

CENTENNIAL BRIDGE NOTES

ARCH RING - Excellent condition except at South End, 10' from Abut. #1 a very large transverse rock pocket extends across bottom of both arch rings and is of considerable depth.

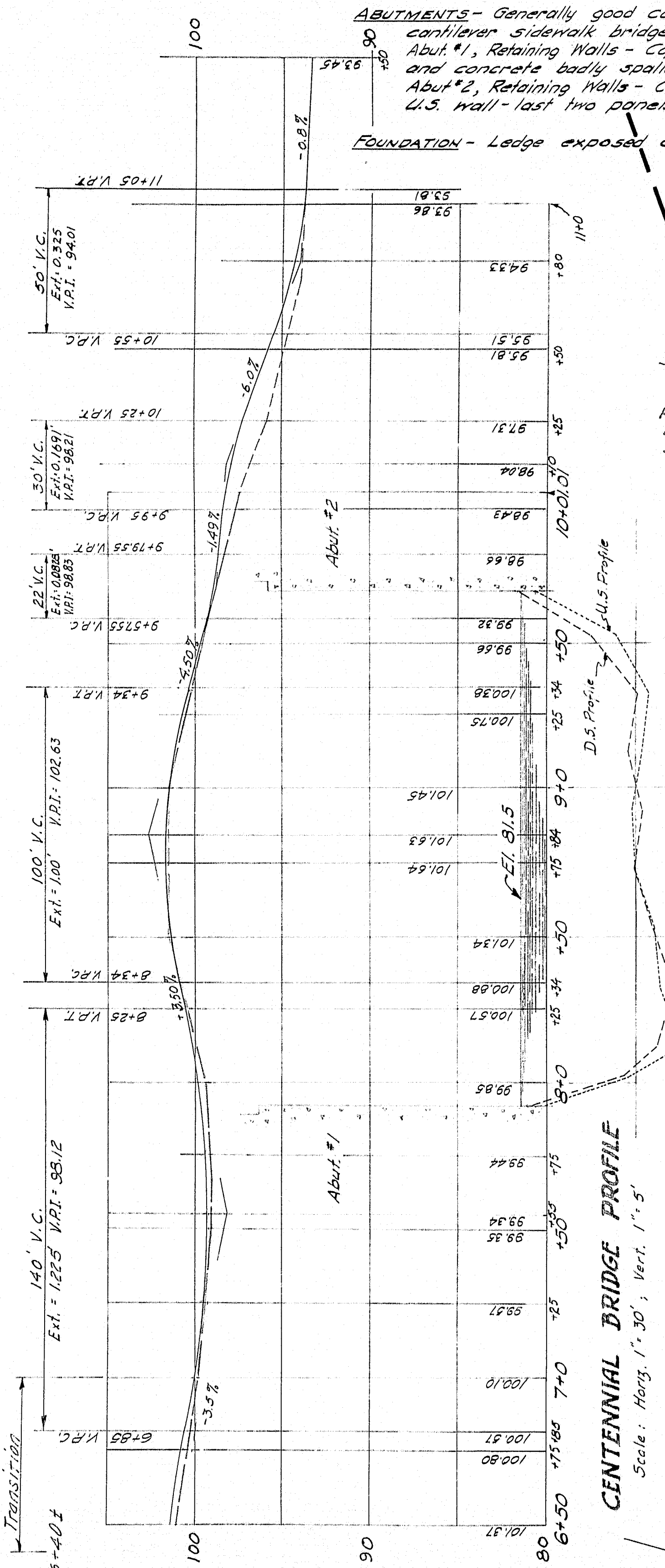
ABUTMENTS - Generally good condition. Concrete in the cantilever sidewalk bridge seats disintegrated. Abut. #1, Retaining Walls - Coping broken from walls, and concrete badly spalled. Fair condition. Abut. #2, Retaining Walls - Coping broken from walls. U.S. wall - last two panels thrown 8".

FOUNDATION - Ledge exposed 8" above water at Abut. #1

UTILITIES - Maine Consolidated Power Co. } joint poles
Somerset Telephone Co.
Kingfield Water District
Each Utility Plant is to be adjusted as necessary by the respective Utility.

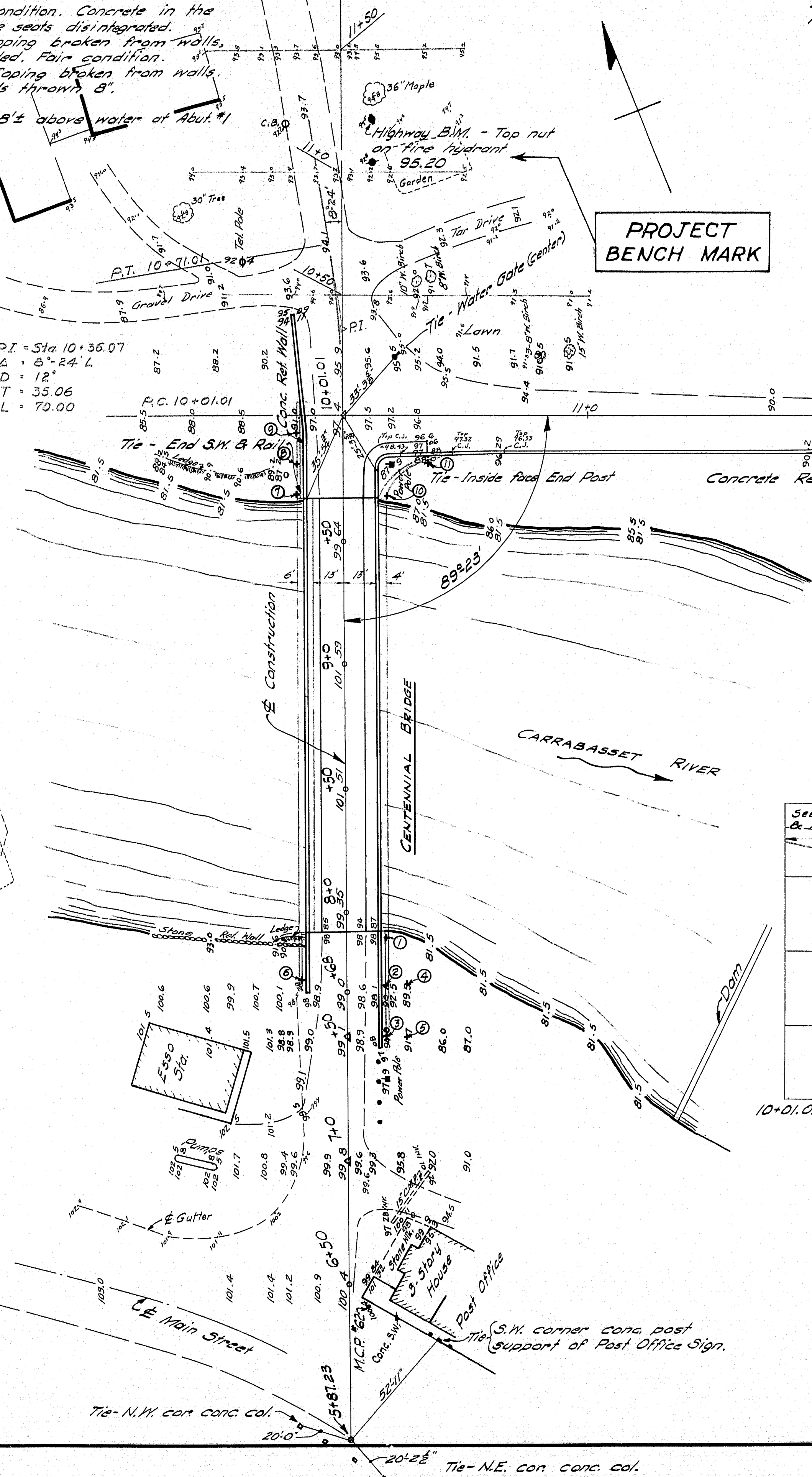
SOUNDINGS

Sounding #1	- Elev. 81.3 Ledge
" 2	" 83.4 "
" 3	" 86.3 "
" 4	" 82.7 "
" 5	" 84.6 "
" 6	" 83.6 "
" 7	" 78.0 "
" 8	" 85.4 "
" 9	" 87.4 "
" 10	" 77.0 Refusal
" 11	" 82.8 "
" 12	" 74.3 Ledge
" 13	" 75.3 "
" 14	" 77.0 "



CENTENNIAL BRIDGE PROFILE
Scale: Horiz. 1" = 30', Vert. 1" = 5'

PROJECT BENCH MARK



PLAN
Scale - 1" = 30'

RIVERSIDE ST. BRIDGE - PROFILE

Scales - Hor. 1" = 30' Vert. 1" = 5'

SUPERSTRUCTURE - T-Beam in excellent condition except D.S. exterior beam, and outside curb copings disintegrated.

SUBSTRUCTURE - Breast Walls in excellent condition, but D.S. Wing of Abut. #2 disintegrated.

STREAM - U.S. Channel contained by dry-laid masonry walls in excellent condition. Stream Bed is granular material with large rocks exposed. High Water 4 1/2 feet ± higher than shown.

DESIGN - W.H.F.	BRIDGE NO. 100
TRACE - G.W.C.	SURVEY - T.H.K.
CHECK - W.H.F.	PLOT - G.W.C.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

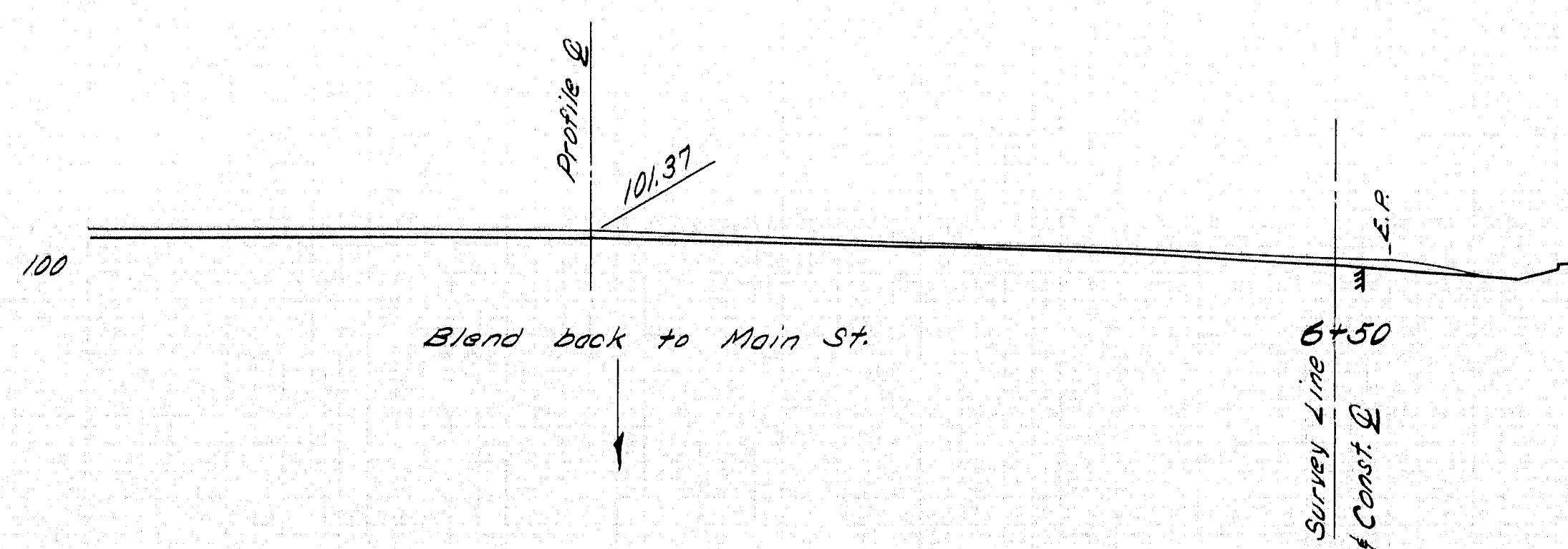
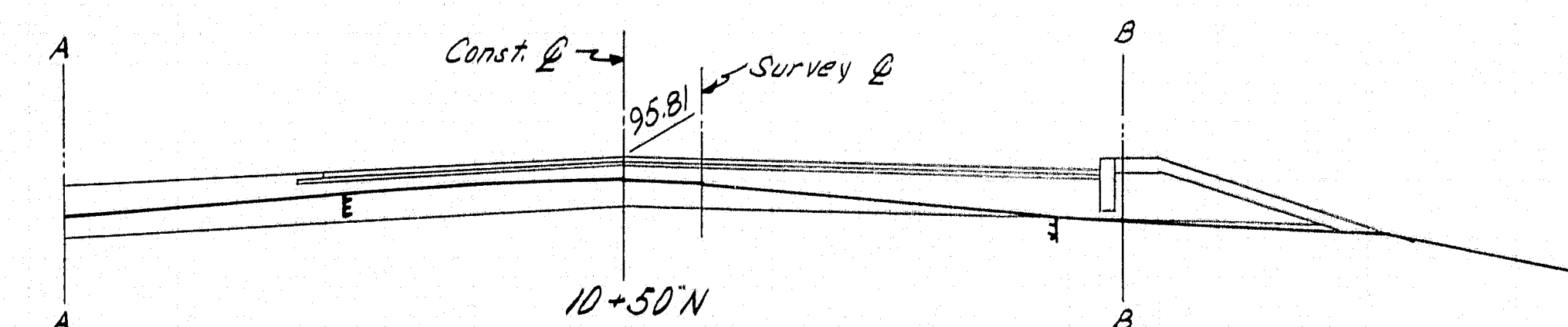
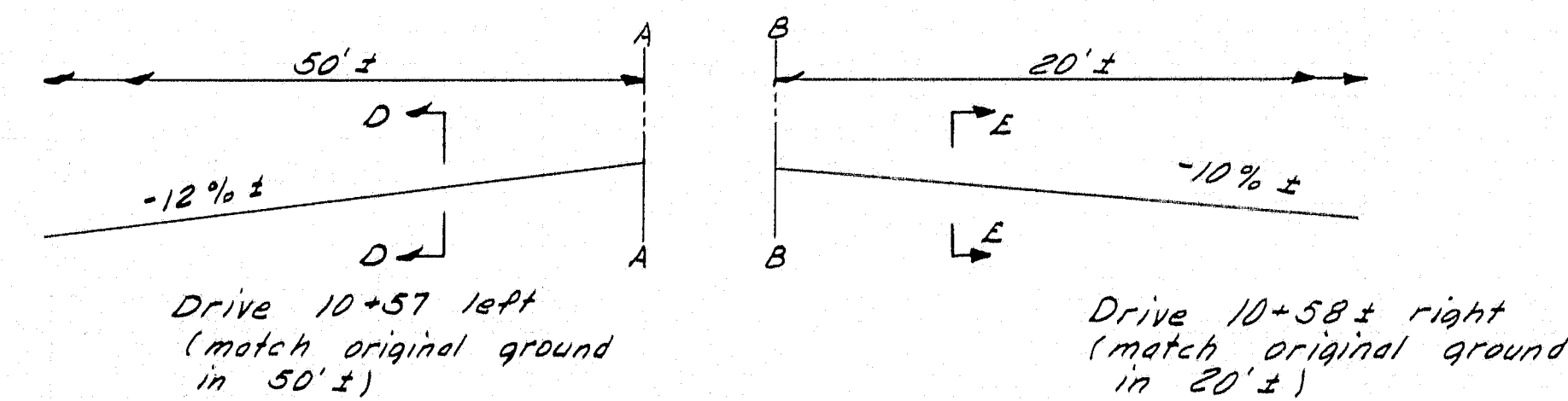
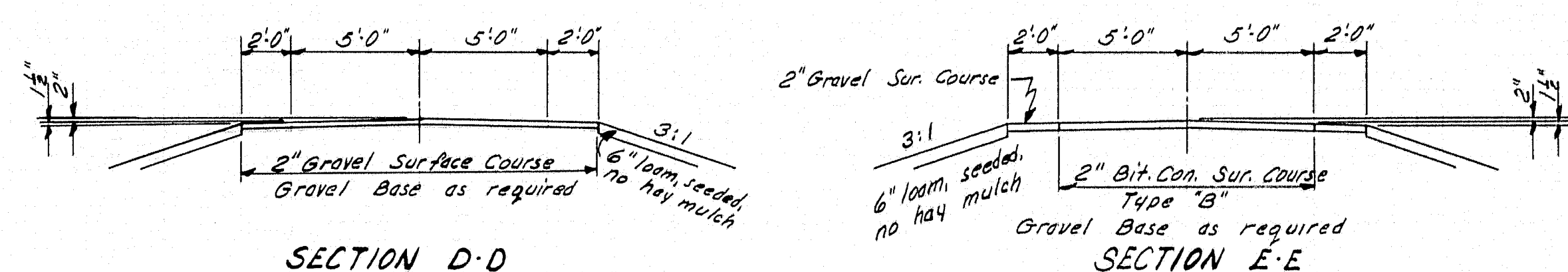
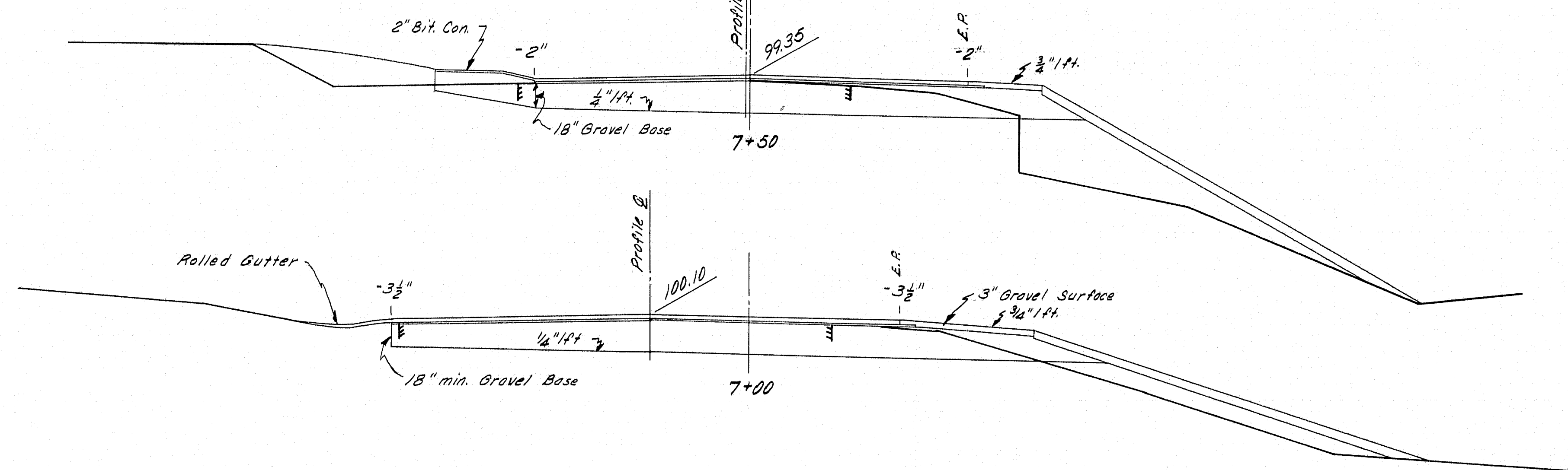
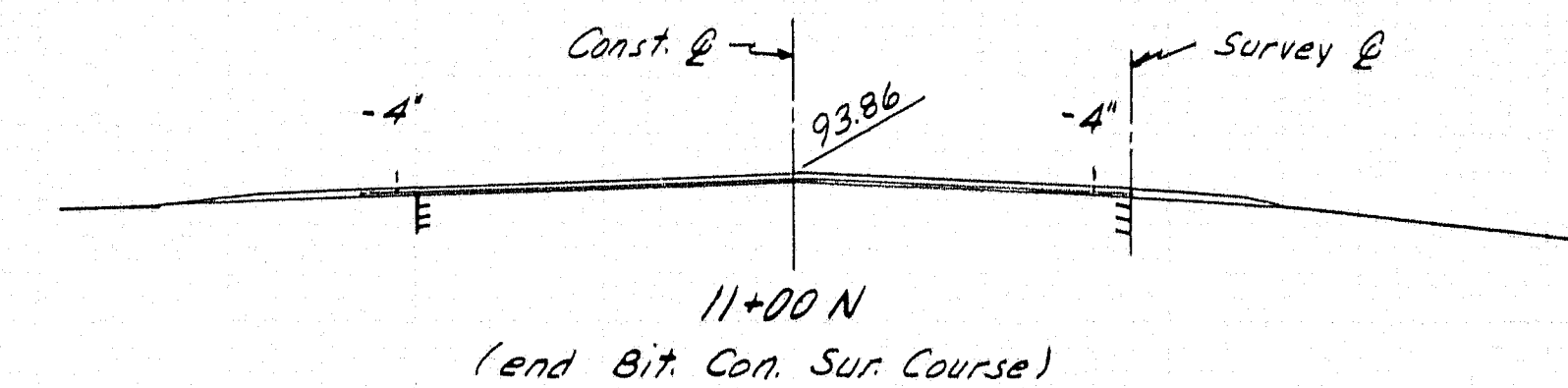
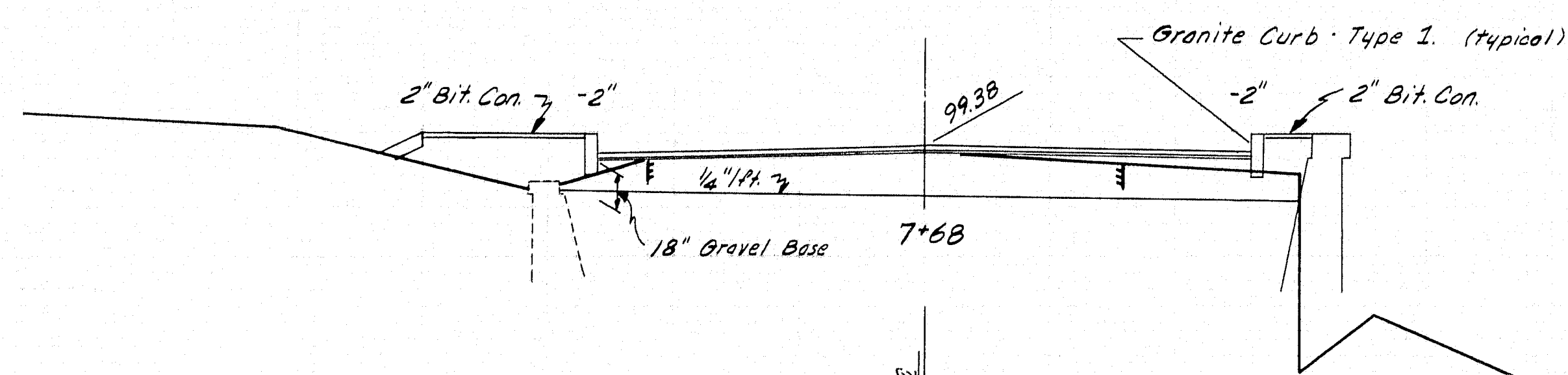
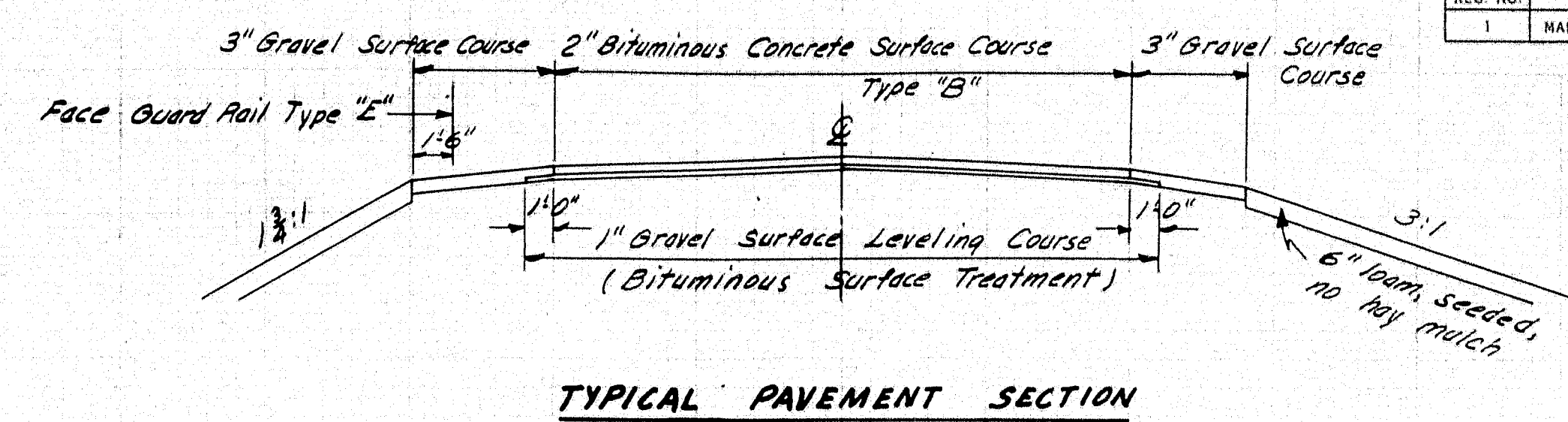
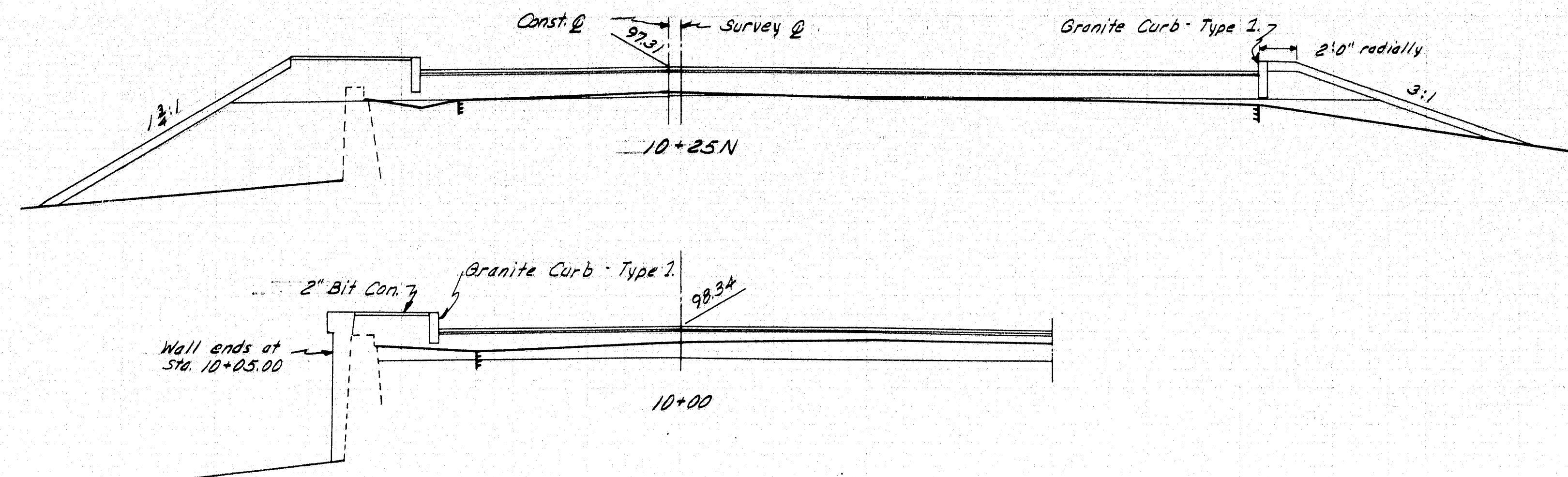
**CENTENNIAL BRIDGE &
RIVERSIDE STREET BRIDGE**

IN THE TOWN OF
KINGFIELD
FRANKLIN COUNTY

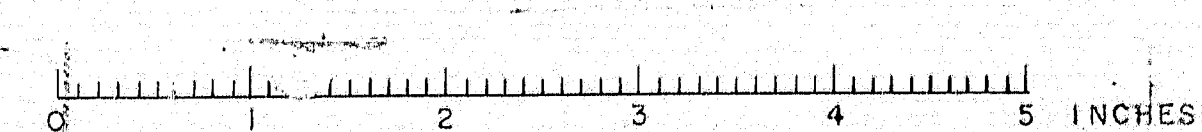
SURVEY

Revised 11-1-60. Stream bed profiles shown

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

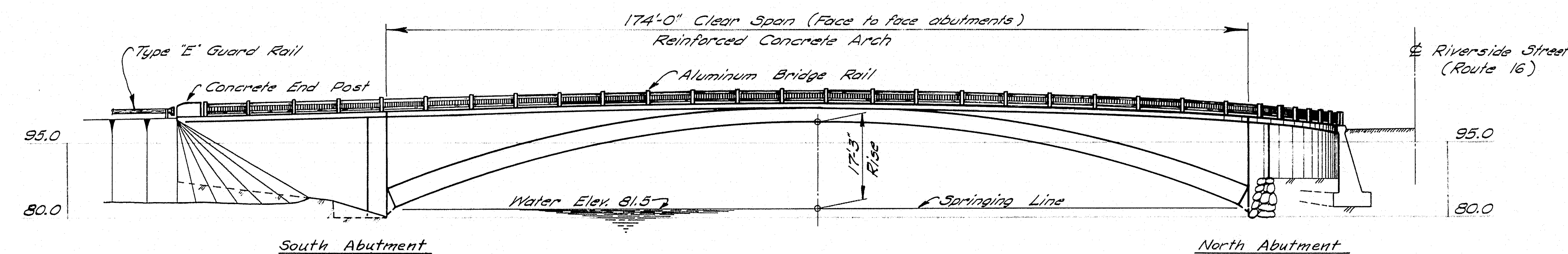
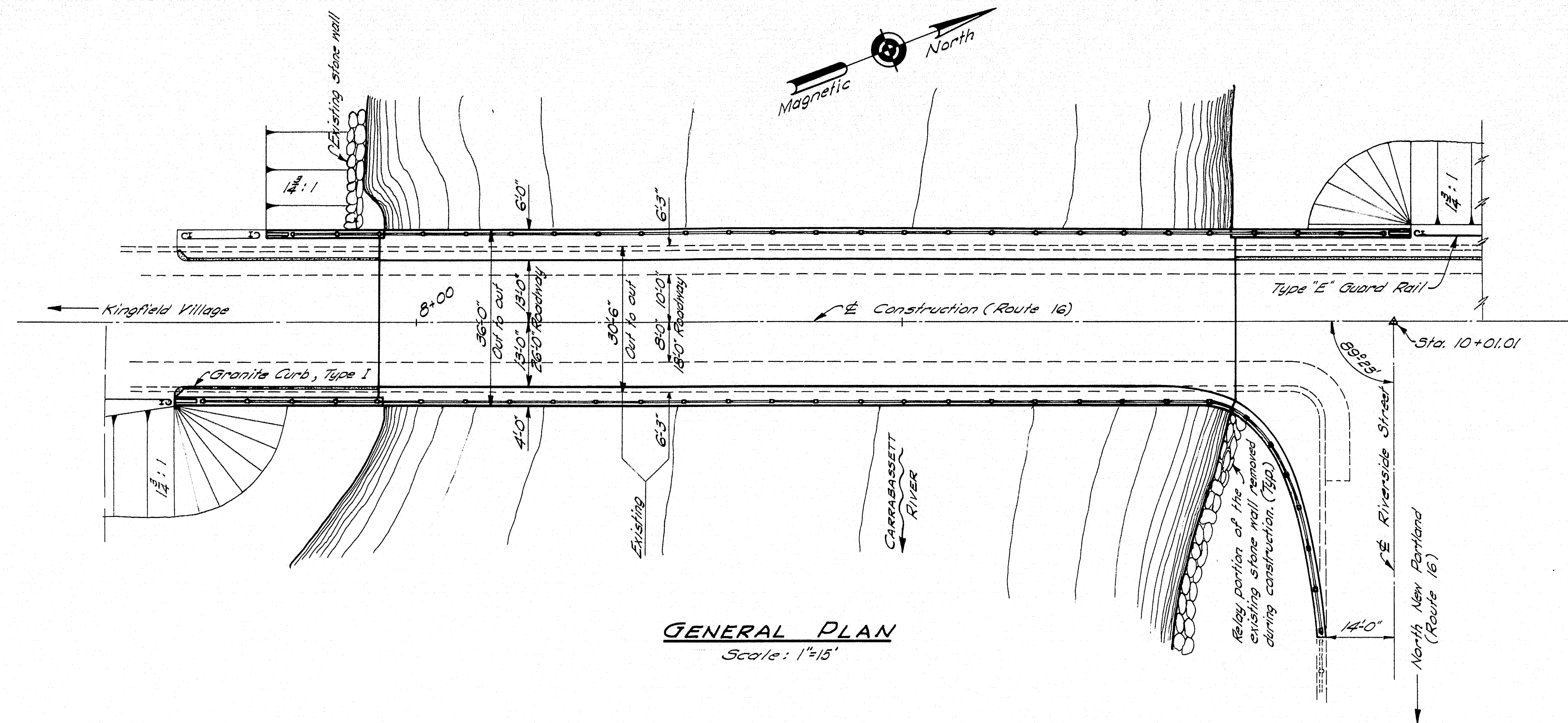


DESIGN TRACE CHECK	W. H. Y. M. H. Y. M. H. Y.	BRIDGE NO.	
STATE HIGHWAY COMMISSION BRIDGE DIVISION			
CENTENNIAL BRIDGE & RIVERSIDE STREET BRIDGE			
IN THE TOWN OF KINGFIELD FRANKLIN COUNTY			
ROADWAY X-SECTIONS			
SHEET 3 OF 22 AUGUSTA, MAINE OCT. 1960			



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SPECIFICATIONS

DESIGN A.A.S.H.O. STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES 1957

LOADING, H20-S16-44, $f_s = 20,000$, $f_c = 1200$, $n = 10$

CONTRACT STATE OF MAINE, STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS, HIGHWAYS AND BRIDGES, REVISION OF JANUARY 1956, AND SUPPLEMENTAL SPECIFICATIONS OF FEB. 1960.

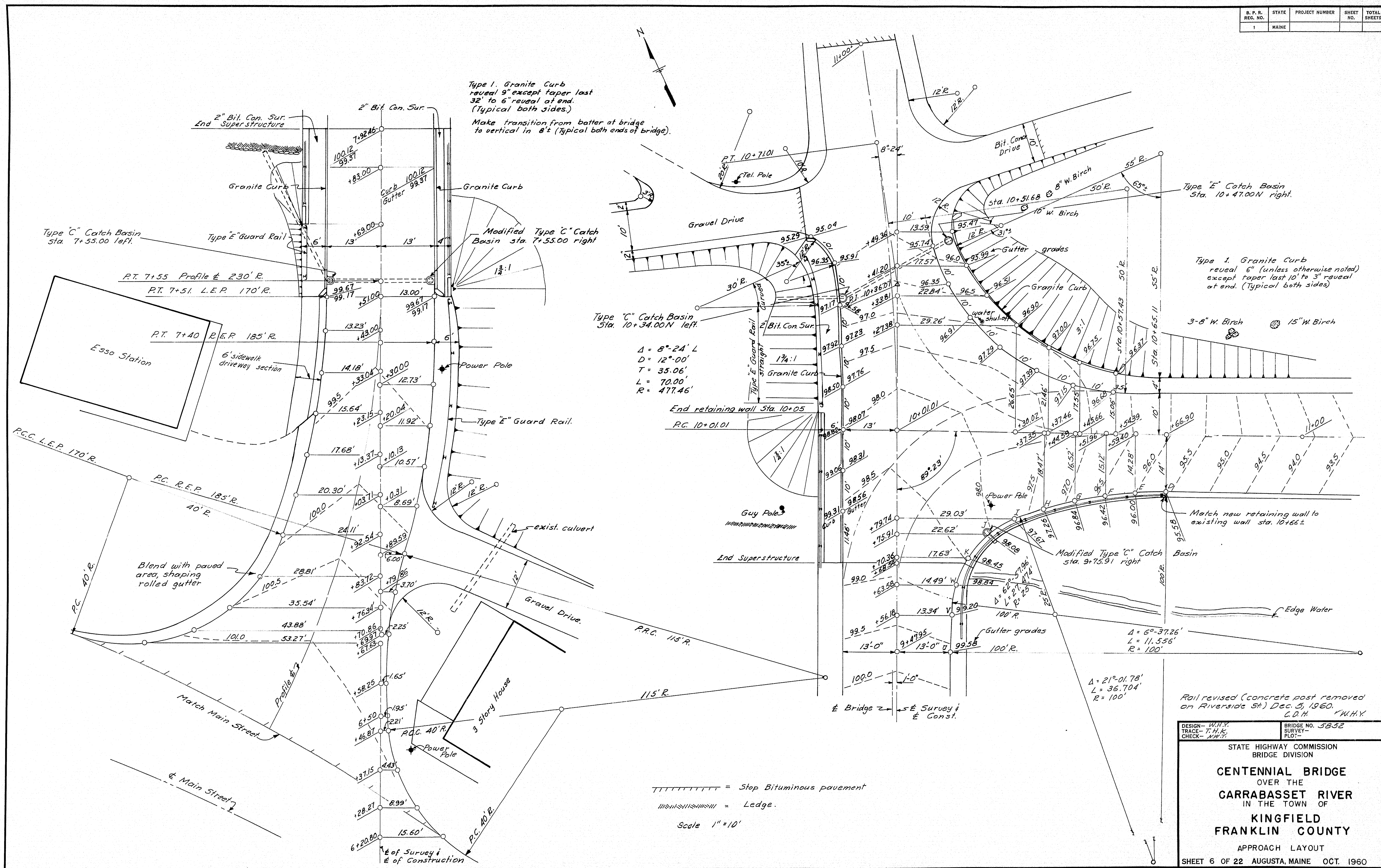
CONCRETE CLASSIFICATION

SKEWBACKS, ARCH RIBS, SUPERSTRUCTURE, END POSTS
AND WINGWALL COPINGS. _____ CLASS A

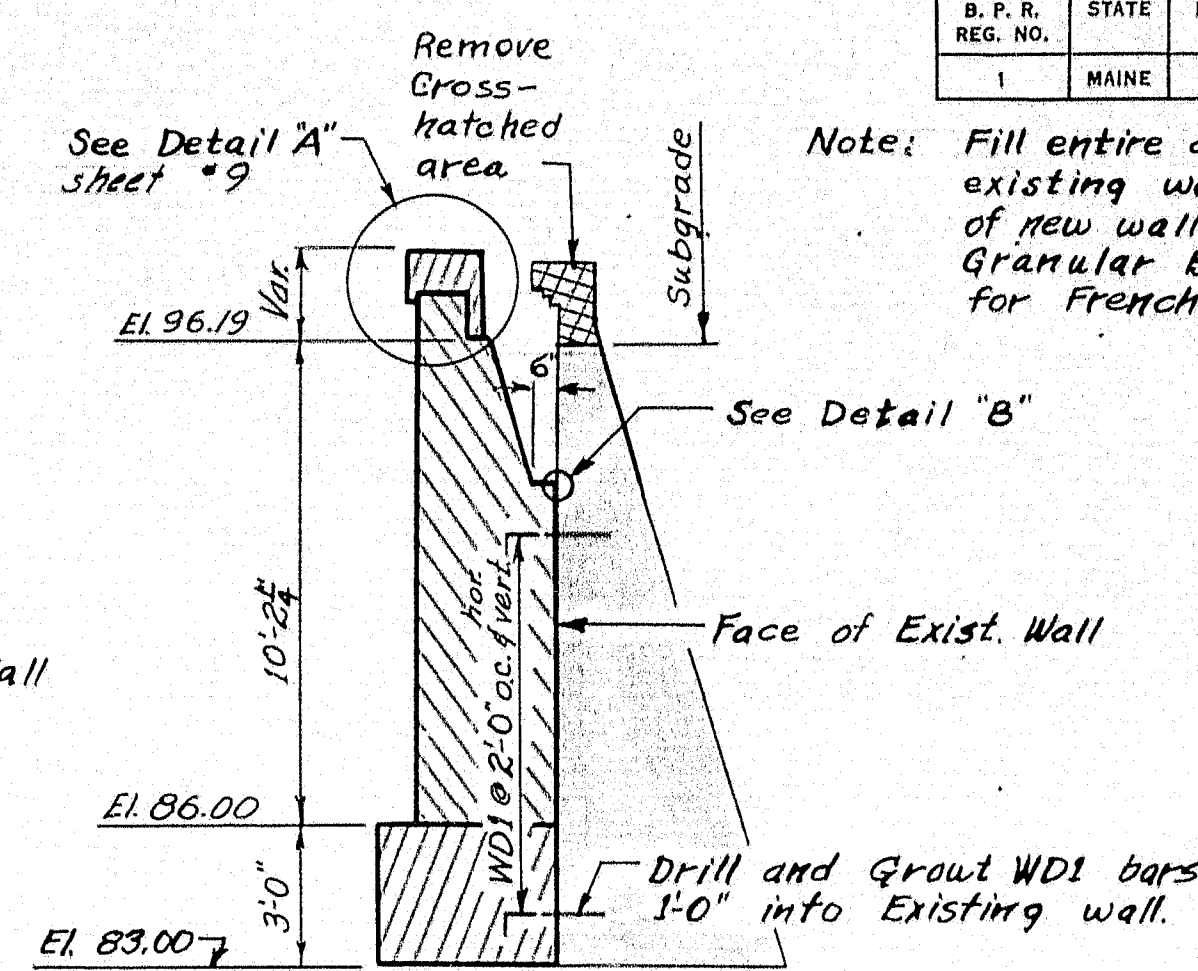
ABUTMENTS AND WINGWALLS. _____ CLASS B

Rail revised (concrete post removed
on Riverside St.) Dec. 5, 1960.
C.D.H. W.H.X

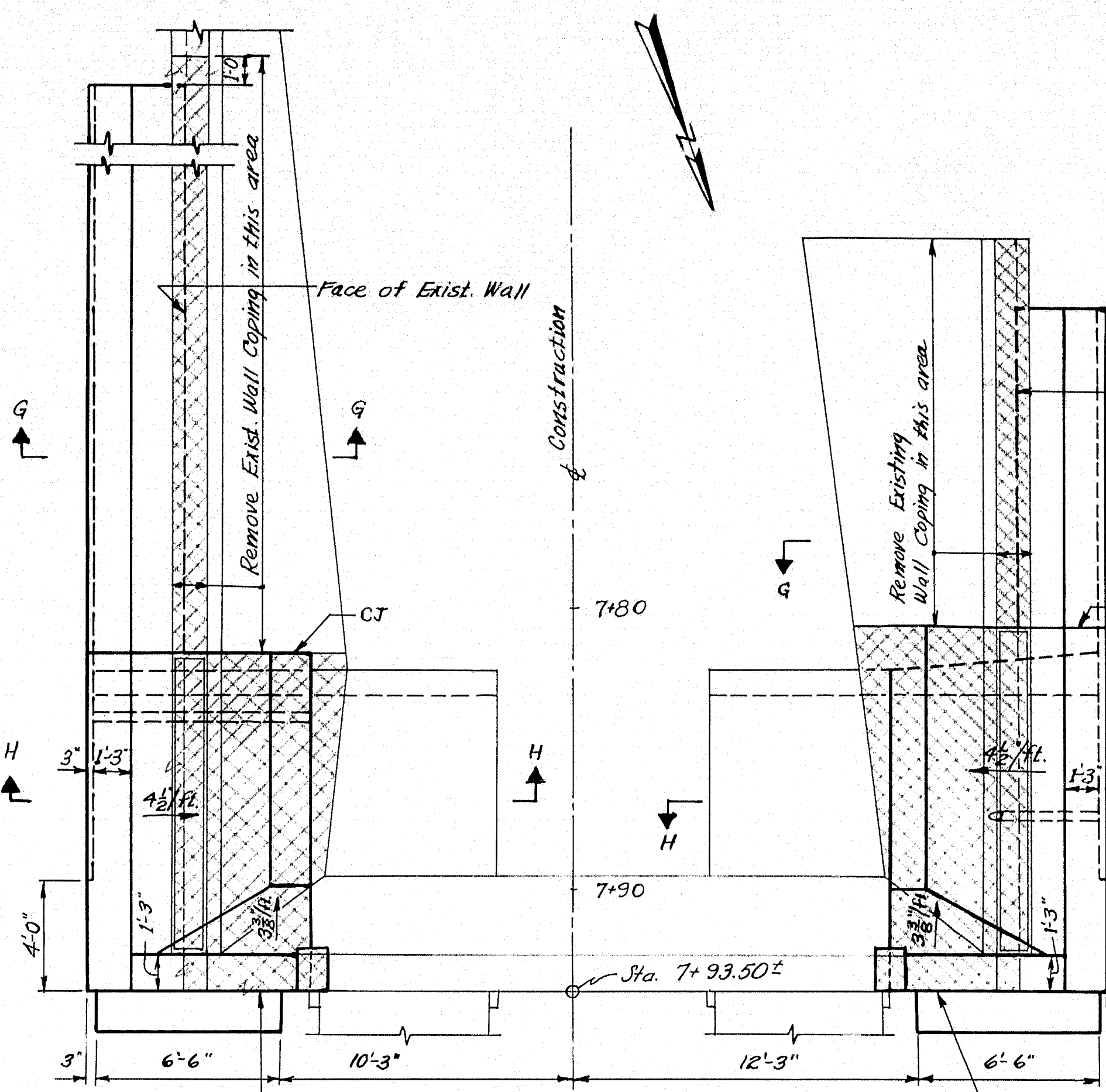
PLAN - C.D.H. TRACE - G.W.C. CHECK - A.W.T.	BRIDGE NO. 5852 SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
CENTENNIAL BRIDGE OVER THE CARRABASSET RIVER IN THE TOWN OF KINGFIELD FRANKLIN COUNTY	
GENERAL PLAN	
SHEET 5 OF 22 AUGUSTA, MAINE OCT. 1960	



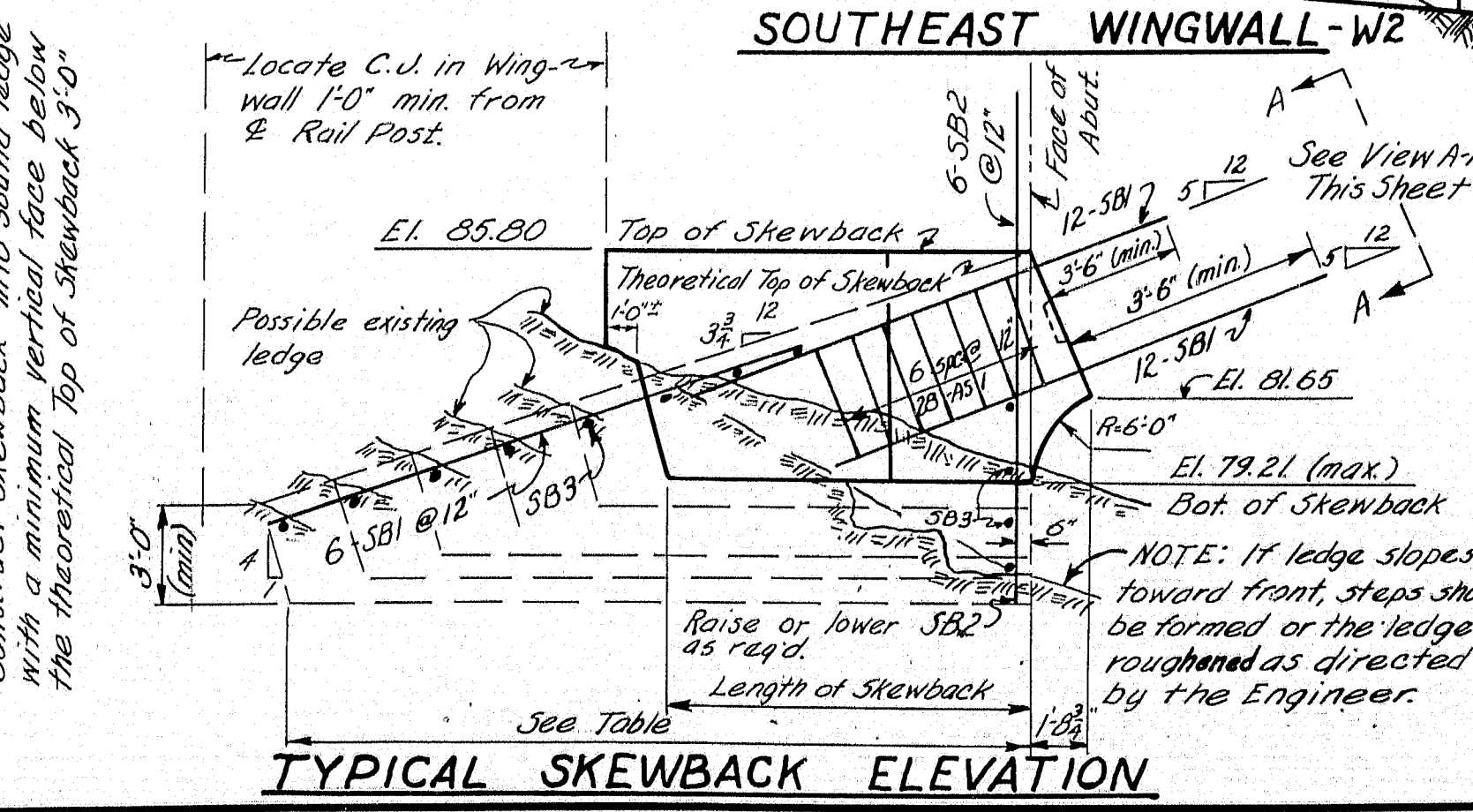
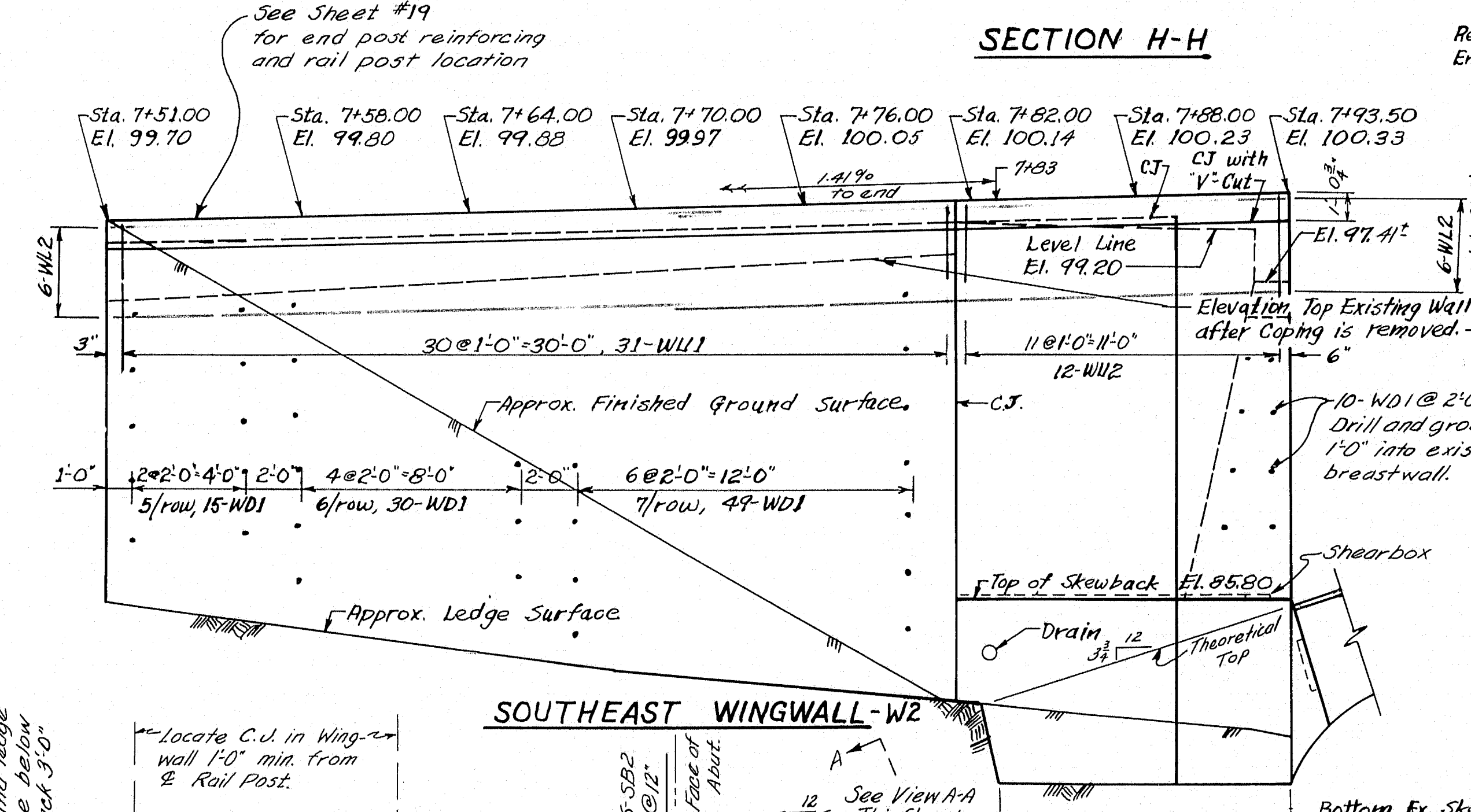
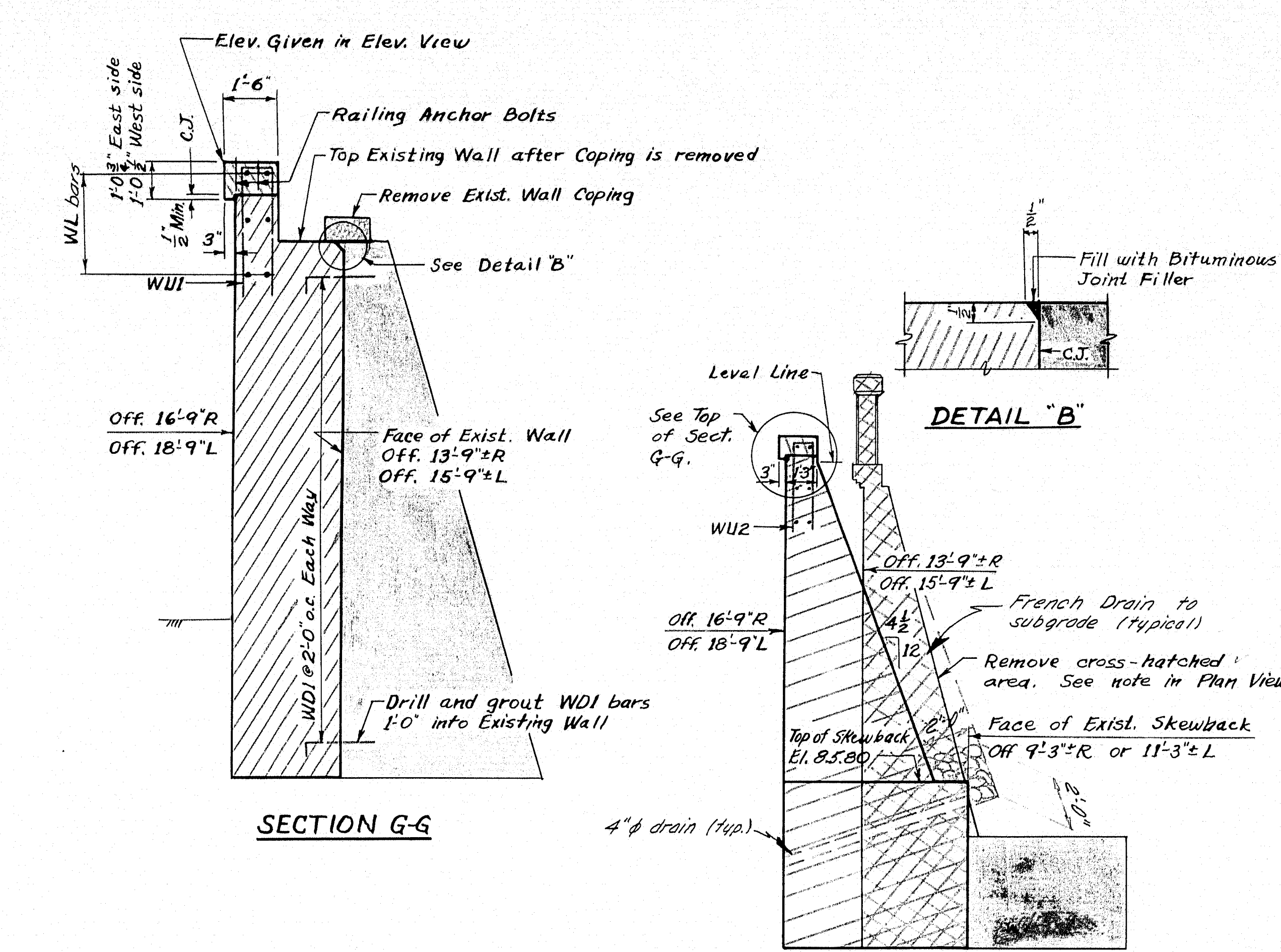
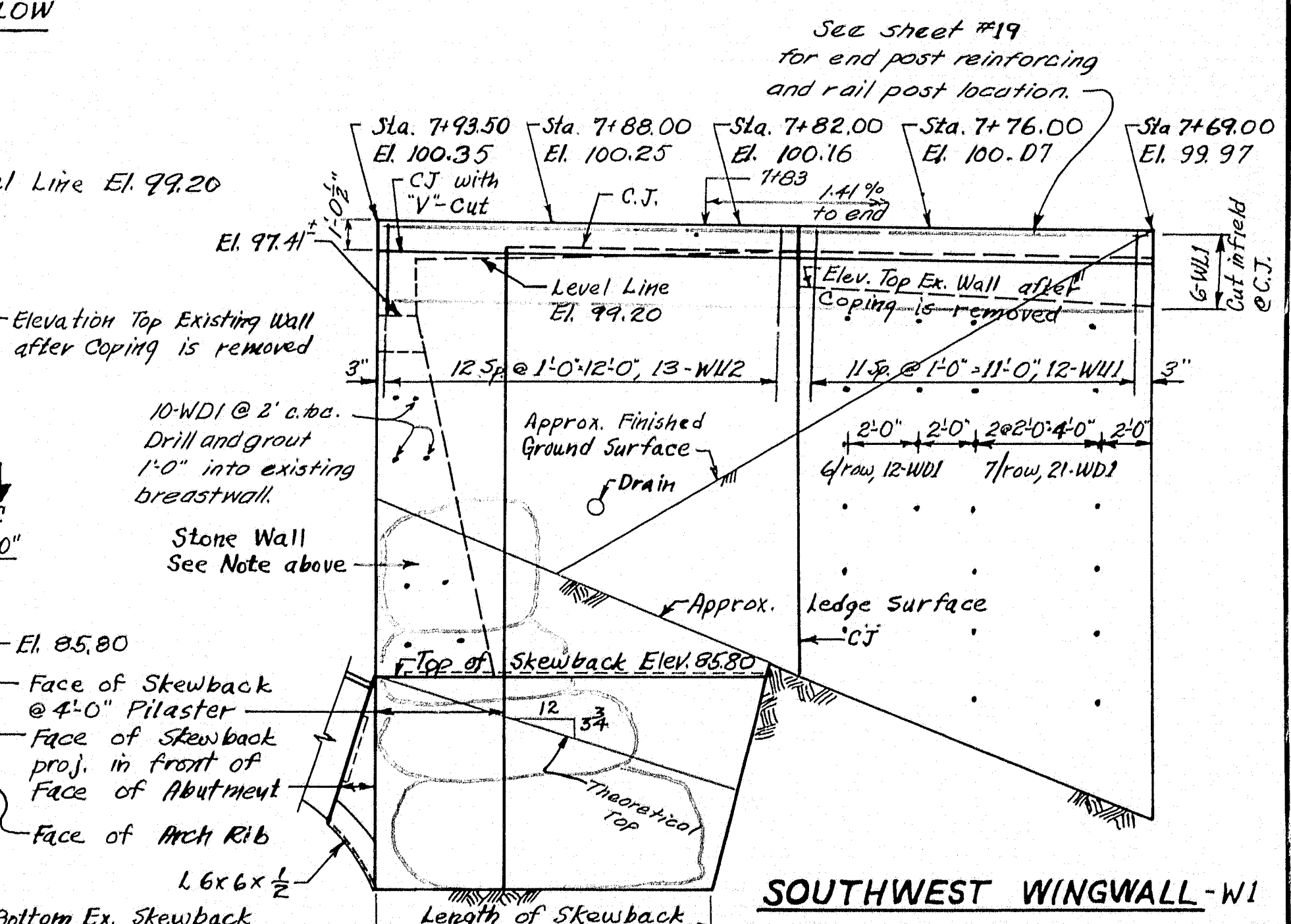
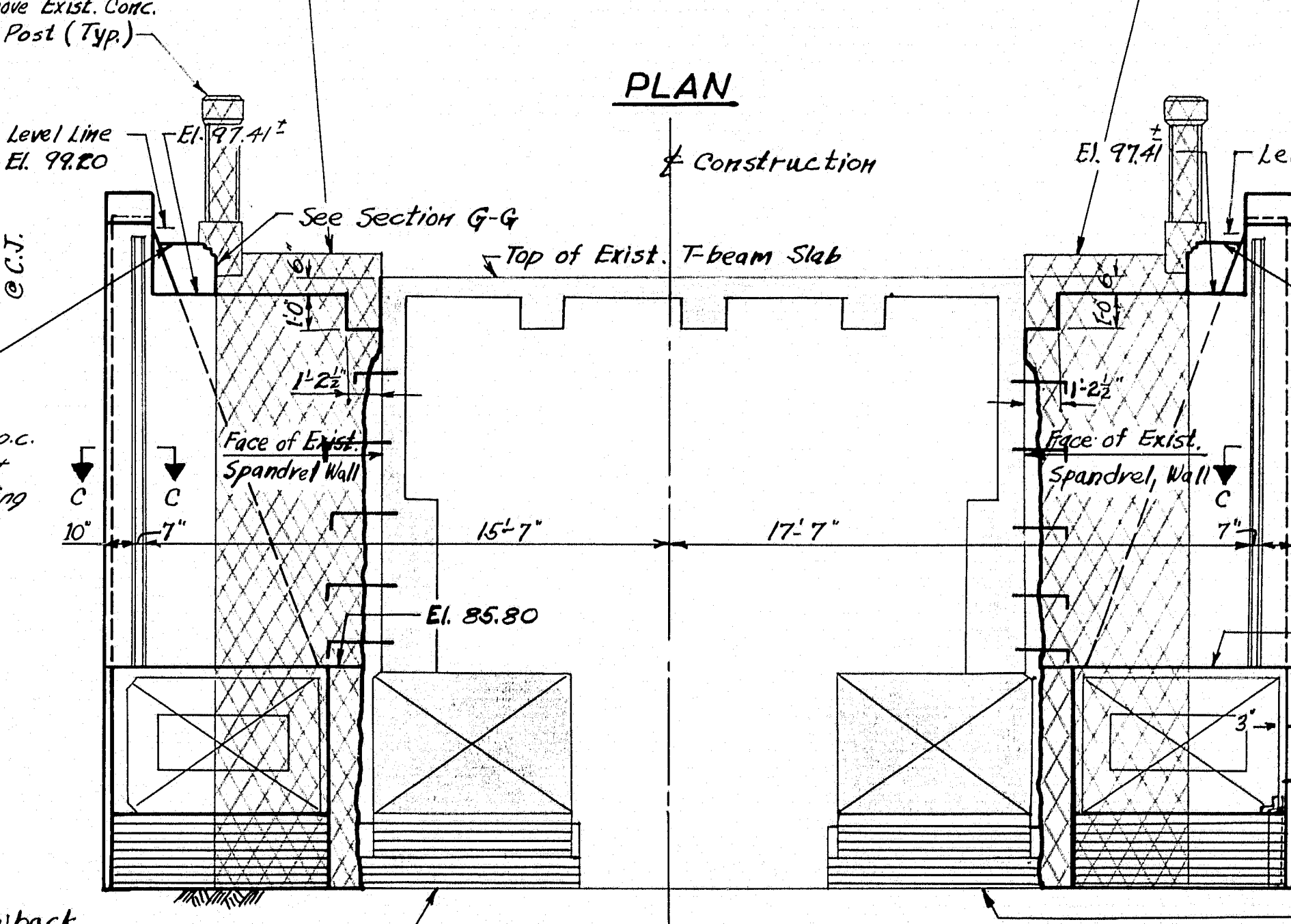
Note: Fill entire area between existing wall and back of new wall with Granular Borrow except for French Drain.



In this area the existing Stone Wall, removed during construction of the Wingwall, shall be replaced in order to grade the Finished Ground Surface at the Face of Abutment to the Original Ground elevations.

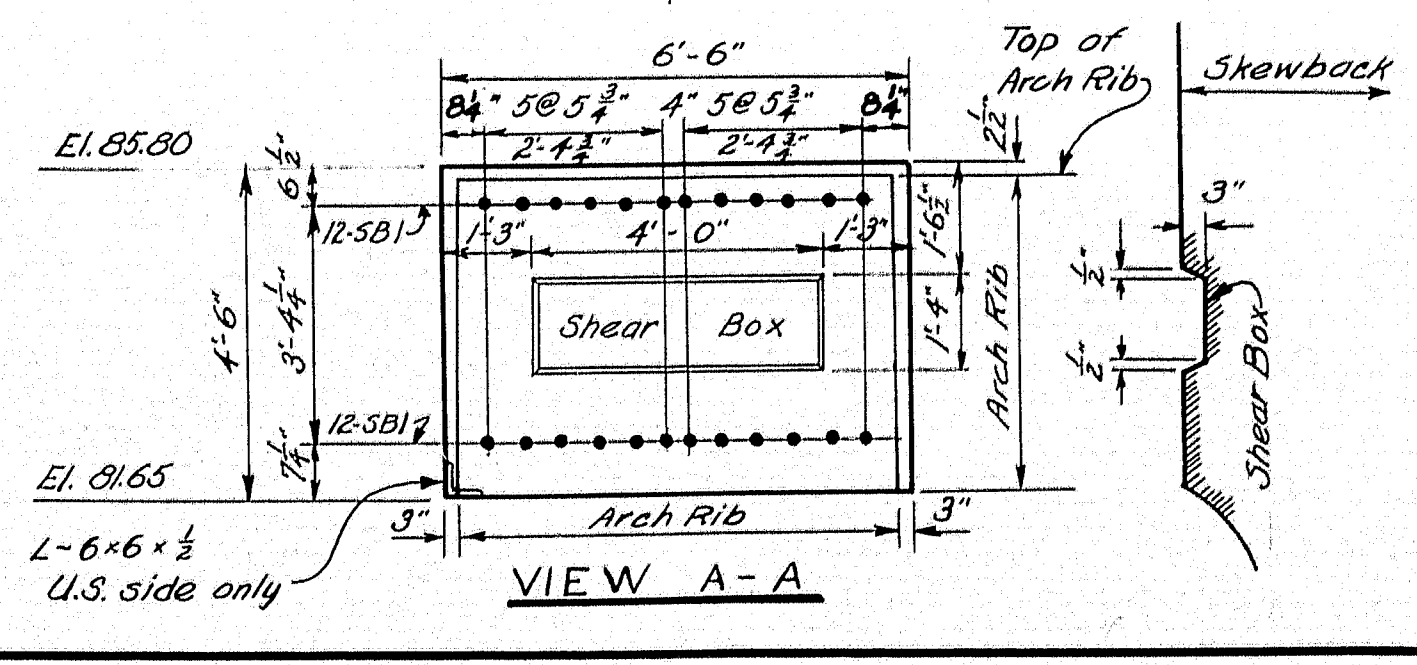


Remove existing concrete wingwalls in the area shown cross-hatched in Plan and Front Elevation.



SKEWBACK DATA		
Ledge Elev. @ Vert. Brg. Face	Elev. Bottom of Skewback	Length of Skewback
80.3 f above	79.21 max	10'-6"
79.6 to 80.2	76.6	12'-9"
78.9 to 79.5	75.9	15'-0"
78.2 to 78.8	75.2	17'-3"
77.5 to 78.1	74.5	19'-6"
76.8 to 77.4	73.8	21'-9"
76.7 f below	Extrapolate Table	

- GENERAL NOTES**
- Cover the backside of the construction joints (C.J.) with two (2) layers of heavy roofing 10" inches wide, cemented on all contact surfaces with a suitable grade of asphalt cement. Recess the area to be covered 1/4" inch.
 - Chamfer all exposed edges of concrete 3/8" inches.
 - Reinforcing bars shall have 2" inches minimum cover.
 - For Section C.C. See Sheet #9.
 - Concrete in Skewbacks, Breastwalls and Wingwalls will be paid under Item 701-33A, Port. Cem. Concrete, Abutments and Retaining Walls, Centennial Bridge.



DESIGN: C.D.H.
TRACE: C.D.H.
CHECK: M.W.T.

BRIDGE NO. 5852
SURVEY: PLOT

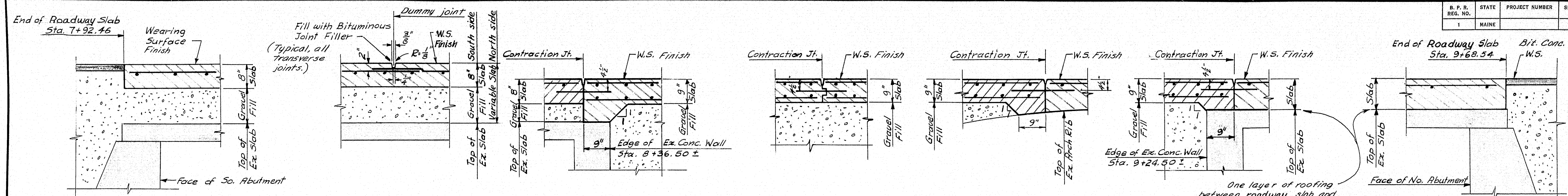
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

CENTENNIAL BRIDGE
OVER THE
CARRABASSET RIVER
IN THE TOWN OF
KINGFIELD
FRANKLIN COUNTY

SOUTH ABUTMENT & RETAINING WALLS

SHEET 8 OF 22 AUGUSTA, MAINE OCT. 1960

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



SECTION A-A

SECTION B-B

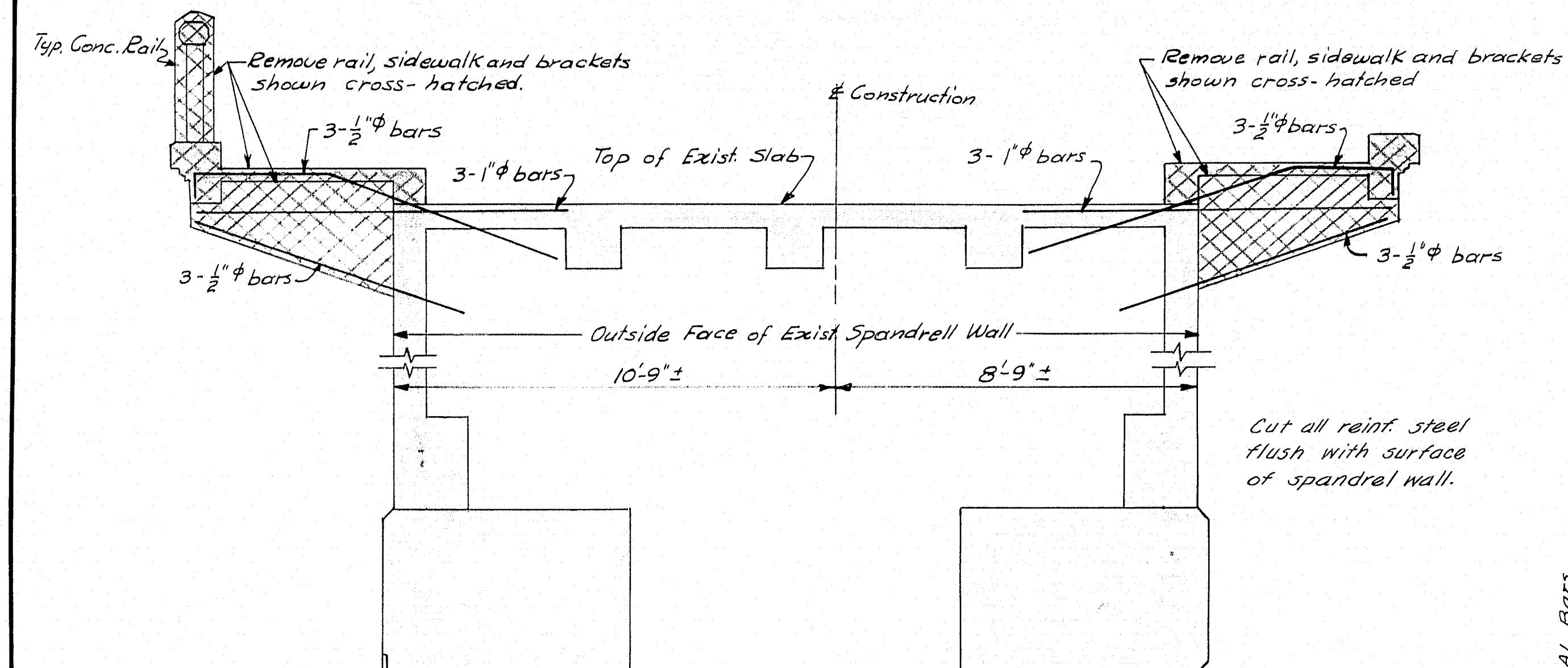
SECTION C-C

SECTION D-D

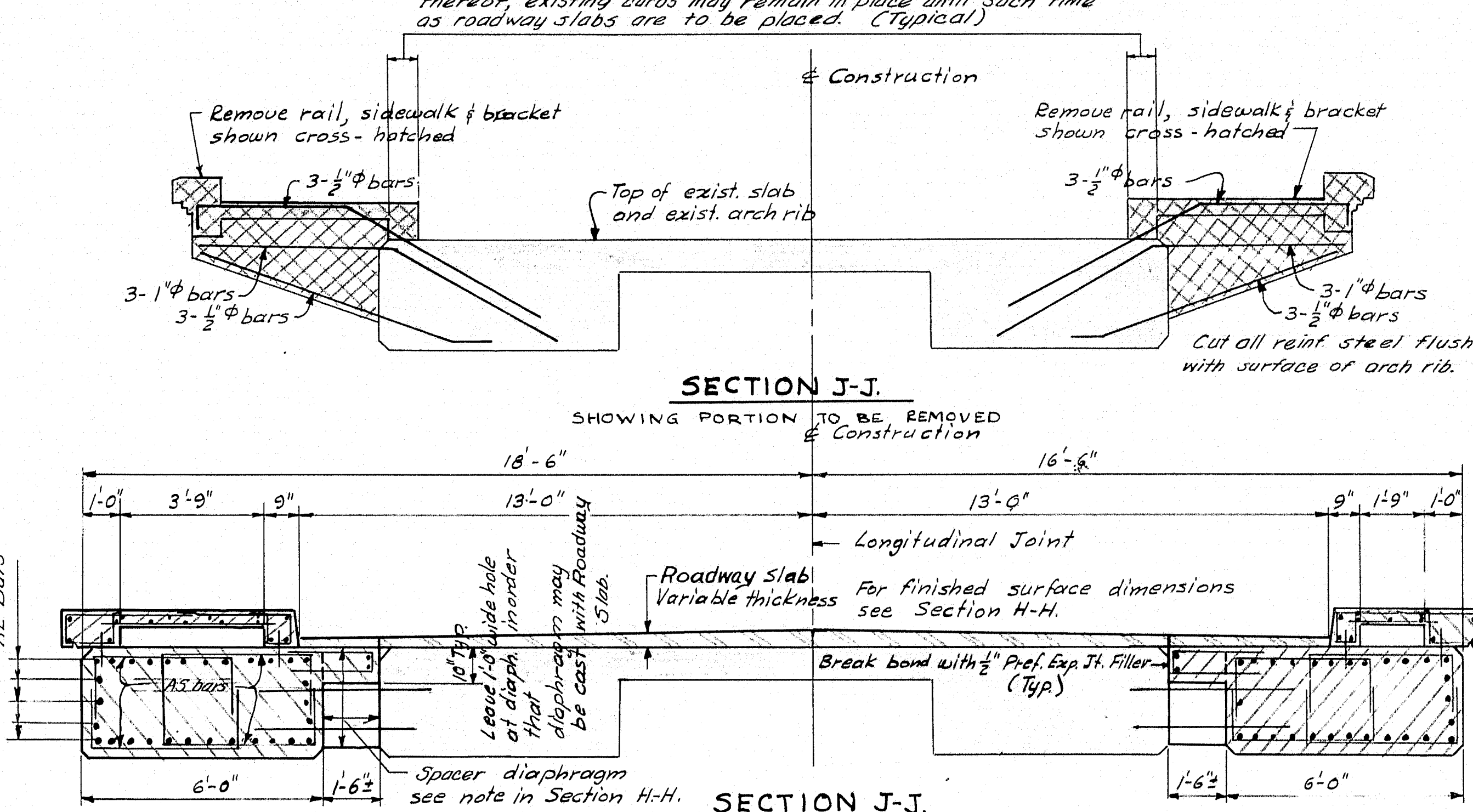
SECTION E-E

SECTION F-F

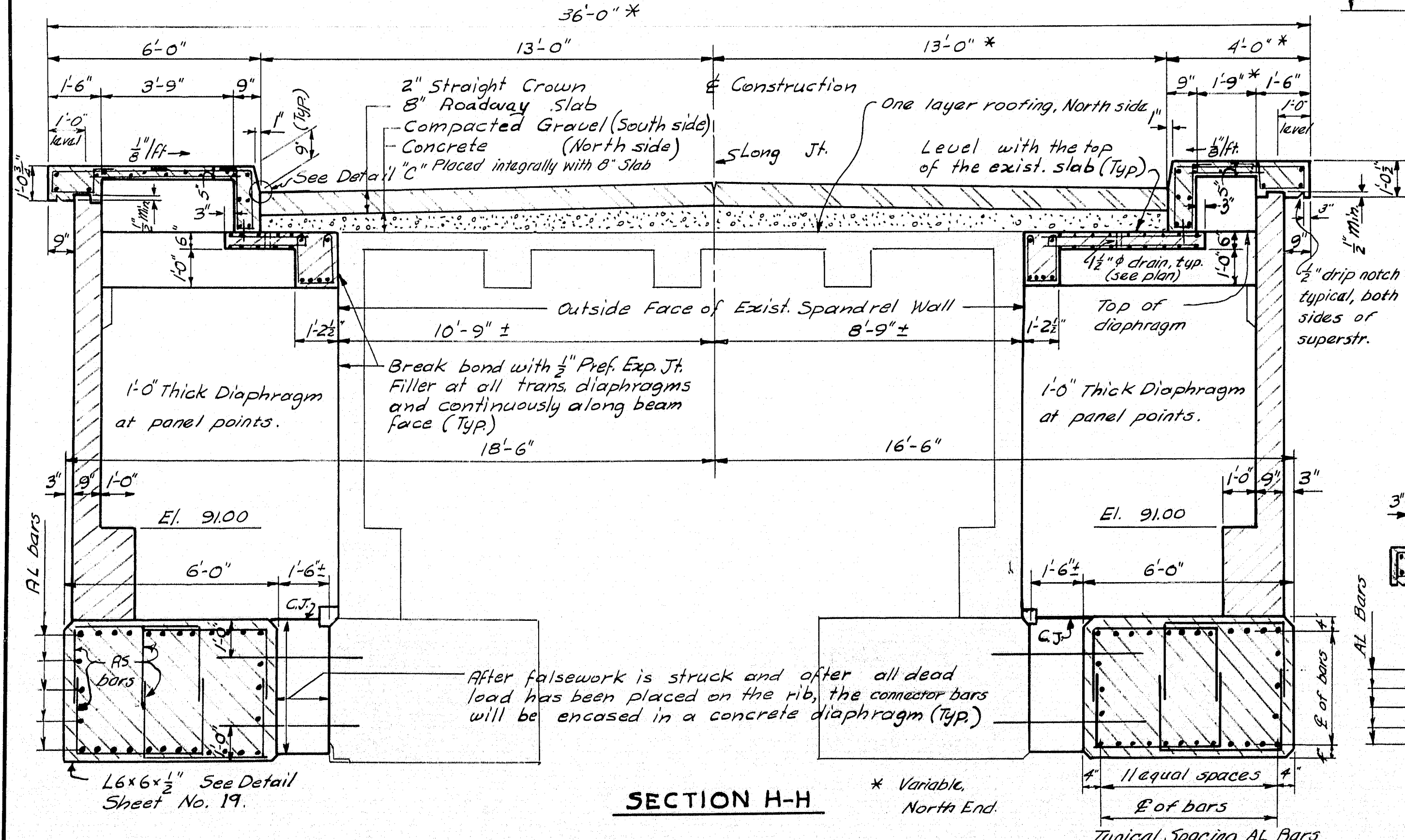
SECTION G-G



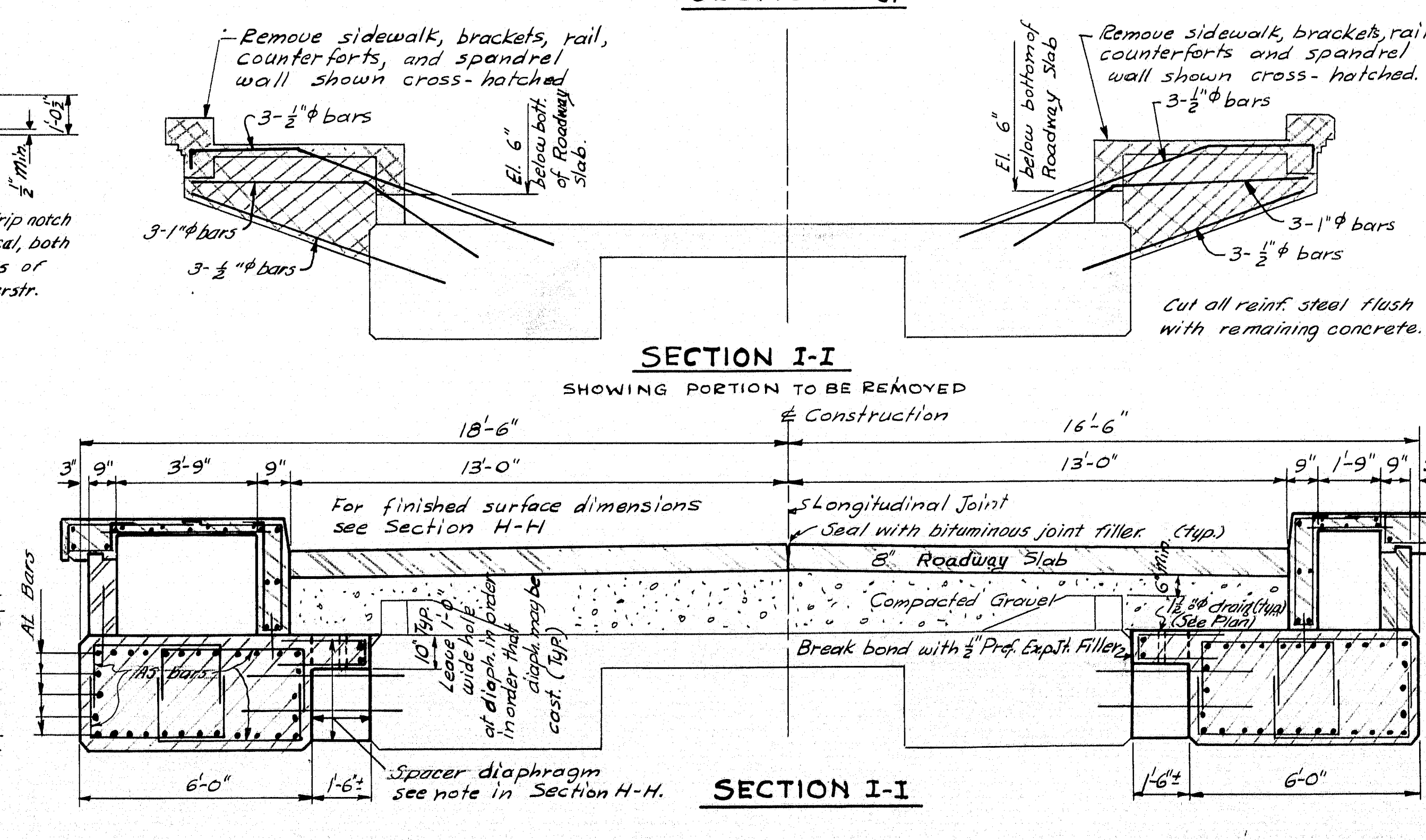
SECTION H-H



SECTION J-J



SECTION H-H



SECTION I-I

For Detail 'C' see sheet no. 17.

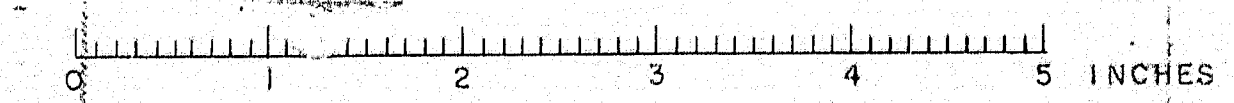
DESIGN - C.D.H.
TRACE - T.H.K.
CHECK - J.M.T.

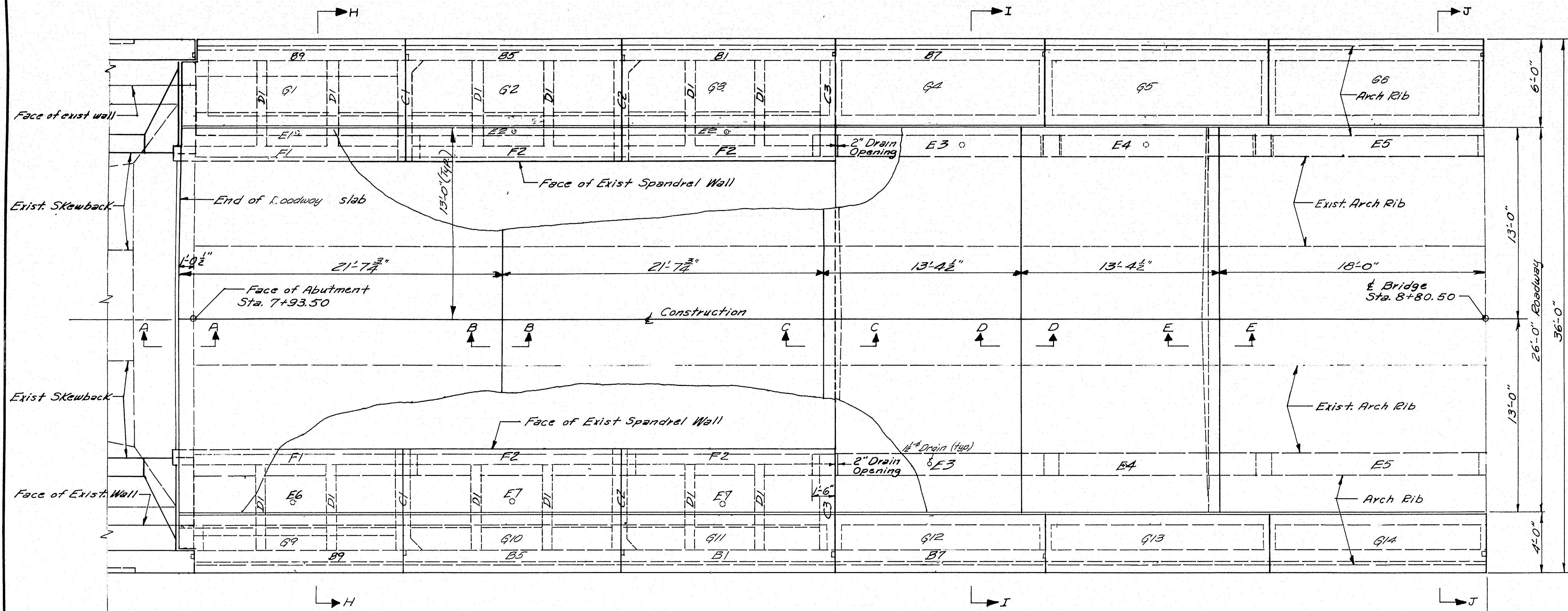
BRIDGE NO. 5852
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

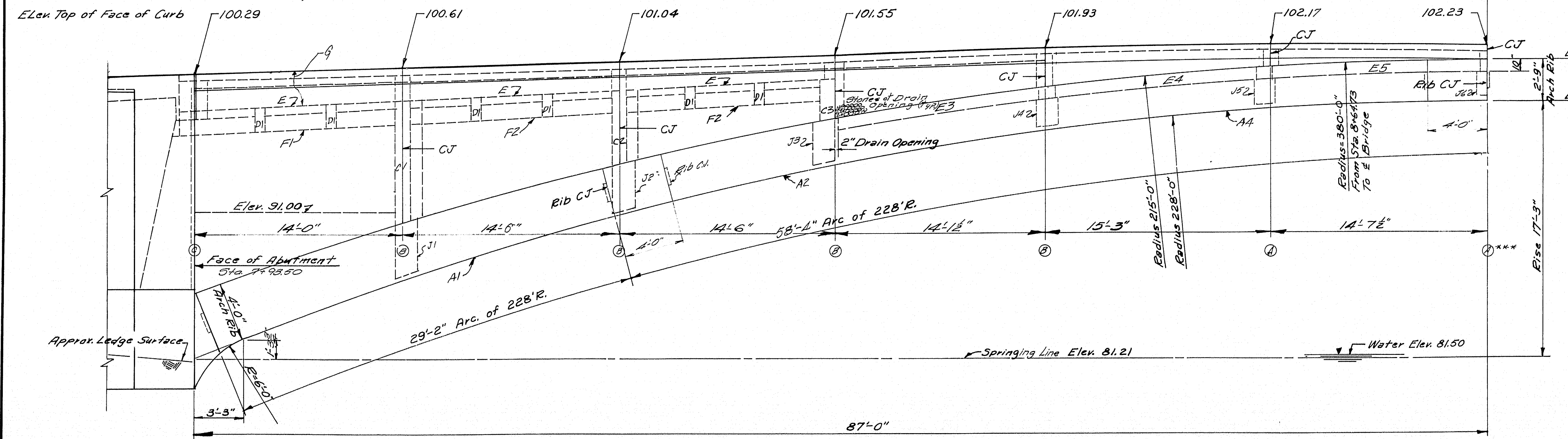
CENTENNIAL BRIDGE
OVER THE
CARRABASSET RIVER
IN THE TOWN OF
KINGFIELD
FRANKLIN COUNTY
GENERAL ARCH SECTIONS

SHEET 10 OF 22 AUGUSTA, MAINE OCT. 1960





SOUTH HALF PLAN



SOUTH HALF ELEVATION

ELEVATIONS OF ARCH RIB		
Station	Top of Rib	Bottom of Rib
7+93.50	85.57	81.21
7+96.75	86.84	82.52
8+00.50	88.24	83.96
8+07.50	90.64	86.46
8+14.75	92.84	88.77
8+22.00	94.77	90.83
8+29.25	96.43	92.63
8+36.50	97.83	94.17
8+43.75	98.98	95.48
8+51.00	99.87	96.54
8+58.25	100.52	97.37
8+65.50	100.91	97.97
8+73.00	101.14	98.34
8+80.50	101.21	98.46

*** See notes on Sheet #12

CONCRETE PLACING SEQUENCE

Arch Rib - The long sections (29'-2" to 54'-4") of the arch rib shall be placed first, allowing the main steel splices to occur entirely within the 4 ft long shrinkage sections. After a period of seven days the 3 shrinkage sections shall be placed. Insofar as possible, the falsework shall be loaded symmetrically.

Spandrel Diaphragms - J5 and J6 to be placed concurrently with sequence #12, J-4 with sequence #13. J-1, J-2 and J-3 to be placed after all roadway slabs are complete. Sequences shall apply to the J5 & J6 sides individually with no relation between the two sides.

Spandrel Walls & Diaphragm Walls											
1	2	3	4	5	6	7	8	9	10	11	12
Girders, Crossbeams & Support Slabs											
1	2	3	4	5	6	7	8	9	10	11	12
Curbs & Sidewalks											
1	2	3	4	5	6	7	8	9	10	11	12
Roadway Slabs											
1	2	3	4	5	6	7	8	9	10	11	12

*** See Expansion note Sheet #12. For indicated sections, see sheet #10.

DESIGN - C.D.H. TRACE - BARTON CHECK - K.W.	BRIDGE NO. 5852 SURVEY PLOT
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
CENTENNIAL BRIDGE OVER THE CARRABASSET RIVER IN THE TOWN OF KINGFIELD FRANKLIN COUNTY SOUTH HALF ARCH KEY PLAN SHEET 11 OF 22 AUGUSTA, MAINE OCT. 1960	

ELEVATIONS OF ARCH RIB		
Station	Top of Rib	Bottom of Rib
B+80.50	101.21	98.46
B+80.00	101.14	98.34
B+95.50	100.91	97.97
9+02.75	100.52	97.37
9+10.00	99.87	96.54
9+17.25	98.98	95.48
9+24.50	97.83	94.17
9+31.75	96.43	92.63
9+39.00	94.77	90.83
9+46.25	92.84	88.77
9+53.50	90.64	86.46
9+60.50	88.24	83.96
9+64.25	86.84	82.52
9+67.50	85.57	81.21

* Elev. on 215' Radius at face Abut. line.
 ** Elev. on 228' Radius at face Abut. line. (Theoretical springing line.)

POINTS ALONG GUTTER				
Point	Station	Off & Const.	Gutter Elev.	Remarks
U	9+47.95	13.00R	99.58	P.C.
V	9+56.18	13.34R	99.20	
W	9+63.53	14.49R	98.84	
L	9+68.54	16.55R	98.56	

POINTS ALONG OUTSIDE FACE OF COPING				
Point	Station	Off & Const.	Top of Coping	Remarks
X	9+62.01	17.00R	99.64	P.C.
Z	9+67.50	18.26R	99.32	

Expansion shall be provided for at indicated panel points for all units above the arch rib except roadway slabs. This shall include all transverse faces in spandrel walls, beams, supporting slabs, curbs, sidewalks and shear boxes. Provide expansion material as follows:

- At points: ① One layer heavy roofing.
 ② 4" premolded expansion joint filler.
 ③ 2" premolded expansion joint filler.

Provide one layer heavy roofing under expansion ends of girders and slabs.
 At all other areas in contact at panel points break bond with a heavy coat of asphalt paint.

For indicated sections see Sheet No. 10.

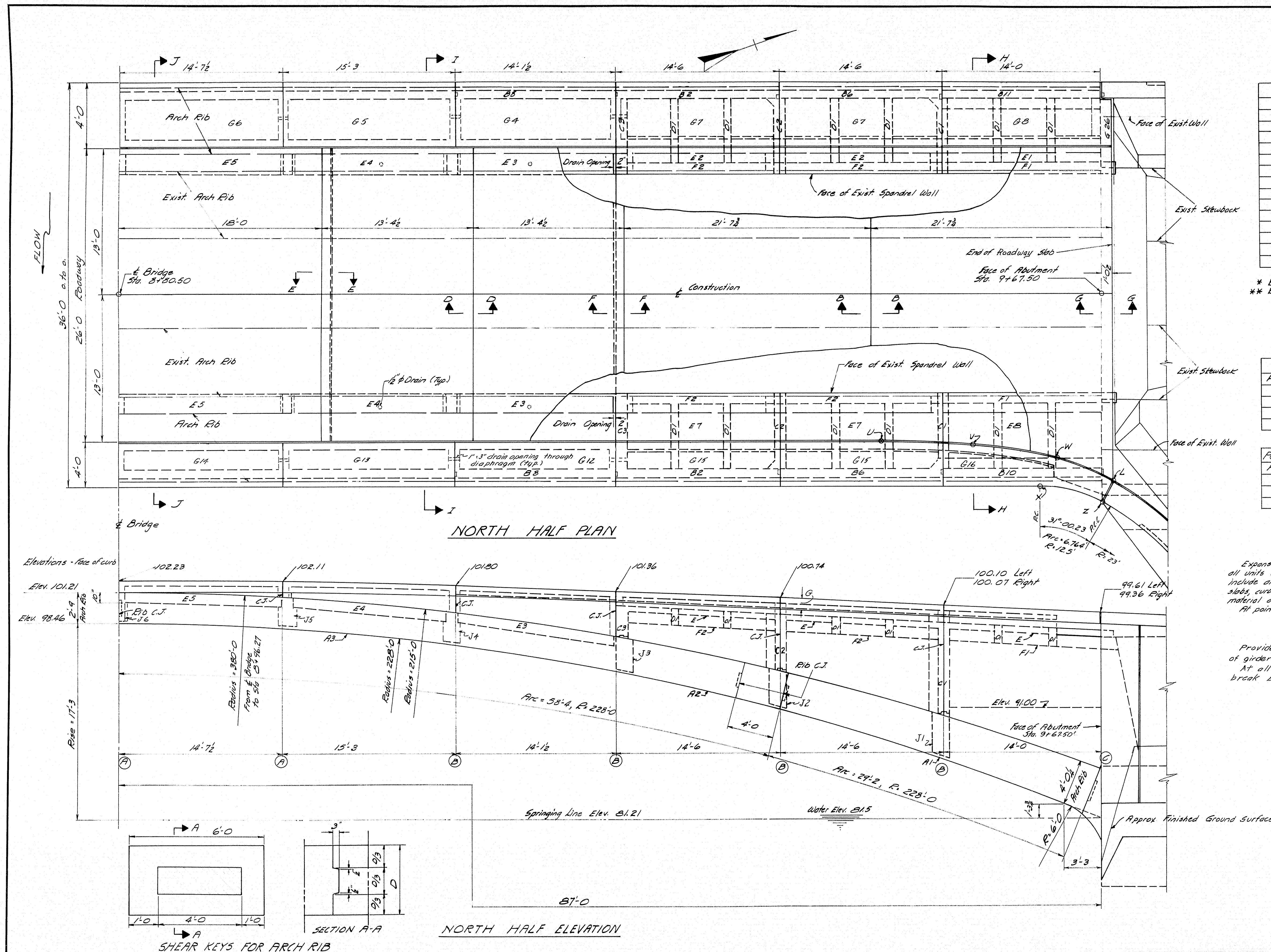
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 TRACE - E. M.
 CHECK - A. W. T.

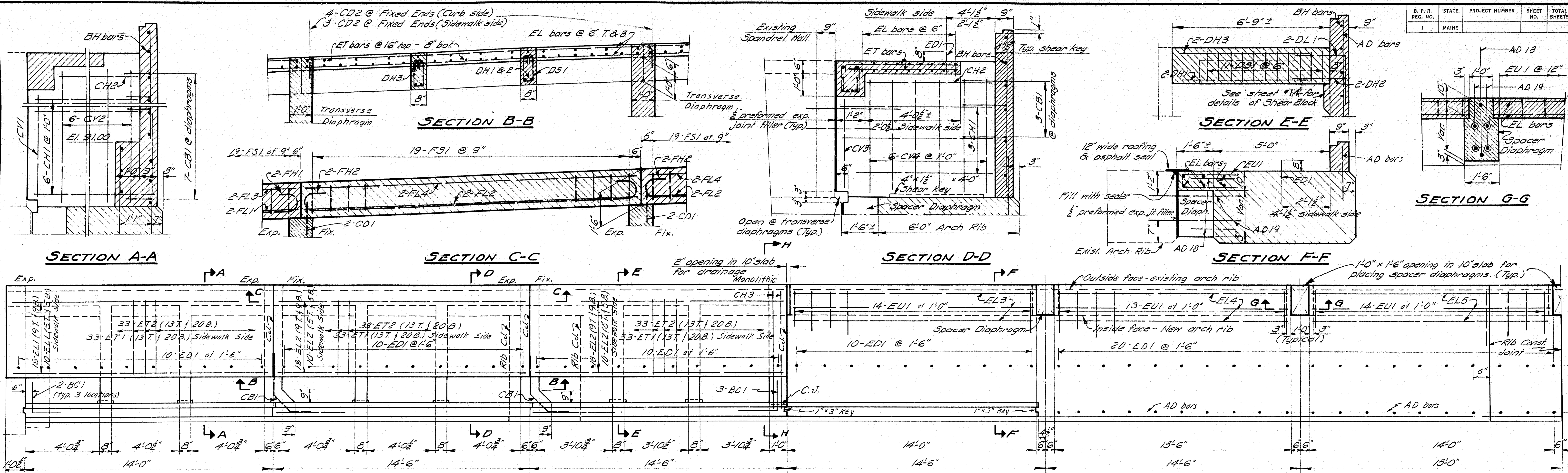
BRIDGE NO. 5852
 SURVEY -
 PLOT -

STATE HIGHWAY COMMISSION
 BRIDGE DIVISION

CENTENNIAL BRIDGE
 OVER THE
CARRABASSET RIVER
 IN THE TOWN OF
KINGFIELD
FRANKLIN COUNTY

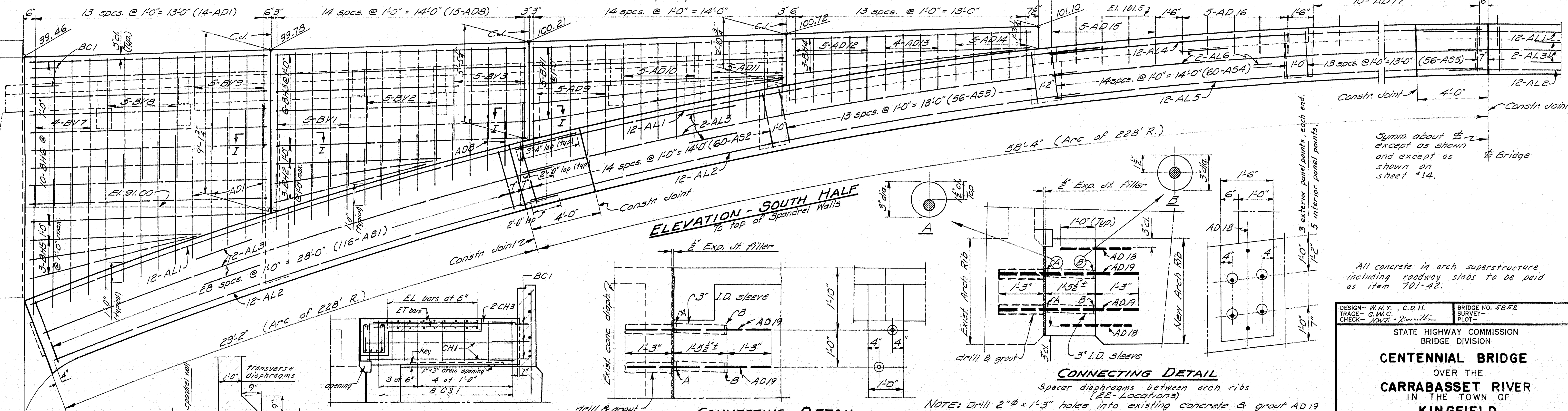
NORTH HALF, ARCH KEY PLAN
 SHEET 12 OF 22 AUGUSTA, MAINE OCT. 1960





PLAN - RIGHT SIDE WIDENING

Note: Pavement Slab & Curb removed
Left side similar, except as shown.



CONNECTING DETAIL
At top of transv. diaphragms (B-locations)

NOTE: Washers, A & B, may be cork or rubber. Sleeves to be of a suitable material to withstand the external pressure.

CONNECTING DETAIL
Spacer diaphragms between arch ribs (22-locations)

NOTE: Drill 2" x 1-3/4" holes into existing concrete & grout AD19 bars with non-shrink mortar. Before concrete for transverse diaphragms is placed, sleeves shall be centered on AD19 bars with spacer washers, A & B, as shown; and joints mortar tight. Payment for drilling for and grouting of AD19 bars, furnishing and installing sleeves & washers, to be included in the contract unit price for Item 705-14, Reinforcing Steel, Placing.

All concrete in arch superstructure, including roadway slabs to be paid as item 701-42.

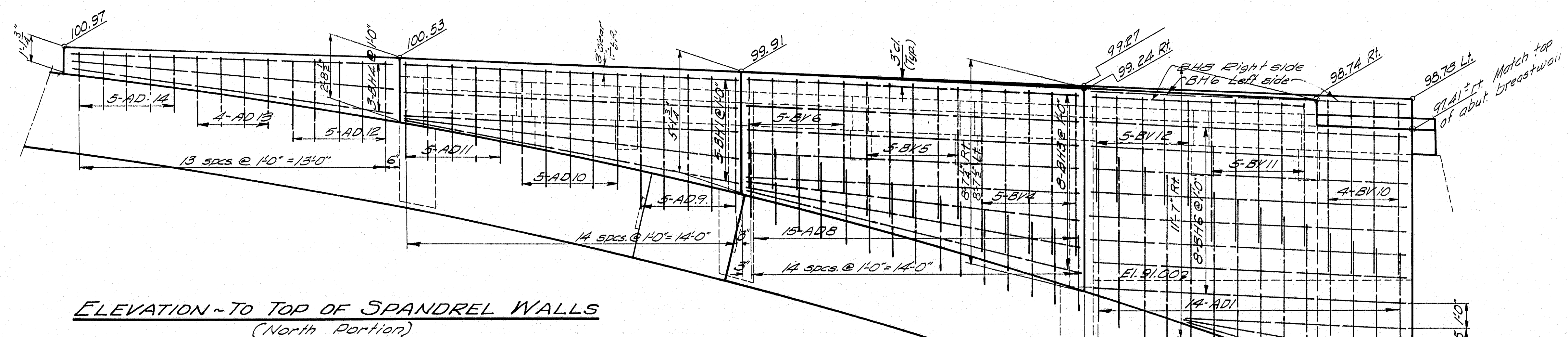
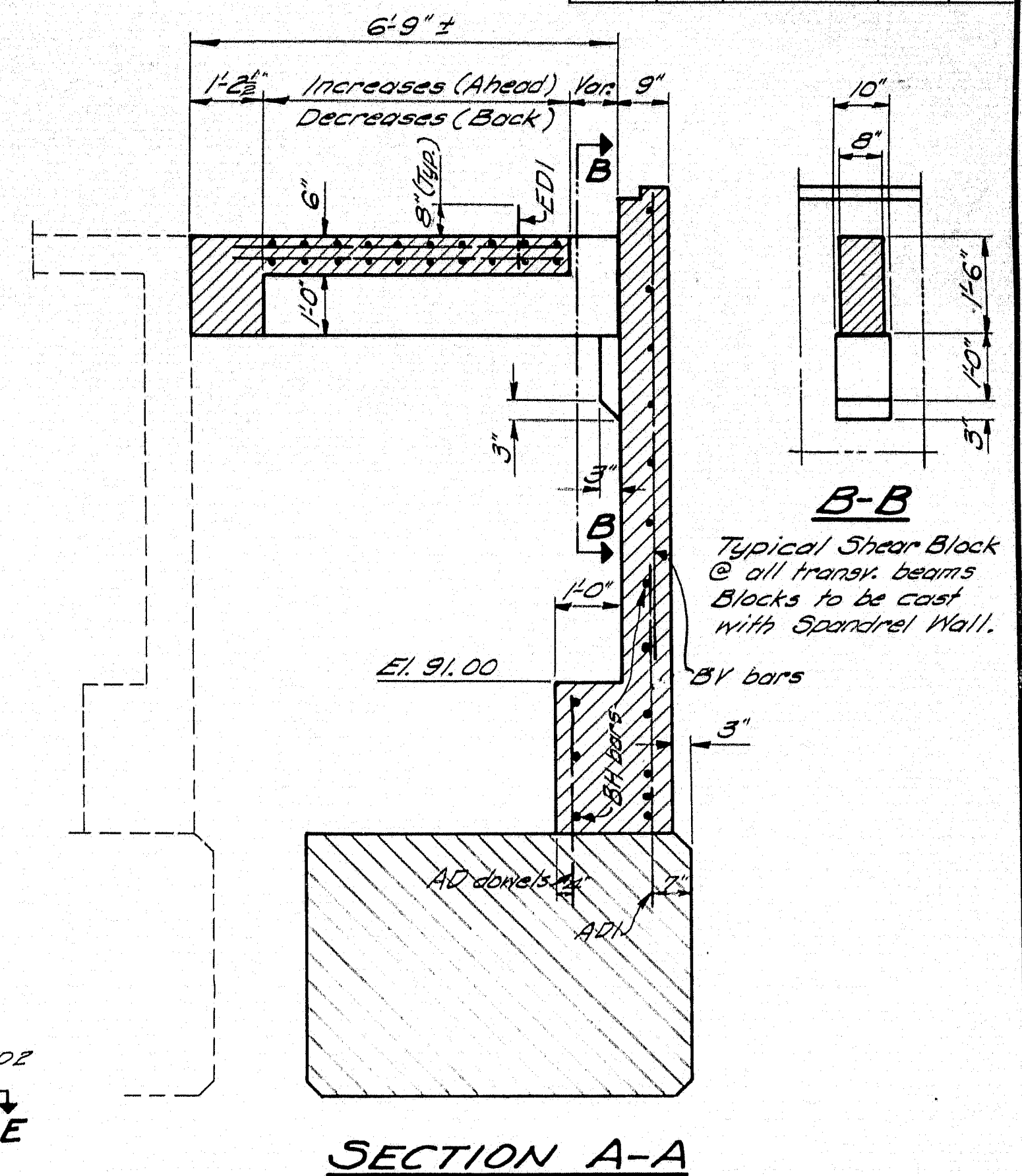
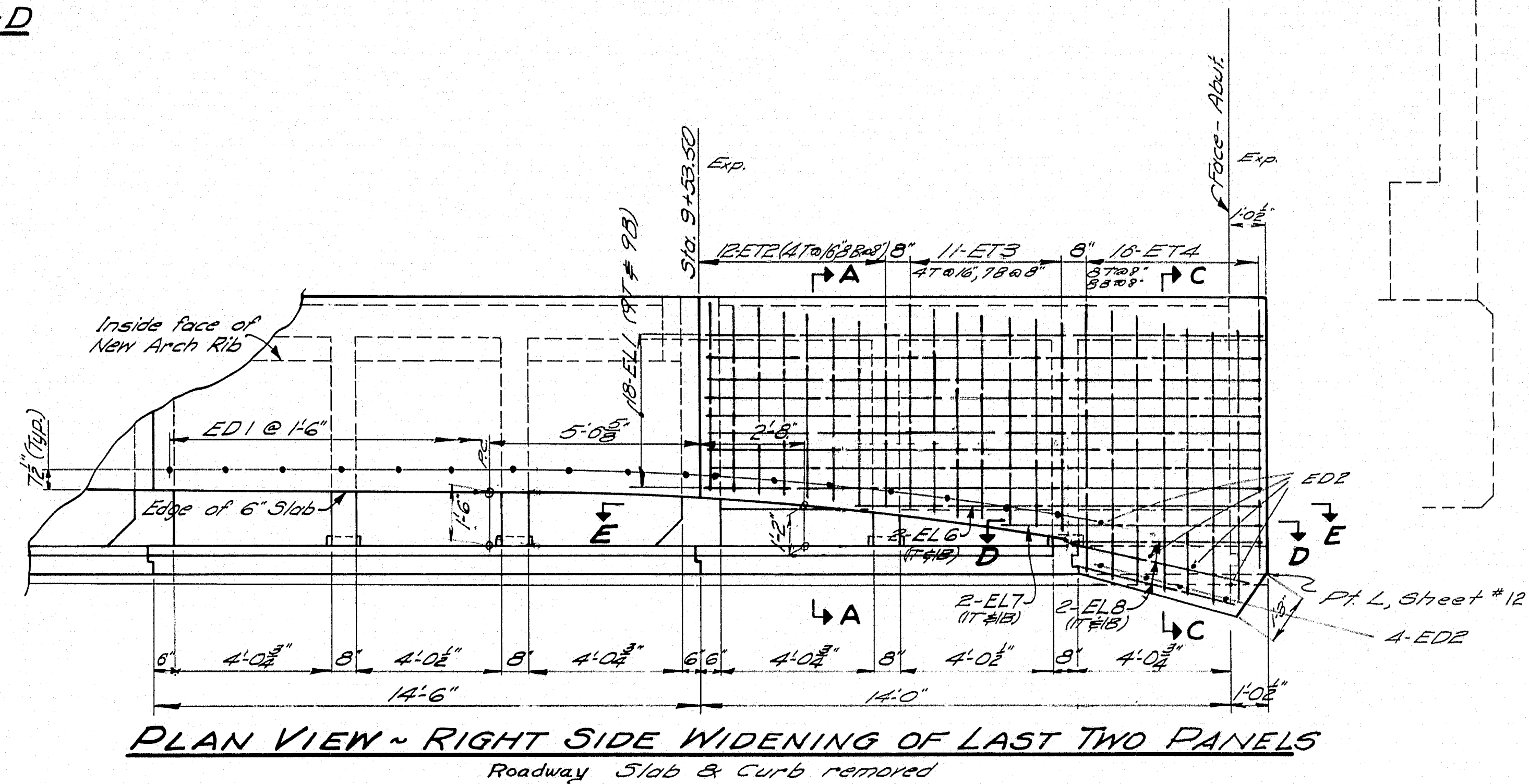
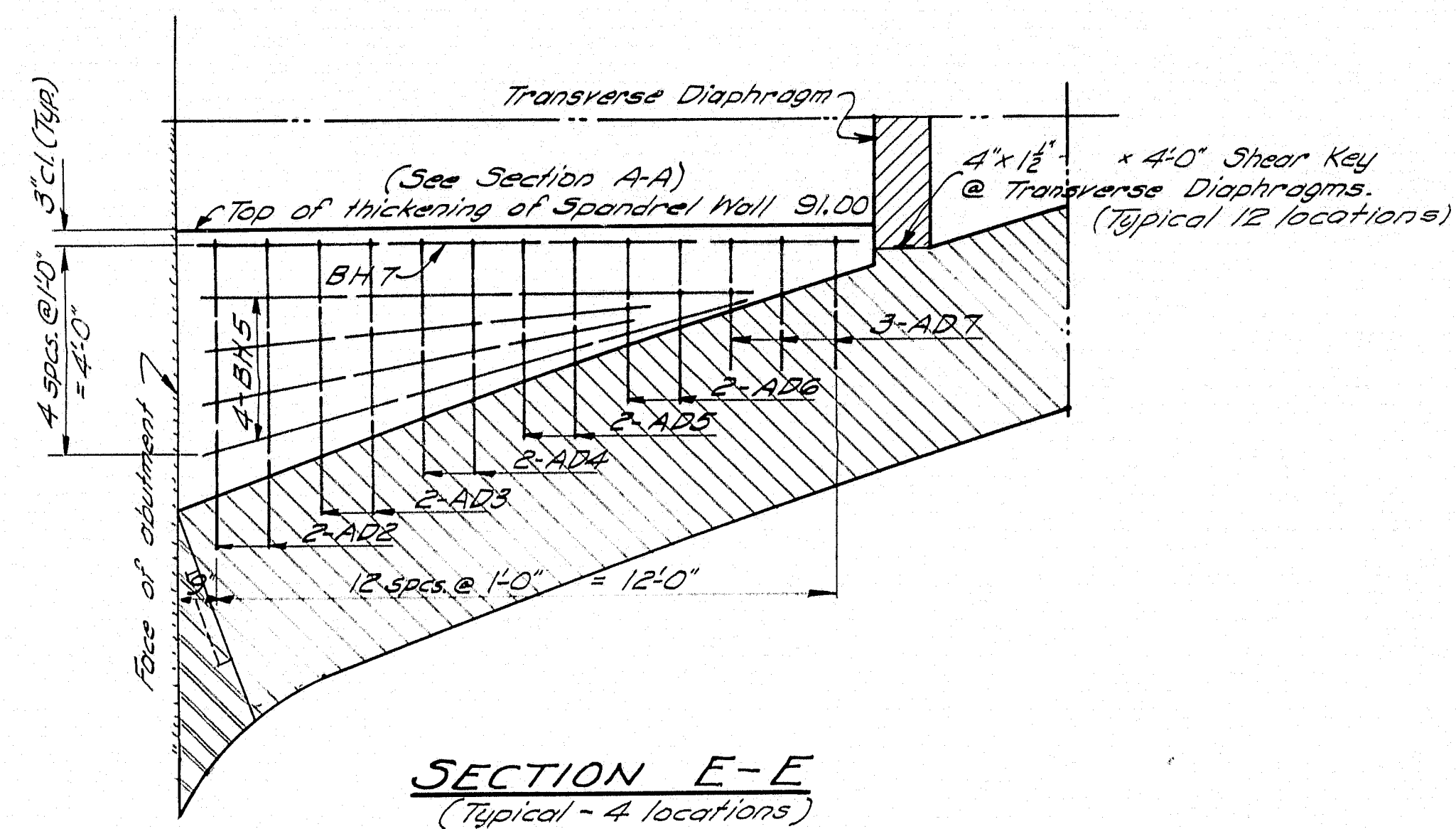
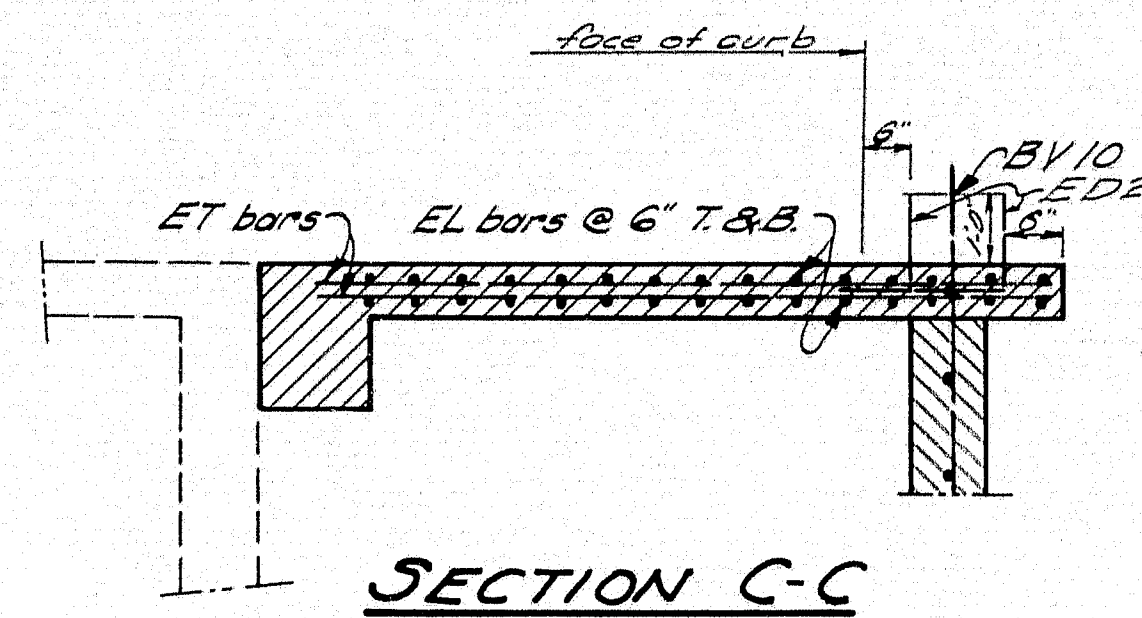
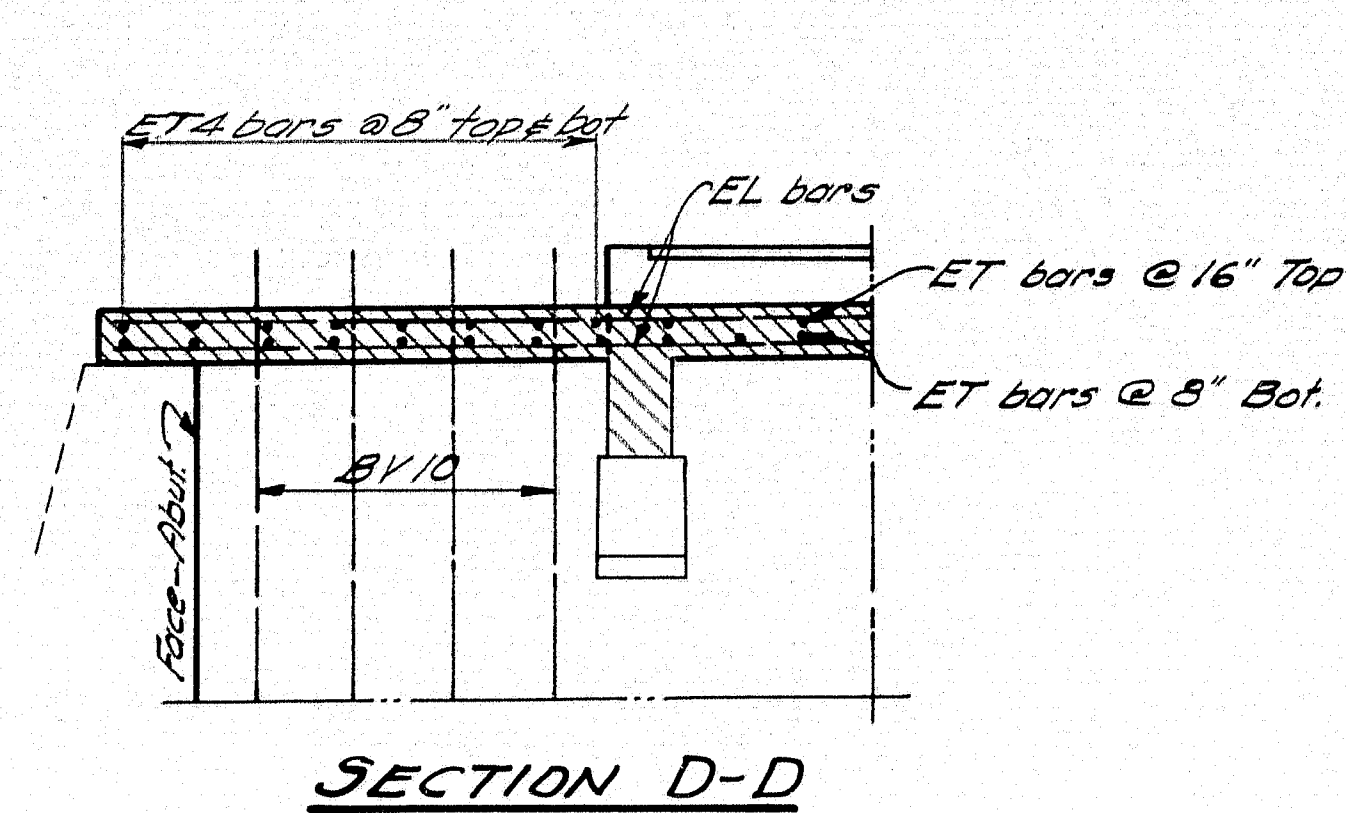
DESIGN - W. A. Y., C. D. H.
TRACE - C. W. C.
CHECK - M. W. C. - R. M. H.

BRIDGE NO. 5852
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

CENTENNIAL BRIDGE
OVER THE
CARRABSETT RIVER
IN THE TOWN OF
KINGFIELD
FRANKLIN COUNTY
DETAILS

SOUTH HALF, RIB & SPANDREL WALLS
SHEET 13 OF 22 AUGUSTA, MAINE OCT. 1960

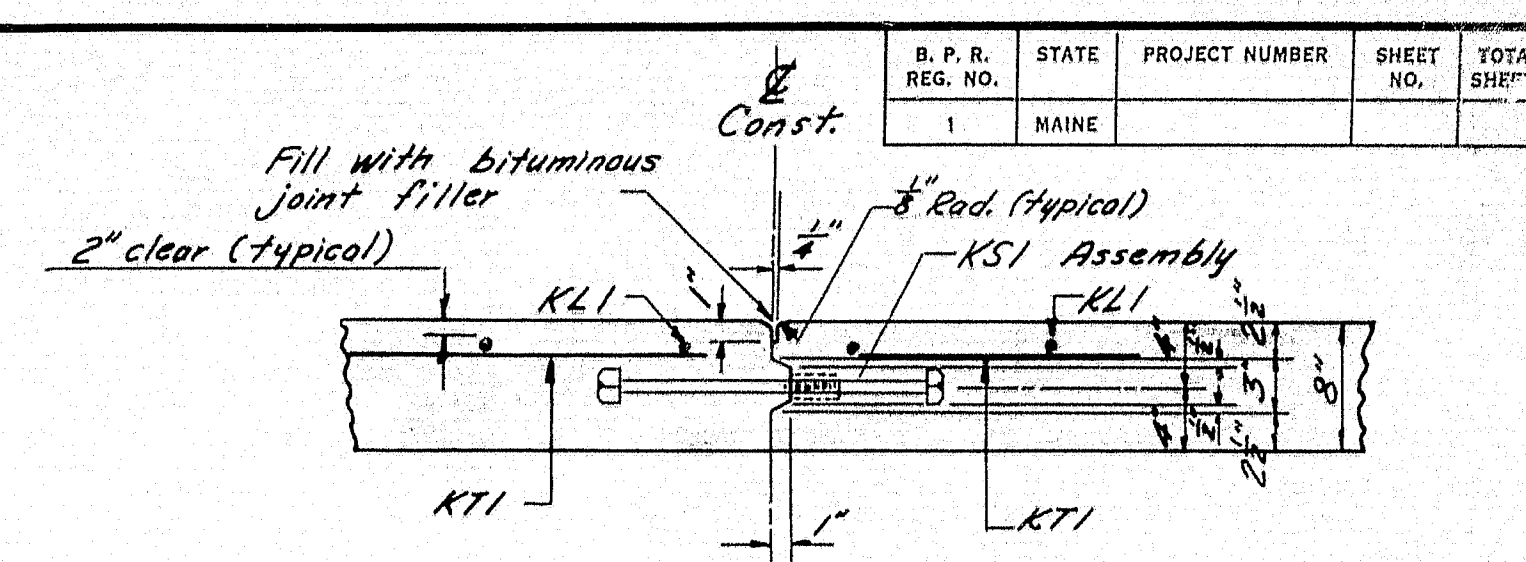


DESIGN - W.H.V., C.D.H.
TRACE - G.W.L., C.D.H.
CHECK - N.W.S., R.H.M.

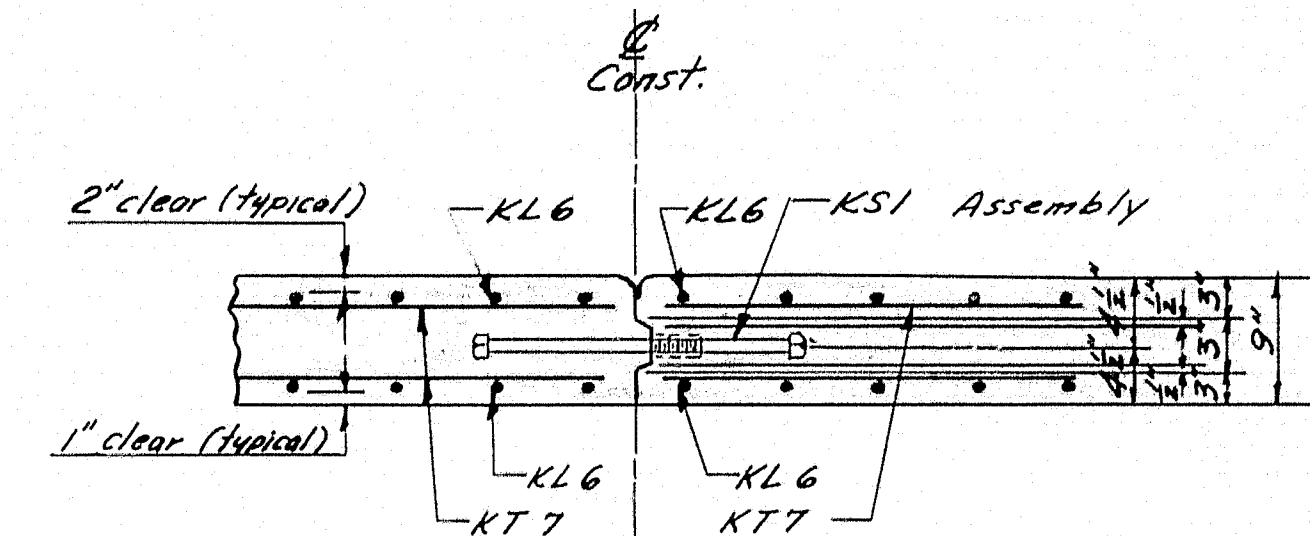
BRIDGE NO. 5852
SURVEY PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

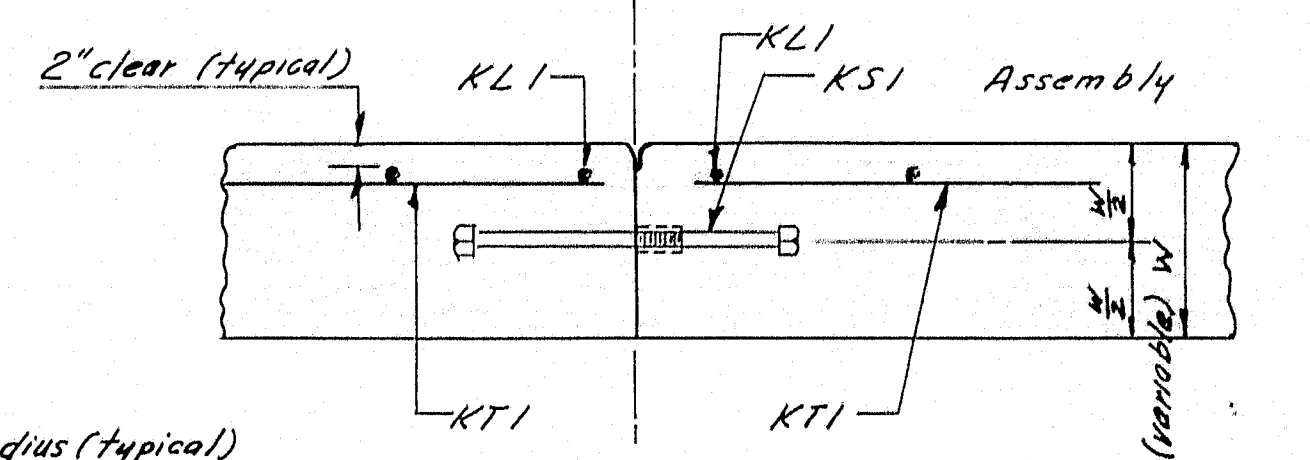
CENTENNIAL BRIDGE
OVER THE
CARRABSET RIVER
IN THE TOWN OF
KINGFIELD
FRANKLIN COUNTY
DETAILS
NORTH PORTION, RIB & SPANDREL WALLS
SHEET 14 OF 22 AUGUSTA, MAINE OCT. 1960



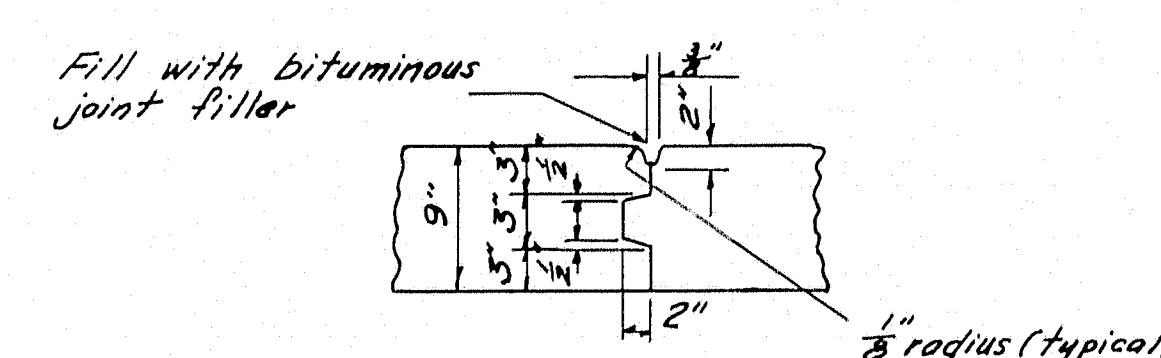
SECTION 5-5



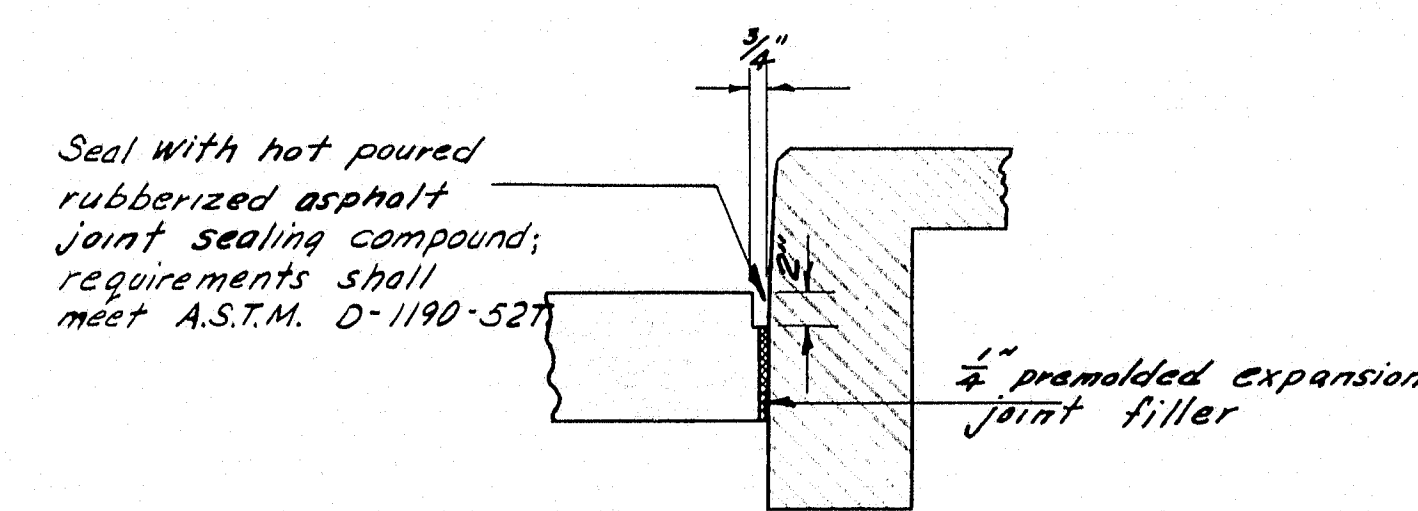
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Const.



SECTION U-U

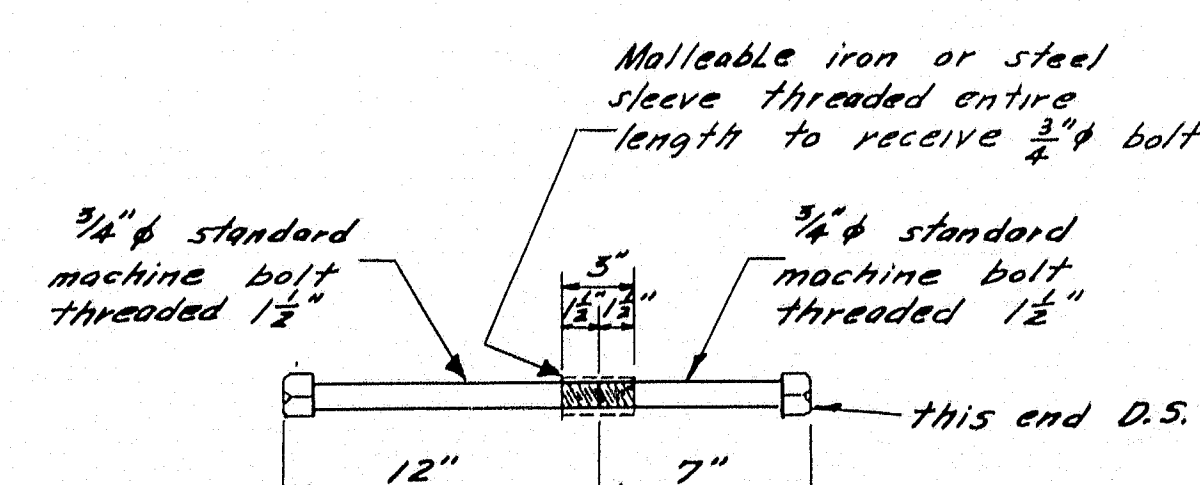


TYPICAL TRANSVERSE KEY
DETAILS



DETAIL C
(typical at curb edges of
all roadway slabs)

NOTE: Cost of sealing joints to be incidental to Item # 701-42, Portland Cement Concrete, Superstructure, Arch Type.



KSI ASSEMBLY
(40 required)

Payment to be made at the contract unit price, under item 705-13, 705-14.

17a. (K1)	17a. (K1)	15a. (K2)	16a. (K3)	14a. (K4)	14a. (K4)	16a. (K3)	15a. (K2)	17a. (K1)	17a. (K1)
17. (K6)	17. (K6)	15. (K7)	16. (K8)	14. (K9)	14. (K9)	16. (K8)	15. (K7)	17. (K6)	17. (K6)

CONCRETE PLACEMENT SEQUENCE

All concrete in D.S. half of roadway slabs to be placed first.

Sections A-A to G-G see sheet "10."

DESIGN- C.D.H., Det. Mollicone	BRIDGE NO. 5852
TRACE- Barton	SURVEY-
CHECK- Hamilton	PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

CENTENNIAL BRIDGE
OVER THE

CARRABASSET RIVER
IN THE TOWN OF

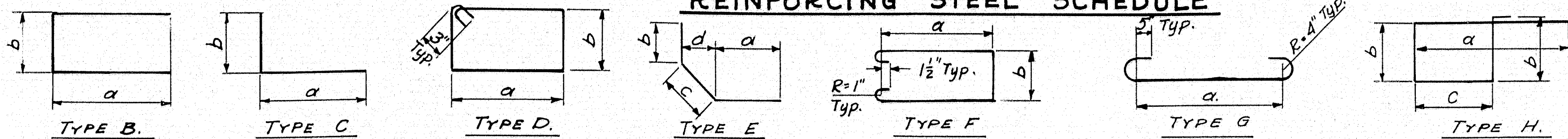
KINGFIELD

FRANKLIN COUNTY
DETAILS

ROADWAY SLABS
SHEET 17 OF 22 AUGUSTA, MAINE OCT. 1960

REINFORCING STEEL SCHEDULE

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



All dimensions to c of bars.

BENT BARS

MARK	SIZE	NO.	LENGTH	TYPE	a	b	c	d	LOCATION.	MARK	SIZE	NO.	LENGTH	TYPE	a	b	c	d	LOCATION.	MARK	SIZE	NO.	LENGTH.	TYPE	a	b	c	d	LOCATION.
										AS1	*4	576	7'-10"	B	2'-2"	3'-6"				A1, S1	GS1	*3	18	6'-10"	H	2'-2"	1'-10 1/2"	5"	G1, G9.
										AS2	*4	240	7'-6"	B	2'-0"	3'-6"				A2	GS2	*3	48	6'-7"	H	2'-2"	1'-9"	5"	G1, G4, G9, G12.
										AS3	*4	224	7'-0"	B	1'-9"	3'-6"				A2	GS3	*3	64	6'-2"	H	2'-2"	1'-6 1/2"	5"	G2, G3, G10, G13
										AS4	*4	240	6'-6"	B	1'-6"	3'-6"				A3, A4.	GS4	*3	64	5'-9"	H	2'-2"	1'-4"	5"	G3, G5, G11, G13
										AS5	*4	224	5'-10"	B	1'-2"	3'-6"				A3, A4	GS5	*3	20	9'-1"	H	2'-2"	3'-0"	5"	G4, G12.
WU1	*5	103	8'-3"	B	3'-8"	10 3/8"			W1, W2, W3, W4											GS6	*3	20	8'-3"	H	2'-2"	2'-7"	5"	G4, G12.	
WU2	*5	39	4'-11"	B	2'-0"	10 3/8"			W1, W2, W3.	BC1	*5	18	3'-6"	C	1'-9"	1'-9"				C3, B9, B11	GS7	*3	20	7'-7"	H	2'-2"	2'-3"	5"	G4, G12.
WU3	*5	16	6'-3"	B	2'-8"	10 3/8"			W4.	CH3	*6	8	7'-6"	C	6'-0"	1'-6"				C3	GS8	*3	147	5'-4"	H	2'-2"	1'-1 1/2"	5"	G5, G7, G8, G13, G15, G16.
										CB1	*5	40	3'-6"	E	1'-0"	1'-0"	1'-6"	1'-0 3/4"		C1, C2	GS9	*3	28	5'-1"	H	2'-2"	1'-0"	5"	G5, G13.
WD1	*6	241	2'-6"	C	2'-0"	6"			W1, W2, W3, W4.	CS1	*3	32	5'-2"	D	1'-7"	9"				C3	GS10	*3	88	4'-7"	H	2'-2"	0'-9"	5"	G6, G14.
PU1	*6	6	8'-2"	B	3'-10"	5 1/8"			PI																				
PU2	*6	3	7'-10"	B	3'-8"	5 1/8"			PI.	DL1	*6	48	4'-4"	C	2'-2"	2'-2"				D1									
PU3	*6	3	7'-6"	B	3'-6"	5 1/8"			PI	DS1	*3	264	3'-2"	F	1'-0"	5"				D1	GS16	*3	517	5'-3"	H	2'-2"	0'-8"	1'-3"	G1 to G16
PU4	*6	3	7'-0"	B	3'-3"	5 1/8"			PI	FU1	*7	164	6'-7"	B	3'-0"	7"				E3, E4, E5.									
										FH1	*10	8	17'-0"	G	14'-1"					F1.	GA1	*4	6	3'-1"	C	1'-10"	1'-3"		G16
										FH2	*10	16	16'-6"	G	13'-7"					F2									
PS2	*4	9	10'-7"	D	4'-5 1/2"	7"			PI	FS1	*3	228	3'-8"	F	1'-0 1/2"	9 1/2"				F1, F2.	GUI	*4	6	4'-5"	B	1'-10"	0'-9"		G16
										ED2	*5	8	2'-6"	C	1'-3"	1'-3"				EB									

STRAIGHT BARS

MARK	SIZE	NO.	LENGTH	LOCATION.	MARK	SIZE	NO.	LENGTH	LOCATION.	MARK	SIZE	NO.	LENGTH	LOCATION.	MARK	SIZE	NO.	LENGTH	LOCATION.
SB1	*9	120	15'-0"	SI	BH5	*5	28	10'-9"	B9, B10, B11.						GL1	*3	23	14'-6"	G1, G8, G9.
SB2	*9	24	11'-0"	SI	BH6	*5	37	13'-9"	B9, B10, B11.						GL2	*3	84	14'-0"	G2, G3, G6, G7, G10, G11, G14, G15.
SB3	*6	48	6'-0"	SI	BH7	*5	4	13'-4"	B9, B10, B11.	ET1	*4	198	2'-4"	E1, E2	GL3	*3	28	13'-7"	G4, G12.
WL1	*4	6	24'-0"	W1	BH8	*5	1	9'-7"	B10.	ET2	*4	177	4'-4"	E6, E7, E8	GL4	*3	33	14'-9"	G5, G13, G16.
WL2	*4	12	21'-2"	W2						ET3	*4	11	5'-6"	EB.					
WL3	*4	12	18'-9"	W3	BV1	*5	10	8'-0"	B5	ETA	*4	16	7'-0"	EB.					
WL4	*4	6	15'-6"	W4	BV2	*5	10	6'-6"	B5						GL9	*4	80	14'-0"	G2, G3, G6, G7, G10, G11, G14, G15.
WL5	*4	6	14'-6"	W4.	BV3	*5	10	5'-0"	B5						GL10	*4	15	14'-6"	G1, G8, G9.
WL6	*4	6	20'-6"	W4.	BV4	*5	10	7'-6"	B6						GL11	*4	30	14'-9"	G5, G13, G16
					BV5	*5	10	6'-1"	B6	EDI	*4	237	1'-4"	A2, A3, A4, E1, E2, E6, E7, E8.					
					BV6	*5	10	4'-8"	B6										
					BV7	*5	8	8'-2"	B9	FL1	*10	8	14'-8"	F1					
					BV8	*5	10	6'-7"	B9	FL2	*10	16	14'-2"	F2					
					BV9	*5	10	4'-7"	B9	FL3	*6	8	14'-8"	F1					
					BV10	*5	8	7'-7"	B11	FL4	*6	16	14'-2"	F2					
AL1	*9	120	33'-3"	A1, A2, A3.	BV11	*5	10	6'-0"	B10, B11										
AL2	*9	120	31'-3"	A1, A2, A3.	BV12	*5	10	4'-6"	B10, B11										
AL3	*6	60	31'-3"	A1, A2, A3.															
AL4	*9	24	29'-3"	A4															
AL5	*9	24	28'-10"	A4															
AL6	*6	12	29'-0"	A4															
					CH1	*5	44	6'-5"	C1, C2, C3	KL1	*3	104	22'-4"	K1, K5, K6.					
					CH2	*5	8	5'-5"	C1, C2	KL2	*3	1	9'-3"	K5					
AD1	*5	56	7'-9"	A1						KL3	*3	1	4'-3"	K5					
AD2	*5	8	6'-1"	A1						KL4	*3	1	2'-0"	K5					
AD3	*5	8	5'-4"	A1	CV1	*5	4	6'-2"	C1	KL5	*3	32	17'-6"	K4, K9.					
AD4	*5	8	4'-7"	A1	CV2	*5	24	7'-2"	C1	KL6	*6	416	13'-0"	K2, K3, K7, K8.					
AD5	*5	8	3'-11"	A1	CV3	*5	4	2'-9"	C2										
AD6	*5	8	3'-2"	A1	CV4	*5	24	3'-9"	C2	KT1	*3	230	12'-6"	K1, K4, K5, K6, K9.					
AD7	*5	12	2'-5"	A1						KT2	*3	4	12'-9"	K5					
AD8	*5	60	3'-3"	A1						KT3	*3	4	13'-0"	K5					
AD9	*5	20	6'-3"	A2	CD1	*6	16	2'-0"	C1, C2	KT4	*3	4	13'-6"	K5					
AD10	*5	20	5'-3"	A2	CD2	*6	28	1'-0"	C1, C2	KT5	*3	3	14'-3"	K5					
AD11	*5	20	4'-3"	A2						KT6	*3	3	15'-6"	K5					
AD12	*5	20	3'-9"	A2						KT7	*4	160	12'-8"	K2, K3, K7, K8.					
AD13	*5	16	3'-1"	A2															
AD14	*5	20	2'-4"	A2	DH1	*8	48	6'-0"	D1										
AD15	*5	20	3'-0"	A3, A4	DH2	*8	48	2'-3"	D1	KD1	*8	108	1'-6"	K2, K4, K7, K9.					
AD16	*5	20	2'-6"	A3, A4	DH3	*6	48	6'-0"	D1										
AD17	*5	40	2'-0"	A3, A4.															
AD18	*6	44	2'-0"	A1, A2, A3, A4.															
AD19	*6	104	4'-0"	A1, A2, A3, A4.	EL1	*5	56	14'-8"	E1, E6, EB.	GT1	*4	512	5'-0"	G1 to G8					
					EL2	*5	112	14'-2"	E2, E7.	GT2	*4	241	3'-0"	G9 to G15					
					EL3	*4	24	13'-6"	E3.	GT3	*3	276	2'-8"	G1 to G8, G16					
					EL4	*4	24	13'-2"	E4.										
					EL5	*4	24	13'-8"	E5.										
					EL6	*5	2	10'-9"	EB										
					EL7	*5	2	7'-0"	EB										
					EL8	*5	6	4'-5"	EB										
BH1	*5	20	14'-3"	B1, B2															
BH2	*5	6	11'-0"	B5															
BH3	*5	28	14'-3"	B5, B6															
BH4	*5	12	13'-11"	B7, B8.															

LEGEND

- A Arch Rib
- B Spandrel Wall
- C Diaphragm
- D Small transverse beams
- E 6" Slab bet D's & 10" Slab bet ribs
- F Girder along exterior spandrel wall
- G Curb and sidewalk
- J Spacer diaphragm
- K Roadway slab
- W Mounting and wingwall
- S Skewback
- P End post

All reinforcing steel to be Intermediate grade. (F_y = 20,000 psi).

See sheet no. 22 for Reinf. Steel Schedule for Riverside Street Bridge.

Rail revised (concrete post removed on Riverside St.) Dec. 5, 1960. C.D.H. W.H.Y.

DESIGN - CDH
TRACE - T.H.M.
CHECK - N.W.T. - 9/2/60

BL. PAGE NO. 5852
SURVEY PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

CENTENNIAL BRIDGE
OVER THE
CARRABASSET RIVER
IN THE TOWN OF
KINGFIELD
FRANKLIN COUNTY

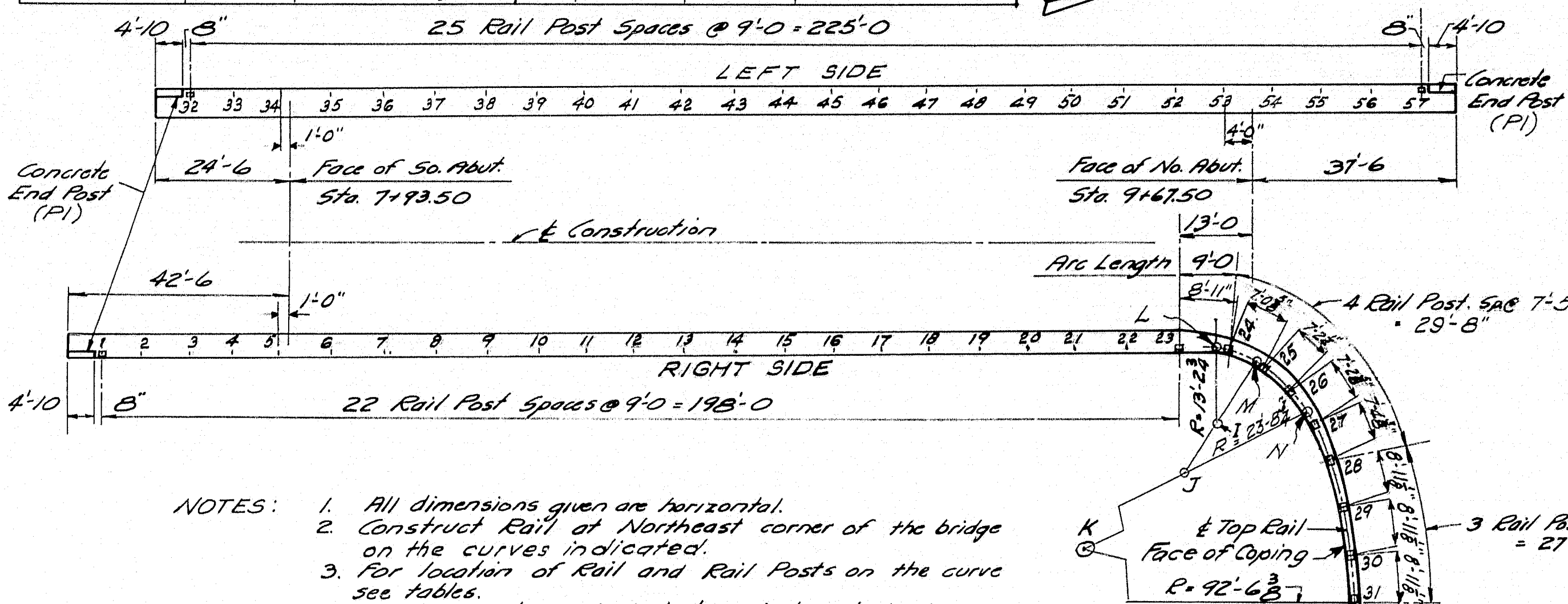
REINFORCING STEEL SCHED.

SHEET 18 OF 22 AUGUSTA, MAINE OCT. 1960

62-90

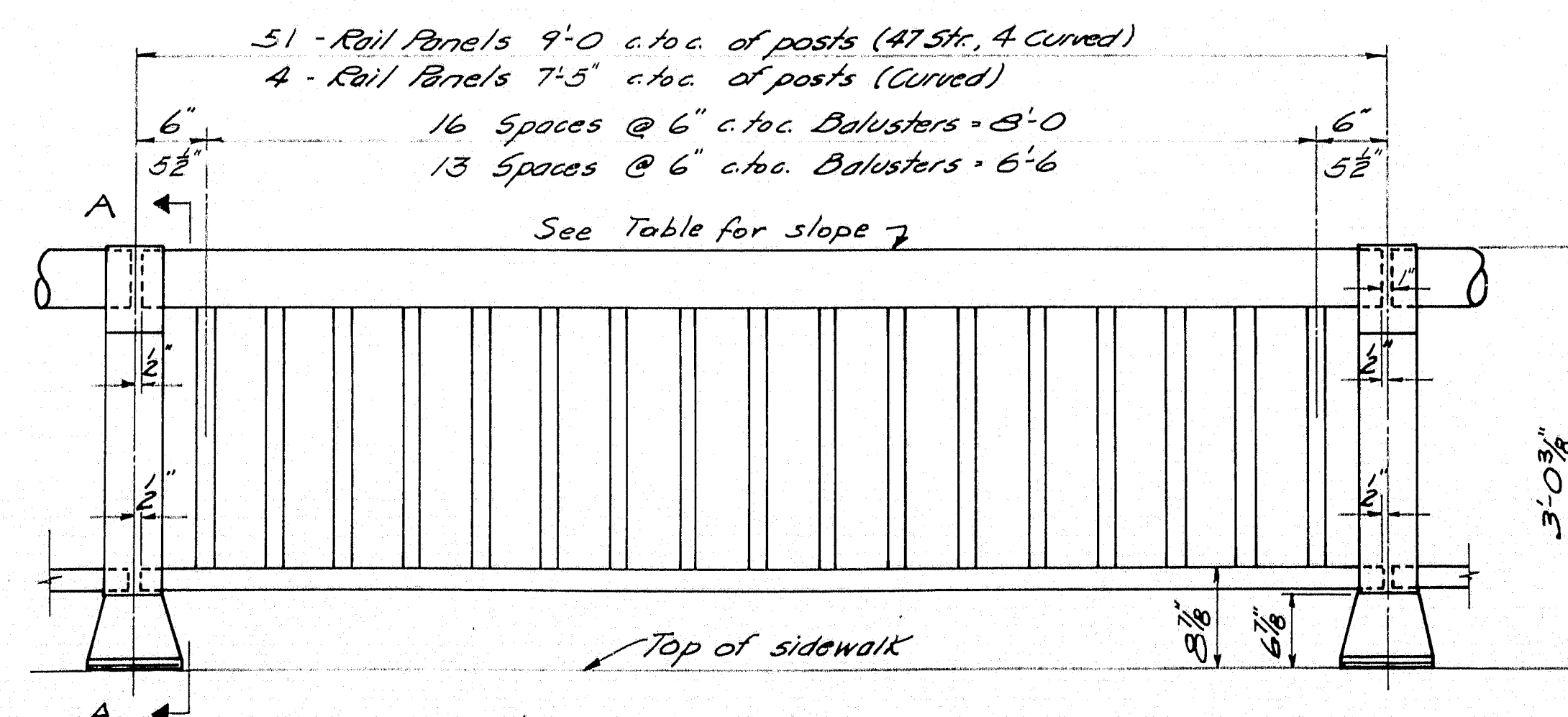
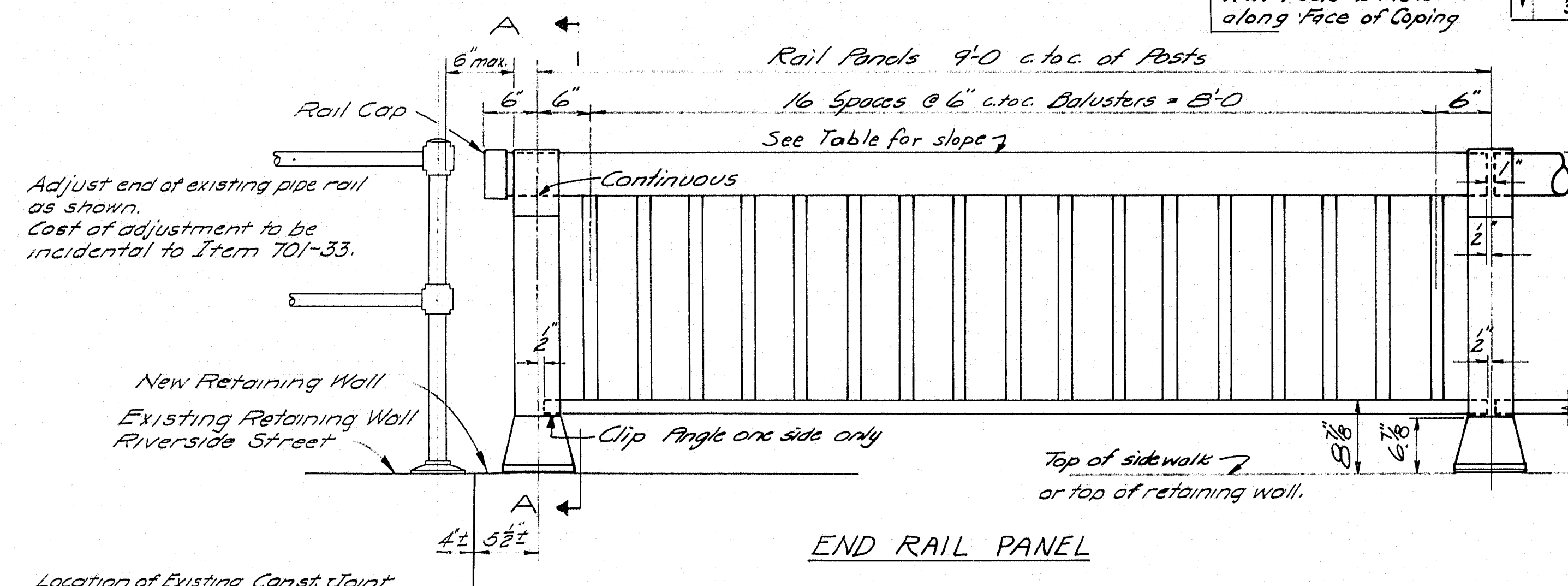
0 1 2 3 4 5 INCHES

CONTROL POINTS FOR LOCATING & RAIL							
Point	Station	Offset R.	Remarks	Point	Station	Offset R.	Remarks
I	9+62.01	29.50'	Chr. 13'-2 1/2" R	L	9+62.01	16.27'	P.C.
J	9+56.80	38.50'	Chr. 23'-8 1/2" R	M	9+68.82	18.16'	P.C.C.
K	8+93.01	64.73'	Chr. 92'-6 3/8" R	N	9+78.54	29.45'	P.C.C.



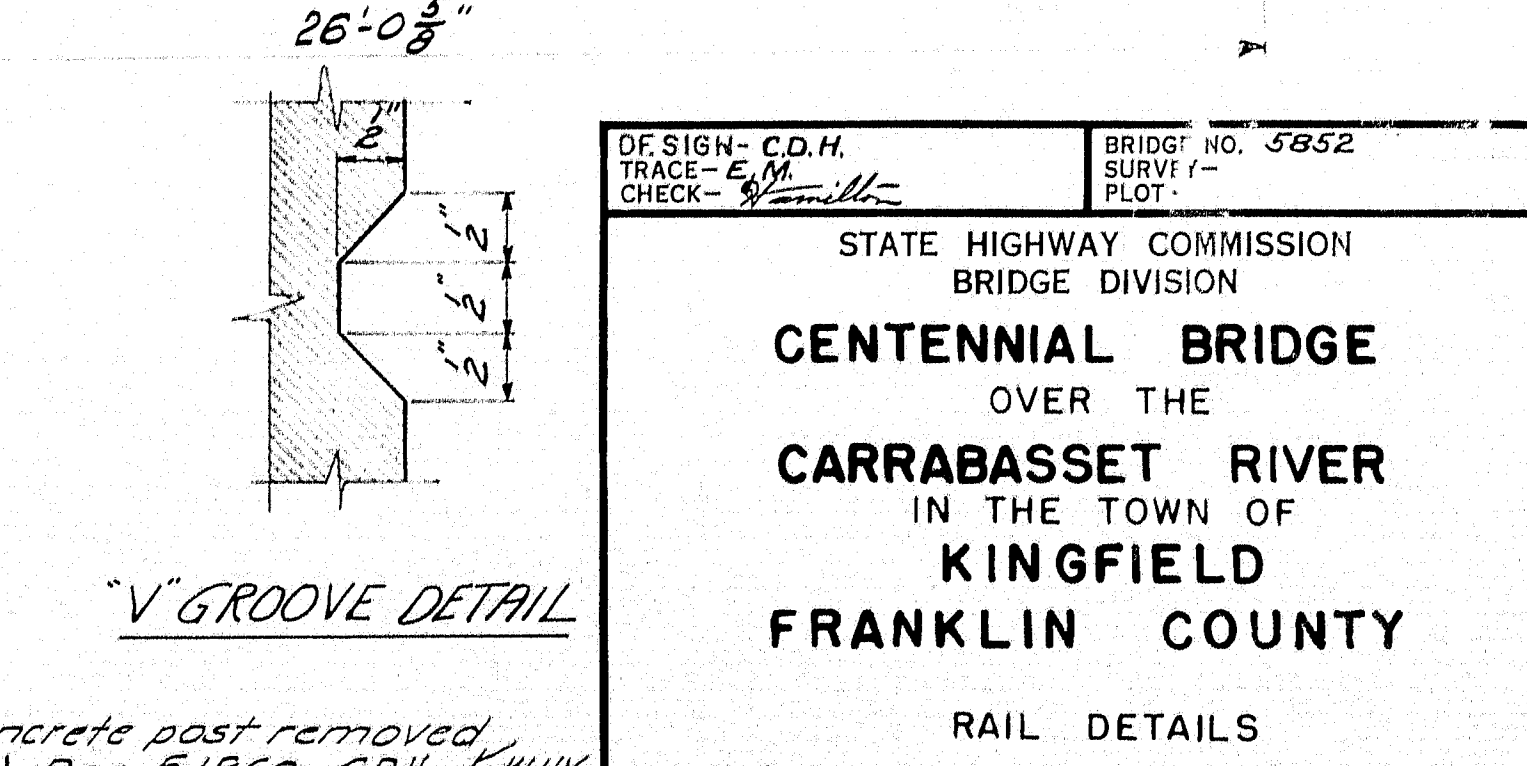
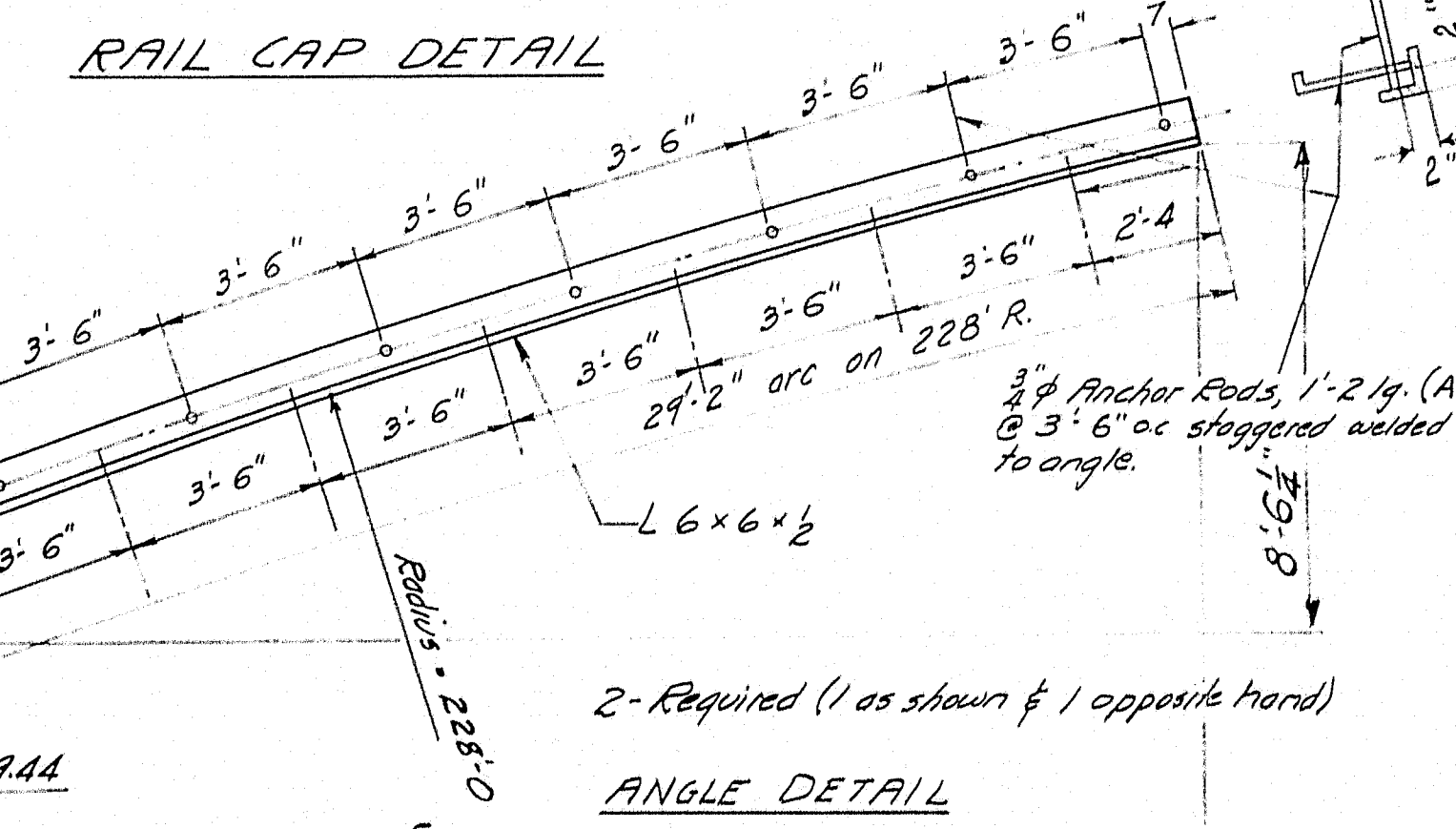
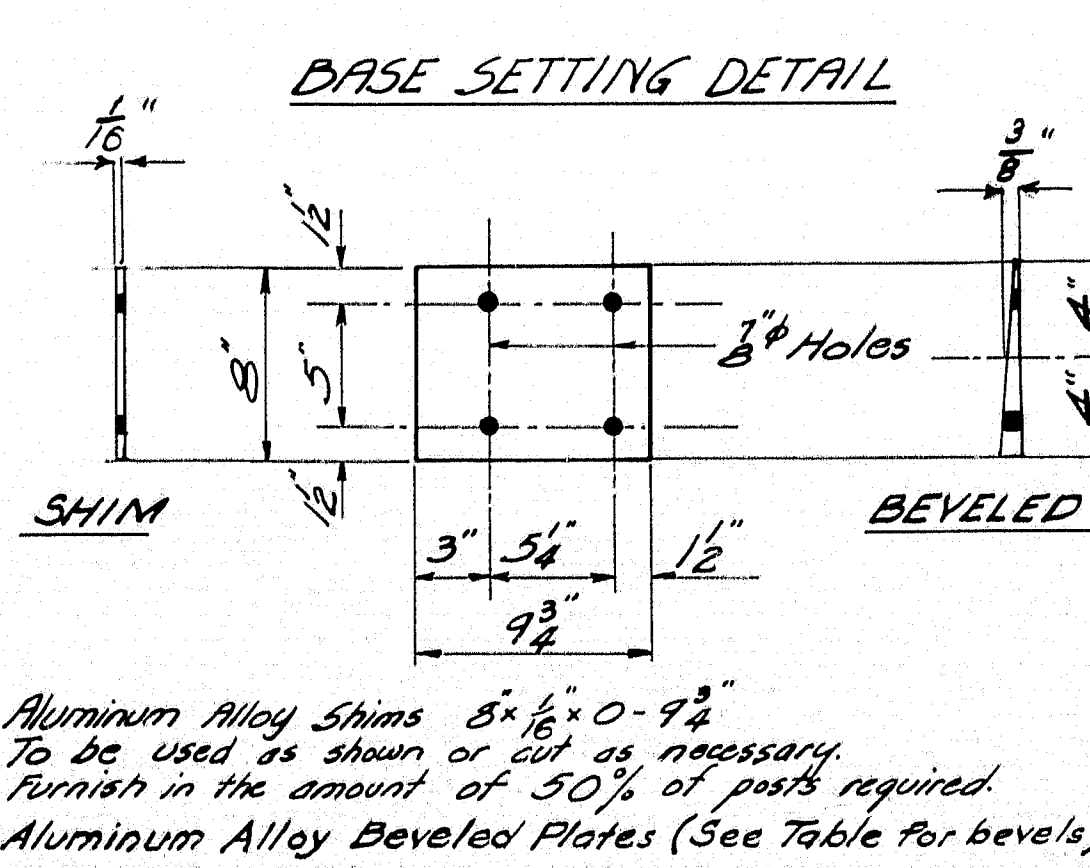
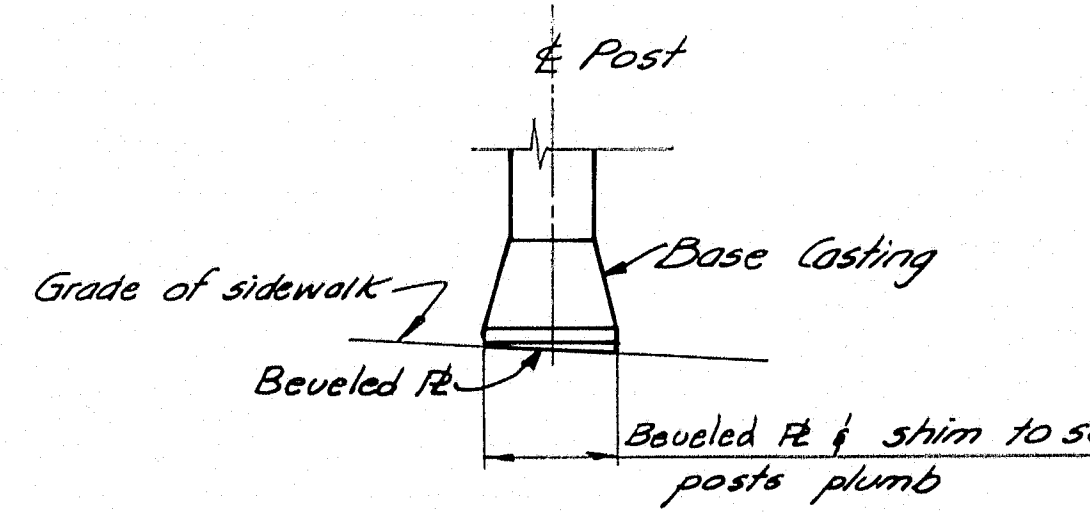
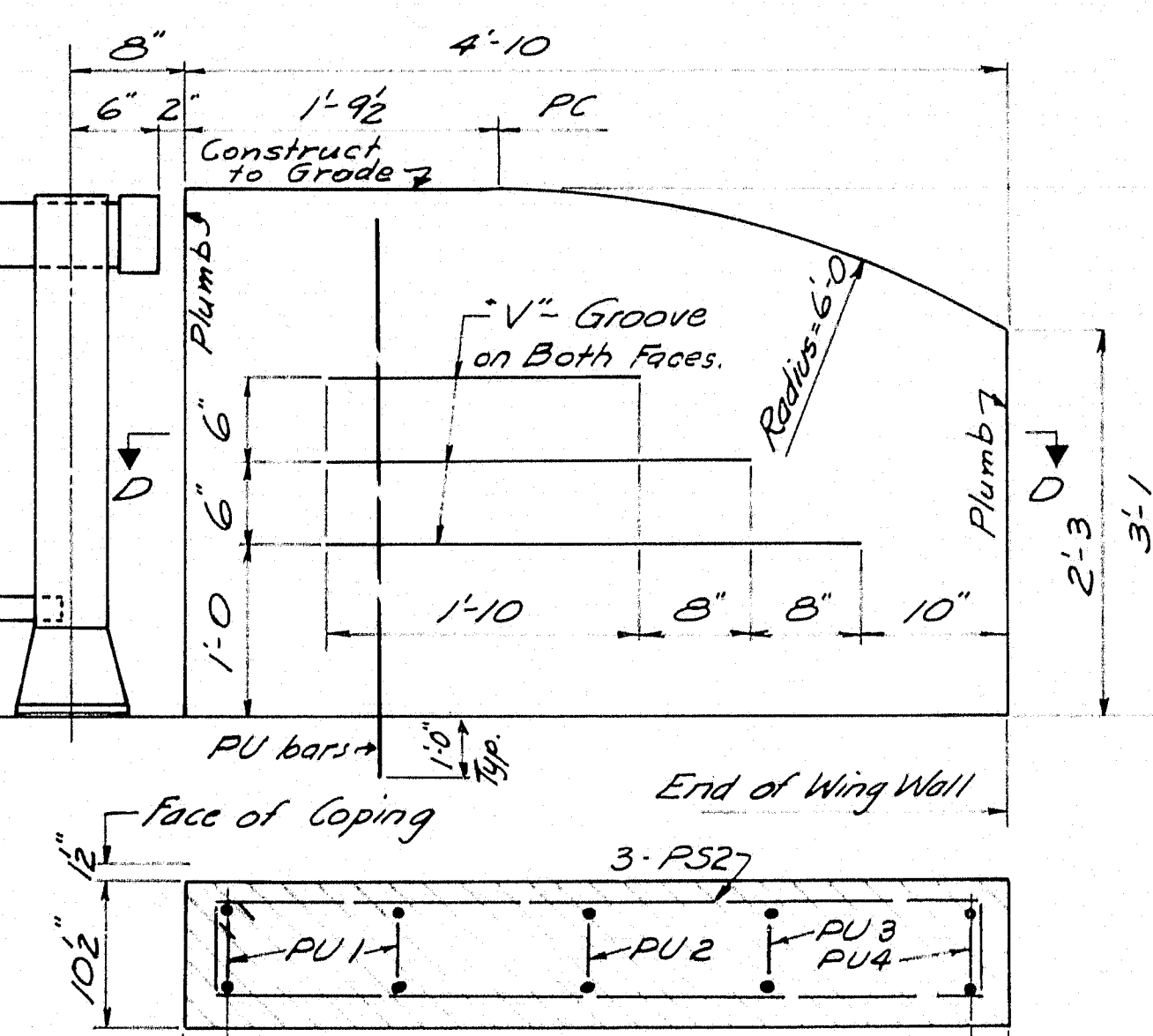
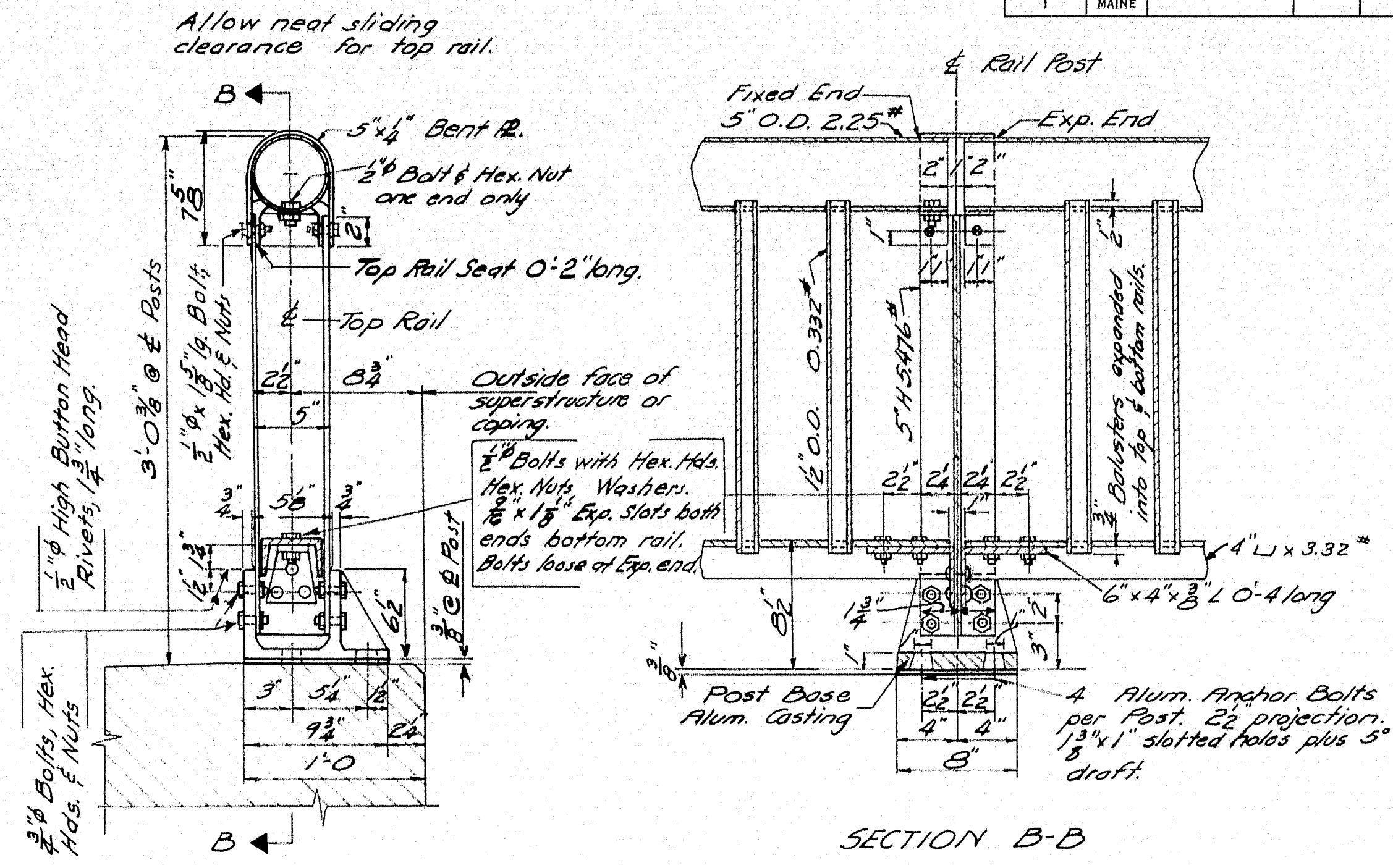
- NOTES:
- All dimensions given are horizontal.
 - Construct Rail of Northeast corner of the bridge on the curves indicated.
 - For location of Rail and Rail Posts on the curve see tables.
 - All Rail Posts and Balusters to be set plumb.
 - Payment for concrete End Rail Posts, PI to be made of the contract unit price under Item 701-33.

PLAN OF RAIL LOCATION



TYPICAL RAIL PANEL

TABLE OF SLOPES FOR POST BEVELED PLATES AND RAIL PANELS			
RIGHT		LEFT	
Post No.	Slope in./ft.	Post No.	Slope in./ft.
1	3/16	32	3/16
2	3/16	33	3/16
3	3/16	34	3/16
4	3/16	35	3/16
5	3/16	36	3/16
6	3/16	37	3/16
7	3/16	38	3/16
8	3/16	39	3/16
9	3/16	40	3/16
10	3/16	41	3/16
11	3/16	42	3/16
12	3/16	43	3/16
13	3/16	44	3/16
14	3/16	45	3/16
15	3/16	46	3/16
16	3/16	47	3/16
17	3/16	48	3/16
18	3/16	49	3/16
19	3/16	50	3/16
20	3/16	51	3/16
21	3/16	52	3/16
22	3/16	53	3/16
23	3/16	54	3/16
24	3/16	55	3/16
25	3/16	56	3/16
26	3/16	57	3/16



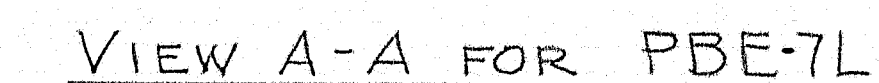
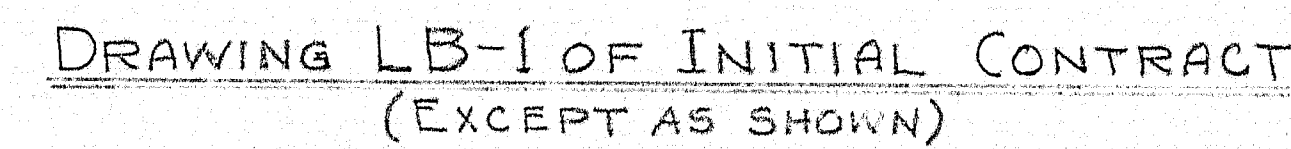
DESIGN: C.D.H.
SURVEY: E.M.
CHECK: E.M.

BRIDGE NO. 5852
SURVEY PLOT

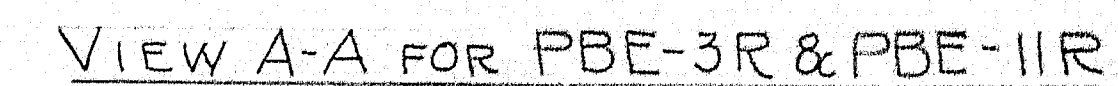
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

CENTENNIAL BRIDGE
OVER THE
CARRABASSET RIVER
IN THE TOWN OF
KINGFIELD
FRANKLIN COUNTY

RAIL DETAILS
SHEET 19 OF 22 AUGUSTA, MAINE OCT. 1960



REQD: 10-PBE-7L
8 - REPLACEMENTS (ORDER NO. W-22965)
2 - ADDITIONAL (REF: DESIGN DWG. 19A OF 22)



REQD: 1- PBE-3R
4- PBE-11R

Beavills on the Rail Post Boxes shown on Drawing L-574 are included in the initial contract were located on the Oregon or Steam Power No. N-22965.)
The correct beavills for these boxes are shown on this drawing. Also included are two additional boxes for extension of the rail; this portion of the rail was ordered at a later date (Ref: Design Div. 194 of 22.)

DETAILS FOR REQUIRED POST BASE BEVELS

DRAWN - YOUNG CHECK - <i>Hunt</i>	BRIDGE NO. 5552
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
CENTENNIAL BRIDGE	
IN THE TOWN OF KINGFIELD	
ALUMINUM RAIL POST BASES	
SHEET OF AUGUSTA, MAINE NOV. 1961	

