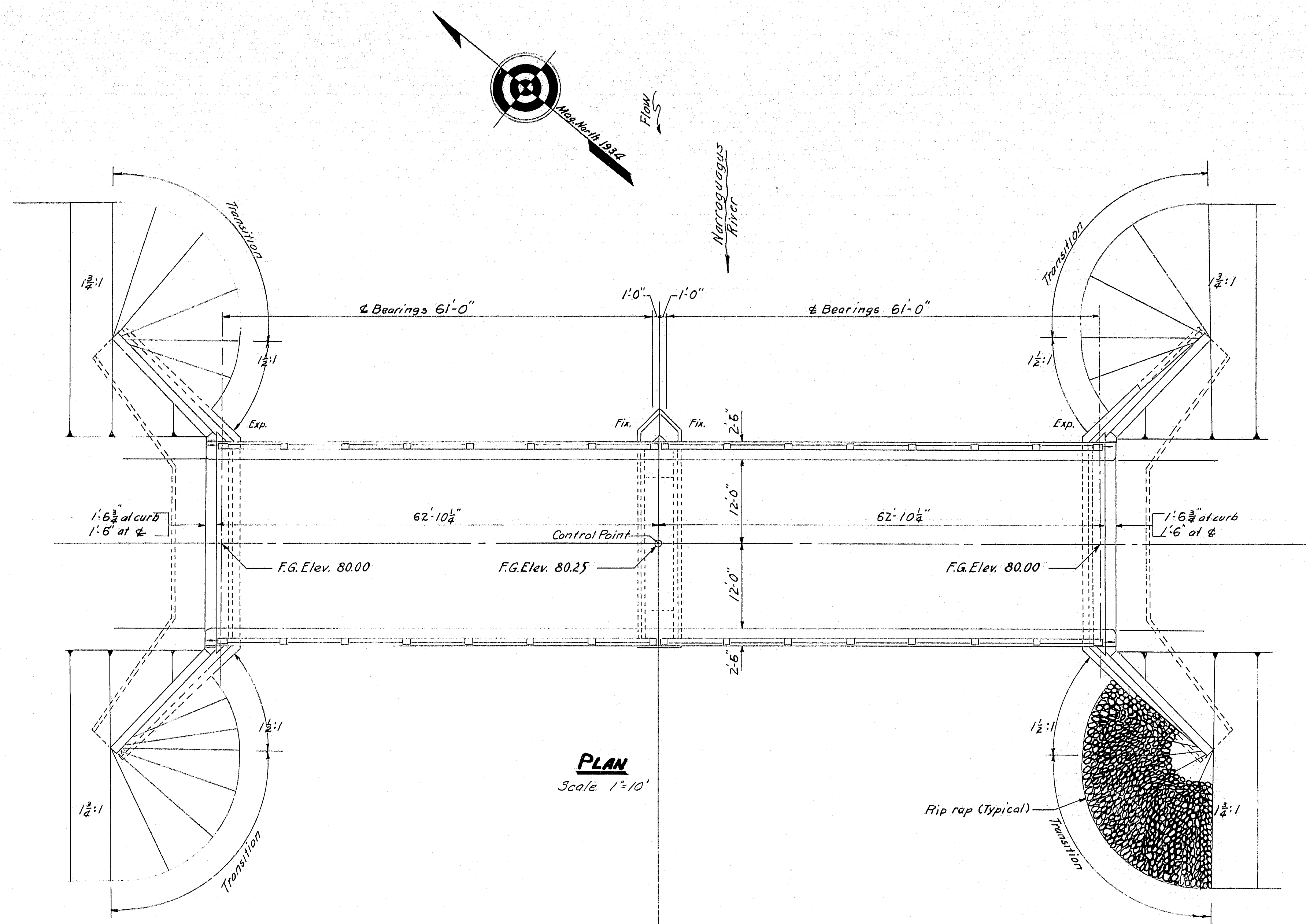
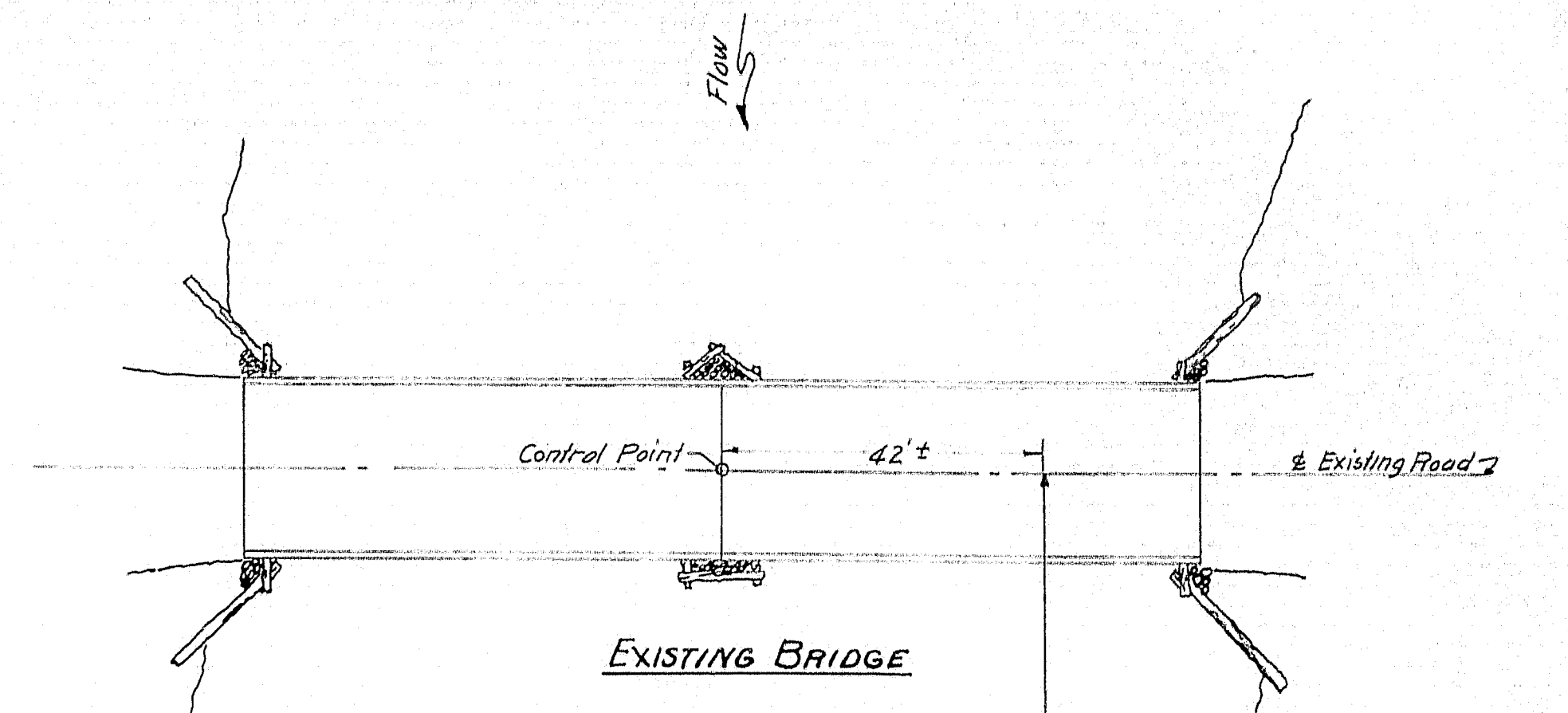


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			

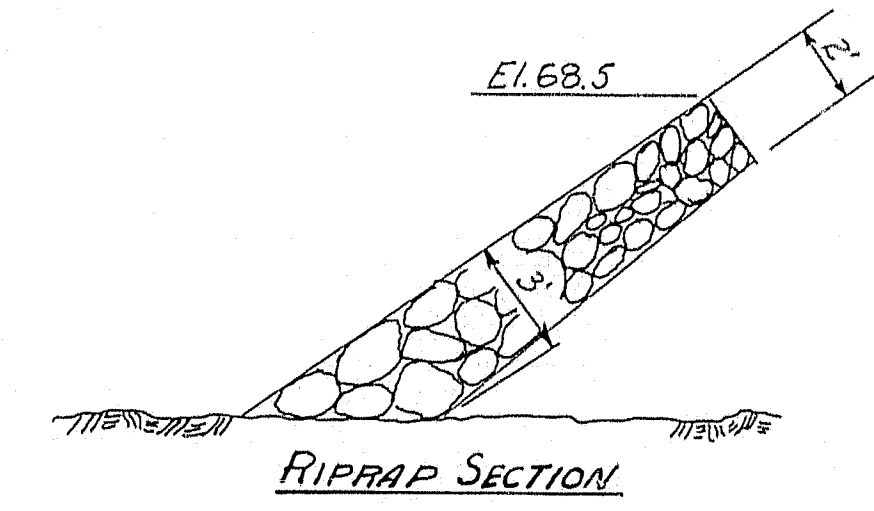


**PLAN**  
Scale 1"=10'



Control Point is the  $\pm$  between existing spans on  $\pm$  of existing road.  
Location, Alignment & Grade of new structure to be approximately the same as for existing.  
However, Vertical & Horizontal adjustments may be made to suit field conditions.

BM "B" Elev. 70.70  
High point in chiseled square - Top of boulder



**RIPRAP SECTION**

**MISCELLANEOUS NOTES**

There is a single wire, Maine Forest Service telephone line located upstream from bridge.

The top two feet (2') of backfill shall be gravel base.

Connecting the anchorages for Type A guardrail which are to be installed in the end posts of the concrete rail with the existing cable guardrail is not a part of this contract

**LOADING H20-44**

**DESIGN SPECIFICATIONS**

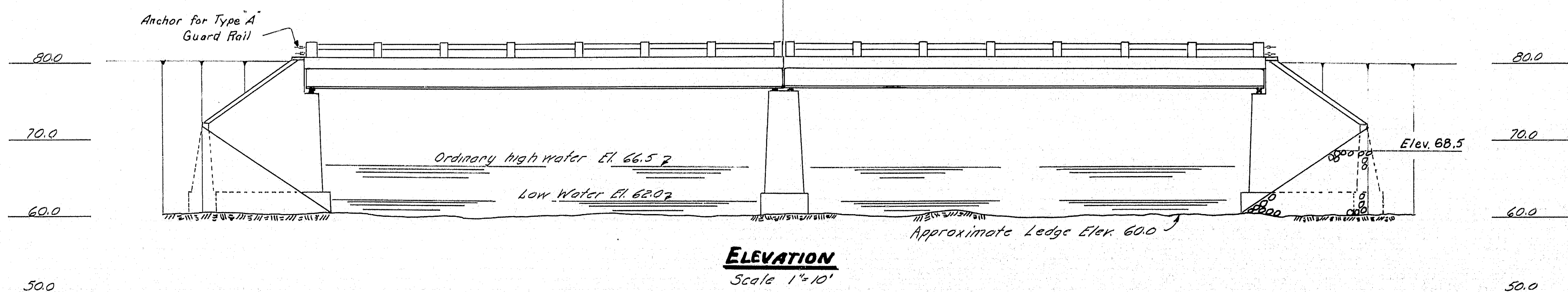
A.A.S.H.O. STANDARD SPECIFICATIONS FOR  
HIGHWAY BRIDGES 1957  
fs = 18000 p.s.i. fc = 1200 p.s.i. n = 10

**CONTRACT SPECIFICATIONS**

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

**CONCRETE CLASSIFICATION**

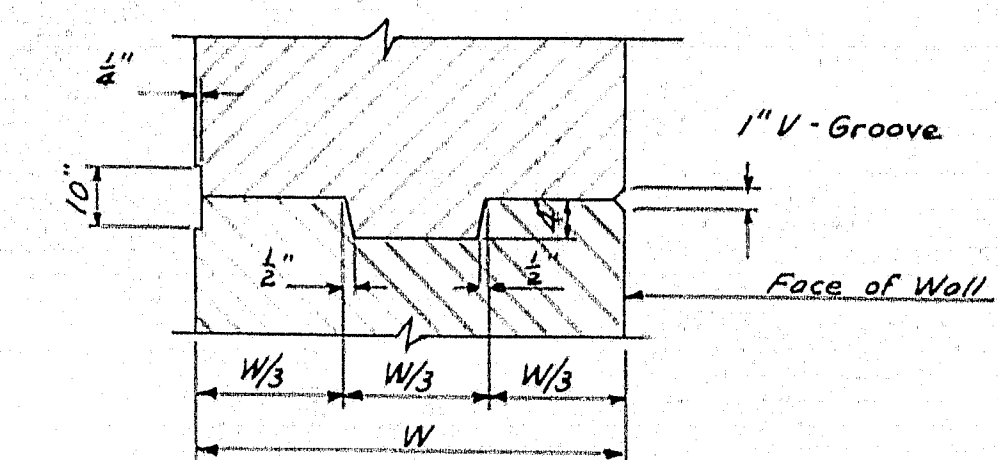
SUPERSTRUCTURE & ABUTMENT BACKWALLS-- CLASS A  
ABUTMENTS & PIER (except as noted)----- CLASS B  
RAIL POSTS & RAIL BARS----- CLASS Y



**ELEVATION**  
Scale 1"=10'

DESIGN - R. Peary TRACE - A. Allen CHECK - F. H. Barnes	BRIDGE NO. - 3152 SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION <b>DEBLOIS BRIDGE</b> OVER <b>NARRAGUAGUS RIVER</b> IN THE TOWN OF <b>DEBLOIS</b> <b>WASHINGTON COUNTY</b> GENERAL PLAN	
SHEET 1 OF 5 AUGUSTA, MAINE JAN. 1960	





CONSTRUCTION JOINT DETAIL

Cover Construction Joint on the back side with 2 layers of heavy roofing 10' wide. Coat the surface of the concrete and the contact surfaces of the roofing with a suitable grade of roofing cement. The area to be covered with roofing is to be recessed  $\frac{1}{4}$ ". All exposed edges of concrete to be chamfered  $\frac{1}{4}$ ". Coat Vertical Construction Joints near center of abuts. with asphalt paint to prevent bond.

Notes:

Place H bars at intersection of wing and back wall 6" from back form and spaced 1'6" vertically Band in field to fit.  
Place Reinforcing Steel in Bridge Seat to clear Anchor Bolts.  
Dress shaded bearing areas to dimensions and exact Elevations shown.  
Existing Abut. & Pier to be removed under Item 204-12, Structural Earth Excavation, Abuts. and Ret. Walls and Item 204-14, Structural Earth Excavation, Piers, respectively.

Field Drawing Sheet - W/Sheet - REF

DESIGN - AS NOTED  
TRACE - ALLEN  
CHECK - AS NOTED

BRIDGE NO. - 3152  
SURVEY -  
PLOT -

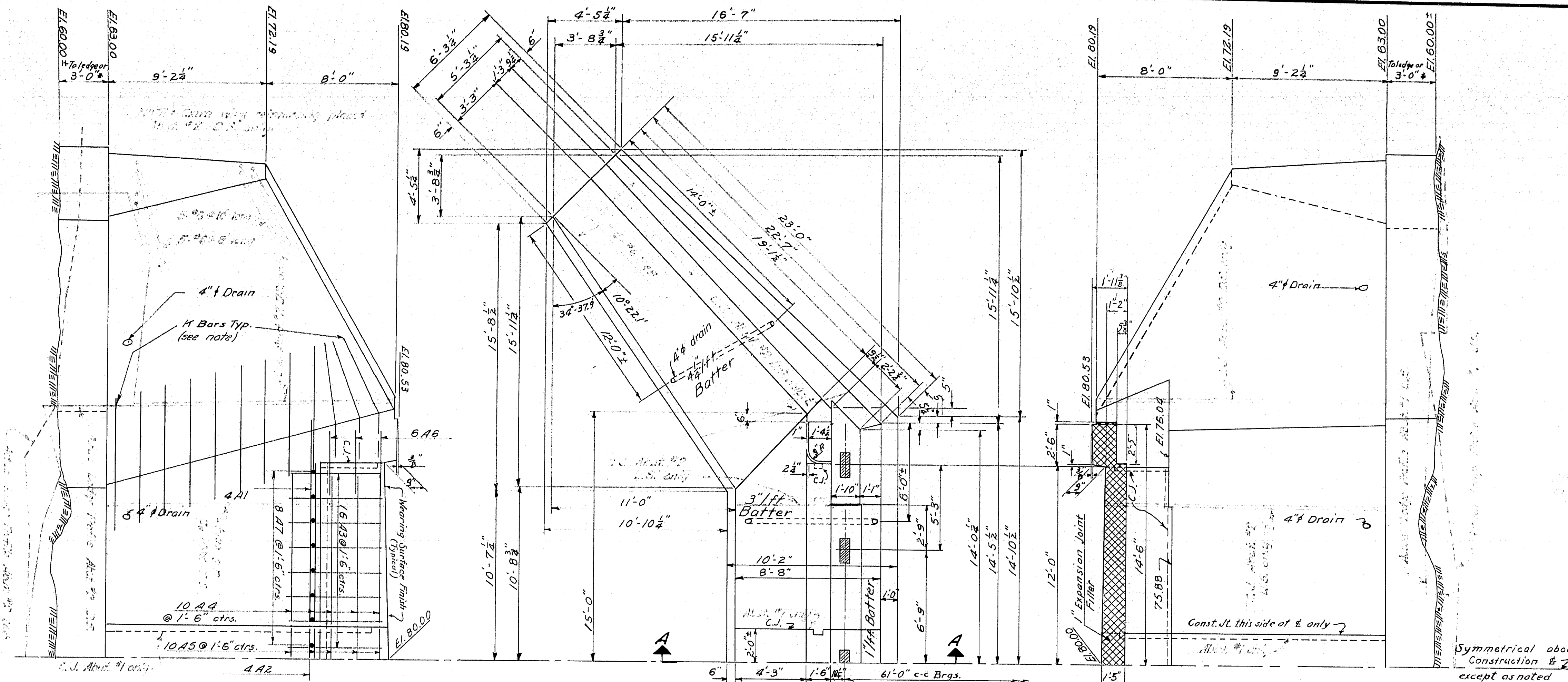
STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
**DEBLOIS BRIDGE**  
OVER  
**NARRAGUAGUS RIVER**  
IN THE TOWN OF  
**DEBLOIS**  
**WASHINGTON COUNTY**

ABUTMENTS & PIER

ABUTMENTS - DESIGN - ARS CHECK - PARY  
PIER - DESIGN - PARY CHECK - F3.F

SHEET 2 OF 5 AUGUSTA, MAINE JAN. 1960

77-54



HALF REAR ELEVATION, ABUT. #1

HALF PLAN, ABUT. #1  
ROTATE 180° FOR ABUT. #2

HALF FRONT ELEVATION, ABUT. #1

SECTION A-A

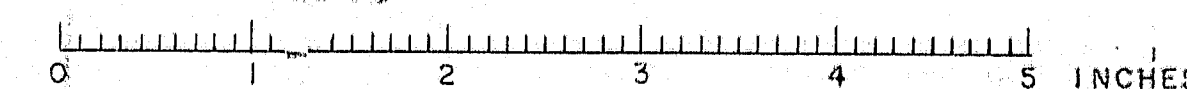
ABUTMENT ANALYSIS

FRONT VIEW

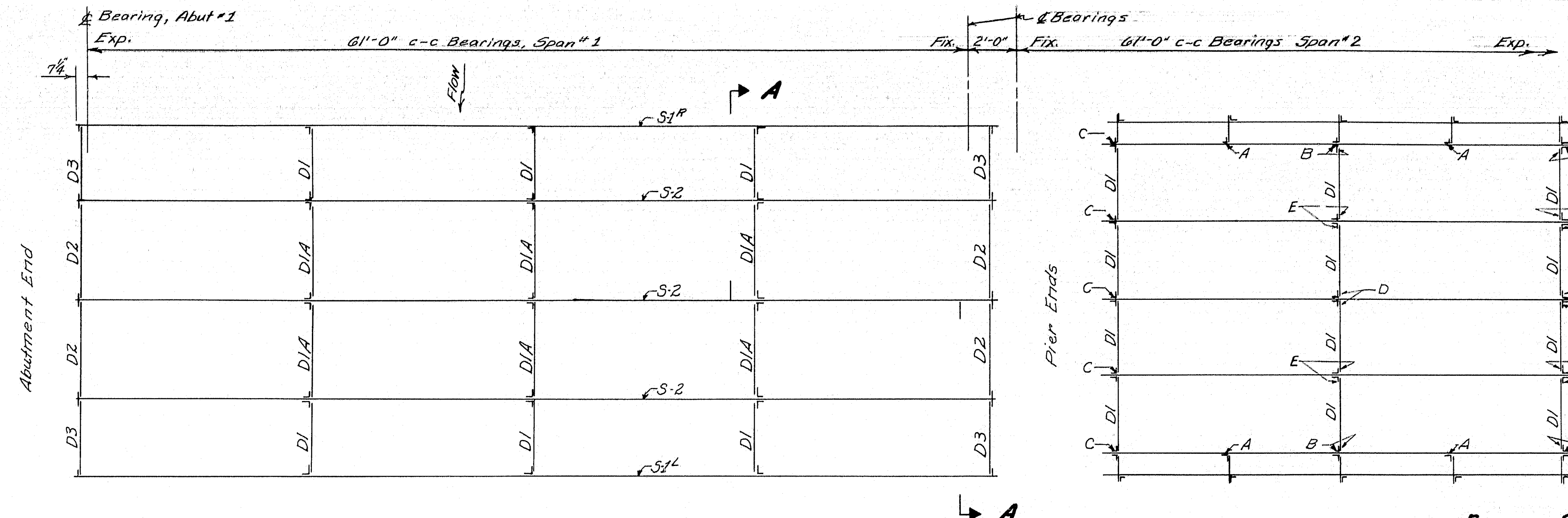
PIER

ELEVATION

Note: \* May be changed at the direction of the Engineer.







NOTE: Work to be done to old steel.

Remove all rail brackets with their connection angles from exterior beams.

At points A: Remove rivets thru beam web.

At points B: Remove rivets thru beam web.

Weld inside angles to web in new position (1/8" nearer top flange) as shown on detail of Stringer S1.

Remove all diaphragms and their connection angles at points C and C'.

Remove all bulkhead angles at points C.

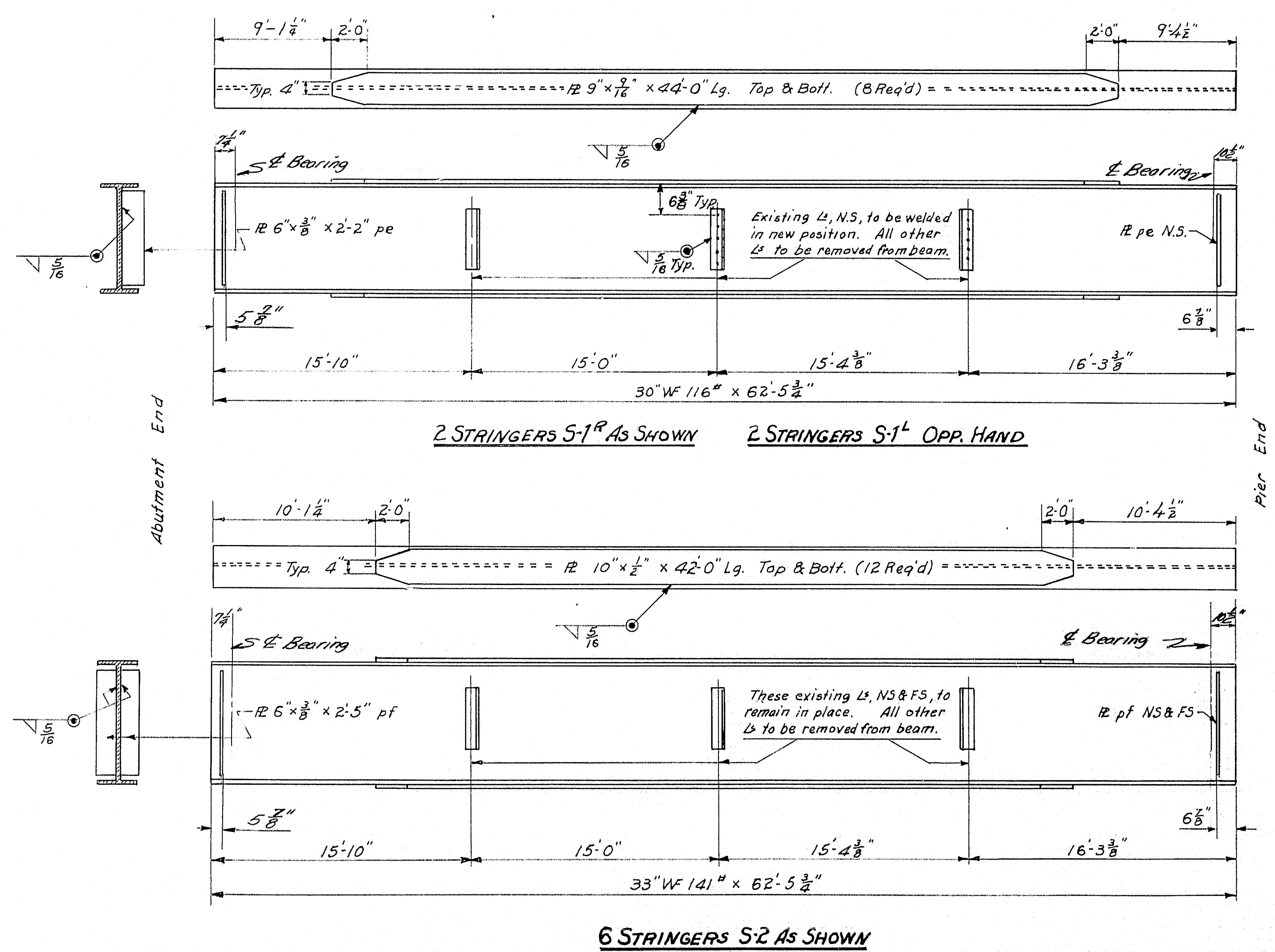
Unbolt diaphragms from their connection angles at points D and lengthen as shown for Diaphragm D1A before reassembling.

Diaphragms shall be unbolted at points B & E to prevent damage during alterations.

Weld cover plates to beams as shown.

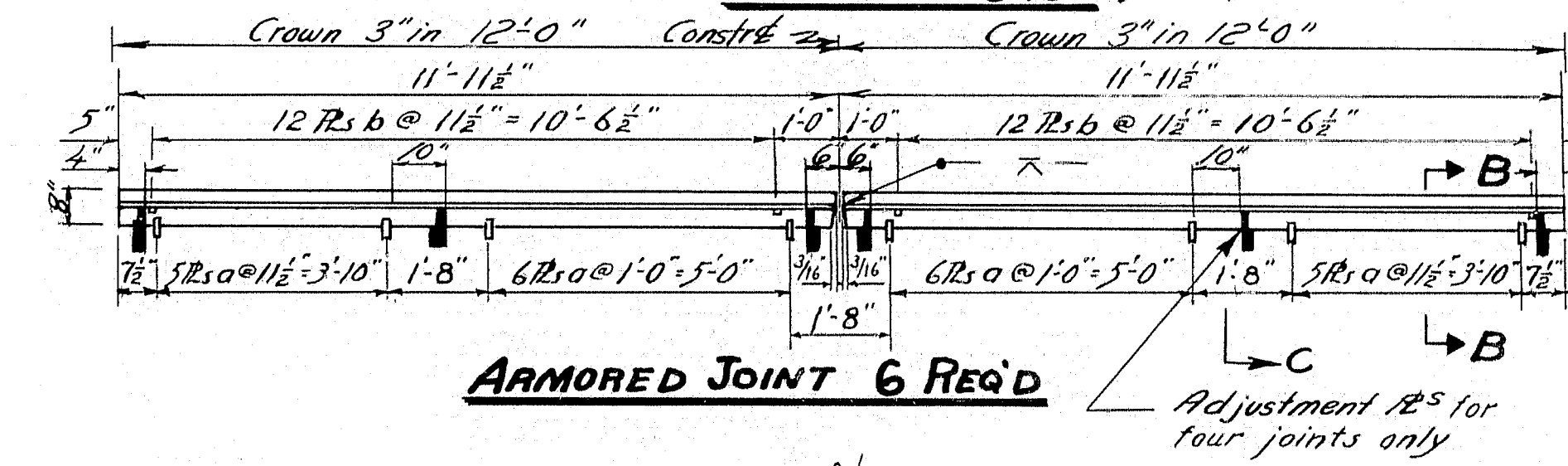
Weld connection plates to webs at ends of beams as shown.

**REASSEMBLED SPAN 1  
(SPAN 2 ROTATED 180°)**

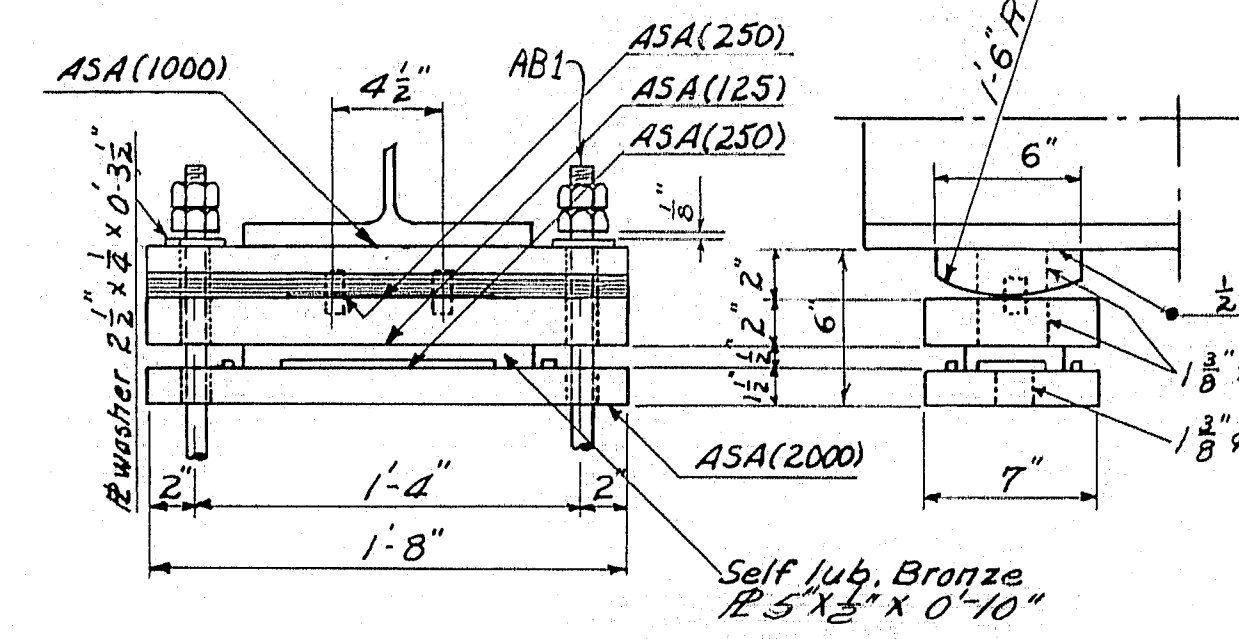


(SEE SHEET 5 FOR SCHEDULE OF NEW STRUCTURAL STEEL REQUIRED)

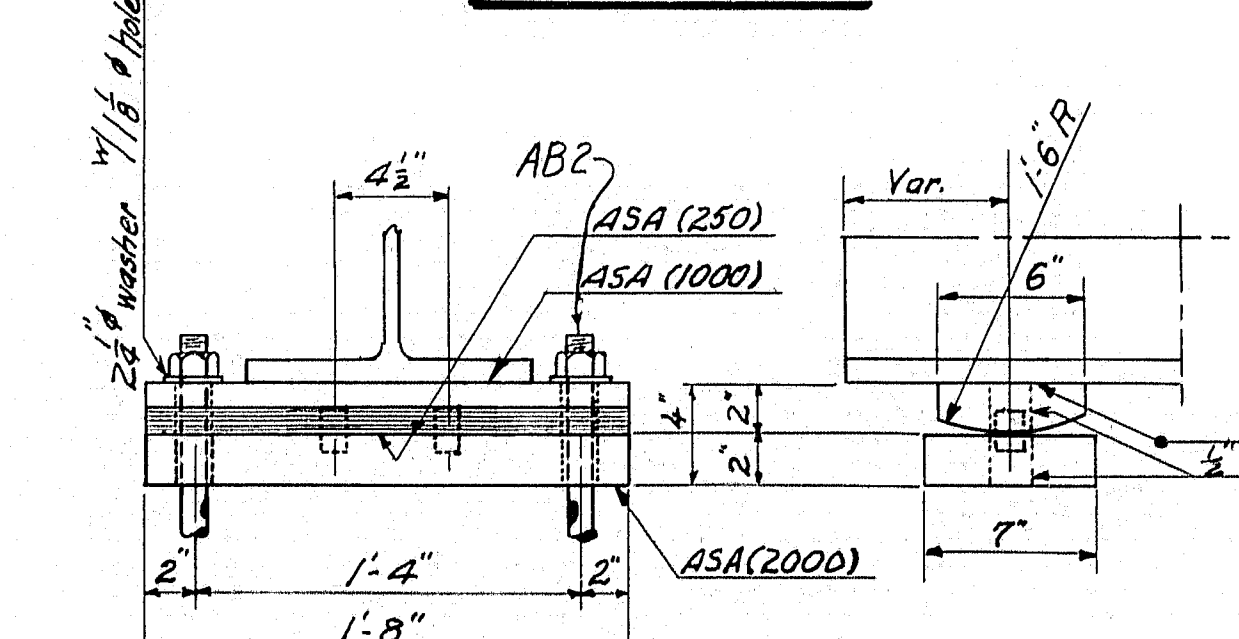
**EXISTING SPAN 2  
(SPAN 2 ROTATED 180°)**



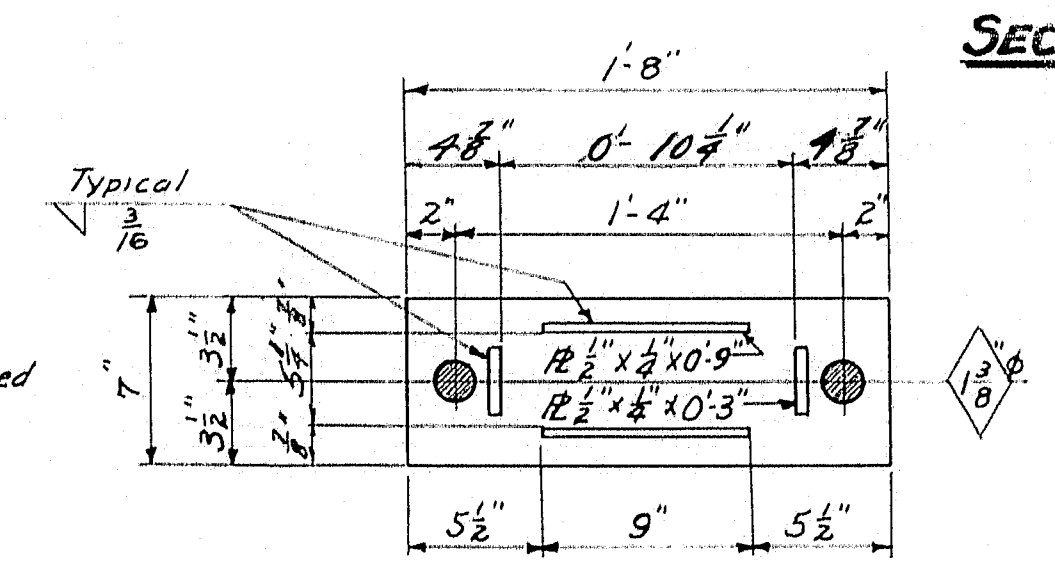
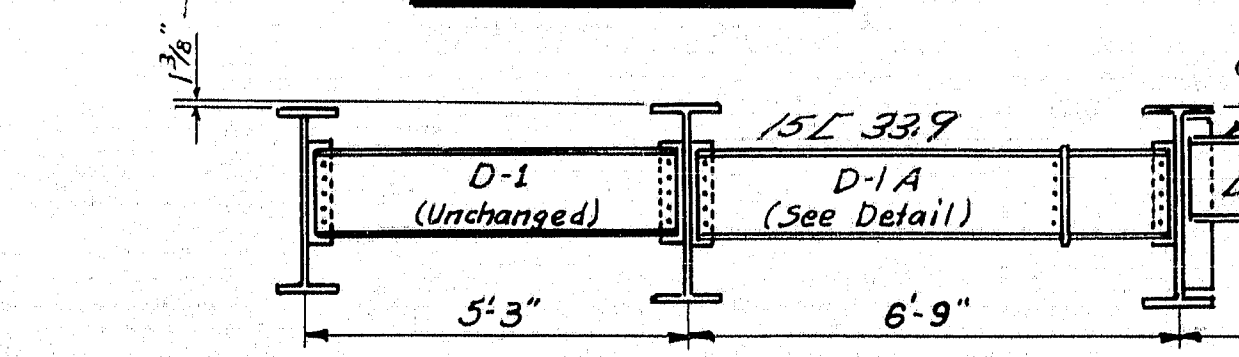
**ARMORED JOINT 6 REQ'D**



**EPI - 10 REQ'D**

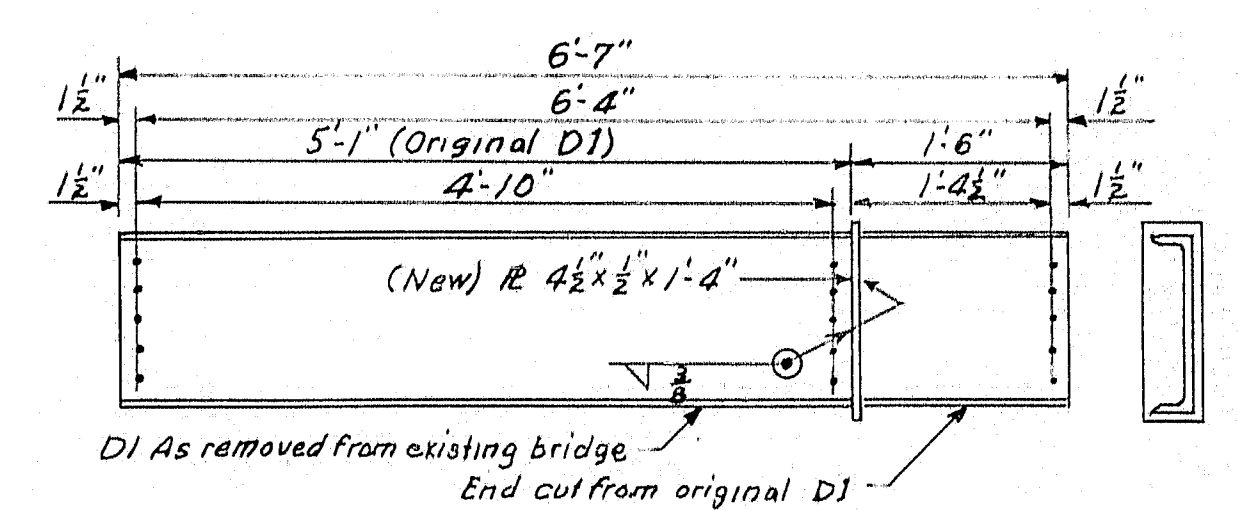


**EPI - 10 REQ'D**



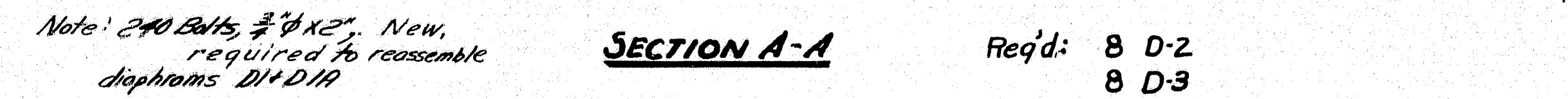
**MASONRY R For EPI**

**PINTLE DETAIL**



**DIAPHRAM DIA - 12 REQ'D**

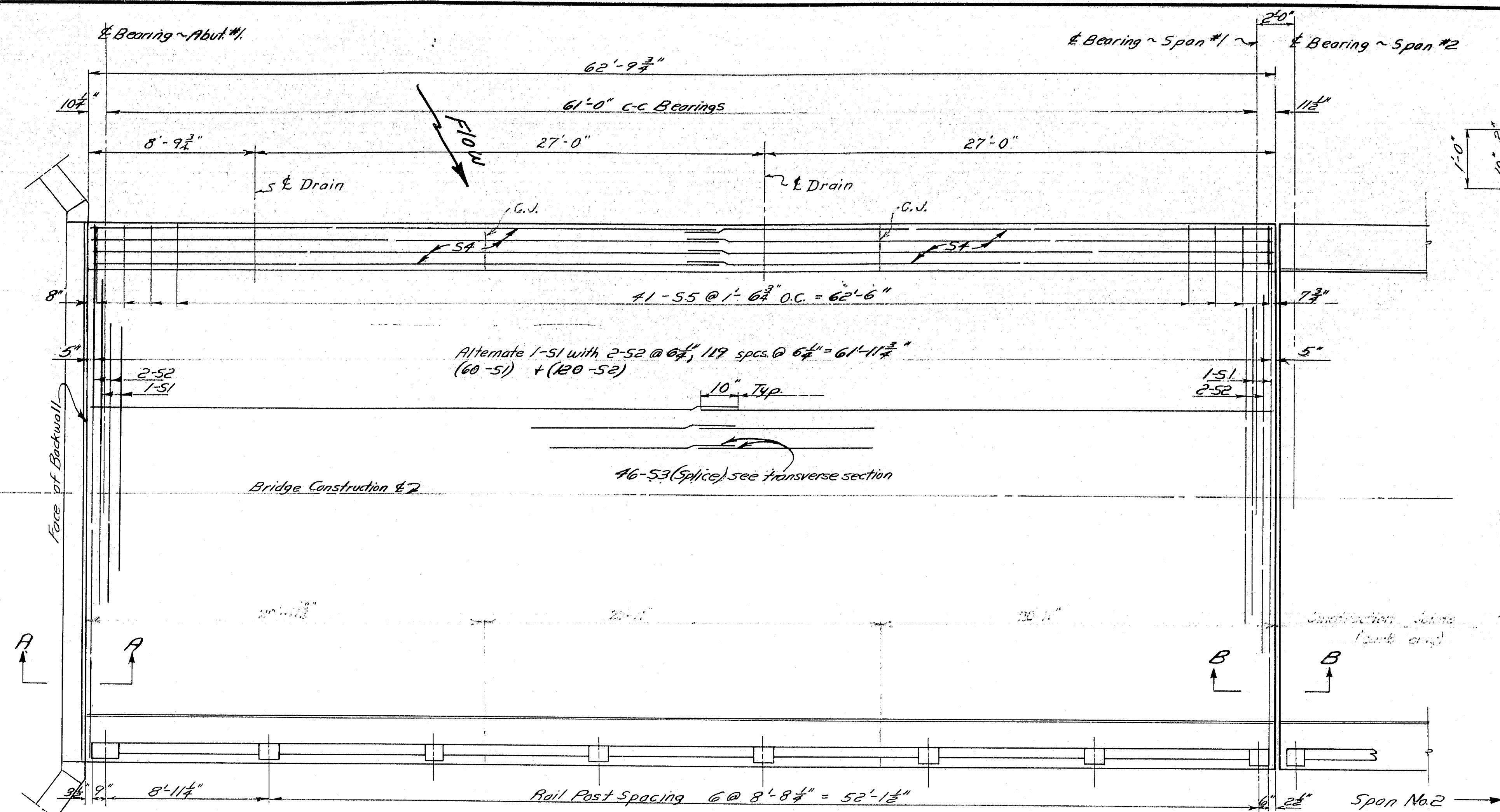
**SECTION A-A**



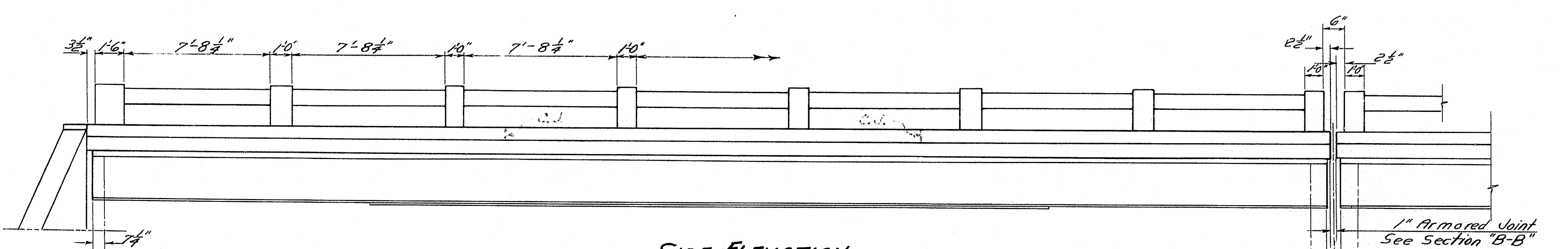
Req'd: 8 D-2  
8 D-3

DESIGN - Perry	BRIDGE NO. - 3152
TRACE - Perry	SURVEY - PLOT -
CHECK - Perry	
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
<b>DEBLOIS BRIDGE</b>	
OVER	
<b>NARRAGUAGUS RIVER</b>	
IN THE TOWN OF	
<b>DEBLOIS</b>	
<b>WASHINGTON COUNTY</b>	
STRUCTURAL STEEL	
SHEET 3 OF 5	AUGUSTA, MAINE JAN. 1960

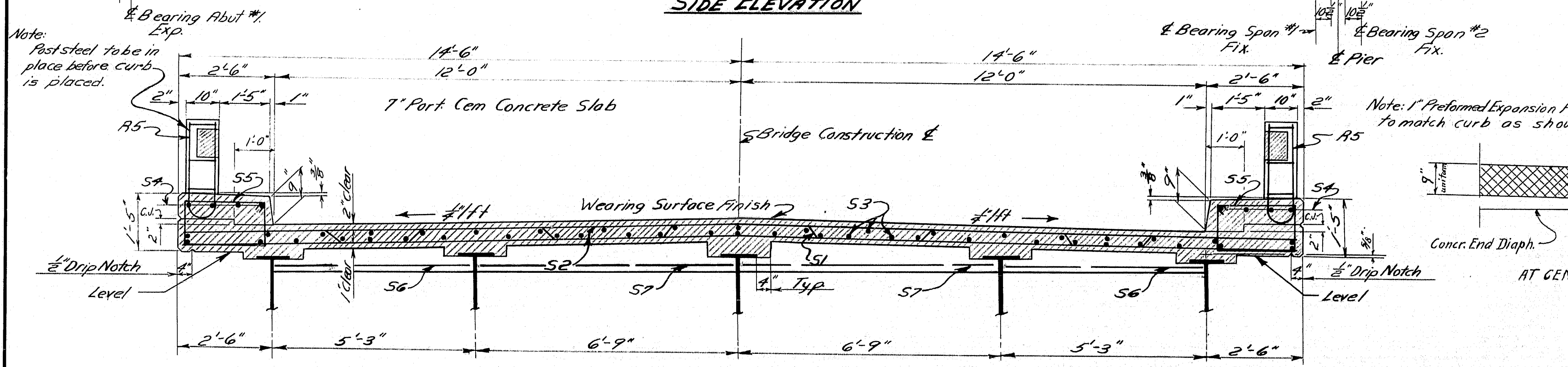




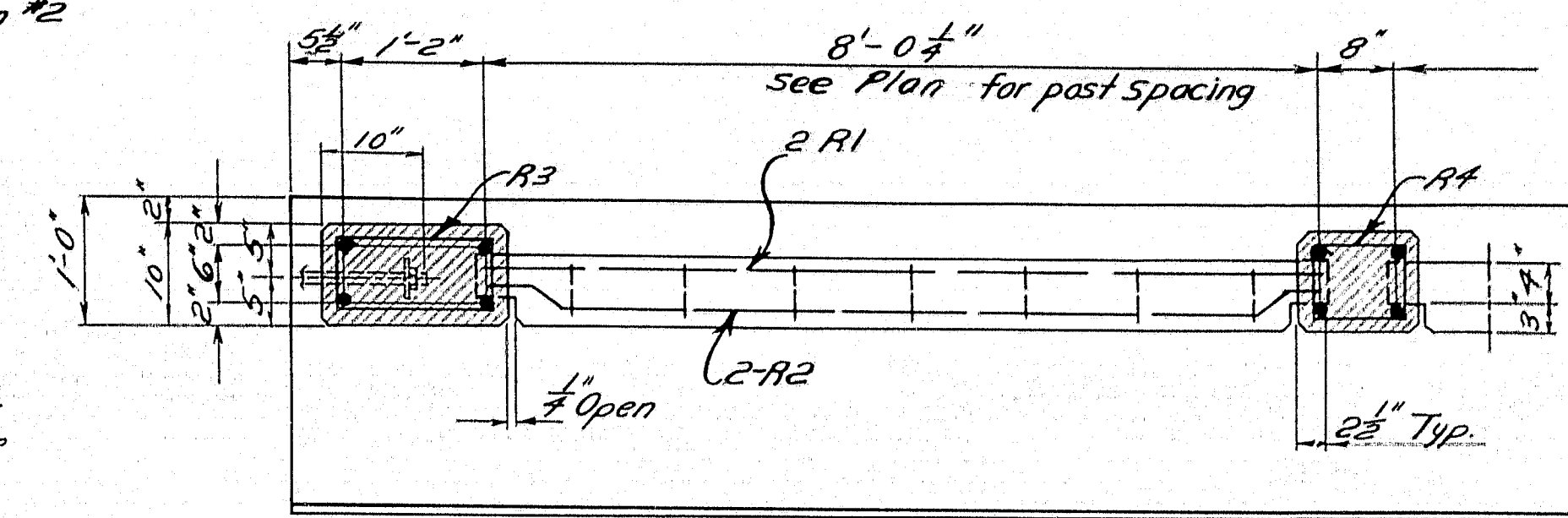
**PLAN ~ SPAN No. 1**  
Span No. 2 (Alternate 180°)



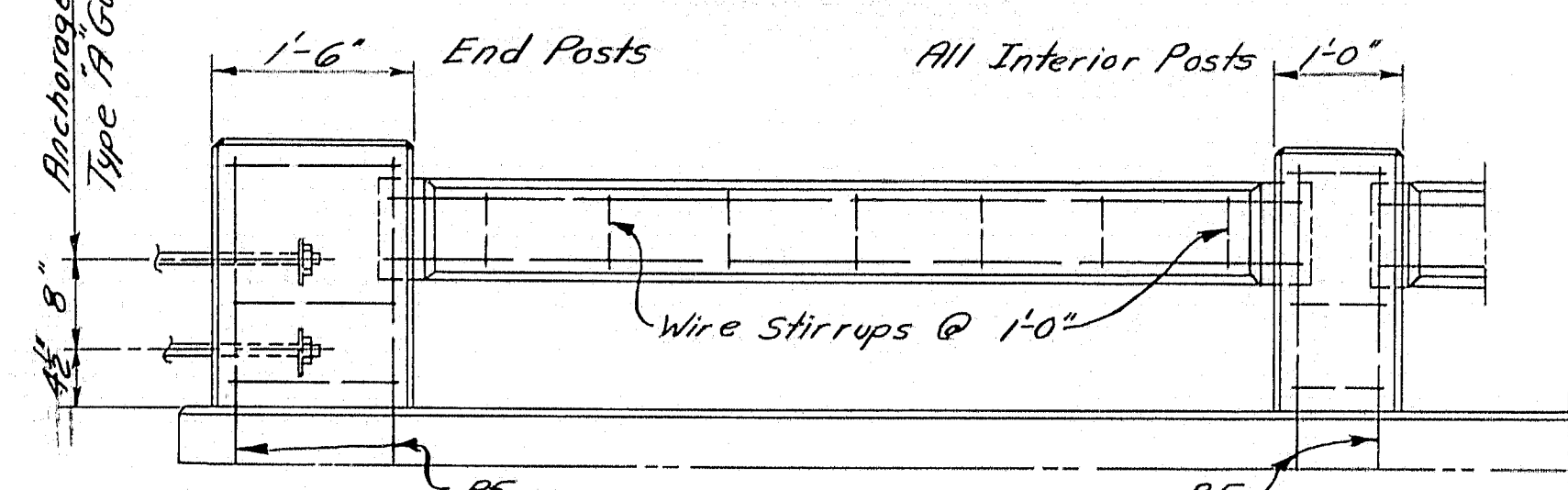
**SIDE ELEVATION**



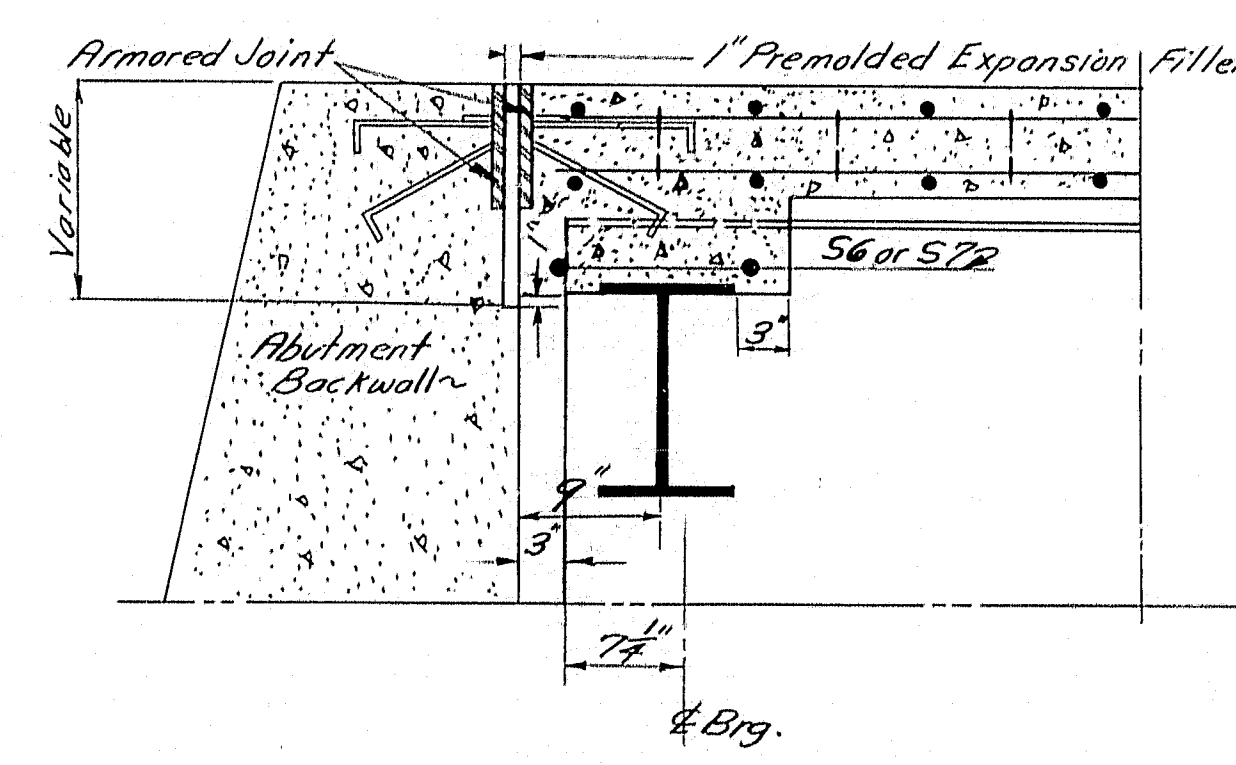
**TRANSVERSE SECTION**  
Note - End Diaphragms Not Shown



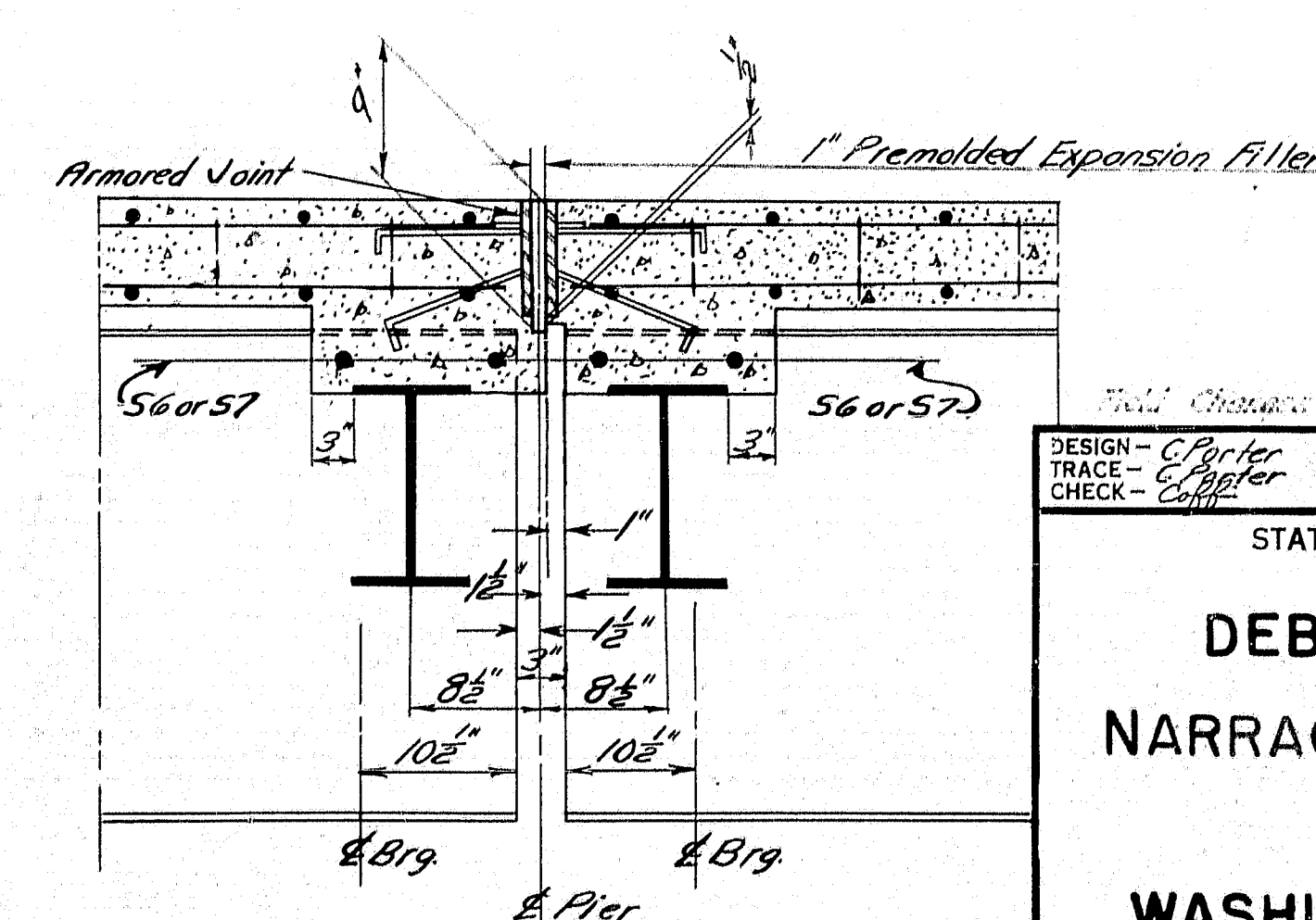
**RAIL DETAILS**



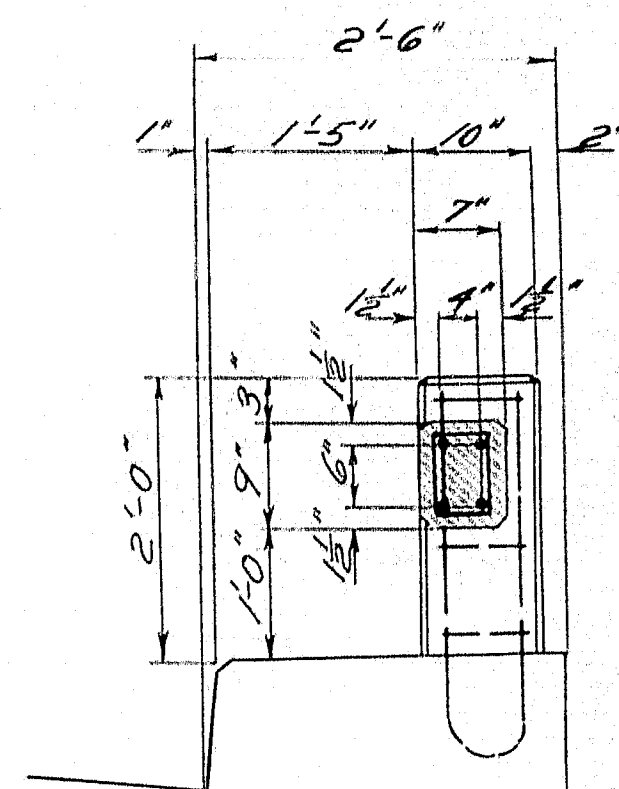
**RAIL NOTES** Post steel to be in position before slab is placed. Rail bars to be precast and placed so the tongue ends project 2 1/2" into post forms. Wrap the tongue ends with 2-layers of roofing felt. Rail posts to be cast in place. Wire stirrups to be constructed in the field from a single strand of #4 annealed wire, making a complete turn around each R-bar in rail. Chamfer exposed edges of concrete 1/2".



**SECTION A-A**



**SECTION B-B**



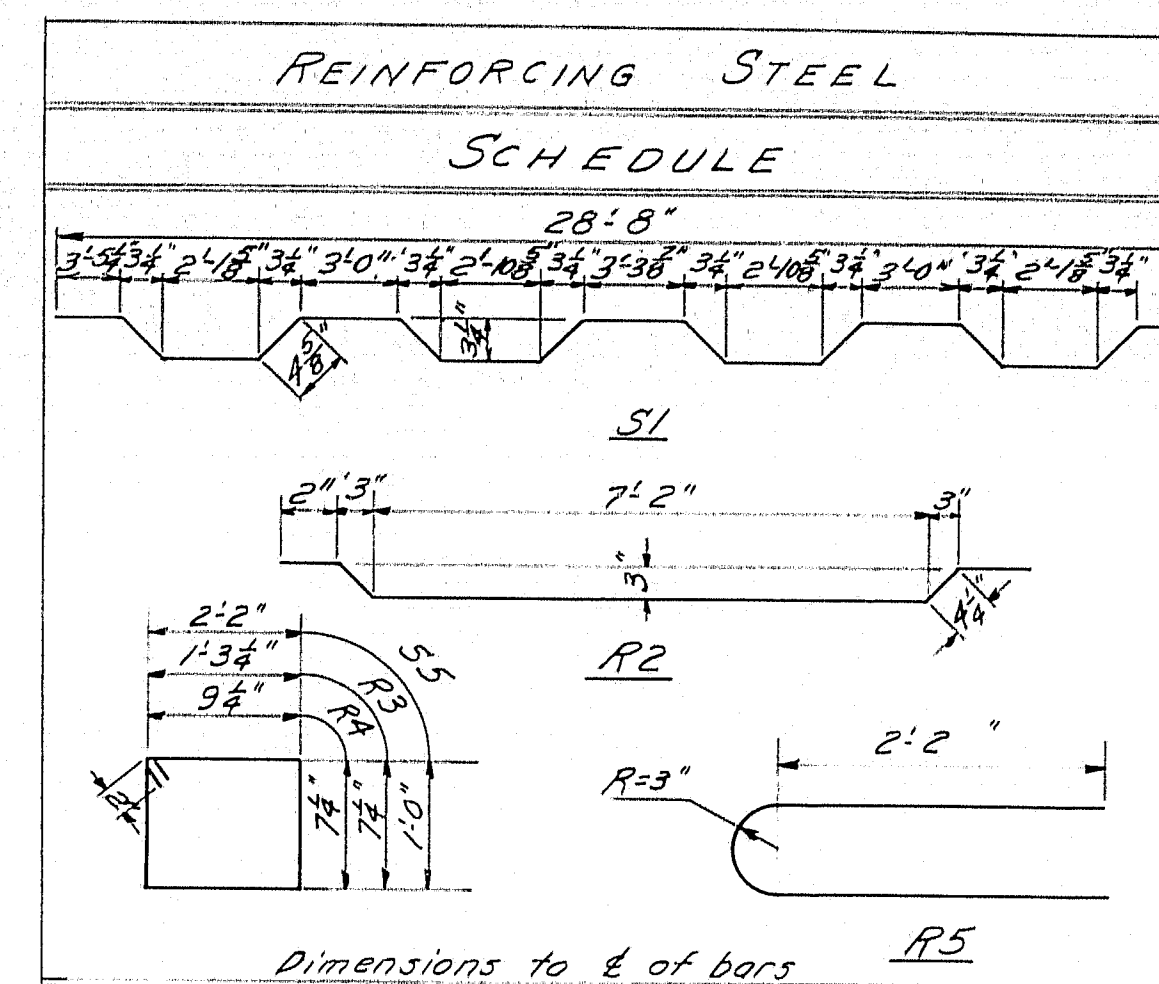
**DETAIL AT PIER**

DESIGN - C. Porter  
TRACE - C. Porter  
CHECK - C. Porter  
BRIDGE NO. - 3152  
PLOT -  
STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
**DEBLOIS BRIDGE**  
OVER  
**NARRAGUAGUS RIVER**  
IN THE TOWN OF  
**DEBLOIS**  
**WASHINGTON COUNTY**  
SUPERSTRUCTURE

SHEET 4 OF 5 AUGUSTA, MAINE JAN. 1960



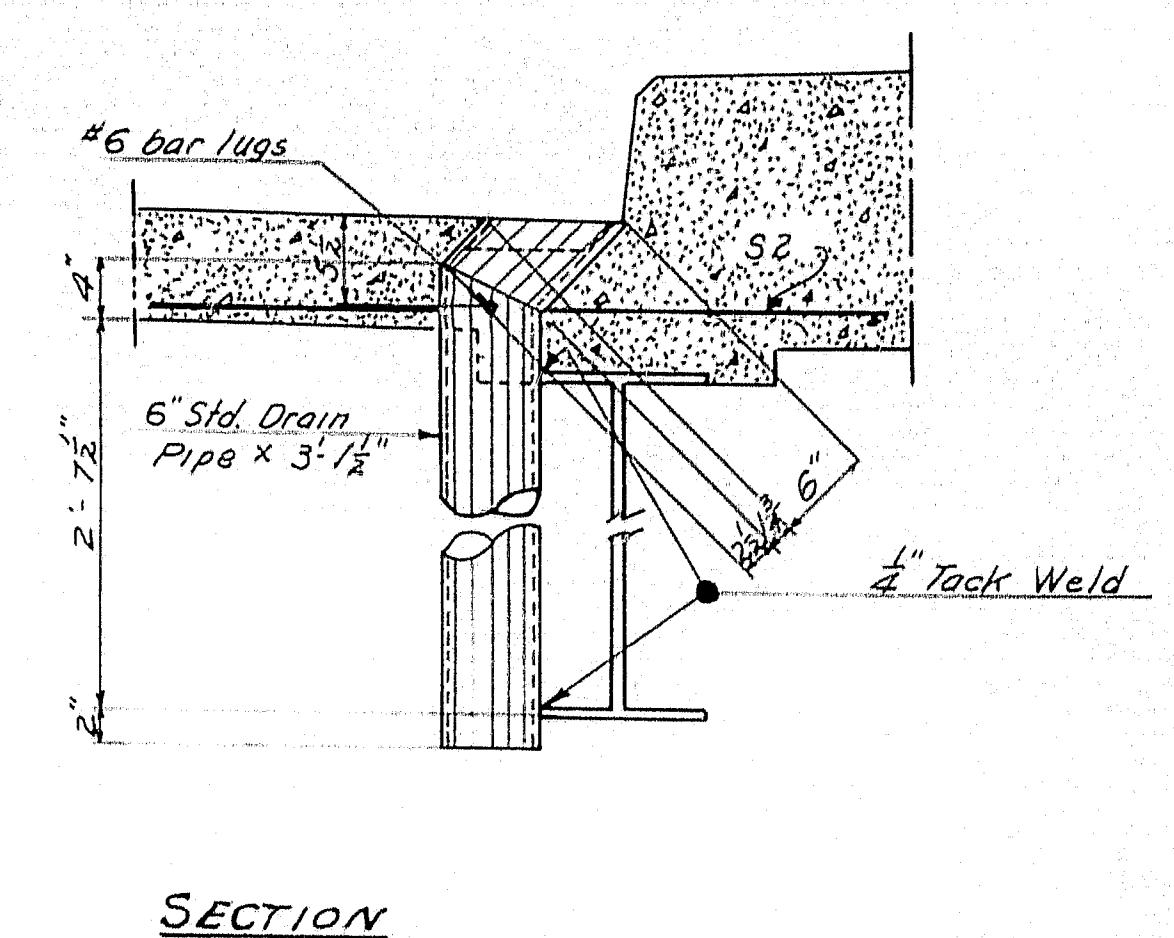
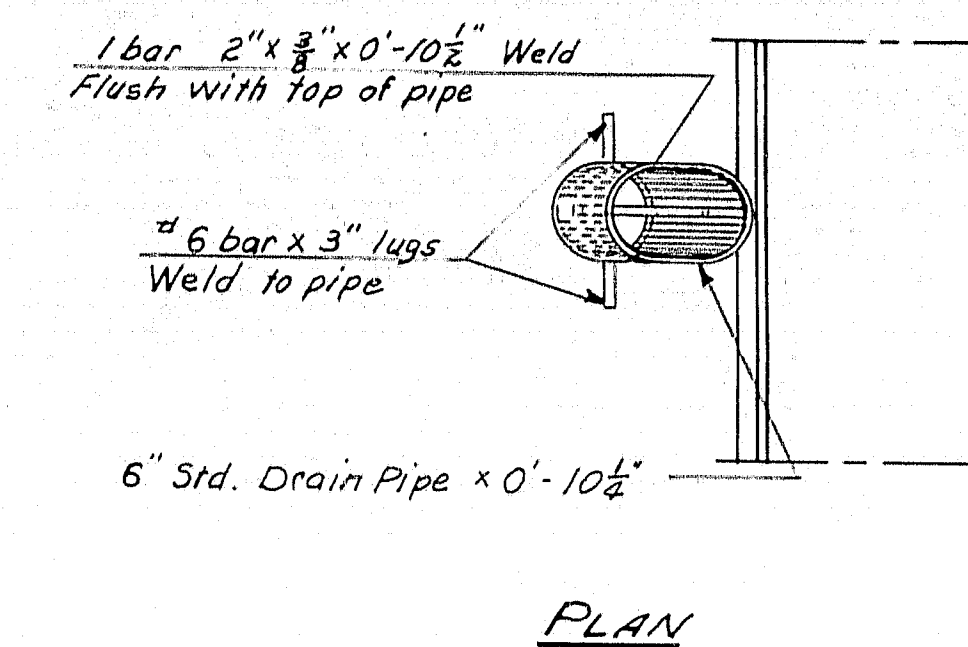
NEW STRUCTURAL STEEL REQUIRED					
SCHEDULE					
Piece	No.	Mark	Size	Fabrication	Remarks
Cover Plate	8		9" x 3/4" x 44'-0"	Yes	Weld to Exterior Stringers
Cover Plate	12		10" x 1/2" x 42'-0"	Yes	Weld to Interior Stringers
Diaphragm Plate	8	pe	6" x 3/8" x 2'-2"	No	Weld to Exterior Stringers
Diaphragm Plate	24	pf	6" x 3/8" x 2'-5"	No	Weld to Interior Stringers
Armored Joint - Complete	6		As Shown	Yes	
Diaphragm Splice Plate	12		4 1/2" x 1/2" x 1'-4"	No	Weld to Diaphragms DIA
Expansion Bearings - Complete	10	EP1	As Shown	Yes	
Fixed Bearings - Complete	10	FP1	As Shown	Yes	
Anchor Bolts - Complete	20	AB1	As Shown	Yes	
Anchor Bolts - Complete	20	AB2	As Shown	Yes	
End Diaphragms - Interior Bays	8	D2	As Shown	Yes	Weld to Diaphragm Plates
End Diaphragms - Exterior Bays	8	D3	As Shown	Yes	Weld to Diaphragm Plates
Superstructure Drains	8		As Shown	Yes	Weld to Exterior Stringers
Machine Bolts	240		3/4" x 2" Lg.	No	For Diaphragms DI & DIA



BENT BARS					
Mark	Size	Length	No.	Location	
S1	#5	29'-7"	120	Slab ~ All Spans	
S5	#4	6'-8"	16	Rail Curb ~ "	
R2	#4	8'-2"	56	Rail Bars	
R3	#4	4'-1"	12	End Posts	
R4	#4	3'-1"	84	Int. Posts	
R5	#6	5'-1"	64	All Rail Posts	

STRAIGHT BARS					
Mark	Size	Length	No.	Location	
S2	#5	28'-8"	240	Slab ~ All Spans	
S3	#4	31'-5"	184	Slab ~ All Spans (splice)	
S4	#4	31'-9"	32	Curb ~ All Spans	
S6	#5	6'-5"	16	End Bms. Int Bays	
R1	#4	8'-0"	56	Rail Bars	
S7	#5	4'-11"	16	End Bms. External Bays	
P1	#6	4'-0"	40	Pier	
P2	#6	13'-0"	40	"	
P3	#4	29'-0"	14	"	
A1	#5	12'-0"	8	Abutments	
A2	#5	16'-0"	8	"	
A3	#5	6'-0"	64	"	
A4	#4	9'-8"	20	"	
A5	#4	13'-8"	20	"	
A6	#4	4'-0"	24	"	
A7	#4	4'-0"	32	"	
H	#6	8'-0"	48	"	

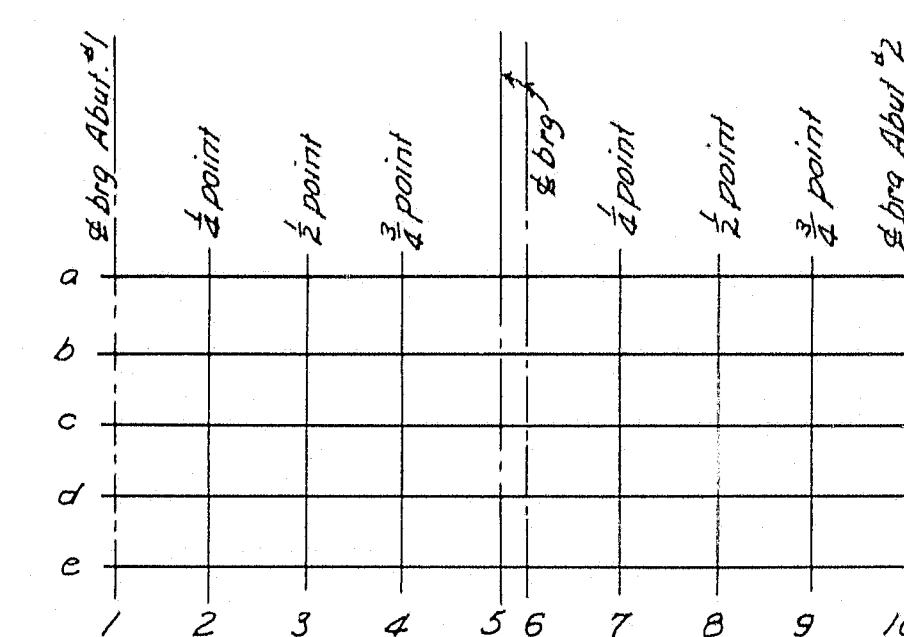
✓ Supstr. Coffin  
✓ Pier - Joints  
✓ Abut. - Joints



### DRAIN DETAIL

8 Req'd  
✓ R.R.S.

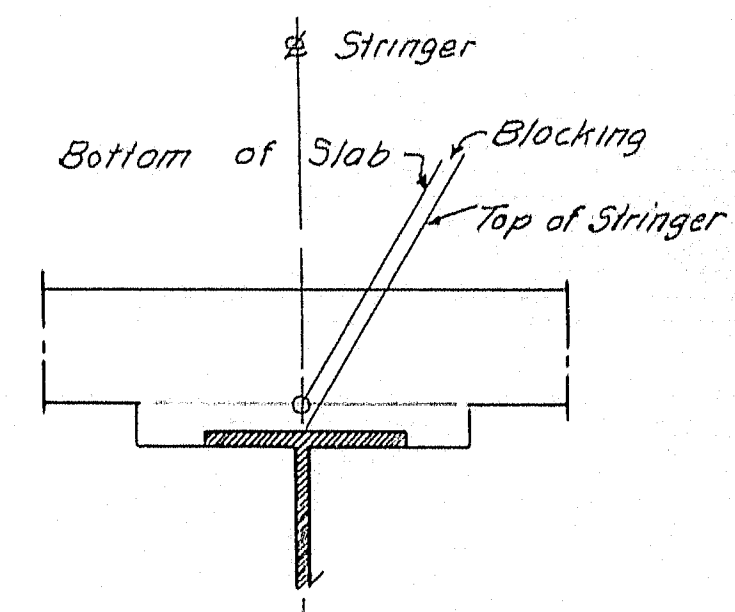
NOTE: Payment for Drain Pipes will be made under Items 702-103 & 104 Structural Steel.



BLOCKING DIAGRAM

BOTTOM OF SLAB ELEVATIONS-TABLE					
POINT	LINE				
	a	b	c	d	e
1	79.17	79.28	79.42	79.28	79.17
2	79.31	79.41	79.55	79.41	79.31
3	79.40	79.49	79.63	79.49	79.40
4	79.43	79.53	79.67	79.53	79.43
5	79.42	79.53	79.67	79.53	79.42
6	79.42	79.53	79.67	79.53	79.42
7	79.43	79.53	79.67	79.53	79.43
8	79.40	79.49	79.63	79.49	79.40
9	79.31	79.41	79.55	79.41	79.31
10	79.17	79.28	79.42	79.28	79.17

✓ R.R.S.



BLOCKING

Note: In order to compensate for dead load, deflection and any inequalities in the rolling of the Structural Steel, set the "Bottom of Slab Elevations" at the points indicated before slab forms are constructed.

### BLOCKING DETAILS

DESIGN - C. Porter TRACE - Allen & Barnes CHECK - C. Porter	BRIDGE NO. - 3152 SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
DEBLOIS BRIDGE OVER NARRAGUAGUS RIVER IN THE TOWN OF DEBLOIS WASHINGTON COUNTY	
REINFORCING STEEL SCHEDULE & BLOCKING	
SHEET 5 OF 5	AUGUSTA, MAINE JAN. 1960