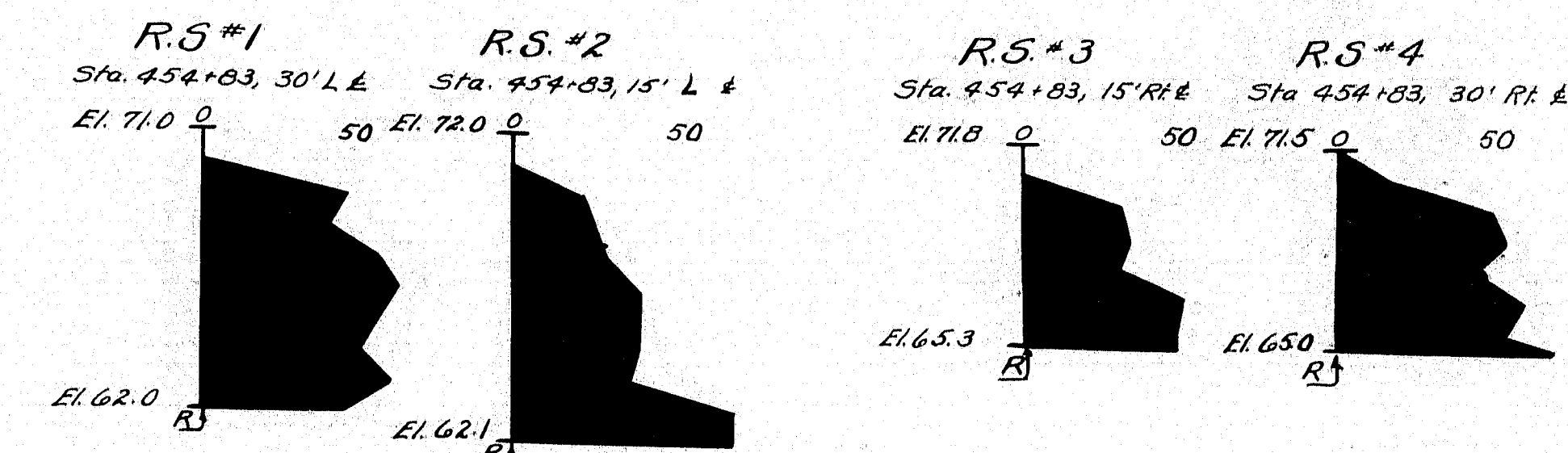
GENERAL PLAN & ELEVATION
SHEET 2 OF 3 AUGUSTA, MAINE MARCH 1954

M-645



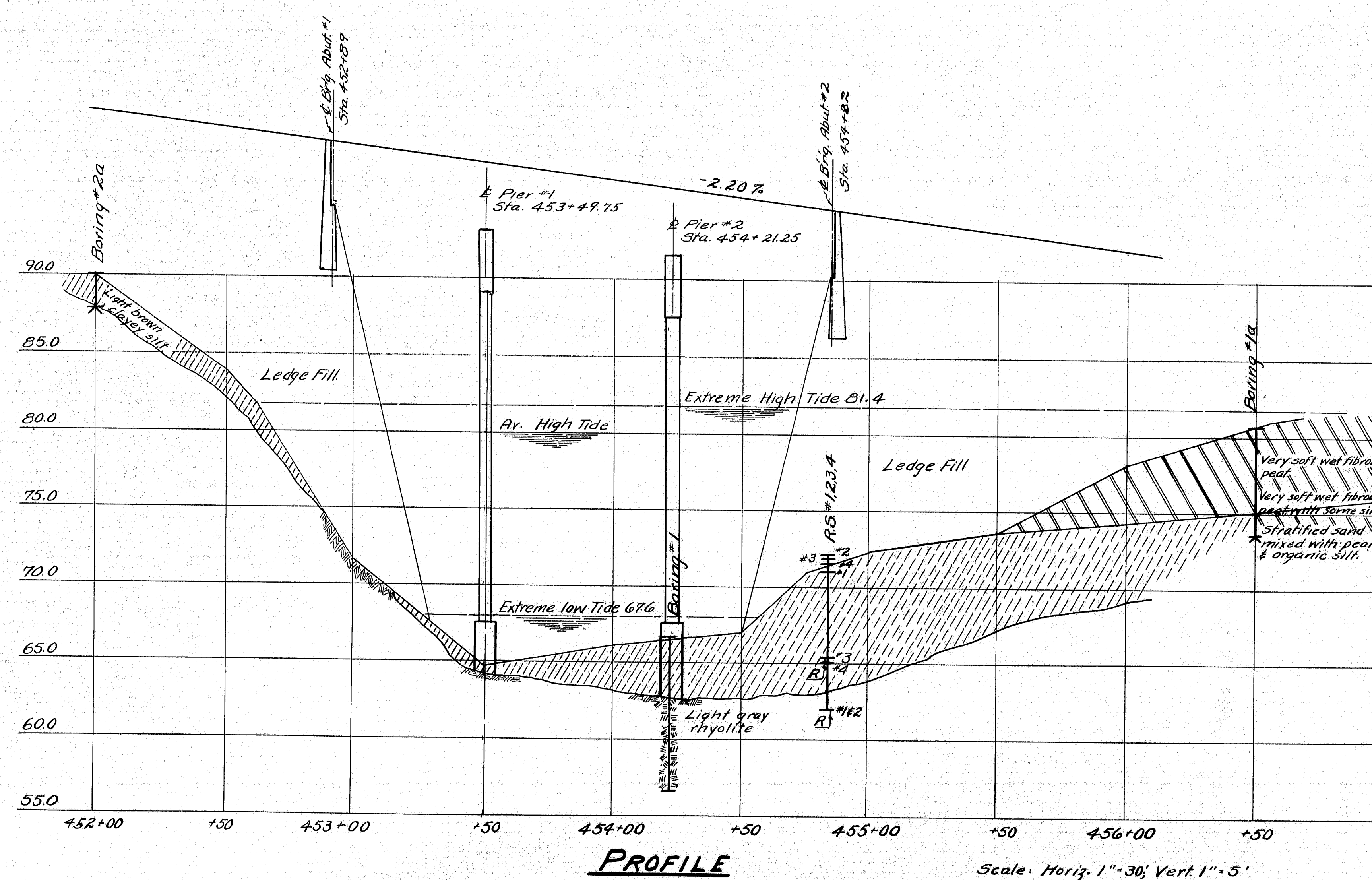


BORING LOGS



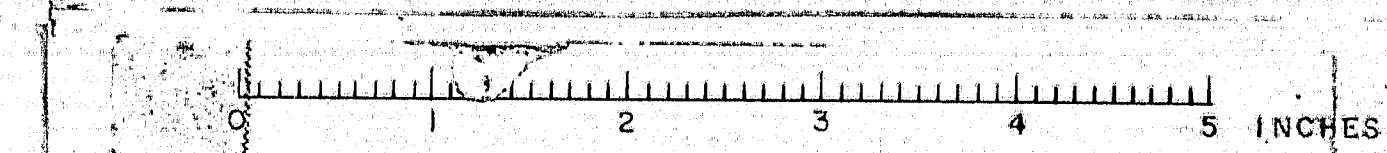
BORING NOTES

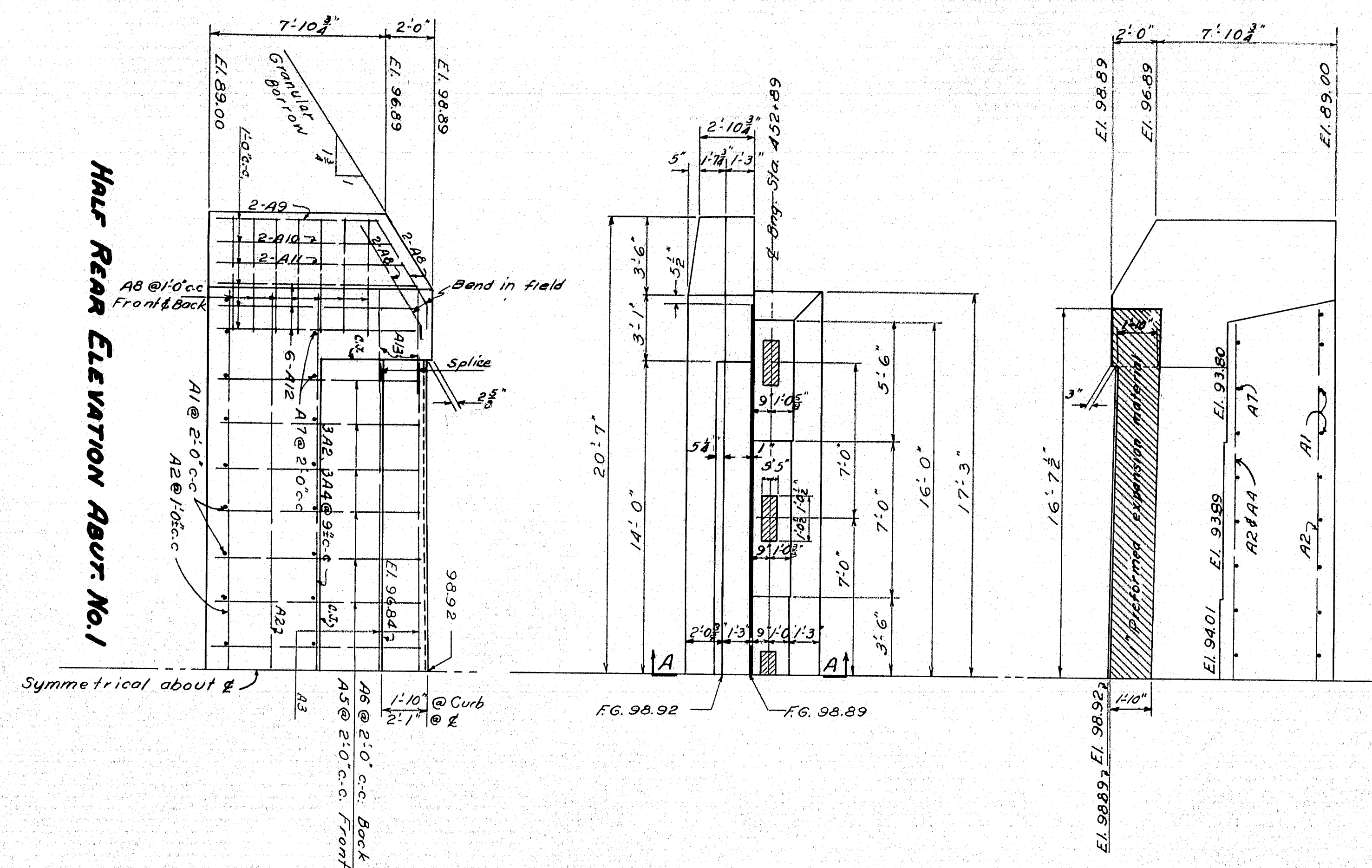
1. Scales as noted on drawings.
2. Casing size as noted on drawings.
3. Number of blows of 275# hammer falling 15" required to drive extra heavy casing one foot indicated thus:
4. Location and designation of dry samples taken in 5#H sampler #1290s indicated thus:
5. Location and designation of dry samples taken in 3 1/2" O.D., 16 ga. seamless tubing indicated thus:
6. Refusal of drill rods or casing indicated thus:
7. Recovery of rock core by size 'F' diamond bit indicated thus:



SOILS ENGINEER - H. GRAY	BRIDGE - 5626
TRACE - SIROIS	
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
DENNYS RIVER BRIDGE	
BETWEEN DENNYSVILLE & EDMUNDS TWP.	
WASHINGTON COUNTY	
PLAN & STRATIGRAPHIC PROFILE	
SHEET 3 OF 3 AUGUSTA, MAINE JULY, 1954	

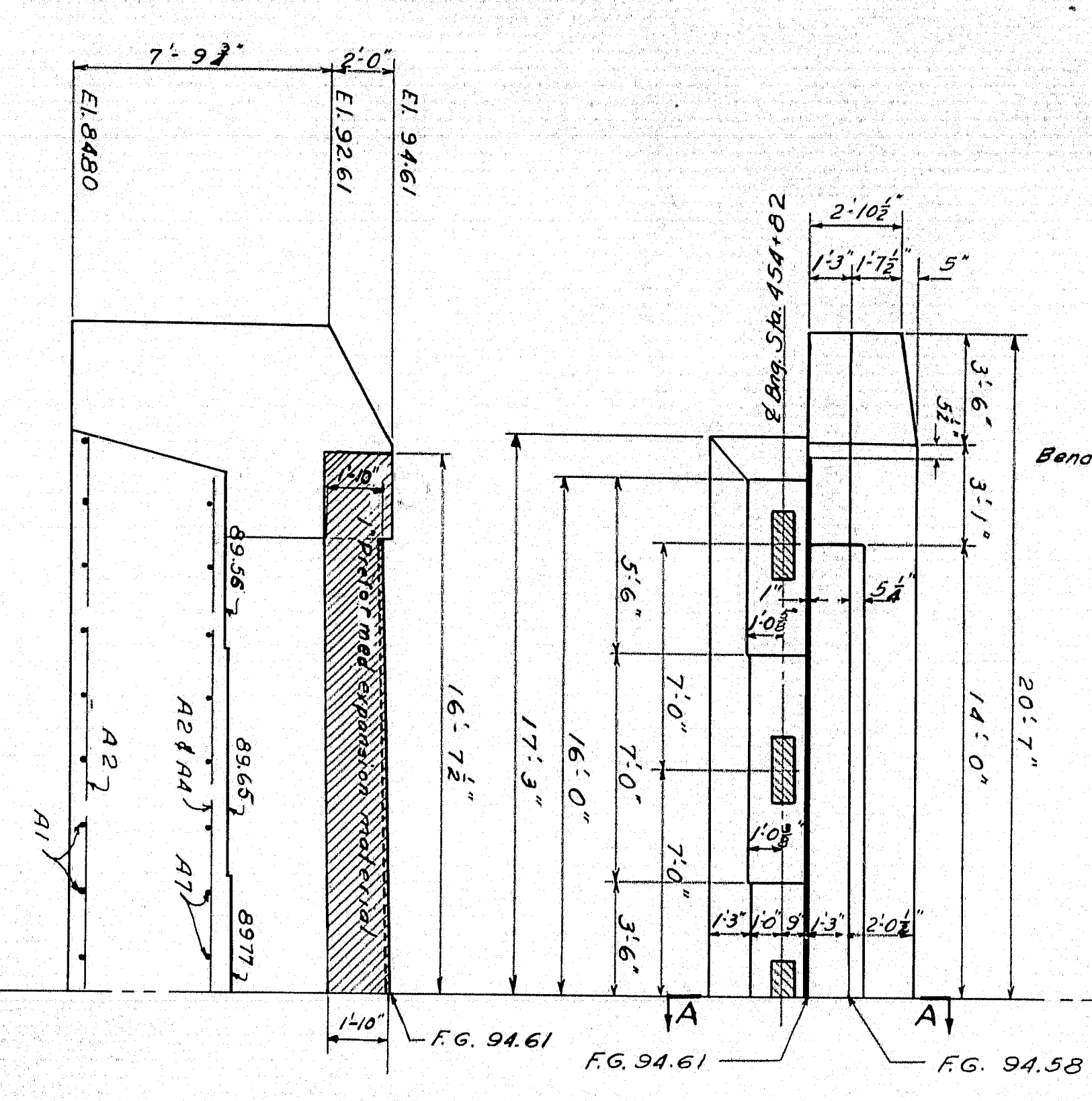
M-646



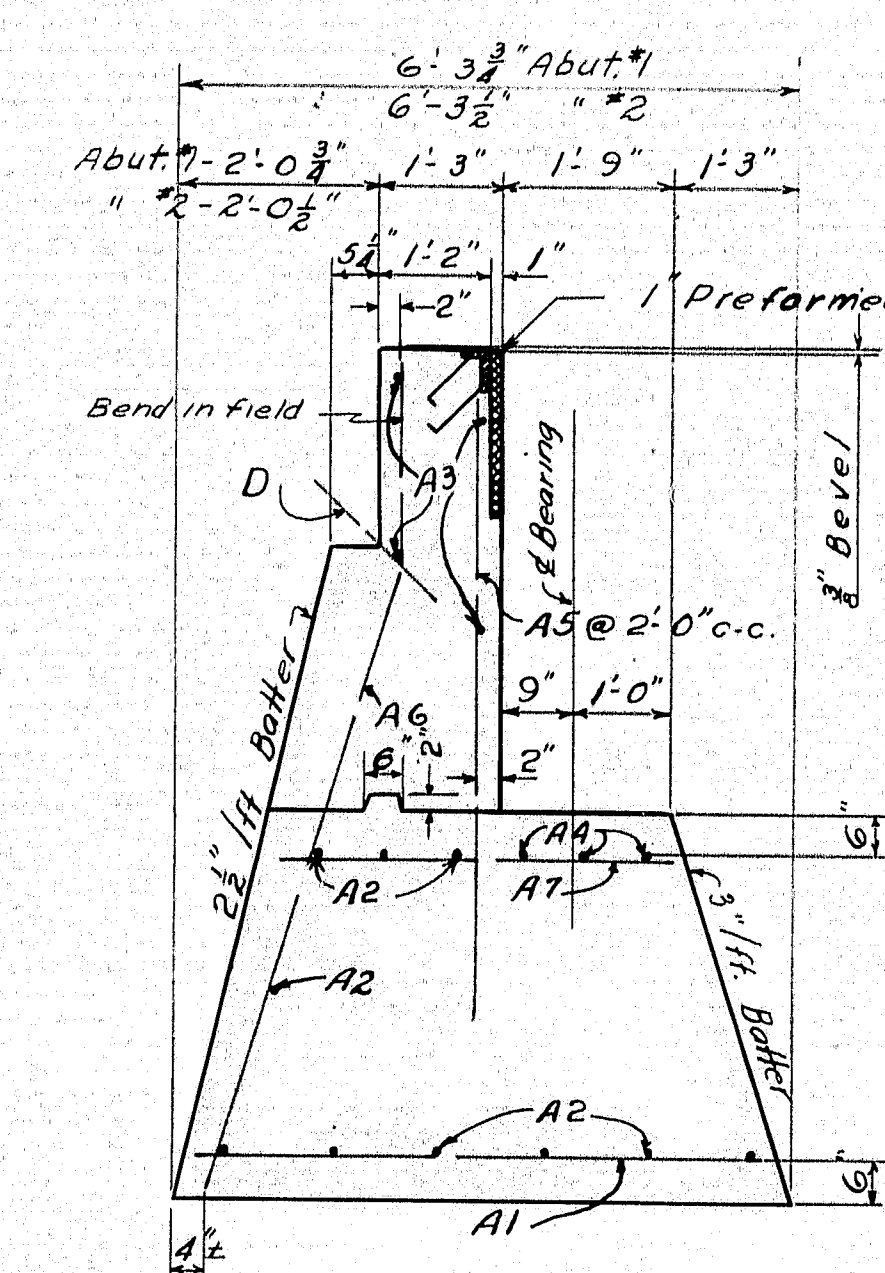
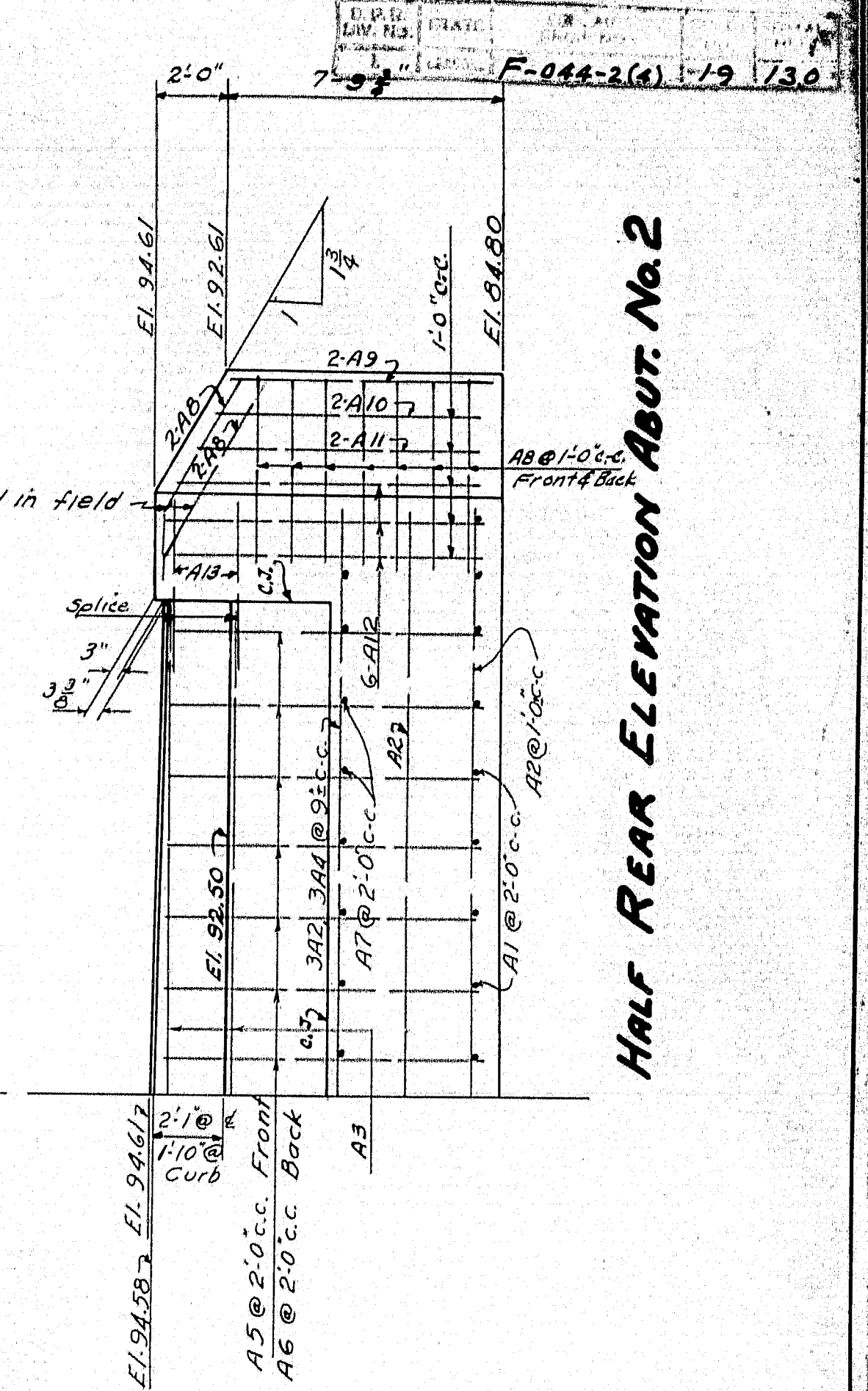


Half Front Elevation Abut. No. 1

Half Front Elevation Abut. No. 2

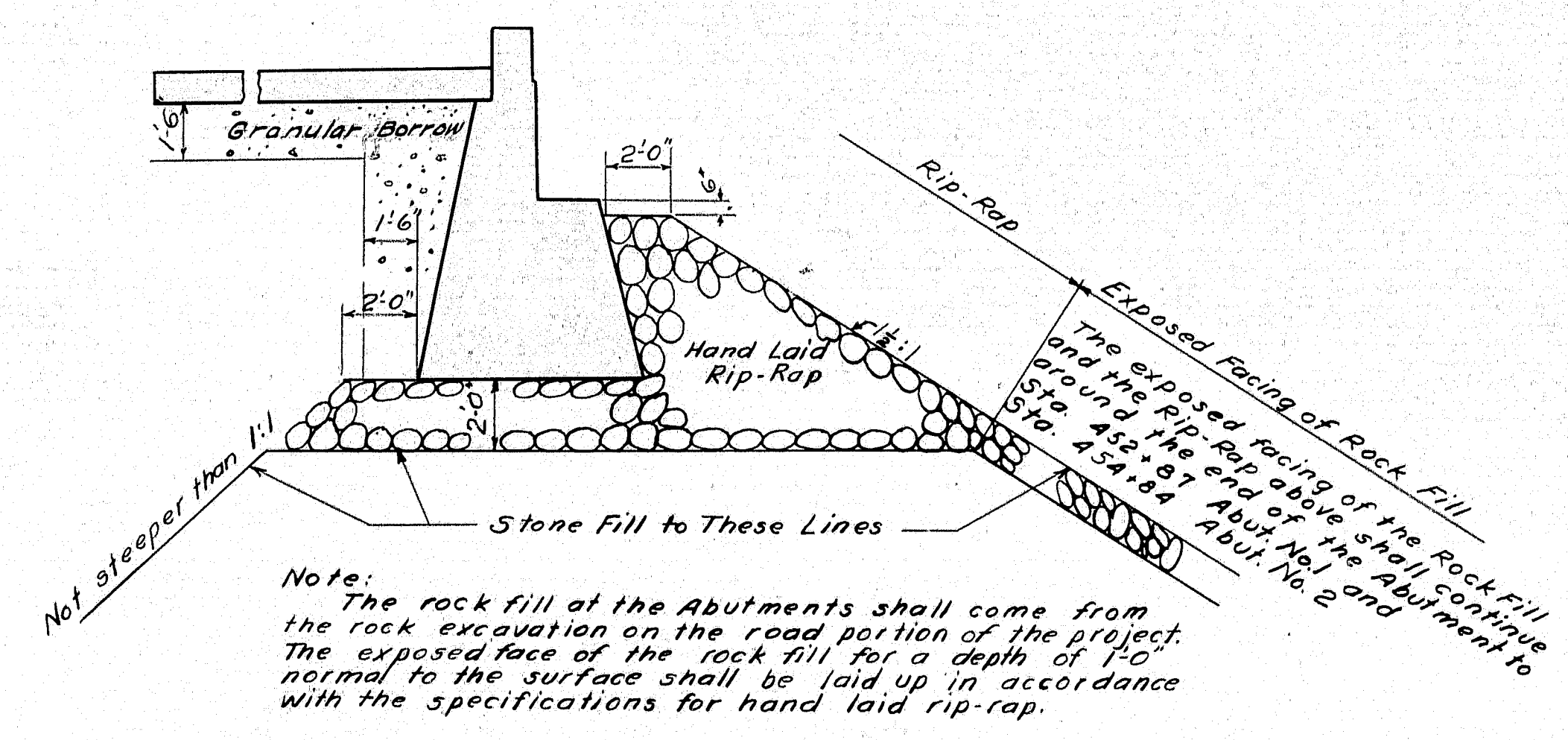


Half Rear Elevation Abut. No. 2



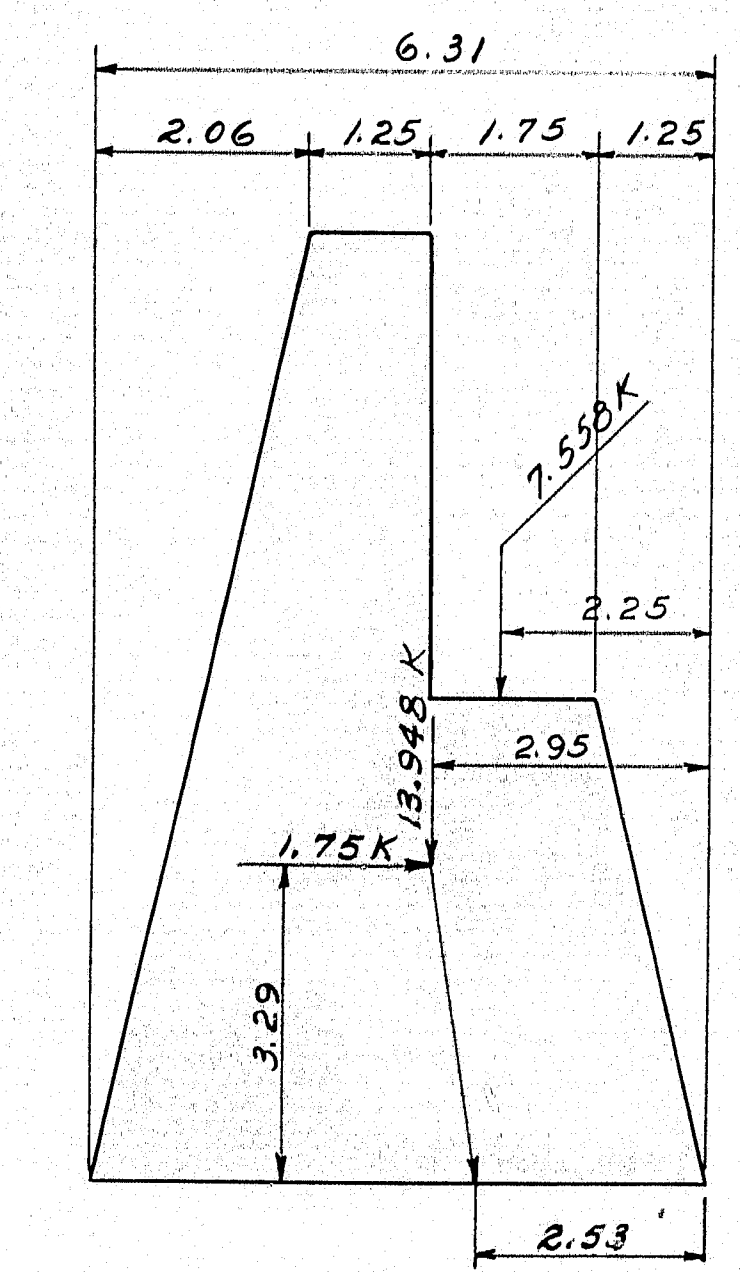
SECTION A-A

Note: Finish top of backwall as specified for wearing surface finish. See Sheet #6 for details of steel floor joint assembly.



SECTION A-A SHOWING STONE FILL

Note: The rock fill at the Abutments shall come from the rock excavation on the road portion of the project. The exposed face of the rock fill for a depth of 150 normal to the surface shall be laid up in accordance with the specifications for hand laid rip-rap.

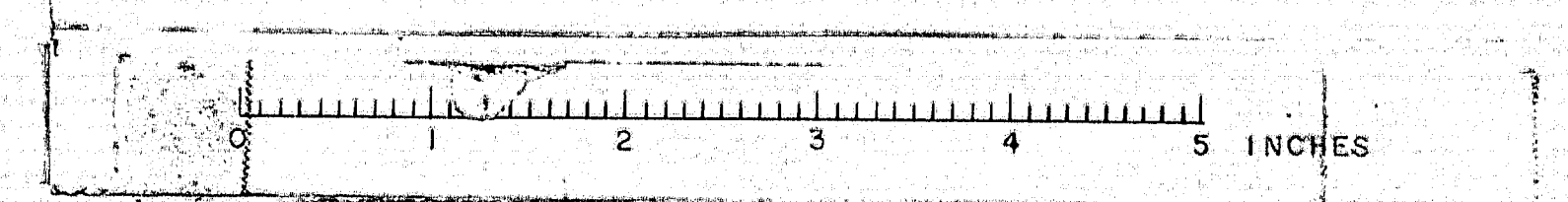


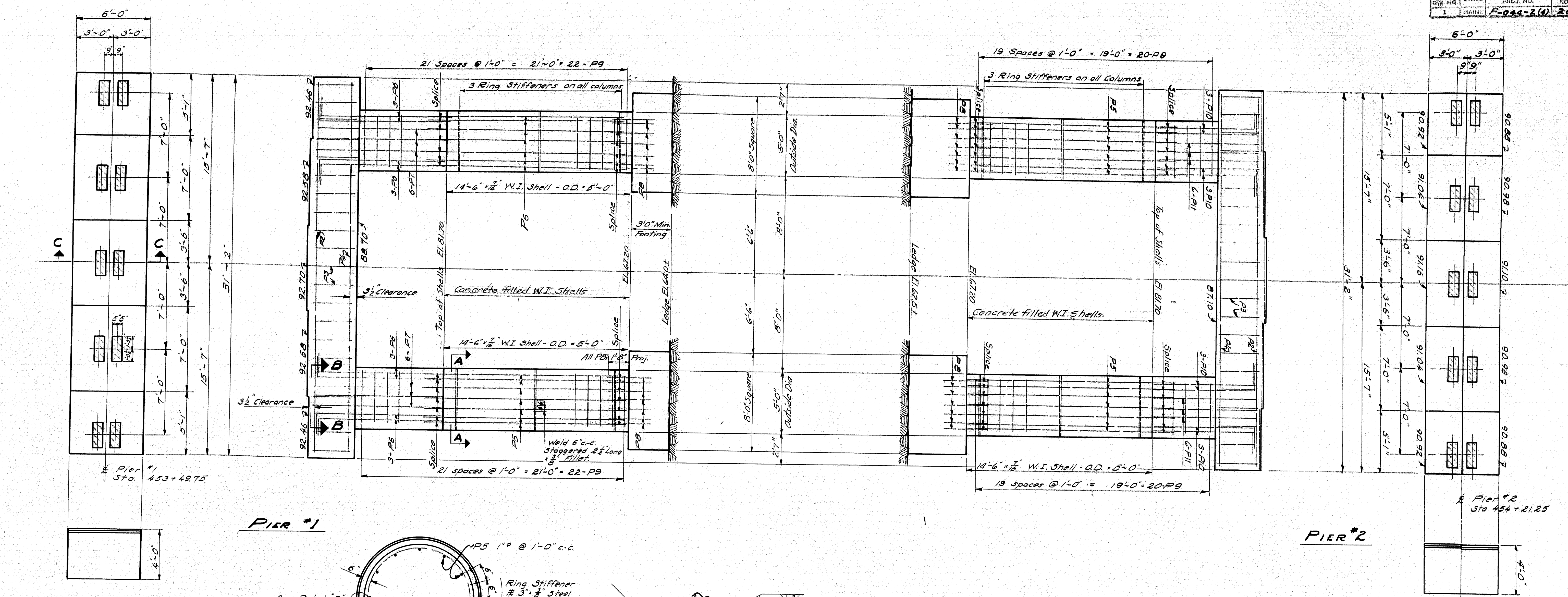
ABUTMENT ANALYSIS

NOTE: Dress shaded bearing areas to exact elevation. Place steel in bridge seats to clear anchor bolts. Cover the construction joint on the back of the abutments with two layers of heavy roofing 10" wide. Coat the surface of the concrete and each layer as it is applied with a suitable asphalt cement. The area to be covered should be recessed 1/2" by nailing thin strips to the forms before the concrete is placed.

DESIGN LANGFORD	BRIDGE 5026
CHECKED GAVES	
TRACED SAVAGE	
STATE HIGHWAY COMMISSION	
BRIDGE DIVISION	
DENNY'S RIVER BRIDGE	
OVER	
DENNY'S RIVER	
BETWEEN	
DENNYVILLE & EDMUNDS TWP	
WASHINGTON COUNTY	
ABUTMENTS	
SHEET 4 OF 8 AUGUSTA, MAINE MARCH 1934.	

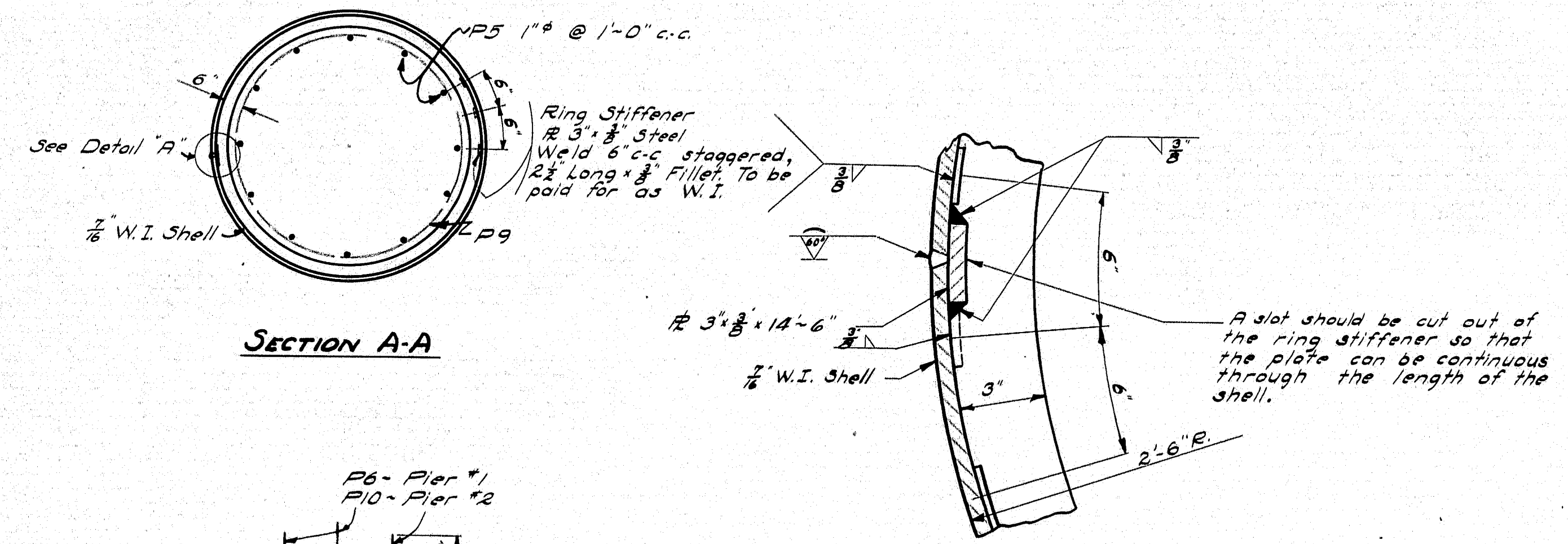
M-647





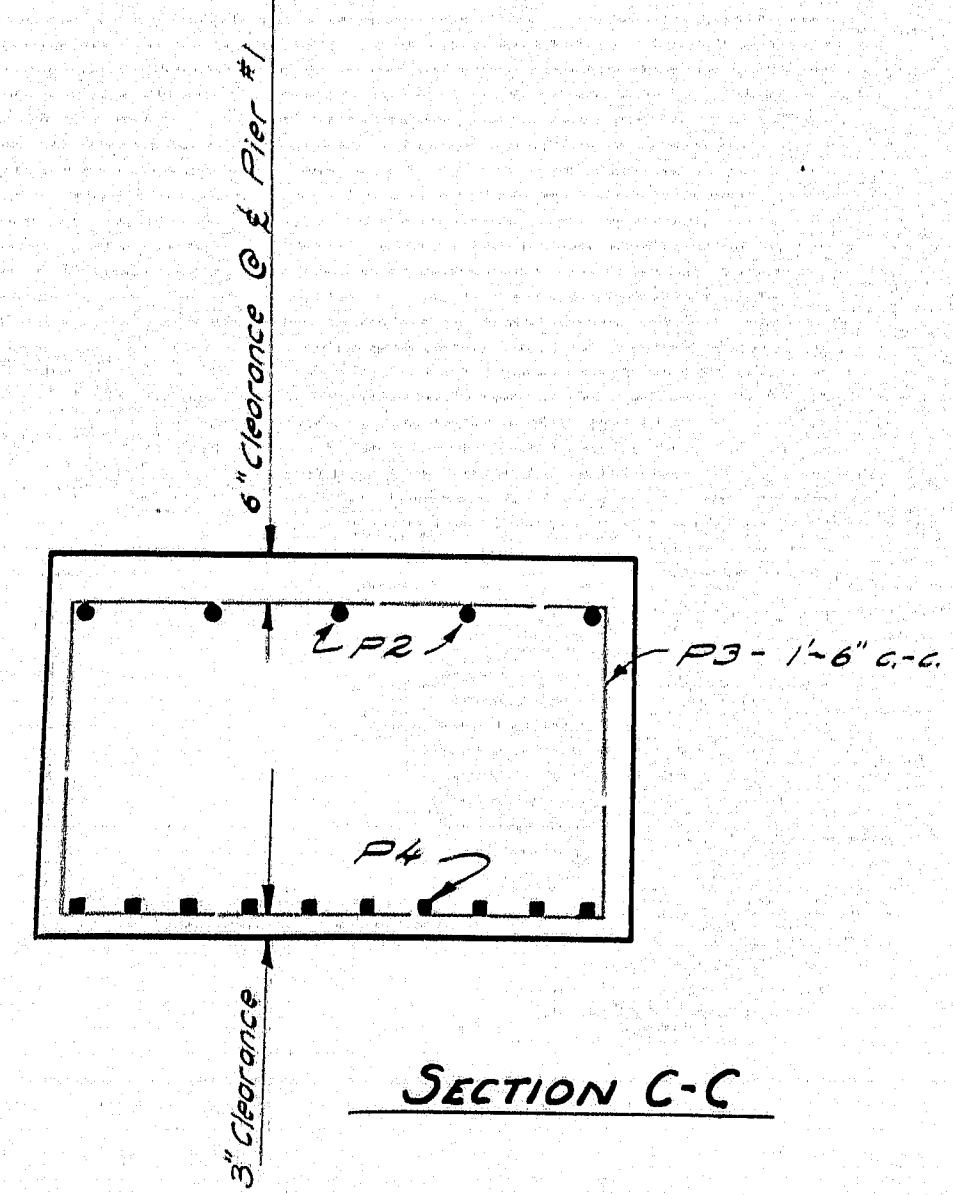
PIER #1

PIER #2

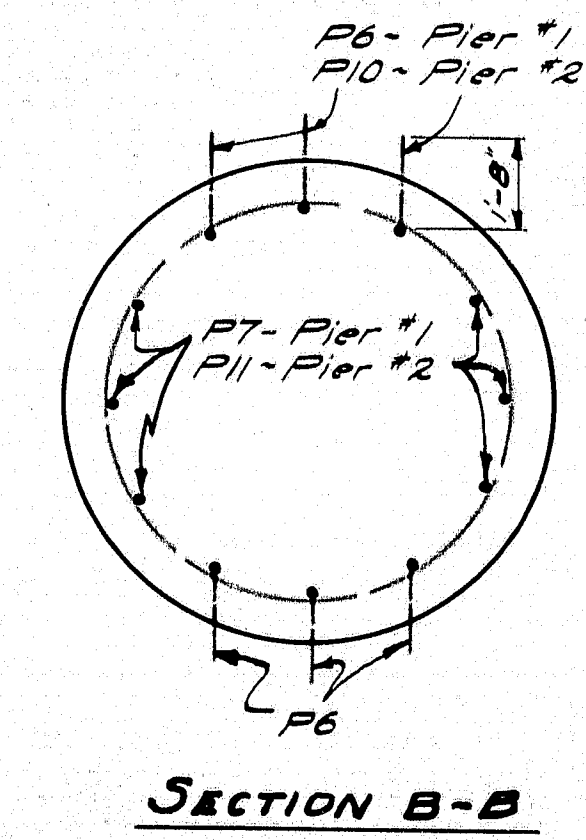


SECTION A-A

DETAIL A



SECTION C-C



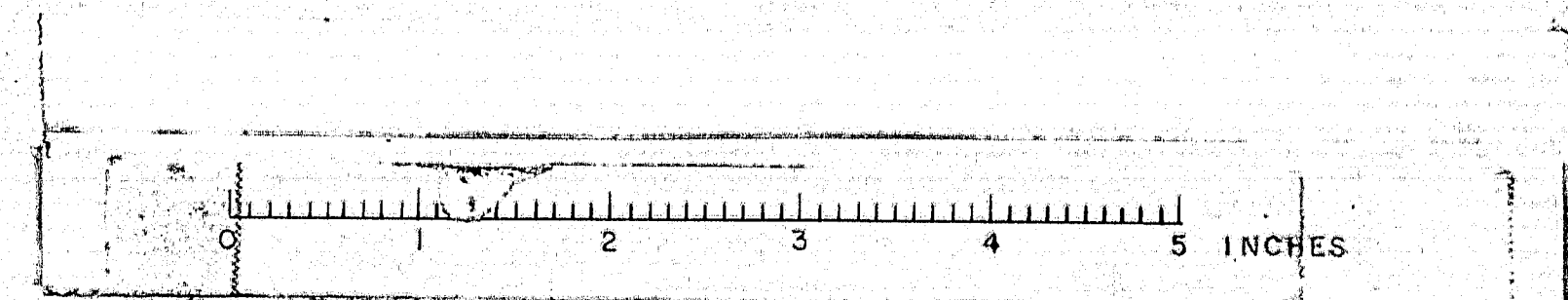
SECTION B-B

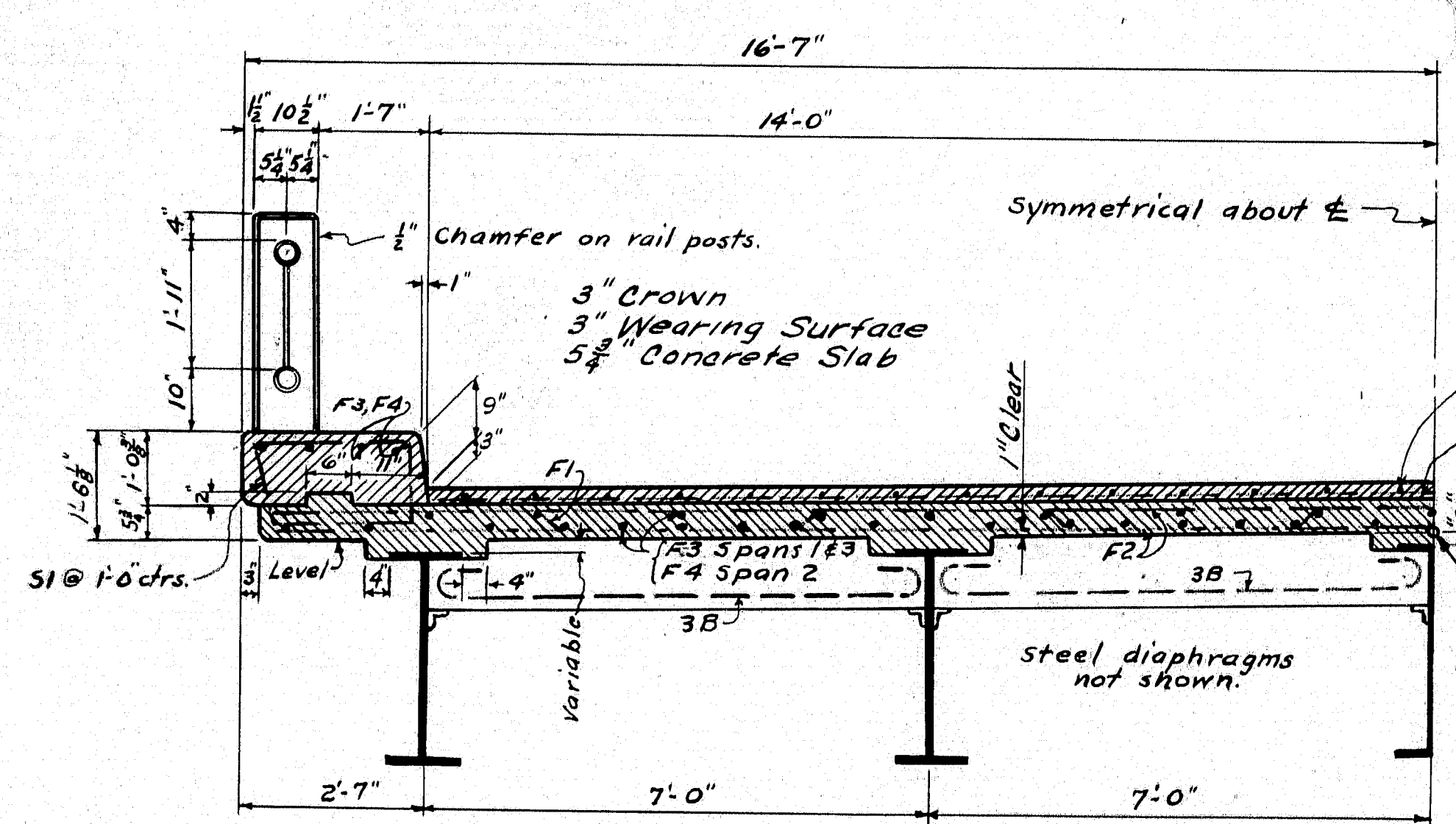
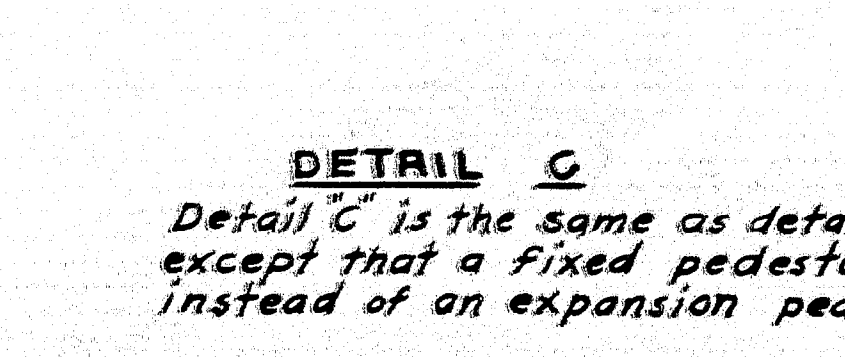
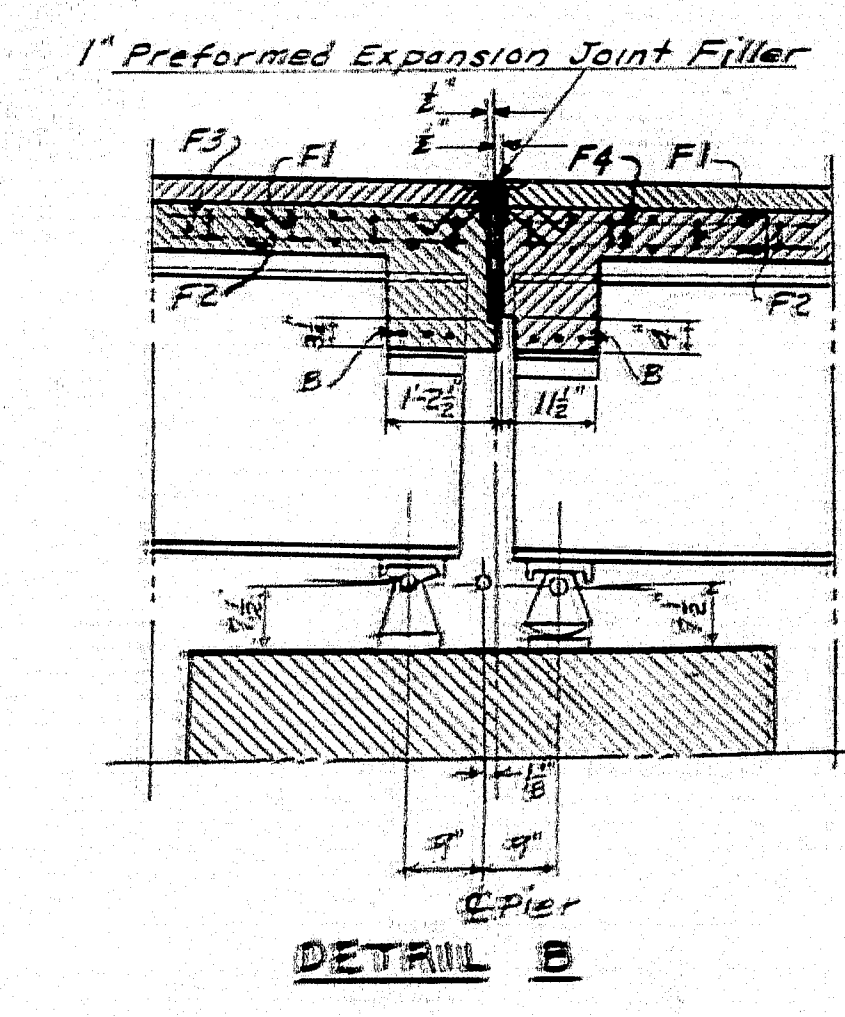
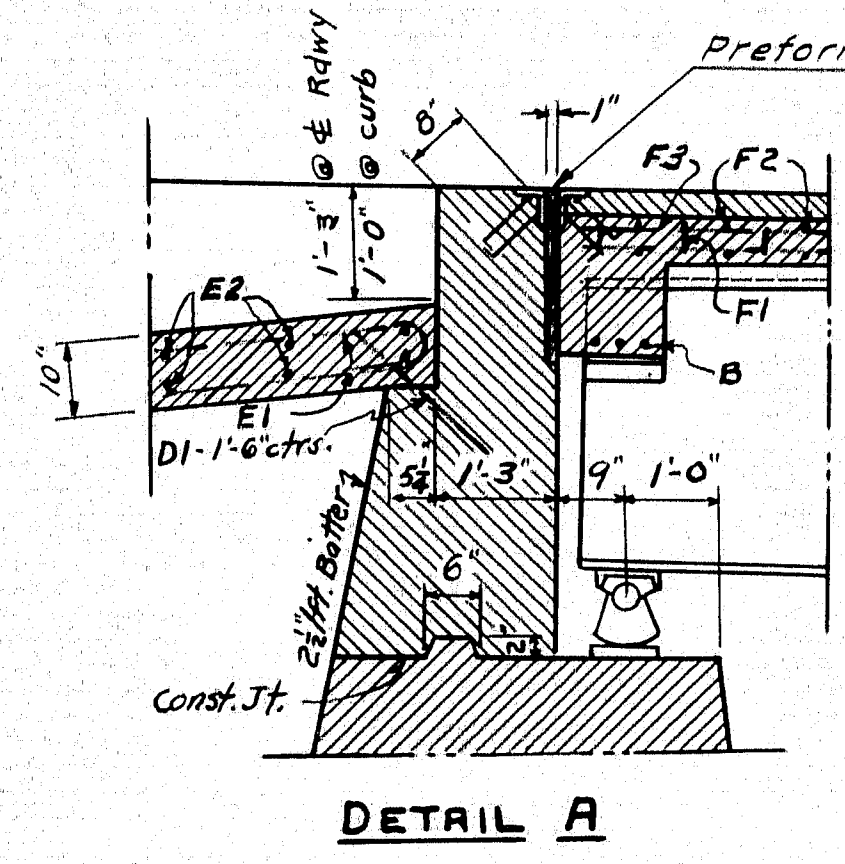
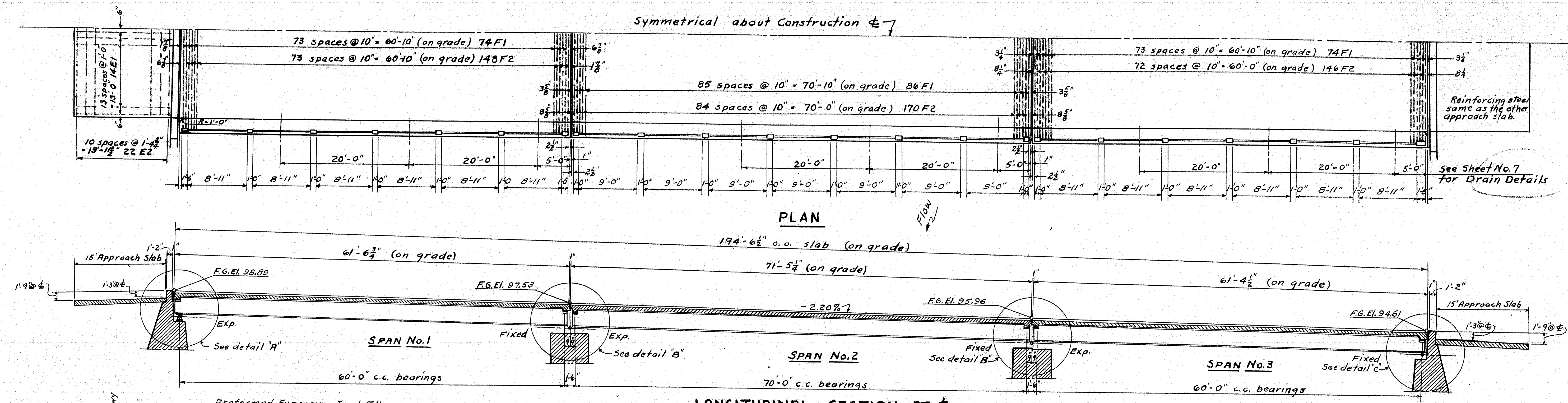
NOTE: Sections the same for both Piers.

NOTES:
There shall be no construction joint within the W.I. shell less than 1'-0" from the top. Steel should be placed so that it will not interfere with the anchor bolts. All exposed edges of concrete to be chamfered 3/4" unless otherwise shown. Dress shaded areas to the size shown on the plan view.

DESIGN - LANGFORD
TRACE - F.H.B.
CHECK - G.W.S.
BRIDGE - 5626
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
DENNY'S RIVER BRIDGE
OVER
DENNY'S RIVER
BETWEEN
DENNYVILLE & EDMUNDS TWP.
WASHINGTON COUNTY
— PIER —
SHEET 5 OF 8 AUGUSTA, MAINE APRIL 1954

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All exposed edges of concrete to be chamfered 1/2" unless otherwise shown.

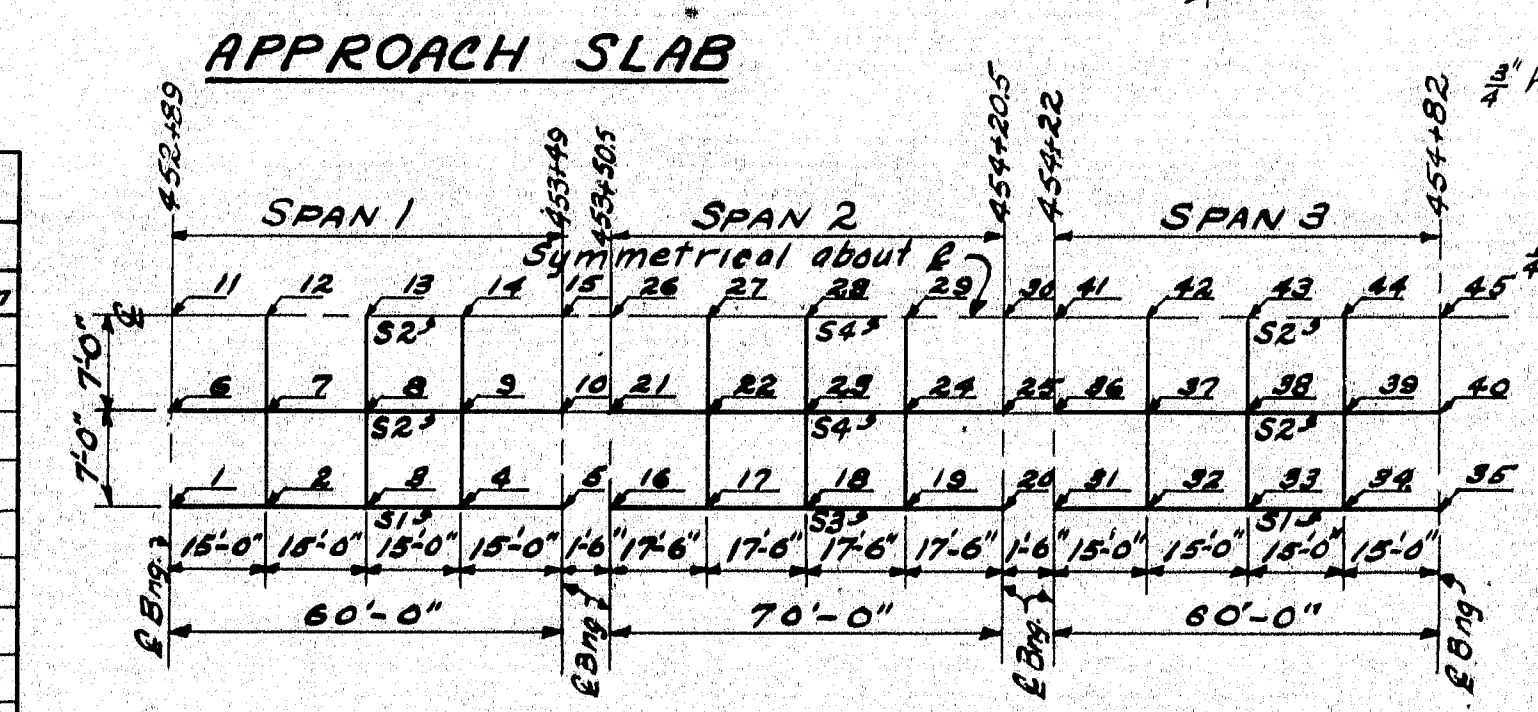
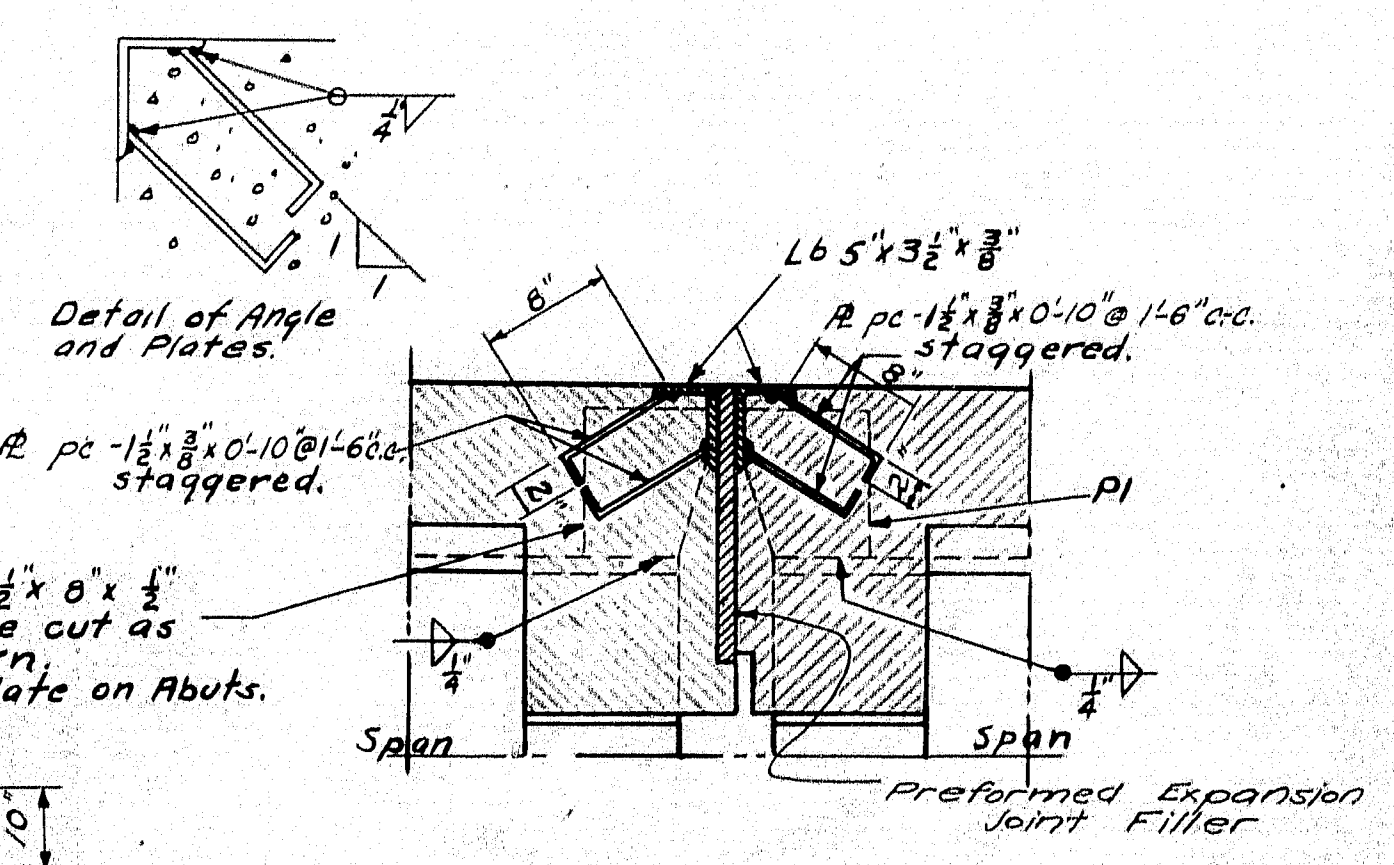
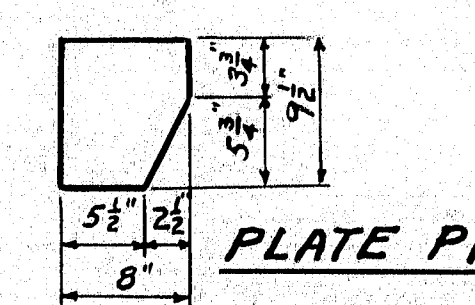
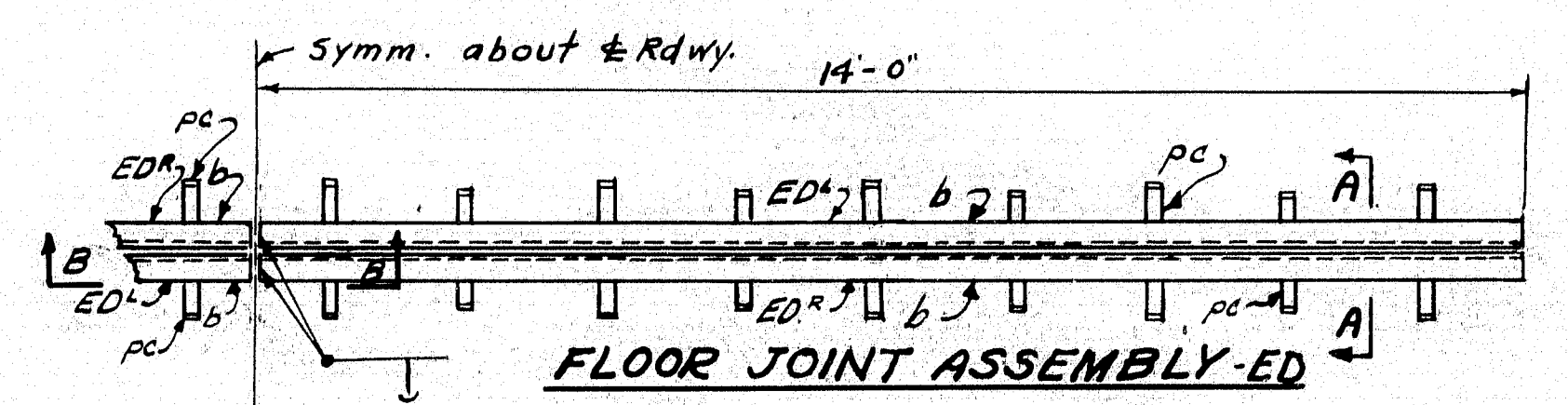
HALF TRANSVERSE SECTION

CONCRETE CLASSIFICATION
Class A - Piers, Slab & Approach slabs.
Class B - Wearing Surface.
Class C - Abutments.
Class Y - Rail Posts

DESIGN
Loading: H20-44
f_s = 18,000 psi
f_c = 1,200 psi
n = 10

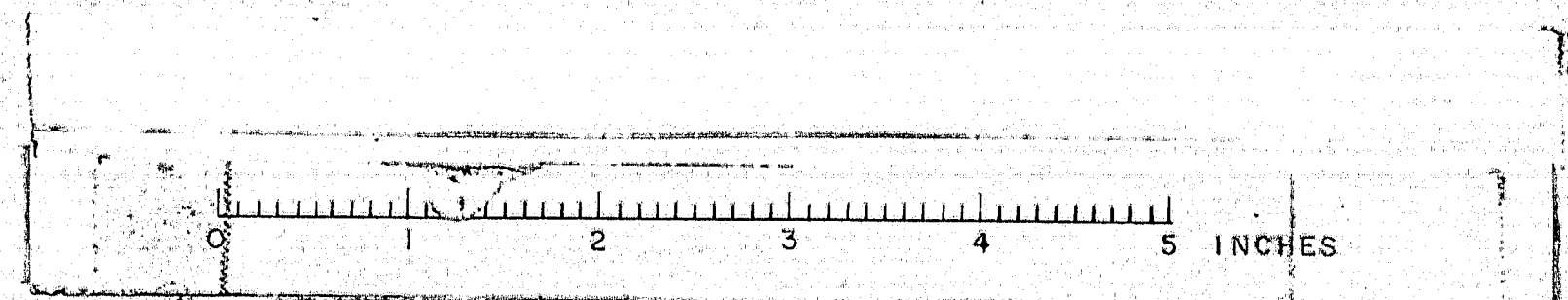
D.L. Defl. @ 2' of Spans	Stringer	Const. Total Defl.
S1	1" 1/2"	1 1/2"
S2	3/8"	1 1/8"
S3	1 3/8"	1 3/8"
S4	1"	1 1/4"

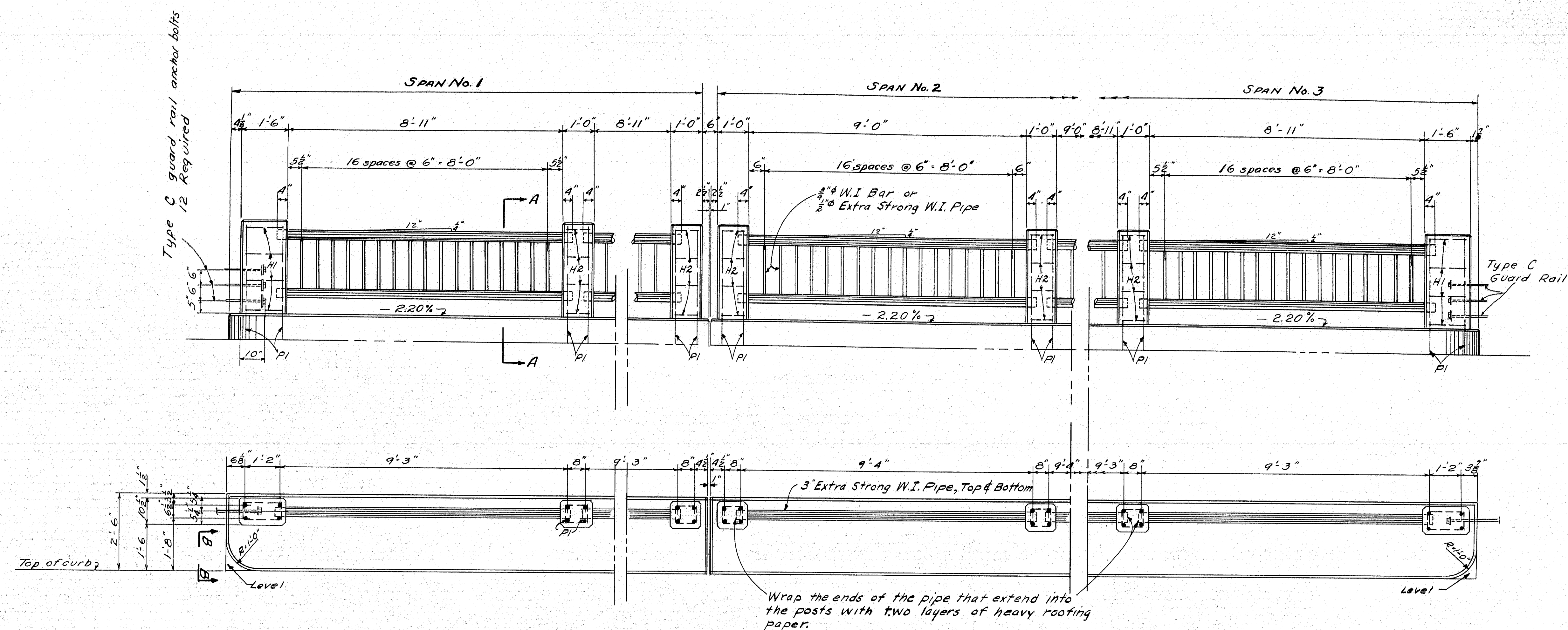
BLOCKING ELEVATIONS		
SPAN 1	SPAN 2	SPAN 3
Point Elevation	Point Elevation	Point Elevation
1 97.89	16 96.54	31 94.97
2 97.60	17 96.22	32 94.68
3 97.29	18 95.85	33 94.36
4 96.94	19 95.45	34 94.02
5 96.57	20 95.00	35 93.65
6 96.02	21 96.67	36 95.10
7 97.73	22 96.34	37 94.81
8 97.41	23 95.98	38 94.49
9 97.07	24 95.57	39 94.15
10 96.70	25 95.13	40 93.78
11 96.14	26 96.79	41 95.22
12 97.85	27 96.46	42 94.93
13 97.53	28 96.10	43 94.61
14 97.19	29 95.69	44 94.27
15 96.82	30 95.25	45 93.90



LOCATION OF BLOCKING ELEVATIONS

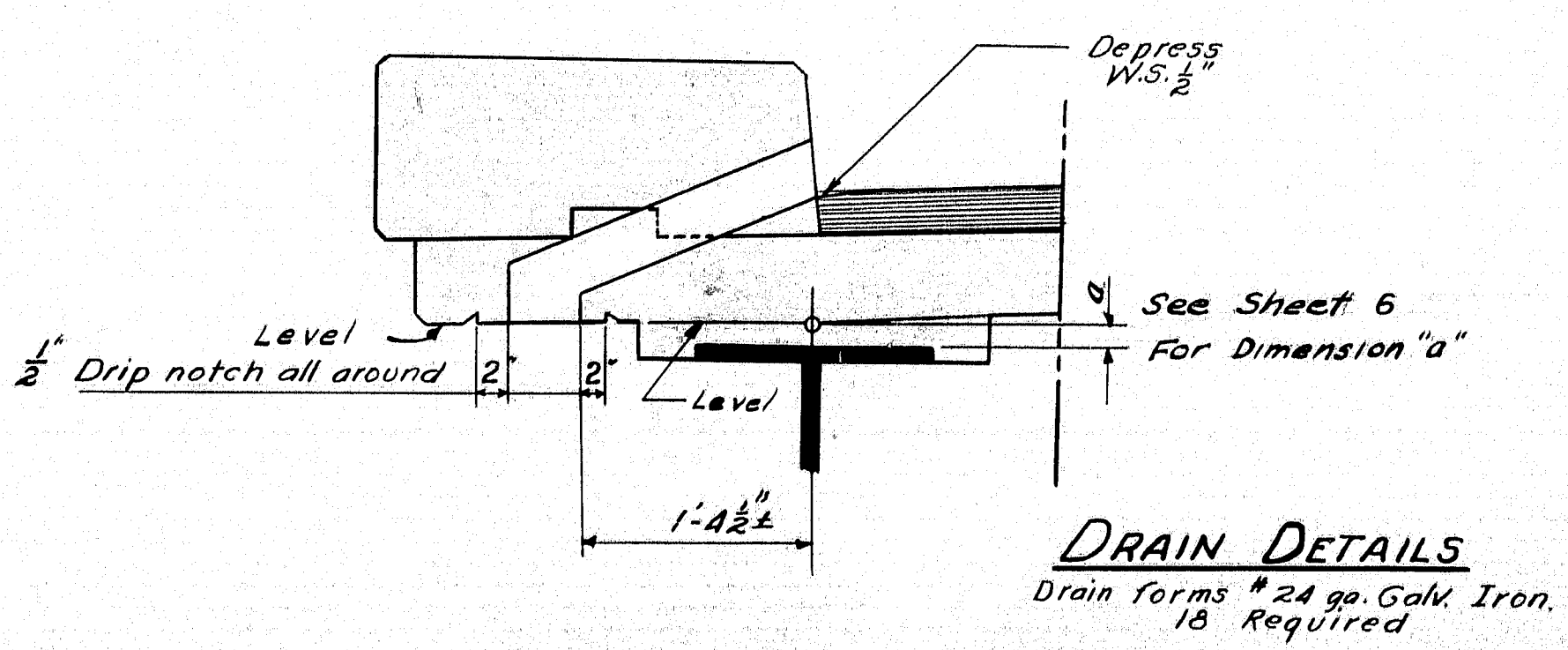
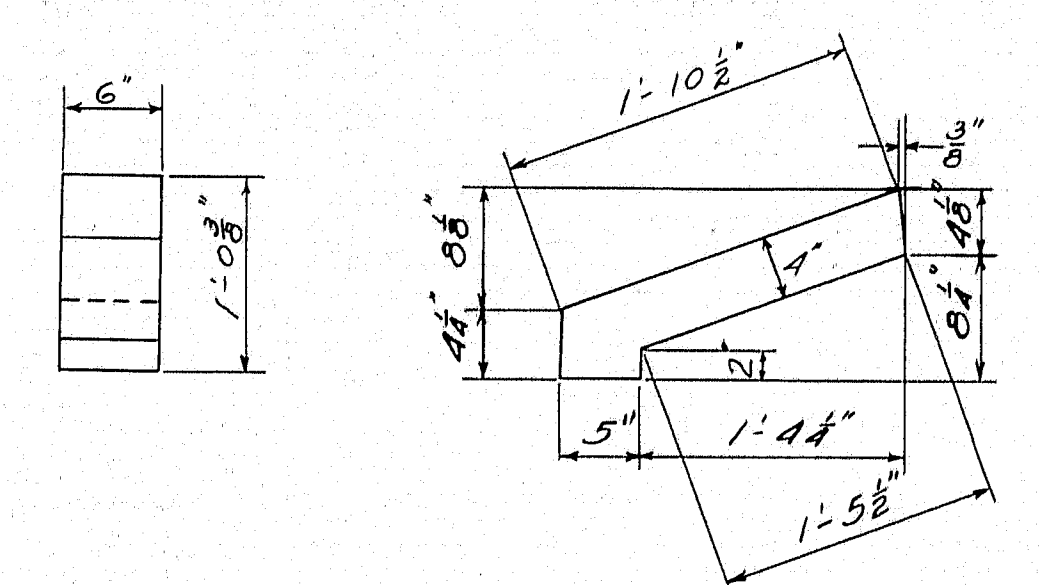
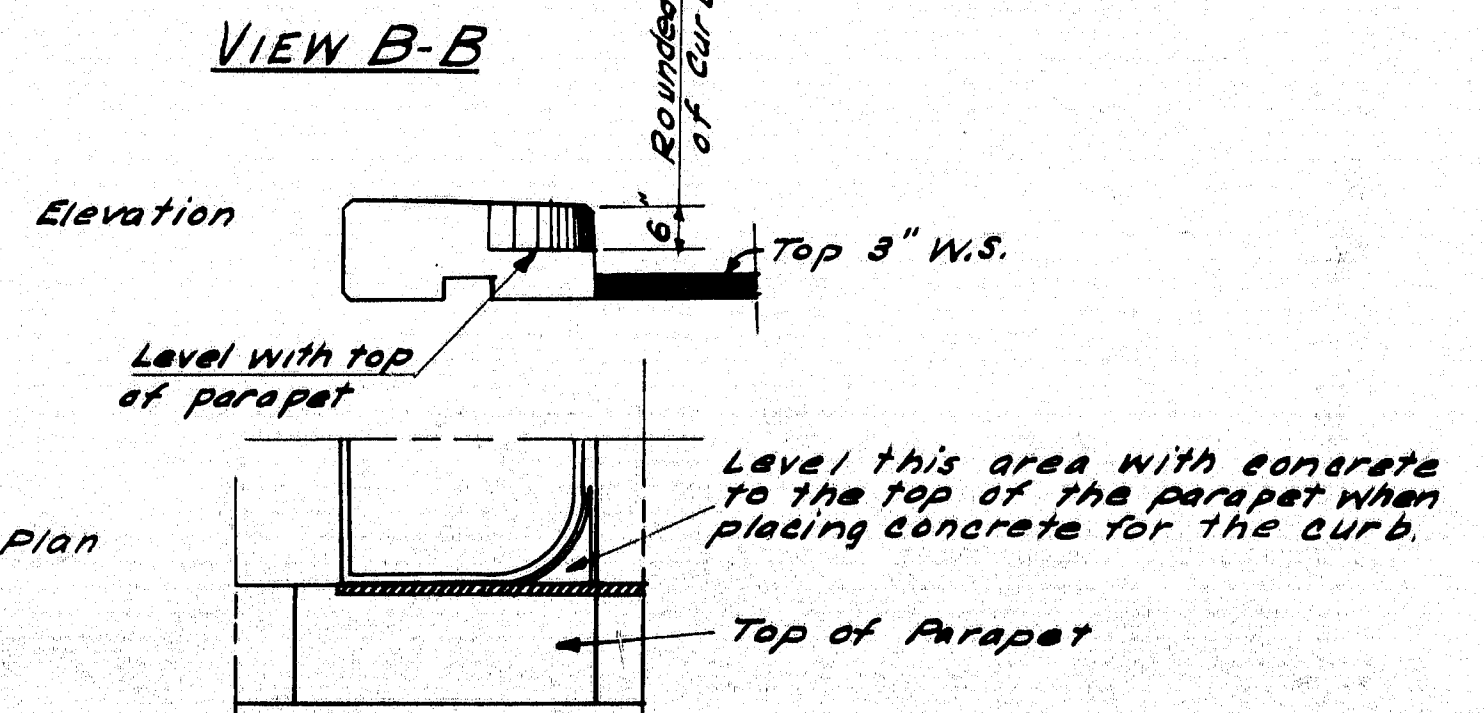
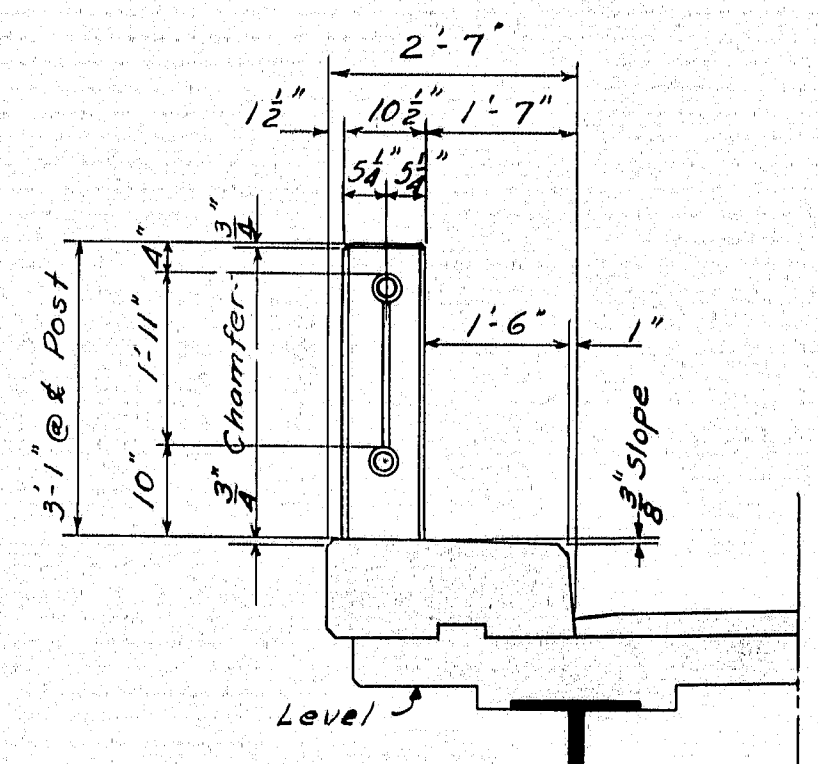
After stringers are in position Engineer should take elevations at points indicated in the diagram. The difference between this elevation and the elevation given in the table will be the blocking dimension "b" for setting forms for the bottom of the slab. After concrete is placed this dead load should produce the proper deflection to give final finished grade.





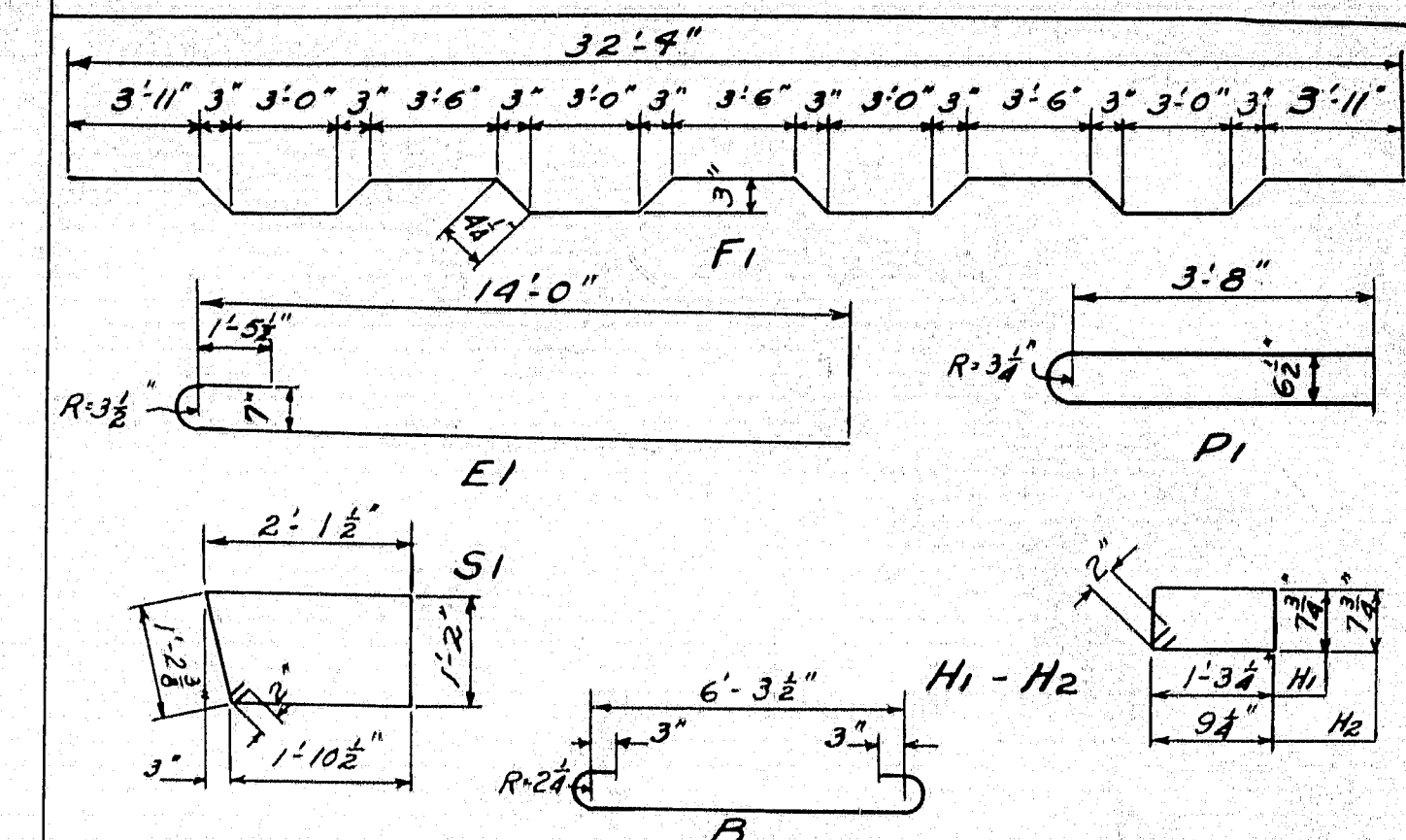
RAIL DETAILS

Tops of posts level. Rail to be constructed to grade shown.
 Post and rail balusters to be plumb.
 Drill $\frac{1}{8}$ " holes for $\frac{3}{8}$ " bars or $\frac{1}{2}$ " holes for $\frac{1}{2}$ " W.I. pipe in the 3" W.I. pipe, so that the bars or pipe will extend through the wall into it. Bars or pipes to be fillet welded to the 3" pipes, top and bottom.
 All exposed joints to be finished by grinding or filing to give a neat appearing job.
 NOTE: All exposed edges of concrete to be chamfered $\frac{1}{2}$ " unless otherwise shown.



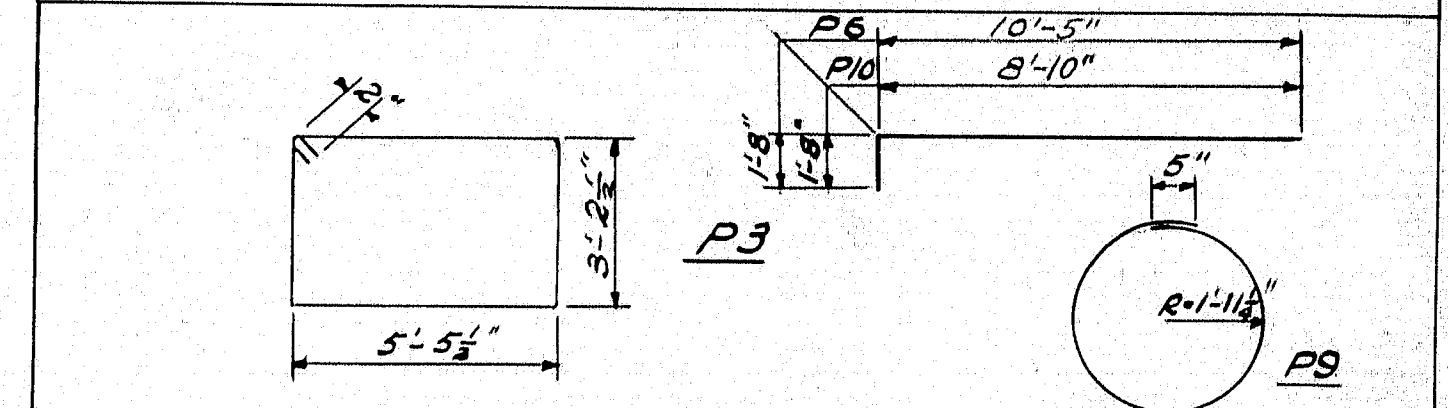
STEEL SCHEDULE

SUPERSTRUCTURE



BENT BARS					STRAIGHT BARS				
Mark	Size	No.	Length	Location	Mark	Size	No.	Length	Location
E1	7	112	16'-4"	Appr. Slab (Long)	E2	4	44	27'-8"	Appr. slab (Trans)
F1	5	234	33'-2"	Slab - All Spans	F2	5	464	32'-4"	Slab - All Spans
B	6	72	7'-11 $\frac{1}{2}$ "	All conc. diaphr.	F3	4	228	31'-1"	" Spans (1/3)
S1	3	392	6'-8"	Curbs	F4	4	114	36'-0"	" " 2
P1	6	88	8'-2"	Rail Post	T1	3	112	31'-1"	W.S. Span 1/3
H1	3	16	4'-2"	End Rail Post	T2	3	56	36'-0"	" " 2
H2	3	160	3'-2"	Int. Rail Post	T3	3	196	27'-8"	" " All Spans
					D	6	36	1'-6"	Abutments

SUBSTRUCTURES

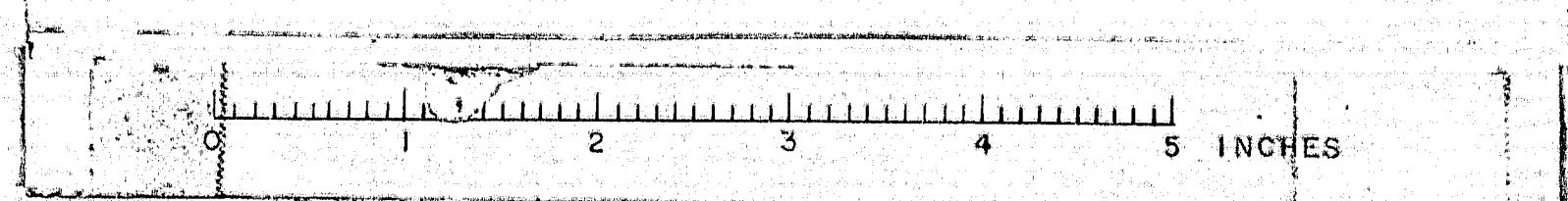


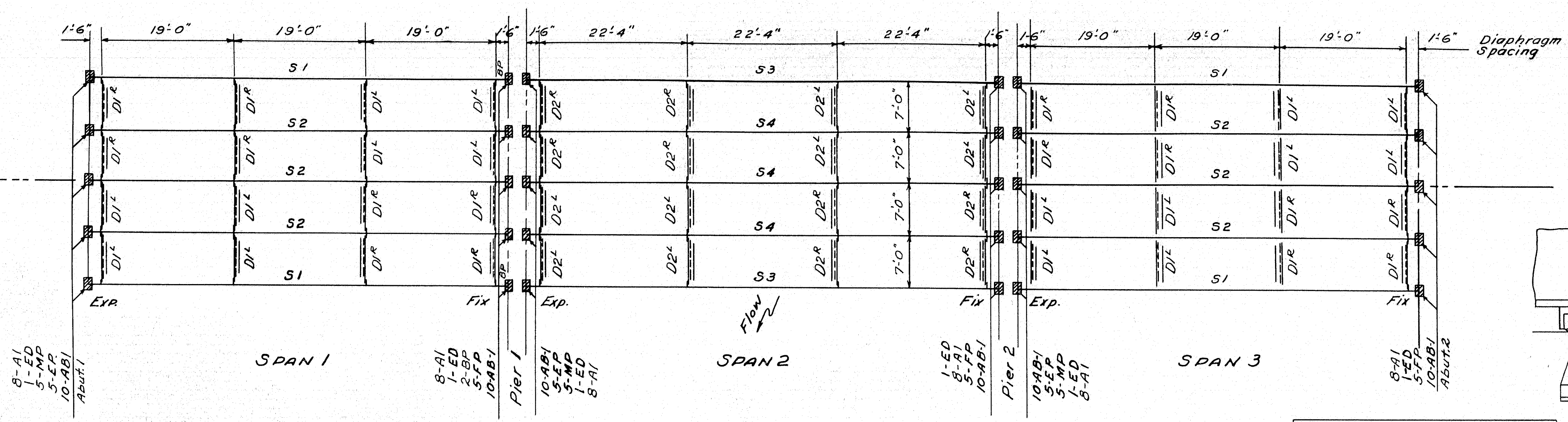
BENT BARS									
Mark	Size	No.	Length	Location	Mark	Size	No.	Length	Location
P3	4	42	17'-8"	Pier Caps	P9	4	84	12'-7"	Pier Columns
P6	8	12	12'-1"	Pier 1-Columns	P10	8	12	10'-6"	" 2 "
STRAIGHT BARS									
Mark	Size	No.	Length	Location	Mark	Size	No.	Length	Location
A1	4	36	5'-9"	Abut. 1 & 2	A7	6	32	9'-6"	Abut. 1/2
A2	6	20	34'-0"	" " " "	A8	6	72	5'-6"	" " " "
A3	4	8	27'-8"	" " " "	A9	6	8	7'-0"	" " " "
A4	6	6	31'-8"	" " " "	A10	6	8	7'-8"	" " " "
A5	5	28	5'-9"	" " " "	A11	6	8	8'-4"	" " " "
A6	6	28	9'-6"	" " " "	A12	6	24	9'-2"	" " " "
A13	4	16	4'-6"	" " " "					
P2	8	10	30'-10"	Pier Caps	P11	8	12	8'-10"	Pier 2-Columns
P4	10	20	30'-10"	" "					
P5	8	48	16'-2"	Pier Columns					
P7	8	12	10'-5"	" 1					
P8	8	48	3'-4"	" "					

All steel dimensions are to the E of bar

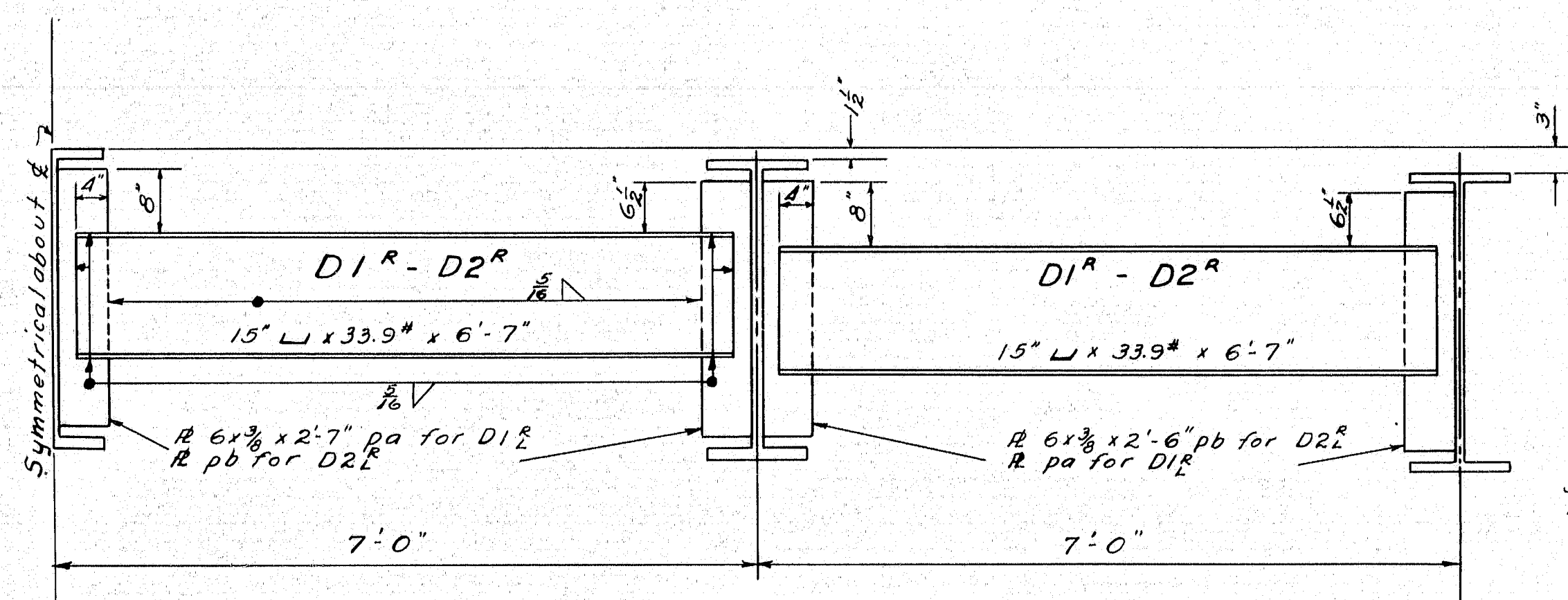
DESIGN: LANGFORD
 CHECKED BY: S. TRACED BY: SAVAGE
 STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
DENNYS RIVER BRIDGE
 OVER
DENNYS RIVER
 BETWEEN
DENNYSVILLE & EDMUNDS TWP.
WASHINGTON COUNTY
RAIL DETAILS
 SHEET 7 OF 8 AUGUSTA, MAINE MARCH 1984.

M-650



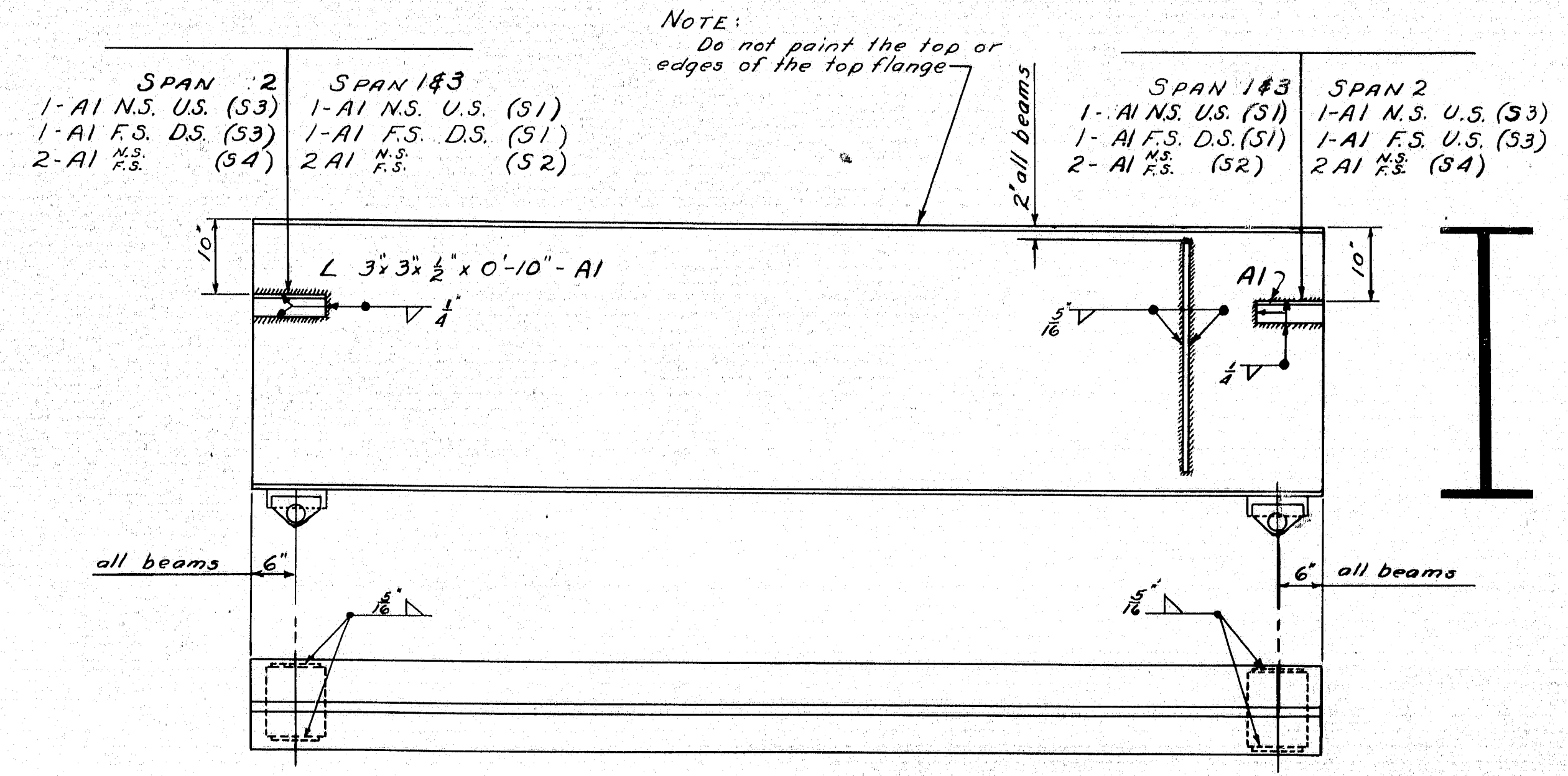


ERECTION DIAGRAM

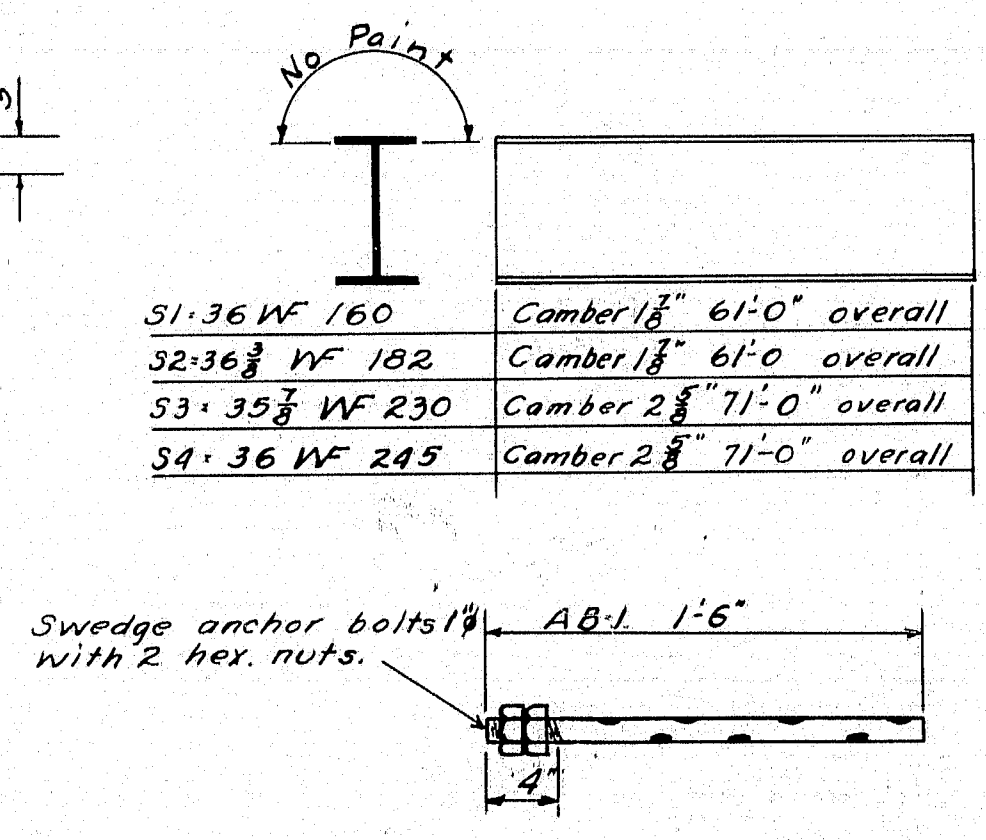


TYPICAL HALF TRANSVERSE SECTION

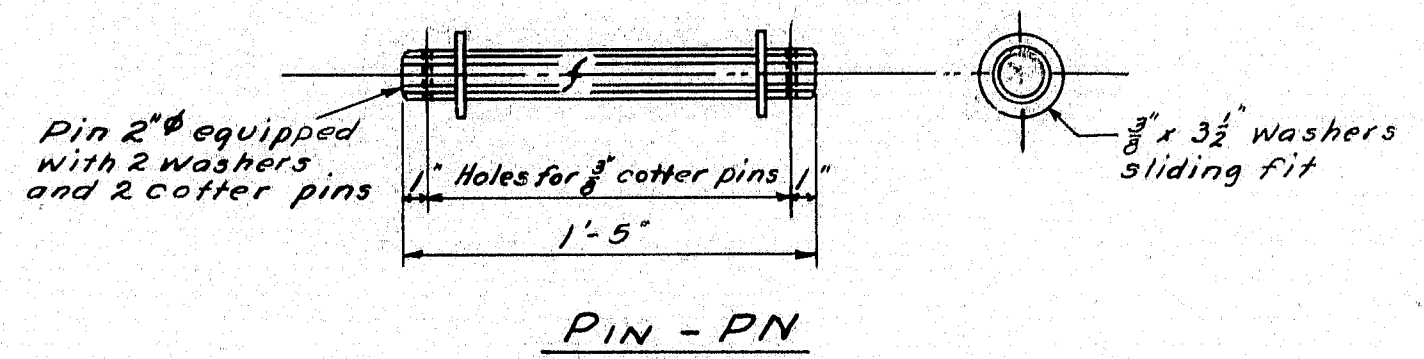
Diaphragm D1^R as shown } Span 1 & 3
 " D1^L opp. hand }
 " D2^R as shown } Span 2
 " D2^L opp. hand }



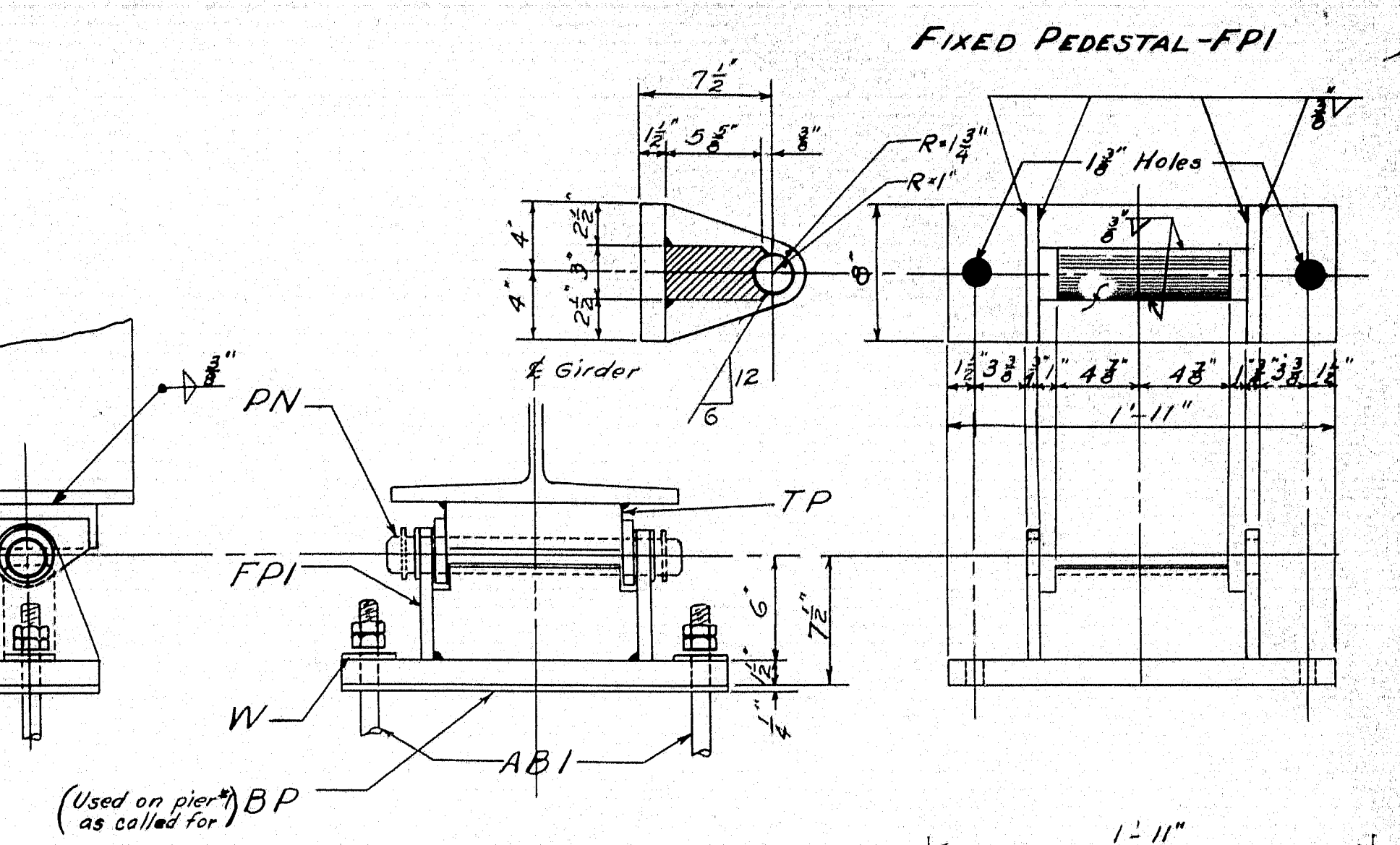
TYPICAL ERECTION DETAILS



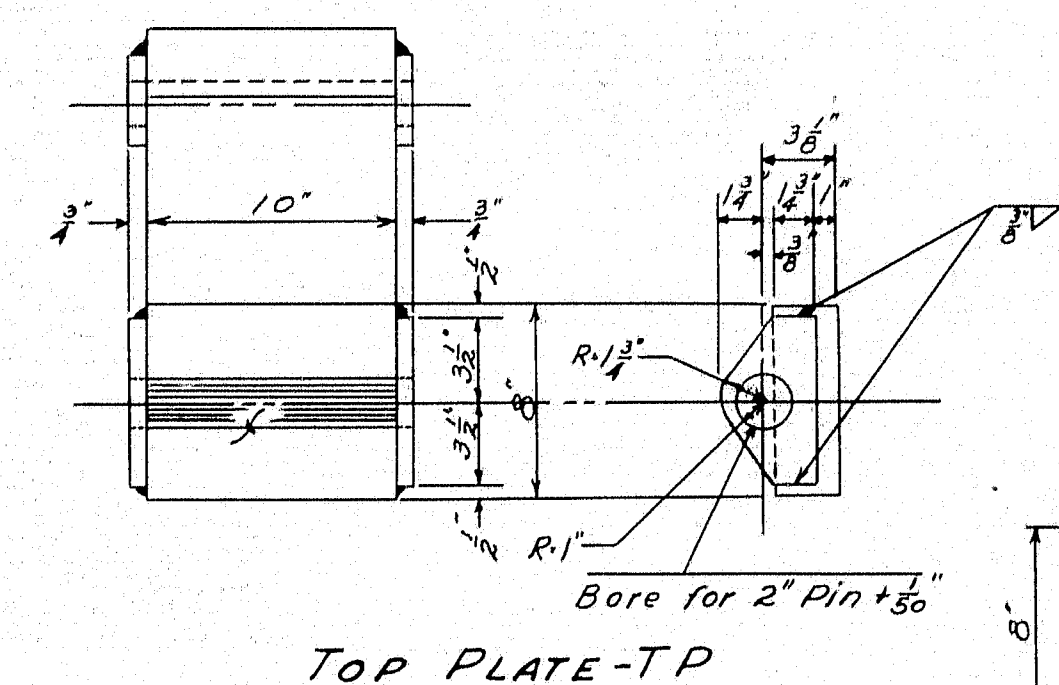
SWEDGE ANCHOR BOLTS - ABI



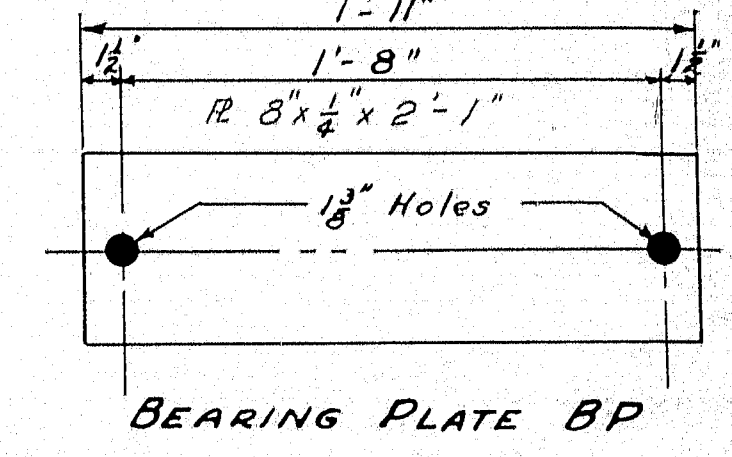
PIN - PN



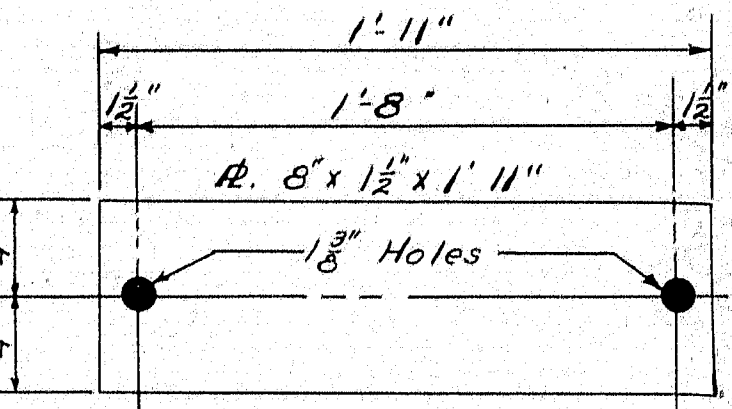
FIXED PEDESTAL - FPI



TOP PLATE - TP

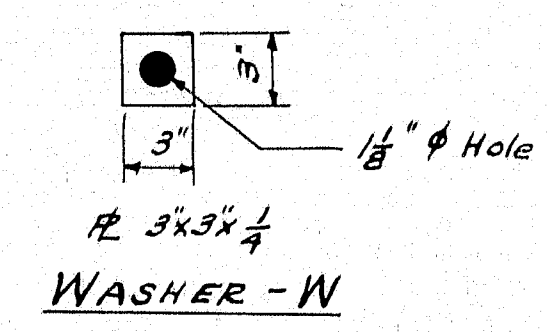


BEARING PLATE BP

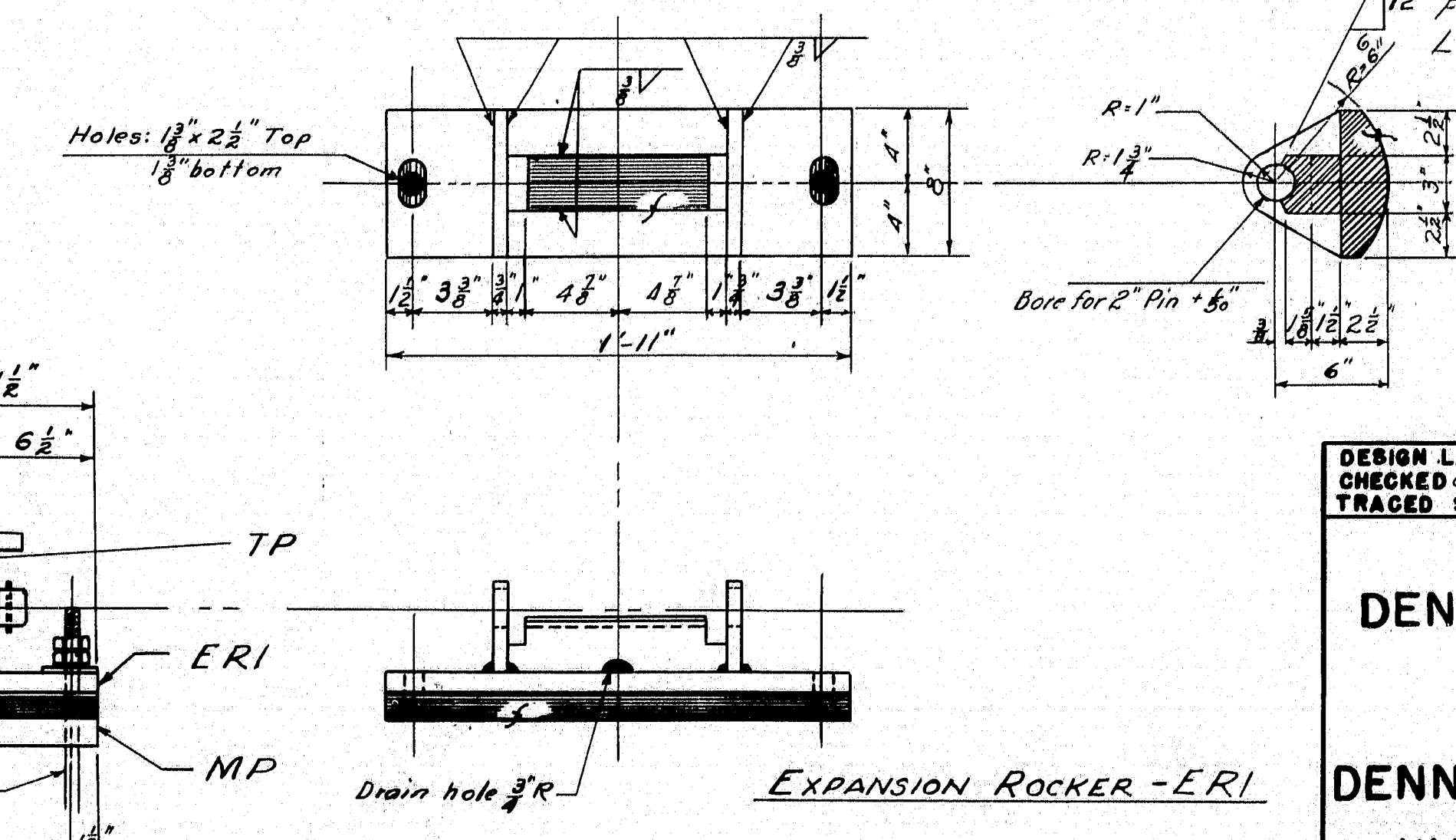


MASONRY PLATE - MP

REQUIRED		
4	Stringers	S1
6	"	S2
2	"	S3
3	"	S4
48	Angles	AI
16	Diaphragms	D1 ^R
16	"	D1 ^L
8	"	D2 ^R
8	"	D2 ^L
60	Anchor Bolts	ABI
2	Bearing Plates	BP
15	Masonry Plates	MP
30	Top Plates	TP
15	Expansion Rockers	ERI
15	Fixed Pedestals	FPI
30	Pins	PN
60	Washers	W
8	Floor Joint Assembly	ED ^R
8	"	ED ^L
30	Plates	PI



WASHER - W



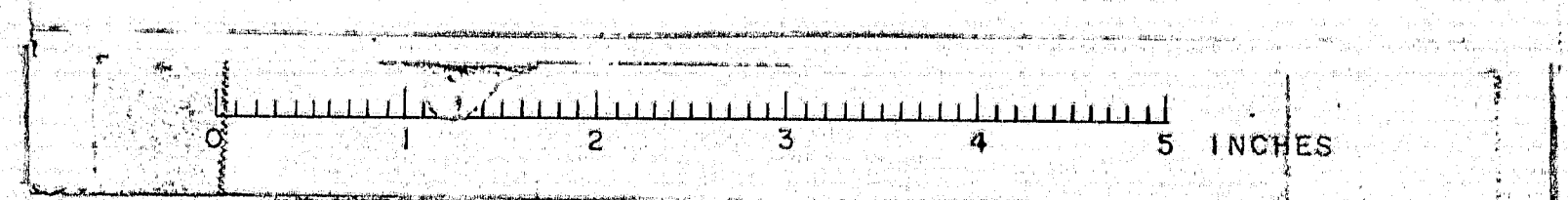
EXPANSION PEDESTAL - EP

SPECIFICATIONS
 State of Maine, State Highway
 Commission, Standard Specifications
 Revised May 1953.
 12 Field connections - Welded.
 Loading - H20-44

NOTE:
 See sheet 6 for details of
 floor joint.

DESIGN LANGFORD
 CHECKED G.W.S.
 TRACED SAVAGE
 BRIDGE 5626
 STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
DENNYS RIVER BRIDGE
 OVER
DENNYS RIVER
 BETWEEN
DENNYSVILLE & EDMUNDSTW.
WASHINGTON COUNTY
STEEL DETAILS
 SHEET 3 OF 8 AUGUSTA, MAINE MARCH 1954.

M-651





Roadway looking South



General view of wearing surface



Looking up stream



Looking down stream



North abutment cracking



South abutment



Concrete debris from haunches on pier cap



Steel piles with section loss of steel and exposed concrete



North Approach Looking South



South Approach Looking North



Looking US



Looking DS (1)



Looking south Piers



Joint seal missing and damaged armor



SE Pier Section loss



South Abutment Concrete spall 6" into Backwall



Scaling footings and section loss of steel protective casing of columns



Spall concrete with exposed re-steel above column



Scaling footings and section loss of steel protective casing of columns

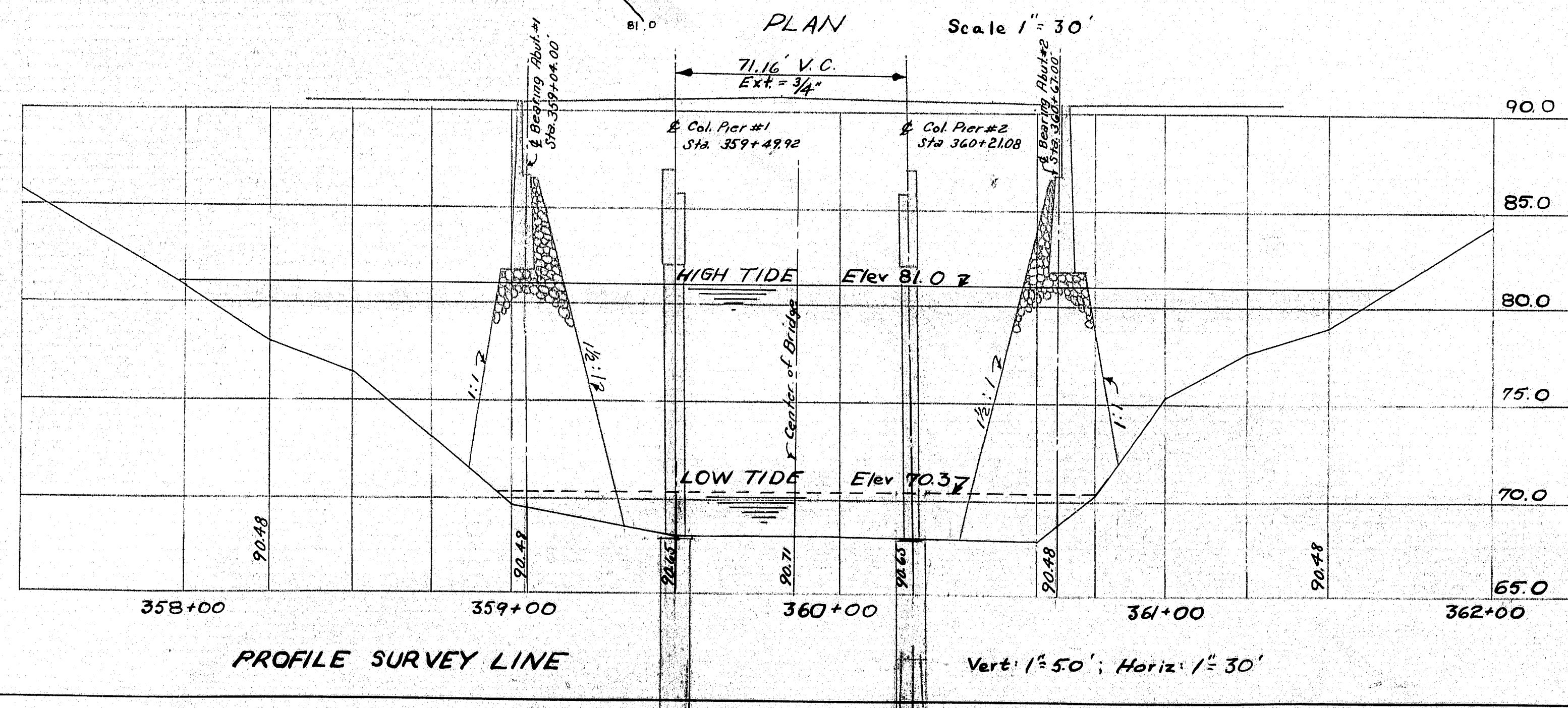
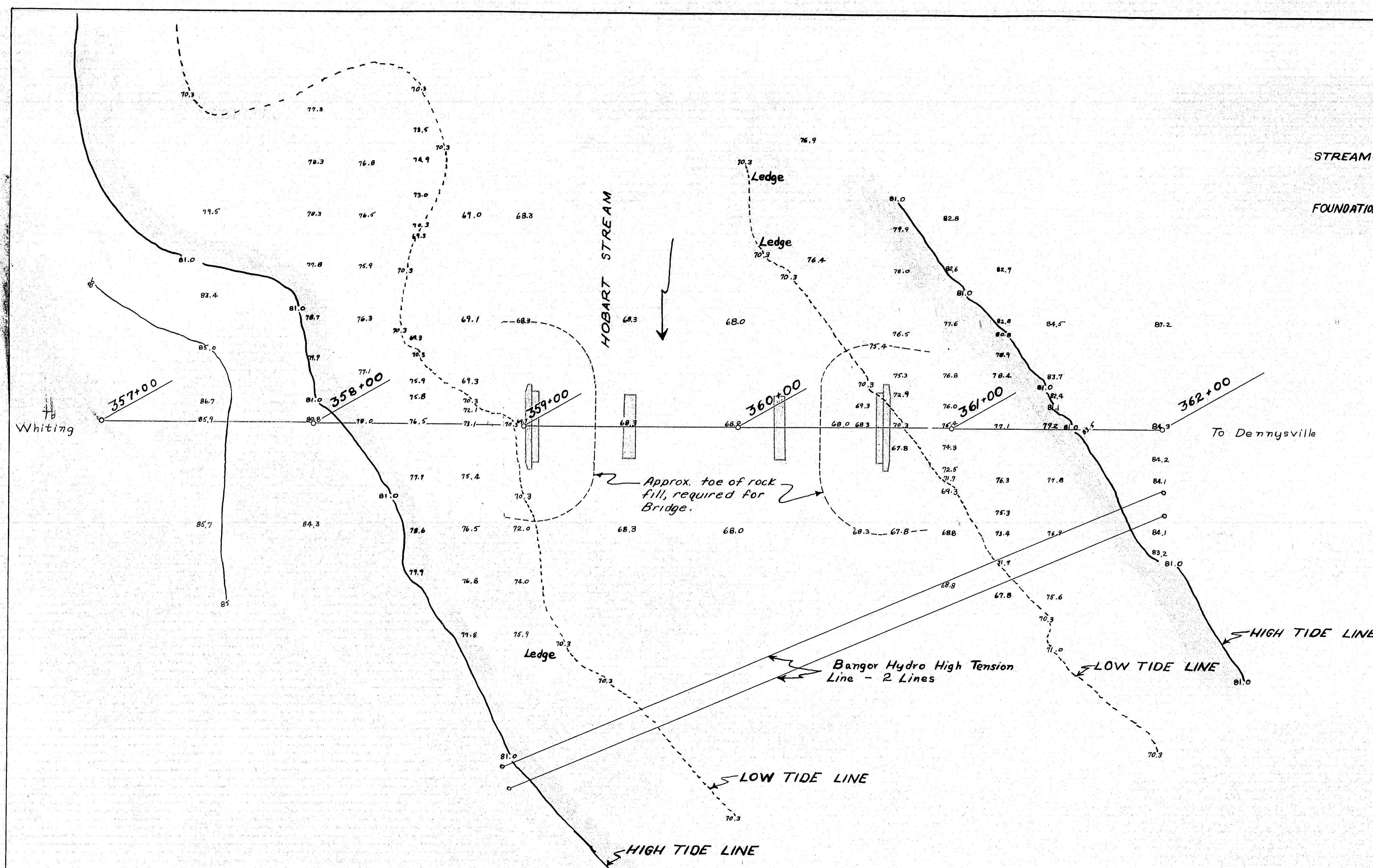


Scaling footings and section loss of steel protective casing of columns

NOTES:

STREAM: Tide water. Low water above normal low tide in bay. Fall at present bridge. High tide elevation 81.0.

FOUNDATION: Sounding at 361+40. Rod penetrated 7.0 below ground, thru yellow clay, to refusal. (L). Ledge on South approach.

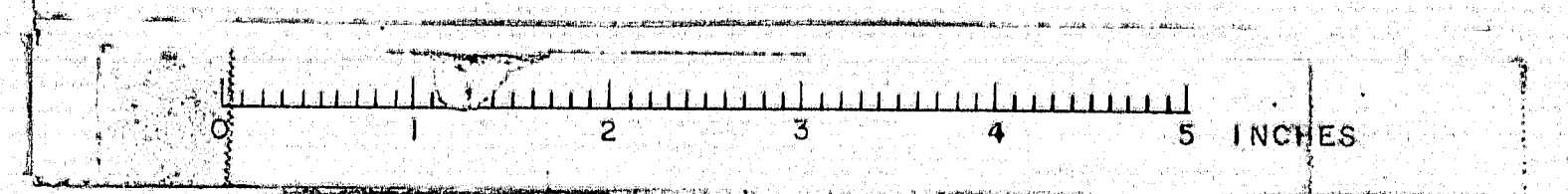


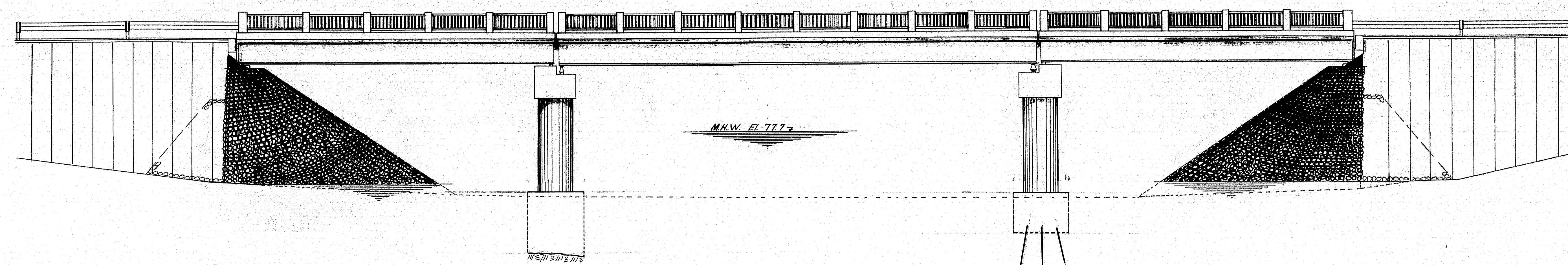
Federal Aid Project F-044-2(4)

SURVEY - BLAKE
PLOT & TRACE - KETNER
BRIDGE - 5612

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
**NEW HOBART STREAM
BRIDGE**
IN
EDMUNDS TWP
WASHINGTON COUNTY
SURVEY
SHEET 1 OF 9
AUGUSTA, MAINE
JAN 1954

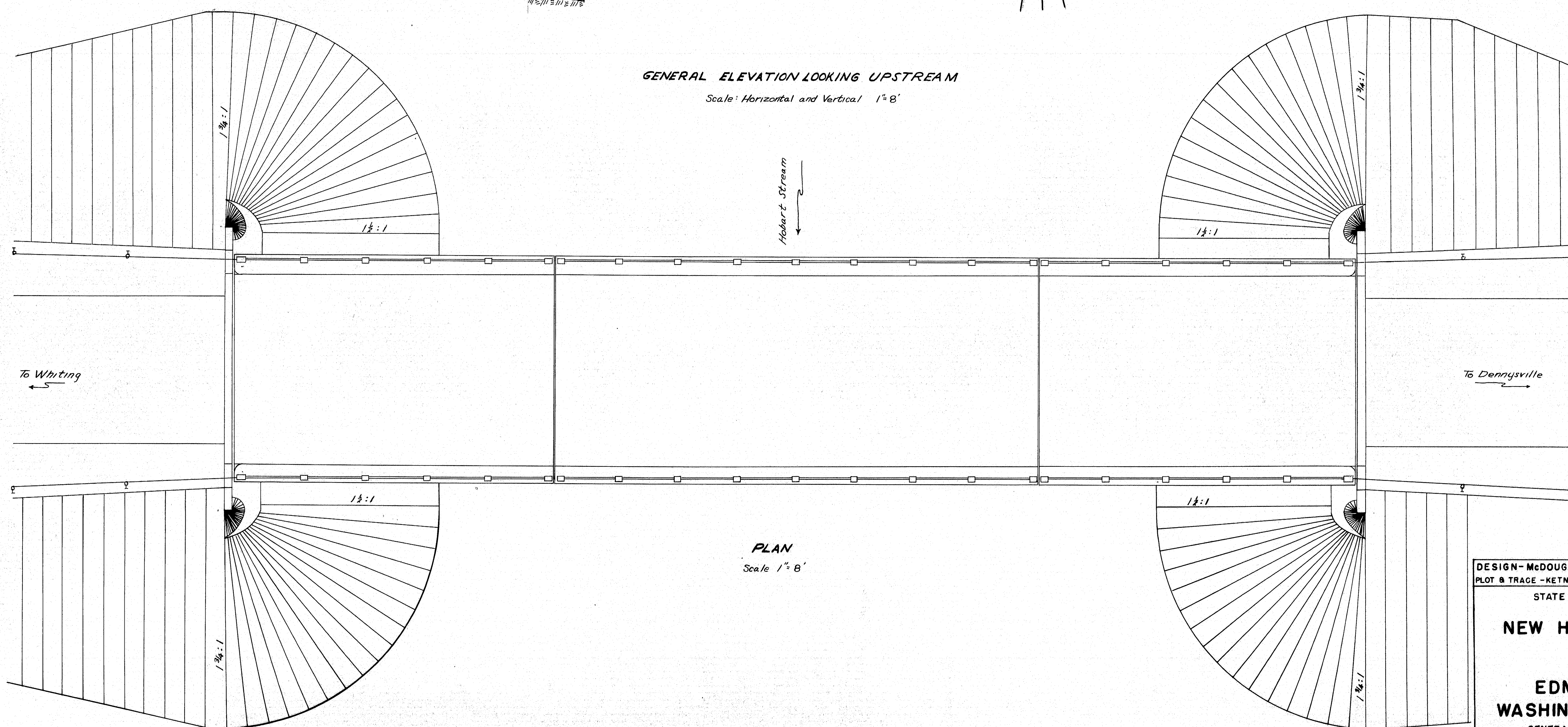
M-652





GENERAL ELEVATION LOOKING UPSTREAM

Scale: Horizontal and Vertical 1" = 8'

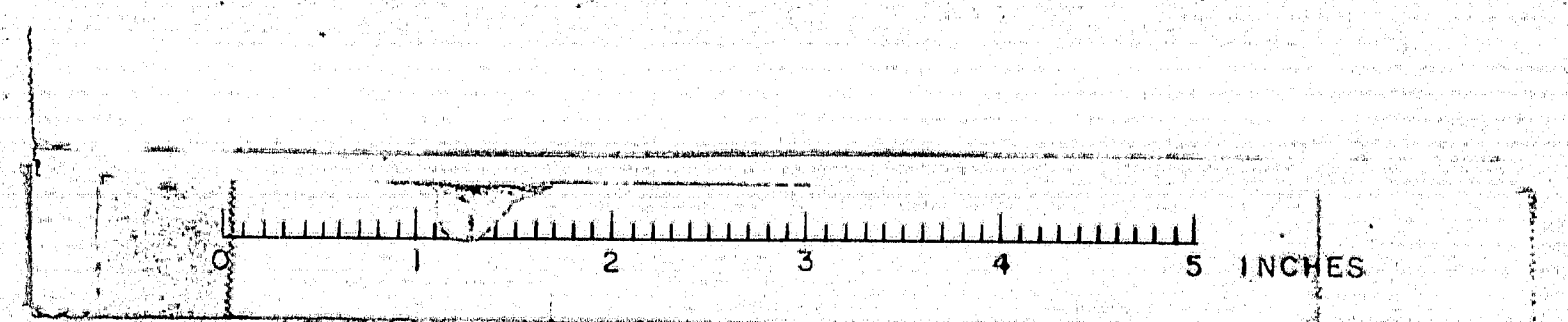


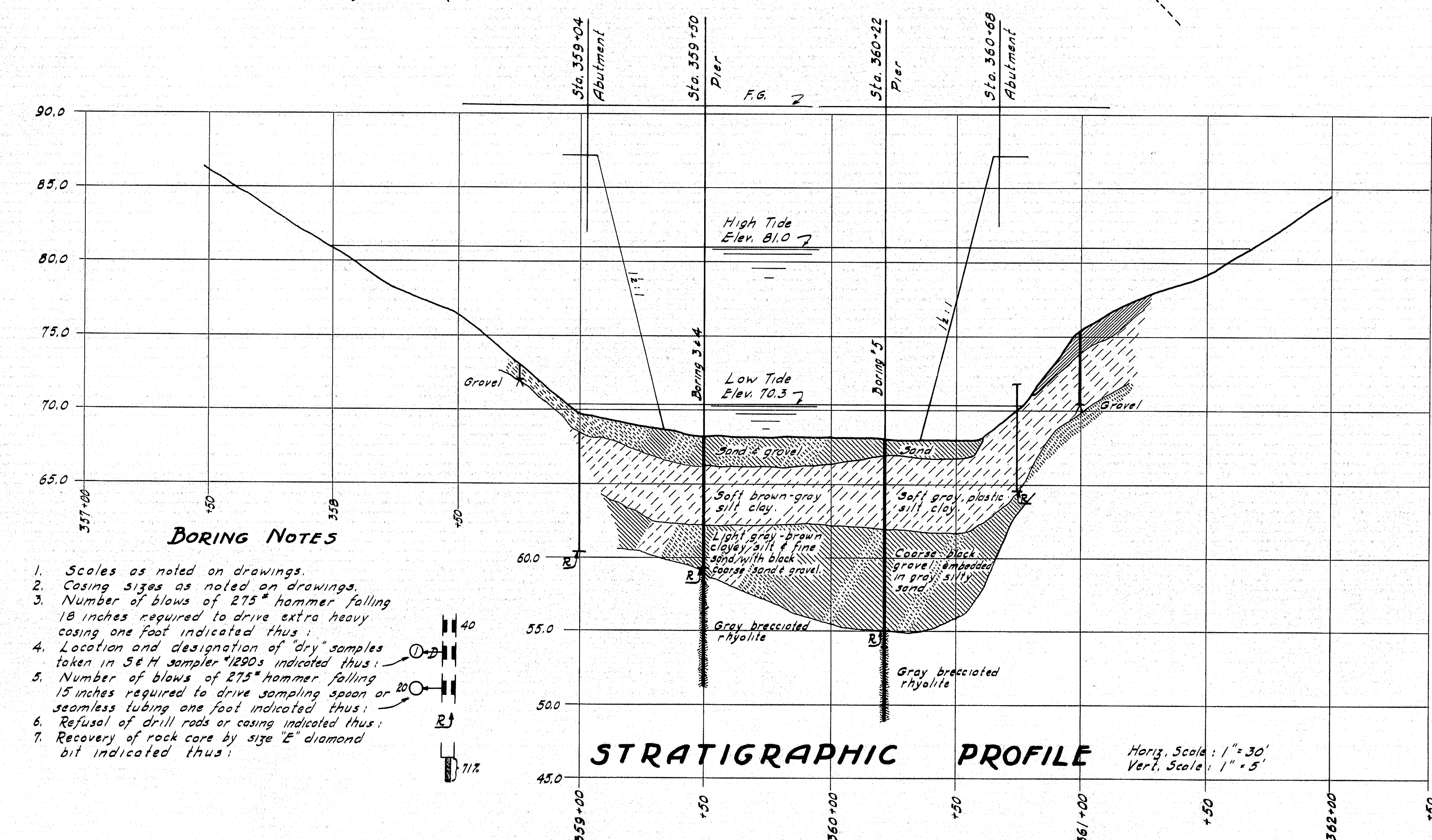
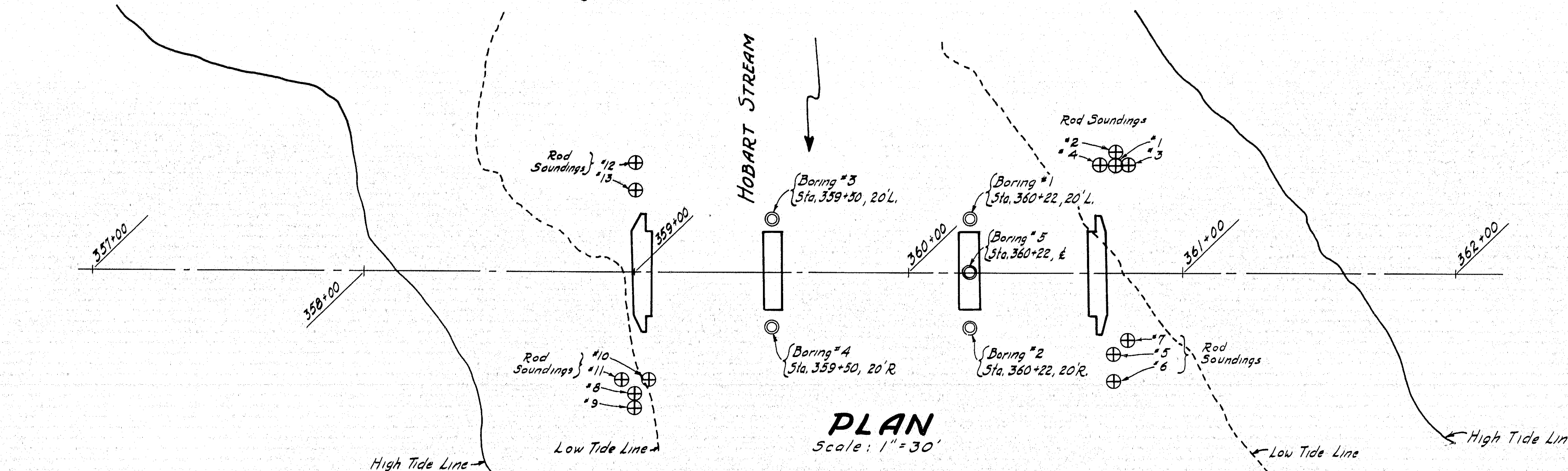
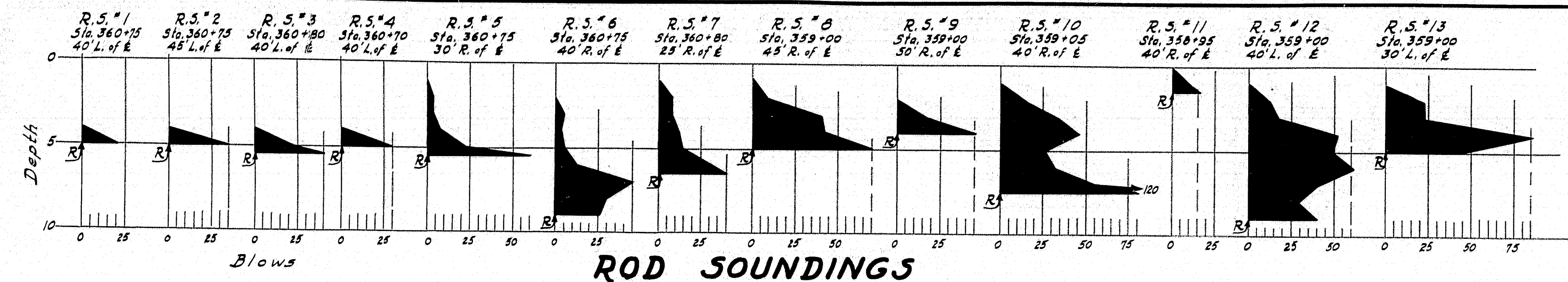
PLAN

Scale 1" = 8'

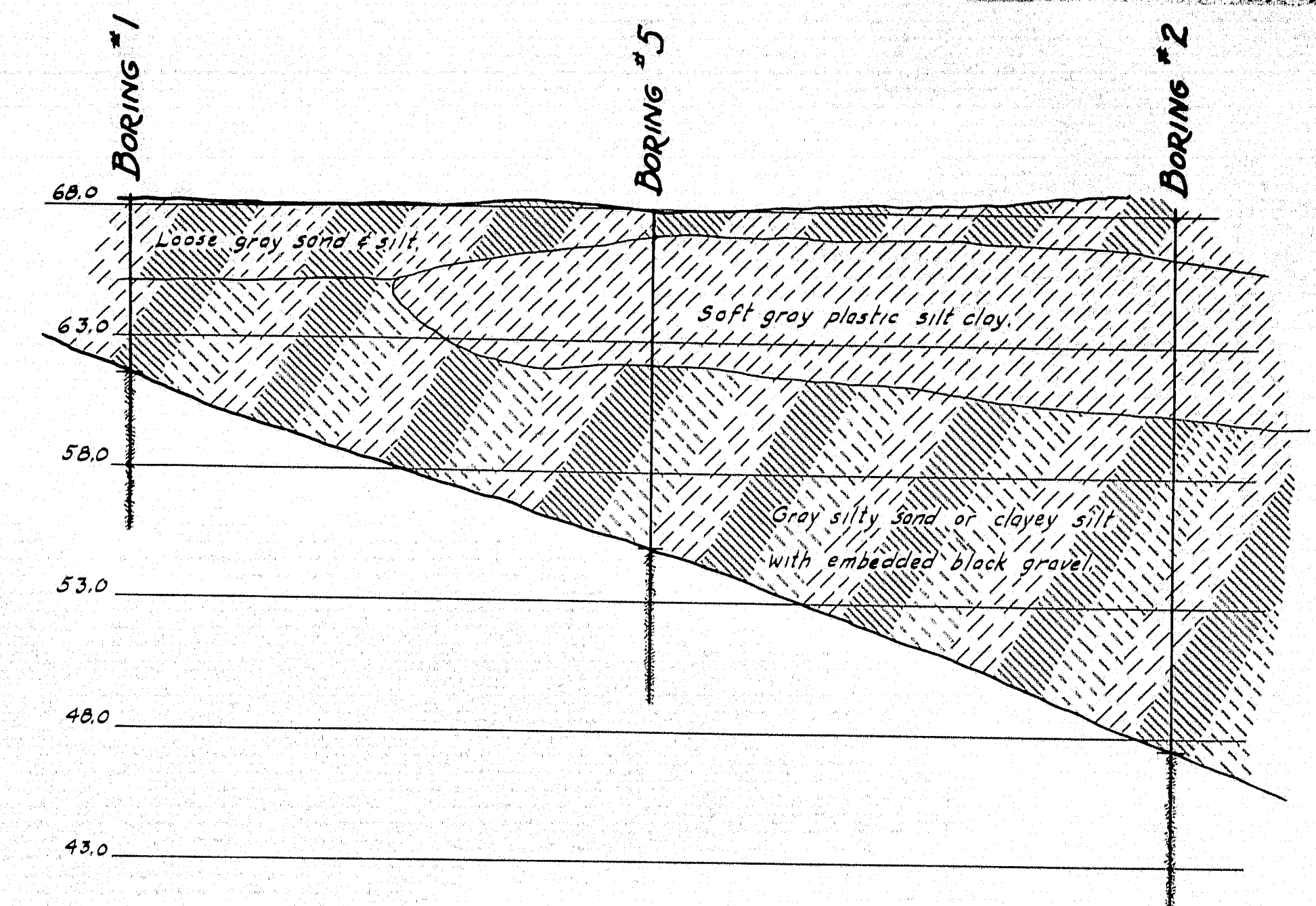
DESIGN - McDOUGAL	BRIDGE - 5612
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
NEW HOBART STREAM BRIDGE	
IN EDMUNDS TWP. WASHINGTON COUNTY	
GENERAL PLAN & ELEVATION	
SHEET 2 OF 9	AUGUSTA, MAINE MAR. 1954

M-653

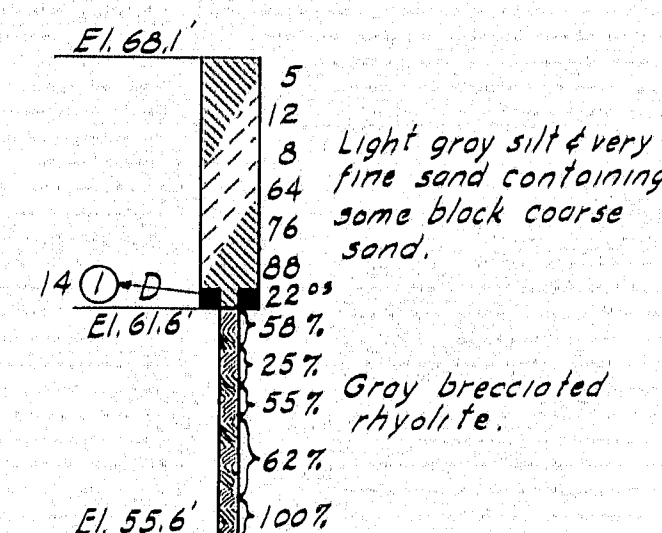




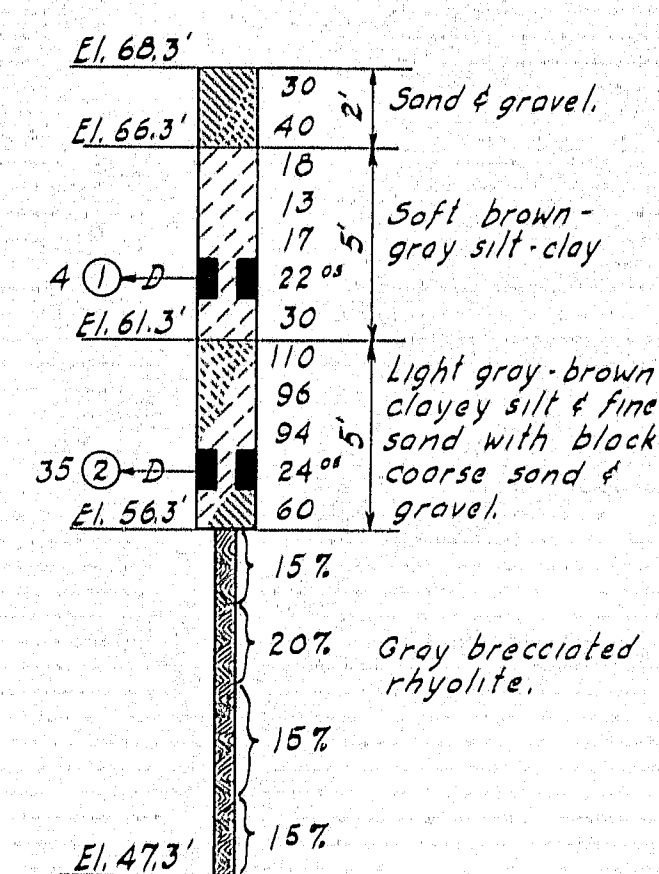
- BORING NOTES**
1. Scales as noted on drawings.
 2. Casing sizes as noted on drawings.
 3. Number of blows of 275# hammer falling 18 inches required to drive extra heavy casing one foot indicated thus:
 4. Location and designation of "dry" samples taken in 36" sampler. *290s indicated thus:
 5. Number of blows of 275# hammer falling 15 inches required to drive sampling spoon or seamless tubing one foot indicated thus:
 6. Refusal of drill rods or casing indicated thus:
 7. Recovery of rock core by size "E" diamond bit indicated thus:



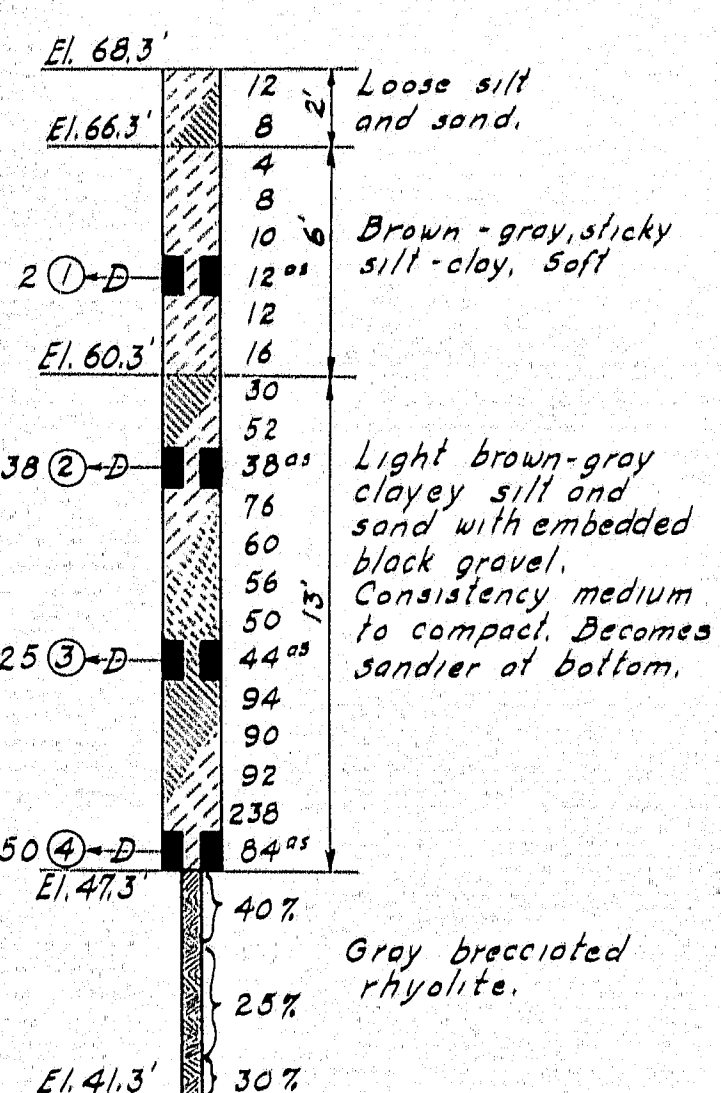
BORING #1



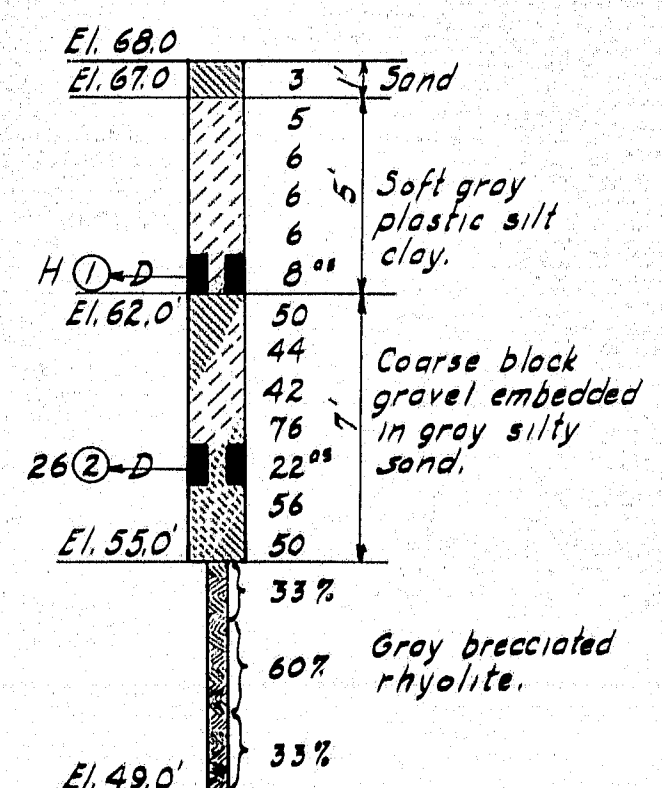
BORING #3



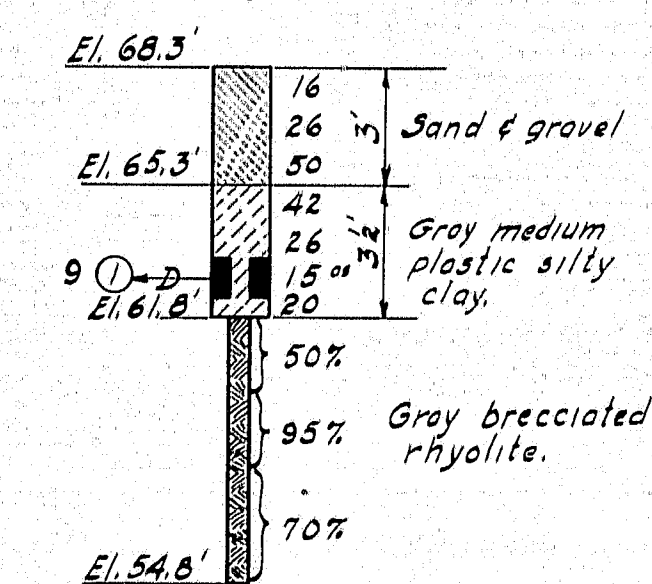
BORING #2



BORING #5



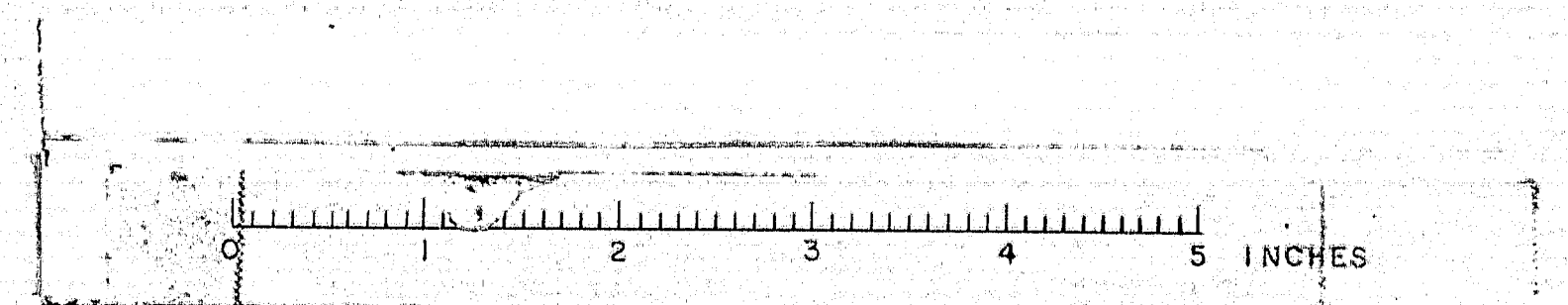
BORING #4



BORING LOGS
Scale: 1" = 5'

SOILS ENGINEER - H. GRAY		BRIDGE - 5612
TRACE - FORTIER		
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
NEW HOBART STREAM BRIDGE		
IN EDMUNDS TWP. WASHINGTON COUNTY		
— FOUNDATION CONDITIONS —		
SHEET 3 OF 9 AUGUSTA, MAINE MARCH 1954		

M-654





HALF PLAN ABUT. NO.



HALF PLAN ABUT. NO. 2

6'-1"

1'-10" 1'-3" 1'-9" 1'-3"

5' x 3 3/8' x 3'8"

1" Preformed Exp. Material

1'-10" Constant

5 1/2"

45°

D1 @ 1'-6" Ctrs

E1.88.40

A3

A5

9" # Bearing

3'-9" @ #

2 1/2"

12"

Const. Joint

E1.86.70

3-A2

3-A4

A7 @ 2'-0" ctrs.

A6 @ 2'-0" ctrs.

Bend in Field

A2 @ 1'-0 1/2 ctrs.

A1 @ 2'-0" ctrs.

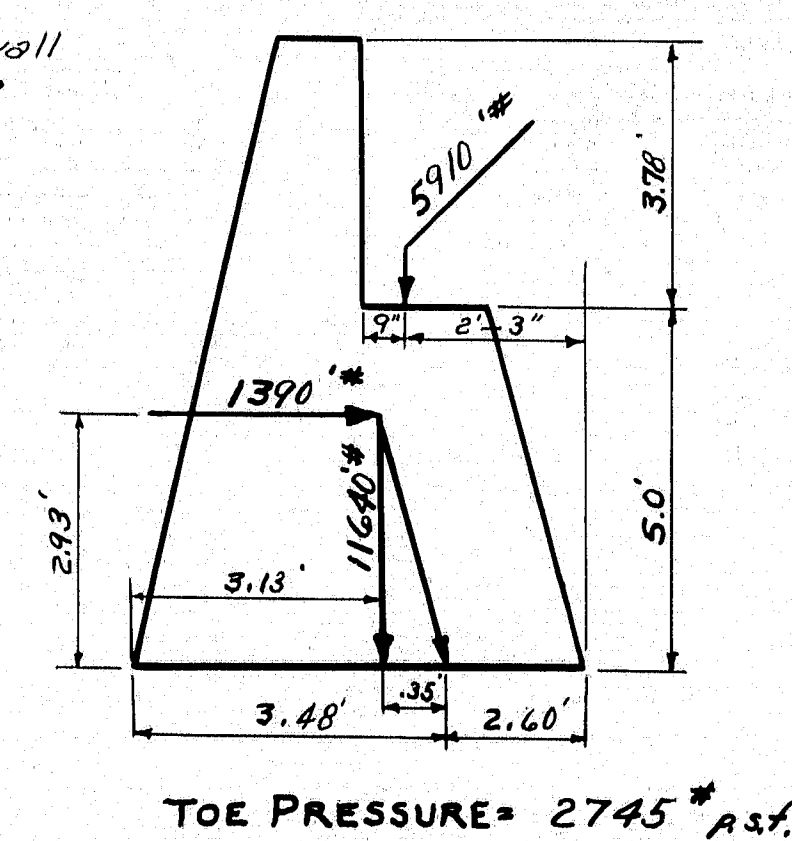
3 12"

5'-0"

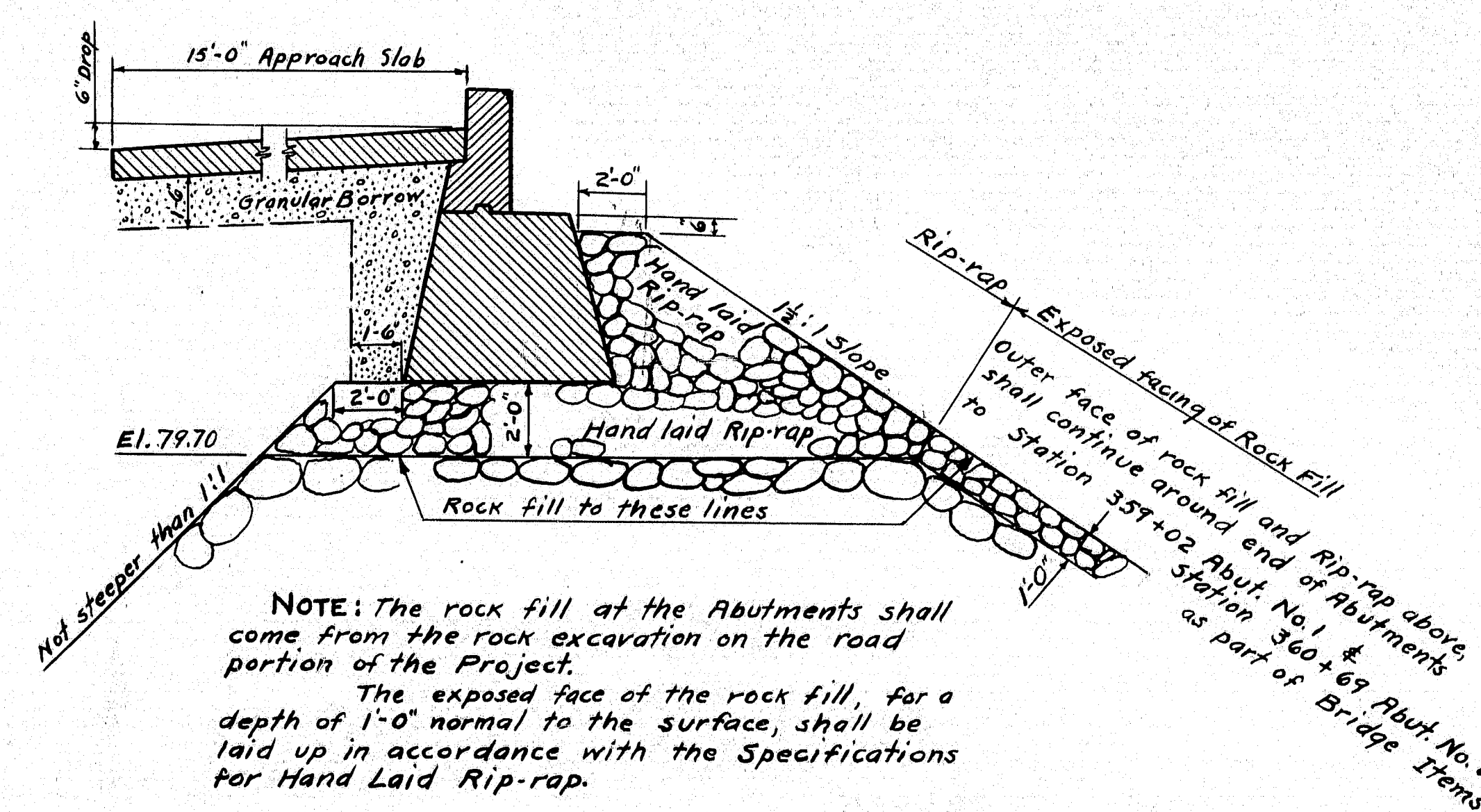
E1.81.70

No
For
S
S
S

SECTION "A-A"



ABUTMENT ANALYSIS



NOTE: The rock fill at the Abutments shall come from the rock excavation on the road portion of the Project.

The exposed face of the rock fill, for a depth of 1'-0" normal to the surface, shall be laid up in accordance with the Specifications for Hand Laid Rip-rap.

SECTION A-A SHOWING FILL

NOTE: Excavate all soft material underlying the rock embankment areas; from the top surface of the ground until a suitable soil is reached. Payment to be made under the item for "Muck Excavation."

DESIGN-McDOUGAL
DRAWN-WEICH
CHECK-*SWW*

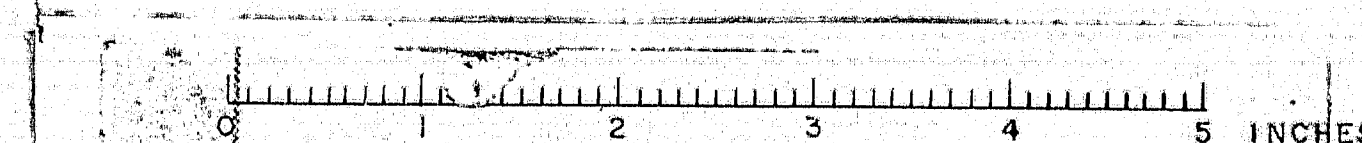
BRIDGE -5612

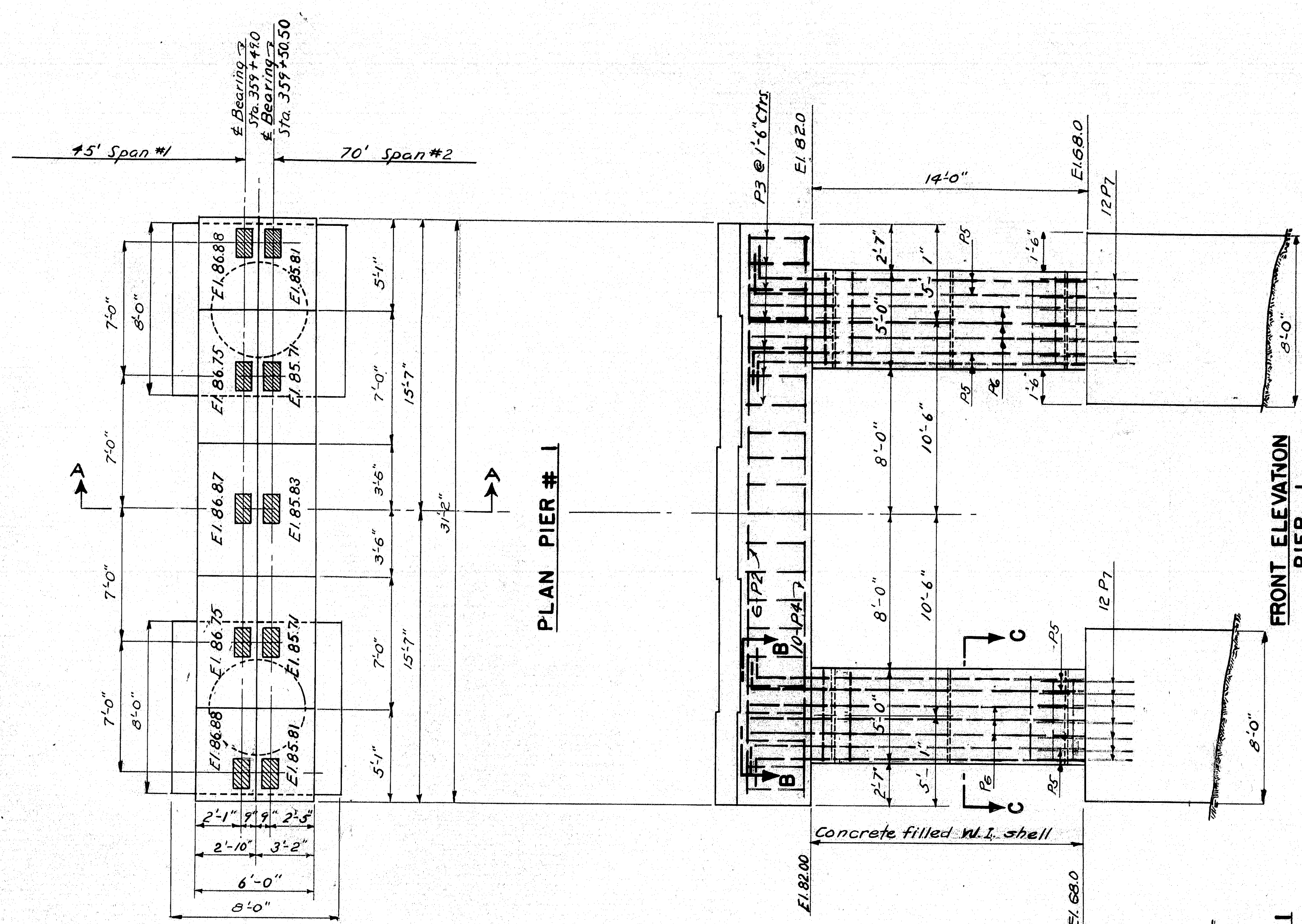
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

NEW HOBART STREAM
BRIDGE
IN
EDMUNDS TWP.
WASHINGTON COUNTY
ABUTMENTS

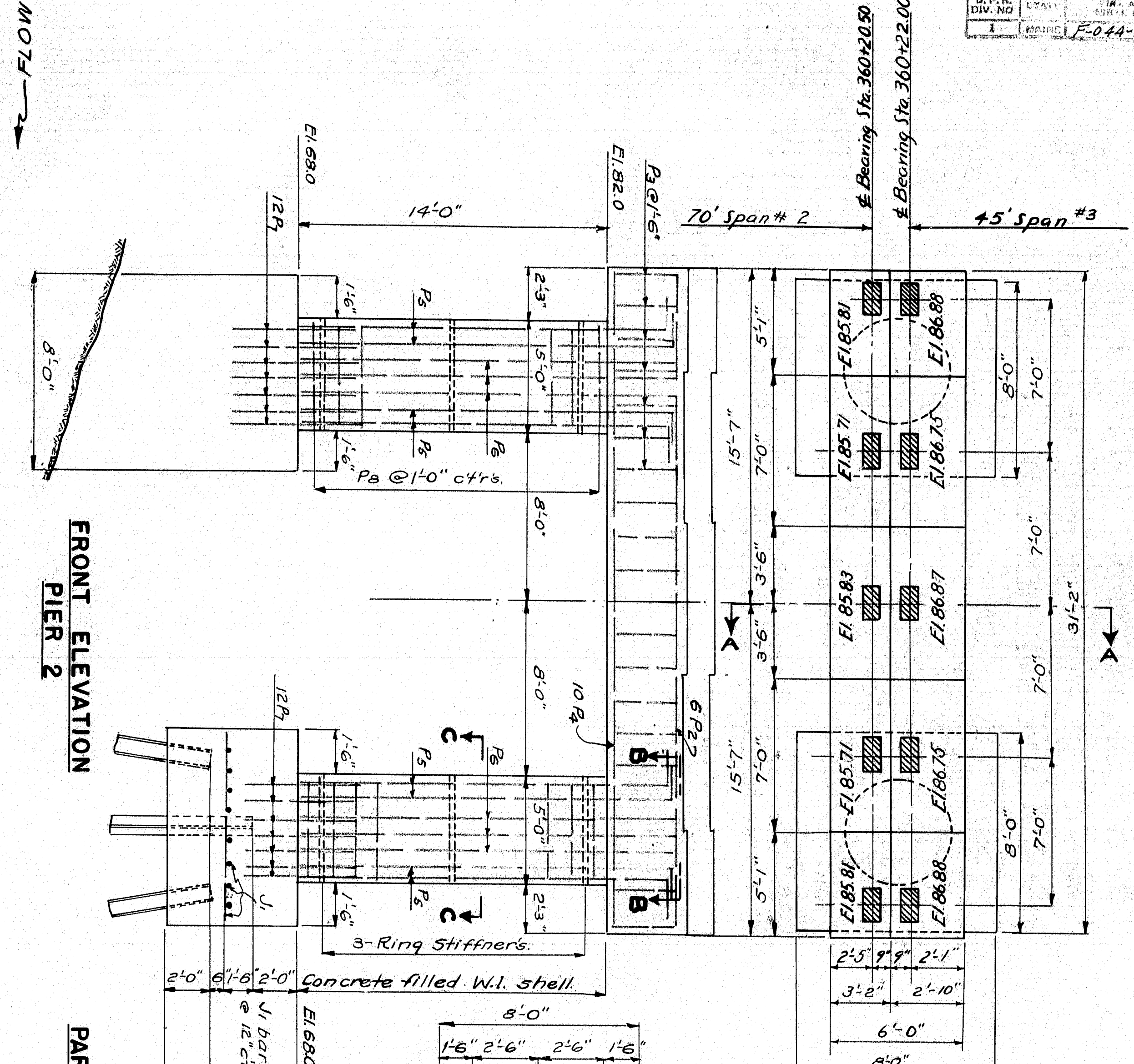
SHEET 4 OF 9 AUGUSTA, MAINE MAR. 195

M-655

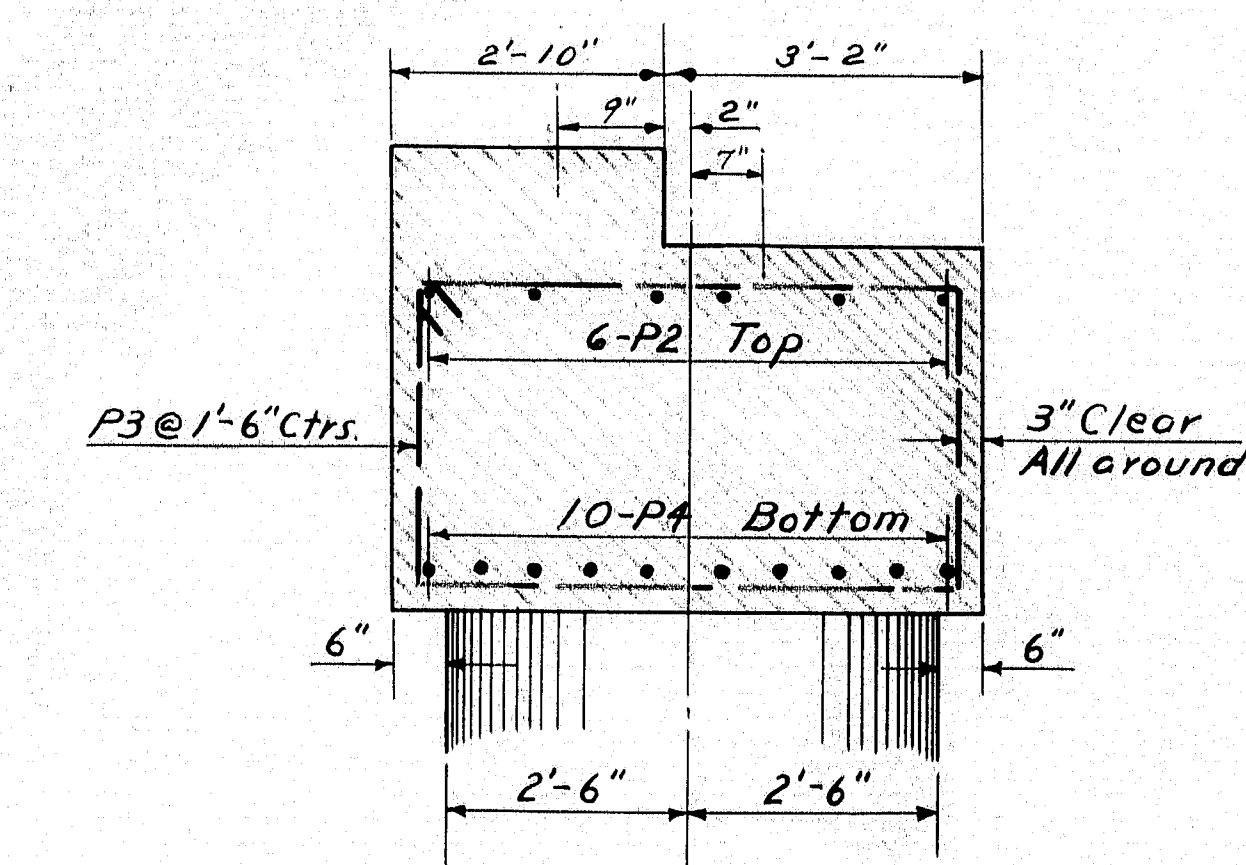




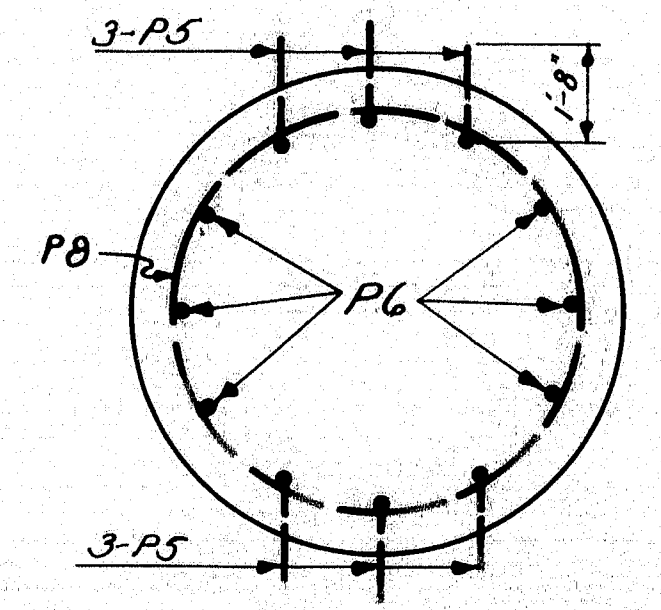
PLAN PIER #1



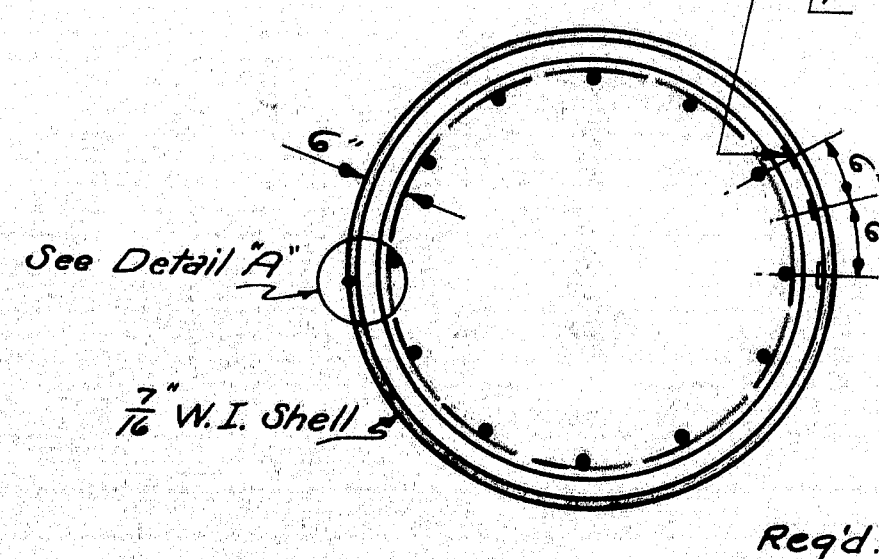
PLAN PIER #2



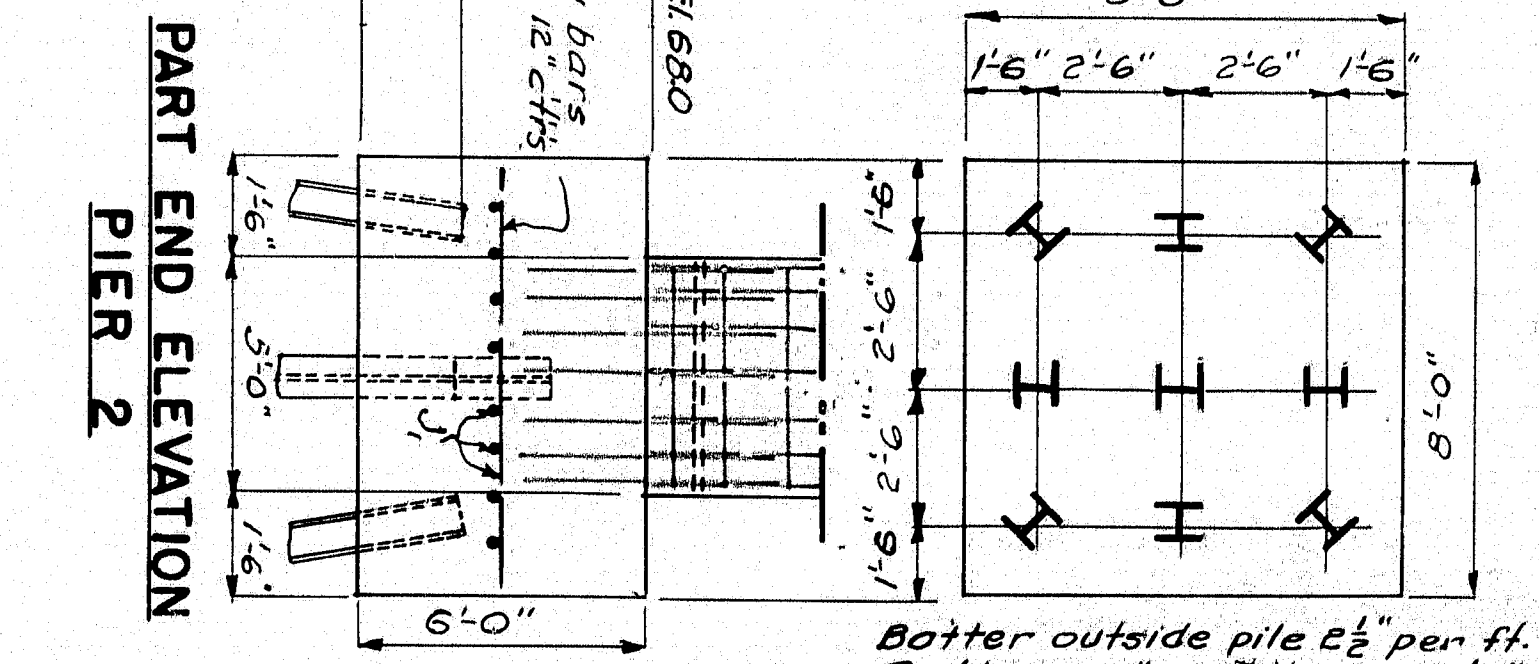
BRIDGE SEAT SECTION A-A



SECTION B-B



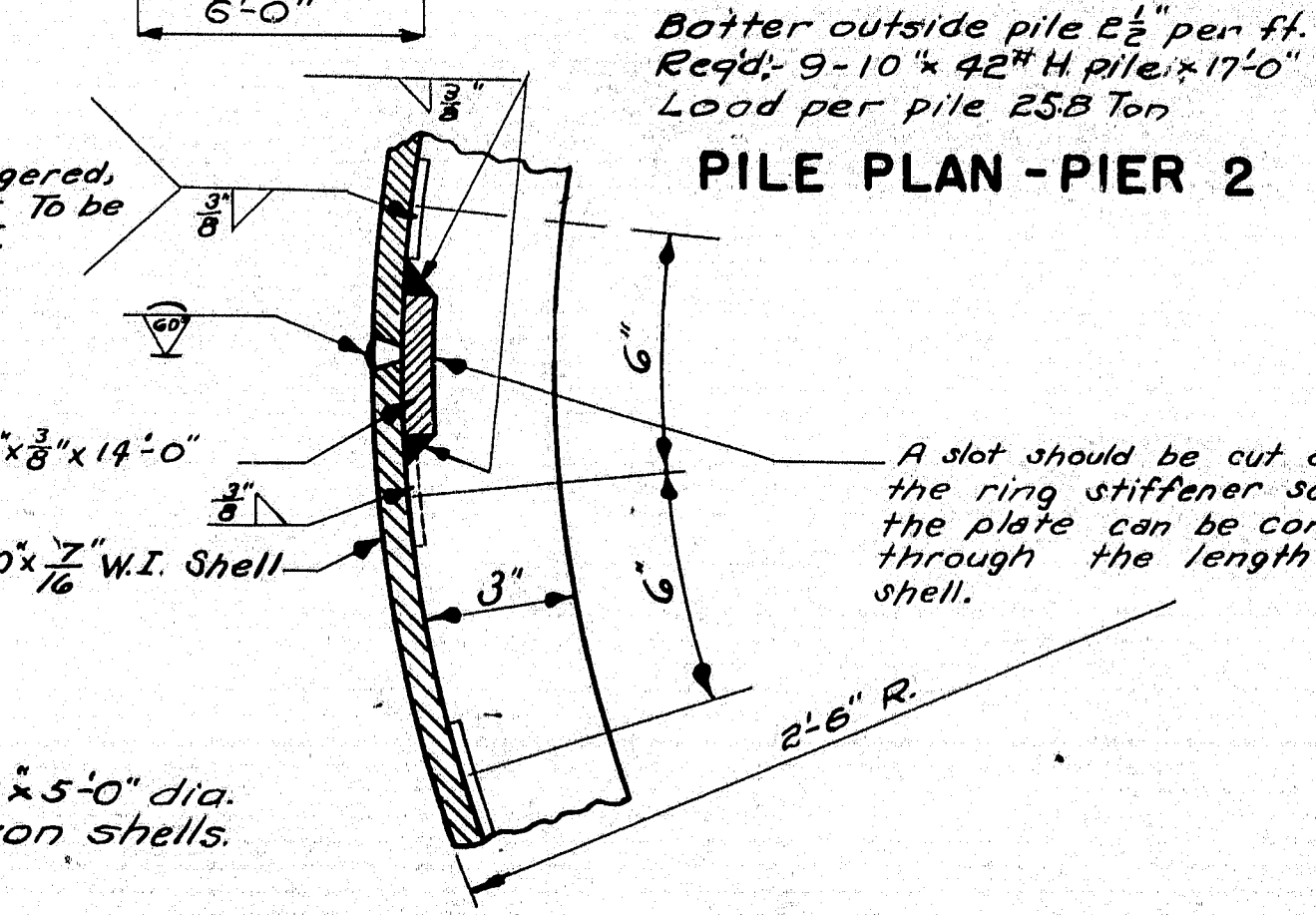
SECTION C-C



PART END ELEVATION PIER #2

FRONT ELEVATION PIER #2

FLOW

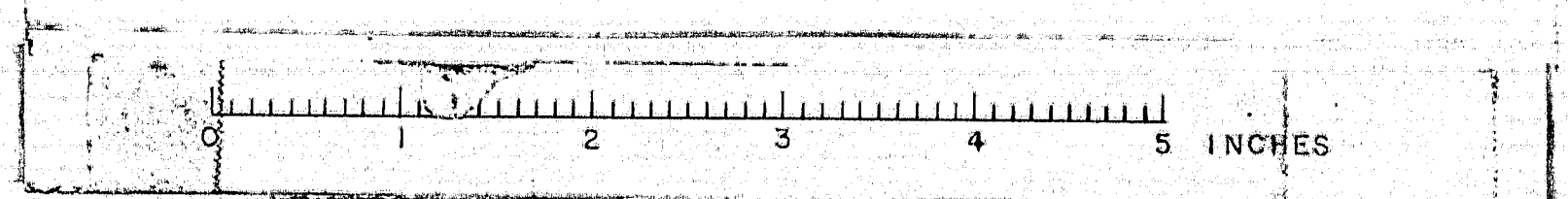


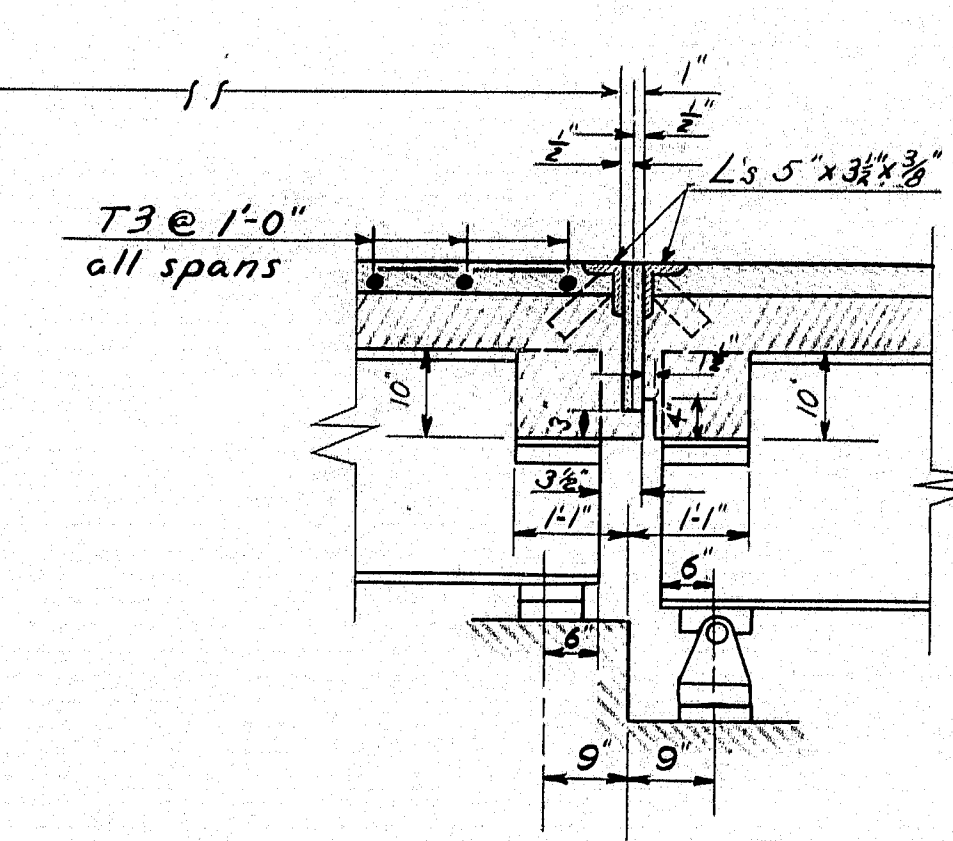
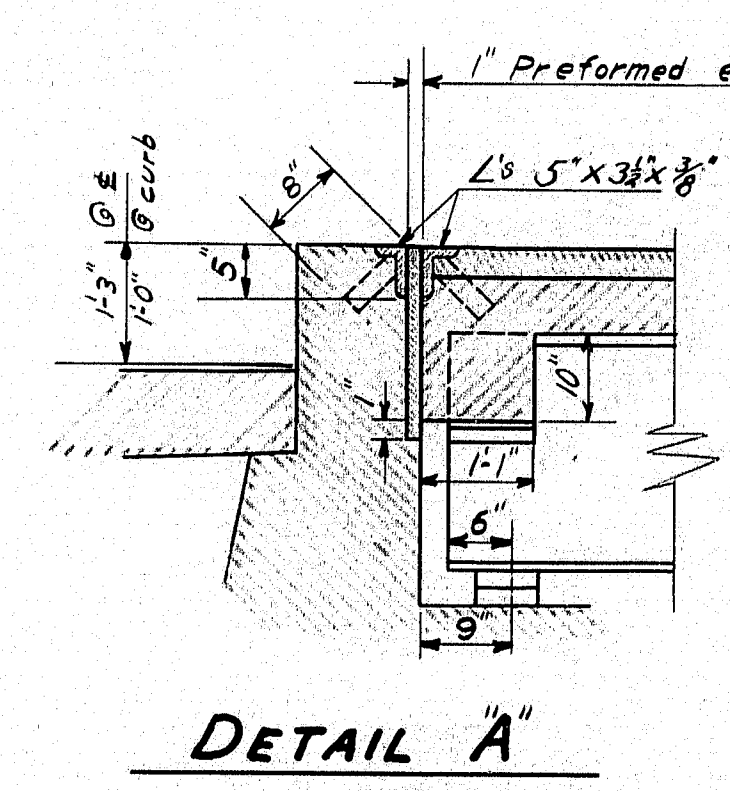
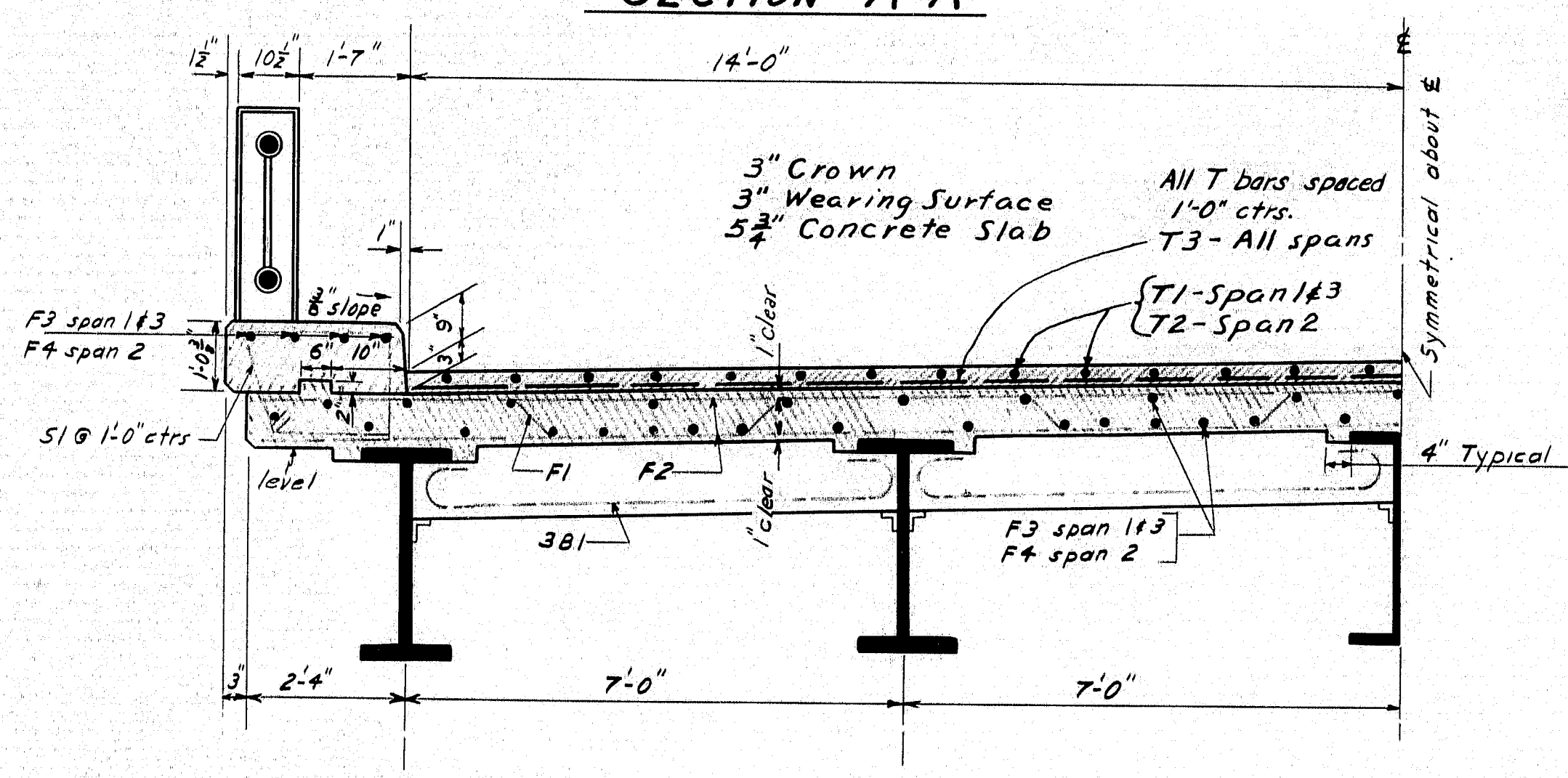
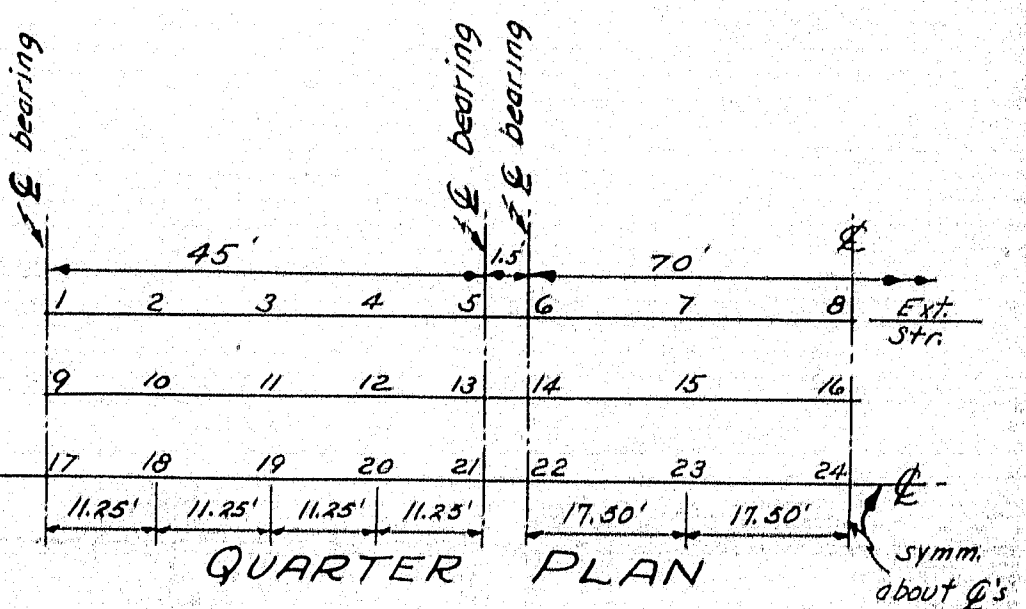
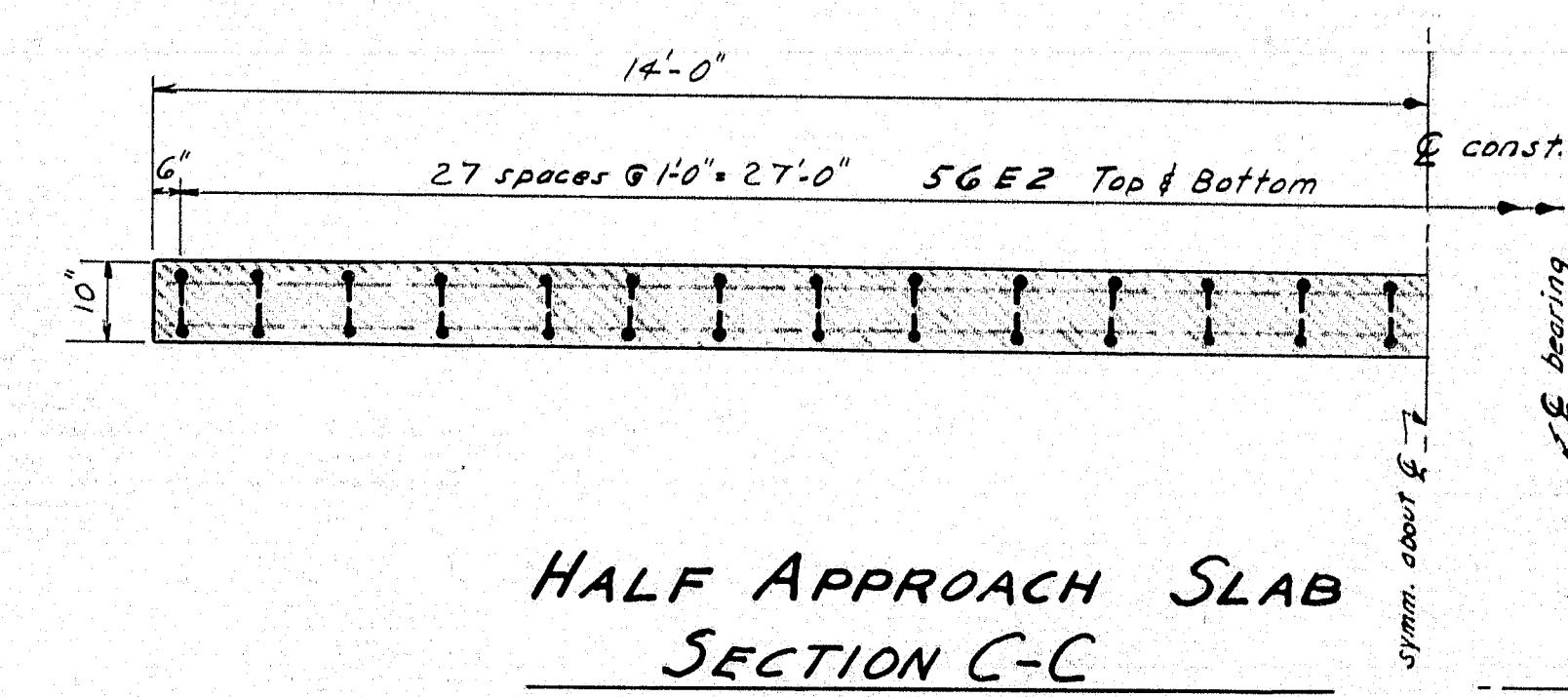
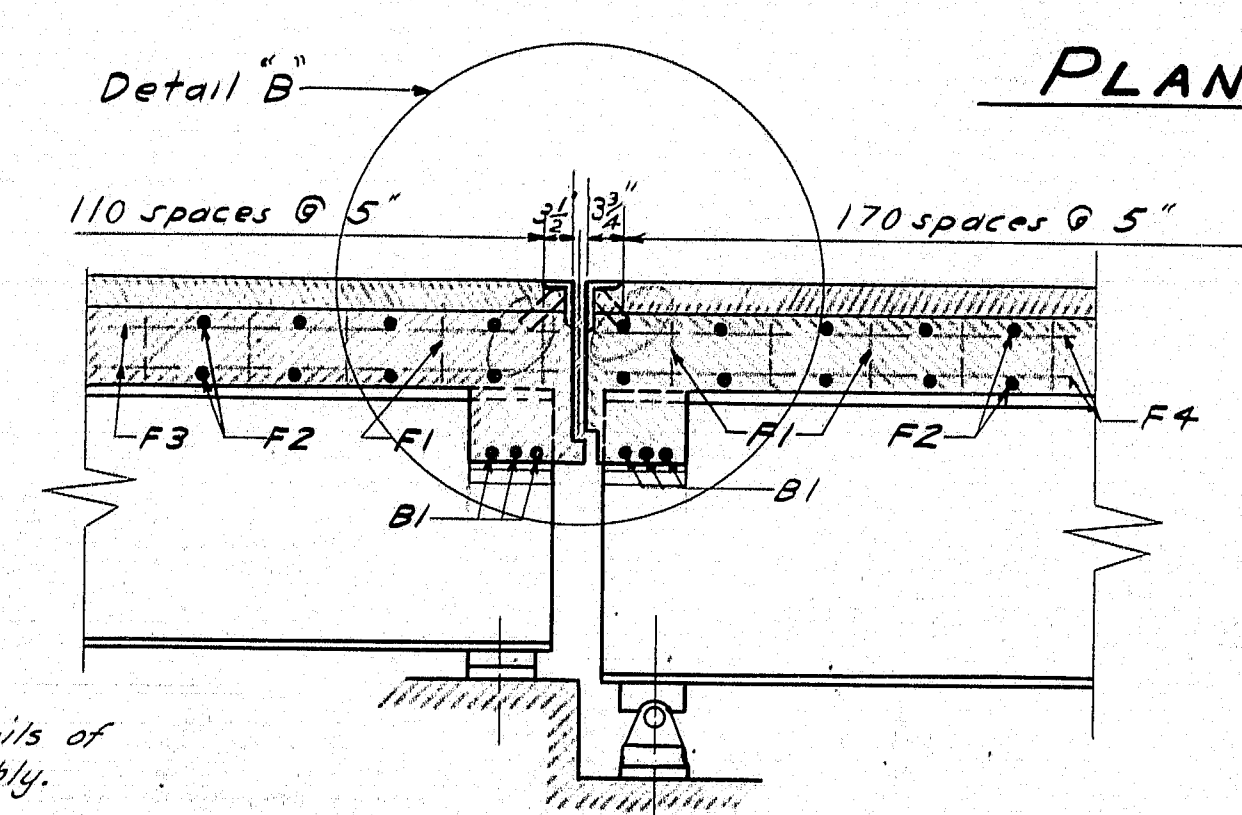
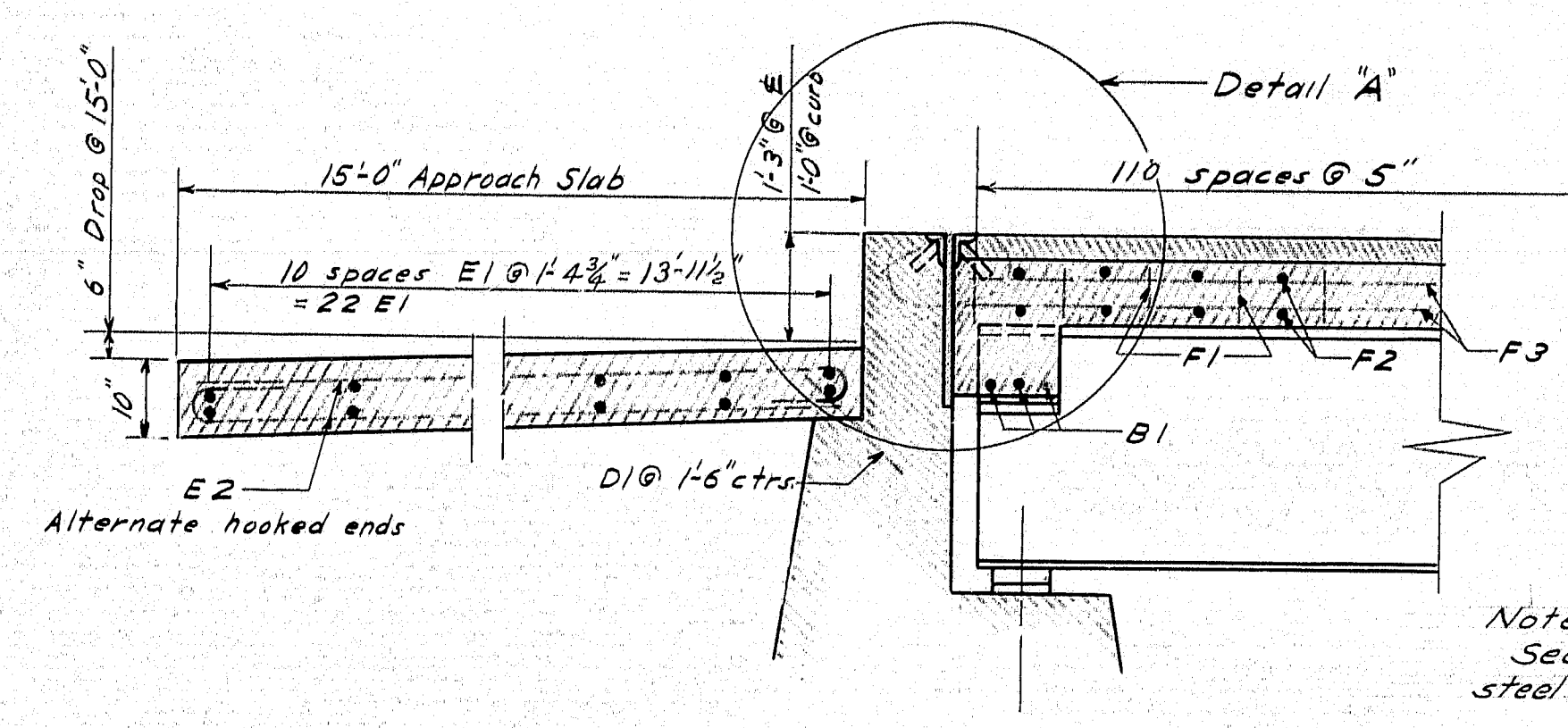
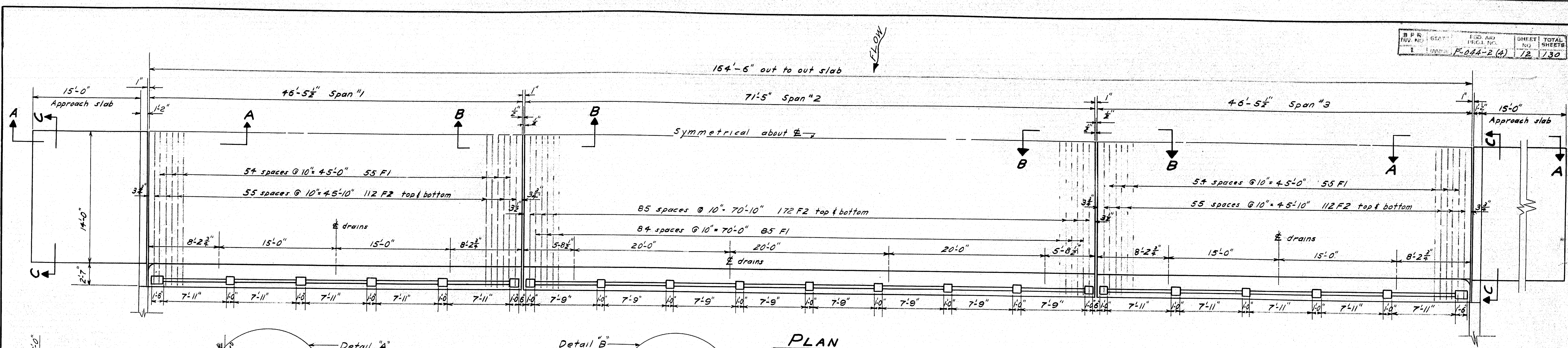
PILE PLAN - PIER 2

Dress shaded bearing areas on bridge seats to size of bearing plates, plus 1" all around to exact elevations shown. Both piers. Care should be taken in placing Reinf steel in bridge seat to clear anchor bolts. All Reinf steel in pier caps to have 3" clear cover.

DESIGN - McDUGAL	BRIDGE - 5612
CHECK - E.V. SMITH	STATE HIGHWAY COMMISSION
	BRIDGE DIVISION
NEW HOBART STREAM	
BRIDGE	
IN	
EDMUNDS TWP.	
WASHINGTON COUNTY	
PIERS	
SHEET 5 OF 9	AUGUSTA, MAINE MAR. 1954

M-656





Dead Load Deflection

Span	Stringer	Deflection
Span S2	2/8"	1/16"
Span S1	3/8"	1/4"
Span S4	7/8"	1/4"
Span S3	1 1/2"	1/8"

deflections at Center of Stringer

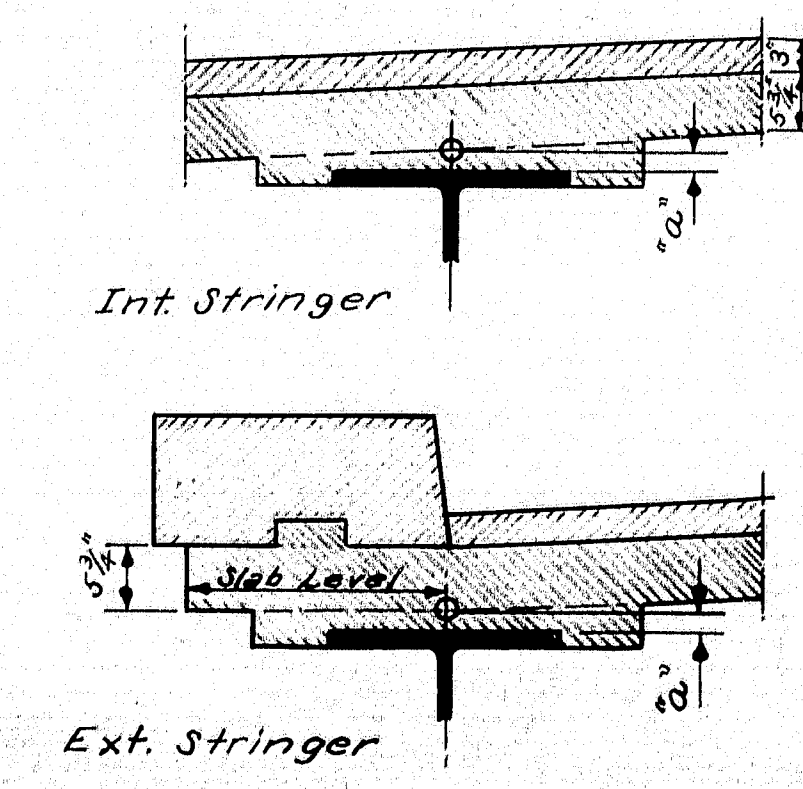
BLOCKING ELEVATIONS

Point	Elev.	Point	Elev.	Point	Elev.
1	89.50	9	89.63	17	89.75
2	89.58	10	89.69	18	89.81
3	89.63	11	89.74	19	89.86
4	89.66	12	89.77	20	89.89
5	89.67	13	89.80	21	89.92
6	89.67	14	89.80	22	89.92
7	89.75	15	89.87	23	89.99
8	89.85	16	89.93	24	90.05

Note: After stringers are in position, Engineer should take elevations of points indicated. The difference between this elevation and the elevation given in the table will be the blocking dimension "a" for setting forms for bottom of slab. After concrete is placed, this dead load should produce proper deflection to give final finished grade.

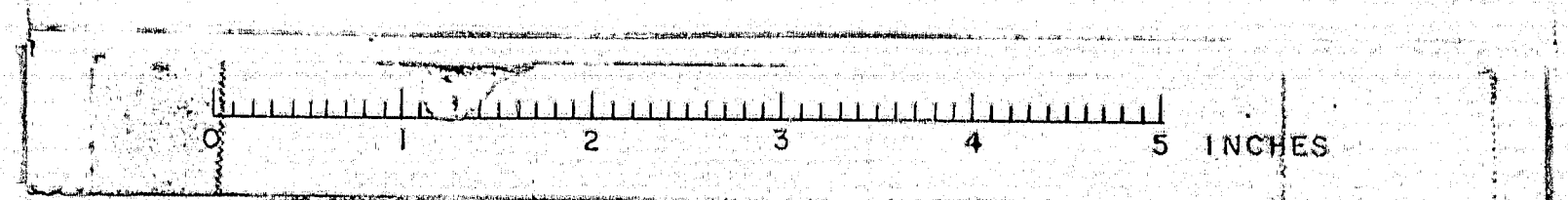
CONCRETE CLASSIFICATION
 Class A --- Piers, Slab & Approach Slab & Wearing Surface
 Class B --- Abutments
 Class Y --- Rail Posts

DESIGN
 Loading: H-20-44
 $f'_s = 18,000$ p.s.i.
 $f'_c = 1200$ p.s.i.
 $n = 10$



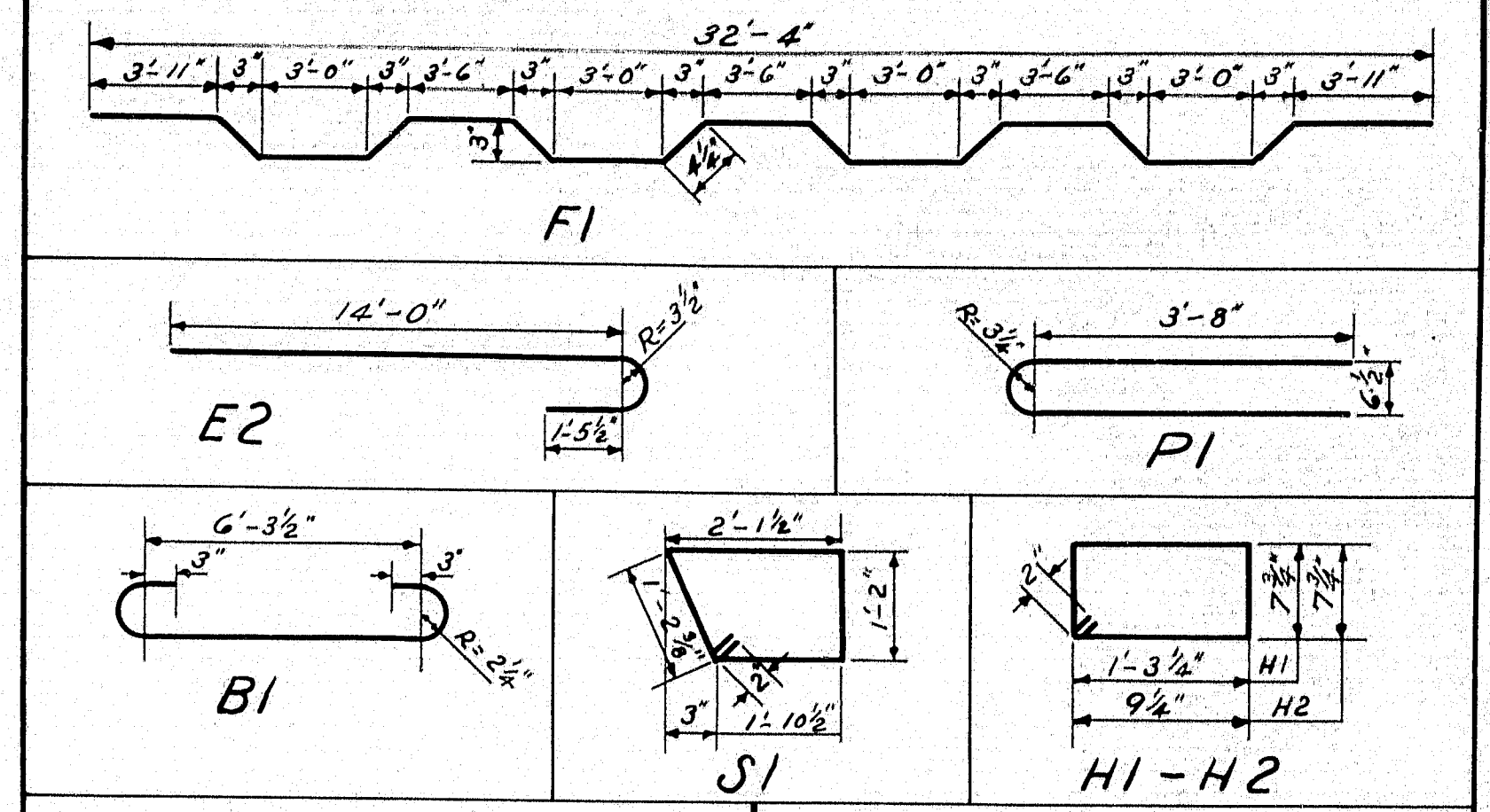
DESIGN-MCDUGAL
 TRACE-KELLEY
 CHECK-GWS
 BRIDGE-5612
 STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
NEW HOBART STREAM BRIDGE
 IN
EDMUNDS TWP.
WASHINGTON COUNTY
 SUPERSTRUCTURE
 SHEET 6 OF 9 AUGUSTA, MAINE MAR. 1954

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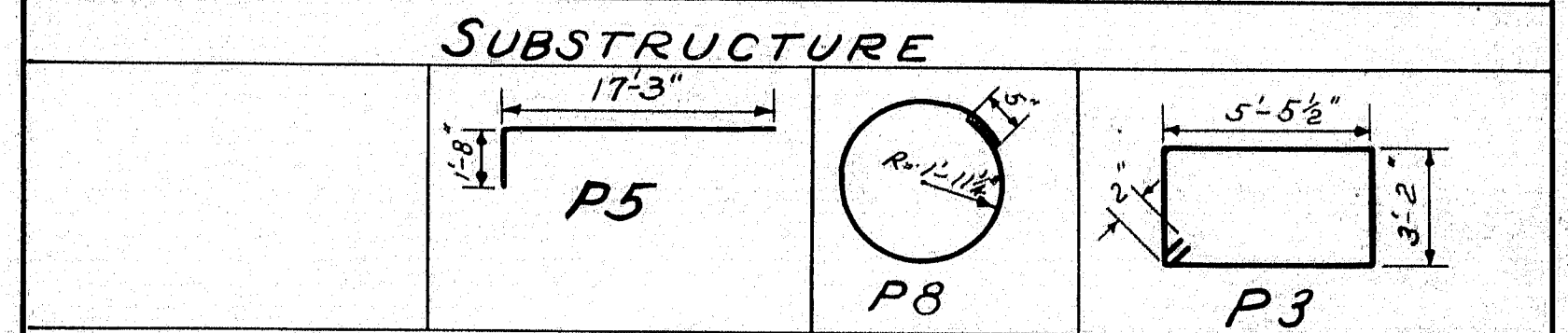


STEEL SCHEDULE

SUPERSTRUCTURE

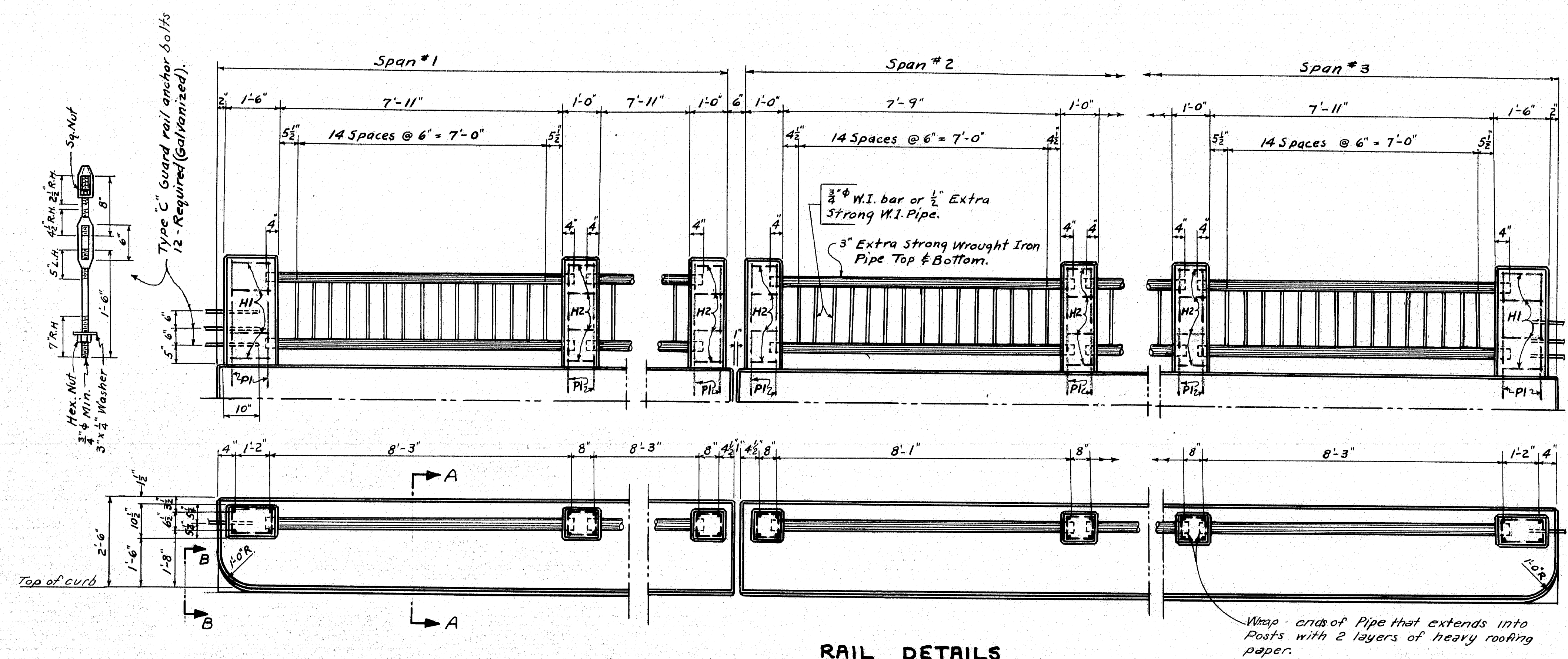


BENT BARS					STRAIGHT BARS				
Mark	Size	No.	Length	Location	Mark	Size	No.	Length	Location
B1	#6	72	7'-11 1/2"	Diaphragms	E1	#4	44	27'-8"	Appr. Slab (Trans)
E2	#7	112	16'-4 1/2"	Appr. Slab (Long)	F2	#5	396	32'-4"	Slab (all spans)
F1	#5	195	33'-2"	Slab (all spans)	F3	#4	240	23'-7 1/2"	Slab (span #1 & 3)
H1	#3	16	4'-2"	End Rail Posts	F4	#4	180	24'-5"	Slab (span #2)
H2	#3	132	3'-2"	Int. Rail Posts	T1	#3	112	23'-7 1/2"	W.S. (span #1 & 3)
PI	#6	84	8'-2"	Rail Posts	T2	#3	84	24'-5"	W.S. (span #2)
S1	#3	332	6'-8 1/2"	Curbs	T3	#3	166	27'-8"	All spans W.S.



BENT BARS					STRAIGHT BARS				
Mark	Size	No.	Length	Location	Mark	Size	No.	Length	Location
P3	#4	42	17'-7"	Pier Caps	P7	#8	48	5'-0"	Pier footings
P5	#8	24	18'-11"	Columns (Piers)	J1	#6	16	7'-8"	DS footing Pier #1
P8	#4	55	12'-7"	Columns (Piers)					
A1	#4	36	5'-6"	Abut #1 & 2					
A2	#6	20	34'-0"	Abut #1 & 2					
A3	#4	8	27'-8"	" " "					
A4	#6	6	31'-2"	" " "					
A5	#5	28	4'-11"	" " "					
A6	#6	28	8'-4"	" " "					
A7	#6	32	3'-6"	" " "					
A8	#6	64	5'-6"	" " "					
A9	#6	8	5'-9"	" " "					
A10	#6	8	6'-3"	" " "					
A11	#6	8	7'-0"	" " "					
A12	#6	24	7'-8"	" " "					
A13	#4	16	4'-6"	" " "					
D1	#6	36	1'-6"	Dowels - Abut. #1 & 2					
P2	#7	12	30'-8"	Pier Caps					
P4	#10	20	30'-8"	Pier Caps					
P6	#8	24	17'-3"	Columns (Piers)					

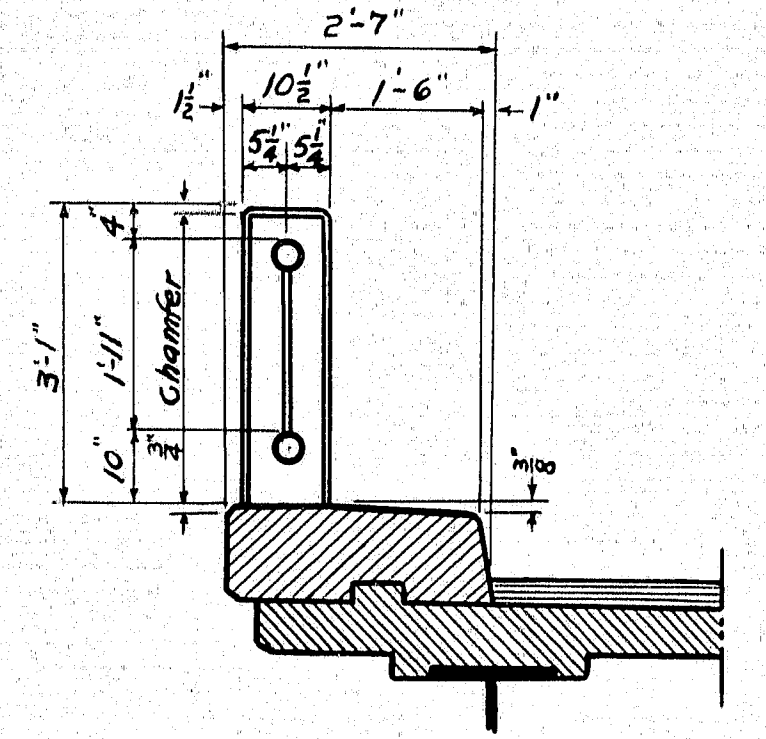
All dimensions are to E of bars.



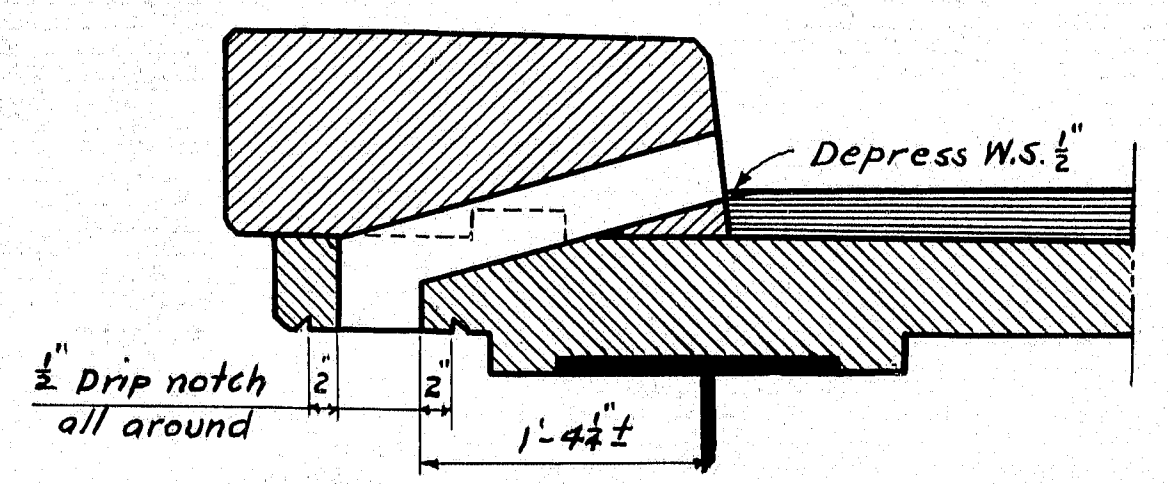
RAIL DETAILS

NOTE: 1/8" holes for 3/4" bars or 3/8" holes for 1/2" W.I. pipe, to be drilled in the 3" W.I. pipe, so that the bars or pipes will extend thru wall of pipe. Bars or pipes to be fillet welded to the 3" pipe top and bottom. All exposed joints shall be finished by grinding or filing to give a neat appearing job.

All exposed edges of concrete to be chamfered 1/2" unless otherwise shown.

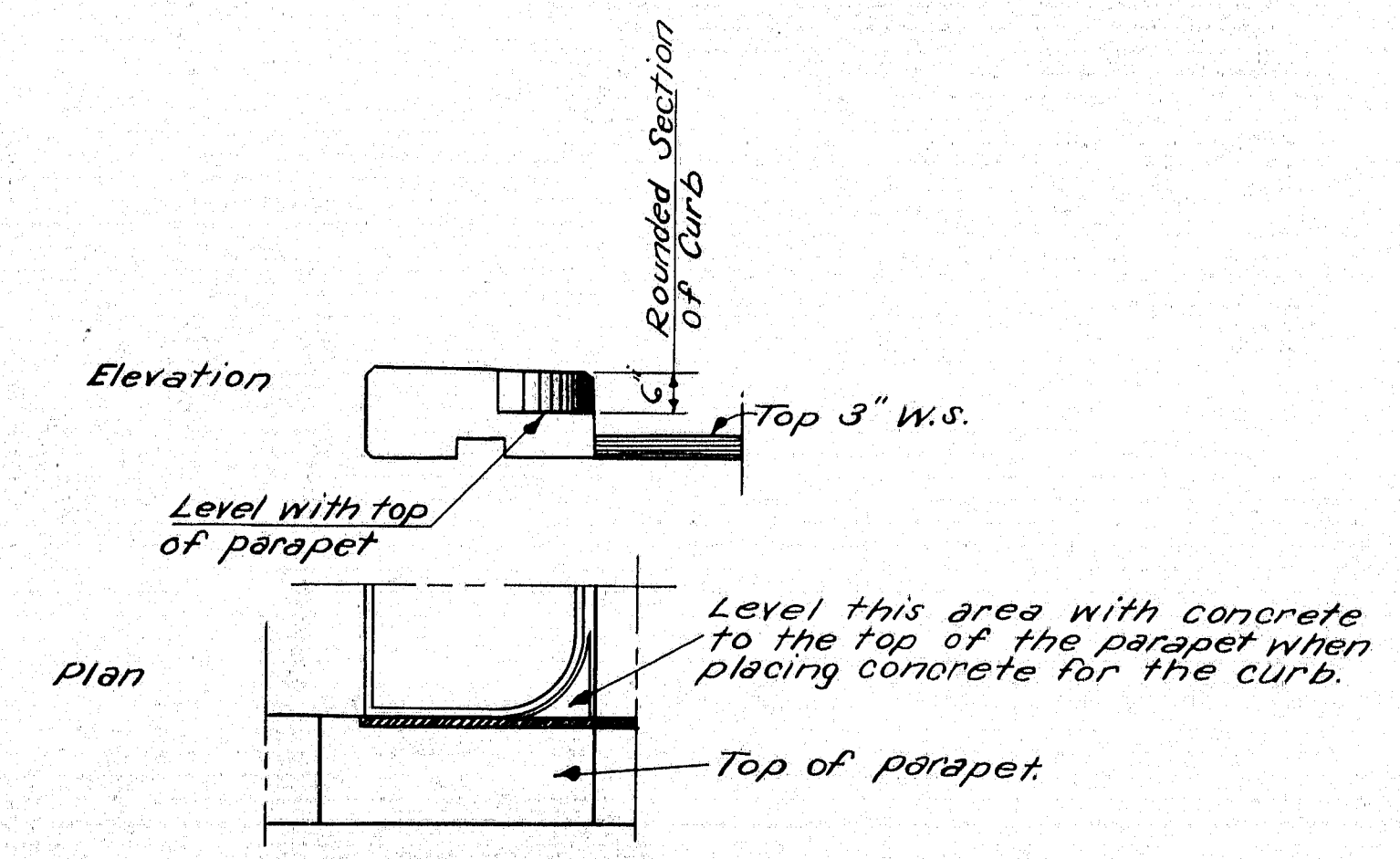
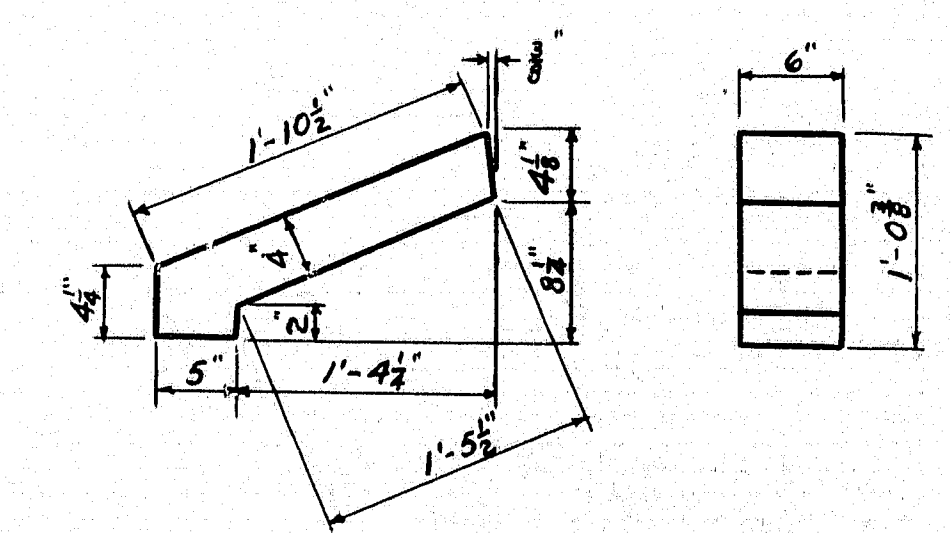


SECTION A-A

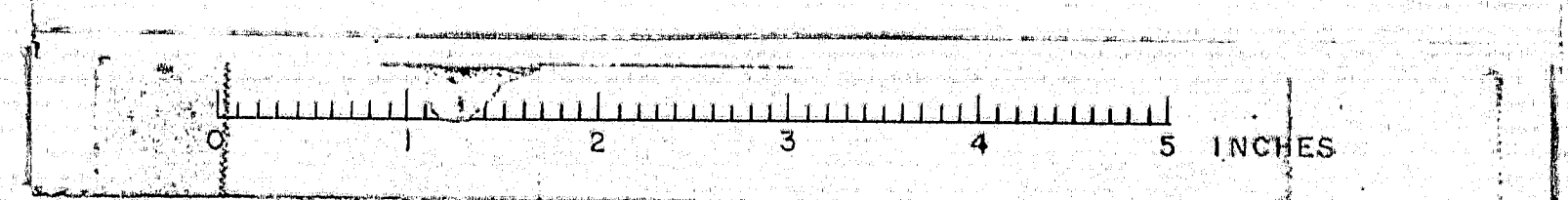


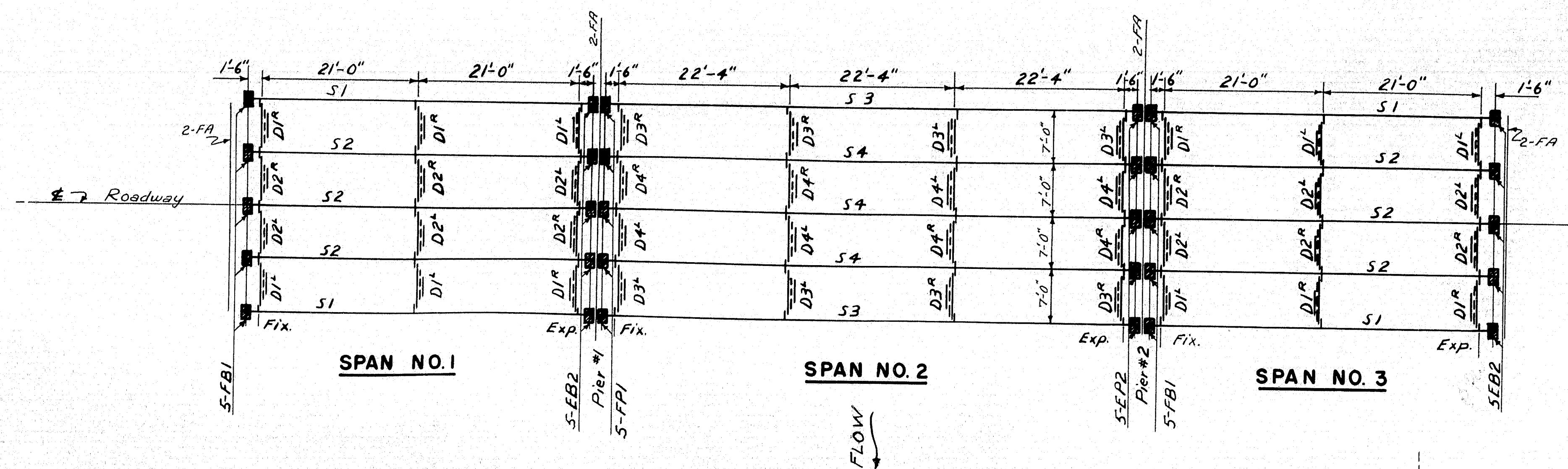
DRAIN DETAILS

Drain forms #24 gage Gal. Iron
20 Required.



VIEW B-B



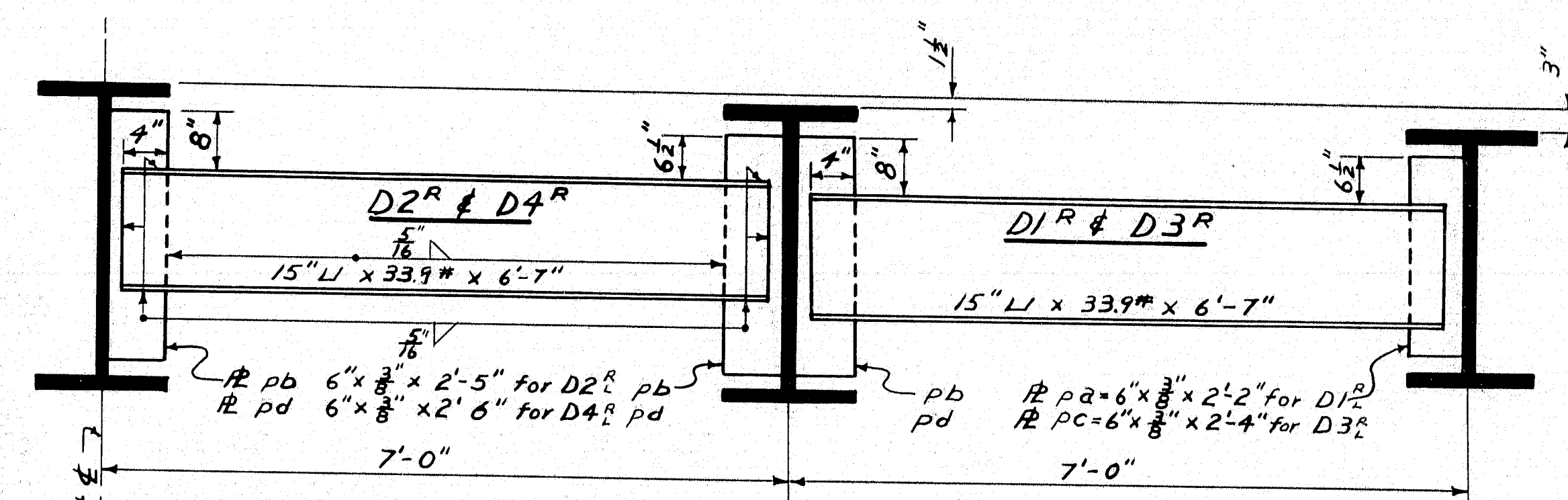
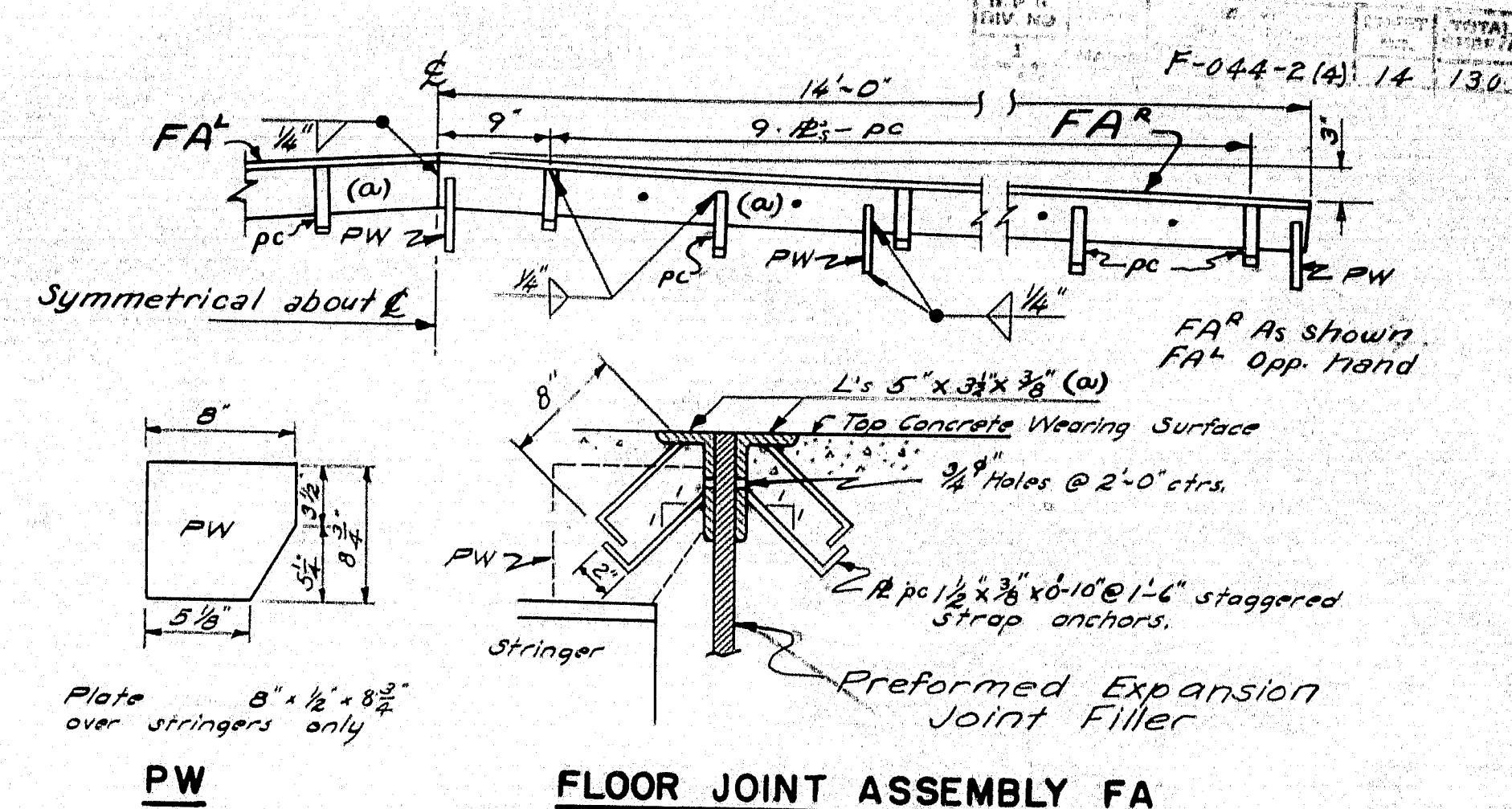
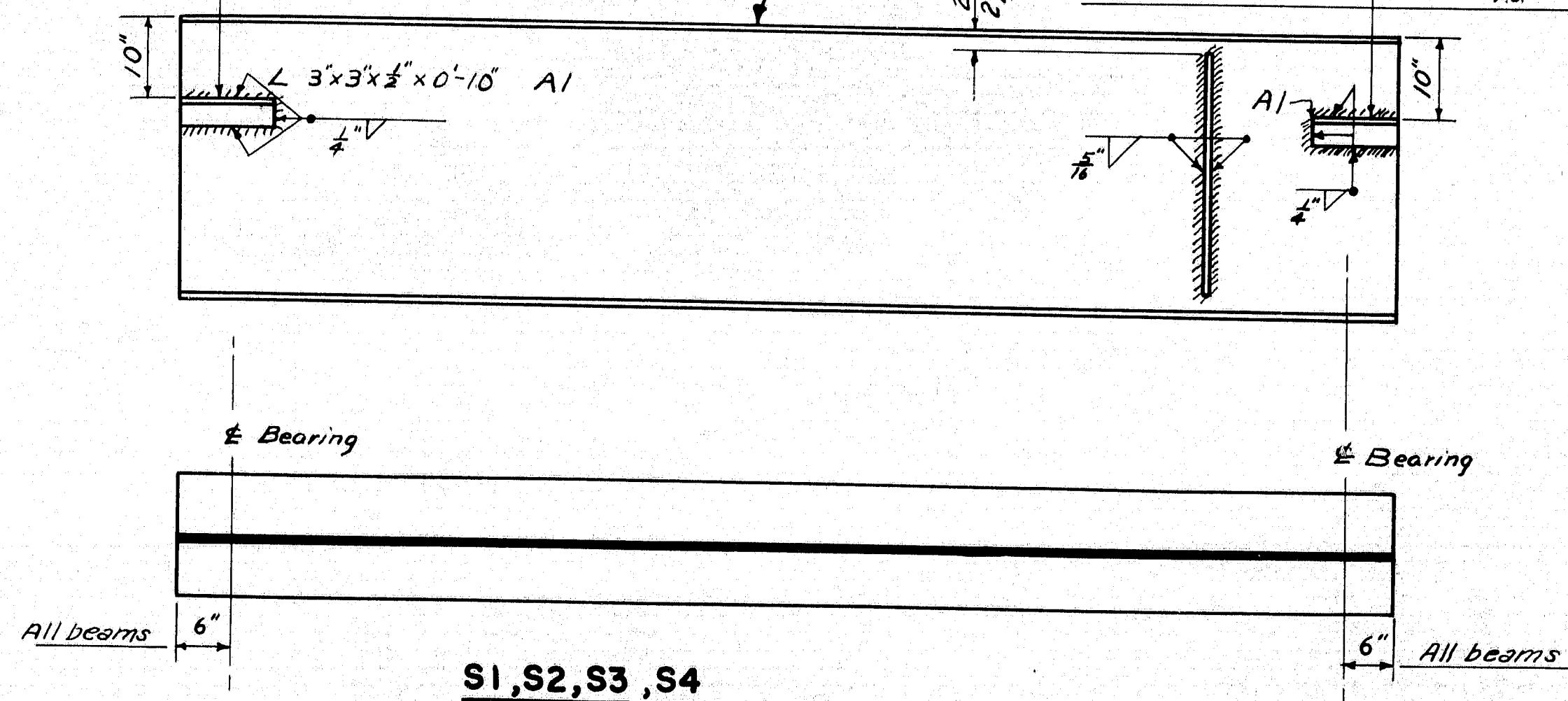


ERECTION DIAGRAM

S1 = 30" WF 116*	Camber 1 1/8"	46'-0" overall
S2 = 33 1/2" WF 130*	Camber 1 1/8"	46'-0" overall
S3 = 33 1/2" WF 220*	Camber 2 3/8"	71'-0" overall
S4 = 36" WF 245*	Camber 2 3/8"	71'-0" overall

SPAN No. 2	SPAN No. 1 & 3	SPAN No. 2
1-A1 - NS U.S. (S3)	1-A1 - NS U.S. (S1)	1-A1 - NS U.S. (S3)
1-A1 - FS D.S. (S3)	1-A1 - FS D.S. (S1)	1-A1 - FS D.S. (S3)
2-A1 - NS (S4)	2-A1 - NS (S2)	2-A1 - NS (S4)

Note: Do not paint the top or edges of the top flange



TYPICAL HALF TRANSVERSE SECTION

Diaphragms	D2R as shown	span 1 & 3
"	D2L opp hand	" 1 & 3
"	D4R as shown	" 2
"	D4L opp hand	" 2
"	D1R as shown	" 1 & 3
"	D1L opp hand	" 1 & 3
"	D3R as shown	" 2
"	D3L opp hand	" 2

BILL OF MATERIALS

No	Description	Mark
4	Stringers	S1
6	"	S2
2	"	S3
3	"	S4
48	Angles	A1
6	Diaphragms	D1R
6	"	D1L
6	"	D2R
6	"	D2L
4	"	D3R
4	"	D3L
4	"	D4R
4	"	D4L
8	Floor Joint Assembly	FA
8	Floor Joint Assembly	FA
30	Plates	PW

See sheet 9 for additional structural steel.

SPECIFICATIONS

Erection-Structural Steel-State of Maine, State Highway Commission Standard Specification, Revision of May 1953. Machine finished surfaces to be coated with a mixture of white lead and tallow or equal.

Loading - H-20-44

DESIGN-MCDUGAL TRACE-V.SMITH CHECK-G.W.S.	BRIDGE-5612
STATE HIGHWAY COMMISSION BRIDGE DIVISION NEW HOBART STREAM BRIDGE IN EDMUNDS TWP. WASHINGTON COUNTY STRUCTURAL STEEL	
SHEET 8 OF 9 AUGUSTA, MAINE FEB. 1954	

M-659

