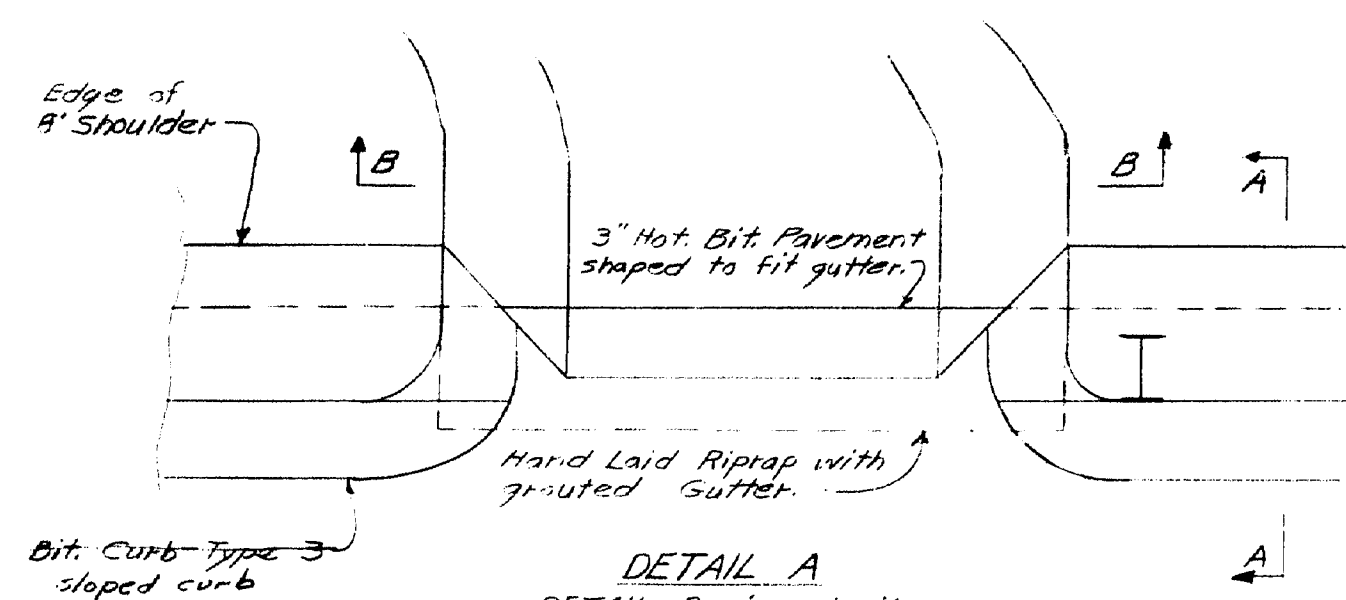
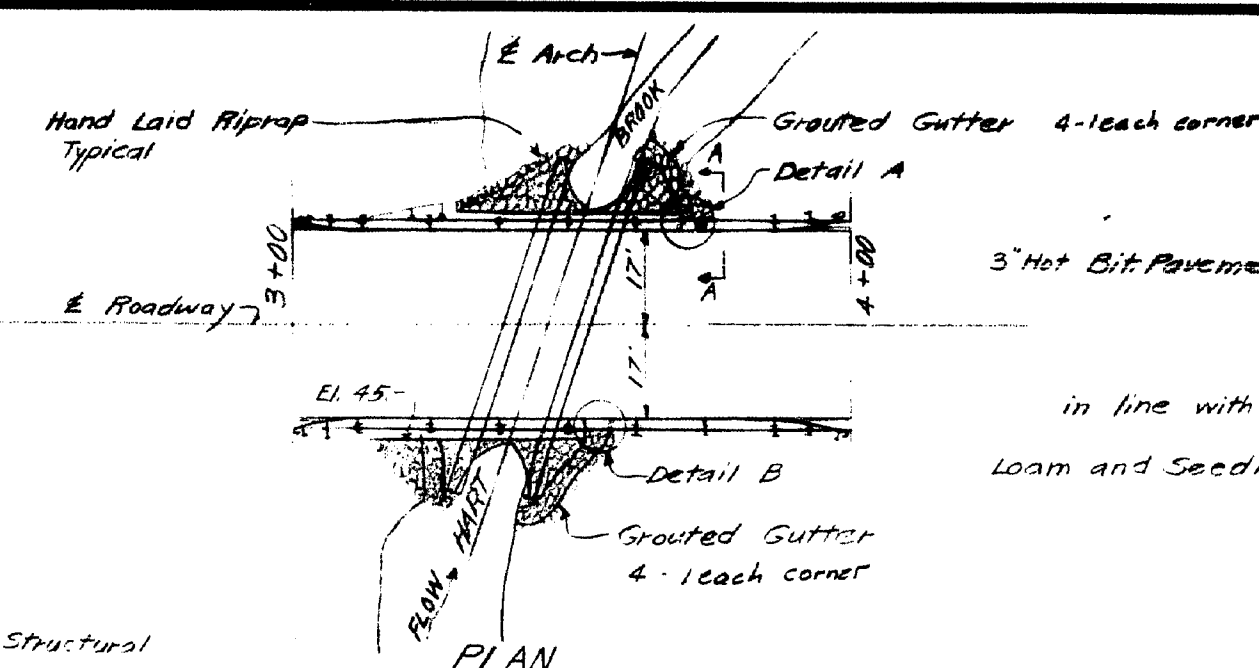


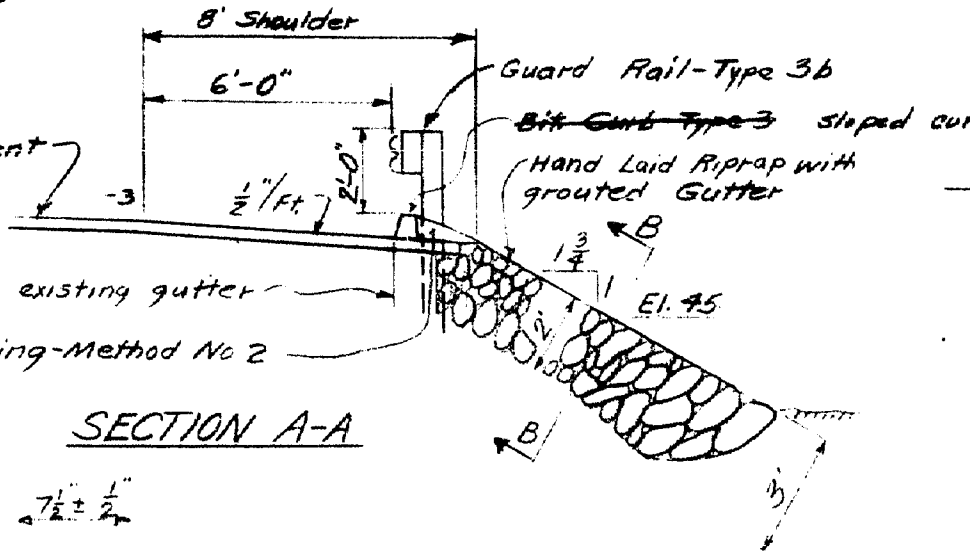
S.P.R. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			



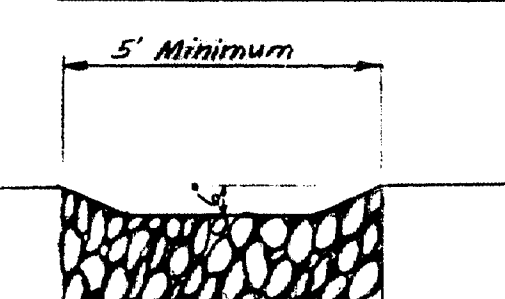
DETAIL A
DETAIL B is similar.



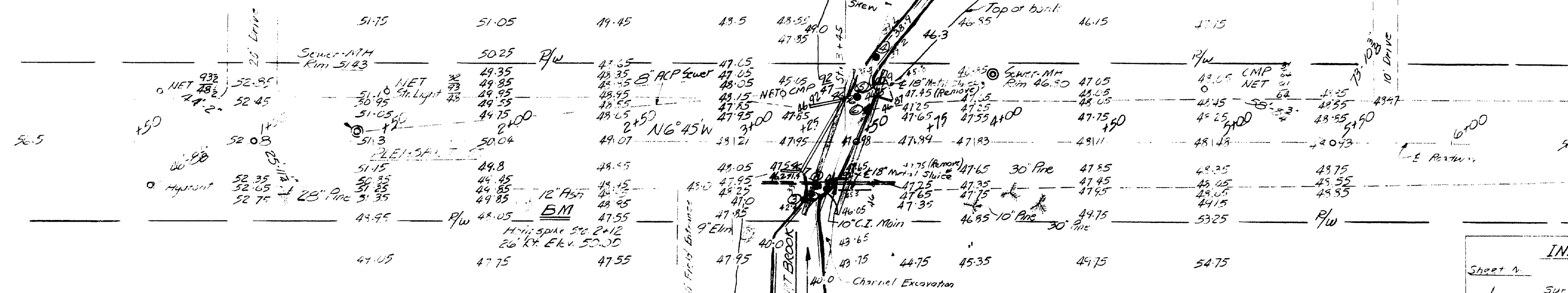
PLAN



SECTION A-A

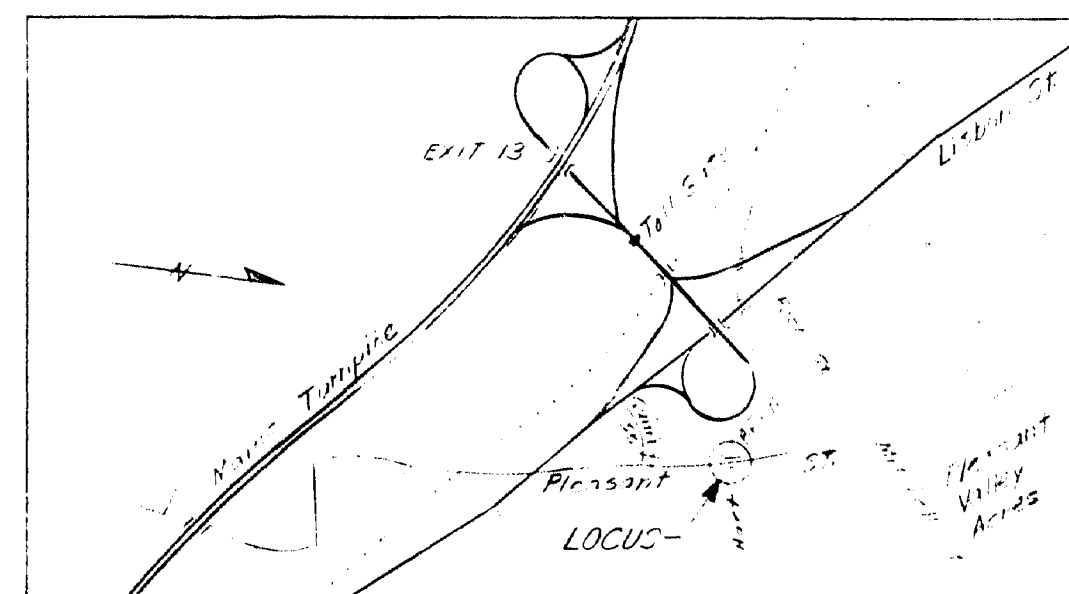


SECTION B-B



Original Ground
Elev. 37.2

TYPICAL SECTION - CHANNEL EXCAVATION



LOCATION MAP
Scale: 1" = 1/2 Mile

SHEET NO.	TITLE
1	Survey
2	Cross Sections
3	Structural Plans and Details
4	Standard Details
5	Guard Rail-End Bolt Assembly
6	" " - Type 3b
7	Field Office - Type C

NOTES

Foundation - Probable ledge.
Substructure - Concrete jacket over laid up granite-concrete and deteriorated along water line and down-stream faces. Wing retaining walls, pieces of concrete slabs of 10 ft. long.

Superstructure - 1 concrete slab on steel stringers - Good condition.
5 stringers 15"x53"x8 web - 50"

Approaches - Recently constructed bituminous treated mixed in place - good condition.

Stream - Fast run off. Existing structure apparently large enough to handle flow. High water El. 42.8.

Utilities - NETETON, CITY OF LEWISTON
1 Water 2 Sewer
3 Fire Alarm 4 Street Lights

FOUNDATIONS

1 - 12" x 12" x 12" - 36.0
2 - 12" x 12" x 12" - 38.0
3 - 12" x 12" x 12" - 37.0
4 - 12" x 12" x 12" - 35.0
5 - 12" x 12" x 12" - 37.2
6 - Long Outcrop 40.0

Shown as •

GENERAL NOTES

Removal of metal sluices and Existing Superstructure (R. Thorne by Commission) to be paid for under Item 202.07.

Channel Excavation and any necessary removal of existing Substructure to be paid for under Item 206.00 or 206.01.

Any material between abutments above El. 39.0 shall be removed and will be paid for under Item 204.02 or 204.09.

UTILITY NOTE All utility plant is to be adjusted as necessary by the respective utilities, unless noted.

SPECIFICATIONS

DESIGN - AASHTO Specifications for Highway Bridges 1961 with Interim 19, 1962, 1963 and 1964.

CONTRACT - MSBG Structural Specifications Highways and Bridges, Revision of June 1965.

LIVE LOADING - HS-20-44

CONCRETE CLASSIFICATION
All Concrete - Class B

STRUCTURAL MATERIALS

10 Gage Galvanized Corrugated Metal with ends cut or slopes. Span is 12'-5". Rise is 5'-5". This span and rise may be varied slightly if approved by the Engineer.

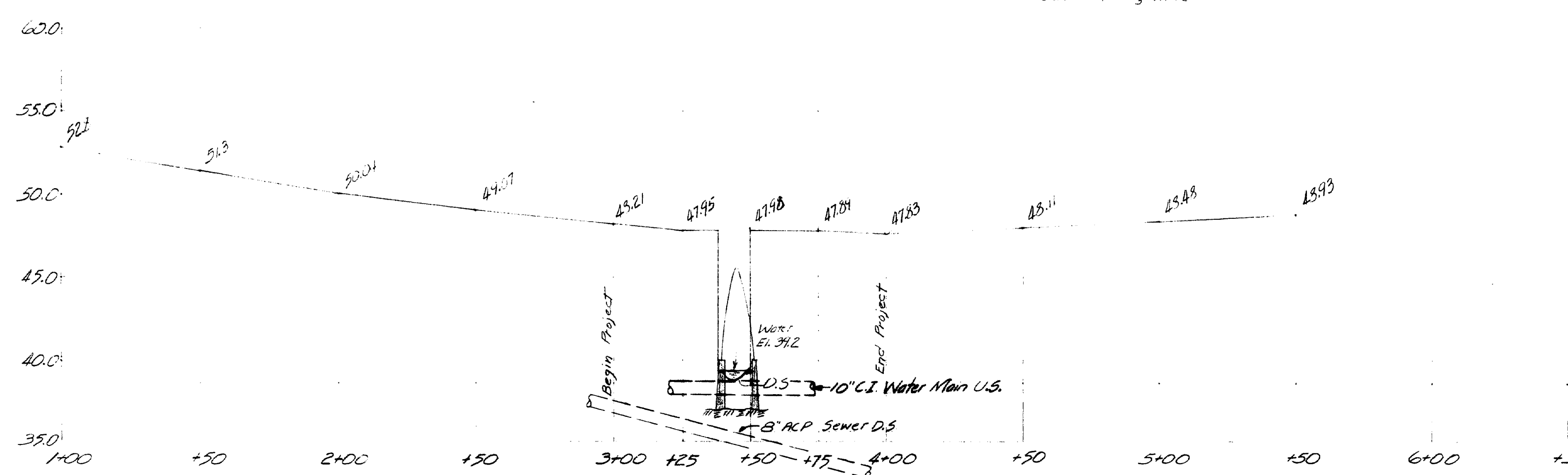
The arch shall be furnished complete with bolts, nuts and unbalanced channels. Supply channels in lengths to make up 12' units. 6'-0" H.P. Channels shall be 1/2" dipped galvanized after fabrication.

Drainage Area - 1 Square Mile

TRAFFIC: 1966 ADT 2070.

NOTE 3' of hot bituminous pavement has been applied since the arch was surveyed.

The Engineer shall determine the actual profile grade and the limits of work. The contractor shall conduct his operations to cause as little damage as possible to the existing pavement.

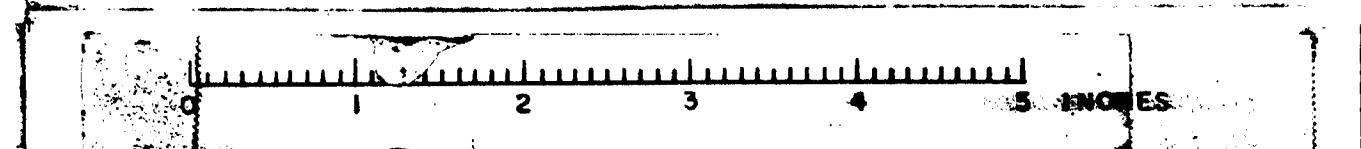


PROFILE

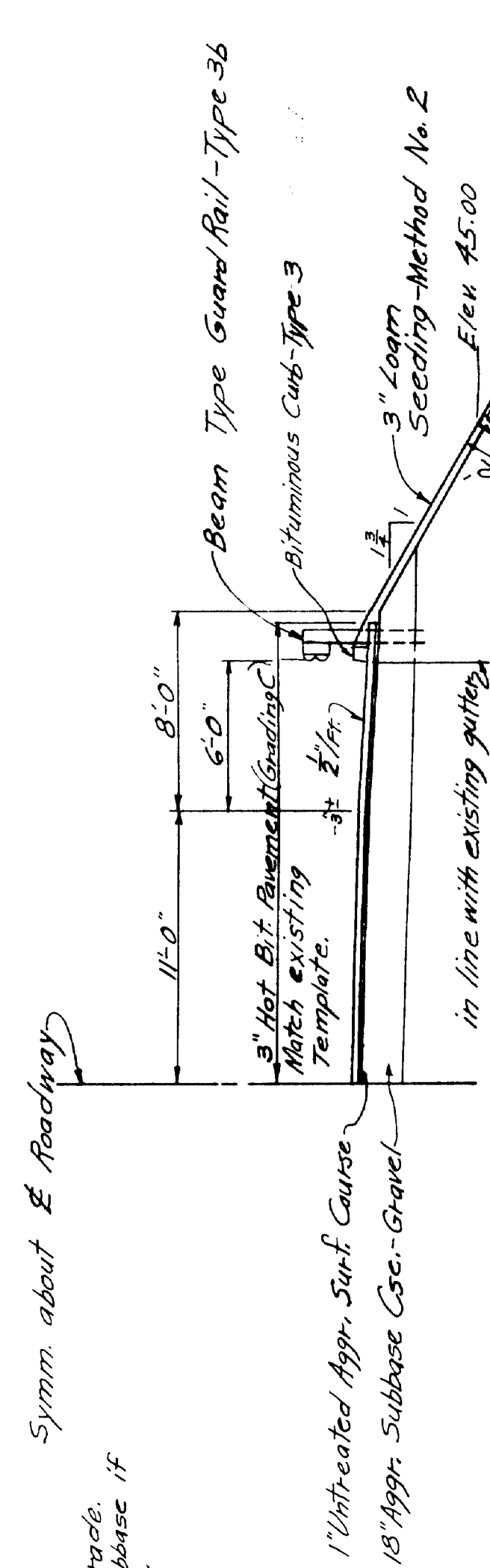
Scales:
Vert 1" = 5'
Hori 1" = 30'

DESIGN - AR	BRIDGE NO. 6177
CHECK - DETAILS - RAD	SURVEY - BARNES
	PLAT - M. C. ELL
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
HART BROOK BRIDGE	
IN THE CITY OF	
LEWISTON	
ANDROSCOGGIN COUNTY	
SURVEY	
SHEET 1 OF 3	AUGUSTA, MAINE OCT. 1965

99-113



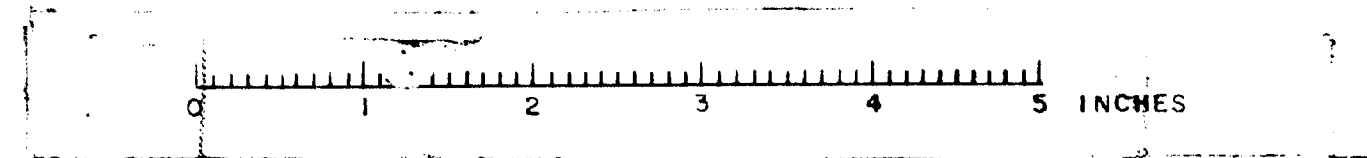
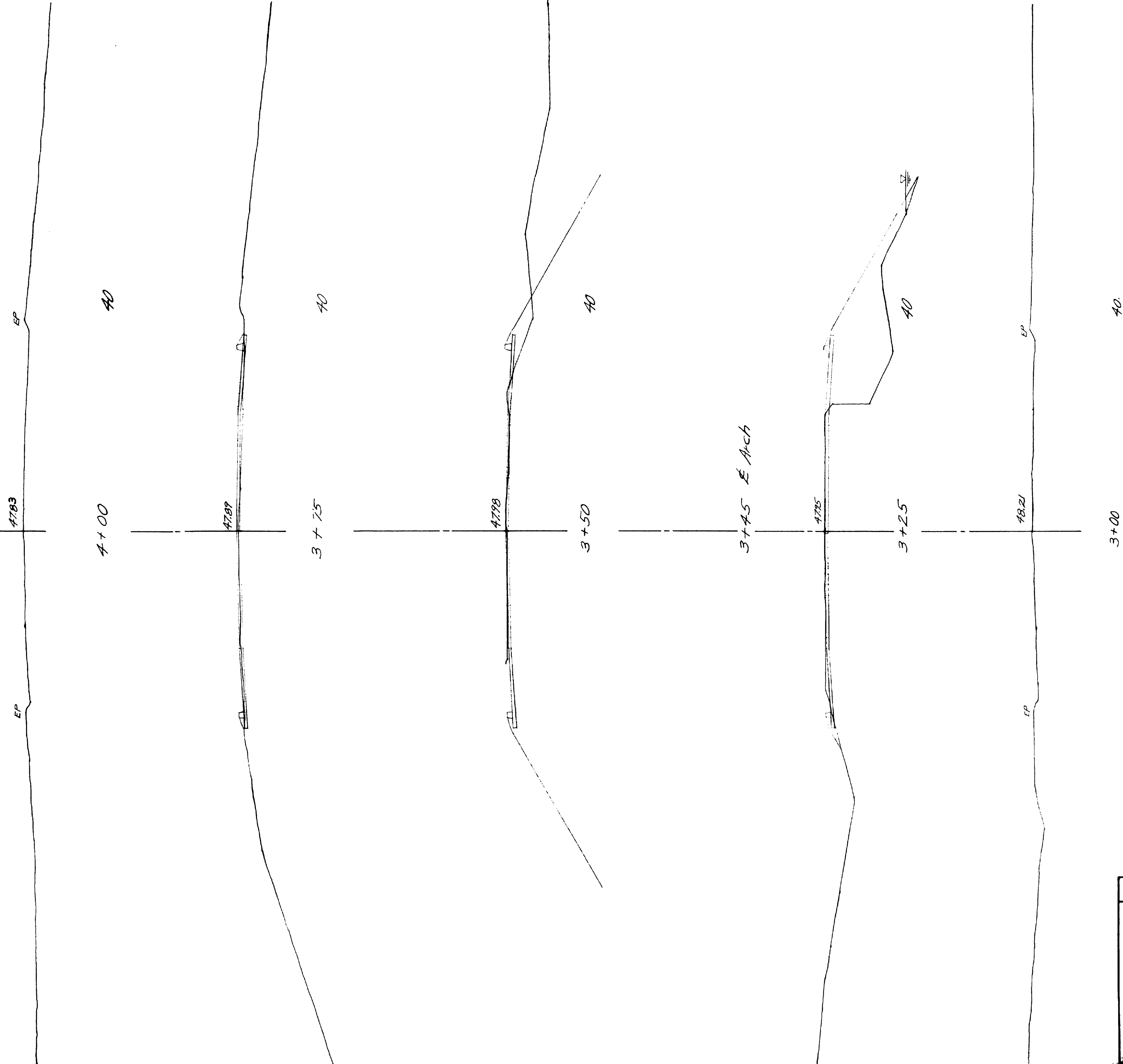
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			



TYPICAL ROADWAY SECTION

Notes:
 Bituminous Material for Prime coat and
 Buffer Material may be used in the
 center of the roadway if approved
 by the Engineer. It shall consist
 of the following: 40- Prime Coat, Road Tar
 B.T. 5.5 @ 0.65 gal./sq. yd.

Notes:
 Hot Bituminous Pavement (Grading &
 Shell Coats of the following:
 gradations and wearing course, 403,000 "C"
 Asphalt Content 5.7% to 7.2% of
 mixture. 85-100 Asphalt



CHECK-	BRIDGE NO. - 6117 PLOT - AR
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
HART BROOK BRIDGE	
IN THE CITY OF LEWISTON	
ANDROSCOGGIN COUNTY	
CROSS SECTIONS	
SHEET 2 OF 3 AUGUSTA, MAINE AUGUST 1966	

Long Leg of Channel
To Outside of Arch

(Typ.)

$\frac{3}{8}$ "

3"

$\frac{7}{16}$ "

$\frac{13}{16}$ "

$\frac{3}{8}$ "

$\frac{7}{16}$ "

$\varnothing \frac{7}{8}$ " x $1\frac{1}{2}$ " Slotted Hole @ 18" Max. Spc.

4 $\frac{9}{16}$ "

3 $\frac{3}{8}$ "

1"x3 $\frac{3}{8}$ " Anchor Lugs (Knock Out and Twist)

Spacing @ 18" Max.

Springing Line

1 $\frac{15}{16}$ "

Section A~A

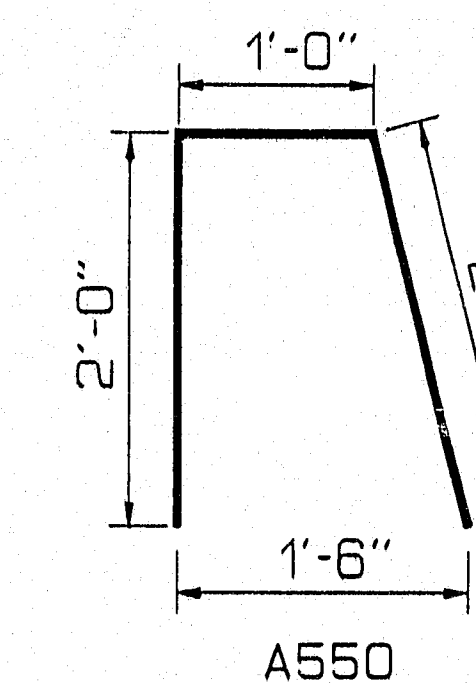
[illegible]

Section

- 1- One 144 inch span, 65 inch rise Structural Plate Arch required. All plates shall be .138 inch. Unbalanced Channels shall be provided to match bottom length of the new plate arch.
- 2- Ends shall be cut on a 1.75:1 bevel normal to the end skew shown on the details.
- 3- Gabion Blanket adjacent to the pipe shall be carefully placed so as not to damage the pipe and so that the finished slope will match the ends of the pipe. Any extra labor, material or equipment used will be considered incidental to Item 601.22, Gabions, PVC Coated.
- 4- Place a 1'-6" wide strip of sod along the top of the gabion blanket and over the structural plate structure.
- 5- Guardrail posts within the limits of the structural plate structure shall be cut to length in the field, as required to clear the structure by a minimum of 6 inches. Cut posts shall be imbedded 9 inches in a concrete base 2'0" square by 1'0" thick. The concrete mix shall be as approved by the Engineer. Any costs for cutting posts and constructing concrete bases will be considered incidental to related guardrail items.
- 6- Repair existing concrete footings as directed by the Engineer. Work and material required to repair the existing footings will be under Item 518.34, Rehabilitation of Concrete Curbs and Sidewalks- Inclined Surfaces.
- 7- Concrete for the structural plate arch footings will be paid for under Item 502.21, Structural Concrete Abutments and Retaining Walls.
- 8- Reinforcing steel will be paid for under Item 503.12 Reinforcing Steel, Fabricated and Delivered and Item 503.13 Reinforcing Steel, Placing.
- 9- Removal of existing steel plates and cleaning of the existing unbalanced channels to remain and any other associated work as directed by the Engineer, shall not be paid for directly but shall be considered inscribed incidental to related contract items.
- 10- See "Highway Plans" for other Utilities that may require Consideration.
- 11- Two way traffic shall be maintained across the bridge during construction except as approved by the Engineer.

DESIGN LOADING: Live Load , HS25
Materials and Basic Design Stresses
 CONCRETE: Class B , f'_c =3,000 psi
 REINFORCING STEEL: ASTM A615 Grade 60 f_y =60,000 psi

REINFORCING STEEL SCHEDULE			
MARK	NO.	LENGTH	LOCATION
A500	8	2'-10"	Left Ends
A501	8	13'-10"	Right Ends
A550	76	5'-0"	All ends
A600	16	2'-9"	All ends



$$86 + 36 = \underline{122}$$

A hydrologic report of the bridge site is available for the Contractor's reference at the Bridge Design Office in Augusta. The hydrologic report is based on the interpretation by the Department of information obtained for the subject site and no assurance is given that the information or the conclusions of the report will be representative of actual conditions at the time of construction.

Drainage Area (square miles)	1.79
Design Discharge	425 cfs
Check Discharge	500 cfs
Headwater Elevation (Q100)	205.2
Headwater Elevation (Q50)	203.9
Discharge Velocity (50)	10.9 fps
Discharge Velocity (100)	12.1 fps

SHEET 3 OF 3 AUGUSTA, MAINE February, 1993

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HART BRIDGE
OVER
DILL BROOK

LEWISTON
ANDROSCOGGIN COUNTY
STRUCTURAL PLATE ARCH