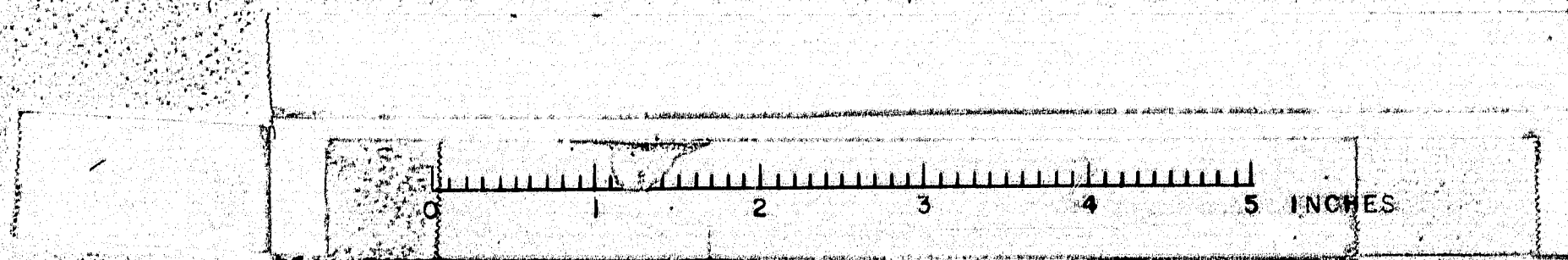
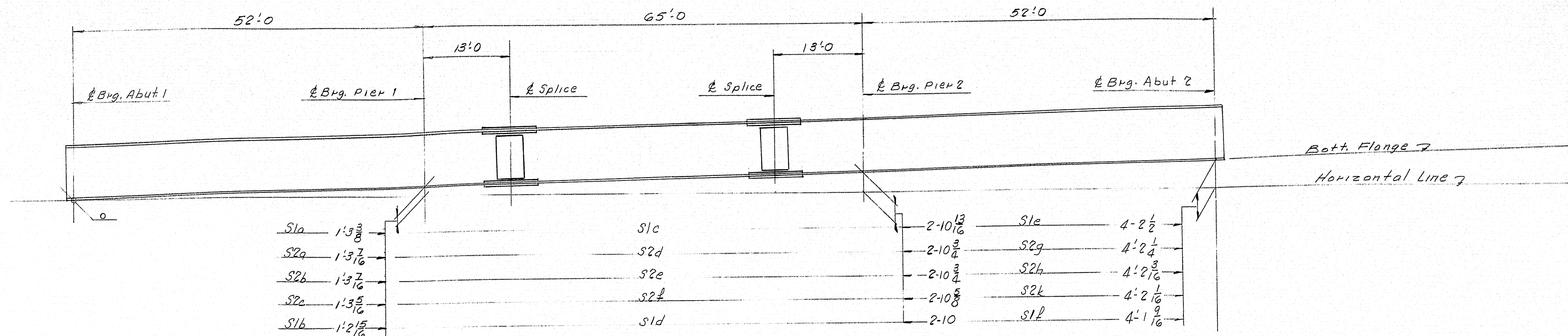
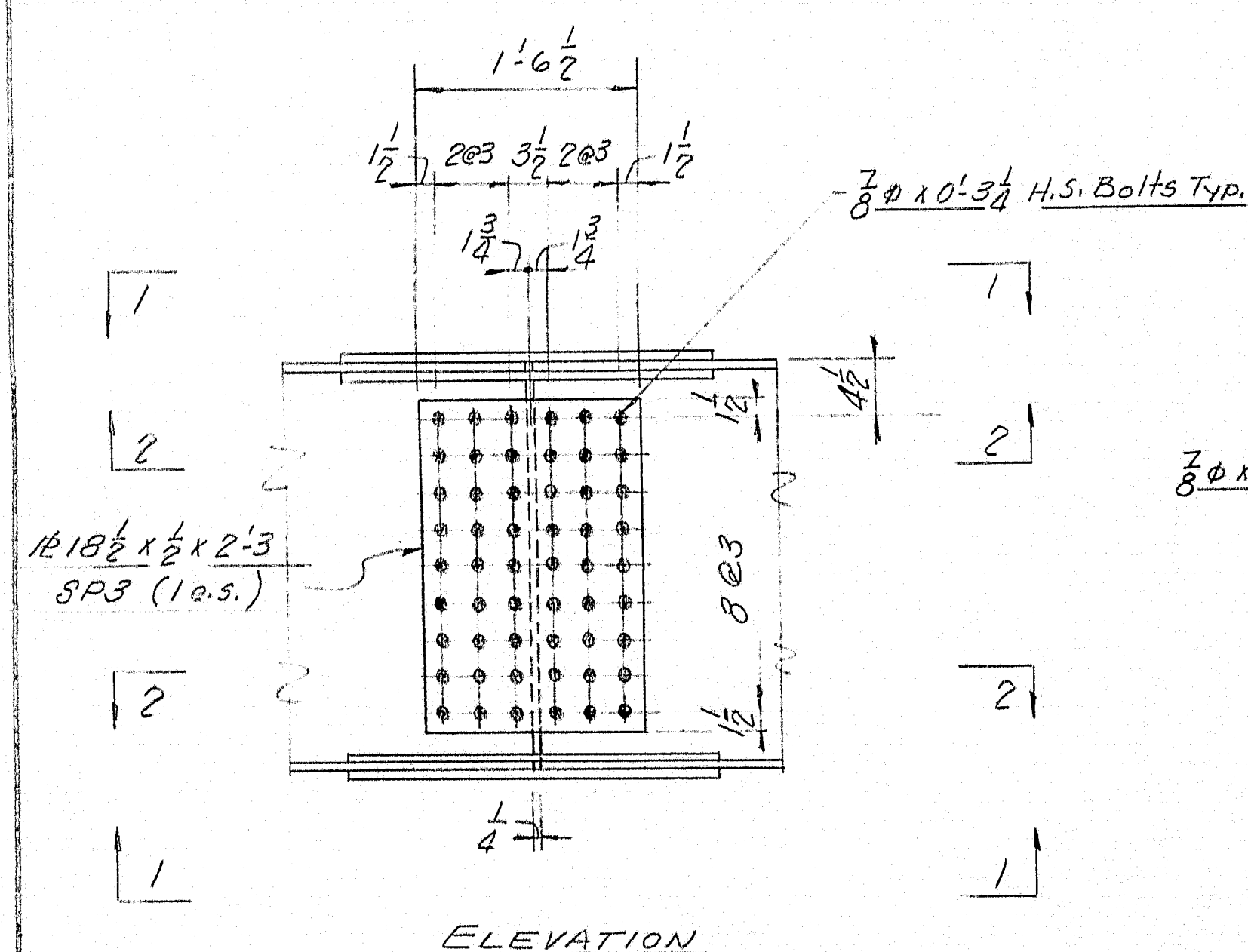


APPROVED 3-4-63		ERECTION DIAGRAM	
		Barnett & Martin Rolling Mills Company South Portland 7, Maine	
		SUNDAY RIVER BRIDGE BETHEL, MAINE	
		CUSTOMER CALLAHAN BROTHERS DESIGNER M.S.H.C. BRIDGE DIV.	
DRAWN	1-15-62 RGM	ORDER NO. VERBAL	DWG. NO. 63-17-EI
REVISION			
REVISION			
REVISION			

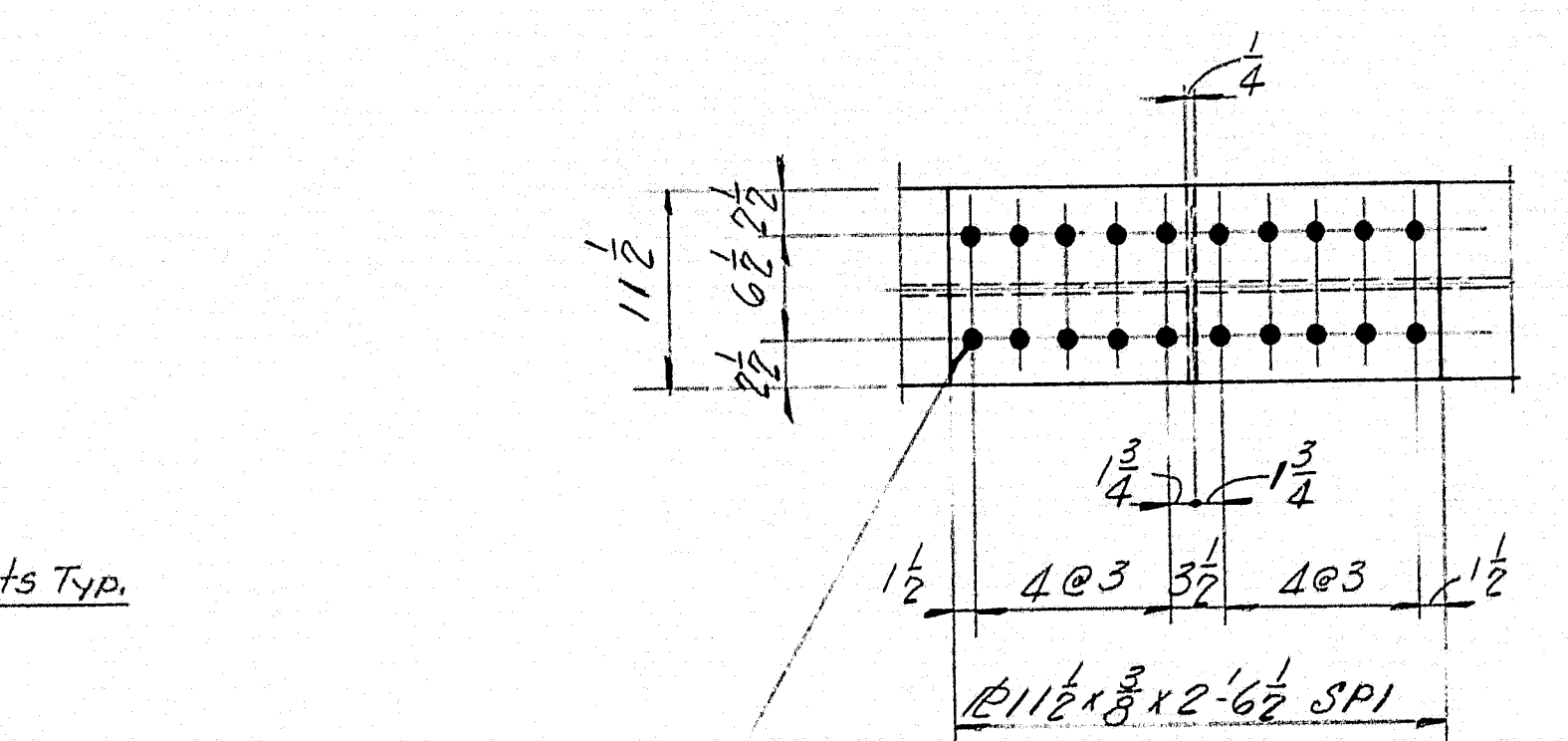




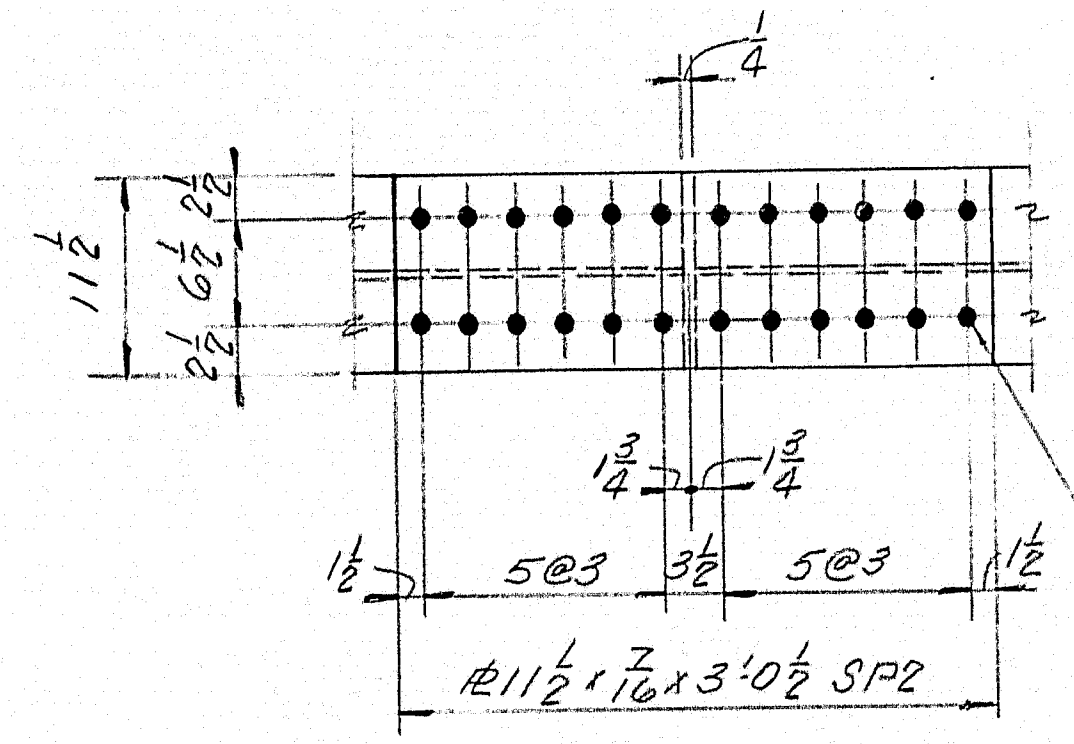
SHOP ERECTION PLAN



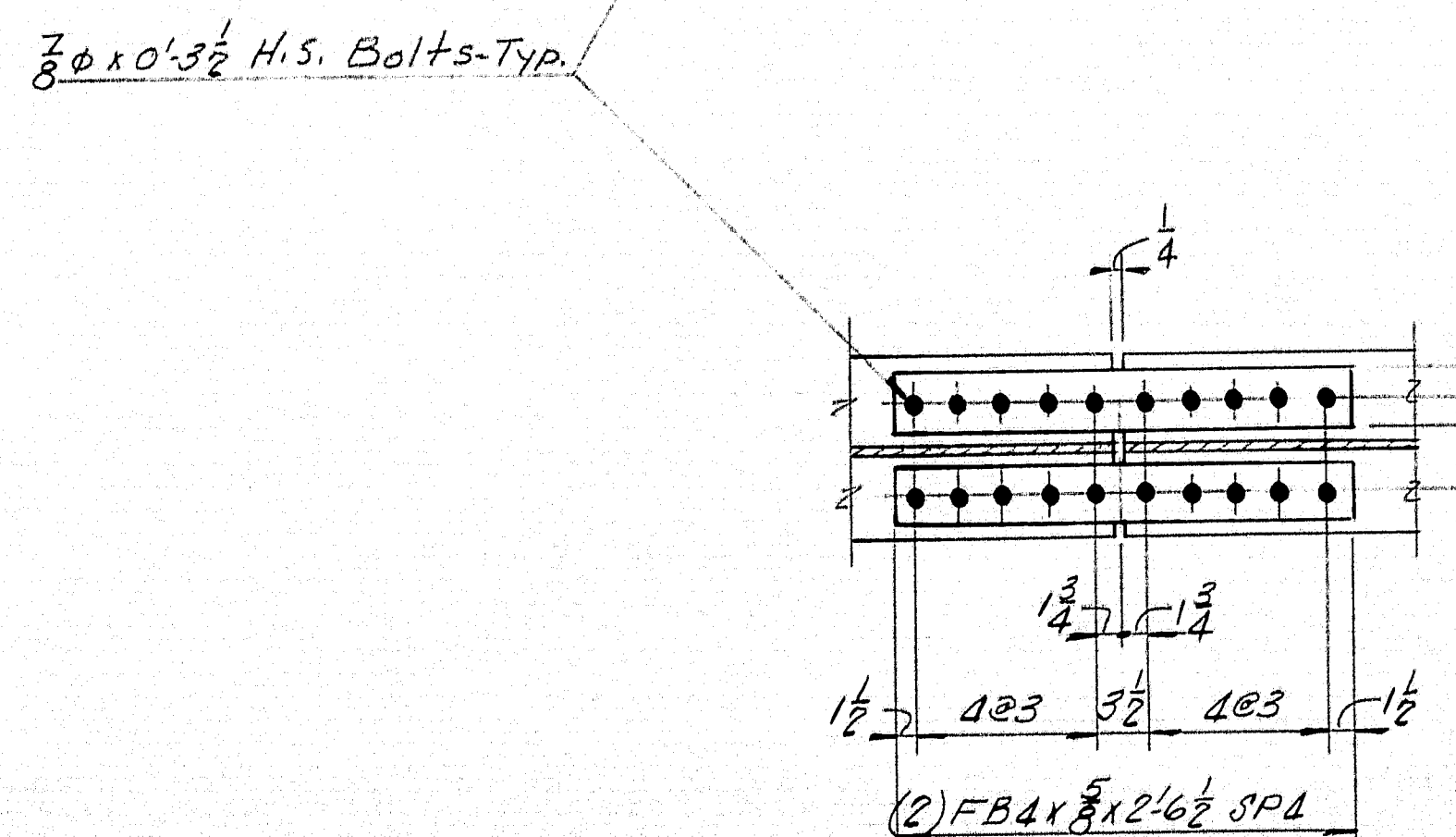
ELEVATION
TYP. SPLICE DETAIL



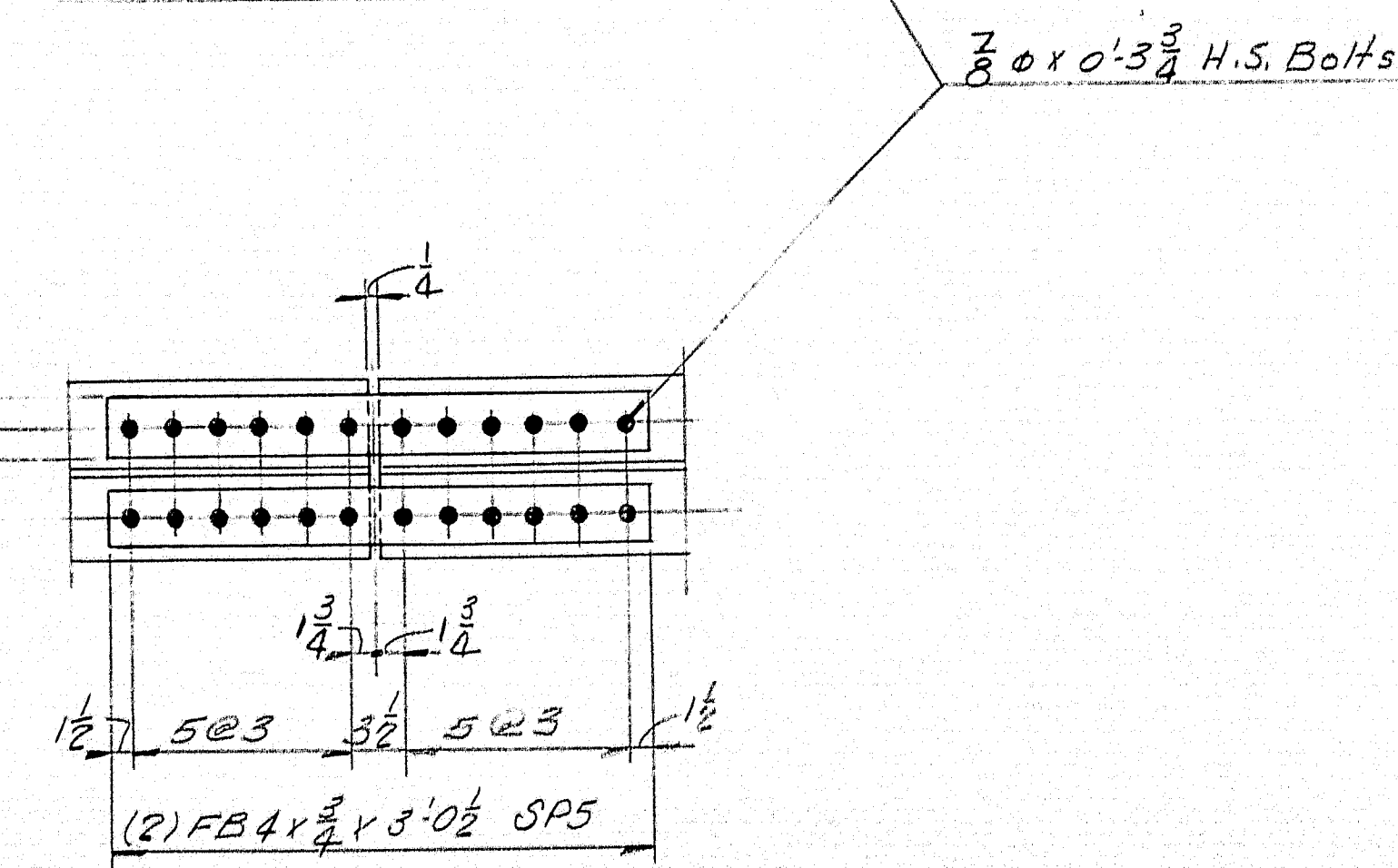
VIEW 1-1 @ S1 Stringers



VIEW 1-1 @ S2 Stringers



SECTION 2-2 @ S1 Stringers



SECTION 2-2 @ S2 Stringers

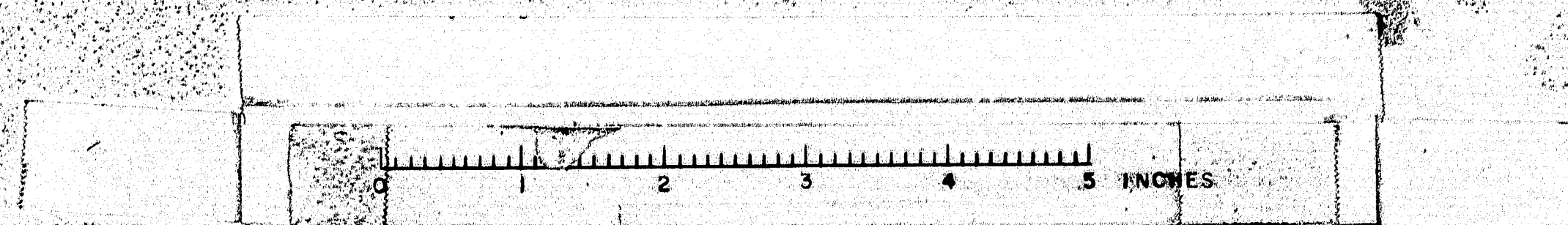
NOTE: For Bill of Material see DWG. S5
HOLES: 15/16"

HOLES ARE FOR HIGH TENSILE BOLTS
They are to be free from burrs
and shall not be painted on any
surface within 5" of such open
holes.

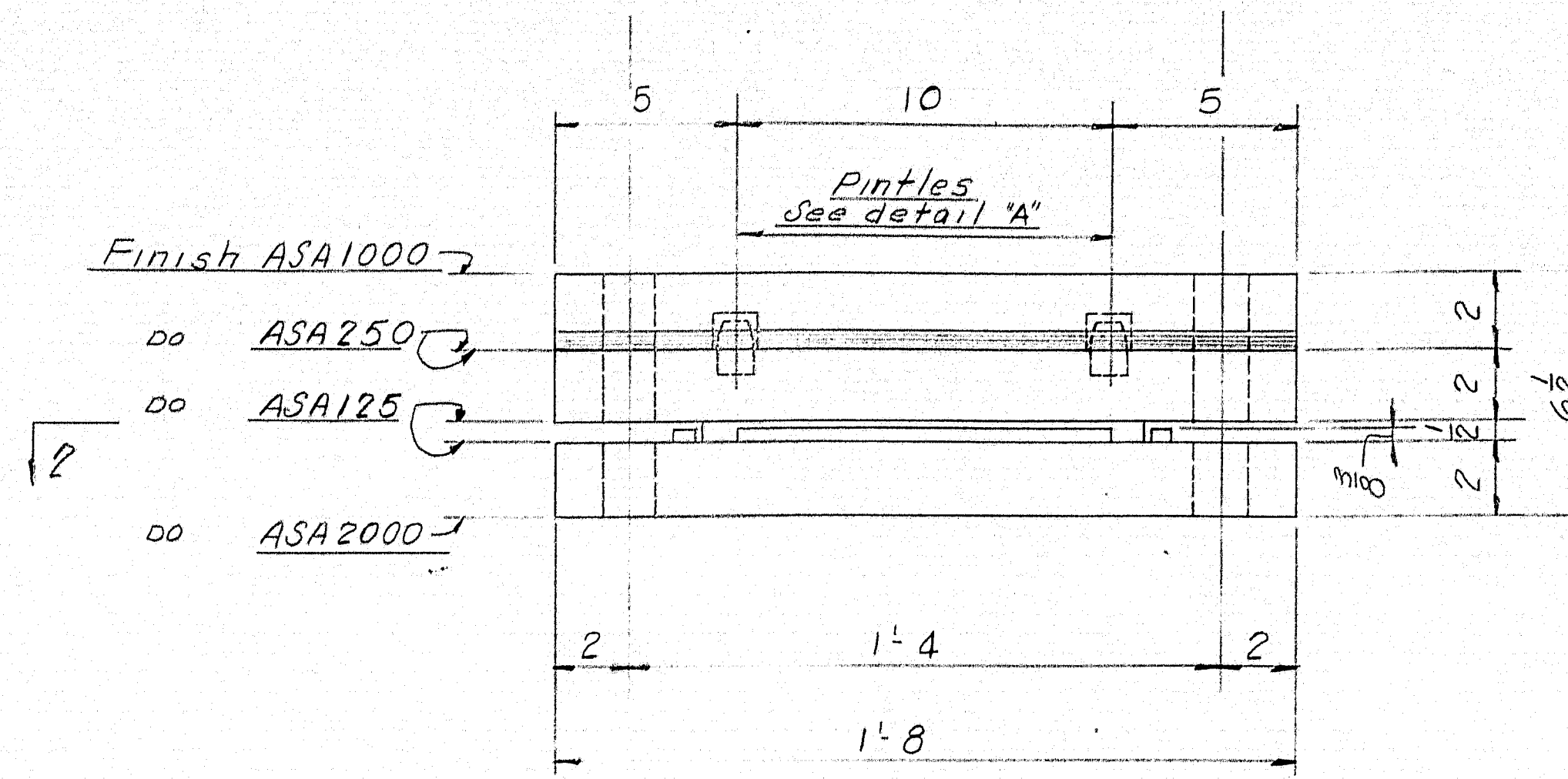
APPROVED 3-1-63		SHOP ERECTION PLAN & SPLICE DETAIL	
Bancroft & Martin Rolling Mills Company		SUNDAY RIVER BRIDGE	
South Portland 7, Maine		BETHEL, MAINE	
CUSTOMER CALLAHAN BROTHERS		DESIGNER M.S.H.C., BRIDGE DIV.	
ORDER NO. VERBAL		DWG. NO. 63-17-52	

DRAWN	2-13-63	RGM.
REVISION		
REVISION		
REVISION		

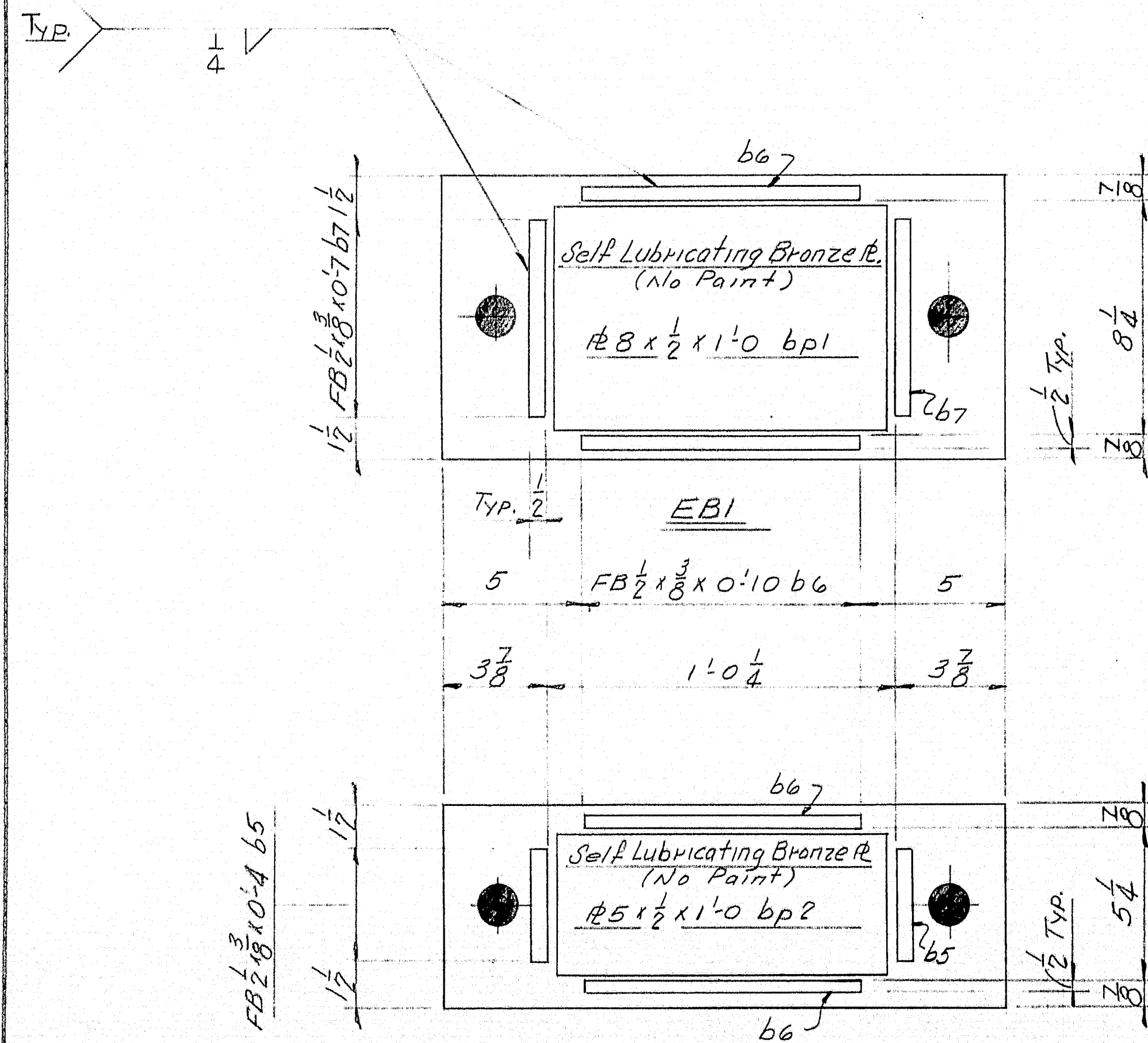
✓H.L.



DETAIL "A" PINTLE
1" Ø Bar x 0'-1 $\frac{1}{2}$
2



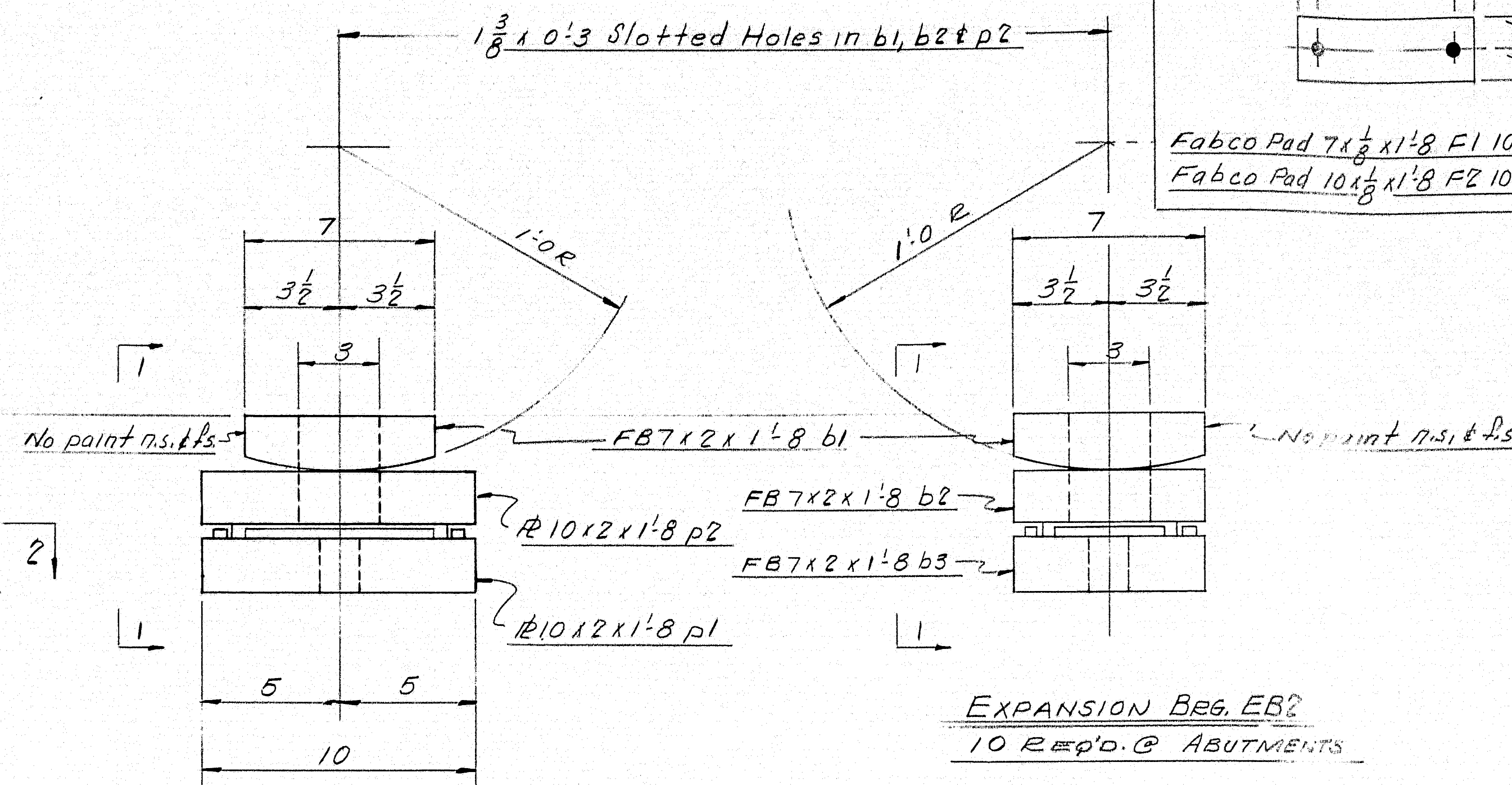
VIEW 1-1
@EB1 & @EB2



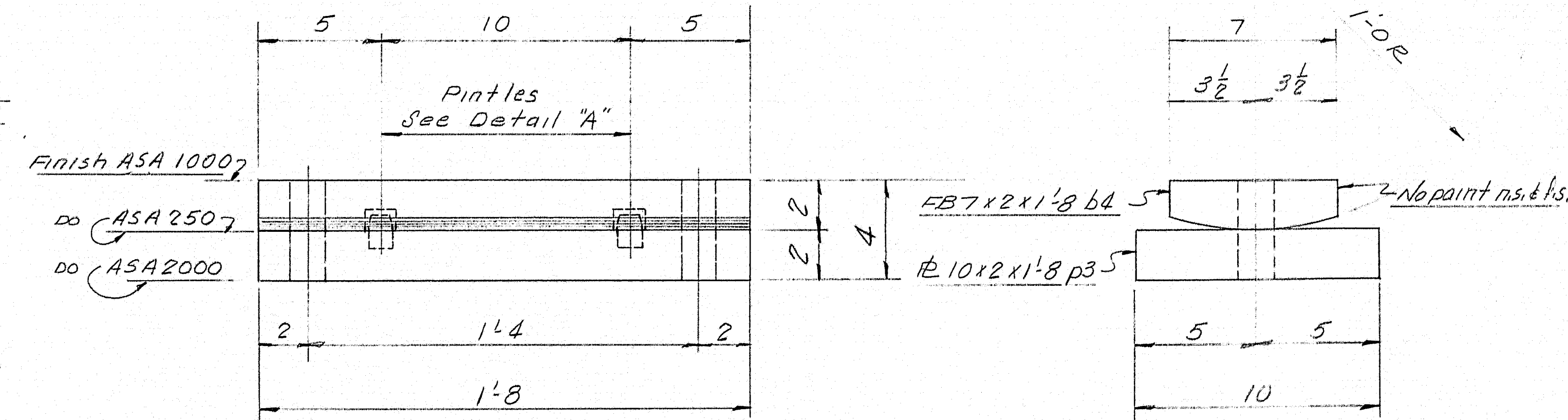
EBZ

SECTION 2-2

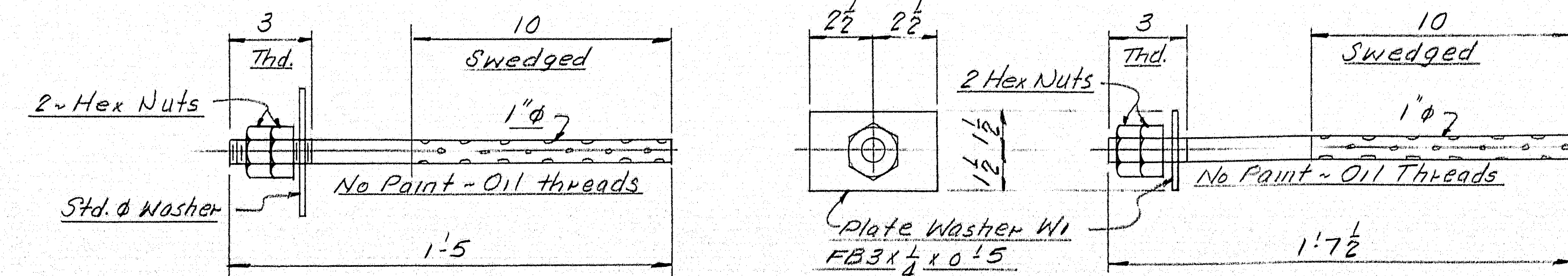
- | | |
|-------------|---|
| PAINT NOTES | 1. No paint on finished surfaces ASA250 (Coat with white lead & tallow) |
| | 2. No paint on finished surfaces ASA125 in contact with Bronzed |
| | 3. No paint on finished surfaces ASA1000 & as noted |



EXPANSION BRG. EBI
5 REQ'D. @ PIER #2



FIXED BEARING FBI
5 REQ'D @ PIER 1



ABI ~ (10 Rep'd.) @ FBI

AB2 - 30 REP'D. EB1 & EB2

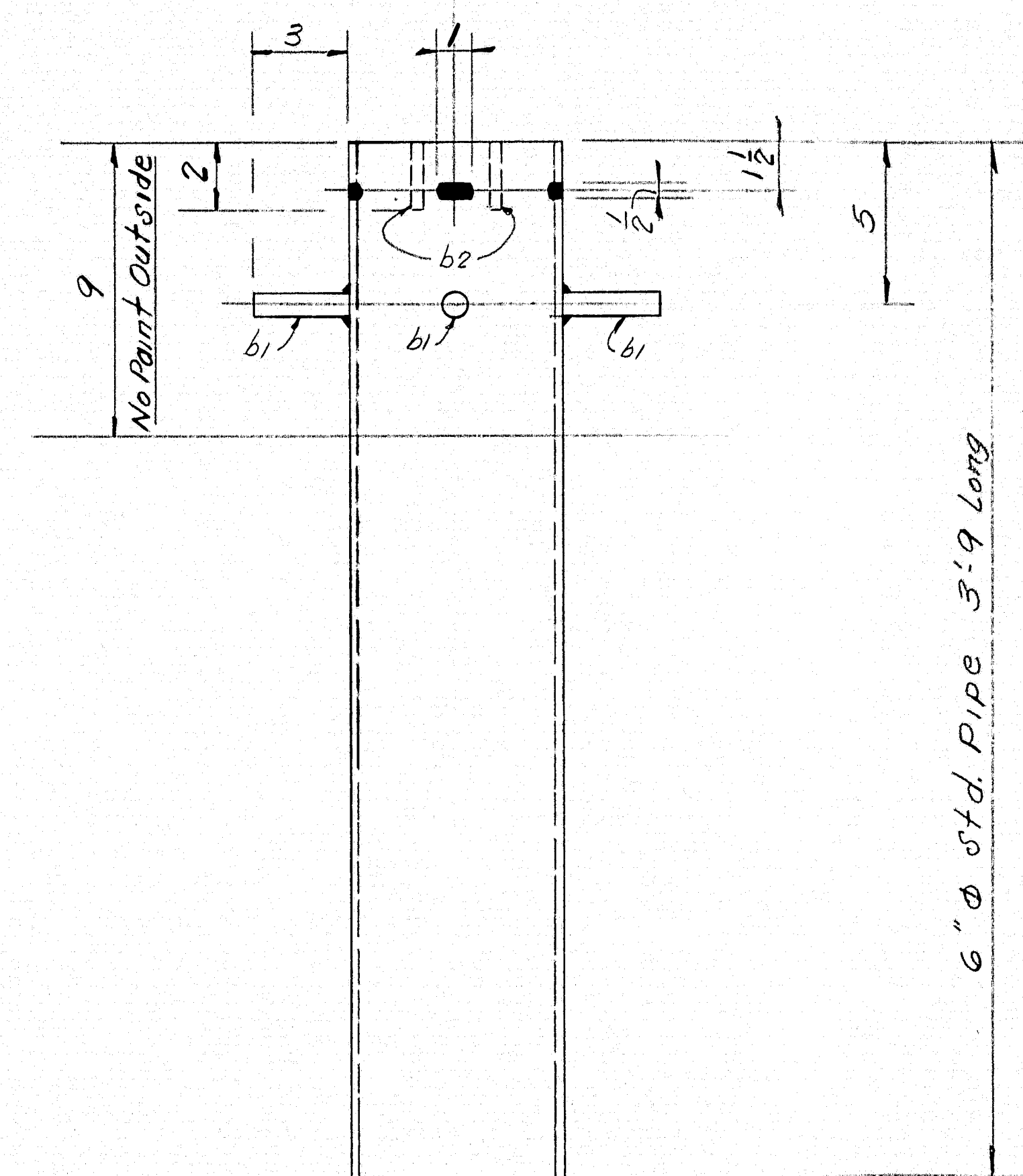
[illegible]

SHOP CONNECTIONS: *Welded*
FIELD CONNECTIONS: *Welded & Bolted*
HOLES: $1\frac{3}{8}$ ϕ except as noted
PAINT: *Red Lead per Maine Spec's.*
and as noted.

DRAWN	2-8-63	RGM	APPROVED 3-4-63 BEARING DETAILS Bancroft & Martin Inc. South Portland 7, Maine SUNDAY RIVER BRIDGE BETHEL, MAINE CUSTOMER <u>CALLAHAN BROTHERS</u> DESIGNER <u>M. S. H. C. BRIDGE DIV.</u> ORDER NO. <u>VERBAL</u> DWG. NO. <u>63-17-31</u>
REVISION			
REVISION			
REVISION			
REVISION			

✓ H.L.

04-187 C

[illegible]

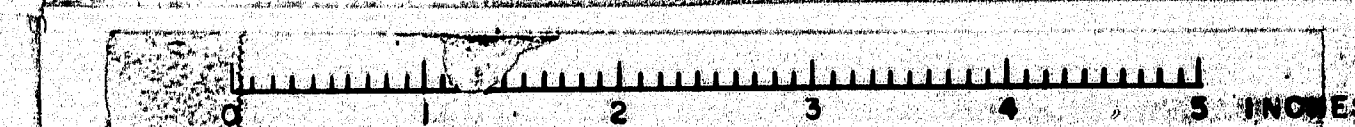
APPROVED 3-4-63	DRAIN DETAILS	
	Bancroft & Martin Inc. South Portland 7, Maine	
	SUNDAY RIVER BRIDGE BETHEL, MAINE	
	CUSTOMER	CALLAHAN BROTHERS
DESIGNER	M. S. H. C. BRIDGE DIV.	
ORDER NO.	VERBAL	DWG. NO. 63-17-82

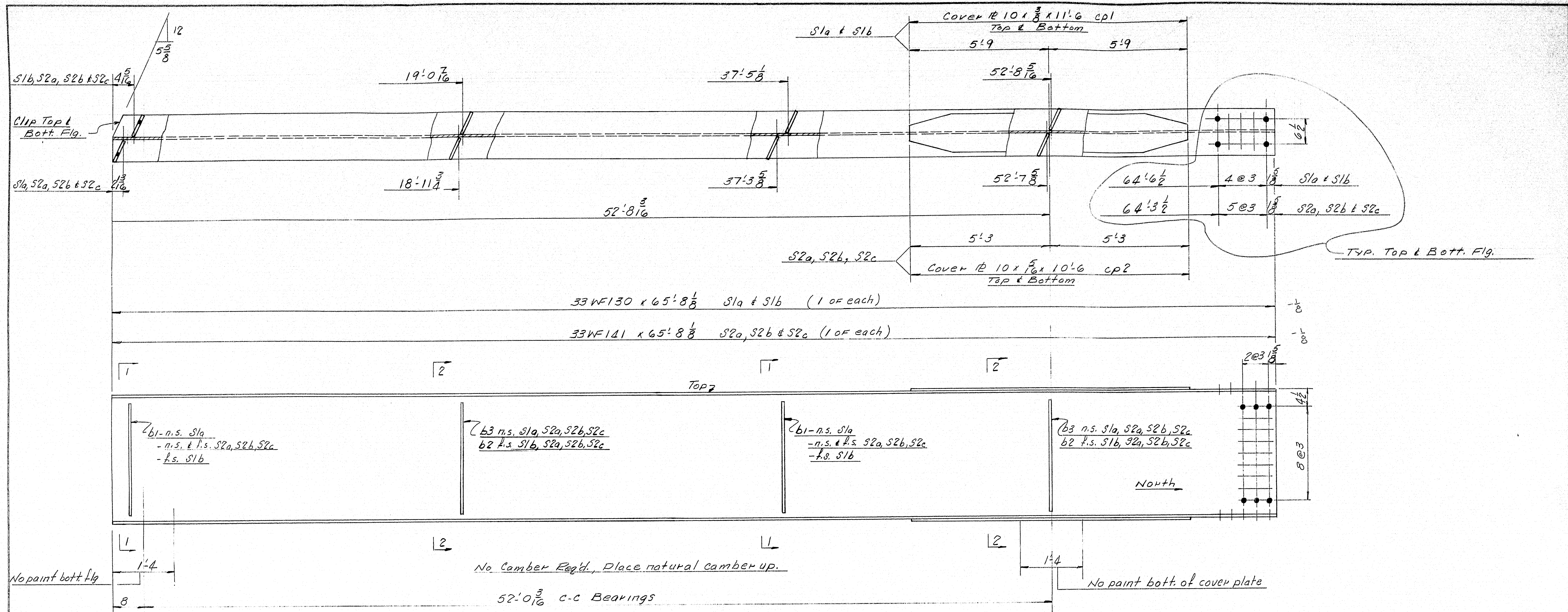
Approved 3-1-63

DRAWN	2-11-63	RGM
REVISION		
REVISION		
REVISION		

✓ H. L.

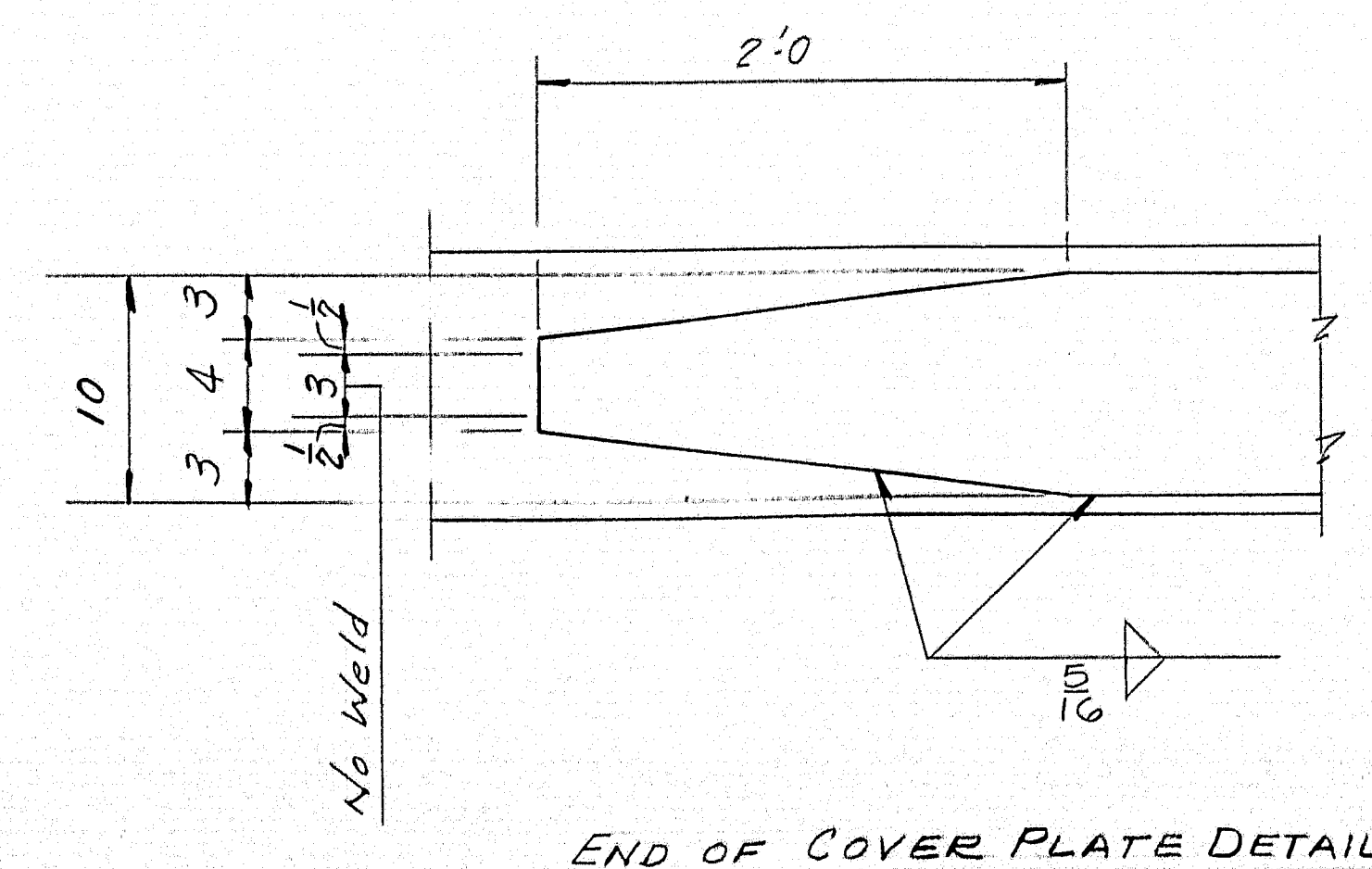
04-187



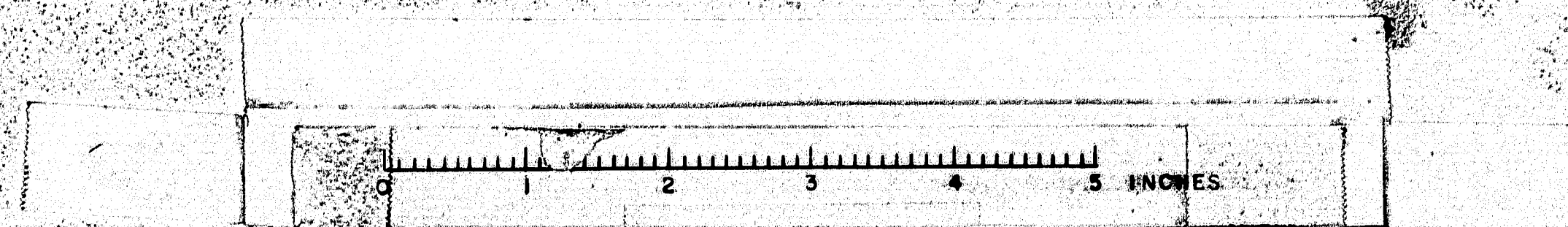


HOLES ARE FOR HIGH TENSILE BOLTS
 They are to be free from burrs
 and shall not be painted on any
 surface within 5" of such open
 holes.

NOTE: For Sections 1-1 & 2-2, General
 Notes, & Bill of material, see Dwg. S5



APPROVED 3-4-43	STRINGER DETAILS SPAN 1	
	Bancroft & Martin Rolling Mills Company South Portland 1, Maine	
	SUNDAY RIVER BRIDGE BETHEL, MAINE	
	CUSTOMER CALLAHAN BROTHERS DESIGNER M.S.H.C. BRIDGE DIV.	
DRAWN 2-12-43 RGM	ORDER NO. VERBAL DWG. NO. 63-17-S4	
REVISION		
REVISION		
REVISION		



SHIP		BILL OF MATERIAL			DWG. NO. 63-17-S5	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
S1a	1		33WF130	65'8 3/8		A-36
S1b	1		DO	65'8 3/8		
S1c	1		DO	38'11 1/16		
S1d	1		DO	38'11 1/16		
S1e	1		DO	65'8 3/8		
S1f	1		33WF130	65'8 3/8		
S2a	1		33WF141	65'8 3/8		
S2b	1		DO	65'8 3/8		DO
S2c	1		DO	65'8 3/8		
S2d	1		DO	38'11 1/16		
S2e	1		DO	38'11 1/16		
S2f	1		DO	38'11 1/16		
S2g	1		DO	65'8 3/8		
S2h	1		DO	65'8 3/8		
S2k	1		33WF141	65'8 3/8		A-36
	8	CP1	R10 x 3/8	11'6"		A-36
	12	CP2	R10 x 1/2	10'6"		A-36
	48	b1	FB 6 x 3/8	2'4"		A7 or A36
	20	b2	FB 6 x 3/8	2'4"		DO
	20	b3	FB 6 x 3/8	2'4"		DO
SP1	8		R11 1/2 x 3/8	2'6 1/2"		A-36
SP2	12		R11 1/2 x 1/2	3'0 1/2"		DO
SP3	20		R13 1/2 x 1/2	2'3"		DO
SP4	16		FB 4 x 3/8	2'6 1/2"		DO
SP5	24		FB 4 x 3/8	3'0 1/2"		A-36
FIELD	550		3/8 H.S. Bolts	0'3 1/4"		
DO	163		3/8 H.S. Bolts	0'3 1/2"		
DO	294		3/8 H.S. Bolts	0'5 3/4"		
DO	2014		3/8 Hard Washers			
DO	93		3/8 H.M. Bolts	0'1 1/2"		

Above Bill of Material covers Dwg. E2, S4 & S6 also.

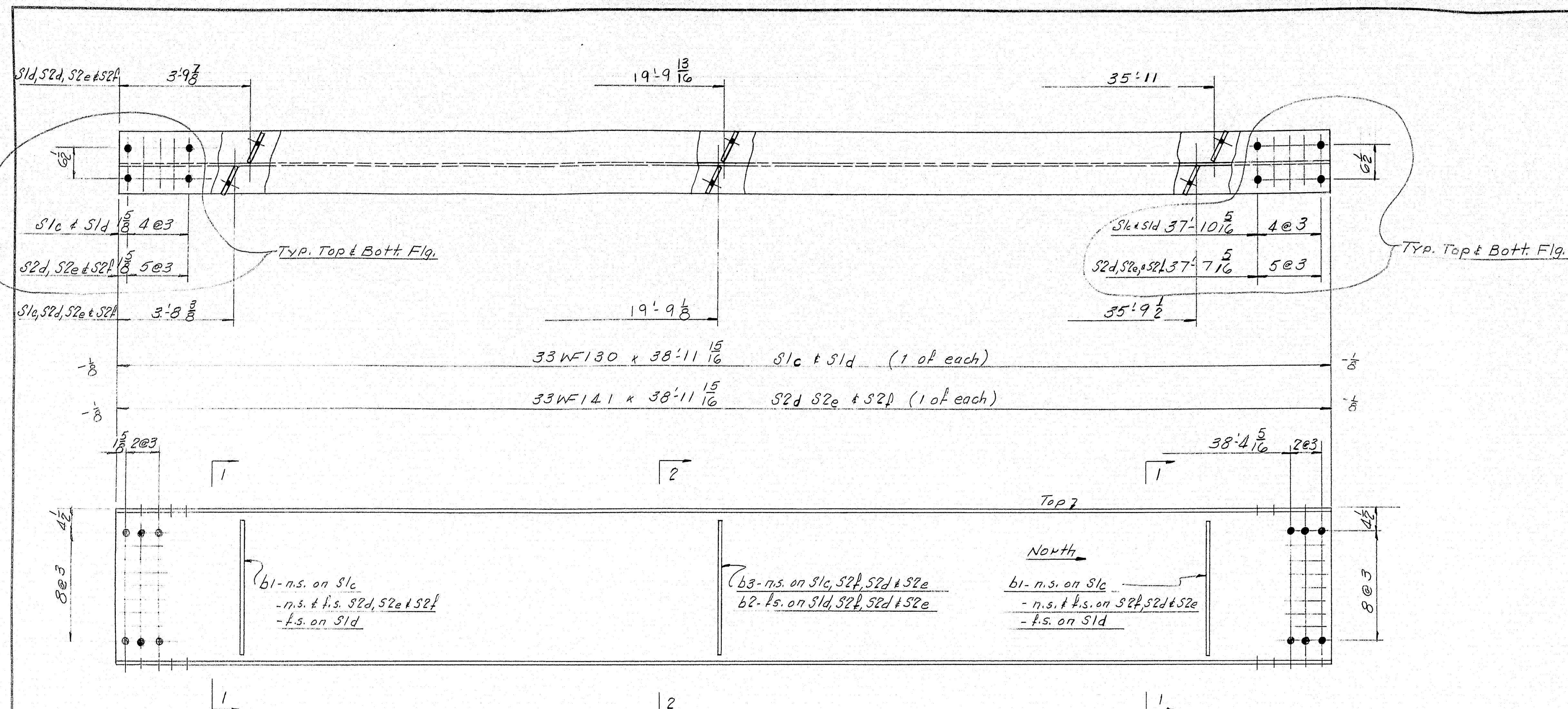
SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: Bolted
HOLES: 1/8" except as noted
PAINT: Red Lead per Maine Spec's & as noted.

STEINGER DETAILS SPAN 2
Punnett & Martin Inc.
South Portland, Maine
SUNDAY RIVER BRIDGE
BETHEL, MAINE

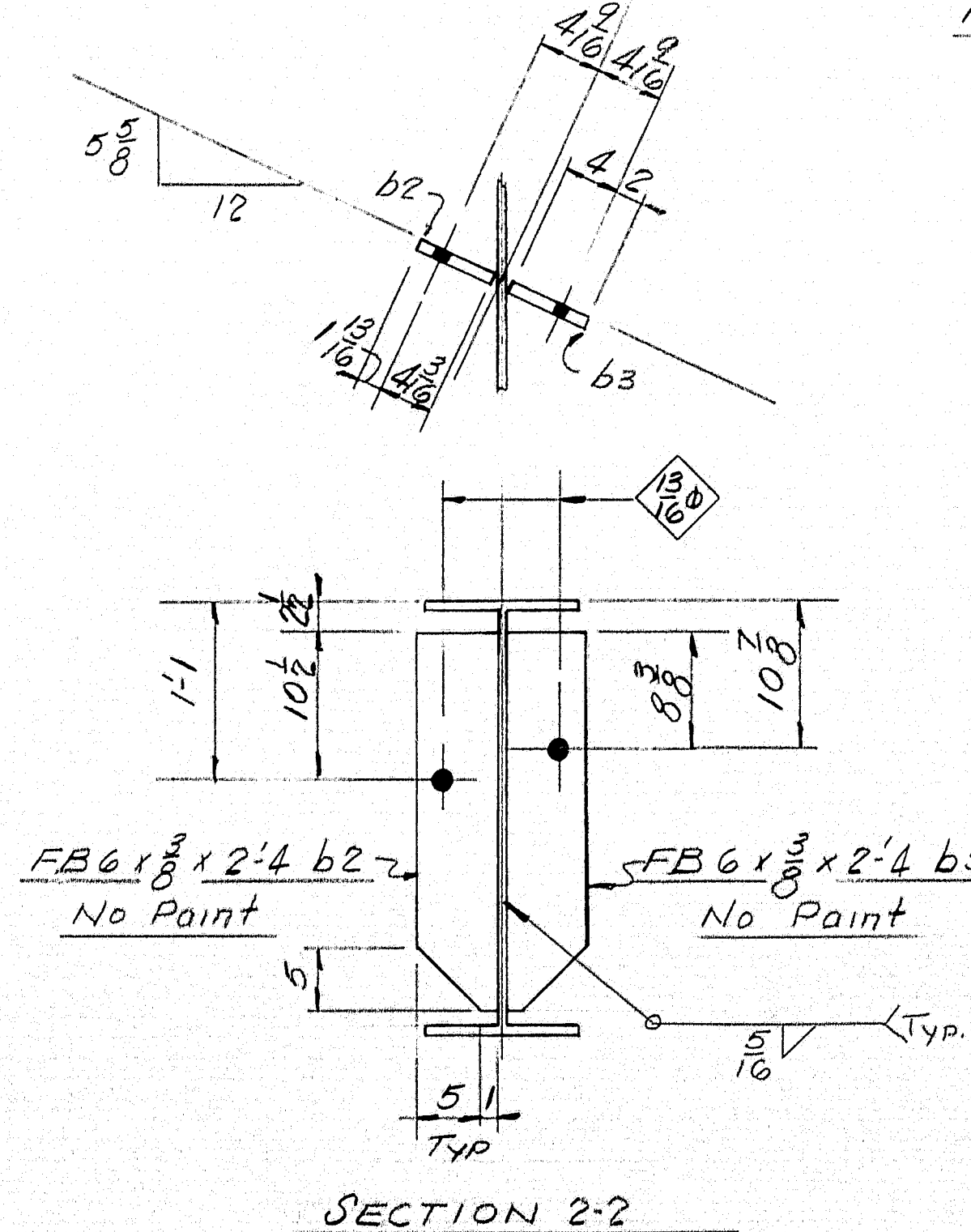
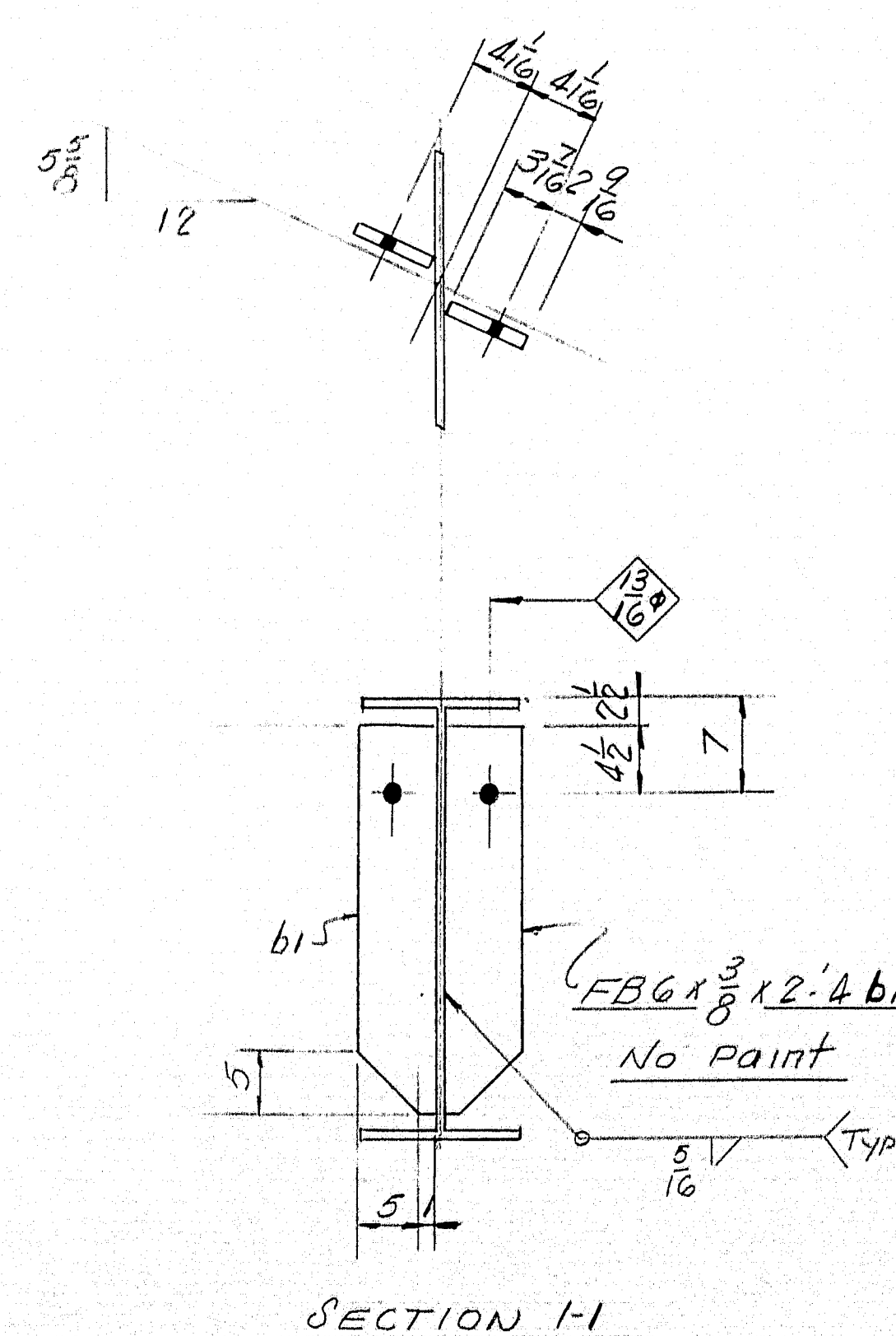
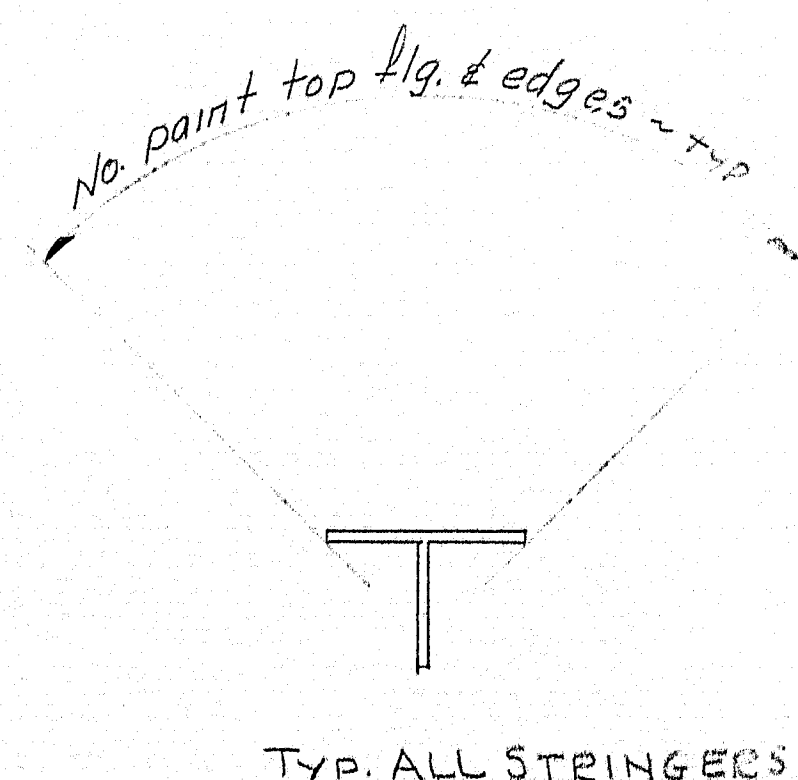
CUSTOMER CALLAHAN BROTHERS
DESIGNER M.S.H.C. BRIDGE DIV.

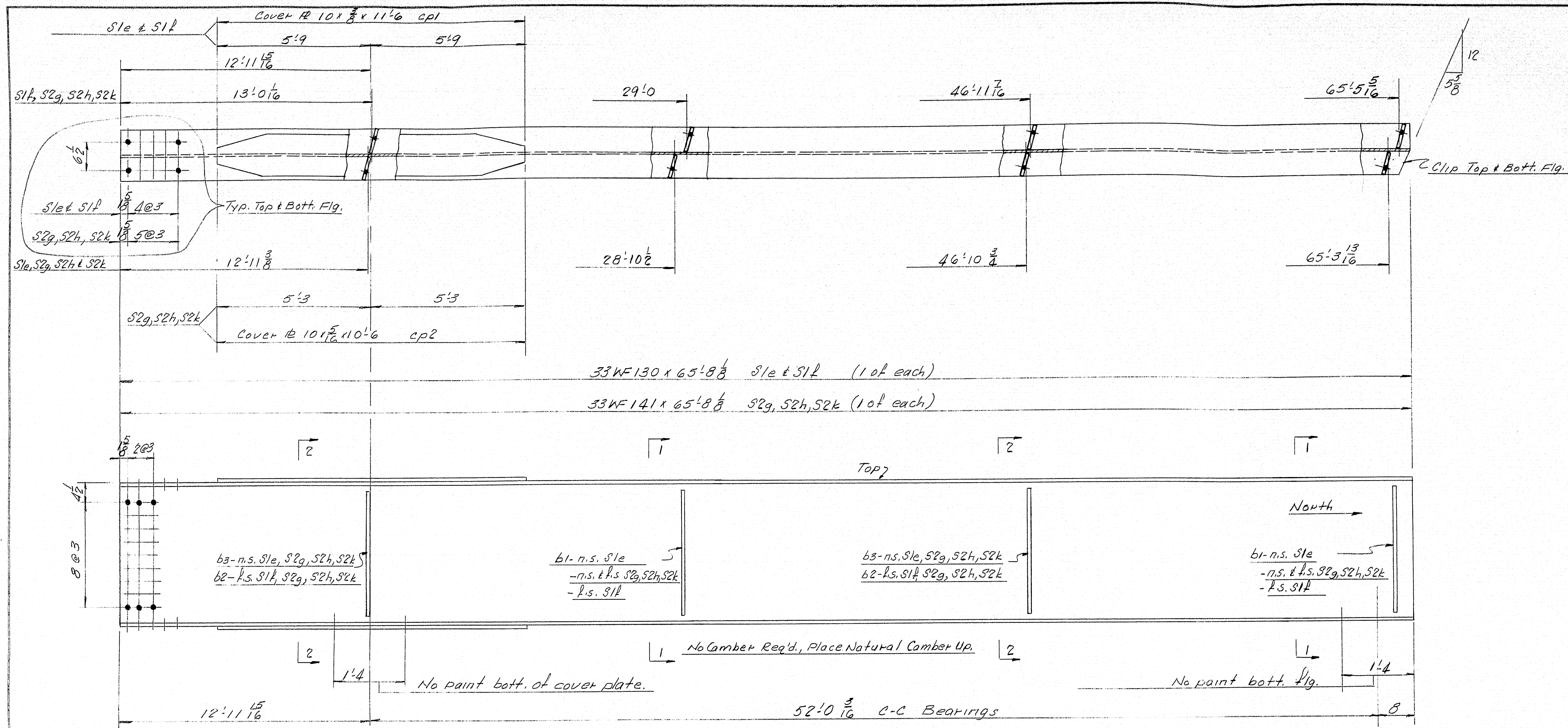
ORDER NO. VERBAL DWG. NO. 63-17-S5

DRAWN	21263	RGM
REVISION		
REVISION		



NOTE: No camber req'd. ~ place natural camber up.



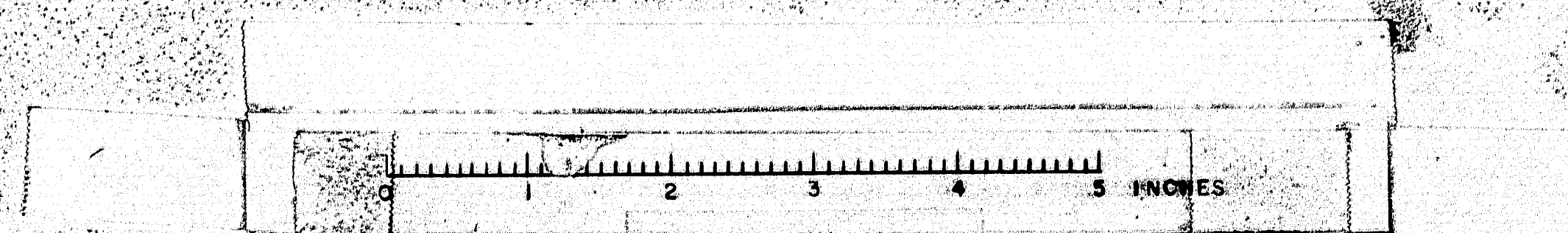


HOLES ARE FOR HIGH TENSILE BOLTS
They are to be free from burrs
and shall not be painted on any
surface within 5" of such open
holes.

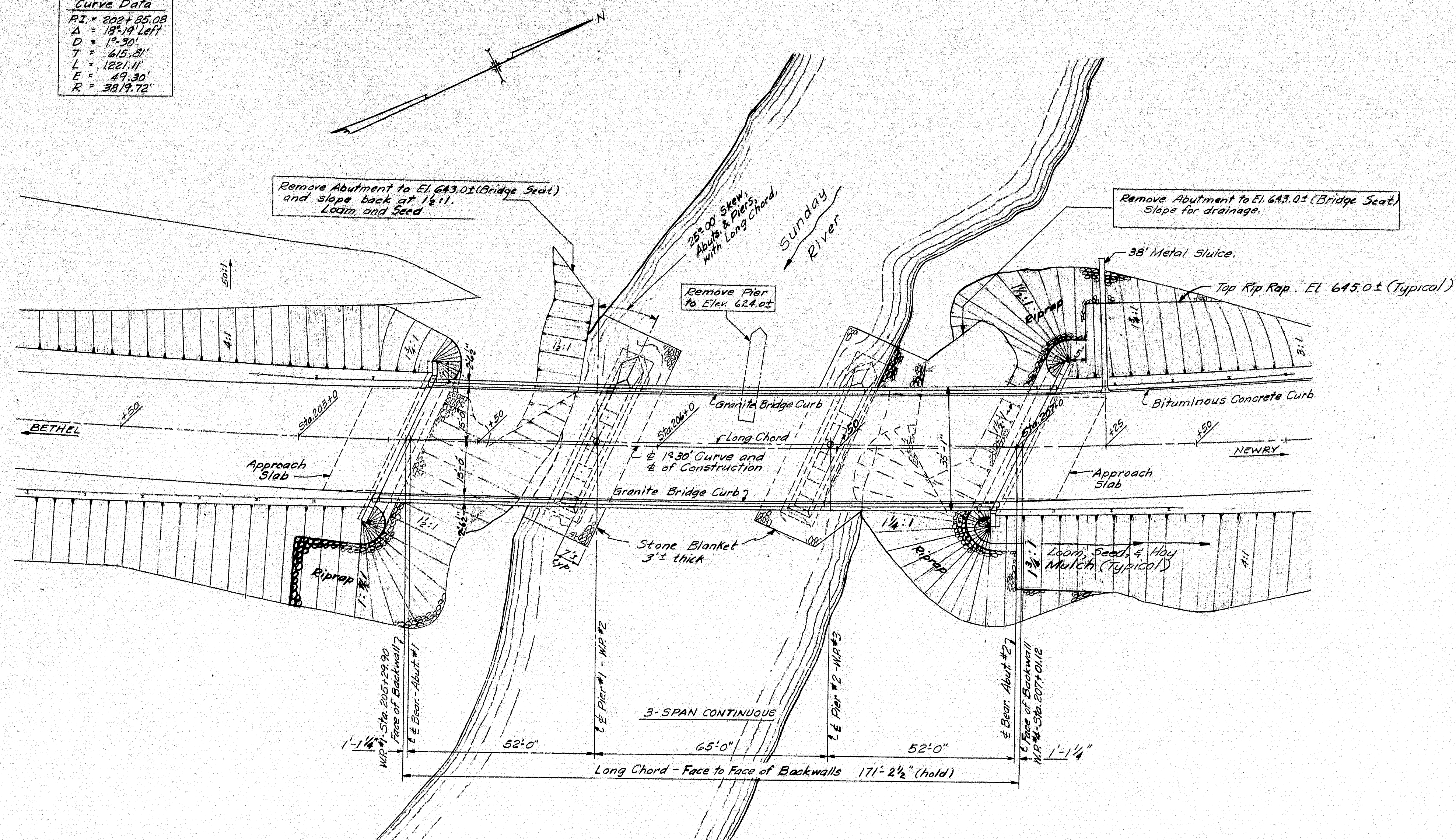
NOTE: For sections, General notes &
Bill of material, see DWG. 55
FOR COVER # DETAIL SEE DWG. 34

APPROVED 3-4-63	STRINGER DETAIL SPAN 3	
	Bancroft & Martin Holdings, Mills Company	
	South Portland, Maine	
	SUNDAY RIVER BRIDGE BETHEL, MAINE	
CUSTOMER CALLAHAN BEOTHERS		
DESIGNER M.S.H.C. BRIDGE DIV.		
ORDER NO. VERBAL		DWG. NO. 63-17-36

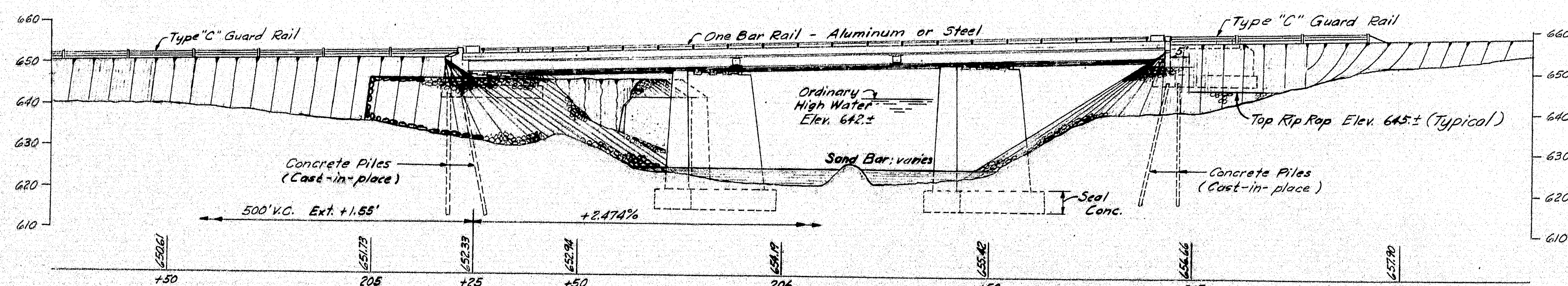
DRAWN	21263 RGM
REVISION	
REVISION	
REVISION	



Curve Data
 P.I. = 202+25.08
 Δ = 18°19'41"
 D = 1°30'
 T = 615.81'
 L = 1221.11'
 E = 43.30'
 R = 3819.72'



GENERAL PLAN
 Scale: 1" = 20'-0"



ELEVATION
 Scale: 1" = 20'-0"

ESTIMATE OF QUANTITIES

ITEM	UNIT	QUANTITY
Structural Earth Excavation - Abutments & Retaining Walls	c.y.	15
Structural Earth Excavation - Piers	c.y.	750
Granular Borrow - In Place Measurement	c.y.	860
Gravel Base Course - In Place Measurement	c.y.	85
Overhaul - In Place Measurement	yd. mi.	938
Bituminous Concrete Surface, Type "B"	tons	63
Portland Cement Concrete, Abutments & Retaining Walls	c.y.	150
Portland Cement Concrete, Piers	c.y.	500
Portland Cement Concrete, Piers (placed under water)	c.y.	210
Portland Cement Concrete, Rwy & Walk Slabs on Steel Bridges	c.y.	190
Portland Cement	bb/s.	1475
Structural Steel, Fabricated & Delivered	L.S.	Lump Sum
Structural Steel, Erection	L.S.	Lump Sum
Structural Steel, Field Painting	L.S.	Lump Sum
Steel Rail (Alternate B)	L.F.	323
Reinforcing Steel, Delivered	lbs.	62,500
Reinforcing Steel, Piling	lbs.	62,500
Cast-in-Place Concrete Piles	L.F.	1300
Removal of Existing Superstructure (Property of Contractor)	L.S.	Lump Sum
Removal of Existing Concrete - Abutments	c.y.	5
Removal of Existing Concrete - Piers	c.y.	90
Maintenance of Traffic - 22 Foot Roadway Width	L.S.	Lump Sum
Cofferdams, Pier No. 1	L.S.	Lump Sum
Cofferdams, Pier No. 2	L.S.	Lump Sum
Aluminum Rail (Alternate A)	L.F.	323
Membrane Waterproofing	S.Y.	580
Epoxy Resin Surface Sealant	S.Y.	100
Granite Bridge Curb	L.F.	350
Anchorage for Type "C" Guard Rail	Each	4
Hard Laid Riprap	c.y.	340
Stone Blanket	c.y.	200

Estimated weight of structural steel = 146,000 lbs.
 Rip Rap quantity between Stas. 205+15 & 207+15.

DESIGN SPECIFICATIONS

American Association of State Highway Officials,
 Standard Specifications for Highway Bridges, 1961,
 with latest revisions.

CONSTRUCTION SPECIFICATIONS

State of Maine,
 State Highway Commission,
 Standard Specifications,
 Highways and Bridges,
 Revision of January, 1956.

LOADING

H20-S16-44

ALLOWABLE STRESSES

Structural Steel, A.S.T.M. Designation, A36 - $f_s = 20,000$ p.s.i.
 Intermediate Grade Reinforcing Steel - $f_s = 20,000$ p.s.i.
 Concrete, (n = 10) - $f_c = 4,200$ p.s.i.

CONCRETE CLASSIFICATION

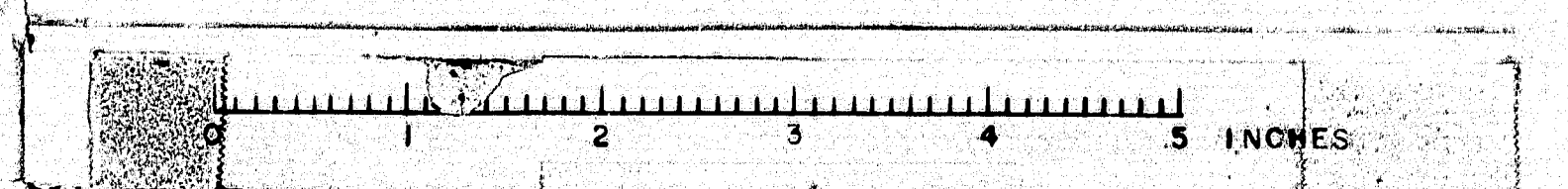
Class A - Superstructure, Abuts., & App. Slabs.
 Class B - Piers
 Class S - Seals, Piers

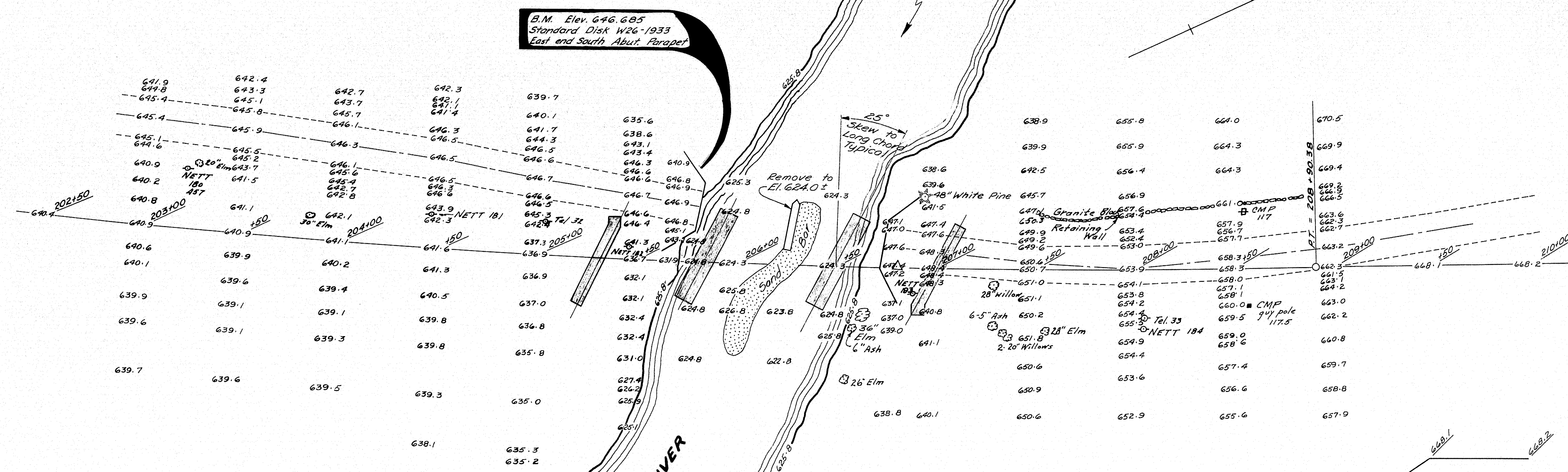
UTILITIES

All utility plant shall be adjusted by
 the respective utilities.

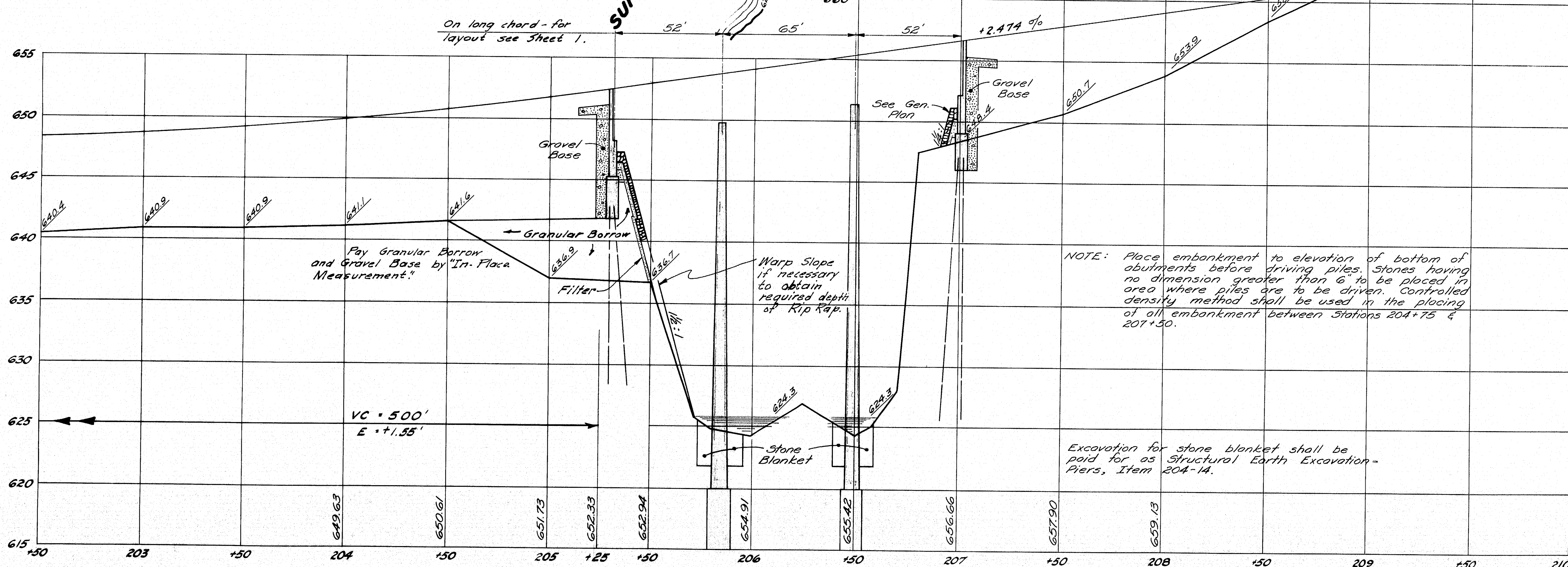
DESIGN - HAMILTON TRACE - HARRIS CHECK - GREGORY	BRIDGE NO. STATE HIGHWAY COMMISSION BRIDGE DIVISION
SUNDAY RIVER BRIDGE	
IN THE TOWN OF BETHEL	
OXFORD COUNTY	
GENERAL PLAN	
SHEET 1 OF 10 AUGUSTA, MAINE	NOV. 1962

M-1801





PLAN
Scale: 1" = 30'

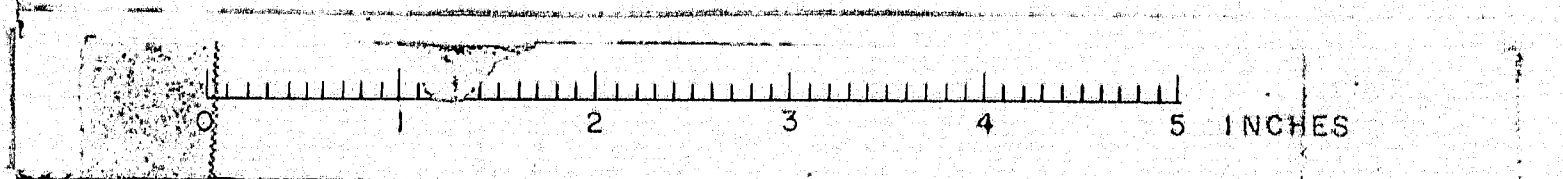


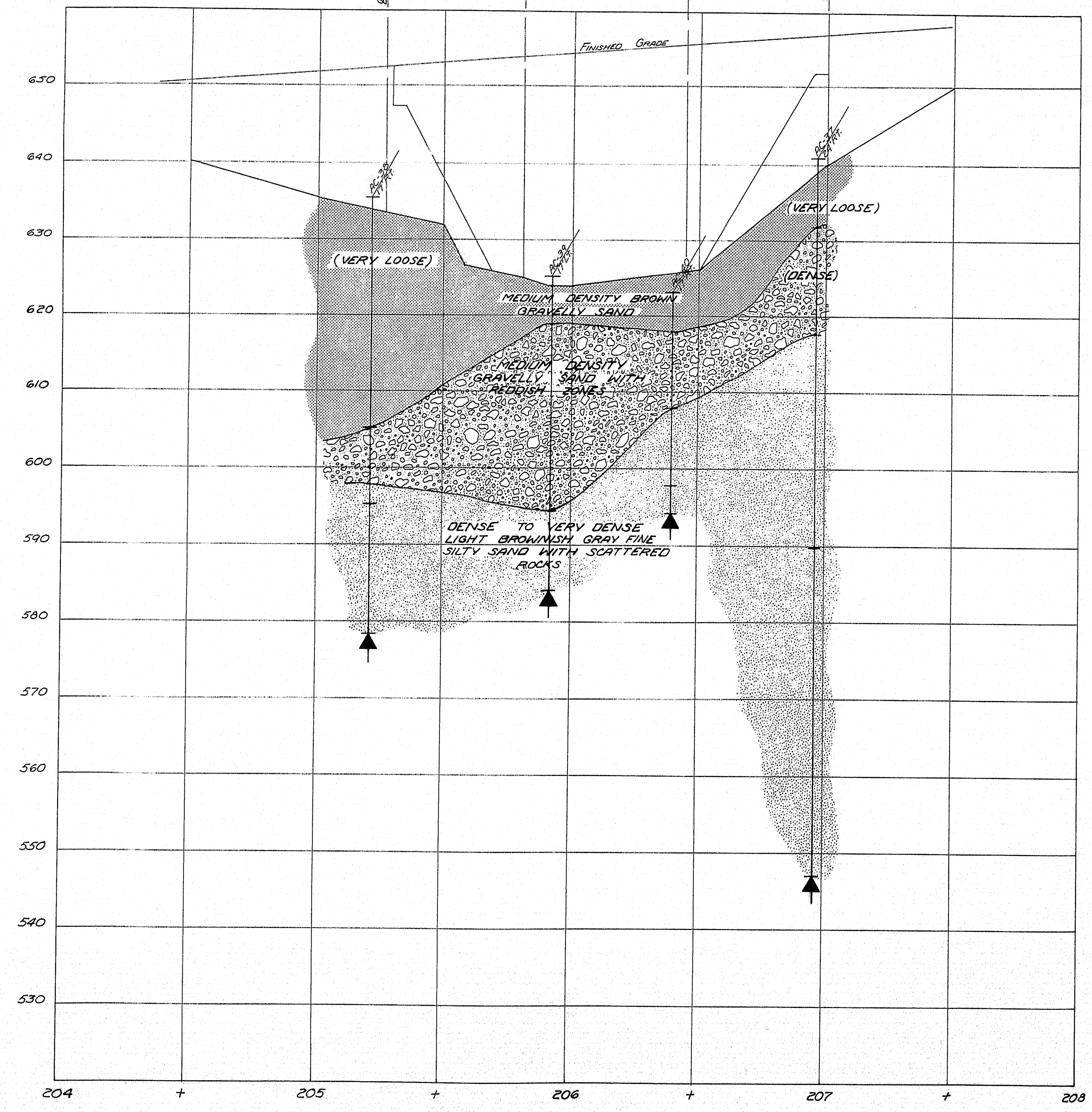
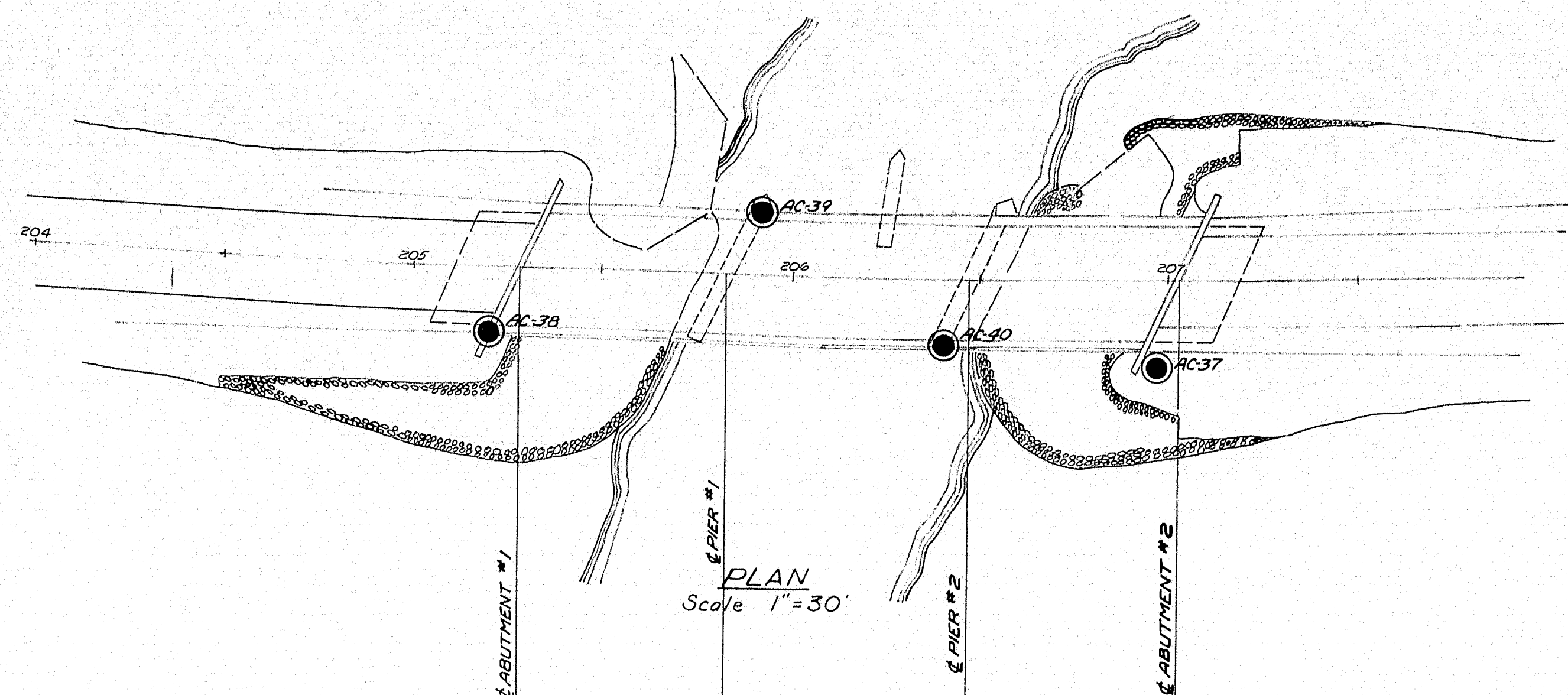
PROFILE
Scale: Horizontal - 1" = 30'
Vertical - 1" = 5'

Existing Superstructure - Reinforced concrete "T" Beam, Fair condition except curb and rail deterioration. Existing Substructure - Mass concrete Abutments and Pier, good condition. Stream - Ordinary high water over El. 642. ± Highwater Mar. 1936 El. 648.5 at mouth of Sunday River.

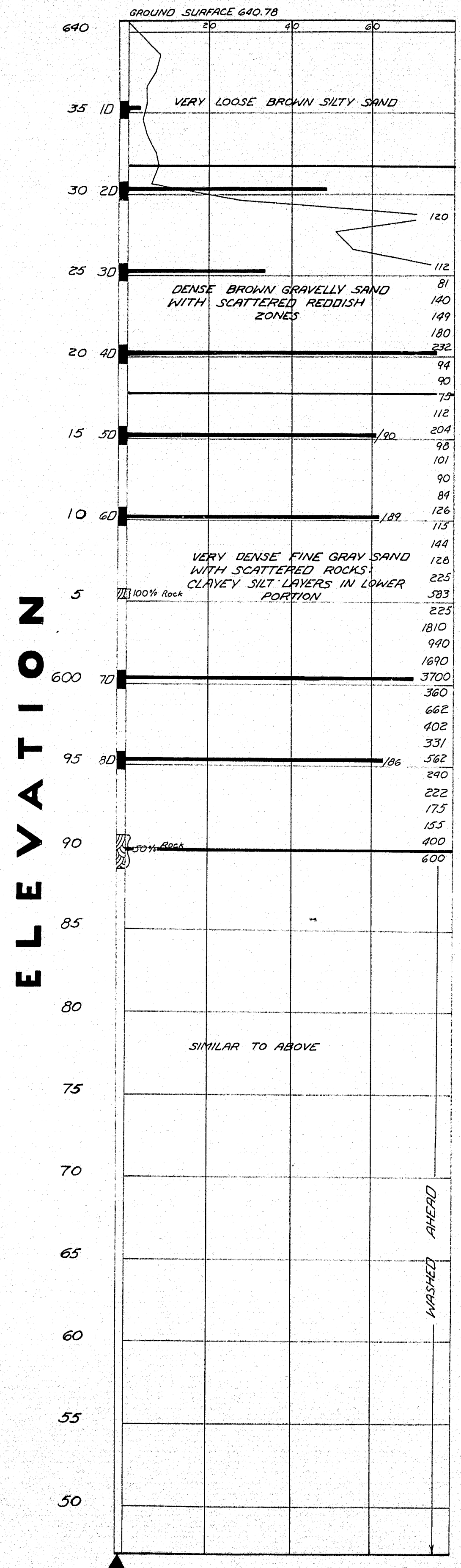
DESIGN - McPherson	BRIDGE NO. SURVEY - McPherson
CHECK - Drasally	PLOT - McPherson
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
SUNDAY RIVER BRIDGE	
IN THE TOWN OF BETHEL	
OXFORD COUNTY	
SURVEY	
SHEET 1A OF 10 AUGUSTA, MAINE Nov. 1962	

M-1802

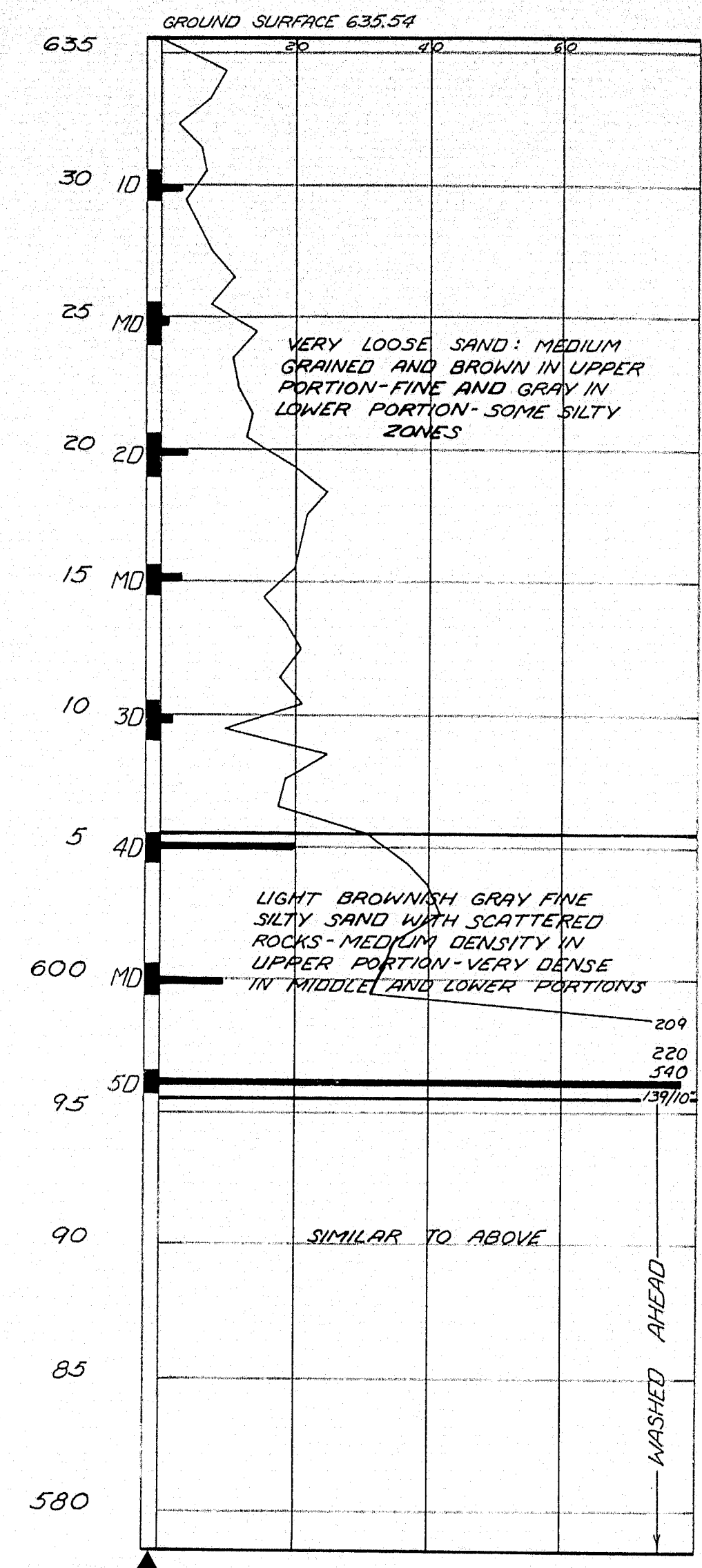




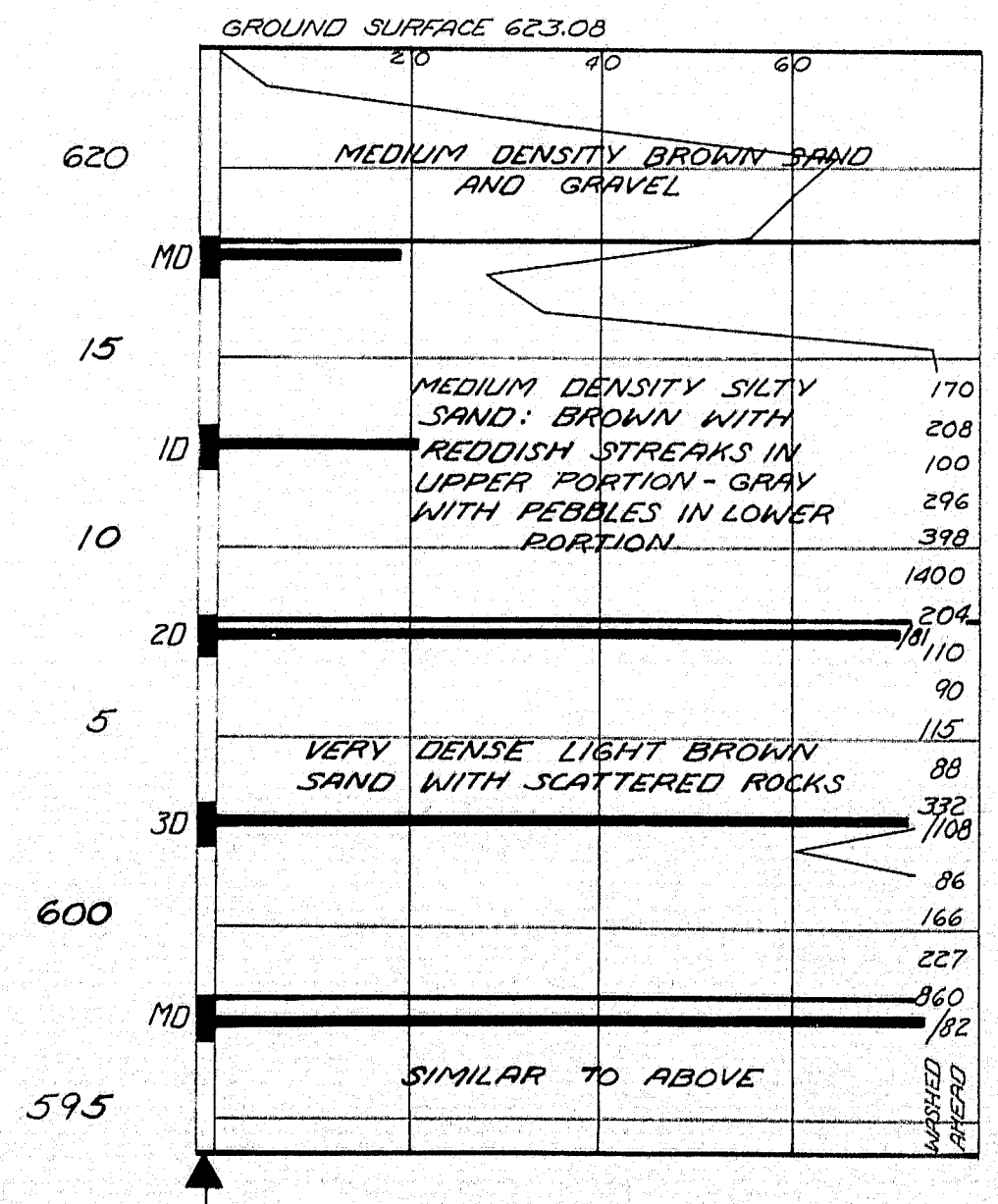
BORING AC-37
STATION 206+96 24' Rt. 2 1/2" CASING
ABUTMENT NO. 2



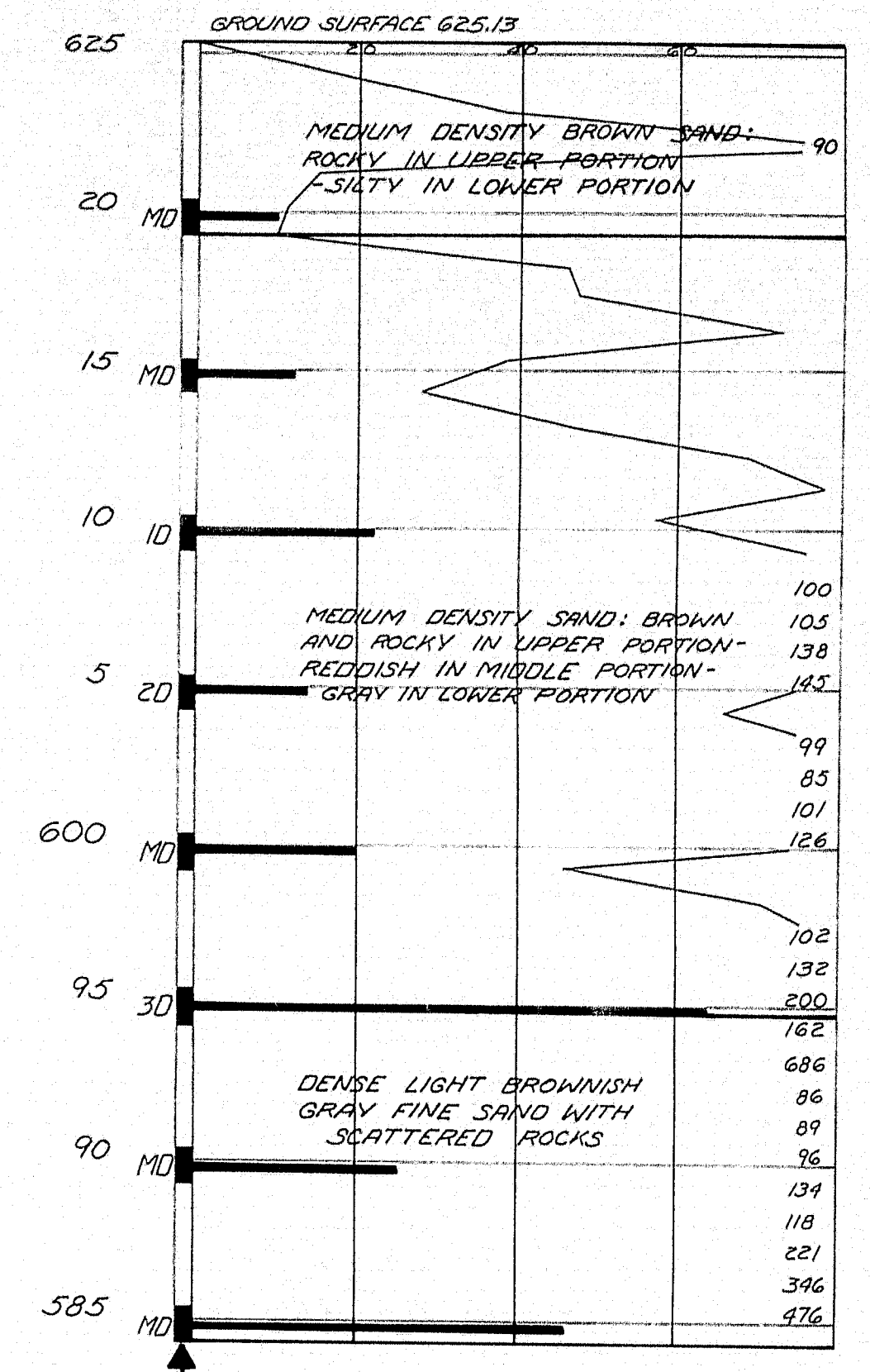
BORING AC-38
STATION 205+21 17' Rt. 2 1/2" CASING
ABUTMENT NO. 1



BORING AC-40
STATION 206+40 17' Rt. 2 1/2" CASING
PIER NO. 2



BORING AC-39
STATION 205+92 17' Lt. 2 1/2" CASING
PIER NO. 1

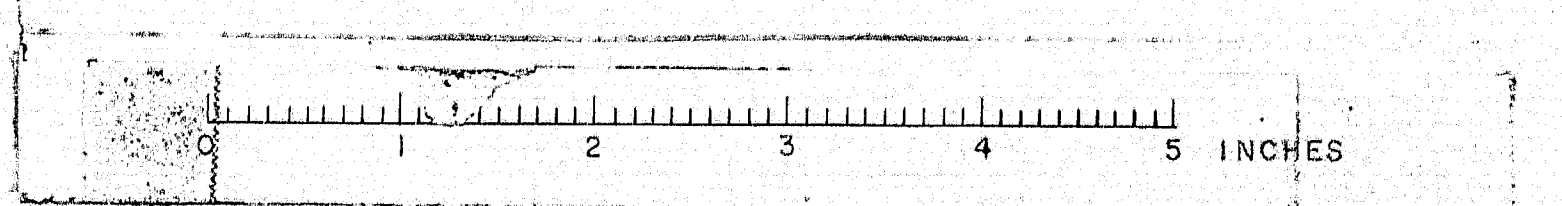


BORING NOTES

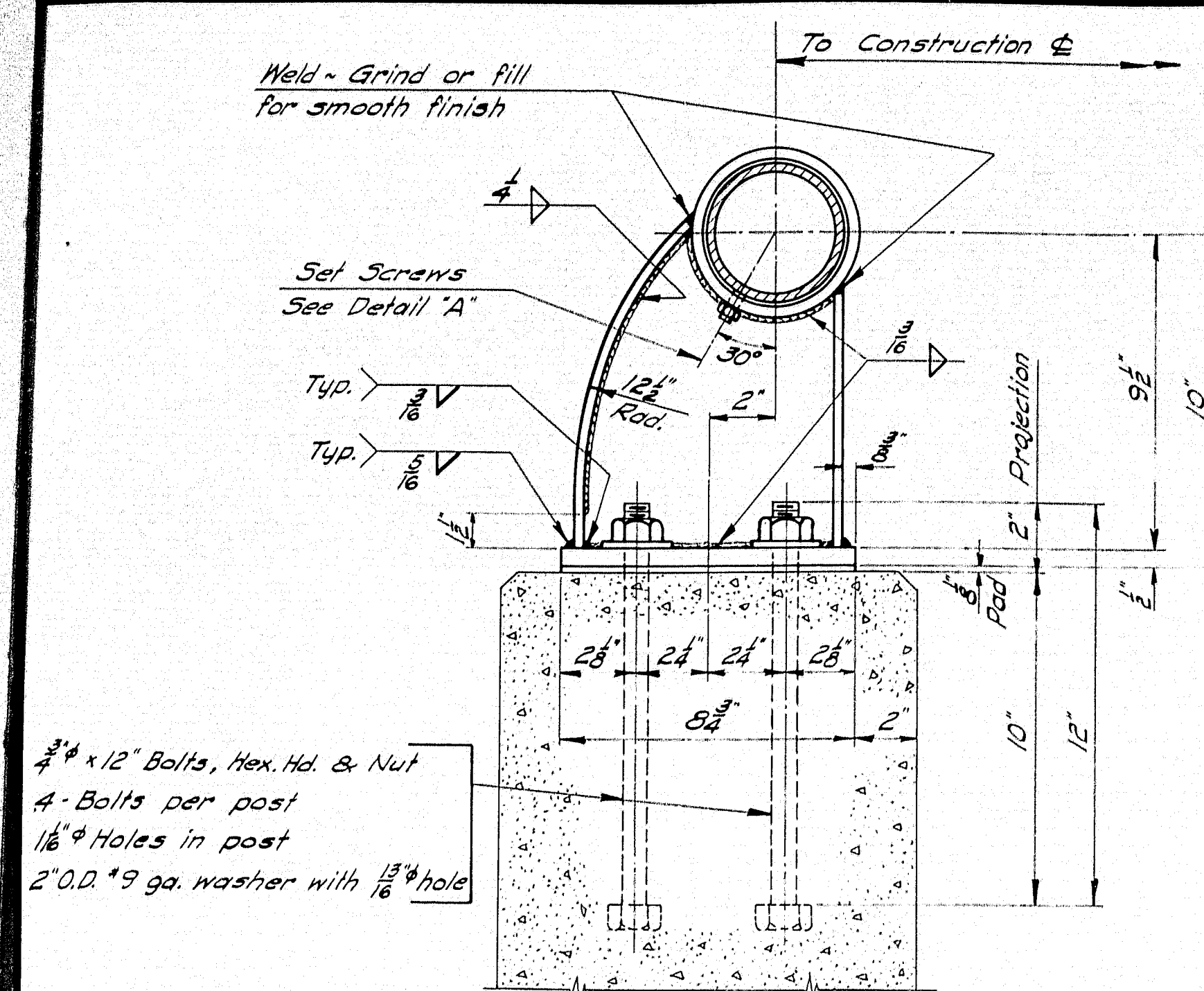
ALL SAMPLES AND VANS ARE MADE AHEAD OF CASING
NUMBER OF BLOWS REQUIRED TO DRIVE EXTRA
HEAVY CASING ONE FOOT WITH 400 FT. LBS. OF ENERGY
PER BLOW
LOCATION OF SAMPLE OR SAMPLE ATTEMPT
NUMBER AND TYPE OF DRY SAMPLE
S & H SAMPLER #1290'S
UNSUCCESSFUL SAMPLE ATTEMPT AND TYPE OF
SAMPLER
NUMBER OF BLOWS REQUIRED TO DRIVE SPOON OR
TUBING ONE FOOT WITH 350 FT. LBS. OF ENERGY PER
BLOW
BOTTOM OF BORING (MAY NOT BE BOTTOM OF SOIL
STRATA)

DESIGN -	SOILS DIVISION	BRIDGE NO.	
TRACE -		SURVEY -	
CHECK -		PLOT -	
STATE HIGHWAY COMMISSION BRIDGE DIVISION			
SUNDAY RIVER BRIDGE			
IN THE TOWN OF			
BETHEL - OXFORD COUNTY			
FOUNDATION SURVEY			
SHEET 13 OF 10 AUGUSTA, MAINE NOV. 1962			

M-1803

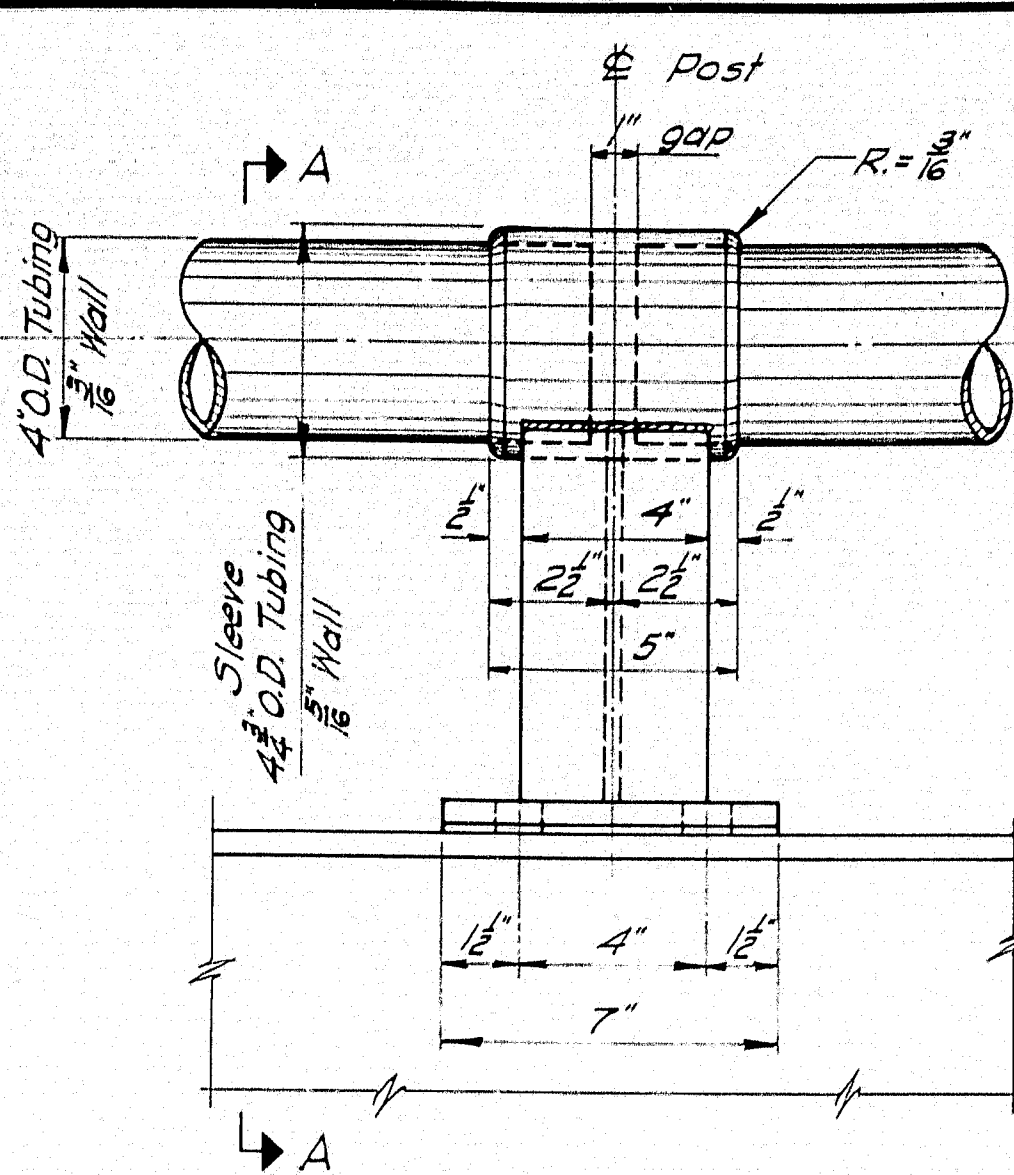


B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-825-1(13)	20	44



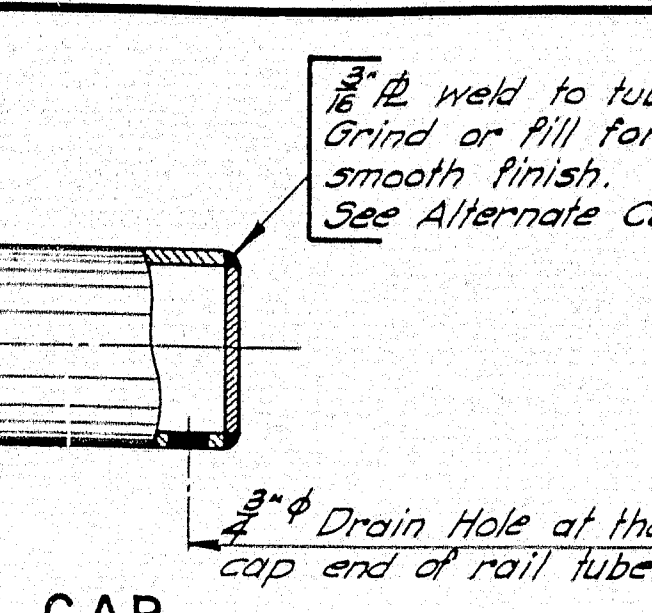
SECTION A-A

Post shown to be fabricated from 8" x 4" x 1/8" WF welded to 7" x 1/2" x 0.040" base plate and 4" O.D., 1/8" wall x 0.5" tube or sleeve.
An alternate cast steel post may be used if the outside dimensions conform to the dimensions shown as detailed, and is approved by the Engineer.



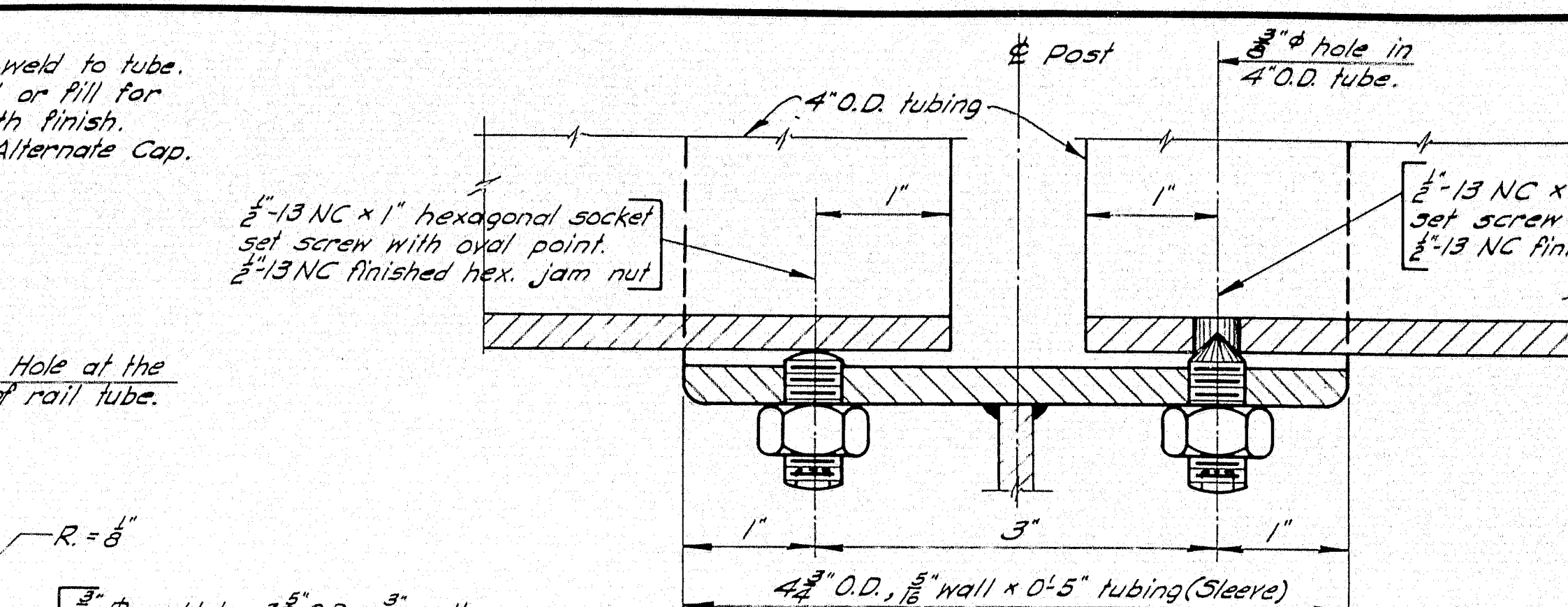
RAIL POST

4" O.D. tubing to be continuous for a minimum of two rail panels. For tubing two or more panels long the cone point set screw to be tight in the hole provided in 4" O.D. tubing. At all other posts one oval point set screw per post shall be set to bear. Where tubes are not continuous thru posts leave 1" gap at the E of post.



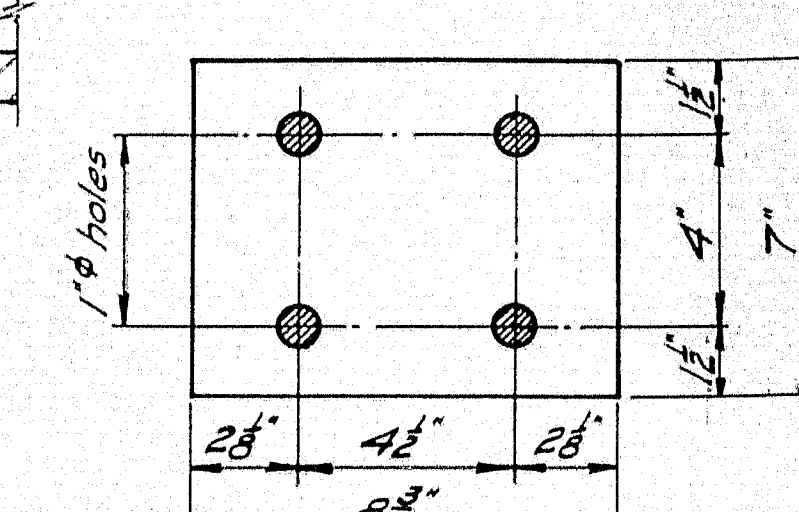
CAP

ALTERNATE CAP



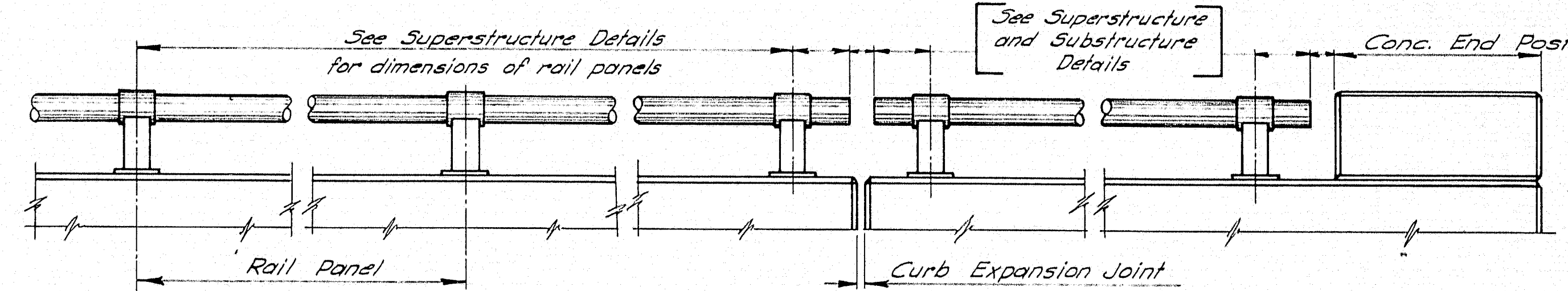
DETAIL "A"

Drill and tap sleeve 1/2" NC (2-holes). Drill 4" O.D. tubing (Rail) 3/8" hole, 1" from one end only.



PAD

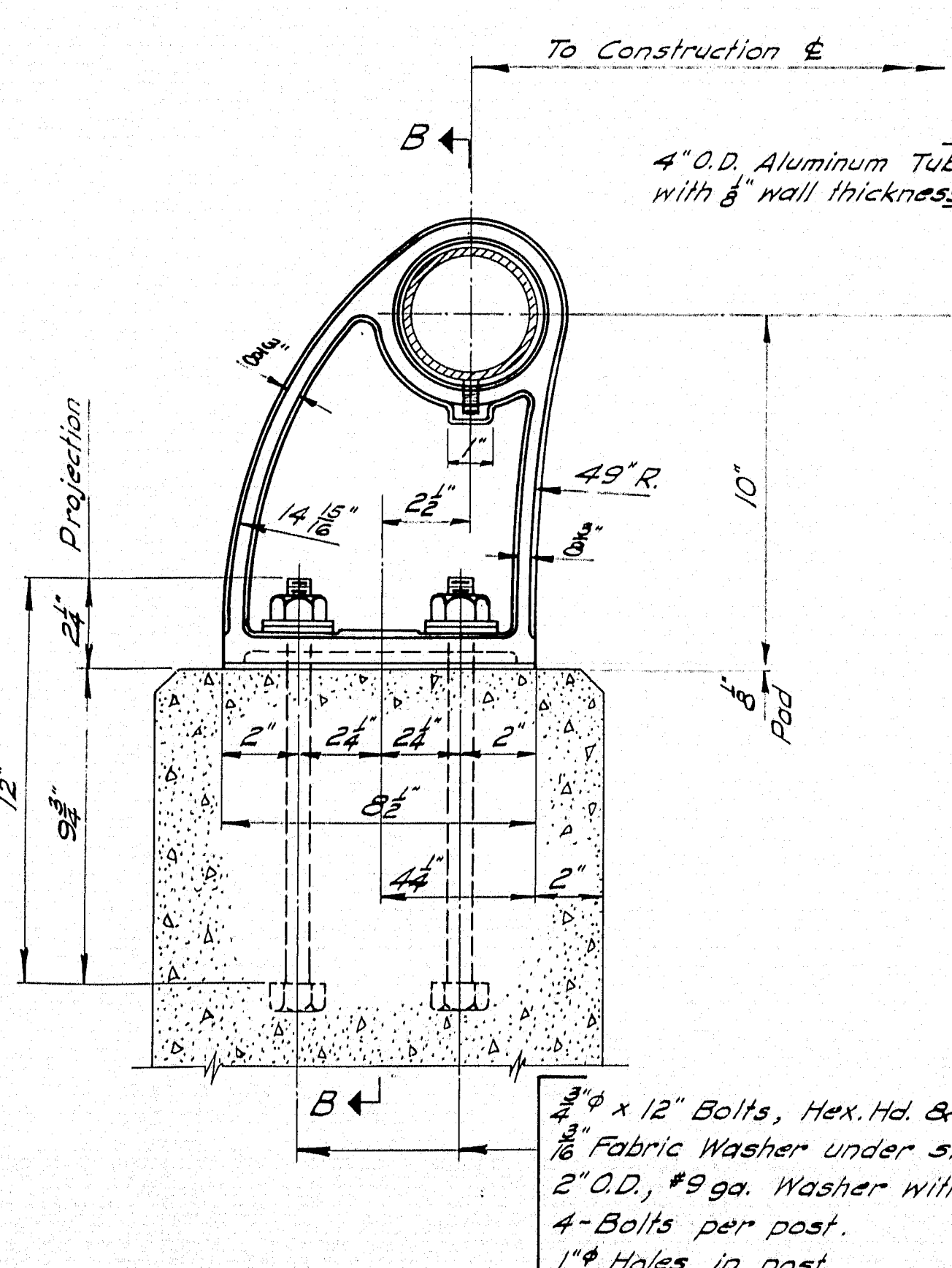
At least one pad shall be placed under each post, and the number of pads supplied shall be 10% in excess of total number of posts. See Specifications for material.



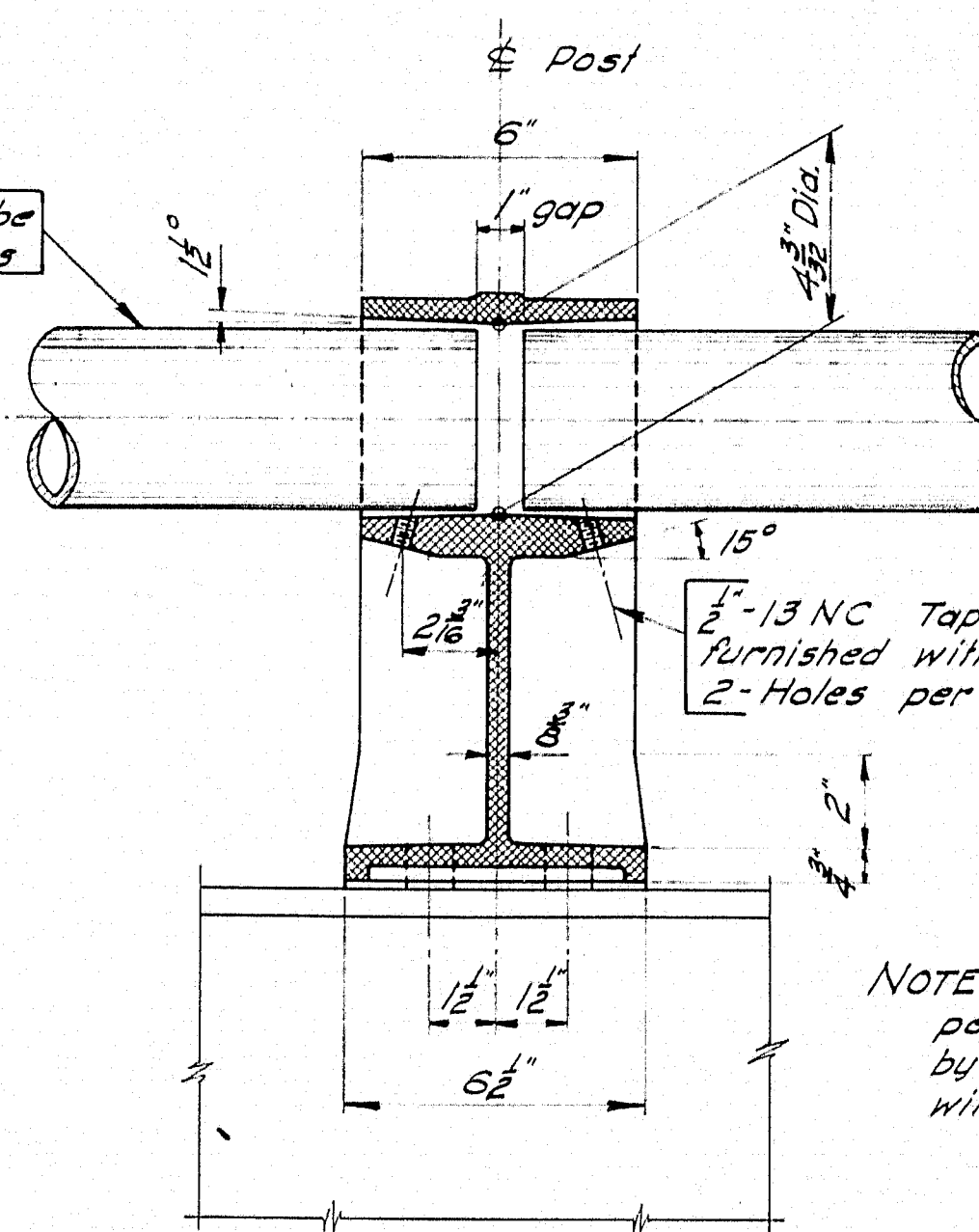
SIDE ELEVATION - RAIL

NOTE: 4" O.D. Tubing, Posts, Bolts, Nuts & Washers to be galvanized.

ONE BAR RAIL - STEEL



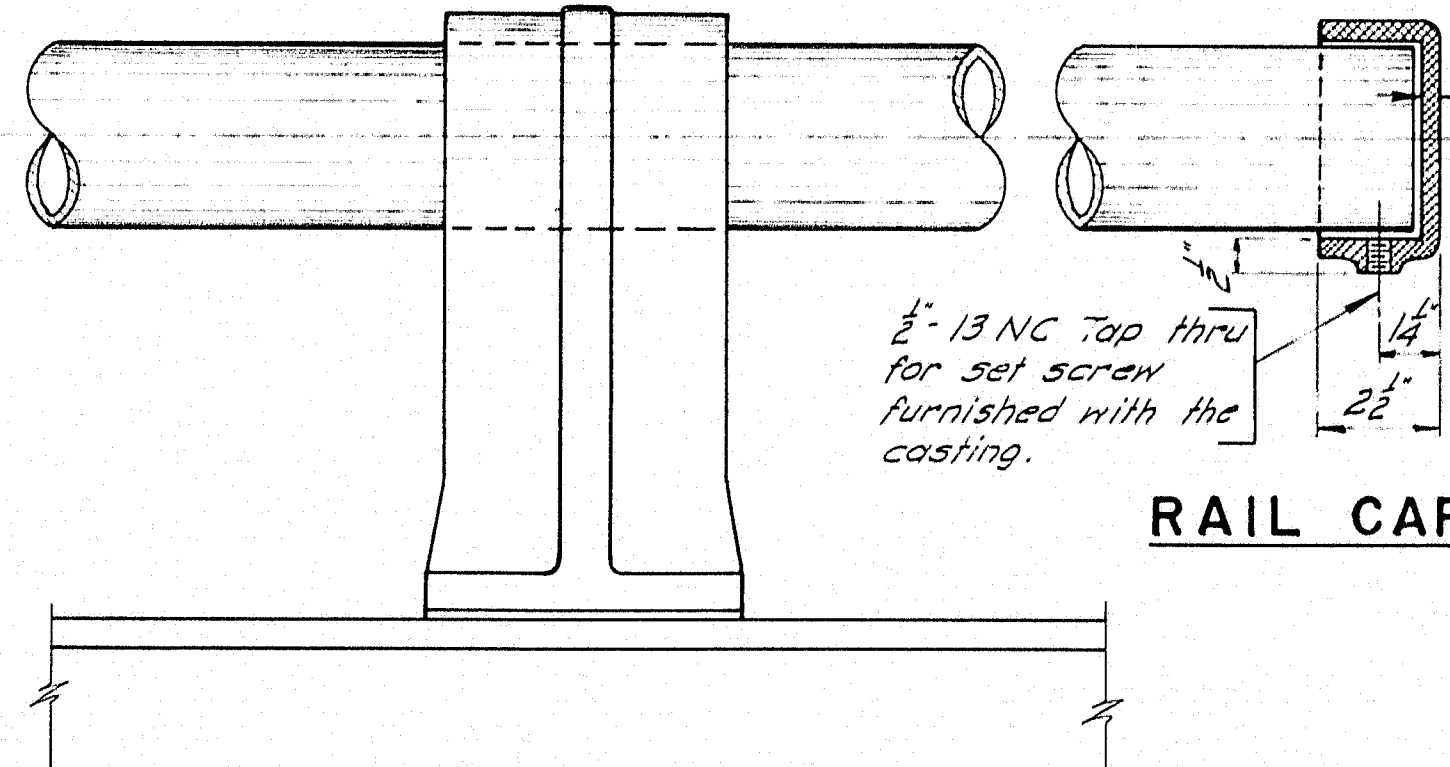
RAIL POST



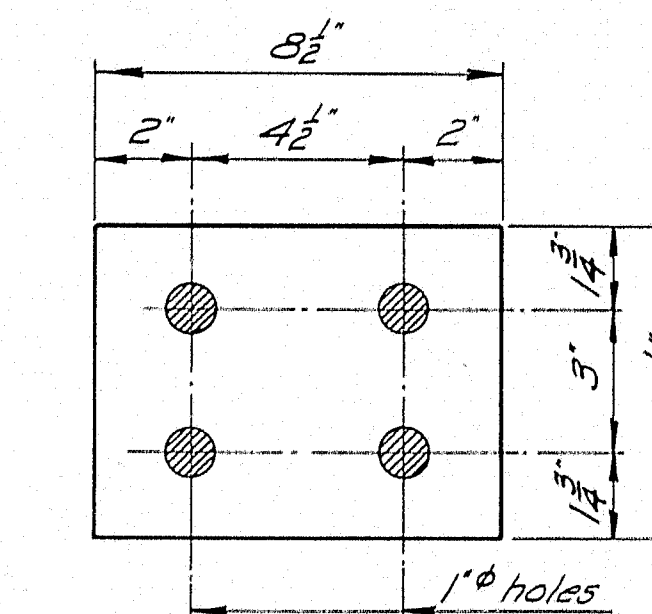
SECTION B-B

NOTE: Slight variations will be permitted in details, if approved by the Engineer, in order to conform with various manufacturers castings.

NOTE: Aluminum tubes to be continuous for a minimum of two rail panels. For tubes two or more panels long set screws to be tight at one interior post and to bear at all other posts. Where tubes are not continuous thru posts leave a 1" gap at the E of post.

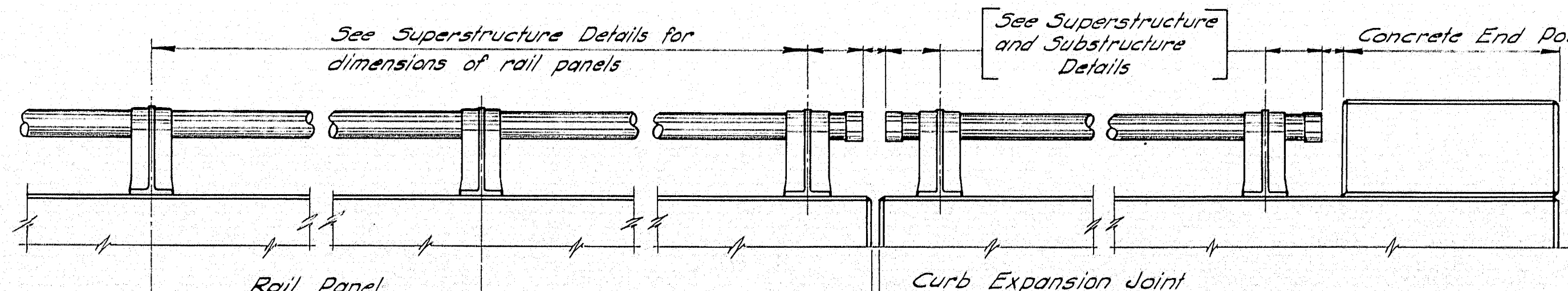


FRONT ELEVATION - RAIL POST



PAD

At least one pad shall be placed under each post, and the number of pads supplied shall be 10% in excess of total number of posts. See Specifications for material.



SIDE ELEVATION - RAIL

ONE BAR RAIL - ALUMINUM

GENERAL NOTES

RAIL ON CURVE

If the curve radius is more than 150 feet and is less than 2700 feet, the rail tube is to be straight and one panel length only, unless otherwise called for in the design details. For curves with a radius less than 150 feet see design details. For curves with a radius more than 2700 feet rail details shall be as shown on this sheet.

Design details govern if there is conflict between dimensions shown in design details and the standards.

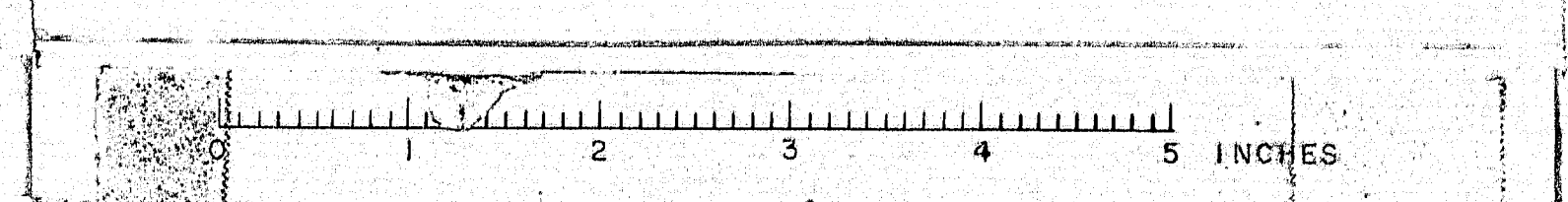
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

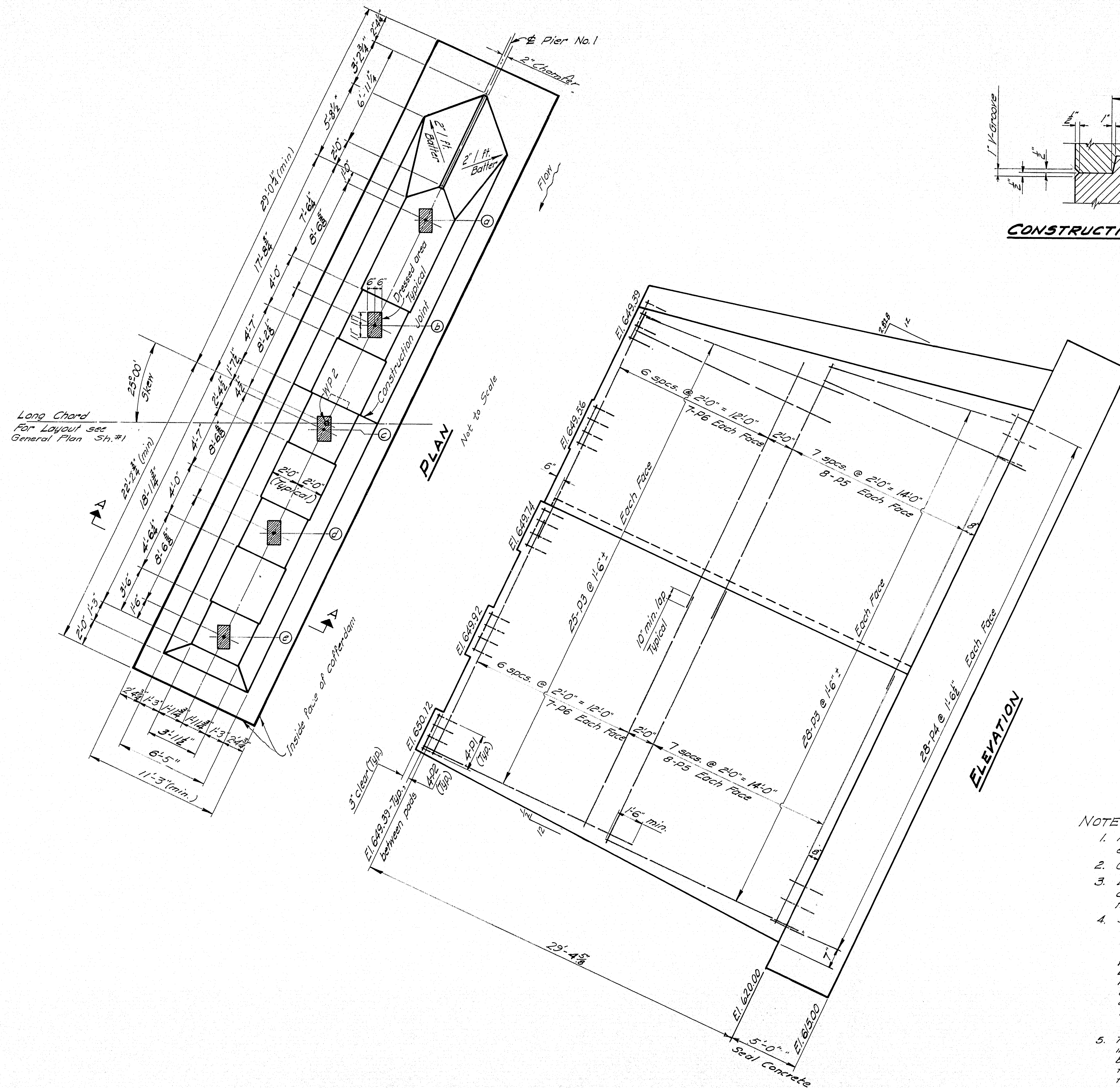
STANDARD DETAILS
(BD 102-62)
BRIDGE RAIL

ONE BAR RAIL - STEEL
ONE BAR RAIL - ALUMINUM

NOV. 1962

M-1803 A





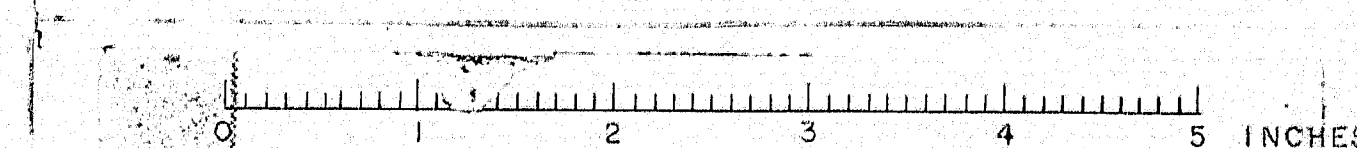
NOTE:

1. Minimum cover for reinforcing steel, 6" except as noted.
2. Cast bearing pads with final lift of concrete.
3. If any dressed area is lower than surrounding concrete, a drainage groove shall be cut to the edge of the bearing pad.
4. Seal concrete dimensions are given predicated on use of DP-2, or equivalent steel sheet piling with appropriate standard rolled corners. Pay dimensions for seal concrete, Item 701-36; Portland Cement, Item 701-47; and Structural Earth Excavation, Item 204-14; shall be minimum dimensions, as shown on plan. The depths of the concrete seals are calculated assuming a water elevation of 627. Seal concrete is intended to be placed under water and to be paid for under Item 701-36.
5. The bottoms of the pier footings are to be located in the medium density layer of sand. Should it become necessary, in the opinion of the Engineer, the bottoms of pier footings may be lowered in order to satisfactorily penetrate the medium density sand layer.

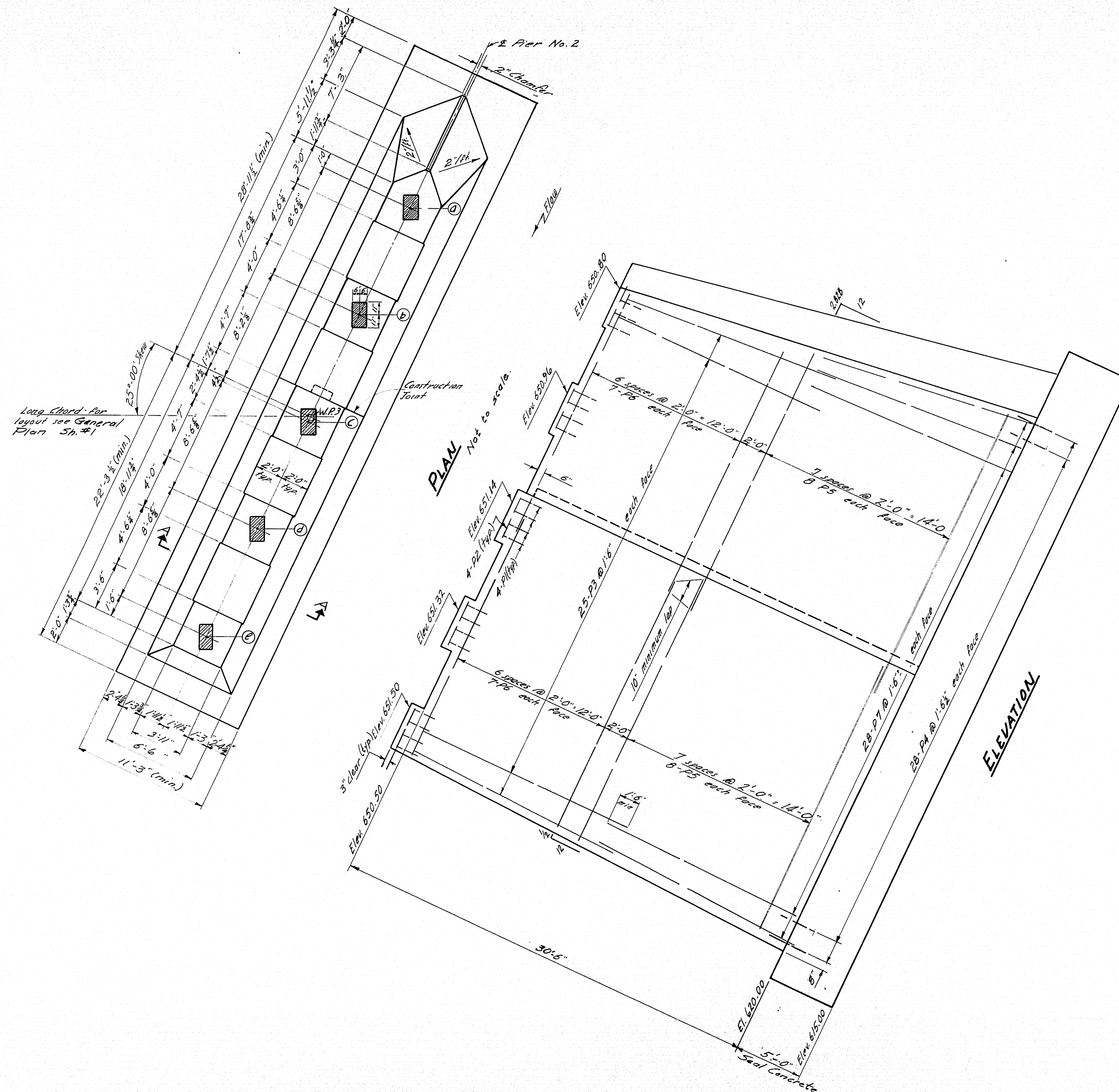
Max. Footing Pressure = $2\frac{1}{2}$ T./s.f.

DESIGN - R.D. TRACE - G.H.G. CHECK - E.H.S.	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
SUNDAY RIVER BRIDGE	
IN THE TOWN OF BETHEL OXFORD COUNTY	
PIER NO. 1	
SHEET 4 OF 10	AUGUSTA, MAINE Nov

M-1806



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-1(13)	14	44

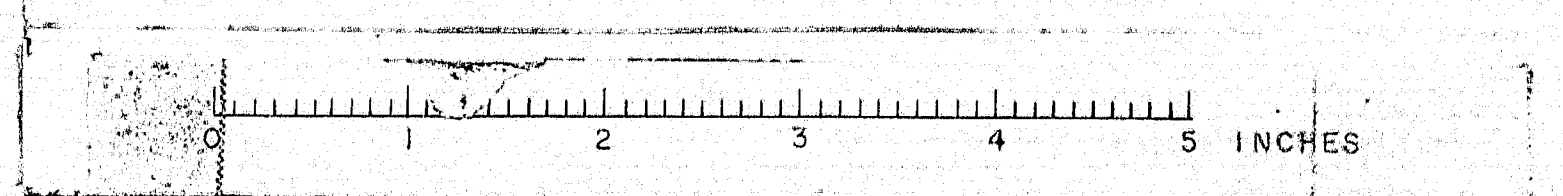


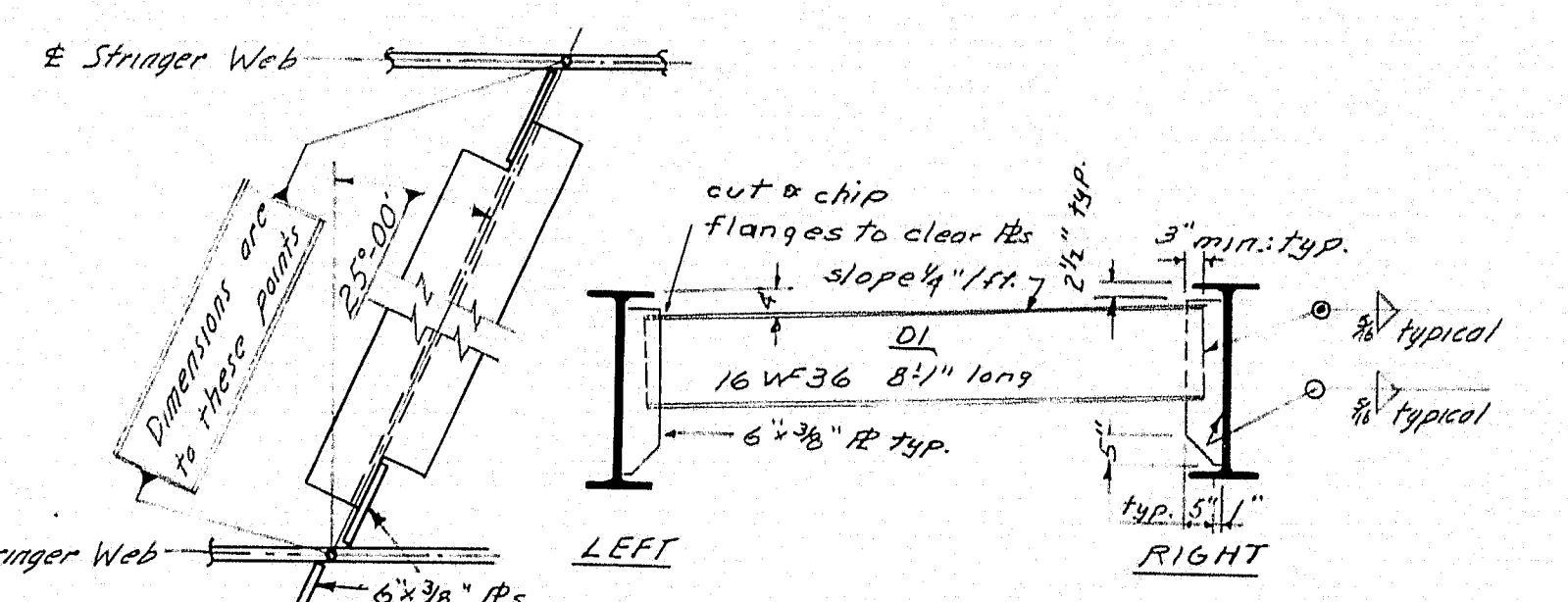
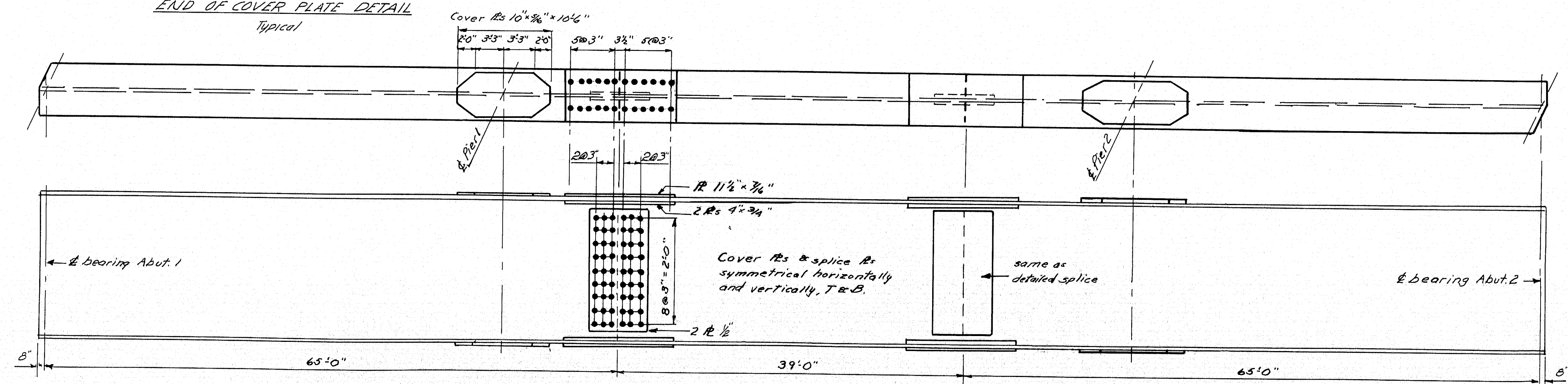
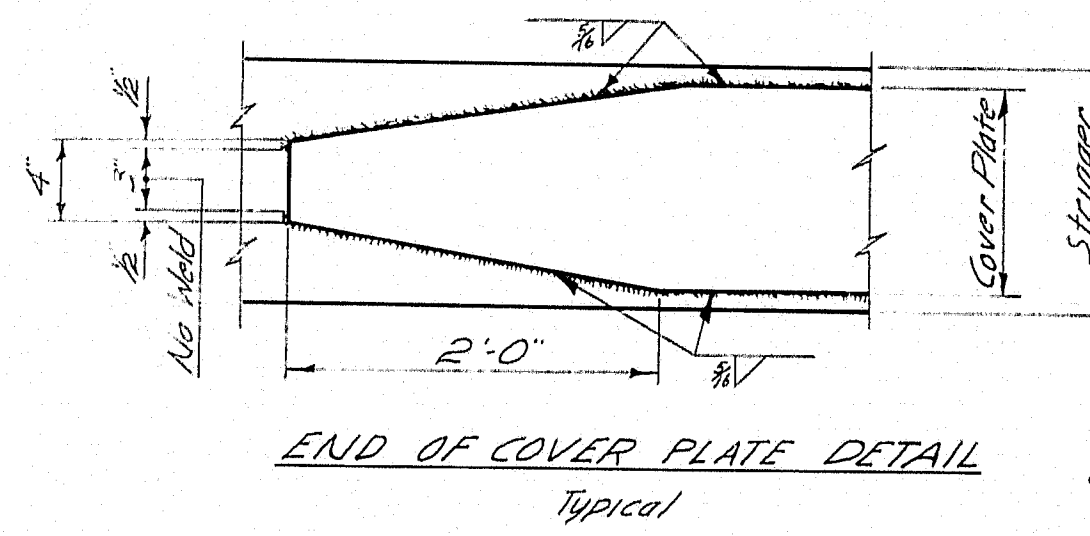
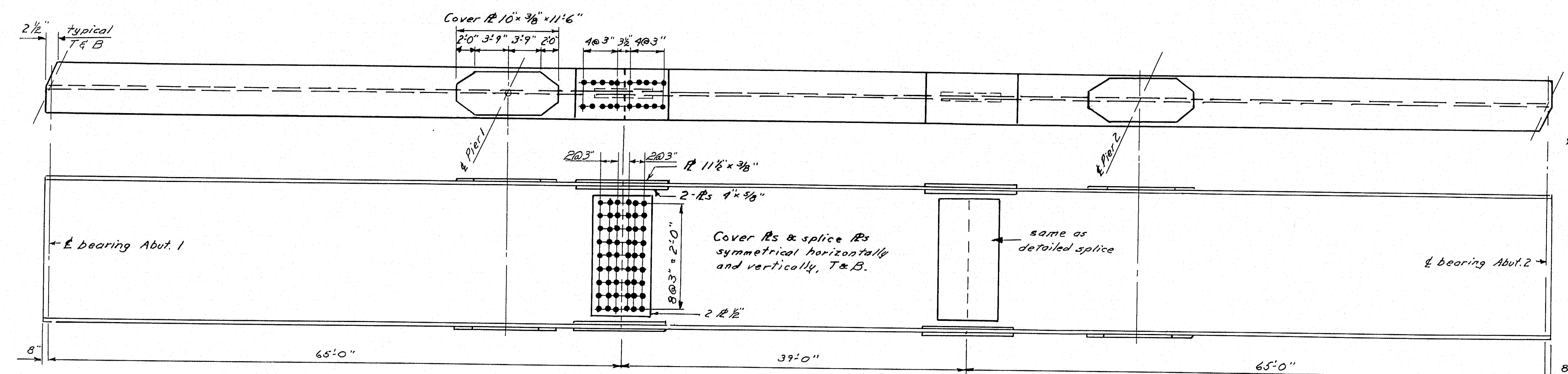
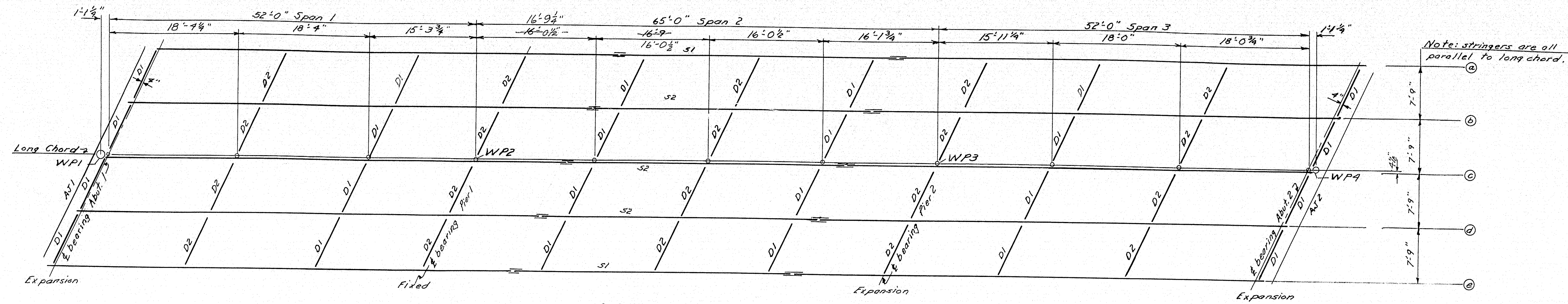
- NOTES
1. Minimum cover for reinforcing steel is 6" except as noted.
 2. Cast bearing pads with final lift of concrete.
 3. If any dressed area is lower than the surrounding concrete, a drainage groove shall be cut to the edge of the bearing pad.
 4. For Section A-A and Construction Joint Detail see sheet "4".

DESIGN: DETAIL: DRESELY	BRIDGE NO.
TRACE: P.T.A.	SURVEY:
CHECK: B.A.S.	PLOT:
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
SUNDAY RIVER BRIDGE	
IN THE TOWN OF	
BETHEL	
OXFORD COUNTY	
PIER NO. 2	

SHEET 5 OF 10 AUGUSTA, MAINE NOV. 1962

M-1807





SPECIFICATIONS
Fabrication & Erection: State of Maine, Standard Specifications, Highways & Bridges, Revision of Jan. 1956 and supplements.
Design & Detail: A.A.S.H.O. Standard Specifications of 1961 and revisions.
Materials: Stringers, cover plates, and splice plates shall conform to A.S.T.M. designation A36. Other members shall conform to A.S.T.M. designations A7 or A28.
Field Connections: Shall be 7/8" high strength bolts.
Loading: H20-S16-44.

- NOTES**
 1. Dimensions are horizontal except where otherwise shown.
 2. Ends of all members shall be cut square.
 3. All stringers sloped at +2.474% in place.
 4. For armored joints and other structural steel see Sh. 7.
 5. No paint where concrete in contact with steel.

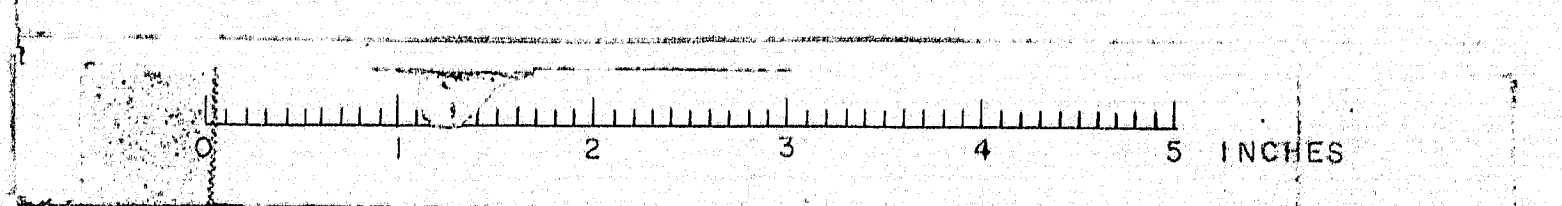
Erection Diagram Corrected - 3-4-63, A.A.S.

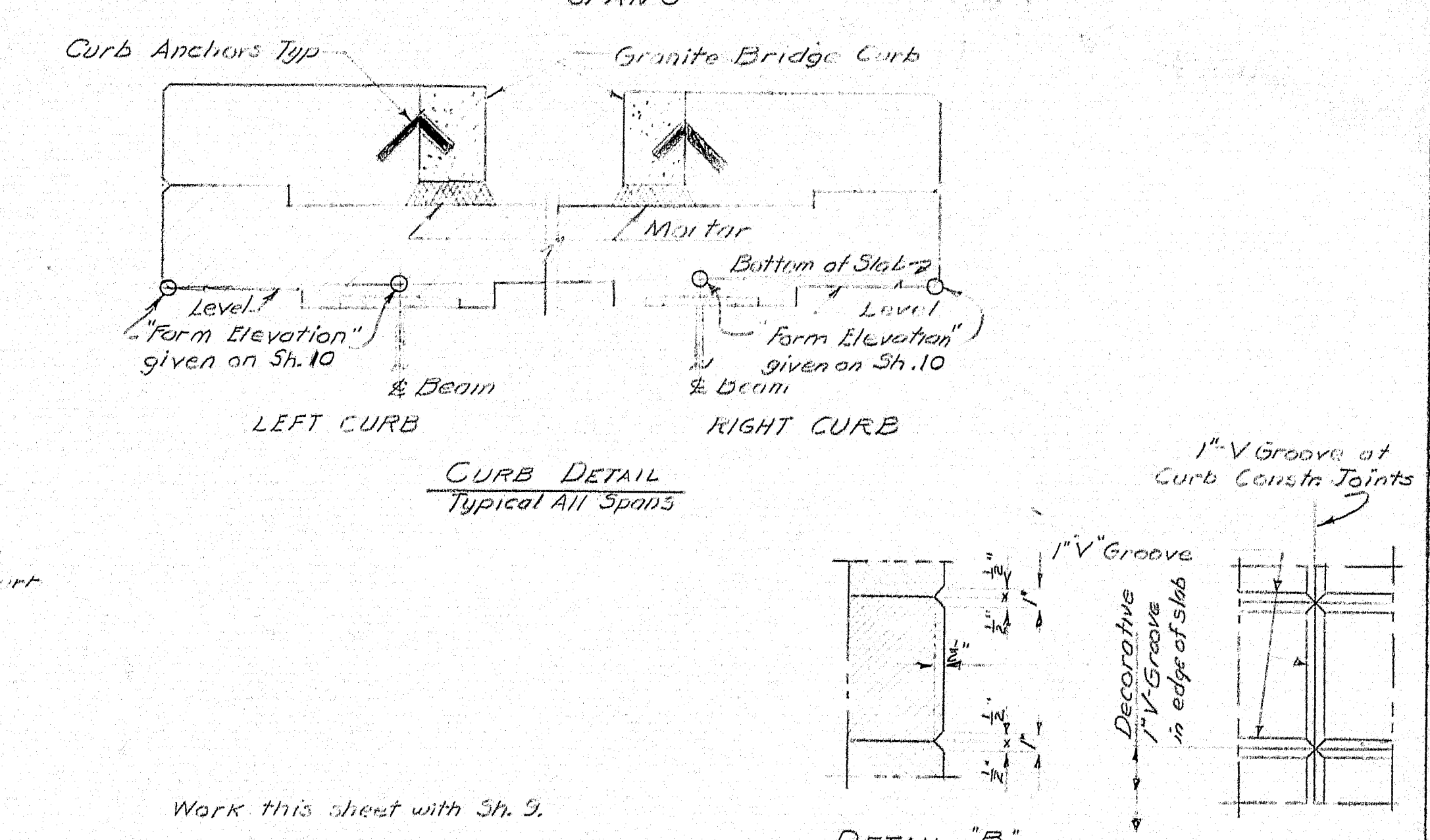
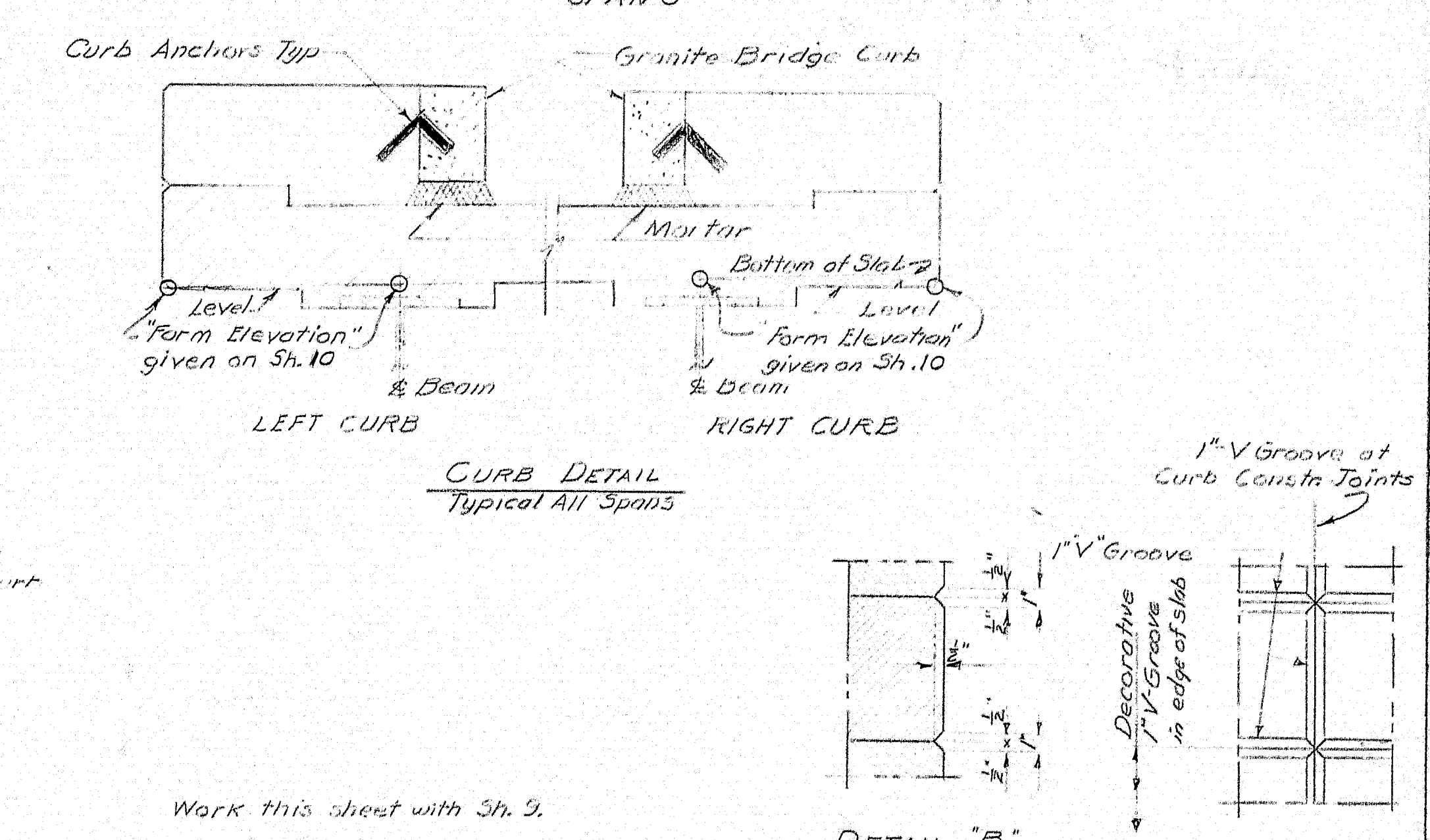
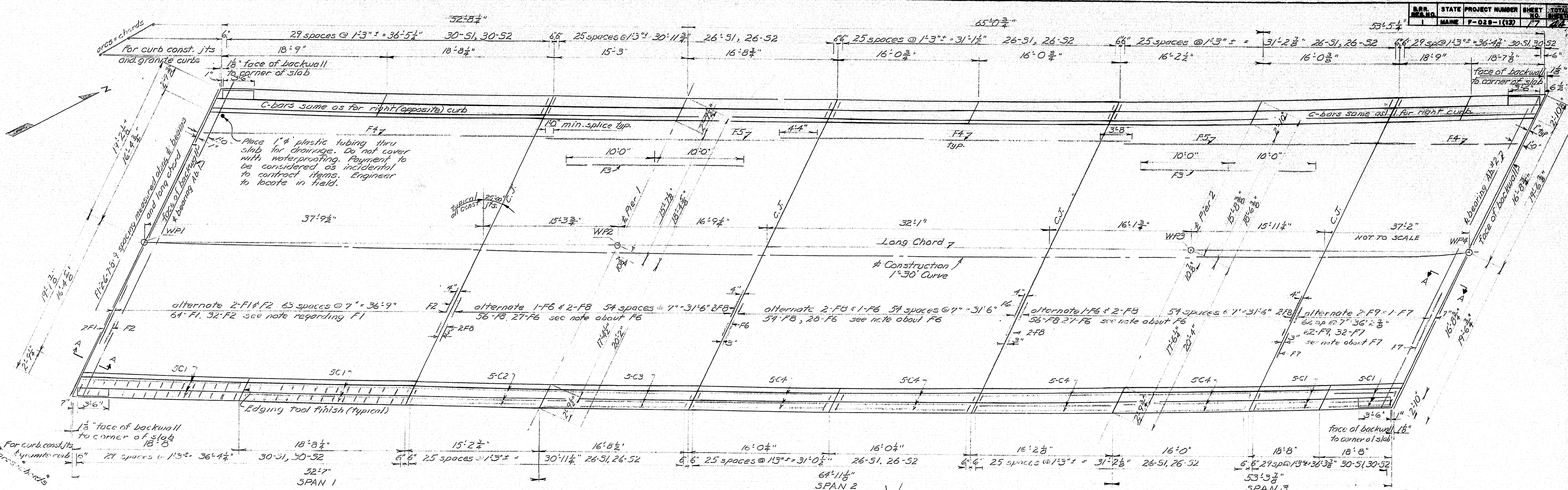
DESIGN - W.H.	DETAIL - R.D.	BRIDGE NO.
TRACE - B.H.	SURVEY -	
CHECK - E.H.S.	PLOT -	

STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
SUNDAY RIVER BRIDGE
 IN THE TOWN OF
BETHEL
OXFORD COUNTY
 STRUCTURAL STEEL

SHEET 6 OF 10 AUGUSTA, MAINE NOV 1962

M-1808





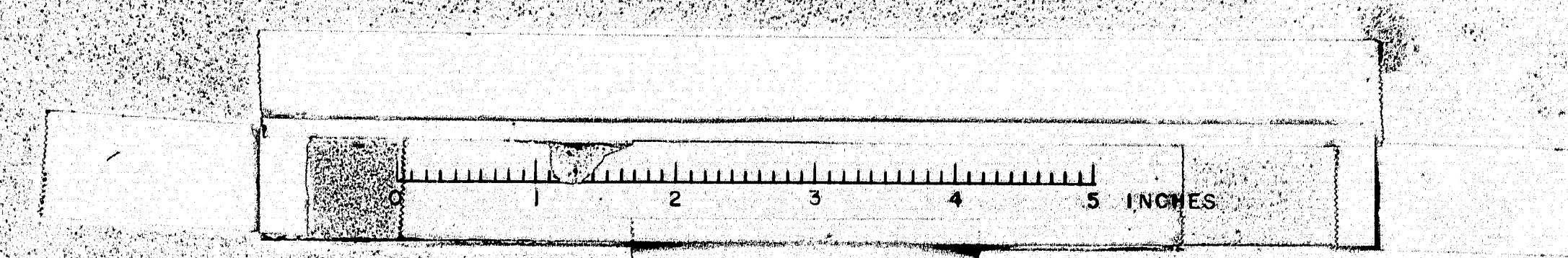
DESIGN *R.D.*
DRAWN *B.M.*
CHECK *L.H.S.*

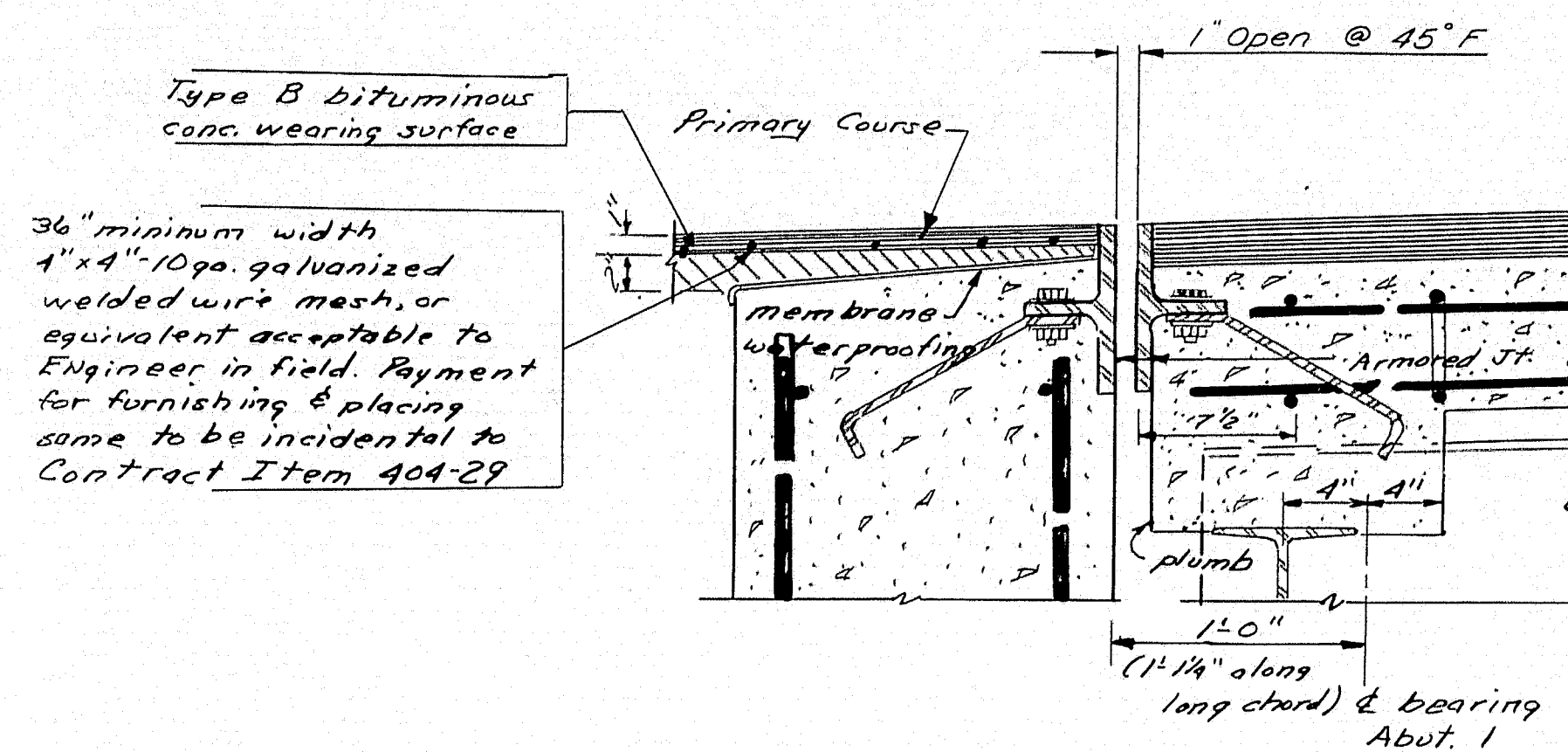
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SUNDAY RIVER BRIDGE

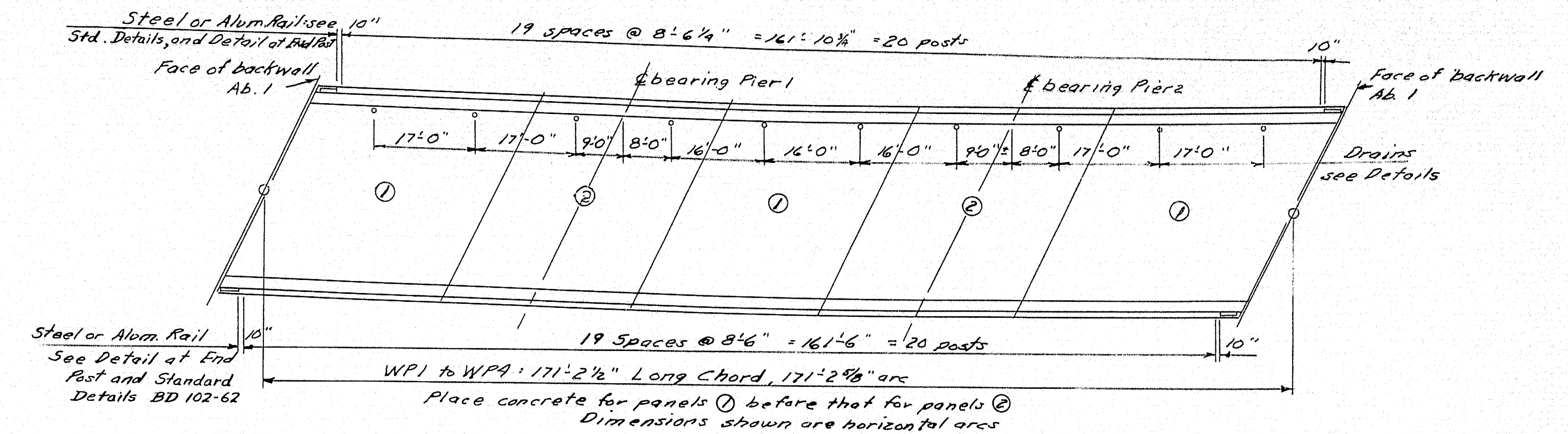
IN THE TOWN OF
BETHEL
OXFORD COUNTY
SUPERSTRUCTURE

SHEET 8 OF 10 AUGUSTA, MAINE OCTOBER 1962

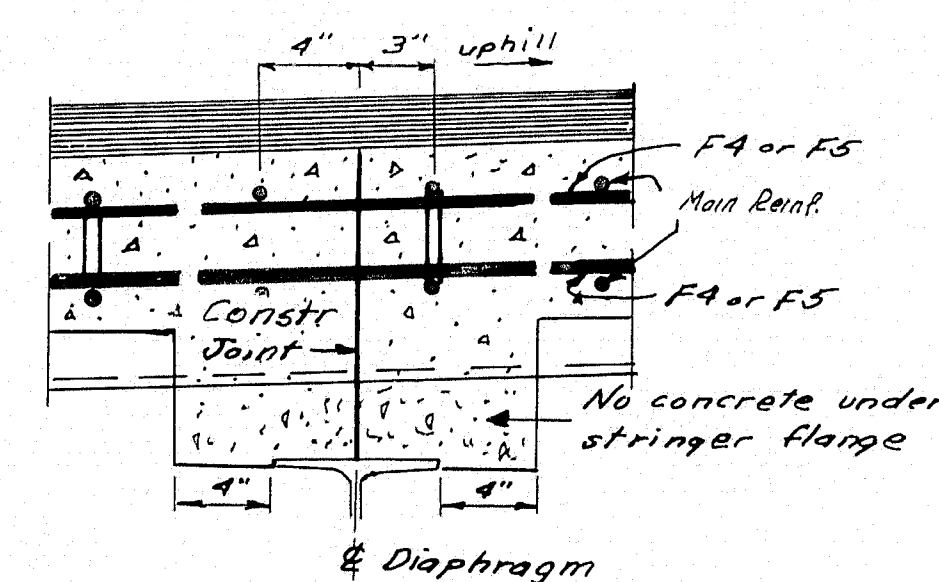




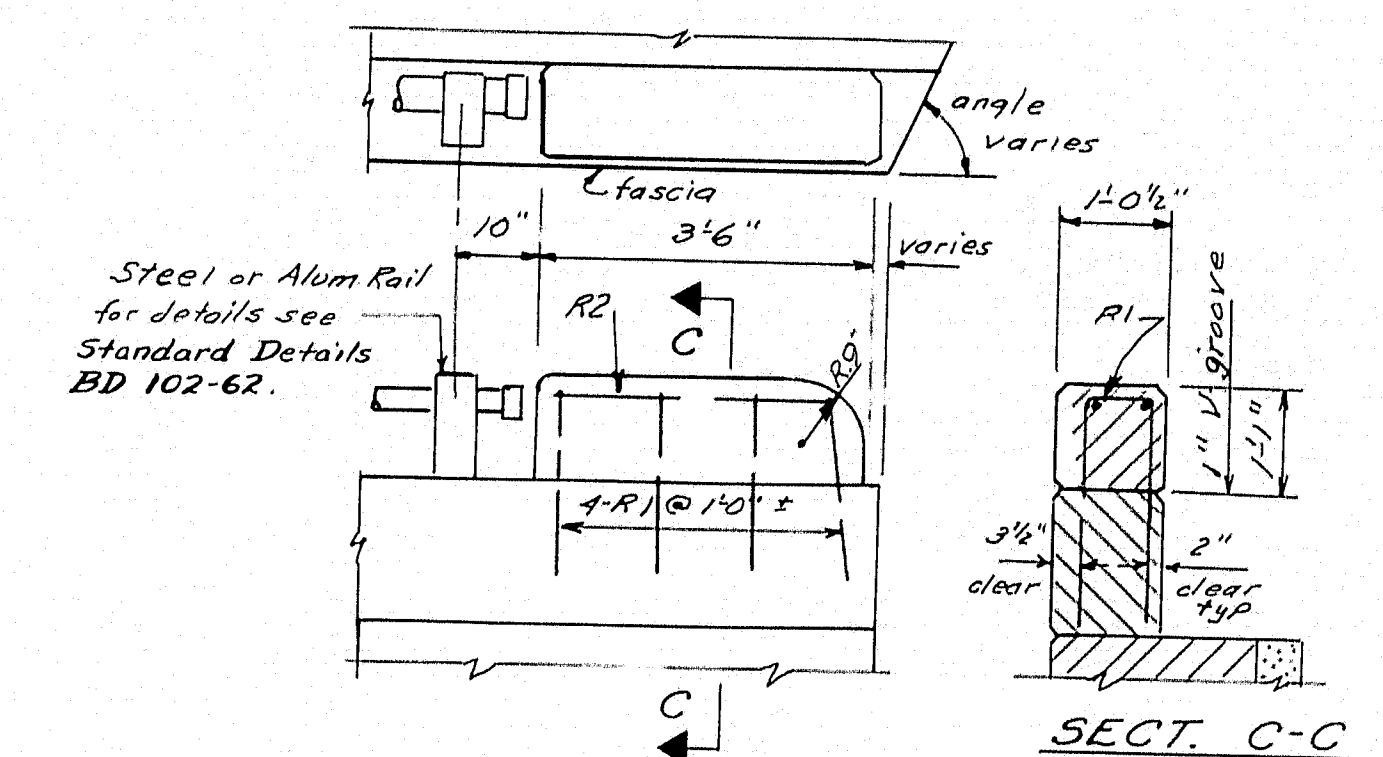
SECTION A-A



PLAN FOR RAIL, DRAINS & SLAB CONCRETE PLACEMENT SEQUENCE

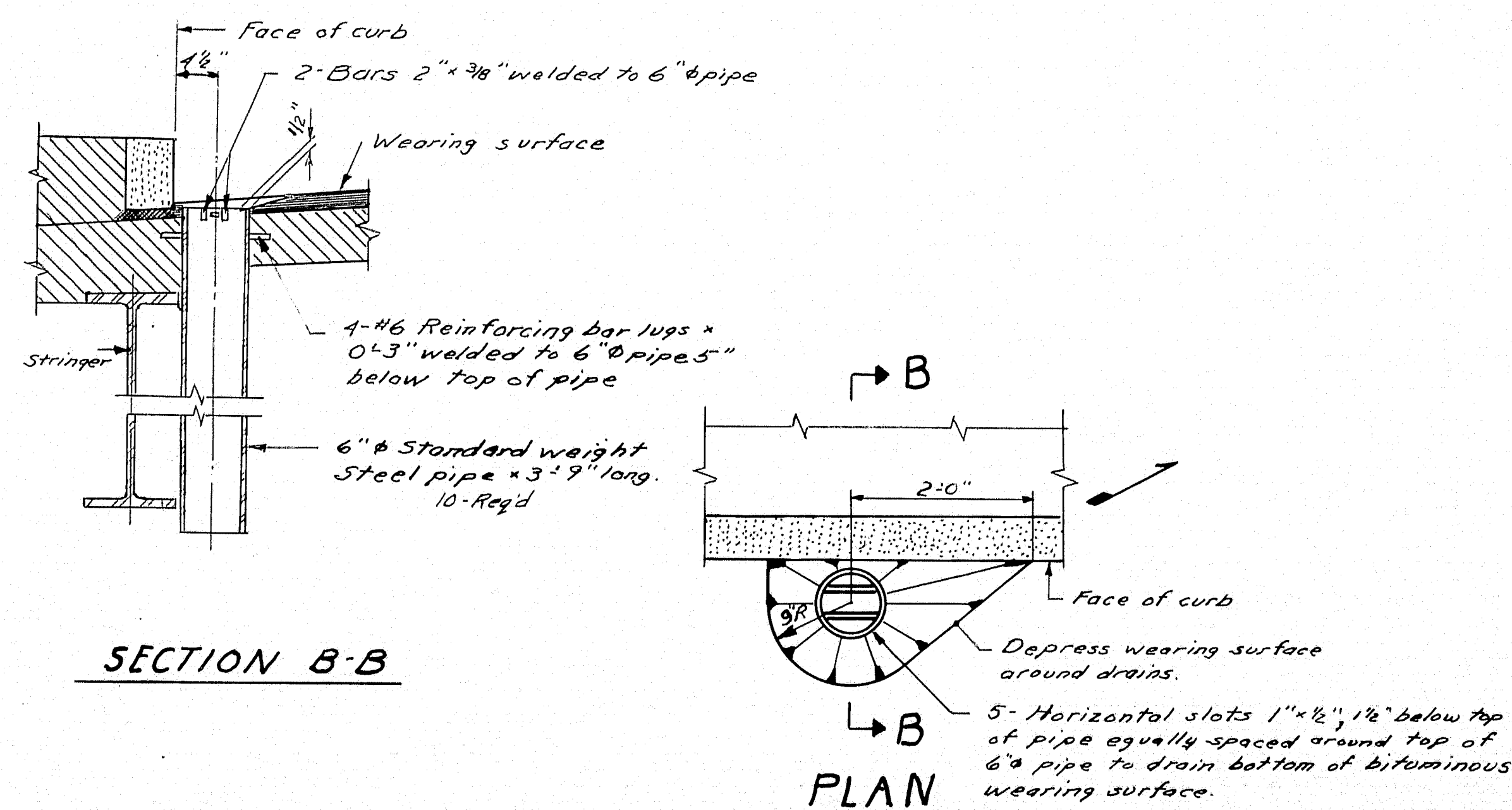


TYPICAL SLAB CONSTRUCTION JOINT

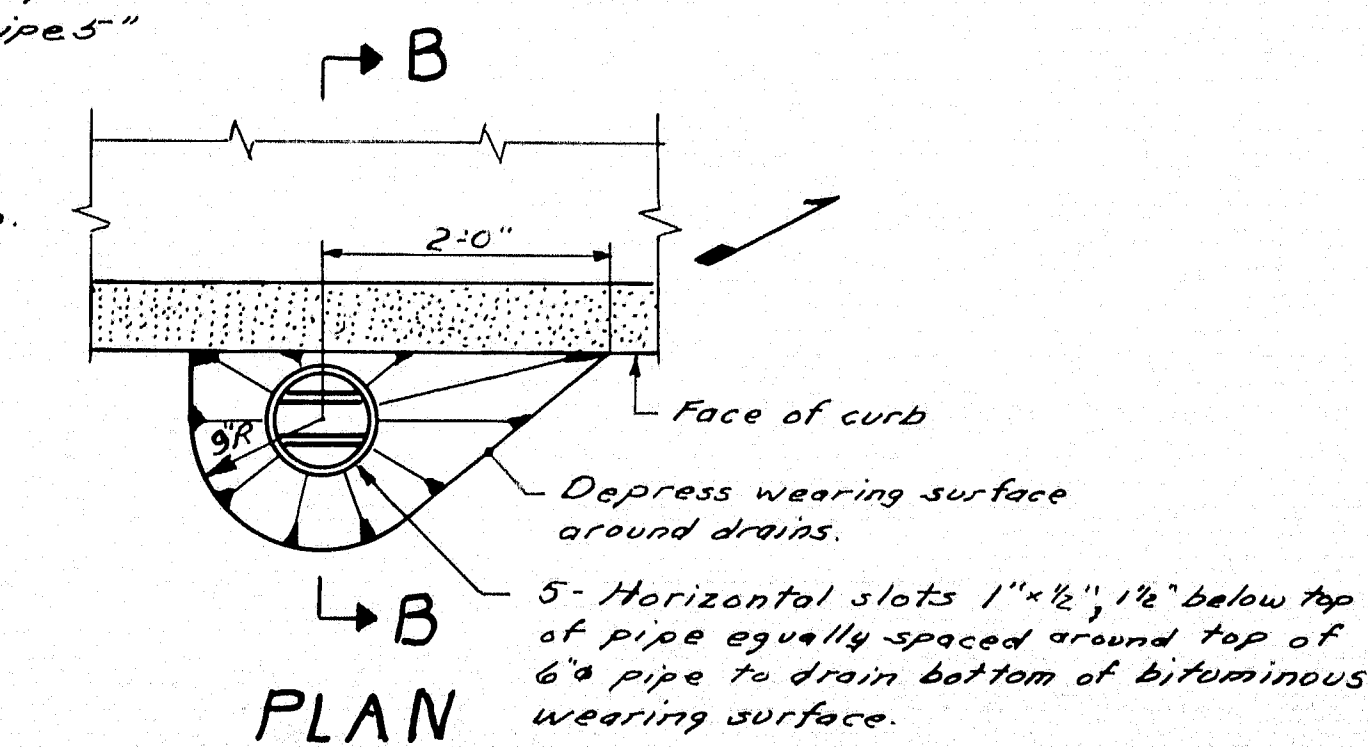


DETAIL AT END POST

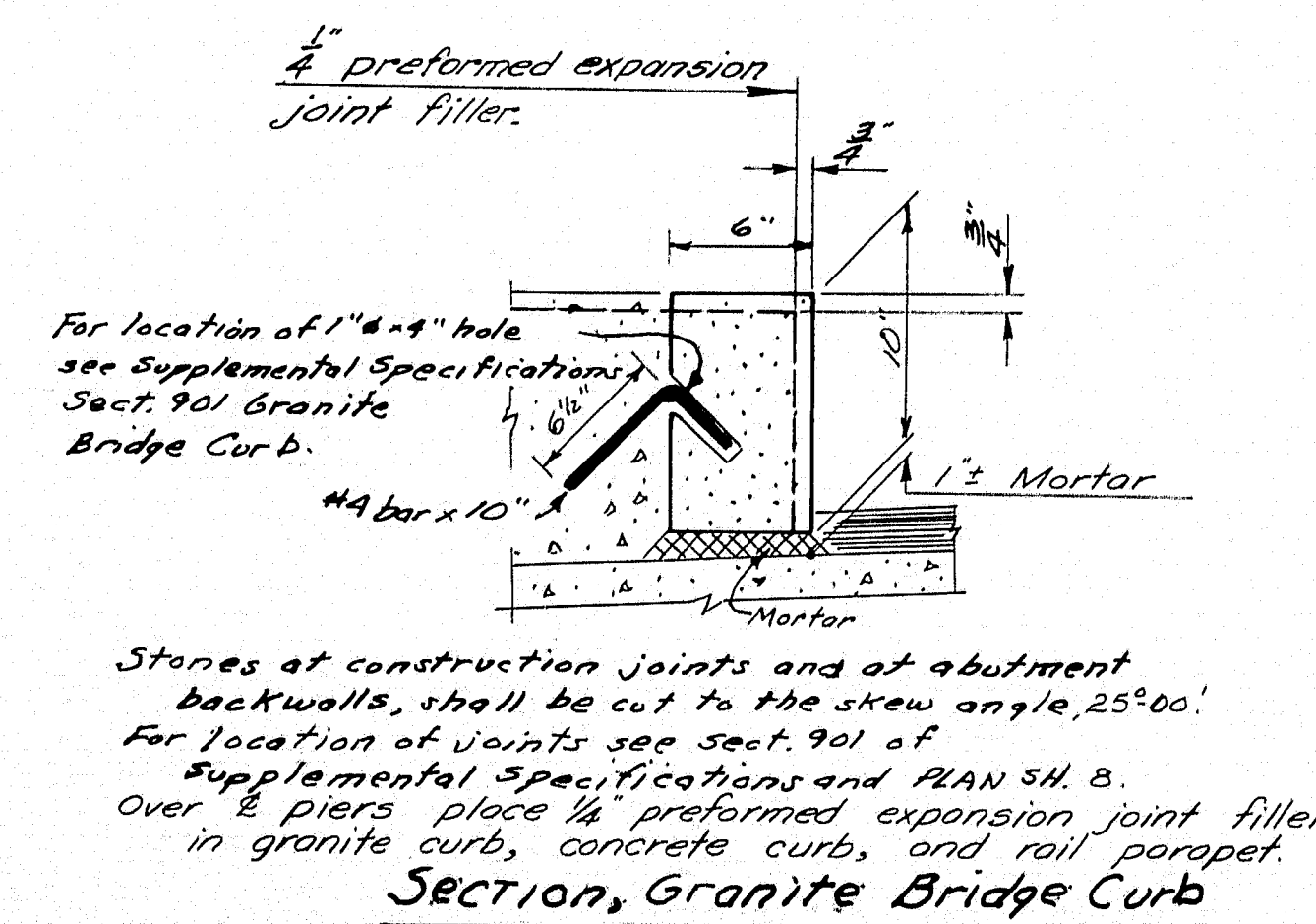
Payment for concrete end posts to be made under Contract Item 701-40.



SECTION B-B



Notes:
For drain locations see plan, this sheet.
Adjust reinforcing to clear drains.
Payment for steel pipe drains to be included in the lump sum prices paid for Items 702-103, 702-104 & 702-105, structural steel

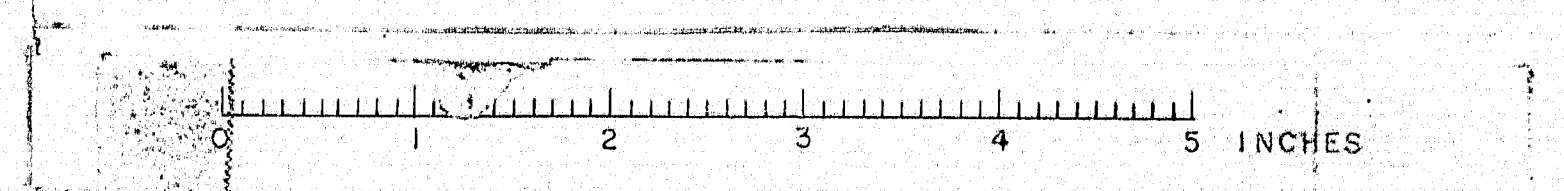


SECTION, Granite Bridge Curb

For rail details see Standard Details BD 102-62. Work this sheet with sh. B.

DESIGN - W.H. & P.D.	BRIDGE NO.
TRACE - E.H.S.	SURVEY -
CHECK - E.H.S.	PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
SUNDAY RIVER BRIDGE	
IN THE TOWN OF	
BETHEL	
OXFORD COUNTY	
SUPERSTRUCTURE DETAILS	
SHEET 9 OF 10 AUGUSTA, MAINE NOV. 1962	

M-1811



REINFORCING

STEEL

SCHEDULE

ABUTMENTS

Diagram A2: 11'-0" wide, 4'-8" high, 1'-11 1/2" deep.

Diagram A4: 3'-7" wide, 4'-6" high.

Diagram A8: 1'-0" wide, 1'-6" high, 1'-11 1/2" deep.

Diagram A17: 4'-0" wide, 2'-0" high, 1'-0" deep.

Diagram A18: 4'-2" wide, 1'-3" high, 1'-0" deep.

Diagram A23: 4'-8" wide, 4'-8" high, 2'-0" deep.

Diagram A20: 4" wide, 11" high, 3" deep, 8" wide.

Dimensions are to E bars

Bent	Mark	Number	Size	Length	Location
		Abut 1	Abut 2	Total	
	A2	6	#6	15'-8"	footing
	A4	38	#6	12'-7"	under bridge seat, vertical
	A8	21	#6	2'-6"	backwall to approach slab
	A17	10	#5	6'-0"	wing, horizontal
	A18	4	#6	5'-10"	" "
	A20	4	#6	4'-1"	curb & end post
	A23	0	#6	9'-0"	left wing, horizontal
Straight					
	A1	6	#6	40'-0"	footing
	A3	19	#6	5'-0"	" "
	A5	22	#5	19'-10"	breastwall, horizontal
	A6	8	#6	19'-2"	bridge seat
	A7	74	#6	5'-0"	breastwall, vertical
	A9	2	#6	5'-6"	wings, vertical
	A10	2	#6	6'-0"	" "
	A11	4	#6	6'-6"	" "
	A12	4	#6	6'-11"	" "
	A13	6	#6	7'-8"	" "
	A14	2	#6	8'-0"	" "
	A15	16	#6	8'-4"	" right wing vert. & horiz.
	A16	24	#6	2'-9"	" "
	A19	8	#6	3'-3"	curb
	A21	8	#6	1'-0"	granite curb to backwall
	A22	0	#5	10'-6"	left wing, horizontal
	A51	116	#6	14'-8"	approach slab
	A52	20	#4	31'-8"	" "

SUPERSTRUCTURE

Diagram F2: 4'-3 1/2" wide, 4'-2 1/2" high, 5' deep.

Diagram F1: 1'-8" wide, 1'-2" high, 6" deep.

Diagram R1: 2'-3" wide, 8" high.

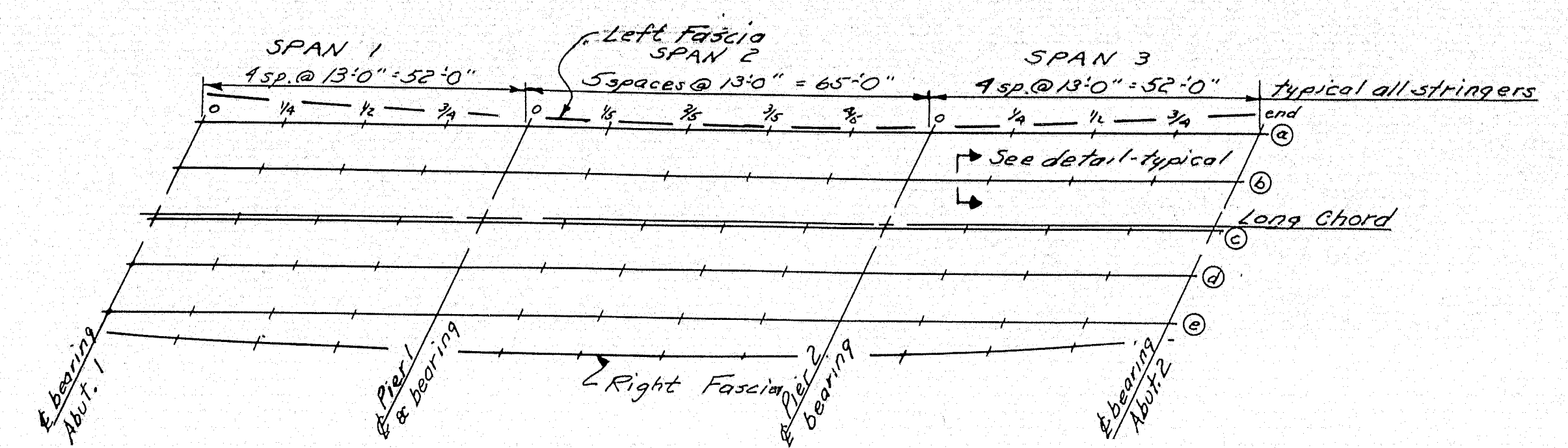
Diagram S2: 1'-10" wide, 8" high.

Diagram R2: 2'-9" wide, 8" high.

Bent	Mark	Number	Size	Length	Location
	F2	32	#6	38'-5"	slab, lateral
	S1	276	#4	5'-0"	slab to curb
	S2	276	#4	5'-6"	curb to rail parapet
	R1	16	#4	5'-2"	rail parapet to end post
	R2	4	#4	7'-0"	end post
	F6	82	#6	39'-0"	slab, lateral
	F7	32	#6	39'-0"	" "
Straight					
	F1	64	#6	37'-11"	slab, lateral
	F3	72	#6	20'-0"	" longitudinal - over piers
	F4	189	#5	40'-0"	" "
	F5	126	#5	27'-4"	" "
	C1	40	#4	18'-4"	curb & rail parapets
	C2	10	#4	14'-11"	" "
	C3	10	#4	16'-4"	" "
	C4	40	#4	15'-8"	" "
	F8	166	#6	38'-3"	slab, lateral
	F9	62	#6	38'-8"	" "

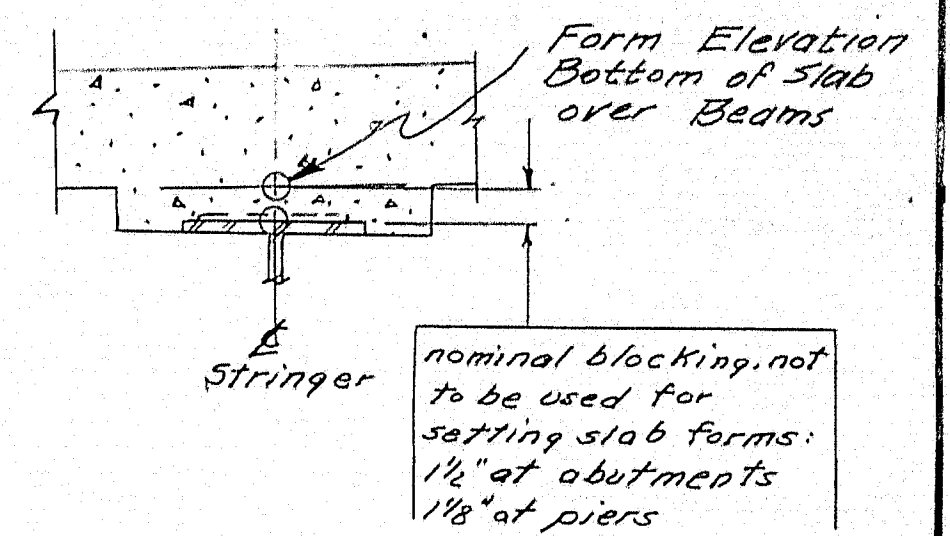
PIERS

Bent	Mark	Number	Size	Length	Location
		Pier 1	Pier 2	Total	
	P1	20	#6	6'-4"	bearing pad
Straight					
	P2	20	#5	3'-0"	bearing pad
	P3	106	#6	15'-3"	vertical
	P4	56	#5	4'-0"	" : footing dowels
	P5	32	#4	21'-9"	horizontal
	P6	28	#4	19'-9"	" "
	P7	0	#6	16'-3"	vertical



Note: To compensate for dead load deflections and irregularities in the rolling of steel, set the bottom of slab elevations at the points indicated before any of the slab forms are started.

FORM ELEVATIONS - BOTTOM OF SLAB								
Span	Point	a	b	c	d	e	Left Fascia	Right Fascia
1	0	651.34	651.53	651.71	651.90	652.11	652.29	652.07
	1/4	1.68	1.86	2.05	2.23	2.42	1.63	2.40
	1/2	2.00	2.18	2.36	2.55	2.73	1.95	2.71
	3/4	2.30	2.48	2.67	2.85	3.03	2.26	3.02
2	0	2.61	2.79	2.97	3.15	3.34	2.58	3.32
	1/4	2.94	3.12	3.30	3.48	3.66	2.91	3.65
	1/2	3.28	3.46	3.64	3.82	4.00	3.25	4.00
	3/4	3.60	3.78	3.96	4.14	4.32	3.57	4.32
3	0	3.91	4.09	4.27	4.44	4.62	3.87	4.62
	1/4	4.23	4.40	4.58	4.76	4.93	4.19	4.93
	1/2	4.57	4.74	4.92	5.09	5.27	4.53	5.26
	3/4	4.91	5.08	5.26	5.43	5.61	4.86	5.60
end	0	5.24	5.41	5.59	5.76	5.93	5.19	5.92
	end	5.55	5.72	5.89	6.07	6.24	5.49	6.22



DETAIL
See Ch. 8, "Curb Detail" for fascia elevation points

DESIGN - R. D. TRACE - B. H. CHECK - E. H. S.	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
SUNDAY RIVER BRIDGE IN THE TOWN OF BETHEL OXFORD COUNTY BLOCKING AND REINFORCING STEEL	
SHEET 10 OF 10 AUGUSTA, MAINE NOV. 1962	

M-1812

