

PLAN

— GENERAL NOTES —

THE FALSEWORK FOR ALL SPANS SHALL REMAIN IN PLACE UNTIL THE LAST DECK CONCRETE HAS BEEN PLACED A SUFFICIENT LENGTH OF TIME FOR ITS FALSEWORK TO BE REMOVED. IF THE DECK CONCRETE IS NOT PLACED IN ONE OPERATION MAKE VERTICAL CONSTRUCTION JOINTS WITHOUT SHEAR KEYS OVER CENTER LINES OF PIERS. PLACE SPANS NOS. 1 AND 3 BEFORE SPAN NO. 2. TOP OF JOINTS IN DECK TO BE SEALED WITH PLASTIC ROOFING CEMENT PROTECTED BY A STRIP OF HEAVY ROOFING 6" WIDE.

THE SIDEWALK ON THE FRAME SHALL NOT BE PLACED UNTIL THE FRAME IS FREE OF FALSEWORK.

PAYMENT FOR ANY NECESSARY UNWATERING OF FOUNDATIONS PITS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EXCAVATION.

CONCRETE IN FRAME TO BE VIBRATED.

— DESIGN —

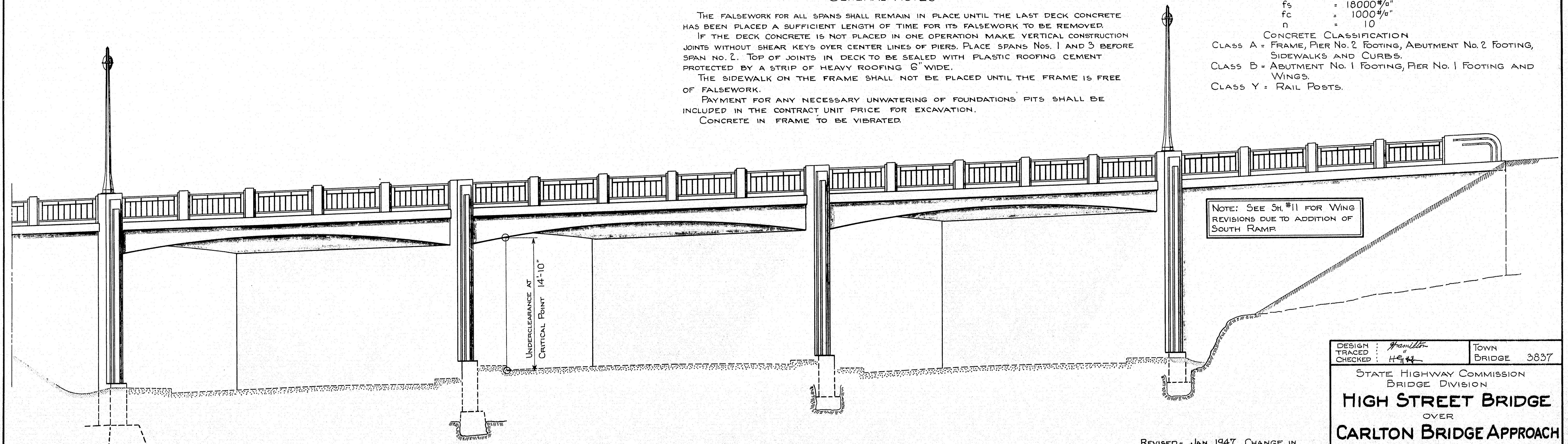
LOADING = H20-44  
 $f_s$  = 18000  $\frac{lb}{sq\ in}$   
 $f_c$  = 1000  $\frac{lb}{sq\ in}$   
 $n$  = 10

CONCRETE CLASSIFICATION

CLASS A = FRAME, PIER NO. 2 FOOTING, ABUTMENT NO. 2 FOOTING, SIDEWALKS AND CURBS.

CLASS B = ABUTMENT NO. 1 FOOTING, PIER NO. 1 FOOTING AND WINGS.

CLASS Y = RAIL POSTS.



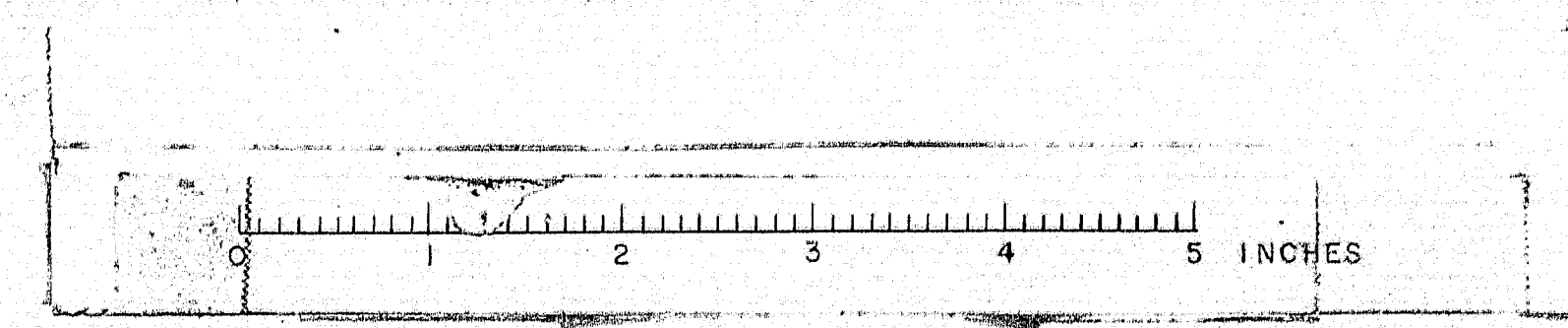
SIDE ELEVATION

NOTE: WATER PIPE IS NOT SHOWN  
 SEE SHEETS NOS. 2 AND 4 FOR LOCATION OF LIGHTING CONDUIT.

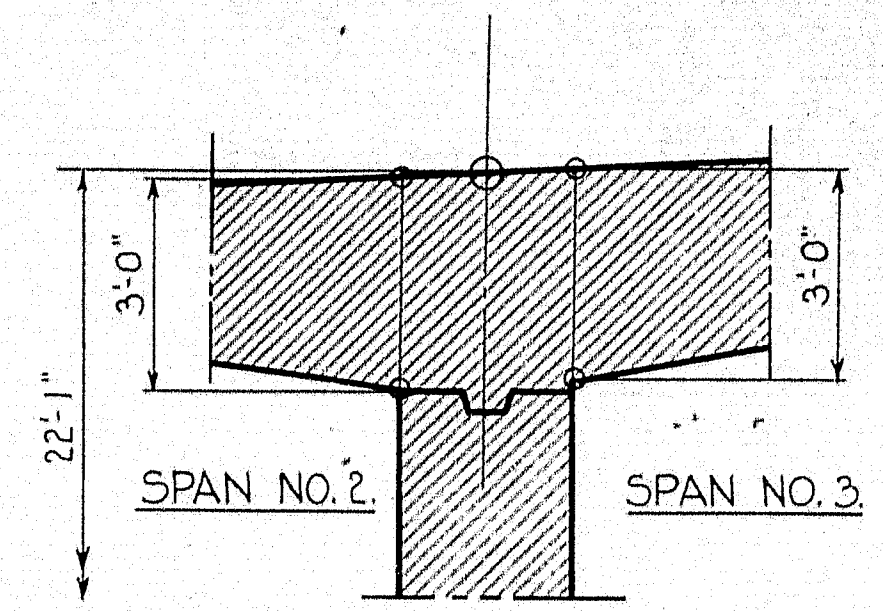
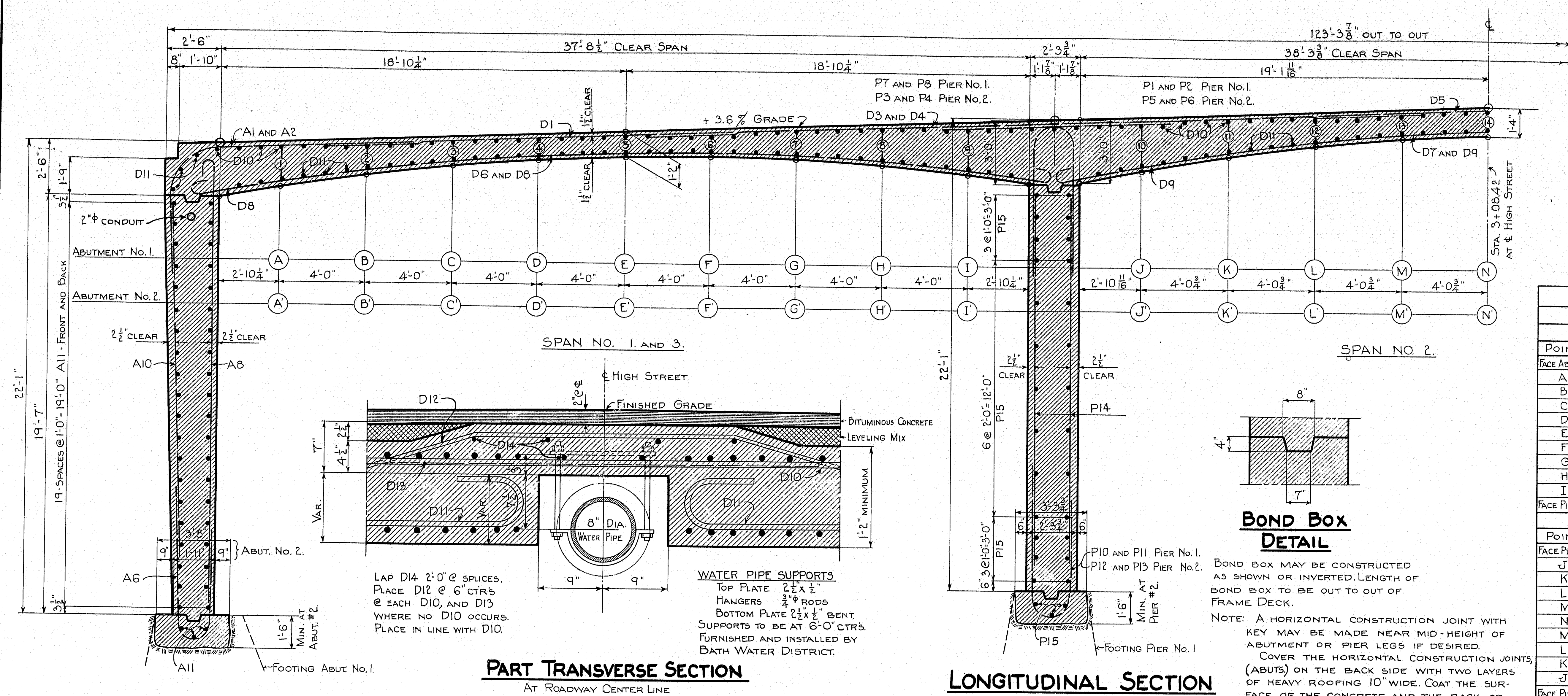
REVISED - JAN. 1947. CHANGE IN DESIGN WEST WING, NO. 2. ABUT. *Handwritten initials*  
 Revised - Feb. 1946 - Underclearance shown *Handwritten initials*

DESIGN	<i>Handwritten initials</i>	TOWN	BRIDGE 3837
TRACED	<i>Handwritten initials</i>		
CHECKED	<i>Handwritten initials</i>		
STATE HIGHWAY COMMISSION BRIDGE DIVISION			
HIGH STREET BRIDGE OVER CARLTON BRIDGE APPROACH IN THE CITY OF			
BATH - SAGADAHOOC CO. DECK PLAN AND SIDE ELEVATION SHEET 1 OF 18 AUGUSTA, MAINE, AUGUST, 1945.			

M. 586

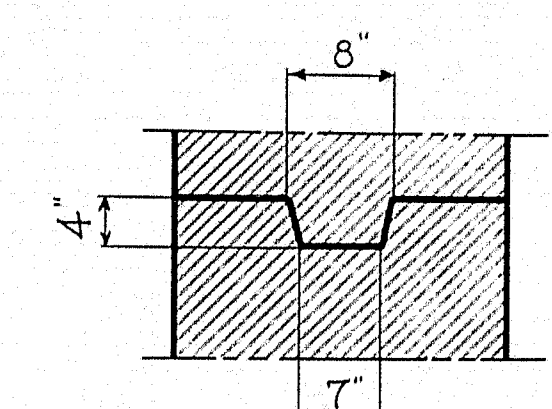






DETAIL AT PIER NO. 2.

ELEVATIONS - INTRADOS POINTS			
EAST SIDE		WEST SIDE	
SPAN No. 1		SPAN No. 1	
POINT	ELEVATION	POINT	ELEVATION
FACE ABUT.#1	117.47	FACE ABUT.#1	118.33
A	117.94	A	118.80
B	118.51	B	119.37
C	118.95	C	119.81
D	119.27	D	120.13
E	119.48	E	120.34
F	119.54	F	120.40
G	119.44	G	120.30
H	119.17	H	120.03
I	118.73	I	119.59
FACE PIER#1	118.33	FACE PIER#1	119.19
SPAN No. 2		SPAN No. 2	
POINT	ELEVATION	POINT	ELEVATION
FACE PIER#1	118.43	FACE PIER#1	119.29
J	118.98	J	119.84
K	119.65	K	120.51
L	120.18	L	121.04
M	120.54	M	121.40
N	120.77	N	121.63
M'	120.84	M'	121.70
L'	120.76	L'	121.62
K'	120.53	K'	121.39
J'	120.15	J'	121.01
FACE PIER#2	119.77	FACE PIER#2	120.65
SPAN No. 3		SPAN No. 3	
POINT	ELEVATION	POINT	ELEVATION
FACE PIER#2	119.87	FACE PIER#2	120.73
I'	120.48	I'	121.34
H'	121.21	H'	122.07
G'	121.76	G'	122.62
F'	122.16	F'	123.02
E'	122.38	E'	123.24
D'	122.46	D'	123.32
C'	122.43	C'	123.29
B'	122.27	B'	123.13
A'	122.00	A'	122.86
FACE ABUT.#2	121.73	FACE ABUT.#2	122.59

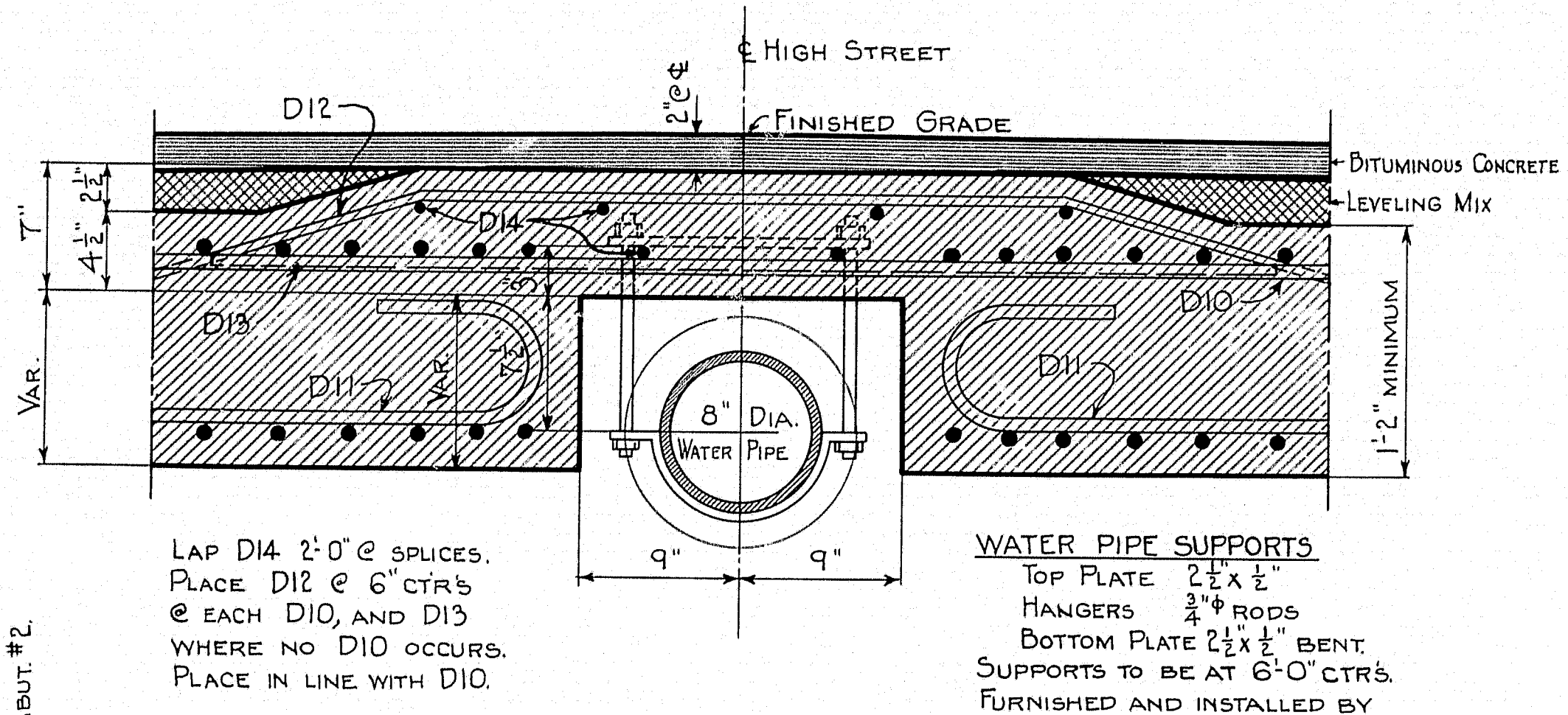


BOND BOX DETAIL

BOND BOX MAY BE CONSTRUCTED AS SHOWN OR INVERTED. LENGTH OF BOND BOX TO BE OUT TO OUT OF FRAME DECK.

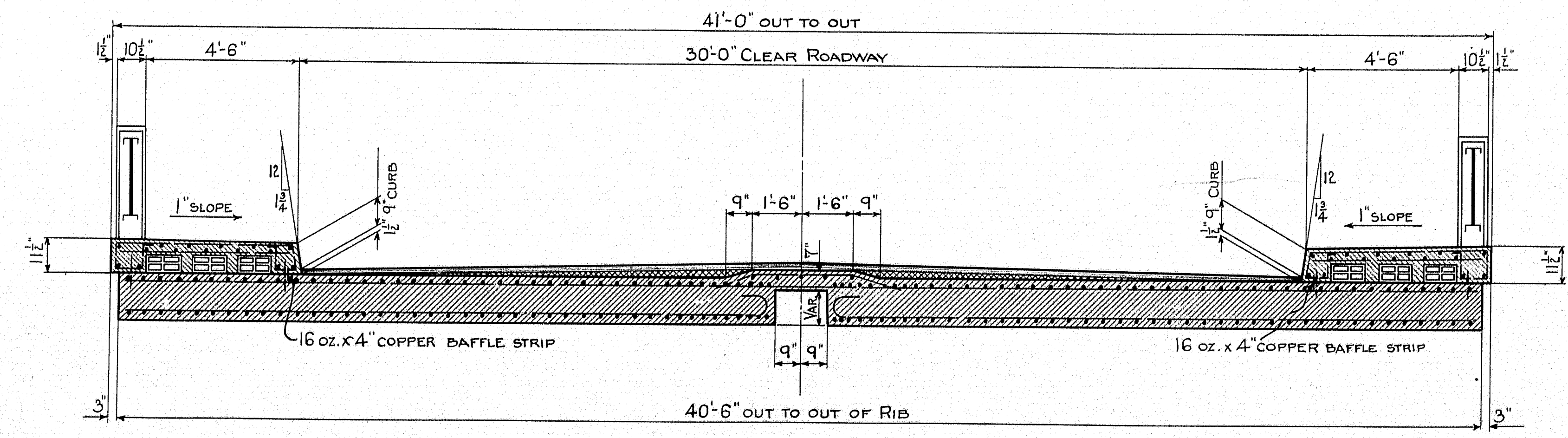
NOTE: A HORIZONTAL CONSTRUCTION JOINT WITH KEY MAY BE MADE NEAR MID-HEIGHT OF ABUTMENT OR PIER LEGS IF DESIRED. COVER THE HORIZONTAL CONSTRUCTION JOINTS (ABUTS) ON THE BACK SIDE WITH TWO LAYERS OF HEAVY ROOFING 10" WIDE. COAT THE SURFACE OF THE CONCRETE AND THE BACK OF EACH LAYER AS APPLIED WITH HOT TAR OR ASPHALT.

THE AREA TO BE COVERED WITH ROOFING IS TO BE RECESSED 1/4" BY NAILING THIN STRIPS TO THE FORMS BEFORE THE CONCRETE IS PLACED.

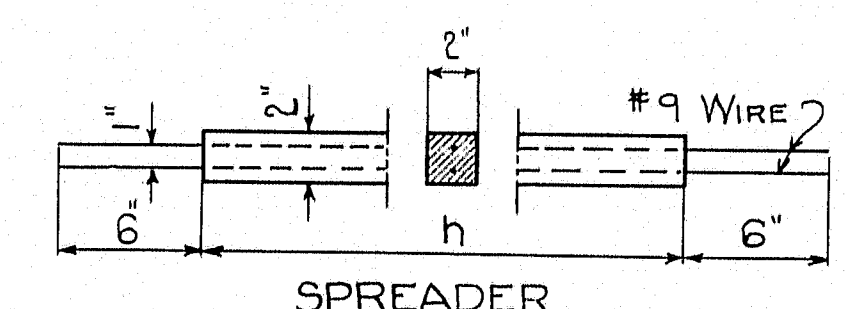


PART TRANSVERSE SECTION  
AT ROADWAY CENTER LINE

LONGITUDINAL SECTION



TRANSVERSE SECTION



SPREADER

LINE OF SPREADERS TO BE AT ABOUT 3'-0" C. TO C. MEASURED AT RIGHT ANGLES TO HIGH STREET. SPREADERS SHALL BE CURED AT LEAST 5 DAYS BEFORE USING ACCORDING TO SPECIFICATIONS. SPREADERS AND PRECAST MORTAR BLOCKS TO BE STAGGERED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR CONCRETE IN RIGID FRAME.

SPREADERS			
MARK	REQD	h	h
1	28	1'-6 3/4"	28
2	"	1'-1 1/2"	9
3	"	10 3/8"	10
4	"	8 1/2"	11
5	"	7 1/2"	12
6	"	8 5/8"	13
7	"	11 5/8"	14

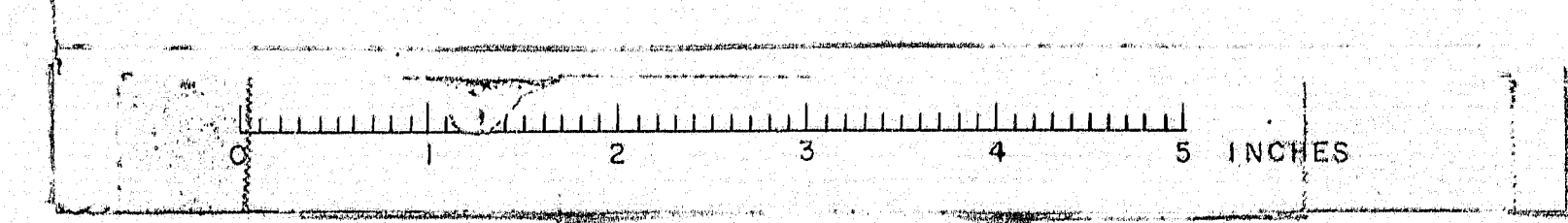
DESIGN: Hamilton  
TRACED: HJH  
CHECKED: HJH

TOWN: BRIDGE 3837

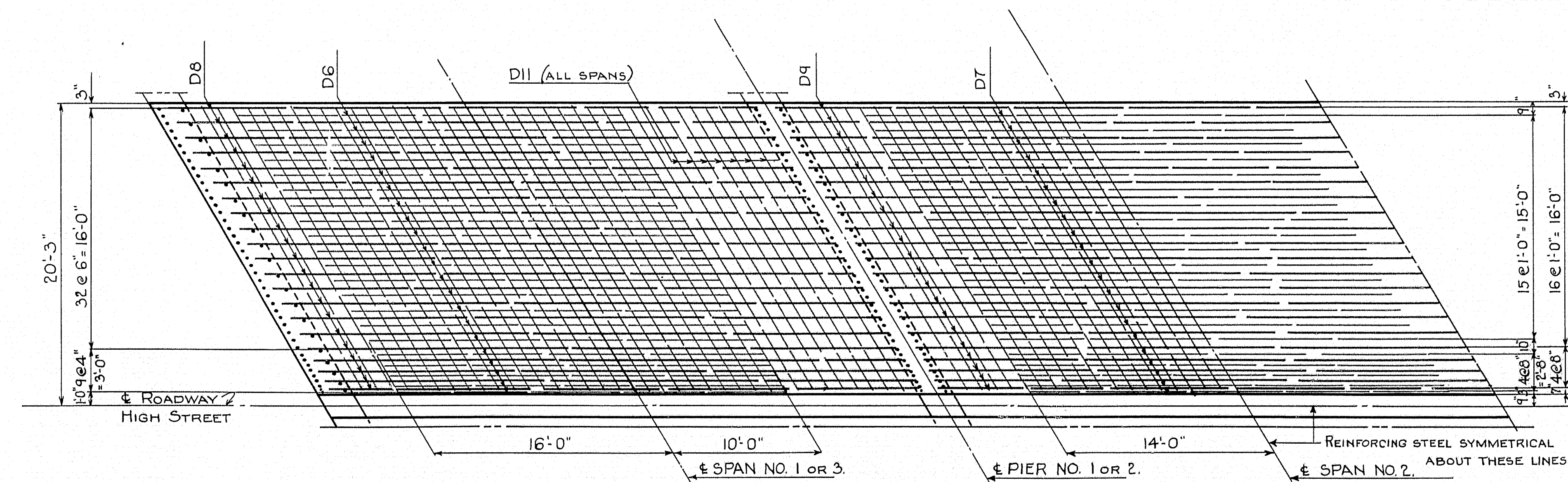
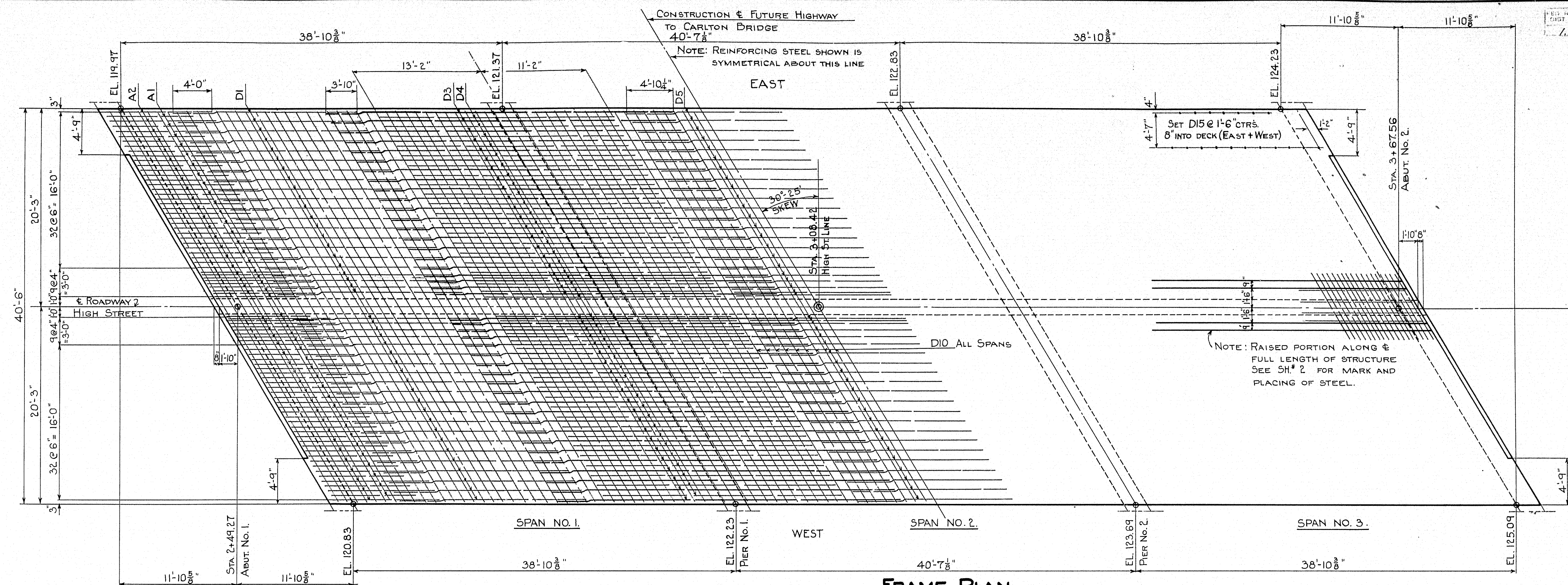
STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

**HIGH STREET BRIDGE**  
OVER  
**CARLTON BRIDGE APPROACH**  
IN THE CITY OF  
**BATH-SAGadahoc Co.**  
FRAME DETAILS  
SHEET 2 OF 18 AUGUSTA, MAINE. AUGUST, 1945.

H 587







DESIGN :	<i>Hamilton</i>	TOWN	
TRACED :		BRIDGE	3537
CHECKED :	<i>H.A.H.</i>		

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

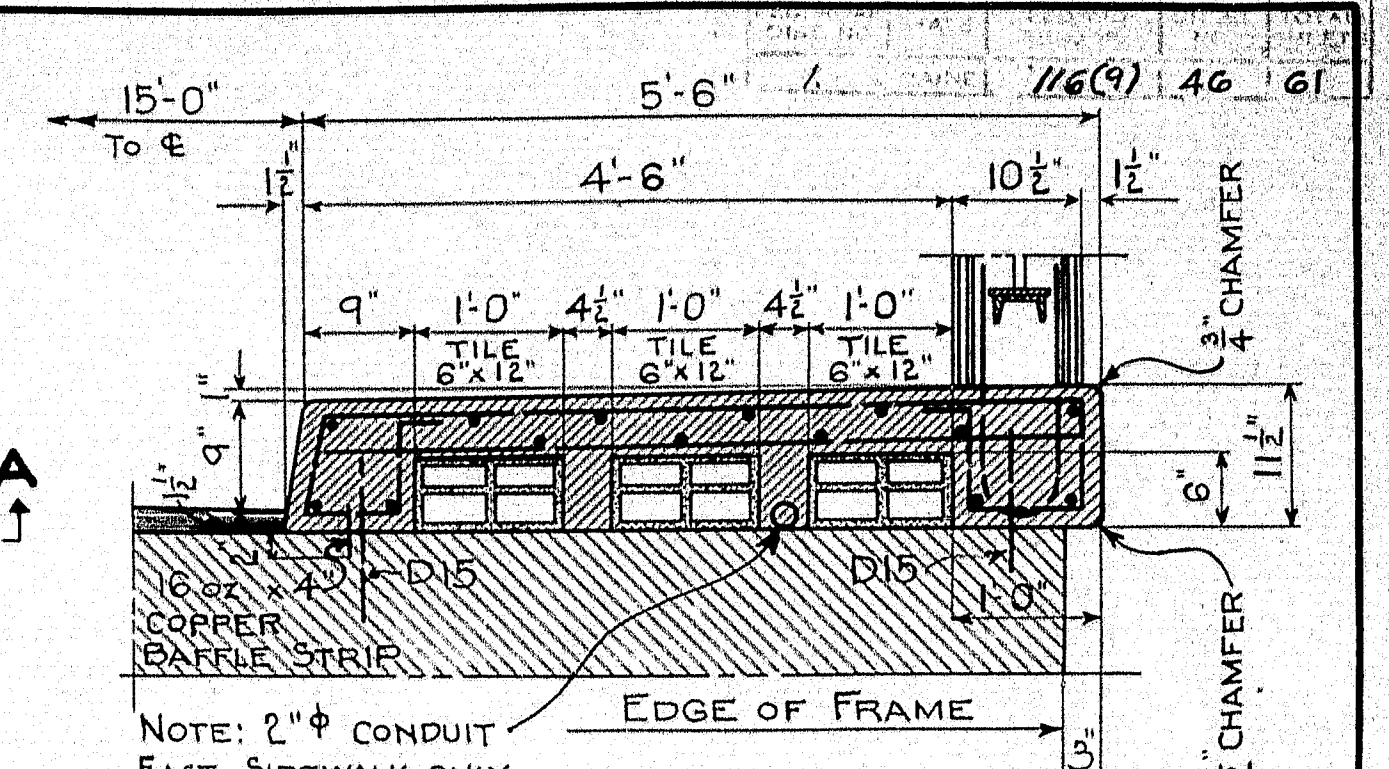
**HIGH STREET BRIDGE**  
OVER

**CARLTON BRIDGE APPROACH**  
IN THE CITY OF

**BATH - SAGADAHOC CO.**  
FRAME PLAN

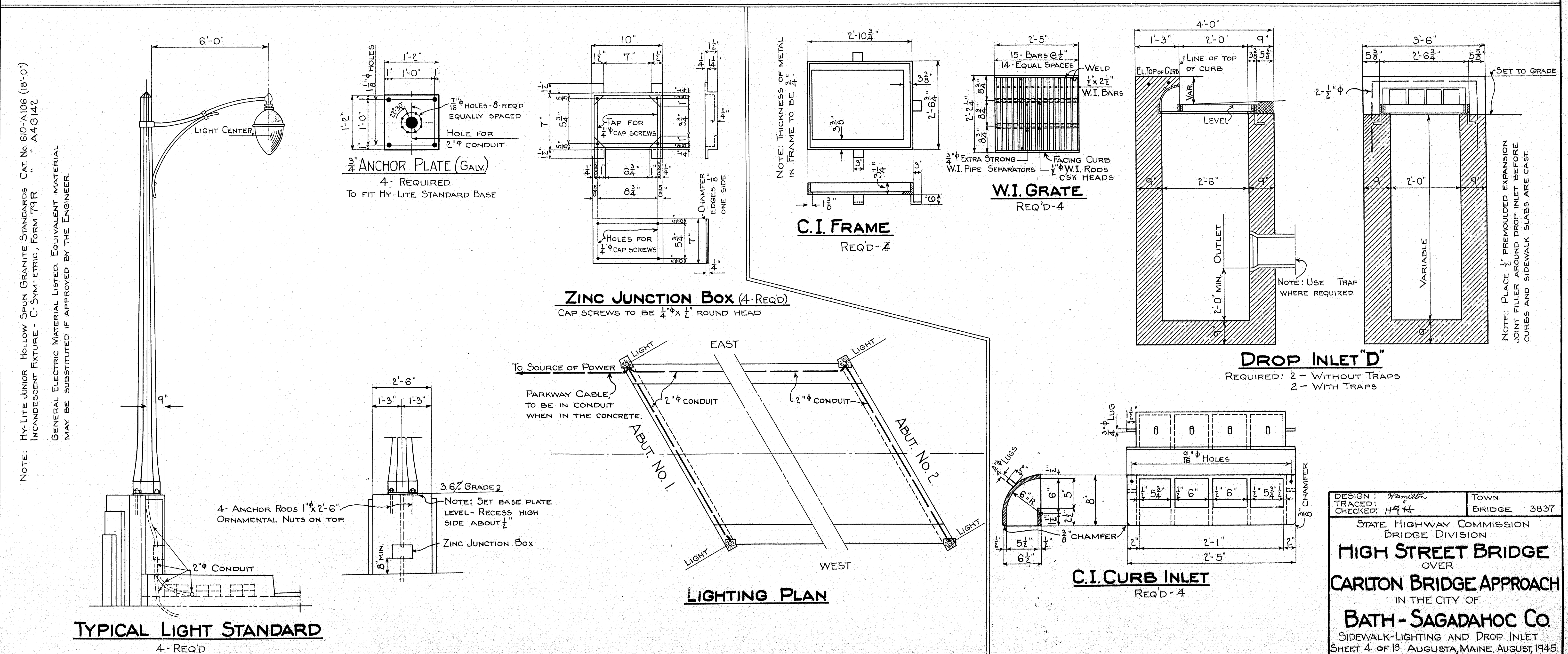
SHEET 3 of 18 AUGUSTA, MAINE AUGUST, 1945.



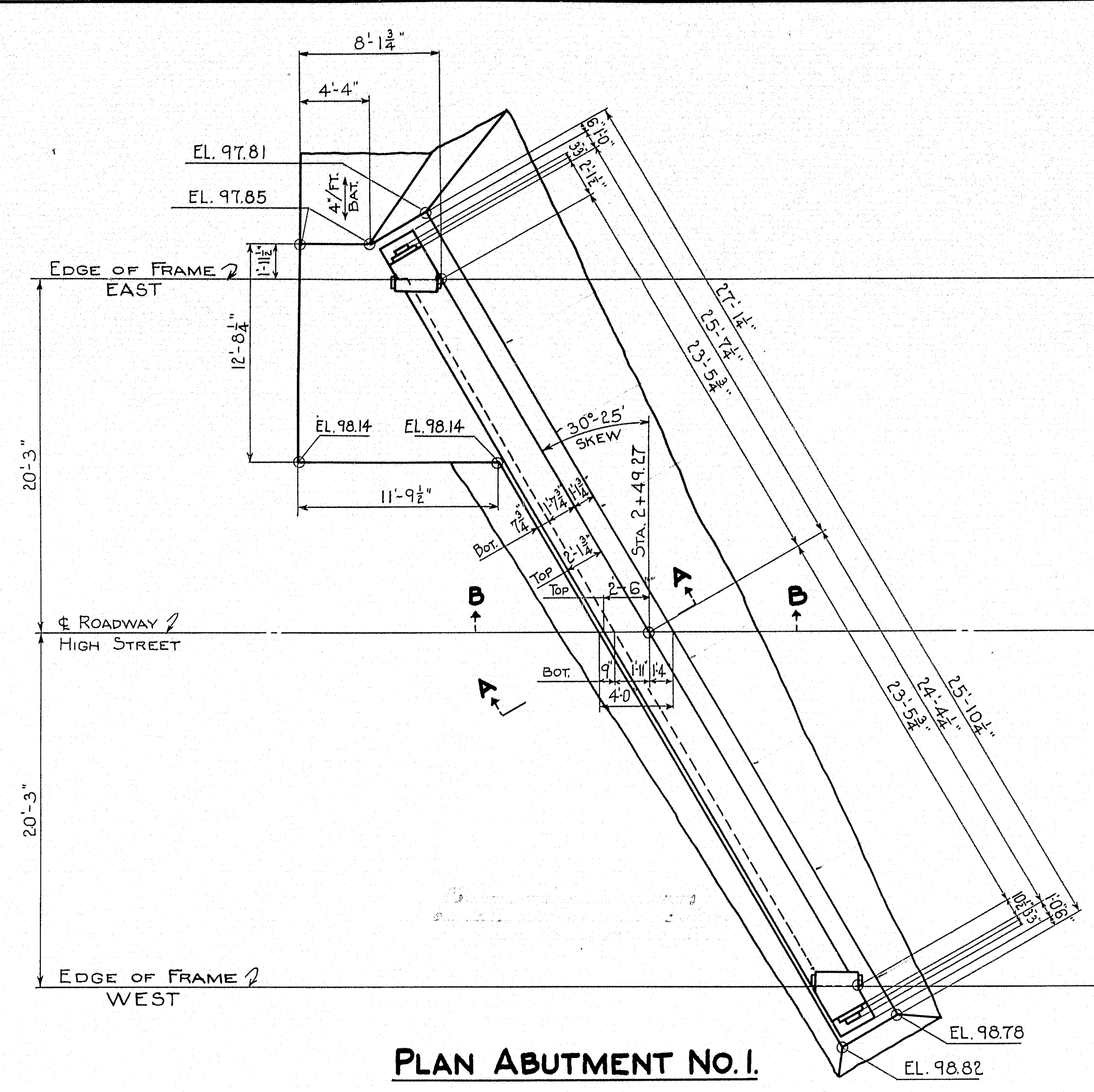


## TRANSVERSE SECTION SIDEWALK

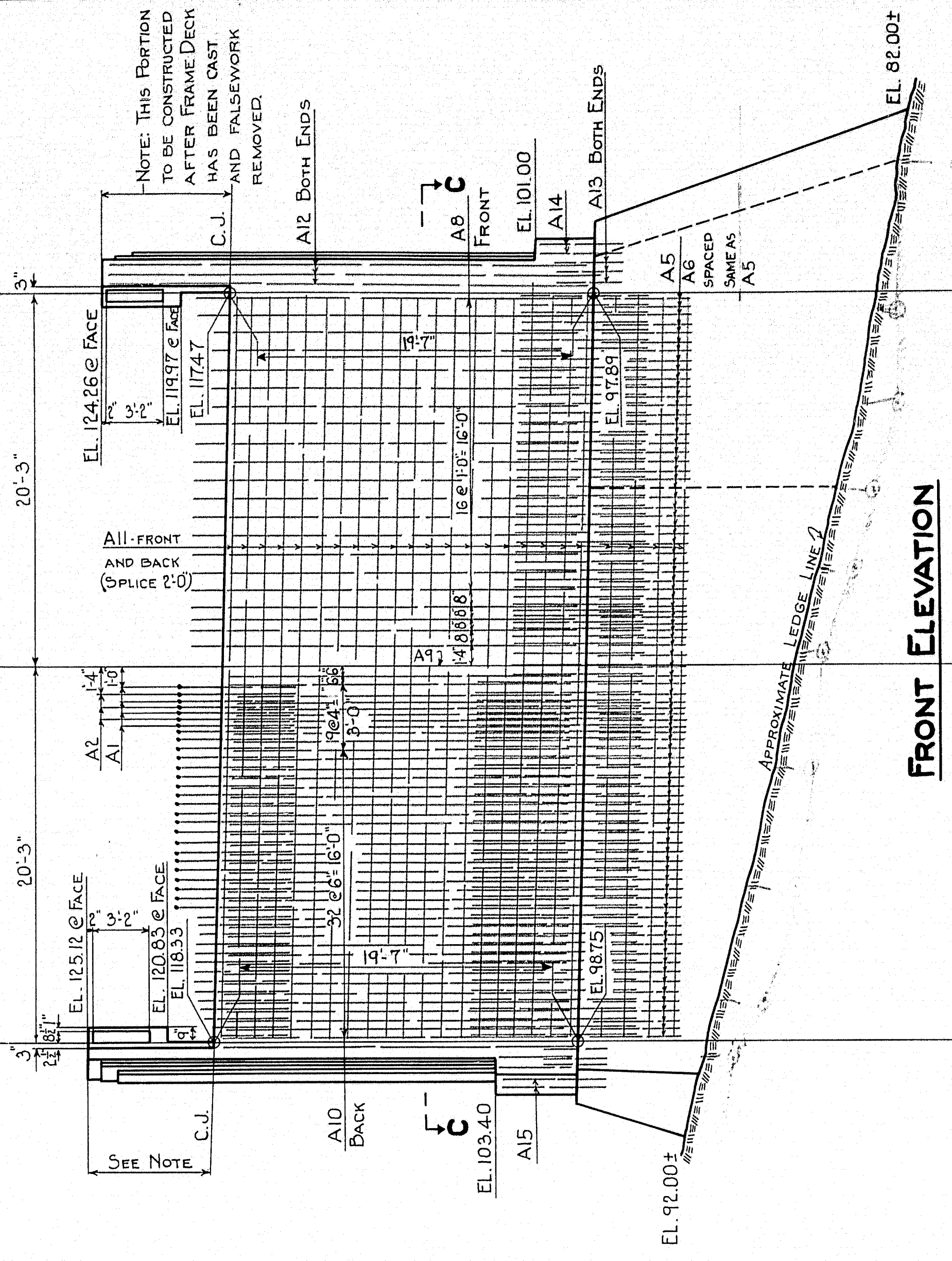
## SECTION A-A



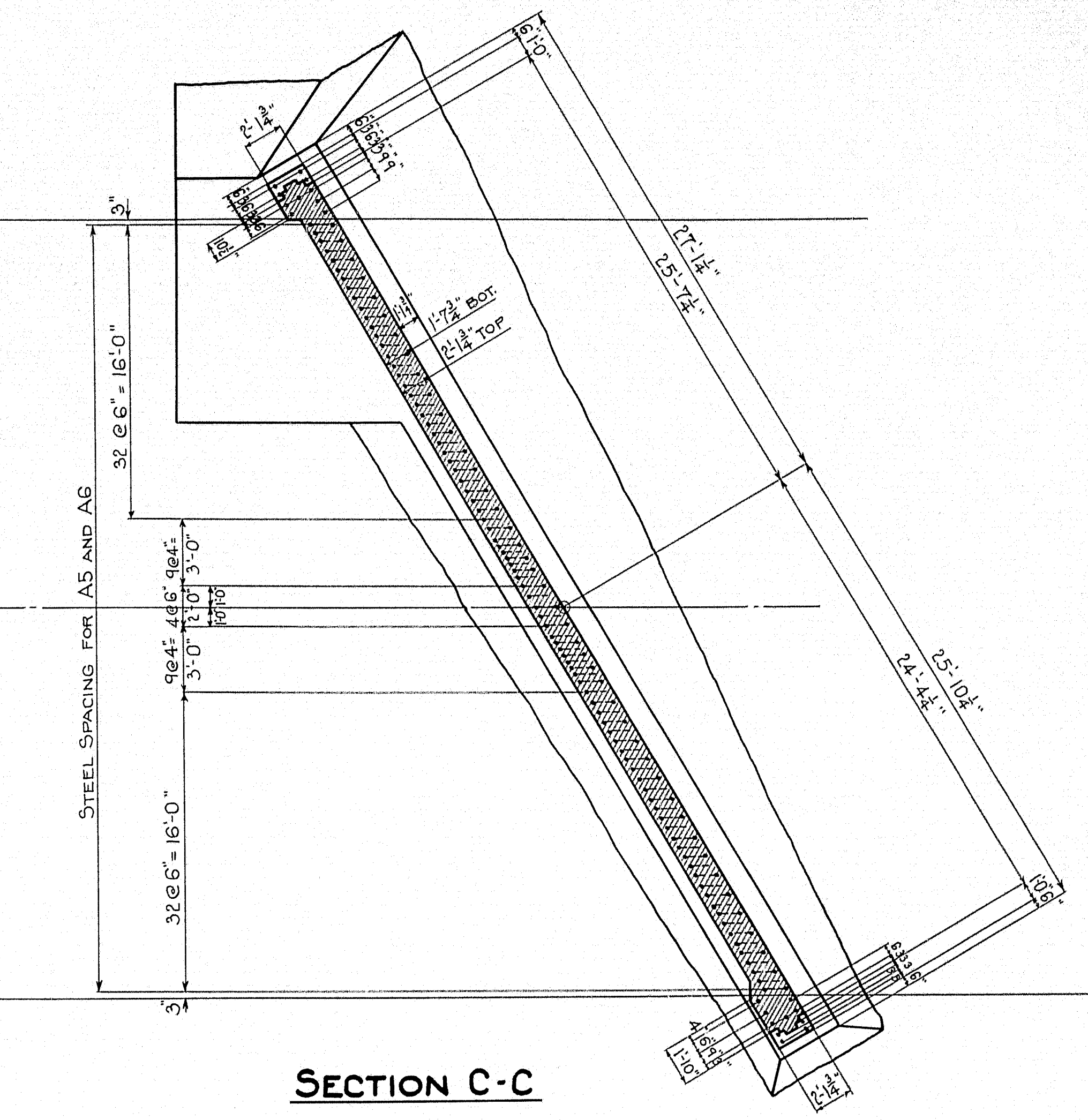




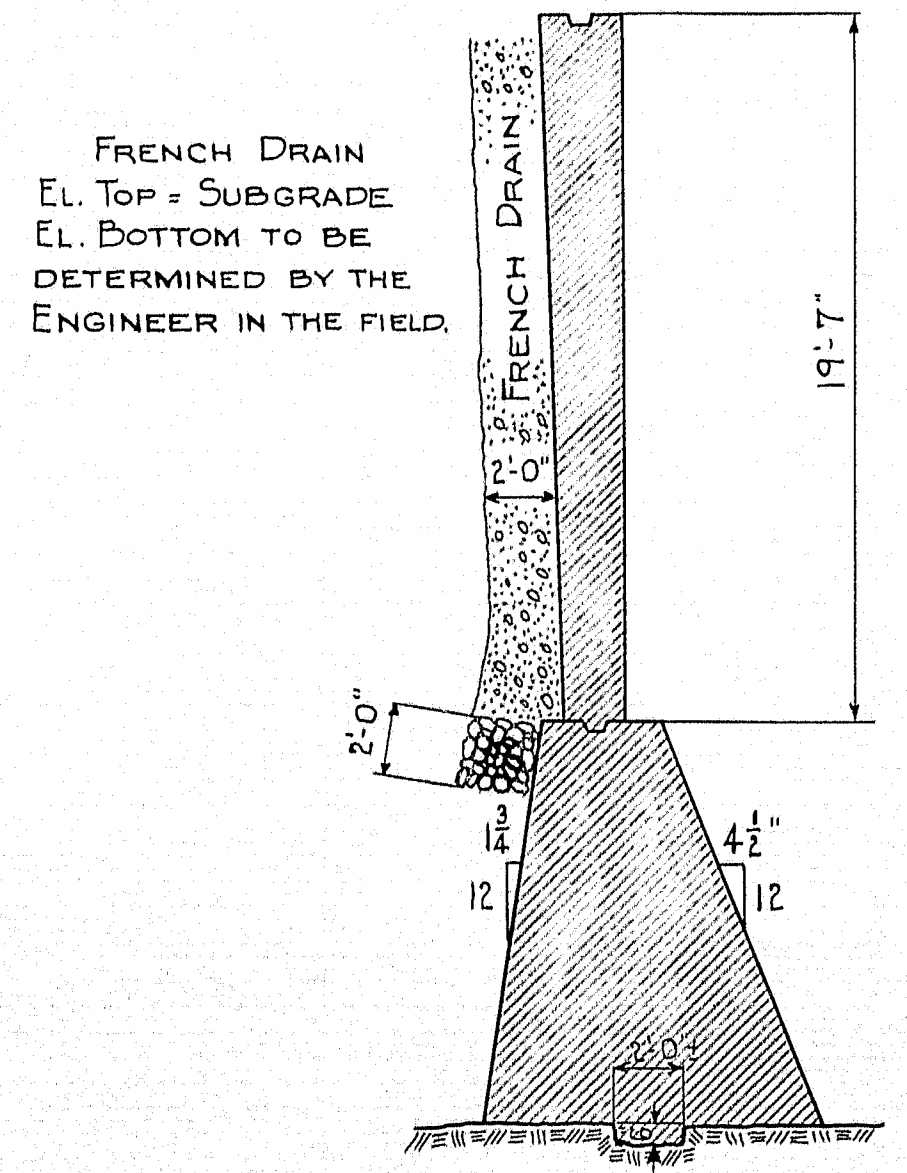
PLAN ABUTMENT NO. 1.



FRONT ELEVATION

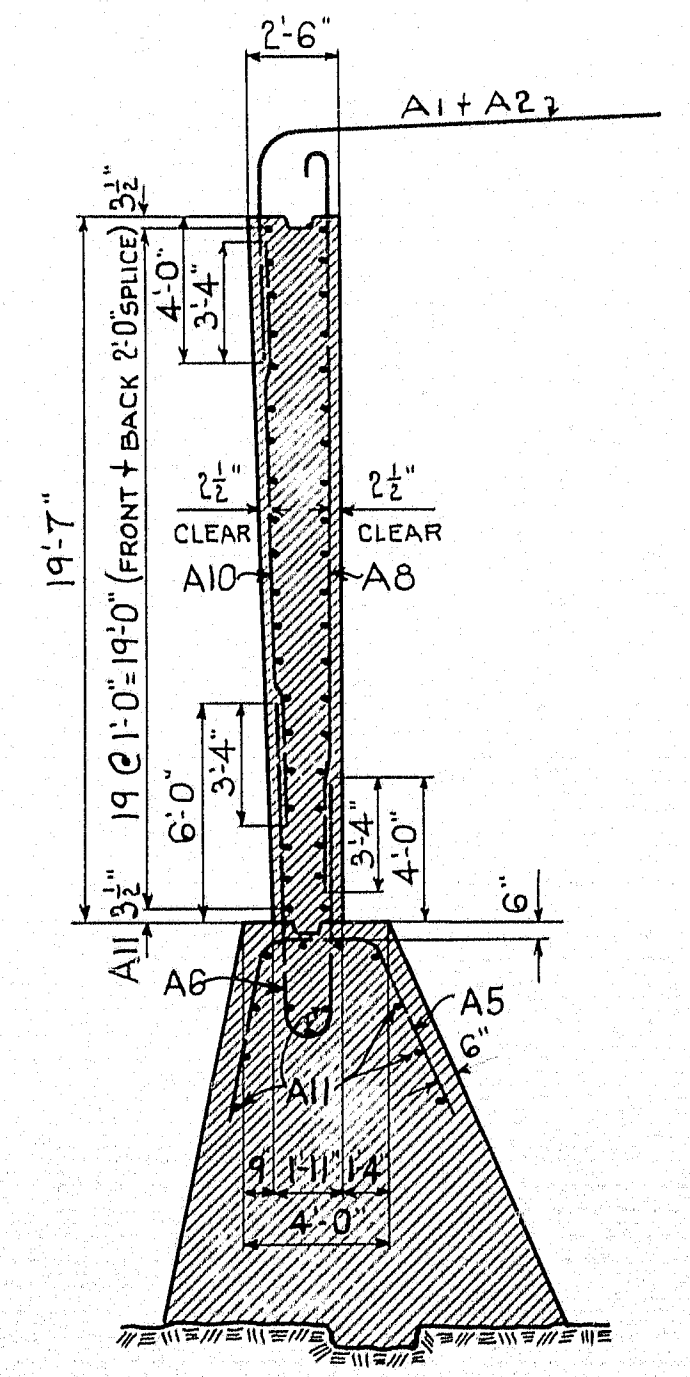


SECTION C-C



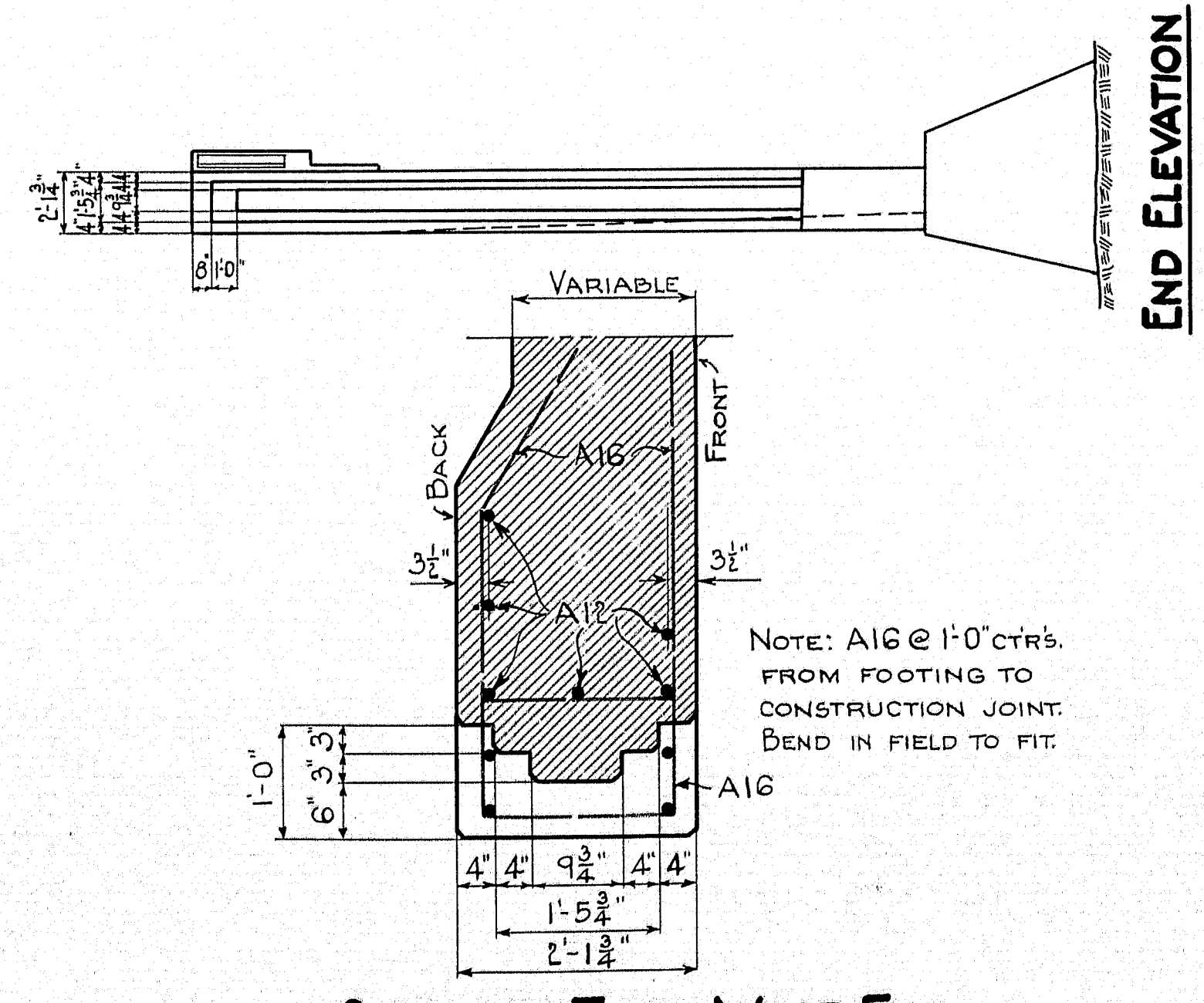
SECTION A-A

NOTE: LEDGE TO BE STEPPED OR KEVED TO THE ABUTMENT AS SHOWN OR AS DIRECTED BY THE ENGINEER.



SECTION B-B

NOTE: CONCRETE IN FOOTING TO BE PAID FOR UNDER ITEM # 56.

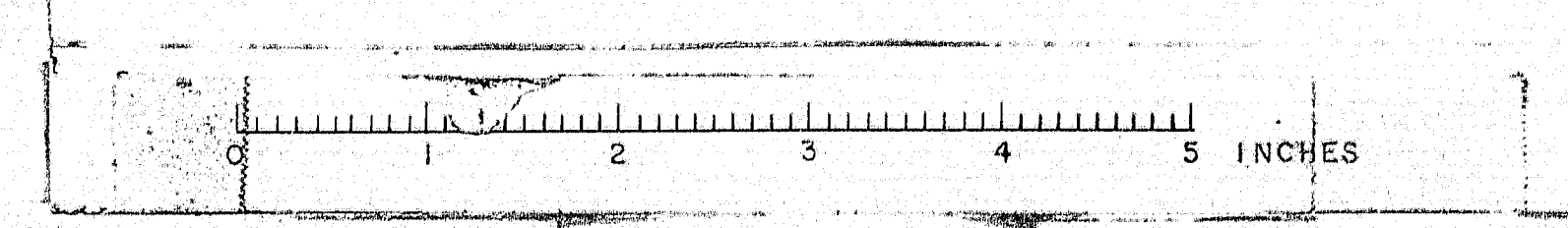


SECTION THRU WEST END

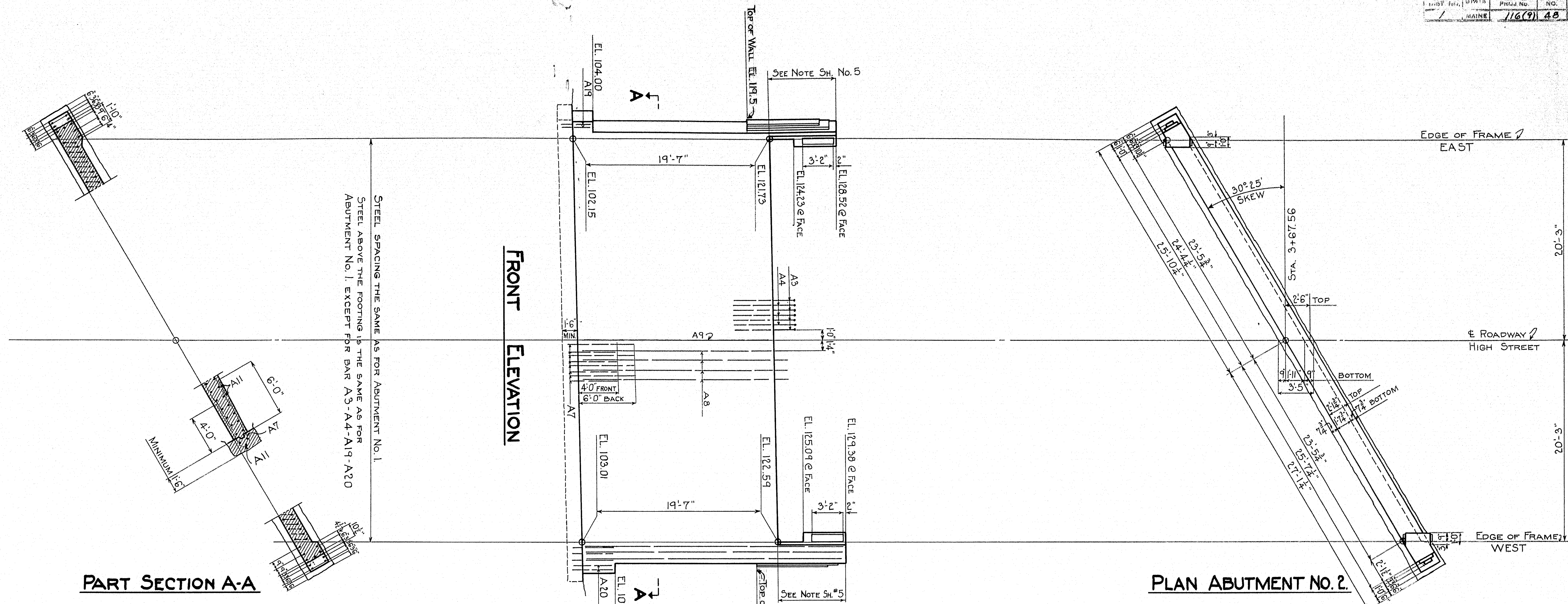
EAST END IS SIMILAR

END ELEVATION

DESIGN : Hamilton  
TRACED : H94  
CHECKED : H94  
TOWN BRIDGE 3837  
STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
**HIGH STREET BRIDGE**  
OVER  
**CARLTON BRIDGE APPROACH**  
IN THE CITY OF  
**BATH-SAGADAHOC CO.**  
ABUTMENT No. 1.  
SHEET 5 OF 18 AUGUSTA, MAINE AUGUST, 1945.







WORK THIS SHEET WITH SHEET No. 5

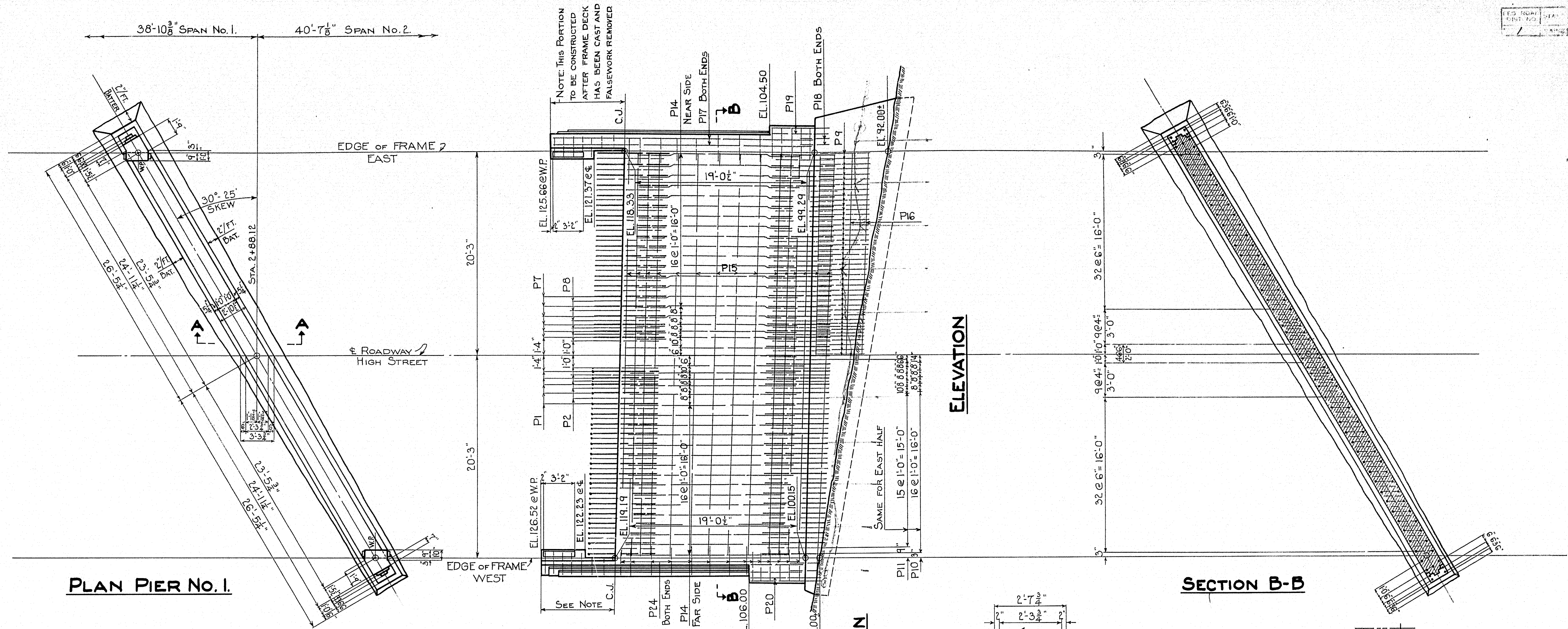
DESIGN TRACED CHECKED	<i>Hamilton</i> <i>H. H.</i>	TOWN BRIDGE	3837
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STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

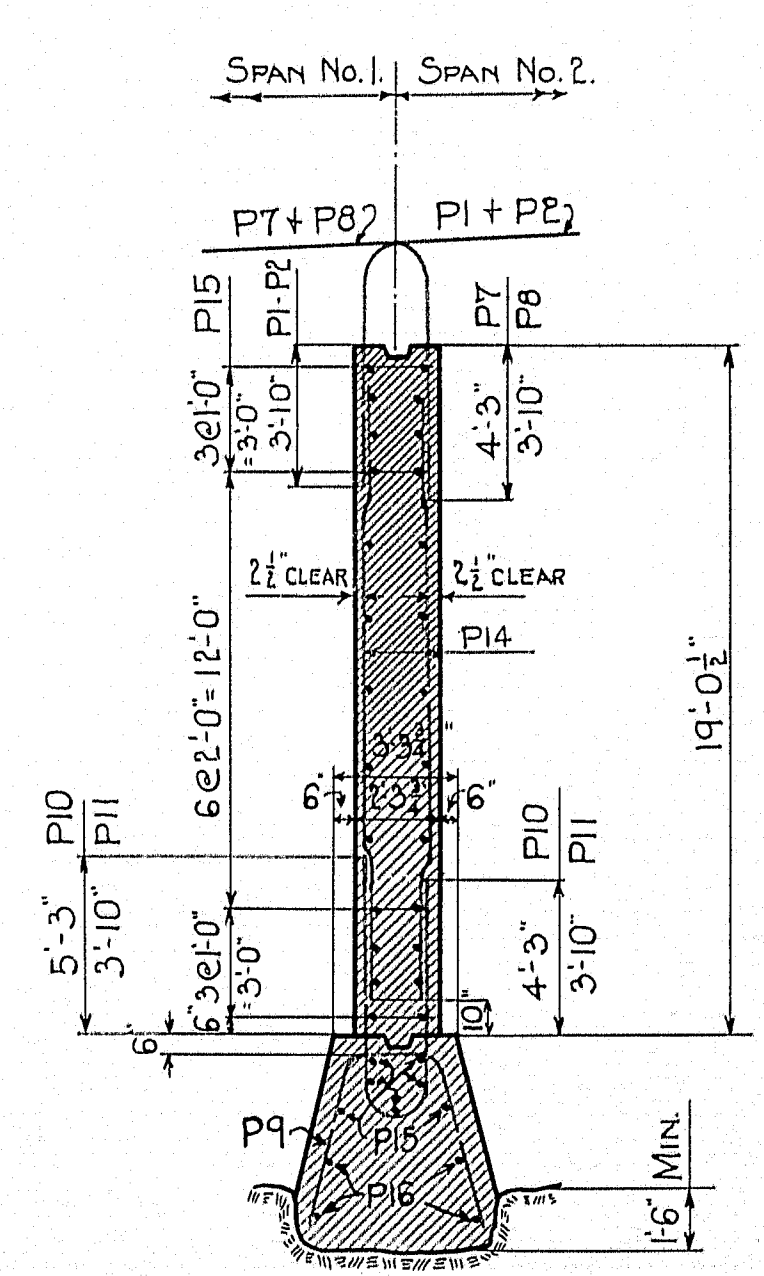
HIGH STREET BRIDGE  
OVER  
CARLTON BRIDGE APPROACH  
IN THE CITY OF  
BATH - SAGADAHOC CO.  
ABUTMENT No. 2.

SHEET 6 OF 18 AUGUSTA, MAINE AUGUST, 1945





**PLAN PIER NO. 1.**



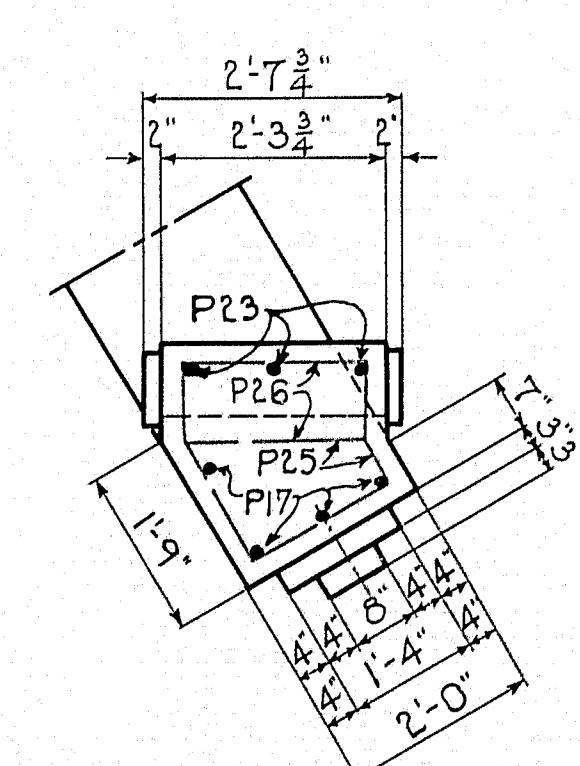
**SECTION A-A**

NOTE - CONCRETE IN FOOTING TO BE PAID FOR UNDER ITEM # 58.

**END ELEVATION**

**ELEVATION**

**SECTION B-B**

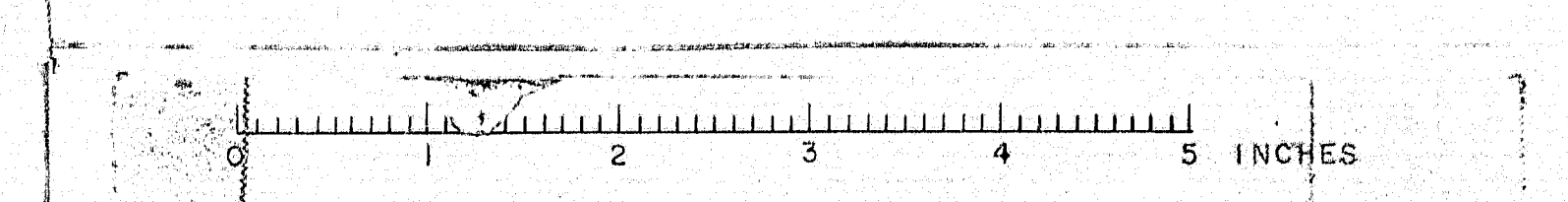


**DETAIL OF WEST POST ON PIER NO. 1.**

EAST POST AND POSTS ON PIER NO. 2, ARE SIMILAR

DESIGN: Hamilton	TOWN: BRIDGE 3837
TRACED: H. R. H.	
CHECKED: H. R. H.	
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
<b>HIGH STREET BRIDGE</b> OVER	
<b>CARLTON BRIDGE APPROACH</b> IN THE CITY OF	
<b>BATH - SAGadahoc Co.</b> PIER No. 1.	
SHEET 7 OF 18 AUGUSTA, MAINE AUGUST, 1945.	

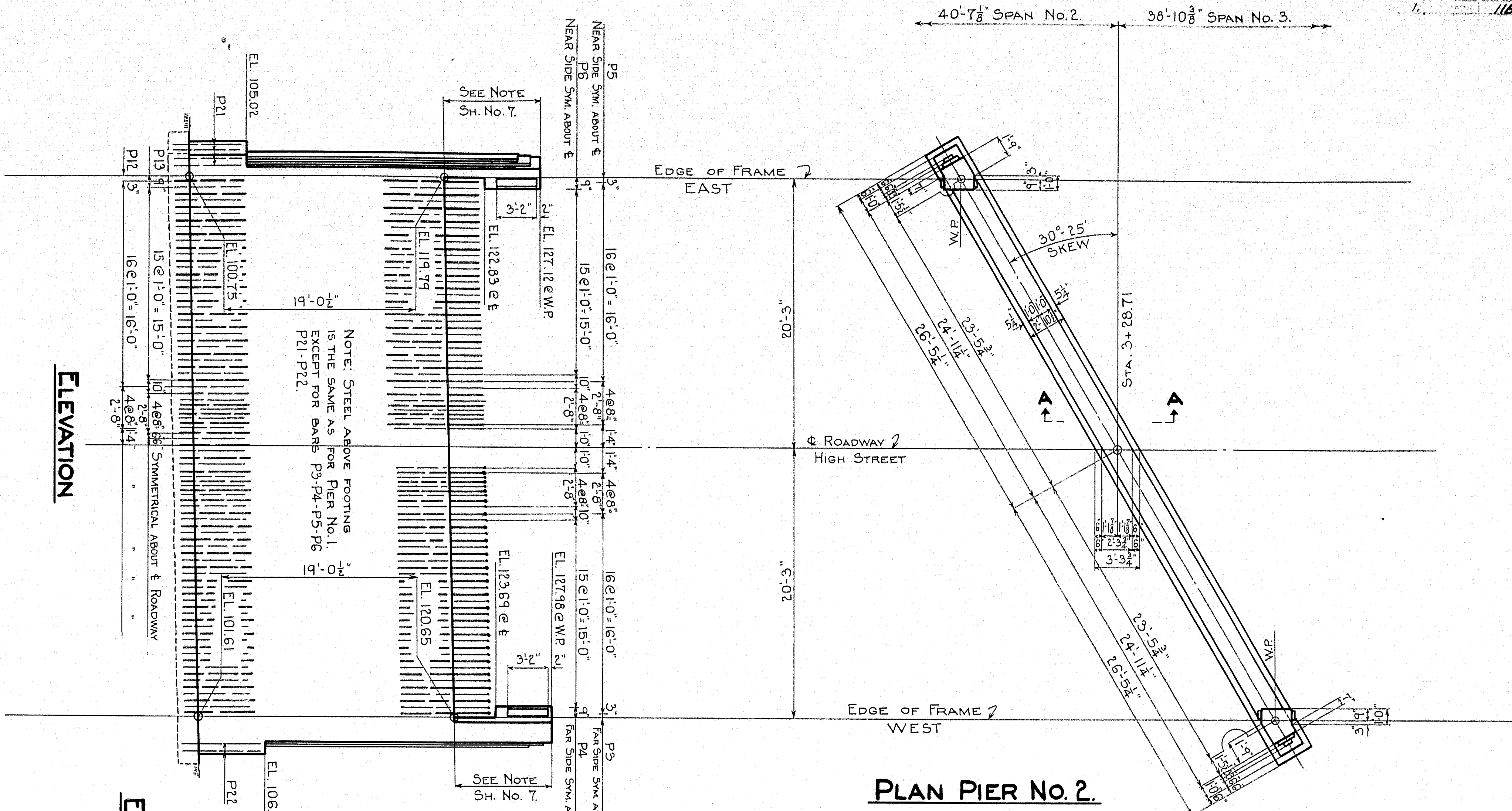
N. 572







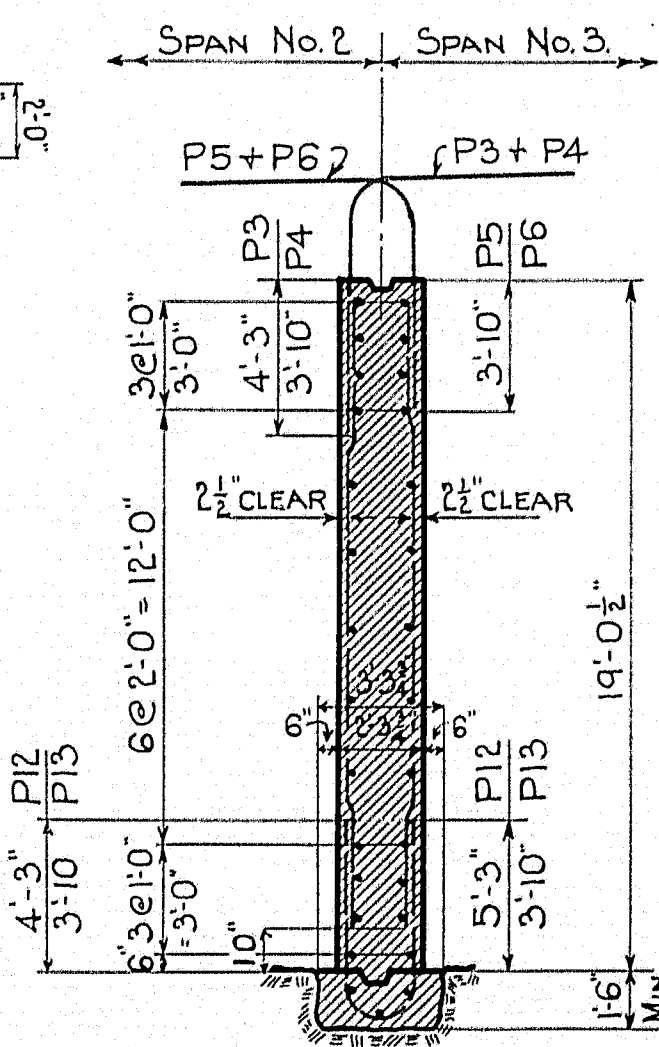




PLAN PIER NO. 2.

ELEVATION

END ELEVATION

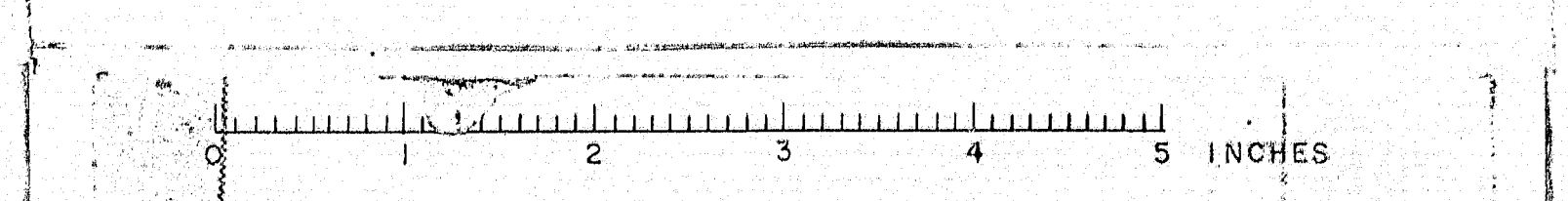


SECTION A-A

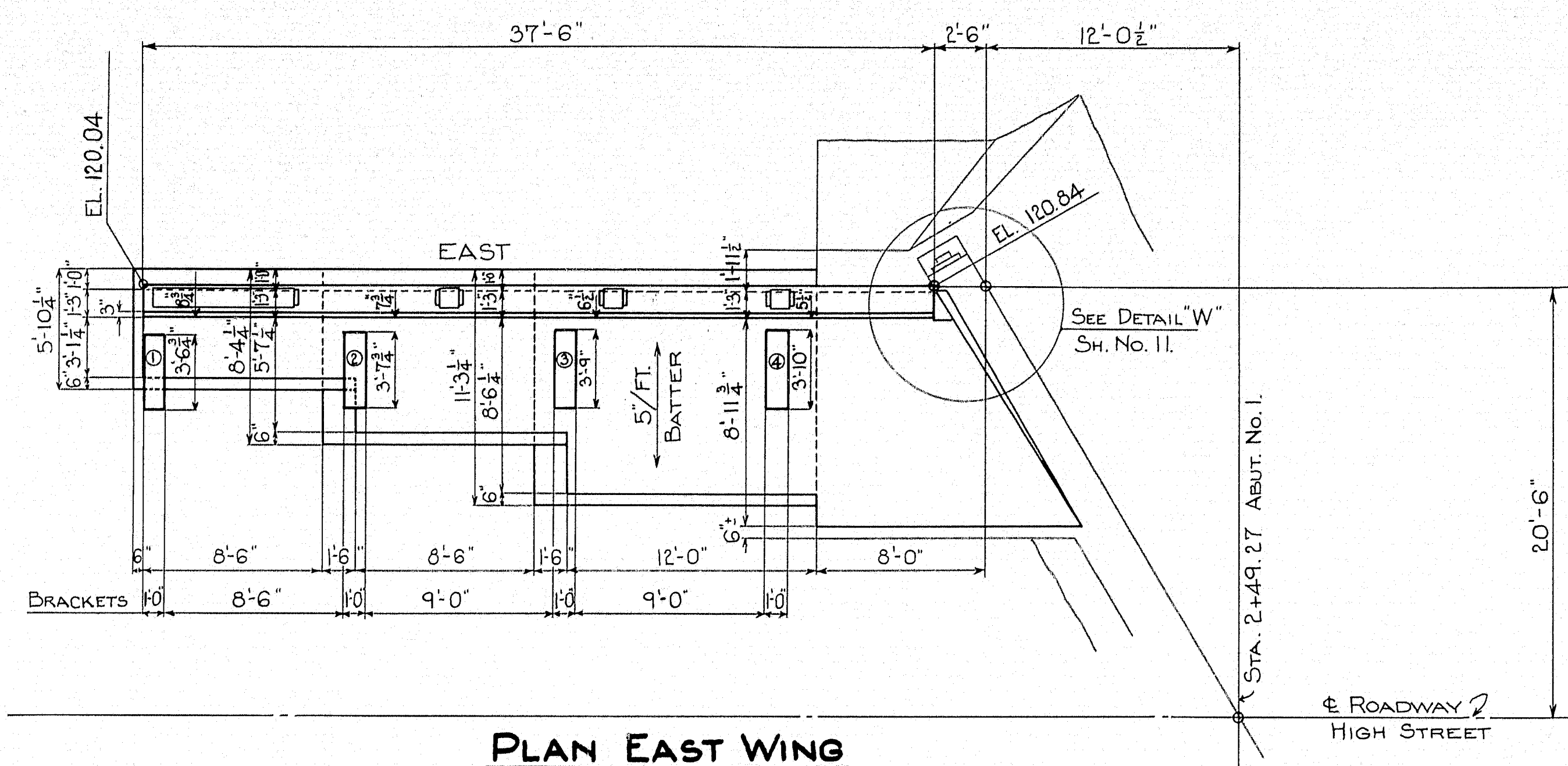
WORK THIS SHEET WITH SHEET No. 7.

DESIGN	116(9)	TOWN	BRIDGE 3837
TRACED	116(9)	STATE HIGHWAY COMMISSION	BRIDGE DIVISION
CHECKED	116(9)	HIGH STREET BRIDGE	
		OVER	
		CARLTON BRIDGE APPROACH	
		IN THE CITY OF	
		BATH - SAGadahoc Co.	
		PIER No. 2.	
		SHEET 8 OF 18 AUGUSTA, MAINE, AUGUST, 1945	

M. 574

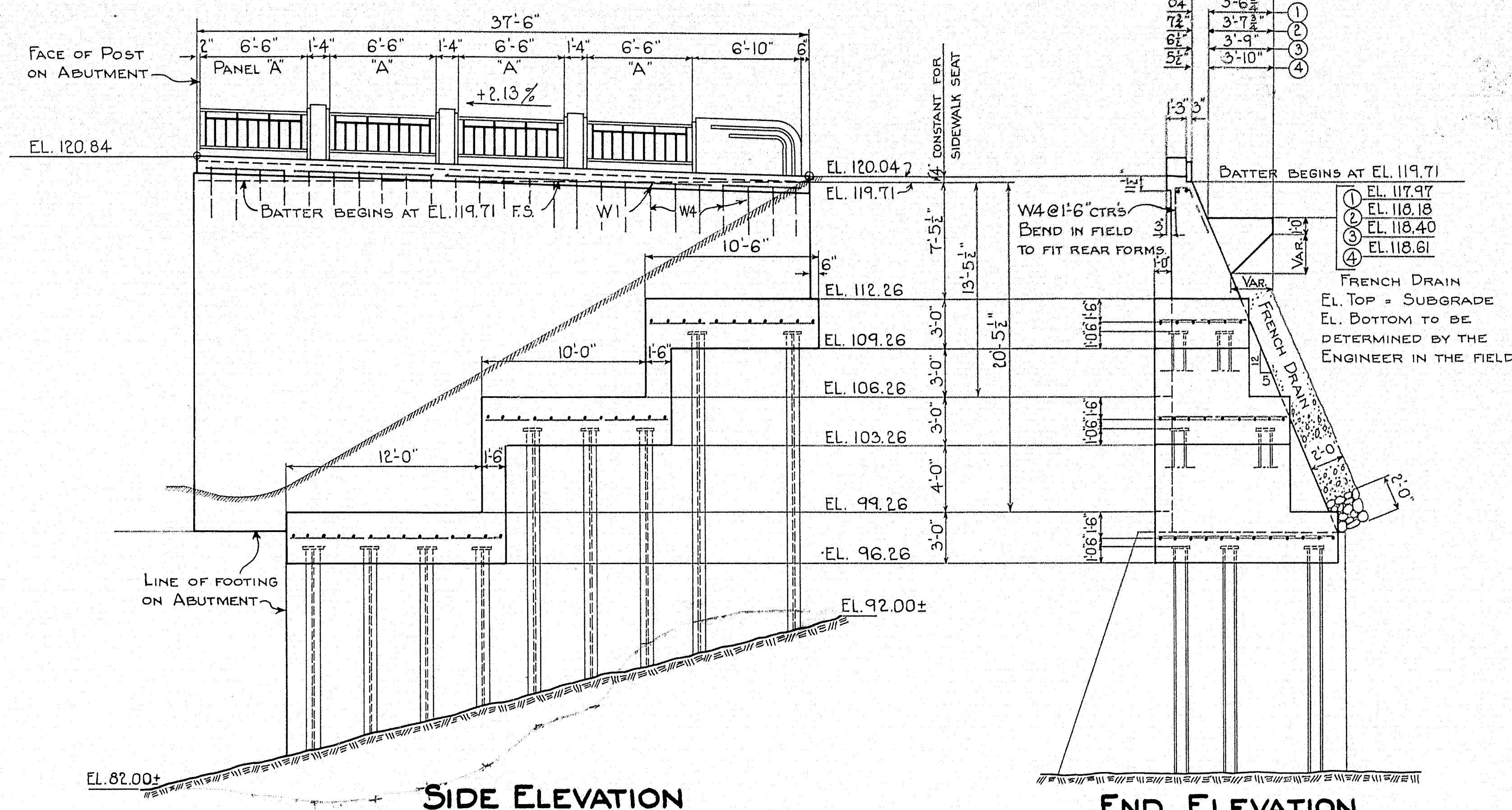






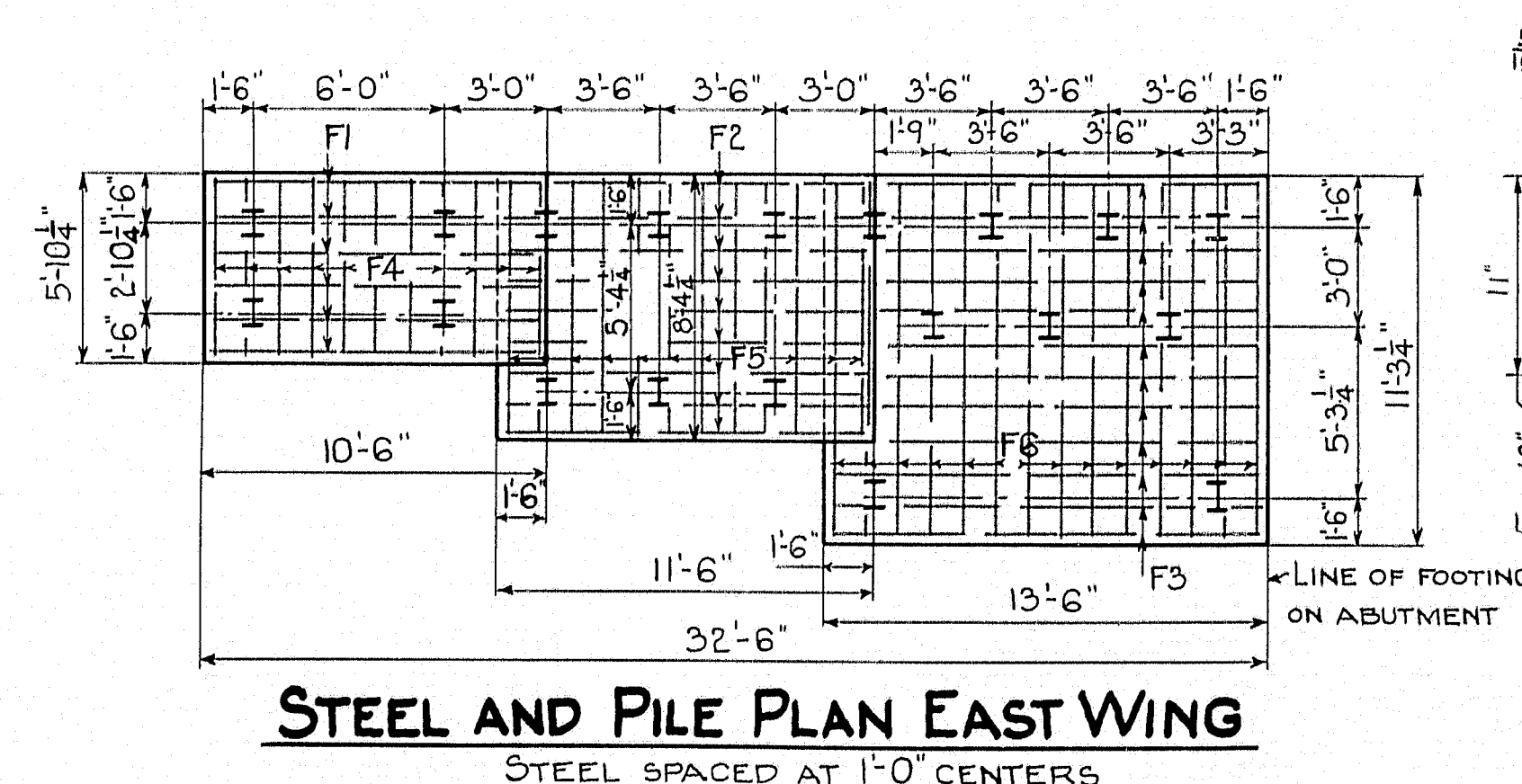
**PLAN EAST WING**

NOTE: PLACE 1/2" PREMOULDED EXPANSION JOINT FILLER BETWEEN CONTACT SURFACES OF END OF WING AND RIGID FRAME.



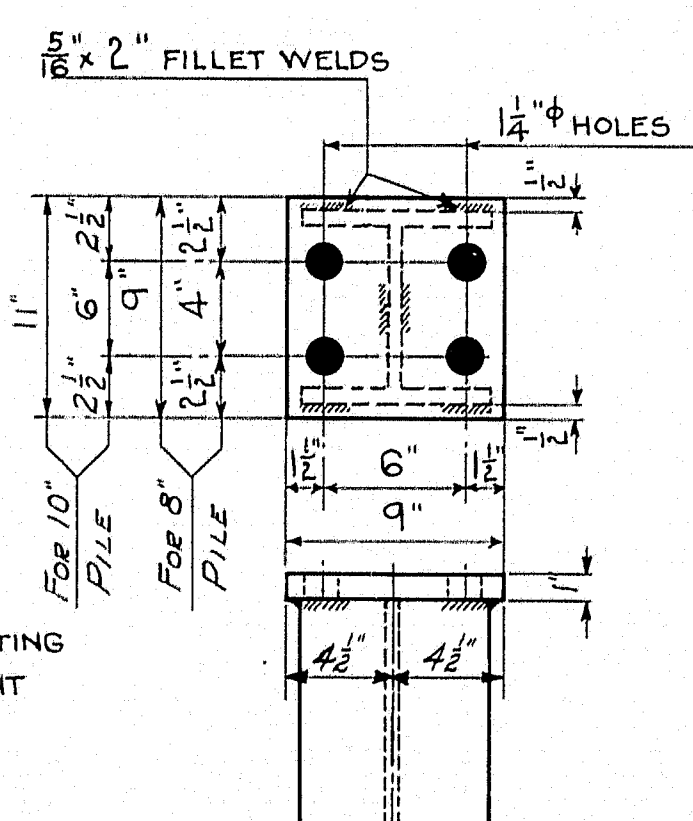
**SIDE ELEVATION**

**END ELEVATION**



**STEEL AND PILE PLAN EAST WING**

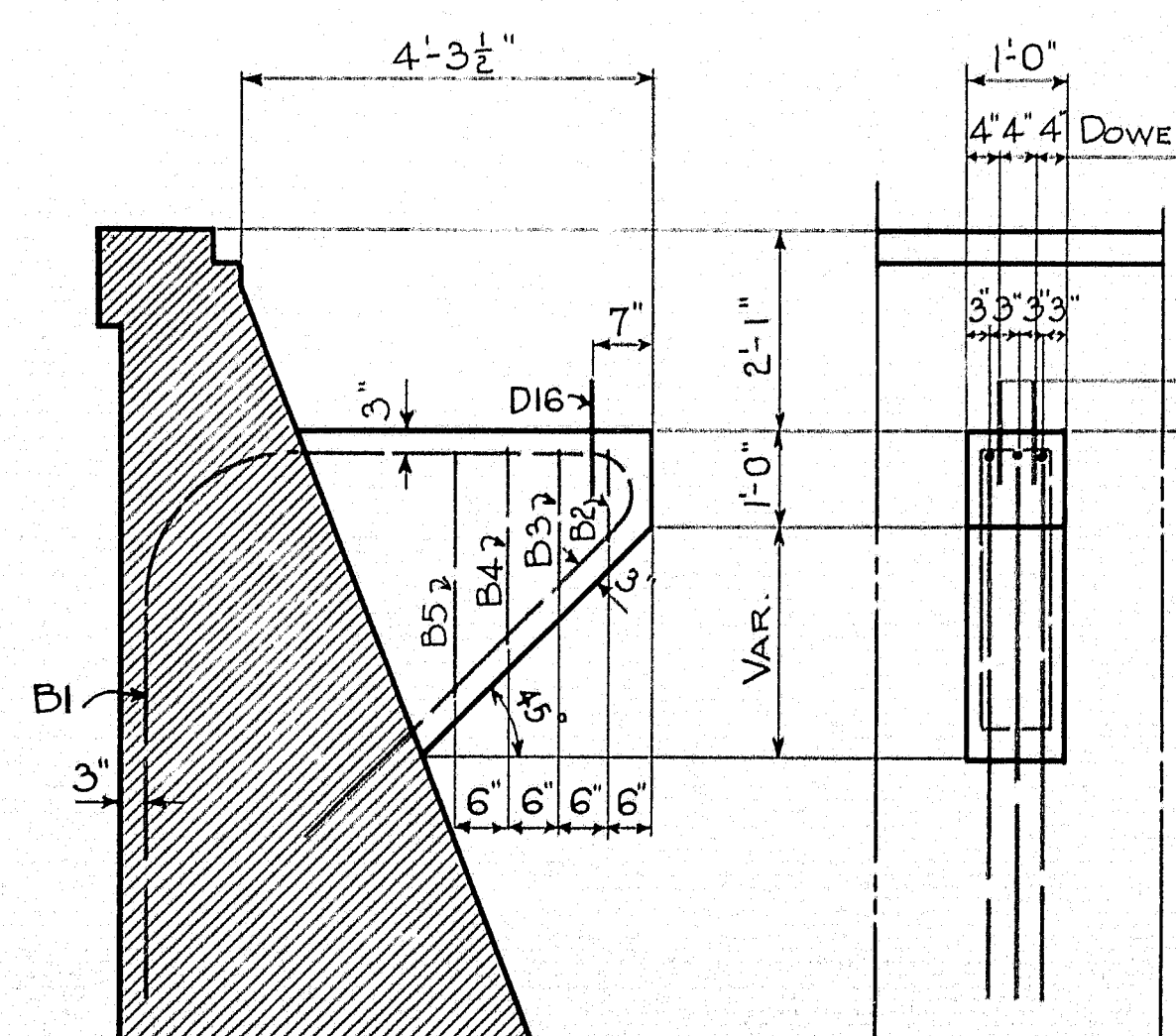
STEEL SPACED AT 1'-0" CENTERS



**PILE AND CAP DETAIL**

FOR EAST AND WEST WINGS ABUT. No. 1.

MAXIMUM PILE LOAD - 32 TONS



**TYPICAL BRACKET DETAILS**

NOTE: TOP OF BRACKETS TO BE LEVEL. BRACKETS TO BE CAST WITH WALLS.

Revised - Feb. 1946 - Brackets added.

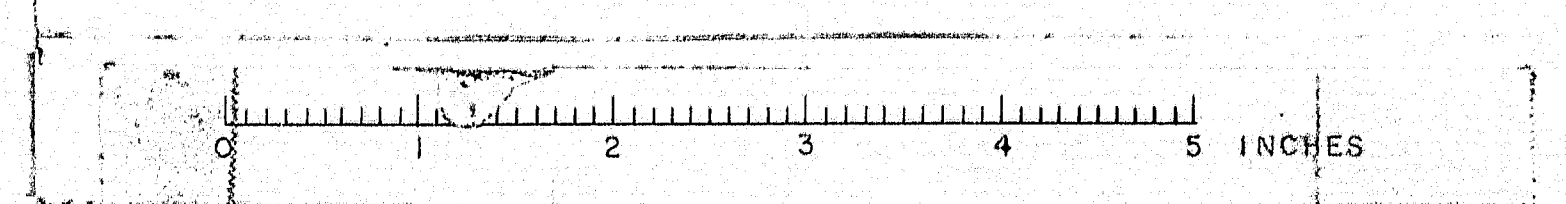
Hamilton  
116(9)

NOTE - COVER THE JOINT ON THE BACK SIDE WHERE THE WING INTERSECTS THE ABUTMENT LEGS WITH TWO LAYERS OF HEAVY ROOFING 12" WIDE. COAT THE SURFACE OF THE CONCRETE AND THE BACK SIDE OF EACH LAYER AS APPLIED WITH HOT TAR OR ASPHALT.

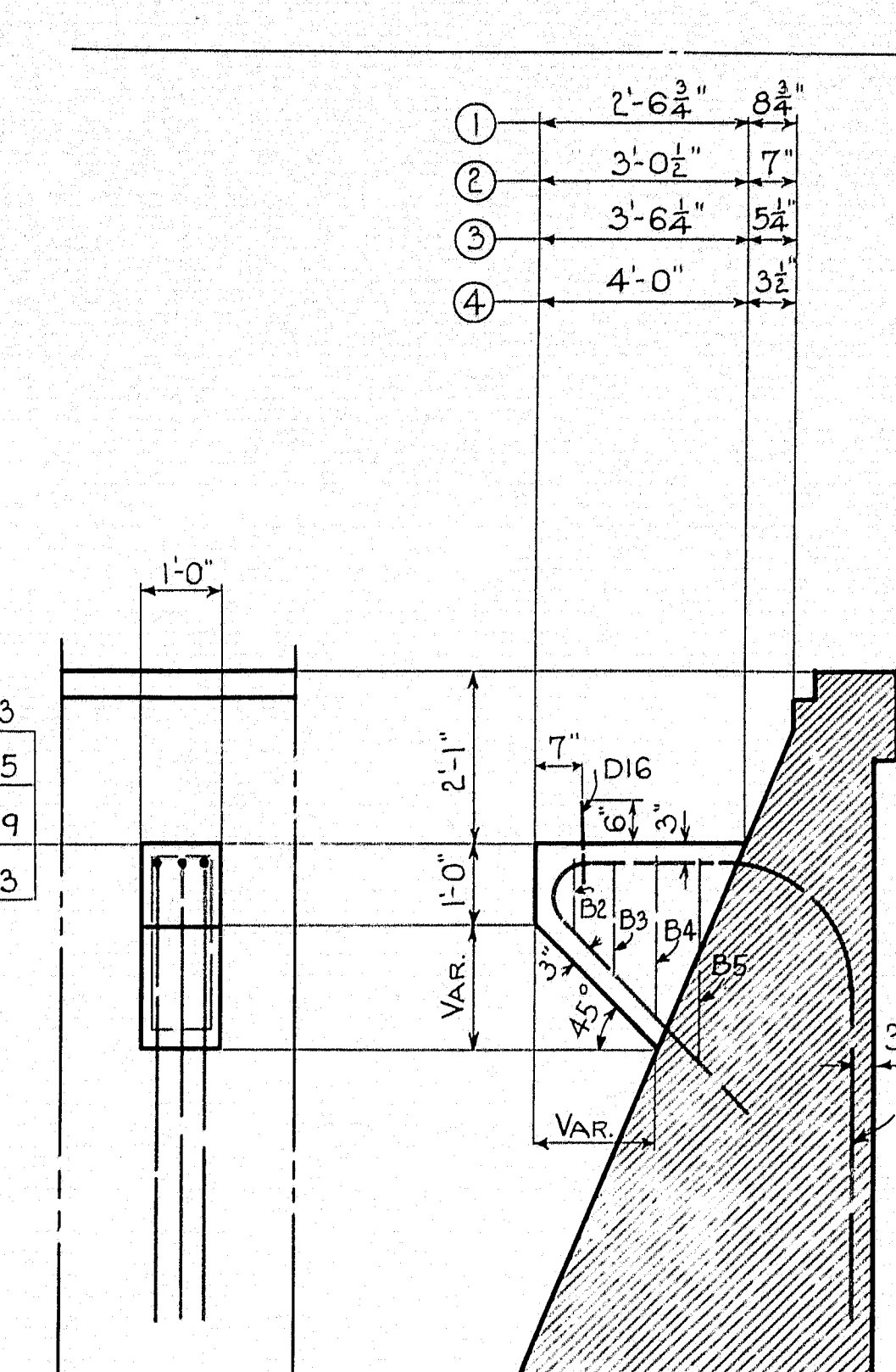
2-DOWELS D16 FOR INTERIOR BRACKETS.  
1-DOWEL D16 FOR END BRACKETS.  
WRAP TOP HALF OF DOWELS WITH 2-LAYERS OF HEAVY ROOFING.

DESIGN: Hamilton	TOWN: BRIDGE 3837
TRACED: H. H. H.	
CHECKED: H. H. H.	
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
<b>HIGH STREET BRIDGE</b> OVER	
<b>CARLTON BRIDGE APPROACH</b> IN THE CITY OF	
<b>BATH - SAGadahoc Co.</b> EAST WING ABUT. No. 1.	
SHEET 9 OF 18 AUGUSTA, MAINE AUGUST, 1945.	

N 575

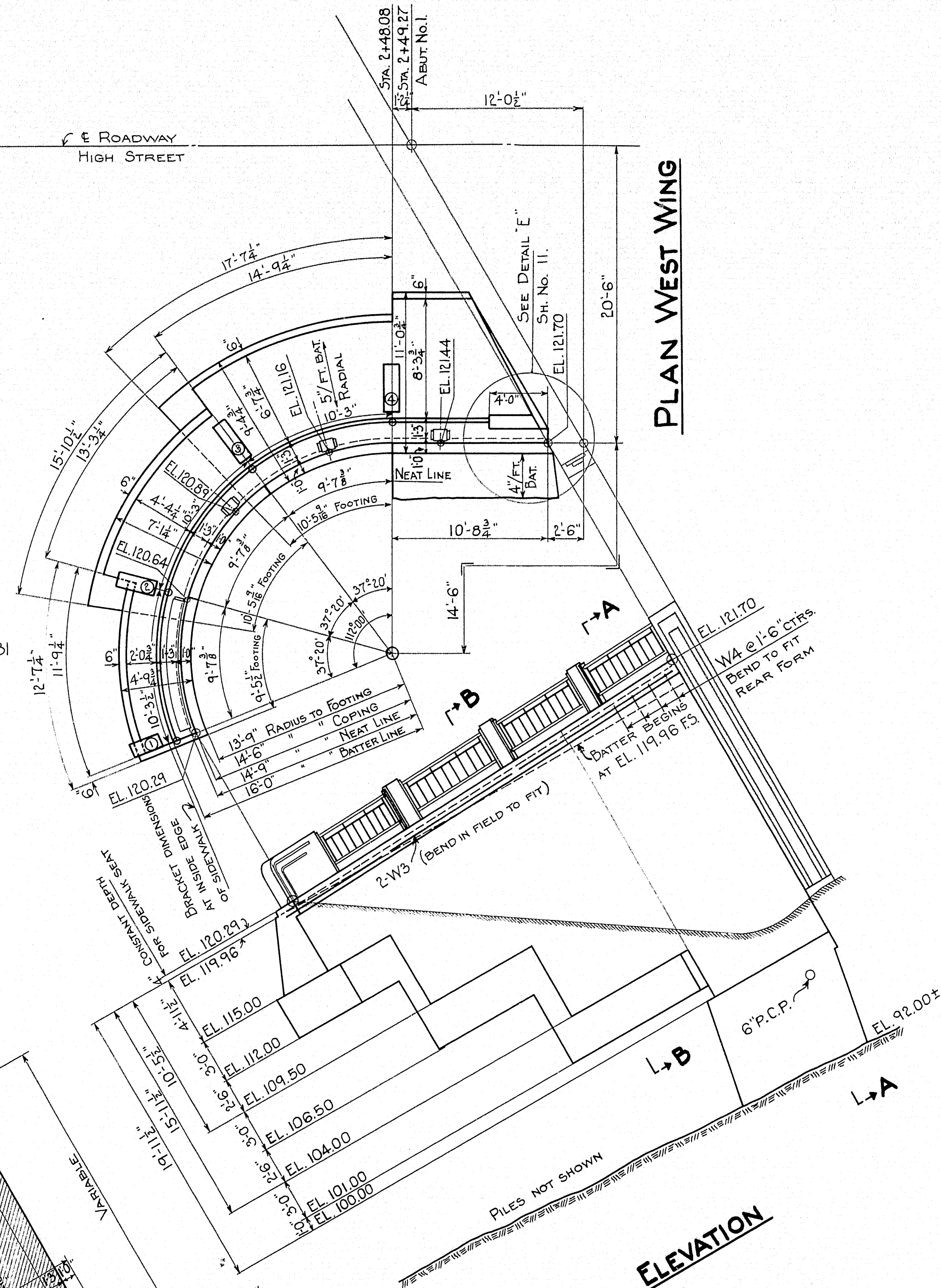
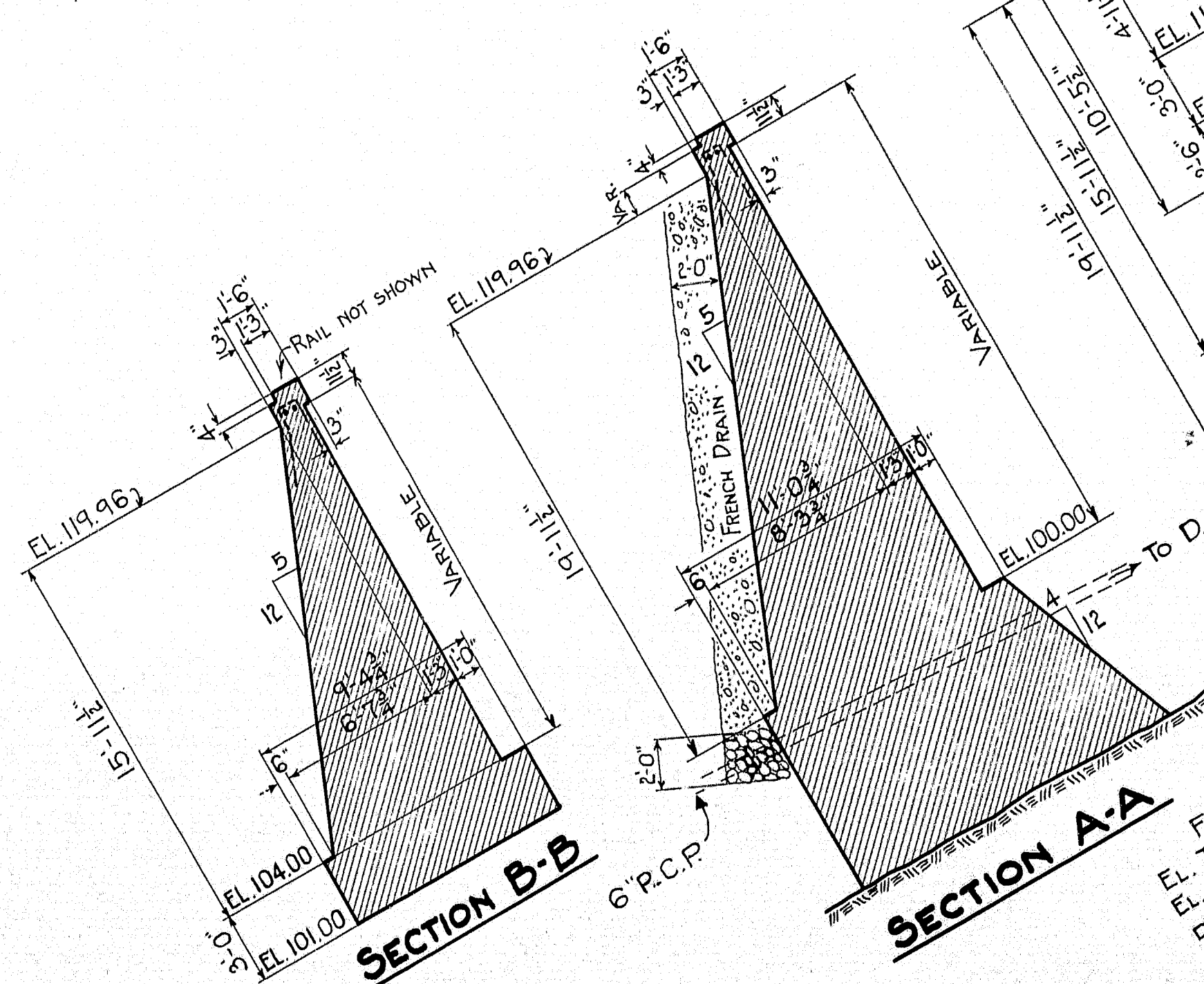






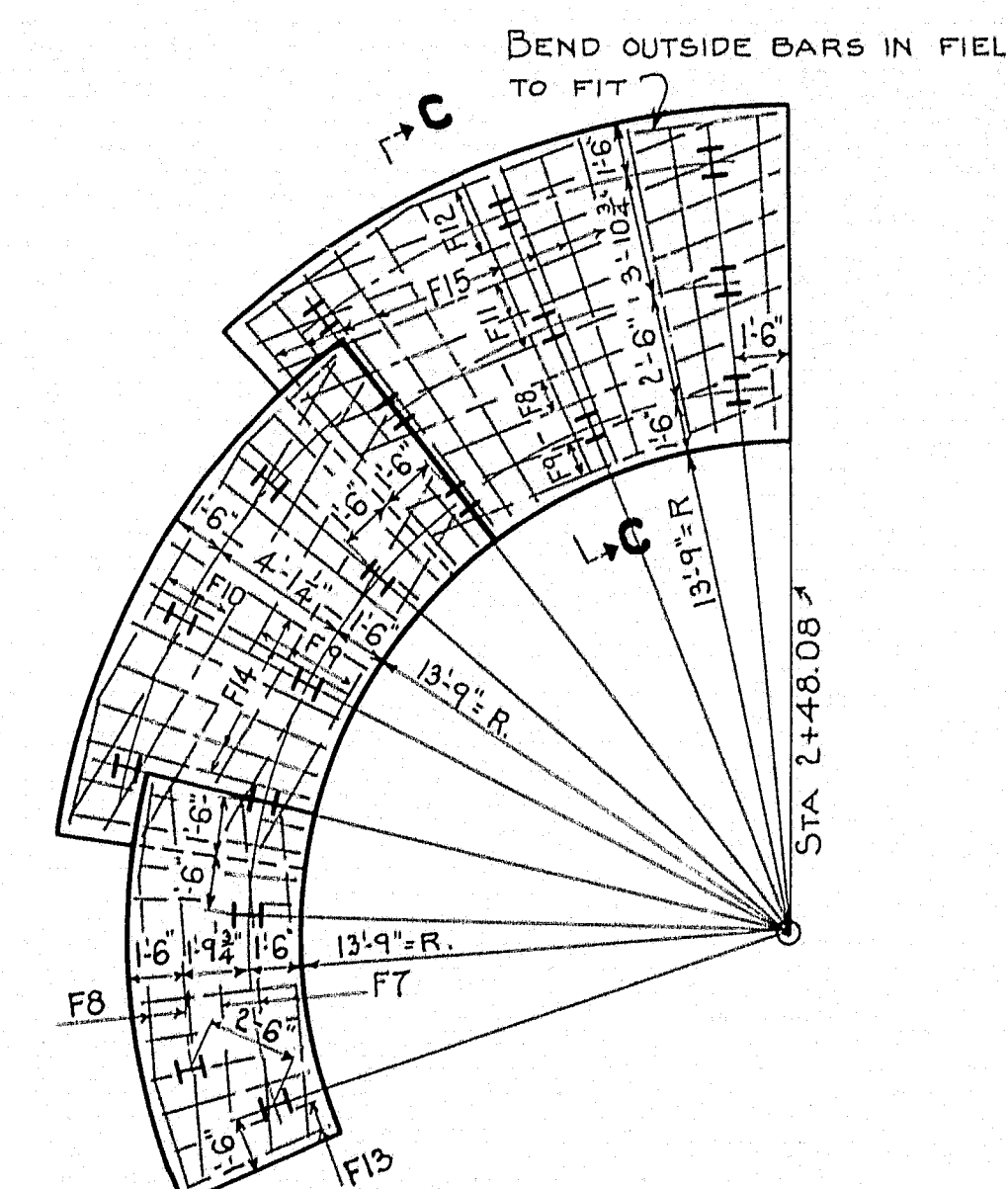
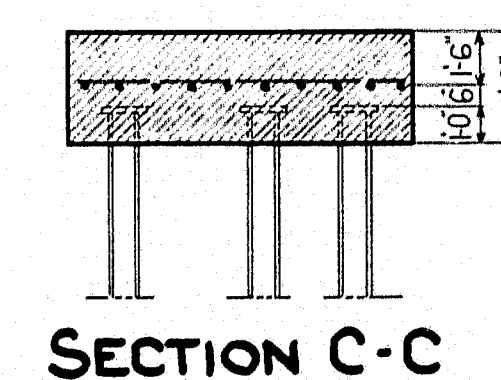
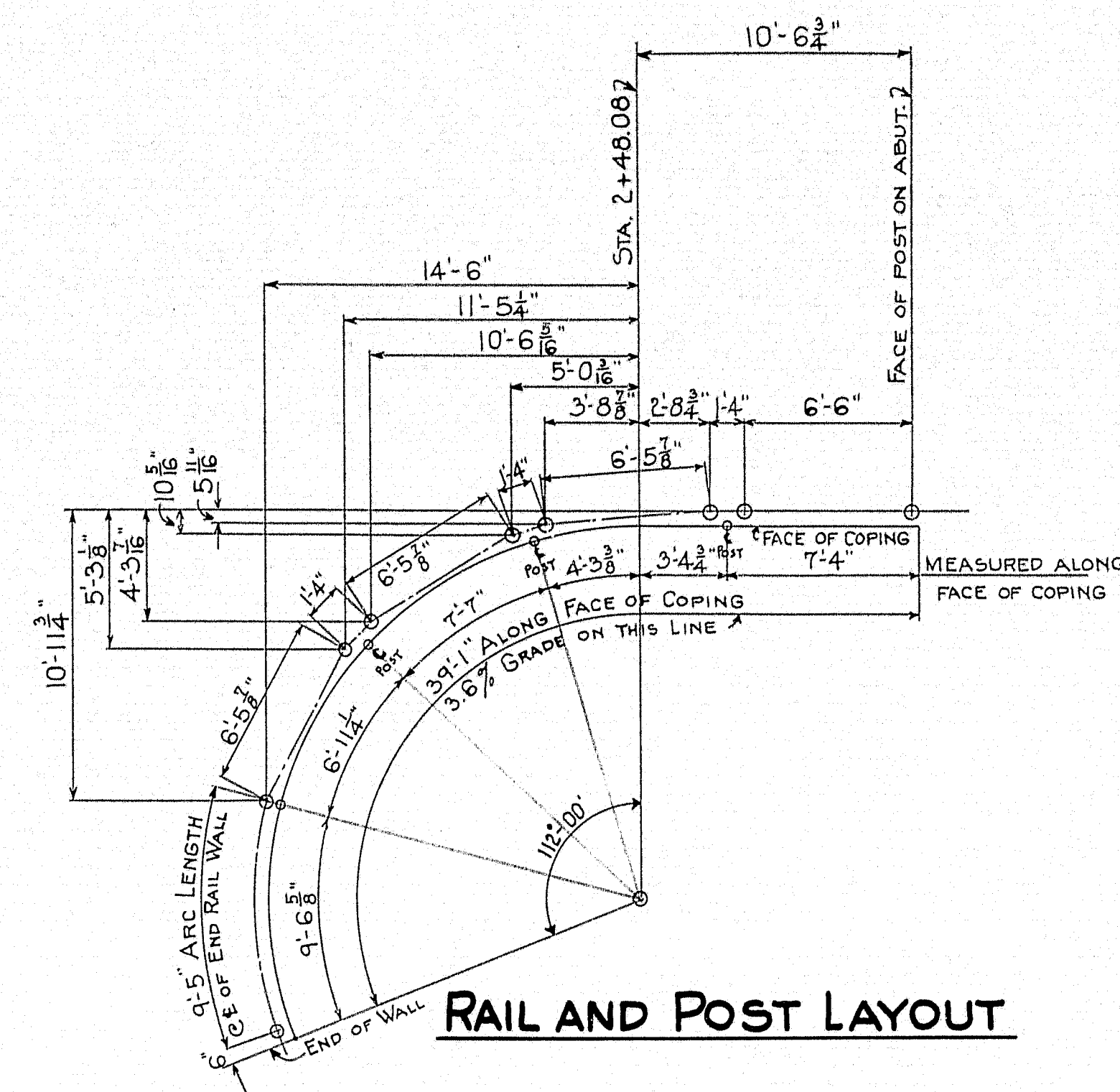
### BRACKET DETAILS

NOTE: BRACKETS TO BE PLACED RADIALLY.  
1-DOWEL D16 - BRACKET ①  
2-DOWELS D16 - " ② ③ ④  
SEE SH.#9 (TYPICAL BRACKET DETAILS)  
FOR STEEL SPACING.



### ELEVATION

NOTE: PLACE ONE LAYER OF HEAVY ROOFING BETWEEN  
ABUTMENT FOOTING AND WING FOOTING.  
PLACE 1/2" PREMOULDED EXPANSION JOINT FILLER  
BETWEEN CONTACT SURFACES OF END OF WING  
AND RIGID FRAME.  
(SEE NOTE SH.#9. ON COVERING JOINT BETWEEN  
WING AND ABUTMENT LEG ON THE BACK SIDE)



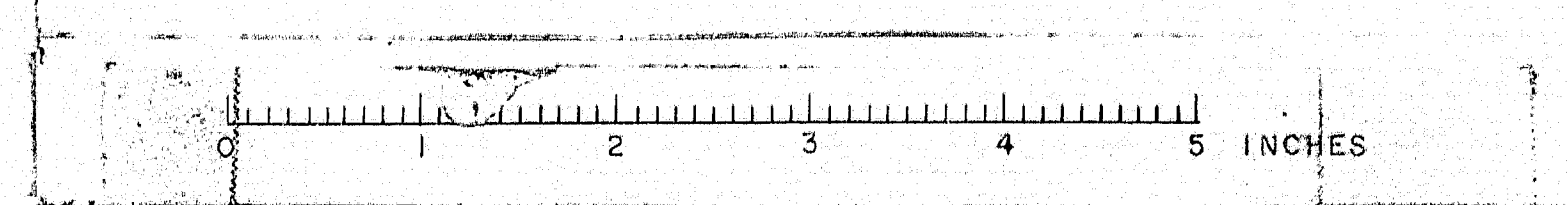
SEE SH. NO. 9. FOR PILE AND CAP DETAILS.

DESIGN: Hamilton  
TRACED: H9  
CHECKED: H9  
TOWN: BRIDGE 3837  
STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
**HIGH STREET BRIDGE**  
OVER  
**CARLTON BRIDGE APPROACH**  
IN THE CITY OF  
**BATH - SAGADAHOC CO.**  
WEST WING ABUT. NO. 1.  
SHEET 10 OF 18 AUGUSTA, MAINE AUGUST, 1945.

Revised - Feb. 1946 - Brackets added.

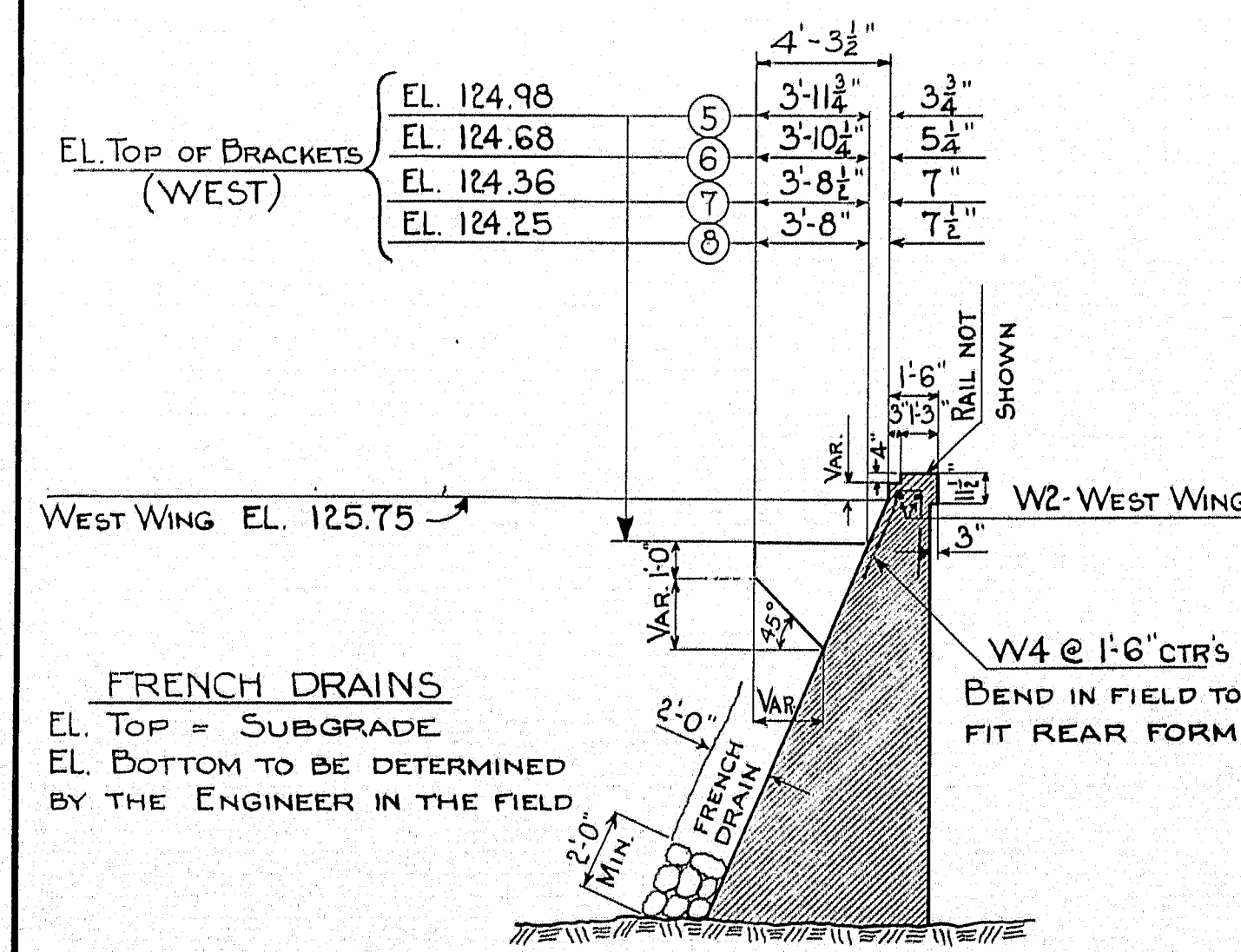
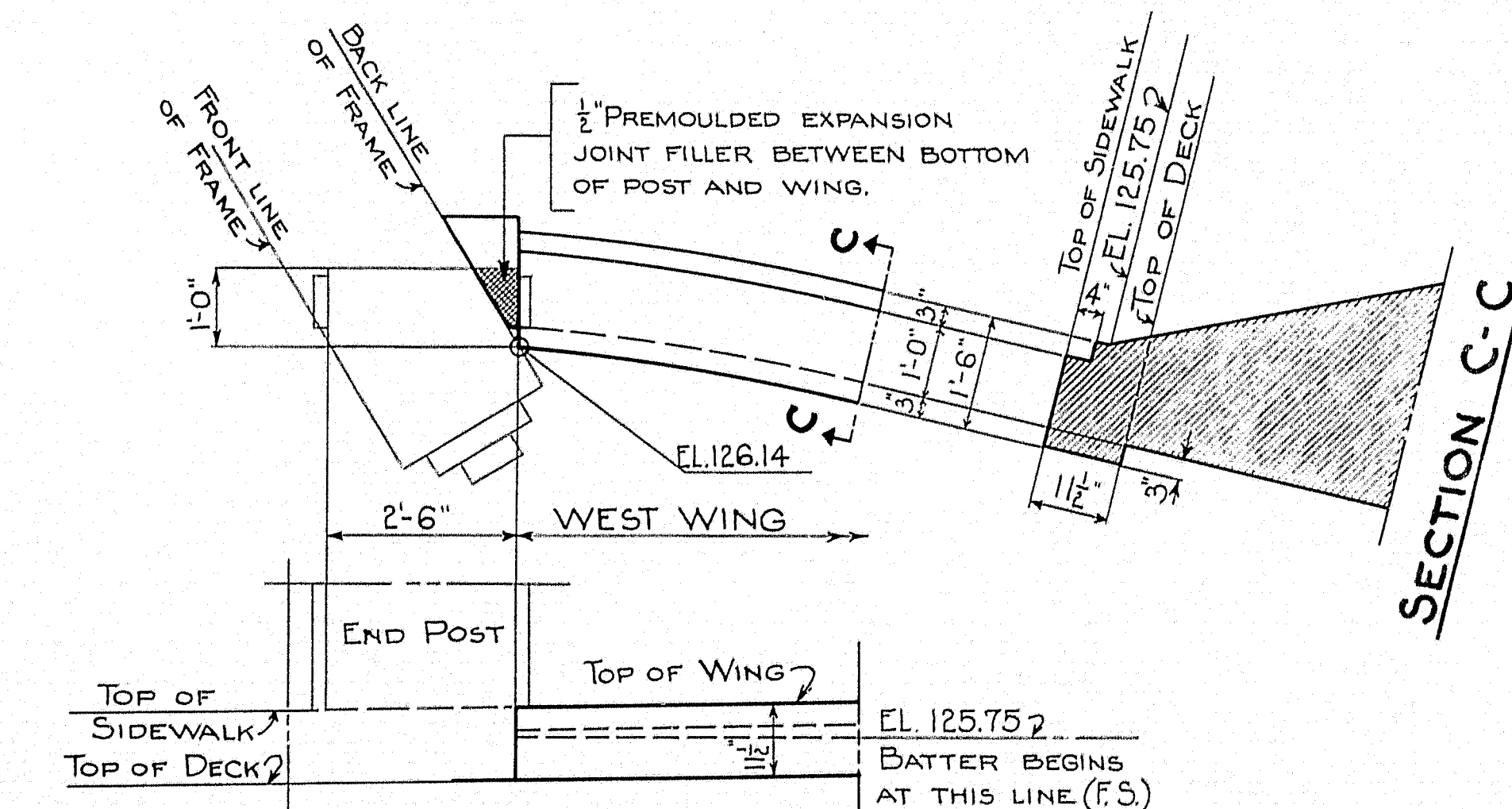
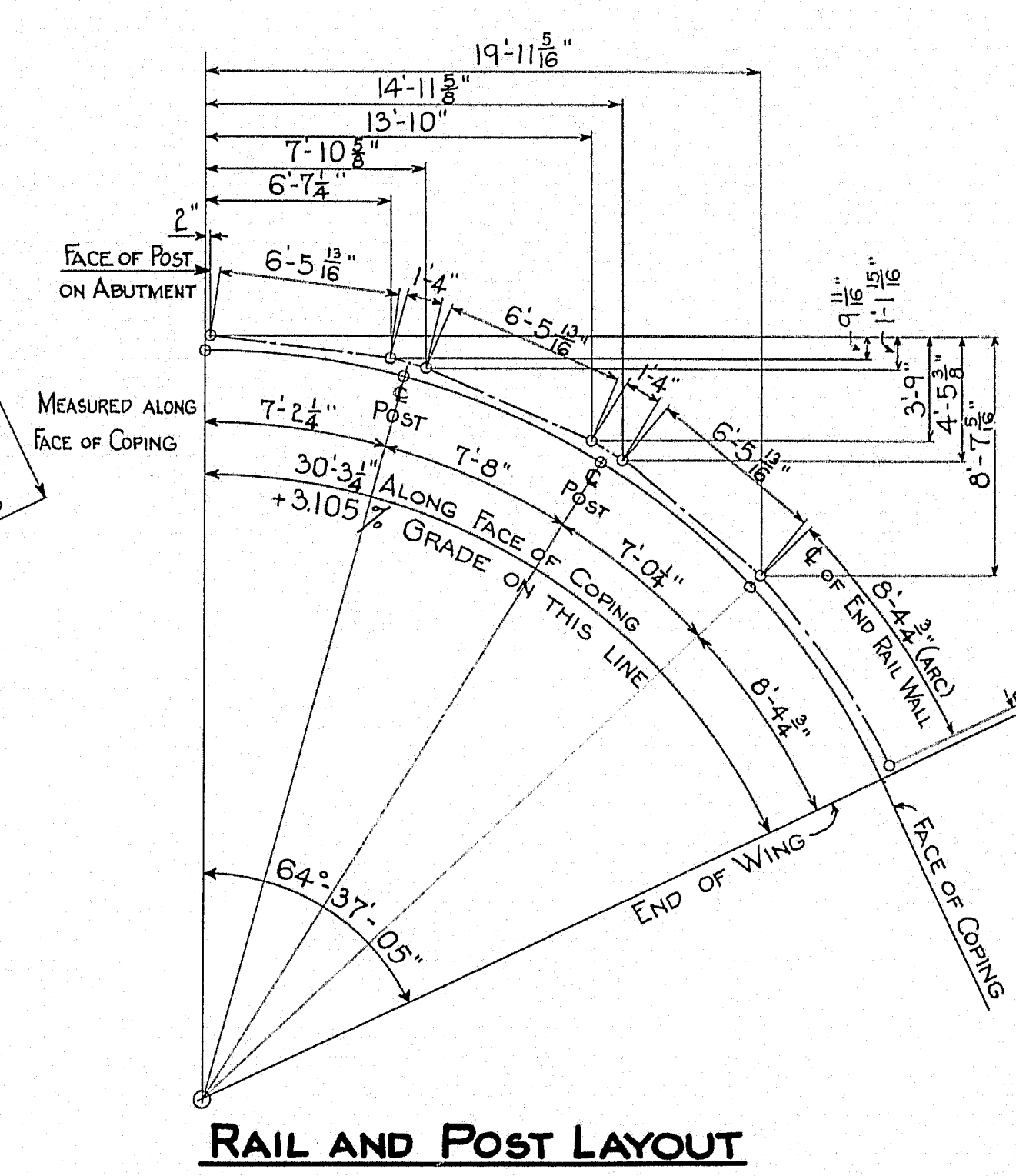
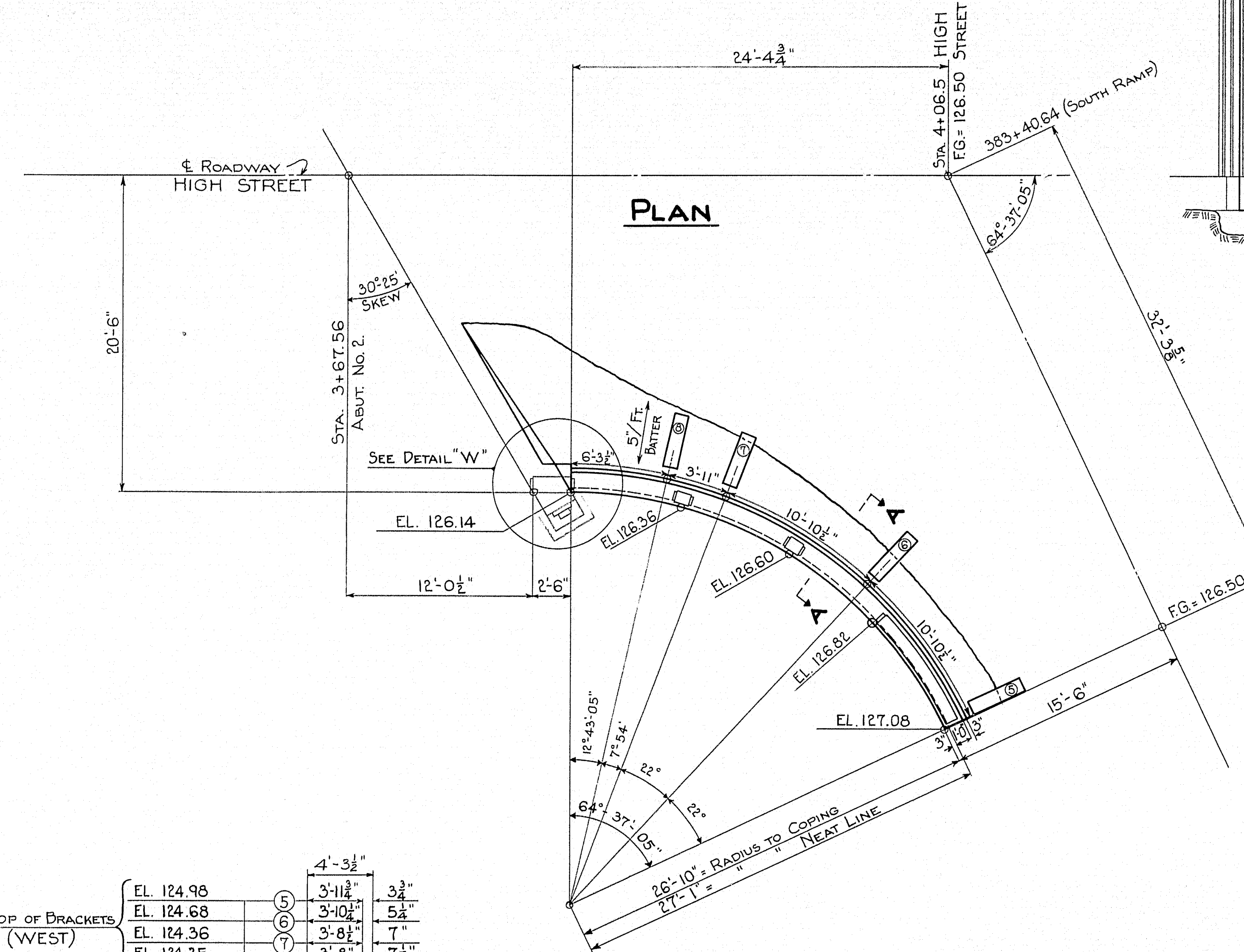
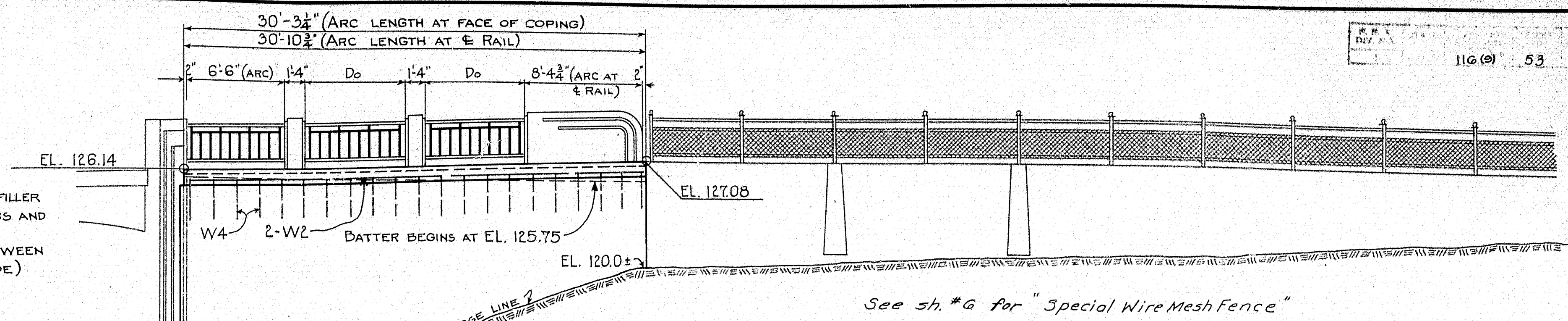
Hamilton  
H9

N. 576





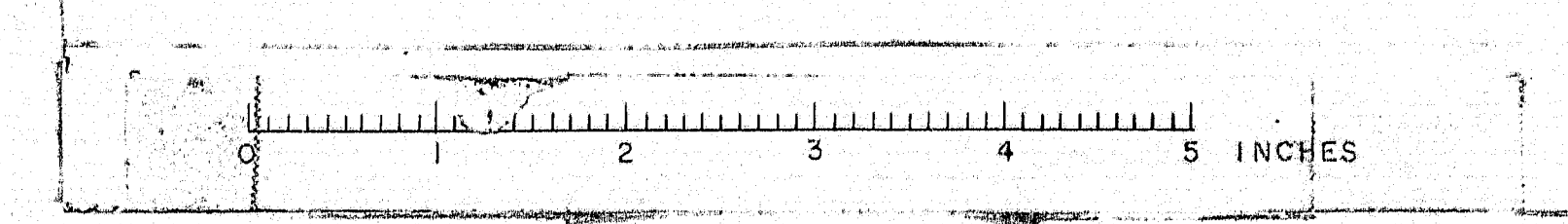
NOTE: PLACE  $\frac{1}{2}$ " PREMOULDED EXPANSION JOINT FILLER BETWEEN CONTACT SURFACES OF ENDS OF WINGS AND RIGID FRAME.  
(SEE NOTE SH #9 ON COVERING JOINT BETWEEN WING AND ABUTMENT LEG ON THE BACK SIDE)



**DETAIL "W"**  
DETAIL AT EAST WING No. 1. ABUT.  
IS SIMILAR.

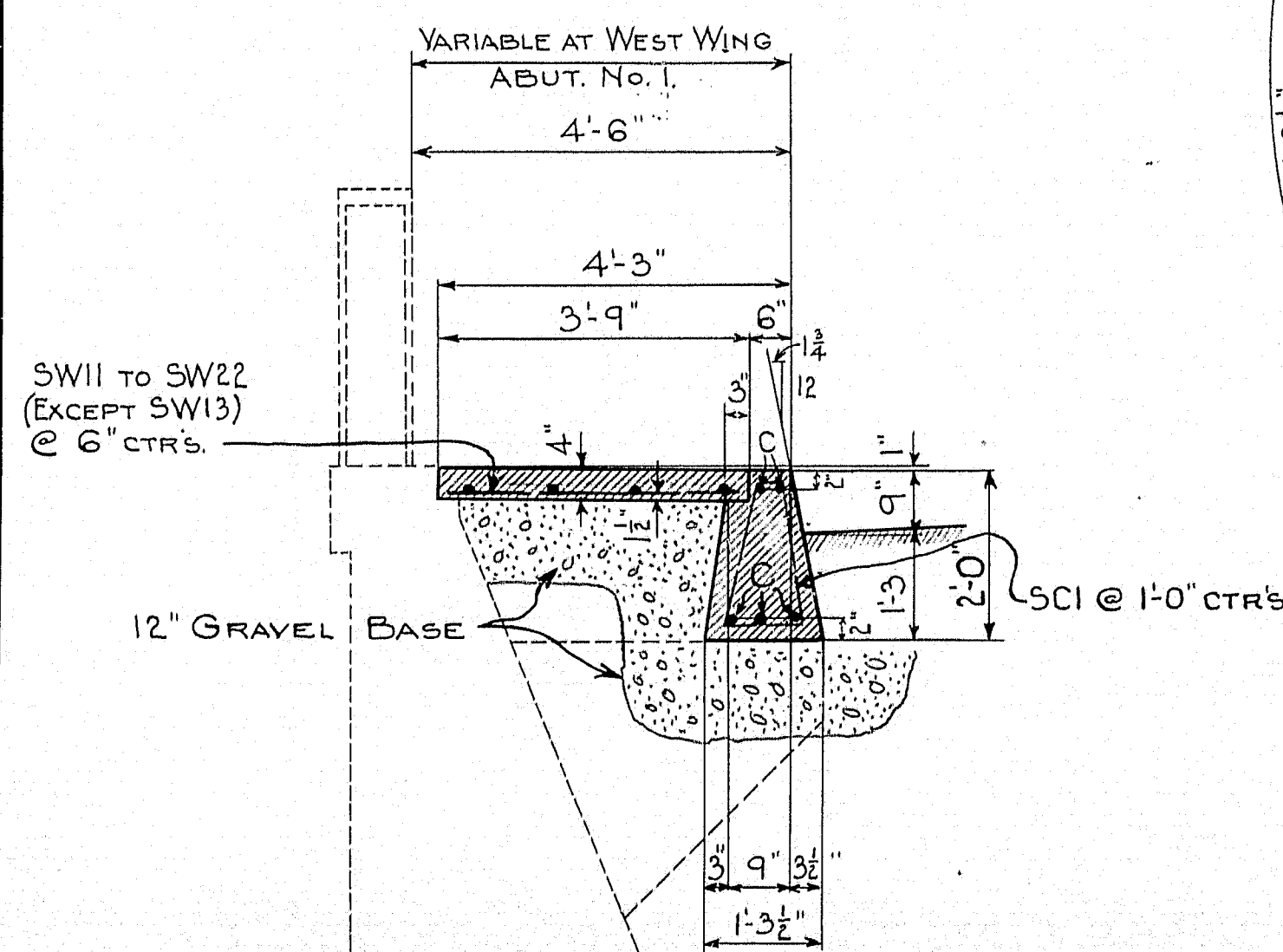
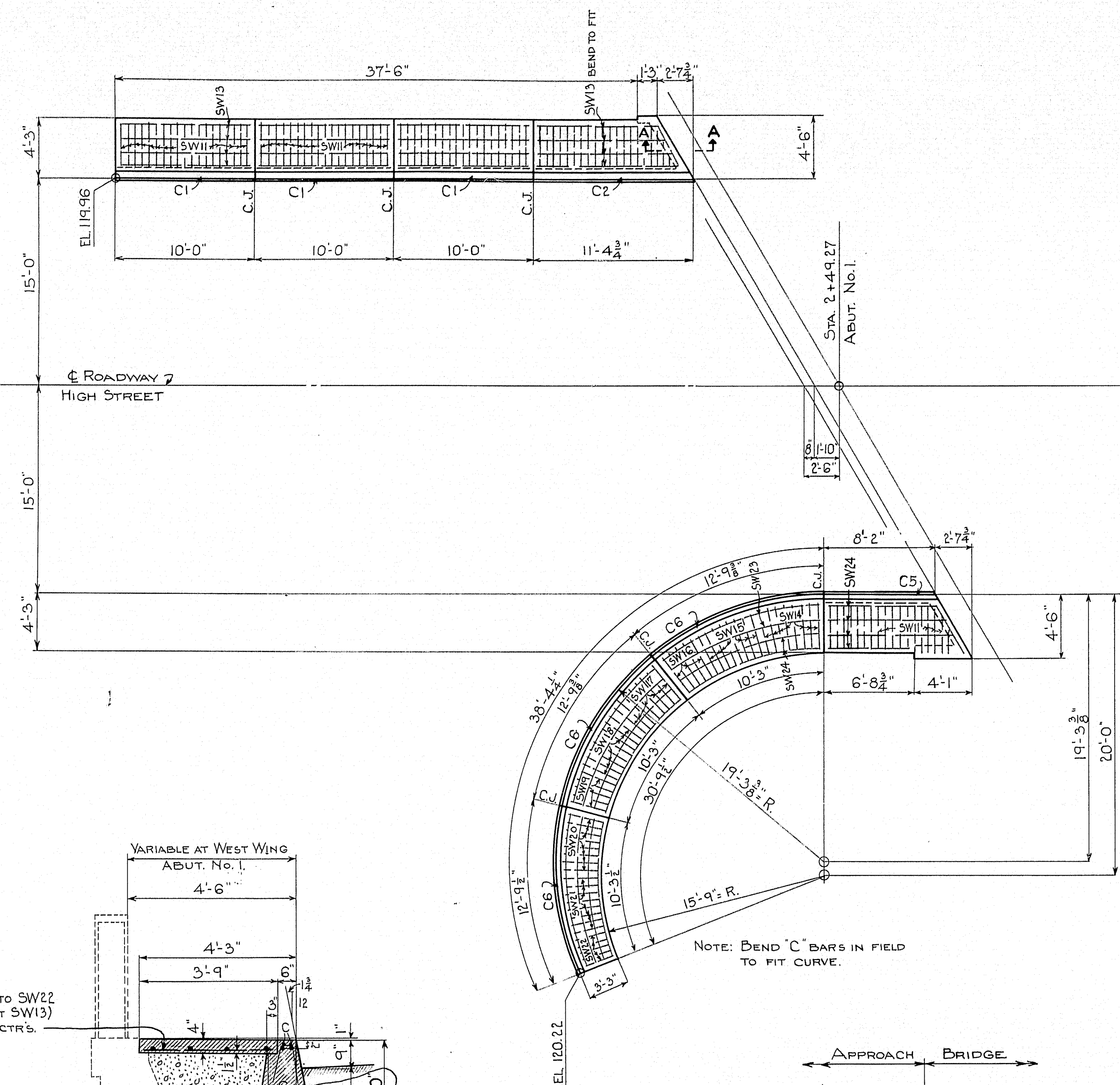
WORK THIS SHEET WITH SHEETS No. 14-17.  
DESIGN: Hamilton  
TRACED: H.S.H.  
CHECKED: H.S.H.  
STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
**HIGH STREET BRIDGE**  
OVER  
**CARLTON BRIDGE APPROACH**  
IN THE CITY OF  
**BATH - SAGadahoc Co.**  
WEST WING ABUT. No. 2.  
SHEET 11 OF 18 AUGUSTA, MAINE JAN. 1945.

REVISED - JAN. 1947 - DESIGN OF  
WEST WING - No. 2. ABUT. - Hamilton  
EAST " " " " " A.B.P.

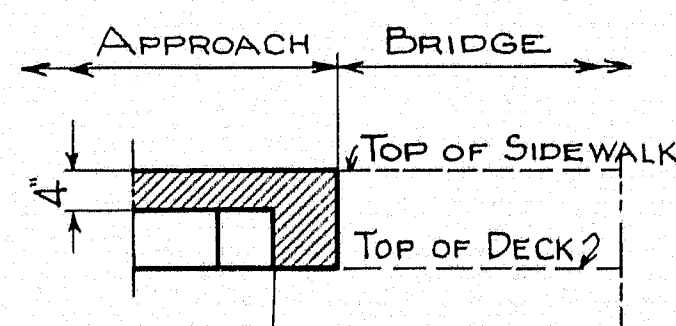




EAST



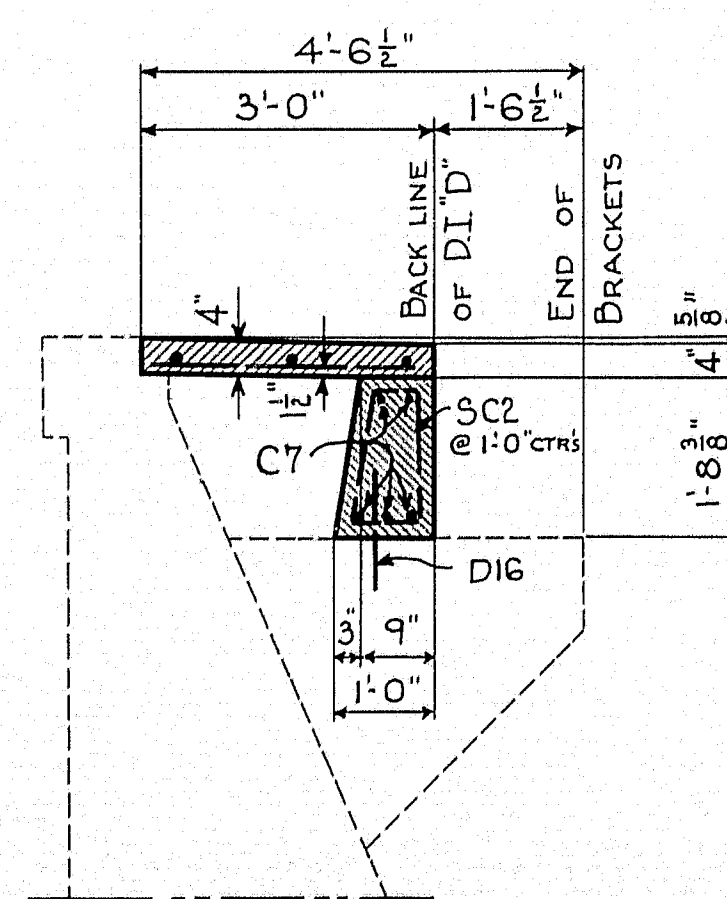
TYPICAL SECTION SIDEWALK AND CURB



SECTION A-A

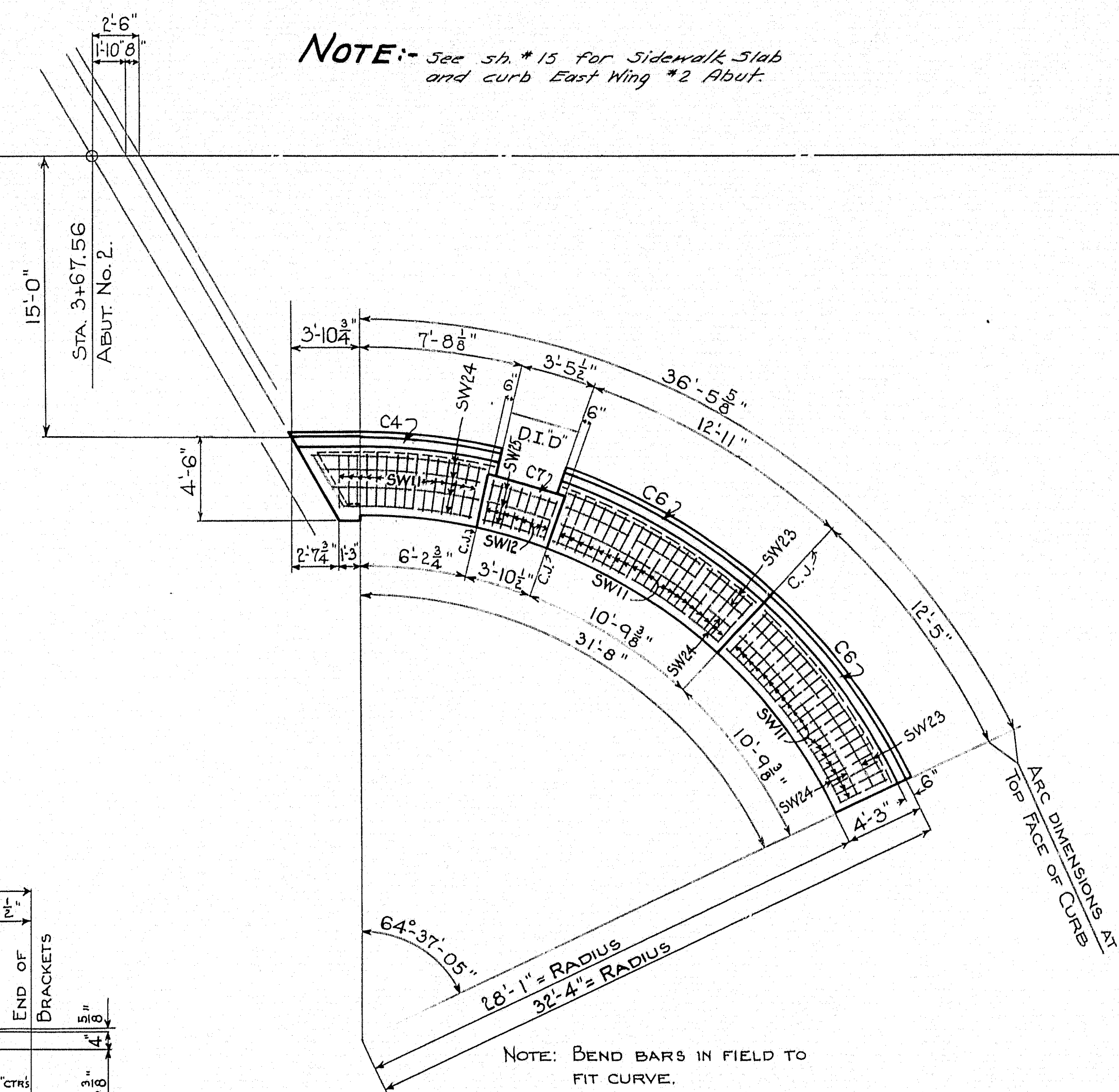
NOTE: DETAIL IS SIMILAR FOR WEST SIDEWALK ABUT. No. 1. AND EAST AND WEST SIDEWALKS No. 2. ABUT.

WEST



SIDEWALK AND BEAM DETAILS AT D.I.D.

NOTE:- See sh. # 15 for Sidewalk Slab and curb East Wing #2 Abut.

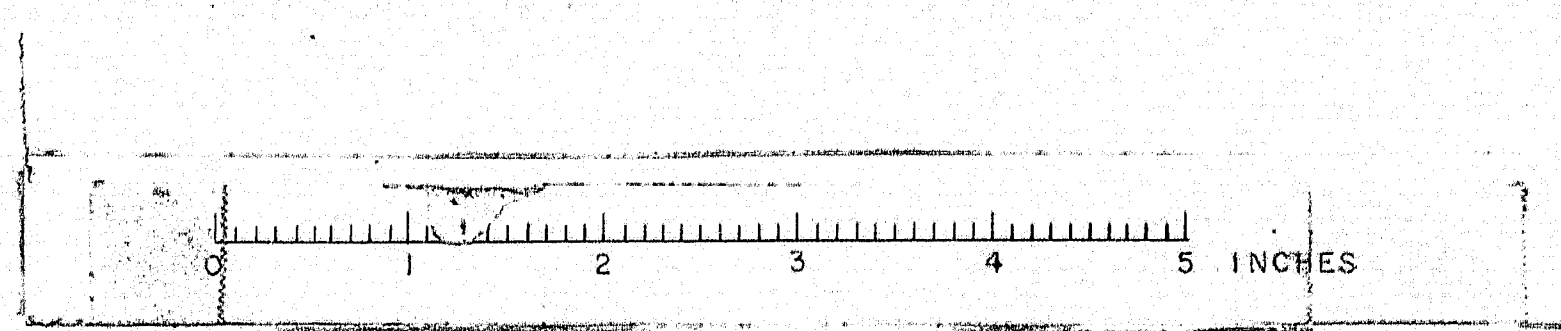


REVISED - JAN. 1947 - DESIGN OF WEST WING - No. 2. ABUT. - Hamilton A.B.P. EAST

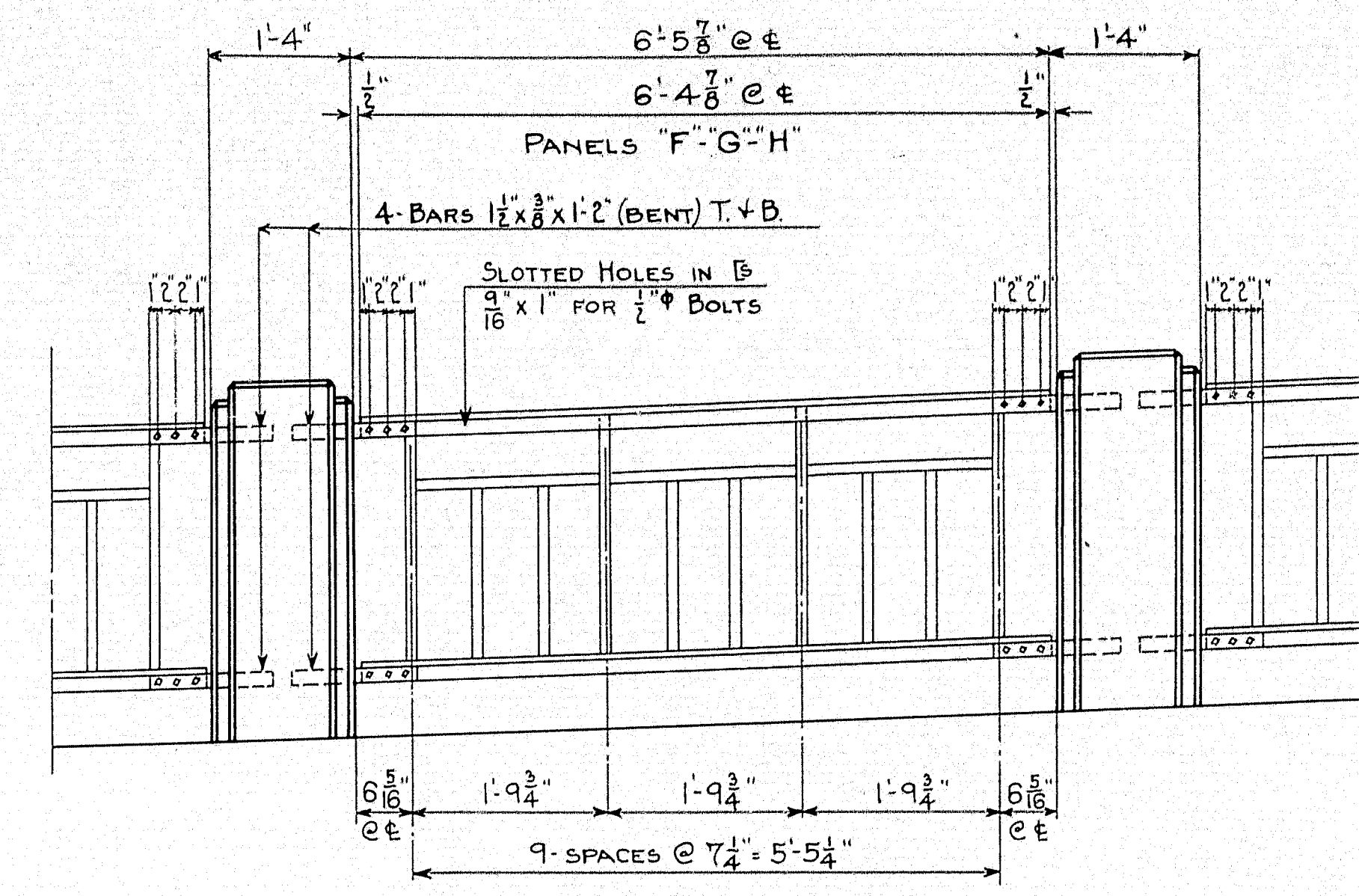
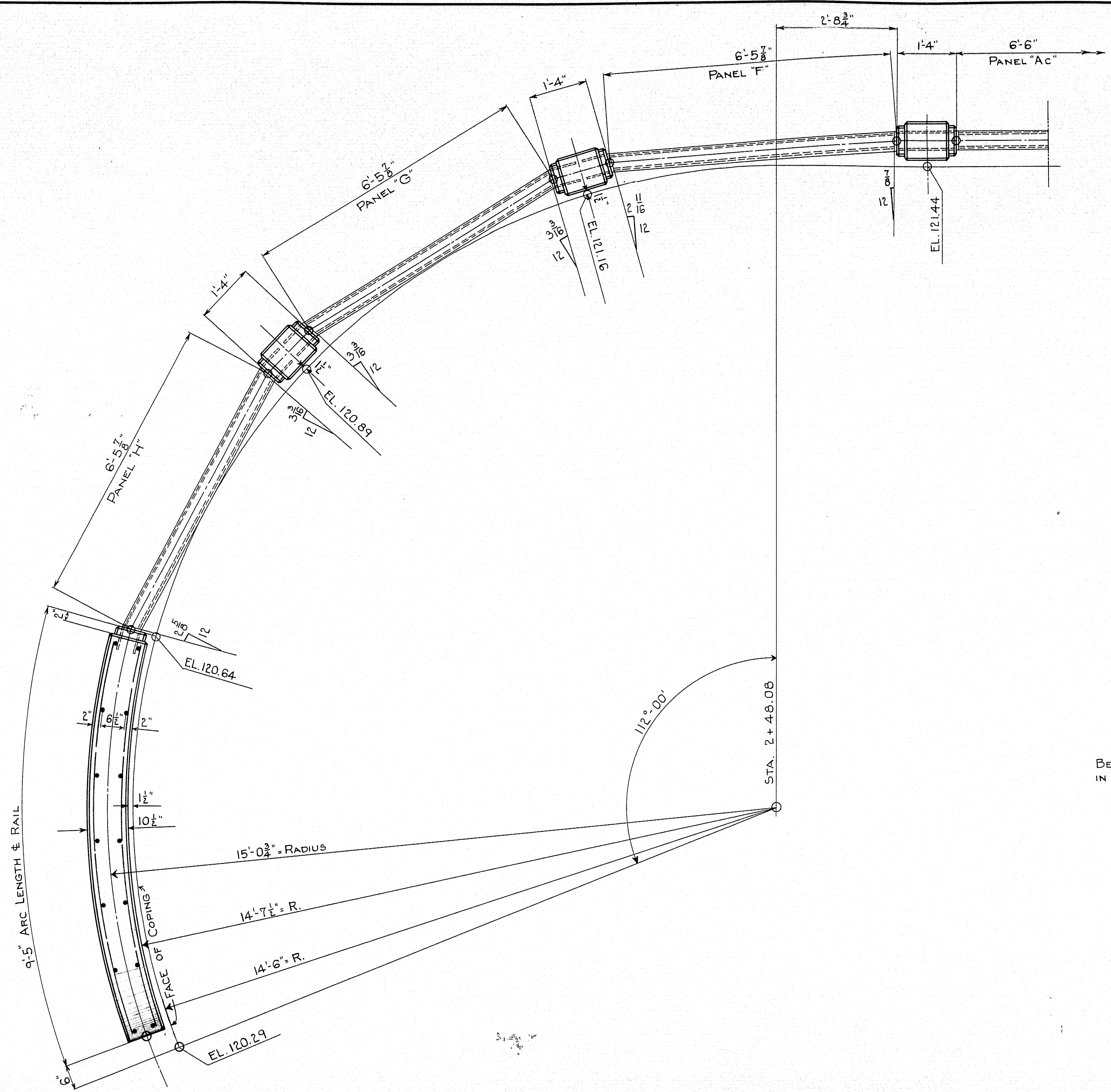
Revised - Feb. 1946 - Design of slab and curb. Hamilton

DESIGN: Hamilton	TOWN: BRIDGE 3837
TRACED: Hamilton	
CHECKED: H.P.H.	
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
HIGH STREET BRIDGE OVER	
CARLTON BRIDGE APPROACH IN THE CITY OF	
BATH - SAGadahoc CO.	
SIDEWALK ON APPROACHES	
SHEET 12 OF 18 AUGUSTA, MAINE AUGUST, 1945.	

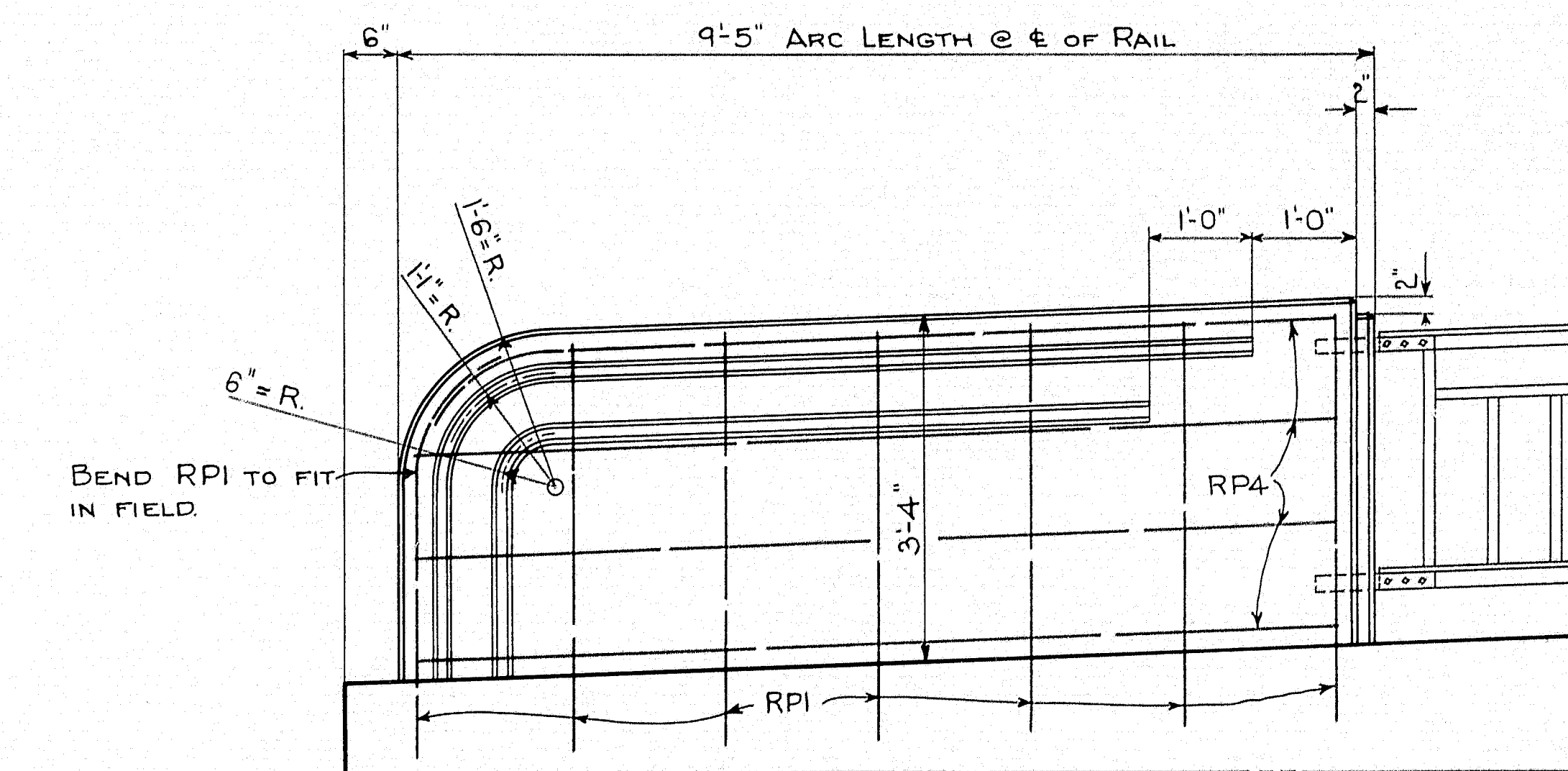
M. 578







RAIL ELEVATION

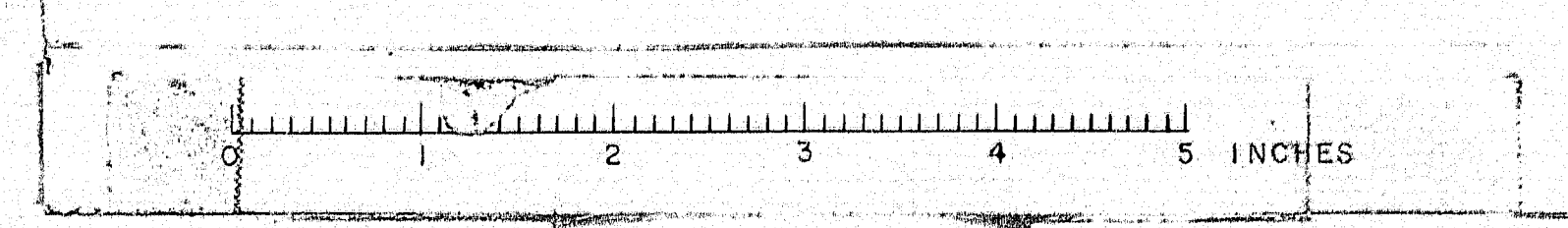


DEVELOPED SIDE ELEVATION OF END WALL

SEE GROOVE DETAIL SH. NO. 17.

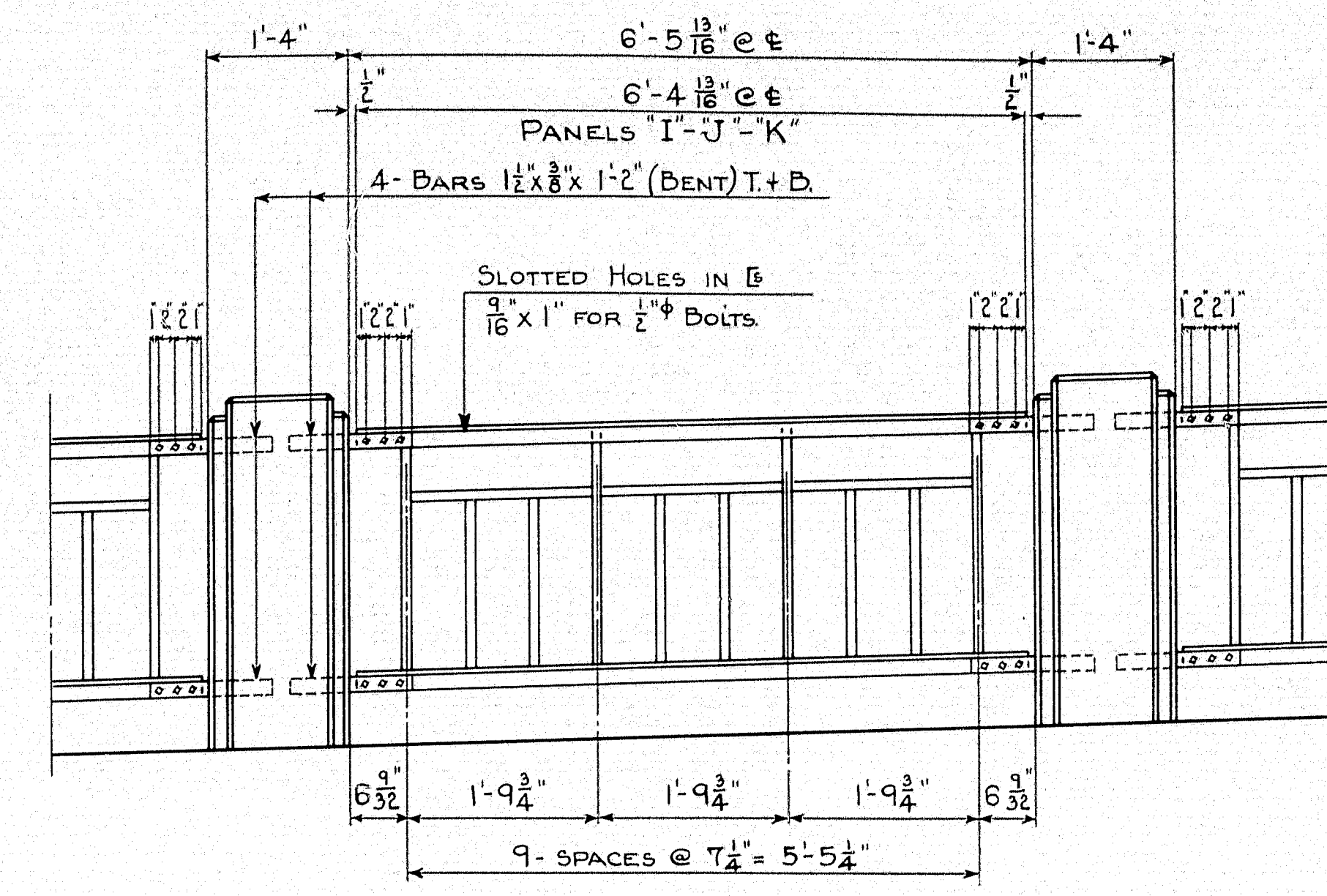
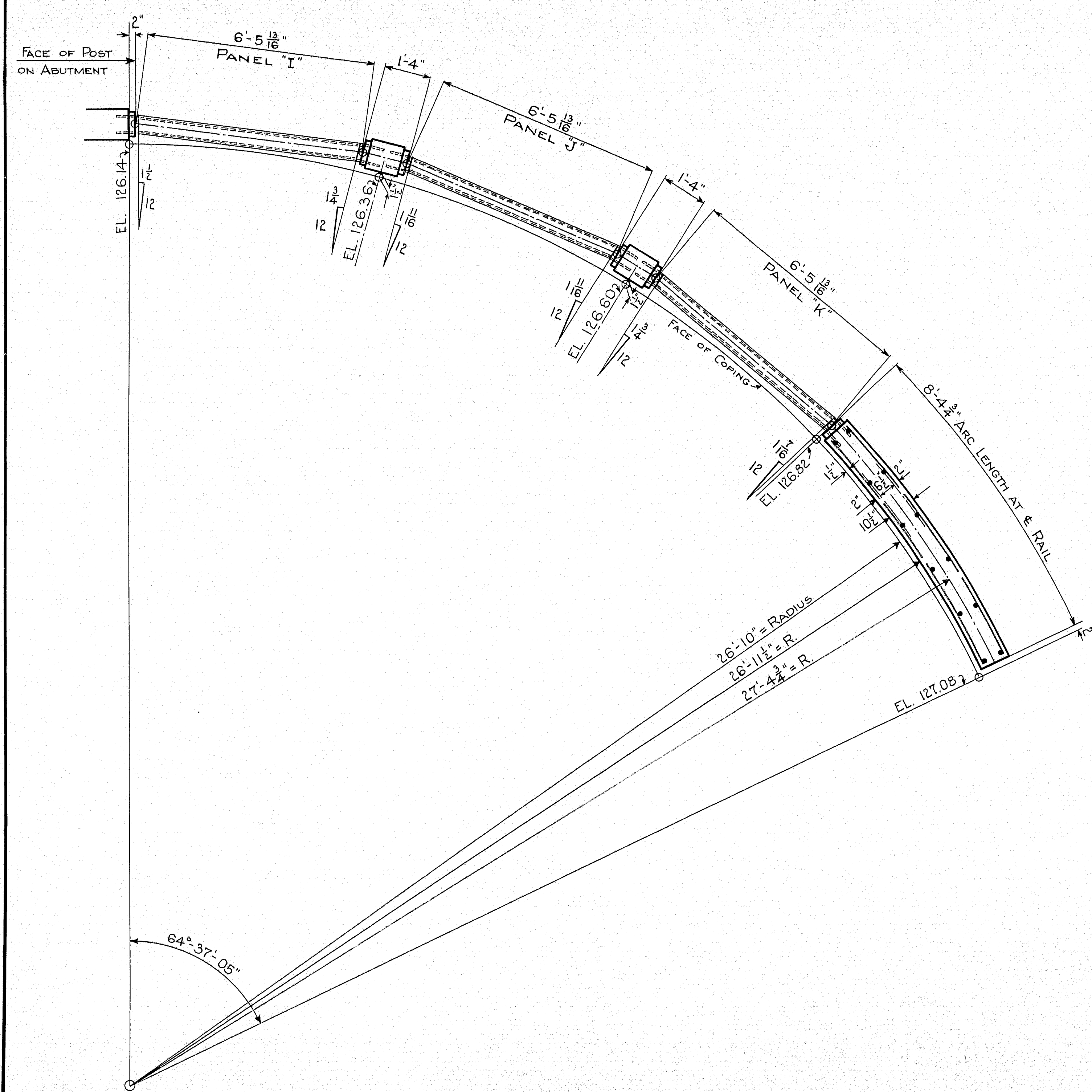
WORK THIS SHEET WITH SHEETS No. 10-17.

DESIGN: Hamilton	TOWN
TRACED: H. 579	BRIDGE 3837
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
HIGH STREET BRIDGE OVER	
CARLTON BRIDGE APPROACH IN THE CITY OF	
BATH - SAGadahoc Co.	
RAIL DETAIL - WEST WING-ABUT. NO. 1.	
SHEET 13 OF 18 AUGUSTA, MAINE AUGUST, 1945.	

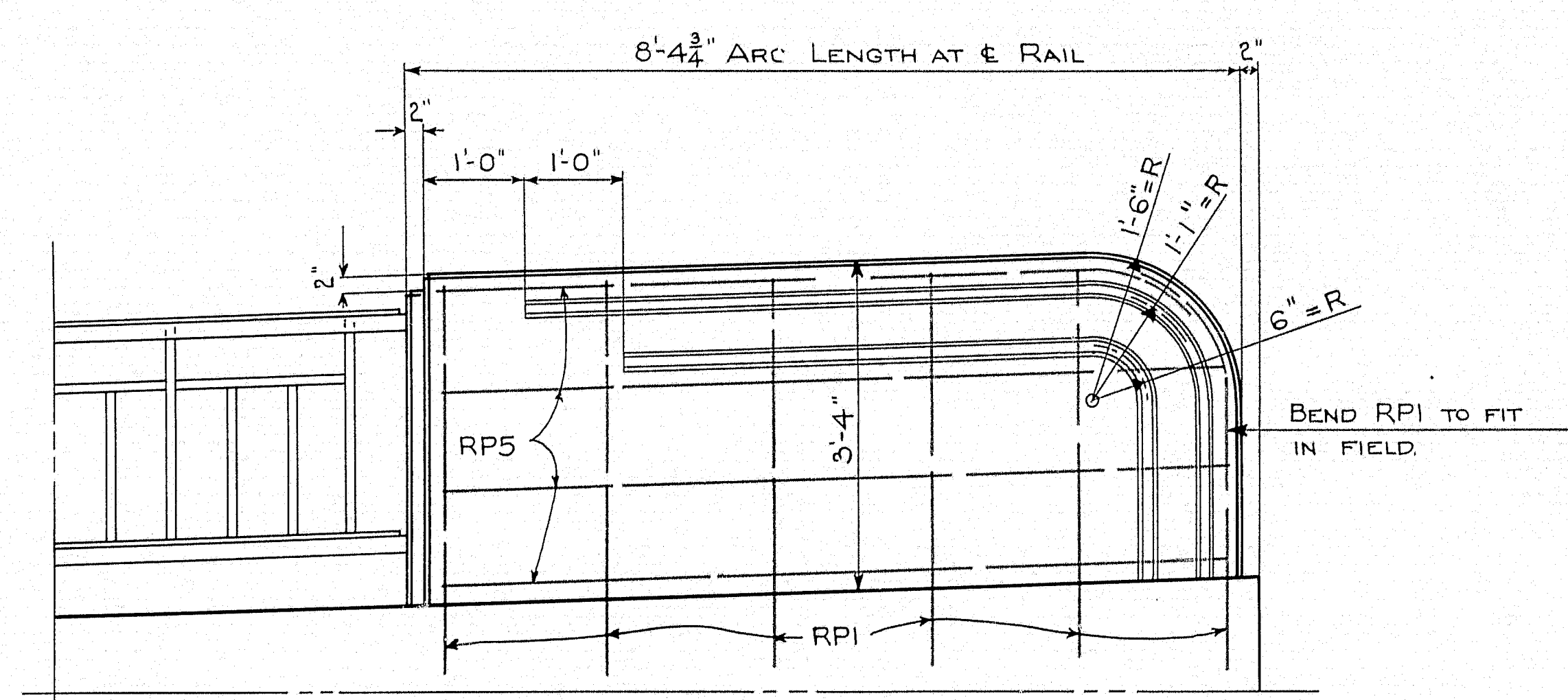




#	STATE	FILE NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1169	56	61



**RAIL ELEVATION**



**DEVELOPED SIDE ELEVATION OF END WALL**

SEE GROOVE DETAIL SH. # 17.

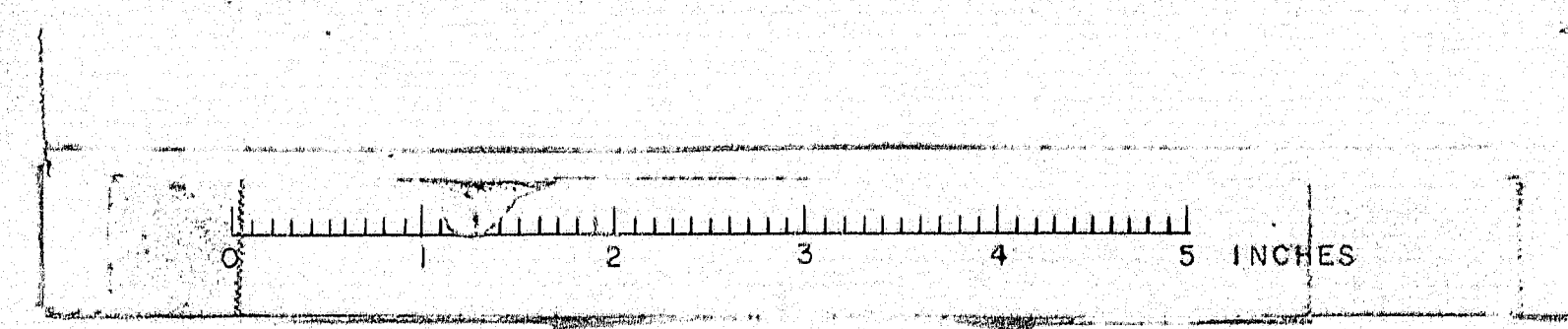
WORK THIS SHEET WITH SHEETS No. 11-17

DESIGN: <i>Hamilton</i>	TOWN:
TRACED:	BRIDGE: 3837
CHECKED: <i>A.B.R.</i>	

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

**HIGH STREET BRIDGE**  
OVER  
**CARLTON BRIDGE APPROACH**  
IN THE CITY OF  
**BATH - SAGadahoc Co.**  
RAIL DETAILS - WEST WING ABUT. NO. 2.  
SHEET 14 OF 18 AUGUSTA, MAINE, JAN. 1945.

H. 580

















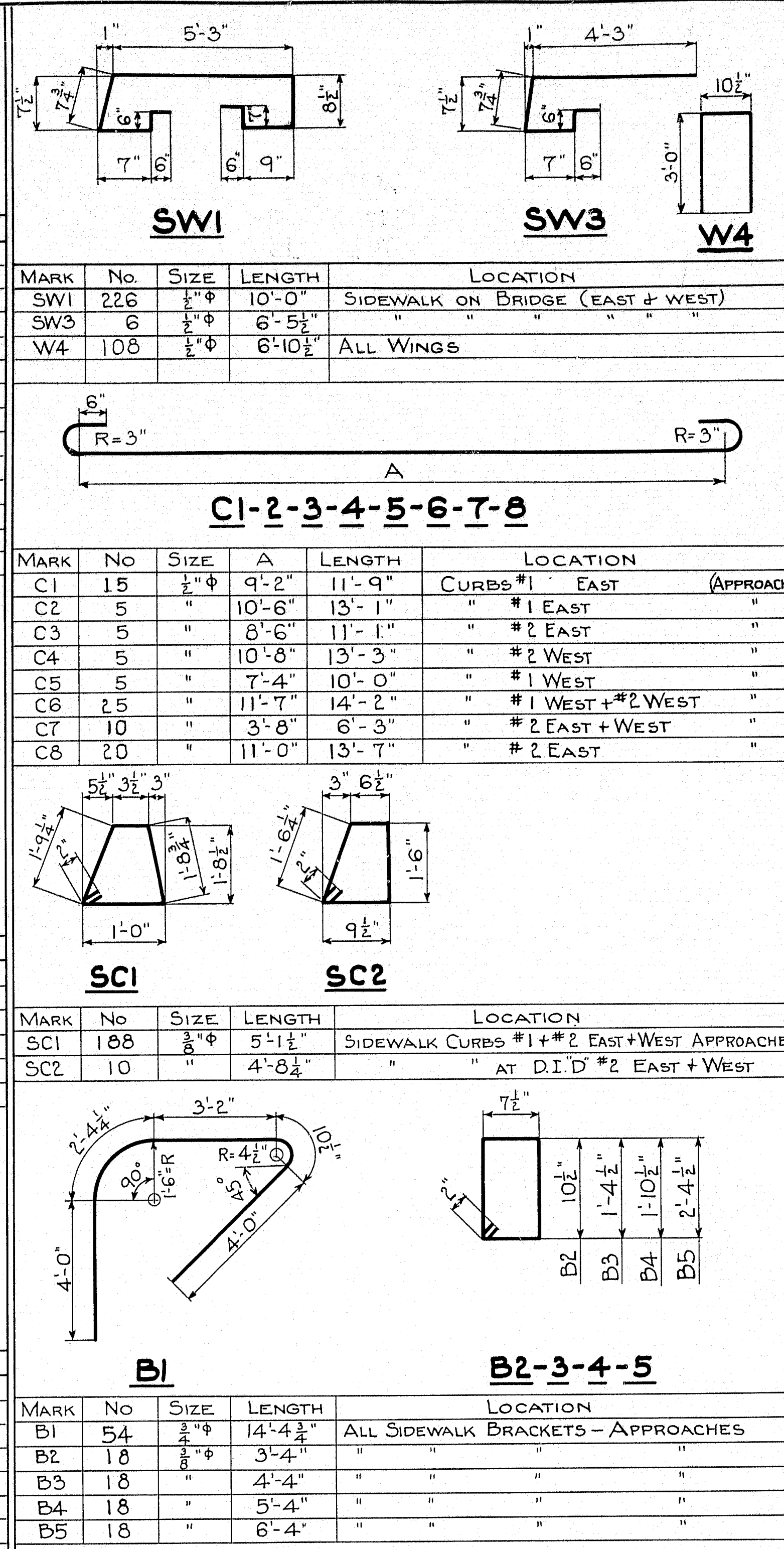
STATE HIGHWAY COMMISSION  
 BRIDGE DIVISION  
**HIGH STREET BRIDGE**  
 OVER  
**CARLTON BRIDGE APPROACH**  
 IN THE CITY OF  
**BATH-SAGadahoc Co.**  
 REINFORCING STEEL SCHEDULE  
 SHEET 18 OF 18 AUGUSTA, MAINE, AUGUST, 1945.

REVISED - JAN. 1947 - STEEL  
 FOR EAST & WEST WINGS ABUT. NO. 2.,  
 RAIL POSTS, RAIL WALL AND  
 SIDEWALK. - *Hamilton*  
*A.B.P.*

Revised Feb. 1946 - Steel for  
 brackets sidewalk slab and  
 curbs on approaches added.  
*Hamilton*  
*H94*

NOTE: ALL DIMENSIONS TO CENTER LINE OF STEEL.

STRAIGHT BARS				
MARK	No.	SIZE	LENGTH	LOCATION
D1	84	1" #	19'-6"	EXTRADOS, DECK #1 + #3 SPANS
C7	4	1" #	16'-4"	CURB #2 EAST
D3	84	1" #	35'-4"	EXTRADOS, DECK OVER PIERS #1 + #2
D4	84	1" #	24'-4"	" " " " " "
D5	42	2" #	16'-0"	" " " " " "
D6	84	1" #	26'-0"	INTRADOS, DECK #1 + #3 SPANS
D7	42	1" #	28'-0"	" " " " " "
D10	119	3" #	46'-6"	EXTRADOS, DECK, ALL SPANS.
D13	121	3" #	5'-0"	DECK @ C
D14	30	1" #	26'-0"	" " " " (SPlice)
D15	328	3" #	1'-4"	DECK AND SIDEWALK
A9	2	3" #	19'-0"	ABUT. #1 + #2 FRONT AT C
A10	174	3" #	16'-3"	" " " " BACK
A11	192	3" #	24'-6"	" " " " (HOR. SPlice)
A12	24	1" #	26'-0"	" " " " PILASTERS
A13	24	1" #	3'-0"	" " " " FOOTINGS
A14	4	1" #	4'-3"	ABUT. #1. EAST END
A15	4	1" #	6'-0"	" " " " WEST END
A21	12	1" #	4'-0"	ABUT. #1 + #2. POST TOP - EAST + WEST
A19	4	1" #	3'-2"	ABUT. #2. EAST END
A20	4	1" #	4'-6"	" " " " WEST END
P14	172	3" #	17'-4"	PIER #1 + #2 FRONT + BACK
P15	124	3" #	24'-6"	" " " " (HOR. SPlice)
P16	4	1" #	24'-0"	PIER NO. 1. FOOTING - EAST HALF
P17	16	1" #	26'-0"	PIER #1 + #2 PILASTERS
P18	16	1" #	3'-0"	" " " " FOOTINGS
P19	4	1" #	6'-6"	PIER #1. EAST END
P20	4	1" #	7'-6"	" " " " WEST
P21	4	1" #	5'-6"	" #2. EAST
P22	4	1" #	6'-3"	" " " " WEST
P23	12	1" #	4'-0"	PIER #1 + #2 POST TOP - EAST AND WEST
SW2	444	1" #	5'-0"	SIDEWALK ON BRIDGE
SW4	18	1" #	4'-0"	" " " " " "
SW5	24	2" #	5'-3"	" " " " DIAPHRAGMS
SW6	8	2" #	5'-0"	" " " " ENDS
SW7	16	2" #	4'-3"	" " " " " "
SW8	112	1" #	19'-10"	" " " " INTERIOR PANELS (LONGITUDINAL)
SW9	28	1" #	18'-6"	" " " " END " " " "
SW10	28	1" #	23'-6"	" " " " " " " "
W1	2	1" #	37'-0"	EAST WING #1 ABUT.
W2	2	1" #	29'-0"	" " " " WEST WING #2 ABUT.
W3	2	1" #	38'-6"	WEST WING #1 ABUT. (BEND IN FIELD)
F1	6	2" #	10'-0"	FOOTING EAST WING #1 ABUT.
F2	9	2" #	11'-0"	" " " " " " " "
F3	12	2" #	13'-0"	" " " " " " " "
F4	11	2" #	5'-4"	" " " " " " " "
F5	12	2" #	7'-10"	" " " " " " " "
F6	14	2" #	10'-9"	" " " " " " " "
F7	3	2" #	10'-0"	" " " " WEST WING #1 ABUT.
F8	4	2" #	12'-0"	" " " " " " " "
F9	6	2" #	11'-0"	" " " " " " " "
F10	3	2" #	14'-0"	" " " " " " " "
F11	3	2" #	15'-0"	" " " " " " " "
F12	3	2" #	16'-0"	" " " " " " " "
F13	13	2" #	4'-6"	" " " " " " " "
F14	16	2" #	6'-9"	" " " " " " " "
F15	18	2" #	9'-0"	" " " " " " " "
RP3	8	1" #	6'-4"	RAIL WALLS #1 EAST
RP4	8	1" #	9'-1"	" " " " #1 WEST.
SW11	252	1" #	3'-7"	APPROACH SIDEWALK SLABS
SW12	17	1" #	2'-10"	" " " " " (AT DROP INLET)
SW13	20	3" #	9'-9"	" " " " " " " "
SW14	8	1" #	4'-0"	" " " " #1 WEST
SW15	8	1" #	3'-11"	" " " " " " " "
SW16	5	1" #	3'-9"	" " " " " " " "
SW17	8	1" #	3'-8"	" " " " " " " "
SW18	8	1" #	3'-7"	" " " " " " " "
SW19	5	1" #	3'-5"	" " " " " " " "
SW20	8	1" #	3'-4"	" " " " " " " "
SW21	8	1" #	3'-3"	" " " " " " " "
SW22	5	1" #	3'-1"	" " " " " " " "
SW23	10	3" #	12'-0"	" " " " " " " " #2 WEST
SW24	24	1" #	10'-0"	" " " " " " " " " EAST
SW25	6	1" #	4'-0"	AT D.I.D. (APPROACHES)
SW26	8	1" #	11'-8"	APPROACH SIDEWALK SLABS #2 EAST
W5	2	1" #	27'-6"	EAST WING #2 ABUT.
SW27	6	3" #	9'-6"	APPROACH SIDEWALK SLABS #2 WEST
D16	32	1" #	1'-0"	ALL BRACKETS
RP5	8	1" #	8'-0"	RAIL WALL #2 WEST
W6	2	1" #	25'-6"	EAST WING #2 ABUT.
RP6	8	2" #	7'-6"	" " " " " " " "



AI-A2-P1-P2-P3-P4 A3-A4-P5-P6-P7-P8				
MARK	No.	SIZE	A	LENGTH
A1	42	1" #	4'-0"	14'-5 1/2"
A2	"	"	4'-0"	16'-5 1/2"
P1	"	1" #	5'-10"	12'-5 1/2"
P2	"	1" #	5'-10"	12'-5 1/2"
P3	"	1" #	6'-3"	12'-10 1/2"
P4	"	1" #	5'-10"	12'-5 1/2"
A3	"	1" #	4'-0"	14'-7 1/2"
A4	"	"	4'-0"	16'-7 1/2"
P5	"	1" #	5'-10"	12'-6 1/2"
P6	"	1" #	5'-10"	12'-6 1/2"
P7	"	1" #	6'-3"	12'-11 1/2"
P8	"	1" #	5'-10"	12'-6 1/2"

MARK	No.	SIZE	A	LENGTH	LOCATION
D8	84	1" #	40'-0"	42'-7"	INTRADOS SPANS #1 + #3.
D9	42	1" #	40'-6"	43'-1"	" " " " " "
D11	234	3" #	21'-9"	23'-1"	" " " " (TRANSVERSE ALL SPANS)
D12	242	3" #	5'-7 1/2"	5'-7 1/2"	DECK AT C ROADWAY
A8	84	3" #	20'-6"	21'-10"	ABUTS. #1 + #2 (FRONT)

MARK	No.	SIZE	A	LENGTH	LOCATION
A5	87	1" #	5'-0"	14'-0 1/2"	FOOTING NO. 1. ABUT.
P9	43	3" #	5'-0"	13'-4"	" " " " " "
A6	87	1" #	9'-0"	18'-2 1/2"	ABUT. NO. 1. FOOTING
A7	87	1" #	6'-6"	13'-2 1/2"	" " " " " "
P10	43	1" #	5'-9"	15'-3 1/2"	PIER NO. 1. FOOTING
P11	45	1" #	5'-4"	13'-5 1/2"	" " " " " "
P12	43	1" #	4'-9"	13'-3 1/2"	PIER NO. 2. FOOTING
P13	45	1" #	4'-4"	11'-5 1/2"	" " " " " "
RP1	97	3" #	3'-10"	8'-6 1/2"	RAIL POSTS AND RAIL WALLS

MARK	No.	SIZE	A	LENGTH	LOCATION
A16	80	1" #	1'-9 1/2"	7'-9 1/2"	PILASTER #1 + #2 ABUTS.
P24	56	1" #	1'-7 1/2"	7'-7 1/2"	" " " " " "
A18	20	2" #	9"	5'-8"	ABUT. #1 + #2 POSTS
P26	20	2" #	9"	5'-7 1/2"	PIERS. #1 + #2 POSTS
RP2	152	1" #	7 1/2"	3'-1"	ALL RAIL POSTS
A17	28	1" #	1'-0"	6'-5 1/2"	ABUT. #1 + #2 POSTS
P25	28	1" #	1'-7 1/2"	5'-11"	PIER #1 + #2 POSTS

