CARRABASSET INN

HOUSE

Fire Hydrant

Sidewalk

N17°45'W

Ledge

OLD WHEEL PIT

WATER HOLE

WASTE ROCK FROM EXCAV.

DEC. 1930

MATCH LINE

BARN

HOUSE

DRIVE

HOUSE

BARN

4'-0" 10'-0" 12'-0" 5'-5½" 1'-3"

Existing Causeway

12" Gravel

PLAN
SCALE 1"=20'

Remains of Built E.E.B.

APPROACH SECTION

Stone Fill to Elev. 276.0

HIGH WATER ELEV. 274.1

Water Elev 257.9

PROFILE
SCALES VERT 1"=10' HOR. 1"=20'

TOWN 13-01
BRIDGE 2615

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION

NORTH ANSON BRIDGE
OVER
CARRABASSETT STREAM
IN THE TOWN
ANSON-SOMERSET COUNTY

SURVEY PLAN

SHEET 1 OF 9 AUGUSTA, ME. JAN. 14, 1931

18-1

0 1 2 3 4 5 INCHES

← MATCH LINE

STREAM

CARRABASSET

WATER ELEV. 248.8

WATER ELEV. 250.6

Sewer Outlet

DRIVE

Log Grid

BLACKSMITH SHOP

HOUSE

BARN

PORTER & MARSTON STORE

WALTER B. WAITE STORE

Sidewalk

GULF FILLING STATION

POST OFFICE

CARRABASSETT POWER & LIGHT CO.

H.M. PULLEN STORE

J.P. MURRY STORE

HIGH WATER ELEV. 274.7

Water Elev 250.6

SUPERSTRUCTURE: Double parabolic trussed probably wrought iron, fabricated by Berlin Bridge Co in 1888. Both trusses support pipe carrying town water supply.
SUBSTRUCTURE: Split granite on ledge laid dry and fairly well.
STREAM BED Ledge-no penetration. Flow of water swift under bridge.
HIGH WATER Elev 274.7

Revised to suit field

TOWN	13-01
BRIDGE	2615

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION

NORTH ANSON BRIDGE
OVER
CARRABASSETT STREAM
IN THE TOWN OF
ANSON-SOMERSET COUNTY.

SURVEY PLAN

SHEET 2 OF 9 AUGUSTA, ME. JAN. 14 1931

18-2

SURVEY R.A.W.
PLOTTED H.H.F.
C.W.S.

0 1 2 3 4 5 INCHES

U.S.
HALF REAR ELEVATION ABUTMENT No. 1.

D.S.
HALF FRONT ELEVATION ABUTMENT No. 2.

Abutment No. 1.

Abutment No. 2.

Note: Bars "K" to be placed at junctions of abutment breast walls and wingswalls spaced 1'-6" vertically 6" from back form; also spaced 4" horizontally, 6" below bridge seat.

Note: Dress shaded areas to exact elevation.

ABUTMENT PLAN

ABUTMENT SECTION

SECTION A-A

ABUTMENT ANALYSIS

H.G. Hamlin
I. Bjarnason

HALF REAR ELEV. U.S. ABUT. #2 — HALF FRONT ELEVATION — ABUTMENT No. 1 — HALF FRONT ELEV. D.S. ABUT. #1

HALF REAR ELEVATION — ABUTMENT No. 2. — D.S.

Revised as built E.E.F.

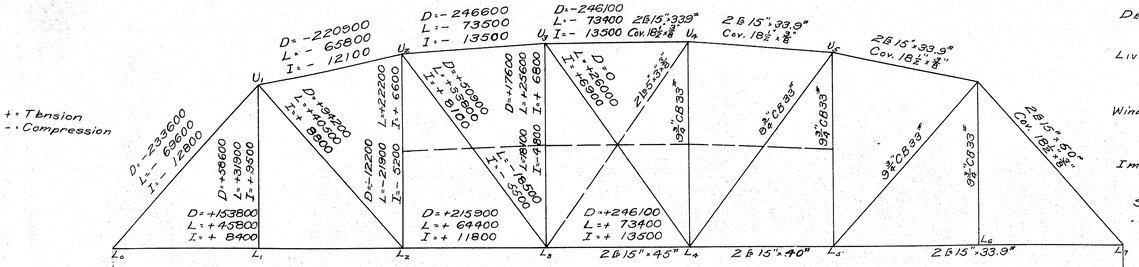
STEEL SCHEDULE				
Mark	Size	No. Req'd	Length	Location
K	¾" ϕ	88	8'-0"	Abuts. + Wings. Bend in field.

Note: All steel to be plain round bars, structural grade.

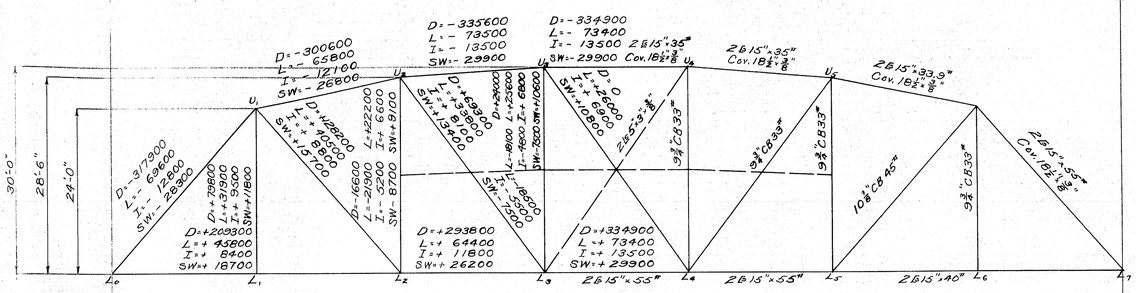
TOWN	13-01
BRIDGE	2615

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
NORTH ANSON BRIDGE
OVER
CARRABASSETT STREAM
IN THE TOWN OF
ANSON
SOMERSET COUNTY
SUBSTRUCTURE-STEEL SPAN
SHEET 3 OF 9 AUGUSTA, ME. DEC. 1931.

18-3

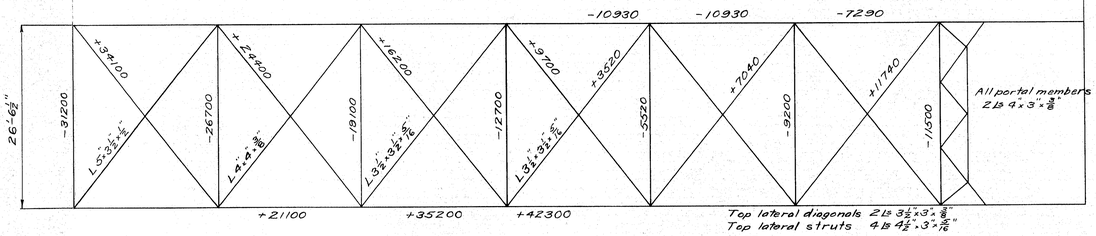


ROADWAY TRUSS



7 panels @ 21'-0" = 147'-0" c. to c. pins.

SIDEWALK TRUSS



LOWER LATERAL SYSTEM

TOP LATERAL SYSTEM

TRUSS LOADING

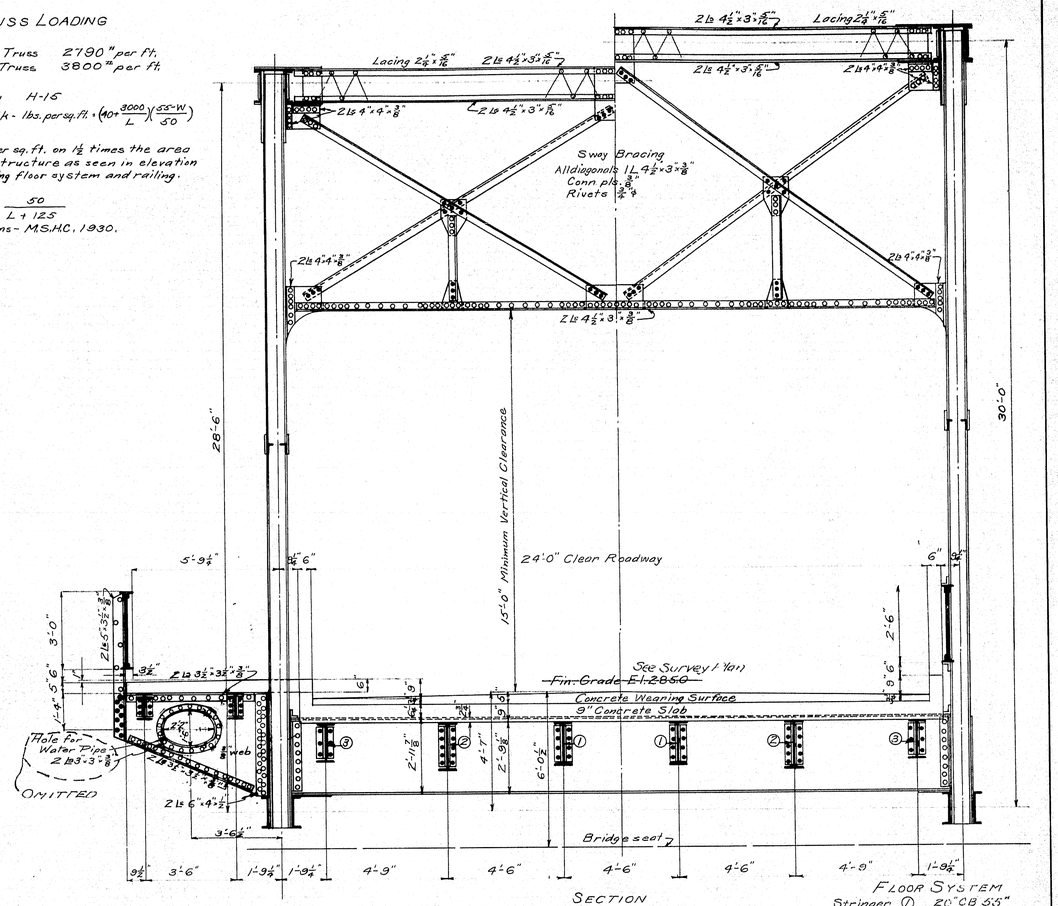
Dead Load
Roadway Truss 2790 # per ft.
Sidewalk Truss 3800 # per ft.

Live Load
Highway H-15
Sidewalk - lbs. per sq. ft. = $(40 + \frac{3000}{L}) \times \frac{55-W}{50}$

Wind Load
50 # per sq. ft. on 1½ times the area of the structure as seen in elevation including floor system and railing.

Impact
$I = \frac{50}{L + 125}$

Specifications - M.S.H.C. 1930.



SECTION

Showing details for Intermediate Floorbeams and Sidewalk Brackets.
For details of End Floorbeams and Sidewalk Brackets see Sheet 5.

FLOOR SYSTEM

Stringer ① 20"CB 55"
② 21"CB 58"
③ 18"CB 47"
Conn. ls 4"x3½"x⅜"

Intermediate Floorbeam 36"CB 150"
End Floorbeam 33"CB 132"
Conn. ls 4"x4"x½"

Sidewalk Stringers 12"CB 25"
Conn. ls 4"x3½"x⅜"

FLOOR SYSTEM

ROADWAY STRINGERS

① Dead Load
Slab 493.
Surface 277.
Stringer 55.
825 #

DLM = $\frac{825 \times 21^2}{8} \times 12$ = 545790 #
LLM = $\frac{12000 \times 21}{4} \times 12 \times \frac{4.5}{4.5}$ = 756000
I = 756000 × .343 = 259300
1361040
100% L+I 1015300
2376340

S = $\frac{2576340}{24000}$ = 107.3 Use 20"CB55" s=107.6

② Dead Load
Slab 507
Surface 243
Stringer 58
808 #

DLM = $\frac{808 \times 21^2}{8} \times 12$ = 534490
LLM = $\frac{12000 \times 21}{4} \times 12 \times \frac{4.63}{4.5}$ = 777860
I = 777860 × .343 = 266800
1579150
100% L+I 1044660
2623810

S = $\frac{2623810}{24000}$ = 109.3 Use 21"CB58" s=121.8

③ Sidewalk Side (Use same for roadway side)
Dead Load
Slab 371.
Surface 130.
Sidewalk Slab 76.
Curb 56.
Stringer 47.
680 #

DLM = $\frac{680 \times 21^2}{8} \times 12$ = 449800
LLM = $\frac{12000 \times 21}{4} \times 12 \times \frac{3.75}{4.75}$ = 596900
I = 596900 × .343 = 204700
1251400
100% L+I 801600
2053000

S = $\frac{2053000}{24000}$ = 85.5 Use 18"CB47" s=85.4

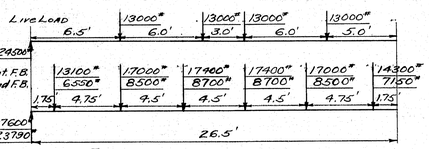
SIDEWALK STRINGERS

Dead Load
Slab 262.5
Stringer 22.0
Water Main 150.0
434.5

DLM = $\frac{434.5 \times 21^2}{8} \times 12$ = 287420
LLM = $\frac{275 \times 21^2}{8} \times 12$ = 181900
469320
50% L 90950
560270

S = $\frac{560270}{24000}$ = 23.3 Use 12"CB25" s=30.8

FLOORBEAMS



INTERMEDIATE FLOORBEAM

DLM = (47600 × 12.5 - 13100 × 10.75 - 17000 × 6 - 17400 × 1.5) 12 = 3912900
LLM = (29500 × 12.5 - 13000 × 6) 12 = 2739000
I = 2739000 × .299 = 819000
F.B.M. = (150 × 13.25 × 12.5 - 150 × 12.5 × 6.25) 12 = 1575000
7628400
100% L+I = 3558000
11186400

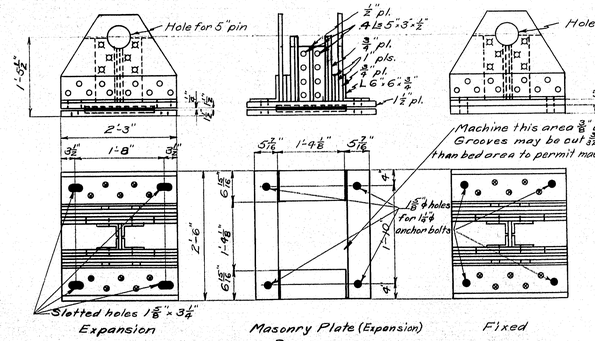
S = $\frac{11186400}{24000}$ = 466.1 Use 36"CB150" s=508.3

END FLOORBEAM

DLM = (23790 × 12.5 - 6550 × 10.75 - 8500 × 6 - 8700 × 1.5) 12 = 1955000
LLM = (2739000 × .343 = 939200
I = FBM = (132 × 13.25 × 12.5 - 132 × 12.5 × 6.25) 12 = 1398600
5772100
100% L+I = 3678500
9450600

S = $\frac{9450600}{24000}$ = 393.8 Use 33"CB132" s=413.4

Revised to Built EFL



END BEARINGS

2 Expansion Pedestals
2 Fixed Pedestals
2 Masonry Plates 27"x1½"x2'-6" (Expansion)
2 Masonry Plates 27"x1⅞"x2'-6" (Fixed)
4 Phosphor Bronze Expansion Plates 16"x½"x1'-4

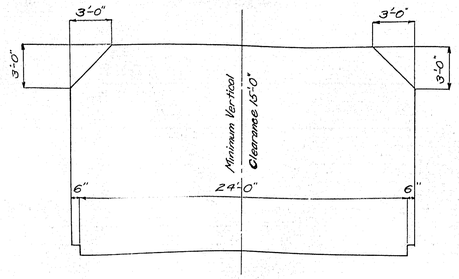
TOWN 13-01
BRIDGE 2615

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
NORTH ANSON BRIDGE
OVER
CARRABASSETT STREAM
IN THE TOWN OF
ANSON
SOMERSET COUNTY
STRESS SHEET - STEEL SPAN
SHEET 4 OF 9 AUGUSTA, ME. DEC. 1931.

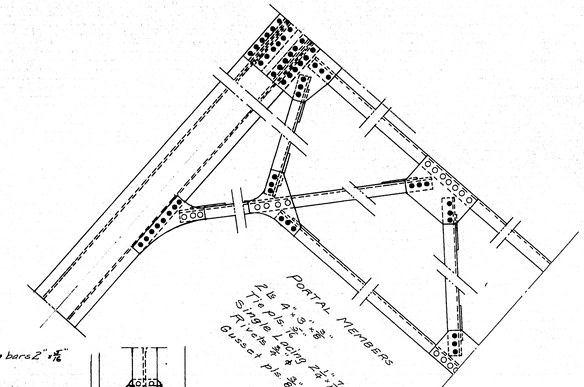
18-4

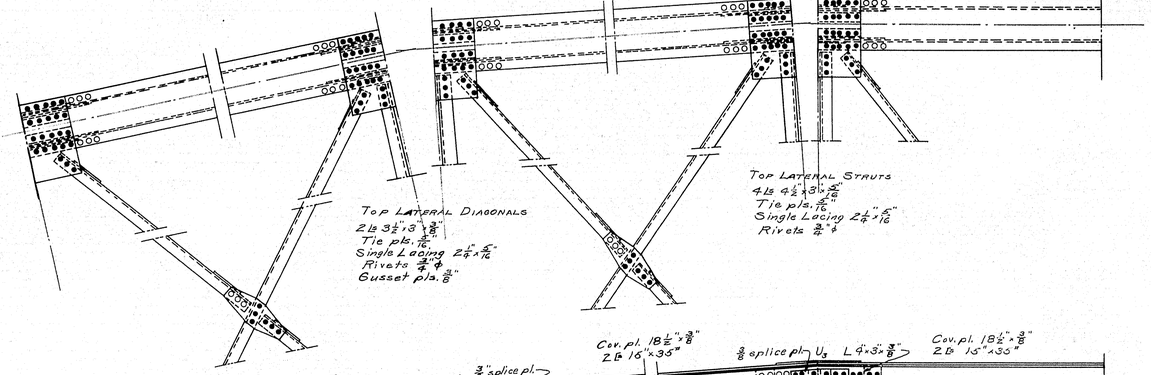
0 1 2 3 4 5 INCHES

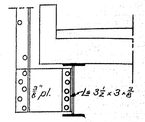
NOTE:
All field connections of main members to be subpunched and reamed.
All rivets ⅞" ϕ except as noted.
All details shall be made in accordance with Maine State Highway Commission Specifications for Steel Highway Bridges of 1930.
Other sections of equal strength may be substituted for sections shown. No payment will be made for additional weight caused by substitutions.



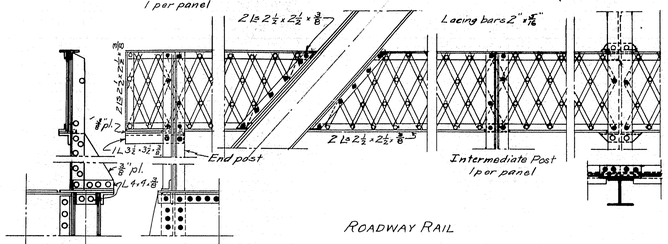
CLEARANCE DIAGRAM



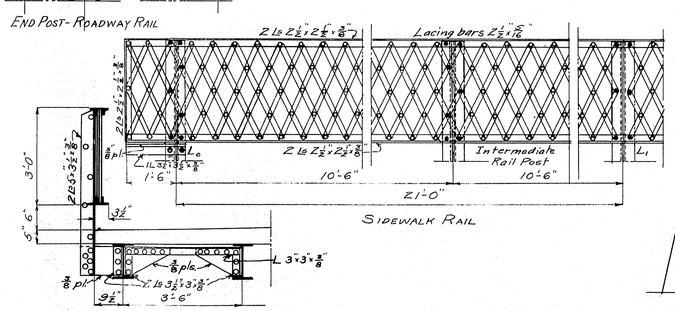




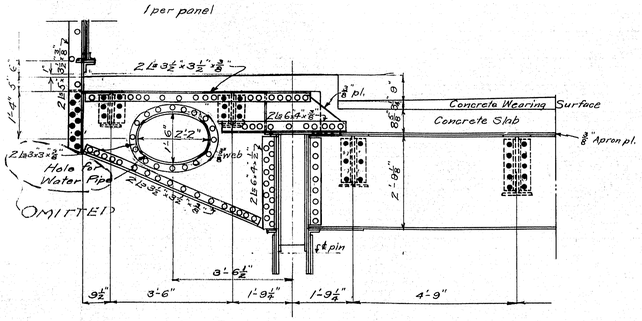
INTERMEDIATE ROADWAY RAIL POST
1 per panel



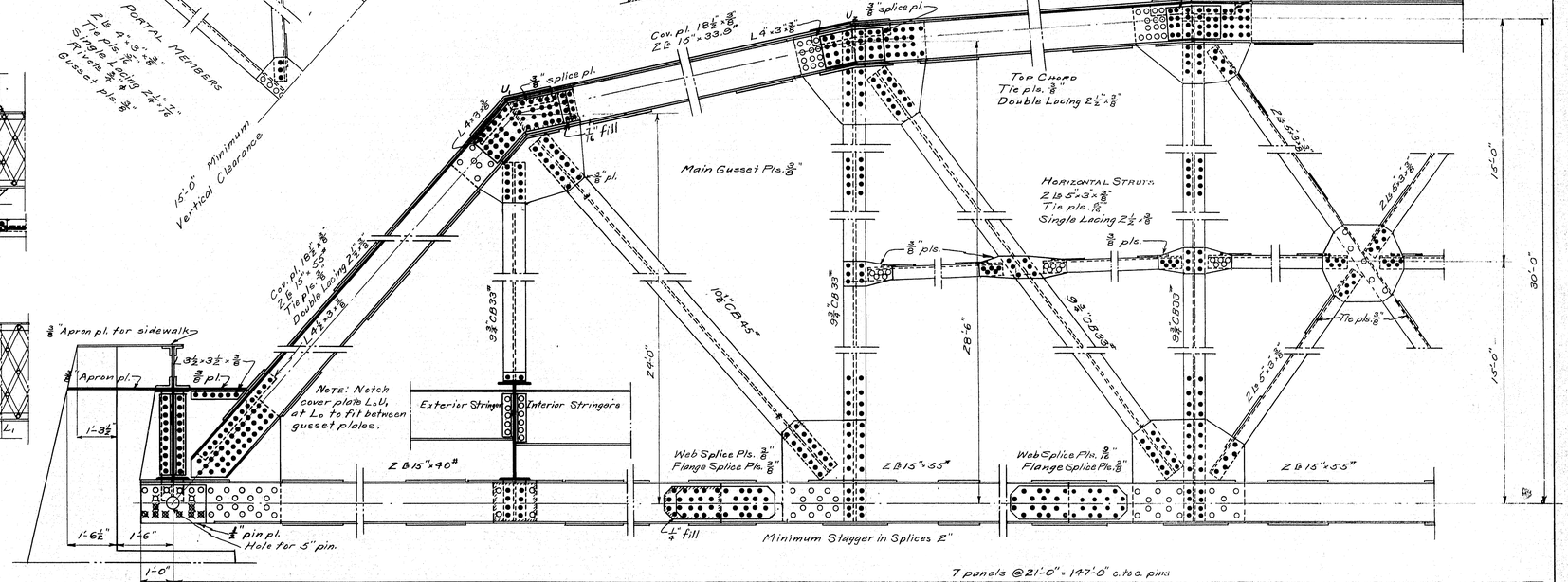
ROADWAY RAIL



END POST - ROADWAY RAIL
SIDEWALK RAIL



INTERMEDIATE SIDEWALK RAIL POST
1 per panel
OMITTED
DETAIL OF END FLOORBEAM AND SIDEWALK BRACKET



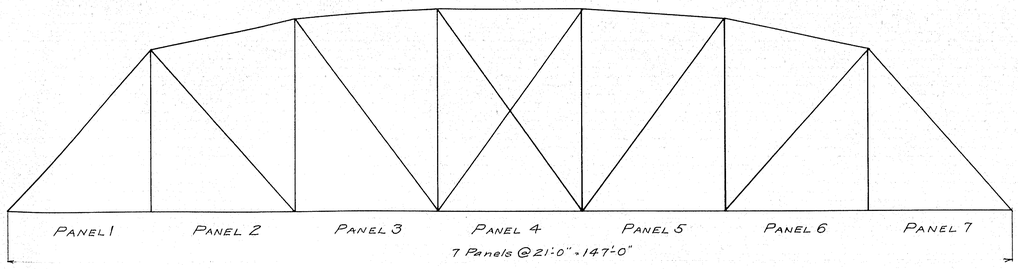
Revised as built 1931

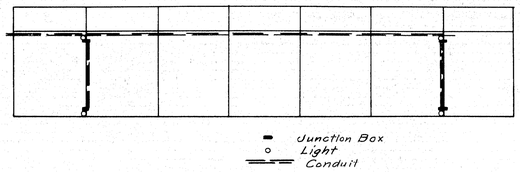
TOWN	13-01
BRIDGE	2615

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
NORTH ANSON BRIDGE
OVER
CARRABASSETT STREAM
IN THE TOWN OF
ANSON
SOMERSET COUNTY
STEEL SUPERSTRUCTURE
SHEET 5 OF 9 AUGUSTA, ME. DEC. 1931.

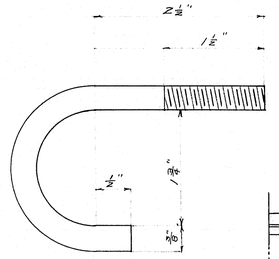
18-5

0 1 2 3 4 5 INCHES

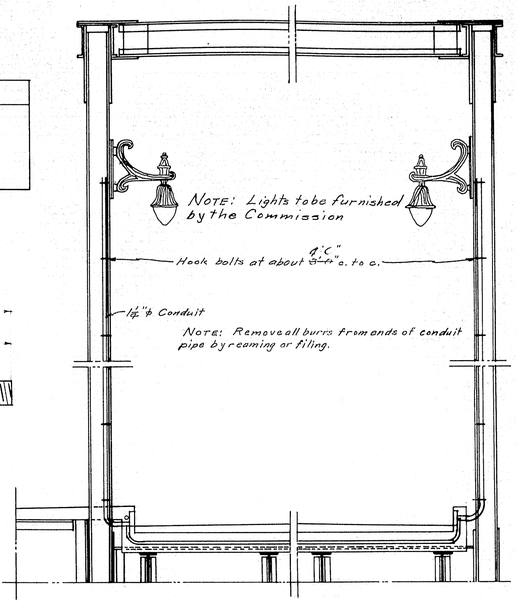




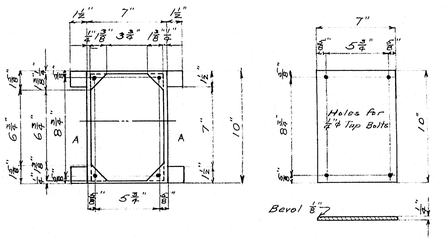
LIGHT CONDUIT LAYOUT



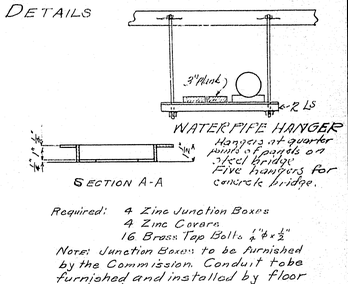
HOOK BOLTS - ⅝" ϕ.



LIGHTING DETAILS

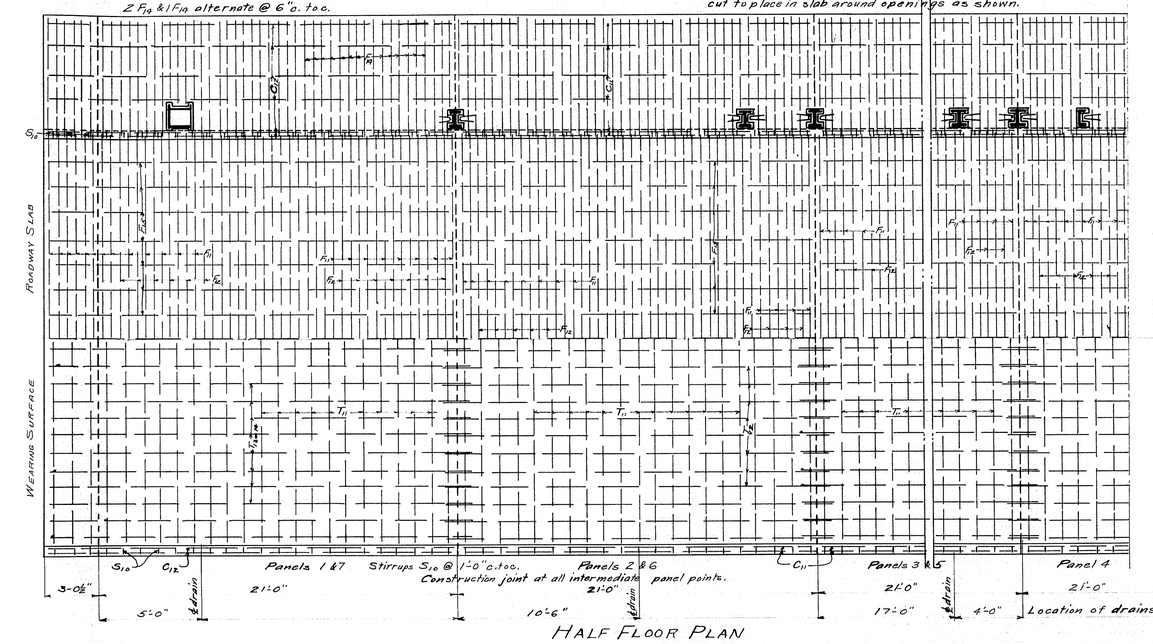


DETAIL OF ZINC JUNCTION BOXES



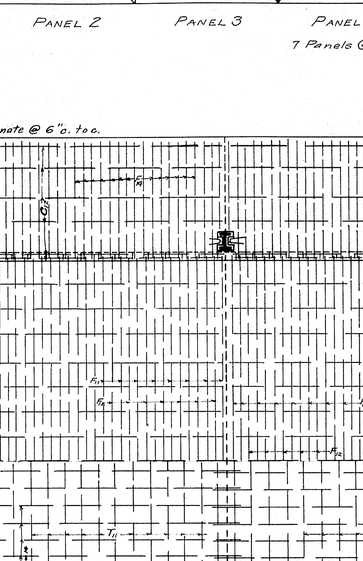
Required: 4 Zinc Junction Boxes
4 Zinc Covers
16 Brass Top Bolts ⅜" ϕ x ¾"
Note: Junction Boxes to be furnished by the Commission. Conduit to be furnished and installed by floor contractor.

NOTE: Leave 1" clear opening in sidewalk slab around truss members at all points where truss members project through slab. Cut F_{10} bars placed at these points to fit. Use waste pieces of F_{10} so cut to place in slab around openings as shown.

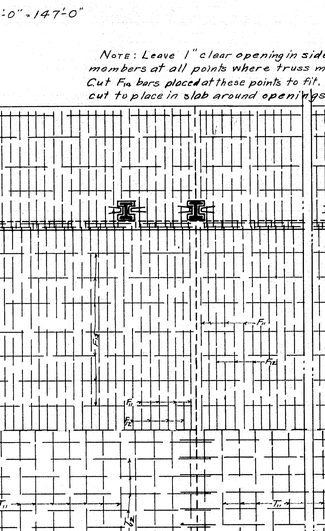


HALF FLOOR PLAN

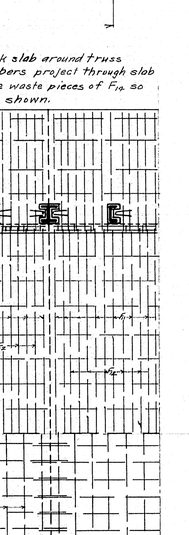
LONGITUDINAL SECTION



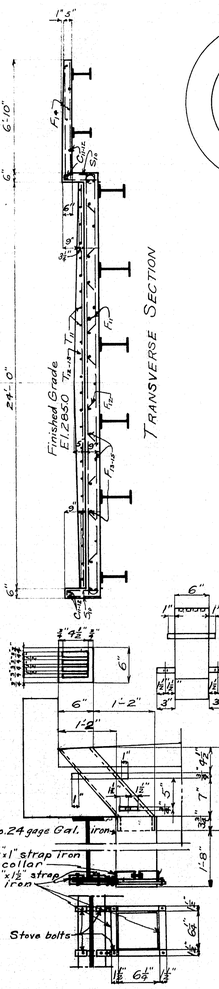
DETAIL OF SIDEWALK SLAB AT ABUTMENTS



DETAIL OF ROADWAY SLAB AT ABUTMENTS



DETAIL AT INTERMEDIATE FLOORBEAMS

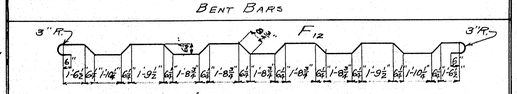


TRANSVERSE SECTION

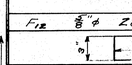
DRAIN DETAIL
12 Required.

STEEL SCHEDULE

BENT BARS



F_{12} ⅝" ϕ 28'-10½" long 140 Req'd. Road way Slab - All panels

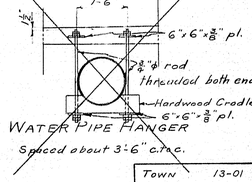


S_{10} ½" ϕ 3'-3" long 306 Req'd. Curbs - All panels

STRAIGHT BARS

Mark	Size	No. Req'd.	Length	Location
T_{11}	⅝" ϕ	153	23'-9"	Wearing surface - All panels
T_{12}	⅝" ϕ	120	21'-9"	" " - Panels 2,3,4,5,+6.
T_{13}	⅝" ϕ	24	24'-8"	" " - Panels 1, .
F_{11}	⅝" ϕ	318	24'-8"	Roadway slab - All Panels.
F_{13}	½" ϕ	95	20'-9"	" " - Panels 2,3,4,5,6
F_{19}	⅝" ϕ	459	7'-0"	Sidewalk slab - All panels.
F_{15}	½" ϕ	38	23'-9"	Roadway slab - Panels 1, 7.
C_{11}	½" ϕ	40	20'-9"	Curbs & Sidewalk slab - Panels 2,3,4,5,6
C_{12}	½" ϕ	16	23'-0"	" " " - Panels 1, 7
T_{14}	⅝" ϕ	24	23'-10"	Wearing Surface - Panel 7

Note: All steel to be plain round bars, structural grade. Dimensions are to centers of bars.



TOWN	13-01
BRIDGE	2615

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION

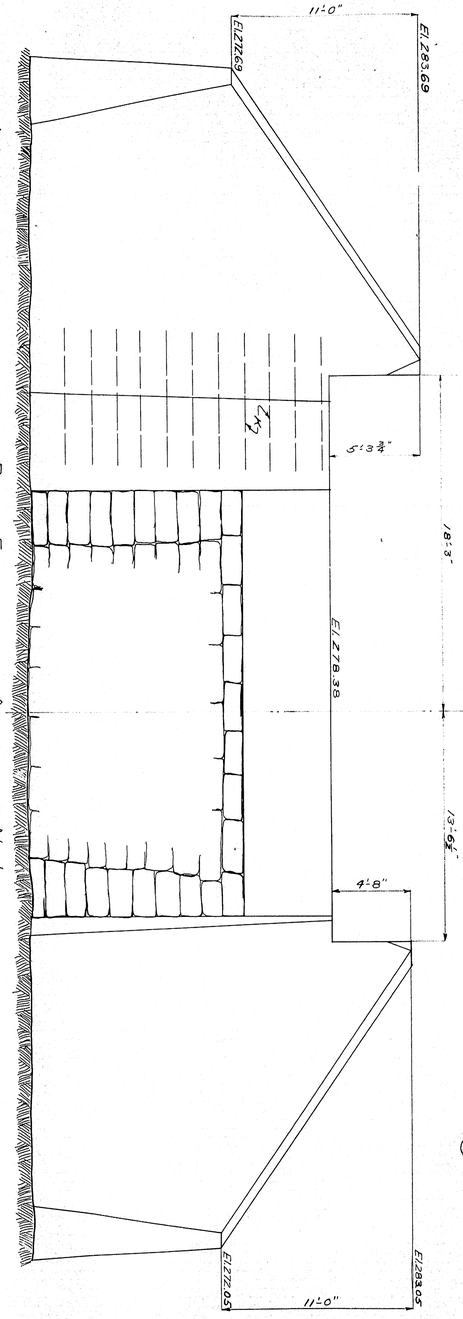
NORTH ANSON BRIDGE
OVER
CARRABASSETT STREAM
IN THE TOWN OF
ANSON
SOMERSET COUNTY

FLOORPLAN AND LIGHTING DETAILS - STEEL SPAN

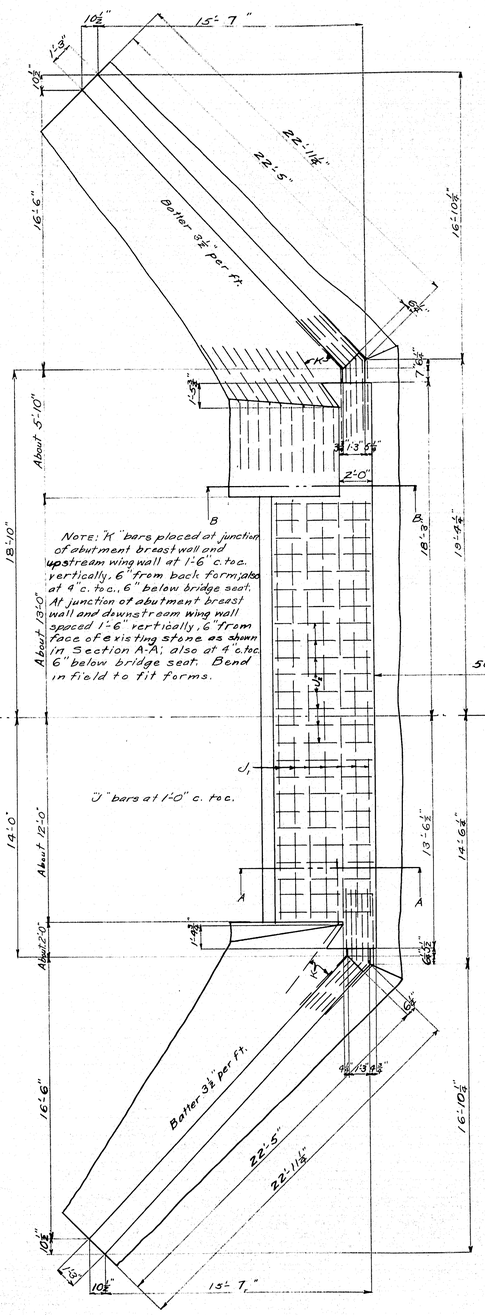
SHEET 6 OF 9 AUGUSTA, ME. JAN. 1932

18-6

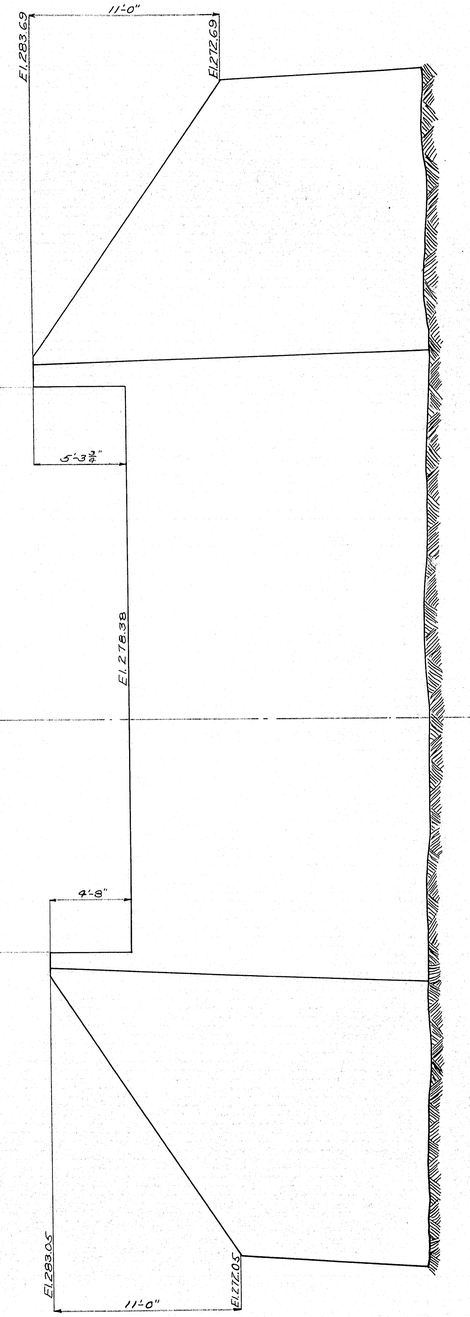
0 1 2 3 4 5 INCHES



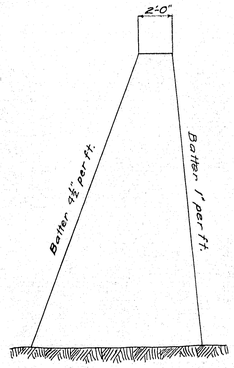
REAR ELEVATION - ABUTMENT No. 1.



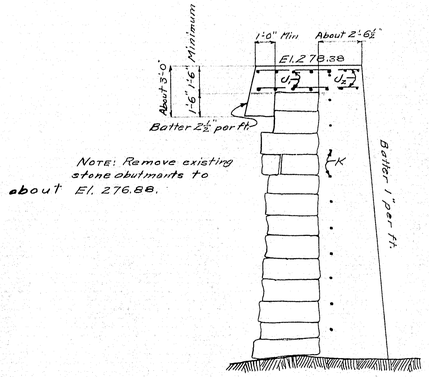
PLAN - ABUTMENT No. 1.
ABUTMENT No. 2 Similar.



FRONT ELEVATION - ABUTMENT No. 1.



SECTION B-B



Note: Remove existing stone abutments to about El. 276.88.

SECTION A-A

TOWN 13-01
BRIDGE 2615

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION

NORTH ANSON BRIDGE
OVER
CARRABASSETT STREAM
IN THE TOWN OF
ANSON
SOMERSET COUNTY

SUBSTRUCTURE - T-BEAM SPAN

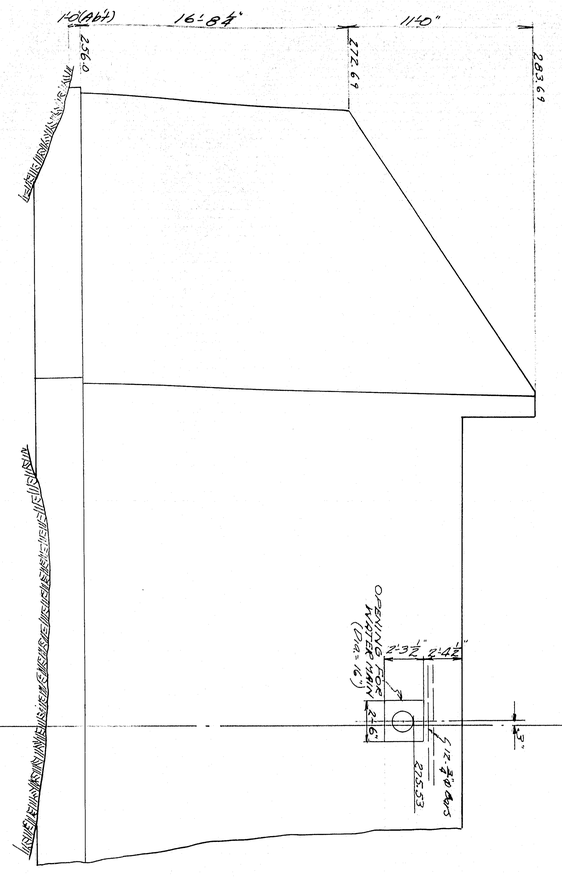
SHEET 7 OF 9 AUGUSTA, ME. DEC. 1931.

18-7

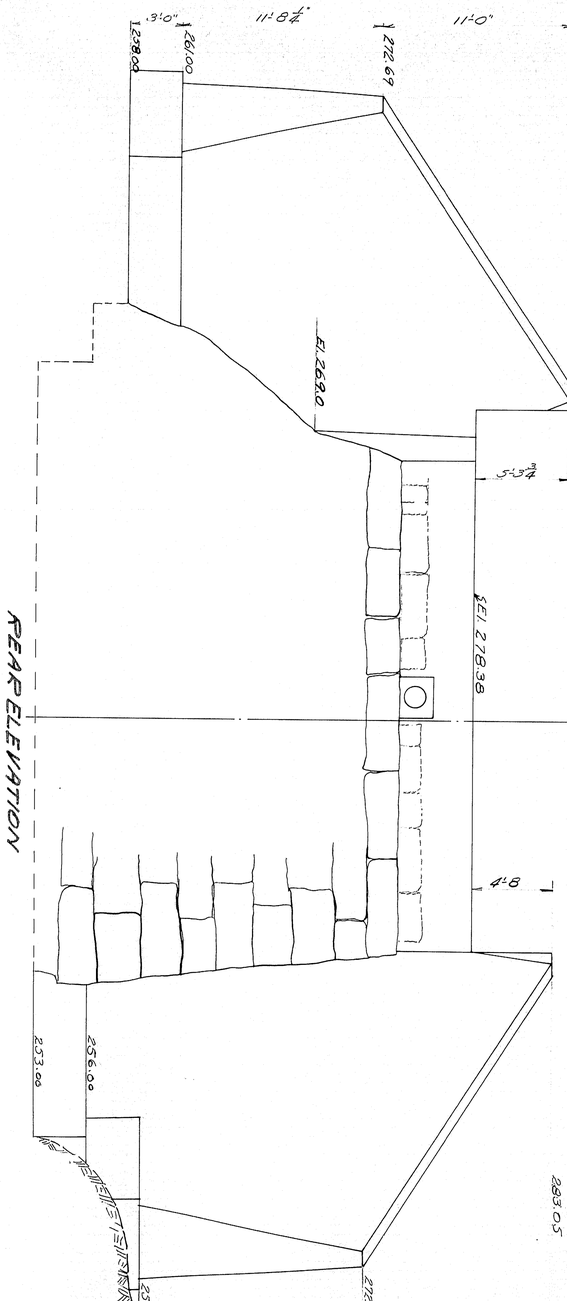
Note: "K" bars placed at junction of abutment breast wall and upstream wing wall at 1'-6" c. to c. vertically, 6" from back form also at 4" c. to c., 6" below bridge seat. At junction of abutment breast wall and downstream wing wall spaced 1'-6" vertically, 6" from face of existing stone as shown in Section A-A; also at 4" c. to c. 6" below bridge seat. Bend in field to fit forms.

0 1 2 3 4 5 INCHES

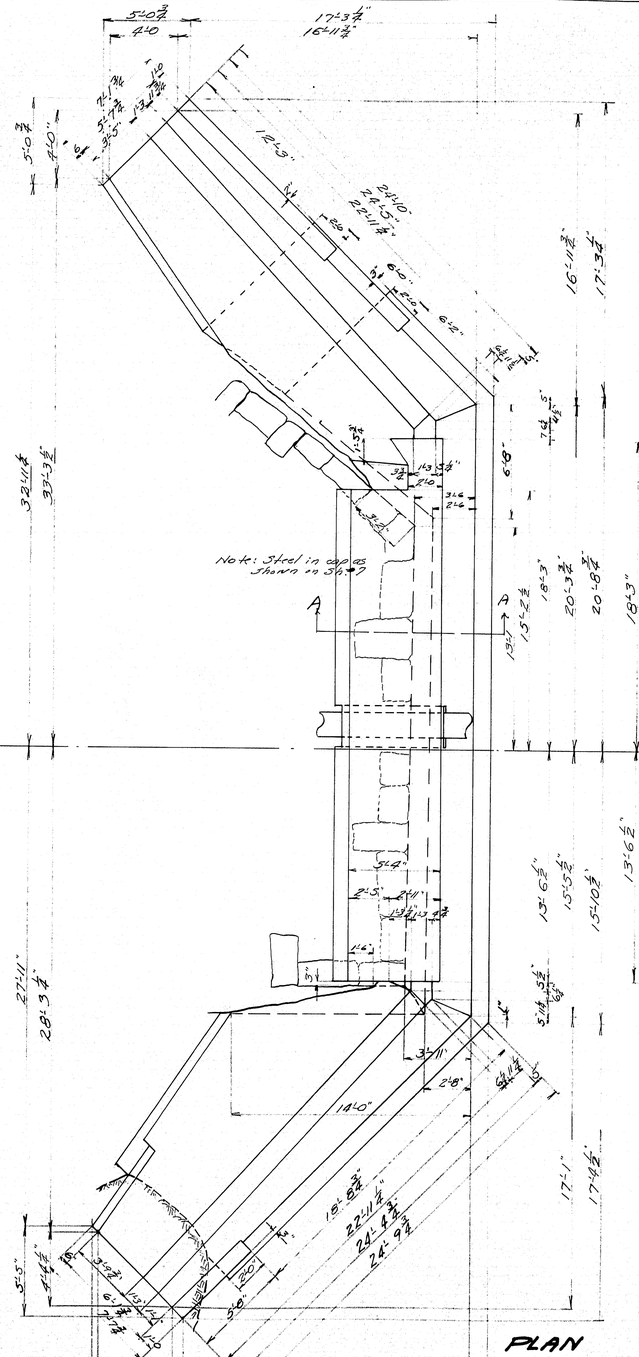
PART FRONT ELEVATION


Elev. 283.69
Elev. 272.69
Elev. 256.0
16'-8½"
11'-0"
Lower Ends in Inverts
Outside Face of Wing
2'-3½"
2'-4½"
2'-1½"
2'-6"
2'-0"
2'-0"
2'-0

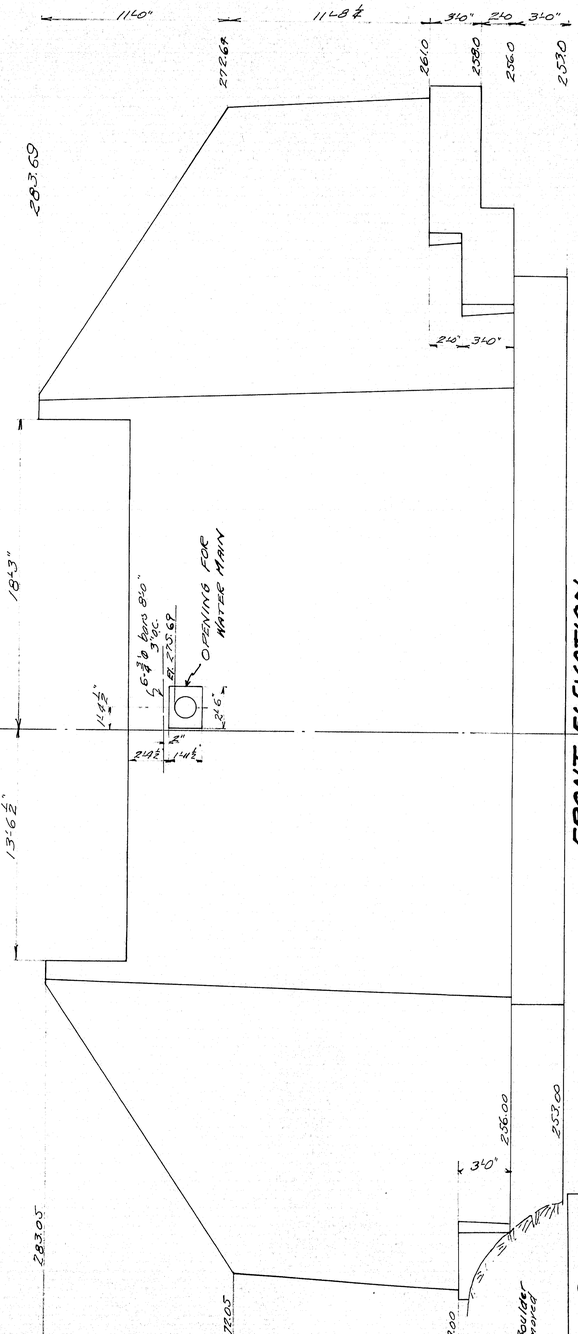
REAR ELEVATION



PLAN



FRONT ELEVATION



Town 13-01
BRIDGE 2615

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION

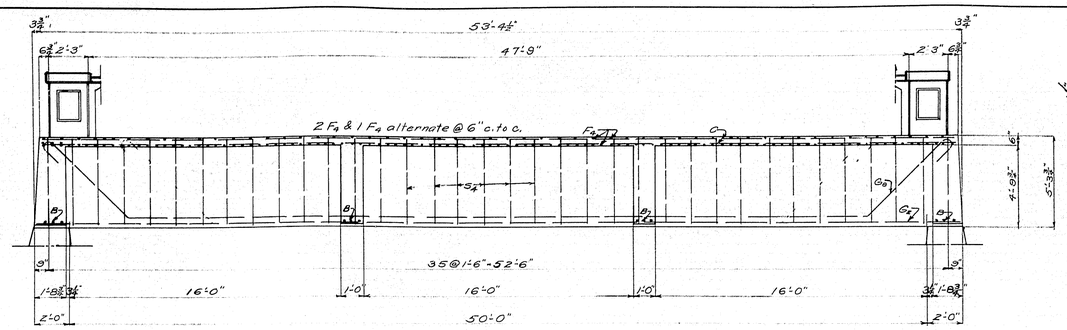
NORTH ANSON BRIDGE
OVER
CARRABASSETT STREAM
IN THE TOWN OF
ANSON
SOMERSET COUNTY

DETAILS ABUT^S, CONC. SPAN.

SH. 7 B AUGUSTA ME. JAN 1933

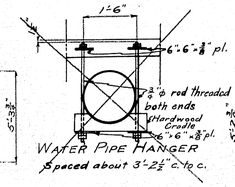
0 1 2 3 4 5 INCHES

18-9



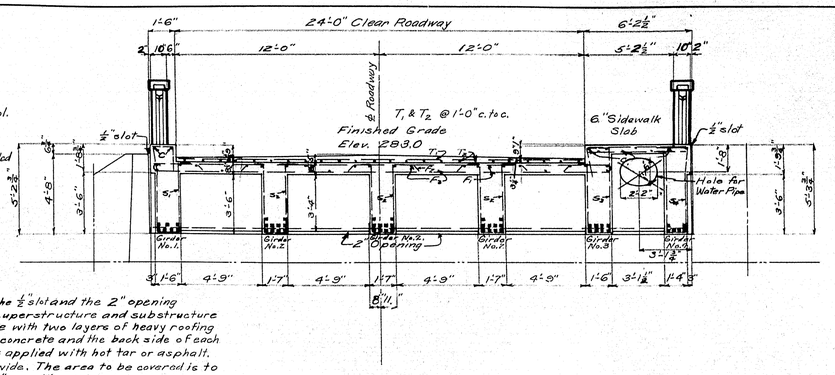
LONGITUDINAL SECTION - SIDEWALK

Showing Reinforcing Steel - Girder No. 4.



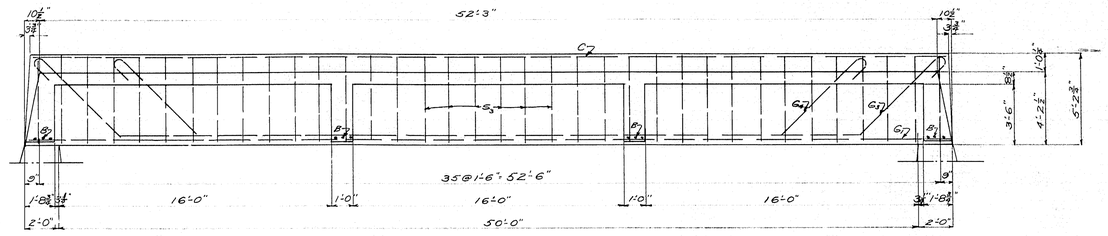
WATER PIPE HANGER

Spaced about 3'-2½" c. to c.



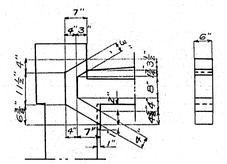
NOTE: Cover the ½" slot and the 2" opening between the superstructure and substructure on the back side with two layers of heavy roofing felt. Coat the concrete and the back side of each layer of felt as applied with hot tar or asphalt. Felt to be 10" wide. The area to be covered is to be recessed ½" by nailing thin strips to the forms before the concrete is placed.

TRANSVERSE SECTION - SUPERSTRUCTURE



LONGITUDINAL SECTION - SUPERSTRUCTURE

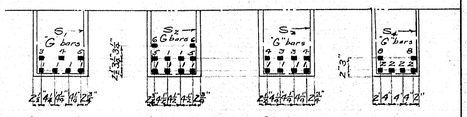
Showing Reinforcing Steel - Girder No. 3.



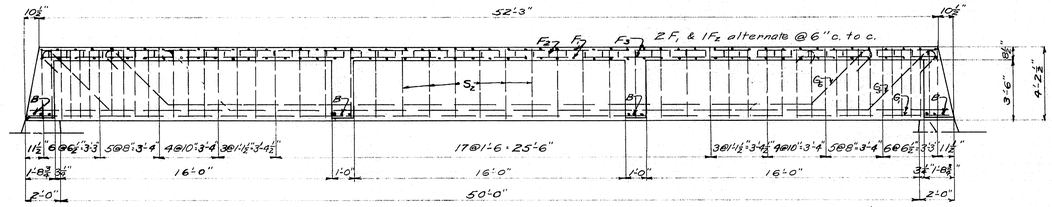
Drain for Roadway Side
2 Req'd.

Drain for Sidewalk Side
2 Req'd.

DRAIN DETAILS

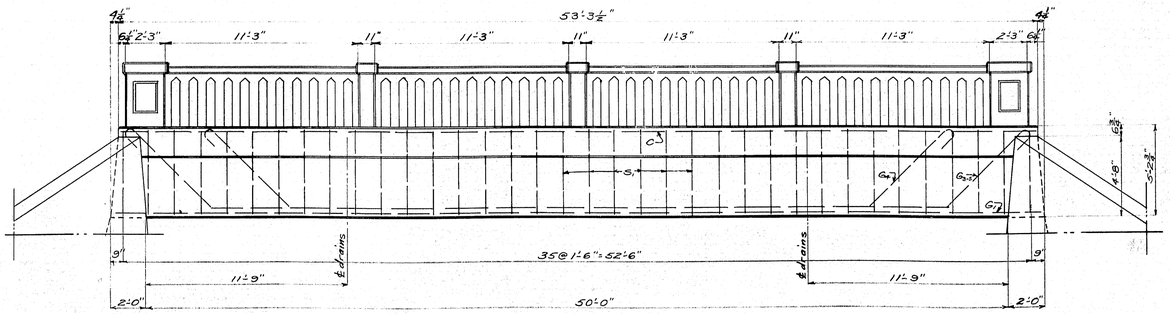


GIRDER DETAILS



LONGITUDINAL SECTION - SUPERSTRUCTURE

Showing Reinforcing Steel - Girder No. 2.

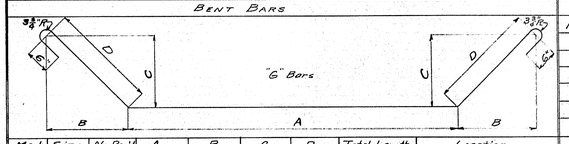


SIDE ELEVATION - DOWNSTREAM

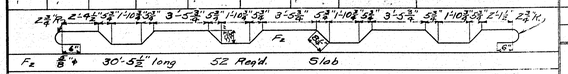
Showing Reinforcing Steel - Girder No. 1.

STEEL SCHEDULE

BENT BARS



Mark	Size	No. Req'd.	A	B	C	D	Total Length	Location
G_3	1½" ø	3	42'-11½"	4'-8¼"	4'-3"	6'-3⅜"	58'-6½"	Girders "1"-"3
G_4	1½" ø	3	33'-7"	4'-8¼"	4'-3"	6'-3⅜"	49'-2"	Girders "1"-"3
G_5	1¼" ø	7	43'-11"	3'-7⅜"	3'-2½"	4'-10½"	56'-7"	Girders "1"-"2
G_6	1¼" ø	6	37'-2"	3'-4½"	2'-11¼"	4'-5½"	49'-0½"	Girder "2
.	"							
G_8	1" ø	2	42'-11"	4'-9¼"	4'-4"	6'-5⅞"	58'-9"	Girder "4
,	,							



F_2 ⅜" ø 30'-5½" long 52 Req'd. Slab.

S_1 ½" ø 13'-6½" long 36 Req'd. Girder "1

S_2 ½" ø 10'-1½" long 162 Req'd. Girder "2

S_3 ½" ø 13'-6½" long 36 Req'd. Girder "3

S_4 ½" ø 13'-9⅜" long 36 Req'd. Girder "4

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

STRAIGHT BARS

Mark	Size	No. Req'd.	Length	Location
F_1	⅜" ø	106	26'-9"	Slab
F_2	½" ø	48	27'-0"	Slab
F_4	½" ø	161	6'-0"	Sidewalk
T_1	⅜" ø	53	23'-9"	Wearing Surface
T_2	⅜" ø	48	27'-0"	Wearing Surface
G_1	1¼" ø	26	53'-6"	Girders "1"-"2"-3
G_2	1" ø	4	53'-6"	Girder "4
C	½" ø	18	27'-6"	Curb and Sidewalk
B	⅜" ø	12	30'-9"	Diaphragms
K	⅝" ø	64	8'-0"	Abuts. + Wings
J_1	½" ø	28	25'-0"	Abutment caps.
J_2	½" ø	100	6'-0"	Abutment caps.
P	¾" ø	56	4'-6"	Rail Posts.
R_1	⅝" ø	96	4'-3"	Railing
R_2	⅝" ø	24	11'-5"	Railing
D	½" ø	16	1'-6"	Light Posts

Revised as built E.L.F.

Town	13-01
Bridge	2615

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION

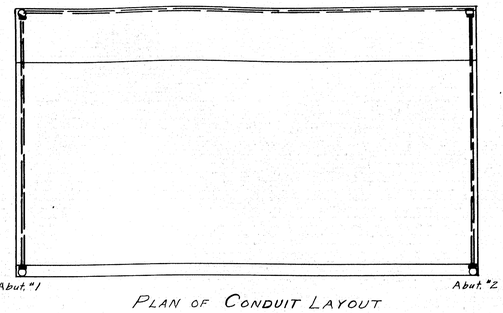
NORTH ANSON BRIDGE
OVER
CARRABASSETT STREAM
IN THE TOWN OF
ANSON
SOMERSET COUNTY

SUPERSTRUCTURE - T-BEAM SPAN

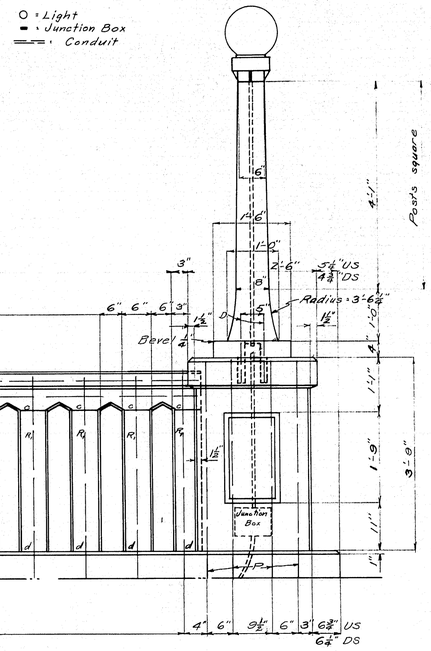
SHEET 8 OF 9 AUGUSTA, ME. DEC. 1931.

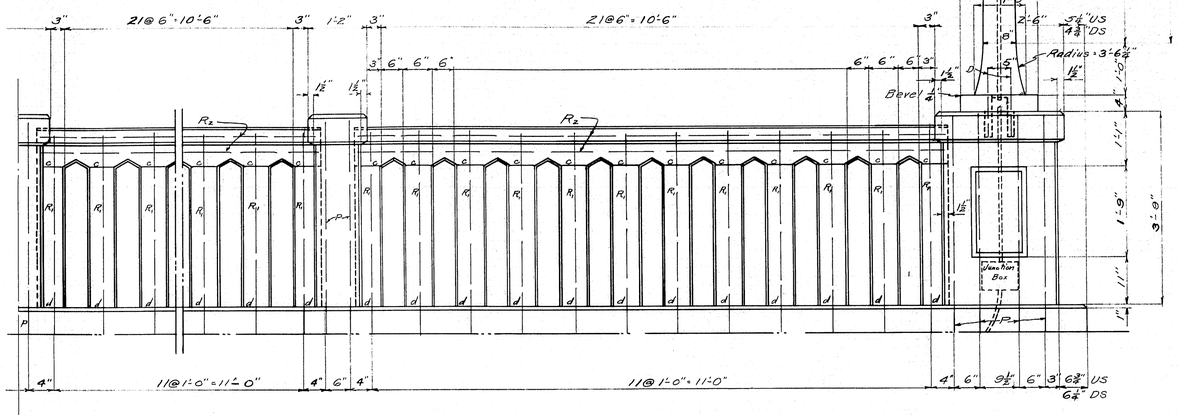
18-10

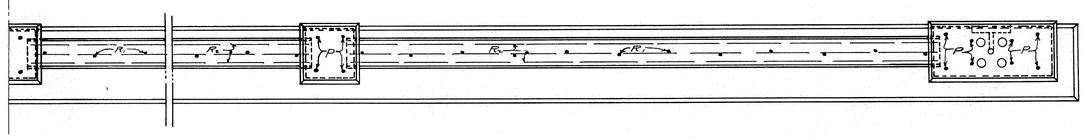
0 1 2 3 4 5 INCHES



PLAN OF CONDUIT LAYOUT

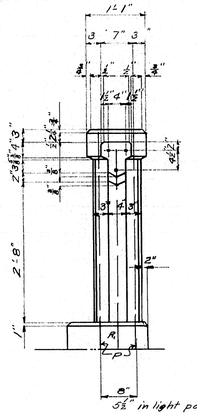


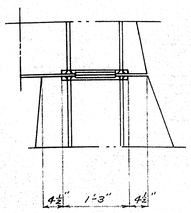


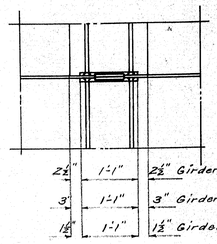


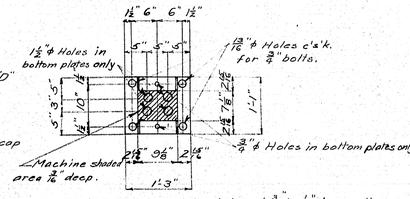
RAIL AND LIGHT POST DETAIL

Curb to be cast with slab. Place vertical rods for posts and rails in curb. Break the bond at 'c' and 'd', top and bottom of each vertical section between openings and at ends by placing there one layer of heavy roofing felt, cut to fit form and slipped down over reinforcing steel at the proper time. After rail forms are removed, wrap end of each rail 6 inches with roofing felt, fold in ends, and build post forms so that rails project into posts 1½ inches. When forms are removed cut away all exposed felt. All exposed edges of concrete to be chamfered ½ inch unless noted.







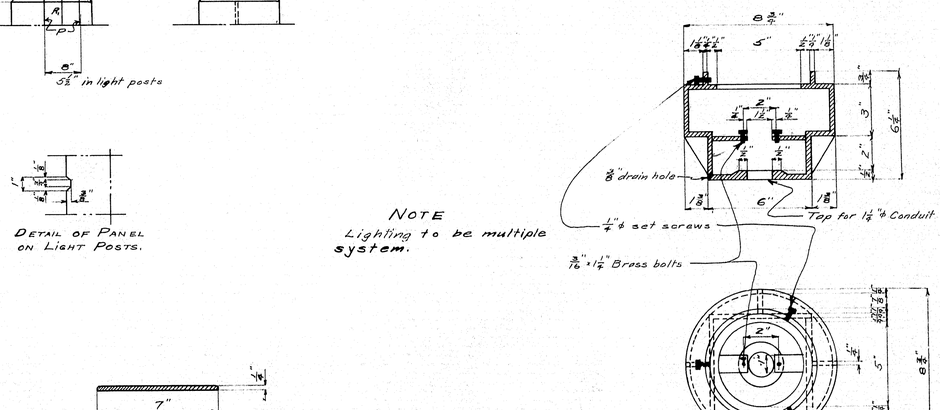


Grooves in steel plates to be cut ⅛" to ¼" deeper than bed area to permit machining. Bronze plates to be finished smooth and true, either by rolling or by a final finishing cut.

12 Steel Plates 13"×¾"×1'-3"
12 Phosphor Bronze Pls. 7"×⅜"×9"
48 Bolts ¾" ϕ × 1'-0" c'sk. heads, threaded full length, with nuts.

NOTE: Expansion plates to be furnished by the Commission F.O.B. nearest R.R. Station.

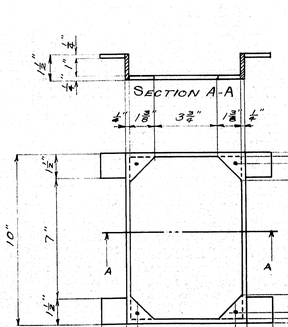
EXPANSION BEARING DETAILS



NOTE
Lighting to be multiple system.

To be fitted with receptacle WE 25712 series socket, bulb and 12" globe, 6 base. (If lighting system is parallel system substitute that type of socket.)

BRONZE LIGHT POST CAP
4 Required.



REQUIRED: 4 Zinc Junction Box Castings
4 Zinc Covers
16 Brass Tap Bolts ¼"×½"

NOTE: Junction box and light post castings will be furnished by the Commission

DETAIL OF ZINC JUNCTION BOX CASTING AND COVER

DETAIL OF PANEL ON LIGHT POSTS.

Revised as built E.E.H.

TOWN	13-01
BRIDGE	2615

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
NORTH ANSON BRIDGE
OVER
CARRABASSETT STREAM
IN THE TOWN OF
ANSON
SOMERSET COUNTY
RAIL, LIGHTING AND BEARING DETAILS
T-BEAM SPAN
SHEET 9 OF 9 AUGUSTA, ME. JAN. 1932.

18-11

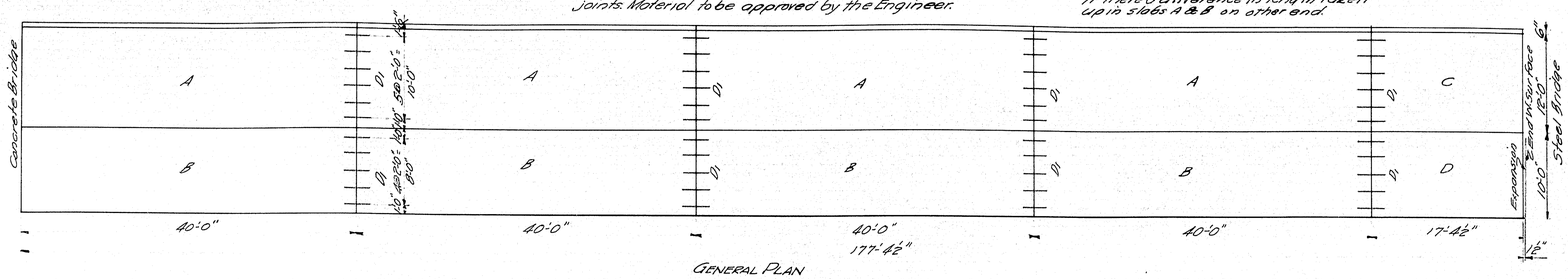
H.P. Howard
J. Brogan

0 1 2 3 4 5 INCHES

Steel for slabs A & B to be made up of three mats each and securely wired.

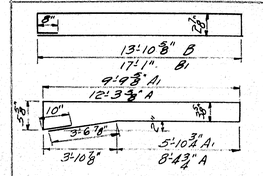
Dowels D_2 spaced 2'-0" in ends of slabs, ½ encased in tubes for expansion. ½" expansion material to be placed in all transverse joints. Material to be approved by the Engineer.

Note: place slabs C & D first and if there a difference in length take it up in slabs A & B on other end.



GENERAL PLAN

STEEL SCHEDULE



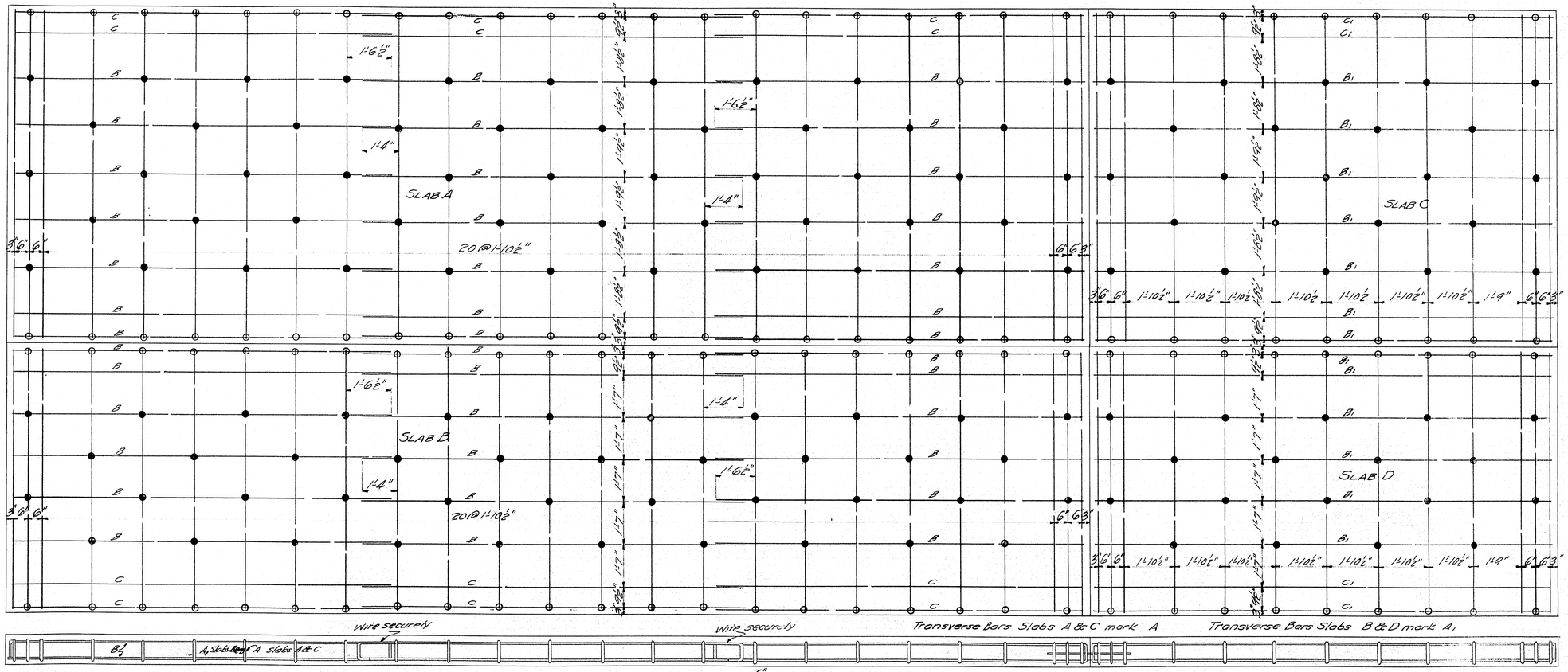
STRAIGHT STEEL

Mk	Size	No	Length	Location
D_1	⅜"ø	44	3'-0"	All slabs
D_2	⅜"ø	90	1'-0"	curbs
D_3	⅜"ø	43	1'-6"	Abuts.
F	⅝"ø	2	22'-0"	"
C	⅜"ø	96	13'-11"	Slabs A & B
C_1	"	8	17'-0"	" C & D

BENT STEEL

Mk	Size	No	Length	Location
A	⅜"ø	113	25'-10½"	Slabs A & C
A_1	"	113	20'-10½"	" B & D
B	"	156	28'-11"	" A & B
B_1	"	13	35'-3¾"	" C & D

All steel to be plain round bars of structural grade. All dimensions are to ℄ of bars.



Transverse Bars Slabs A & C mark A

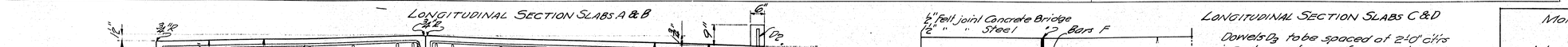
Transverse Bars Slabs B & D mark A_1

Blocks to be made of one part Portland cement and two parts of approved sand and mixed with enough water to make a stiff mortar. Other types of steel supports may be used if approved by the Engineer.

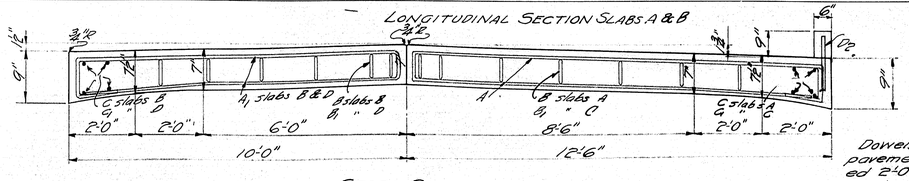
● Block & spacer ○ Chair

Wire securely

Wire securely

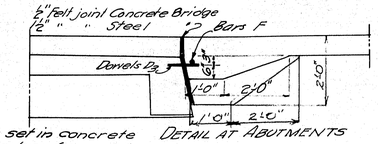


LONGITUDINAL SECTION SLABS A & B



CROSS-SECTION

Dowels D_2 to be set in concrete pavement, 3" from edge of concrete, spaced 2'-0" ctrs. In slabs A start 1'-0" from each end, slab C. 8½" from each end.



DETAIL AT ABUTMENTS

Revised as built E.E.B.

LONGITUDINAL SECTION SLABS C & D

Dowels D_2 to be spaced at 2'-0" ctrs in end cross beam of concrete span and in backwall of steel span. To project 9". When concrete surface on approach is placed, the projecting portions of dowels are to be wrapped with two layers of roofing felt, and allowed to extend into the surfacing. Place ½" round bars, F, over dowels as indicated.

The concrete approach surface is to be thickened and insulated from back of bridges as shown.

Maine Highway Commission
Bridge Division

NORTH ANSON BRIDGE
over
CARRABASSETT STREAM
in the town of
ANSON
SOMERSET COUNTY

CAUSEWAY PLAN

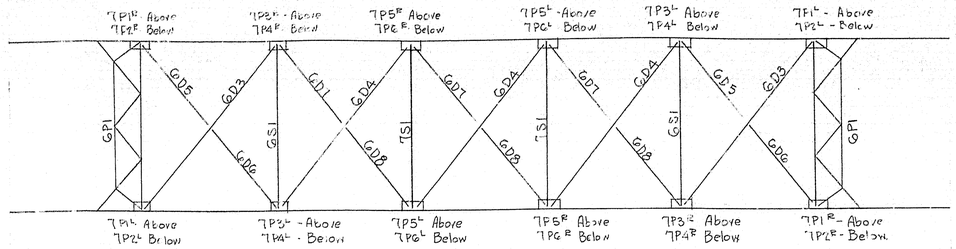
Sheet A Augusta, Me August 1932

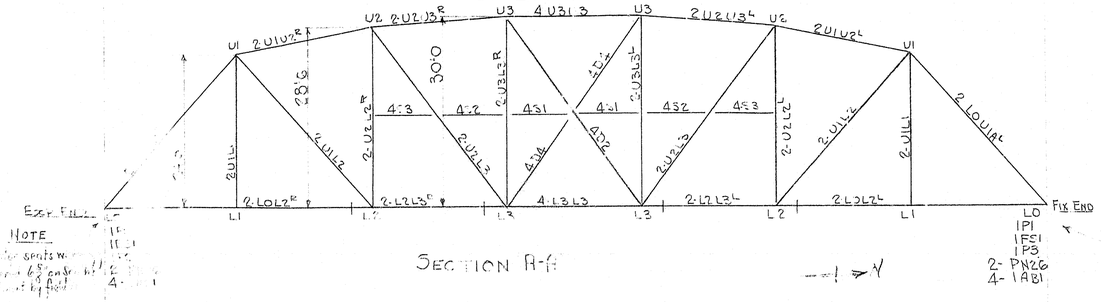
Bridge 26/15
Town 13-01

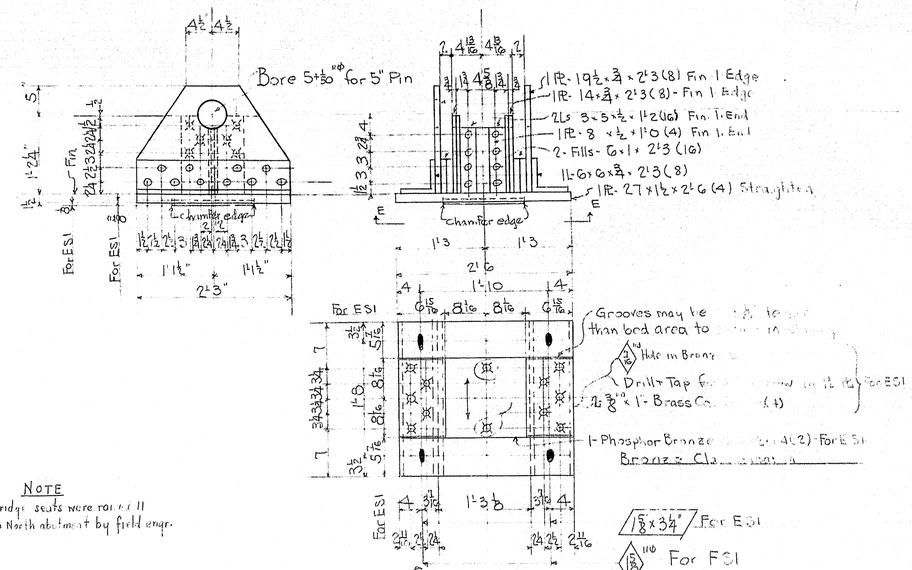
Drafted V. Hamilton

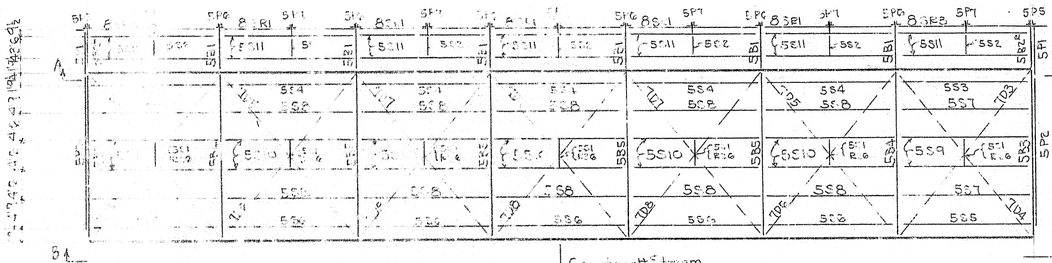
18-12

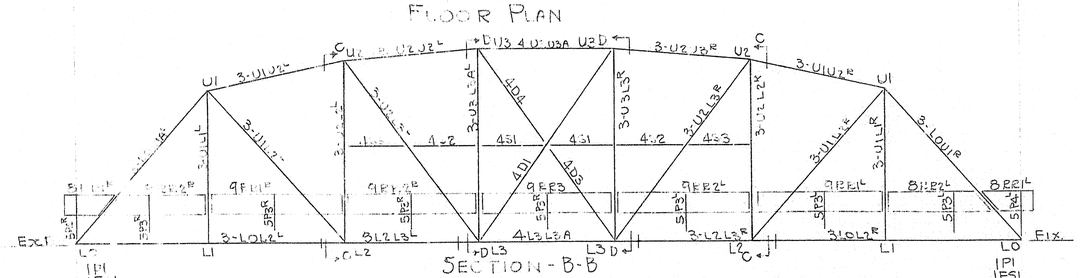
0 1 2 3 4 5 INCHES

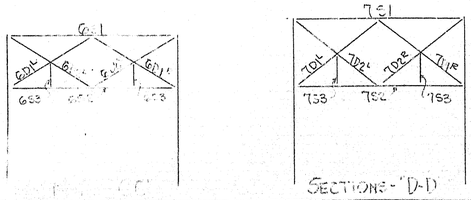


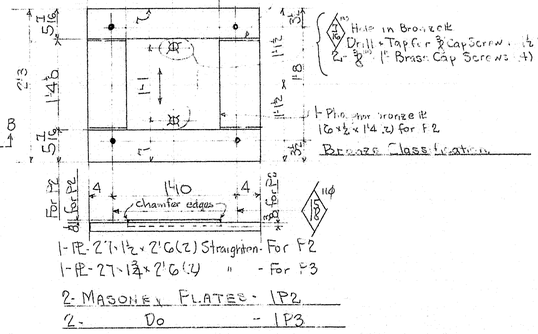


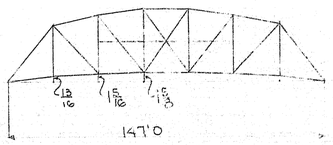


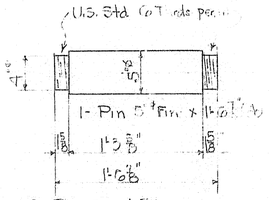












8-LOMAS NUTS - FN23

NOTE -
All material ... Steel ... except bronze ...

INSPECTION	SHOP RIVETS	WEIGHT

RIVETS ... OPEN HOLES ... UNLESS NOTED

LACKAWANNA STEEL CONSTRUCTION CORP'N
BUFFALO, N. Y.

STRUCTURE 147'0" TRUSS SPAN
FOR ... TATE OF MAINE
DETAILS OF ... SPAN ...
SPECIFICATIONS ... STATE HIGHWAY COMMISSION 1930
SHOP PAINT ... PRIMER
FIELD PAINT ...

DRAWN BY	DATE	CHECKED BY	DATE	SQUAD FOREMAN
J.N.W.	5-2-32	A.P.L.	5-2-32	

REVISIONS	No.	DATE	BY	DESCRIPTION
	1			
	2			
	3			
	4			
	5			

CONTRACT No. 233 SHEET No. 1

TOWN 13-01 BRIDGE - 2015
147'-0" TRUSS SPAN
NORTH ANSON BRIDGE
OVER
CARRABASSETT STREAM
SOMERSET COUNTY

No. 102—B. & F. CO.

18 - 13

0 1 2 3 4 5 INCHES

P1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18 | B1-2-3-4-7-8 | B1-2-3-4-5 | F1

1 Bt PL 18¾×⅜×3'-7 (2)
2 Bolts ⅞ϕ×1½ (12)

1 PL 3½×⅜×1'-8½(4) B1

1 Bar 3½×⅜×2'-8 (2) b3 bent This side ℄ xx

22 Bars 2½×⅜×2'-0¼(44) b2

1 Bar 3½×⅜×2'-8½(2) b5 bent This side ℄ xx

1 Bar 3½×⅜×2'-5¾(2) b4 bent This side ℄ xx

4 Bolts ⅞ϕ×2 (12)

2-Tie 15×40×39'-1¾(4)

LOL2

2-Tie 15×55×21'-5¼ (4)

L2L3

U1U2
1 PL 18½×⅜×21'-9¼(2) F.I.E.
2-Tie 15×33⅝×21'-9¼(2)

U2U3
2-Tie 15×35×21'-2¼(4)
1 PL 18½×⅜×21'-2¼(2) F.I.E.
2 PL 29½×⅜×3'-9(4)
2 PL 13×⅜×1'-9(4)
2 Bt 15×4×⅜×3'-0¼(4) P8
4 Bolts ⅞ϕ×2½(8)

U2L2
1-CB 8×33×29'-2¾(2)

U2L3
1-CB 8×33×32'-1 (2)

U3L3
1-CB 8×33×30'-8½(2)

U1L1
1-CB 8×33×22'-11(2)

LOUI-LOUIA
2-Tie 15×55×31'-5¾(4) F.I.E.
1 PL 18¾×⅜×31'-5¾(4) a3
2 Bt 15×4×⅜×31'-3(4) F1

1-CB 8×45×29'-6(2)

Detail of far side flange of U1L1

Detail of far side flange for U2L2 & U3L3

Bore 5"+⅛" for 5" Pin

Cut PL on this line This side ℄ xx

Notch PL for LO 1A

Cut PL on this line This side ℄ xx

Fill 8×⅜×3'-0 (4) P5

Cut in 2" R

Work Together Sheets 243

Inspection	Shop Rivets	Weight
Rivets ⅞	Open Holes 15/16	Unless Noted

LACKAWANNA STEEL CONSTRUCTION CORP'N
BUFFALO, N. Y.

Structure 147'-0" Truss Span
For ... State Highway
Details of ... Steel Truss
Specifications ... Dec. 1st 1930
Shop Paint ... Red Oxide
Field Paint ...

Drawn By	Date	Checked By	Date	Squad Foreman
P	4-24		5-8-34	

Revisions	No	Date	By	Description
	1			
	2			
	3			
	4			
	5			

Contract No. 2337 Sheet No. 2

TOWN 13-01 BRIDGE 2615
147'-0" TRUSS SPAN
NORTH AURORA BRIDGE
OVER
CAZENOVIA CREEK
N.Y.

Note
Holes for field connections, except holes for bracing, shall be subpunched ⅛" and reamed with connecting parts assembled, or thru a metal templet

Sub Purlin Distances ⅛" unless noted
Material on this sheet is Structural Class

Chord	2L0L2
"	2L0L2
"	2L2L3
"	2L2L3
"	2L0U1
"	2L0U1A
"	2U1U2
"	2U1U2
"	2U2U3
"	2U2U3
"	2U1L1
One Foot	12L2
One "	2U2L2
One "	2U3L3
One "	2U3L3
Diagonals	2U1L2
"	2U2L3

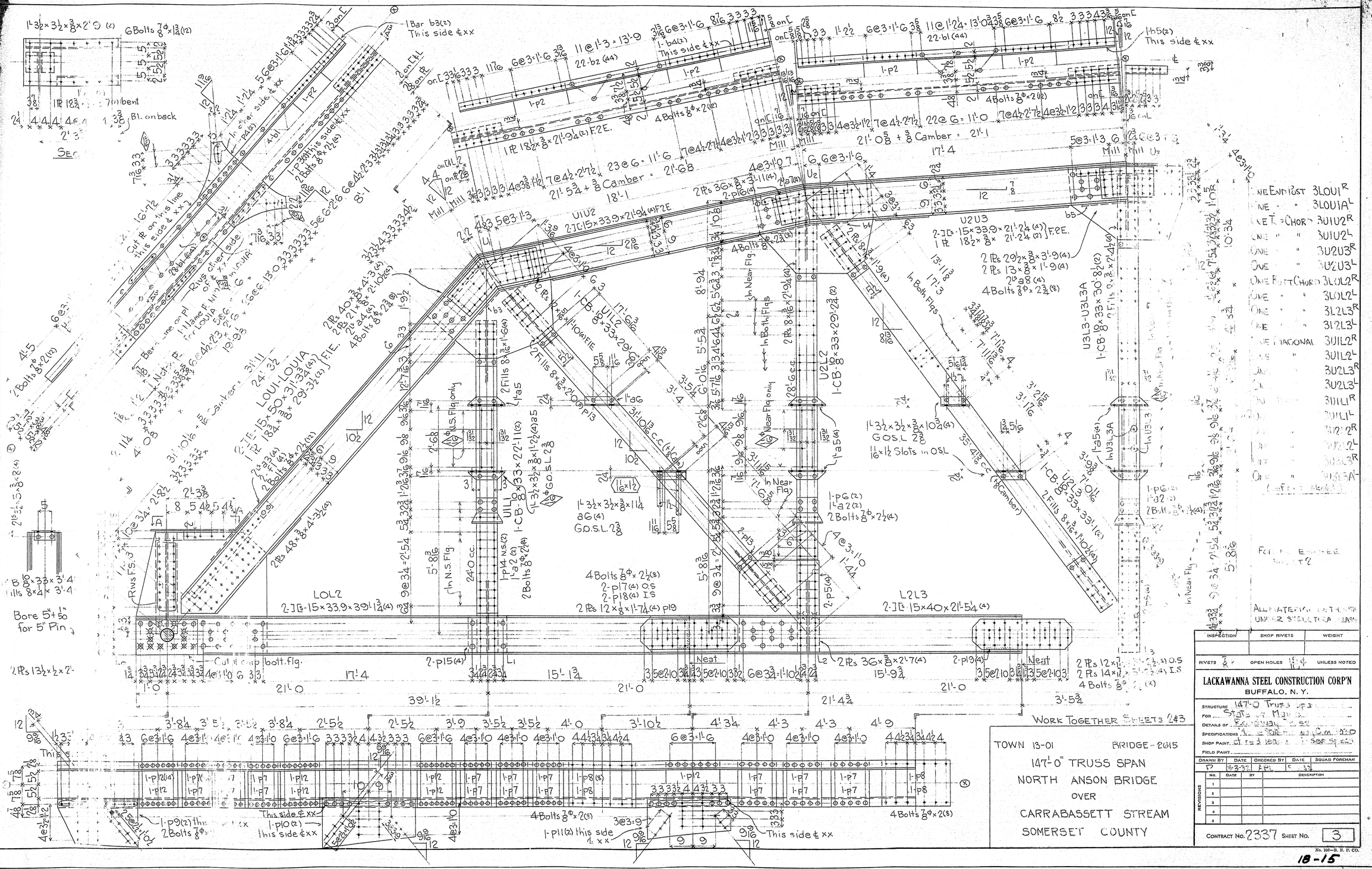
Neat

Chip bolt. flg

0 1 2 3 4 5 INCHES

Nu. 110—B. H. & CO.

18-14



One End Post	3LOU1R
One " "	3LOU1AL
One End Chord	3U1U2R
One " "	3U1U2L
One " "	3U2U3R
One " "	3U2U3L
One Batt Chord	3LOL2R
One " "	3LOL2L
One " "	3L2L3R
One " "	3L2L3L
One Diagonal	3UIL2R
" "	3UIL2L
" "	3U2L3R
" "	3U2L3L
" "	3UILIR
" "	3UILIL
" "	3U2L2R
" "	3U2L2L
" "	3U3L3R
One " "	3U3L3A

For Erection Splices see Sht 2

All interior bolts under structural load

INSPECTION	SHOP RIVETS	WEIGHT

RIVETS ⅞ " OPEN HOLES 15/16 " UNLESS NOTED

LACKAWANNA STEEL CONSTRUCTION CORP'N
BUFFALO, N. Y.

STRUCTURE 147'-0 Truss Span
FOR ... State of Maine
DETAILS OF ... Erection Steel
SPECIFICATIONS ... State of Maine 1920
SHOP PAINT ... 1 coat Red Lead
FIELD PAINT ...

DRAWN BY	DATE	CHECKED BY	DATE	SQUAD FOREMAN
PD	5-33	APL	6-33	

REVISIONS	No.	DATE	BY	DESCRIPTION
	1			
	2			
	3			
	4			
	5			

TOWN 13-01 BRIDGE - 2615

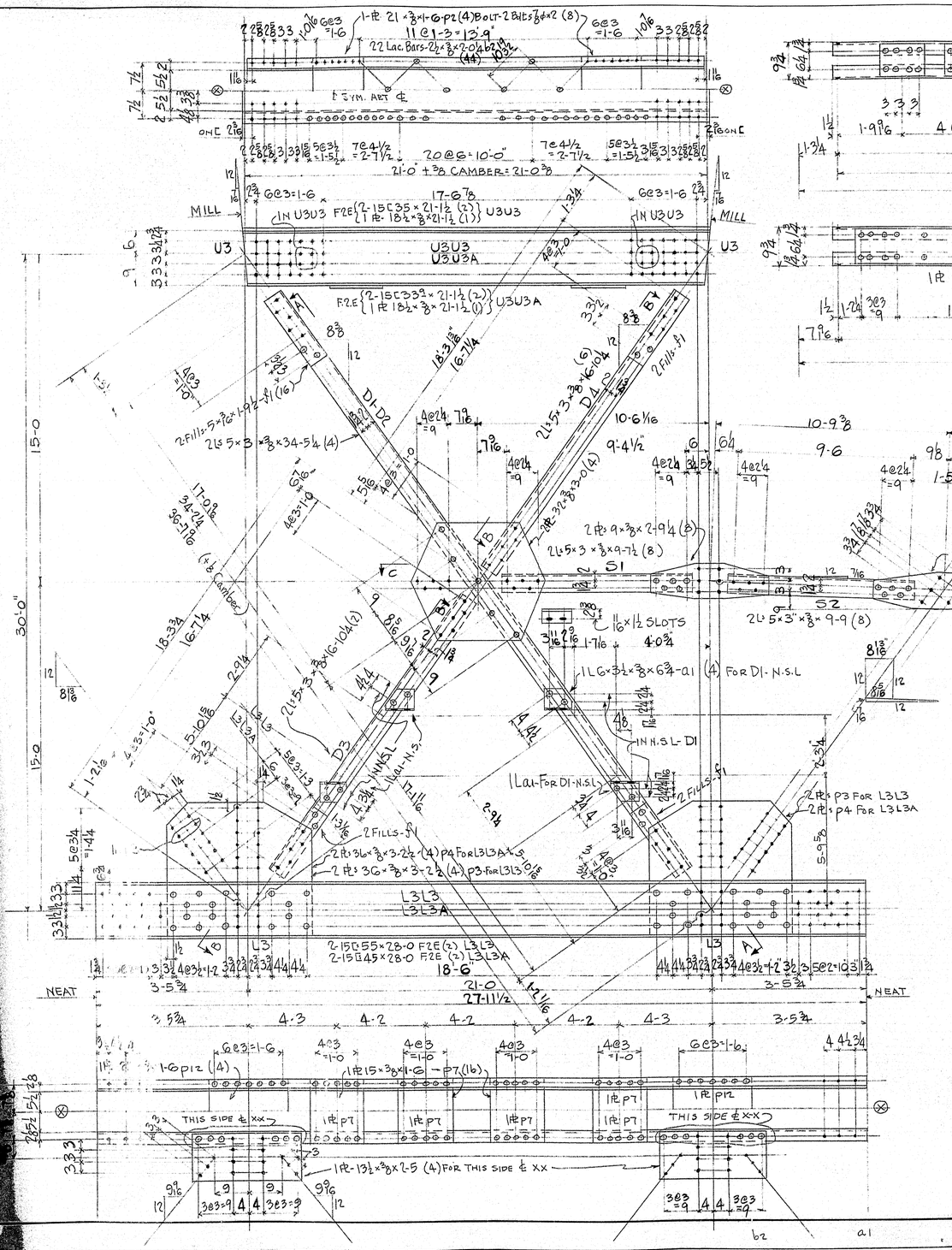
147'-0" TRUSS SPAN
NORTH ANSON BRIDGE
OVER
CARRABASSETT STREAM
SOMERSET COUNTY

CONTRACT No. 2337 SHEET No. 3

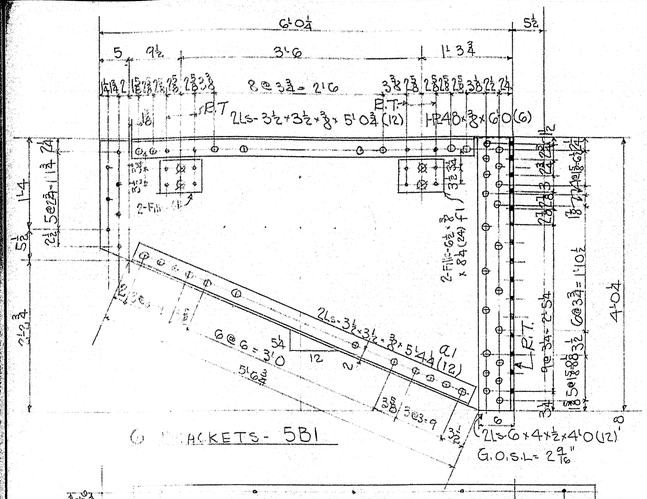
No. 100—B. H. P. CO.

18-15

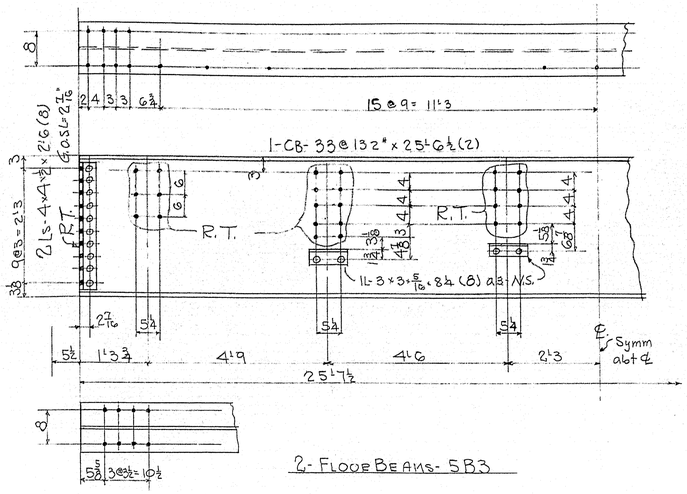
0 1 2 3 4 5 INCHES


1-PL 21 x 3/8 x 1'-6 PL (4) BOLT-2 BOLTS 7/8ø x 2 (8)
11 @ 1-3 = 13'-9"
22 LAC. BARS-2 1/2 x 3/8 x 2'-0 1/2 (44)
SYM. ART. ℄
ONE ℄
2 ℄ CONN
7 @ 4 1/2 = 2-7 1/2
20 @ 6 = 10'-0"
5 @ 3 1/2 = 1-5 1/2
21'-0" + 3/8 CAMBER = 21'-0 3/8
17'-6 7/8
GE3 = 1-6
MILL
IN U3U3
F2E {2-15 C 35 x 21-1 1/2 (2)} U3U3
{1 PL 18 1/2 x 3/8 x 21-1 1/2 (1)}
U3U3
U3U3A
U3
F2E {2-15 C 33 3/4 x 21-1 1/2 (2)} U3U3A
{1 PL 18 1/2 x 3/8 x 21-1 1/2 (1)}
D1-D2
D1
D4
D3
2 FILLS-S1
2 PL 5 x 3/8 x 16-10 1/4 (6)
2 PL 5 x 3/8 x 13'-0 (4)
2 PL 5 x 3/8 x 16-10 1/4 (2)
2 PL 5 x 3 x 3/8 x 9-7 1/2 (8)
2 PL 5 x 3 x 3/8 x 9-9 (8)
2 PL 9 x 3/8 x 2-9 1/4 (8)
2 PL 9 x 3/8 x 3-2 3/4 (8)
2 PL 9 x 3/8 x 1-8 3/4 (8)
S1
S2
S3
1 1/16 x 1 1/2 SLOTS
1 LG x 3 1/2 x 3/8 x 6 3/4-A1 (4) FOR D1-N.S.L
1 LG-A1-FOR D1-N.S.L
1 IN N.S.L-D1
2 PL P3 FOR L3L3
2 PL P4 FOR L3L3A
2 PL 3 1/2 x 3/8 x 3-2 1/2 (4) P4 FOR L3L3A
2 PL 3 G x 3/8 x 3-2 1/2 (4) P3 FOR L3L3A
L3L3
L3L3A
L3
2-15 C 55 x 28-0 F2E (2) L3L3
2-15 C 45 x 28-0 F2E (2) L3L3A
1 PL P7
1 PL P12
1 PL 15 x 3/8 x 1'-6 - P7 (16)
1 PL 13 1/2 x 3/8 x 2-5 (4) FOR THIS SIDE ℄ XX
THIS SIDE ℄ XX
NEAT
18'-6"
21'-0"
27'-11 1/2
30'-0"
15'-0
4 @ 3 = 1'-0
4 @ 2 = 9
4 @ 4 = 1'-4
6 @ 3 = 1'-6
3 @ 3 = 9
10 @ 6 = 5'-0
5 @ 4 = 1'-8
5 @ 3 = 1'-3
4 @ 3 1/2 = 1'-2
4 @ 2 1/2 = 10
5 @ 3 1/2 = 1'-5 1/2
4 @ 3 = 1'-0
4 @ 2 = 8
4 @ 4 = 1'-4
4 @ 3 = 1'-0
4 @ 2 = 8
4 @ 3 = 1'-0
3 @ 3 = 9

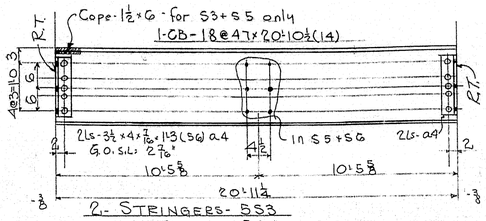
F1
a1-c-3 a4-5-6-7



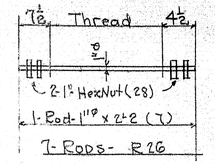
6 BRACKETS- 5B1



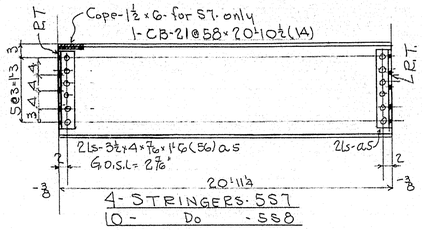
2- FLOOR BEAMS- 5B3



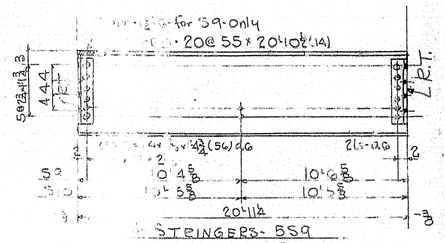
2- STRINGERS- S53
5- Do - S54
2- Do - S55
5- Do - S56



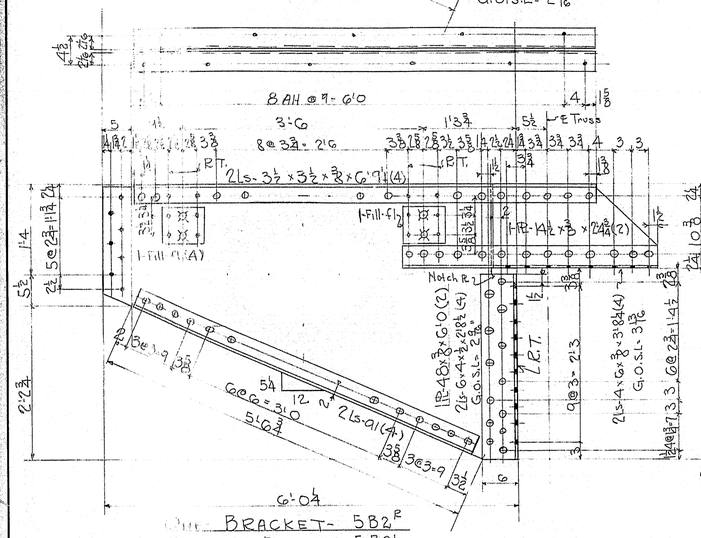
7- RODS- R26



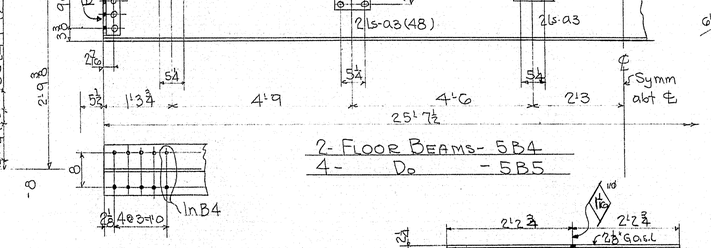
4- STRINGERS- S57
10- Do - S58



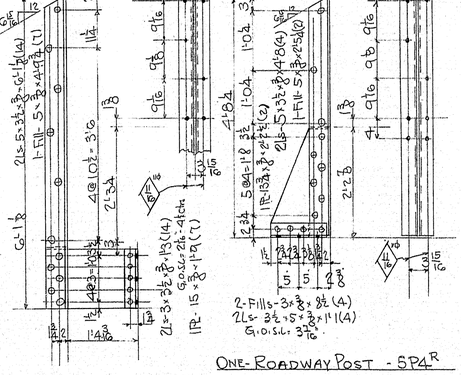
STRINGERS- S59
Do - S510



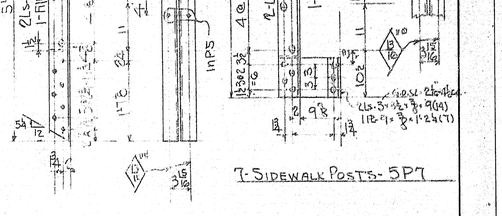
BRACKET- 5B2R
- Do - 5B2L



2- FLOOR BEAMS- 5B4
4- Do - 5B5

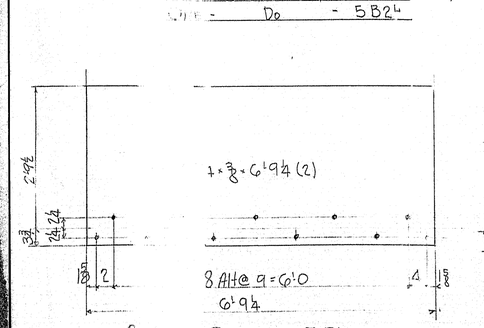


14- STRINGERS- S511

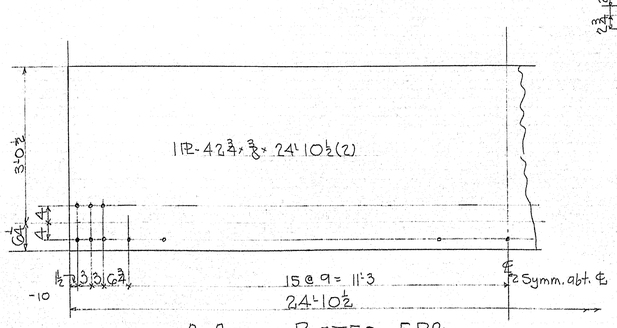


7- SIDEWALK POSTS- 5P7

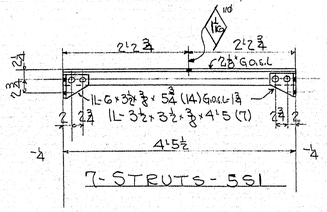
2- SIDEWALK POSTS- 5P5
6- Do - 5P6



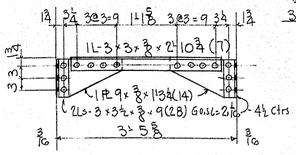
2 PLATES- 5P1



2- APRON PLATES- 5P2



7- STRUTS- 5S1



7- STRUTS- 5S2

4 ROADWAY POSTS- 5P3R
3- Do. - 5P3L

ONE- ROADWAY POST - 5P4R
ONE- Do. - 5P4L

NOTE:
Holes Marked R.T. to be Subpunched 13/16" ø and reamed to 15/16" ø with connecting parts assembled or reamed to a metal templet.

All material Structural steel Gr. [illegible]

INSPECTION	SHOP RIVETS	WEIGHT

RIVETS ⅞ OPEN HOLES 15/16 UNLESS NOTED

LACKAWANNA STEEL CONSTRUCTION CORP'N
BUFFALO, N. Y.

STRUCTURE 147'0 Truss Span
FOR STATE OF MAINE
DETAILS OF Floor Beams, Stringers & Bracing
SPECIFICATIONS Mass. State Highway Comm. 1925
SHOP PAINT One Coat Red Lead & Oil, Free Sc...
FIELD PAINT

DRAWN BY	DATE	CHECKED BY	DATE	SQUAD FOREMAN
d.NW	4-28-32	APL	5-2-32	

REVISIONS	No.	DATE	BY	DESCRIPTION
	1			
	2			
	3			
	4			
	5			

CONTRACT No. 2337 SHEET No. 5

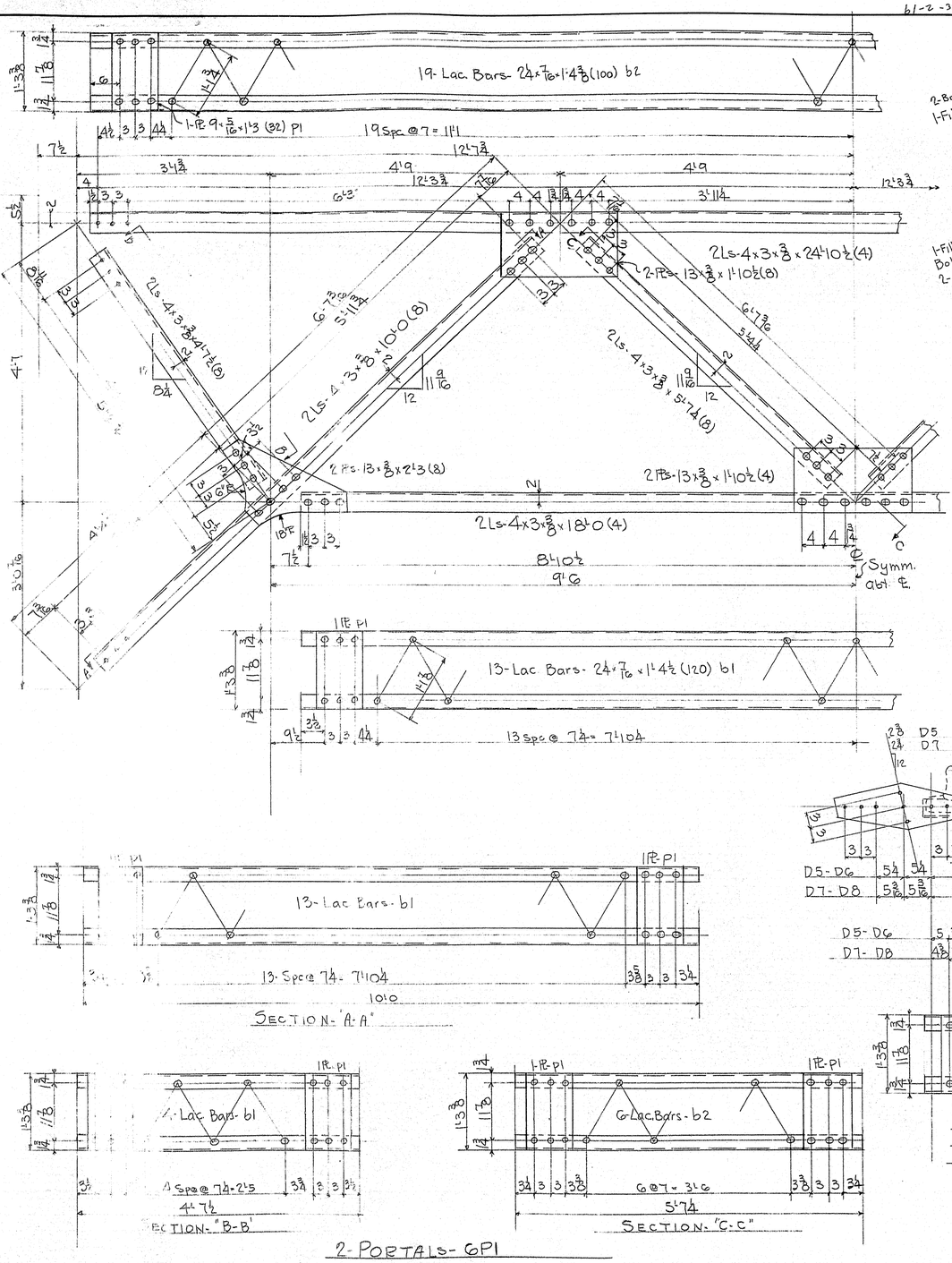
TOWN 13-01 BRIDGE- 2615
147'-0" TRUSS SPAN
NORTH ANSON BRIDGE
OVER
CARRABASSETT STREAM
SOMERSET COUNTY

No. 105—B. B. P. CO.

18-17

0 1 2 3 4 5 INCHES

P1
b1-2-3-4



All material Structural Steel Classification

INSPECTION	SHOP RIVETS	WEIGHT

RIVETS 3/4" OPEN HOLES 13/16" UNLESS NOTED

LACKAWANNA STEEL CONSTRUCTION CORP'N
BUFFALO, N.Y.

STRUCTURE 147'0" Truss Span
FOR State of Maine
DETAILS OF Bridges
SPECIFICATIONS Maine State Highway Comm. 1932
SHOP PAINT One Coat Red Lead + Oil, Spec. Smart
FIELD PAINT

DRAWN BY	DATE	CHECKED BY	DATE	SQUAD FOREMAN
J.N.W	4-27-32	A.H.L	4-28-32	

REVISIONS	NO.	DATE	BY	DESCRIPTION
	1			
	2			
	3			
	4			
	5			

CONTRACT NO. 2337 SHEET NO. 6

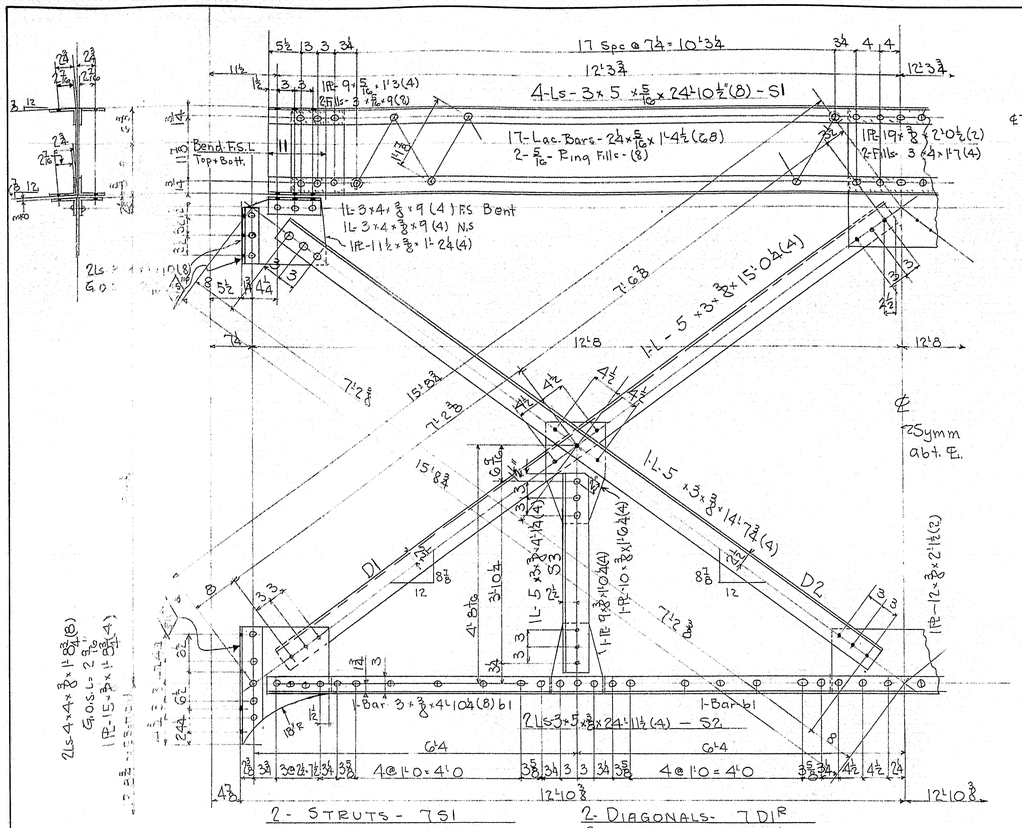
TOWN 13-01 BRIDGE- 2615

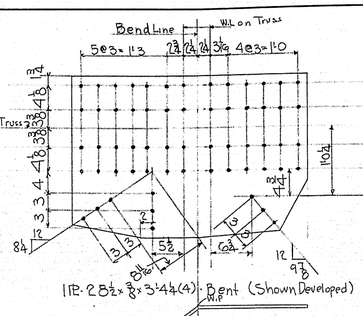
147'-0" TRUSS SPAN
NORTH ANSON BRIDGE
OVER
CARRABASSETT STREAM
SOMERSET COUNTY

0 1 2 3 4 5 INCHES

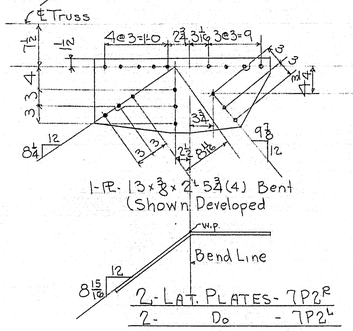
No. 100—B. B. & P. CO.

10-18

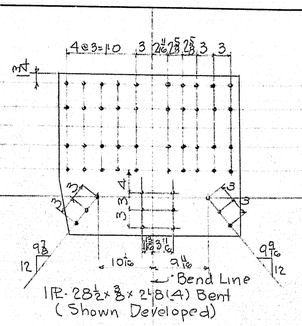




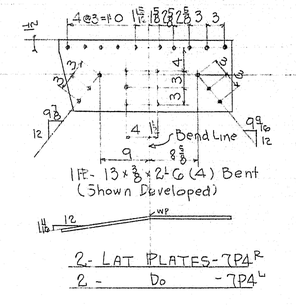
2-LATERAL PLATES- 7P1R
2- Do - 7P1L



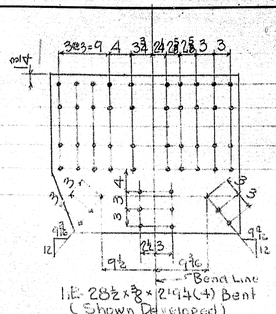
2-LAT. PLATES- 7P2R
2- Do - 7P2L



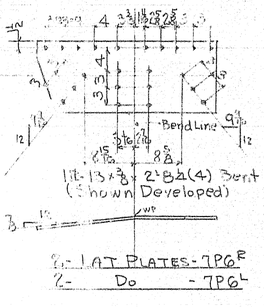
2-LAT. PLATES- 7P3R
2- Do - 7P3L



2-LAT PLATES-7P4R
2- Do - 7P4L



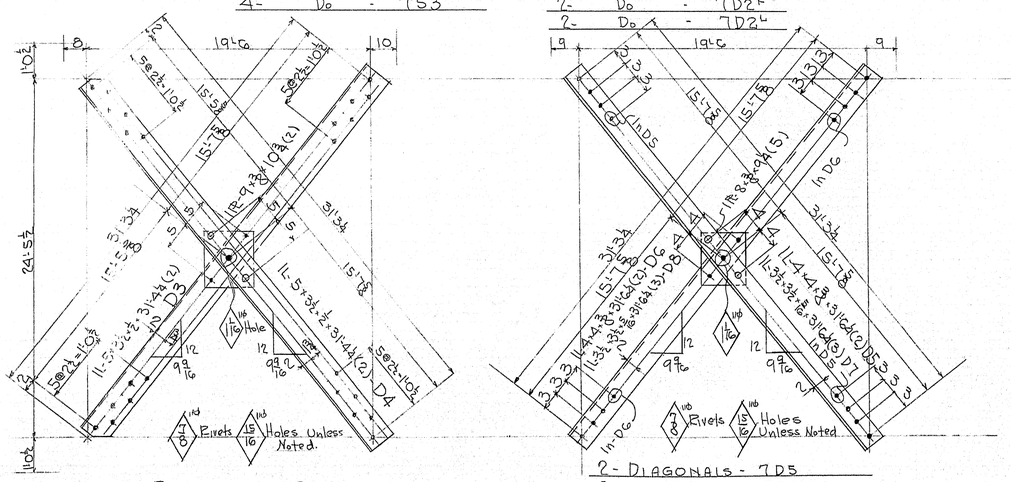
2-LAT. PLATES-7P5R
2- Do - 7P5L



2-LAT PLATES-7P6R
2- Do - 7P6L

2-STRUTS- 7S1
2- Do - 7S2
4- Do - 7S3

2-DIAGONALS- 7D1R
2- Do - 7D1L
2- Do - 7D2R
2- Do - 7D2L



2-DIAGONALS- 7D3
2- Do - 7D4

2-DIAGONALS- 7D5
2- Do - 7D6
3- Do - 7D7
3- Do - 7D8

All material- Structural Steel Classification.

NOTE-
Holes Marked 'R.T.' to be sub... 13/16" and reamed to 15/16" With Connecting ... assembled or reamed to a ma... complet.

INSPECTION	SHOP RIVETS	WEIGHT

RIVETS 3/4" ø OPEN HOLES 13/16" ø UNLESS NOTED

LACKAWANNA STEEL CONSTRUCTION CORP'N
BUFFALO, N. Y.

STRUCTURE 147'-0" Truss Span
FOR STATE OF MAINE
DETAILS OF Span, Frames + Bracing
SPECIFICATIONS Mass. State Highway Com. 1930
SHOP PAINT One Coat Red Lead + Oil per Spec.
FIELD PAINT

DRAWN BY	DATE	CHECKED BY	DATE	SQUAD FOREMAN
GLN.W	4-29-32	A.E.L	4-29-32	

REVISIONS	No.	DATE	BY	DESCRIPTION
	1			
	2			
	3			
	4			
	5			

CONTRACT No. 2337 SHEET No. 7

TOWN 13-01 BRIDGE - 2615
147'-0" TRUSS SPAN
NORTH ANSON BRIDGE
OVER
CARRABASSETT STREAM
SOMERSET COUNTY

No. 109—B. F. CO.

16-19

0 1 2 3 4 5 INCHES

5- SIDEWALK RAILS - 8SR1

ONE SIDEWALK RAIL 8SR2

PART NOT DETAILED SAME AS 8SR1

PART NOT DETAILED SAME AS 8SR1

ONE-ROADWAY RAIL 8RR1R
ONE do do 8RR1L
⅞ø RIV, 11/16 ø HOLES UNLESS NOTED

ONE-ROADWAY RAIL 8RR2R
ONE do do 8RR2L
⅞ø RIV, 11/16 ø HOLES UNLESS NOTED

VIEW-AA

VIEW-BB

ONE-SIDEWALK RAIL 8SR2

ALL MATERIAL RAILING CLASSIFICATION

TOWN 13-01 BRIDGE - 2615

147'-0" TRUSS SPAN

NORTH ANSON BRIDGE

OVER

CARRABASSETT STREAM

SOMERSET COUNTY

INSPECTION	SHOP RIVETS	WEIGHT

RIVETS ⅞ø OPEN HOLES 13/16 UNLESS NOTED

LACKAWANNA STEEL CONSTRUCTION CORP'N
BUFFALO, N. Y.

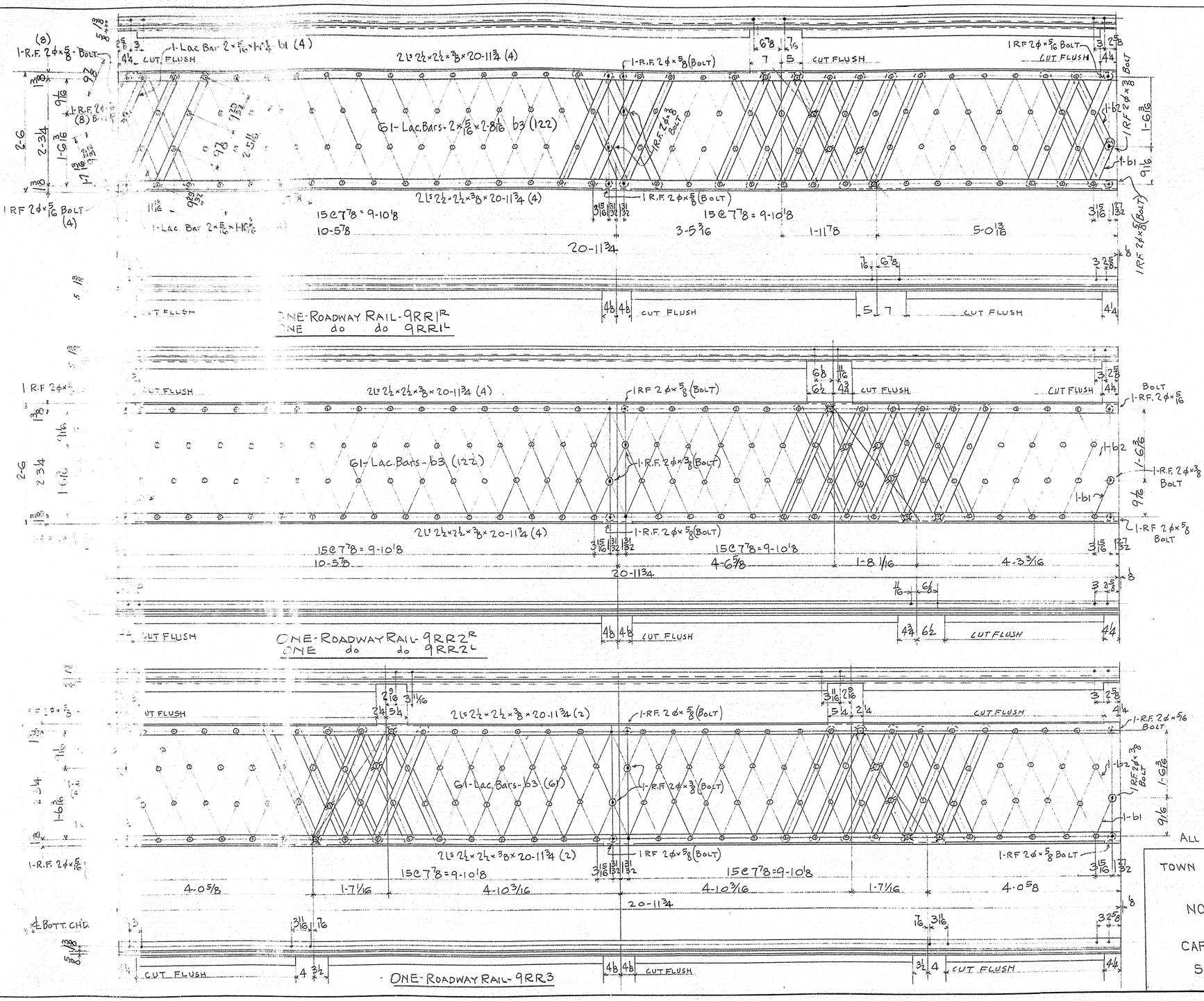
STRUCTURE 147'-0" TRUSS SPAN
FOR STATE OF MAINE
DETAILS OF 5 DEPT. HIGHWAY RAILS
SPECIFICATIONS MAINE STATE HIGHWAY COMM. 1930
SHOP PAINT 1 CT RED LEAD & OIL SEE SPEC.
FIELD PAINT

DRAWN BY	DATE	CHECKED BY	DATE	SQUAD FOREMAN
CHW	4-28-32	F.P.L	5-2-32	

REVISIONS	NO.	DATE	BY	DESCRIPTION
	1			
	2			
	3			

CONTRACT № 2337 SHEET № 8

10-20



TOWN 13-01 BRIDGE - 2663

147'-0" TRUSS SPAN
NORTH ANSON BRIDGE
OVER
CARRABASSETT STREAM
SOMERSET COUNTY

INSPECTION	SHOP RIVETS	WEIGHT

RIVETS 5/8 φ OPEN HOLES 1 1/16 UNLESS NOTED

LACKAWANNA STEEL CONSTRUCTION CORP'N
BUFFALO, N. Y.

STRUCTURE 147-0 Truss Span
FOR STATE OF MAINE
DETAILS OF Roadway Sta.
SPECIFICATIONS Mid. Inc. State Highway Comm. 1930
SHOP PAINT 1 Ctt. Red Lead & Oil. See Spec.
FIELD PAINT

DRAWN BY	DATE	CHECKED BY	DATE	SQUAD FOREMAN
CHW.	4-27-32	APL	4-28-32	

REVISIONS	No.	DATE	BY	DESCRIPTION
	1			
	2			
	3			
	4			
	5			

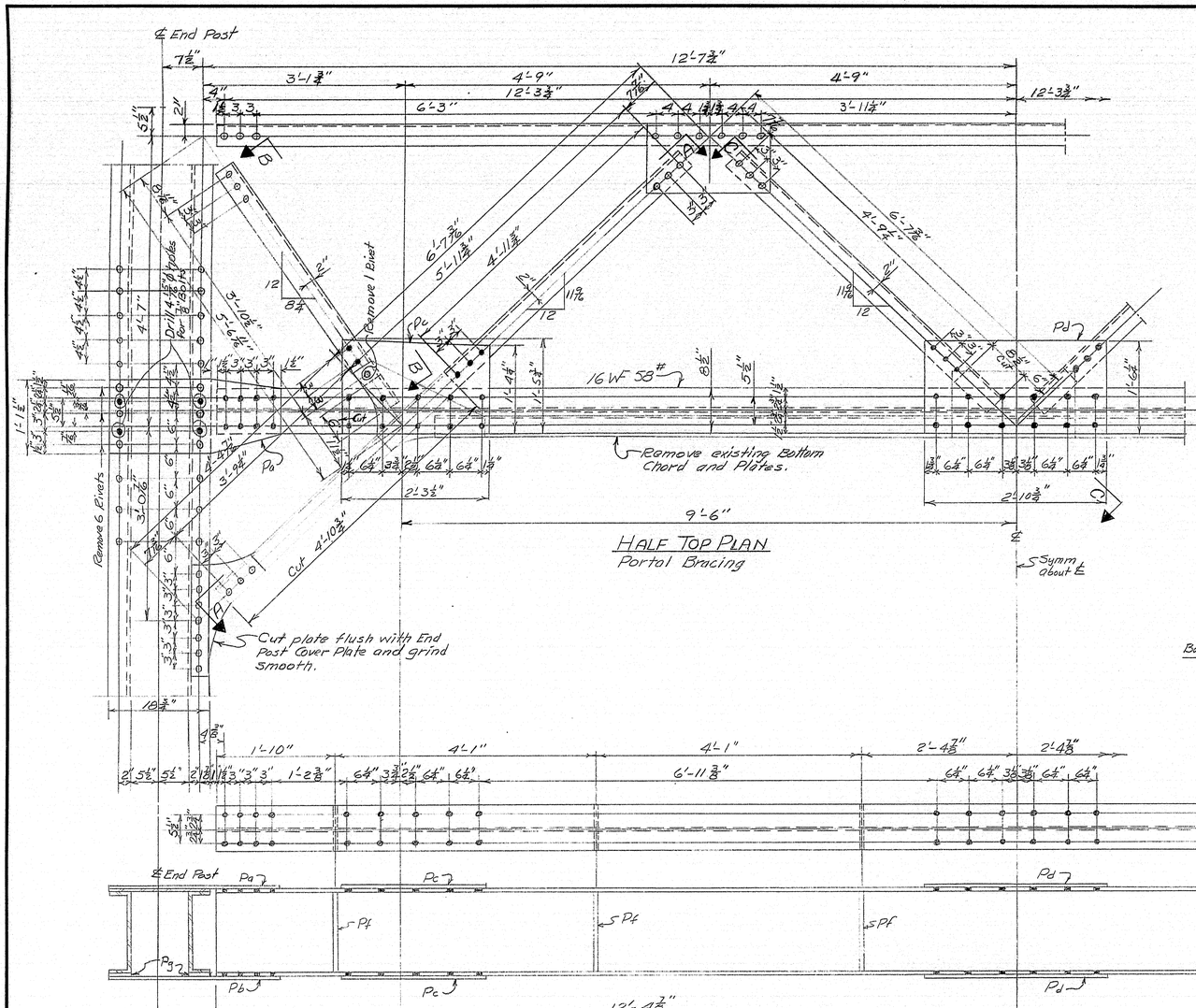
CONTRACT No. 2337 SHEET No. 9.

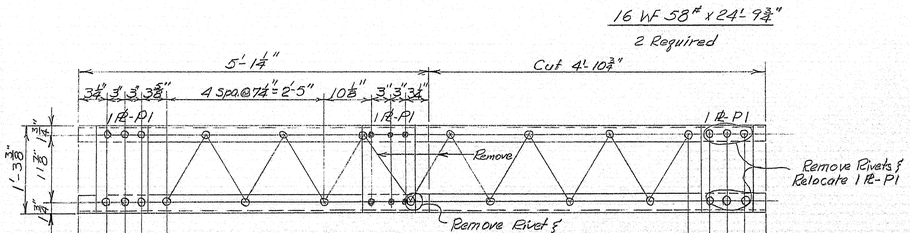
No. 100—H. H. P. CO.

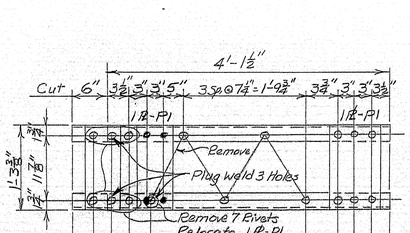
10-21

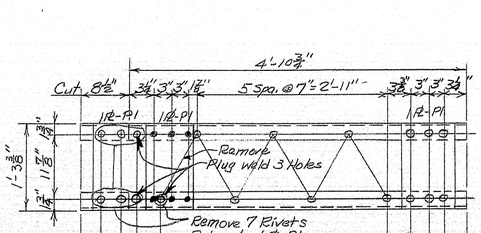
61-2-3

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









MATERIAL REQUIRED

Bottom Chord:- 2 - 16 WF 58# x 24'-9¾"

Plates:- 4 Pa - 13½" x ⅜" x 2'-7⅜"
4 Pb - 15" x ⅜" x 2'-7¾"
8 Pc - 17⅔" x ⅜" x 2'-3½"
4 Pd - 18¼" x ⅜" x 2'-10⅜"
24 Pf - 4" x ⅜" x 1'-2⅝"
8 Pg - 3¾" x ½" x 1'-3"
12 Ph - 4" x ½" x 9"

Bolts :- Pa to End Post - 44 - ⅞" Ø x 2¾"
Pb to End Post - 44 - ⅞" Ø x 3"
Pa, b, c, d to I-Beam - 211 - ¾" Ø x 2¼"
Pc, d to Top ∠s - 80 - ¾" Ø x 2"
Pc, d to Bottom ∠s - 80 - ¾" Ø x 2½"
P1 - Relocated on ∠s - 80 - ¾" Ø x 2"
10% allowed for waste.

Notes:-
All edge distances 1½" unless otherwise noted.
End Posts - Bolts ⅞" Ø - Holes 15/16" Ø
Bracing and Beam - Bolts ¾" Ø - Holes 13/16" Ø
All Bolts, Nuts & Washers to be A 325 High Stength.

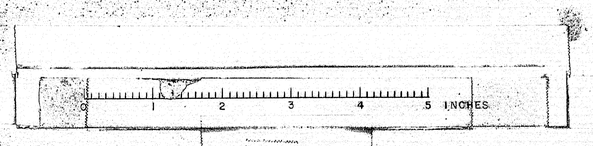
DESIGN- Mc Eachern	BRIDGE NO. 2615
TRACE- Mc Eachern	SURVEY-
CHECK- Hicks & GEP	PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

NORTH ANSON BRIDGE
OVER
CARRABASSETT STREAM
IN THE TOWN OF
ANSON
SOMERSET COUNTY
PORTAL REVISION

SHEET 1 OF 1 AUGUSTA, MAINE JUNE 1965

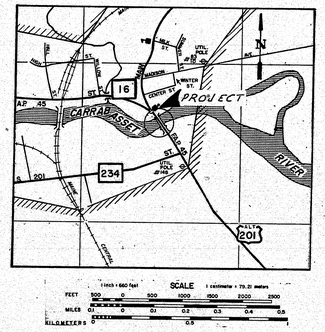
104-133



F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-045-1(6)	1	34

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MAIN NORTH ANSON BRIDGE
OVER
CARRABASSETT RIVER
IN THE TOWN OF
ANSON
SOMERSET COUNTY
PROJECT NO. BR-045-1(6)
PROJECT LENGTH 0.1705 MILES



LOCATION MAP

SPECIFICATIONS

DESIGN: Load Factor Design as per A.A.S.H.T.O. Standard Specifications for Highway Bridges, 1983.

CONTRACT: State of Maine, Department of Transportation Standard Specifications, Highways and Bridges, Revision of January, 1984.

DESIGN LOADING

LIVE LOADING: HS 25 Stress Cycles: 500,000

MATERIALS

CONCRETE:

Superstructure ——— Class A
Abutments: Concrete Bearing Pedestals ——— Class AA
Backwalls ——— Class A
All Other ——— Class B

REINFORCING STEEL: ——— ASTM A 615 ——— Grade 60
STRUCTURAL STEEL: ——— All Materials ASTM A 588
High Strength Bolts ASTM A325, Type 3

BASIC DESIGN STRESSES

CONCRETE: ——— f'c = 3,000 psi n= 9
REINFORCING STEEL: ——— fy = 60,000 psi
STRUCTURAL STEEL: ——— ASTM A588 ——— Fy = 50,000 psi
ASTM A325 ——— Fv = 25,000 psi

HYDROLOGIC DATA

Drainage Area	= 386 sq. miles
Design Discharge (Q 50)	= 39,000 cfs
Check Discharge (Q 100)	= 46,000 cfs
High Water Elev. Q50	= 272 ±
High Water Elev. Q100	= 273 ±
Flood of Record Elev. (Ice Jam)	= 277.5 ±

Plans of existing bridge and a hydrologic report of the bridge site are available for the Contractor's reference at the Bridge Design Office in Augusta. The plans are reproductions of original drawings as prepared for the construction of the bridge and it is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the bridge during its life span. 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.

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE
2	ESTIMATED QUANTITIES
3 & 4	GENERAL PLAN
5	PROFILE
6 thru 10	CROSS SECTIONS
11	ABUTMENT NUMBER 1
12	ABUTMENT NUMBER2
13	ABUTMENT SECTIONS
14	STRUCTURAL STEEL
15	BLOCKING & POT BEARINGS
16	SUPERSTRUCTURE SLAB
17	REINFORCING STEEL SCHEDULE

HIGHWAY STANDARD DETAILS

18	(1) MANHOLES	Rev. 8-84
19	(4) CURB, TEMPORARY EROSION CONTROL	Rev. 8-84
20	(5) DRIVES, UNDERDRAIN	Rev. 4-83
21	(6) TYPE 3 GUARD RAIL, BCT	Rev. 7-84

BRIDGE STANDARD DETAILS

22	BD 113-85 DIAPHRAGMS & CROSSFRAMES	Rev. none
23	BD 114-81 AL. BRIDGE RAILING 2-BAR	Rev. 12-84
24	BD 115-81 AL. BRIDGE RAILING 3-BAR	Rev. 12-84
25	BD 116-81 AL. BRIDGE RAILING PALE PANEL	Rev. 3-84
26	BD 120-81 CONCRETE END POSTS	Rev. 1-85
27	BD 125-82 EXPANSION DEVICE	Rev. 1-85
28	BD 126-81 BR. DRAINS, CURB SEC., APP. SLAB	Rev. 1-85
29	BD 127-81 TEMP. CONCRETE BARRIER, JOINTS	Rev. 1-85

30 thru 32	MAINTENANCE OF TRAFFIC
33 & 34	RIGHT OF WAY MAP

TRAFFIC DATA

A.D.T.	1983	3740
A.D.T.	2003	4490
D.H.V.		494
T. (%)		6
D. (%)		5
V.		30
18 Kips (P2.5)		91

NOTE

All work contemplated under this contract to be governed by and in conformity with the STANDARD SPECIFICATIONS (revision of January 1984) and supplementals thereto, except as modified on the plans and in the special provisions.

APPROVED:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

COMMISSIONER — DATE 10/3/85

CHIEF ENGINEER — DATE 10/3/85

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1

APPROVED:

DIVISION ADMINISTRATOR — DATE

Built 1951
104-271

BRIDGING 44-132-83253
JANUARY 1960
283-1 2080

F.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-045-1(6)	2	34

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.1001	Removing Existing Superstructure-Prop. of Contractor	1	L.S.
202.1002	Removing Existing Superstructure-Prop. of Contractor	1	L.S.
202.11	Removing Portland Cement Concrete Pavement	444	S.Y.
202.12	Removal of Existing Structural Concrete	42	C.Y.
203.20	Common Excavation	1,650	C.Y.
203.24	Common Borrow	6,800	C.Y.
203.25	Granular Borrow	730	C.Y.
206.081	Str. Earth Excav.-Abut., Ret. Walls, Box Culv. & Str. Plate Units	190	C.Y.
301.09	Plant Mix Bituminous Pavement, Grading B	285	Ton
304.10	Aggregate Subbase Course-Gravel	3,350	C.Y.
403.07	Hot Bituminous Pavement, Grading B	370	Ton
403.08	Hot Bituminous Pavement, Grading C	415	Ton
403.101	Hot Bit. Pave., Grading D (Swlks, Shims, Drives, Etc.)	230	Ton
403.121	Hot Bit. Pave., Grading E (Shimming)	10	Ton
410.15	Emulsified Asphalt, Applied	80	Gal.
502.210	Structural Concrete, Abutments & Retaining Walls	410	C.Y.
502.260	Str. Concrete Roadway & Sidewalk Slabs on Steel Bridges	1	L.S.
502.310	Structural Concrete Approach Slabs	1	L.S.
503.12	Reinforcing Steel Fabricated & Delivered	49,000	Lbs.
503.13	Reinforcing Steel Placing	49,000	Lbs.
504.70	Structural Steel Fabricated & Delivered	1	L.S.
504.71	Structural Steel Erection	1	L.S.
505.08	Shear Connectors	1	L.S.
507.092	Aluminum Bridge Railing, 2 Bar	147	L.F.
507.094	Aluminum Bridge Railing, 3 Bar with Poles	142	L.F.
508.13	Membrane Waterproofing	1	L.S.
510.12	Special Detour, 24 Ft. Rdwy Width Veh. & Ped. Traffic Seperated	1	L.S.
512.08	French Drains	68	L.F.
513.30	Granite Block Slope Protection	101	S.Y.
514.06	Curing Box for Concrete Cylinders	1	Each
515.21	Protective Coating for Concrete Surfaces	1	L.S.
520.22	Expansion Device - Compression Seal	2	Each
523.10	Pot Bearings	10	Each
601.22	Gabions P.V.C. Coated	130	C.Y.
603.159	12 inch Culvert Pipe Option III	34	L.F.
603.169	15 inch Culvert Pipe Option III	60	L.F.
603.17	18 inch Culvert Pipe Option I	36	L.F.
603.18	21 inch Culvert Pipe Option I	32	L.F.
603.43	36 inch Reinforced Concrete Pipe Class IV	142	L.F.
604.092	Catch Basin Type B1-C	6	Each
604.18	Adjusting Manhole and Catch Basin to Grade	1	Each

PROJECT DESIGN ENGINEER — PLANS

	BY	DATE
DESIGN - DETAILED	WLB	10/85
CHECKED	[illegible]	10/85
REVISIONS		
FIELD CHANGES		

JANUARY 1988

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
605.09	6 inch Underdrain Type B	520	L.F.
605.12	15 inch Underdrain Type C	398	L.F.
605.13	18 inch Underdrain Type C	138	L.F.
606.265	Terminal End-Single Rail-Galvanized Steel	3	Each
606.35	Guard Rail Delineator Post	4	Each
606.55	Guard Rail Type 3-Single Rail	744	L.F.
606.60	Guard Rail Type 3-Over 15 Foot Radius	50	L.F.
606.77	Breakaway Cable Terminal	1	Each
607.24	Remove and Reset Fence	150	L.F.
609.132	Vertical Bridge Curb Type 1B	303	L.F.
609.31	Curb Type 3	1,254	L.F.
610.08	Plain Riprap	650	C.Y.
610.12	Portland Cement for Riprap Grout	25	BL.
610.16	Heavy Riprap	260	C.Y.
615.07	Loam	119	C.Y.
616.08	Sodding	90	S.Y.
618.14	Seeding Method Number 2	21	Unit
618.15	Temporary Seeding	15	Lbs.
619.12	Mulch	57	Unit
627.61	4 inch Solid White Pavement Marking Line	2,300	L.F.
627.63	4 inch Solid Yellow Pavement Marking Line	2,300	L.F.
627.68	Temp. 4" Painted Pave. Marking Line, Yellow or White	5,000	L.F.
637.07	Sprinkling	45	M.G.
637.08	Calcium Chloride	5	Ton
639.19	Field Office, Type B	1	Each
652.31	Type I Barricade	25	Each
652.33	Drum	10	Each
652.34	Cone	25	Each
652.35	Construction Signs	500	S.F.
652.36	Maintenance of Traffic Control Devices	300	C.D.
652.37	Warning Lights	3	Grp.
652.38	Flagger	1,200	M.H.
656.50	Baled Hay, In Place	12	Each
656.51	Sandbag, In Place	12	Each
657.29	Seeding Pits	36	Unit
659.10	Mobilization	1	L.S.
660.21	On-The-Job Training	1000	M.H.

Estimate of Lump Sum Quantities

502.260	Str. Concrete Roadway & Sidewalk Slabs on Steel Bridges	271	C.Y.
502.310	Str. Concrete Approach Slabs	30	C.Y.
504.70	Str. Steel Fabricated & Delivered	272,000	Lbs.
505.080	Shear Connectors	1,540	Lbs.

GENERAL CONSTRUCTION NOTES

1. . . All utility facilities shall be adjusted by the respective utilities unless noted.
2. . . For easements, construction limits and right-of-way lines refer to Right of Way Map
3. . . Place a 2' wide strip of sod on the side slopes along the top of the riprap.
4. . . If foundation material is required under the 36" RCP, it shall meet the requirements for granular borrow, underwater backfill and be paid for as granular borrow.
5. . . The clearing limits as shown on the plans are approximate. The exact limits shall be established in the field by the Engineer. Payment for clearing shall be incidental to contract items.
6. . . Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Engineer. Shaping and compacting of the existing subbase and layers of new subbase 6" or less thick, in areas where the Engineer directs the Contractor not to excavate to the subgrade line shown on the plans, will be paid for with appropriate equipment rental items.
7. . . Sodded gutters shall be constructed, after paving and shoulder work is completed, where it is apparent that runoff will cause continual erosion.
8. . . The Little North Anson Bridge, T-Beam, superstructure shall be removed and payment will be made under Item 202.1001 Removing Existing Superstructure (Property of Contractor).
9. . . The Main North Anson Bridge, Thru Truss, superstructure shall be removed and payment will be made under Item 202.1002 Removing Existing Superstructure (Property of Contractor).
10. . . Payment for Gabion excavation will be made under Item 206.081 Structural Earth Excavation - Abutments, Retaining Walls, Box Culverts and Structural Plate Units.
11. . . There is an existing 7" Portland Cement Concrete Pavement on the causeway between the two existing bridges. It shall be removed and payment will be made under Item 202.11 Removing Portland Cement Concrete Pavement.
12. . . All hardware, post and beam rail on the existing guardrail which is to be removed shall be carefully salvaged by the Contractor and will remain the property of the Department. Associated guardrail cable shall become the property of the Contractor.
13. . . Cutting of butt joints will be required at the beginning and the end of the project. Payment shall be considered incidental to related contract items.
14. . . Breakaway Cable Terminal, where specified, shall be installed concurrently with the placement of each section of beam guardrail.
15. . . The temporary structure and approaches for the Special Detour shall be constructed as close to the existing roadway as is feasible and shall be entirely within the temporary easement limit lines obtained by the Department, unless otherwise authorized by the Engineer. If the embankment for the Special Detour interferes with the construction of the new abutment wings, the Contractor shall construct the new wings and abutment widenings prior to the embankment construction for the Special Detour. Temporary fill may be placed over the new wings, but the exposed concrete surfaces shall be cleaned to the satisfaction of the Engineer upon the removal of the fill. The cost for cleaning the concrete and the repair of any surfaces damaged by the placement and for removal of the temporary fill shall be incidental to the Special Detour.
16. . . The areas for the new abutment widenings and the new wings are normally above the river flowage except during spring runoffs and occasional high flows. The cost of any cofferdams for the construction of the abutments and wings will be considered as incidental to the contract items.
17. . . The approaches for the Special Detour shall be paved with 2" Hot Bituminous Pavement, Grading D. Payment shall be made under Item 403.101, Hot Bituminous Pavement, Grading D (Swlks, Shims, Drives, Etc.)
18. . . Grubbing in fill areas is shown on the plans. The grubbing depth is 6".
19. . . Paved entrances shall be constructed with 2" Hot bituminous Pavement and 12" of Aggregate Subbase Course-Gravel.
20. . . Unpaved entrances shall be constructed with 12" Aggregate Subbase Course-Gravel.
21. . . No temporary fill for the detour approaches or temporary bridge shall be placed below Elevation 257. The underclearance of the temporary bridge shall be at Elevation 270 or above.
22. . . Traffic shall be maintained on the existing Main North Anson Bridge until after ice out has occurred in the Carrabassett River, except if the temporary bridge is constructed to span the river, bank to bank, without any piers and if the underclearance is at or above El. 275.0.

104-272 "As Built"

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MAIN NORTH ANSON BRIDGE
OVER
CARRABASSETT RIVER
IN THE TOWN OF
ANSON
SOMERSET COUNTY
Estimated Quantities

SHEET 2 OF 34 AUGUSTA, MAINE

8931 8000

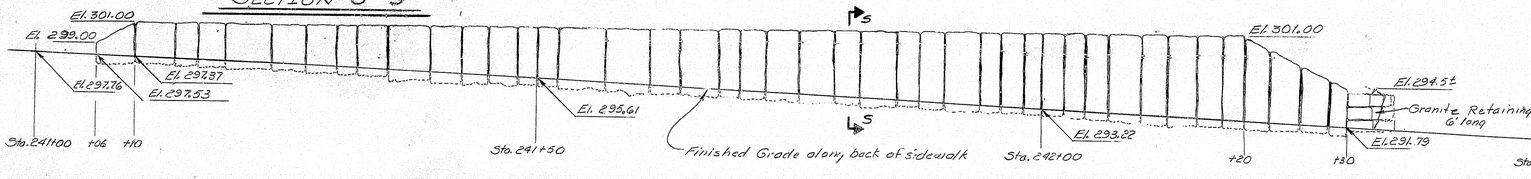
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	BR-045-1(6)	3	34

TYPICAL RIPRAP SECTION

CURVE DATA
℄ CONSTRUCTION
Δ = 5°22'32.6"
D = 4°30'0.00"
T = 59.774'
L = 119.460'
R = 1273.240'

SECTION NEW SIDEWALK UNION STREET

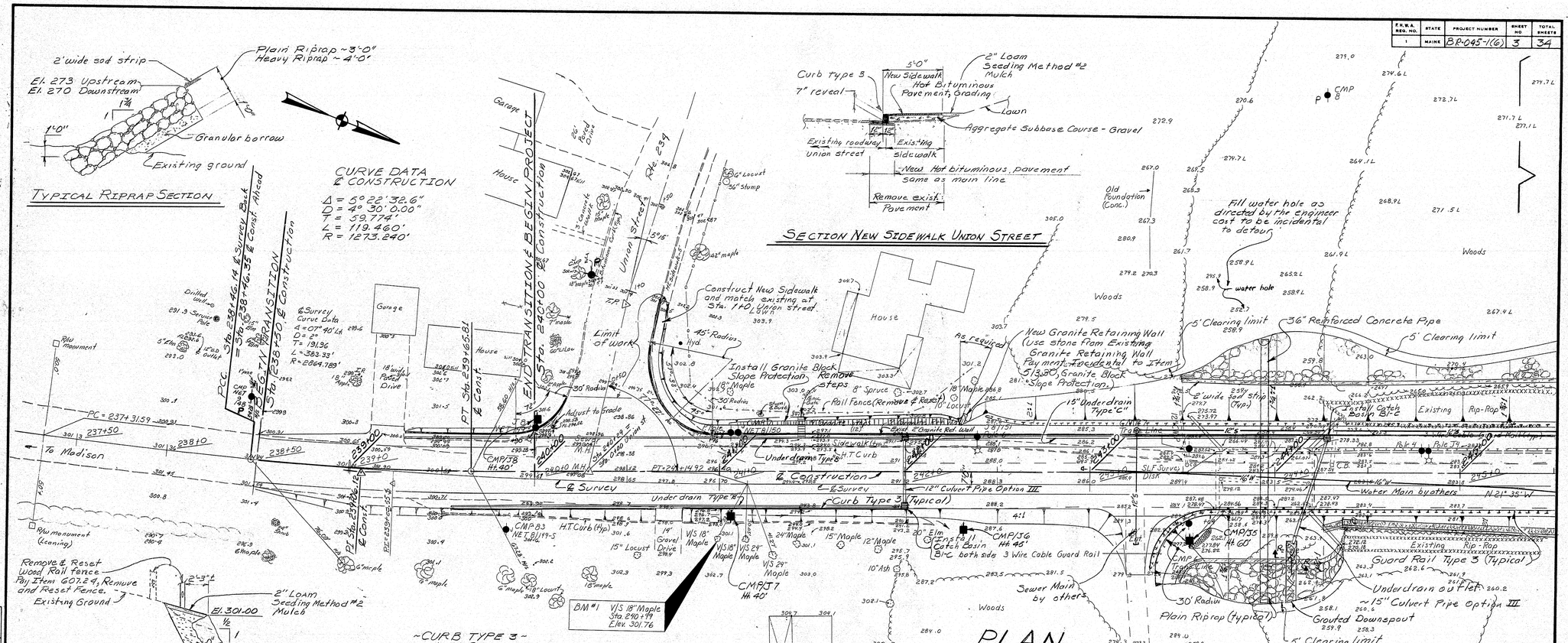
SECTION "S-S"



ELEVATION GRANITE BLOCK SLOPE PROTECTION

~CURB TYPE 3~
LEFT SIDE
Sta. 239+30, 20'Lt. to Sta. 240+18, 40'Lt. ~ 97 Lft.
Sta. 240+65, 93'Lt. to Sta. 245+98.5, 20'Lt. ~ 595 Lft.
Sta. 247+51.5, 20'Lt. to Sta. 249+28, 29'Lt. ~ 180 Lft.
RIGHT SIDE
Sta. 239+55, 20'Rt. to Sta. 240+65, 20'Rt. ~ 110 Lft.
Sta. 240+80, 20'Rt. to Sta. 242+02, 20'Rt. ~ 122 Lft.
Sta. 247+51.5, 20'Rt. to Sta. 247+70.5, 20'Rt. ~ 19 Lft.
Sta. 247+85, 20'Rt. to Sta. 249+08, 34'Rt. ~ 131 Lft.

BM #1 V/S 18" Maple Sta. 240+79 Elev. 301.76



PLAN

Scale of Feet

SECTION "R-R"
see note section "S-S"

Survey Plotted by S.Lebrun 2-84

PROJECT DESIGN ENGINEER	BY	DATE
PLANS DESIGN - DETAILED	MGR	12-84
CHECKED	LAUD	10-85
PROCESSED	GLOT	
FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MAIN NORTH ANSON BRIDGE
OVER
CARRABASSETT RIVER
IN THE TOWN OF
ANSON
SOMERSET COUNTY
GENERAL PLAN

SHEET 3 OF 34 AUGUSTA, MAINE

104-273

"As Built"
April 1986

JANUARY 1985

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-045-1(6)	4	34

SPECIFICATIONS

DESIGN : Load factor Design per AASHTO Standard Specifications for Highway Bridges 1983.

CONTRACT: State of Maine, Department of Transportation, Standard Specifications, Highways and Bridges, Revision of January 1984.

DESIGN LOADING

LIVE LOAD : HS25 STRESS CYCLES: 500,000 (2,000,000)

MATERIALS

CONCRETE : All — — — — — — — — — Class A

REINFORCING STEEL: — — — — — — ASTM A615 Grade 60

STRUCTURAL STEEL : All Material — — ASTM A588
(Except as noted) — (Unpainted)
High Strength Bolts — ASTM A325

BASIC DESIGN STRESSES

CONCRETE : — — — — — — — — — — — f'_c = 3,000 psi.

REINFORCING STEEL : — — — — — — f_y = 60,000 psi.

STRUCTURAL STEEL : ASTM A588 — — — F_y = 50,000 psi
ASTM A36 — — — F_y = 36,000 psi
ASTM A325 — — F_v = 33,000 psi

HYDROLOGIC DATA

Drainage Area — — — — = 386 Sq. miles
Design Discharge (Q50) = 39,000 cfs
Check Discharge (Q100) = 46,000 cfs
High Water @ Q50 — — — = Elev. 272±
High Water @ Q100 — — — = Elev. 273±
Flood of Record — — = Elev. 277.5±
(Ice Jam)

TRAFFIC DATA

AADT 1983 = 3740
AADT 2003 = 4490
DHV — — — — = 494
T% — — — — = 6
D% — — — — = 5
V — — — — = 30
18 Kips — — — = 91

UTILITIES

Central Maine Power Company
Madison Water District
Town of Anson (sewer)
Somerset Telephone Company
Carrabassett Electronic
Anson Water District

PLAN

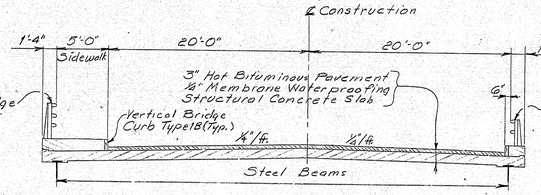
Scale of Feet

All work involved in Constructing the grouted downspouts shall be considered incidental to the placement of the Riprap. The Grout will be paid for under Item 610.12 Portland Cement for Riprap Grout.

Section "S-S"

~DRAINAGE~

Sta. 239+30 to 242+00 Left ~ 270 LF., Type "B" Underdrain
Sta. 239+30 to 242+00 Right ~ 250 LF., Type "B" Underdrain
Sta. 242+00 Right ~ Catch Basin "B1-C"
Sta. 242+00 Left ~ Catch Basin "B1-C"
Sta. 242+00 between Catch Basins ~ 12"x34" Culvert Pipe Option III
Sta. 242+00 to 244+28 Left ~ 266 LF., 15" Type "C" Underdrain
Sta. 244+28 Left ~ Catch Basin "B1-C"
Sta. 244+28 Outlet Pipe ~ 15"x60' Culvert Pipe Option III
Sta. 247+68 Left ~ Outlet Pipe ~ 21"x 32" Culvert Pipe Option I
Sta. 247+68 Left ~ Catch Basin "B1-C"
Sta. 247+68 Right ~ Catch Basin "B1-C"
Sta. 247+20 Right to 247+68 Right Outlet Pipe ~ 18"x 36" culvert Pipe Option I
Sta. 247+68 to 249+00 Left ~ 132 LF., 18" Type "C" Underdrain.
Sta. 247+68 to 249+00 Right ~ 132 LF., 15" Type "C" Underdrain
Sta. 249+00 Left ~ Catch Basin "B1-C"
Sta. 249+08± Left ~ 6 LF., 18" Type "C" Underdrain
Existing
Sta. 240+10 ± Left ~ Adjusting existing catch basin to grade
Sta. 249+17 ± Left ~ Remove top of existing basin and backfill.



TYPICAL BRIDGE SECTION

104-274

As Built Plans

REFERENCES:
Maine Department of Transportation
Survey book No 9157 & No 9543.

~Bridge Numbers~
1491 Little North Anson
2615 Main North Anson

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MAIN NORTH ANSON BRIDGE
OVER
CARRABASSETT RIVER
IN THE TOWN OF
ANSON
SOMERSET COUNTY
GENERAL PLAN

SHEET 4 OF 34 AUGUSTA, MAINE

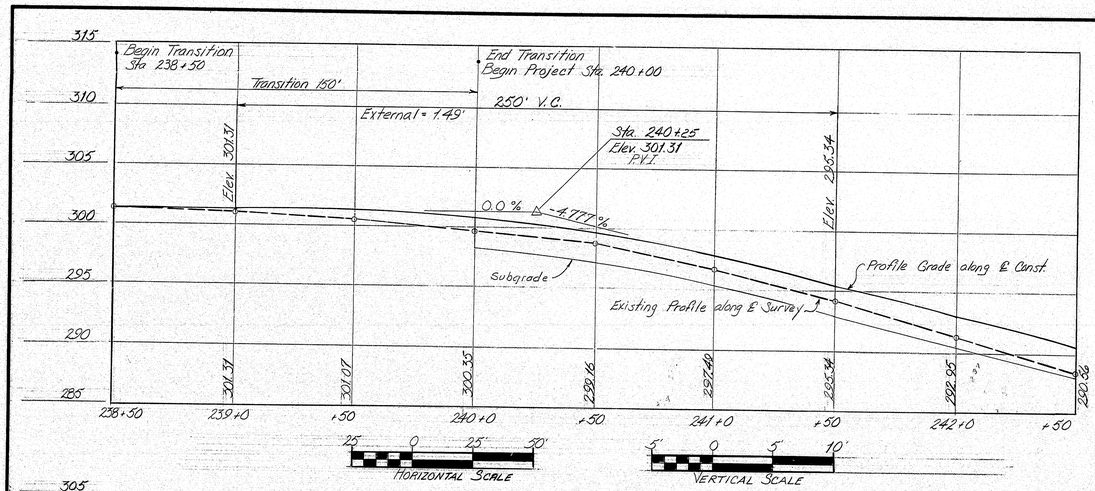
PROJECT DESIGN ENGINEER	BY	DATE
PLANS — DESIGN - DETAILED	NLB	12-84
CHECKED	GDT	10-85
REVISIONS		
FIELD CHANGES		

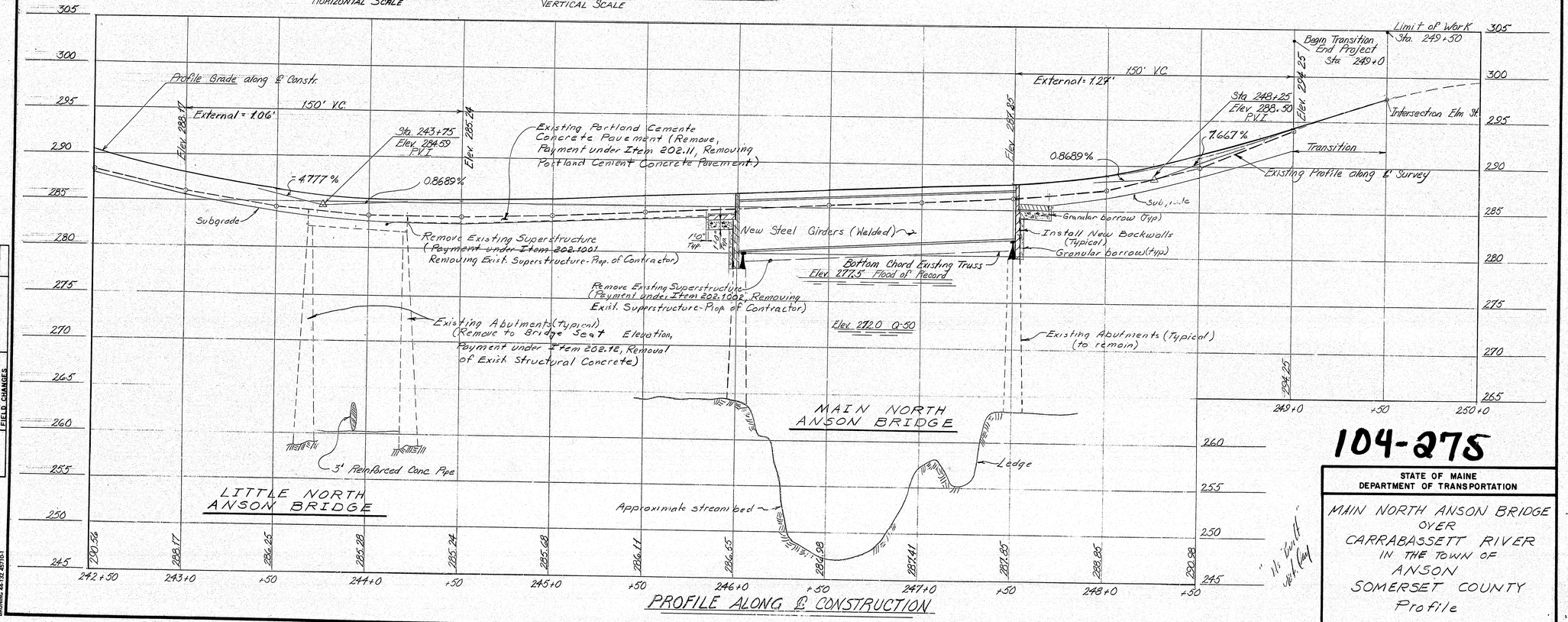
Survey Plotted By S.Leborn 2-84

JANUARY 1988

BR-1 3/88

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-045-1(6)	5	34





PROFILE ALONG ℄ CONSTRUCTION

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	MKB	12-84
CHECKED	CAT	12-84
RECOMMEND		
FIELD CHANGES		

PLANS

BRUNING 44-132 45710-1

104-275

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MAIN NORTH ANSON BRIDGE
OVER
CARRABASSETT RIVER
IN THE TOWN OF
ANSON
SOMERSET COUNTY
Profile

SHEET 5 OF 34 AUGUSTA, MAINE

19J-276

~AINSON~

Sta. 238+00 to Sta. 239+17

1		STATE	PROJECT NUMBER
NO.	REVISIONS	NAME	BRC045-Y(61)

SHEET NO. 6 — TOTAL SHEETS 54

Sta. 238+00

Typical Cut Section

Typical Fill Section

Sta. 239+17 Point Of Curve (P.C.)

Sta. 239+00 Begin Transition Match Existing Section

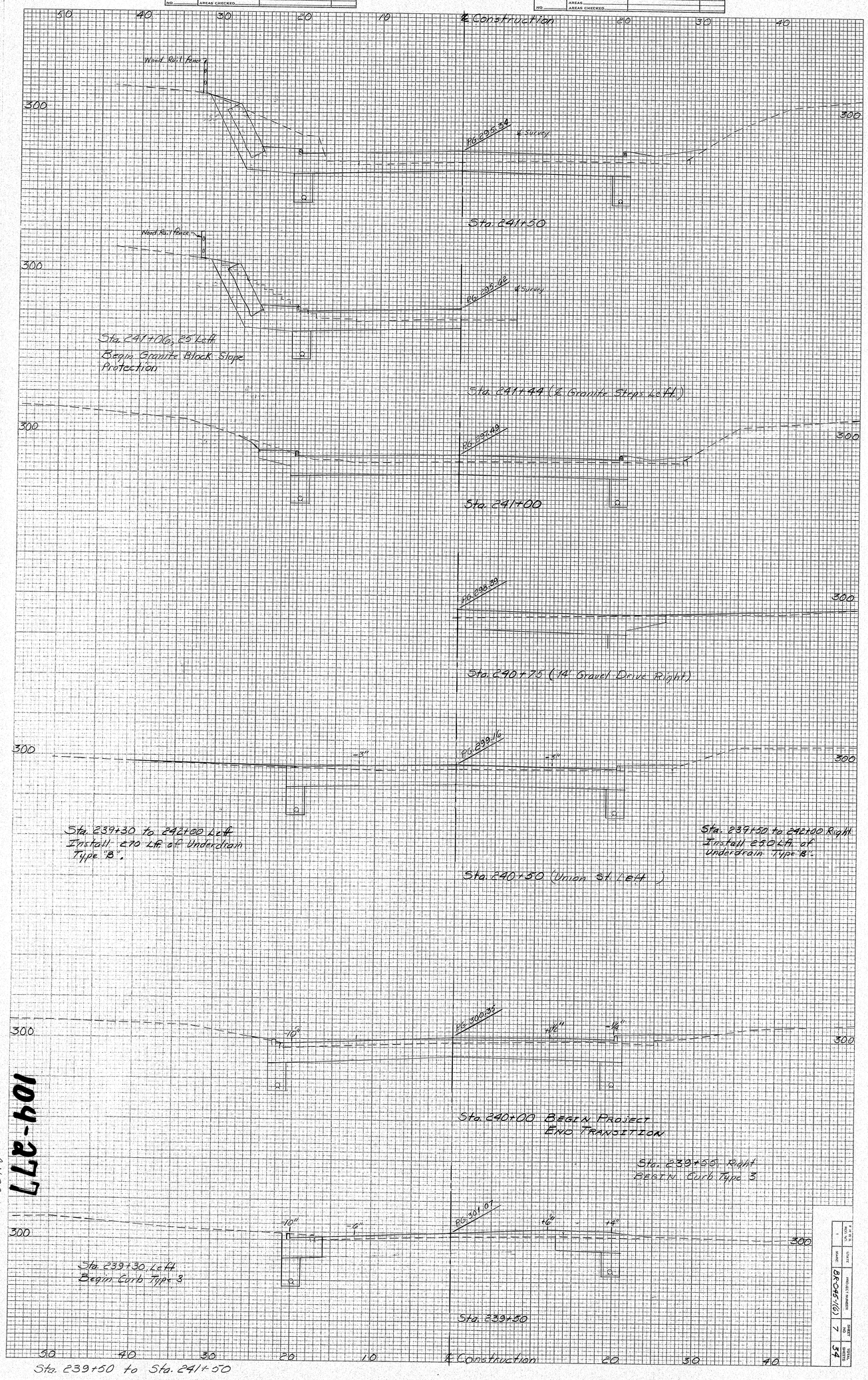
Sta. 238+00 to Sta. 239+17

ORIGINAL SURVEY			
SURVEYED	BY	DATE	
PLOTTED	LMW	3/25	
TEMPLATE			
AREAS			
NOTE BOOK			
AREAS CHECKED			
NO			

FINAL SURVEY			
SURVEYED	BY	DATE	
PLOTTED	LMW	3/25	
TEMPLATE			
AREAS			
NOTE BOOK			
AREAS CHECKED			
NO			

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED	L.A.W.	5/85
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED	L.A.W.	5/85
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		



104-277

~ANSON~

NO.	STATE	PROJECT NUMBER	SHEET NO.
1	MAINE	BR-044-(16)	7
			TOTAL SHEETS
			34

104-28

~ANSON~

ORIGINAL SURVEY	SURVEYED	BY	DATE
	PLOTTED	L.A.W.	5/85
NOTE BOOK	TRAVERSE		
	AREAS		
	AREAS CHECKED		
NO.			

FINAL SURVEY	SURVEYED	BY	DATE
	PLOTTED	L.A.W.	5/85
NOTE BOOK	TRAVERSE		
	AREAS		
	AREAS CHECKED		
NO.			

F.A.P. NO.	STATE	PROJECT NUMBER	SHEET NO. / TOTAL SHEETS
1	MAINE	BR-045-7(6)	8 / 34

Sta. 242+00 to Sta. 244+00

Guard Rail Notes:
Sta. 242+45.85 Left
End-Single Rail
Terminal
Install Delineator Post

Sta. 242+82.1 Rt.
Install 25'-5" of Guard Rail Type B
Install 375' Guard Rail Type 3
Sta. 243+32 Right
Install Terminal End-Single Rail
Install Delineator Post
Sta. 243+82 to 244+28 Right
Install 50'-0" of Guard Rail Type 2-33 Radius
Sta. 243+96 to 244+02 Right
Install 25'-5" of Guard Rail Type B

Granite Block Slope Protection

Granite Slope wall

Grubbing, Typical

Sta. 242+00 Left Culvert
Install Catch Basin
Type B1-C

Inlet Elev. 287.25
Outlet Elev. 286.75
12"x 54'-0" Culvert Pipe Orphan III

Inlet Elev. 288.0
Outlet Elev. 287.75
Sta. 242+00 - 18 ft Rt.
Install Catch Basin
Type B1-C

Sta. 242+28 Lt.
Install 266 LF of 15"
Type 'C' Under drain

Sta. 242+00 to 244+28 - 18 ft left
Install Catch Basin
Type B1-C

Sta. 243+00

Existing T-Beam Bridge Abut

Outlet Elev 278.00

Inlet Elev 279.0

Sta. 243+20 (0° Entrance Angle)
18" Multi-Plate by Others (Typical)

Sta. 242+00 to 244+28 Lt.
Install 266 LF of 15"
Type 'C' Under drain
Slope .60 long.

Install 30 LF of 18" Culvert Pipe Orphan III with 10% minimum Slope .60 long.

Sta. 243+50

Sta. 242+50

Sta. 242+70

Sta. 242+90

Sta. 243+10

Sta. 243+30

Sta. 243+50

Sta. 243+70

Sta. 243+90

Sta. 244+00

Sta. 244+10

Sta. 244+30

Sta. 244+50

Sta. 244+70

Sta. 244+90

Sta. 245+10

Sta. 245+30

Sta. 245+50

Sta. 245+70

Sta. 245+90

Sta. 246+10

Sta. 246+30

Sta. 246+50

Sta. 246+70

Sta. 246+90

Sta. 247+10

Sta. 247+30

Sta. 247+50

Sta. 247+70

Sta. 247+90

Sta.

F.A.P.# NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0495-1(6)	6	34

Sta. 244+50 to Sta. 247+50

10/21-27

~NONANA~

Sta. 244+50

Sta. 245+00

Sta. 245+50

Sta. 246+00

Sta. 246+50

Sta. 247+00

Sta. 247+50

Top of Ledge

Top of Rail

Top of existing Riprap

Top of existing Ripap

Top of existing Rip Rap

Top of existing Rip Rap

Top of existing Riprap

Top of existing Riprap

Top of existing Ripr

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED	LAW	5/85
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED	LAW	5/85
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

50 40 30 20 10 ℄ Construction 20 30 40

℄ Survey

300

Sta. 250+00

℄ Survey

1st Floor

300

Sta. 249+50 END TRANSITION

℄ Survey

1st Floor

300

Note: Install removable plugs, approved by the Engineer, on underdrain pipes @ Sta. 249+00 Right and Sta. 249+08± Left to allow for future connection

Sta. 249+42 (Concrete Step: Rt.)

℄ Survey

295

Sta. 249+28, 29' Lt.
End Curb Type 3

Sta. 249+12 (14' Entrance Right)

Sta. 249+08, 34' Rt.
End Curb Type 3

℄ Survey

pg. 294.05

290

Sta. 249+00 to 249+08± Left
Install 6 of 18" Type C UD

Inv. in 281.45
out 281.20

Sta. 249+00, 19' Lt. Install
Catch Basin Type B1-C

Inv. 281.00

Sta. 249+00 END PROJECT
BEGIN TRANSITION

290

℄ Survey

pg. 290.95

290

Grubbing, typical

Inv. 284.13

16" Water Main by others (Typical)

Inv. 284.13

Sta. 247+68 to 249+00 Left
Install 132 ft. of 18" Type C underdrain.

12" Sewer Main by others (Typical)

Sta. 248+50

Sta. 247+68 to 249+00 Right
Install 132 ft. of 18" Type C underdrain.

℄ Survey

pg. 288.95

285

Sill

Sta. 247+68.8 Rt. Install
18"x36" Culvert Pipe Option 2

Inlet El. 281.25

Sta. 247+68, 19 ft Left Install
Catch Basin Type B1-C

Outlet El. 280.75

outlet invert El. 273.5±

Invert El. 278.60±

Outlet El. 280.56

Inlet Elev. 282.00

Inlet El. 281.25

Sta. 248+00

Sta. 247+68, 19' Rt. Install
Catch Basin Type B1-C

12" sewer outlet by others

Sta. 247+68 Left Install
21"x32" Culvert Pipe option 2

℄ Survey

pg. 288.81

Floor

wooden Ramp

285

Guard Rail Notes:
Sta. 247+48.9 to 248+98.9 Left
Install 137.5 Lft. Guard Rail Type 3
Sta. 248+98.9 to 249+23.9
Install Breakaway Cable Terminal
Install Delineater Post

Sta. 247+80 (12' Drive Right)

285

50 40 30 20 10 ℄ Construction 20 30 40

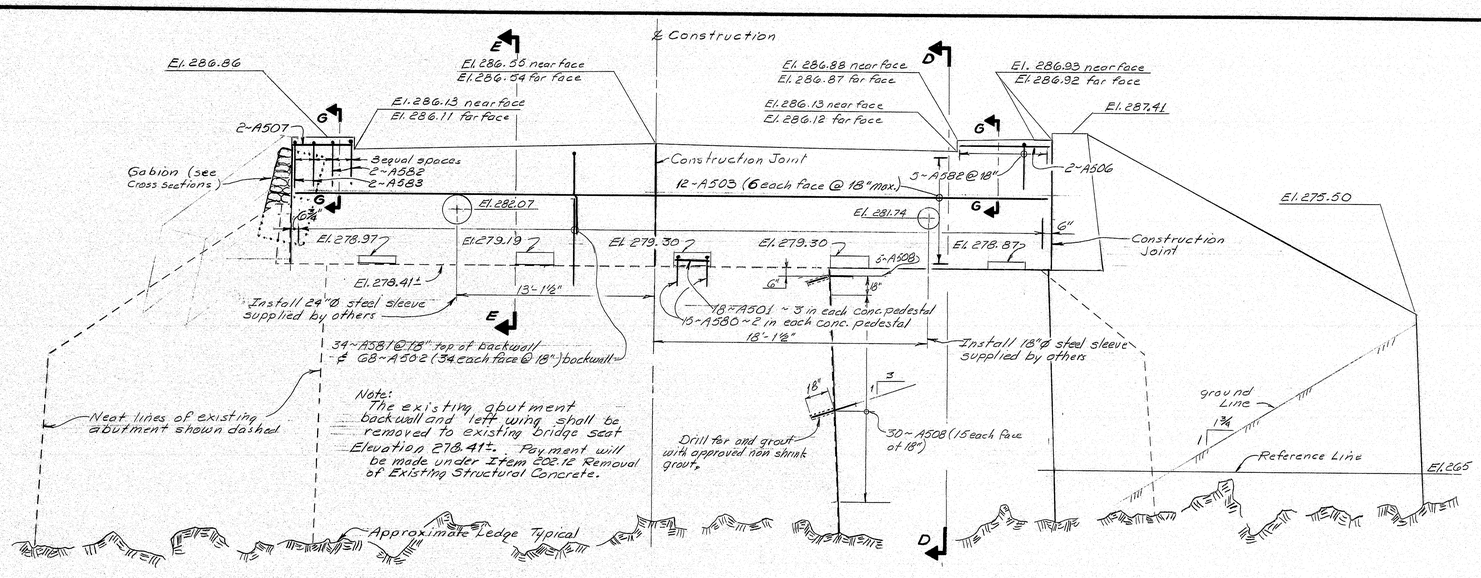
Sta. 247+80 to 250+00

NO.	DATE	BY	DESCRIPTION		
1				STATE	PROJECT NUMBER
				NAME	B-945-1(6)
					PROJECT REFERENCE NO.
					SHEET NO. 34

~ ANSON ~

284-201

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-045-1(6)	11	34

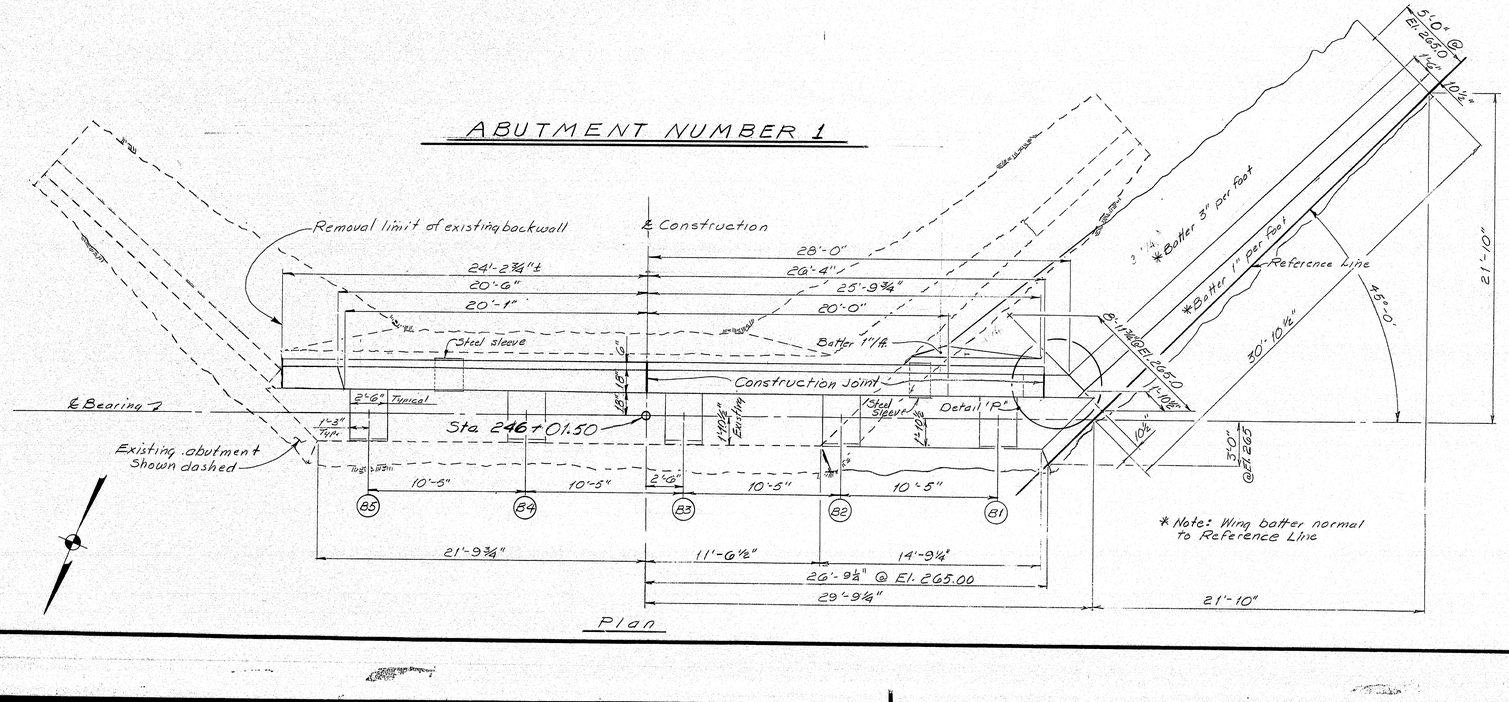


ABUTMENT NOTES

1. ~ Reinforcing steel shall have 2 inches cover unless otherwise indicated.
2. ~ Protective coating for concrete surfaces shall be applied to the following area:
   ~ Top of abutment back walls, curbs, & sidewalk including 1' below the top on the back side.
   ~ All exposed surfaces of of the Concrete End Post.
3. ~ Place 4" diameter drains in new wings at 15 foot maximum spacing. Exact location to be determined by the Engineer in the field.
4. ~ The existing abutments designated to remain shall have all deteriorated concrete removed and replaced with new concrete as directed by the Engineer. All new concrete shall be bonded to existing concrete with an epoxy resin material specifically designed to bond fresh concrete to hardened concrete. The surface of existing concrete shall be cleaned and prepared in accordance with the manufacturers recommendations. Payment for all work and materials shall be made as provided in subsection 109.04, Extra and Force Account Work, of the Standard Specifications.
5. ~ The abutments shall not be backfilled above the approach slab seats until the superstructure slab is placed.
6. ~ Adjust reinforcing steel in the backwall around the steel sleeves as directed by the Engineer.
7. ~ Adjust approach slabs around sewer manholes as directed by the Engineer.

Elevation

ABUTMENT NUMBER 1



Plan

PROJECT DESIGN ENGINEER	BY	DATE
PLANS DESIGN - DETAILED	WLB	8-82
CHECKED	EDT	11-82
REVISIONS		
FIELD CHANGES		

BRUNING 44-132 457710-1

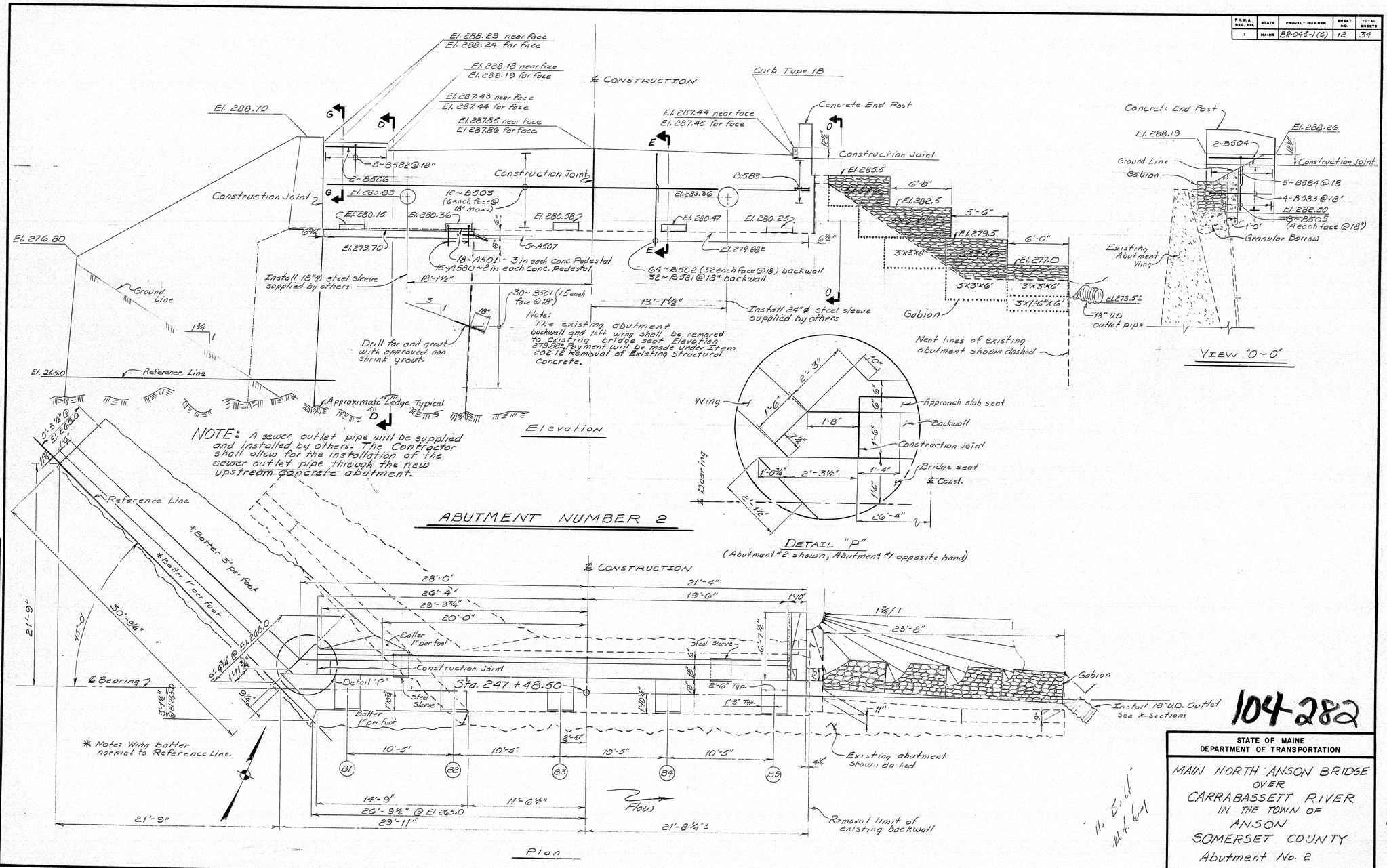
104-281

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MAIN NORTH ANSON BRIDGE
OVER
CARRABASSETT RIVER
IN THE TOWN OF
ANSON
SOMERSET COUNTY
Abutment No. 1

SHEET 11 OF 34 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-045-1(6)	12	34



PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	WLG	2-85
CHECKED	C.A.L.	10-85
REVISIONS		
FIELD CHANGES		

PLANS

Scale ¼" = 1'-0" if plotted @ 22"x34"

BRUNING 44-132 45710-1

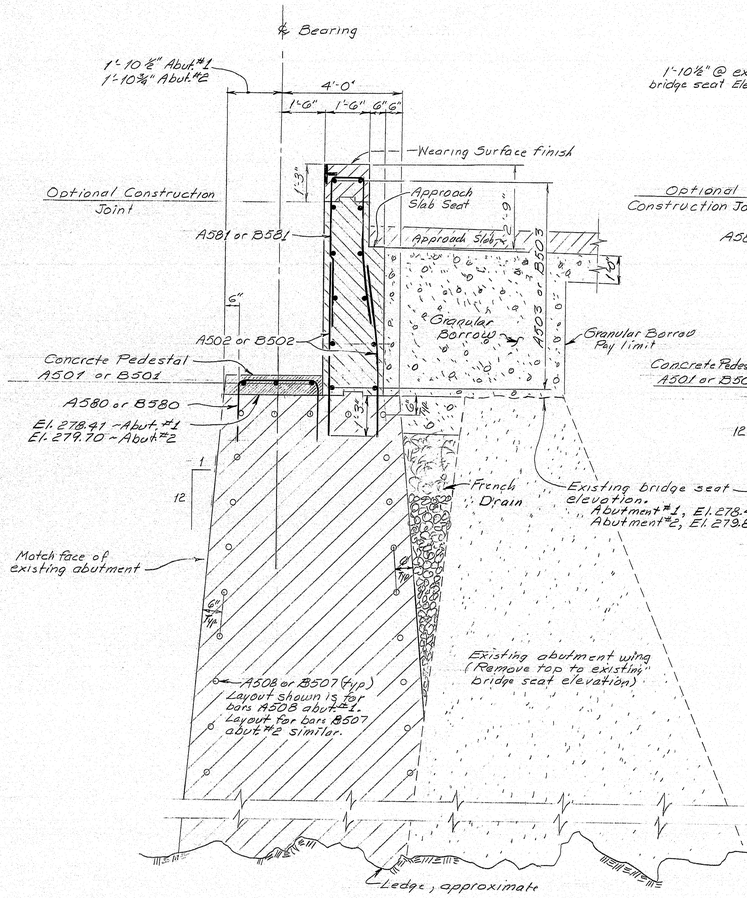
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MAIN NORTH ANSON BRIDGE
OVER
CARRABASSETT RIVER
IN THE TOWN OF
ANSON
SOMERSET COUNTY
Abutment No. 2

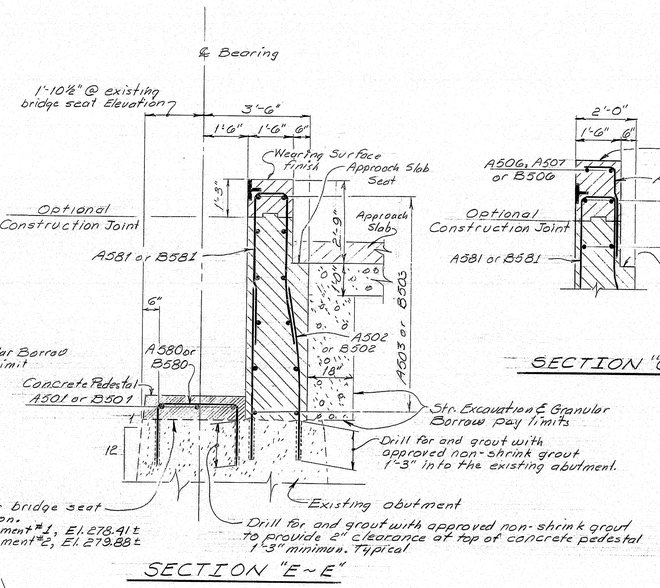
SHEET 12 OF 34 AUGUSTA, MAINE

104-282

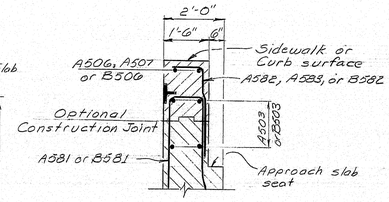
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-045-1(6)	13	34



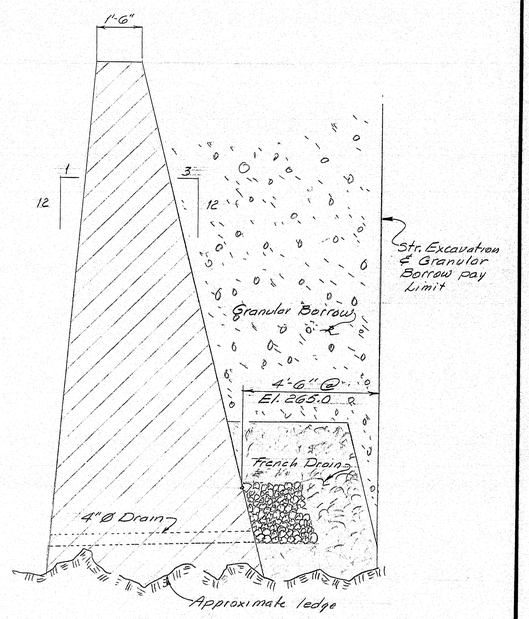
SECTION "D~D"



SECTION "E~E"



SECTION "G-G"



TYPICAL SECTION NEW WINGS

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED	WLB	August 1982
	CHECKED	GDT	10-82
	REVISIONS		
	FIELD CHANGES		

BRUNING 44-132 457161

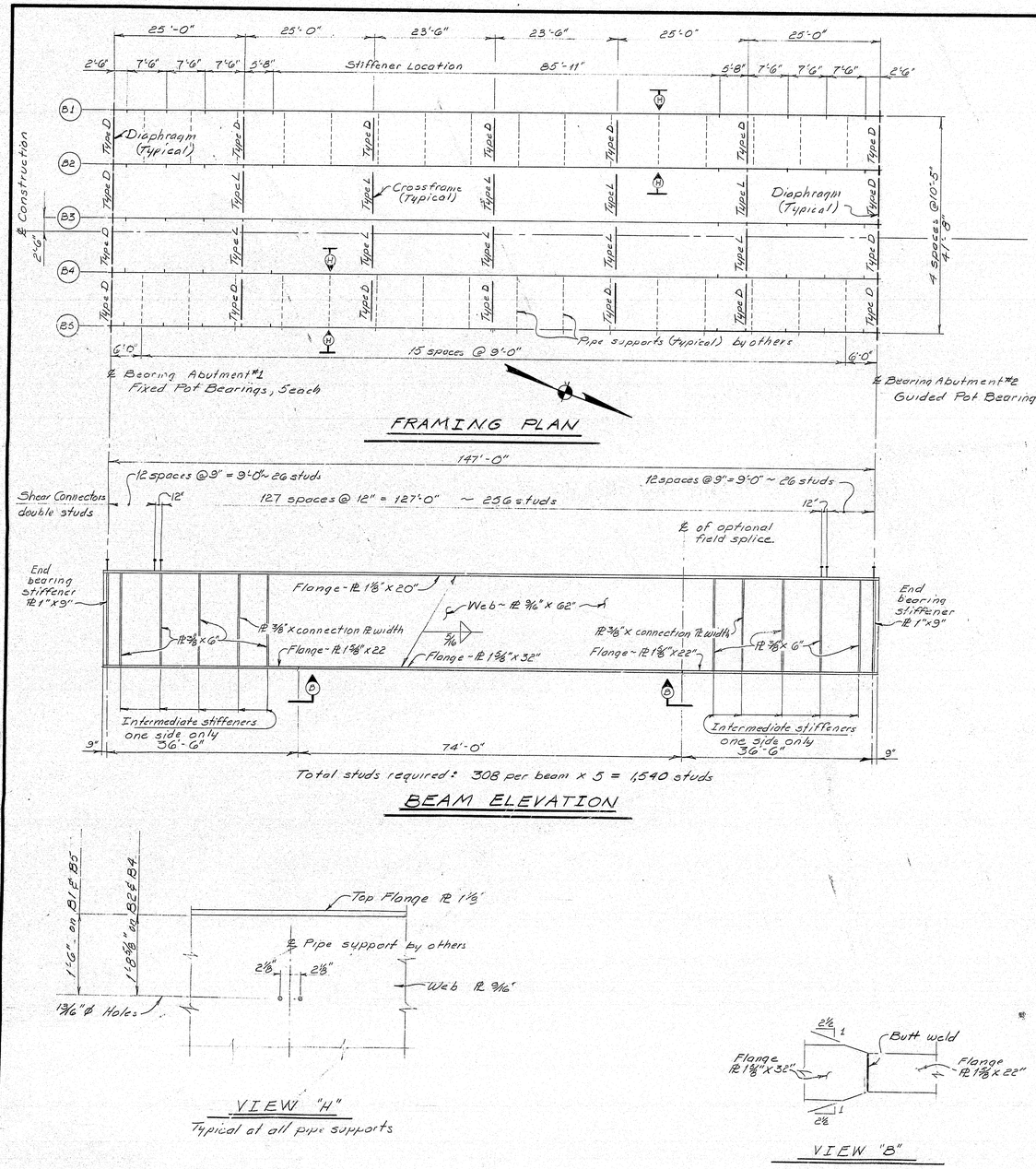
104-283

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MAIN NORTH ANSON BRIDGE
OVER
CARRABASSETT RIVER
IN THE TOWN OF
ANSON
SOMERSET COUNTY
Abutment Sections

SHEET 13 OF 34 AUGUSTA, MAINE

F.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-045-1(16)	14	34



FRAMING PLAN

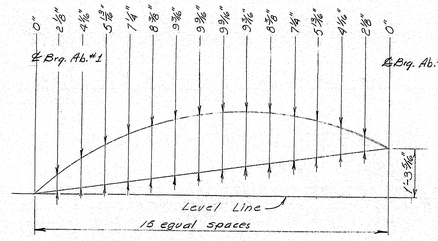
Total studs required: 308 per beam x 5 = 1,540 studs

BEAM ELEVATION

VIEW "H"

Typical at all pipe supports

VIEW "B"



CAMBER DIAGRAM

STRUCTURAL STEEL NOTES

1.-- Camber ordinates, as shown, are computed to compensate for all dead load deflections and for the curvature of the finished grade profile.

2.-- No transverse butt weld splices will be allowed in the flange plates or web plates within 10' from the point of maximum positive moment.

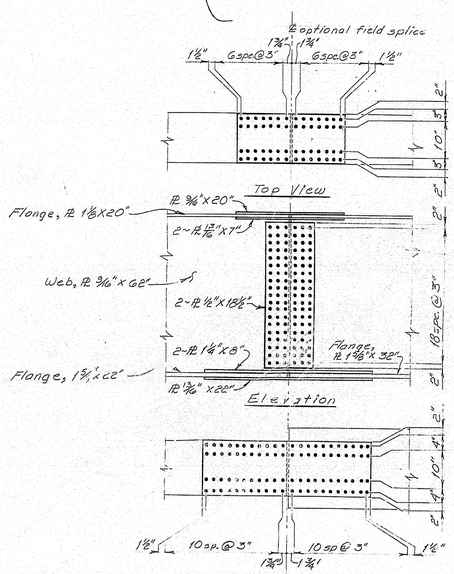
3.-- Sections of flange plates or web plates between transverse shop splices or between a transverse shop splice and a field splice shall be not less than 30 feet in length unless otherwise shown on the plans.

4.-- Butt weld splices in flanges shall not be less than one foot from transverse welds in the web plates

5.-- Bearing stiffeners shall be plumb after erection and dead loading of the structure. Intermediate web stiffeners may be either plumb or normal to the top flange.

6.-- Crossframe connection plates may be either plumb or normal to the top flange.

(Field Splice Not Used)



Note: Connections shall be made with 7/8"ø ASTM A325 High strength Bolts. Holes shall be 15/16"ø.

OPTIONAL FIELD SPLICE DETAILS

BASIC DESIGN STRESSES

Structural Steel: ASTM A588 - - - F_y = 50,000 psi.
ASTM A325 - - - F_y = 25,000 psi.

MATERIALS

Structural Steel:
All Material - - - - - - - - ASTM A588 (except as otherwise noted) (unpainted)
High Strength Bolts - - - - ASTM A325 Type III

"Revised As Built" MH Berg 2/28/91

104-284

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

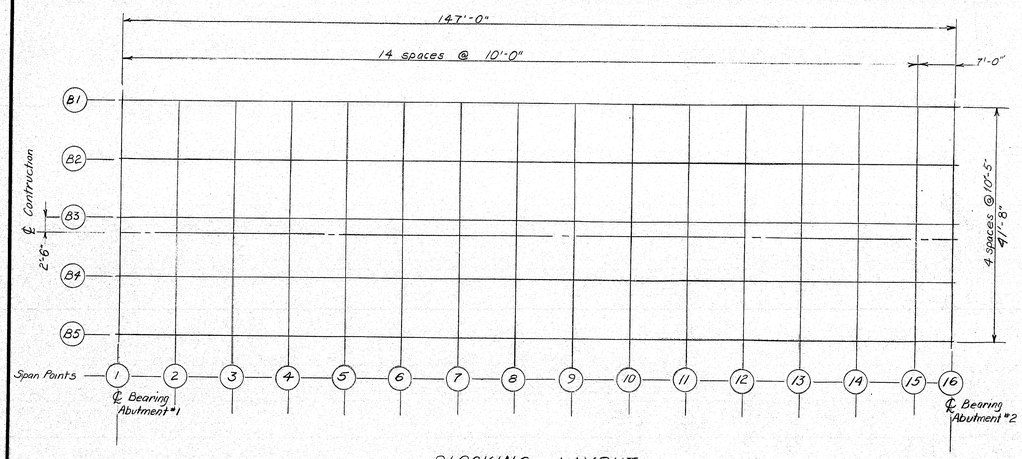
MAIN NORTH ANSON BRIDGE
OVER
CARRABASSETT RIVER
IN THE TOWN OF
ANSON
SOMERSET COUNTY
Structural Steel

SHEET 14 OF 34 AUGUSTA, MAINE

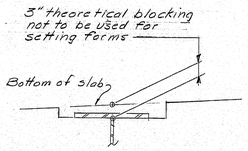
PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED	MH	5/85
	CHECKED	LAU	10-85
	REVISIONS	GOT	
	FIELD CHANGES		

BRUNING 44-132 40710-1

F.A.P.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-045-1(6)	15	34

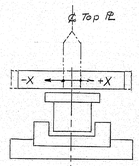


BLOCKING LAYOUT
(All dimensions are horizontal)



BLOCKING DETAIL

BEARING SETTING DATA

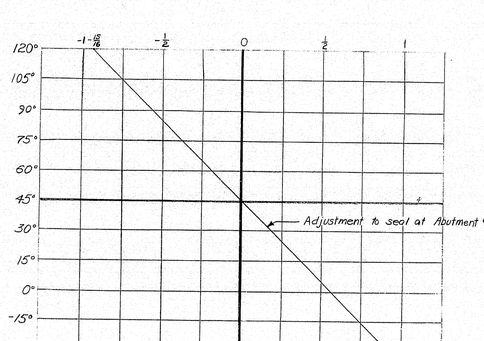


Temp. Degrees F. @ Setting	Temp.	Setting X
	120°	7/8
	105°	11/16
	90°	1/2
	75°	5/16
	60°	3/16
	45°	0
	30°	- 3/16
	15°	- 5/16
	0°	- 1/2
	-15°	- 11/16
	-30°	- 7/8

NOTE:
The Bearing Setting Chart indicates the required final position of the bearings. It is anticipated that the bearings at Abutment 2 will move 7/8" inches away from the fixed bearings due to the placement of the superstructure concrete. No seperate payment will be made for resetting bearings to the final position if any adjustment is required.

BOTTOM OF SLAB ELEVATIONS

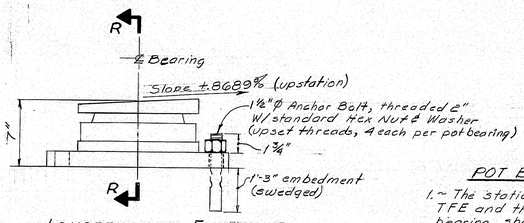
Span Points	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	0.00	10.00	20.00	30.00	40.00	50.00	60.00	70.00	80.00	90.00	100.00	110.00	120.00	130.00	140.00	147.00
Beam B1	285.01	285.24	285.46	285.67	285.86	286.02	286.16	286.27	286.35	286.41	286.43	286.44	286.42	286.38	286.33	286.29
Beam B2	285.23	285.46	285.68	285.89	286.07	286.24	286.38	286.49	286.57	286.62	286.65	286.65	286.63	286.60	286.54	286.50
Beam B3	285.44	285.68	285.90	286.10	286.29	286.45	286.59	286.70	286.79	286.84	286.87	286.87	286.85	286.81	286.76	286.72
Beam B4	285.33	285.56	285.78	285.99	286.18	286.34	286.48	286.59	286.67	286.73	286.76	286.76	286.74	286.70	286.65	286.61
Beam B5	285.11	285.35	285.57	285.77	285.96	286.12	286.26	286.37	286.46	286.51	286.54	286.54	286.52	286.48	286.43	286.39



COMPRESSION SEAL ADJUSTMENT CHART

COMPRESSION SEAL NOTES

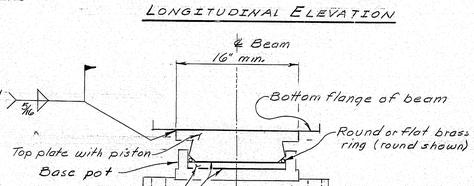
1. The seals to be furnished shall have a minimum Movement Rating of 1/2" at Abutment NO. 1 and 1 1/8" at Abutment NO. 2.
2. The seal shall be approved by the Engineer prior to fabrication of the joint armer.
3. The joint opening will vary depending on the dimensions of the seal selected by the Contractor. The joint opening shall be set according to the opening shown on the approved shop detail drawings.
4. It is anticipated that the slab and backwall concrete will be in place before final adjustment to the joints is made and no allowance for movement due to dead load deflections is needed.
5. The Compression Seal Adjustment Chart shows the adjustment necessary to adjust the joint opening shown on the shop detail drawing for temperatures other than 45°F. Adjustment is to be measured parallel to the center line of construction.



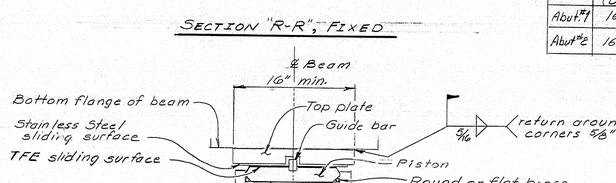
LONGITUDINAL ELEVATION

POT BEARING NOTES

1.~ The static coefficient of friction between the TFE and the stainless steel surface, for each bearing, shall not exceed 0.06 at the average unit bearing pressure for the minimum vertical load indicated in the table below.
2.~ The pot bearing assembly shall be 7" high to facilitate future jacking of the beam for inspection and maintenance.
3.~ Configurations and dimensions other than shown may be accepted subject to the approval of the Engineer.



SECTION "R-R", FIXED



SECTION "R-R", GUIDED

Location	Minimum Vertical Load/brg. (Dead load)	Maximum Vertical Load/brg. (Live & Dead)	Minimum Movement Rating Laterally	Movement Rating Longitudinally	Maximum Lateral Horizontal Load
Abut.#1	169 kips	275 kips	0"	0"	22 kips
Abut#2	169 kips	275 kips	0"	1 7/8"	22 kips

"As Built" M.L. Gay

POT BEARING DETAILS

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	MLG	5-85
CHECKED	LMG	10-85
REVISIONS	GGF	
FIELD CHANGES		

PLANS

BRIDGING 44-132.45710.1

104-285

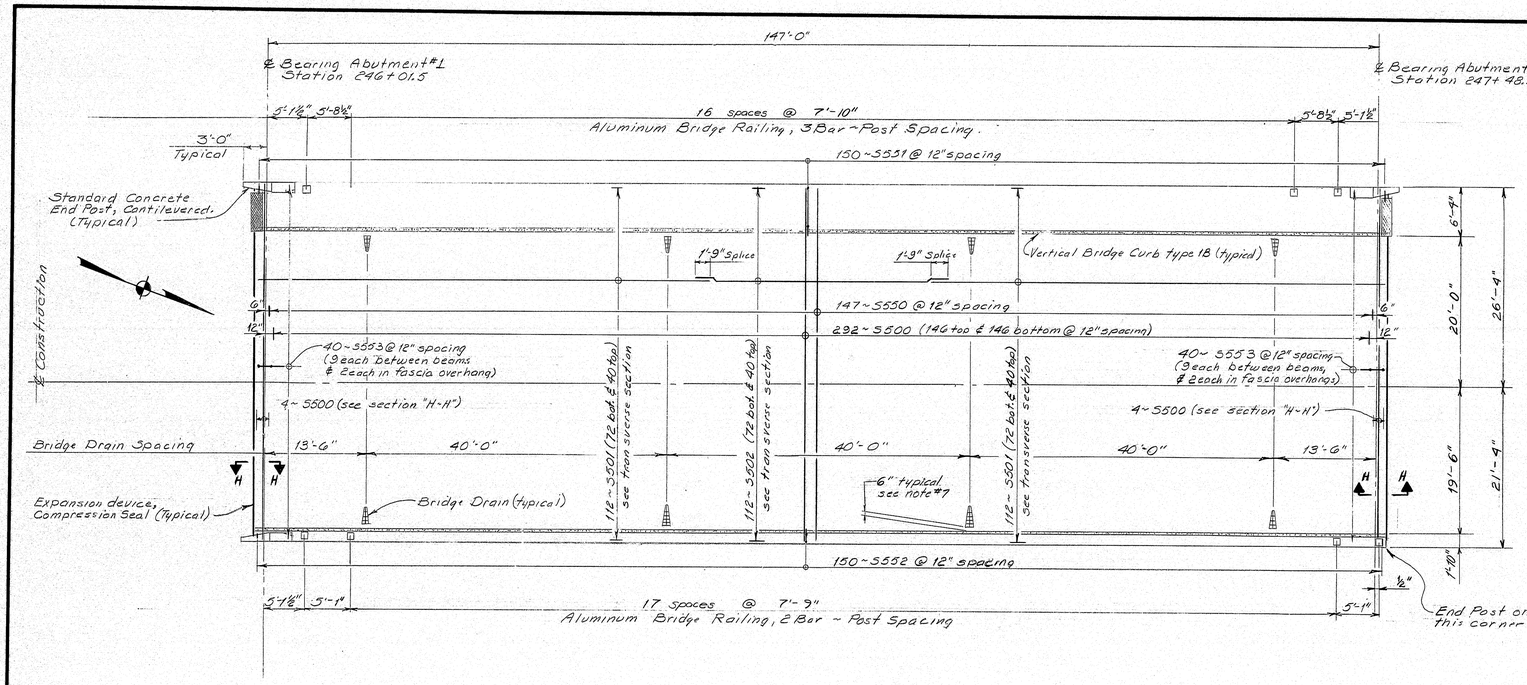
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MAIN NORTH ANSON BRIDGE
OVER
CARRABASSETT RIVER
IN THE TOWN OF
ANSON
SOMERSET COUNTY

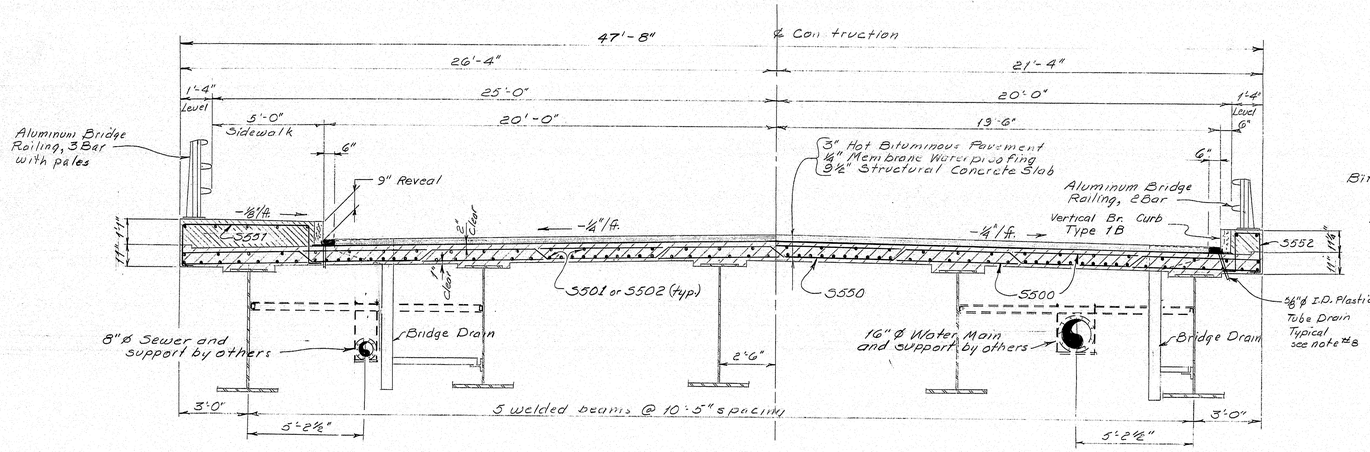
Blocking & Pot Bearings

SHEET 15 OF 34 AUGUSTA, MAINE

F.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-045-1(6)	16	34

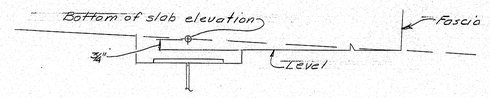


Plan

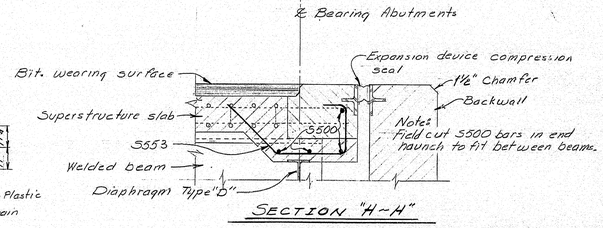


Transverse Section

SUPERSTRUCTURE



OVERHANG DETAIL



SECTION "H-H"

SUPERSTRUCTURE NOTES

1. Form a 1" V-groove on the fascias at the horizontal joint between the curb and slab.
2. Reinforcing steel shall have a minimum cover of 2" unless otherwise indicated.
3. Adjust reinforcing steel to fit around the drains in a manner approved by the Engineer. Do not cut transverse reinforcing bars.
4. The superstructure slab concrete shall be placed continuously and shall be kept plastic until the entire span has been placed.
5. Mortar for bedding and for joints in the granite curb shall contain an approved non-shrink additive.
6. Protective coating for concrete surfaces shall be applied to the following areas:
   Top of concrete curb and sidewalk.
   Fascia down to the drip notch.
   All exposed surfaces of concrete end post.
7. Bridge Drains shall be offset 6" from the curb.
8. Install tube drains on uphill side of each Bridge Drain in front of Granite Curb.

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN – DETAILED	NLB	3/85
CHECKED	LAM	10-85
REVISIONS	GDF	
FIELD CHANGES		

PLANS

BRUNING 44-132-4570-1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MAIN NORTH ANSON BRIDGE
OVER
CARRABASSETT RIVER
IN THE TOWN OF
ANSON
SOMERSET COUNTY
Superstructure Slab

SHEET 16 OF 34 AUGUSTA, MAINE

"As Built" March 1987

104-286

REINFORCING STEEL SCHEDULE

STRAIGHT BARS

MARK	NO.	LENGTH	LOCATION
Superstructure			
S500	300	47'-4"	Transverse
S501	224	60'-0"	Longitudinal
S502	112	33'-6"	do
END POST			
EP508	18	4'-0	End Post
EP401	14	1'-10"	End Post
EP405	8	1'-5"	do
EP407	8	2'-5"	do
APPROACH SLAB			
AS600	77	15'-0"	Longitudinal
AS400	16	20'-6"	Transverse
AS401	16	20'-6"	do
Abutments			
A501	15	2'-2"	Conc. Pedestals
A502	68	5'-9"	#1, Backwall
A503	10	50'-0"	do
A506	2	6'-0"	do
A507	2	3'-4"	do
A508	35	3'-0	#1, Breastwall
B501	15	2'-2"	Conc. Pedestals
B502	64	5'-9"	#2, Backwall
B503	10	47'-0"	do
B504	2	6'-3"	#2, End Post Wall
B505	8	4'-6"	do
B506	2	6'-0"	#2, Backwall
B507	35	3'-0	#2, Breastwall

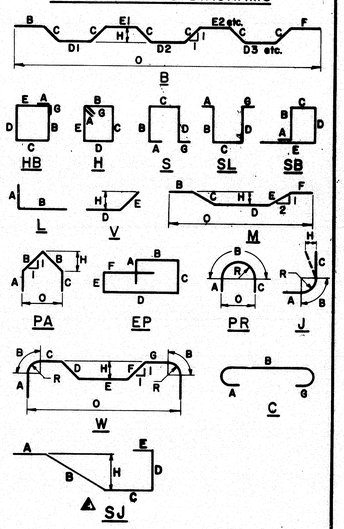
BENT BARS

MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
Superstructure														
S550	147	49'-2"	B		5'-1¼"	9¼"	4'-9½"	4'-6½"	5'-1¼"			47'-4"		Transverse
						x8	x4	x3						
S551	150	9'-9"	S	6"	1'-7⅛"	5'-7"	1'-6¾"			6"				Sidewalk
S552	150	5'-3"	S	6"	1'-7"	1'-1"	1'-7"			6"				Curb
S553	80	4'-7"	SJ	-	1'-6"	1'-6"	1'-1"	6"			1'-1"			End Haunch
Abutments														
A580	10	6'-8"	S	-	2'-0	2'-8	2'-0"			—				#1, Conc. Pedestals
A581	34	11'-2"	S	-	5'-0"	1'-2"	5'-0"			—				#1, Backwall
A582	7	4'-2"	L	1'-2"	3'-0"									do
A583	2	7'-2"	S	-	3'-0"	1'-2"	3'-0"			—				do
B580	10	6'-8"	S	-	2'-0"	2'-8"	2'-0"			—				#2, Conc. Pedestals
B581	32	11'-6"	S	-	5'-2"	1'-2"	5'-2"			—				#2, Backwall
B582	5	4'-2"	L	1'-2"	3'-0"									do
B583	4	14'-0"	S	-	6'-3"	1'-6"	6'-3"			—				#2, End Post Wall
B584	5	6'-7"	S	-	2'-9"	1'-1"	2'-9"			—				do
END POST														
EP501	18	5'-3"	V				3'-0"	2'-3"			0'-4"			End Post
EP502	12	4'-11"	S	-	1'-11"	0'-7"	1'-11"			0'-6"				do
EP503	8	4'-10"	S	-	1'-11"	0'-6"	1'-11"			0'-6"				do
EP504	4	6'-5"	H	0'-5⅝"	1'-11"	0'-10"	1'-11"	0'-10"		0'-5⅝"				do
EP402	18	4'-9"	S	-	2'-1"	0'-7"	2'-1"			—				End Post
EP403	18	4'-9"	H	0'-4½"	1'-0"	1'-0"	1'-0"	1'-0"		0'-4½"				do
EP404	8	3'-1"	S	-	1'-3"	0'-7"	1'-3"			—				do
EP406	8	3'-11"	S	-	1'-8"	0'-7"	1'-8"			—				do
EP408	6	4'-3"	S	-	1'-10"	0'-7"	1'-10"			—				do
EP409	4	4'-2"	S	-	1'-10"	0'-6"	1'-10"			—				do
EP410	2	4'-6"	S	-	1'-10"	0'-10"	1'-10"			—				do
EP411	6	6'-9"	S	-	3'-1"	0'-7"	3'-1"			—				do
EP412	4	6'-8"	S	-	3'-1"	0'-6"	3'-1"			—				do
EP413	2	7'-0"	S	-	3'-1"	0'-10"	3'-1"			—				do
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

PLANS — DESIGN - DETAIL BY: NA | CHECKED BY: C.O.T | QUANTITIES BY: NA | FIELD CHANGES | DATE: May 83, 10-86

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-095-1(6)	17	34

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinf. bar.
Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. ⚠
Reinforcing Bar: ASTM A615 Grade 60

GENERAL NOTES

1. First digit(s) following the letter of the Mark indicates size of reinf. bar.
   Mark (A 502) bar size - #5
   Mark (P 1001) bar size - #10
   Mark (S 603) bar size - #6
2. Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

104-287

⚠	New Bent Bar Type SJ	9-26-88
⚠	Revised ACI Standard	5-12-83
REVISIONS		DATE

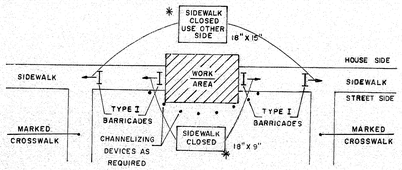
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MAIN NORTH ANSON BRIDGE
OVER
CARRABASSETT RIVER
IN THE TOWN OF
ANSON
SOMERSET COUNTY
Reinforcing Steel Schedule

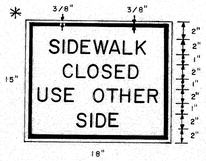
SHEET 17 OF 34 AUGUSTA, MAINE

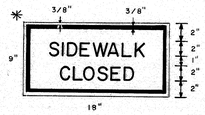
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-045-1(6)	30	34

* NON-REFLECTORIZED WHITE BACKGROUND, BLACK TEXT AND BORDER-2" SERIES C UPPER CASE LETTERS



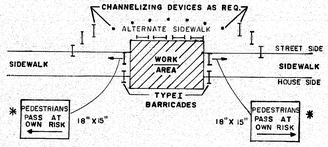
SIDEWALK CLOSURE
WITHOUT ALTERNATE SIDEWALK



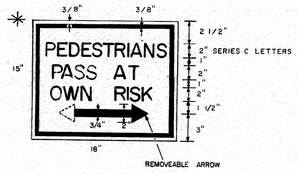


A

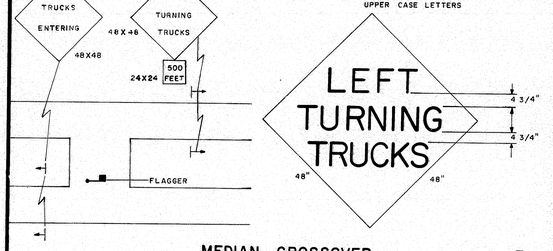
* NON-REFLECTORIZED WHITE BACK GROUND, BLACK TEXT AND BORDER-2" SERIES C UPPER CASE LETTERS



SIDEWALK CLOSURE
WITH ALTERNATE SIDEWALK



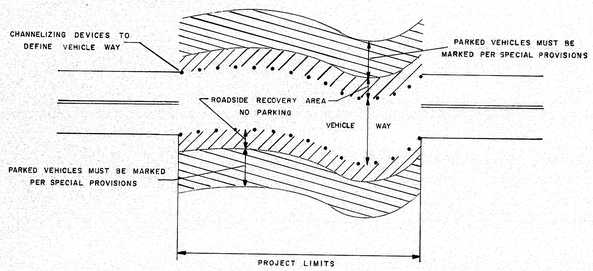
B



MEDIAN CROSSOVER

E

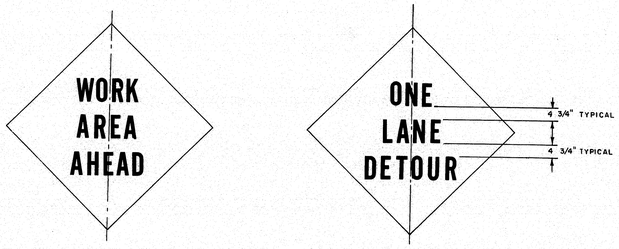
ALL DIMENSIONS AND OTHER REQUIREMENTS AS SPECIFIED IN THE SPECIAL PROVISIONS



ROADSIDE RECOVERY AREA

C

CONSTRUCTION WARNING SIGN DETAIL



1. Letter size shall be 8" Series 'D'.
2. Border dimensions and legend design shall conform to "Standard Highway Signs".

D

GENERAL NOTES

1. Distances shown for sign placement are nominal, exact locations shall be determined by the Engineer.
2. Grades on temporary roadways through the construction zone used by the public shall not exceed 10 percent.
3. Advisory speed consistant with prevailing conditions shall be as determined by the Engineer.
4. Use snaded signs when specified in the Special Provisions.
5. The length of tapers shall be determined from the following formulae:

   If S is equal to or less than 40 MPH
   $L = (W \times S \times S) / 60$

   If S is equal to or greater than 45 MPH
   $L = WS$

   Where:

   L = taper length in feet
   S = operating speed in MPH
   W = width of roadway to be closed in feet

   Taper lengths shall be rounded to the nearest five feet.

   It may be required to extend lane closure tapers to provide a smooth transition where geometric alignment reduces sight distance.

6. The maximum longitudinal spacing of channelizing devices shall conform to the following:
   (a) 50 feet through work areas
   (b) A distance in tapers equal to the numerical value of the operating speed, i.e., 45 MPH = 45 feet
   (c) In all areas not covered above maximum spacing shall be as follows:

Radius of curve	Spacing
50' to 300'	25'
301' to 700'	50'
701' to 1000'	75'
over 1000	5 times the operating speed

   The maximum transverse spacing in tapers shall be determined from the following formula:

   $D = (W \times S) / L$

   Where:

   D = transverse spacing in feet
   W = width of roadway to be closed in feet
   L = taper length in feet
   S = operating speed in MPH

7. BORDER DIMENSIONS AND LEGEND DESIGN SHALL CONFORM TO THE STANDARD HIGHWAY SIGNS BOOKLET.

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	DESIGN - DETAILED	
	CHECKED	
	REVISIONS	
	FIELD CHANGES	

104-288

3-4-80	GENERAL NOTES	REVISIONS	
4/3/80 PF	A,B,C,GN		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

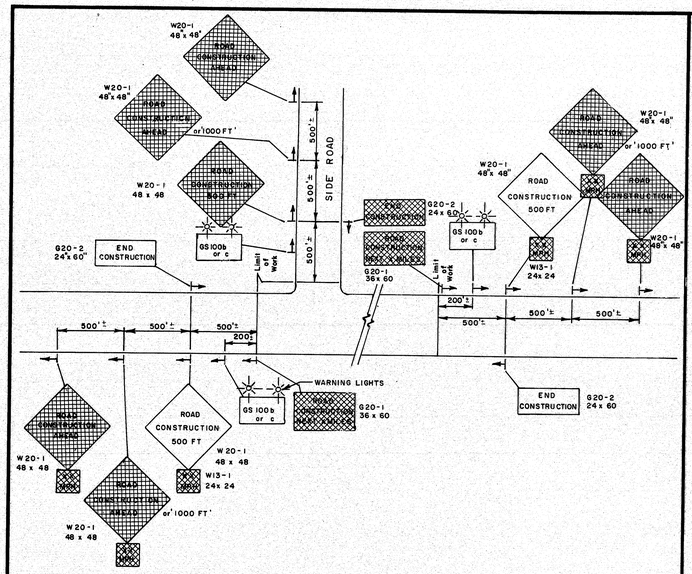
MAINTENANCE
OF
TRAFFIC
IN CONSTRUCTION ZONES

SHEET 1 OF 3 AUGUSTA, MAINE

JANUARY 1968

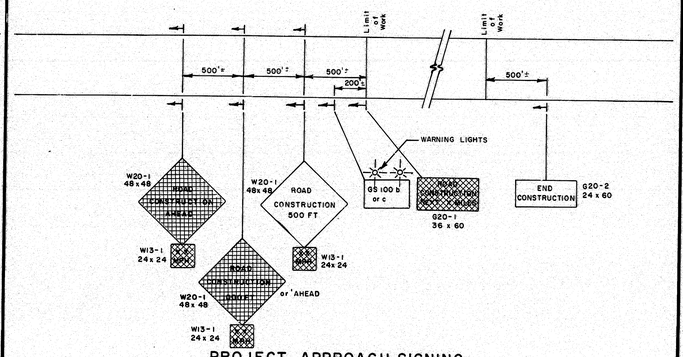
8804 2000

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-045-1(6)	31	34



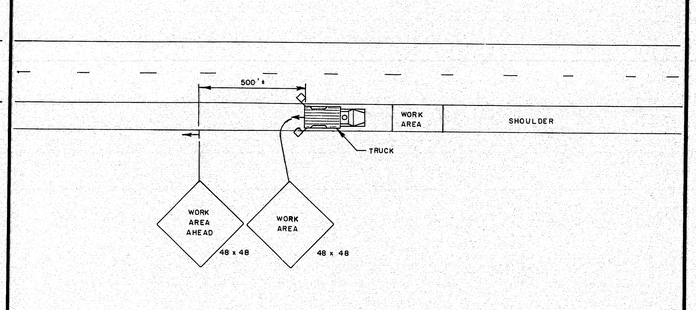
PROJECT APPROACH SIGNING
Two Way Traffic

A



PROJECT APPROACH SIGNING
Expressway

B



SHOULDER WORK - MOBILE

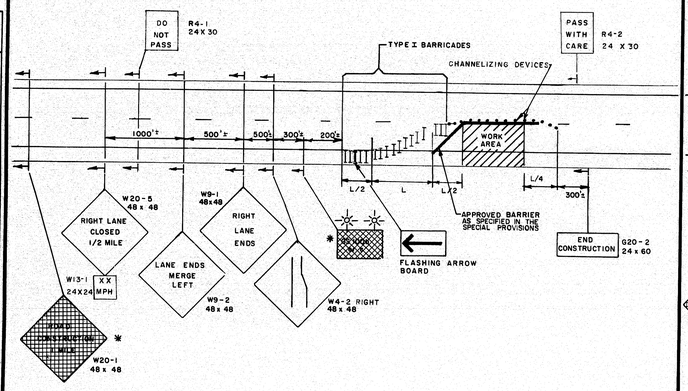
C

NOTE

* OMIT W20-1 AND GS-100 C OR B IF LANE CLOSURE SIGNING ARRAY IS WITHIN PROJECT LIMITS.

ALTER PAVEMENT MARKINGS AS REQUIRED. MAINTAIN 15 FT LATERAL CLEARANCE.

USE SIMILAR SIGNING FOR LEFT LANE CLOSURE.



EXPRESSWAY LANE CLOSURE

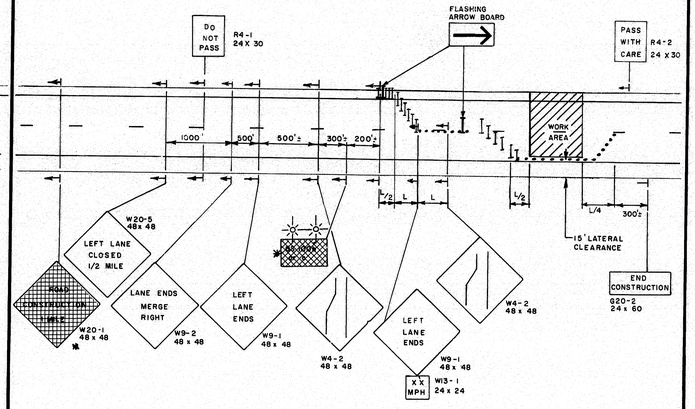
D

NOTE

W20-1 AND GS-100B OR C SHALL BE USED ONLY WHEN THE CLOSURE IS THE ACTUAL CONSTRUCTION PROJECT AND NOT A PART THEREOF.

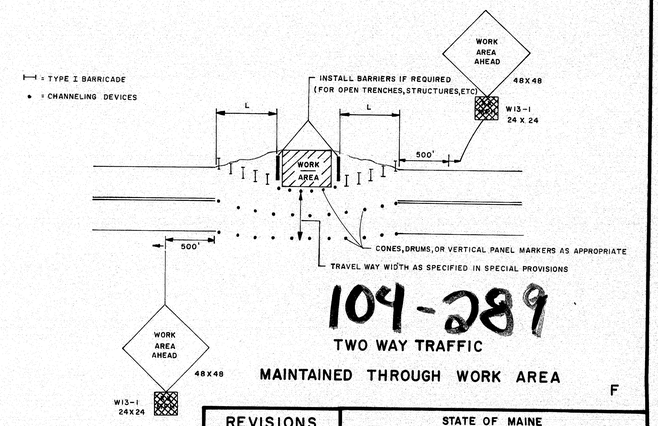
ALTER PAVEMENT MARKINGS AS NECESSARY.

USE SIMILAR SIGNING FOR RIGHT LANE CLOSURE.



TWO LANE CLOSURE – UTILIZING RIGHT SHOULDER

E



104-289

TWO WAY TRAFFIC

MAINTAINED THROUGH WORK AREA

F

PROJECT DESIGN REMINDER	BY	DATE
PLANS	DESIGN - DETAILED	
	CHECKED	
	REVISIONS	
	FIELD CHANGES	

REVISIONS	
1-28-80	
3-4-80	PLATE "F"
4/3/80 PF	D,E

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

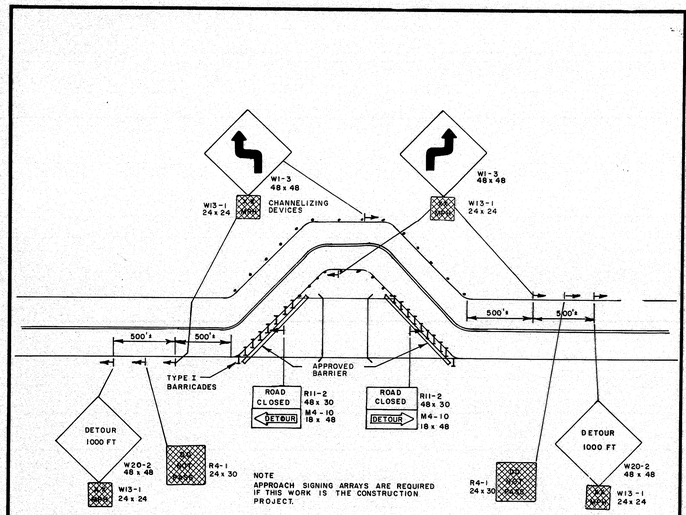
MAINTENANCE
OF
TRAFFIC
IN CONSTRUCTION ZONES

SHEET 2 OF 3 AUGUSTA, MAINE JULY, 1979

JANUARY 1968

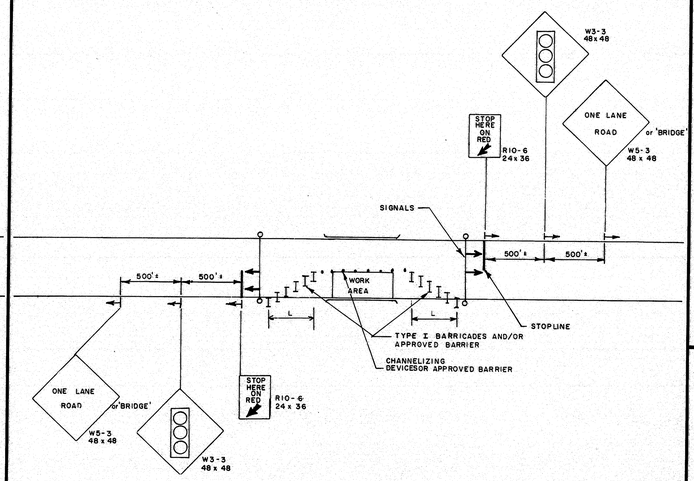
893-1 2008

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-045-1(16)	32	34



TWO WAY TWO LANE DETOUR

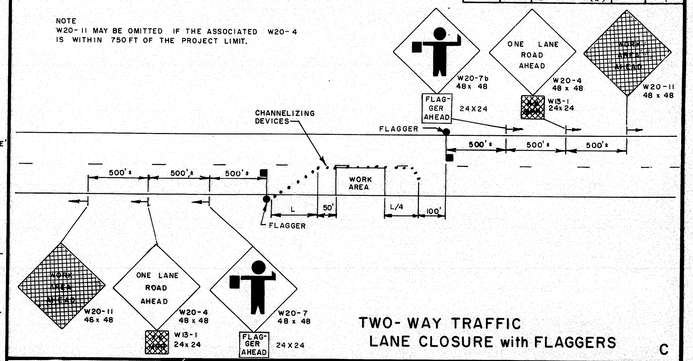
A



TWO WAY TRAFFIC
LANE CLOSURE
WITH TEMPORARY TRAFFIC SIGNALS

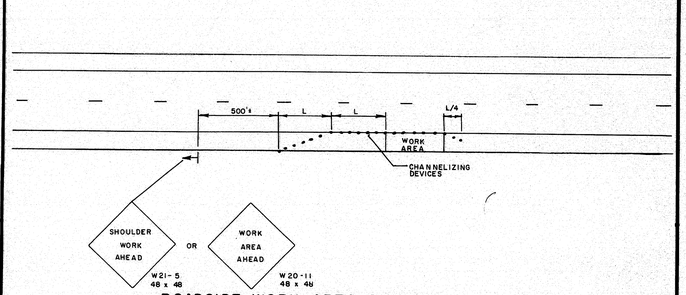
B

NOTE
W20-11 MAY BE OMITTED IF THE ASSOCIATED W20-4 IS WITHIN 750 FT OF THE PROJECT LIMIT.



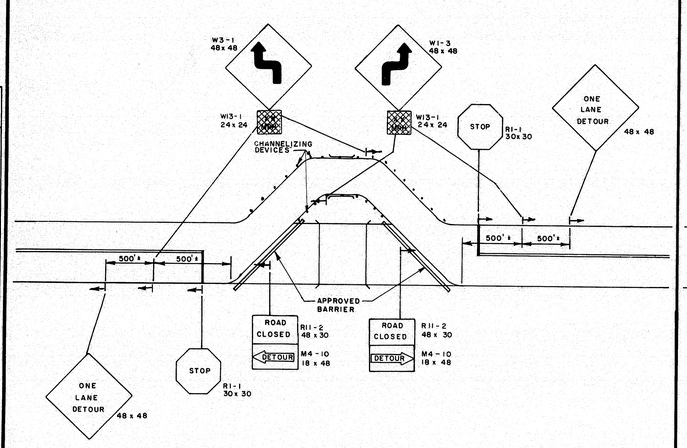
TWO- WAY TRAFFIC
LANE CLOSURE with FLAGGERS

C



ROADSIDE WORK AREA SIGNING

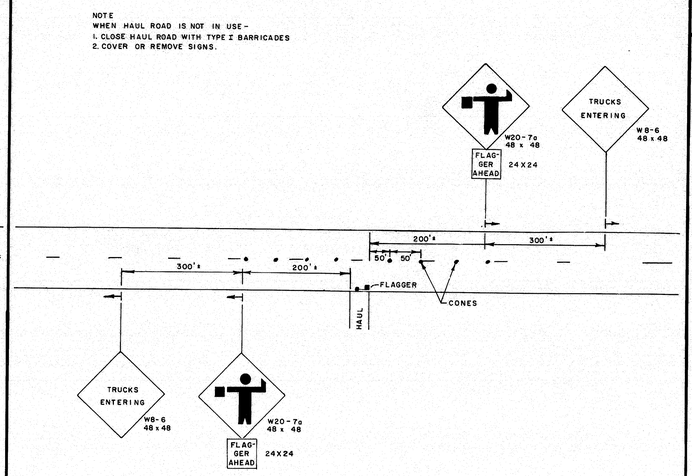
D



ONE WAY DETOUR

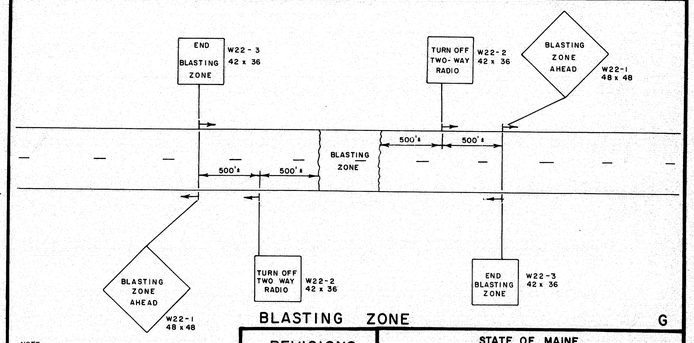
E

NOTE
WHEN HAUL ROAD IS NOT IN USE -
1. CLOSE HAUL ROAD WITH TYPE I BARRICADES
2. COVER OR REMOVE SIGNS.



HAUL ROADS

F



BLASTING ZONE

G

NOTE
SIMILAR SIGN SEQUENCE SHALL BE ERECTED ON ALL SIDE ROADS WITHIN 1000FT OF THE BLASTING ZONE.

104-290

REVISIONS	
4/3/80 PF	B,C,D

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MAINTENANCE
OF
TRAFFIC
IN CONSTRUCTION ZONES

SHEET 3 OF 3 AUGUSTA, MAINE JULY, 1979

PROJECT DESIGN ENGINEER
PLANS
DESIGN - DETAILED
CHECKED
REVISIONS
FIELD CHANGES

DATE	BY

JANUARY 1968

SYMBOLS
● I.P. (IRON PIPE or PIN)
□ S (SEPTIC TANK) ◎ C (PROCESSPOOL)
○ WELL ○ SPRING
W.L. WATER LINE or MAIN
S.L. SEWER LINE
C.D. CELLAR DRAIN
UNDERGROUND WIRE or CABLE
CONST. LIMIT LINE — LIMITS of HWY. SLOPE EASEMENT
GRADING LIMITS — LIMITS of GRADING RIGHTS
P.L. PROPERTY LINE
EXISTING RIGHT OF WAY
NEW R/W
NEW R/W WITHIN EXISTING R/W

ITEM	FIGURED	PLOTTED	CHECKED
BASE LINE		M.C.R.	
TOPOGRAPHY		M.C.R.	
R/W LINES		M.C.R.	J.E.L.
AREAS	M.C.R.		T.L.B.
EXIST. R/W	M.C.R.		C.R.M.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS

ROBERT N. QUANCE
WENDY J. QUANCE
PARCEL NO. (1)
LAND TAKEN = 0.08 ± AC.
SLOPE EASE. = 0.15 ± AC.
DRAINAGE EASE. = (1)
TEMP. ROAD EASE. = 0.39 ± AC.

TOTAL AREA = 3.91 ± AC. (TAX MAP)
REM. AREA = 3.83 ± AC.

P.I. STA. 239+06.12
Δ = 5°-22'-32.6" LT.
D = 4°-30'-00.0"
T = 59.77'
L = 119.46'
E = 1.40'
R = 1273.24'

BEGIN F.A.P. NO. BR-045-1(6)
STA. 240+00

P.C. STA. 237+31.59
P.O.C. STA. 238+46.14 BACK = STA. 238+46.35 AHD.
P.T. STA. 239+65.81
Δ = 5°-15'-00" RT.

RTE. 234
RTE. 201A
UNION STREET
STA. 240+29.00 RTE. 201A = STA. 0+0.00 UNION ST.
N 21°-35'-00.0" W
1034.19'
119.46'
77°-24'-00"

SLOPE EASE. ACQUIRED UNDER S-0230(3)
STORM SEWER OUTLET STA. 238+10 LT. S-0230(3)
WELL
SERV. POLE
R/W MON.
CONST. LIMIT LINE
PAVED DRIVE
GARAGE
HOUSE
CONC. WALK
SIDE WALK
RAIL FENCE
GRANITE SLAB
GRAN. STEPS
GRAN. RET. WALL
CURB
GUT
C.B.
U.D.
R.R. SPIKE
I.P.
CMP 7 NET 7/59
CMP 8
CMP 6
CMP 5
CMP 83 NET 8/149-S
CMP NET 9/148
SEE S.H.C. FILE NO. 13-99
TO ANSON VILLAGE

CULVERT
STA. 243+94
WATER HOLE
RIP-RAP
CULVERT STA. 243+97 S-0230(3)
TEMPORARY ROAD
0.39± AC. LIMIT
0.15± AC. EASEMENT
CONST. LIMIT LINE
WOODS
OLD CONC. FOUND.

ARTHUR J. LEHTO
IRJA NIEMI LEHTO
ITEM NO. (2)
SLOPE EASE. = 1735± S.F. (1)
DRAINAGE EASE. = (2)
GRADING RIGHTS = 210± S.F. (1)

TOTAL AREA = 20± AC. (P.O.R.)

DITCH DRAINAGE STA. 242+25 RT. S-0230(3)
210± S.F. GRADING LIMIT
1735± S.F. SLOPE EASE. ACQUIRED UNDER S-0230(3)
CULVERT STA. 243+95
RIP-RAP DOWN SPOUT STA. 244+12
GABION

EXISTING R/W

RTE. 201A - BEG. OF PROJECT TO STA. 245+95: SEE S.H.C. FILE NO. 13-99
STA. 245+95 TO STA. 249+90: SOMERSET COUNTY RECORDS VOL. 1, PG. 159 1828 - 4 RODS

UNION ST. - SOMERSET COUNTY RECORDS VOL. 1, PG. 27 1812 - 4 RODS
ALSO SEE S.H.C. FILE NO. 13-99

ELM ST. — SOMERSET COUNTY RECORDS VOL. 1, PG. 201 1829 - 4 RODS

NOTE: PRESCRIPTIVE EASEMENT FOR HIGHWAY PURPOSES WITHIN LIMITS OF WROUGHT PORTION
STA. 248+00 LEFT (WATER STREET)
STA. 249+30 TO STA. 251+45 RIGHT (MAIN STREET)
STA. 250+05 TO STA. 251+45 LEFT (ELM STREET)

PLAN FILED IN PLAN BOOK B88 PAGE 221 NOV. 88

NO.	GRANTOR	COUNTY RECORD INSTRUMENT	DATE	BOOK	PAGE
		COND.	1-27-86	1238	29

STATE OF MAINE — RICHARD A. COLEMAN 2 — REGISTERED LAND SURVEYOR

STATE OF MAINE — RICHARD A. COLEMAN 1559 — REGISTERED PROFESSIONAL ENGINEER

● — RAILROAD SPIKE ▲ — CONTROL MONUMENTS

MAINE DEPARTMENT OF TRANSPORTATION — CENTERLINE CONTROL
MAINE STATE COORDINATE SYSTEM — ASSUMED ~~ZONE~~

℄ CONTROL MONUMENTS			TRAV. CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST
P.C. 237+31.59	9748.322	10049.871	1847-10 STEEL ROD STA. 239+	10000.00 W/ ALUM. 85.10	10000.00 018 E 27.60 RT.
P.C.C. 238+46.14 BK. = 238+46.35 AHD	9858.929	10020.105			
P.T. 239+65.81	9971.911	9981.435			
P.O.T. 240+29+0+00 UNION ST.	10030.670	9958.188			
UNION ST. P.T. 0+92.08	10016.212	9867.250			

LITTLE NORTH ANSON BRIDGE NO. 1471
MAIN NORTH ANSON BRIDGE NO. 2615 (OVER THE CARRABASSET RIVER)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP
STATE HIGHWAY "45"
ANSON SOMERSET COUNTY
FEDERAL AID PROJECT NO. BR-045-1(6)

APPROVED:
DATE: SEPTEMBER 1985
SCALE: 1 INCH = 25 FEET
DANA F. CONNORS COMMISSIONER
SHEET NO. 1 OF 2 SHEETS
D.O.T. FILE NO. 13-251
RICHARD A. COLEMAN CHIEF ENGINEER

P.I.N. 001847.00

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS

SYMBOLS

- ● I.P. (IRON PIPE or PIN)
- ⊟ SEPTIC TANK) ⊟ C.P. (CESSPOOL)
- ○ WELL ○ SPRING
- W.L. WATER LINE or MAIN
- S.L. SEWER LINE
- C.D. CELLAR DRAIN
- UNDERGROUND WIRE or CABLE CONST. LIMIT LINE
- LIMITS of HWY. SLOPE EASEMENT
- GRADING LIMITS LIMITS of GRADING RIGHTS
- P.L. PROPERTY LINE
- EXISTING RIGHT OF WAY
- NEW R/W
- NEW R/W WITHIN EXISTING R/W

ITEM	FIGURED	PLOTTED	CHECKED
BASE LINE		M.C.R.	
TOPOGRAPHY		M.C.R.	
R/W LINES		M.C.R.	J.E.L.
AREAS	M.C.R.		T.L.B.
EXIST. R/W	M.C.R.		C.R.M.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

CARL McLAUGHLIN
MELVINA McLAUGHLIN
PARCEL NO. (3)
LAND TAKEN = 223± S.F. (PRESCRIPTIVE EASE.)
LAND TAKEN = 1584± S.F. (OTHER)
TOTAL LAND TAKEN = 1807± S.F.
SLOPE EASE. = 0.07± AC. (1)
TEMP. ROAD EASE. = 0.10± AC.
TOTAL AREA = 0.39± AC. (TAX MAP)
REM. AREA = 0.34 ± AC.

ROBERT N. QUANCE
WENDY J. QUANCE
PARCEL NO. (1)
LAND TAKEN = 0.08± AC.
SLOPE EASE. = 0.15± AC. (1)
DRAINAGE EASE. = (1)
TEMP. ROAD EASE = 0.39 ± AC.
TOTAL AREA = 3.91± AC. (TAX MAP)
REM. AREA = 3.83 ± AC.

SOMERSET TELEPHONE COMPANY
PARCEL NO. (4)
LAND TAKEN = 290± S.F. (PRESC. EASE.)
LAND TAKEN = 1568± S.F. (OTHER)
TOTAL LAND TAKEN = 1858± S.F.
TEMP. ROAD EASE. = 0.06± AC.
TOTAL AREA = 0.45± AC.
TELEPHONE BUILDING
REM. AREA = 0.41± AC.

ARTHUR J. LEHTO
IRJA NIEMI LEHTO
ITEM NO. (2)
SLOPE EASE. = 1735± S.F. (1)
DRAINAGE EASE. = (2)
GRADING RIGHTS = 210± S.F.

TOTAL AREA = 20± AC. (P.O.R.)

MARY LOUISE HEINTZELMAN
(PERSONAL REPRESENTATIVE)
ESTATE OF
MELBA HUNNEWELL
ITEM NO. (5)
GRADING RIGHTS = 584± S.F. (2)

EXISTING R/W

RTE. 201A - BEG. OF PROJECT TO STA. 245+95:
SEE S.H.C. FILE NO. 13+99
STA. 245+95 TO STA. 249+90
SOMERSET COUNTY RECORDS VOL. I, PG. 159
1828 - 4 RODS

UNION ST. - SOMERSET COUNTY RECORDS VOL. I, PG. 27
1812 - 4 RODS
ALSO SEE S.H.C. FILE NO. 13-99

ELM ST. - SOMERSET COUNTY RECORDS VOL. I, PG. 201
1829 - 4 RODS

NOTE: PRESCRIPTIVE EASEMENT FOR HIGHWAY PURPOSES WITHIN LIMITS OF WROUGHT PORTION.
STA. 248+00 LEFT (WATER STREET)
STA. 249+30 TO STA 251+45 RIGHT (MAIN STREET)
STA. 250+05 TO STA. 251+45 LEFT (MAIN STREET)
STA. 10+00 TO STA. 11+80 LEFT (ELM STREET)

PLAN FILED IN PLAN BOOK 888 PAGE 222 NOV. 88

NO.	GRANTOR	COUNTY RECORD INSTRUMENT	DATE	BOOK	PAGE
		COND.	1-27-86	1238	29

● — RAILROAD SPIKE ▲ — CONTROL MONUMENTS

MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL
MAINE STATE COORDINATE SYSTEM — ASSUMED ~~ZONE~~

℄ CONTROL MONUMENTS			TRAV. CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST
P.O.T. 249+0	10840.599	9637.787	2618	10694.573	9676.580
			M.D.O.T. DISK IN BRIDGE ABUTMENT STA. 247+80.03		17.86' LT.

RICHARD A. COLEMAN 2 REGISTERED LAND SURVEYOR — STATE OF MAINE

RICHARD A. COLEMAN 1559 REGISTERED PROFESSIONAL ENGINEER — STATE OF MAINE

LITTLE NORTH ANSON BRIDGE NO. 1471
MAIN NORTH ANSON BRIDGE NO. 2615 (OVER THE CARRABASSET RIVER)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

STATE HIGHWAY "45"

ANSON — SOMERSET COUNTY

FEDERAL AID PROJECT NO. BR-045-1(6)

APPROVED:

DATE: SEPTEMBER 1985

SCALE: 1 INCH = 25 FEET

DANA F. CONNORS
COMMISSIONER

SHEET NO. 2 OF 2 SHEETS

D.O.T. FILE NO. 13-251

RICHARD A. COLEMAN CHIEF ENGINEER

P.I.N. 001847.00