

Additional Soundings:	
No.	Refusal
3	156
4	202
5	176
6	166
7	222
8	241
9	227

Note:
Plain Rip-rap below
Elev 21.0 $\pm$. Hand Laid
above same

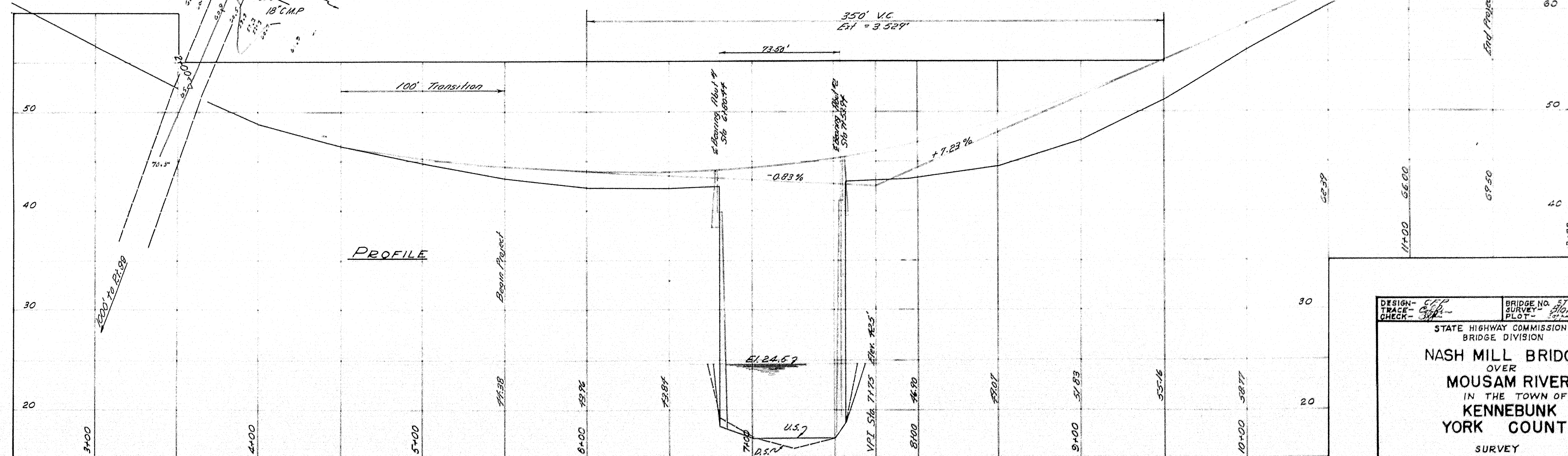
TYPICAL RIP-RAP SECTION

B.M. - Hon Spike 6' above Ground
E1, 50.00

Curve Data (Arc)
 Pts 510.51 to 26 (C)
 $\Delta = 31^{\circ}05'$
 $D = 22^{\circ}30'$
 $T = 70.82'$
 $L = 138.15'$
 $R = 254.65'$

PLAN

Scale 1" = 30'

PROFILE

DESIGN-
TRACE-
CHECK- *SP*

BRIDGE NO. *5756*
CUREY *5100*
PLOT- *5100*

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

NASH MILL BRIDGE
OVER
MOUSAM RIVER
IN THE TOWN OF
KENNEBUNK
YORK COUNTY

SURVEY

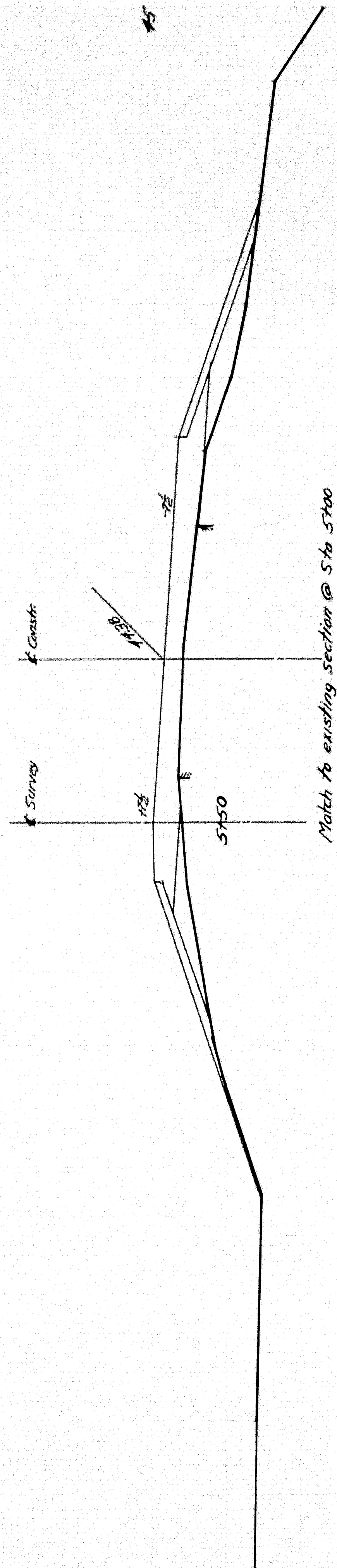
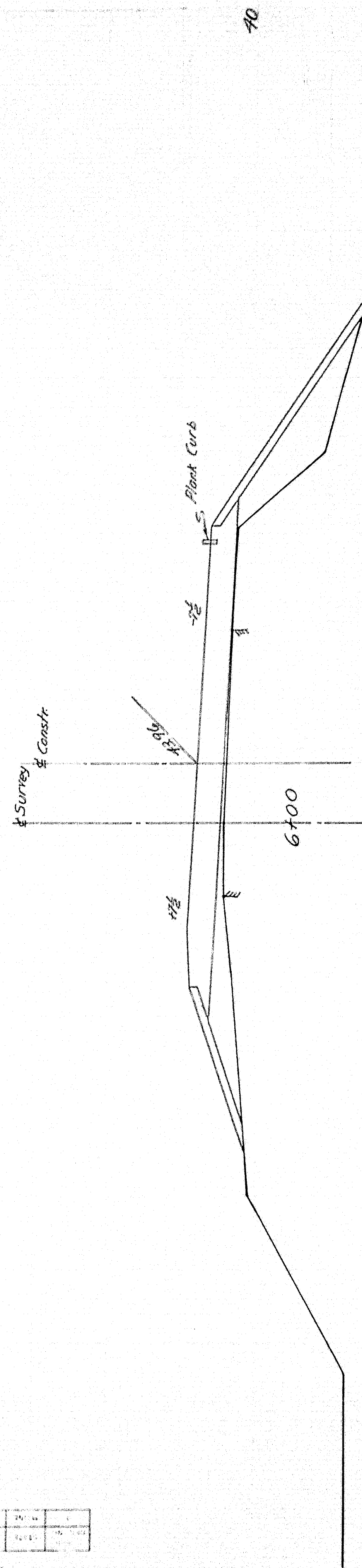
SHEET 1 OF 10 AUGUSTA, MAINE APRIL 1960

SHEET 1 OF 10 AUGUSTA, MAINE APRIL 1960

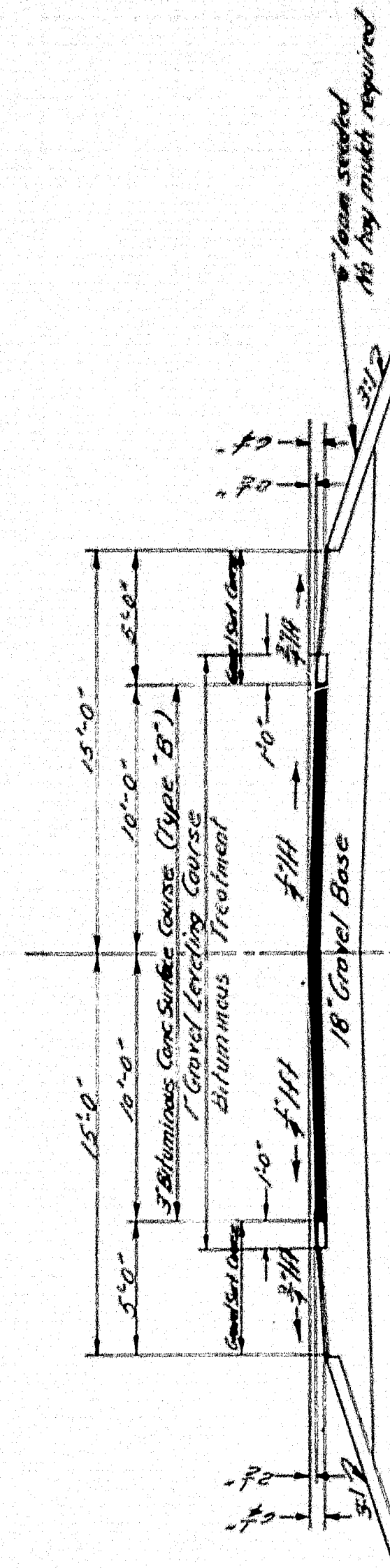
79-91



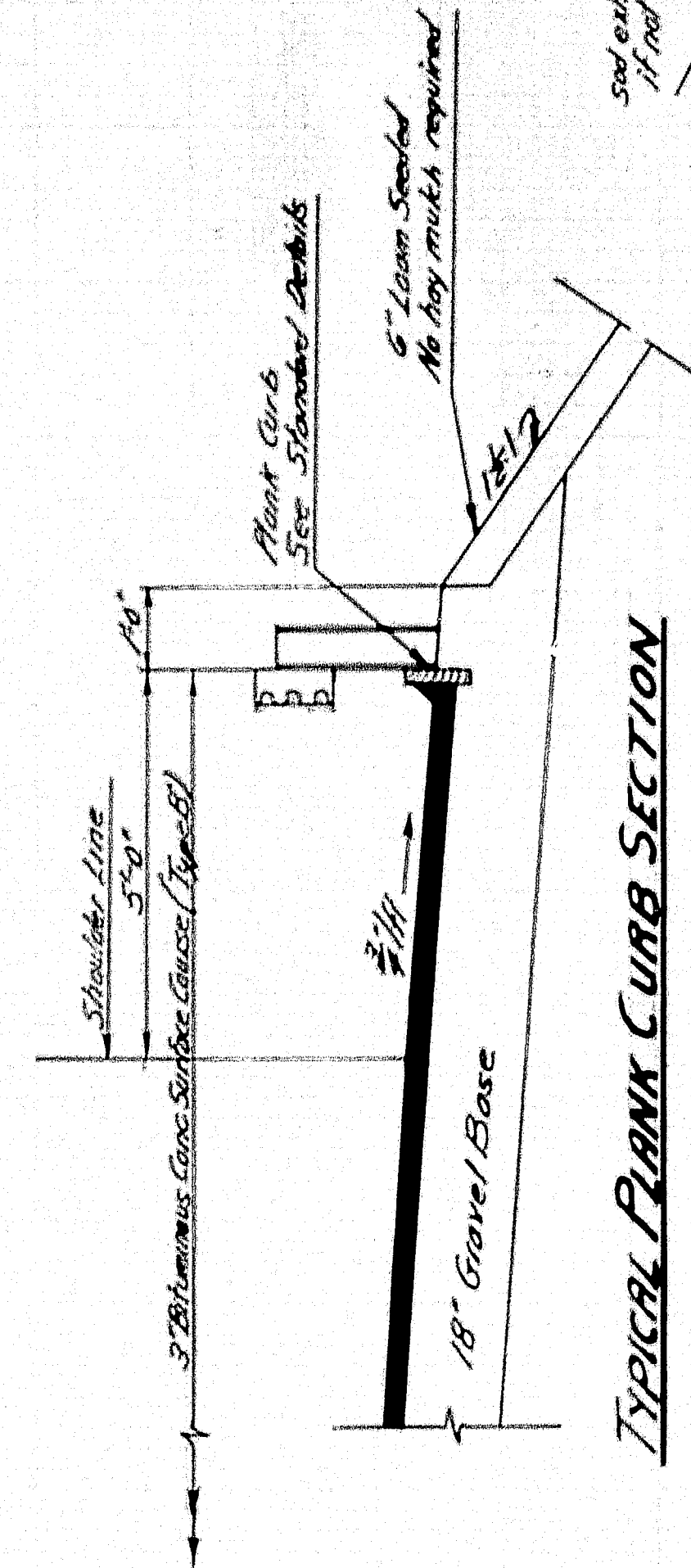
DATE	BY	CHECKED	APPROVED
10/1/78	J.P.	J.P.	J.P.



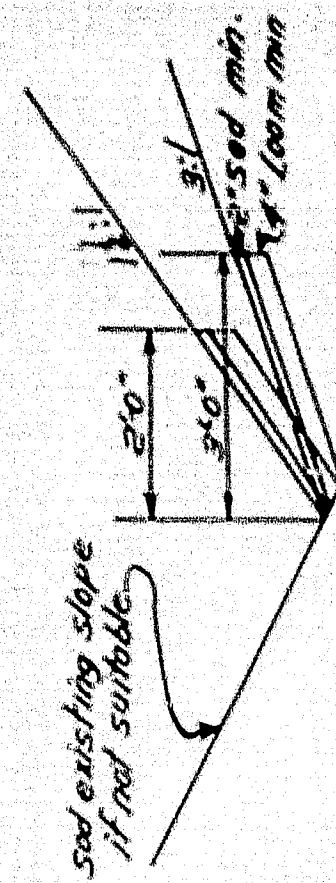
Match to existing section @ Sta 5+00



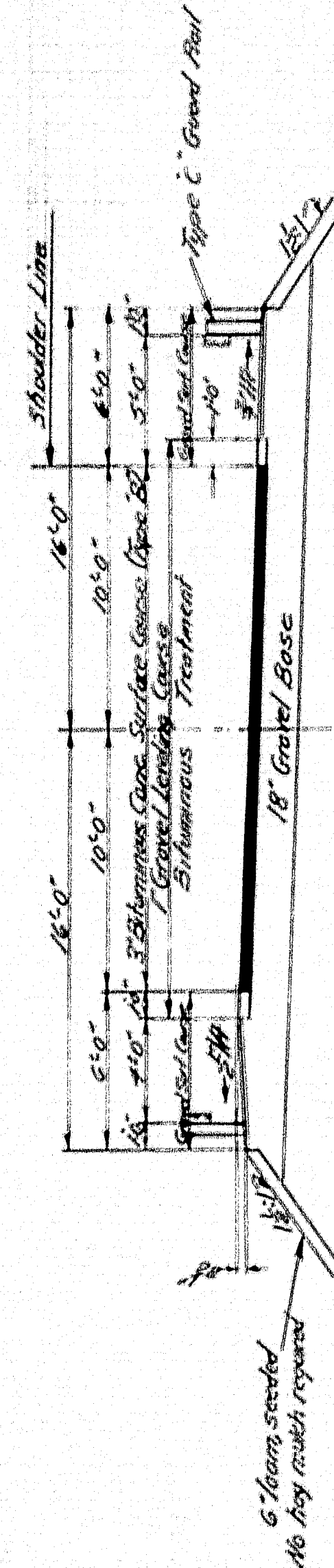
NORMAL SECTION



TYPICAL PLANK CURB SECTION



TYPICAL SEALED GUTTER

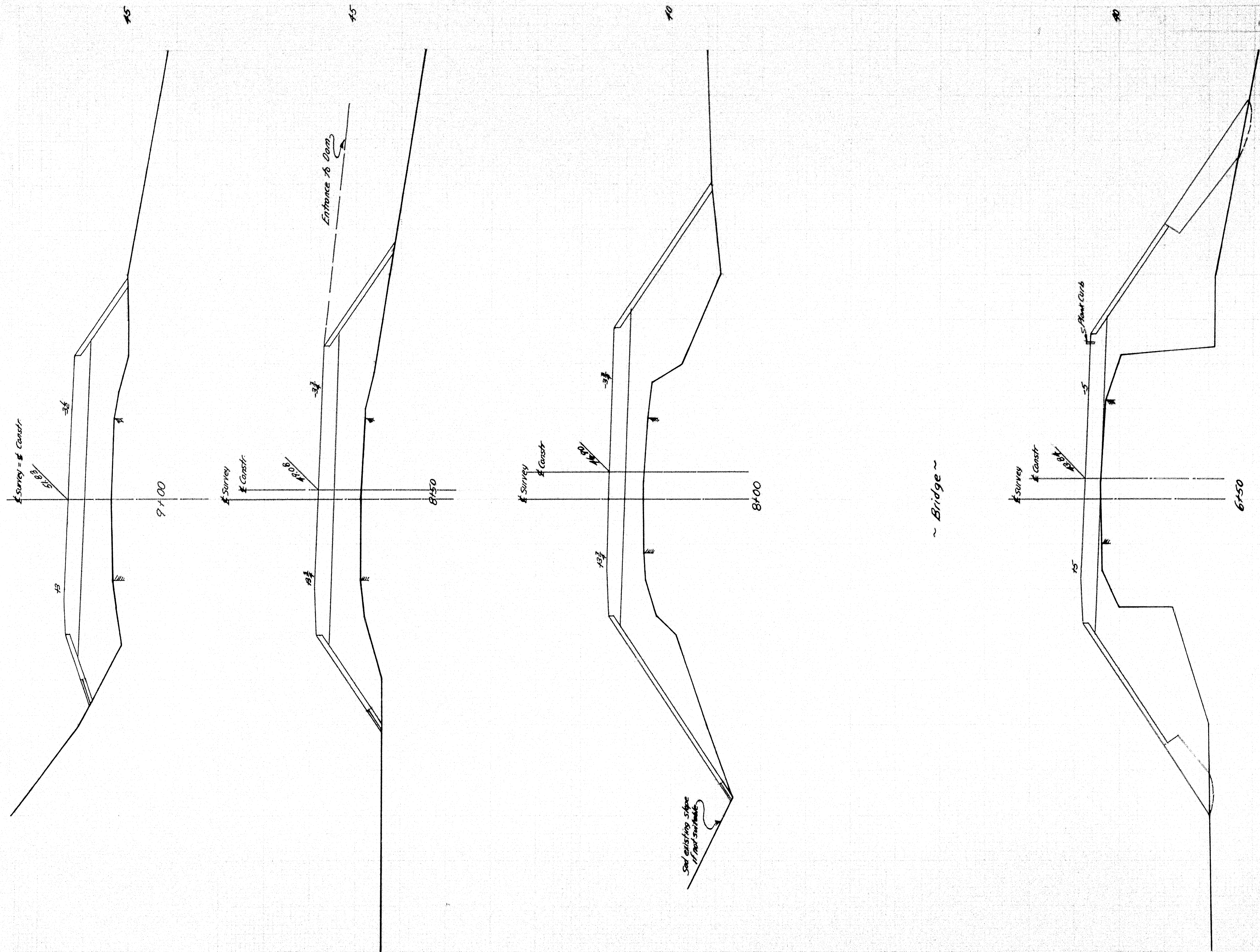


TYPICAL FULL BANK SECTION

Note: Do not excavate for gravel base if existing material is suitable.

DESIGN PORTER TRACE-PORTER CHECK	BRIDGE NO. 5756
NASH MILL BRIDGE OVER MOUSAM RIVER IN THE TOWN OF KENNEBUNK YORK COUNTY X-SECTIONS	
SHEET 2 OF 10	

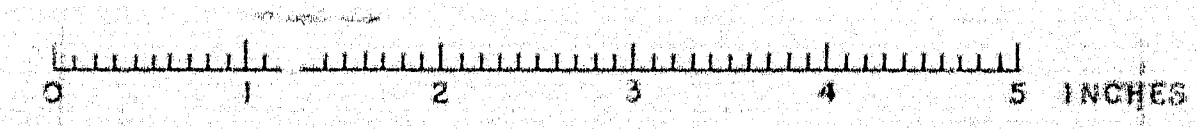
S. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
REG. NO.	MAINE			



~ Bridge ~

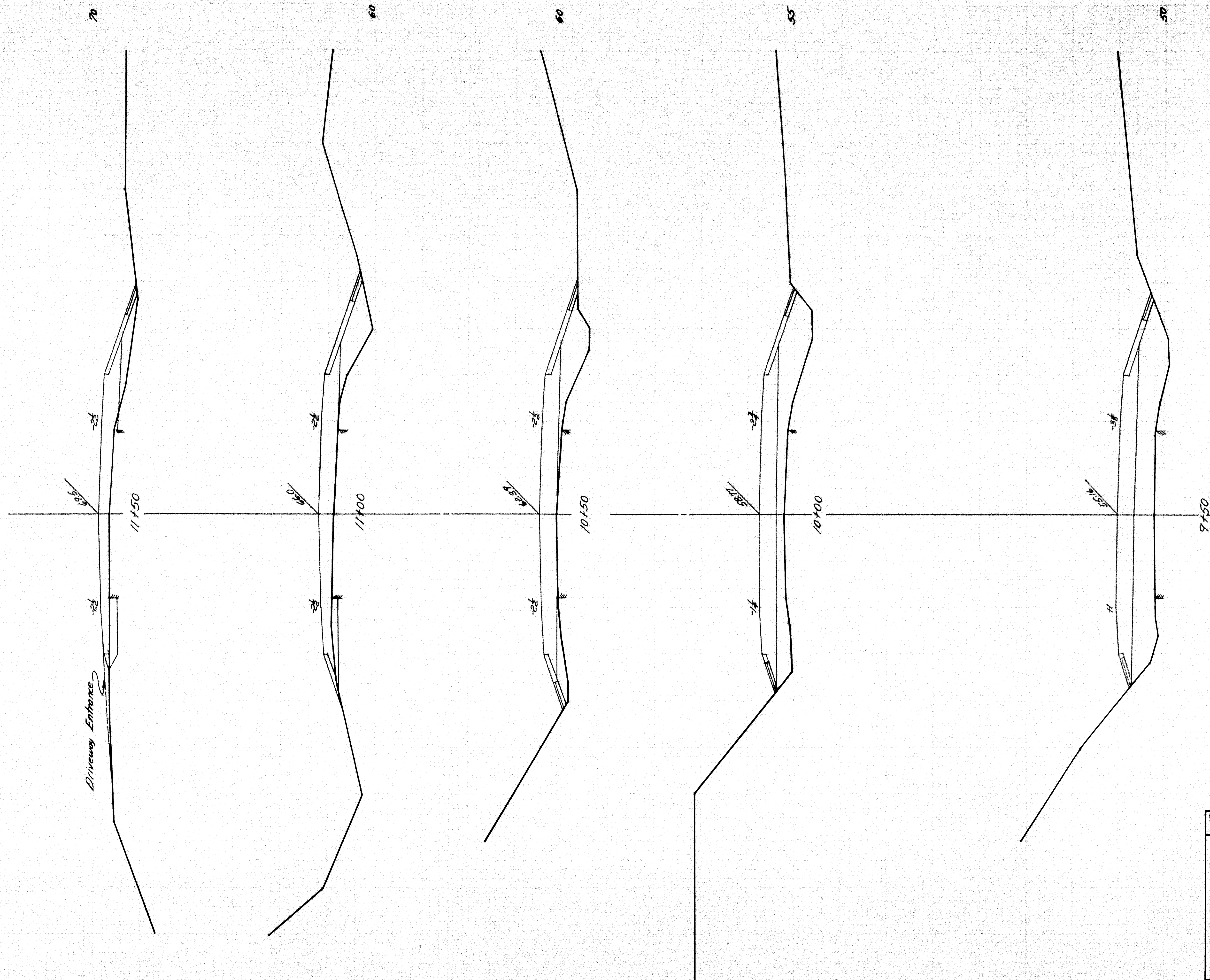
See existing slope if not suitable

DESIGN PORTER TRACE PORTER CHECK <i>[initials]</i>	BRIDGE NO. 5756
NASH MILL BRIDGE OVER MOUSAM RIVER IN THE TOWN OF KENNEBUNK YORK COUNTY X-SECTIONS	
5/13/10	



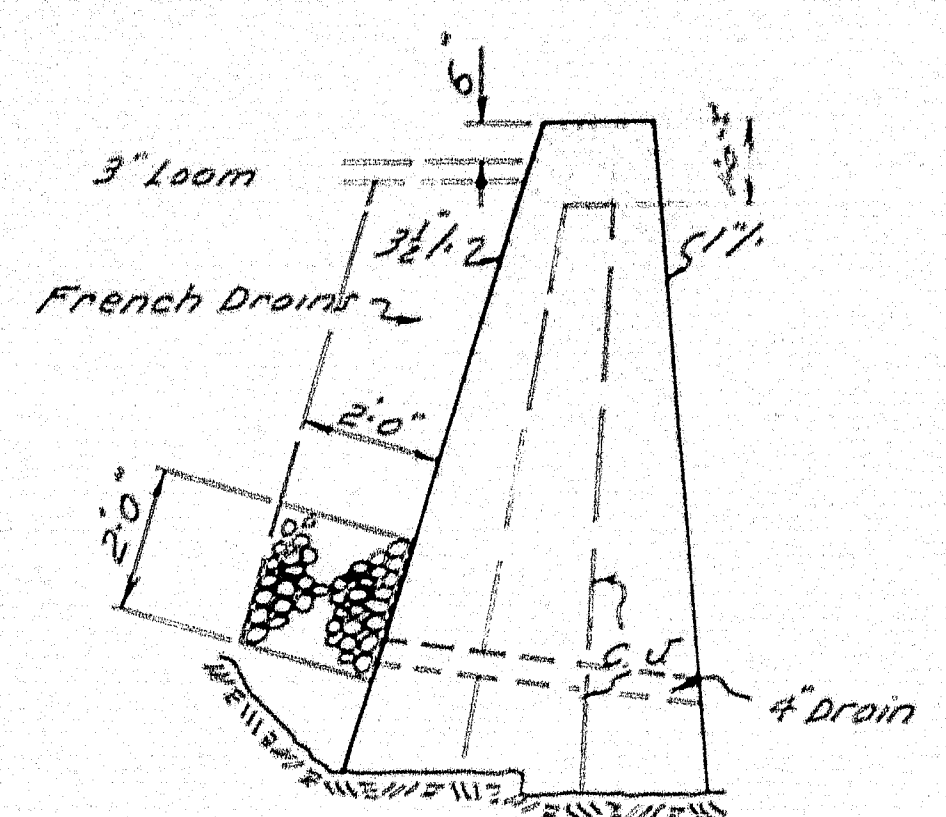
B.P.R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
REG. NO.	MAINE			
1				

Match to existing section @ Sta 12+00



Survey = E. Condit

DESIGN - PORTER TRACE - PORTER CHECK - <i>[initials]</i>	BRIDGE NO 5756
NASH MILL BRIDGE OVER MOUSAM RIVER IN THE TOWN OF KENNEBUNK YORK COUNTY X-SECTIONS <i>Sht 4 of 10</i>	



TYPICAL WING SECTION

ABUT. NOTES

Location of 4" drains to be determined by engineer in field.

All Reinforcing Steel to be 3" clear.

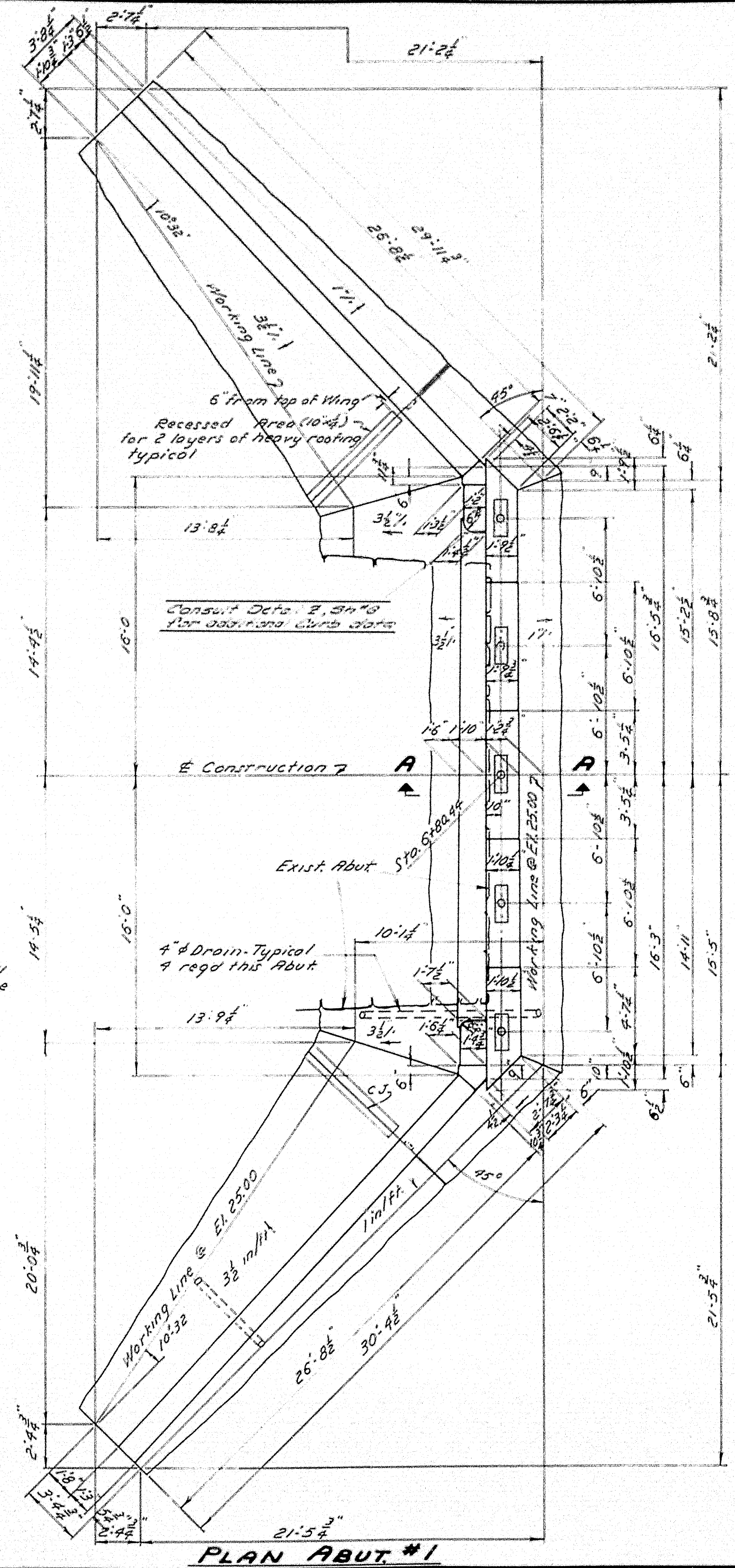
K-Bars to be placed at 16" cts. vertically @ junction of wing and breastwall and as indicated. Bend in field to fit. K-Bars shall not project through construction joints.

Break the band of vertical construction joints in a band of 25' max. also there will be a recess constructed in the rear of the abut. (as indicated) for the application of 2 layers of heavy roofing. A suitable grade of roofing cement shall be applied to the contact surfaces of the concrete & each layer as applied.

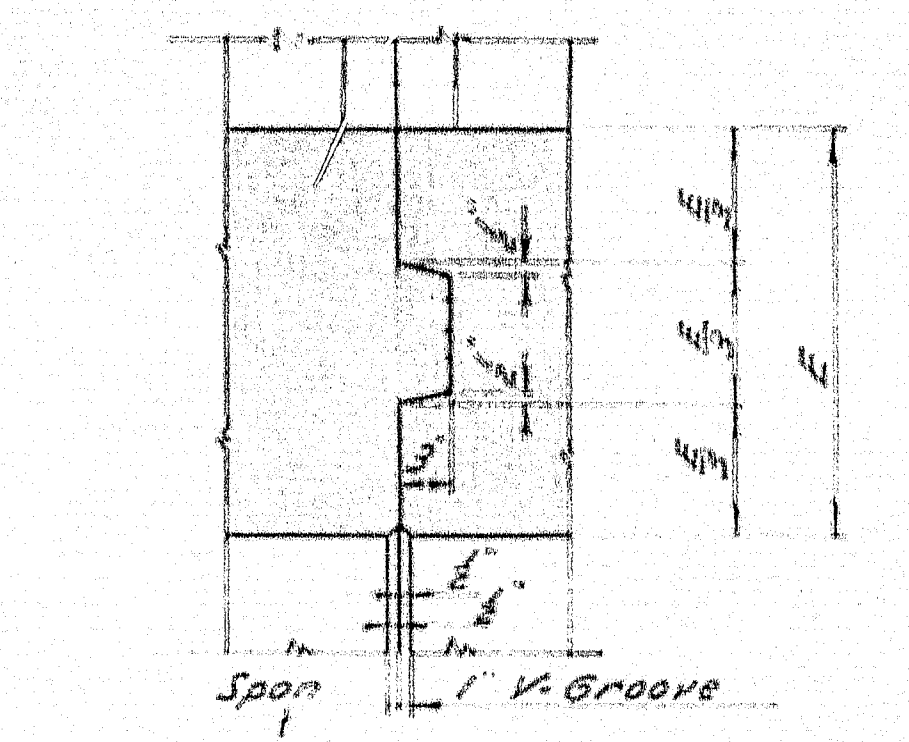
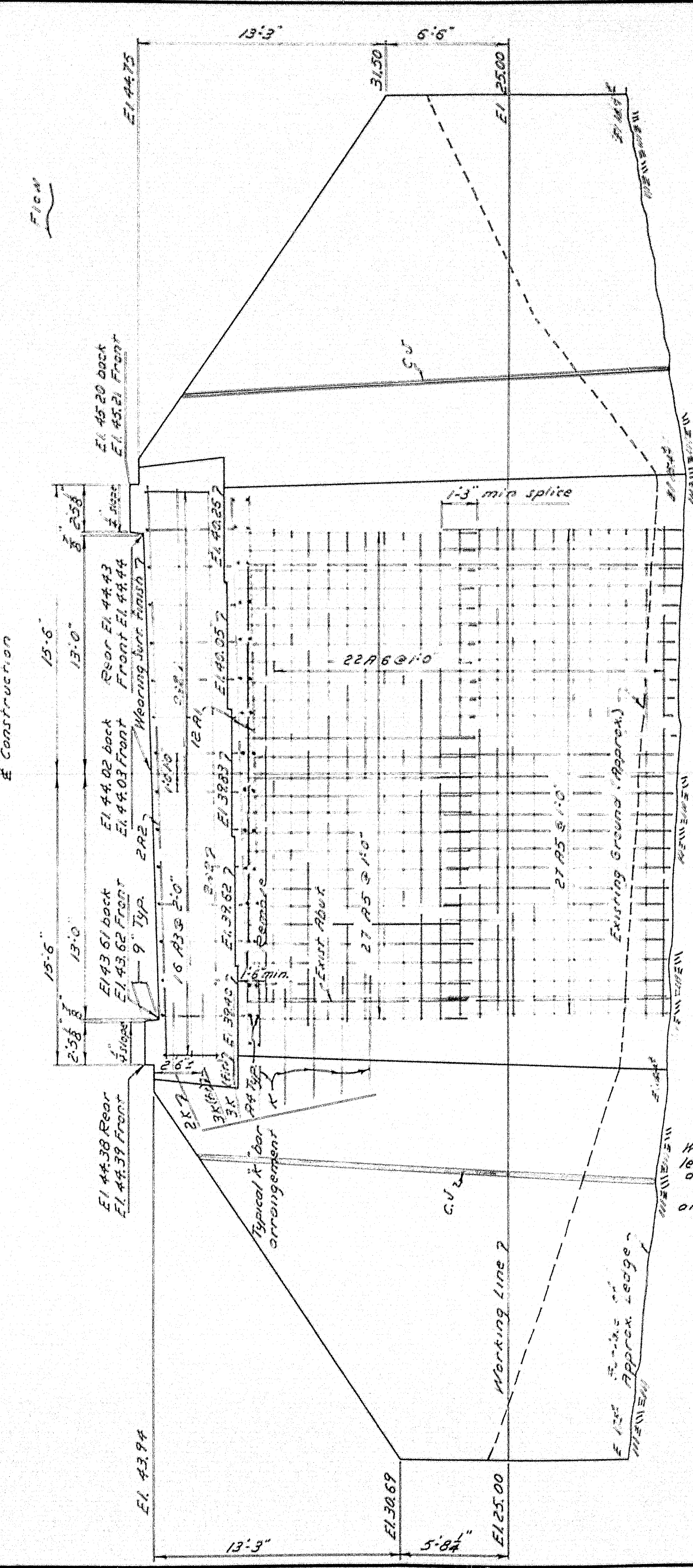
Shaded bearing areas shall be dressed 1" larger all around than the required masonry plate and to the exact elevations shown.

If ledge elevations are lower than soundings indicate, stagger bars A5 alternately up & down.

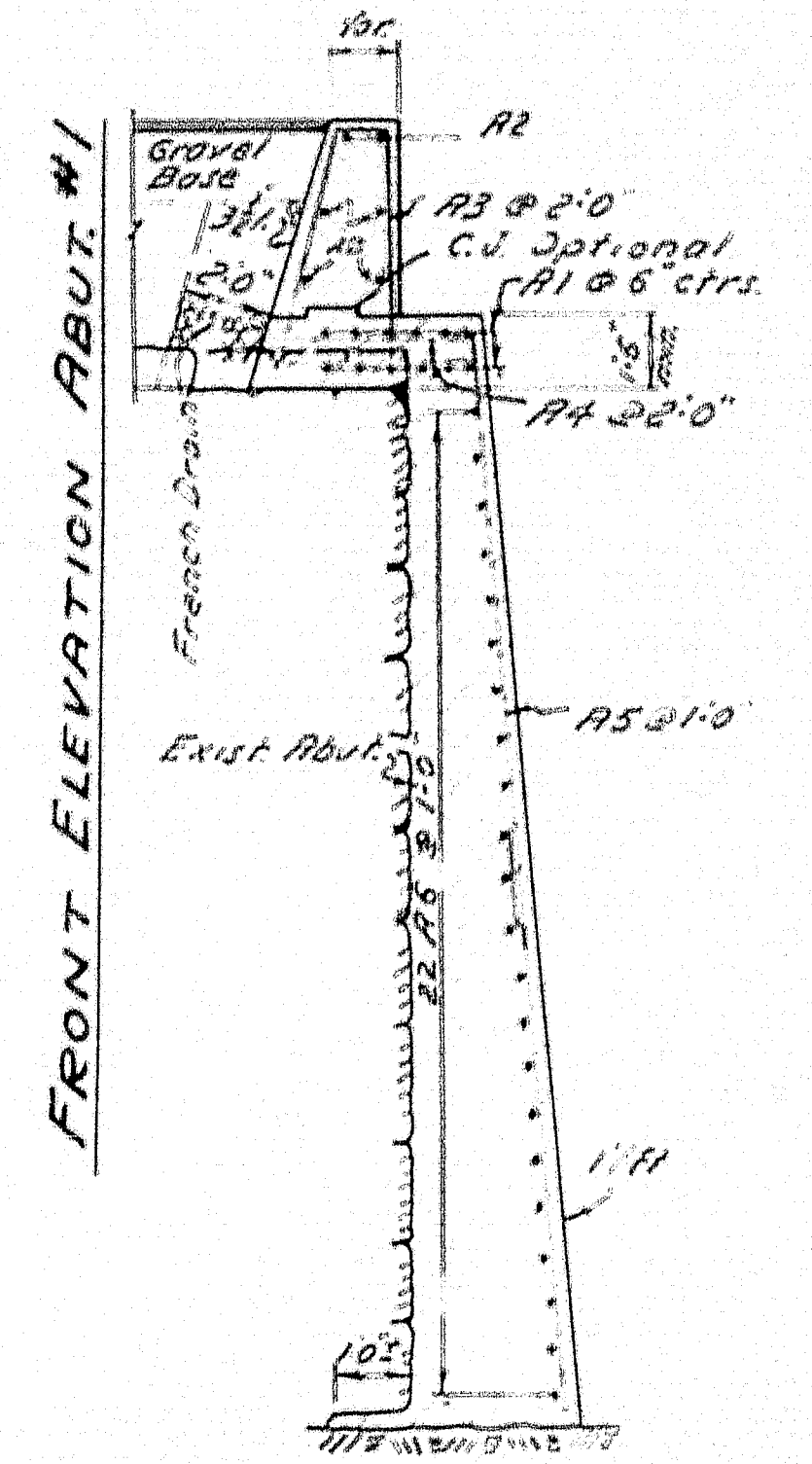
The horizontal construction joint in the backwall at the bridge seat is for the contractors convenience and may or may not be used at his option. Dowels "D" are provided if it is desired to use the const. joint. If used, it shall be waterproofed as for vertical construction joints but no asphalt cement shall be applied to contact surfaces.



PLAN ABUT #1



CONSTRUCTION JOINT KEY DETAIL



SECTION A-A

Where existing stone does not bear directly on ledge the concrete shall be intruded into space as shown.

No stone will be reqd. for french drains placed along the top of the existing abutment.

Refer to #9 for approved test results

DESIGN - COFFIN	BRIDGE NO. 5756
TRACE - V. SMITH	SURVEY -
CHECK -	PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
NASH MILL BRIDGE OVER MOUSAM RIVER IN THE TOWN OF KENNEBUNK YORK COUNTY	
ABUT. NO. 1	
SHEET 5 OF 10	AUGUSTA, MAINE
APRIL 1960	

Hand-drawn technical drawings of a guard rail system, showing side and plan views.

Top View (Side Elevation):

- Overall length: 10'2"
- End post spacing: 1'0"
- Intermediate post spacing: 2'6"
- End post offset: 1'2"
- Post spacing note: "See Plan for Post Spacing"
- Post labels: R3, R1, R2, R4
- Gap dimension: 10"
- Gap note: "1'0" gap"
- End post offset: 8'5"
- End post offset note: "2 1/2' typ"

Bottom View (Plan View):

- Overall length: 3'6"
- End post spacing: 1'6"
- End post label: "End Posts"
- Post label: R3
- Post label: R4
- Post label: R5
- Post label: R6
- Post label: R7
- Post label: R8
- Post label: R9
- Post label: R10
- Post label: R11
- Post label: R12
- Post label: R13
- Post label: R14
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- Post label: R286
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- Post label: R288
- Post label: R289
- Post label: R290
- Post label: R291

Post steel to be in position before curb is placed.
Rail bars to be precast and placed to the tongue
and project 23" into post forms. Wrap the
tongue ends with 2 layers of roofing felt.
Rail posts to be cast in place.
Wire stirrups to be constructed in the field
from a single strand of #9 annealed wire,
making a complete turn around each #11/#2 bar
Chamfer exposed edges of concrete 2".

fs = 18,000 fc = 1200 n = 10
LIVE LOAD H-20-44

SUPERSTRUCTURE = CLASS A
SUBSTRUCTURE = CLASS B
RAILING = CLASS Y

Typical Both Abutments:

Structura Steel	9/10
Reinf Steel	7
Blocking	7
Drains	7

DESIGN - C. Porter	BRIDGE NO 5756
TRACE - V. SMITH	CURVEY -
CHECK - C. E. CO.	BY -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

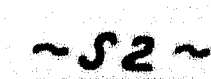
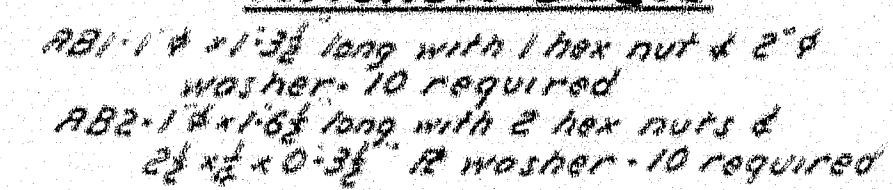
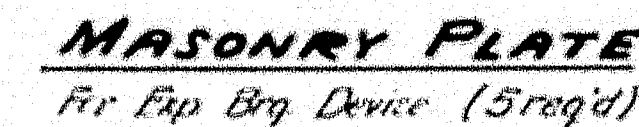
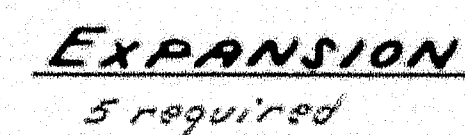
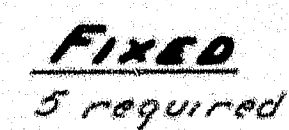
NASH MILL BRIDGE
OVER

MOUSAM RIVER

IN THE TOWN OF
KENNEBUNK

YORK COUNTY

SHEET 8 OF 10 AUGUSTA, MAINE APRIL 1960



STUDS

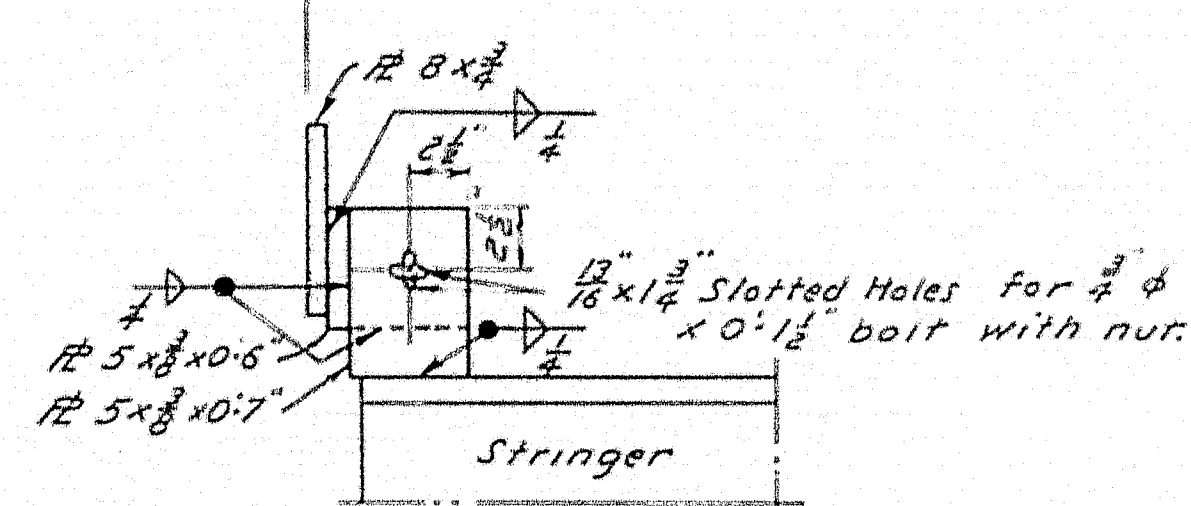
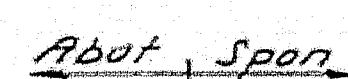
570 required
36.9"



SPIRALS

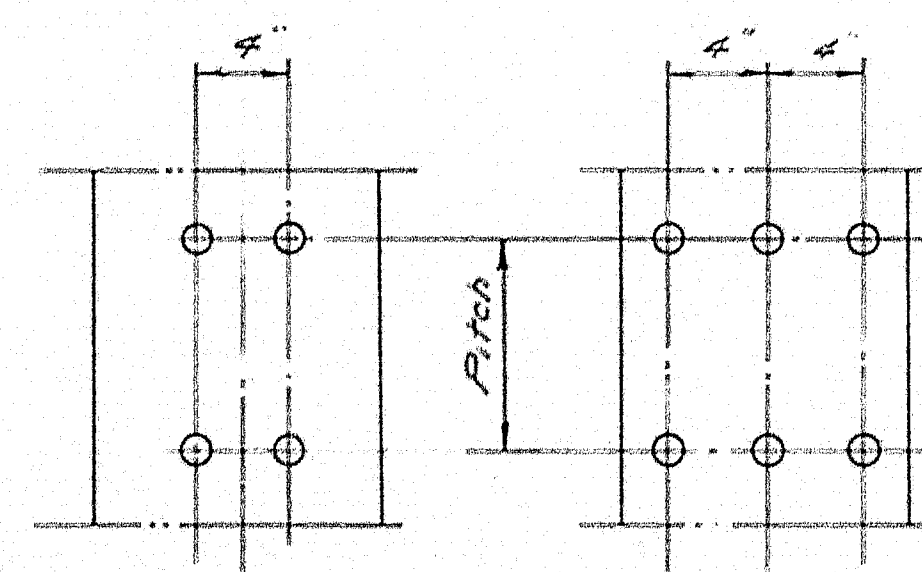
NOTE:

NOTE: Shear connectors may be welded spirals or automatically end welded solid or granular flux-filled studs. The use of spirals or studs to be at the option of the contractor.



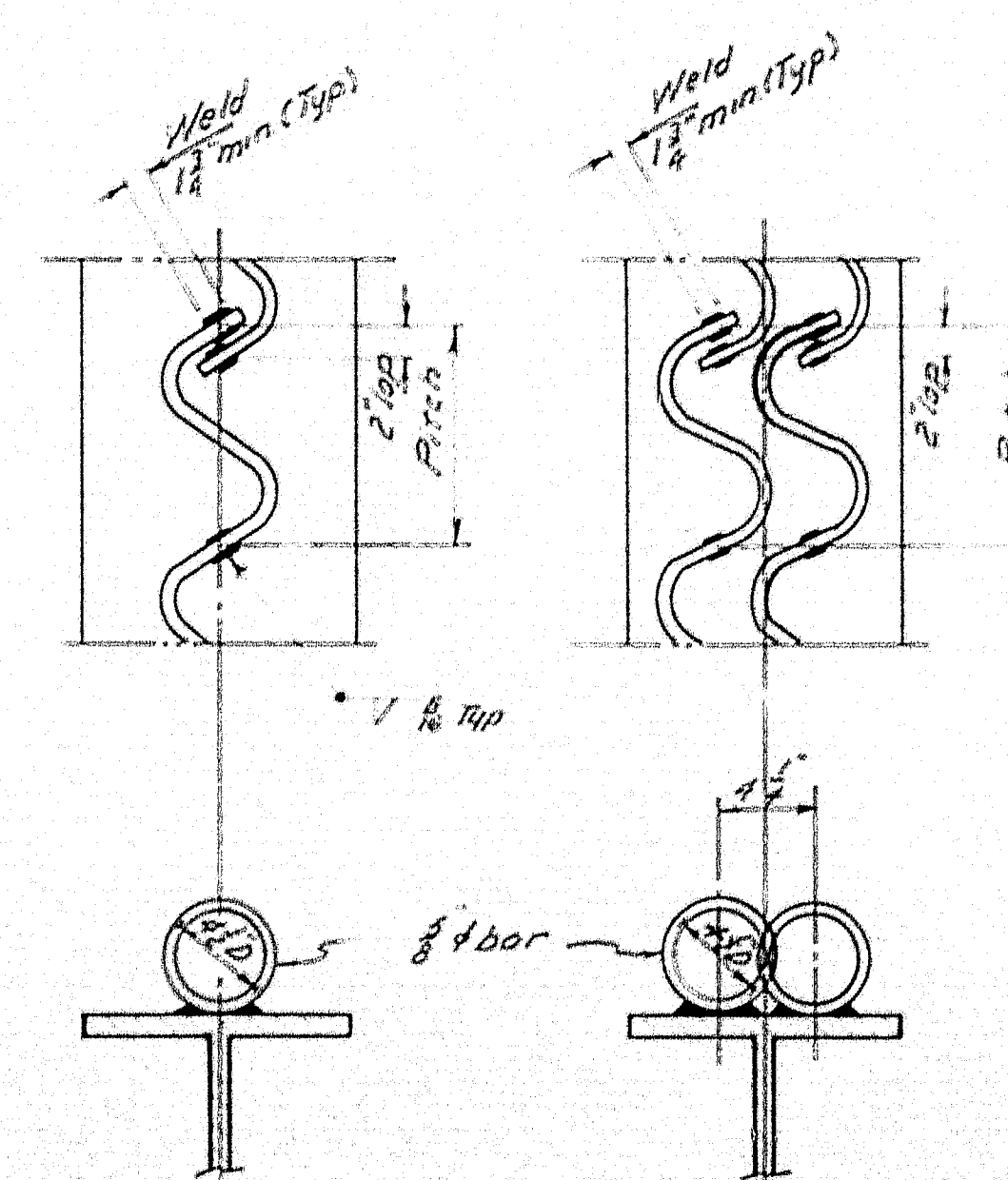
ADJUSTMENT PLATES

6 Sets eo. Req'd.

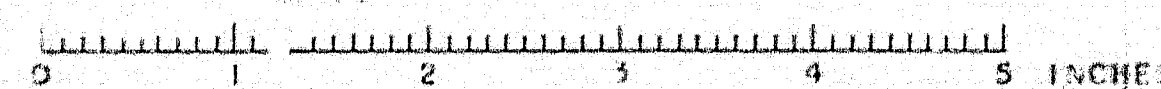


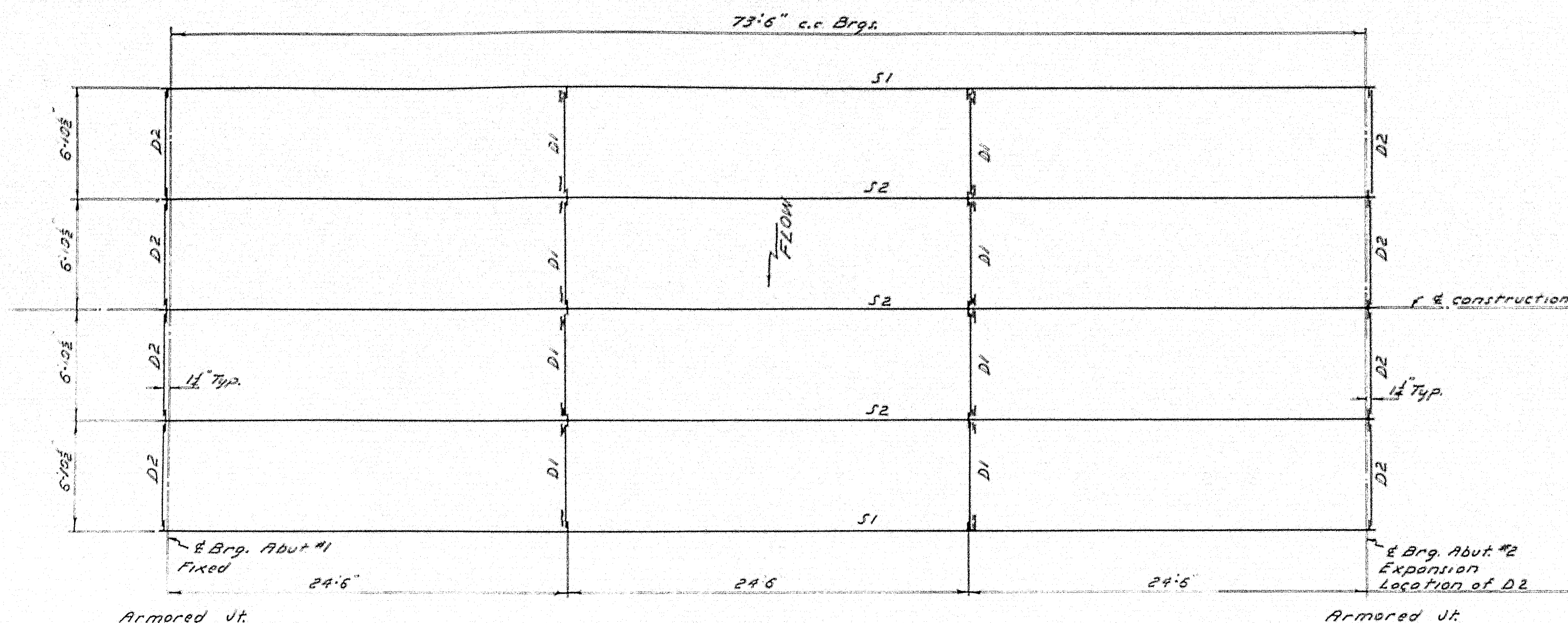
Hand-drawn sketch of a structural connection. The sketch shows a horizontal beam with a vertical web and two flanges. The top flange is connected to a vertical support via a gusset plate. Dimensions include 2 1/2 inches for the gusset plate width, 1/2 inch typical for the gusset plate thickness, and 4 inches for the beam flange width. The connection is labeled "welded studs be ok".

STUD DETAILS

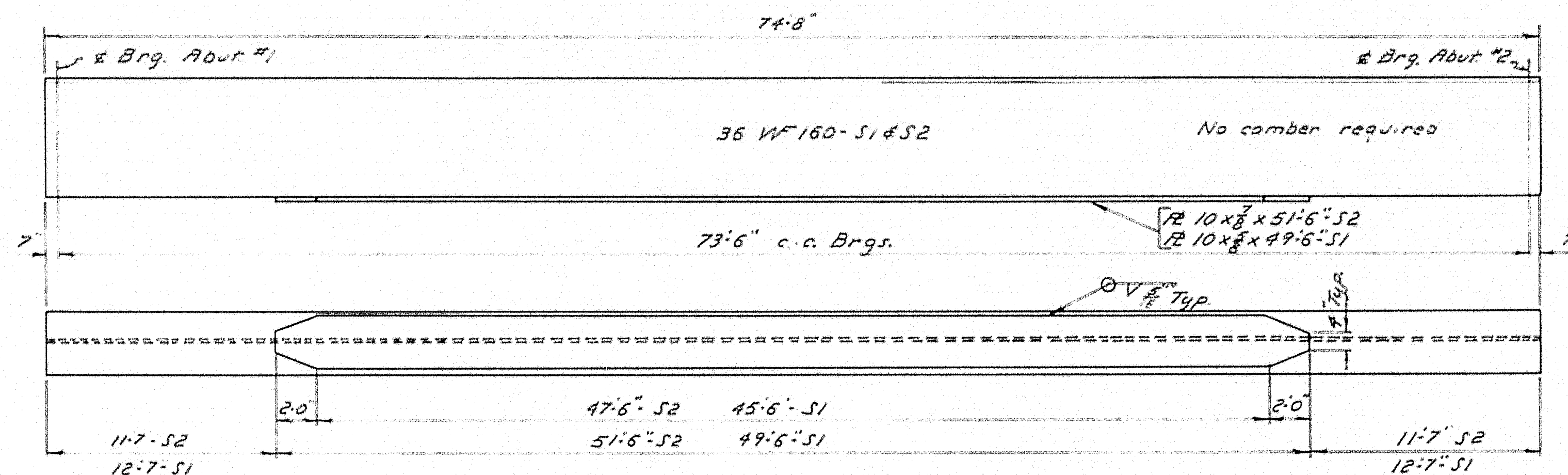


SPIRAL DETAILS

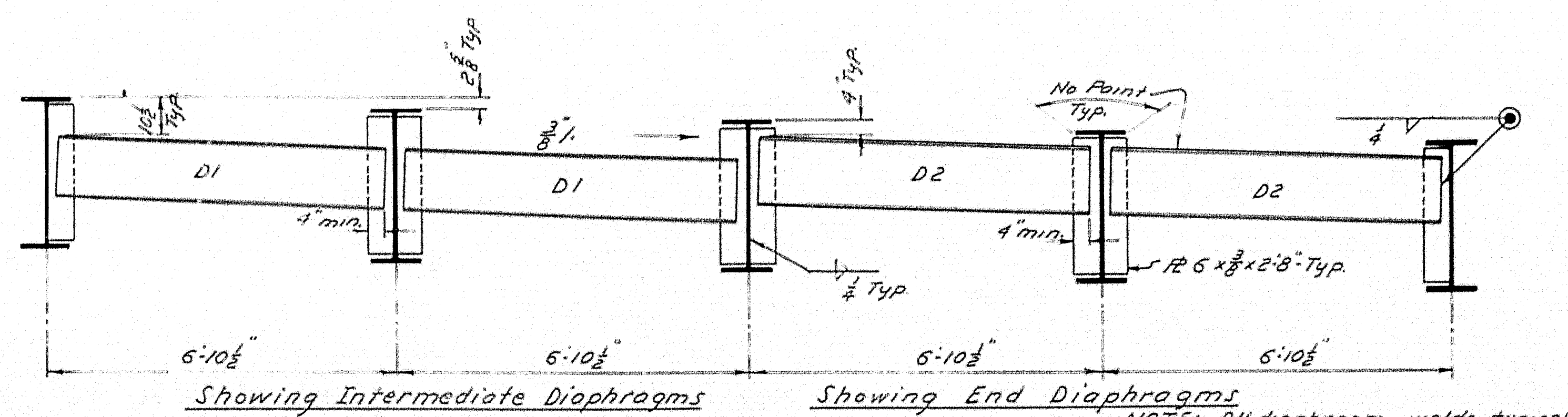




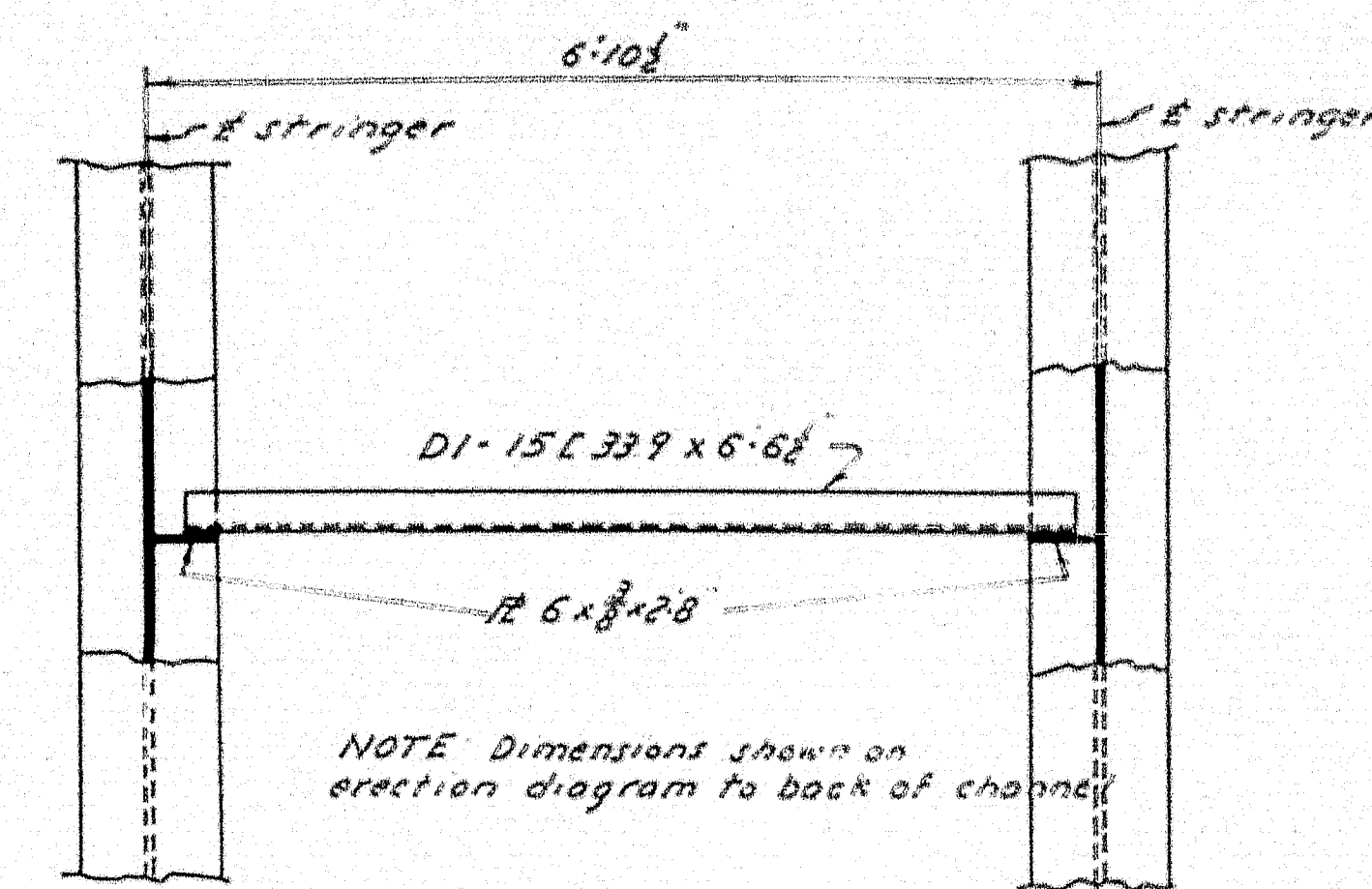
ERECTION DIAGRAM



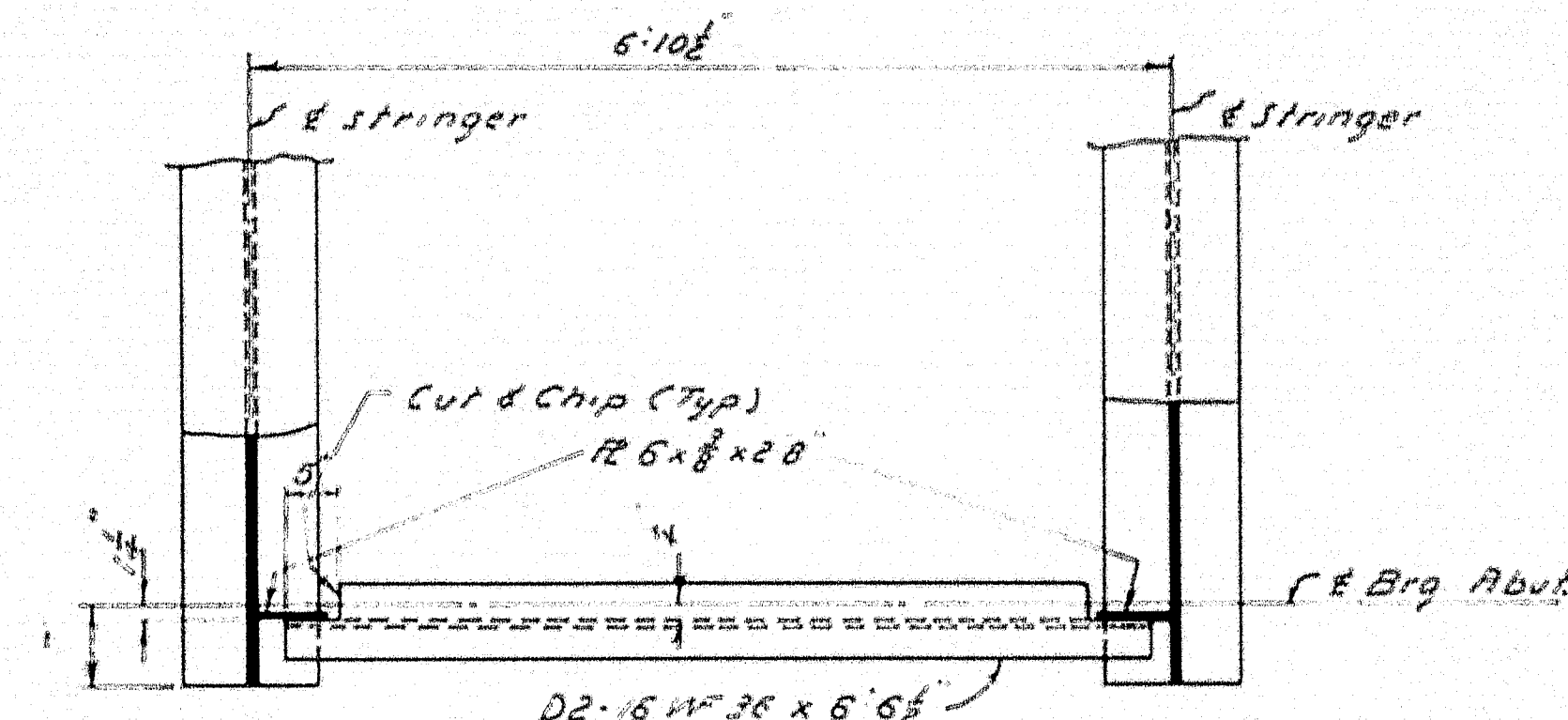
S1 - 2 required
S2 - 3 required



TRANSVERSE SECTION



D1
B required



D2
B required

SPECIFICATIONS

DESIGN - A.A.S.H.O. Standard Specifications for Highway Bridges 1957
FABRICATION & ERECTION - on State of Maine, Standard Specifications, Highways and Bridges, Revision of Jan 1956 and 1960 Supplement.

MATERIALS

Beams and cover plates shall conform to the latest revised specifications for Structural Weldable Steel A.S.T.M. Designation A-373. All other members shall conform to Specification A.S.T.M. Designation A-373 or A-7.

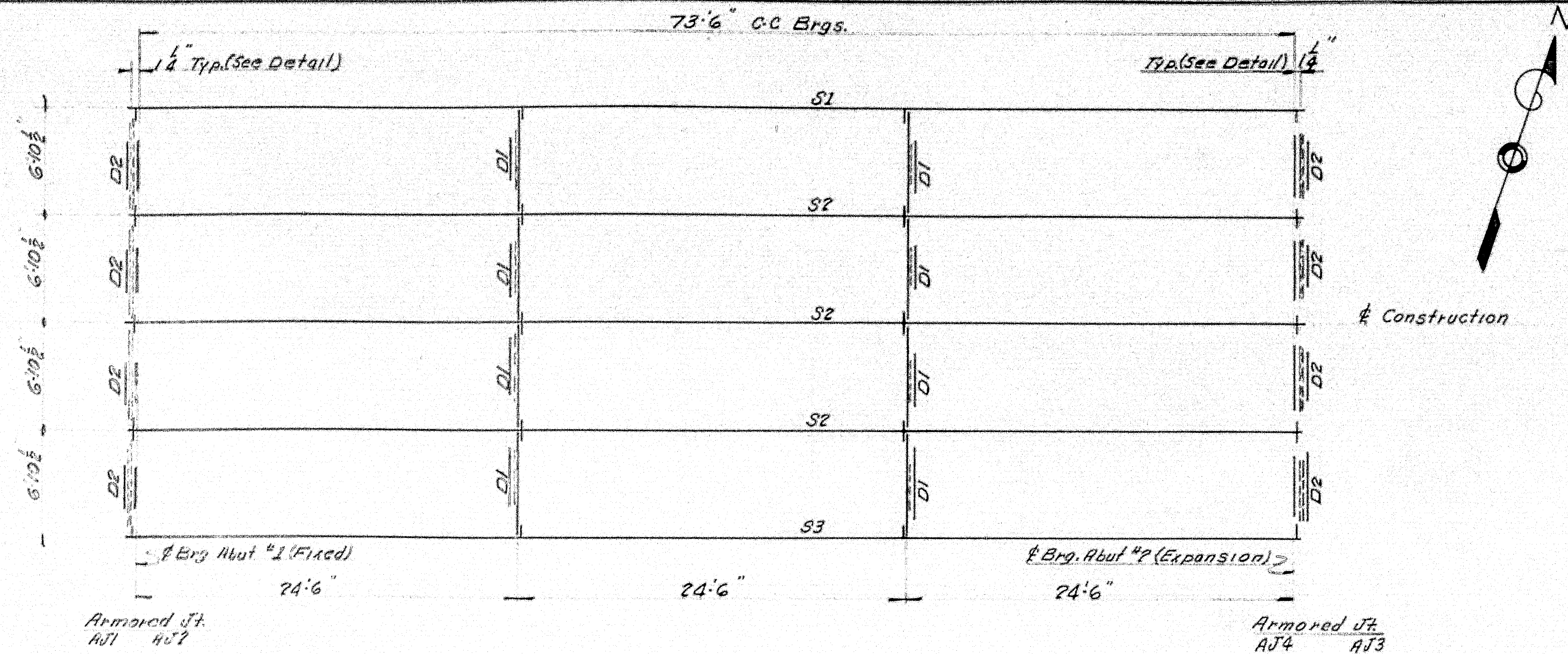
LOADING

H 20-44

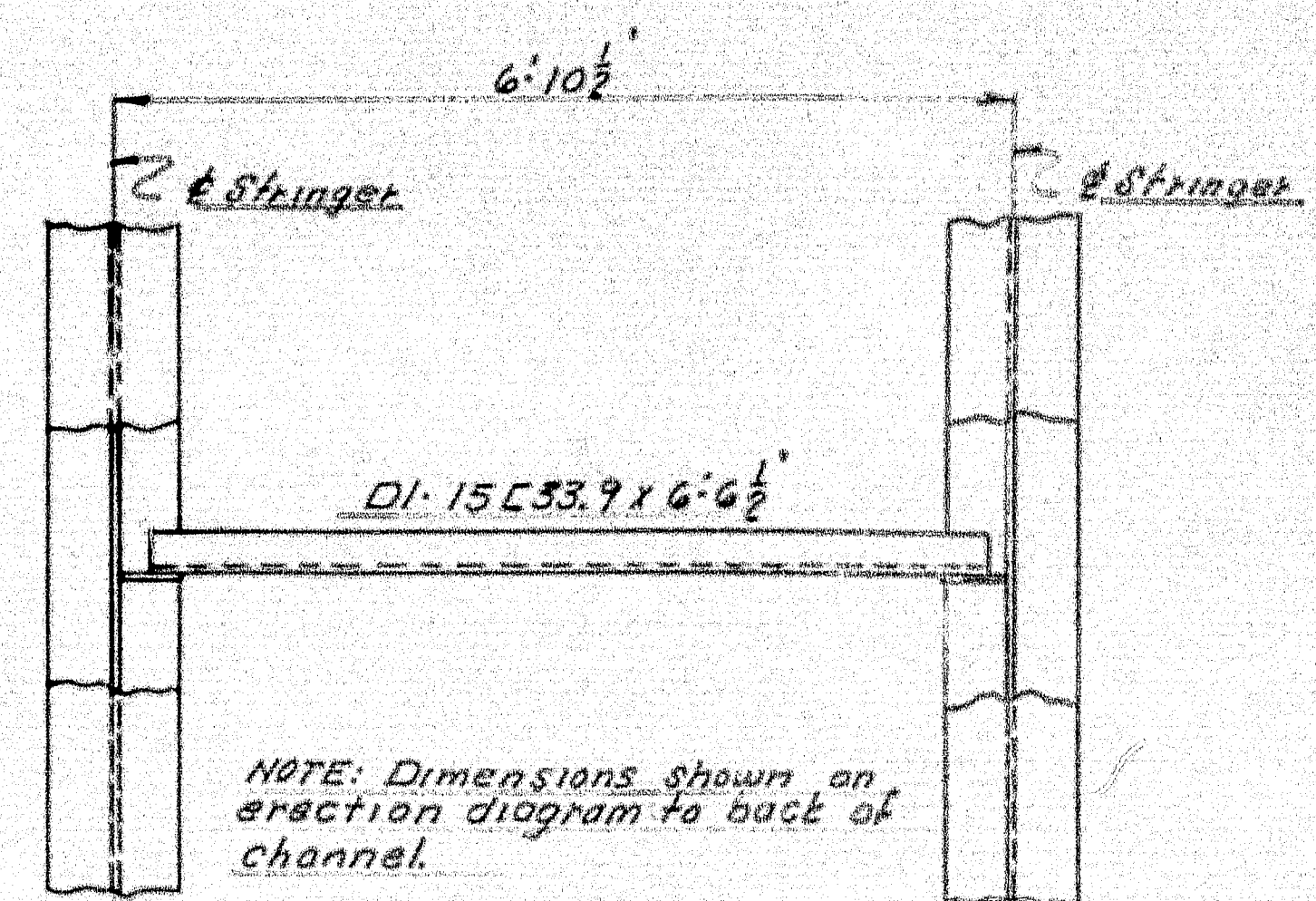
NOTES

No paint shall be placed on any steel surface to come in contact with concrete.
Any existing camber in beams to be placed up.
Diaphragms D2 cannot be erected until anchor balls for bearing devices are in place.

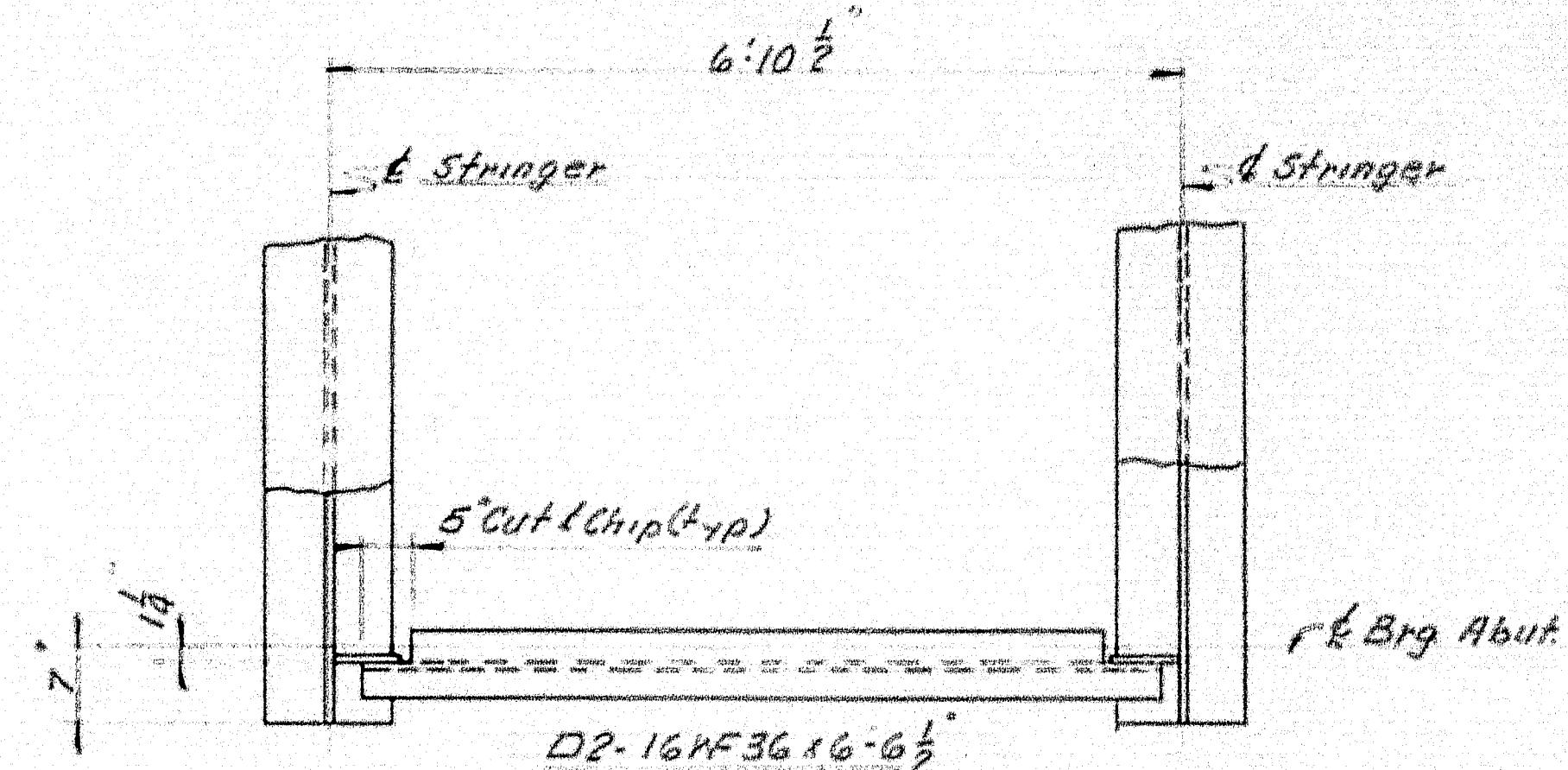
DESIGN - FOSTER	BRIDGE NO. 5756
TRACE - V. SMITH	
CHECK - [Signature]	
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
NASH MILL BRIDGE OVER MOUSAM RIVER IN THE TOWN OF KENNEBUNK YORK COUNTY	
STRUCTURAL STEEL DETAILS	
SHEET 10 OF 10	AUGUSTA, MAINE APRIL 1960



ERECTION DIAGRAM

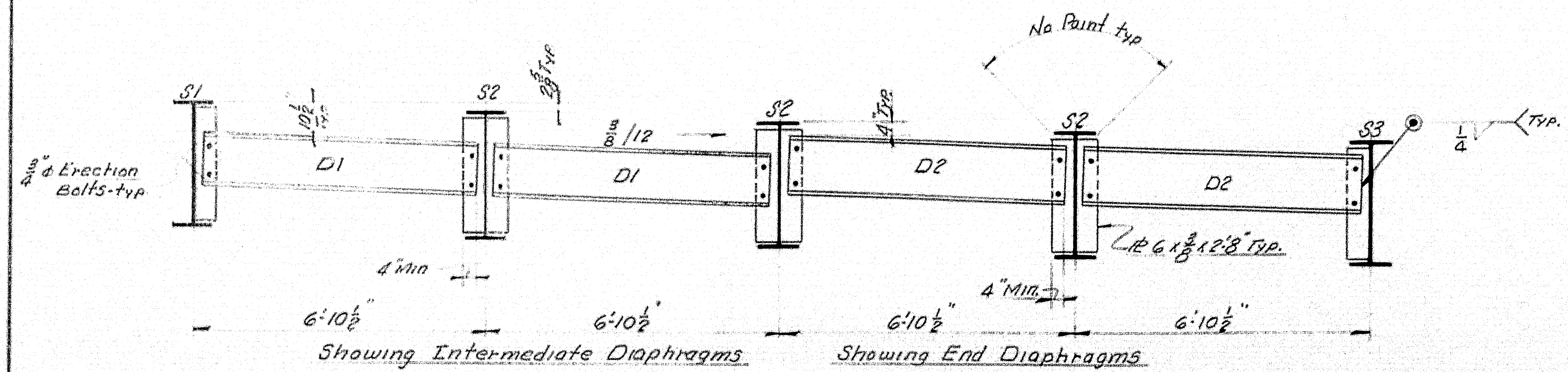


Typ. @ D1



Typ. @ D2

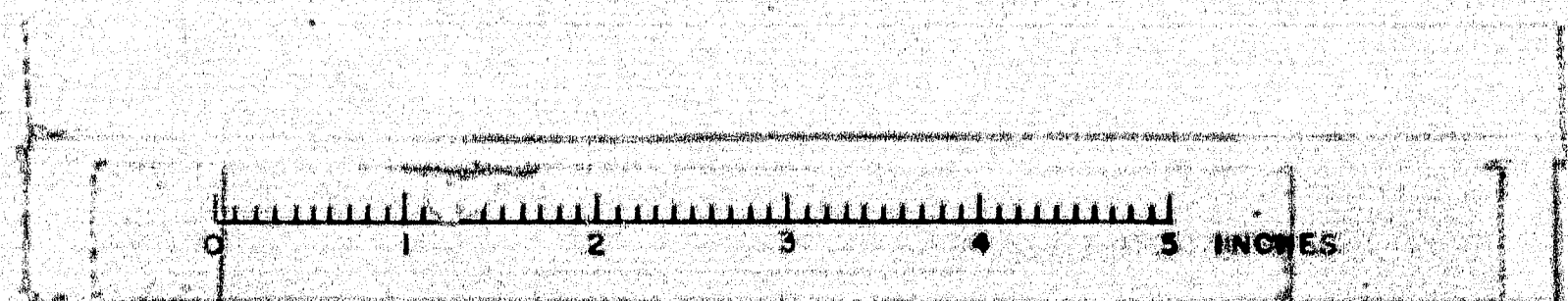
NOTES:

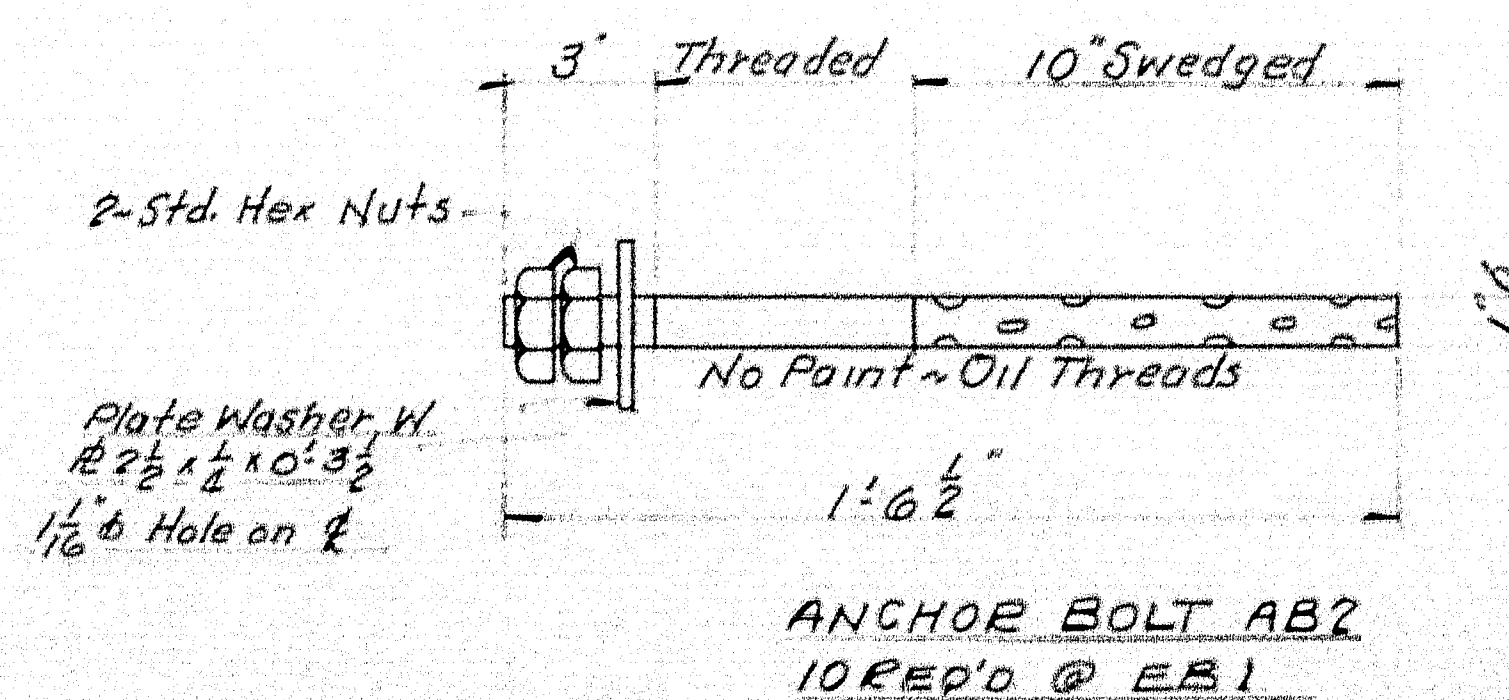
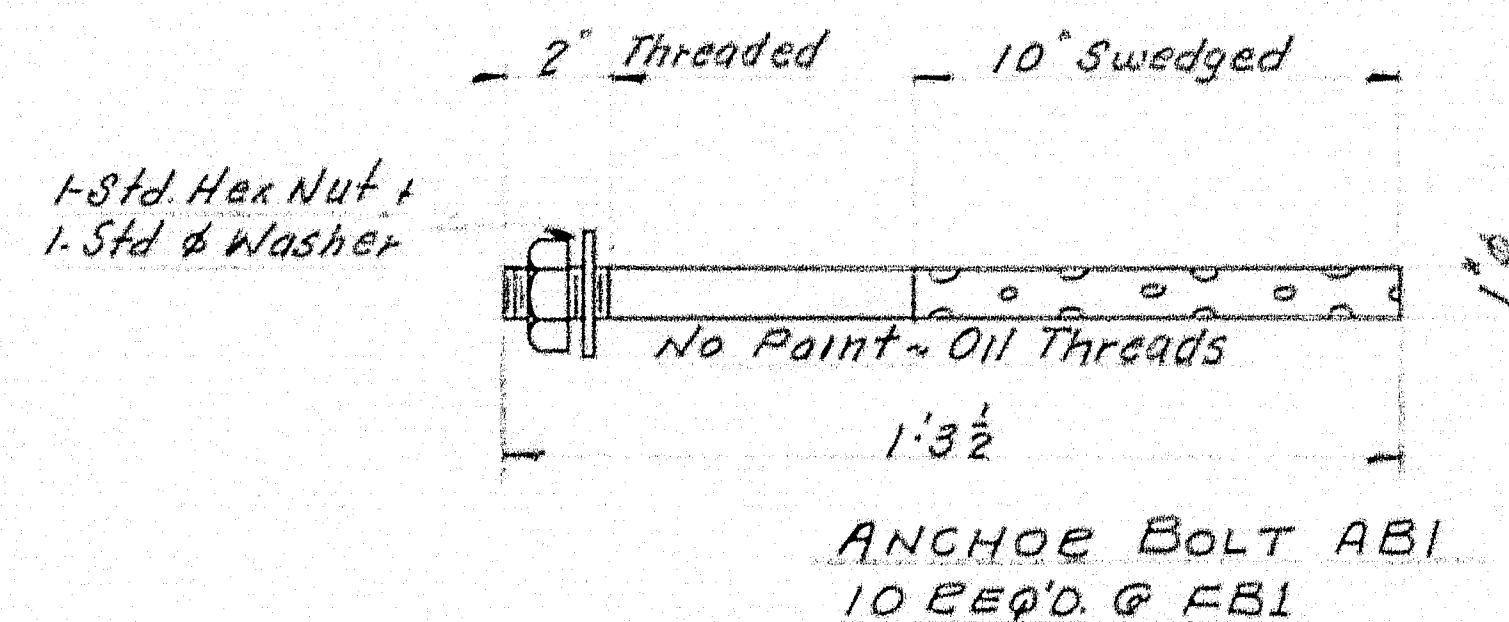
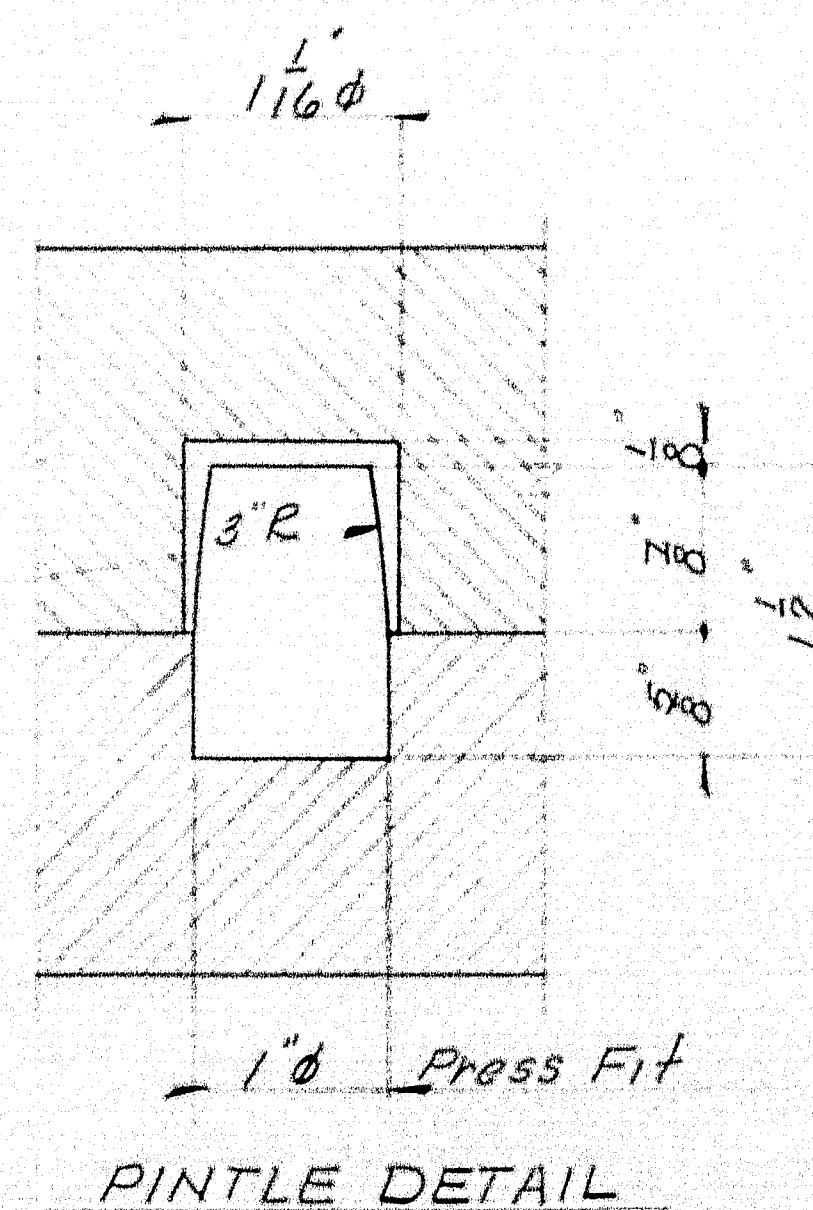
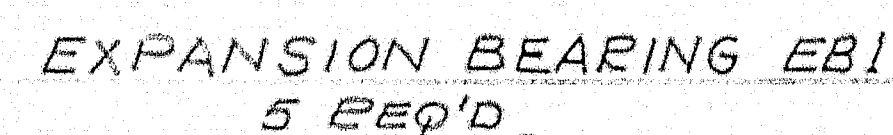
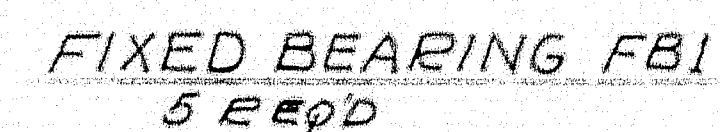


TRANSVERSE SECTION

ERECTION DIAGRAM	
Bancroft & Martin Rolling Mills Company	
South Portland 7, Maine	
NASH MILL BRIDGE	
KENNEBUNK, ME.	
CUSTOMER A.P. WYMAN, INC.	
DESIGNER MAINE S.H.C. BRIDGE DIV.	
ORDER NO. VERBAL	DWG. NO. 60345-E1

DRAWN	9.3.40	EGM.
REVISION		
REVISION		
REVISION		





ITEM 702-103 (except as noted)

SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: Welded
HOLES: As Noted
PAINT: Per State of Maine specs. &
as noted.

DRAWN		9.6.60	CGM
REVISION			
REVISION			
REVISION			

BEARING DETAILS	
Bancroft & Norton Rollings Mills Company South Portland, Maine	
NASH MILL BRIDGE KENNEBUNK, MAINE	
CUSTOMER A.P. Wyman, Inc. DESIGNER MAINE S.H.C. BRIDGE DIV.	
ORDER NO. VEPBRL	DWG. NO. 60345/S1

