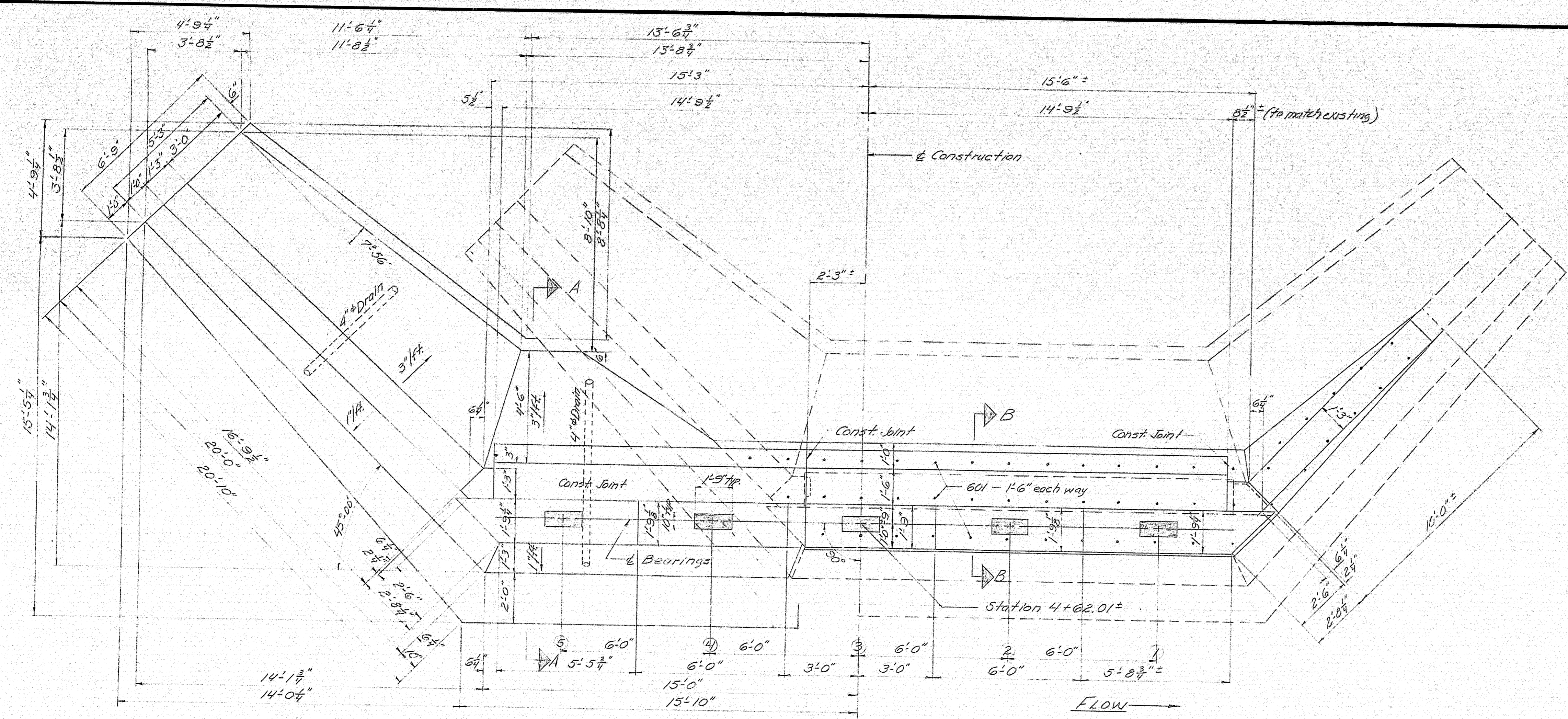
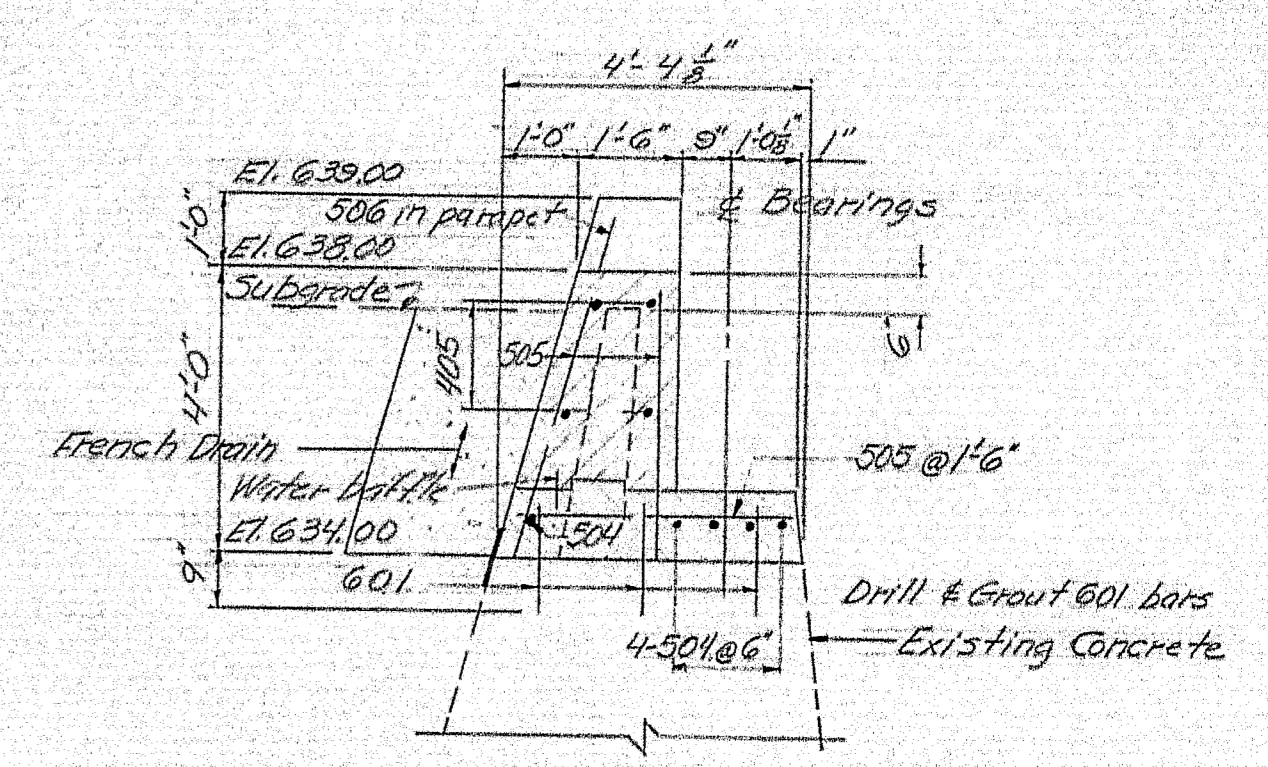


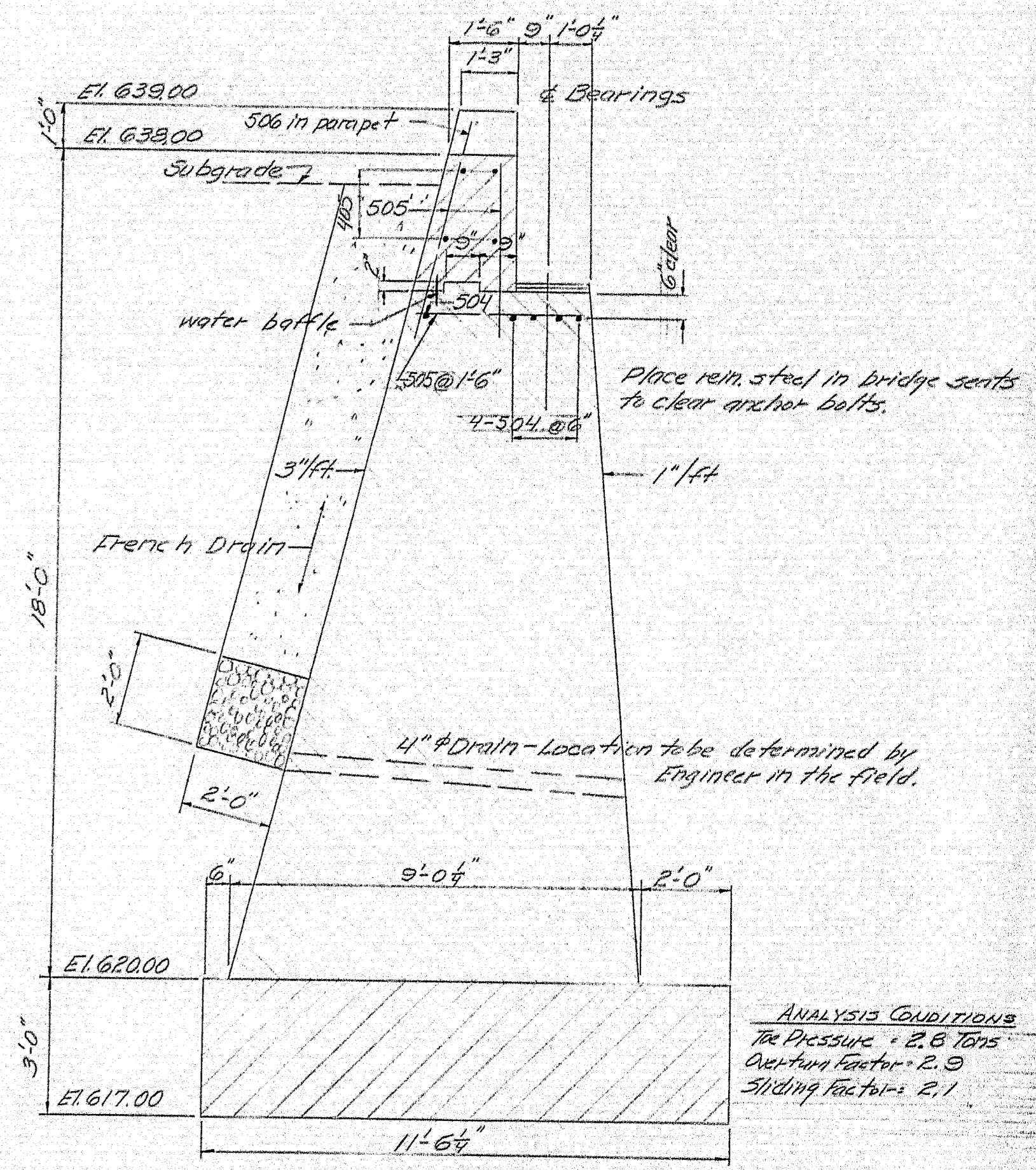
S. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			



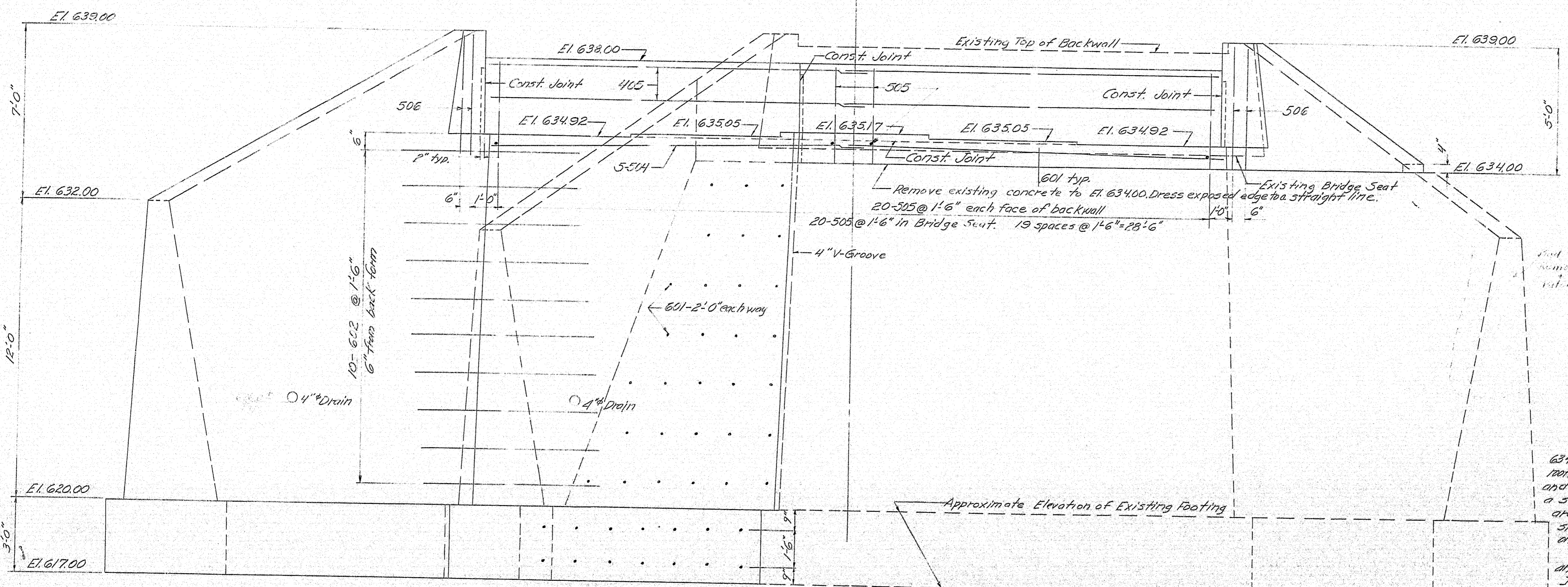
PLAN - ABUT #1



SECTION B-B



SECTION A-A



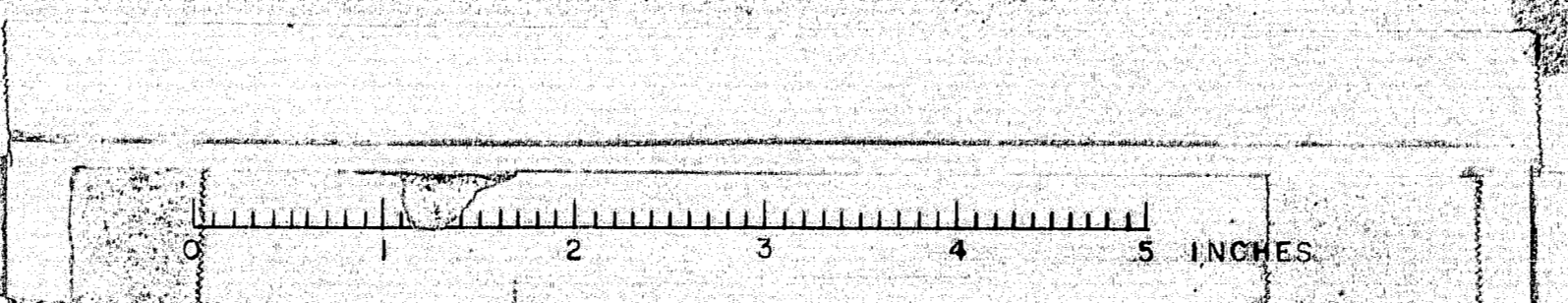
FRONT ELEVATION

GENERAL NOTES
 Cover vert. const. joints and joint at El. 63400 on the back side with two layers heavy roofing 10' wide. Coat the surface of concrete and each layer of roofing as applied with a suitable grade of roofing cement. Recess area to be covered 4". Also cover the 2" slots between the slab and parapet on the back side in the same manner.
 Equipment for drilling concrete, placing and grouting 601 bars is incidental to Item 705-14, "Reinforcing Steel, Placing."

Corrected as built 1960, 1966

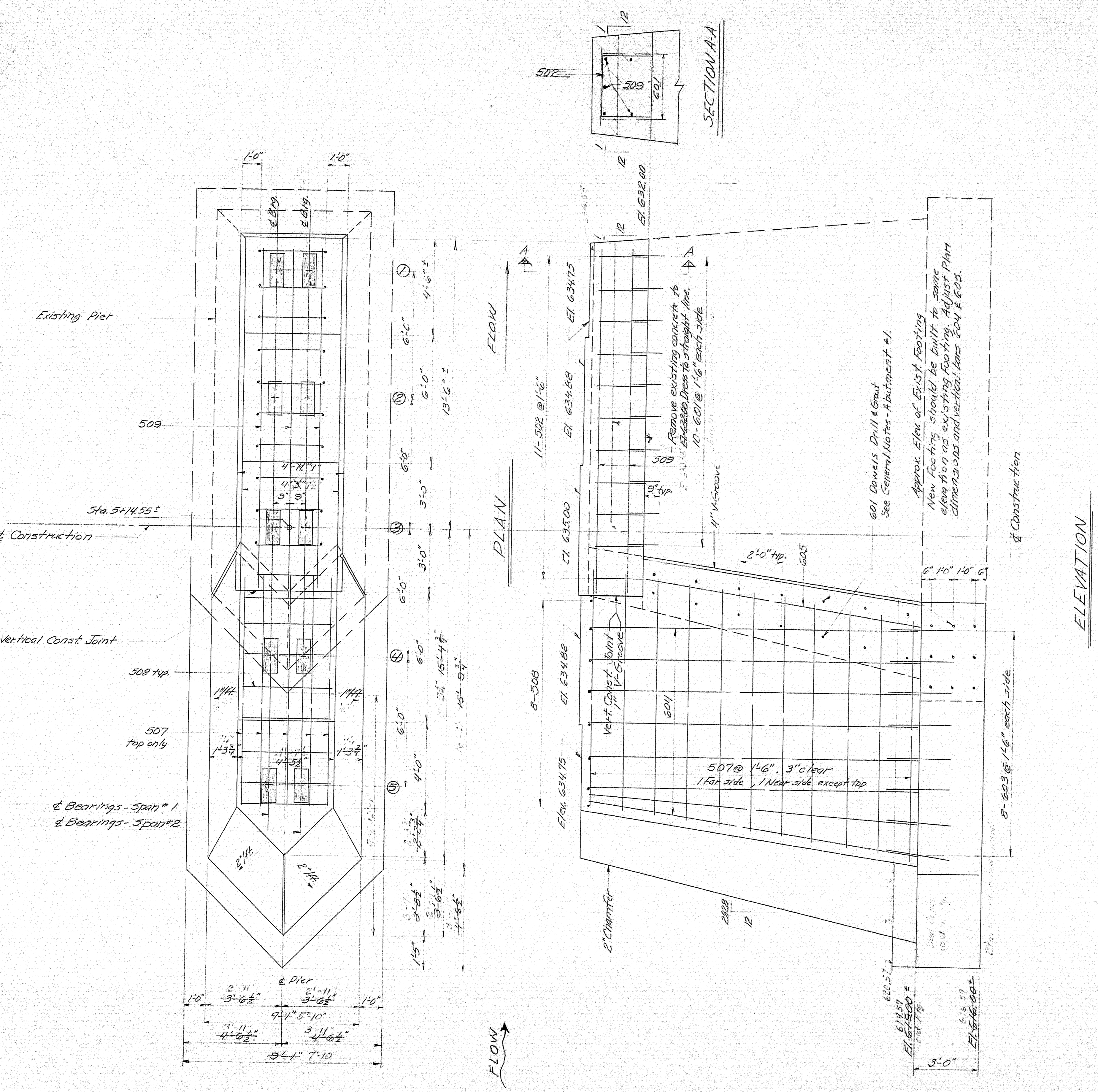
DESIGN - P.M.W.	BRIDGE NO. 6042
TRACE - C.A.D.	SURVEY PLOT -
CHECK - C.A.D.	
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
EAST BRANCH PENOBSCOT RIVER BRIDGE	
IN TOWNSHIP T6 R8	
PENOBSCOT COUNTY	
ABUTMENT NO. 1	
SHEET 2 OF 8	AUGUSTA, MAINE DEC. 1964

96-173



ESTIMATE OF QUANTITIES FOR EAST BRANCH PENOB. RIVER		
DESCRIPTION	UNIT	QUANTITY
Removing Trees (9"-24")	Each	10
Earth Excavation	C.Y.	330
Structural Earth Excavation, Abutments & Retaining Walls	C.Y.	160
Structural Earth Excavation, Piers	C.Y.	40
Common Borrow	C.Y.	150
Gravel Base Course, (I.P.M.)	C.Y.	550
Overhaul, (I.P.M.)	Yd. Mi.	1200
Gravel Surface Course	C.Y.	65
P.C.C. Abutments & Retaining Walls	C.Y.	185
P.C.C. Piers	C.Y.	60
P.C.C. Roadway & Sidewalk Slabs on Steel Bridges	C.Y.	86
P.C.C. Wearing Surface on Bridges	C.Y.	26
* Structural Steel, Fabricated & Delivered	L.S.	L.S.
* Structural Steel, Erection	L.S.	L.S.
Reinforcing Steel, Delivered	Lbs.	20,000
Reinforcing Steel, Placing	Lbs.	20,000
Removal of Existing Superstructure (Retained by Commission)	L.S.	L.S.
Removal of Existing Concrete	C.Y.	25
Maintenance of Traffic, 14 foot Roadway Width	L.S.	L.S.
Cofferdams, Abutment No. 1	L.S.	L.S.
Cofferdams, Abutment No. 2	L.S.	L.S.
Cofferdams, Pier	L.S.	L.S.
Epoxy Resin Surface Sealant	S.Y.	66
French Drains	C.Y.	60
Guard Rail, Type "E"	L.F.	512
Guard Rail Type "E", Terminal Section	Each	4
Hand Laid Riprap	C.Y.	60
Loom (I.P.M.)	C.Y.	40
Seeding, Method No. 2	Units	4
Existing Structural Steel, Removal, Storage, Re-erection and Painting	L.S.	L.S.

* Estimated Weight = 40,500# (New steel required)



Living Pier surface sealant applied to top of pier

Corrected as built 12/20/66 JRS

DESIGN - P.M.W.	BRIDGE NO. 6042
TRACE - <i>affin</i>	SURVEY -
CHECK -	PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

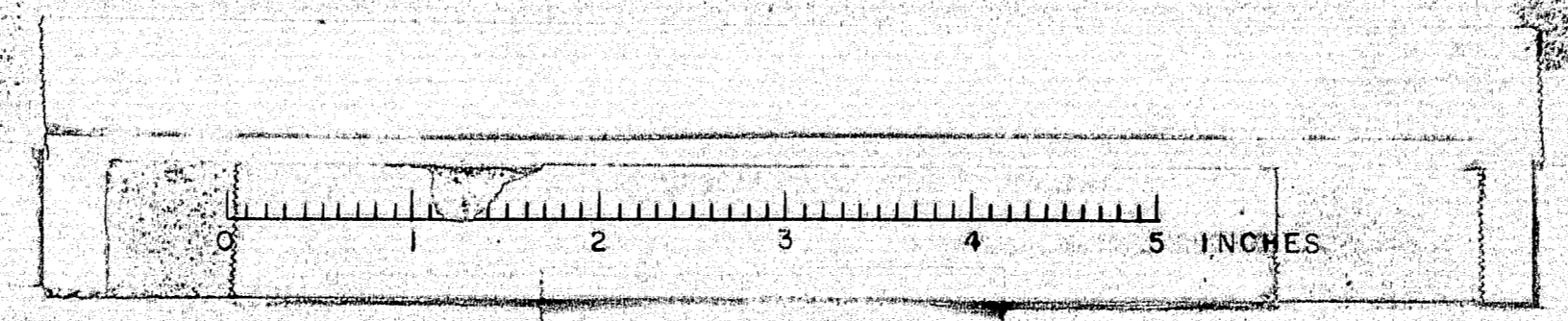
**EAST BRANCH PENOBSCOT
RIVER BRIDGE**

IN TOWNSHIP
T6 R8

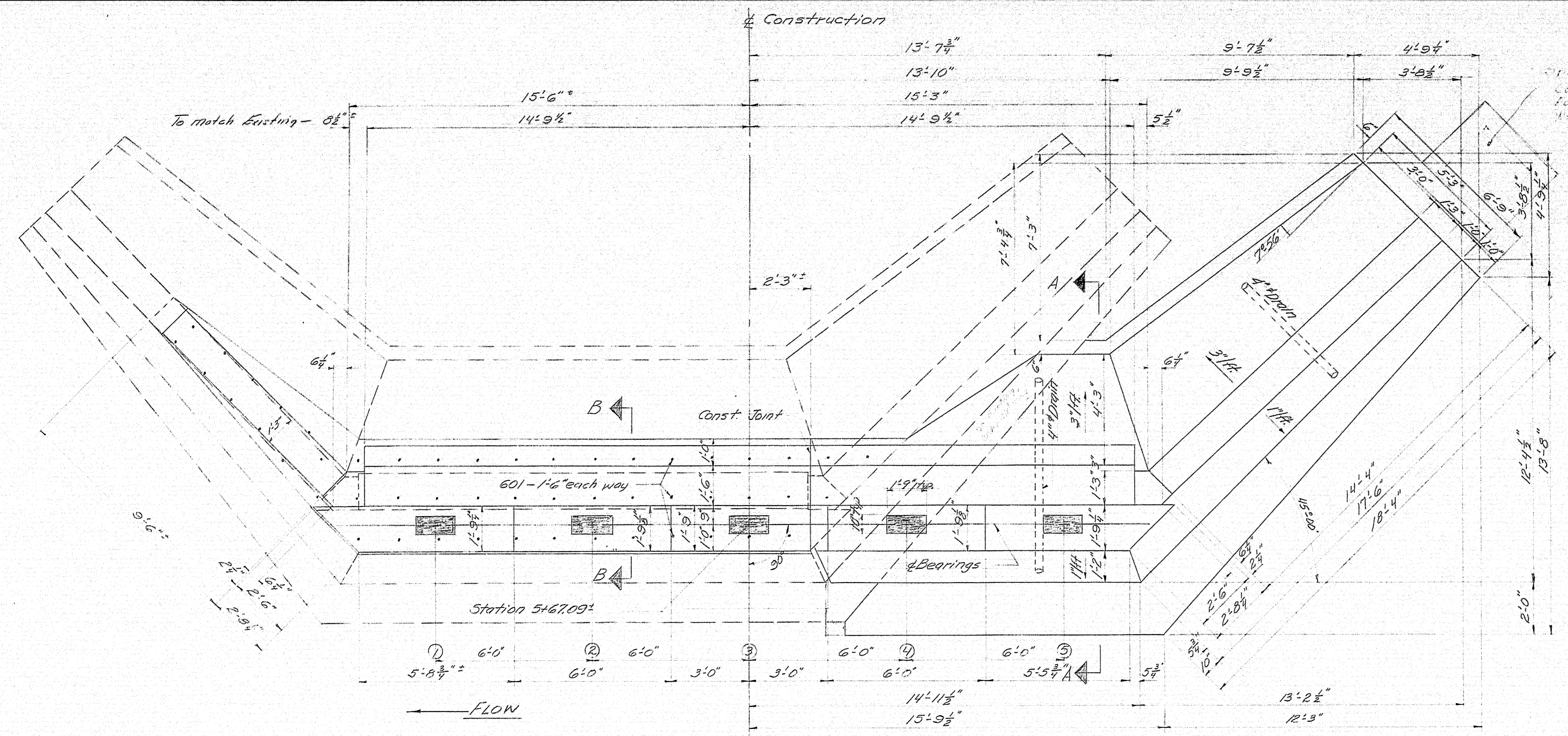
PENOBSCOT COUNTY
PIER

SHEET 3 OF 8 AUGUSTA, MAINE DEC. 1964

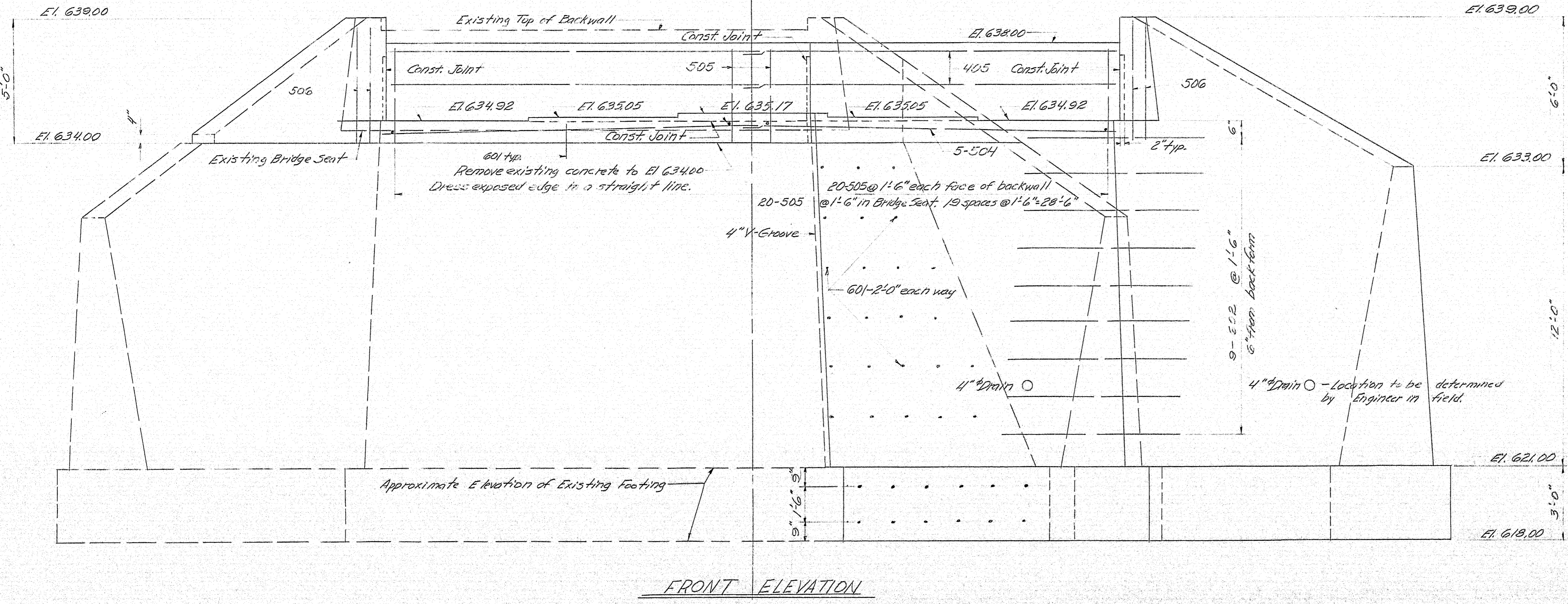
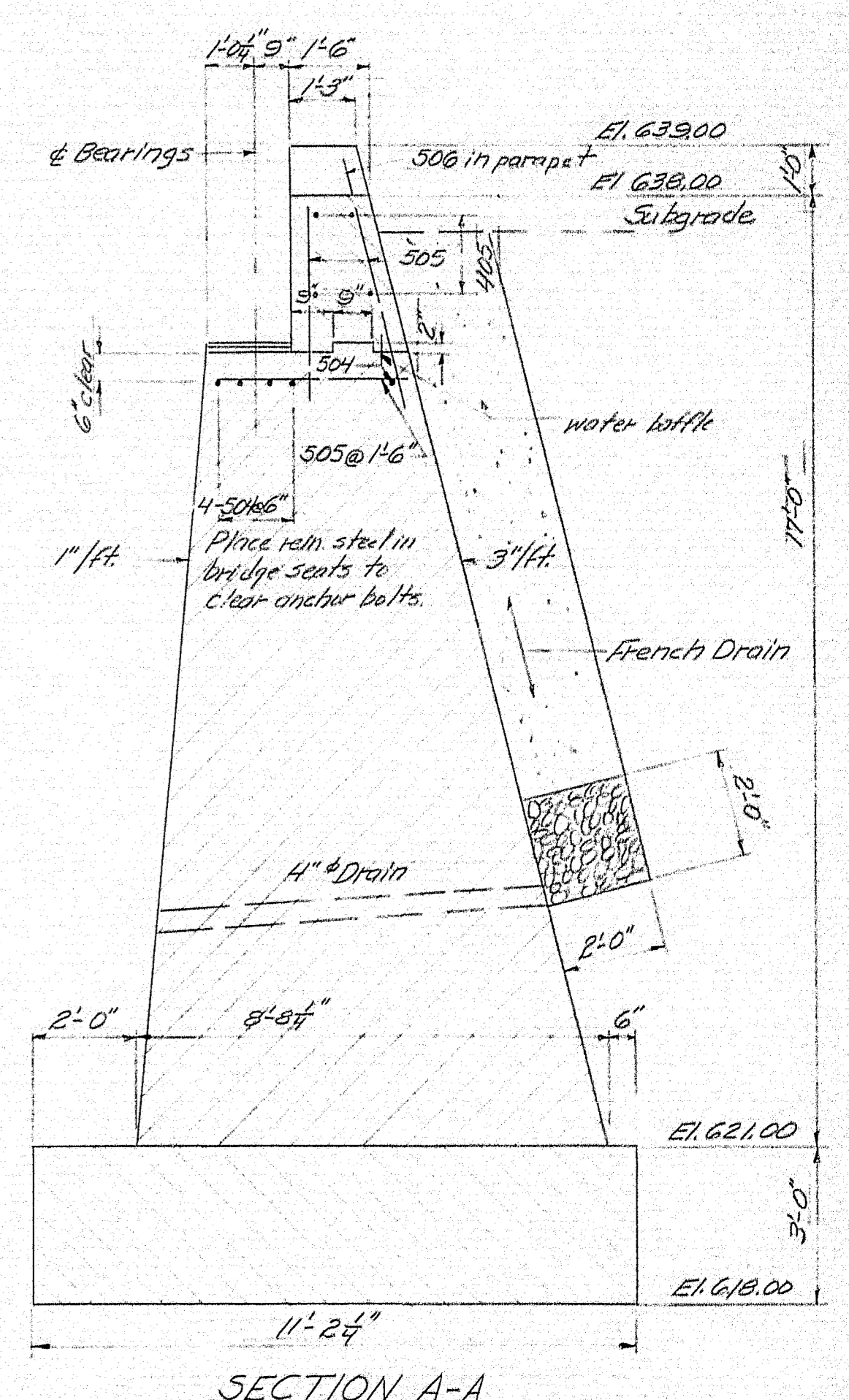
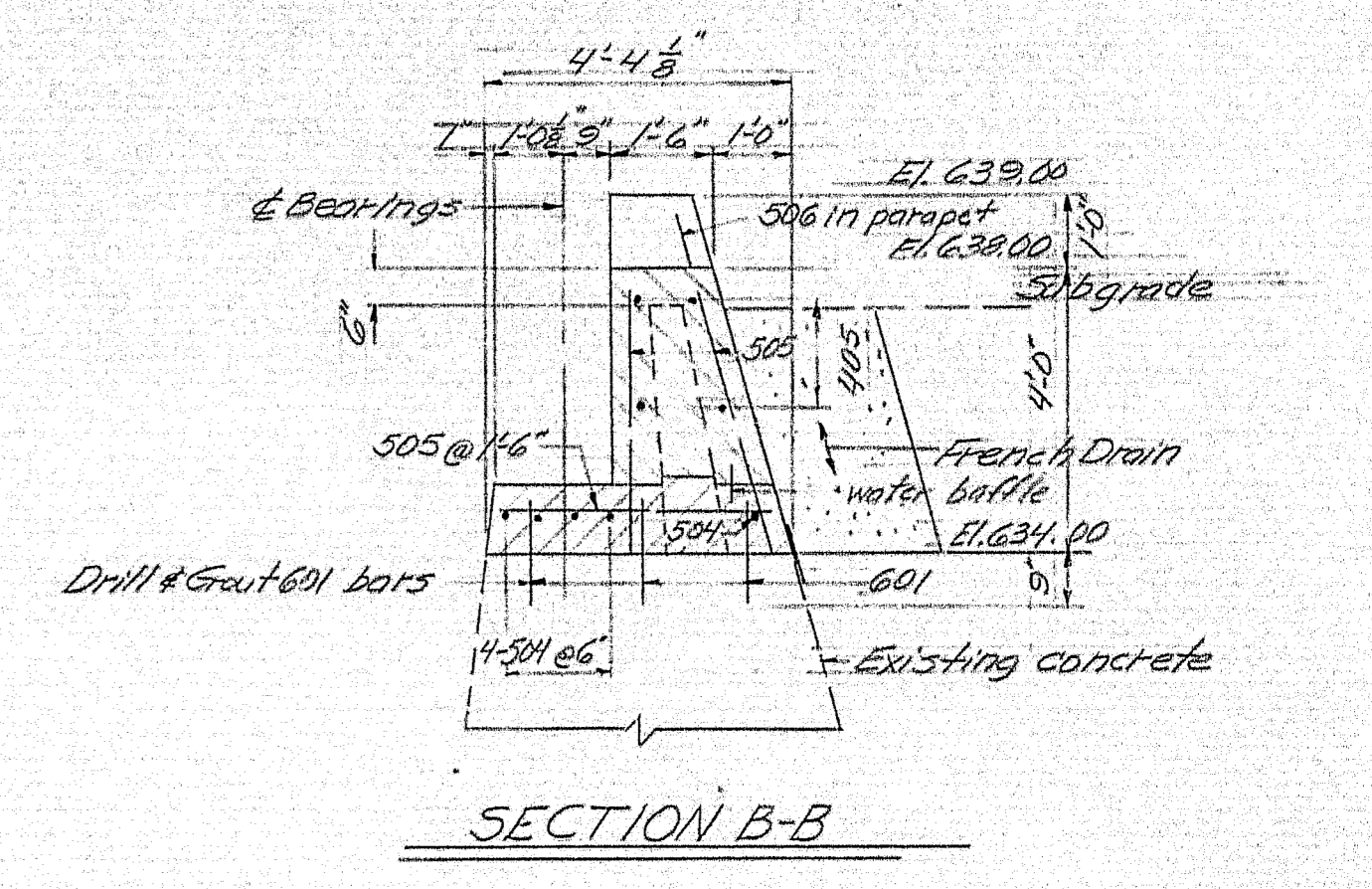
96-174



D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			



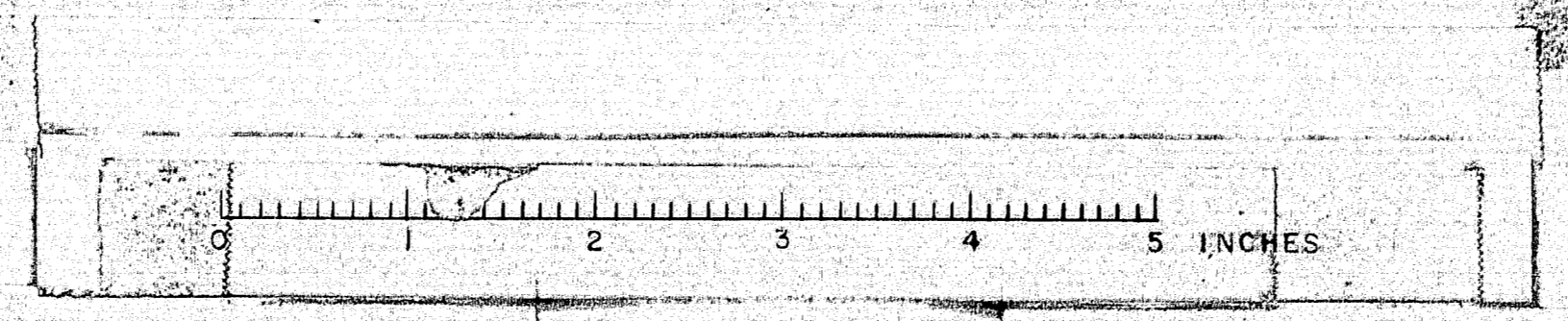
Original ground at this corner will be excavated for footing. Contractor to form it up at his own expense. Local drainage will be hand pumped. Water tested 1962 - contaminated by conduct acid to run when pumped out. P.S. will test again 1964.

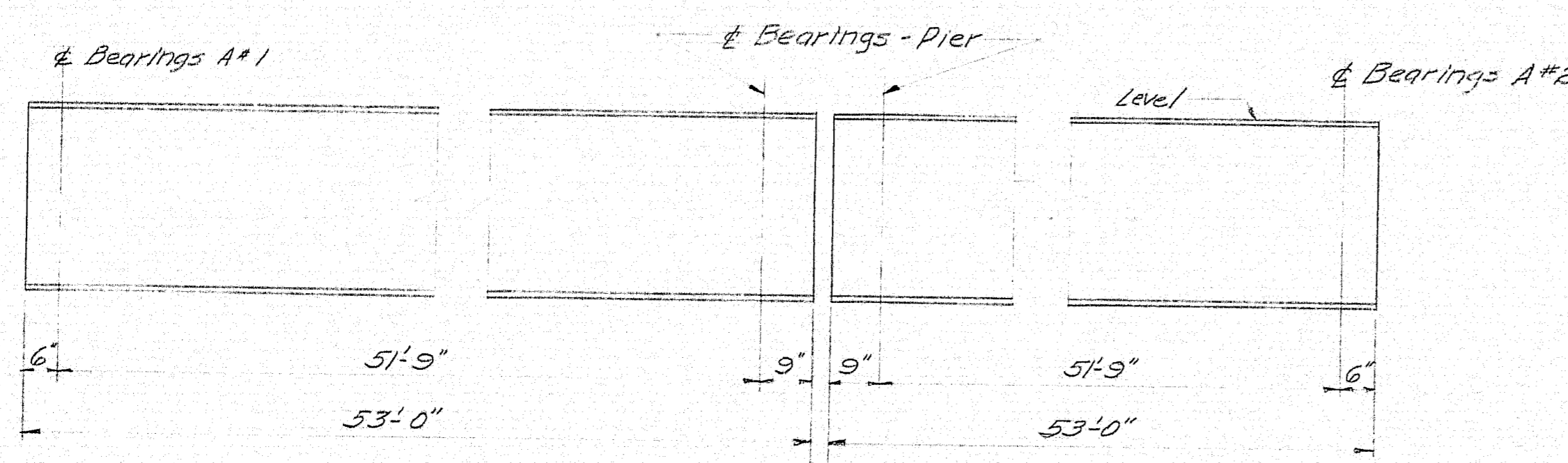
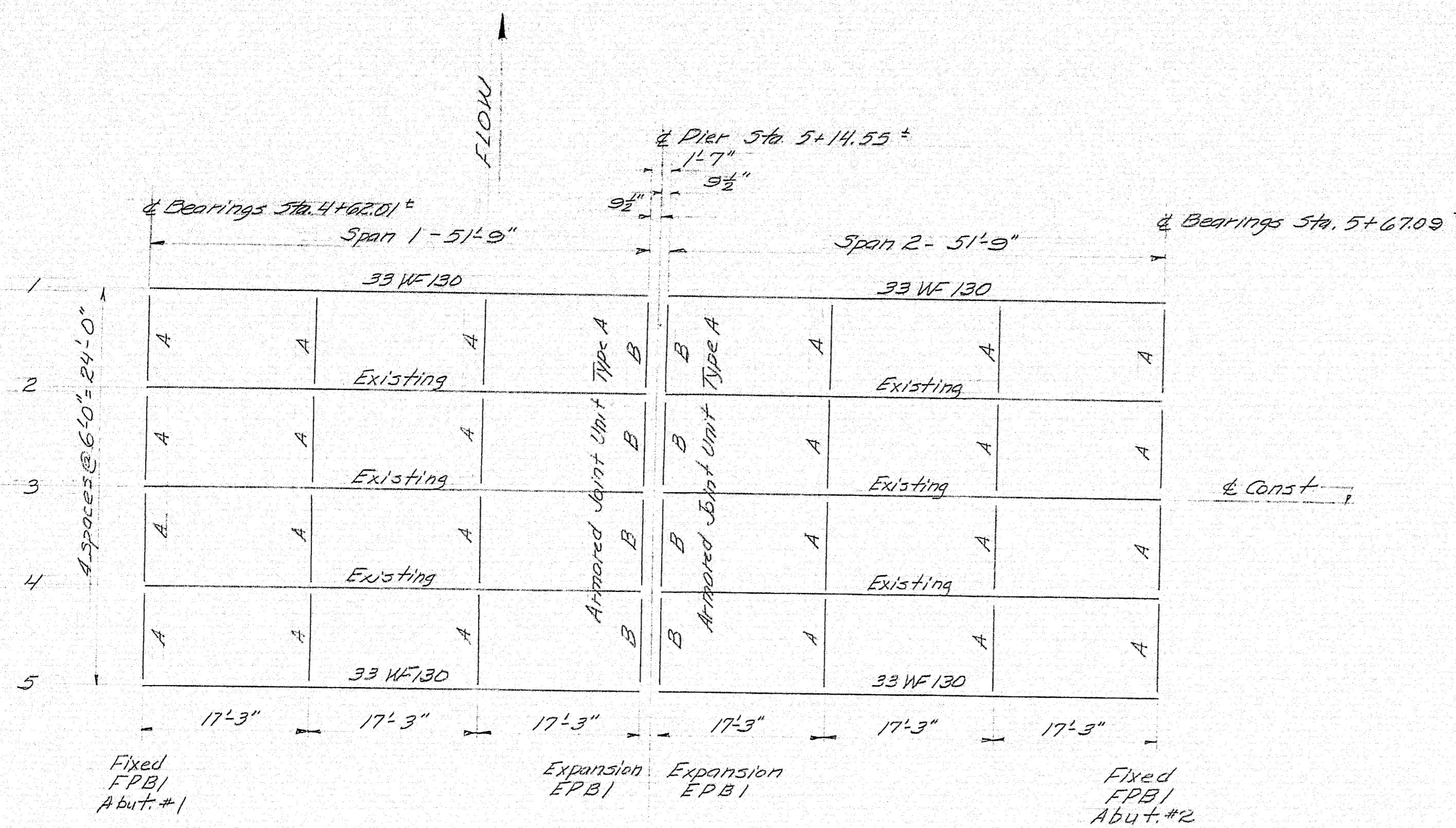


GENERAL NOTES
See Abut #1, Sheet #3

DESIGN - P.M.W.	BRIDGE NO. 6042
TRACE -	SURVEY -
CHECK -	PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
EAST BRANCH PENOBSCOT RIVER BRIDGE	
IN TOWNSHIP T 6 R 8	
PENOBSCOT COUNTY	
ABUTMENT NO. 2	
SHEET 4 OF 8 AUGUSTA, MAINE DEC. 1964	

96-175





Required 4 - 33 WF 130 x 53'-0" stringers for Lines 1 and 5. No Camber. Place any natural camber up. Lines 2, 3, and 4 use existing 33 WF stringers. Existing mill times, lateral bracing, bearing devices, etc., to be removed. The stringers to be reused in the new structure to be removed, cleaned or fire proofed. After they are erected in the new structure, they shall be painted with one coat of red lead paint, six coats of zinc paint conforming to the specifications for Shop Coat.

Payment for all work concerning the existing structural steel as mentioned above will be under Item 702-108, Existing Structural Steel, Removal, Cleaning, Storage, Reerection and Painting - Lump Sum.

Measurements of existing stringers should be verified and abutments adjusted, if necessary, for proper location.

2 - Armored Joint Unit Type A. Standard Detail BD-104-64
 24 - Type A Diaphragms. " " " "
 8 - Type B Diaphragms. " " " "
 10 - Fixed Bearings. Sheet 6 of 8
 10 - Expansion Bearings. Sheet 6 of 8
 12 - Drains. Standard Detail BD-104-64

All new structural steel shall be ASTM Designation A36 unless otherwise called for.

SPECIFICATIONS

Design: AASHTO Standard Specifications for Highways and Bridges 1961, with Interim Specifications thru 1964
 Contract: State of Maine, State Highway Commission, Standard Specifications for Highways and Bridges, Revision of Jan. 1956 and Supplemental Specifications, Feb. 1960.

LIVE LOADING

H-20-44

ALLOWABLE STRESSES

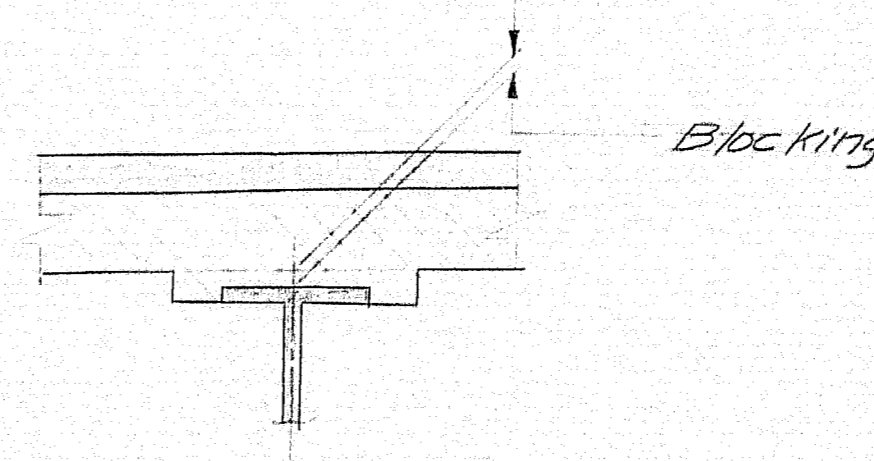
Concrete: $f_c = 1200 \text{ psi}$ $n = 10$
 Rein Steel; Intermediate Grade: $f_s = 20,000 \text{ psi}$
 Structural Steel, A36: $20,000 \text{ psi}$ (18,000 psi for existing)

CONCRETE CLASSIFICATION

Superstructure Slab and Wearing Surface - Class A
 Abutments and Pier - Class B

STRUCTURAL STEEL CLASSIFICATION

All structural steel shall conform to the latest Revision of the Specification A.S.T.M. Designation A36 unless otherwise noted on the Standard Details.



Beam & Abutment	BOTTOM OF SLAB ELEVATIONS			
	1/2 Span	1/4 Span	3/4 Span	Pier
1	638.10	638.14	638.15	638.14
2	638.23	638.27	638.28	638.27
3	638.35	638.39	638.40	638.39
4	638.23	638.27	638.28	638.27
5	638.10	638.14	638.15	638.14

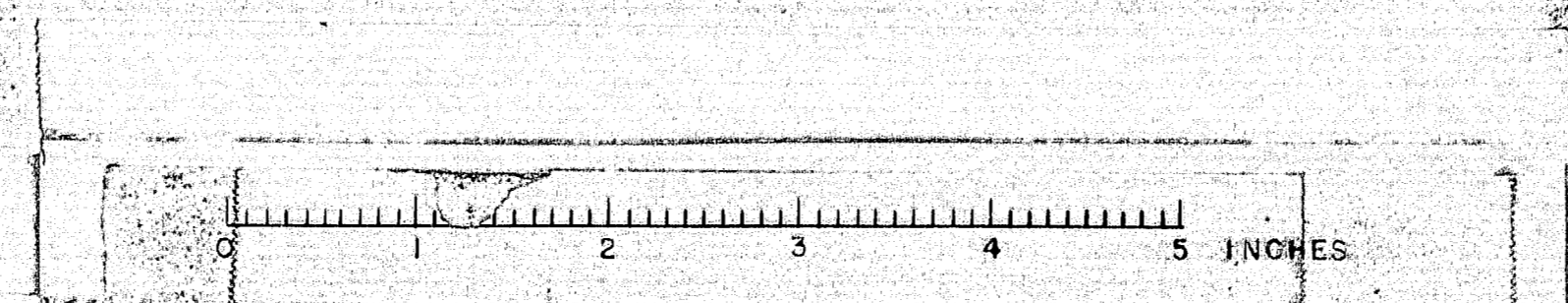
Blocking is 1" at Bearings. Do not use in setting forms. To allow for dead load deflection and inequalities in rolling steel, elevations are to be taken on the top flange before building forms. This elevation is to be subtracted from "Bottom of Slab Elevations" to get the Blocking to be used in form construction.

REINFORCING STEEL SCHEDULE				
<p style="text-align: center;">Dimensions are to $\frac{1}{2}$ of bars.</p>				
BENT BARS				
Mark	Size	Number	Length	Location
401	4	144	5'-4"	Curbs & slab
501	5	106	30'-0"	Slab - Main steel
502	5	11	7'-6"	Pier Bridge Seat - D.S.
STRAIGHT BARS				
402	4	118	30'-0"	Slab Dist. steel - Splice with 403
403	4	118	25'-0"	" " " " " 402
404	4	36	17'-6"	Curbs
503	5	220	29'-2"	Slab - Main Steel
301	3	162	25'-4"	Wearing Surface
302	3	52	30'-0"	"
405	4	16	15'-0"	Backwall
504	5	20	15'-0"	Bridge Seat
505	5	120	3'-9"	" " & Backwall
506	5	8	4'-9"	Parapets
601	6	248	1'-6"	Dowels - Abutments & Pier
602	6	19	8'-0"	Wings - U.S. Field bend
507	5	25	11'-0"	Pier Shaft
508	5	8	4'-0"	Bridge Seat - U.S. - Pier
509	5	5	16'-0"	" " - D.S. - "
603	6	16	3'-0"	Pier Footing - U.S.
* 604	6	16	15'-6"	Pier Shaft
* 605	6	2	13'-0"	Pier Shaft

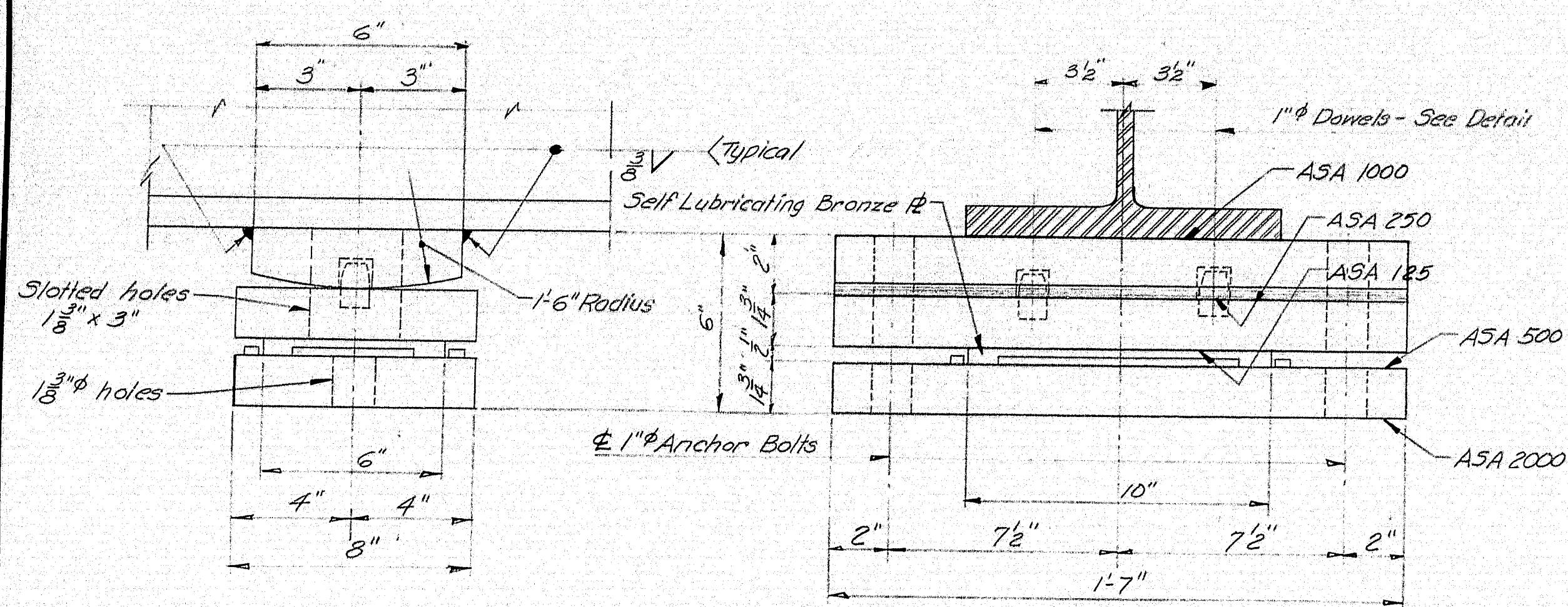
Reinforcing Steel is Intermediate Grade
 * Do not order steel until footing elevation can be determined.

DESIGN - P.M.W. CHECK - C.B.P.	BRIDGE NO. 6042 SURVEY PLOT
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
EAST BRANCH PENOBSCOT RIVER BRIDGE	
IN TOWNSHIP T6 R8	
PENOBSCOT COUNTY	
STEEL	
SHEET 5 OF 8 AUGUSTA, MAINE DEC. 1964	

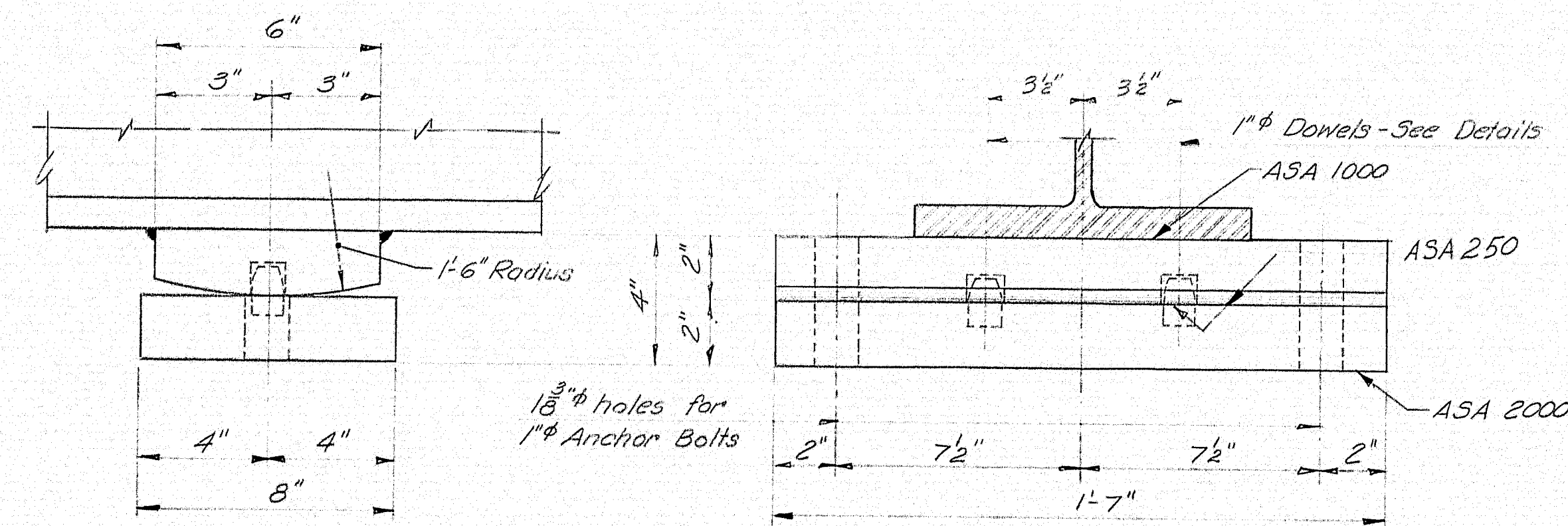
96-176



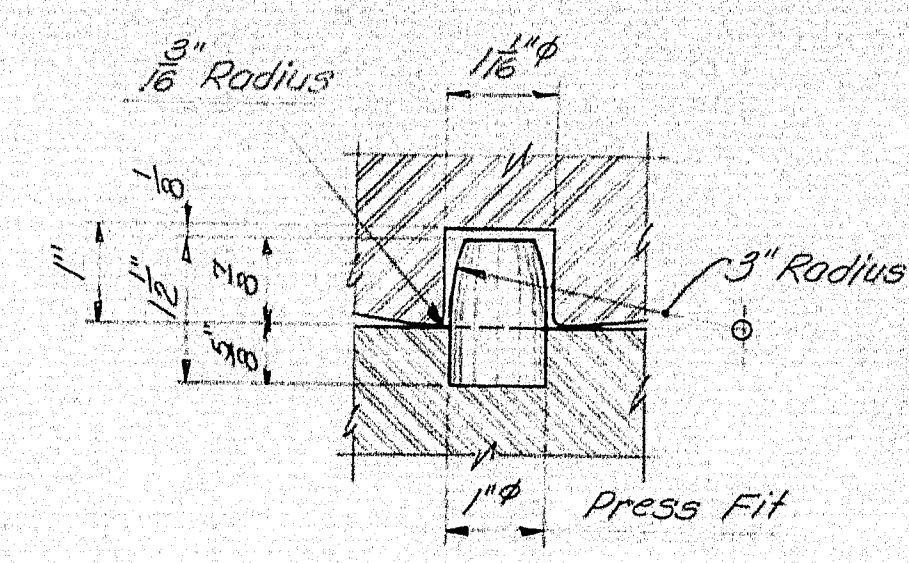
D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			



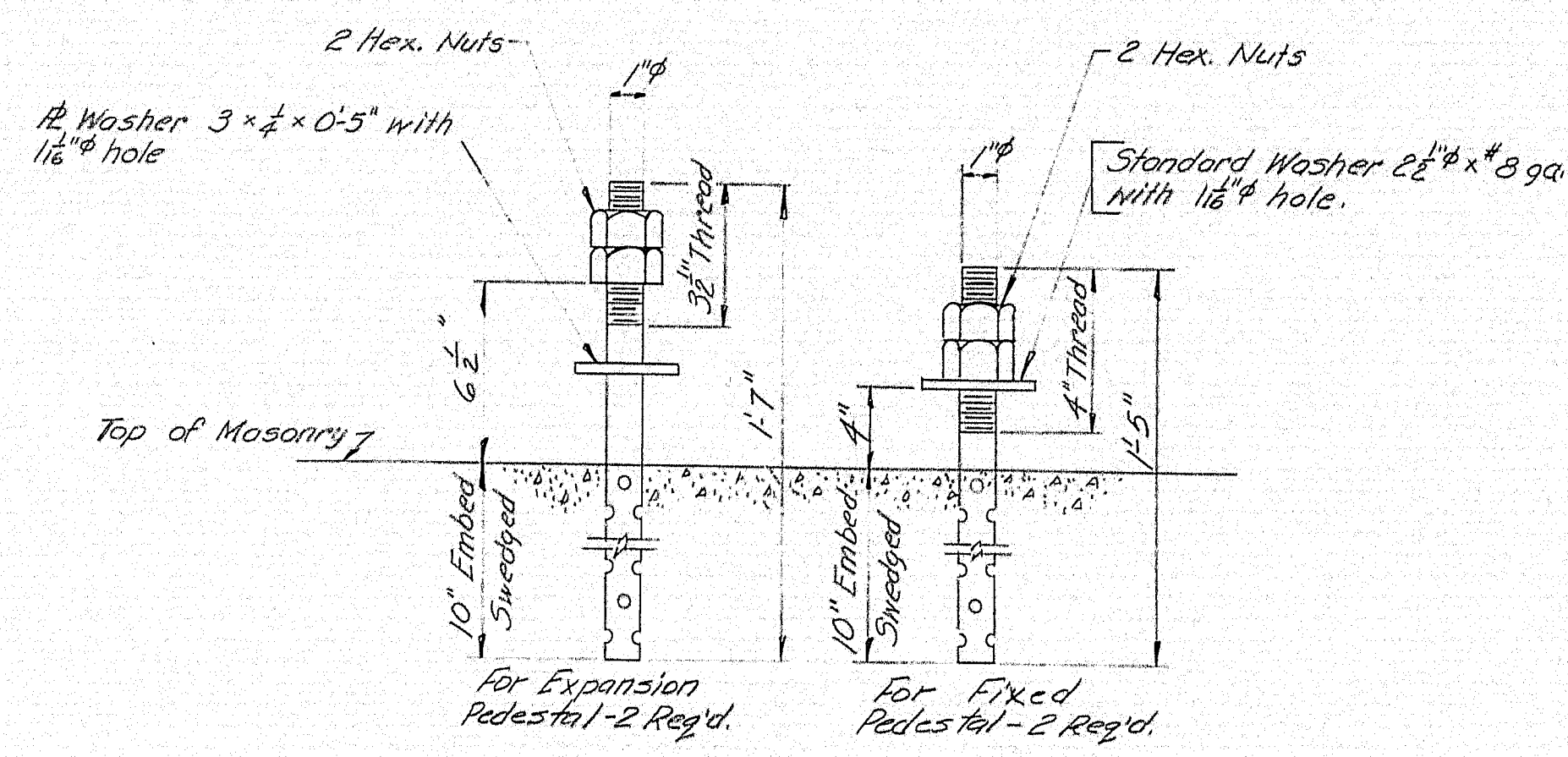
EXPANSION PEDESTAL



FIXED PEDESTAL

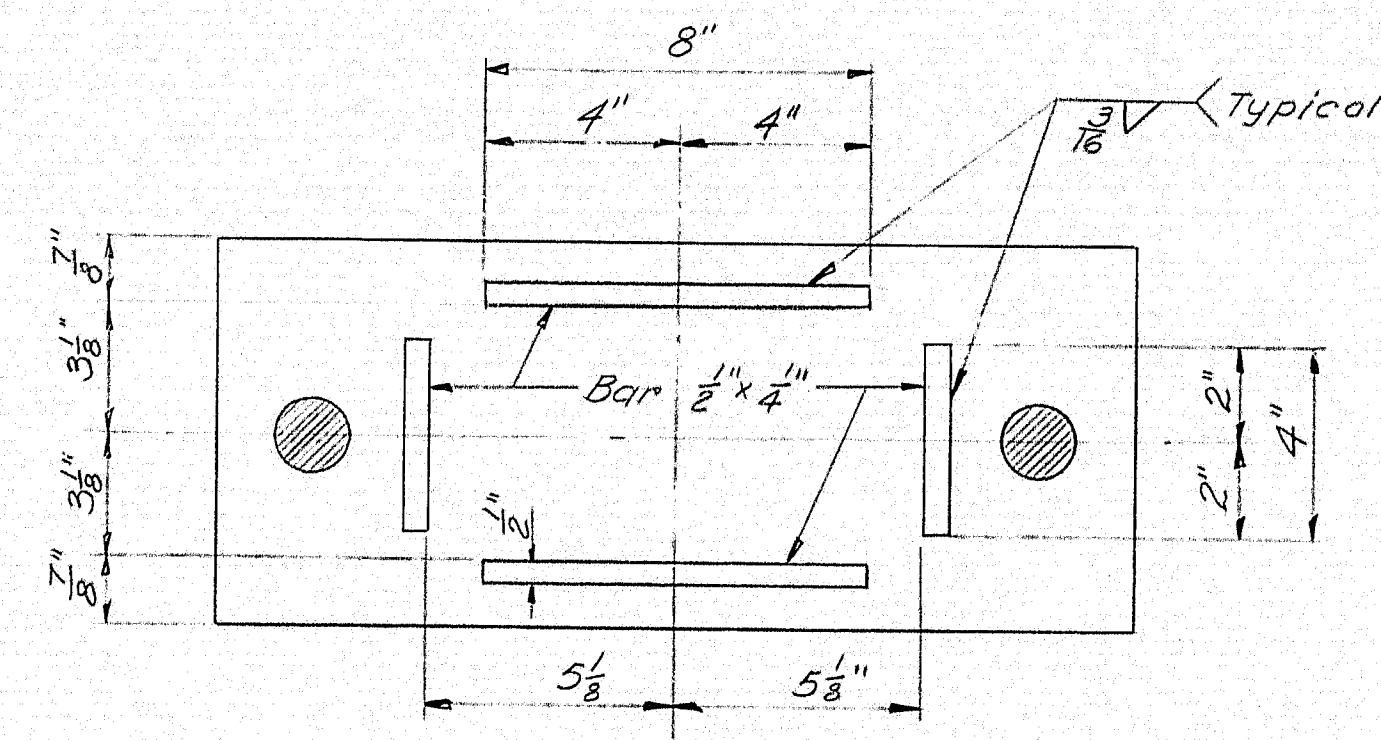


DOWEL DETAIL



ANCHOR BOLT DETAIL

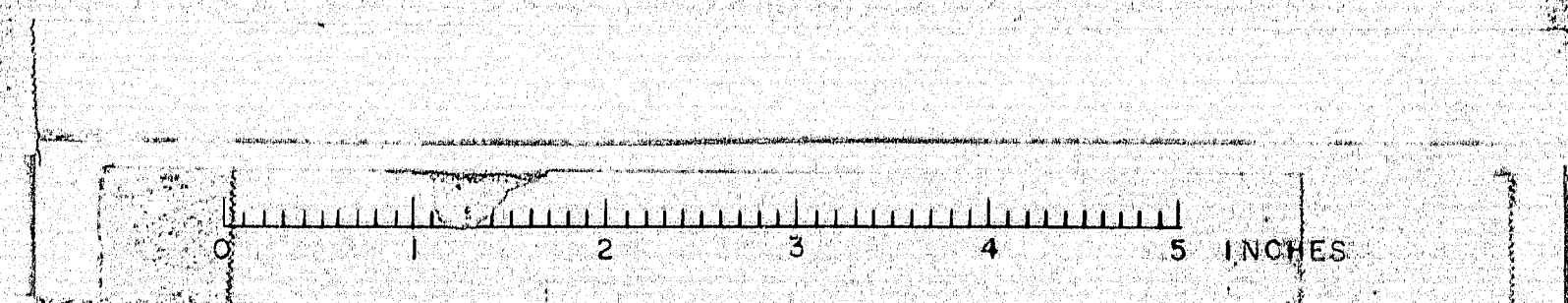
Anchor bolts to be ASTM Designation A7, A36 or A307



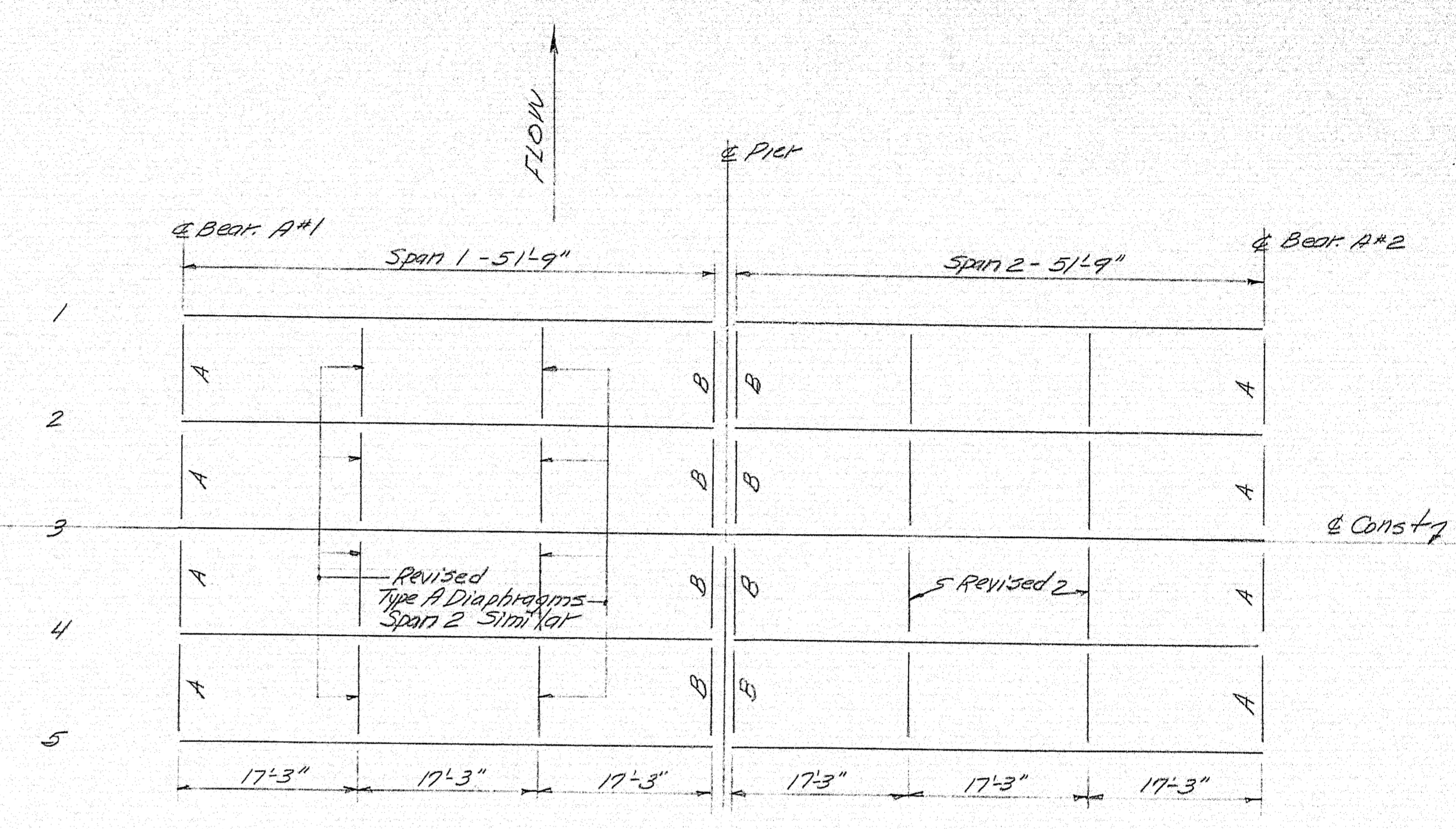
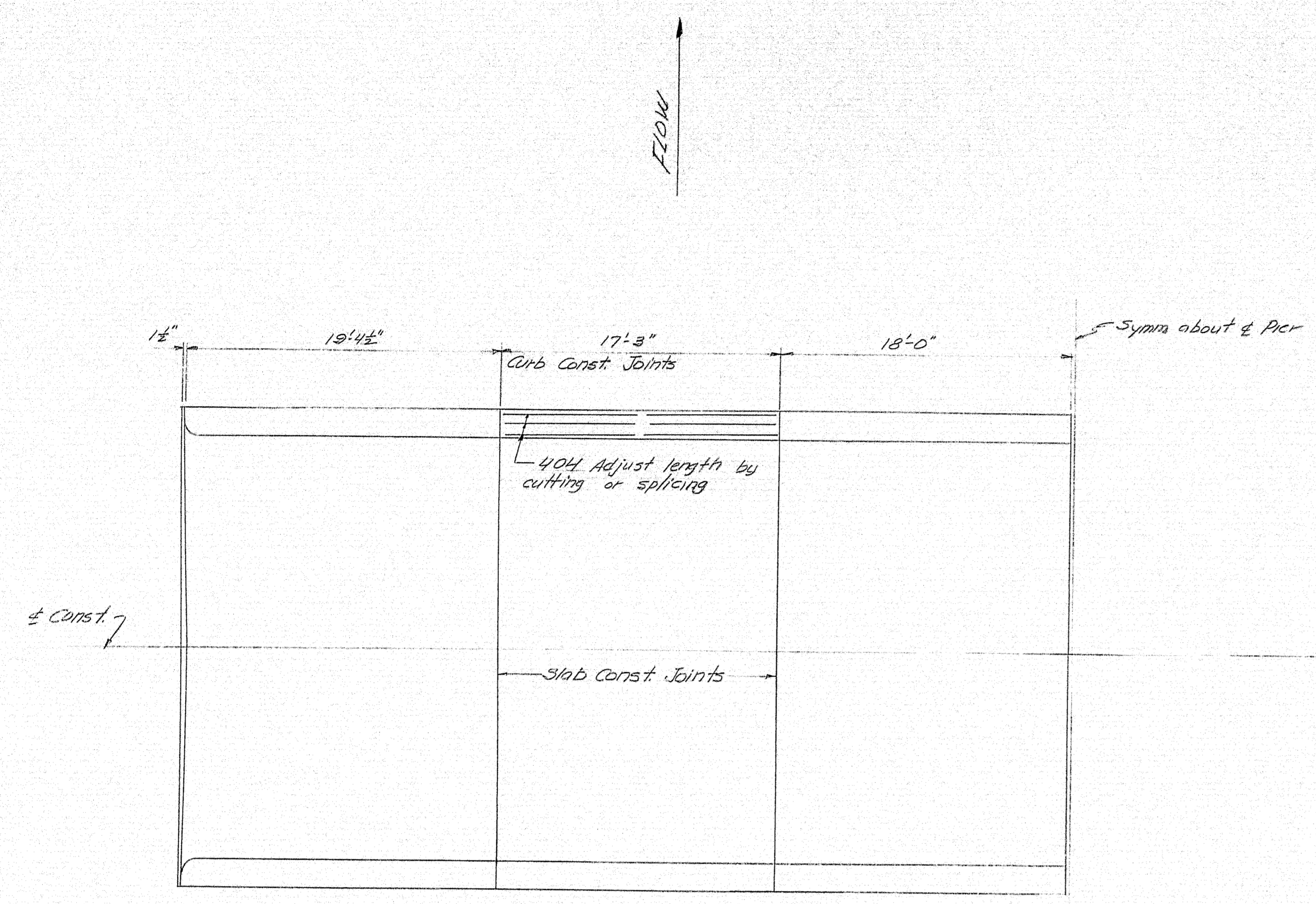
MASONRY PLATE

DESIGN - <i>WMM</i>	BRIDGE NO. 6042
TRACE - <i>WMM</i>	SURVEY -
CHECK - <i>WMM</i>	PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
EAST BRANCH PENOBSCOT RIVER BRIDGE	
IN TOWNSHIP	
T6R8	
PENOBSCOT COUNTY	
BEARING PEDESTALS	
SHEET 6 OF 8 AUGUSTA, MAINE DEC. 1964	

96-177

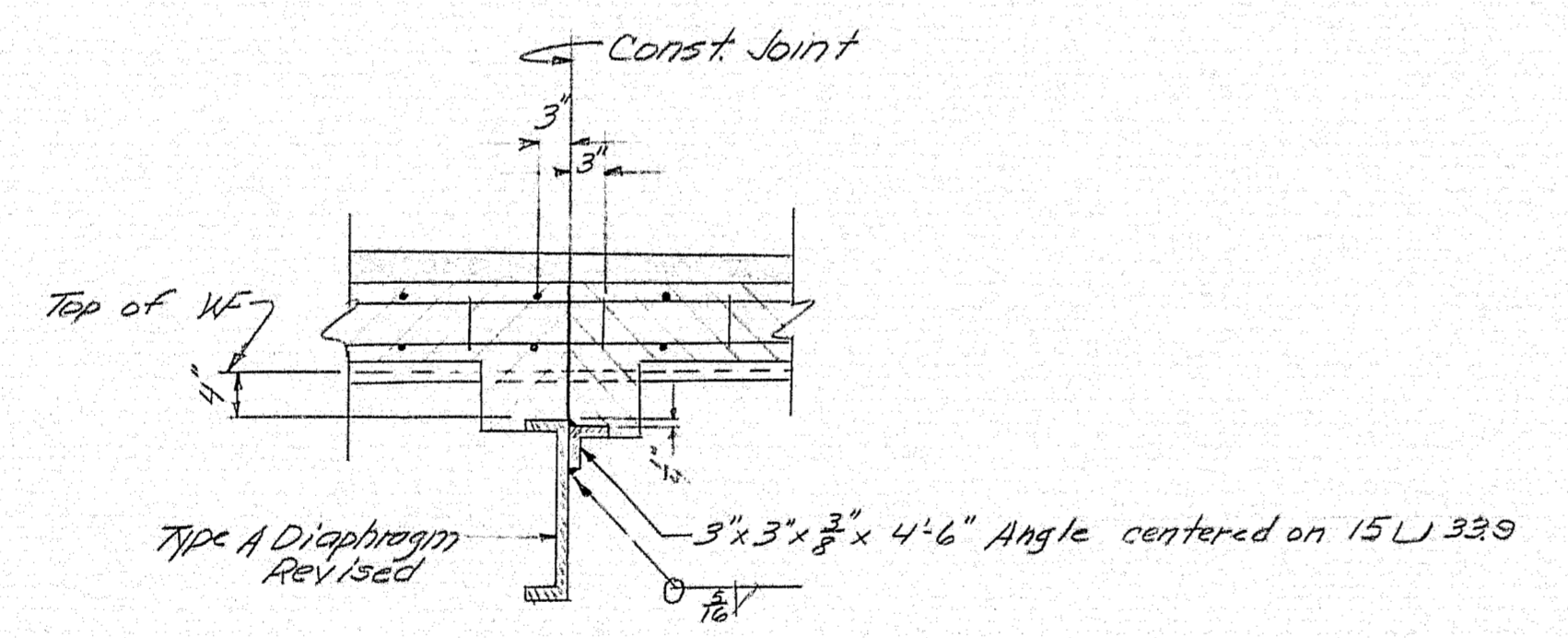


B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			



ERECTION DIAGRAM

PLAN



SECTION AT NEW JOINT

DESIGN- TRACE- PMW	BRIDGE NO. 6042
SURVEY- CHECK-	PLOT-
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
EAST BRANCH PENOBSCOT RIVER BRIDGE	
IN TOWNSHIP T6 R8	
PENOBSCOT COUNTY	
Slab and Diaphragm Revisions	
SHEET 7A OF 8 AUGUSTA, MAINE SEPT. 1965	

96-179

