P.I. = Sta 4+25.32
D = 1°-40
R = 3437.87
I = 7°-30'
L = 450.00
T = 225.32

P.C. Sta 2+00 = Sta 2+00 Survey

P.T. Sta 6+50.00 = 6+49.68 Survey

NOTE

Removal of shed on Don Parkers house is not a part of this contract

Baskahegan Stream

M.C.R.R.

Railroad Bridge

Remains of Old Mill

Route 169 To Route 1

Construction ℄

Remove Shed

Don Parker House

Store

House

Barn

Parking Space

Gravel Sidewalk

Concrete Sidewalk

B.M. Cor. concrete curb. High pt. Elev. 50.0

STA. 0+00 | STA. 0+50 | STA. 1+00 | STA. 1+50 | STA. 1+75 | STA. 2+00 | STA. 2+25 | STA. 2+50 | STA. 2+75 | STA. 3+00 | STA. 3+25 | STA. 3+50 | STA. 4+25 | STA. 4+50 | STA. 4+75 | STA. 5+00 | STA. 5+25 | STA. 5+50 | STA. 5+75 | STA. 6+00 | STA. 6+50 | STA. 7+00 | STA. 7+30 | STA. 7+50

Header & outlet of 30" Concrete Sewer pipe, Invert El. 40.0. Remove Header and extend pipe through rip-rap as shown. Use 30" Reinforced concrete pipe for extension.

N 73°-00W

PLAN

SCALE. 1"=30'

ADDITIONAL SOUNDINGS

#1 - 19' left	Sta 3+61,	Refusal @ El.	33.2
#2 - U.S. corner old Abut #1		" El.	34.7
#3 - 23' left	Sta. 3+57	" El.	37.2
#4 - 19' left	Sta 3+48	" El.	38.5
#5 - 16' Right	Sta 3+61	" El.	35.7
#6 - D.S. corner old Abut #2		" El.	32.7
#7 - U.S.	" " "	" El.	32.2
#8 - 18' left	Sta. 4+40	" El.	32.2

Distances from Const. ℄

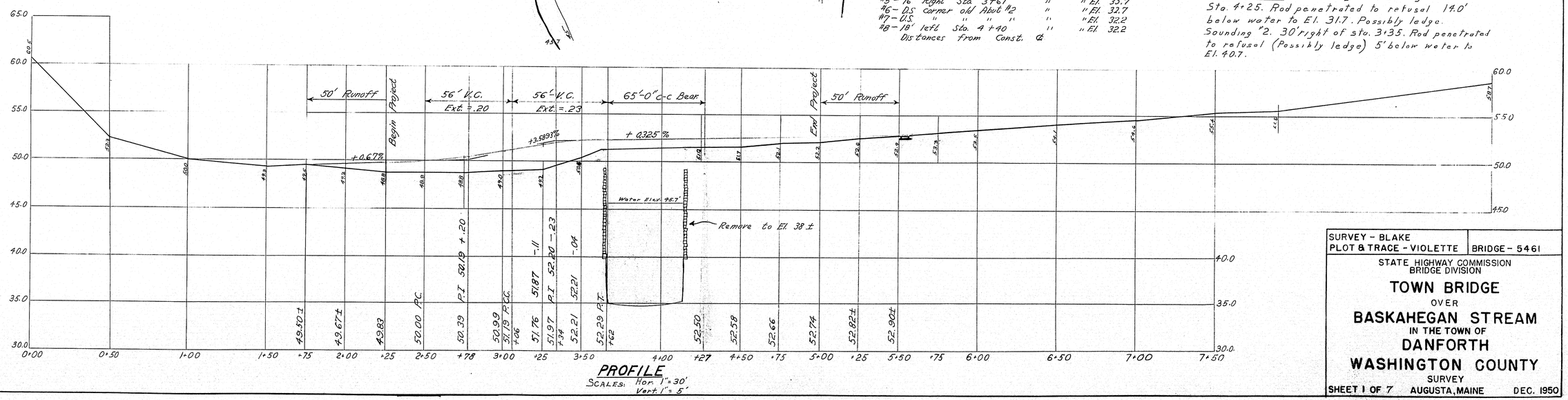
GENERAL NOTES.

EXISTING SUPERSTRUCTURE: Iron Lenticular Truss Old, Light and Poor. 3" longitudinal plank on 4" transversal planks on 10" × 10" stringers. Good condition - Nov. 1950.

EXISTING SUBSTRUCTURE: Concrete caps on square stone abutments. Wall laid dry. Fair condition.

STREAM: Extreme high water 1923 El 53.0 Ordinary high water. El. 47.0

FOUNDATION: Sounding #1. 25' right of Sta. 4+25. Rod penetrated to refusal 14.0' below water to El. 31.7. Possibly ledge. Sounding #2. 30' right of sta. 3+35. Rod penetrated to refusal (Possibly ledge) 5' below water to El. 40.7.



PROFILE

SCALES: Hor. 1"=30'
Vert. 1"=5'

SURVEY - BLAKE
PLOT & TRACE - VIOLETTE

BRIDGE - 5461

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

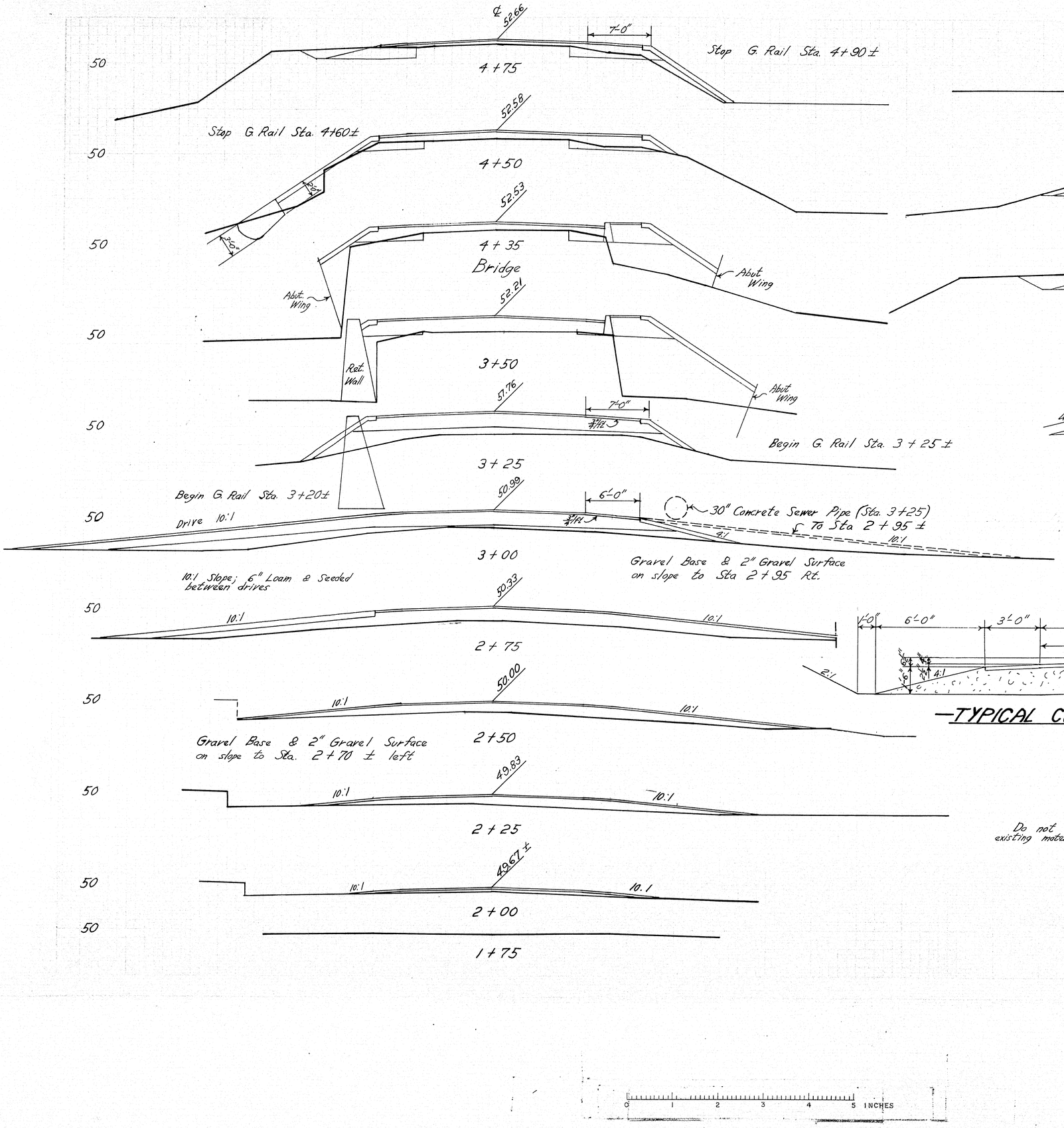
TOWN BRIDGE
OVER
BASKAHEGAN STREAM
IN THE TOWN OF
DANFORTH
WASHINGTON COUNTY

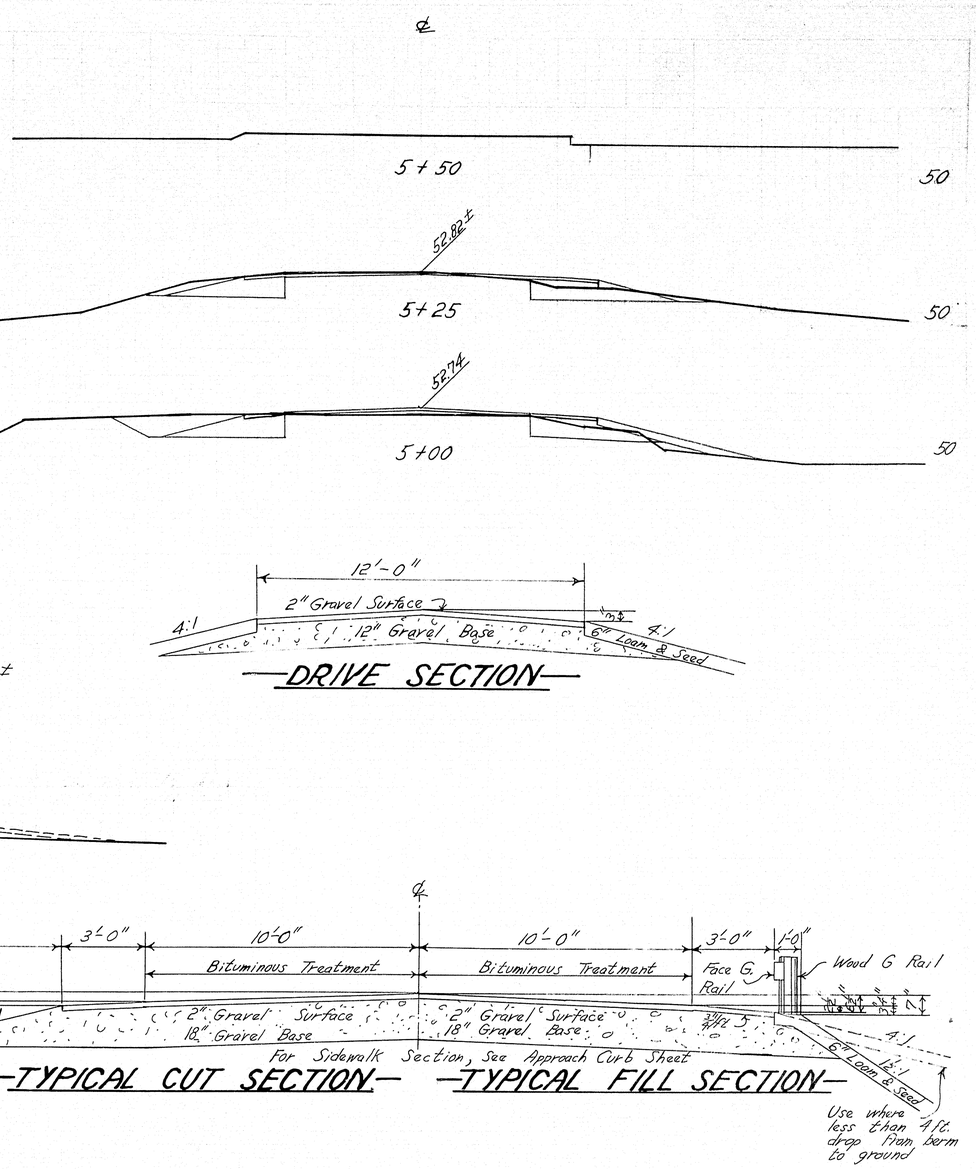
SURVEY

SHEET 1 OF 7 AUGUSTA, MAINE DEC. 1950

56-190

0 1 2 3 4 5 INCHES





NOTE

Do not excavate for gravel base where existing material is suitable.

0 1 2 3 4 5 INCHES

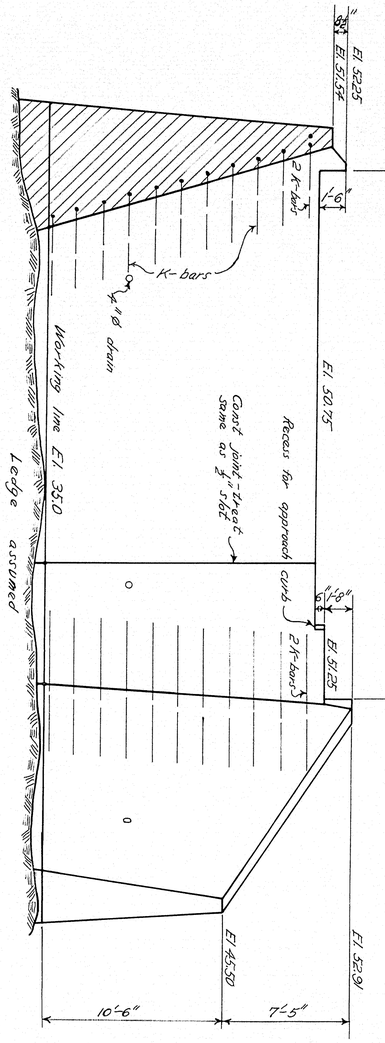
DESIGN & TRACE — FLYNT
CHECK — Gagnon
BRIDGE — 5461

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

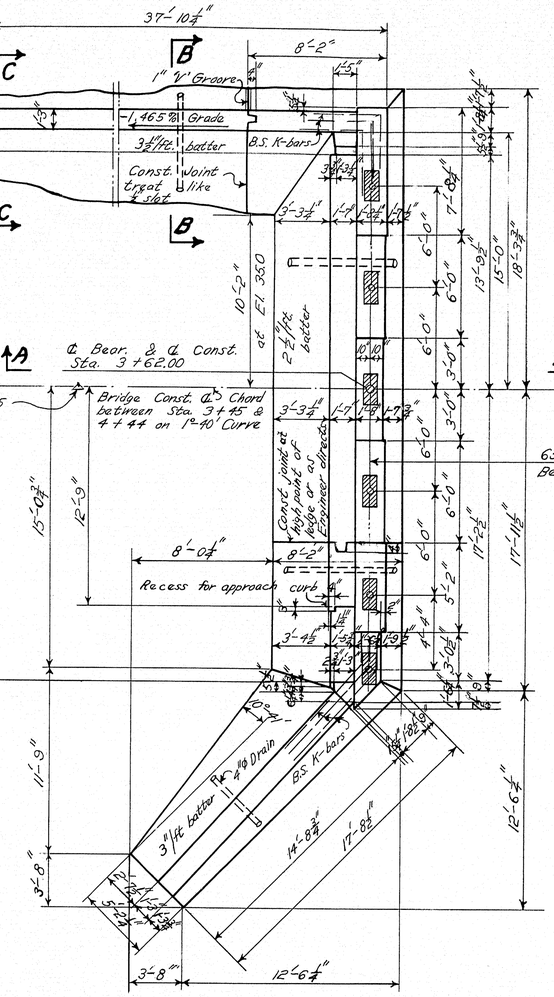
TOWN BRIDGE
OVER
BASKAHEGAN STREAM
IN THE TOWN OF
DANFORTH
WASHINGTON COUNTY
CROSS SECTIONS

SHEET 2 OF 7 AUGUSTA, ME. DEC., 1951

56-191

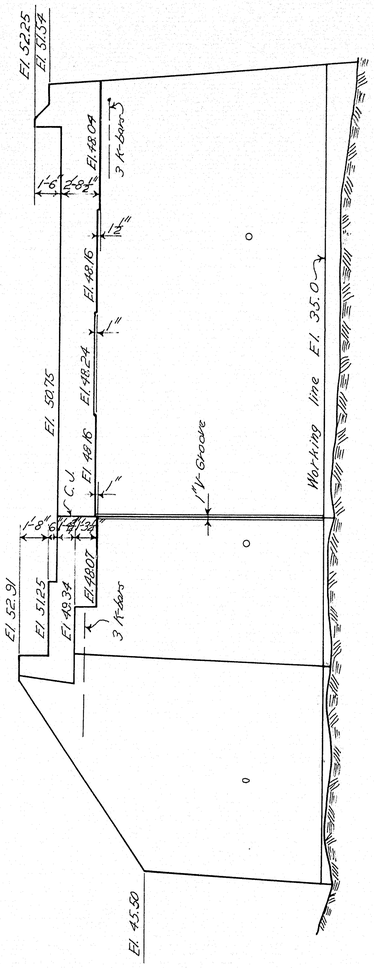


—REAR ELEVATION—

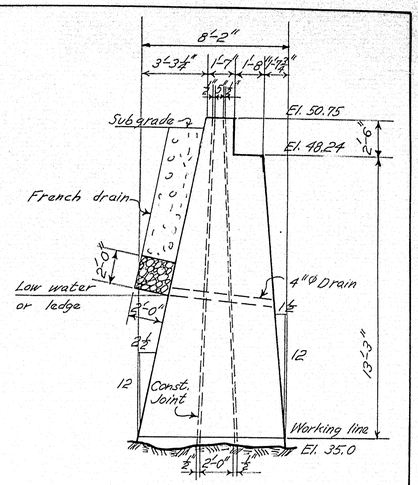


—PLAN—ABUT #1—

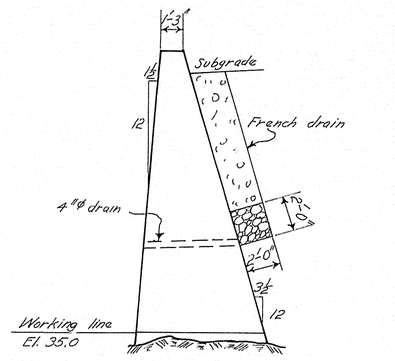
All front batters 1½"/ft.



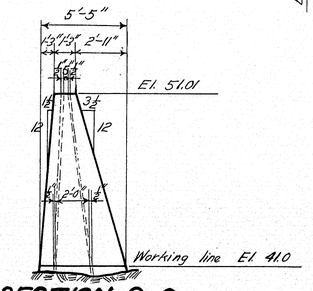
—FRONT ELEVATION—



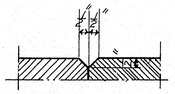
—SECTION A-A—



—SECTION B-B—



—SECTION C-C—



—1" "V" GROOVE—

NOTE

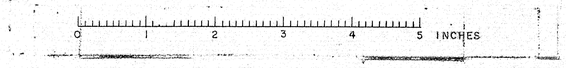
Place K-bars at all intersections between Wings and Backwalls, 6" from back forms and spaced 1'-6" vertically, also 6" below bridge seat & top of backwall spaced 4" horizontally. Bend bars in field to fit.

Exact number, location & height of 4" ø drains to be determined by engineer in the field.

Cover the ¾" slots between slab & parapet and the joint between slab and backwall on the back, with two layers of heavy roofing 10" wide. Coat the concrete and the contact surfaces of the roofing with a suitable grade of roofing cement. Recess area to be covered ¼" into concrete.

Dress shaded bearing areas, the size of masonry plates plus 1" all around, to exact elevations shown.

Break bond at substructure Construction Joints with suitable material.



DESIGN - FLYNT TRACE - FLYNT CHECK - CAB	BRIDGE - 5461

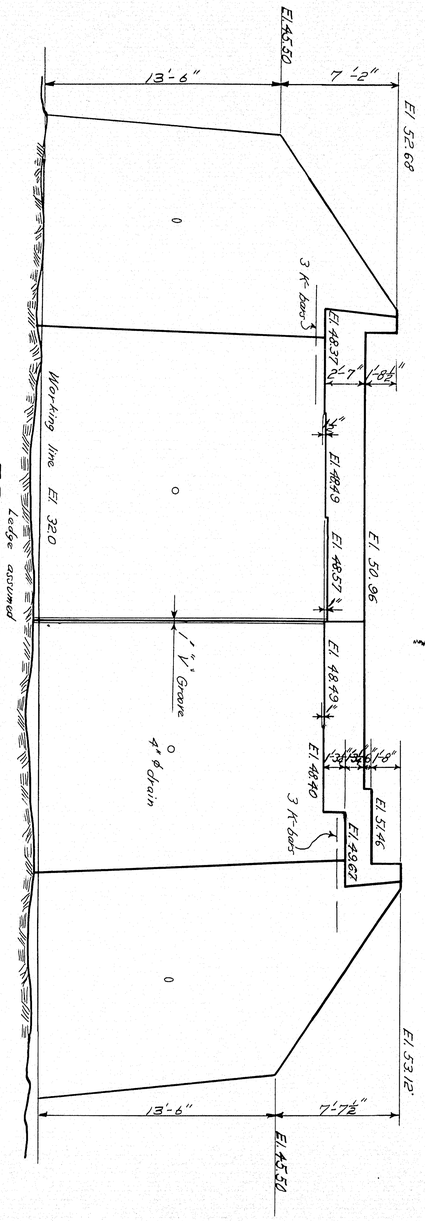
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TOWN BRIDGE
OVER
BASKAHEGAN STREAM
IN THE TOWN OF
DANFORTH
WASHINGTON COUNTY

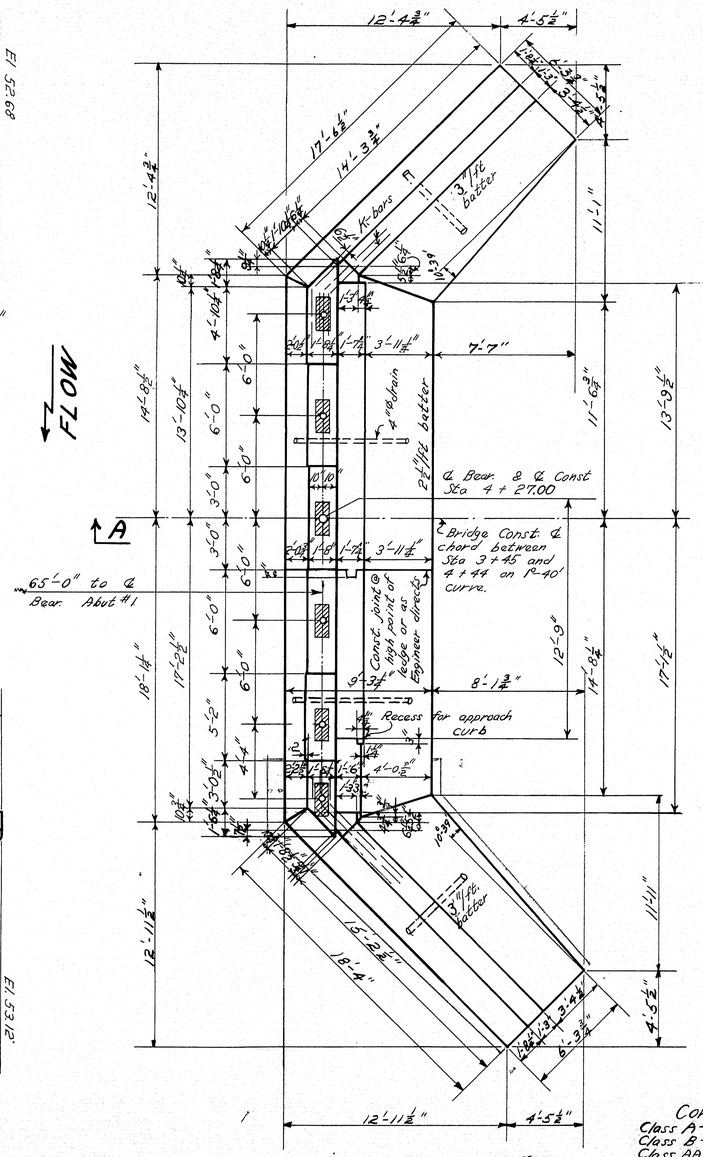
ABUTMENT NO. 1.

SHEET 3 OF 7 AUGUSTA, MAINE DEC. 1951

56-192

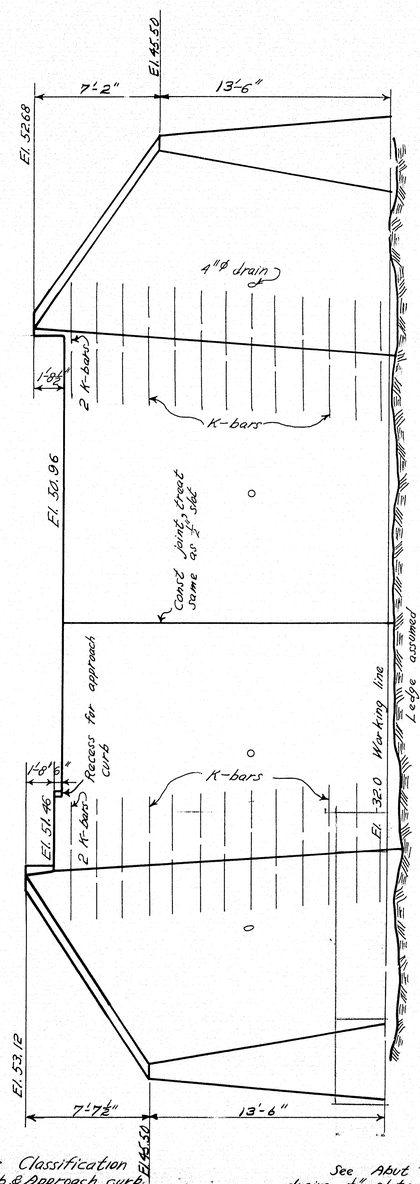


—FRONT ELEVATION—

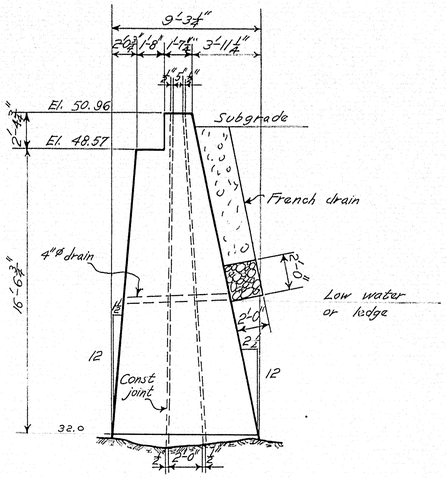


—PLAN—ABUT. #2

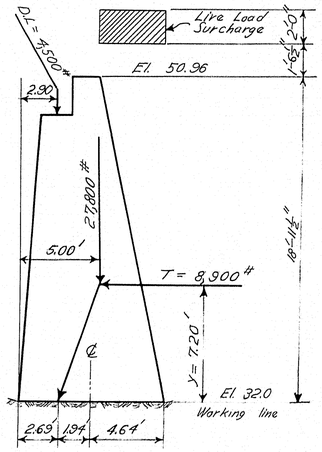
All front batters 1½"/ft



—REAR ELEVATION—



—SECTION A-A—



—ABUT. ANALYSIS—

Max toe pressure = 6,900 #

Concrete Classification
Class A — Slab & Approach curb
Class B — Abutments
Class AA — Wearing Surface
Class Y — Rails

NOTE

See Abut #1 for notes on K-bars, 4" ø drains, ½" slots, bearing areas, & detail of 1" "V" Groove.

DESIGN & TRACE — FLYNT
CHECK — C.A.S.

BRIDGE — 5461

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TOWN BRIDGE
OVER
BASKAHEGAN STREAM
IN THE TOWN OF
DANFORTH
WASHINGTON COUNTY

ABUTMENT NO. 2

SHEET 4 OF 7 AUGUSTA, MAINE DEC., 1951

56-193

0 1 2 3 4 5 INCHES

68'-8" Same location and spacing of drains & rail as D.S. side

El 5287 — El 5308

68 sp. @ 1'-0" = 68'-0" 69 bars S3

Slab and U.S. curb to be cast together
Steel for posts and bottom rail bar (U.S.) to be set before concrete is placed. Bottom rail bar (U.S.) to be cast in place.
Top rail bar U.S. & rail bars D.S. to be precast and set in position so that the tongue ends project into post forms 2½". Wrap the tongue ends with two layers of heavy roofing. Cut away all exposed roofing after posts have been built.
Construct wire stirrups in the field, from a single strand of # 9 annealed wire, making a complete turn around each bar R1 and R2.
Chamfer all exposed edges of concrete ¾" unless noted otherwise
See sheet # 6 for camber diagram.
See sheet # 3 for note on ¾" slots.

FLOW

23 sp. @ 1'-0" = 23'-0" 24 bars WS2

69'-2¾"

F.G. El. 52.29 @ Bearings — Bridge Const. ℄ — F.G. El. 52.50 @ Bearings

25 sp. @ 1'-0" = 25'-0" 26 bars F4

68 sp. @ 1'-0" = 68'-0" 69 bars WS1

152 sp. @ 5½" = 66'-6" 77 bars F1, 152 bars F2
F1 alternating with 2-F2 (One top - One bottom)

Recess for approach curb

137 sp. @ 6" = 68'-6" One SW1 (bottom) alternating with two SW1 (one top, one bottom)

4 sp. @ 1'-0" = 4'-0" 5 bars F4

68 sp. @ 1'-0" = 68'-0" 69-S2 & 69-S1.

2 SW1
1 SW1

2-SW1
1 SW1

F3 — SW2

El 5291 — El 5312

3½" 7'-5" 1'-0" 7'-5" 1'-0" 7'-5" 1'-0" 7'-5" 1'-0" 7'-5" 1'-0" 7'-5" 1'-0" 7'-5" 1'-2½"

4'-7" 20'-0" 20'-0" 20'-0" 4'-7" Loc. of Drains

69'-2" o-o Curb.

PLAN

REAR ELEVATION

18½" 9" 13'-9" 12'-0" 12'-0" 17'-1" 4'-0" 2'-0" 2 layers heavy roofing Recess for approach curb

TRANSVERSE SECTION

1'-6½" Type B Drain 1'-9" 2" drip notch around drain 6'-0" Min Cover 1" for all reinforcement ℄ Roadway Depress Wearing Surface at all drains 6'-0" 6'-0" 6'-0" 6'-0" 1" clear 5½" Cement Concrete Slab 3" Cement Concrete Wearing Surface 2" Straight Crown WS1 WS2 F3 F1 F2 5" Sidewalk Slab SW1 SW2 Type A Drain 2" drip notch around drain 9" 2'-10" 9" 1'-0"

SECTION B-B

WS1 WS2 F3 F1 F2 F4 F5 Var. ℄ Bear. 2 layers of heavy roofing both abuts. 65'-0" c-c Bear. 1'-7" 10" Abut #1 Abut #2

SECTION A-A

SECTION C-C

2'-6" 10" 6" 6" 6" 6" 6" 6" 3" 6" 3" 3" 3" 3'-3" 3" 7" 9½" 10½"

B 7'-9" 8" 7'-9" 5" 10" 2R1 2R2 Rail posts to be vertical with top level

C 7'-9" 8" 7'-9" 10" 5" 2R1 2R2 Tongue ends

B 3" 1'-2" 7'-5" 1'-0" 7'-5" 2½" Gap (typical) Wire stirrups @ 1'-0" ctrs. H1 H2 R2 P1

C 7'-5" 1'-0" 7'-5" 1'-2" 3" Gap 2½" (typical) Wire stirrups @ 1'-0" ctrs. R2 S4 @ 1'-0" ctrs 2-R3 H2 H1 P1

Loading H20-44
F_s = 18,000 #/in²
f_c = 1,200 #/in² n=10

F3 or SW2 F4 SW1 F6 2 layers of heavy roofing 1'-5½" 10" Var.

SECTION D-D

TYPE "A" DRAIN

4 Drains req'd of each type. Use No. 24 gage gal. iron. 4½" 6" 6¾" 5" 10"

TYPE "B" DRAIN

DOWN STREAM RAIL DETAIL

UP STREAM RAIL DETAIL

DESIGN & TRACE — FLYNT
CHECK — GABrown Jr.
BRIDGE — 5461

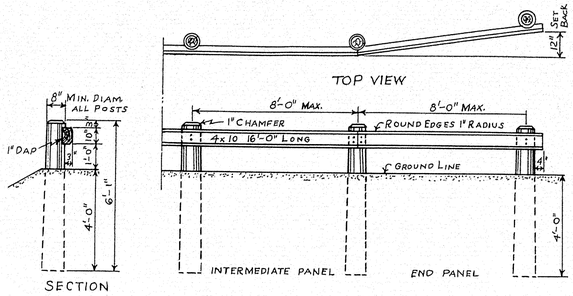
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TOWN BRIDGE
OVER
BASKAHEGAN STREAM
IN THE TOWN OF
DANFORTH
WASHINGTON COUNTY
SUPERSTRUCTURE

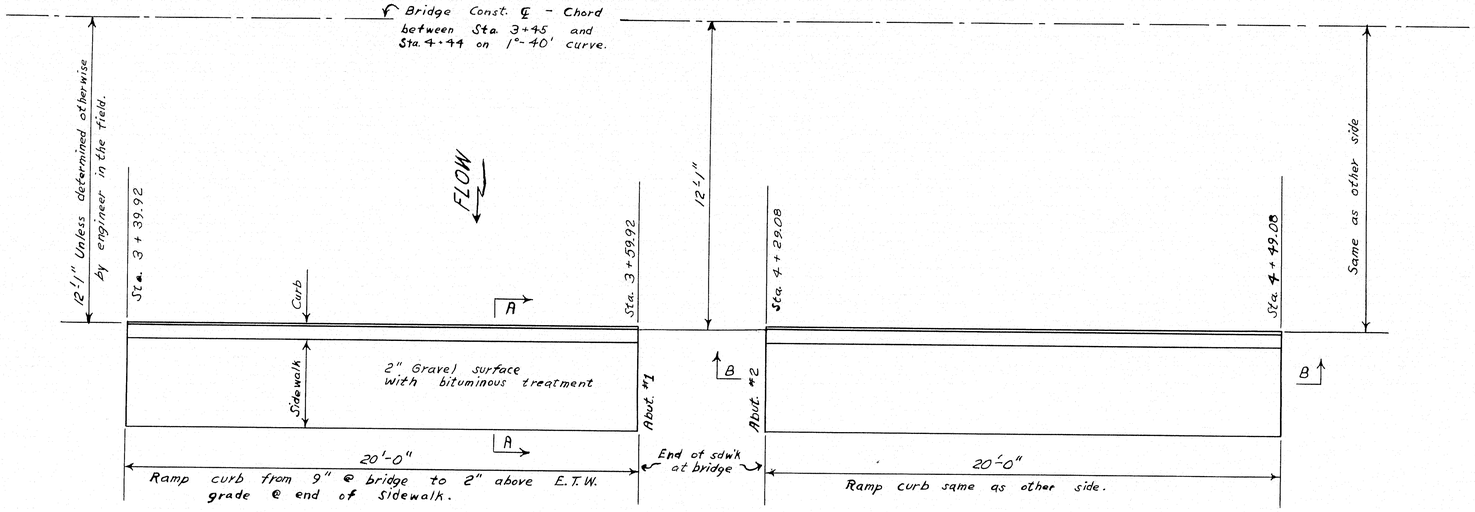
SHEET 5 OF 7 AUGUSTA, MAINE SEPT, 1951

56-194

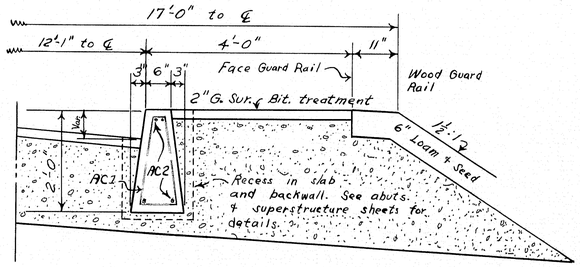
0 1 2 3 4 5 INCHES



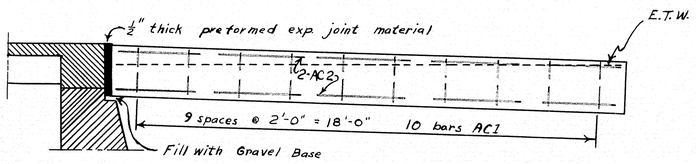
DETAILS — WOOD GUARD RAIL



— PLAN —



— SECTION A-A —

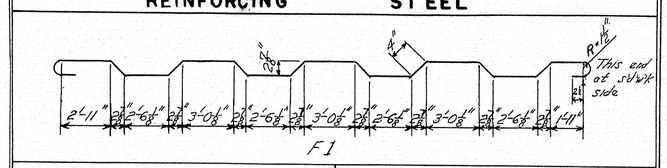


— SECTION B-B —

Concrete in approach curbs shall be paid for as "Concrete in Roadway and Sidewalk Slabs"

— APPROACH CURBS & SIDEWALKS —

REINFORCING STEEL



STRAIGHT BARS

Mark	Size	No.	Length	Remarks
F2	5(⅝"ϕ)	152	26'-2"	Slab
F3	4(⅝"ϕ)	150	23'-8"	" - Curbs
F5	5(⅜"ϕ)	4	26'-2"	" backwall
F6	"	4	4'-2"	Sdw'k "
WS1	3(⅜"ϕ)	69	23'-8"	Wearing surface
WS2	"	72	23'-4"	" "
SW1	"	207	4'-8"	Sdw'k
SW2	"	15	23'-4"	"
R1	4(⅝"ϕ)	64	7'-9"	Both rails
R3	"	16	7'-1"	U.S. bot. rail
K	6(¾"ϕ)	64	8'-0"	Abuts (Bend in field)
AC2	4(⅝"ϕ)	8	19'-8"	Approach curb

BENT BARS

Mark	Size	No.	Length	Remarks
F1	5(⅝"ϕ)	77	27'-8"	Slab
F4	"	62	7'-3½"	" @ backwall
S1	4(⅝"ϕ)	69	4'-1"	Sdw'k
S2	"	69	3'-9"	D.S. curb
S3	"	69	5'-3"	U.S. "
S4	"	56	3'-10"	U.S. bot. rail bar
H1	3(⅞"ϕ)	14	3'-5"	End posts
H2	"	49	3'-1"	Interior posts
AC1	"	20	4'-8"	Approach curb
P1	6(¾"ϕ)	36	7'-7½"	All posts
R2	4(⅝"ϕ)	64	7'-10½"	Both rails

Dimensions to ℄ of bars
Reinforcing steel shall conform to A.S.T.M. Specifications A 305-49

— CAMBER —

	Shop Camber	Dead Load Deflection	Camber Remaining
U.S. Stringer (S1)	2¼"	¼"	1"
Int. Stringers (S2)	2"	1"	1"
Sdw'k. Stringer (S3)	3¼"	2¼"	1"

The above diagram assumes shop cambers as shown. Engineer may make adjustments, if shop camber is other than that called for, by varying the 3" wearing surface and the 10" sidewalk fascia.

DESIGN - FLYNT
TRACE - MOLLICONE
CHECK - Carbone

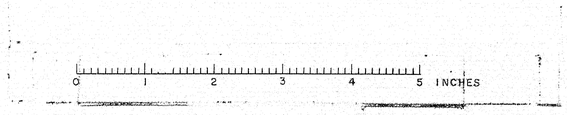
BRIDGE- 5461

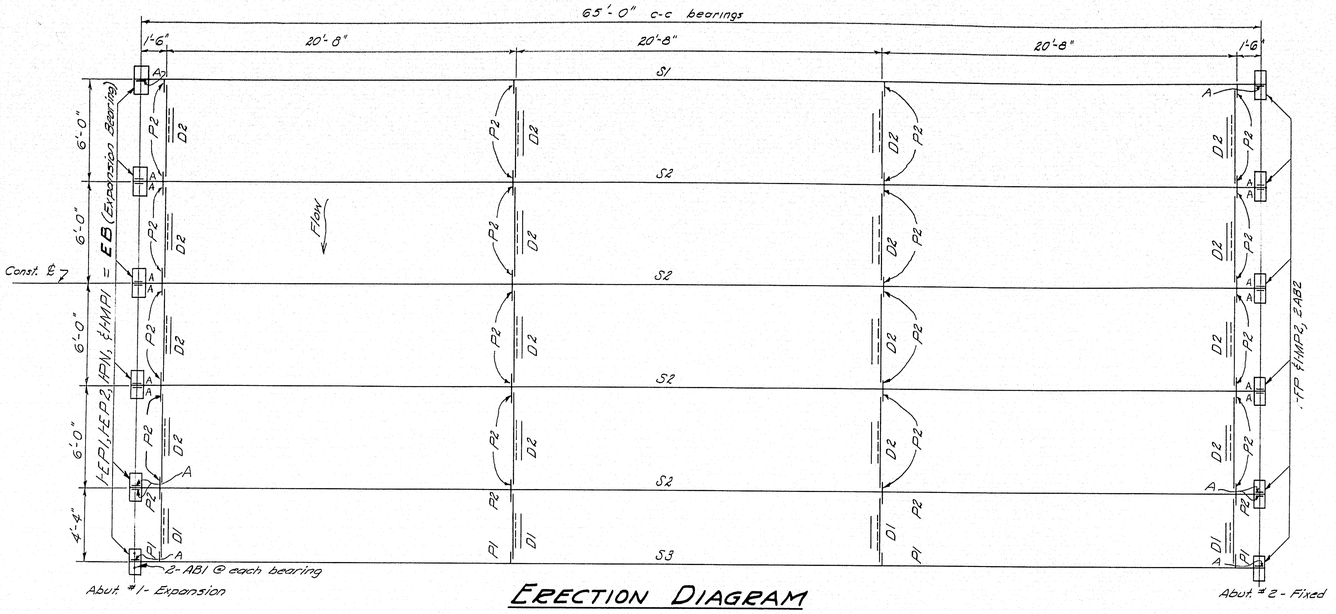
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TOWN BRIDGE
OVER
BASKAHEGAN STREAM
IN THE TOWN OF
DANFORTH
WASHINGTON COUNTY

APPROACH CURBS & SIDEWALKS
SHEET 6 OF 7 AUGUSTA, MAINE DEC., 1951

56-195





ERECTION DIAGRAM

66'-0"
36 WF 194# x 66'-0" S1 . Camber 2¼"

S1

66'-0"
36 WF 170 # x 66'-0" S2 Camber 2"

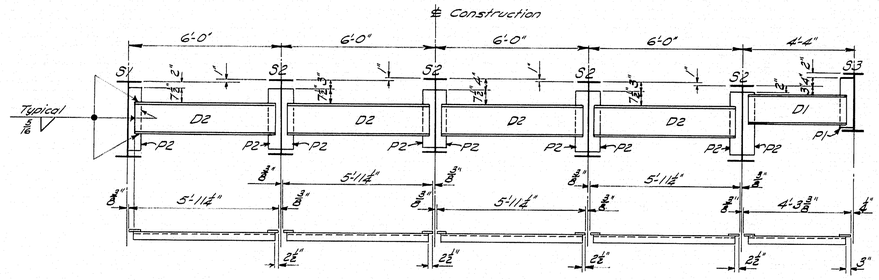
S2

66'-0"
27 WF 94 # x 66'-0" S3 Camber 3¼"

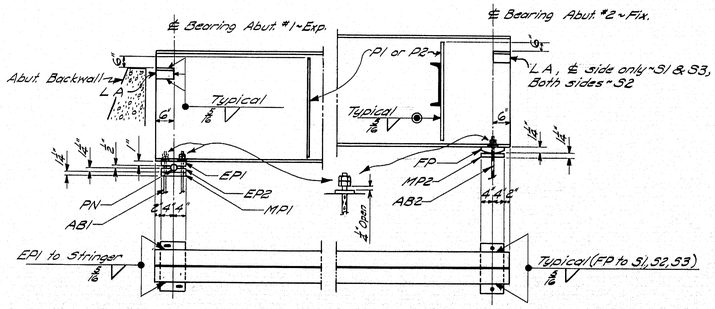
S3

MATERIAL REQUIRED

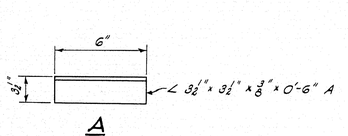
MARK	DESCRIPTION	NO.	MARK	DESCRIPTION	NO.
S1	Stringer	1	EP2	Exp. Bearing Plate	6
S2	"	4	FP	Fix. " "	6
S3	"	1	MP1	Masonry Plate (Exp.)	6
D1	Diaphragm	4	MP2	" " (Fix.)	6
D2	"	16	PN	Pin	6
P1	Plate	4	AB1	Exp. - Anchor Bolt	12
P2	"	36	AB2	Fix. - " "	12
EP1	Exp. Bearing Plate	6	A	Angle	20

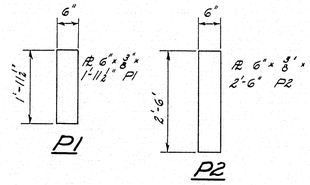


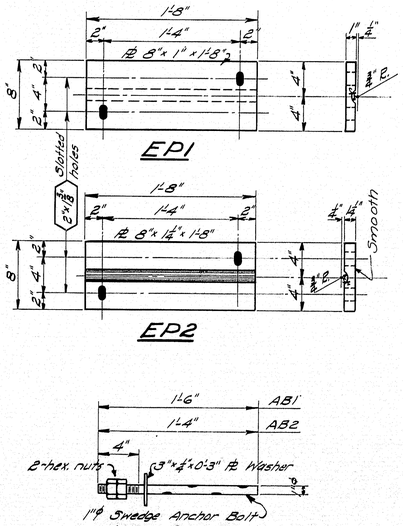
DIAPHRAGM ASSEMBLY

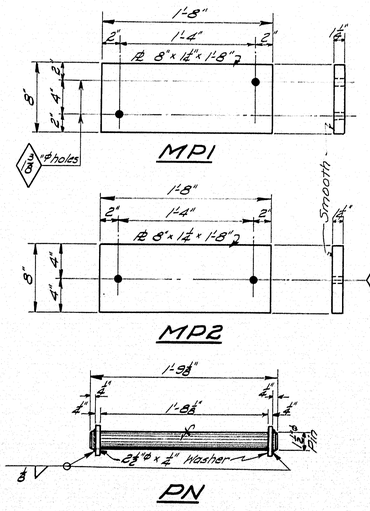


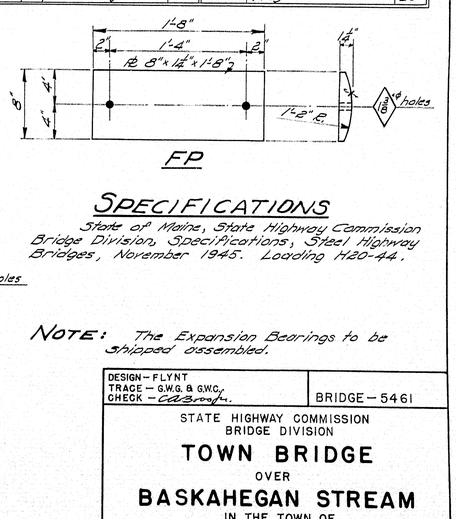
STRINGERS - ASSEMBLY











SPECIFICATIONS

State of Maine, State Highway Commission Bridge Division, Specifications, Steel Highway Bridges, November 1945. Loading H20-44.

NOTE: The Expansion Bearings to be shipped dissembled.

DESIGN - FLYNT
TRACE - G.W.G. & G.W.C.
CHECK - C.D.B. & J.L.

BRIDGE - 5461

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TOWN BRIDGE
OVER
BASKAHEGAN STREAM
IN THE TOWN OF
DANFORTH
WASHINGTON COUNTY

STRUCTURAL STEEL

SHEET 7 OF 7 AUGUSTA, MAINE SEPT. 1951

0 1 2 3 4 5 INCHES