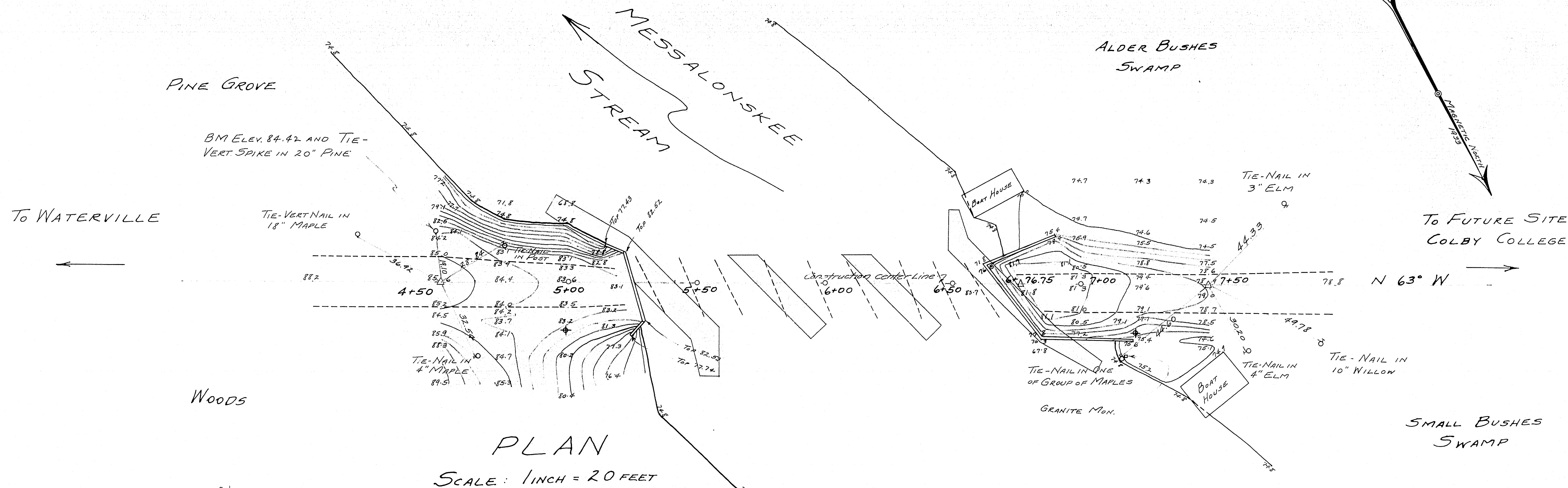




NOTES

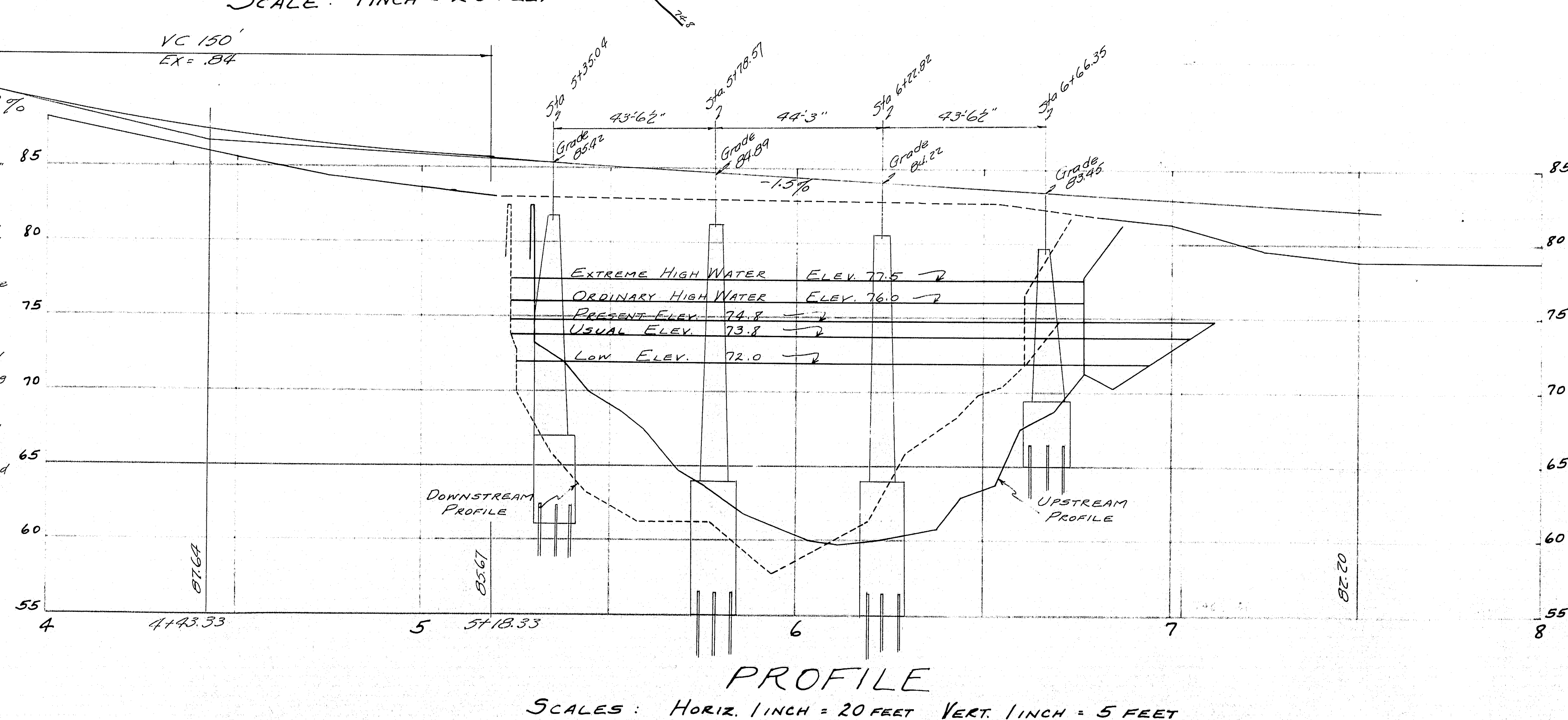
TRAFFIC - Detour available for vehicular traffic but maintenance of pedestrian traffic desired.

EXISTING SUPERSTRUCTURE - Ten spans of eight 4"x10" timber stringers with 4" transverse plank and 3" diagonal plank in poor condition.

EXISTING SUBSTRUCTURE - Abutment No. 1 of good quality mass concrete supported on piles. Nine skewed bents of 4 piles each, reported 35' long, with 10"x12" cap in poor condition. Abutment No. 2 is filled timber crib in bad condition.

STREAM - Controlled by dams. Used for canoeing. Sluggish current. Reported low water at Elev. 72.0, usual at Elev. 73.8, ordinary high at Elev. 76.0, and extreme high at Elev. 77.5. In winter streamflow is used to assist in developing power because Kennebec River flow is limited. In summer water has been lowered for 1 or 2 days to make repairs on dam and sewers. The amount water was lowered at Messalonskee Station No. 4, being 8' or 9' below the usual elevation. The elevation of the low point of the old dam just upstream from present dam and the stream gradient would cause the limit of lowering water at Gilman Street Bridge to be less than 8' or 9' below the usual level. Information relative to lowering water during construction can be obtained from Mr. F. W. Eaton, Operating Engineer, Central Maine Power Co., Augusta, Me.

FOUNDATION - Sounding at 24' left of Sta. 6+65 showed yellow sand and soft blue clay. Rod drove very easily at rate of 1" per blow to Elev. 40.0 and gradually penetrated more slowly until at Elev. 28.0 rate was 1/2" per blow.



TOWN 06-25
BRIDGE

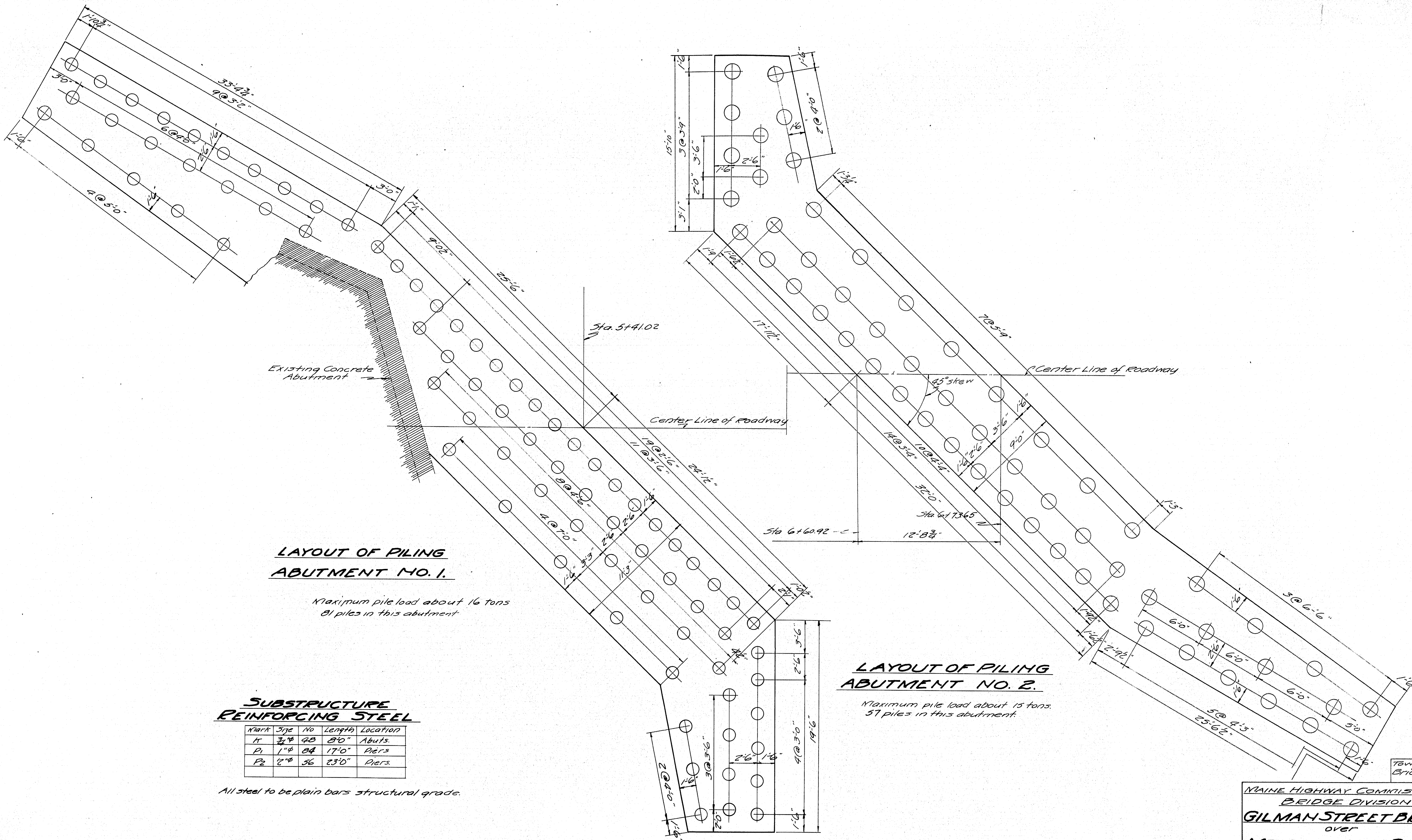
MAINE HIGHWAY COMMISSION
BRIDGE DIVISION

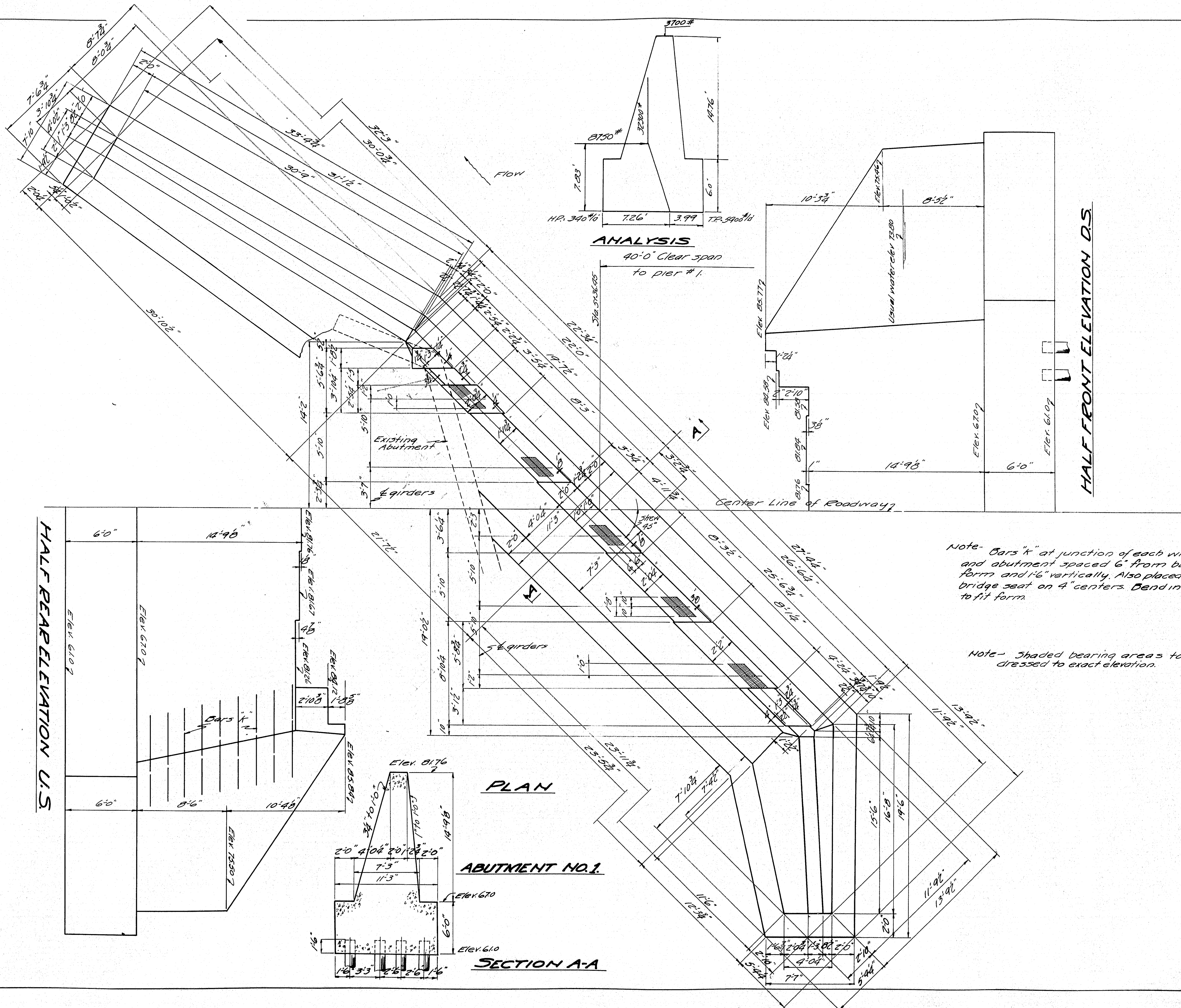
GILMAN STREET BRIDGE
OVER
MESSALONSKEE STREAM
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY

SURVEY PLAN

SHEET 1 OF 11 AUGUSTA, ME. NOV. 21, 1933

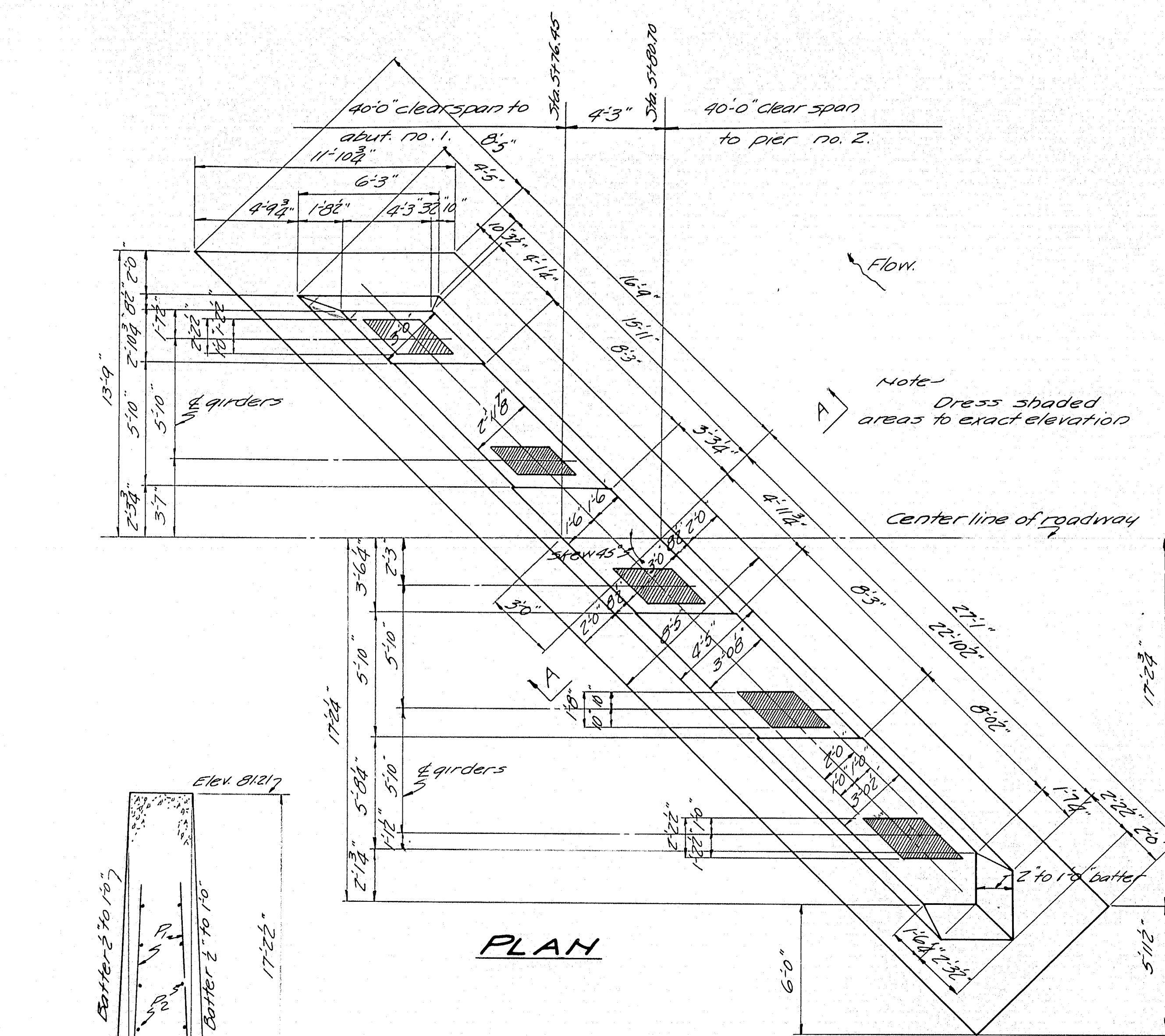
SURVEYED BY Beckman 11/21/33
PLOTTED AND TRACED BY Beckman





TOWN 06-25
Bridge 3121

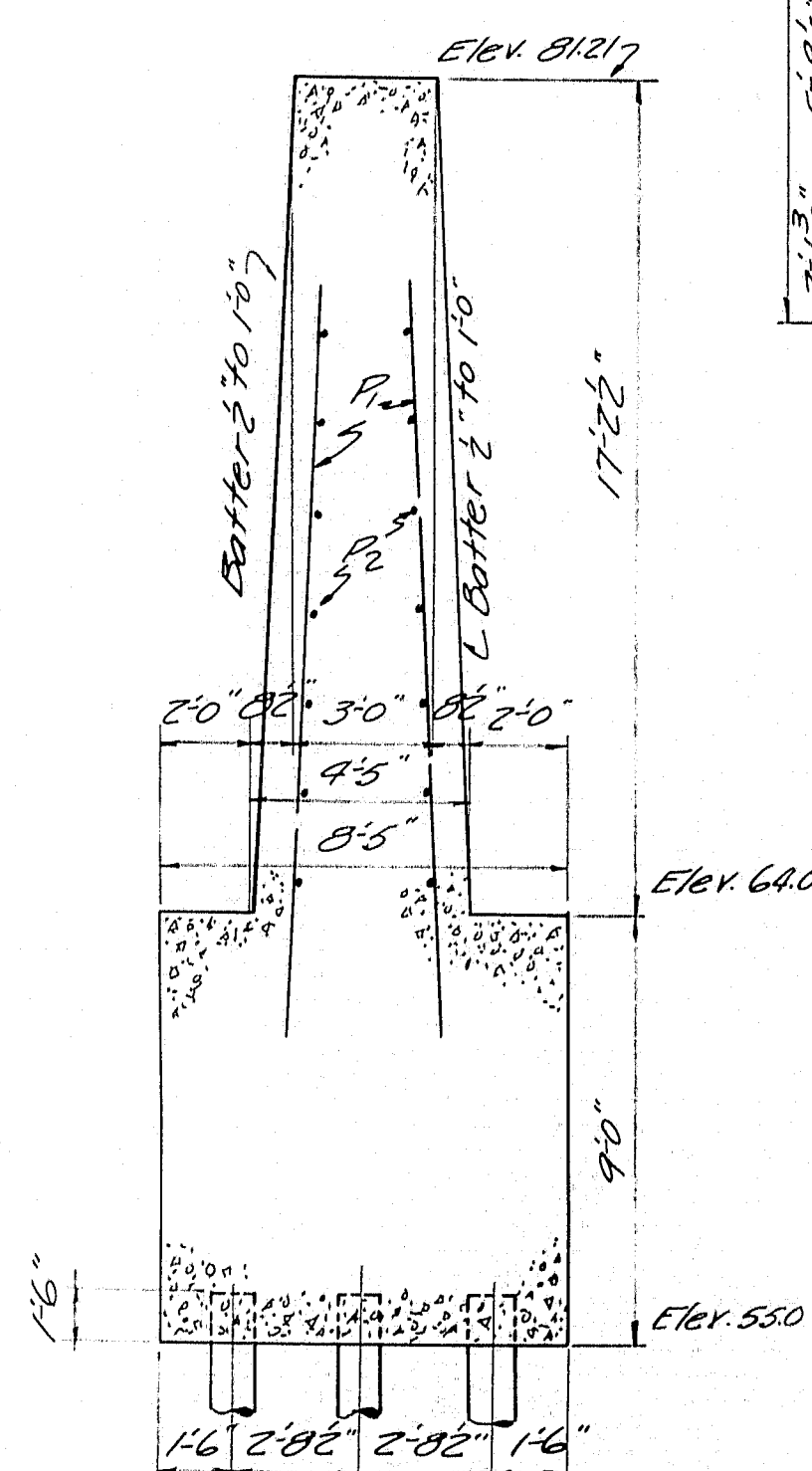
MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
GILMAN STREET BRIDGE
over
MESSALONSKEE STREAM
in the city of
WATERVILLE
KENNEBEC COUNTY
DETAIL ABUTMENT NO. 1
Sheet 3 of 11 Augusta, Me. Dec. 1933



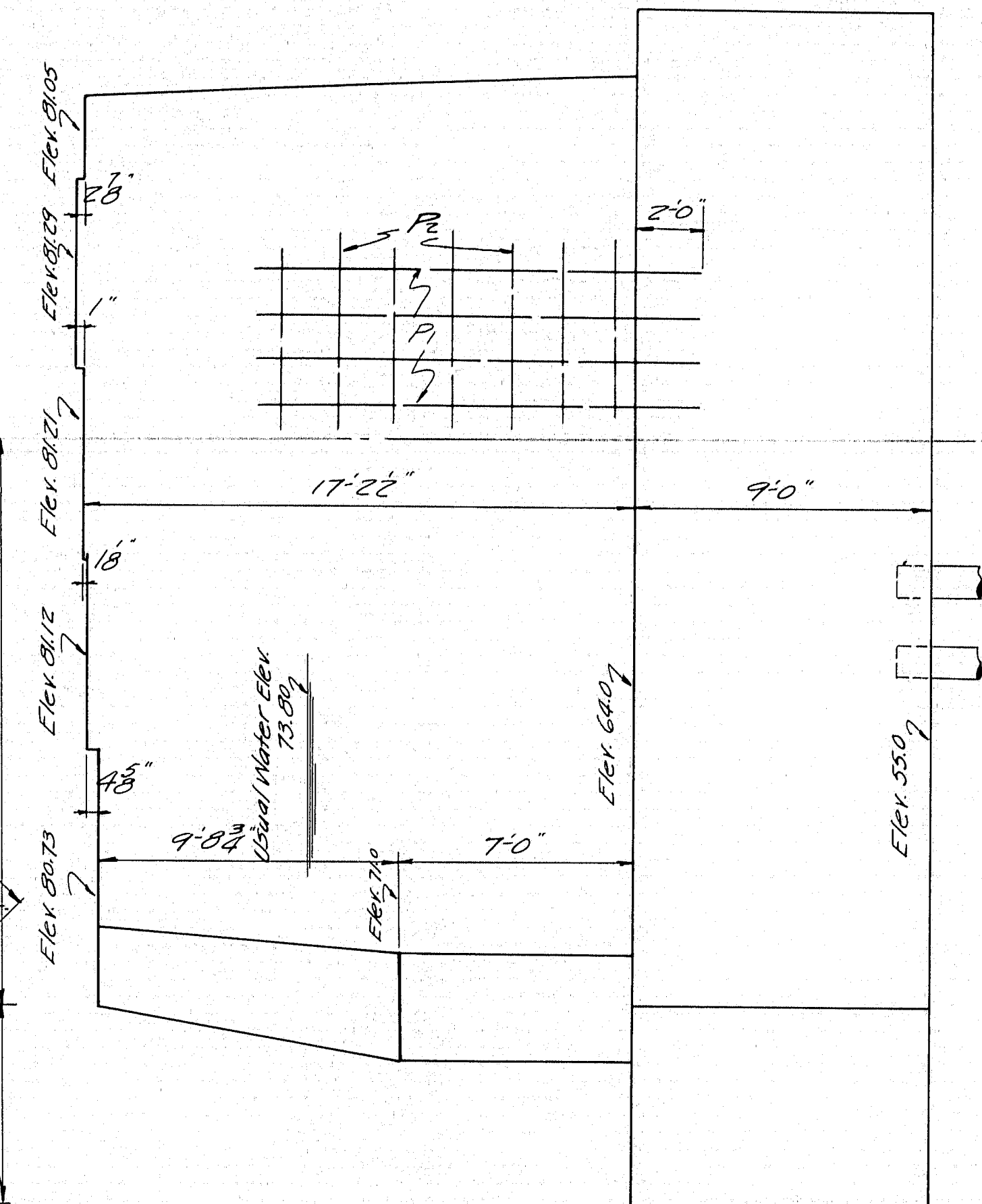
PLAN

PIER NO. 1.

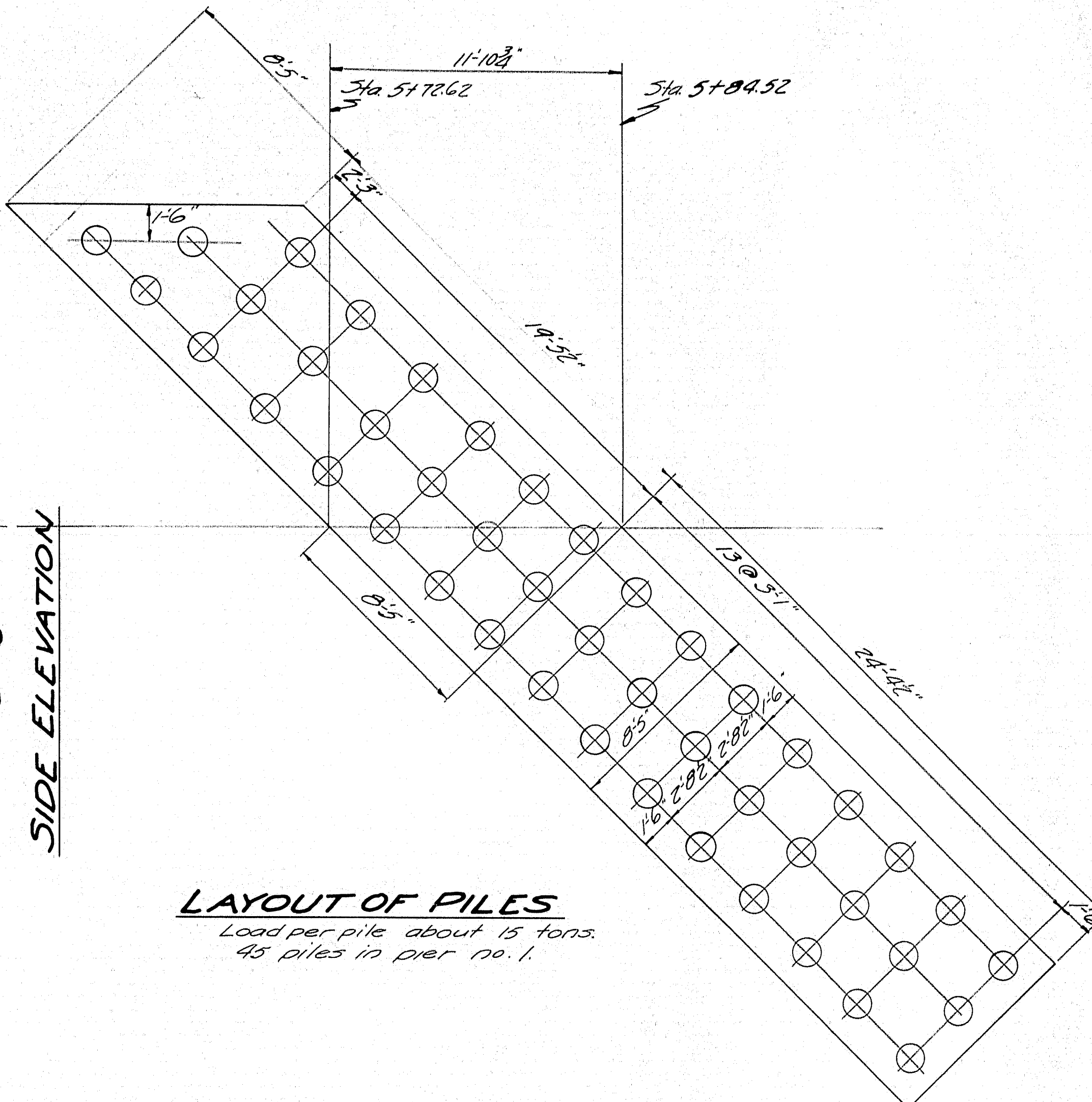
Note- Bars P₁ spaced on 2'-0\" centers and 4\" from face of concrete along both sides of pier. Bars to extend into footing seal 2'-0\".



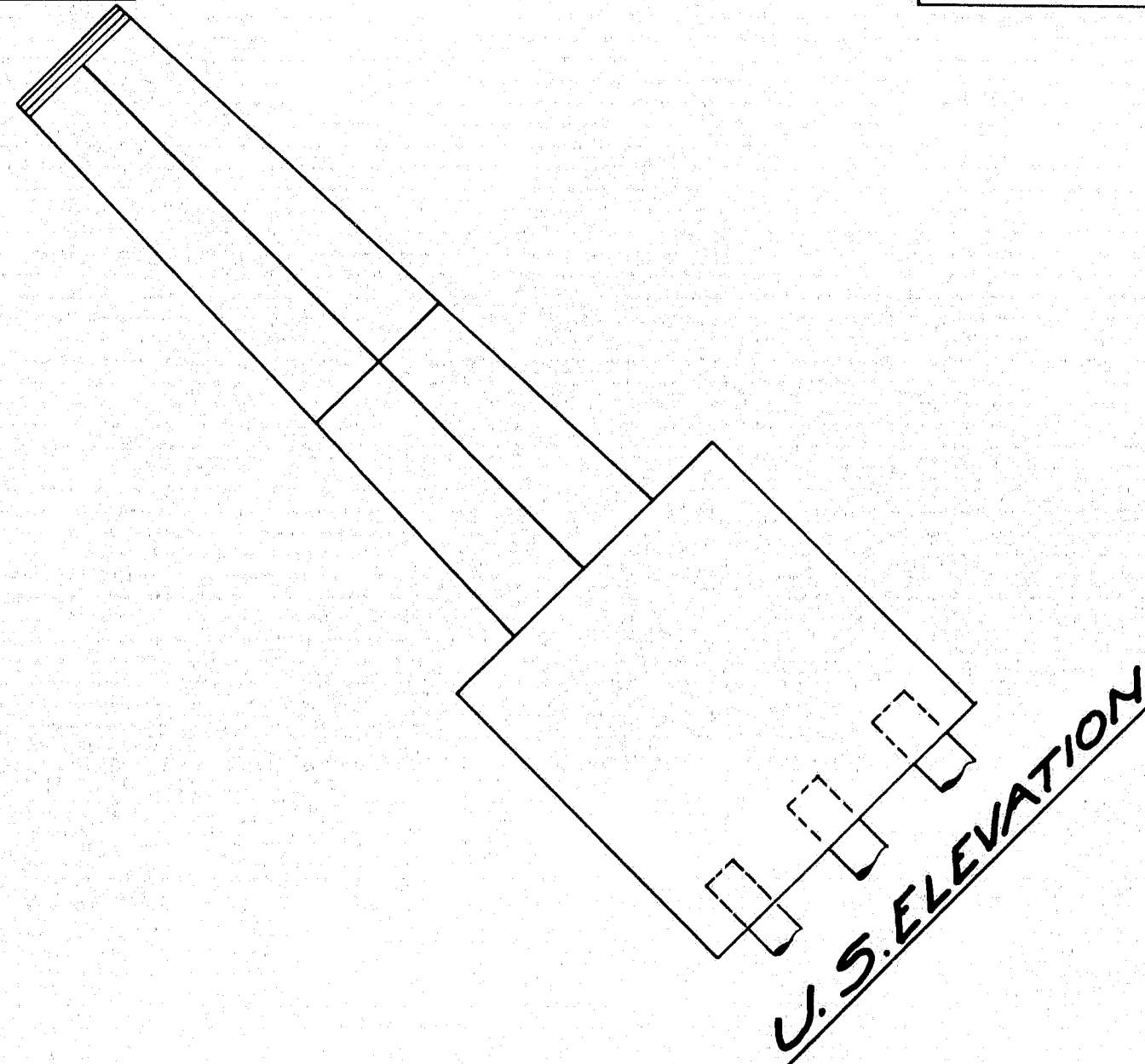
SECTION A-A



SIDE ELEVATION



LAYOUT OF PILES
Load per pile about 15 tons.
45 piles in pier no. 1.

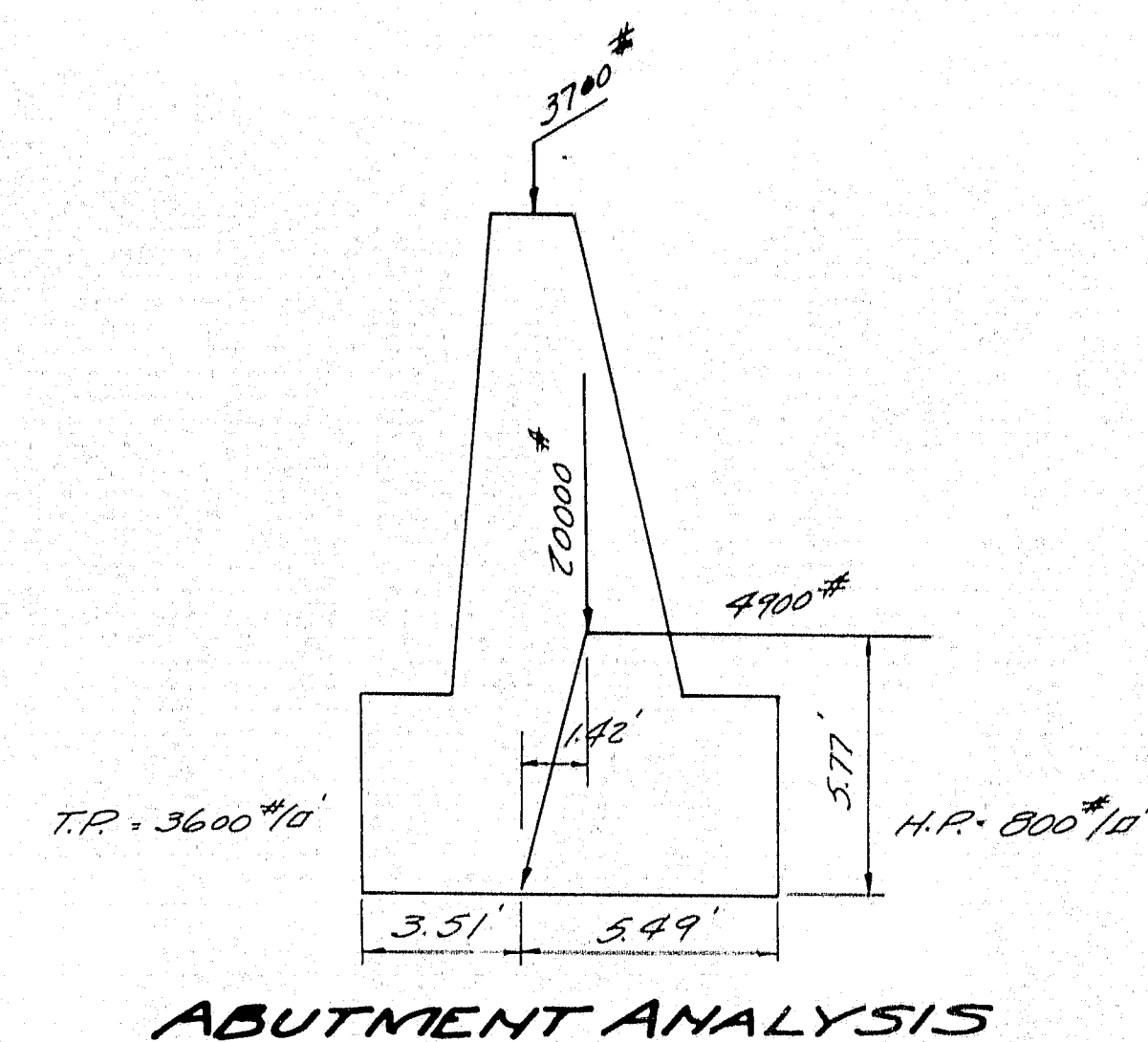
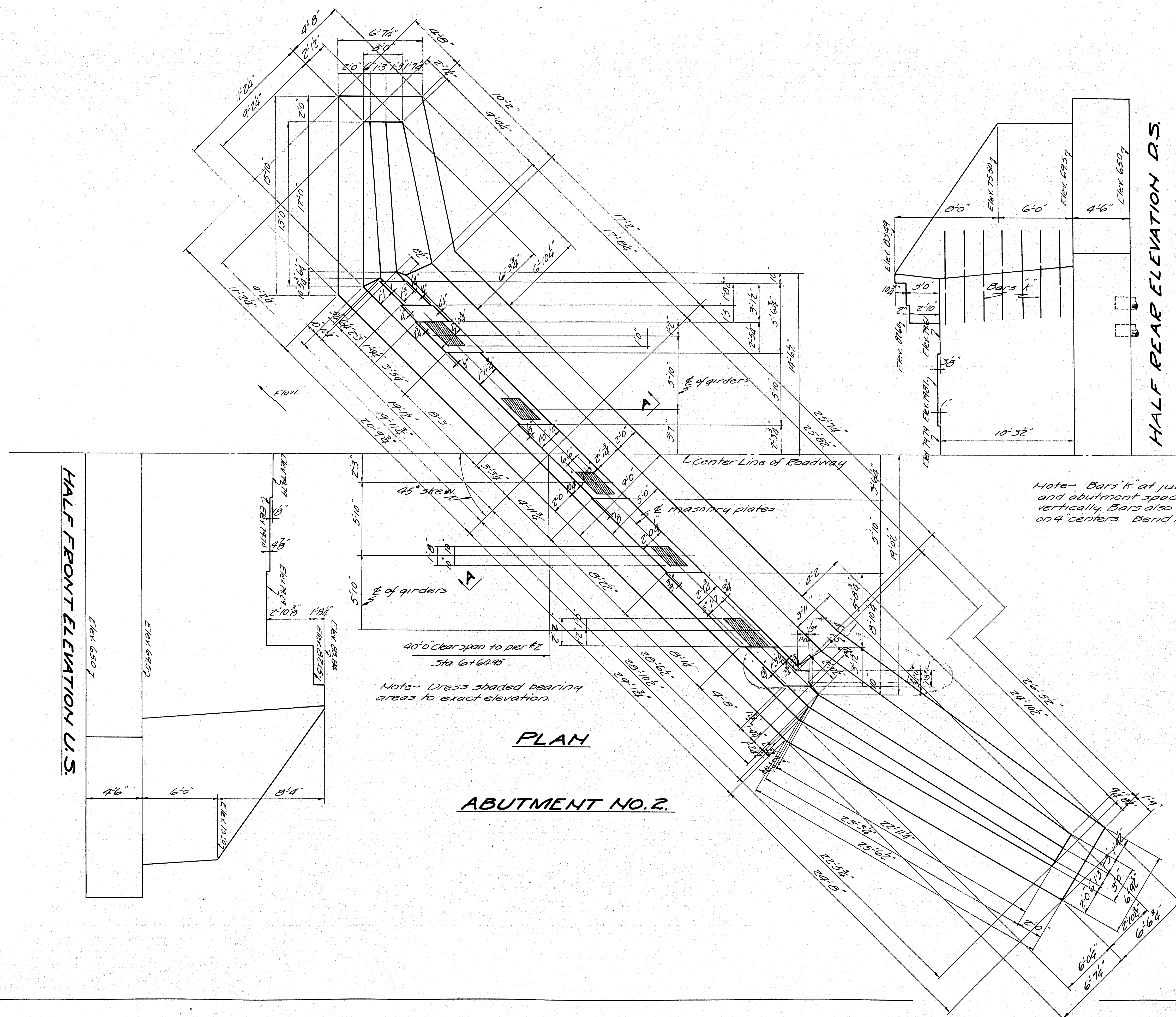


U.S. ELEVATION

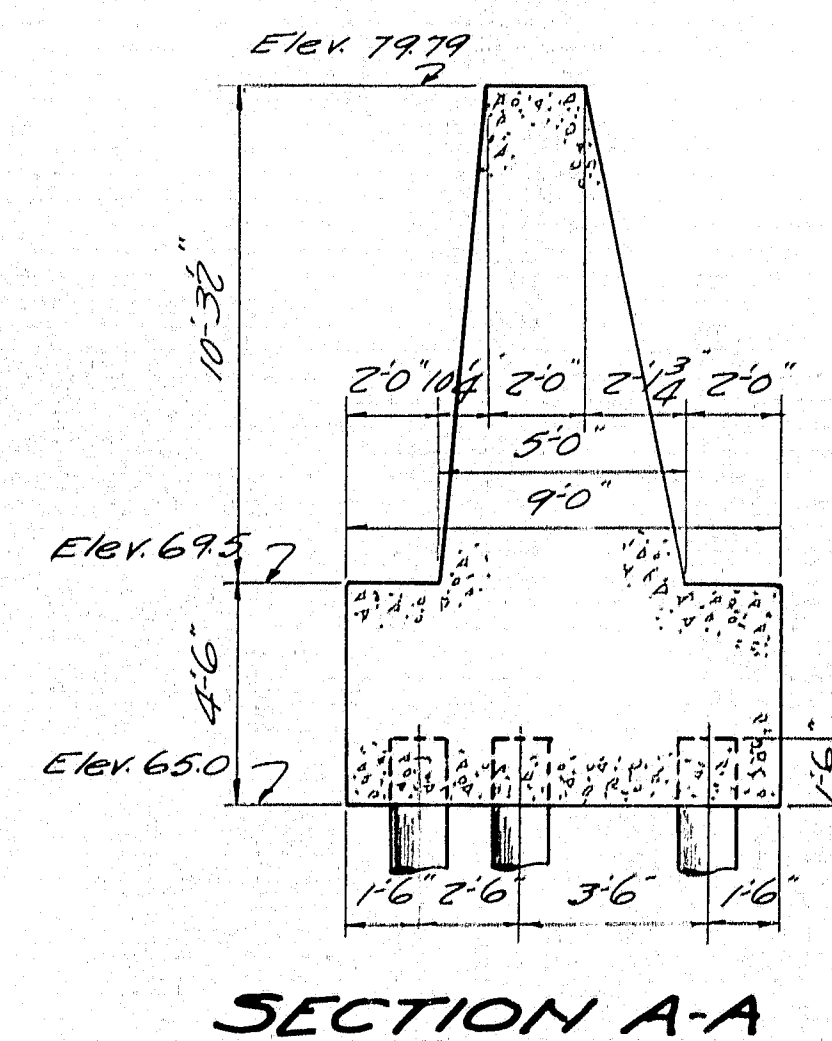
Plans by *[Signature]*
Checked by C.L.R.

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
GILMAN STREET BRIDGE
over
MESSALONSKEE STREAM
in the city of
WATERVILLE
KENNEBEC COUNTY
DETAIL OF PIER NO. 1
Sheet 4 of 11 Augusta, Me. Dec. 1933

Town 06-25
Bridge 3121

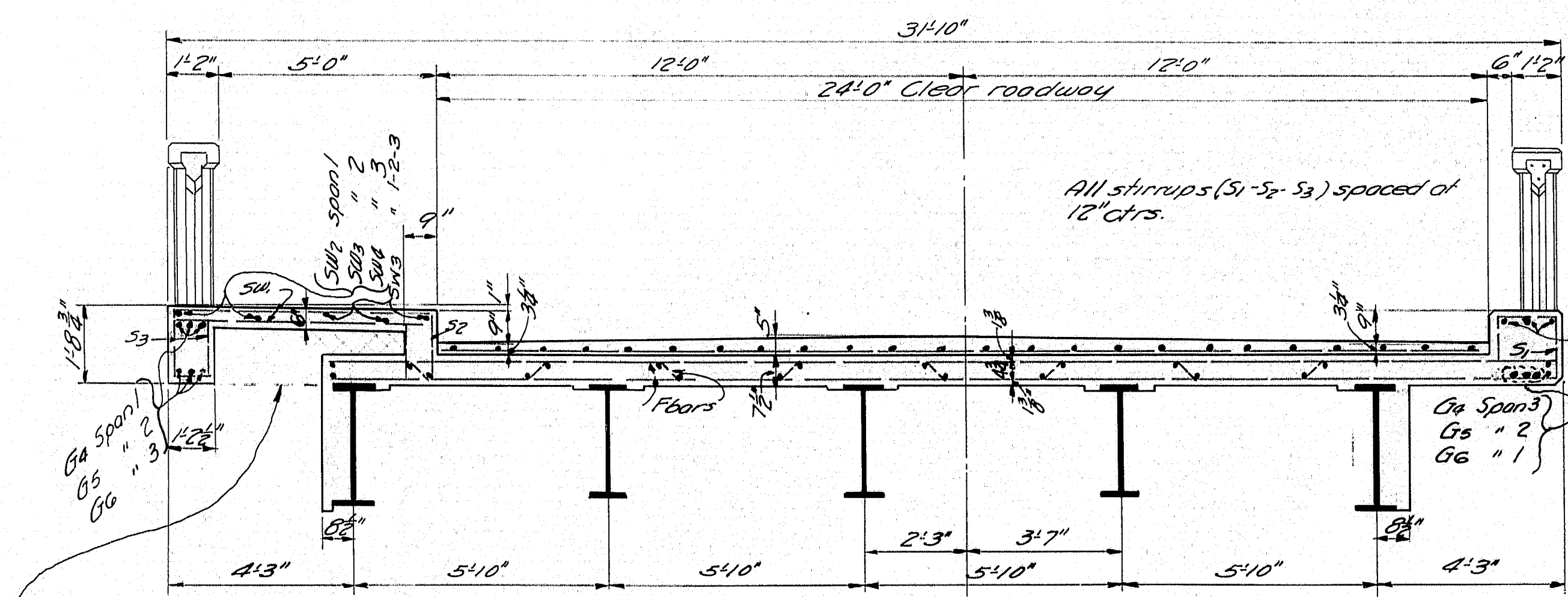
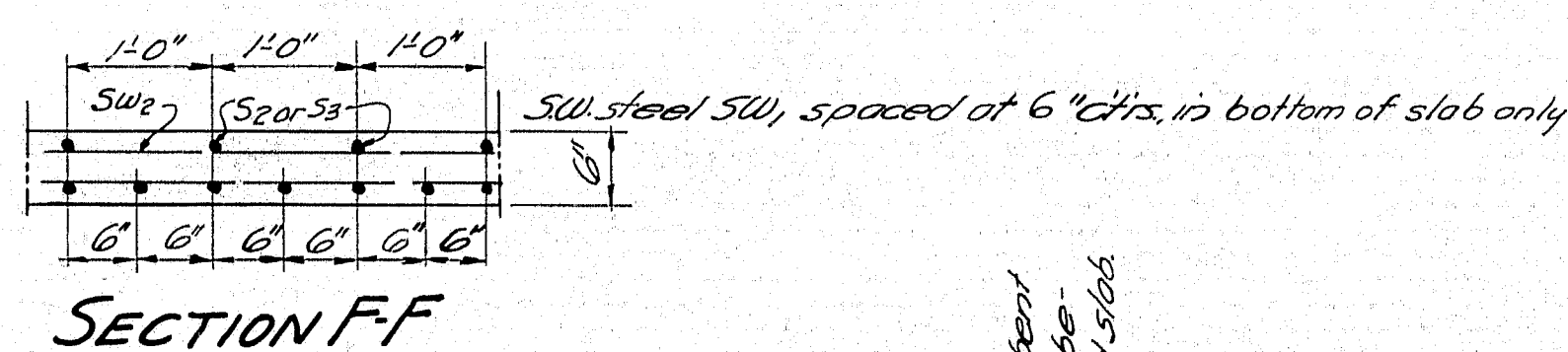
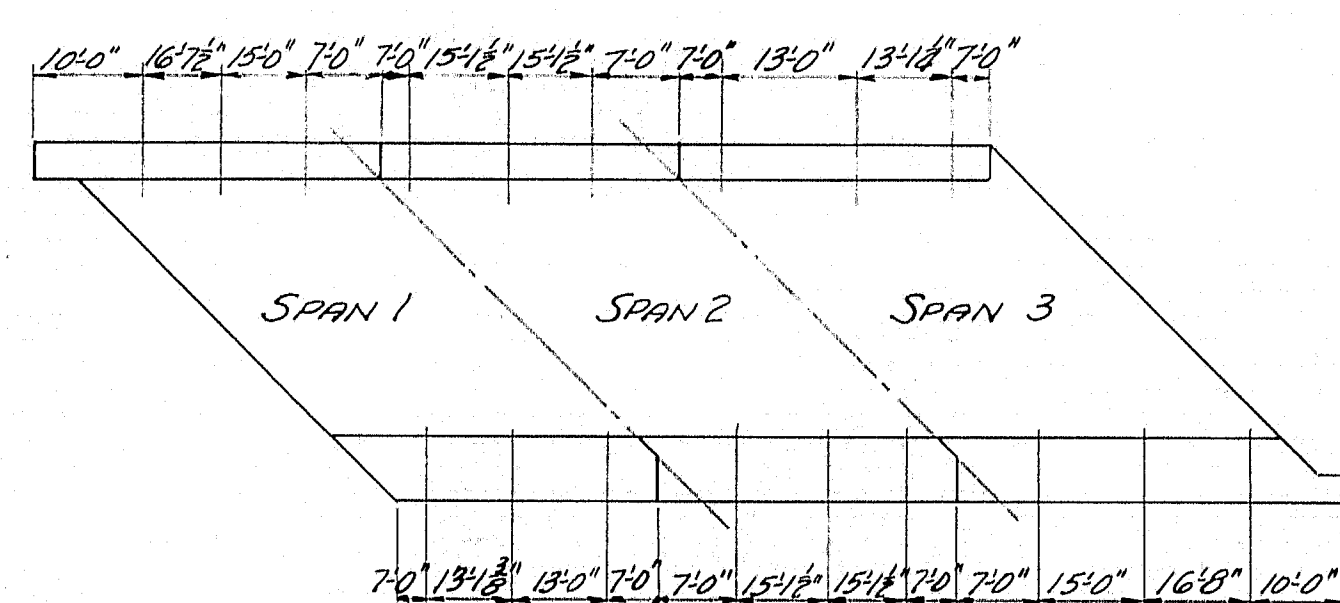
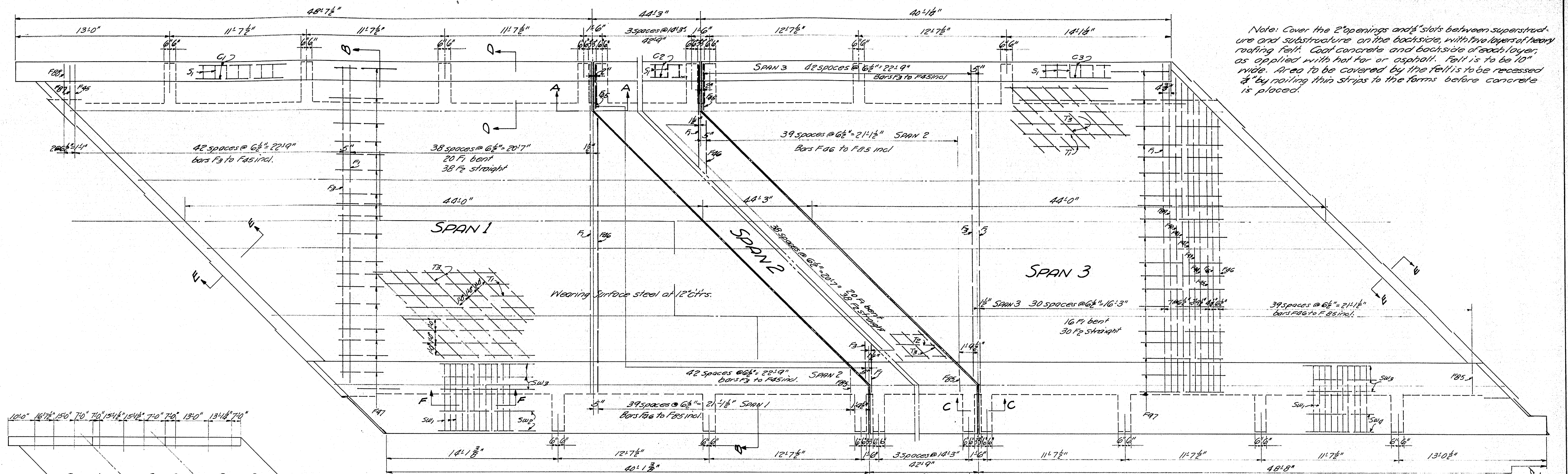


Note - Bars 'k' at junction of each wing wall and abutment spaced 6" from form and 1'-6" vertically. Bars also placed 6" below bridge seat on 4" centers. Bend in field to fit form.



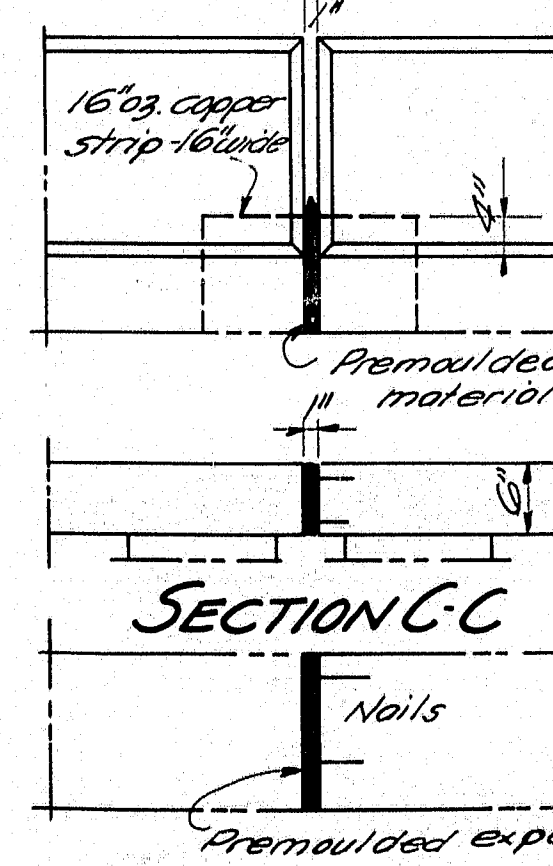
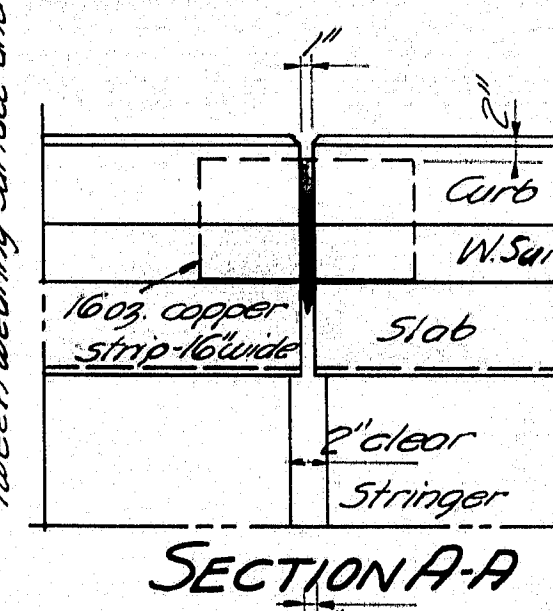
MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
GILMAN STREET BRIDGE
over
MESSALONSKEE STREAM
in the city of
WATERVILLE
KENNEBEC COUNTY
DETAIL ABUTMENT NO. 2
Sheet 6 of 11 August 11th Dec. 1933.

Revised 2-3-34 Bradford
Checked " " " "



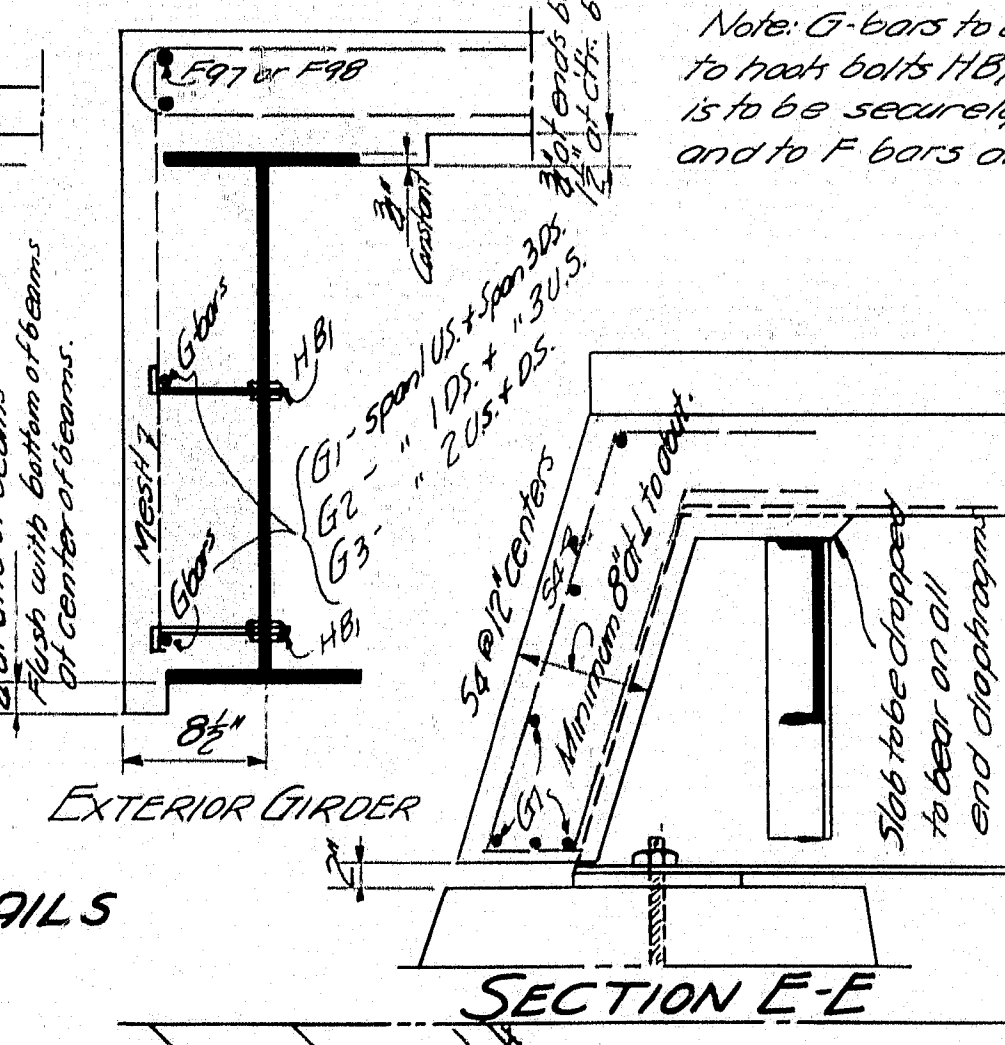
Note: Cover this area on the backside with a 3" steel plate, at abutments only.

Copper strips to be bent as indicated and placed between wearing surface and slab.



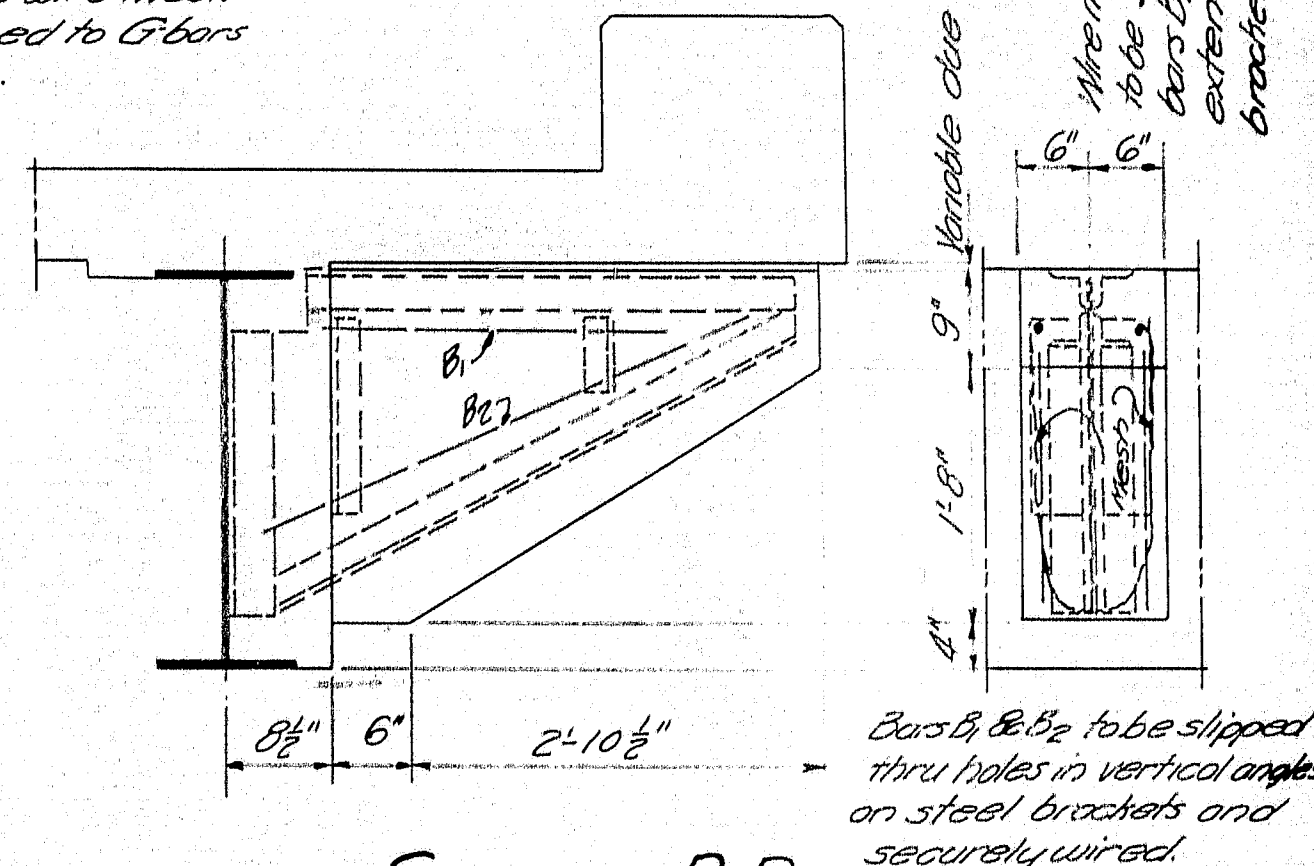
INTERIOR GIRDER

CAMBER DETAILS

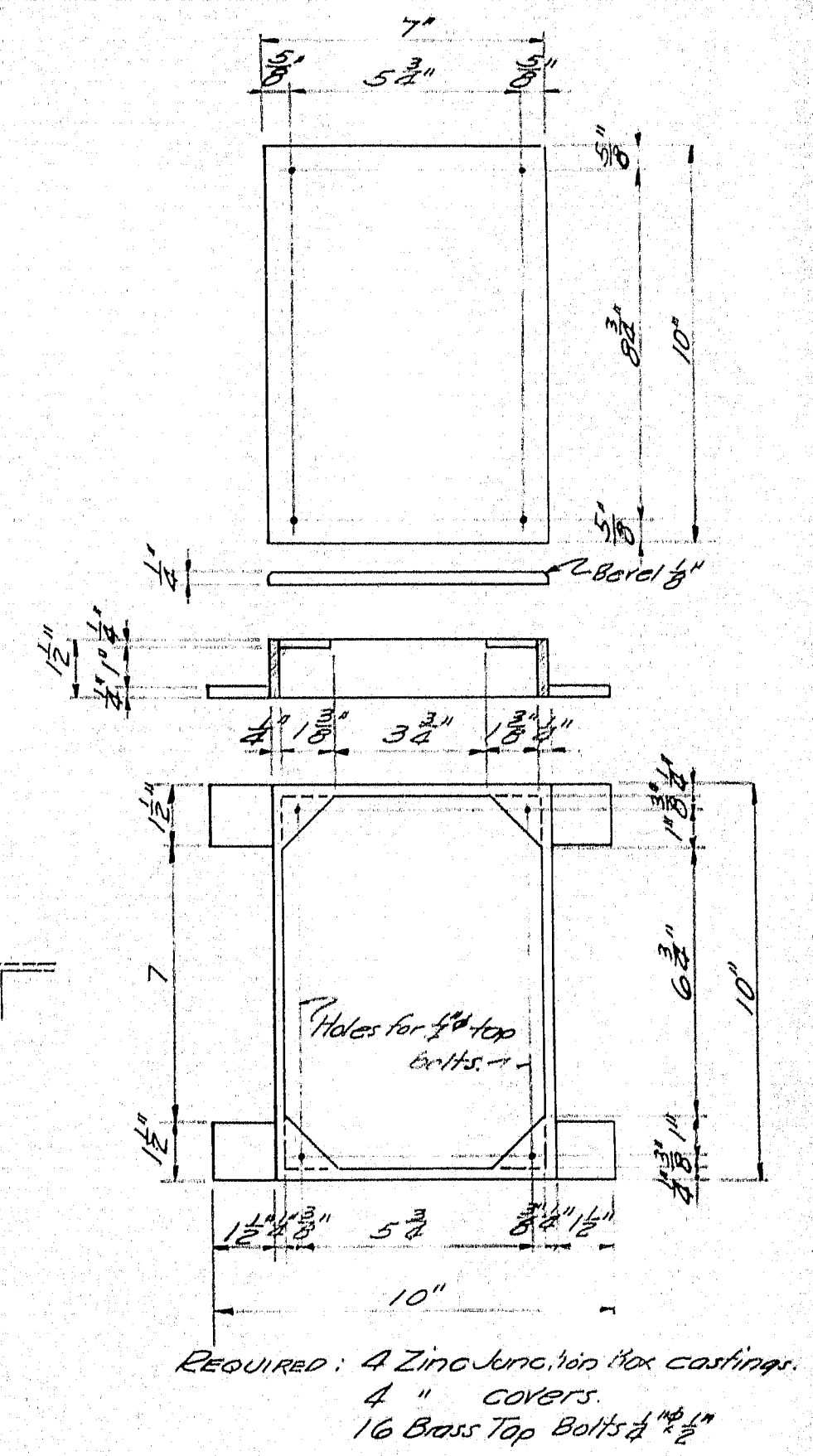
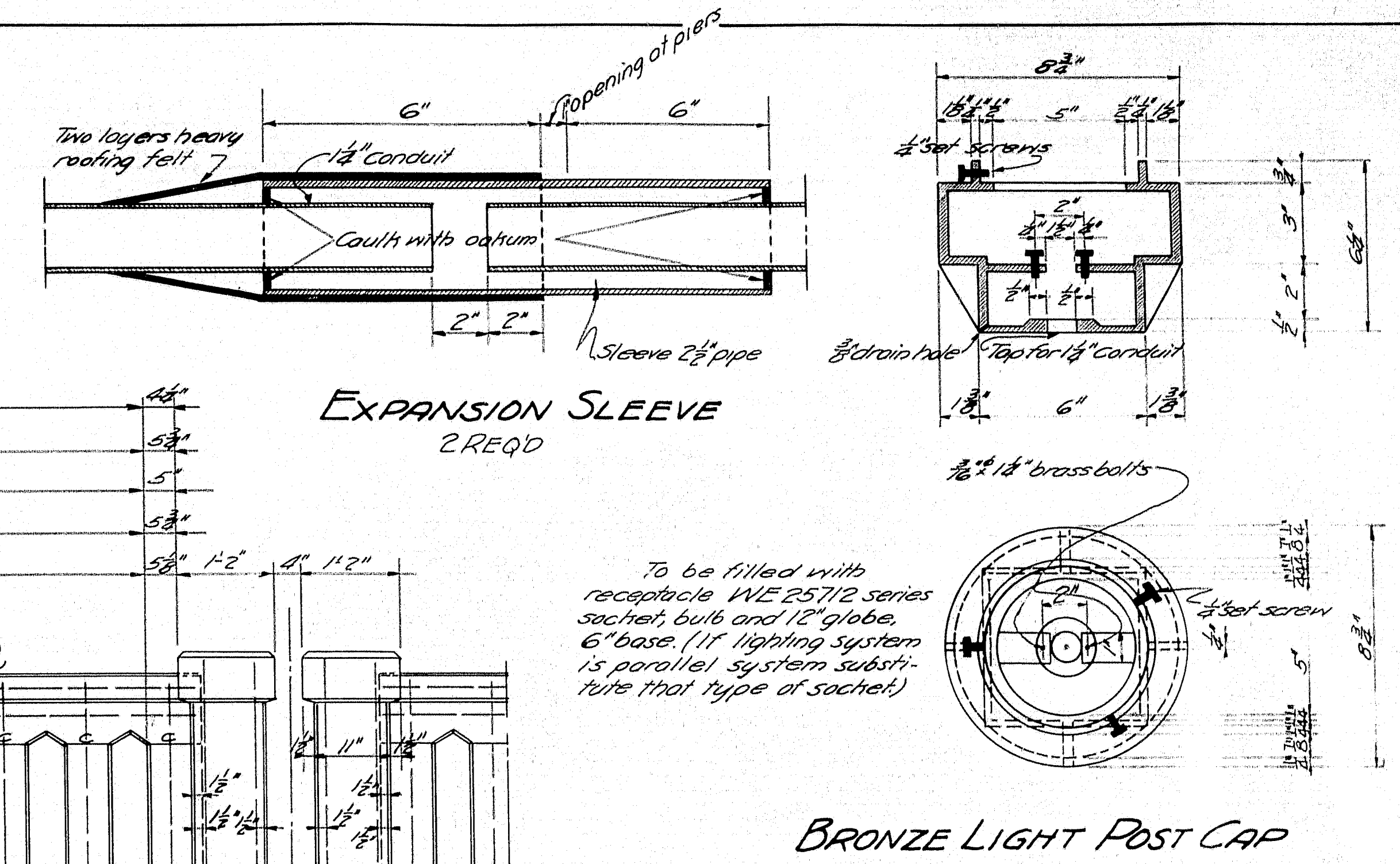
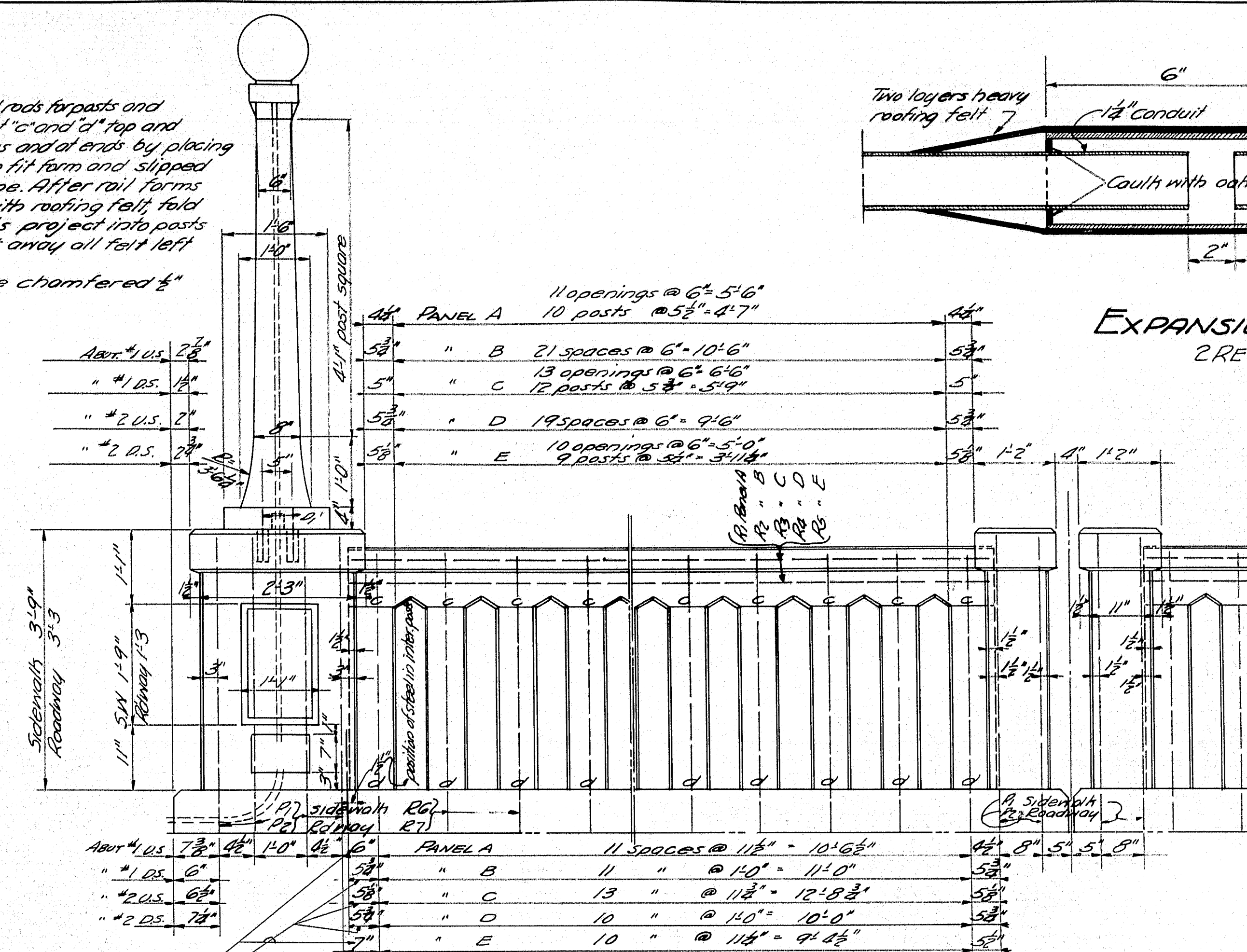
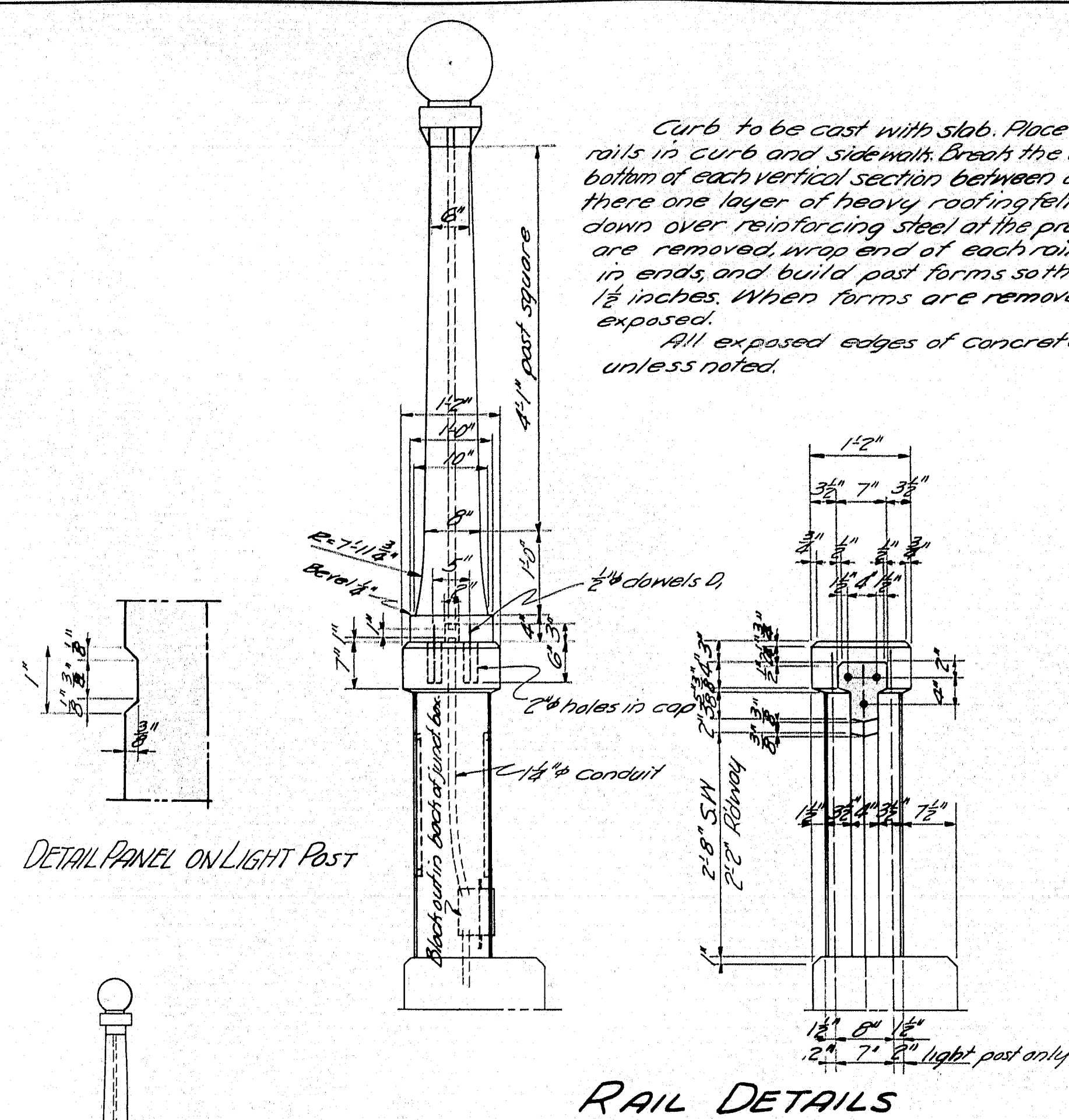


Note: G-bars to be securely wired to each bar (H.B.). The wire mesh is to be securely wired to G-bars and to F-bars at top.

GENERAL NOTE FOR WIRE MESH
Maximum opening 3"
Minimum Gage No. 12
Mesh shall be not less than 1" from surface of concrete.



MAINE Highway Commission
Bridge Division
GILMAN STREET BRIDGE
over
MESSALONSITEE STREAM
in the City of
WATERVILLE
KENNEBEC CO.
SUPERSTRUCTURE DETAILS
Sheet 7 of 11 Augusta, Me Jan. 1934



Bridge 3721
Town 0625

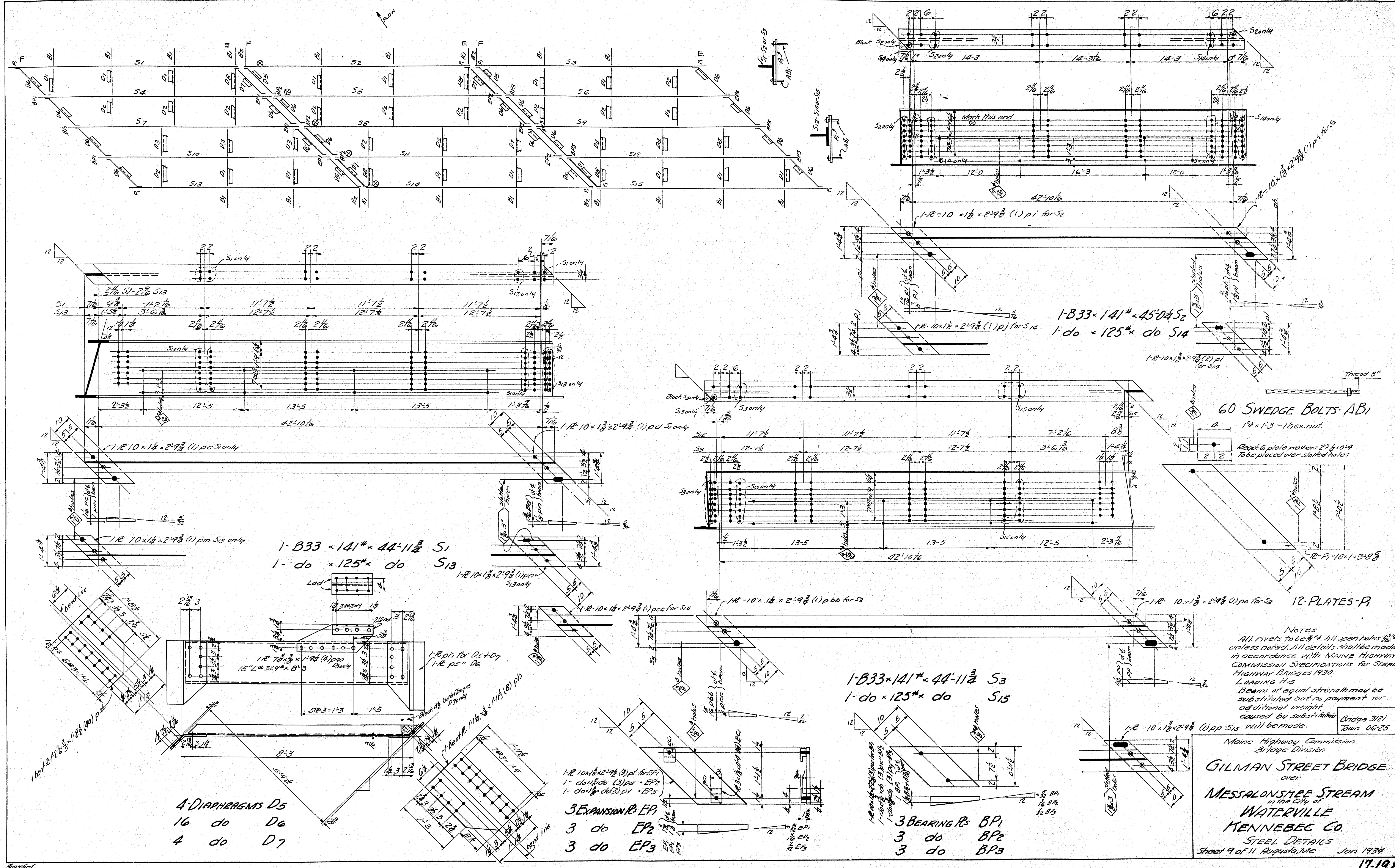
Maine Highway Commission
Bridge Division

GILMAN STREET BRIDGE
over

MESSALONSHEE STREAM
in the City of

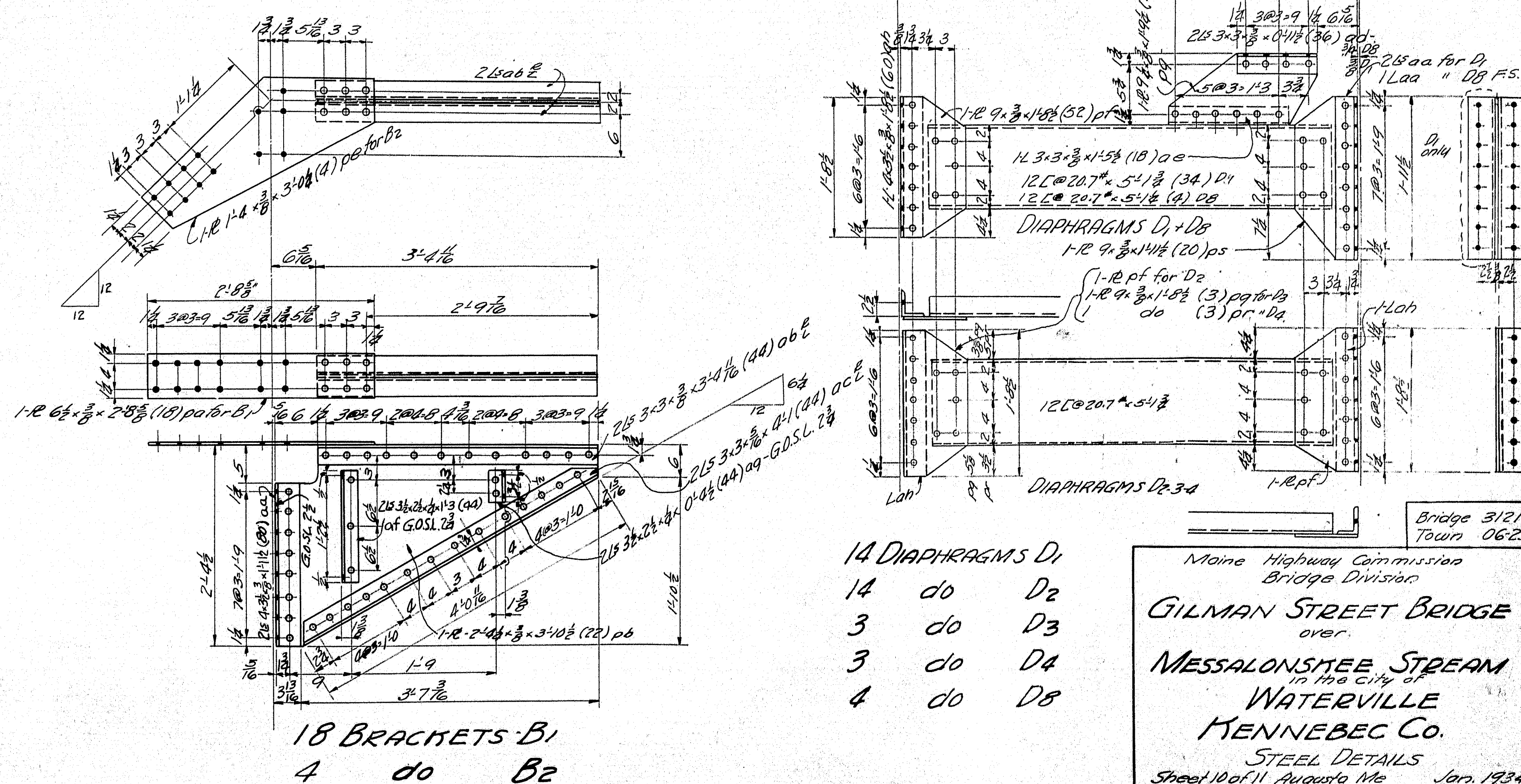
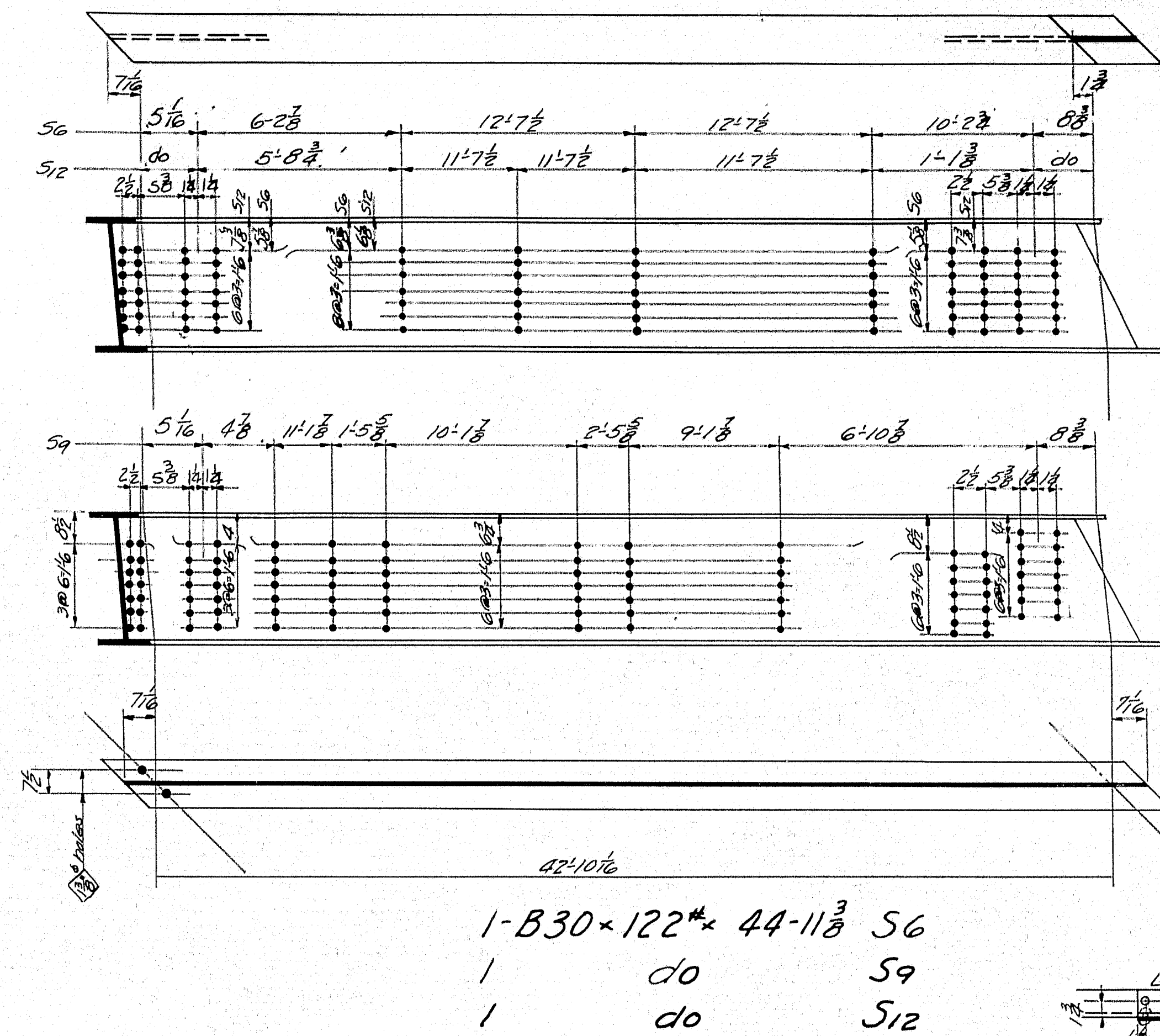
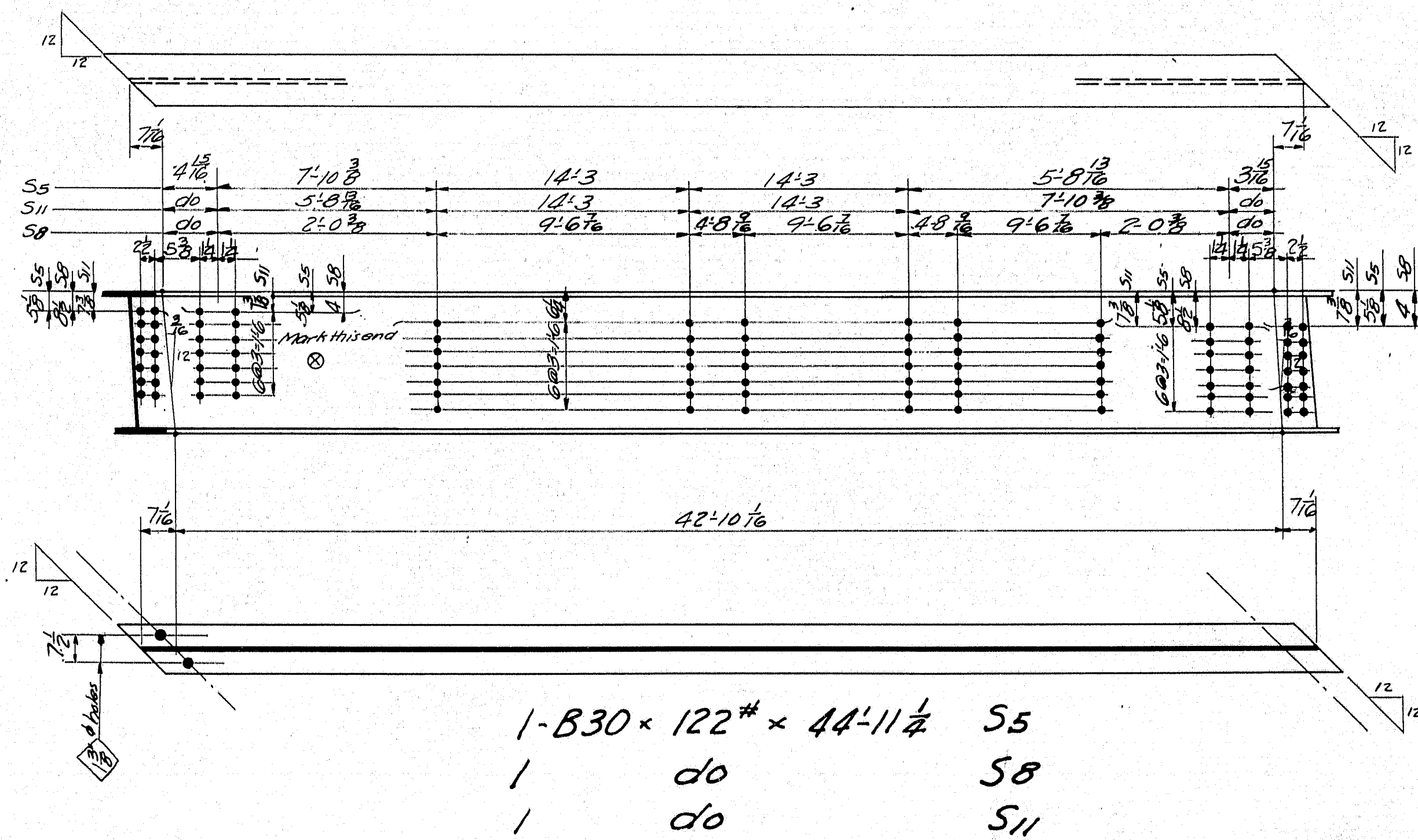
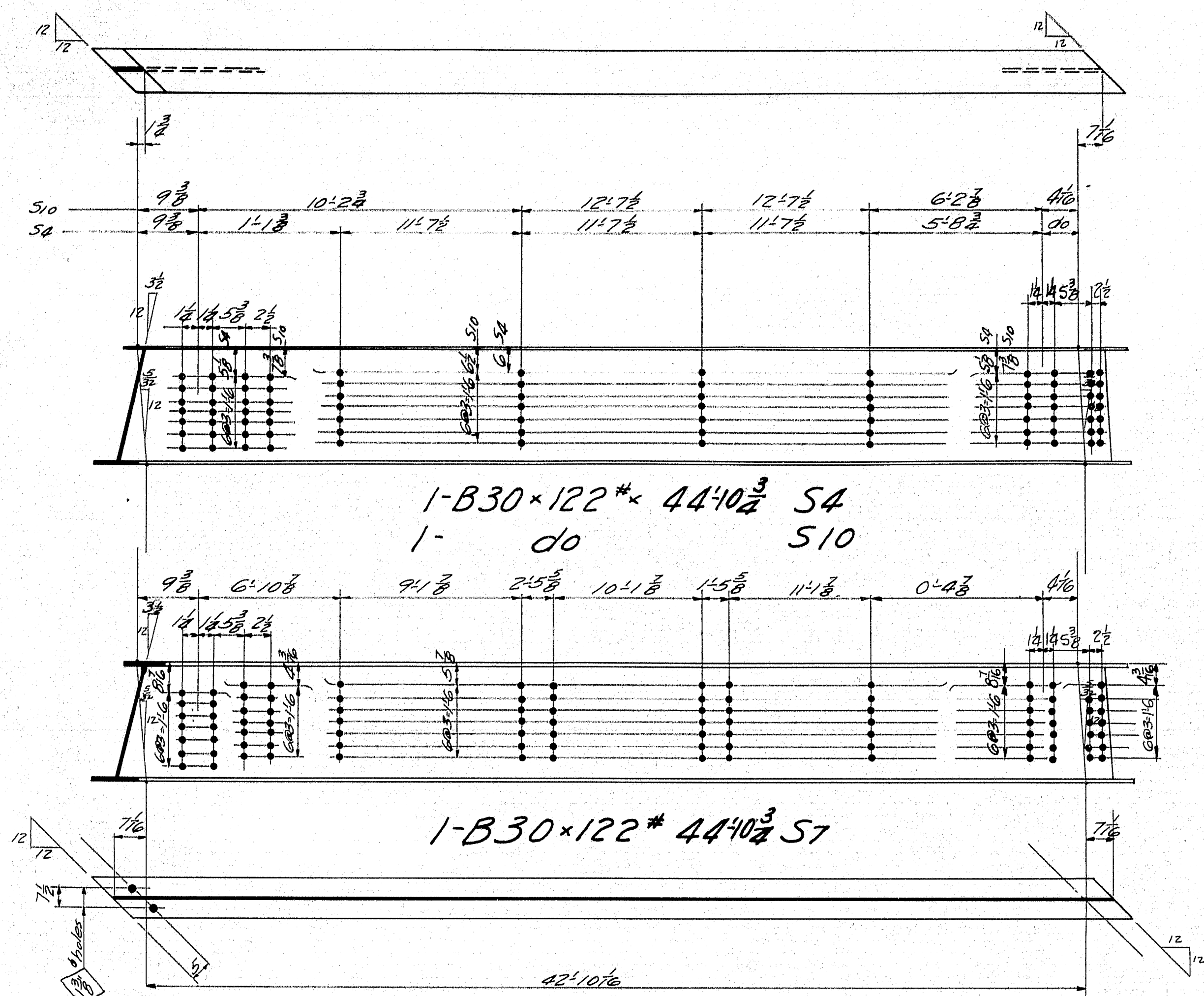
WATERVILLE
KENNEBEC CO.

RAIL DETAILS
Sheet 8 of 11 Augusta Me. Jan 1934

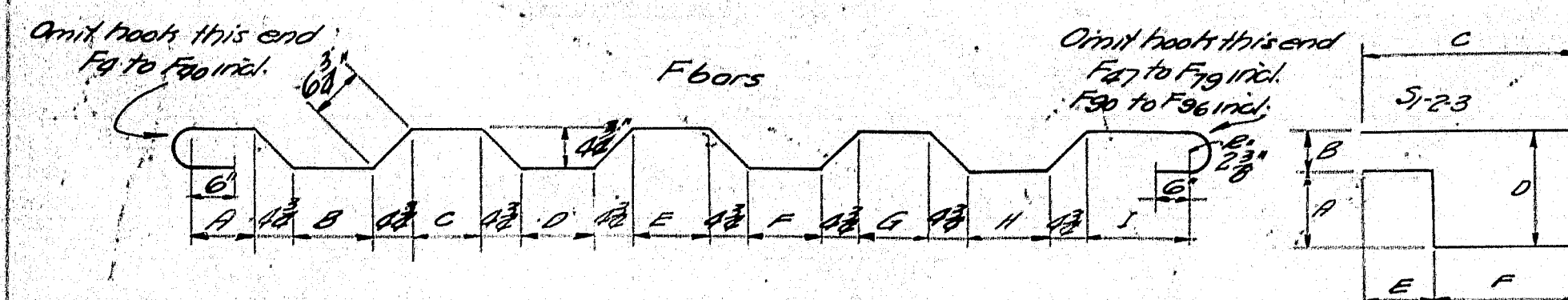


NOTES
 All rivets to be 60,374. All open holes 1 1/4" unless noted. All details shall be made in accordance with MINNEAPOLIS HIGHWAY COMMISSION SPECIFICATIONS FOR STEEL HIGHWAY BRIDGES 1930.
 Loading 1415
 Beams of equal strength may be substituted but no payment for additional weight caused by substitution will be made.
 Bridge 381
 Town 06-25

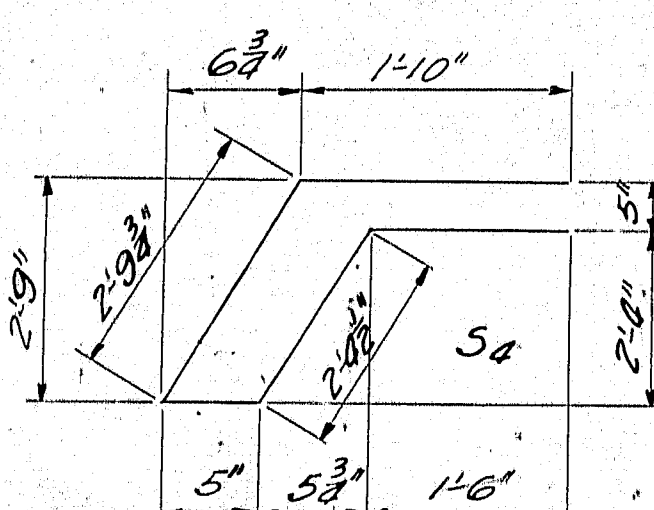
MAINE HIGHWAY COMMISSION
 Bridge Division
GILMAN STREET BRIDGE
 over
MESSALONKEE STREAM
 in the City of
WATERVILLE
KENNEBEC CO.
 STEEL DETAILS
 Sheet 9 of 11 August, Me Jan 1934



STEEL SCHEDULE



Mark	Size	No.	A	B	C	D	E	F	G	H	I	Total	Location
F1	3/4"	56	1'7 3/4"	2'6 3/4"	2'6 3/4"	2'6 3/4"	2'6 3/4"	2'6 3/4"	2'6 3/4"	2'6 3/4"	2'6 3/4"	31'2 3/4"	Span 1-2-3
F4	"	3	"	3'1"	"	"	"	"	"	"	"	28'5 1/2"	"
F6	"	3	"	2'0"	"	"	"	"	"	"	"	27'0 1/2"	"
F8	"	3	"	1'1"	"	"	"	"	"	"	"	26'3 3/4"	"
F10	"	3	"	"	2'9"	"	"	"	"	"	"	25'0 3/4"	"
F12	"	3	"	"	1'8"	"	"	"	"	"	"	23'11 1/2"	"
F14	"	3	"	"	0'7"	"	"	"	"	"	"	22'10 1/2"	"
F16	"	3	"	"	"	2'5"	"	"	"	"	"	21'7 1/2"	"
F18	"	3	"	"	"	1'4"	"	"	"	"	"	20'6 3/4"	"
F20	"	3	"	"	"	"	3'2"	"	"	"	"	19'3 3/4"	"
F22	"	3	"	"	"	"	2'1"	"	"	"	"	18'2 1/2"	"
F24	"	3	"	"	"	"	1'0"	"	"	"	"	17'1 1/2"	"
F26	"	3	"	"	"	"	"	2'10"	"	"	"	15'10 1/2"	"
F28	"	3	"	"	"	"	"	1'9"	"	"	"	14'9 1/2"	"
F30	"	3	"	"	"	"	"	0'8"	"	"	"	13'8 1/2"	"
F32	"	3	"	"	"	"	"	"	2'6"	"	"	12'5 1/2"	"
F34	"	3	"	"	"	"	"	"	1'5"	"	"	11'4 1/2"	"
F36	"	3	"	"	"	"	"	"	"	3'3"	"	10'1 1/2"	"
F38	"	3	"	"	"	"	"	"	"	2'2"	"	9'0 1/2"	"
F40	"	3	"	"	"	"	"	"	"	1'1"	"	7'11 1/2"	"
F42	"	3	1'7 3/4"	2'6 3/4"	2'6 3/4"	2'6 3/4"	2'6 3/4"	2'6 3/4"	2'6 3/4"	3'1"	"	28'11"	"
F44	"	3	"	"	"	"	"	"	"	2'0"	"	23'10"	"
F46	"	3	"	"	"	"	"	"	"	0'11"	"	22'9"	"
F48	"	3	"	"	"	"	"	"	"	2'9"	"	21'6"	"
F50	"	3	"	"	"	"	"	"	"	1'8"	"	20'5"	"
F52	"	3	"	"	"	"	"	"	"	0'7"	"	19'4"	"
F54	"	3	"	"	"	"	"	"	"	2'5"	"	18'1"	"
F56	"	3	"	"	"	"	"	"	"	1'4"	"	17'0"	"
F58	"	3	"	"	"	"	"	"	"	3'2"	"	15'9"	"
F60	"	3	"	"	"	"	"	"	"	2'1"	"	14'8"	"
F62	"	3	"	"	"	"	"	"	"	1'0"	"	13'7"	"
F64	"	3	"	"	"	"	"	"	"	2'10"	"	12'4"	"
F66	"	3	"	"	"	"	"	"	"	1'9"	"	11'3"	"
F68	"	3	"	"	"	"	"	"	"	0'8"	"	10'2"	"
F70	"	3	"	"	"	"	"	"	"	2'6"	"	8'11"	"
F72	"	3	"	"	"	"	"	"	"	1'5"	"	7'10"	"
F74	"	3	"	"	"	"	"	"	"	"	"	6'7"	"
F76	"	3	3'3"	2'6 3/4"	2'6 3/4"	2'6 3/4"	2'6 3/4"	2'6 3/4"	2'6 3/4"	2'6 3/4"	4'3 3/4"	29'2 3/4"	Span 3
F78	"	3	"	"	"	"	"	"	"	3'2 3/4"	"	28'1 3/4"	"
F80	"	3	"	"	"	"	"	"	"	2'1 3/4"	"	27'0 3/4"	"
F82	"	3	"	"	"	"	"	"	"	"	"	26'2"	"
F84	1/4"	132	1'0 1/2"	5"	2'2 1/2"	1'5 1/2"	9"	1'5 1/2"	"	"	"	6'10 1/2"	End Gir.
F86	"	132	1'1 1/2"	3 1/2"	3'0"	1'5"	6"	6 1/2"	"	"	"	6'7"	SW curb
F88	"	132	1'2 1/2"	3 1/2"	3'0"	1'6"	6"	1'0"	"	"	"	7'2 1/2"	SW curb



Reqd. 72 Sa 1/2" x 8 1/4" end diaph.

WIRE MESH
Reqd. 400 L.F. 3'6" wide
Maximum opening 3"
Minimum gage 1/2"

All steel to be plain bars of structural grade.
All dimensions are to S.O. of bars.

G7	3/4"	12	35'9"	End diaph.
R7	3/4"	122	3'10"	Rein. bed.
R6	"	122	4'3"	" S.W.
R5	3/4"	6	10'2 1/2"	Rein. panel
R4	"	18	10'10 1/2"	" " D
R3	"	18	13'6"	" " C

Mark	Size	No	Length	Location
F2	3/4"	106	28'10 1/2"	Spans 1-2-3
F3	"	6	26'11"	"
F5	"	6	25'10"	"
F7	"	6	24'9"	"
F9	"	6	23'8"	"
F11	"	6	22'7"	"
F13	"	6	21'6"	"
F15	"	6	20'5"	"
F17	"	6	19'4"	"
F19	"	6	18'3"	"
F21	"	6	17'2"	"
F23	"	6	16'1"	"
F25	"	6	15'0"	"
F27	"	6	13'11"	"
F29	"	6	12'10"	"
F31	"	6	11'9"	"
F33	"	6	10'8"	"
F35	"	6	9'7"	"
F37	"	6	8'6"	"
F39	"	6	7'5"	"
F41	"	6	6'4"	"
F43	"	6	5'3"	"
F45	"	6	4'2"	"
F47	"	6	3'1 1/2"	"
F49	"	6	5'3"	"
F51	"	6	4'8 1/2"	"
F53	"	6	4'2"	"
F55	"	6	2'3'4 1/2"	"
F57	"	6	2'2'3 1/2"	"
F59	"	6	2'1'2 1/2"	"
F61	"	6	2'0'1 1/2"	"
F63	"	6	1'9'0 1/2"	"
F65	"	6	1'7'11 1/2"	"
F67	"	6	1'6'10 1/2"	"
F69	"	6	1'5'9 1/2"	"
F71	"	6	1'4'8 1/2"	"
F73	"	6	1'3'7 1/2"	"
F75	"	6	1'2'6 1/2"	"
F77	"	6	1'1'5 1/2"	"
F79	"	6	1'0'4 1/2"	"
F81	"	6	9'3'3 1/2"	"
F83	"	6	8'2'2 1/2"	"
F85	"	6	7'1'1 1/2"	"
F87	"	6	6'0'0 1/2"	"
F89	"	6	4'11'8"	"
F91	"	6	4'5"	"
F93	"	6	3'10 1/2"	"
F95	"	6	3'1'4"	"
F97	"	6	2'9 1/2"	"
F99	"	6	2'3"	"
F01	"	2	2'1"	Span 1
F03	"	2	2'0"	"
F05	"	2	2'1'6 1/2"	Span 3
F07	"	2	2'6'5 1/2"	"
F09	"	2	2'5'4 1/2"	"
F11	"	2	2'4'3 1/2"	"
F13	1/2"	40	43'9"	Span 1-3
F15	"	20	44'0"	" 2
T1	3/4"	48	43' 7"	14'5" Span 1-3
T2	"	20	43'10"	" 2
T3	"	93	33'6"	" 1-2-3
B1	3/4	44	3'0"	Broachets
B2	"	44	3'6"	"
G1	3/4	4	44'3"	Span 1 G.3. 1'3' 0.5. 1'3' 0.5. 1'3' 0.5.
G2	"	4	45'0"	" 3' 0.5. 1'2.5. 1'2.5.
G3	"	4	43'9"	" 3' 0.5. 1'2.5. 1'2.5.
G4	1 1/4	9	40'0"	Top 6' Span / Bottom 1' 3' 0.5. 1'2.5. 1'2.5.
G5	"	9	44'0"	Bottom 1' 3' 0.5. 1'2.5. 1'2.5.
G6	"	9	48'6"	Bottom 1' 3' 0.5. 1'2.5. 1'2.5.
C1	3/4	3	48'0"	Span 1-curb
C2	"	3	44'0"	" 2 "
C3	"	3	39'9"	" 3 "
SW1	3/4	267	5'10"	Slip Sp. 1-2-3
SW2	"	2	40'13"	" "
SW3	"	9	48'0"	" 1-2-3
SW4	"	2	48'0"	" 3 "
P1	3/4	60	4'6"	Post-3-M.
P2	"	60	4'0"	" Rd
R1	3/4	6	11'2 1/2"	End Panel A
R2	"	12	11'10 1/2"	" " B
G1	1/4	16	14"	Light post