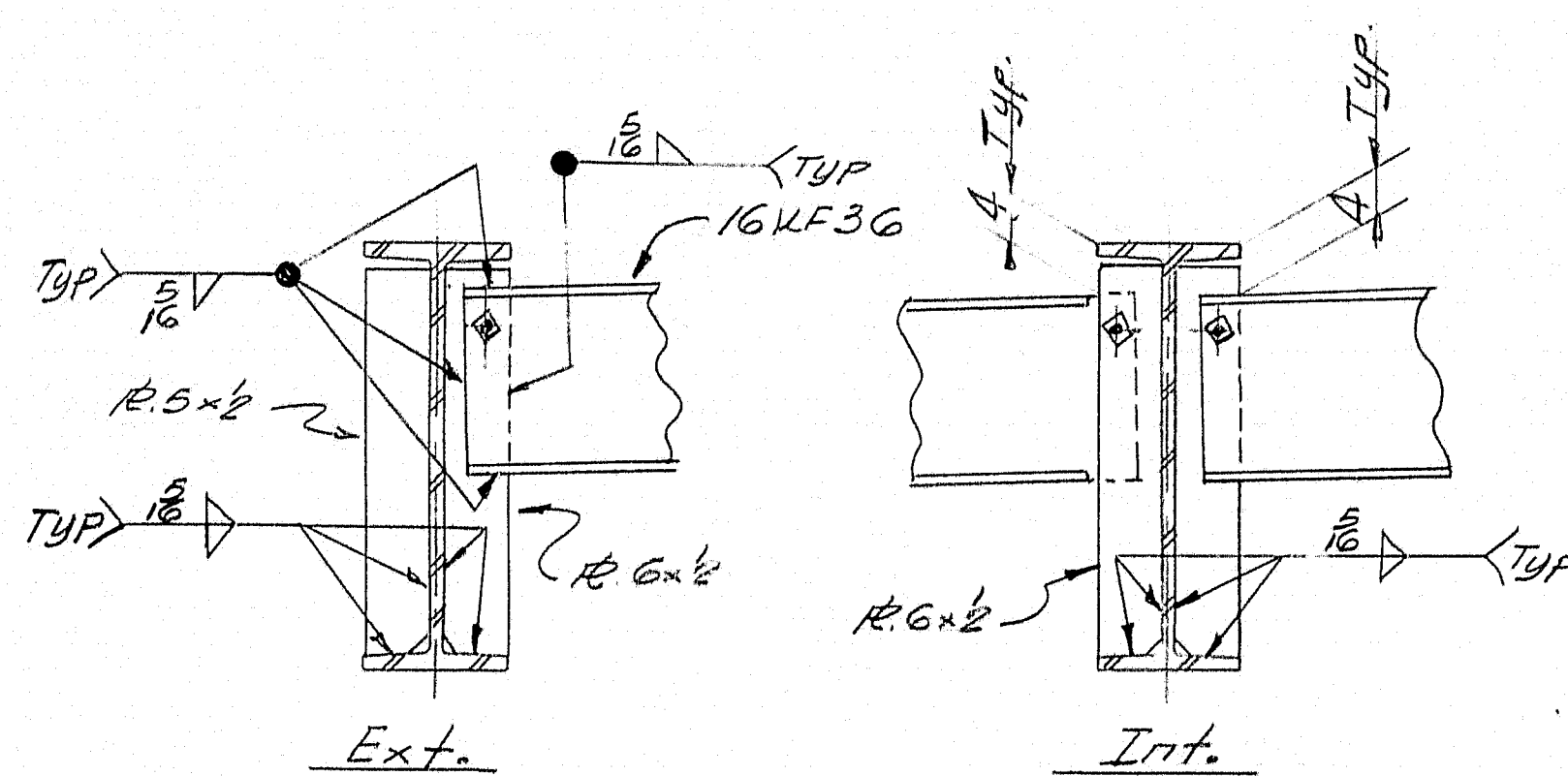
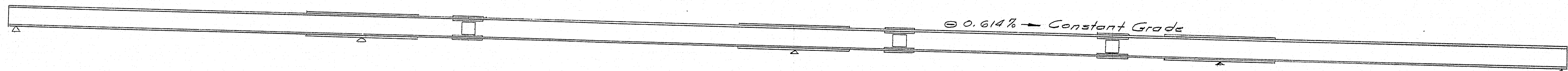
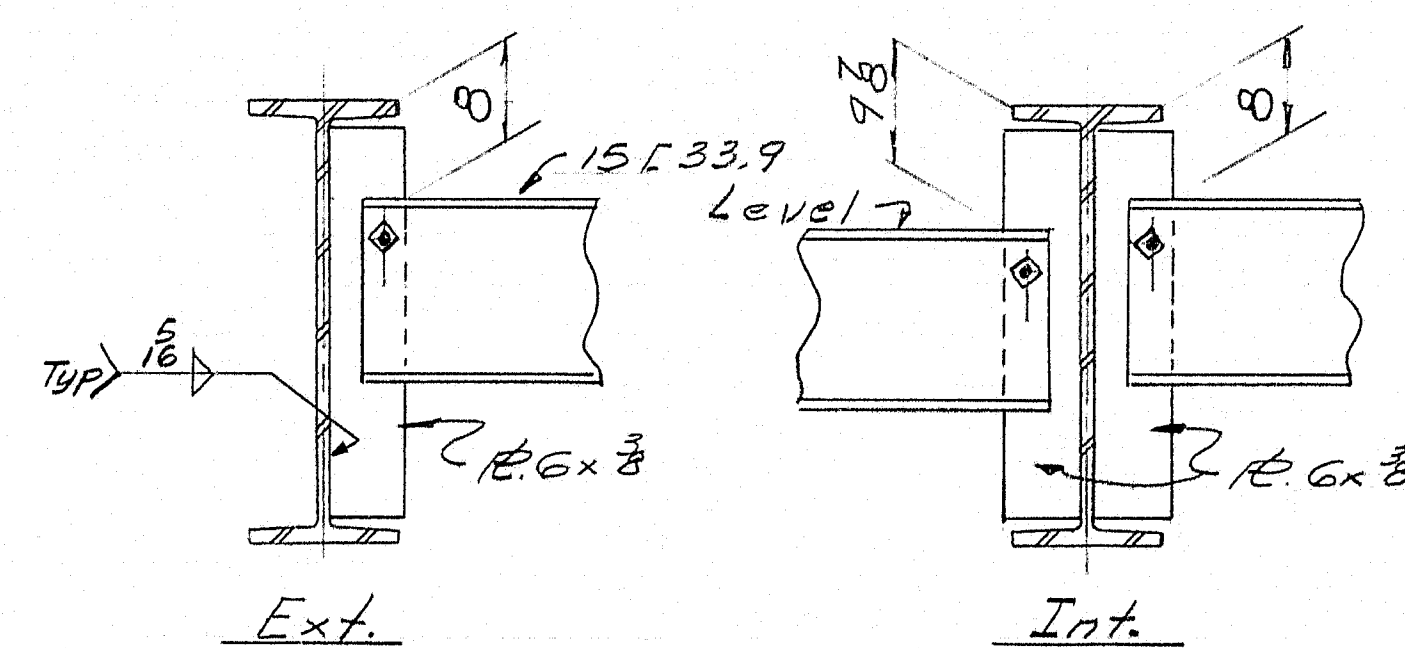


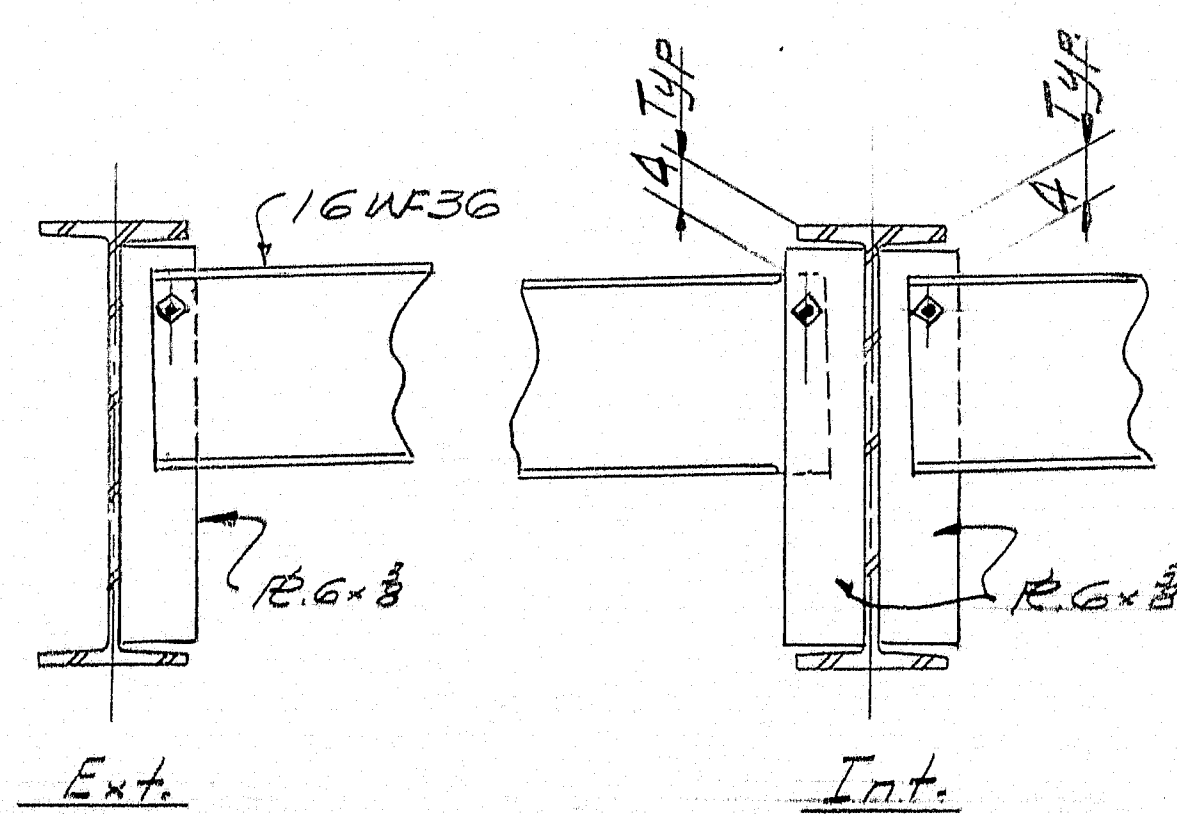
ERECTION DIAGRAM  
All dimensions horizontal



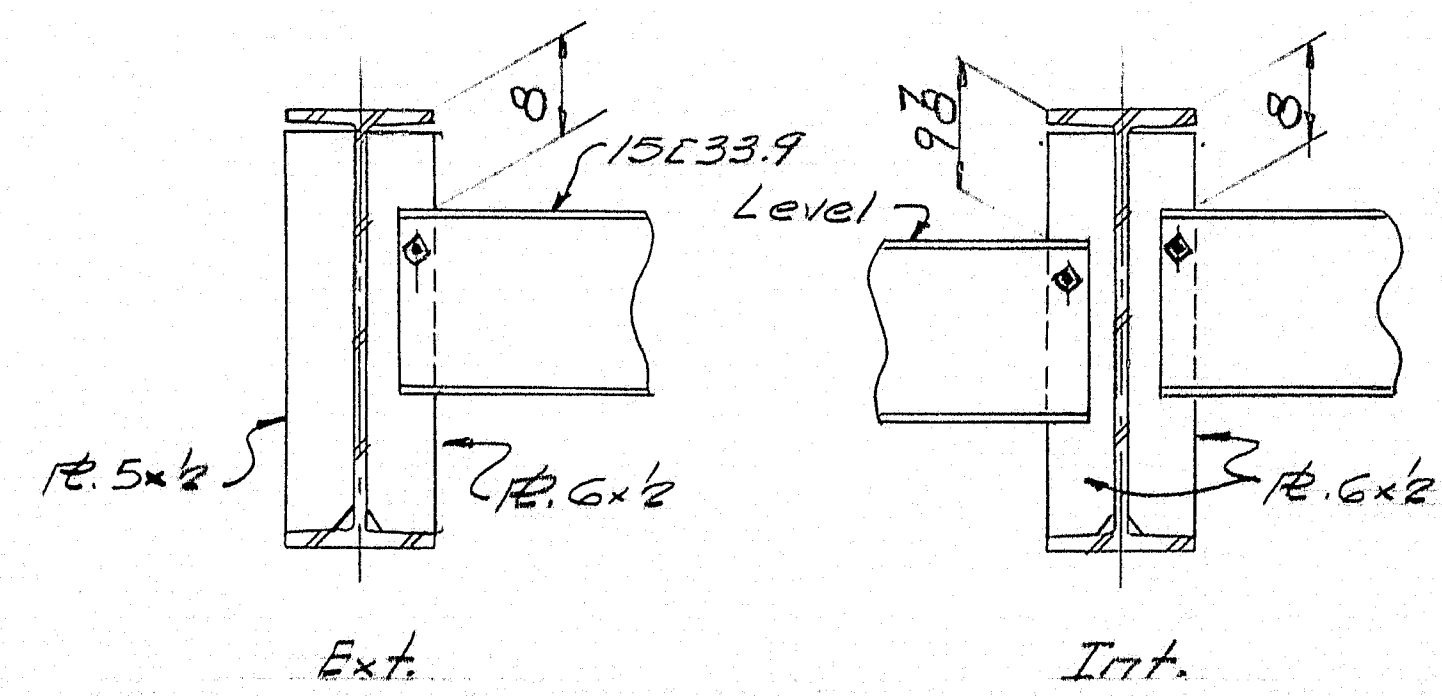
D1- Detail



D2- Detail



D3- Detail



D4- Detail

NOTES:

SHOP CONN: Welded  
FIELD CONN: SPICE, 3/4" H.S. Bolts  
DIAPH 3/4" M. Bolts - Welded  
PAINT: Per State of Maine Spec  
Where stringers have  
cover the steel for  
both shall conform to  
A.S.T.M. A-373

Bearing R's - Field Welded

ERECTION DIAGRAM

BRIDGE & CIVIL ENGINEERING, INC.  
South Portland, Maine

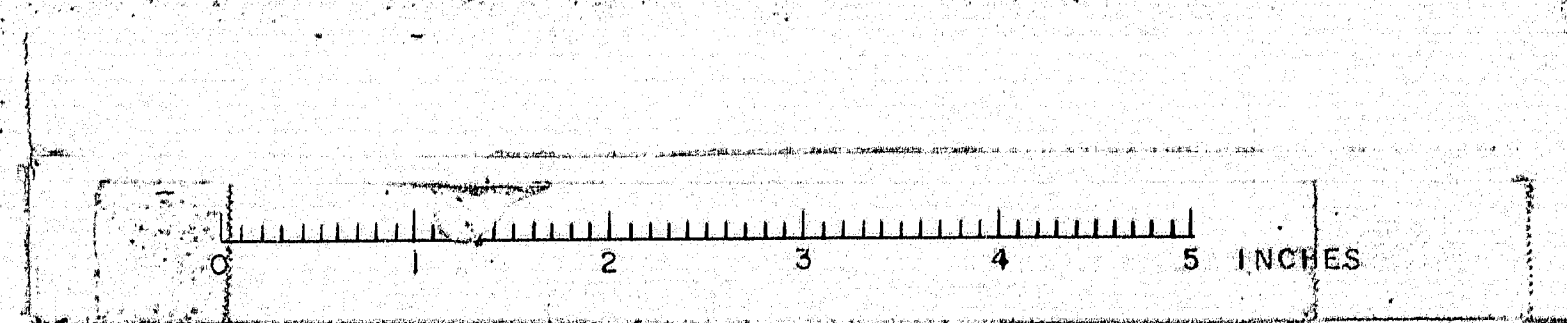
ST. GEORGE RIVER BRIDGE  
WARREN, MAINE

CUSTOMER: REED & REED  
DESIGNER: MAINE S.H.C. BRIDGE DIV.

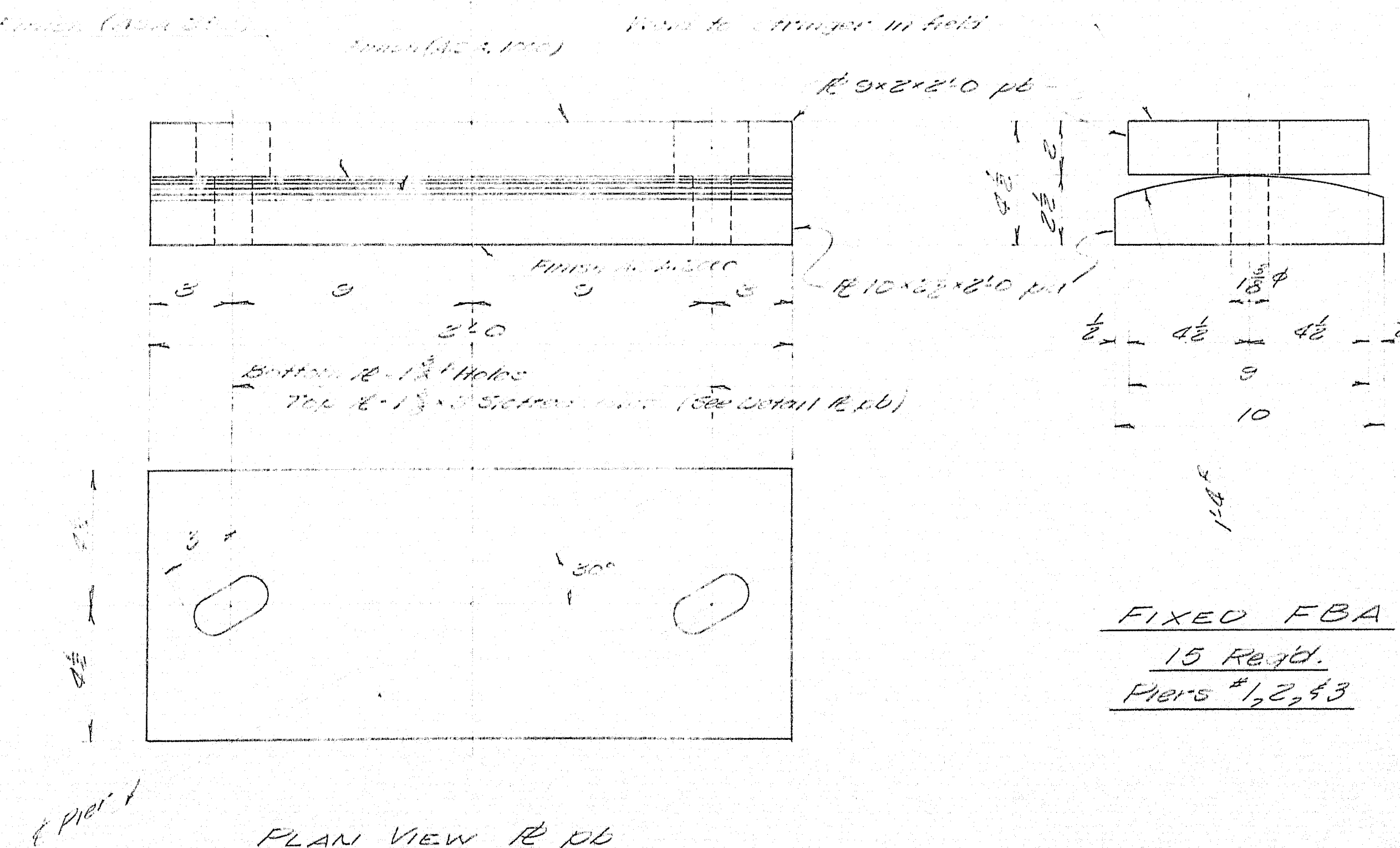
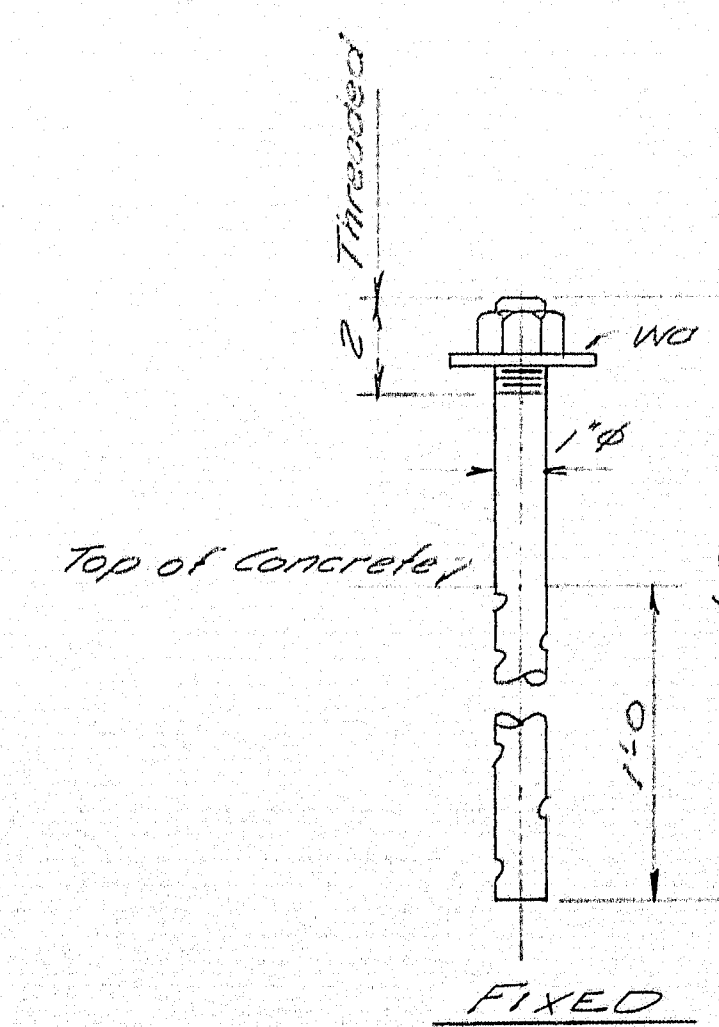
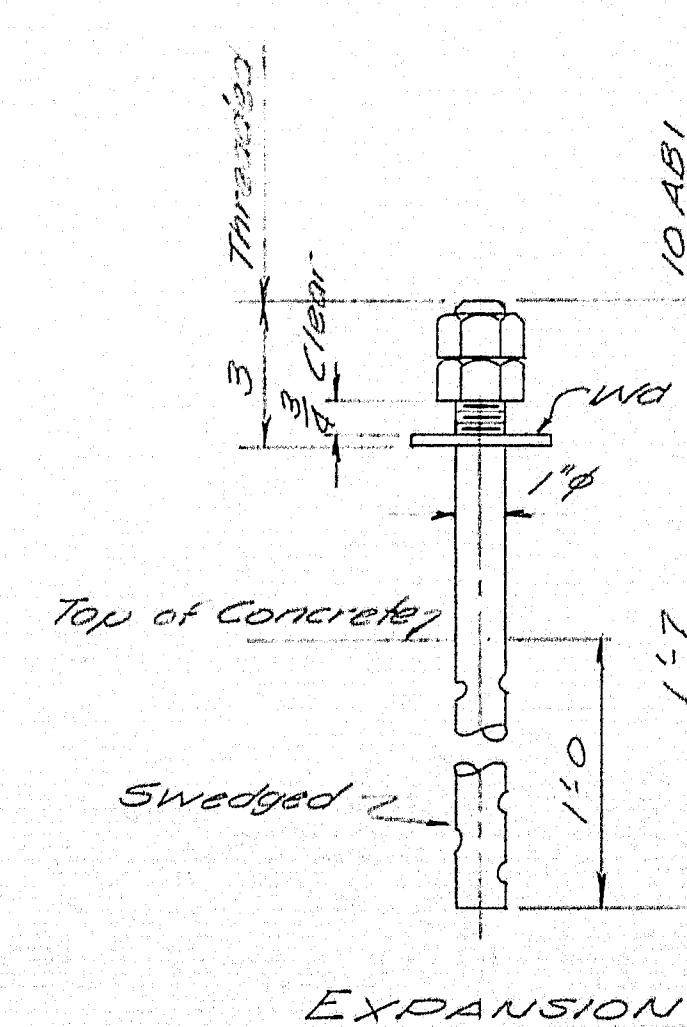
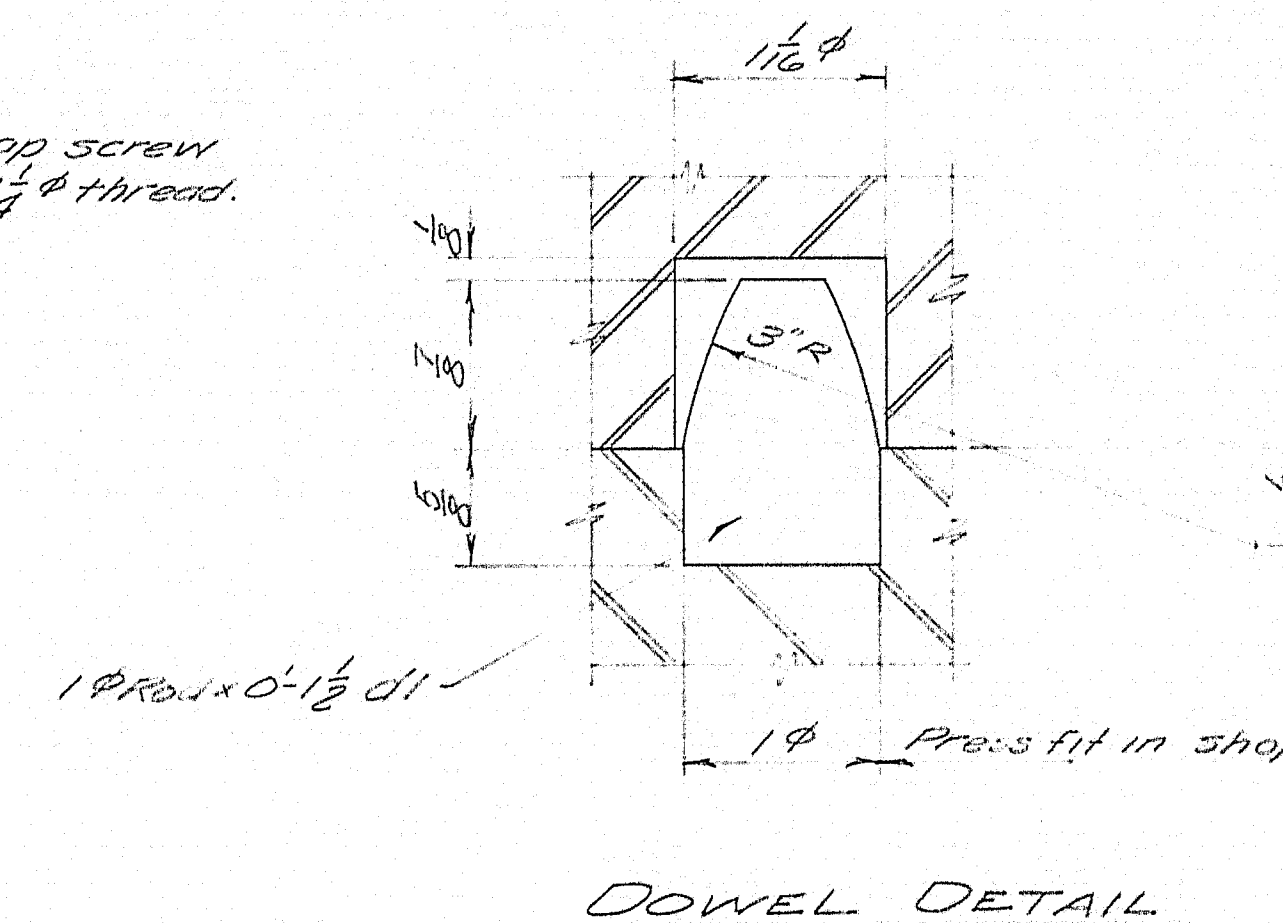
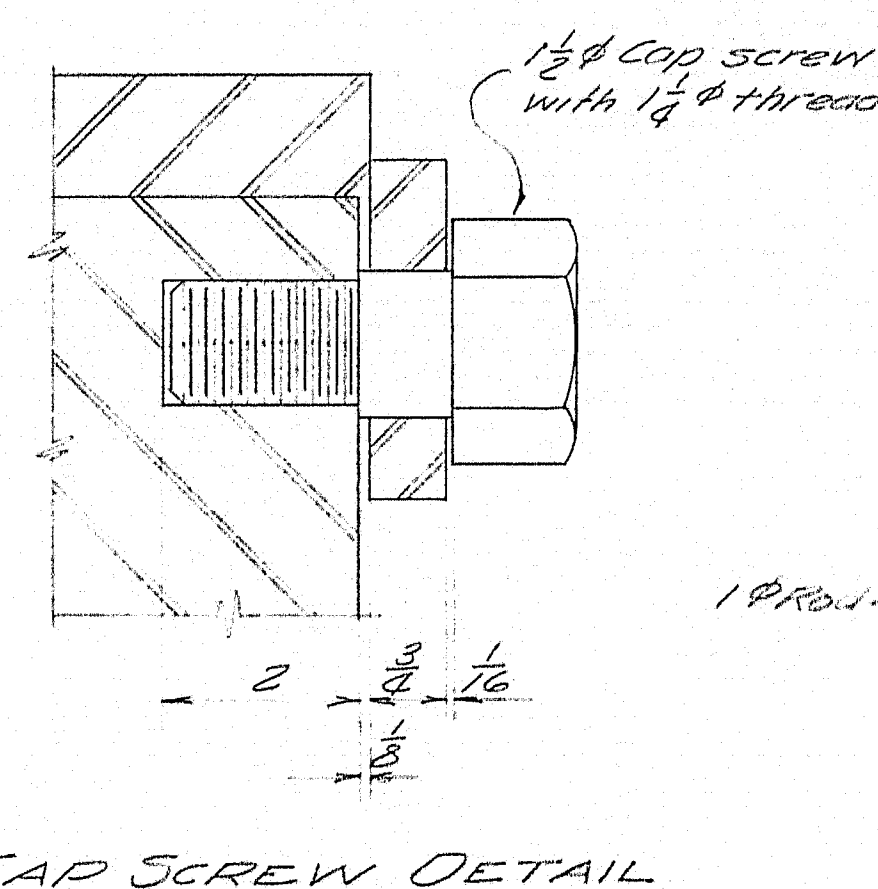
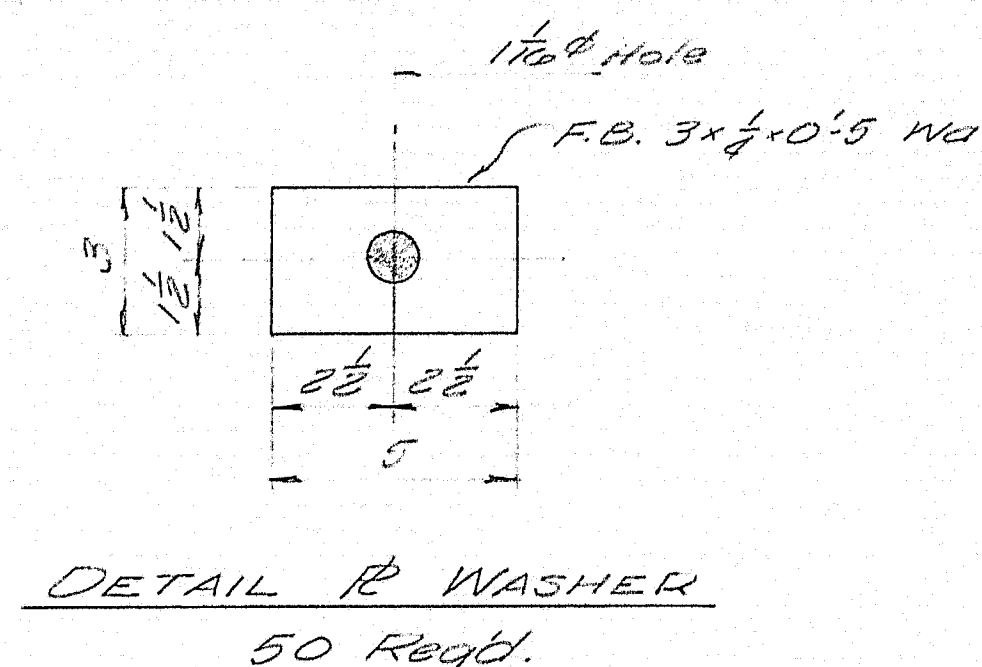
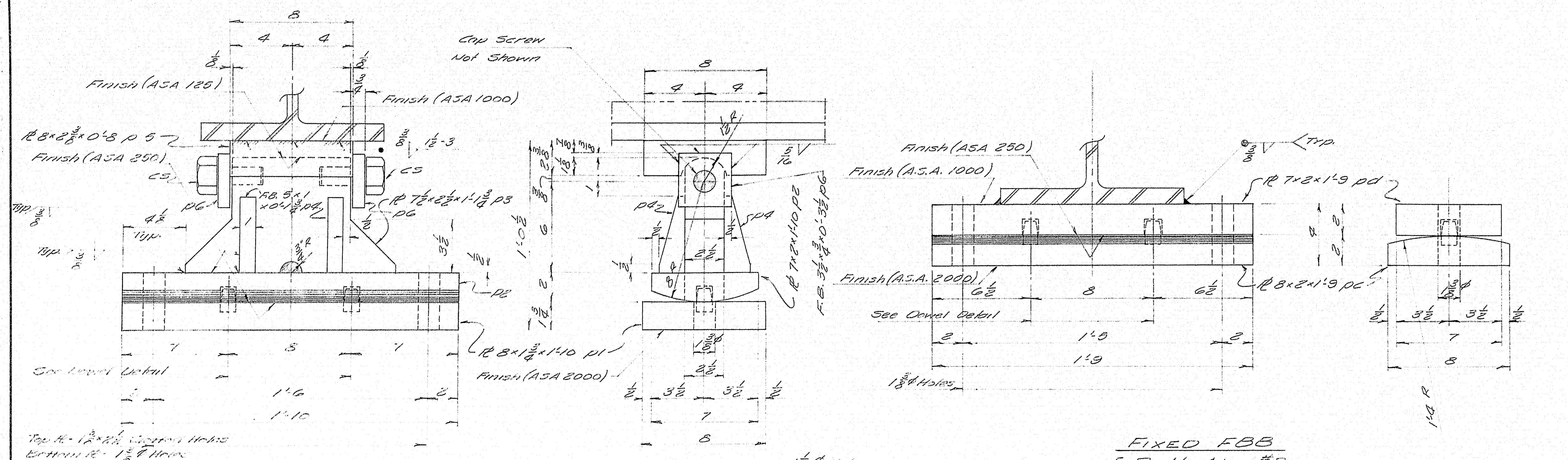
ORDER NO. VERBAL DWG. NO. 61-294-E1

|          |                |
|----------|----------------|
| DRAWN    | 7-17-61 J.P.R. |
| REVISION |                |
| REVISION |                |

81-21





[illegible]

SCALE WEIGH

SHOP CONNECTIONS: *Welded*  
FIELD CONNECTIONS: *Welded, Bolted*  
HOLES: *As Noted*  
PAINT: *White Zinc Rich Lead Coat  
finished surfaces w/ white  
lead and follow.*

FIELD CONNECTIONS: *Welded, Bolted*

HOLES: As Noted

PAINT: State Spec. Red lead, coal  
finished surfaces w/ white  
lead and tallow.

lead and follow.

BEARING DETAILS

*Ramcraft & Martin Rolling Mills Company*  
*South Portland 7, Maine*

South Portland 7, Maine

ST. GEORGE RIVER BRIDGE  
WARREN, MAINE.

WARREN, MAINE

CUSTOMER *REED & REED*

DESIGNER S.H.C. BRIDGE DIV.

ORDER NO. Verbal

DWG. NO. 61-294-S

|          |         |        |
|----------|---------|--------|
| DRAWN    | 9-11-61 | H.E.L. |
| REVISION |         |        |
| REVISION |         |        |
| REVISION |         |        |

|          |  |
|----------|--|
| REVISION |  |
|          |  |

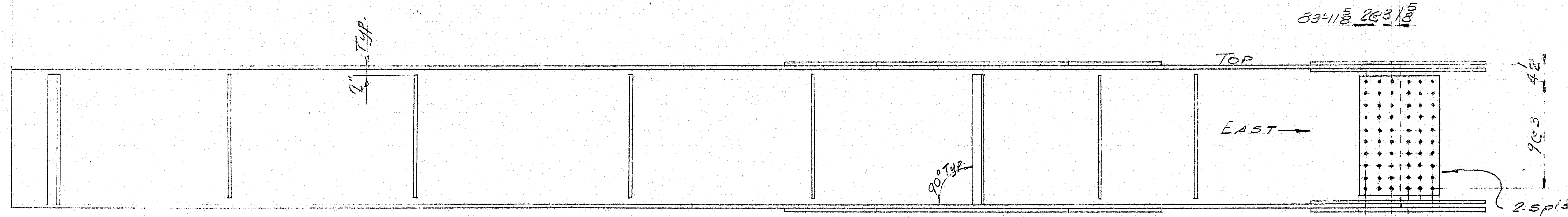
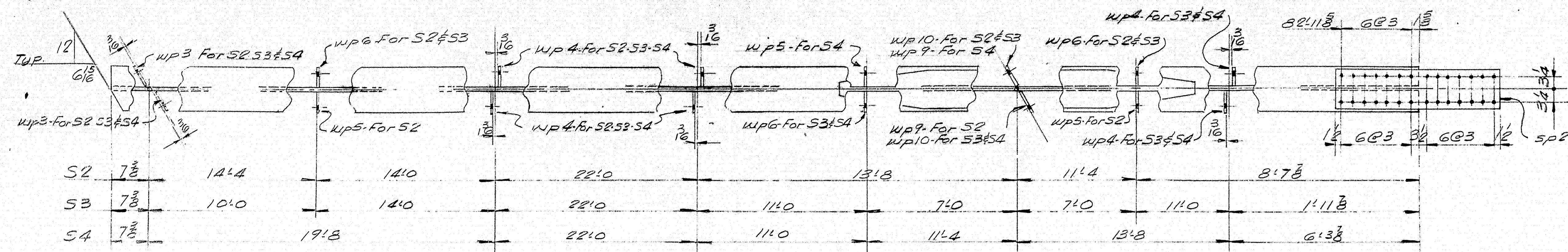
|          |  |
|----------|--|
| REVISION |  |
|          |  |

REVISION









Bott. Flg. No. Point  
Bott. & Edges 140

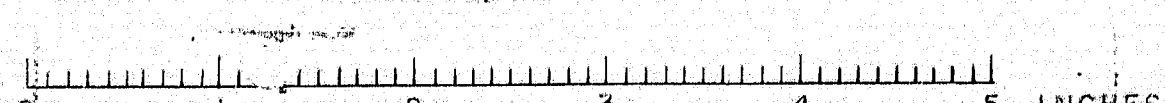
Bott. Flg. No. Point  
Bott. & Edges 140

1-S4 36WF182 x 84' 7 1/4  
1-S2 D<sub>o</sub> x 84' 7 1/4  
1-S4 D<sub>o</sub> x 84' 7 1/4

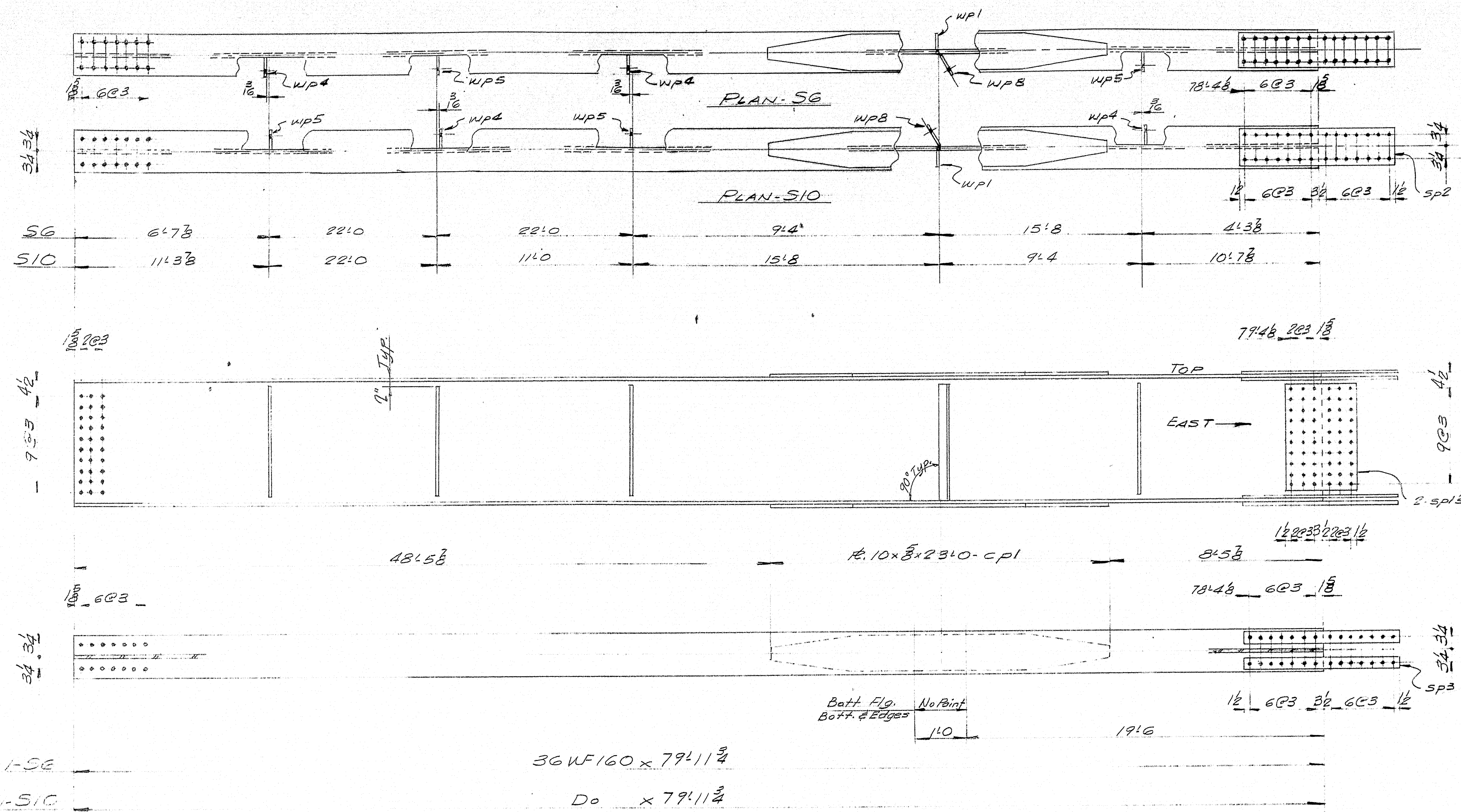
For General Notes & Bill of Material see Dwg.

|                                       |                   |
|---------------------------------------|-------------------|
| STRINGERS                             |                   |
| Ramsay & Martin Rolling Mills Company |                   |
| South Portland 7, Maine               |                   |
| ST. GEORGE RIVER BRIDGE               |                   |
| WARREN, MAINE                         |                   |
| CUSTOMER REED & REED                  |                   |
| DESIGNER MAINE S.H.C. BRIDGE CO.      |                   |
| ORDER NO. 1234                        | DWG. NO. 21-294-5 |

|          |                |
|----------|----------------|
| DRAWN    | 9-26-61 J.P.P. |
| REVISION |                |
| REVISION |                |
| REVISION |                |

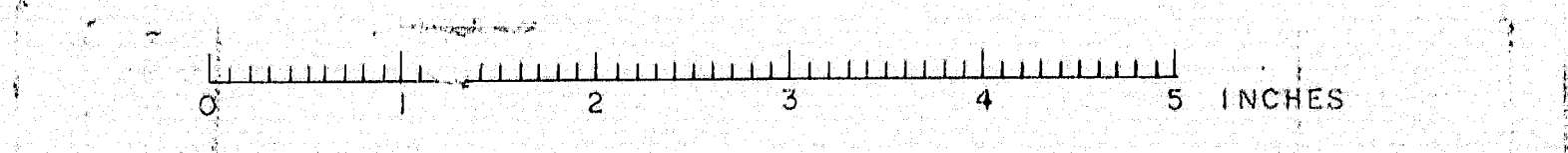






For General Notes & Bill of Material see Dwg. 51-29-1

|                      |  |                                       |  |
|----------------------|--|---------------------------------------|--|
| DRAWN 9-26-61 J.P.F. |  | STRINGERS                             |  |
| REVISION             |  | Branco & Martin Rolling Mills Company |  |
| REVISION             |  | South Portland 1, Maine               |  |
| REVISION             |  | ST. GEORGE RIVER BRIDGE               |  |
| REVISION             |  | WARREN, MAINE                         |  |
| REVISION             |  | CUSTOMER REED & REED                  |  |
| REVISION             |  | DESIGNER MAINES H.C. BRIDGE CO.       |  |
| REVISION             |  | ORDER NO. REED                        |  |
| REVISION             |  | DWG. NO. 51-29-1                      |  |



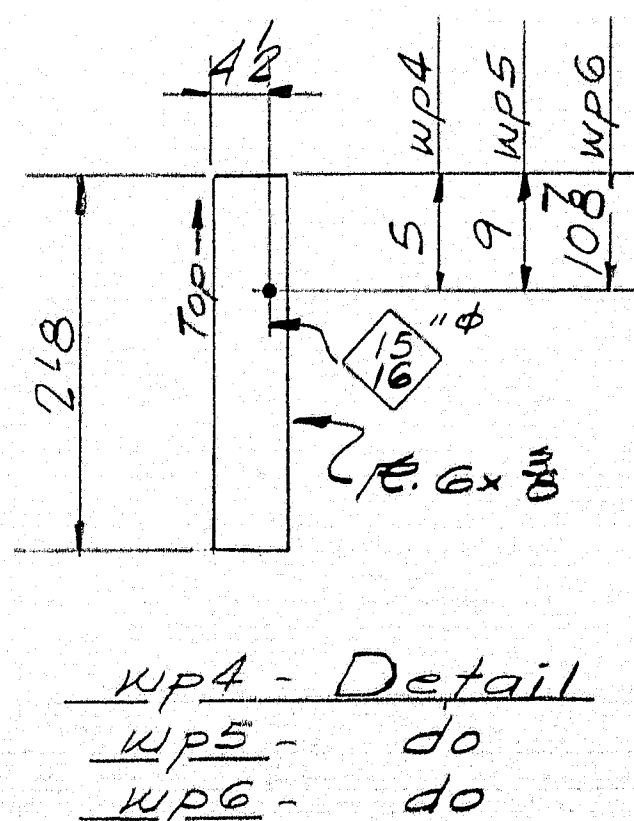
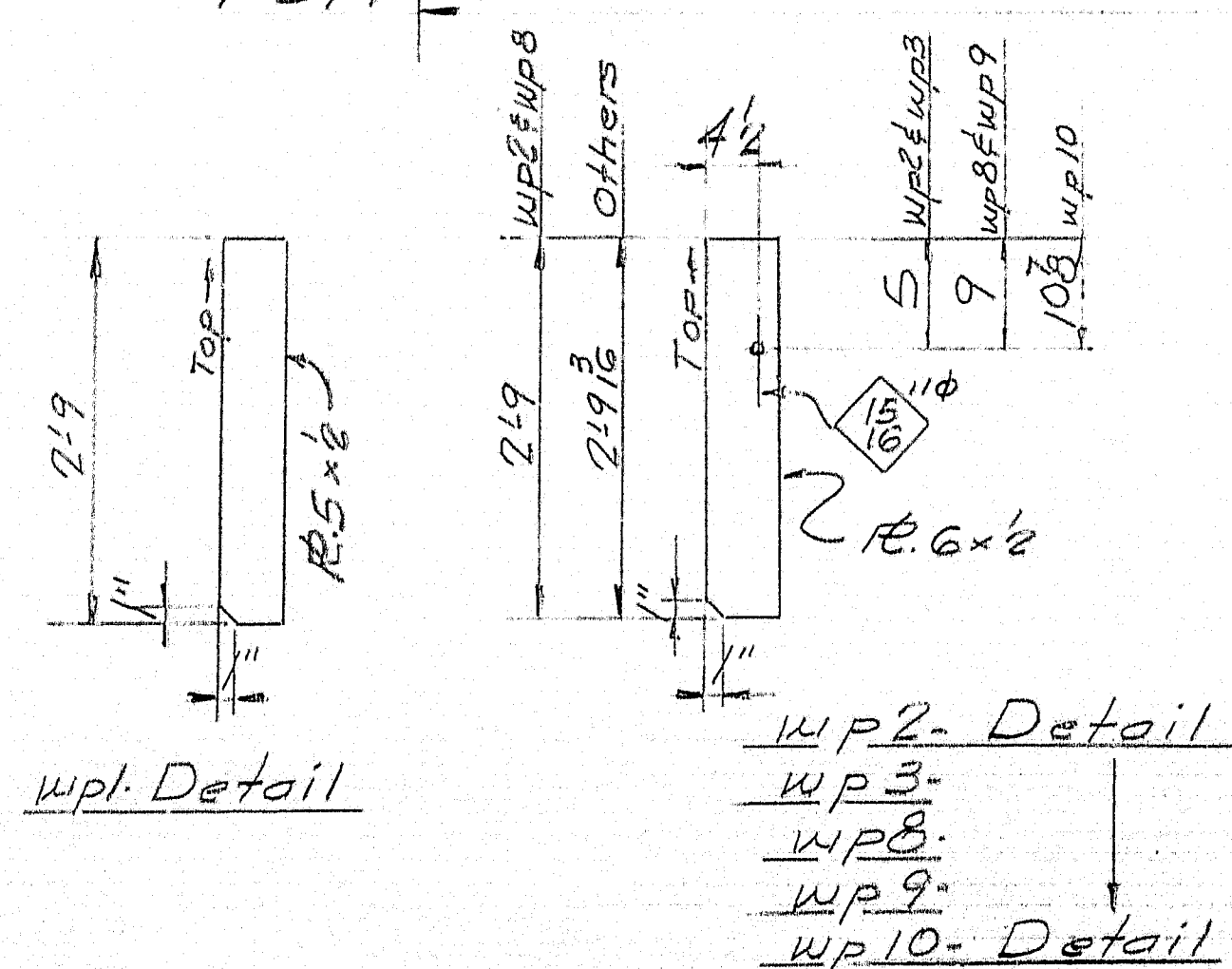
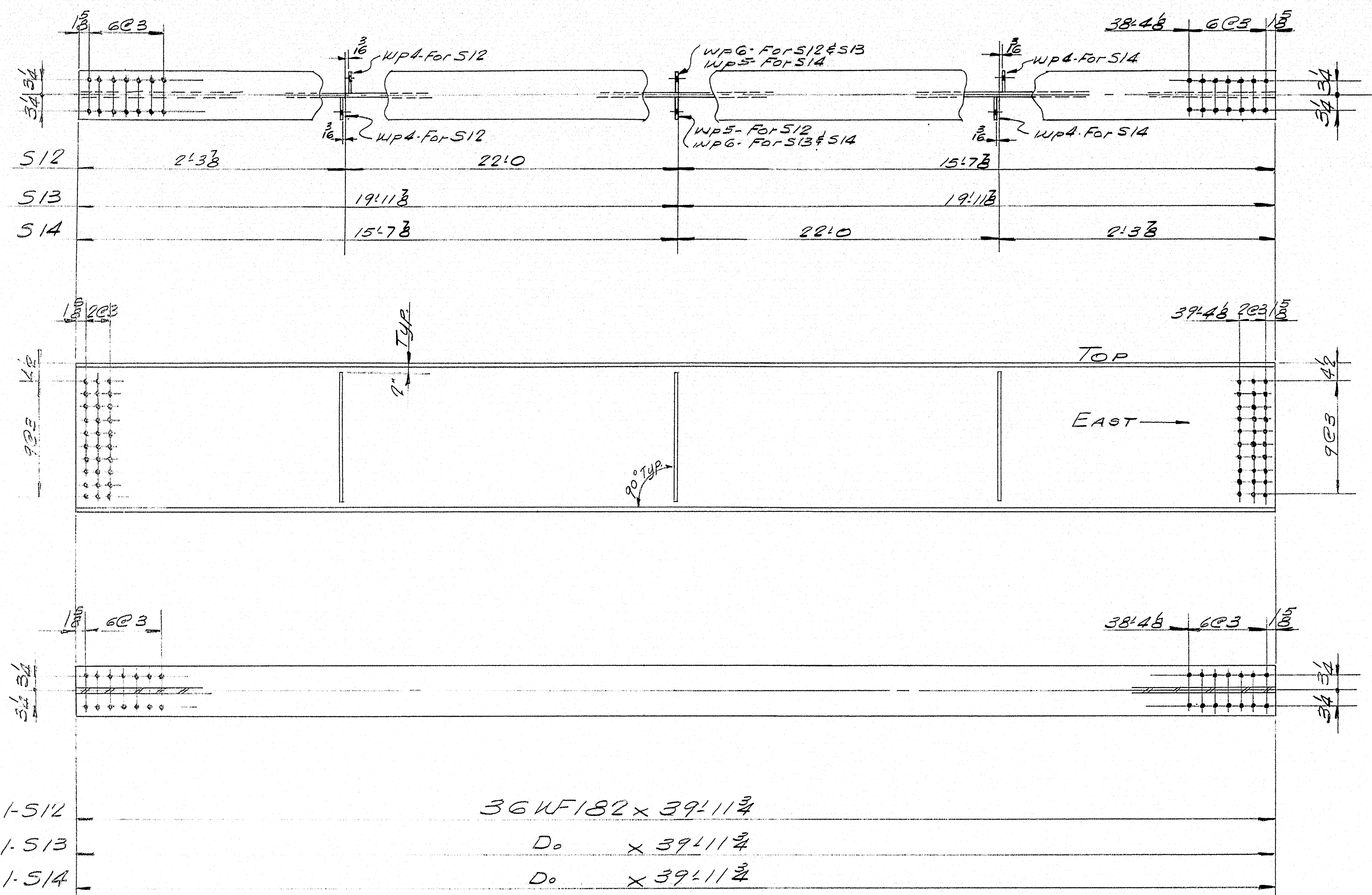












#### GENERAL NOTES

Holes in Stringers are for High Strength Bolts. They are to be free from burrs & there shall be no paint within 3" of such open holes. Subpunch or drill  $\frac{1}{8}$ "  $\phi$ . Ream assembled to  $\frac{1}{8}$ "  $\phi$  or drill from solid. Matchmark all loose material.

Where Stringers have Cover Pls. the steel for both shall conform to A.S.T.M. A-373

Bearing Pls. Field Welded

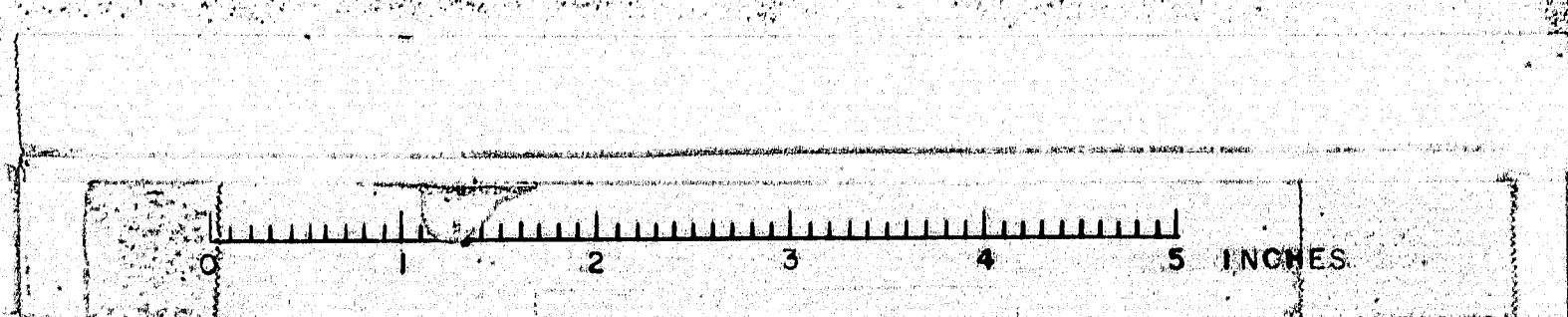
Diaphragm Pls. @ Bearings to have bottom end ground to secure an even bearing against flange.

| SHIP      |      | BILL OF MATERIAL |                      |        |     | DWG. NO. 61-294-S7 |               |
|-----------|------|------------------|----------------------|--------|-----|--------------------|---------------|
| MARK      | NO.  | MARK             | SHAPE                | LENGTH | WT. | WT. OUT            | REMARKS       |
| S1        | 1    |                  | 36WF160              | 84'74" |     | 7.                 |               |
| S2        | 1    |                  | 36WF182              | 84'74" |     | 6.                 |               |
| S3        | 1    |                  | Do                   | 84'74" |     | 6.                 |               |
| S4        | 1    |                  | Do                   | 84'74" |     | 6.                 |               |
| S5        | 1    |                  | 36WF160              | 84'74" |     | 7.                 |               |
| S6        | 1    |                  | Do                   | 79'11" |     |                    |               |
| S7        | 1    |                  | 36WF182              | 79'11" |     |                    |               |
| S8        | 1    |                  | Do                   | 79'11" |     |                    |               |
| S9        | 1    |                  | Do                   | 79'11" |     |                    |               |
| S10       | 1    |                  | 36WF160              | 79'11" |     |                    |               |
| S11       | 1    |                  | Do                   | 39'11" |     |                    |               |
| S12       | 1    |                  | 36WF182              | 39'11" |     |                    |               |
| S13       | 1    |                  | Do                   | 39'11" |     |                    |               |
| S14       | 1    |                  | Do                   | 39'11" |     |                    |               |
| S15       | 1    |                  | 36WF160              | 39'11" |     |                    |               |
| S16       | 1    |                  | Do                   | 84'10" |     | 7.                 |               |
| S17       | 1    |                  | 36WF182              | 84'10" |     | 6.                 |               |
| S18       | 1    |                  | Do                   | 84'10" |     | 6.                 |               |
| S19       | 1    |                  | Do                   | 84'10" |     | 6.                 |               |
| S20       | 1    |                  | 36WF160              | 84'10" |     | 7.                 |               |
| 12        | CP1  |                  | R. 10 x 3            | 23'0"  | 540 | +200%              |               |
| 18        | CP2  |                  | R. 10 x 4            | 22'0"  | 765 | +175%              |               |
| 10        | WP1  |                  | R. 5 x 2             | 2'9"   |     | +200%              |               |
| 4         | WP2  |                  | R. 6 x 2             | 2'9"   |     | +200%              |               |
| 12        | WP3  |                  | Do                   | 2'9"   |     | +200%              |               |
| 64        | WP4  |                  | R. 6 x 3             | 2'8"   |     | +200%              |               |
| 24        | WP5  |                  | Do                   | 2'8"   |     | +200%              |               |
| 24        | WP6  |                  | Do                   | 2'8"   |     | +200%              |               |
| 6         | WP8  |                  | R. 6 x 2             | 2'9"   |     | +200%              |               |
| 6         | WP9  |                  | Do                   | 2'9"   |     | +200%              |               |
| 12        | WP10 |                  | Do                   | 2'9"   |     | +200%              |               |
| 30        | SP1  |                  | R. 18 x 2            | 2'6"   |     | +200%              |               |
| 30        | SP2  |                  | R. 11 x 2            | 3'6"   |     | +200%              |               |
| 60        | SP3  |                  | R. 4 x 1             | 3'6"   |     | +175%              |               |
| FIELD 900 |      |                  | 3" H.S. B.W.T.S.     | 0'36"  | 324 |                    | C.W.L. S.P.L. |
| Do 840    |      |                  | Do                   | 0'44"  | 302 |                    | C.F.L. S.P.L. |
| Do 3480   |      |                  | 3" H.S. B.W.T.S.     |        |     |                    |               |
| 2244      | Lin  |                  | Fl. 1/8" Fillet Weld |        |     |                    | .166" Min. H. |

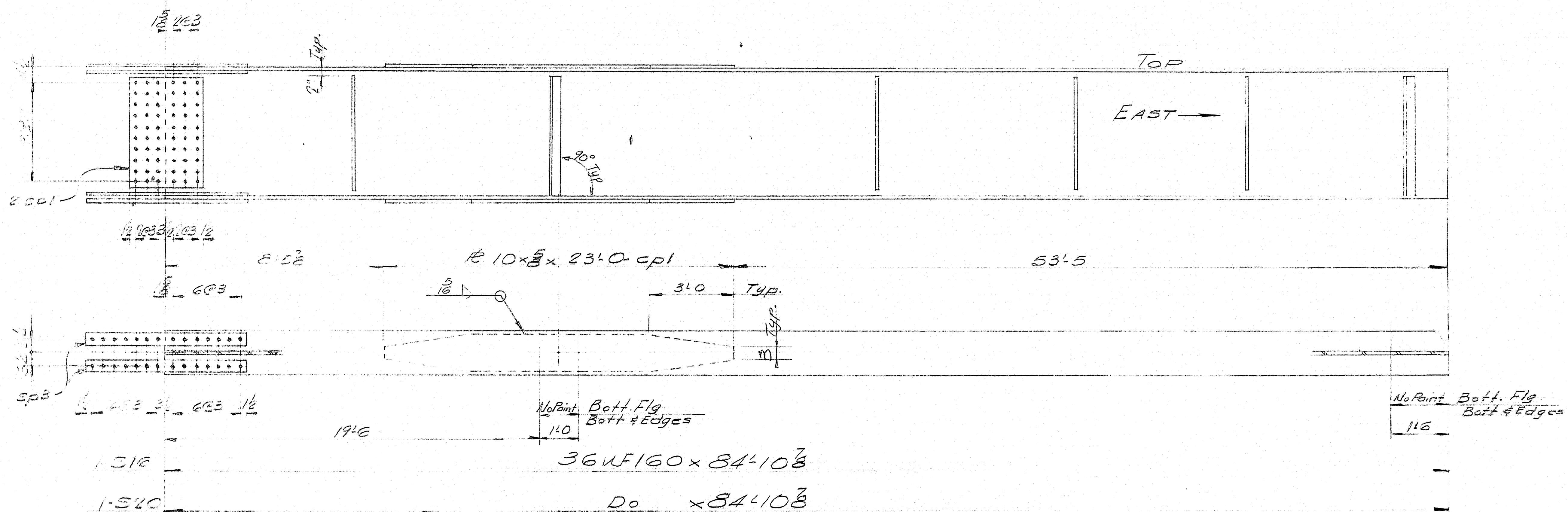
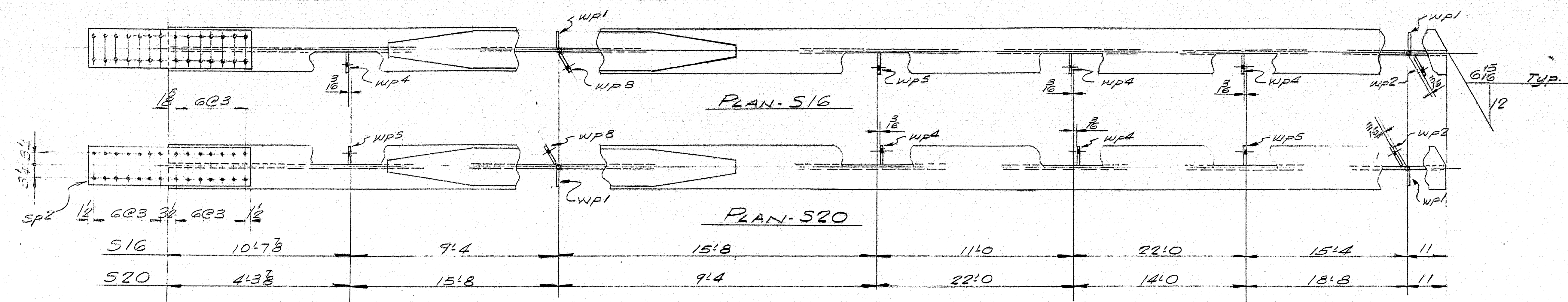
SHOP CONNECTIONS: Welded-Bolted  
FIELD CONNECTIONS: 3" H.S. Bolts-Welded  
HOLES:  $\frac{1}{8}$ "  $\phi$   
PAINT: Per State of Maine Specs.  
& as noted

| STRINGERS  |  |
|--|--|
| Bancroft & Martin Rolling Mills Company<br>South Portland 7, Maine |  |
| ST. GEORGE RIVER BRIDGE<br>WARREN, MAINE                           |  |
| CUSTOMER: REED & REED  |  |
| DESIGNER: MAINE S.H.C. BRIDGE DIV.                                 |  |
| ORDER NO. VERBAL   |  |
| DWG. NO. 61-294-S7   |  |

|          |                |
|----------|----------------|
| DRAWN    | 9.22.61 J.R.P. |
| REVISION |                |
| REVISION |                |
| REVISION |                |



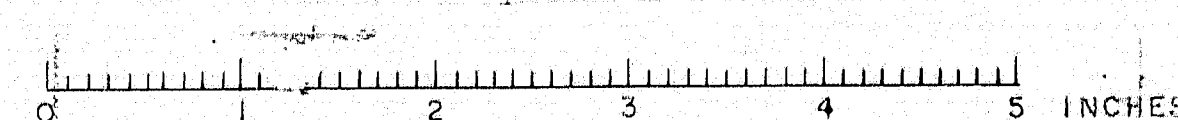




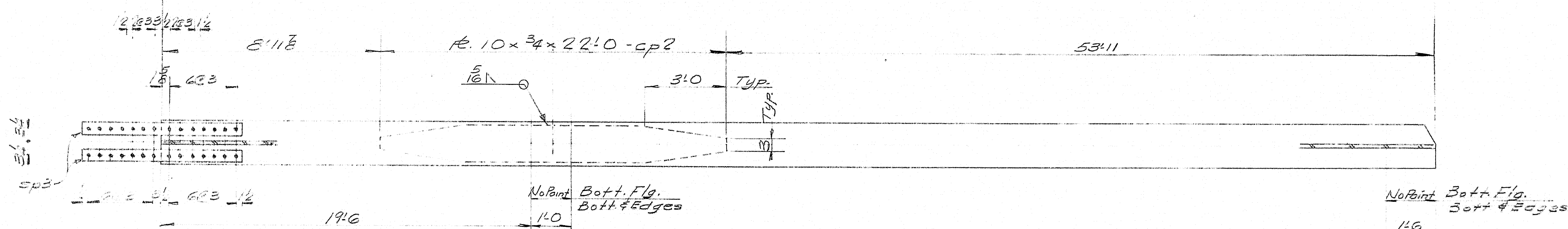
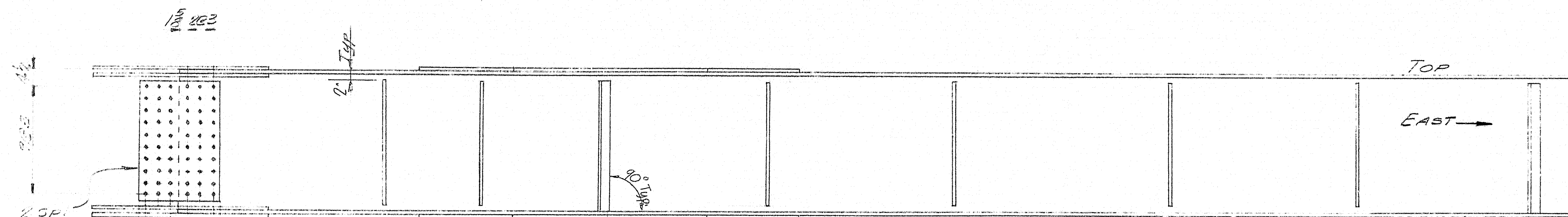
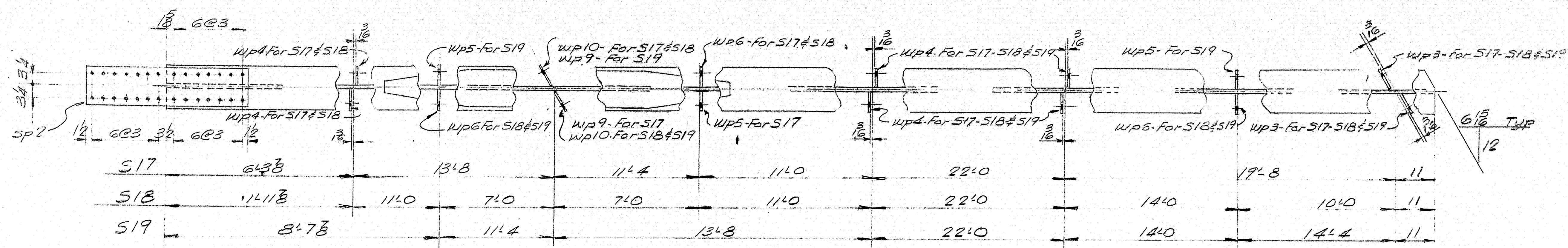
For General Notes & Bill of Material see Dwg. 81-24

|  |  |                |  |
|--|--|----------------|--|
| STRINGERS                                |  |                |  |
| Bancroft & Martin Rollings Mills Company |  |                |  |
| South Portland, Maine                    |  |                |  |
| ST. GEORGE RIVER BRIDGE                  |  |                |  |
| WARREN, MAINE                            |  |                |  |
| CUSTOMER REED & REED                     |  |                |  |
| DESIGNER MAINE S.H.G. BRIDGE DIV.        |  |                |  |
| ORDER NO. 8888                           |  | DWG. NO. 81-24 |  |

APP. 11-1-61







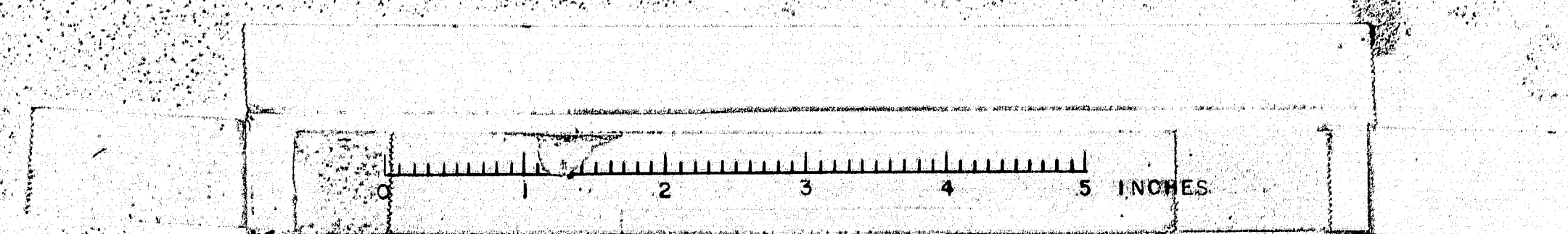
|     |                    |
|-----|--------------------|
| S17 | 36 WF 182 x 84 1/8 |
| S18 | Do x 84 1/8        |
| S19 | Do x 84 1/8        |

For General Notes & Bill of Material see Dwg. 5-14-34

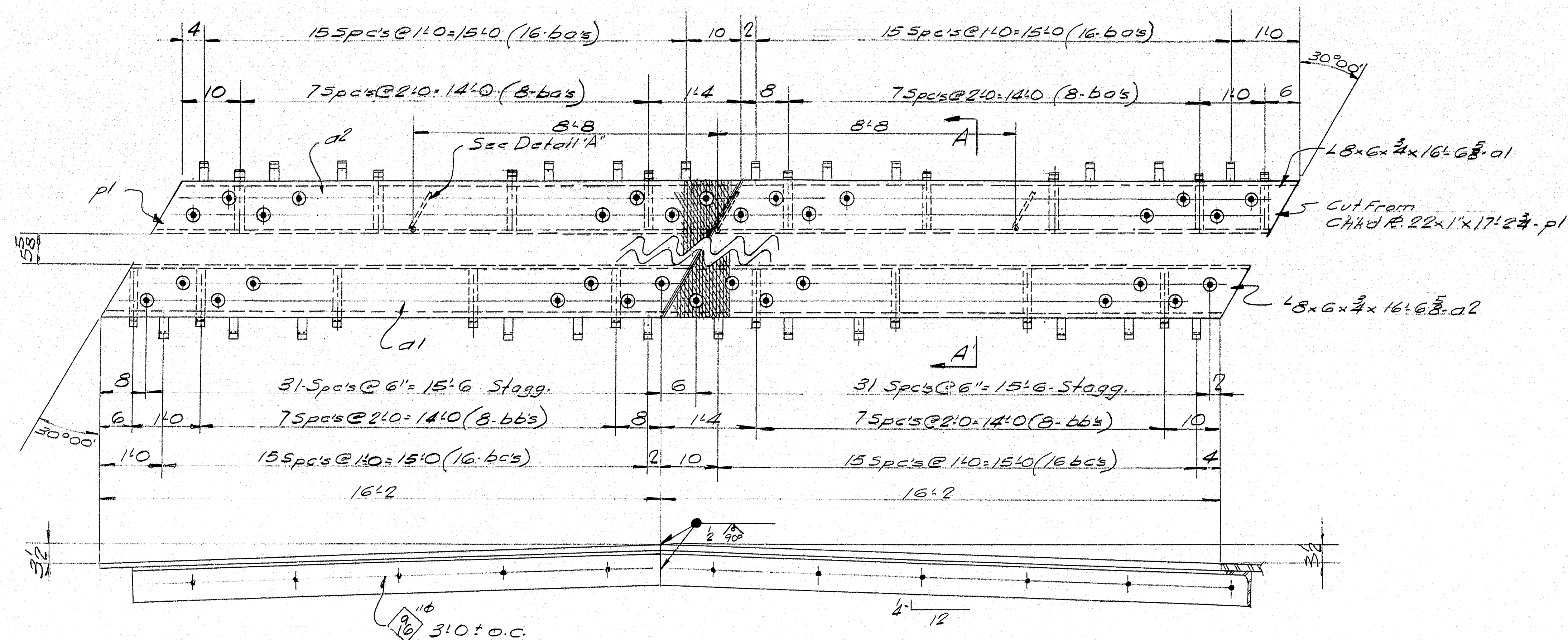
|  |                  |
|--|------------------|
| STRINGERS  |                  |
| Bancroft & Martin Rolling Mills Company<br>South Portland, Maine |                  |
| ST. GEORGE RIVER BRIDGE<br>WARREN, MAINE                         |                  |
| CUSTOMER: REED & REED<br>DESIGNER: MAINE S.H.C. BRIDGE CO.       |                  |
| ORDER NO. 14444  | DWG. NO. 5-14-34 |

|          |                |
|----------|----------------|
| DRAWN    | 9-26-61 J.P.E. |
| REVISION |                |
| REVISION |                |
| REVISION |                |

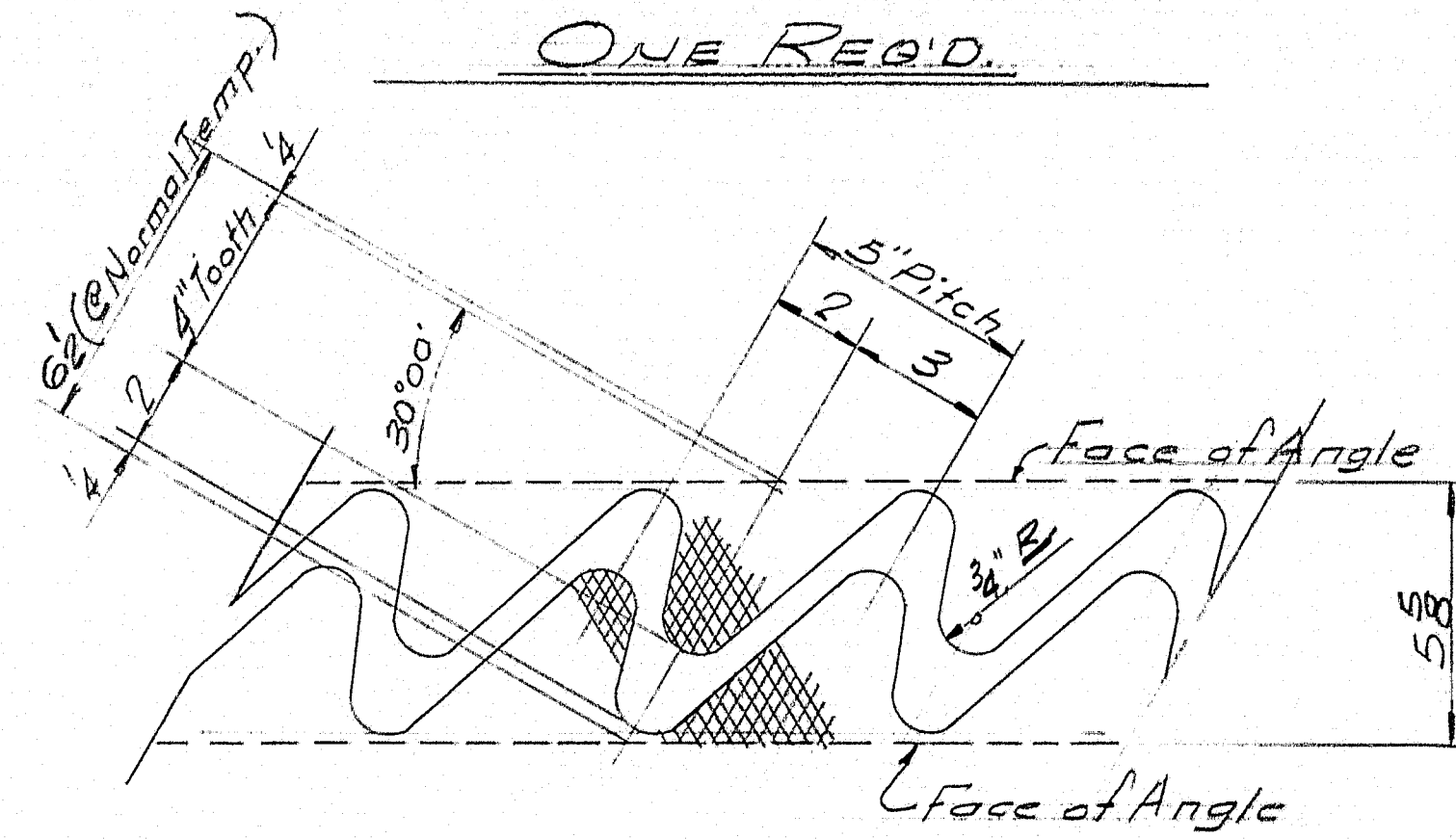




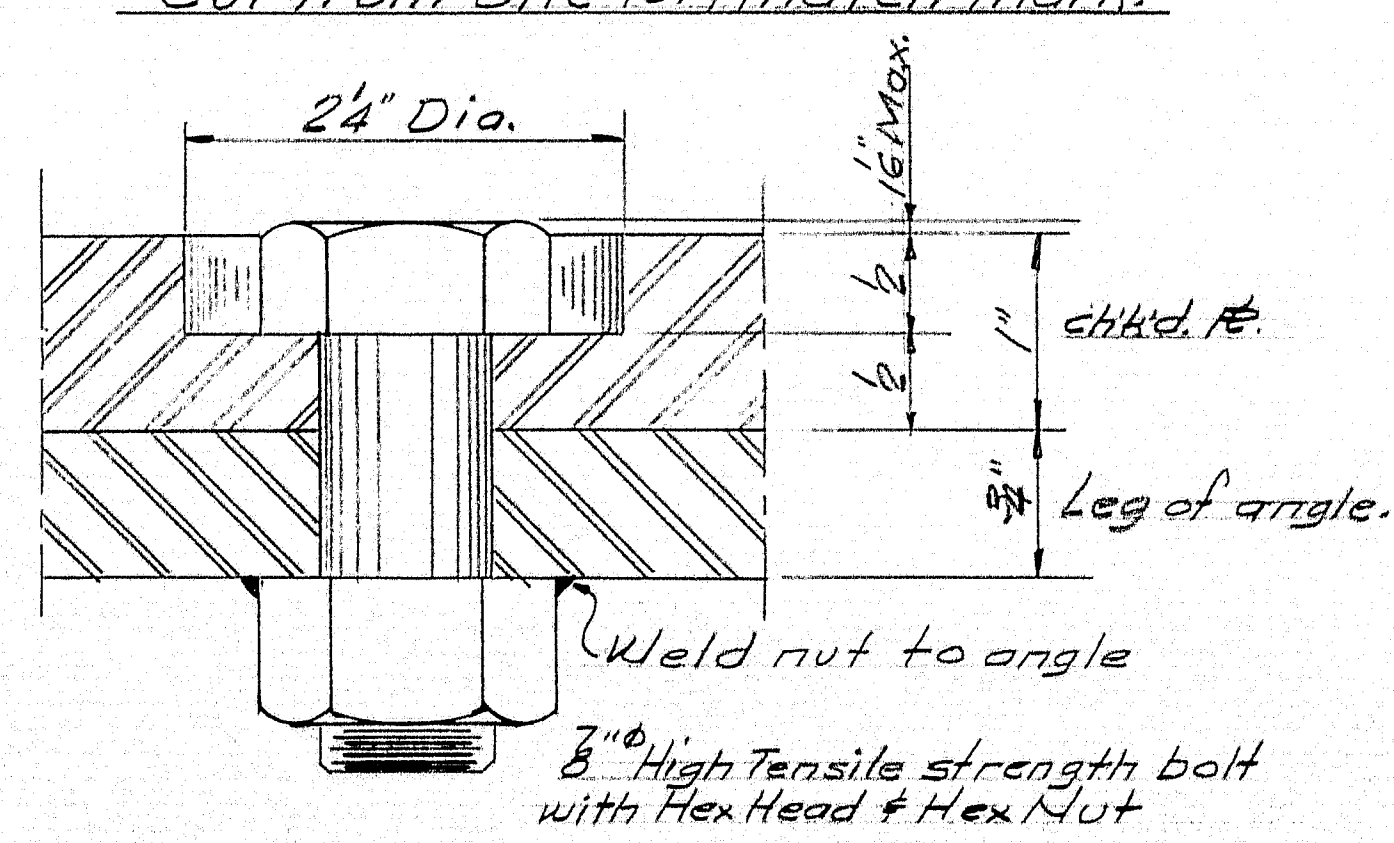




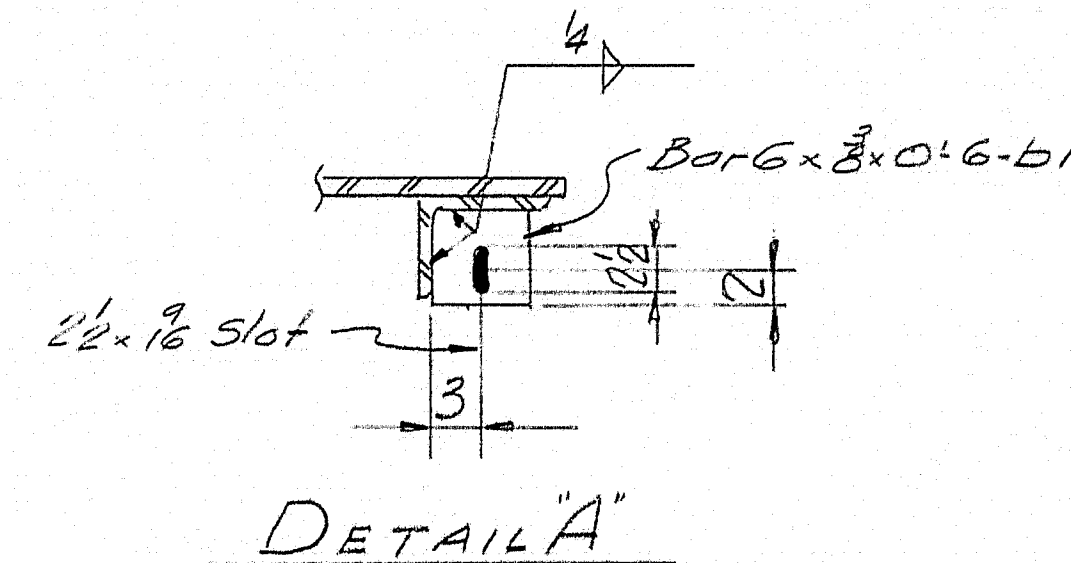
EXPANSION DAM - EDI  
ONE REQ'D.



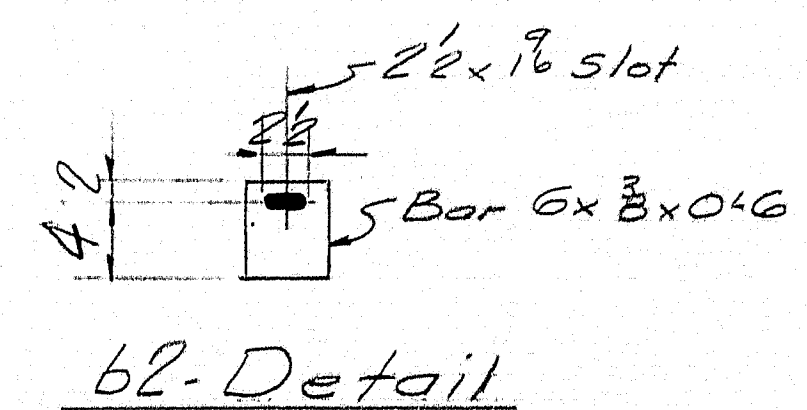
CUTTING DETAIL  
Cut from one R. & match mark.



BOLTING DETAIL



DETAIL A



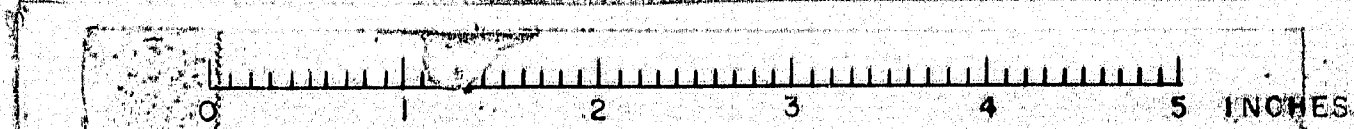
DETAIL B

| SHIP | MARK | NO.  | MARK | SHAPE                  | LENGTH | WT. | WT. OUT | WT. IN | REMARKS      |
|------|------|------|------|------------------------|--------|-----|---------|--------|--------------|
| EDI  | 1    |      |      | ASSEMBLY               |        |     |         |        |              |
|      | 2    | pl   |      | 1/2" x 1/8"            | 17     | 2.3 |         |        | +1.75%       |
|      | 2    | a1   |      | 1/2" x 1/8"            | 16     | 2.3 |         |        |              |
|      | 2    | a2   |      | Do                     | 16     | 2.3 |         |        |              |
|      | 49   | ba   |      | Bar 1/2" x 3/8"        | 1      | 0   |         |        | +2.25%       |
|      | 17   | bb   |      | Do                     | 1      | 2   |         |        | +2.25%       |
|      | 32   | bc   |      | Do                     | 1      | 7   |         |        | +2.25%       |
|      | 3    | b1   |      | Bar 1/2" x 3/8"        | 0      | 6   |         |        | +2.25%       |
|      | 3    | b2   |      | Bar 1/2" x 3/8"        | 0      | 6   |         |        | +2.25%       |
|      | 128  | SHOP |      | 3/8" S. BOLT           | 0      | 24  | 52      |        |              |
|      | 68   |      |      | Lin Ft. 4" Fillet Weld |        |     |         |        | 107' Lin Ft. |

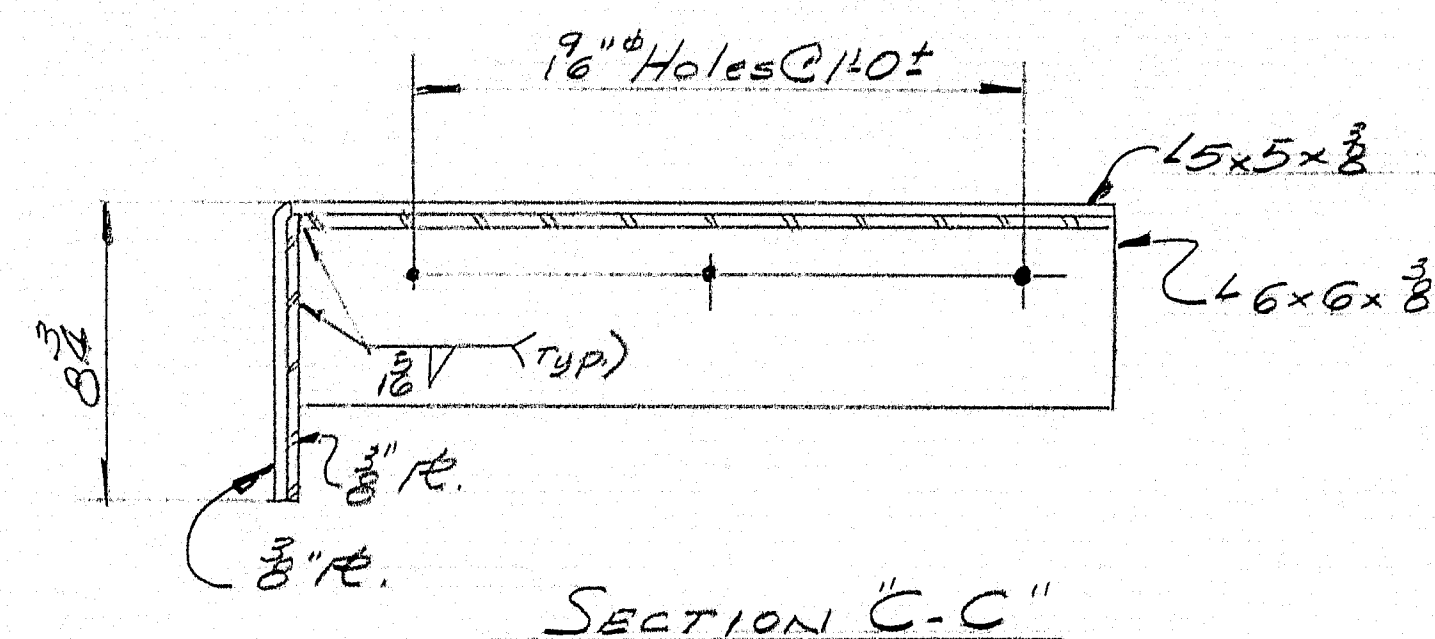
SHOP CONNECTIONS: WELDED  
FIELD CONNECTIONS: WELDED  
HOLES: AS NOTED  
PAINT: PER STATE OF MAINE  
SPEC'S & AS NOTED

|   |
|---|
| EXPANSION DAM                           |
| Bancroft & Martin Rolling Mills Company |
| South Portland 7, Maine                 |
| ST. GEORGE RIVER BRIDGE                 |
| WARREN, MAINE                           |
| CUSTOMER: REED & REED                   |
| DESIGNER: MAINE S.H.C. BRIDGE DIV.      |
| ORDER NO. VERBAL                        |
| DWG. NO. 61-294-S11                     |

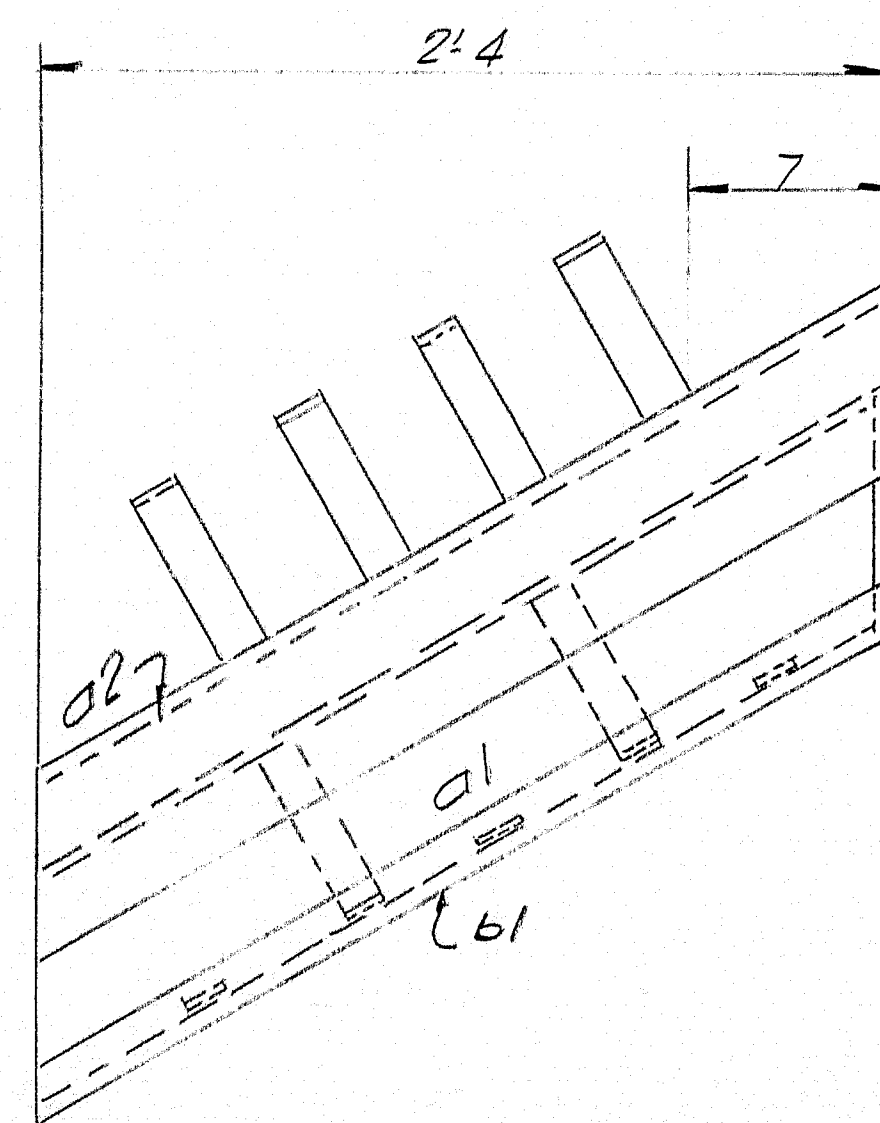
|          |                 |
|----------|-----------------|
| DRAWN    | 10-18-61 J.R.R. |
| REVISION |                 |
| REVISION |                 |
| REVISION |                 |







EDI-ONE REQ'D.



ED2-ONE REQ'D.

SHOP CONNECTIONS: *Welded*  
FIELD CONNECTIONS:  
HOLES: *As Noted*  
PAINT: *Per State of Maine  
Spec's & as noted.*

CURB EXPANSION DAM

*Bancroft & Martin Rolling Mills Company*  
*South Portland 7, Maine*

ST. GEORGE RIVER BRIDGE  
WARREN, MAINE

CUSTOMER REED & REED  
DESIGNER MAINE S.H.C. BRIDGE DIV.

|                         |                            |
|-------------------------|----------------------------|
| ORDER NO. <u>VERBAL</u> | DWG. NO. <u>61-294-S12</u> |
|-------------------------|----------------------------|

|          |                 |  |
|----------|-----------------|--|
| DRAWN    | 10-23-61 J.P.A. |  |
| REVISION |                 |  |
| REVISION |                 |  |
| REVISION |                 |  |



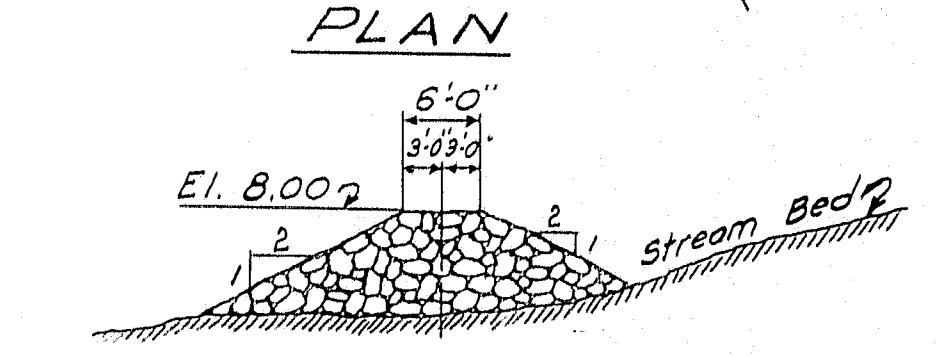
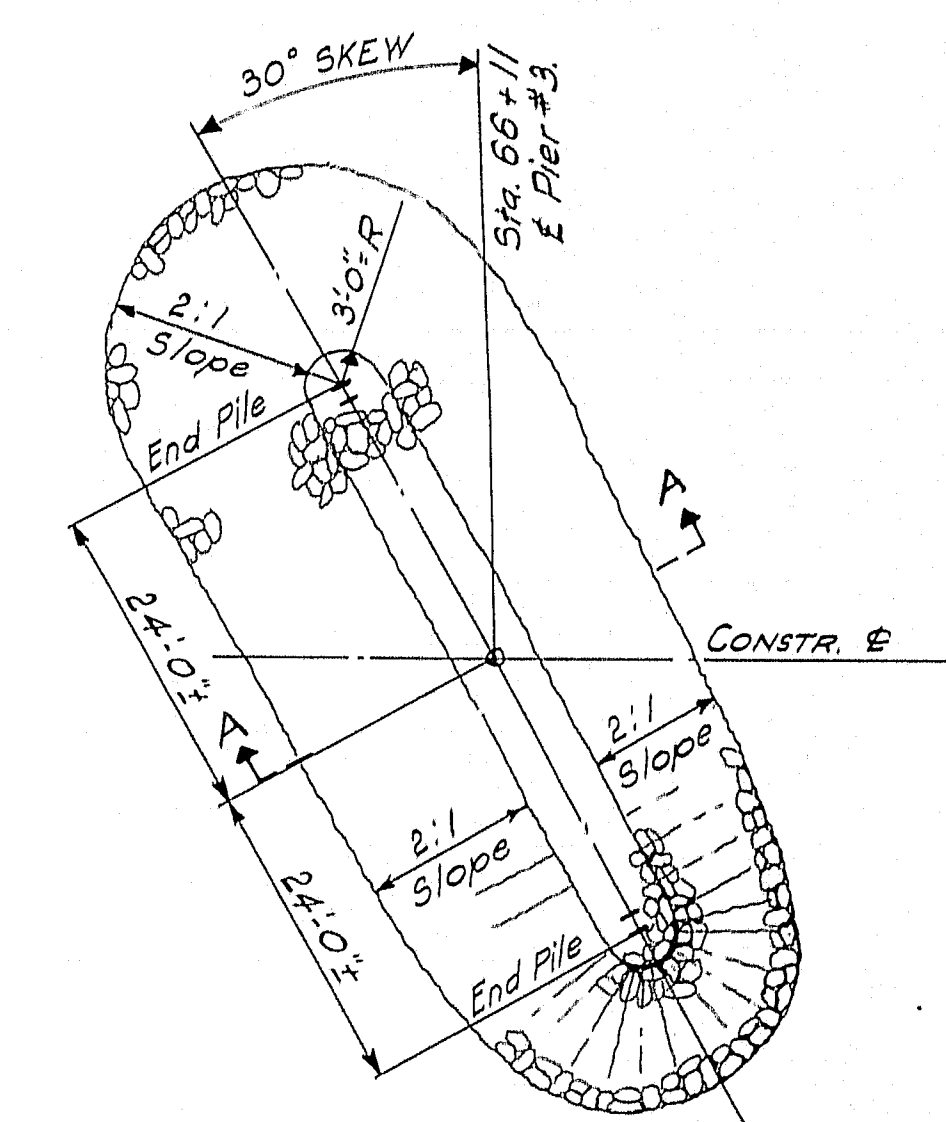
| B. P. R.<br>REG. NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|----------------------|-------|----------------|-----------|--------------|
| 1                    | MAINE | 13-0199(2)     | 0         | 71           |

**DESIGN SPECIFICATIONS**  
AASHTO Standard Specifications  
For Highway Bridges 1957  
 $f_s = 19,000$  (Concrete)  
 $f_s = 18,000$  (Structural Steel)

**LOADING**  
H 20 - S 16 - 44

**CONTRACT SPECIFICATIONS**  
State of Maine, State Highway  
Commission Standard Specifications  
Revisions of Jan. 1956

**CONCRETE CLASSIFICATION**  
All Concrete Class A



**SECTION A-A**  
**RIPRAP AT PIER NO. 3.**

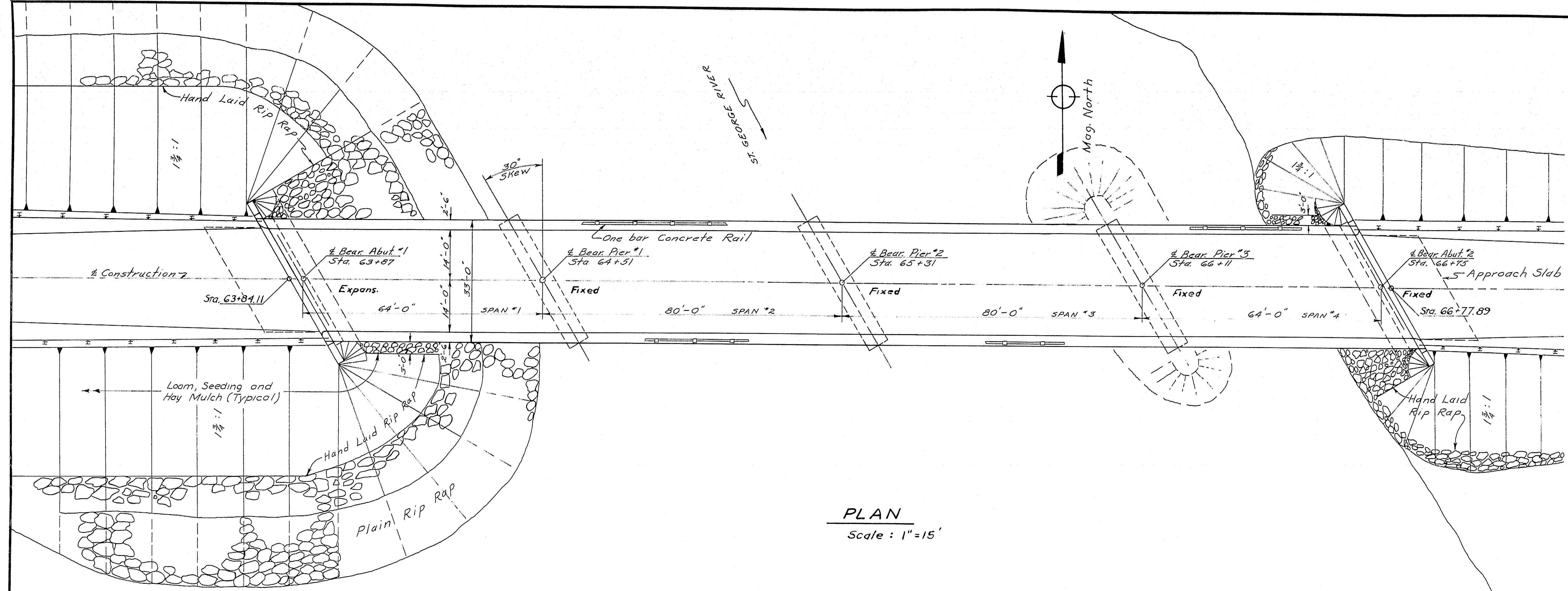
Note: Plain riprap at Pier No. 3. to be placed after piles are driven.

DESIGN - T.H.K.  
TRACE - E.E.L.  
CHECK - R.B.P.

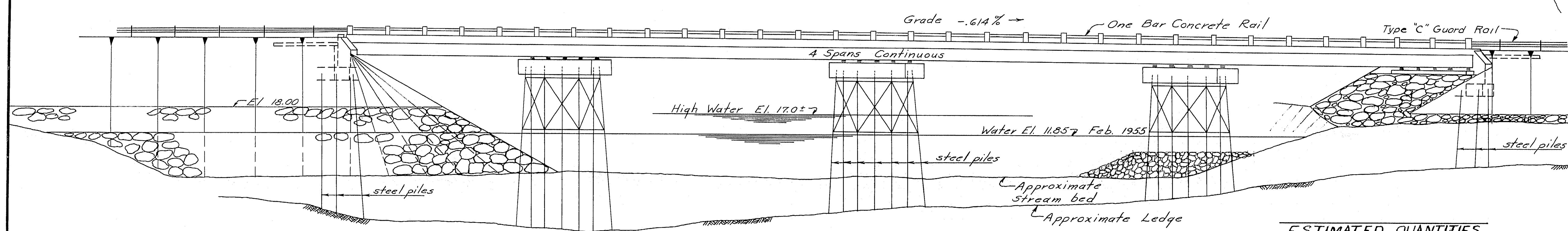
STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
**ST. GEORGE RIVER BRIDGE**  
IN THE TOWN OF  
**WARREN**  
**KNOX COUNTY**  
GENERAL PLAN

SHEET 1 OF 15 AUGUSTA, MAINE JUNE 1961

M-1481



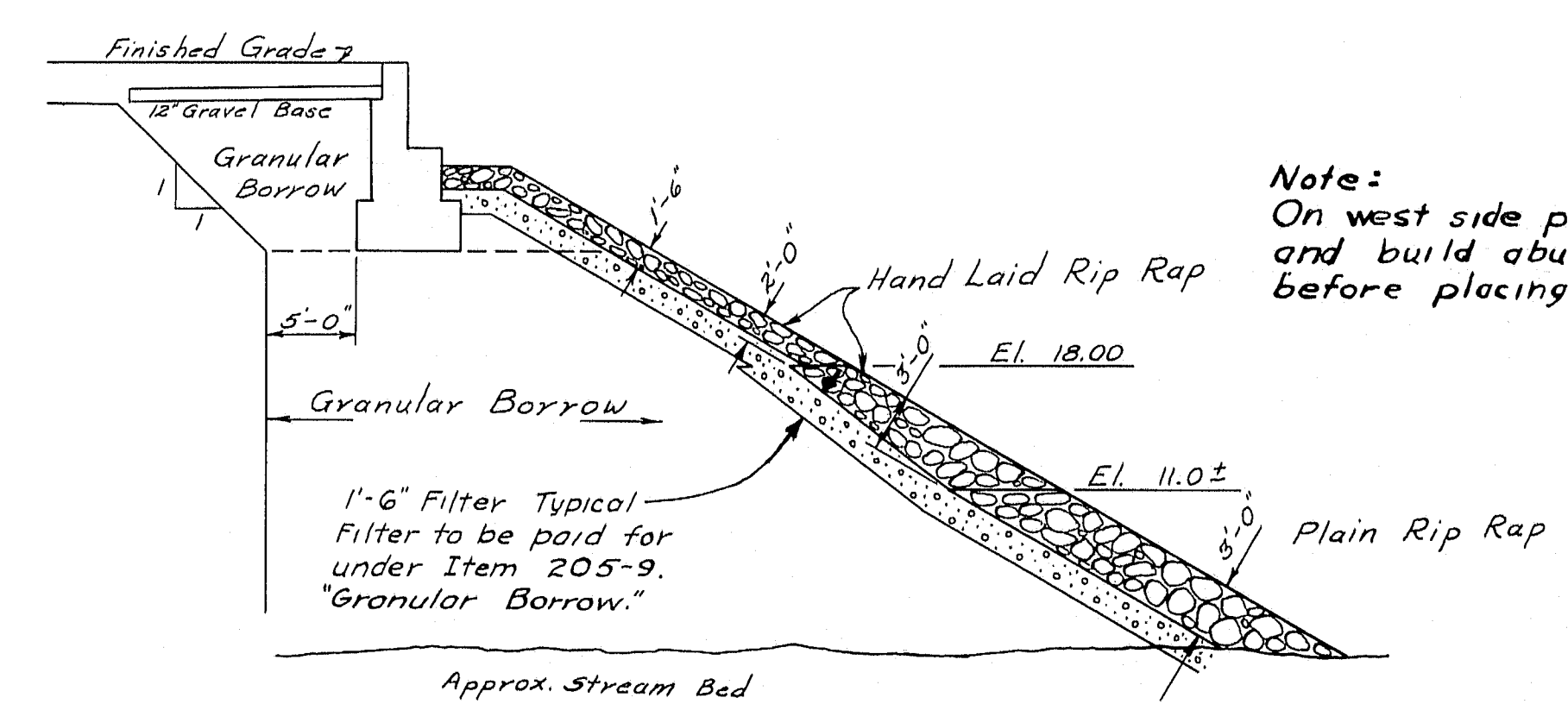
**PLAN**  
Scale: 1"=15'



**ELEVATION**  
Scale: 1"=15'

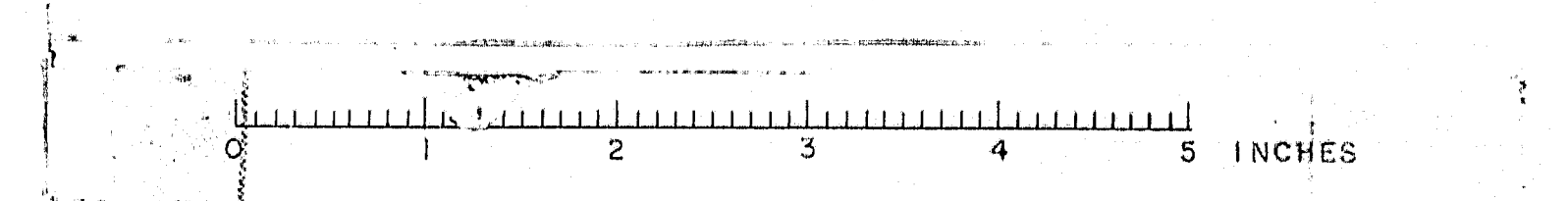
**ESTIMATED QUANTITIES**

|   |              |
|---|--------------|
| Granular Borrow                                       | 4700 c.y.    |
| Bituminous Concrete Surface Course, Type B            | 100 tons     |
| Portland Cement Concrete, Abutments & Retaining Walls | 130 c.y.     |
| Portland Cement Concrete, Rdwy & SidwK on Stk. Br.    | 335 c.y.     |
| Portland Cement Concrete, Rail                        | 579 l.f.     |
| Portland Cement                                       | 720 bbls.    |
| Structural Steel, Fabricated & Delivered              | 345,300 lbs. |
| Structural Steel, Erection                            | 345,300 lbs. |
| Structural Steel, Field Painting                      | 312,500 lbs. |
| Reinforcing Steel, Delivered                          | 75,800 lbs.  |
| Reinforcing Steel, Placing                            | 75,800 lbs.  |
| Steel H-Beam Piles, 42 1/4 ft                         | 979 l.f.     |
| Steel H-Beam Piles, 89 1/2 ft                         | 896 l.f.     |
| Membrane Waterproofing                                | 900 s.y.     |
| Granite Bridge Curb                                   | 595 l.f.     |
| Anchorages for Type "C" Guardrail                     | 7 eq.        |
| Plain Riprap  | 400 c.y.     |
| Hand Laid Riprap                                      | 350 c.y.     |
| Epoxy Resin Surface Sealant                           | 42 s.y.      |



**SECTION AT ABUTMENTS**  
The granular borrow at the abutments through which the piles are to be driven shall not contain stones larger than six (6) inches.

Note:  
On west side place granular borrow up to El. 25.0 and build abutment. Allow embankment to settle before placing any more material.

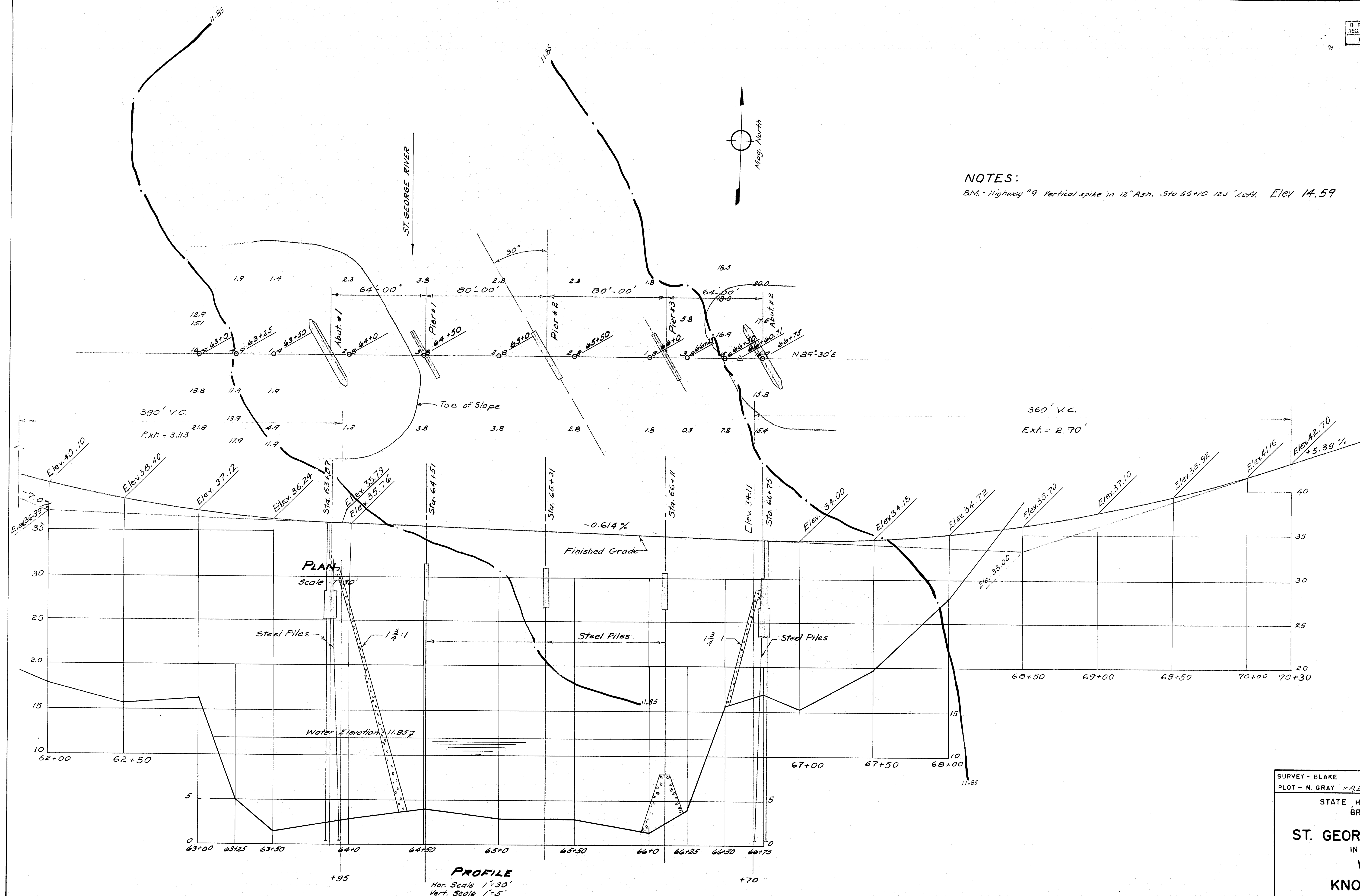




| U. S. R. D. | STATE | FED. AID SEC. | SHEET | TOTAL |
|-------------|-------|---------------|-------|-------|
| NO. 1       | MAINE | 5-0797(E)     | 9     | 73    |

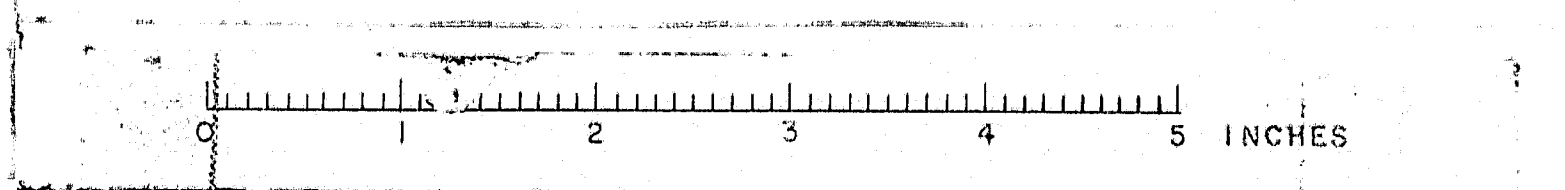
# NOTES:

B.M. - Highway "9" Vertical spike in 12" Ash. Sta 66+10 125' Left. Elev. 14.59

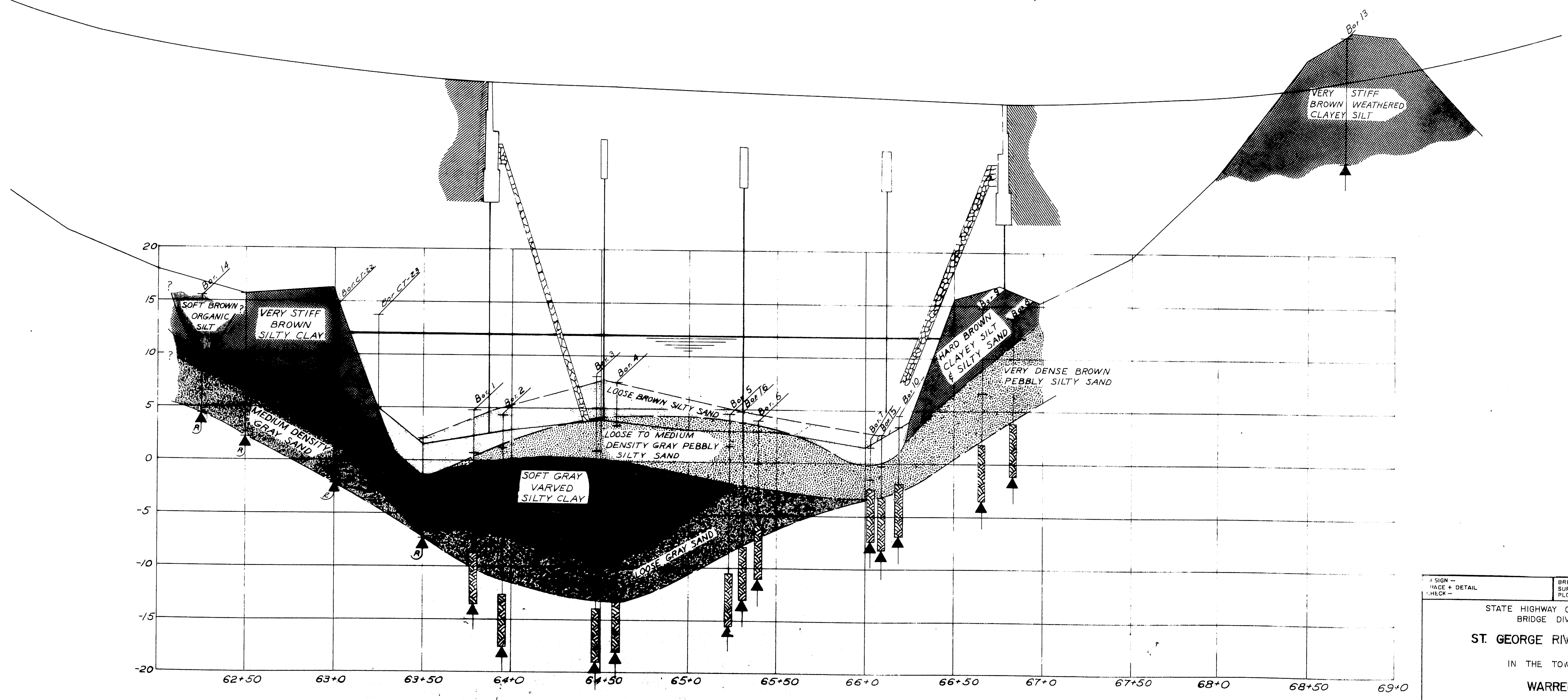
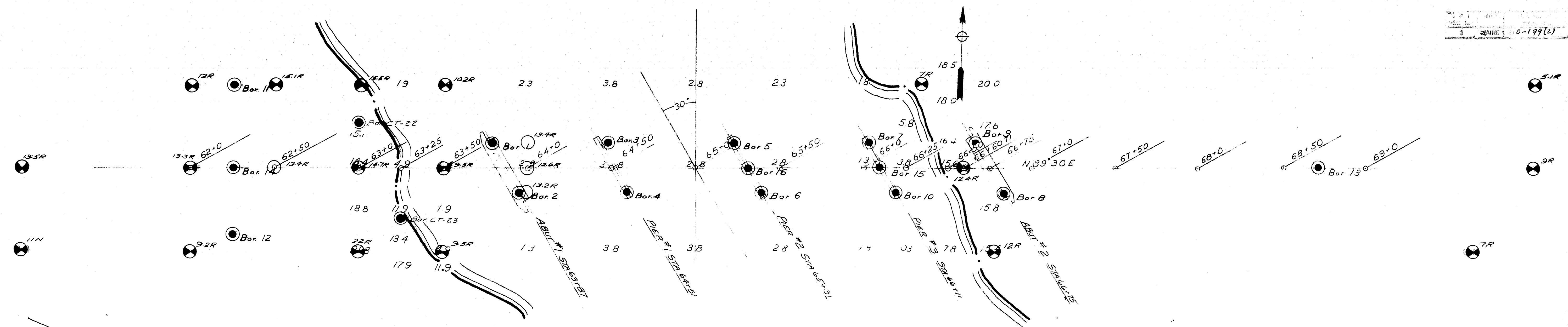


|  |                          |
|--|--------------------------|
| SURVEY - BLAKE   |                          |
| PLOT - N. GRAY   | V.A.B.                   |
| STATE HIGHWAY COMMISSION<br>BRIDGE DIVISION                                  |                          |
| ST. GEORGE RIVER BRIDGE<br>IN THE TOWN OF<br>WARREN<br>KNOX COUNTY<br>SURVEY |                          |
| SHEET 2 OF 15  | AUGUSTA, MAINE FEB. 1955 |

M-1482

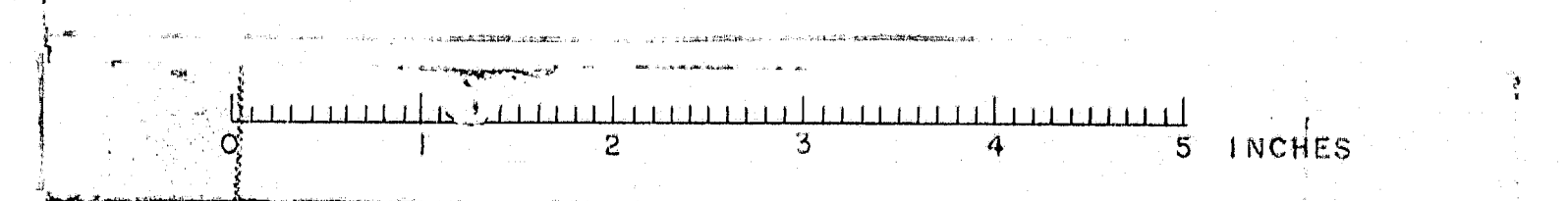




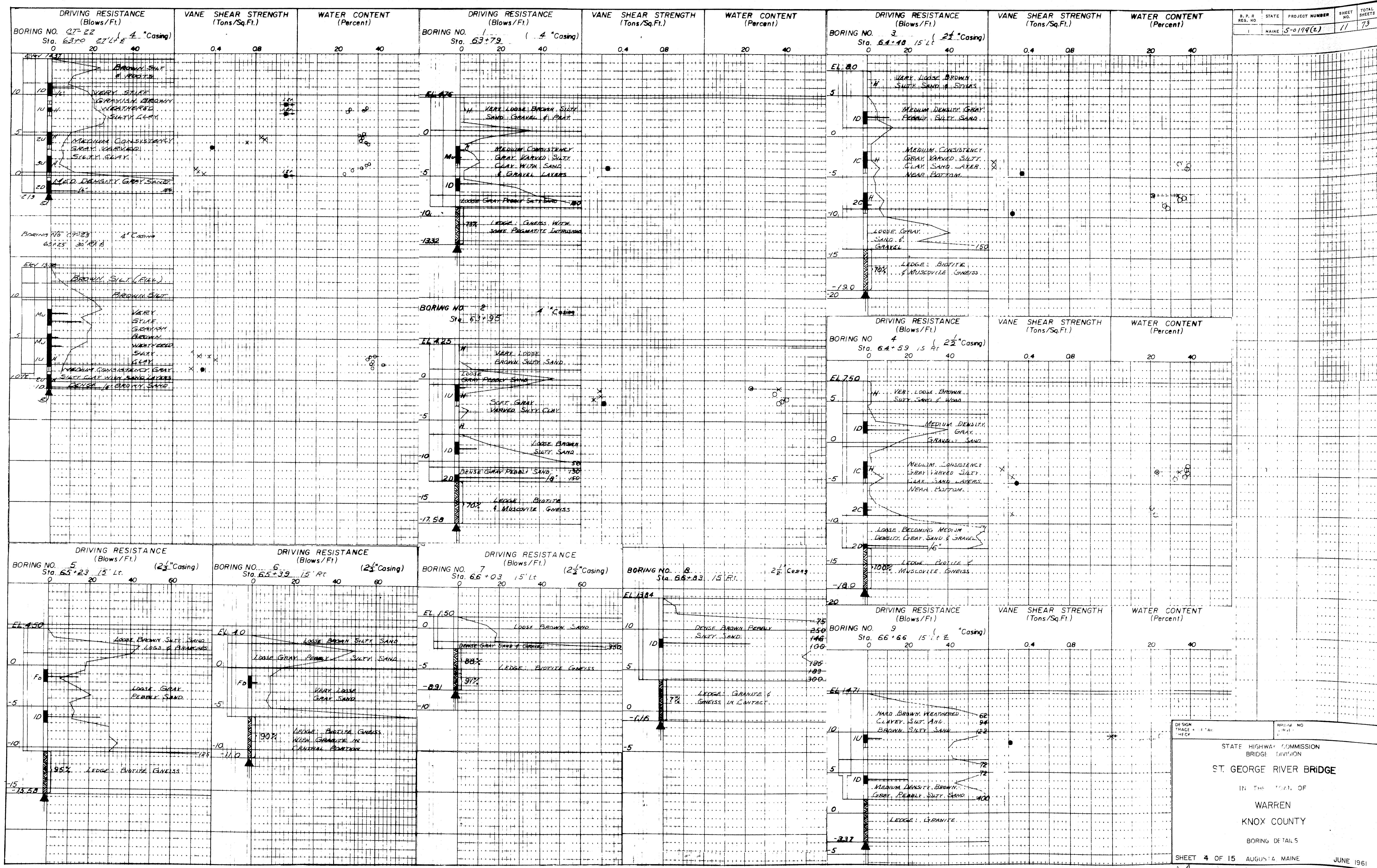


STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
**ST. GEORGE RIVER BRIDGE**  
IN THE TOWN OF  
WARREN  
KNOX COUNTY  
FOUNDATION SURVEY  
SHEET 3 OF 15 AUGUSTA, MAINE JUNE 1961

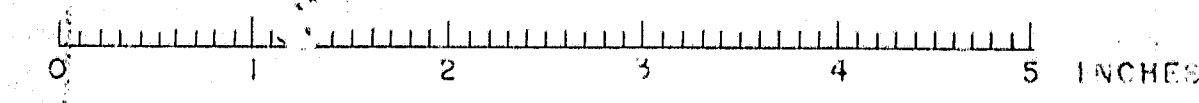
M-483







STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
ST. GEORGE RIVER BRIDGE  
IN THE TOWN OF  
WARREN  
KNOX COUNTY  
BORING DETAILS  
SHEET 4 OF 15 AUGUST 14 MAINE JUNE 1961





# SEAL AND WATER CONTENT NOTES

## Seal Notes:

1. 21-1/2 vane shear strengths indicated thus: •
2. Laboratory vane shear strengths indicated thus: x
3. One half unconfined compressive strengths indicated thus: o
4. Strengths beyond range of plot indicated at right edge of plot by numerical values and symbols thus: 162 •
5. Field vane shear strengths in excess of capacity of equipment indicated thus: —•—
6. Laboratory vane shear strengths in excess of capacity of equipment (1.0 Tsf) indicated thus: —x—
7. Field vane shear strengths in excess of capacity of equipment and beyond range of plot indicated at right edge of plot thus: 150 (H) •
8. Laboratory vane shear strength in excess of capacity of plot indicated at right edge of plot thus: 100 (H) •

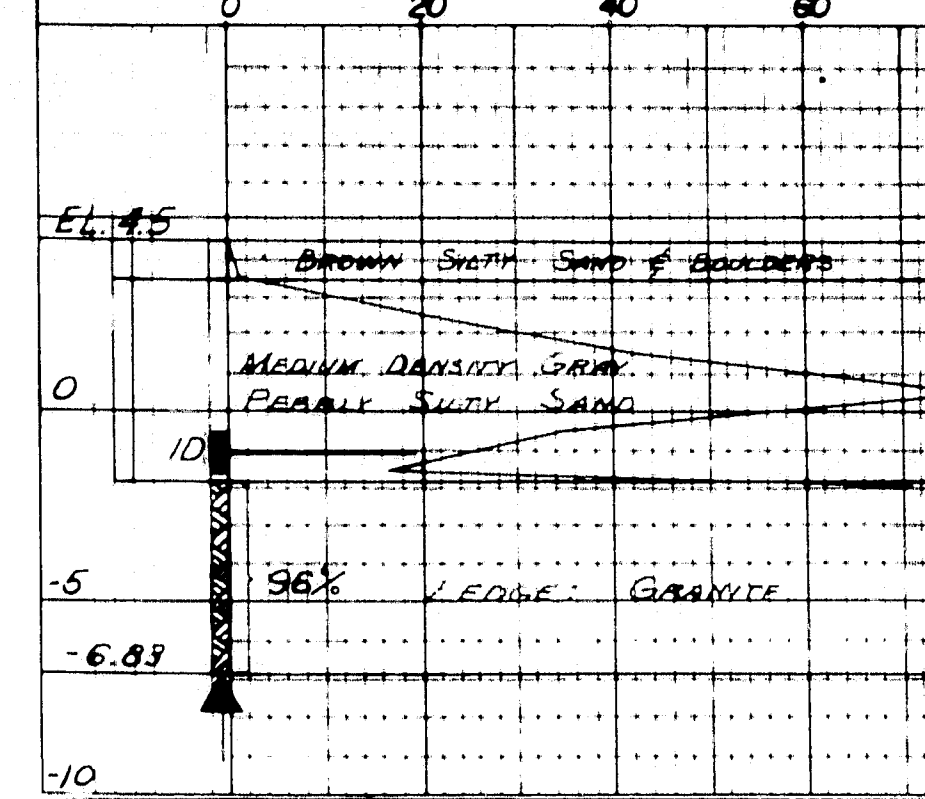
## Water Content Notes:

1. Natural water contents, given as percent of dry weight, are indicated thus: o
2. Plastic and liquid limits are indicated thus: o — — x
3. Ignition losses are given as percent of dry weight.

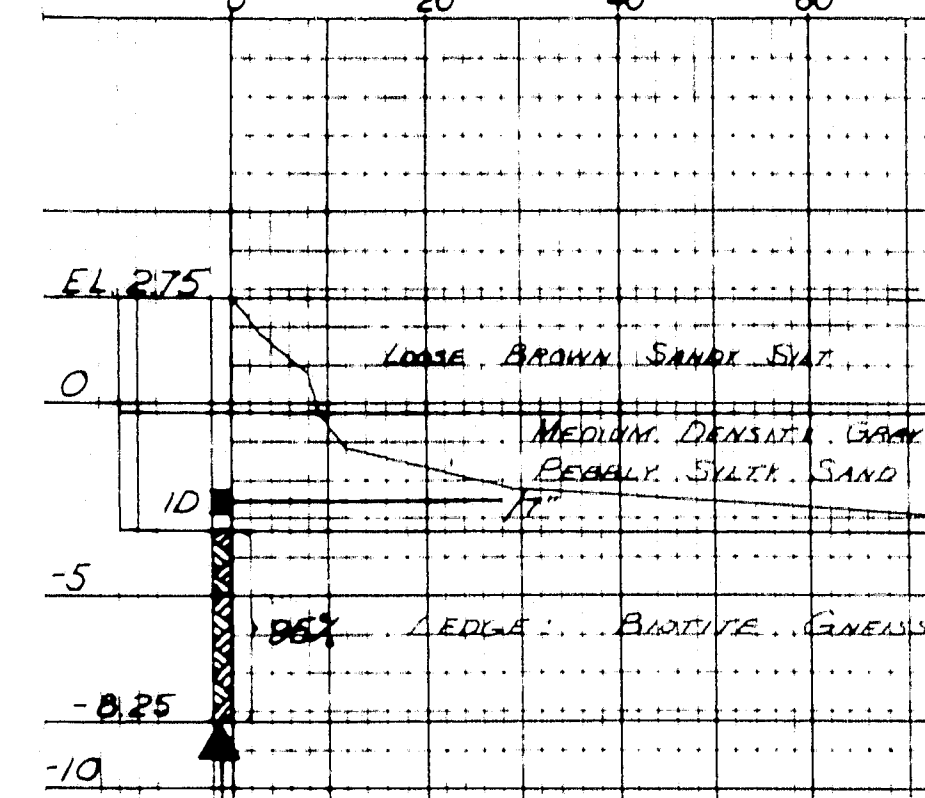
## NOTES

1. Samples and tests are taken ahead of casing.
2. Water and casing are shown on drawings.
3. Ground water table indicated thus: —•—
4. Number of blows of 21-1/2" hammer, falling 8', required to drive extra heavy casing one foot thus: —•—
5. Number and designation of dry samples taken by hand sampler indicated thus: —•—
6. Number and designation of dry samples taken by piston sampler indicated thus: —•—
7. Number and designation of dry samples taken by 2" diameter piston sampler indicated thus: —•—
8. Number and designation of wash samples indicated thus: —•—
9. Number and designation of secure dry samples indicated thus: —•—
10. Number of blows of 21-1/2" hammer, falling 8', required to drive sampler including one foot indicated thus: —•—
11. Driving weight or seamless tubing drive, by stop weight, of 21-1/2" hammer, indicated thus: —•—
12. By 200 lb. samples taken with piston sampler.
13. Natural water contents, given as percent of dry weight.
14. Bottom of boring indicated thus: —•—
15. Refers to drill rods in casing indicated thus: —•—
16. Percent recovery of rock core by diamond bit thus: —•—

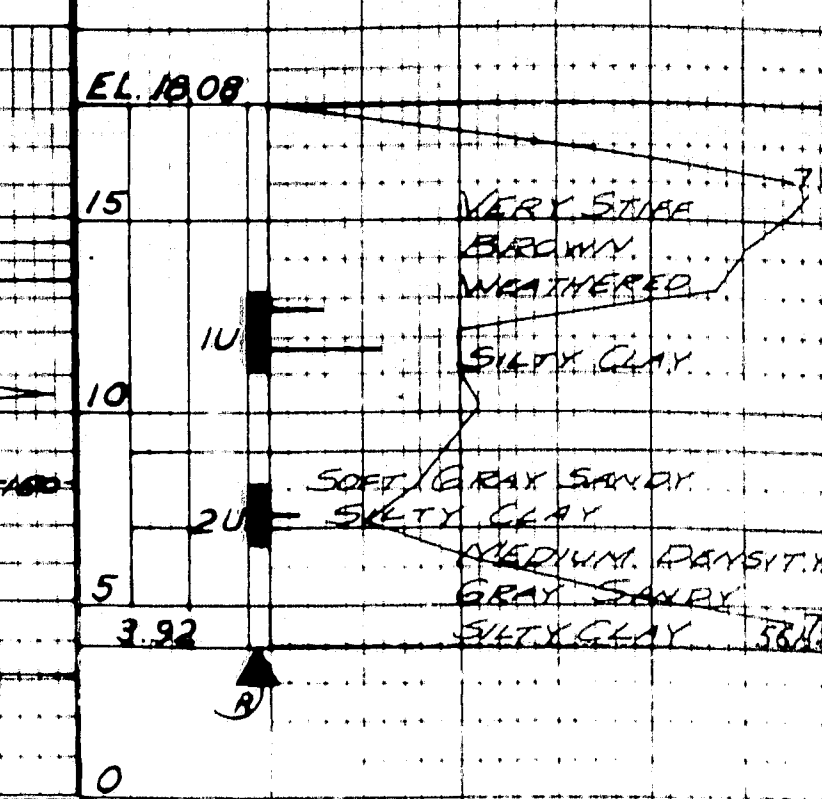
DRIVING RESISTANCE  
(Blows/Ft.)  
BORING NO. 10  
Sta. 66+19 15' Rt. (2 1/2" Casing)



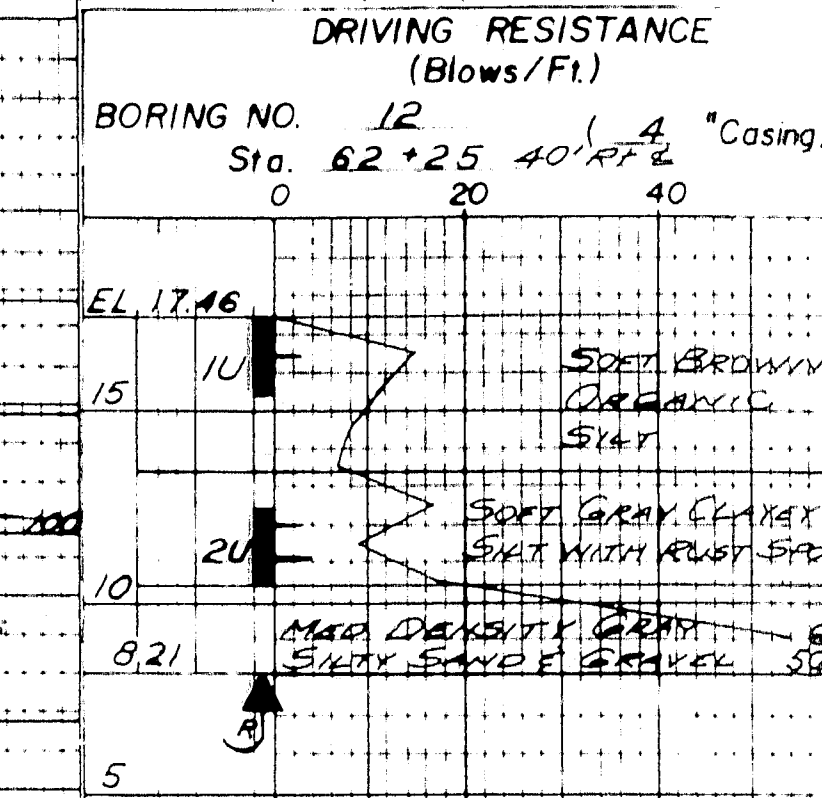
DRIVING RESISTANCE  
(Blows/Ft.)  
BORING NO. 15  
Sta. 66+09 4' (2 1/2" Casing)



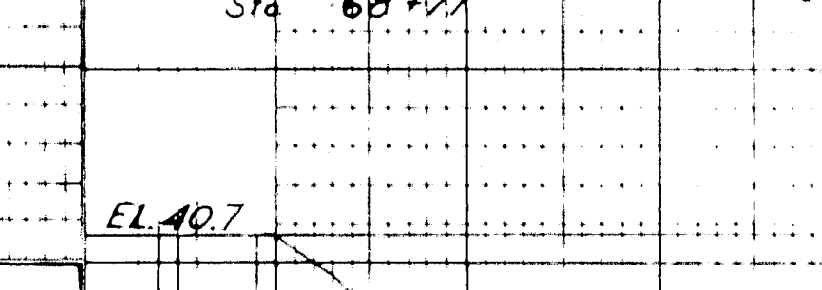
DRIVING RESISTANCE  
(Blows/Ft.)  
BORING NO. 11  
Sta. 62+25 50' Lt. 2' Casing



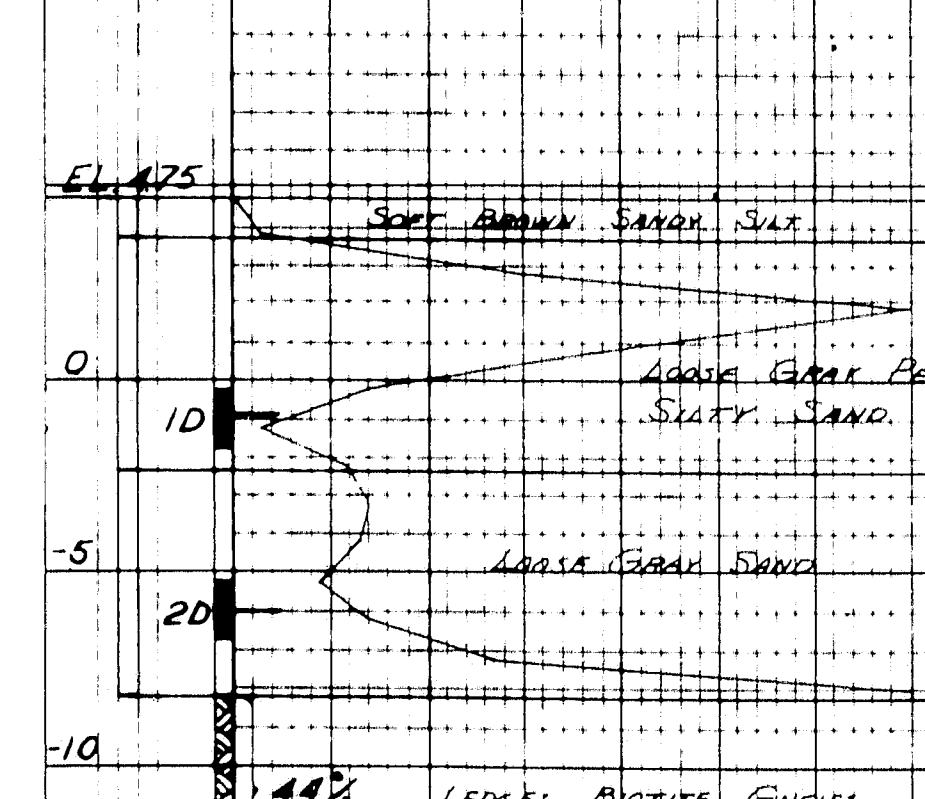
DRIVING RESISTANCE  
(Blows/Ft.)  
BORING NO. 12  
Sta. 62+25 40' Rt. 4" Casing



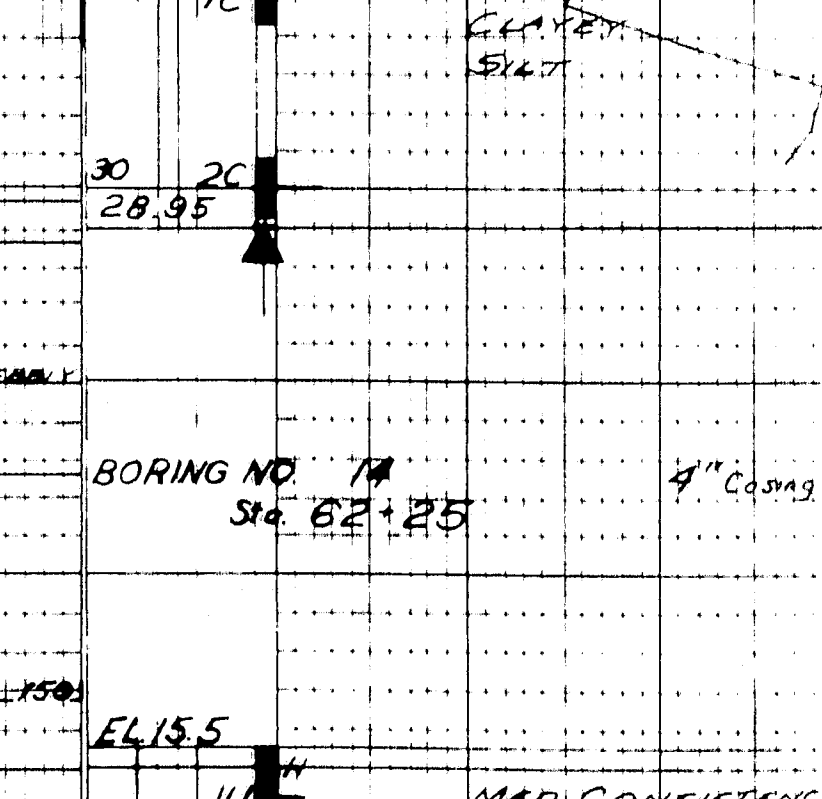
DRIVING RESISTANCE  
(Blows/Ft.)  
BORING NO. 13  
Sta. 68+71 2' Casing



DRIVING RESISTANCE  
(Blows/Ft.)  
BORING NO. 16  
Sta. 65+31 2' (2 1/2" Casing)



DRIVING RESISTANCE  
(Blows/Ft.)  
BORING NO. 14  
Sta. 62+25 4" Casing



VANE SHEAR STRENGTH  
(Tons/Sq.Ft.)  
WATER CONTENT  
(Percent)

0.4 0.8 20 40

100 200 400 600 800 1000 1200 1400 1600 1800 2000 2200 2400 2600 2800 3000 3200 3400 3600 3800 4000 4200 4400 4600 4800 5000 5200 5400 5600 5800 6000 6200 6400 6600 6800 7000 7200 7400 7600 7800 8000 8200 8400 8600 8800 9000 9200 9400 9600 9800 10000 10200 10400 10600 10800 11000 11200 11400 11600 11800 12000 12200 12400 12600 12800 13000 13200 13400 13600 13800 14000 14200 14400 14600 14800 15000 15200 15400 15600 15800 16000 16200 16400 16600 16800 17000 17200 17400 17600 17800 18000 18200 18400 18600 18800 19000 19200 19400 19600 19800 20000 20200 20400 20600 20800 21000 21200 21400 21600 21800 22000 22200 22400 22600 22800 23000 23200 23400 23600 23800 24000 24200 24400 24600 24800 25000 25200 25400 25600 25800 26000 26200 26400 26600 26800 27000 27200 27400 27600 27800 28000 28200 28400 28600 28800 29000 29200 29400 29600 29800 30000 30200 30400 30600 30800 31000 31200 31400 31600 31800 32000 32200 32400 32600 32800 33000 33200 33400 33600 33800 34000 34200 34400 34600 34800 35000 35200 35400 35600 35800 36000 36200 36400 36600 36800 37000 37200 37400 37600 37800 38000 38200 38400 38600 38800 39000 39200 39400 39600 39800 40000 40200 40400 40600 40800 41000 41200 41400 41600 41800 42000 42200 42400 42600 42800 43000 43200 43400 43600 43800 44000 44200 44400 44600 44800 45000 45200 45400 45600 45800 46000 46200 46400 46600 46800 47000 47200 47400 47600 47800 48000 48200 48400 48600 48800 49000 49200 49400 49600 49800 50000 50200 50400 50600 50800 51000 51200 51400 51600 51800 52000 52200 52400 52600 52800 53000 53200 53400 53600 53800 54000 54200 54400 54600 54800 55000 55200 55400 55600 55800 56000 56200 56400 56600 56800 57000 57200 57400 57600 57800 58000 58200 58400 58600 58800 59000 59200 59400 59600 59800 60000 60200 60400 60600 60800 61000 61200 61400 61600 61800 62000 62200 62400 62600 62800 63000 63200 63400 63600 63800 64000 64200 64400 64600 64800 65000 65200 65400 65600 65800 66000 66200 66400 66600 66800 67000 67200 67400 67600 67800 68000 68200 68400 68600 68800 69000 69200 69400 69600 69800 70000 70200 70400 70600 70800 71000 71200 71400 71600 71800 72000 72200 72400 72600 72800 73000 73200 73400 73600 73800 74000 74200 74400 74600 74800 75000 75200 75400 75600 75800 76000 76200 76400 76600 76800 77000 77200 77400 77600 77800 78000 78200 78400 78600 78800 79000 79200 79400 79600 79800 80000 80200 80400 80600 80800 81000 81200 81400 81600 81800 82000 82200 82400 82600 82800 83000 83200 83400 83600 83800 84000 84200 84400 84600 84800 85000 85200 85400 85600 85800 86000 86200 86400 86600 86800 87000 87200 87400 87600 87800 88000 88200 88400 88600 88800 89000 89200 89400 89600 89800 90000 90200 90400 90600 90800 91000 91200 91400 91600 91800 92000 92200 92400 92600 92800 93000 93200 93400 93600 93800 94000 94200 94400 94600 94800 95000 95200 95400 95600 95800 96000 96200 96400 96600 96800 97000 97200 97400 97600 97800 98000 98200 98400 98600 98800 99000 99200 99400 99600 99800 100000 100200 100400 100600 100800 101000 101200 101400 101600 101800 102000 102200 102400 102600 102800 103000 103200 103400 103600 103800 104000 104200 104400 104600 104800 105000 105200 105400 105600 105800 106000 106200 106400 106600 106800 107000 107200 107400 107600 107800 108000 108200 108400 108600 108800 109000 109200 109400 109600 109800 110000 110200 110400 110600 110800 111000 111200 111400 111600 111800 112000 112200 112400 112600 112800 113000 113200 113400 113600 113800 114000 114200 114400 114600 114800 115000 115200 115400 115600 115800 116000 116200 116400 116600 116800 117000 117200 117400 117600 117800 118000 118200 118400 118600 118800 119000 119200 119400 119600 119800 120000 120200 120400 120600 120800 121000 121200 121400 121600 121800 122000 122200 122400 122600 122800 123000 123200 123400 123600 123800 124000 124200 124400 124600 124800 125000 125200 125400 125600 125800 126000 126200 126400 126600 126800 127000 127200 127400 127600 127800 128000 128200 128400 128600 128800 129000 129200 129400 129600 129800 130000 130200 130400 130600 130800 131000 131200 131400 131600 131800 132000 132200 132400 132600 132800 133000 133200 133400 133600 133800 134000 134200 134400 134600 134800 135000 135200 135400 135600 135800 136000 136200 136400 136600 136800 137000 137200 137400 137600 137800 138000 138200 138400 138600 138800 139000 139200 139400 139600 139800 140000 140200 140400 140600 140800 141000 141200 141400 141600 141800 142000 142200 142400 142600 142800 143000 143200 143400 143600 143800 144000 144200 144400 144600 144800 145000 145200 145400 145600 145800 146000 146200 146400 146600 146800 147000 147200 147400 147600 147800 148000 148200 148400 148600 148800 149000 149200 149400 149600 149800 150000 150200 150400 150600 150800 151000 151200 151400 151600 151800 152000 152200 152400 152600 152800 153000 153200 153400 153600 153800 154000 154200 154400 154600 154800 155000 155200 155400 155600 155800 156000 156200 156400 156600 156800 157000 157200 157400 157600 157800 158000 158200 158400 158600 158800 159000 159200 159400 159600 159800 160000 160200 160400 160600 160800 161000 161200 161400 161600 161800 162000 162200 162400 162600 162800 163000 163200 163400 163600 163800 164000 164200 164400 164600 164800 165000 165200 165400 165600 165800 166000 166200 166400 166600 166800 167000 167200 167400 167600 167800 168000 168200 168400 168600 168800 169000 169200 169400 169600 169800 170000 170200 170400 170600 170800 171000 171200 171400 171600 171800 172000 172200 172400 172600 172800 173000 173200 173400 173600 173800 174000 174200 174400 174600 174800 175000 175200 175400 175600 175800 176000 176200 176400 176600 176800 177000 177200 177400 177600 177800 178000 178200 178400 178600 178800 179000 179200 179400 179600 179800 180000 180200 180400 180600 180800 181000 181200 181400 181600 181800 182000 182200 182400 182600 182800 183000 183200 183400 183600 183800 184000 184200 184400 184600 184800 185000 185200 185400 185600 185800 186000 186200 186400 186600 186800 187000 187200 187400 187600 187800 188000 188200 188400 188600 188800 189000 189200 189400 189600 189800 190000 190200 190400 190600 190800 191000 191200 191400 191600 191800 192000 192200 192400 192600 192800 193000 193200 193400 193600 193800 194000 194200 194400 194600 194800 195000 195200 195400 195600 195800 196000 196200 196400 196600 196800 197000 197200 197400 197600 197800 198000 198200 198400 198600 198800 199000 199200 199400 199600 199800 200000 200200 200400 200600 200800 201000 201200 201400 201600 201800 202000 202200 202400 202600 202800 203000 203200 203400 203600 203800 204000 204200 204400 204600 204800 205000 205200 205400 205600 205800 206000 206200 206400 206600 206800 207000 207200 207400 207600 207800 208000 208200 208400 208600 208800 209000 209200 209400 209600 209800 210000 210200 210400 210600 210800 211000 211200 211400 211600 211800 212000 212200 212400 212600 212800 213000 213200 213400 213600 213800 214000 214200 214400 214600 214800 215000 215200 215400 215600 215800 216000 216200 216400 216600 216800 217000 217200 217400 217600 217800 218000 218200 218400 218600 218800 219000 219200 219400 219600 219800 220000 220200 220400 220600 220800 221000 221200 221400 221600 221800 222000 222200 222400 222600 222800 223000 223200 223400 223600 223800 224000 224200 224400 224600 224800 225000 225200 225400 225600 225800 226000 226200 226400 226600 226800 227000 227200 227400 227600 227800 228000 228200 228400 228600 228800 229000 229200 229400 229600 229800 230000 230200 230400 230600 230800 231000 231200 231400 231600 231800 232000 232200 232400 232600 232800 233000 233200 233400 233600 233800 234000 234200 234400 234600 234800 235000 235200 235400 235600 235800 236000 236200 236400 236600 236800 237000 237200 237400 237600 237800 238000 238200 238400 238600 238800 239000 239200 239400 239600 239800 240000 240200 240400 240600 240800 241000 241200 241400 241600 241800 242000 242200 242400 242600 242800 243000 243200 243400 243600 243800 244000 244200 244400 244600 244800 245000 245200 245400 245600 245800 246000 246200 246400 246600 246800 247000 247200 247400 247600 247800 248000 248200 248400 248600 248800 249000 249200 249400 249600 249800 250000 250200 250400 250600 250800 251000 251200 251400 251600 251800 252000 252200 252400 252600 252800 253000 253200 253400 253600 253800 254000 254200 254400 254600 254800 255000 255200 255400 255600 255800 256000 256200 256400 256600 256800 257000 257200 257400 257600 257800 258000 258200 258400 258600 258800 259000 259200 259400 259600 259800 260000 260200 260400 260600 260800 261000 261200 261400 261600 261800 262000 262200 262400 262600 262800 263000 263200 263400 263600 263800 264000 264200 264400 264600 264800 265000 265200 265400 265600 265800 266000 266200 266400 266600 266800 267000 267200 267400 267600 267800 268000 268200 268400 268600 268800 269000 269200 269400 269600 269800 270000 270200 270400 270600 270800 271000 271200 271400 271600 271800 272000 272200 272400 272600 272800 273000 273200 273400 273600 273800 274000 274200 274400 274600 274800 275000 275200 275400 275600 275800 276000 276200 276400 276600 276800 277000 277200 277400 277600 277800 278000 278200 278400 278600 278800 279000 279200 279400 279600 279800 280000 280200 280400 280600 280800 281000 281200 281400 281600 281800 282000 282200 282400 282600 282800 283000 283200 283400 283600 283800 284000 284200 284400 284600 284800 285000 285200 285400 285600 285800 286000 286200 286400 286600 286800 287000 287200 287400 287600 287800 288000 288200 288400 288600 288800 289000 289200 289400 289600 289800 290000 2







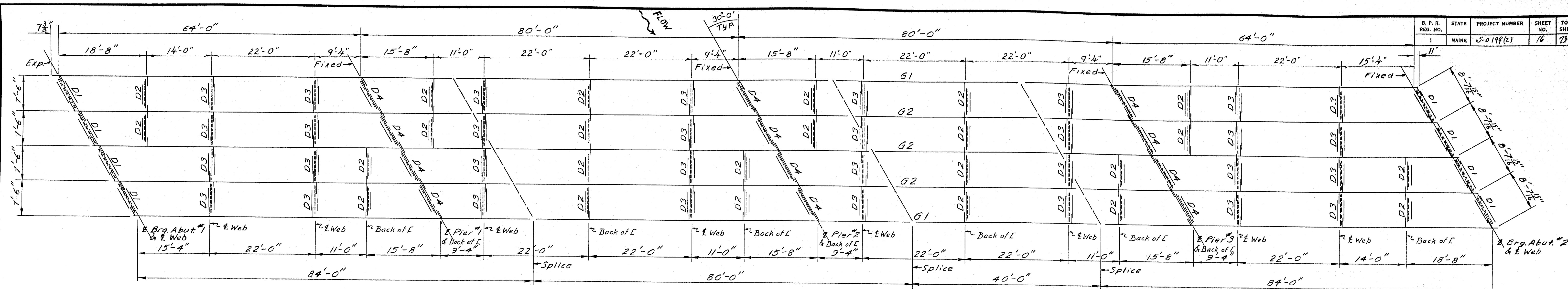




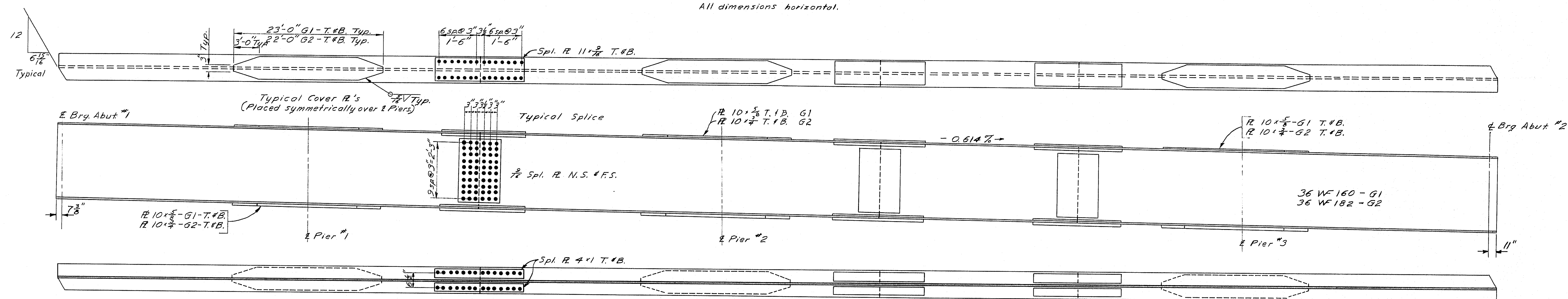




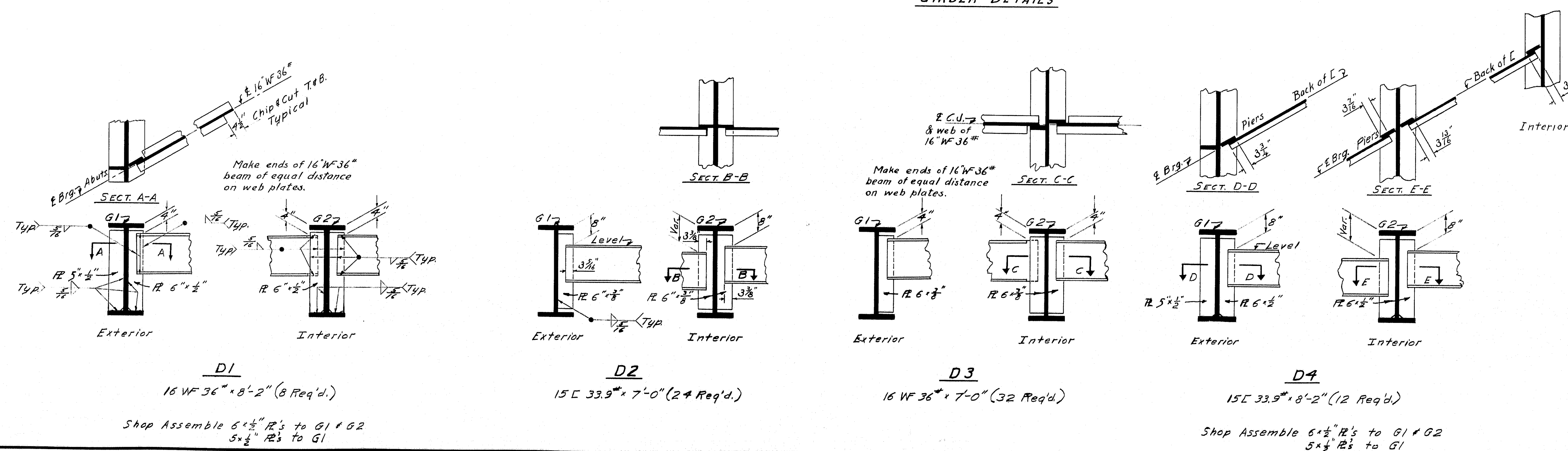
| B. P. R.<br>REG. NO. | STATE | PROJECT NUMBER | SHEET<br>NO. | TOTAL<br>SHEET: |
|----------------------|-------|----------------|--------------|-----------------|
| 1                    | MAINE | 5-0199(2)      | 16           | 73              |



ERECTION DIAGRAM  
All dimensions horizontal.



## GIRDER DETAILS



DESIGN - T.M.K.  
TRACE - R.W.L.  
CHECK - *ASL*

DET - J.R.H.

NUMBER OF SHEETS  
SHEET NO.  
PLG.

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

ST. GEORGE RIVER BRIDGE

IN THE TOWN OF

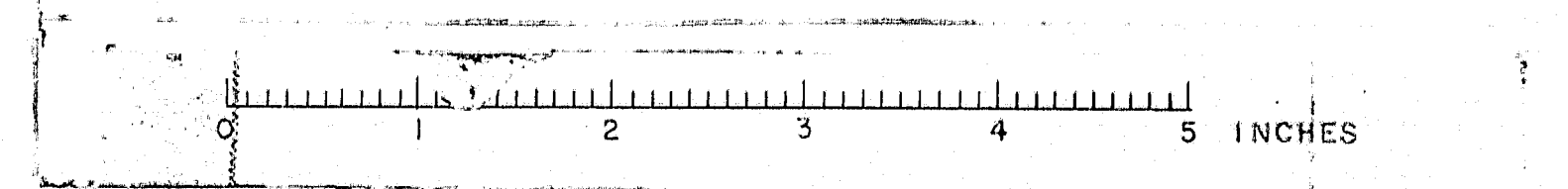
WARREN

KNOX COUNTY

STRUCTURAL STEEL

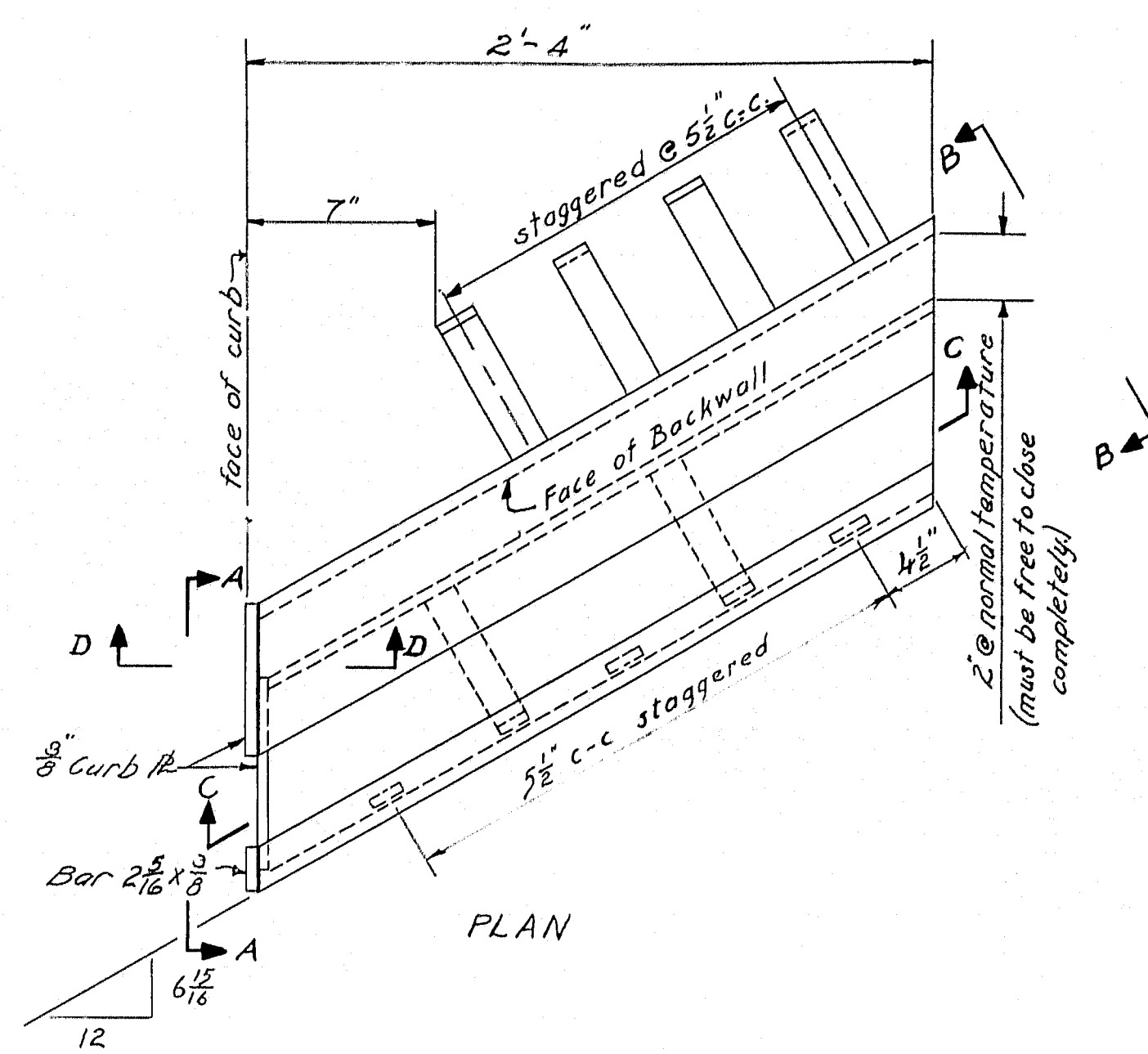
SHEET 9 OF 15      AUGUSTA, MAINE      JUNE 1961

M-1489

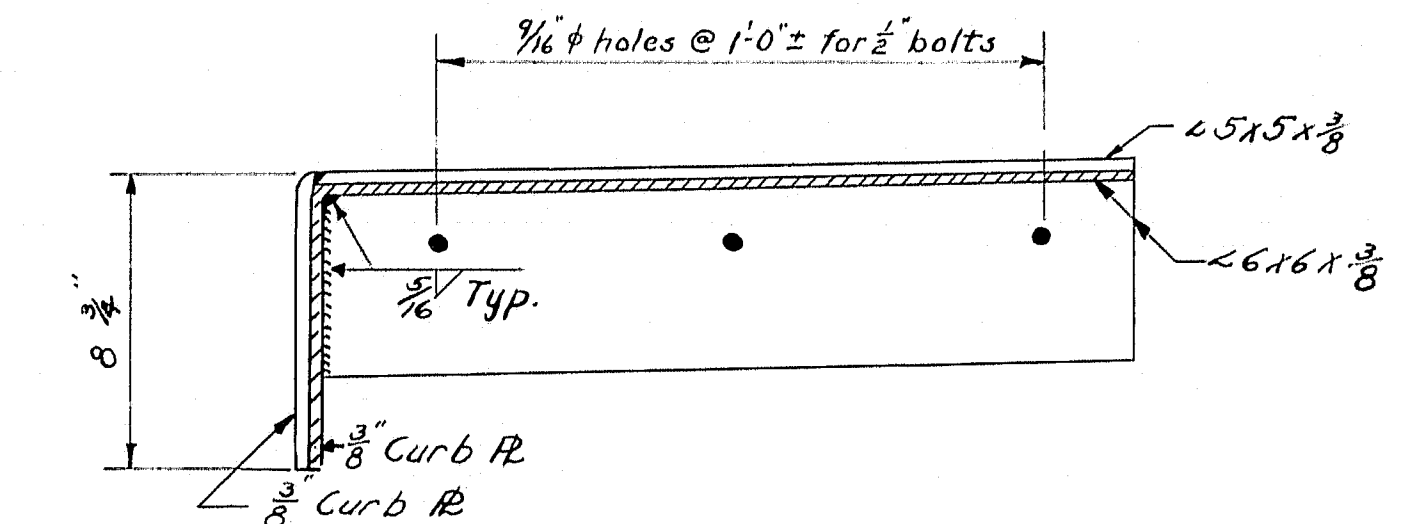




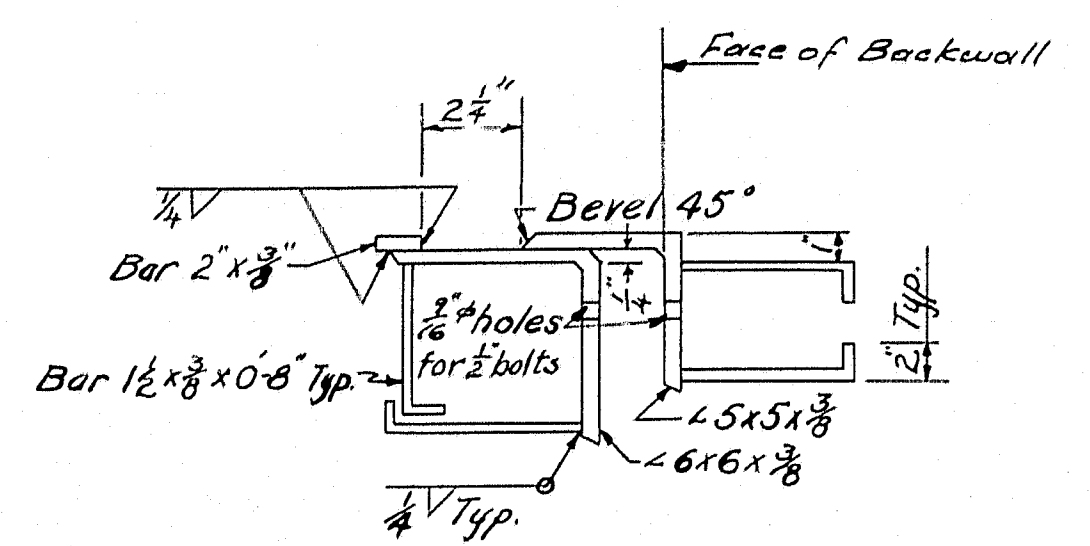
| D. P. R. REG. NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|-------------------|-------|----------------|-----------|--------------|
| 1                 | MAINE | 5-0199(2)      | 17        | 19           |



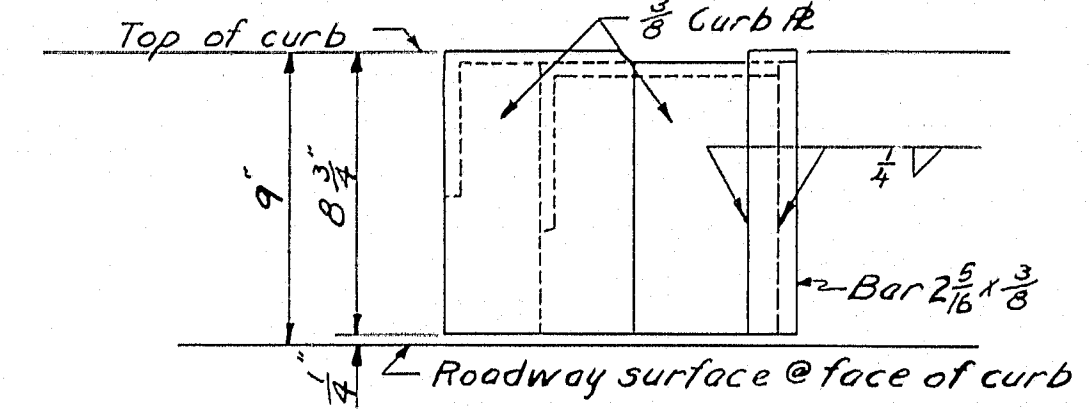
PLAN



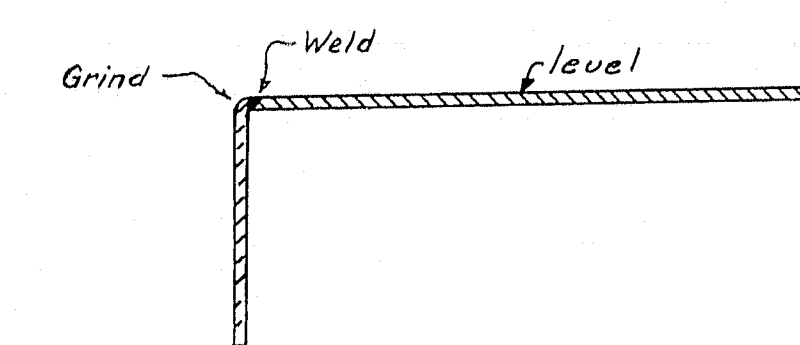
SECTION C-C



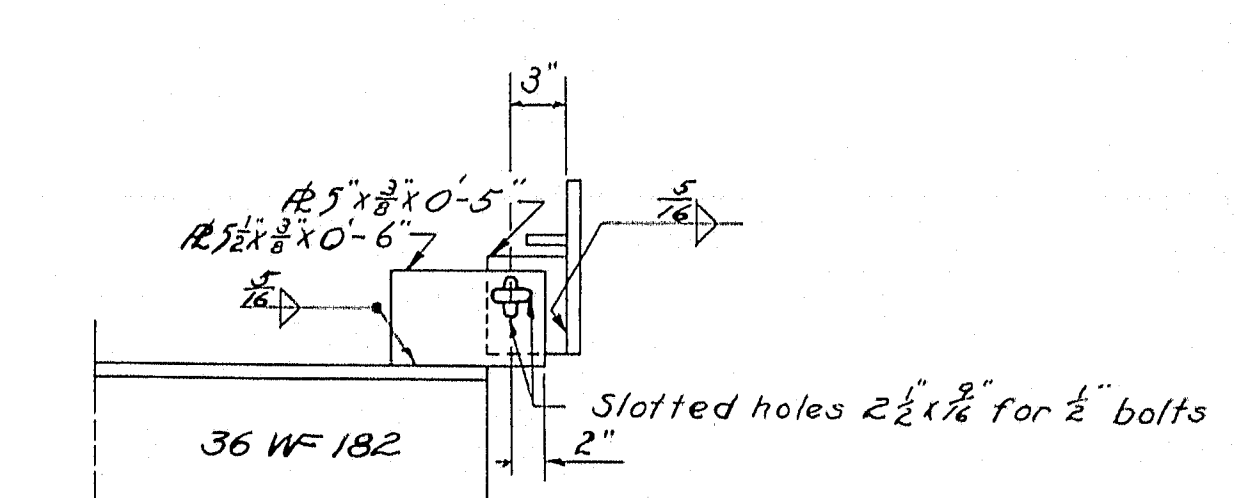
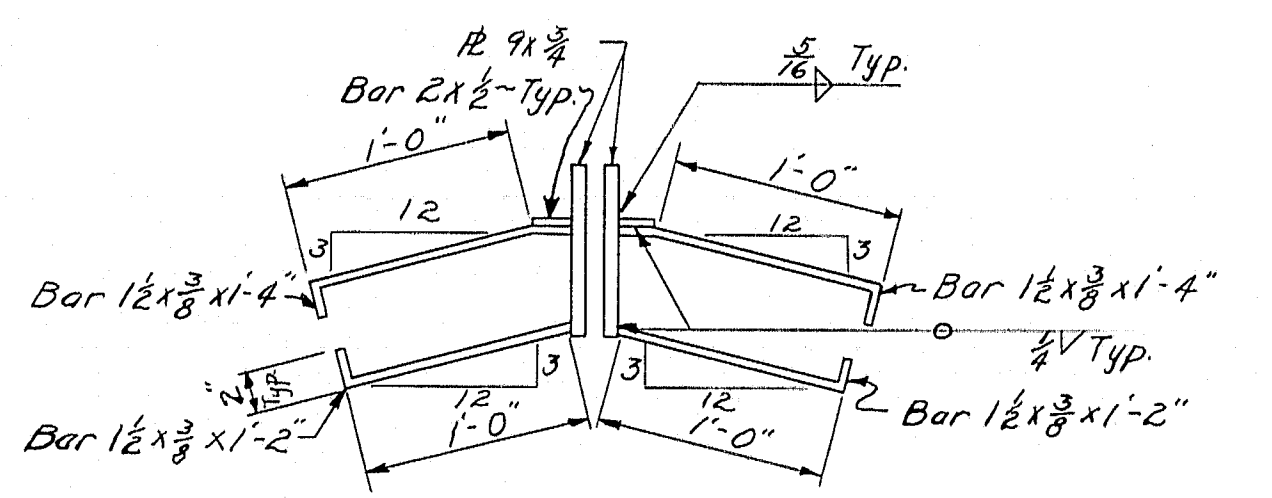
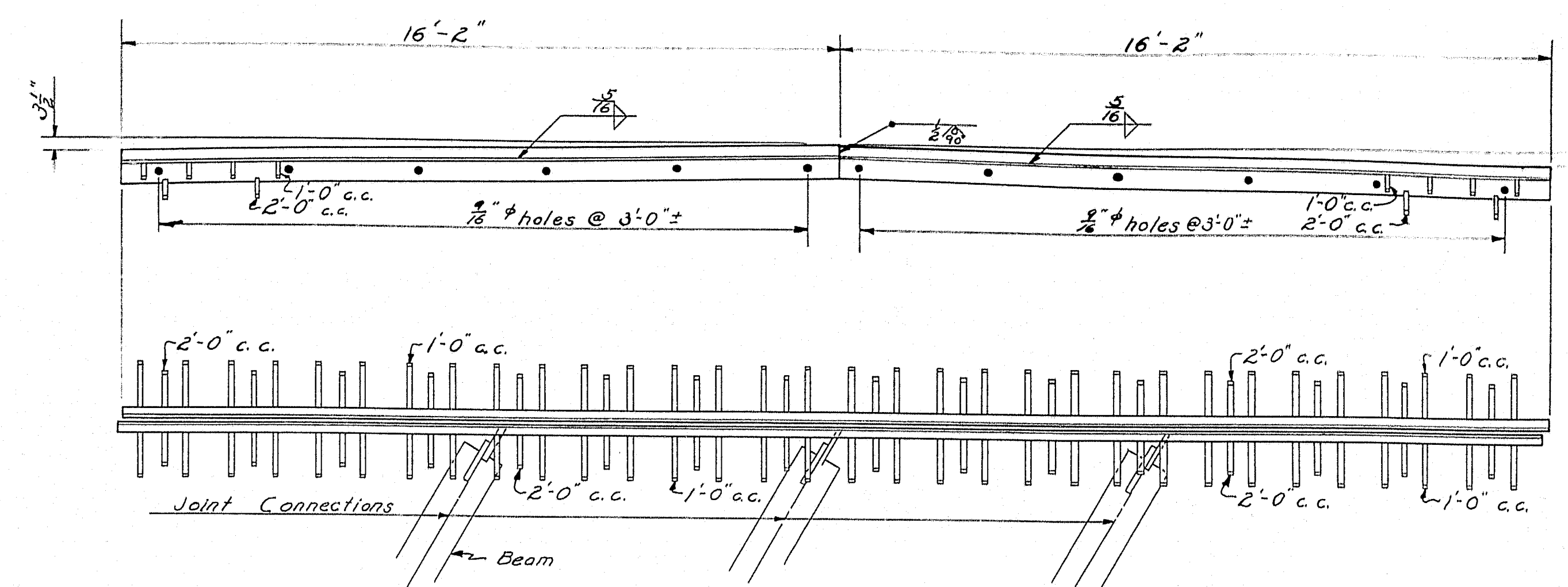
VIEW B-B



VIEW A-A



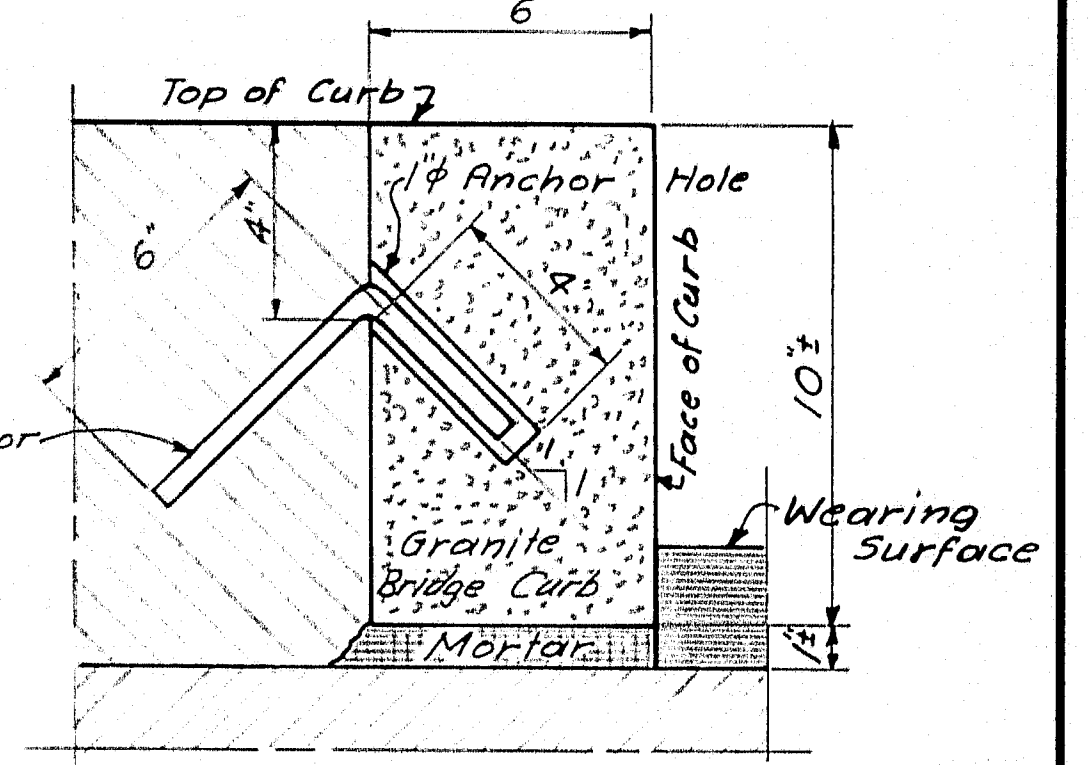
SECTION D-D



JOINT CONNECTION 3 required

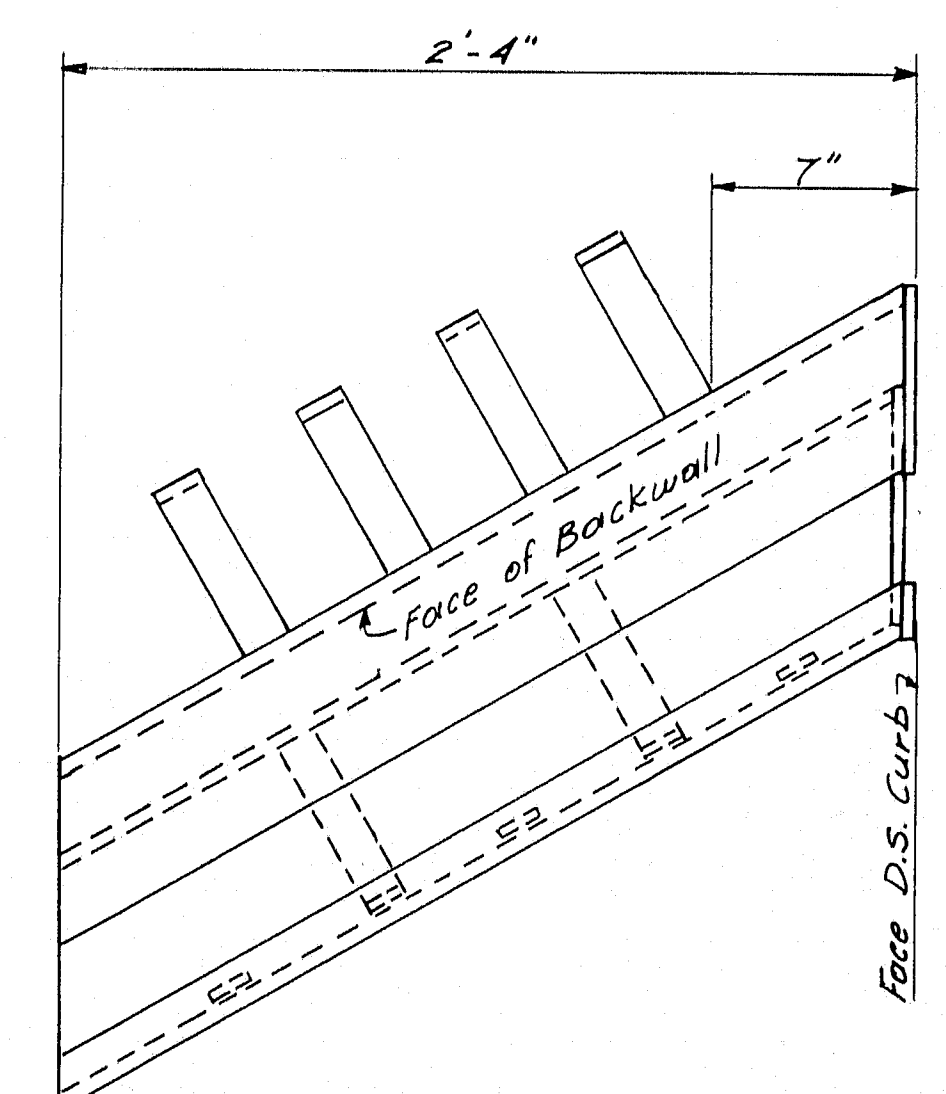
### ARMORED JOINT

One required @ Abut #2

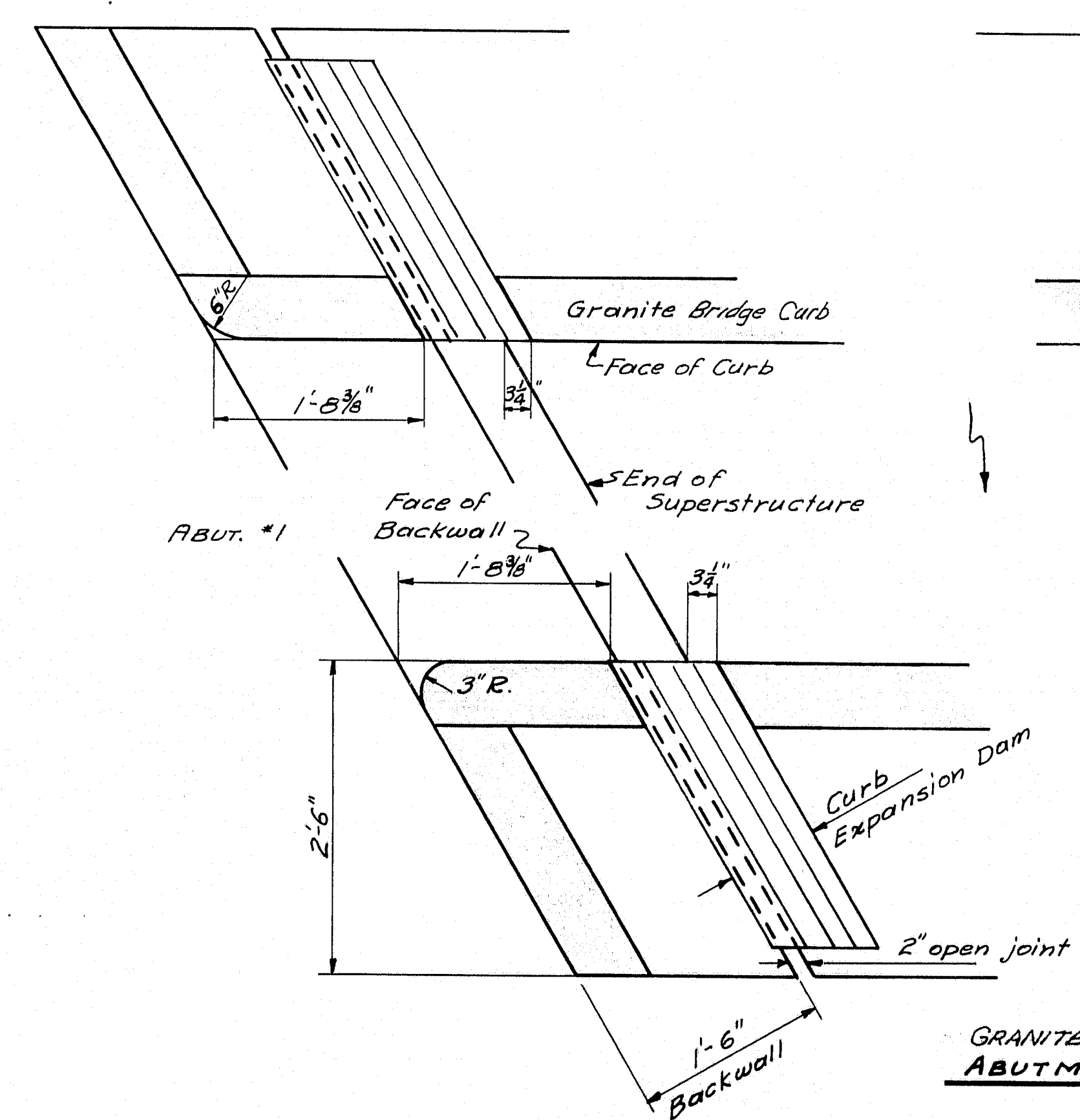


GRANITE BRIDGE CURB DETAIL

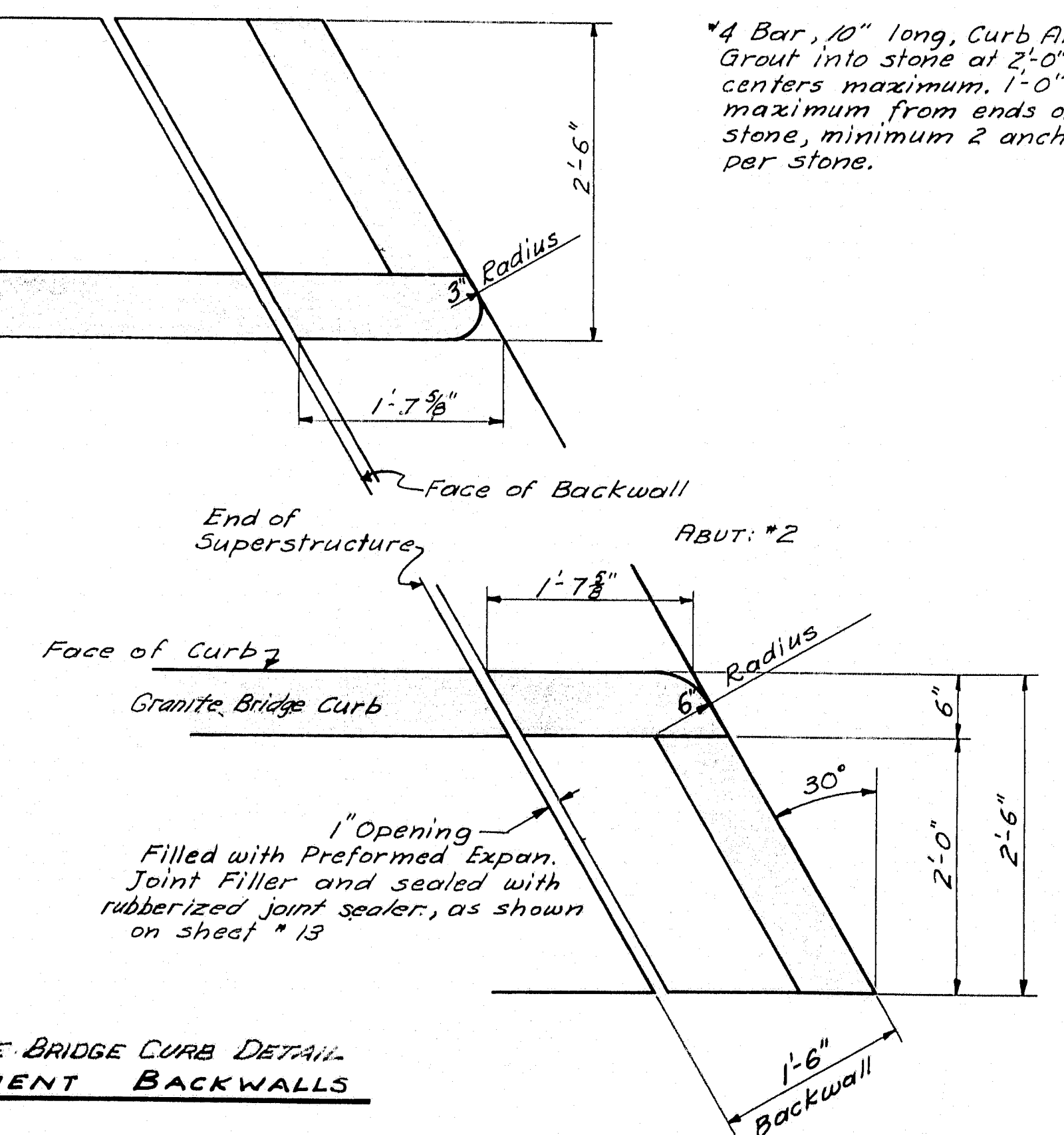
Joints in Granite to coincide with Curb Construction Joints over Piers.



DOWN STREAM CURB EXPANSION DAM  
Dimensions not shown are similar to Up Stream Curb Expansion Dam shown above.



GRANITE BRIDGE CURB DETAIL ABUTMENT BACKWALLS



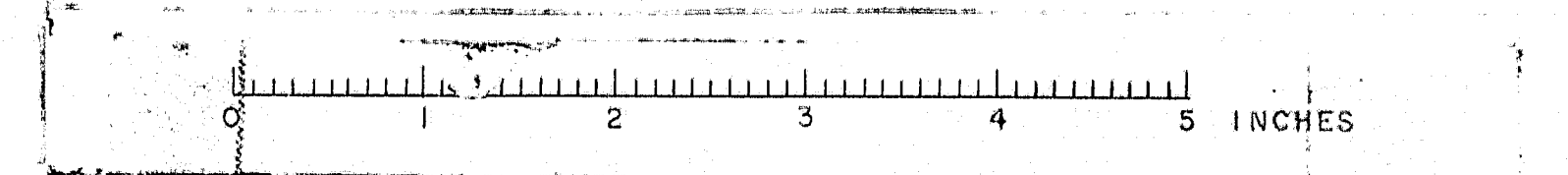
GRANITE BRIDGE CURB DETAIL ABUTMENT BACKWALLS

DESIGN - T.H.K. DET. - J.R.H. BRIDGE NO. 100  
TRACE - R.W.S. SURVEY - PLO. -  
CHECK - A.B.P. STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

**ST. GEORGE RIVER BRIDGE**  
IN THE TOWN OF  
**WARREN**  
**KNOX COUNTY**  
STRUCTURAL STEEL

SHEET 10 OF 15 AUGUSTA, MAINE JUNE 1961

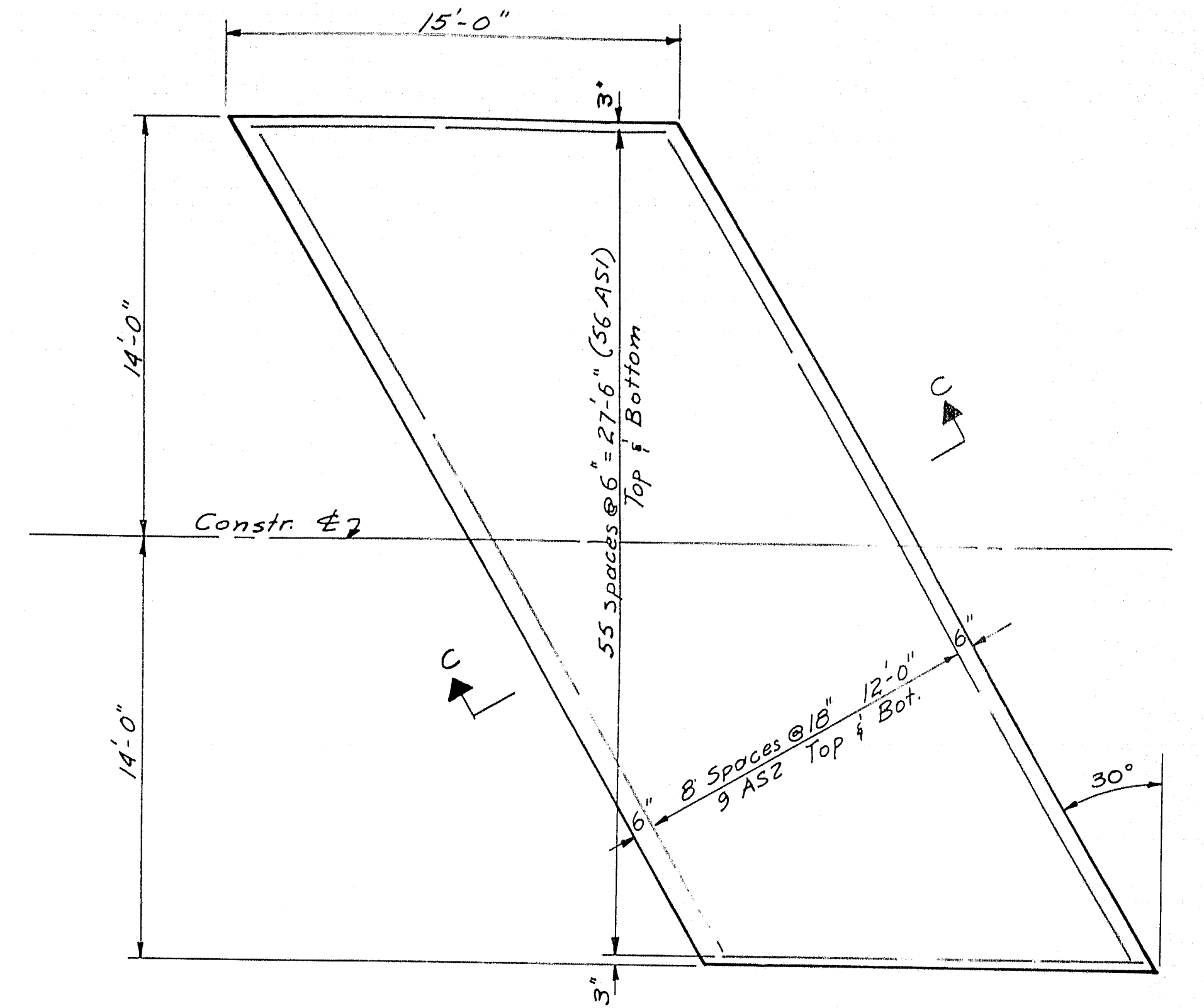
M-1490



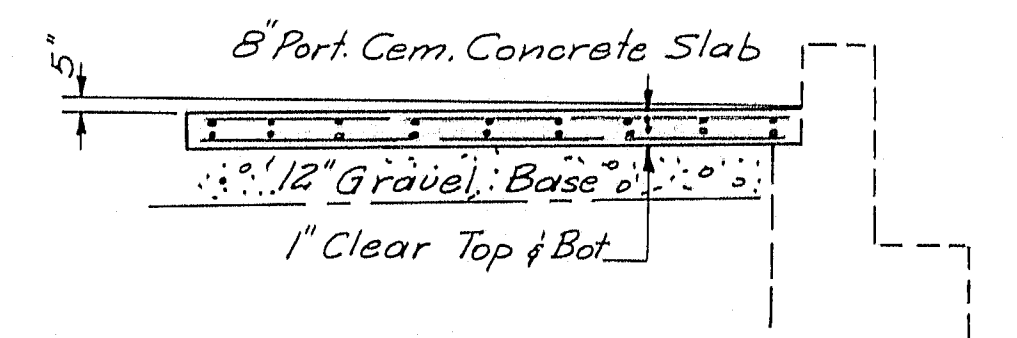








PLAN

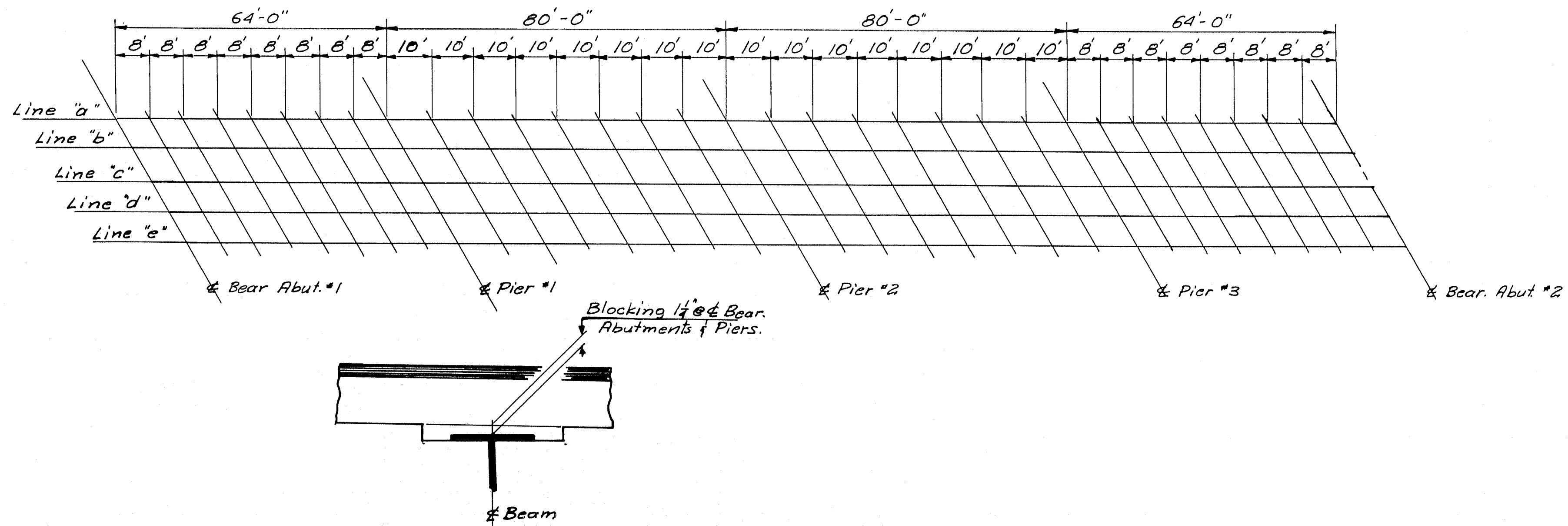


SECTION C-C

APPROACH SLAB ABUT. #1  
Abutment #2 similar

Note: Approach slab concrete to be Class "A" and will be paid for under Item 701-40.

| TABLE - BOTTOM OF SLAB ELEVATIONS |          |          |          |          |          |
|-----------------------------------|----------|----------|----------|----------|----------|
| Point                             | Line "a" | Line "b" | Line "c" | Line "d" | Line "e" |
| ± Bear. Ab. #1                    | 34.88    | 35.01    | 35.14    | 34.95    | 34.77    |
| 8'                                | 34.84    | 34.97    | 35.10    | 34.92    | 34.74    |
| 16'                               | 34.80    | 34.93    | 35.06    | 34.88    | 34.70    |
| 24'                               | 34.76    | 34.89    | 35.02    | 34.84    | 34.65    |
| 32'                               | 34.71    | 34.84    | 34.97    | 34.79    | 34.60    |
| 40'                               | 34.65    | 34.78    | 34.91    | 34.73    | 34.55    |
| 48'                               | 34.59    | 34.72    | 34.85    | 34.67    | 34.49    |
| 56'                               | 34.54    | 34.67    | 34.79    | 34.61    | 34.43    |
| ± Pier #1                         | 34.48    | 34.61    | 34.74    | 34.56    | 34.38    |
| 10'                               | 34.43    | 34.56    | 34.69    | 34.51    | 34.33    |
| 20'                               | 34.38    | 34.51    | 34.64    | 34.46    | 34.28    |
| 30'                               | 34.33    | 34.46    | 34.59    | 34.41    | 34.23    |
| 40'                               | 34.28    | 34.41    | 34.53    | 34.35    | 34.17    |
| 50'                               | 34.21    | 34.34    | 34.47    | 34.28    | 34.10    |
| 60'                               | 34.13    | 34.26    | 34.39    | 34.21    | 34.03    |
| 70'                               | 34.06    | 34.19    | 34.32    | 34.14    | 33.95    |
| ± Pier #2                         | 33.99    | 34.12    | 34.25    | 34.07    | 33.89    |
| 10'                               | 33.94    | 34.07    | 34.20    | 34.02    | 33.84    |
| 20'                               | 33.89    | 34.02    | 34.15    | 33.97    | 33.79    |
| 30'                               | 33.84    | 33.97    | 34.10    | 33.92    | 33.74    |
| 40'                               | 33.78    | 33.91    | 34.04    | 33.86    | 33.68    |
| 50'                               | 33.71    | 33.85    | 33.98    | 33.79    | 33.61    |
| 60'                               | 33.64    | 33.77    | 33.90    | 33.72    | 33.54    |
| 70'                               | 33.57    | 33.70    | 33.83    | 33.64    | 33.46    |
| ± Pier #3                         | 33.50    | 33.63    | 33.76    | 33.58    | 33.39    |
| 8'                                | 33.46    | 33.58    | 33.71    | 33.53    | 33.35    |
| 16'                               | 33.42    | 33.55    | 33.67    | 33.49    | 33.31    |
| 24'                               | 33.38    | 33.51    | 33.64    | 33.45    | 33.27    |
| 32'                               | 33.33    | 33.46    | 33.59    | 33.41    | 33.23    |
| 40'                               | 33.29    | 33.42    | 33.55    | 33.36    | 33.18    |
| 48'                               | 33.23    | 33.36    | 33.49    | 33.31    | 33.13    |
| 56'                               | 33.17    | 33.30    | 33.43    | 33.25    | 33.07    |
| ± Bear. Ab. #2                    | 33.11    | 33.24    | 33.37    | 33.18    | 33.00    |

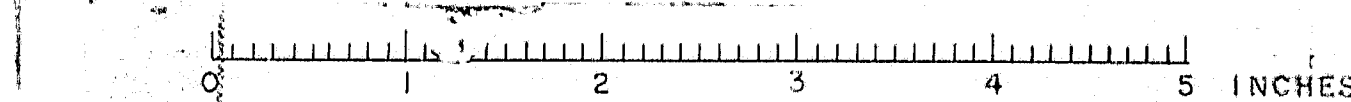


NOTE: In order to compensate for dead load deflections and any irregularities in the rolling of steel, elevations are given in the accompanying table, for the bottom of the roadway slab at the points shown. These elevations must be set before any slab forms are constructed.

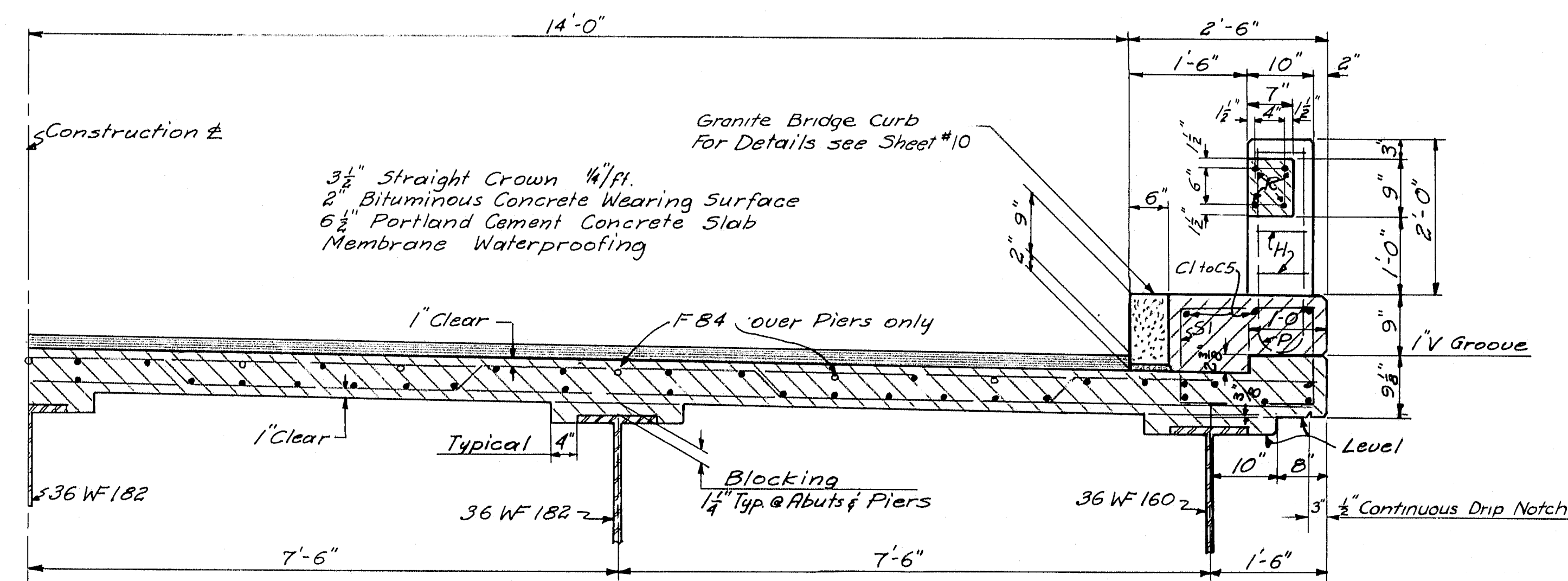
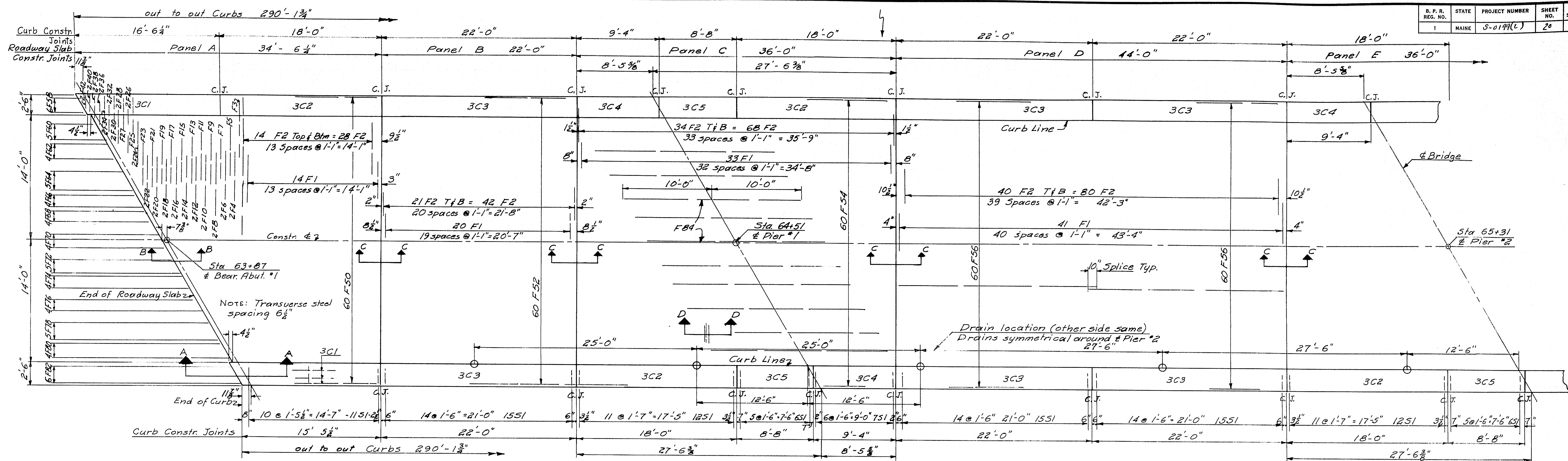
BLOCKING INFORMATION

|                         |                          |
|-------------------------|--------------------------|
| DESIGN - T.H.K.         | BRIDGE                   |
| TRACE - T.H.K.          | STATE HIGHWAY COMMISSION |
| CHECK - A.B.P.          | BRIDGE                   |
| ST. GEORGE RIVER BRIDGE |                          |
| IN THE TOWN OF          |                          |
| WARREN                  |                          |
| KNOX COUNTY             |                          |
| DETAILS                 |                          |
| SHEET 12 OF 15          | AUGUSTA, MAINE JUNE 1961 |

M-1492





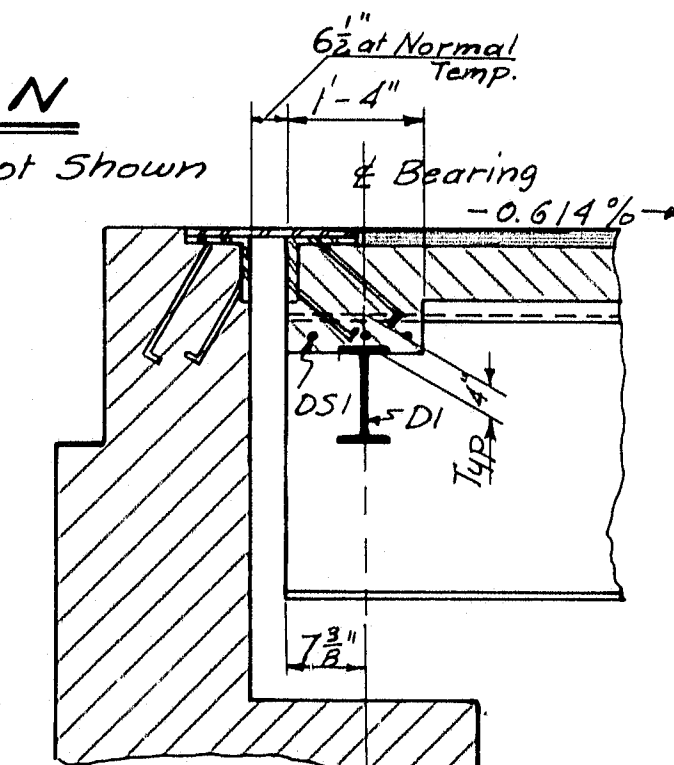


HALF TRANSVERSE SECTION

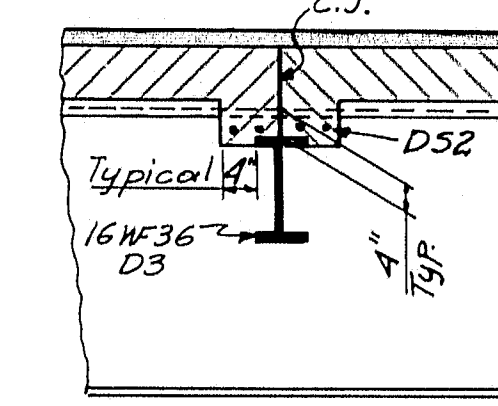
| Abut. #1   | Pier #1 | Pier #2 | Pier #3 | Abut. #2   |
|------------|---------|---------|---------|------------|
| 34'-6 1/4" | 22'-0"  | 36'-0"  | 44'-0"  | 36'-0"     |
| 2          | 1       | 3       | 1       | 2          |
| 15'-3 1/2" |         |         |         | 34'-8 1/4" |

CONCRETE PLACING SEQUENCE

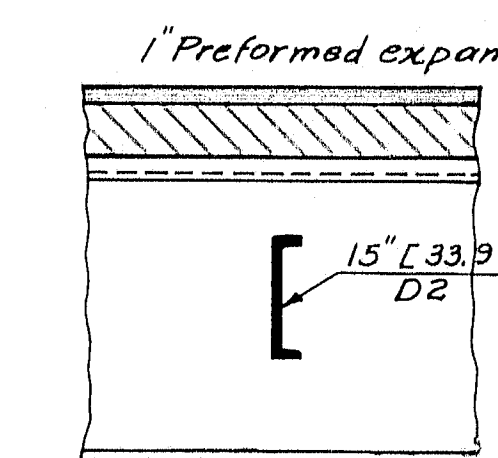
PLAN  
Granite Curb not Shown



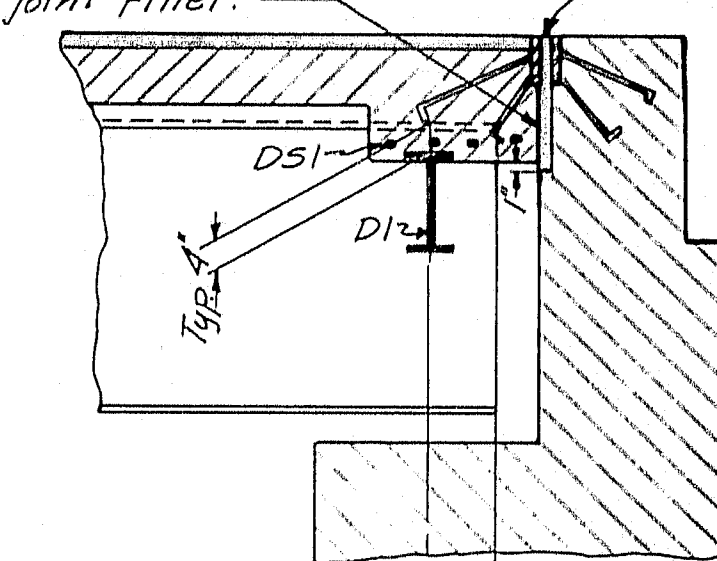
SECTION B-B



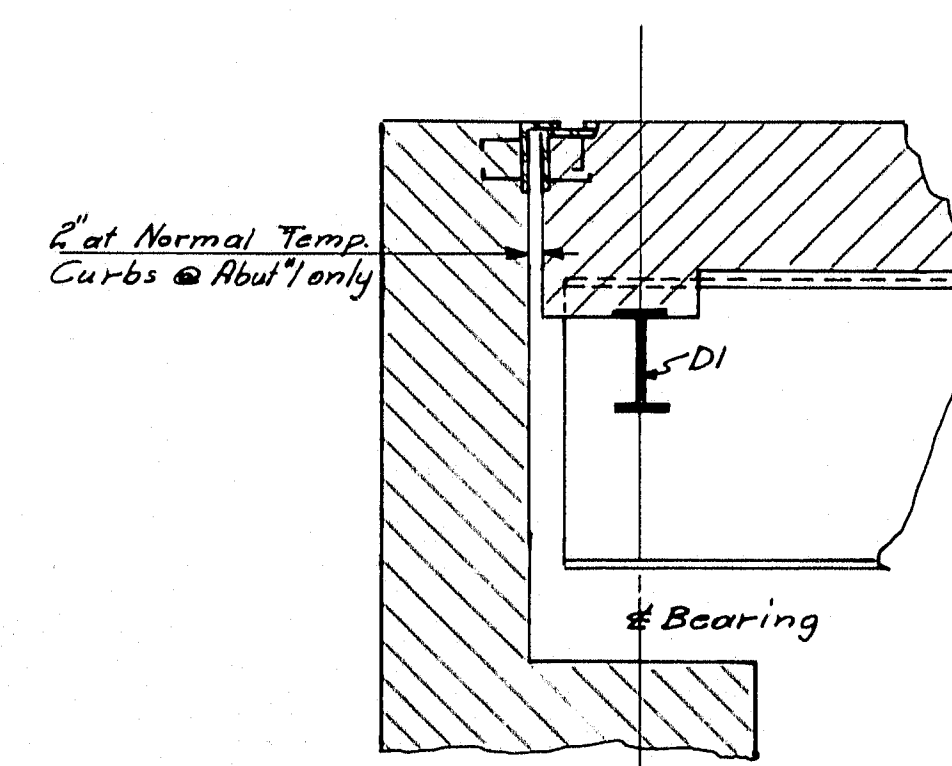
SECTION C-C



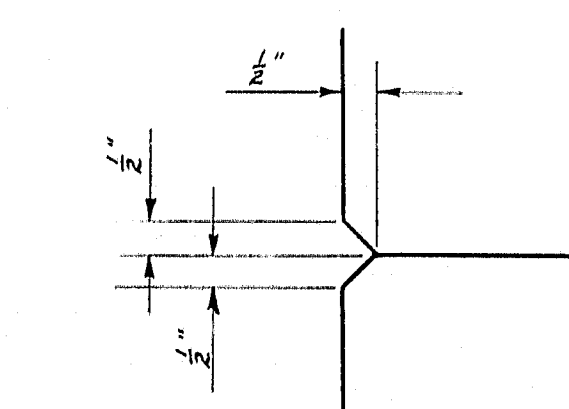
SECTION D-D



SECTION @ ABUT. #2



SECTION A-A



V GROOVE DETAIL

DESIGN - T.H.K.  
TRACE - T.H.K.  
CHECK - A.B.P.

BRIDGE NO. 100  
STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

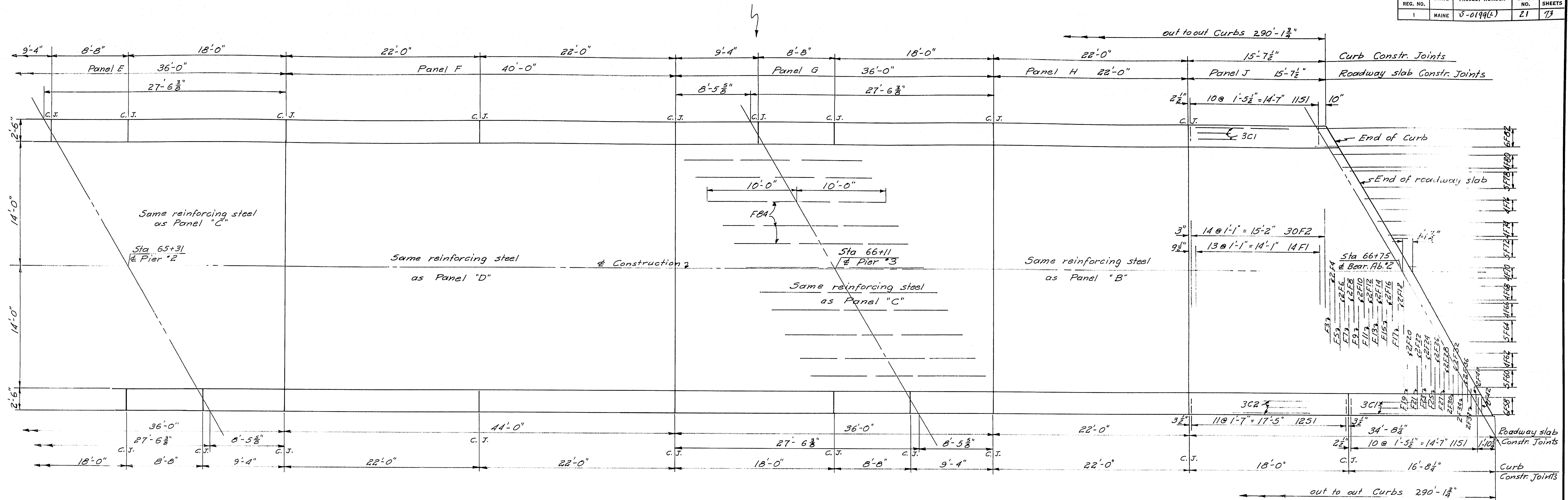
**ST. GEORGE RIVER BRIDGE**  
IN THE TOWN OF  
**WARREN**  
**KNOX COUNTY**  
SUPERSTRUCTURE SLAB  
SHEET 13 OF 15 AUGUSTA, MAINE JUNE 1961

M-1493



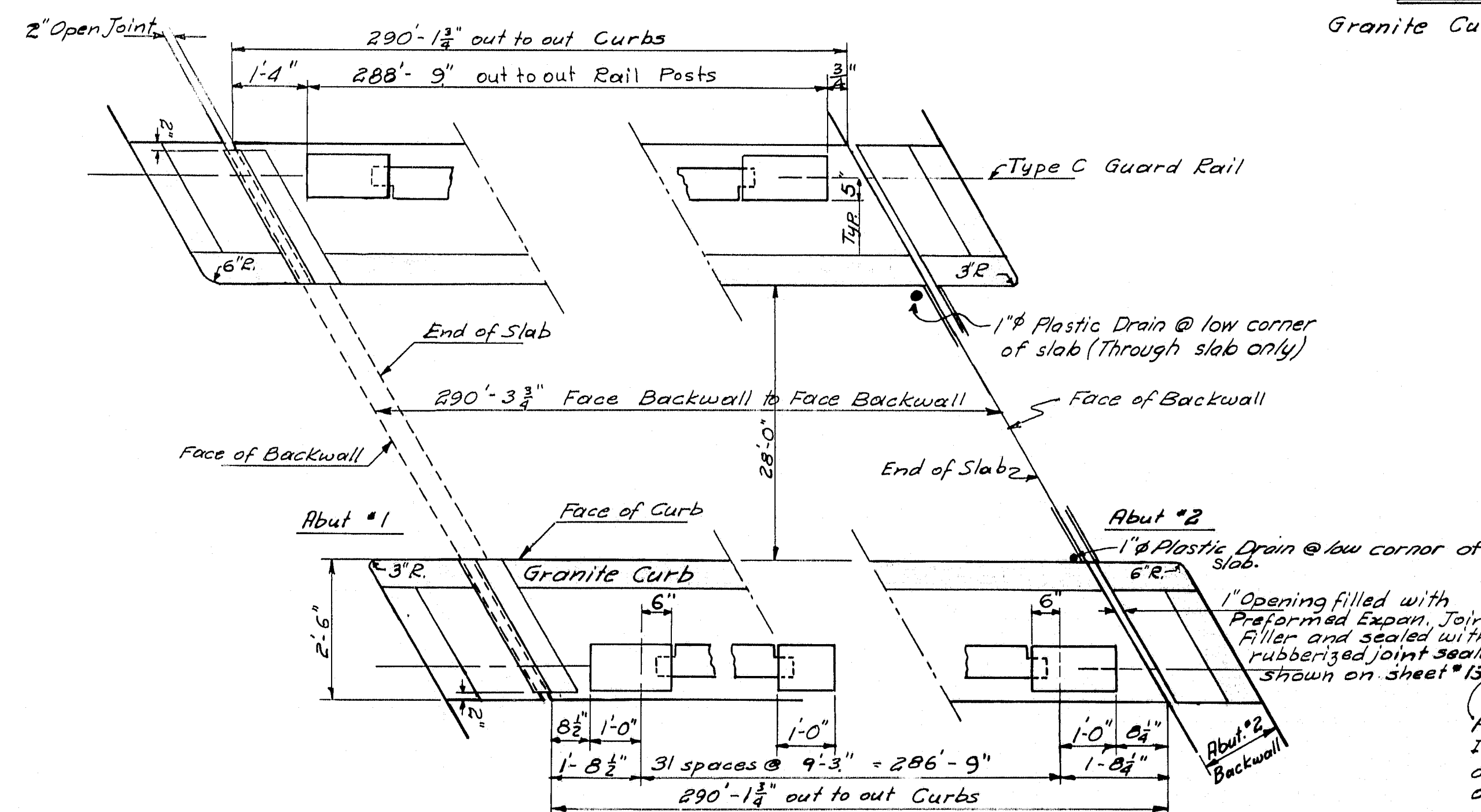


| B. P. N. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|----------|-------|----------------|-----------|--------------|
| 1        | MAINE | 8-0199(L)      | 21        | 73           |



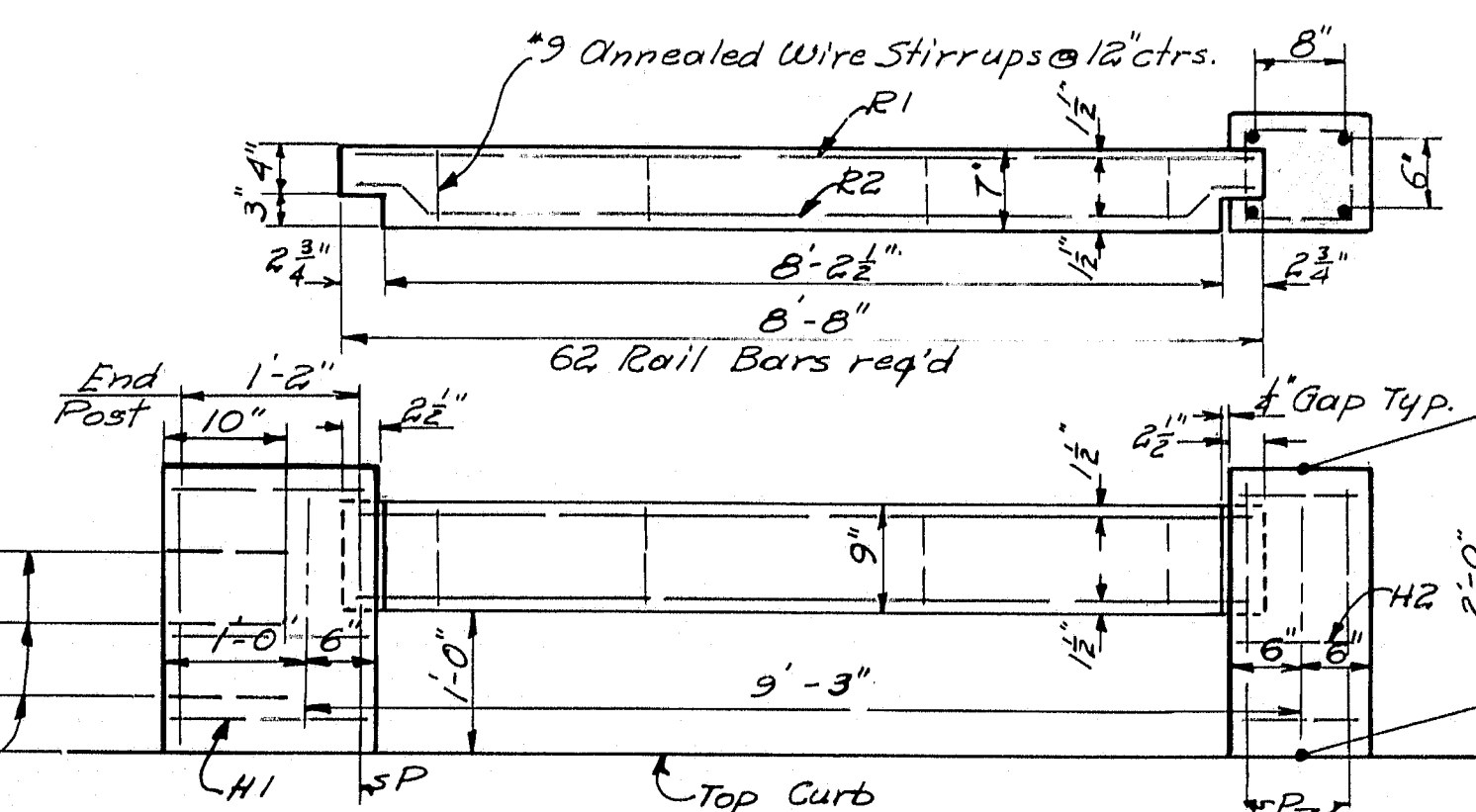
### PLAN

Granite Curb not shown.



### PLAN- ENDS OF CURBS & RAIL POSTS

For Granite Curb Details see Sheet # 10

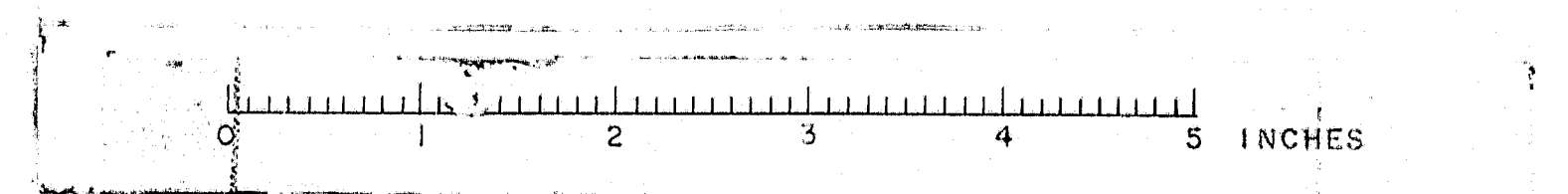


### RAIL DETAILS

NOTES:  
Steel for posts to be placed before curb is placed. The rail bar is to be precast and set in position so that the ends project into post forms 2 1/2". Wrap the tongue end with two layers of heavy roofing. Build post forms and cast posts.  
All exposed edges of concrete to be chamfered 1/2" unless otherwise indicated.  
Posts to be plumb and tops level.  
Wire stirrups for rail bars shall be constructed in the field from a single strand of #9 annealed wire. In forming the stirrups, make a complete turn around each reinforcing bar.  
On these plans all references to Granite Curb mean Granite Bridge Curb.

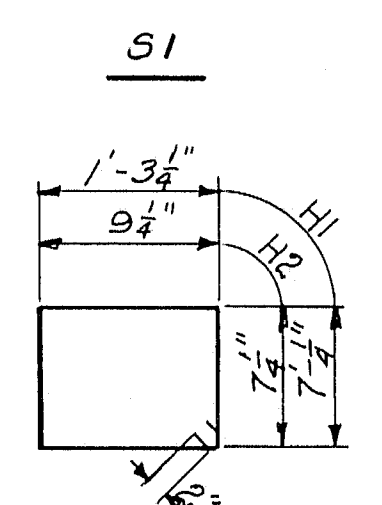
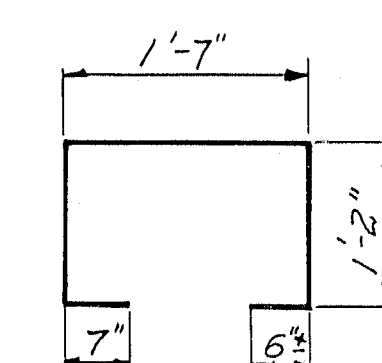
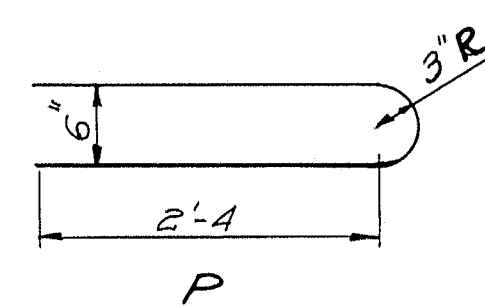
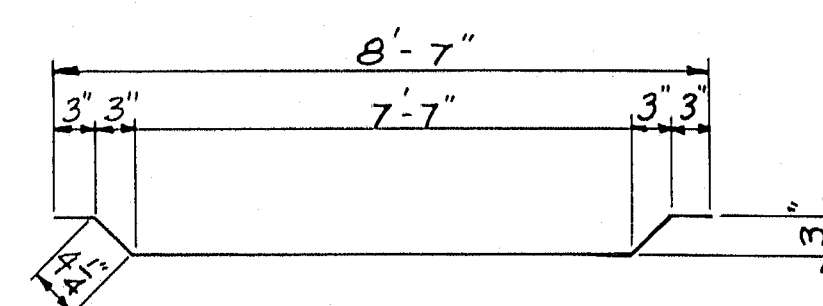
|   |     |
|---|-----|
| DESIGN- THK                                 | NO. |
| TRACE- THK                                  |     |
| CHECK- ABR                                  |     |
| STATE HIGHWAY COMMISSION<br>BRIDGE DIVISION |     |
| ST. GEORGE RIVER BRIDGE                     |     |
| IN THE TOWN OF                              |     |
| WARREN                                      |     |
| KNOX COUNTY                                 |     |
| SUPERSTRUCTURE SLAB                         |     |
| SHEET 14 OF 15 AUGUSTA, MAINE JUNE 1961     |     |

M-1494

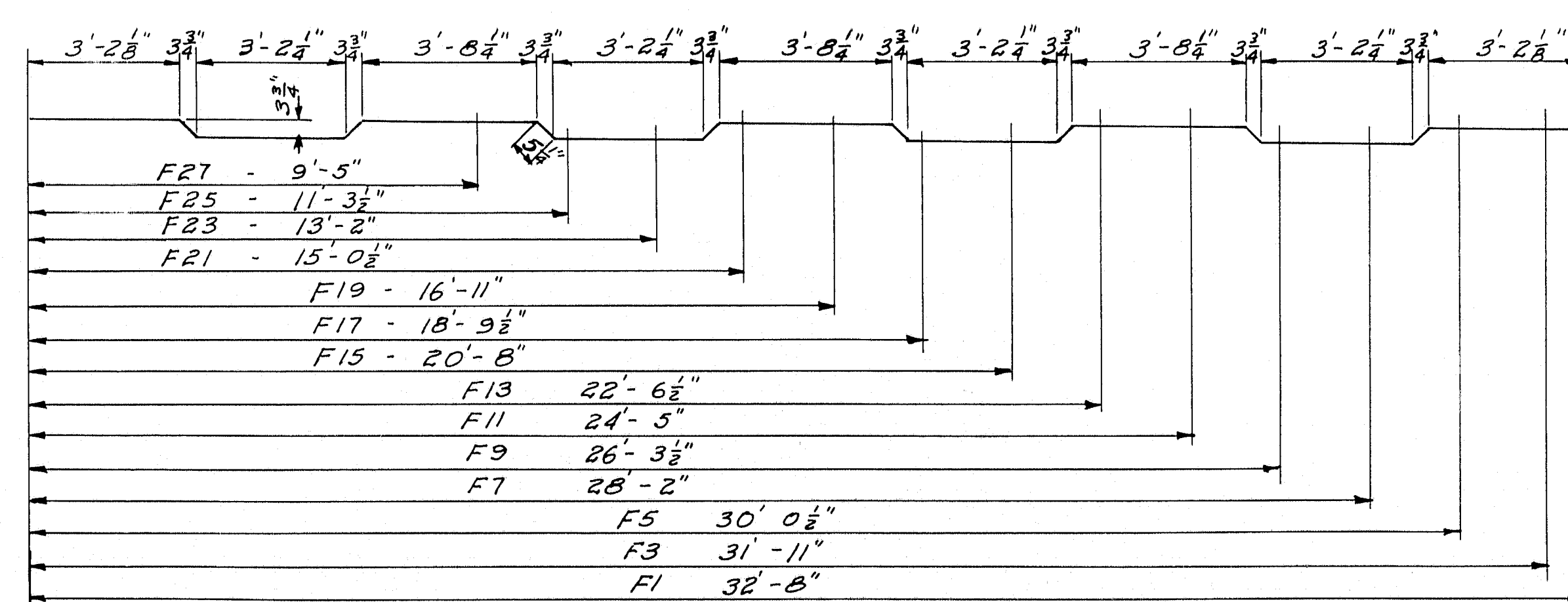




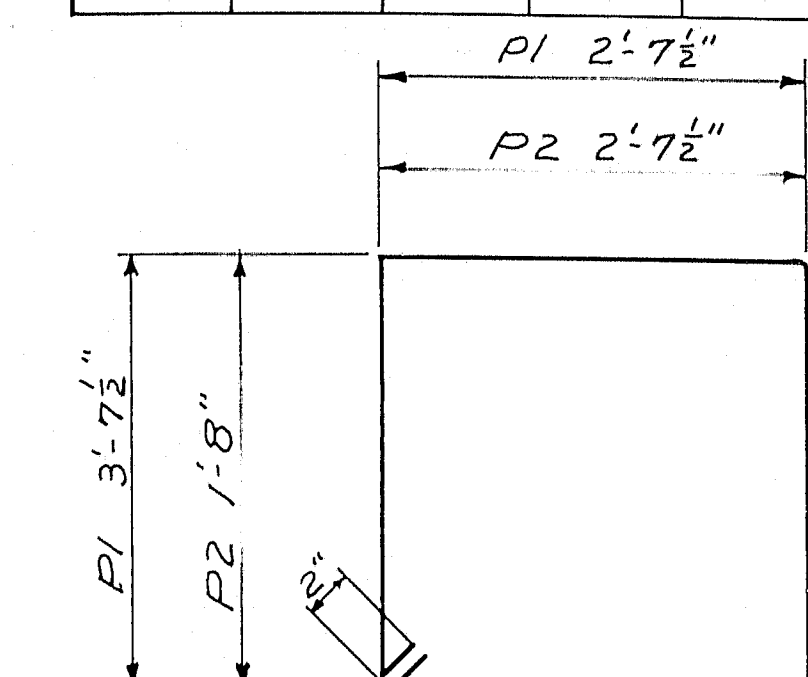
| SUPERSTRUCTURE SLAB |      |     |         |                              |
|---------------------|------|-----|---------|------------------------------|
| MARK                | SIZE | NO  | LENGTH  | LOCATION                     |
| BENT BARS           |      |     |         |                              |
| F1                  | *6   | 249 | 33'-8"  | Transverse - All panels      |
| F3                  | ↑    | 2   | 32'-11" | Panel A & J                  |
| F5                  |      | 2   | 31'-0"  | "                            |
| F7                  |      | 2   | 29'-0"  | "                            |
| F9                  |      | 2   | 27'-2"  | "                            |
| F11                 | ↓    | 2   | 25'-2"  | "                            |
| F13                 | *6   | 2   | 23'-3"  | "                            |
| F15                 |      | 2   | 21'-3"  | "                            |
| F17                 |      | 2   | 19'-5"  | "                            |
| F19                 |      | 2   | 17'-5"  | "                            |
| F21                 |      | 2   | 15'-6"  | "                            |
| F23                 |      | 2   | 13'-6"  | "                            |
| F25                 | ↓    | 2   | 11'-8"  | "                            |
| F27                 | *6   | 2   | 9'-8"   | "                            |
| P                   | *6   | 128 | 5'-5½"  | Rail Posts                   |
| R2                  | *4   | 124 | 8'-9½"  | Rail Bars                    |
| S1                  | *4   | 398 | 5'-0"   | Curb - All Panels            |
| H1                  | *3   | 12  | 4'-1"   | End Rail Posts               |
| H2                  | *3   | 180 | 3'-1"   | Intermediate Rail Posts      |
| STRAIGHT BARS       |      |     |         |                              |
| F2                  | *6   | 506 | 32'-8"  | Slab - All Panels            |
| F4                  |      | 4   | 31'-0"  | Slab - Panels A & J          |
| F6                  |      | 4   | 29'-1"  | "                            |
| F8                  |      | 4   | 27'-3"  | "                            |
| F10                 |      | 4   | 25'-4"  | "                            |
| F12                 |      | 4   | 23'-6"  | "                            |
| F14                 |      | 4   | 21'-7"  | "                            |
| F16                 |      | 4   | 19'-9"  | "                            |
| F18                 |      | 4   | 17'-10" | "                            |
| F20                 |      | 4   | 16'-0"  | "                            |
| F22                 |      | 4   | 14'-1"  | "                            |
| F24                 |      | 4   | 12'-3"  | "                            |
| F26                 |      | 4   | 10'-4"  | "                            |
| F28                 |      | 4   | 8'-6"   | "                            |
| F30                 |      | 4   | 7'-6"   | "                            |
| F32                 |      | 4   | 6'-7"   | "                            |
| F34                 |      | 4   | 5'-8"   | "                            |
| F36                 |      | 4   | 4'-9"   | "                            |
| F38                 |      | 4   | 3'-9"   | "                            |
| F40                 |      | 4   | 2'-10"  | "                            |
| F42                 | *6   | 4   | 1'-11"  | "                            |
| F50                 | *4   | 120 | 14'-11" | Long. Panels A & J - Spliced |
| F52                 |      | 120 | 21'-9"  | " Panels B & H               |
| F54                 |      | 180 | 35'-10" | " Panels C, E, G             |
| F56                 |      | 240 | 22'-4"  | " D & F - Spliced            |
| F58                 |      | 12  | 20'-2"  | " A & J                      |
| F60                 |      | 10  | 18'-5"  | Long. Panels A & J - Spliced |
| F62                 |      | 8   | 17'-0"  | "                            |
| F64                 |      | 10  | 15'-6"  | "                            |
| F66                 |      | 8   | 13'-10" | "                            |
| F68                 |      | 8   | 12'-9"  | "                            |
| F70                 |      | 8   | 11'-1"  | "                            |
| F72                 |      | 10  | 9'-9"   | "                            |
| F74                 |      | 8   | 8'-5"   | "                            |
| F76                 |      | 8   | 6'-9"   | "                            |
| F78                 |      | 10  | 5'-4"   | "                            |
| F80                 |      | 8   | 4'-0"   | "                            |
| F82                 | ↓    | 12  | 2'-6"   | "                            |
| F84                 | *4   | 33  | 20'-0"  | Panels C, E, G over Piers    |
| DS1                 | *5   | 28  | 8'-1"   | End diaphragms (over D1)     |
| DS2                 | *5   | 128 | 7'-0"   | Interm. " (over D3)          |
| C1                  | *4   | 12  | 15'-0"  | Curbs Panels A & J           |
| C2                  | ↑    | 24  | 17'-8"  | Curbs, Panels A, C, E, G & J |
| C3                  |      | 36  | 21'-8"  | Curbs, Panels B, D, F & H    |
| C4                  | ↑    | 18  | 9'-0"   | Curbs, Panels C, E & G       |
| C5                  | *4   | 18  | 8'-4"   | " " "                        |
| R1                  | *4   | 124 | 8'-7"   | Rail Bars                    |



H1 & H2



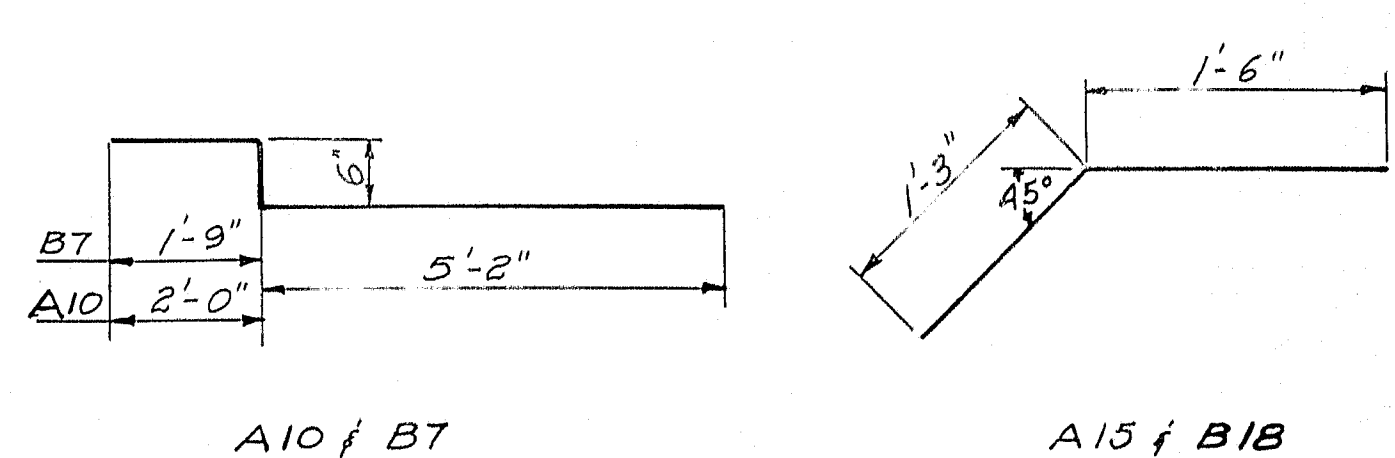
| PIERS         |      |     |         |          |
|---------------|------|-----|---------|----------|
| Mark          | Size | No. | Length  | Location |
| BENT BARS     |      |     |         |          |
| P1            | *4   | 42  | 12'-10" | Caps     |
| P2            | *4   | 45  | 8'-11"  | do       |
| STRAIGHT BARS |      |     |         |          |
| P3            | *8   | 54  | 42'-6"  | Caps     |



P1 & P2

A.B.P.  
V.T.H.K.

| ABUTMENT #1    |      |        |             |                  |
|----------------|------|--------|-------------|------------------|
| Mark           | Size | No     | Length      | Location         |
| BENT BARS      |      |        |             |                  |
| A10            | *5   | 26     | 7'-8"       | Backwall         |
| A15            | *5   | 22     | 2'-9"       | Approach Slab    |
| STRAIGHT BARS  |      |        |             |                  |
| A1             | *6   | 12     | 25'-6"      | Footing          |
| A2             | 39   | 5'-9"  | "           |                  |
| A3             | 2    | 4'-10" | "           |                  |
| A4             | 3    | 3'-11" | "           |                  |
| A5             | 2    | 3'-0"  | "           |                  |
| A6             | *6   | 4      | 2'-4"       | "                |
| A7             | *5   | 41     | 5'-9"       | Backwall & Wings |
| A8             | 14   | 25'-0" | Backwall    |                  |
| A9             | 49   | 2'-9"  | Footing     |                  |
| A11            | 6    | 32'-4" | Backwall    |                  |
| A12            | 9    | 7'-3"  | wings       |                  |
| A13            | 4    | 5'-3"  | "           |                  |
| A14            | 5    | 10'-0" | "           |                  |
| A16            | 3    | 37'-0" | Bridge Seat |                  |
| A17            | *5   | 27     | 3'-6"       | "                |
| A18            | *5   | 5      | 8'-0"       | wings            |
| A19            | *5   | 4      | 7'-0"       | "                |
| ABUTMENT #2    |      |        |             |                  |
| BENT BARS      |      |        |             |                  |
| B7             | *5   | 26     | 7'-5"       | Backwall         |
| B18            | *5   | 22     | 2'-9"       | Approach Slab    |
| STRAIGHT BARS  |      |        |             |                  |
| B1             | *6   | 14     | 25'-6"      | Footing          |
| B2             | 39   | 6'-6"  | "           |                  |
| B3             | 3    | 5'-0"  | "           |                  |
| B4             | 4    | 3'-6"  | "           |                  |
| B5             | *6   | 2      | 3'-0"       | "                |
| B6             | *5   | 31     | 5'-0"       | Backwall         |
| B8             | 5    | 32'-3" | "           |                  |
| B9             | 12   | 25'-0" | "           |                  |
| B10            | 49   | 2'-9"  | Footing     |                  |
| B11            | 11   | 7'-0"  | wings       |                  |
| B12            | 6    | 6'-6"  | "           |                  |
| B13            | 4    | 6'-0"  | "           |                  |
| B14            | 4    | 10'-0" | "           |                  |
| B15            | 4    | 8'-0"  | "           |                  |
| B16            | 27   | 3'-6"  | Bridge seat |                  |
| B17            | *5   | 3      | 37'-0"      | "                |
| B19            | *6   | 2      | 2'-4"       | Footing          |
| B20            | *5   | 2      | 5'-6"       | wings            |
| B21            | *5   | 4      | 5'-0"       | "                |
| APPROACH SLABS |      |        |             |                  |
| AS1            | *6   | 224    | 14'-6"      | Longitudinal     |
| AS2            | *4   | 36     | 32'-0"      | Transverse       |



A10 & B7

A15 & B18

DESIGN - T.H.K.  
 TRACE - T.H.K.  
 CHECK - A.B.P.

STATE HIGHWAY COMMISSION  
 BRIDGE L & D

**ST. GEORGE RIVER BRIDGE**  
 IN THE TOWN OF  
**WARREN**  
**KNOX COUNTY**  
 REINFORCING STEEL  
 SHEET 15 OF 15 AUGUSTA, MAINE JUNE 1961

M-1495

NOTE: All dimensions to center of bars.

