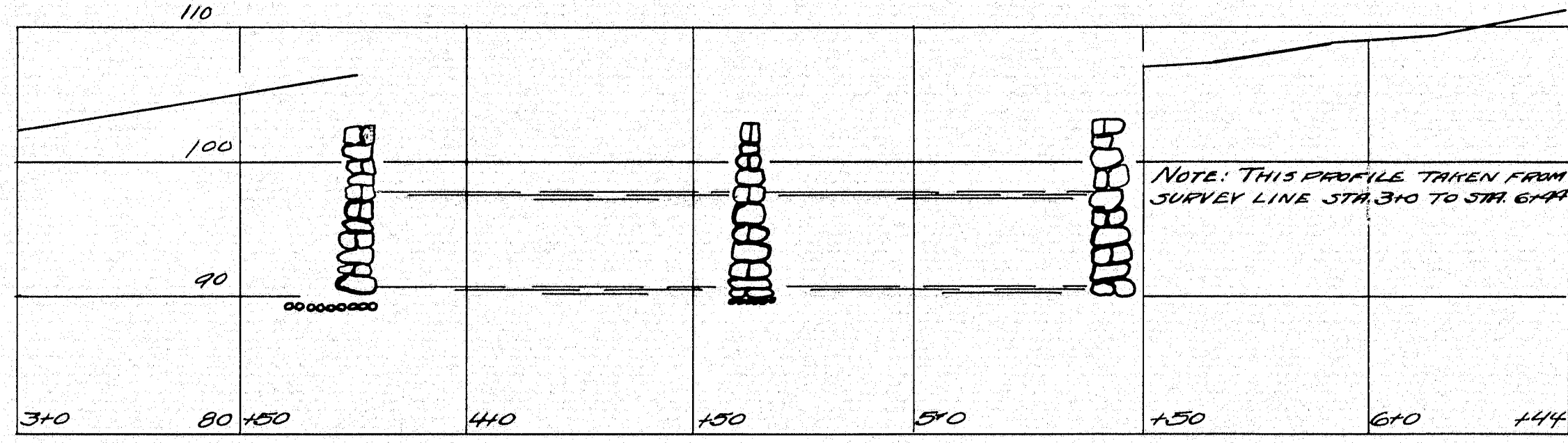
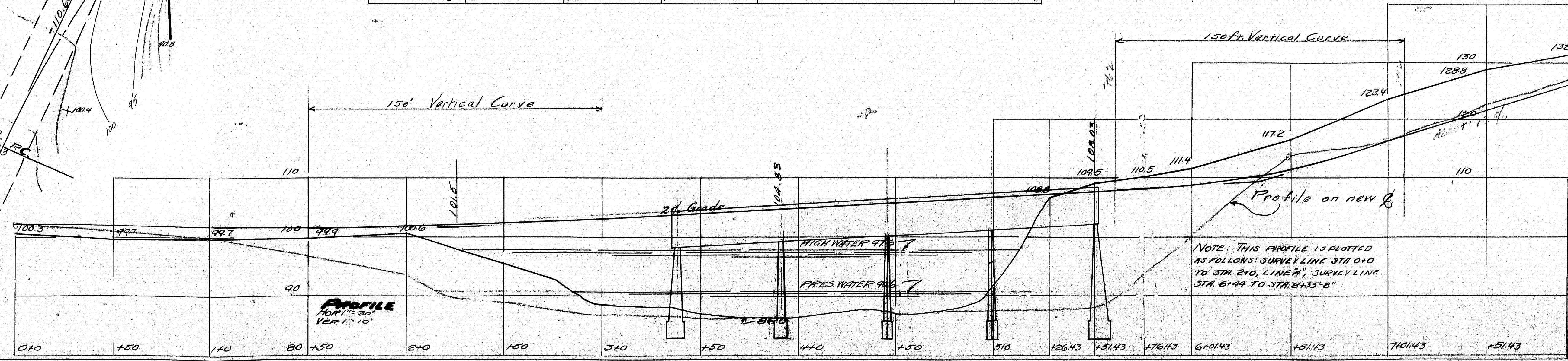
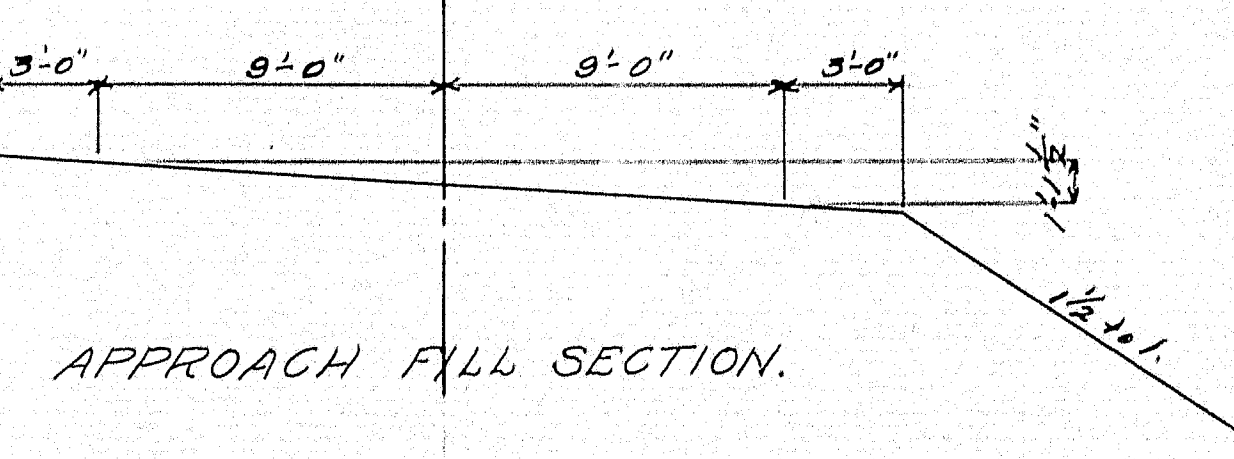


$I = 34^{\circ}52'$
 $D = 10^{\circ}00'$
 $T = 524.77$
 $L = 849'$

PLAN
1"=30'

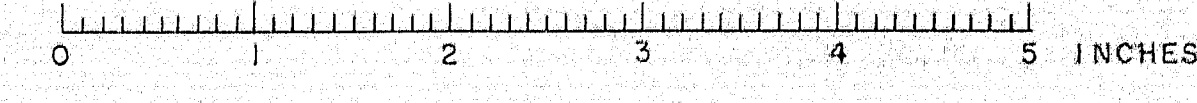


NOTES:
 FOUNDATION CONDITIONS DUBIOUS. STREAM
 BED CONSISTS OF GRAVEL. PENETRATION TESTS
 SHOW THERE IS APPARENTLY SAND BENEATH
 THE SURFACE GRAVEL BUT IT WAS IMPASSIBLE
 TO PENETRATE MORE THAN 1 1/2'. ABUTMENT #1
 AND PIER ARE ON LOG GRILLAGE FOUNDATION.

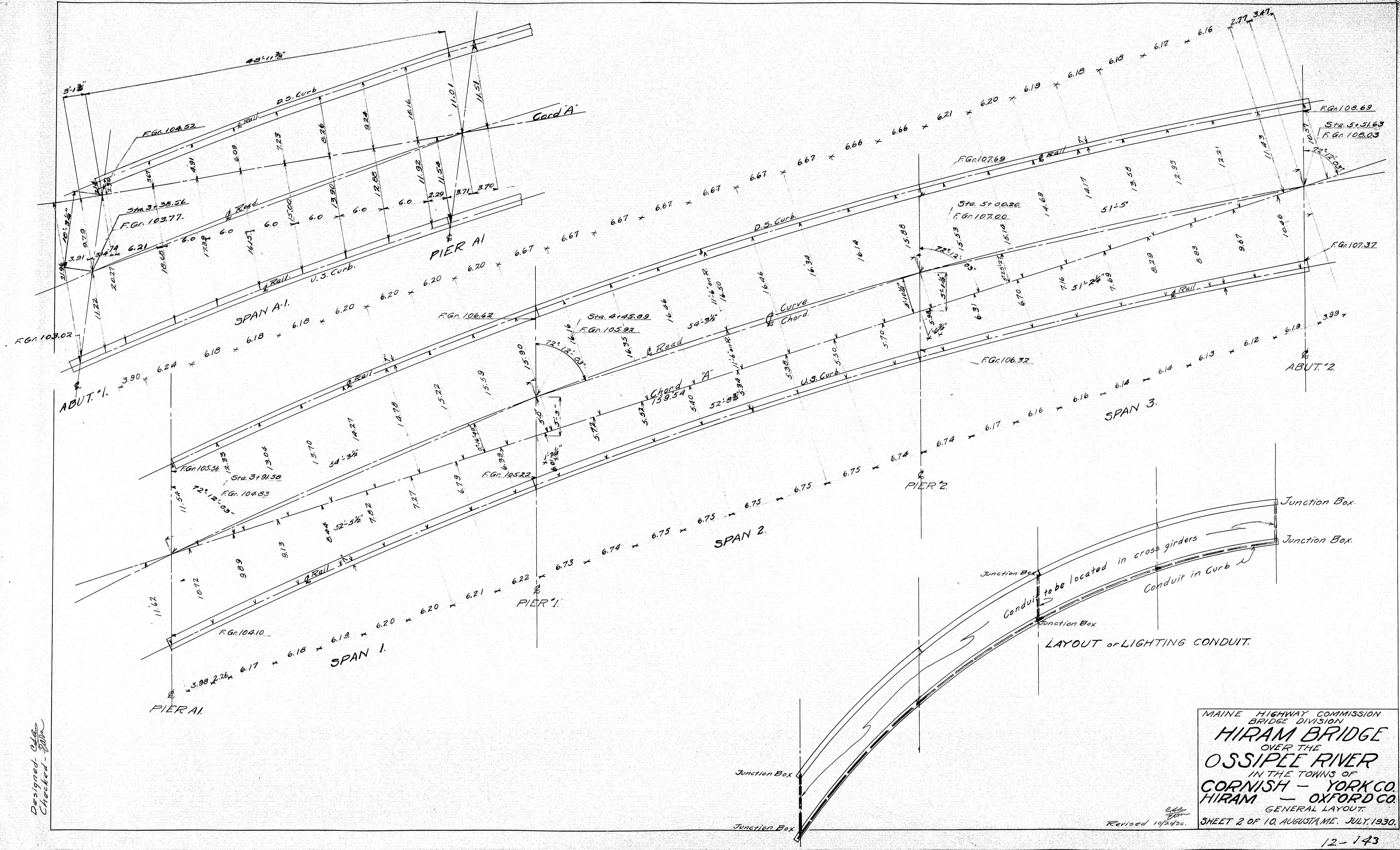


NOTE: THIS PROFILE IS PLOTTED
 AS FOLLOWS: SURVEY LINE STA. 0+0
 TO STA. 2+0, LINE 'A'; SURVEY LINE
 STA. 6+44 TO STA. 8+33'-8"

MAINE HIGHWAY COMMISSION
 BRIDGE DIVISION
HIRAM BRIDGE
 OVER THE
OSSIPEE RIVER
 IN THE TOWNS OF
CORNISH - YORK CO.
HIRAM - OXFORD CO.
 SURVEY PLAN
 SHEET 1 OF 10, AUGUSTA, ME. DEC. 8, 1928



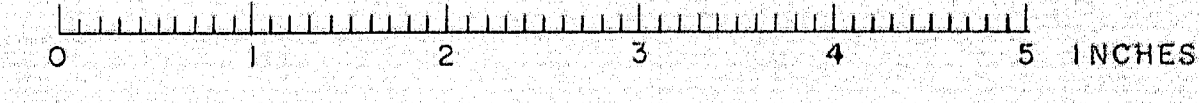
HIRAM BRIDGE SURVEY PLAN
 DRAWN BY WALTER

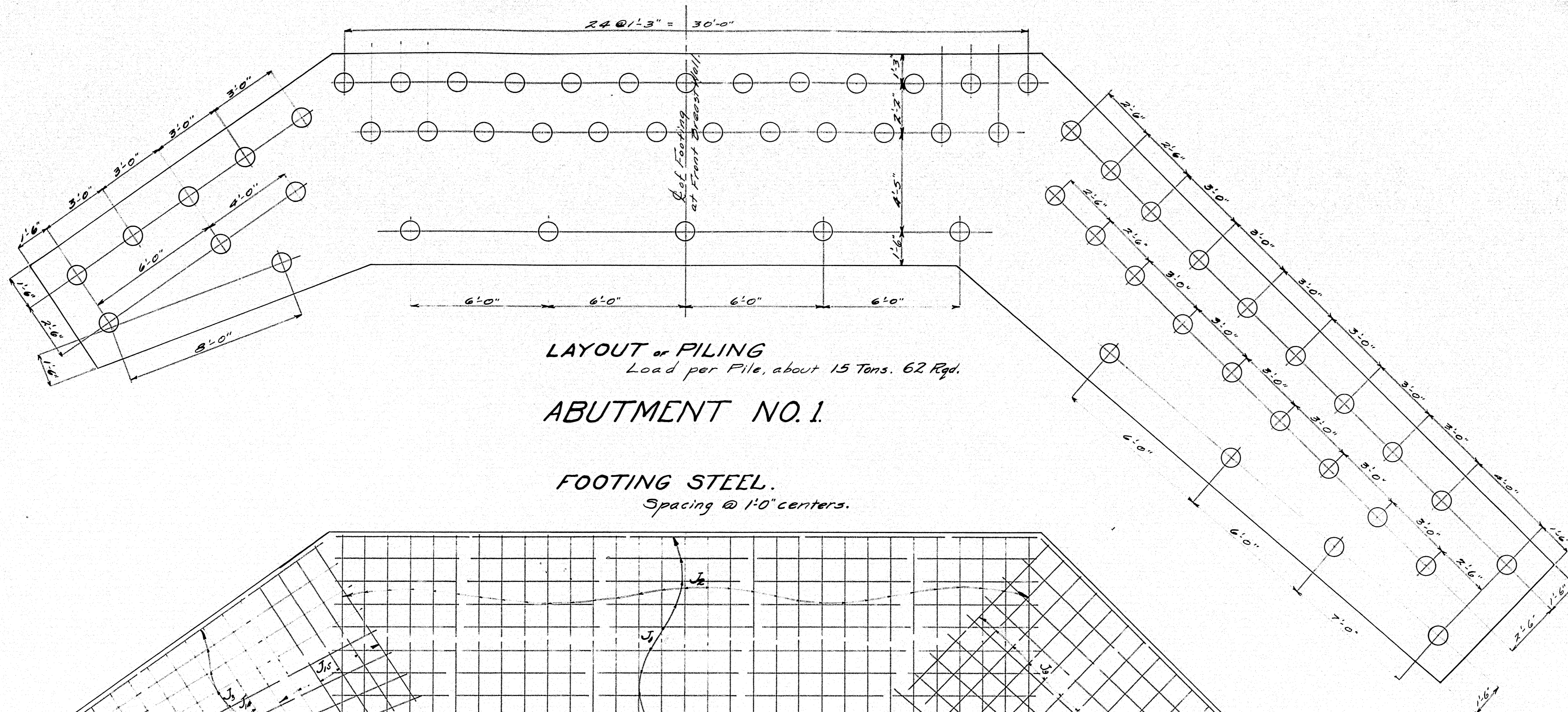


Designed - C.C.C.
Checked - J.M.M.

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
HIRAM BRIDGE
OVER THE
OSSIPEE RIVER
IN THE TOWNS OF
CORNISH - YORK CO.
HIRAM - OXFORD CO.
GENERAL LAYOUT.
SHEET 2 OF 10, AUGUSTA, ME. JULY, 1930.

Revised 10/24/30.

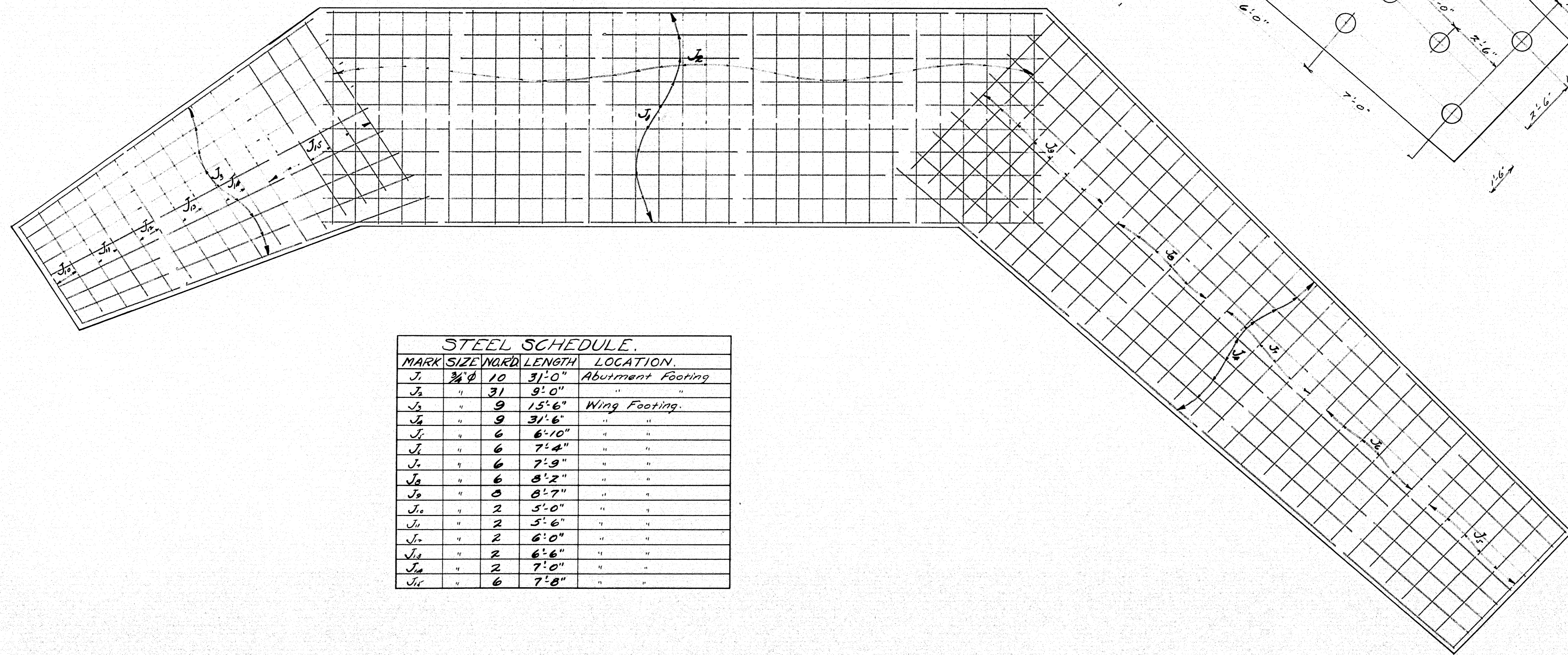




LAYOUT OF PILING
Load per Pile, about 15 Tons. 62 Rgd.

ABUTMENT NO. 1.

FOOTING STEEL.
Spacing @ 1'-0" centers.

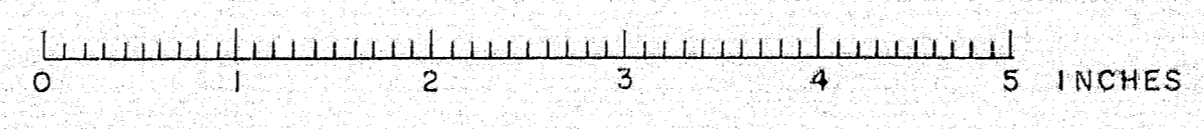


STEEL SCHEDULE.

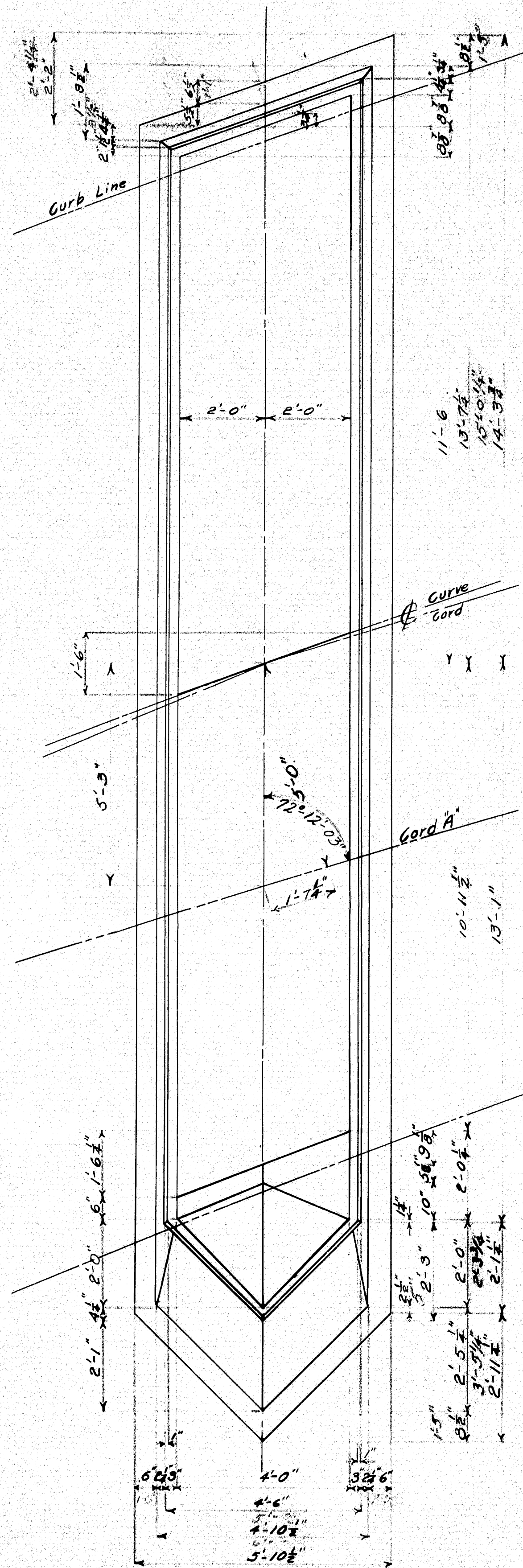
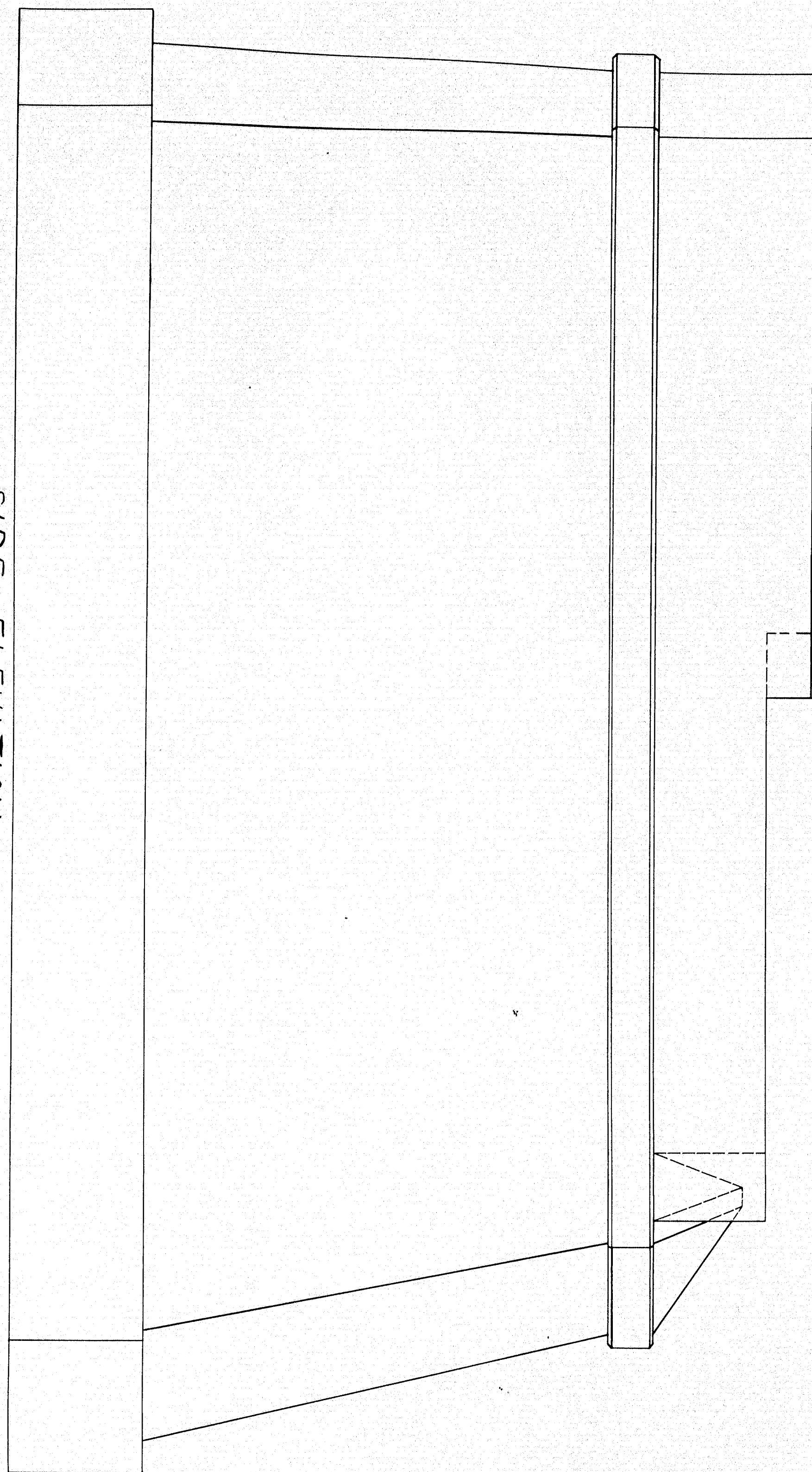
MARK	SIZE	NO.	LENGTH	LOCATION.
J ₁	3/4" φ	10	31'-0"	Abutment Footing
J ₂	"	31	9'-0"	"
J ₃	"	9	15'-6"	Wing Footing
J ₄	"	9	31'-6"	"
J ₅	"	6	6'-10"	"
J ₆	"	6	7'-4"	"
J ₇	"	6	7'-9"	"
J ₈	"	6	8'-2"	"
J ₉	"	8	8'-7"	"
J ₁₀	"	2	5'-0"	"
J ₁₁	"	2	5'-6"	"
J ₁₂	"	2	6'-0"	"
J ₁₃	"	2	6'-6"	"
J ₁₄	"	2	7'-0"	"
J ₁₅	"	6	7'-8"	"

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
HIRAM BRIDGE
OVER THE
OSSIPEE RIVER
IN THE TOWNS OF
CORNISH — YORK CO.
HIRAM — OXFORD CO.
ABUT. #1, PILING & FOOTING STEEL.
SHEET 3A OF 10 AUGUSTA, ME. OCT, 1930.

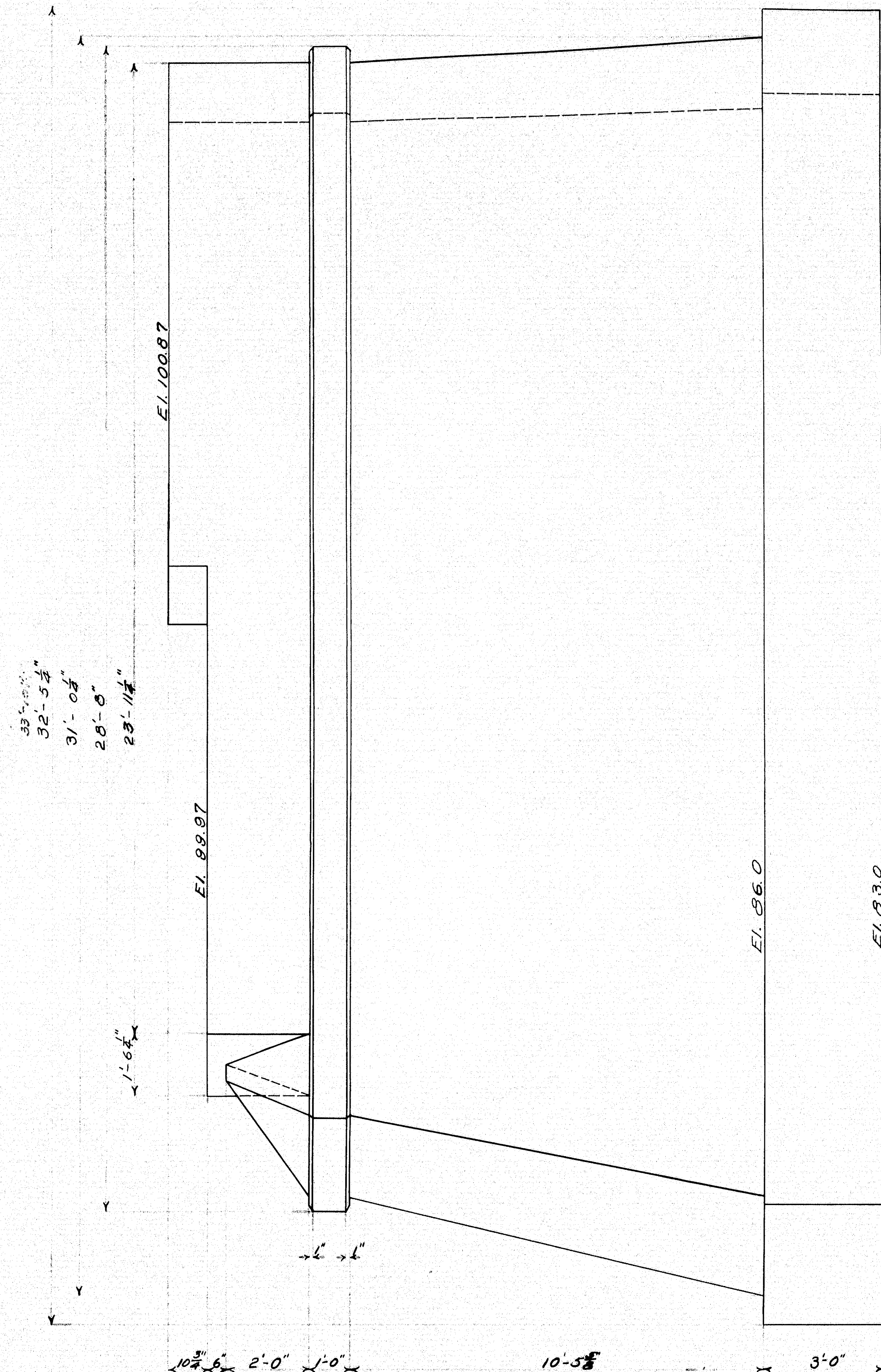
Design, O'Neil
Checked, B.M.



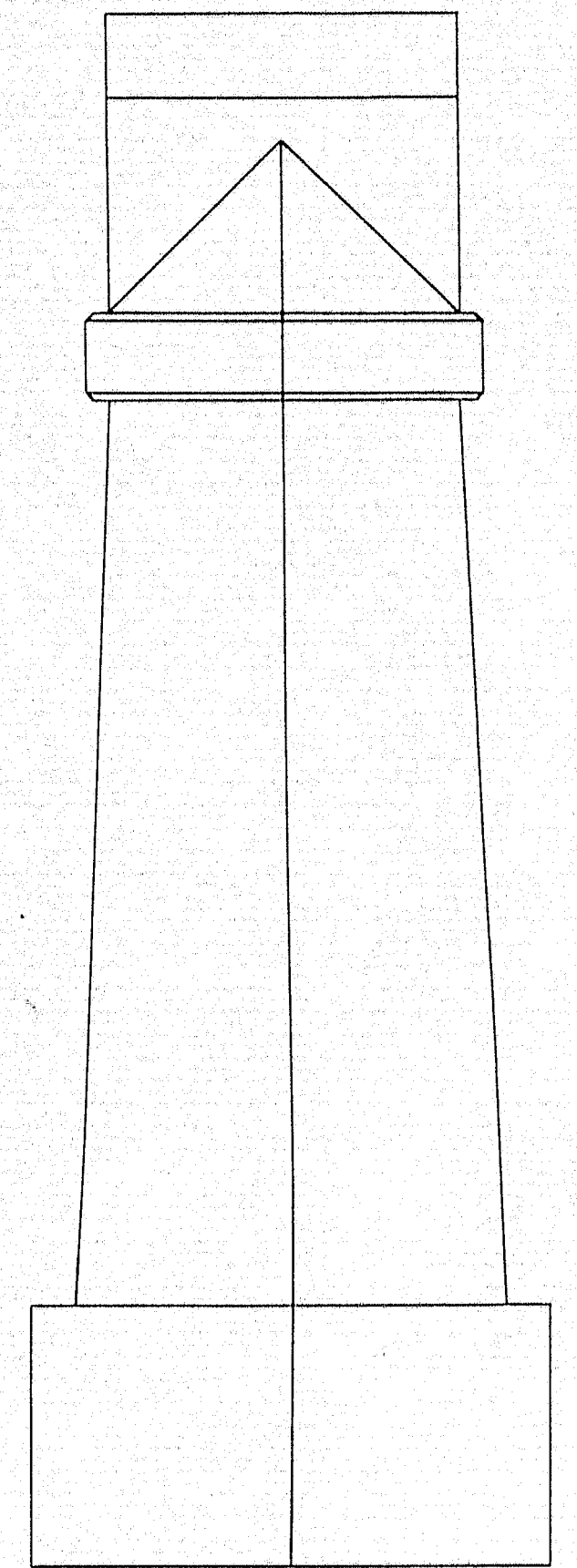
SIDE ELEVATION



PLAN PIER #1



SIDE ELEVATION



FRONT ELEVATION

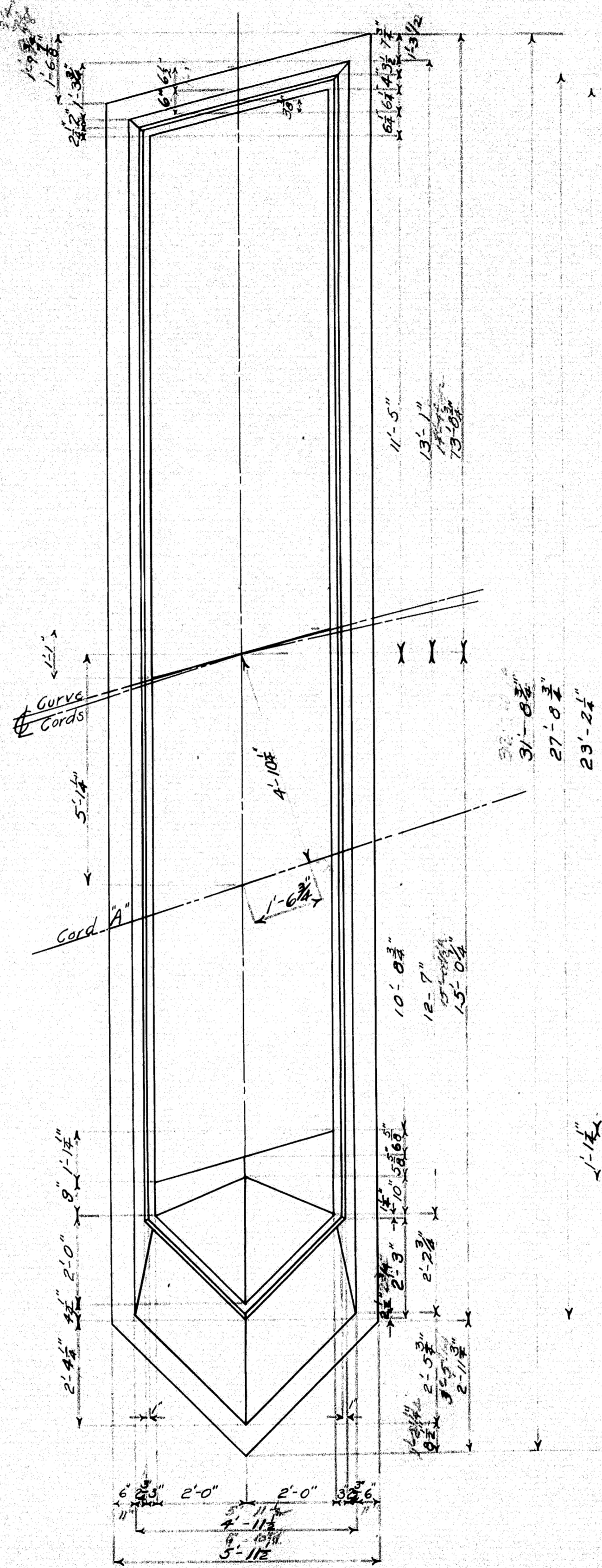
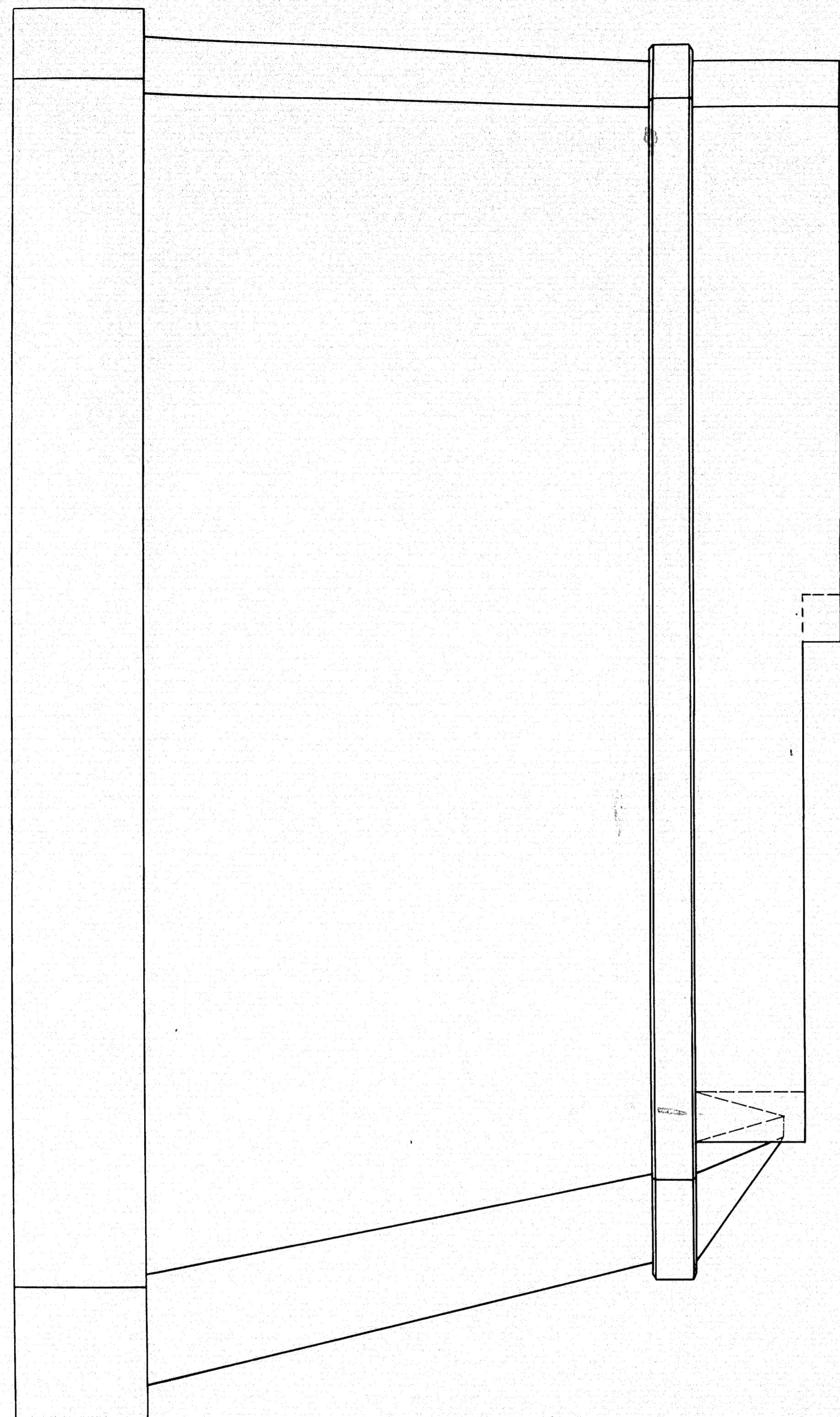
Designed by Allen
Traced by Barber
Checked by [Signature]

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
HIRAM BRIDGE
OVER THE
OSSIPEE RIVER
IN THE TOWNS OF
CORNISH - YORK CO.
HIRAM - OXFORD CO.
PIER #1
SHEET 5 OF 10, AUGUSTA, ME. JUNE, 1930.

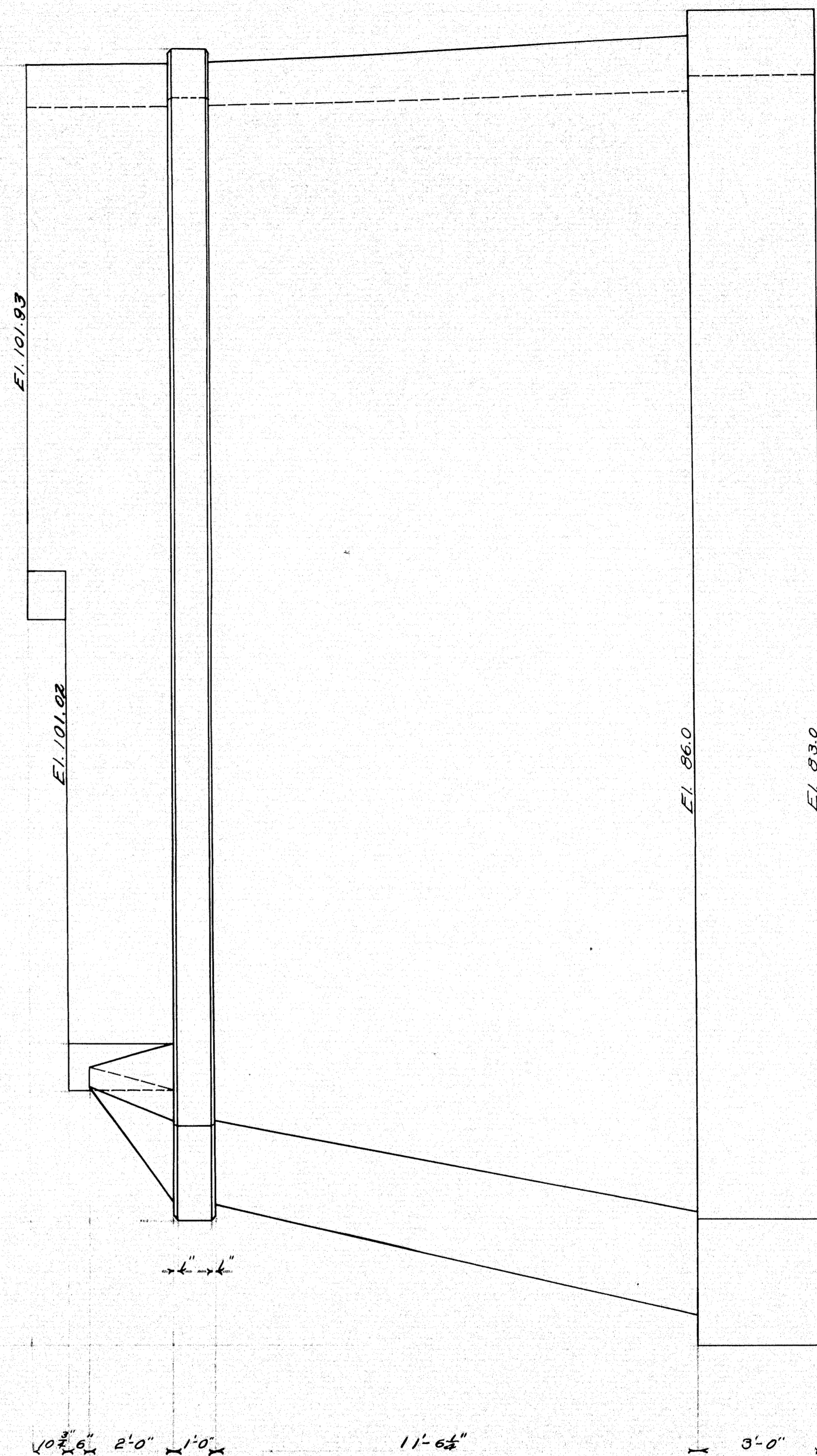
Revised 10/24/30

12-148

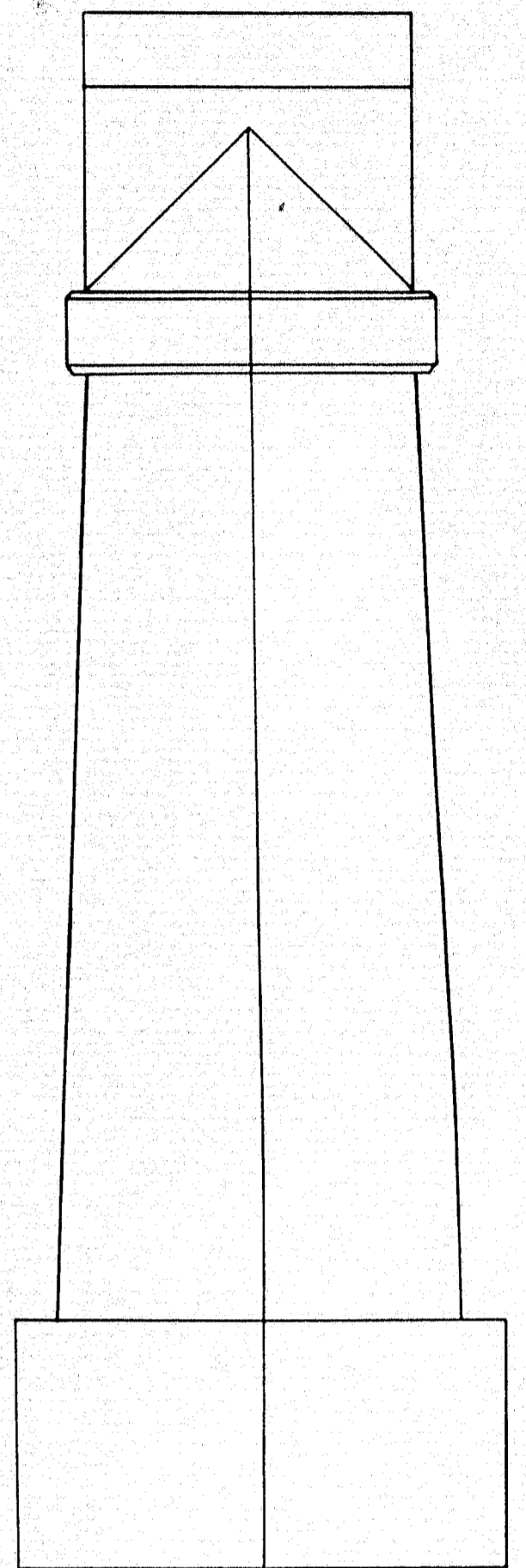
LEFT SIDE ELEVATION



PLAN PIER #2



RIGHT SIDE ELEVATION



FRONT ELEVATION

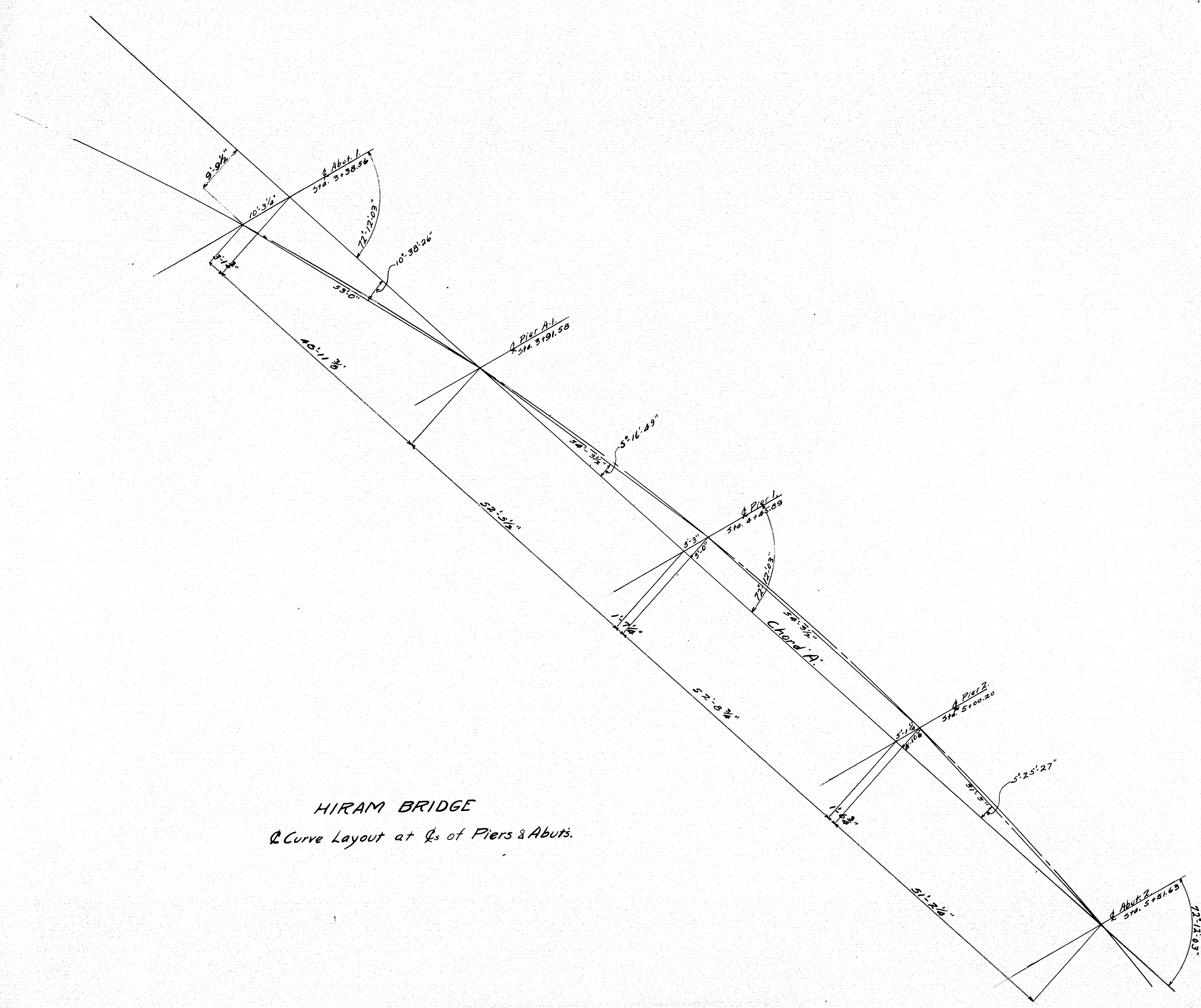
Designed by Allen
Traced by Berge
Checked by J.M.W.

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
HIRAM BRIDGE
OVER THE
OSSIPEE RIVER
IN THE TOWNS OF
CORNISH - YORK CO.
HIRAM - OXFORD CO.
PIER #2
SHEET 6 OF 10, AUGUSTA, ME JUNE, 1930

Revised 9/25/30. ggg

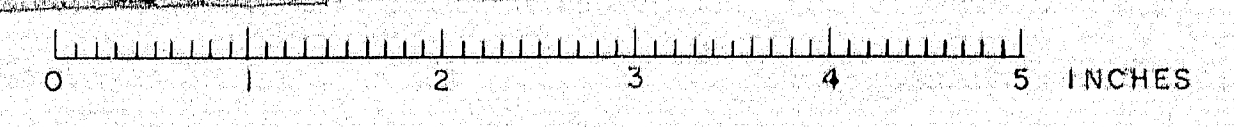
12-149

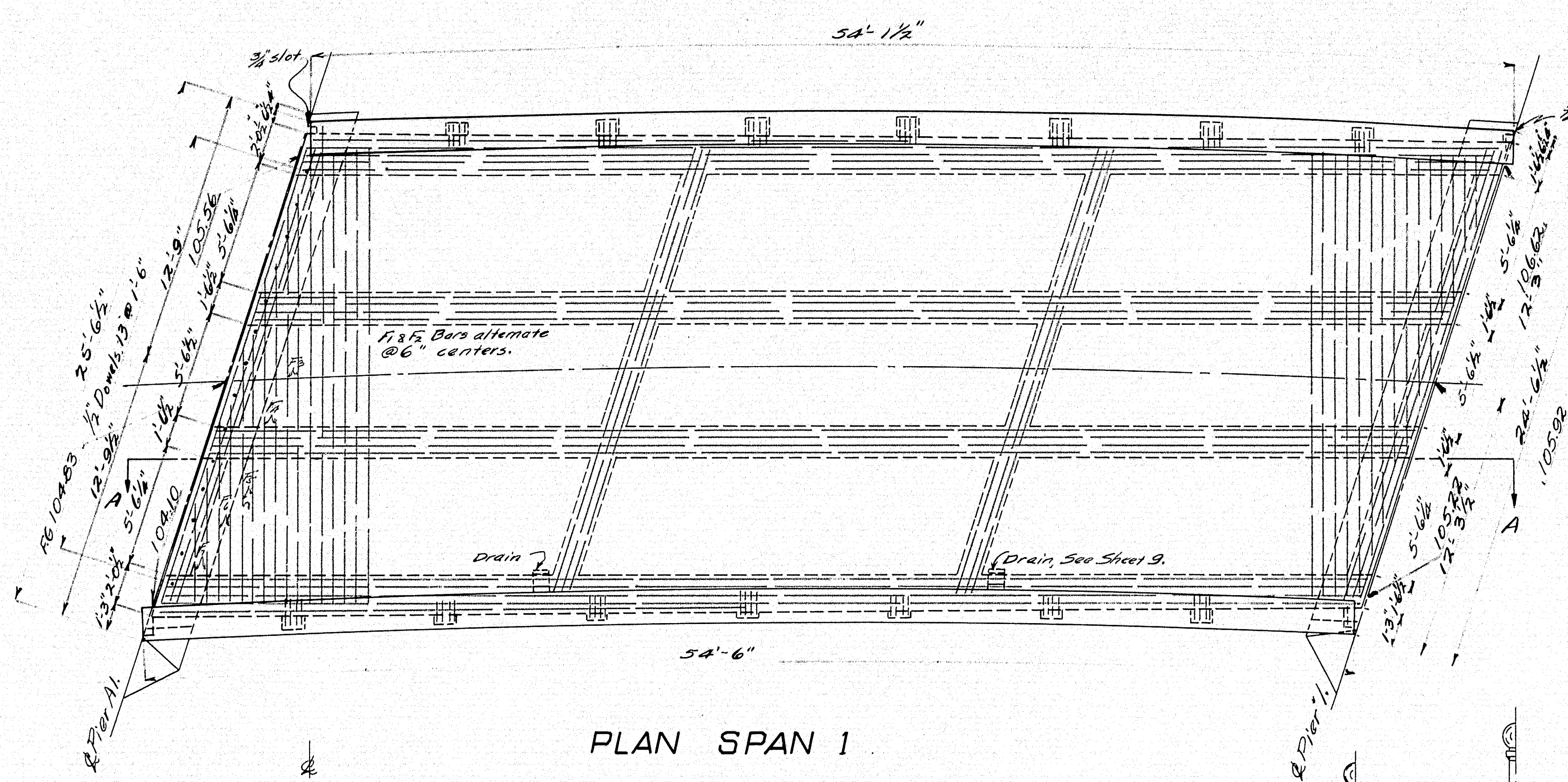
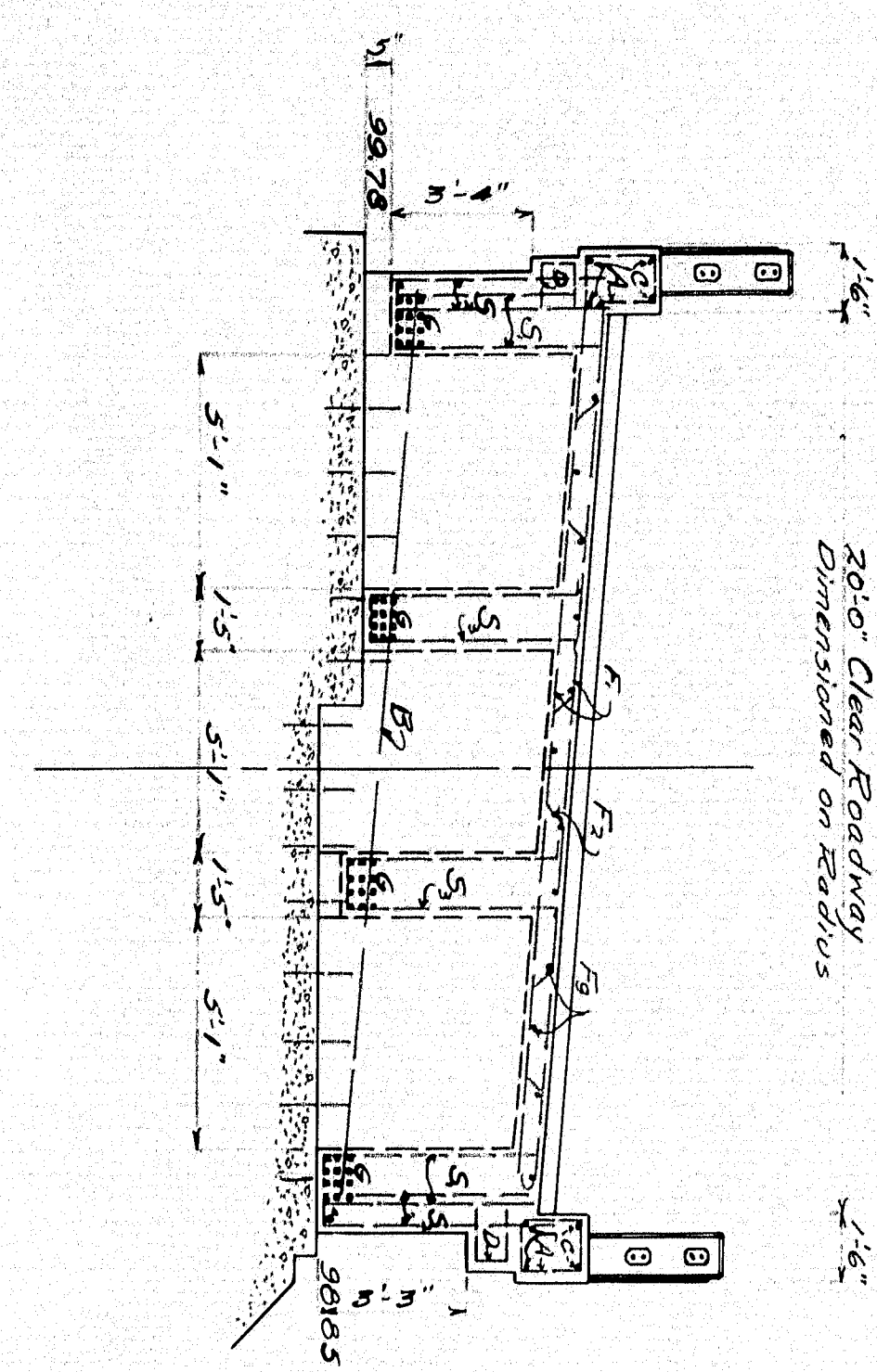
0 1 2 3 4 5 INCHES



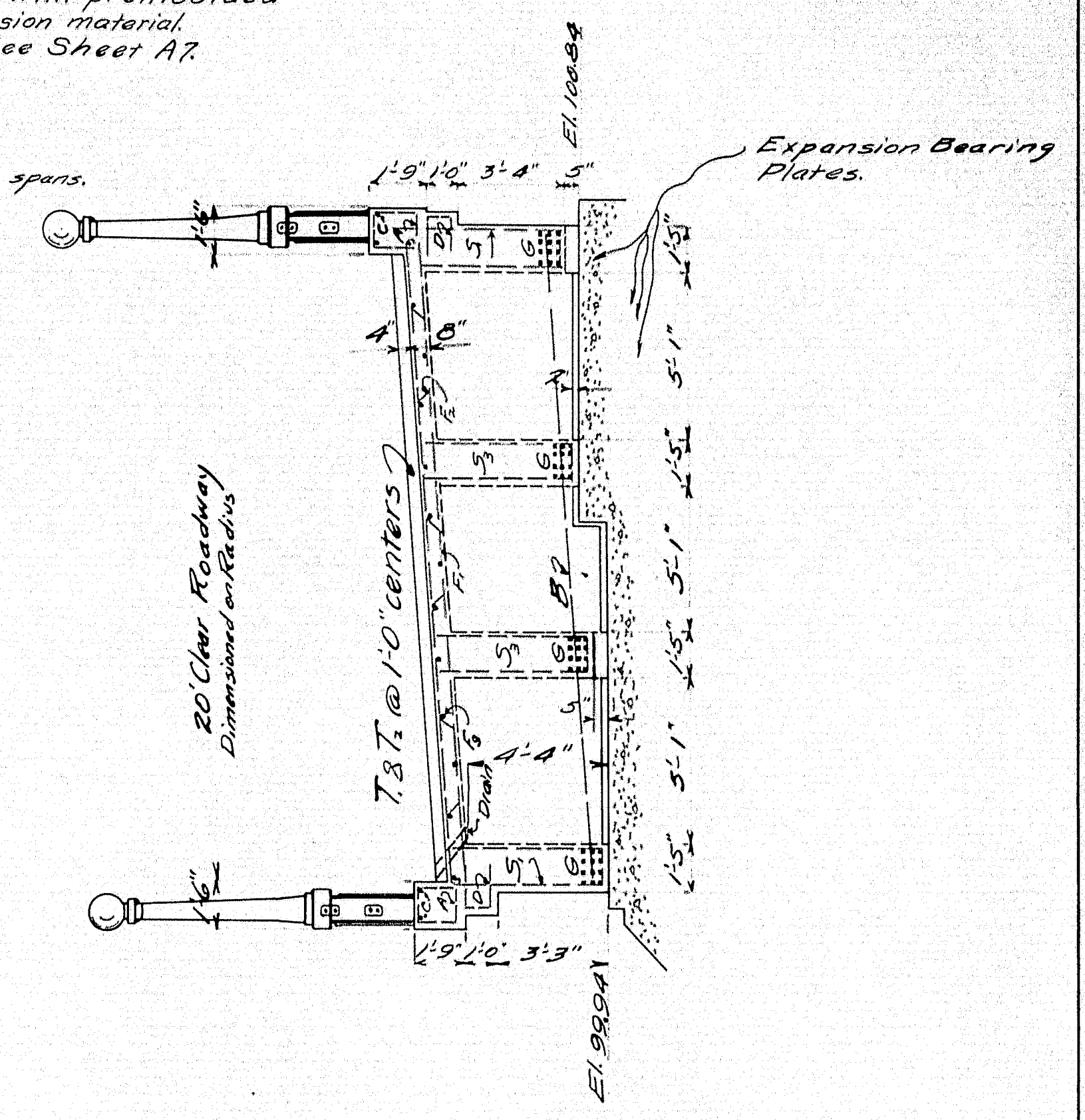
HIRAM BRIDGE
 Q Curve Layout at Qs of Piers & Abuts.

12-150





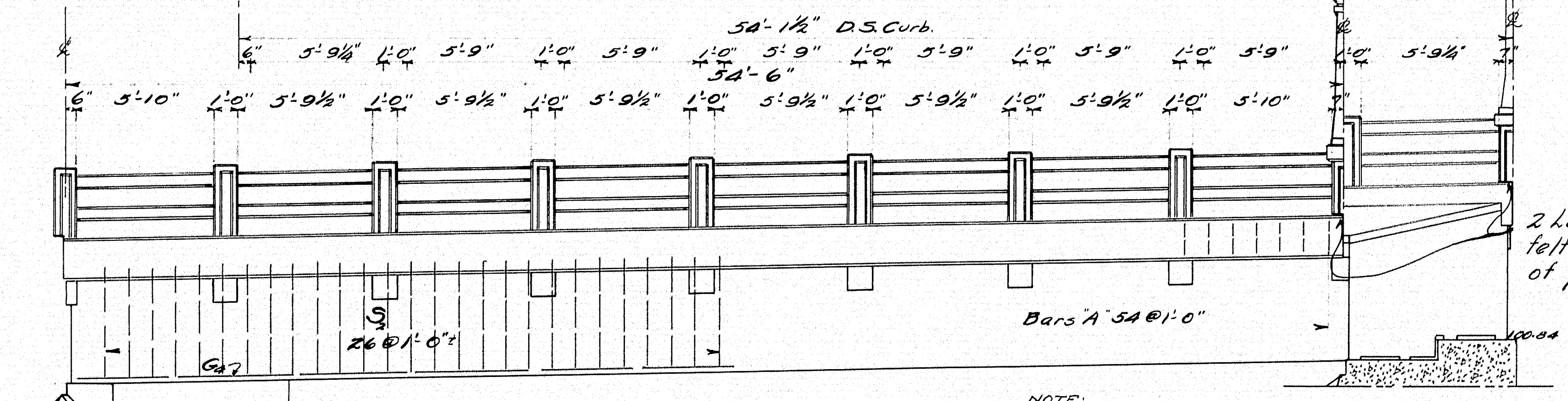
NOTE: Fill the 3/4" slot over piers with pre-moulded expansion material. See Sheet A7.



ADDITIONAL STEEL SCHEDULE

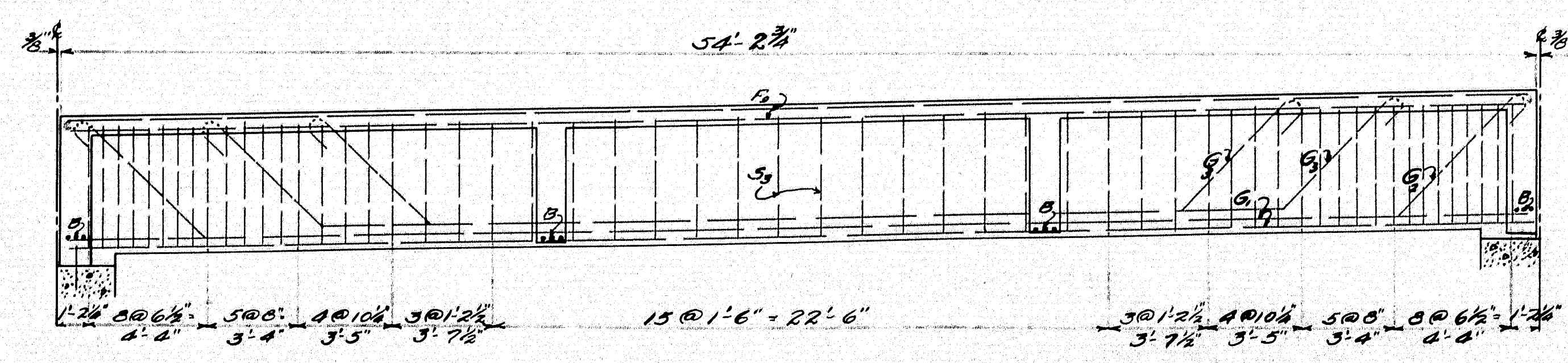
MARK	SIZE	NOR	LENGTH	LOCATION
A	1/2" φ	110	5'10"	Curbs (Bent)
B	3/8" φ	12	21'4 1/2"	Crossbeams
C	1/2" φ	8	53'10"	Curbs
D	1/2" φ	56	3'9"	Curb Brackets Bent
E	3/8" φ	96	21'6"	Slab
F	1/2" φ	48	24'7 3/8"	" (Bent)
F ₁	1/2" φ	8	17'0"	"
F ₂	1/2" φ	8	15'0"	"
F ₃	1/2" φ	8	12'6"	"
F ₄	1/2" φ	8	10'6"	"
F ₅	1/2" φ	8	8'6"	"
F ₆	1/2" φ	8	5'0"	"
F ₇	1/2" φ	13	53'8"	"
G	1/8" φ	24	53'10"	Girders
G ₁	1/8" φ	8	58'1"	" (Bent)
G ₂	1/8" φ	16	43'8"	" (Bent)
G ₃	1/8" φ	2	26'0"	Ext. "
H	3/8" φ	12	4'1 3/8"	Posts, Expansion
I	1/2" φ	44	4'0"	"
J	3/8" φ	56	6'0"	Rail
S	1/2" φ	110	11'6 1/2"	Ext. Girders (Bent)
S ₁	1/2" φ	54	10'7"	"
S ₂	1/2" φ	110	11'6 1/2"	Int. "
T	3/8" φ	55	19'10"	Wearing Surface
T ₁	1/2" φ	40	28'0"	"
Pwds	1/2" φ	8	1'0"	Light Posts
"	1/2" φ	15	1'6"	Pier

See Sheet 10 for Bent Steel.



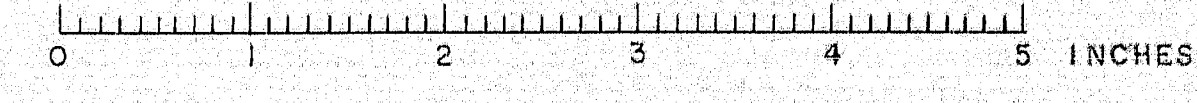
PIER 1. SIDE ELEVATION

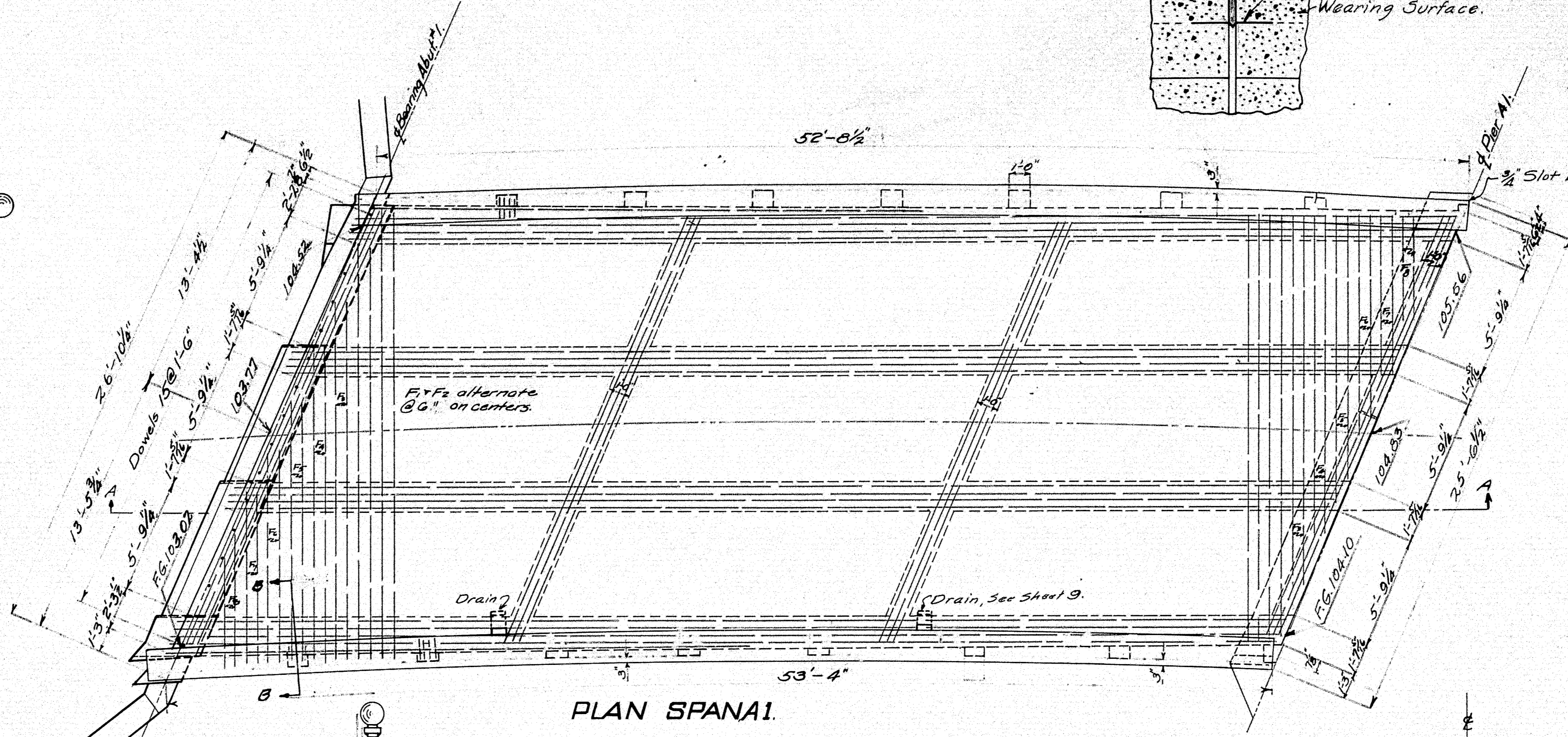
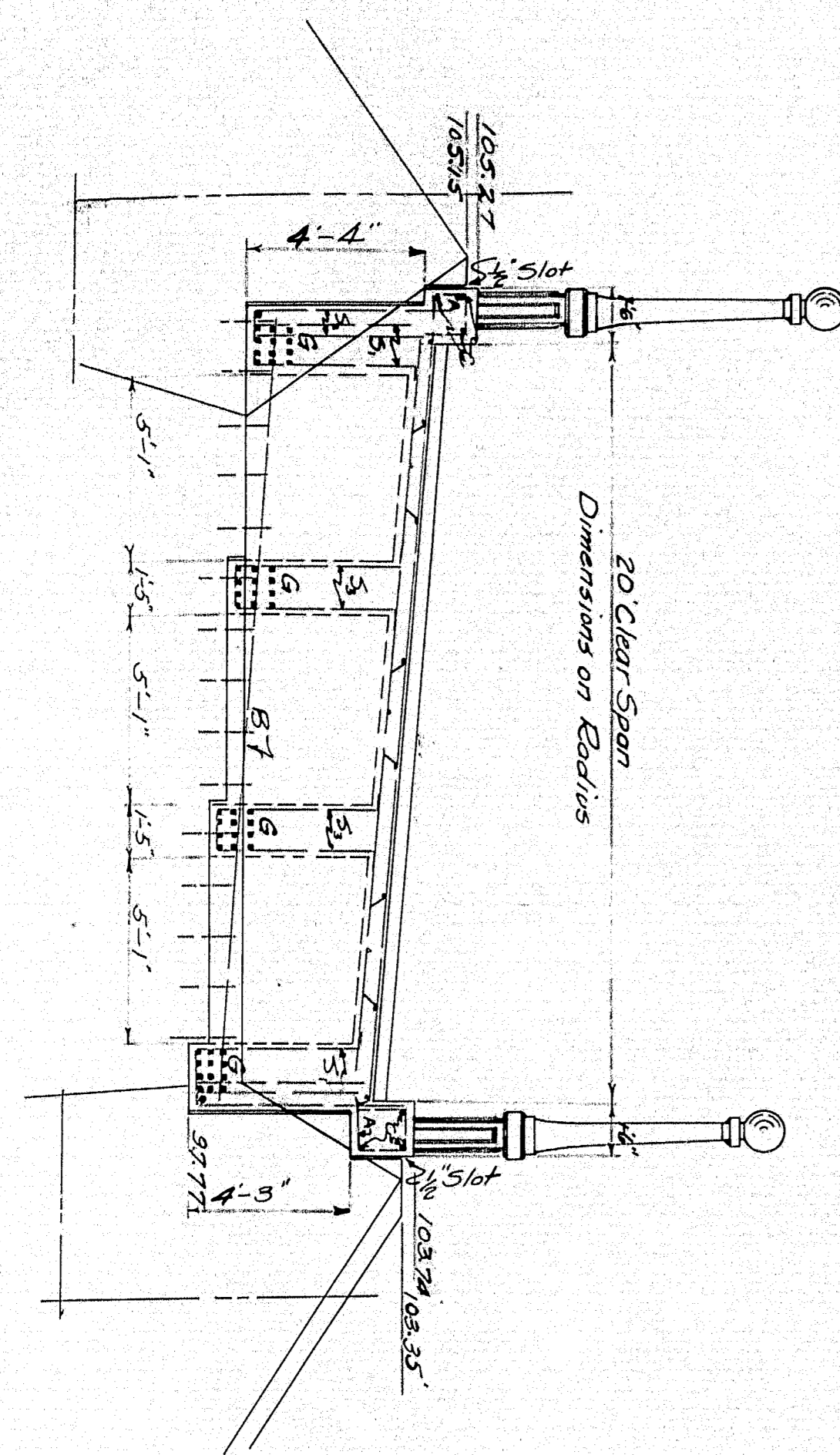
NOTE: 3/8" Bars spaced the same as 3/4" in interior girders.



SECTION A-A INTERIOR GIRDERS.

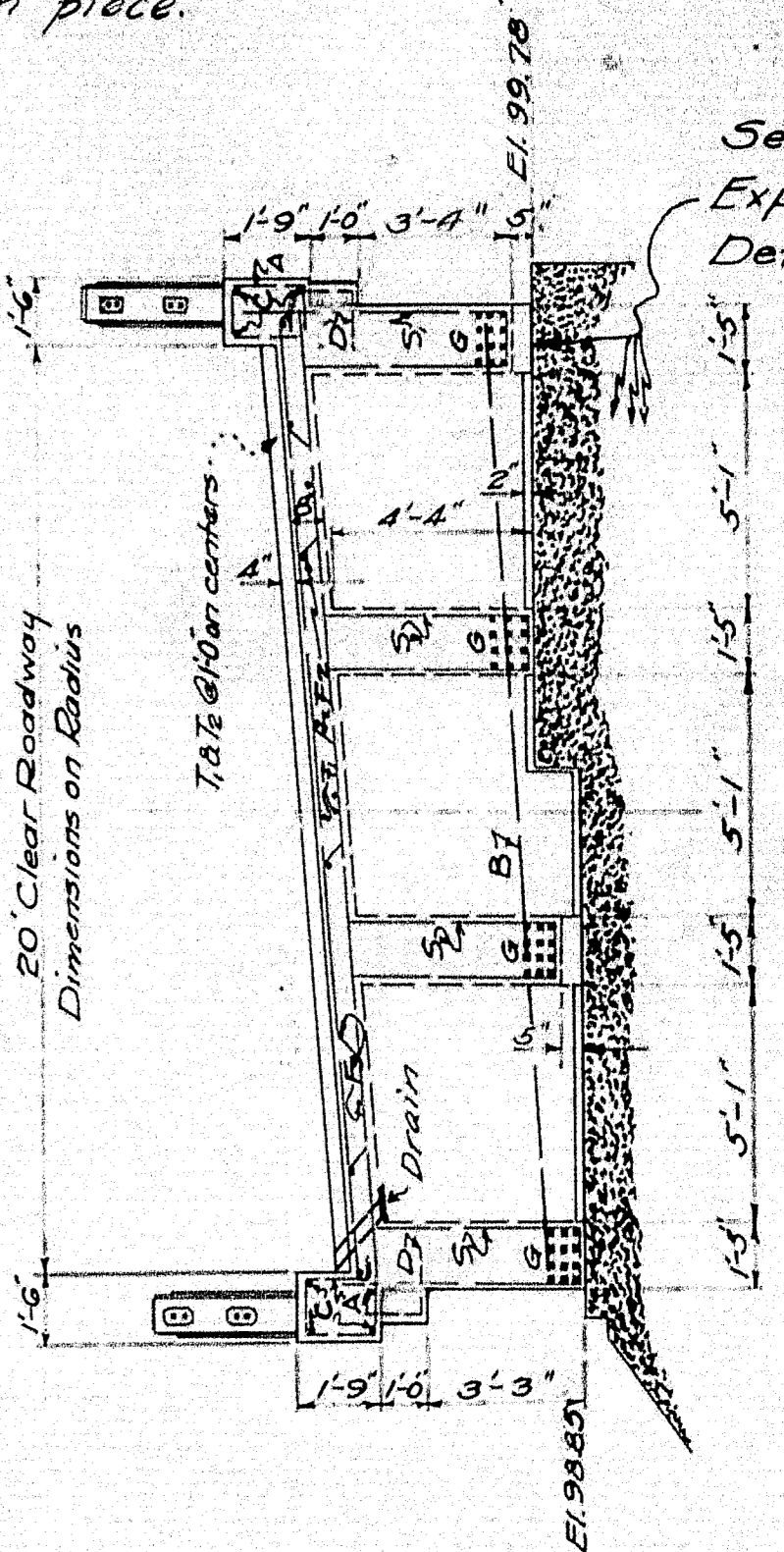
MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
HIRAM BRIDGE
OVER THE
OSSIPEE RIVER
IN THE TOWNS OF
CORNISH - YORK CO.
HIRAM - OXFORD CO.
SUPERSTRUCTURE SPAN No. 1.
SHEET 7 OF 10. AUGUSTA, ME. OCT. 1930.





Note: Fill the $\frac{3}{4}$ " slot over pier with pre-moulded expansion material above galvanized iron piece.

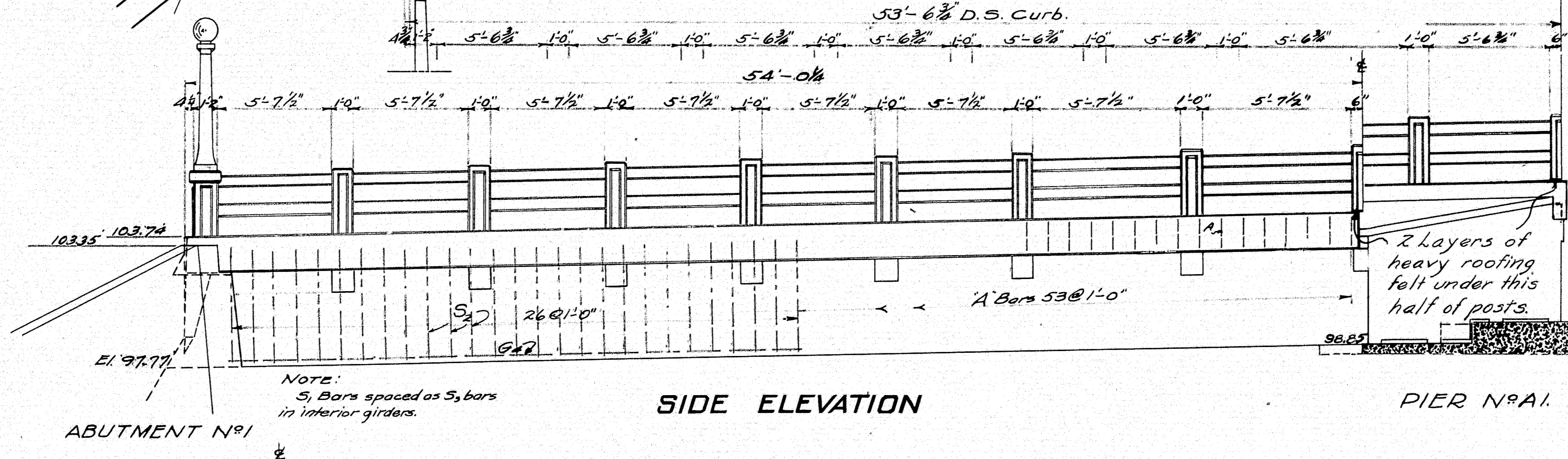
Expansion material
10" x 26 gage galvanized iron.
Wearing Surface.



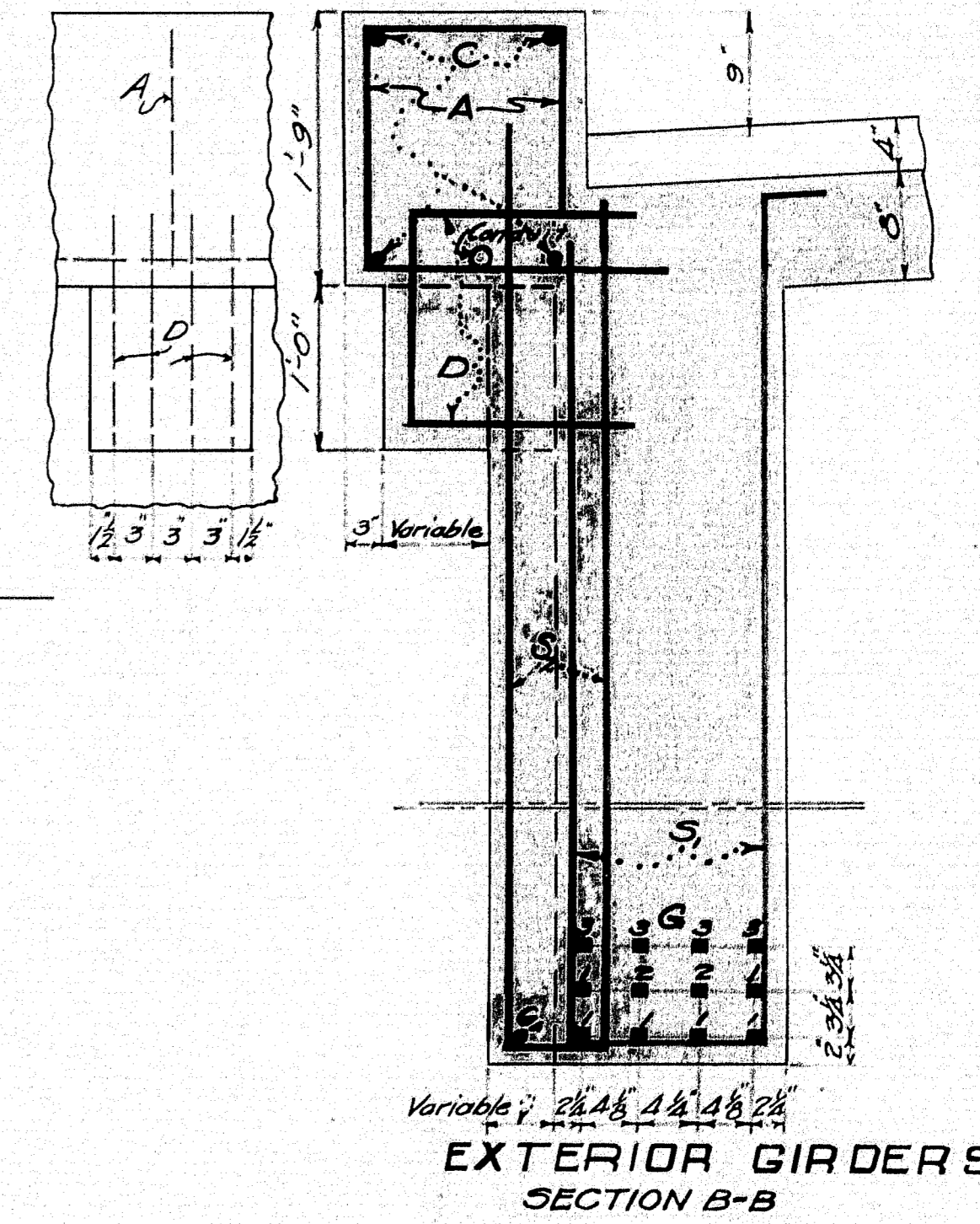
See sheet #8 for Expansion Bearing Details.

END ELEVATION

NOTE:
Cover the $\frac{1}{2}$ " vertical slot between superstructure and wing walls on the back side with 2 layers of heavy roofing felt. Coat surface of concrete and back side of each layer of felt as applied with hot tar or asphalt. Felt is to be 10' wide. The area to be covered by felt is to be recessed $\frac{1}{4}$ " by nailing thin strips to the forms before concrete is placed.
Place 1 layer of heavy roofing felt in the horizontal area between the curbs and abutment.



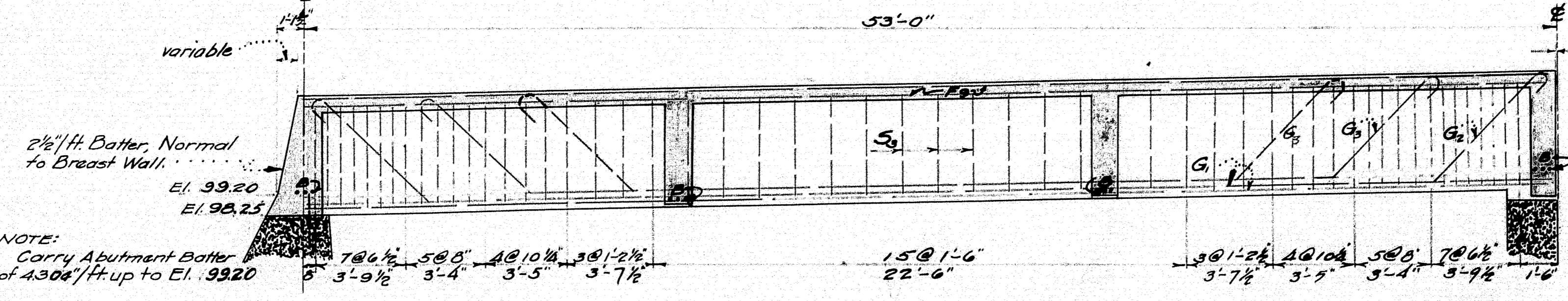
SIDE ELEVATION



PIER NRA1

INT. GIRDERS

NOTE:
Steel spacing the same for all spans, except for variable dimensions.



SECTION A-A INTERIOR GIRDERS

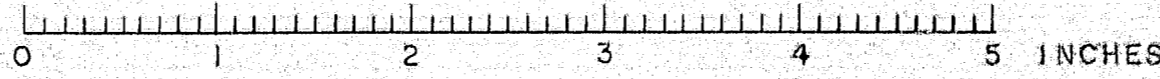
EXTERIOR GIRDERS SECTION B-B

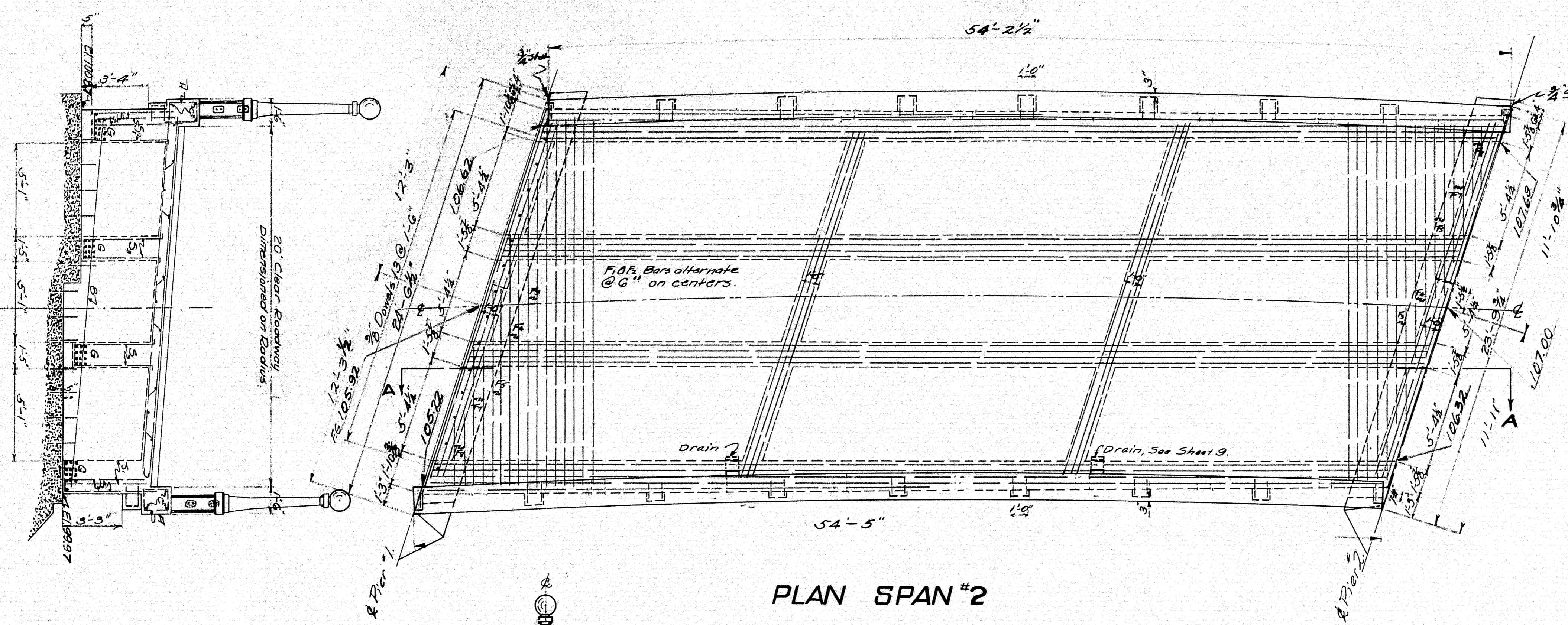
MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
HIRAM BRIDGE
OVER THE
OSSIPEE RIVER
IN THE TOWNS OF
CORNISH - YORK CO.
HIRAM - OXFORD CO.
SUPERSTRUCTURE SPAN N°A1.
SHEET #1 OF 10. AUGUSTA, ME. JULY 7, 1930

Revised 10/14/30. 2007

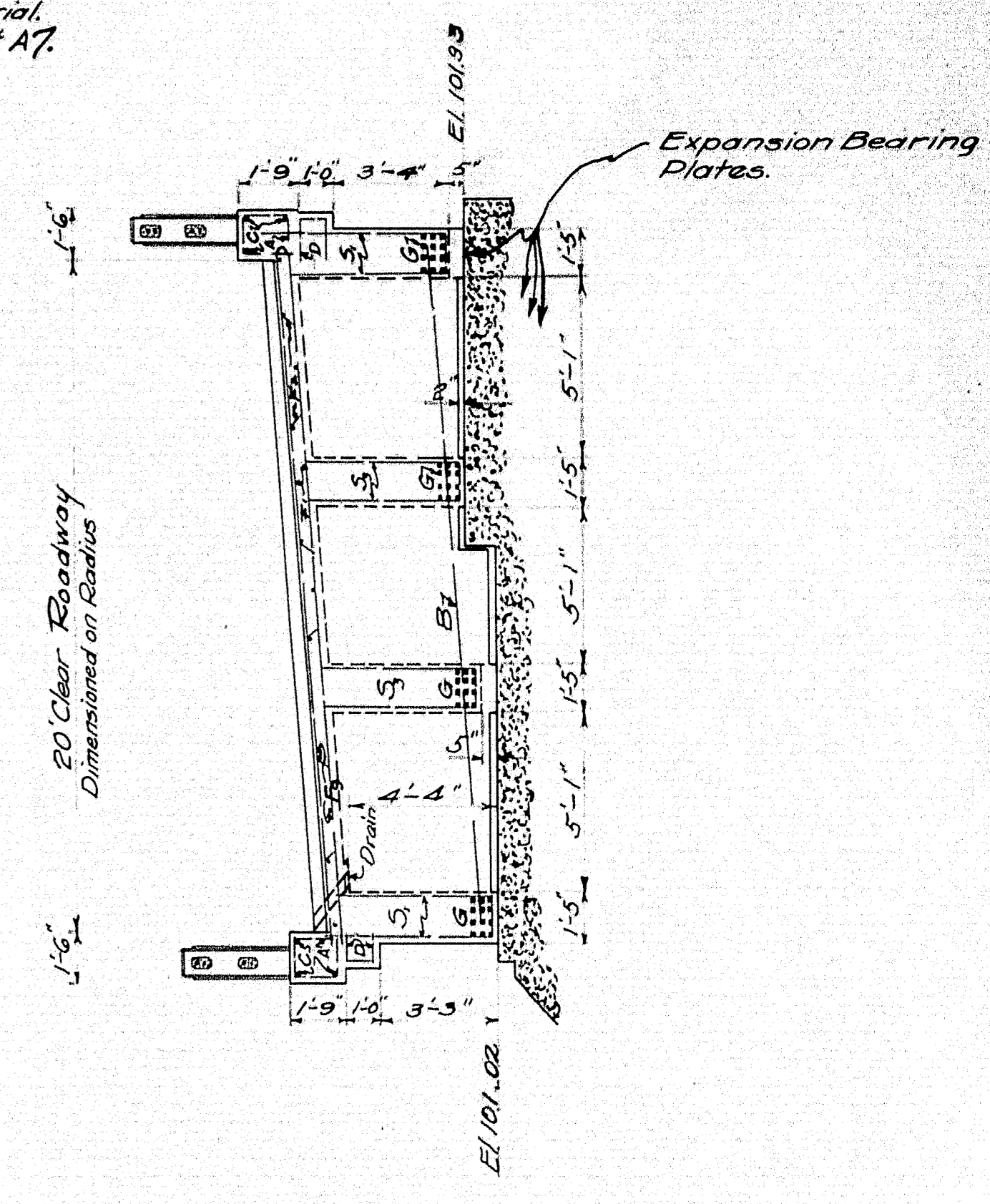
12-152

Designed by Allen
Trig Ad
Checked by Billon

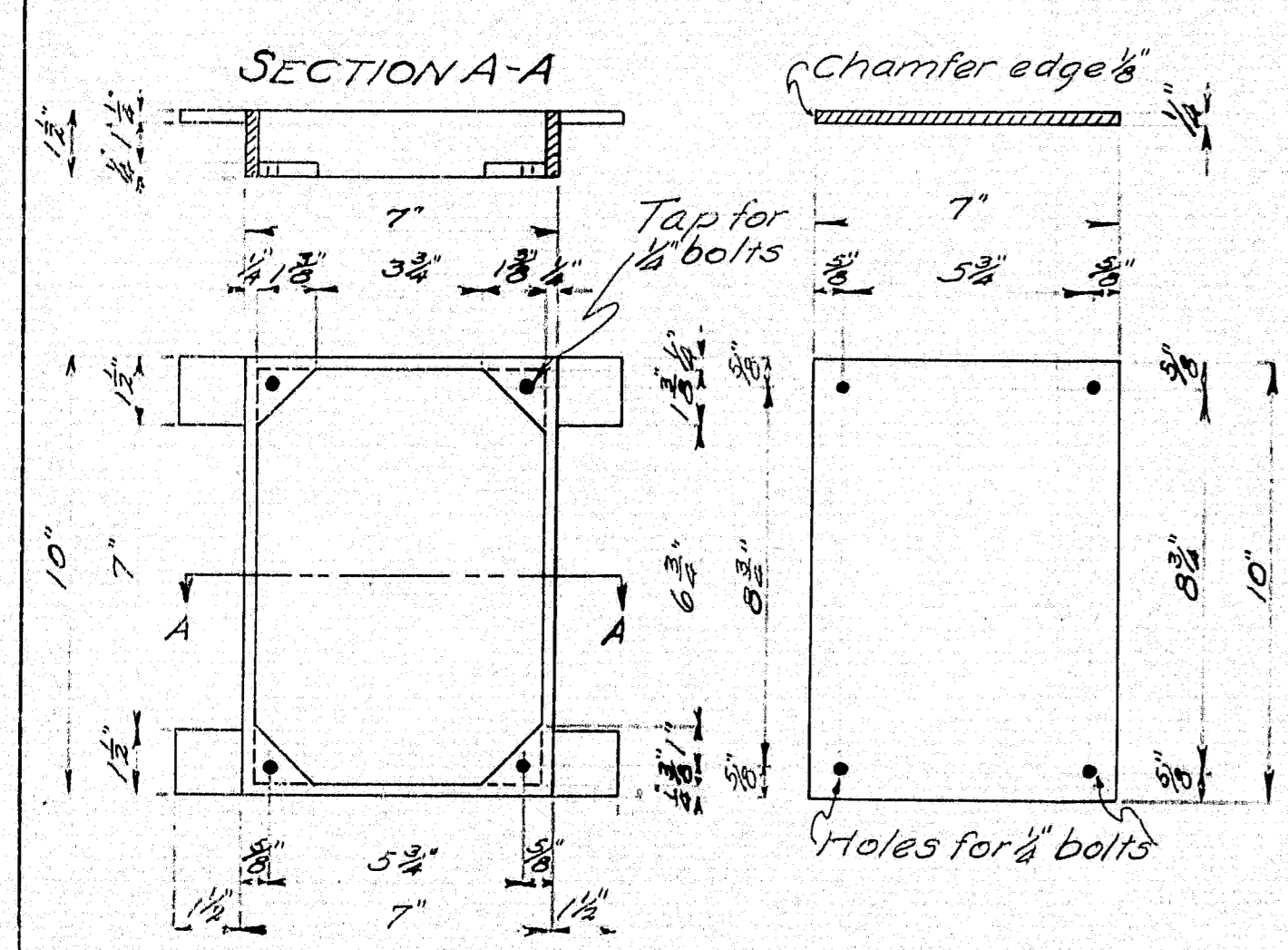




NOTE: Fill the $\frac{3}{4}$ " slot over piers with pre-moulded expansion material. See Sheet A7.



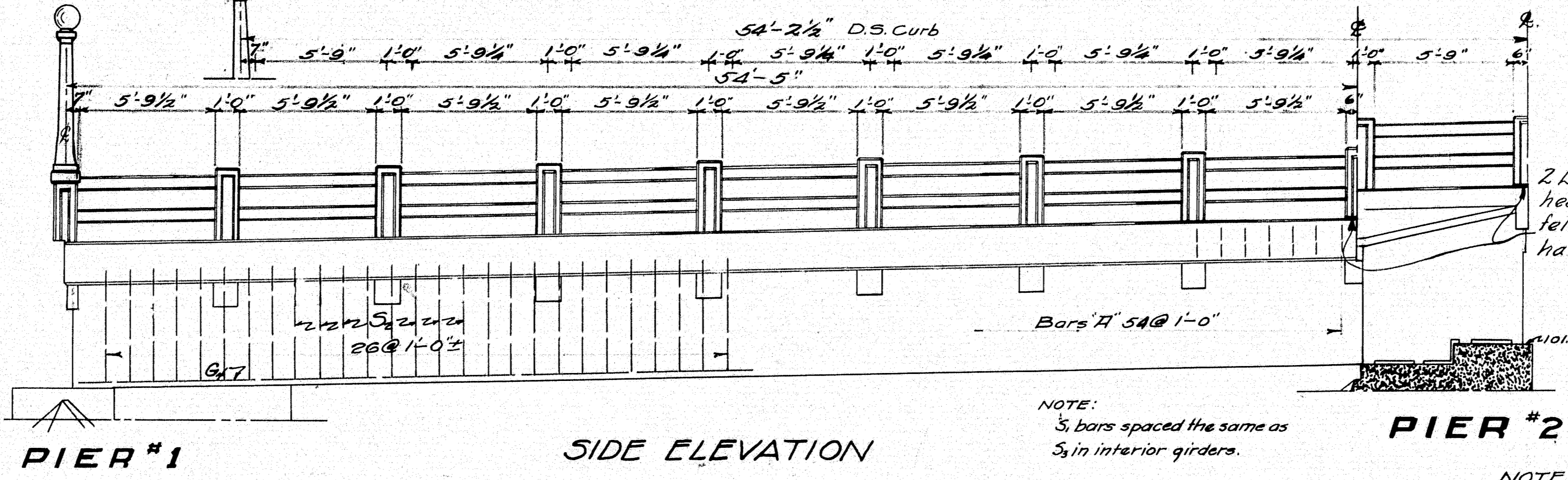
PLAN SPAN #2



DETAILS OF ZINC JUNCTION BOX CASTING AND COVER.

- REQUIRED
- 6 Junction box castings (zinc)
 - 6 Covers (zinc)
 - 2A Brass bolts $\frac{1}{2}$ " x $\frac{1}{2}$ ".

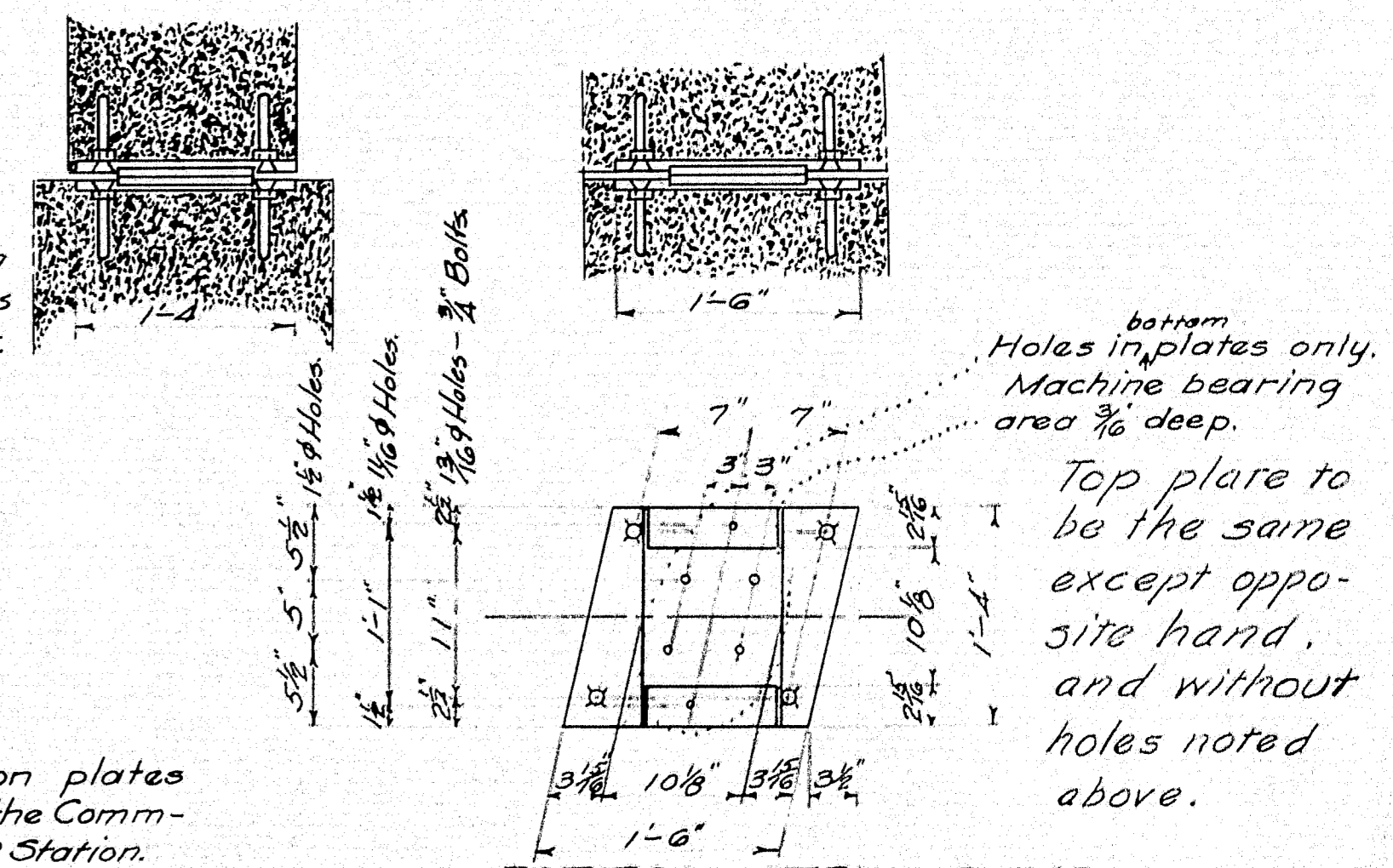
Note: Junction box and lamp post castings will be supplied by the Commission.



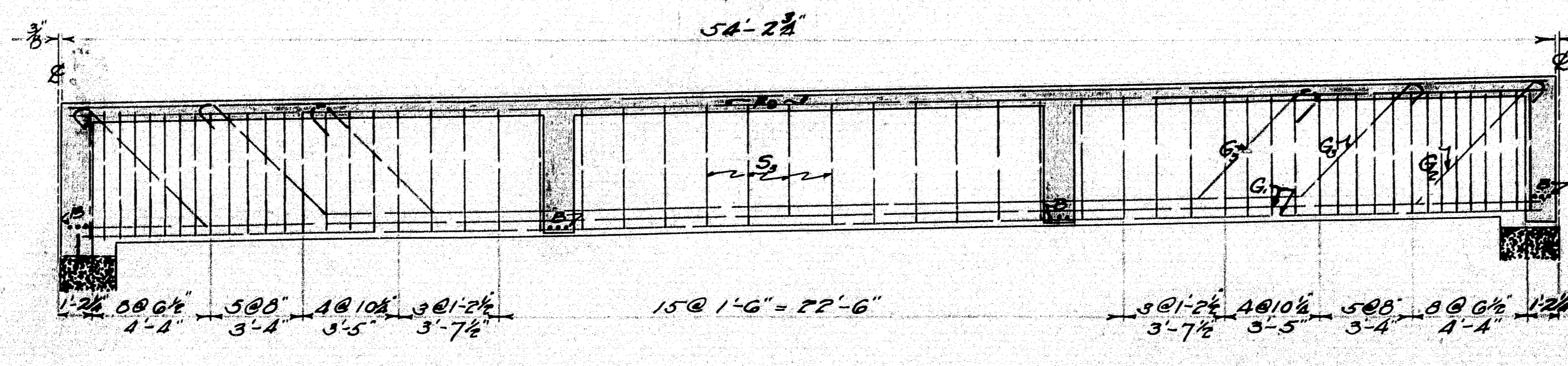
SIDE ELEVATION

NOTE: S_3 bars spaced the same as S_3 in interior girders.

NOTE: Expansion plates will be furnished by the Commission, f.o.b. nearest R.R. Station. REQUIRED: 32 Steel plates $16 \frac{1}{2}$ " x $11 \frac{1}{8}$ " (12 ea. R.A.L.) 32 Phosphor Bronze plates, $10 \frac{1}{2}$ " x $10 \frac{1}{2}$ " 128 $\frac{3}{4}$ " x $1 \frac{1}{2}$ " bolts, countersunk heads, threaded full length with nuts. Grooves in steel plates to be cut $\frac{3}{8}$ " to $\frac{1}{2}$ " deeper than center to allow matching of bed area. Bronze plates to be finished smooth and true, either by rolling or a final finishing cut.



BOTTOM STEEL PLATE EXPANSION BEARING DETAILS

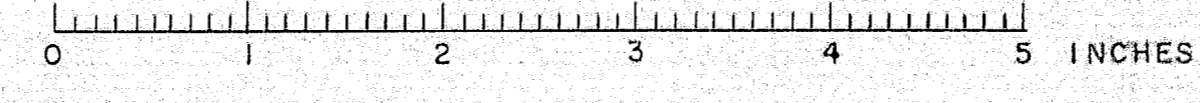


SECTION A-A INTERIOR GIRDERS

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
HIRAM BRIDGE
OVER THE
OSSIPEE RIVER
IN THE TOWNS OF
CORNISH - YORK CO.
HIRAM - OXFORD CO.
SUPERSTRUCTURE SPAN #2
SHEETS OF 10. AUGUSTA, ME. JULY 7, 1930.

Revised 10/1/30.

Checked by: Allen

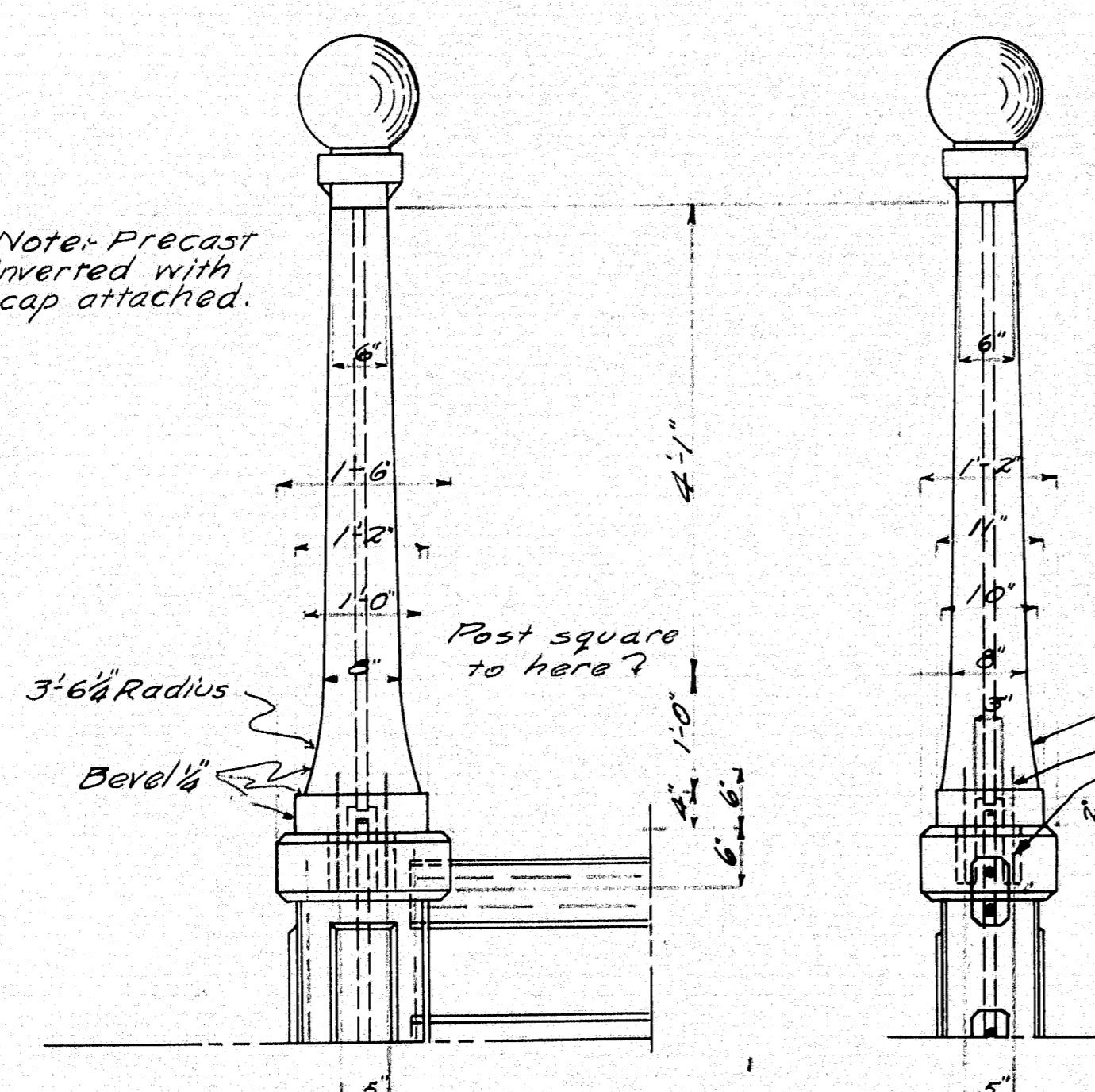


STEEL SCHEDULE

BENT BARS				STRAIGHT BARS																																																																																																							
MARK	SIZE	NO. REQ.	LENGTH	LOCATION	MARK	SIZE	NO. REQ.	LENGTH	LOCATION																																																																																																		
				<table border="1"> <tr> <td>B</td> <td>3/8"</td> <td>36</td> <td>21'-4 1/2"</td> <td>Crossbeams</td> </tr> <tr> <td>C</td> <td>1/2"</td> <td>24</td> <td>52'-8"</td> <td>Curbs</td> </tr> <tr> <td>F</td> <td>3/8"</td> <td>276</td> <td>21'-6"</td> <td>Slab</td> </tr> <tr> <td>F₁</td> <td>"</td> <td>24</td> <td>17'-0"</td> <td>"</td> </tr> <tr> <td>F₂</td> <td>"</td> <td>24</td> <td>15'-0"</td> <td>"</td> </tr> <tr> <td>F₃</td> <td>"</td> <td>16</td> <td>12'-6"</td> <td>"</td> </tr> <tr> <td>F₄</td> <td>"</td> <td>16</td> <td>10'-6"</td> <td>"</td> </tr> <tr> <td>F₅</td> <td>"</td> <td>16</td> <td>8'-6"</td> <td>"</td> </tr> <tr> <td>F₆</td> <td>"</td> <td>24</td> <td>5'-0"</td> <td>"</td> </tr> <tr> <td>F₇</td> <td>"</td> <td>33</td> <td>52'-8"</td> <td>"</td> </tr> <tr> <td>G</td> <td>1 1/2"</td> <td>72</td> <td>53'-0"</td> <td>Girders</td> </tr> <tr> <td>G₁</td> <td>1/2"</td> <td>4</td> <td>26'-0"</td> <td>Ext. Girders, Spans 1, 2</td> </tr> <tr> <td>K</td> <td>3/4"</td> <td>48</td> <td>8'-0"</td> <td>Abuts & Wings</td> </tr> <tr> <td>P</td> <td>3/4"</td> <td>208</td> <td>4'-0"</td> <td>Posts</td> </tr> <tr> <td>R</td> <td>3/8"</td> <td>128</td> <td>5'-6"</td> <td>Rail, Spans 1-3</td> </tr> <tr> <td>R₁</td> <td>3/8"</td> <td>72</td> <td>6'-0"</td> <td>" " 2</td> </tr> <tr> <td>T</td> <td>3/8"</td> <td>161</td> <td>19'-10"</td> <td>Wearing Surface</td> </tr> <tr> <td>T₁</td> <td>3/8"</td> <td>120</td> <td>28'-0"</td> <td>" " 2</td> </tr> <tr> <td>Dowels</td> <td>1/2"</td> <td>45</td> <td>1'-6"</td> <td>Abut. 1 & Piers</td> </tr> <tr> <td>"</td> <td>1/2"</td> <td>76</td> <td>1'-0"</td> <td>Light Posts</td> </tr> </table>				B	3/8"	36	21'-4 1/2"	Crossbeams	C	1/2"	24	52'-8"	Curbs	F	3/8"	276	21'-6"	Slab	F ₁	"	24	17'-0"	"	F ₂	"	24	15'-0"	"	F ₃	"	16	12'-6"	"	F ₄	"	16	10'-6"	"	F ₅	"	16	8'-6"	"	F ₆	"	24	5'-0"	"	F ₇	"	33	52'-8"	"	G	1 1/2"	72	53'-0"	Girders	G ₁	1/2"	4	26'-0"	Ext. Girders, Spans 1, 2	K	3/4"	48	8'-0"	Abuts & Wings	P	3/4"	208	4'-0"	Posts	R	3/8"	128	5'-6"	Rail, Spans 1-3	R ₁	3/8"	72	6'-0"	" " 2	T	3/8"	161	19'-10"	Wearing Surface	T ₁	3/8"	120	28'-0"	" " 2	Dowels	1/2"	45	1'-6"	Abut. 1 & Piers	"	1/2"	76	1'-0"	Light Posts
B	3/8"	36	21'-4 1/2"	Crossbeams																																																																																																							
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F ₆	"	24	5'-0"	"																																																																																																							
F ₇	"	33	52'-8"	"																																																																																																							
G	1 1/2"	72	53'-0"	Girders																																																																																																							
G ₁	1/2"	4	26'-0"	Ext. Girders, Spans 1, 2																																																																																																							
K	3/4"	48	8'-0"	Abuts & Wings																																																																																																							
P	3/4"	208	4'-0"	Posts																																																																																																							
R	3/8"	128	5'-6"	Rail, Spans 1-3																																																																																																							
R ₁	3/8"	72	6'-0"	" " 2																																																																																																							
T	3/8"	161	19'-10"	Wearing Surface																																																																																																							
T ₁	3/8"	120	28'-0"	" " 2																																																																																																							
Dowels	1/2"	45	1'-6"	Abut. 1 & Piers																																																																																																							
"	1/2"	76	1'-0"	Light Posts																																																																																																							

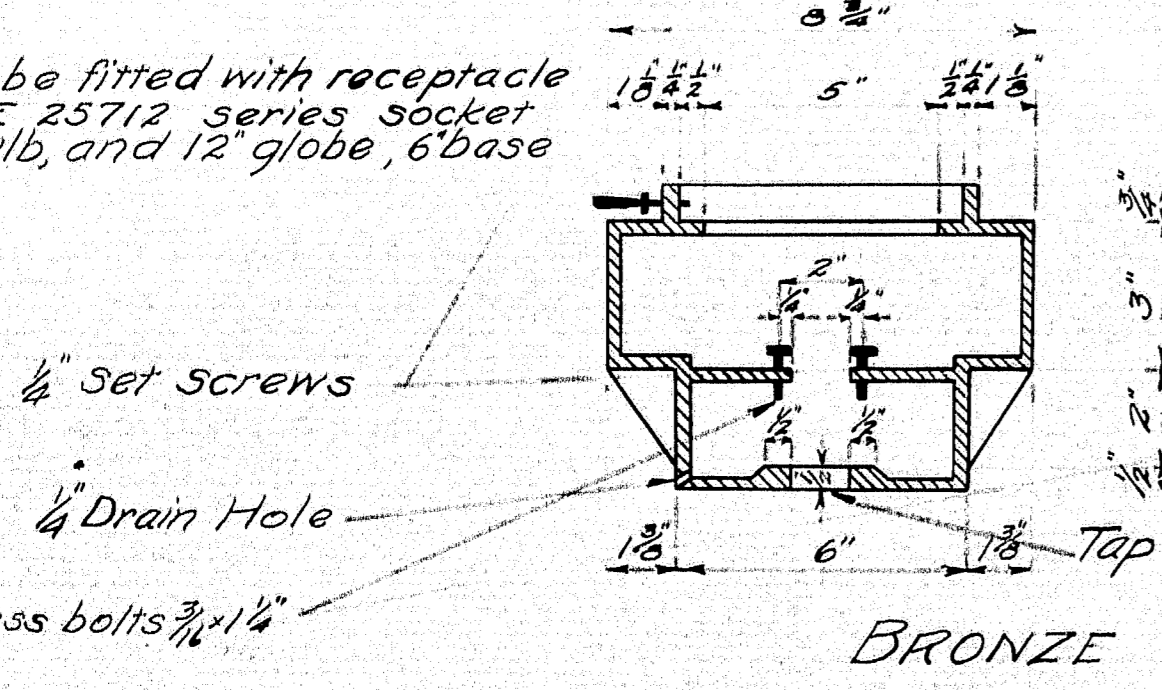
NOTE: All steel to be plain bars, of structural grade. All dimensions are to centers of bars.

MARK	SIZE	NO. REQ.	LENGTH	LOCATION
A	1/2"	328	5'-10"	Curbs
D	1/2"	192	3'-9"	Curb Brackets
F ₁	3/8"	138	24'-7 3/4"	Slab
S ₁	1/2"	328	11'-6 1/2"	Ext. Girders
S ₂	1/2"	328	11'-6 1/2"	Int. Girders
S ₃	1/2"	108	10'-7"	Ext. Girders, Span 1 & 2

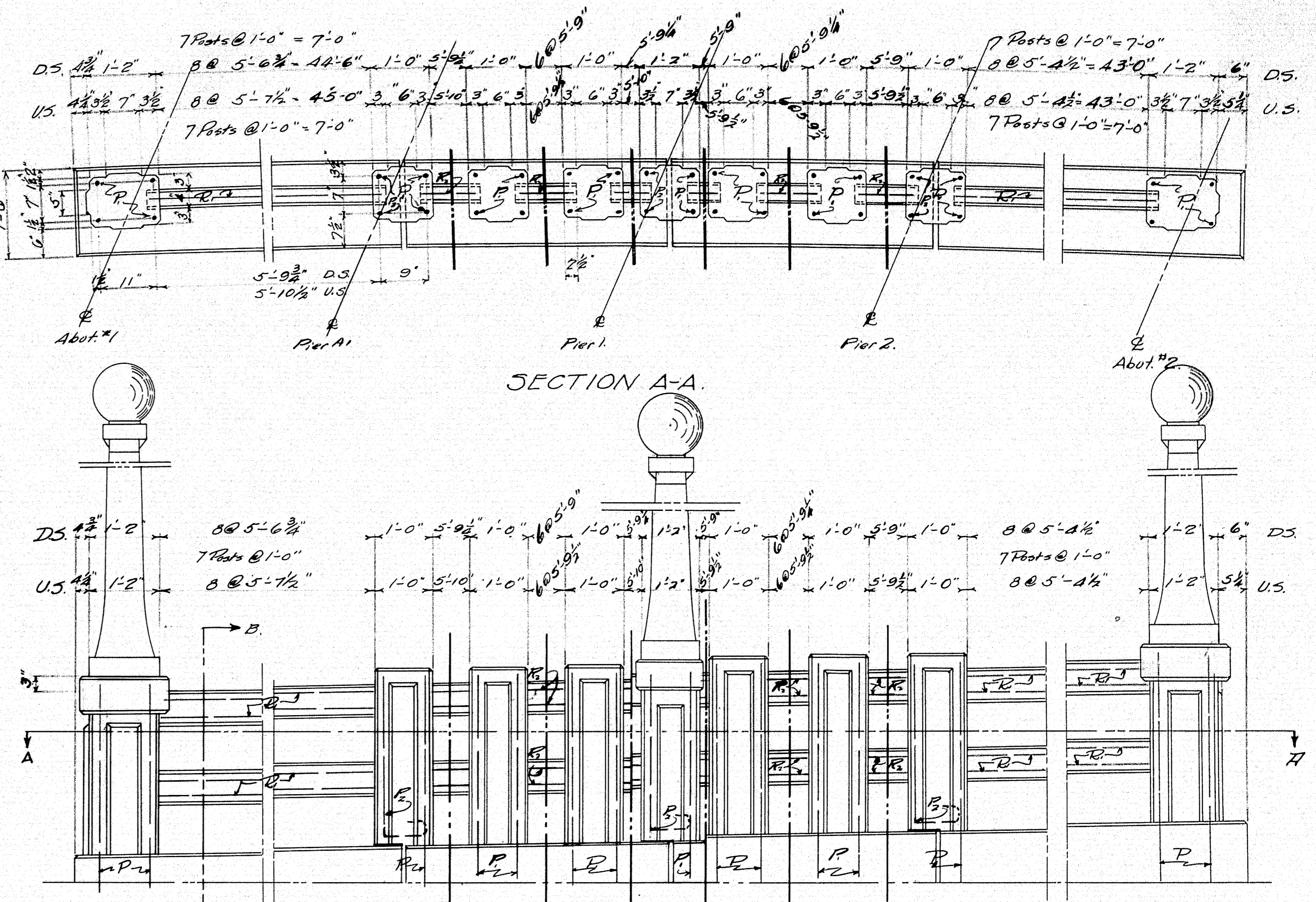


DETAIL OF LIGHT POST
4 Required.

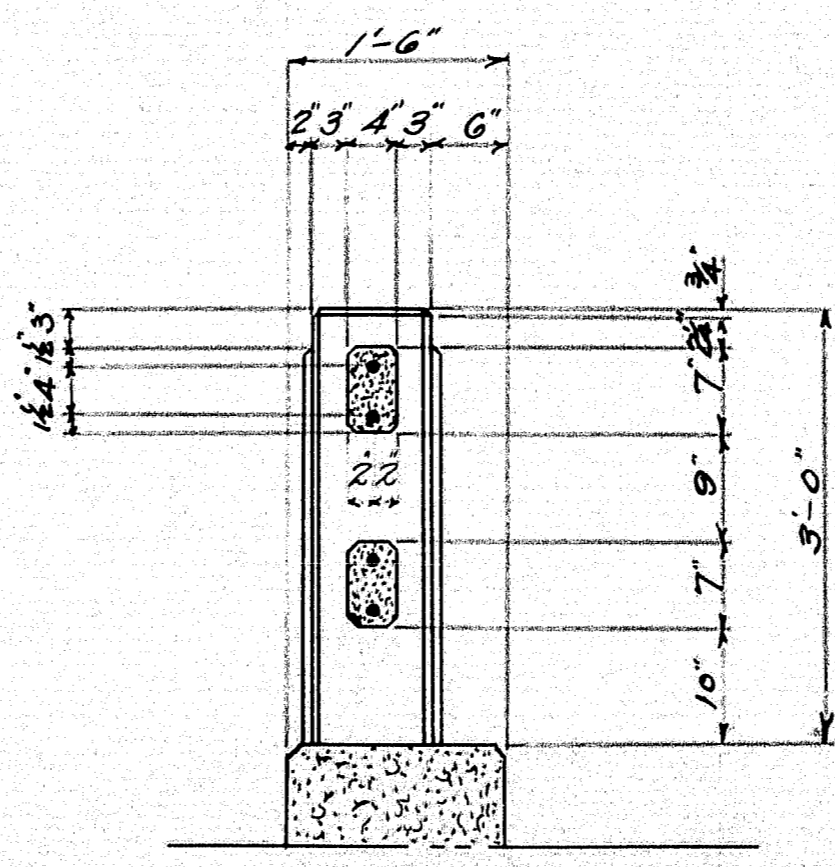
Note: See sheet 8 for details of Junction Box and sheet 2 for location of Boxes and Conduit.



BRONZE LIGHT POST CAP 4 Required.



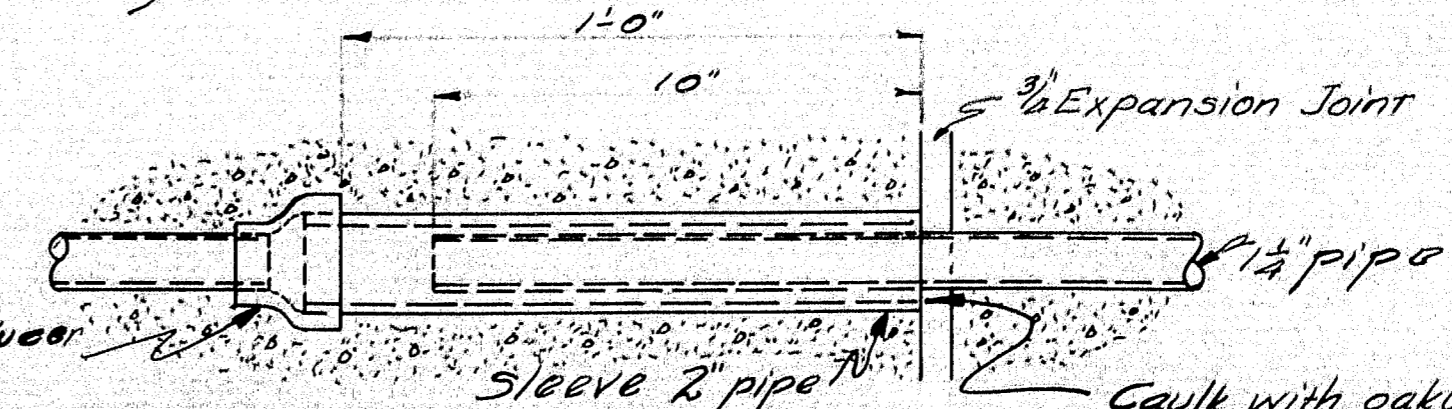
SIDE ELEVATION.



SECTION B-B

RAIL DETAIL

Curb and slab to be cast together. Steel for posts to be set in curb. Precast rail bars in lengths of 5'-9 1/2", 6'-0", 6'-2". Place rail bars in position, with ends projecting into post forms about 2 1/2". Wrap ends 6" with two thicknesses of roofing felt. Fold in ends and, when post forms are removed, cut away all exposed felt. Panels on posts to be 1/8" thick. Chamfer all exposed edges of concrete 1/2" unless otherwise indicated.



DETAIL OF CONDUIT AT EXPANSION JOINT.

Revised 10/4/30. S. J. B. 2000
 MAINE HIGHWAY COMMISSION
 BRIDGE DIVISION
HIRAM BRIDGE
 OVER THE
OSSIPEE RIVER
 IN THE TOWNS OF
CORNISH - YORK CO.
HIRAM - OXFORD CO.
 STEEL SCHEDULE AND RAIL DETAIL
 SHEET 10 OF 10 AUGUSTA, ME. DEC. 8, 1930