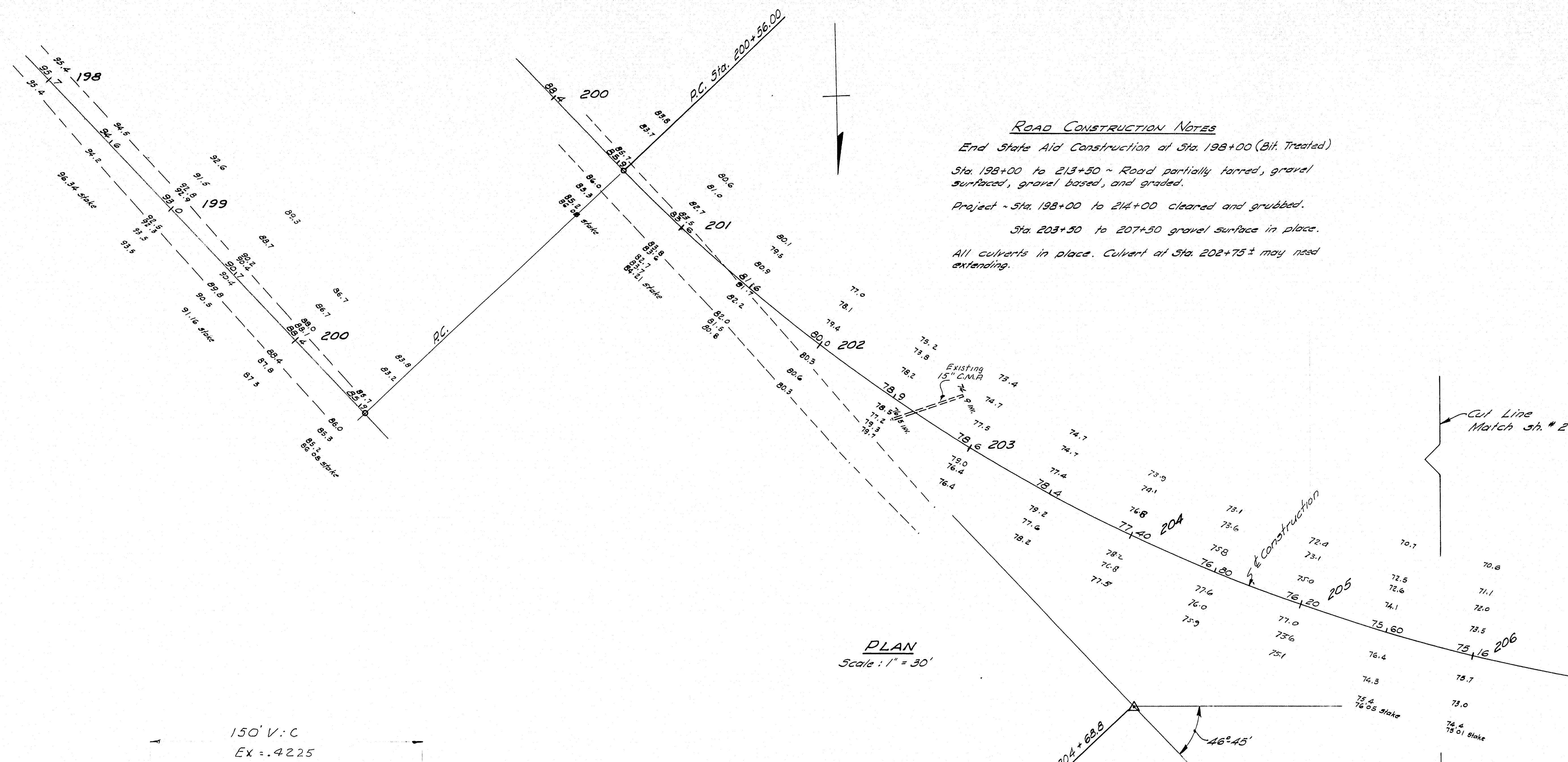


DESIGN SPECIFICATIONS
A.A.S.H.O. Standard Specifications for Highway Bridges 1957.
Loading: H20-S16-44, $f_s = 18,000$ psi, $f_c = 1200$ psi, $n = 10$

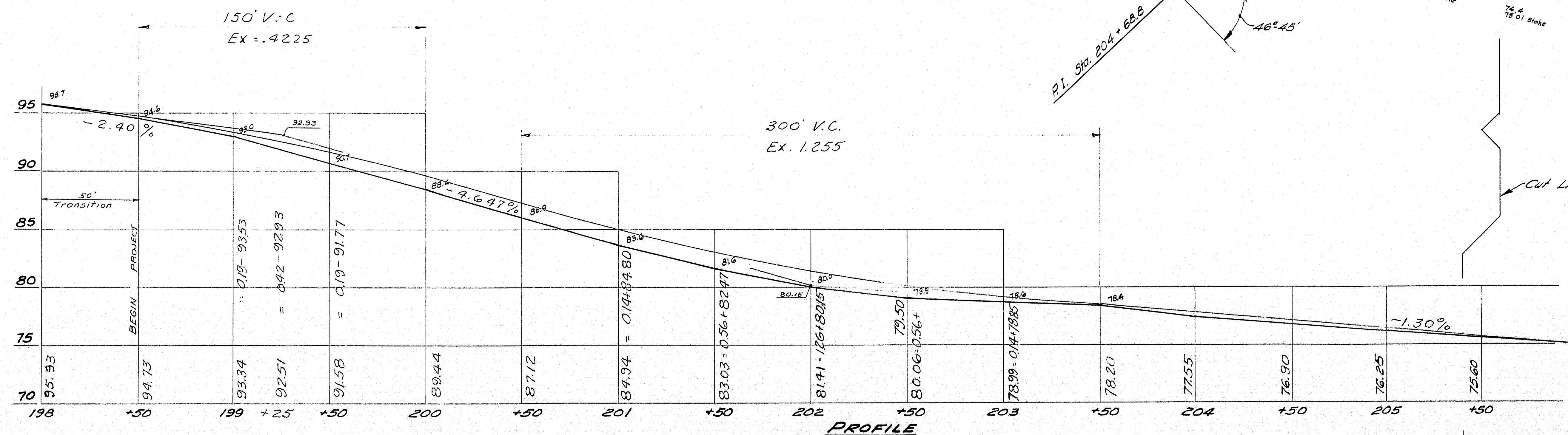
CONTRACT SPECIFICATIONS
State of Maine, State Highway Commission
Standard Specifications, Revision of Jan., 1956.

CONCRETE CLASSIFICATION		
Abutments	Class	A
Piers	"	A
Superstructure Slab	"	A
Approach Slabs	"	A
Rail Bars and Posts	"	Y
Wearing Surface	"	A

DESIGN - <i>R.H. Knefel</i>	BRIDGE NO.
TRACE - <i>C.F. HILL</i>	SURVEY -
CHECK - <i>R.B.P.</i>	PLOT - <i>Desjardins</i>
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
CUPSUPTIC BRIDGE	
IN	
LOWER CUPSUPTIC, T4-R3	
OXFORD COUNTY	
GENERAL PLAN & ELEVATION	
SHEET 1 OF 16 AUGUSTA, MAINE MARCH 1960	



PLAN
Scale: 1" = 30'



DESIGN - G.W.C.
SURVEY - A.M.C.
CHECK - C.W.M. - I.H.K.

BRIDGE NO. 100
SURVEY - A.M.C.
PLOT - G.W.C.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

CUPSUPTIC BRIDGE
in
LOWER CUPSUPTIC-T4, R3
OXFORD COUNTY
SURVEY

SHEET 2 OF 16 AUGUSTA, MAINE July 1961

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	725(502)		

NOTES:
Substructure:
Stone Filled Log Crib, in poor condition.

Superstructure:
Transverse wooden plank on wooden stringers
on 15" I beams slung under Steel Girders - 3 spans.
Clear roadway - 12'-4". Existing Struck Steel -
Girders: Middle Span 30" x 108" x 56.0
End Spans 21" x 68" x 36.0
Floor Beams 15" I 42" x 17.0

WATER:
Normal water Elev. 65.8 - High water Elev. 67.1
Water elevation controlled by dam at outlet to
Mooselook meaguntic Lake.
Utilities: Telephone 1172. All utility plant is to be
adjusted as necessary by the respective utilities, unless noted.

SOUNDING NOTES:
Soundings made in 1943 indicated thus @, etc.
In general - Stream bed very soft, drove
through very fine yellow and brown sands; not
absolute refusal - probably hardpan or rotten ledge.

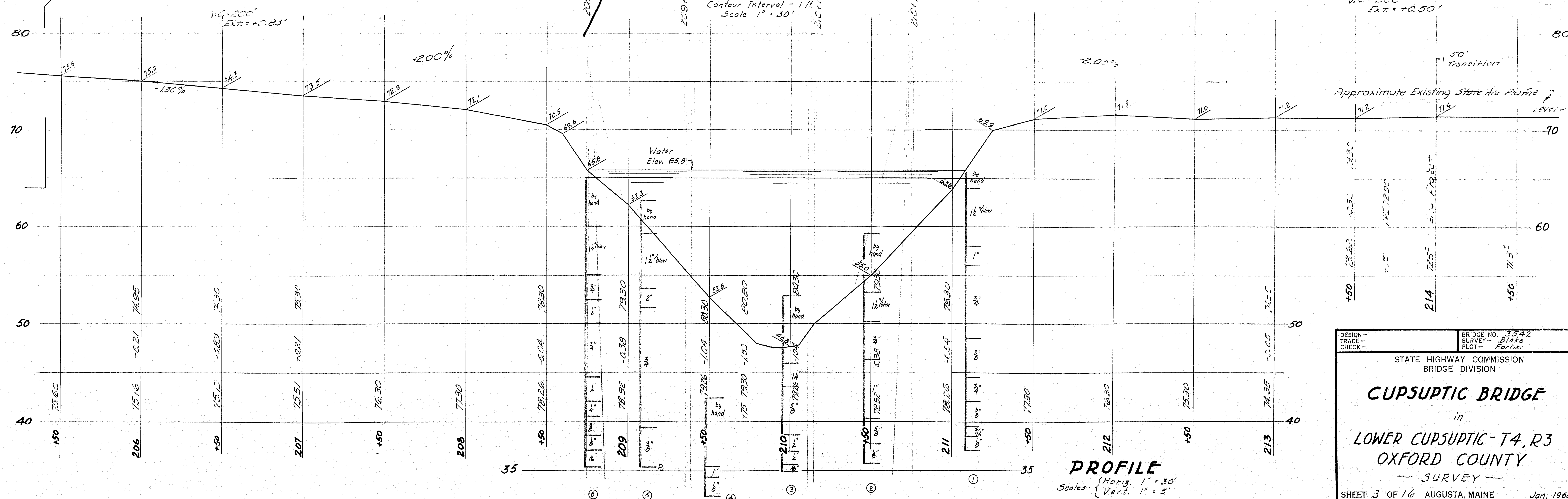
Approximate Vertical Curve:
V.C. 200
Ext. = +0.50'

CURVE DATA
P.I. = 204+68.8
 $\Delta = 46^\circ 45'$
D = 6'-00"
T = 412.8
L = 779.2
E = 85.38'

BEAM MARK: VERT. 221
SPIKE IN ROUTE OF 15
UPPER PLUM TREE ST. 200.8
40' LEFT. ELEV. 147.12

NOTE:
All Elevations shown on this plan are to be
preceded by the two digits 14.
(Example: Elev. 70.5 should read 1470.5)
Reference Plane: U.S.G.S. B.M. located 3/4 mile
East and 1/4 mile South of Bridge Site at
Cupsuptic Nursery. B.M. Elev. 1469.54

V.C. = 300'
Ext. = 150' N.P.S.D. = 332'
PLAN
Contour Interval - 1 ft.
Scale 1" = 30'

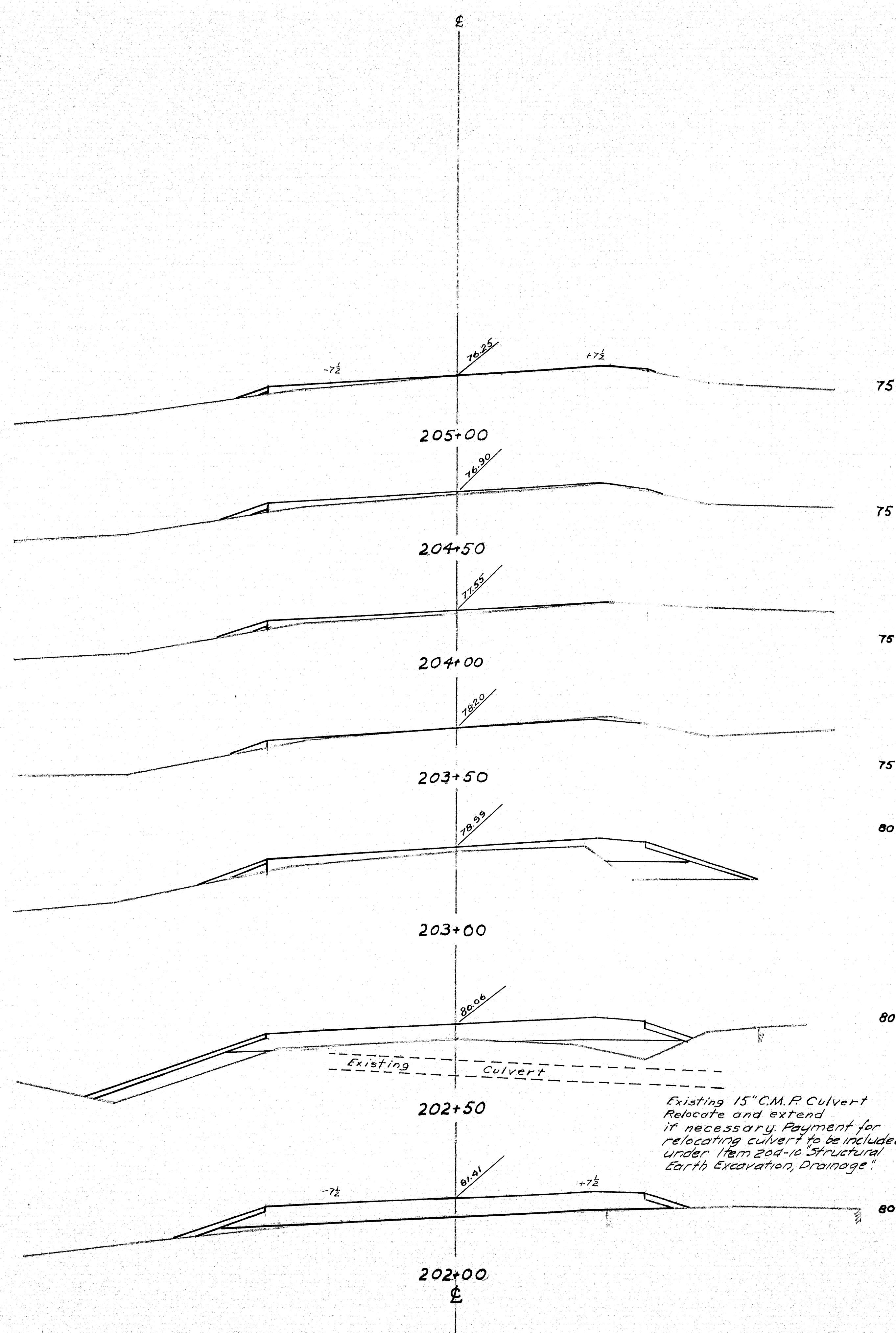
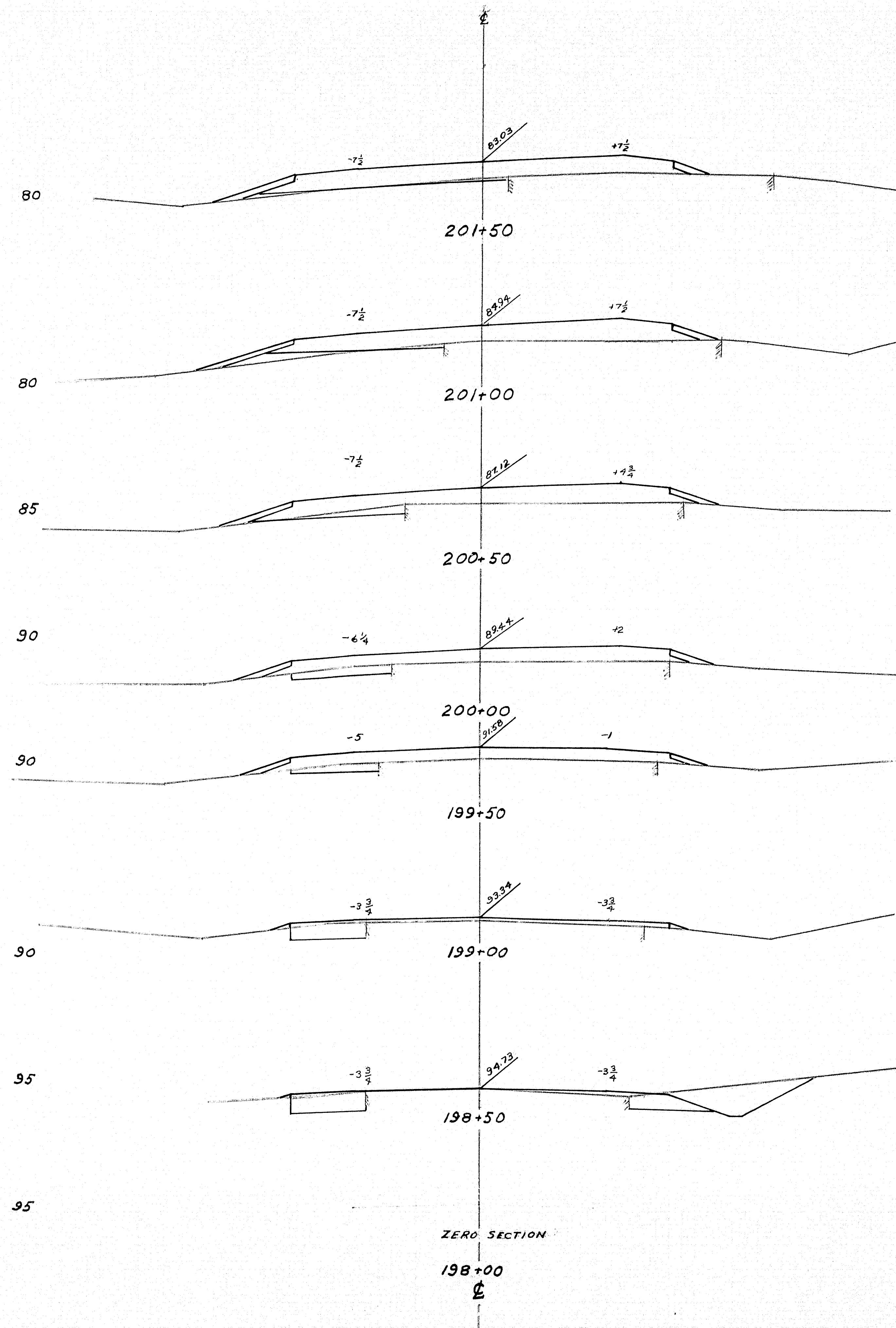


PROFILE

Scales: Horiz. 1" = 30'
Vert. 1" = 5'

DESIGN - TRACE - CHECK -	BRIDGE NO. 3542 SURVEY - Blake PLOT - Fortier
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
CUPSUPTIC BRIDGE	
in LOWER CUPSUPTIC-T4, R3	
OXFORD COUNTY	
- SURVEY -	
SHEET 3 OF 16 AUGUSTA, MAINE Jan. 1960	

DATE	BY	NO.	SHEET	TOTAL
7/25/50				

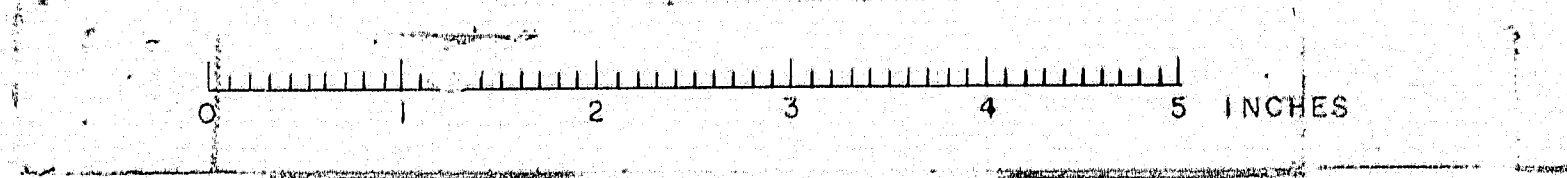


Do not excavate for
Gravel Base, where
existing Material is
Suitable

Existing 15" C.M.P. Culvert
Relocate and extend
if necessary. Payment for
relocating culvert to be included
under Item 204-10 Structural
Earth Excavation, Drainage.

PLOT - T.H.K. & B.S.H.	CHECK - C.U.M. T.H.K.
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
CUPSUPTIC BRIDGE	
IN	
LOWER CUPSUPTIC, T4-R3	
OXFORD COUNTY	
CROSS SECTIONS	
SHEET 4 OF 16 AUGUSTA, MAINE AUGUST 1961	

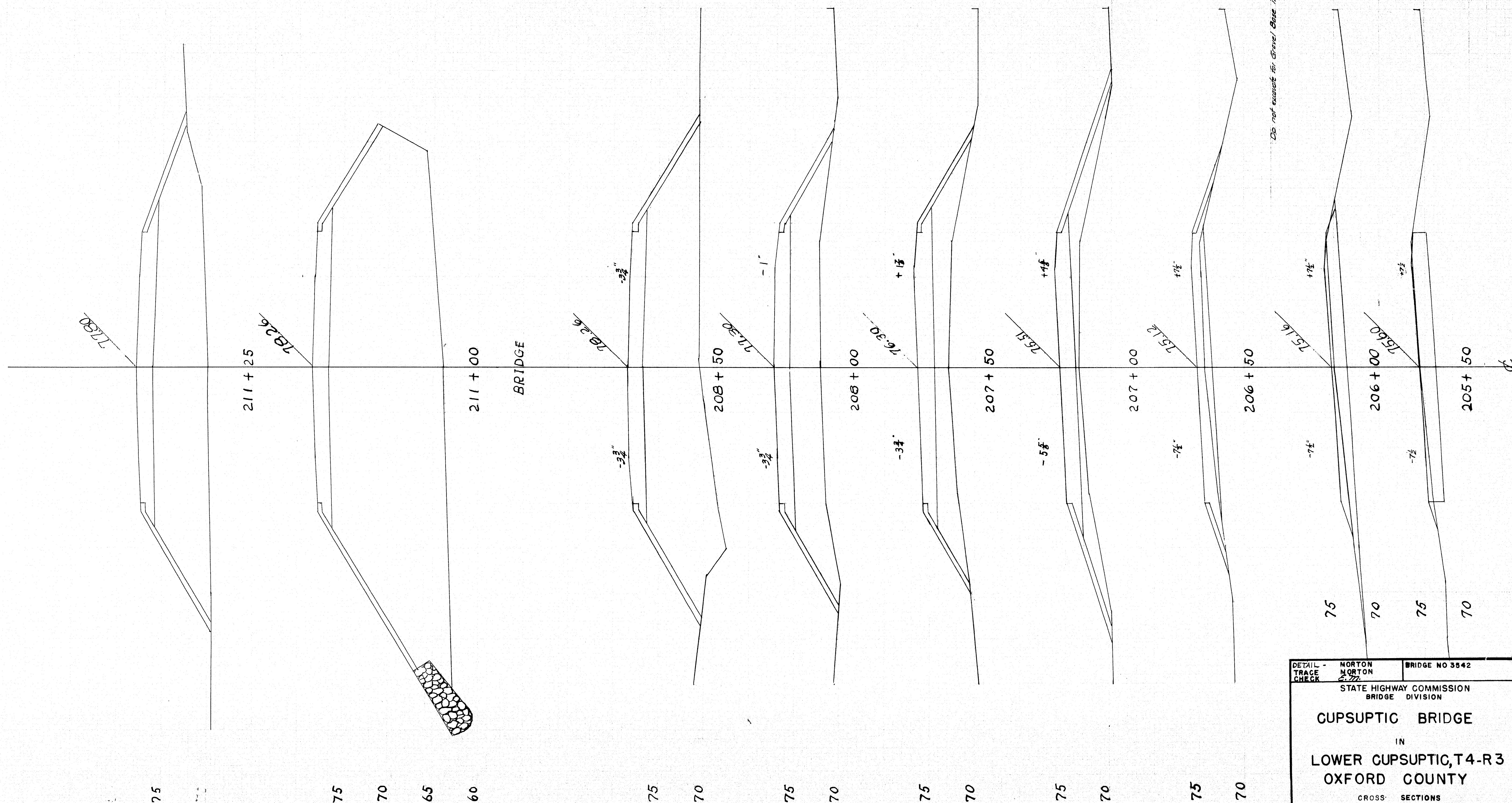
83-131



D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	725(502)		

Do not exceed 16' Gravel Base if existing material is suitable.

DETAIL - TRACE CHECK	NORTON NORTON 2-27-60	BRIDGE NO 3542
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
CUPSUPTIC BRIDGE		
IN		
LOWER CUPSUPTIC, T4-R3		
OXFORD COUNTY		
CROSS SECTIONS		
SHEET 5 OF 16 AUGUSTA MAINE FEB 1960		

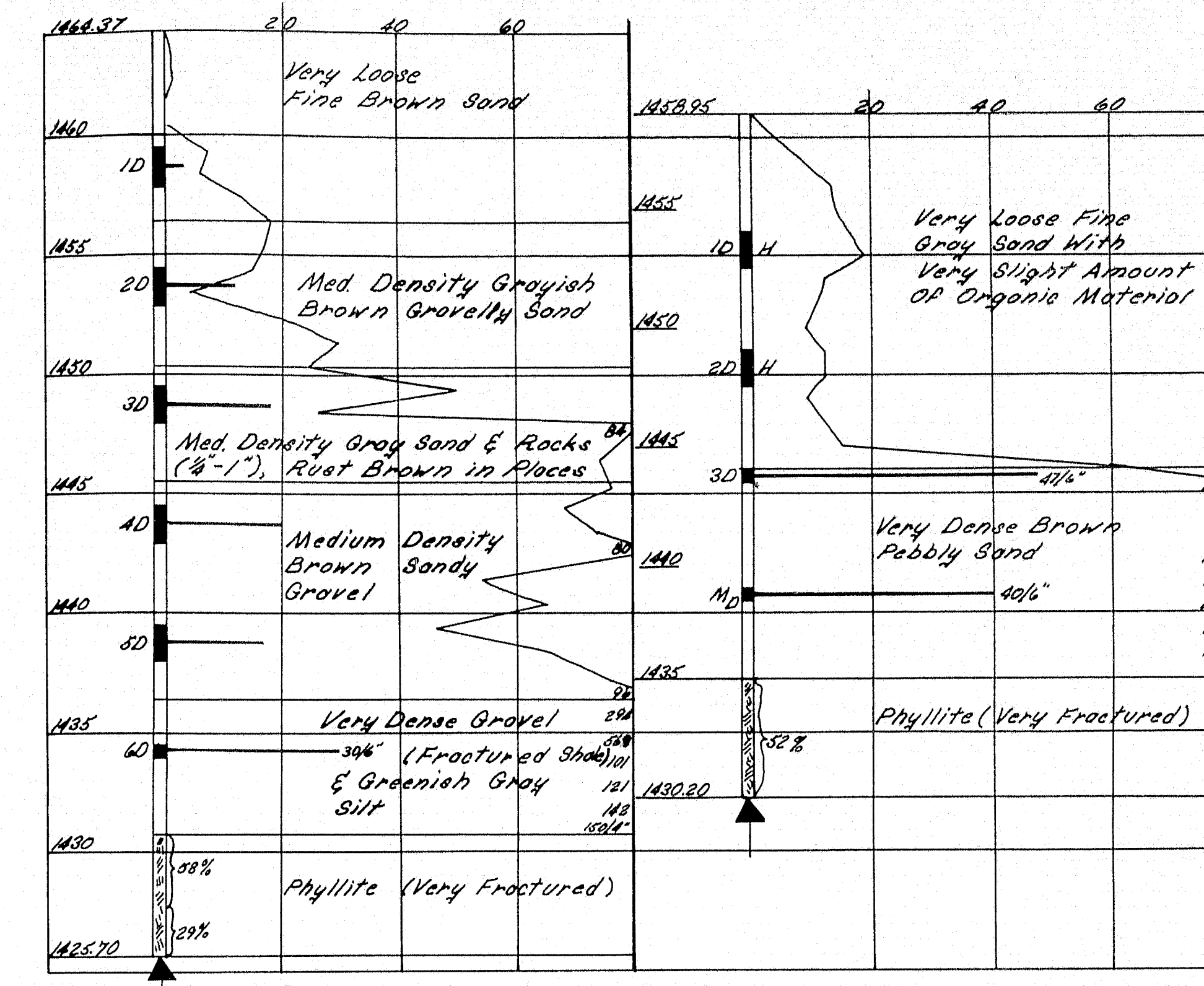


DRIVING RESISTANCE

(Blows/Ft. \approx 2 1/2" Casing)

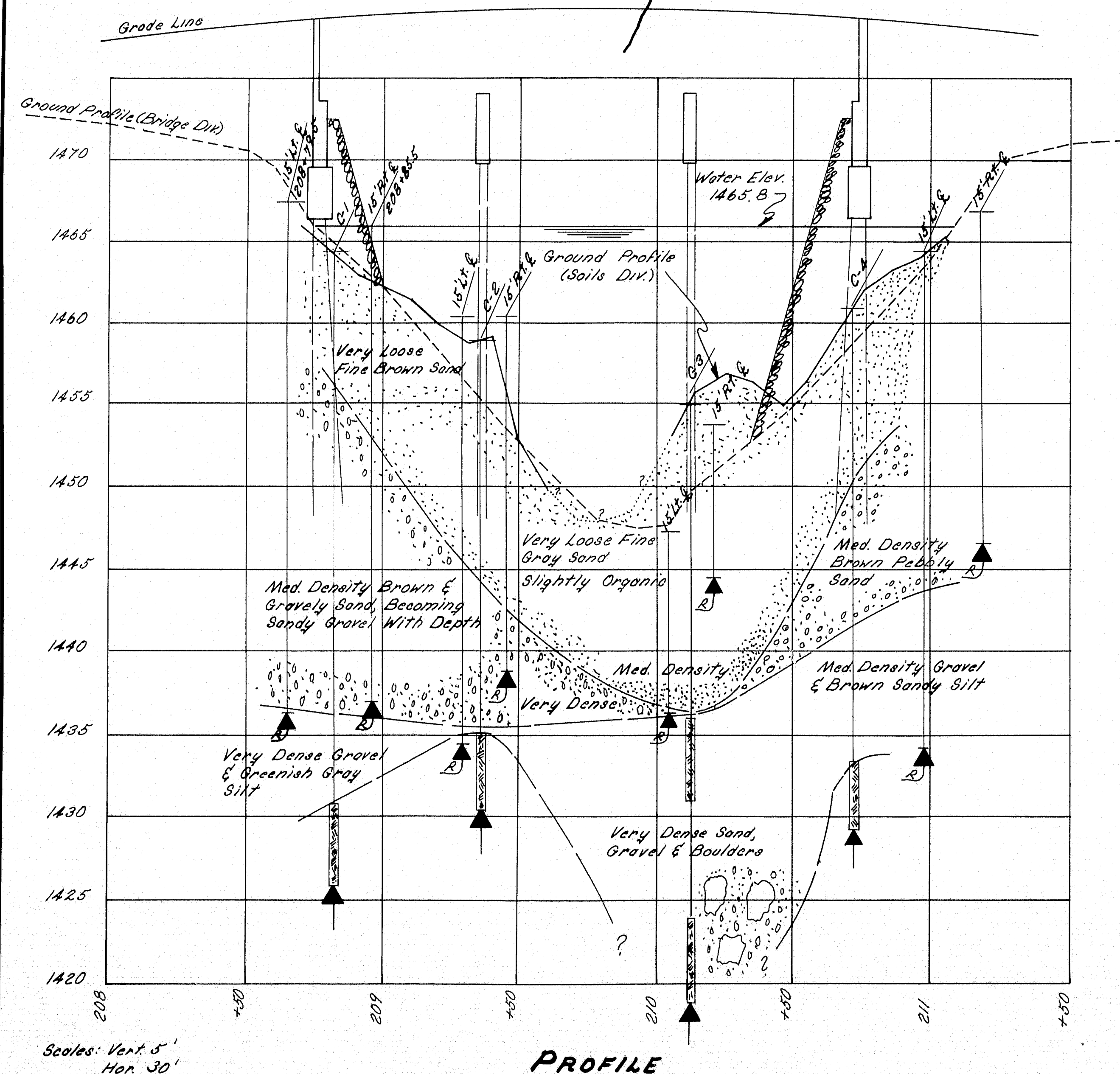
Boring No. C-1
Sta. 208+82 \pm

Boring No. C-2
Sta. 209+37 \pm



PLAN

Scale: 1" = 30'



PROFILE

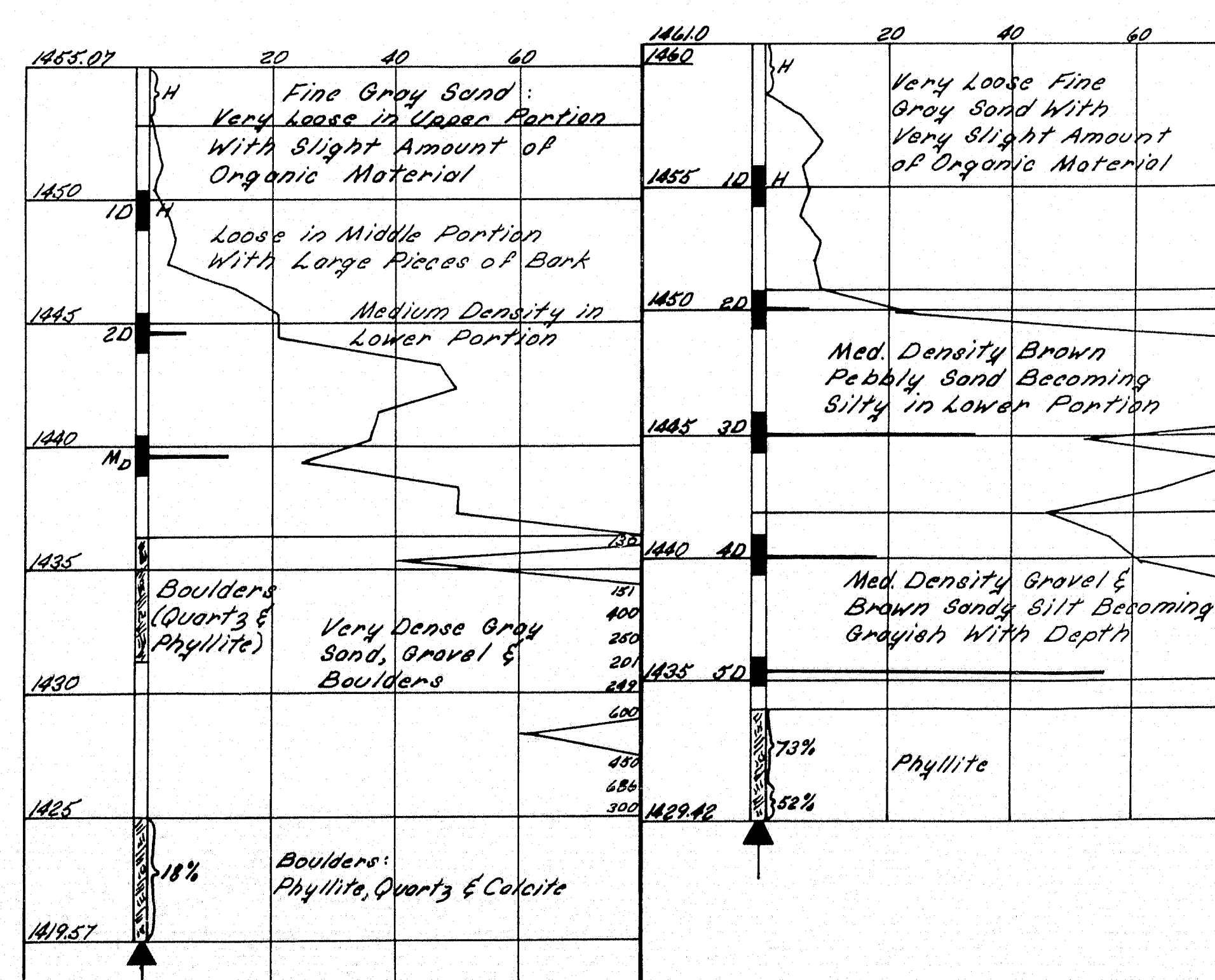
Scales: Vert. 5'
Hor. 30'

DRIVING RESISTANCE

(Blows/Ft. \approx 2 1/2" Casing)

Boring No. C-3
Sta. 210+12 \pm

Boring No. C-4
Sta. 210+72 \pm



LEGEND

- (Graphical)
 - ID (Graphical)
 - MD (Graphical)
 - H (Graphical)
 - U (Graphical)
 - R (Graphical)
 - 70% (Graphical)
- Number of blows of 275 lb hammer falling 18" required to drive extra heavy casing one foot.
- Location and designation of "dry" samples taken in S&H sampler #1290s.
- Unsuccessful attempts to secure dry sample, followed by type of sampler.
- Number of blows of 275 lb hammer falling 18" required to drive spoon or tubing one foot.
- Sampling spoon or seamless tubing driven by static weight of drill rods and 275 lb hammer.
- Bottom of boring.
- Refusal of drill rods or casing.
- Percent recovery of rock core by diamond bit.

DESIGN - L.M.C.
TRACE - L.M.C.
CHECK - P. J. J.

BRIDGE NO. 3542
SURVEY - PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

CUPSUPTIC BRIDGE

IN

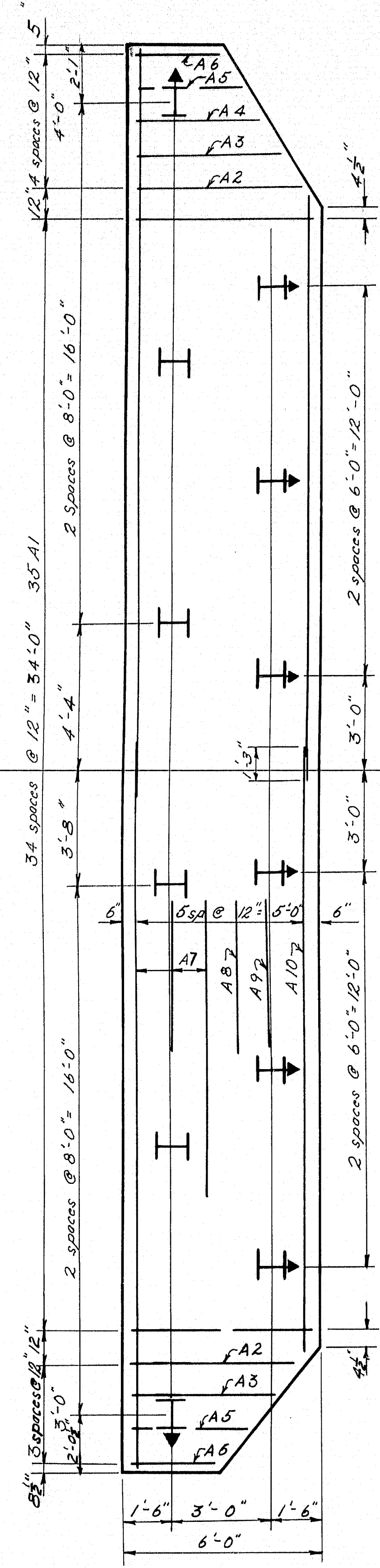
LOWER CUPSUPTIC, T4-R3

OXFORD COUNTY

BORING DETAILS

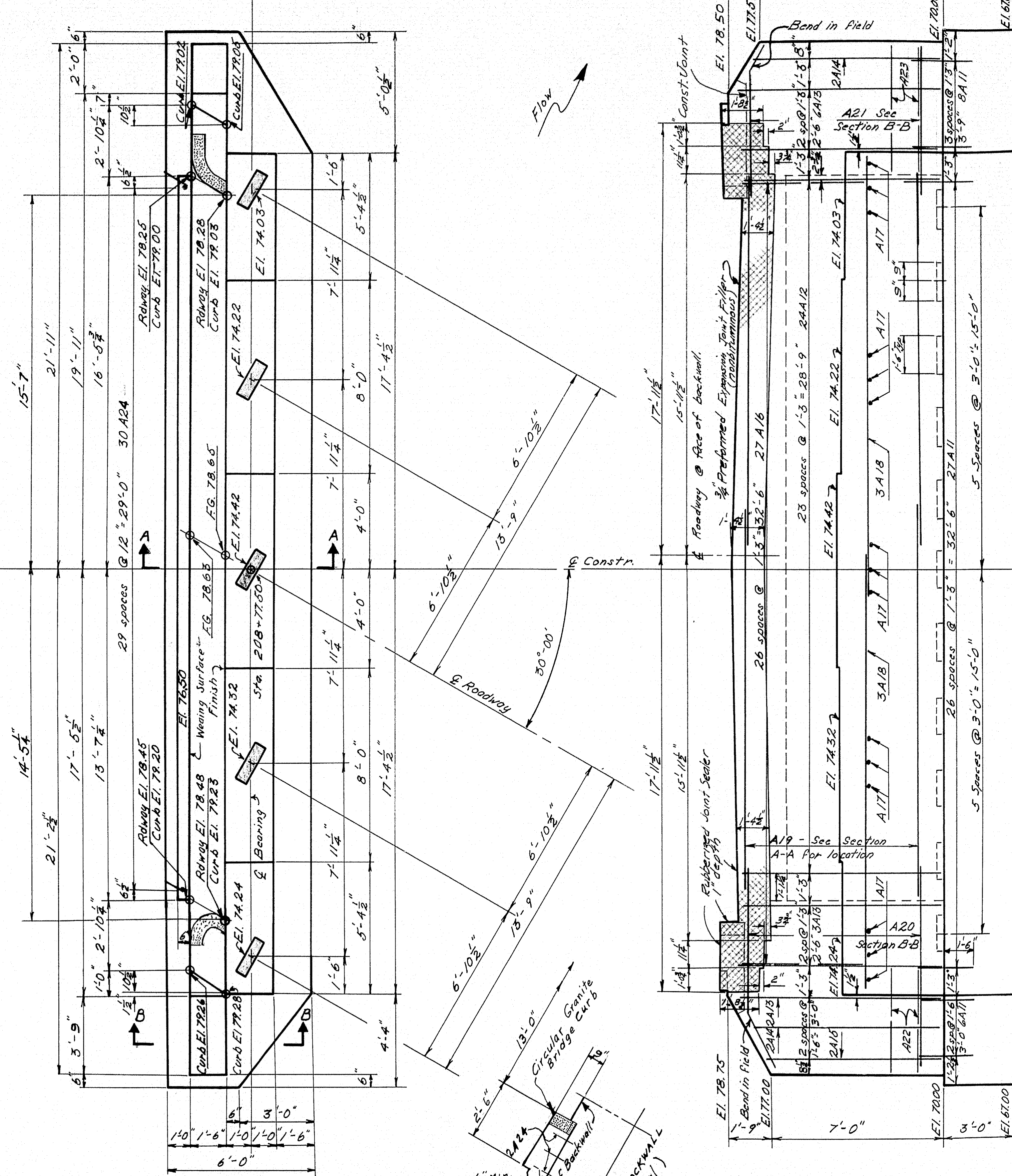
SHEET 7 OF 16 AUGUSTA, MAINE MARCH 1960

83-134

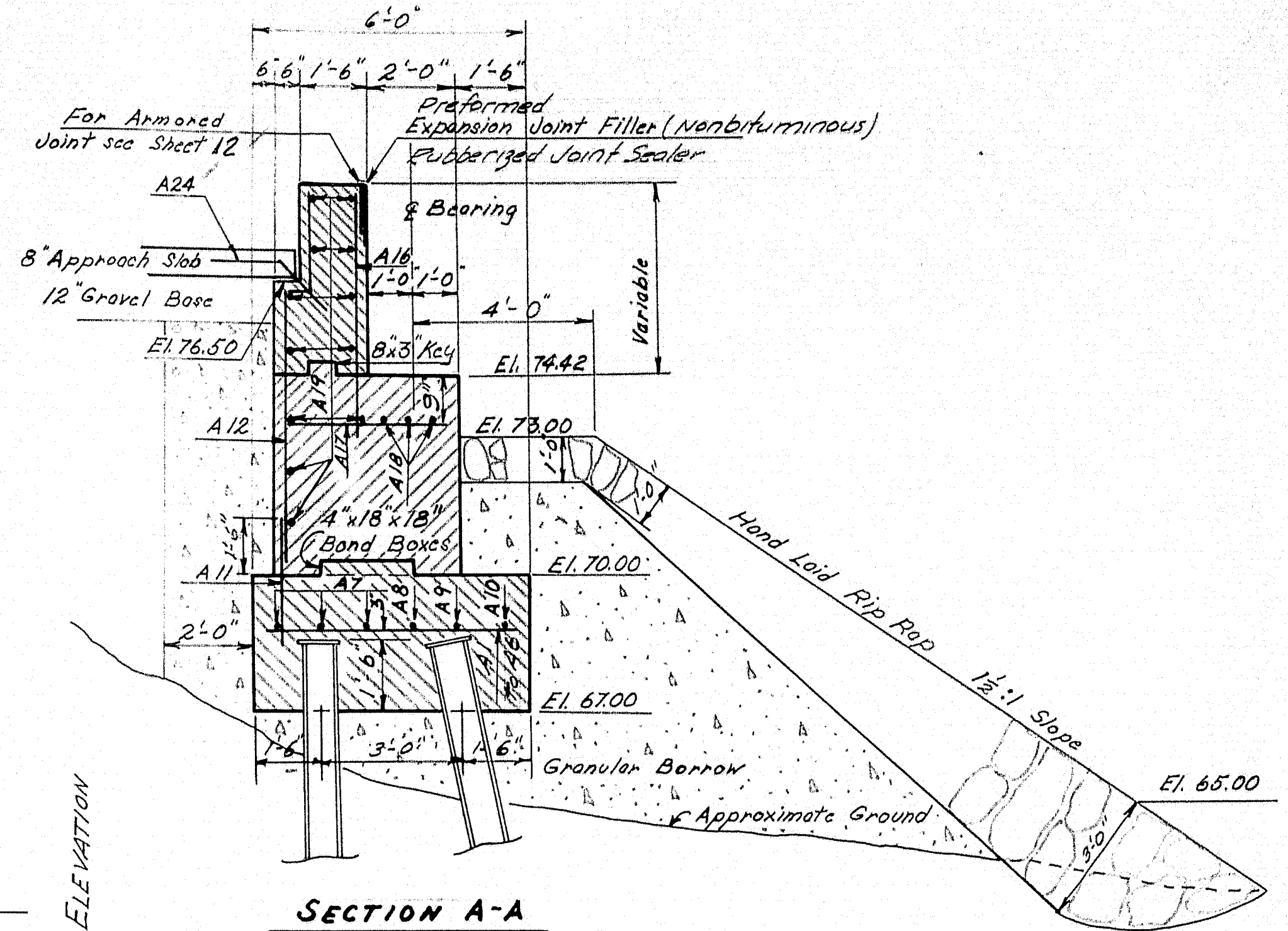
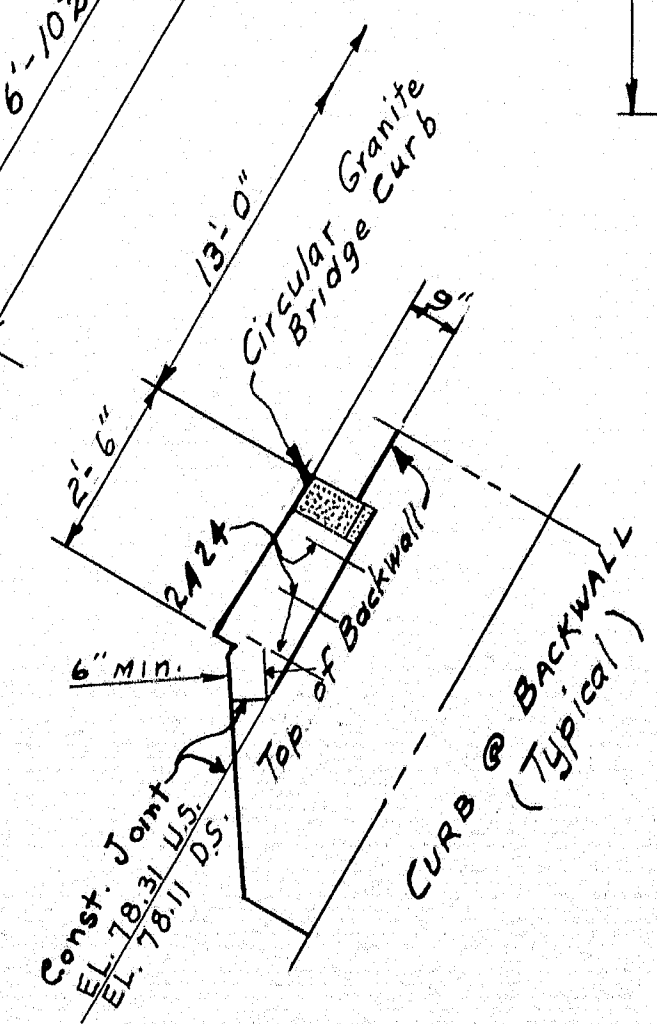


PILE PLAN

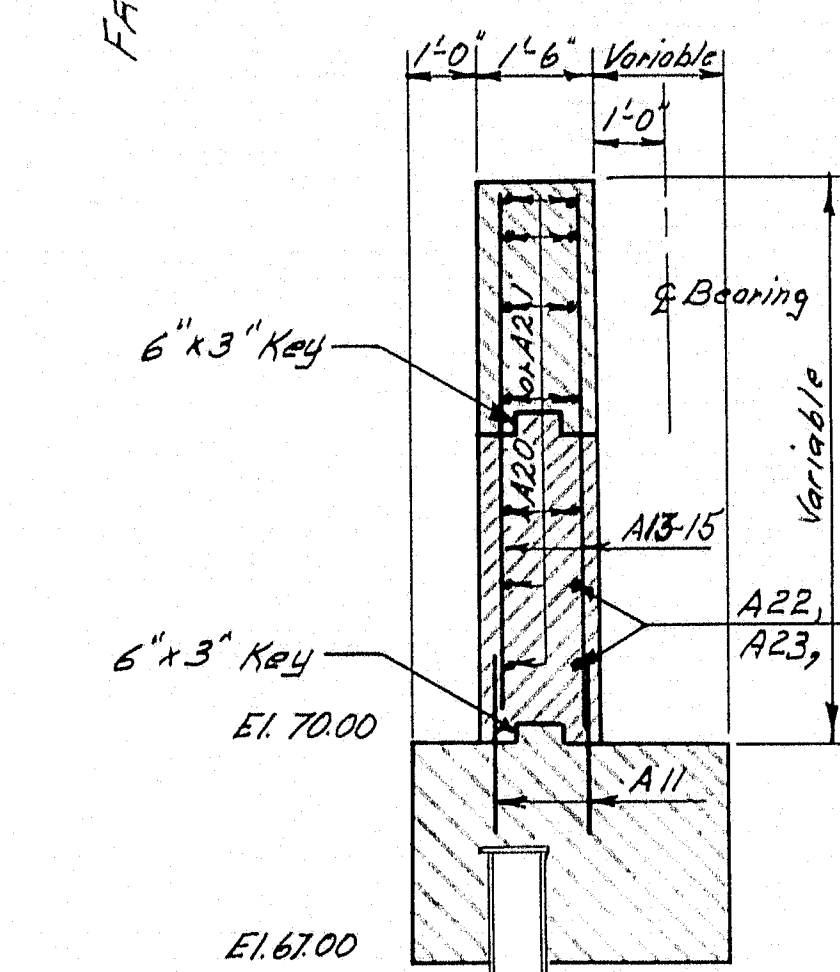
10 BP42st Steel "H" Piles driven to practical refusal.
 Allowable Pile Load: 37 Tons
 12 Required; Estimated length: 35'
 Piles shown thus H one to be battered 2 1/2" per foot
 in the direction indicated by arrow.



PLAN



SECTION A-A

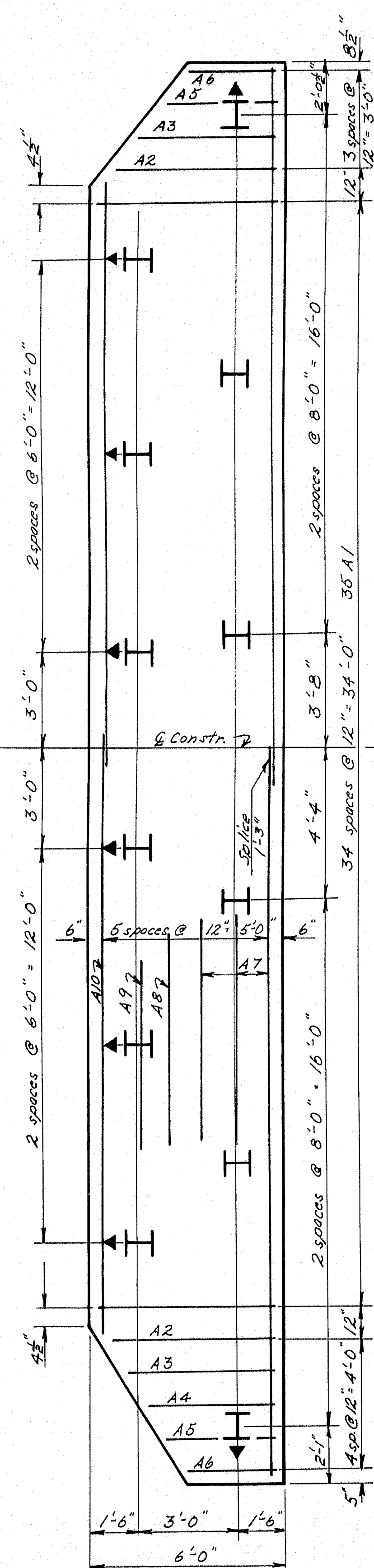


SECTION B-B

Note: Plain Rip-Rap shall be placed below elev. of water.
 Hand laid Rip-Rap shall be laid above elev. of water.

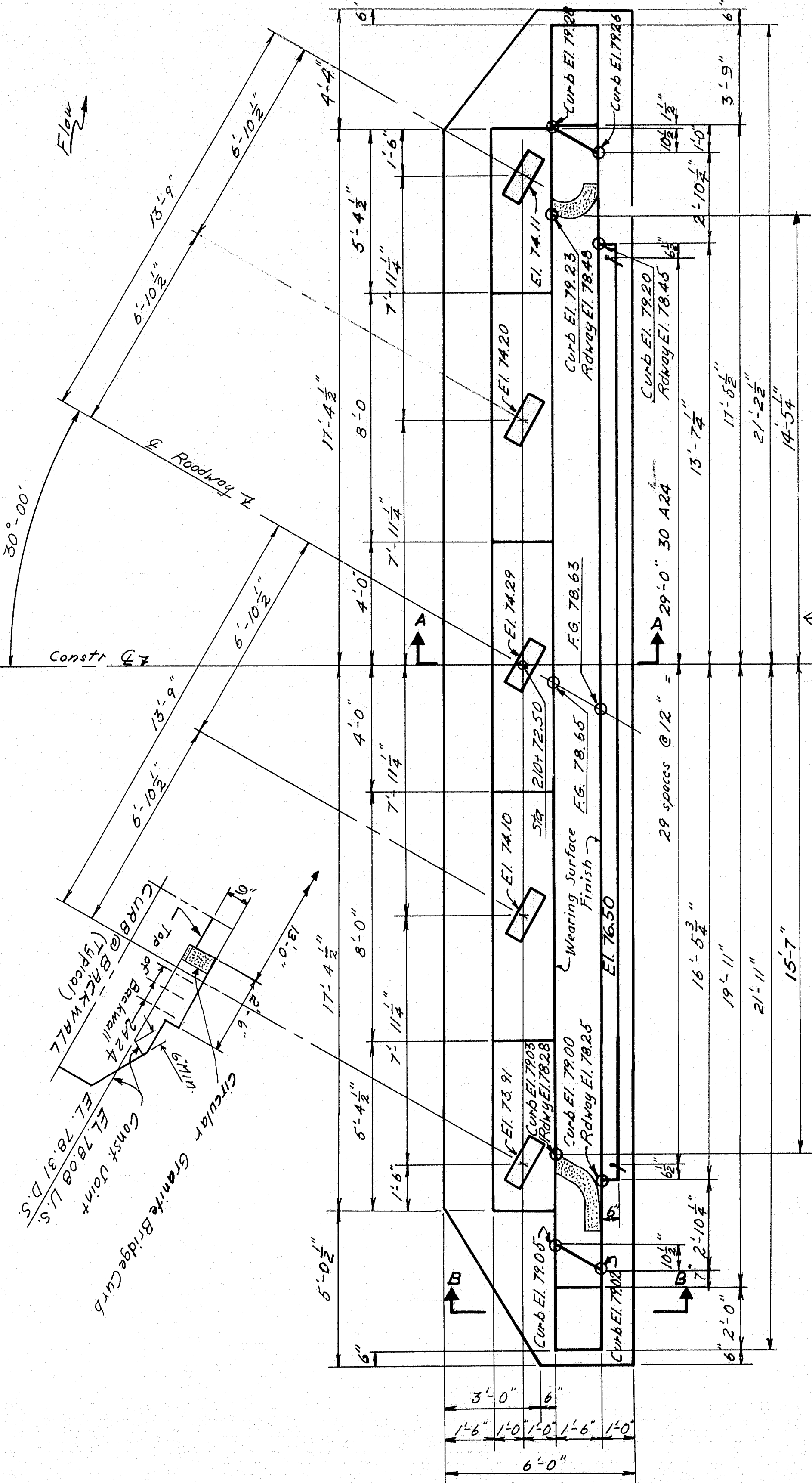
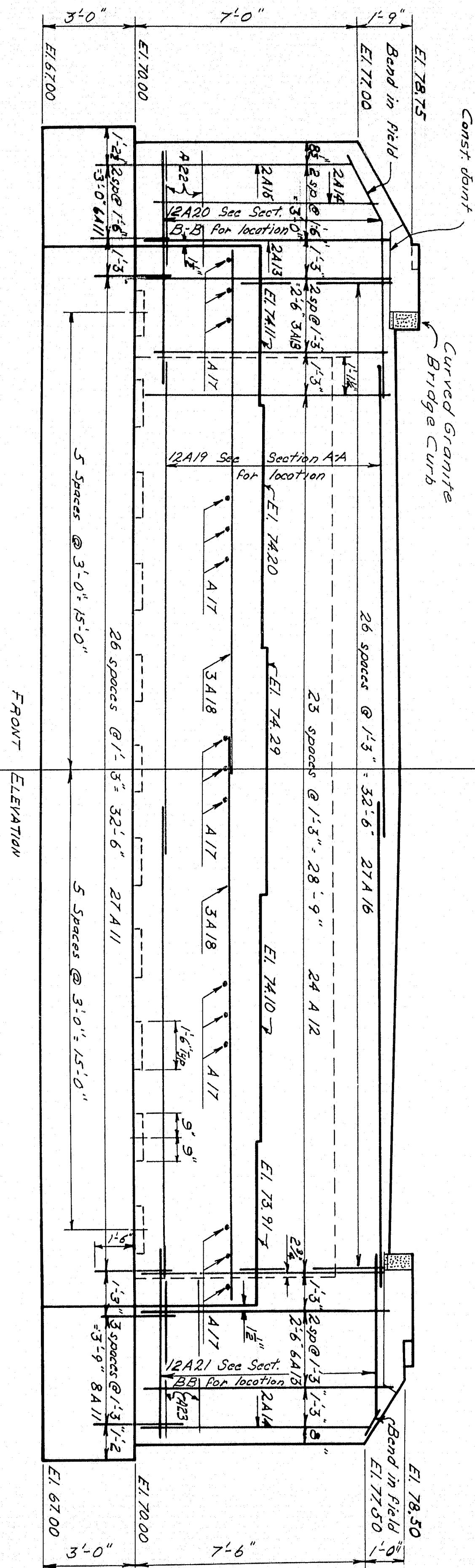
Notes
 Dress shaded bearing areas 1" larger all around than Masonry Plate. Dress to exact elevations shown. Place reinforcement in bridge seat so as to clear anchor bolts. Minimum cover for reinforcement to be 3". Chamfer all exposed edges of concrete 3/4". Granular borrow to be placed to elevation of bottom of footing before piles are driven. See sheet #10 for pile cap details. See sheet #16 for Circular Granite Curb details. Stones not to exceed 6" in area where piles are to be driven. (Typical, both abutments.)

DESIGN - Wentzel, Det. Doherty	BRIDGE NO.
TRACE - CHASE	SURVEY -
CHECK - A.B.P.	PLAT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
CUPSUPTIC BRIDGE	
IN	
LOWER CUPSUPTIC, T4-R3	
OXFORD COUNTY	
ABUTMENT ONE	
SHEET 8 OF 16 AUGUSTA, MAINE MARCH 1960	



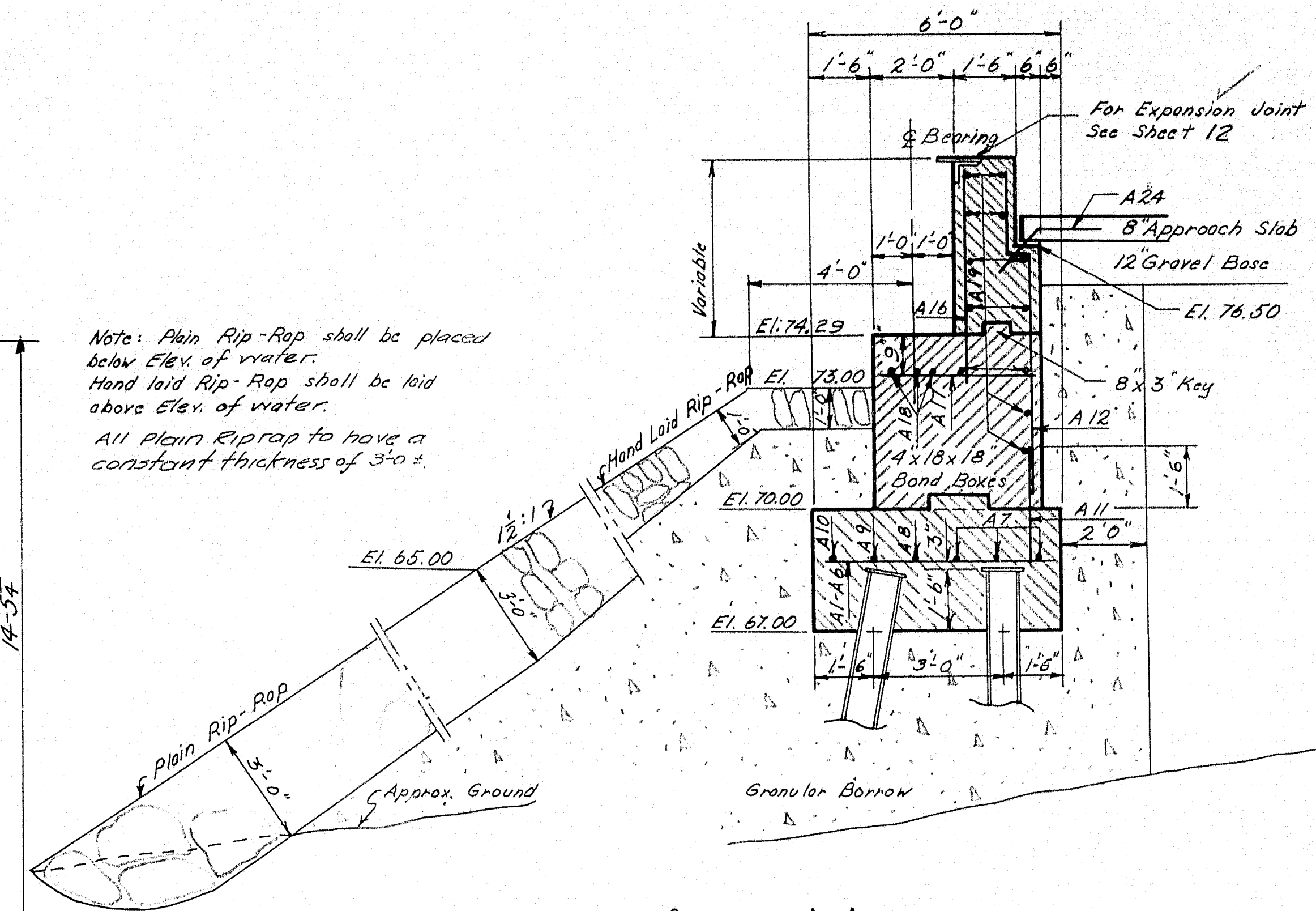
PILE PLAN
 10 BP42st Steel H Piles driven to practical refusal.
 Allowable Pile Load - 37 Tons
 12 Required, Estimated Length: 35'

Piles shown thus H are to be battered 2 1/2" per foot in the direction indicated by the arrow.



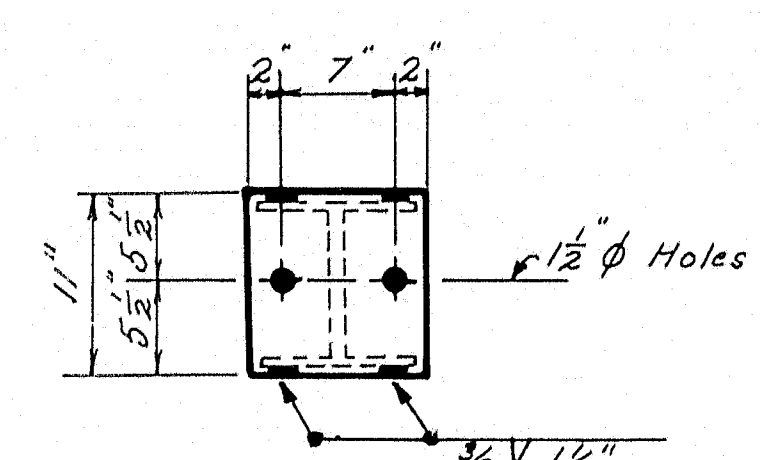
PLAN

Note: Plain Rip-Rap shall be placed below Elev. of water.
 Hand laid Rip-Rap shall be laid above Elev. of water.
 All Plain Rip-Rap to have a constant thickness of 3'-0".

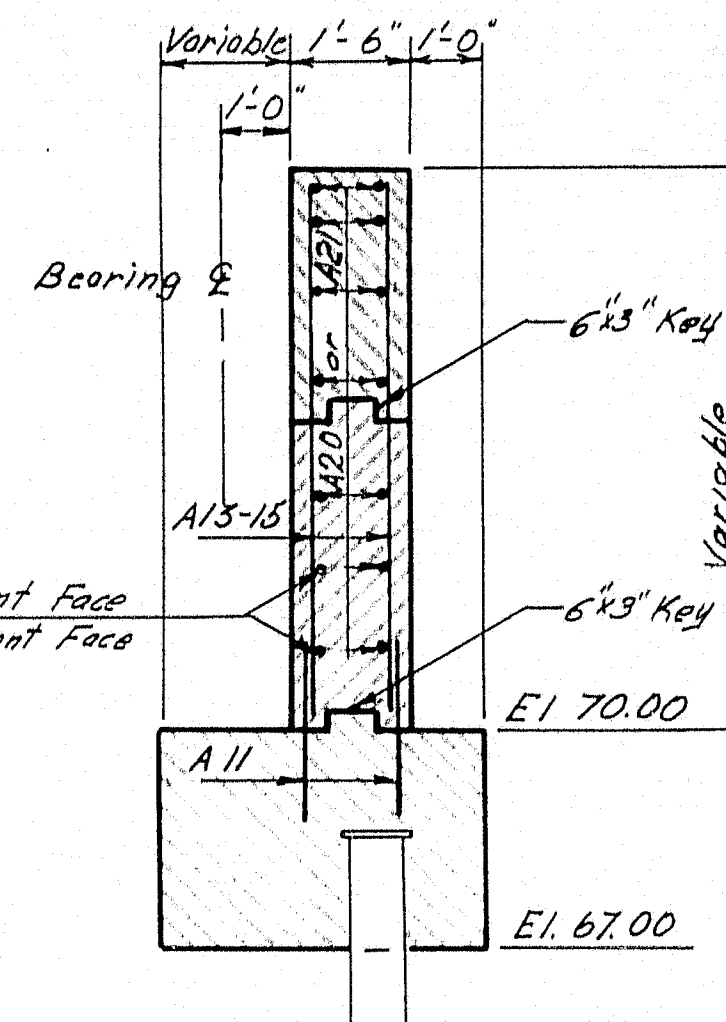


SECTION A-A

Note: Coat front face of back wall, top of bridge seat, and front face of abutment to a point one foot below the top of the riprap with epoxy resin surface sealant. Abutment No. 2 only.



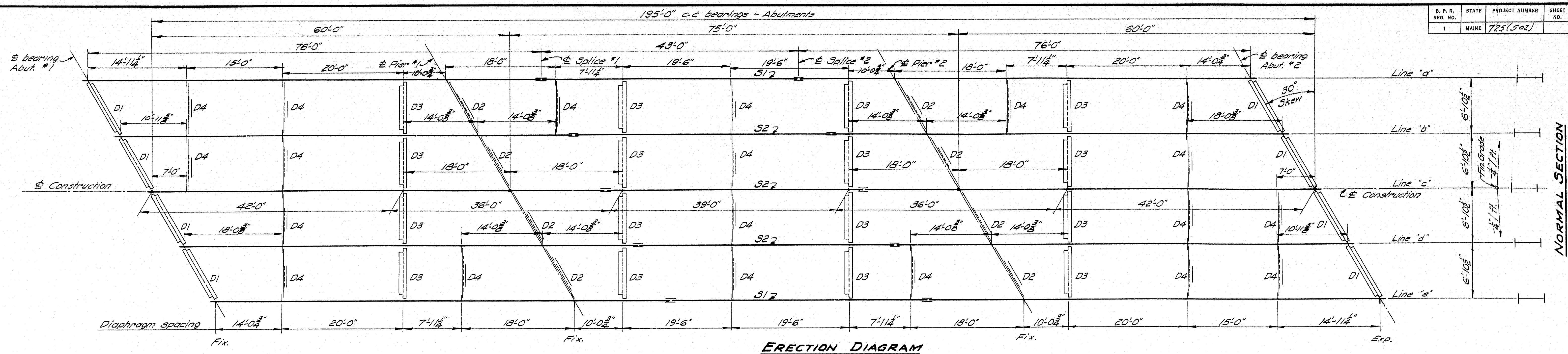
PILE CAP DETAIL



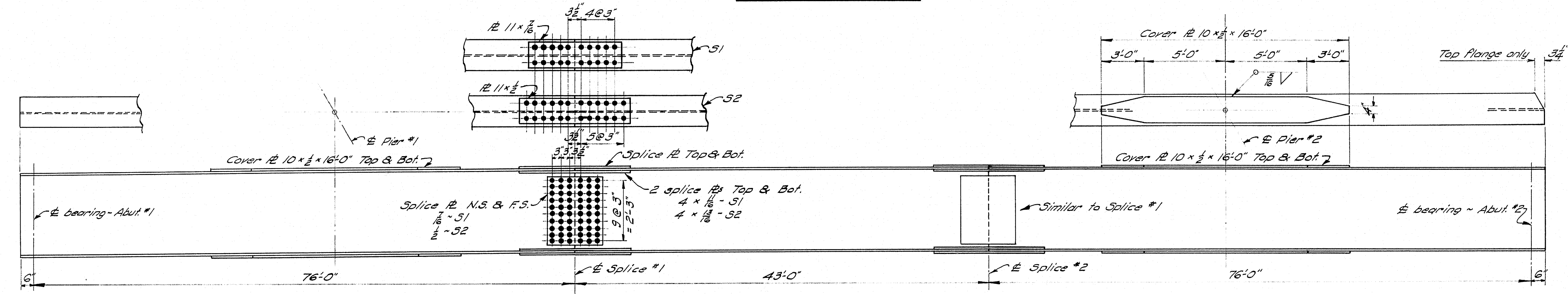
SECTION B-B

Notes
 Dress shaded bearing areas 1" larger all around than Masonry Plate. Dress to exact elevations shown.
 Place reinforcement in bridge seat so as to clear anchor bolts.
 Minimum cover for reinforcement to be 3".
 Chamfer all exposed edges of concrete 3/4".
 Granular borrow to be placed to elevation of bottom of footing before piles are driven.
 See sheet #16 for Circular Granite Curb details.

DESIGN - Wentzel, Det. Doren	BRIDGE NO.
TRACE - Chace	
CHECK - ALP	
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
CUPSUPTIC BRIDGE	
IN	
LOWER CUPSUPTIC, T4-R3	
OXFORD COUNTY	
ABUTMENT TWO	
SHEET 10 OF 16	AUGUSTA, MAINE MARCH 1960

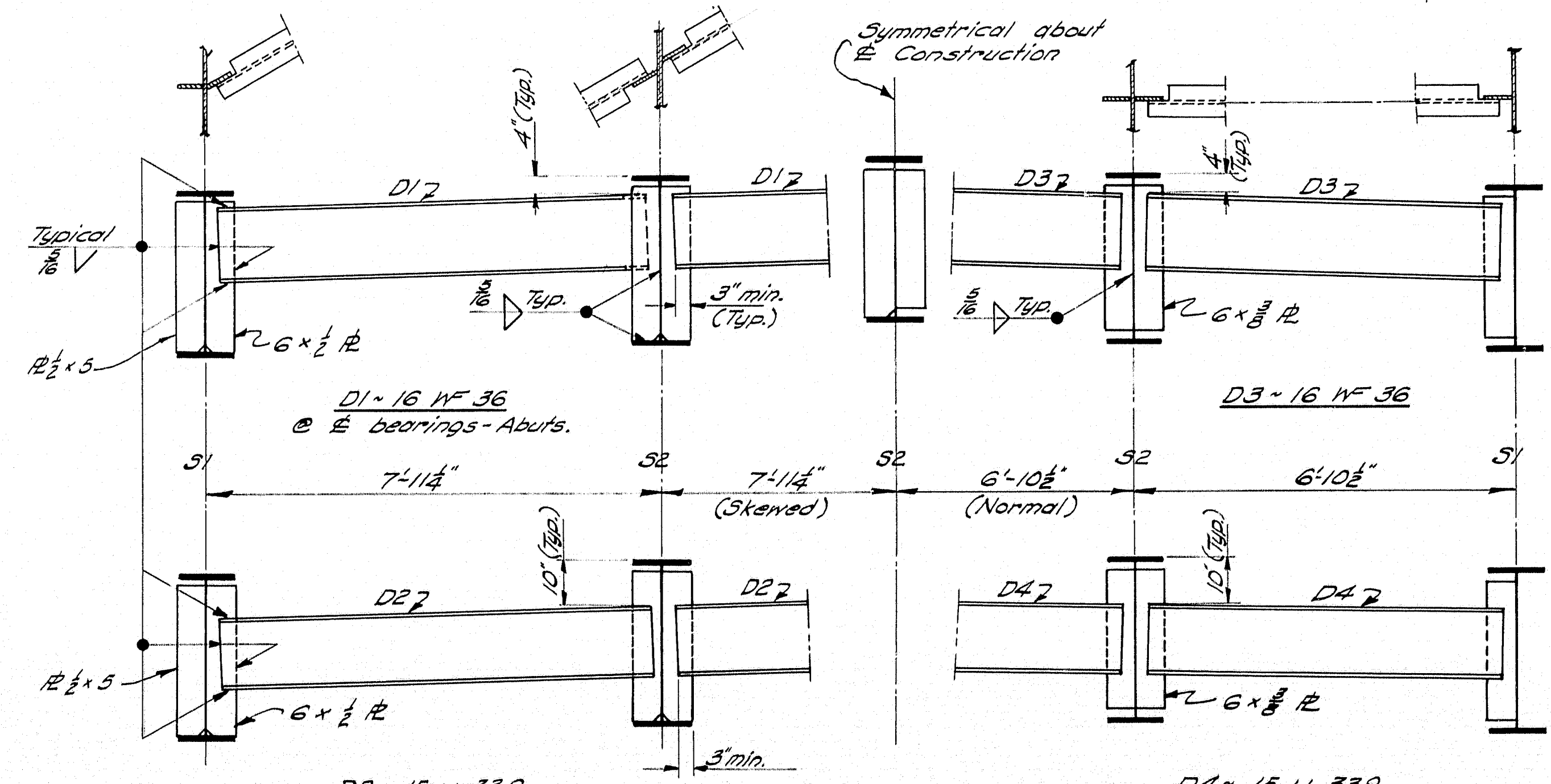


ERECTION DIAGRAM



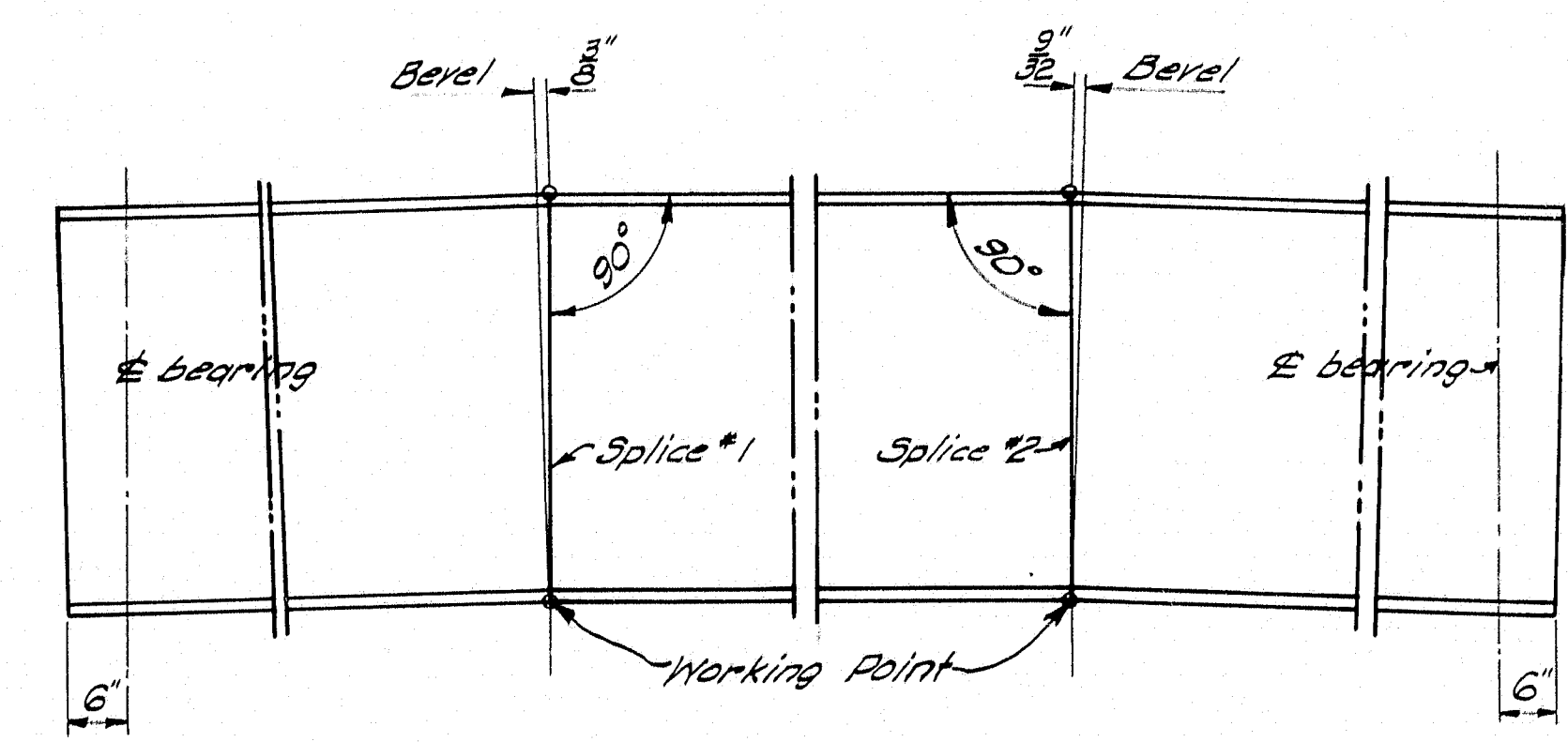
STRINGERS

2 x 31 - 36 W 150, regd.
3 x 32 - 36 W 160, "



DIAPHRAGMS DI-2-3-4

D1 - 8 Regd.
D2 - 8 "
D3 - 16 "
D4 - 20 "



BEVELS AT SPLICE

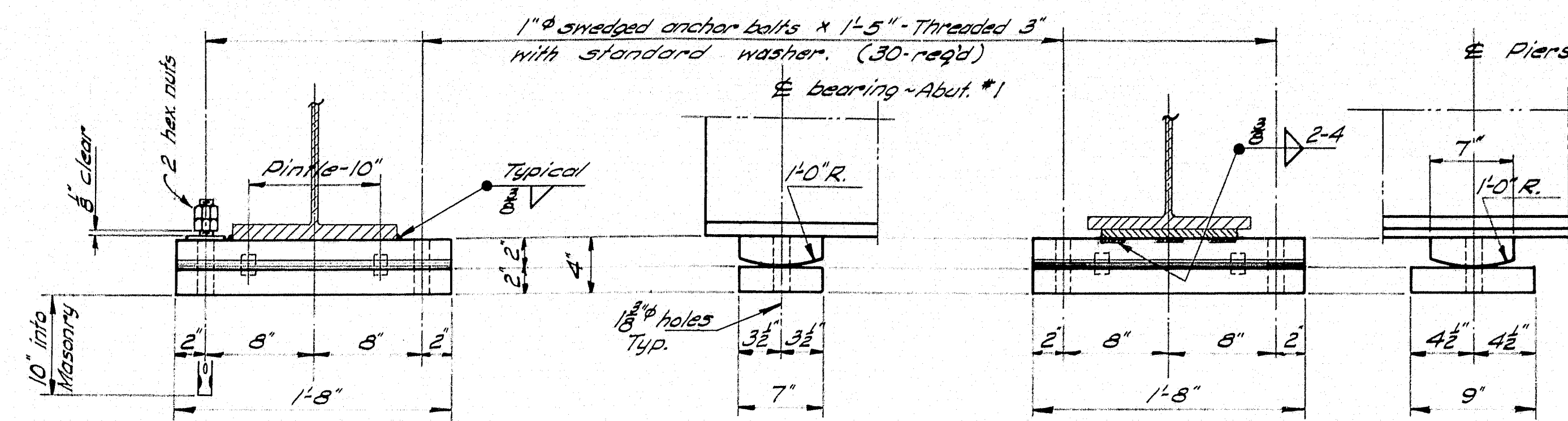
Line "a" shown. See Table of Bevels

Stringer	Bevel @ Splice #1	Bevel @ Splice #2
Line "a"	3"	3"
"b"	3"	3"
"c"	3"	3"
"d"	3"	3"
"e"	3"	3"

SPECIFICATIONS

FABRICATION & ERECTION - State of Maine, Standard Specifications, Highways & Bridges, Revision of Jan. 1956.
DESIGN & DETAIL - A.A.S.H.O. 1957
MATERIALS - Beams with welded cover plates and cover plates shall conform to A.S.T.M. Designation A-373. Other steel members shall conform to A.S.T.M. Designation A-373 or A7
FIELD CONNECTIONS - 3/8" Rivets or 3/8" High Tensile Strength Bolts.

DESIGN - R.M.W. TRACE & DETAIL - G.W.C. CHECK - Details R.B.P. Design - A.R.S.	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
CUPSUPTIC BRIDGE	
IN	
LOWER CUPSUPTIC, T4-R3	
OXFORD COUNTY	
STRUCTURAL STEEL	
SHEET 11 OF 16 AUGUSTA, MAINE MARCH 1960	

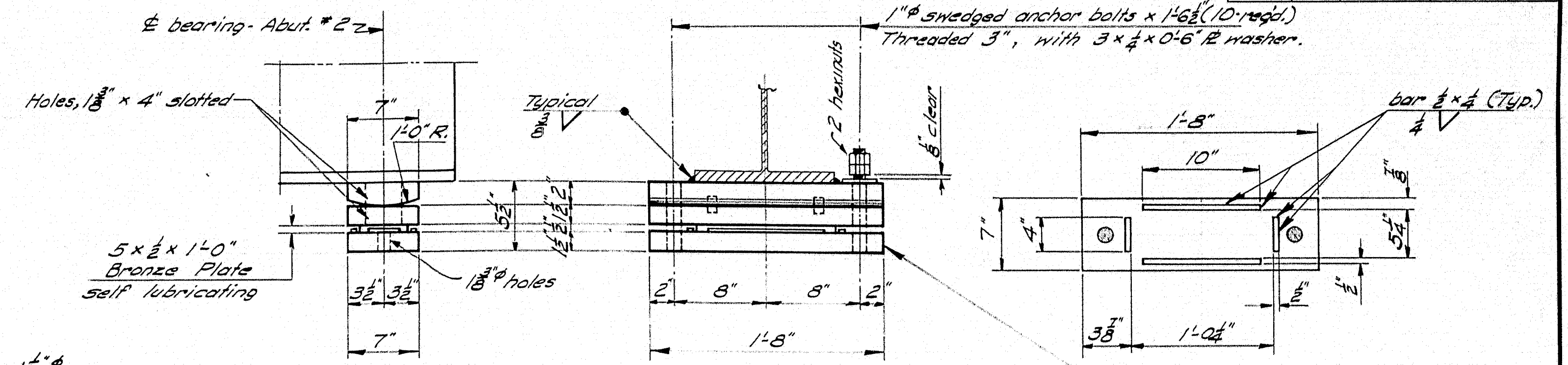


ABUTMENT NO. 1
5 - Regd.

PIERS #1 & #2
10 - Regd.

FIXED BEARINGS

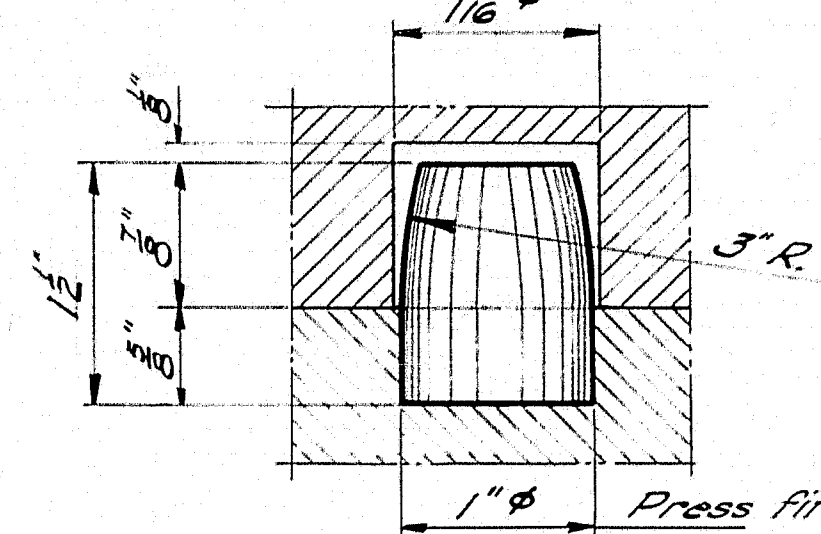
15 - Regd.



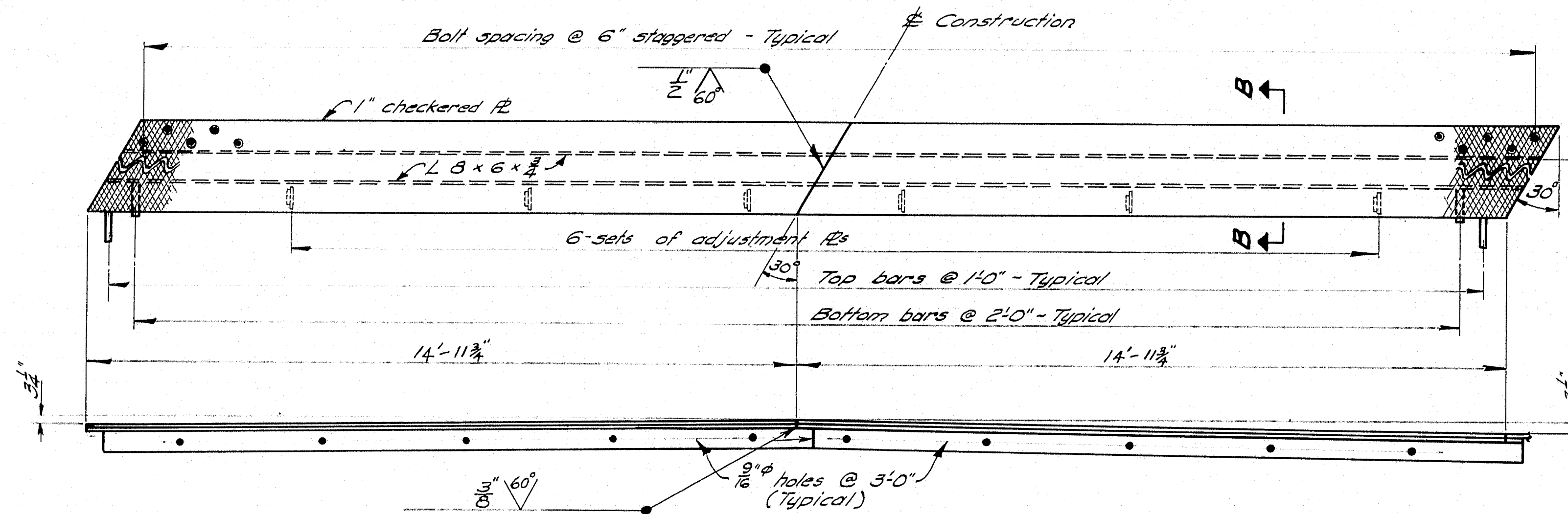
ABUTMENT NO. 2
5 - Regd.

EXPANSION BEARINGS

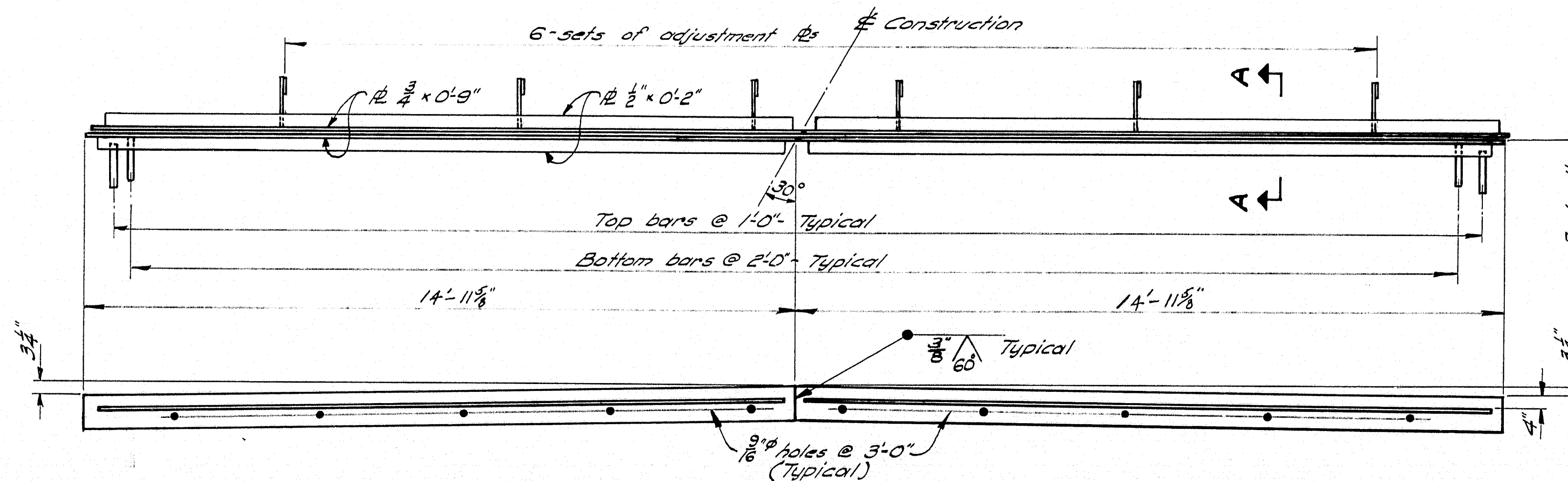
5 - Regd.



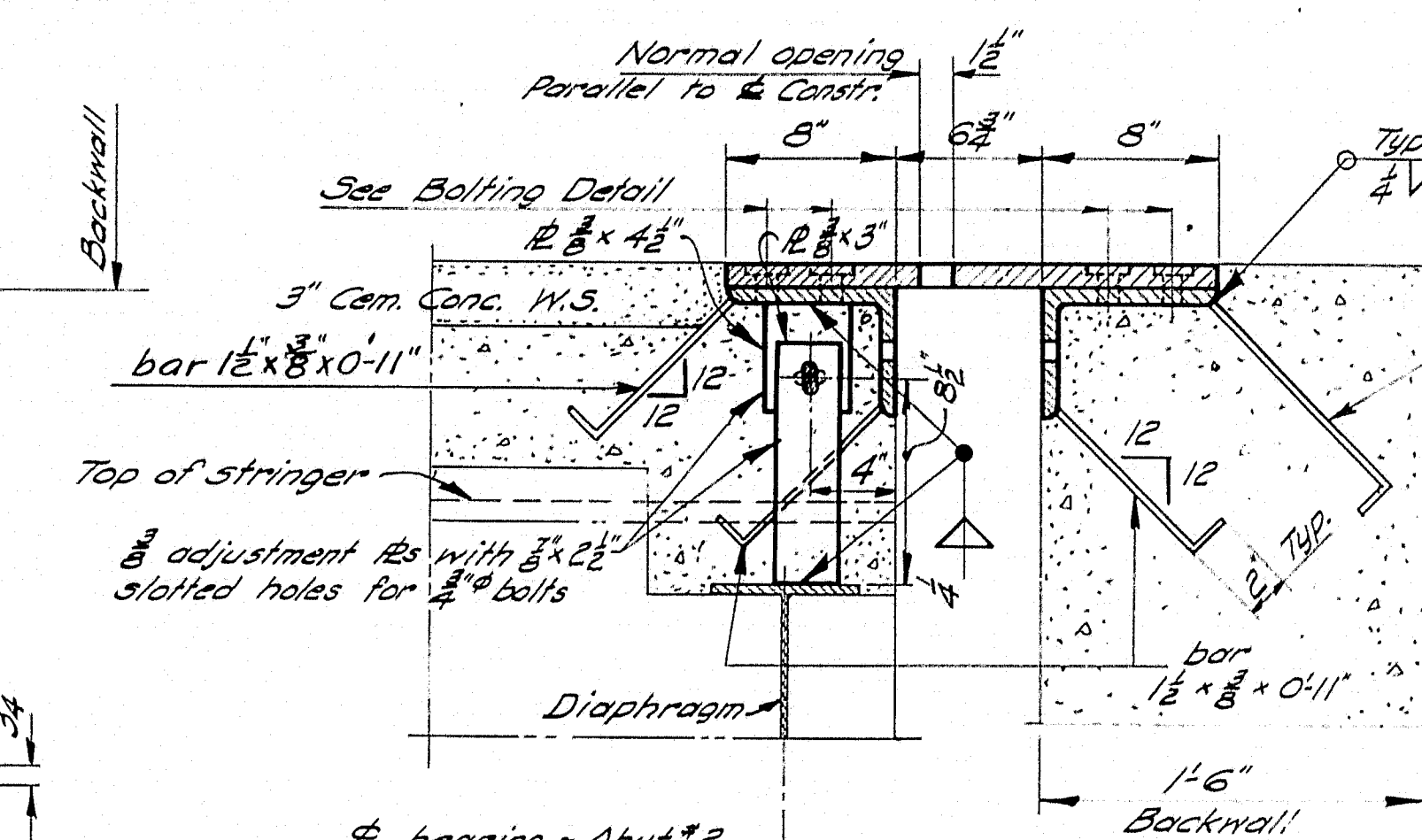
PINTLE DETAIL



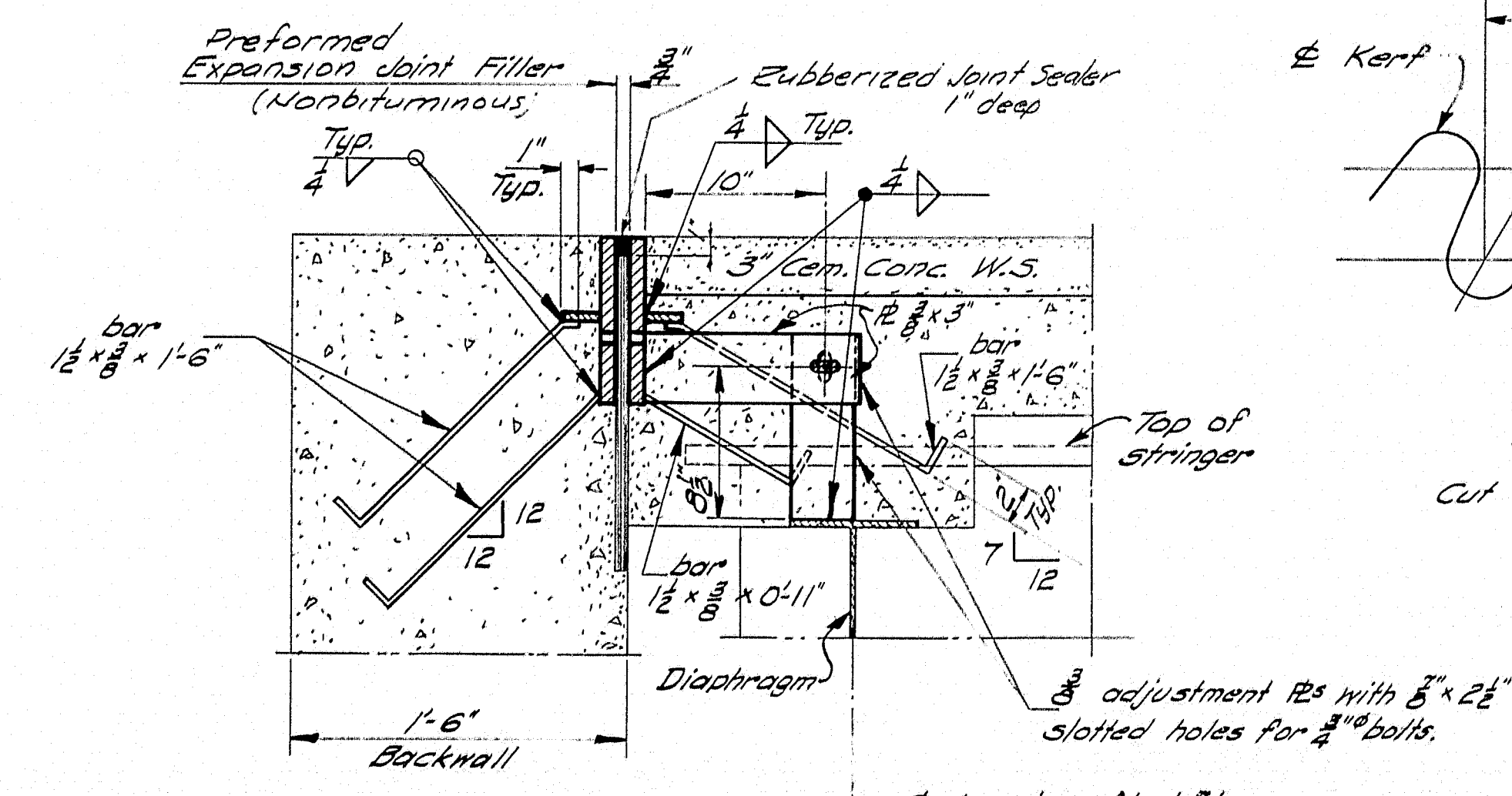
EXPANSION DAM
@ Abut. #2



ARMORED JOINT
@ Abut. #1

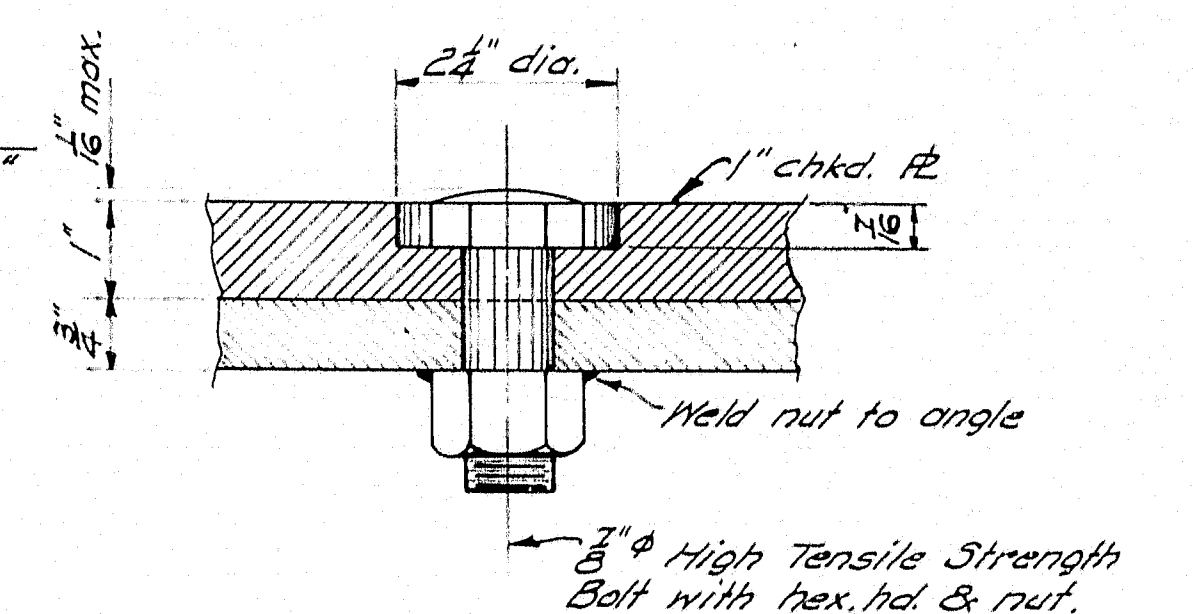


SECTION B-B

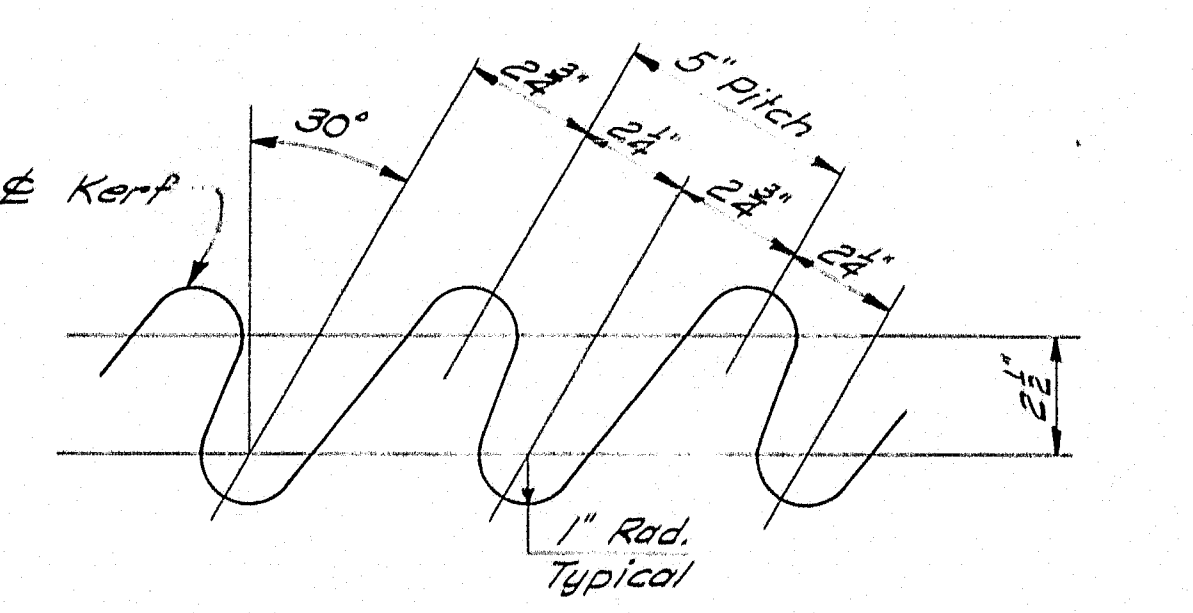


SECTION A-A

Bend 1/2 x 3/8 bar in the field to clear stringers.
Weld all adjustment ribs together after final setting.

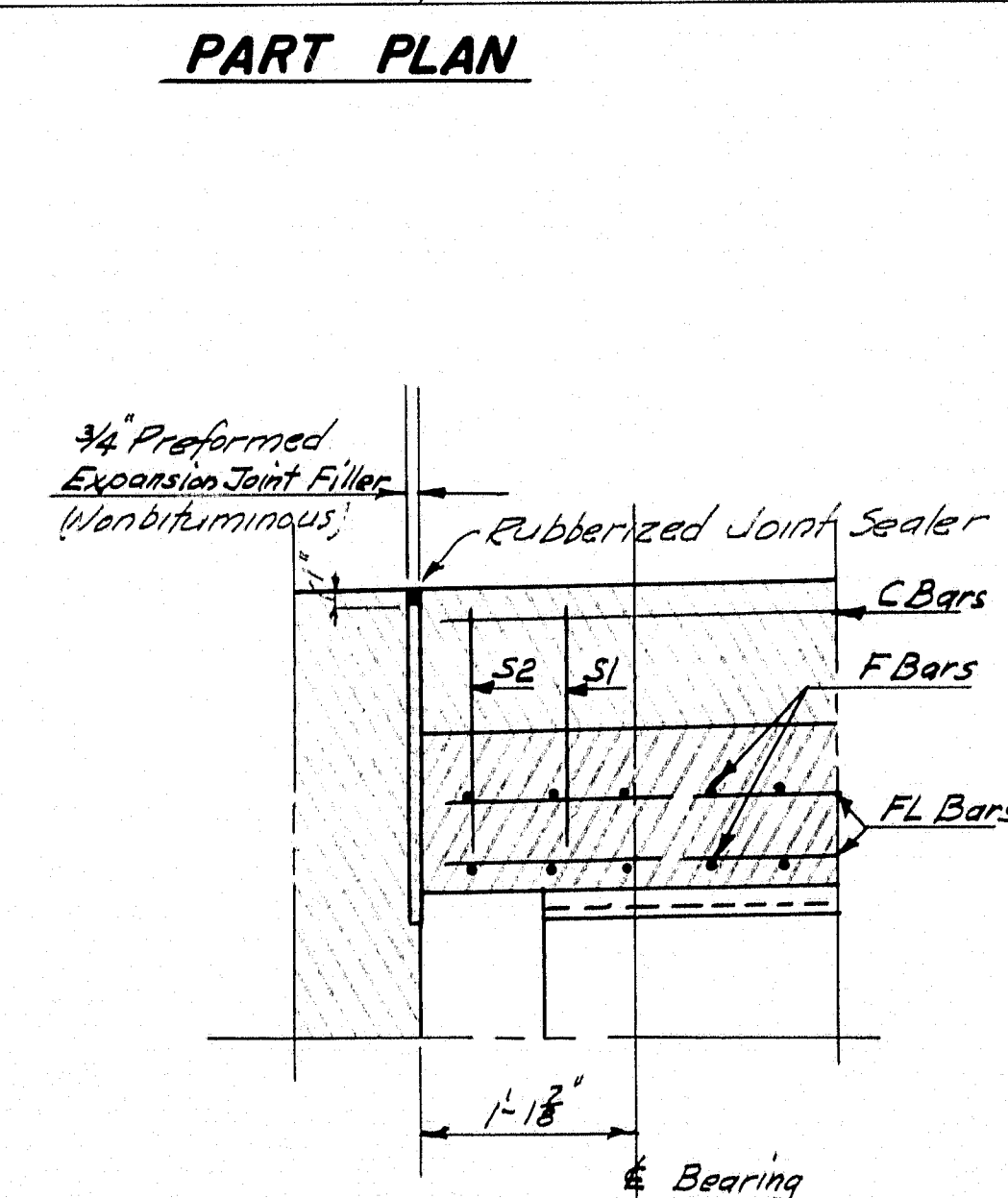
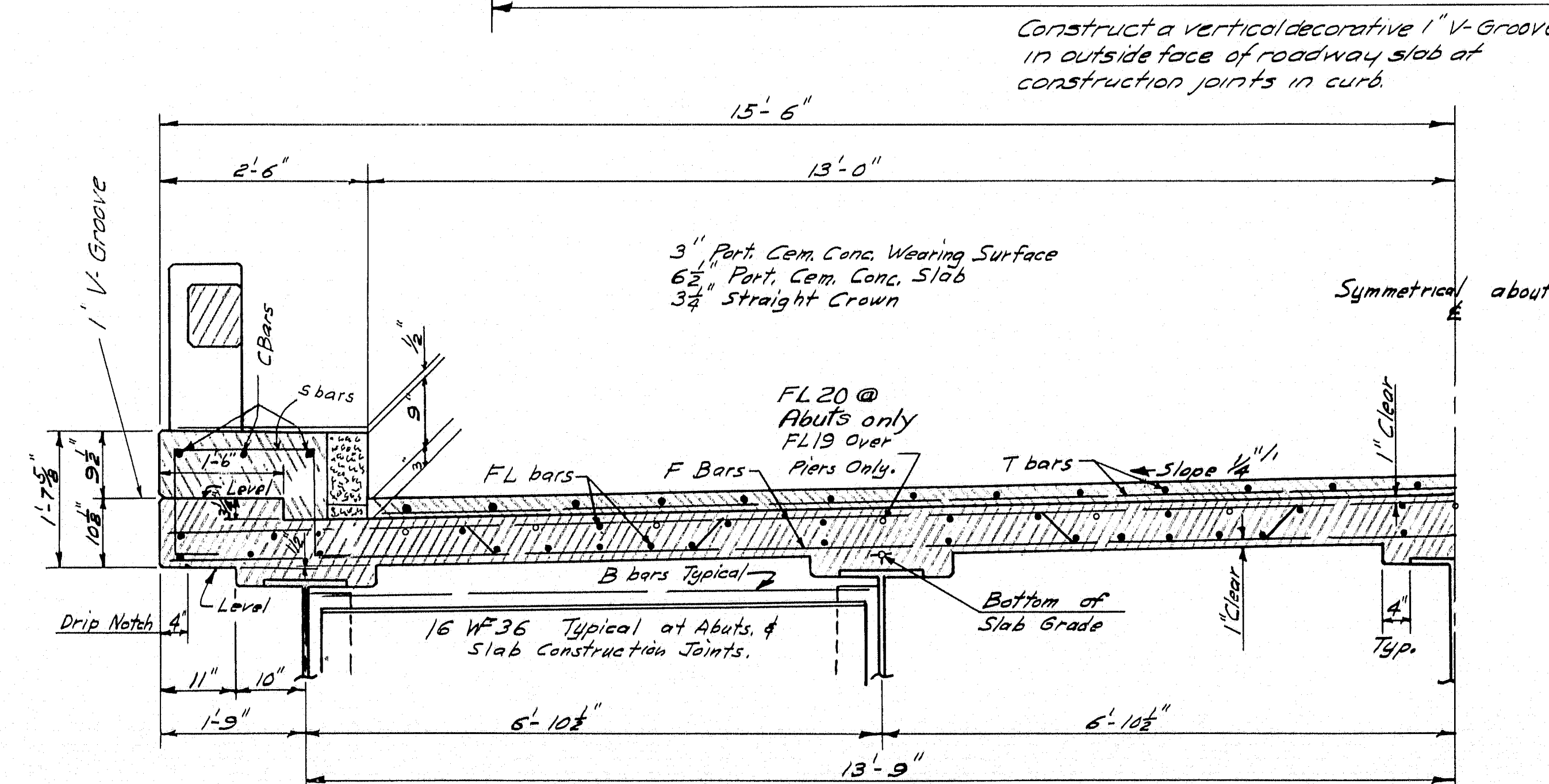
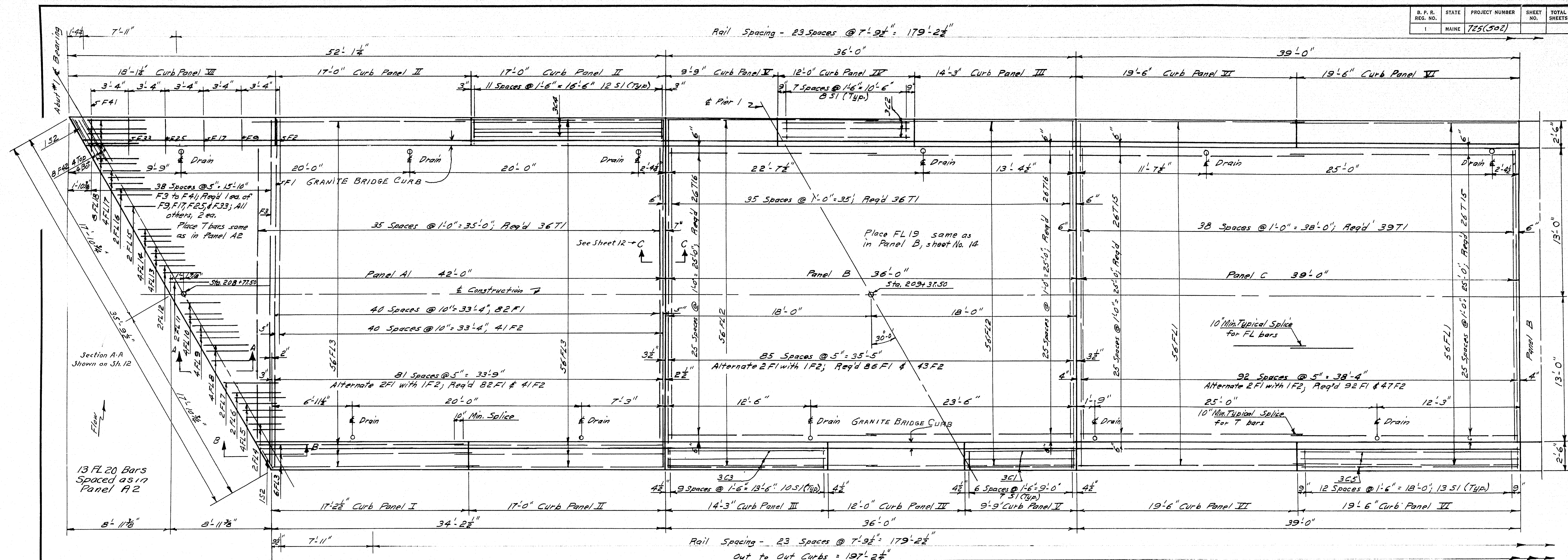


BOLTING DETAIL

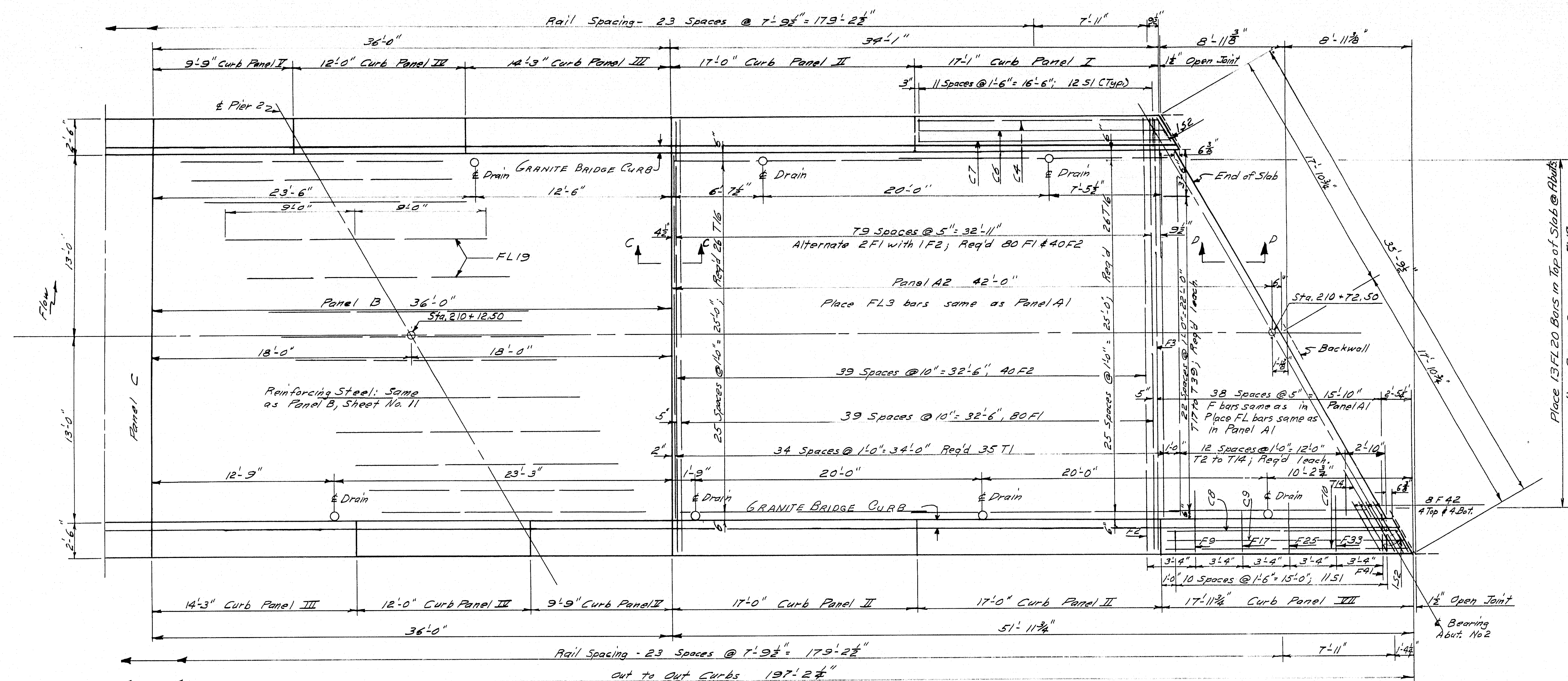


CUTTING DETAIL
For 1" checkered plate
Cut from one plate & match mark

DESIGN - P. M. W.	BRIDGE NO.
TRACE - D. E. T. - G. W. C.	725(502)
CHECK - P. M. W.	STATE HIGHWAY COMMISSION
	BRIDGE DIVISION
	CUPSUPTIC BRIDGE
	IN
	LOWER CUPSUPTIC, T4-R3
	OXFORD COUNTY
	STRUCTURAL STEEL DETAILS
SHEET 12 OF 16	AUGUSTA, MAINE MARCH 1960

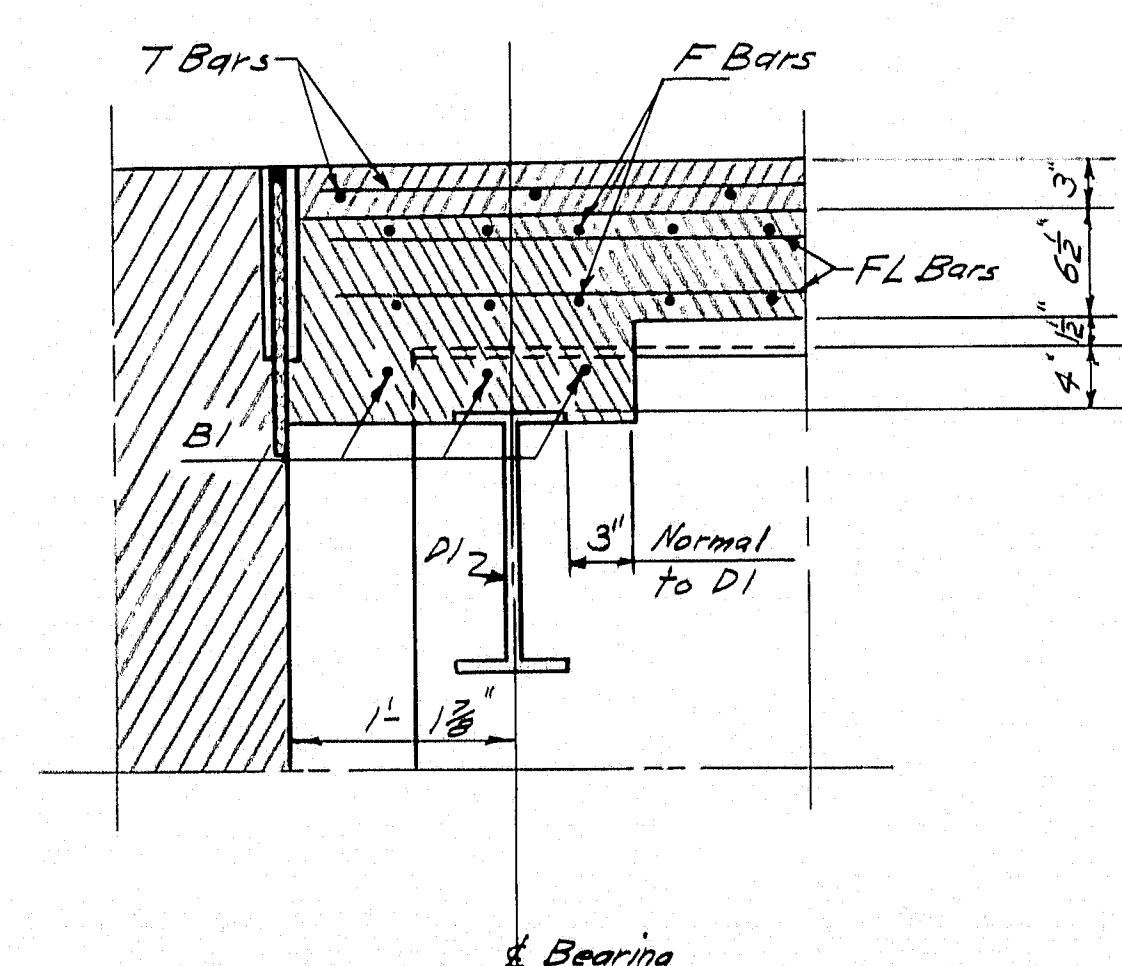


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	725(502)		



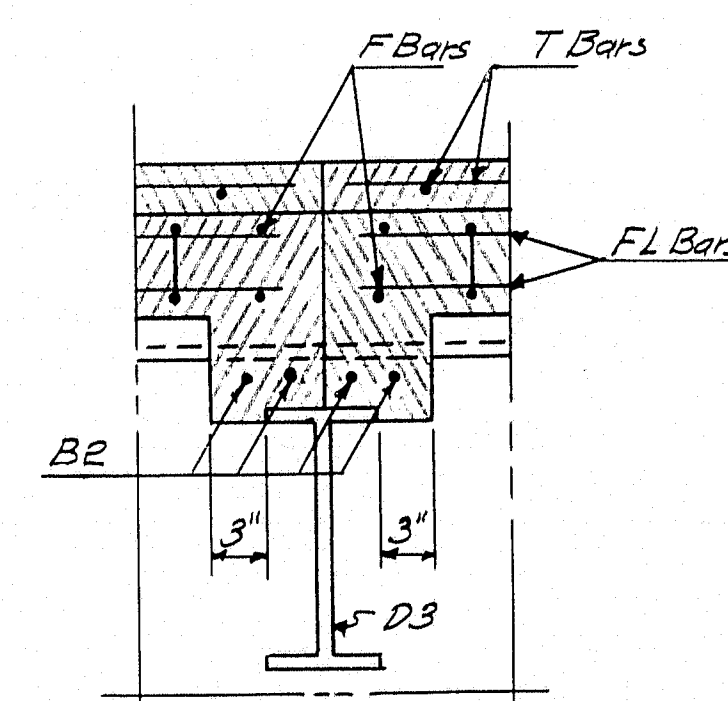
PART PLAN

Concrete Placement Sequence
Panels A1, A2, & C to be placed first
Panels B to be placed last.



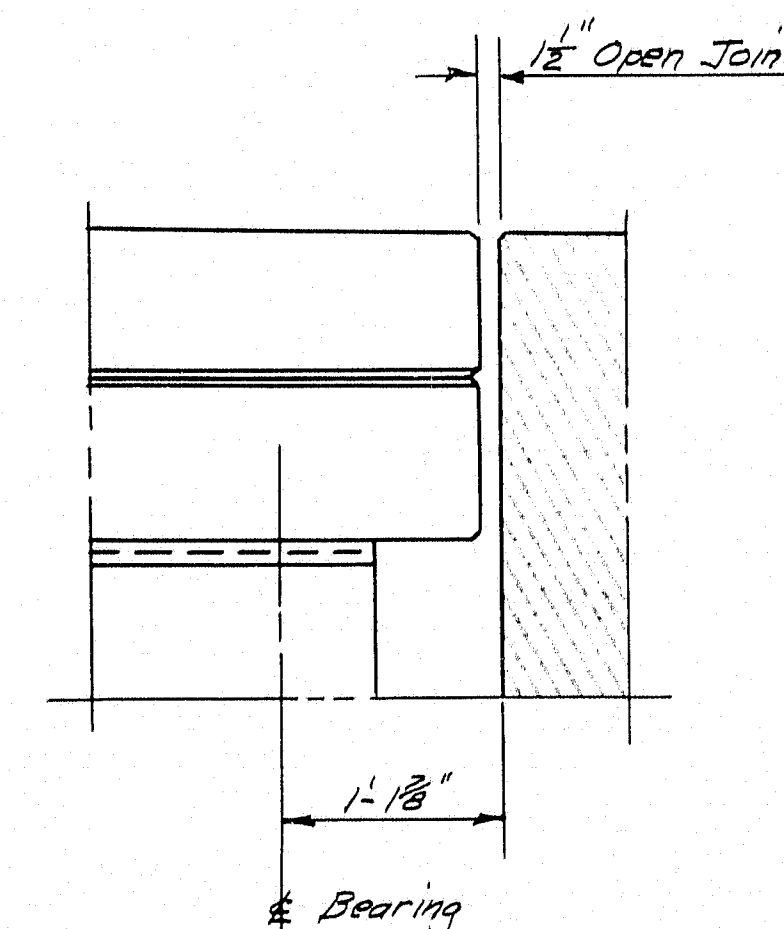
SECTION AA

At Abutment No. 1
Horizontal dimensions along line of Stringers



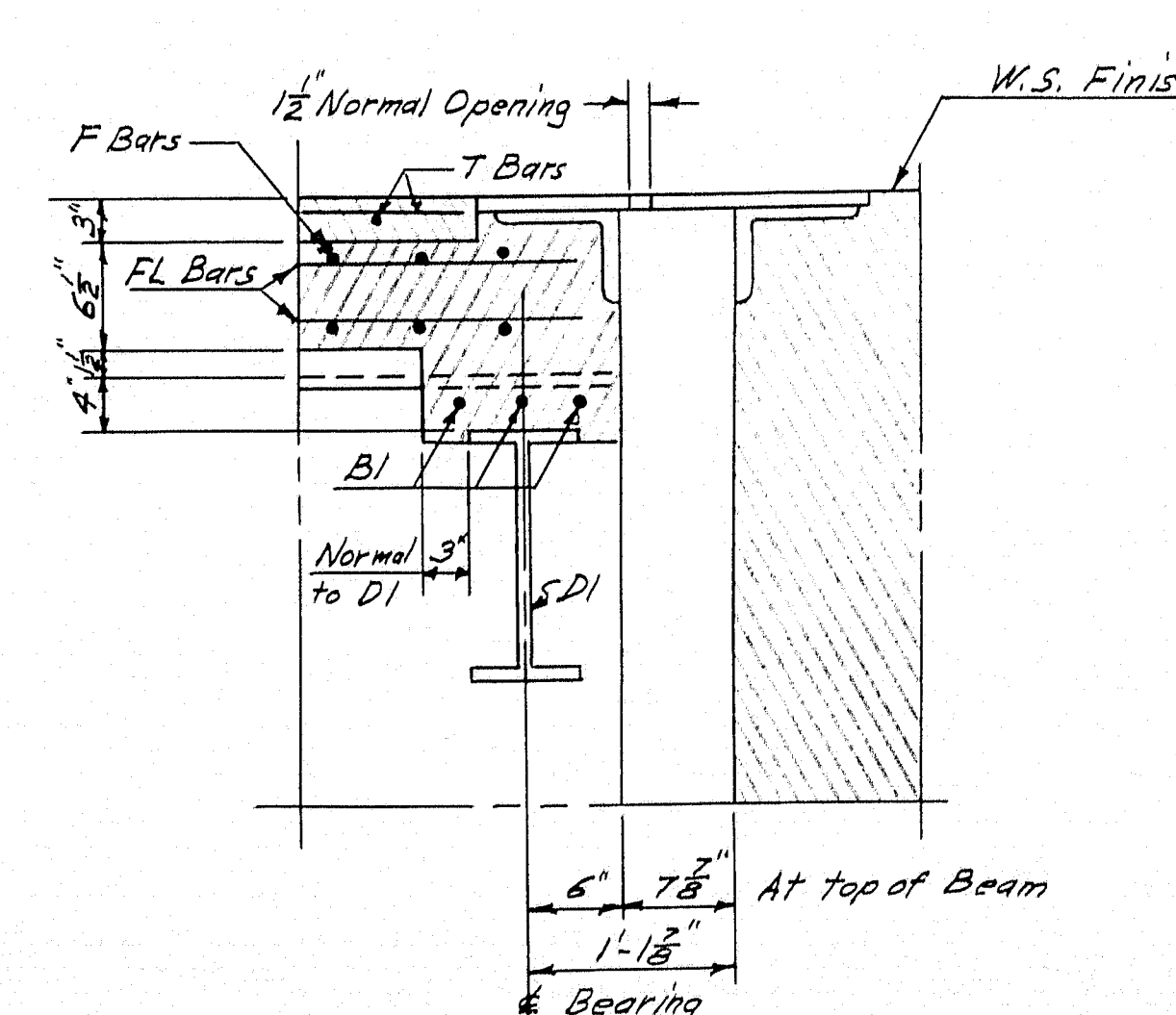
SECTION CC

At Panel Joints
Horizontal dimensions normal to diaphragms



END OF CURB DETAIL

At Abutment No. 2
Horizontal dimensions along line of Stringers

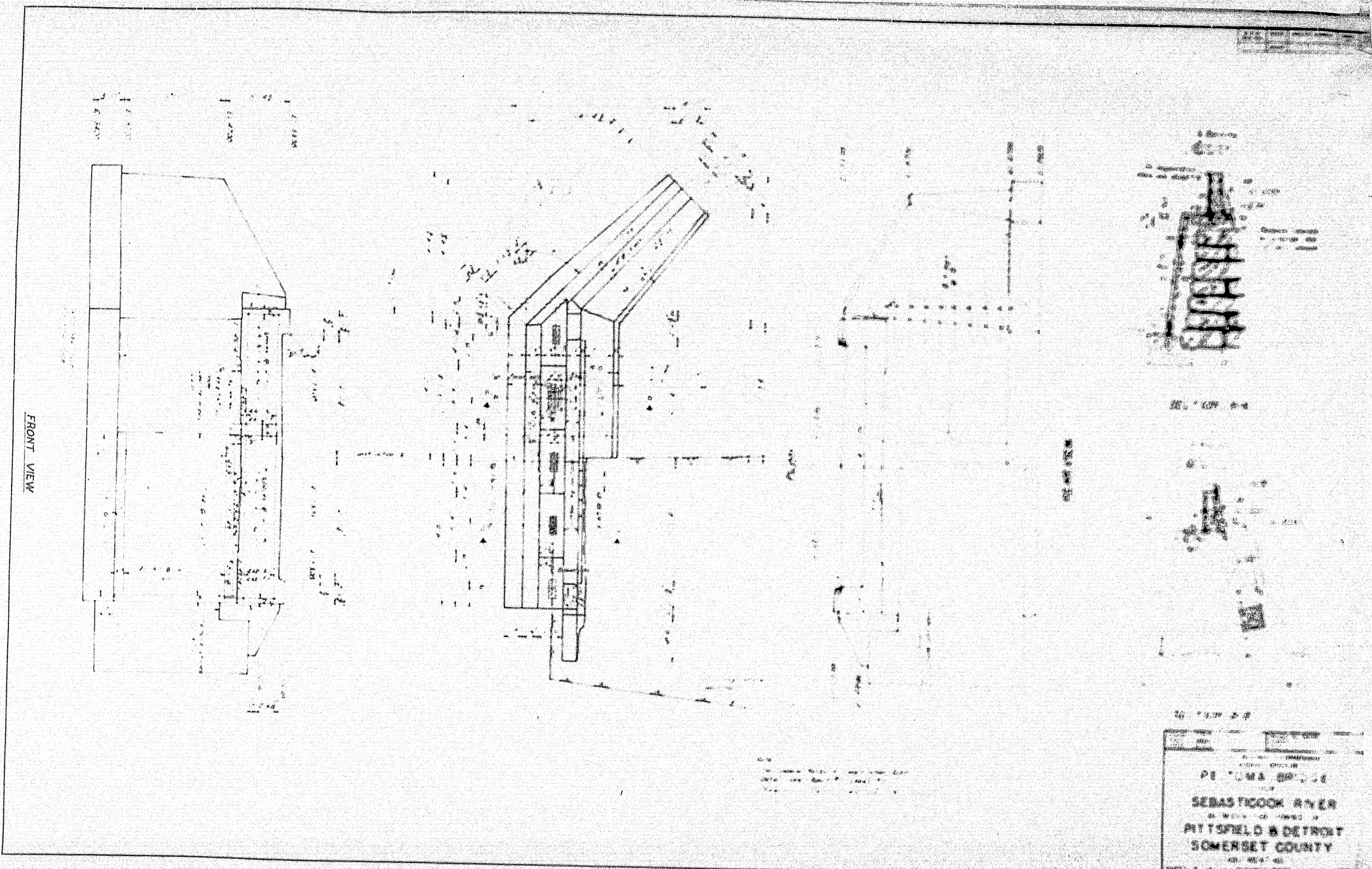


SECTION DD

At Abutment No. 2
Horizontal dimensions along line of Stringers

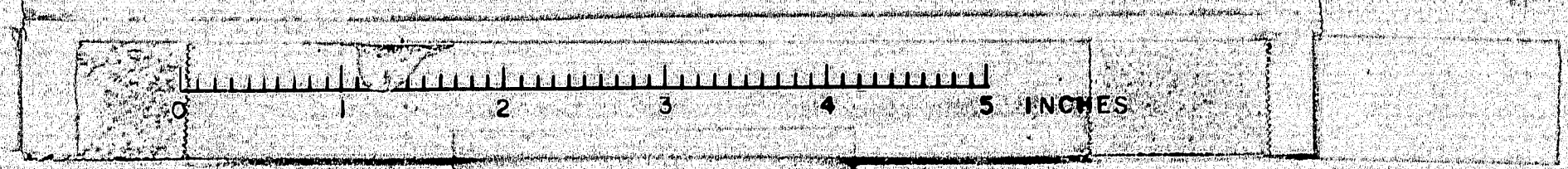
DESIGN - <i>Allen</i> TRACE - <i>Allen</i> CHECK - <i>A.B.P.</i>	BRIDGE NO. SURVEY PLOT
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
CUPSUPTIC BRIDGE	
IN	
LOWER CUPSUPTIC, T4-R3	
OXFORD COUNTY	
SUPERSTRUCTURE	
SHEET 14 OF 16 AUGUSTA, MAINE MARCH 1960	

83-141



FRONT VIEW

PEOMA BRIDGE
SEBASTOOK RIVER
PITTSFIELD & DETROIT
SOMERSET COUNTY



Location of Type A

Wire Stirrups @ 12 in.

R bars

Variable grade

Insto. compo. to be a or Abu

5" 8" 10" p1 p2 p3

Point	A*1	175	175	1225	130	1375	145	1225	P*1	175	175	1225	130	1375	145	1525	160	1675	P*2	175	175	1225	130	1375	145	1525	A*2	Point
Line a	7249	7260	7270	7279	7287	7294	7299	7304	7308	7313	7318	7323	7325	7326	7327	7328	7329	7330	7331	7332	7333	7334	7335	7336	7337	7338	7339	Line a
Line b	7260	7270	7279	7287	7294	7301	7306	7311	7316	7321	7325	7330	7334	7337	7340	7341	7341	7342	7343	7344	7345	7346	7347	7348	7349	7350	7351	Line b
Line c	7287	7296	7306	7316	7323	7329	7333	7338	7341	7345	7349	7351	7355	7358	7359	7360	7361	7362	7363	7364	7365	7366	7367	7368	7369	7370	7371	Line c
Line d	7298	7308	7318	7326	7332	7338	7343	7348	7353	7358	7363	7368	7373	7378	7381	7382	7383	7384	7385	7386	7387	7388	7389	7390	7391	7392	7393	Line d
Line e	7269	7279	7288	7295	7301	7306	7310	7313	7316	7320	7323	7324	7327	7328	7329	7330	7331	7332	7333	7334	7335	7336	7337	7338	7339	7340	7341	Line e

Diagram illustrating the blocking of a stringer. The stringer is shown embedded in the slab. The blocking is placed on top of the stringer, with a label indicating a thickness of $\frac{1}{2}$ " at the bearings. The bottom of the slab is also indicated.

Technical drawing of a wall section showing a window opening. The drawing includes the following dimensions and labels:

- Top horizontal dimensions: $10\frac{1}{2}"$, $7"$, $3\frac{1}{2}"$, and $1\frac{1}{2}"$.
- Vertical dimensions on the right: $3"$, $9"$, $1'-0"$, and $2'-0"$.
- Labels: "P.E. Posts" (vertical), "R1" (curved arrow), "R2" (curved arrow), and "P1" (straight arrow).
- Other features: A hatched area representing insulation or a specific material, and a section cut symbol (a circle with a cross) in the bottom left corner.

Notes

All rail posts are to be constructed plumb and the tops are to be constructed level.
All exposed edges of concrete of the rails and rail posts are to be chamfered $\frac{1}{2}$ ".
Wrap rail tongues, which extend into the posts, with two layers of heavy roofing.
Construct the wire stirrups for rails in the field from a single strand of #9 annealed wire making a complete turn around each R bar.
Payment for compensating devices to be included in the contract unit price for Item 905-31, Anchorage for Type A" Guard Rail.

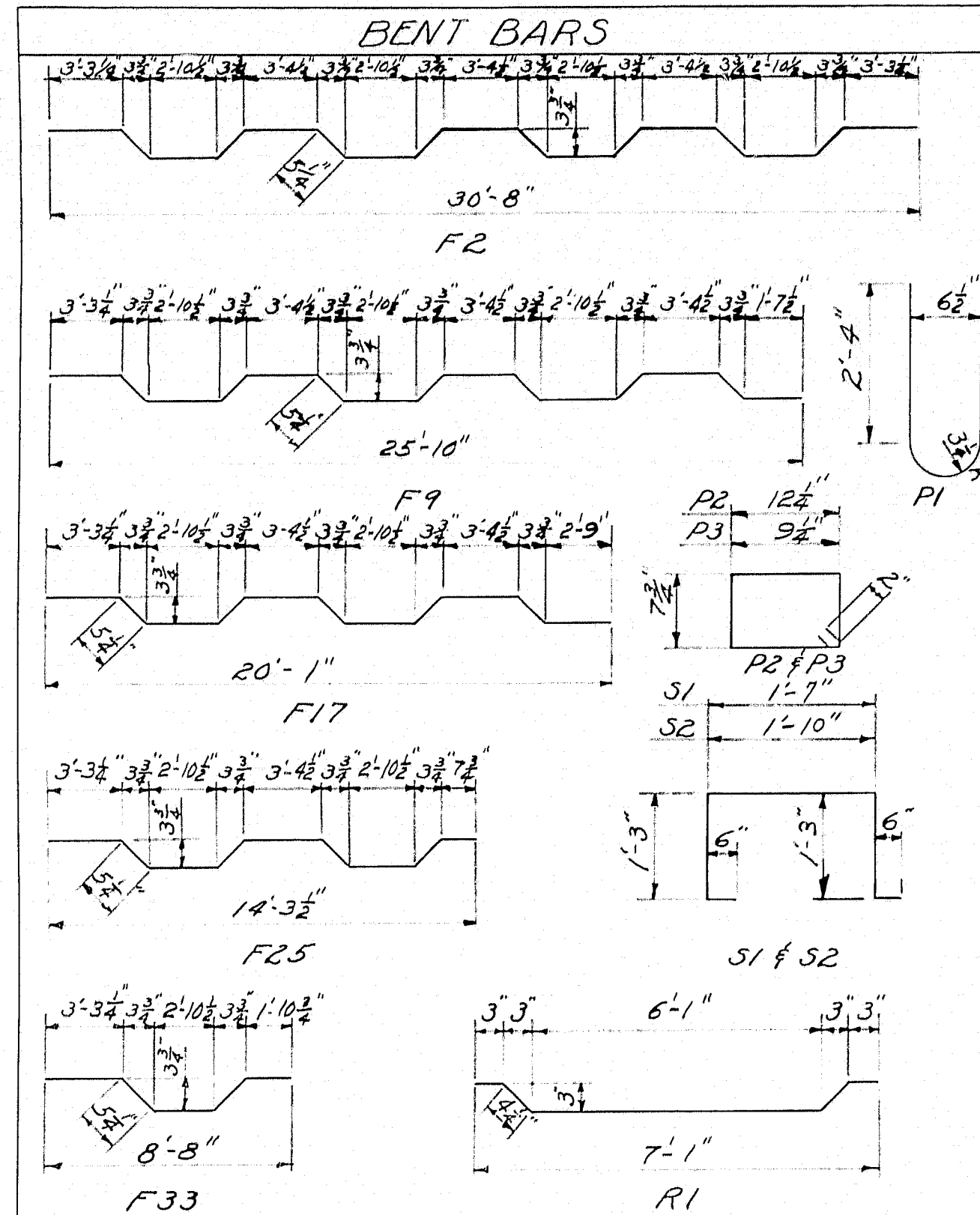
DRAIN DETAILS
18 Drains Required

Note: Furnishing and erection of 8th Standard weight Metal Pipe Drains to be paid for as Structural Steel under Items 702-103 & 702-104.
Adjust reinforcing steel to clear Drains.
For Drain location, see Sheets 13 & 14.

The diagram illustrates a trapezoidal cross-section of a road with the following dimensions and specifications:

- Top Width:** 6" (indicated by a dimension line at the top).
- Bottom Width:** 15'-0" (indicated by a dimension line at the bottom).
- Left Slope:** 50' (vertical height) and 30° (angle from the horizontal).
- Right Slope:** 13'-0" (vertical height) and 30° (angle from the horizontal).
- Top Reinforcement (AS 1):** 102 bars, spaced at 6" (labeled "50 Spaces @ 6" = 25'-0"").
- Bottom Reinforcement (AS 2):** 18 bars, spaced at 6" (labeled "8 Spaces @ 1'-6" = 12'-0"").
- Reinforcement Labels:** "Top & Bottom 8 Bars" and "T & B 8 Bars" are noted near the respective reinforcement lines.
- Other Dimensions:** A vertical dimension of 26'-0" is shown on the right side, and a horizontal dimension of 13'-0" is shown on the right side.
- Orientation:** A north arrow labeled "N" is located on the left side, pointing towards the top-left.

SUPERSTRUCTURE



All dimensions are of E. Bar

Mark	Size	Number	Length	Location
F2	#5	214	31'-8"	Slab - All Panels
F9	#5	2	26'-8"	Slab - Panels A1 & A2
F17	#5	2	20'-8"	Slab - Panels A1 & A2
F25	#5	2	14'-9"	Slab - Panels A1 & A2
F33	#5	2	8'-11"	Slab - Panels A1 & A2
P1	#6	104	5'-6"	Rail Posts
P2	#4	12	3'-8"	Rail Posts (End)
P3	#4	144	3'-2"	Rail Posts (Int.)
R1	#4	100	7'-3"	Rails
S1	#4	270	5'-1"	Curbs - All Panels
S2	#4	4	5'-4"	Curbs - Ends

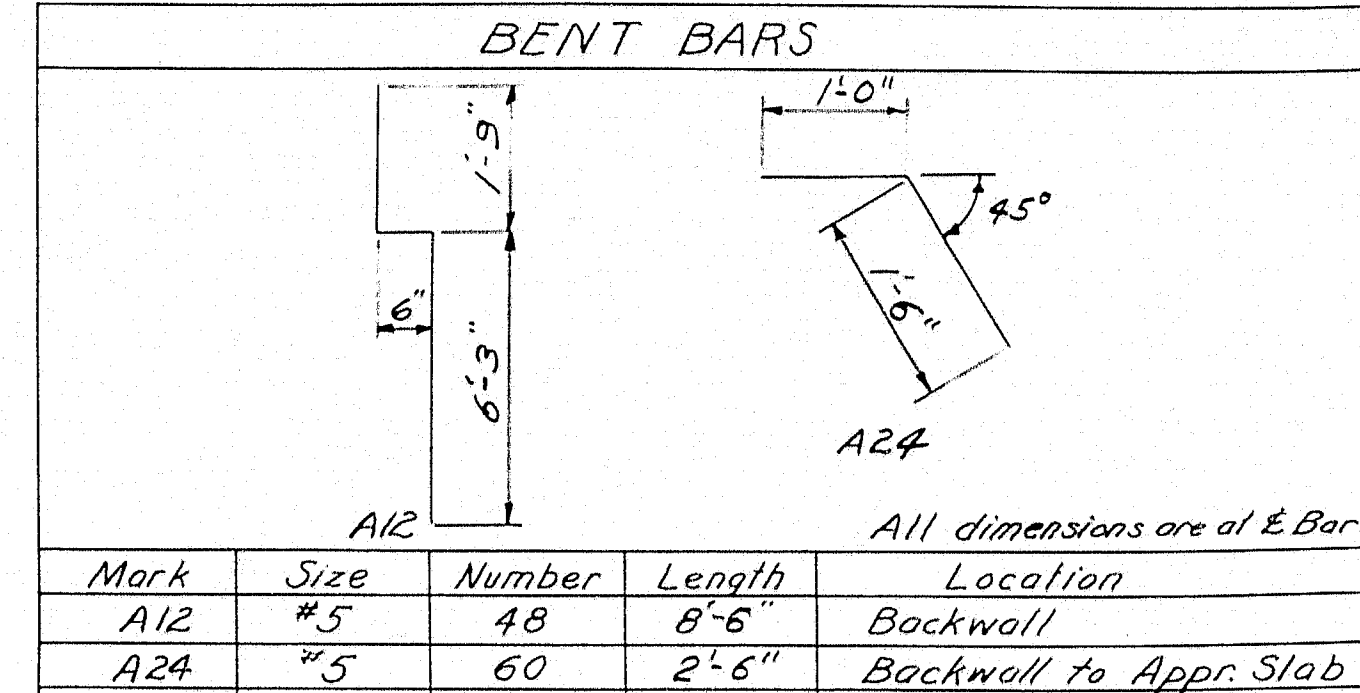
STRAIGHT BARS (con't)

Mark	Size	Number	Length	Location
T18	#3	2	14'-3"	Wearing Surface - Panels A1 & A2
T19	#3	2	13'-8"	
T20	#3	2	13'-1"	
T21	#3	2	12'-6"	
T22	#3	2	11'-11"	
T23	#3	2	11'-4"	
T24	#3	2	10'-9"	
T25	#3	2	10'-2"	
T26	#3	2	9'-7"	
T27	#3	2	9'-0"	
T28	#3	2	8'-5"	
T29	#3	2	7'-10"	
T30	#3	2	7'-3"	
T31	#3	2	6'-8"	
T32	#3	2	6'-1"	
T33	#3	2	5'-6"	
T34	#3	2	4'-11"	
T35	#3	2	4'-4"	
T36	#3	2	3'-9"	
T37	#3	2	3'-2"	
T38	#3	2	2'-7"	
T39	#3	2	2'-0"	
R2	#4	100	7'-1"	Rails
C6	#4	2	17'-3"	Panels I
C7	#4	2	17'-10"	Panels I
C8	#4	2	16'-6"	Panels VII
C9	#4	2	17'-1"	Panels VII
C10	#4	2	17'-8"	Panels VII

STRAIGHT BARS

Mark	Size	Number	Length	Location
B1	#6	24	7'-6"	End Beams at Abuts.
B2	#6	64	6'-4"	End Beams at Const. Jts.
C1	#4	12	9'-5"	Curbs - Panels I
C2	#4	12	11'-8"	Curbs - Panels II
C3	#4	12	13'-11"	Curbs - Panels III
C4	#4	20	16'-8"	Curbs - Panels II & I
C5	#4	12	19'-2"	Curbs - Panels VI
F1	#5	424	30'-8"	Slab - All Panels
F3	#5	4	30'-2"	Slab - Panels A1 & A2
F4	#5	4	29'-5"	
F5	#5	4	28'-9"	
F6	#5	4	28'-0"	
F7	#5	4	27'-3"	
F8	#5	4	26'-7"	
F10	#5	4	25'-1"	
F11	#5	4	24'-5"	
F12	#5	4	23'-8"	
F13	#5	4	22'-11"	
F14	#5	4	22'-3"	
F15	#5	4	21'-6"	
F16	#5	4	20'-9"	
F18	#5	4	19'-4"	
F19	#5	4	18'-7"	
F20	#5	4	17'-11"	
F21	#5	4	17'-2"	
F22	#5	4	16'-5"	
F23	#5	4	15'-9"	
F24	#5	4	15'-0"	
F26	#5	4	13'-7"	
F27	#5	4	12'-10"	
F28	#5	4	12'-2"	
F29	#5	4	11'-5"	
F30	#5	4	10'-8"	
F31	#5	4	10'-0"	
F32	#5	4	9'-3"	
F34	#5	4	7'-10"	
F35	#5	4	7'-1"	
F36	#5	4	6'-4"	
F37	#5	4	5'-8"	
F38	#5	4	4'-11"	
F39	#5	4	4'-2"	
F40	#5	4	3'-6"	
F41	#5	4	2'-9"	
F42	#5	16	4'-0"	
FL1	#4	112	19'-9"	Slab - Panel C, Spliced
FL2	#4	224	18'-3"	Slab - Panel B
FL3	#4	224	18'-0"	Slab - Panels A1 & A2
FL4	#4	4	2'-0"	
FL5	#4	8	3'-0"	
FL6	#4	4	4'-0"	
FL7	#4	4	5'-0"	
FL8	#4	8	6'-0"	
FL9	#4	8	7'-0"	
FL10	#4	8	8'-6"	
FL11	#4	4	9'-0"	
FL12	#4	4	10'-0"	
FL13	#4	8	11'-0"	
FL14	#4	8	12'-6"	
FL15	#4	4	13'-0"	
FL16	#4	4	14'-0"	
FL17	#4	8	15'-0"	
FL18	#4	16	17'-0"	
T1	#3	182	25'-8"	Wearing Surface All Panels
T2	#3	2	24'-0"	Wearing Surface Panels A1 & A2
T3	#3	2	22'-3"	
T4	#3	2	20'-6"	
T5	#3	2	18'-9"	
T6	#3	2	17'-11"	
T7	#3	2	15'-4"	
T8	#3	2	13'-7"	
T9	#3	2	11'-10"	
T10	#3	2	10'-11"	
T11	#3	2	8'-5"	
T12	#3	2	6'-8"	
T13	#3	2	4'-11"	
T14	#3	4	3'-2"	
T15	#3	52	19'-9"	Wearing Surface - Panel C
T16	#3	208	18'-3"	Wearing Surface - Panels A1 & A2
T17	#3	2	14'-10"	Wearing Surface - Panels A1 & A2
FL19	#5	26	18'-0"	Top of Slab over Piers
FL20	#5	26	5'-0"	Top of Slab at Abuts.

ABUTMENTS



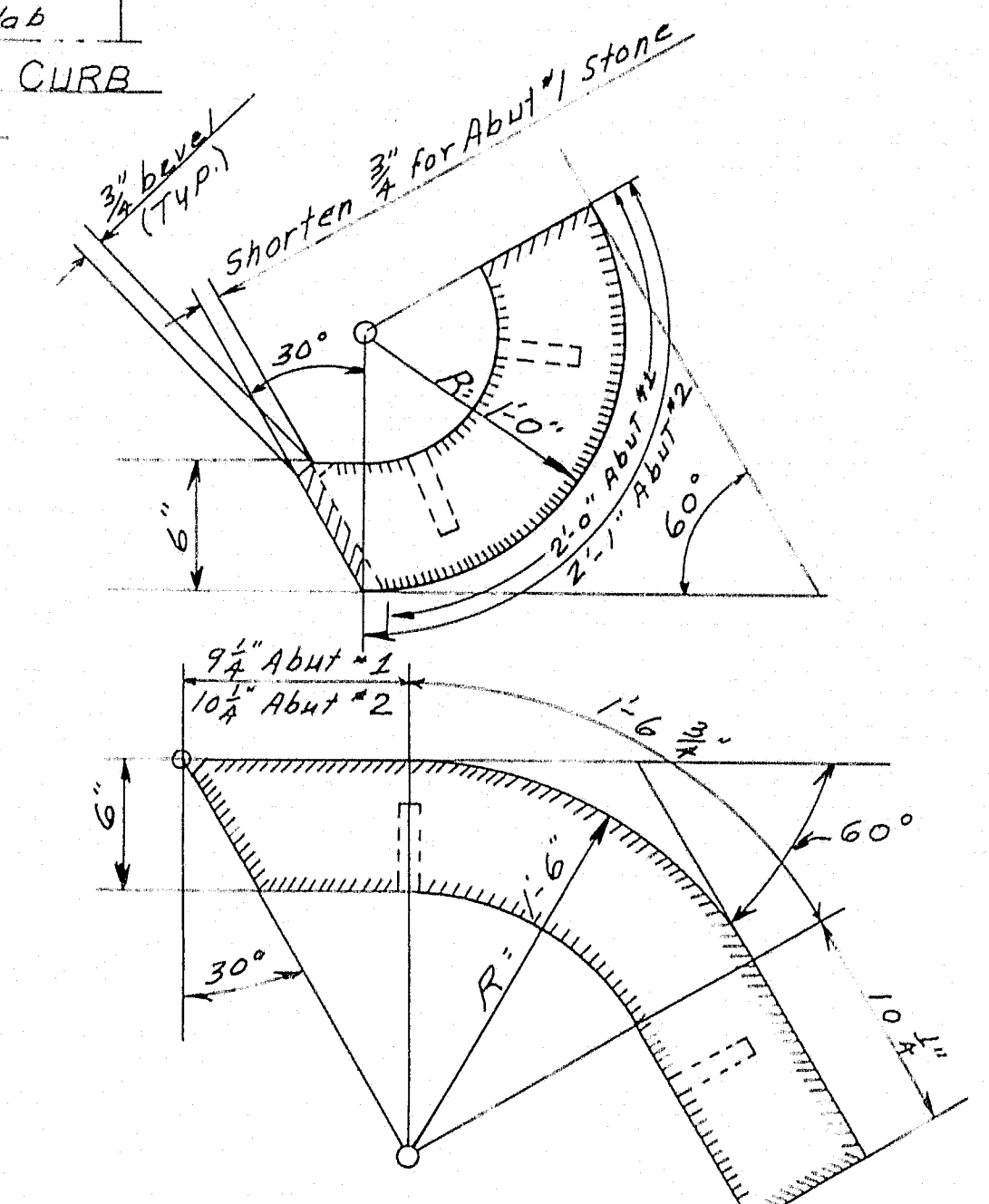
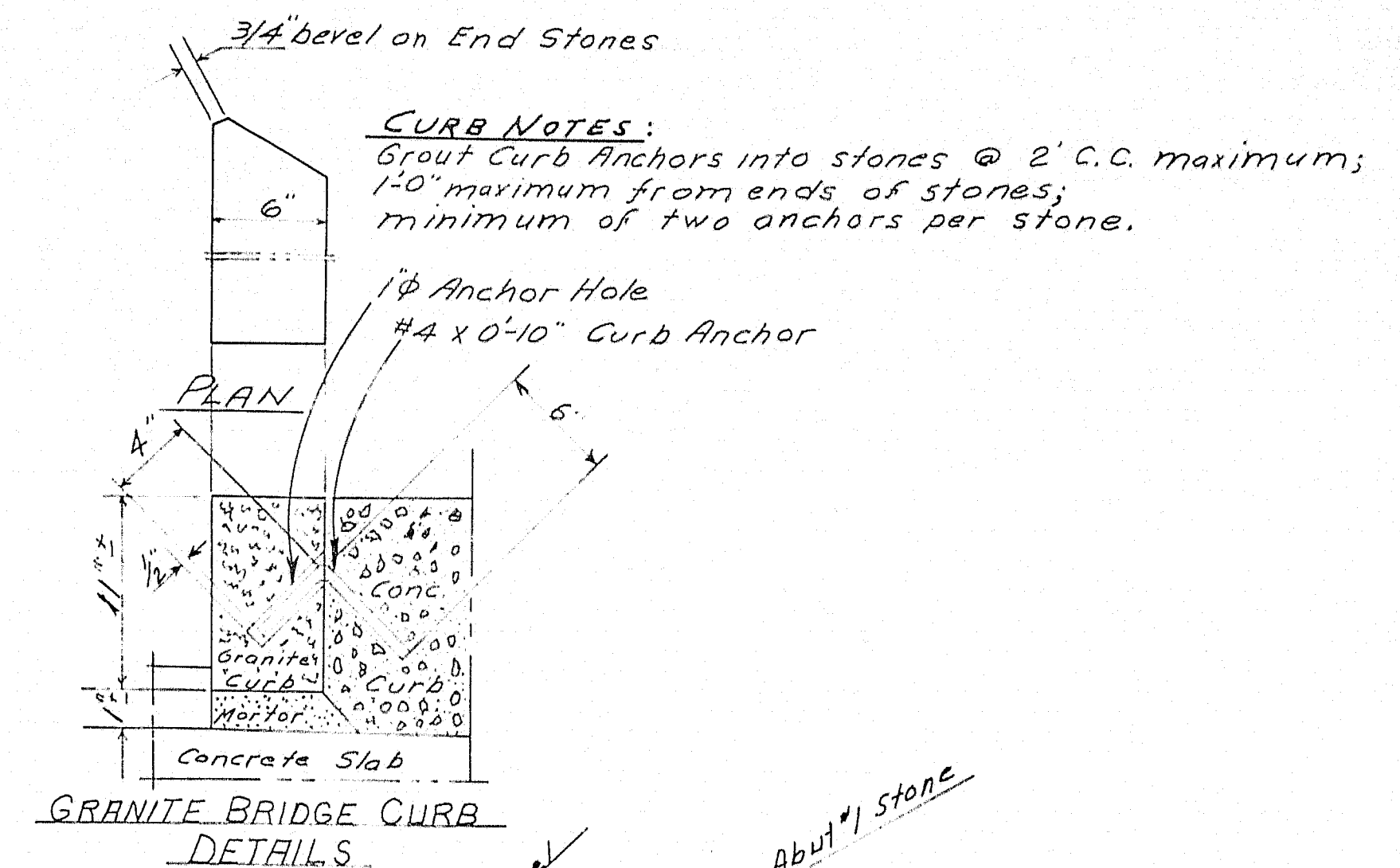
Mark	Size	Number	Length	Location
A1	#6	70	5'-6"	Footings
A2	#6	4	5'-0"	
A3	#6	4	4'-6"	
A4	#6	2	4'-0"	
A5	#6	4	3'-6"	
A6	#6	4	2'-9"	
A7	#6	12	22'-6"	Spliced
A8	#6	4	21'-9"	
A9	#6	4	20'-0"	
A10	#6	4	18'-6"	
A11	#5	82	3'-0"	Downels
A13	#5	22	8'-3"	Wings
A14	#5	8	7'-6"	
A15	#5	4	7'-0"	
A16	#5	54	5'-4"	Backwall
A17	#5	30	3'-6"	Bridge Seat
A18	#5	12	17'-8"	Bridge Seat, Spliced
A19	#4	48	15'-3"	Backwall, Spliced
A20	#4	24	8'-6"	U.S. Wing A #1, U.S. Wing A #2
A21	#4	24	6'-3"	U.S. Wing A #1, U.S. Wing A #2
A22	#4	4	4'-9"	U.S. Wing A #1, U.S. Wing A #2
A23	#4	4	5'-6"	U.S. Wing A #1, U.S. Wing A #2
A24	#6	24	1'-3"	Backwall Curbs A1 & A2

APPROACH SLAB

Mark	Size	Number	Length	Location
AS1	#6	204	14'-6"	T & B
AS2	#4	36	29'-6"	T & B

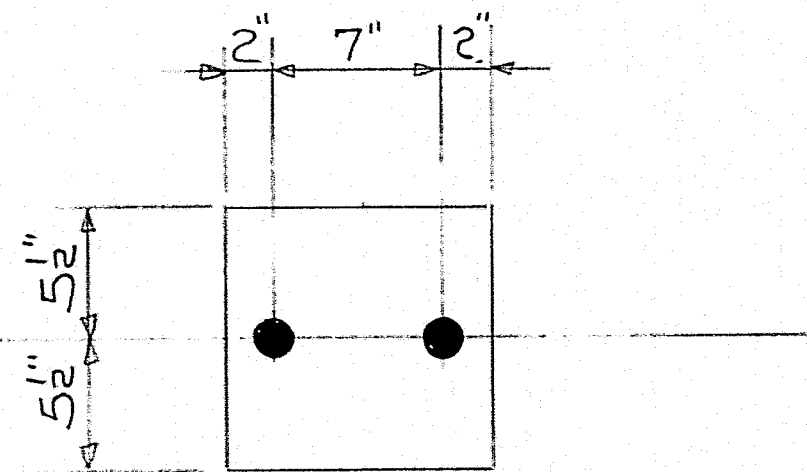
PIERS

Mark	Size	Number	Length	Location
P3	#6	88	13'-8"	Stirrups
P1	#9	28	34'-4"	Top & Bottom
P2	#6	12	34'-4"	Sides

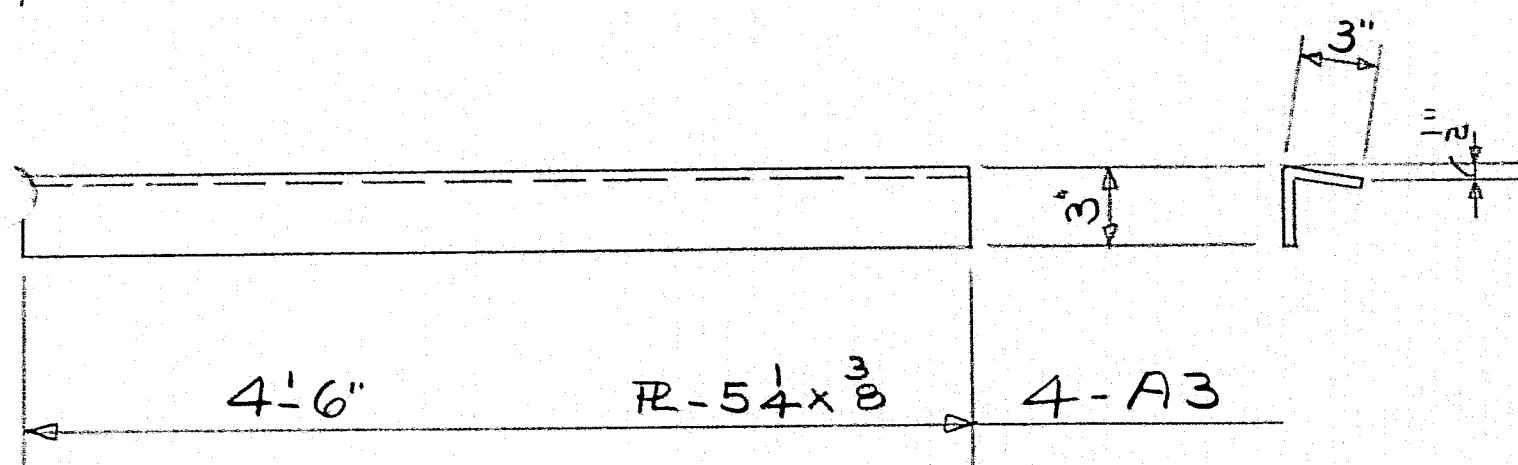
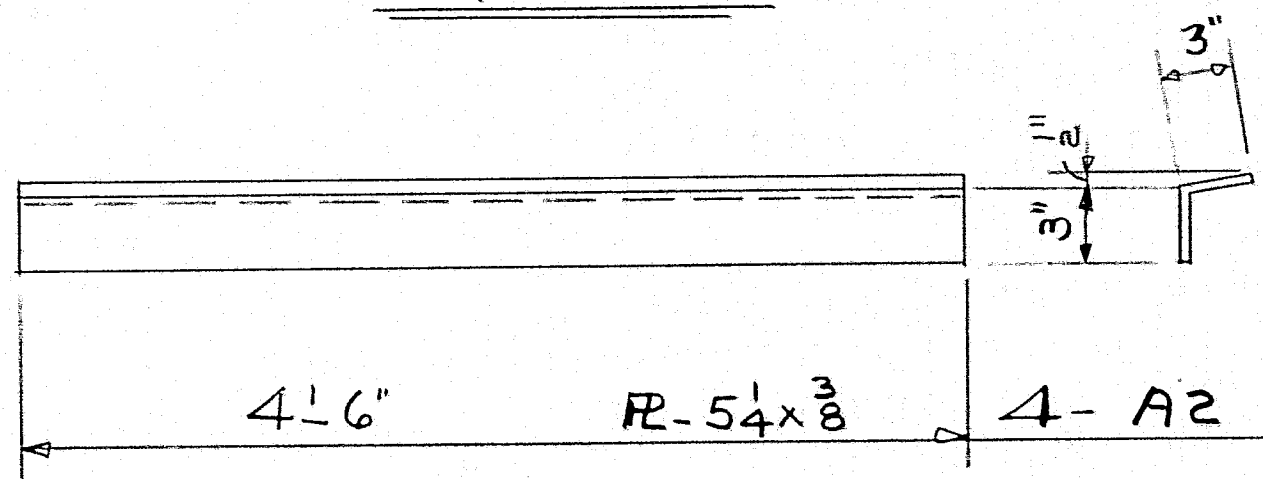


Note: Payment for Circular Granite Curb will be made at the contract unit price per linear foot for Granite Bridge Curb, Item 901-21.

SHIP		BILL OF MATERIAL				DWG. <u>B61-332A-S9</u>	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS	
PB	4		15L-33.9	33' 6"		No FAB	A7
A1	12		3x3x 3/4	4' 6"		No FAB	A7
A2	4		12-54x 3/8	4' 6"		BENT 12	A7
A3	4		D ϕ	4' 6"		D ϕ	A7
PC	24		12-11x 3/4	0' 11"			A7
STRUCT. STEEL IS ITEM 702-103							



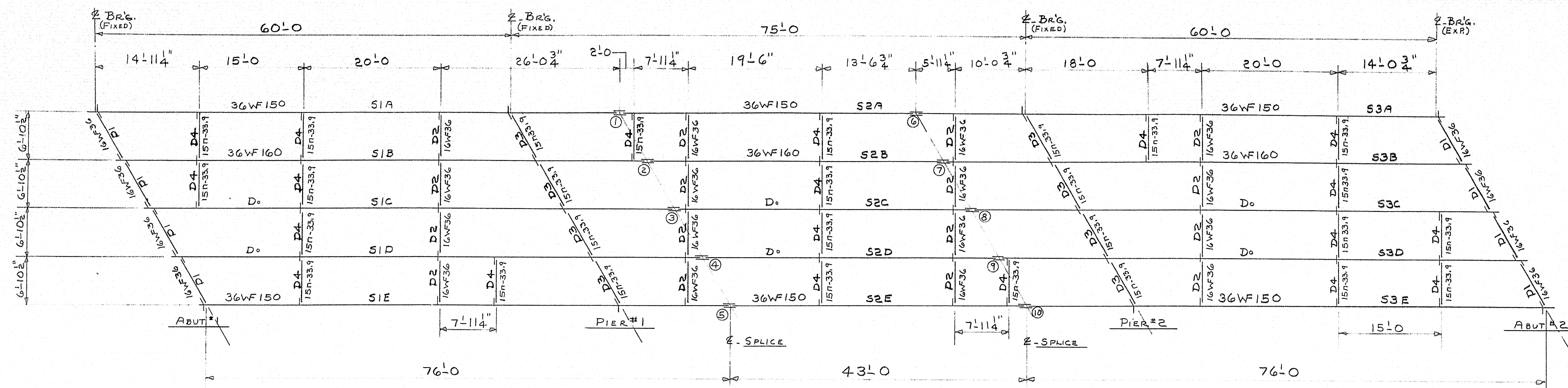
24 - PC



SHOP CONNECTIONS:
FIELD CONNECTIONS: WELD
HOLES: 1 1/2" ϕ
PAINT: NO PAINT

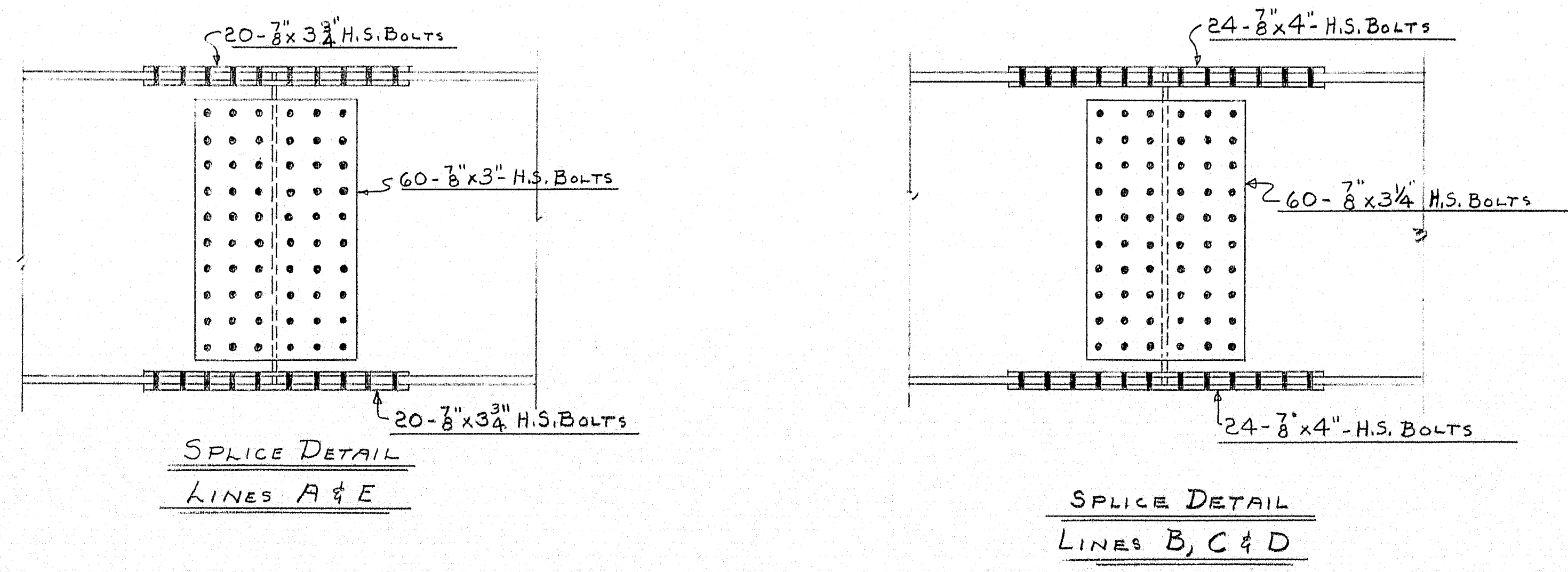
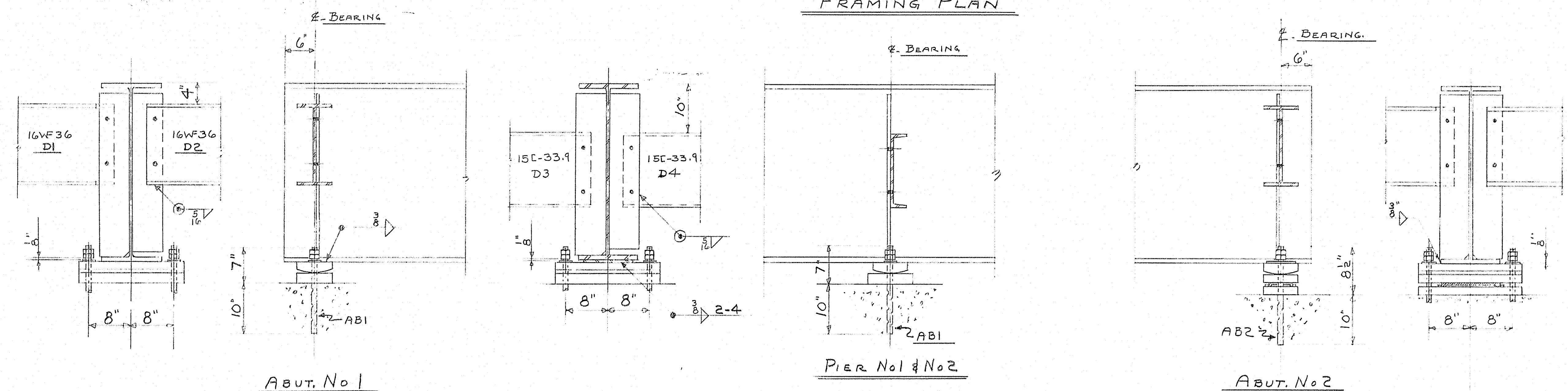
PIER CAP STEEL & PILE CAP PLATES			
PRINT ISSUE		<i>Blanchard & Martin Rolling Mills Company</i>	
		<i>Brewer, Maine</i>	
		CUPSUPTIC BRIDGE	
		LOWER CUPSUPTIC T4, R3 MAINE	
3	DIST.	11/16/61	
4	SHOP	10/23/61	
2	F/A	10/23/61	
DRAWN		10-16-61	D.C.
REVISION			
REVISION			
ORDER		VERBAL	DWG. B61-332A-S9

83-143A



FRAMING PLAN

NOTE:
EACH SPlice HAS BEEN ASSIGNED A NUMBER
USE NO AS PREFIX FOR MARKING PLATES

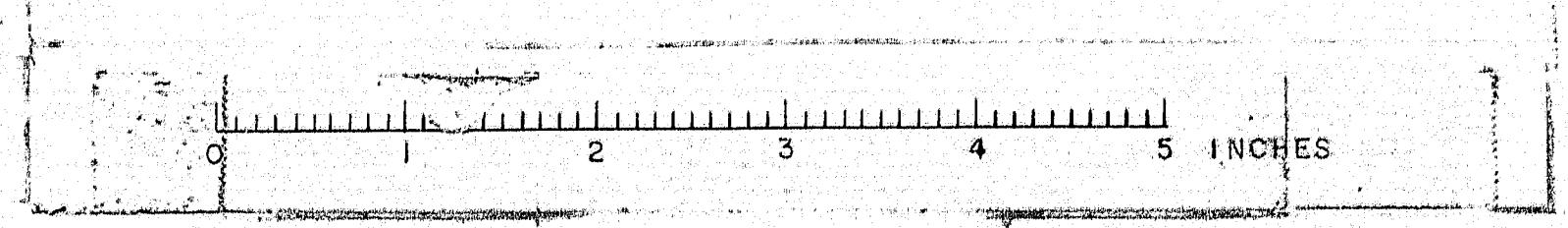


SHOP CONNECTIONS: WELD
FIELD CONNECTIONS: 3/8" H.S. BOLTS
HOLES: AS NOTED
PAINT: STATE OF MAINE SPEC'S.

APP'D AS NOTED 11/7/61

FRAMING PLAN			Bancroft & Martin Rolling Mills Company Brewer, Maine
PRINT ISSUE			
			CUPSUPTIC BRIDGE LOWER CUPSUPTIC T9, R3 - MAINE
4	SHOP	11/16/61	
3	DIST.	11/16/61	
2	F/A	10-23-61	
DRAWN	10-6-61	D.C.	CUSTOMER <u>GIANCHETTE BROS.</u>
REVISION			DESIGNER <u>STATE HIGHWAY COMM.</u>
REVISION			ORDER <u>VERBAL</u>
REVISION			DWG. <u>361-332A-E1</u>

83-143 B



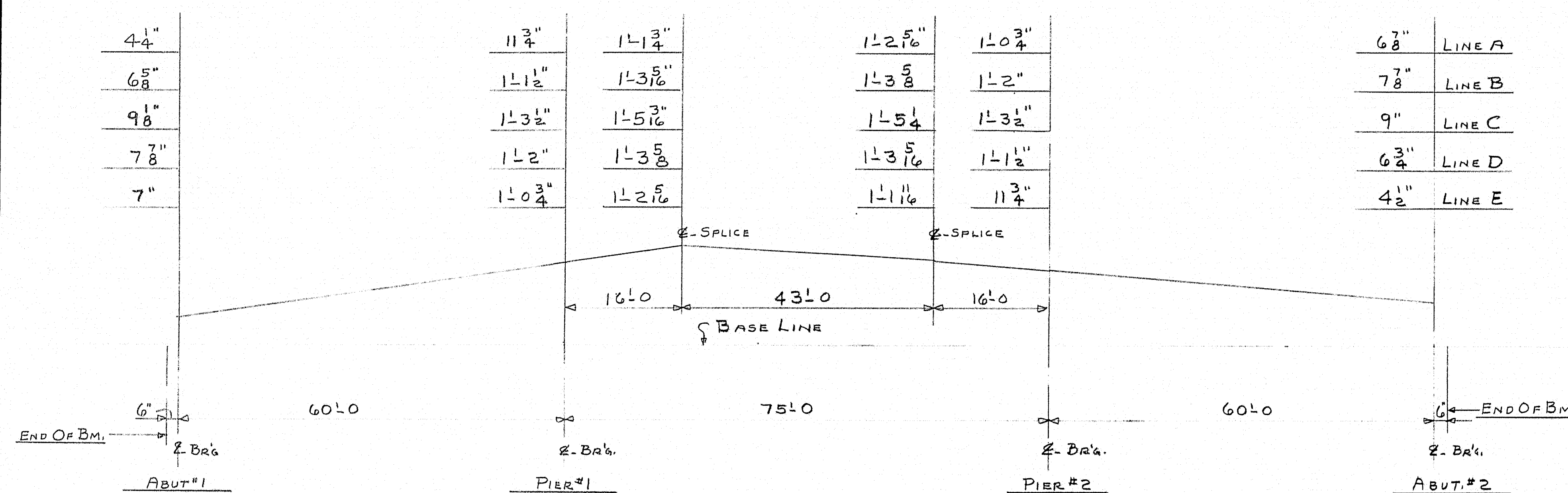
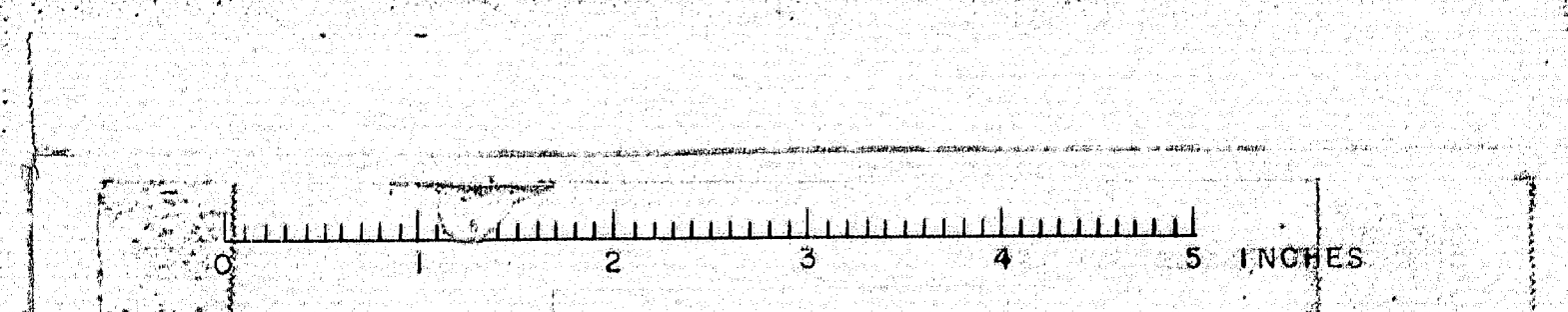


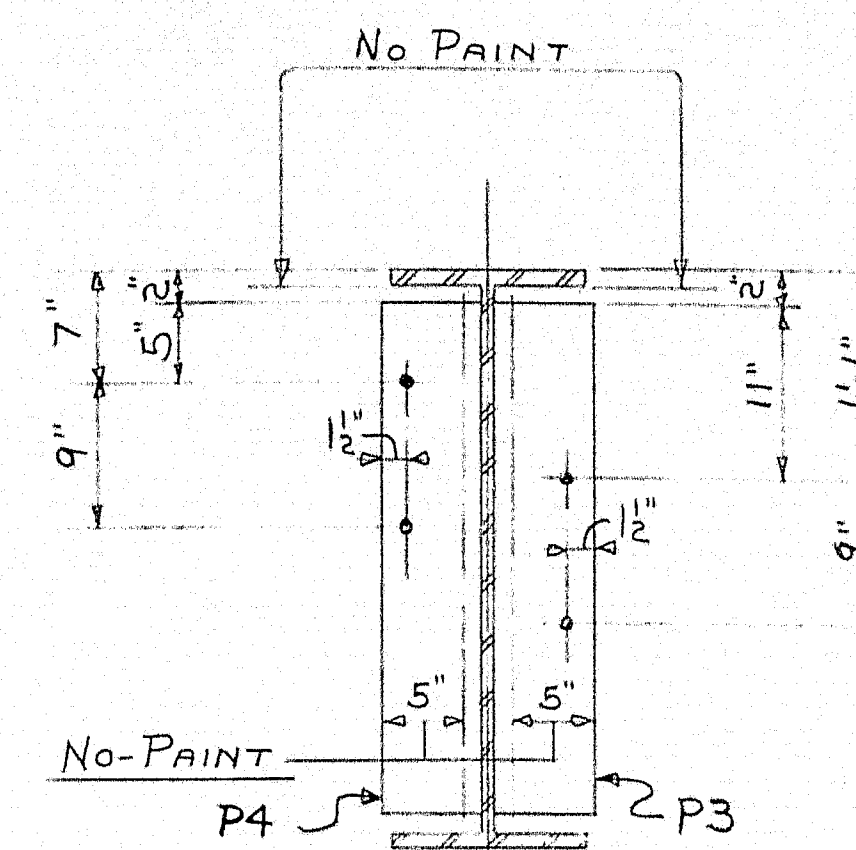
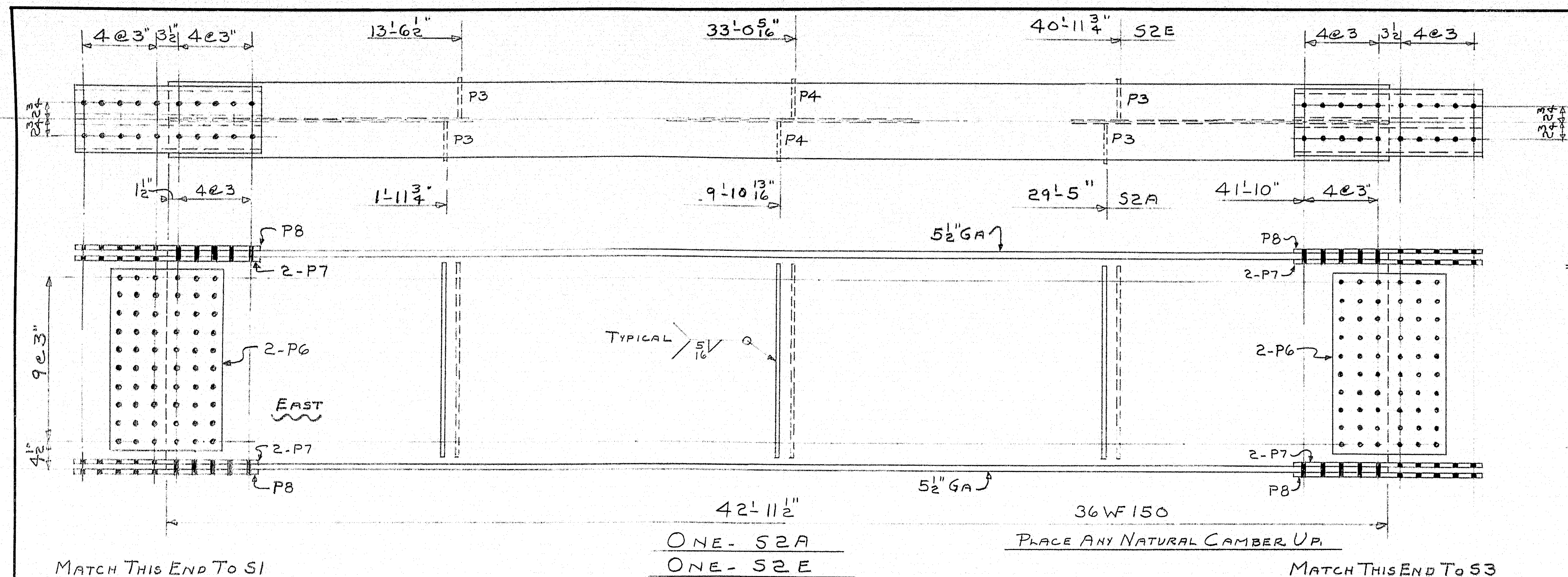
DIAGRAM OF STRINGER ELEVATIONS
DIM'S ARE FROM BASE LINE TO BOT. FLANGES

SHOP CONNECTIONS:
FIELD CONNECTIONS:
HOLES:
PAINT:

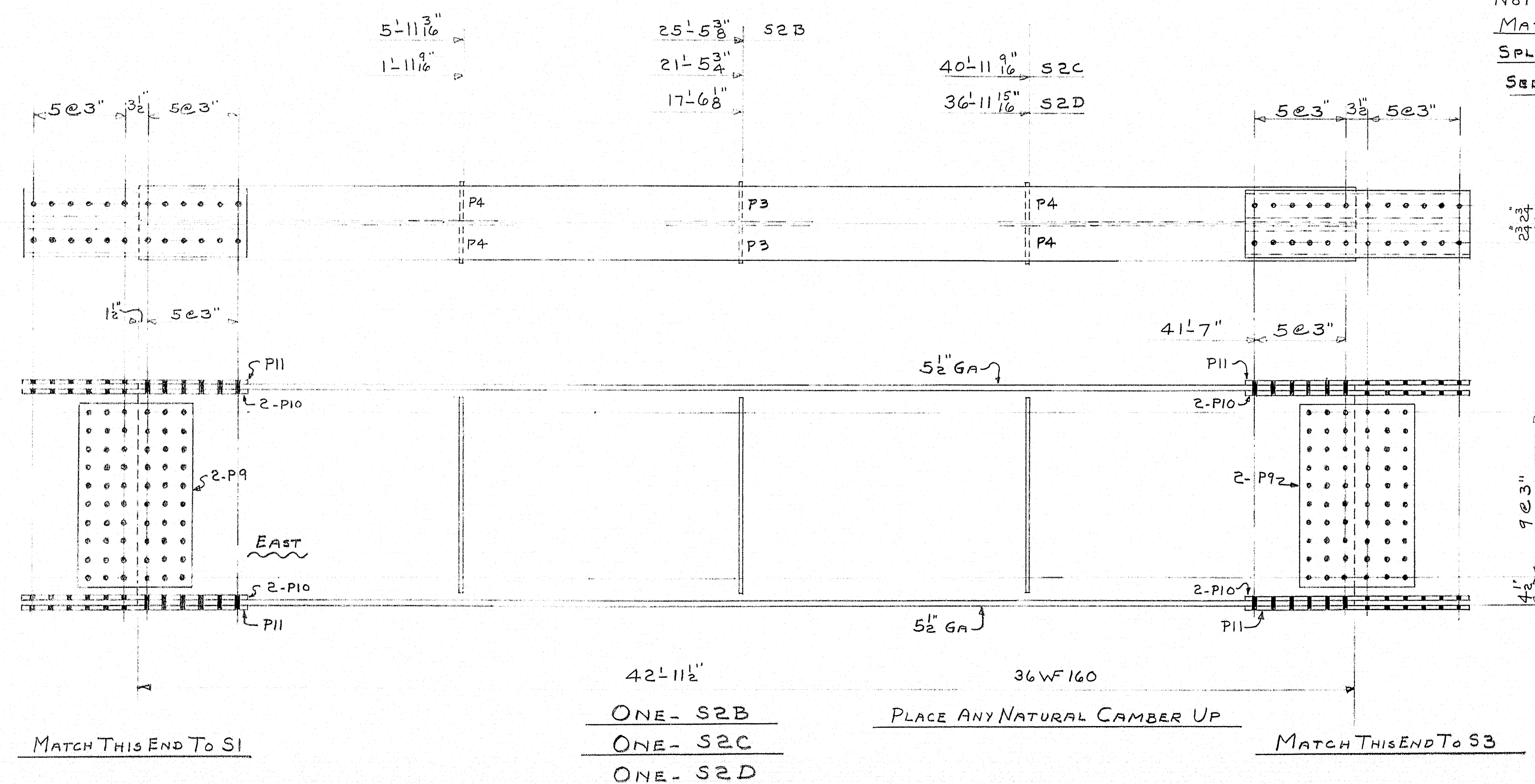
DIAGRAM OF STRINGER ELEVATIONS			
PRINT ISSUE		Bancroft & Martin Rolling Mills Company	
		Brewer, Maine	
		CUPSUP TIC BRIDGE	
		LOWER CUPSUP TIC MAINE	
2	SHOP	12-22-61	
DRAWN	12-22-61	D.C.	
REVISION			
REVISION			
REVISION			
ORDER VERBAL		DWG. B61-332A-E2	

83-143 C





NOTE:
MATCHMARK SPlice PLATES Using
SPlice No A3 PREFIX
SEE B61-332A-E1-FOR SPlice No's.

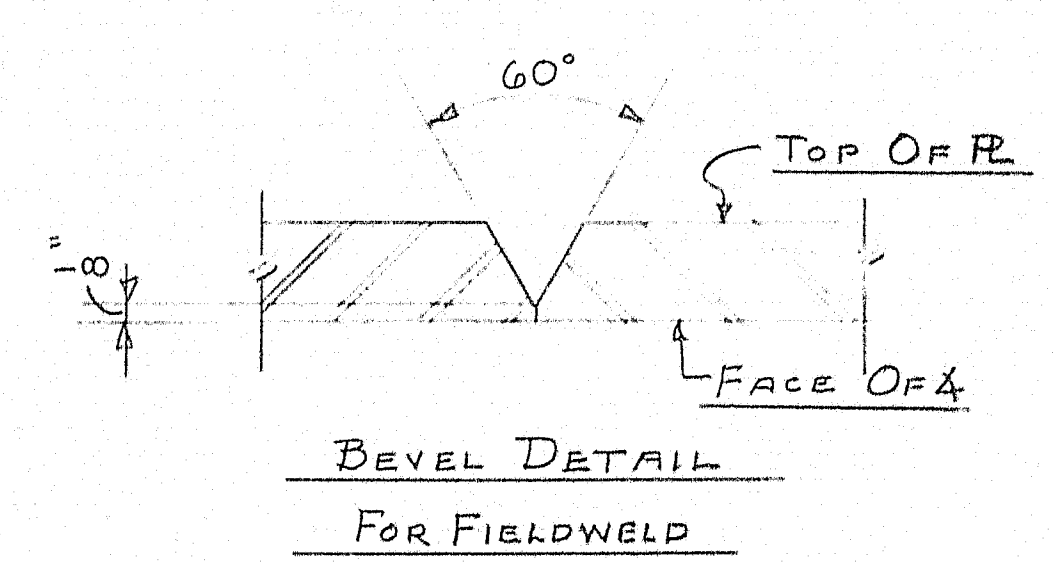
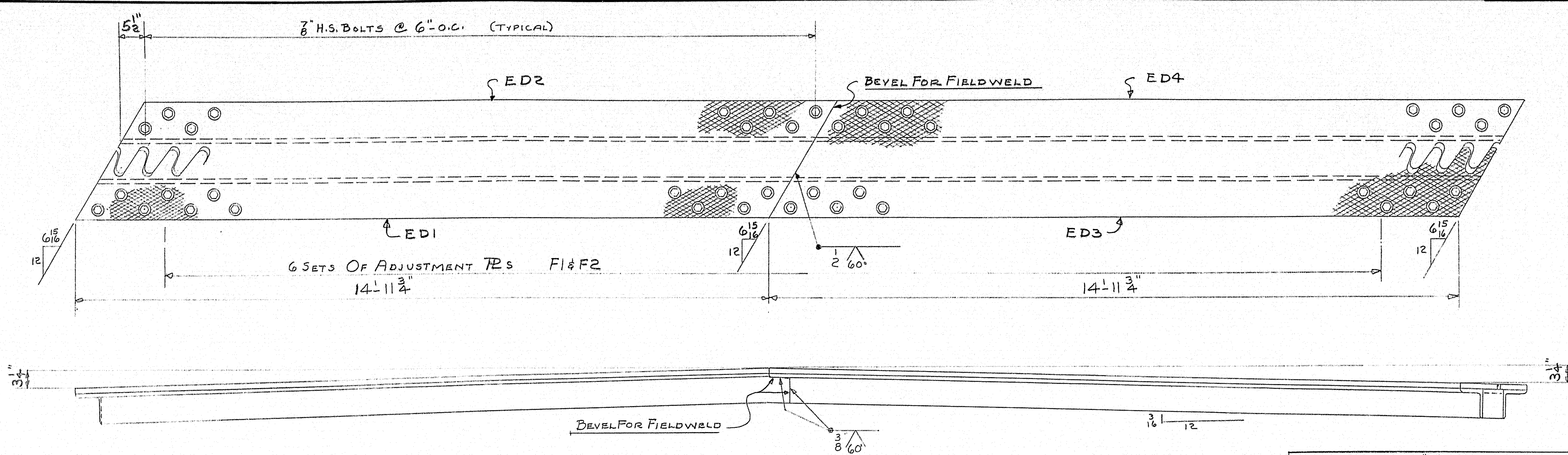
[illegible]

SHOP CONNECTIONS: WELD
FIELD CONNECTIONS: 7/8" H.S. BOLTS
HOLES: 15/16" ϕ
PAINT: STATE OF MAINE SPEC'S.

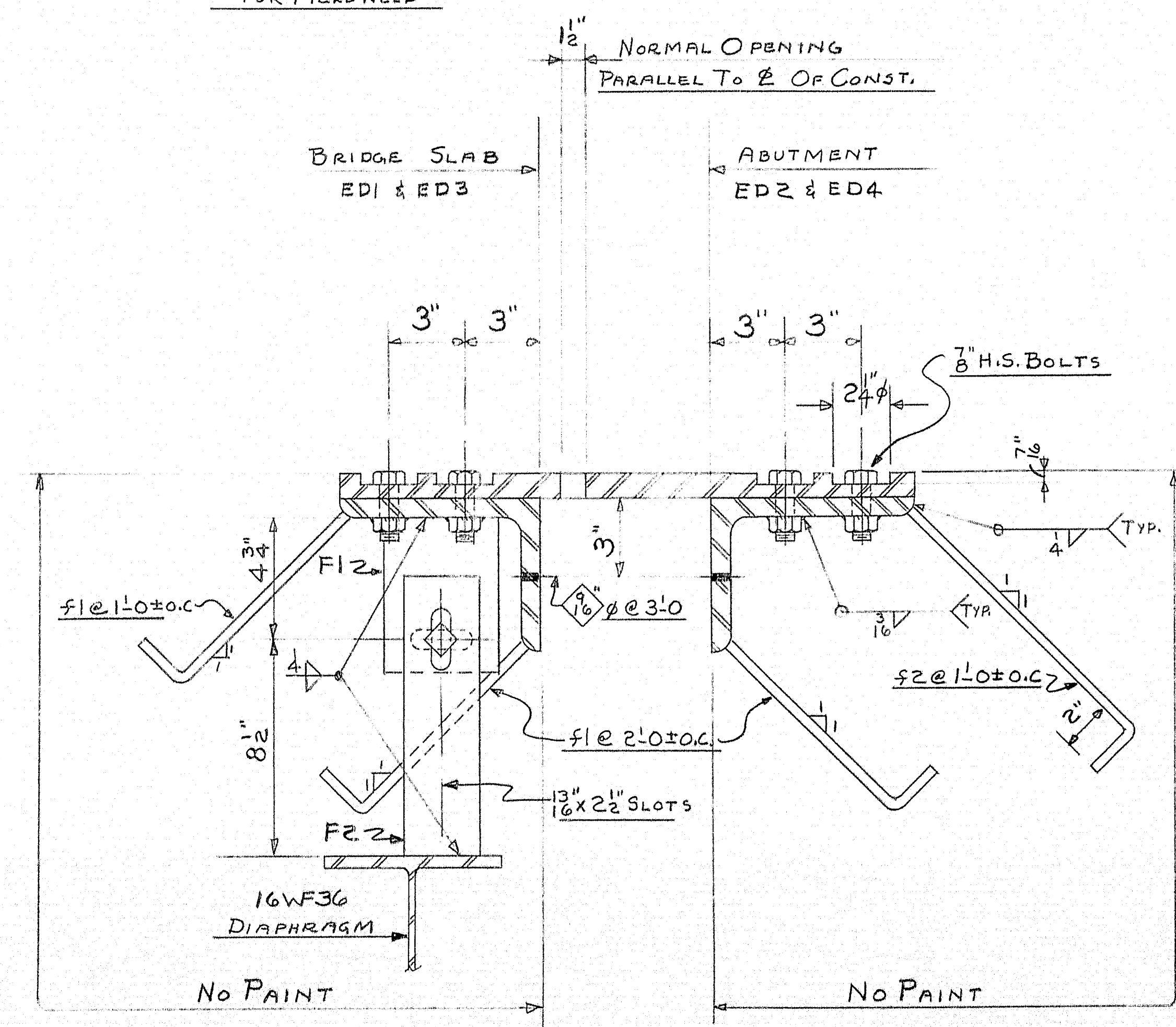
APP'D AS NOTED 11/7/61

PRINT ISSUE		SPAN No 2	
3	CUST.	11/16/61	<i>Bancroft & Martin Pottery Mills Company</i> <i>Brewer, Maine</i>
4	SHOP	11/16/61	
2	F/A	10/23/61	
DRAWN	10-9-61	D.L.	CUPSUCTP BRIDGE
REVISION			LOWER CUPSUCTP T4, R3 - MAINE
REVISION			CUSTOMER CIANCHETTE BRO'S.
REVISION			DESIGNER STATE HIGHWAY COMM.
			ORDER VERBAL
			DWG B61-332A-53

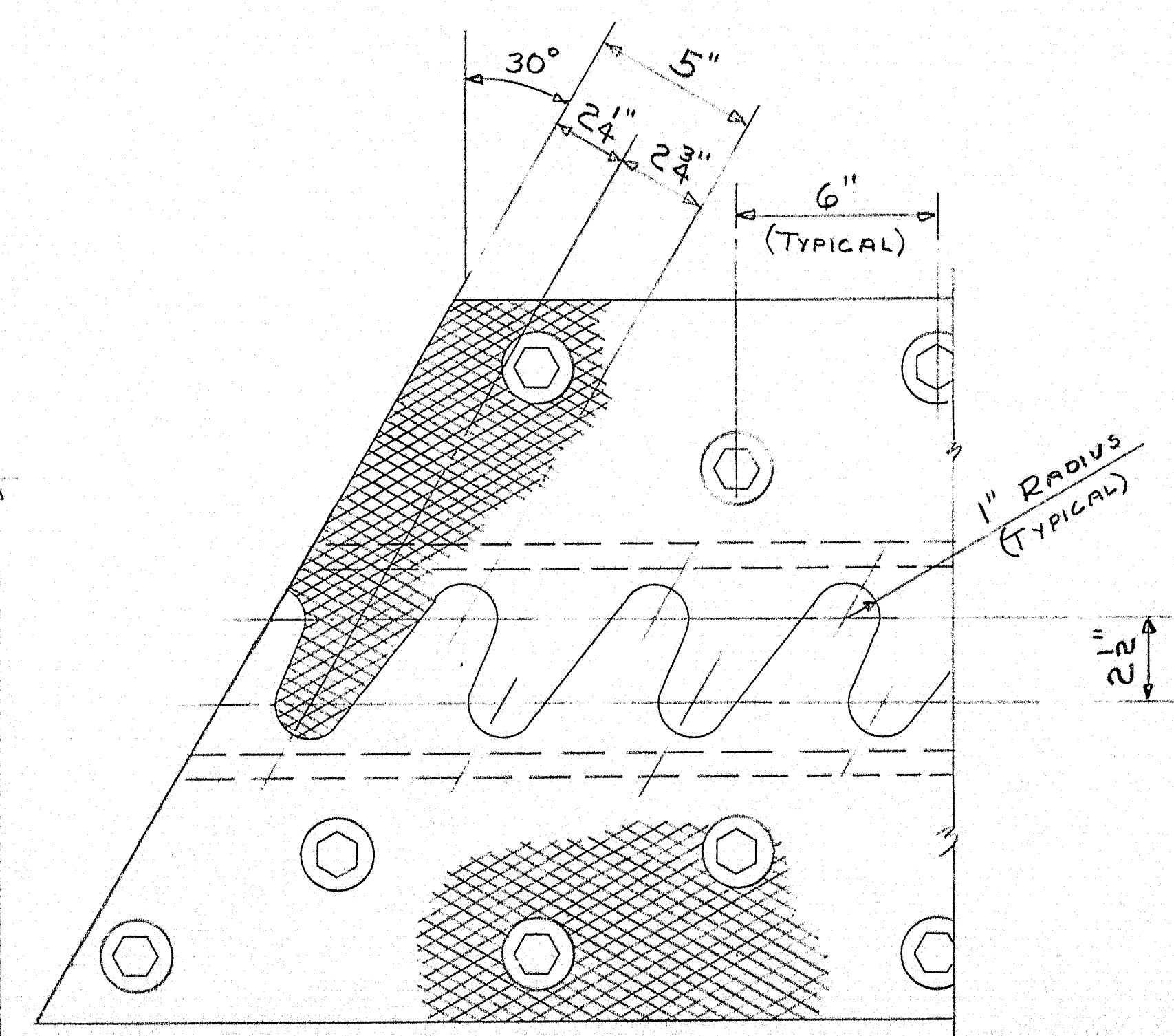
83-143A



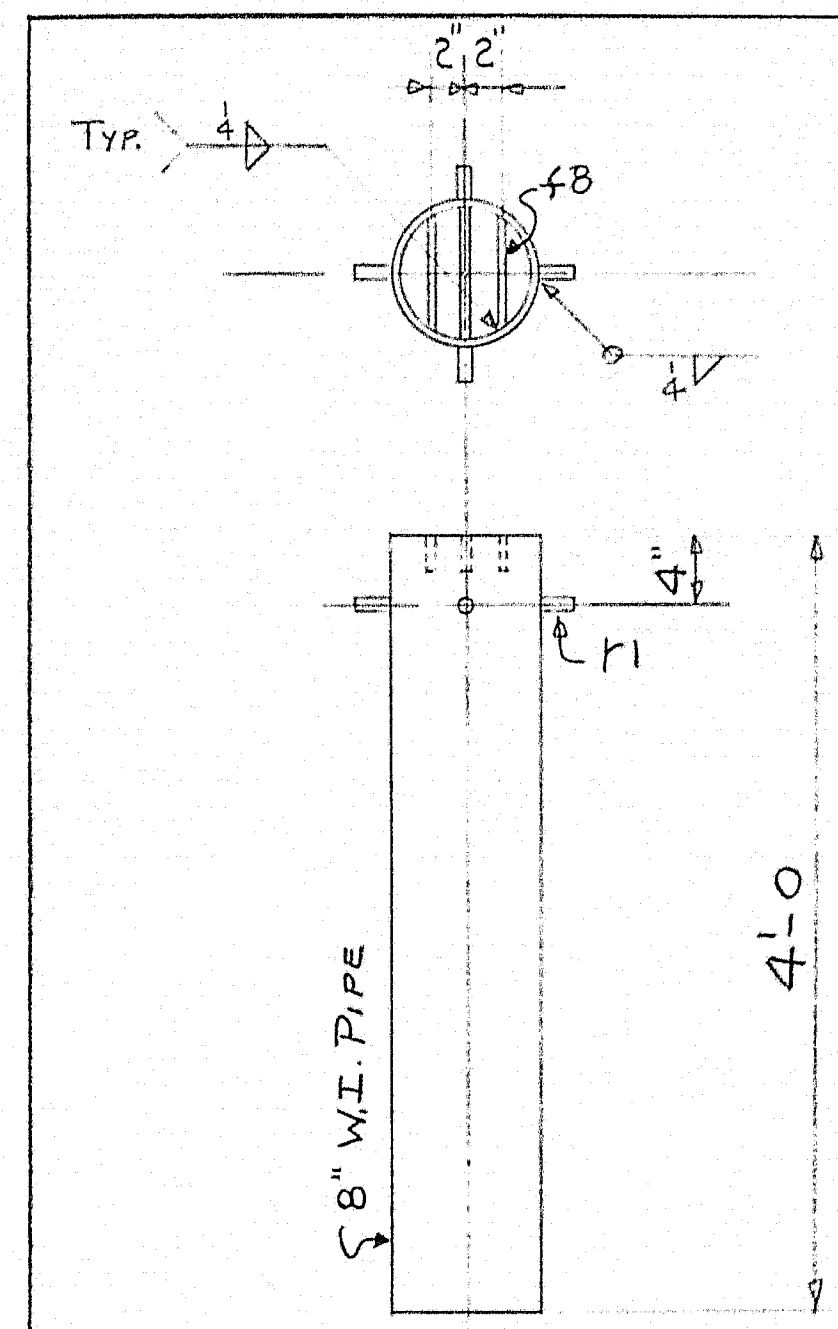
ONE-EXPANSION DAM REQ'D
@ ABUTMENT No 2



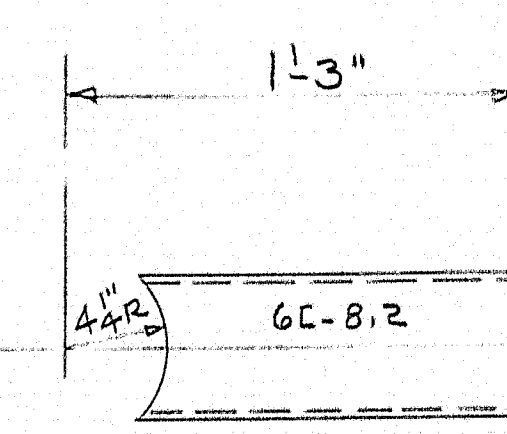
SECTION THRU EXPANSION DAM



PART PLAN



18-DPI



18-DP2

SHIP		BILL OF MATERIAL				DWG. B61-332A-57	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	DEDUCT	REMARKS
ED1	1		8x6x3/4	15 4 3/8		12*	A7
ED2	1		D.	15 4 3/8		12*	
ED3	1		D.	15 4 3/8		12*	
ED4	1		D.	15 4 3/8		12*	
	1		R-21 1/2 x 1	31 0		111*	CHK'D PLATE
	62	f1	BAR 1 1/2 x 3/8	0 11			
	30	f2	D.	1 2			
F1	6		R-4 1/2 x 3/8	0 6		1 1/2*	
F2	6		R-3 x 3/8	0 11		1 1/2*	
	6	SHOP	3/4" M.BOLT	0 1 1/2			
	120	D.	8-H.S. BOLTS	0 24			A325
	1		4" WELD	23 0		@ .106* PER. FT.	
DPI	18		8" W.I. PIPE	4 0			A72
	54	f8	BAR 2 x 3/8	0 8		FIT	A7
	72	r1	3/4" Ø ROD	0 2			A7
DP2	18		6C-8.2	1 0			A7

STRUCT STEEL IS ITEM 702-103

SHOP CONNECTIONS: WELD
FIELD CONNECTIONS: D.
HOLES: 1/8" Ø UNLESS NOTED
PAINT: STATE OF MAINE SPEC'S.

APP'D AS NOTED 11/7/61

EXPANSION DAM & DRAINS			
PRINT ISSUE		Bancroft & Martin Rolling Mills Company	
		Brewer, Maine	
		CUPSUPTIC BRIDGE	
		LOWER CUPSUPTIC T4, R3- MAINE	
		CUSTOMER CINCINNATI BR'S.	
		DESIGNER STATE HIGHWAY COMMISSION	
		ORDER VERBAL	
		DWG. B61-332A-57	

83-143 J

