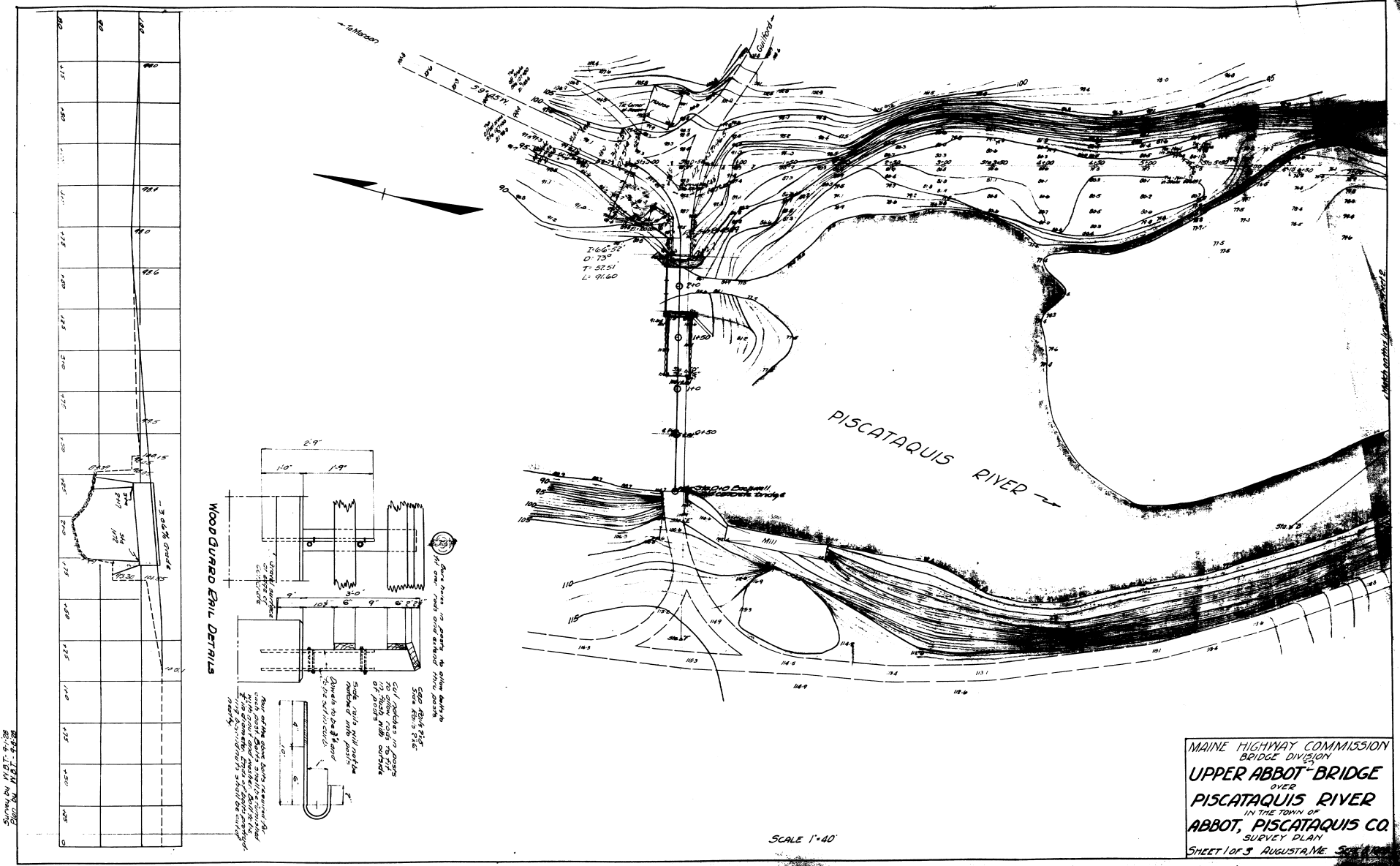


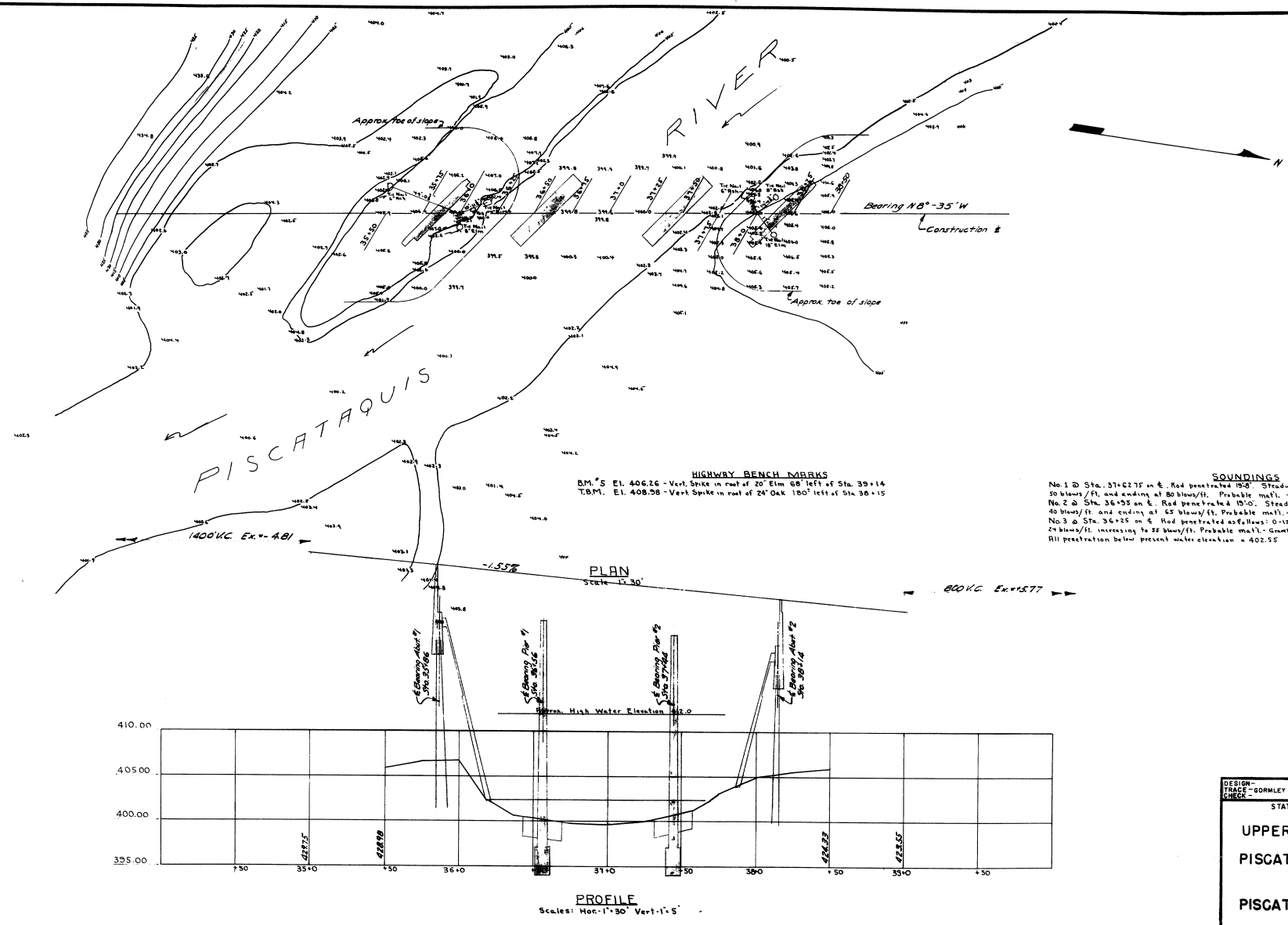
MAINE HIGHWAY COMMISSION
BRIDGE DIVISION

UPPER ABBOT BRIDGE
OVER
PISCATAQUIS RIVER
IN THE TOWN OF
ABBOT, PISCATAQUIS CO.

SURVEY PLAN

SHEET 1 OF 3 AUGUSTA, ME. Scale 1"=40'

B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-037-1(3)	7	43



PROFILE
Scales: Hor.-1"=30' Vert.-1"=5'

HIGHWAY BENCH MARKS

B.M. #5 El. 406.26 - Vert. Spike in root of 20" Elm 68' left of Sta. 39+14
T.B.M. El. 408.98 - Vert. Spike in root of 24" Oak 180° left of Sta. 38+15

SOUNDINGS

No. 1 @ Sta. 37+62.75 on ℄. Rod penetrated 19'-8". Steady hard driving starting at 50 blows/ft. and ending at 80 blows/ft. Probable matl. - Sand and gravel on Surface.
No. 2 @ Sta. 36+55 on ℄. Rod penetrated 19'-0". Steady hard driving starting at 40 blows/ft. and ending at 65 blows/ft. Probable matl. - Sand and gravel on Surface.
No. 3 @ Sta. 36+25 on ℄ Rod penetrated as follows: 0-12' @ 12 blows/ft. - 12' to 19'-4" @ 24 blows/ft. increasing to 38 blows/ft. Probable matl.- Gravel on surface to clay to sand.
All penetration below present water elevation = 402.55

DESIGN -
TRACE - GORMLEY
CHECK -

BRIDGE NO.
SURVEY - HERSUM
PLOT - GORMLEY

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

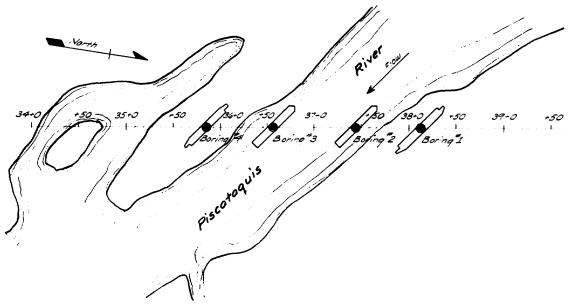
UPPER ABBOT BRIDGE
OVER
PISCATAQUIS RIVER
IN THE TOWN OF
ABBOT
PISCATAQUIS COUNTY
SURVEY

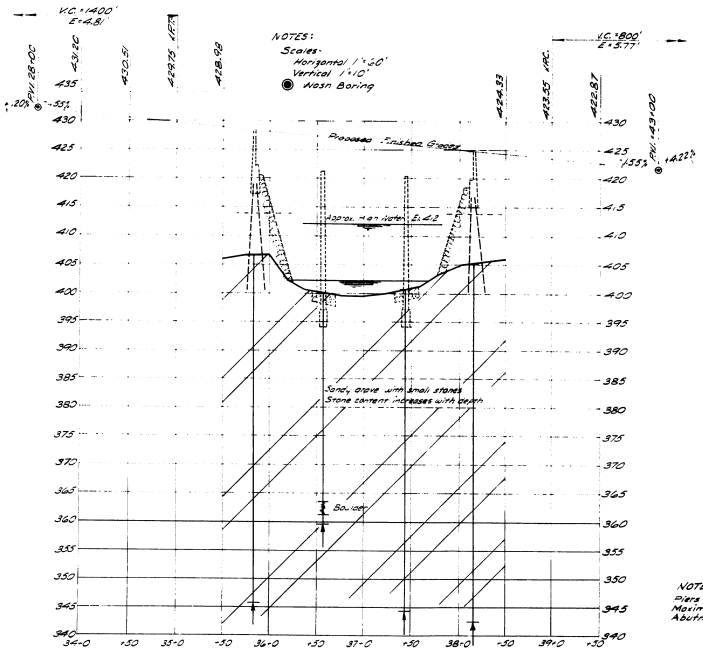
SHEET 1 OF 10 AUGUSTA, MAINE DEC. 1955

M-729

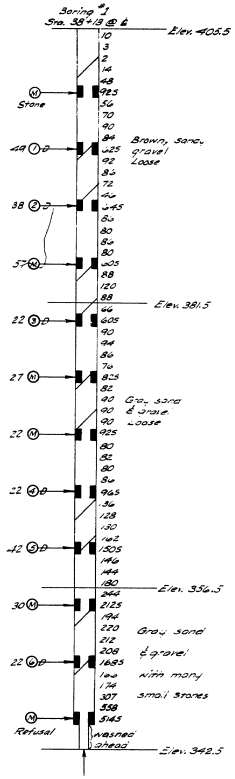
0 1 2 3 4 5 INCHES

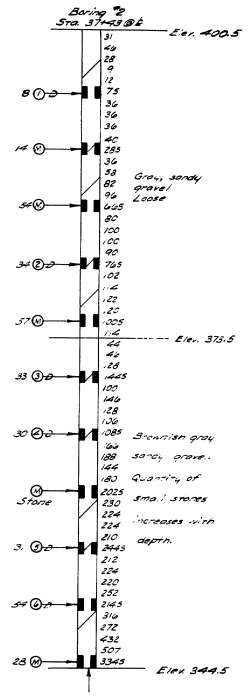
B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-037-1(5)	2	13

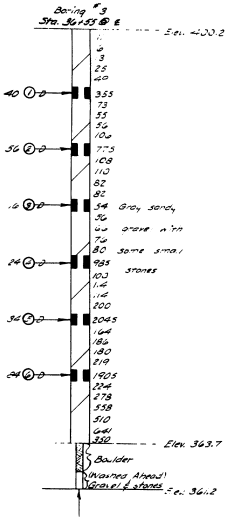


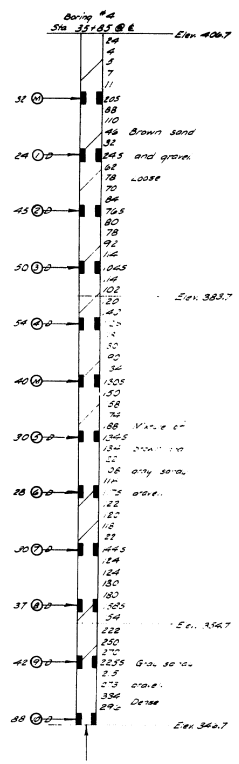


NOTE:
Piers on footings, elevation bottom of footing, 394.0.
Maximum foundation pressure Piers 1 & 2, 2.5 tons per square foot.
Abutments on treated timber piles.

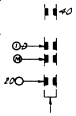








BORING NOTES:
1. Vertical Scale 1"=5'
2. Numbers in circles of 275# hammer falling 8 inches required to drive extra heavy casing one foot thus: ⑧
3. S indicates that the hole was sampled ahead of the casing.
4. Location and designation of dry samples recovered by 5 cm sampler #1240s indicated thus: ①
5. Unsuccessful attempts to secure dry sample indicated thus: Ⓢ
6. Number of blows of 275# hammer falling 15" required to drive spoon or tuning one foot indicated thus: 10
7. Bottom of boring indicated thus:



TAKEN FROM REPORT MADE BY W. R. GORRILL, SOILS ENGINEER

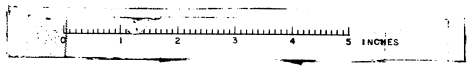
BRIDGE NO.
SURVEY
PLOT - N. GRAY

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

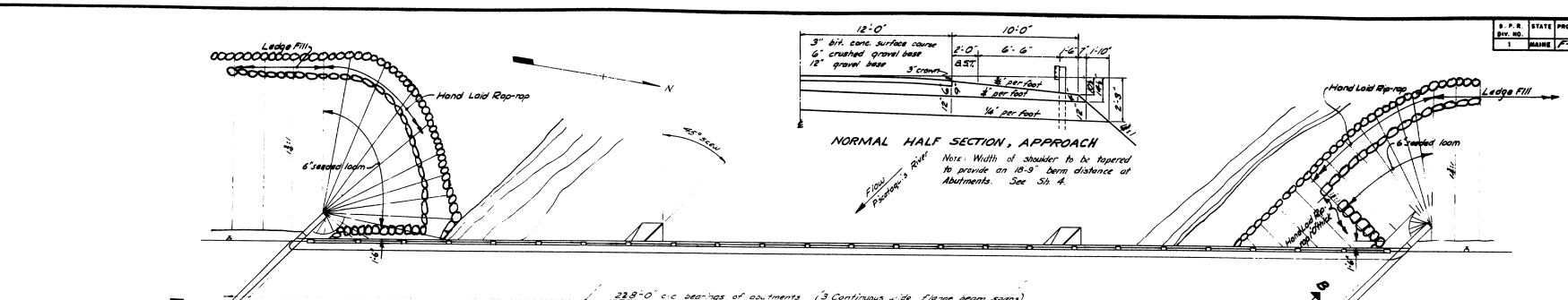
UPPER ABBOT BRIDGE
OVER
PISCATAQUIS RIVER
IN THE TOWN OF
ABBOT
PISCATAQUIS COUNTY
FOUNDATION SURVEY

SHEET 2 OF 10 AUGUSTA, MAINE MAY 1956

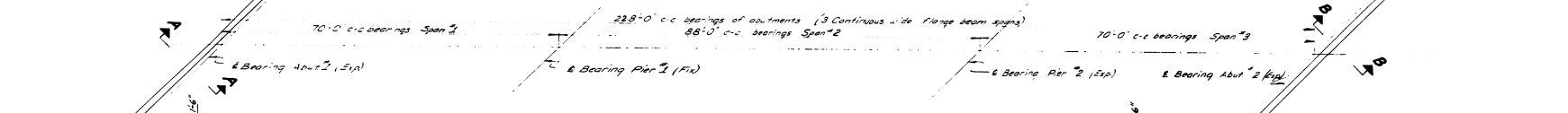
M-730



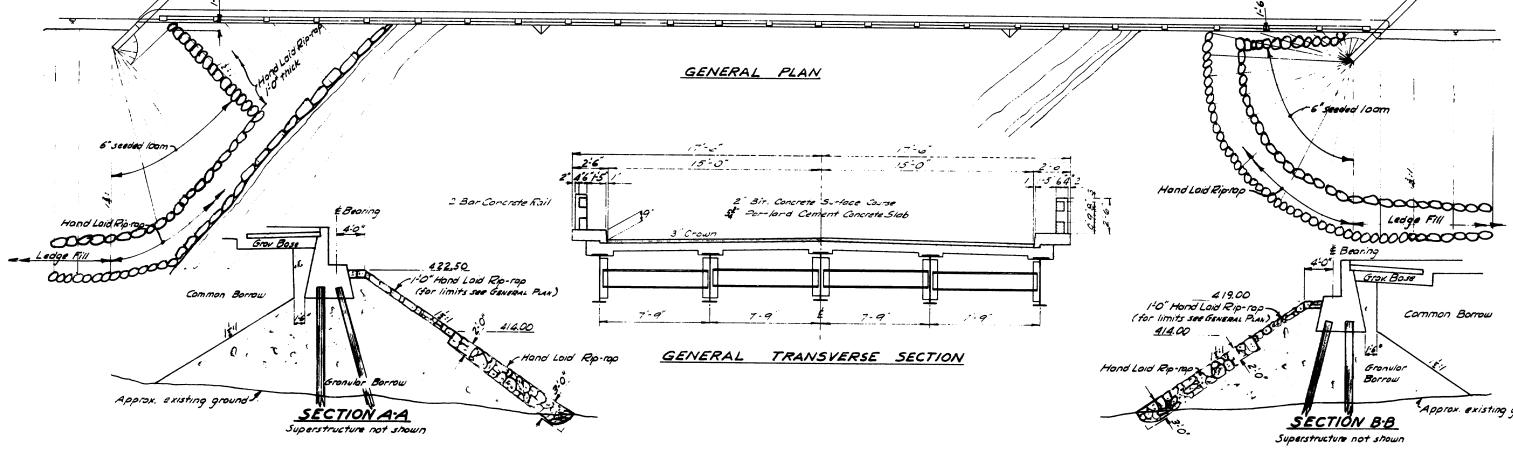
B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-037-1(4)	3	43



NORMAL HALF SECTION, APPROACH



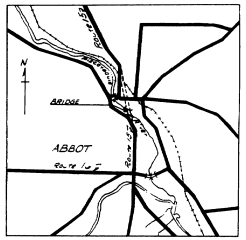
GENERAL PLAN



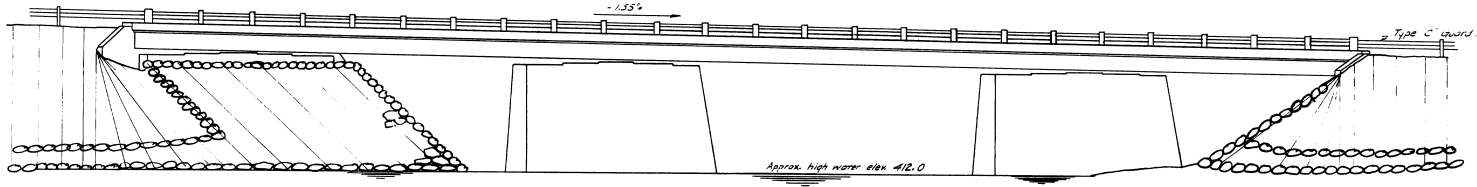
SECTION A-A
Superstructure not shown

GENERAL TRANSVERSE SECTION

SECTION B-B
Superstructure not shown



LOCATION MAP
Scale 1" = 1 mile



GENERAL ELEVATION

Specifications
Design AASHO 1953
Construction State of Maine, Standard Specifications, Revision of January, 1956
Loading H20-S16-44

CONCRETE CLASSIFICATION

Piers & Abutments	Class B
Superstructure & Approach Slabs	" A
Rail Posts & Bars	" Y

DESIGN

f_s = 18,000 p.s.i.
f_c = 1,200 p.s.i.
n = 10

DESIGN - BISSELL
TRACE - GRAY
CHECK

BRIDGE NO.
SURVEY -
PLOT -

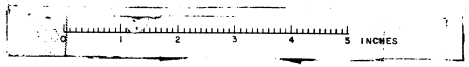
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

UPPER ABBOT BRIDGE
OVER
PISCATAQUIS RIVER
IN THE TOWN OF
ABBOT
PISCATAQUIS COUNTY

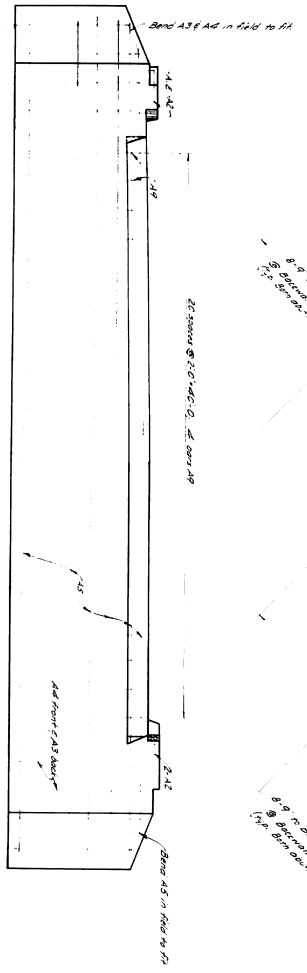
GENERAL PLAN & ELEVATION

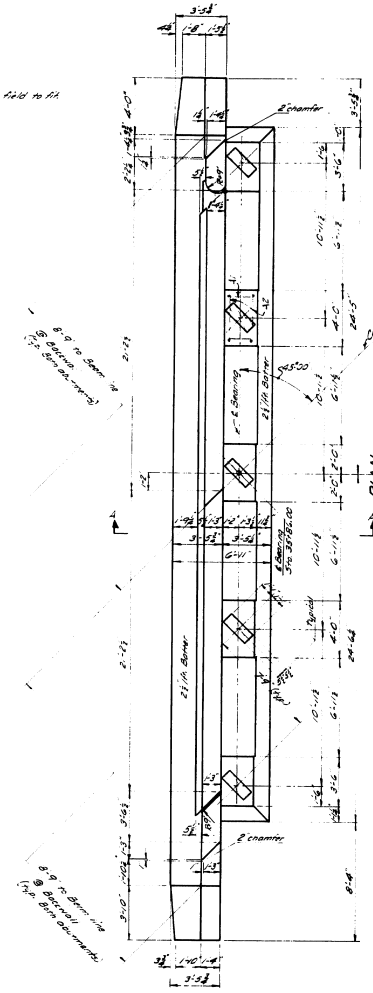
SHEET 3 OF 10 AUGUSTA, MAINE MAY 1956

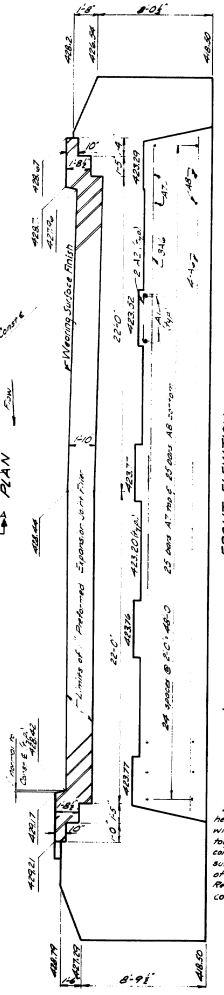
M-731



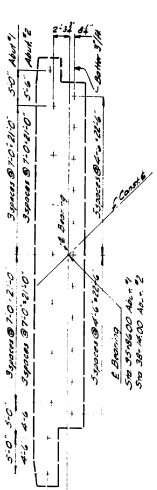
B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-037-1(5)	10	43





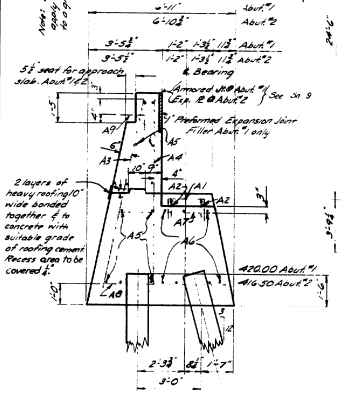


Note: Bottom of backwall, with the exception of the parapets and wings, slopes to the front face of the backwall only. Construct top of backwall to a grade of -1.50% parallel to Station 8.



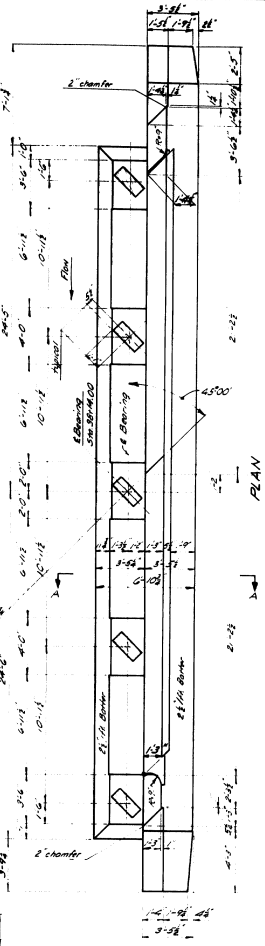
PILE PLAN

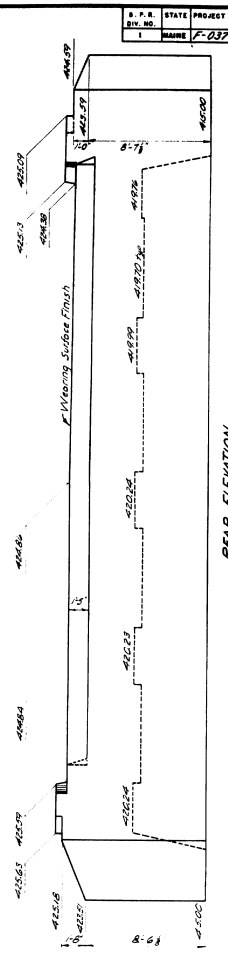
As shown for Abut. #1
Rotate 180° for Abut. #2



SECTION A-A

Note: Cover the construction joints in the abutments as above described. The tiles of the joints are to be at the highest bridge seat in the abutment being constructed. There shall be no other horizontal joints.





ABUTMENT #1 DETAILS

Dress shaded bearing areas to exact elevations shown.
Place steel in bridge seat to clear anchor bolts.

ABUTMENT #2 DETAILS

Reinforced same as Abut. #1.
Dress shaded bearing areas to exact elevations shown.

PILES

42 treated wood piles required with a design load of 20 tons per pile. Estimated length below cut-off is 32 ft. for both abutments. The actual length to be ordered will be determined by the use of test piles. Fill shall be placed to the elevation of the bottom of the abutments, before the test piles are driven.

Test piles shall be untreated wood piles and shall be paid for under Item 708-1A.

DESIGN - RISSEL
TRACE - GRAY
CHECK - [illegible]

BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

UPPER ABBOT BRIDGE
OVER
PISCATAQUIS RIVER
IN THE TOWN OF
ABBOT
PISCATAQUIS COUNTY

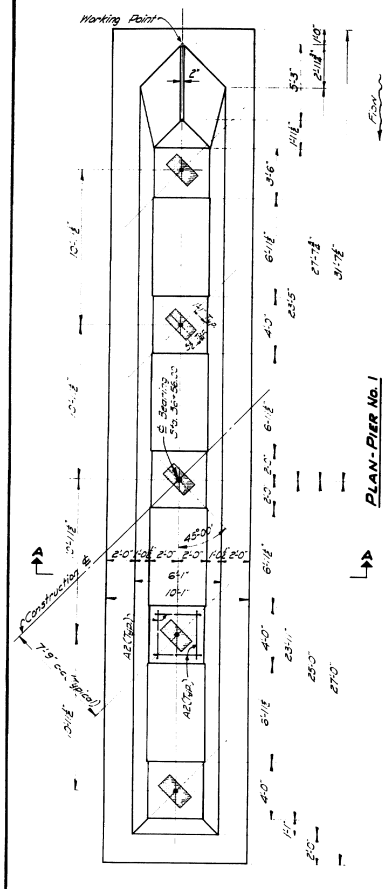
ABUTMENTS

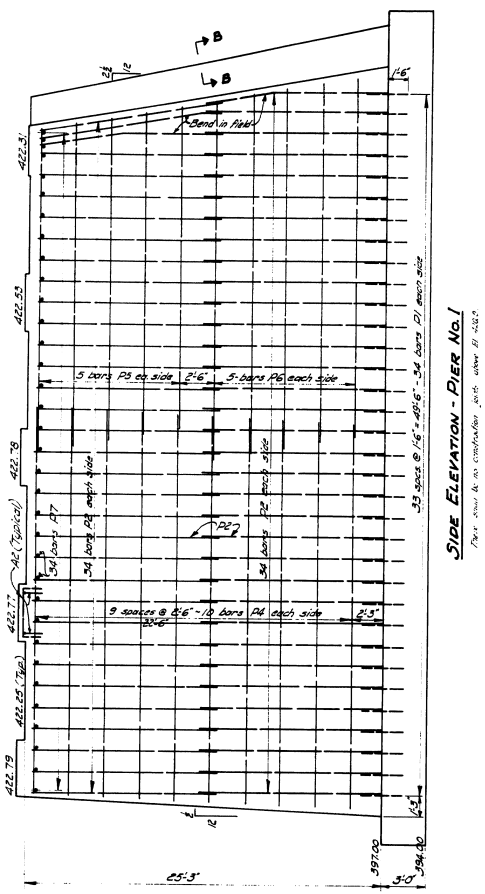
SHEET 4 OF 10 AUGUSTA, MAINE JUNE 1956

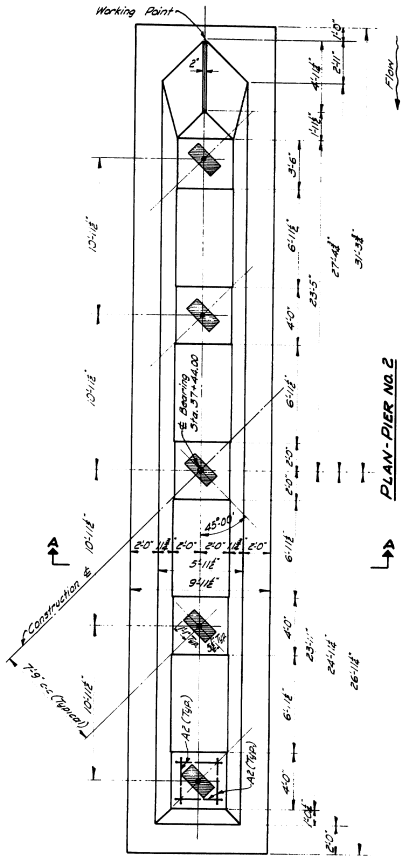
M-732

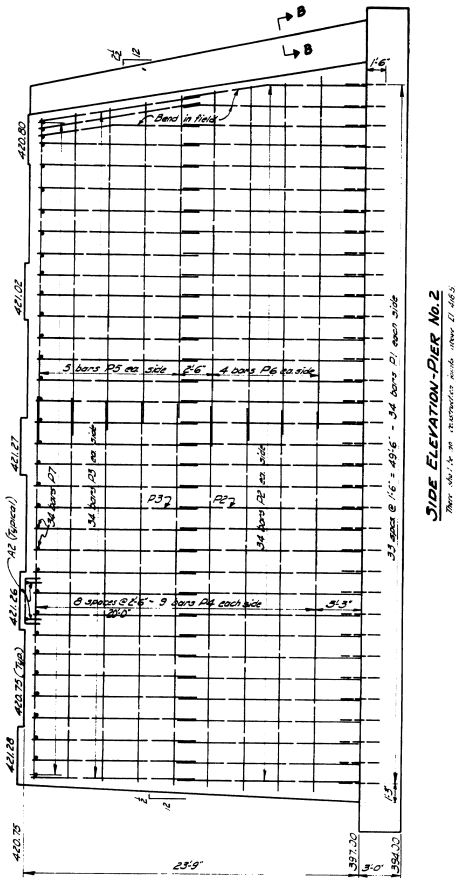
0 1 2 3 4 5 INCHES

B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-037-1(6)	11	43

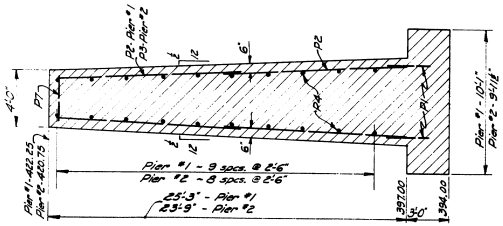




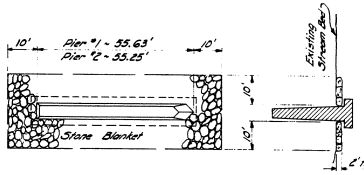




SECTION B-B



SECTION A-A



STONE BLANKET
Pier No. 1 & No. 2

NOTE: Dress shaded bearing areas to exact elevations shown.

NOTE: Payment for the excavation required for placing of Stone Blanket to be made at the contract unit price for Item 204-14, Structural Earth Excavation - Piers.

Note: Steel sheet pile cofferdams shall be used in construction of the piers.

DESIGN - RISSEL
TRACE - CLARK
CHECK - [illegible]
BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

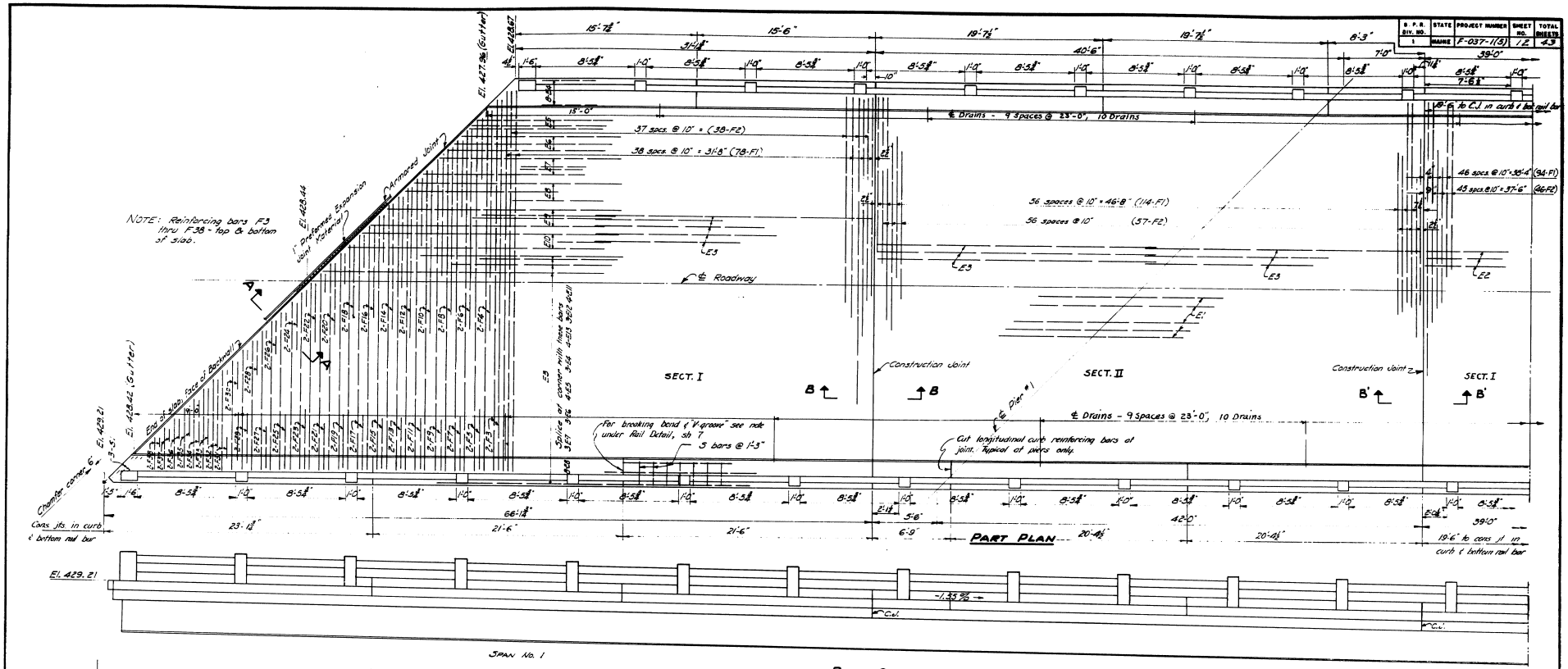
UPPER ABBOT BRIDGE
OVER
PISCATAQUIS RIVER
IN THE TOWN OF
ABBOT
PISCATAQUIS COUNTY
SUBSTRUCTURE

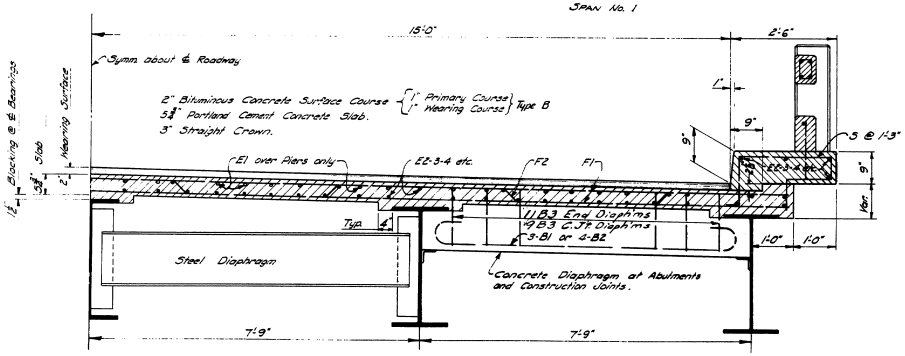
SHEET 5 OF 10 AUGUSTA, MAINE JUNE 1956

M-733

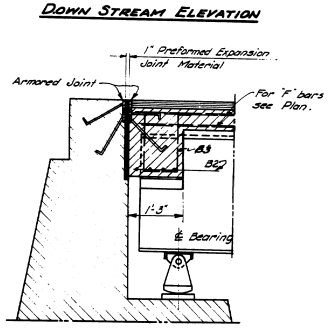
0 1 2 3 4 5 INCHES

B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-037-1(5)	12	43



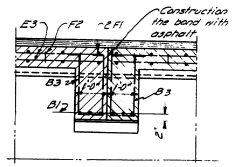


HALF TRANSVERSE SECTION
Typical



SECT. A-A

DOWN STREAM ELEVATION



SECT. B-B
Sect. B-B' is the same except for reinforcing steel. See Plan.

DESIGN - RISSEL DET. - C.S.A.
TRACE - SMITH, E.V.
CHECK - J.F.
BRIDGE NO.
SURVEY -
PLOT -

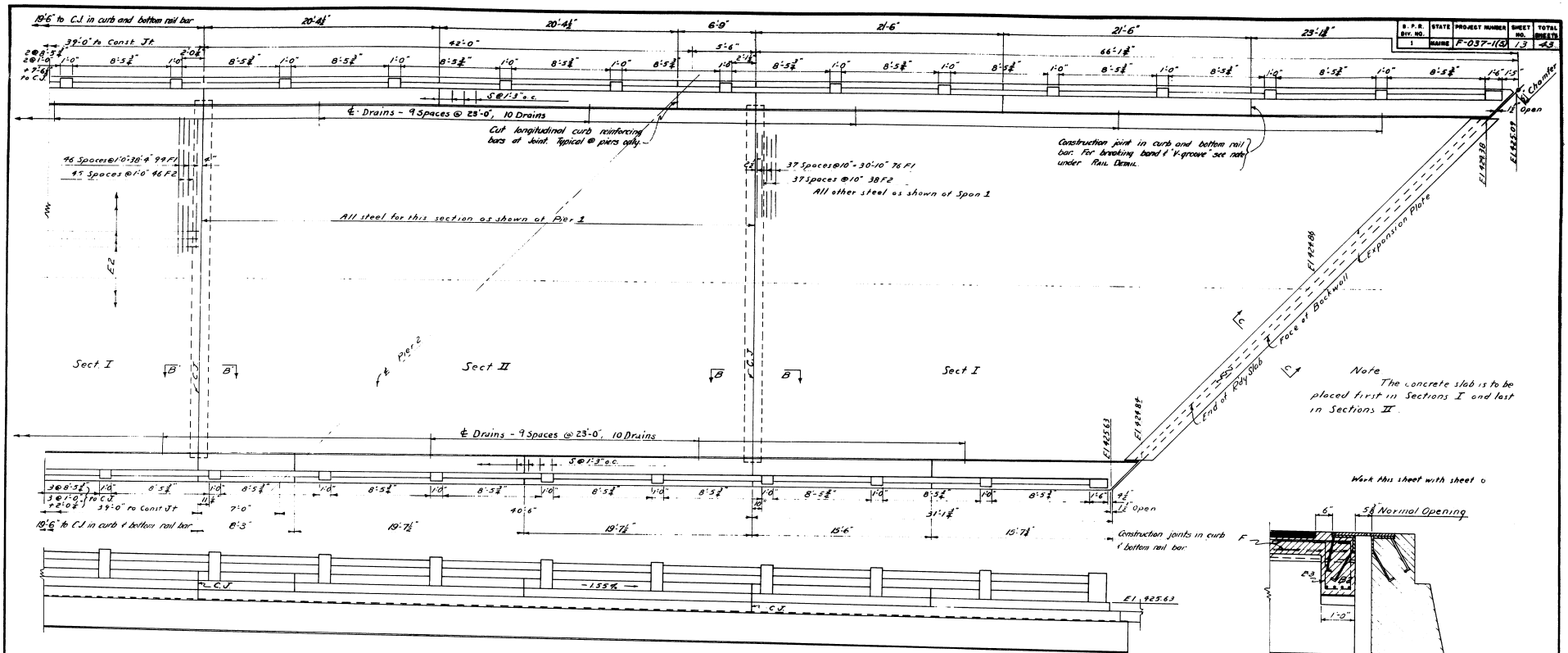
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

UPPER ABBOT BRIDGE
OVER
PISCATAQUIS RIVER
IN THE TOWN OF
ABBOT
PISCATAQUIS COUNTY
SUPERSTRUCTURE

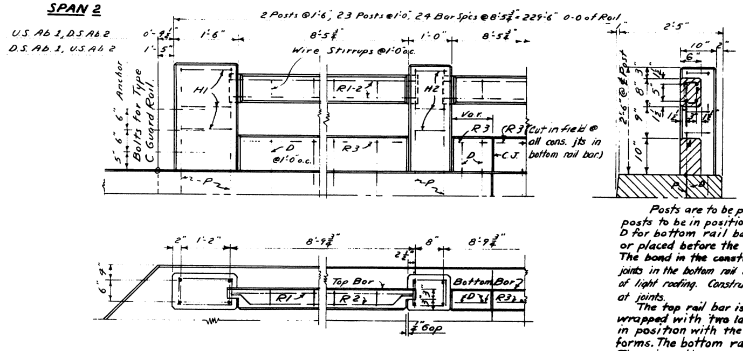
SHEET 6 OF 10 AUGUSTA, MAINE JUNE 1956

M-734

0 1 2 3 4 5 INCHES



SPAN 2



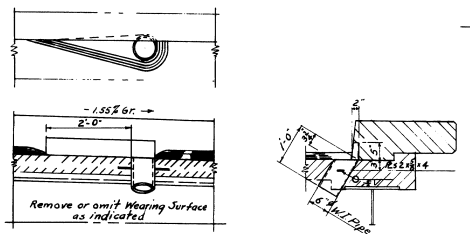
RAIL DETAIL

SPAN 3

Posts are to be plumb and level on top. Steel for posts to be in position before curb is placed and bars D for bottom rail bar are also to be either in position or placed before the curb concrete has taken any set. The bond in the construction joints in the curbs and the joints in the bottom rail bars is to be broken with one thickness of light roofing. Construct ½" V-groove in all exposed faces of joints.

The top rail bar is to be precast, the tongue ends wrapped with two layers of heavy roofing and set in position with the ends projecting 2½" into the post forms. The bottom rail bar is to be cast in place. The wire stirrups are to be formed from a single strand of #9 annealed wire with a complete turn around each bar.

Chamfer all exposed edges of concrete ½ inch.



NOTE: Payment for the 6" WI Drain to be included in the contract unit price paid for Item 701-40, Portland Cement Concrete, Roadway and Sidewalk Slabs on Steel Bridges.

WROUGHT IRON PIPE DRAIN
20 - Req'd.

S. P. R. Div. No.	State	Project Number	Sheet No.	Total Sheets
1	Maine	F-037-1(5)	13	43

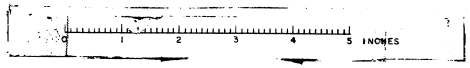
DESIGN - RISSEL DET. - C.S.A.
TRACE - SMITH, E.V.
CHECK -
BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

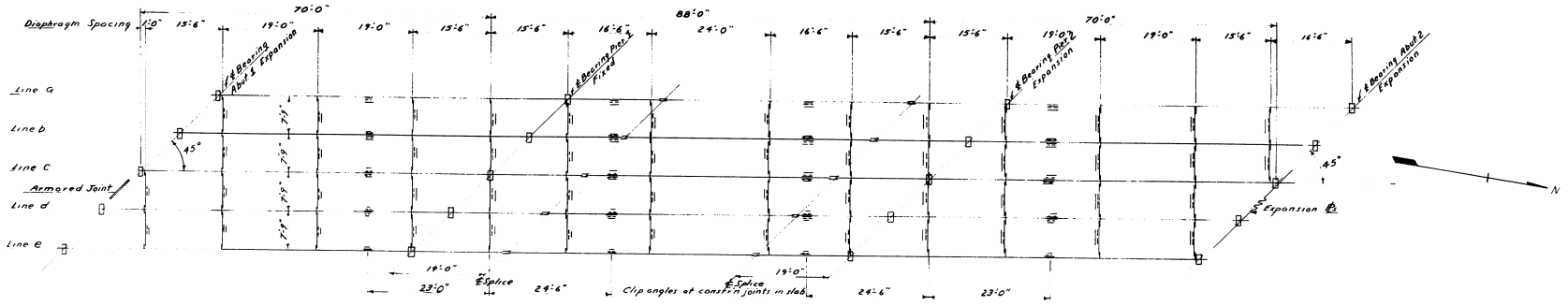
UPPER ABBOT BRIDGE
OVER
PISCATAQUIS RIVER
IN THE TOWN OF
ABBOT
PISCATAQUIS COUNTY
SUPERSTRUCTURE

SHEET 7 OF 10 AUGUSTA, MAINE JUNE 1956

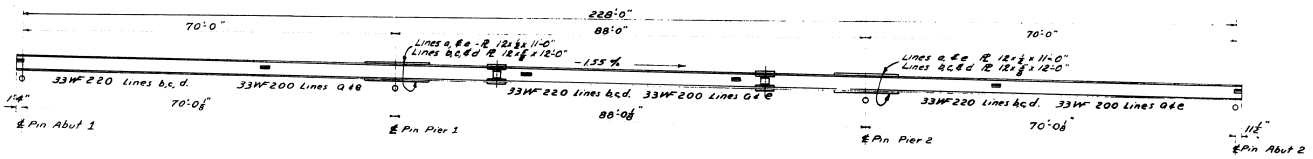
M-735



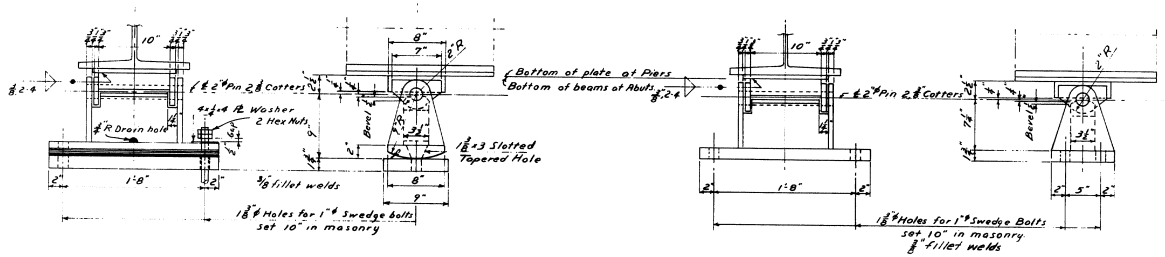
S. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-037-1(6)	1-A	43



ERECTION DIAGRAM



ELEVATION



EXPANSION PEDESTAL
Pier 2 & Abutments

FIXED PEDESTAL
Pier 1

SPECIFICATIONS
Design & Detail: A.A.S.H.O., 1953
Fabrication & Erection: State of Maine, State Highway Comm. Standard Specifications 1936.
Loading: H20-S16-44
Field Connections: ⅞" ℄ holes unless otherwise indicated. ⅞" ℄ rivets or high tensile strength bolts.
Materials: Girders and cover plates to be structural weldable steel, A.S.T.M. Designation A373

DESIGN - RISSELL DET - C.S.A.
TRACE - SMITH, E.V.
CHECK -
BRIDGE NO.
SURVEY -
PLOT -

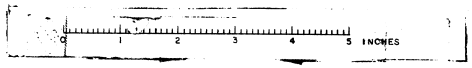
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

UPPER ABBOT BRIDGE
OVER
PISCATAQUIS RIVER
IN THE TOWN OF
ABBOT
PISCATAQUIS COUNTY

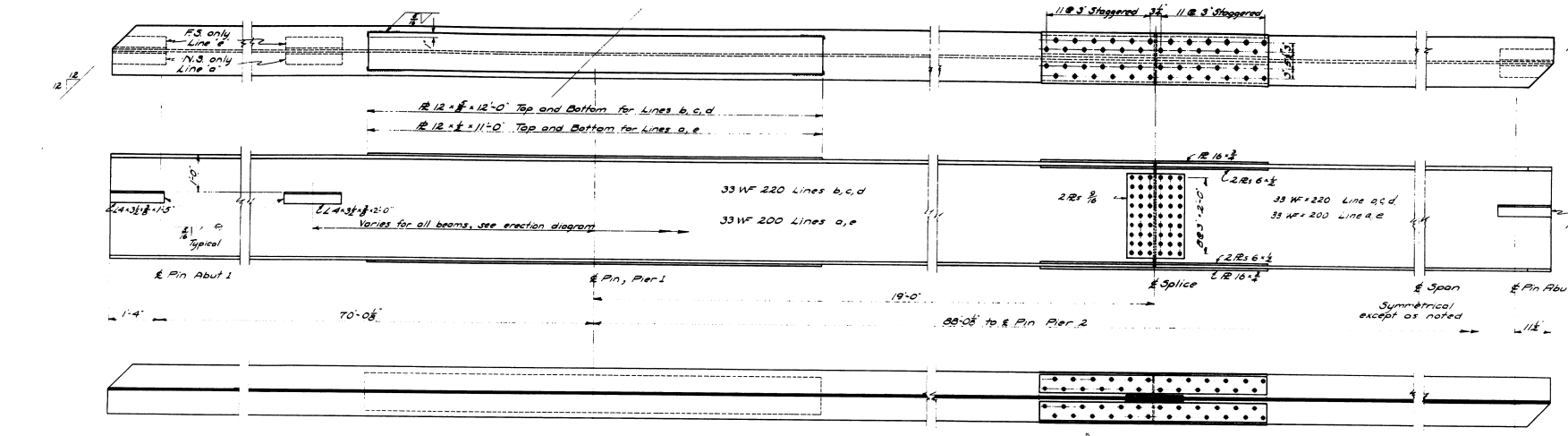
ERECTION DIAGRAM

SHEET 8 OF 10 AUGUSTA, MAINE JUNE, 1956

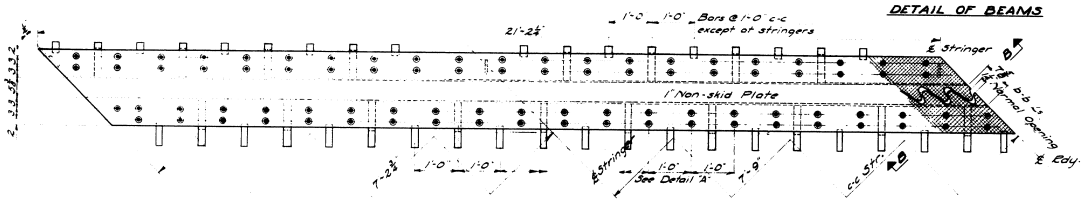
M-736



B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-037-1(6)	15	43

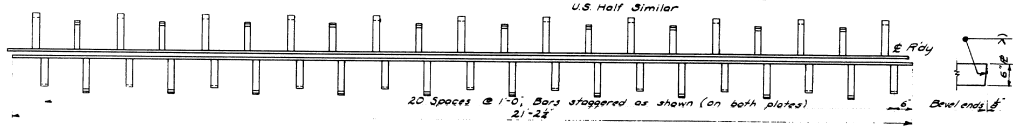


DETAIL OF BEAMS



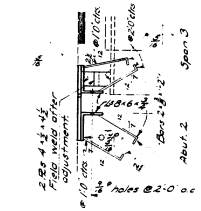
D.S. HALF EXPANSION PLATE AT ABUT. 2

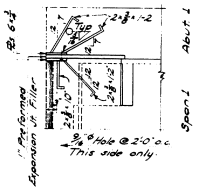
U.S. Half Similar

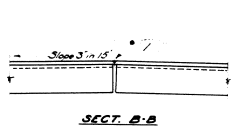


D.S. HALF ARMORED JOINT AT ABUT. 1

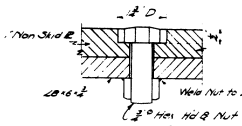
U.S. Half Similar



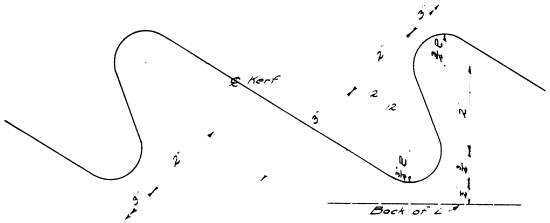




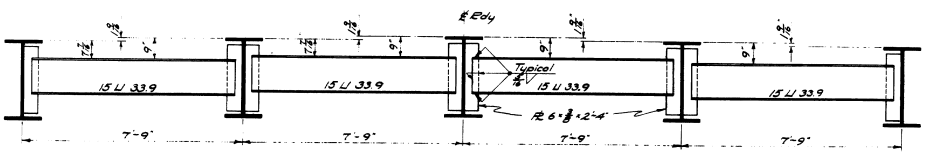
SECT. B-B



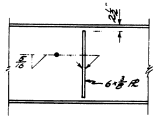
DETAIL "A"



CUTTING DIAGRAM



TRANSVERSE SECTION



DIAPHRAGM PL to BEAM
Typical

DESIGN - RISSEL DET. - C.S.A.
TRACE - BAILEY
CHECK -
BRIDGE NO.
SURVEY -
PLOT -

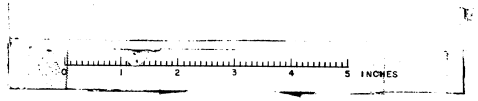
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

UPPER ABBOT BRIDGE
OVER
PISCATAQUIS RIVER
IN THE TOWN OF
ABBOT
PISCATAQUIS COUNTY

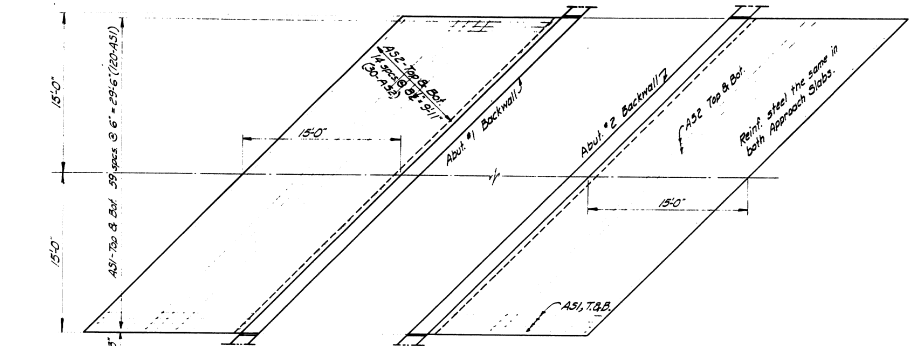
STRUCTURAL STEEL

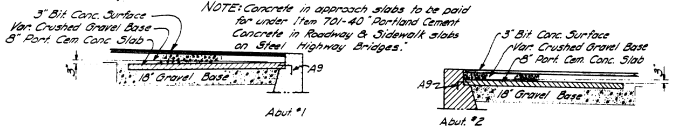
SHEET 9 OF 10 AUGUSTA, MAINE JUNE, 1956

M-738

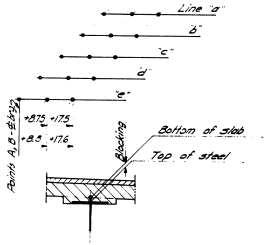


B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-037-1(5)	10	43





APPROACH SLABS

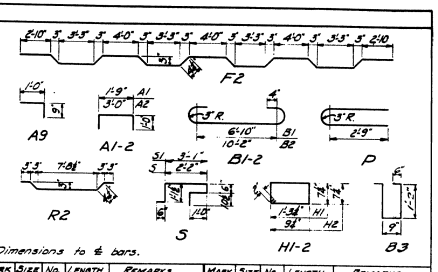


NOTE: To compensate for Dead Load Deflection as well as inequalities in rolling steel, the following procedure is to be used:
Before any slab forms are constructed, elevations are to be taken at the top of the structural steel, at the points indicated, and subtracted from "Elevations - Bottom of slab." The result will be the blocking to be used, when constructing the forms.

BLOCKING

ELEVATIONS - BOTTOM OF ROADWAY SLAB

Point	Line "a"	Line "b"	Line "c"	Line "d"	Line "e"	
A	427.27	427.52	427.77	427.76	427.75	℄ brg. - Abut. #1
+8.75	427.16	427.41	427.66	427.65	427.64	
17.5	427.04	427.29	427.54	427.53	427.52	
26.25	426.91	427.16	427.41	427.40	427.39	
35.0	426.78	427.03	427.27	427.26	427.25	
43.75	426.63	426.88	427.13	427.12	427.11	
52.5	426.48	426.73	426.98	426.97	426.96	
61.25	426.33	426.58	426.83	426.82	426.81	
B	426.19	426.44	426.69	426.68	426.67	℄ brg. - Pier #1
+8.8	426.06	426.31	426.56	426.55	426.54	
17.6	425.94	426.19	426.44	426.43	426.42	
26.4	425.82	426.07	426.32	426.31	426.30	
35.2	425.70	425.95	426.20	426.19	426.18	
44.0	425.57	425.82	426.07	426.06	426.05	
52.8	425.43	425.68	425.93	425.92	425.91	
61.6	425.28	425.53	425.78	425.77	425.76	
70.4	425.12	425.37	425.62	425.61	425.60	
79.2	424.97	425.22	425.47	425.46	425.45	
C	424.82	425.07	425.32	425.31	425.30	℄ brg. - Pier #2
+8.75	424.69	424.94	425.19	425.18	425.17	
17.5	424.57	424.82	425.07	425.06	425.05	
26.25	424.45	424.70	424.95	424.94	424.93	
35.0	424.33	424.58	424.83	424.82	424.81	
43.75	424.19	424.44	424.69	424.68	424.67	
52.5	424.05	424.30	424.55	424.54	424.53	
61.25	423.90	424.15	424.40	424.39	424.38	
D	423.74	423.99	424.24	424.23	424.22	℄ brg. - Abut. #2



MARK	SIZE	No.	LENGTH	REMARKS
A1	#5	22	3'-9"	Abutments
A2	#5	66	5'-0"	Abuts. & Piers
A9	#6	82	11'-9"	Abutments
B1	#8	96	9'-0"	Int. Diaphragms
B2	#8	32	12'-5"	Ext. "
B3	#4	376	3'-1"	All "
A5	#6	44	30'-8"	Abuts. (splice)
A6	#6	28	24'-8"	" "
P1	#6	136	3'-0"	Piers
P2	#6	204	13'-0"	"
P3	#6	68	11'-6"	Pier #2
A3	#5	60	9'-0"	Abuts.
A4	#5	60	8'-10"	"
P4	#5	38	27'-0"	Piers
P5	#5	20	22'-7"	"
P6	#5	18	25'-6"	"
P7	#5	68	3'-6"	"
A7	#4	50	4'-6"	Abuts.
A8	#4	50	6'-0"	"
D	#6	392	1'-4"	Bot. Rail - Curb
F1	#5	476	32'-8"	Slab
F3	#5	8	32'-0"	"
F4	↓	↓	31'-2"	"
F5			30'-4"	"
F6			29'-6"	"
F7			28'-8"	"
F8			27'-10"	"
F9			27'-0"	"
F10			26'-2"	"
F11			25'-4"	"
F12			24'-6"	"
F13			23'-8"	"
F14			22'-10"	"
F15			22'-0"	"
F16			21'-2"	"
F17			20'-4"	"
F18			19'-6"	"
F19	↓	↓	18'-8"	"
F20	#5	8	17'-10"	Slab
F21	#5	8	17'-0"	Slab
F22	↓	↓	16'-2"	"
F23			15'-4"	"
F24			14'-6"	"
F25			13'-8"	"
F26			12'-10"	"
F27			12'-0"	"
F28			11'-2"	"
F29			10'-4"	"
F30			9'-6"	"
F31			8'-8"	"
F32			7'-10"	"
F33			7'-0"	"
F34			6'-2"	"
F35			5'-4"	"
F36			4'-6"	"
F37	↓	↓	3'-8"	"
F38	#5	8	2'-10"	Slab
R3	#5	A9	8'-4"	Bot Rail Bar
A51	#5	240	141'-8"	Approach Slab
A52	#4	120	22'-0"	" " (spl)
R1	#4	96	8'-9"	Top Rail Bar
E1	#4	60	16'-0"	Top slab @ Piers
E2	↓	120	19'-9"	Slab (splice)
E3		466	24'-0"	"
E4		22	10'-0"	"
E5		14	12'-0"	"
E6		12	14'-0"	"
E7		14	16'-0"	"
E8		22	18'-0"	"
E9		8	20'-0"	"
E10		6	22'-0"	"
E11		8	4'-0"	"
E12	↓	6	6'-0"	"
E13	#4	8	8'-0"	Slab (splice)
P	#6	100	6'-3"	Rail Posts
F2	#5	236	33'-6"	Slab
R2	#4	96	8'-11"	Top Rail Bar
S	#4	368	6'-2"	Curbs
H1	#3	12	4'-1"	End Rail Posts
H2	#3	138	3'-1"	Int. " "
S1	#4	6	7'-1"	Curb ℄ ends

DESIGN - RISSEL DET. - C.S.A.
TRACE CLARK
CHECK - [illegible]
BRIDGE NO.
SURVEY
PLOT -

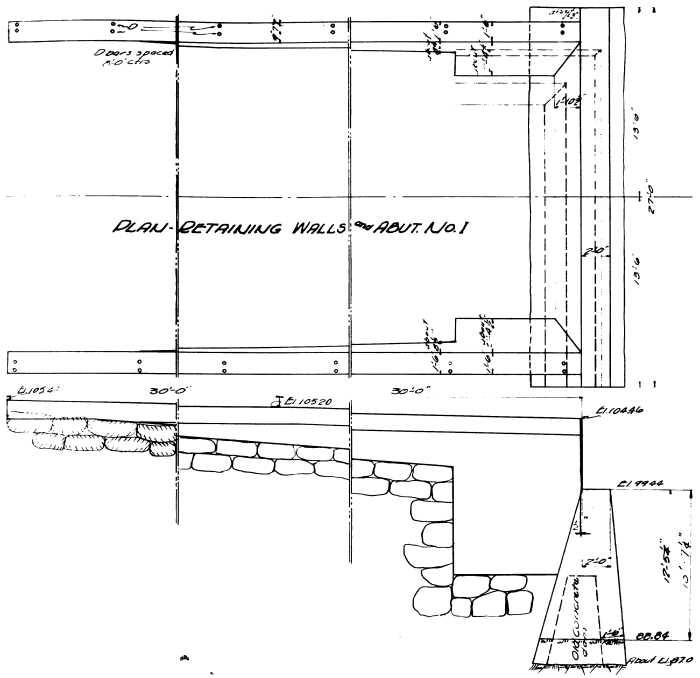
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

UPPER ABBOT BRIDGE
OVER
PISCATAQUIS RIVER
IN THE TOWN OF
ABBOT
PISCATAQUIS COUNTY

REINFORCING STEEL - APP. SLABS - BLOCKING

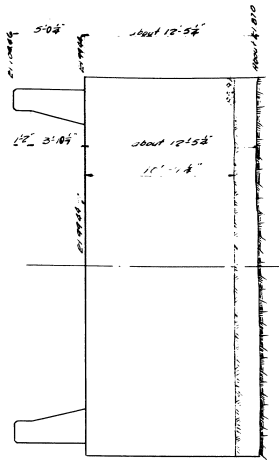
SHEET 10 OF 10 AUGUSTA, MAINE JUNE 1956

M-739

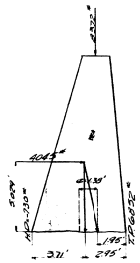


PLAN - RETAINING WALLS and ABUT. No. 1

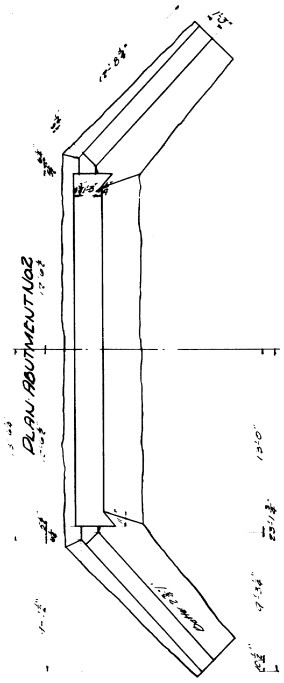
SIDE ELEVATION RETAINING WALL and SECTION ABUT. NO. 1



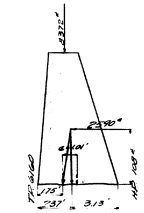
ABUT ELEV. ABUT. NO. 1



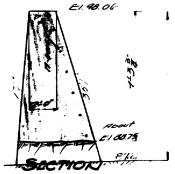
ANALYSIS - ABUT. No. 1



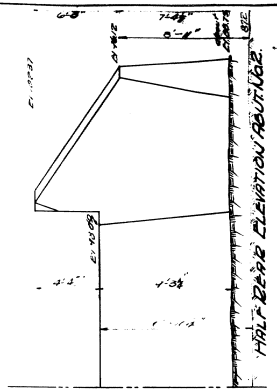
PLAN ABUTMENT NO2



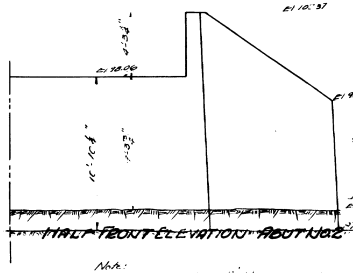
ANALYSIS - ABUT. No2



SECTION ABUTMENT NO.2



HALF BACK ELEVATION ABUT NO2.



HALF FRONT ELEVATION ABUT NO2

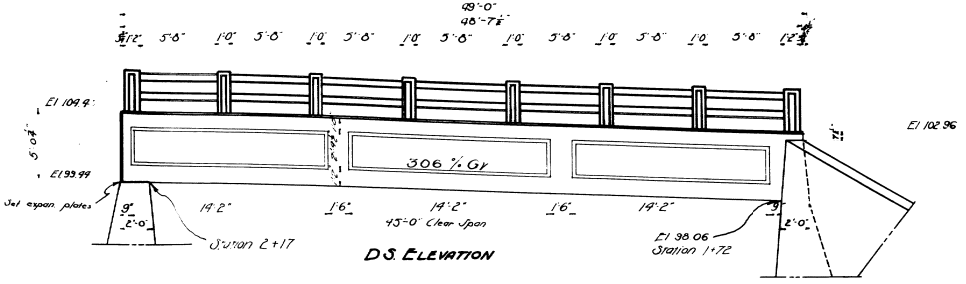
Note: Quantities subject to revision as field changes req'd.

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
Sheet 2

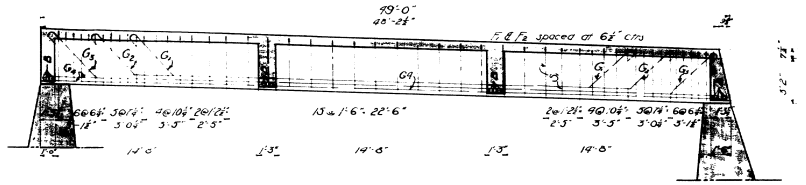
UPPER ABBOT BRIDGE
OVER
PISCATAQUIS RIVER
IN THE TOWN OF
ABBOT
PISCATAQUIS CO.
SUBSTRUCTURE PLAN

Sheet 2 of 3 Augusta, Me. June 1932

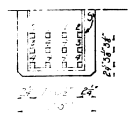
0 1 2 3 4 5 INCHES



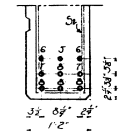
D.S. ELEVATION



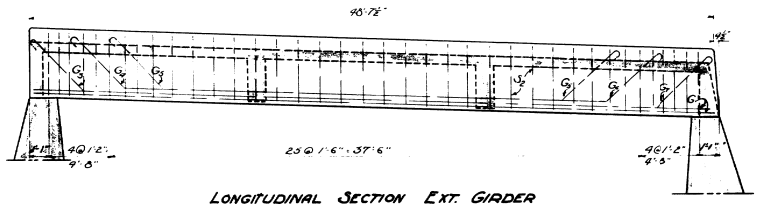
Longitudinal Section
INTERIOR GIRDER



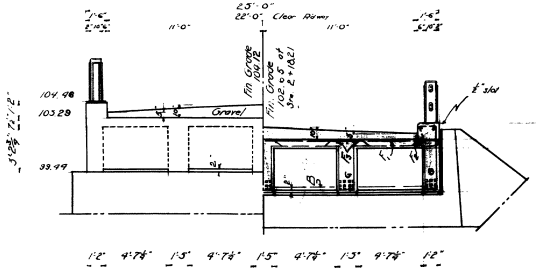
INTERIOR GIRDER



EXTERIOR GIRDER

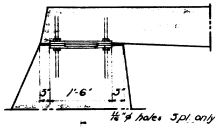


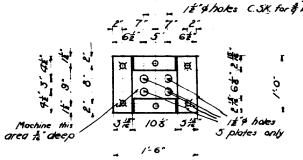
LONGITUDINAL SECTION EXT. GIRDER



HALF END VIEW

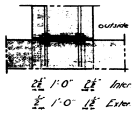
HALF TRANSVERSE SECTION





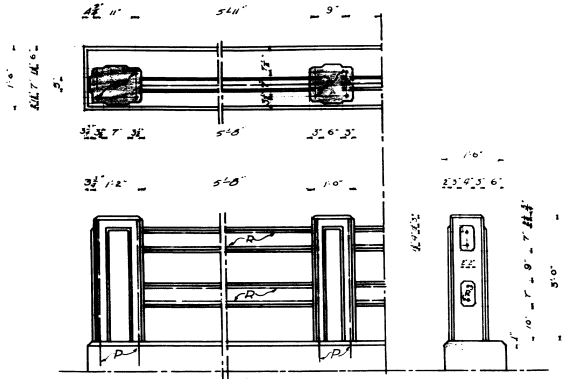
EXPANSION BEARING DETAIL

Note: Expansion plates will be furnished by the Commission f.o.b. nearest railway station.



—Required—
10 steel plates 1'-6"×8"×12"
10 phosphor bronze pl. 10"×8"×⅜"

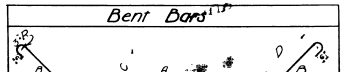
40 bolts ¾"×1'-0" c.sk. heads, threaded full length. Grooves in steel plates to be cut ⅜" to ⅝" deeper than center to allow machining of bed area. Bronze plates to be finished smooth and true either by rolling or by a final finishing cut.



RAIL DETAILS

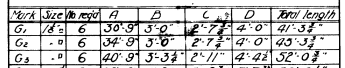
Note: Curb and slab to be cast together. Steel for posts to be set in curb. Precast rail bars in lengths of 6'-7". Place rail bars in position with ends projecting into post forms 2½". Wrap end 6" with two thicknesses of light roofing felt, or fibreen. Fold in ends and when post forms are removed cut away all felt or fibreen exposed. Panels on posts to be ⅞" thick. Chamfer all exposed edges of concrete ¾" unless otherwise indicated.

Bent Bars



Mark	Size	No. req'd	A	B	C	D	Total length
G_1	⅞" ø	6	30'-9"	3'-0"	2'-7½"	4'-0"	41'-3½"
G_2	⅞" ø	6	34'-9"	3'-0"	2'-7½"	4'-0"	45'-3½"
G_3	⅞" ø	6	40'-9"	3'-3½"	2'-11"	4'-42"	52'-0⅜"
G_4	⅞" ø	2	22'-2"	4'-2"	3'-3½"	3'-7½"	36'-0½"
G_5	⅞" ø	2	30'-7"	4'-2"	3'-3½"	3'-7½"	44'-3½"
G_6	⅞" ø	4	30'-7"	4'-2"	3'-3½"	3'-7½"	44'-3½"
G_7	⅞" ø	4	38'-11"	4'-3"	4'-0⅜"	6'-0"	53'-5⅜"

F_2 ⅞" ø 99 req'd Total length 27'-10¾"



J ¾"ø × 9'-2½" - 130 req'd 3 ¾"ø × 12'-4" 68 req'd

All steel to be plain bars of structural grade
All dimensions to center line of bars

Straight Bars

Mark	Size	No. req'd	Length	Location
F	⅞" ø	90	29'-6"	Slab
F_3	¾" ø	16	48'-0"	"
C	¾" ø	9	48'-4½"	Curb
G_8	⅝"-□	18	90'-6"	Girder
R	⅞" ø	36	5'-9"	Rails
P	⅞" ø	69	4'-0"	Posts
B	1" ø	16	29'-9"	X-Beams
A	1" ø	20	8'-0"	Abut.
G_9	⅞" ø	8	90'-6"	Girder
D	⅝" ø	69	2'-9"	Curb approach

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
2

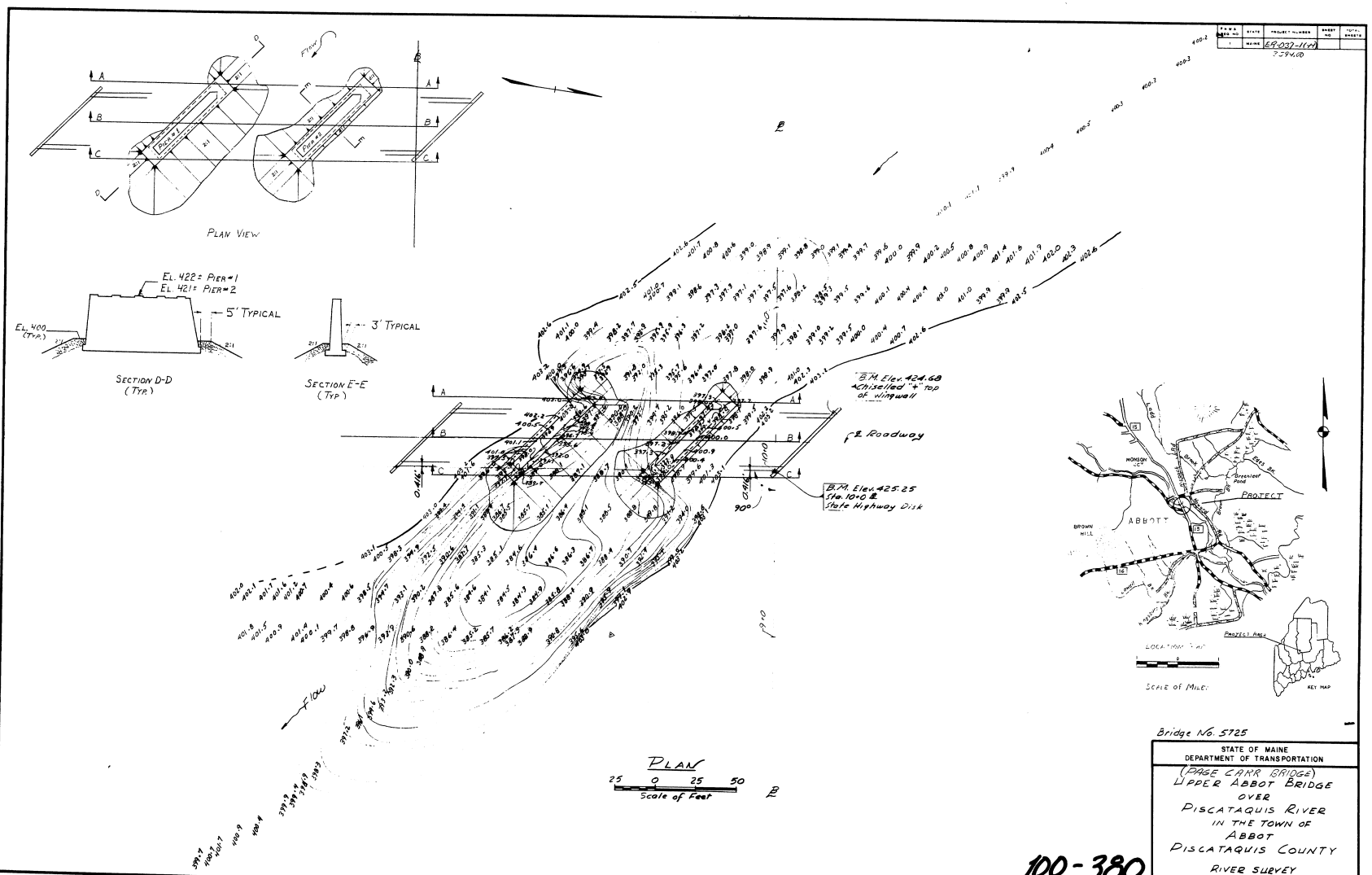
UPPER ABBOT BRIDGE
OVER
PISCATAQUIS RIVER
IN THE TOWN OF
ABBOT, PISCATAQUIS CO.

SUPERSTRUCTURE

SHEET 3 of 3 AUGUSTA, ME. JULY 13, 1929

Traced by W.H.D.
Checked by T.H.E.G.K.S.

0 1 2 3 4 5 INCHES



P.A.W.S. PROJ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	69.037-1(14) 7374.00		

Survey Plotted 7-87 Compliment of GTA

PROJECT	DESIGN - DETAILED	BY	DATE
PLANS	CHECKED		
	REVISIONS		
	FIELD CHANGES		

BRUNING 44-132 (07/10-)

Bridge No. 5725

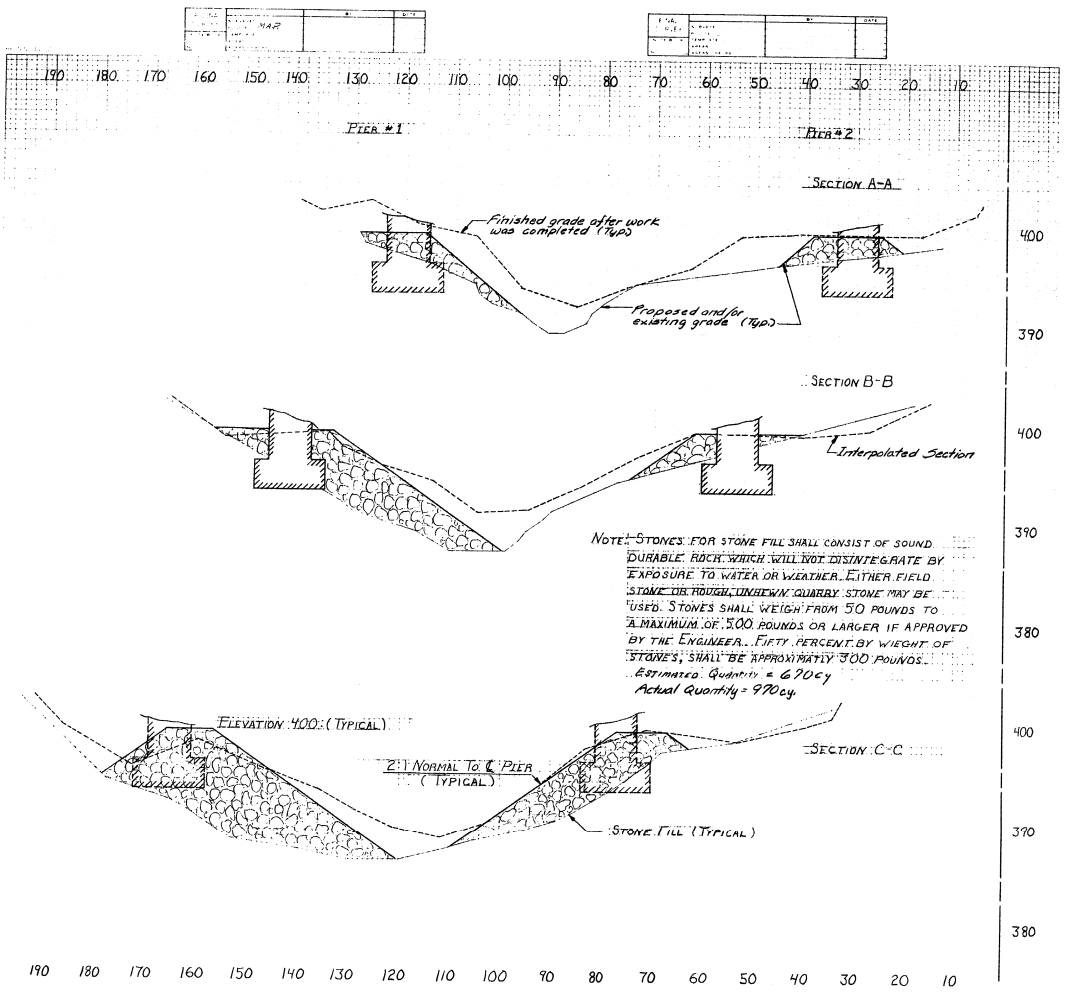
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

(PAGE CARR BRIDGE)
UPPER ABBOT BRIDGE
OVER
PISCATAQUIS RIVER
IN THE TOWN OF
ABBOT
PISCATAQUIS COUNTY

RIVER SURVEY

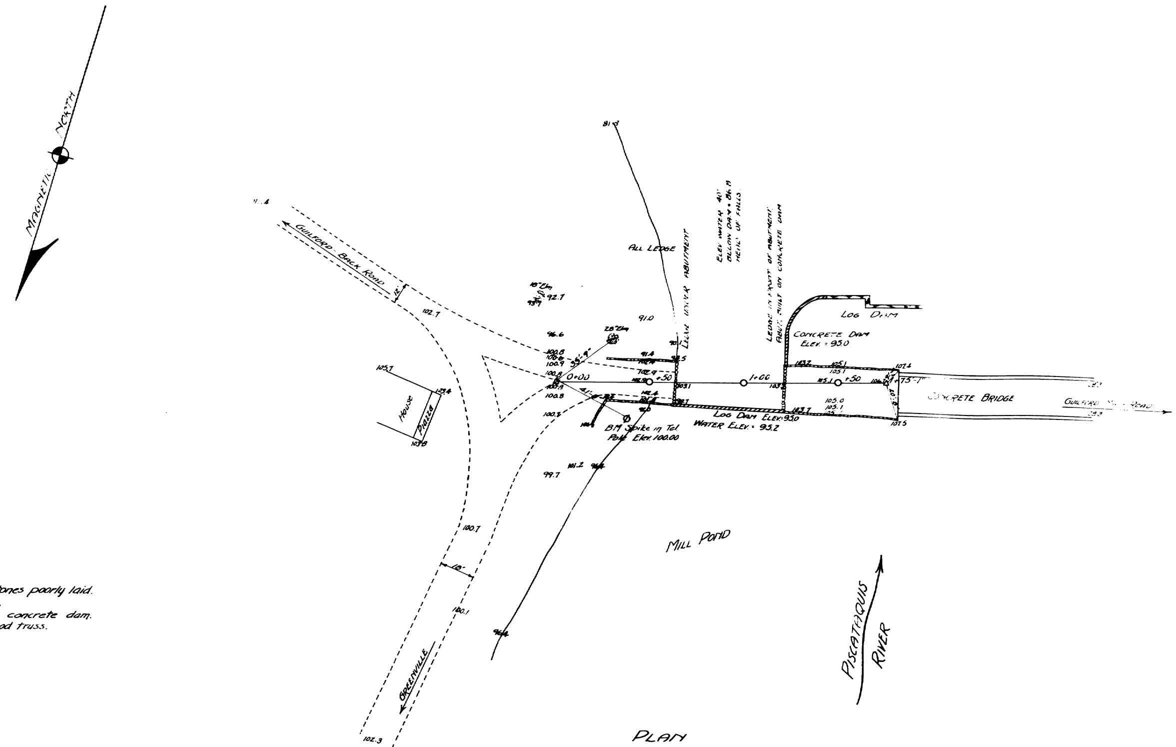
SHEET 1 OF 2 AUGUSTA, MAINE JUNE 1987

100-380

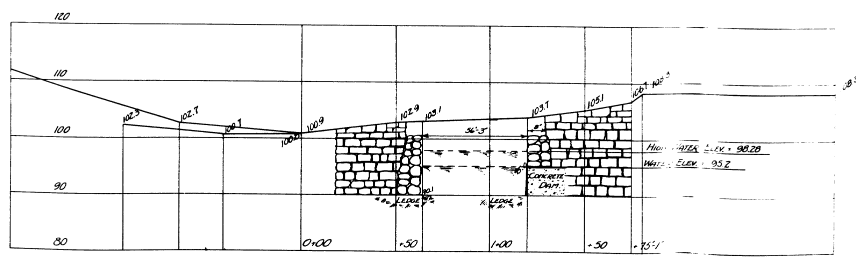


100-381

Sheet 2 of 2



PLAN
SCALE ~ 1" = 30'



PROFILE
SCALE H ~ 1" = 30'
V ~ 1" = 10'

Abutments consist of small stones poorly laid.
East abutment rests on ledge.
West abutment rests on top of concrete dam.
Superstructure is a covered wood truss.
Truss timbers are fairly sound.
Drainage area = 113 sq. mi.

Survey by: H. H. S.
Plotted by: H. H. S.
Traced by: H. H. S.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

UPPER ABBOT BRIDGE

OVER

PISCATAQUIS RIVER

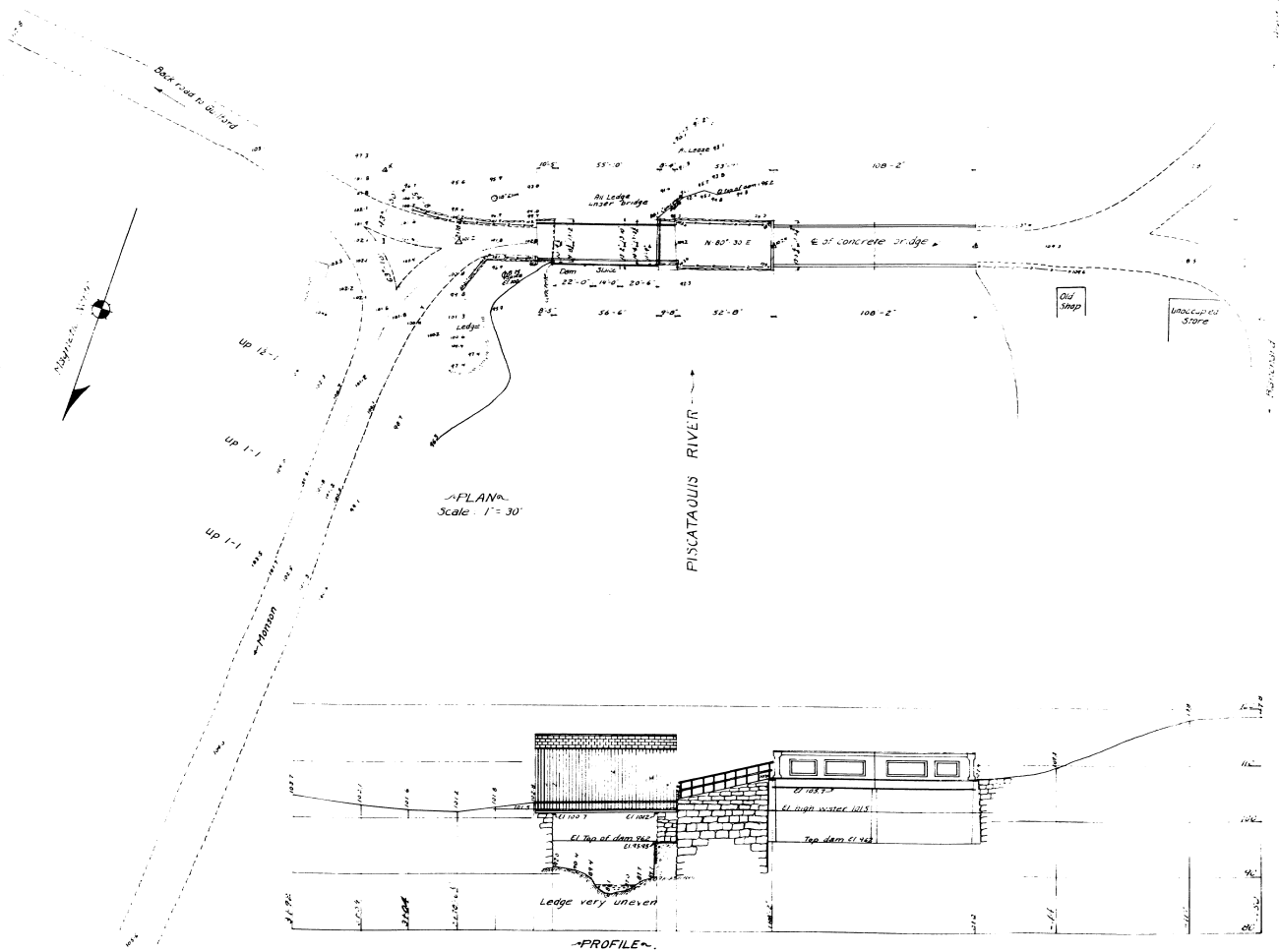
IN THE TOWN OF

ABBOT, PISCATAQUIS CO.

SURVEY PLAN

SHEET 1 OF   AUGUSTA, ME.

0 1 2 3 4 5 INCHES



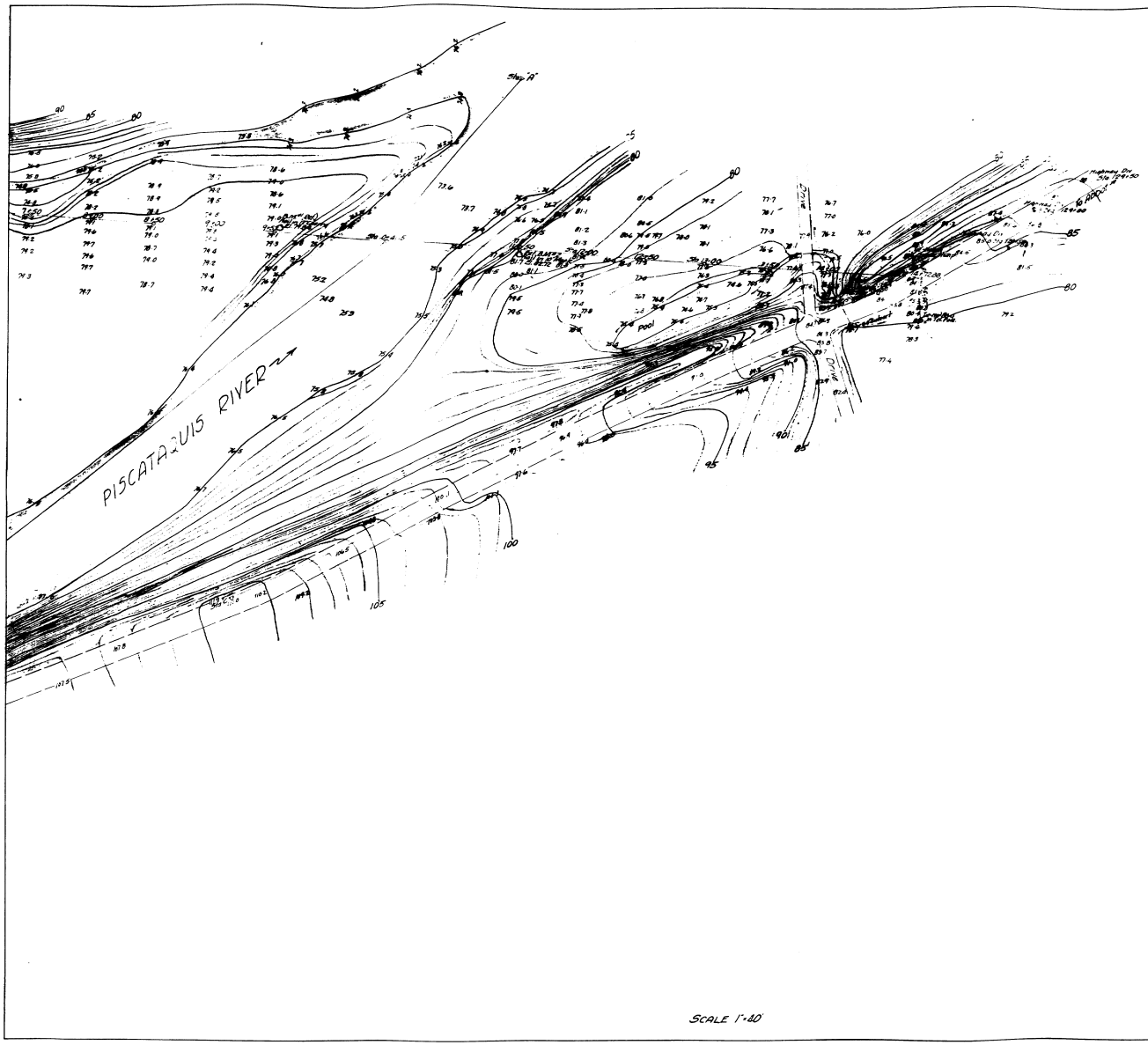
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

UPPER ABBOT BRIDGE
OVER
PISCATAQUIS RIVER
IN THE TOWN OF
ABBOT PISCATAQUIS CO. ME.
SURVEY PLAN

SHEET 1 of AUGUSTA, Me. Jan. 31, 1927

Plan prepared by E.H.P. and is ed by E.H.P.

252



SCALE 1"=10'

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION

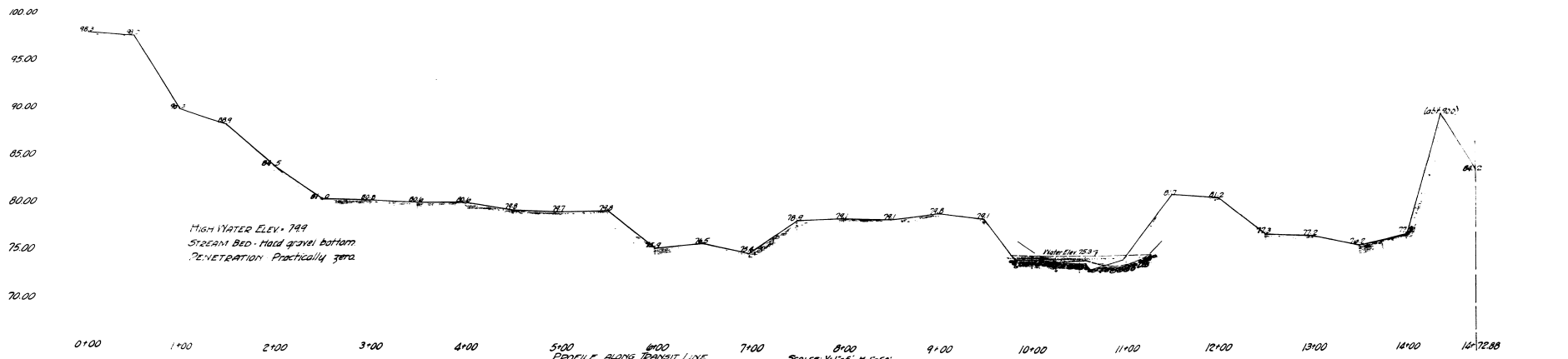
UPPER ABBOT BRIDGE
OVER
PISCATAQUIS RIVER
IN THE TOWN OF
ABBOT, PISCATAQUIS CO.

SURVEY PLAN

SHEET 2 OF AUGUSTA, ME SEPT 3 1928

25-3

0 1 2 3 4 5 INCHES



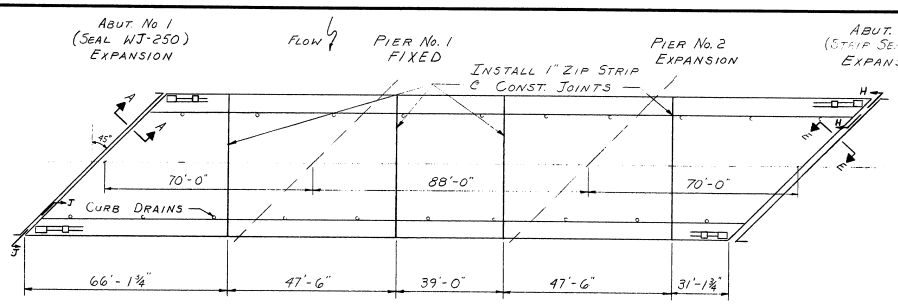
PROFILE ALONG TRANSIT LINE

SCALES: V: 1"=5'; H: 1"=50'

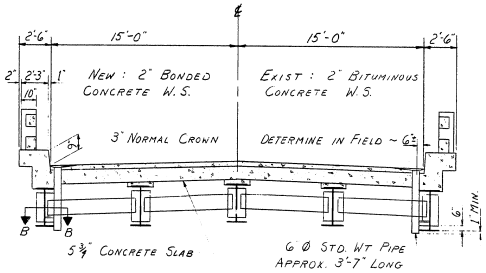
25-1 UPPER ABBOT BRIDGE SHEET 3 OF ABBOT Sept. 8, 1928

0 1 2 3 4 5 INCHES

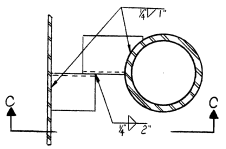
F.A.N.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			



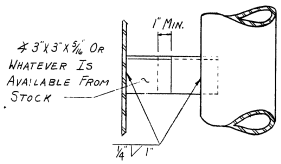
PLAN



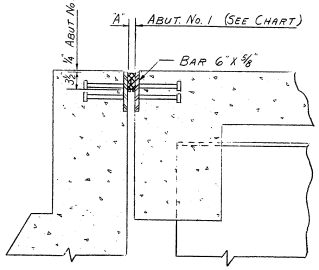
TRANSVERSE SECTION



SECTION B-B



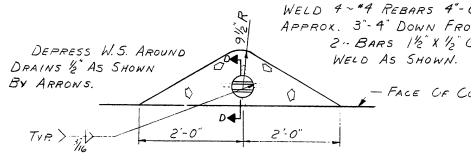
SECTION C-C



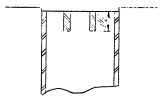
SECTION A-A

USE WITH SEAL WJ-250 @ ABUT. No. 1

DIM. A	TEMPERATURE ADJUSTMENT CHART								
TEMP (°F)	10°	20°	30°	40°	50°	60°	70°	80°	90°
OPENING	1⅞"	1 13/16"	1¾"	1 11/16"	1⅝"	1 9/16"	1½"	1 7/16"	1⅜"



TYPICAL DRAIN SLOPE DETAIL



SECTION D-D

SCOPE OF WORK

REMOVE THE FOLLOWING ITEMS : EXISTING BIT. CONCRETE WEARING SURFACE, EXIST. ARMORED JOINT. PORTION OF FINGERS AT ABUTMENT No. 2, AND CURB DRAINS. INSTALL THE FOLLOWING ITEMS : NEW ARMORED JOINT AND PREFORMED SEAL @ ABUTMENT N: 1, STRIP SEAL @ ABUTMENT No 2, AND NEW BRIDGE DRAINS. PLACE A NEW 2" BONDED CONCRETE WEARING SURFACE AND PAINT THE STRUCTURAL STEEL.

BONDING GROUT NOTES

The deck surface must be thoroughly sandblasted and cleaned to remove all dust or loose materials immediately before bonding grout is placed.

Deck surface to be surface dry with no standing water in pockets or low areas when bonding grout is applied.

The bonding grout shall consist of equal parts by weight of Portland Cement and concrete sand with the plus #8 material removed and mixed with enough water to give a thick, creamy consistency.

Bonding grout to be evenly brocmed onto the concrete surface ensuring that the entire surface, including face of curb to the finish grade of the wearing surface, is coated and that no excess grout collects in low spots or pockets. Grout shall be thoroughly brocmed under and around reinforcing bars.

Rate of application must be controlled so that the grout does not dry before the new concrete is placed.

GENERAL NOTES

1. Remove existing wearing surface.
2. If main steel is exposed, concrete should be removed under the steel to a depth of 1" minimum.
3. Blast clean the slab before any placement of bonding grout or concrete. NOTE: SLAB IS TO BE SURFACE DRY BEFORE PLACEMENT OF BONDING GROUT.
4. Broom on a layer of bonding grout just prior to placing concrete. See note this sheet for bonding grout specifications.
5. Concrete to be cured using burlap and water or other approved methods.
6. Concrete to be Class "Y" and aggregate to be crushed ledge.
7. Minimum cover to be 2" unless otherwise noted.
8. Chamfer all exposed edges ¾" unless otherwise noted.

MATERIALS

JOINTS :
102 ± L.F. ~ TYPE A STEEL EXTRUSIONS
106 ± L.F. BAR 6" X 5/8"
10 ± L.F. @ 12" X 5/8"
40 ± L.F. BAR ¼" X ¼"
190 ± ~ ½" Ø X 6" MACHINE BOLTS
1 ~ WJ-250 SEAL (2⅝" X 2½" X 51'-)
1 ~ 4" STRIP SEAL (S-400) X 51'- LONG
DRAINS :
72 ± L.F. 6" Ø STD. WT. STEEL PIPE
20 ± L.F. BAR 1½" X ½"
20 ± L.F. 4 3"X3"X5/16" (OR SIZE FROM STOCK)

CONCRETE VOLUME

$\frac{231.3' \times 0.167' \times 30'}{27} \sim 43$ C.Y.

100-382

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO 5725
PAGE - CARR (UPPER ABBOT)
OVER
PISCATAQUIS RIVER
IN THE TOWN OF
ABBOT
PISCATAQUIS COUNTY

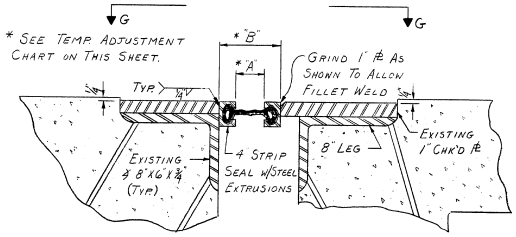
CONC W.S., DRAINS, & SEALS

SHEET 1 OF 2 AUGUSTA, MAINE FEB. 1987

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	DESIGN - DETAILED	
	CHECKED	
	REVISIONS	
	FIELD CHANGES	

BRIDGING 44-132-4571(6)-1

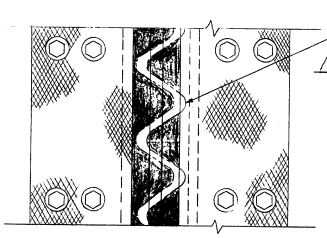
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			



SECTION E~E

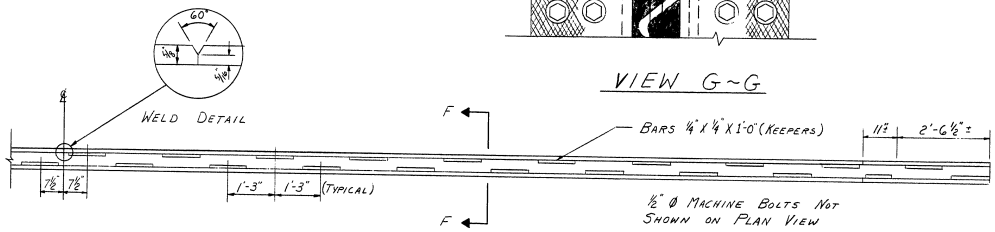
Use w/4" (S-400) Strip Seal Only

	Temperature Adjustment Chart									
Dim.	Temp. (F°)	10°	20°	30°	40°	45°	50°	60°	70°	80°	90°
"A"	Opening	2 1/16"	2 3/16"	2 1/16"	2 5/16"	2 4"	2 3/16"	2 1/16"	1 15/16"	1 13/16"	1 11/16"
Dim.	Temp. (F°)	10°	20°	30°	40°	45°	50°	60°	70°	80°	90°
"B"	Opening	5 5/16"	5 3/16"	5 1/16"	5 5/16"	5 1/4"	5 1/16"	5 1/16"	4 15/16"	4 13/16"	4 11/16"

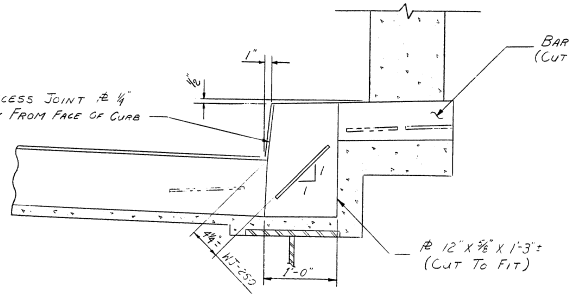


VIEW G~G

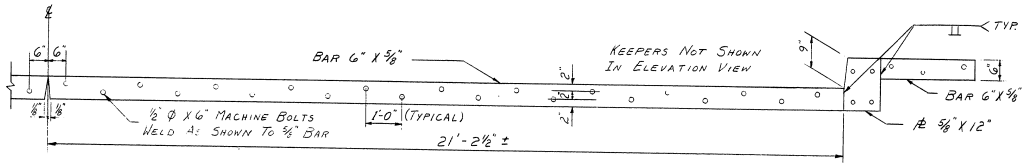
NOTE:
Cut Tips Of Fingers As Shown In Shaded Portion. Use Pieces To Fill Gap After Extrusions Are In Place. Sides MUST Be Cut PARALLEL



PLAN ~ ONE HALF ARMORED JOINT



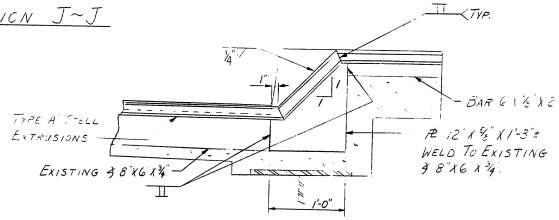
SECTION J~J



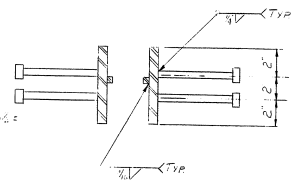
ELEVATION ~ ONE HALF ARMORED JOINT

NOTE:
The Above Armored Joint Details Are To Be Used As A Guide. Verify Lengths In The Field.

NOTE:
Weld ½" ∅ x 6" Machine Bolts To Back Of ⅝" ℄s To Act As Anchors. Determine Location In The Field.



SECTION H~H



SECTION F~F

NOTE: Height Of Keepers Shown On Section A~A On Sheet No. 1.

100-383

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO 5725
PAGE - CARR (Upper Abbot)
OVER
PISCATAQUIS RIVER
IN THE TOWN OF
ABBOT
PISCATAQUIS COUNTY

ARMORED JOINT, STRIP SEAL

SHEET 2 OF 2 AUGUSTA, MAINE FEB. 1987

PROJECT DESIGN ENGINEER
PLANS
DESIGN - DETAILED
CHECKED
REVISIONS
FIELD CHANGES

BY	DATE

BRIDGE 44 132 4571011