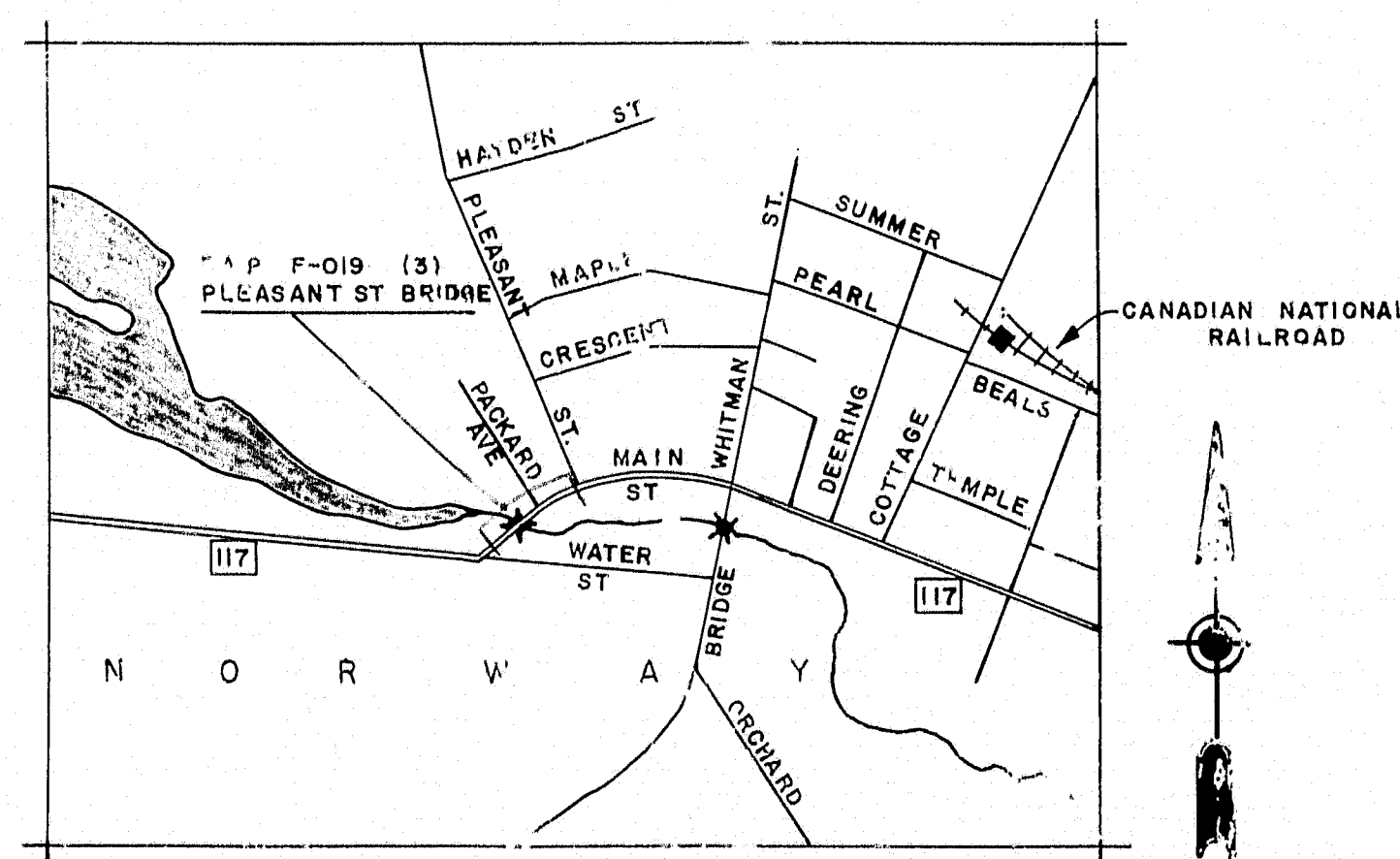


STATE OF MAINE
STATE HIGHWAY COMMISSION



PLEASANT STREET BRIDGE
OVER
LAKE PENNESEEWASSEE OUTLET
IN THE TOWN OF
NORWAY
OXFORD COUNTY

FEDERAL AID PROJECT NO. F-019-1(3)
LENGTH OF PROJECT 0.184 MILES



LOCATION MAP

SCALE IN MILES
0 0.1 0.2 0.3 0.4 0.5

INDEX OF SHEETS

- 1-----TITLE
- 2 & 3-----LAYOUT AND PROFILE
- 4-----WATER STREET PLAN
- 5-----WATER STREET PROFILES
- 6-----WATER STREET CROSS SECTIONS & PLEASANT STREET
TYPICAL SECTIONS
- 7 THRU 11-----PLEASANT STREET CROSS SECTIONS
- 12-----SURVEY
- 13-----SOILS
- 14-----ABUTMENT NO. 1
- 15-----ABUTMENT NO. 2
- 16-----ABUTMENT NO. 1 DETAILS, ABUTMENT REINFORCING
STEEL SCHEDULE, APPROACH SLABS & QUANTITIES
- 17-----STRUCTURAL STEEL
- 18-----SUPERSTRUCTURE AND DETAILS
- 19-----BOTTOM OF SLAB ELEVATIONS AND DETAILS
- 20-----SUPERSTRUCTURE REINFORCING STEEL SCHEDULE

STANDARD DETAILS BRIDGE

- B'-101-62---BEARING PEDESTALS
- BD-102-62---BRIDGE RAIL
- BD-104-62---DIAPHRAGMS, ARMORED JOINT
SHEAR CONNECTORS, DRAIN
- STANDARD DETAILS APPROACHES
- MARCH 1-64
- MARCH 2-64
- MARCH 3-64
- MARCH 4-64

TRAFFIC

A.D.T. 1963 4255
A.D.T. 1983 5955
C.H.V. 893
T. 10%
D. 60%
V. 33 MPH

APPROVED
MAINE STATE HIGHWAY COMMISSION

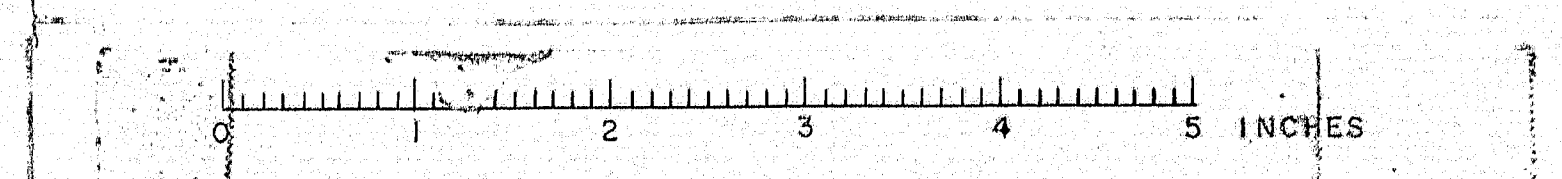
Don A. Sturtevant
CHAIRMAN

Carl M. Stephens

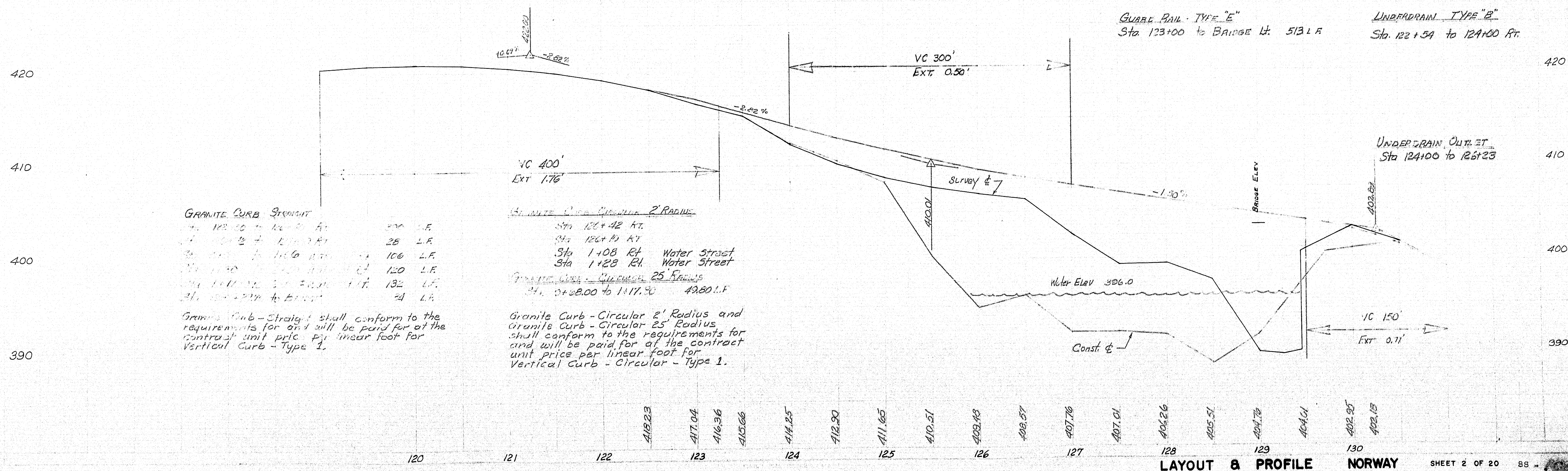
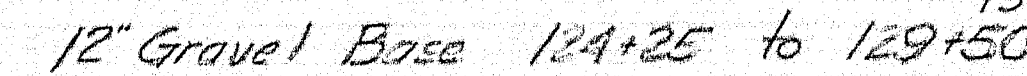
Raymond W. Stephens
C. S. C. STINE

Feb. 5, 1964

DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
REGION 1	
APPROVED	
DIVISION ENGINEER	DATE



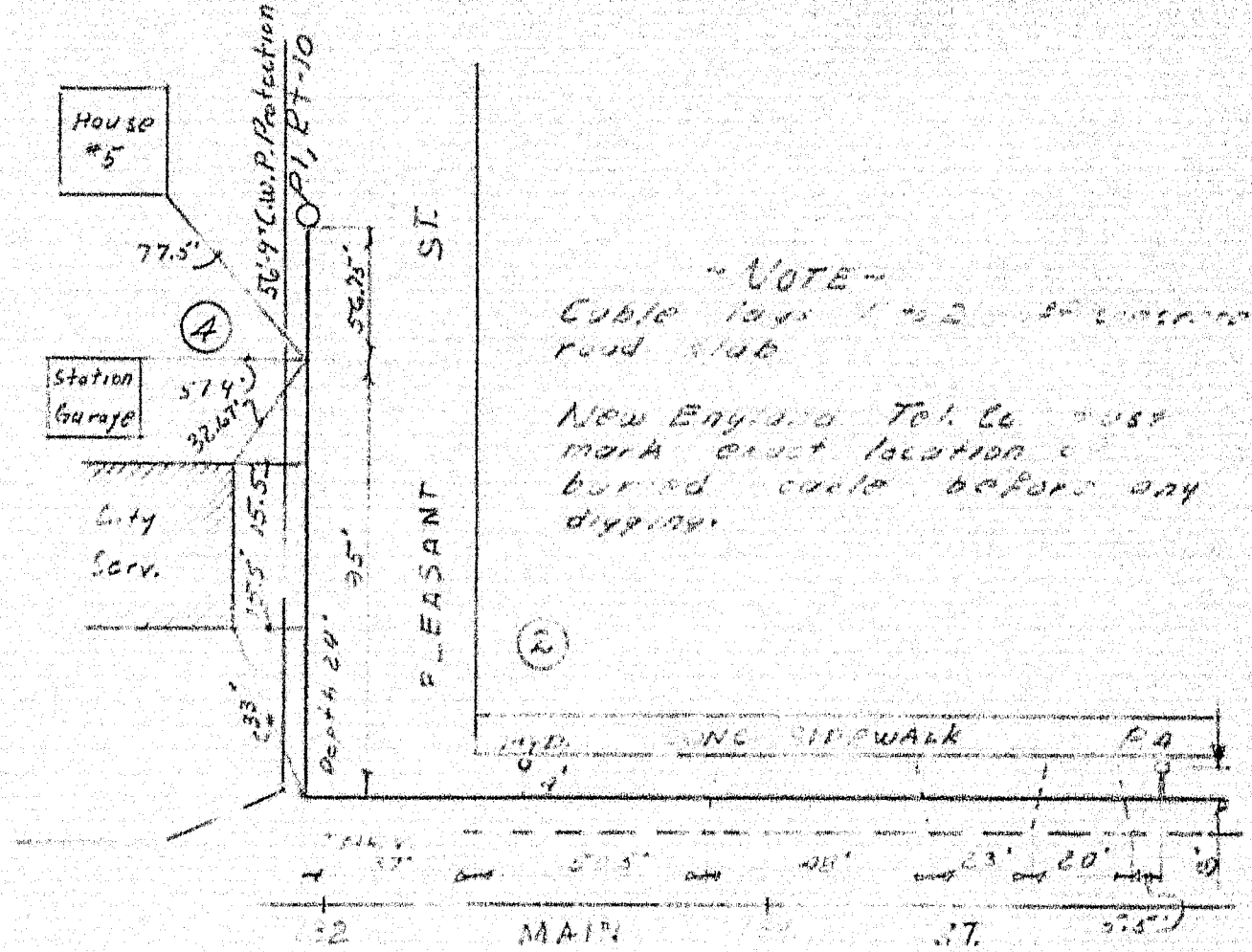
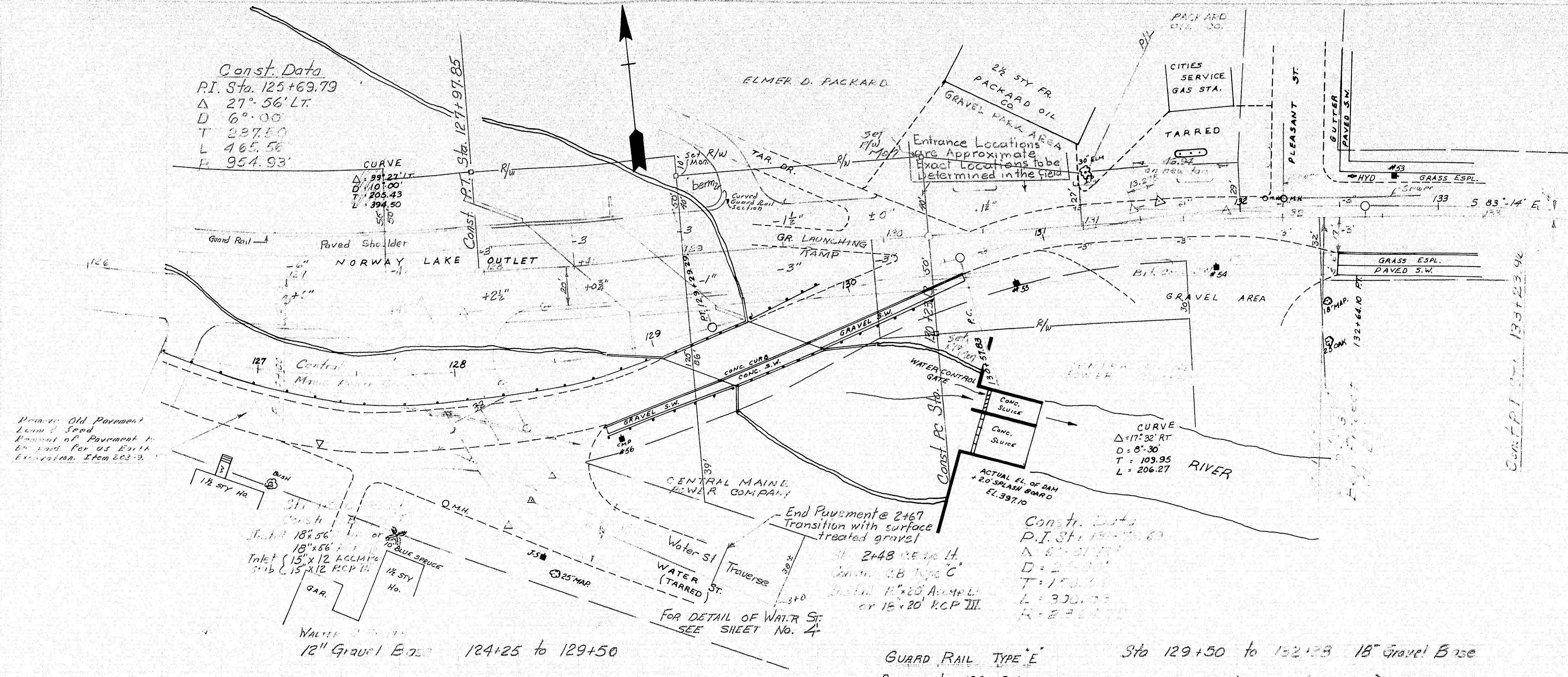
P.I. STA	127+40
Δ	39° 27'
D	10° 00'
T	205.43
L	394.50



LAYOUT & PROFILE NORWAY

SHEET 2 OF 20

8

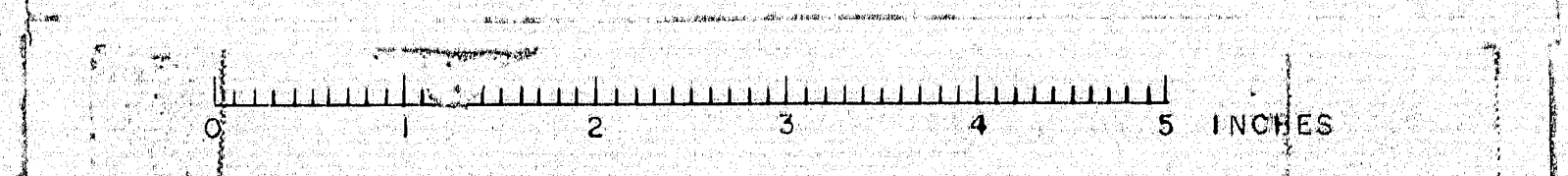
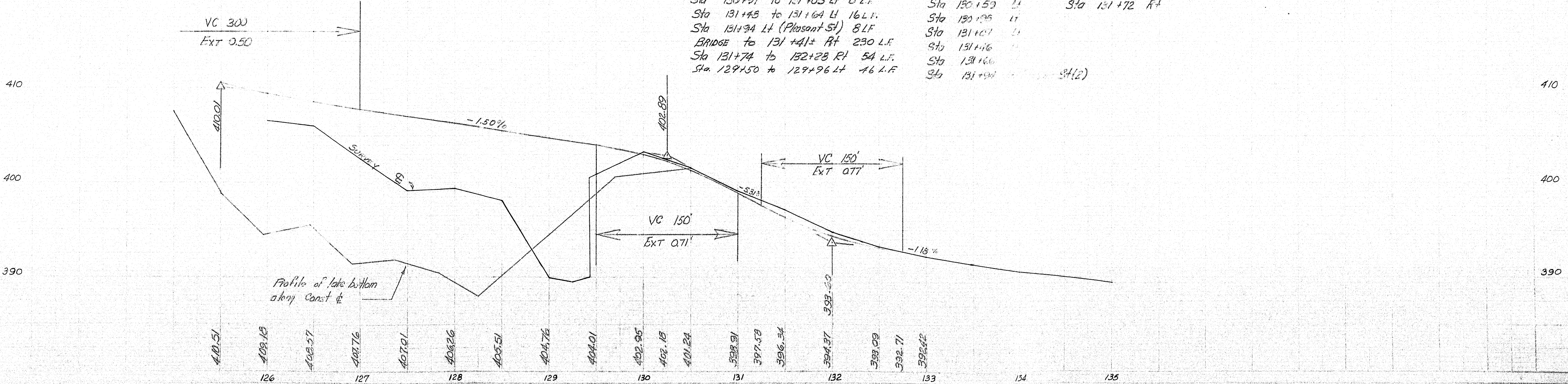


12" Gravel Base 124+25 to 129+50

All Embankment Low Elev. 398.0, inside of bank fill, to be constructed at regular borrow.

GUARD RAIL TYPE 'E' Sta 129+50 to 132+23 18" Gravel Base
BRIDGE to 129+20' LT 50 LF + 12.5 LF Curved section (1.2' Radius) + Terminal Section

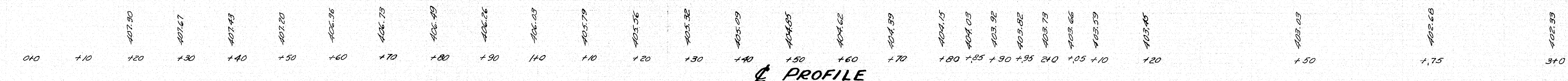
GRANITE CURB - STRAIGHT		GRANITE CURB CURVULAR - 2' RADIUS	
Sta 130+87 to 130+57 LT 20 LF		Sta 129+80 LT	
Sta 130+97 to 131+05 LT 8 LF		Sta 129+96 LT	
Sta 131+43 to 131+64 LT 16 LF		Sta 130+35 LT	Sta 131+43 RT
Sta 131+94 LT (Pleasant St) 8 LF		Sta 130+53 LT	Sta 131+72 RT
BRIDGE to 131+41 RT 230 LF		Sta 130+95 LT	
Sta 131+74 to 132+28 RT 54 LF		Sta 131+07 LT	
Sta 129+50 to 129+96 LT 46 LF		Sta 131+46 LT	
		Sta 131+66 LT	
		Sta 131+94 LT	Sta 132+23



405.00

0+00 = 127+00 Const. @ 10' R/L

405.00

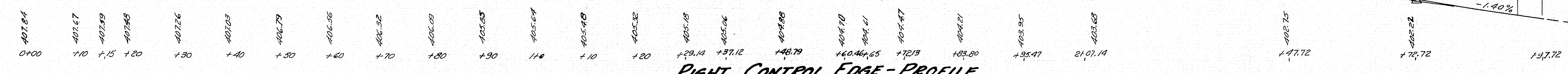


PROFILE

405.00

0+00 = 127+00 Const. @ 22' R/L

405.00

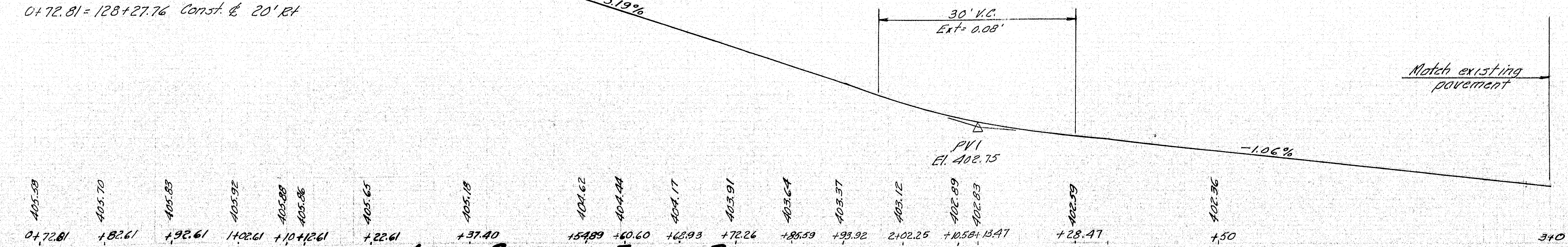


RIGHT CONTROL EDGE - PROFILE

405.00

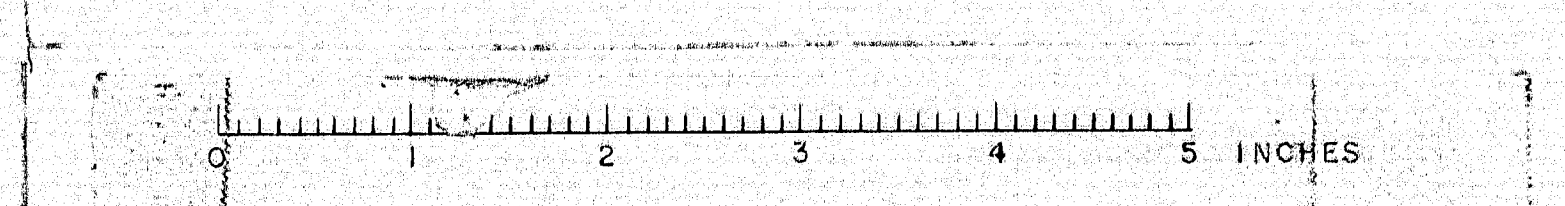
0+72.81 = 128+27.76 Const. @ 20' R/L

405.00

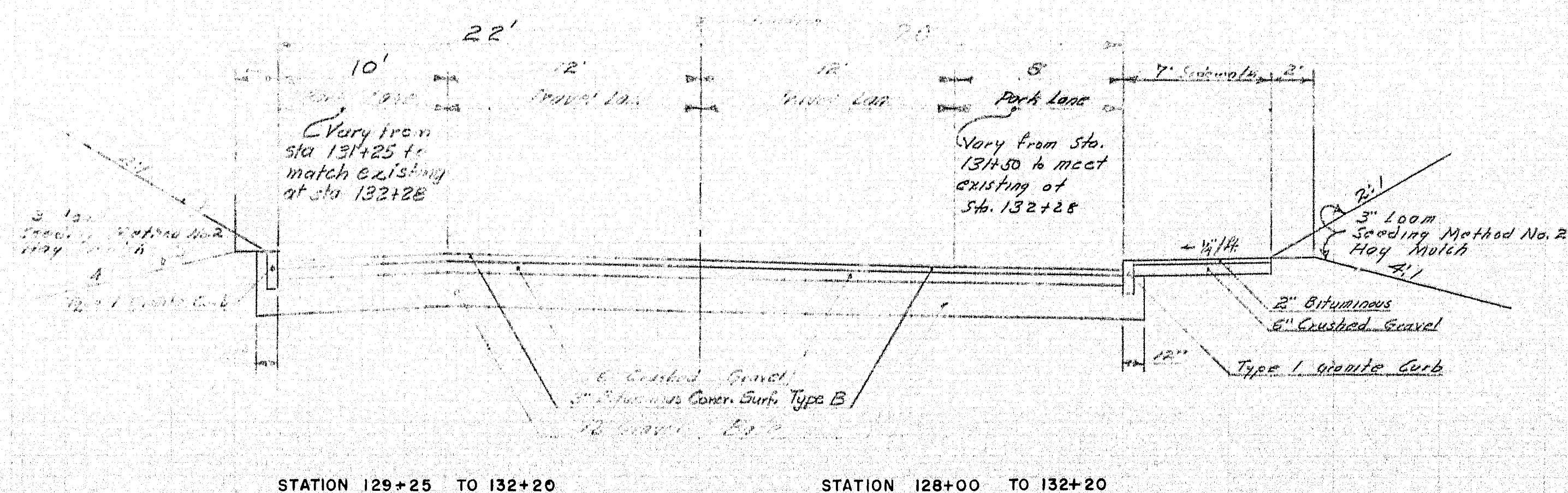
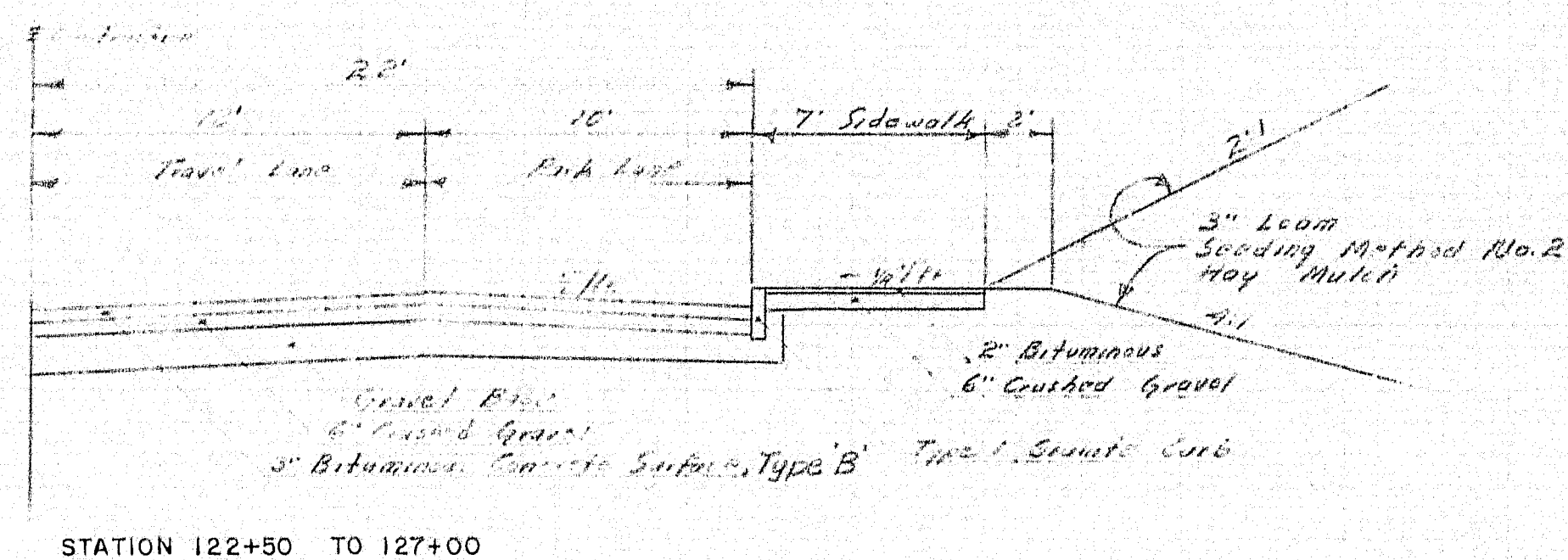
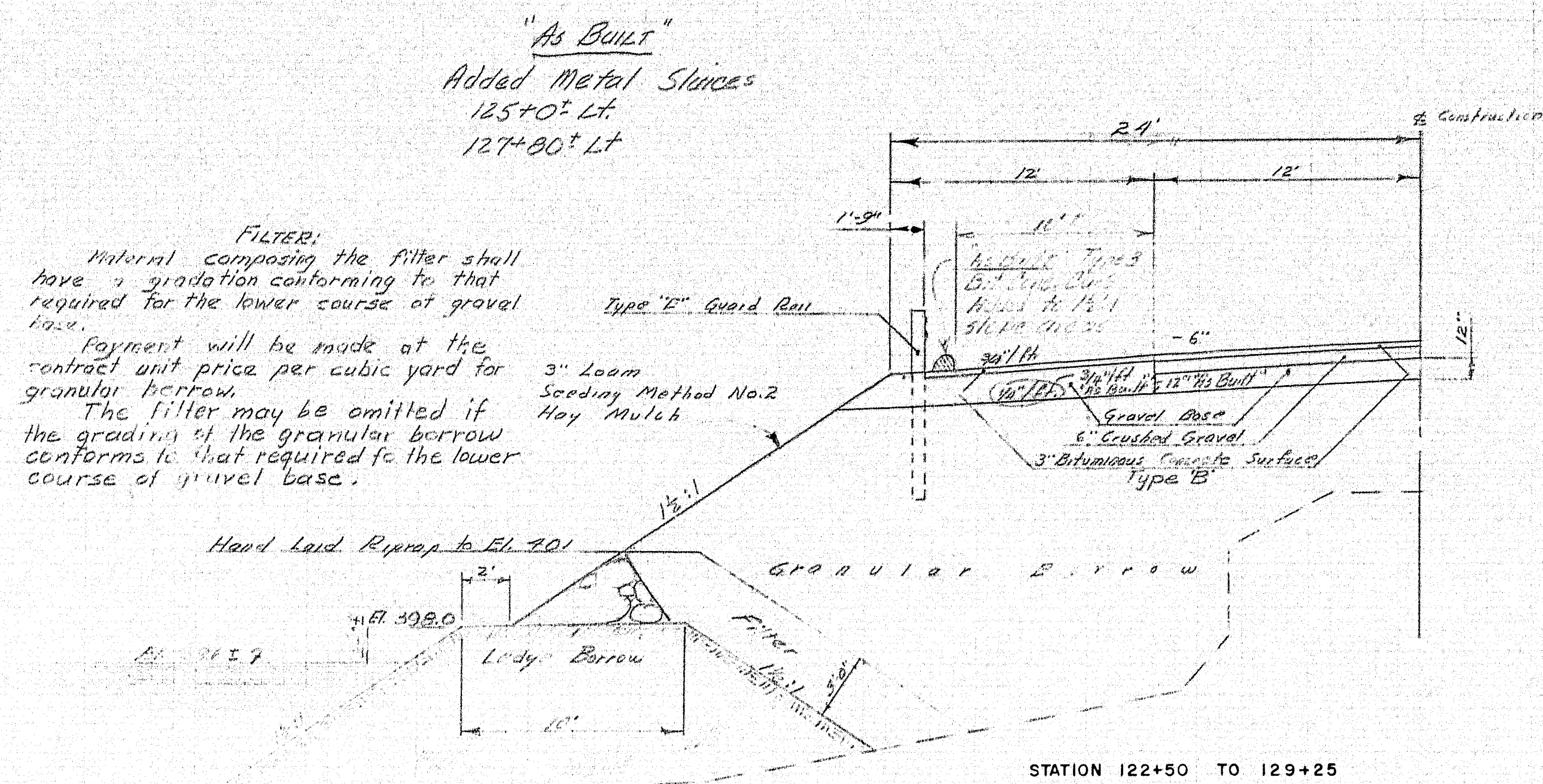


LEFT CONTROL EDGE - PROFILE

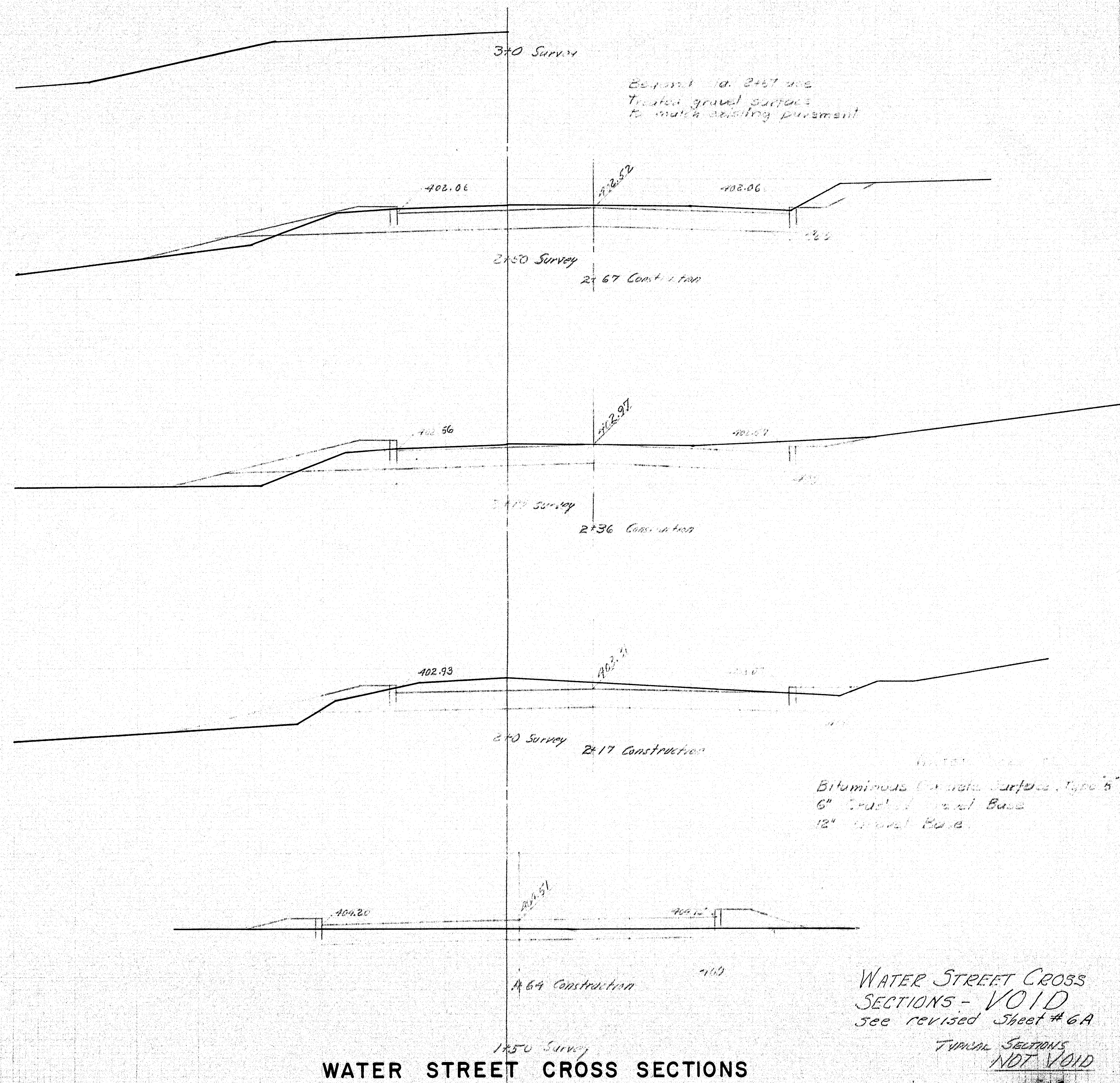
WATER STREET PROFILES NORWAY SHEET 5 OF 20



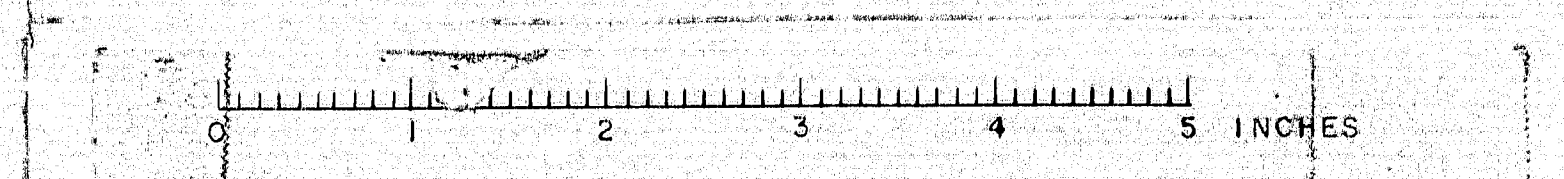
88 - 105
REVISED MAY 1964
F. H. Barnes
V. H. R. Quist



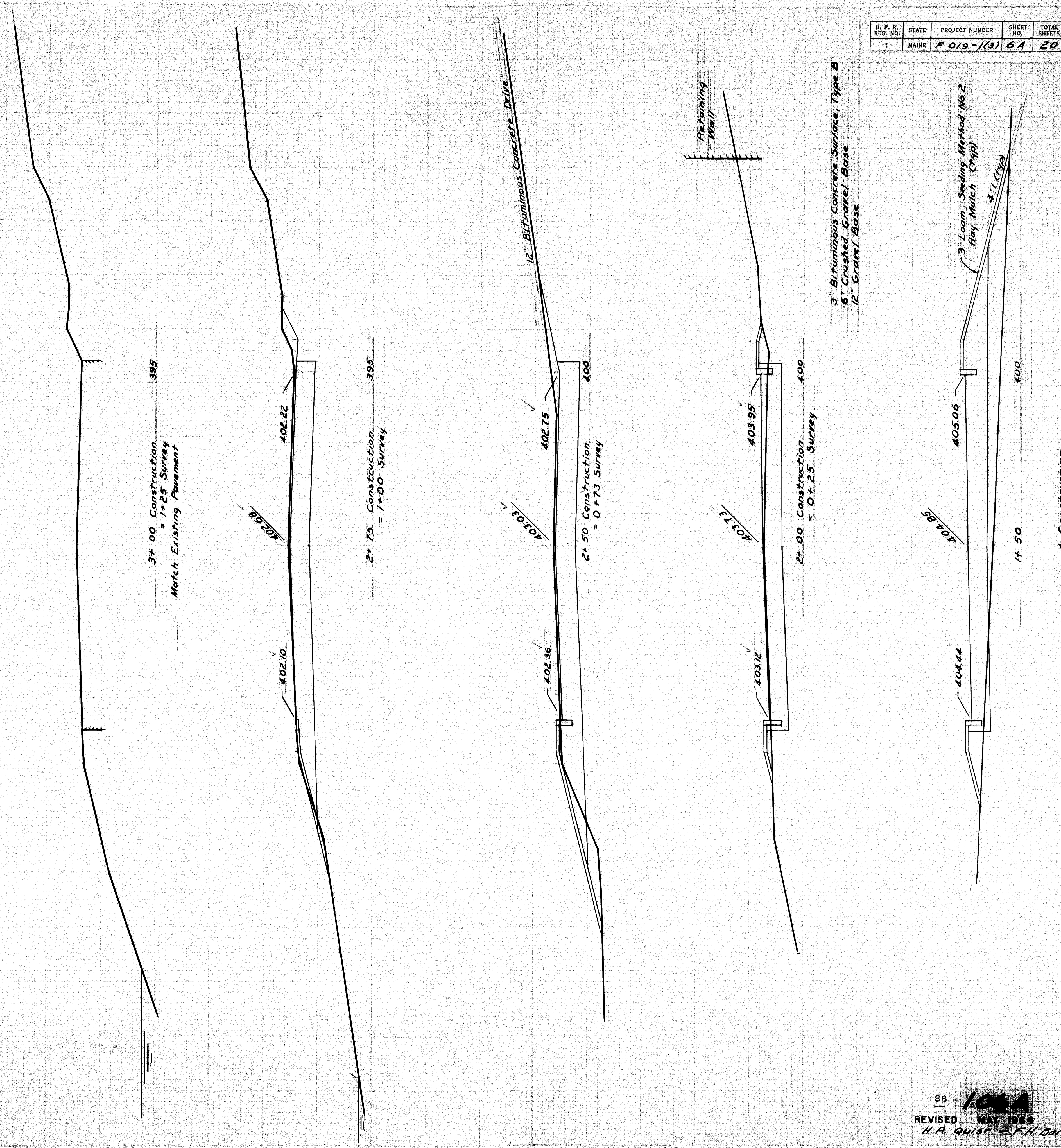
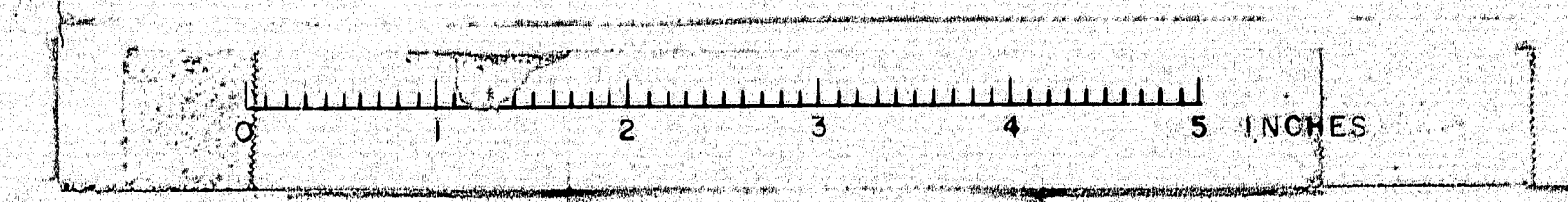
MAIN STREET TYPICAL SECTIONS



WATER STREET CROSS SECTIONS



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F 019-1(3)	6A	20

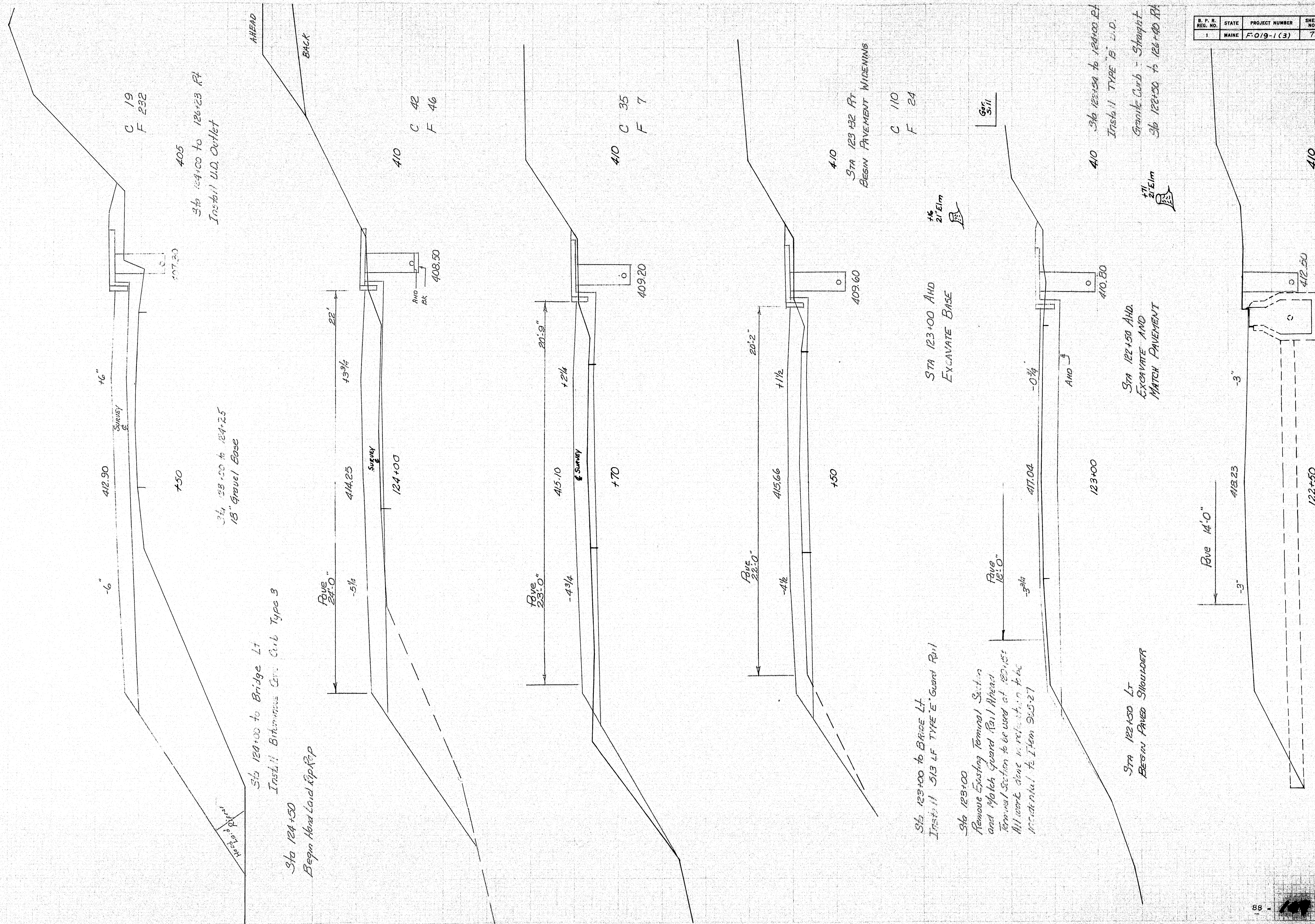


WATER STREET CROSS SECTIONS NORWAY

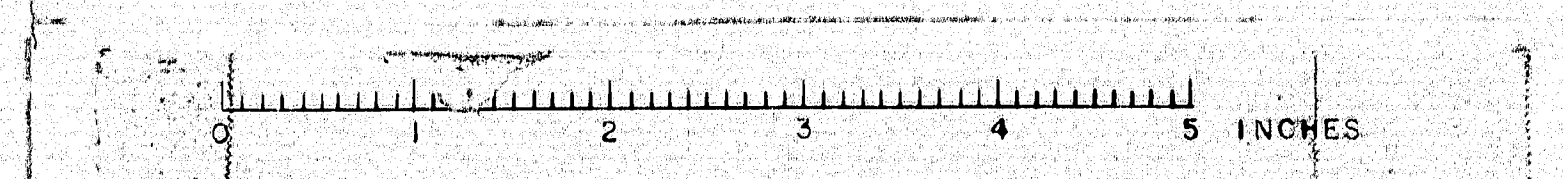
88-1064
 REVISED MAY 1964
 H. A. Quist - F. H. Barnes

19/13
 4/6/13
 10/13/13

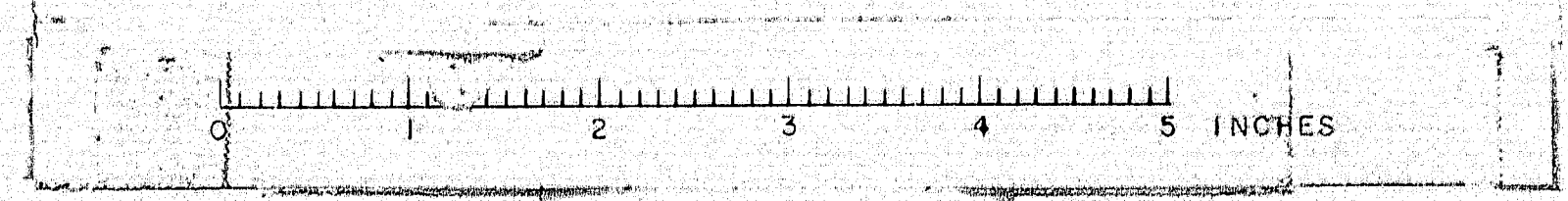
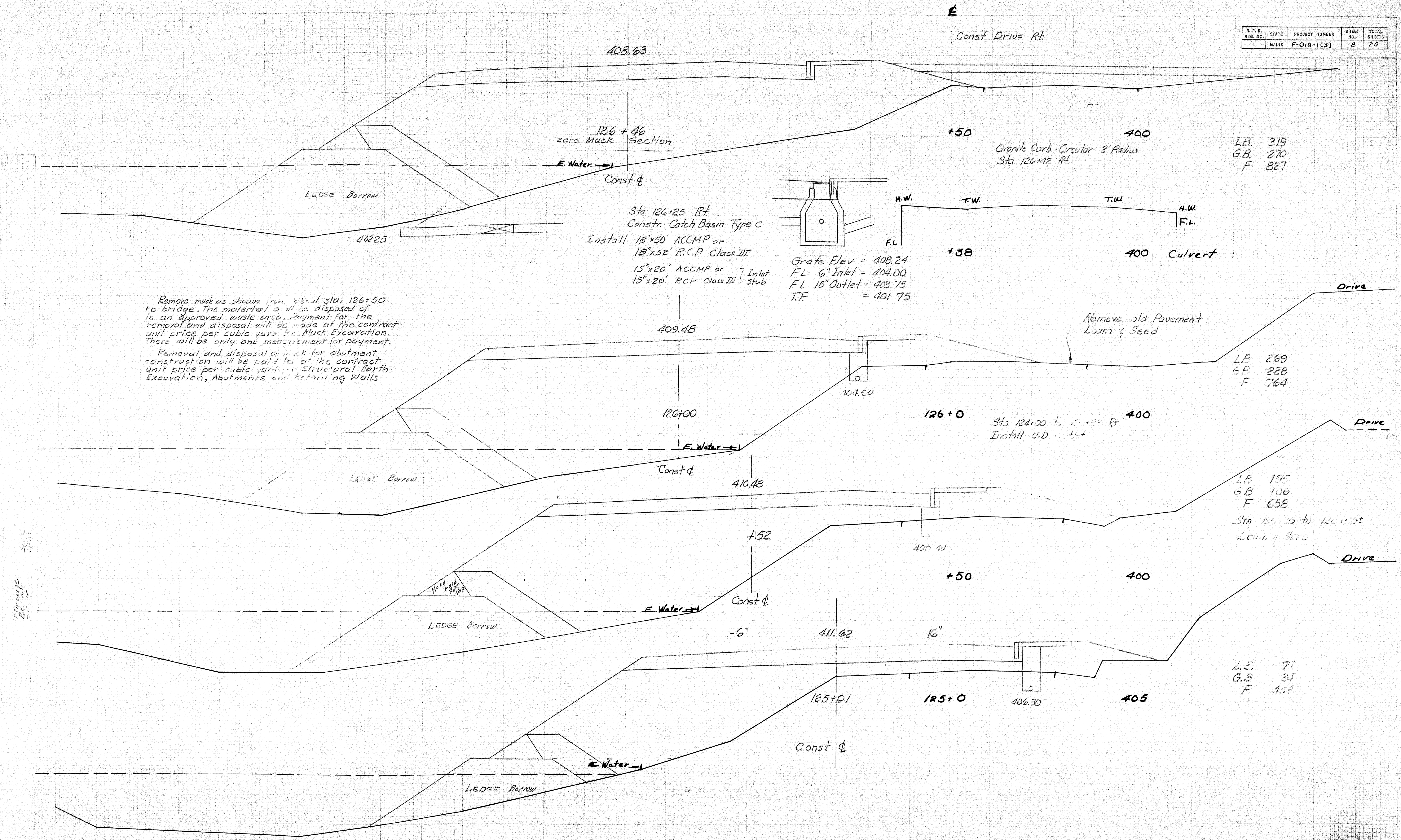
Const
 g



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-019-1 (3)	7	20



D. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
REG. NO.	MAINE	F-019-1(3)	8	20



SURVEY
E

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-019-1(3)	10	20

Note: All Superelevations shown are for even 50' Stations equivalent to Survey & Stationing

Sta 130+59 H
Install Granite Curb Circular 2' Radius

Sta 130+37 to 130+57 H
Install 20 L.F. Granite Curb Straight

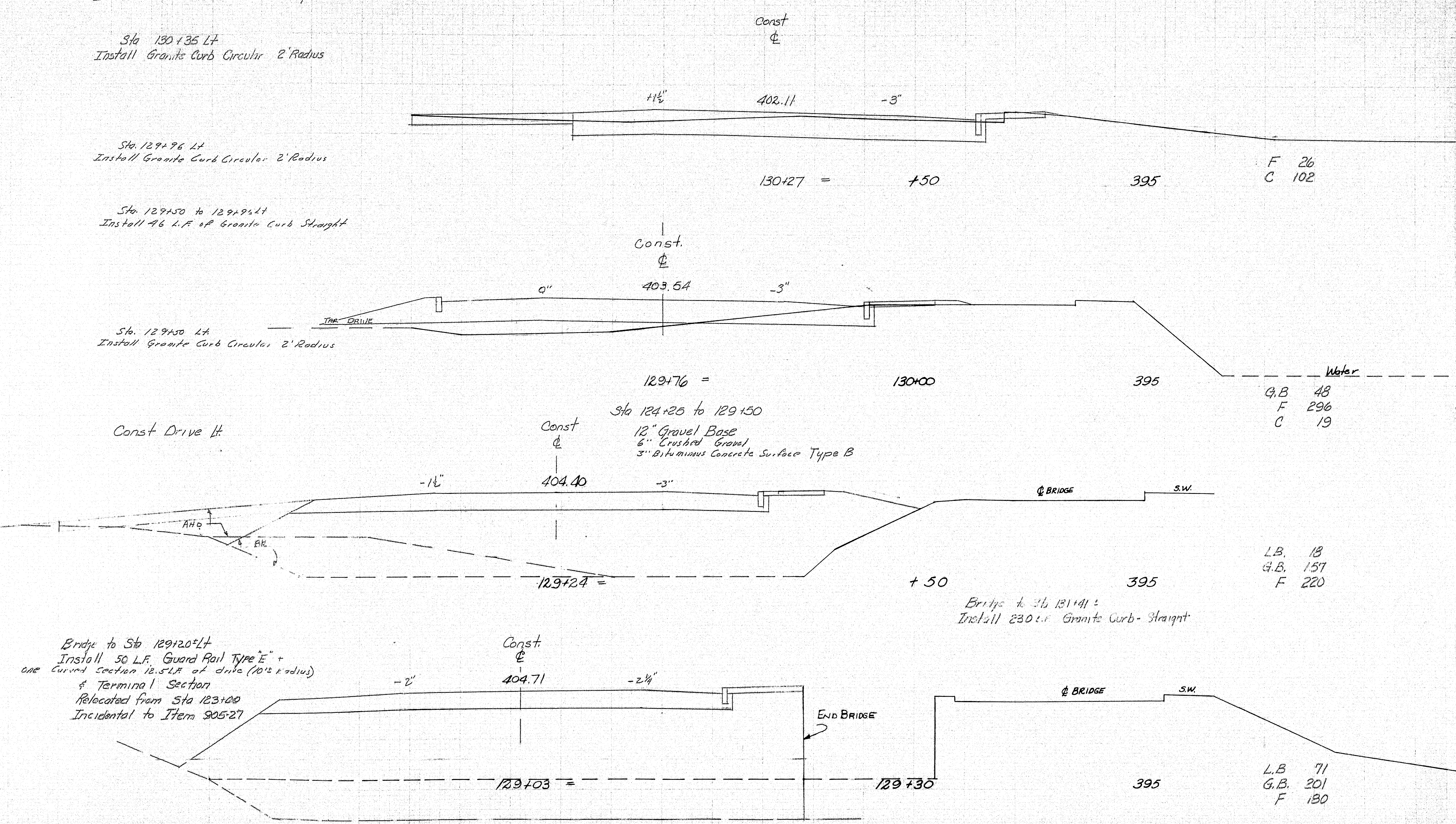
Sta 130+35 LT
Install Granite Curb Circular 2' Radius

Sta 129+76 LT
Install Granite Curb Circular 2' Radius

Sta 129+50 to 129+96 LT
Install 46 L.F. of Granite Curb Straight

Sta 129+50 LT
Install Granite Curb Circular 2' Radius

Const Drive H.



F 26
C 102

Water
Q.B. 48
F 296
C 19

L.B. 18
G.B. 157
F 220

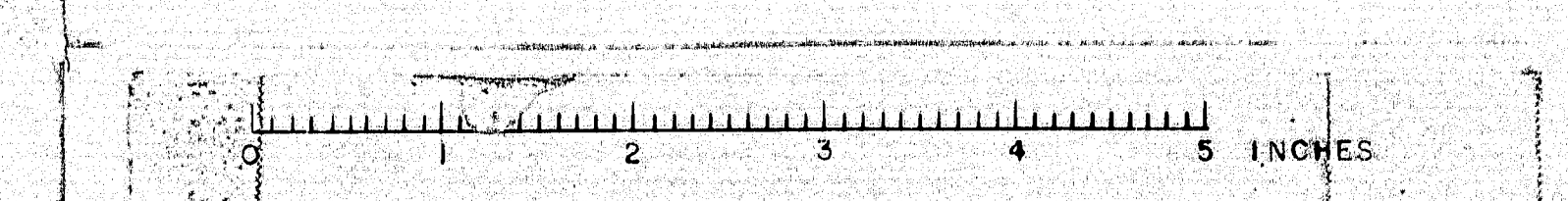
L.B. 71
G.B. 201
F 130

Bridge to Sta 129+20+LT
Install 50 L.F. Guard Rail Type E +
one Curved Section 12.5 L.F. of drive (10' radius)
& Terminal Section
Relocated from Sta 123+00
Incidental to Item 905-27

Bridge to Sta 131+41 +
Install 230 L.F. Granite Curb - Straight

SURVEY
E

MAIN STREET CROSS SECTIONS NORWAY SHEET 10 OF 20



133+0 = 132+78

TW

Side Walk

NO SILL

390

MATCH EXISTING SIDEWALK

390

65' LT
Station
Sill

Side Walk

Sill

TW

333.04

390 VACANT GAS STATION & OLD FOUNDATION ON RT.
LT

+75 = 132+53
CONST

PLEASANT ST. GUTTER

TW

Side Walk

390

393.56

+50 = 132+28
END EXCAVATION AND
CONSTRUCTION
C = 102.0
Match Existing Sidewalk & Esplanade
Sta 132+28 (5')

PLEASANT ST.

TW

394.30

Sta 131+94 LT (Pleasant)
Install 8 L.F. Granite Curb Straight
(2) Granite Curb Circular 2' Radius

+23 = 132+02
CONSTRUCTION

A.M. CORNER
ELEV. 394.30

C 178
F 9

Sta 131+66 LT
Install Granite Curb Circular 2' Radius

TW

Side Walk

390

395.10

132+0 = 131+79
New England Tel. Co. must mark
exact location of buried cable
before any digging.

Sta 131+48 to 131+64 LT
Install 16 L.F. Granite Curb Straight

Sta 131+74 to 132+28 RT.
Install 54 L.F. Granite Curb Straight
C 161
F 39

396.15

GAS STATION LT

+75 = 131+84
CONSTRUCTION

Sta 131+48 & 131+72 RT.
Install Granite Curb Circular 2' Radius
Bridge to Sta 131+41 RT.
Install 230 L.F. Granite Curb Straight

TW

397.36

TW

390

+50 = 131+89
CONSTRUCTION

Sta 131+67 LT
Install Granite Curb Circular 2' Radius

TW

390

398.16

Sta 130+57 to 131+03 LT
Install 8 L.F. Granite Curb Straight

+35 = 131+42
CONSTRUCTION

C 87
F 53

Sta 130+95 LT
Install Granite Curb Circular 2' Radius

TW

398.91

TW

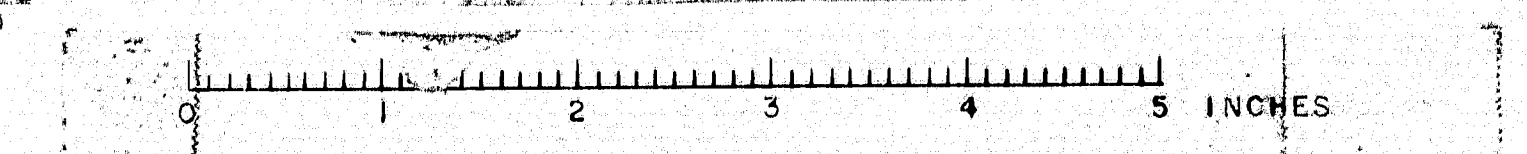
390

(131+74 - 131+03) = 131+0
CONSTRUCTION

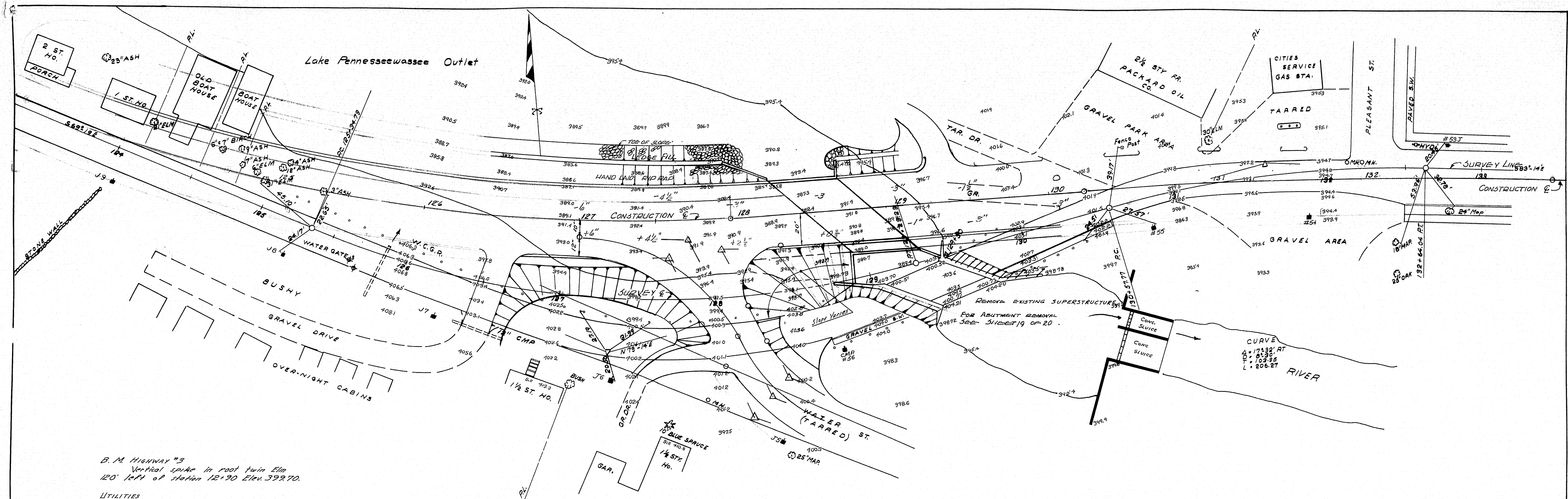
C 149
F 42

DRIVE OR PRIVATE ROAD SKEWED BACK 60° LT 130+60

395



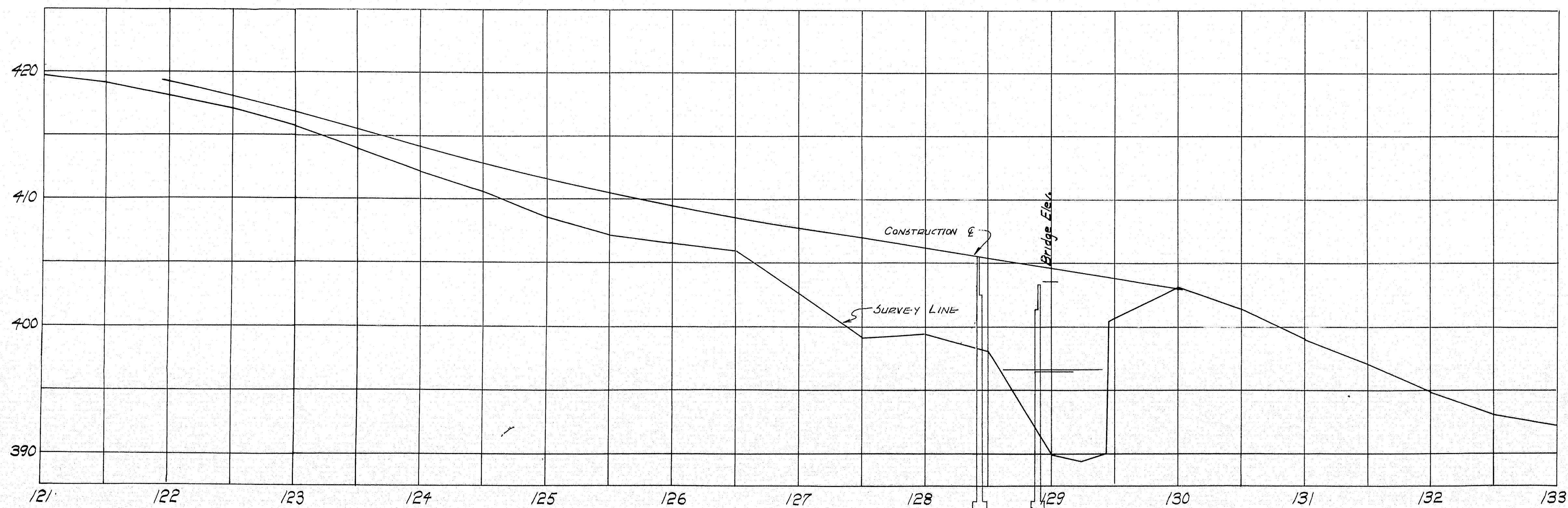
MAIN STREET CROSS SECTIONS NORWAY SHEET 11 OF 20



B.M. Highway "3"
Vertical spike in root twin Elm
120' left of station 12+90 Elev. 399.70.

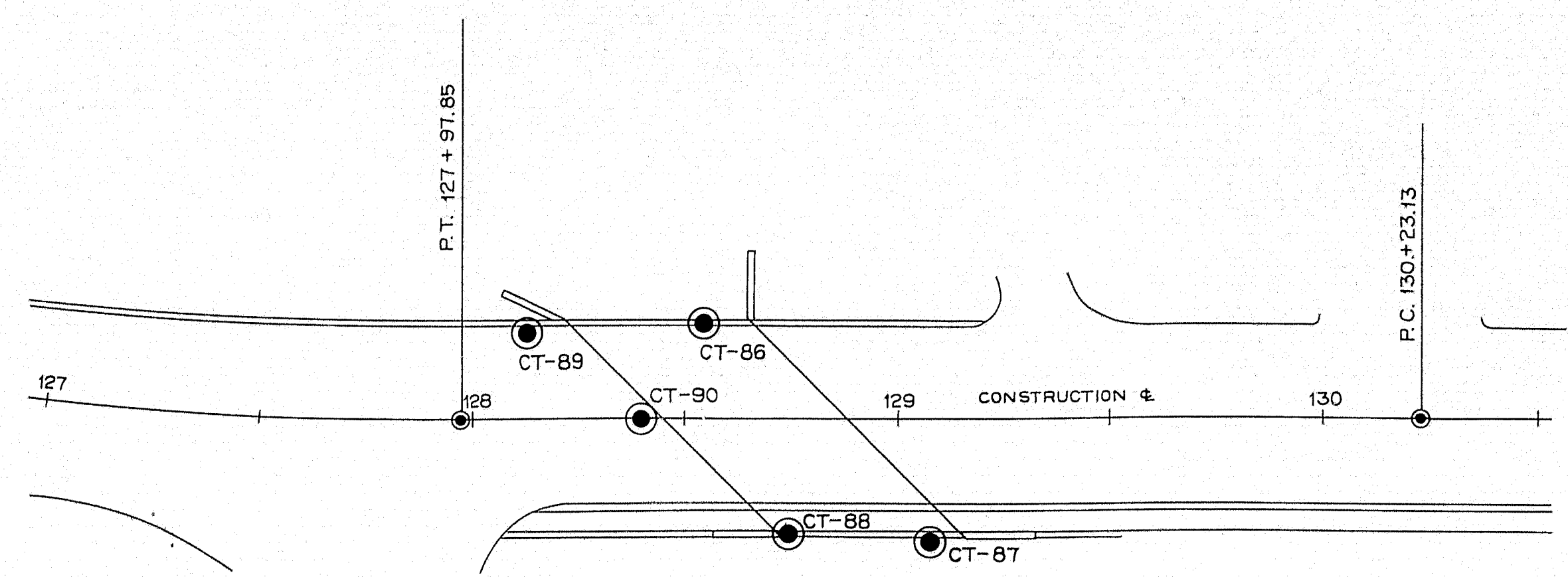
UTILITIES
All utility plant to be adjusted as
necessary by the respective utilities,
unless otherwise noted.

UTILITIES INVOLVED:
Central Maine Power Company
New England Tel. & Tel. Company
Norway Water District
Town of Norway (sewer and fire alarm)



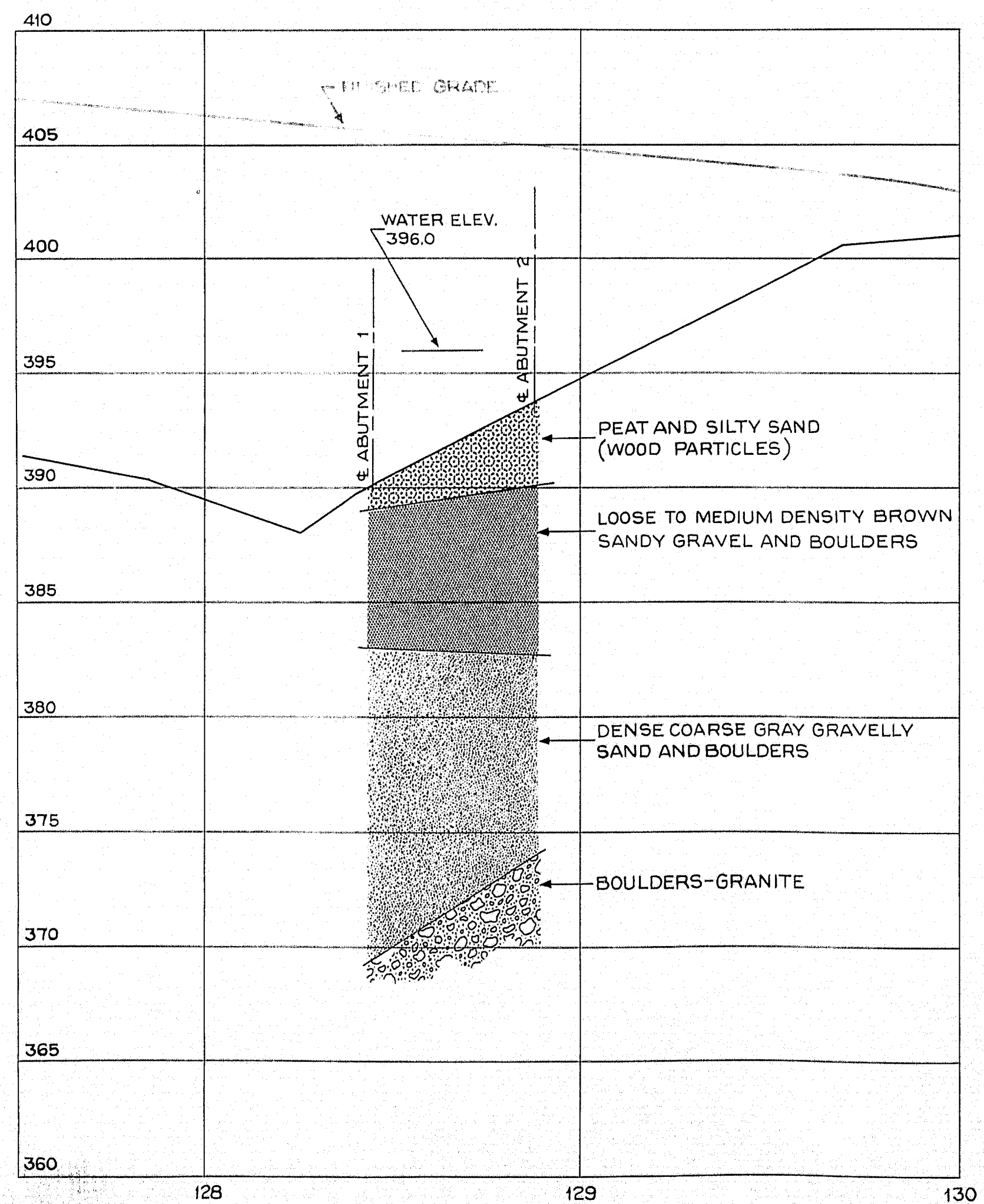
SPECIFICATIONS
DESIGN: A. A. S. H. O. Standard Specifications for
Highway Bridges 1961, with Interim
Specifications.
CONTRACT: State of Maine State Highway
Commission, Standard Specifications for
Highway Bridges, Revision of January
1958, and Supplemental Specifications,
of February 1960.
PILE DRIVING
H20-S16-74
ALLOWABLE STRESSES
CONCRETE (11,000) ~ 12,000 p.s.i.
REINFORCING STEEL - Intermediate grade - 20,000 p.s.i.
STRUCTURAL STEEL - 20,000 p.s.i.
CONCRETE CLASSIFICATION
ABUTMENT SEALS - Class "A"
ALL OTHER - Class "A"

DESIGN TRACE CHECK	PROJECT NO. SURVEY - BLAKE PLOT - HOXIE
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
PLEASANT STREET BRIDGE OVER LAKE PENNESSEEWASSEE OUTLET IN THE TOWN OF NORWAY OXFORD COUNTY SURVEY	
SHEET 12 OF 20 AUGUSTA, MAINE FEB 1959	



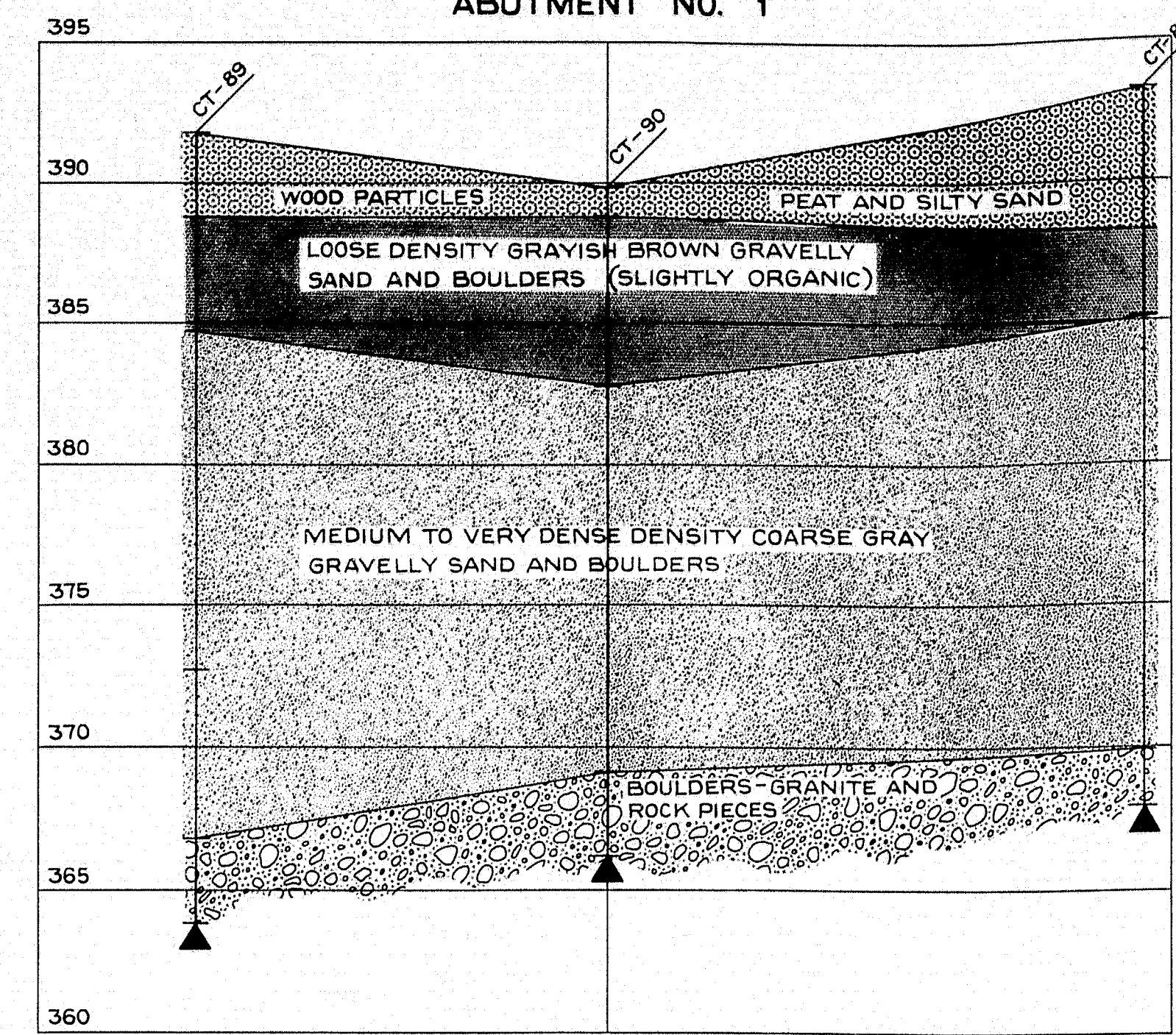
PLAN
SCALE: 1"= 30'

PROFILE
SCALE: 1"= 30' HOR.
1"= 5' VERT.



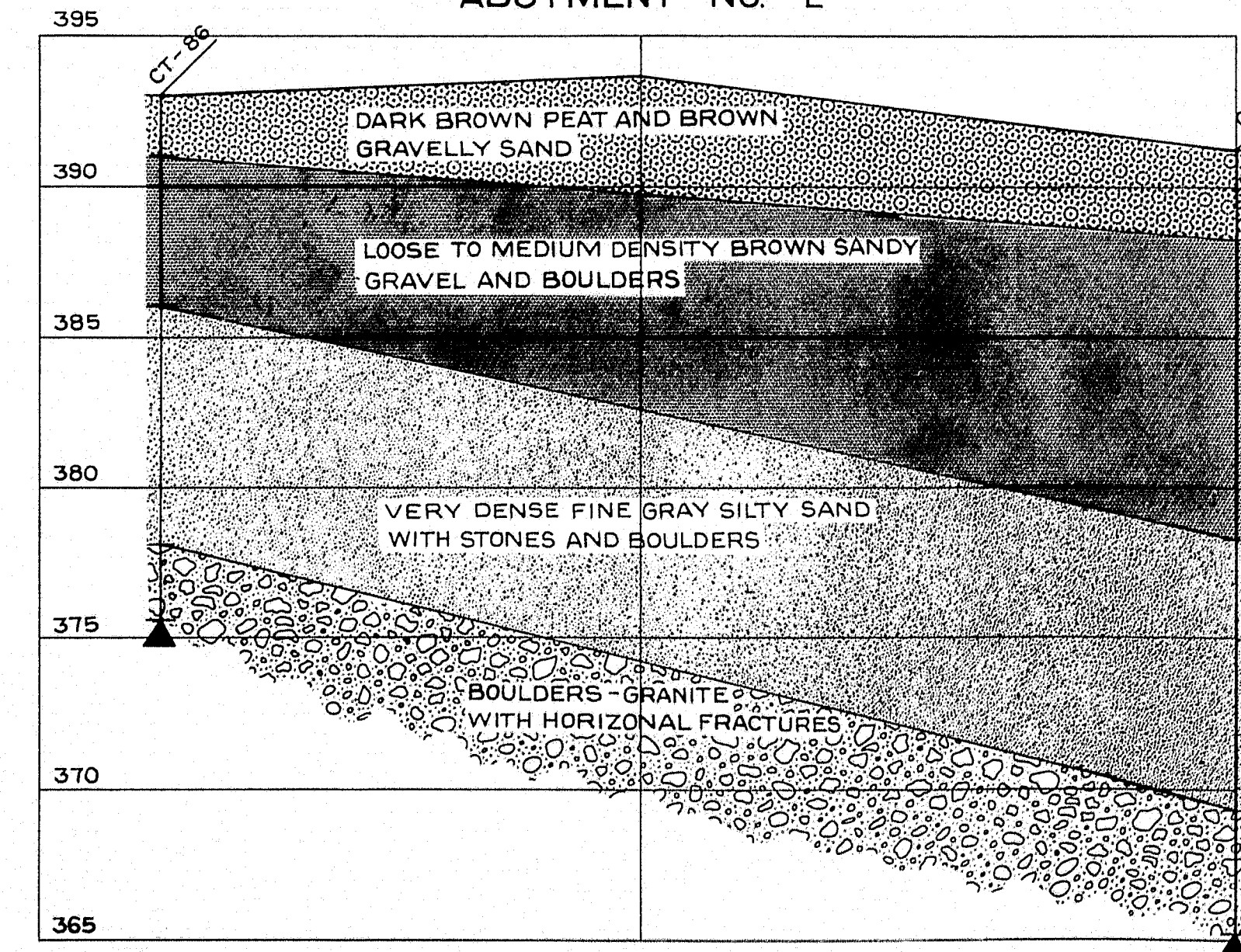
TRANSVERSE SECTIONS

ABUTMENT NO. 1



SCALE: 1"= 10' HOR.
1"= 5' VERT.

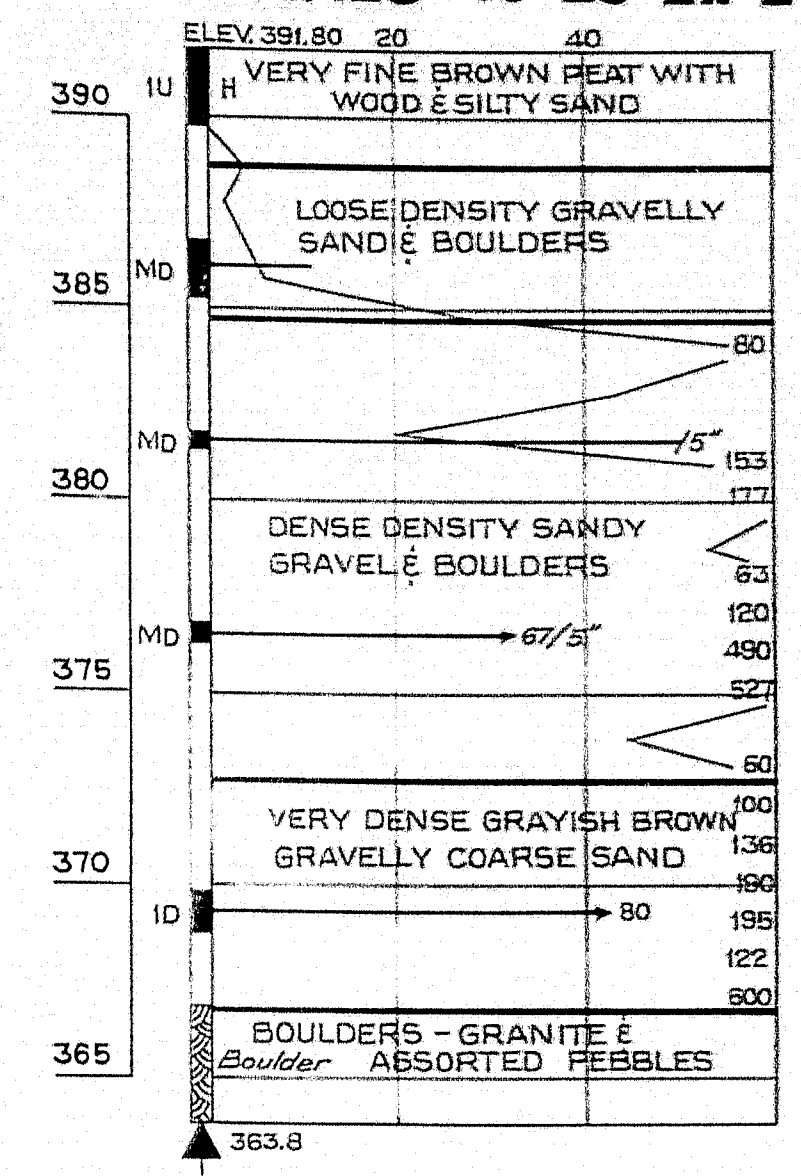
ABUTMENT NO. 2



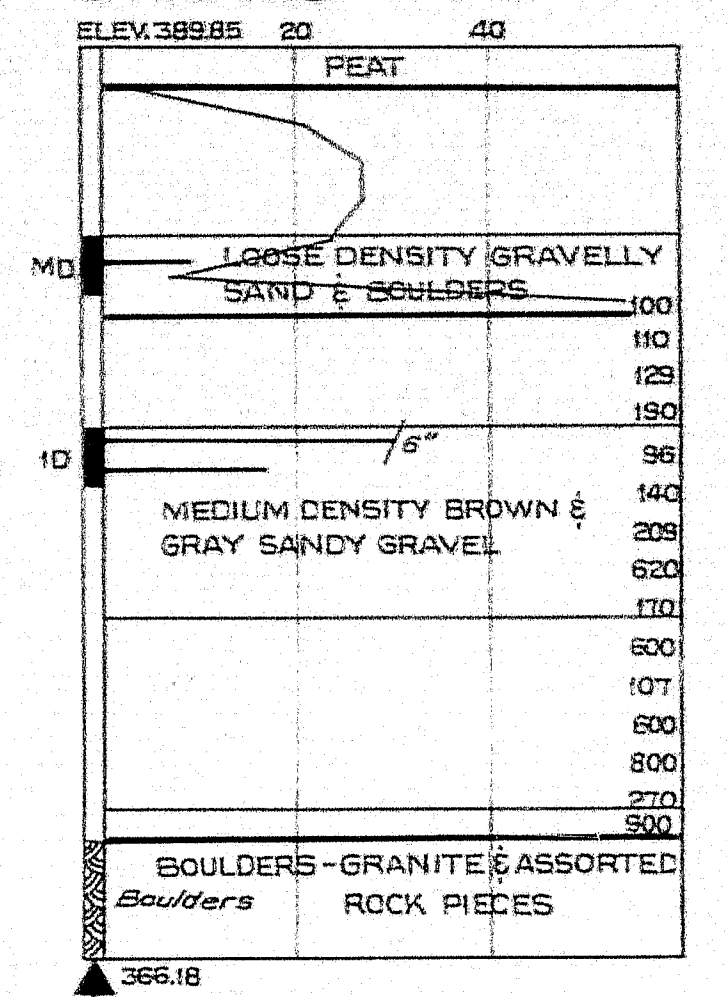
BORING NOTES

- NUMBER OF BLOWS REQUIRED TO DRIVE EXTRA HEAVY CASING ONE FOOT WITH 400 FT. LBS. OF ENERGY PER BLOW
- LOCATION OF SAMPLE OR SAMPLE ATTEMPT
- 5 1/2" SAMPLER #1290'S
- 3 1/2" O.D. 16 GA. SEAMLESS TUBING
- UNSUCCESSFUL SAMPLE ATTEMPT AND TYPE OF SAMPLER
- NUMBER OF BLOWS REQUIRED TO DRIVE SPOON OR TUBING ONE FOOT WITH 350 FT. LBS. OF ENERGY PER BLOW
- SAMPLING SPOON OR SEAMLESS TUBING DRIVEN BY STATIC WEIGHT OF DRILL RODS AND HAMMER
- BOTTOM OF BORING (MAY NOT BE BOTTOM OF SOILS STRATA)
- LOCATIONS CORED BY DIAMOND BIT AND PER CENT RECOVERY OF ROCK

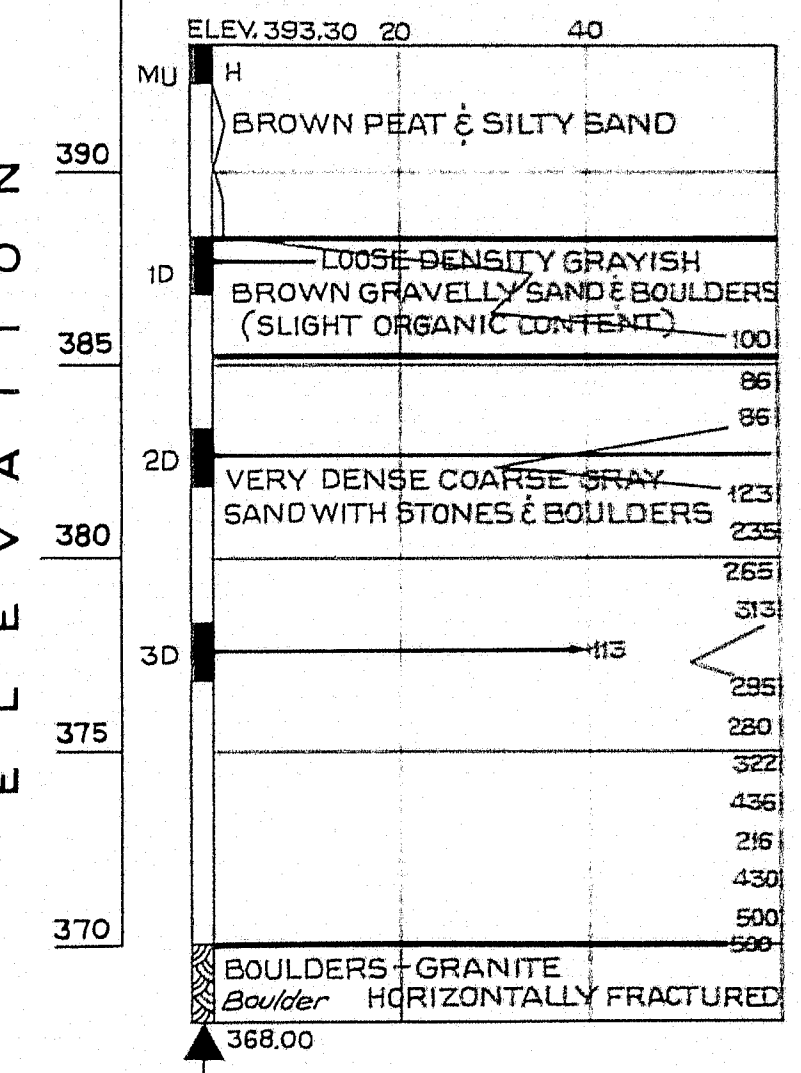
BOR. CT-89 STA. 128+13 20' LT. &



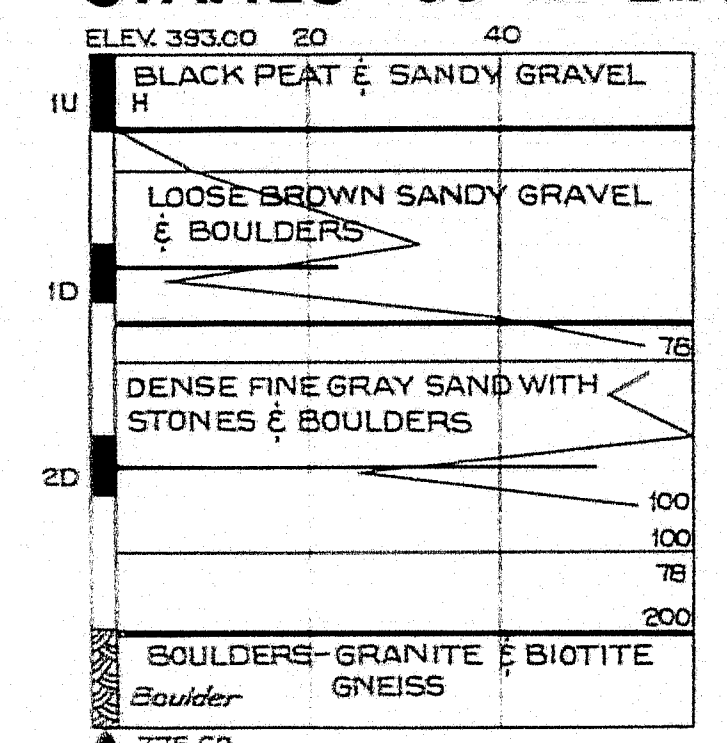
BOR. CT-90 STA. 128+40 &



BOR. CT-88 STA. 128+74 27' RT. &

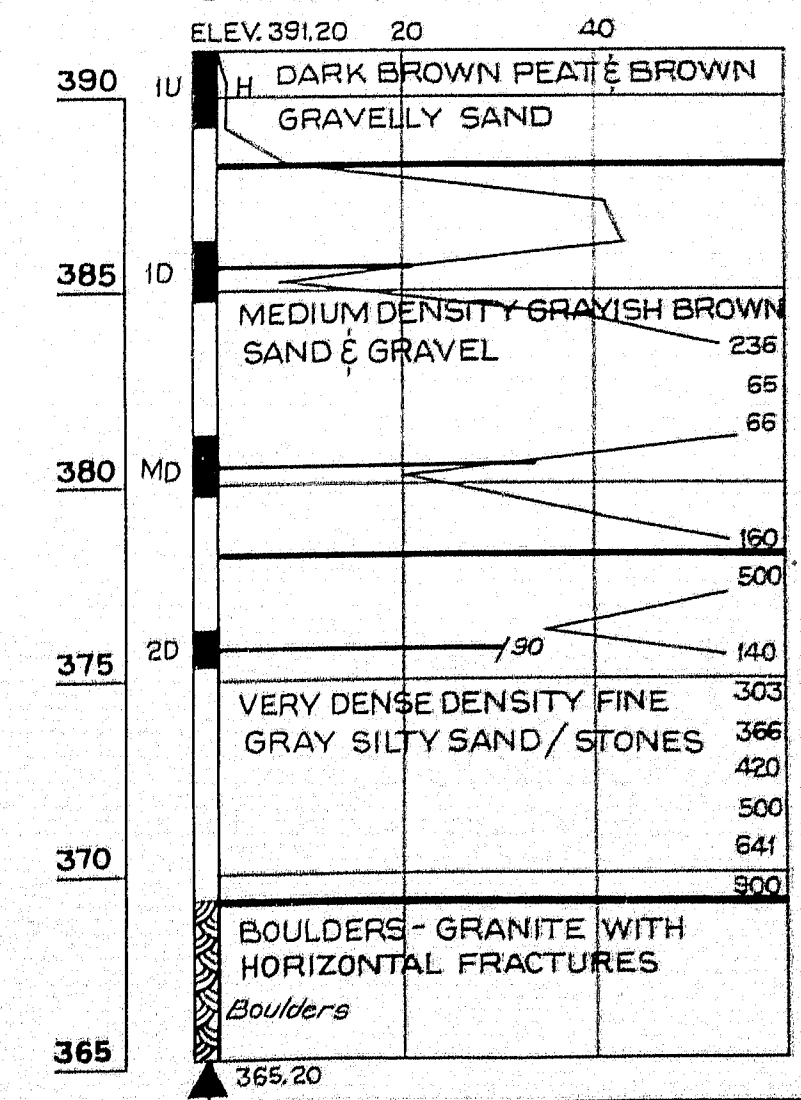


BOR. CT-86 STA. 128+55 22' LT. &

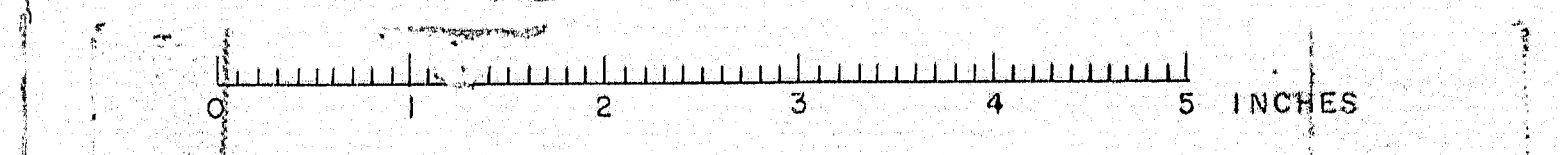


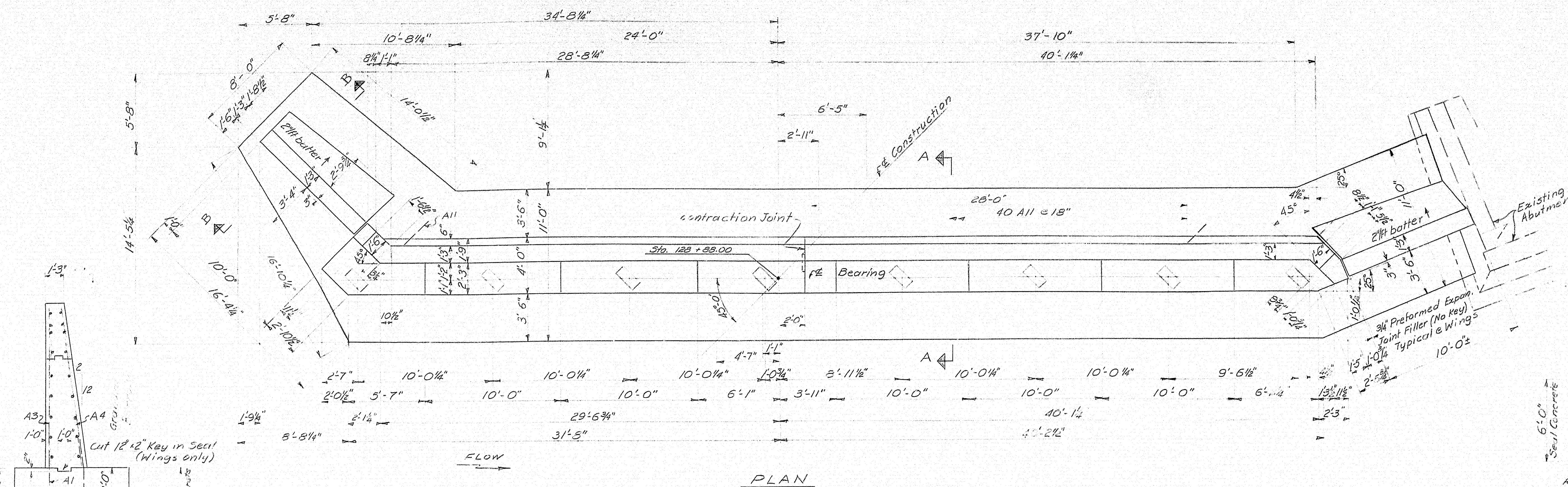
NOTE: CASING SIZE FOR ALL BORINGS IS 2 1/2"

BOR. CT-87 STA. 129+07 29' RT. &

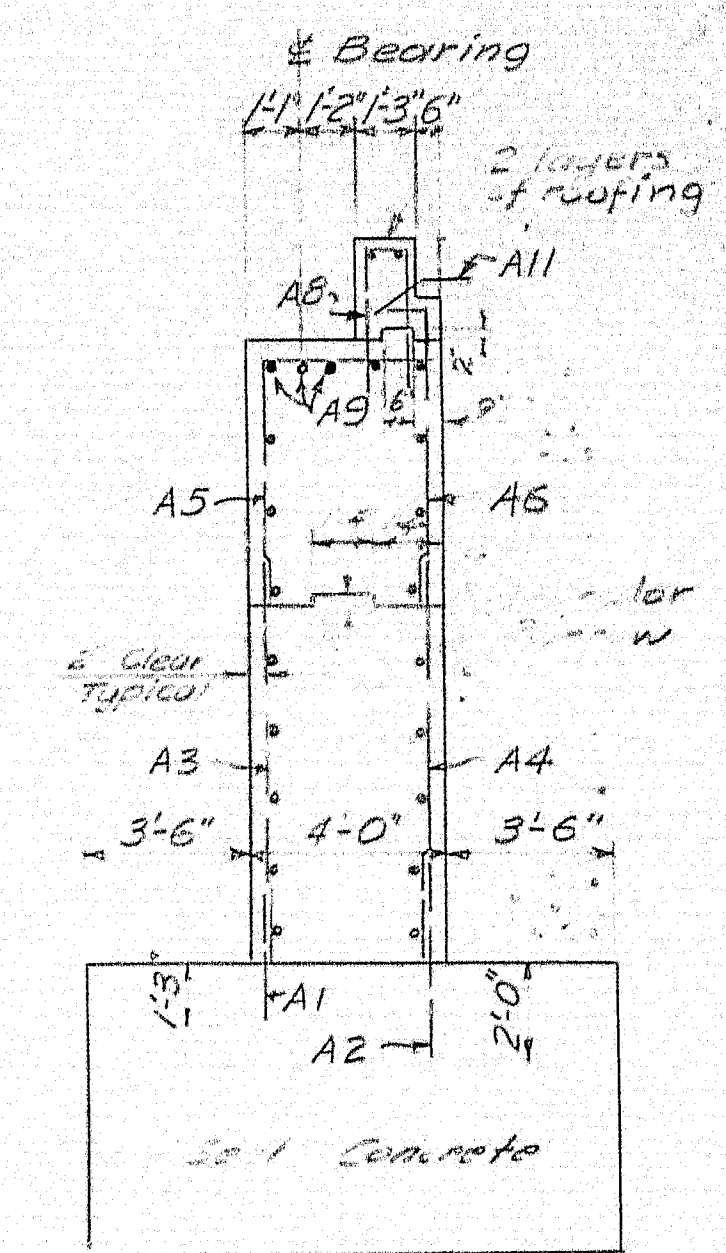


DESIGN- TRACE- CHECK-	BRIDGE NO. SURVEY- PLOT-
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
PLEASANT STREET BRIDGE	
OVER	
LAKE PENNESSEWASSEE OUTLET	
IN THE TOWN OF	
NORWAY	
OXFORD COUNTY	
FOUNDATION SURVEY	



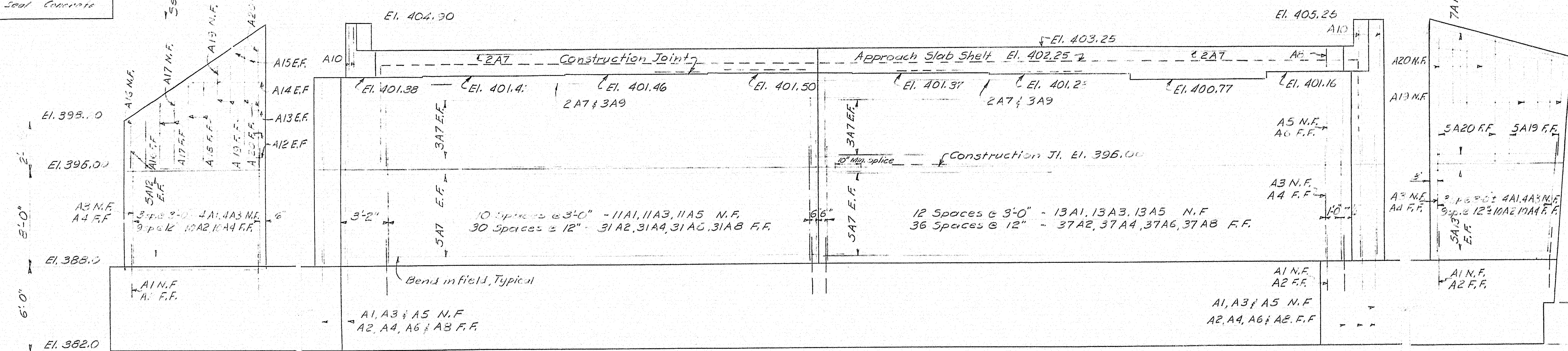


PLAN



SECTION A-A

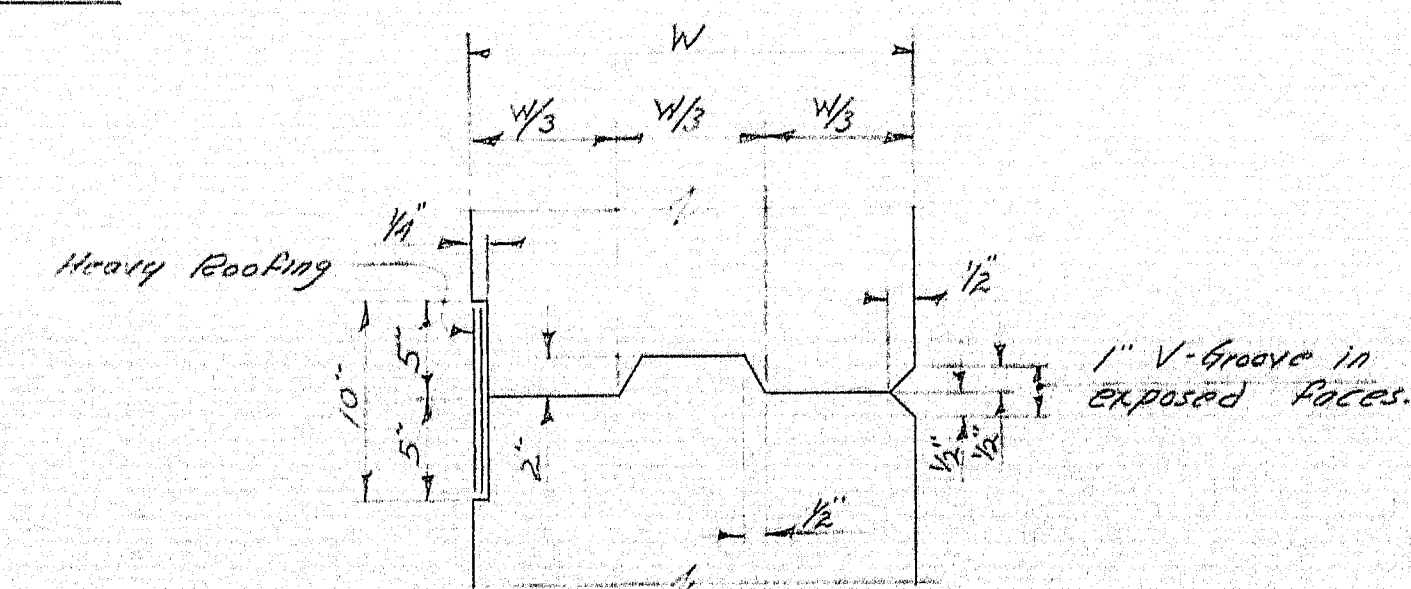
All horizontal bars A7 except as otherwise shown.



ELEVATION

DEVELOPED ELEVATION

DEVELOPED ELEVATION

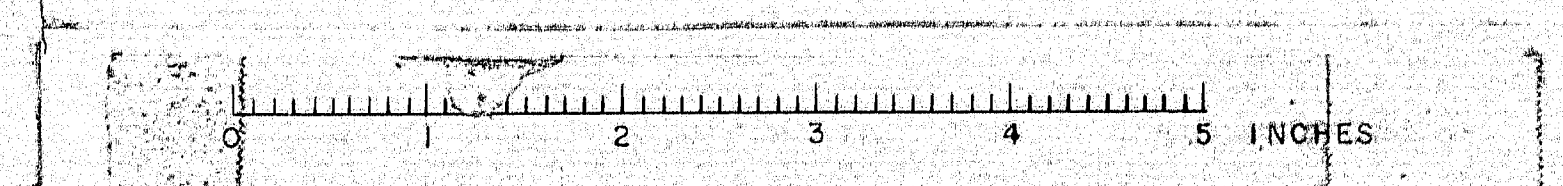


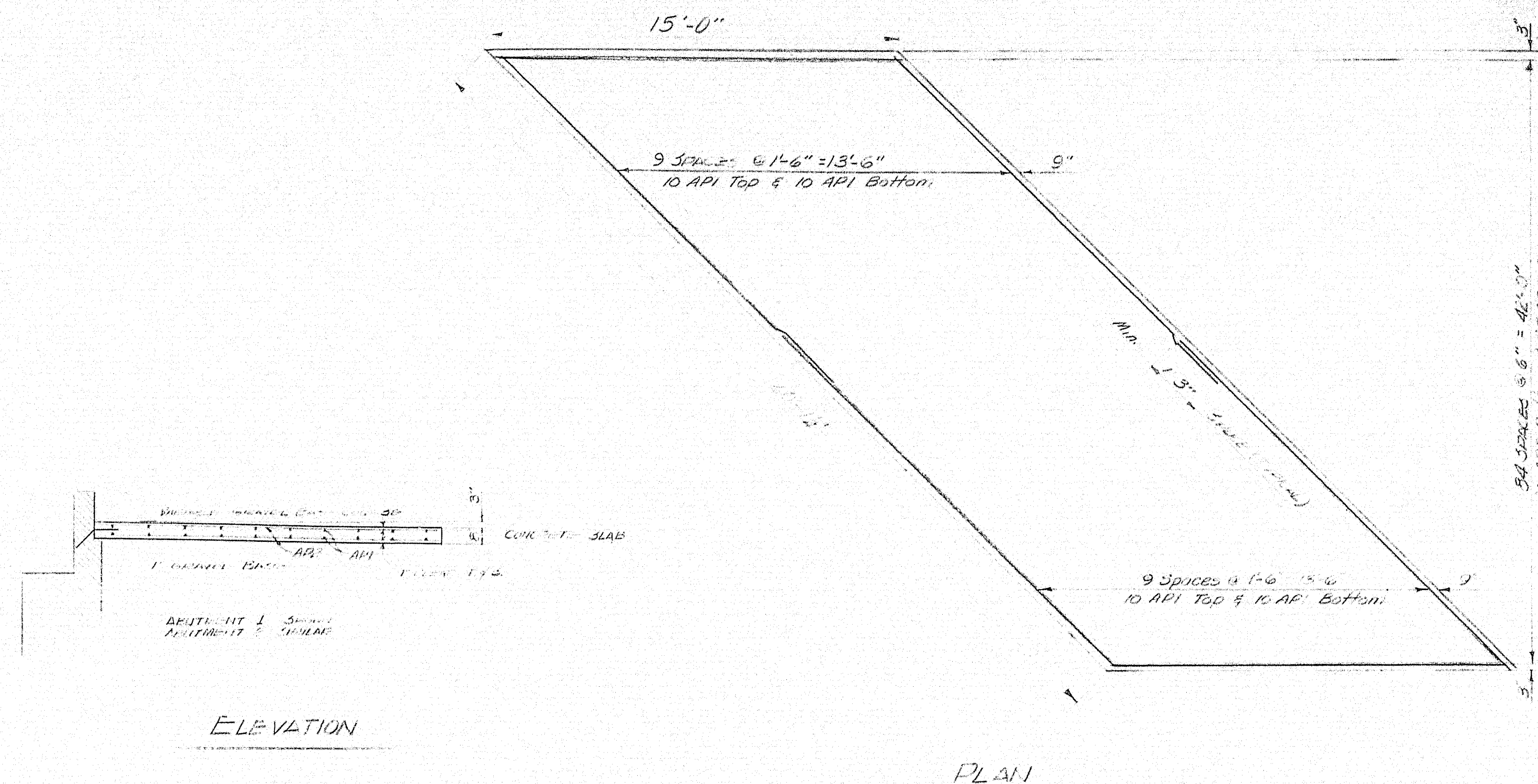
CONTRACTION JOINT (Typical)

NOTE
Cover contraction joints with two layers of heavy roofing 10" wide. Seal the contact surface of the concrete and each layer of roofing is coated with a suitable grade of roofing cement.
Recess areas to be covered by roofing, 1/4" as shown.

For General Notes see Sheet # 4

DESIGN- THK	BRIDGE NO.
DETAIL R.O.G. & THK	SURVEY- PLOT-
CHECK- PLOT-	
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
PLEASANT STREET BRIDGE OVER LAKE PENNESSEWASSEE OUTLET IN THE TOWN OF NORWAY OXFORD COUNTY ABUTMENT NO. 2	
SHEET 15 OF 20 AUGUSTA, MAINE DECEMBER 1963	



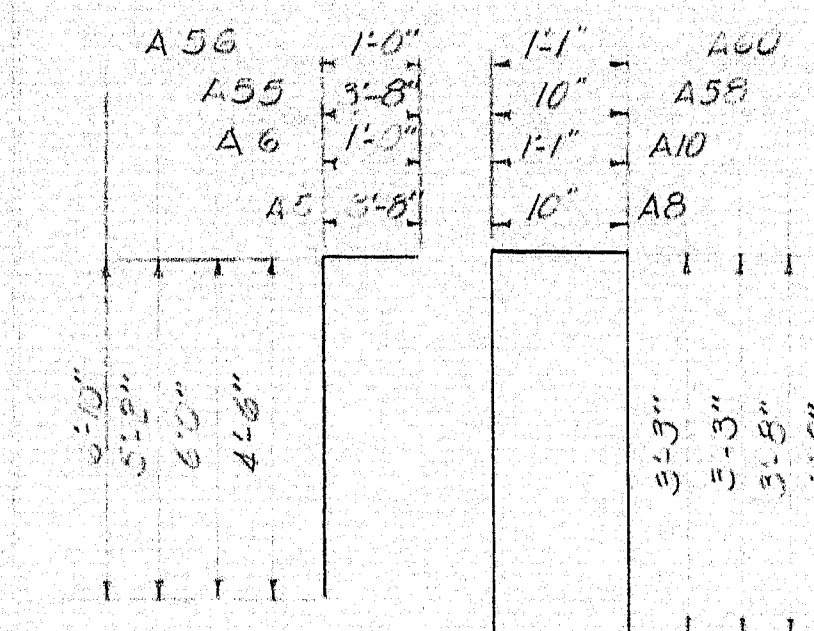


APPROACH SLABS
Approach slab concrete to pile for under Item 701-33
Portland Cement Concrete Abutments & Retaining Walls.

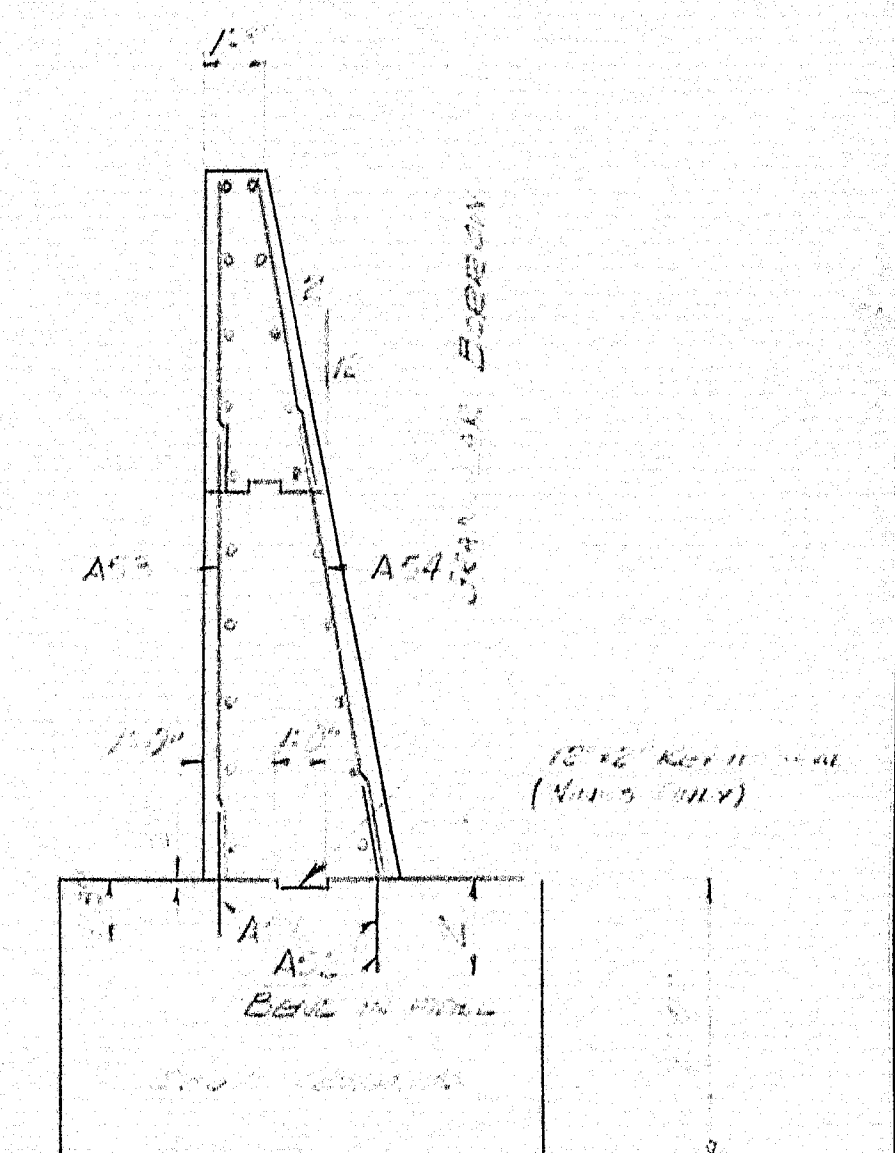
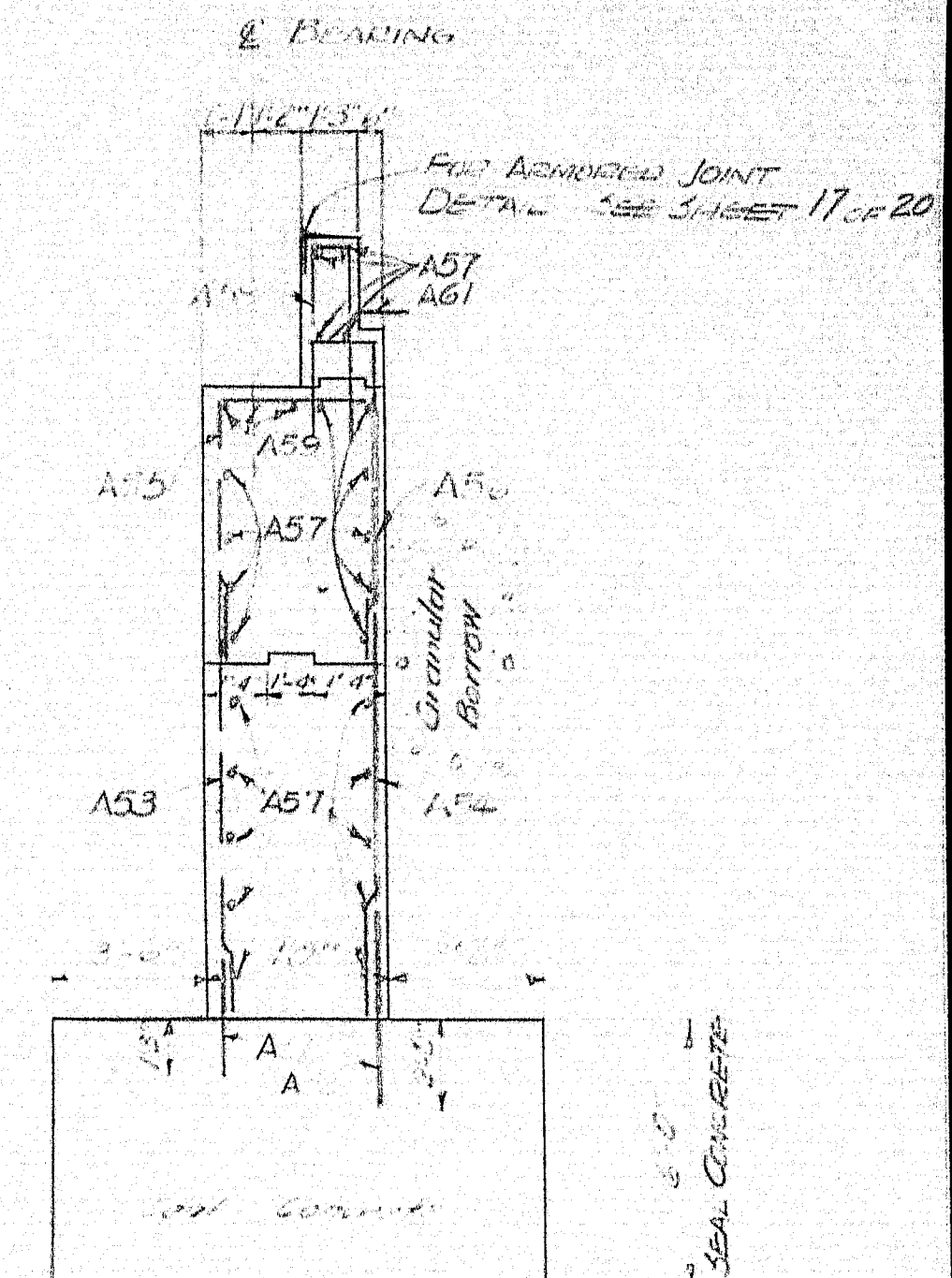
ESTIMATED QUANTITIES				ITEM			
QUANTITY	UNIT			QUANTITY	UNIT		
5	Each	Reinforcing Steel Delivered	43,600	Lb			
1	Each	Reinforcing Steel Pacing	43,600	Lb			
100	Cu. Yd.	Steel Connectors	Lump Sum	Lump Sum			
240	Cu. Yd.	Removal of Existing Superstructure (Property of Contractor)	Lump Sum	Lump Sum			
100	Cu. Yd.	Removal of Existing Concrete	20	Cu. Yd.			
14,200	Cu. Yd.	Cofferdam (Abutment #1)	Lump Sum	Lump Sum			
1,600	Cu. Yd.	Cofferdam (Abutment #2)	Lump Sum	Lump Sum			
2,000	Cu. Yd.	Membrane Waterproofing	86	Lin. Ft.			
775	Cu. Yd.	Vertical Curb Type I	225	Sq. Ft.			
4,000	Sq. Ft.	Vertical Curb Circular Type I	1,732	Lin. Ft.			
15,000	Sq. Ft.	Vertical Bridge Curb Type I	106	Lin. Ft.			
5	Cu. Yd.	Vertical Bridge Curb Circular Type I	97	Lin. Ft.			
450	Tons	Guard Rail Type E	4.5	Lin. Ft.			
75	Tons	Terminal Sections	563	Lin. Ft.			
1	Each	Hand Laid Riprap	3	Each			
224	Lin. Ft.	Loam (In Place Measure)	170	Cu. Yd.			
240	Cu. Yd.	Seeding Method No. 2	230	Cu. Yd.			
510	Cu. Yd.	Hay Mulch	25	Units			
75	Cu. Yd.	Project Markers	3	Tons			
1	Each	Right of Way Monuments	2	Each			
Lump Sum	Lump Sum	Traffic Officers	5	Each			
Lump Sum	Lump Sum	Guard Rail - Type E; Curved	100	Man Hours			
Lump Sum	Lump Sum	Road Tar	12.5	Lin. Ft.			
Lump Sum	Lump Sum	Catch Basins - Type T	50	Gallons			
Lump Sum	Lump Sum	Epoxy Resin Surface Sealant	1	Each			
Lump Sum	Lump Sum		66	Sq. Yd.			

① Estimated quantity of structural steel, including drains, 48,300 lbs.

ABUTMENTS



MARK	SIZE	NO	LENGTH	LOCATION
A5	5	27	8'-2"	BREAST WALL AB.
A6	1	73	7'-0"	
A55	26	5'-10"		AB.
A58	74	7'-10"		AB.
A5	73	7'-4"		AB.
A10	5	7'-7"		AB.
A10	14	8'-0"		AB.
A60	1	5'-5"		AB.
A1	1	5'-0"		AB.
A61	5	4'-0"		AB.

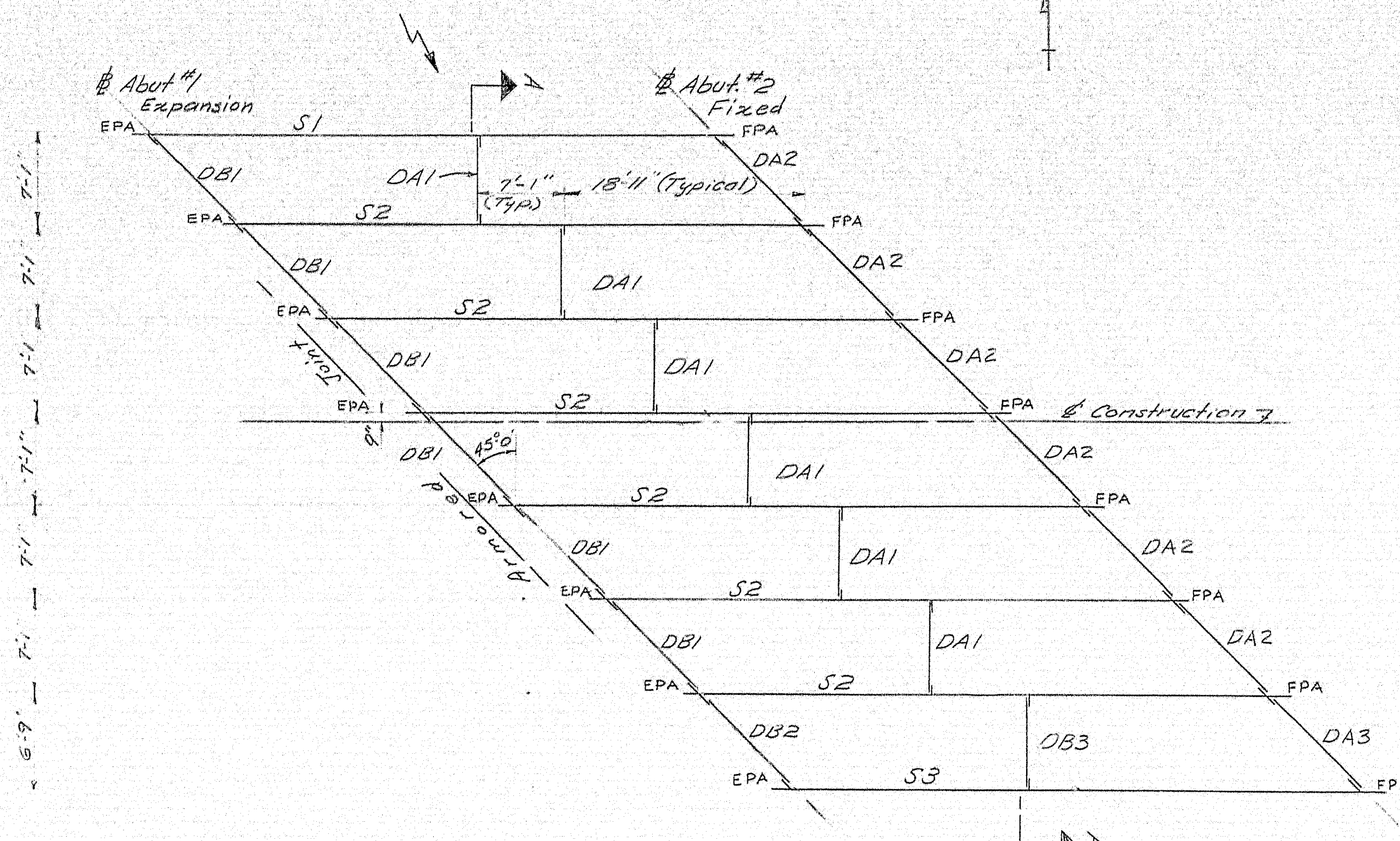


DESIGN - THK DETAIL JFM
TRACE - Datan
CHECK - Datan

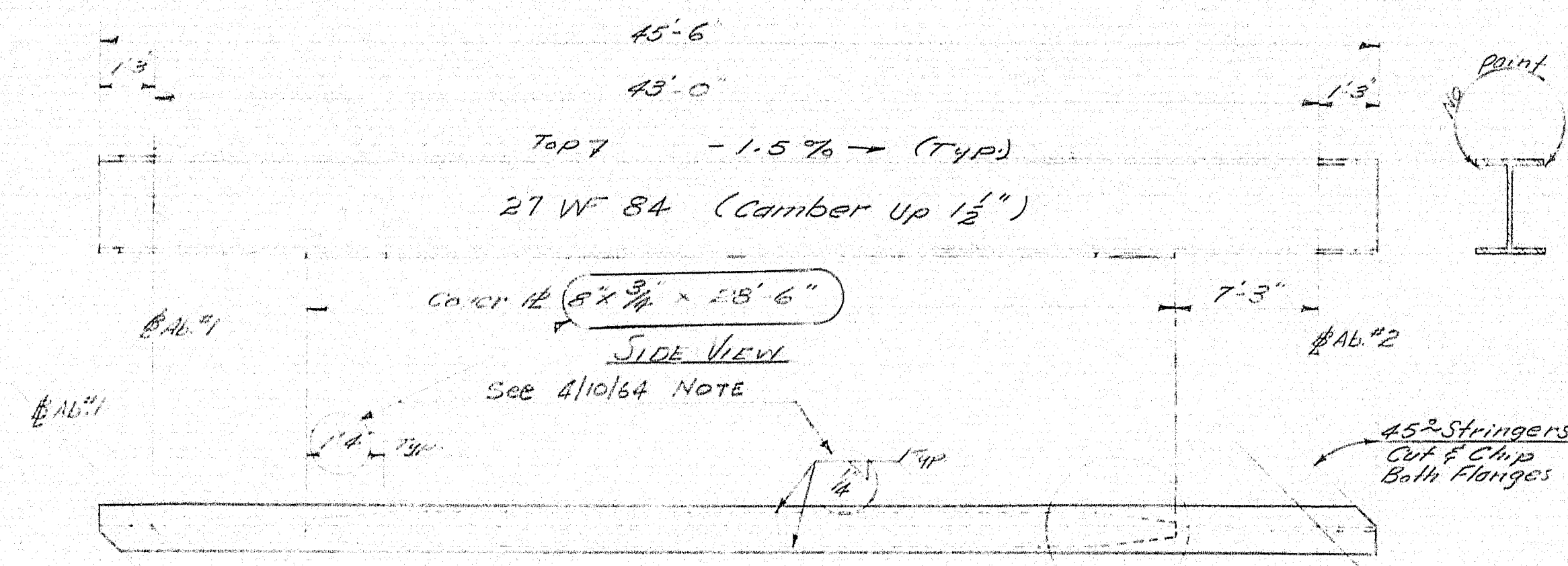
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PLEASANT STREET BRIDGE
OVER
LAKE PENNESSEWASSEE OUTLET
IN THE TOWN OF
NORWAY
OXFORD COUNTY

ABUTMENT NO. 1 DETAILS, REINFORCING SCHEDULE
APPROACH SLABS & ESTIMATED QUANTITIES
SHEET 16 OF 20 AUGUSTA, MAINE DECEMBER 1963



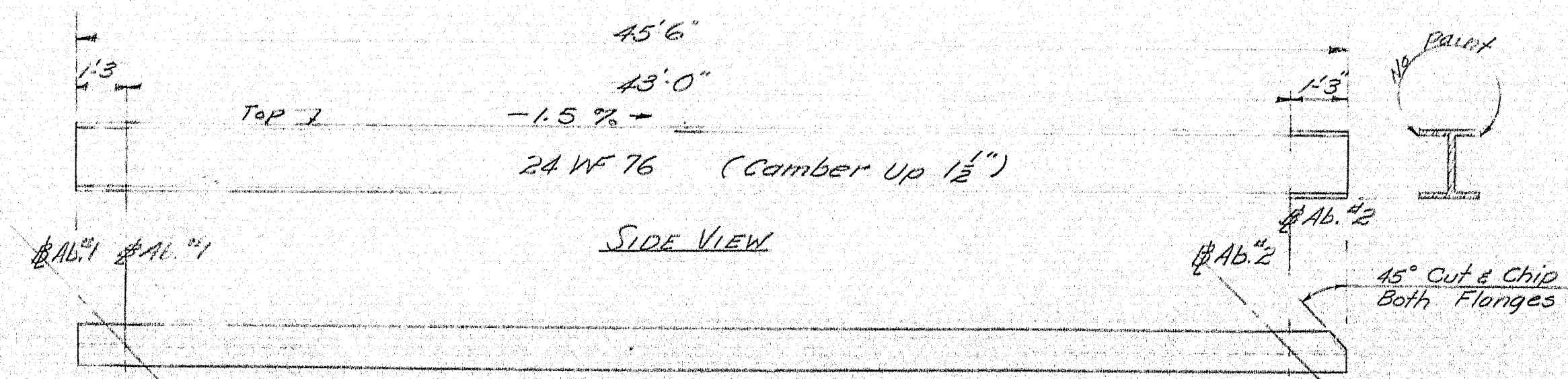
ERECTON PLAN



**TOP VIEW
STRINGERS S1 & S2**

Stringer S1 is the same as S2 except that S1 does not have diaphragm connection plates on the exterior side of the web.

S-1 ~ 1 Required
S-2 ~ 6 Required

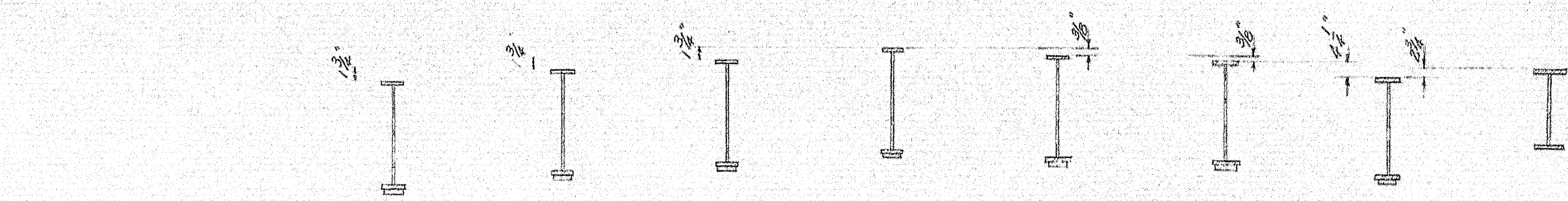


**TOP VIEW
STRINGER S3**

S-3 ~ 1 Required

NOTE 4/10/64
The steel supplier has been permitted to substitute 9'x1' cover plates for the 8'x3/4' shown, provided: ① The length is increased to 32'-0" ② the taper is increased to 1'-6" ③ the weld is increased to 5/16".

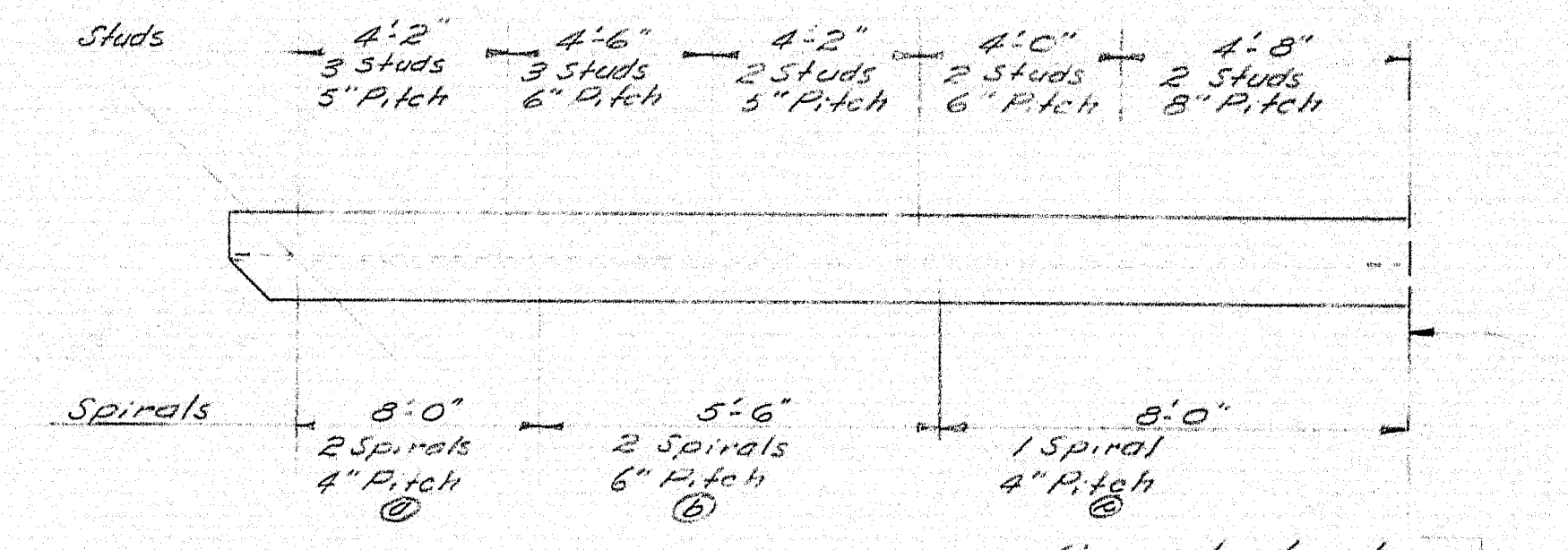
For Bearings see Standard Sheet BD 101-62
8 EPA required @ Abutment #1
8 FPA required @ Abutment #2



SECTION A-A

DIAPHRAGM NOTES

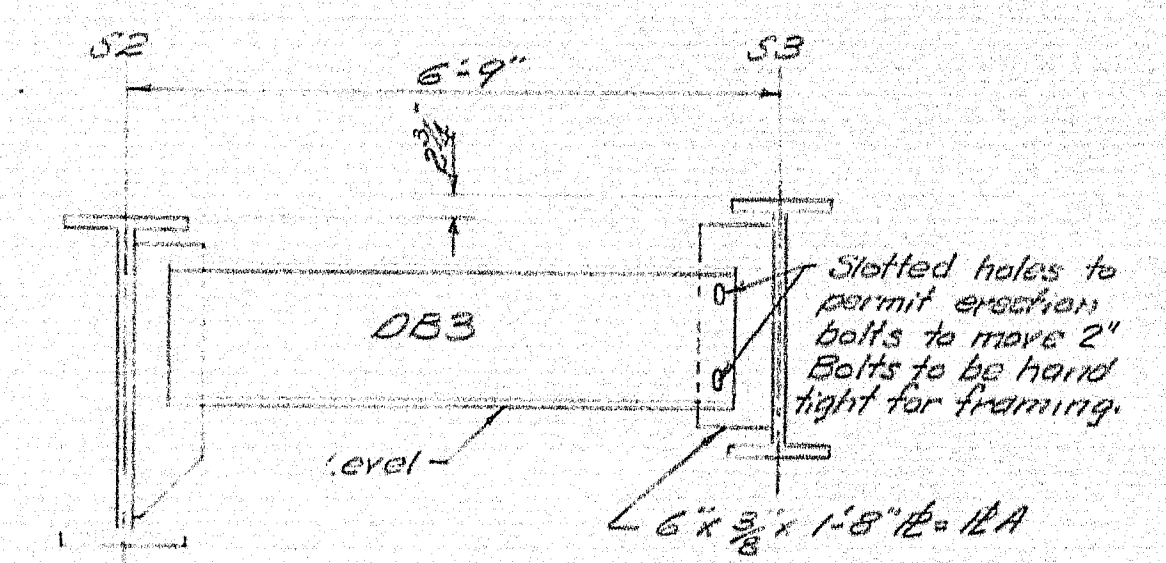
See Standard Details sheet BD 104-62 for details
Diaphragms marked DA1, DA2 & DA3 are to be Type A Diaphragm
Diaphragms marked DB1, DB2 & DB3 are to be Type S Diaphragm
See special note below for DB3 only.



Notes:
1) Skew angle for studs = 0°00'
2) Dimensions given for spirals do not allow for lap. Lap should be a Min. of 3". Added bar should be allowed for proper welding at lap.
3) See Standard Detail sheet BD 104-62 for details.

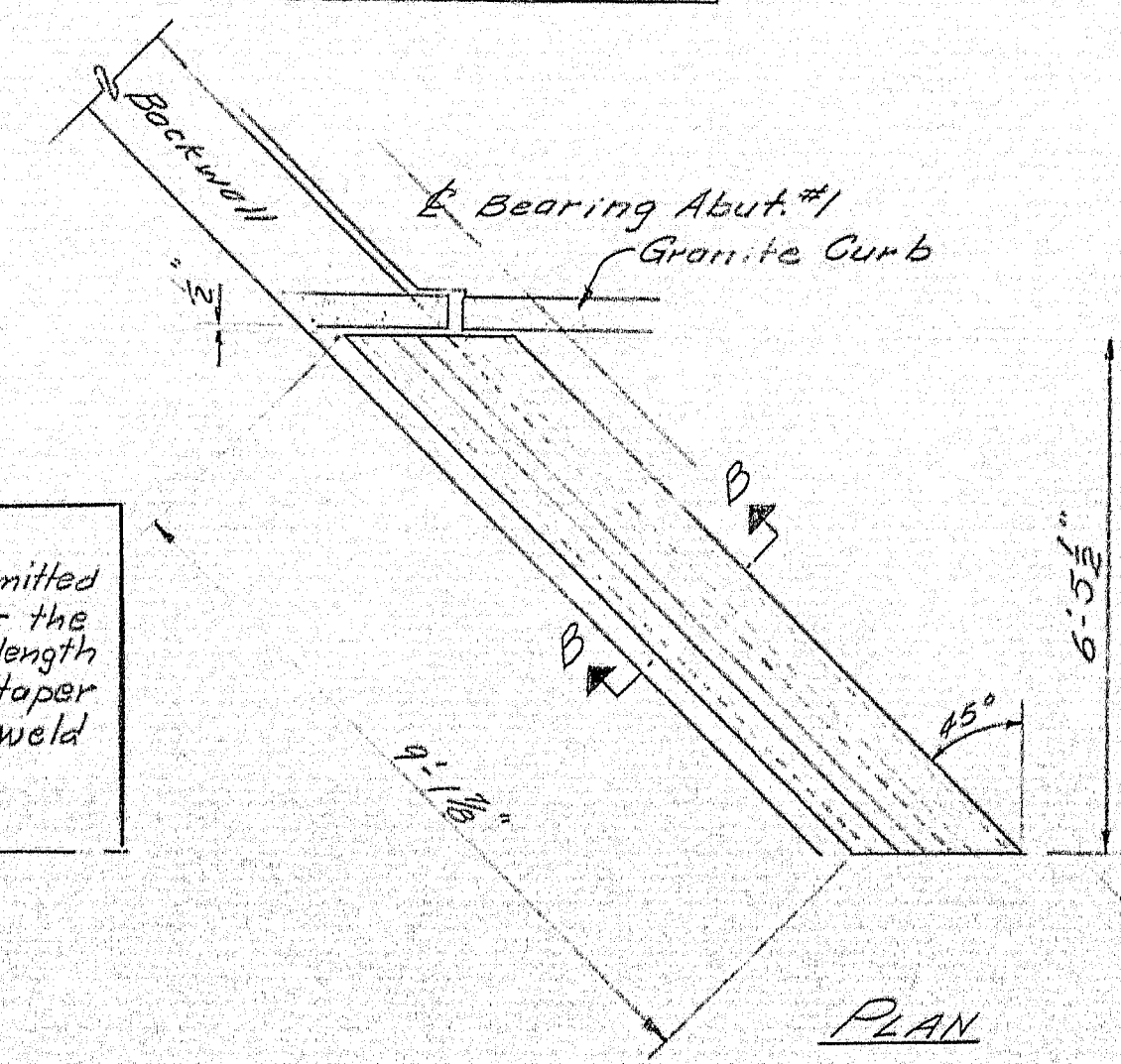
**SHEAR CONNECTORS
(For Stringers S-1 & S-2 only)**

SHEAR CONNECTOR SCHEDULE	
Type	No. of Pieces
Studs	1526
OR	
Spirals	28
②	28
③	14



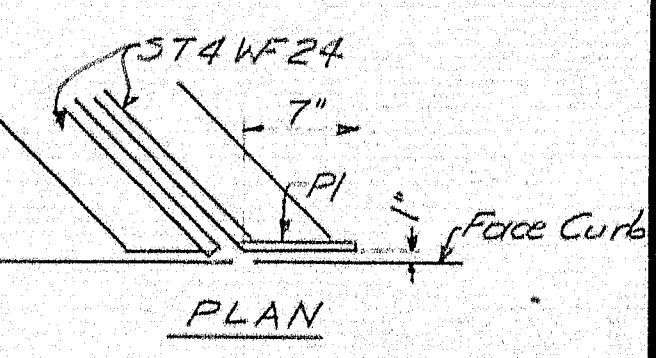
SIDEWALK DIAPHRAGM DB3

Welding to be as shown on Standard Details, sheet (BD 104-62). No welding shall be permitted which attaches DB3 to EA until all rails, wearing surface, and concrete are in place.

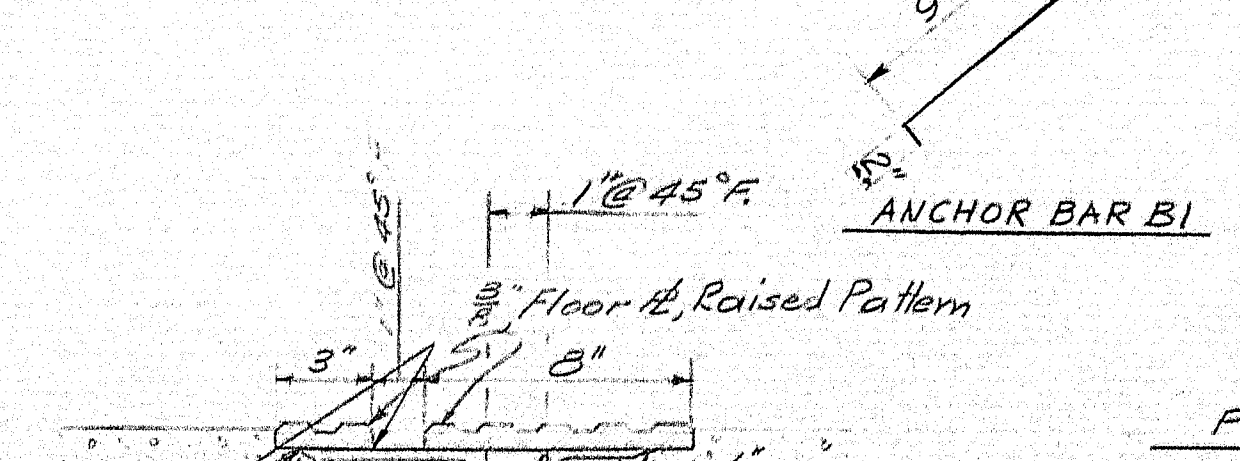


PLAN

Armored Joint to be fabricated according to Standard Detail BD 104-62. Except that anchor bars B1 shall be 1" shorter as shown below and plate P1 to be welded on down stream end as shown at Plate P1 Detail and on Detail F sheet 1B.
For breaks in crown see Abutment #1 elevation sheet 14.

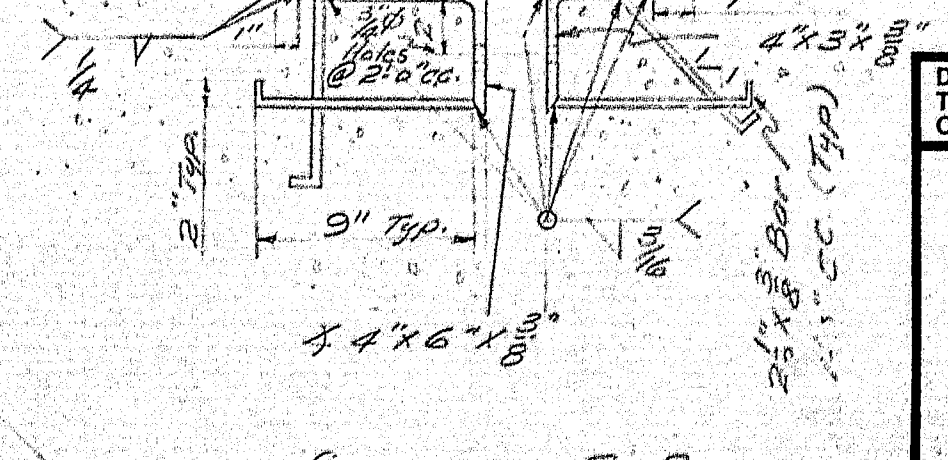


PLAN



ELEVATION

PLATE P1 DETAIL



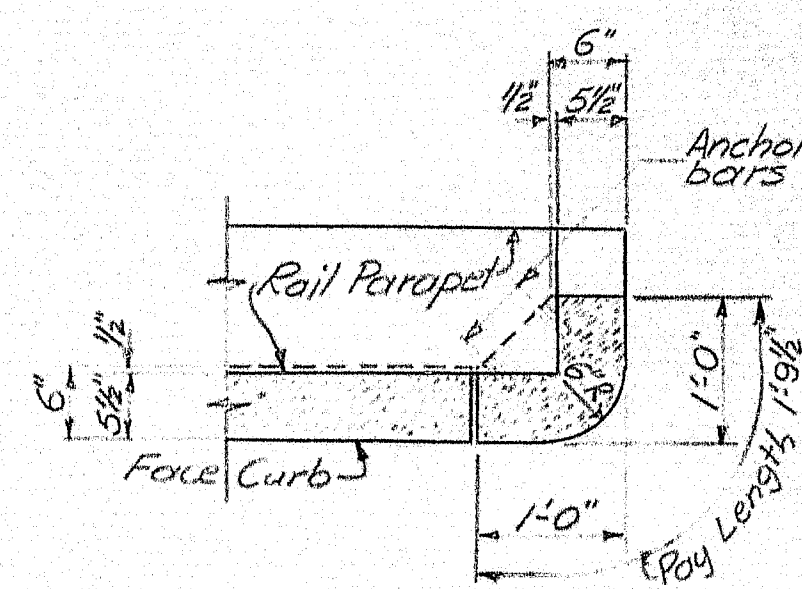
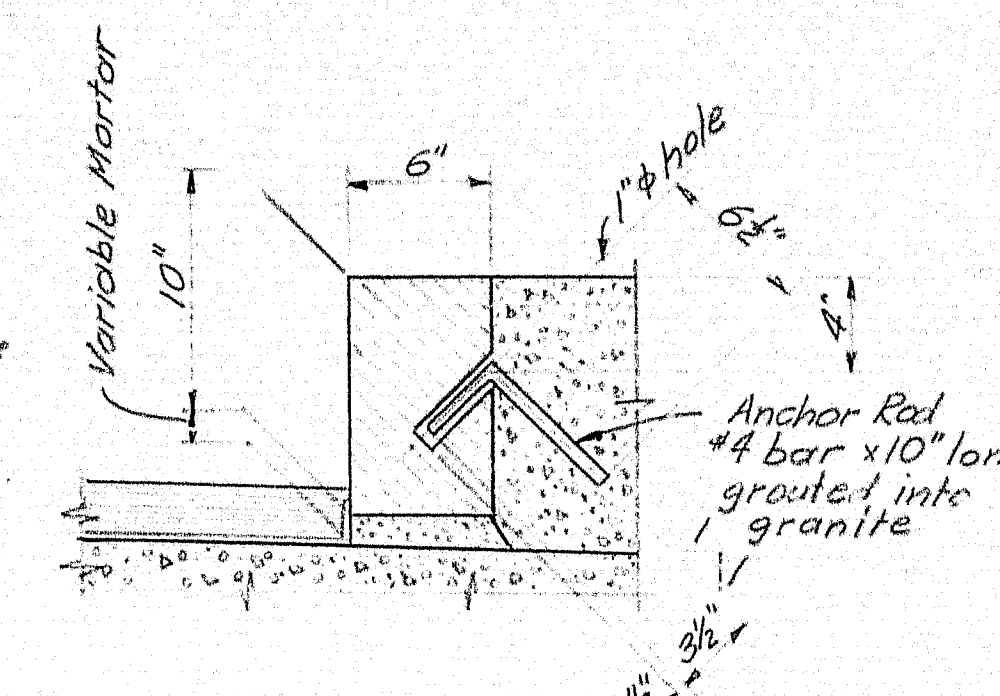
SECTION B-B

SIDEWALK EXPANSION DAM

DESIGN - THK	DETAIL - LYONS	BRIDGE NO.
TRACE - Doten	PLOT -	
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
PLEASANT STREET BRIDGE		
OVER		
LAKE PENNESSEEWASSEE OUTLET		
IN THE TOWN OF		
NORWAY		
OXFORD COUNTY		
STRUCTURAL STEEL		
SHEET 17 OF 20 AUGUSTA, MAINE DECEMBER 1963		

The diagram illustrates a bridge layout with the following details:

- Points:** Six points are marked along a horizontal line, labeled "Point 1" through "Point 6".
- Dimensions:**
 - The distance between Point 1 and Point 2 is 8.6'.
 - The distance between Point 2 and Point 3 is 8.6'.
 - The distance between Point 3 and Point 4 is 8.6'.
 - The distance between Point 4 and Point 5 is 8.6'.
 - The distance between Point 5 and Point 6 is 8.6'.
 - The total distance from Point 1 to Point 6 is 43.0'.
- Labels and Annotations:**
 - An arrow labeled "← Bearing Abutment 1" points to Point 1.
 - An arrow labeled "← Bearing Abutment 2" points to Point 6.
 - Beams are labeled as "Beam A", "Beam B", "Beam C", "Beam D", "Beam E", "Beam F", "Beam G", and "Beam H" below the main line.
 - A note "for construction" is written near the end of Beam D.



TYPICAL SECTION

NORTHEAST CORNER
DETAIL

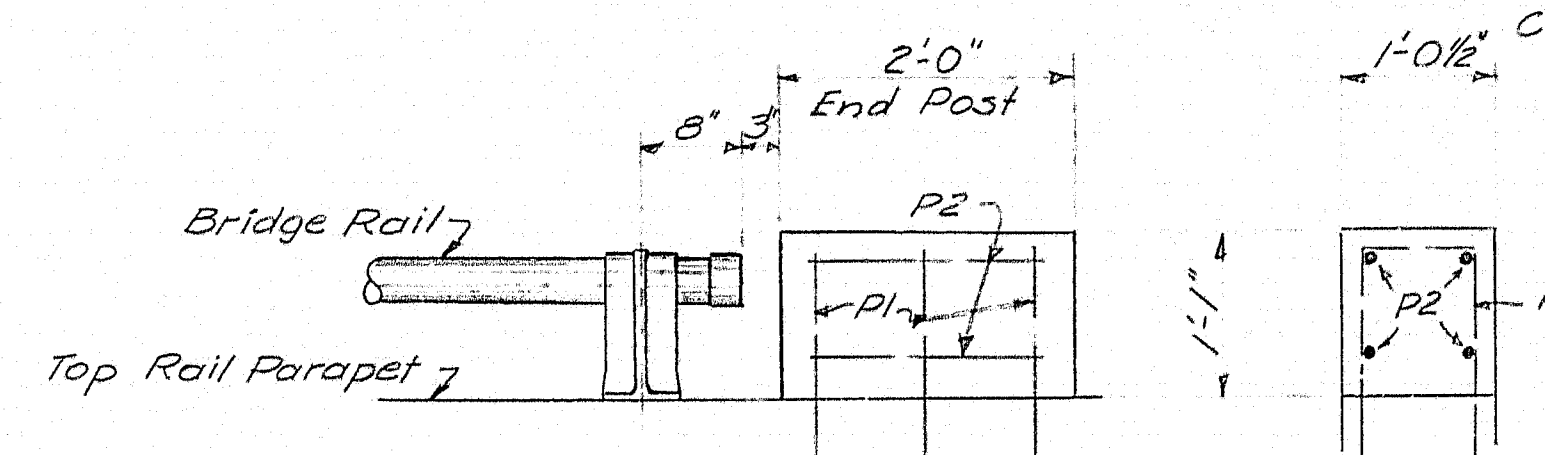
Provide a joint in the Granite Bridge Curb of each construction joint in the concrete curb and sidewalk.

GRANITE BRIDGE CURB DETAILS

Granite Bridge Curb on the superstructure and abutment 1 shall conform to the requirements for and will be paid for at the contract unit price per linear foot for the appropriate item: Vertical Bridge Curb - Type 1 or Vertical Bridge Curb Circular - Type 1.

1. _____

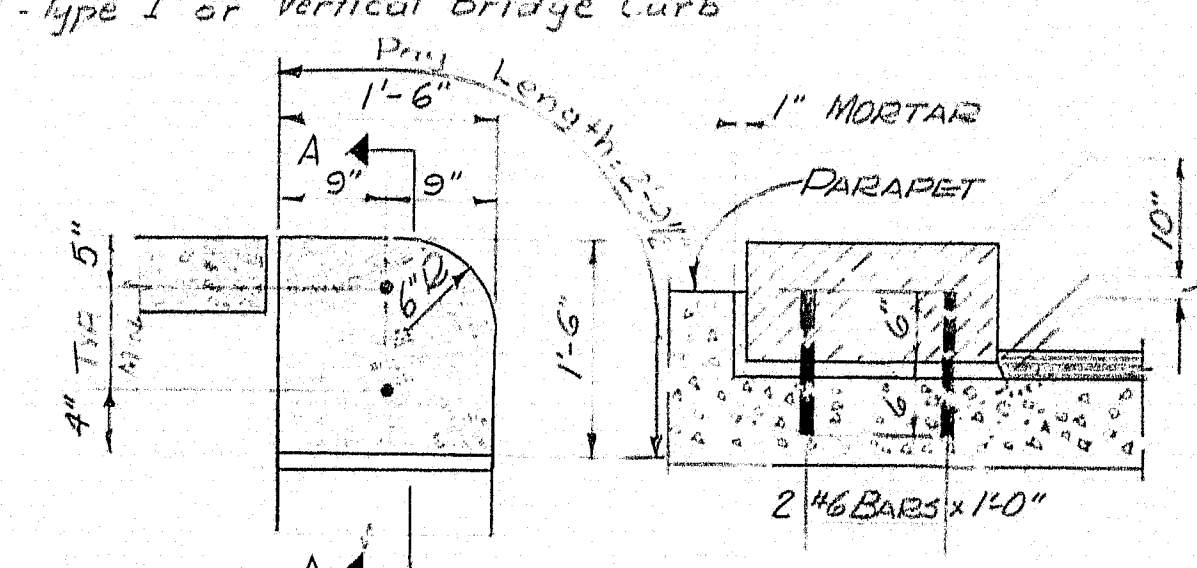
BOTTOM of SLAB ELEVATIONS						
	POINT 1	POINT 2	POINT 3	POINT 4	POINT 5	POINT 6
BEAM A	404.71	404.62	404.51	404.38	404.23	404.07
BEAM B	404.71	404.60	404.55	404.42	404.27	404.11
BEAM C	404.80	404.70	404.53	404.46	404.31	404.15
BEAM D	404.84	404.74	404.63	404.50	404.35	404.19
BEAM E	404.70	404.60	404.47	404.36	404.22	404.05
BEAM F	404.56	404.46	404.35	404.22	404.08	403.91
BEAM G	404.10	404.00	403.89	403.76	403.62	403.45
BEAM H	405.34	405.14	405.00	404.86	404.67	404.46



ELEVATION

END VIEW

CONCRETE END POST DETAIL

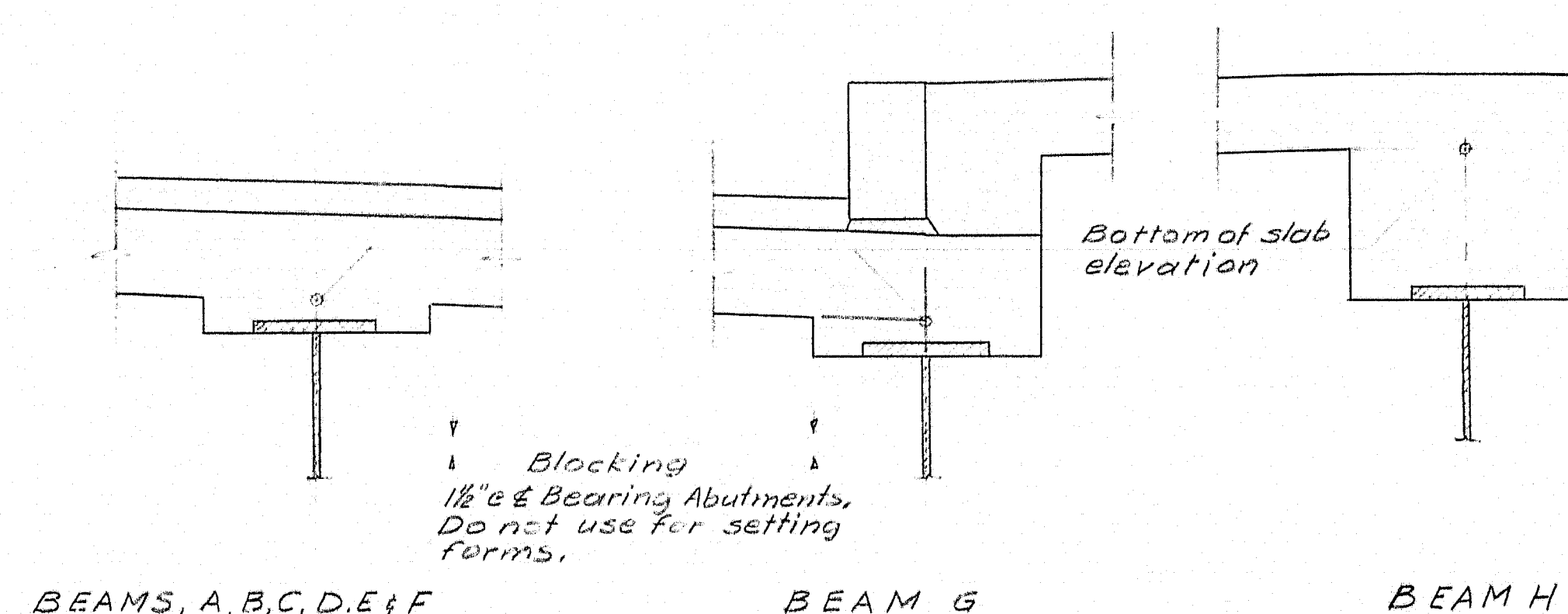


PLAN

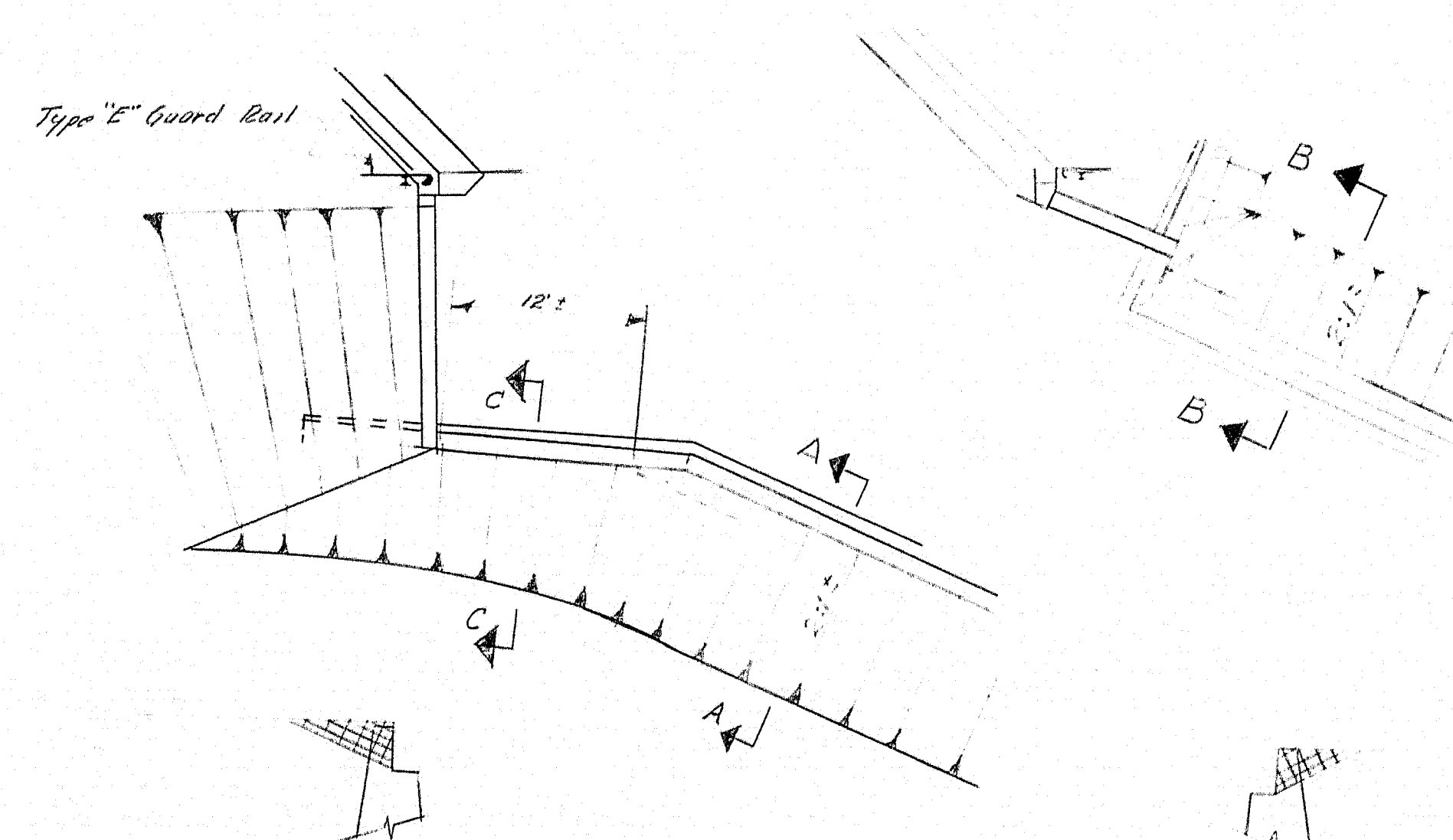
SECTION A A

NOTE: GROUT #6 BARS INTO STONE PRIOR TO SETTING STONE ON BACKWALL. DRILL 1/4" Ø HOLES TO SUIT #6 BARS.

PAINT FOR DEELLING AND FOR GROUTING OF #6 BARS TO BE INCLUDED IN THE PRICE FOR ITEM 705-14, REINFORCING STEEL PLACING.



NOTE:
To compensate for dead load deflections as well as possible irregularities in beams, set the bottom of slab elevations at the points indicated before any of the slab formwork is started, and after shear connectors have been welded to the top flange.



SECTION A-A

SECTION B-E

SECTION C-C

REMOVAL OF EXISTING STRUCTURE

NOTE: AREAS CROSS HATCHED SHALL BE
REMOVED TO ESTABLISH A 2:1 SLOPE FROM
THE BRIDGE SEAT. Removal of existing
concrete to be paid for under Item
801-B "Removal of Existing Concrete."

NOTE - "AS BUILT" No Concrete removed from existing sub structure. Parapets and backwalls left intact.

DESIGN-- THK TRACE-- ROG & THK CHECK-- <i>Datzen</i>	BRIDGE NO. SURVEY-- PLOT--
--	----------------------------------

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PLEASANT STREET BRIDGE

OVER

LAKE PENNESSEEWASSEE OUTLET

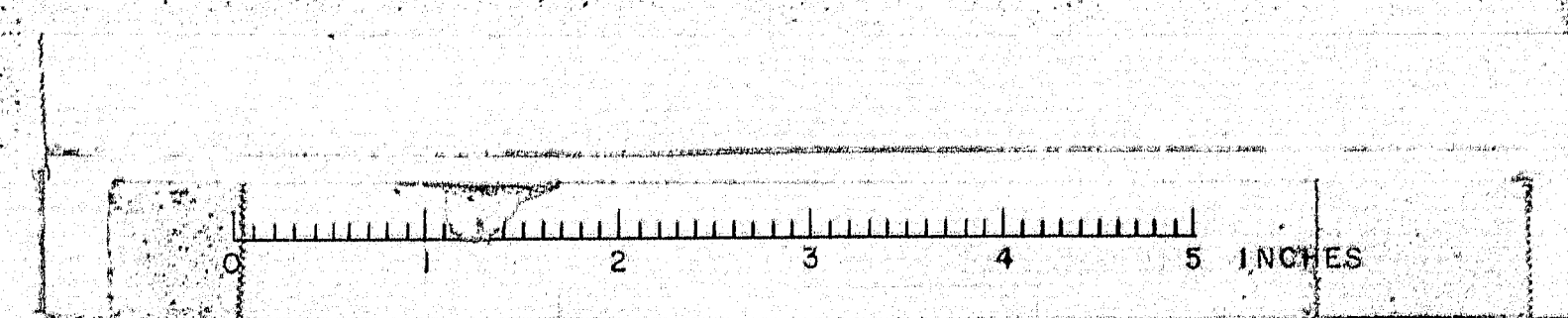
IN THE TOWN OF

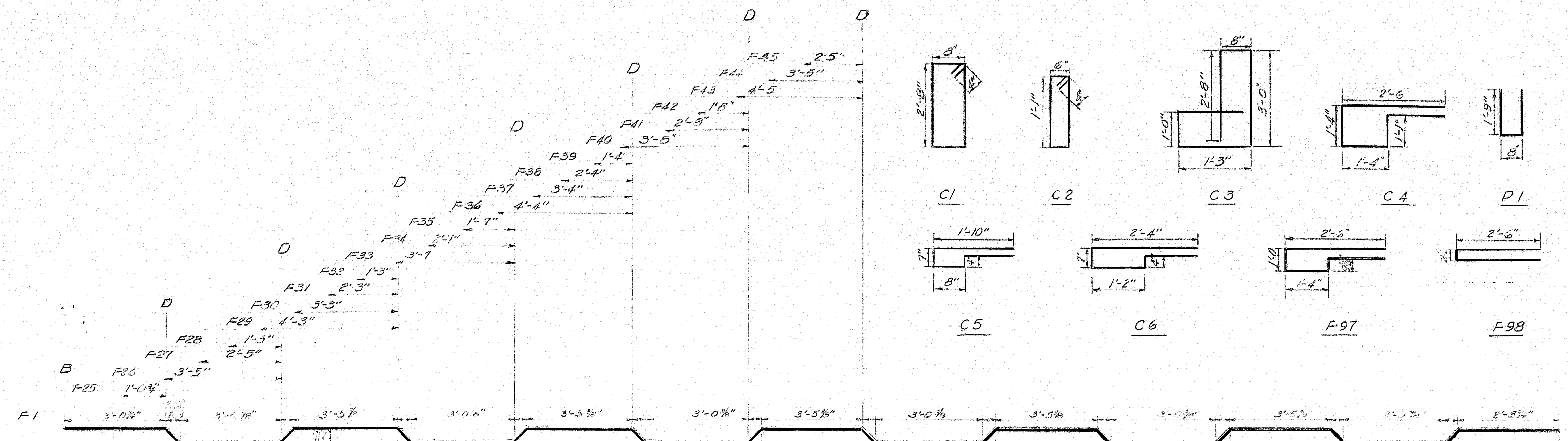
NORWAY

OXFORD COUNTY

BOTTOM OF SLAB ELEVATIONS & DETAILS

SHEET 19 OF 20 AUGUSTA, MAINE DECEMBER 1963





REINFORCING STEEL					SUPERSTRUCTURE				
MARK	SIZE	NO.	LENGTH	LOCATION	MARK	SIZE	NO.	LENGTH	LOCATION
BENT BARS					BENT BARS				
F1	5	6	46'-0"	DECK	F97	4	33	6'-10"	HAUNCH
F25		1	44'-0"		F98		3	5'-3"	"
F26			42'-10"		D1		12	4'-2"	END POSTS
F27			41'-10"		C1		39	7'-4"	CURB
F28			40'-10"		C2		47	3'-10"	
F29			39'-0"		C3		45	3'-0"	
F30			38'-0"		C4		7	7'-5"	
F31			37'-0"		C5	↑	14	4'-7"	
F32			36'-0"		C6	4	7	5'-7"	CURB
F33			35'-0"						
F34			34'-0"						
F35			33'-0"						
F36			32'-0"						
F37			31'-0"						
F38			30'-0"						
F39			29'-0"						
F40			28'-0"						
F41			27'-0"						
F42			26'-0"						
F43			25'-0"						
F44			24'-0"						
F45			23'-0"						
F46			22'-0"						
F47			21'-0"						
F48			20'-0"						
F49			19'-0"						
F50			18'-0"						
F51			17'-0"						
F52			16'-0"						
F53			15'-0"						
F54			14'-0"						
F55			13'-0"						
F56			12'-0"						
F57			11'-0"						
F58			10'-0"						
F59			9'-0"						
F60			8'-0"						
F61			7'-0"						
F62			6'-0"						
F63			5'-0"						
F64			4'-0"						
F65			3'-0"						
F66			2'-0"						
F67			1'-0"						
F68			0'-0"						
F69			0'-0"						
F70			0'-0"						
F71			0'-0"						
F72			0'-0"						
F73			0'-0"						
F74			0'-0"						
F75			0'-0"						
F76			0'-0"						
F77			0'-0"						
F78			0'-0"						
F79			0'-0"						
F80			0'-0"						
F81			0'-0"						
F82			0'-0"						
F83			0'-0"						
F84			0'-0"						
F85			0'-0"						
F86			0'-0"						
F87			0'-0"						
F88			0'-0"						
F89			0'-0"						
F90			0'-0"						
F91			0'-0"						
F92			0'-0"						
F93			0'-0"						
F94			0'-0"						
F95	↑	↑	43'-10"	↓	F96	5	1	44'-11"	DECK

SUPERSTRUCTURE			
MARK	SIZE	NO.	LENGTH
F69	6	4	12'-9"
F70			11'-9"
F71			10'-9"
F72			9'-9"
F73			8'-9"
F74			7'-9"
F75			6'-9"
F76			5'-9"
F77			4'-9"
F78			3'-9"
F79			2'-9"
F80			1'-9"
F81			0'-9"
F82			0'-0"
F83			0'-0"
F84			0'-0"
F85			0'-0"
F86			0'-0"
F87			0'-0"
F88			0'-0"
F89			0'-0"
F90			0'-0"
F91			0'-0"
F92			0'-0"
F93			0'-0"
F94			0'-0"
F95			0'-0"
F96			0'-0"

SUPERSTRUCTURE			
MARK	SIZE	NO.	LENGTH
S1	4	16	22'-0"
S2		12	15'-6"
S3		8	14'-0"
S4		20	18'-3"
S5		124	7'-2"
S6	4	38	6'-0"
S7	6	5	10'-6"
S8	6	4	7'-6"
D2	4	16	1'-8"
AP1	4	80	30'-6"
AP2	6	170	14'-8"

NOTE: 1. THE LENGTHS OF THE BARS MARKED F25 TO F45 INCLUDE THE DIMENSIONS FROM POINT A TO THE APPROPRIATE POINT D PLUS THE EXTENSION BEYOND POINT D AS SHOWN. THE LENGTHS OF THE BARS MARKED F46 TO F96 INCLUDE DIMENSIONS FROM POINT B TO THE APPROPRIATE POINT D' PLUS THE EXTENSION BEYOND POINT D' AS SHOWN.

2. DIMENSIONS ARE TO C OF BARS.

3. ALL BARS ARE TO BE OF INTERMEDIATE GRADE STEEL. F3 = 20,000 P.S.I.

DESIGN- JFM
TRACE- JFM
CHECK- JFM

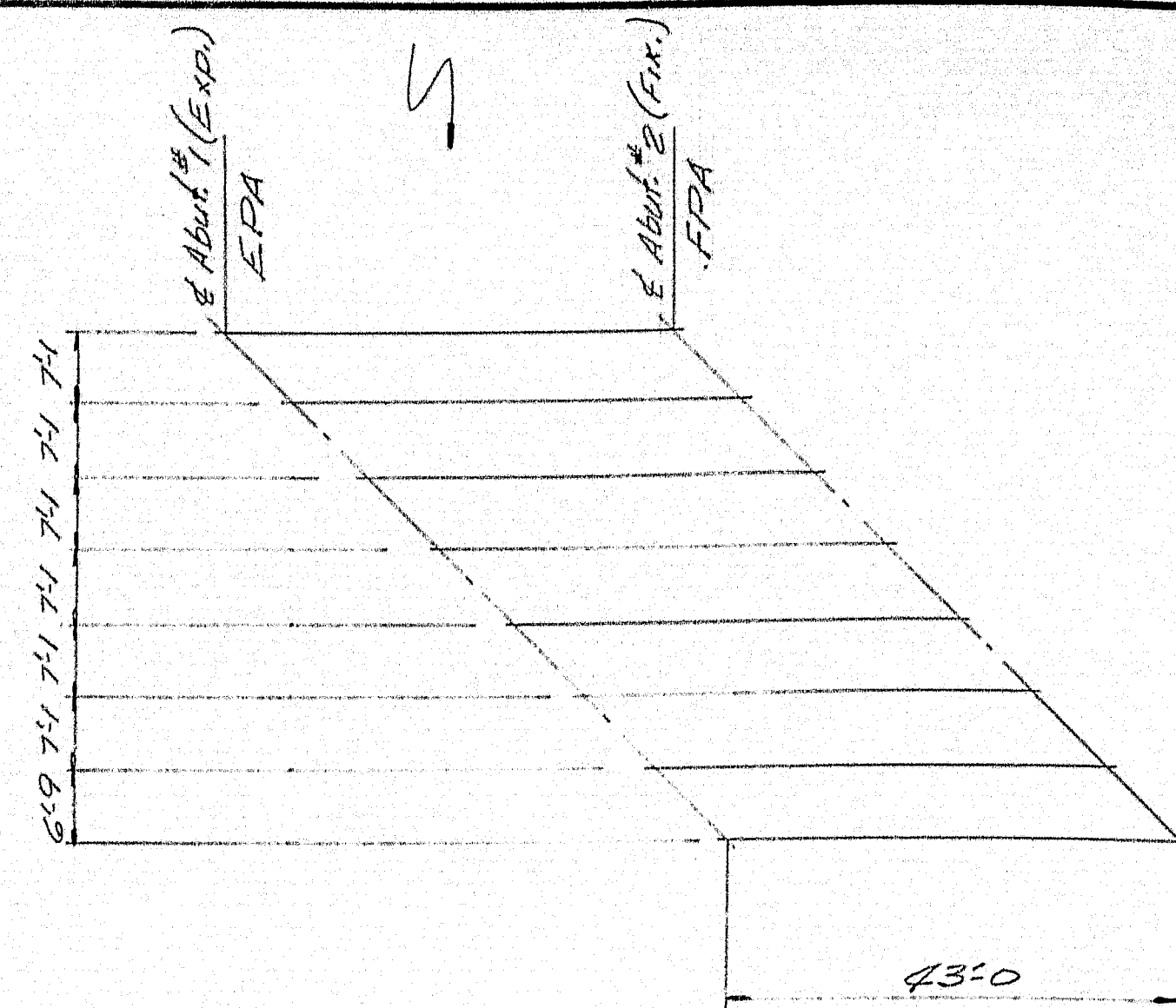
BRIDGE NO. 100
SURVEY- PLOT- 100

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

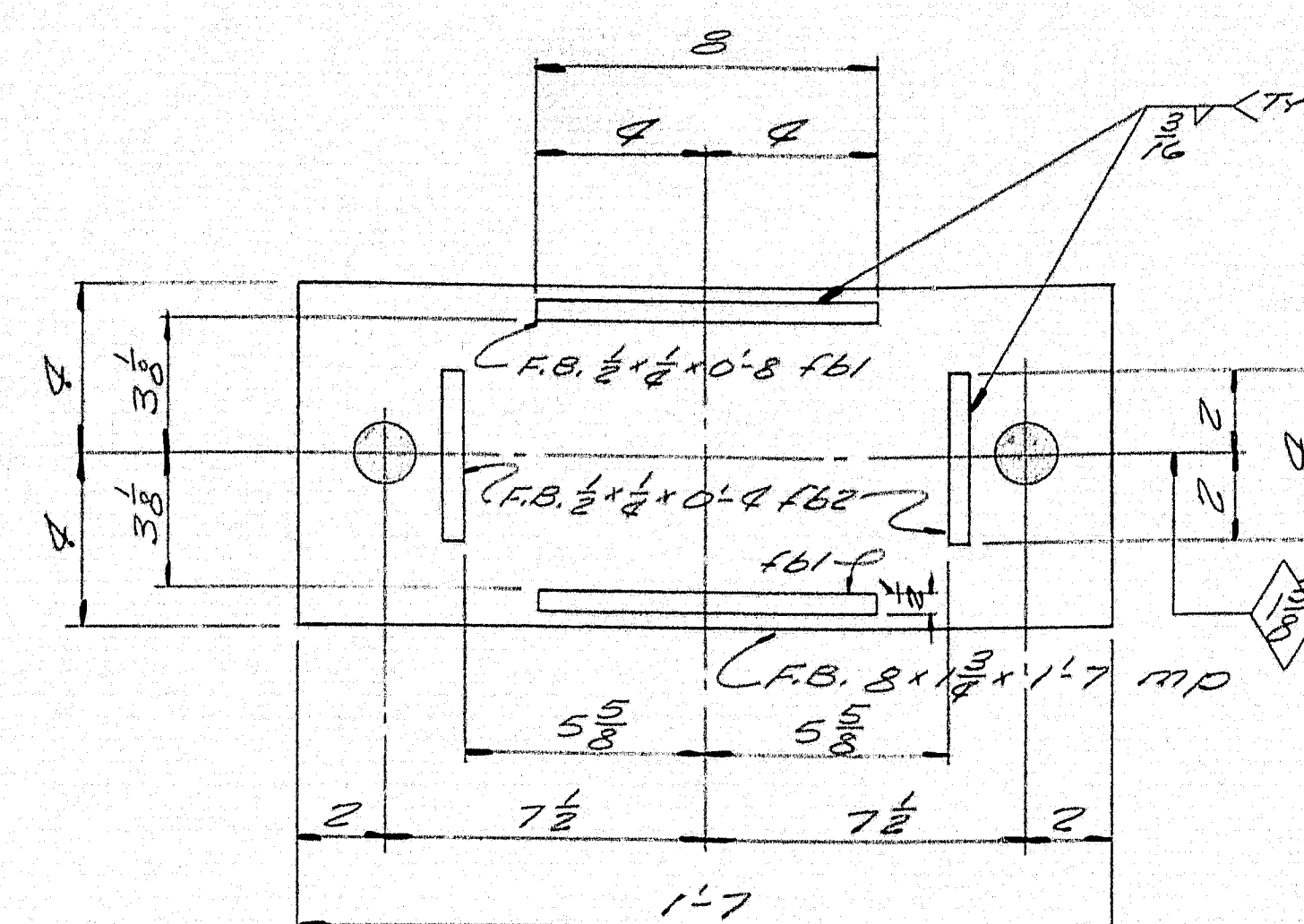
PLEASANT STREET BRIDGE

OVER
LAKE PENNESSEEWASSEE OUTLET
IN THE TOWN OF
NORWAY
OXFORD COUNTY

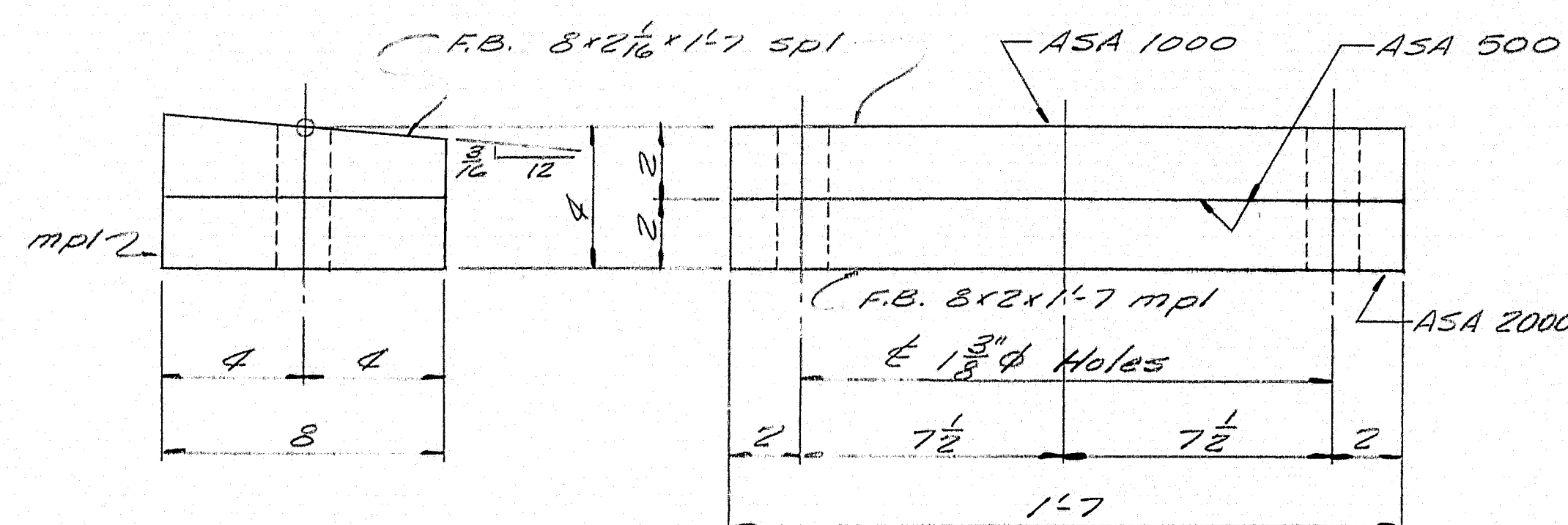
SUPERSTRUCTURE REINFORCING SCHEDULE
SHEET 20 OF 20 AUGUSTA, MAINE DECEMBER 1963



BEARING LOCATION PLAN

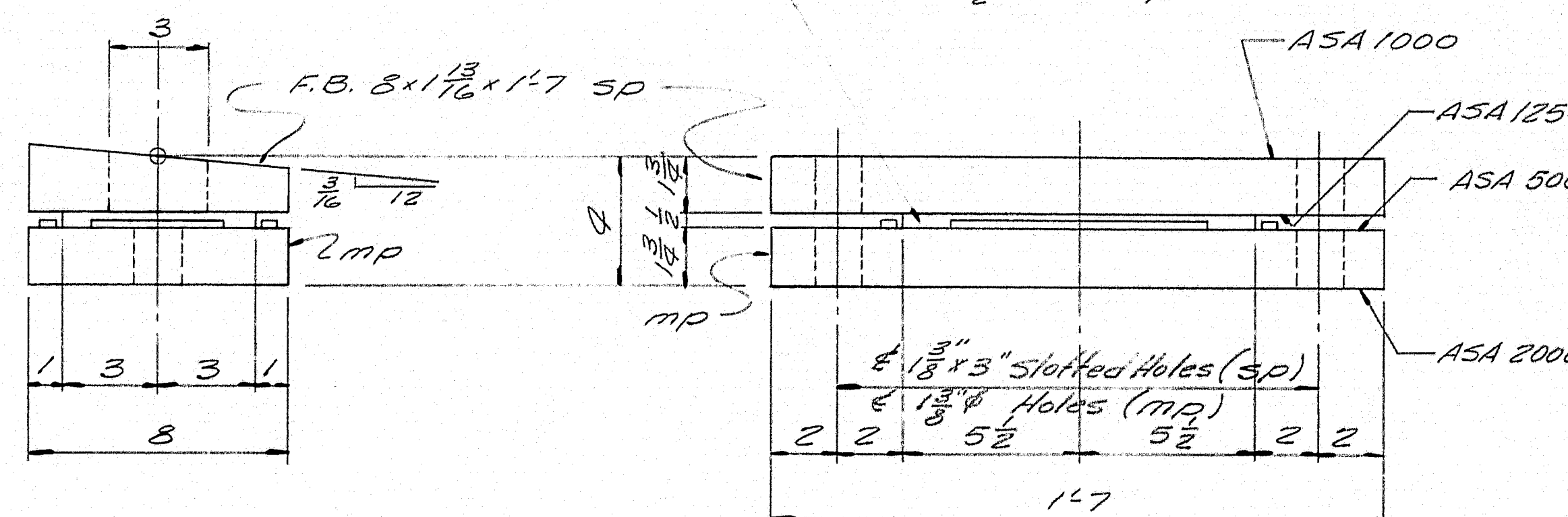


DETAIL MP



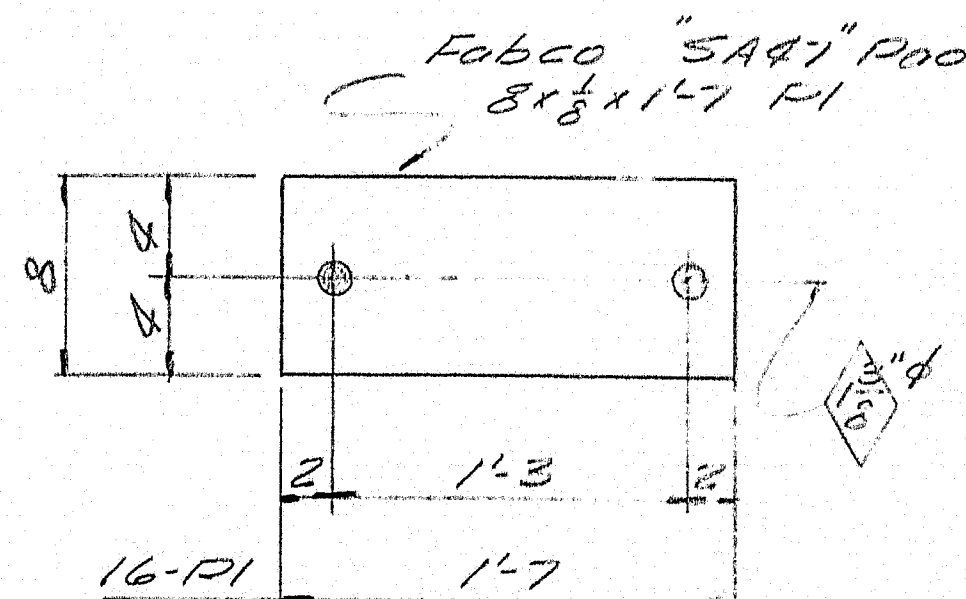
FIXED PEDESTAL FPA

8 - REQ'D.



EXPANSION PEDESTAL EPA

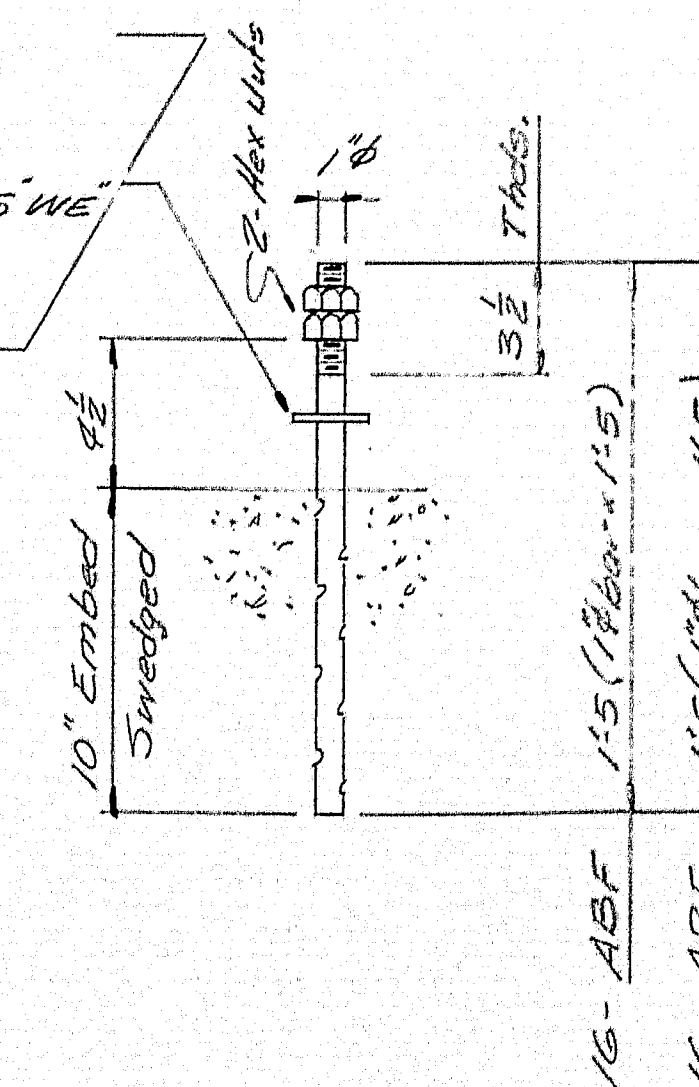
8 - REQ'D.



PAINT NOTE:

No paint on self lubricating bronze plate.
No paint on areas in contact with bronze plate. Coat with mixture of white lead and tallow.
No paint on top surface and 1" down from top on sides of sole plates "sp, sp". Coat with boiled linseed oil.
No paint on Anchor bolts. Oil threads.
No paint on surface finished ASA 500 for FPA

Standard Washer, 2 1/2" x 1/8" W.F. for ABF (For FPA)
12 Washer, F.B. 3 1/2 x 10'5 W.F. with 1/8" hole in ctr. for ABE (For EPA)



SHIP		BILL OF MATERIAL				DWG. NO. 64-71-S1
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
EPA	8		SHOP ASSY.			
	8	SP	F.B. 8x1 1/2	17		
	8	MP	F.B. 8x1 1/2	17		
	16	FBI	F.B. 8x1 1/2	08		
	16	FBI	F.B. 8x1 1/2	08		
	8	BP	12 6x1 1/2	011		Self-lubricating Bronze B Reg. No. 4053
FPA	8		SHOP ASSY.			
	8	SP	F.B. 8x1 1/2	17		
	8	MP	F.B. 8x1 1/2	17		
ABE	16		1/8" bar	15		
ABF	16		1/8" bar	15		
	68		1/8" bar			
WE	16		F.B. 3x1 1/2	05		12 washer - 1/8" hole
WF	16		1" Std Washer			2 1/2" x 3/8" 1/2" hole
PI	16		8x1 1/2	17		FABCO 'SAR' Pod Reg. No. 4053
NOTE: Allowance to be made for machining when cutting above material.						
ITEM 702-103						
All welds to be made with E70 Electrodes.						
Bearing material ASTM-A36						
Anchor bolts A7, A36, or A307						
SHOP CONNECTIONS: Welded						
FIELD CONNECTIONS:						
HOLES: As Noted						
PAINT: Red lead per Maine S.M.C. Spec.						
Sole plates "sp, sp" field welded to stringer.						

BEARING DETAILS

Rancroft & Martin Inc.
South Portland, Maine

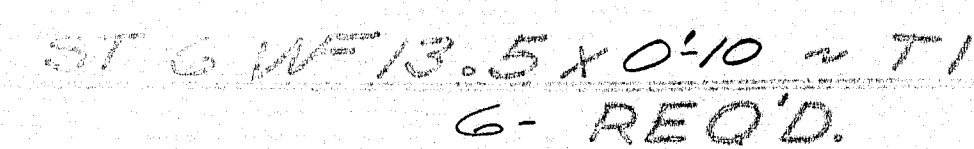
PLEASANT STREET BRIDGE
NORWAY, MAINE.

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

ORDER NO. Verbal

DWG. NO. 64-71-S1

DRAWN	6-10-68	H.C.
REVISION		
REVISION		
REVISION		



NOTE: SEE STATE'S DWGS. FOR DRAIN LOCATION

SHOP CONNECTIONS: *WELDED*
FIELD CONNECTIONS: *WELDED*
HOLES: *AS NOTED*
PAINT: *PER ME. STATE SPECS.*
RED LEAD OIL AS NOTED

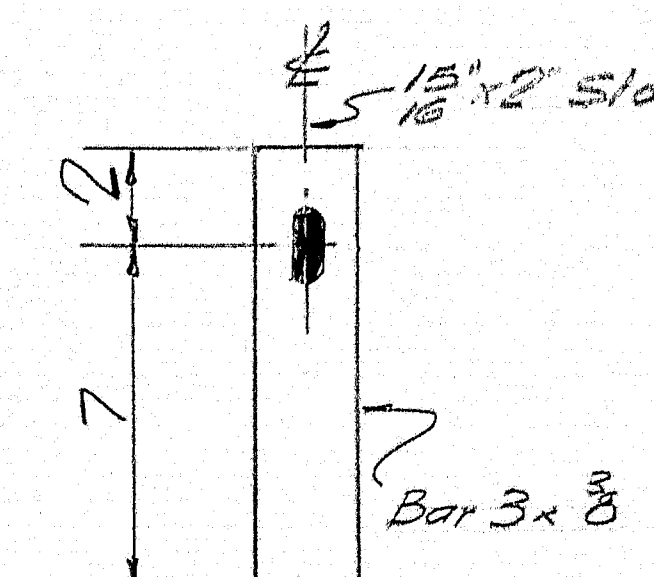
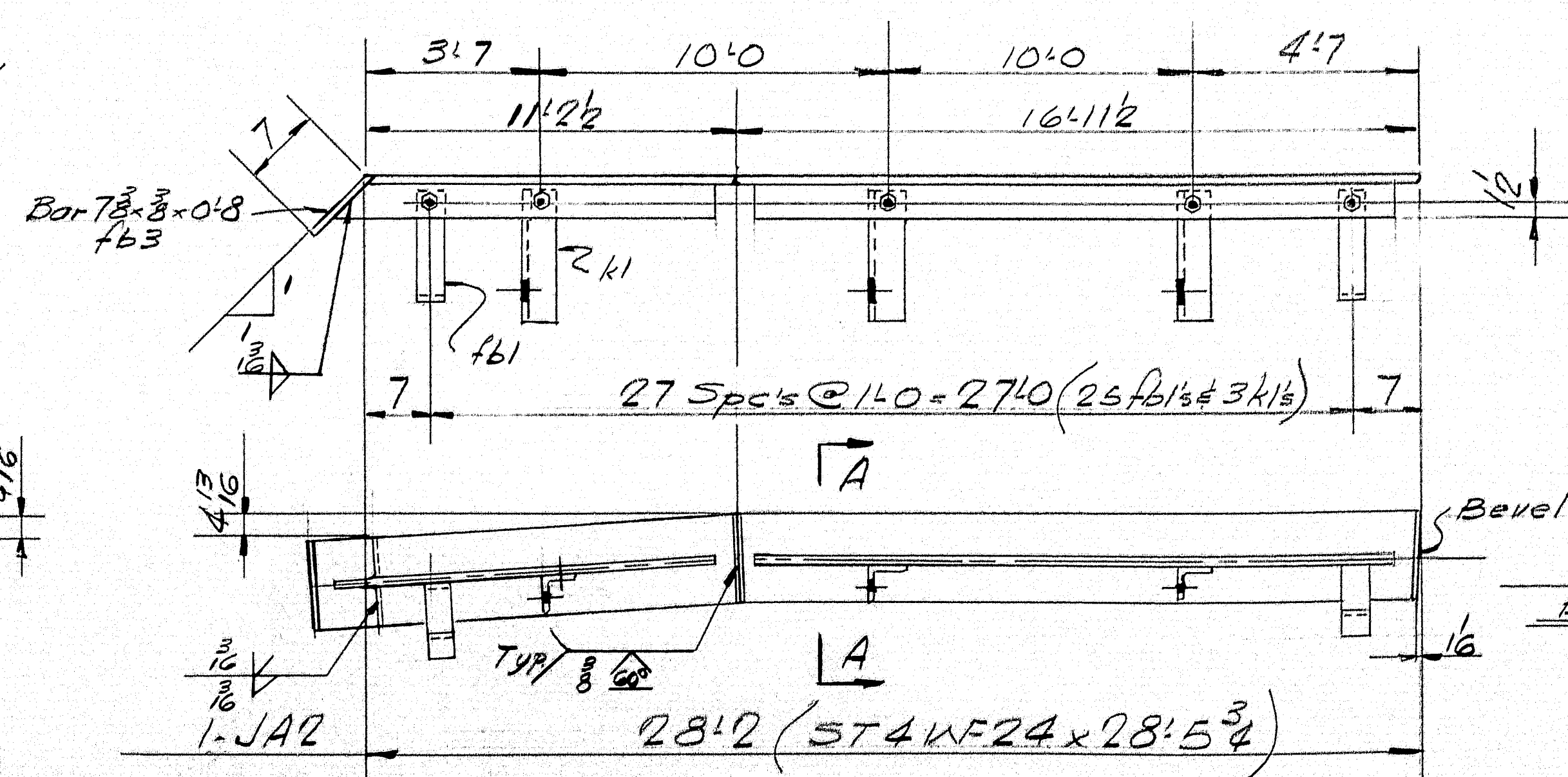
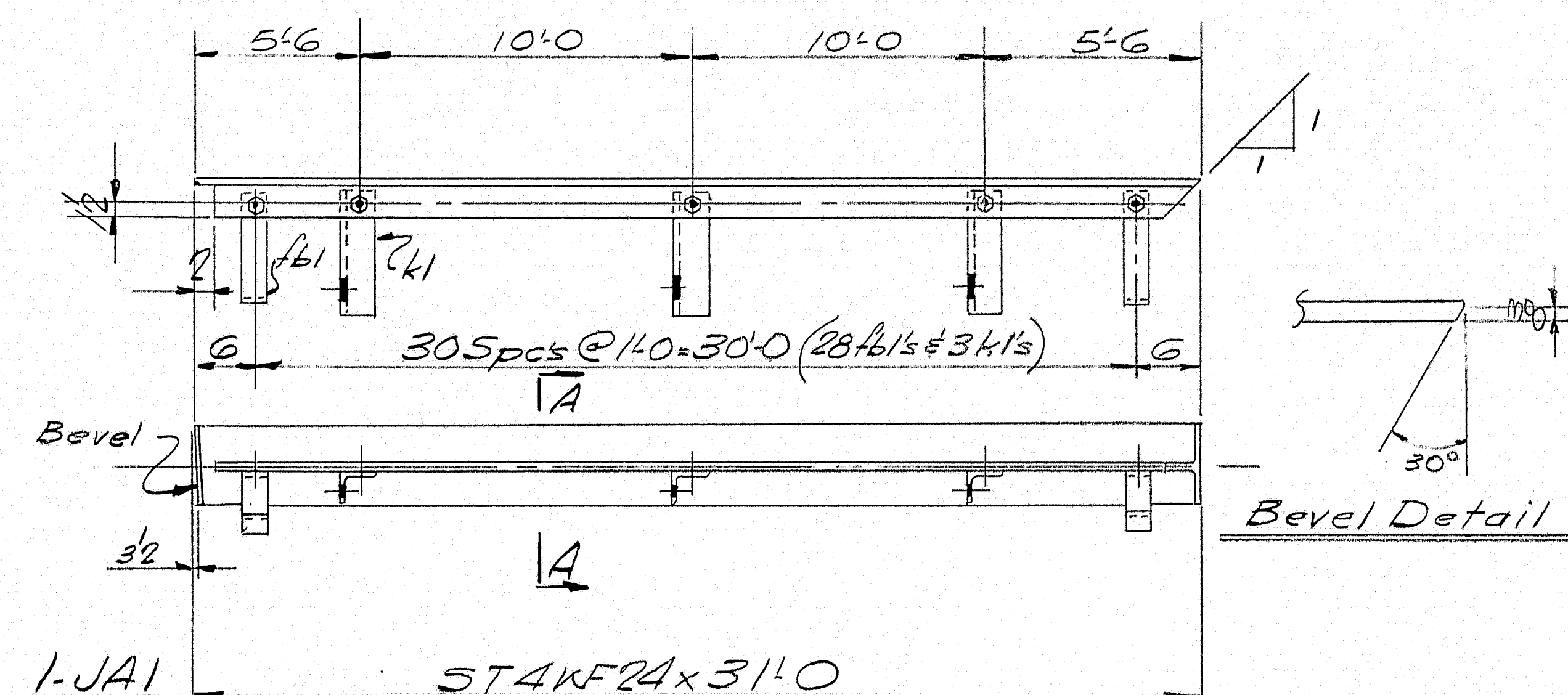
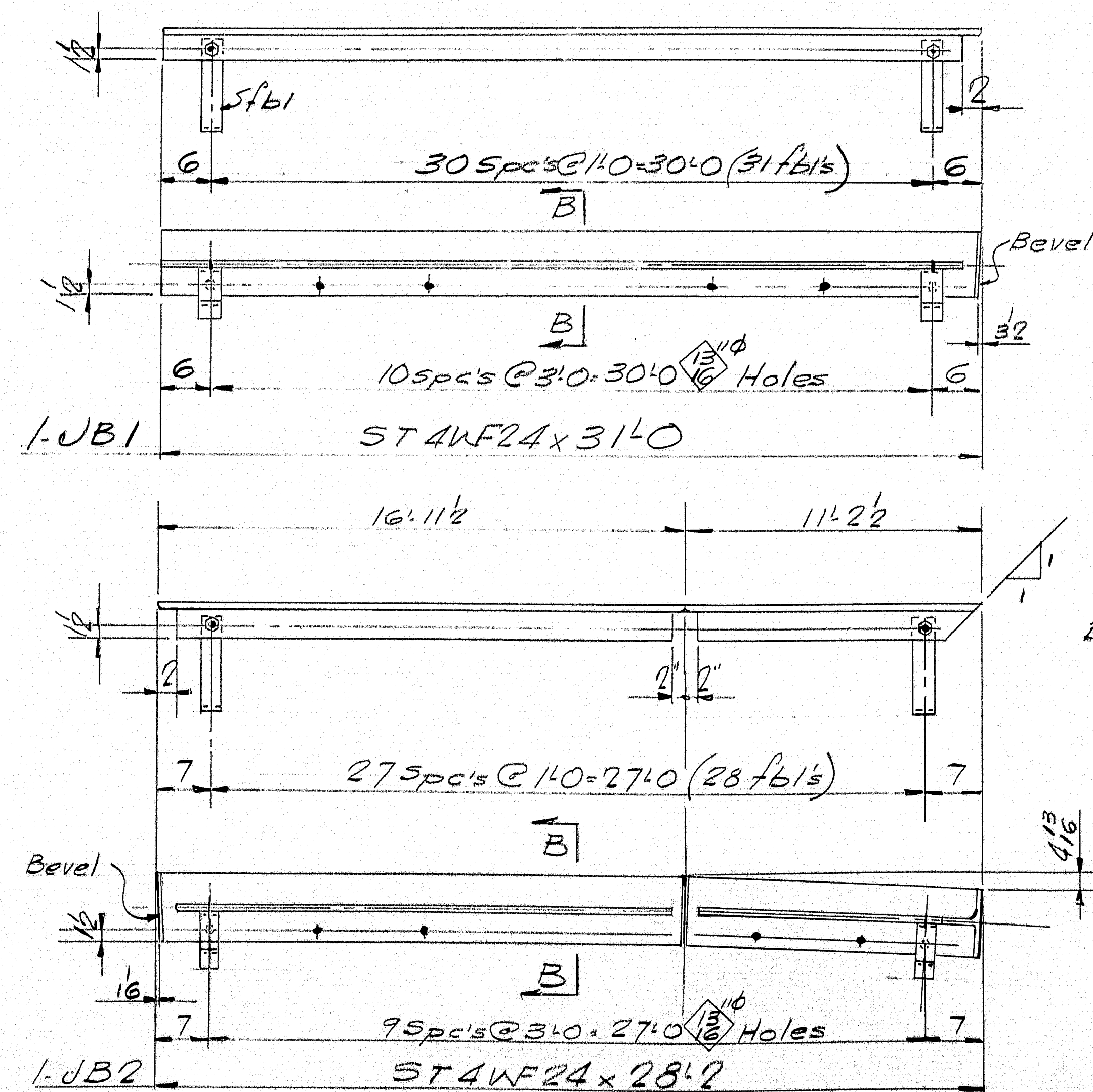
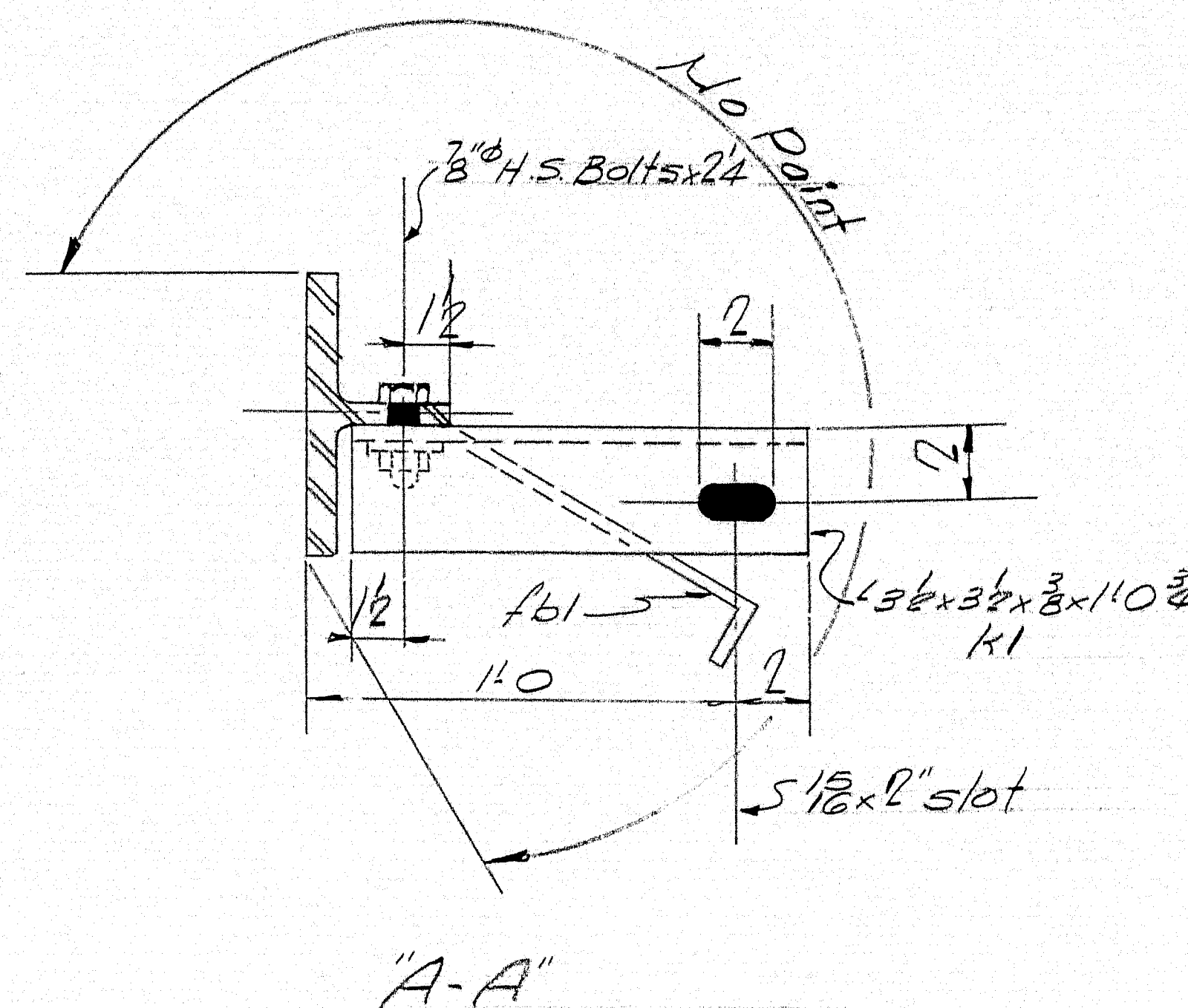
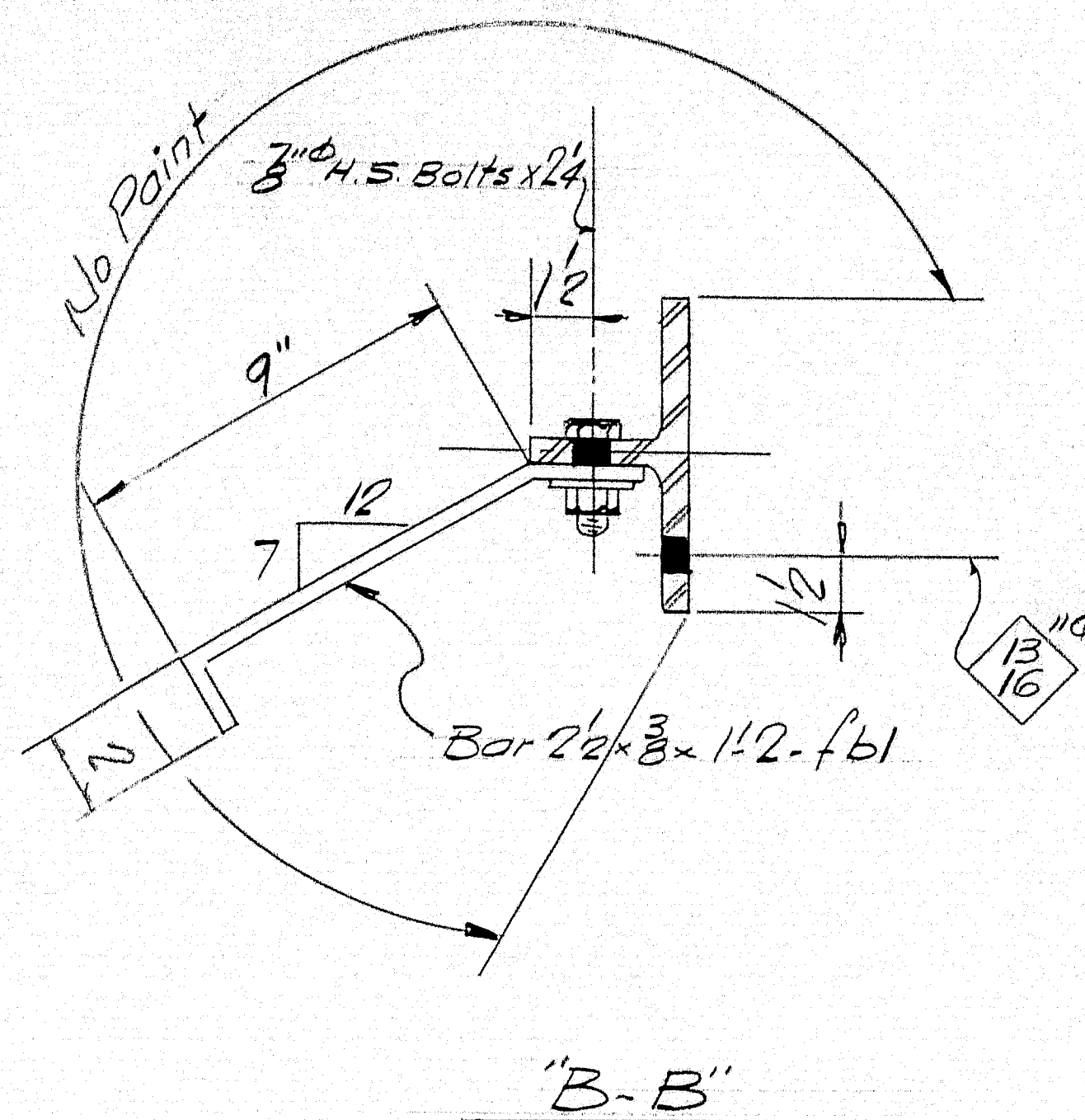
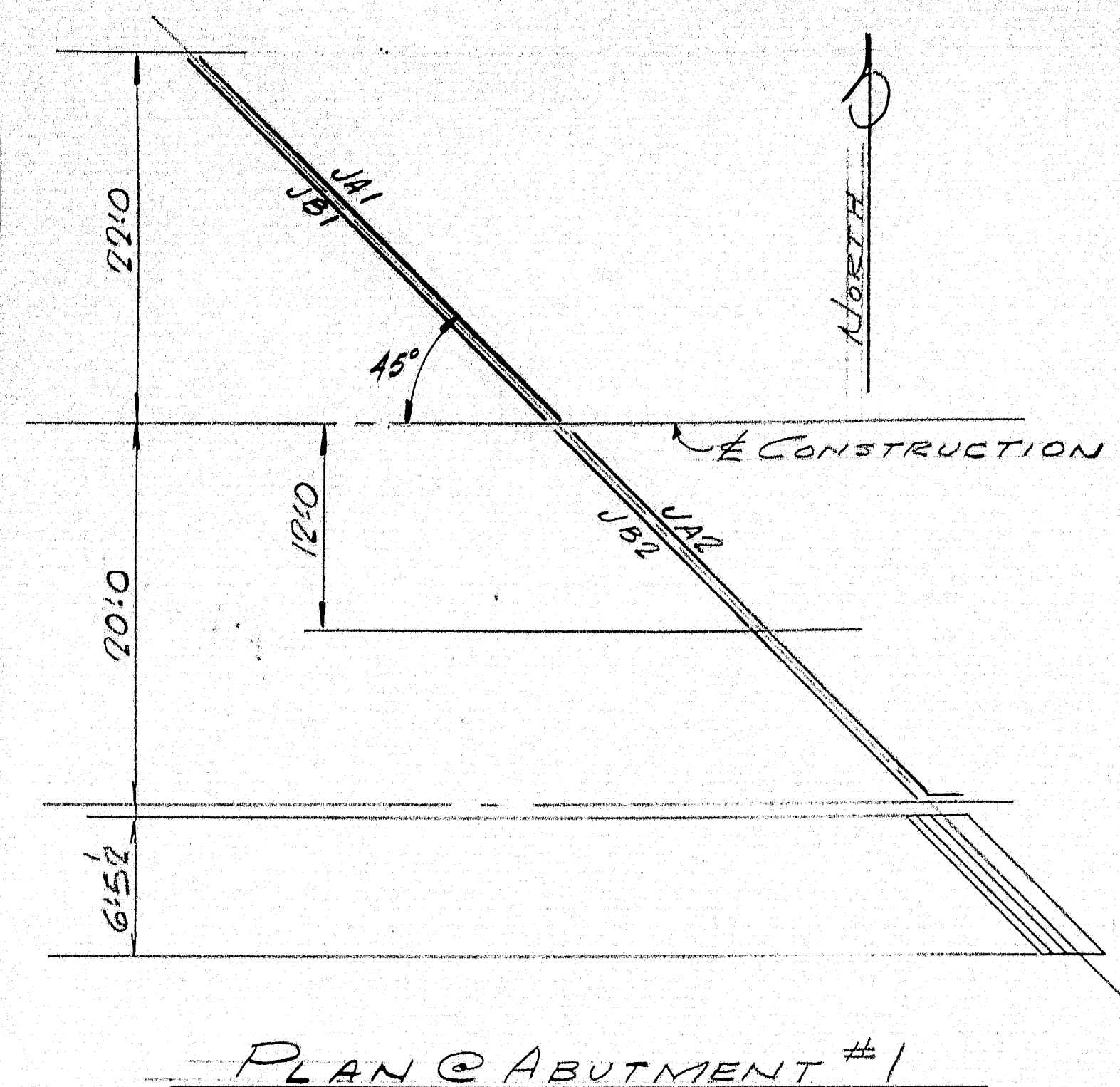
Bancroft & Martin Inc.
South Portland 2, Maine

PLEASANT STREET BRIDGE
NORWAY, MAINE.

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

ORDER NO. Verbal DWG. NO. 64-71-52

88 - 120 C



SHOP CONNECTIONS: Bolted-Welded
FIELD CONNECTIONS: Welded
HOLES: $1\frac{1}{2}$ " unless noted
PAINT: Per State of Maine Specs

ARMORED JOINTS

Bancroft & Martin Inc.
South Portland 7, Maine

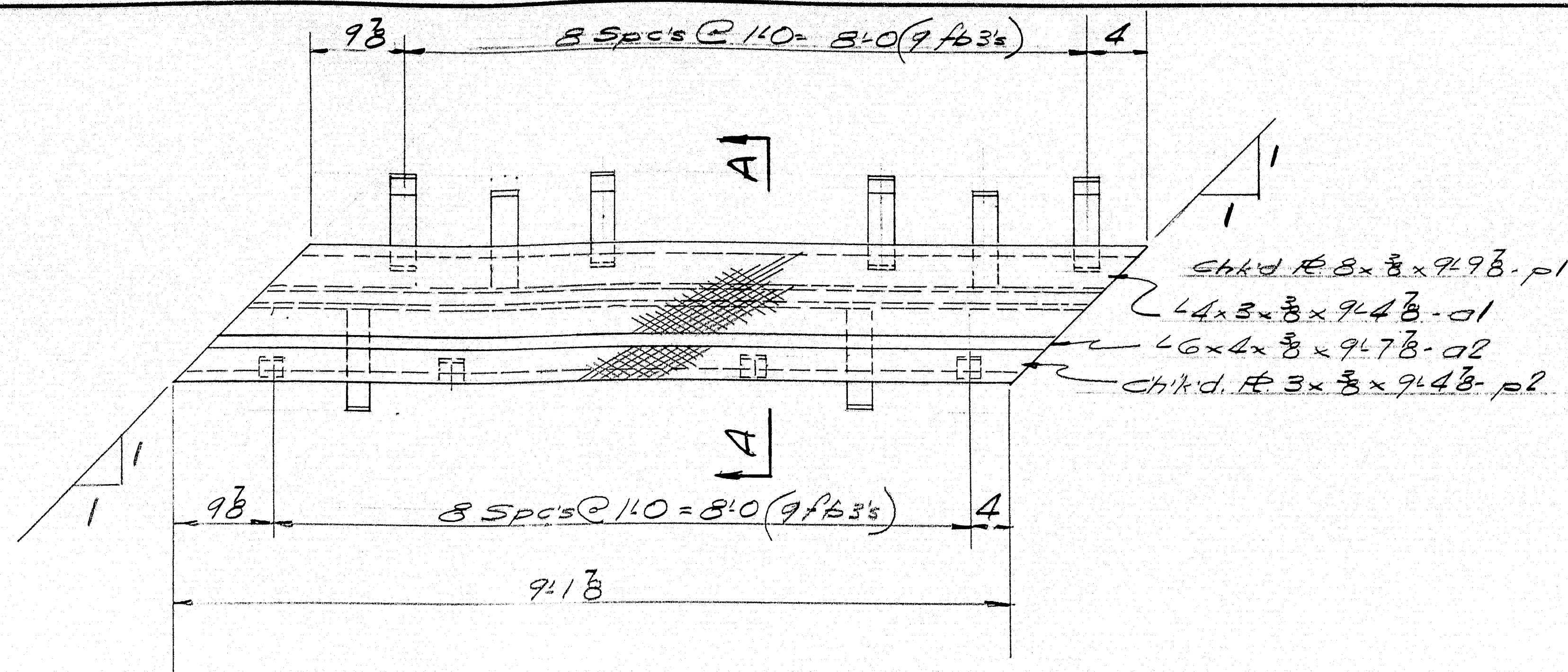
PLEASANT STREET BRIDGE
NORWAY, MAINE

CUSTOMER CALLAHAN BROTHERS
DESIGNER MAINE S. H. G. BRIDGE

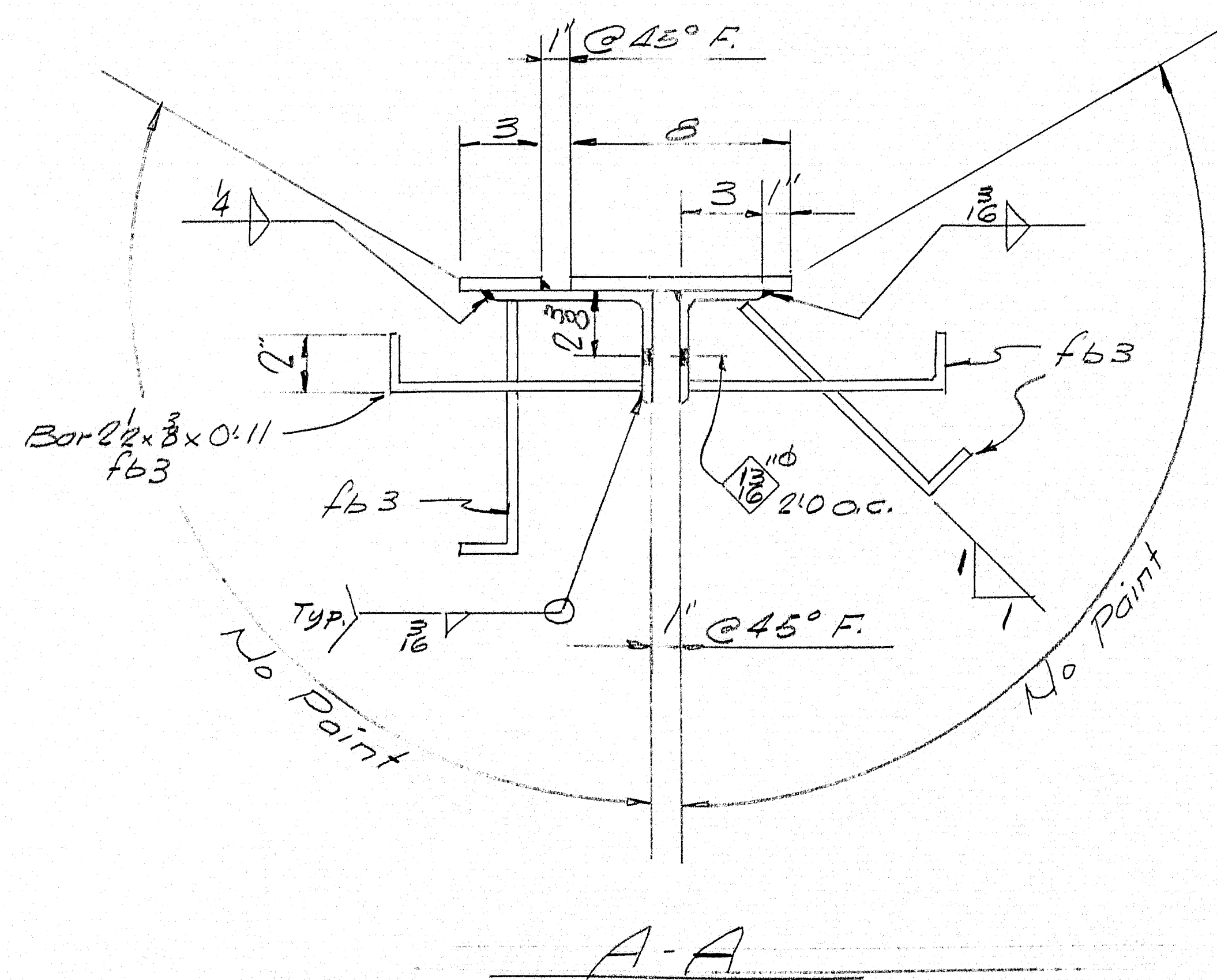
ORDER NO. <u>VERBAL</u>	DWG. NO. <u>64-71-53</u>
-------------------------	--------------------------

SHIP		BILL OF MATERIAL			DWG. NO. 64-71-53	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
JB1	1		STAINLESS	31	0	
JB2	1		Do	28	2	
JA1	1		Do	31	0	
JA2	1		Do	28	5 3/4	
	112	161	Bor 2 1/2 x 3/8	1	2	
	6	162	Bor 3 x 3/8	0	9	
	6	161	1 3/2 x 3/2 x 3/8	1	0 3/4	
	1	163	Bor 7 1/2 x 3/8	0	8	
	113	SHOP	8 1/2 H. ST. PLATE	0	24	
	113	Do	2 1/2" WASHERS			
A.S.T.M. A36 or A7						
ITEM 702.103						

DRAWN	4-27-64	J.P.E.
REVISION		
REVISION		
REVISION		



SDI - ONE REQ'D



A-A

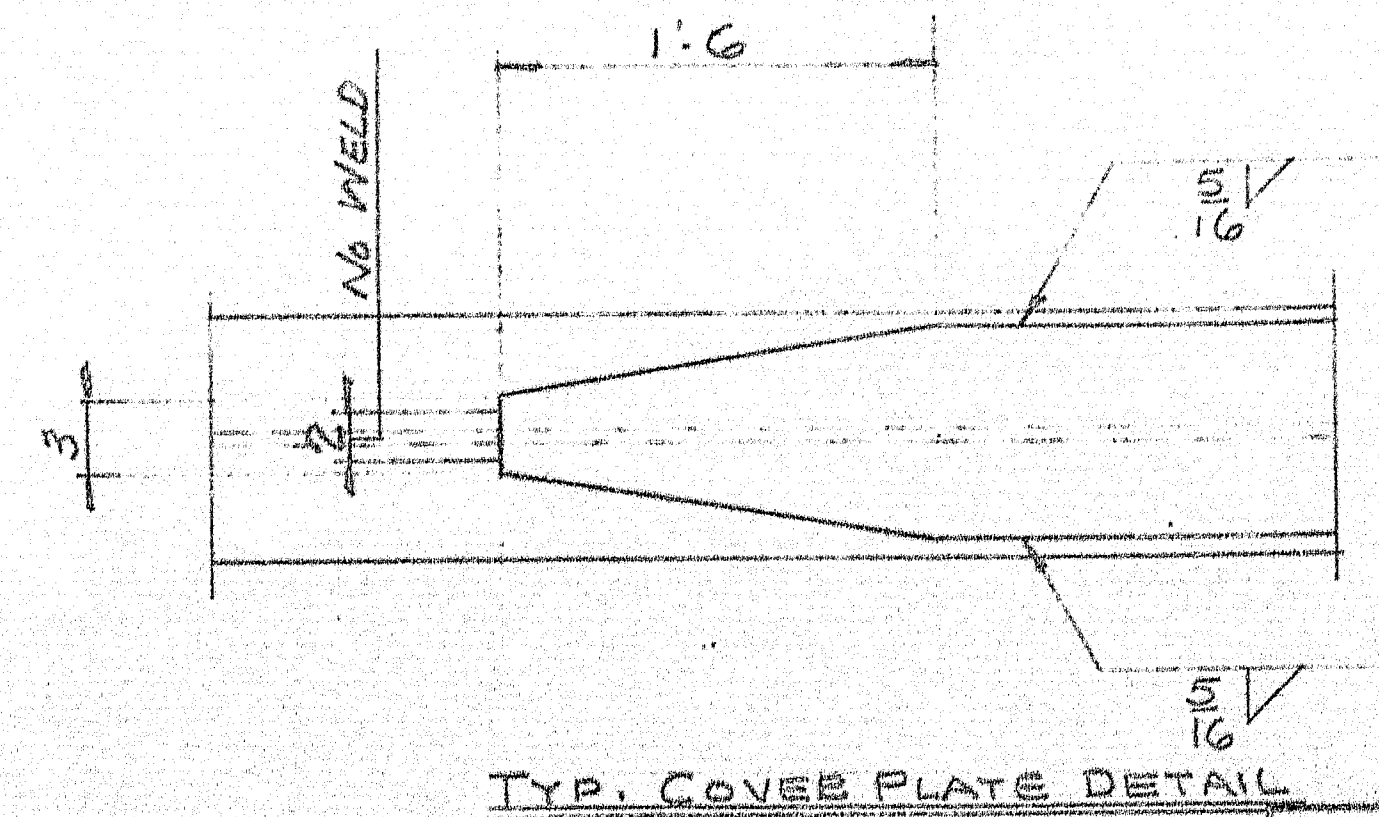
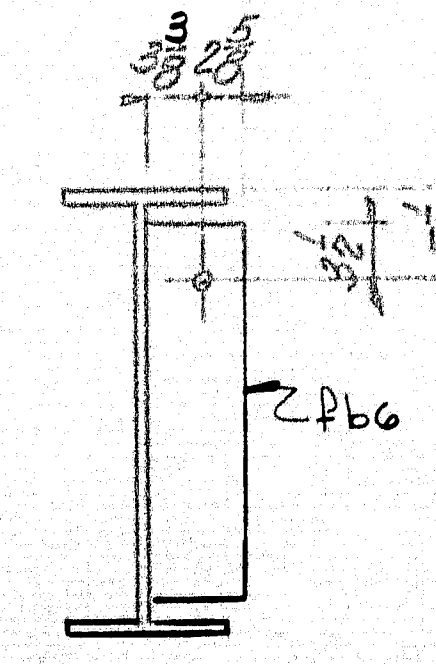
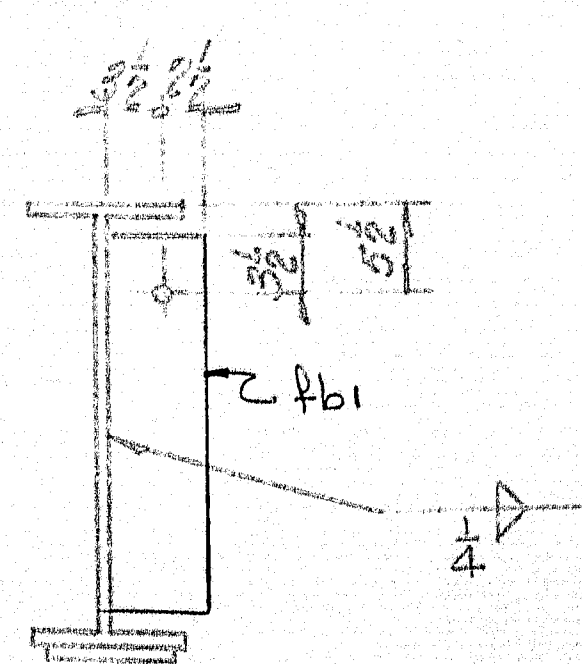
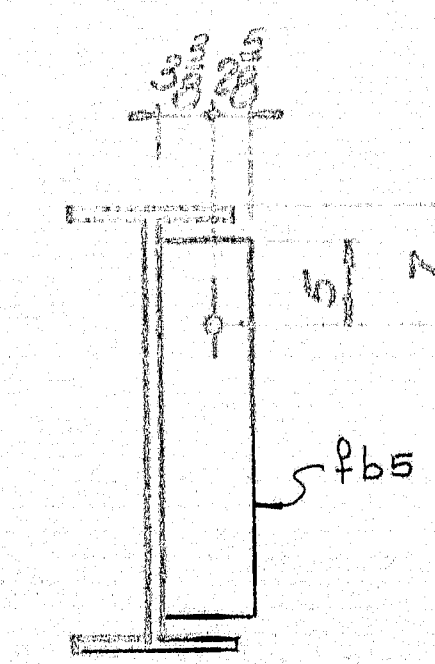
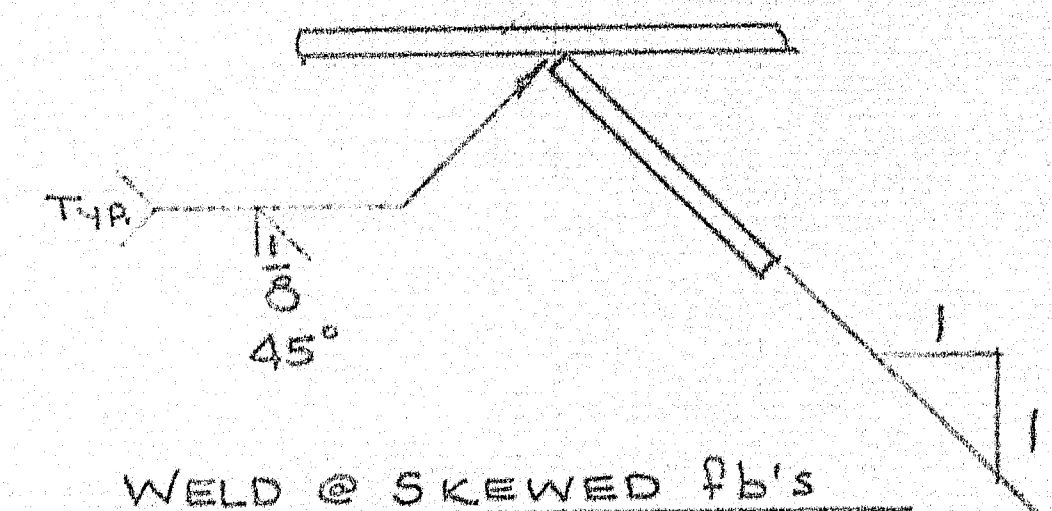
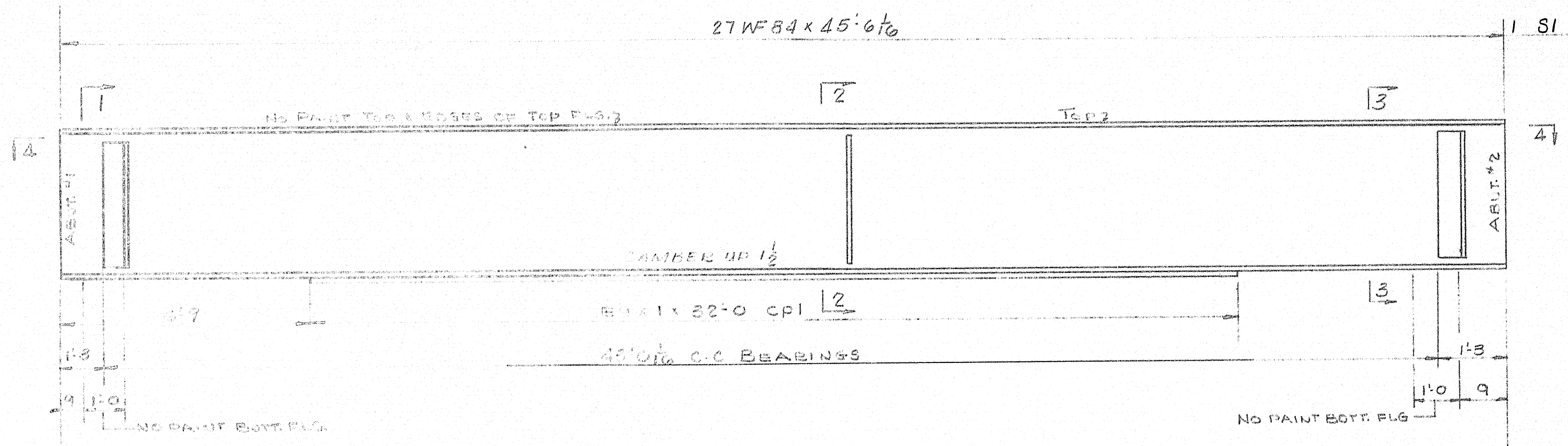
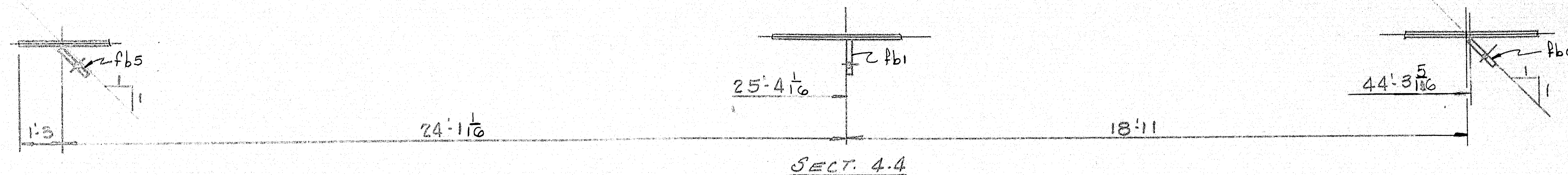
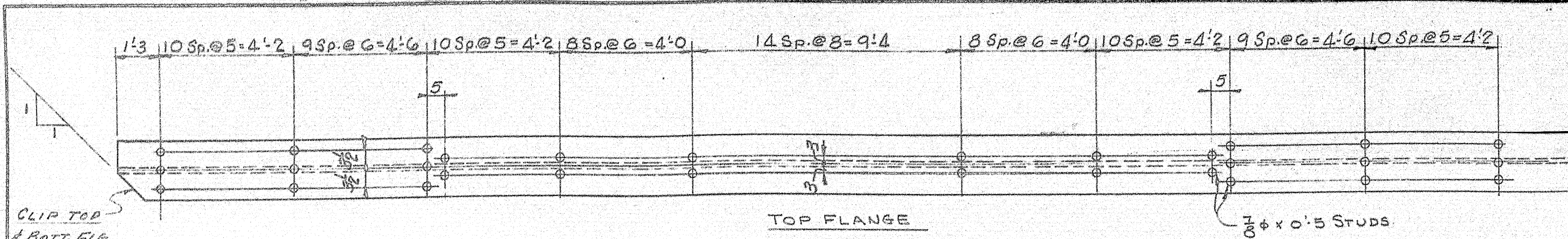
SHIP		BILL OF MATERIAL				DWG. NO. 64-71-54
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
SDI	1		ASSEMBLY	10' 1 3/8	-	
	1	p1	R 8 x 8	9' 9 3/8		chk'd R
	1	p2	Do	9' 4 3/8		do
	1	d1	4 x 3 x 8	9' 4 3/8		
	1	d2	4 x 4 x 8	9' 7 3/8		
	18	f63	Bor 2 1/2 x 3	0' 11		

A.S.T. M. A36 or A7

ITEM 702-103

SHOP CONNECTIONS: Welded
FIELD CONNECTIONS:
HOLES: As Noted
PAINT: Per State of Maine Specs.

APR 4 30 64	SIDEWALK DAM	
	Bancroft & Martin Inc. South Portland 7, Maine	
	PLEASANT STREET BRIDGE NORWAY, MAINE	
	CUSTOMER: CALLAHAN BROTHERS DESIGNER: MAINE S.H.C. BRIDGES	
DRAWN	4.27.64 JFF	ORDER NO. VERBAL
REVISION		DWG. NO. 64-71-54
REVISION		
REVISION		

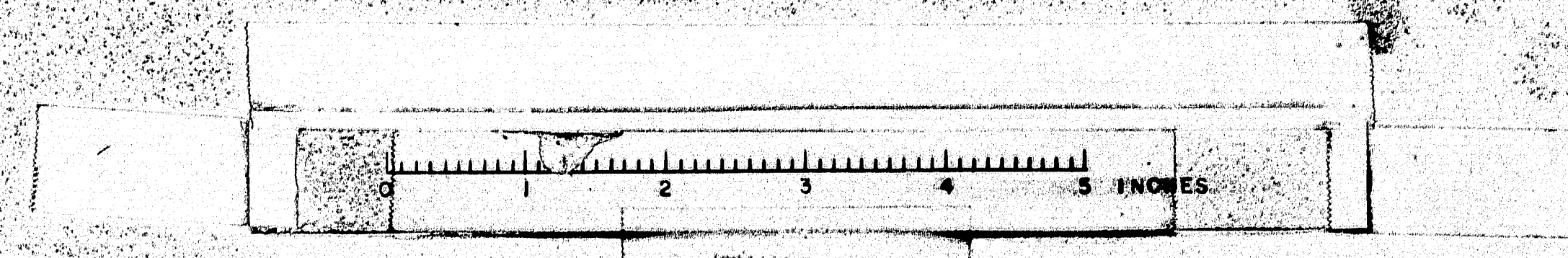


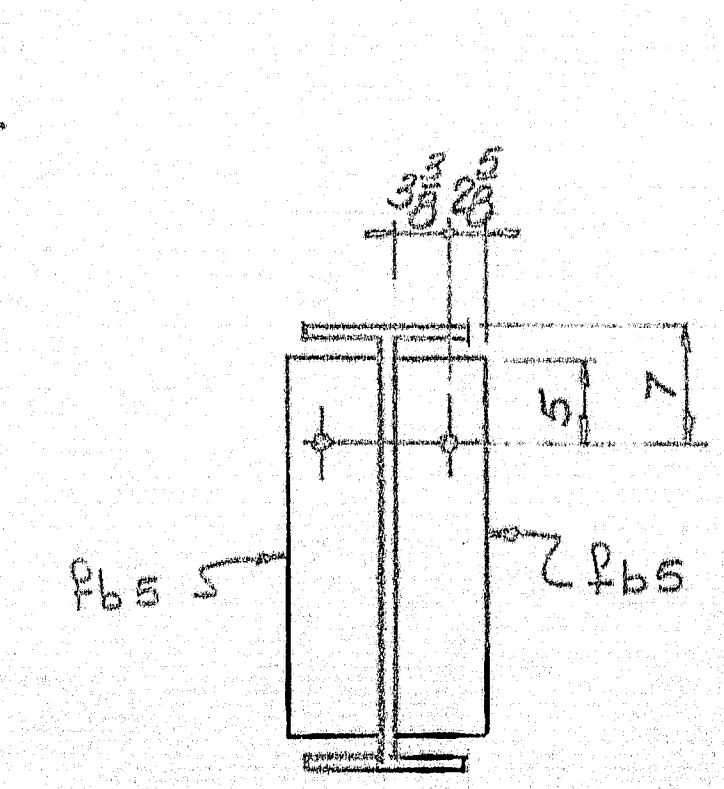
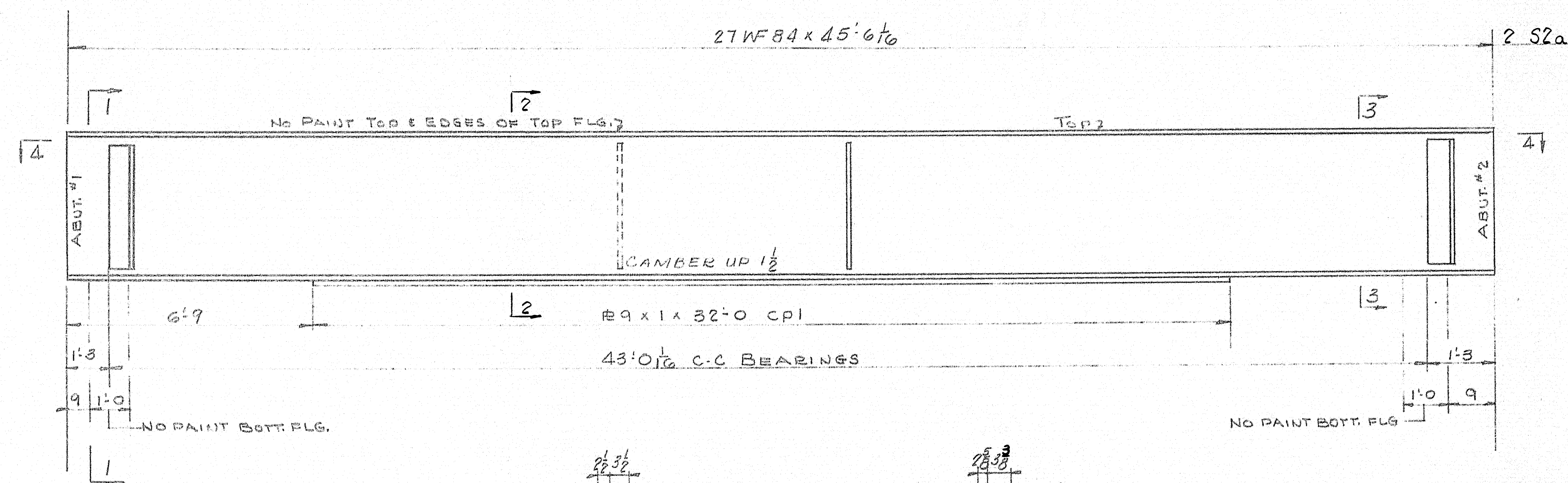
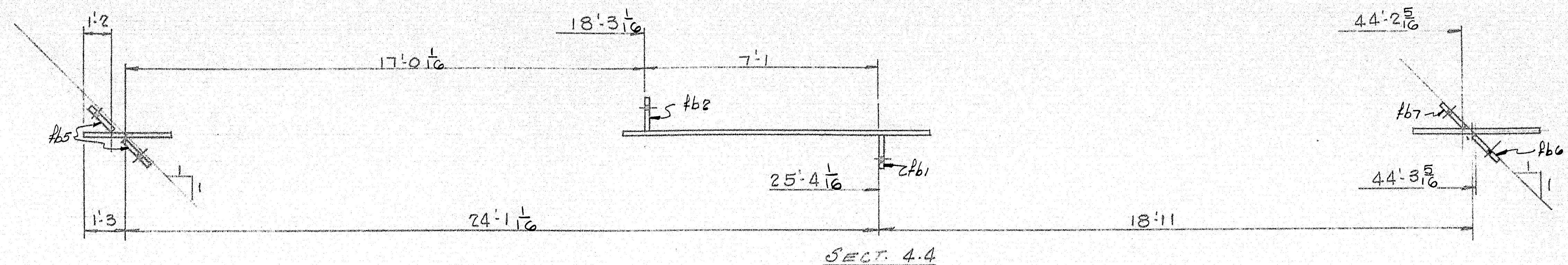
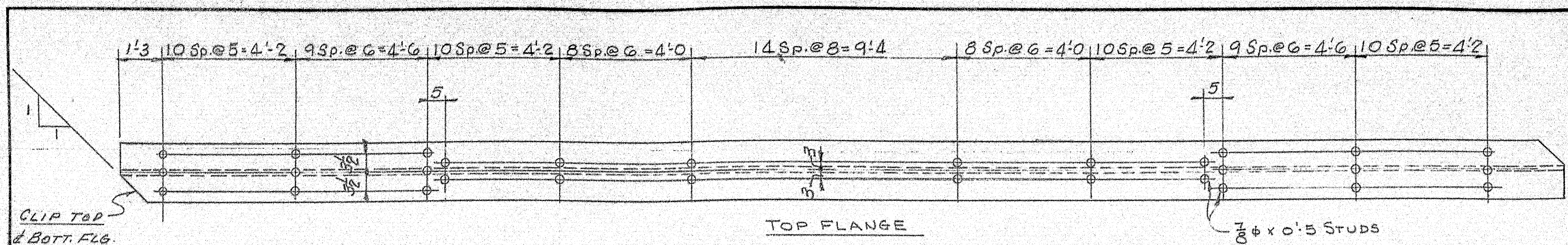
BILL OF MATERIAL ON DWG. S11
PAINT PER STATE OF MAINE
SPECS & AS NOTED.

APPROVED 5-4-64

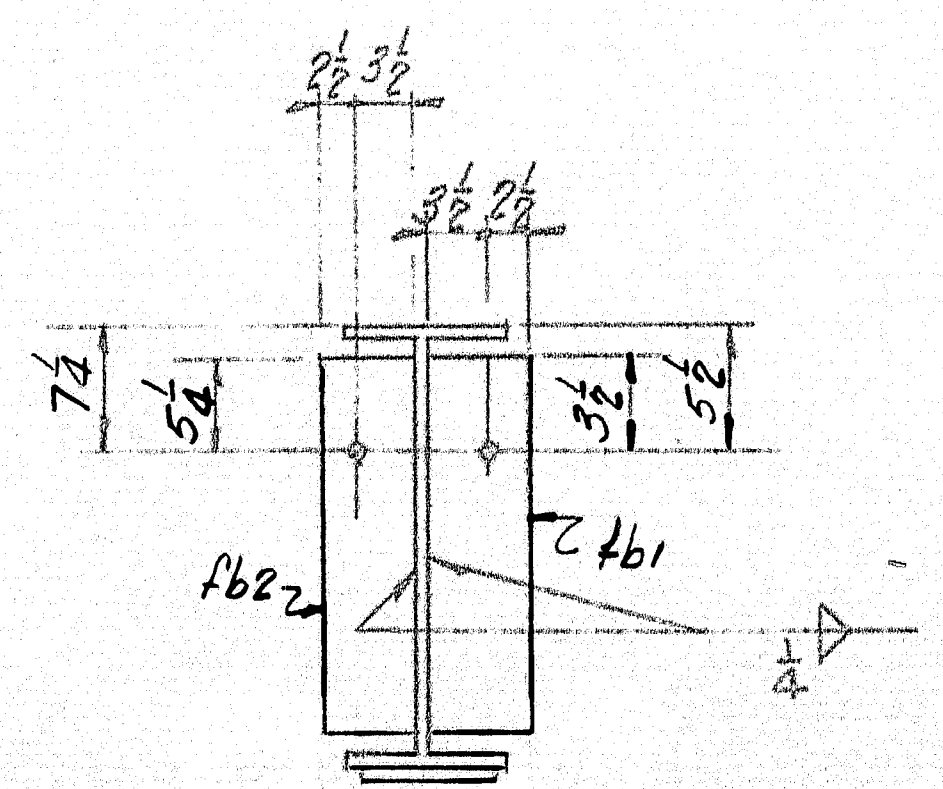
STRINGER DETAIL	
Bancroft & Martin Inc. South Portland 7, Maine	
PLEASANT STREET BRIDGE NORWAY, MAINE	
CUSTOMER CALLAHAN BROTHERS DESIGNER MAINE S.H.C. BRIDGE DIV.	
ORDER NO. VERBAL	DWG. NO. 64-71-S5

DRAWN	12264 R.M.
REVISION	
REVISION	

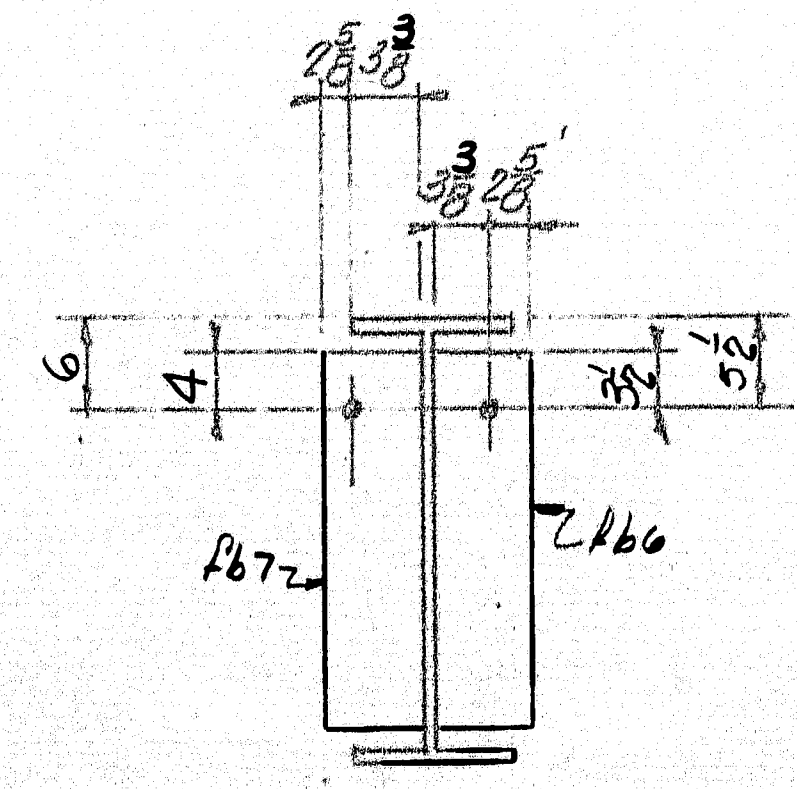




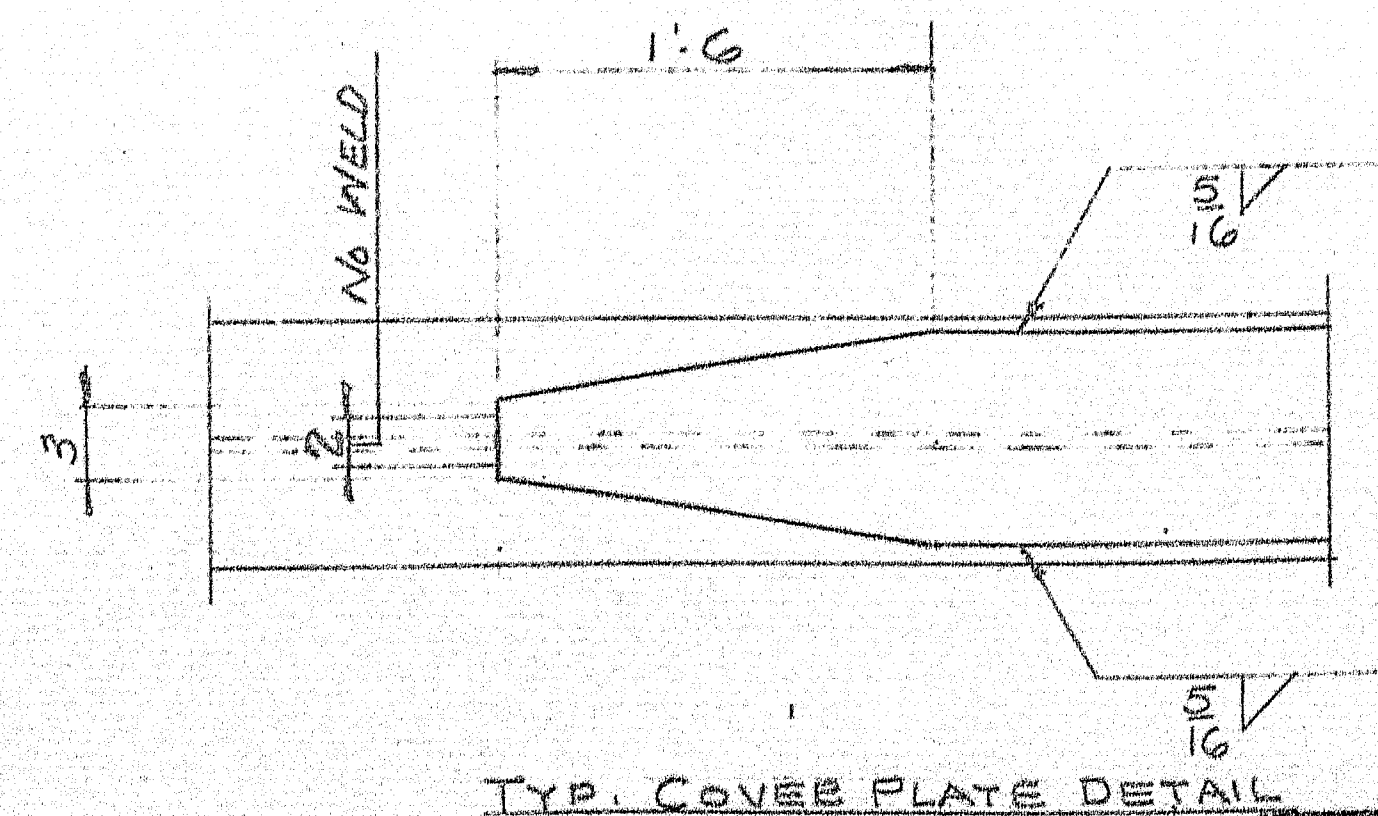
SECTION 1-1



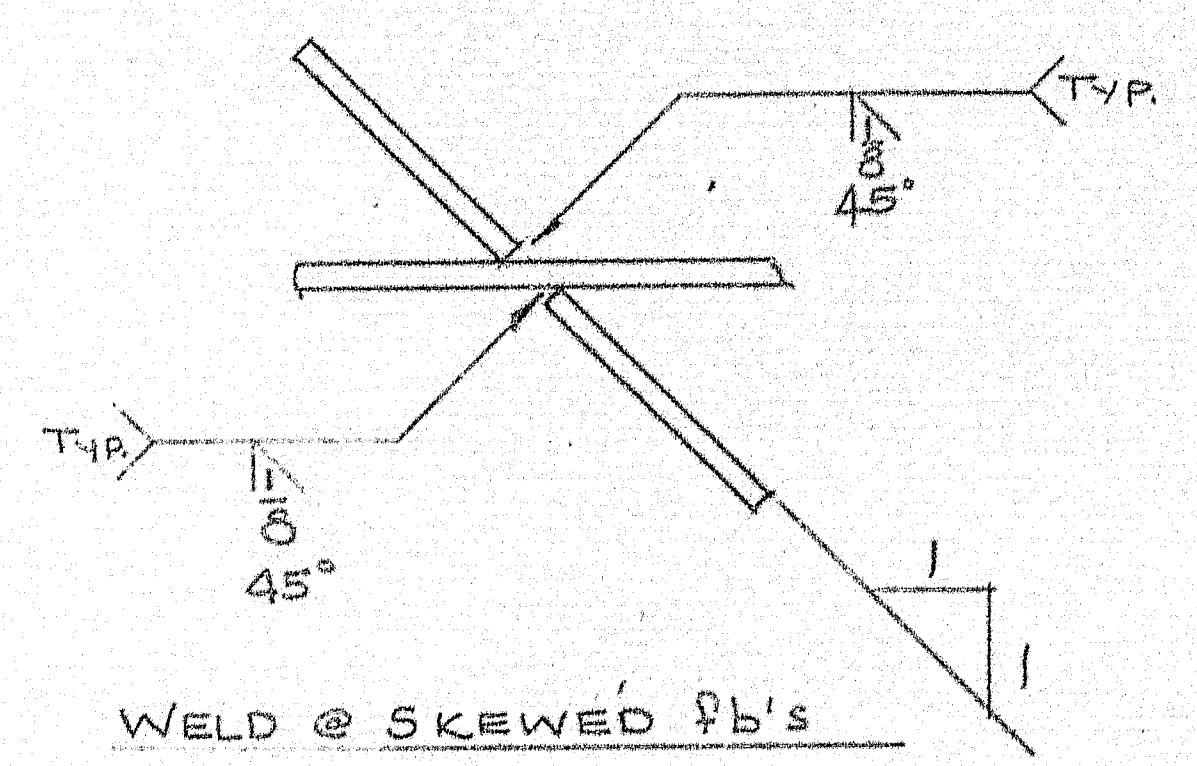
SECTION 2-2



SECTION 3-3



TYP. COVER PLATE DETAIL



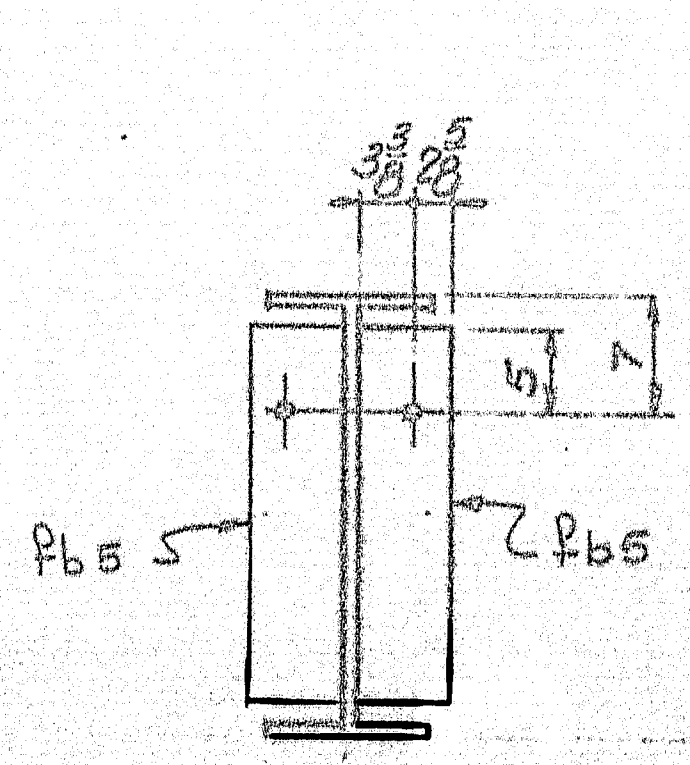
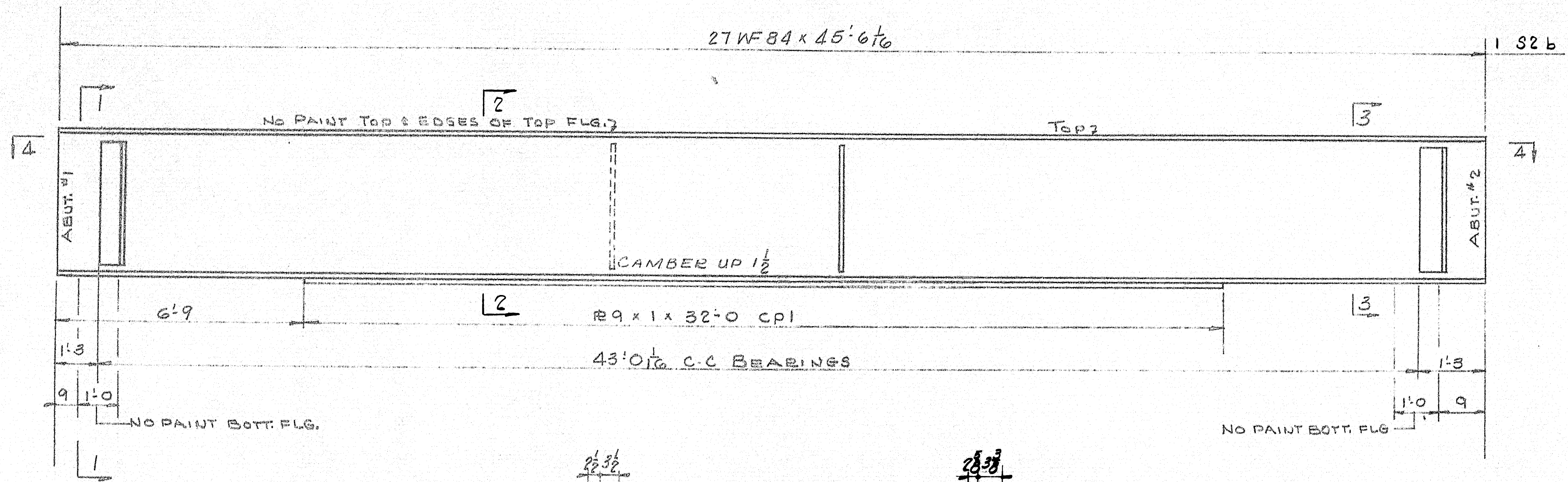
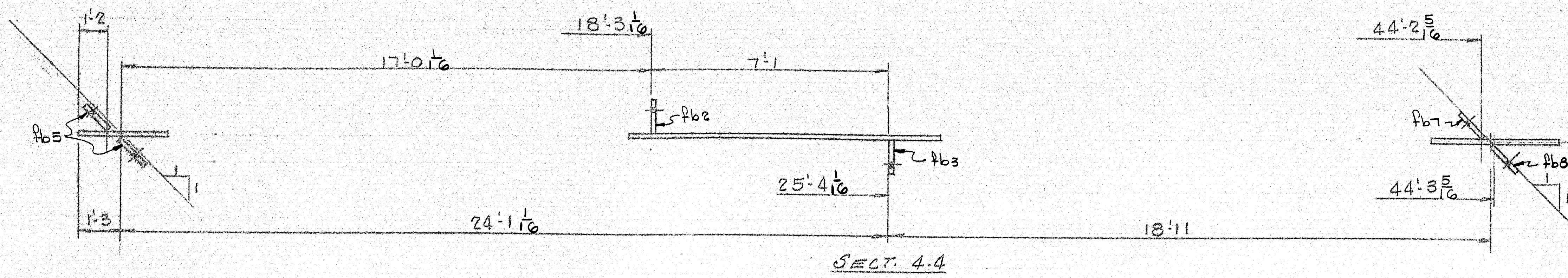
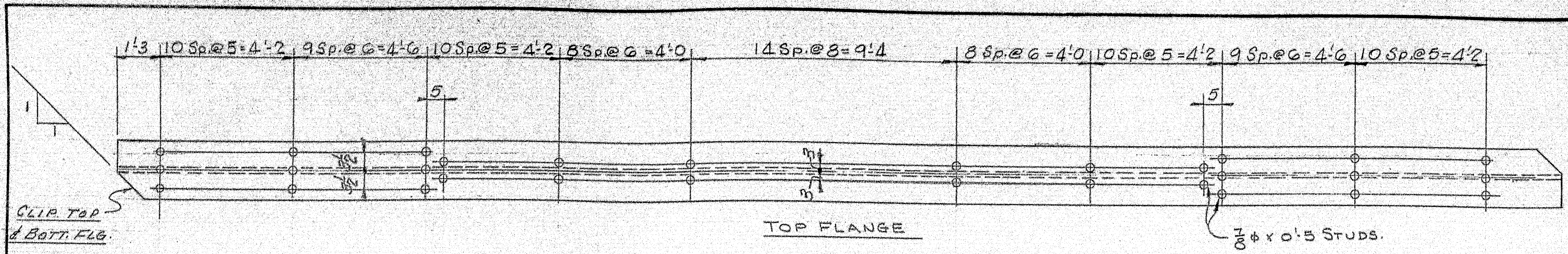
WELD @ SKEWED FB'S

BILL OF MATERIAL ON DWG. S11.
PAINT PER STATE OF MAINE
SPECS & AS NOTED.

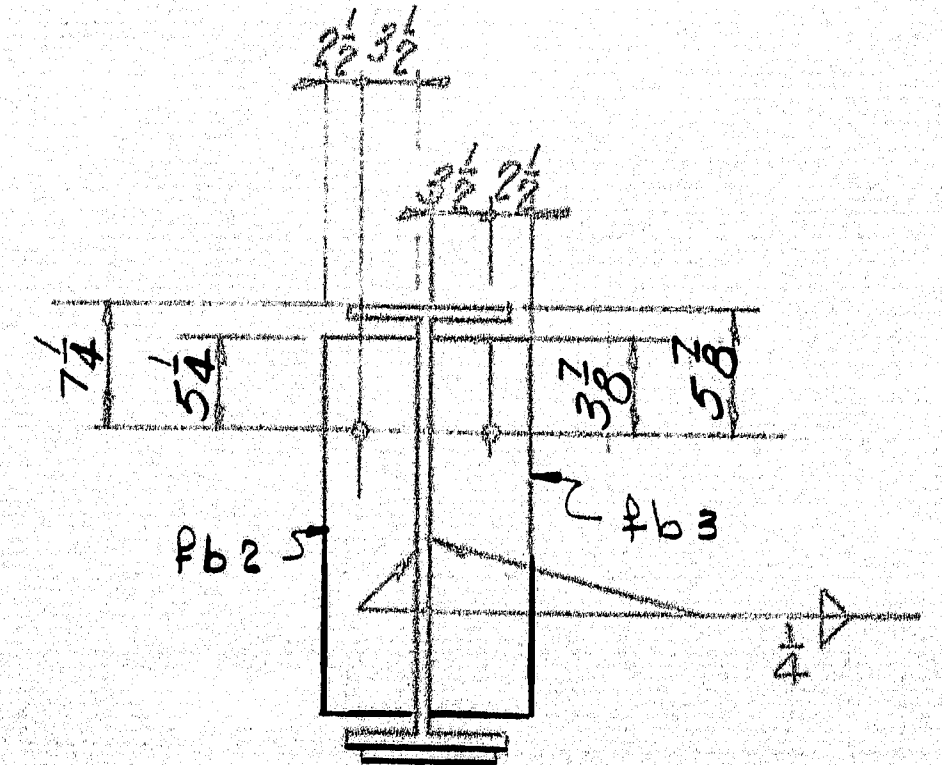
STRINGER DETAIL	
Bancroft & Martin Inc. South Portland, Maine	
PLEASANT STREET BRIDGE NEWBURY, MAINE	
CUSTOMER CALLAHAN BROTHERS DESIGNER MAINE S.H.C. BRIDGE DIV.	
ORDER NO. VERBAL	DWG. NO. 4-71-S6

APPROVED 5-4-64

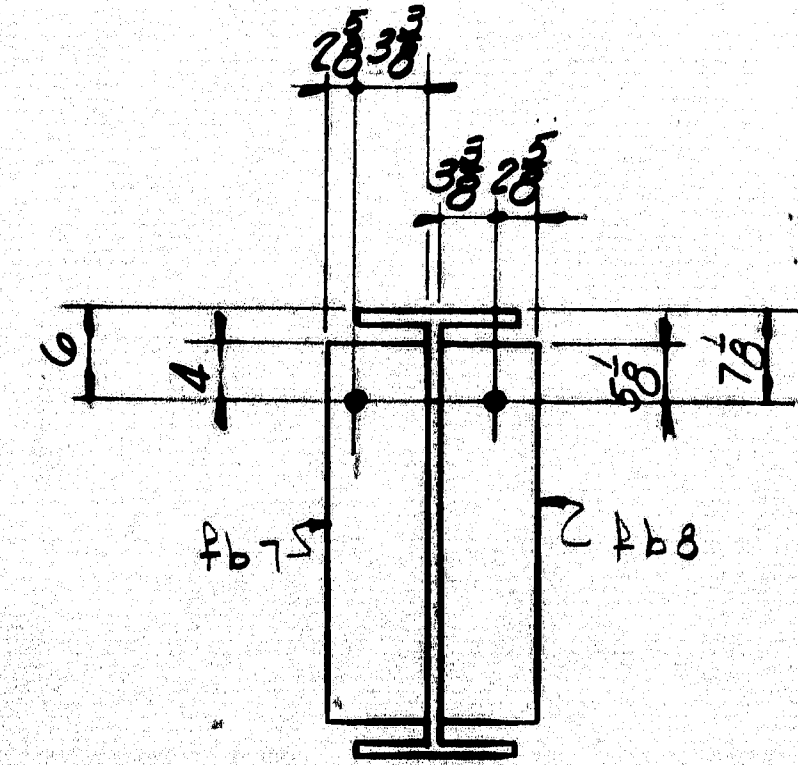
W66



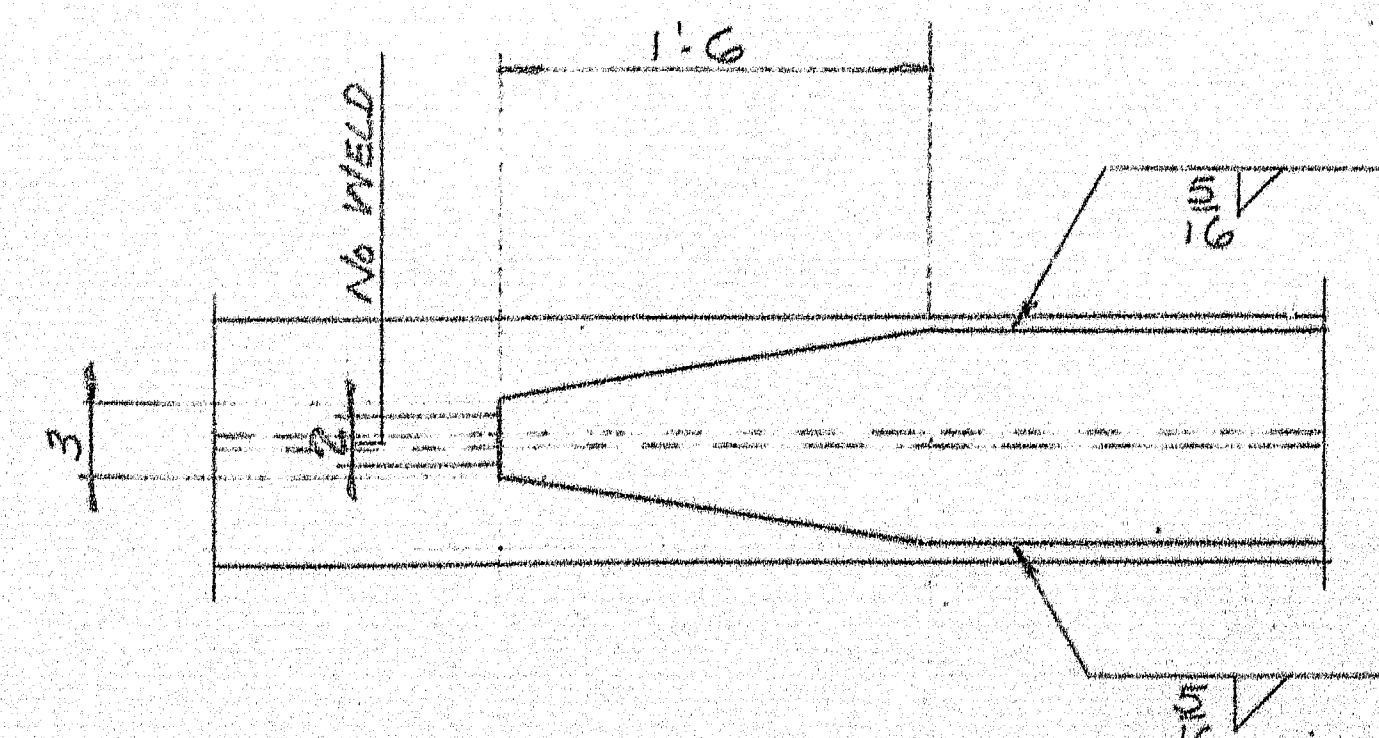
SECTION 1-1



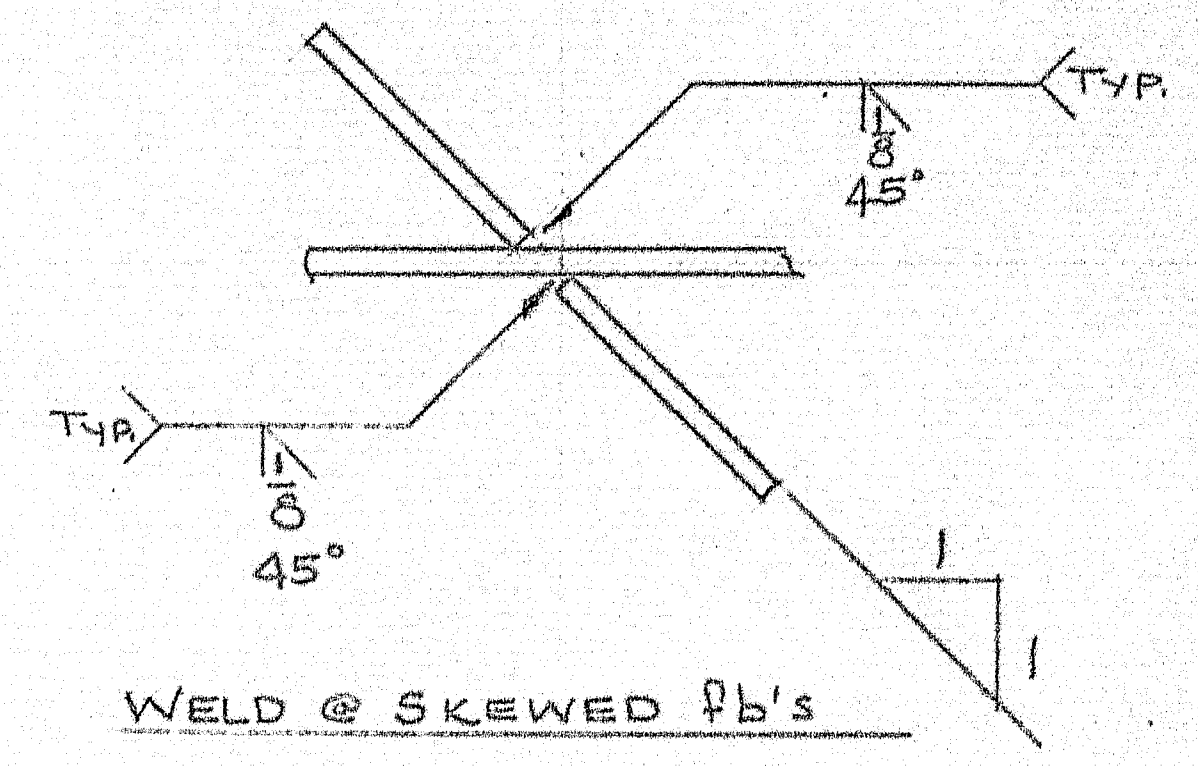
SECTION 2-2



SECTION 3-3



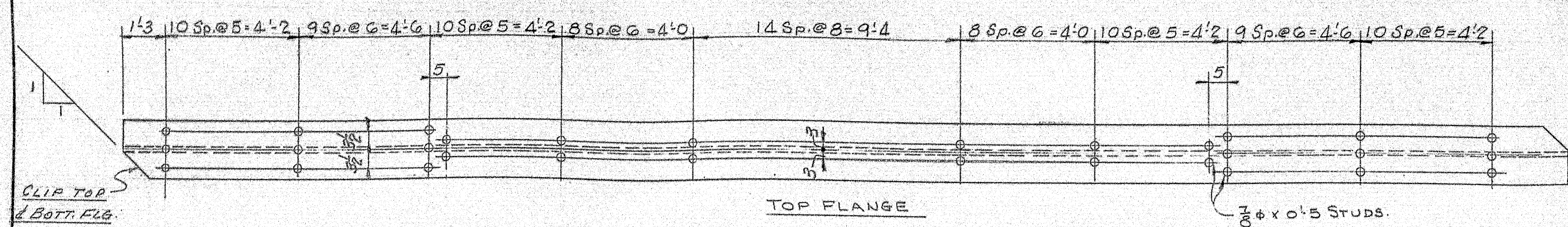
TYP. COVER PLATE DETAIL



WELD @ SKEWED Pb's

BILL OF MATERIAL ON DWG. 511
PAINT PER STATE OF MAINE
SPECS & AS NOTED.

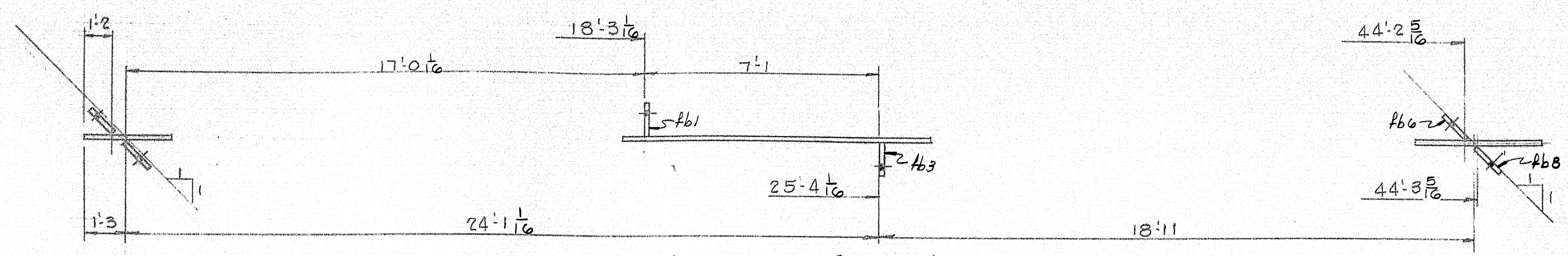
APPROVED 5.4.64	STRINGER DETAIL	
	Bancroft & Martin Inc. South Portland 7, Maine	
	PLEASANT STREET BRIDGE NEWAY, MAINE	
	CUSTOMER	CALLAHAN BROTHERS
	DESIGNER	MAINE S.H.C. BRIDGE DIV.
	ORDER NO.	VERBAL
	DWG. NO.	64-71-57



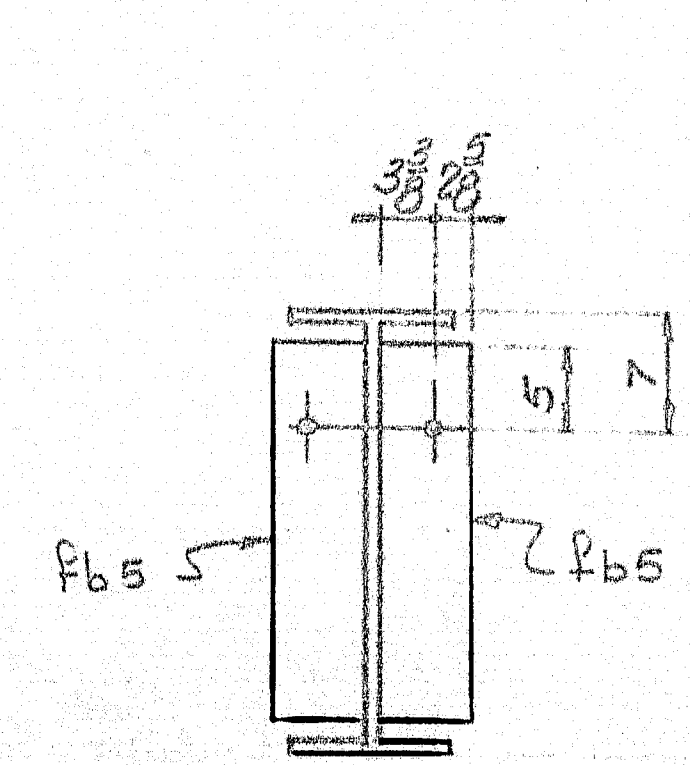
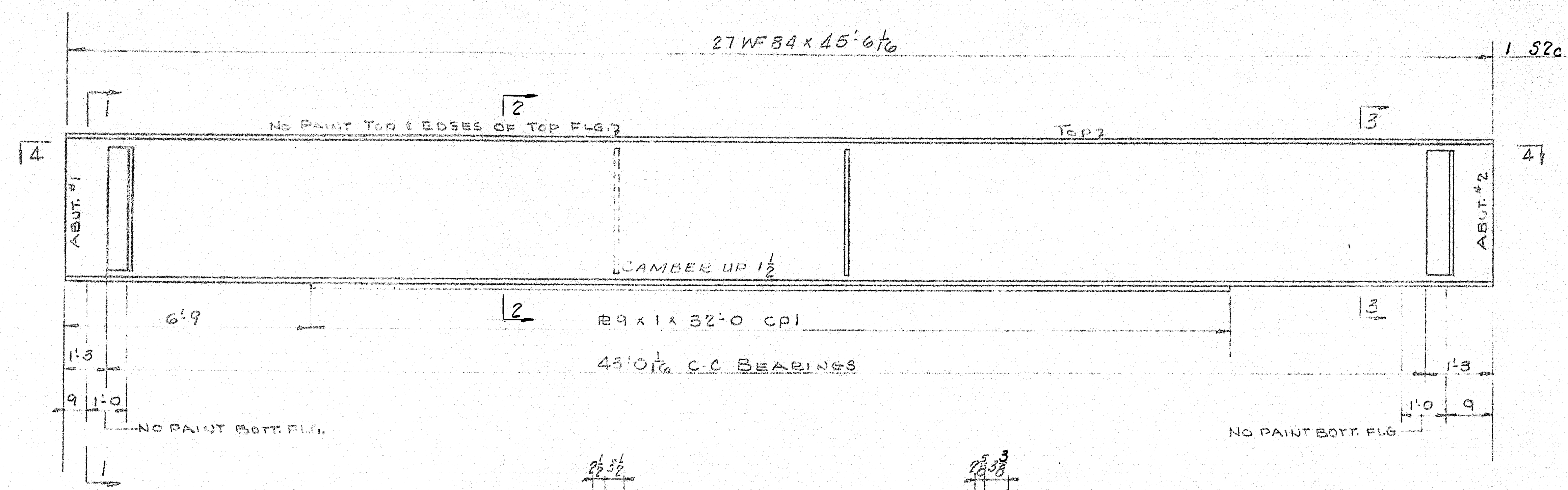
CLIP TOP
& BOTT. FLG.

TOP FLANGE

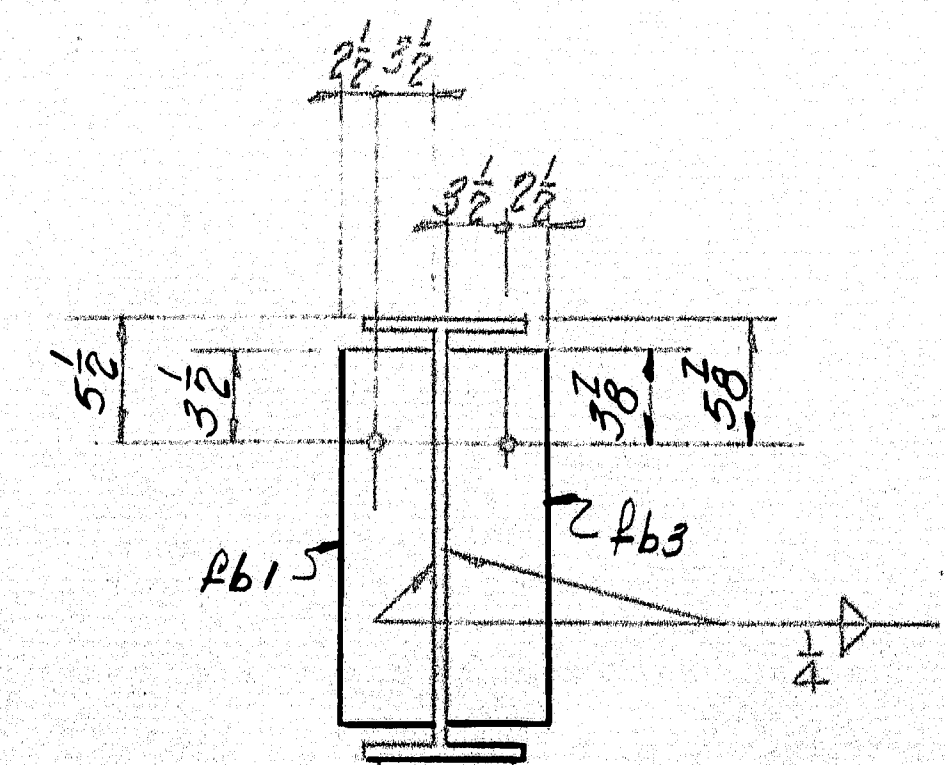
3/8 x 0.5 STUDS.



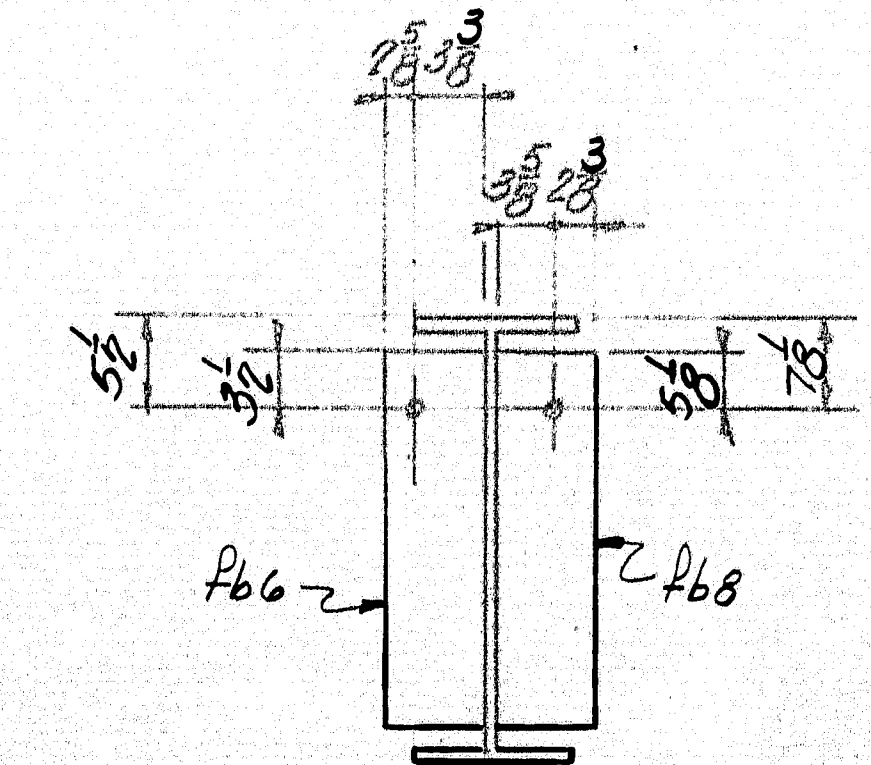
SECT. 4-4



SECT. 1-1

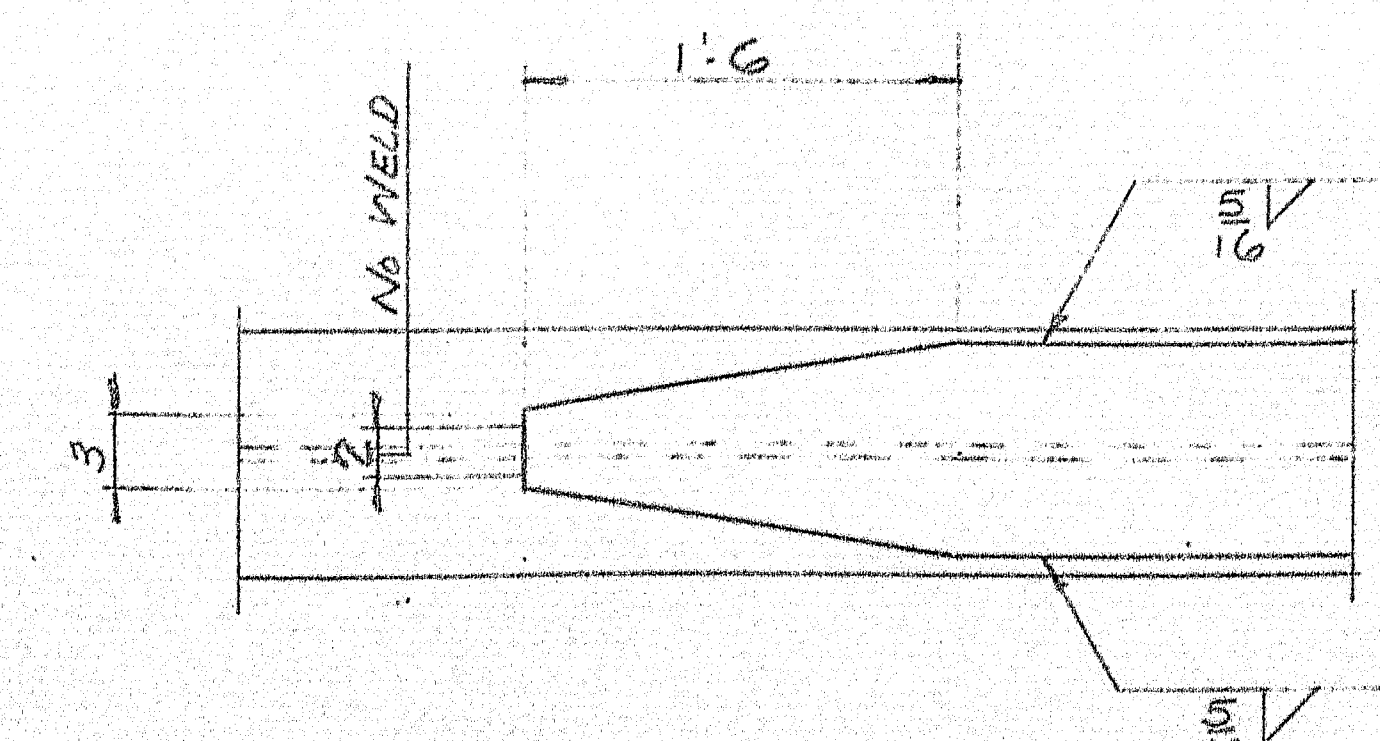


SECT. 2-2

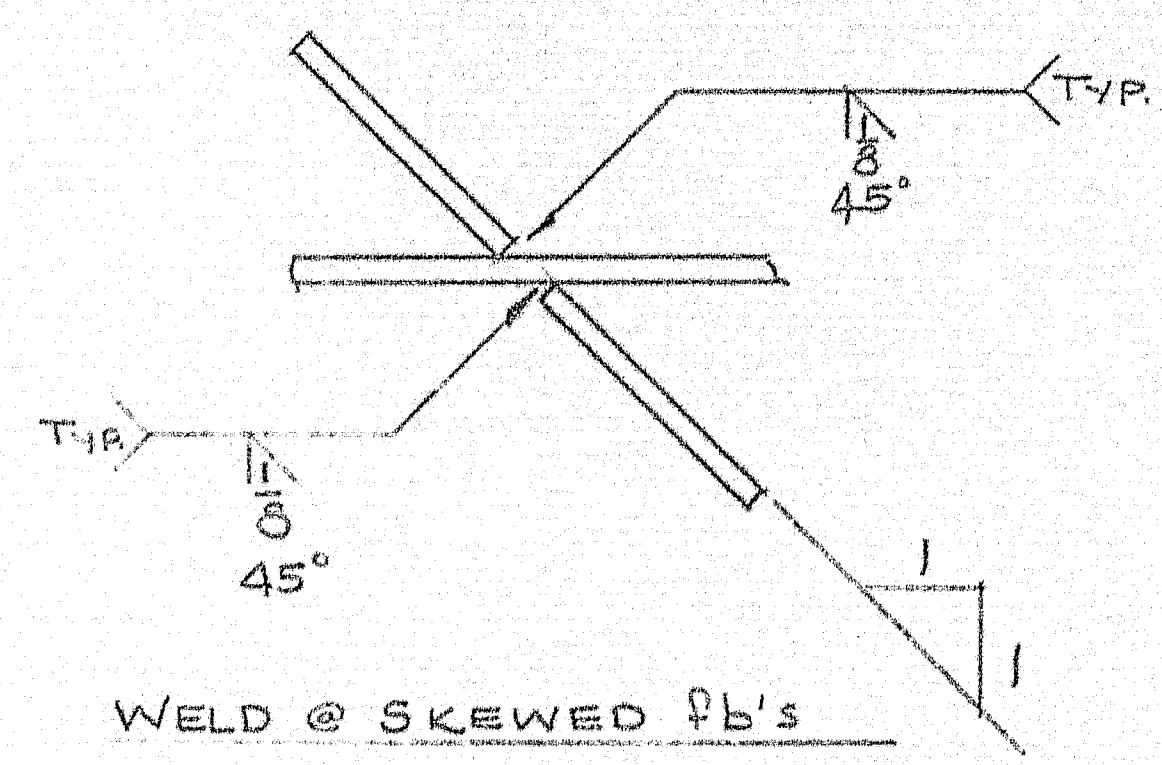


SECT. 3-3

NOTE: 13/16" HOLES & NO PAINT ON P6'S.



TYP. COVER PLATE DETAIL



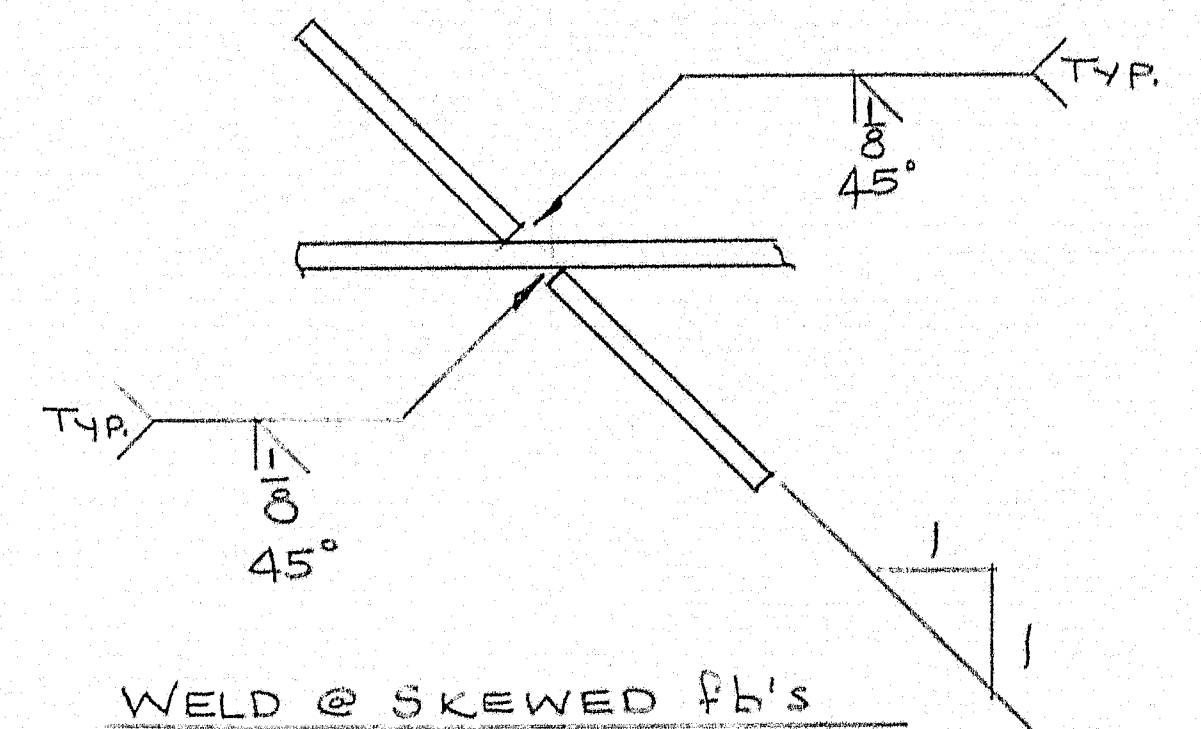
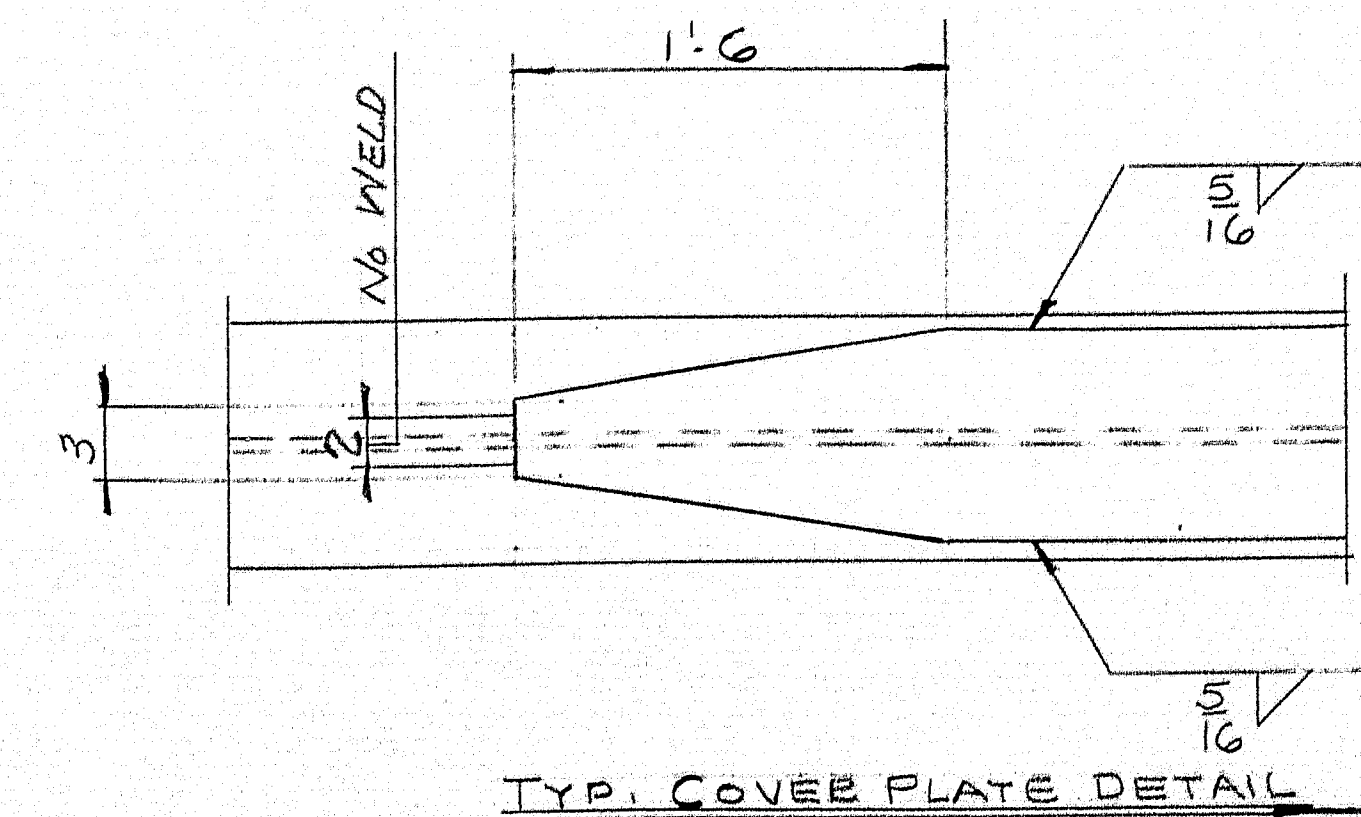
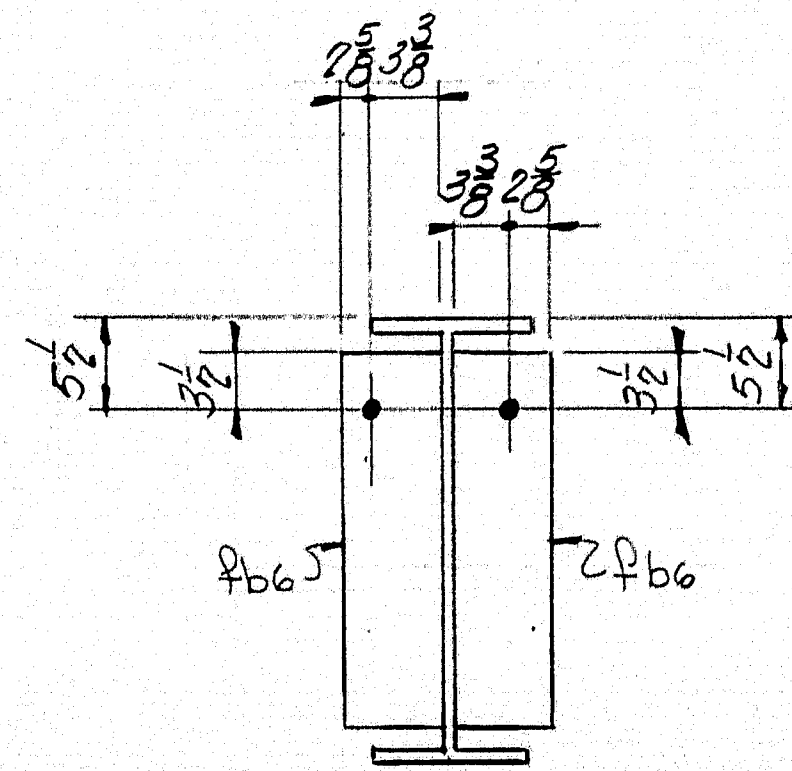
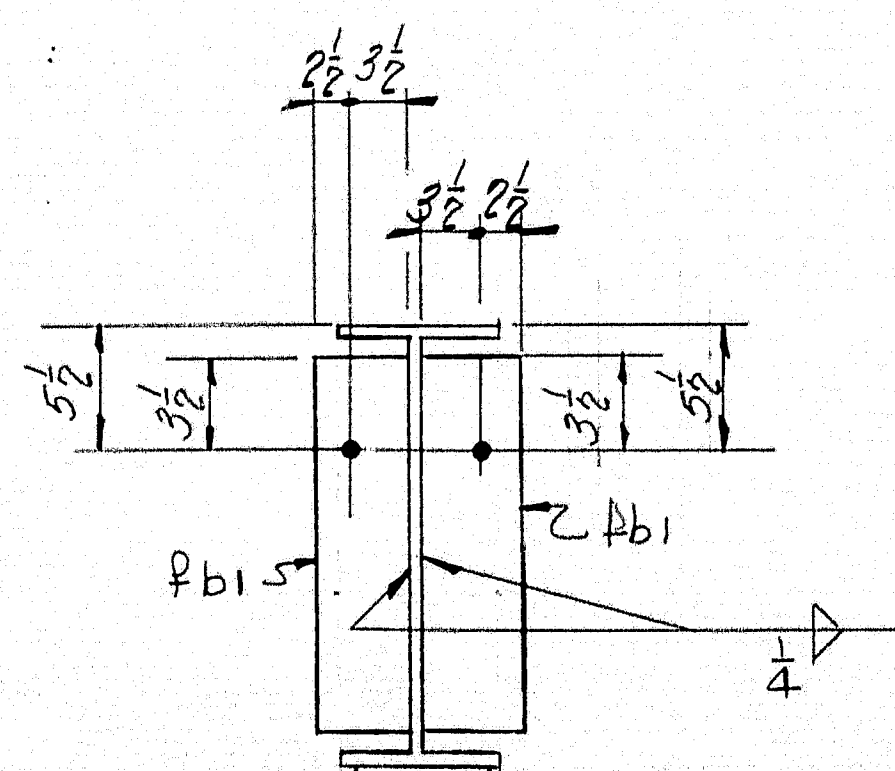
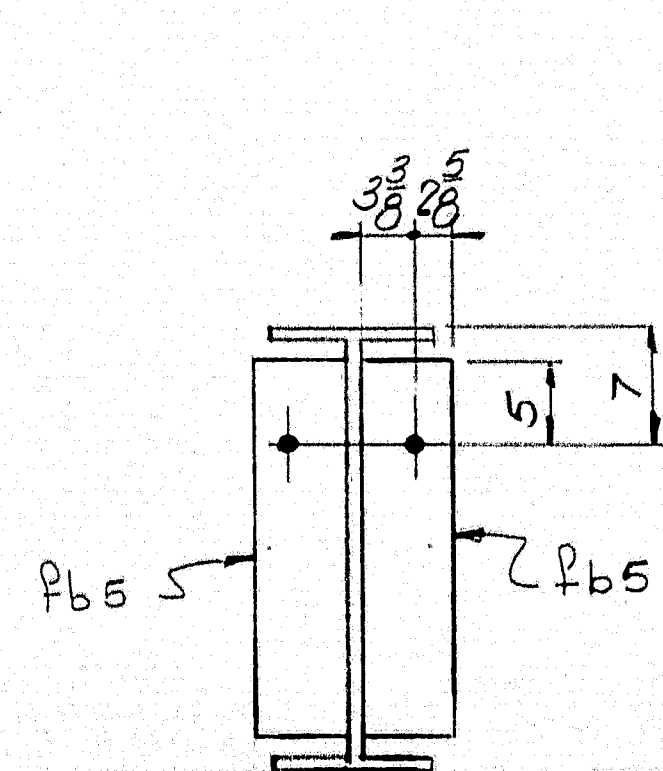
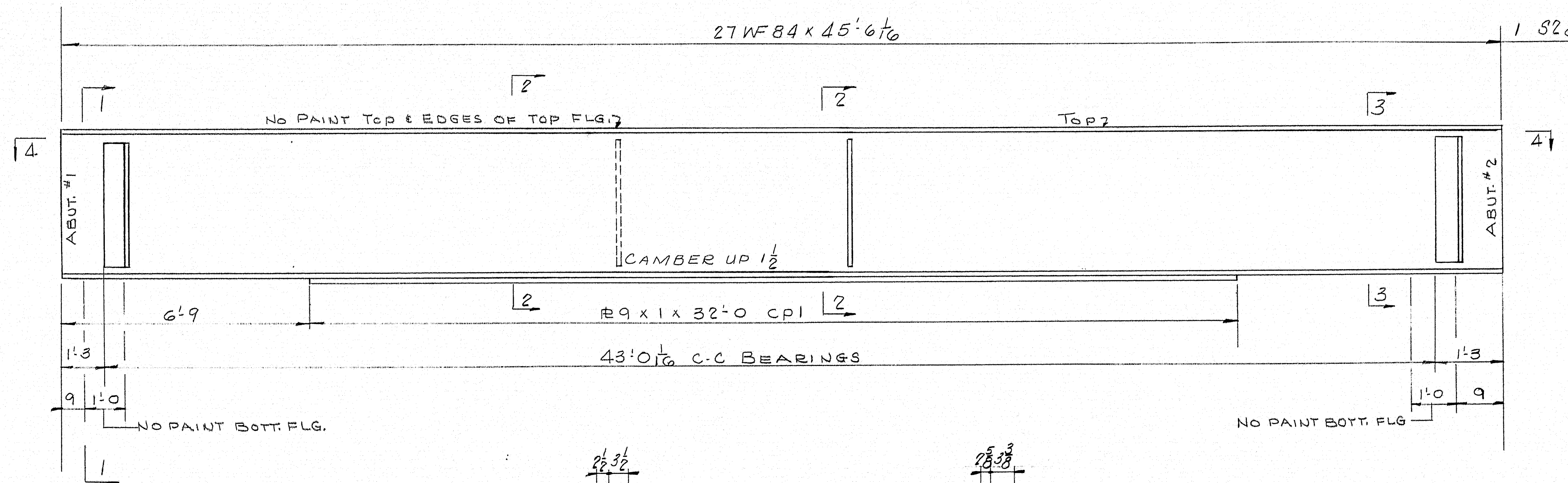
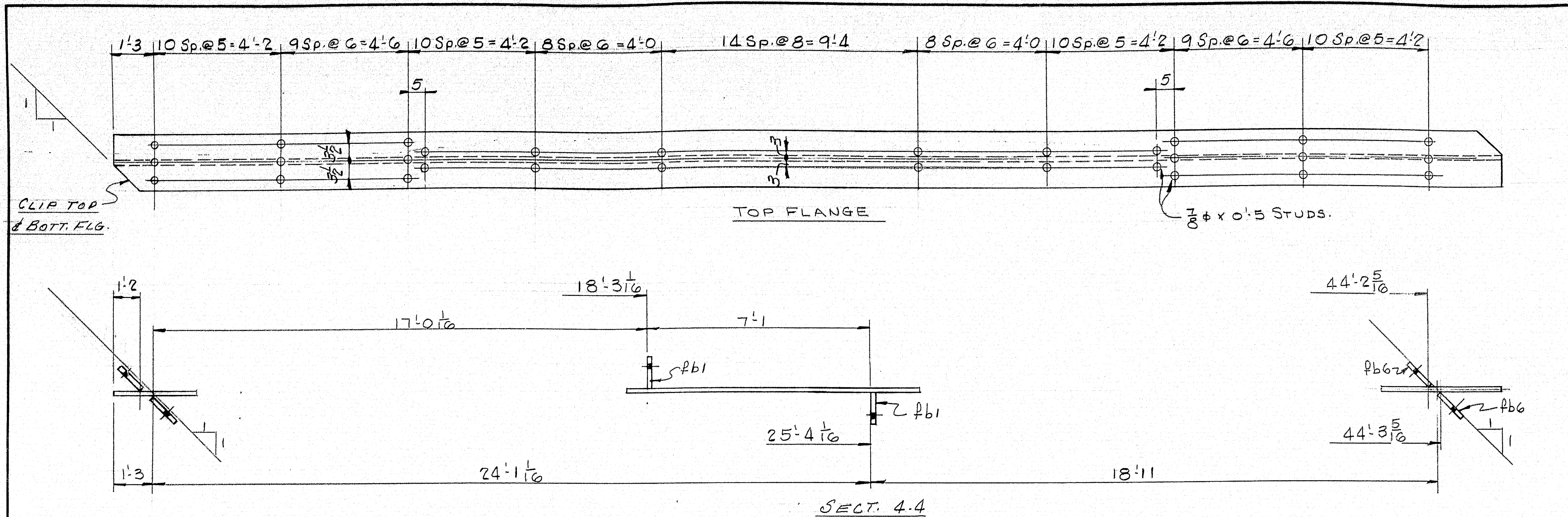
WELD @ SKEWED P6'S

BILL OF MATERIAL ON DWG. S11
PAINT PER STATE OF MAINE
SPECS & AS NOTED.

STRENGER DETAIL	
Bancroft & Martin Inc. South Portland, Maine	
PLEASANT STREET BRIDGE NOBWAY, MAINE	
CUSTOMER	CALLAHAN BROTHERS
DESIGNER	MAINE S.H.C. BRIDGE DIV.
ORDER NO.	VERBAL
DWG. NO.	64-71-58

APPROVED 5-4-64

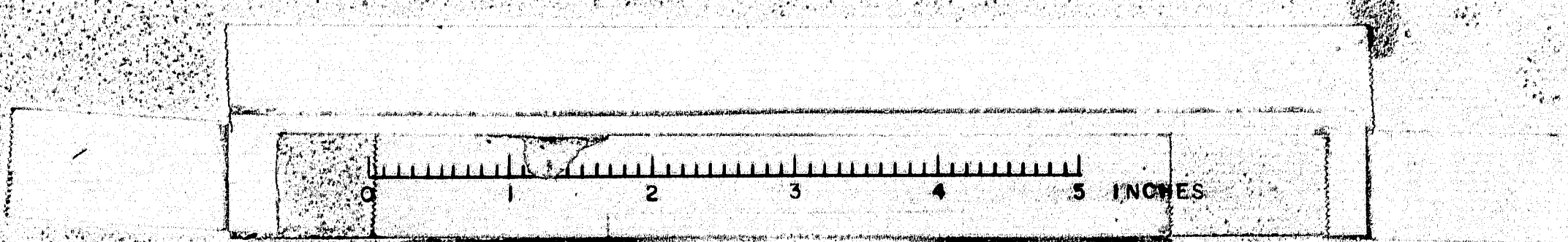
DRAWN	129-64 RGM
REVISION	
REVISION	
REVISION	

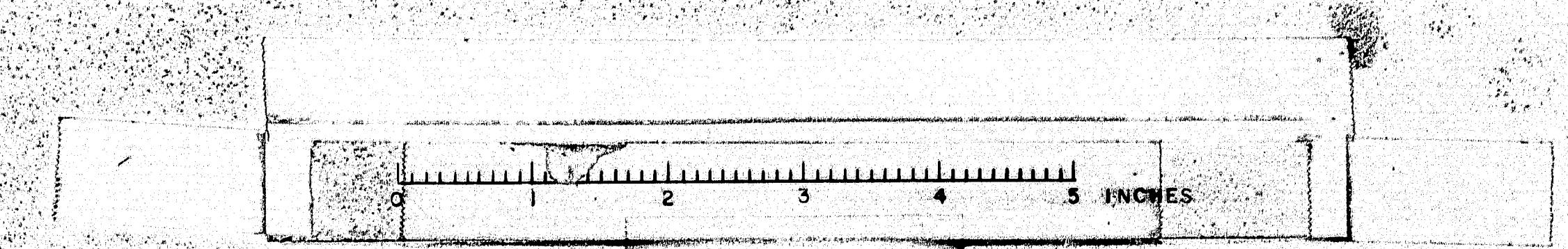


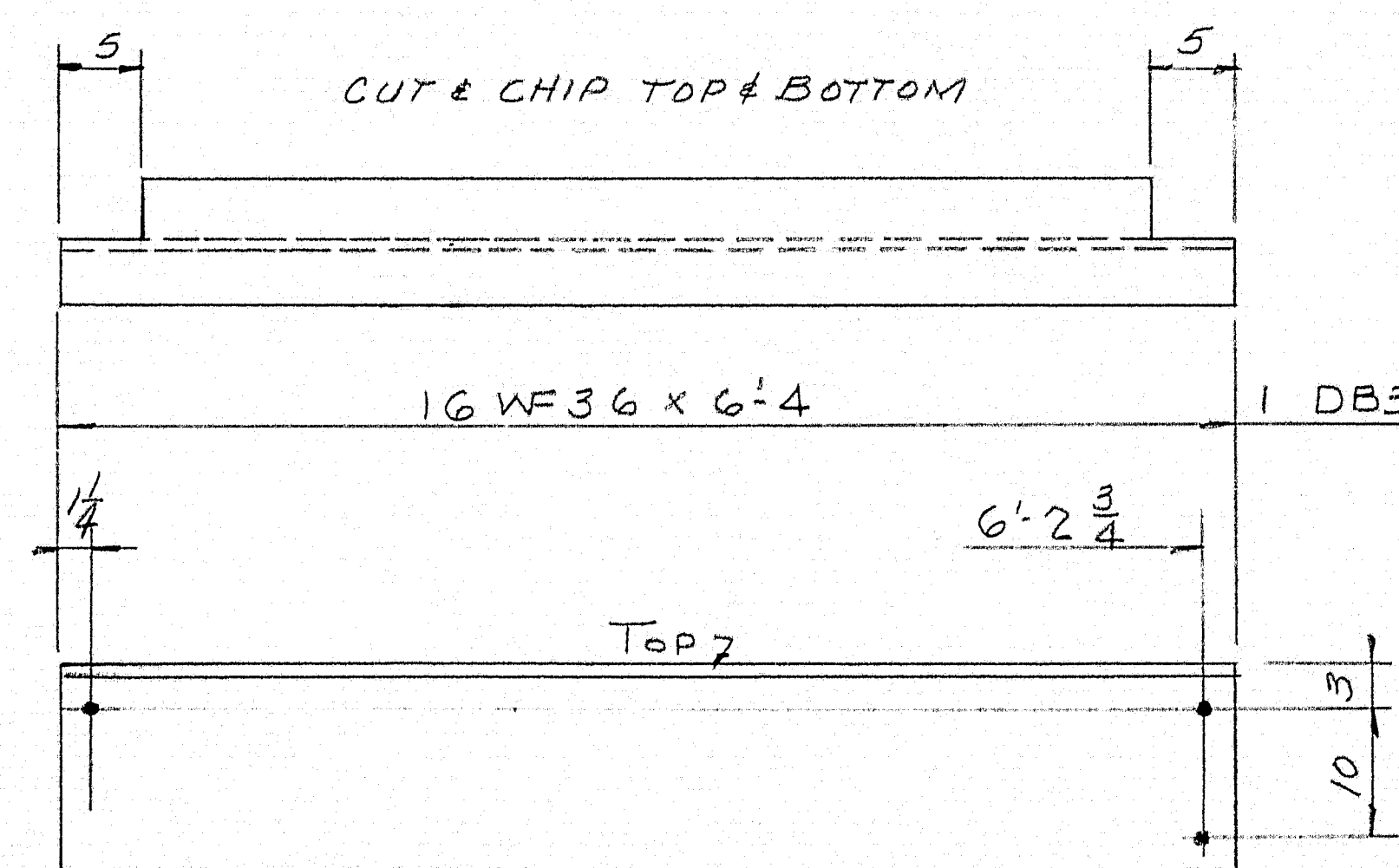
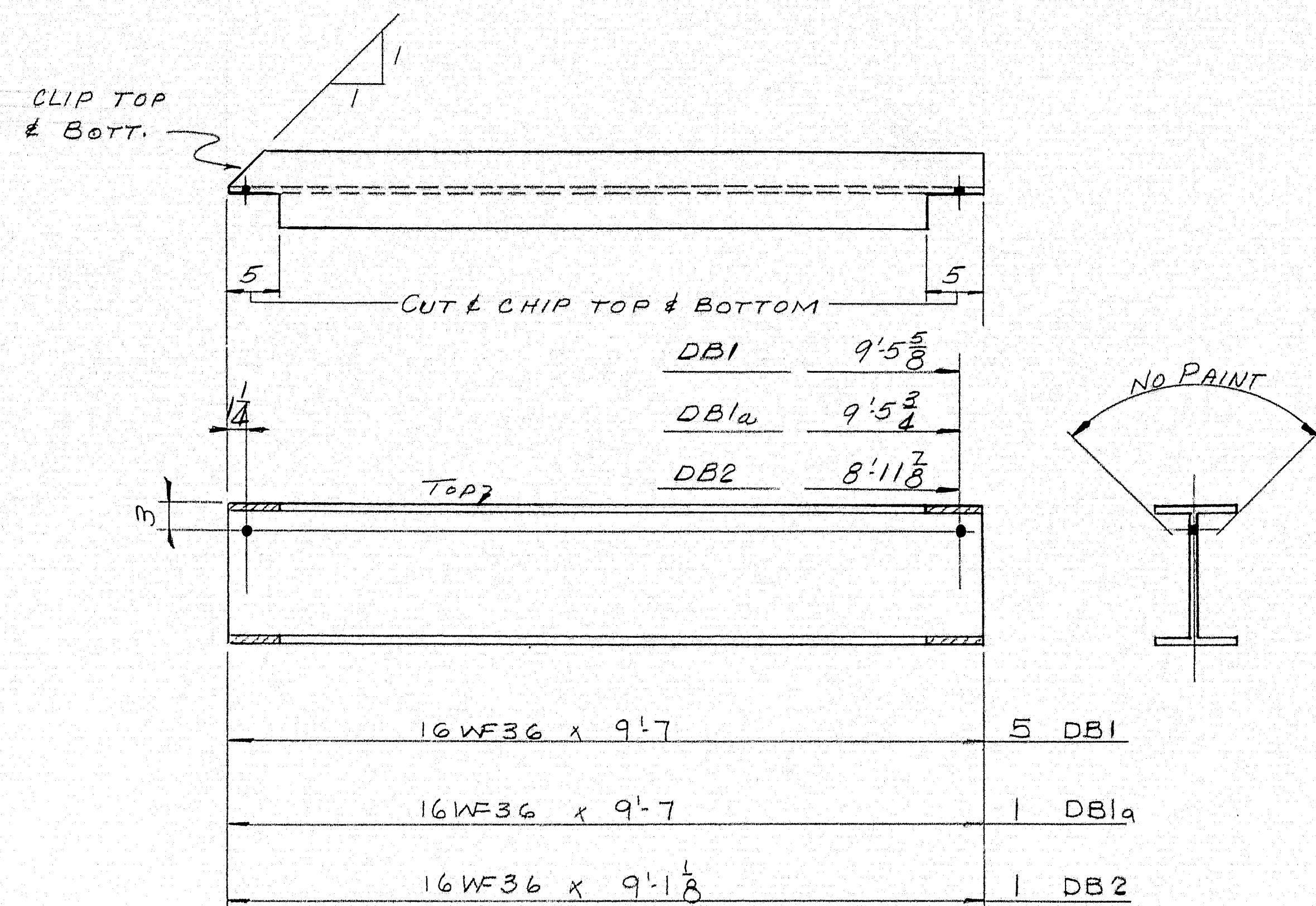
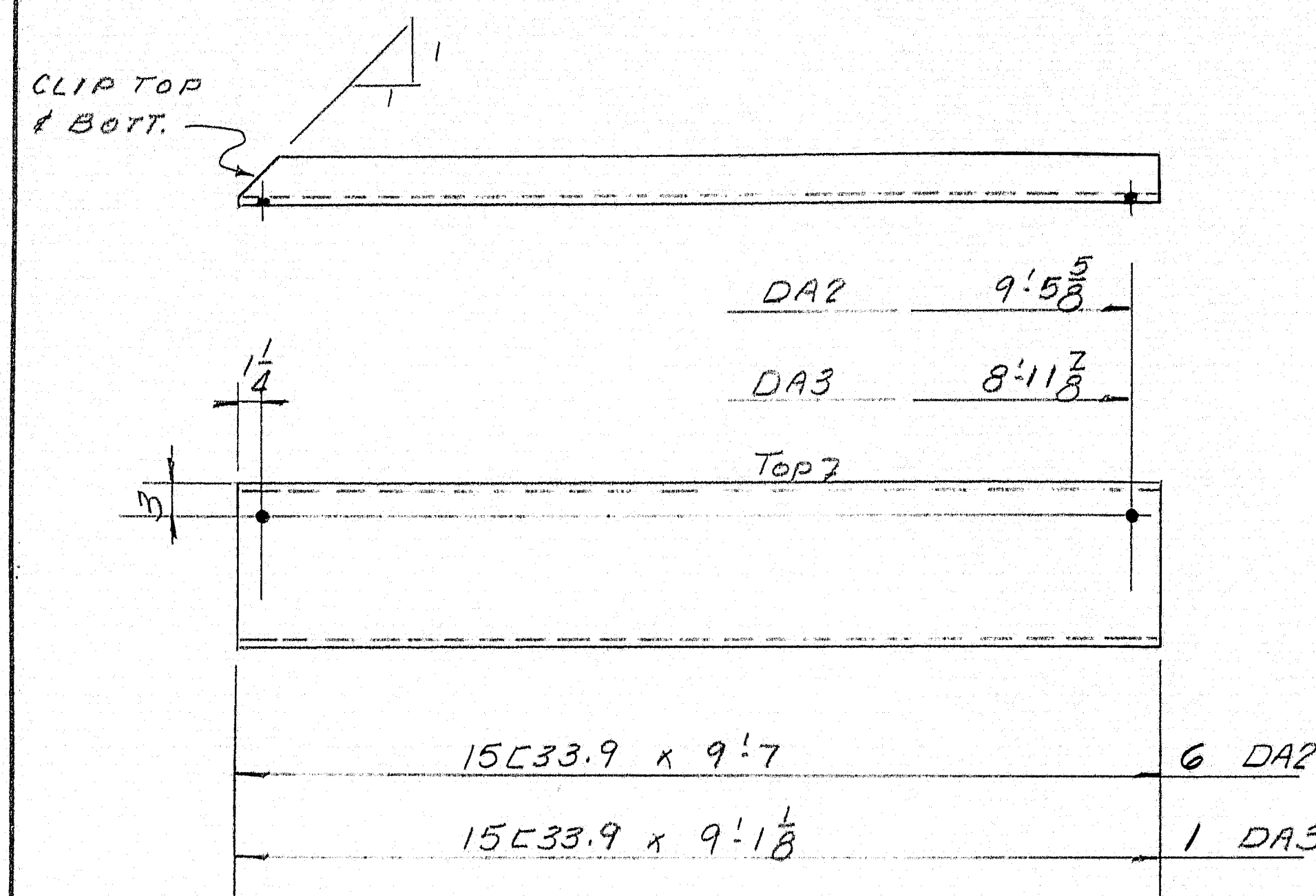
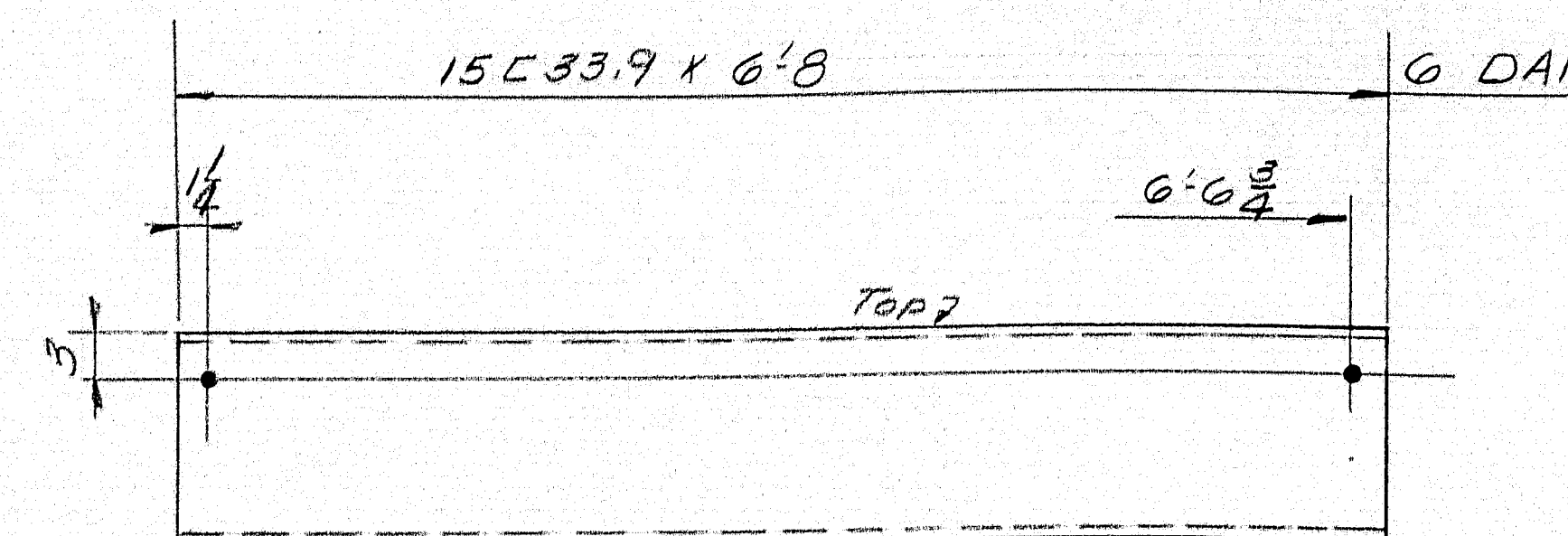
BILL OF MATERIAL ON DWG. S11
PAINT PER STATE OF MAINE
SPECS & AS NOTED.

APPROVED 5-4-64	STRINGER DETAIL	
	Pancroft & Martin Inc.	
	South Portland 7, Maine	
	PLEASANT STREET BRIDGE	
WKS	NOEWAY, MAINE	
	CUSTOMER CALLAHAN BROTHERS	
	DESIGNER MAINE S.H.C. BRIDGE DIV.	
	ORDER NO. VERBAL DWG. NO. 64-71-S10	

NOTE: 1 3/16" HOLES & NO PAINT ON Pb's.







NOTE: NO PAINT WITHIN 5" EA. END ALL DIAPHRAGMS.

[illegible]

SHOP CONNECTIONS:
FIELD CONNECTIONS: BOLTED & WELDED
HOLES: 13
16
PAINT: PER STATE OF MAINE SPECS.
AND AS NOTED.

Approved E-164

DIAPHRAGM DETAILS

Bancroft & Martin Inc.
South Portland 7, Maine

PLEASANT STREET BRIDGE
NORWAY, MAINE

CUSTOMER CALLAHAN BROTHERS
DESIGNER MAINE S.H.C. BRIDGEDIV

ORDER NO. <u>VERBAL</u>	DWG. NO. <u>64-71-S12</u>
-------------------------	---------------------------

88 *N* 120 *N*