P. R. A. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	F-043-1(1)	1	48

STATE OF MAINE
STATE HIGHWAY COMMISSION

PLAN AND PROFILE
STATE HIGHWAY "43"
TRENTON
HANCOCK COUNTY
FEDERAL AID PROJECT NO. F-043-1 (1)

CONVENTIONAL SIGNS

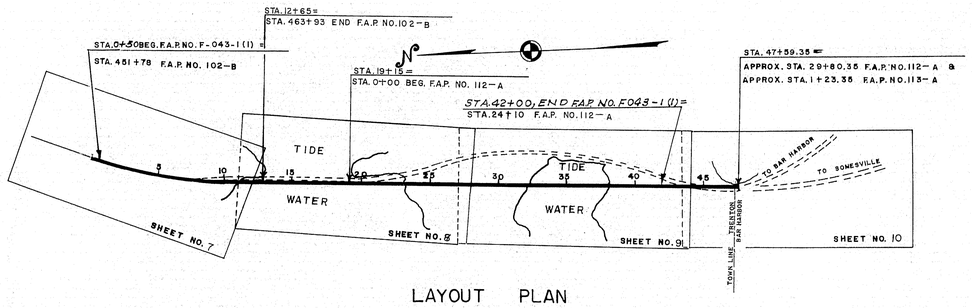
STATE OR NATIONAL LINE	SURVEY LINE
COUNTY LINE	CULVERT
TOWN LINE	DROP INLET
UNFENCED PROPERTY	TROLLEY POLE
FENCE	POWER POLE
RIGHT OF WAY LINE	TEL. POLE
TRAVELED WAY	MARSH
RAILROAD	TREES
RETAINING WALL	STONE WALL

INDEX OF SHEETS

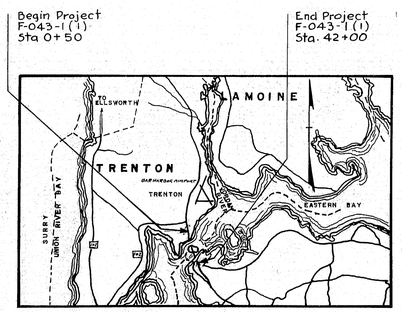
SHEET NO. 1	TITLE PAGE	STA.
SHEET NO. 2	TYPICAL SECTIONS	
SHEET NO. 3	QUANTITIES	
SHEET NO. 4, 5 & 6	STANDARD DETAILS	
SHEET NO. 7, 8, 9 & 10	PLAN AND PROFILE	STA.
SHEET NO. 23-48 incl.	CROSS SECTIONS	STA.
SHEET NO. 11 to 22 incl.	BRIDGES	STA.
SHEET NO.	SPECIAL DETAILS	

TOTAL LENGTH 0.786 MILES

SCALES
- PLAN 1 IN. = 50 FT.
- PROFILE HOR. 1 IN. = 50 FT.; VER. 1 IN. = 5 FT.
- CROSS SECTIONS 1 IN. = 5 FT.



LAYOUT PLAN
SCALE: 1" = 500'



A PORTION OF HANCOCK COUNTY
SCALE: 1" = 2 MI.

A.D.T.	1957	2925
A.D.T.	1977	3890
D.H.V.		585
D		55%
T		12%
V		55 mph.

NOTE.

ALL WORK CONTEMPLATED UNDER THIS CONTRACT TO BE GOVERNED BY AND IN CONFORMITY WITH THE SPECIFICATIONS ADOPTED JANUARY 1956 EXCEPT AS MODIFIED ON THESE PLANS AND IN THE SPECIAL PROVISIONS.

APPROVED:
MAINE STATE HIGHWAY COMMISSION

David H. Stevens — CHAIRMAN
Clarence S. Brady
Harold B. Emery
Carl Lawrence Gray — CHIEF ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION 1

APPROVED:

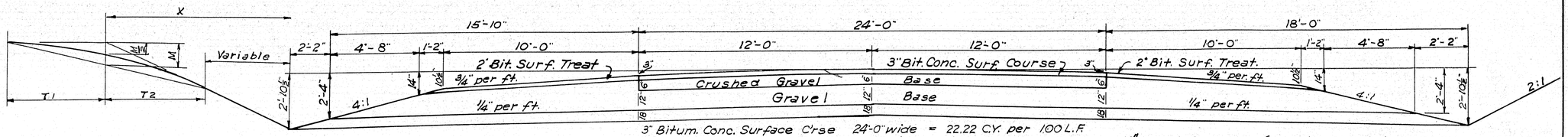
DIVISION ENGINEER — DATE

69-147

0 1 2 3 4 5 INCHES

STATE	FED. RD. PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	F-043-1 (1)	2	48

3" BITUMINOUS CONCRETE SURFACE COURSE

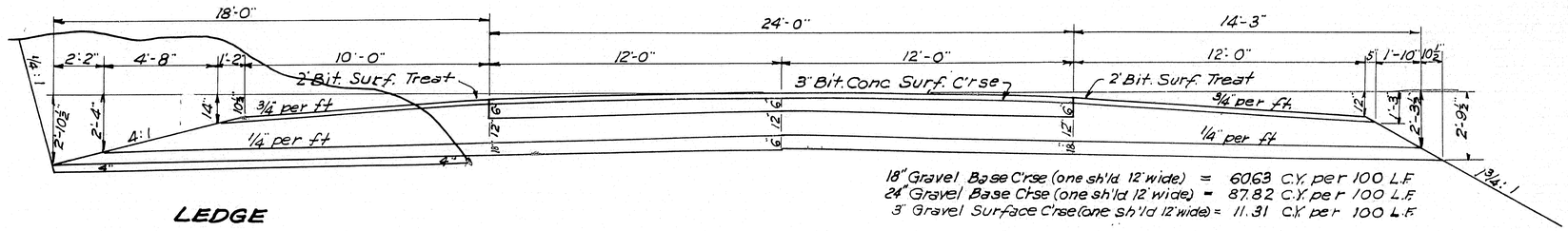


Where X=7' or less, T1 and T2 equals X-2
otherwise T1 and T2 equals 5.
To avoid property damage and to save
shade trees this formula may be modified

3" Bitum. Conc. Surface C'rse 24'-0" wide = 22.22 C.Y. per 100 L.F.
6" Crushed Grav. Base C'rse 24'-0" wide = 48.15 C.Y. per 100 L.F.
12" Gravel Base Course 24'-0" wide = 88.89 C.Y. per 100 L.F.
18" Gravel Base Course 24'-0" wide = 133.33 C.Y. per 100 L.F.

18" Gravel Base C'rse (one sh'ld. 10'-0" wide) = 61.70 C.Y. per 100 L.F.
24" Gravel Base C'rse (one sh'ld 10'-0" wide) = 92.99 C.Y. per 100 L.F.
3" Gravel Surface C'rse (one sh'ld 10'-0" wide = 9.80 C.Y. per 100 L.F.

NORMAL



18" Gravel Base C'rse (one sh'ld 12' wide) = 60.63 C.Y. per 100 L.F.
24" Gravel Base C'rse (one sh'ld 12' wide) = 87.82 C.Y. per 100 L.F.
3" Gravel Surface C'rse (one sh'ld 12' wide) = 11.31 C.Y. per 100 L.F.

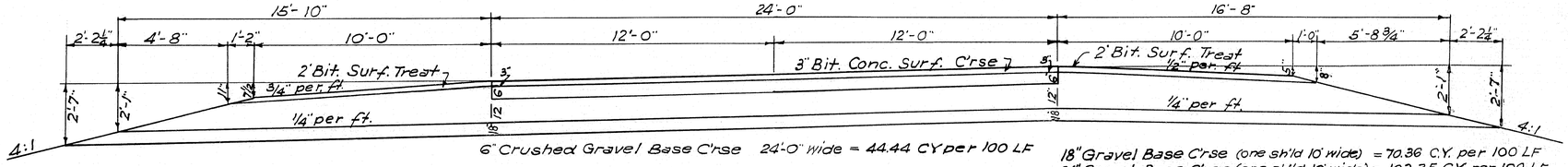
LEDGE

GUARD RAIL (LOW SIDE)

CURVES OF 1°-0' OR MORE SHALL BE SUPERELEVATED. "B", THE FULL BANK, FOR 24' WIDTH EQUALS 4 TIMES "D", THE DEGREE OF CURVE, WITH A MINIMUM OF 6" SUPERELEVATION. MAXIMUM BANK SHALL NOT EXCEED 1" PER FT. WIDTH OF PAVEMENT.

ALL CURVES SHALL HAVE FULL SUPERELEVATION AT APPROX. THE P.C. AND P.T. OF THE CURVE WITH A TRANSITION OF 200' UNLESS OTHERWISE SPECIFIED.

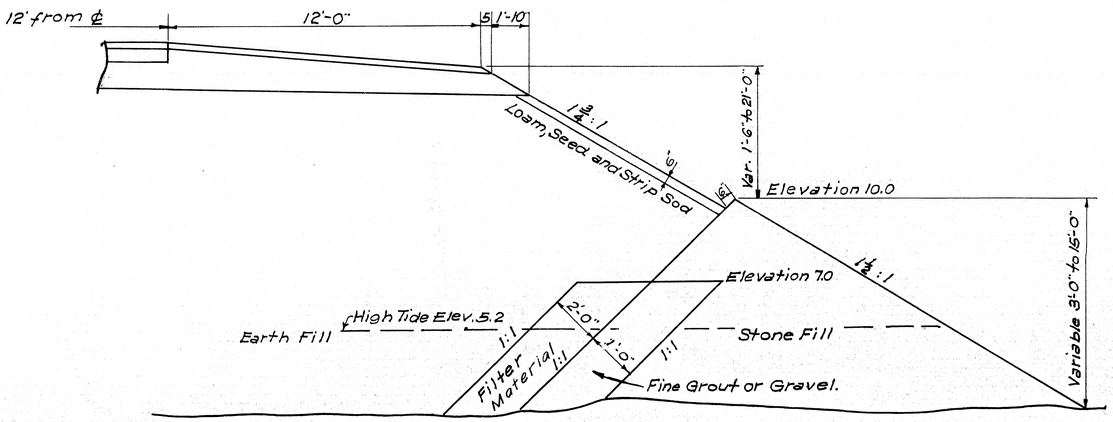
WHEN SUPERELEVATION EXCEEDS 3/4" PER FT., THE INSIDE SHOULDER SHALL HAVE SAME SLOPE AS PAVEMENT.



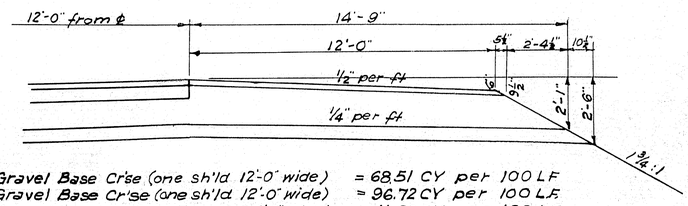
6" Crushed Gravel Base C'rse 24'-0" wide = 44.44 CY per 100 LF

18" Gravel Base C'rse (one sh'ld 10' wide) = 70.36 C.Y. per 100 LF
24" Gravel Base C'rse (one sh'ld 10' wide) = 103.35 C.Y. per 100 LF
3" Gravel Surface C'rse (one sh'ld 10' wide) = 9.72 C.Y. per 100 LF

SUPERELEVATED



TIDEWATER FILL



18" Gravel Base C'rse (one sh'ld 12'-0" wide) = 68.51 CY per 100 LF
24" Gravel Base C'rse (one sh'ld 12'-0" wide) = 96.72 CY per 100 LF
3" Gravel Surface C'rse (one sh'ld 12'-0" wide) = 11.32 CY per 100 LF

GUARD RAIL (HIGH SIDE)

F043-1(1)	3	48

CLEARING

STA	STA	SIDE
23+47	23+93	R
23+47	24+00	L
28+35	32+10	R
29+07	32+10	L
38+32	43+00	R
38+50	42+00	L
43+50	44+00	R
44+00	44+50	L

LOAM

STA	STA	SIDE
0+76	2+33	L
2+60	3+30	L
3+55	5+08	L
5+35	6+20	L
2+44	2+80	R
2+80	3+10	R
3+25	4+25	R
8+00	16+45	L
9+25	16+45	R
18+00	43+00	L
18+25	42+00	R
22+50	28+00	L
33+00	34+50	L
38+00	42+00	L

SOD

STA	STA	SIDE
0+76	2+33	L
2+60	3+30	L
3+55	5+08	L
5+35	6+20	L
2+44	2+80	R
2+80	3+10	R
3+25	4+25	R
8+00	16+45	L
9+25	16+45	R
18+00	42+00	L
18+25	42+00	R

SEEDING

STA	STA	SIDE
3+30	16+45	L
9+25	16+45	R
18+25	24+00	L
18+25	24+00	R
22+50	33+00	L
28+50	33+00	R
22+50	28+00	L
33+00	34+50	L
38+00	42+00	L

GUARD RAIL

STA	STA	SIDE
10+42	16+02	R
10+42	16+02	L
18+28	23+88	R
18+28	24+20	L
31+25	38+77	R
31+25	38+77	L

FIELD STONE CURB

STA	STA	SIDE
2+16	3+30	L
3+60	5+00	L

GRAVEL BASE

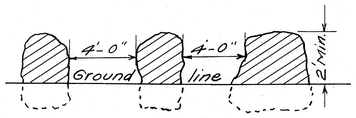
STA	STA	DEPTH
0+00	10+00	18"
10+00	24+25	12"
24+25	31+50	18"
31+50	38+75	12"
38+75	42+00	18"

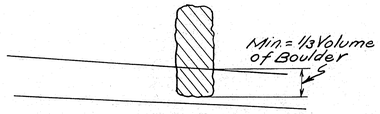
TREES REMOVED

STA	STA	SIDE	DESCRIPTION
	9+00	L	10" Spruce
	10+40	L	9" Spruce
	10+45	L	14" Spruce
	24+04	L	22" Birch
	24+95	L	9" Locust
	27+02	L	18" Apple

DRAINAGE

STATION	A.C.C.M.P. LEFT EXTENSION SIZE	A.C.C.M.P. LEFT EXTENSION LENGTH	R.C.P. SIZE	R.C.P. LENGTH	A.C.C.M.P. RIGHT EXTENSION SIZE	A.C.C.M.P. RIGHT EXTENSION LENGTH	A.C.C.M.P. SIZE	A.C.C.M.P. LENGTH	C.M.P. SIZE	C.M.P. LENGTH	CATCH BASINS A	CATCH BASINS B	CATCH BASINS C	CATCH BASINS D	CATCH BASINS E	DROP INLETS A	DROP INLETS B	MAN-HOLES A	MAN-HOLES B	UNDERDRAINS TYPE A	UNDERDRAINS TYPE A B	UNDERDRAINS TYPE C SIZE	UNDERDRAINS TYPE C LENGTH
0+64 - 1+40 R									15"	76													
1+42			18	66																			
1+42 L									18	60													
1+42 L											1												
1+42 R														1									
1+44 - 2+44 R									15	100													
5+00 - 5+50 L									12	50													
10+25 R									12	50													
28+00 L									12	50													
26+00 R									12	50													
28+00 L									12	50													





~ BOULDER GUARD ~

ESTIMATED QUANTITIES

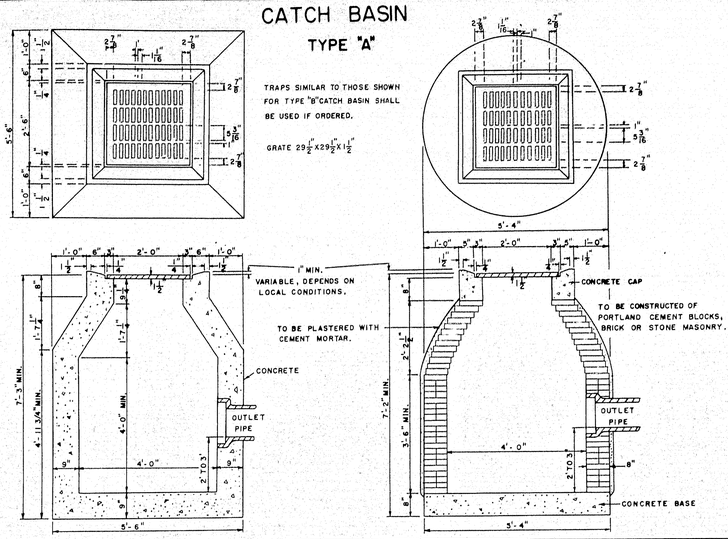
ITEM NO	DESCRIPTION	QUANTITY	UNIT
201-5	Clearing	1.3	Acres
202-5	Removing Trees (9"-24")	8	Each
203-9	Earth Excavation	14,500	Cu. Yds
203-10	Rock Excavation	300	Cu. Yds
203-13	Removal of Existing Reinf. Concrete Pavement	6,000	Sq. Yds
204-10	Structural Earth Excavation - Drainage	300	Cu. Yds
204-14	Structural Earth Excavation - Piers	263	Cu. Yds
204-15	Structural Rock Excavation - Piers	280	Cu. Yds
205-3	Common Borrow	48,000	Cu. Yds
205-9	Granular Borrow	1,000	Cu. Yds
205-11	Filter Material	2,600	Cu. Yds
302-7	Gravel Base Course (In Place Measurement)	11,000	Cu. Yds
302-9	Crushed Gravel Base Course (In Place Measurement)	2,700	Cu. Yds
308-5	Overhaul (In Place Measure)	91,000	Yd. Mi.
308-6	Overhaul (Pit Measure)	5,000	Yd. Mi.
309-5	Stripping Pits	1,000	Cu. Yds
310-6	Sprinkling	60	Units
311-6	Calcium Chloride	18	Tons
401-11	Gravel Surface Course	1,300	Cu. Yds
404-29	Bit. Concrete Surface Course Type "B"	2,172	Tons
501-7	Road Tar	2,500	Gals.
506-7	Membrane Waterproofing	650	Sq. Yds
601-10	12 inch Corrugated Metal Pipe	208	Lin. Ft.
601-11	15 " " " "	235	Lin. Ft.
601-12	18 " " " "	62	Lin. Ft.
603-12	18 Inch Reinforced Concrete Pipe	56	Lin. Ft.
605-14	Catch Basins, Type "A"	1	Each
605-17	Catch Basins, Type "D"	1	Each
701-33	Portland Cement Concrete, Abuts. & Ret. Walls	203	Cu. Yds
701-35	Portland Cement Concrete, Piers	274	Cu. Yds
701-40	Portland Cem. Conc. Roadway & Sidewalk, Stetson St. Bridge	284	Cu. Yds
701-47	Portland Cement	1012	Bbls.
702-103	Structural Steel, Fabricated and Delivered	265,400	Lbs.
702-104	Structural Steel, Erection	265,400	Lbs.
702-105	Wrought Iron Shells, Delivered	17,280	Lbs.
702-106	Wrought Iron Shells, Erection	17,280	Lbs.
705-13	Reinforcing Steel, Delivered	76,520	Lbs.
705-14	Reinforcing Steel, Placing	76,520	Lbs.
708-21	Foundation Piles	1,360	Lin. Ft.
801-7	Removal of Exist. Superstr. (Property of Contractor)		Lump Sum
803-7	Cofferdams (Pier 1)		Lump Sum
803-8	Cofferdams (Pier 2)		Lump Sum
805-9	Aluminum Rail	420	Lin. Ft.
903-6	Field Stone Curb	240	Lin. Ft.
905-25	Guard Rail, Type "C"	3,800	Lin. Ft.
905-32	Anchor For Type "C" Guard Rail	12	Each
905-35	Guard Posts - Type "A"	10	Each
905-37	Boulder Guard	100	Lin. Ft.
907-8	Stone Fill	35,000	Tons
907-10	Hand Laid Rip-Rap	210	Cu. Yds
908-3	Loam Borrow	1900	Cu. Yds
909-7	Sodding	3000	Sq. Yds
910-9	Seeding - Roadside Mixture	135	Units
914-6	Project Markers	2	Each
915-6	Right Of Way Monuments	12	Each
917-6	Traffic Officers	200	Man hrs.
SEP-1	Concrete Test Found. [illegible]	2	
925-12	Moving (Including Altering) Buildings No. 1		Lump Sum
925-13	Moving (Including Altering) Buildings No. 2		Lump Sum
925-18	Moving (Including Altering) Buildings No. 3		Lump Sum
925-13	Moving (Including Altering) Buildings No. 4		Lump Sum

B.P.R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-043-1(1)	4	48

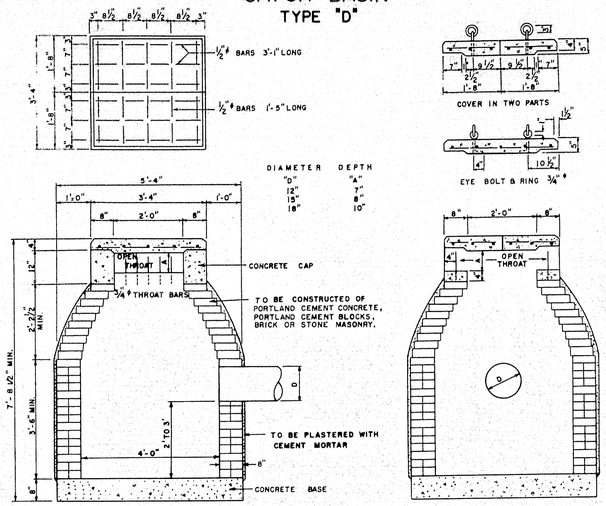
CATCH BASIN
TYPE "A"

TRAPS SIMILAR TO THOSE SHOWN FOR TYPE "B" CATCH BASIN SHALL BE USED IF ORDERED.

GRATE 29½" X 29½" X 1½"

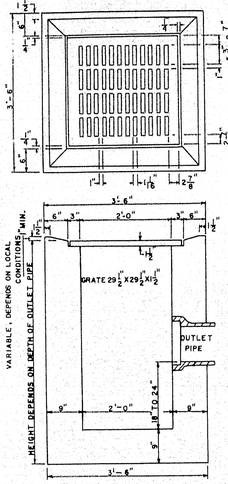


CATCH BASIN
TYPE "D"



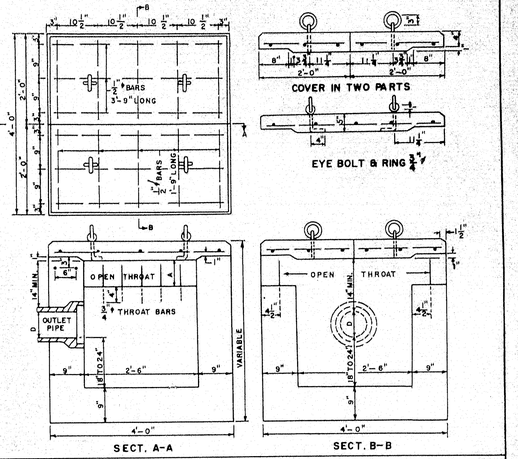
DIAMETER "D"	DEPTH "A"
12"	7"
15"	8"
18"	10"

DROP INLET
TYPE A



TYPE B

TO BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE

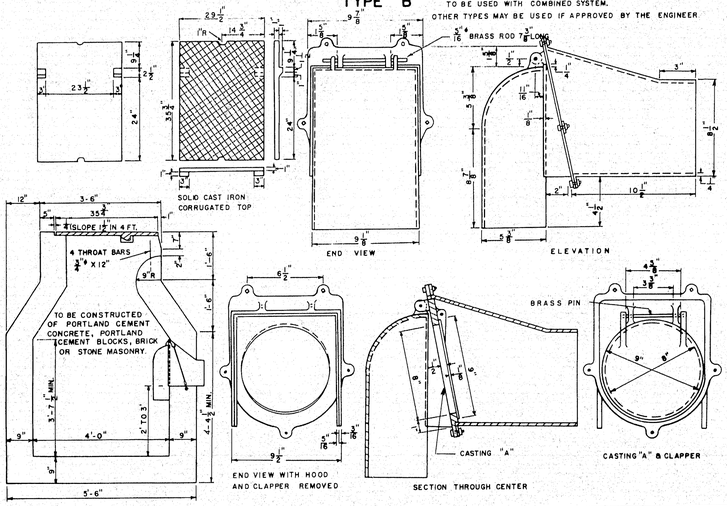


DIAMETER "D"	DEPTH "A"
12"	7"
15"	8"
18"	10"

CATCH BASIN
TYPE "B"

DETAIL OF TRAP

TO BE USED WITH COMBINED SYSTEM. OTHER TYPES MAY BE USED IF APPROVED BY THE ENGINEER

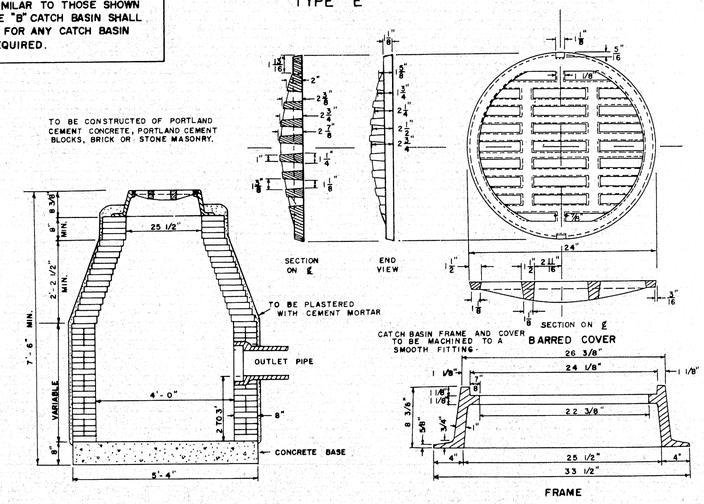


NOTE

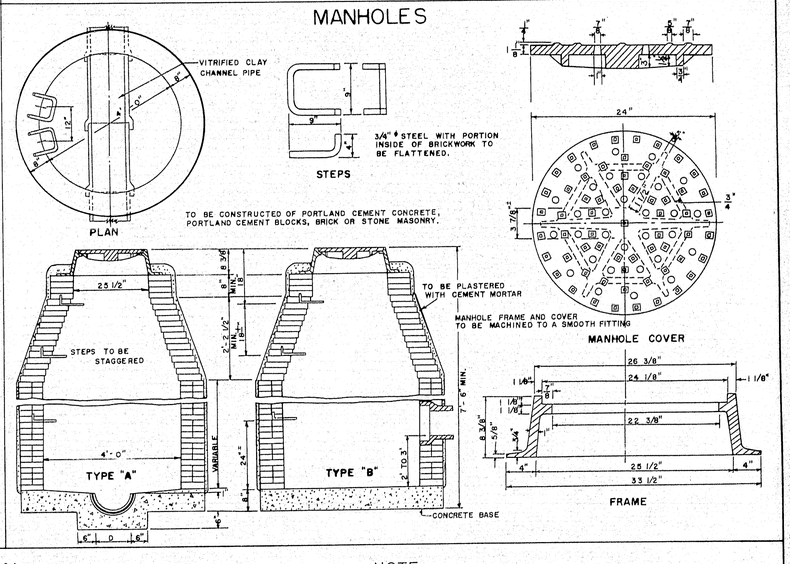
TRAPS SIMILAR TO THOSE SHOWN FOR TYPE "B" CATCH BASIN SHALL BE USED FOR ANY CATCH BASIN WHEN REQUIRED.

CATCH BASIN
TYPE "E"

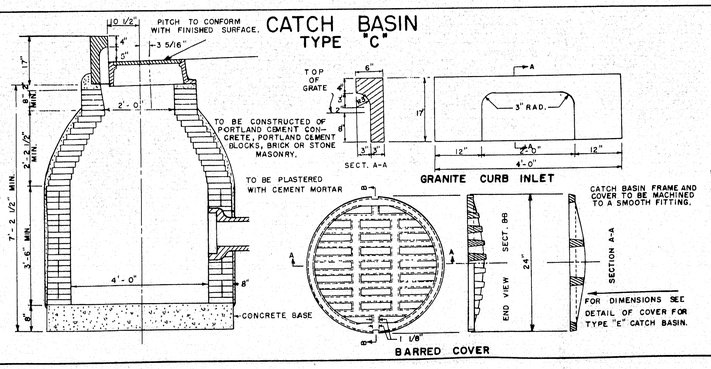
TO BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE, PORTLAND CEMENT BLOCKS, BRICK OR STONE MASONRY.

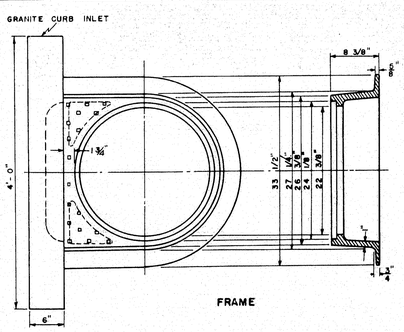


MANHOLES

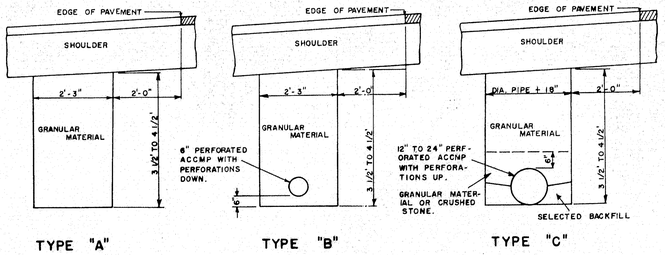


CATCH BASIN
TYPE "C"





UNDERDRAIN



NOTE:
ALL CATCH BASINS AND MANHOLES CONSTRUCTED OF PORTLAND CEMENT BLOCKS, BRICK OR STONE MASONRY SHALL BE CYLINDRICAL IN SHAPE.

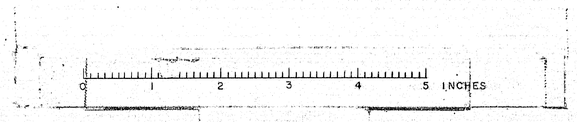
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

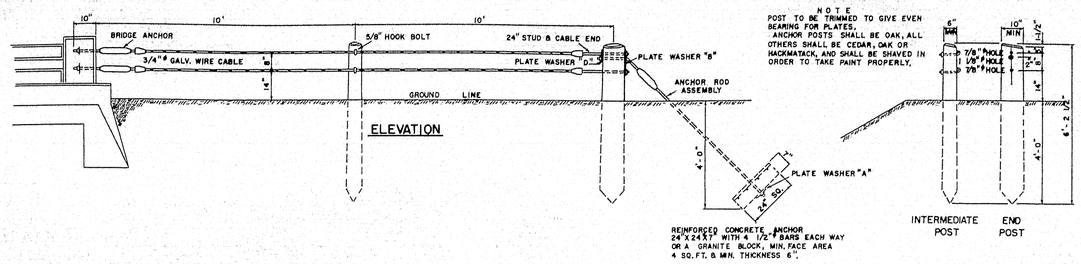
CATCH BASINS, MANHOLES, DROP INLETS AND UNDERDRAINS

TRENTON (1)

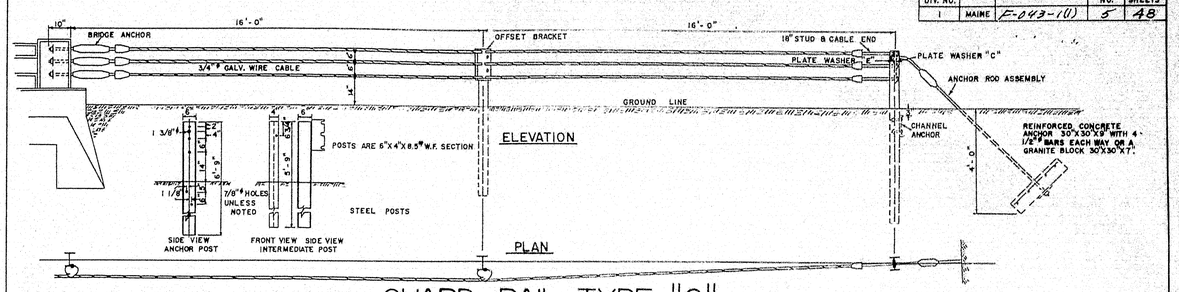
69-150



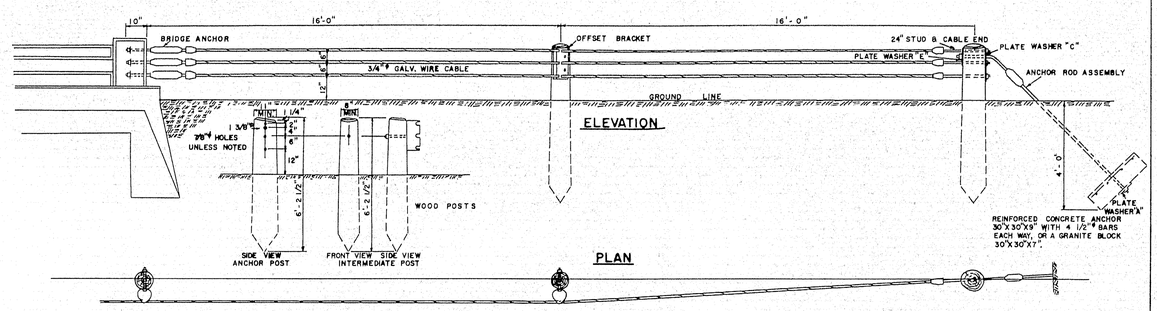
B.P.R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-043-1(1)	5	48



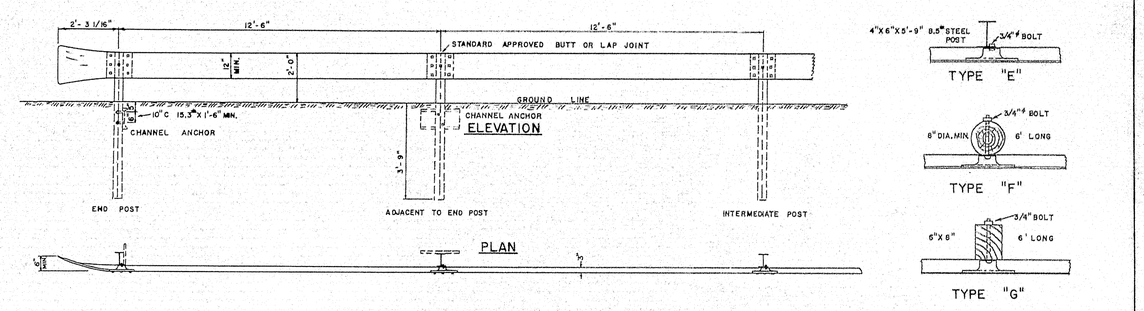
GUARD RAIL TYPE "A" & "B"



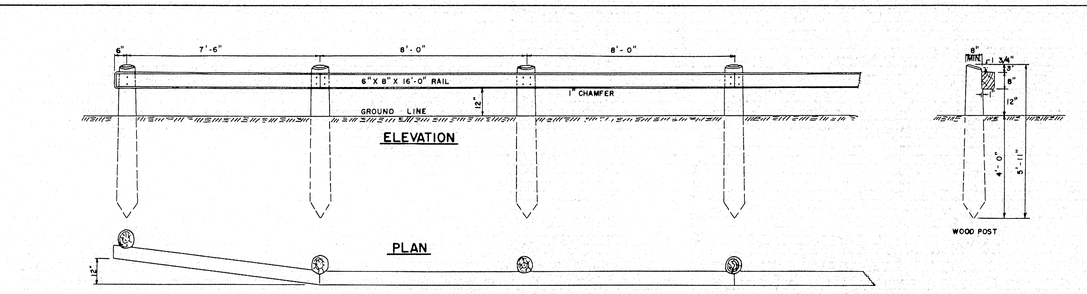
GUARD RAIL TYPE "C"



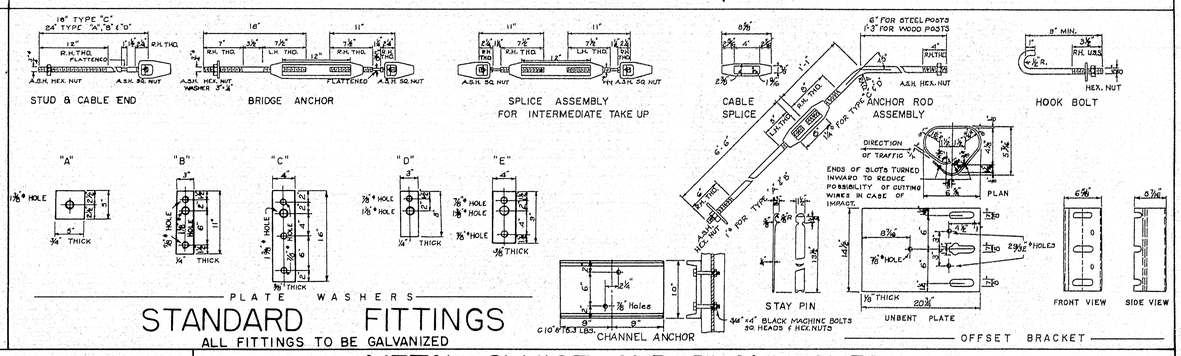
GUARD RAIL TYPE "D"



GUARD RAIL TYPE "E", "F" & "G"

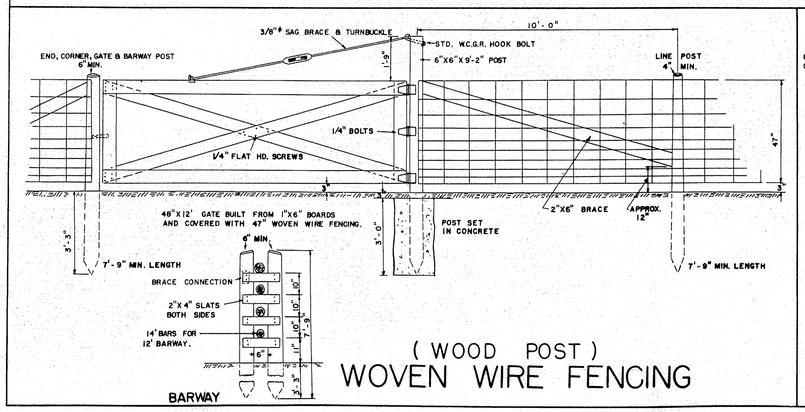


GUARD RAIL TYPE "H"

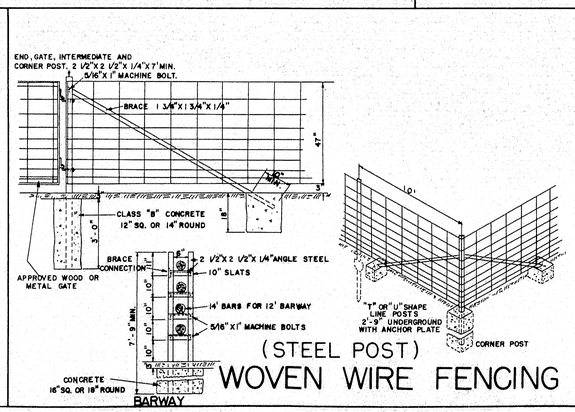


STANDARD FITTINGS

ALL FITTINGS TO BE GALVANIZED

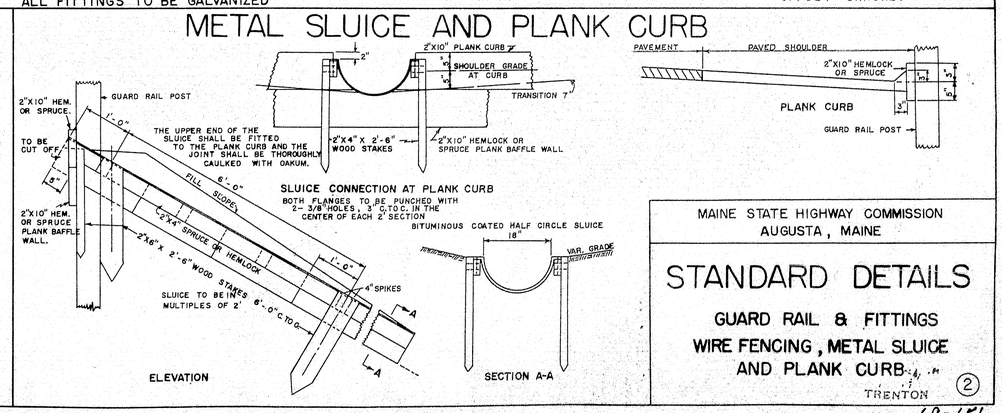


(WOOD POST) WOVEN WIRE FENCING



(STEEL POST) WOVEN WIRE FENCING

METAL SLUICE AND PLANK CURB



MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

GUARD RAIL & FITTINGS
WIRE FENCING, METAL SLUICE AND PLANK CURB

TRENTON

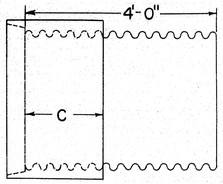
(2)

69-181

0 1 2 3 4 5 INCHES

B. P. R. DIV. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	F-043-1(1)	6	48

PIPE CONNECTIONS

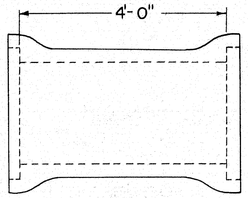


GROOVE END COMBINATION

For 30" to 72", inclusive, diameter connection between concrete and metal pipe

"C" = 17" min. for sizes 30" to 48" incl.
"C" = 23" min. for sizes over 48"

Asphalt coated corrugated metal pipe shall conform to the latest standard specifications

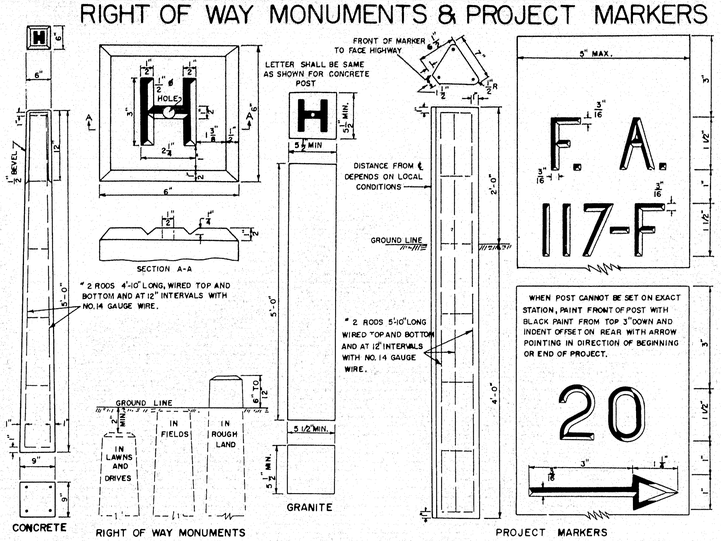


REINFORCED CONCRETE PIPE CONNECTOR DOUBLE BELL

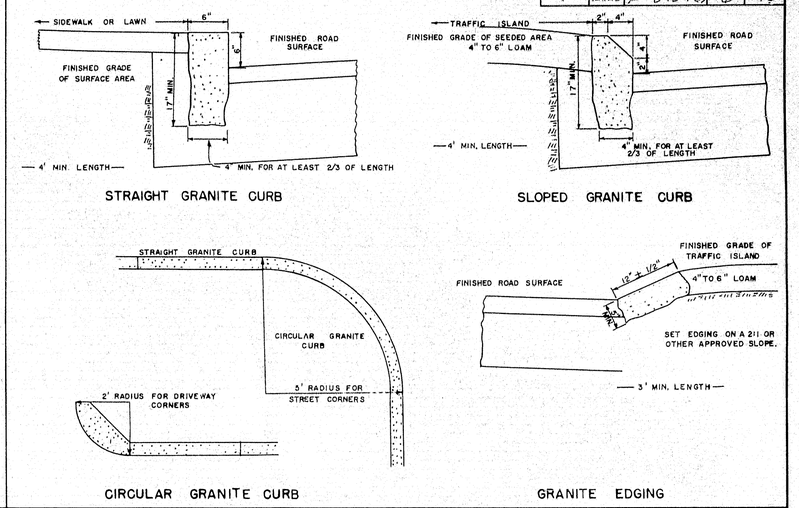
For 12" to 24", inclusive, diameter connection between concrete and metal pipe

Reinforced concrete pipe shall conform to the latest standard specifications

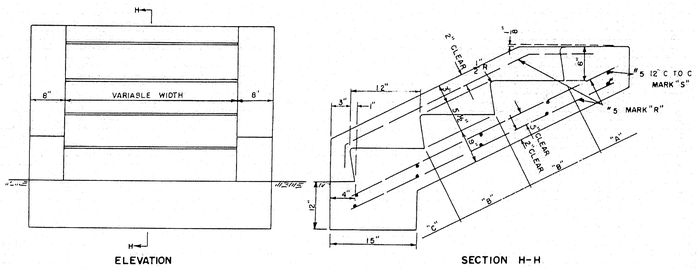
RIGHT OF WAY MONUMENTS & PROJECT MARKERS



GRANITE CURB & EDGING



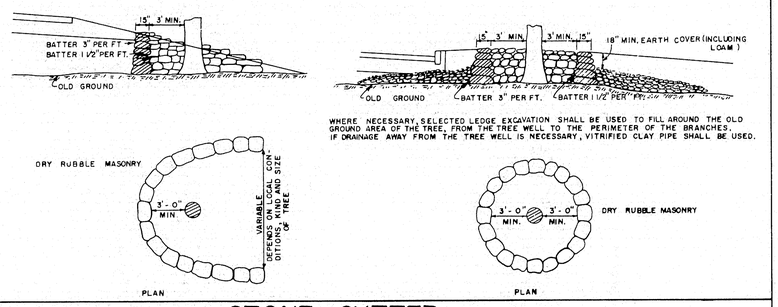
CONCRETE STEPS



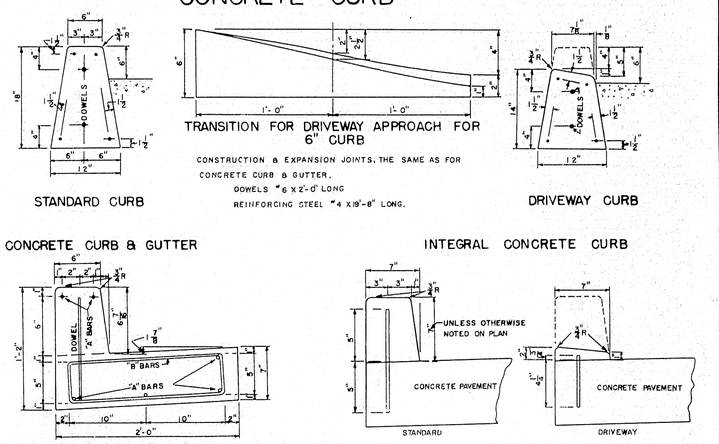
CONCRETE CLASS "A"		
SECTION	STEPS PER FT. OF WIDTH	PARAPET EACH WALL
"A" HEADER	.032 CU. YDS.	.022 CU. YDS.
"B" EA. INTER ST.	.040 CU. YDS.	.040 CU. YDS.
"C" FOOTER	.071 CU. YDS.	.065 CU. YDS.

REINFORCING STEEL			
MARK	SIZE	NUMBER	LENGTH (EACH)
R	#5 1.043 LBS. PER FT.	3 EACH PARAPET 2 EACH FT. OF WIDTH	8" FOR "A" +13" FOR EACH "B" +16" FOR "C"
S	#5 1.043 LBS. PER FT.	2 FOR "A" 2 FOR EACH "B" 2 FOR "C"	6" EACH PARAPET +12" PER FT. OF WIDTH

TREE WELLS



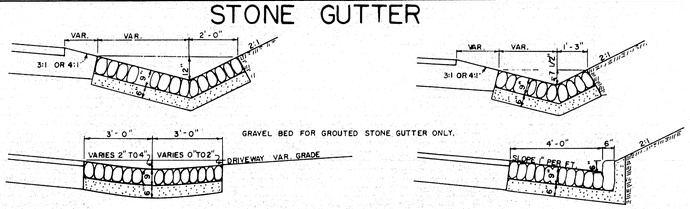
CONCRETE CURB



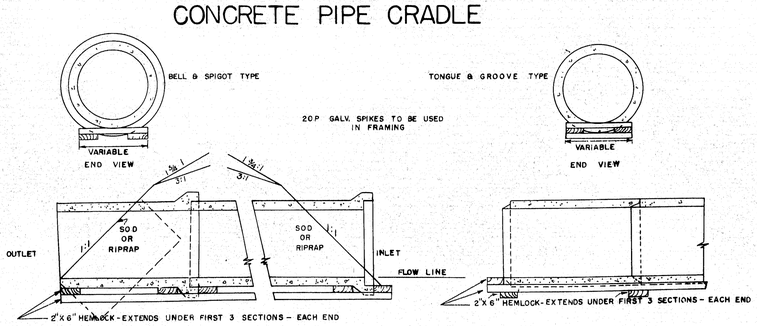
TO BE CONSTRUCTED IN 20' SECTIONS. CONSTRUCTION JOINTS TO BE PAINTED WITH BITUMINOUS MATERIAL. EXPANSION JOINTS EVERY 40'. 1/2" THICK PREMOLDED MATERIAL SHALL BE PLACED IN EACH EXPANSION JOINT.
"A" BARS #3 X 19'-8" LONG. "B" BARS #3 X 4'-6" LONG. PLACE A "B" BAR 1'-3" FROM EACH END OF THE SECTION AND THEN SPACE THEM 3'-6" C. TO C. THE REST OF THE SECTION.
DOWELS #4 X 1'-0" LONG, SPACED 1'-0" C. TO C.

EXPANSION & DUMMY JOINTS IN CURB SHALL BE CONSTRUCTED AT SAME LOCATION AS EXPANSION & DUMMY JOINTS IN CONCRETE PAVEMENT.
DOWELS #4 SPACED 1'-0" C. TO C. FIRST DOWEL TO BE PLACED 6" FROM END OF JOINT.

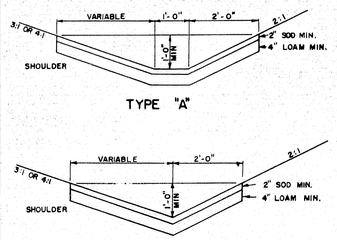
STONE GUTTER



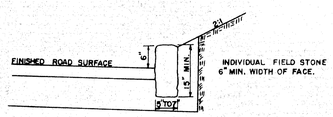
CONCRETE PIPE CRADLE



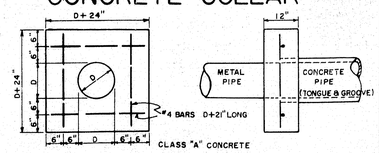
SODDED GUTTER



FIELD STONE CURB



CONCRETE COLLAR



MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

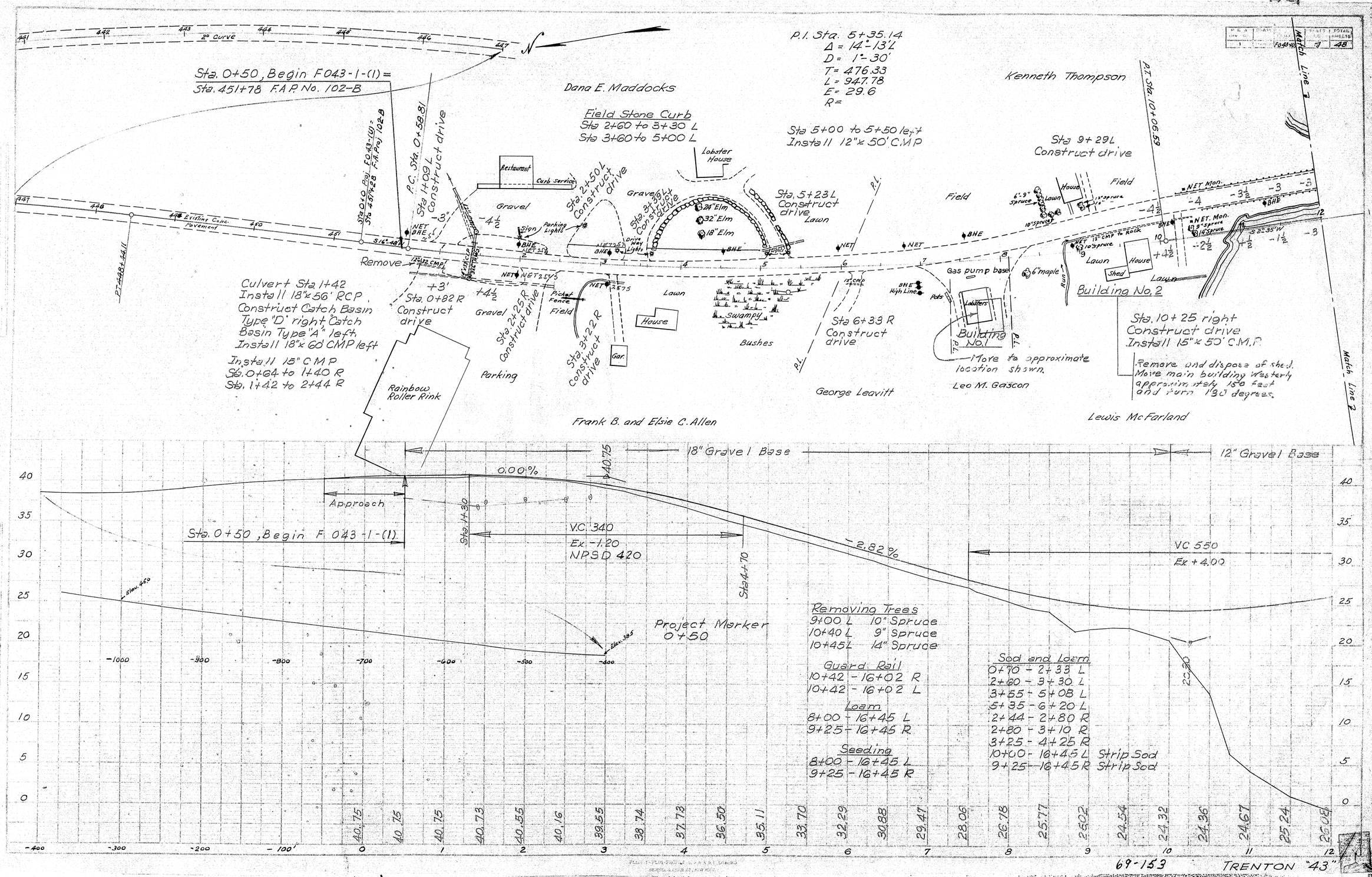
STANDARD DETAILS

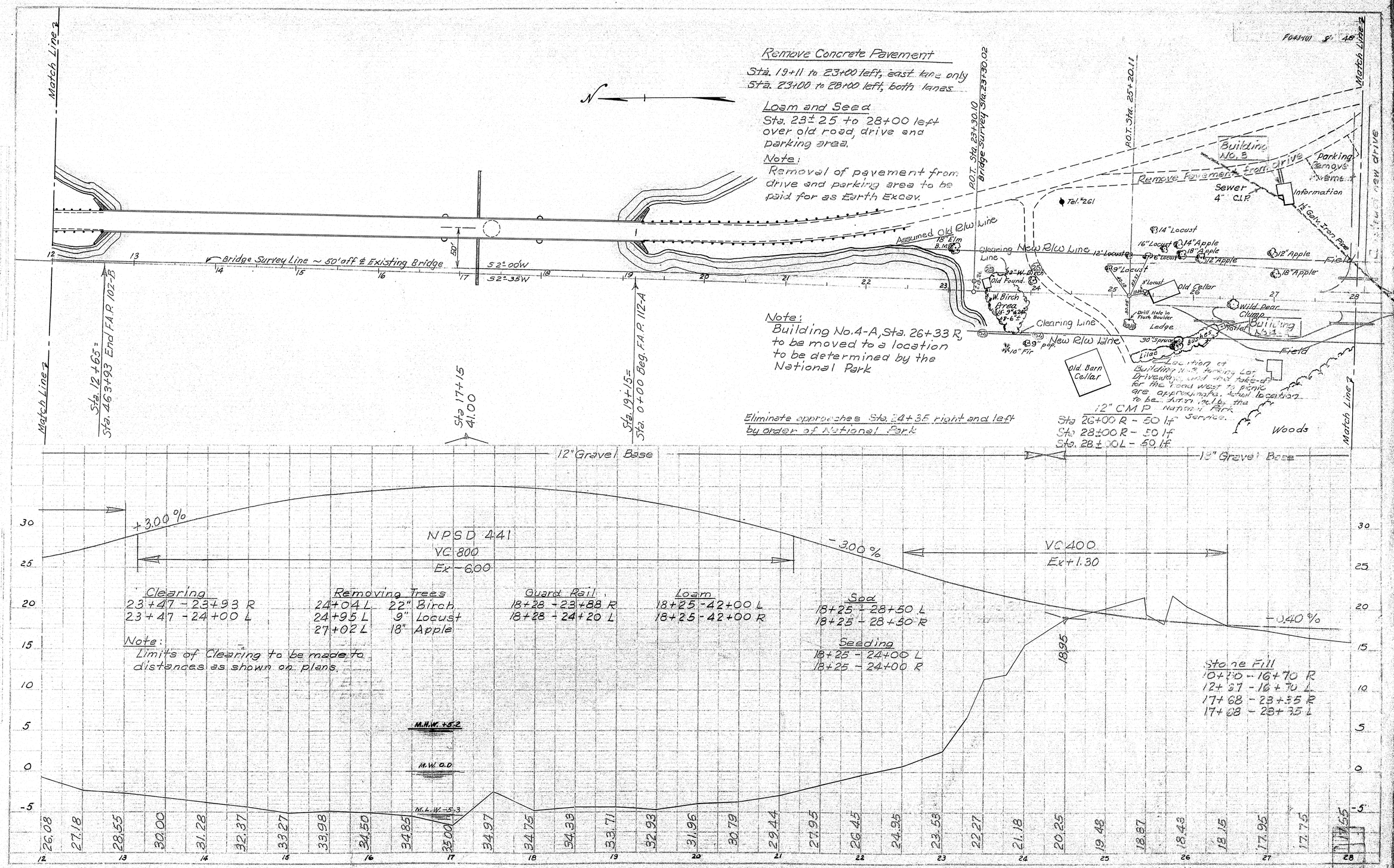
MISCELLANEOUS ITEMS

TRENTON (3)

69-152

0 1 2 3 4 5 INCHES


Sta. 0+50, Begin F043-1-(1) =
Sta. 451+78 F.A.P. No. 102-B
P.I. Sta. 5+35.14
Δ = 14°-13' L
D = 1°-30'
T = 476.33
L = 947.78
E = 29.6
R =
Dana E. Maddocks
Kenneth Thompson
Field Stone Curb
Sta 2+60 to 3+30 L
Sta 3+60 to 5+00 L
Sta 5+00 to 5+50 left
Install 12"x 50' CMP
Sta 9+29 L
Construct drive
P.T. Sta. 10+06.59
P.C. Sta. 0+58.81
Sta 1+09 L
Construct drive
Restaurant
Curb Service
Lobster House
Sta. 2+50 L
Construct drive
Sta. 3+30 L
Construct drive
Sta. 5+23 L
Construct drive
Gravel
Lawn
Field
House
Shed
Building No. 2
Building No. 1
Gas pump base
Culvert Sta 1+42
Install 18"x 56' RCP.
Construct Catch Basin
Type "D" right Catch
Basin Type "A" left.
Install 18"x 60' CMP left
Install 15" CMP
Sta. 0+64 to 1+40 R
Sta. 1+42 to 2+44 R
Remove
Sta. 0+82 R
Construct drive
Sta. 2+25 R
Construct drive
Sta. 3+22 R
Construct drive
Sta 6+33 R
Construct drive
Sta. 10+25 right
Construct drive
Install 15"x 50' C.M.P.
Remove and dispose of shed.
Move main building westerly
approximately 150 feet
and turn 180 degrees.
Move to approximate
location shown.
Rainbow Roller Rink
Parking
Swampy
Bushes
Picket Fence
Frank B. and Elsie C. Allen
George Leavitt
Leo M. Gascon
Lewis McFarland
Match Line 2
18" Gravel Base
12" Gravel Base
0.00%
-2.82%
Approach
Sta. 0+50, Begin F 043-1-(1)
V.C. 340
Ex -1.20
NPSD 420
VC 550
Ex +4.00
Project Marker
0+50
Removing Trees
9+00 L 10" Spruce
10+40 L 9" Spruce
10+45 L 14" Spruce
Guard Rail
10+42 - 16+02 R
10+42 - 16+02 L
Loam
8+00 - 16+45 L
9+25 - 16+45 R
Seeding
8+00 - 16+45 L
9+25 - 16+45 R
Sod and Loam
0+70 - 2+33 L
2+60 - 3+30 L
3+55 - 5+08 L
5+35 - 6+20 L
2+44 - 2+80 R
2+80 - 3+10 R
3+25 - 4+25 R
10+00 - 16+45 L Strip Sod
9+25 - 16+45 R Strip Sod
69-153
TRENTON "43"


Remove Concrete Pavement
Sta. 19+11 to 23+00 left, east lane only
Sta. 23+00 to 28+00 left, both lanes
Loam and Seed
Sta. 23± 25 to 28+00 left over old road, drive and parking area.
Note:
Removal of pavement from drive and parking area to be paid for as Earth Excav.
Note:
Building No.4-A, Sta. 26+33 R, to be moved to a location to be determined by the National Park
Eliminate approaches Sta. 24+35 right and left by order of National Park
Match Line 2
Bridge Survey Line ~ 50' off ℄ Existing Bridge
S 2°-00'W
S 2°-35'W
50'
Sta. 12+65 = Sta. 46+93 End F.A.P. 102-B
Sta 17+15 41.00
Sta. 19+15 = Sta. 0+00 Beg. F.A.P. 112-A
P.O.T. Sta. 23+30.10 Bridge Survey Sta. 23+30.02
P.O.T. Sta. 25+20.11
Assumed old R/W Line
New R/W Line
Clearing Line
Old Found.
W. Birch Area
Building No. 3
Remove Pavement
front drive
parking
Remove Pavement
Sewer 4" C.I.P.
Information
Tel. #261
14" Locust
16" Locust
14" Apple
18" Apple
12" Apple
9" Locust
3" Locust
Old Cellar
Drill Hole in Flush Boulder
Ledge
Wild Pear Clump
Hotel
Building No. 4
Field
Old Barn Cellar
Location of Building No. 3, parking lot, driveway, and the take-off for the road west to picnic area are approximate. Actual location to be determined by the National Park Service.
12" CMP
Sta 26+00 R - 50 lf
Sta 28+00 R - 50 lf
Sta. 28+00 L - 50 lf
12" Gravel Base
Woods
+3.00 %
NPSD 441
VC 800
Ex -6.00
-3.00 %
VC 400
Ex +1.30
-0.40 %
18.95
Clearing
23+47 - 23+93 R
23+47 - 24+00 L
Removing Trees
24+04 L 22" Birch
24+95 L 9" Locust
27+02 L 18" Apple
Guard Rail
18+28 - 23+88 R
18+28 - 24+20 L
Loam
18+25 - 42+00 L
18+25 - 42+00 R
Sod
18+25 - 28+50 L
18+25 - 28+50 R
Seeding
18+25 - 24+00 L
18+25 - 24+00 R
Note:
Limits of Clearing to be made to distances as shown on plans.
Stone Fill
10+70 - 16+70 R
12+37 - 16+70 L
17+68 - 23+35 R
17+68 - 23+35 L
M.H.W. +5.2
M.L.W. 0.0
M.L.W. -5.3
26.08 27.18 28.55 30.00 31.28 32.37 33.27 33.98 34.50 34.85 35.00 34.97 34.75 34.39 33.71 32.93 31.96 30.79 29.44 27.95 26.45 24.95 23.58 22.27 21.18 20.25 19.48 18.87 18.43 18.15 17.95 17.75 17.55
69-154 TRENTON 43"

F.A. PROJECT	STATE	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	F043-(1)	9	48

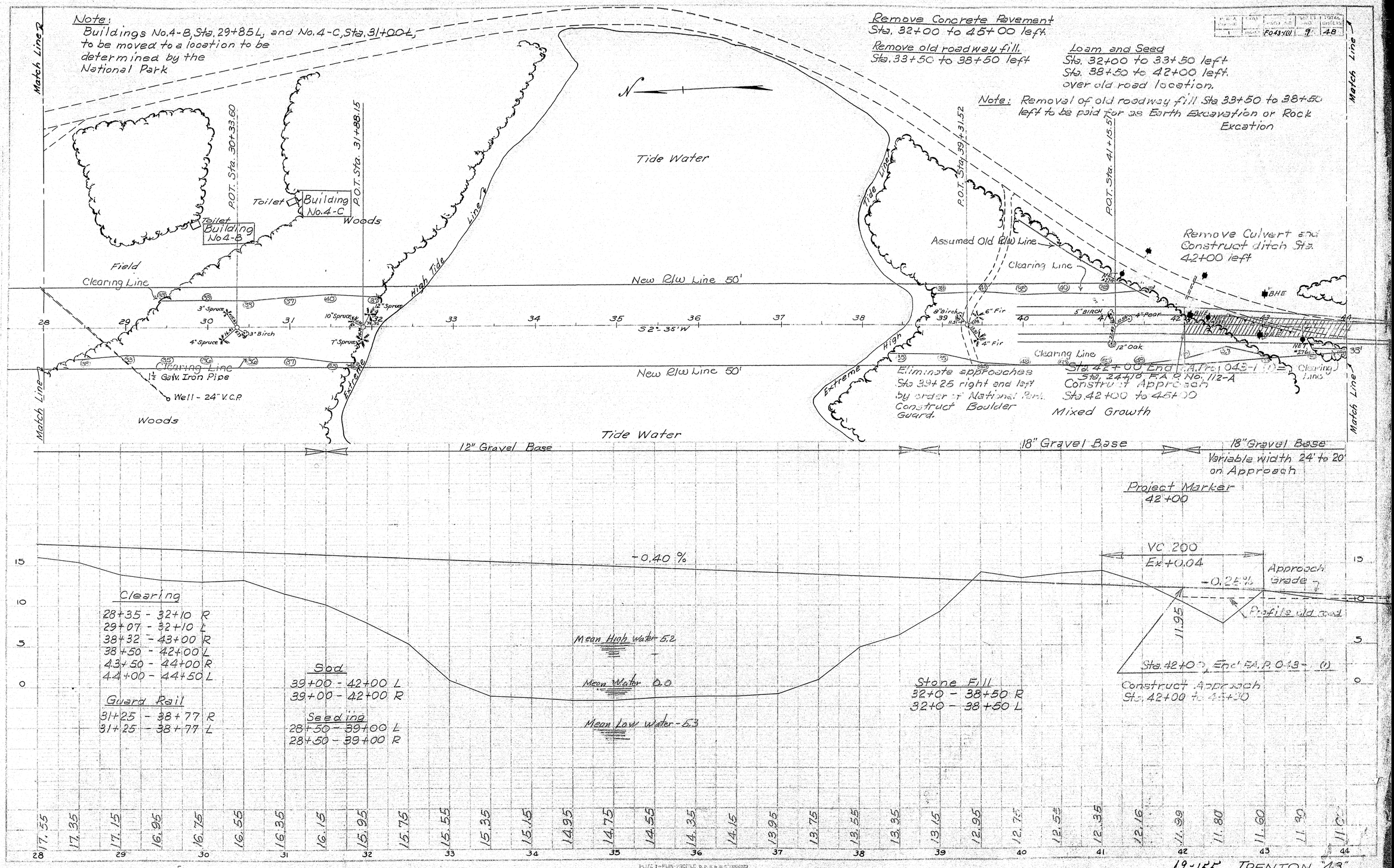
Note:
Buildings No.4-B, Sta. 29+85 L, and No.4-C, Sta. 31+00 L, to be moved to a location to be determined by the National Park

Remove Concrete Pavement
Sta. 32+00 to 45+00 left.

Remove old roadway fill.
Sta. 33+50 to 38+50 left

Loam and Seed
Sta. 32+00 to 33+50 left
Sta. 38+50 to 42+00 left.
over old road location.

Note: Removal of old roadway fill Sta 33+50 to 38+50 left to be paid for as Earth Excavation or Rock Excation



Clearing
28+35 - 32+10 R
29+07 - 32+10 L
38+32 - 43+00 R
38+50 - 42+00 L
43+50 - 44+00 R
44+00 - 44+50 L

Guard Rail
31+25 - 38+77 R
31+25 - 38+77 L

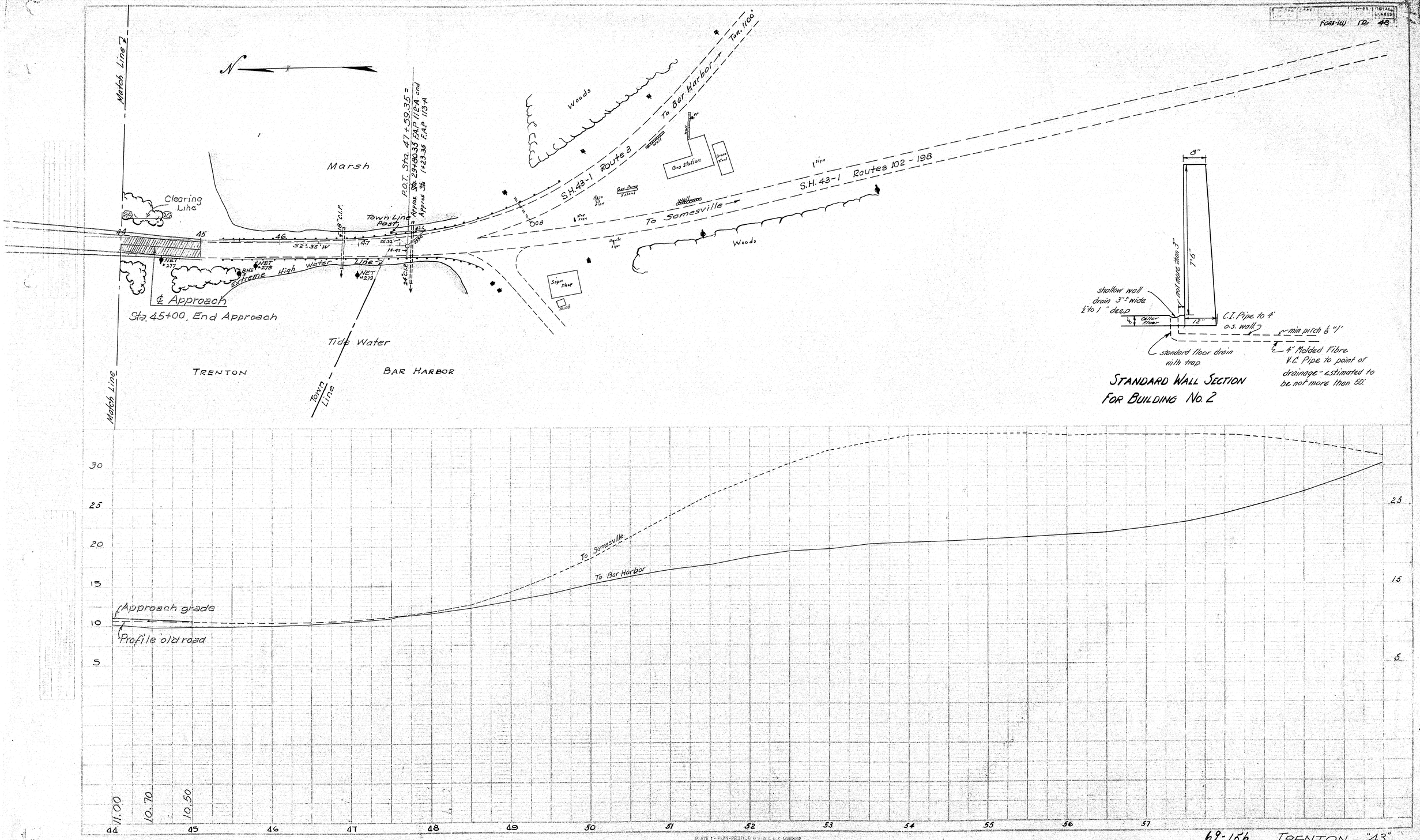
Sod
39+00 - 42+00 L
39+00 - 42+00 R

Seeding
28+50 - 39+00 L
28+50 - 39+00 R

PLATE 1 - PLAN - PROFILE, D.P.W. & B.P.R. ENGINEERS
CONTRACT & DESIGN DIVISION

69-155 TRENTON "43"

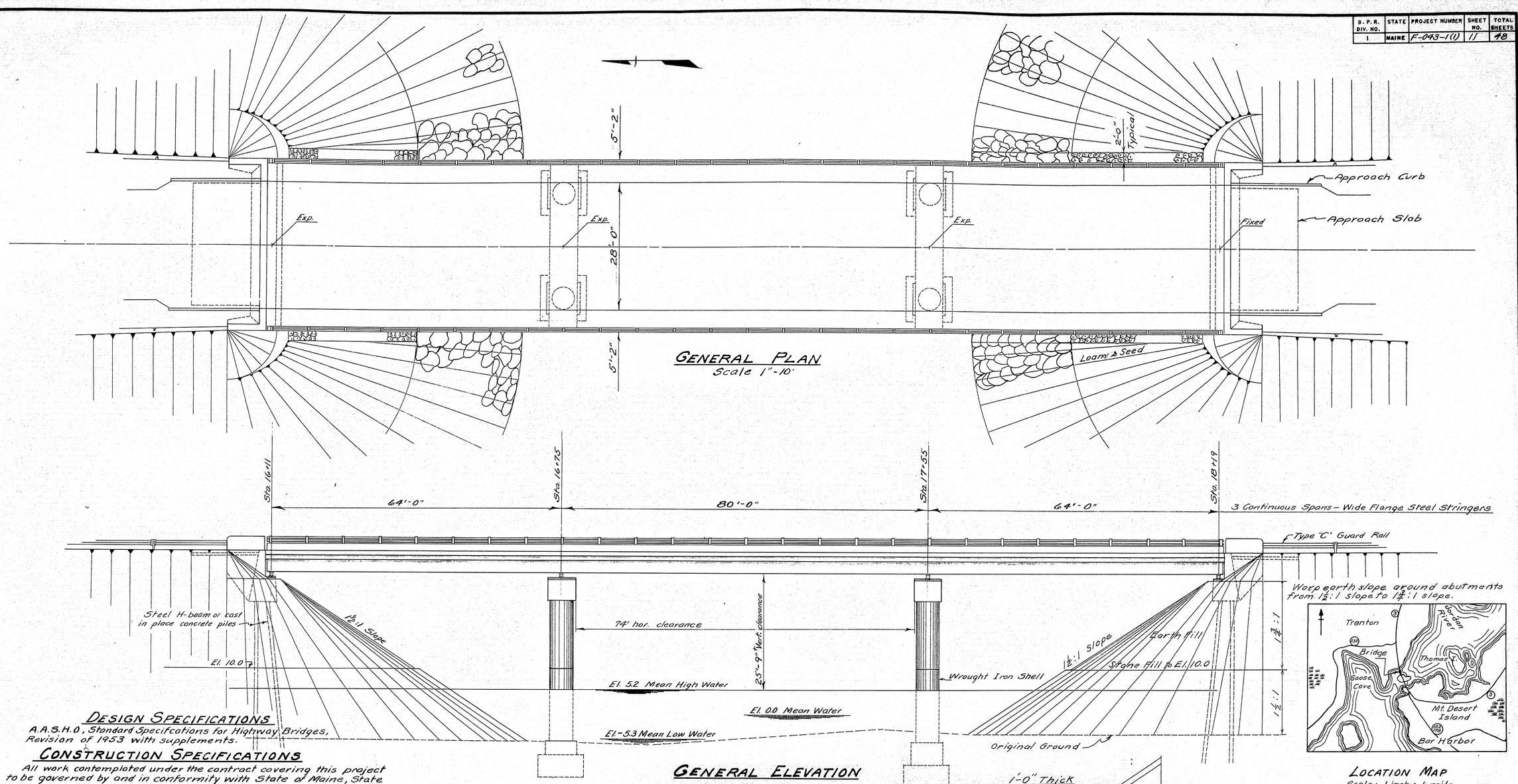
0 1 2 3 4 5 INCHES



69-156 TRENTON "43"

0 1 2 3 4 5 INCHES

B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-043-1(1)	11	48



GENERAL PLAN
Scale 1" = 10'

GENERAL ELEVATION
Scale: 1" = 10"

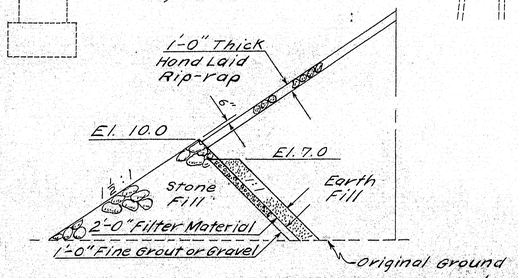
LOCATION MAP
Scale: 1 inch = 1 mile

DESIGN SPECIFICATIONS
A.A.S.H.O., Standard Specifcations for Highway Bridges, Revision of 1953 with supplements.

CONSTRUCTION SPECIFICATIONS
All work contemplated under the contract covering this project to be governed by and in conformity with State of Maine, State Highway Commission, Standard Specifications, Highways and Bridges, Revision of 1956, except as modified on these plans or in the Special Specifications.

CONCRETE CLASSIFICATIONS
Superstructure, Piers, Approach Slabs, and Rail Walls.....Class A
Abutments.....Class B

DESIGN
Loading H20-S16-44
fs = 18,000
fc = 1200
n = 10



PART SECTION ALONG CONSTRUCTION ℄

DESIGN - STROIS
TRACE - "
CHECK -

BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

MOUNT DESERT BRIDGE
OVER
MOUNT DESERT NARROWS
IN THE TOWN OF
TRENTON
HANCOCK COUNTY

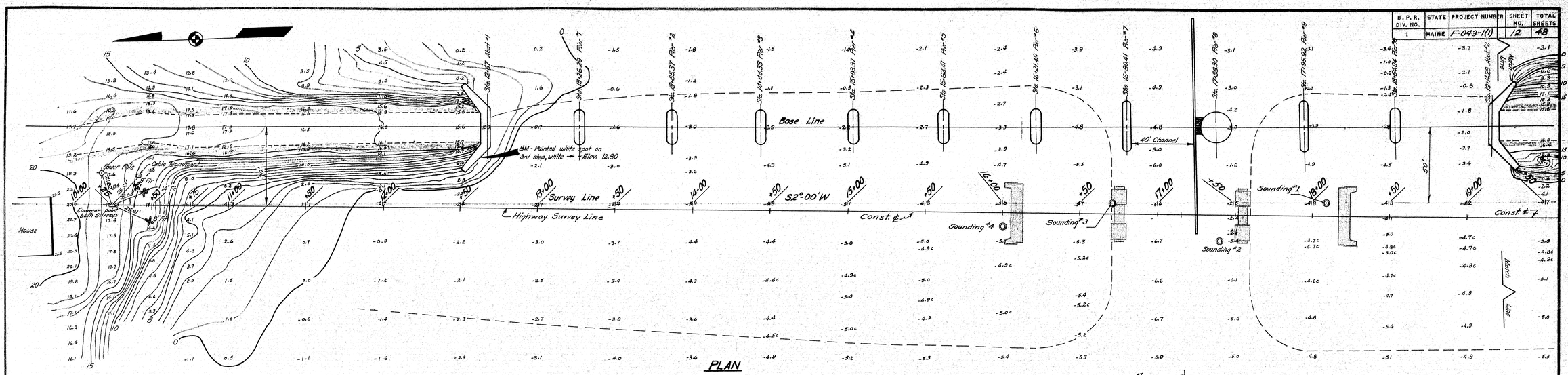
GENERAL PLAN

SHEET 1 OF 12 AUGUSTA, MAINE MARCH 1957

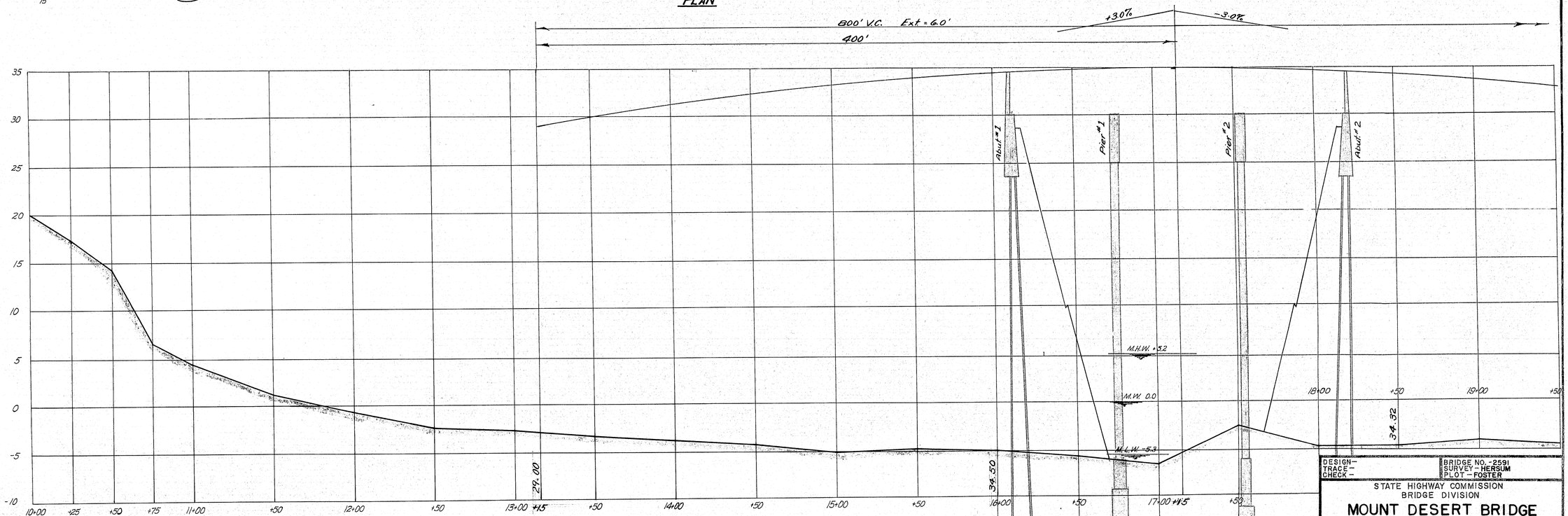
69-157

0 1 2 3 4 5 INCHES

B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-043-1(1)	12	48



PLAN



PROFILE

Scales : Horizontal - 1" = 30'
Vertical - 1" = 5'

Contour Interval = 1 foot

NOTE
Removal of required portions of existing Piers shall be paid for under ITEM 204-15

DESIGN –
TRACE –
CHECK –

BRIDGE NO. - 2591
SURVEY – HERSUM
PLOT – FOSTER

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

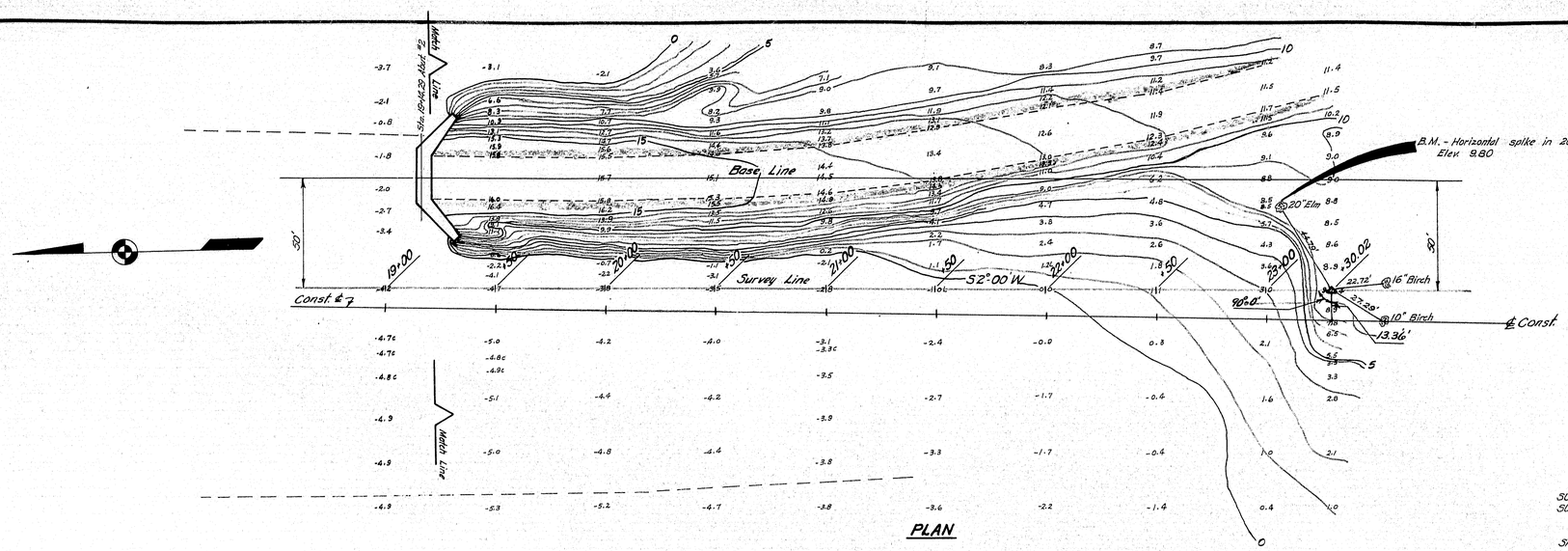
MOUNT DESERT BRIDGE
OVER
MOUNT DESERT NARROWS
IN THE TOWN OF
TRENTON
HANCOCK COUNTY
SURVEY

SHEET 2 OF 12 AUGUSTA, MAINE MAR. 1956

69-158

0 1 2 3 4 5 INCHES

B.P.R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-043-1(1)	13	48

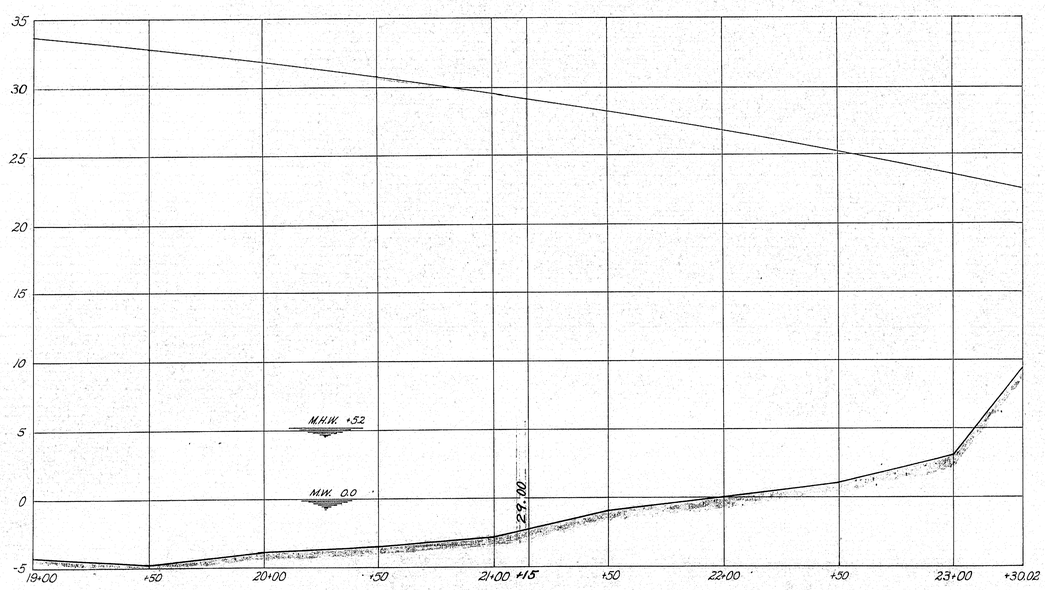


PLAN

GENERAL NOTES

SUBSTRUCTURE: Ashlar masonry filled with concrete. Fair condition.
SUPERSTRUCTURE: Fixed spans - concrete T-beams. Poor condition. Concrete badly spalled with much reinforcing steel exposed. Swing span - steel truss with open grid steel floor. Fair condition.
STREAM: Water in channel flows westerly at approximately 3mph at mid-high tide. Water at bridge flows westerly on flood tide and easterly on ebb tide.
FOUNDATION: Sounding #1 - Penetrated to Elev. -9.1 through sand to refusal, probable ledge.
Sounding #2 - Penetrated to Elev. -12.1 through sand to refusal.
Sounding #3 - Penetrated to Elev. -13.7 through sand to refusal, probable ledge.
Sounding #4 - Penetrated to Elev. -14.3 through hard material to refusal.
UTILITIES: N.E.T.&T. cables laid on ground under water, right of survey E. Approximate location shown by "c" following elevation, thus: -4.9 c.

These soundings were taken at the time the survey was made. See sheets 4 & 5 for foundation information from washbore borings taken at a later date.



PROFILE

Scales: Horizontal ~ 1" = 30'
Vertical ~ 1" = 5'
Contour Interval - 1 foot

DESIGN –	BRIDGE NO. - 2591
TRACE –	SURVEY - HERSUM
CHECK –	PLOT - FOSTER

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

MOUNT DESERT BRIDGE
OVER
MOUNT DESERT NARROWS
IN THE TOWN OF
TRENTON
HANCOCK COUNTY
SURVEY

SHEET 3 OF 12 AUGUSTA, MAINE MAR. 1956

69-159

0 1 2 3 4 5 INCHES

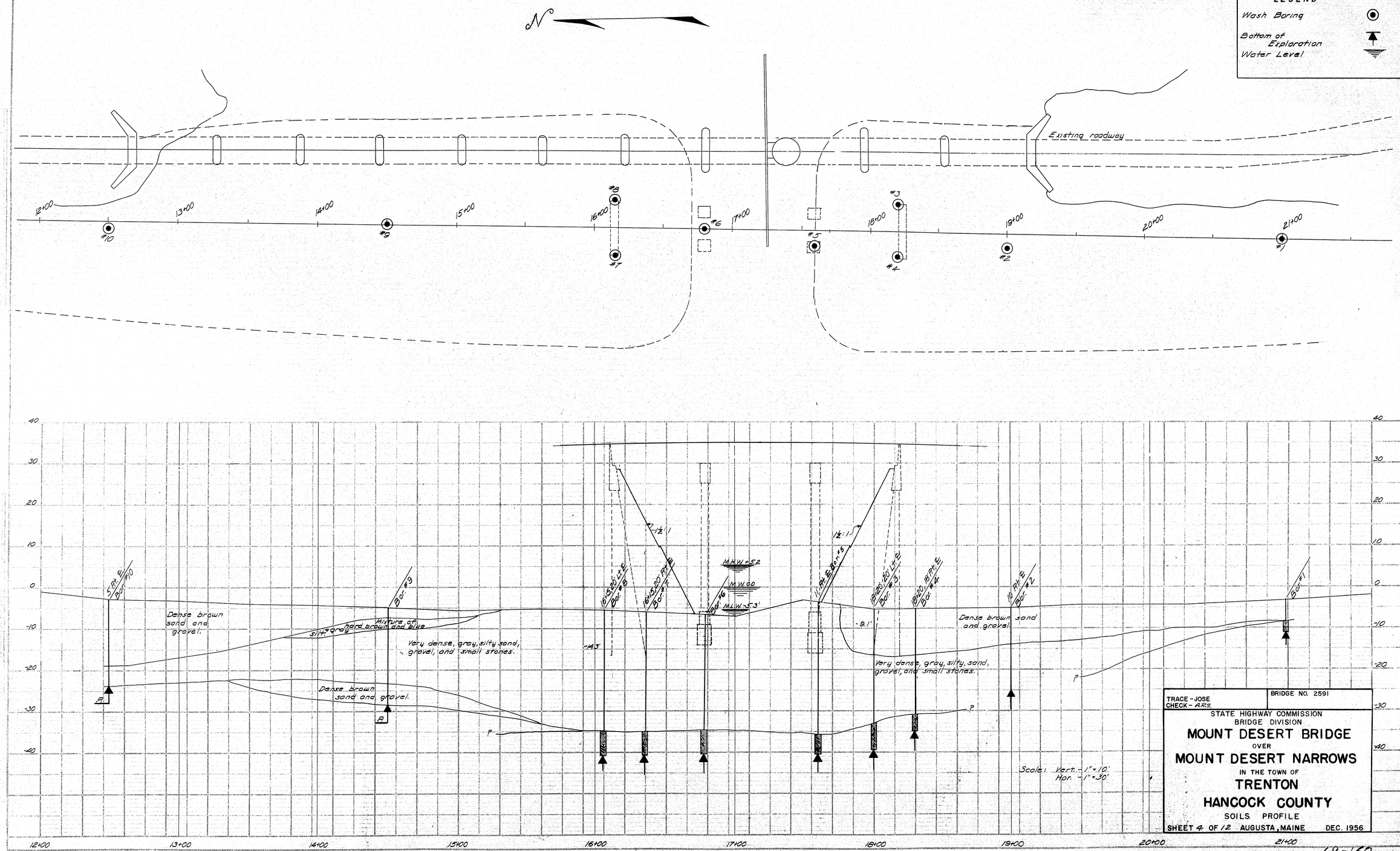
B. P. R. DIV. NO.	STATE	FED. RD. PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	F-043-(1) 14		48

LEGEND

Wash Boring

Bottom of Exploration

Water Level



TRACE - JOSE
CHECK - ARS.

BRIDGE NO. 2591

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

MOUNT DESERT BRIDGE
OVER
MOUNT DESERT NARROWS
IN THE TOWN OF
TRENTON
HANCOCK COUNTY

SOILS PROFILE

SHEET 4 OF 12 AUGUSTA, MAINE DEC. 1956

PLATE 1 PLAN, PROFILE & BRIDGE STANDARD

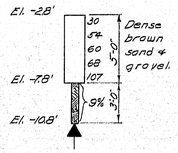
68-160

0 1 2 3 4 5 INCHES

B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-043-1(1)	15	48

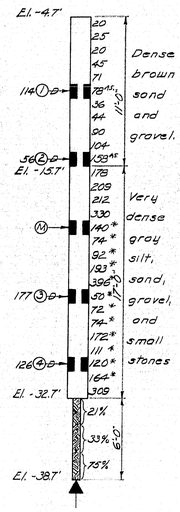
BORING NO. 1

Sta. 21+00 ℄



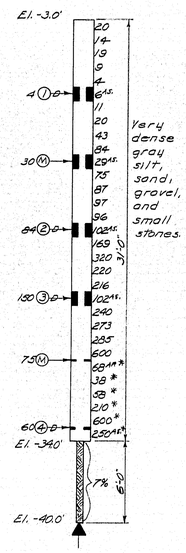
BORING NO. 3

Sta. 19+20, 20' Lt. ℄



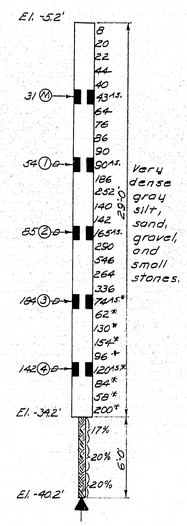
BORING NO. 5

Sta. 17+60, 11' Rt. ℄



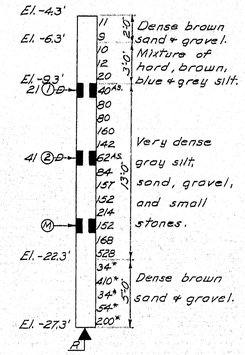
BORING NO. 7

Sta. 16+15, 20' Rt. ℄



BORING NO. 9

Sta. 14+50 ℄



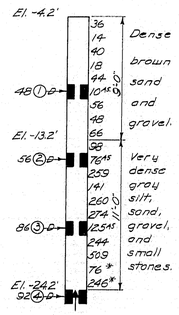
NOTES

Symbol	Explanation
40	Number of blows of 275# hammer falling 18" required to drive extra heavy casing one foot.
(1)	Location & designation of "dry" samples taken in 5"H sampler #1290s
(M)	Unsuccessful attempt to secure dry sample.
8	Number of blows of 275# hammer falling 15" required to drive spoon or tubing one foot.
	Bottom of boring.
R	Refusal of drill rods or casing.
13%	% recovery of rock core by size "E" diamond bit.
*	Washed ahead of casing.
●	Lost water below casing.

Scale 1" = 5'

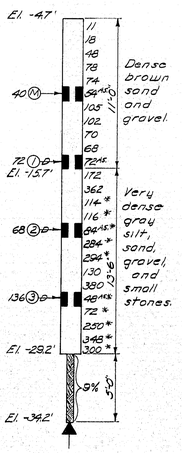
BORING NO. 2

Sta. 19+00, 10' Rt. ℄



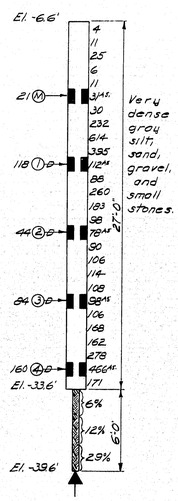
BORING NO. 4

Sta. 18+20 18' Rt. ℄



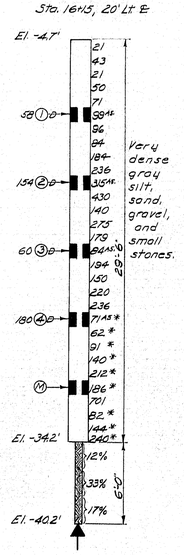
BORING NO. 6

Sta. 16+90 ℄



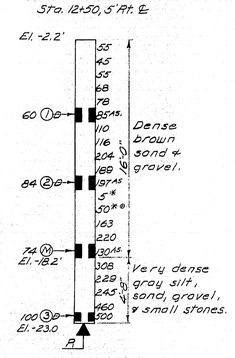
BORING NO. 8

Sta. 16+15, 20' Lt. ℄



BORING NO. 10

Sta. 12+50, 5' Rt. ℄



TRACE – JOSE
CHECK – A.R.S.

BRIDGE NO.-2591

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

MOUNT DESERT BRIDGE
OVER
MOUNT DESERT NARROWS
IN THE TOWN OF
TRENTON
HANCOCK COUNTY

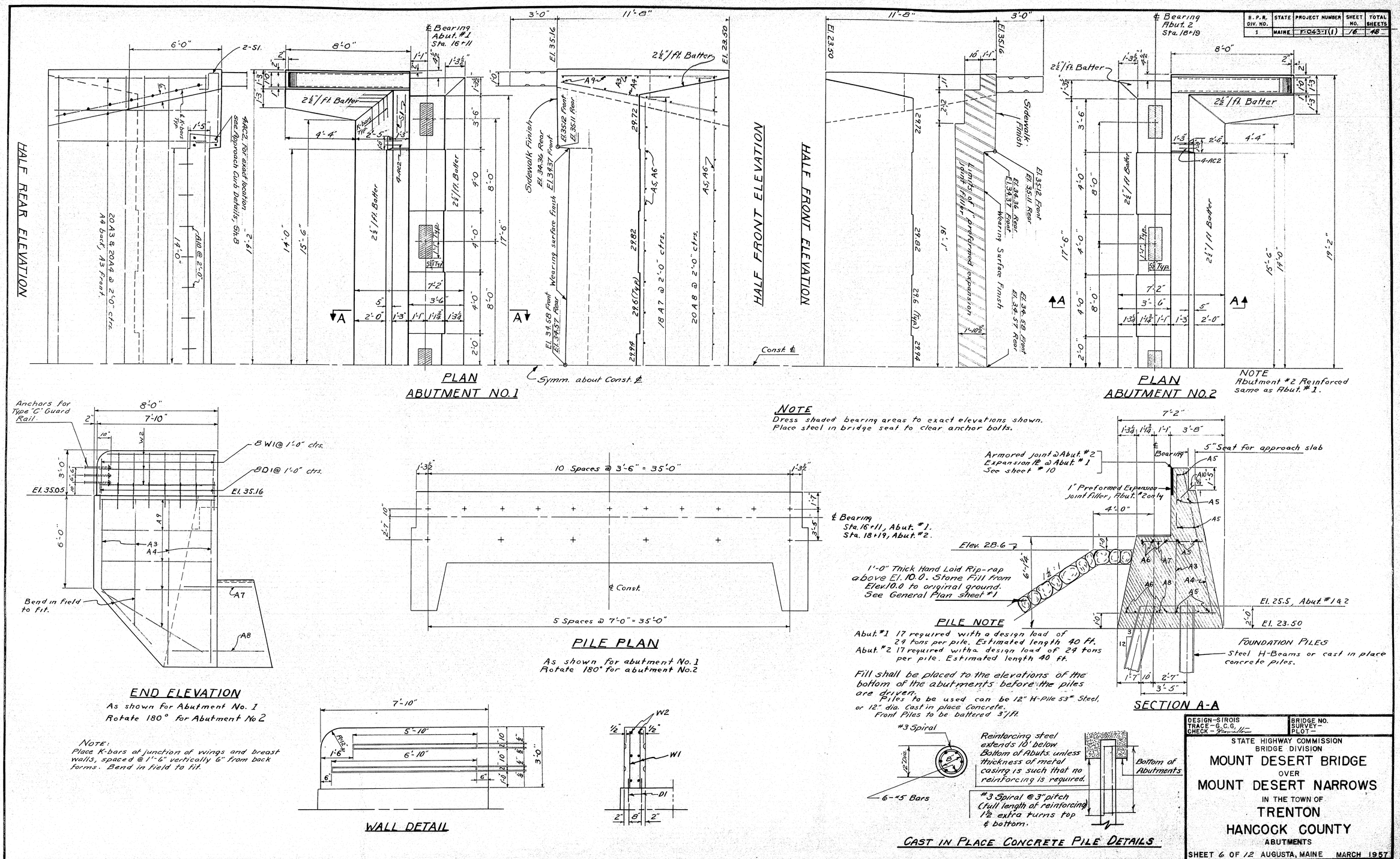
BORING LOGS

SHEET 5 OF 12 AUGUSTA, MAINE DEC. 1956

69-160A

0 1 2 3 4 5 INCHES

B.P.R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-042-1(1)	16	16



DESIGN—SIROIS
TRACE—G.C.G.
CHECK—

BRIDGE NO.
SURVEY—
PLOT—

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

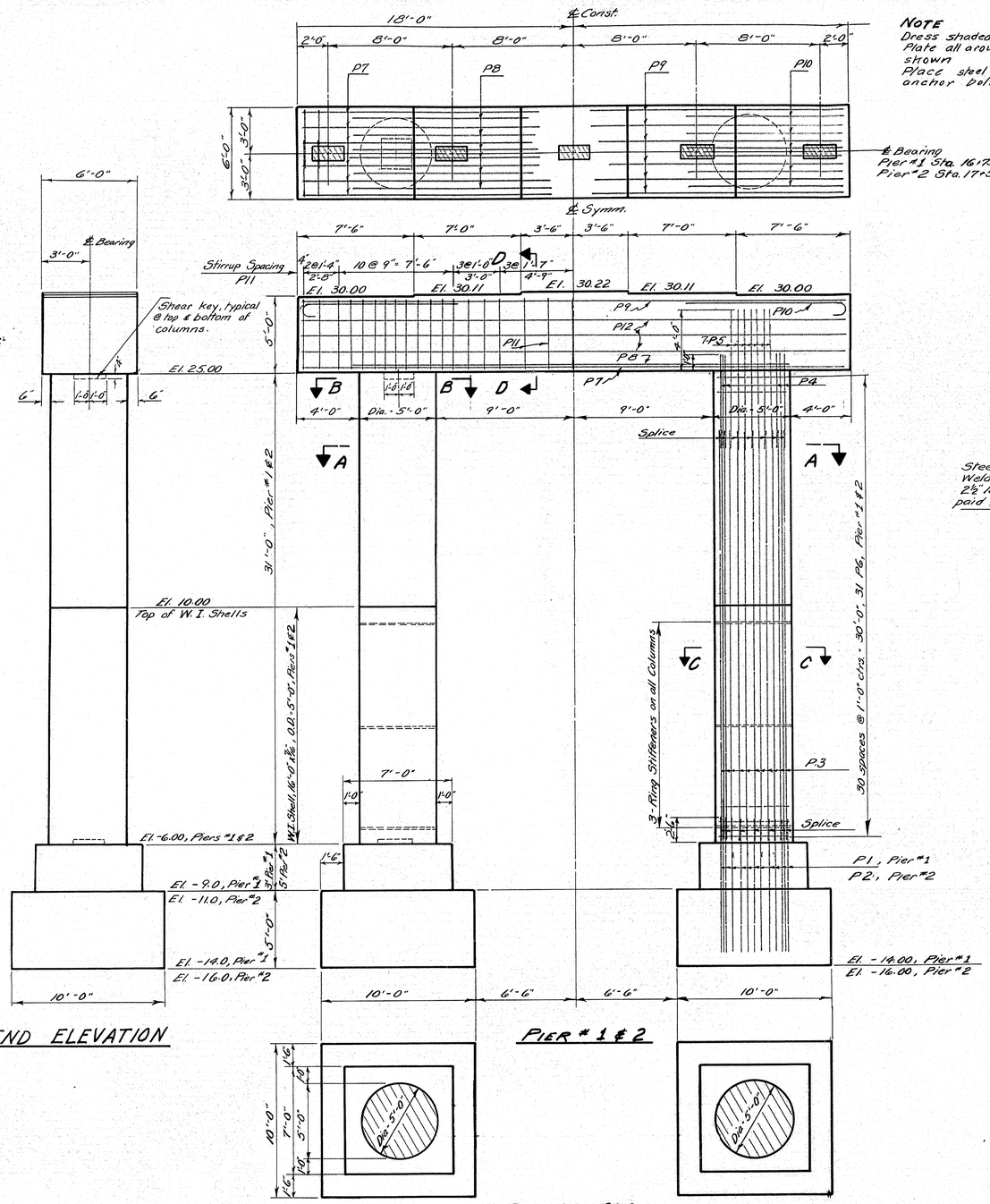
MOUNT DESERT BRIDGE
OVER
MOUNT DESERT NARROWS
IN THE TOWN OF
TRENTON
HANCOCK COUNTY
ABUTMENTS

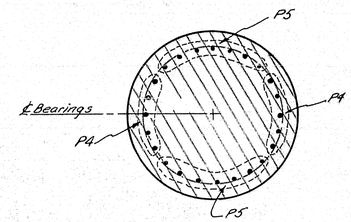
SHEET 6 OF 12 AUGUSTA, MAINE MARCH 1957

69-161

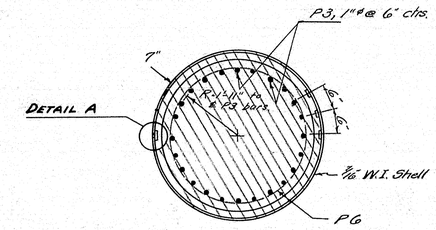
B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-043-1(1)	17	48

NOTE
Dress shaded areas 1" larger than bearing Plate all around, and to exact elevations shown
Place steel in Bridge seats to clear anchor bolts.

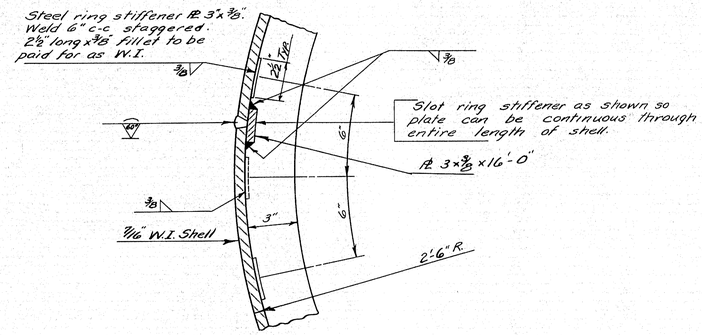




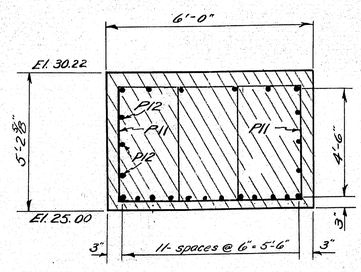
SECTION B-B



SECTION C-C



DETAIL A



SECTION D-D

Note: Maximum footing pressure = 4.6 tons/□'

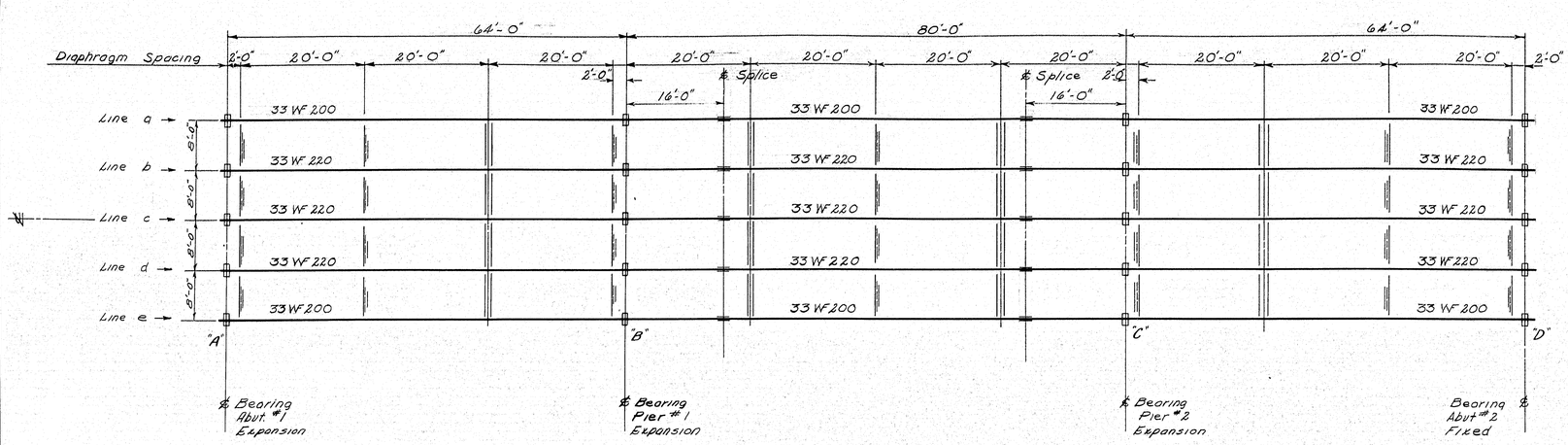
DESIGN - SIROIS TRACE - CHECK -	BRIDGE NO. SURVEY - PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

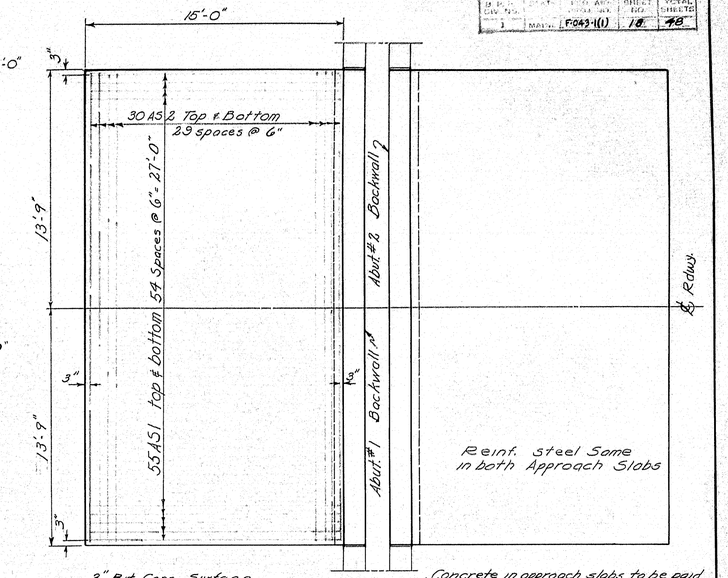
MOUNT DESERT BRIDGE
OVER
MOUNT DESERT NARROWS
IN THE TOWN OF
TRENTON
HANCOCK COUNTY
PIERS

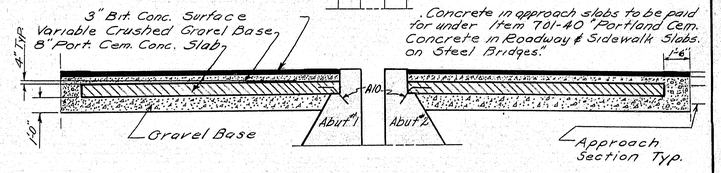
SHEET 7 OF 12 AUGUSTA, MAINE MARCH 1957

69-152



ERECTION DIAGRAM
PLAN

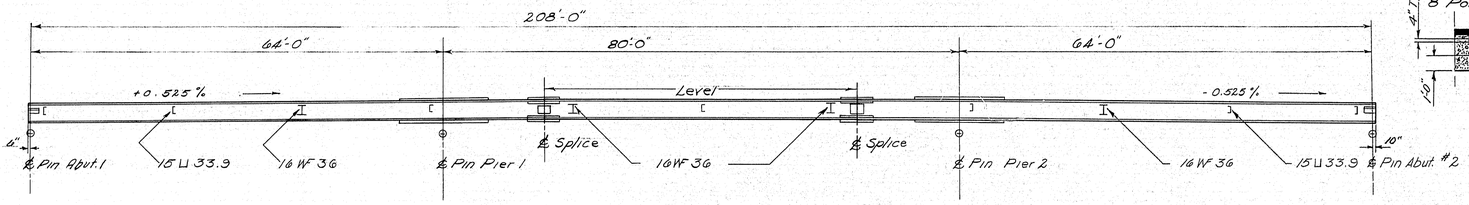




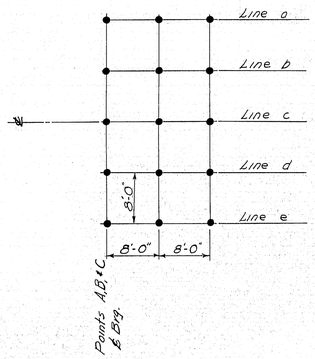
Concrete in approach slabs to be paid for under Item 701-40 "Portland Cem. Concrete in Roadway & Sidewalk Slabs on Steel Bridges."

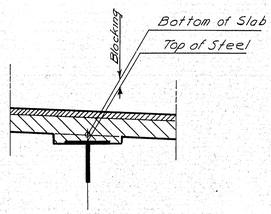
APPROACH SLABS

Note: Reinforcing to have 1" cover top and 1½" cover bottom.



ERECTION DIAGRAM
ELEVATION



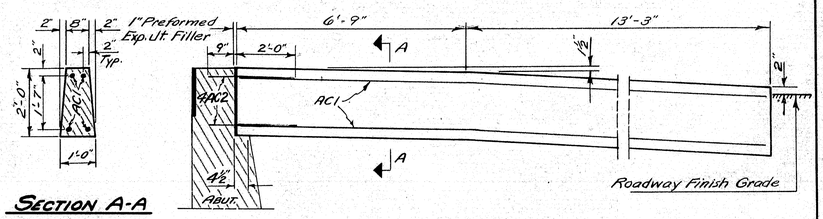


ELEVATIONS ~ BOTTOM OF ROADWAY SLAB							
Point	Line a	b	c	d	e	Point	
A	33.69	33.81	33.93	33.81	33.69	A	℄ Brg. Abut #1
+8	33.76	33.88	34.00	33.88	33.76	+8	
16	33.83	33.95	34.07	33.95	33.83	16	
24	33.87	34.01	34.13	34.01	33.89	24	
32	33.93	34.05	34.17	34.05	33.93	32	
40	33.97	34.09	34.21	34.09	33.97	40	
48	33.99	34.11	34.23	34.11	33.99	48	
56	34.01	34.13	34.25	34.13	34.01	56	
B	34.03	34.15	34.27	34.15	34.03	B	℄ Brg. Pier #1
+8	34.06	34.18	34.30	34.18	34.06	+8	
16	34.09	34.21	34.33	34.21	34.09	16	
20	34.11	34.23	34.35	34.23	34.11	24	
32	34.13	34.25	34.37	34.25	34.13	32	
40	34.13	34.25	34.37	34.25	34.13	40	
48	34.13	34.25	34.37	34.25	34.13	48	
56	34.11	34.23	34.35	34.23	34.11	56	
64	34.09	34.21	34.33	34.21	34.09	64	
72	34.06	34.18	34.30	34.18	34.06	72	
C	34.03	34.15	34.27	34.15	34.03	C	℄ Brg. Abut. #2
+8	34.01	34.13	34.25	34.13	34.01	+8	
16	33.99	34.11	34.23	34.11	33.99	16	
24	33.97	34.09	34.21	34.09	33.97	24	
32	33.93	34.05	34.17	34.05	33.93	32	
40	33.89	34.11	34.13	34.11	33.89	40	
48	33.83	33.95	34.07	33.95	33.83	48	
56	33.76	33.88	34.00	33.88	33.76	56	℄ Brg. Abut. #2
D	33.69	33.81	33.93	33.81	33.69	D	

(24) 29.34

NOTE:
To compensate for Dead Load Deflections as well as inequalities in rolling steel, the following procedure is to be used:
Before any slab forms are constructed, elevations are to be taken of the top of the Structural Steel, at the points indicated, and subtracted from "Elevations – bottom of slab." The result will be the blocking to be used, when constructing the forms.

BLOCKING



SECTION A-A

NOTE:
Concrete in approach curbs to be paid for under Item 701-40 "Portland Cement Concrete in Roadway & Sidewalk Slabs on steel Bridges."

APPROACH CURBS
4 Req'd.

DESIGN – SIROIS TRACE – COFFIN CHECK – [illegible]	BRIDGE NO.

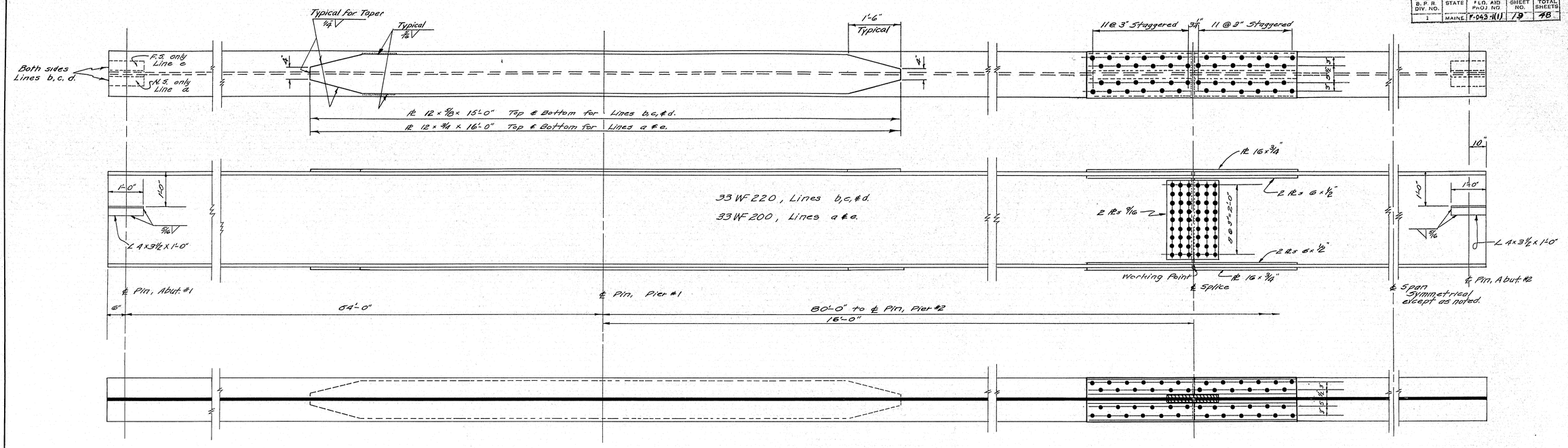
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

MOUNT DESERT BRIDGE
OVER
MOUNT DESERT NARROWS
IN THE TOWN OF
TRENTON
HANCOCK COUNTY
ERECTION PLAN

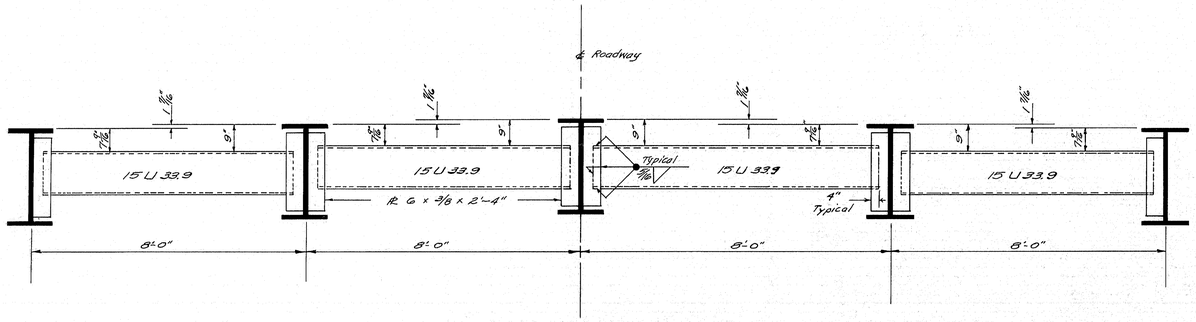
SHEET 8 OF 12 AUGUSTA, MAINE MARCH 1957

69-163

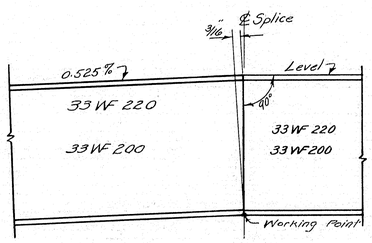
B. P. R. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	F-043-1(1)	19	48



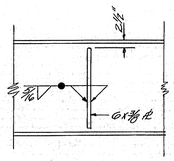
STRINGER DETAILS



TRANSVERSE SECTION

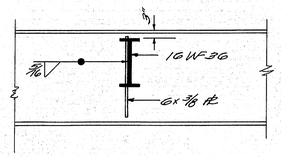


END OF STRINGERS AT SPLICE

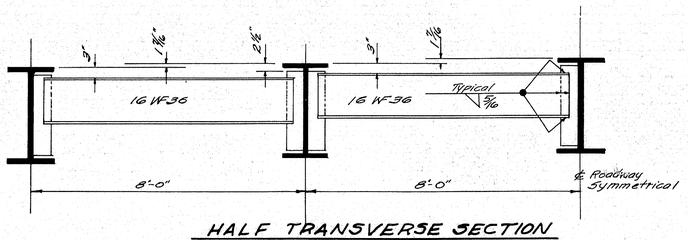


DIAPHRAGM PL TO STRINGERS

Typical



DIAPHRAGM PL TO 16 WF 36



HALF TRANSVERSE SECTION

Typical where 16 WF 36 beams are used as diaphragms

Note: For location of diaphragm composed of 15 U 33.9 and 16 WF 36, see Sheet No. 8

SPECIFCATIONS

Design & Detail: A. A. S. H. O., 1953

Fabrication & Erection: State of Maine, State Highway Comm. Standard Specifications, 1956.

Loading: H20-S16-44

Field Connections: 13/16" ϕ holes unless otherwise indicated, 3/4" ϕ rivets or high tensile strength bolts.

Materials: Girders and coverplates to be structural weldable steel, A. S. T. M. Designation A373.

DESIGN – SIROIS
TRACE – WENTZEL
CHECK – Hamilton

BRIDGE NO.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

MOUNT DESERT BRIDGE
OVER
MOUNT DESERT NARROWS
IN THE TOWN OF
TRENTON
HANCOCK COUNTY

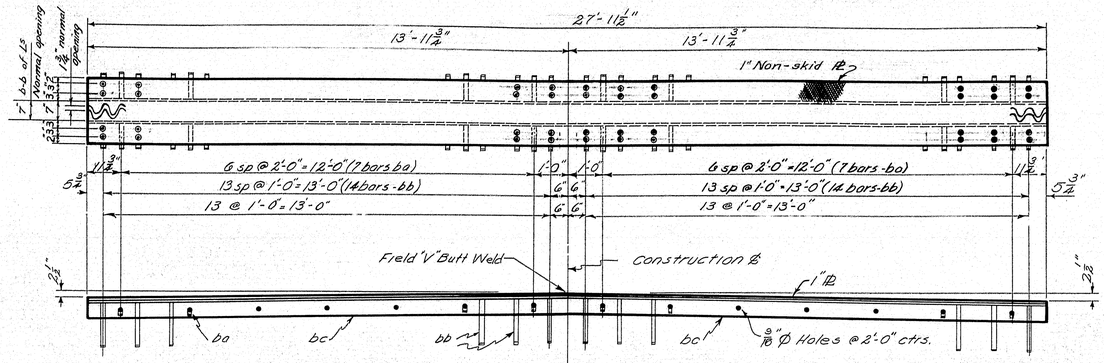
STRUCTURAL STEEL

SHEET 9 OF 12 AUGUSTA, MAINE, MARCH 1957

69-164

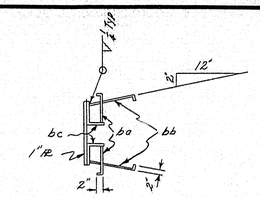
0 1 2 3 4 5 INCHES

B.P.R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-043-1(1)	20	48



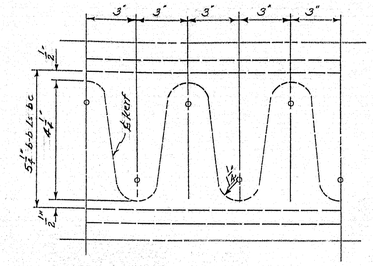
EXPANSION DAM

One required, complete as shown



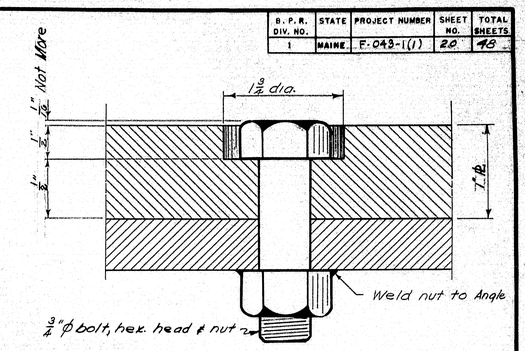
MATERIALS REQ'D

1" Non-skid Pl.
28-Bar 1½ x ⅜ x 1'-0" - ba
56-Bar 1½ x ⅜ x 1'-2" - bb
4-Ls 8 x 6 x ¾ x 13'-11¾" - bc
56-¾ ϕ bolts, hex. head & nut



CUTTING DETAIL

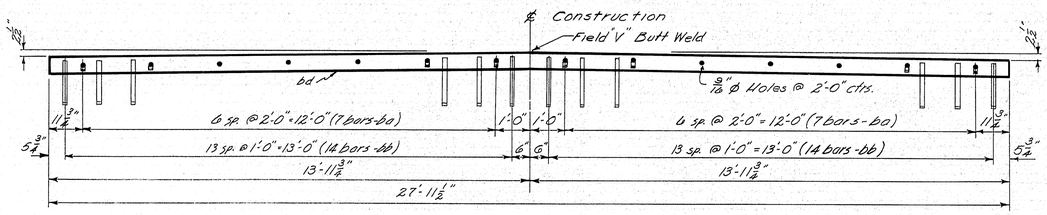
For 1" plate
Non-skid



¾" ϕ bolt, hex. head & nut

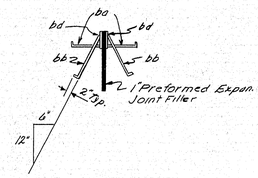
BOLTING DETAIL

For 1" plate



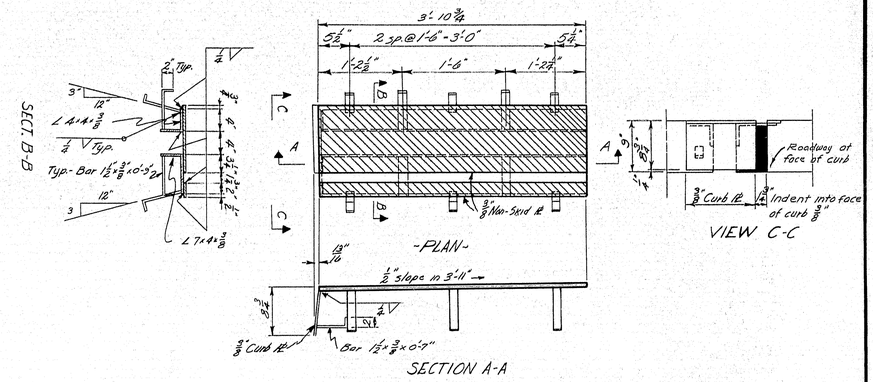
ARMORED JOINT

One required, complete as shown



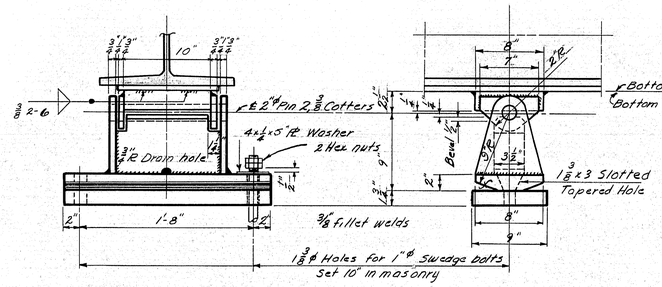
MATERIALS REQ'D

4-Pl. 6 x ¾ x 13'-11¾" - bd
28-Bar 1½ x ⅜ x 1'-0" - ba
56-Bar 1½ x ⅜ x 1'-2" - bb



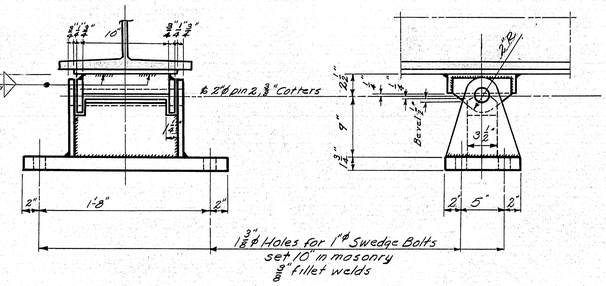
SIDEWALK EXPANSION DAM

One req'd, complete, as shown
One req'd, complete, opposite hand



EXPANSION PEDESTAL

Abut. #1, 5 req'd.
Pier #1, 5 req'd
Pier #2, 5 req'd



FIXED PEDESTAL

Abut. #2, 5 req'd

DESIGN – FOSTER TRACE – COFFIN CHECK –	BRIDGE NO. SURVEY – PLOT –

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

MOUNT DESERT BRIDGE
OVER
MOUNT DESERT NARROWS
IN THE TOWN OF
TRENTON
HANCOCK COUNTY

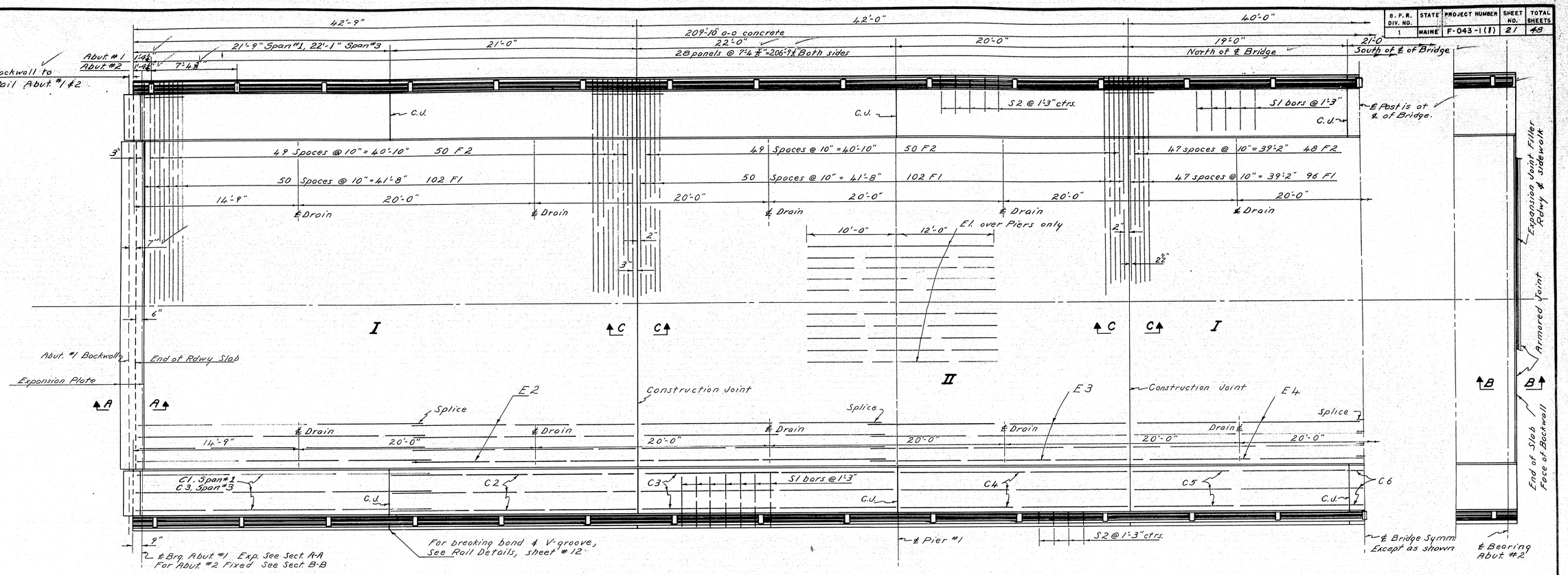
ARMORED JOINT & PEDESTAL

SHEET 10 OF 12 AUGUSTA, MAINE MARCH 1957

69-165

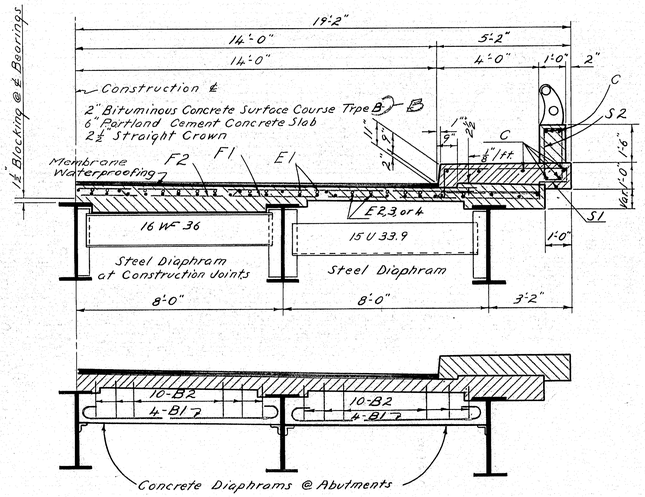
0 1 2 3 4 5 INCHES

B.P.R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-043-1(1)	21	48



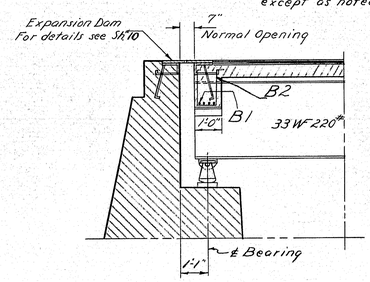
HALF PLAN

Symmetrical about ℄ bridge except as noted



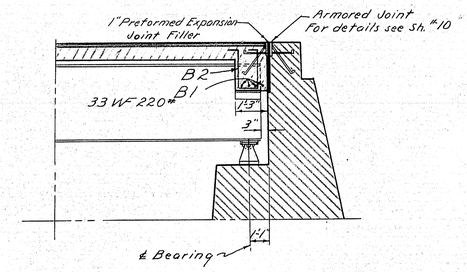
HALF TRANSVERSE SECTION

Symm. @ ℄ Rdwy.



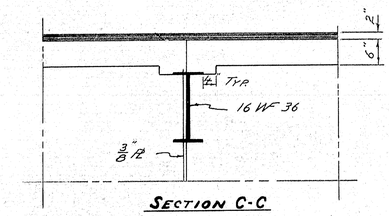
SECTION A-A

Exp. @ Abut. #1



SECTION B-B

Armored Joint @ Abut. #2 Rdwy
Use only preformed filler on sdwk.



SECTION C-C

at Construction Joints

NOTE:
Numbers I & II Denote roadway panels. The concrete in these panels shall be placed in the following sequence. Panels marked I to be placed first and in any sequence. Panels marked II to be placed last.

Revision - Spacing of Rail Posts - 1-24-48 E.V.S.

DESIGN — SIROIS DETAIL: FOSTER TRACE — V. SMITH CHECK —	BRIDGE NO. SURVEY — PLOT —

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

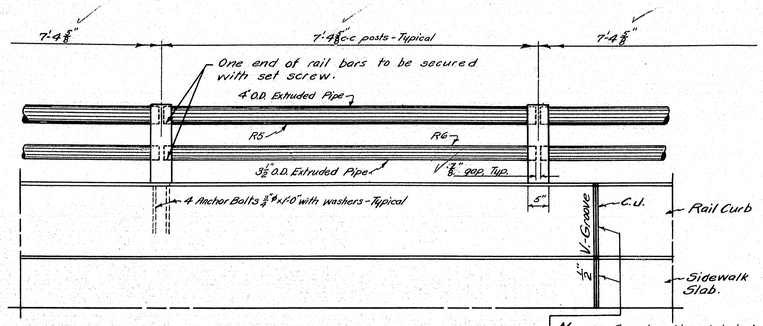
MOUNT DESERT BRIDGE
OVER
MOUNT DESERT NARROWS
IN THE TOWN OF
TRENTON
HANCOCK COUNTY

SUPERSTRUCTURE DETAILS

SHEET 11 OF 12 AUGUSTA, MAINE MARCH 1957

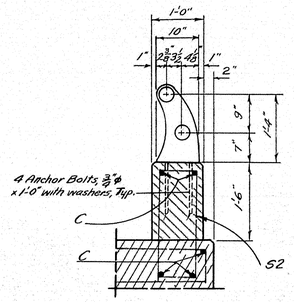
69-166

B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-043-1(1)	22	48



TYPICAL SIDE VIEW

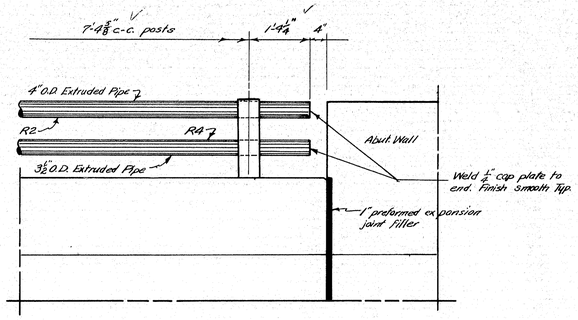
NOTE: Construction joints in rail curb to be at same locations as construction joints in sidewalk slabs.



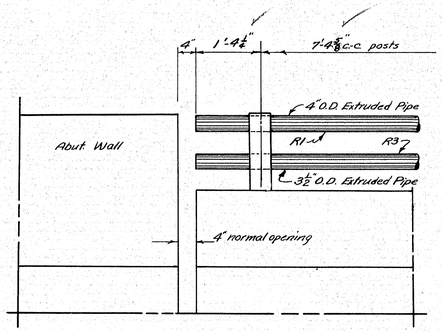
NOTE: Dress concrete under posts to even bearing.

TYPICAL SECTION

Bond in Construction Joints, Sidewalk & Curbs, is to be broken with one layer of light roofing. Construct ½" V-groove in all exposed faces at Joints, except top surface of sidewalk Slab.



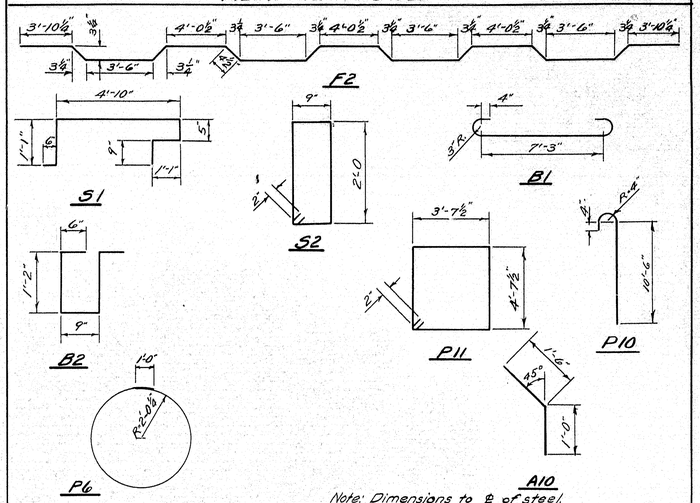
RAIL END ABUTMENT #2



RAIL END ABUTMENT #1

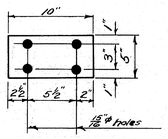
NOTE:
Payment for 6" W.I. Drain to be included in the contract unit price paid for Item 701-40, Portland Cement Concrete, Roadway and Sidewalk Slabs on steel bridges.

REINFORCING STEEL



Note: Dimensions to ℄ of steel.

STRAIGHT BARS									
MARK	SIZE	No.	LENGTH	REMARKS	MARK	SIZE	No.	LENGTH	REMARKS
F1	#5	504	36'-0"	Superstructure Slab	P5	#8	56	9'-8"	Piers #1 & 2 (Columns)
					P7	#11	12	35'-5"	" #2 & 1 (Caps)
E1	#4	68	22'-0"	" "	P8	#11	12	28'-0"	Piers #1 & 2 "
E2	#4	236	21'-11"	" "	P9	#9	12	35'-5"	" " "
E3	#4	236	21'-8"	" "	AS1	#5	220	14'-8"	Approach Slabs
E4	#4	118	20'-8"	" "	AS2	#4	120	27'-0"	" "
C1	#4	16	21'-5"	Sdwk. & Curb					
C2	#4	32	20'-9"	" "	BENT BARS				
C3	#4	48	21'-9"	" "	F2	#5	248	36'-10"	Superstructure Slab
C4	#4	32	19'-9"	" "					
C5	#4	16	18'-9"	" "	S1	#4	350	8'-8"	Sdwk.
C6	#4	16	20'-9"	" "	S2	#3	342	5'-10"	Curbs
A3	#5	56	9'-10"	Abutments & Wings	B1	#8	32	9'-6"	Diaphrams
A4	#5	56	10'-0"	" " "	B2	#4	80	4'-1"	"
A5	#6	44	19'-10"	Abutments (splice)					
A6	#6	28	19'-2"	" "	K	#6	28	8'-0"	Abuts. & Wings
A7	#5	36	4'-6"	"					
A8	#5	40	6'-5"	"	A10	#6	28	2'-6"	" (Backwall)
A9	#6	40	7'-8"	Wings					
AC1	#4	16	19'-8"	Approach Curbs					
D1	#5	64	1'-6"	Abutments	P6	#4	124	13'-8"	Piers #1 & 2, (Columns)
W1	#5	64	2'-8"	" (Rail Wall)	P10	#9	24	12'-0"	Piers #1 & 2, (Caps)
W2	#4	24	7'-4"	" " "	P11	#5	148	16'-10"	" " "
AC2	#4	16	2'-9"	Abut. Backwall & App. Curbs	P12	#11	12	35'-7"	Bunker Oct 29 '57
P1	#8	48	9'-6"	Pier #1 (Footing)					
P2	#8	48	11'-6"	" #2 "					
P3	#8	96	27'-0	Piers #1 & 2 (Columns)					
P4	#8	40	6'-8"	" " (Columns)					

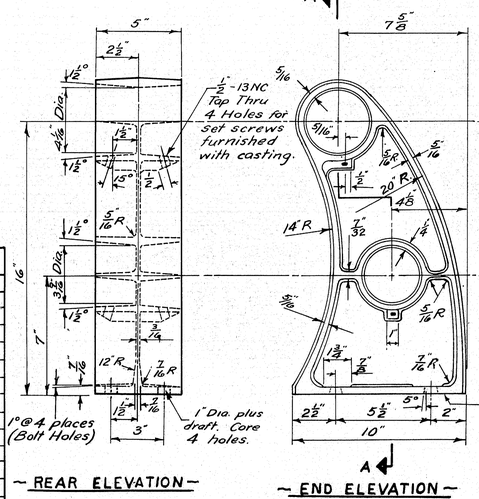


SHIM

Aluminum alloy plate 5" x 1/16" x 0'-10" (See note for alloy) To be used or cut & used as necessary.

RAIL SCHEDULE

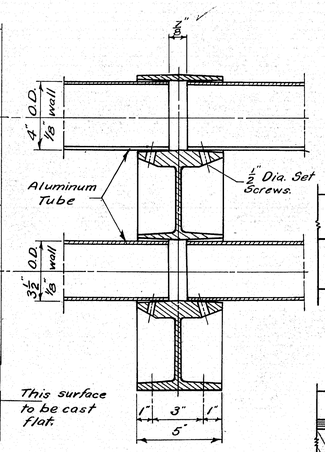
Mark	Size	No.	Length	Location
		Tubes		
R1	4" O.D. ⅛" Wall	2	8'-9"	Abut #1 top end tube, cap ℄ 1 one end.
R2	4" O.D. ⅛" Wall	2	8'-9"	Abut #2 " " " " " " "
R3	3½" O.D. ⅛" Wall	2	8'-9"	Abut. #1 bottom end tube, cap ℄ 2, one end
R4	3½" O.D. ⅛" Wall	2	8'-9"	Abut #2 " " " " " " "
R5	4" O.D. ⅛" Wall	52	7'-4"	Remaining top tubes
R6	3½" O.D. ⅛" Wall	52	7'-4"	Remaining bottom tubes
Anchor Bolts ⅞"φ x 1'-0" - 232 req'd All with hex. nuts				
Washers ⅞"φ 232 req'd.				
Cap Plate 1 - 3½"φ x ½" 4 req'd Shop weld to tubes R1 & R2				
Cap Plate 2 - 3½"φ x ½" 4 req'd Shop weld to tubes R3 & R4				
Rail Posts 58 req'd, Alcoa Post 2001 or equivalent Set screw type. Anchor bolt holes reamed to 15/16" φ				
Shims - 50 req'd as shown.				



~ REAR ELEVATION ~

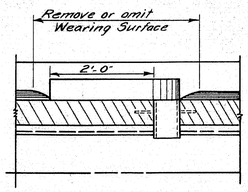
~ END ELEVATION ~

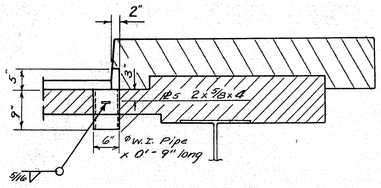
POST DETAIL



~ SECTION A-A ~

ALUMINUM RAIL DETAILS





WROUGHT IRON PIPE DRAIN
20 Req'd.

Revision - Spacing of Rail Posts - 1-24-48 E.V.S.

DESIGN - FOSTER, SIROIS
TRACE - SIROIS
CHECK - Hamilton

BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

MOUNT DESERT BRIDGE
OVER
MOUNT DESERT NARROWS
IN THE TOWN OF
TRENTON
HANCOCK COUNTY

RAIL DETAILS & REINFORCING STEEL

SHEET 12 OF 12 AUGUSTA, MAINE MARCH 1957

69-167

0 1 2 3 4 5 INCHES

℄

3+11 BHE

3+10 NET

2" Sod
Loam

-4½

39.57

+4½

2" Sod
4" Loam

3+0

35

C 52

2" Sod
Loam

-4½

39.83

+4½

Ditch

Ditch

Field Stone Curb
Sta. 2+60 to 3+30 L
Sta. 3+60 to 5+00 L

2+80
Drain Rt

35

C 92

-4½

40.16

+4½

Parking Yard

2" Sod
4" Loam

Entrance Lt.

2+50

35

Sod and Loam
Sta 2+44 to 2+80 R

C 157

40.38

+4½

2+25

35

Drive to Roller-Skating Rink

-4½

40.55

+4½

2+00 NET

38.5

37.5

2" Sod
4" Loam

1+95 BHE

2+0

35

C 127

-4½

40.73

+4½

38.1

37.1

2" Sod
4" Loam

1+50

35

Sta. 1+44 to 2+44 R
Install 15" x 100' CMP

Outlet 12" CMP

Inlet 12" CMP

Install 18" x 60' CMP

1+42

35

C 122

80 70 60 50 40 30 20

Outlet 91' L
elev. 3.40

-4½

40.74

+4½

Grate 38.0

Throat 38.5
Pipe 37.0

Sta. 1+42 L
Construct Catch
Basin Type "A"
Install 18" x 50' CMP L

Inlet

1+42
Convert Section
18" C.I.P.

35

Install 18" x 56' R.C.P.

Sta. 1+42 R
Construct Catch Basin
Type "D"

-4½

40.75

Entrance to Restaurant

1+09

35

-4½

40.75

+4½

37.5

1+0

35

C 141

Sta 0+64 to 1+40 R
Install 15" x 76' CMP

Remove Concrete Pavement
Sta. 0+50 to 8+25

40.75

+4½

0+82

35

Entrance to Roller Skating Rink

Sta. 0+50
Begin 18" Gravel Base

0+54 BHE NET

-3

40.75

+3

0+80

35

C 36

Sta. 0+50 Beginning F.A. Proj. F-C 43-1(4)
Sta 4+73.23 F.A. Proj. 102-B

℄

F.A. 43-1(4)

SHEET 28 OF 168

PLATE 6 GRADE SECTIONS

PLATE 6 GRADE SECTIONS

PLATE 6 GRADE SECTIONS

C. Ellis 5/96

℄

6+80 NET

-4½" 30.88 +4½"

+50 25

C 44
F 120

31.36

End Sod and Loam
Sta. 6± 20 L

+33 Driveway 25 Skew Back

2" Sod
4" Loam

-4½ 32.29 +4½

Lawn Lawn Lawn

5+95 NET

6+0 25

C 46
F 94

2" Sod
4" Loam

-4½ 33.70 +4½

Lawn Lawn Lawn

+50 30

Sta 5+0 to 5+50 left
Install 12"x 50' CMP

-4½ 34.46

C 37
F 81

Driveway +23 30

2" Sod
4" Loam

-4½ 35.11 +4½

Lawn Lawn Lawn

5+0 30 Ditch

4+54 BHE

C 53
F 37

2" Sod
Loam

-4½ 36.50 +4½

Lawn Ditch

+50 30

C 84

Sill 106.80

2" Sod
Loam

-4½ 37.73 +4½

Lawn Lawn

6+0 35

2" Sod
4" Loam

C 105

Fill Sill 61'

-4½ 38.74 +4½

Drive

6+50 35

2" Sod
4" Loam

C 118

-4½ 38.95

Driveway +39 35

+4½

39.23

3+22 35 Driveway

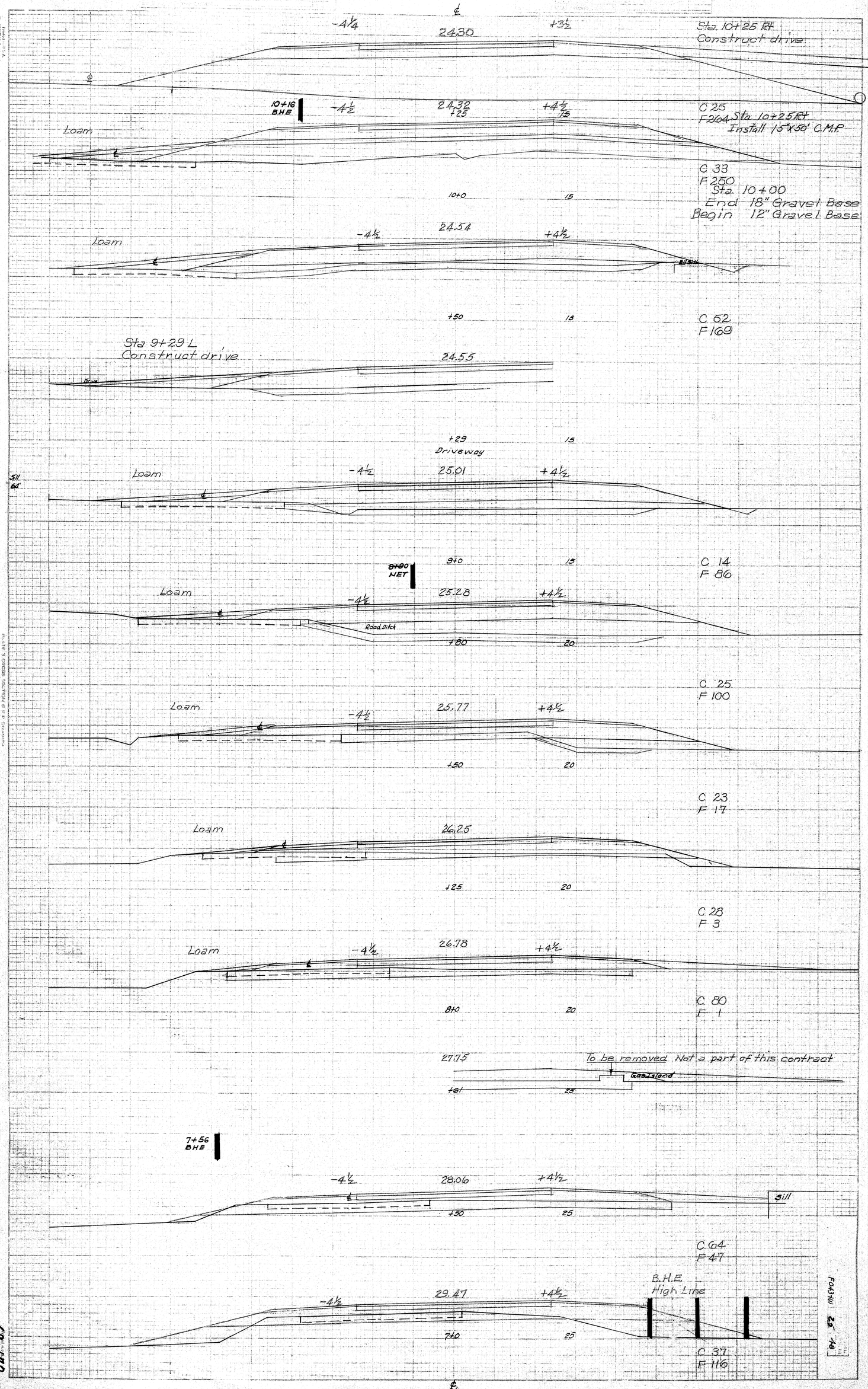
No culv. required

FO-33101 Sheet 46

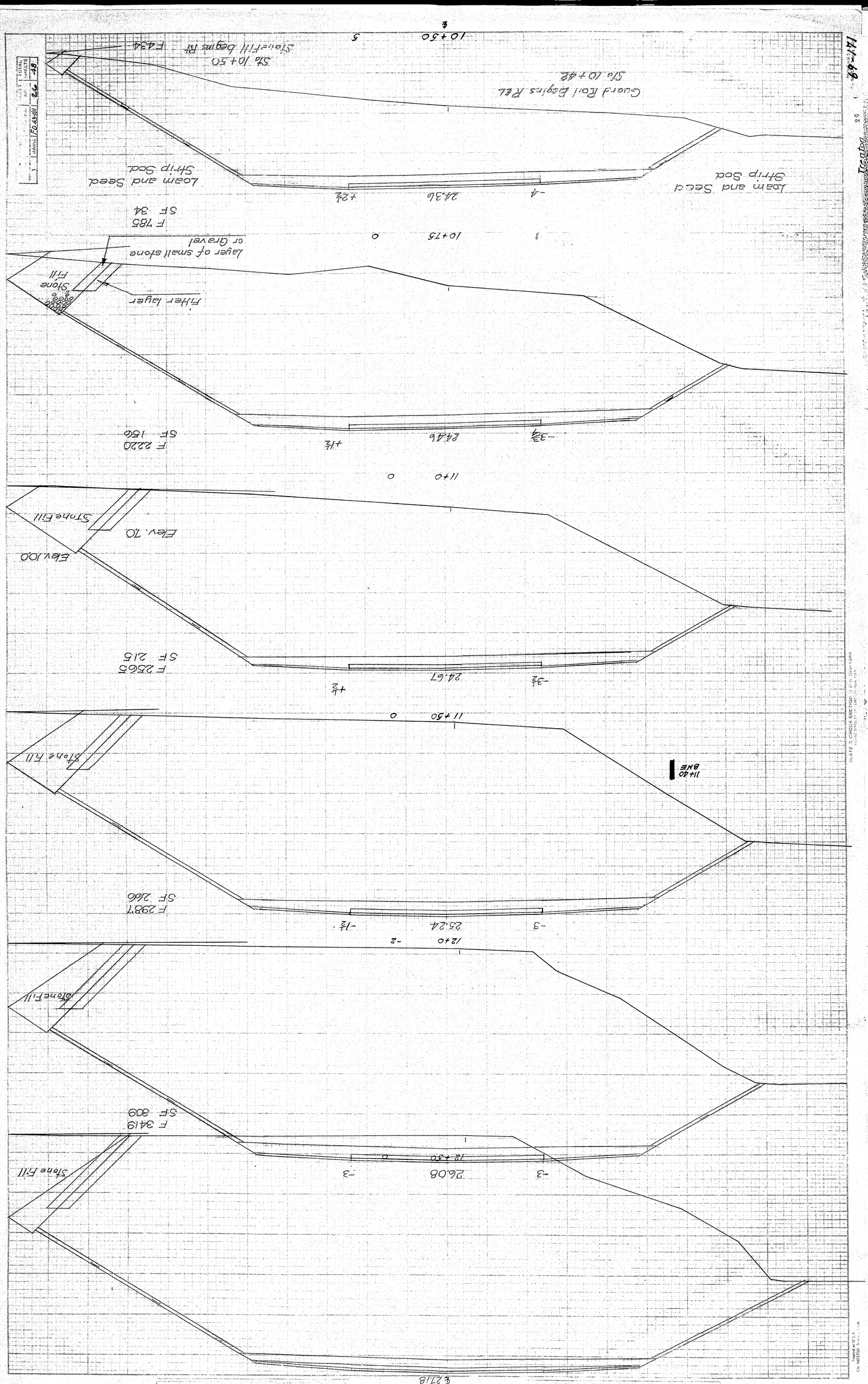
LEXINGTON 2.4

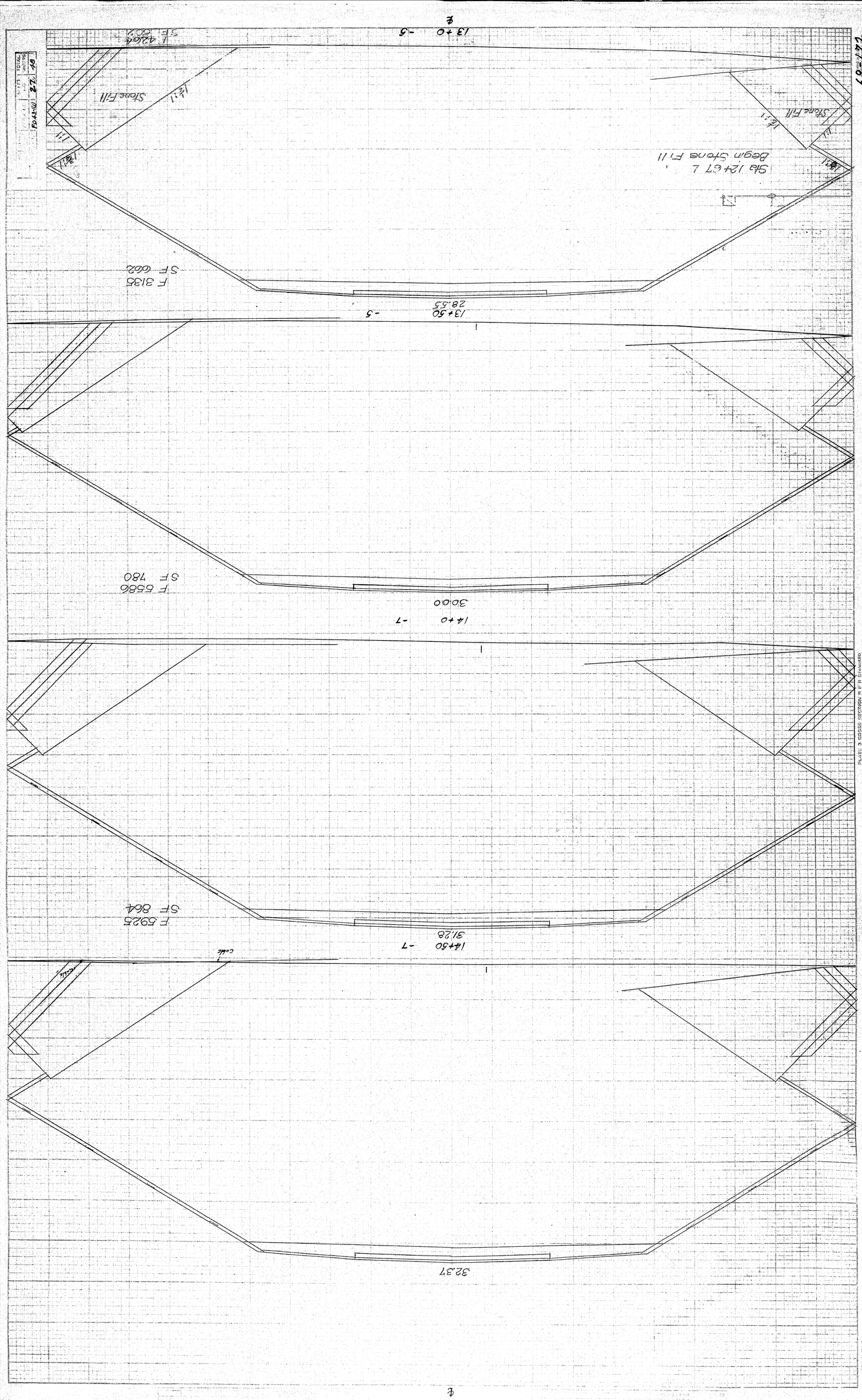
69-1465

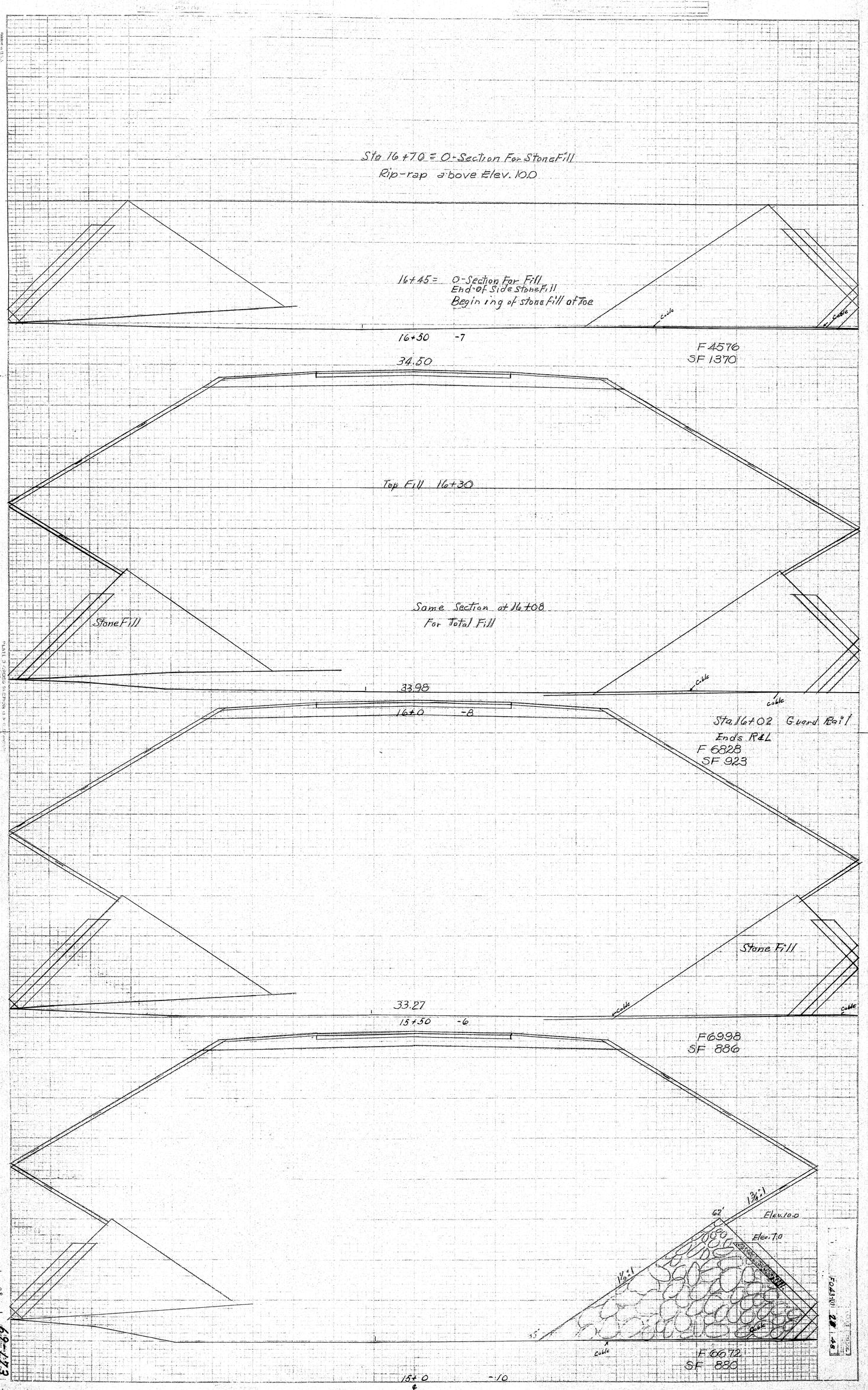
C. Ellis 5/86



TRENTON
25
08-1-90


℄ 2118
Stone Fill
F 3419
SF 309
-3
26.08
-3
12+30
0
Stone Fill
12+0
-2
-3
25.24
-1½
F 2987
SF 266
11+20
BKE
Stone Fill
11+50
0
-3¾
24.67
+½
F 2565
SF 215
Elev. 10.0
Elev. 10
Stone Fill
11+0
0
-3¾
24.46
+1½
F 2220
SF 156
Fiber layer
Stone Fill
Layer of small stone or Gravel
10+75
0
F 1785
SF 34
Loam and Seed
Strip Sod
-4
24.36
+2½
Loam and Seed
Strip Sod
Guard Rail Begins Rt
Sta 10+42
Sta 10+50
Stone Fill Begins Rt
F 4434
10+50
5
℄

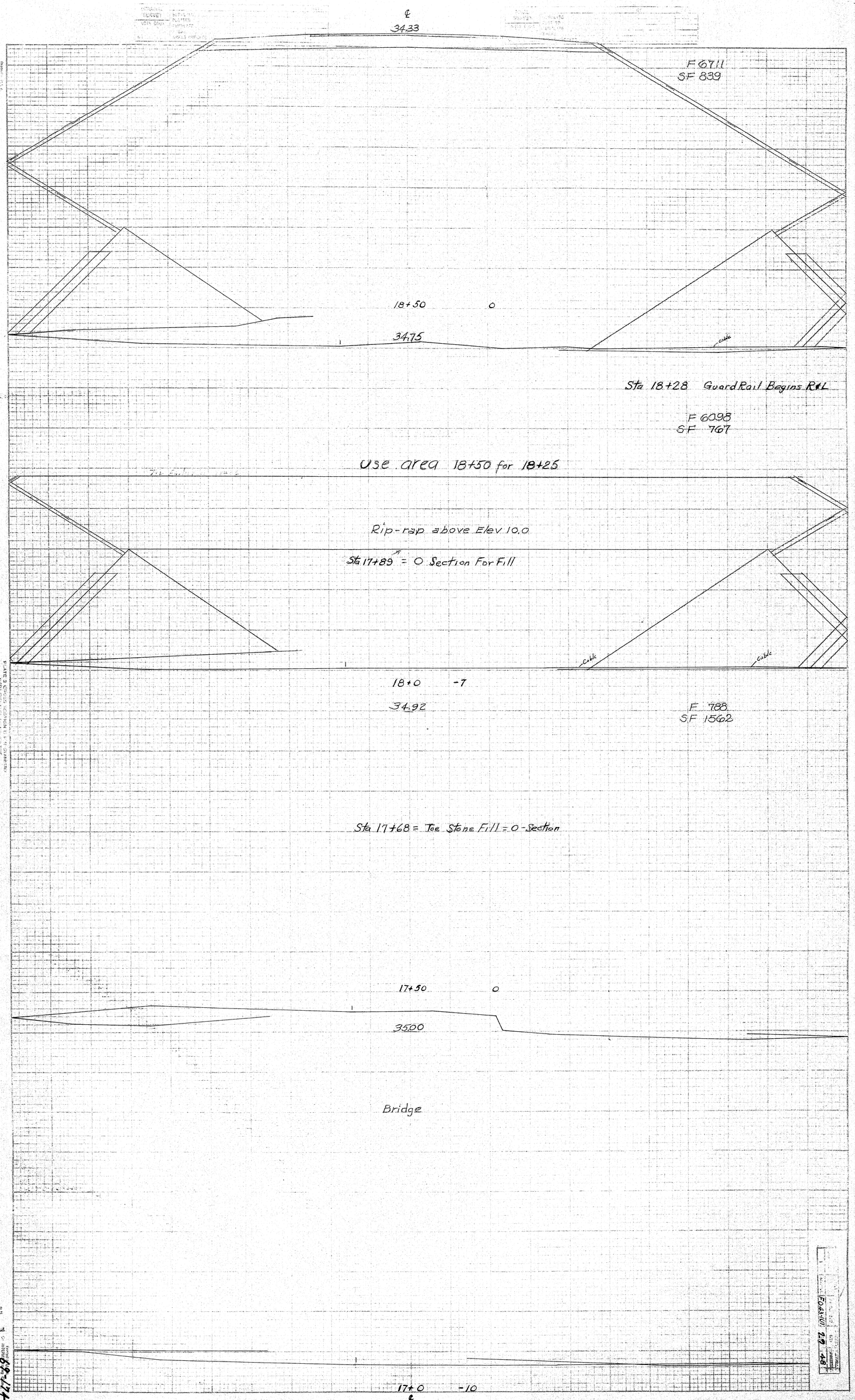

32.37
14+50 -7
31.28
F 5925
SF 864
14+0 -7
30.00
F 5586
SF 780
13+50
28.53
-5
F 3135
SF 602
Sta 12+67 L
Begin Stone Fill
Stone Fill
Stone Fill
13+0 -5
℄
L 4264
SF 2012
FD 43-101
Tractor
69 m/172



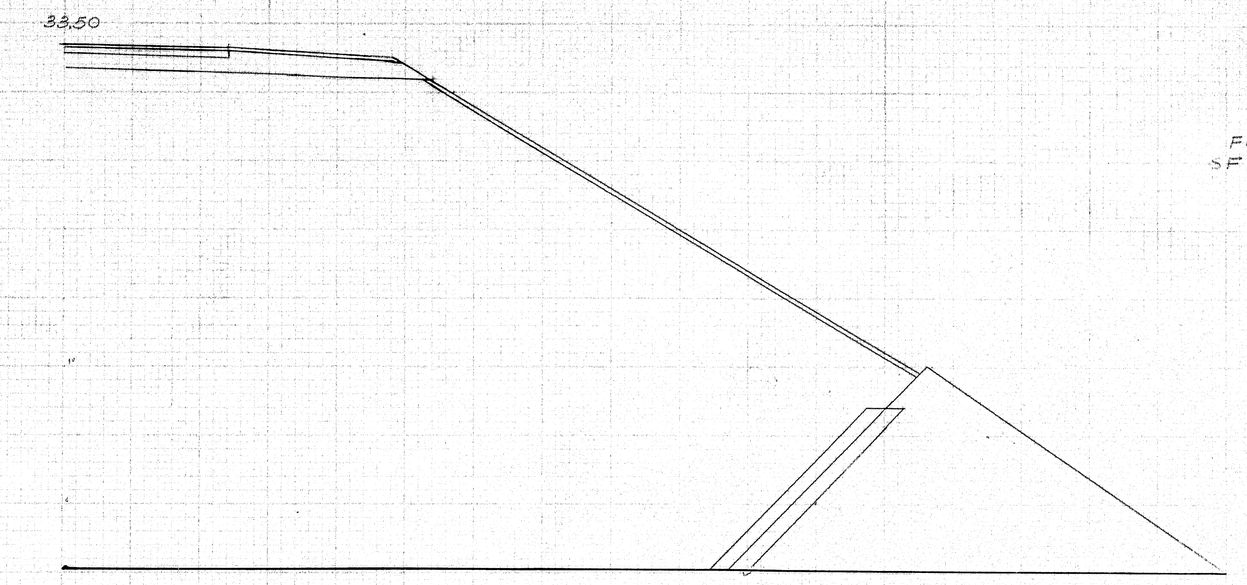
INCHES

Tracing 28

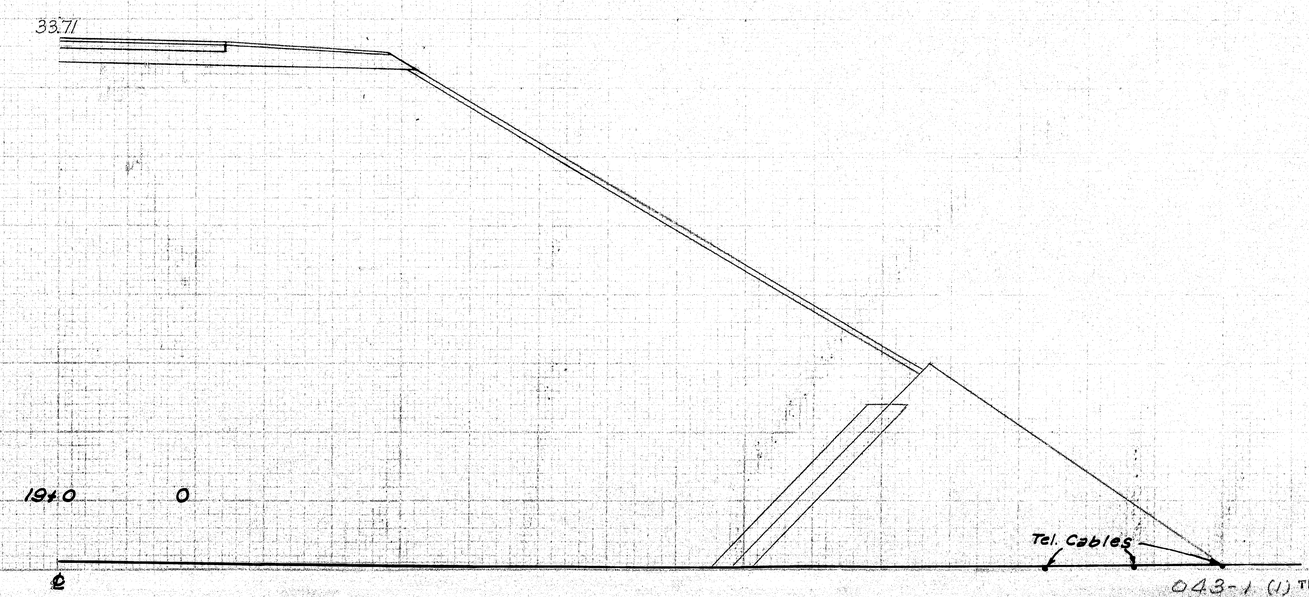
69-173


℄
34.33
F 6711
SF 839
18+50
0
34.75
Cable
Sta 18+28 Guard Rail Begins R&L
F 6098
SF 767
Use area 18+50 for 18+25
Rip-rap above Elev 10.0
Sta 17+89 = 0 Section For Fill
Cable
Cable
18+0
-7
34.92
F 788
SF 1562
Sta 17+68 = Toe Stone Fill = 0-Section
17+50
0
35.00
Bridge
17+0
-10
℄

PRA DIV NO	STATE	PROJ NO	SHEET NO	TOTAL SHEETS
1	MAINE	RC43-(1)	32	48



F C436
F 685

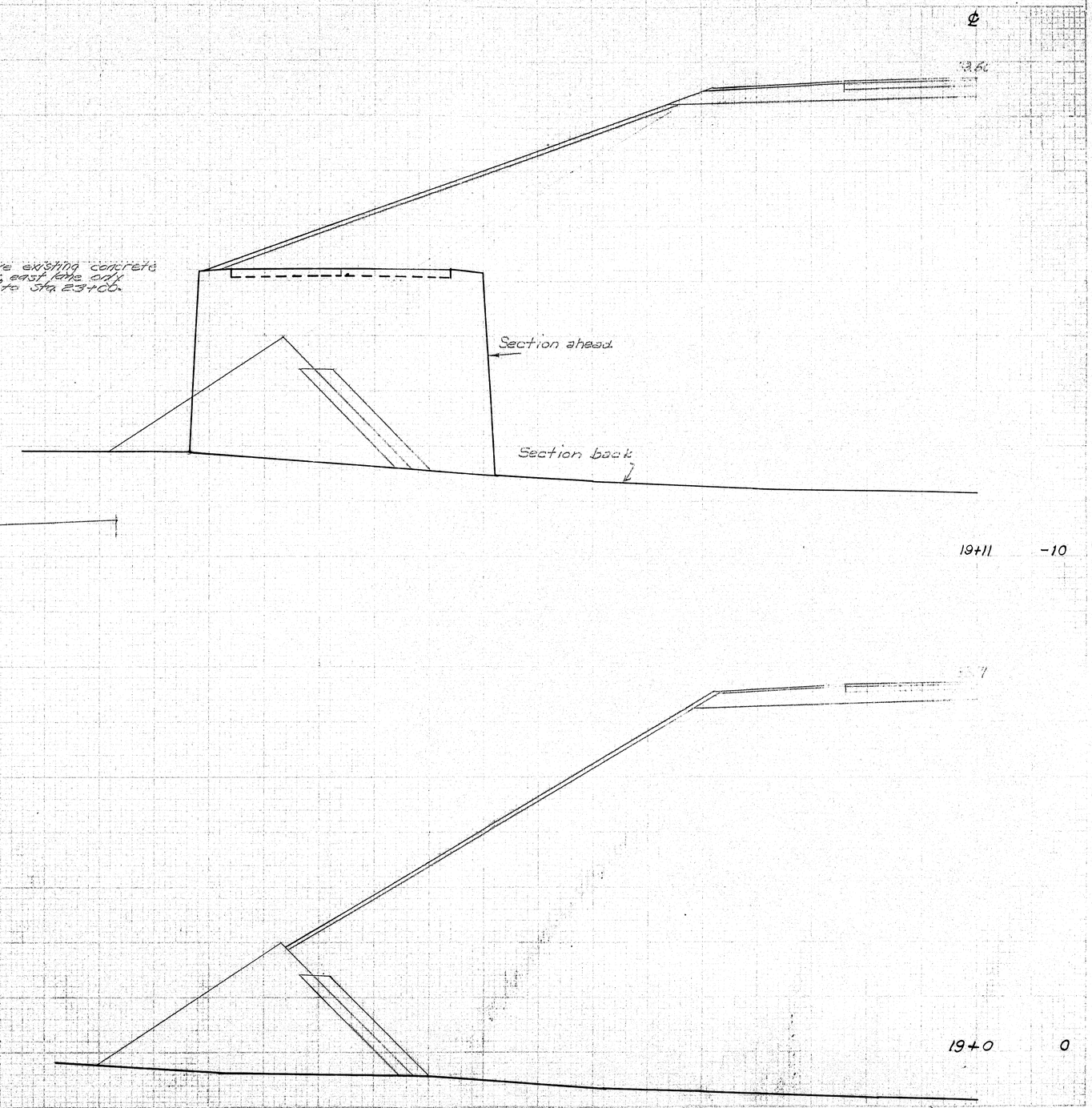


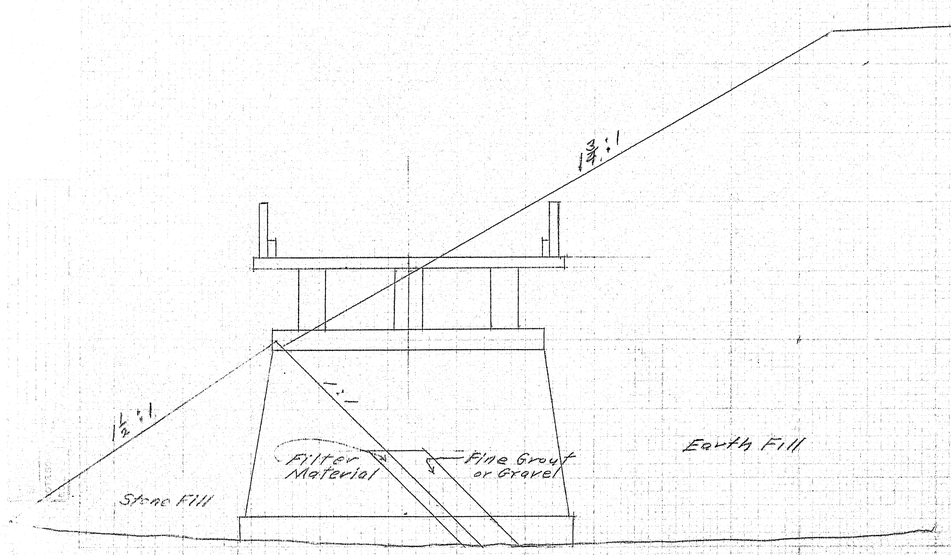
043-1 (1) TRENTON 10

69-175

0 1 2 3 4 5 INCHES

P R A Div NO	STATE	PROJ NO	SHEET NO	TOTAL SHEETS
1	MAIN	F043-1(1)	31	48

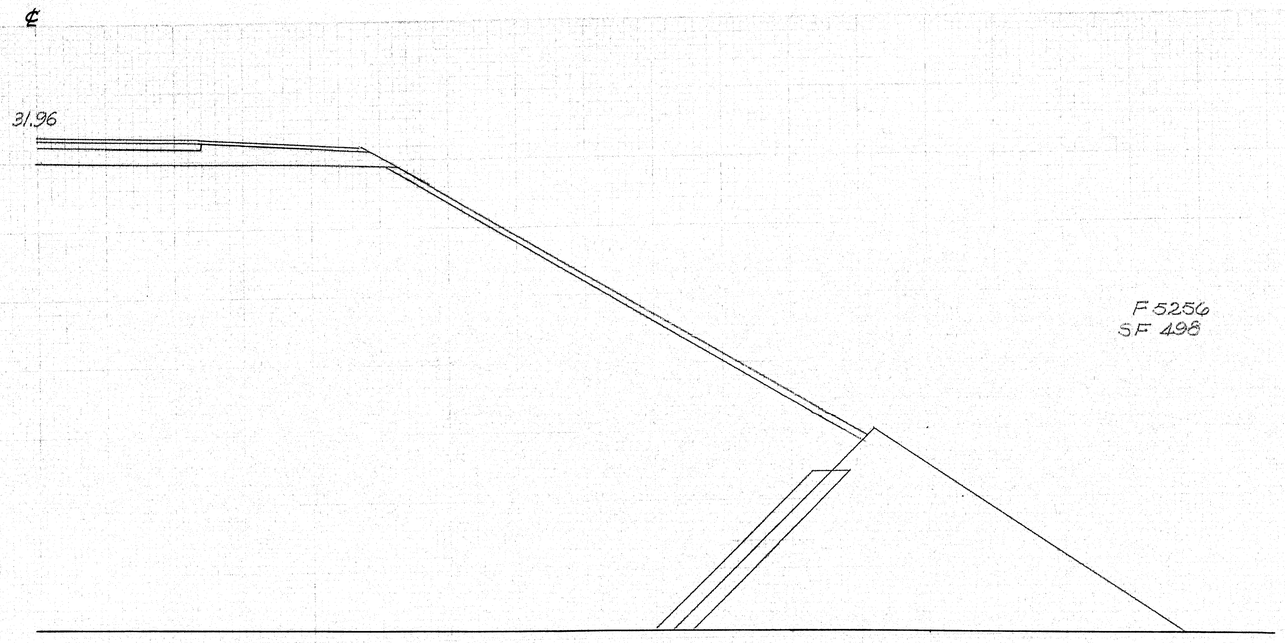


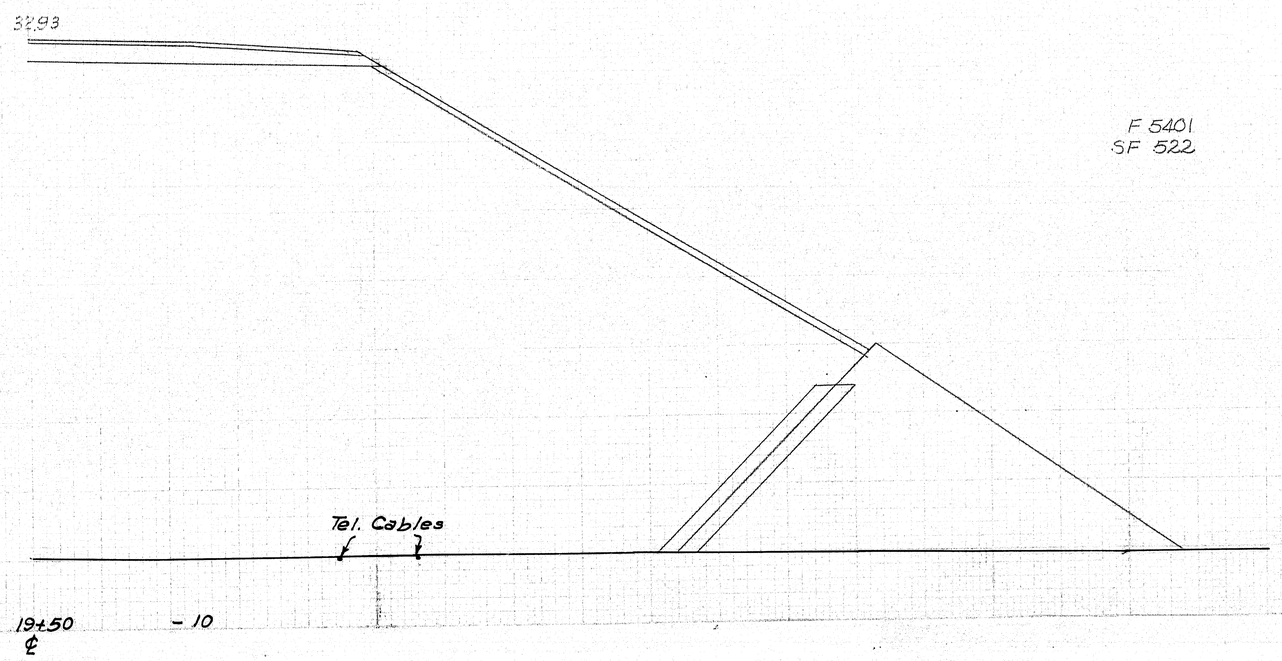


TYPICAL SECTION
Embankment at Existing Structure.

0 1 2 3 4 5 INCHES

F R A Div NO	STATE	PROJ NO	SHEET NO	TOTAL SHEETS
1	MAINE	I-043-1(1)	32	40

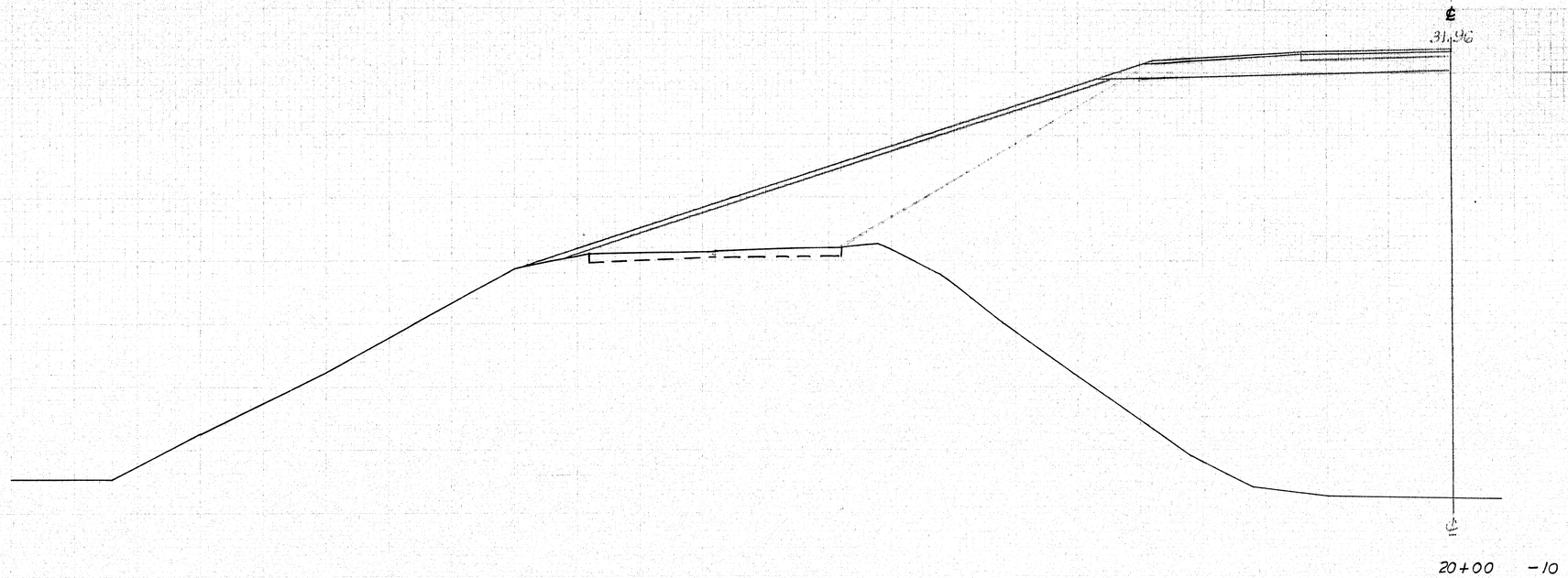




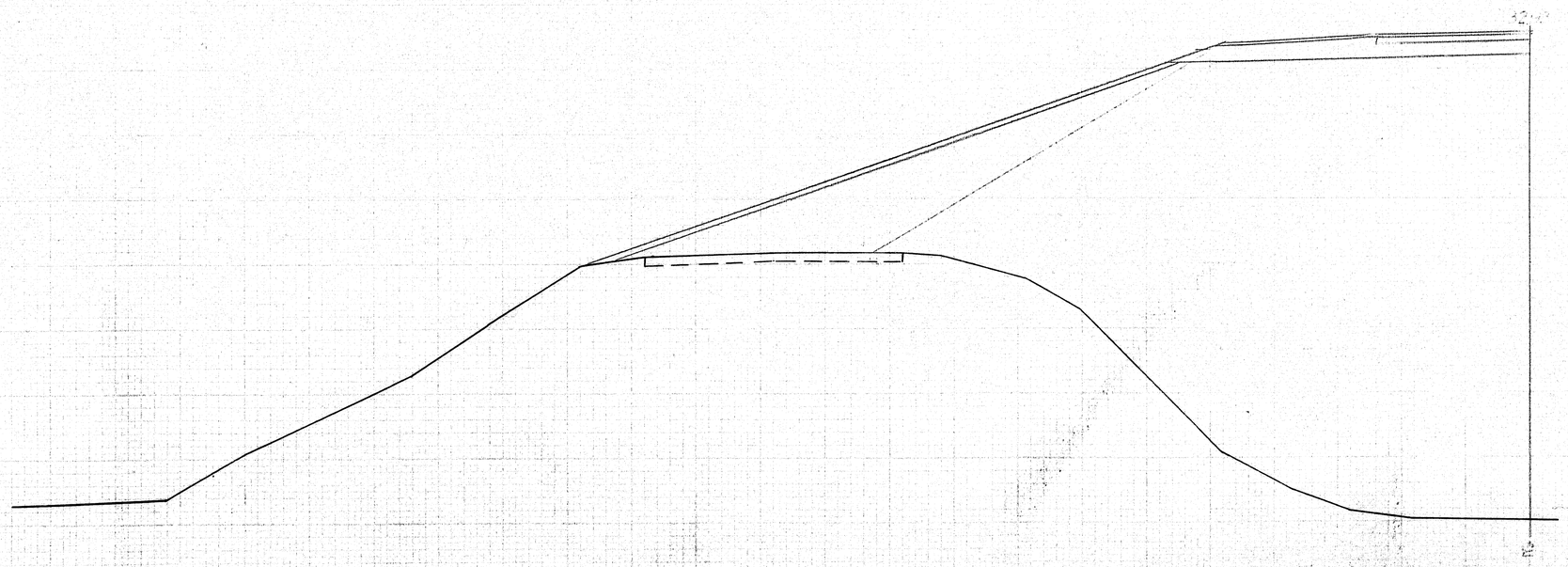
043-1 (1) TRENTON 69-177

0 1 2 3 4 5 INCHES

F. R. A. DIV. NO	STATE	PROJ. NO	SHEET NO	TOTAL SHEETS
1	NJ	MAINT. Fo 43-1(1)	33	48



Remove existing concrete pavement, east lane only, Sta. 19+11 to Sta. 23+00.



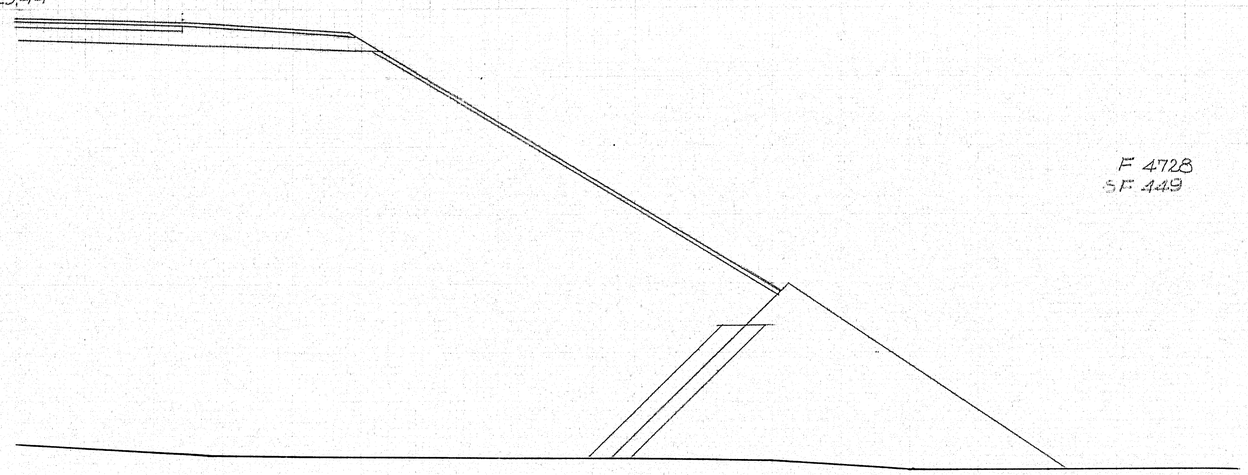
043-1 (1) TRENTON

0 1 2 3 4 5 INCHES

P R A Div. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	F043-1(1)	34	48

℄

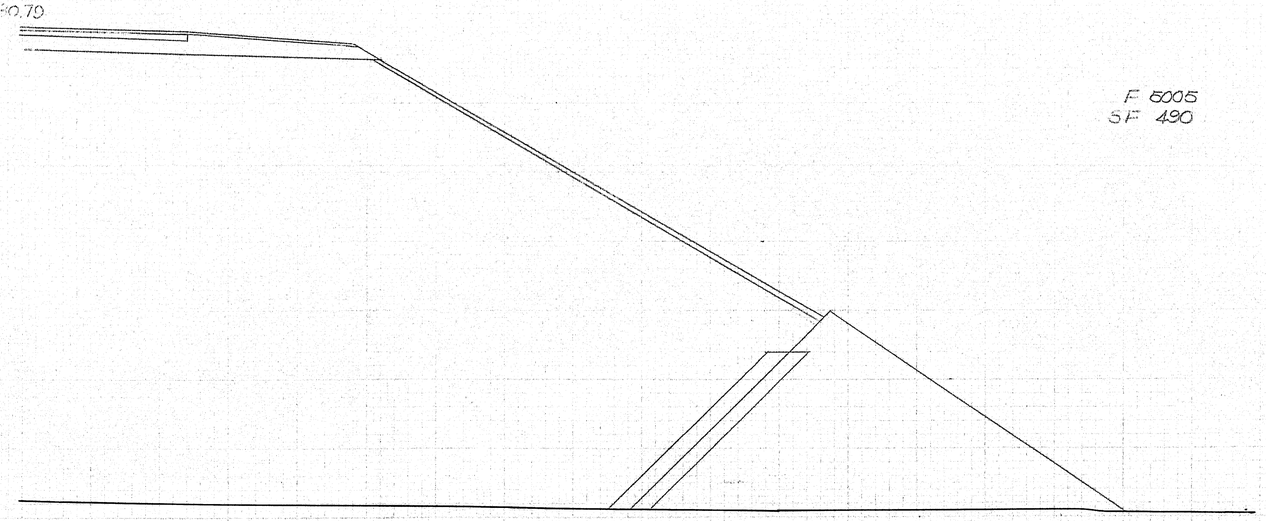
29.44



F 4728
SF 449

21+00 -10

30.79



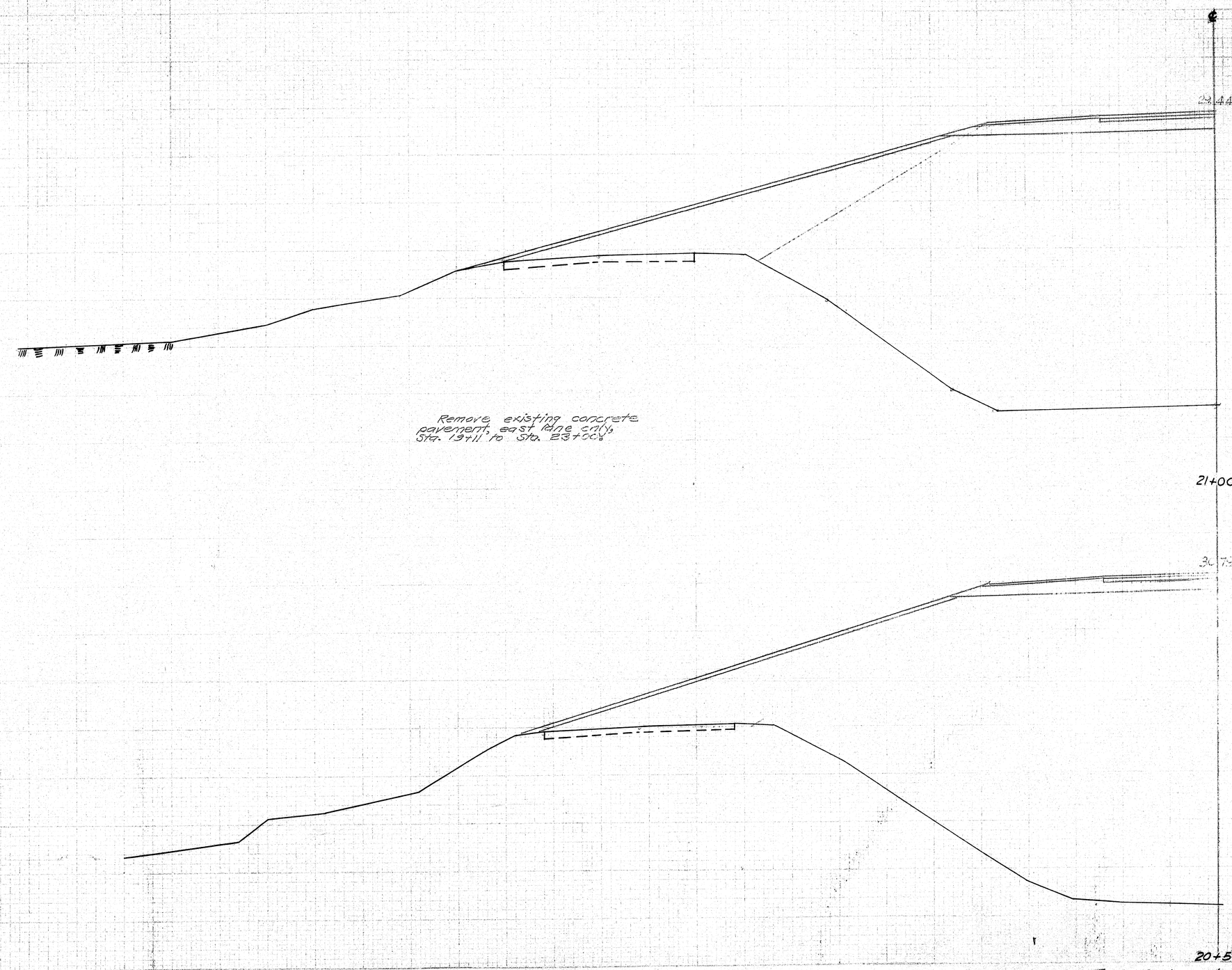
F 5005
SF 490

20+50 -10
℄

043-1 (1) TRENTON 68-179

0 1 2 3 4 5 INCHES

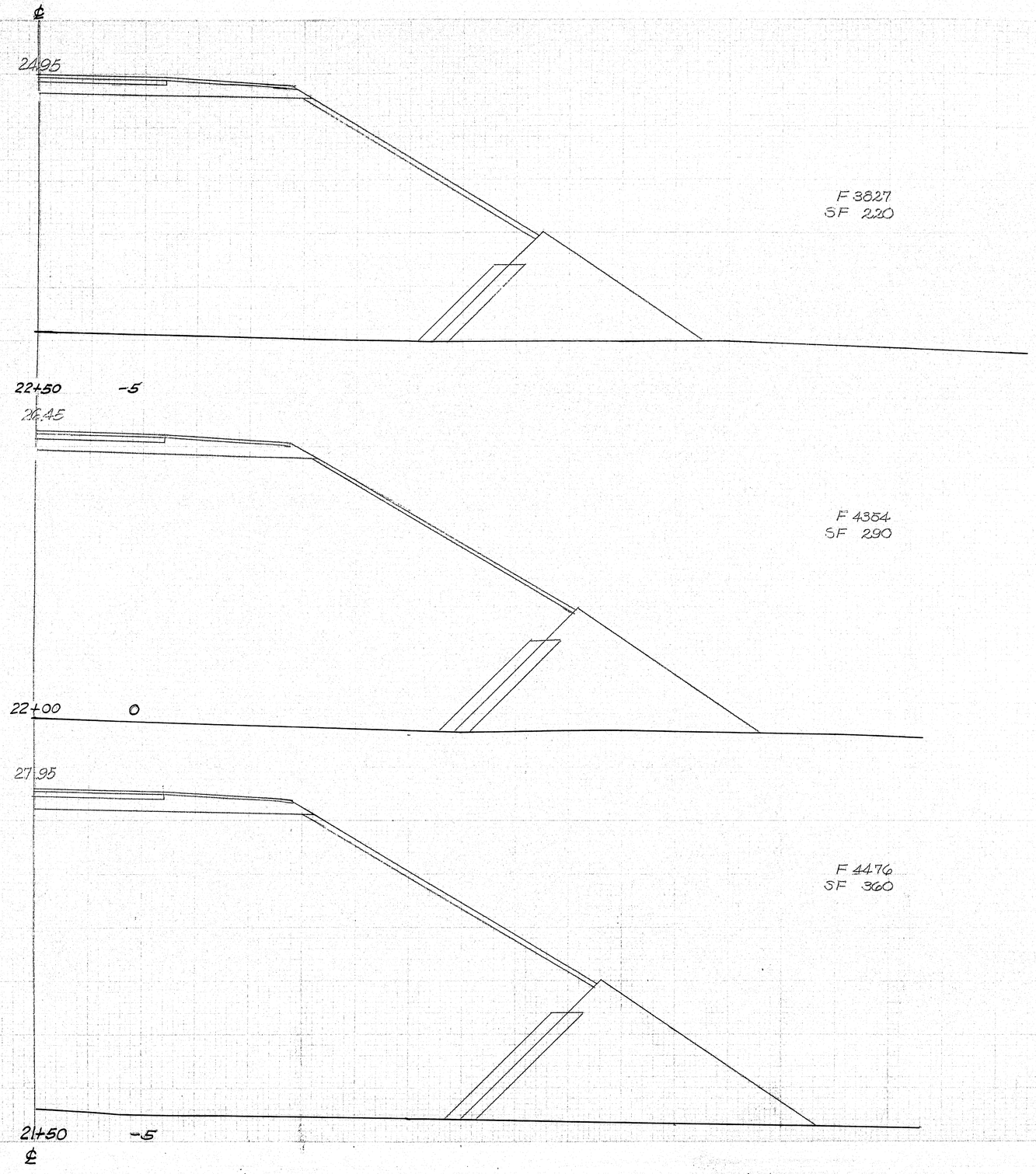
P R A Div. NO	STATE	PROJ. NO	SHEET NO	TOTAL SHEETS
1	MAINE	F043-1(1)	35	481



043-1-(1) TRENTON ℄ TRENTON 69.5 1.80

0 1 2 3 4 5 INCHES

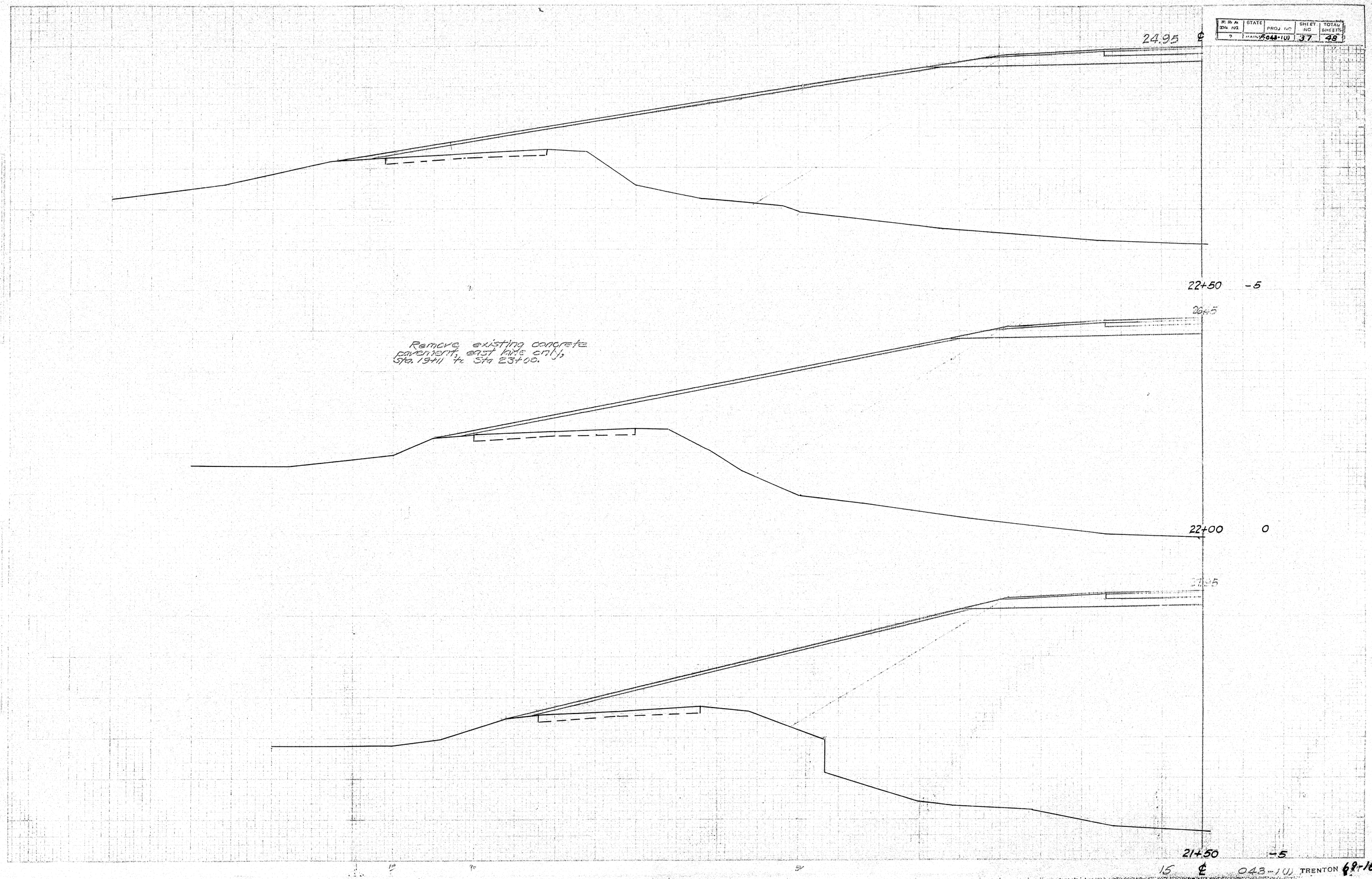
F H A DIV NO	STATE	PROJ NO	SHEET NO	TOTAL SHEETS
1	MAINE	F043-1(1)	36	48



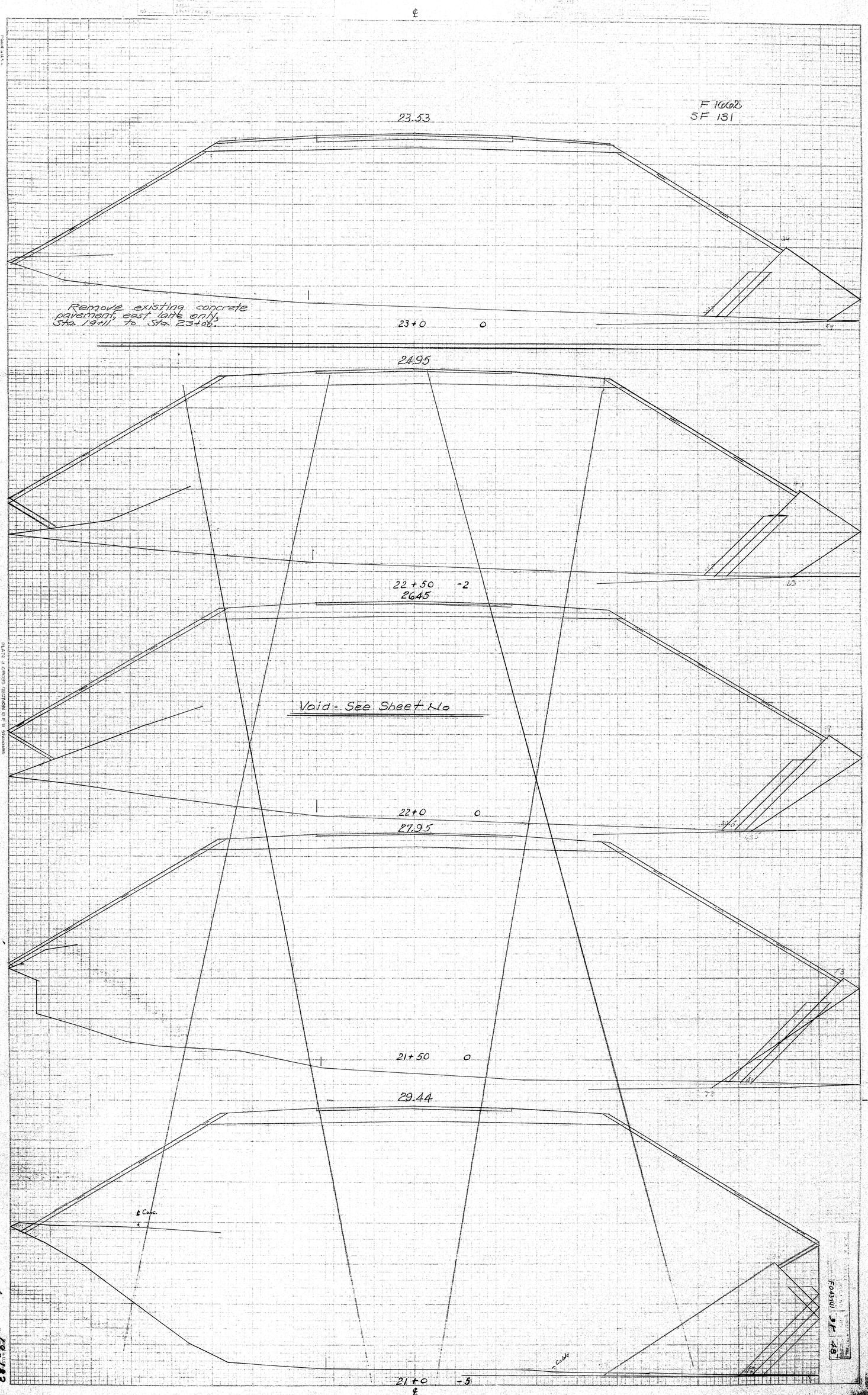
14 043-1(1) TRENTON 69/87

0 1 2 3 4 5 INCHES

R. IN A. DIA. NO.	STATE	PROJ. NO	SHEET NO	TOTAL SHEETS
9	MAINE	F-043-1(1)	37	48



0 1 2 3 4 5 INCHES



Footing JF 48

Trench 98 A

68-183

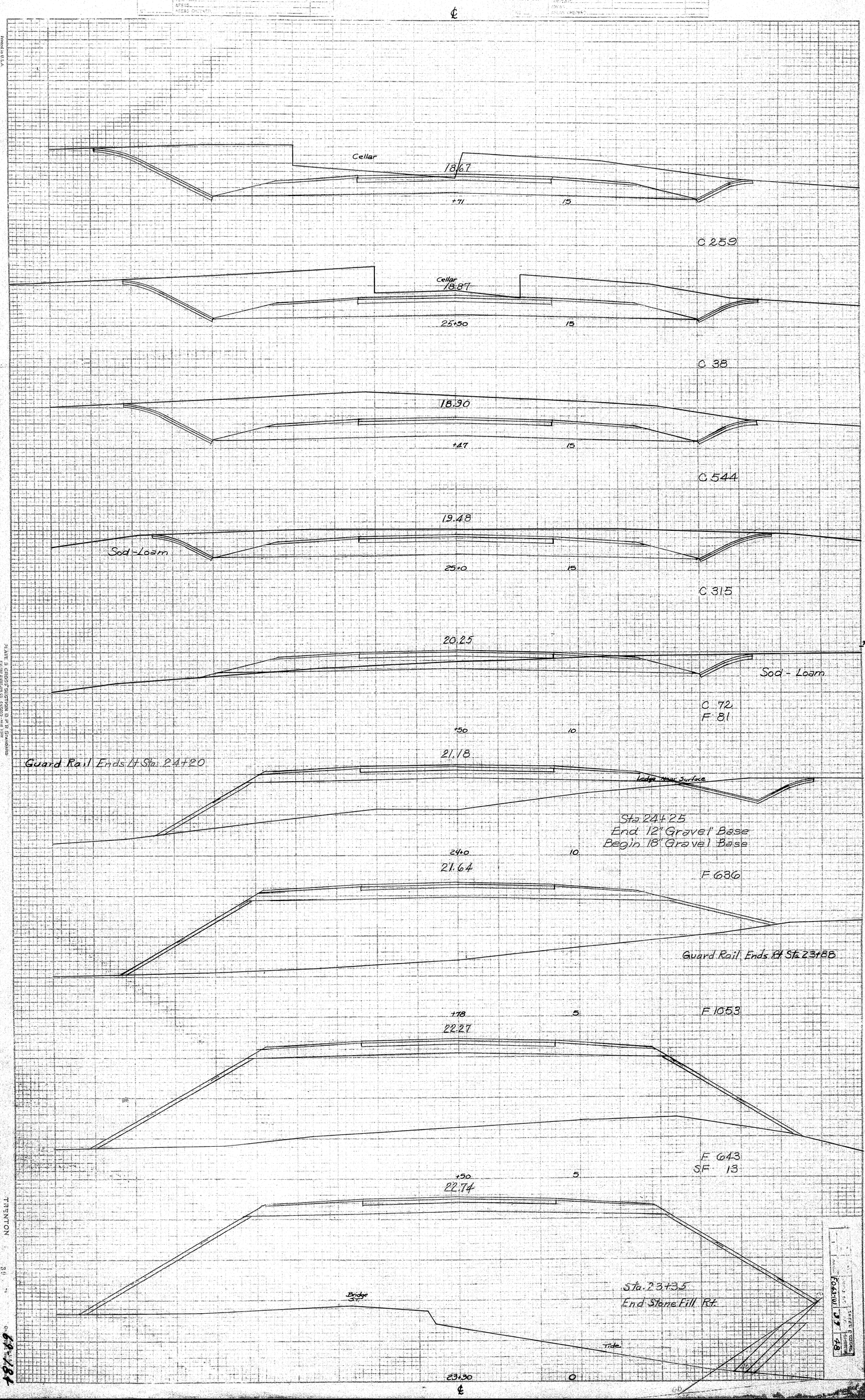


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PLATE 3 - CONDITIONS AT BRIDGE
B.F.P.S. Standard
FOR THE EXTENSION OF CHARLES ST. BOSTON

TAUNTON

Bridge 3-C

FOR STATE ENGINEER
DATE 7-8

1 INCH

ORIGINAL SURVEY | NOTE BOOK | NO.
SURVEYED | PLOTTED | SCALE | AREAS | AREAS CHECKED

FINAL SURVEY | NOTE BOOK | NO.
BY | DATE | PLOTTED | SCALE | AREAS | AREAS CHECKED

℄

16.55
+50 10
Swamp
C 49
F 130

16.75
30+0 10
C 31
F 225

16.95
+50 10
C 44
F 207

17.15
29+0 10
C 92
F 95

17.35
+50 10
C 140

17.55
Sta. 28+00 left
Construct approach
Install 12" x 50' C.M.P.
28+0 10
Sta 28+00 right
Construct approach
Install 12" x 50' C.M.P.
C 178

17.75
+50 15
C 301

17.95
27+0 15
C 362

18.15
+50 15
C 481

18.43
26+0 15
Sta 26+00 right
Construct approach
Install 12" x 50' CMP
C 240

Ahead
Back
18.51
23+82 15
C 121

℄

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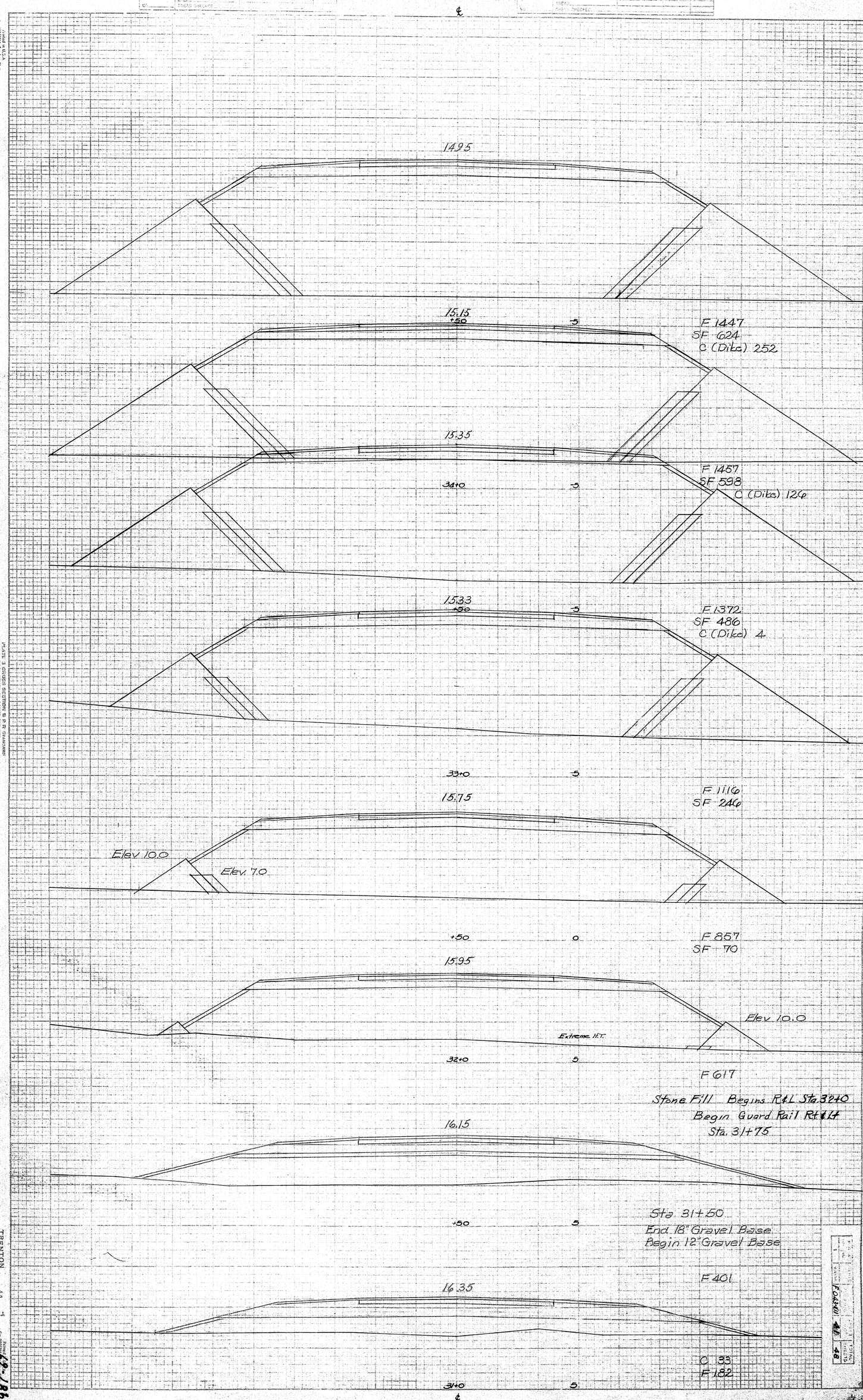
PLATE & GRAPH PAPER CO. OF PITTSBURGH
GENUINE DIETZGEN GRID 10 PER INCH

TRENTON 40

118
Sill

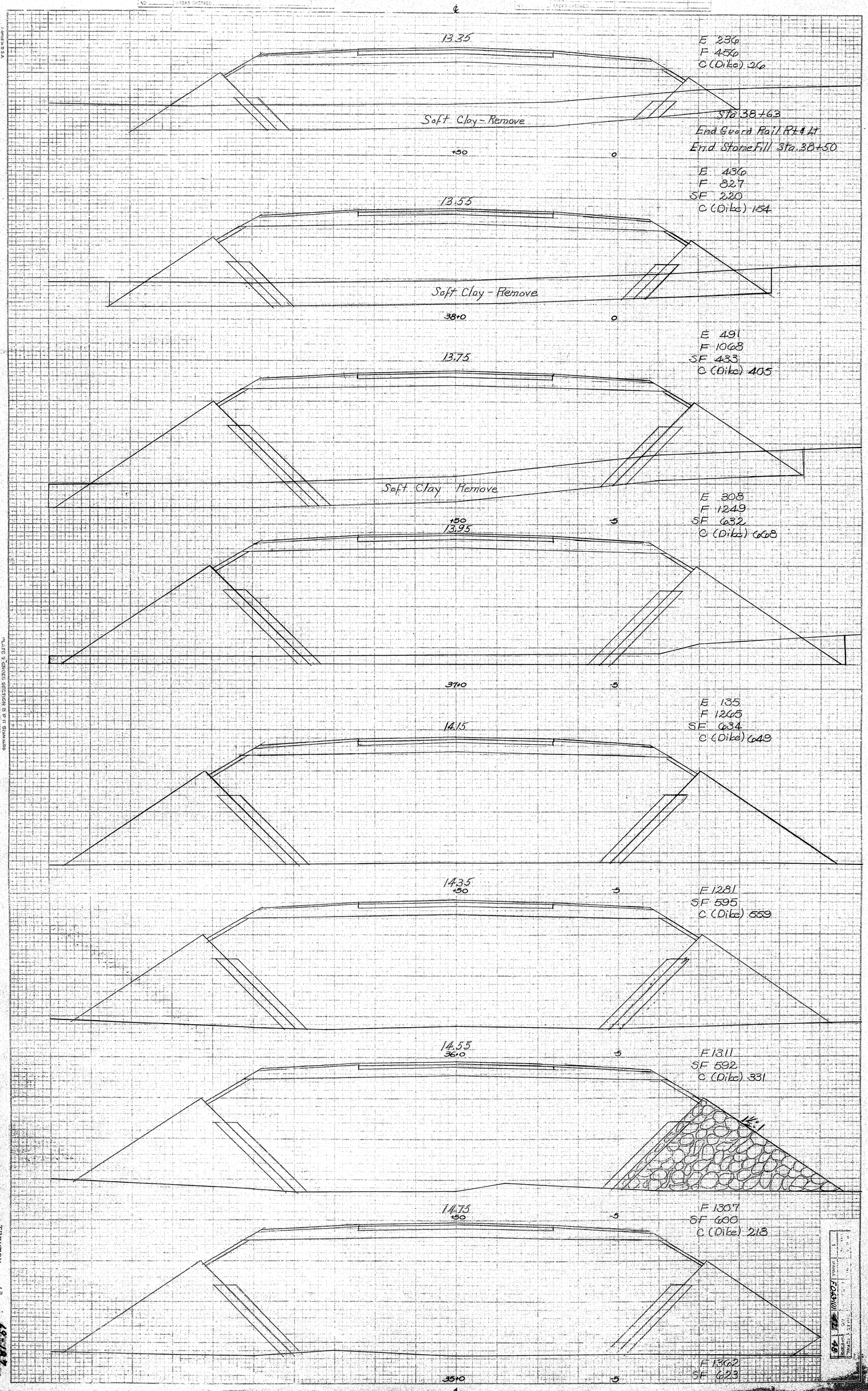
F0431(1) SHEET 40 TOTAL SHEETS 48

40 of 185



TRENTON 4/1 4

Project 68-186


℄
13.35
E 236
F 456
C (Dike) 26
Soft Clay - Remove
Sta 38+63
End Guard Rail Rt & Lt
End Stone Fill Sta. 38+50
+50
0
E 436
F 827
SF 220
C (Dike) 154
13.55
Soft Clay - Remove
38+0
0
E 491
F 1068
SF 433
C (Dike) 405
13.75
Soft Clay Remove
+50
5
E 308
F 1249
SF 632
C (Dike) 668
13.95
37+0
5
E 135
F 1265
SF 634
C (Dike) 649
14.15
14.35
+50
5
F 1281
SF 595
C (Dike) 559
14.55
36+0
5
F 1311
SF 592
C (Dike) 331
14.1
14.75
+50
5
F 1307
SF 600
C (Dike) 218
35+0
5
F 1302
SF 623
INCHES
TRENTON
4½
69

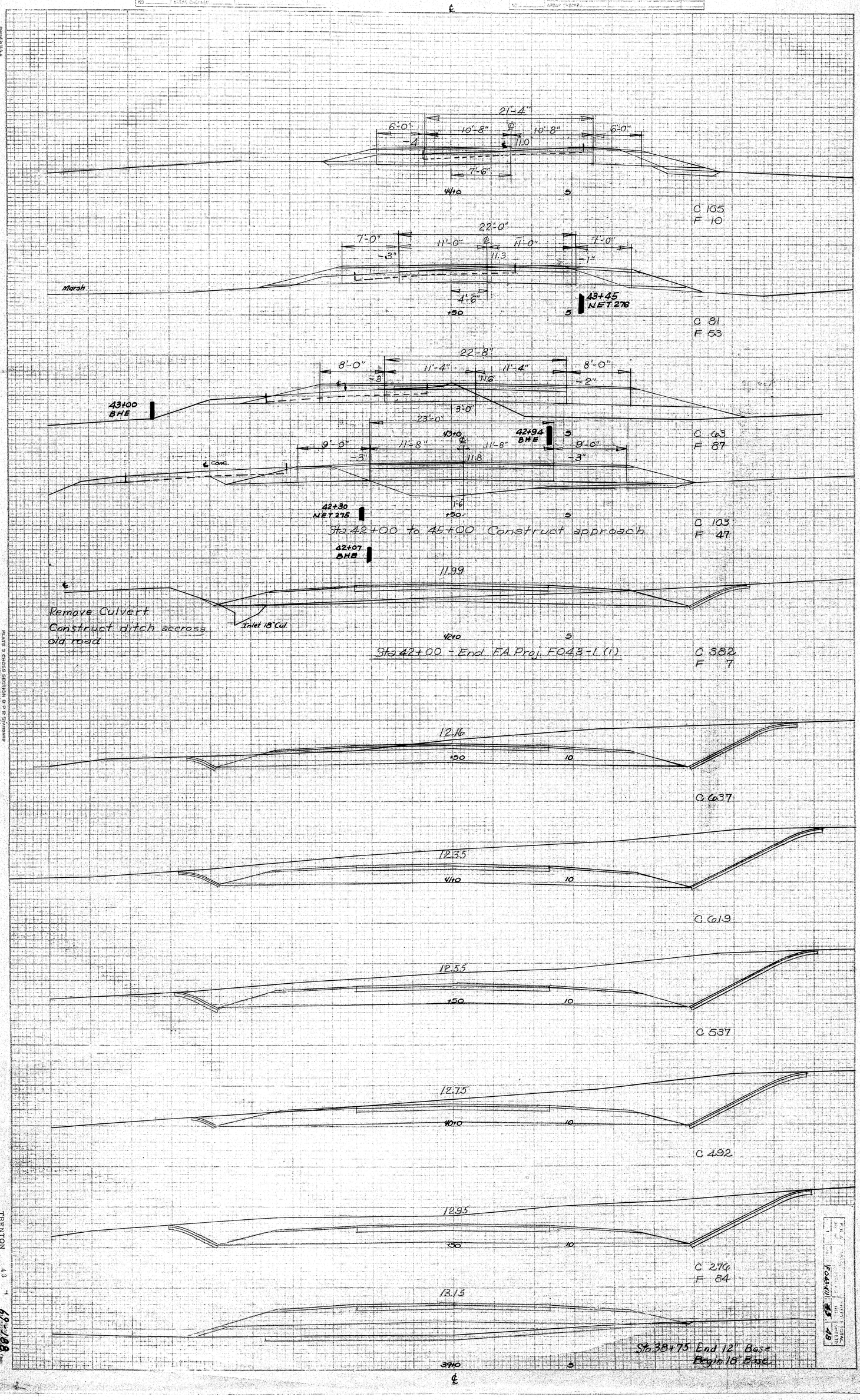
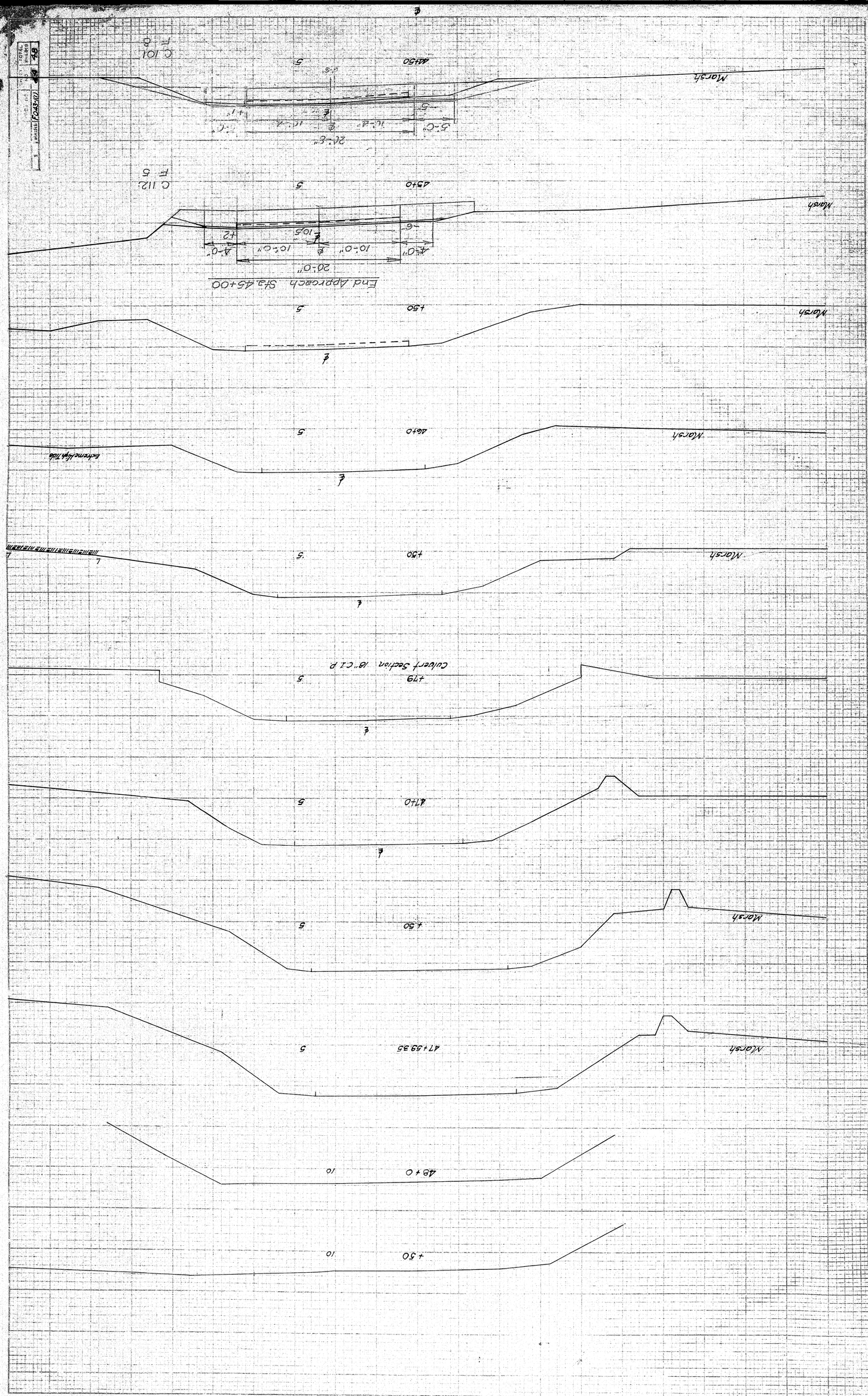
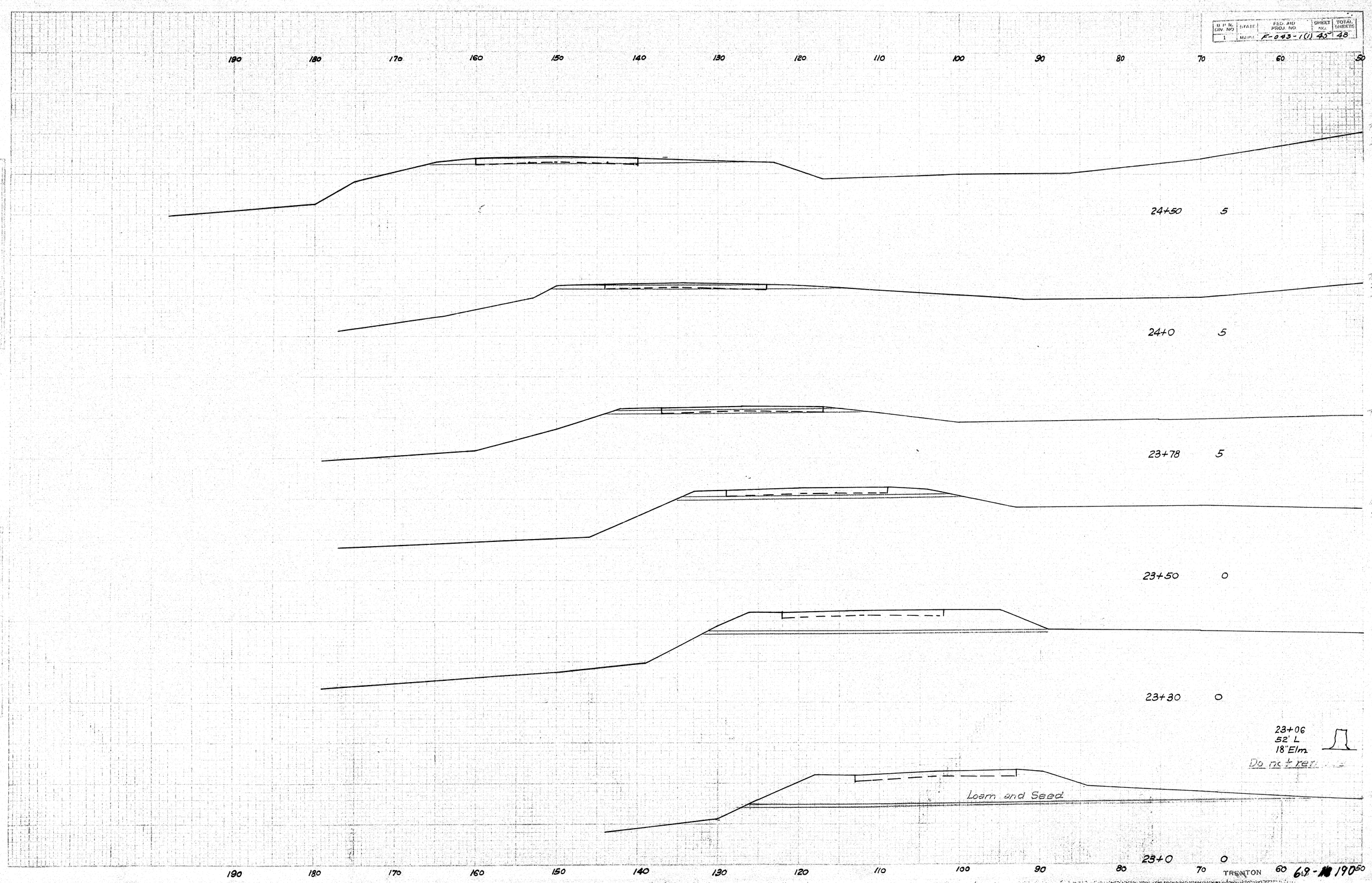


PLATE 3 CROSS SECTION B.P.R. Standard
Revised 1950 (Rev. 1954)

TRENTON 43 7 69-188

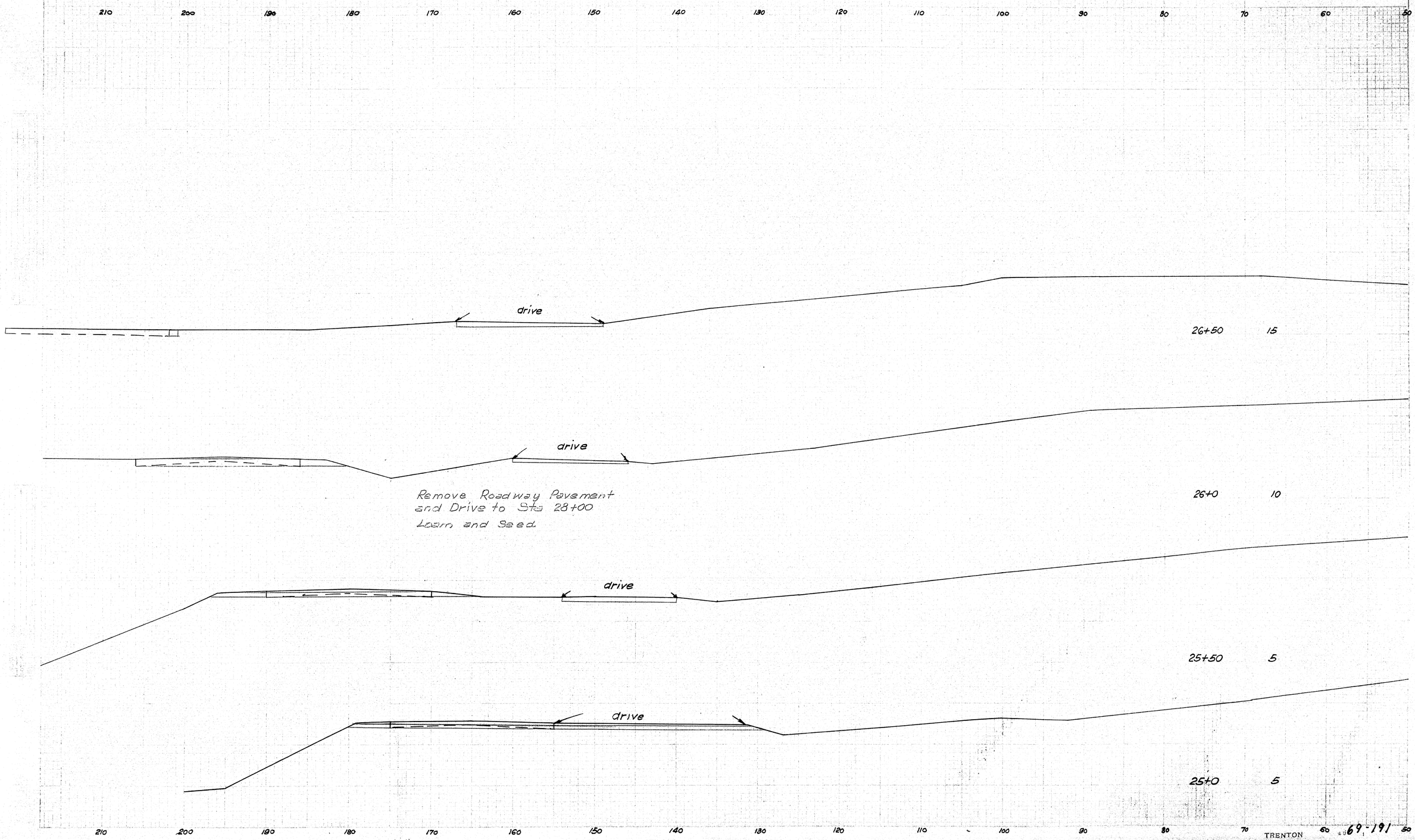

Culvert Section 18" C.I.P.
Marsh
Extreme High Tide
End Approach Sta. 45+00
C 101
F 8
C 112
F 5
TRENTON
PLATE 3 CROSS SECTIONS
C. Ellis
9/66

H.P.N. DIV. NO	STATE	FED. AID PROJ. NO	SHEET NO.	TOTAL SHEETS
1	MERR	F-043-1(1)	40	48



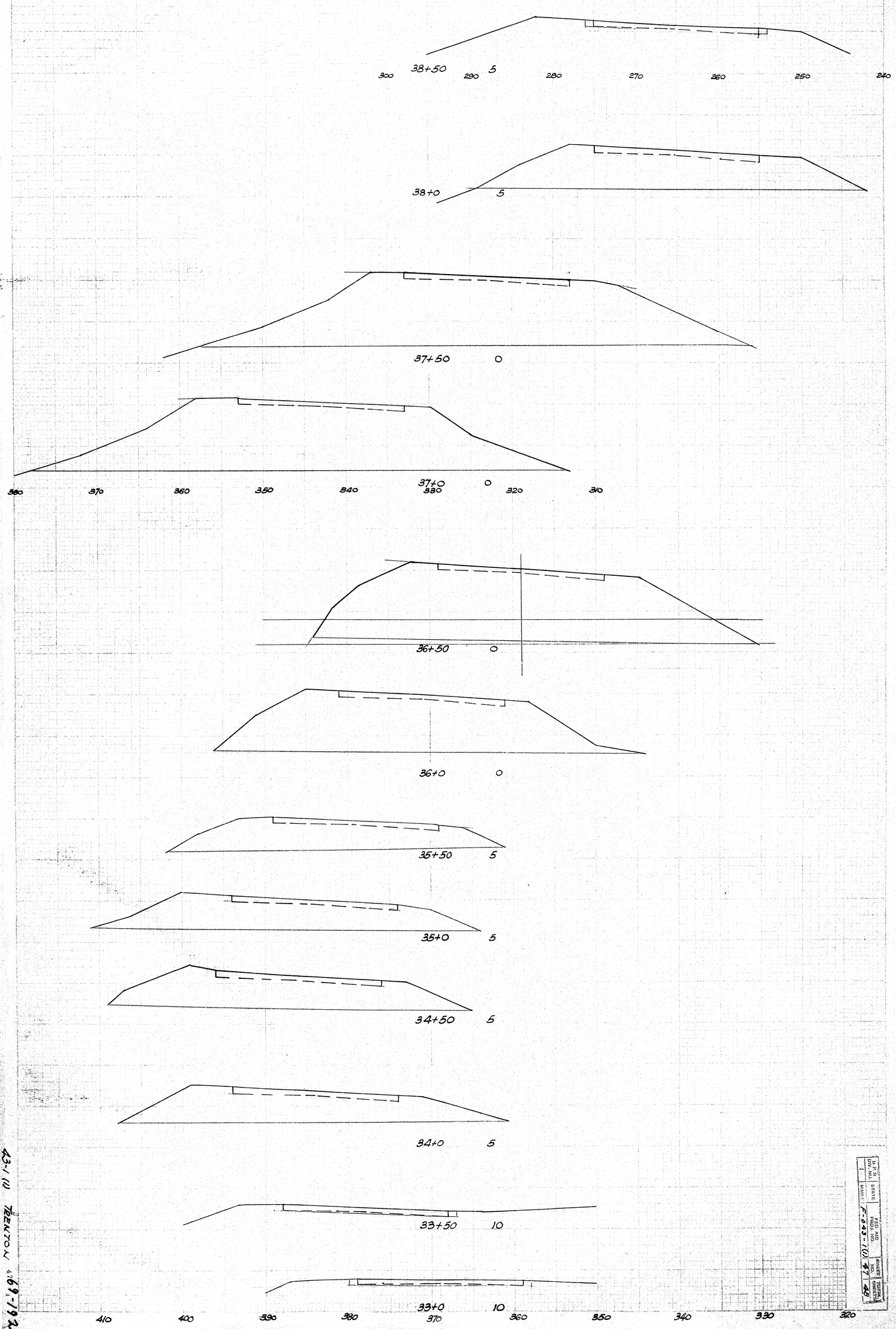
0 1 2 3 4 5 INCHES

B.P.R. DIV. NO	STATE	FED. AID PROJ. NO	SHEET NO.	TOTAL SHEETS
1	MAINE	F-043-1(1)	46	48



TRENTON 69-191

0 1 2 3 4 5 INCHES

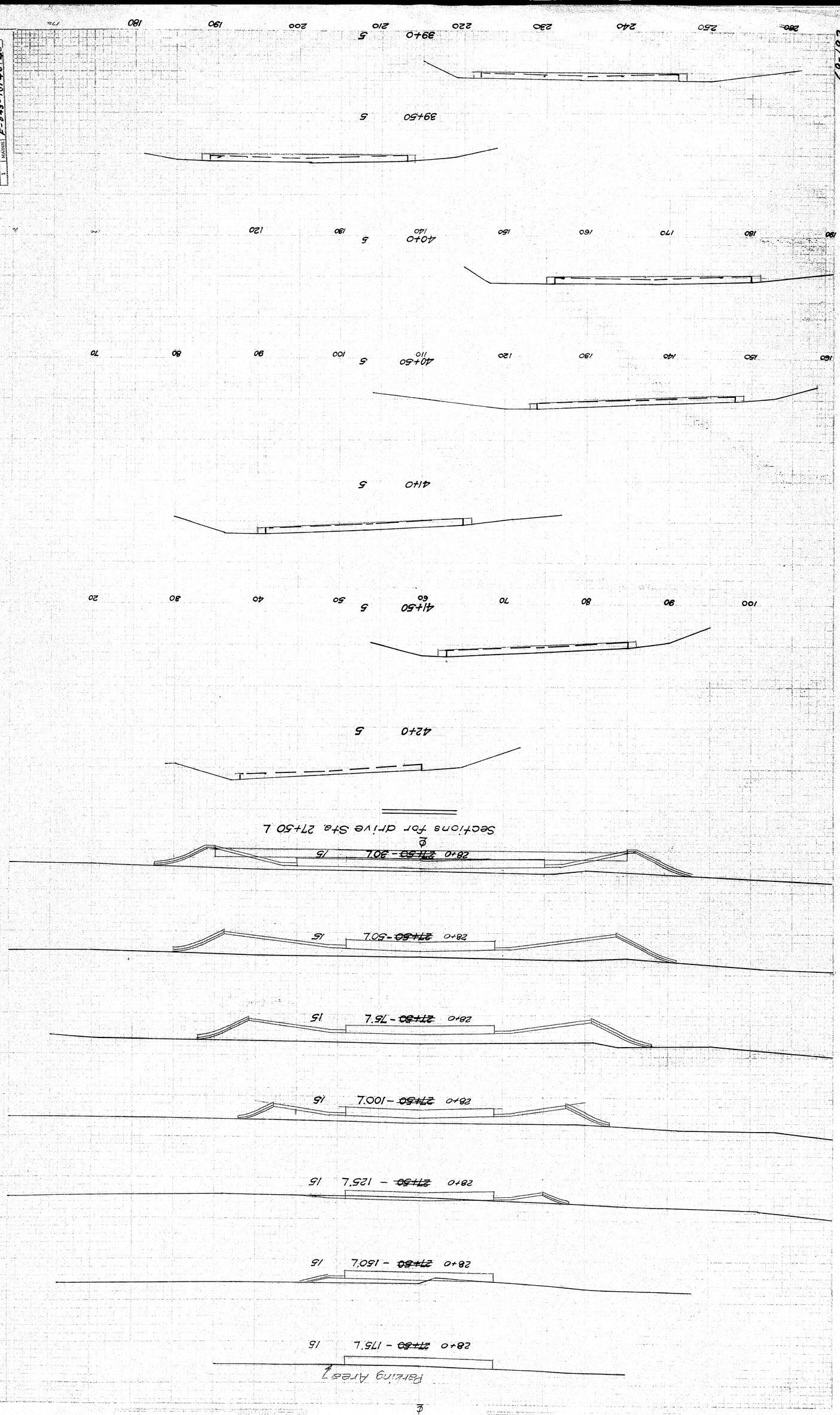


43-1 110 TRENTON 1969-1972

DIST.	COUNTY	STATE
1	U.P.R.R. DIV. 1 NO. 1	

PROJECT NO. F-043-1(10)

SHEET NO. 47 TOTAL SHEETS 80

DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	F-043-1(01)	48	48

43-1(01) TRENTON 69-93