

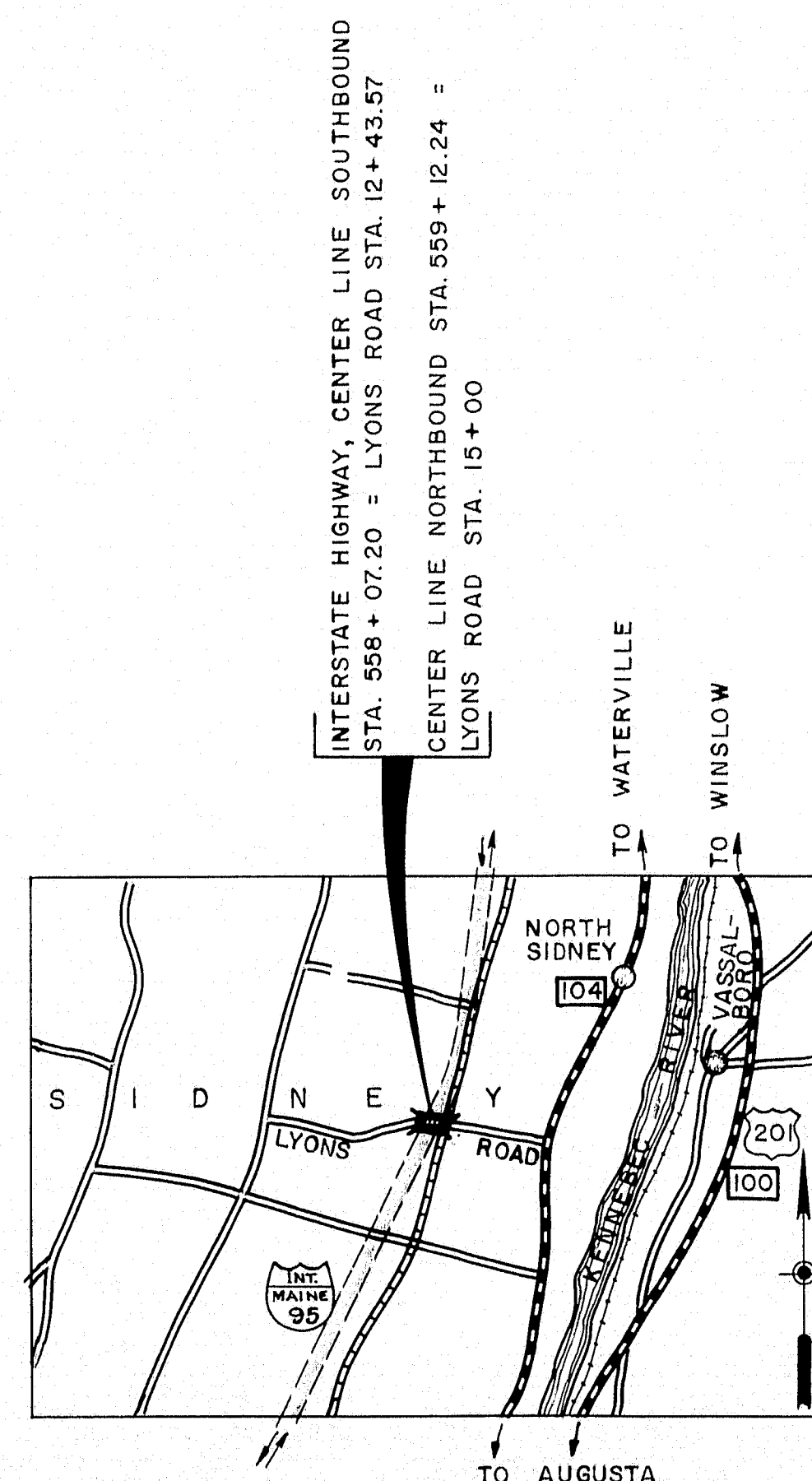
# STATE OF MAINE STATE HIGHWAY COMMISSION



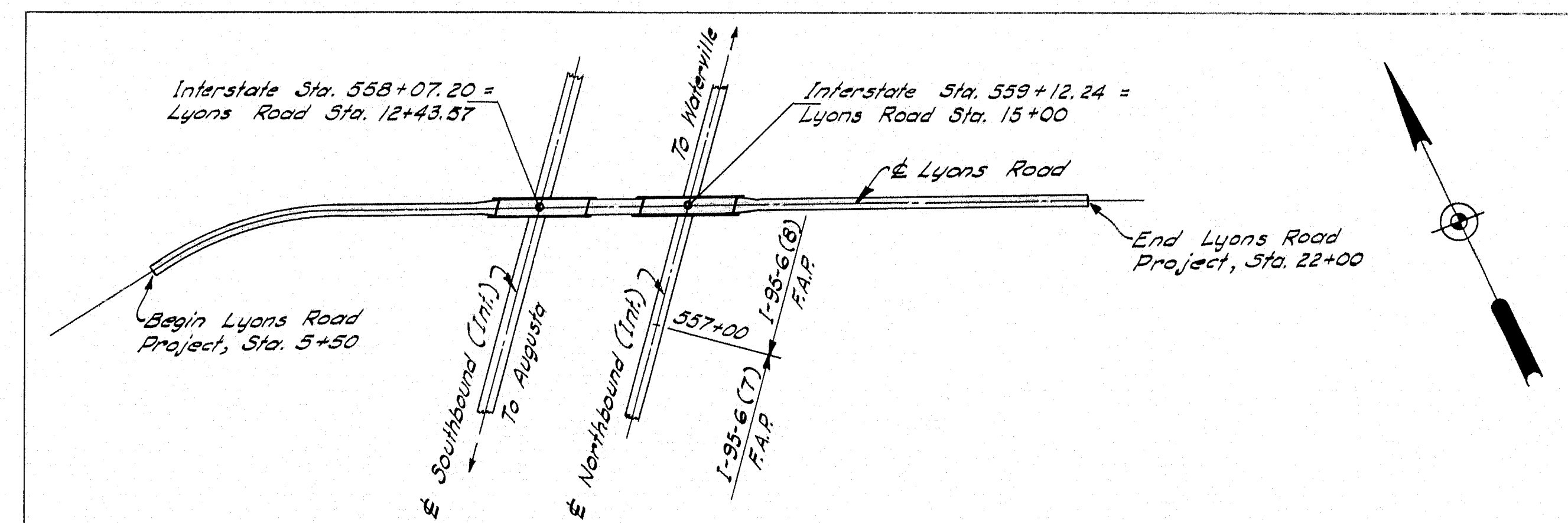
## LYONS ROAD BRIDGE OVER INTERSTATE HIGHWAY IN THE TOWN OF SIDNEY KENNEBEC COUNTY

FEDERAL AID PROJECT NO. I-95-6(13)114

B. P. R. REG. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(13)114	1	22



**LOCATION MAP**  
SCALE - 1 INCH = 1 MILE



**LAYOUT PLAN**  
Scale: 1" = 200'

### TRAFFIC

A. D. T. 1960	= 85
A. D. T. 1980	= 115
D. H. V.	= 17
T	= 15 %
D	= 50 %
V	= 45 m.p.h.

### INDEX OF SHEETS

1	TITLE SHEET
2	GENERAL PLAN & ELEVATION
3	SOILS PROFILE
4	BORINGS
5-6	SURVEY
7-8-9-10	CROSS SECTIONS
11	ABUTMENTS NO. 1-2
12	ABUTMENTS NO. 3-4
13	PILE PLANS - ABUTMENTS
14	PIERS NO. 1-2
15	REINFORCING STEEL & PIERS NO. 3-4
16-17	STRUCTURAL STEEL & ERECTION DIAGRAM
18	SHEAR CONNECTORS & EXPANSION DAM DETAILS
19	SUPERSTRUCTURE SPANS 1-2-3
20	SUPERSTRUCTURE SPANS 4-5-6 & APPROACH SLABS
21	BLOCKING DIAGRAM
22-22A	STANDARD DETAILS

APPROVED:  
MAINE STATE HIGHWAY COMMISSION

*David H. Sturtevant* CHAIRMAN

*Robert L. Williams*

*Charles W. Duggan* CHIEF ENGINEER

DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
REGION I

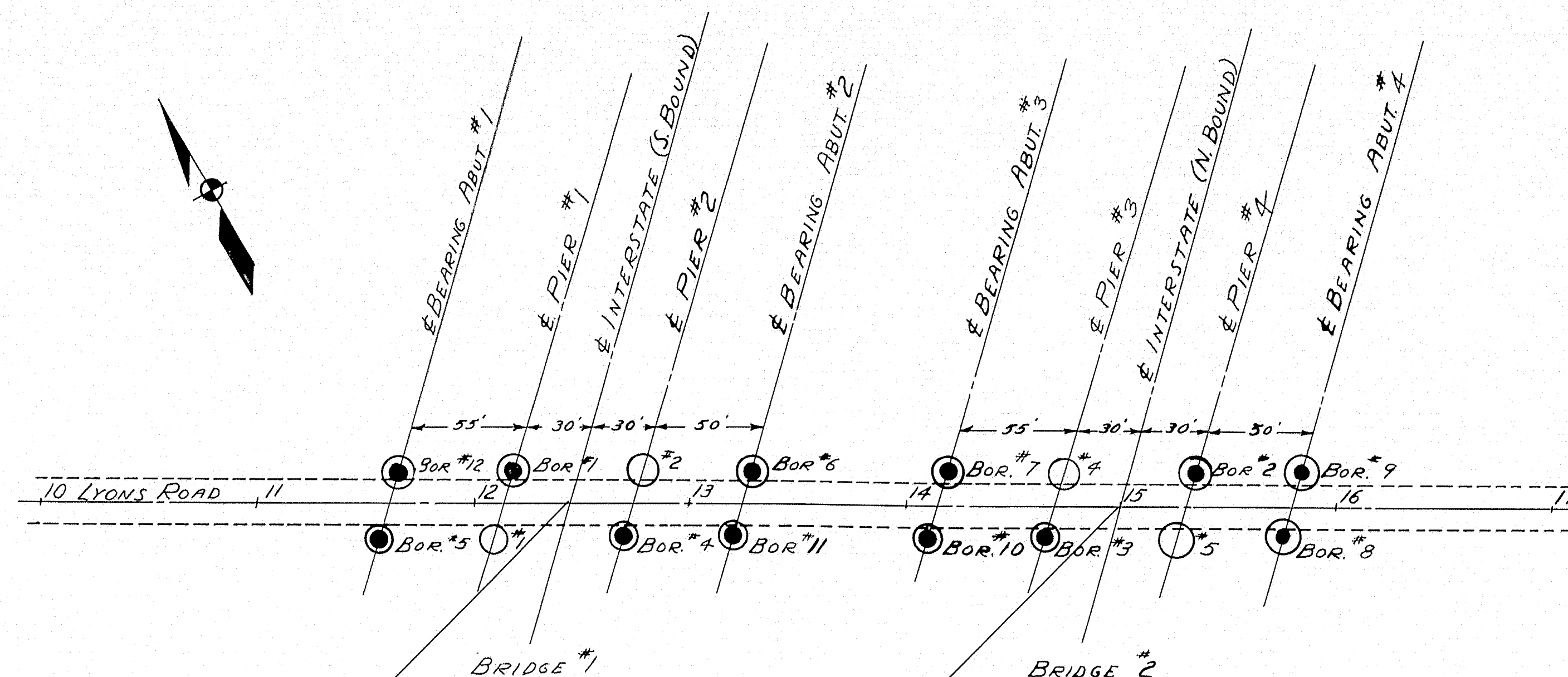
APPROVED:

DIVISION ENGINEER DATE





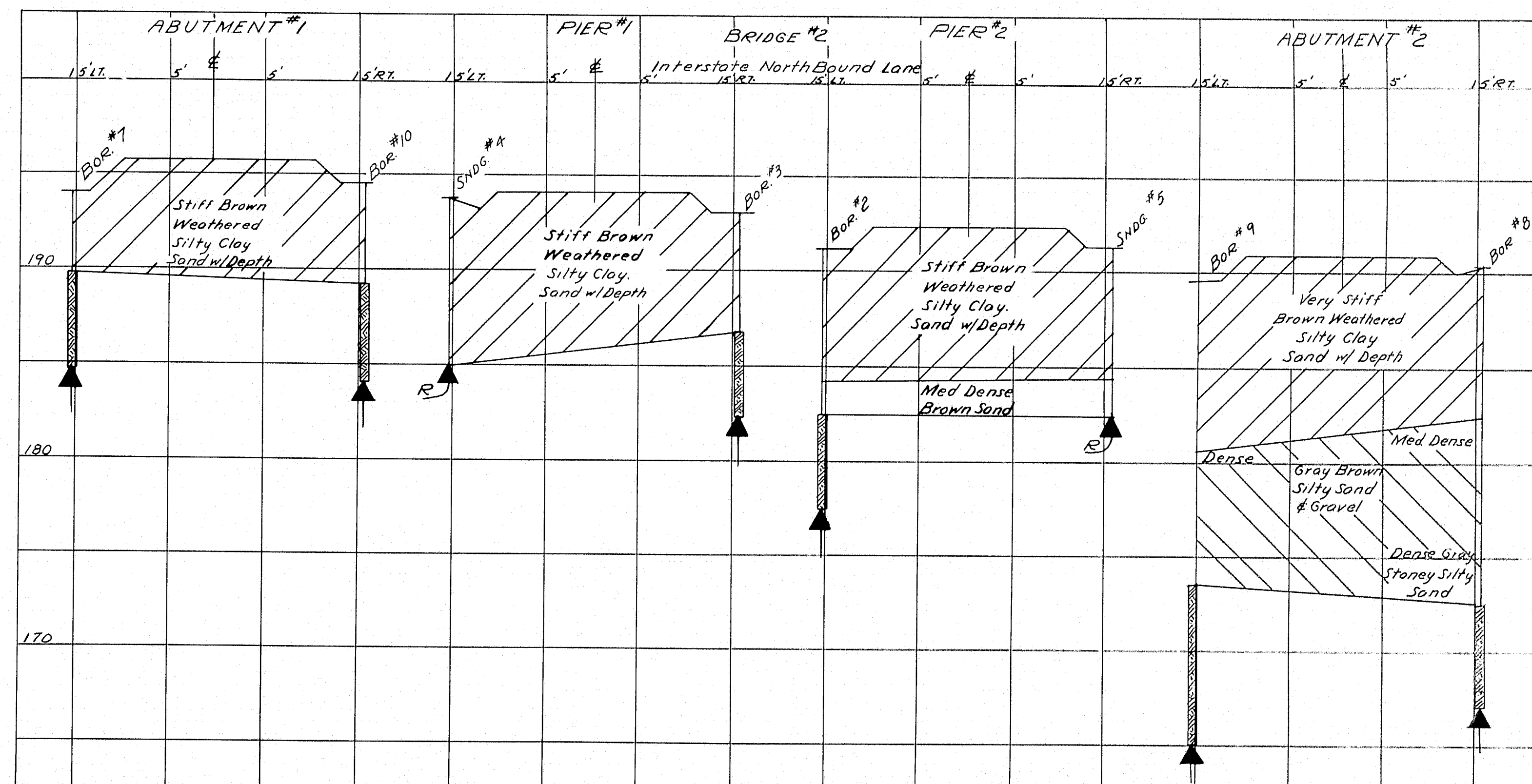
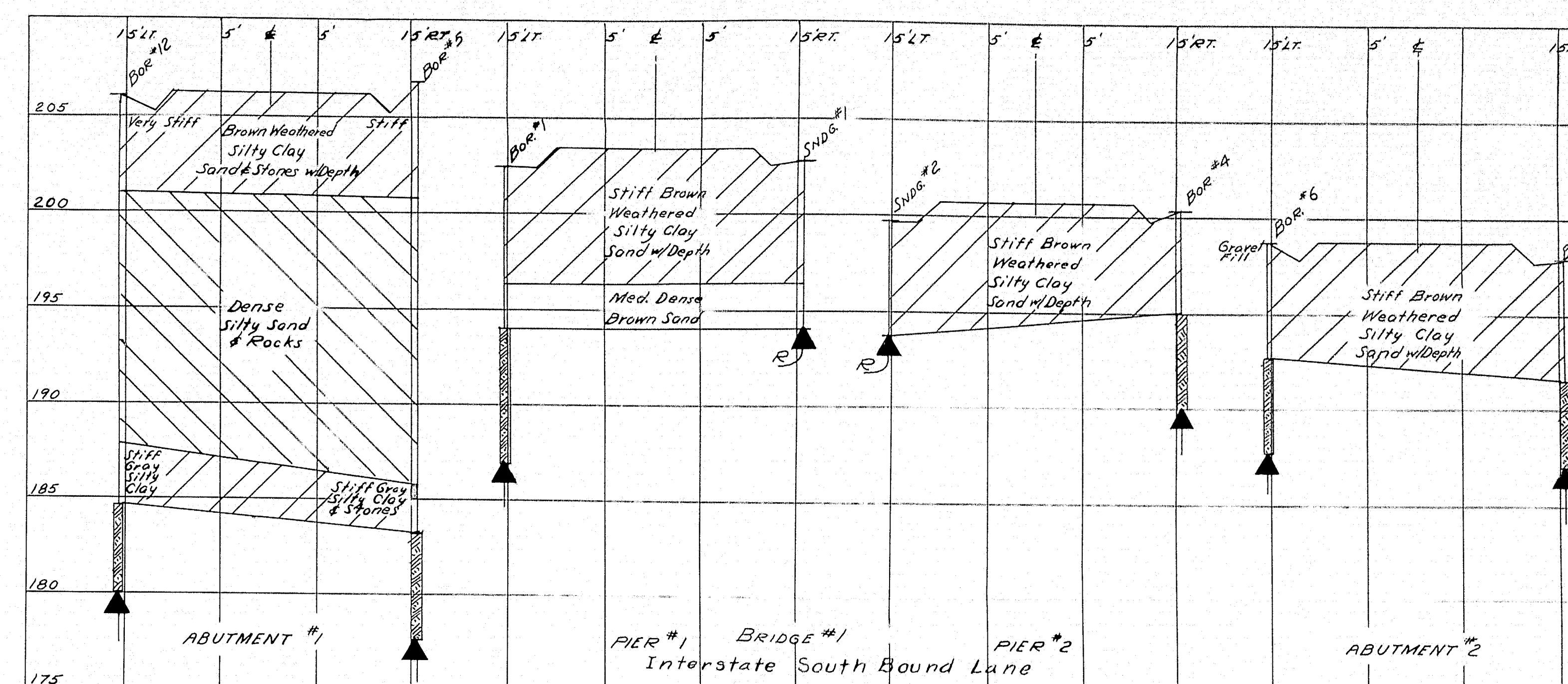
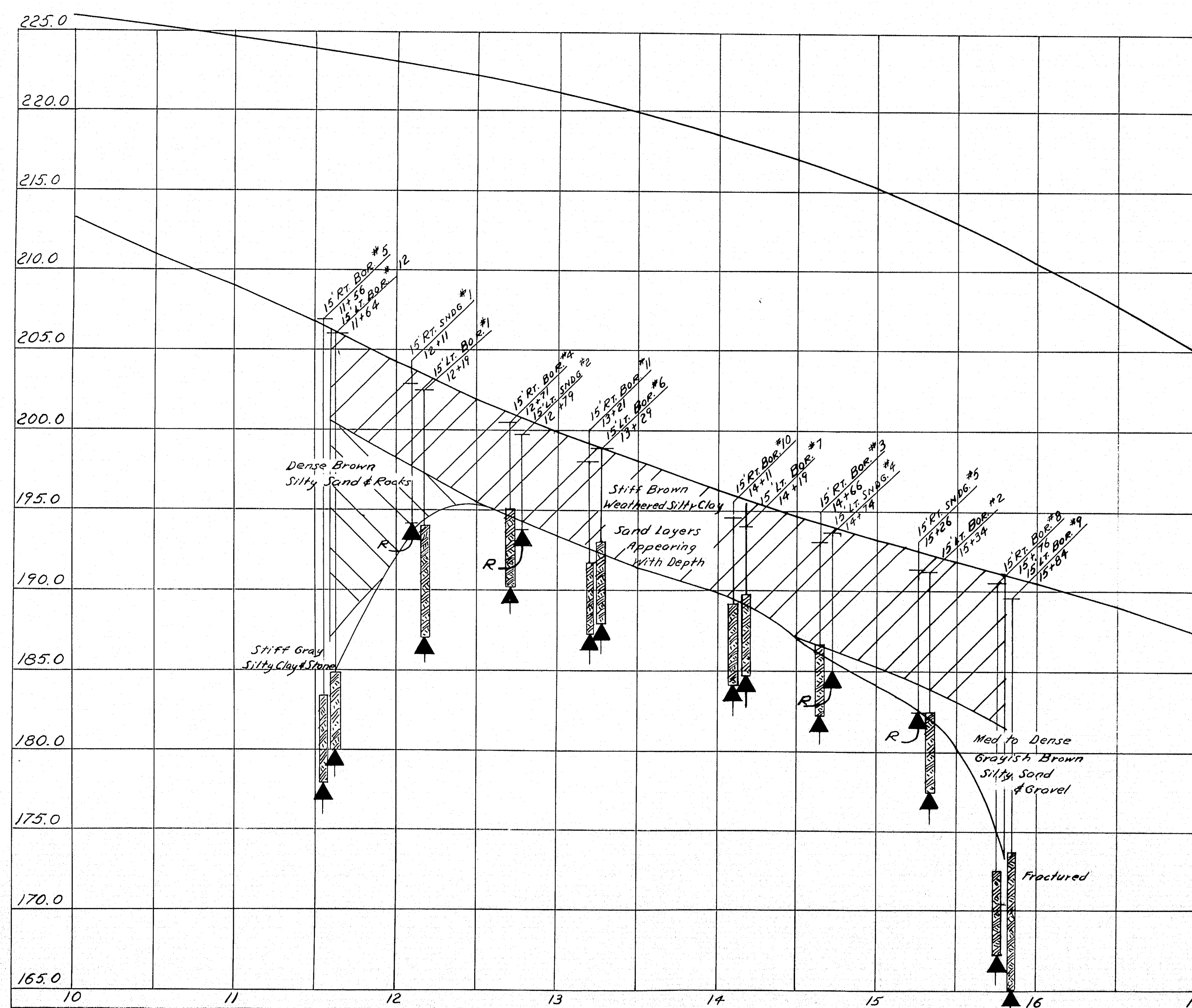




STA. 558+06 ± INTERSTATE S.B.  
STA. 12+45 ± LYONS ROAD

STA. 559+12.24 INTERSTATE N.B.  
STA. 15+00 LYONS ROAD

○ WASH BORING  
○ ROD SOUNDING



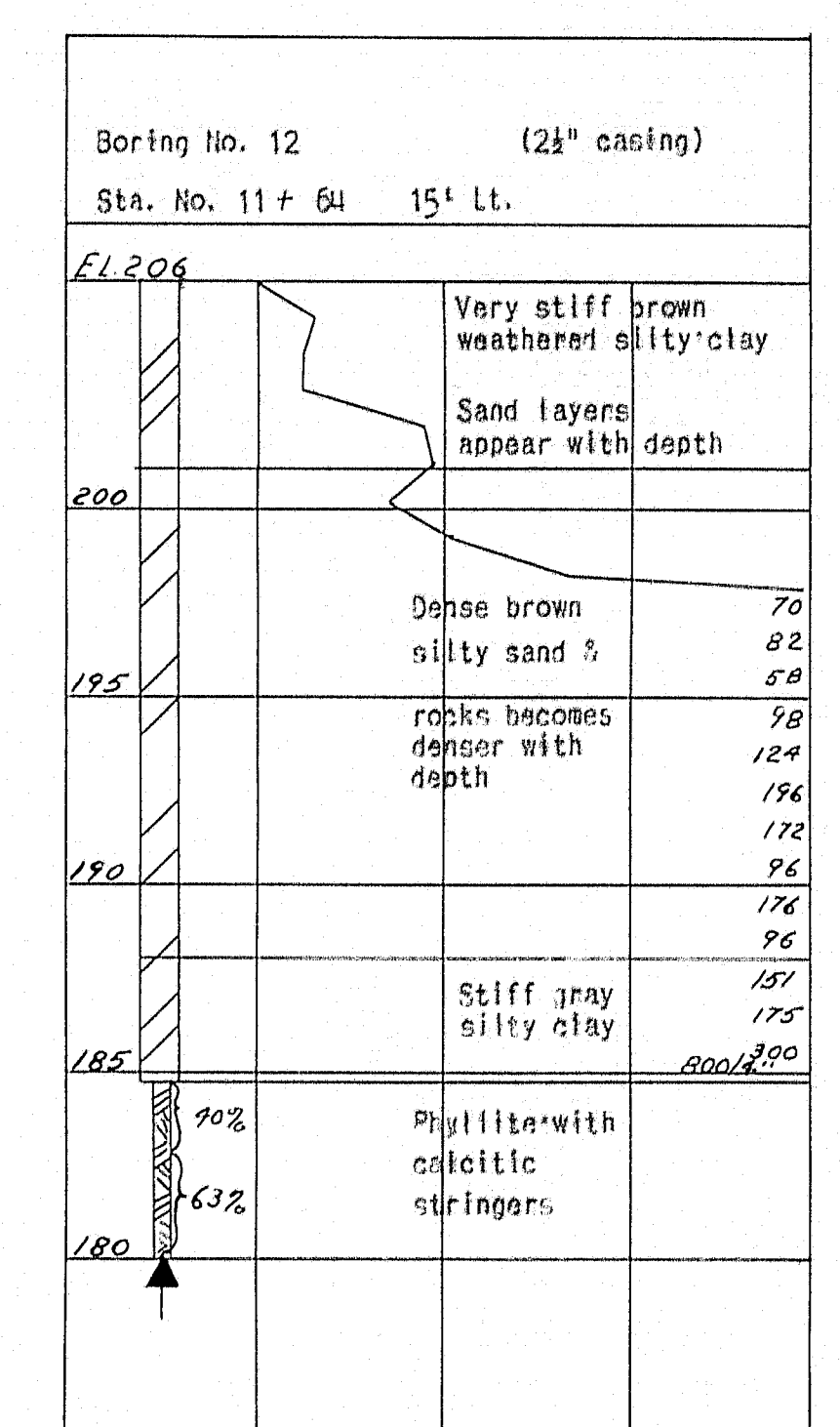
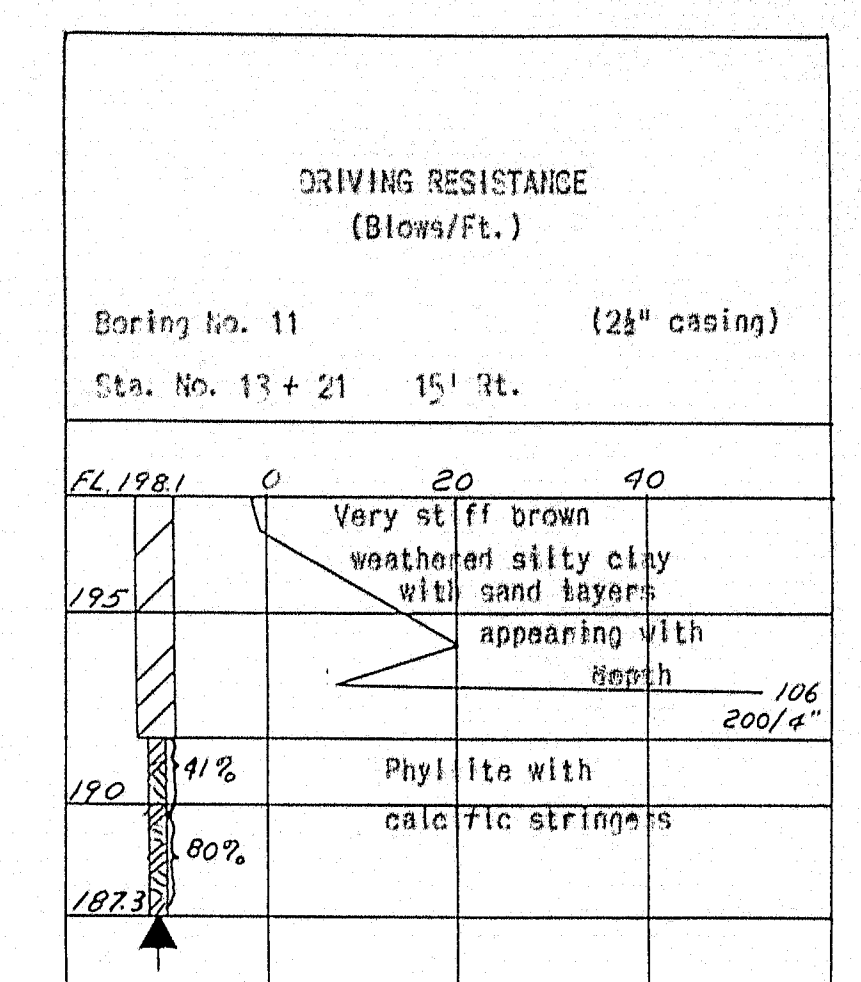
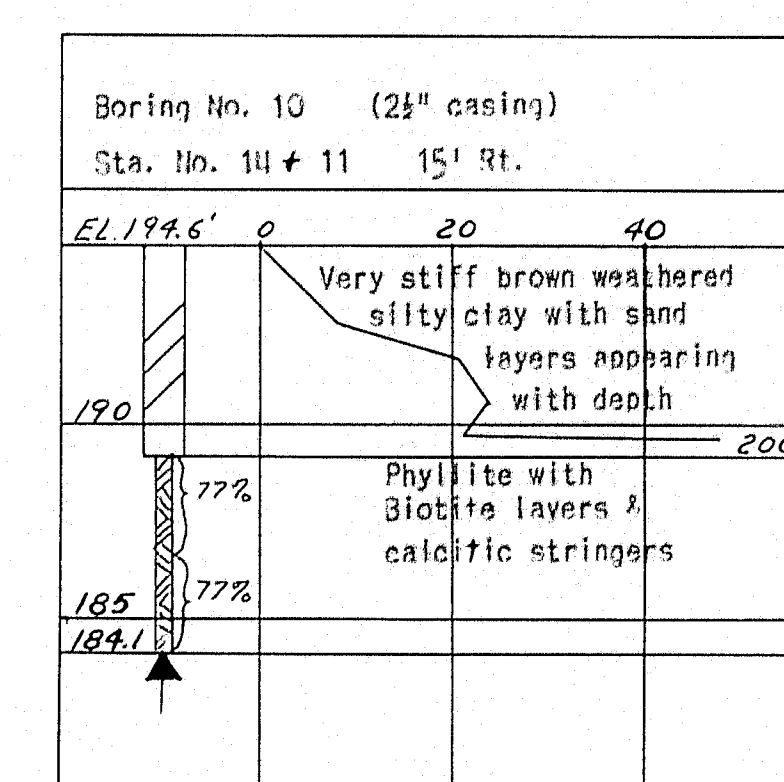
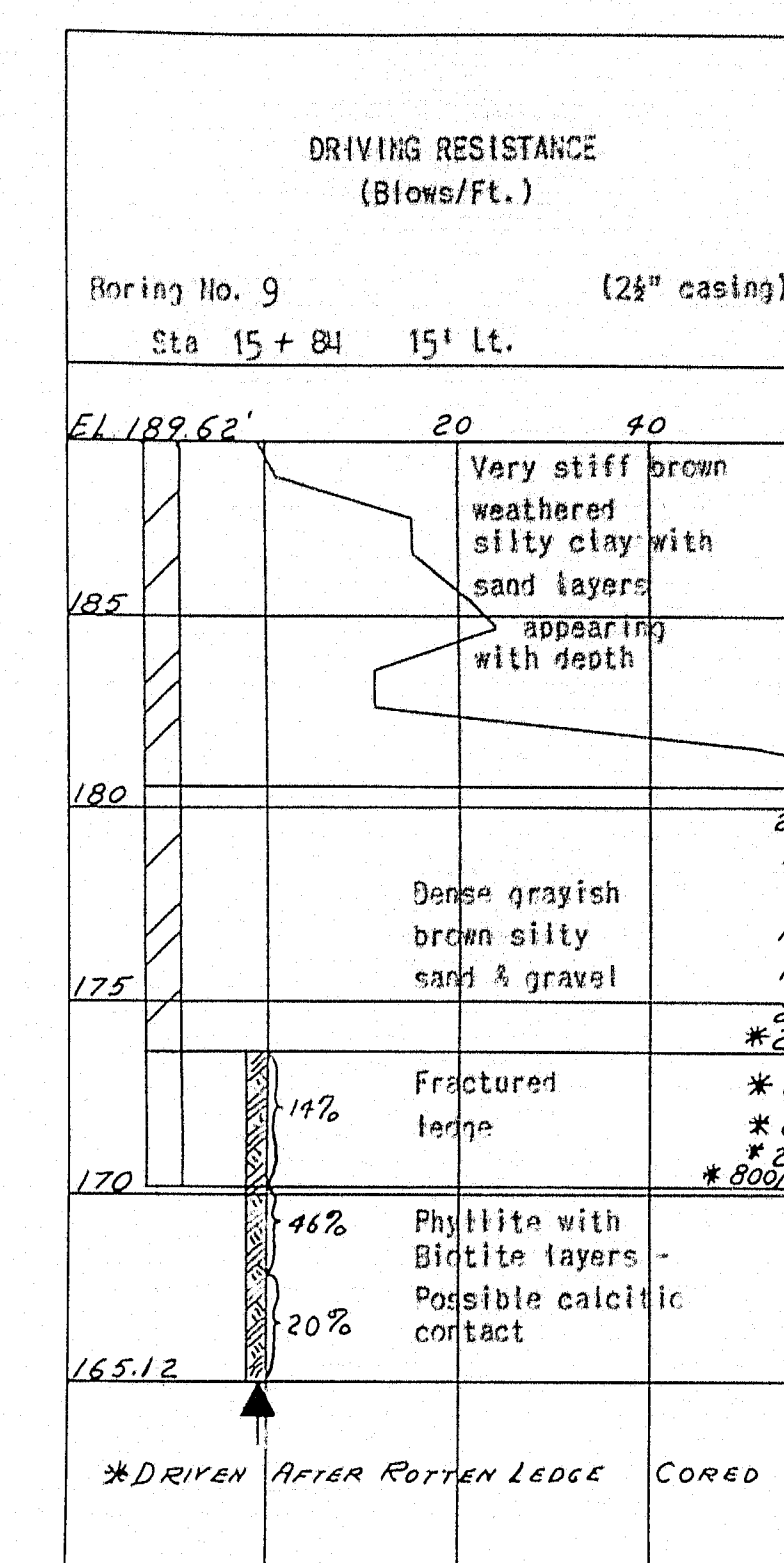
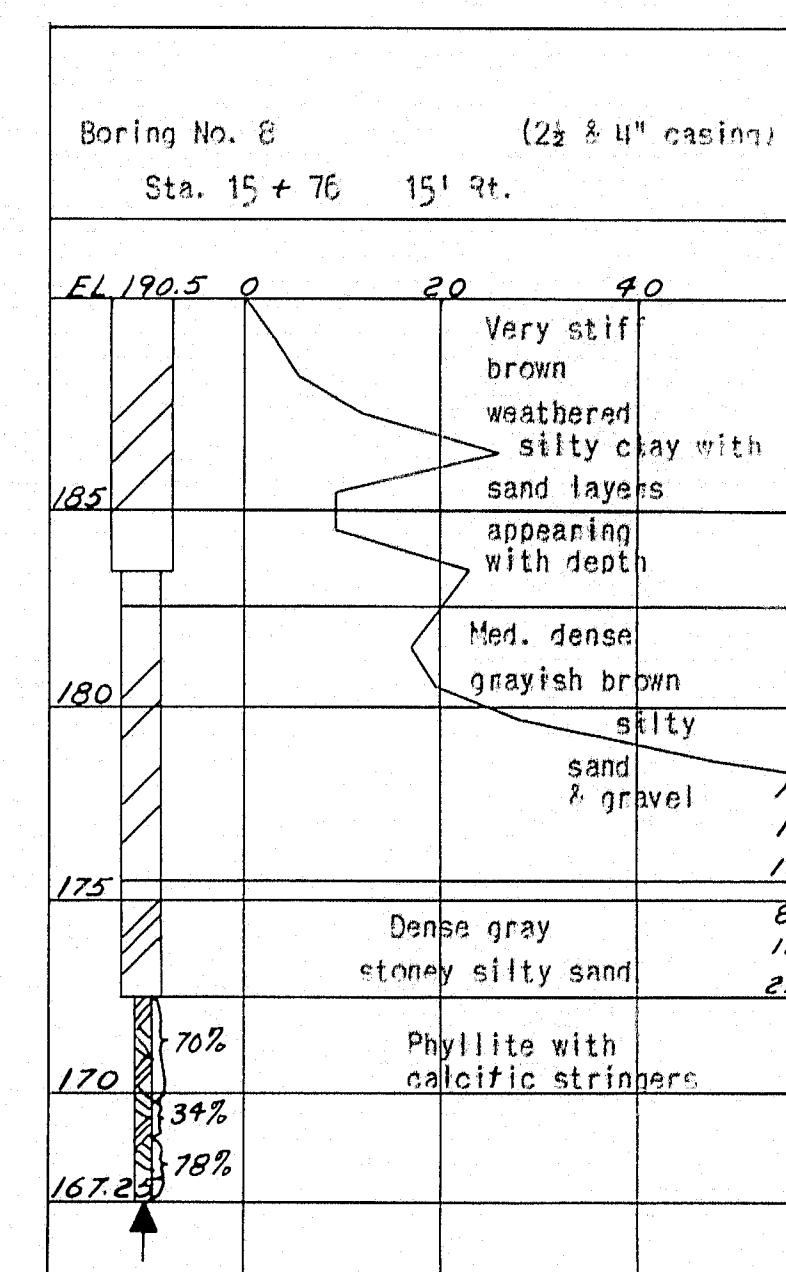
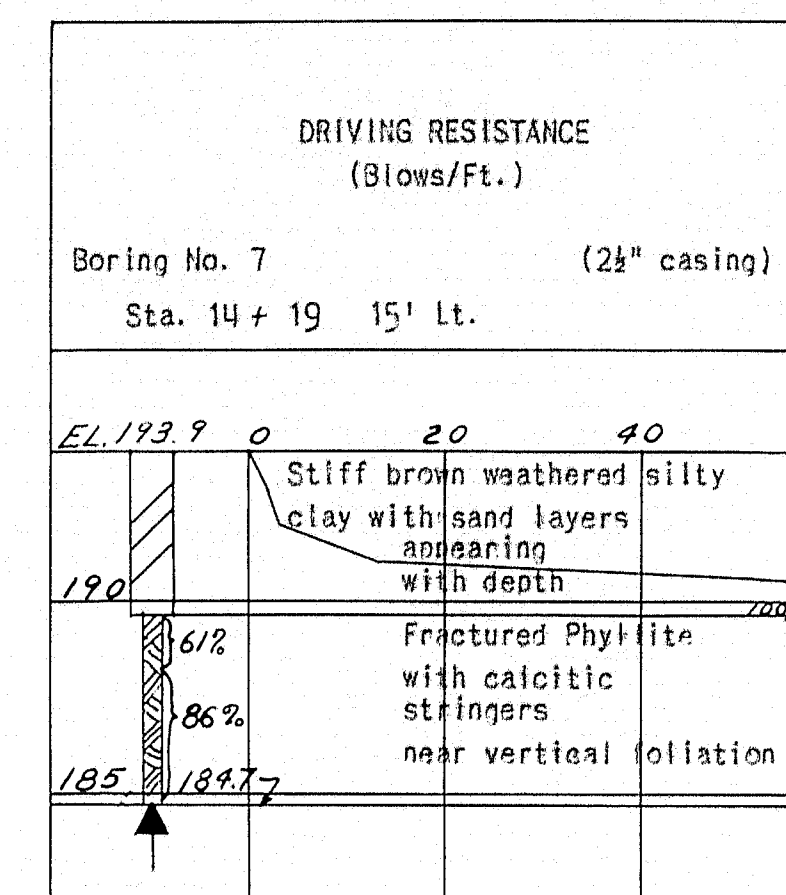
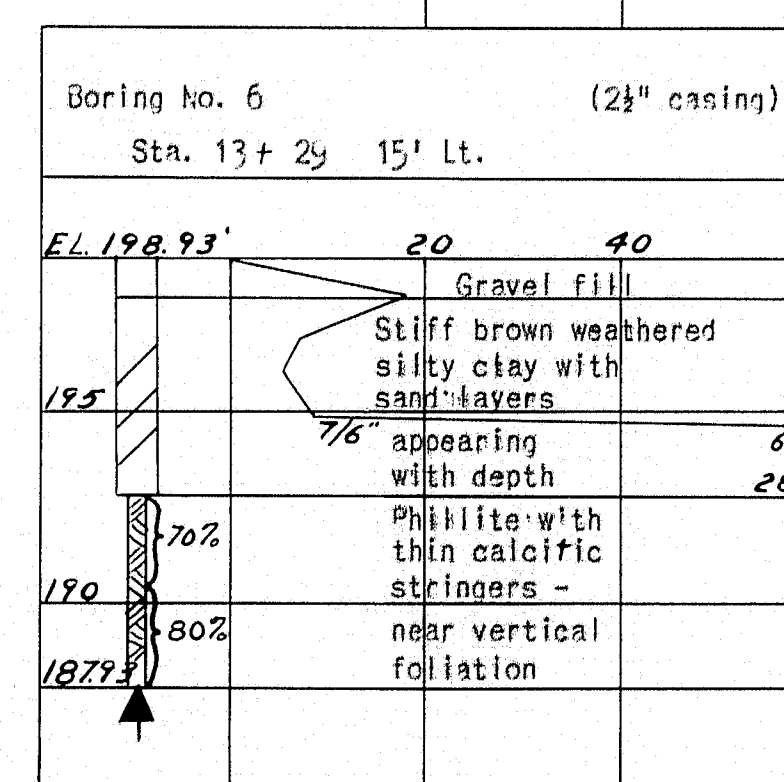
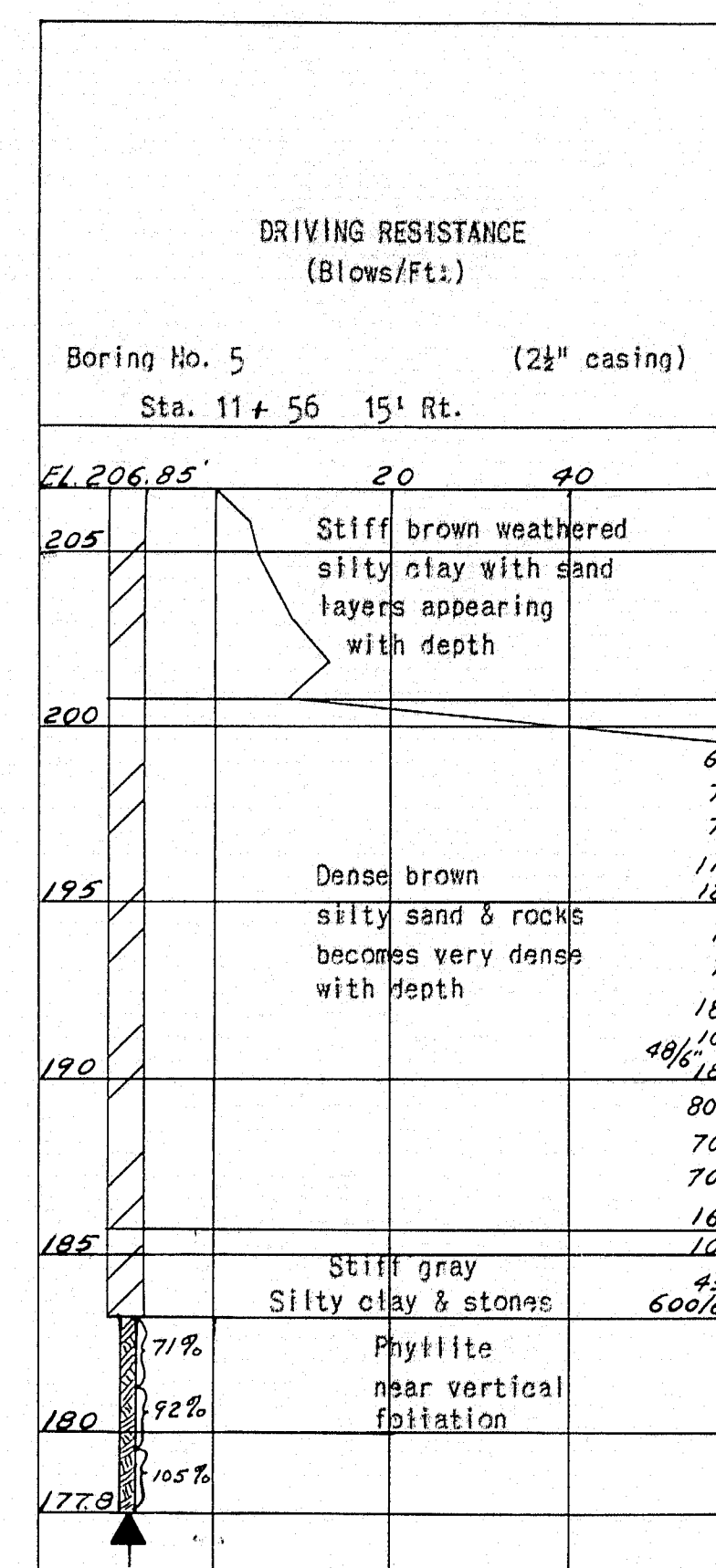
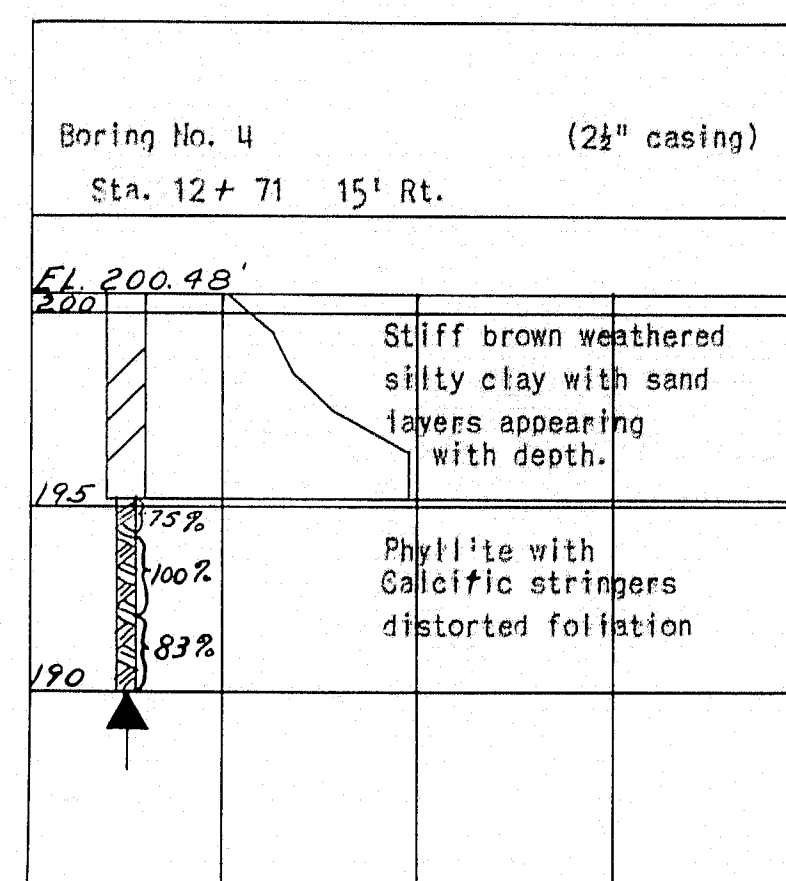
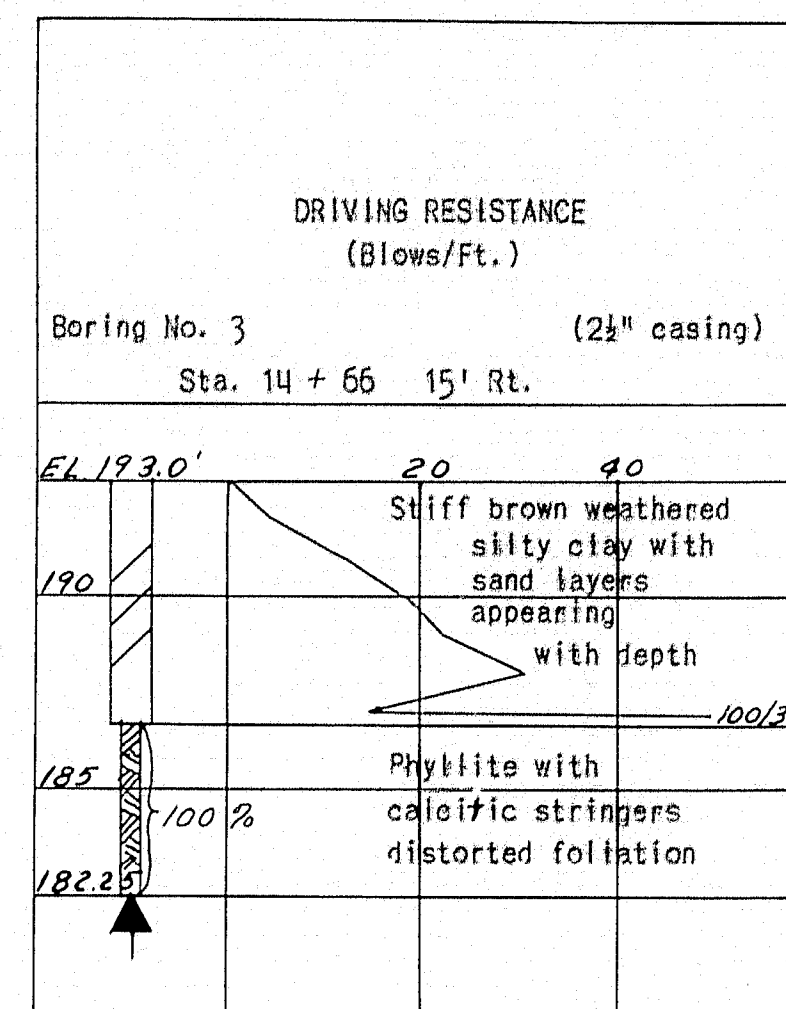
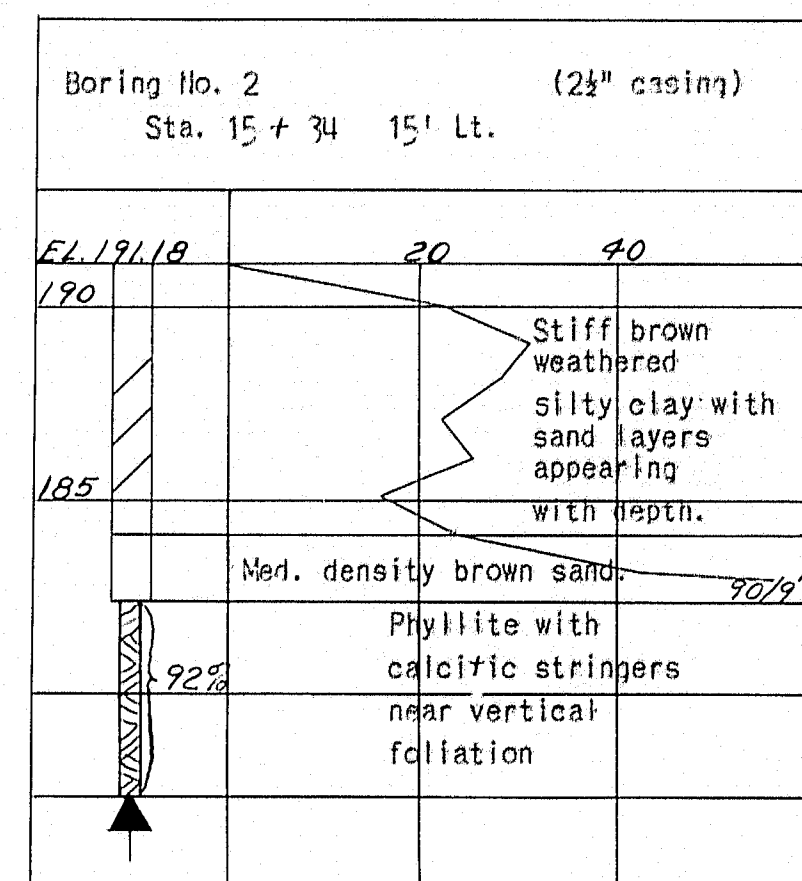
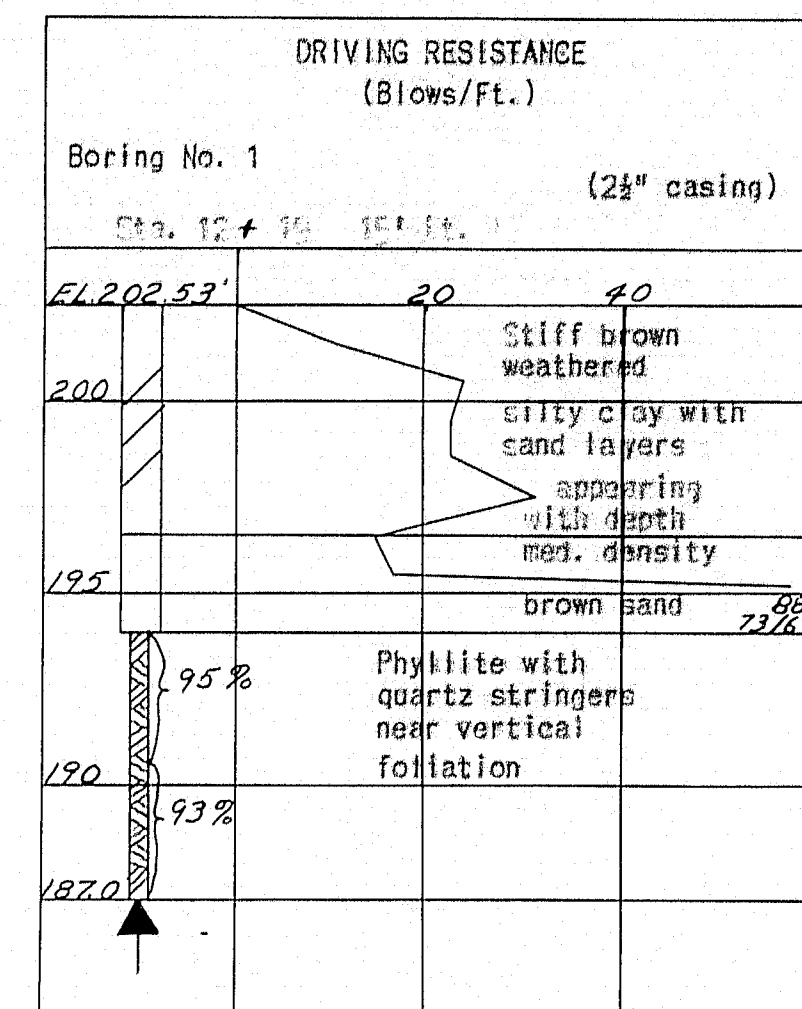
DESIGN -  
TRACE - V. SMITH  
CHECK - C. J. A.

BRIDGE NO.  
PLOT -

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

**LYONS ROAD BRIDGE**  
OVER  
**INTERSTATE HIGHWAY**  
IN THE TOWN OF  
**SIDNEY**  
**KENNEBEC COUNTY**  
SOILS PROFILE  
SHEET 3 OF 22 AUGUSTA, MAINE MAY 1958



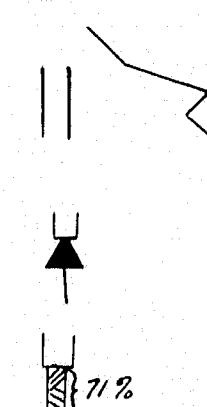


# **BORING NOTES**

Number of blows of 275# hammer falling 18 inches required to drive extra heavy casing one foot thus:

Bottom of boring indicated thus:

Percent recovery of rock core by diamond bit thus:

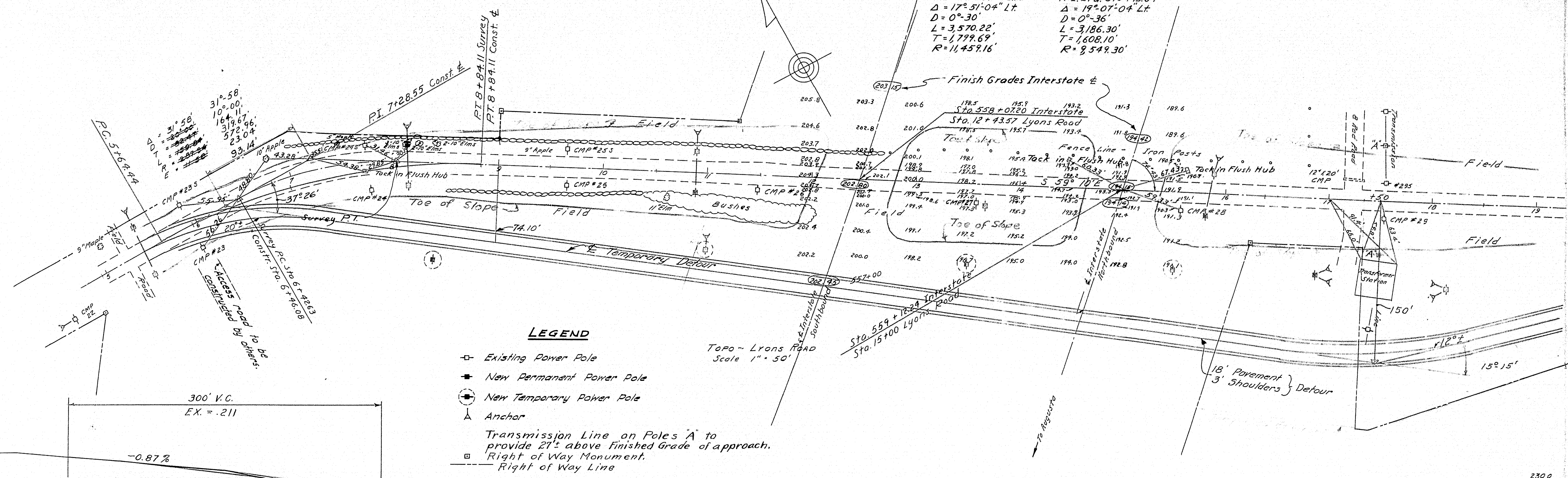




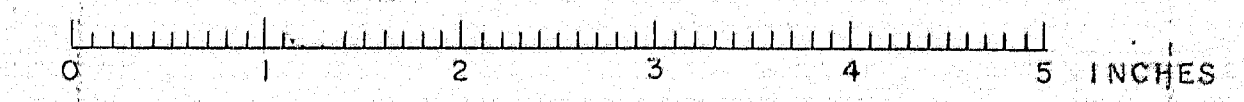
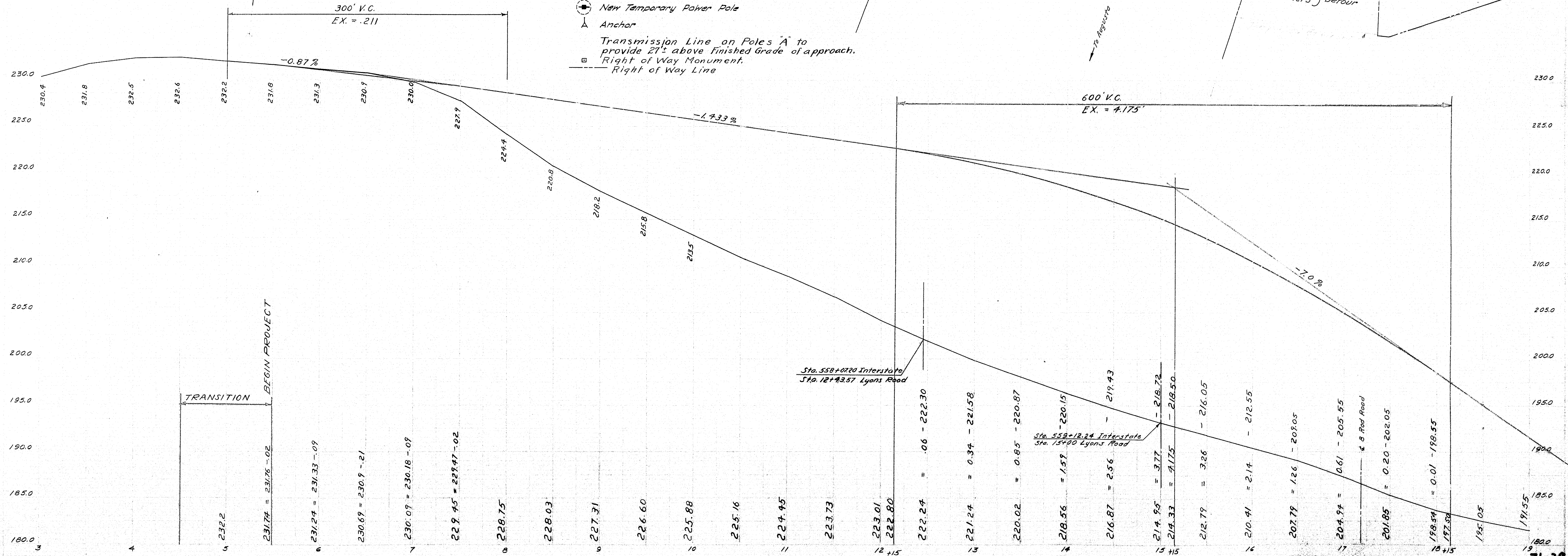
**B.M. # A-60**  
 E.I. 204.44  
 Vert Hinge Nail in Root of 12" Cherry  
 230' Left of 567+80 Northbound

**Interstate Curve Data**

Southbound	Northbound
PI=Sta. 569+72.10	PI=Sta. 570+13.04
$\Delta = 17^\circ 51' 04''$ Lt.	$\Delta = 19^\circ 07' 04''$ Lt.
$D = 0^\circ 30'$	$D = 0^\circ 36'$
$L = 3,570.22'$	$L = 3,186.30'$
$T = 1,779.69'$	$T = 1,608.10'$
$R = 11,459.16'$	$R = 9,549.30'$



- LEGEND**
- Existing Power Pole
  - New Permanent Power Pole
  - ⊙ New Temporary Power Pole
  - △ Anchor
  - Transmission Line on Poles "A" to provide 21' above Finished Grade of approach.
  - Right of Way Monument
  - Right of Way Line

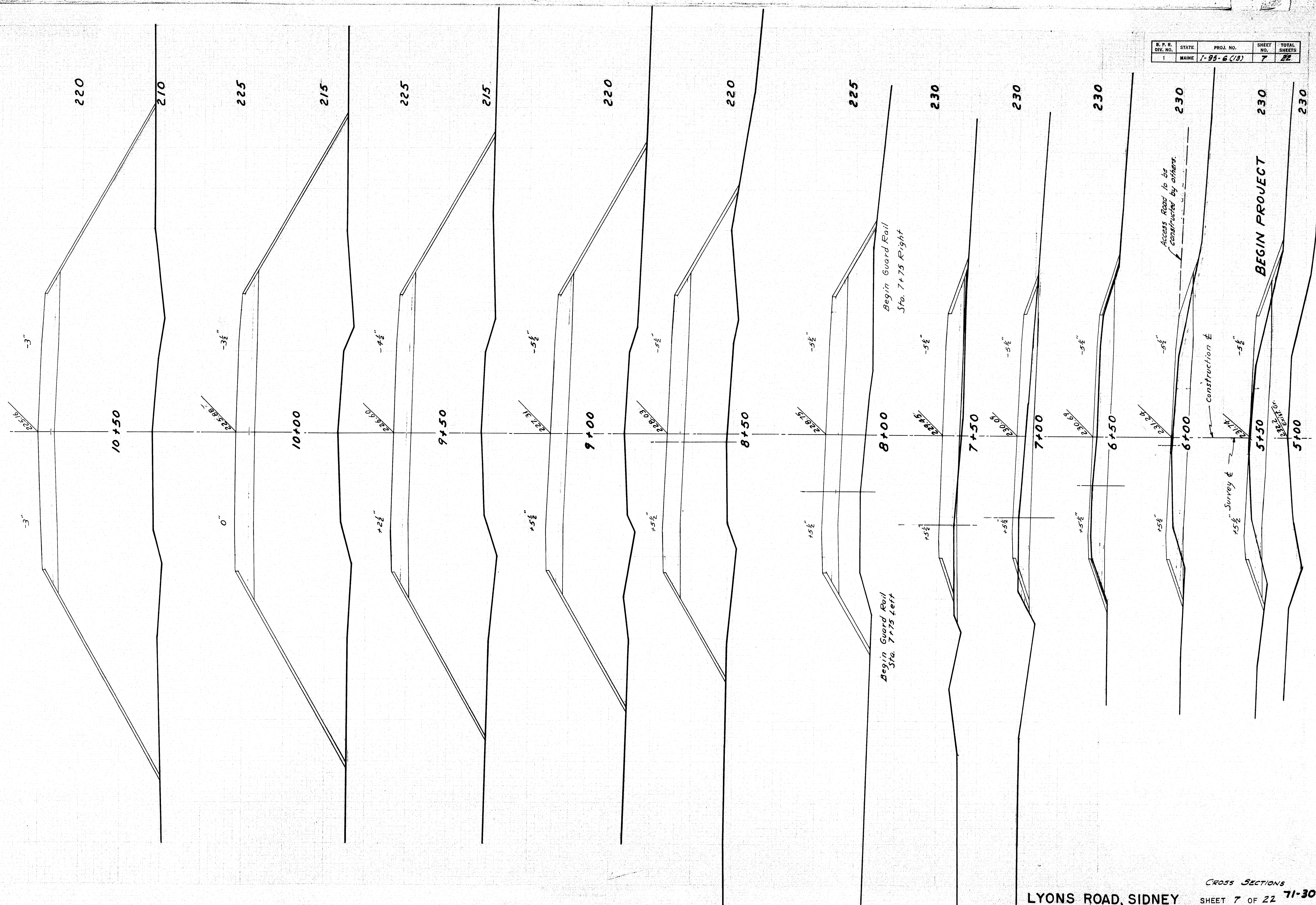








B. P. R. DIV. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6 (13)	7	22



0 1 2 3 4 5 INCHES

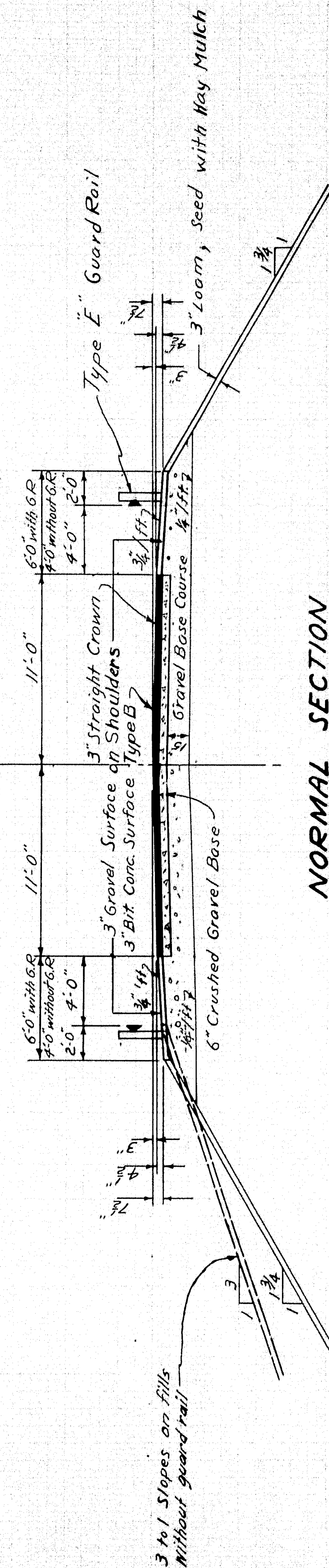
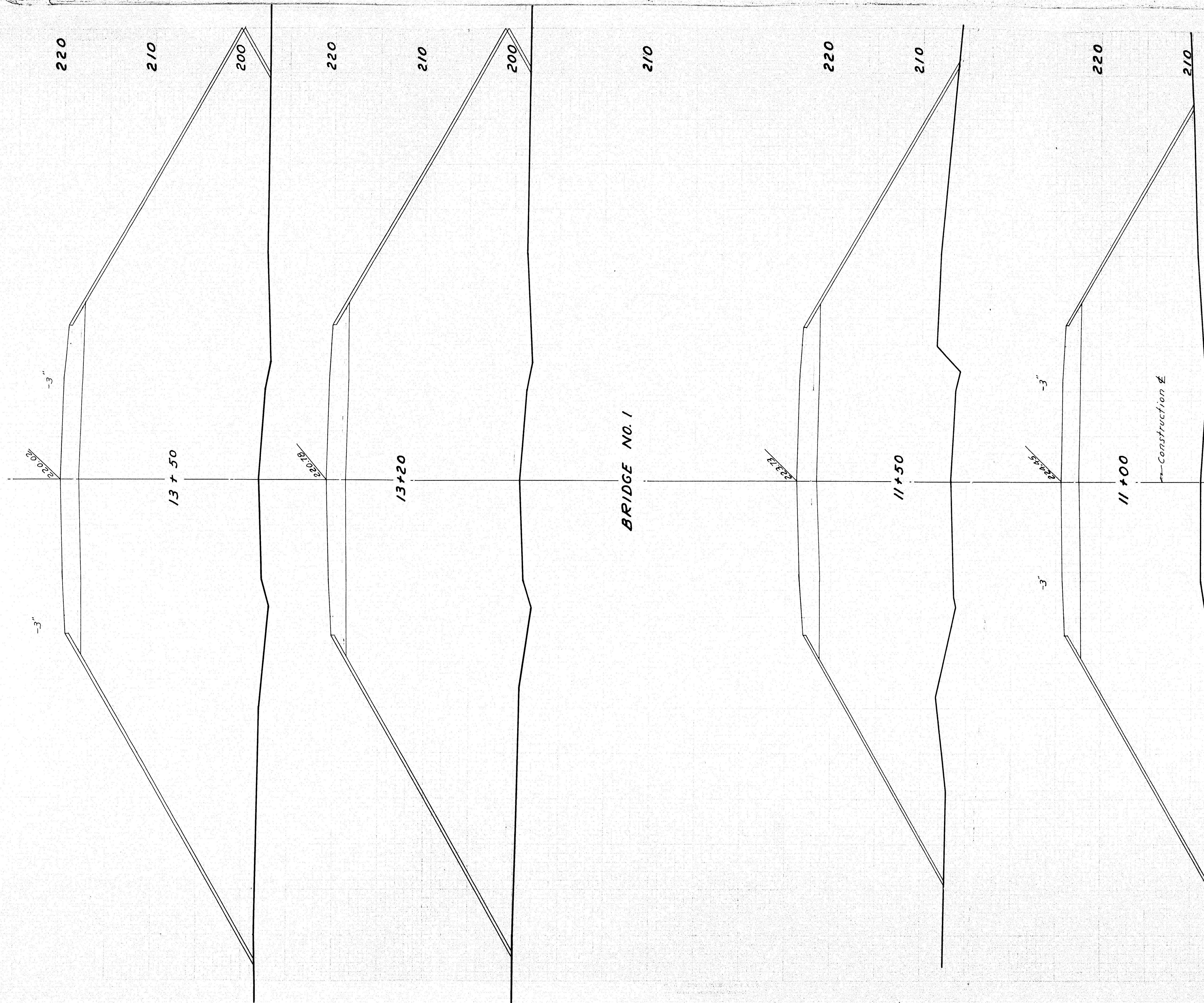
LYONS ROAD, SIDNEY

CROSS SECTIONS

SHEET 7 OF 22 71-30



D. P. R. DIV. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-25-6 (13)	8	22



NORMAL SECTION

See Sht 9 For Typical Super-elevated Section

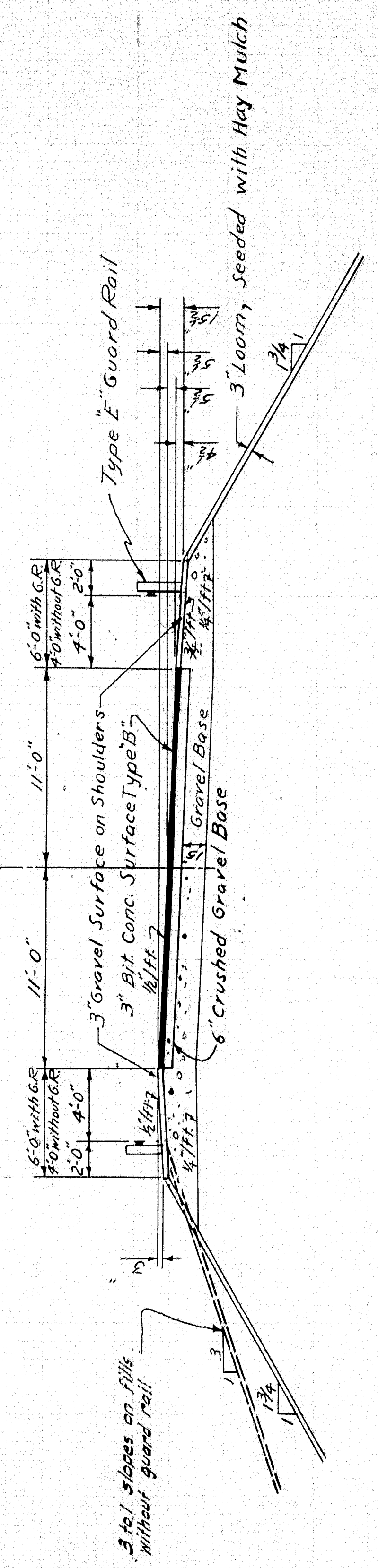
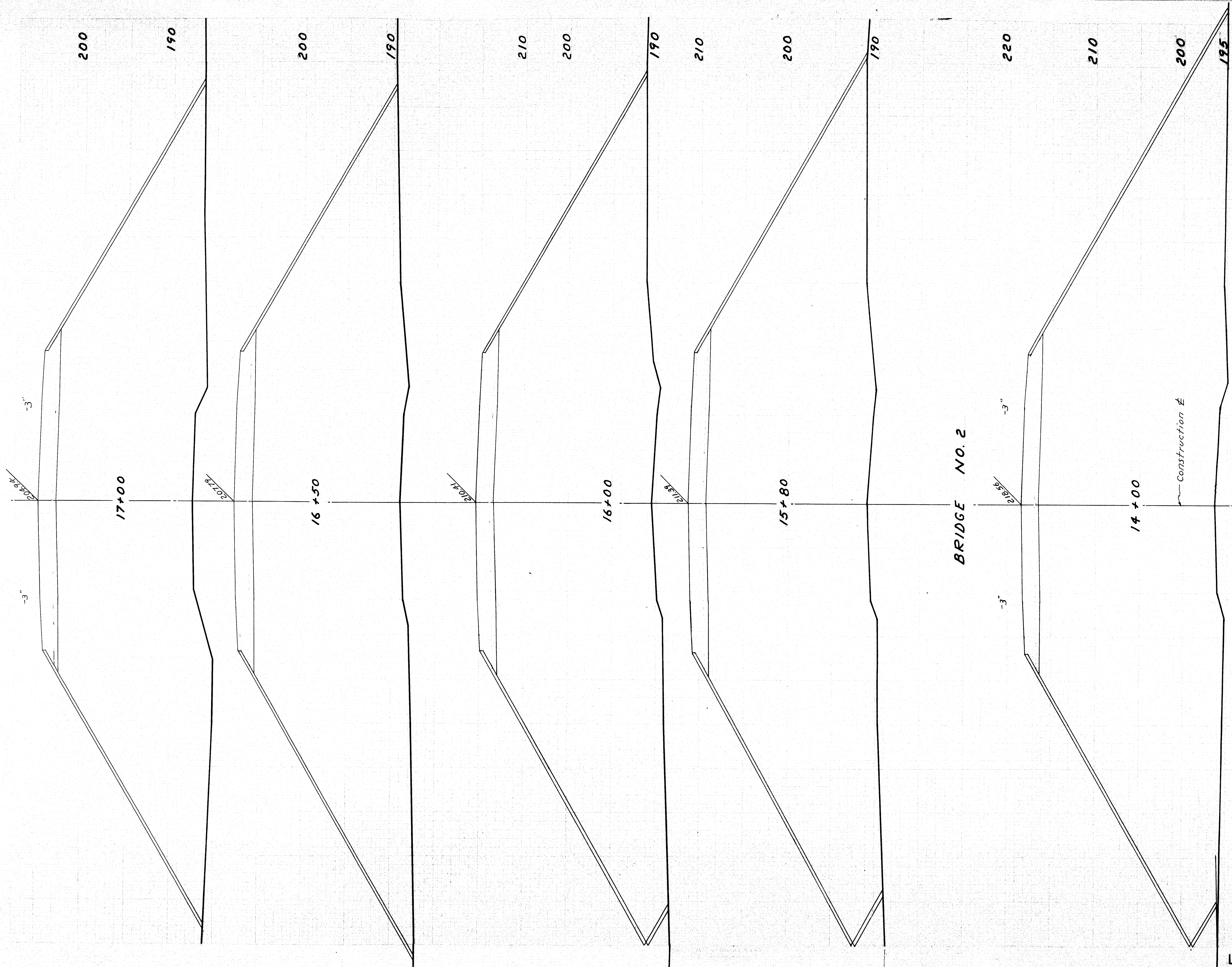
LYONS ROAD, SYDNEY

CROSS SECTIONS  
SHEET 8 OF 22  
71-31

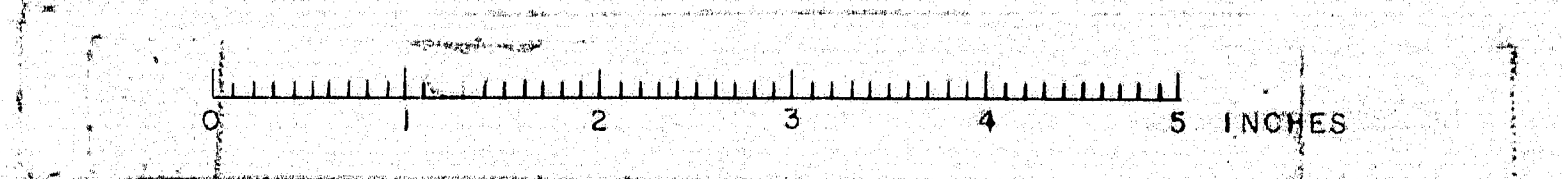
0 1 2 3 4 5 INCHES



B. P. R. DIV. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6(13)	9	22

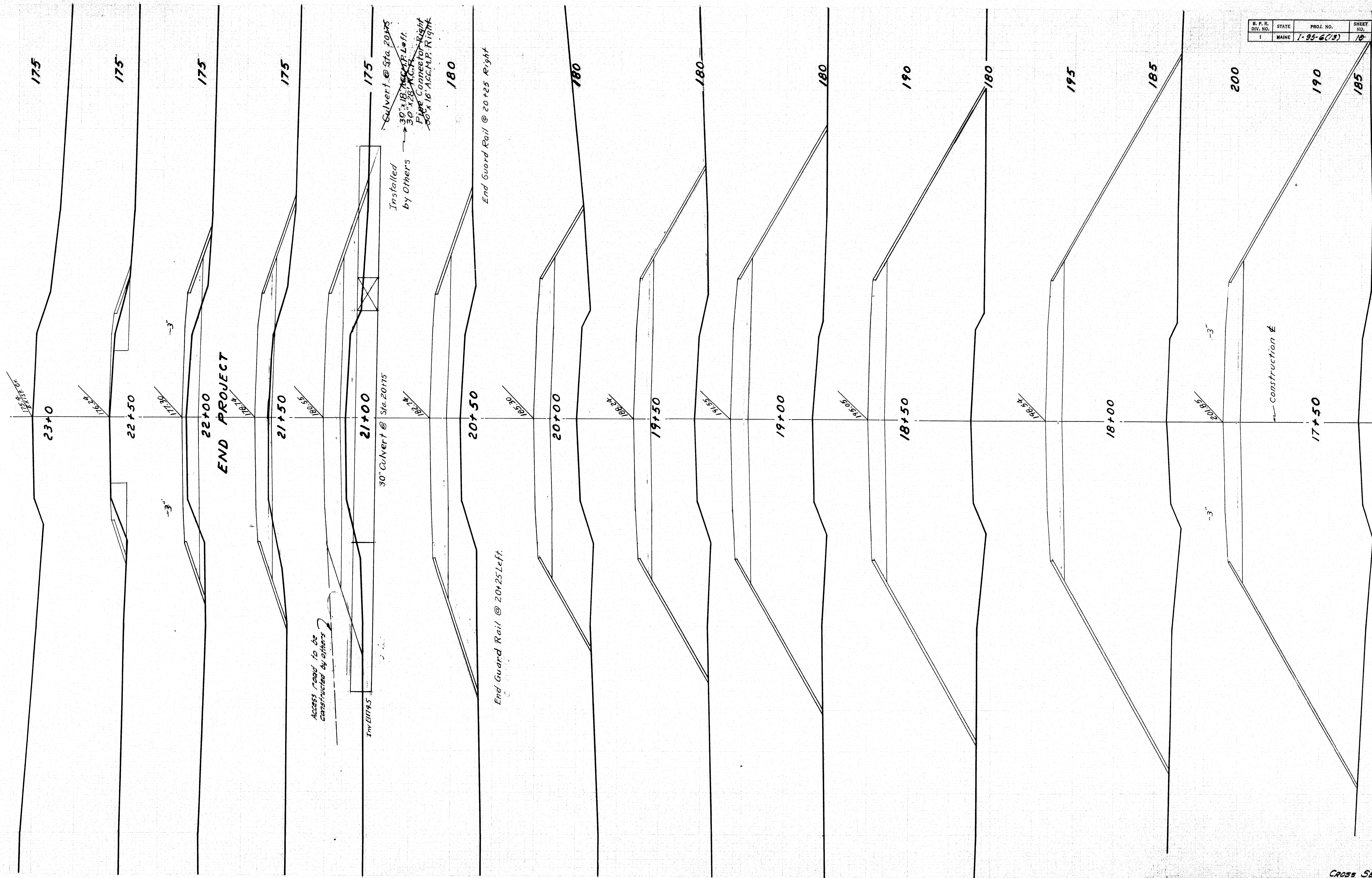


**TYPICAL SUPER-ELEVATED SECTION**  
 (See Sht. 8 For Normal Sect.)  
 NOTE: Do not overstate to place gravel base at locations where the existing material conforms to the requirements for "Gravel Base Course".





B. P. R. DIV. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6(13)	10	22



0 1 2 3 4 5 INCHES

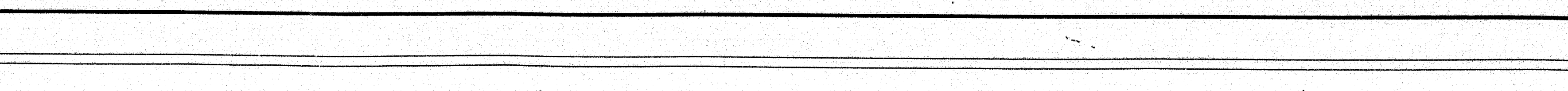
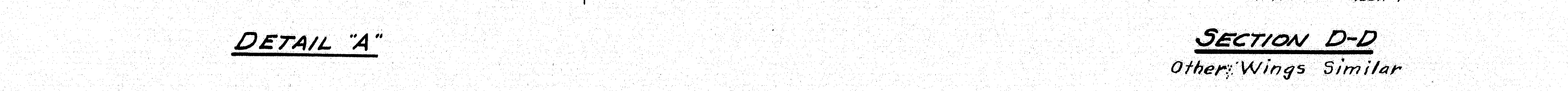
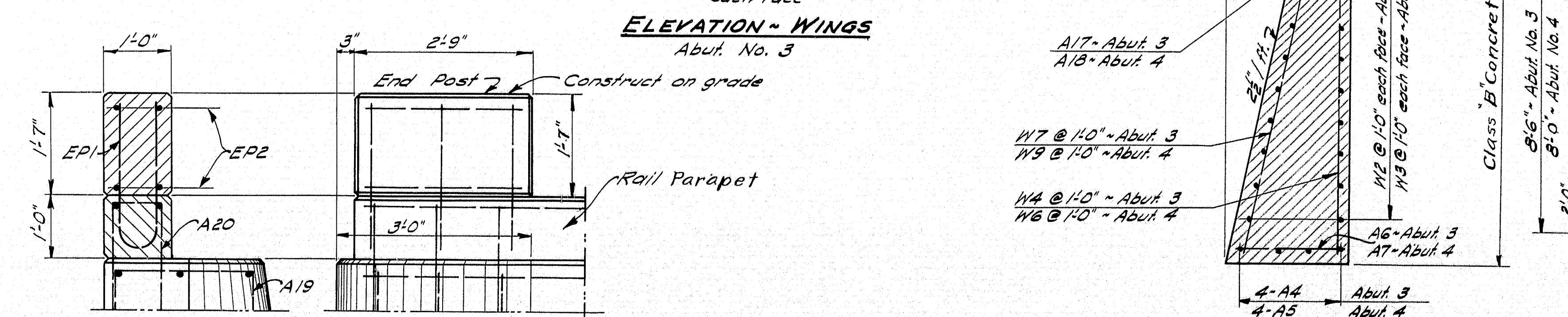
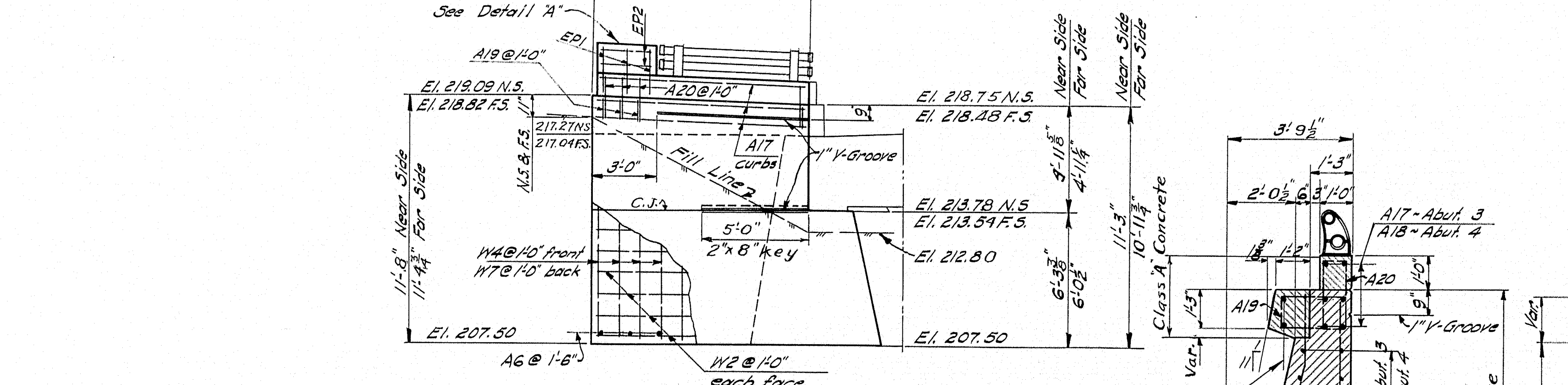
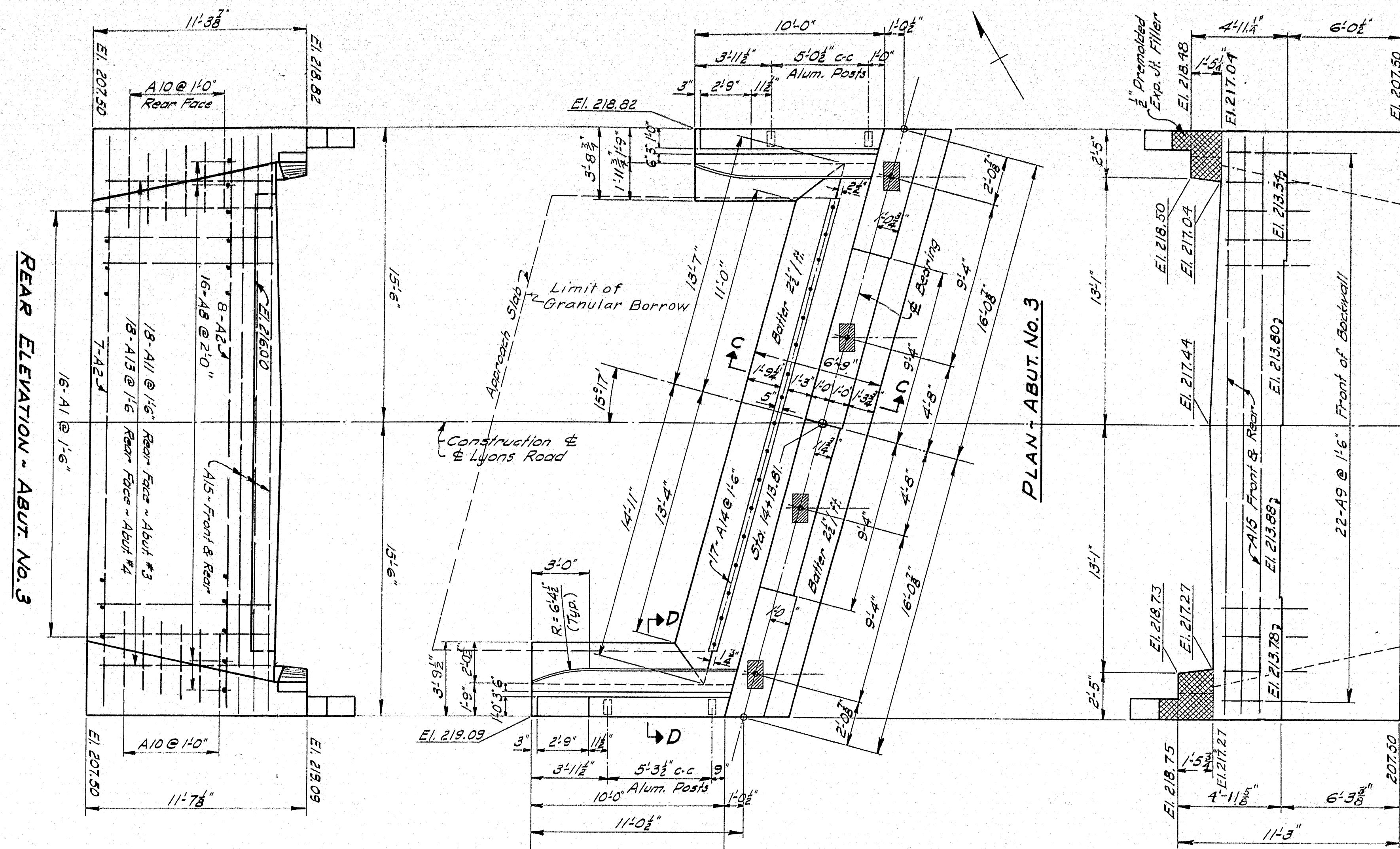
LYONS ROAD, SIDNEY

71-33  
CROSS SECTIONS  
SHEET 10 OF 22





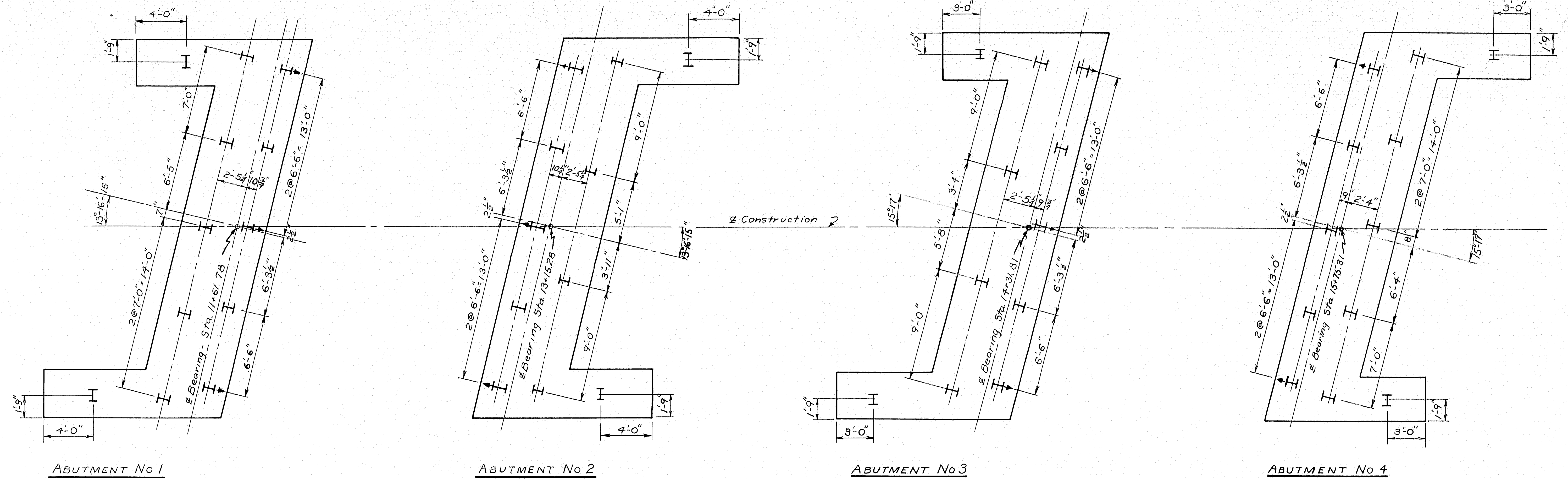




NOTE: For "General Notes" see sh. #11

DESIGN - WISWELL	BRIDGE NO.
TRACE - CLARK	SURVEY -
CHECK - C.S.A.	PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
<b>LYONS ROAD BRIDGE</b>	
OVER	
<b>INTERSTATE HIGHWAY</b>	
IN THE TOWN OF	
<b>SIDNEY</b>	
<b>KENNEBEC COUNTY</b>	
ABUTMENTS NO. 3 & 4	
SHEET 12 OF 22	AUGUSTA, MAINE MAY 1958





NOTES:

10" x 10" x 42" H-Piles

Abut. No 1 12 Reqd. Estimated Length = 30'

Abut. No 2 11 " " " 25'

Abut. No 3 11 " " " 25'

Abut. No 4 12 " " " 30'

Max. Pile loads - Abut. No 1 & 4 28 Tons

" " 2 & 3 33 Tons

See Sections A-A & C-C for pile cut-off elevations

Fill to be placed up to elevation of bottom of Abutments before piles are driven

Piles shown thrust to be battered 2 1/2" per foot in the direction indicated.

DESIGN - WISWELL	BRIDGE NO.
TRACE - HOKIS	SURVEY
CHECK - C.S.A.	PILOT

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

**LYONS ROAD BRIDGE**

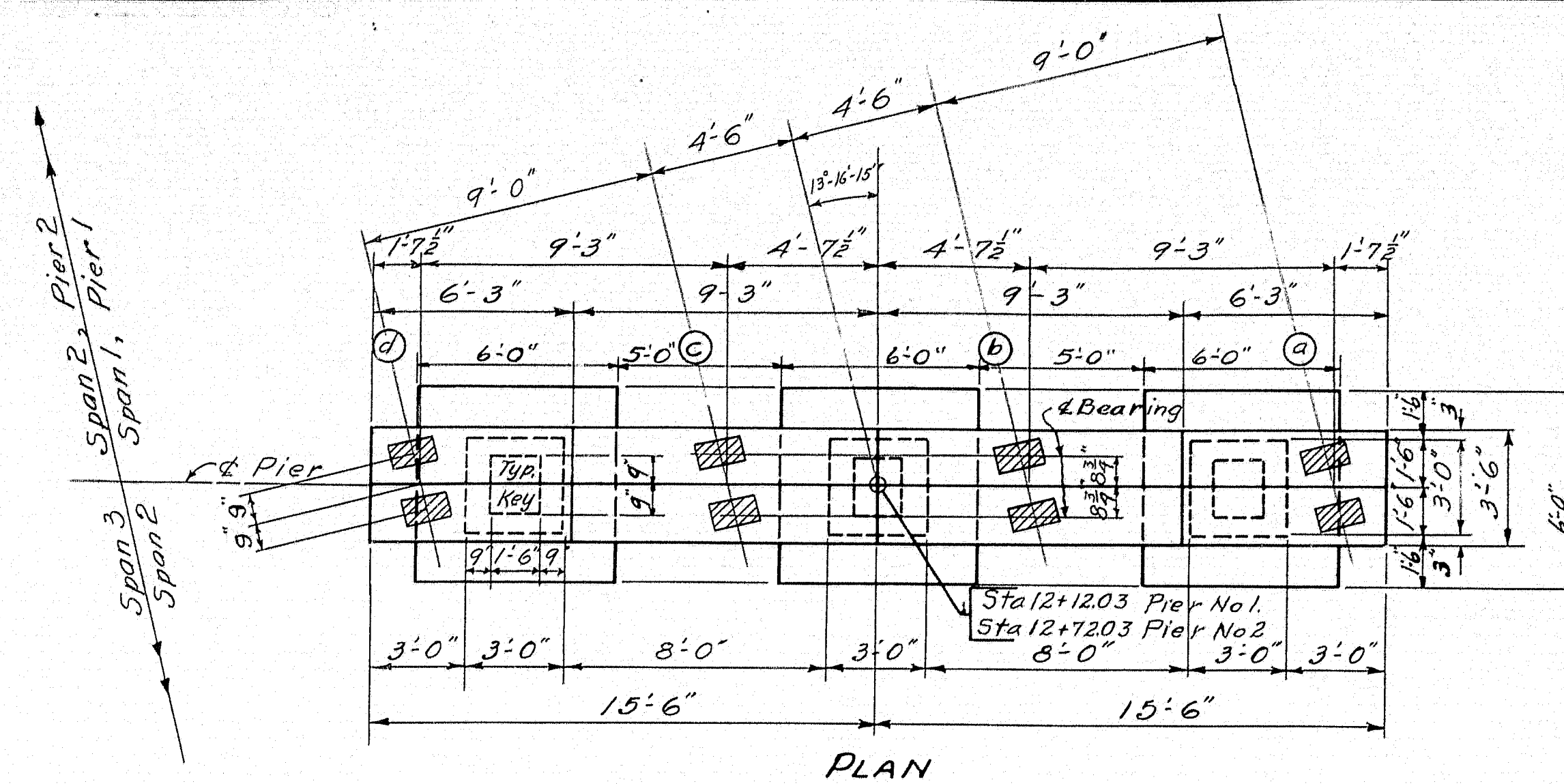
OVER  
**INTERSTATE HIGHWAY**

IN THE TOWN OF  
**SIDNEY**  
**KENNEBEC COUNTY**

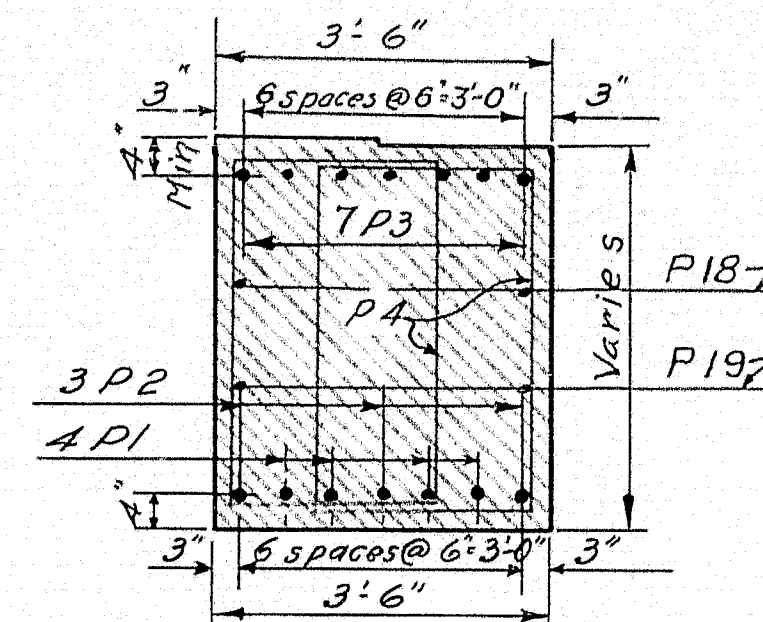
PILE PLANS - ABUTMENTS

SHEET 13 OF 22 AUGUSTA, MAINE MAY 1958

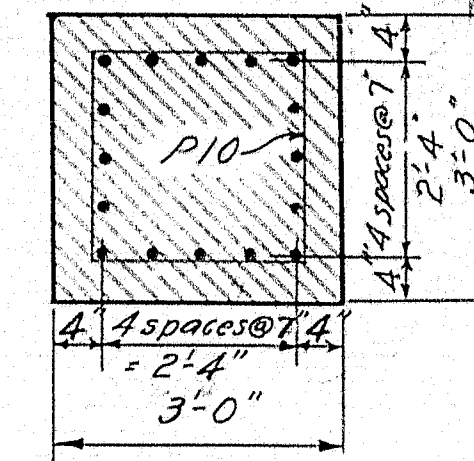




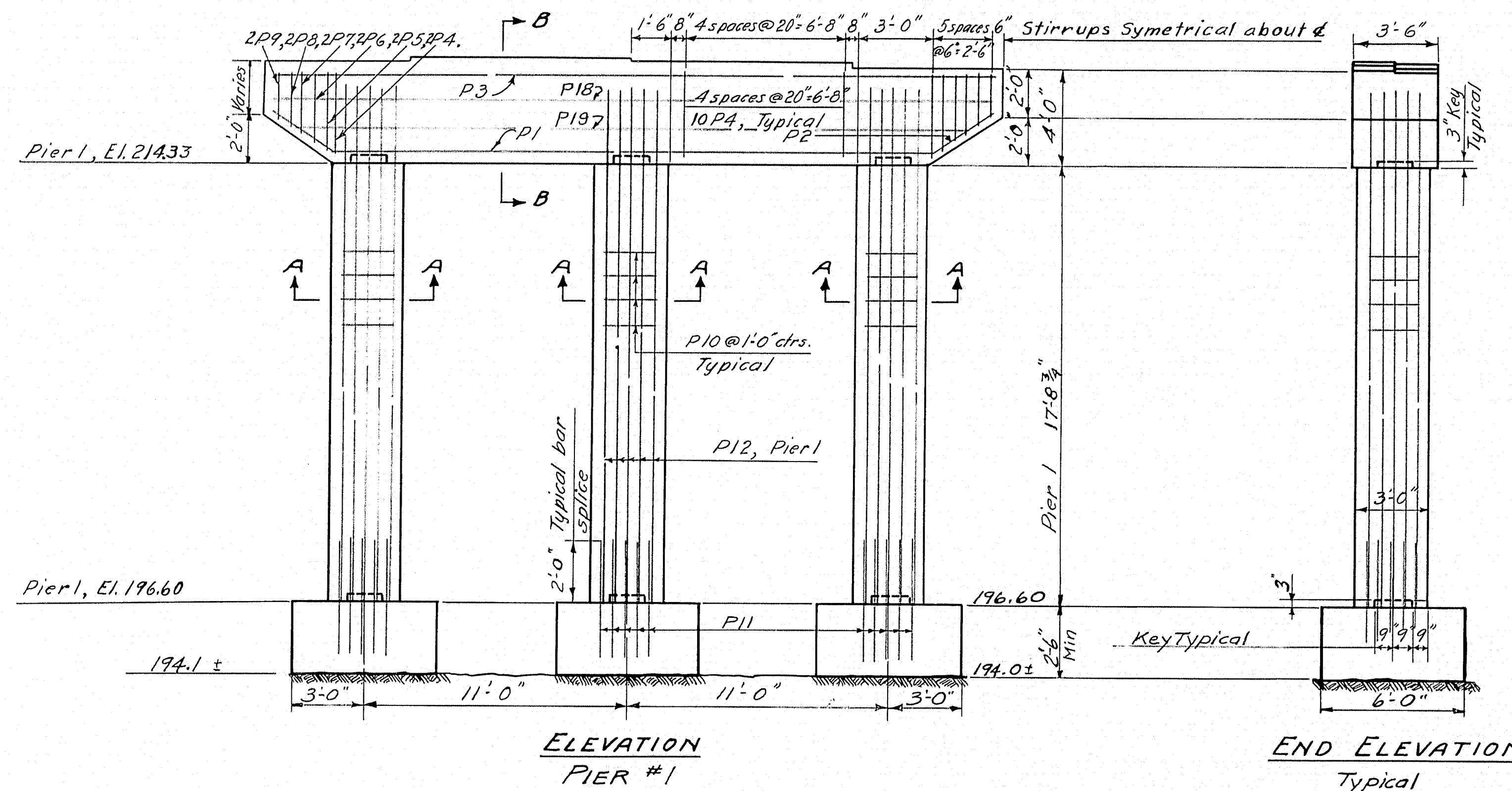
Bearing Area Elevations					
Location	d	c	b	a	
Pier 1					
Span 1	218.49	218.92	218.89	218.40	
Span 2	218.42	218.58	218.55	218.33	
Pier 2					
Span 2	217.26	217.41	217.37	217.14	
Span 3	217.52	217.65	217.61	217.39	



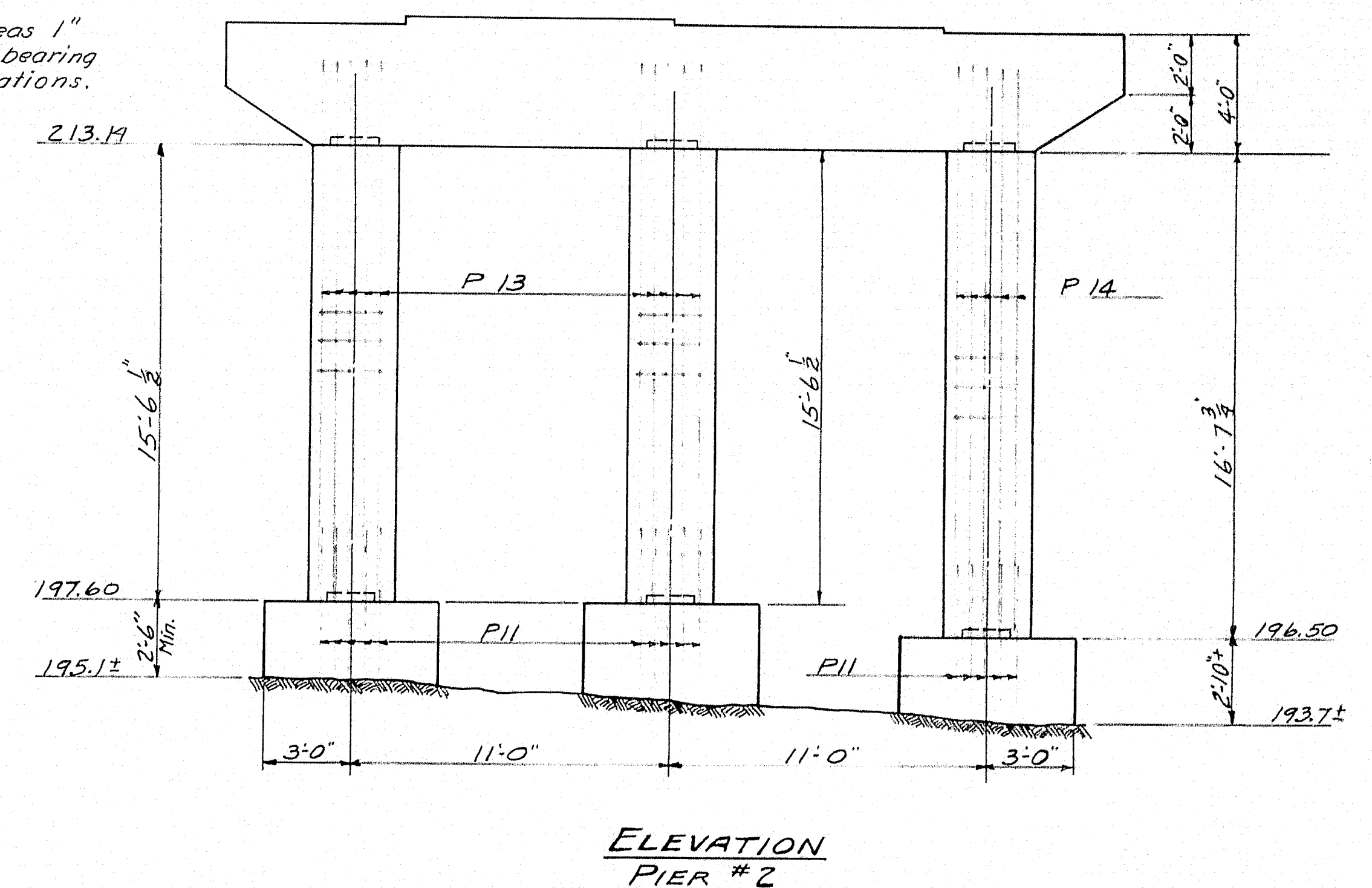
SECTION B-B  
Typical All Pier Caps



SECTION A-A  
Typical All Pier Columns



NOTE:- Dress bearing areas 1" larger all around than bearing plates and to exact elevations.



Foundation Pressures, 5 Tons/sq.ft. ~ Max. for all Piers.

DESIGN - C.M.M.  
TRACE - S.A.V.A.  
CHECK - C.S.A.

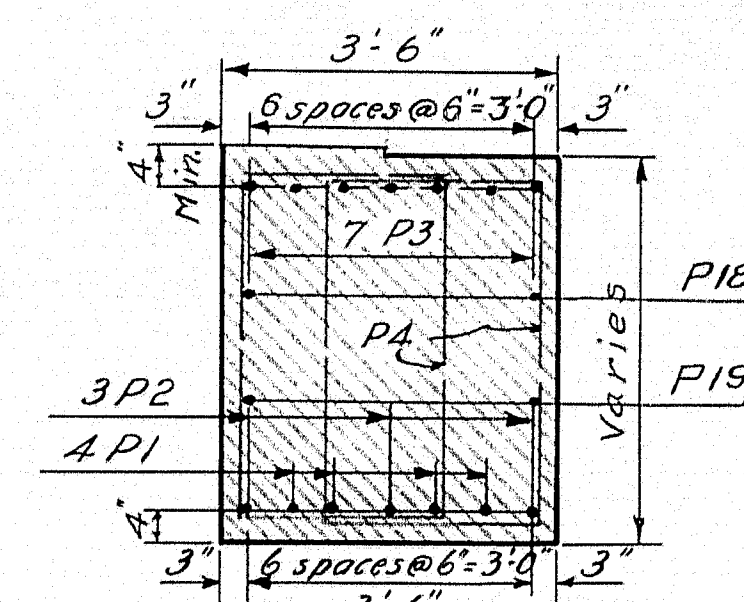
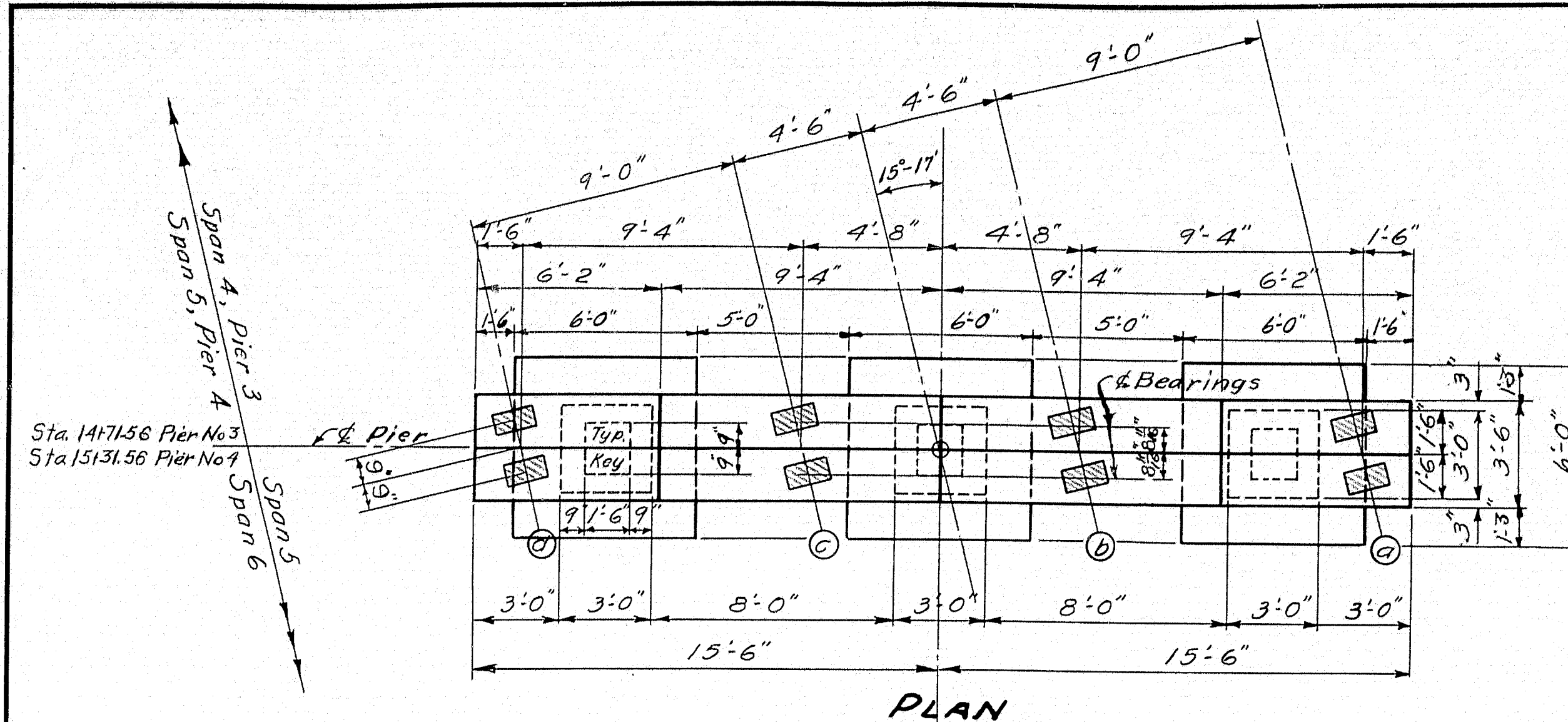
BRIDGE NO.  
SURVEY -  
PLOT -

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

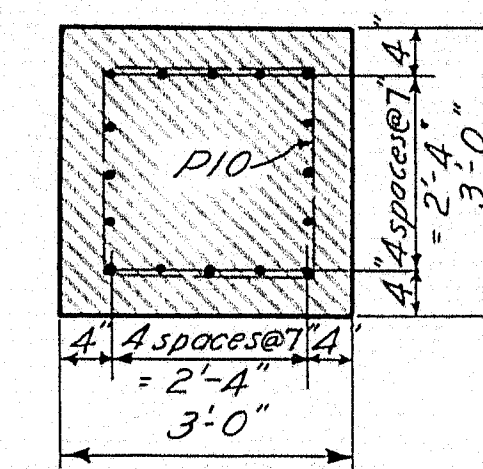
**LYONS ROAD BRIDGE**  
OVER  
**INTERSTATE HIGHWAY**  
IN THE TOWN OF  
**SIDNEY**  
**KENNEBEC COUNTY**  
PIERS NO. 1 & 2

SHEET 14 OF 22 AUGUSTA, MAINE MAY 1958

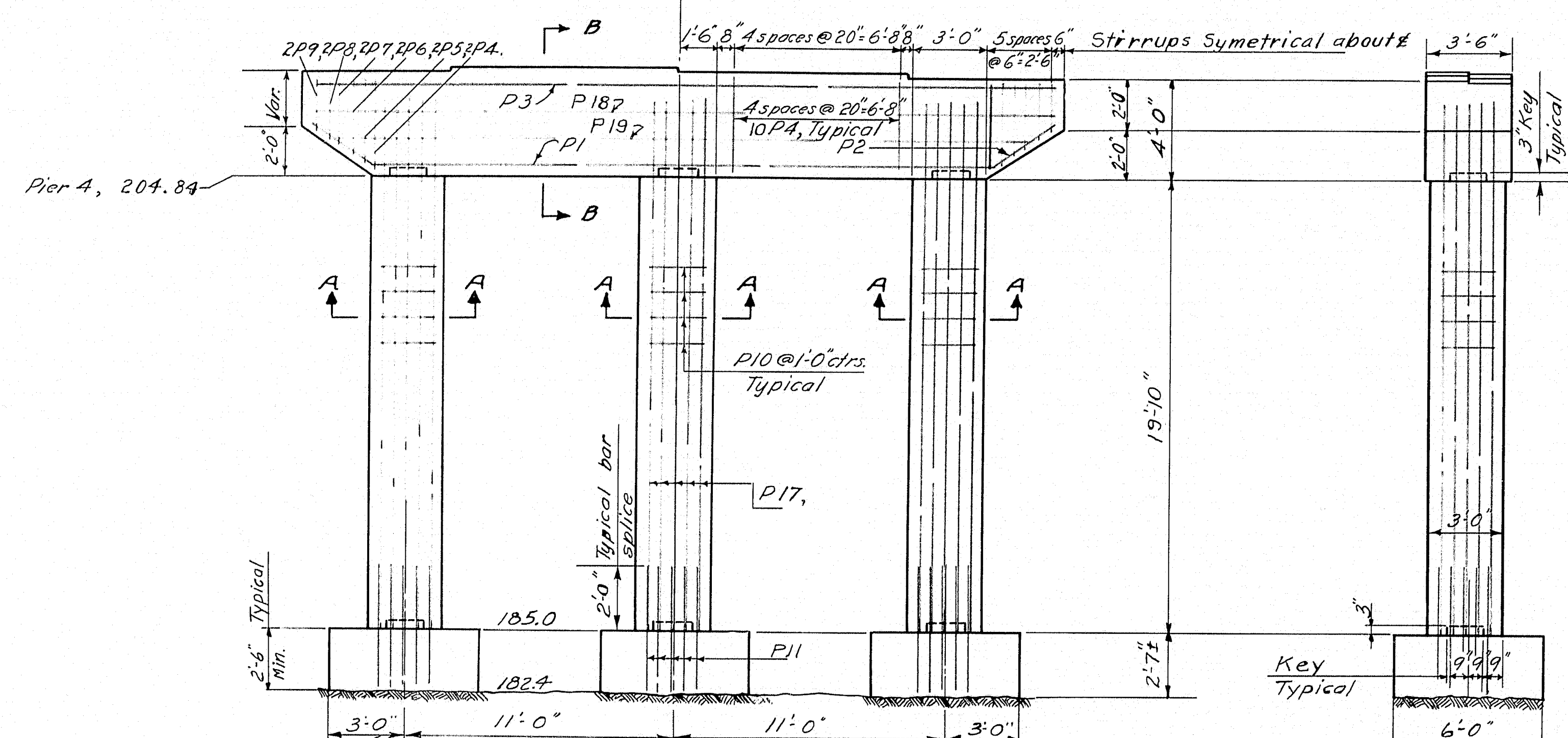




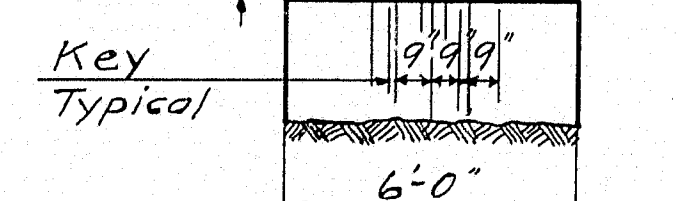
SECTION B-B  
Typical All Pier Caps



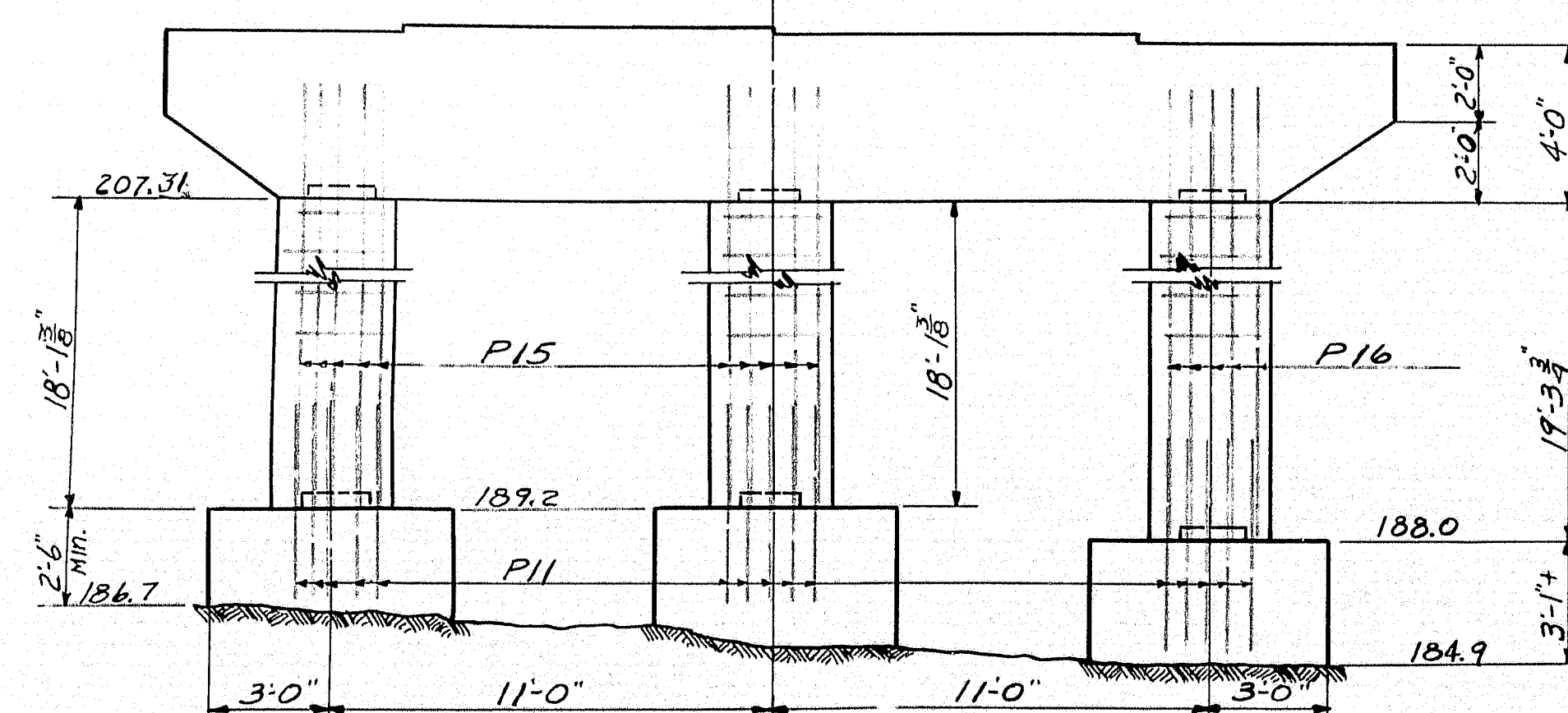
SECTION A-A  
Typical All Pier Columns



ELEVATION  
PIER #4



END ELEVATION



ELEVATION  
PIER #3

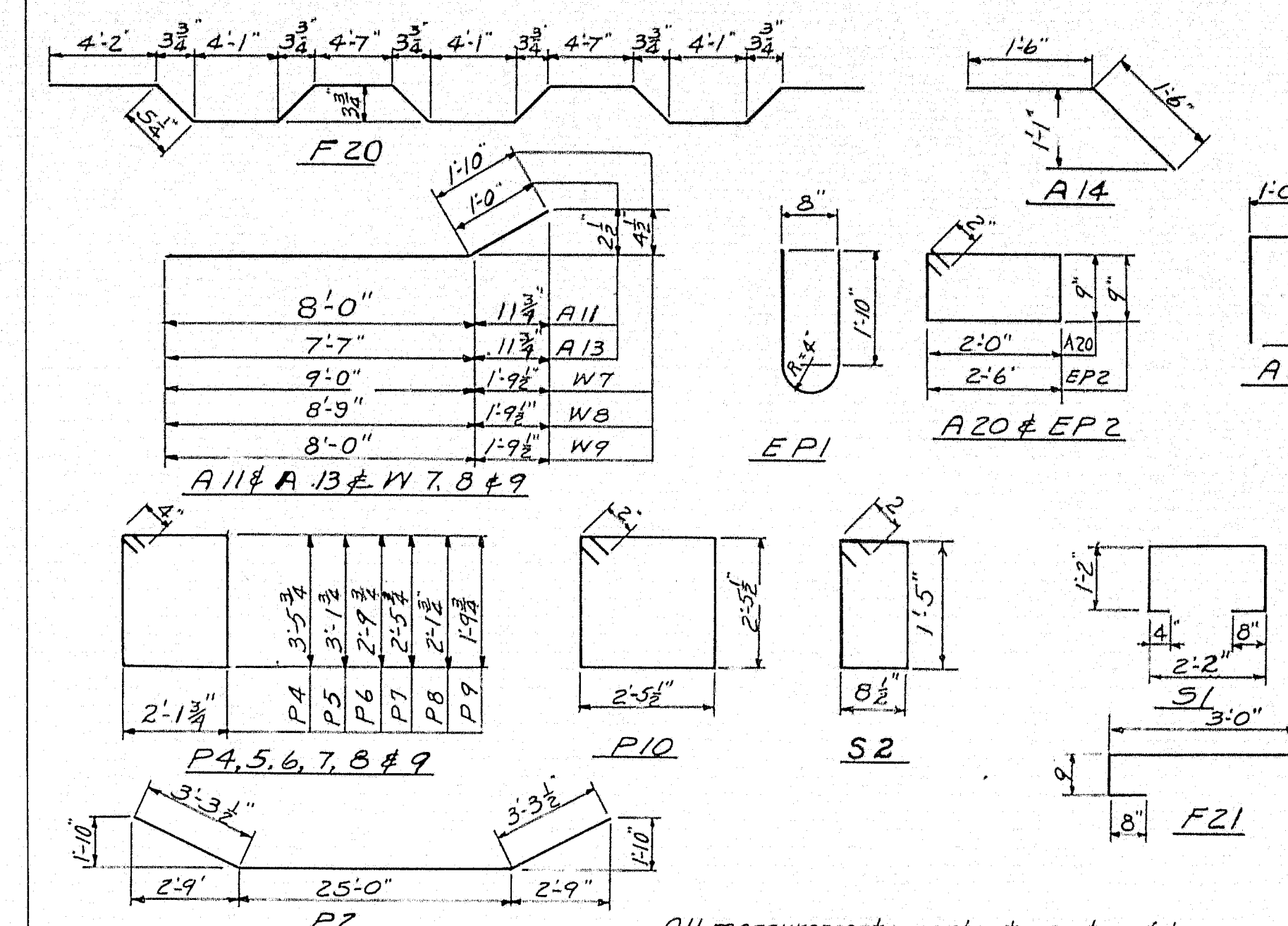
NOTE:- Dress bearing areas 1" larger all around than bearing plates and to exact elevations.

### STRAIGHT BARS

Mark	Size	No.	Length	Location
F1	#5	768	31'-8"	Transverse All Spans
F2	#5	24	2'-7"	" over backwalls
F3	#4	39	23'-0"	Longitudinal Slab Span #1
F4	#4	8	21'-10"	" " " 1
F5	#4	133	30'-6"	" " " 2, 145
F6	#4	39	16'-0"	" " " 3
F7	#4	8	13'-10"	" " " 3
F9	#4	39	16'-6"	" " " 6
F10	#4	8	15'-4"	" " " 6
F11	#4	8	29'-4"	" " " 4
F12	#4	68	3'-6"	Over Backwalls
F14	#4	282	30'-0"	Longitudinal all spans

AS1	#6	376	14'-6"	Longitudinal Approach Slab
AS2	#5	120	24'-5"	Transverse " "

### REINFORCING STEEL SCHEDULE



### STRAIGHT BARS

Mark	Size	No.	Length	Location
A1	#6	64	6'-0"	Abutments
A2	#6	60	31'-6"	"
A3	#6	16	13'-4"	Abutments #1 & 2
A4	#6	8	12'-6"	" #3
A5	#6	8	11'-6"	" #4
A6	#6	30	3'-5"	" 1, 2 & 3
A7	#6	10	3'-2"	" #4
A8	#4	64	3'-10"	"
A9	#6	88	4'-6"	"
A10	#6	48	5'-0"	"
A15	#4	24	31'-0"	Abutment back walls
A16	#4	32	10'-3"	Curbs, Abuts. #1 & 2
A17	#4	16	9'-3"	" " #3
A18	#4	16	8'-3"	" " #4

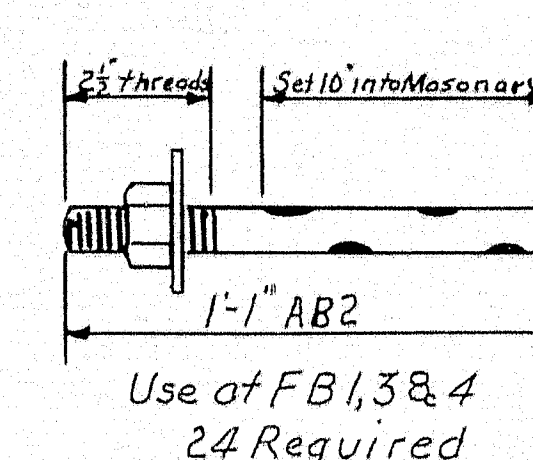
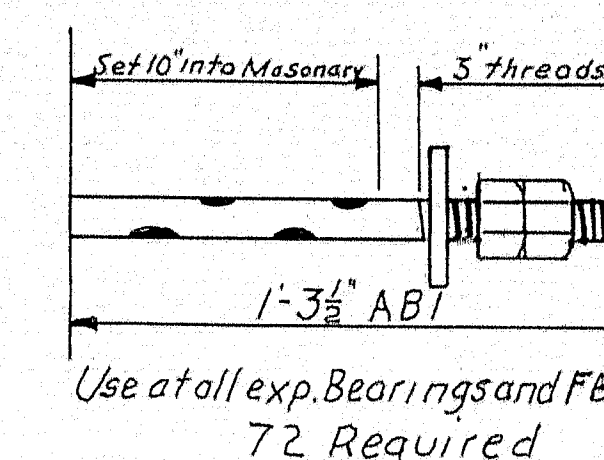
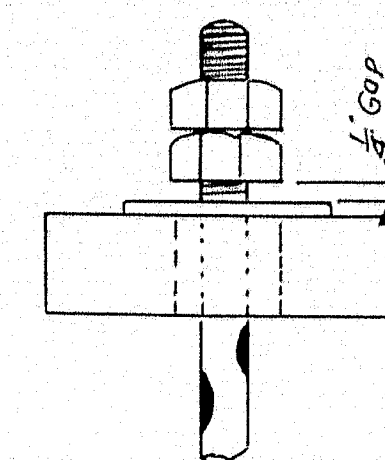
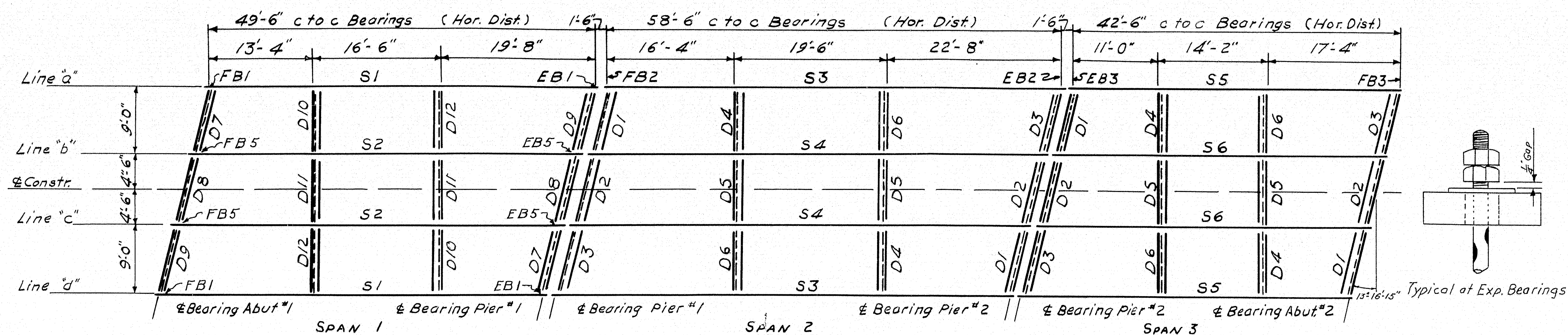
W1	#5	80	10'-3"	Wings, Abuts. #1 & 2
W2	#5	36	9'-3"	" " #3
W3	#5	36	8'-3"	" " #4
W4	#5	42	10'-9"	" " 1 & 3
W5	#5	22	10'-6"	" " #2
W6	#5	18	9'-3"	" " #4

P1	#7	16	25'-0"	Pier Caps
P3	#9	28	30'-6"	"
P11	#8	192	1'-0"	Pier Footings
P12	#8	48	19'-9"	Pier #1 - 3 Columns
P13	#8	32	17'-6"	" #2 - 2 "
P14	#8	16	18'-6"	" #2 - 1 "
P15	#8	32	20'-0"	" #3 - 2 "
P16	#8	16	21'-3"	" #3 - 1 "
P17	#8	48	21'-6"	" #4 - 3 "
P18	#5	8	30'-6"	Pier Caps
P19	#5	8	28'-0"	"

S1	#4	436	5'-6"	Stirrups, Curbs
S2	#4	436	4'-7"	"
F20	#5	381	32'-5"	Transverse All Slabs
F21	#5	120	4'-5"	Diaphragms

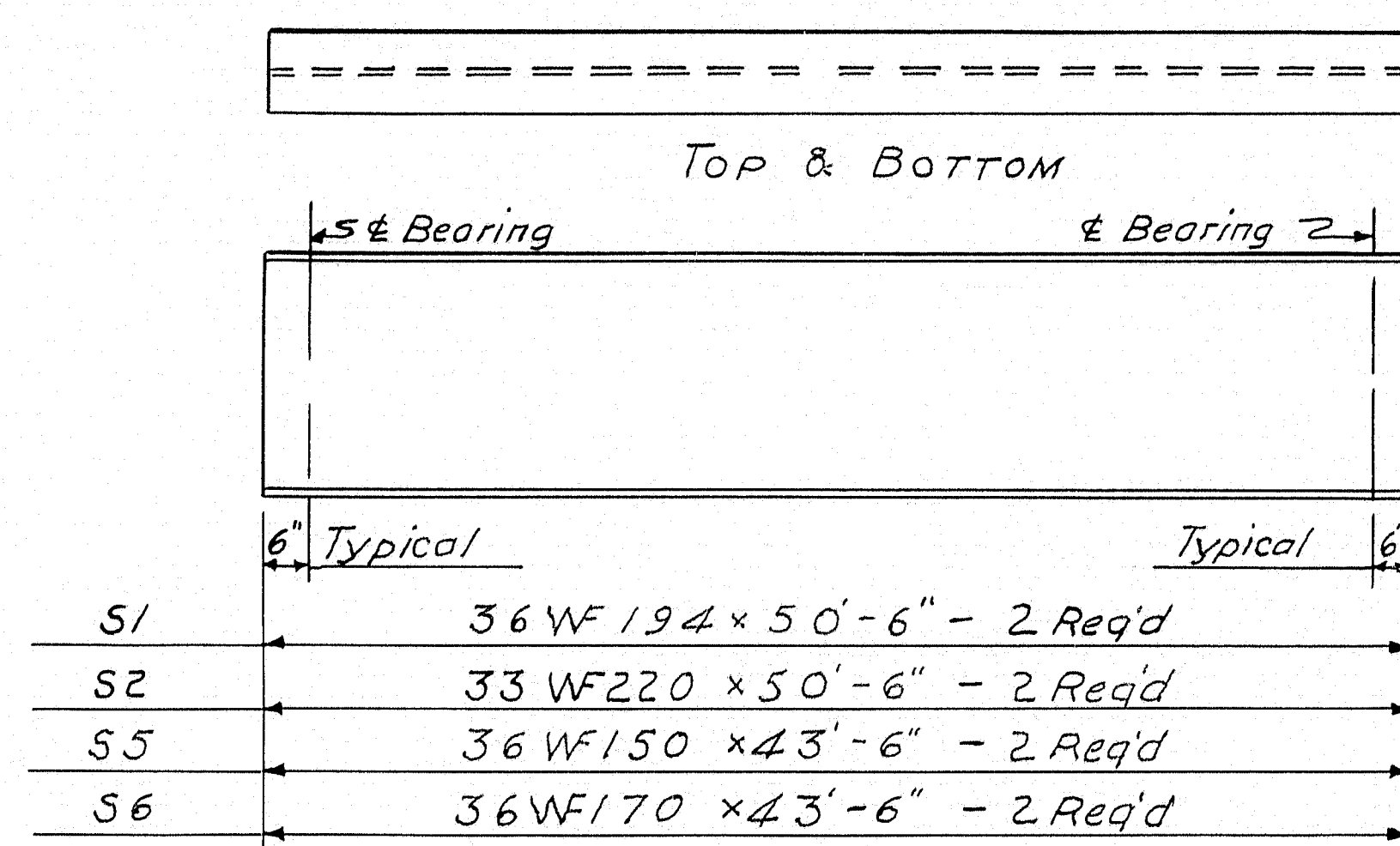
DESIGN - WISWALL  
TRACE - SAVAGE  
CHECK - E. J. A.  
BRIDGE NO. 1-95-6 (13)  
SURVEY -  
STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
**LYONS ROAD BRIDGE**  
OVER  
**INTERSTATE HIGHWAY**  
IN THE TOWN OF  
**SIDNEY**  
**KENNEBEC COUNTY**  
REINFORCING STEEL & PIERS NO. 3 & 4  
SHEET 15 OF 22 AUGUSTA, MAINE MAY 1958





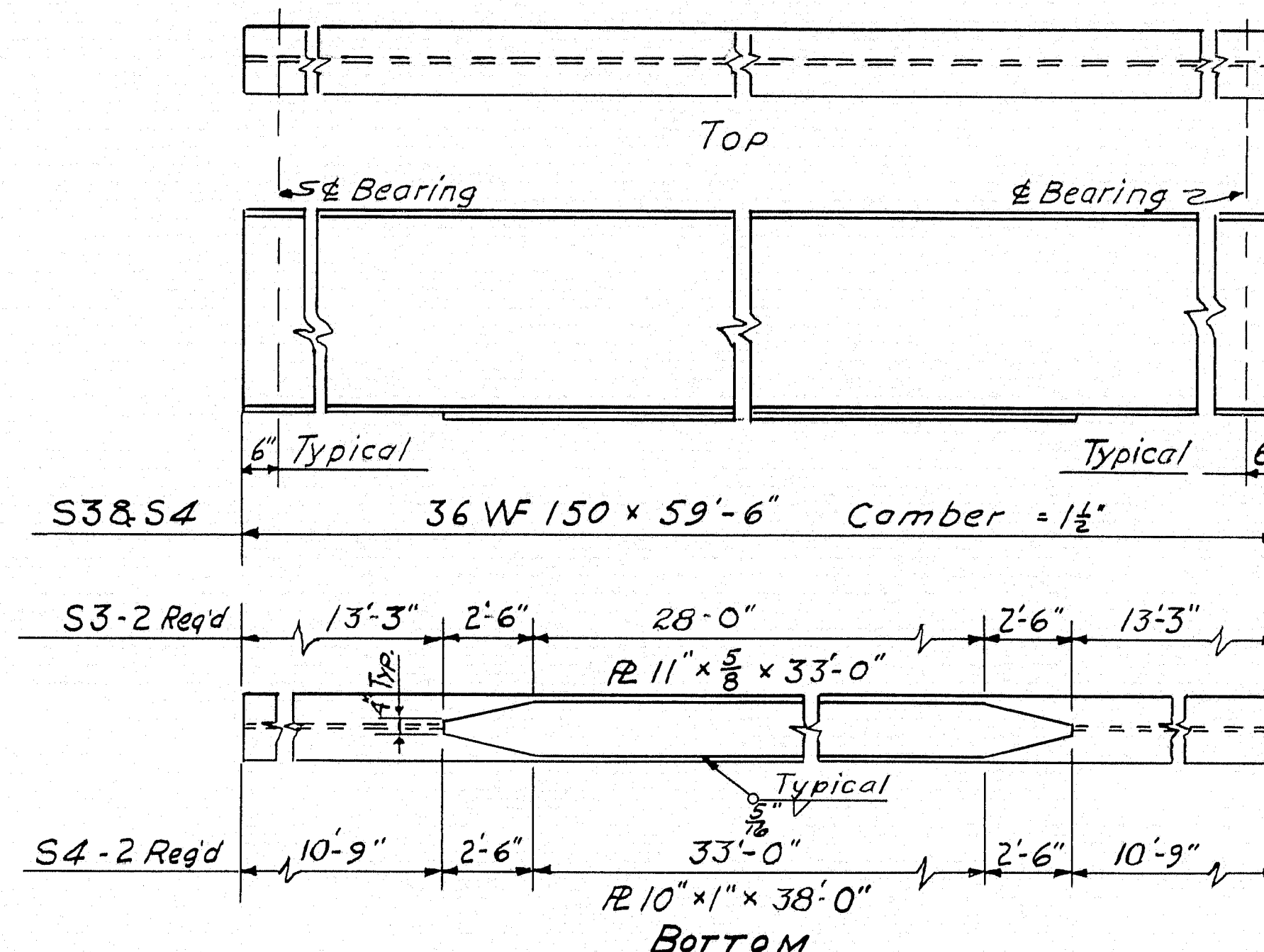
#### ANCHOR BOLT DETAILS

1" swaged anchor bolts with 1 hex nut and 2 1/2" x 1/4" washer at fixed bearings, and with 2 hex nuts and 5" x 2 1/2" x 1/4" plate washer at expansion bearings.

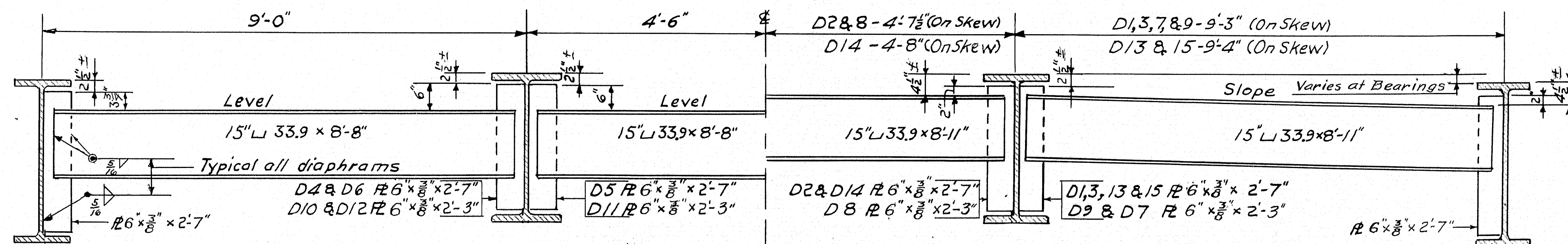


#### DETAIL STRINGERS - SPANS 1 & 3

No Camber required, but any natural camber is to be placed up.



#### DETAIL STRINGERS - SPAN 2



D6 - D12  
D4-D10 Opposite Hand  
D4-D6-10 Each Required  
D10-D12-2 Each Required

D11-D5  
Sym. about &  
D11-2 Required  
D5-10 Required

D8-D2-D14  
Sym. about & (except slopes)  
D8-2 Required  
D2-4 Required  
D14-6 Required

D1-D7-D-13  
D1-D3-D9 Opposite Hand  
D1-D3-4 Each Required  
D7-D9-2 Each Required  
D13-D15-6 Each Required

#### DIAPHRAM DETAILS

Center Channels between Stringers

#### SPECIFICATIONS-

Design and Detail - A.A.S.H.O. 1957  
Loading - H20-S 16-44, as modified for Interstate Highways.  
Fabrication and Erection - State of Maine,  
State Highway Commission, Standard  
Specifications, Highways and Bridges.  
Revision of January 1956.

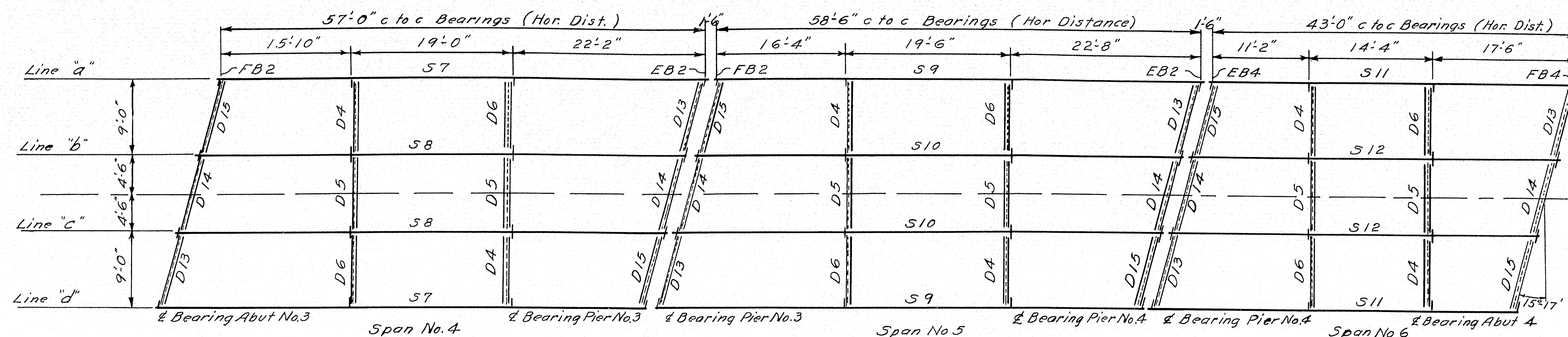
#### NOTES:-

Diaphragms and Anchor Bolts shown apply for bridges over Southbound and Northbound Lanes  
For Erection Diagram over Northbound Lane see Sheet No. 17  
For Bearing Details see Sheet No. 17  
For beams with welded cover plates, both beams and cover plates shall be structural weldable steel A.S.T.M. designation A373

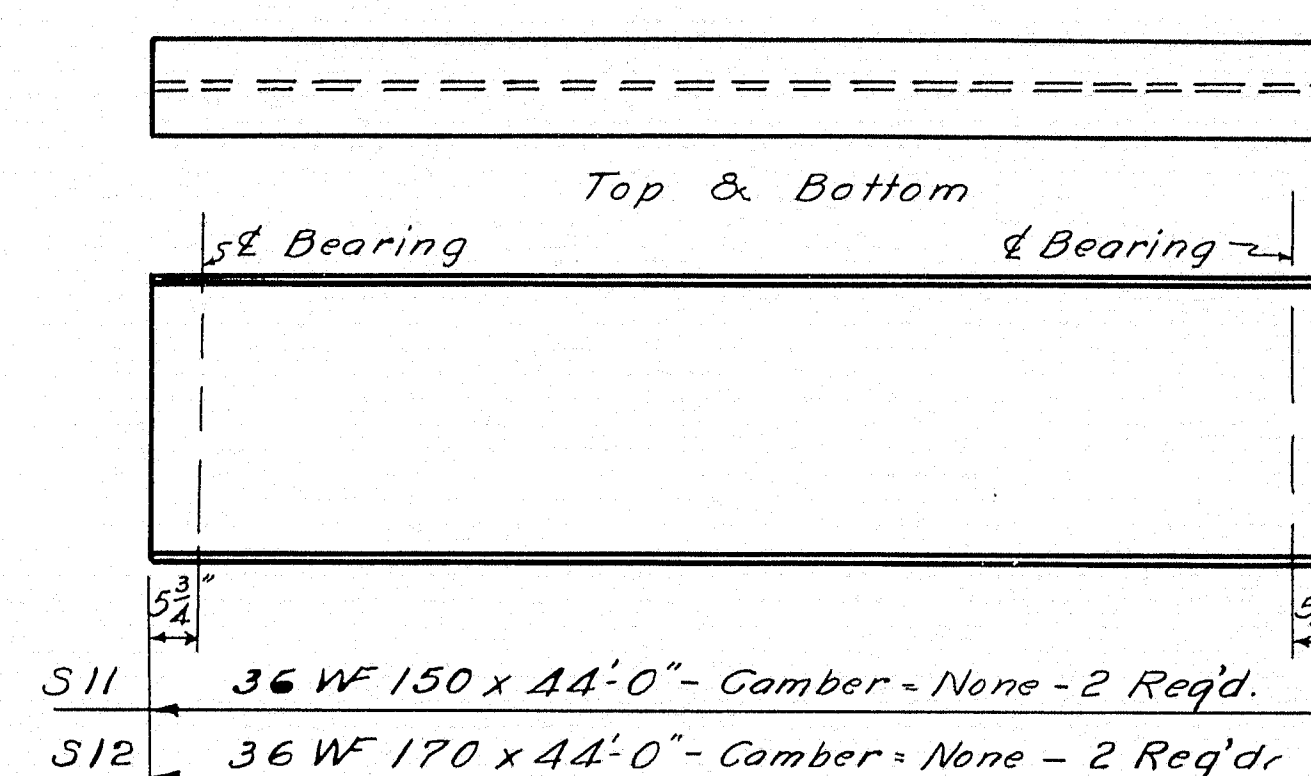
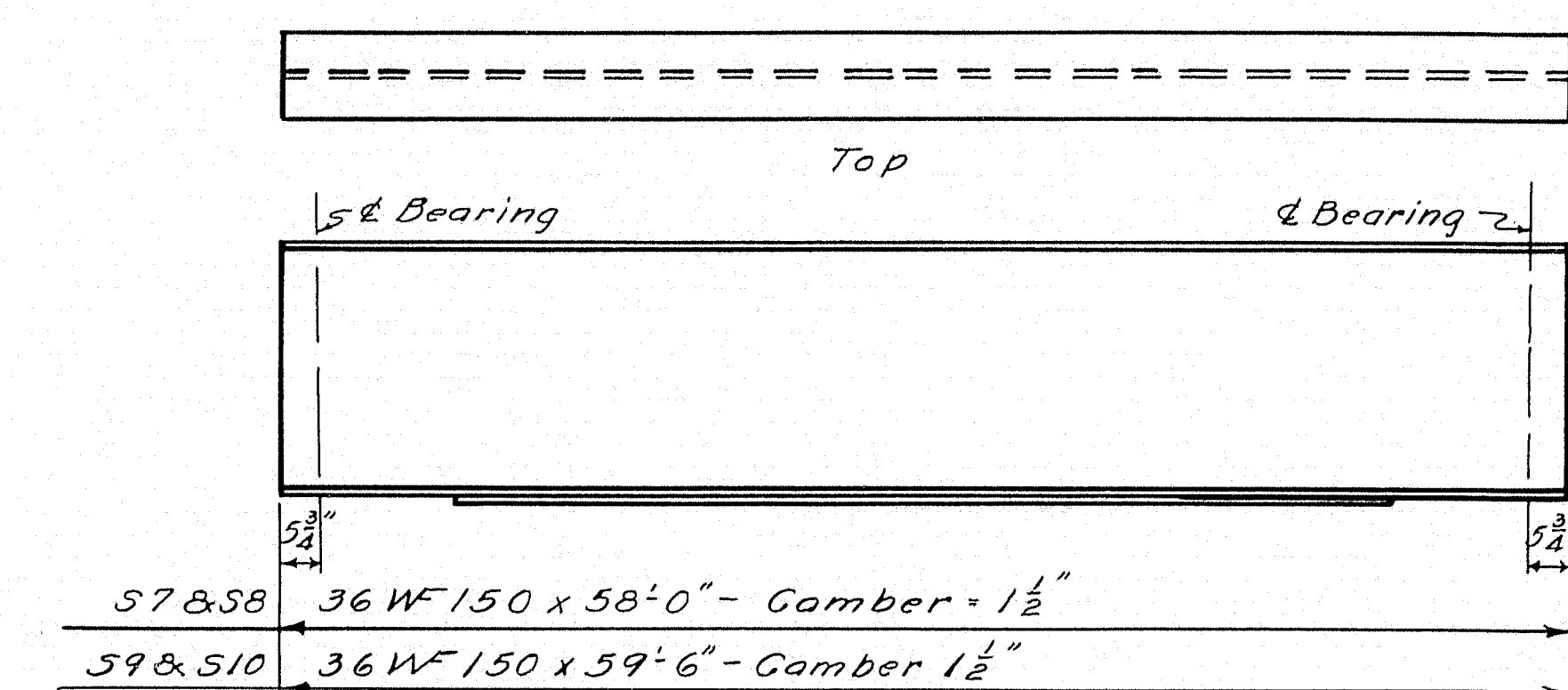
DESIGN - C.W.M. Detail P.L.L. TRACE - G. ALLEN CHECK - C.W.M.	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
LYONS ROAD BRIDGE OVER INTERSTATE HIGHWAY IN THE TOWN OF SIDNEY KENNEBEC COUNTY STRUCTURAL STEEL & ERECTION DIAGRAM SHEET 16 OF 22 AUGUSTA, MAINE MAY 1958	



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEET
1	MAINE	1-95-6 (13)	17	22

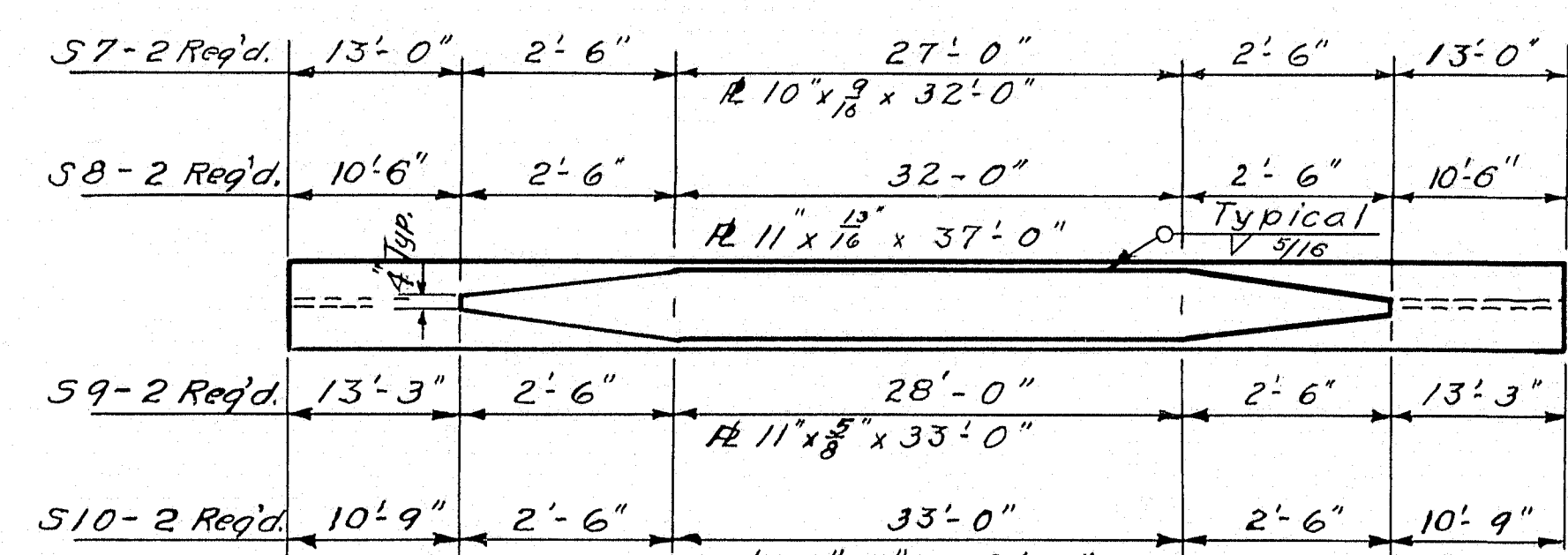


ERECTION DIAGRAM OVER NORTHBOUND LANE

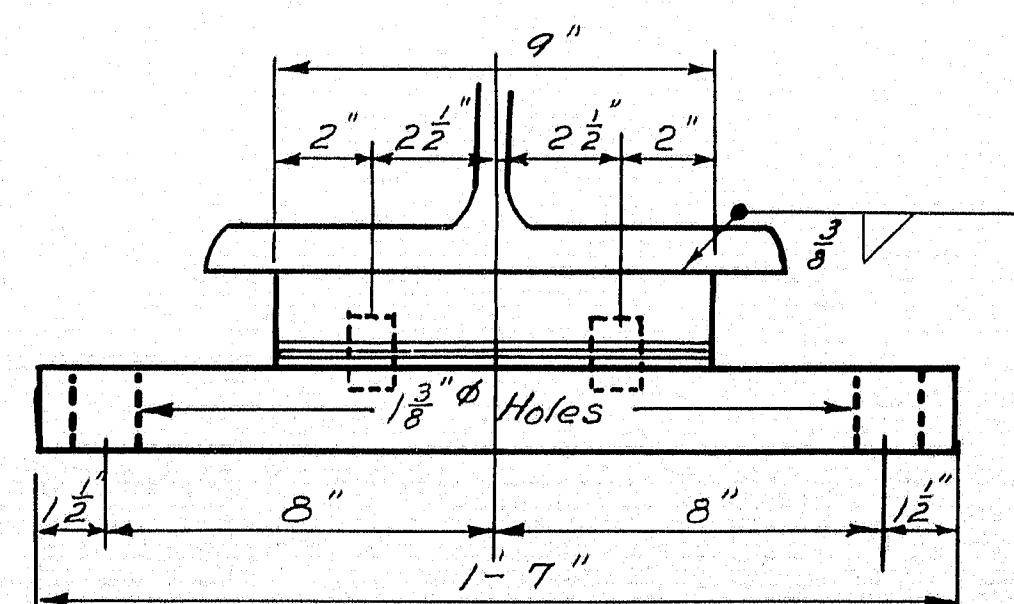


DETAILS STRINGERS-SPAN 6

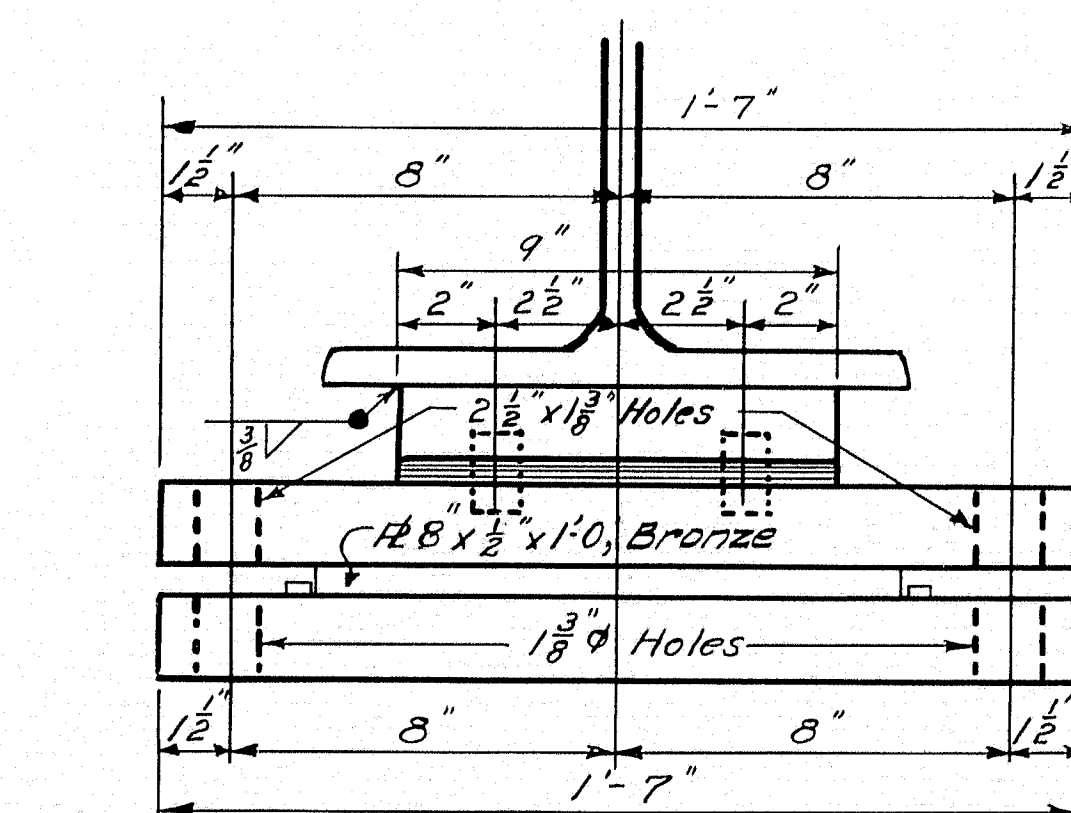
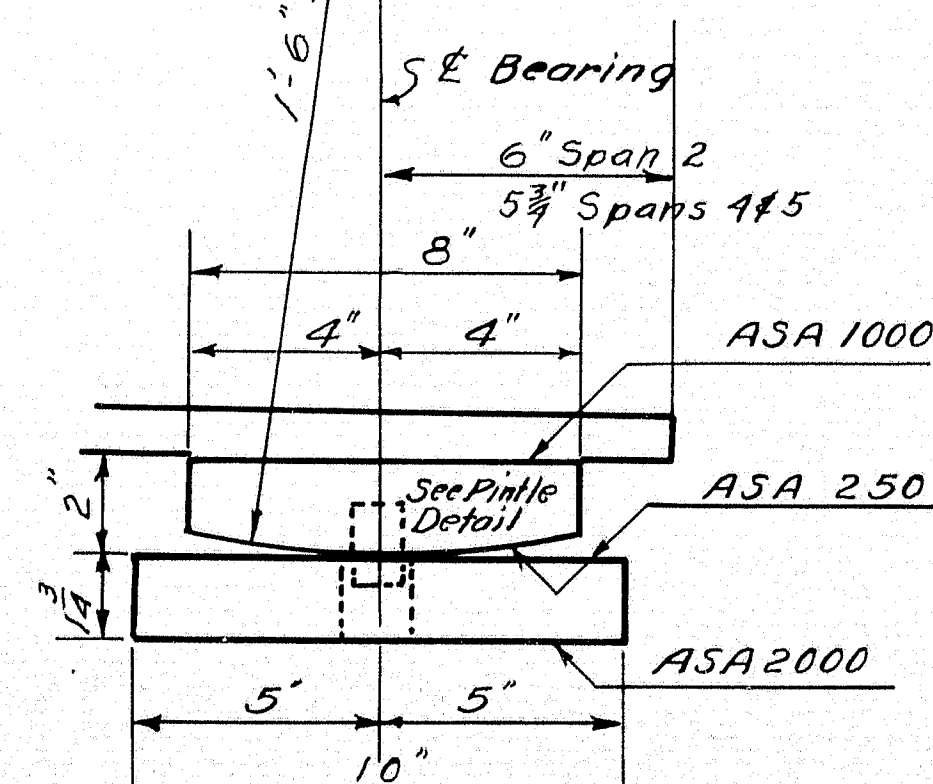
GENERAL REQUIREMENTS FOR THE  
Any natural camber is to be placed up.



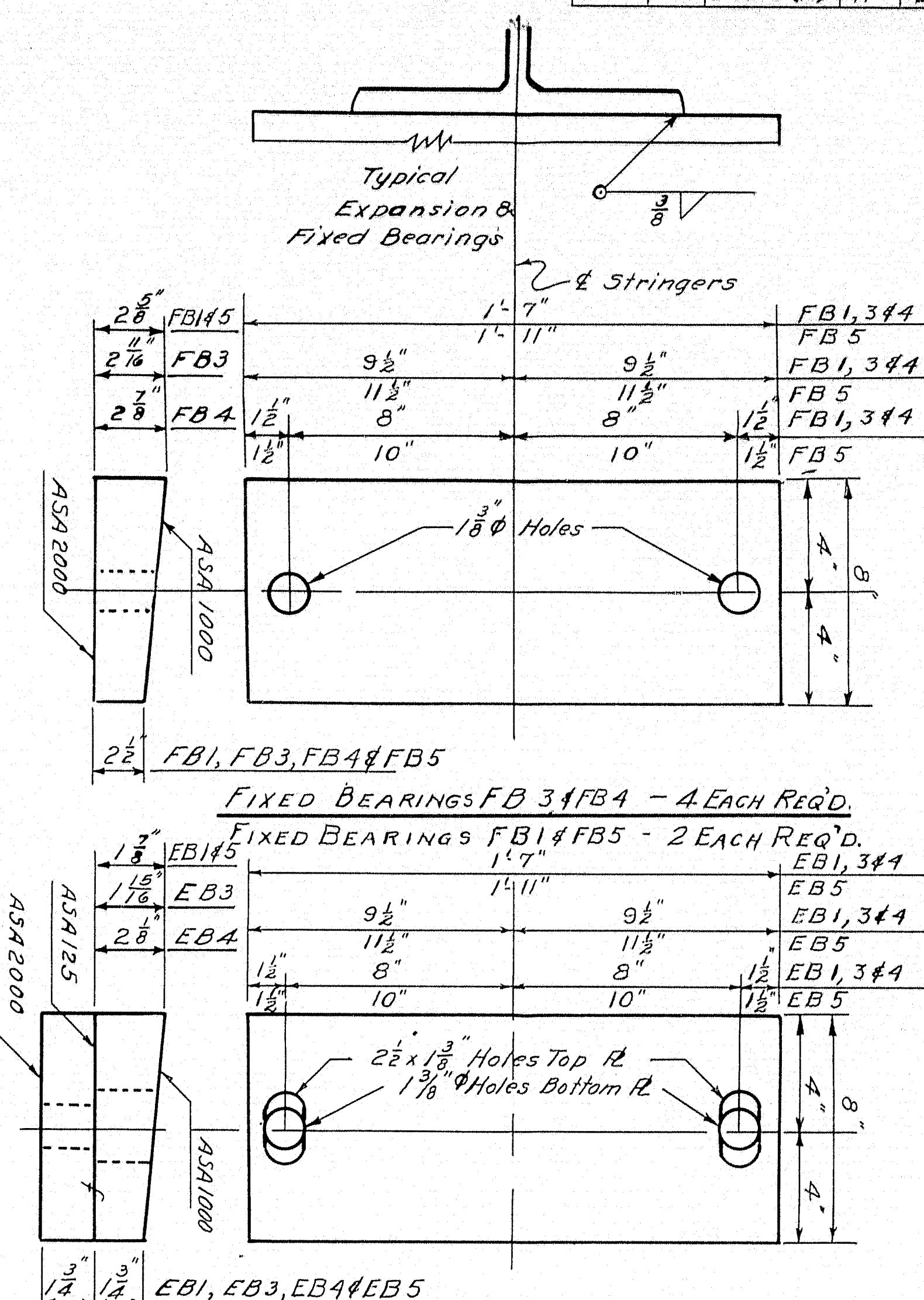
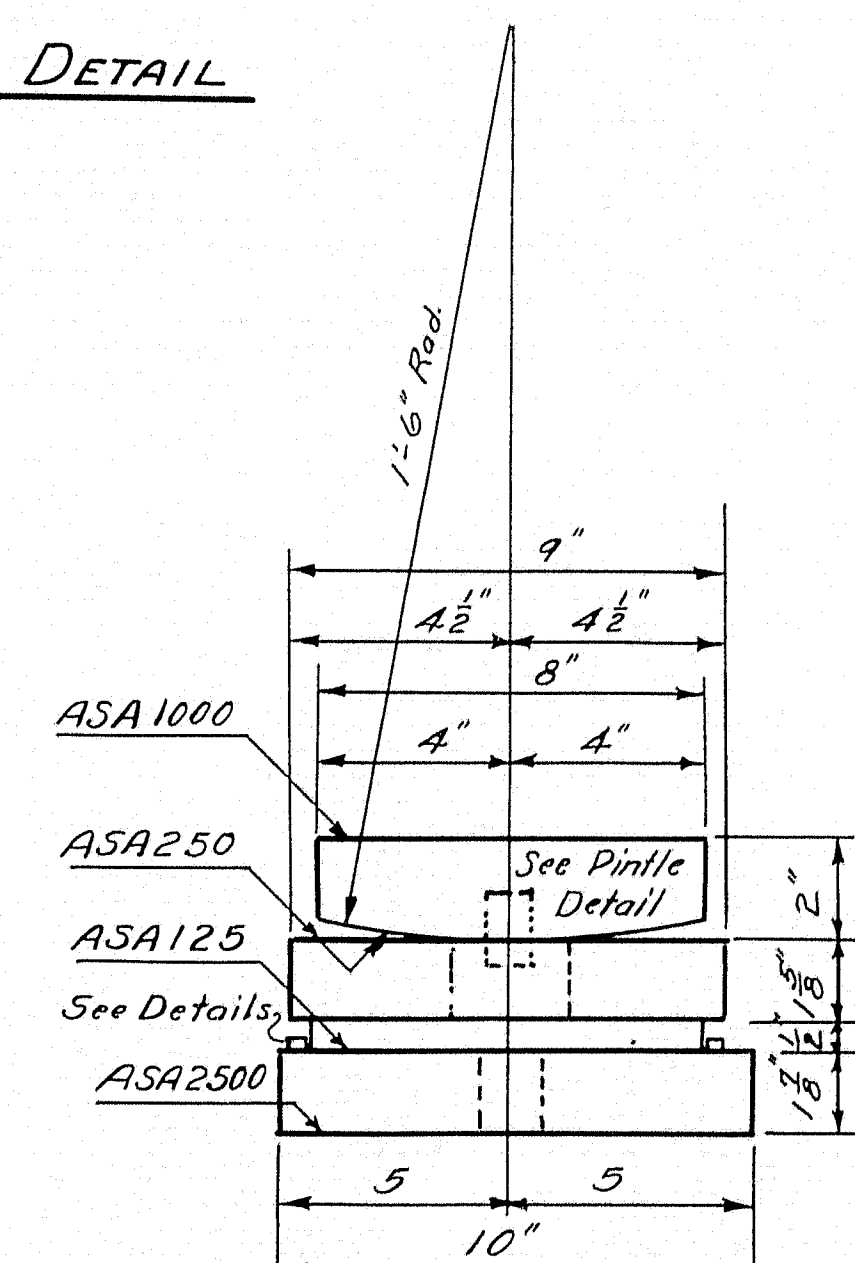
DETAILS STRINGERS - SPANS 4 & 5



FIXED BEARING FB2  
12 Required



EXPANSION BEARING EB2  
12 Required



EXPANSION BEARINGS EB3 & EB4 - 4 EACH REQ'D.  
EXPANSION BEARINGS EB1 & EB5 - 2 EACH REQ'D

NOTES:-

For General Notes and Specifications

see Sheet No. 16

For Diaphragm Details see Sheet No. 16  
For Anchor Bolt Details see Sheet No. 17

DESIGN - <i>C.F.W.</i> TRACE - <i>G.A.LLEN &amp; SAVAGE</i> CHECK - <i>C.S.A.</i>	BRIDGE NO. SURVEY - PLOT -
---	----------------------------------

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

**LYONS ROAD BRIDGE**

OVER

**INTERSTATE HIGHWAY**

IN THE TOWN OF

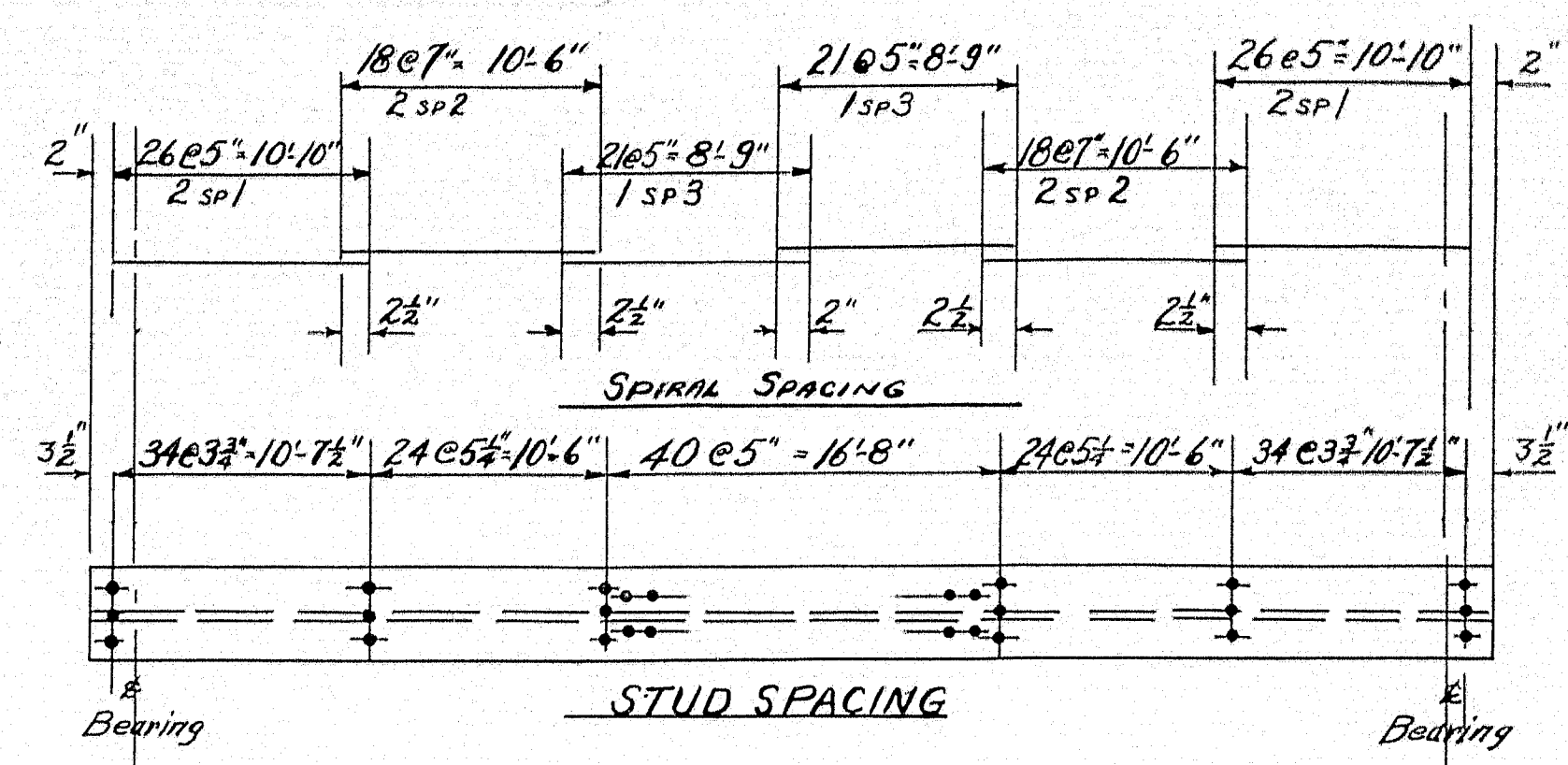
**SIDNEY**

**KENNEBEC COUNTY**

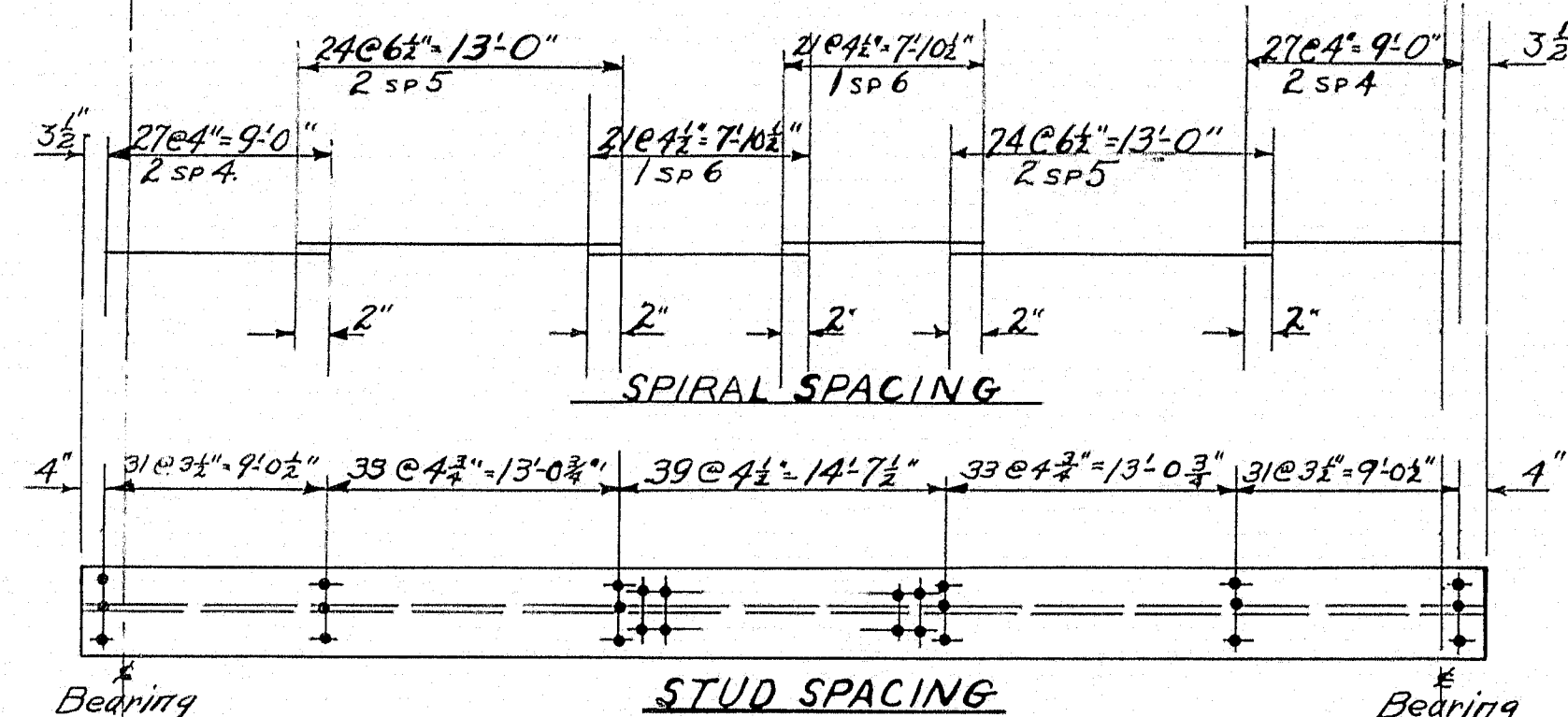
STRUCTURAL STEEL & ERECTION DIAGRAM

SHEET *17* OF *22* AUGUSTA, MAINE MAY 1956

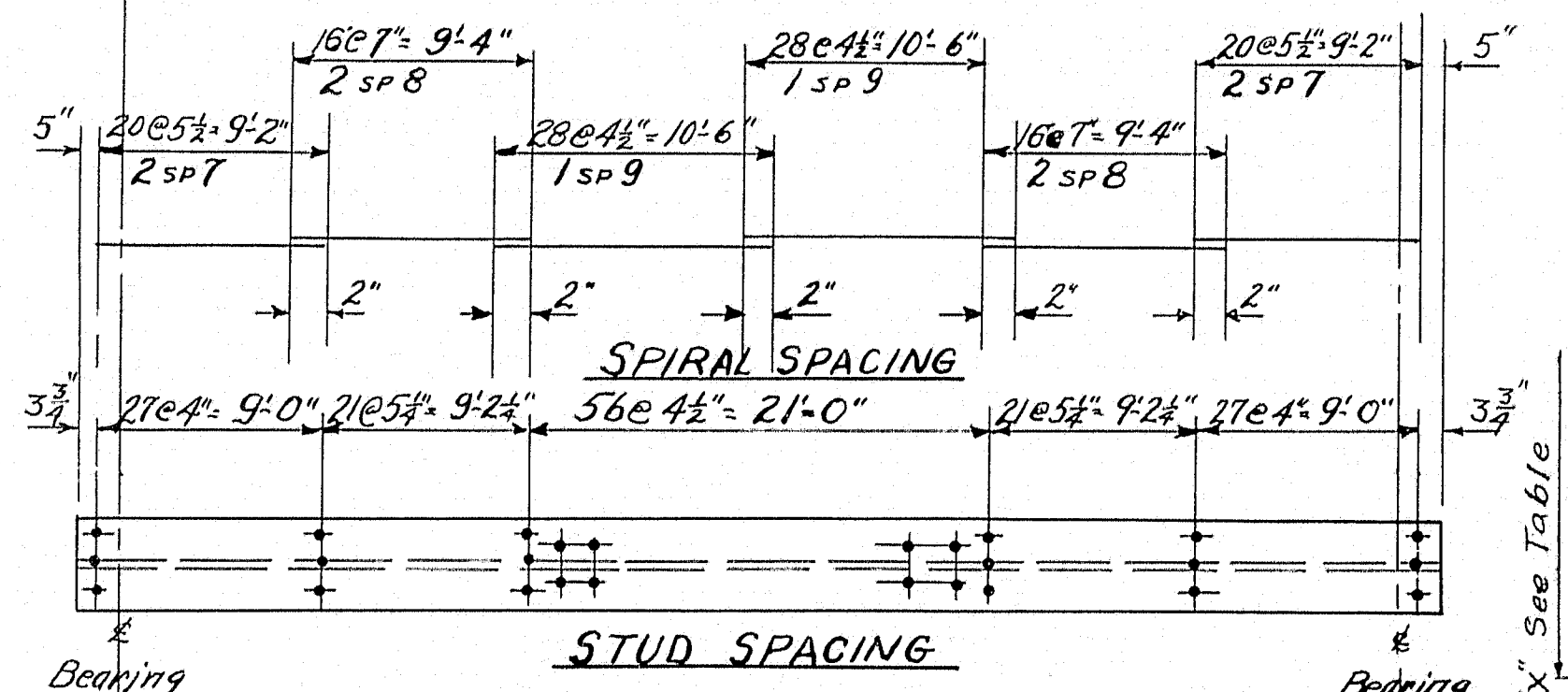




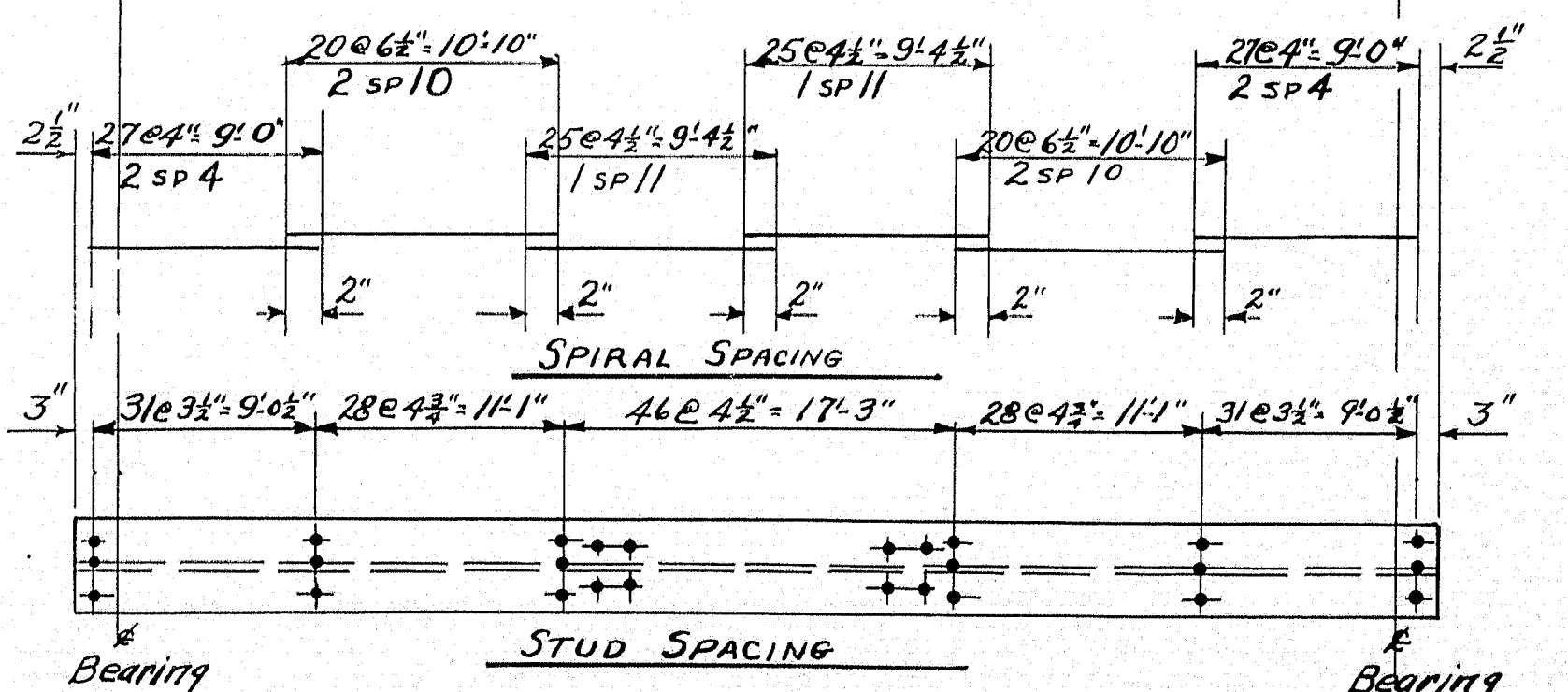
ALTERNATE STUD OR SPIRAL SPACING FOR SPANS 2 & 5 EXTERIOR STRINGERS



ALTERNATE STUD OR SPIRAL SPACING FOR SPANS 2 & 5 INTERIOR STRINGERS



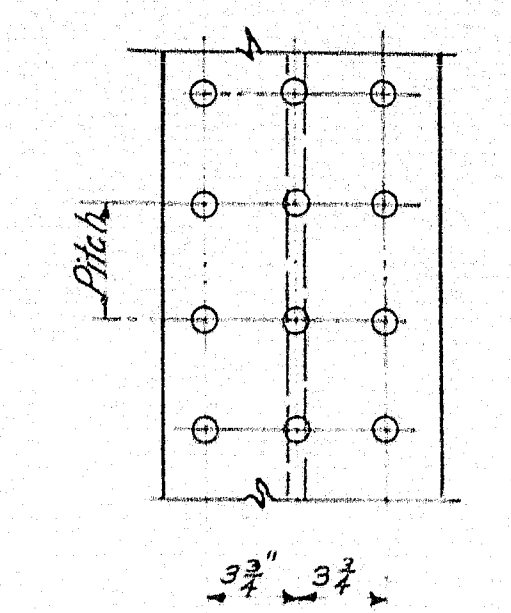
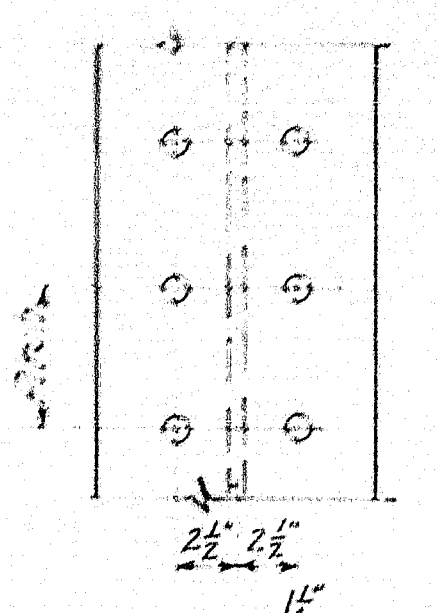
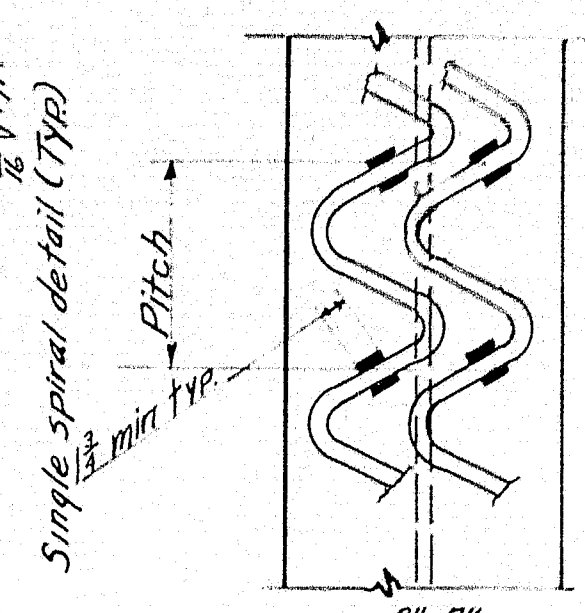
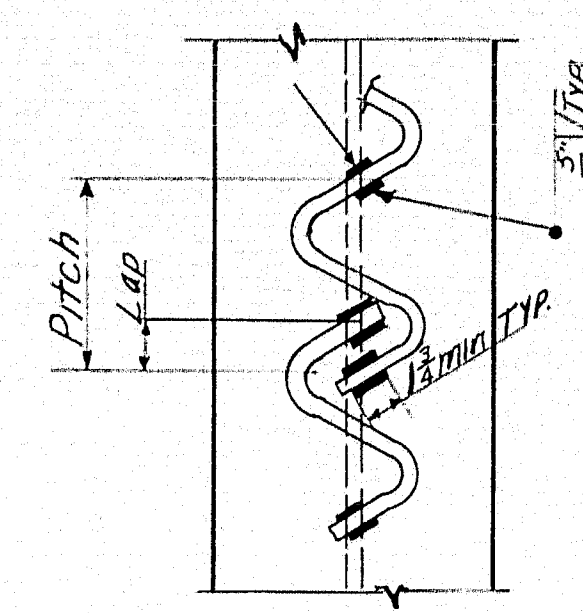
ALTERNATE STUD OR SPIRAL SPACING FOR SPAN 4 EXTERIOR STRINGERS



ALTERNATE STUD OR SPIRAL SPACING FOR SPAN 4 INTERIOR STRINGERS

Mark	No	SPACES	Pitch	Length
SP1	16	26	5"	10'-10"
SP2	16	18	7"	10'-6"
SP3	8	21	5"	8'-9"
SP4	24	27	4"	9'-0"
SP5	16	24	6 1/2"	13'-0"
SP6	8	21	4 1/2"	7'-10 1/2"
SP7	8	20	5 1/2"	9'-2"
SP8	8	16	7"	9'-4"
SP9	4	28	4 1/2"	10'-6"
SP10	8	20	6 1/2"	10'-10"
SP11	4	25	4 1/2"	9'-4 1/2"

Equivalent Spiral Spaces	No	SPACES	Pitch	Total Pitch unit length
SP1	840	34	3 3/4"	10'-7 1/2"
SP2	576	24	5 1/2"	10'-6"
SP3	312	40	5"	16'-8"
SP4	1152	31	3 1/2"	9'-0 1/2"
SP5	792	33	4 1/2"	13'-0 3/4"
SP6	304	39	4 1/2"	14'-1 1/2"
SP7	336	27	4"	9'-0"
SP8	252	21	5 1/2"	9'-2 1/2"
SP9	220	56	4 1/2"	21'-0"
SP10	336	28	4 3/4"	11'-1"
SP11	180	46	4 1/2"	17'-3"

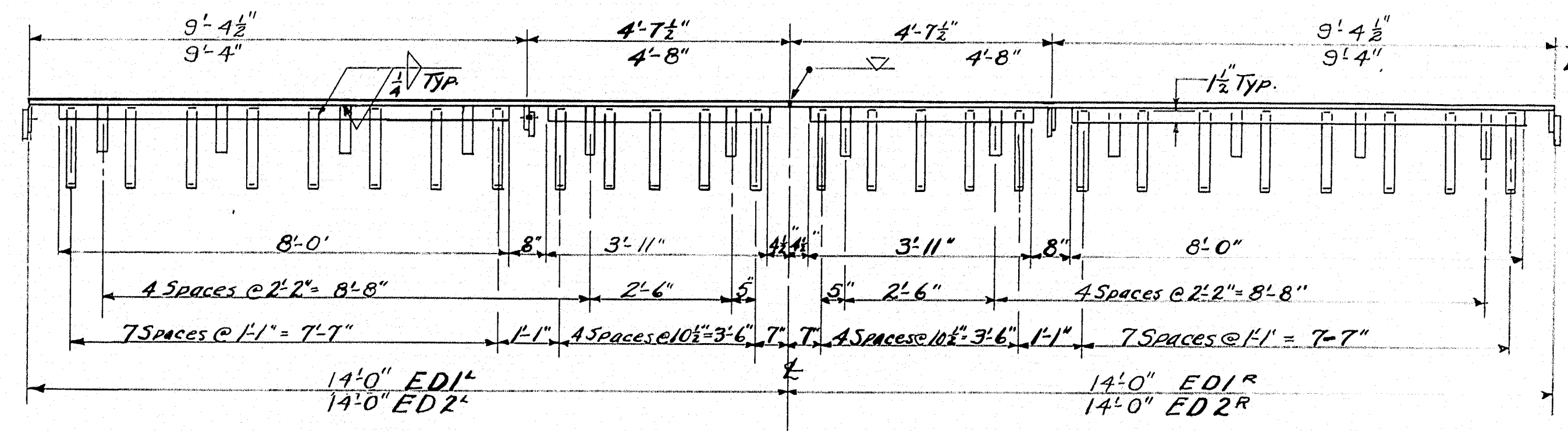


SPIRALS  
5/8" φ

STUDS  
3/4" x 5"

### SHEAR CONNECTORS

Shear connectors may be either welded spirals or automatically end welded studs.



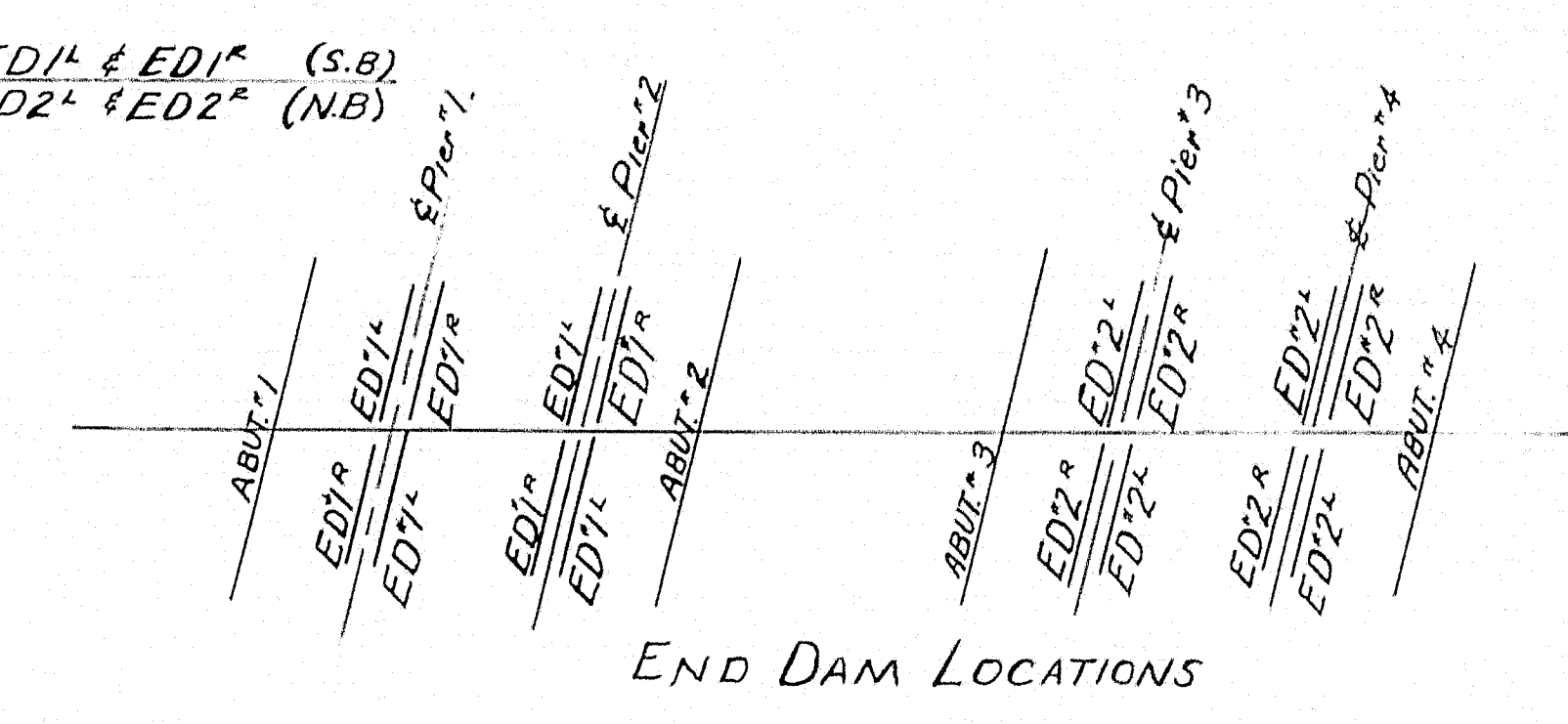
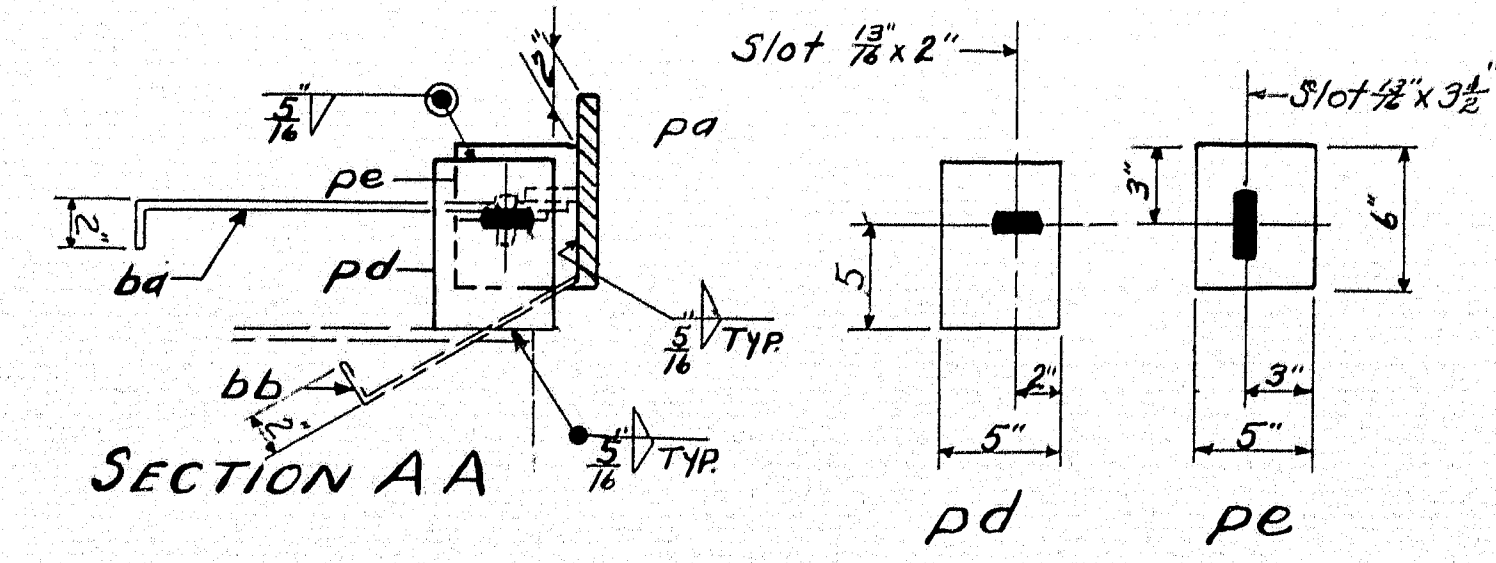
ED1<sup>L</sup> 4 Required  
ED2<sup>L</sup> 4 Required

ED1<sup>R</sup> 4 Required  
ED2<sup>R</sup> 4 Required

HALF ELEVATION (Left)

Materials required for one unit of  
END Dam 16 Units Required  
One PL 8"x8"x14'-0" ED1# 14'-0" for ED2 pa  
One PL 2"x8"x3'-11" pb  
One PL 2"x8"x8'-0" pc  
Two PL 5"x8"x0'-7" pd  
Two PL 5"x8"x0'-6" pe  
Thirteen bars 2"x3/8"x1'-8" ba  
Six bars 2"x3/8"x1'-0" bb  
Two Mech. bolts 3/4"x0'-2"

Set plates pd in field as required to meet plates pe and weld in position. Then set dam to grade by use of bolts and slotted holes. Secure and weld as shown.



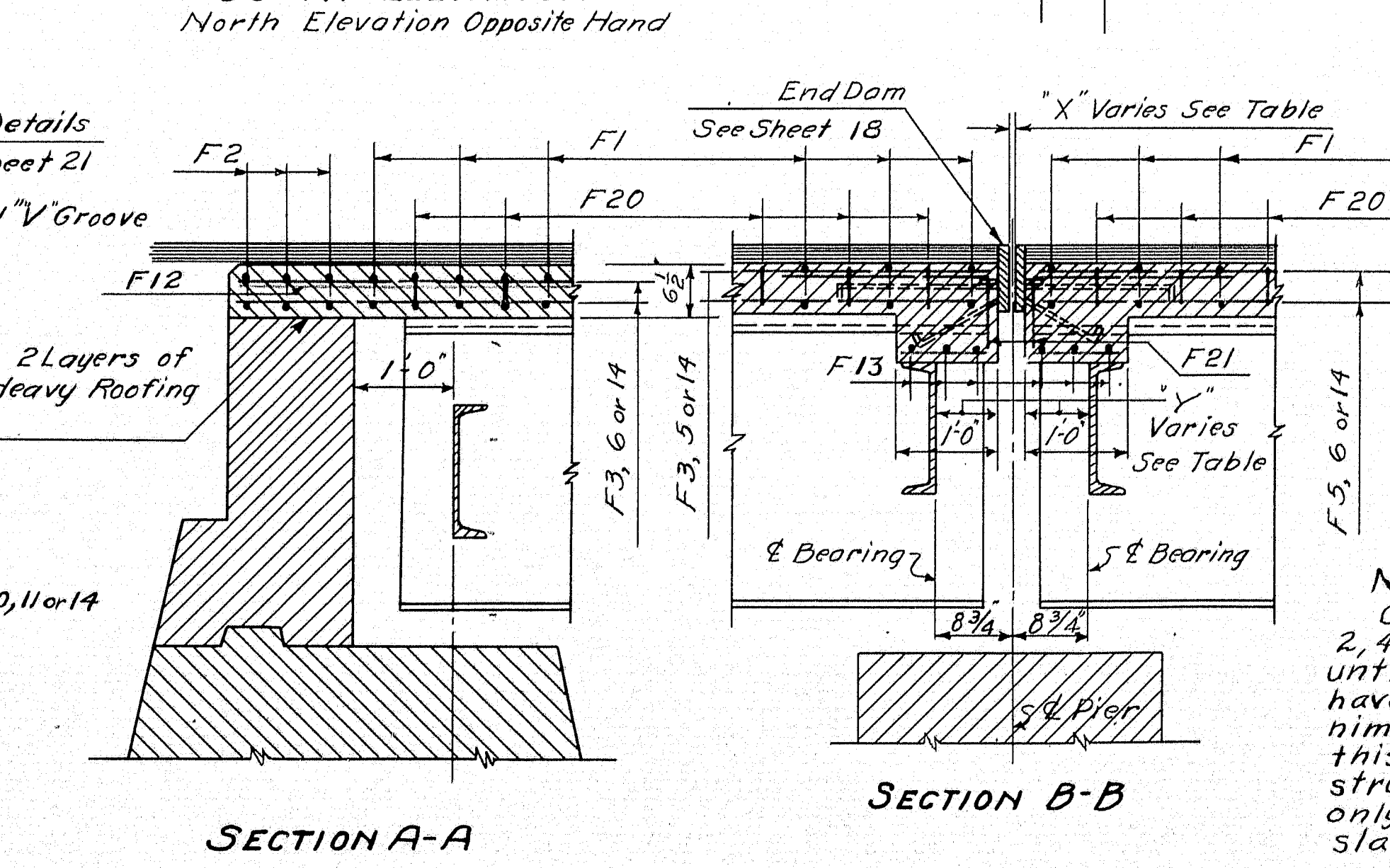
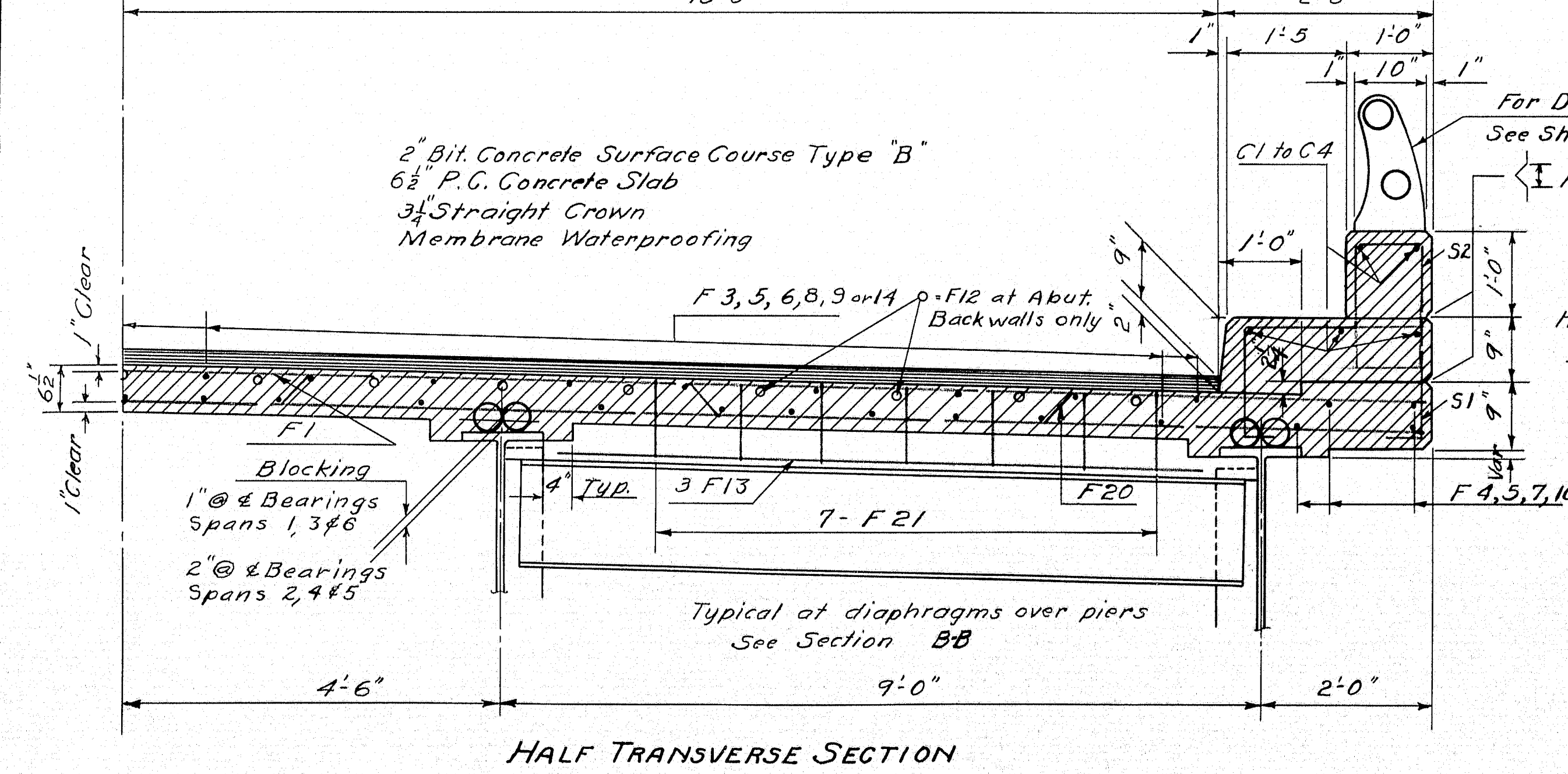
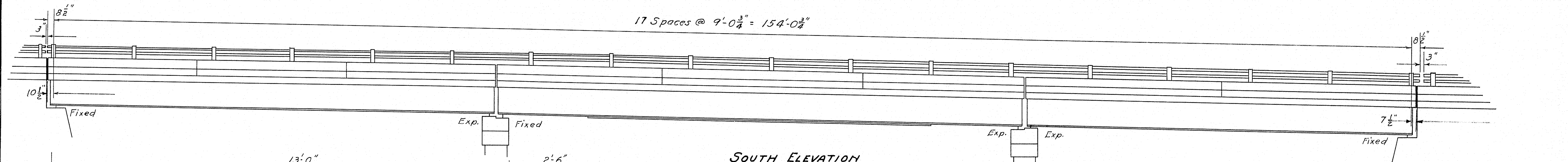
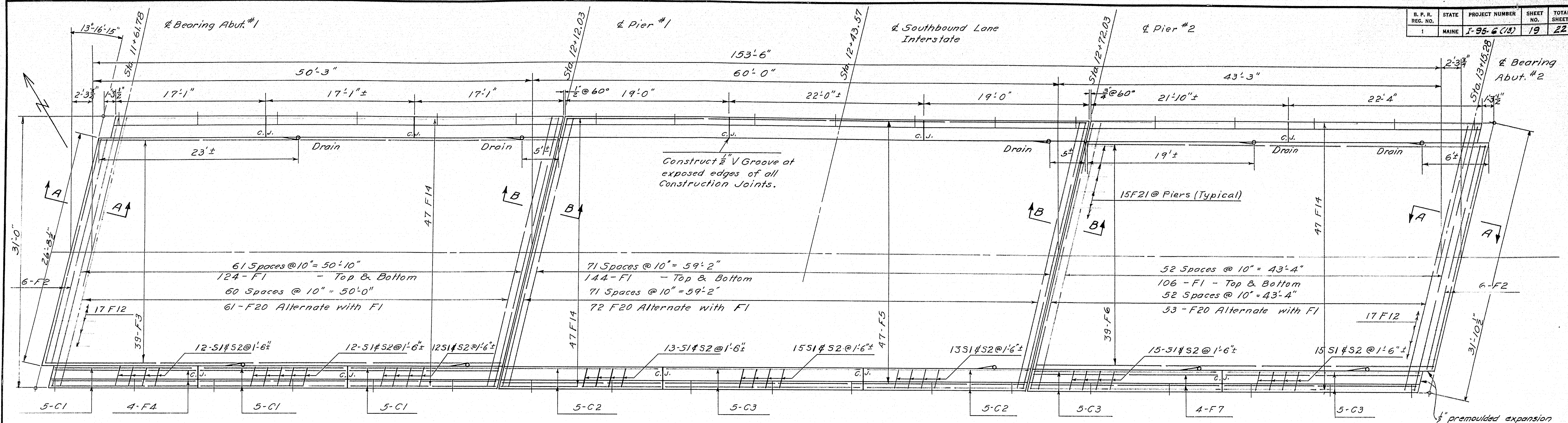
Location	Right	Left	Elevation @ Roadway
Abut No. 1	2 3/4"	3 3/8"	222.84
Abut No. 2	2 3/8"	4"	221.83
Abut No. 3	1 3/8"	4 3/8"	216.07
Abut No. 4	1 3/8"	5 3/8"	213.16

DESIGN - WISWELL  
 TRACE - W.W.H.  
 CHECK - C.S.A.

BRIDGE NO.  
 SURVEY -  
 PLOT -

STATE HIGHWAY COMMISSION  
 BRIDGE DIVISION  
**LYONS ROAD BRIDGE**  
 OVER  
**INTERSTATE HIGHWAY**  
 IN THE TOWN OF  
**SIDNEY**  
**KENNEBEC COUNTY**  
 SHEAR CONNECTORS & EXPANSION DAM DETAILS  
 SHEET 18 OF 22 AUGUSTA, MAINE MAY 1958





**NOTES**

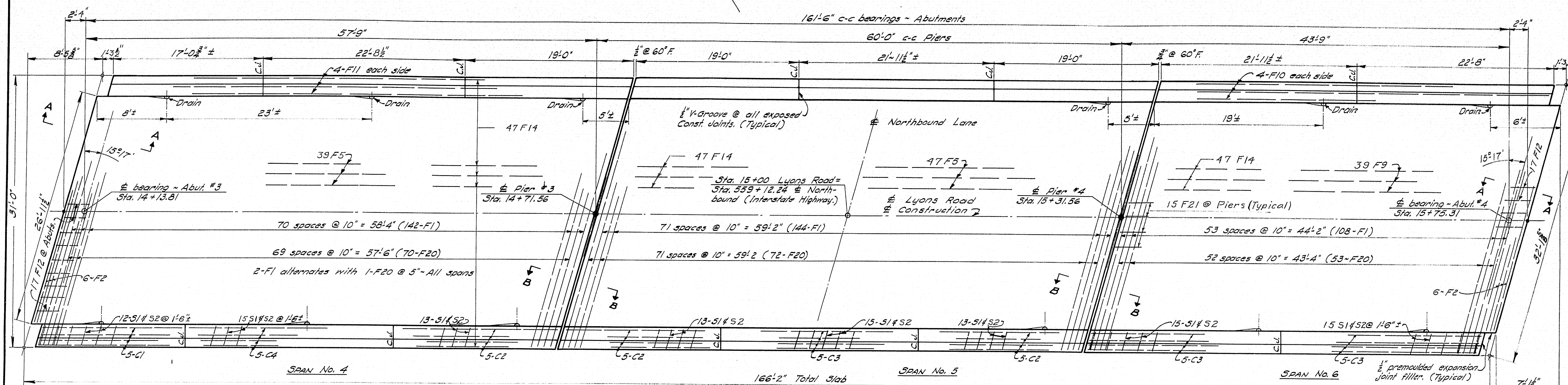
All dimensions shown are horizontal.  
 Break band at Construction Joints in Curbs and Rail Papelets with a coat of asphalt paint.  
 Chamfer exposed edges of concrete 1/2".  
 All vertical joints to be made plumb.  
 These Sections apply for Bridge over Northbound Lane, See Sheet No. 20.  
 Omit 1/2" set screws from one end of rail bars adjacent to Expansions.

PIER NO.	"X"	"Y"
1	7 1/2	7 3/4
2	3 3/4	7 3/4
3	1 1/2	7 3/4
4	3 3/4	7 3/4

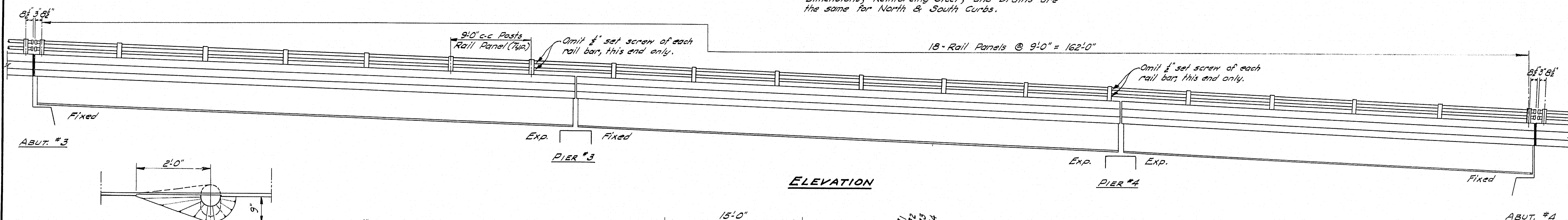
**Note:**  
 Curb and rail curb of spans 2, 4 and 5 shall not be placed until the superstructure slabs have been in place for a minimum period of 7 days. During this period forms may be constructed, but hand equipment only, will be allowed on the slab.

DESIGN - C. W. DeWolf, P.E.	BRIDGE NO.
TRACE - SAVAGE	SURVEY
CHECK - C. S. A.	PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
LYONS ROAD BRIDGE	
OVER	
INTERSTATE HIGHWAY	
IN THE TOWN OF	
SIDNEY	
KENNEBEC COUNTY	
SUPERSTRUCTURE - SPANS 1-2-3	
SHEET 19 OF 22	AUGUSTA, MAINE MAY 1958

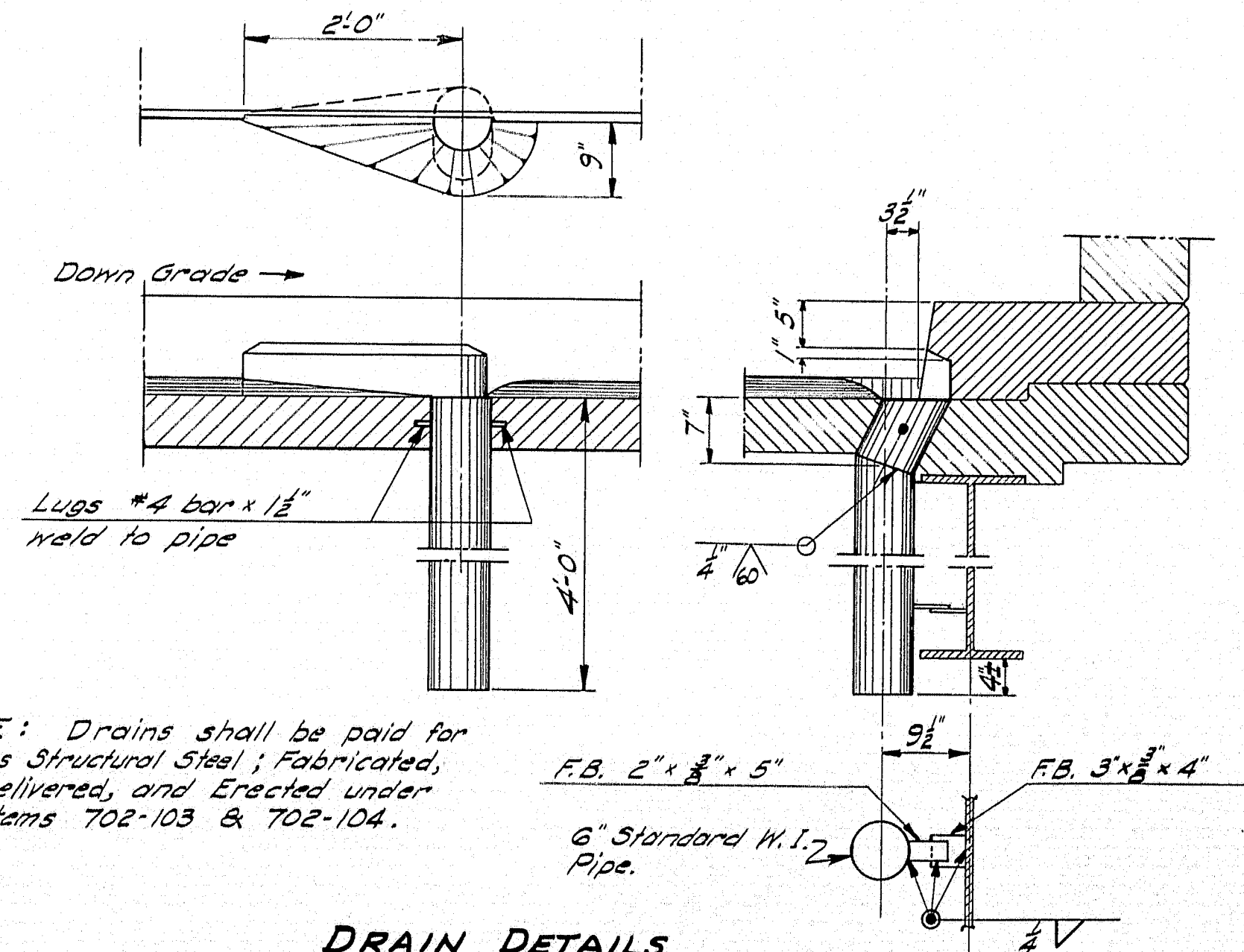




**PLAN - SUPERSTRUCTURE SPANS 4-5-6**  
Dimensions, Reinforcing Steel, and Drains are the same for North & South Curbs.



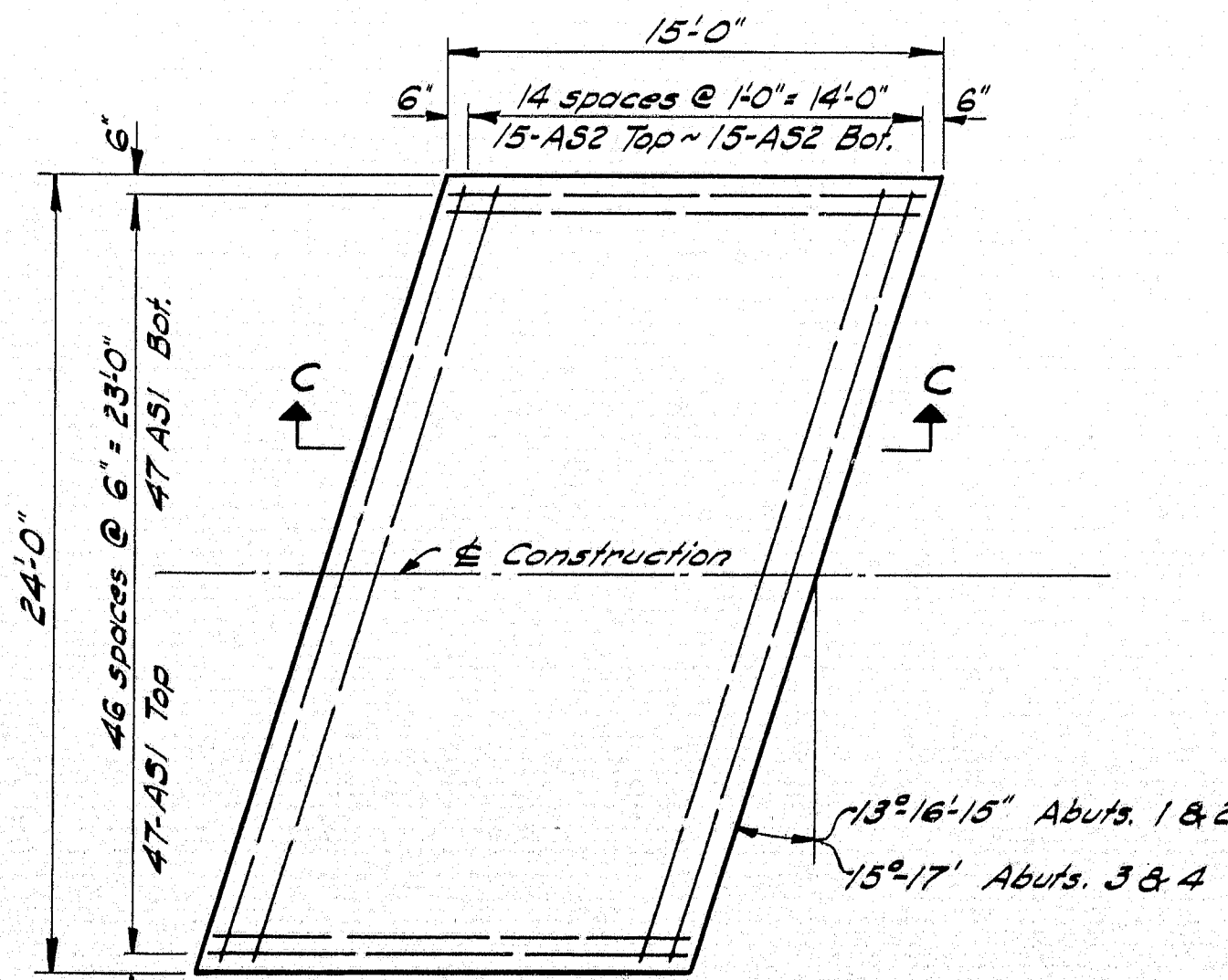
**ELEVATION**



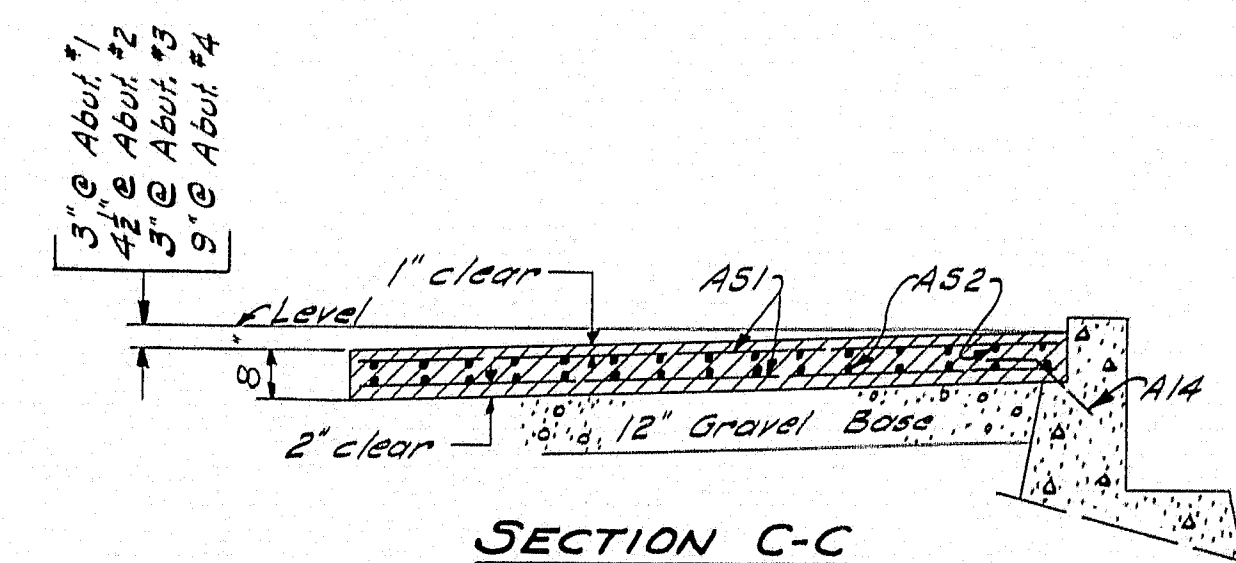
NOTE: Drains shall be paid for as Structural Steel; Fabricated, Delivered, and Erected under Items 702-103 & 702-104.

**DRAIN DETAILS**

22 Drains Reqd. { 10 ~ Spans 1-2-3  
12 ~ " 4-5-6



**APPROACH SLAB**  
Typical



**SECTION C-C**

(Opposite hand @ Abut. 214)  
NOTE: Concrete in Approach Slabs to be paid for under Item 701-40, Portland Cement Concrete in Roadway & Sidewalk Slabs on Steel Bridges.

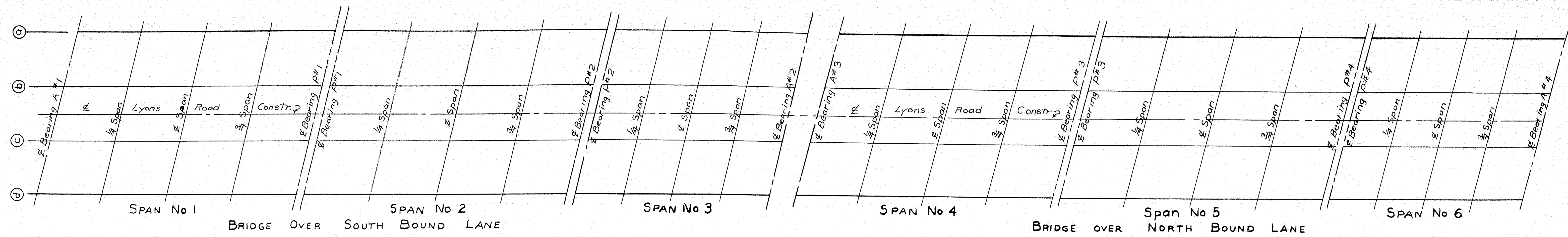
NOTE: For Sections and Notes see sheet #19, Structure over the Southbound Lane.

DESIGN - WISWELL DET. RWL.  
SURVEY - CLARK  
CHECK - G.S.A.

BRIDGE NO. 1  
PLOT -

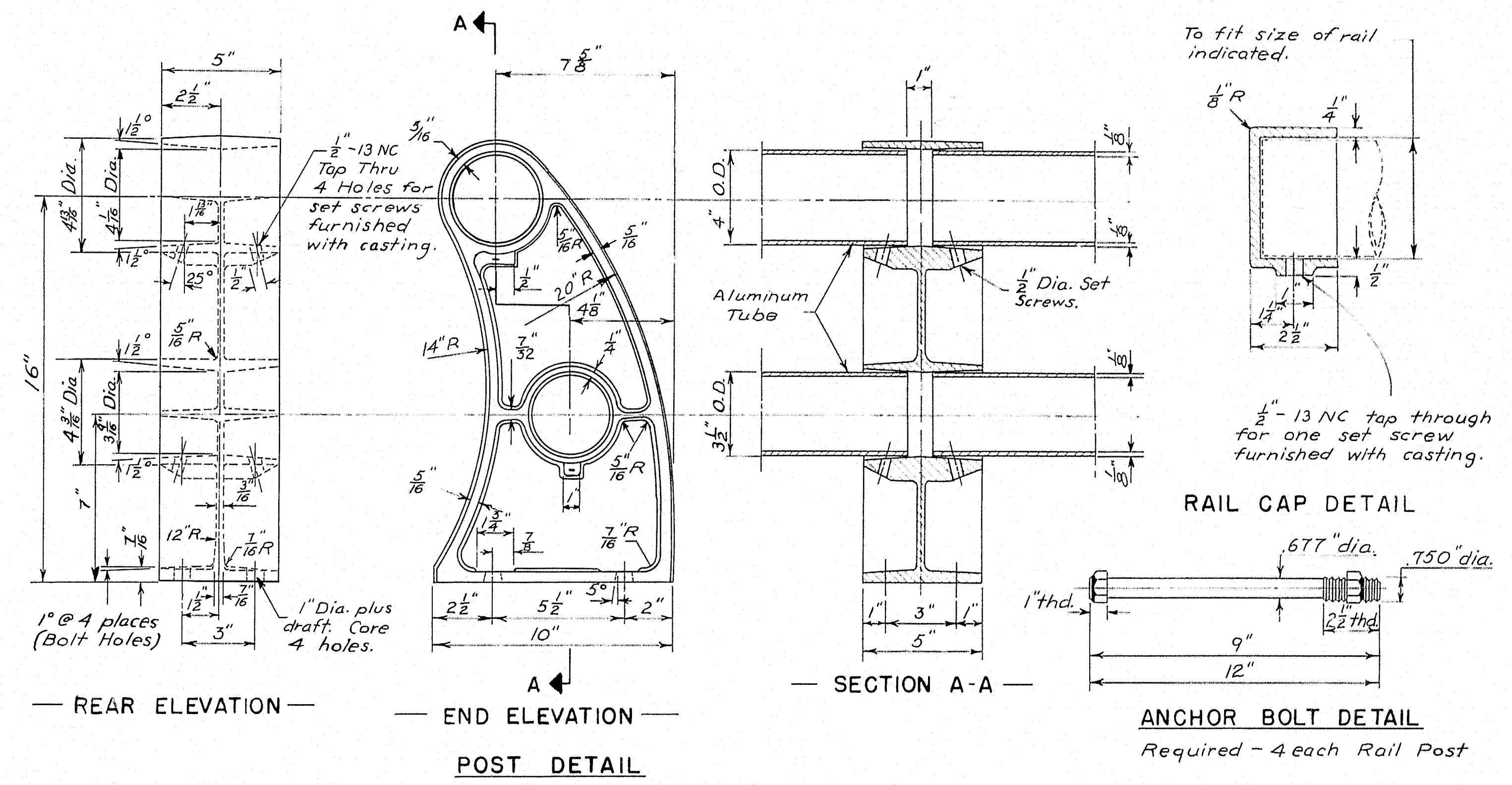
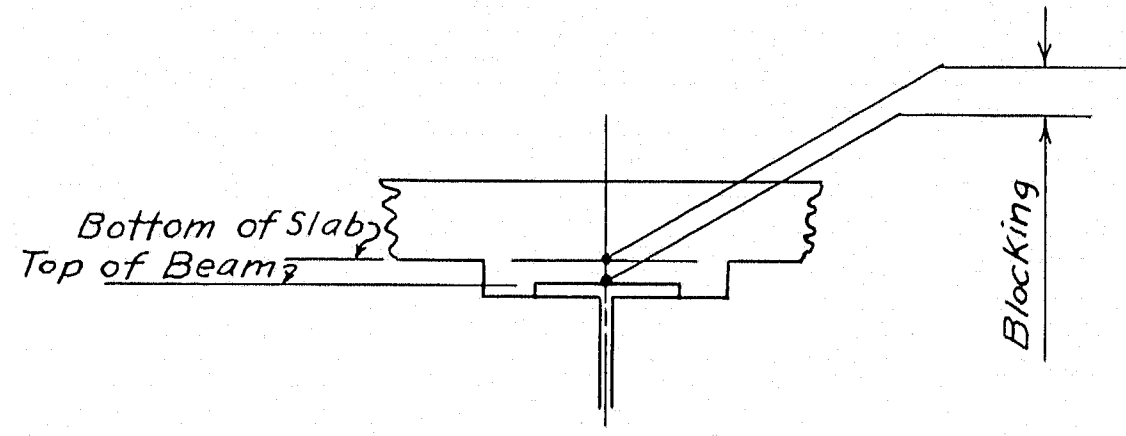
STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
**LYONS ROAD BRIDGE**  
OVER  
**INTERSTATE HIGHWAY**  
IN THE TOWN OF  
**SIDNEY**  
**KENNEBEC COUNTY**  
SUPERSTRUCTURE SPANS 4-5-6 & APP. SLABS  
SHEET 20 OF 22 AUGUSTA, MAINE MAY 1958





ELEVATIONS FOR BLOCKING					
Span No.	Location	Line "d"	Line "c"	Line "b"	Line "a"
1	℄ Bg. Ab.1	222.62	222.78	222.75	222.53
	1/4 Pt.	222.45	222.62	222.59	222.37
	1/2 Pt.	222.29	222.46	222.43	222.20
	3/4 Pt.	222.10	222.27	222.24	222.02
	℄ Bg. P.1	221.91	222.07	222.03	221.82
2	℄ Bg. P.1	221.80	222.05	222.01	221.80
	1/4 Pt.	221.72	221.88	221.85	221.62
	1/2 Pt.	221.50	221.67	221.63	221.39
	3/4 Pt.	221.23	221.39	221.35	221.12
	℄ Bg. P.2	220.92	221.07	221.02	220.79
3	℄ Bg. P.2	220.89	221.04	220.99	220.76
	1/4 Pt.	220.69	220.84	220.79	220.56
	1/2 Pt.	220.48	220.62	220.57	220.34
	3/4 Pt.	220.24	220.38	220.33	220.09
	℄ Bg. Ab.2	219.98	220.12	220.07	219.83
4	℄ Bg. Ab.3	217.25	217.35	217.27	217.01
	1/4 Pt.	216.82	216.93	216.85	216.57
	1/2 Pt.	216.34	216.46	216.37	216.08
	3/4 Pt.	215.82	215.93	215.84	215.55
	℄ Bg. P.3	215.25	215.34	215.25	214.97
5	℄ Bg. P.3	215.19	215.28	215.19	214.91
	1/4 Pt.	214.67	214.77	214.67	214.38
	1/2 Pt.	214.10	214.20	214.10	213.80
	3/4 Pt.	213.48	213.58	213.47	213.17
	℄ Bg. P.4	212.82	212.90	212.79	212.50
6	℄ Bg. P.4	212.75	212.83	212.72	212.43
	1/4 Pt.	212.30	212.38	212.27	211.97
	1/2 Pt.	211.82	211.90	211.78	211.48
	3/4 Pt.	211.32	211.39	211.28	210.98
	℄ Bg. Ab.4	210.80	210.87	210.75	210.45

NOTE:- To compensate for Dead Load Deflection, as well as inequalities in rolling the beams, the following procedure is to be used: Before any slab forms are constructed, elevations are to be taken at the top of the stringer flange at the points indicated and subtracted from "Bottom Slab Elevations". The result will be the amount of blocking to be used when building the forms.



ALUMINUM RAIL DETAILS

Span No. 1	Span No. 2	Span No. 3	Span No. 4	Span No. 5	Span No. 6
Interior Stringer	Interior Stringer	Interior Stringer	Interior Stringer	Interior Stringer	Interior Stringer
Exterior Stringer	Exterior Stringer	Exterior Stringer	Exterior Stringer	Exterior Stringer	Exterior Stringer

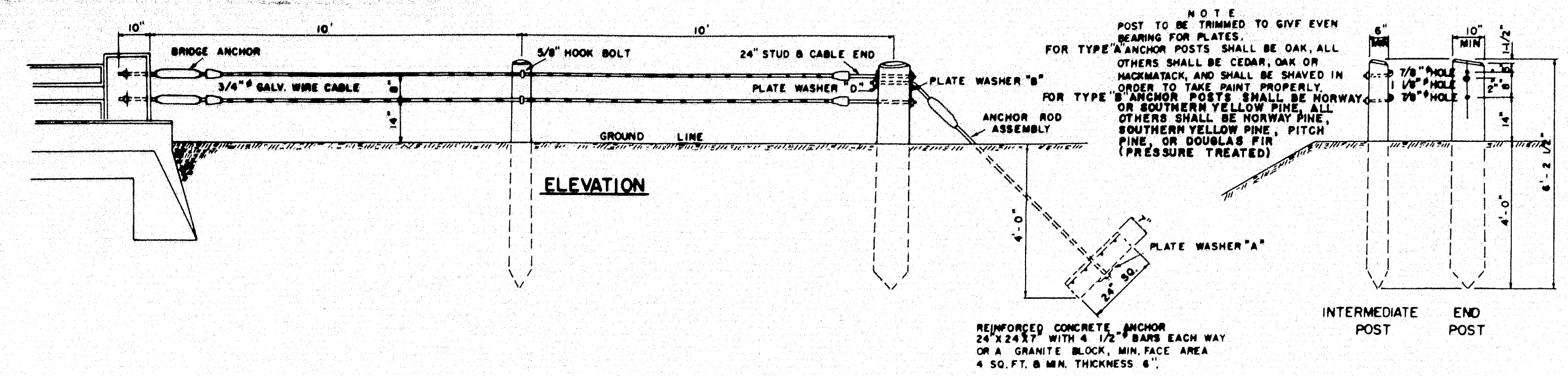
DIAGRAM FOR DEAD LOAD DEFLECTIONS.

DESIGN - WISWELL  
TRACE - DORTCH  
CHECK - C. S. A.

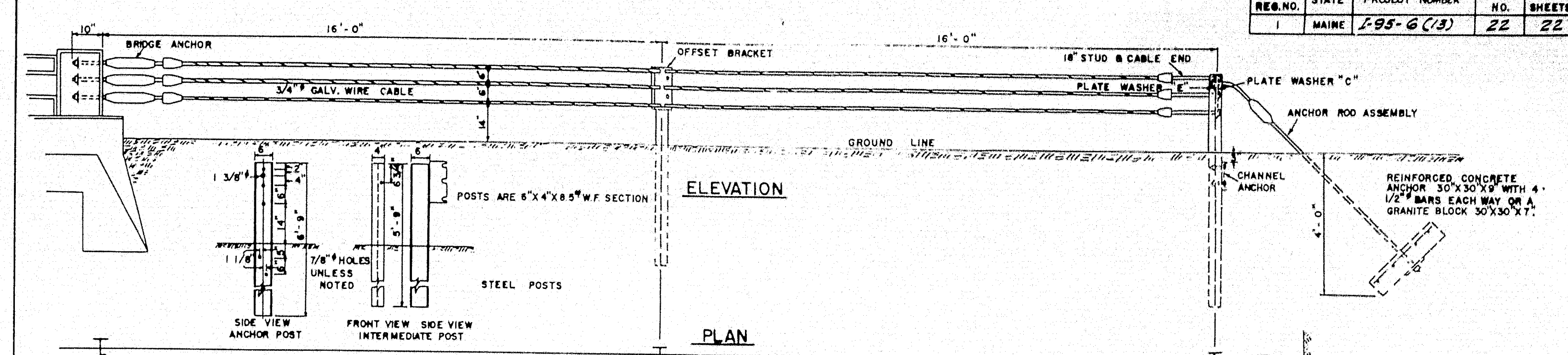
BRIDGE NO.  
SURVEY -  
PLOT -

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
**LYONS ROAD BRIDGE**  
OVER  
**INTERSTATE HIGHWAY**  
IN THE TOWN OF  
**SIDNEY**  
**KENNEBEC COUNTY**  
BLOCKING DIAGRAM  
SHEET 21 OF 22 AUGUSTA, MAINE MAY 1958

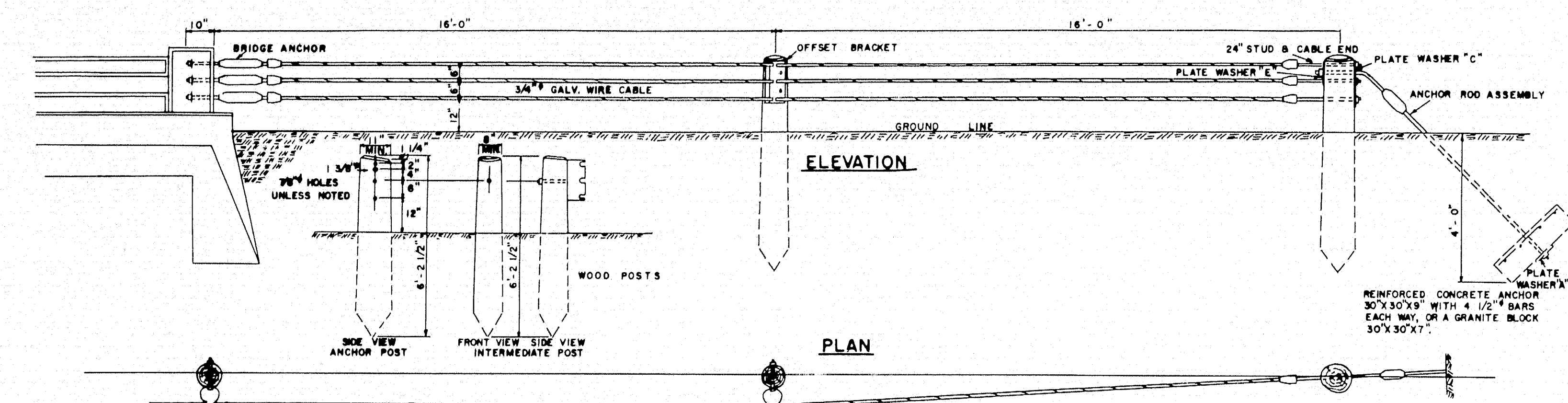




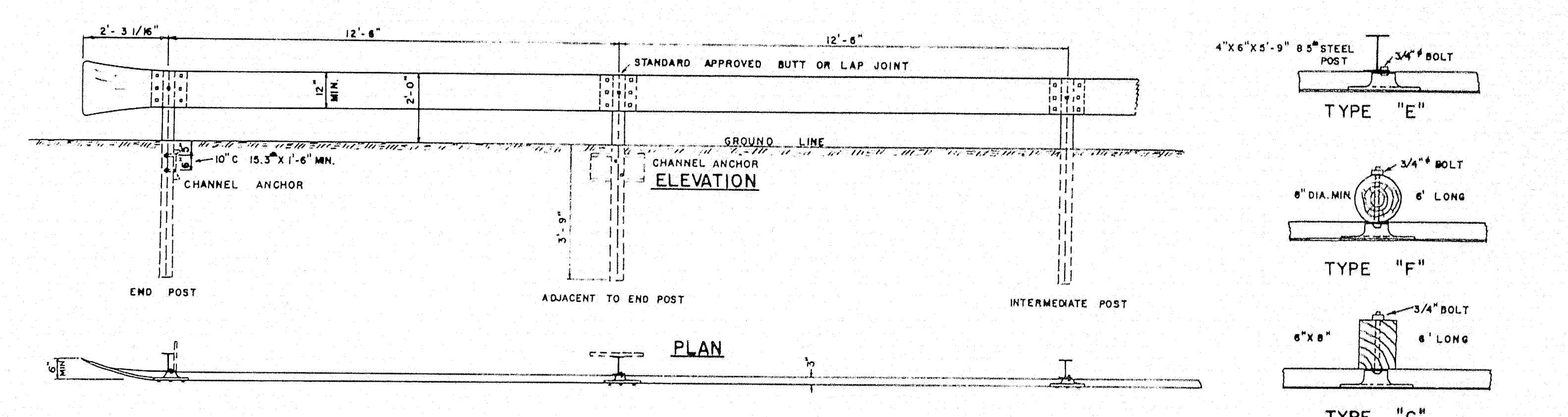
GUARD RAIL TYPE "A" & "B"



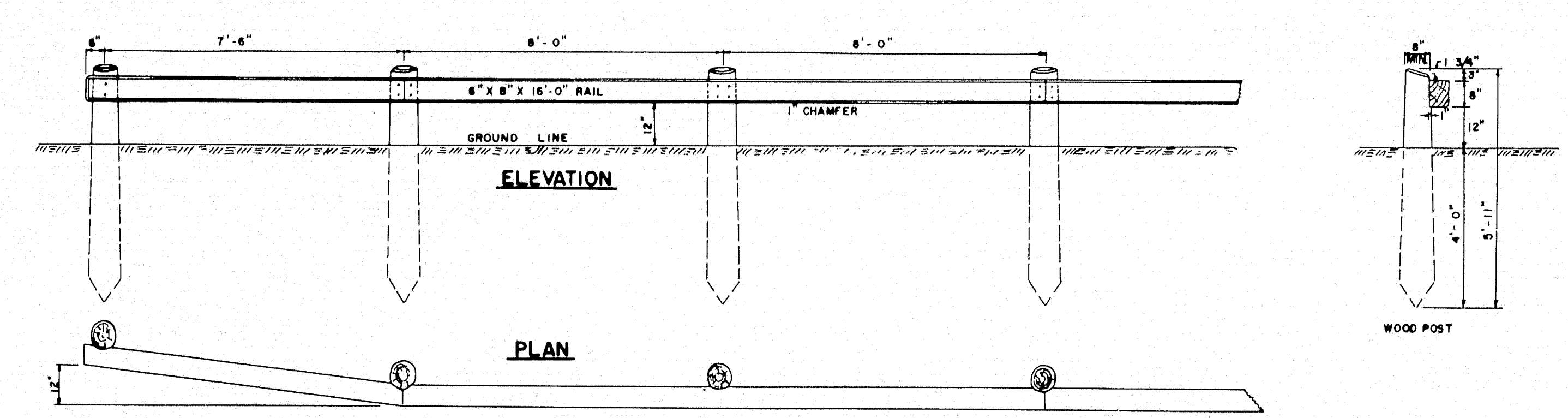
GUARD RAIL TYPE "C"



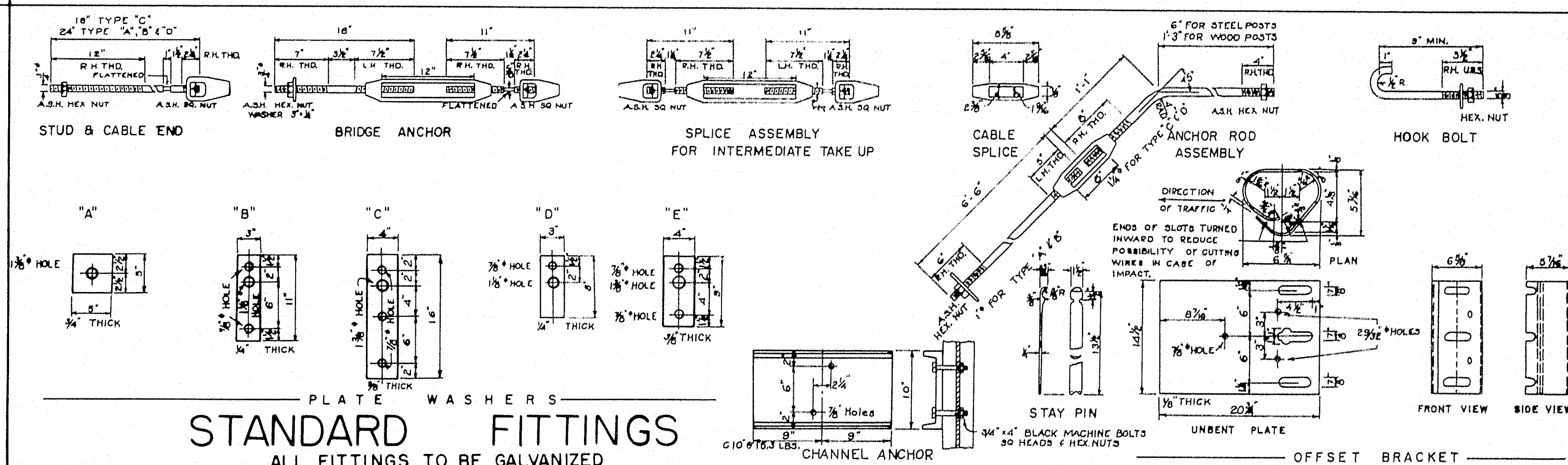
GUARD RAIL TYPE "D"



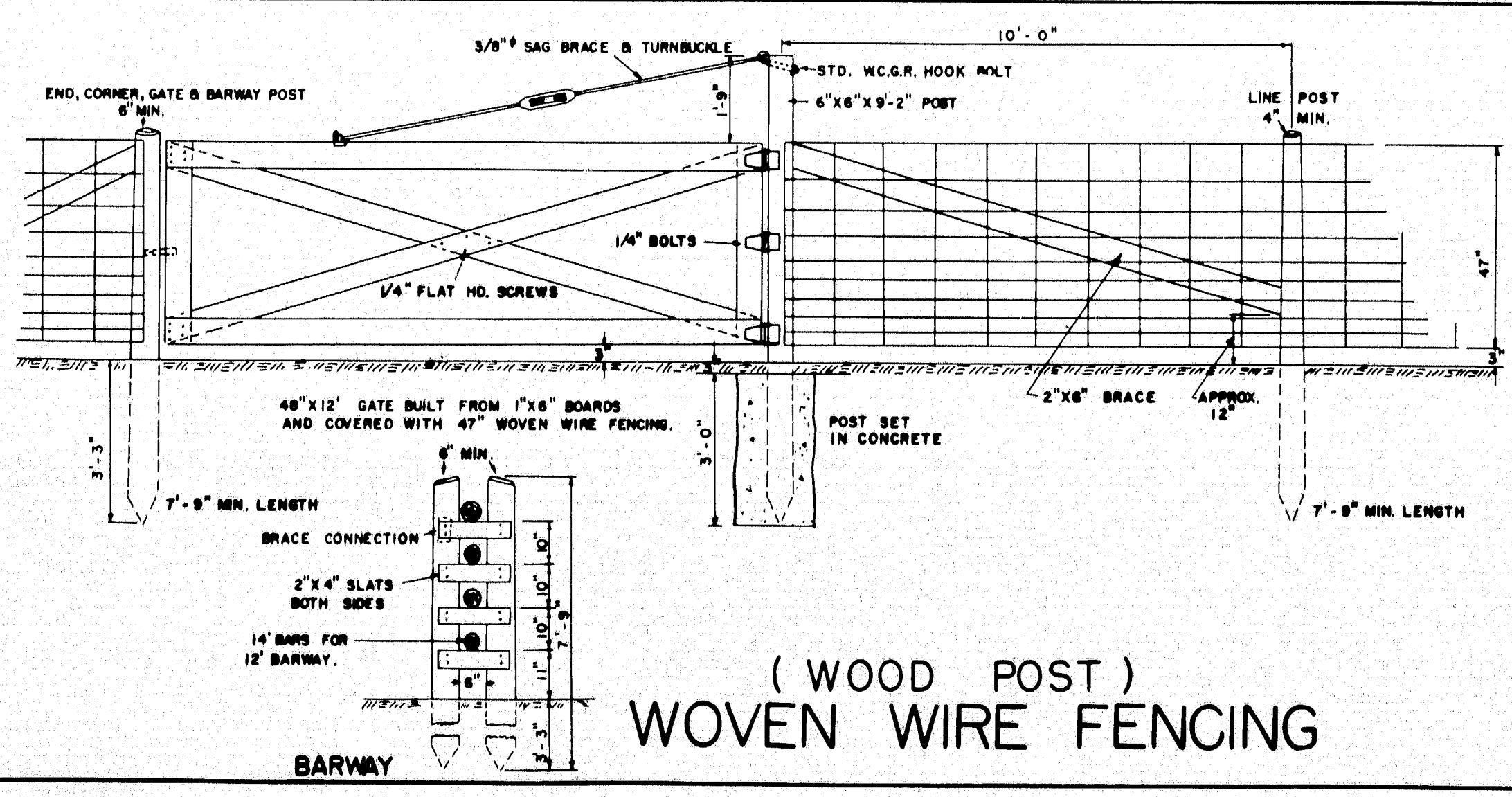
GUARD RAIL TYPE "E", "F" & "G"



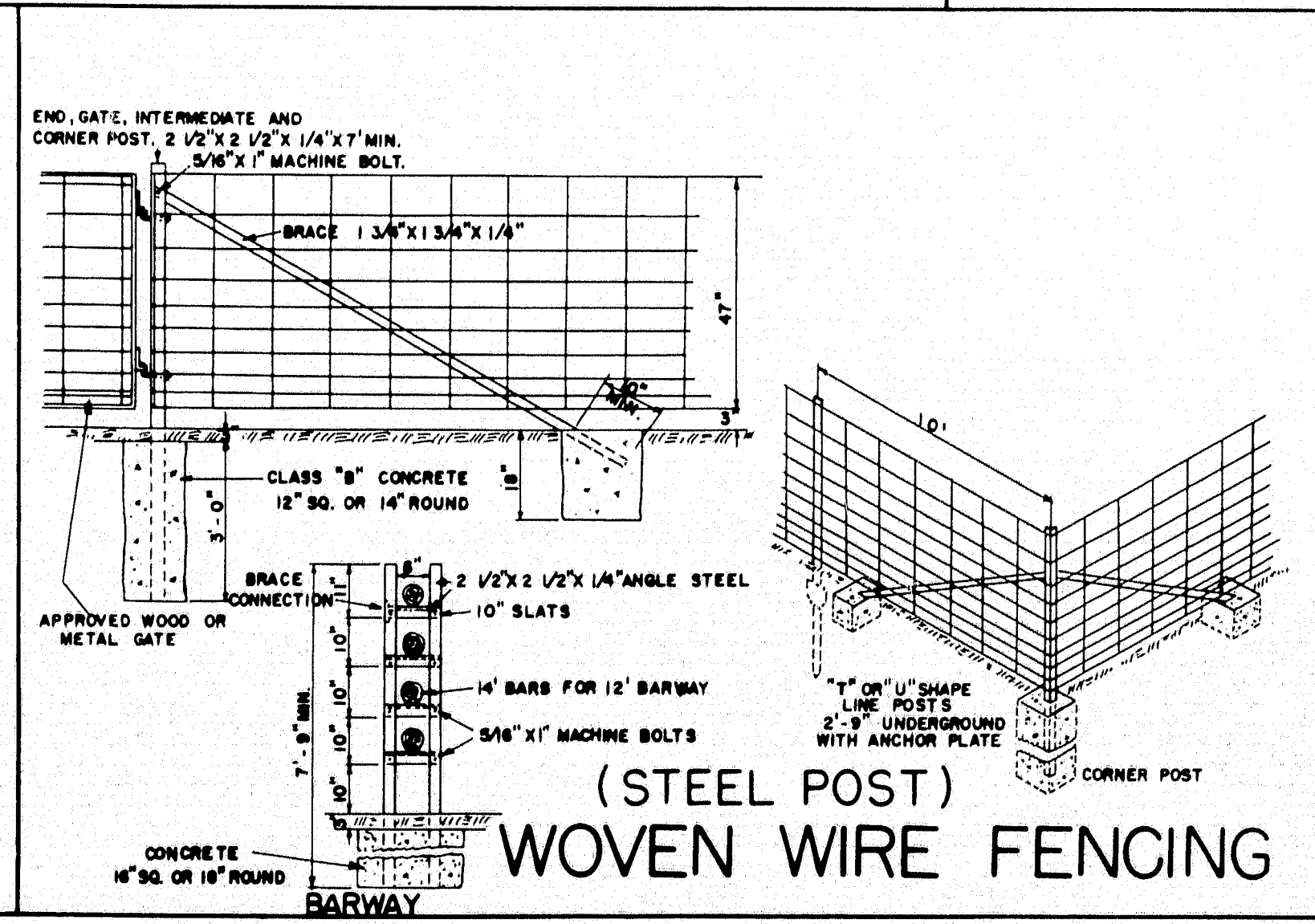
GUARD RAIL TYPE "H"



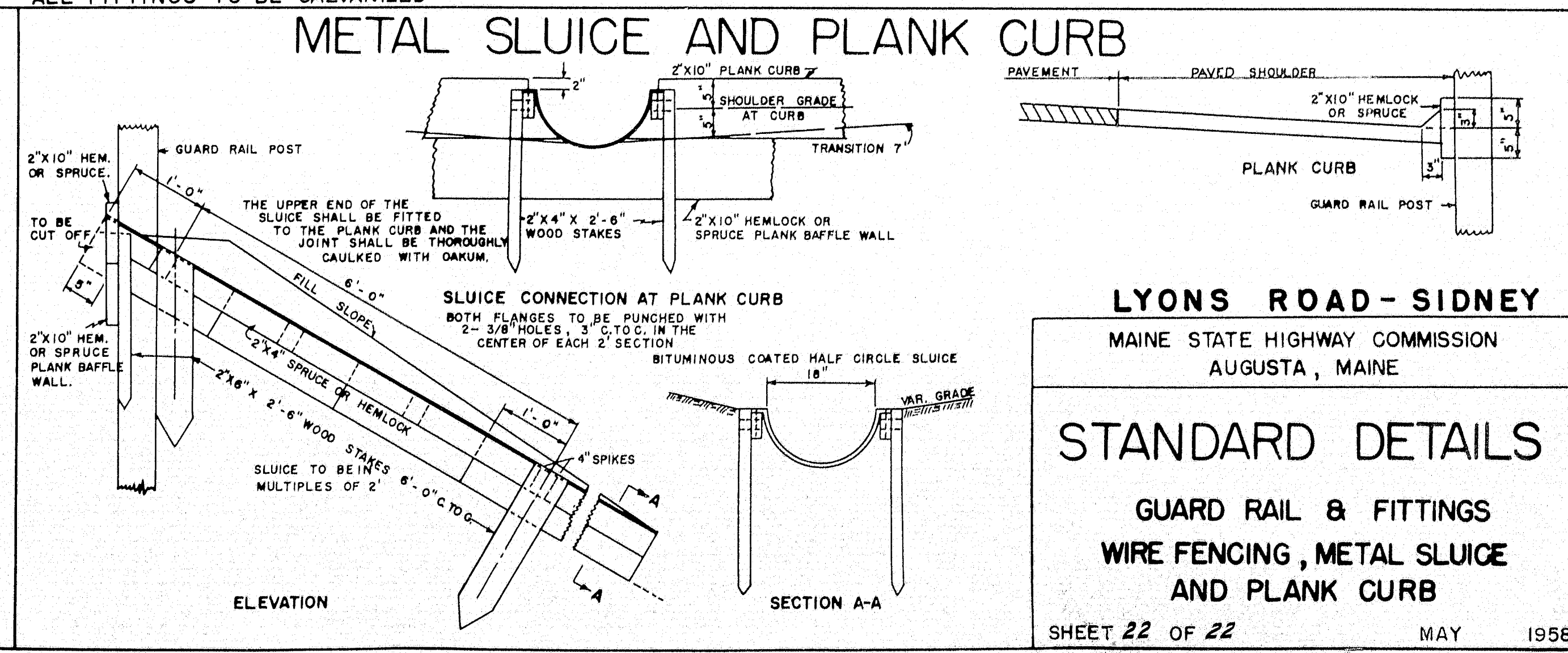
STANDARD FITTINGS  
ALL FITTINGS TO BE GALVANIZED



(WOOD POST)  
WOVEN WIRE FENCING



(STEEL POST)  
WOVEN WIRE FENCING

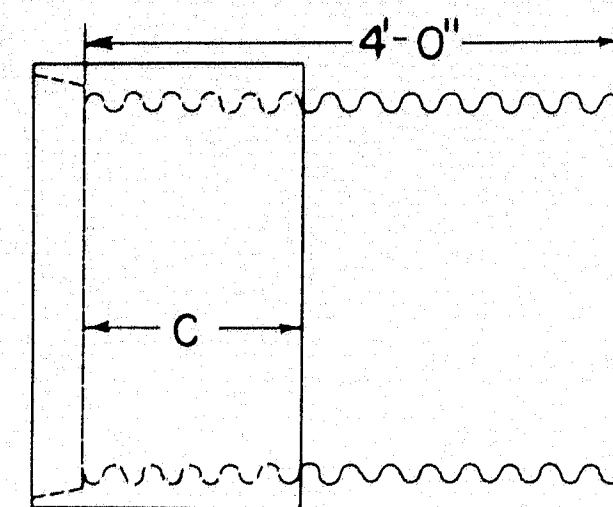


METAL SLUICE AND PLANK CURB

LYONS ROAD - SIDNEY  
MAINE STATE HIGHWAY COMMISSION  
AUGUSTA, MAINE  
**STANDARD DETAILS**  
GUARD RAIL & FITTINGS  
WIRE FENCING, METAL SLUICE  
AND PLANK CURB  
SHEET 22 OF 22 MAY 1958



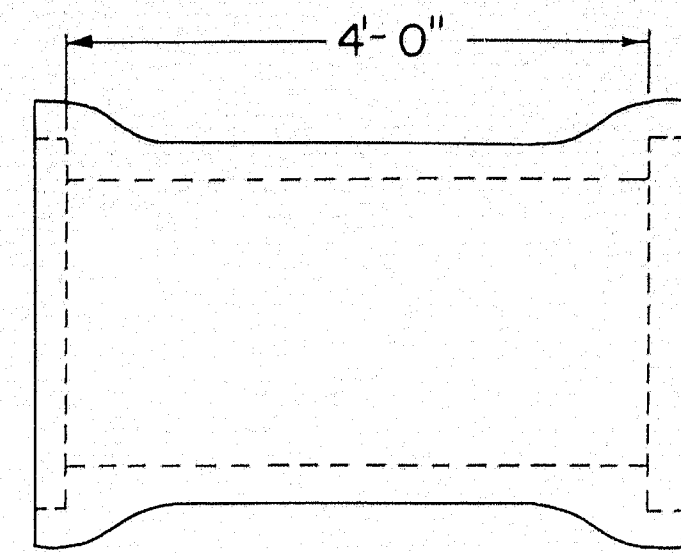
## PIPE CONNECTIONS



GROOVE END COMBINATION  
For 30" to 72", inclusive, diameter connection  
between concrete and metal pipe

"C" = 17" min. for sizes 30" to 48" incl.  
"C" = 23" min. for sizes over 48"

Asphalt coated corrugated metal pipe  
shall conform to the latest  
standard specifications

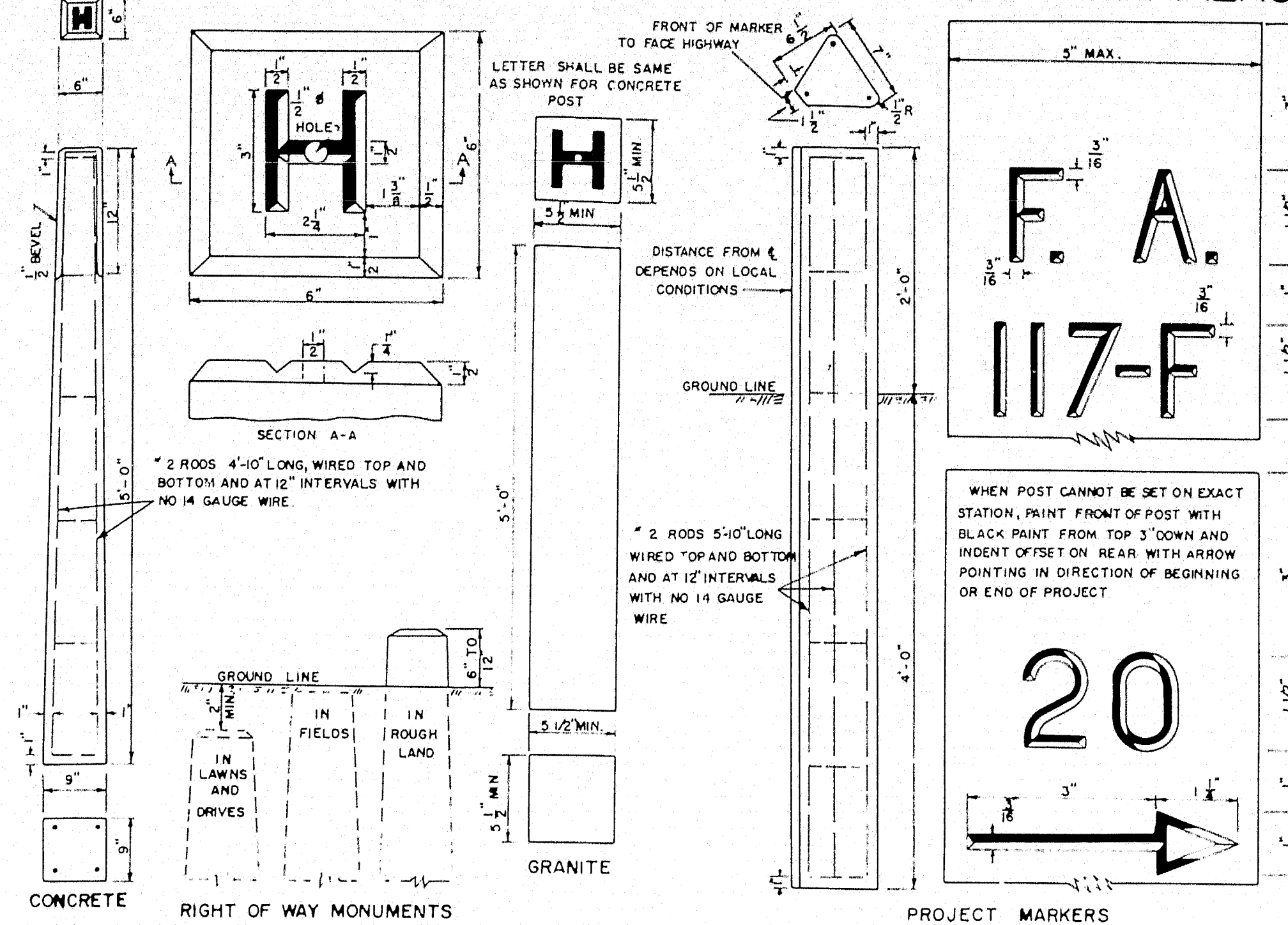


REINFORCED CONCRETE PIPE CONNECTOR  
DOUBLE BELL

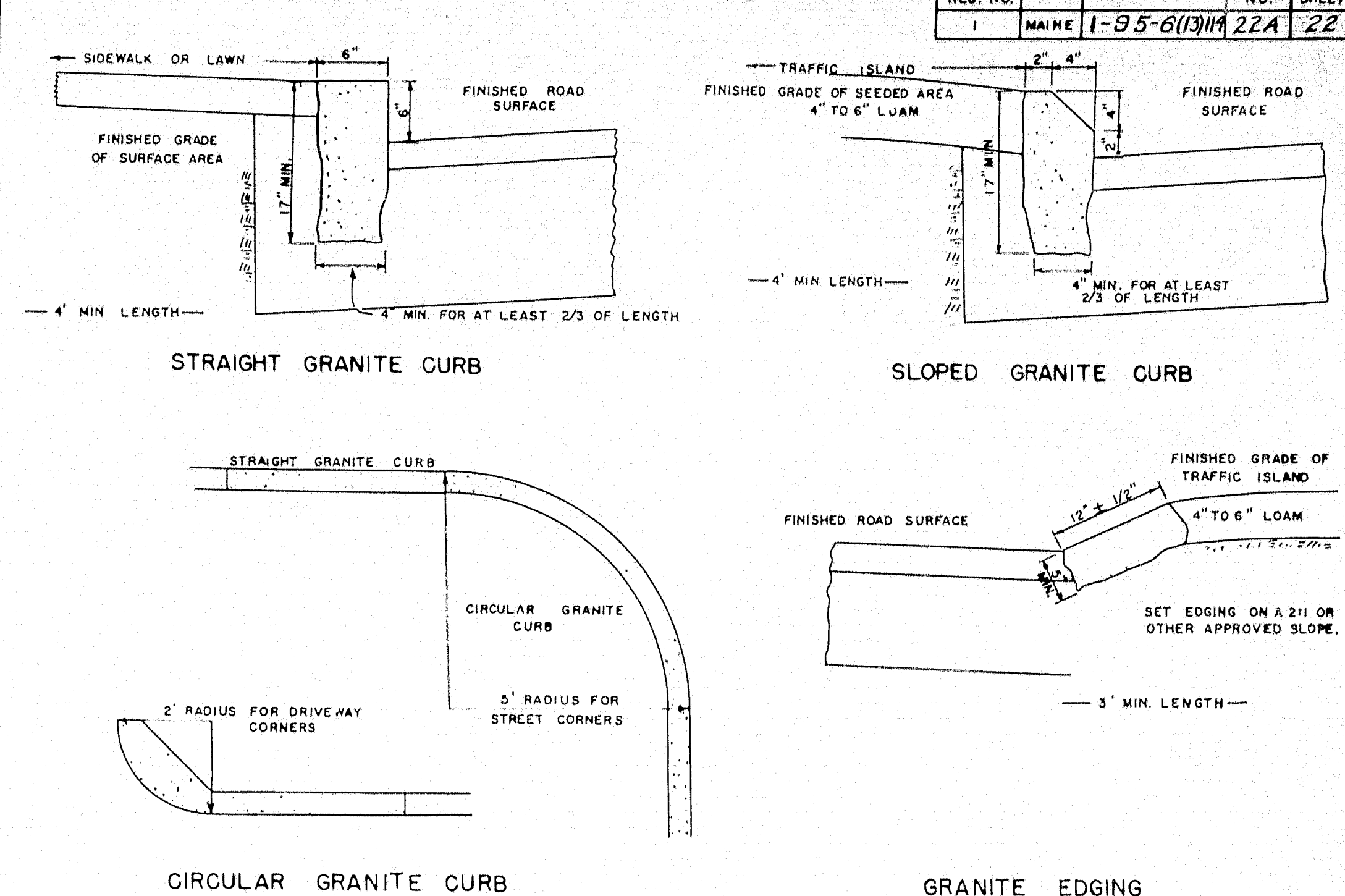
For 12" to 24", inclusive, diameter connection  
between concrete and metal pipe

Reinforced concrete pipe shall  
conform to the latest standard  
specifications

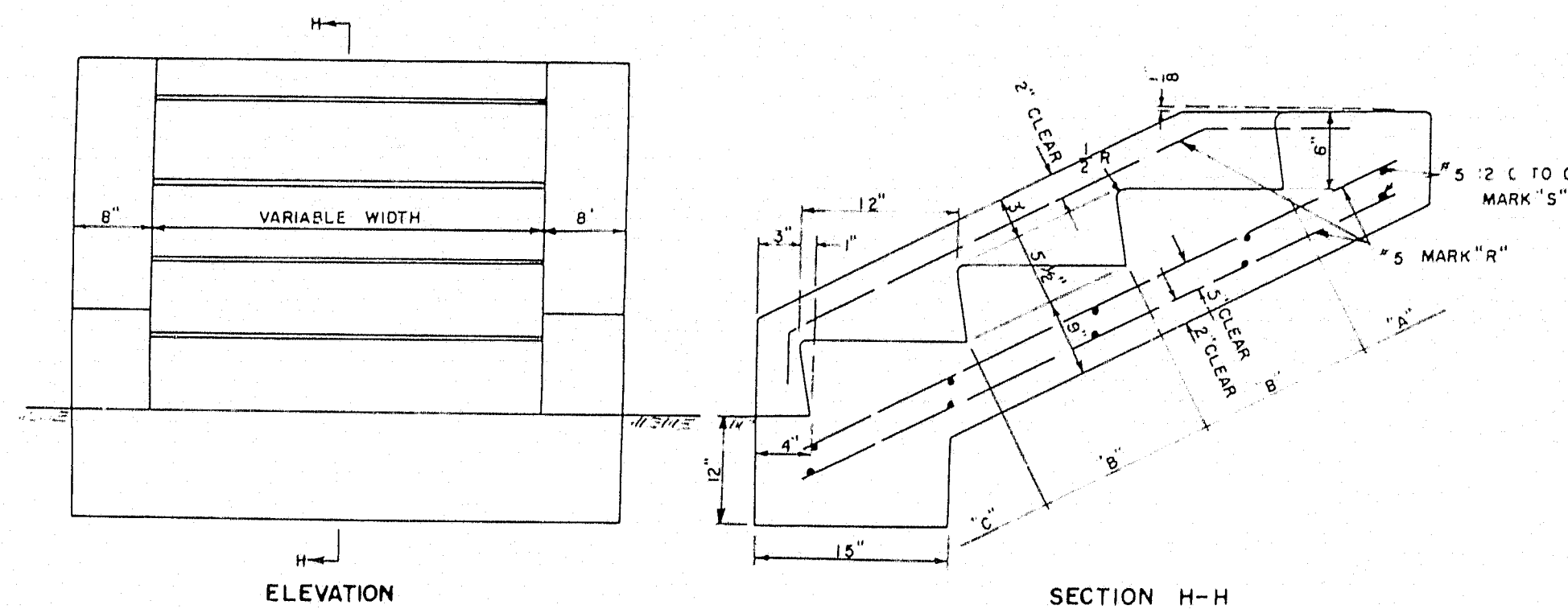
## RIGHT OF WAY MONUMENTS & PROJECT MARKERS



## GRANITE CURB & EDGING



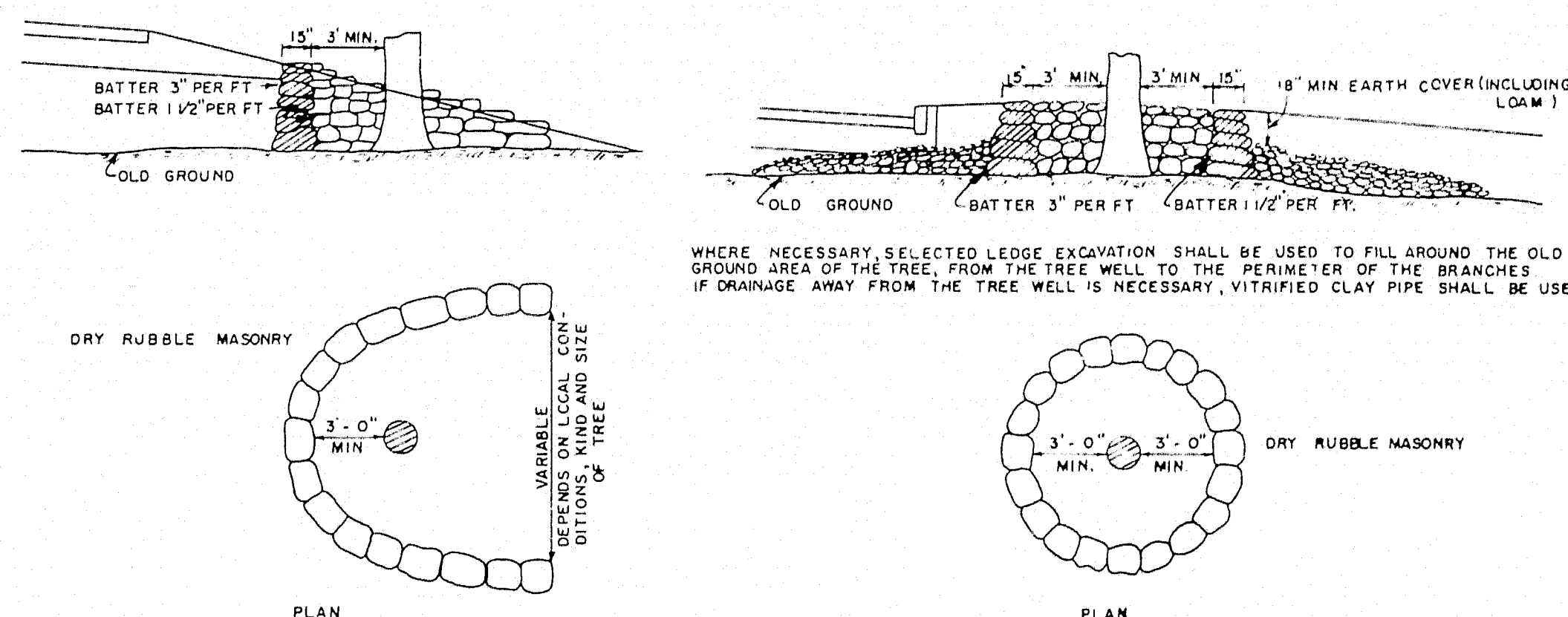
## CONCRETE STEPS



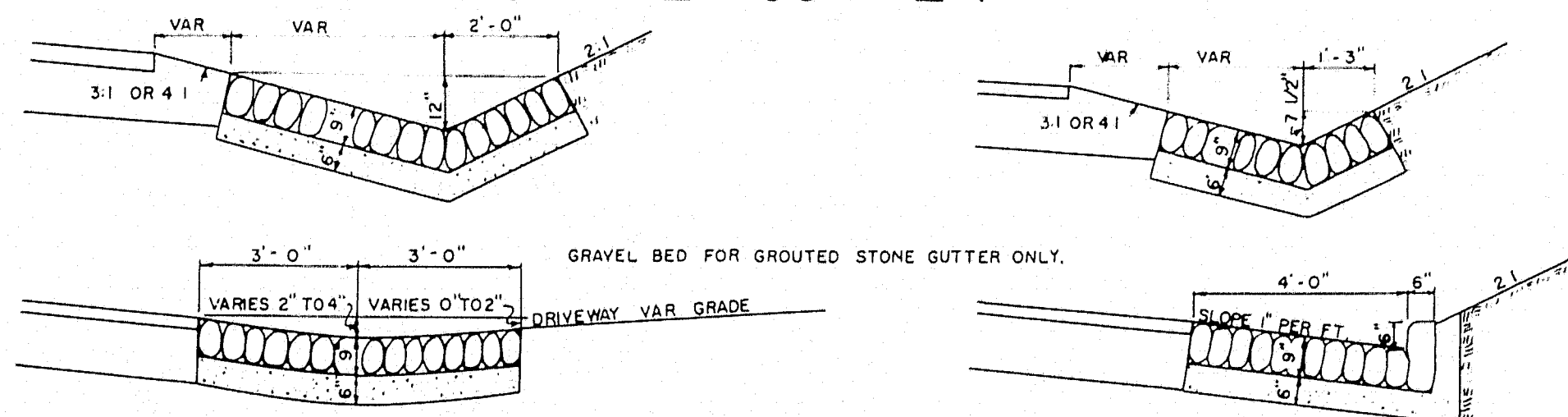
CONCRETE CLASS "A"		
SECTION	STEPS PER FT. OF WIDTH	PARAPET EACH WALL
"A" HEADER	0.32 CU. YDS	0.22 CU. YDS
"B" EA. INTER. ST.	0.40 CU. YDS	0.40 CU. YDS
"C" FOOTER	0.71 CU. YDS	0.65 CU. YDS

REINFORCING STEEL			
MARK	SIZE	NUMBER	LENGTH (EACH)
R	#5	3 EACH PARAPET	8" FOR "A"
	1043 LBS PER FT.	2 EACH FT. OF WIDTH	+13" FOR EACH "B"
			+16" FOR "C"
S	#5	2 FOR "A"	6 EACH PARAPET
	1043 LBS PER FT.	2 FOR EACH "B"	H/2 PER FT. OF WIDTH
		4 FOR "C"	

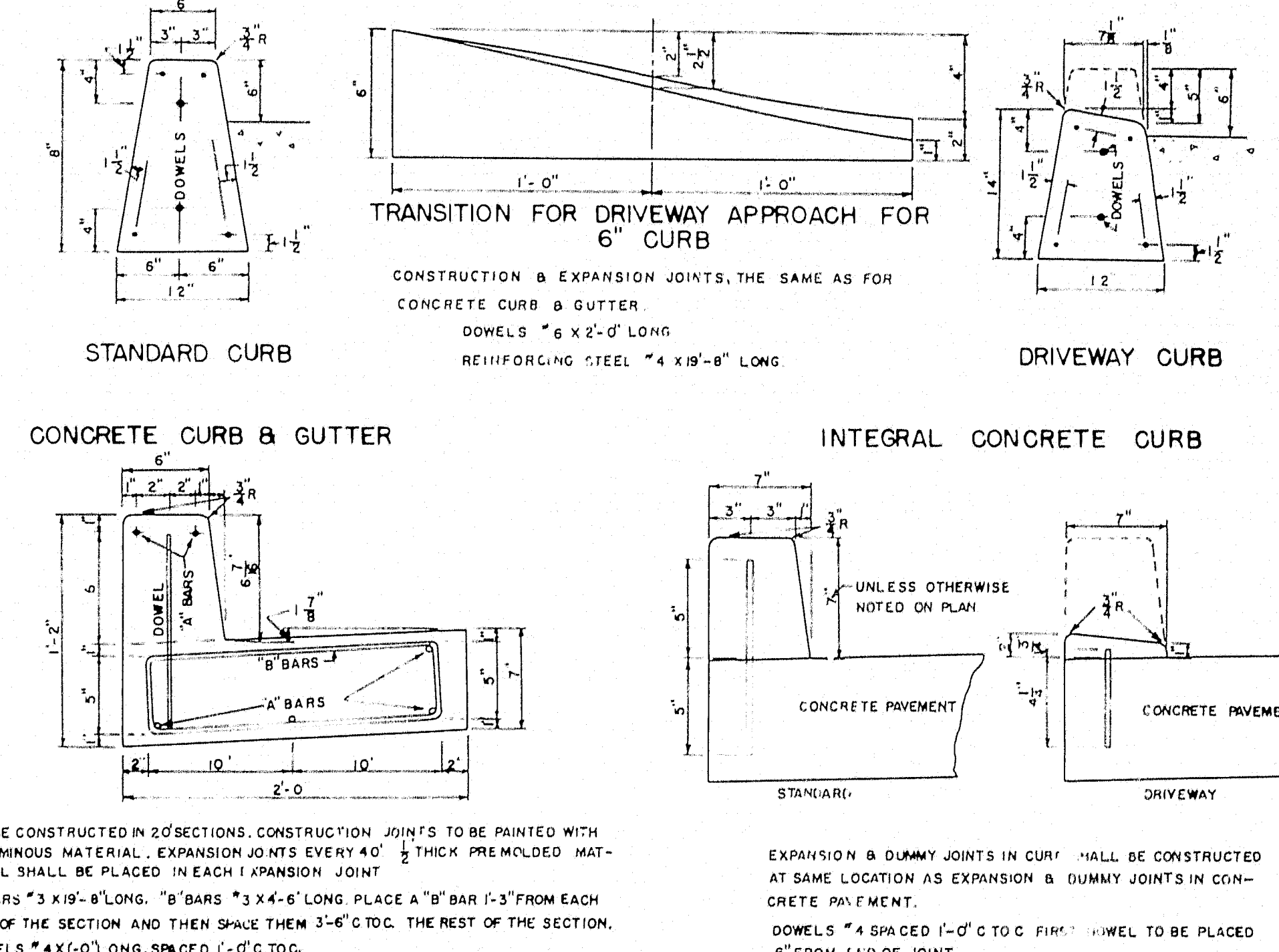
## TREE WELLS



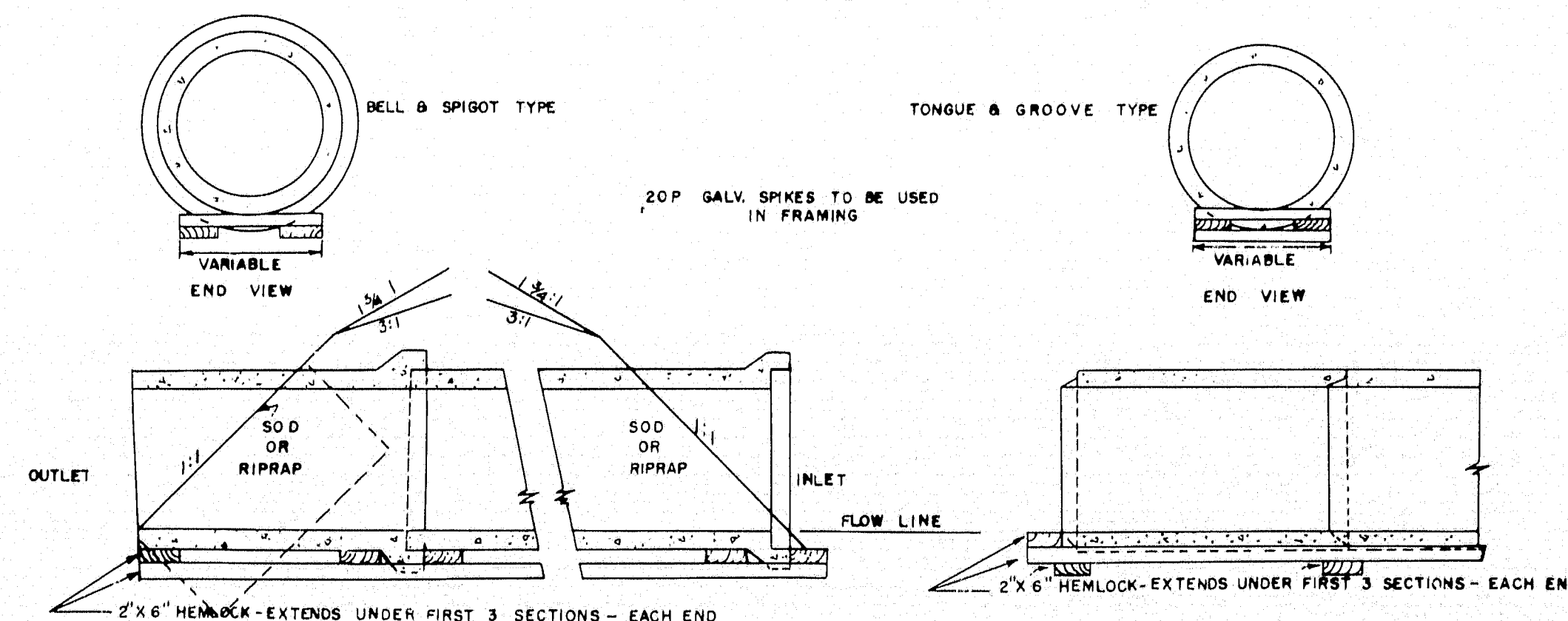
## STONE GUTTER



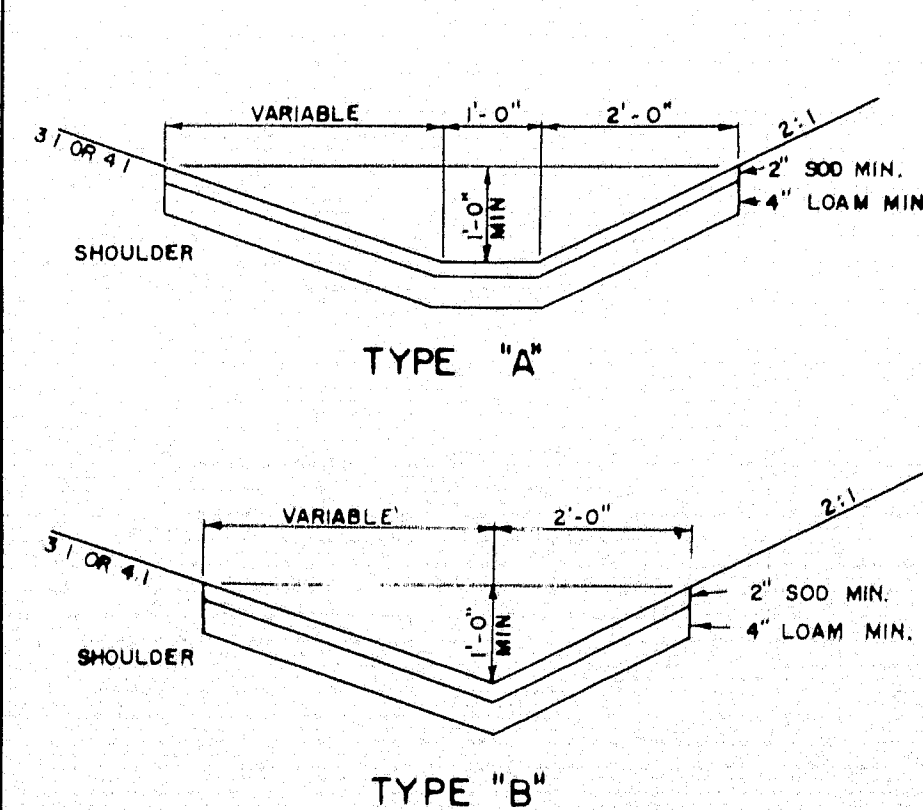
## CONCRETE CURB



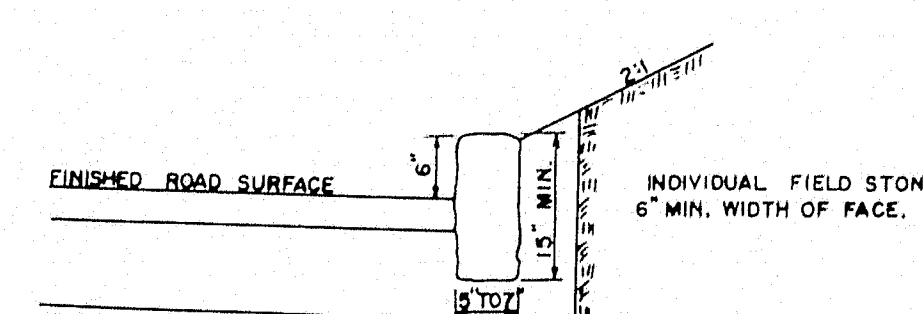
## CONCRETE PIPE CRADLE



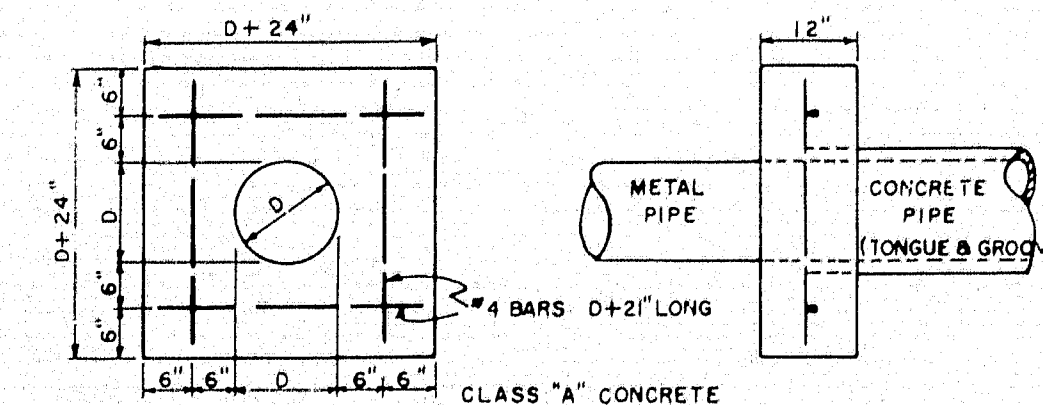
## SODDED GUTTER



## FIELD STONE CURB



## CONCRETE COLLAR



LYONS ROAD - SIDNEY  
MAINE STATE HIGHWAY COMMISSION  
AUGUSTA, MAINE

STANDARD DETAILS  
MISCELLANEOUS ITEMS

SHEET 22A OF 22 MAY 1958

0 1 2 3 4 5 INCHES