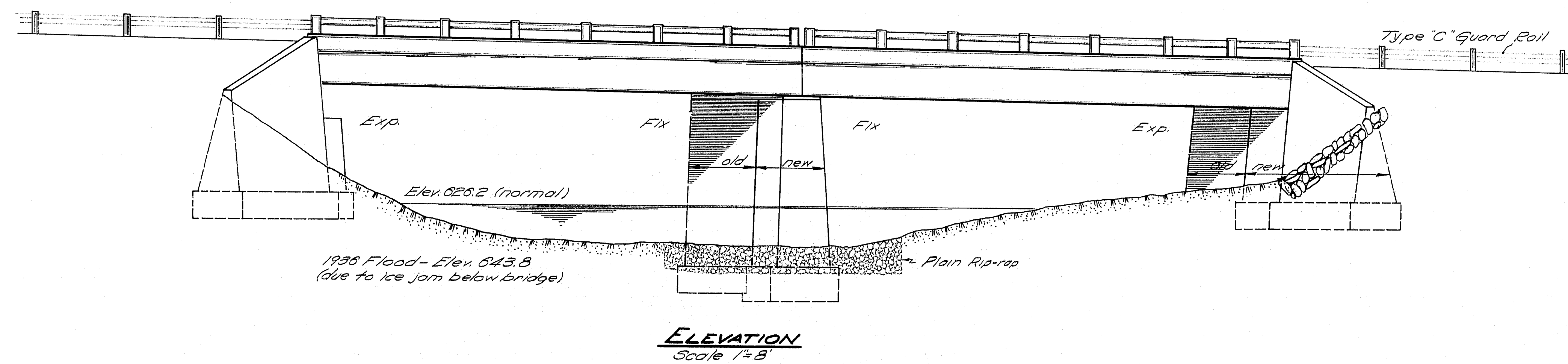
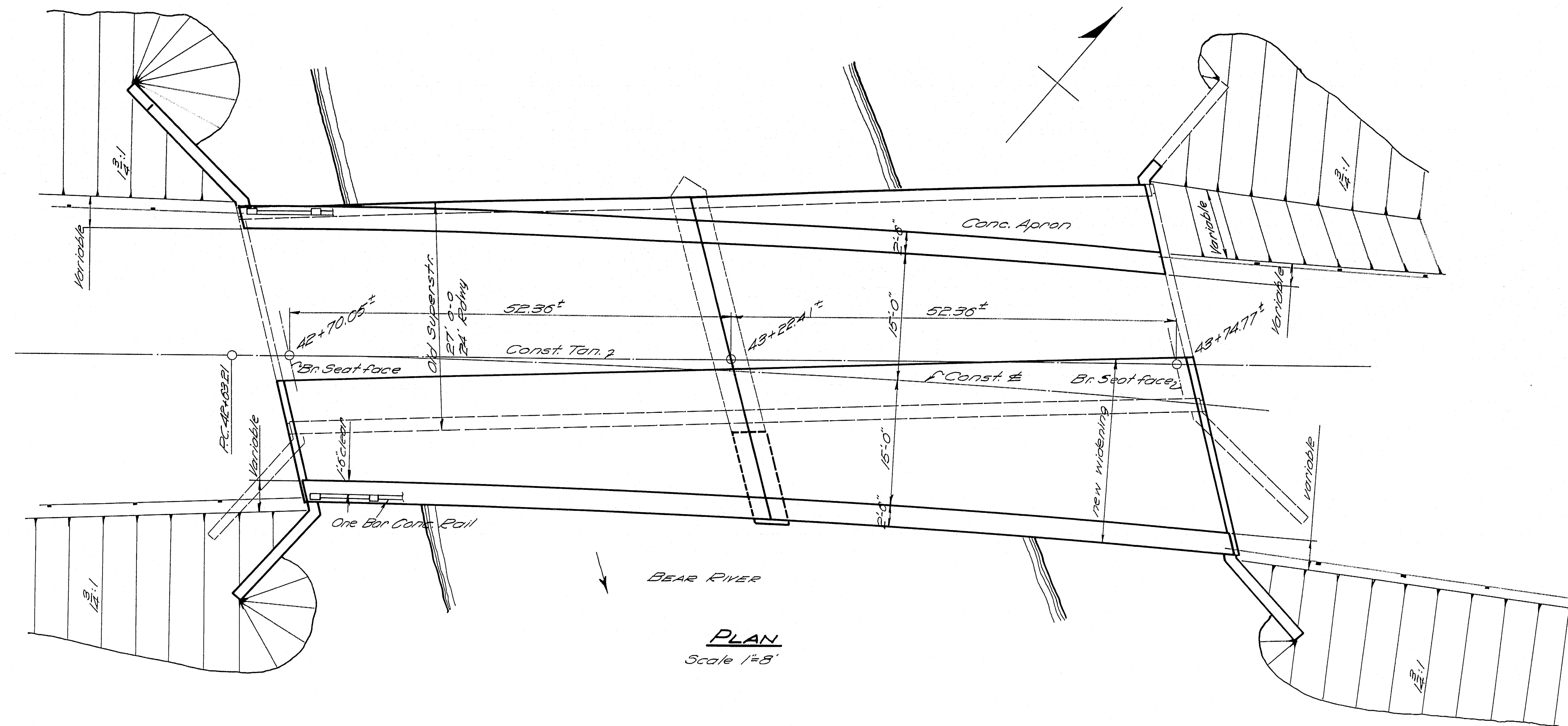


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-112	8	87



LOADING - H20-S16-44

DESIGN DATA

$f'_s = 18,000$
 $f'_c = 1,200$
 $n = 10$

SPECIFICATIONS

Design - AASHTO Standard Specs for
 Highway Bridges 1957
 Construction - MSAC Standard Specs
 Rev. 1956

CONCRETE CLASSIFICATION

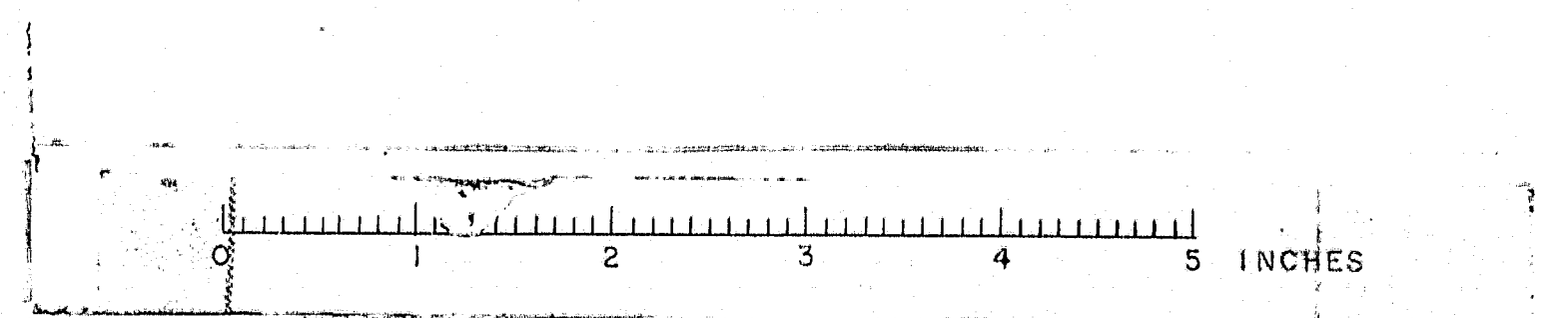
Rail	Class Y
Superstr. (Slab & Girders)	Class A
Abutments	Class B
Pier	Class B
Apron	Class A

TRAFFIC

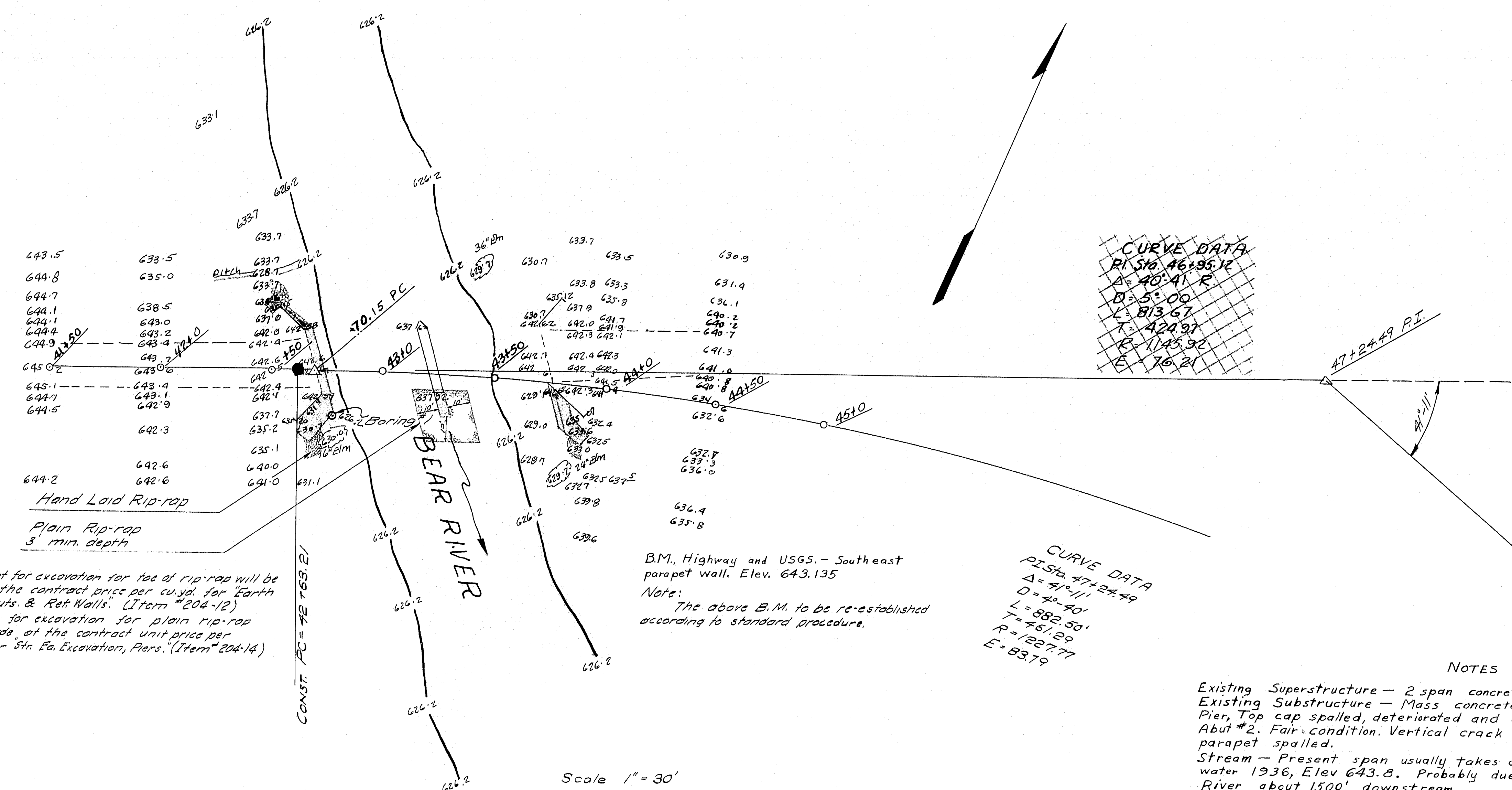
A.D.T. 1960	1225
A.D.T. 1980	1715
D.A.V. 257	
D 60%	
T 11%	
V 60	

DESIGN - <i>W.H.V.</i>	BRIDGE NO.
TRACE - <i>W.H.V.</i>	SURVEY -
CHECK - <i>W.H.V.</i>	PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
BEAR RIVER BRIDGE	
in the Town of NEWRY	
OXFORD COUNTY	
GENERAL PLAN	
SHEET 1 OF 8 AUGUSTA, MAINE May 1959	

M-124-4

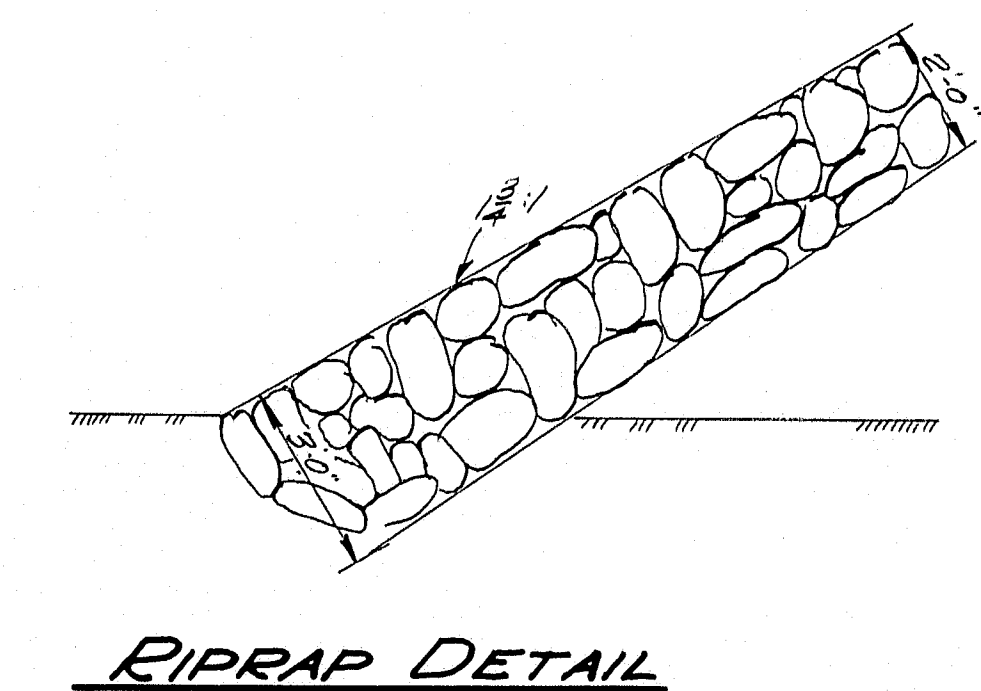
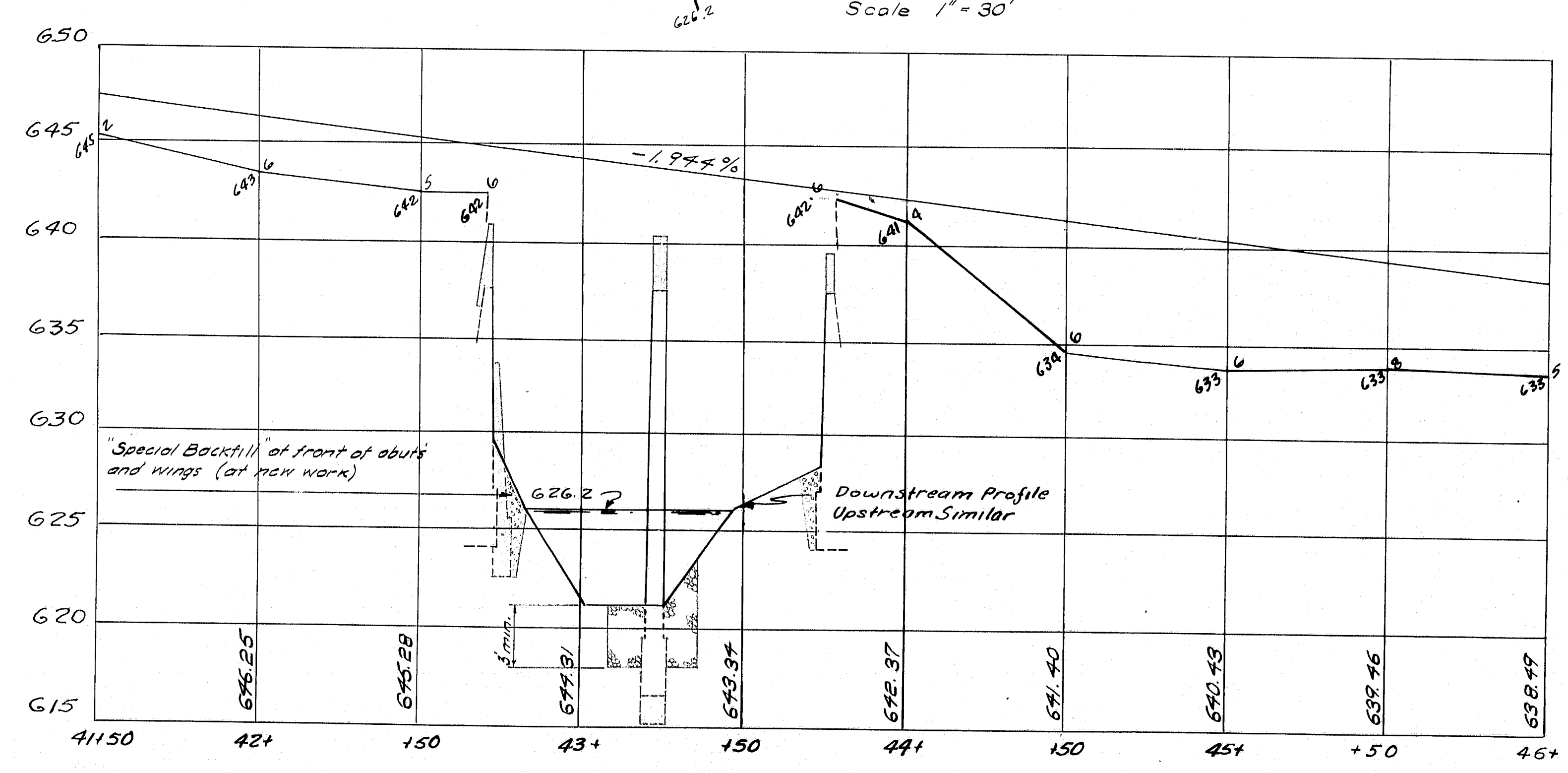


Driving Resistance (Blows/ft)	
Boring #	(2 1/2" Casing)
Sta. 42+75	20' ± ±
20	100
40	100
60	100
80	100
100	100
120	100
140	100
160	100
180	100
200	100
220	100
240	100
260	100
280	100
300	100
320	100
340	100
360	100
380	100
400	100
420	100
440	100
460	100
480	100
500	100
520	100
540	100
560	100
580	100
600	100
620	100
640	100
660	100
680	100
700	100
720	100
740	100
760	100
780	100
800	100
820	100
840	100
860	100
880	100
900	100
920	100
940	100
960	100
980	100
1000	100



Notes:
 Payment for excavation for toe of rip-rap will be made at the contract price per cu. yd. for "Earth Excav., Abutts. & Ret. Walls." (Item #204-12)
 Payment for excavation for plain rip-rap will be made at the contract unit price per cu. yd. for "Str. Ea. Excavation, Piers." (Item #204-14)

NOTES
 Existing Superstructure - 2 span concrete T-Beams. Good condition.
 Existing Substructure - Mass concrete. Abut. #1, good condition.
 Pier, Top cap spalled, deteriorated and cracked. Has been repaired.
 Abut. #2. Fair condition. Vertical crack at centerline. Downstream parapet spalled.
 Stream - Present span usually takes care of flow. Extreme high water 1936, Elev. 643.8. Probably due to backwater of the Androscoggin River about 1500' downstream.
 Foundation - See log of boring at right of sheet.



PLAN - BLAKE
 SURVEY - BLAKE
 CHECK - BLAKE

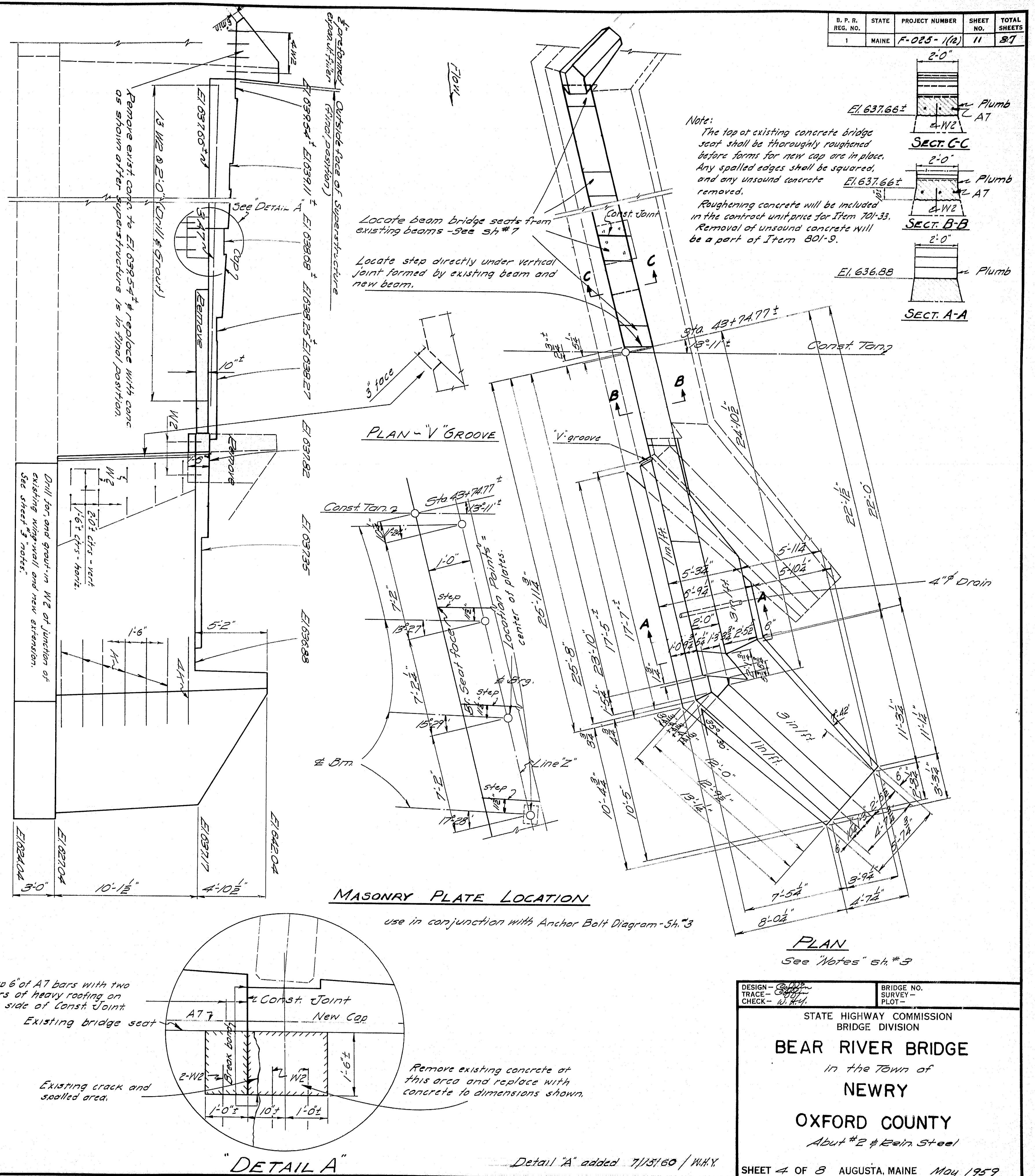
STATE HIGHWAY COMMISSION
 BRIDGE DIVISION

BEAR RIVER BRIDGE
 IN THE TOWN OF
NEWRY
OXFORD COUNTY
 SURVEY

STRAIGHT BARS				
Mark	Size	N ^o	Length	Location
B1	#6	4	15'-9"	End Diaphragm Abut #1
B2		3	14'-10"	Int. " Span #1
B3		3	15'-0"	" " " "
B4		6	17'-2"	End " Pier
B5		3	19'-0"	Int. " Span #2
B6		3	20'-0"	" " " "
B7		4	22'-11"	End " Abut #2
G1	#11	6	23'-2"	Girder Span #1
G2		6	33'-2"	" " " "
G3		6	41'-0"	" " " "
G4	#11	6	47'-4"	" " " "
G5		12	55'-0"	" " " "
G6	#10	8	29'-6"	" " " "
G7		8	35'-10"	" " " "
G8		8	41'-10"	" " " "
G9	#11	8	48'-0"	" " " "
G10		16	55'-0"	" " " "
F1	#5	44	14'-4"	Span #1 Superstr. S/ab
F2		38	14'-9"	" " " "
F3		40	15'-3"	" " " "
F4		20	15'-11"	" " " "
F5		20	16'-3"	" " " "
F6		20	16'-8"	" " " "
F7		24	17'-1"	" " " "
F8		12	17'-6"	Span #2
F9		20	18'-0"	" " " "
F10		18	18'-5"	" " " "
F11		20	18'-11"	" " " "
F12		18	19'-5"	" " " "
F13		20	20'-0"	" " " "
F14		20	20'-5"	" " " "
F15		18	21'-1"	" " " "
F16		20	21'-8"	" " " "
F17		18	22'-3"	" " " "
F18		18	22'-11"	" " " "
F19		8	23'-5"	" " " "
E1	#4	62	27'-0"	(Splice)
E2		84	29'-0"	Span #2
D1	#6	16	4'-0"	Footings Dams (Pier)
Z1	#3	13	2'-5"	Cons. Apron & adjacent Curb
Z2		5	3'-2"	" " " "
Z3		8	4'-9"	" " " "
Z4		7	5'-2"	" " " "
Z5		7	6'-2"	" " " "
Z6		8	7'-9"	" " " "
Z7		5	9'-5"	" " " "
DP	#6	82	1'-6"	Dowels - Pier & Pier Cap
D	#4	201	1'-0"	U.S. & D.S. Curb - drill & grout
R1		28	6'-9"	Rail Bar - U.S. & D.S. - Span #1
R2		28	7'-0"	" " " " - " #2
K	#6	29	8'-0"	Abuts.
W1		4	15'-0"	Abut #1 - Wingwall
W2		134	1'-6"	Abuts.
A2	#6	17	10'-6"	Abut #1
A3		3	29'-0"	" " " "
A7		3	24'-6"	" #2
W3		21	17'-0"	Abut #1 - Jacket & Wingwall (U.S.)
P3	#4	17	20'-8"	Pier U.S. & D.S. Caps.
P4	#5	2	3'-0"	" Caps vertical upstream.
P15		2	5'-6"	" " " "
P16		4	7'-6"	" " " "
P17		4	10'-6"	" " " "
P18		16	17'-6"	" " " "
P20	#4	2	19'-0"	Pier extension - horiz.
P21		2	18'-0"	" " " "
P22		4	17'-0"	" " " "
P23		2	14'-6"	" " " "
P24		6	11'-6"	" " " "
P25		22	5'-1"	" " " "
P26		6	4'-10"	Pier - shear blocks

BENT BARS				
Mark	Size	N ^o	Length	Location
SC1	#4	73	4'-10"	Curb ds.
SC2		73	2'-9"	" us.
G1		40	11'-7"	Span #1 Girder (Interior)
G2		80	10'-6"	" #2 " "
H1	#4	12	3'-3"	Rail Post Stirr. End Posts
H2		84	3'-2"	" " " Int. Posts
A1	#6	17	3'-9"	Abut #1 Jacket
A4		12	5'-6"	Abut #1 Cap
A6		12	4'-1"	" " " "
P1		32	5'-6"	Rail Post (U.S.)
P2		32	6'-0"	" " (D.S.)
R3	#4	28	6'-11"	Span #1 - U.S. & D.S. Rail Bars
R4		28	7'-2"	Span #2 - U.S. & D.S. Rail Bars
S3		80	11'-7"	Span #1 - Exterior Girder
S4		80	10'-6"	Span #2 " "

Mark	Size	N ^o	Length	Location
P4	#4	40	2'-4"	Pier cap downstream
P5		18	2'-5"	Pier cap upstream - shear block
P6	#4	36	2'-4"	Bolt of U.S. Pier cap.
P7		6	9'-0"	Upstream - Pier cap.
P8		6	9'-8"	" " " "
P9		6	10'-6"	" " " "
P10		3	7'-8"	Downstream " "
P11		5	8'-4"	" " " "
P12		3	8'-11"	" " " "
P13		6	9'-6"	" " " "
P27		3	8'-10"	" " " "



DESIGN - *W.H.Y.*
TRACE - *W.H.Y.*
CHECK - *W.H.Y.*

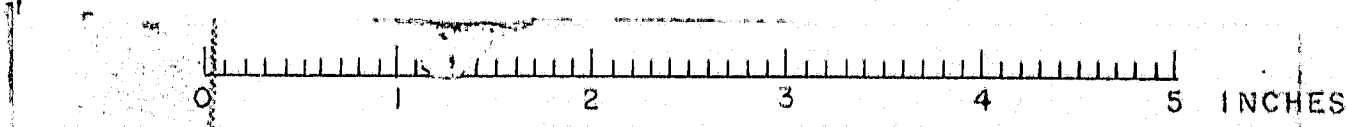
BRIDGE NO. *1247*
SURVEY - *W.H.Y.*
PLOT - *W.H.Y.*

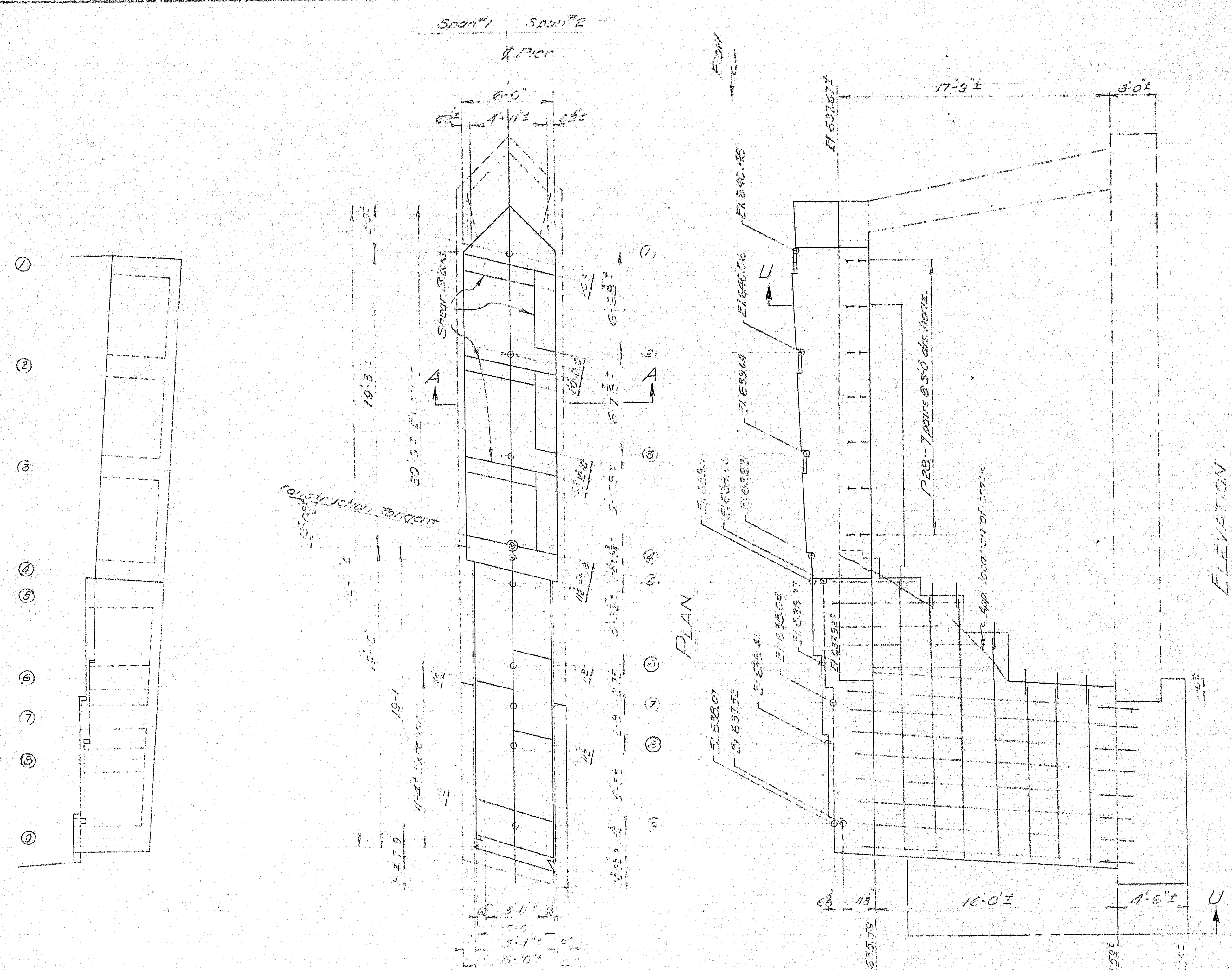
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

BEAR RIVER BRIDGE
in the Town of
NEWRY
OXFORD COUNTY
Abut #2 & Rein Steel

SHEET 4 OF 8 AUGUSTA, MAINE May 1959

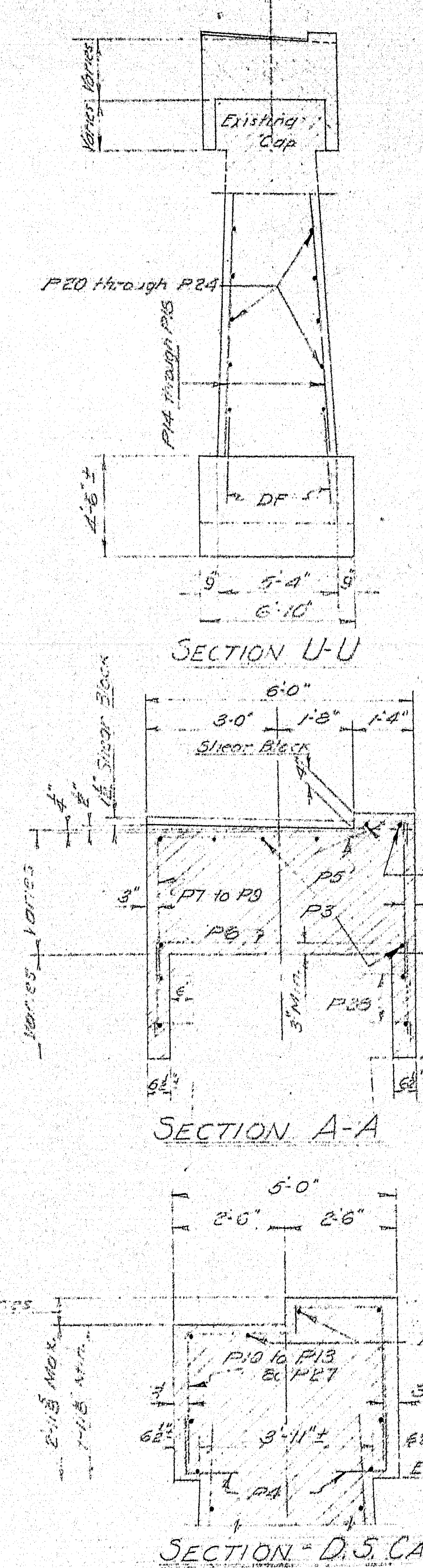
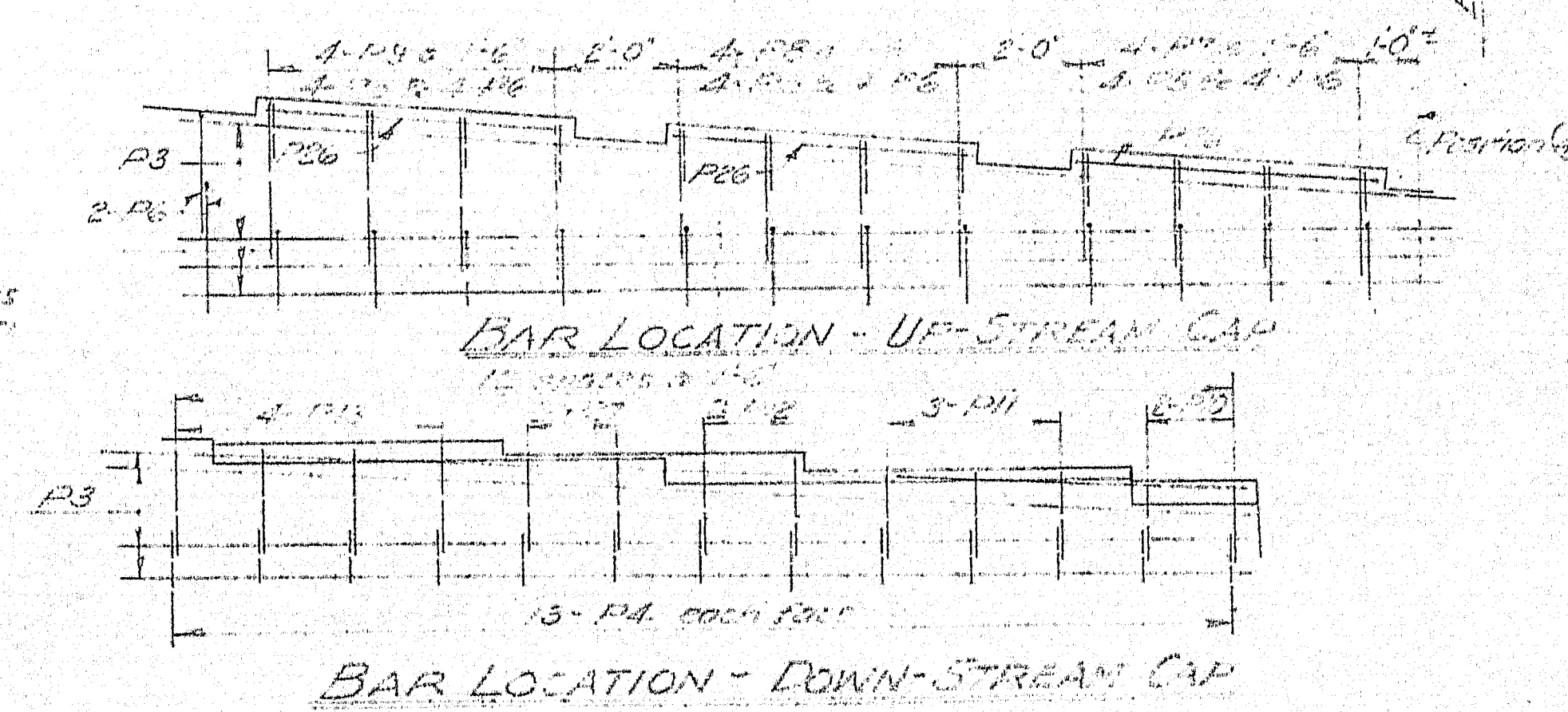
M-1247





REVISION NOTES

Pier cap revised to fit existing
 Reinforcing steel revised to fit
 Reinforcing for pier shaft extension is
 the same as existing. Section
 Notes and details for section in this
 sheet are to be used for section in this
 original plan.



REVISED STEEL SCHEDULE

Mark	Size	No	Length	Location
P6	14	14	10'-2"	Bot up-stm pier cap
P7	14	4	10'-8"	Upstream pier cap
P8	14	4	11'-5"	"
P9	14	4	12'-6"	"
P10	14	2	8'-0"	Downstream pier cap
P11	14	3	8'-8"	"
P12	14	2	9'-3"	"
P13	14	4	9'-10"	"
P14	14	2	9'-2"	"
P15	14	28	1'-3"	Bot up-stm pier cap

REVISIONS IN ORIGINAL STEEL SCHEDULE

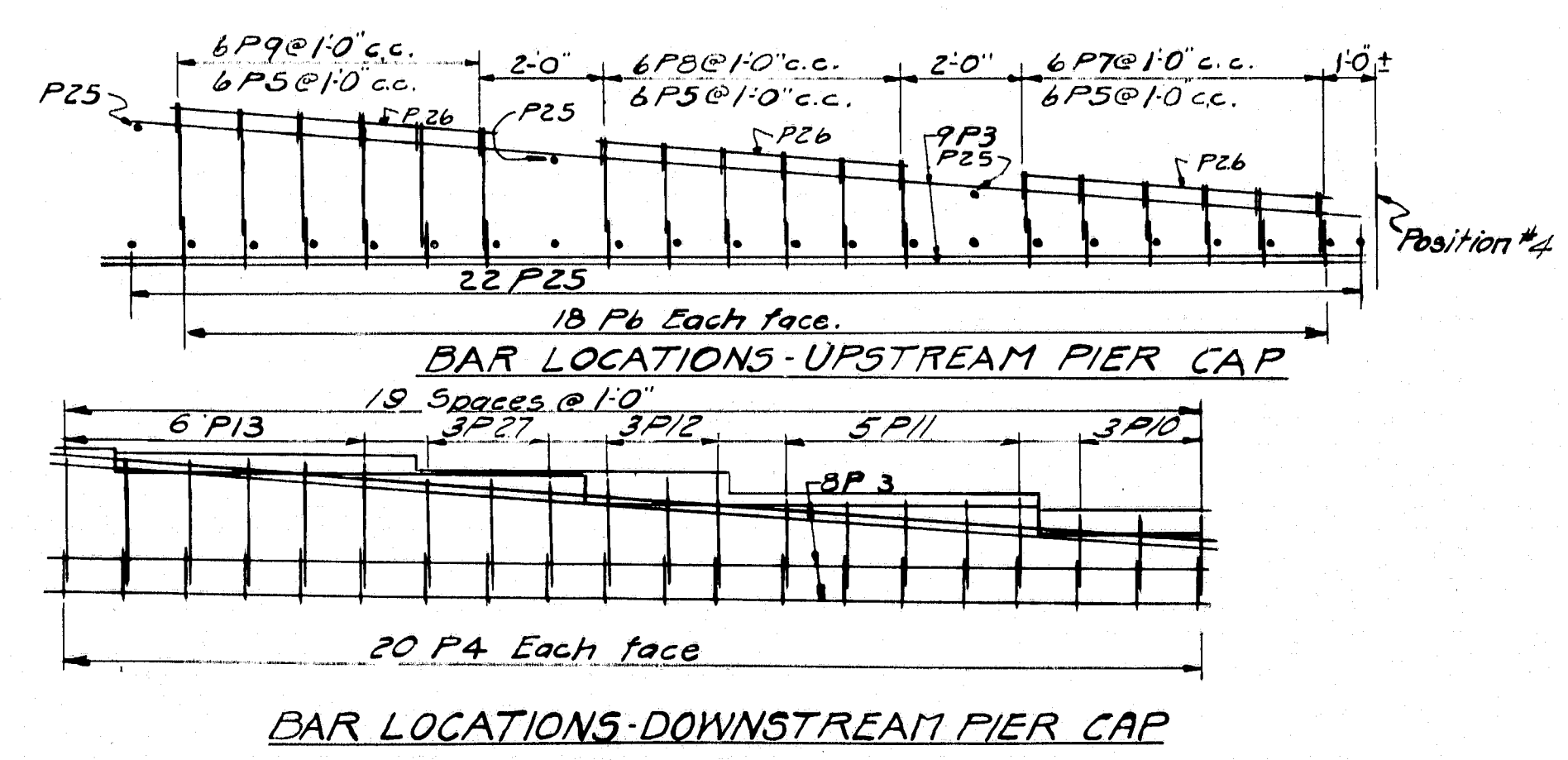
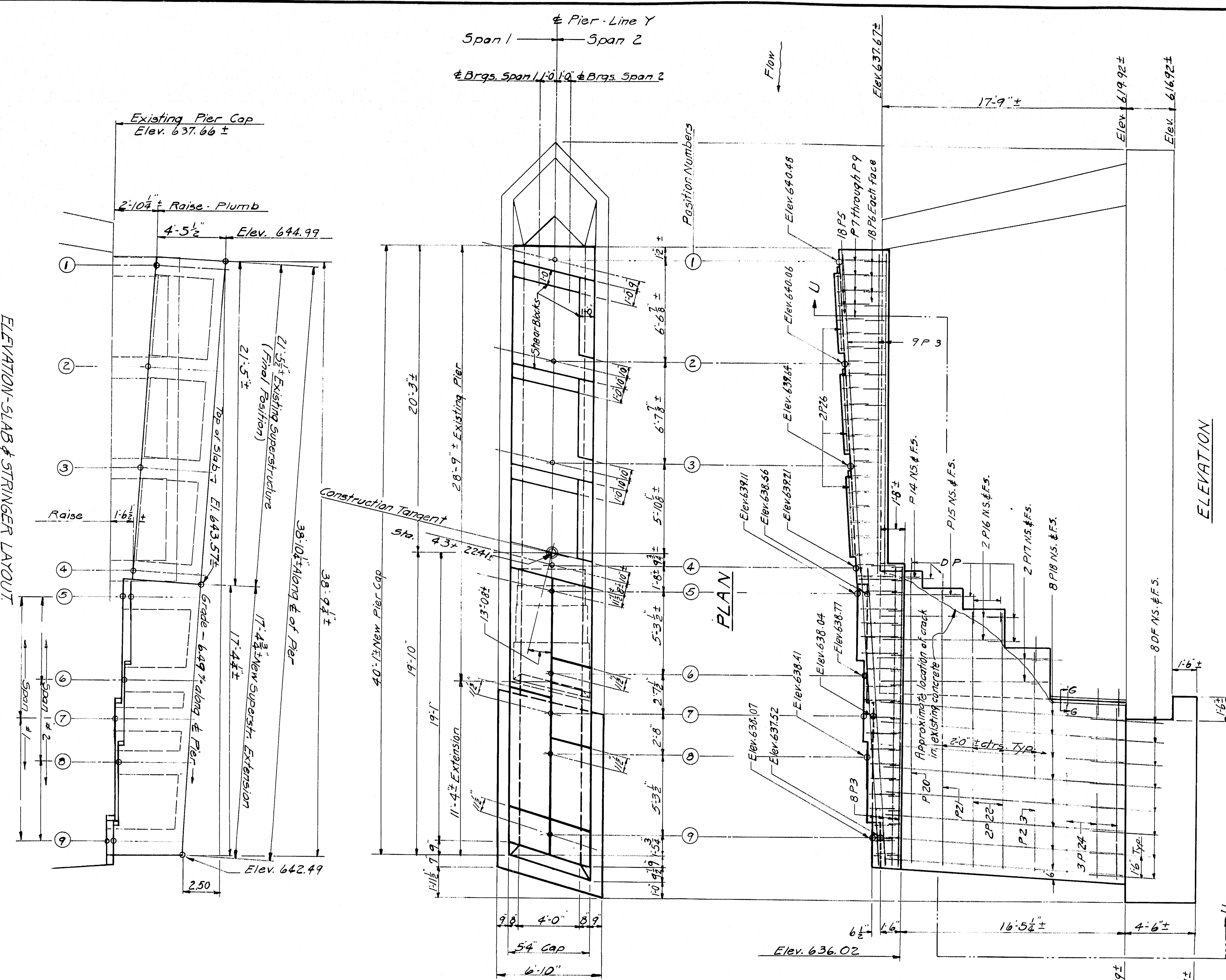
Bar P6: removed original bar and used
 mark for bar 5'-0"
 Bars P7 to P13, P27: dimensions changed as shown
 Bar P28: new bar added to schedule
 Bar P29: removed from schedule
 Bar P30: 18 req'd (1,000 lb/ft)
 Bar P31: 16 req'd (1,000 lb/ft)
 Bar P32: 12 req'd (1,000 lb/ft)

Per revision 7/13/66 (only)

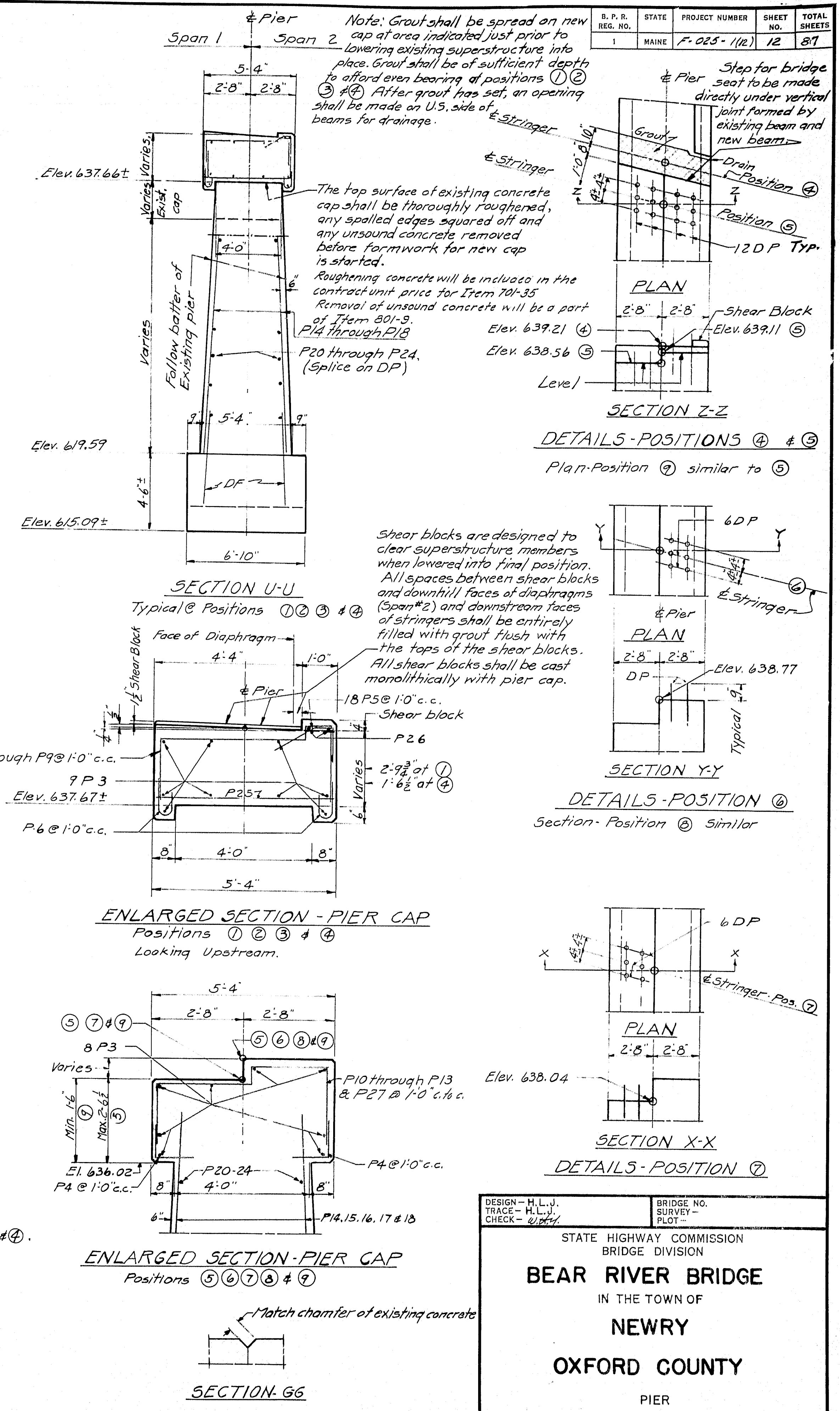
BEAR RIVER BRIDGE

NEWRY

ELEVATION-SLAB & STRINGER LAYOUT

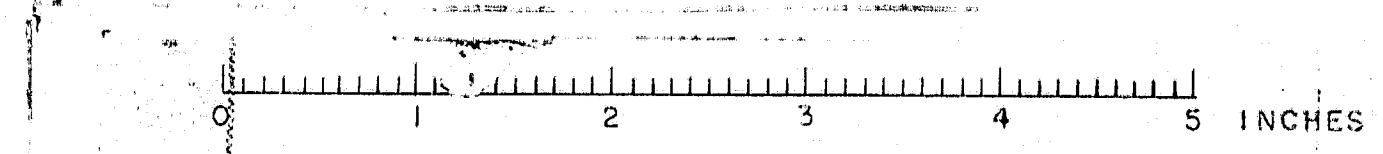


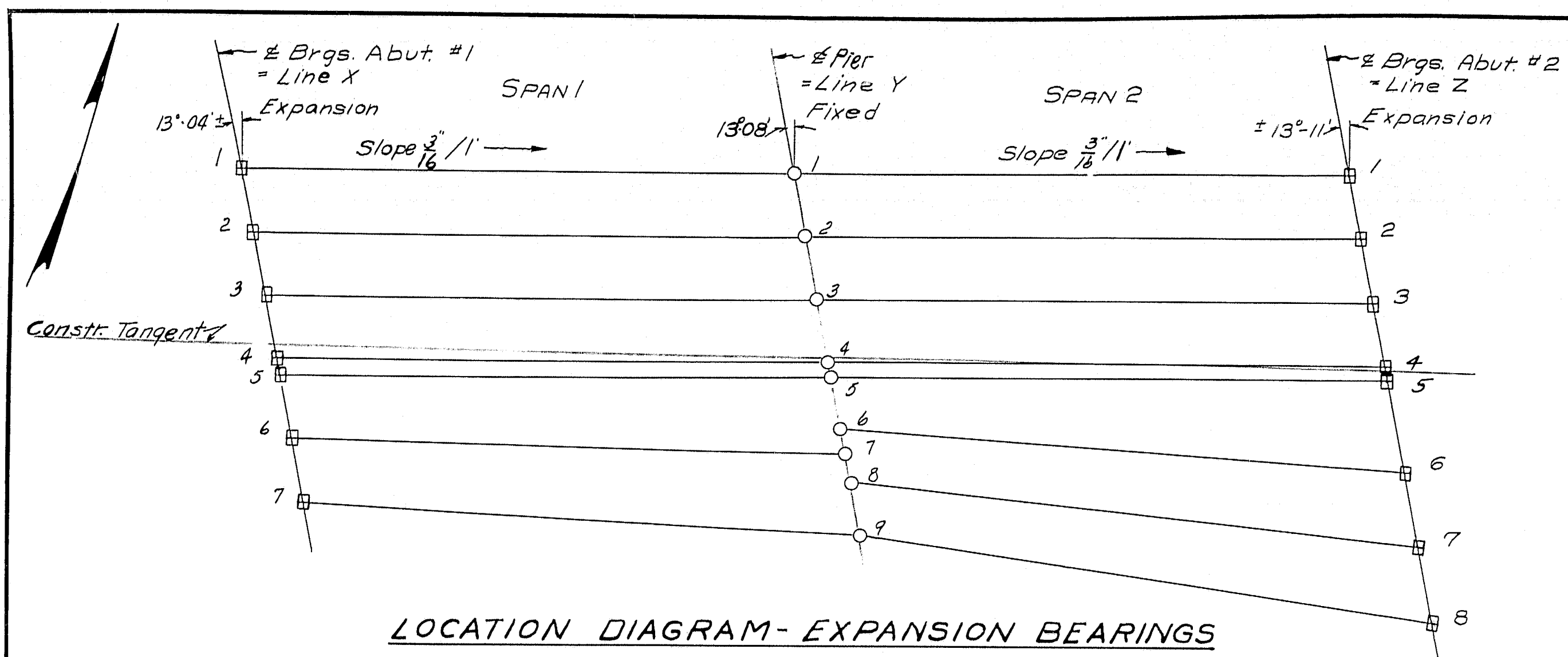
NOTES:
 Remove concrete downstream from crack and cut steps in remaining concrete as indicated. Steps and risers shall be cut so as to make straight lines at surface of concrete.
 Hold bearing areas & below given grade elevations to allow for grouting at ① ② ③ ④.
 Place six DP bars at each bearing for new stringers so as to clear stringer reinforcing.
 All reinforcing bars, except as noted, to have a 2" cover.
 DP bars, where shown, shall be set into existing concrete by drilling and grouting.
 Payment for drilling and grouting in dowels as shown on Sh #3 notes.
 The above also applies to P28 bars.



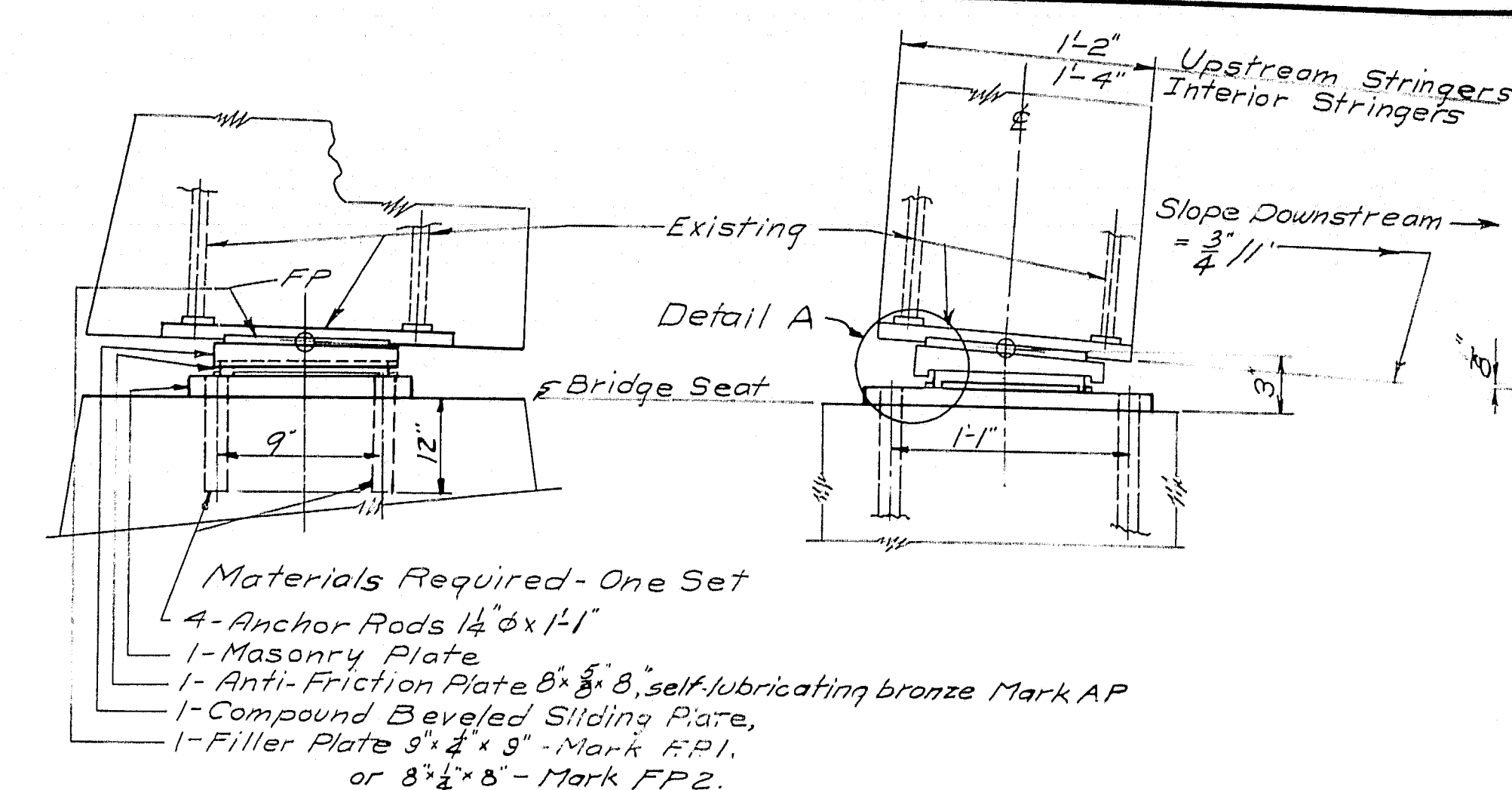
DESIGN - H. L. J.	BRIDGE NO.
TRACE - H. L. J.	SURVEY -
CHECK - W. J. J.	PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
BEAR RIVER BRIDGE	
IN THE TOWN OF	
NEWRY	
OXFORD COUNTY	
PIER	
SHEET 5 OF 8 AUGUSTA, MAINE MAY, 1959	

M-1249



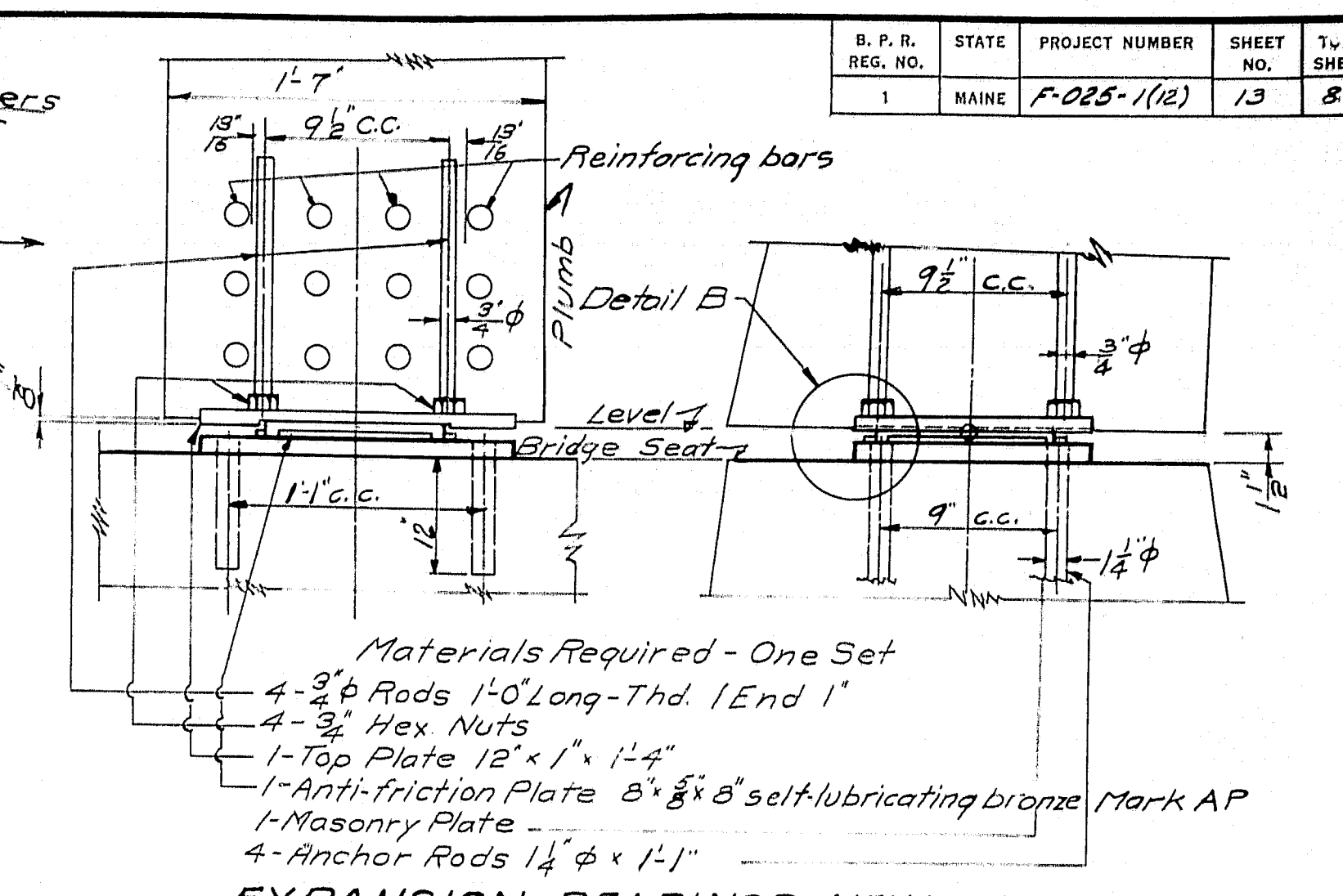


LOCATION DIAGRAM- EXPANSION BEARINGS



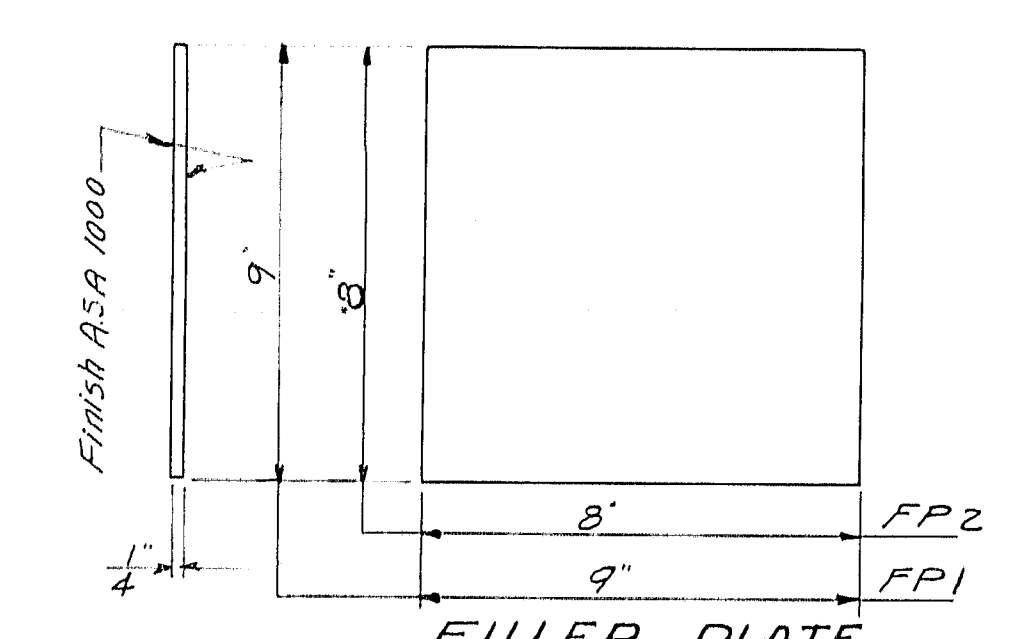
EXPANSION BEARINGS-OLD STRINGERS

Located on Line X-Positions 1, 2, 3 & 4
Located on Line Z-Positions 1, 2, 3 & 4



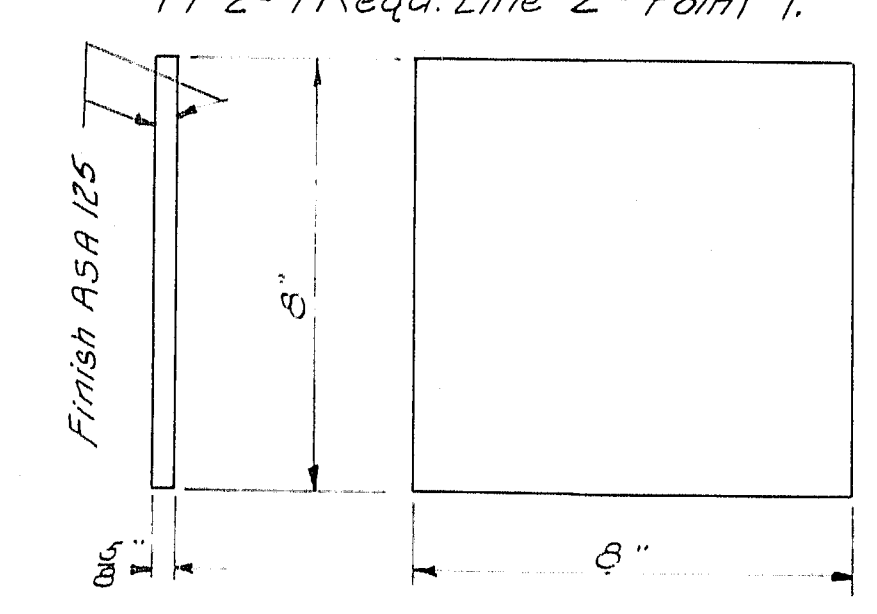
EXPANSION BEARINGS-NEW STRINGERS

Located on Line X-Positions 5, 6 & 7
Located on Line Z-Positions 5, 6, 7, 8



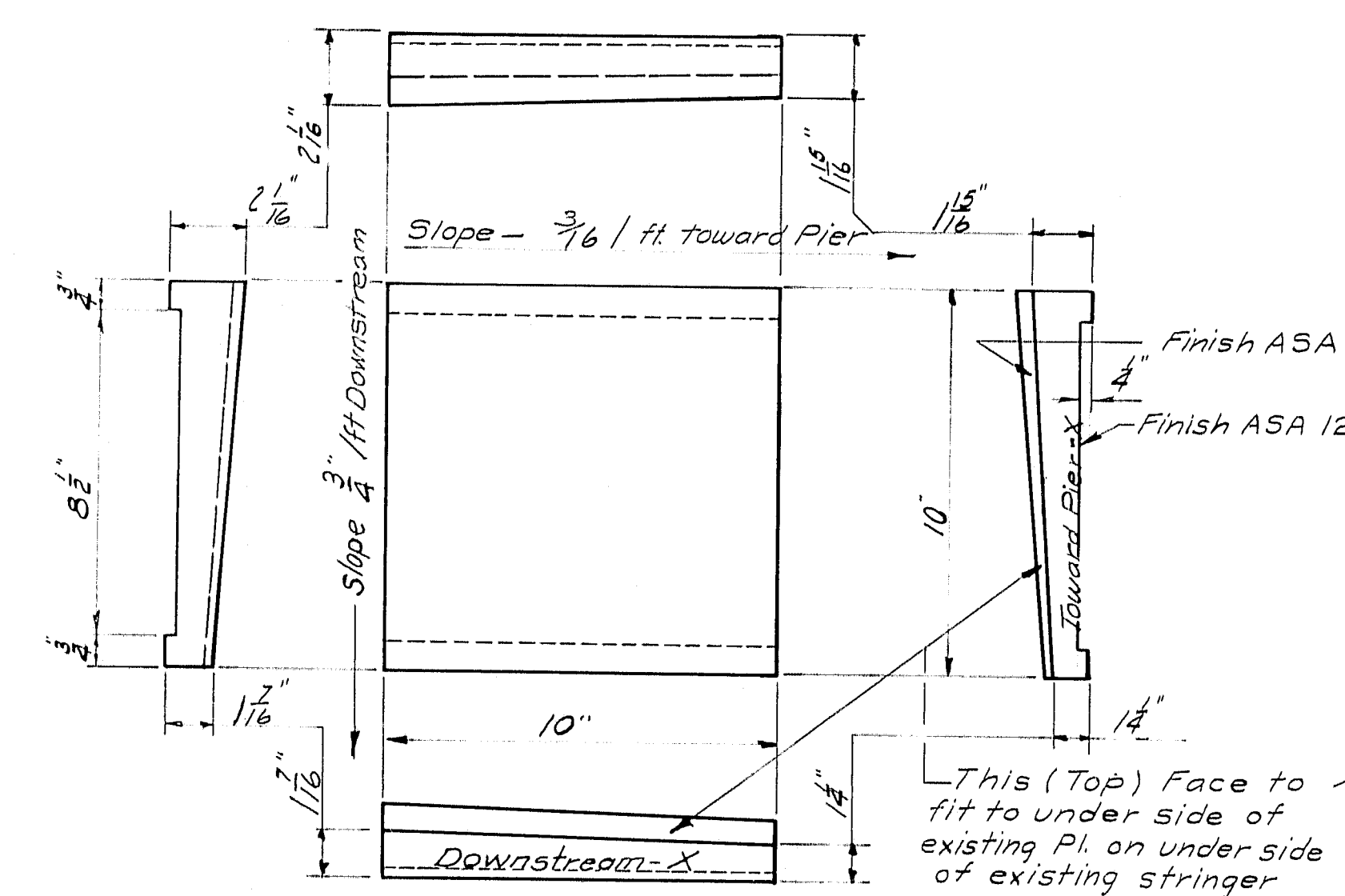
FILLER PLATE

F.P.1-3 Req'd. Line X-Points 2, 3 & 4.
F.P.1-3 Req'd. Line Z-Points 2, 3 & 4.
F.P.2-1 Req'd. Line X-Point 1.
F.P.2-1 Req'd. Line Z-Point 1.



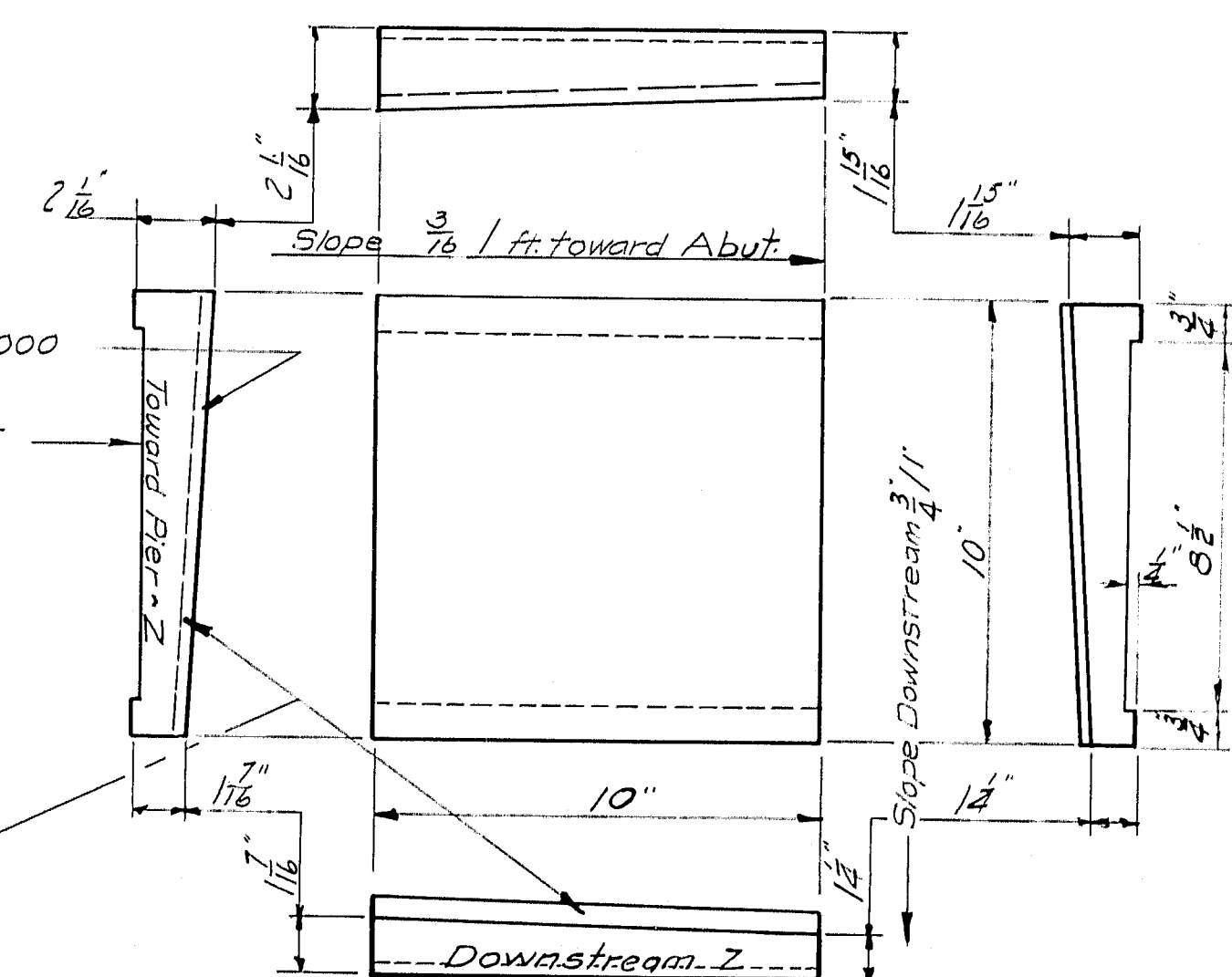
ANTI-FRICTION PLATE

Self Lubricating Bronze - Mark AP
15 Req'd. Lines X & Z



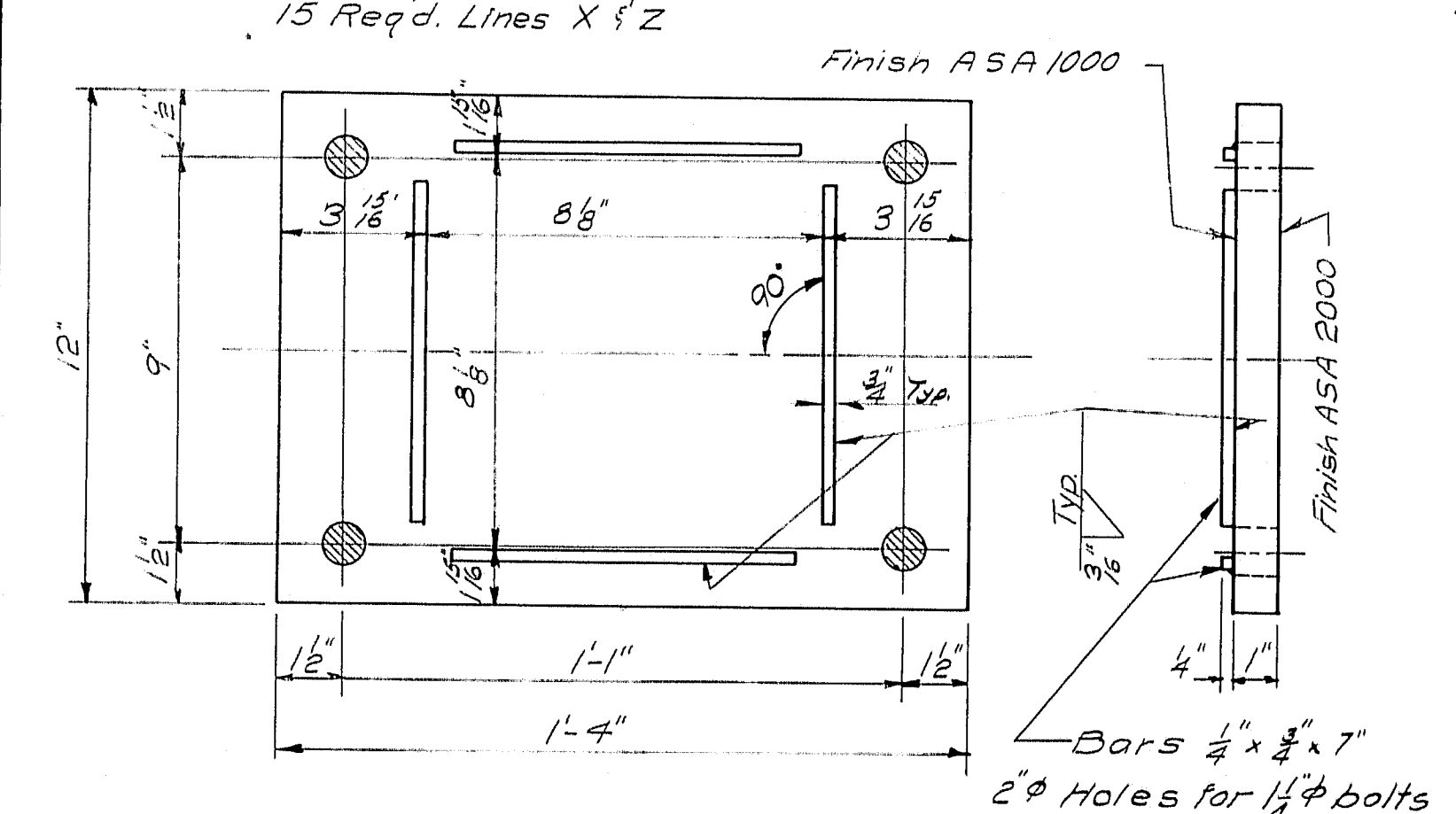
COMPOUND BEVELED SLIDING PLATE

Located on Line X-Positions 1, 2, 3 & 4
Positively Mark Edges of R.s. as identified above
4 Required



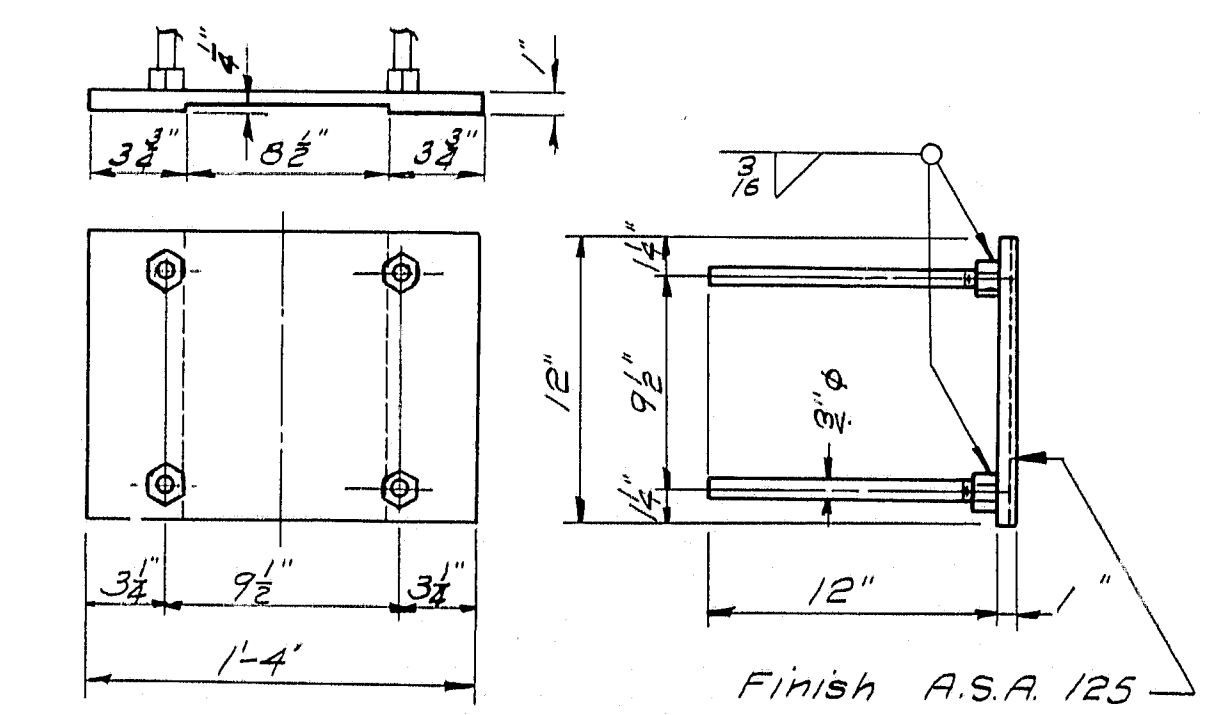
COMPOUND BEVELED SLIDING PLATE

Located on Line Z-Positions 1, 2, 3 & 4
Positively Mark Edges of R.s. as identified above
4 Required



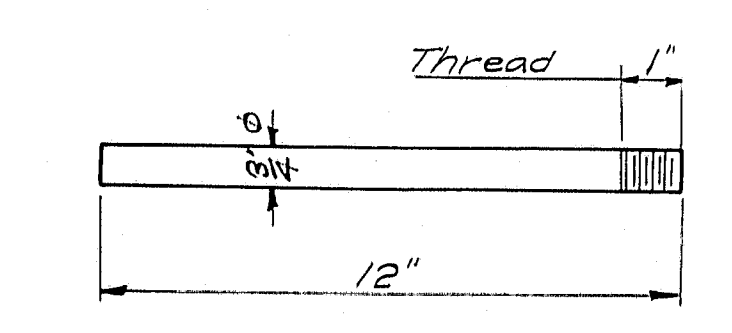
MASONRY PLATE

15 Req'd. Lines X & Z



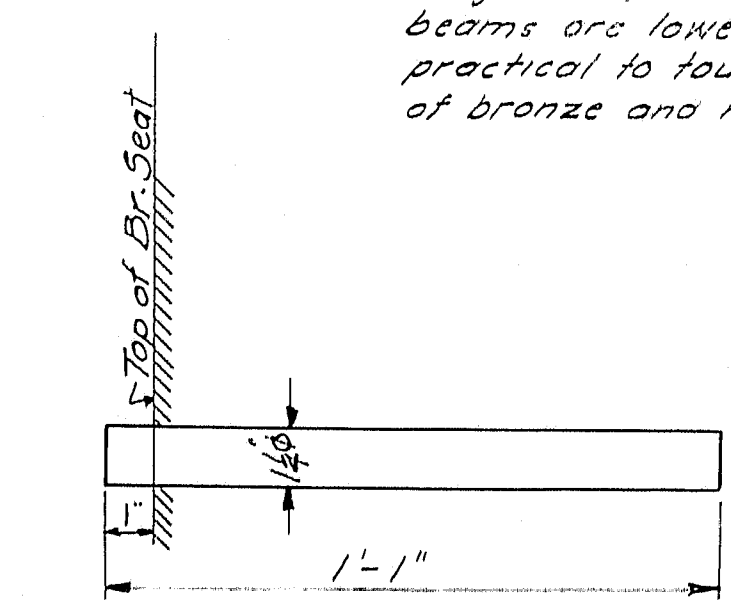
TOP PLATE-NEW STRINGERS

3 Req'd. Line X-Positions 5, 6 & 7
4 Req'd. Line Z-Positions 5, 6, 7 & 8



ROD FOR TOP PLATE

28 Required
with hex. nuts



ANCHOR RODS FOR MASONRY PLS.

60 Required

NOTES:
All new steel members used in the expansion bearings for both the old and the new stringers will be paid for at the contract unit price per pound under Item 702-103 Structural Steel Fabricated and Delivered, and Item 702-104 Structural Steel, Erection.
Payment for the self-lubricating bronze plates for both the old and the new stringers will be made at the contract unit price per pound under Item 703-9 Bronze or Copper Alloy Bearing and Expansion Plates Delivered, and Item 703-10 Bronze or Copper Alloy Bearing and Expansion Plates, Placing.
It is suggested that anchor rods should not be grouted, and masonry plates not set, until beams are lowered and plates are as near as practical to touching, to allow final adjustment of bronze and masonry plates.

Welds shall be made before superstructure is lowered into final position.

ENLARGED DETAIL A

ENLARGED DETAIL B

SPECIFICATIONS
Fabrication & Erection:
State of Maine, State Highway Commission Standard Specifications, Highways and Bridges; Revision of January, 1956.

DESIGN-COFFIN-DET. H.L.J.	BRIDGE NO.
TRACE-D.C.H.	SURVEY-PLOT
CHECK-W.A.V.	

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

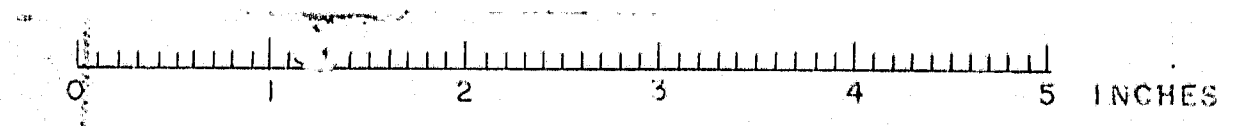
BEAR RIVER BRIDGE

IN THE TOWN OF
NEWRY

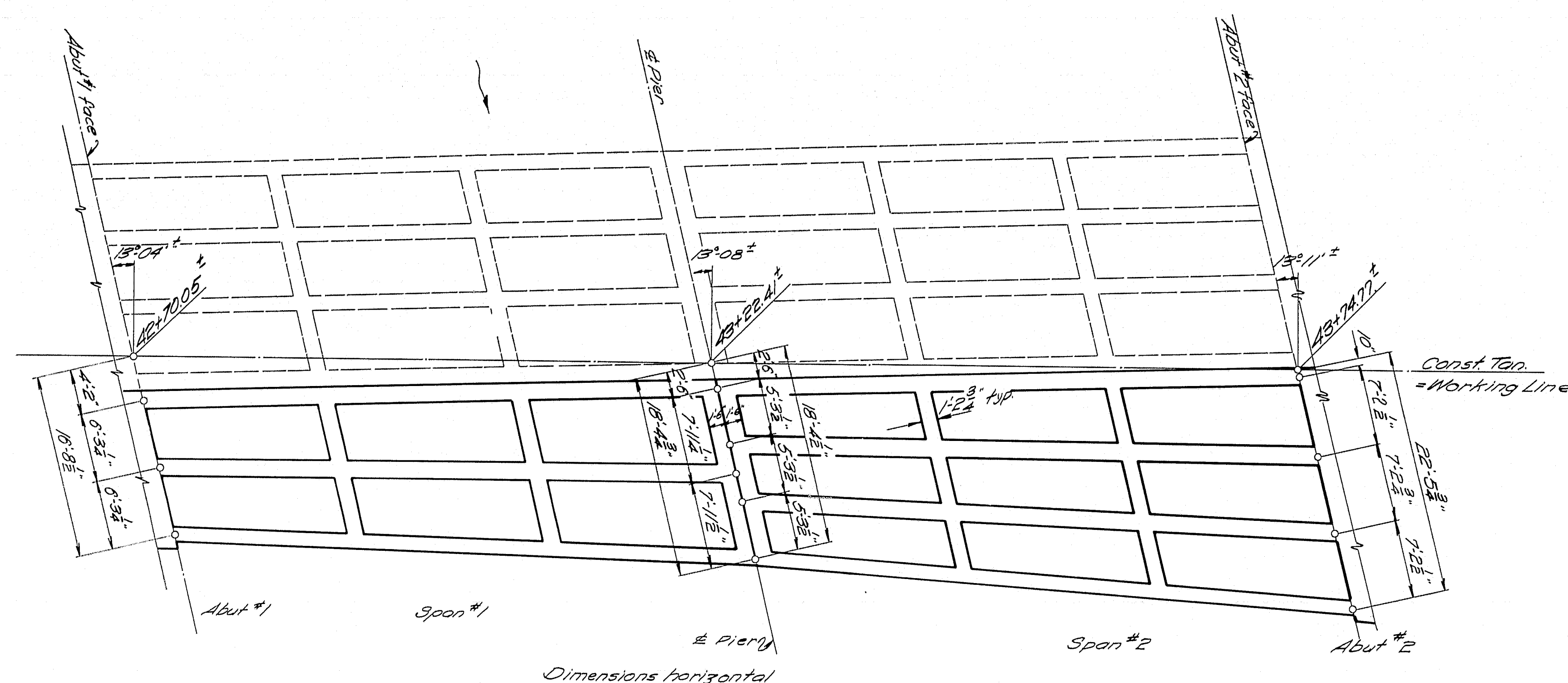
OXFORD COUNTY

BEARING DETAILS

M-1250



B. & R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-1(12)	14	87



Any cutting of new Rein. Steel shall be incidental to Item 705-14 "Rein. Steel-Placing" (Reference to G5 & G10)

