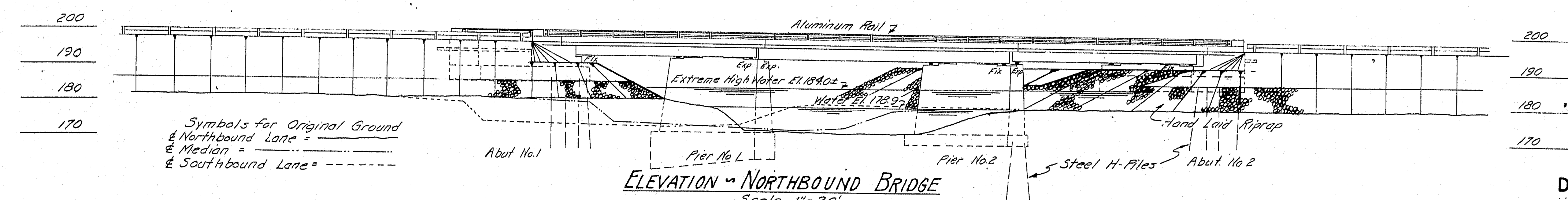
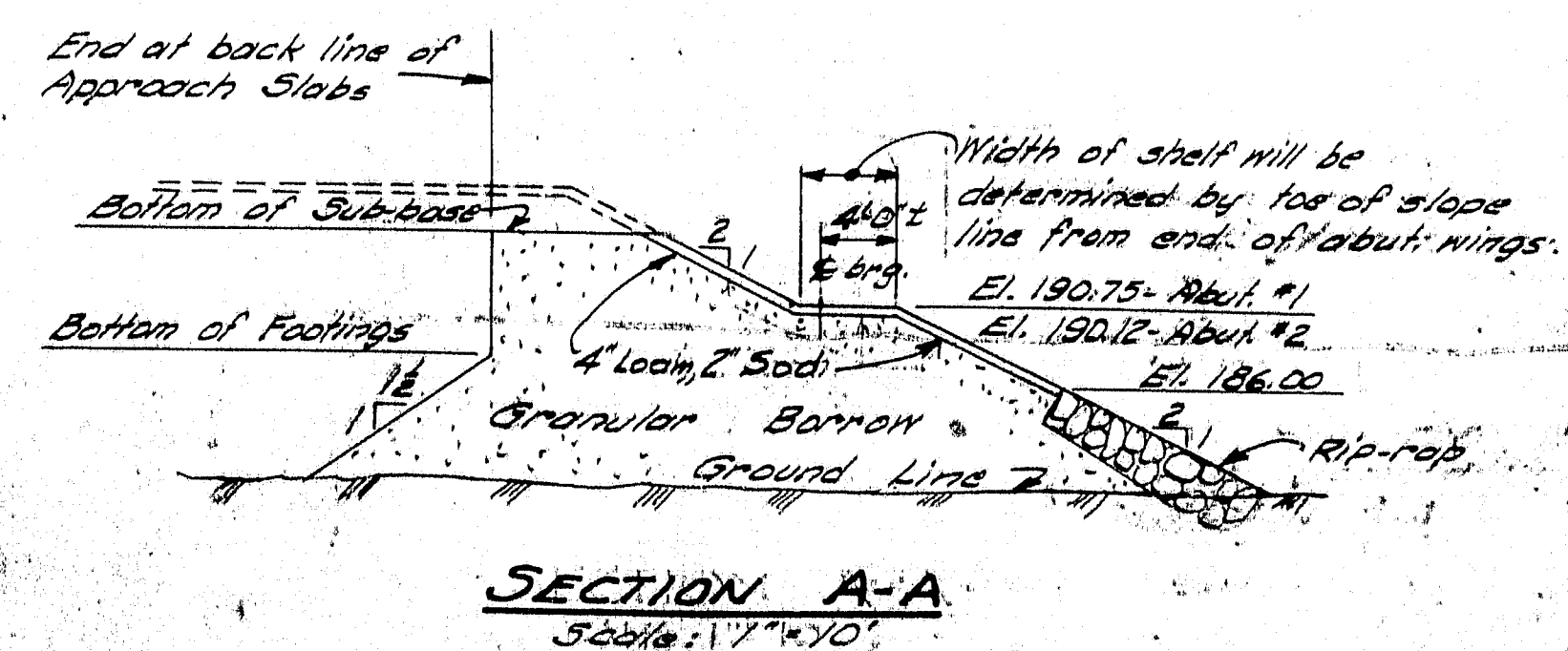


PLAN
Scale 1"=20'

This contract includes roadway construction up to the top of the gravel base course only.



ELEVATION - NORTHBOUND BRIDGE
Scale 1"=20'



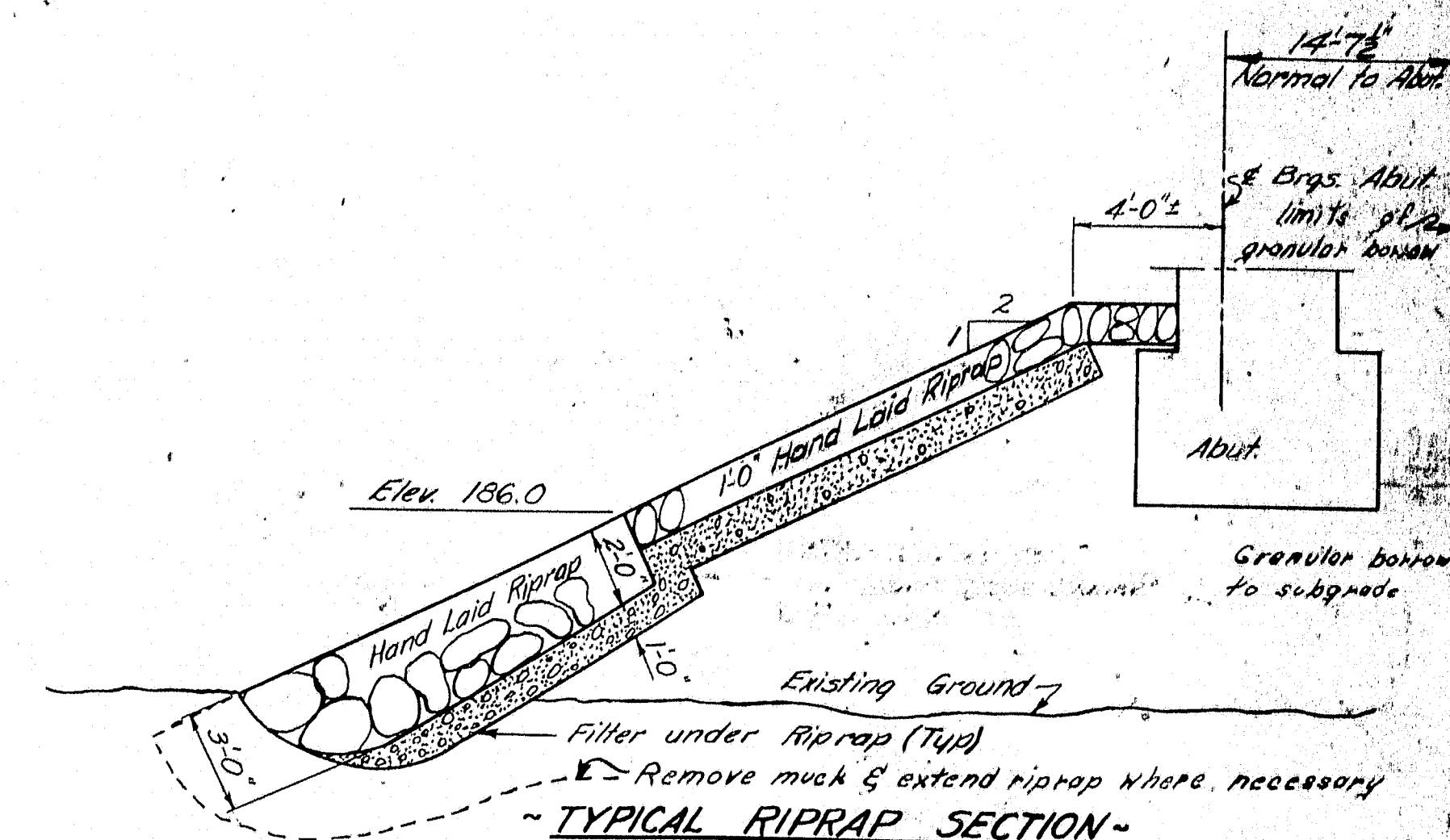
SECTION A-A
Scale 1"=10'

CONCRETE CLASSIFICATION

SUPERSTRUCTURE	CLASS A
APPROACH SLABS	CLASS A
ABUTMENTS (above footing)	CLASS A
ABUTMENTS (footing only)	CLASS B
PIERS	CLASS B
PIER 1, N.B. (seal)	CLASS S

**BRIDGE
ESTIMATED QUANTITIES**

Muck Excavation	1600 c.y.
Structural Earth Excavation, Drainage	50 c.y.
Structural Earth Excavation, Piers	540 c.y.
Earth Excavation	1800 c.y.
Granular Borrow	7200 c.y.
Portland Cement Concrete, Abutments & Retaining Walls	340 c.y.
Portland Cement Concrete, Piers	760 c.y.
Portland Cement Concrete, Piers (Placed under Water)	160 c.y.
Portland Cement Concrete, Roadway & Sidewalk Slabs on Steel Bridges	430 c.y.
Portland Cement	2,350 bbls.
Structural Steel, Fabricated & Delivered	353,700 lbs.
Structural Steel, Erection	353,700 lbs.
Structural Steel, Field Painting	353,700 lbs.
Bronze or Copper-Alloy Bearing & Expansion Plates, Delivered	280 lbs.
Bronze or Copper-Alloy Bearing & Expansion Plates, Placing	280 lbs.
Reinforcing Steel, Delivered	138,300 lbs.
Reinforcing Steel, Placing	138,300 lbs.
Shear Connectors, East Branch Sebasticook River Bridge	Lump Sum
Steel H-Beam Piles 42 lbs./ft.	2,600 lin. ft.
Cofferdams, Pier No. 1, Northbound	Lump Sum
Cofferdams, All Piers except Pier No. 1 Northbound	Lump Sum
Aluminum Rail	770 lb. ft.
Hand Laid Rip-rap	730 c.y.
Loom Borrow	50 c.y.
Sodding	280 sq. yd.
Seeding - Method No. 2	2 units
Hay Mulch	0.2 tons
Asphalt Mulch Binder	10 gals.



TYPICAL RIPRAP SECTION

DESIGN SPECIFICATIONS

A.A.S.H.O. STANDARD SPECIFICATIONS
FOR HIGHWAY BRIDGES 1957

LOADING

H20-S16-44 AS MODIFIED FOR INTERSTATE
fs = 18,000 fc = 1200 n = 10

CONTRACT SPECIFICATIONS

STATE OF MAINE, STATE HIGHWAY COMMISSION
STANDARD SPECIFICATIONS REVISION OF JAN. 1956

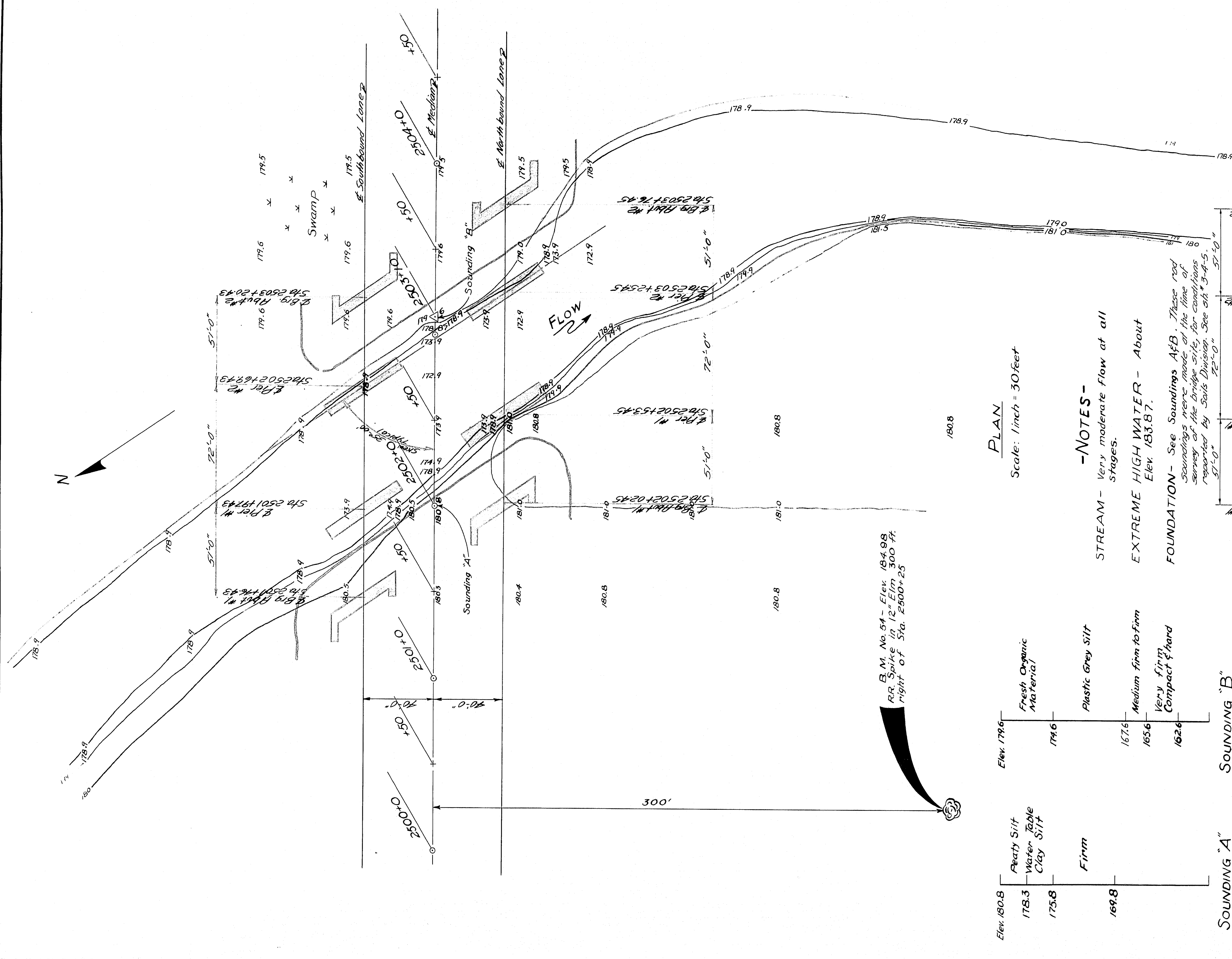
TRAFFIC

A.D.T.	1960	5620	6110
A.D.T.	1980	7900	8520
D.H.V.		185	1020
D.		60%	60%
T.		10%	11%
V.		60 m.p.h.	

PLAN - F. BARNES TRACE - F. BARNES CHECK - F. BARNES	BRIDGE NO. SURVEY - PILOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
EAST BRANCH SEBASTICOOK RIVER BRIDGE	
IN THE TOWN OF NEWPORT	
PENOBSCOT COUNTY	
GENERAL PLAN	
SHEET / OF 13	AUGUSTA, MAINE

1966

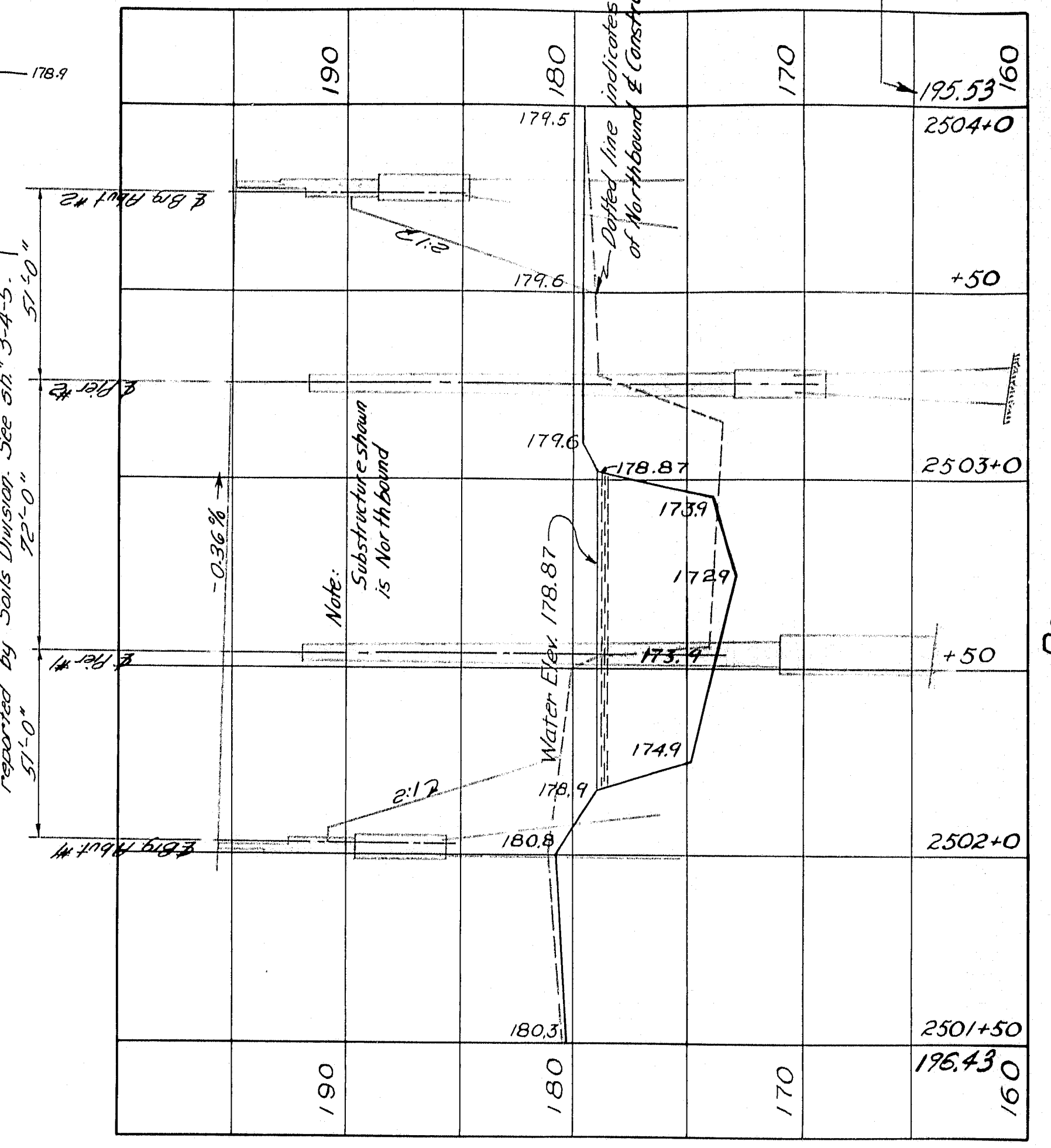
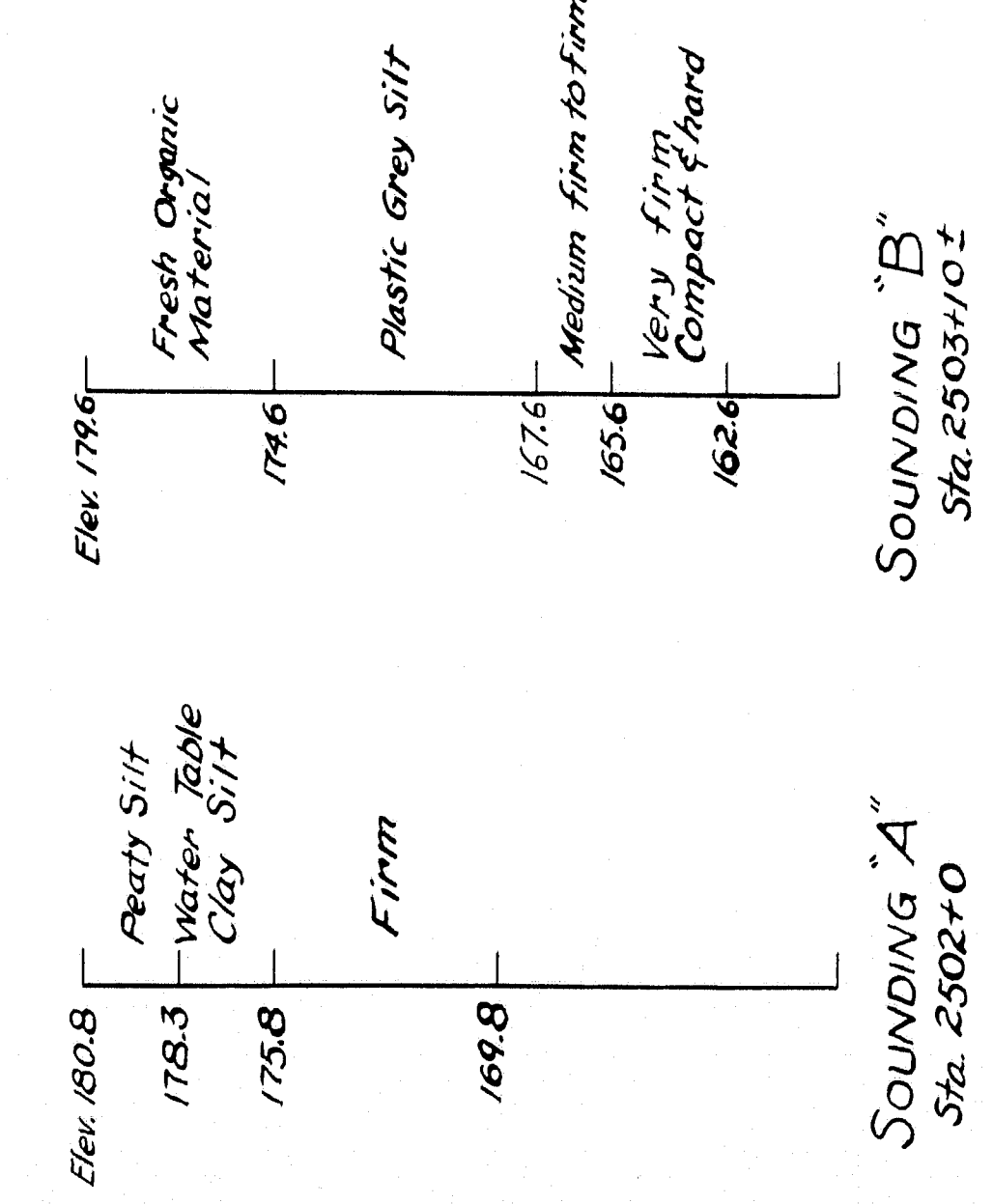
Note: Finished grades shown for Sta. 2501+50 and Sta. 2504+00 are for North and South Bound Lanes.



PLAN
Scale: 1 inch = 30 feet

-NOTES-
STREAM - Very moderate flow at all stages.
EXTREME HIGH WATER - About Elev. 183.87.

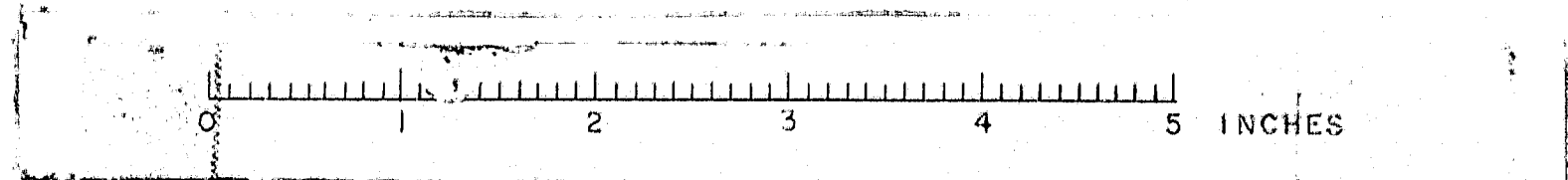
FOUNDATION - See Soundings AFB. These rod soundings were made at the time of survey of the bridge site, for conditions reported by Soils Division. See sheets 5-4-5, 5-1-0, 5-1-0.

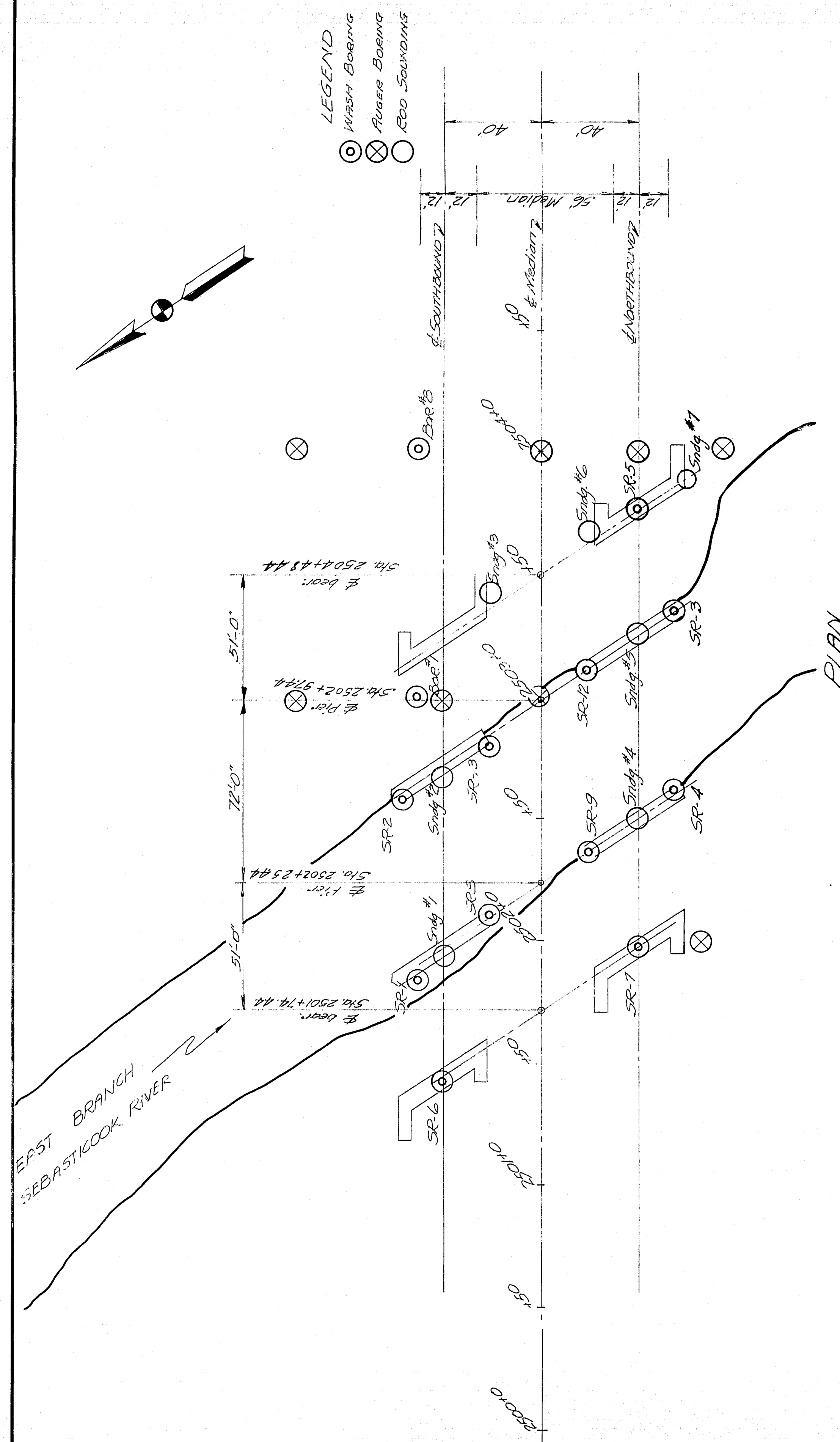


PROFILE
Scale: Hor. 1 in. = 30 ft., Vert. 1 in. = 5 ft.

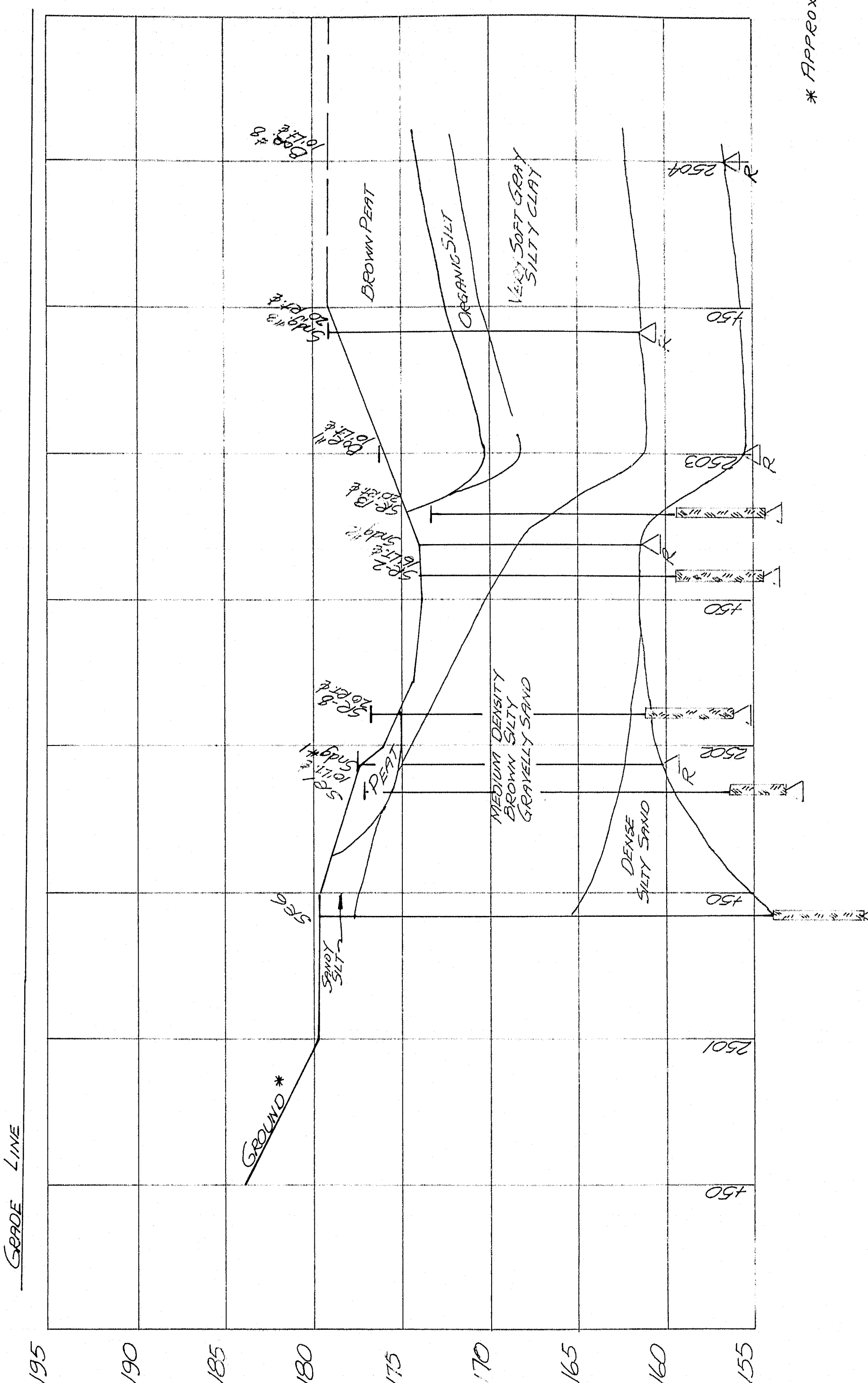
DESIGN - DORITY
SURVEY - DORITY
CHECK - DORITY
BRIDGE NO. 1
SURVEY - BLAKE
PLOT - DORITY
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
EAST BRANCH SEBASTICOOK RIVER BRIDGE
IN THE TOWN OF
NEWPORT
PENOBSCOT COUNTY
SURVEY
SHEET 2 OF 13 AUGUSTA, MAINE JAN., 1959

M-1627



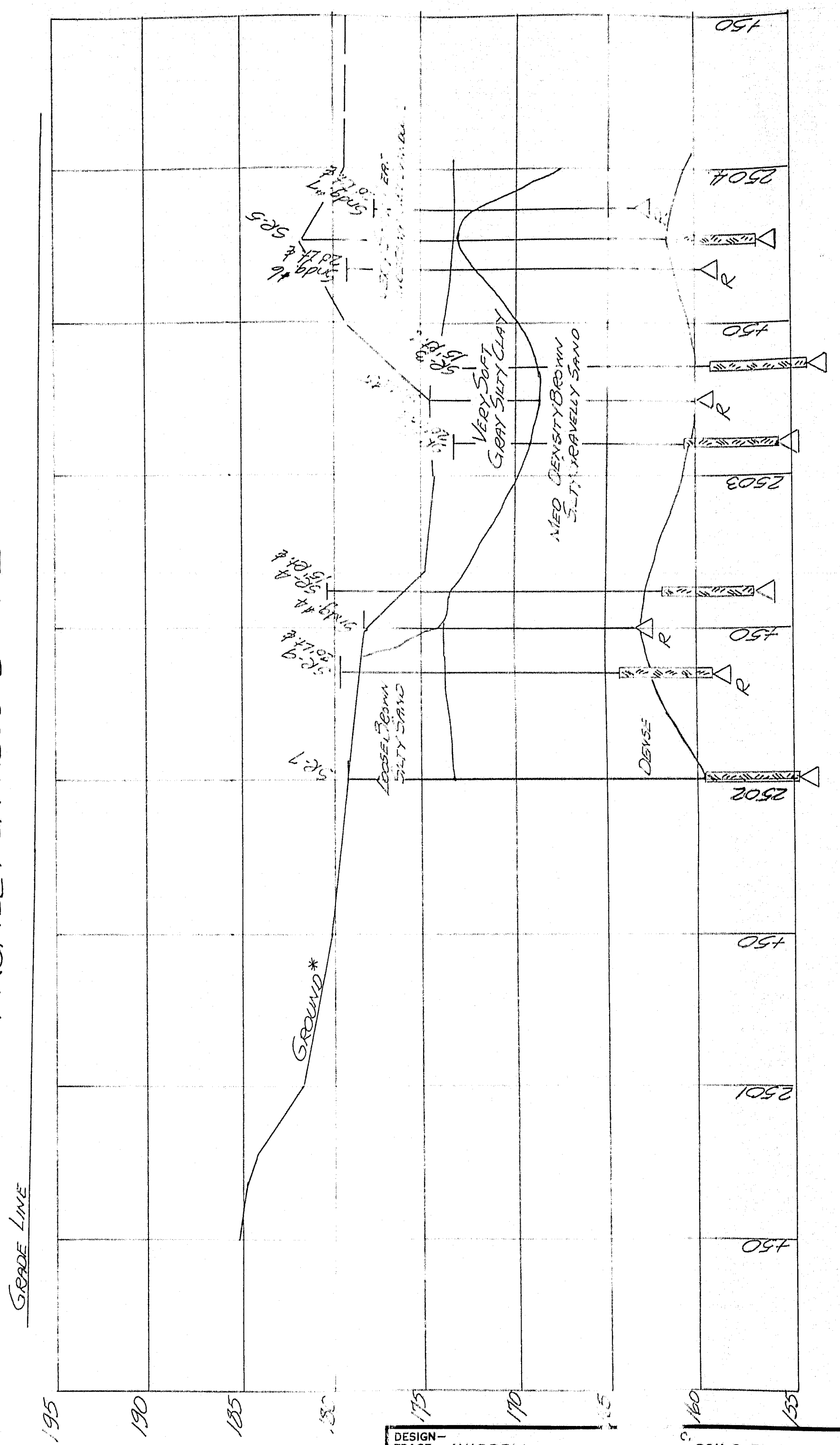


PROFILE - SOUTHBOUND LANE



* APPROXIMATE

PROFILE - NORTHBOUND LANE



DESIGN - MURRELL
TRACE - MURRELL
CHECK - MURRELL

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

**EAST BRANCH SEBASTICOOK
RIVER BRIDGE**

IN THE TOWN OF
NEWPORT

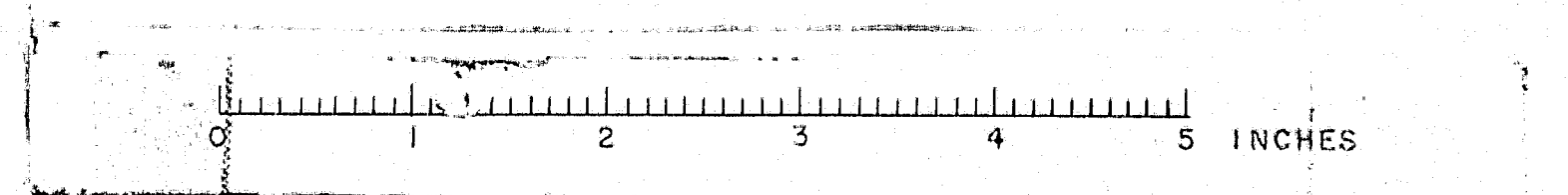
PENOBSCOT COUNTY

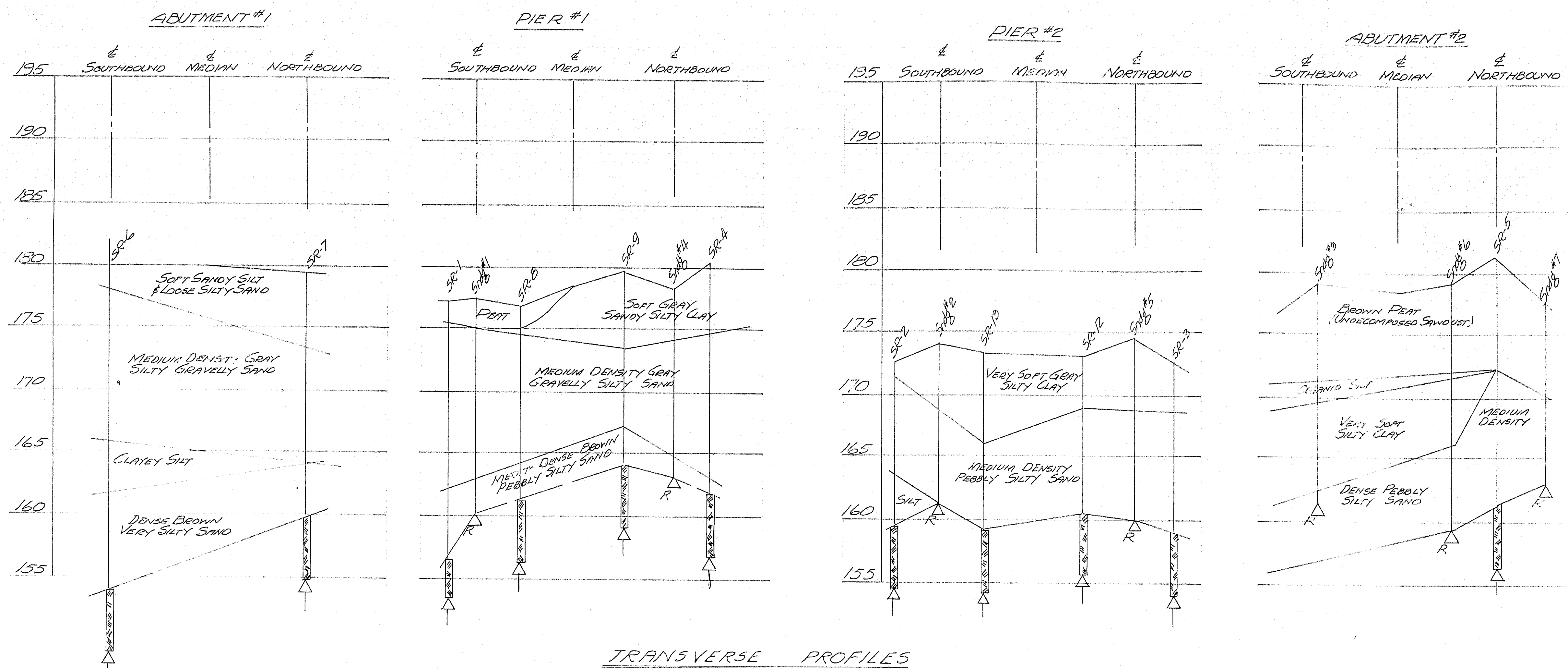
SOILS PROFILES

SHEET 3 OF 13 AUGUSTA, MAINE APRIL 1959

M-1628

(22)





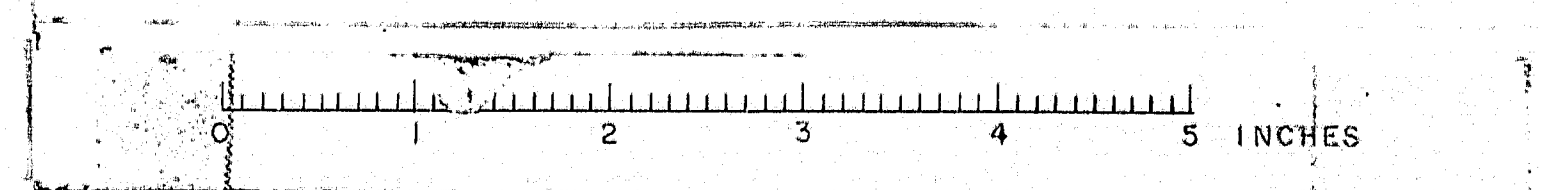
NOTE: BORING ELEVATIONS BASED ON 2' GROUND ELEVATION AT STA. 2200+50.17 (N. P. 195) WHICH WAS CONFIRMED USING BENCH MARK: P. 1. R. 1. P. 2. B.M. #54 HAD BEEN DESTROYED IN CLEARING FOR NEW R.W.

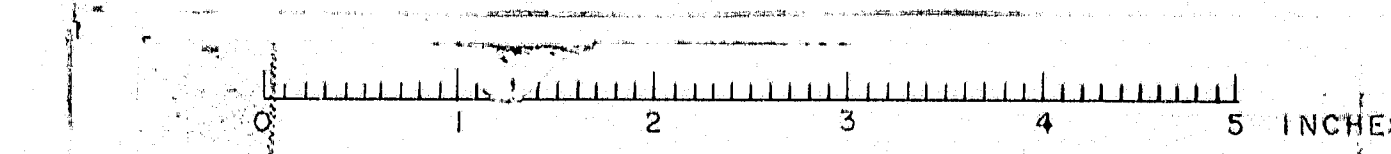
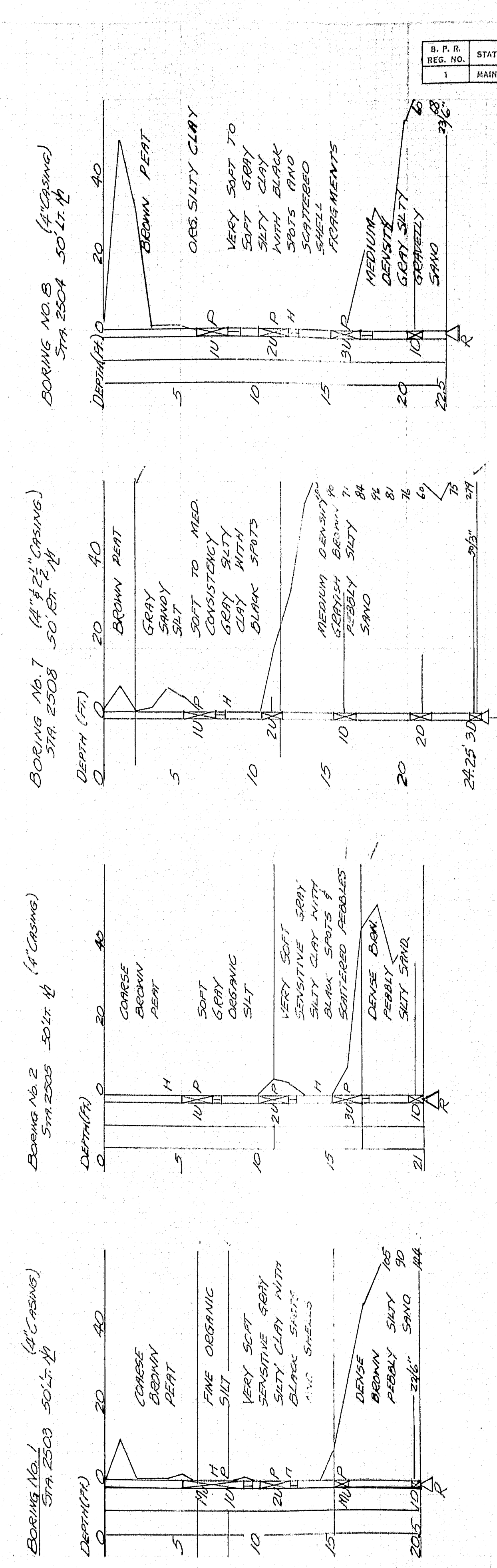
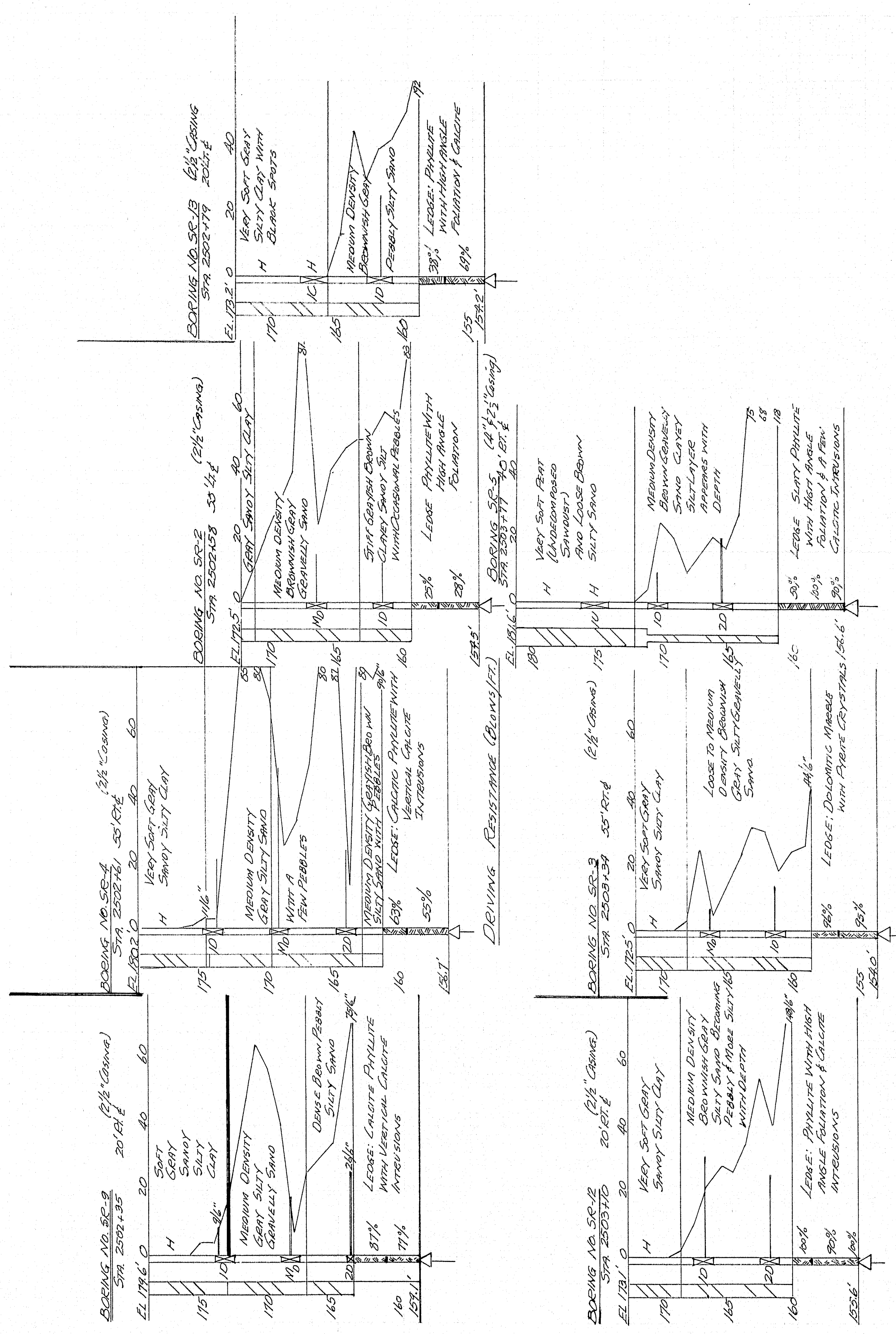
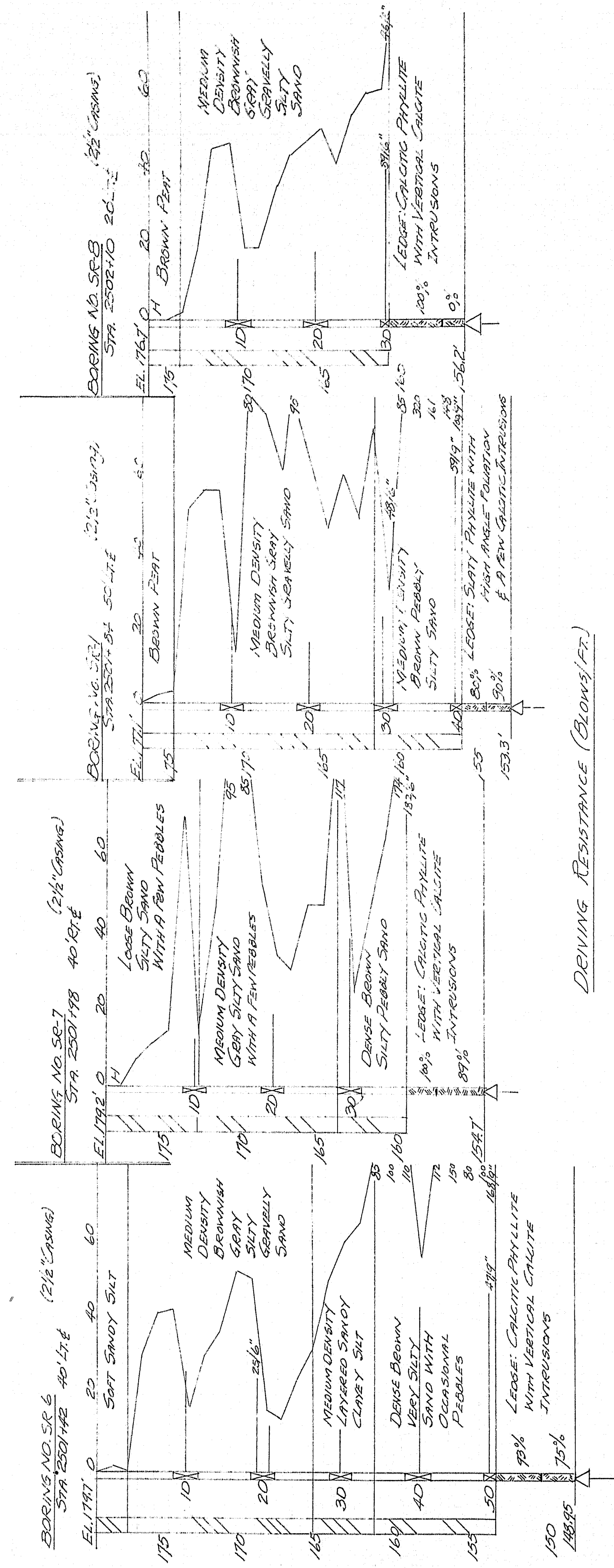
LEGEND

- Number of blows of 275# Hammer falling 18" required to drive extra heavy casing one foot. (Graphical)
- Locations and designation of "dry" samples taken in 5 ft. sampler #1290. ID
- Locations and designation of "dry" samples taken in 2" O.D. 16 ga. seamless tubing. ID
- Location and designation of "dry" sample taken in 3 1/2" O.D. 16 ga. seamless tubing. ID
- Location and designation of wash samples. IW
- Unsuccessful attempts to secure dry sample indicated thus, followed by sampler. M
- Location of field vane test. V
- Number of blows of 275# Hammer falling 18" required to drive spoon or tubing one foot. (Graphical)
- Sampling spoon or seamless tubing driven by static weight of drill rods and 275# hammer. H
- 3 1/2" O.D. "dry" samples taken with piston sampler. P
- Bottom of boring. U
- Refusal of drill rods or casing. R
- Percent recovery of rock core by diamond bit. 71%

DESIGN - MURRELL
TRACE - MURRELL
CHECK - ONE
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
EAST BRANCH SEBASTICOOK
RIVER BRIDGE
IN THE TOWN OF
NEWPORT
PENOBSCOT COUNTY
SOILS PROFILES
SHEET 4 OF 13
AUGUSTA, MAINE APRIL 1959

M-1629

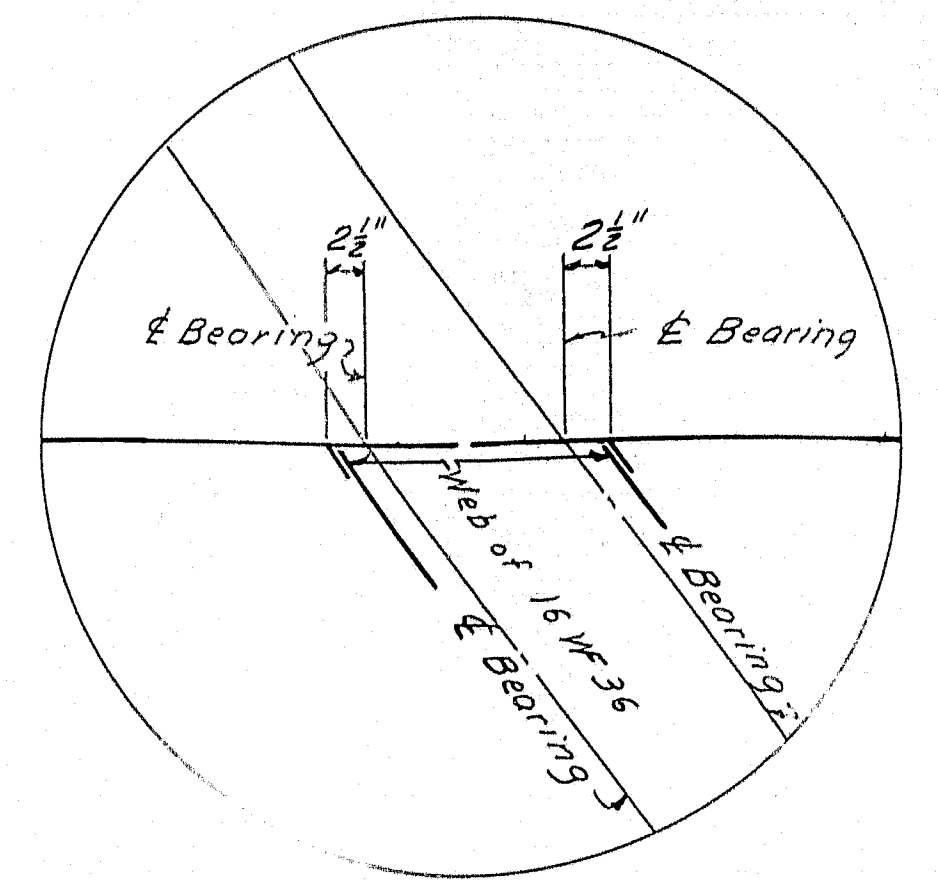
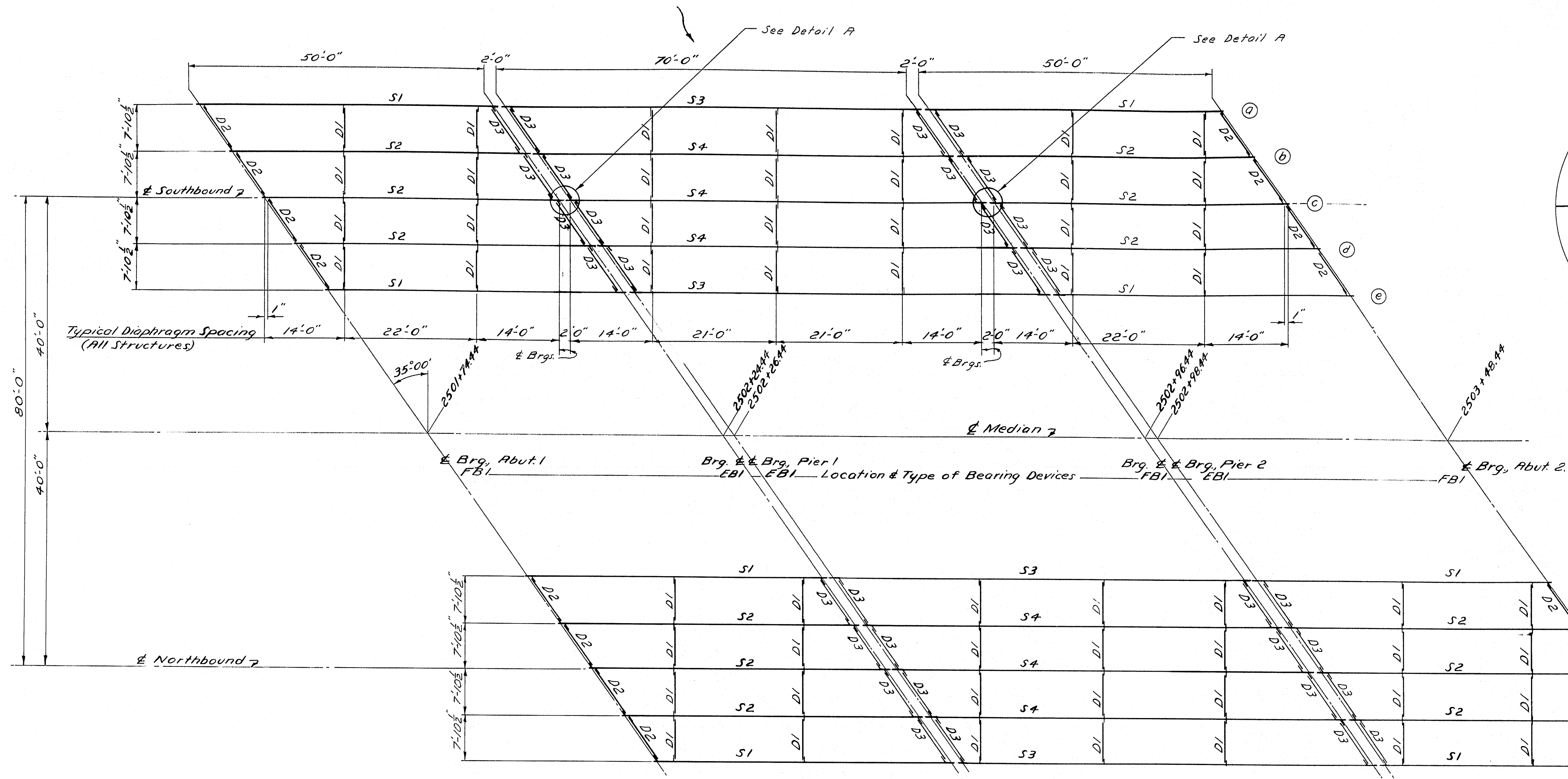




EAST BRANCH SEBASTICOOK RIVER
M-1630 BRIDGE
Sta 45 of 13 NEWPORT

S. P. R.	STATE	PROJECT NUMBER	SHEET	DATE
1	MAINE	X-27-95	24	76

BORINGS



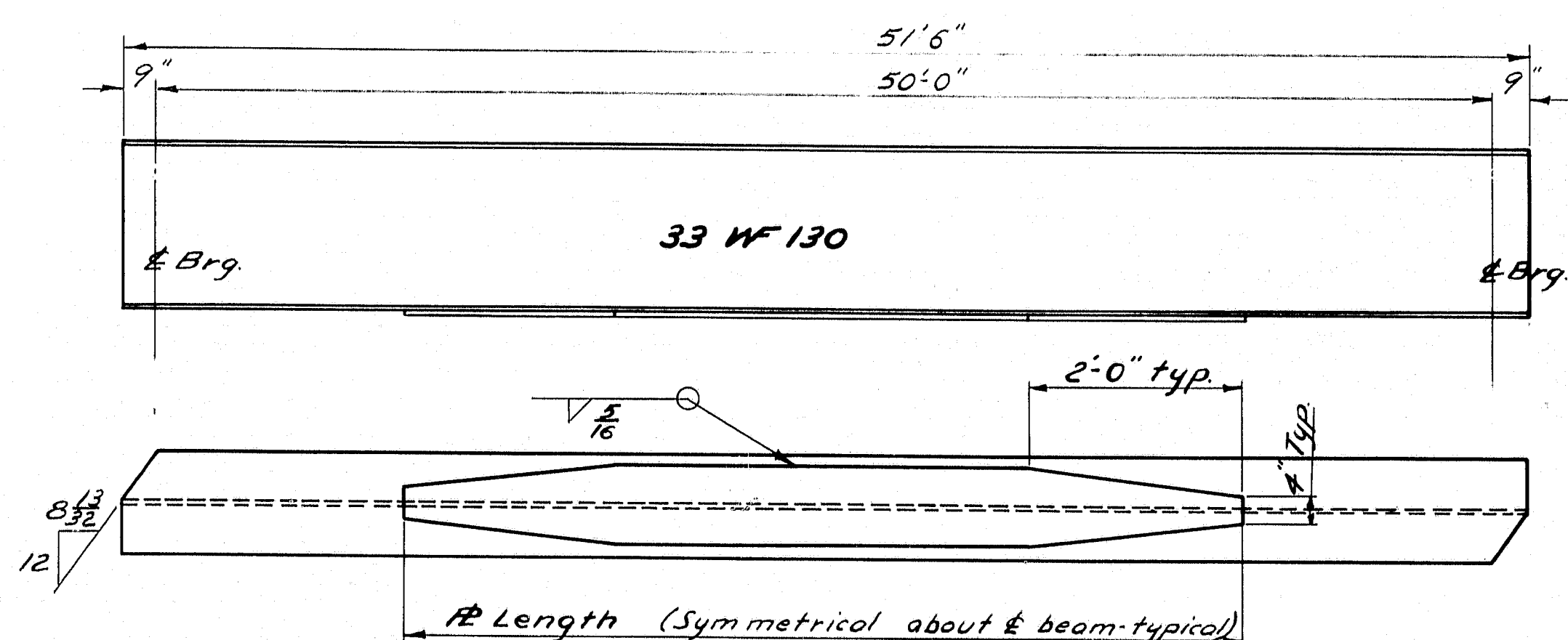
DETAIL A

Design & Detail: A.A.S.H.O., 1957.

Specifications: Fabrication & Erection - State of Maine, Standard Specifications Highways & Bridges, Revision of January, 1956.

ERECTION DIAGRAM

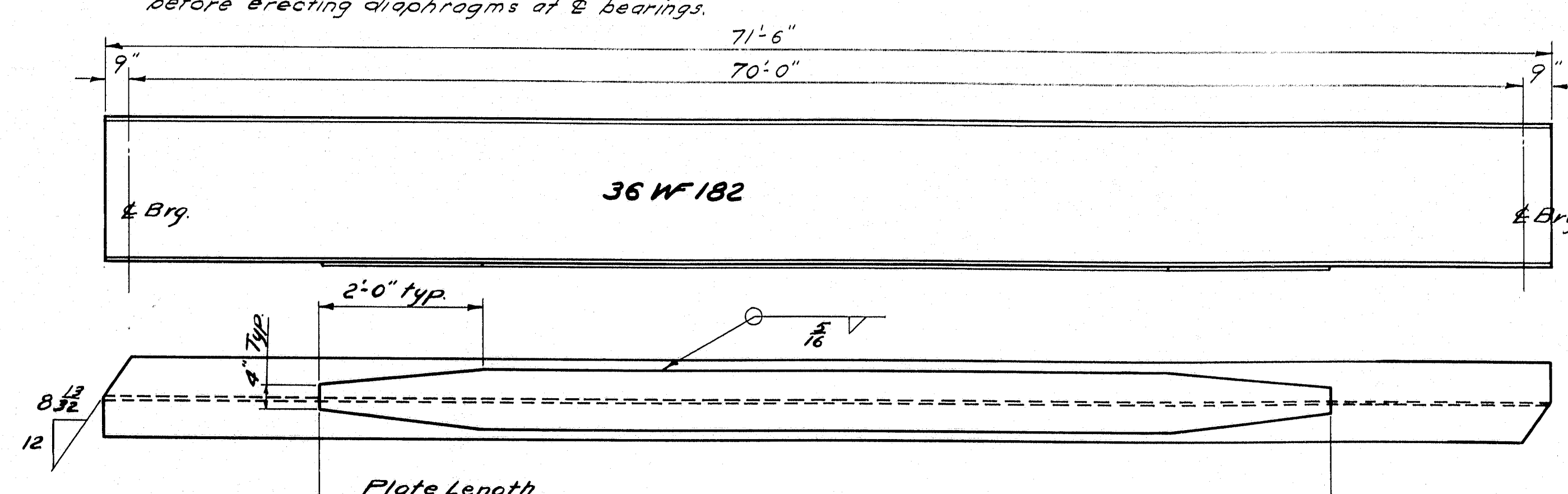
Note: Holes to be drilled in bridge seats and anchor bolts for bearing devices set before erecting diaphragms at bearings.



S1 & S2

S1 - 33 W 130 x 51'-6" with 12 7" x 3/8" x 33'-0" 8 Req'd.
S2 - 33 W 130 x 51'-6" with 12 9" x 3/8" x 35'-0" 12 Req'd.

No Camber Req'd.
Any natural Camber to be placed up.



S3 & S4

S3 - 36 W 182 x 71'-6" with 12 9" x 1" x 50'-0" 4 Req'd.
S4 - 36 W 182 x 71'-6" with 12 10" x 1 1/4" x 52'-6" 6 Req'd.

No Camber Req'd.
Any natural Camber to be placed up.

Materials

Beams & cover plates shall conform to Specification A.S.T.M. Designation A-373. Other steel members shall conform to Specification Designation A-373 or A-7.

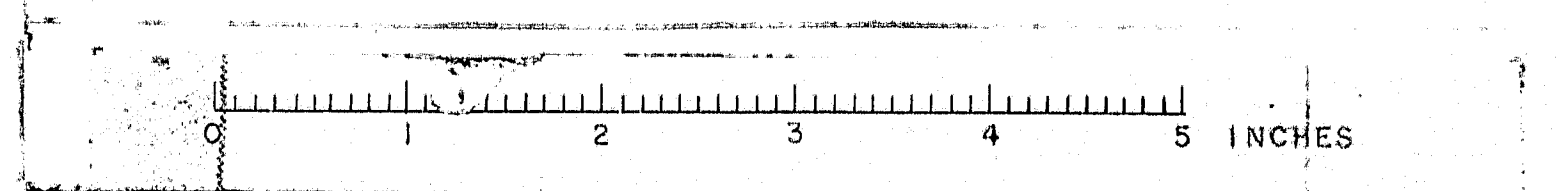
Note

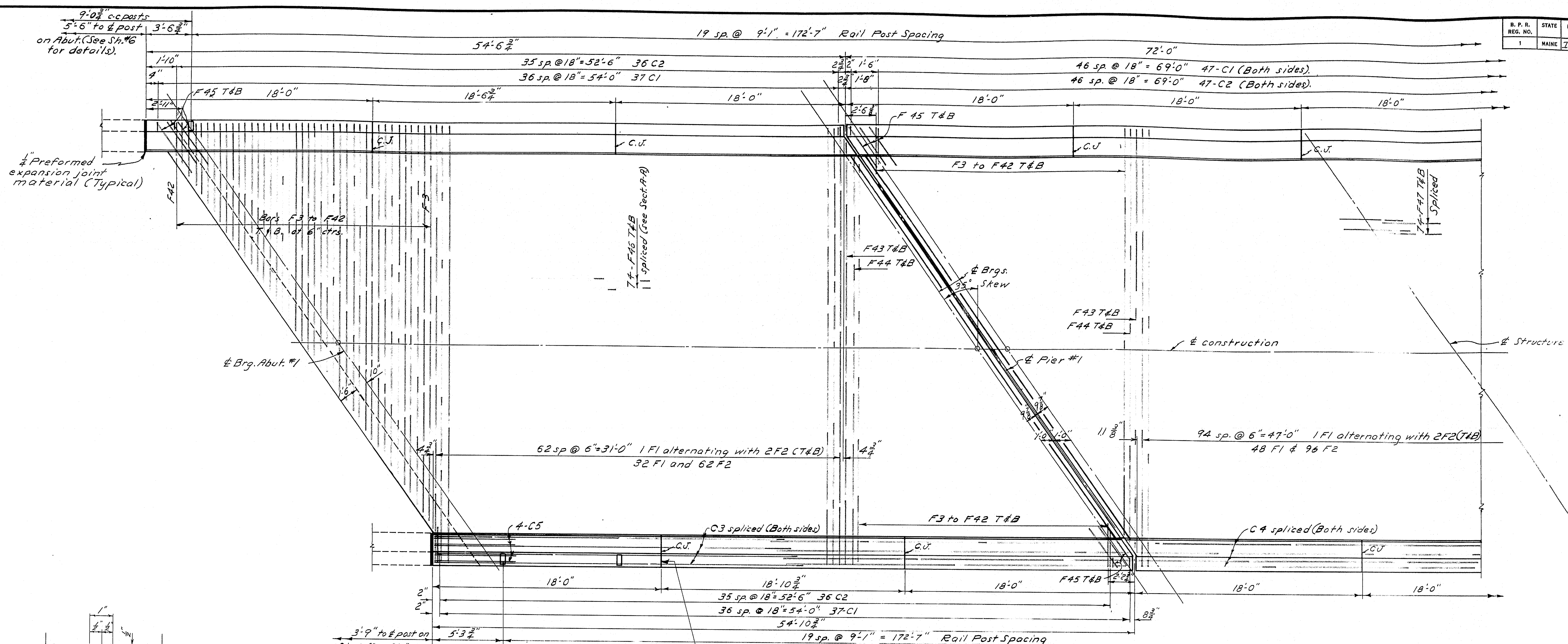
No paint top and sides of top flanges of Beams and diaphragms D3 and any other areas to be in contact with concrete.

DESIGN - COFFIN	NO.
TRACE - V. SMITH	
CHECK - C. W.	
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
EAST BRANCH SEBASTICOOK RIVER BRIDGE	
IN THE TOWN OF NEWPORT	
PENOBSCOT COUNTY	
STRUCTURAL STEEL	
SHEET 9 OF 13	AUGUSTA, MAINE
FEB. 1960	

M-1634

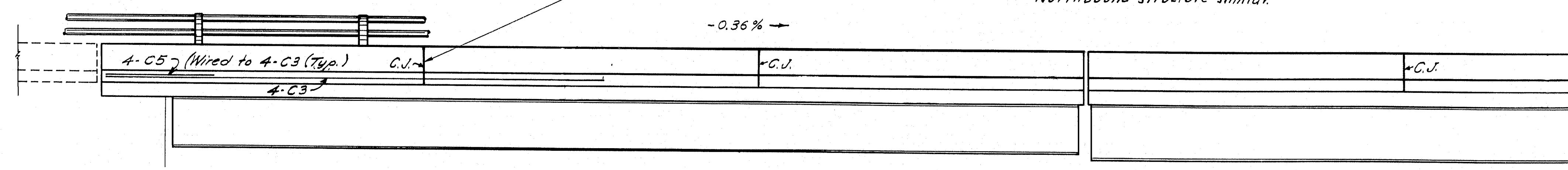
28



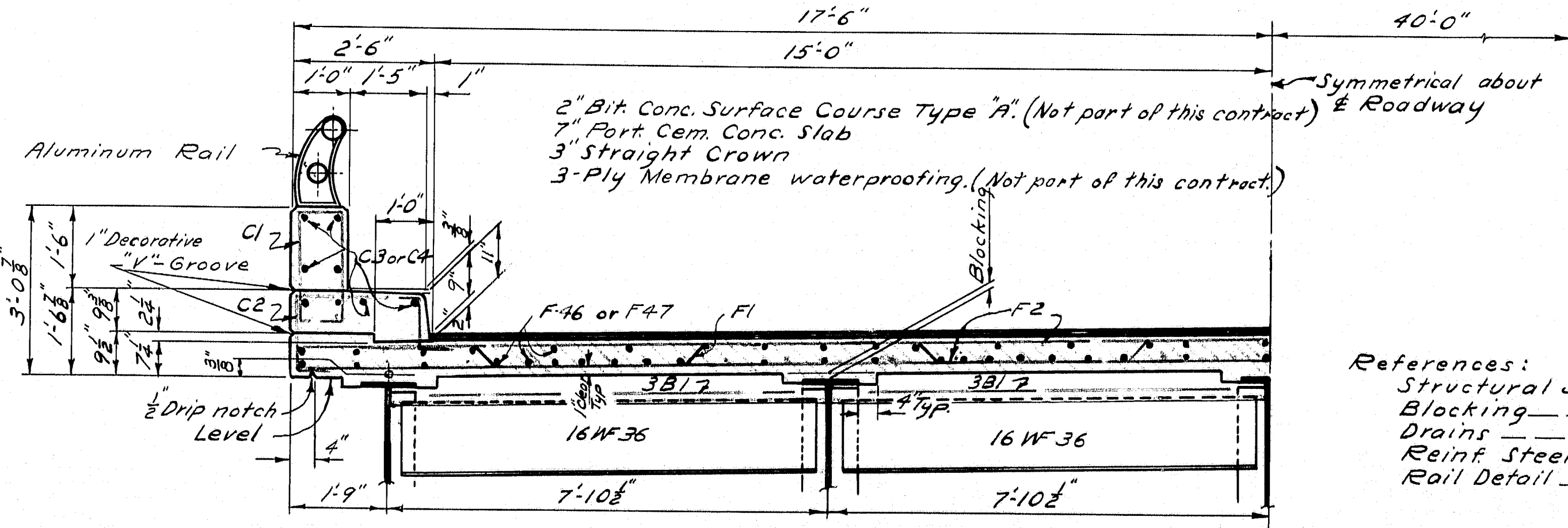


PART PLAN SOUTHBOUND STRUCTURE
Rotate 180° for opposite end
Northbound structure similar.

DETAIL 1" V-GROOVE

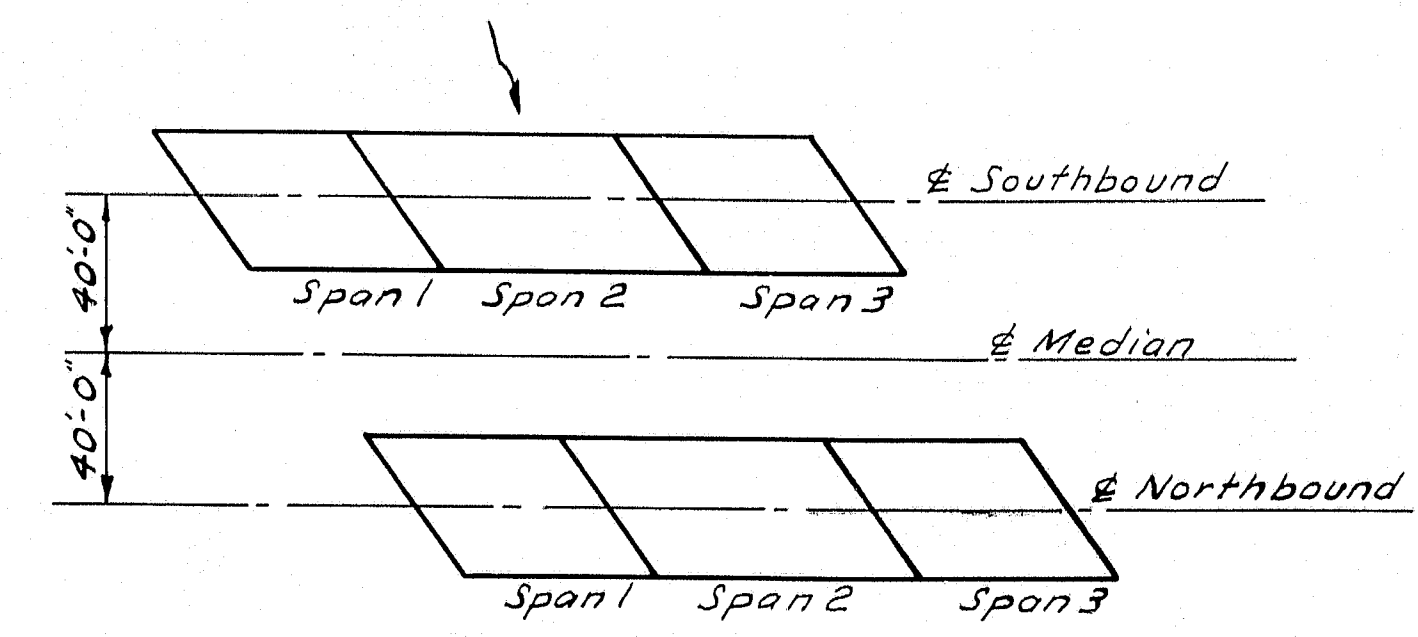


PART SIDE ELEVATION



HALF TRANSVERSE SECTION (At Pier Joint)

- References:
- | | |
|------------------|-------------|
| Structural Steel | Sh # 9 & 10 |
| Blocking | 12 |
| Drains | 13 |
| Reinf. Steel | 13 |
| Rail Detail | 12 |



KEY
LOCATION PLAN

Note: Work this sheet with sheet 12.

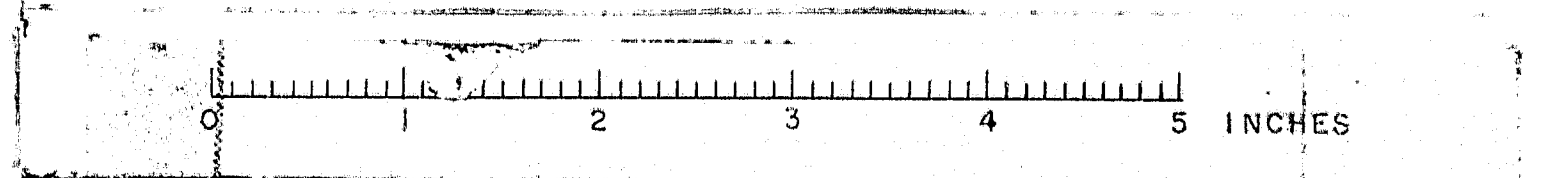
The curb steel is to be in place before the concrete for the slab is placed.
The rail curb steel is to be in place before the concrete for the curbs is placed.
The vertical contraction joints are to be coated with a suitable grade of Asphaltic paint applied to the contact surface.
Concrete for curbs is not to be placed until concrete in superstructure slabs has been in place for a minimum period of 7 days. During the 7 day period, form work may be placed but hand equipment only shall be allowed on the slab.

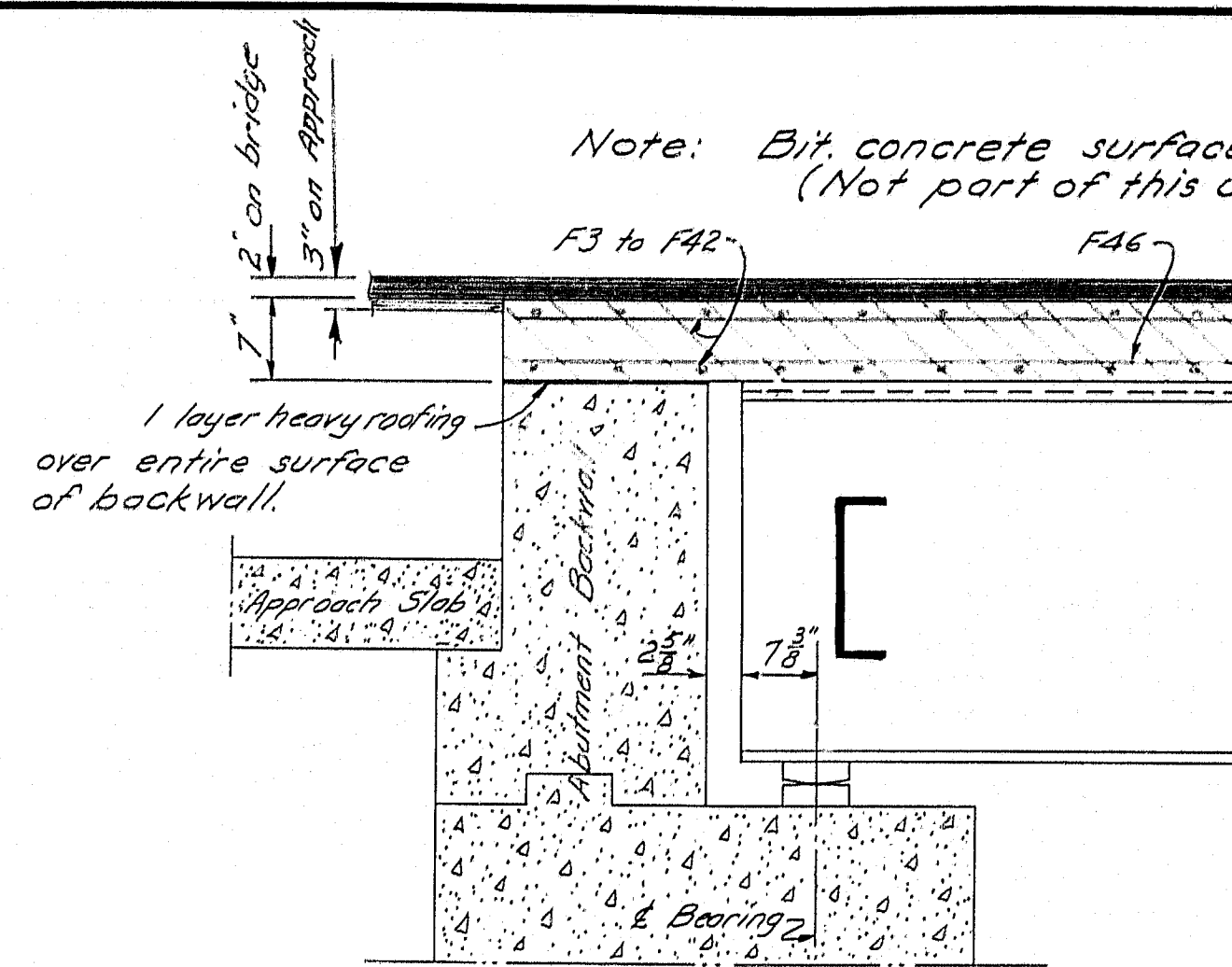
DESIGN - PORTER & FOSTER
TRACE - V. SMITH
CHECK - C. H. H.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

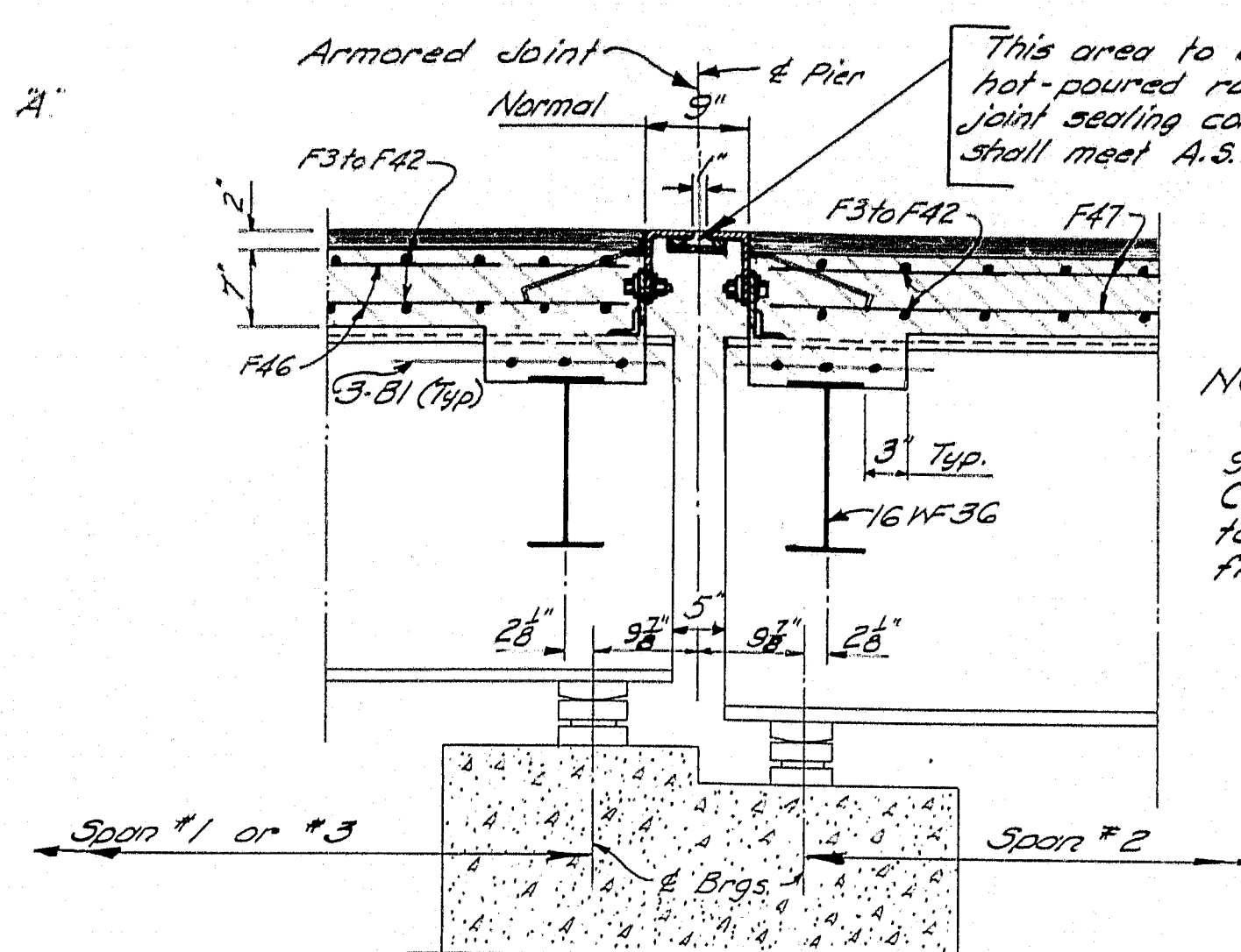
EAST BRANCH SEBASTICOOK RIVER BRIDGE
IN THE TOWN OF
NEWPORT
PENOBSCOT COUNTY
SUPERSTRUCTURE

M-1636

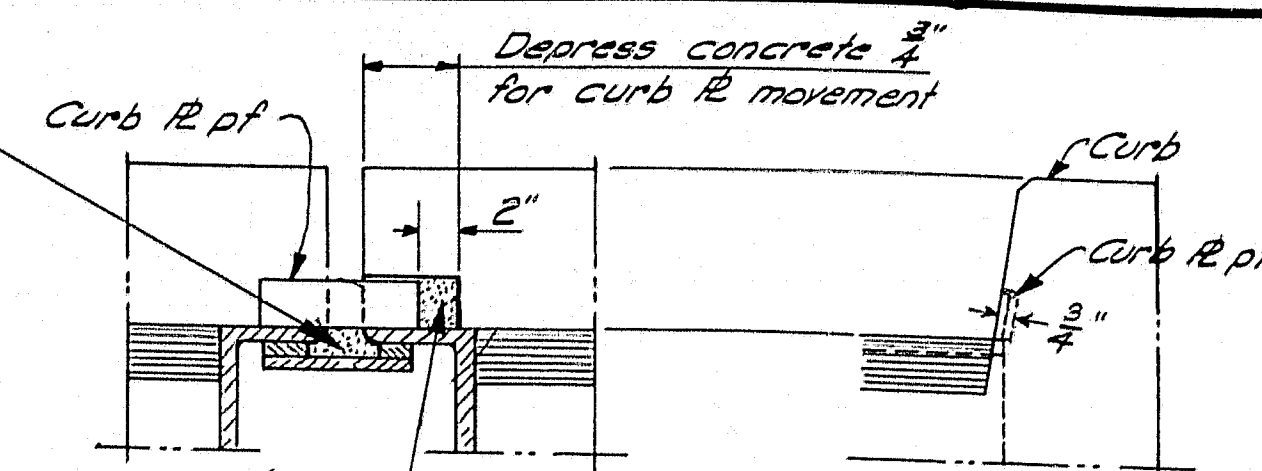




~ SECTION AT ABUTMENT ~
Normal to backwall

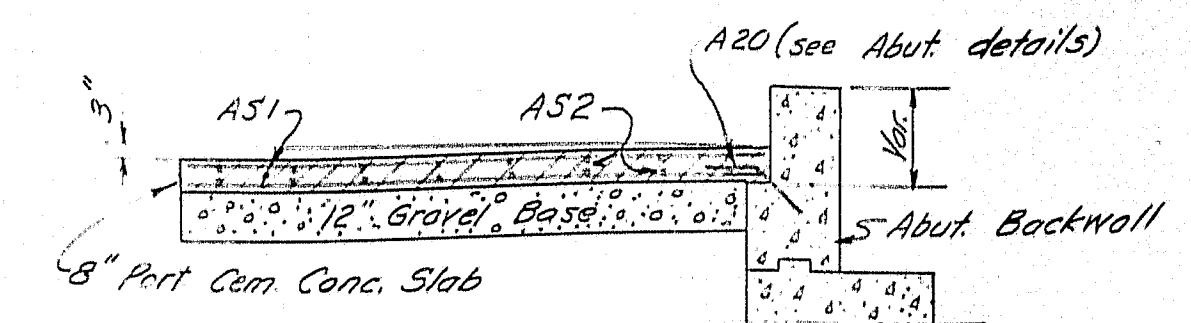


~ SECTION AT PIER ~
Normal to pier
(Pier 1 shown)



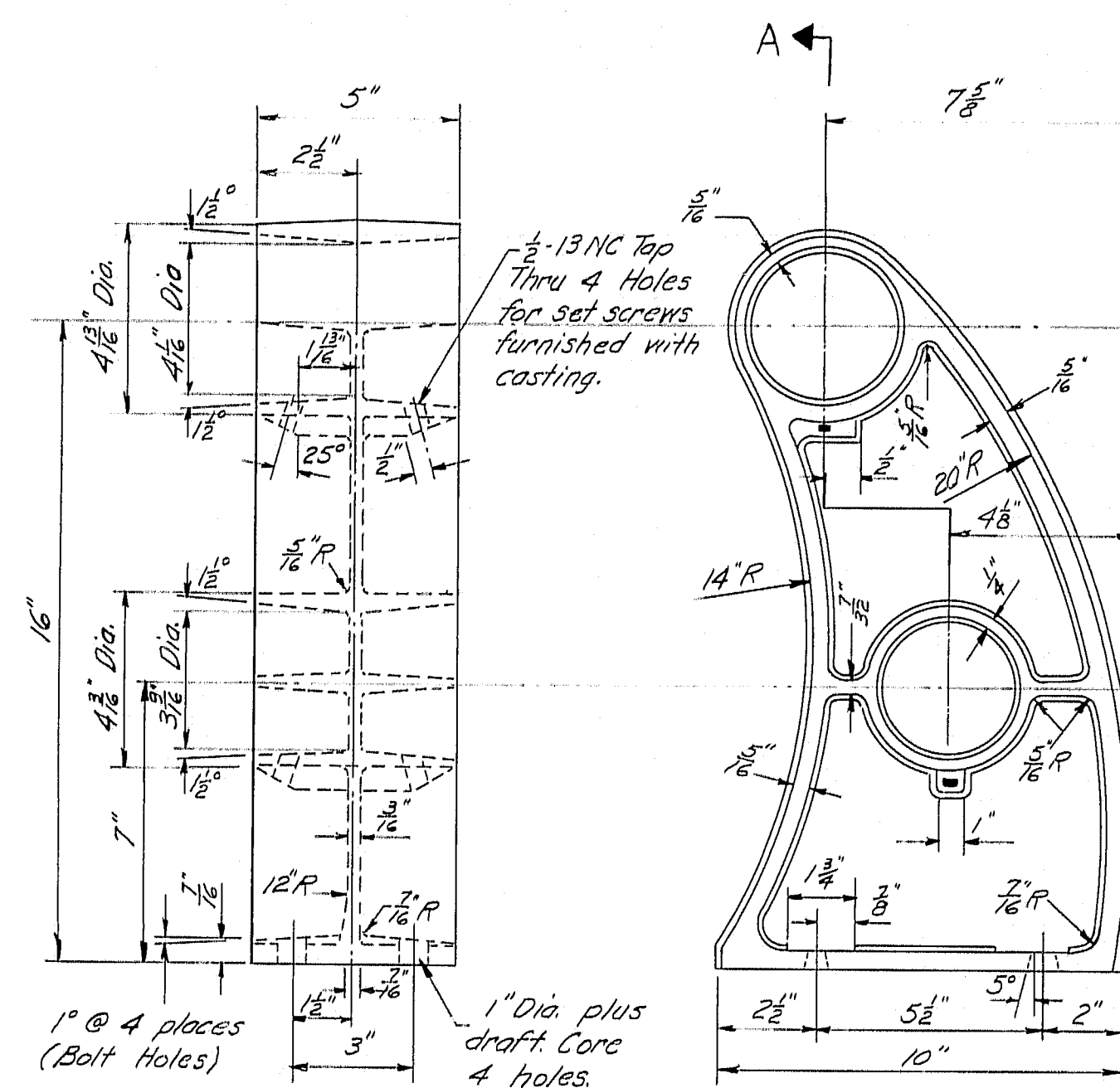
CURB DETAIL
@ Armor joint

Note: Concrete in approach slabs will be paid for under Item 701-40, Portland Cement Concrete, Roadway and Sidewalk Slabs on Steel Bridges.



Note: Reinforcing steel 1" clear top & bottom.

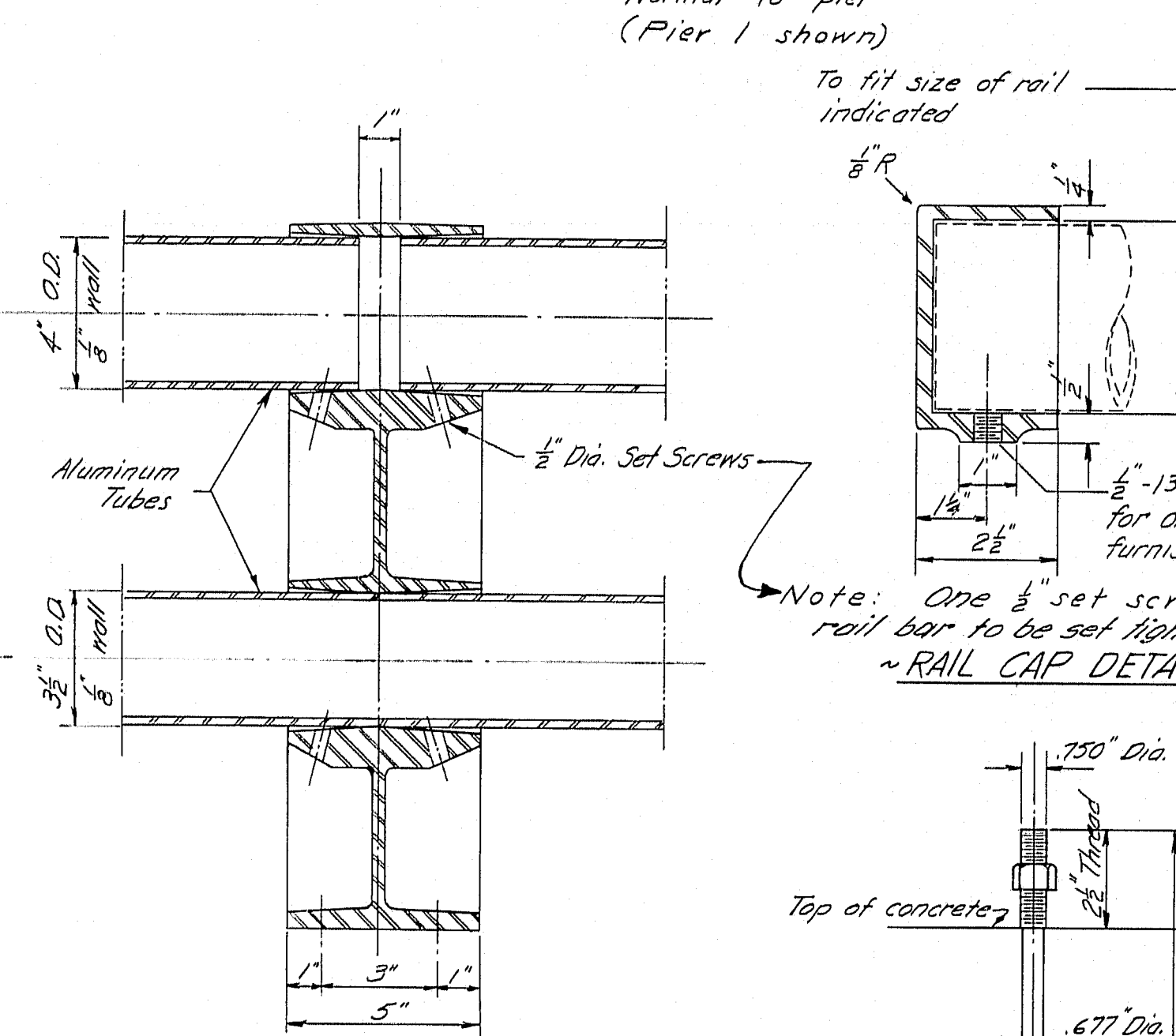
~ SECTION A-A ~



~ REAR ELEVATION ~

~ END ELEVATION ~

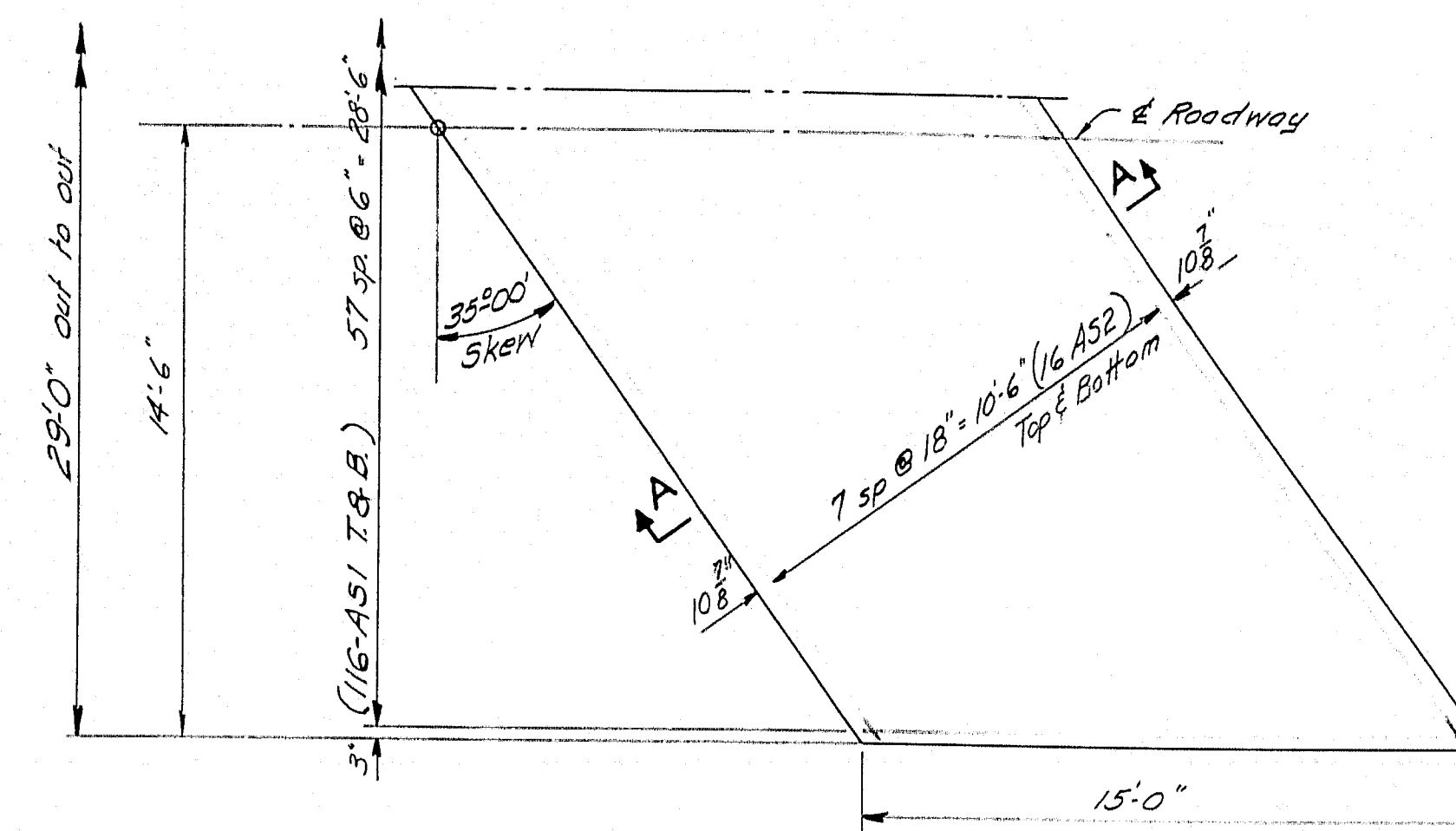
~ POST DETAILS ~



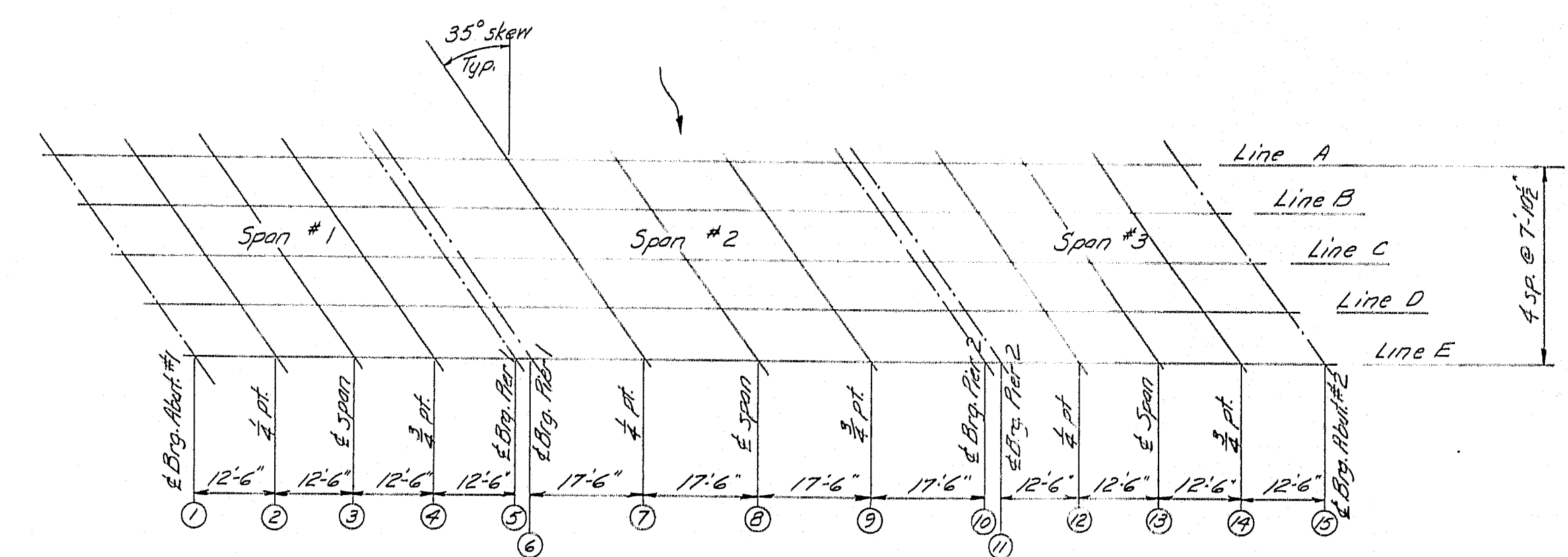
~ SECTION A-A ~

~ ANCHOR BOLT DETAIL ~
4 Req'd. each post

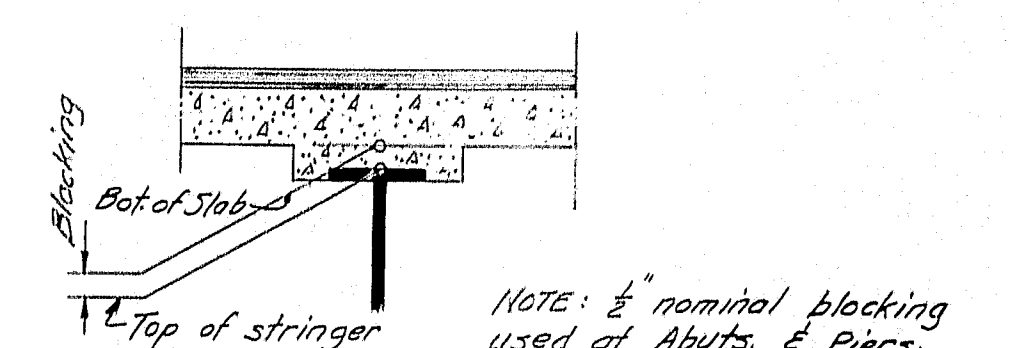
NOTE: Portion of anchor bolt to be imbedded in concrete shall be coated with zinc chromate paint by the fabricator before shipment. Set anchor bolts normal to parapet grade.



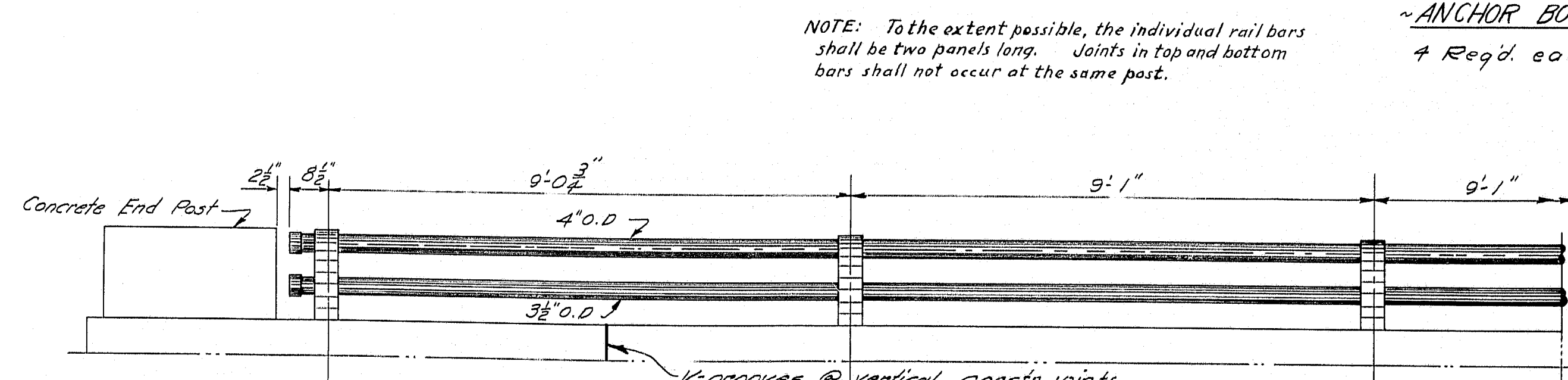
APPROACH SLAB
Note: For other half Rotate 180°



~ BLOCKING DIAGRAM ~



~ BLOCKING DETAIL ~



~ SIDE ELEVATION ~

~ ALUMINUM RAIL DETAILS ~

Note: Furnish 1/2" aluminum alloy shims for providing adjustment in height of Rail Posts, the number of shims to be one-half the number of posts.

BOTTOM OF SLAB ELEVATIONS																								
SOUTH BOUND STRUCTURE																								
Point	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Line A	195.47	195.46	195.43	195.37	195.29	195.28	195.29	195.26	195.16	195.03	195.02	195.02	194.98	194.93	194.84									
Line B	195.58	195.57	195.54	195.48	195.40	195.39	195.40	195.37	195.27	195.14	195.13	195.13	195.09	195.03	194.95									
Line C	195.69	195.69	195.65	195.60	195.57	195.50	195.57	195.48	195.39	195.25	195.24	195.24	195.20	195.15	195.06									
Line D	195.34	195.34	195.30	195.25	195.36	195.35	195.36	195.33	195.23	195.10	195.09	195.09	195.05	195.00	194.91									
Line E	195.39	195.38	195.35	195.29	195.21	195.20	195.21	195.18	195.08	194.95	194.94	194.94	194.90	194.85	194.76									
NORTH BOUND STRUCTURE																								
Line A	195.27	195.26	195.23	195.17	195.09	195.08	195.09	195.05	194.96	194.83	194.82	194.82	194.78	194.73	194.64									
Line B	195.38	195.37	195.34	195.28	195.20	195.19	195.20	195.16	195.07	194.94	194.93	194.93	194.89	194.84	194.75									
Line C	195.49	195.48	195.45	195.39	195.31	195.30	195.31	195.28	195.18	195.05	195.04	195.03	195.00	194.94	194.86									
Line D	195.34	195.33	195.30	195.24	195.16	195.15	195.16	195.13	195.03	194.90	194.89	194.89	194.85	194.80	194.71									
Line E	195.19	195.18	195.15	195.09	195.01	195.00	195.01	194.97	194.88	194.75	194.74	194.74	194.70	194.65	194.56									

NOTE: In order that the roadway slab may conform to the profile and cross-sections shown on these plans, the above table of elevations is given. Elevations for the bottom of the slab, which are computed to compensate for dead load deflections, must be set before slab forms are started.

NOTE: Work this sheet with sheet No. 11

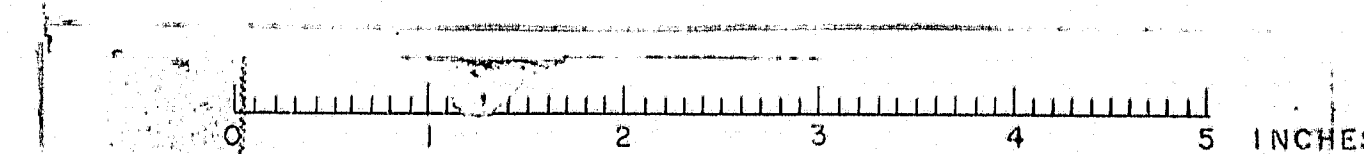
DESIGN - F. FOSTER
TRACE - F. BARNES
CHECK - [Signature]

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

**EAST BRANCH SEBASTICOOK
RIVER BRIDGE**
IN THE TOWN OF
NEWPORT
PENOBSCOT COUNTY
SUPERSTRUCTURE DETAILS

SHEET 12 OF 13 AUGUSTA, MAINE FEB. 1960

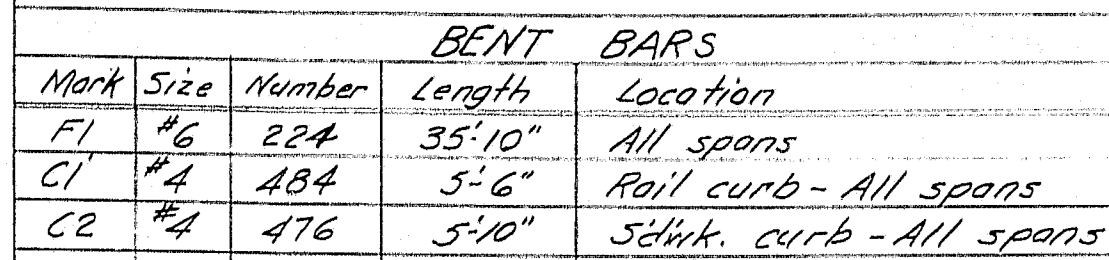
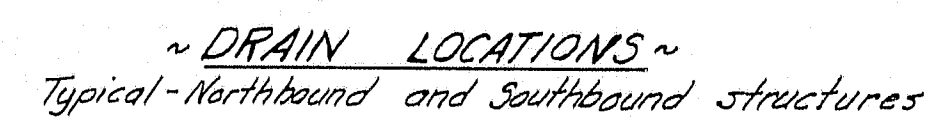
M-1637





~ SECTION B-B ~

DESIGN - Foster
CHECK - F. Barnes



APPROACH SLABS				
AS1	#6	464	14'-8"	All approach slabs
AS2	#6	64	35'-0"	" " "

BENT BARS				
Mark	Size	Number	Length	Location
A14	#4	72	4'-8"	Wings
A15	#4	72	5'-7"	Rail Curbs
A18	#4	32	6'-10"	End Posts
A20	#6	68	2'-6"	Backwall to Approach Slab
A21	#5	108	10'-18"	Backwalls
A23	#4	108	6'-10"	Bridge Seafs

PIERS					
+	P1	#6	102	6'-1"	Footings (Bot*) -
	P2	#6	48	25'-4"	" (")
	P3	#6	248	3'-0"	Dowels - Footings
	P4	#6	186	18'-0"	Pier Stem (except Pier I N.B.)
	P5	#4	82	45'-0"	" "
	P6	#6	62	20'-0"	" " (Pier I N.B.)
	P7	#6	124	3'-6"	" "
	P8	#4	102	6'-1"	Footings (Top)
+	P9	#4	42	25'-4"	" (")

DESIGN - WISWELL
CHECK - Perry

DESIGN - AS NOTED
TRACE - FBARNES
CHECK - AS NOTED

DATE 12-15-60
BY
PROJECT

STATE HIGH. COMMISSION
BRIDGE DIVISION

EAST BRANCH SEBASTICOOK
RIVER BRIDGE
IN THE TOWN OF
NEWPORT
PENOBSCOT COUNTY
REINFORCING STEEL & DRAIN DETAILS

SHEET 13 OF 13 AUGUSTA, MAINE FEB. 1960

M-1638

22