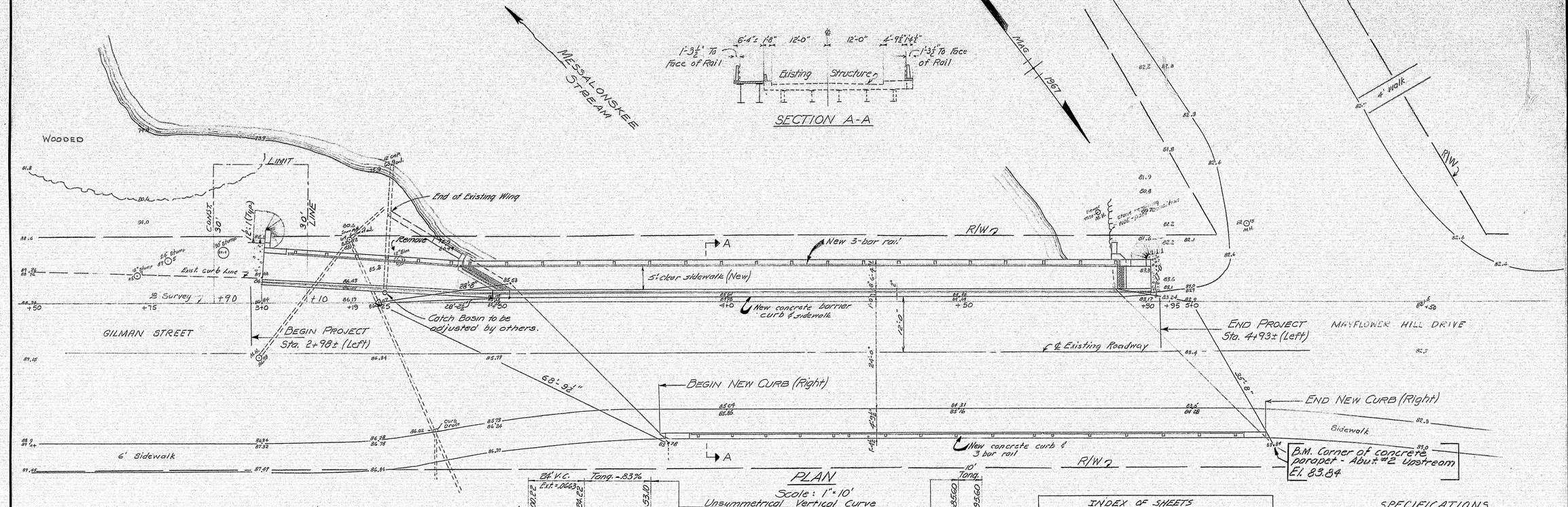
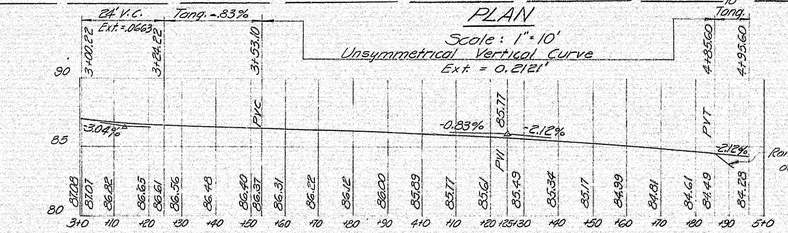
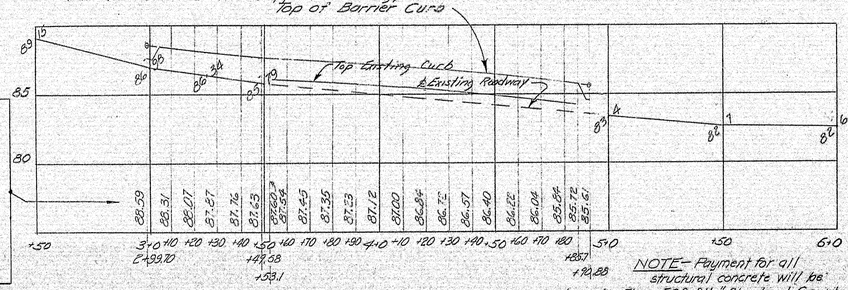
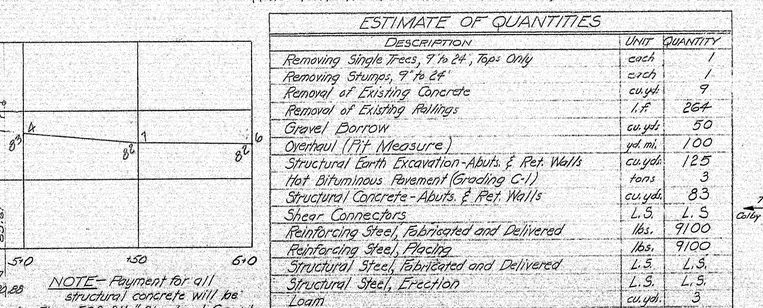
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	3121	1	10









SUBSTRUCTURE - Parapet section of Abut. #1 D.S. badly deteriorated, main section of breastwall & wing good condition. Abut. #2 D.S. Good Condition. Piers deteriorated badly below water line, good condition above water line.

SUPERSTRUCTURE - Curb in first span D.S. badly deteriorated inside and outside. Curbs on Spans 2-3 some deterioration inside face.

APPROACHES - Bituminous paved with Bituminous Curbs - Good Cond.

ROD SOUNDING - Sta. 3+0 7' left. Firm driving all the way thru fill. Rod driven 16.5' below ground. No apparent ledge, probably a gravel fill. Tip Elevation 74.5±.

UTILITIES INVOLVED:
Central Maine Power, Kennebec Water District (Approaches Only), New England Tel & Tel, Waterville Cable TV Company, Waterville Sewer District (Approaches Only)

NOTE- Payment for all structural concrete will be made under Item 502.211 "Structural Concrete, Abutments and Retaining Walls."

ESTIMATED QUANTITIES:

Substructure	48 c.y.
Sidewalk Slab on Steel	16.5 c.y.
Superstructure, Approach #1 Abut.	5.9 c.y.
Slab, Approach #2 Abut.	0.4 c.y.
Barrier Curb	7.5 c.y.
U.S. Curb	4.7 c.y.
Total =	83.0 c.y.

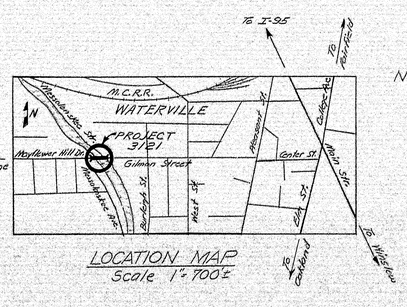
Estimated Quantity of Structural Steel is 38,500 lbs.
Number Sheer Connectors = 271

ESTIMATE OF QUANTITIES

DESCRIPTION	UNIT	QUANTITY
Removing Single Trees, 7" to 24", Tops Only	each	1
Removing Stumps, 9" to 24"	each	1
Removal of Existing Concrete	cu.yd.	9
Removal of Existing Railings	l.f.	264
Gravel Borrow	cu.yd.	50
Overhaul (Pit Measure)	yd. mi.	100
Structural Earth Excavation-Abuts. & Ret. Walls	cu.yd.	125
Hot Bituminous Pavement (Grading C-1)	tons	3
Structural Concrete - Abuts. & Ret. Walls	cu.yd.	83
Shear Connectors	L.S.	L.S.
Reinforcing Steel, Fabricated and Delivered	lbs.	9100
Reinforcing Steel, Placing	lbs.	9100
Structural Steel, Fabricated and Delivered	L.S.	L.S.
Structural Steel, Erection	L.S.	L.S.
Loam	cu.yd.	3
Seeding - Method No. 2	units	0.3
Bridge Railing	l.f.	301
Field Office, Type C	each	1

INDEX OF SHEETS

Sheet	Description
1	Survey & General Plan
2	Cross Sections
3	Abutments
4	Abt. #1 Retaining Wall
5	Abt. #2 Retaining Wall
6	Structural Steel
7	Bearing Pedestals
8	D.S. Sidewalk Details
9	U.S. & D.S. Railing
10	Reinforcing Steel
	— STANDARDS —
	BD 106-65, Dec. 1966 (8)



SPECIFICATIONS

DESIGN - A.A.S.H.O. Standard Specifications for Highway Bridges, 1965

CONTRACT - State of Maine, State Highway Commission, Standard Specifications, Highways and Bridges, Revised to June 1965.

ALLOWABLE STRESSES

Concrete — f_c = 1200 p.s.i. n = 10
Reinforcing Steel, Intermediate Grade — f_s = 20,000 p.s.i.
Structural Steel, A36 = 20,000 p.s.i.

CONCRETE CLASSIFICATION

All Concrete to be Class "A"

STRUCTURAL STEEL CLASSIFICATION

All Structural Steel to be ASTM Classification A36.

NOTE - All utility plant to be adjusted by the respective utilities unless noted

DESIGN—	BRIDGE NO. 3121
TRACE— GT & F Barnes	SURVEY—
CHECK—	PLOT—

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

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

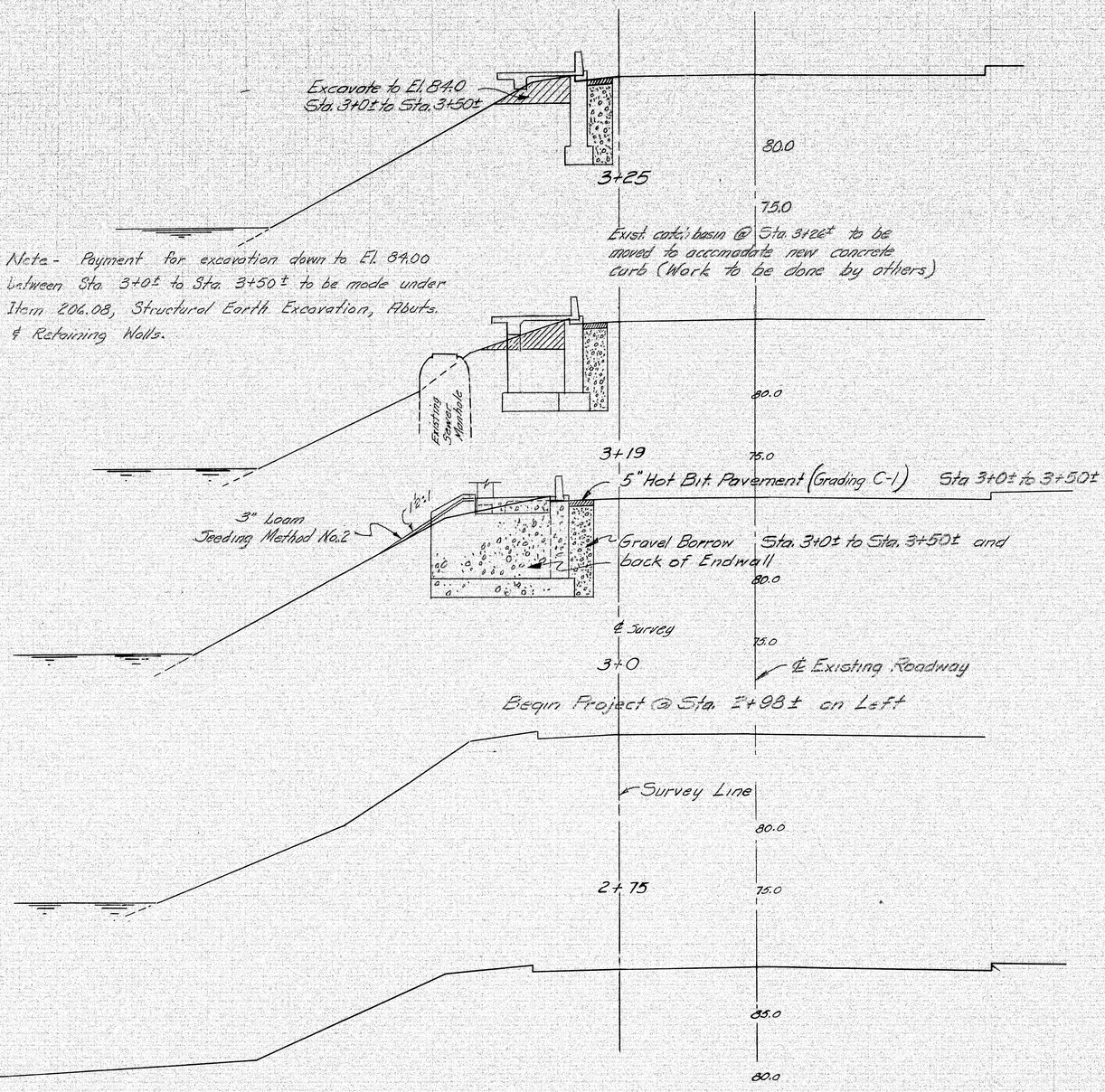
SURVEY & GENERAL PLAN

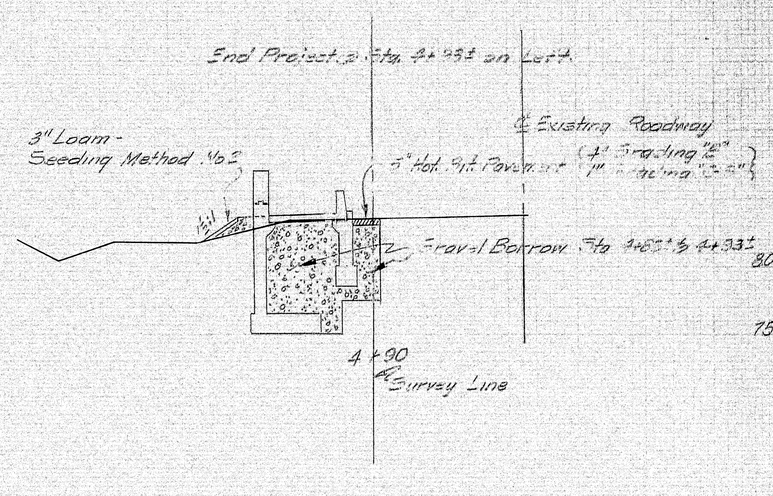
SHEET 1 OF 10 AUGUSTA, MAINE JUNE 1967

101-92



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	3121	2	10





55

[redacted] Cross Sections - Gilman - Frigate - Waterville
Plotted (Check by C.O.T.)

0 1 2 3 4 5 INCHES

B. P. D. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	3121	3	10

FRONT ELEVATION

FLOW

MAY 1967

Remove existing Parapet, existing Conc. & Rail, ext. 2'0

El. 82.20

El. 82.40

El. 81.00

El. 80.60

6'-7¼"

1'-9"

7½"

1'-1½"

A

8'-0"

2'-10½"

FP-2

FP-1

Existing Superstructure

Note: For Expansion Dam Details See sheets #5 & 8 and Standard sheet BD-105-64

℄ Bearing

℄ Stringer G1

℄ Stringer G2

℄ Survey 7

Note ~ Do not remove existing Sidewalk Backwalls

½" Expansion Joint Material between Substr. & Superstr. See note.

Sta. 3+45.37

Sta. 3+52.30

Sta. 3+83.80

PLAN ~ ABUTMENT #2

Edge of Existing Superstructure

El. 175.50

El. 79.51

El. 78.98

El. 77.50

El. 75.0

El. 79.00

El. 78.98

El. 77.50

Cut 6" Level Shelf in Existing Concrete

Existing Concrete

5-#05 Spc @ 11½"

Cover Joint (See note below)

BACK ELEVATION

El. 82.20

El. 82.07

El. 81.07

El. 80.40

El. 76.00

5'-6"

5'-2" Slope

5-602 Spc @ 18"±

6-602 Drill & Grout into existing Abutment

14-528 Teach Face @ 18"

Cut 6" level shelf in existing Concrete

BACK ELEVATION

PLAN ~ ABUTMENT #1

5-#18 to 520 Drill & Grout into existing Concrete

401 (Typ.) under bearing areas both Abuts.

5 Spc @ 18"± 6 Top & 6 Bottom @ G1,7

8-601 Spc as shown

7-521 Spc. @ 18"±

7-522 Spc. @ 18"±

6-521 Spc @ 18"±

6-522 Spc. @ 18"±

Reinforcing Steel Shown Only

PLAN ABUT. #1

9" 1'-3" 1'-0" 1'-3"±

℄ Bearing Abut. #1

521 Bend in field

Shear key 5"x2" high (Typical)

Existing Concrete to be removed

501 Thru 504

524

El. 82.20

(401)

528

El. 81.00 (Bridge Seat)

522

601 @ 18"±

El. 79.50

7-505 @ 18"± Back

7-506 @ 18"± Front

1'-4" Splice Mat. (Typ.)

602 @ 18"±

1'-6" Typ.

El. 76.00

Varies 6"

Existing Concrete

SECTION A-A

511 to 514 Drill & Grout

515 (TYP.)

517 & 516 TYP.

2-511

2-512

2-513

1-513

1-514

G1,7

10-507 @ 18"± T.E.

3-601 @ 18"± T.E.

4-525

526

8-602 @ 8" T.E.

5-502 @ 18"± T.E.

5-510 @ 18"± T.E.

G2,7

PLAN ABUT. #2

Reinforcing Steel Shown Only

10½" 10" 1'-3" 1'-6"

℄ Bearing Abut. #2

#405

509

507

525

El. 79.51

El. 78.98 (Br. Seat)

601

El. 77.50

401

510

1-526

602 @ 18"±

1'-6"

1'-6"

El. 75.00

6" Varies

Existing Concrete

Remove existing Conc. to El. 77.50

7-526 @ 18"±

SECTION B-B

NOTE

Payment for the drilling and grouting of reinforcing steel shall be incidental to Item 502.13, Reinforcing Steel, Placing. Payment for the removal of existing concrete as shown on the plans will be made under item 202.12, Removal of Existing Concrete.
Place reinforcing steel to miss anchor bolts.
All reinforcing steel to have 2" clearance unless otherwise noted.
Chamfer all exposed edges of concrete ¾".
Cover the joint between old substructure and new and the joint between substructure and superstructure on the back side with two layers of heavy roofing. Coat the concrete and each layer as applied with a suitable grade of asphalt flashing cement.

ABBREVIATIONS

E.F. = each Face
T.& B. = top and bottom
F.F. = Far Face
N.F. = near Face
C.J. = construction joint

DESIGN– G.O.T. & JHD.	BRIDGE NO. 3121
TRACE–	SURVEY–
CHECK– H.L.D.	PLOT–

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

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

SHEET 3 OF 10 AUGUSTA, MAINE JUNE 1967

101-92B

0 1 2 3 4 5 INCHES

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

NOTE- Form groove and caulk with Sealant.

NOTE- Top portion ($\frac{3}{4}$" width by 1" depth) to be filled with Polytek Sealant RAM, Light Grey ASA Spec -A 16.1, Class A (pour grade) as manufactured by- Tech Brothers, Inc., 250 Vreeland Avenue, Patterson, N.J. 07504 (Or an approved equivalent) See Sect K-K. Also use sealant to caulk joint between sidewalk slab and barrier curb.

PLAN

ELEVATION ~ RETAINING WALL & BARRIER CURB

SECTION X-X

ELEVATION A-A

SECTION B-B

DETAIL A

2+99.70	3+10	3+20	℄ Survey 7	3+30	3+40	3+49.58±
Elev 88.59	Top of Barrier Curb	Elev. 88.31	Elev 88.07	Elev 87.87	Elev 87.76	Elev 87.6
Elev 87.09	Sidewalk at Barrier	Elev 86.82	Elev 86.65	Elev 86.56	Elev 86.48	Elev 86.40
Elev 87.09	Top of Curb	Elev 86.81	Elev 86.57	Elev 86.37	Elev 86.26	Elev 86.1

SECTION J-J

SECTION G-G

NOTE- Reinforcing steel to have 2" cover unless otherwise noted. 3" cover in footing

FOOTING PLAN

SECTION D-D @ SIDEWALK BEAM

SECT E-E

SECT F-F

SECT H-H

SECT. K-K

ELEVATION C-C

DESIGN- HLD
TRACE- DETAIL F.BARNES
CHECK- AR

BRIDGE NO. 5121
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

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

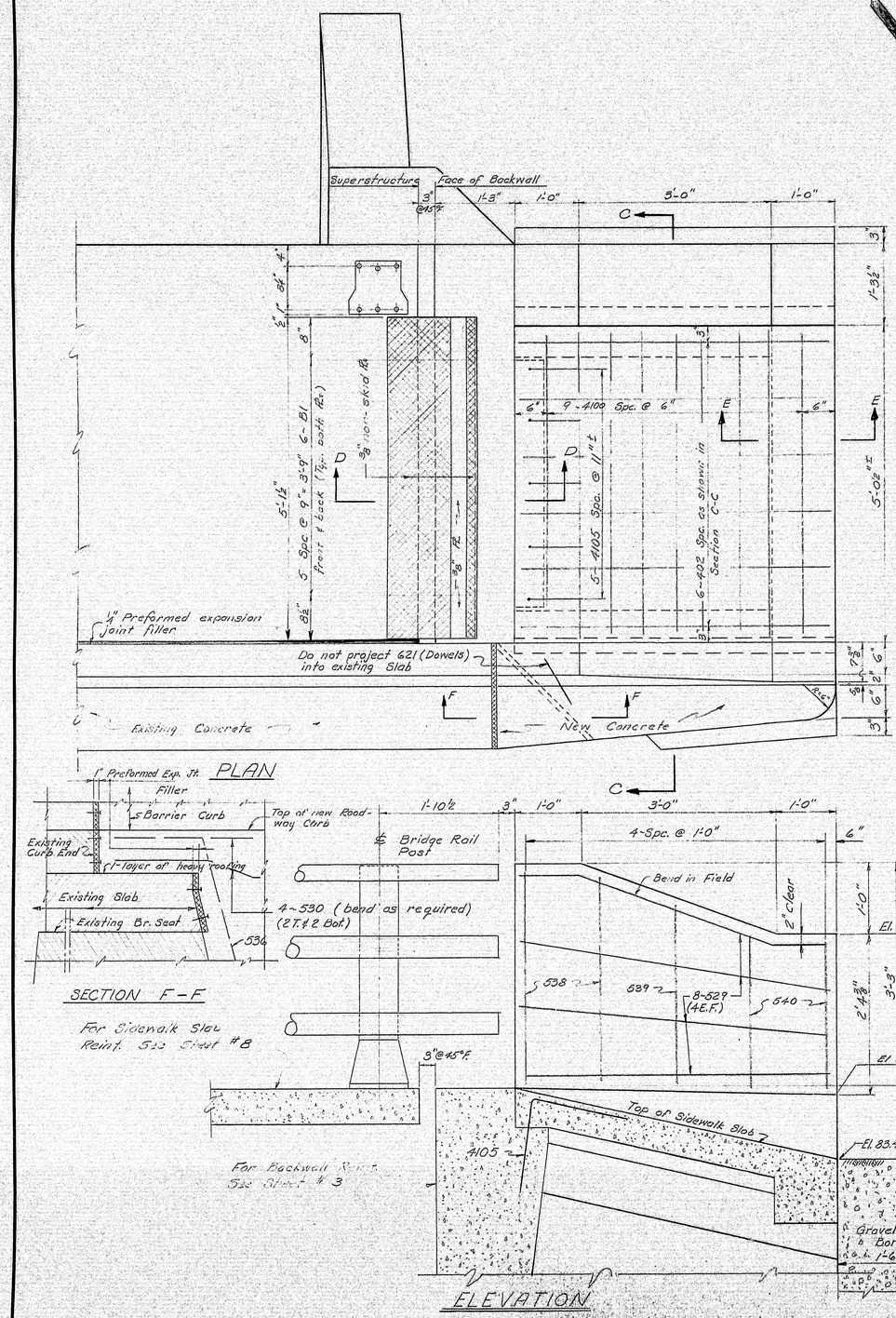
ABUT. I RETAINING WALL

SHEET 4 OF 10 AUGUSTA, MAINE SEPT 1967

101-92C

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	3121	5	10



DESIGN– G.O.T.	BRIDGE NO. 3121
TRACE–	SURVEY–
CHECK– W.H.Y.	PLOT–

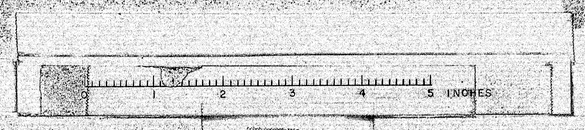
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

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

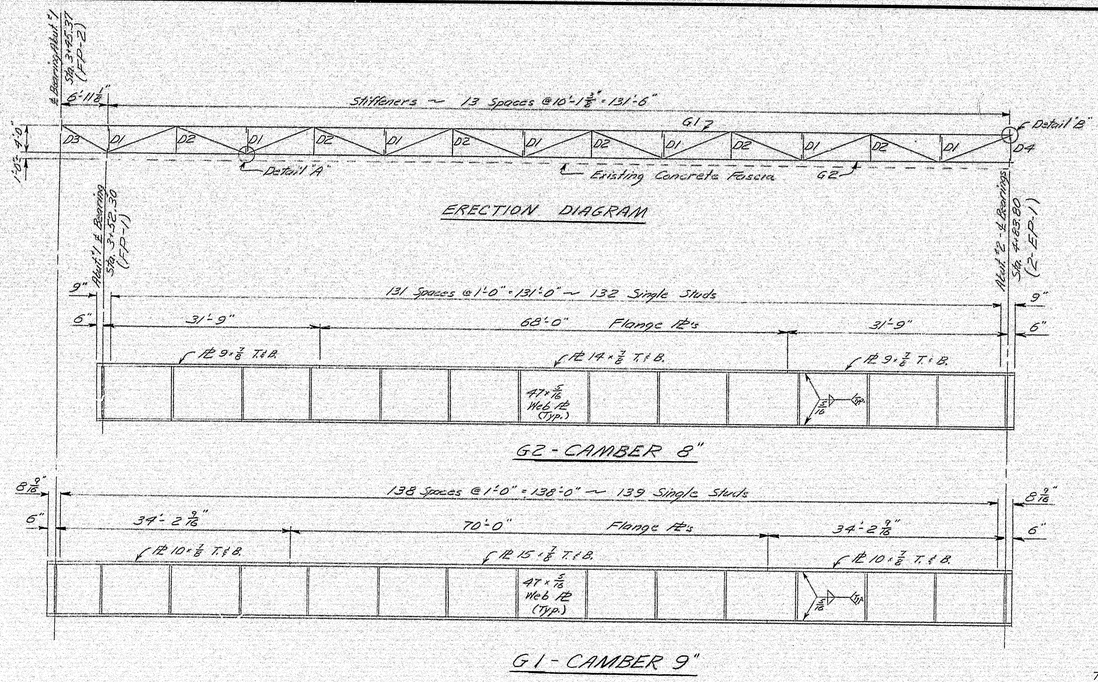
ABUT. 2 RETAINING WALL

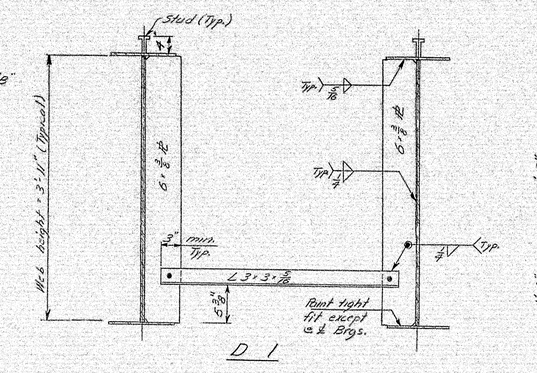
SHEET 5 OF 10 AUGUSTA, MAINE JUNE 1967

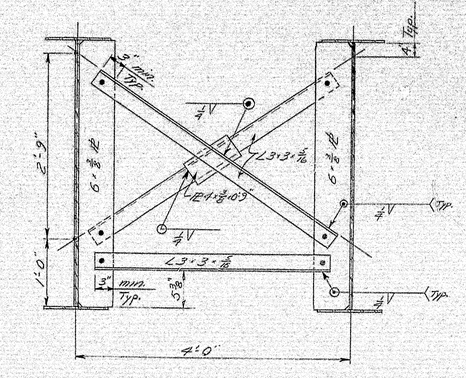
101-92D

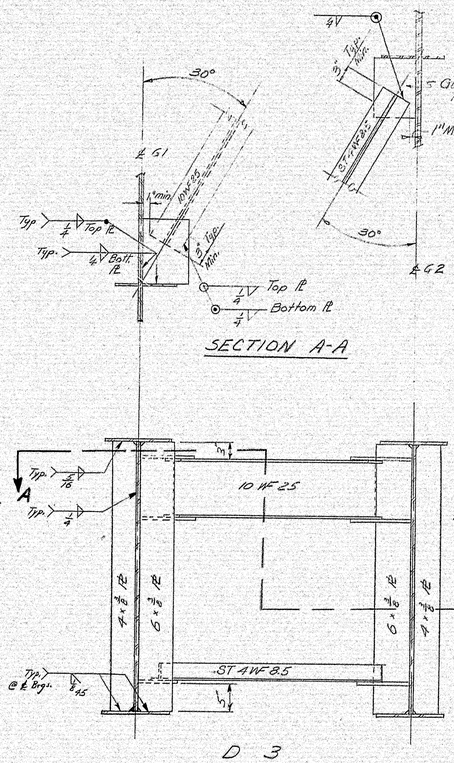


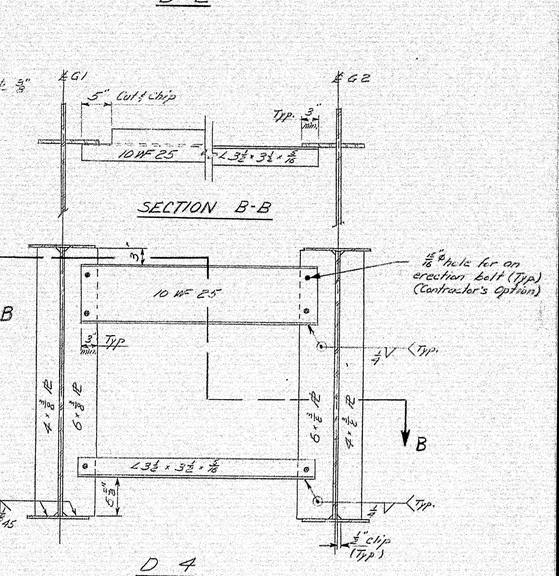
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	3121	6	10

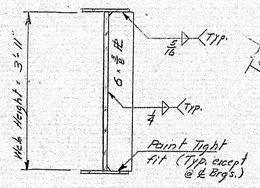


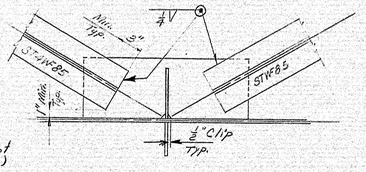


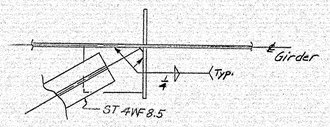


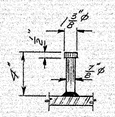












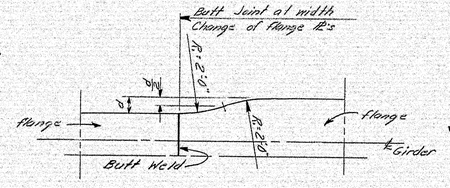
GIRDER FABRICATION NOTES

The steel fabricator at his option may fabricate the web plates with butt welds. A maximum of 3 transverse shop splices will be allowed.

If butt welds are used to fabricate the web plates, the locations and details shall be shown on the shop detail drawings.

Girders are to be cambered in accordance with above details.

Girders are to be fitted with shear connectors in accordance with the details shown above.



Note: Studs shall be granular or solid flux filled and automatically end welded to top flange in the shop or field.

LATERAL SYSTEM DETAILS

Notes: Cross Frames not shown.
Lateral connections not shown are similar to details shown.
All Lateral System members ST 4WF 8.5
All Lateral System gussetts 3/8 ℔.

CROSS-BRACING DETAILS

Notes:
See sheets #3, 5, 8 and Standard sheet BD-105-69 for Expansion Dam Details.
See Sht #7 for Form Plate Details.
For Structural Steel Classification see Survey and General Plan, Sh #1

DESIGN—	RHS & AHR	BRIDGE NO. 3121
TRACE—	JWH	SURVEY—
CHECK—	DEK, RD	PLOT—

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

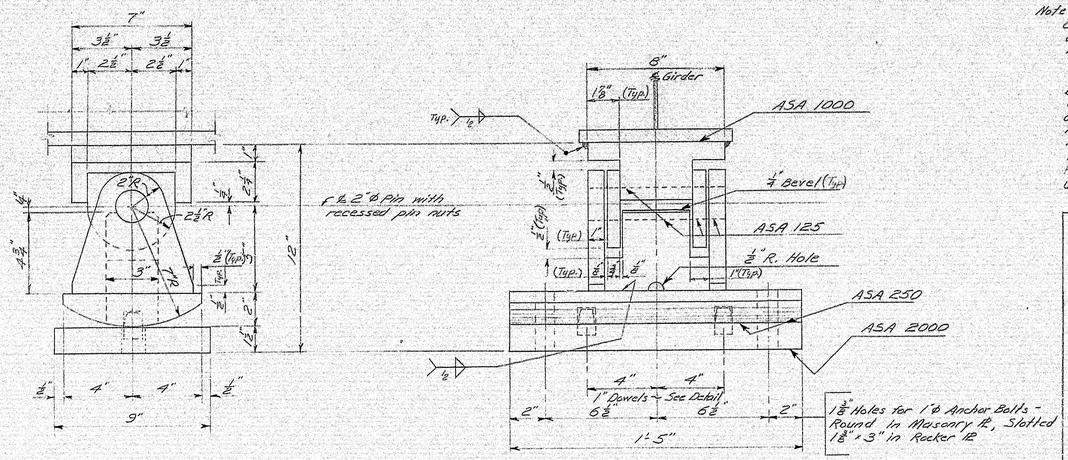
GILMAN STREET BRIDGE
OVER
MESSALONSKEE STREAM
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY

STRUCTURAL STEEL

SHEET 6 OF 10 AUGUSTA, MAINE JUNE 1967

101-93

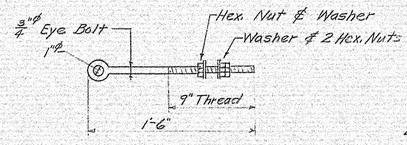
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	3121	7	10

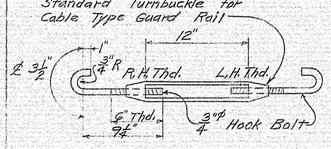


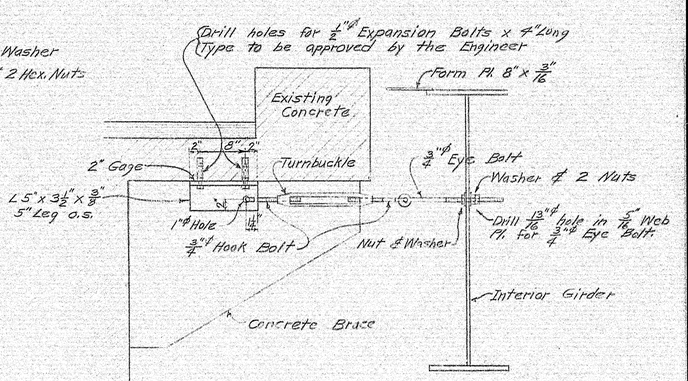
EP-1 EXPANSION PEDESTAL
(2 Required)

Note: At the location of bearing pedestals the concrete bridge seats shall be dressed one inch larger all around than size of masonry plates and to exact elevations shown on the plans. If dressed areas are below the surface of the surrounding bridge seat a small channel shall be cut to the edge of the bridge seat for drainage.
No separate payment for this work will be made as it shall be considered incidental to contract items.
Fabricate bearing pedestal with ⅜ Fillet welds unless otherwise noted.

NOTES:
All Hardware to be galvanized.
4 "Bracing Assemblies" Required. Locate 2 between Piers and 1 each in end spans near Piers. Also locate near girder stiffeners (within 6"±).

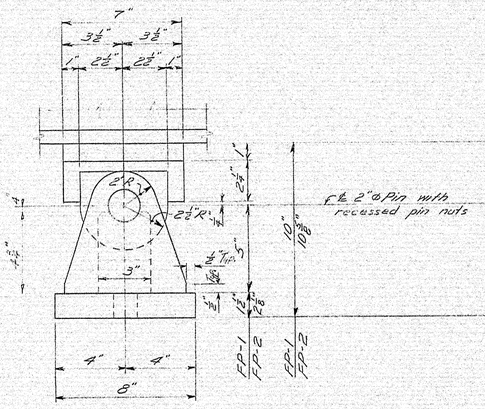


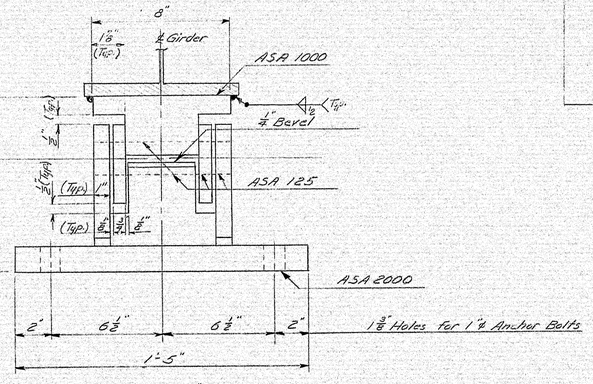




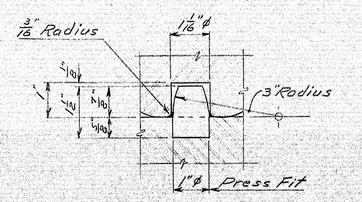
BRACING ASSEMBLY

Revision - July 12, 1968
Design - CLP
Detail - AP

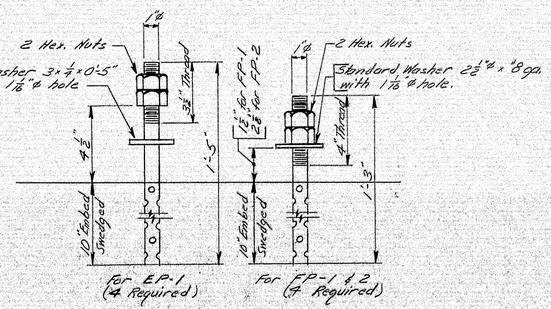




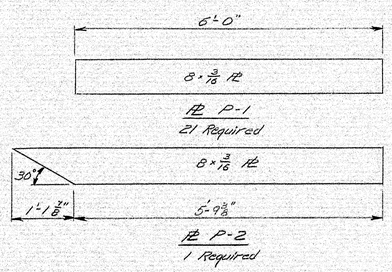
FP-1 & 2 FIXED PEDESTAL
(Required - 1 each)

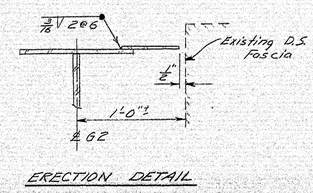


DOWEL DETAIL



ANCHOR BOLT DETAIL





ERECTION DETAIL

FORM Pl DETAILS

DESIGN- JWW.	BRIDGE NO. 3121
TRACE-	SURVEY-
CHECK- D.H.P.JR.	PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

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

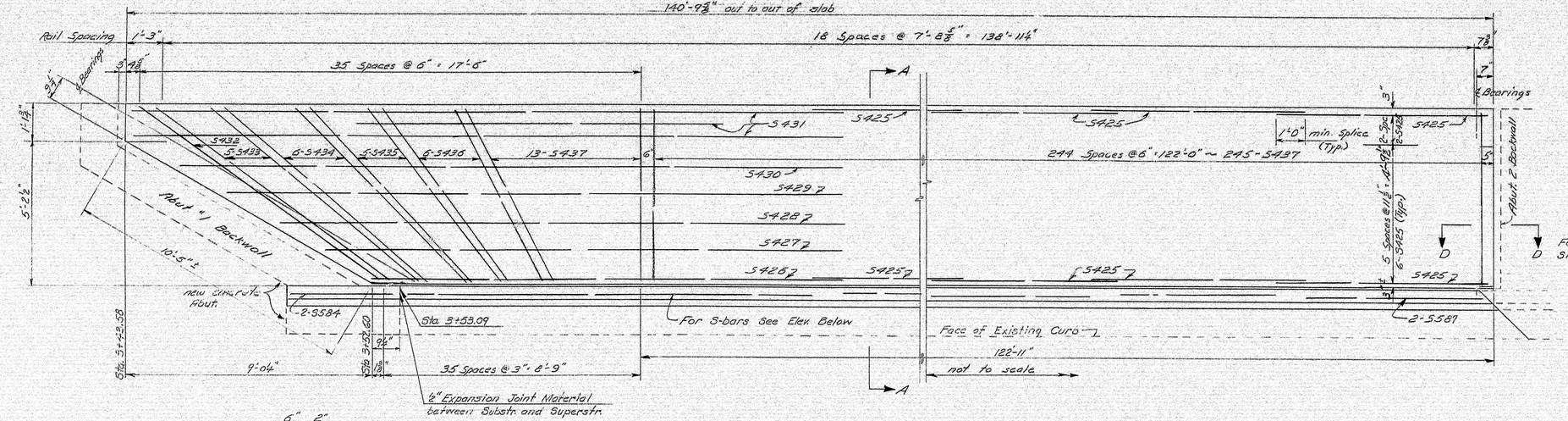
BEARING PEDESTALS

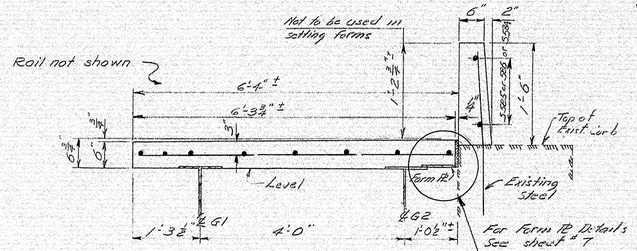
SHEET 7 OF 10 AUGUSTA, MAINE JUNE 1967

101-94



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	3121	8	10



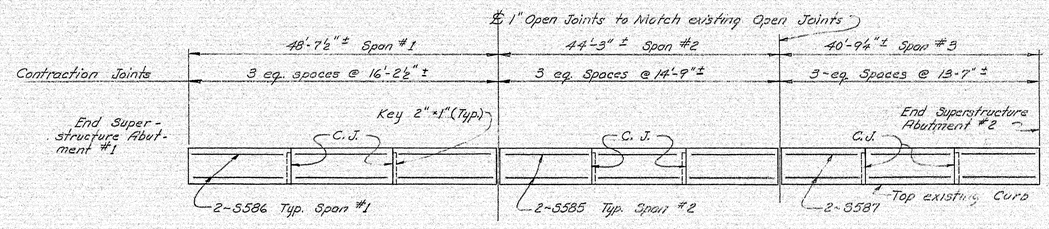


SECTION A-A

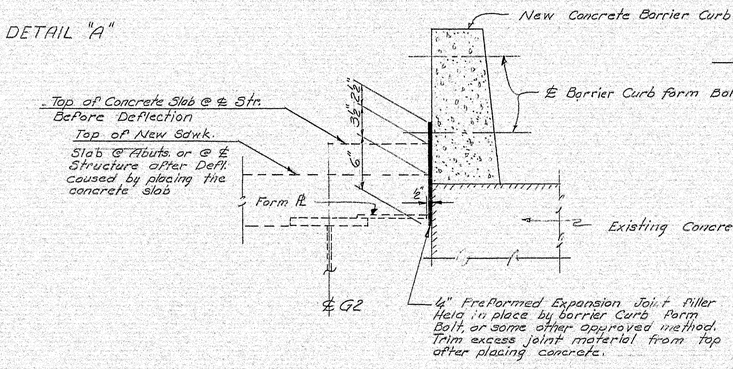
DETAIL "A"

NOTES

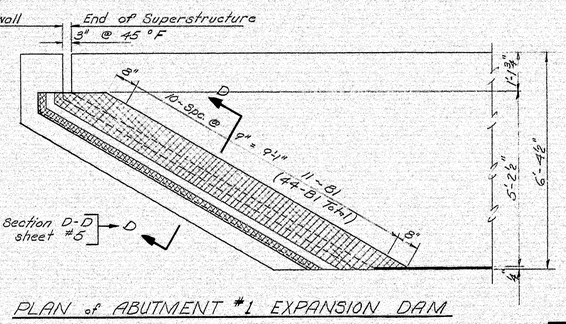
D.S. Existing Rail and End Posts are to be removed down to top of curb. Care shall be taken in removing existing railing so that at least one of the existing concrete rail or post reinforcing bars shall extend into the new barrier curb every 2'0", which shall be cut off 1½" above the existing curb. All of the other existing railing reinforcing bars shall be cut off flush with the top of the existing curb. Payment for cutting reinforcing steel shall be incidental to Item 202.14. Removal of Existing Railings (Prop of Contr.). Any repairs to the existing curb deemed necessary by the engineer shall be done as Extra Work and paid for on force account basis.



ELEVATION BARRIER CURB



DETAIL "A"



PLAN of ABUTMENT #1 EXPANSION DAM

DESIGN– A.H.R. DET.– H.A.D.	BRIDGE NO. 3121
TRACE–	SURVEY–
CHECK– H. R. D.	PLOT–

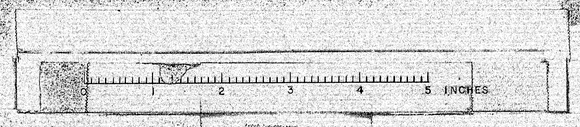
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

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

D.S. SIDEWALK DETAILS

SHEET 8 OF 10 AUGUSTA, MAINE JUNE 1967

101-95



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	3121	9	10

Note: U.S. End Post Reinforcing Typical each end.

Contraction Joints - 2 ea. Span (Typ)

PLAN

Span 1 — 40'-1½" — 36 ~ S578 @ 1'-0" ± — 5 S582

Span 2 — 44'-3" — 45 ~ S578 @ 1'-0" ±

Span 3 — 48'-8" — 46 ~ S578 @ 1'-0" ±

PLAN - U.S. RAIL ADDITION

ELEVATION - U.S. RAIL ADDITION

Upstream Railpost Spacing — 4 Spaces @ 7'-11⅛" = 31'-8½" — 5 Spaces @ 7'-10⅜" = 39'-6⅞" — 5 Spaces @ 7'-10⅜" = 39'-6⅞" — 5'-0"

Break bond of Contn. Jts. with one coat of asphalt paint (Typ.)

1" Preformed Exp. Joint Filler

S578 (Typ.)

Existing Steel (Typ.)

Bond Exist. bars away From Contr. Joint

DETAIL "A"
Typical @ 1" Joints

Detail "A" — Joint — Preformed Joint Filler — 2" Chamfer Top and Sides (Typical) — Concrete Nails

Note: U.S. Existing Rail and End Posts to be removed down to top of sidewalk. Care shall be taken to keep existing reinforcing steel intact which shall be cut off 1'-3" above top of sidewalk and bent so as to be integrated with the mat of steel in the new section. Existing steel in the area of the new end posts shall be left vertical to extend 1'-6" into the end posts.

The existing Bituminous Pavement on the sidewalk to be removed only enough to allow construction of new rail, and replaced when construction is completed. Payment for this removal shall be considered incidental to the concrete items.

The Existing Plaque shall be saved and replaced as detailed below.

SECTION C-C

1'-3½" To Face of Rail (Rail Not Shown)

Exist. Rebars in vertical sections between 6" openings

At Exist. Rail Posts only

2" Chamfer (Typ.)

Existing Bit. Surface

Existing Sidewalk

Remove any surface scale or deteriorated concrete as directed by the Engineer

SECTION B-B

1'-3½"

7¼"

4⅝"

Handrail

Rail

3'-3" - D.S.

2'-0" - U.S.

SIDEWALK RAILING

REAR VIEW

Miner Axis Z

Semi-ellipse

Major Axis Y

Splice Bar

HANDRAIL SECTION

Dimple "A"

Dimple "B" & E

To fit handrail Section

Miner Axis

Dimple "E"

Dimple "B"

SECTION B-B

Post, Post base, Rail, Handrail, Splice Bar, & Clamp Bar = A.S.T.M. B221, Alloy 6061-T6

HANDRAIL CAP

A.S.T.M. B26 Aluminum Assoc. Alloy 43-F or 356-F.

Major Axis Y

Semi-ellipse

Miner Axis Z

HANDRAIL SPLICE BAR

Dimple "A"

Dimple "B"

Symm. about ℄

HANDRAIL CLAMP BAR

⅜" - 16 Thread (2 holes)

SECTION A-A

RAIL HEIGHTS

Dimension	Upstream	Down Stream
A	12⅞"	12⅞"
B	22⅞"	25⅞"
C	31⅞"	37⅞"

NOTE:

Details for Sidewalk Railing are the same as shown on Standard Details Sheet BD 106-65 except as otherwise shown above.

Typical overhang of End Posts & Intermediate Posts

2'-1⅞" U.S. Rail Only — 5'-0"

See Sh. #4, #5, #9 & #9 Variable

3" — 1'-0" — 3'-0" — 1'-0"

Inset ¾" for Memorial Plaque (At. "2-U.S. only)

Chamfer — End Chamfer on curb

Existing Sidewalk

U.S. ENDPOST DETAIL
(Typical)

Note:
1. Secure plaque to end post with original bronze bolts or new bolts similar to original.
2. Payment for removing and resetting plaque shall be considered incidental to the concrete item.

DESIGN- JHW. TRACE- CHECK- W.H.Y. PLOT-

BRIDGE NO. 3121 SURVEY-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

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

U.S. & D.S. RAILING

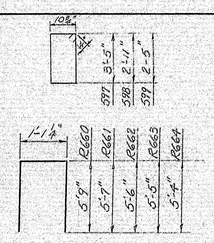
SHEET 9 OF 10 AUGUSTA, MAINE JUNE 1967

101-96

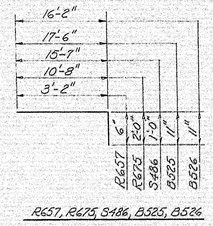
0 1 2 3 4 5 INCHES

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

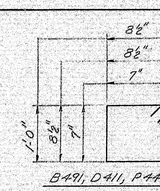
ABUTMENT #1 RETAINING WALL



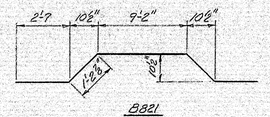
R660, R661, R662, R663, R664



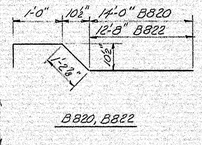
R657, R675, S486, B525, B526



B491, D411, P442



B821



B820, B822



VAR

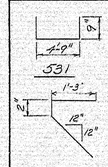
BENT BARS

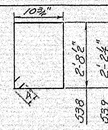
Mark	Size	Number	Length	Location
R657	#6	127	3'-8"	Footing dowels
R660	#6	10	12'-1"	Vert. Ret. Wall
R661	#6	10	12'-8"	" " "
R662	#6	10	12'-1"	" " "
R663	#6	10	11'-11"	" " "
R664	#6	10	11'-9"	" " "
R675	#6	5	12'-8"	Horizontal - End Wall
S486	#4	8	16'-7"	Longitudinal sidewalk
B491	#4	59	4'-1"	Sidewalk Beam
B820	#8	1	17'-2"	" "
B821	#8	1	16'-10"	" "
B822	#8	1	15'-9"	" "
B525	#5	2	18'-5"	Top Sidewalk Beam
B526	#5	2	17'-1"	" " "
D411	#4	8	3'-6"	Stirrups - Diaphragms
P442	#4	5	3'-0"	Stirrups - Pier
597	#5	2	9'-4	End Post
598	#5	1	8'-4"	" "
599	#5	2	7'-4"	" "
D512	#4	7	3'-6"	End Diaphragm

STRAIGHT BARS

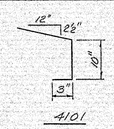
R650	#6	3	25'-0"	Long Ftg.
R651		3	26'-6"	" "
R652		3	11'-0"	" " - End wall
R653		4	7'-2"	" " - Pier
R654		6	2'-6"	Transverse Ftg. - Pier
R655		7	1'-9"	" " - End wall
R656		45	2'-0"	" "
R465	#4	14	19'-2"	Horiz. - Retaining Wall
R466	#4	14	31'-9"	" " "
R667	#6	12	5'-0"	Vertical End Wall
R668		2	6'-6"	" " "
R669		2	6'-4"	" " "
R670		2	5'-9"	" " "
R671		2	5'-2"	" " "
R672		2	3'-7"	Horiz. - End Wall
R673		2	3'-3"	" " "
R674		5	10'-8"	" " "
R676	#6	50	2'-8"	Barrier Curb Dowels
S480	#4	85	6'-0"	Transverse Sidewalk
S481		2	3'-5"	" "
S482		2	3'-0"	" "
S483		2	2'-5"	" "
S484		2	1'-10"	" "
S485		2	1'-3"	Transverse Sidewalk
S487		3	27'-2"	Longitudinal Sidewalk
S488	#4	1	27'-5"	Longitudinal Sidewalk
S489		1	29'-2"	Longitudinal Sidewalk
S490		1	30'-10"	" "
S491		2	32'-7"	Longitudinal Sidewalk
B823	#8	2	11'-2"	Sidewalk Beam
B524	#5	6	15'-0"	Sidewalk Beam
D510	#5	4	4'-8"	Longitudinal Diaphragms
D612	#6	4	3'-0"	Dowels - Diaphragms
P640	#6	4	5'-10"	Pier - Vertical
P641	#6	3	3'-4"	Pier - Vertical
P642	#6	4	5'-6"	Pier - Horizontal bars
529	#5	8	4'-8"	End Post
D511	#5	2	8'-6"	End Diaphragms at Abut. #1

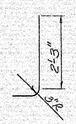
ABUTMENT #2 RETAINING WALL





538, 539 540





W.H.J.

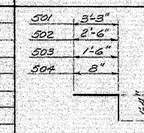
BENT BARS

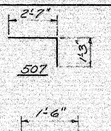
Mark	Size	Number	Length	Location
538	#5	2	7'-11"	Concrete End Post
539	#5	1	6'-11"	" " "
540	#5	2	6'-6"	" " "
4101	#6	6	2'-4"	End of Sidewalk Ramp
534	#5	10	3'-8"	Retaining Walls Abut. #2
532	#5	10	3'-0"	Footing - Cantilever Wall
531	#5	10	6'-3"	" " "

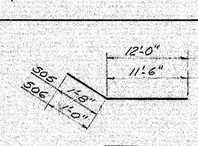
STRAIGHT BARS

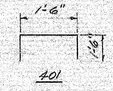
4100	#4	9	4'-8"	Sidewalk Ramp
402	#4	6	4'-8"	" "
530	#5	12	4'-8"	Retaining Wall
536	#5	10	3'-11"	" "
530	#5	22	4'-8"	Footing - Cantilever Wall & Ret. Wall
529	#5	19	4'-8"	Cantilever Wall
533	#5	10	9'-6"	" "
402	#4	9	4'-8"	" "
621	#6	12	1'-3"	Grout into Exist. Conc. @ Ret. Wall
612	#6	6	2'-7"	Barrier Curb
403	#4	2	4'-11"	" "
620	#6	1	4'-8"	End of Sidewalk Ramp

ABUTMENT #1 & #2











Checked: H.R.D.

BENT BARS

Mark	Size	Number	Length	Location
401	#4	16	4'-6"	Bearing Pads - Abut. #1 & #2
501	#5	12	4'-7"	Breastwall - Abut. #1
502		2	3'-10"	" "
503		2	2'-10"	" "
504		2	2'-0"	" "
505		7	13'-8"	Back of Backwall - Abut. #1
506		7	12'-6"	Front " " "
507	#5	10	6'-0"	Breastwall - Abut. #2
4105	#4	5	3'-0"	Dowels - Backwall Abut. #2

STRAIGHT BARS

509	#5	10	5'-1"	Backwall - Abut. #2
510		10	5'-7"	" "
511		4	2'-0"	Wings Abut. #1 & #2
512		2	2'-10"	Wings Abut. #2
513		3	3'-4"	Parapet Abut. #2
514		1	4'-2"	" "
515		4	4'-3"	Wing - Abut. #2
516		2	1'-8"	Parapet - Abut. #2
517		2	2'-7"	" "
518		2	2'-6"	Wing - Abut. #1
519		2	3'-0"	" "
520		4	3'-6"	Parapet - Abut. #1
521		21	5'-2"	Backwall - Abut. #1
522		15	6'-3"	Backwall - Abut. #1
523		2	14'-6"	Breastwall - Abut. #1
524		2	13'-3"	" "
525		4	7'-2	" "
526		15	5'-11"	Backwall - Abut. #2
527		4	6'-6"	Wing - Abut. #1
528	#5	14	3'-5	Curb - Abut. #1

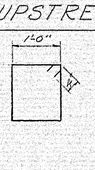
MAIN BRIDGE

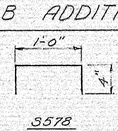
Checked: H.R.D.

STRAIGHT BARS

Mark	Size	Number	Length	Location
S425	#4	28	30'-0"	D.S. Sidewalk (Long.)
S426	#4	1	15'-6"	" " "
to	1'-9" increments			
S430	#4	1	22'-6"	D.S. Sidewalk (Long.)
S431		2	24'-3"	" " "
S432		1	10'-4"	" " (Trans.)
S433		5	9'-5"	" " "
S434		6	8'-5"	" " "
S435		5	7'-7"	" " "
S436		6	6'-8"	" " "
S437	#4	258	5'-11"	" " "
S584	#5	2	3'-5"	" " "
S585		6	14'-5"	D.S. Barrier Curb
S586		6	15'-10	" " "
S587	#5	6	13'-2"	" " "

UPSTREAM CURB ADDITION





S579, S580, S581

W.H.J.

BENT BARS

Mark	Size	Number	Length	Location
S578	#5	127	1'-8"	U.S. Curb
S579		4	6'-7"	End Posts
S580		2	7'-7"	" "
S581	#5	4	8'-3"	" "

STRAIGHT BARS

S575	#5	9	13'-5"	U.S. Curb
S576		9	14'-5"	" "
S577		9	15'-11"	" "
S582	#5	12	4'-7"	" "

DESIGN—	BRIDGE NO. 3121
TRACE— Det. G.D.T.	SURVEY—
CHECK— 1/4 noted above	PLOT—

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

GILMAN STREET BRIDGE

OVER

MESSALONSKEE STREAM

IN THE CITY OF

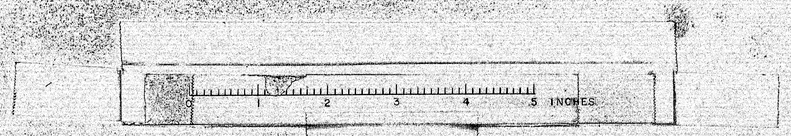
WATERVILLE

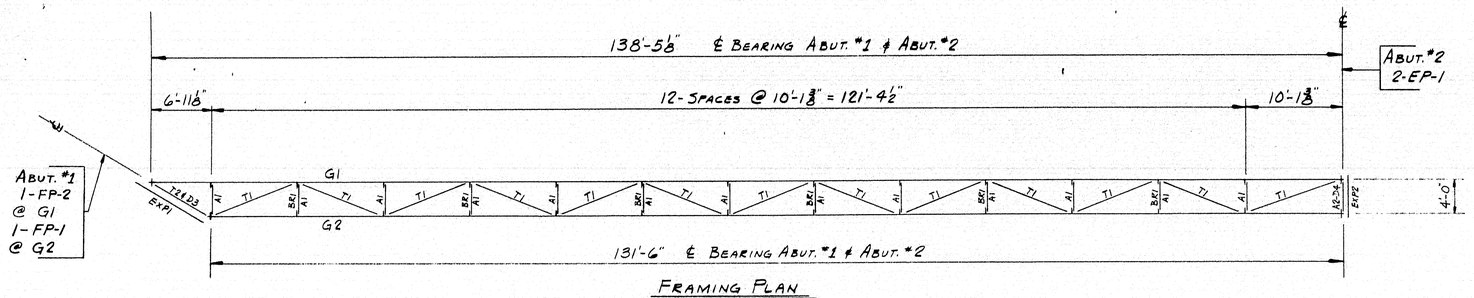
KENNEBEC COUNTY

REINFORCING STEEL

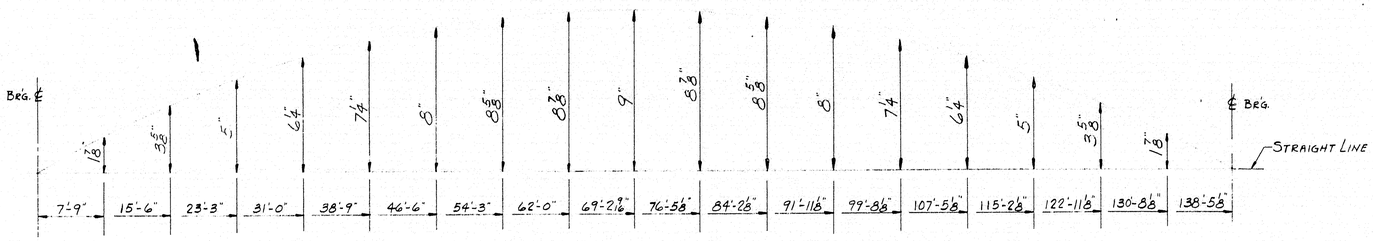
SHEET 10 OF 10 AUGUSTA, MAINE JUNE 1967

101-97

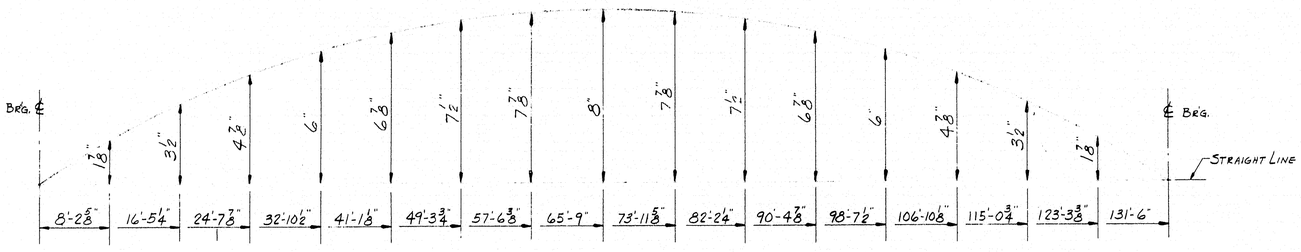




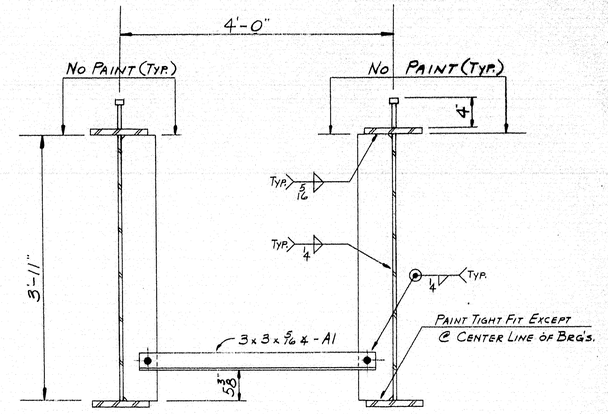
FRAMING PLAN



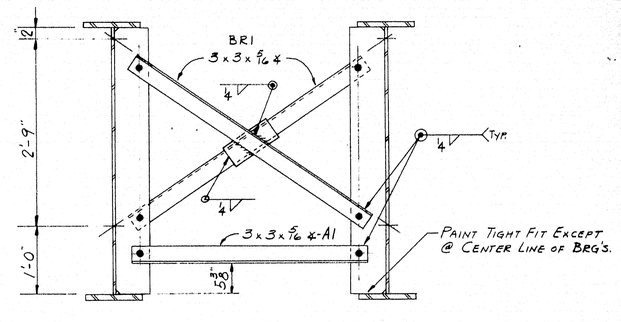
CAMBER DIAGRAM GIRDER - G1



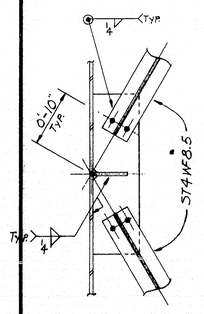
CAMBER DIAGRAM GIRDER - G2



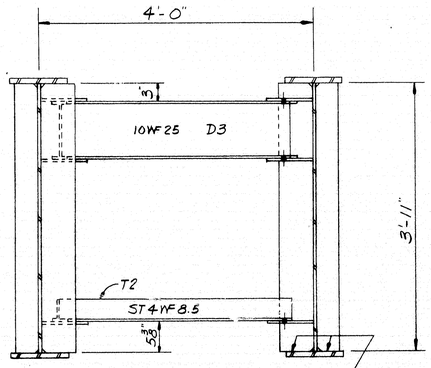
CROSS FRAME & TYP PAINT DETAILS



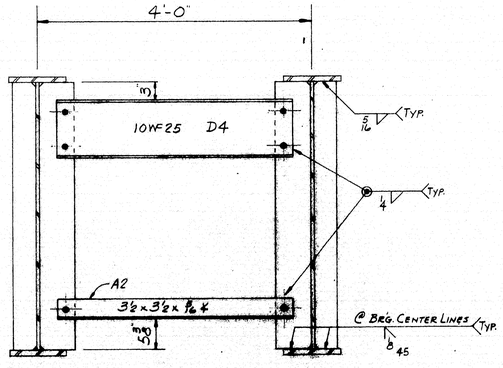
CROSS FRAME



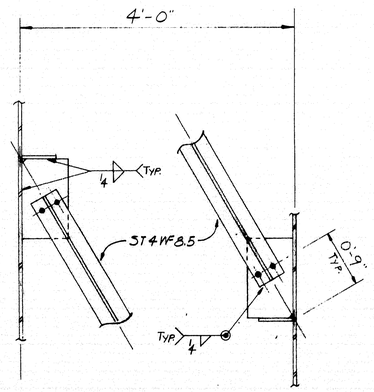
T1 - CONNECTION



ABUT. #1 DIAPHRAGM



ABUT. #2 DIAPHRAGM



T2 - CONNECTION

APP. AS NOTED 4-22-68

FRAMING PLAN & DETAILS

PRINT ISSUE		
1	12-22-67	SPEC. SHT.
2	5-6-68	S.H.C.
2	5-6-68	SHOP
2	5-2-68	S.H.C.
3	5-2-68	CUST.
2	5-2-68	SHOP
3	F.A.	4-11-68
DRAWN	4-3-68	C.J.M.
REVISION	5-6-68	C.J.M.
REVISION		
REVISION		

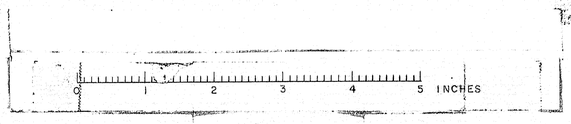
Bancroft & Martin Inc.
Brewer, Maine 04412

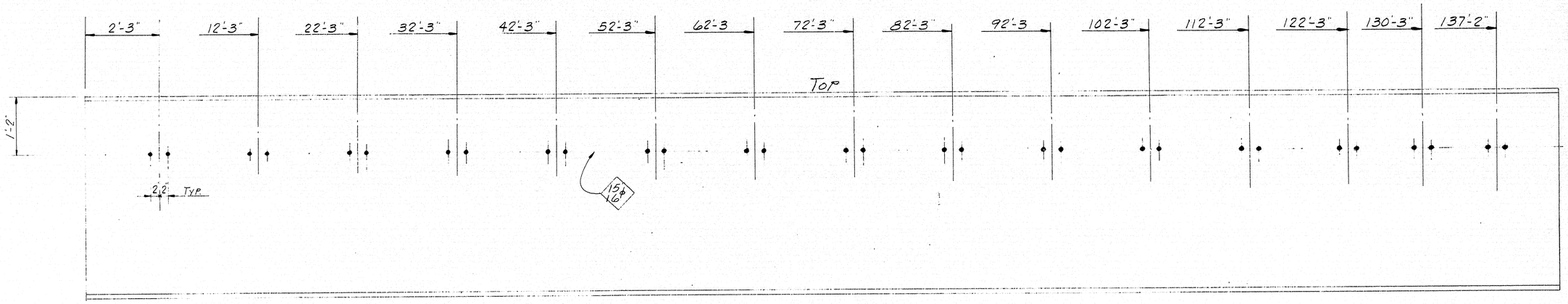
GILMAN ST. BRIDGE
WATERVILLE, MAINE

CUSTOMER SUSI CONSTRUCTION CO.
DESIGNER M.S.H.C.

ORDER VERBAL | DWG. B68-55-E1

103167





ABUT. #1

LAYOUT FOR FLEMING BRACKET HOLES GIRDER-G1

ABUT. #2

BRACKET HOLES

PRINT ISSUE			
1	SEPA SHOP	12-22-69	
4	SHOP	5-7-68	
DRAWN		5-7-68	C.J.M.
REVISION			
REVISION			
REVISION			

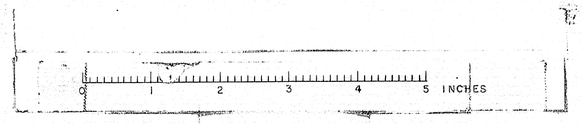
Bancroft & Martin Inc.
Brewer, Maine 04412

GILMAN ST. BRIDGE
WATERVILLE, MAINE

CUSTOMER SUSI CONSTRUCTION CO.
DESIGNER M.S.H.C.

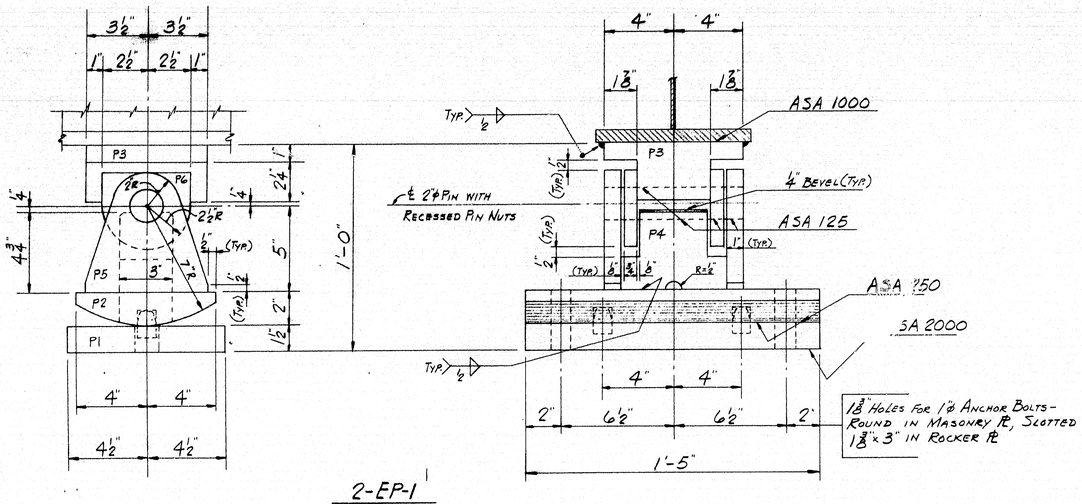
ORDER VERBAL DWG. B&B-55-E2

103-168

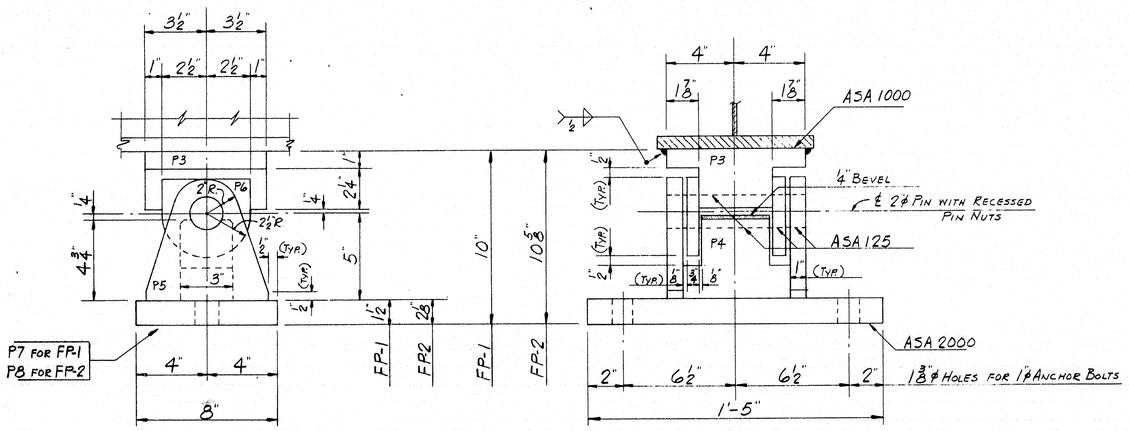


PAINT NOTE:

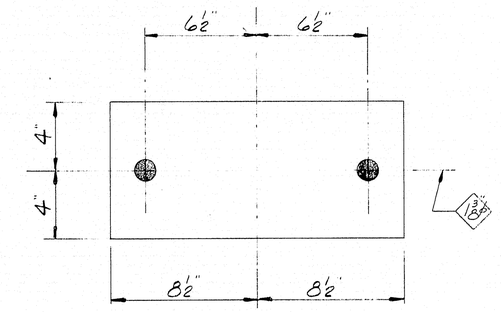
NO PAINT ON SURFACE WITH ASA 125 FINISH, COAT WITH MIXTURE OF WHITE LEAD AND TALLOW.
NO PAINT ON ANCHOR BOLTS - OIL THREADS.



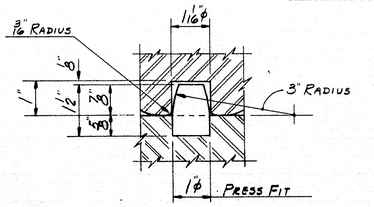
2-EP-1



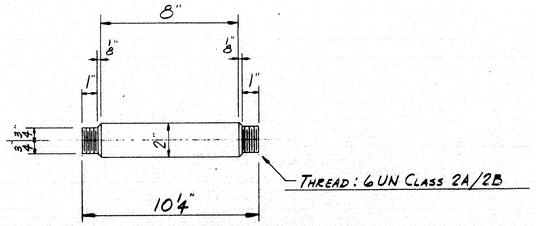
1-FP-1
1-FP-2



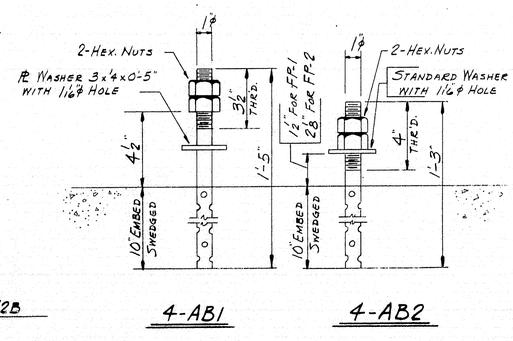
4-FCP



DOWEL DETAIL



RECESSED PIN NUT DETAIL



4-AB1 4-AB2

SHIP MARK	NO.	MARK	SHAPE	LENGTH		WT.	REMARKS
EP-1	2		PEDESTAL				
	2	P1	PL 9 x 1½	1	5		
	2	P2	PL 8 x 2	1	5		
EP-1	1		PEDESTAL				
EP-2	1		do				
	1	P7	PL 8 x 1½	1	5		
	1	P8	PL 8 x 2⅜	1	5		
	4	P3	PL 7 x ¾	0	8		
	4	P4	PL 4¾ x 3	0	6		
	8	P5	PL 7 x 1	0	7		
	8	P6	PL 4½ x ¾	0	5		
	4	RP	2ϕ ROD	0	10 4		RECESS PIN N/NUTS
	4	R1	1ϕ ROD	0	1½		DOWEL
FCP	4		PAD 8 x 1⅛	1	5		FABCO PAD "SA47"
AB1	4		1ϕ ROD	1	5		SWEDGED
	8		1ϕ HEX. NUTS				
	4		PL 3 x ¼	0	5		PL WASHER
AB2	4		1ϕ ROD	1	3		SWEDGED
	8		1ϕ HEX. NUTS				
	4		1ϕ STD. WASHER				

ALLOWANCE TO BE MADE FOR MACHINING WHEN CUTTING ABOVE PLATES.

PROJECT NO. 3121

STEEL: ASTM. A36
WELDING ELECTRODE E70
SHOP CONN: WELD ⅜" FILLET UNLESS OTHERWISE NOTED.
FIELD CONN: BOLT
HOLES: AS NOTED
PAINT: RED LEAD (AASHO TYPE II) PER M.S.H.C. SPEC.
SPECIAL CLEANING:
APPROVED: 3-28-68

BEARING PEDESTAL'S

PRINT DIST.			
1	12-22-69	SAME	
2	5-2-68	S.H.C.	
3	5-2-68	CUST.	
4	4-2-68	PRT.	
4	4-1-68	PRT.	
3	3-27-68	F.A.	
REV.	4-2-68	C.J.M.	
CHECKED			
DRAWN	3-21-68	C.J.M.	

Bancroft & Martin Inc.
Brewer, Maine

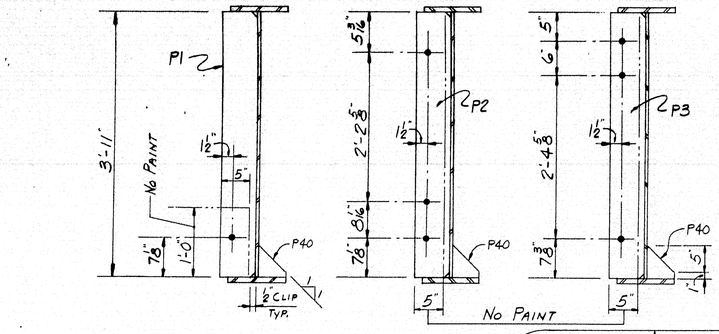
JOB: GILMAN ST. BRIDGE
WATERVILLE, MAINE
CUSTOMER: SUSI CONSTRUCTION CORP.
DESIGNER: M.S.H.C.

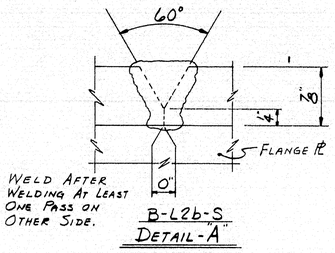
ORDER NO.	JOB NO.	DRAWING NO.
VERBAL	B68-55-	51

103-169

0 1 2 3 4 5 INCHES

FOR CAMBER & OTHER DETAILS SEE DRW'G. B68-55-E1.

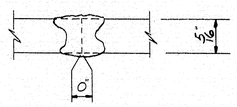




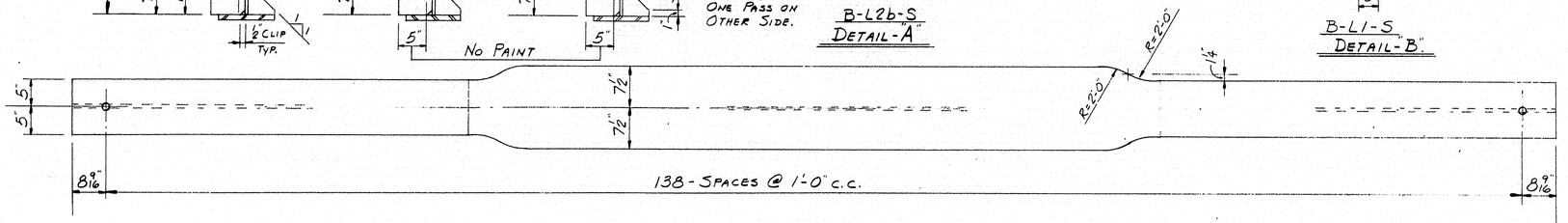
WELD AFTER WELDING AT LEAST ONE PASS ON OTHER SIDE.

B-L2b-S
DETAIL-"A"

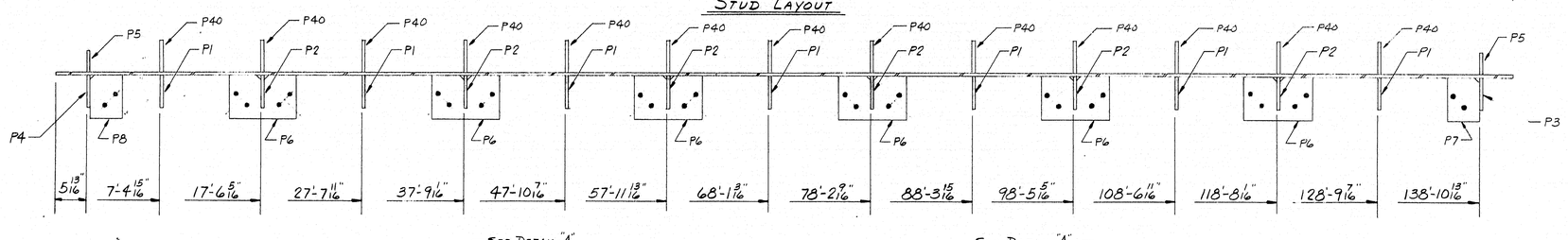
WELDS MUST BE CENTERED ON JOINT

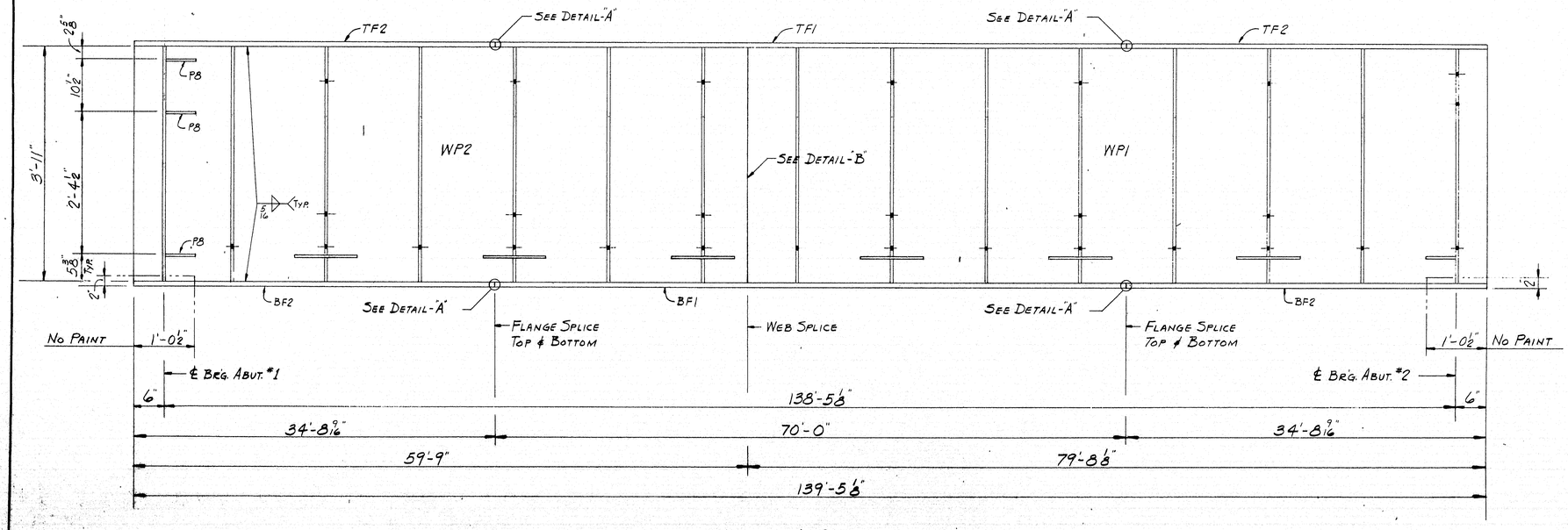


B-L1-S
DETAIL-"B"



STUD LAYOUT





1-G1

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
G1	1		GIRDER	139 5 1/8		
	1	WP1	PL 60 x 5/16	79 8 1/8		A36
	1	WP2	do	59 9		
	1	TF1	PL 15 x 3/8	70 0		
	1	BF1	do	70 0		
	2	TF2	PL 10 x 3/8	34 8 7/16		
	2	BF2	do	34 8 7/16		
	7	P1	PL 6 x 3/8	3 11		
	6	P2	"	3 11		
	1	P3	"	3 11		
	1	P4	do	3 11		
	2	P5	PL 4 x 3/8	3 11		do
	6	P6	PL 8 x 3/8	2 3		TEMPLATE
	1	P7	do	1 1 1/4		do
	3	P8	do	1 1 1/4		do
	13	P40	PL 6 x 3/8	0 6		
	139	SHOP	7/8" ℄ NELSON STUD	0 4		

NOTE: SUBMERGE ARC WELDING @ WEB & FLANGE BUTTS, WEB TO FLANGE FILLETS, & BRG. STIFFENERS. WELDING ELECTRODES A36 STEEL: LINDE AIR PROD. CO., UNIONMELT 5/32 #36 WIRE - GRADE 50 FLUX, OR LINCOLN ELECTRIC CO. 5/32 L60 WIRE - 780 FLUX.

WELDING & INSPECTION SHALL CONFORM TO A.W.S. SPEC'S. FOR WELDED HIGHWAY & RAILWAY BRIDGES.

NOTE: SHOP ASSEMBLE G1 & G2 WITH 3/4" H.S. BOLTS & SHIP AS A UNIT TO BE FIELD WELDED AS PER DRW'G. B68-55-E1.

PROJECT # 3121

STEEL: ASTM. A36
WELDING ELECTRODE SEE NOTE ABOVE
SHOP CONN: WELD & BOLT
FIELD CONN: WELD
HOLES: 13/16" ℄ U.N.
PAINT: STATE OF MAINE SPEC'S.
SPECIAL CLEANING:
APPROVED: AS NOTED 4-22-68

G1 GIRDER DETAIL

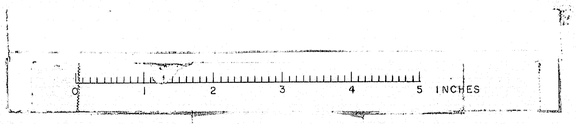
PRINT DIST.		
1	12-22-69	SBPA S.H.C.
2	5-2-68	S.H.C.
3	5-2-68	CUST.
6	5-2-68	SHOP
3	4-11-68	F.A.
REV.	6-21-68	C.J.M.
CHECKED	4-30-68	R.G.B.
DRAWN	4-4-68	C.J.M.

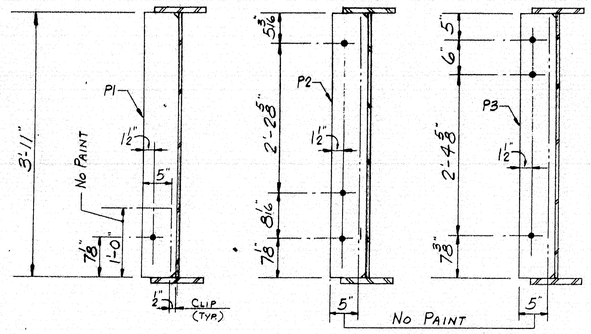
Bancroft & Martin Inc.
Brewer, Maine

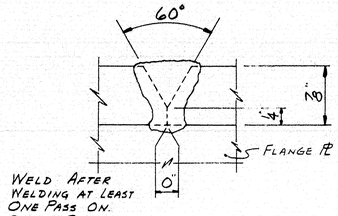
JOB: GILMAN ST. BRIDGE
WATERVILLE, MAINE
CUSTOMER: SUSI CONSTRUCTION CORP.
DESIGNER: M.S.H.C.

ORDER NO.	JOB NO.	DRAWING NO.
VERBAL	B68-55-	52

103-170

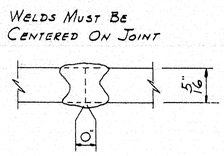




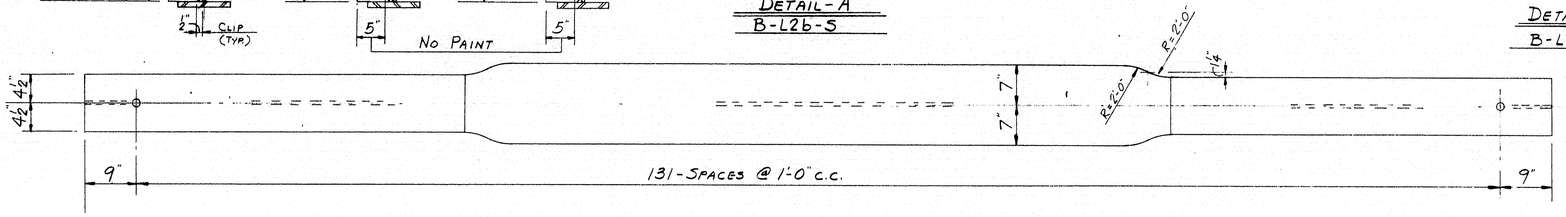


Detail-"A"
B-L2b-S

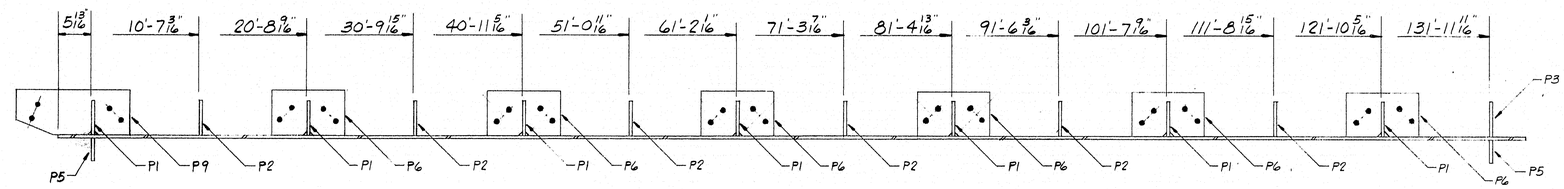
For Camber & Other Details See Drw'g. B68-55-E1.

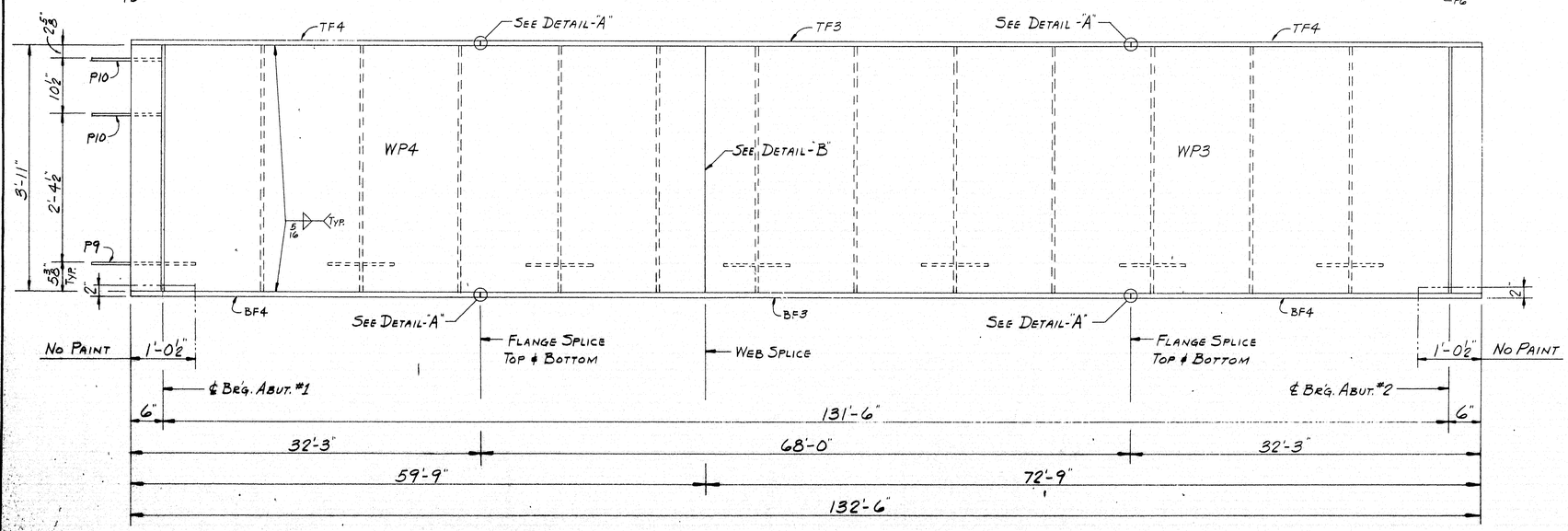


Detail-"B"
B-L1-S



Stud Layout





1-G2

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
G2	1		GIRDER	132 6		
	1	WP3	Pl 60 x 5/16	72 9		A36
	1	WP4	do	59 9		
	1	TF3	Pl 14 x 7/8	68 0		
	1	BF3	do	68 0		
	2	TF4	Pl 9 x 7/8	32 3		
	2	BF4	do	32 3		
	7	P1	Pl 6 x 3/8	3 11		
	6	P2	do	3 11		
	1	P3	do	3 11		
	2	P5	Pl 4 x 3/8	3 11		
	6	P6	Pl 8 x 7/8	2 3		TEMPLATE
	1	P9	do	2 3		do
	2	P10	do	1 1 1/2		do do
	132	SHOP	3/4" Nelson Stud	0 4		

Project # 3121

STEEL: ASTM. A36
WELDING ELECTRODE See Note Drw'g. B68-55-S2
SHOP CONN: Weld & Bolt
FIELD CONN: Weld
HOLES: 13/16" ø U.N.
PAINT: State of Maine Spec's.
SPECIAL CLEANING:
APPROVED: As Noted 4-22-68

G2 Girder Detail

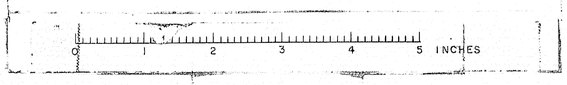
REV.		
1	12-22-69	S.H.C.
2	5-2-68	S.H.C.
3	5-2-68	Cust.
6	5-2-68	Shop
3	4-11-68	F.A.
CHECKED	4-30-68	R.G.B.
DRAWN	4-8-68	G.J.M.

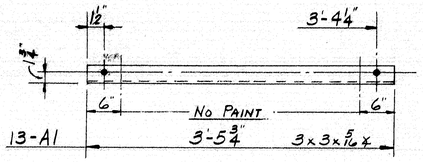
Bancroft & Martin Inc.
Brewer, Maine

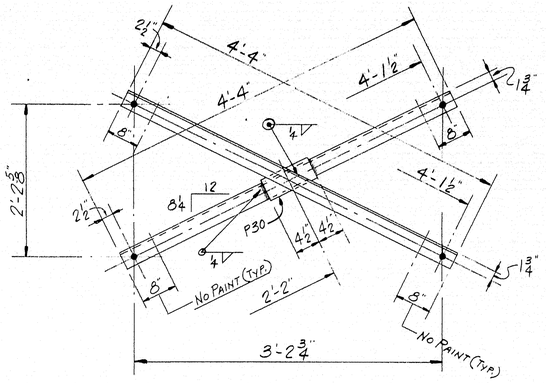
JOB: Gilman St. Bridge
Waterville, Maine
CUSTOMER: Susi Construction Corp.
DESIGNER: M. S. H. C.

ORDER NO.	JOB NO.	DRAWING NO.
Verbal	B68-55-	53

103-171

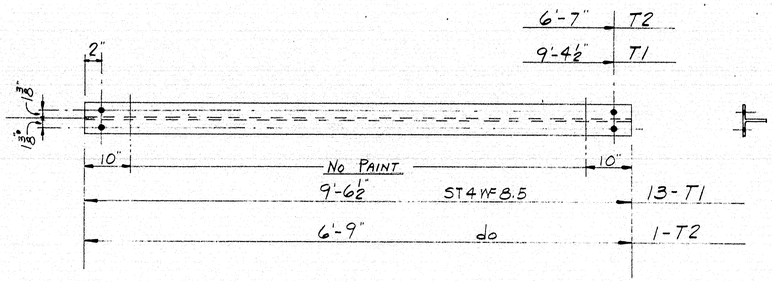


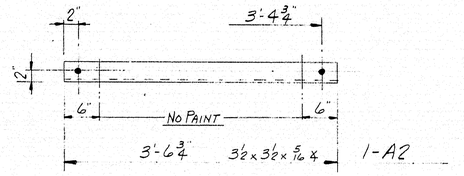


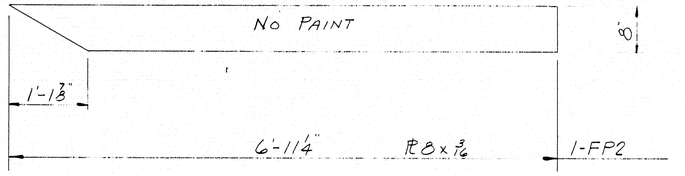


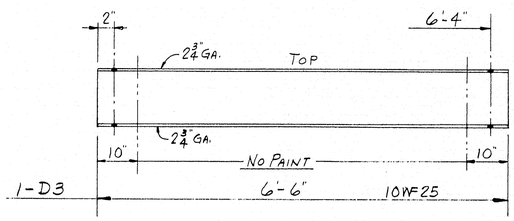
6-BR1

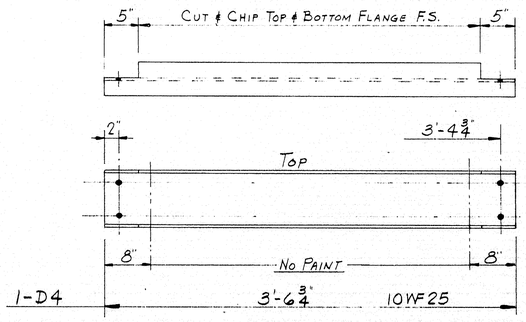
SHOP NOTE: FIELD WELD











SHIP	BILL OF MATERIAL			JOB NO. B68-55	DWG. NO. S4	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
A1	13		3x3x5/16 x	3 5¾		
BR1	6		X-BRACE			
	12		3x3x5/16 x	4 4		
	6	P30	PL 4x3/8	0 9		
D3	1		10WF25	6 6		
D4	1		do	3 6¾		
T1	13		ST4WF8.5	9 6½		
T2	1		do	6 9		
A2	1		3½x3½x5/16	3 6¾		
FP1	21		PL 8x3/16	6 0		NO FAB FORM PL
FP2	1		do	6 11¼		FORM PL (NO PAINT)
	120	SHOP	¾ϕ H.S. BOLT	0 2¼		A325
	120	SHOP	¾ϕ H.S. WASHERS			

PROJECT No. 3121

STEEL: ASTM. A36
WELDING ELECTRODE E70
SHOP CONN: WELD & BOLT
FIELD CONN: WELD
HOLES: 13/16ϕ
PAINT: STATE OF MAINE SPEC'S.
SPECIAL CLEANING:
APPROVED: AS NOTED 4-22-68

CROSS BRACING & MISCL.

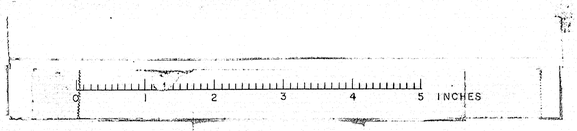
PRINT DIST.		
1	12-22-69	SHOP S.H.C.
2	5-6-68	S.H.C.
2	5-2-68	S.H.C.
3	5-2-68	CUST.
6	5-2-68	SHOP
3	4-11-68	F.A.
REV.		
CHECKED	4-30-68	R.G.B.
DRAWN	4-9-68	C.J.N.

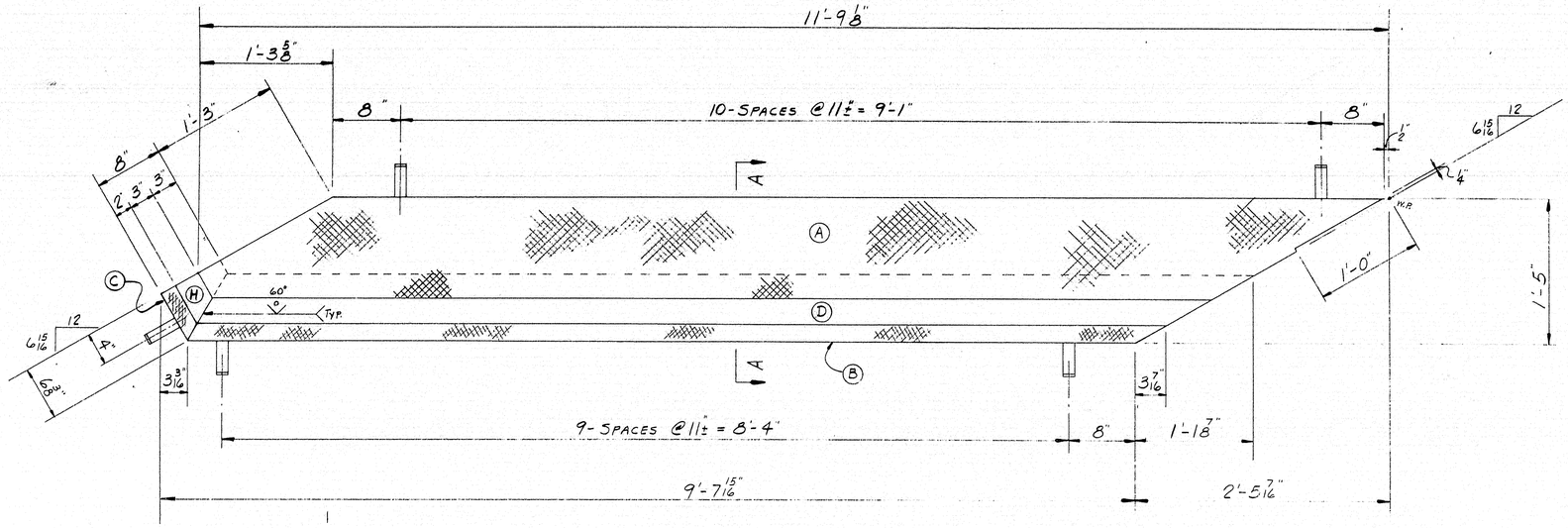
Bancroft & Martin Inc.
Brewer, Maine

JOB: GILMAN ST. BRIDGE
WATERVILLE, MAINE
CUSTOMER: SUSI CONSTRUCTION CORP.
DESIGNER: M.S.H.C.

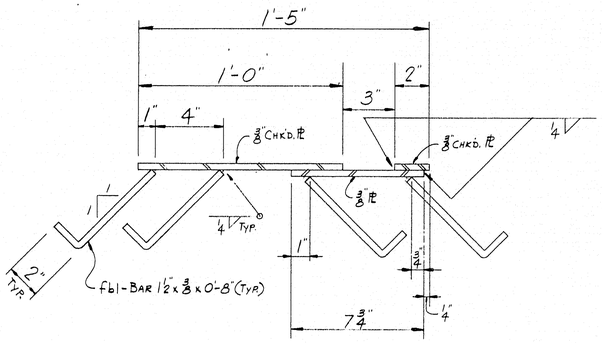
ORDER NO.	JOB NO.	DRAWING NO.
VERBAL	B68-55-	S4

103-178

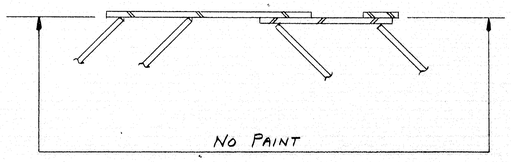


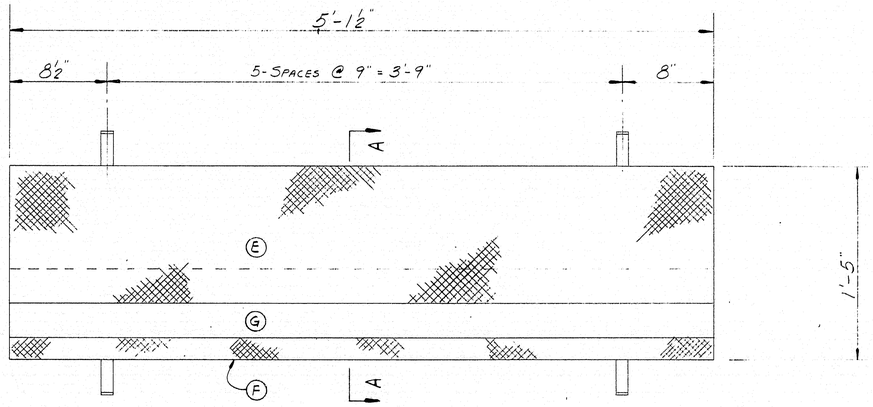


1-EXP1



SECTION A-A





1-EXP2

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
EXP1	1		EXPAN. DAM			ABUT. #1
	1	A	PL 12 x ⅜	11 8 5/8		CHKD. PL A36
	1	B	PL 2 x ⅜	9 8 9/16		do
	1	C	do	0 6 3/8		do
	1	D	PL 7¾ x ⅜	10 6½		do
	1	H	do	0 6 4		do
EXP2	1		EXPAN. DAM			ABUT. #2
	1	E	PL 12 x ⅜	5 1½		CHKD. PL A36
	1	F	PL 2 x ⅜	5 1½		do
	1	G	PL 7¾ x ⅜	5 1½		do
	76	FB1	F.B. 1½ x ⅜	0 8		BENT

PROJECT NO. 3121

STEEL: ASTM. A36
WELDING ELECTRODE E70 LOW-HYDROGEN
SHOP CONN: WELD
FIELD CONN: ———
HOLES: ———
PAINT: STATE OF MAINE SPEC'S.
SPECIAL CLEANING:
APPROVED: AS NOTED 4-22-68

EXPANSION DAMS

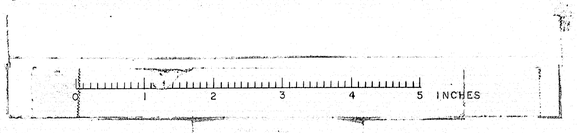
PRINT DIST.		
1	12-22-69	SEPIA S.H.C.
2	5-2-68	S.H.C.
3	5-2-68	CUST.
6	4-11-68	SHOP
3	4-11-68	F.A.
REV.		
CHECKED	4-10-68	P.G.B.
DRAWN	4-10-68	C.J.M.

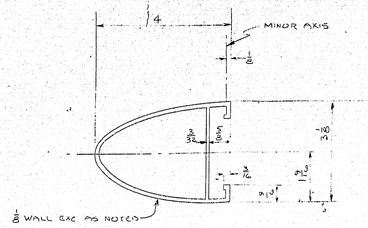
Bancroft & Martin Inc.
Brewer, Maine

JOB: GILMAN ST. BRIDGE
WATERVILLE, MAINE
CUSTOMER: SUSI CONSTR. CORP.
DESIGNER: M.S.H.C.

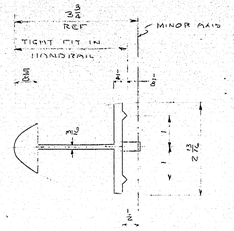
ORDER NO.	JOB NO.	DRAWING NO.
VERBAL	B68-55	55

103-173

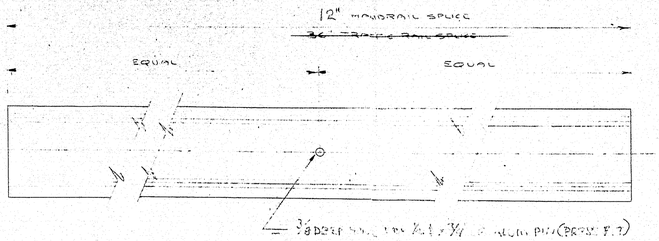




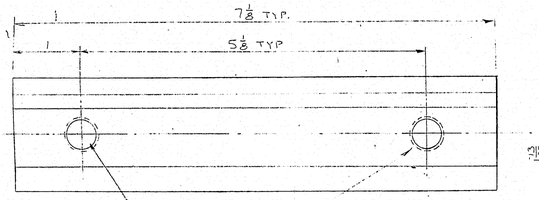
HANDRAIL SECTION



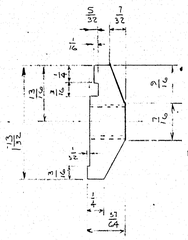
HANDRAIL SPLICE



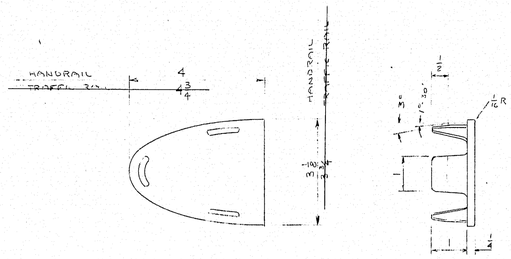
SPLICE INSERT (HAND RAIL).



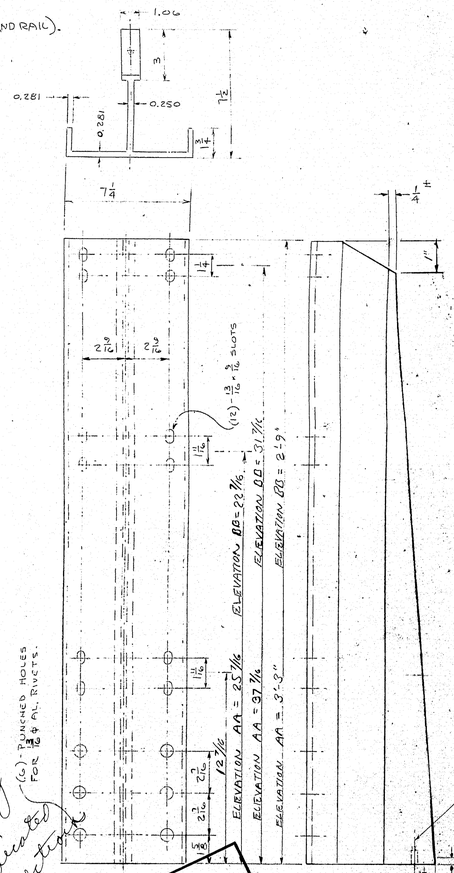
CLAMP BARS



HANDRAIL CLAMP BAR



HAND-RAIL CAPS
AL. ALLOY 356-T6



Look at Shop Details Rec'd Austin Str. Br. Bingham

See Work Copy for indicated corrections

(6)-PUNCHED HOLES FOR ⅞ Ø AL. RIVETS.

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
Approved except as noted
Bridge Design Engineer
April 11, 1968

WARD WELLER CO., INC
215 OAK STREET
EAST NATICK, MASS. 01762

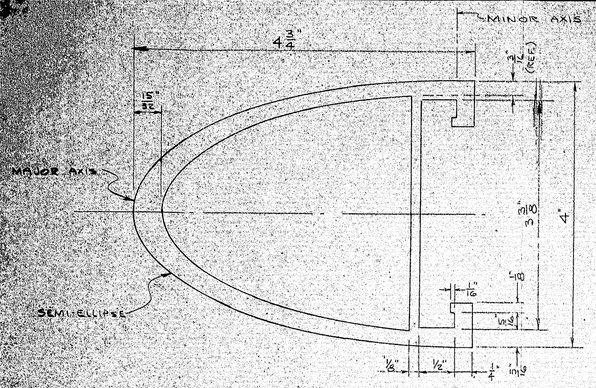
MAINE STATE HIGHWAY COMMISSION
BRIDGE DIVISION
BRIDGE NO 3121 WATERVILLE
GILMAN ST. BRIDGE OVER
INDIAN OLD RIVER
ALUMINUM BRIDGE RAILING

ISSUE	DATE	DESCRIPTION	BY	DR. wm	SCALE: NO SCALE	WW# 887	BR-359
1	4-5-68	FOR APPROVAL	D				

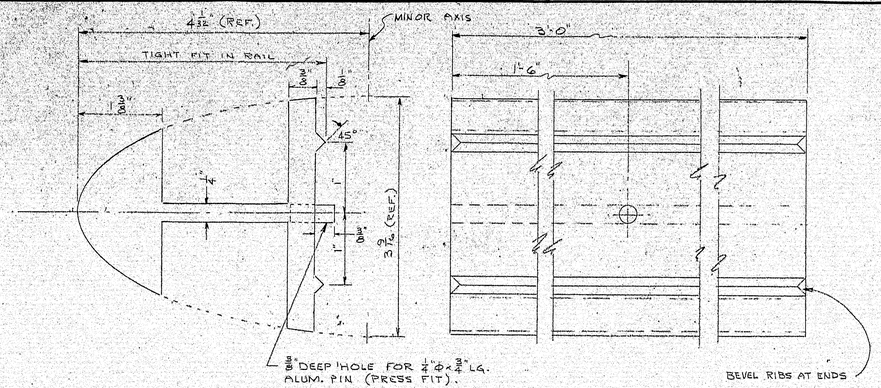
113.89

MA-3

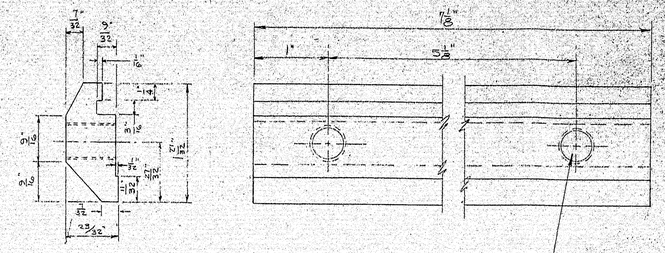
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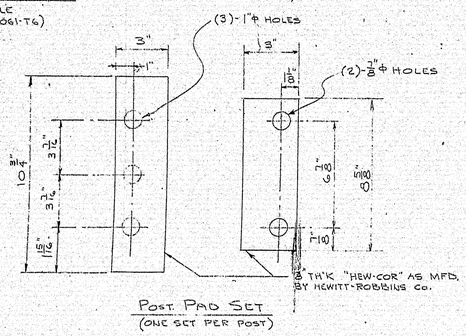
RAIL, CROSS SECTION
NO SCALE
(AL. ALLOY 6061-T6)



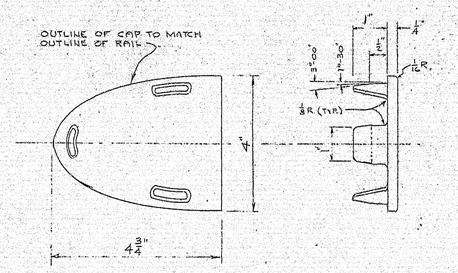
SPLICE BAR (TRAFFIC RAIL)
NO SCALE
(AL. ALLOY 6061-T6)



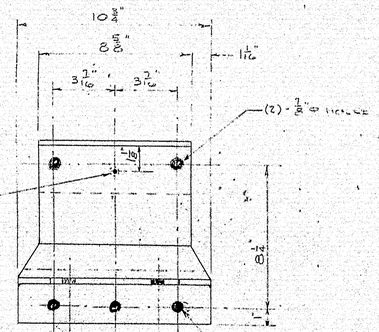
CLAMP BAR (TRAFFIC RAIL)
FULL SCALE
(AL. ALLOY 6061-T6)



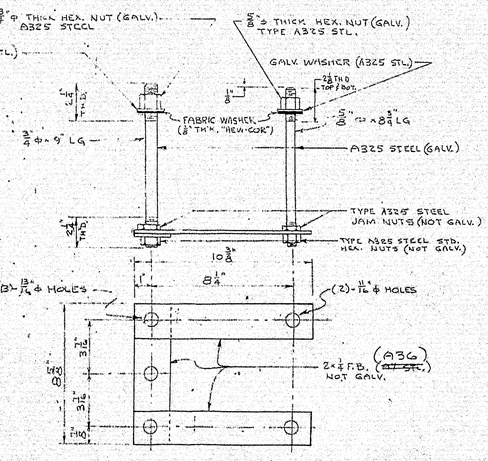
POST PAD SET
(ONE SET PER POST)



CAST END CAP (TRAFFIC RAIL)
NO. SCALE
(A.S.T.M. B26, ALLOY 43F OR 356F)



POST BASE
NO SCALE
(AL. ALLOY 6061-T6)



ANCHORAGE ASSEMBLY
(GALVANIZING TO CONFORM TO ASTM SPEC. A153)

NOTE- WELDING SHALL BE PERFORMED BY THE METAL INERT GAS PROCESS.

Work as noted
See copy for minutes correction

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
Approved Except as noted
Bridge Design Engineer
April 11, 19 68

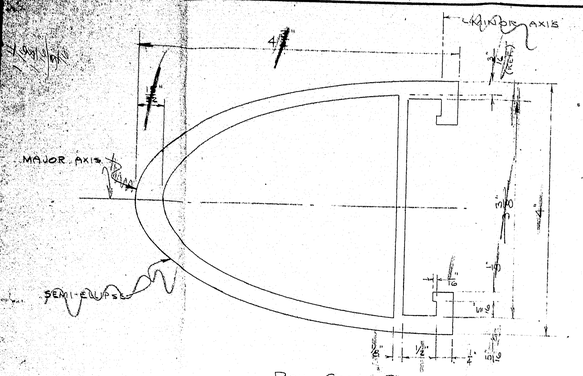
ISSUE	DATE	DESCRIPTION	BY
1	4-5-68	FOR APPROVAL	B

WARD-WELLER CO., INC.
215 OAK STREET
NATICK, MASSACHUSETTS

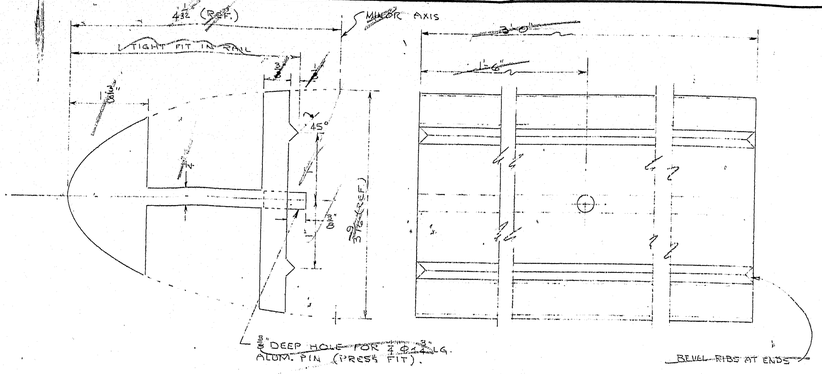
MAINE STATE HIGHWAY COMMISSION
BRIDGE DIVISION
BRIDGE NO 3121 WATERVILLE
GILMAN ST. BRIDGE OVER MESSALONSKEE RIVER
ALUMINUM BRIDGE RAILING
(2 RAIL EXTRUDED POST)
CONTRACTOR: SUSI CONST. CORP.

DR. WCB | SCALE: NOTED | BR-359
CH: | WW. 88.7 | SHEET 1 OF 2

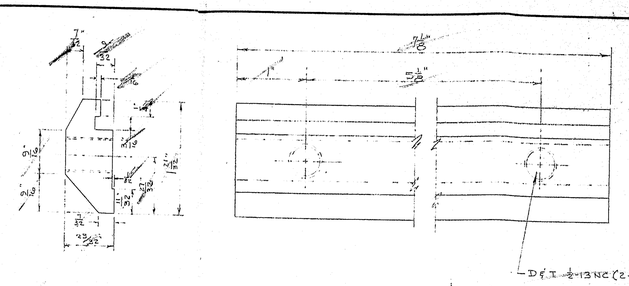
113.90



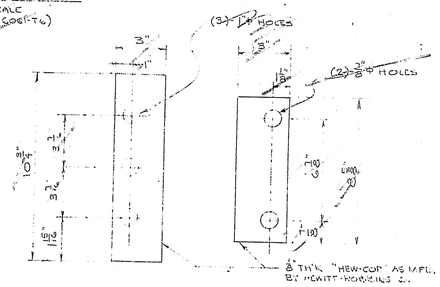
RAIL CROSS SECTION
NO SCALE
(AL. ALLOY 6061-T6)



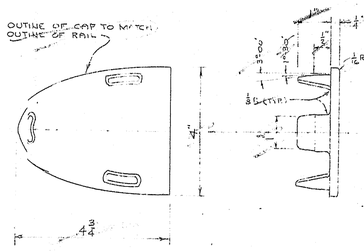
SPLICE BAR (TRAFFIC RAIL)
NO SCALE
(AL. ALLOY 6061-T6)



CLAMP BAR (TRAFFIC RAIL)
FULL SCALE
(AL. ALLOY 6061-T6)



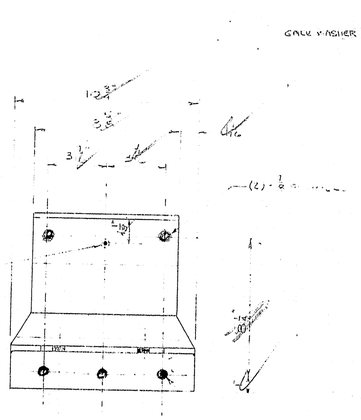
POST PAD SET
(ONE SET PER POST)
+ 10% additional

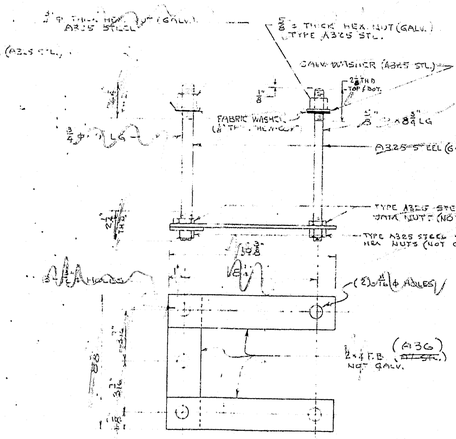


CAST END CAP (TRAFFIC RAIL)
NO. SCALE
(M.S.T.M. B26, ALLOY 43E OR 356F)

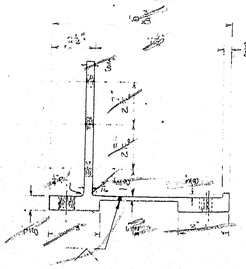
13/32 ø LOCATE THRU ø ⅝ x ⅜ SLOT COUNTERBORE AT PAD SIDE

PUNCH (6) HOLES FOR ½ ø TYP.





ANCHORAGE ASSEMBLY
GALVANIZING TO CONFORM TO ASTM SPEC. A153)



POST BASE
NO SCALE
(AL. ALLOY 6061-T6)
6061-T6

NOTE- WELDING SHALL BE PERFORMED BY THE METAL INERT GAS PROCESS.

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
Approved - except as noted
Bridge Design Engineer
April 11 1968

Office Copies 4/68

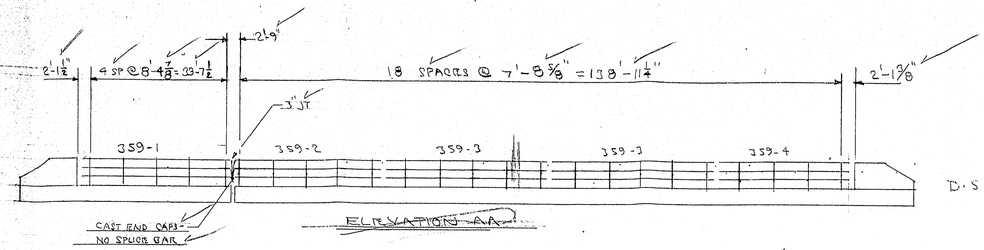
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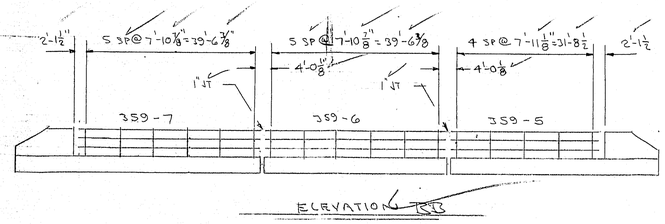
ISSUE	DATE	DESCRIPTION	BY
1	4-5-68	FOR APPROVAL	B

WARD-WELLER CO., INC.
215 OAK STREET
NATICK, MASSACHUSETTS

MAINE STATE HIGHWAY COMMISSION
BRIDGE DIVISION
BRIDGE NO. 2121 WATERVILLE
GILMAN ST. BRIDGE OVER MESSALONSKEE RIVER
ALUMINUM BRIDGE RAILING
(2-RAIL EXTRUDED POST)
CONTRACTOR: SUSI CONST. CORP.

DR: JCD | SCALE: AS NOTED | BR-359
CH: | WW # 887 | SHEET 1 OF 3

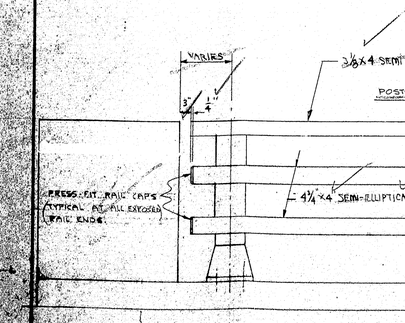




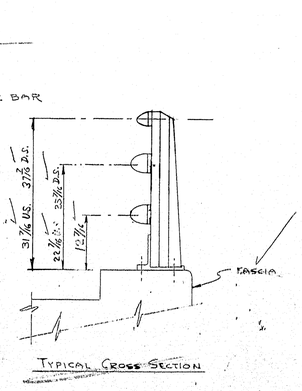
BILL OF MATERIALS

WW-887 BR-359

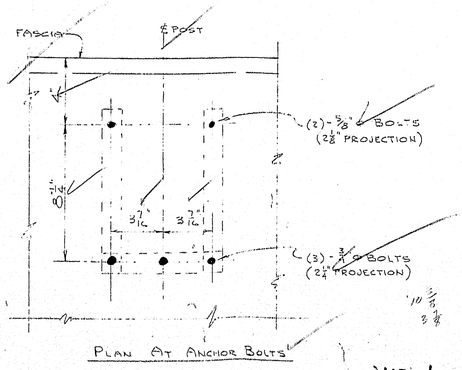
MK NO	ME. HAND RAIL ALUM	ME. TRAFFIC RAIL ALUM	LENGTH
359-T	1	2	36'-8½"
359-H	1	2	34'-1¼"
359-3	2	4	138'-6⅝"
359-4	1	2	30'-8⅝"
359-5	1	2	94'-9¾"
359-6	1	2	44'-8½"
359-7	1	2	43'-9½"
			43'-4⅝"
41	POSTS, ME-2 w/ CLAMP & ARB		
10	TRAFFIC RAIL SPLICES		
5	HAND RAIL SPLICES		
12	TRAFFIC RAIL END CAP		
6	HANDRAIL END CAP		
41	POST RAD SETS		
41	ANCHORAGE SETS		



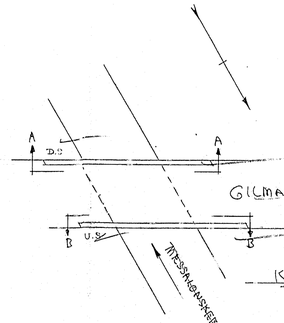
TYPICAL INBOARD ELEVATION



TYPICAL CROSS SECTION



PLAN AT ANCHOR BOLTS



KEY PLAN

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
Approved except as noted
Bridge Design Engineer
April 11, 1968

NOTE:— ANCHORAGE ASSEMBLIES SHALL BE FASTENED IN PLACE BEFORE CONCRETE IS PLACED.

113.60

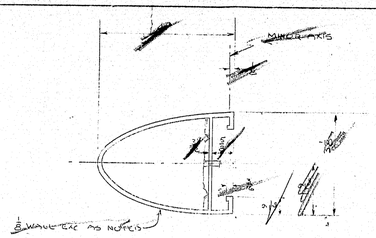
ISSUE	DTE	DESCRIPTION	BY
1	4-4-68	FOR APPROVAL	

WARD WELLER CO., INC.
215 OAK STREET.
NATICK, MASSACHUSETTS

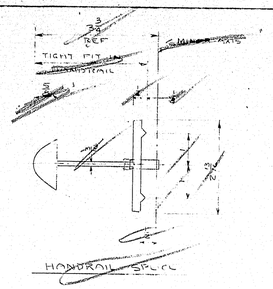
MAINE STATE HIGHWAY COMMISSION
BRIDGE DIVISION
3121 WATERVILLE
GILMAN ST. BRIDGE OVER MESSALONSKEE RIVER
BRIDGE NO 3121
ALUMINUM BRIDGE RAILING
(2 RAIL — EXTRUDED POST)
CONTRACTOR: SUSI CONST. CORP

DR: JRD | SCALE: NONE | WW# 887 | BR-359

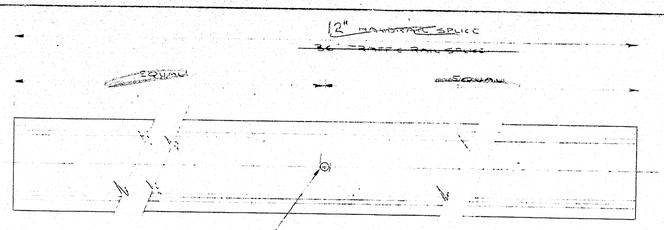
SHEET 2 OF 3

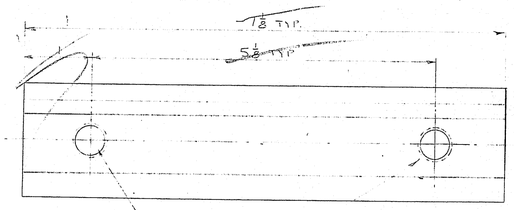


HANDRAIL SECTION



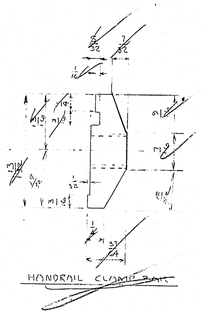
HANDRAIL SPLICE



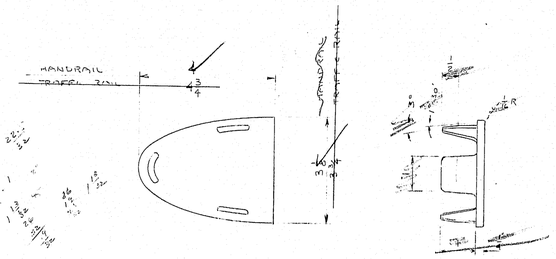


~~D-1 & T3NC (2 HOLES)~~
(2) - 1/2"-13 - 1 1/4" 5/8 HEX. HD. BOLT
(3) - 7/8" O.D. x 9/16 I.D. x 1/16 THK AL. WASHER (2024-T3)

CLAMP BARS

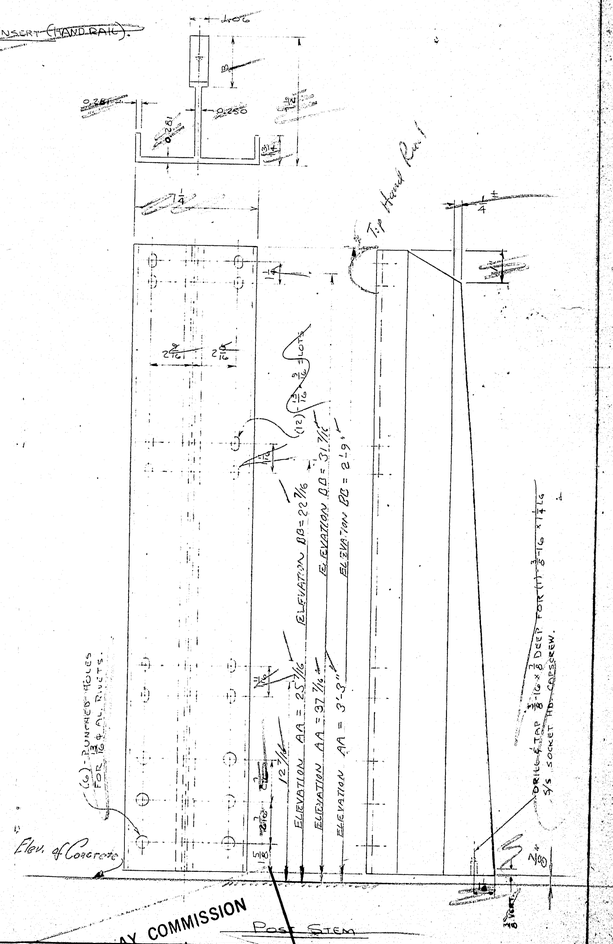


HANDRAIL CLAMP BAR



~~HAND RAIL CAP~~
AL. ALLOY 356 T6
ASTM B26, Alloy 43-F or 356.2

SPLICE INSERT ~~(HAND RAIL)~~.



MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
Approved except as noted
Bridge Design Engineer
April 11 19 62

WARD WELLER CO., INC
215 JAR STREET
EAST NATICK, MASS. 01762

MAINE STATE HIGHWAY COMMISSION
BRIDGE DIVISION
BRIDGE NO 3131 WATERVILLE
GILMAN ST. BRIDGE OVER
KENNEBEC RIVER

ALUMINUM BRIDGE RAILING

ISSUE	DATE	DESCRIPTION	BY	DR- mm	SCALE: NO SCALE	BR-359
1	4-3-62	FOR APPROVAL	D		WWE 887	

113.61

MA-3