Magnetic North
April 1944

Note:
Item 801-6, Removal of Existing Superstructure (Retained by Commission) Lump Sum, shall mean the removal of the existing superstructure and pile bents down to the stream bed and the tops of the piers down to the top of the stone fill.
Payment for the removal of portions of causeway, abutments and piers as shown in the profile will be made at the contract unit price per cubic yard for item 204-12, "Structural earth excavation abutments and retaining walls."
The volume to be paid will be that as determined by the approximate planes tangent to the outside of the face logs on all log cribs.

NOTE: PAYMENT FOR ANY EXCAVATION NECESSARY FOR DRIVING ABUT. OR PIER PILES SHALL BE MADE UNDER THE CONTRACT UNIT PRICE PER CUBIC YARD FOR "STRUCTURAL EARTH EXCAVATION, ABUTMENTS." THE LIMIT FOR PAYMENT AT THE BACK TO BE 1'-6" TO THE REAR OF THE CONCRETE LINE.

EASTERN RIVER

CARRIE CARLTON

FRED CARLTON

House

Barn

Boat Landing

Drive

Wall

Well

Pole

8" Tree

Stone Fill

Log Crib

Draw Fender

Stone filled to El. 53.7

Wood Guard Rail

Stone Wall

End Plank

End Rail

Pile Bents

C.M.P. & RETG.

Approximate toe of slope

Approx. toe of slope

CONSTRUCTION ℄

Match Line

STA. 10+25 ℄ BEARING PIER #3.

STA. 9+40 ℄ BEARING PIER #2.

STA. 8+75 ℄ BEARING PIER #1.

STA. T 80.61 P.T.

STA. 5+20.61 P.C. CONSTR. = 5+19.39 SURVEY

D = 5°-00'
Δ = 13°-00'
R = 1146.28'
T = 130.61'
L = 260'
PI = 6+51.22 CONSTR. = STA. 6+50 SURVEY

PLAN
Scale 1" = 20'

65'-0" ℄ BEARING PIER #4. TAN. GR. -0.384%

85'-0" (V.C. EXT. = 0.08)

NOTE: REMOVE TO BASE LINE OF RIP-RAP ON 2.5 SLOPE.

65'-0" TAN. GR. +0.384%

100' V.C. EXT. = 0.33

150' V.C. EXT. = 1.88

TRANSITION

-7.0%

+3.01%

+0.384%

Note: Remove only unsound timbers above high tide.

FG 80.25

FG 80.0

Normal High Tide El. 60.3

Normal Low Tide El. 55.0

El. 59.7 Stone Fill

El. 53.9 Stone Fill

NOTE: EXISTING STONE FILLED LOG CRIB PIERS TO BE REMOVED TO STREAM BED, OR TO A LINE 3'-0" BELOW 1½:1 SLOPE.

Stone Filled Log Crib

Log Crib

1½:1

U.S.

D.S.

80.00

79.90

79.38 - 79.71 - 0.33

78.20

77.54

77.83 - 75.45 + 1.88

78.54

PROJECT BEGIN 81.20

PROFILE
Hor. 1" = 20'
Vert. 1" = 10'

FOUNDATION: Ledge is visible on the South shore. Soundings 1 and 2 indicate ledge or boulder. Soundings 3, 4 and 5 indicate hard material either clay or gravel.

SUBSTRUCTURE: Four stone filled log cribs including draw fender. Five wood pile bents.

SUPERSTRUCTURE: 124 ft. draw span. Wood truss, poor condition. Wood floor stringers, steel I floor beams, six spans on piling with wood floor stringers, wood floor planking, two courses 3" plank. Superstructure collapsed, since date of survey.

STREAM: Wide and deep, most of flow is due to tide. Flow occurs in both directions at a fairly high velocity. Normal high tide is about Elev. 60.3 Normal low tide is about Elev. 55.3 Some salt water at this location.

ROADWAY: Unimproved dirt and gravel approaches.

Survey by Towne
Plotted by Welch

TOWN 08-07
BRIDGE 3880

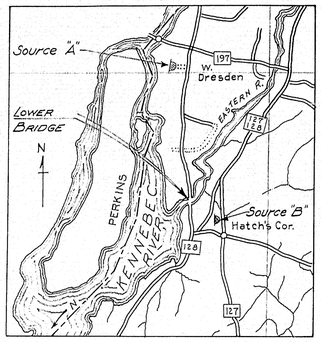
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
LOWER BRIDGE
OVER
EASTERN RIVER
IN THE TOWN OF
DRESDEN
LINCOLN COUNTY
SURVEY

Sheet 1 of 12 Augusta, Me. April 1944

Revised 9/54 C.E.C.
V. Hamilton

60-179

0 1 2 3 4 5 INCHES



MAP SHOWING LOCATION OF SOURCES OF GRAVEL IN VICINITY OF LOWER BRIDGE-DRESDEN
Scale 1"= 1 mi.

Source "A" - opened.
Source "B" - unopened.

Magnetic North
April 1944

EMILE CARLSON

STEPHEN E. POWELL

EASTERN RIVER

D = 12° 30'
Δ = 18° 30'
R = 459.28'
T = 74.80'
L = 148'
PI = STA. 11+75.54

Rt. Sta. 12+69.74

A.C. Sta. 11+80.74

Garden
Strawberry Bed
C.M.P. F.N.E.T. & Co.

TRANSITION ℄ A

N 10° - 02' E
N 25° - 30' E

To RICHMOND
ROUTE 128

℄ BM #3 Vert. spike in 48" Oak. Elev. 78.20

House Foundation
Barn foundation
SHOP

Stone Wall
Wood Guard Rail
End Rail
End Plank
Log Crib
Old Ferry Road
Old Tel. Pole
Tel. Pole
approx. toe of slope
Match Line
Sta. 10+90 & Bearing
Pier #4.
65'-0" to ℄ Pier #3.
E.G. 80.0

PLAN
Scale 1" = 20'

PROFILE
Hor. 1" = 20'
Vert. 1" = 10'

TRANSITION
100' V.C.
Ext. = 0.78
100' V.C.
Ext. = 0.49
+2.0%
-4.27%
-0.38%
PROJECT END
76.10
76.18 = 75+40 + 78
76.66
77.54
78.43
77.8 = 77+49
79.65
74.87
16+50
16+00
+50
15+00
+50
14+00
+50
13+00
+75
+50
+25
12+00
11+00
+50

NOTE: IN ORDER TO AVOID THE POSSIBILITY OF OVERSTRESSING THE SUBSOIL AND CREATING SETTLEMENT, THE FILL ON THE NORTH APPROACH, FROM ABOUT STA. 10+50 TO ABOUT 11+50, SHALL BE PLACED SLOWLY, AT SUCH LOCATIONS AS THE ENGINEER MAY DIRECT.

Revised 9/28 CBB
V. Hamilton

Survey by Towne
Plotted by Welch

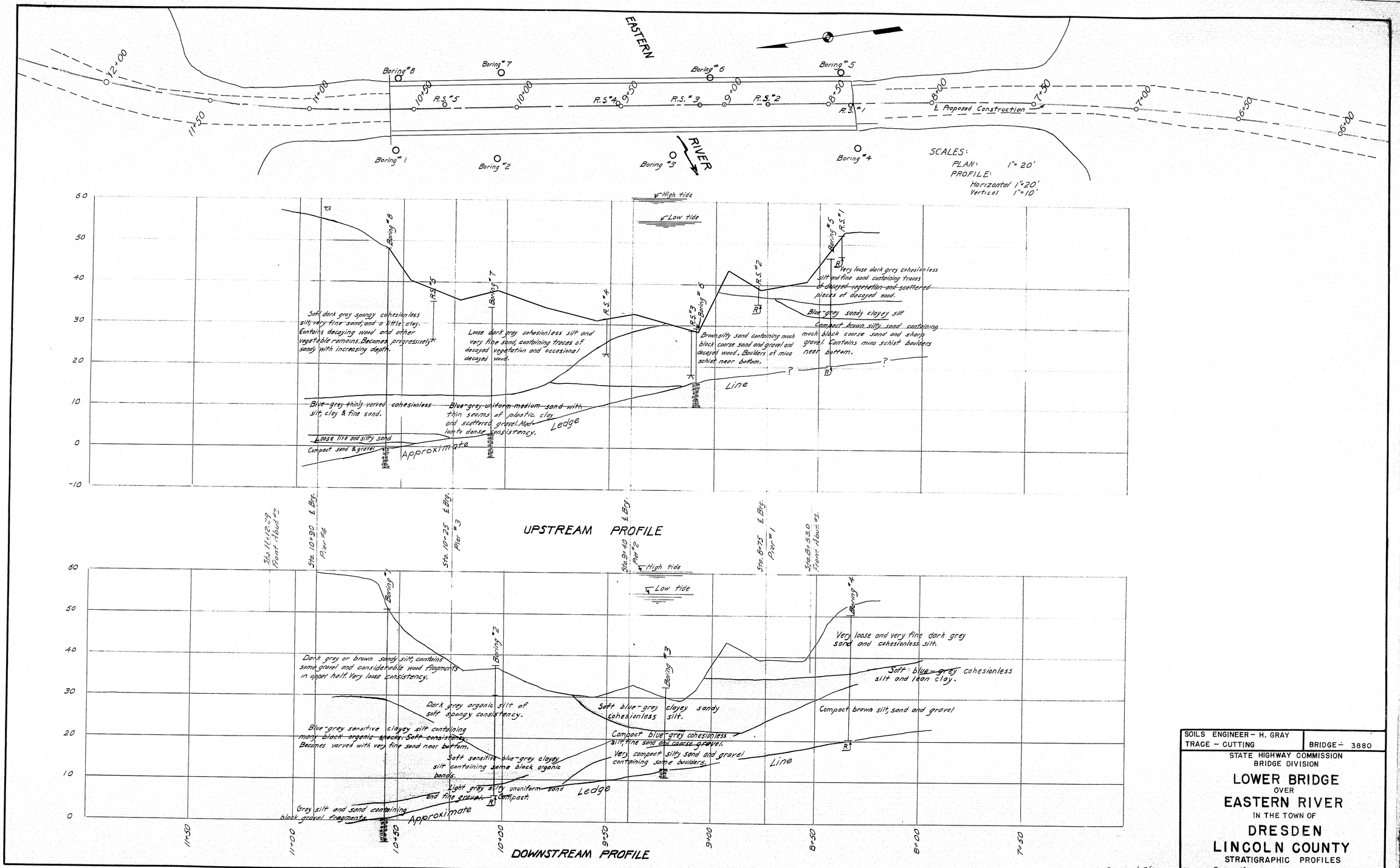
TOWN 08-07
BRIDGE 3880

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
LOWER BRIDGE
OVER
EASTERN RIVER
IN THE TOWN OF
DRESDEN
LINCOLN COUNTY
SURVEY

Sheet 2 of 12. Augusta, Me. April 1944

60-180

0 1 2 3 4 5 INCHES



SOILS ENGINEER – H. GRAY TRACE – CUTTING	BRIDGE – 3880

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

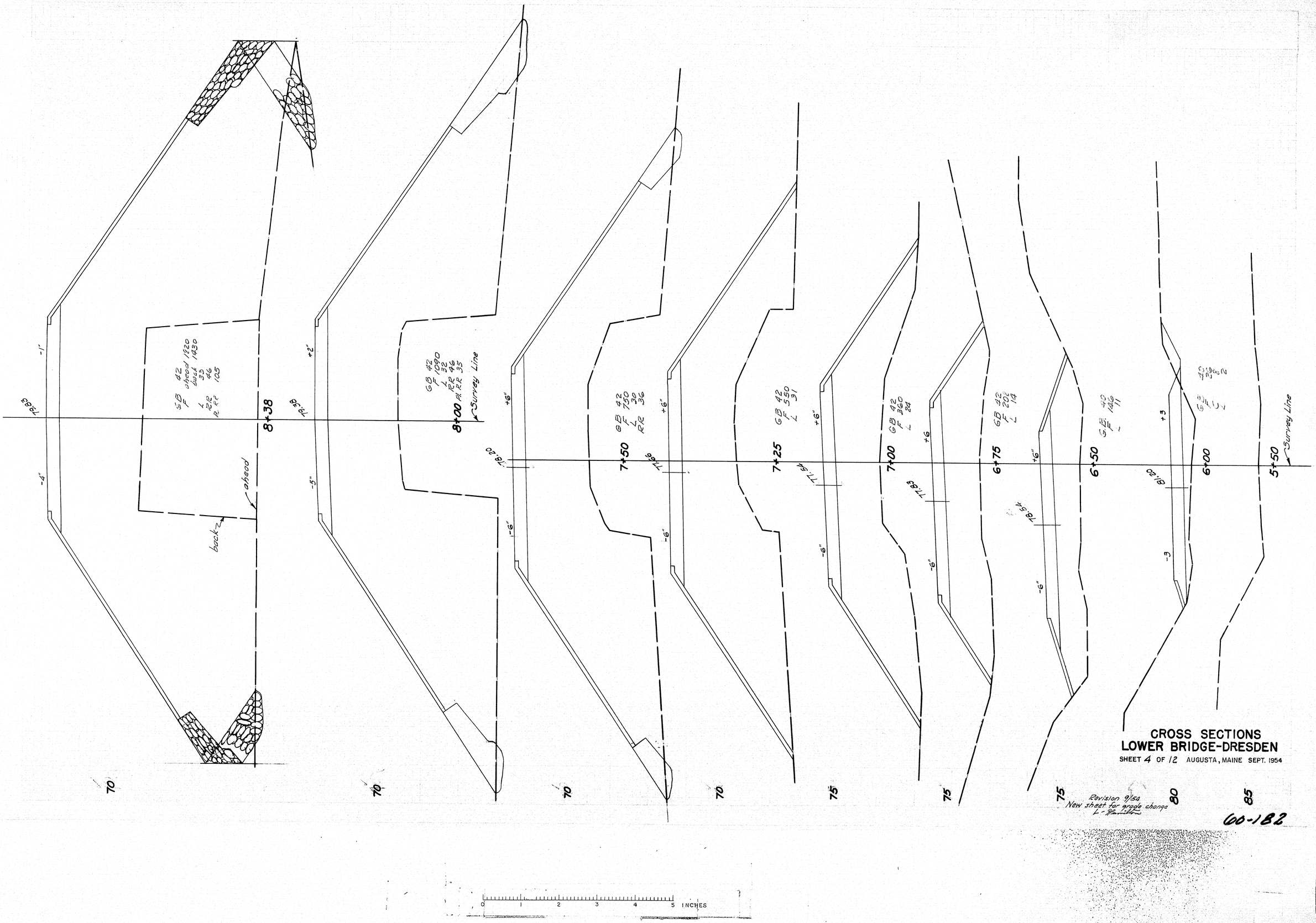
LOWER BRIDGE
OVER
EASTERN RIVER
IN THE TOWN OF
DRESDEN
LINCOLN COUNTY

STRATIGRAPHIC PROFILES

SHEET 3 OF 12 AUGUSTA, MAINE JUNE 1954

Revised 9/54
V. Hamilton

60-181



CROSS SECTIONS
LOWER BRIDGE-DRESDEN

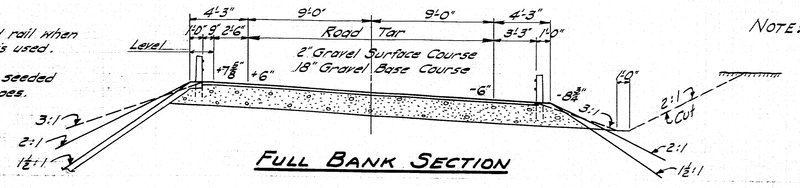
SHEET 4 OF 12 AUGUSTA, MAINE SEPT. 1954

Revision 9/54
New sheet for angle change
L. Parker

60-182

NOTE: Omit guard rail when 3:1 slope is used.

6" Loam & seeded all fill slopes.



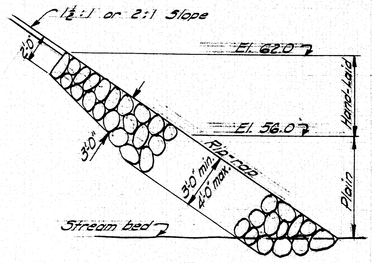
FULL BANK SECTION

NOTE: Use 1½:1 embankment slopes from about Sta. 6+85 to abutment #1. Also in front of abutments #1 & #2. Use 2:1 embankment slopes from abutment #2 to about Sta. 11+85.

Do not excavate for gravel base where existing material is suitable.

Payment for earth excavation at the toe of hand-laid rip-rap slopes to be made under Item 204-12, "Structural earth excav., abuts. and ret. walls."

All fill material to be gravel borrow or excavated material.



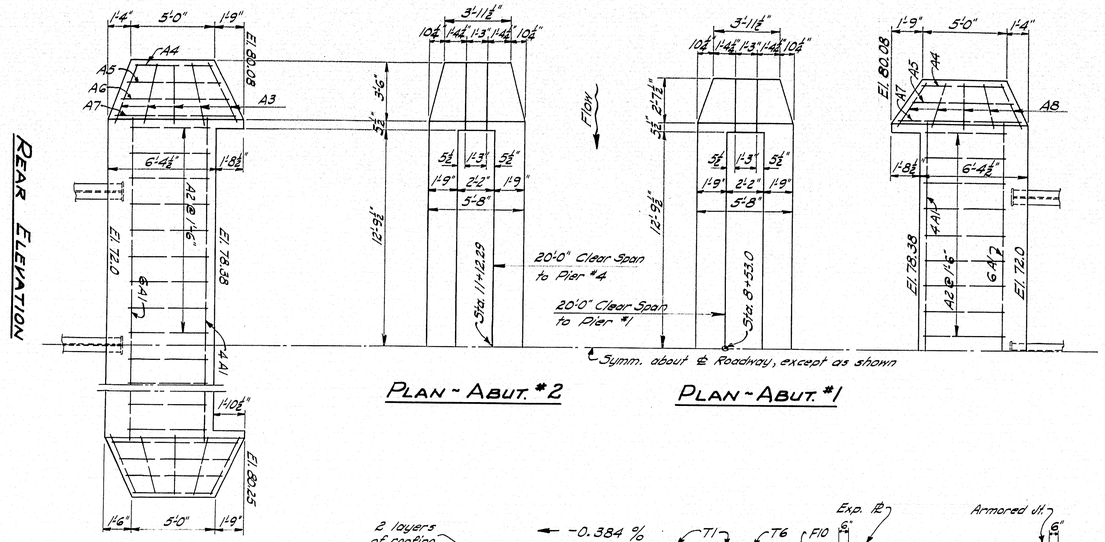
RIP-RAP
Typical

75
13+50
76.10
-4½"
75
13+00
76.66
+6"
-6"
75
12+50
78.48
+6"
-6"
75
12+00
79.19
+2¼"
-5¼"
70
11+75
79.64
+1½"
-4½"
70
11+50
79.91
2:1
2:1
70
11+15
79.90
1½:1
1½:1
70
8+50

Revision 9/54
New sheet for grade change
L. Ham. Jr.

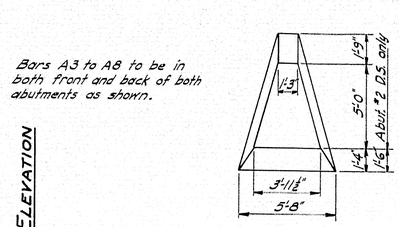
CROSS SECTIONS
LOWER BRIDGE-DRESDEN
SHEET 5 OF 12 AUGUSTA, MAINE SEPT. 1954

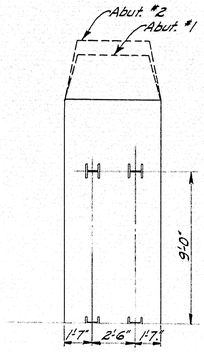
60-183



PLAN - ABUT. #2

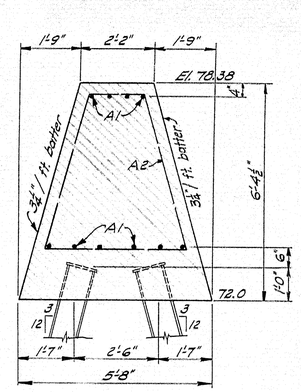
PLAN - ABUT. #1



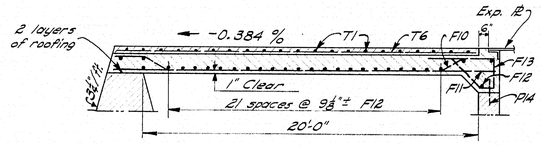


PILE PLAN

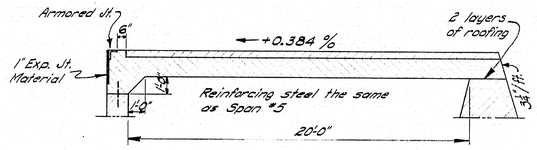
Piles to be 10" x 42# steel H-Beam driven to ledge.
6-reqd. for Abut. #1 - estimated length = 55 ft.
6- " " Abut. #2 - " " = 80 ft.



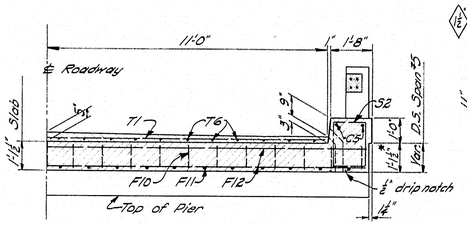
ABUT. SECTION



LONG. SECT. - SPAN #5
At ℄ Roadway



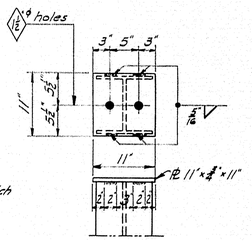
LONG. SECT. - SPAN #1
At ℄ Roadway



HALF SECT. - SPANS #1 & #5

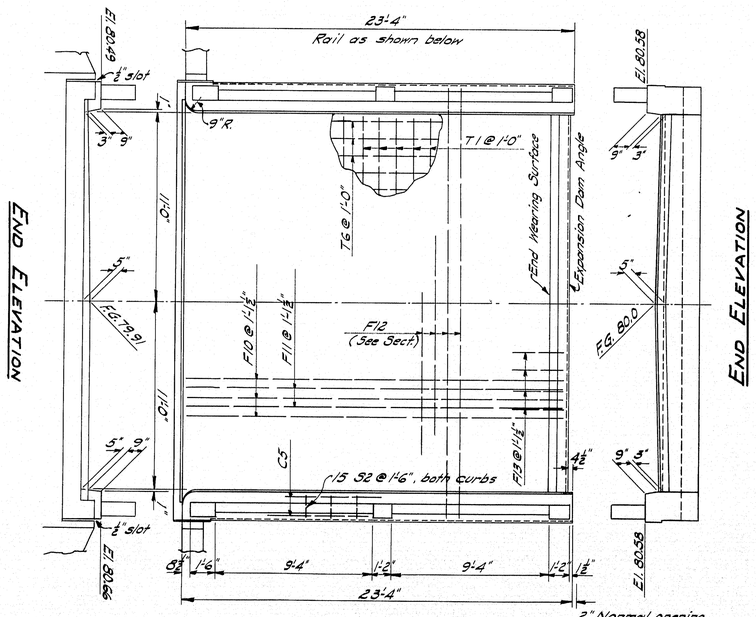
Typical except for D.S. half of Span #5 where wearing surface is variable; see end elevations.

* The curb may be placed separately if a bond box is provided as shown in section of girder spans.



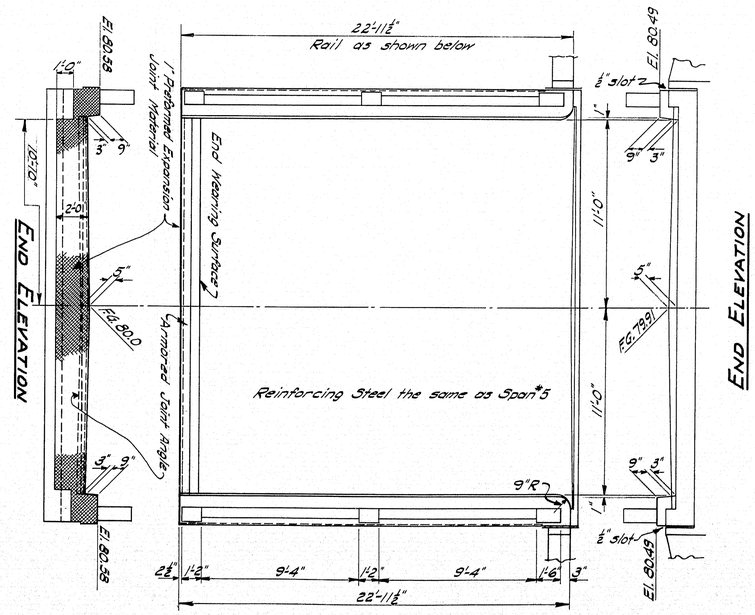
PILE CAP

12 Reqd. for Abuts. #1 & #2
16 " " Piers #1 & #4



PLAN - SPAN #5

END ELEVATION



PLAN - SPAN #1

END ELEVATION

NOTE: Cover the ½" slots between curb and parapet with two layers of heavy roofing 10" wide. Coat the contact surfaces of concrete and roofing as applied with a suitable grade of roofing cement. Recess the area of concrete to be covered ¼" inch.

Revised 9-54.
Sheets #6 & #6A replace original sheet #6.

DESIGN - ALLEN
TRACE - CLARK
CHECK - [illegible]

BRIDGE - 3880

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

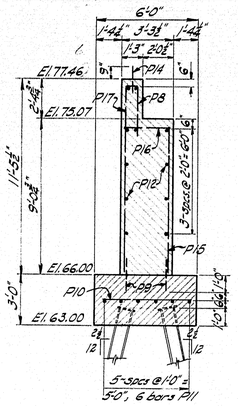
LOWER BRIDGE
OVER
EASTERN RIVER
IN THE TOWN OF
DRESDEN
LINCOLN COUNTY

ABUTS. NO. 1 & 2, AND SUPERSTR. SPANS 1, 5

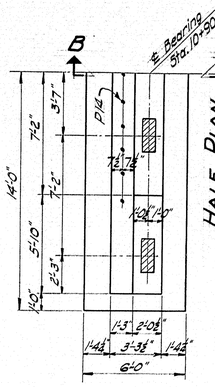
SHEET 6 OF 12 AUGUSTA, MAINE SEPT. 1954

60-184

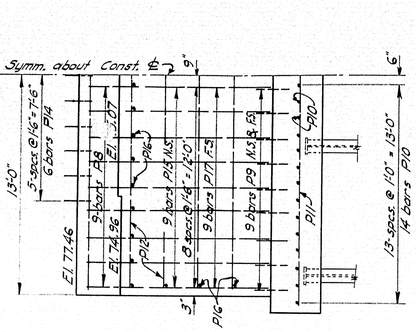
0 1 2 3 4 5 INCHES



SECTION B-B

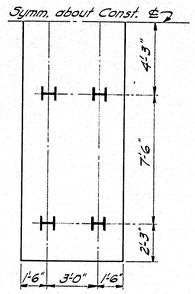


HALF PLAN



HALF SIDE ELEV.

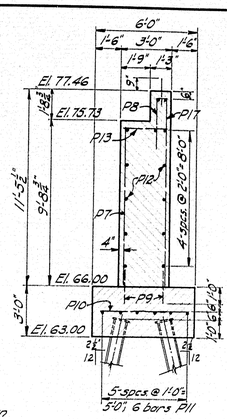
PIER #4



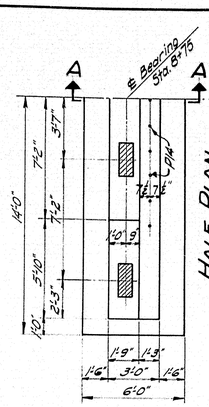
PILE PLAN

Piles to be 10"x 42" steel H-Beams driven to ledge. For pile caps see sheet # 6.
8- Reqd. for Pier #1 - est. length = 55 ft. ~ 8 Caps.
8~ " " " #4 ~ " " = 75 ft. ~ 8 " .

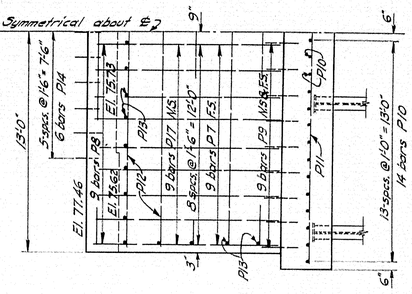
NOTE: At the option of the Contractor, piles for Piers #1 & #4 may have one (1) splice per pile. The full section of the pile shall be developed at the splice by butt welding.
Splice to be approved by the Engineer.
Cost of splice to be included under Item 708-16, "Steel H-Beam Piles, 42# per foot."



SECTION A-A

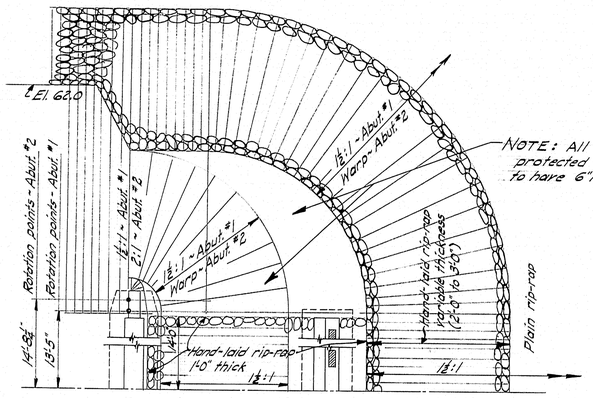


HALF PLAN

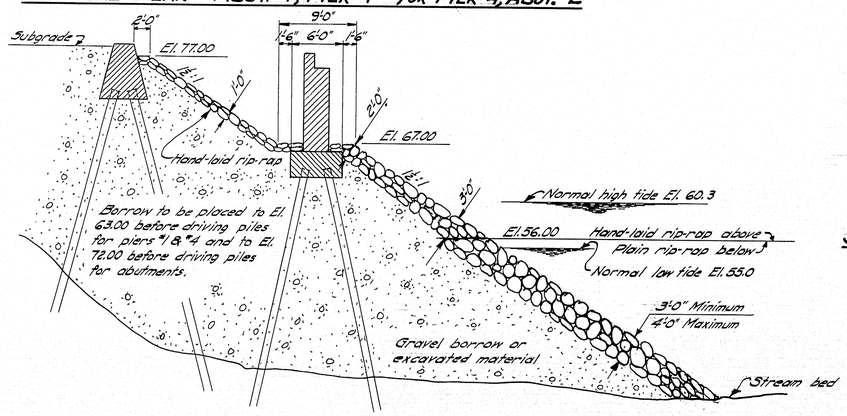


HALF SIDE ELEV.

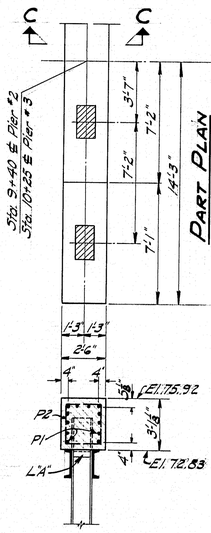
PIER #1



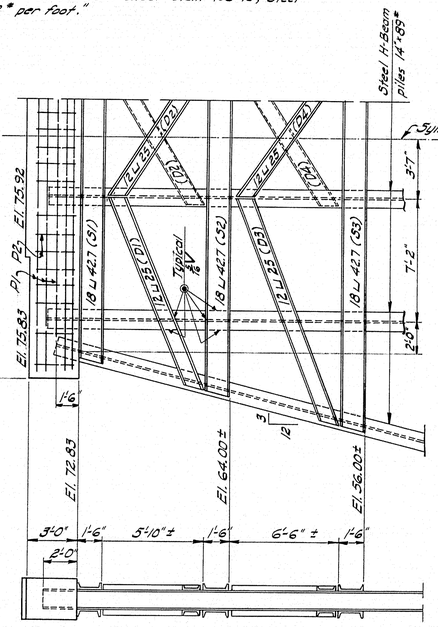
GENERAL PLAN - ABUT. #1, PIER #1 AND/OR PIER #4, ABUT. #2



GENERAL SECTION - ABUT. #1, PIER #1 AND/OR PIER #4, ABUT. #2



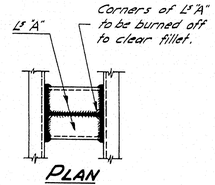
SECTION C-C



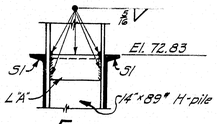
PIERS #2 & #3

Piles to be 14"x 89# steel H-Beams driven to ledge.
6~ Req'd. for Pier #2 ~ estimated length = 68 ft.
6~ " " " #3 ~ " " = 78 ft.

NOTE: At the option of the Contractor, piles for Piers #2 & #3 may have one (1) splice per pile, with the splice at the bottom of the pile. A maximum of 10' may be spliced to piles for Pier #2, and a maximum of 20' for Pier #3. The full section of the piles shall be developed at the splice by butt welding.
Splice to be approved by the Engineer.



PLAN



ELEV.

BRIDGE SEAT ANGLES

L 7"A" on 4 interior piles only ~ Piers #2 & #3

STRUCTURAL STEEL ~ PIERS #2 & #3

Mark	No.	Description	Length	Location
S1	4	18" L 42.7	27'-6"	Top struts Piers #2 & #3
S2	4	"	32'-0"	Int. " " " "
S3	4	"	36'-0"	Bot. " " " "
D1	8	12" L 25	14'-0"	Diagonal bracing " "
D2	4	"	10'-0"	" " " "
D3	8	"	16'-0"	" " " "
D4	4	"	10'-6"	" " " "
A	16	L 6x6x⅞	1'-0½"	Bridge seat angles

Specifications: Structural steel shall conform to that for welded bridges as adopted by the American Welding Society. Fabrication and erection shall conform to Maine State Highway Commission, Standard Specifications, May 1953.
All contact edges of struts & bracing to piles to be field welded ⅝" fillet all around. The order in which welding is performed must be approved by the Engineer.
Struts and bracing are ordered long, and shall be cut to fit in the field. Payment to be made on ordered lengths as shown in schedule. Cut-offs to be the property of the Contractor.

GENERAL NOTES

Shaded bearing areas to be dressed 1" larger all around than size of masonry plates to the exact elevations shown.
Reinforcing steel in bridge seats to be placed to clear anchor bolts.

Revised 9-54
Sheets #6A & #6 replace original sheet #6.

DESIGN - RISSEL
TRACE - CLARK
CHECK - Harrison

BRIDGE - 3880

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

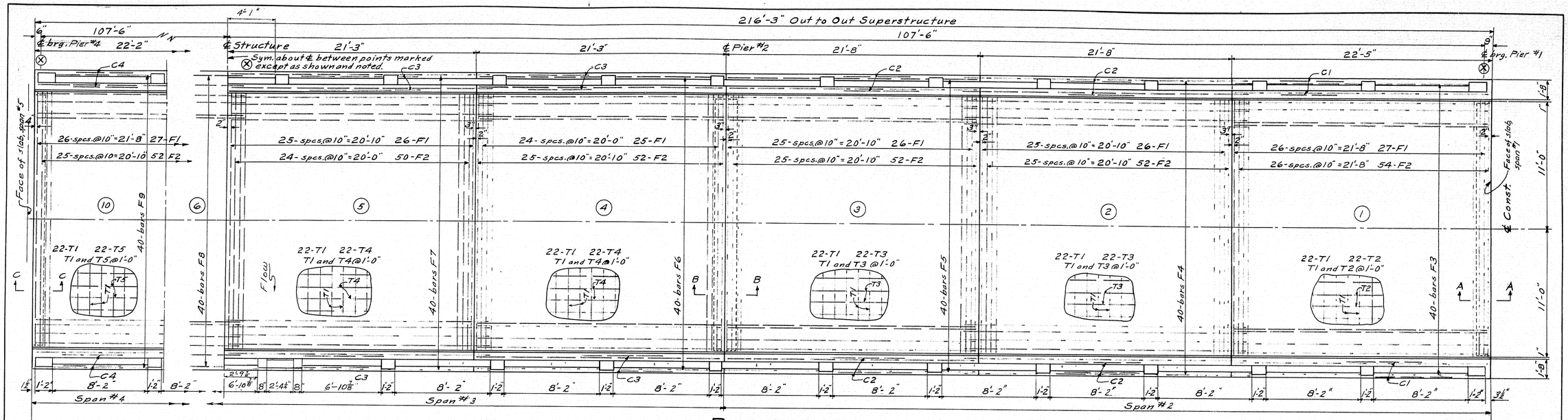
LOWER BRIDGE
OVER
EASTERN RIVER
IN THE TOWN OF
DRESDEN
LINCOLN COUNTY

PIERS NO. 1, 2, 3, 4

SHEET 6A OF 12 AUGUSTA, MAINE SEPT. 1954

60-185

0 1 2 3 4 5 INCHES



Note - For order of placing slabs, blocking table, rail details and drains see Sheet 8 & 8A.

Loading	H15-44
fs	18,000
fc	1,200
n	10

Concrete Classification

Abutments, Piers 1 & 4	-Class B
Slabs, Cap for Piers 2 & 3	" A
Wearing Surface	" Y
Rail	Y

DESIGN-HAMILTON DETAIL-WHITE TRACE-WHITE CHECK-A.B.P.	BRIDGE-3880

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

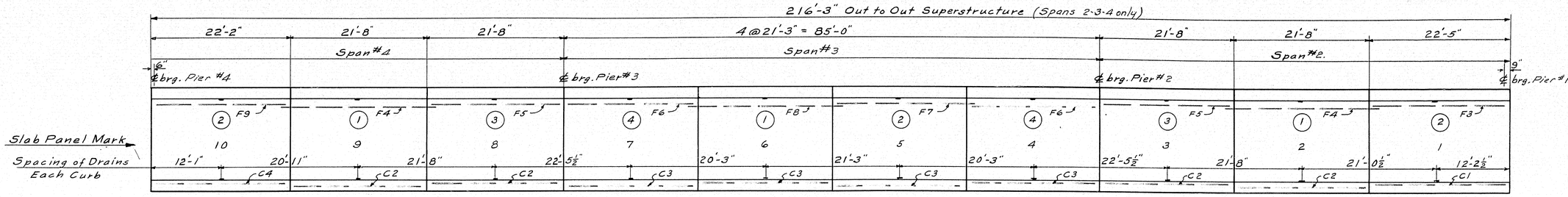
LOWER BRIDGE
OVER
EASTERN RIVER
IN THE TOWN OF
DRESDEN
LINCOLN COUNTY
SUPERSTRUCTURE

SHEET 7 OF 12 AUGUSTA, ME. Nov. 1953

Revised Sept 1954 WLR

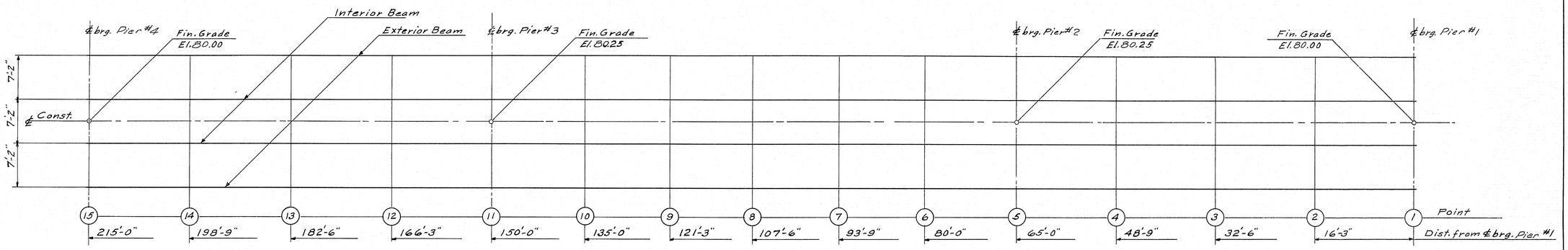
60-186

0 1 2 3 4 5 INCHES



PLAN
Order of Placing Concrete Slabs. Drain Spacing

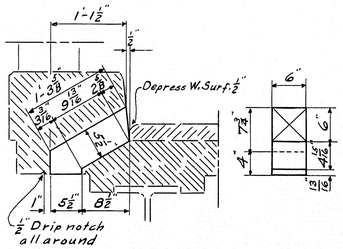
Note- Numbers in circles in above Plan indicate the order in which Concrete Slabs shall be placed. No two adjacent panels shall be placed the same day.



PLAN
For Blocking See Table of Elevations

TABLE OF ELEVATIONS		
Point No.	Interior Beam El. bot. of slab	Exterior Beam El. bot. of slab
1	79.22	79.11
2	79.31	79.20
3	79.37	79.26
4	79.42	79.31
5	79.47	79.36
6	79.54	79.43
7	79.58	79.47
8	79.61	79.50
9	79.58	79.47
10	79.54	79.43
11	79.47	79.36
12	79.42	79.31
13	79.37	79.26
14	79.31	79.20
15	79.22	79.11

Note-After the structural steel is erected, elevations on the top flange of the beams, or top of cover plates whichever the case may be are to be obtained at the points designated ① to ⑮ Interior and Exterior Beams. These elevations subtracted from "Elev. bot. of Slab" as given in the table above give the actual blocking distance from the top of the beam or plate to the bottom of the slab.
Elevations are to be taken before forms are constructed and concrete is placed.



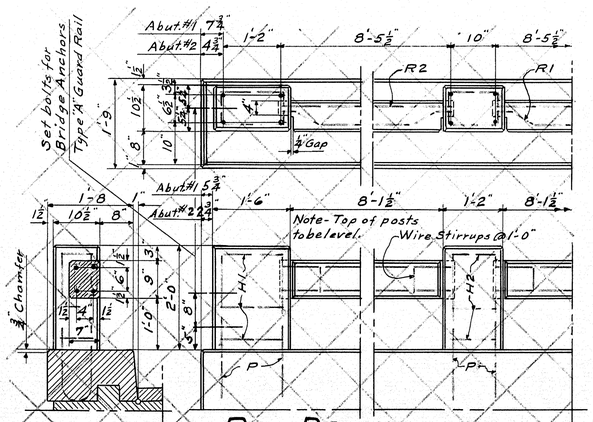
DRAIN DETAIL

Drain forms to be constructed of #24 ga. galvanized iron.

20 Drains Required

for Spans 2-3-4

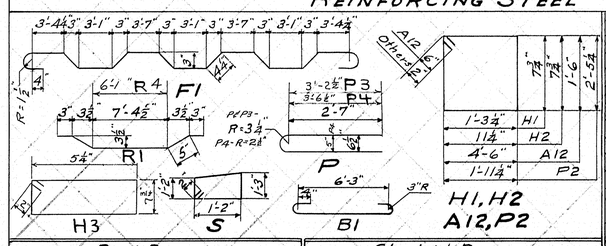
See Sh. 8A for Sp. 1&5.



RAIL DETAIL SEE ALSO SHEET 12.

Steel for rail posts to be set before curb is placed. Rail bars are to be precast and set in position so that the ends project into post forms 2½". Wrap the tongue end with two layers of heavy roofing. Chamfer all exposed edges of concrete ¾" unless otherwise indicated. Wire stirrups to be constructed in the field from a single strand of #9 annealed wire. In forming the stirrups make a complete turn around each reinforcing bar.

REINFORCING STEEL



Bent Bars					
Mark	Size	No.	Length	Location	
F1	#5	260	26'-8½"	Slab- All panels	
S	#4	292	5'-1"	Curbs	
R1	#4	88	8'-8½"	Rail bars	
P	#6	94	6'-0"	Posts	
H1	#3	12	4'-2"	End rail posts	
H2	#3	129	3'-6"	1ht. " "	
A12	#6	24	13'-0"	Abut. #1 & #2	
P2	#4	44	9'-1"	Pier caps	
B1	#8	54	8'-6"	Slab & diaphragms	
R4	#4	4	7'-5"	Short Rail Bar (Front Plaque Post)	
P3	#6	½	1'-8"	Plaque Post	
P4	#6	½	2'-9"		
H3	#3	8	2'-6"	Plaque Post	

Straight Bars				
F2	#5	518	25'-0"	Slab- All panels
F3	#4	40	22'-2"	" Panel 1
F4	#4	80	23'-9"	" " 2 & 9
F5	#4	80	21'-5"	" " 3 & 8
F6	#4	80	21'-0"	" " 4 & 7

Straight Bars				
Mark	Size	No.	Length	Location
F7	#4	40	22'-1"	Slab- Panel 5
F8	#4	40	23'-2"	" " 6
F9	#4	40	21'-11"	" " 10
C1	#4	4	22'-2"	Curbs- Panel 1
C2	#4	16	21'-5"	" " 2, 3 & 8 & 9
C3	#4	16	21'-0"	" " 4, 5, 6 & 7
C4	#4	4	21'-11"	" " 10
T1	#3	220	21'-9"	Wear. Surf. All panels
T2	#3	22	21'-7"	" " Panel 1
T3	#3	88	21'-4"	" " 2, 3 & 9
T4	#3	88	21'-1"	" " 4, 5, 6 & 7
T5	#3	22	21'-2"	" " 10
R2	#4	88	8'-5½"	Rail bars
A1	#6	36	25'-0"	Abut. #1 & #2
A2	#4	13	4'-2"	" 2
A3	#4	13	4'-9"	" 2
A4	#6	17	7'-0"	" 2 (Backwall rear)
A5	#4	17	7'-0"	" 2 (" front)

Straight Bars				
Mark	Size	No.	Length	Location
A6	#4	12	26'-0"	Abuts. #1 & #2 (Backwall front & rear)
A7	#5	8	16'-0"	Abut. #1 & #2 Bent at Fillet to fit forms
A8	#5	4	6'-6"	Abut. #2 Wings
A9	#5	4	8'-6"	" " "
A10	#5	4	9'-6"	" " "
A11	#5	64	5'-0"	Abut. #1 & #2 Wings
A13	#4	13	3'-8"	Abut. #1
A14	#4	13	4'-3"	" 1
A15	#6	17	6'-0"	" 1 (Backwall, rear)
A16	#4	17	6'-0"	" 1 (" front)
A17	#5	4	6'-6"	Abut. #1 Wings
A18	#5	4	7'-9"	" " "
A19	#5	4	8'-10"	" " "
P1	#6	24	28'-0"	Pier caps
R3	#4	41	7'-2"	Short Rail Bars (Front Plaque Post)
P5	#4	8	3'-4"	Plaque Post

DESIGN-HAMILTON DETAIL-WHITE
TRACE-WHITE CHECK-A.B.P

BRIDGE-3880

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

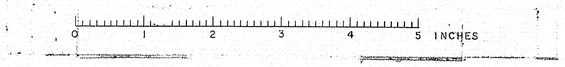
LOWER BRIDGE
OVER
EASTERN RIVER
IN THE TOWN OF
DRESDEN
LINCOLN COUNTY

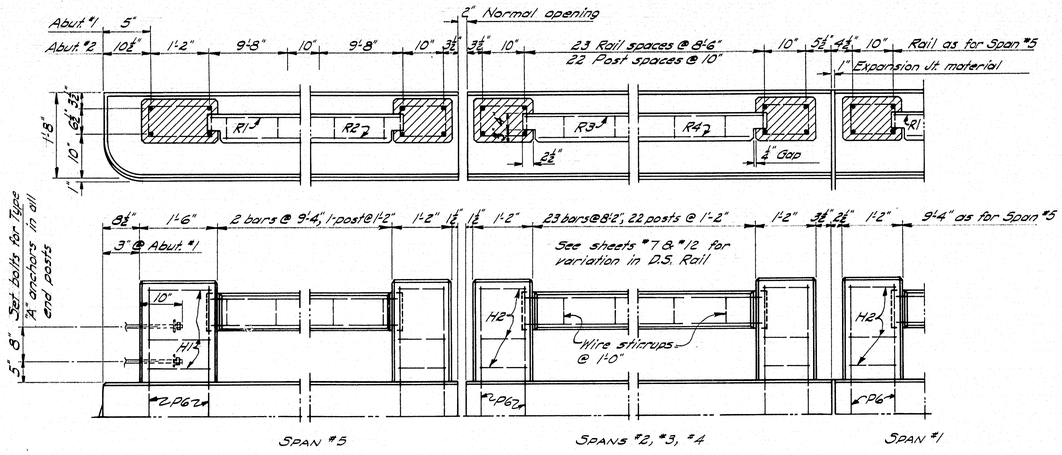
SUPERSTRUCTURE DETAILS

SHEET 8 OF 12 AUGUSTA, ME. Nov. 1953

Revised 2/54 See Sh. 8A for Rail detail and Reinf. Steel.
V. Hamilton

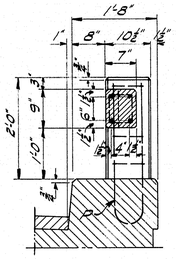
60-187



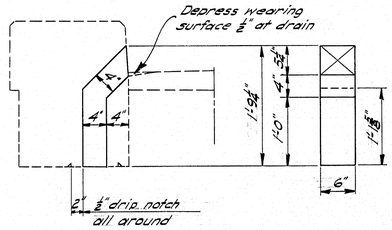


Curbs will be on grades shown elsewhere. Posts are to be built plumb and level on top. Post steel "P" to be in place before curb is placed. Rail bars are to be precast and set in position with the ends projecting into post forms 2½". Wrap tongue ends with 2 layers of roofing. Chamfer all exposed edges of concrete ¾" unless shown otherwise. Wire stirrups to be constructed in the field from a single strand of #9 annealed wire. In forming the stirrups make a complete turn around each bar reinforcing steel.

Plaque Post detail on sheet #12.



RAIL DETAIL

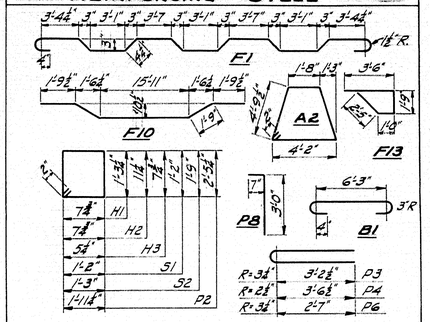


METAL DRAIN FORM

#24 Ga. Galvanized Iron

4 Required for Spans #1 & #5.
Place at about middle of span.

REINFORCING STEEL



Mark	Size	No.	Length	Location
F10	#9	46	23'-0"	Slab - Spans #1 & #5
B1	#8	54	8'-6"	Diaphragms - Spans #2, #3, #4
P3	#6	4	7'-3"	Plaque Post
P4	#6	2	7'-9"	" "
P8	#6	118	6'-0"	All standard posts
P8	#5	36	3'-7"	Piers #1 & #4
F1	#5	260	26'-8½"	Slab - Spans #2, #3, #4
F13	#5	46	8'-8"	Slab - Spans #1 & #5 @ Pier
A2	#4	36	15'-9"	Abuts. #1 & #2
S1	#4	292	5'-0"	Curb - Spans #2, #3, #4
S2	#4	60	6'-4"	" " #1 & #5
P2	#4	44	9'-1"	Caps - Piers #2 & #3
H1	#3	12	4'-2"	End Rail Posts
H2	#3	165	3'-6"	Int. " "
H3	#3	8	2'-6"	Plaque Post
			Straight Bars	
F11	#9	44	23'-0"	Slab - Spans #1 & #5
A1	#6	20	26'-6"	Abuts. #1 & #2
P1	#6	24	28'-0"	Caps - Piers #2 & #3
P9	#6	72	2'-0"	Piers #1 & #4
P10	#6	36	5'-0"	Footing - Piers #1 & #4
P11	#6	12	27'-0"	" " " "
P14	#6	22	1'-6"	Pier #1 & #4
A4	#5	8	4'-6"	Abuts. #1 & #2
A5	#5	8	5'-6"	" " "
A6	#5	4	6'-6"	Abut. #2
A7	#5	8	7'-6"	Abuts. #1 & #2
F2	#5	518	25'-0"	Slab - Spans #2, #3, #4
F12	#5	58	23'-0"	" ~ " #1 & #5
P7	#5	18	9'-1"	Pier #1
P15	#5	18	8'-5"	" #4
P17	#5	36	11'-0"	Piers #1 & #4
A3	#4	20	4'-0"	Abut. #2
A8	#4	20	3'-0"	" #1
C1	#4	4	22'-2"	Curb - Span #2, #3, #4 panel 1
C2	#4	16	21'-5"	" ~ " " " " 2,3,8,9
C3	#4	16	21'-0"	" ~ " " " " 4,5,6,7.
C4	#4	4	21'-11"	" ~ " " " " 10
C5	#4	8	22'-6"	" ~ Spans #1 & #5
F3	#4	40	22'-2"	Slab - Spans #2, #3, #4 Panel 1
F4	#4	80	23'-7"	" " " " " 2&9
F5	#4	80	21'-5"	" " " " " 3&8
F6	#4	80	21'-0"	" " " " " 4&7
F7	#4	40	22'-1"	" " " " " 5
F8	#4	40	23'-2"	" " " " " 6
F9	#4	40	21'-11"	" " " " " 10
P5	#4	8	3'-4"	Plaque Post
P12	#4	24	25'-0"	Piers #1 & #4
P13	#4	26	2'-4"	Pier #1
P16	#4	24	2'-8"	" #4

Straight bars cont'd. above
Dimensions to ℄ bent bars

Straight bars cont'd.

R1	#4	16	9'-8"	Rail ~ Span #1 & #5
R2	#4	16	9'-2"	" ~ " " "
R3	#4	88	8'-6"	" ~ " #2, #3, #4
R4	#4	88	8'-0"	" ~ " " "
R5	#4	4	7'-2½"	" ~ Next to Plaque Post
R6	#4	4	6'-9"	" ~ " " " "
T1	#3	262	21'-9"	Wear Surf. ~ all spans
T2	#3	22	21'-7"	W.S. ~ Spans #2, #3, #4 Panel 1
T3	#3	88	21'-4"	" ~ " " " " ~ 2,3,8,9
T4	#3	88	21'-1"	" ~ " " " " ~ 4,5,6,7
T5	#3	22	21'-2"	" ~ " " " " ~ 10
T6	#3	44	21'-0"	" ~ Spans #1 & #5

Revised 9-54
Sheet #8A replaces part of original sheet #8.

DESIGN - ALLEN
TRACE - CLARK
CHECK - [illegible]

BRIDGE - 3880

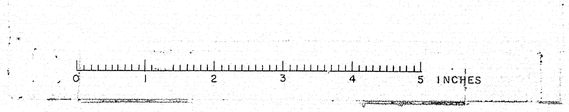
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

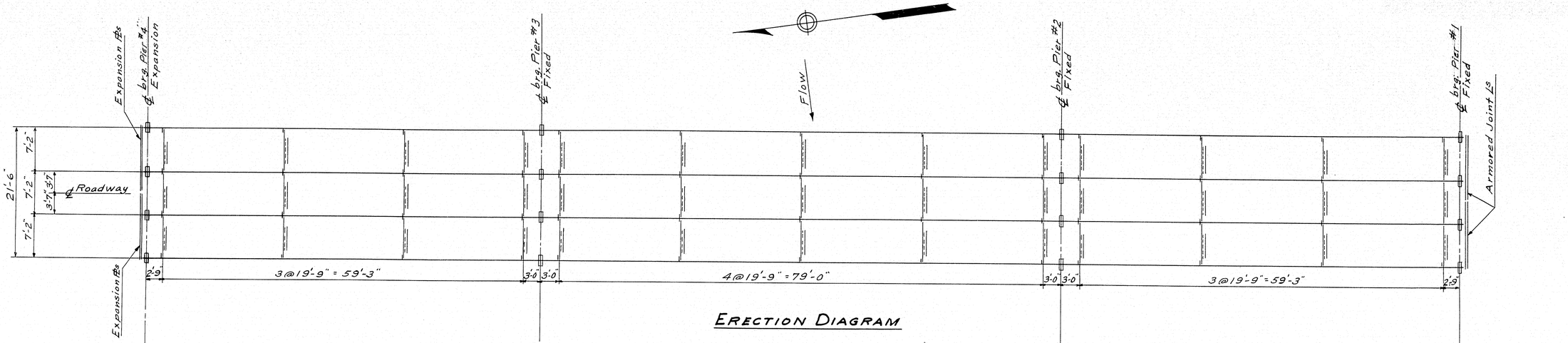
LOWER BRIDGE
OVER
EASTERN RIVER
IN THE TOWN OF
DRESDEN
LINCOLN COUNTY

RAIL & REINFORCING STEEL

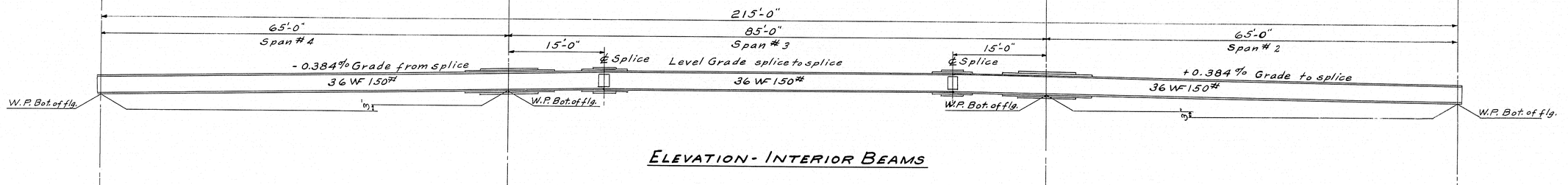
SHEET 8A OF 12 AUGUSTA, MAINE SEPT. 1954

60-188

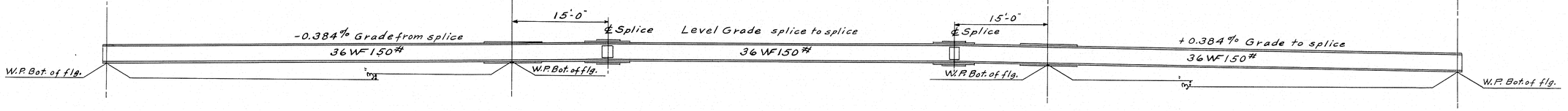




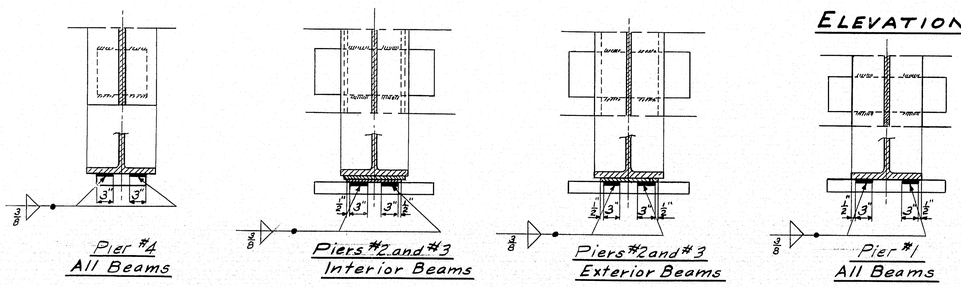
ERECTION DIAGRAM



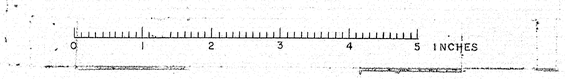
ELEVATION - INTERIOR BEAMS



ELEVATION - EXTERIOR BEAMS



FIELD WELDING - TOP BEARING PLATES TO BEAMS



DESIGN-HAMILTON DETAIL-WHITE TRACE-WHITE CHECK-A.B.P.	BRIDGE-3880

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

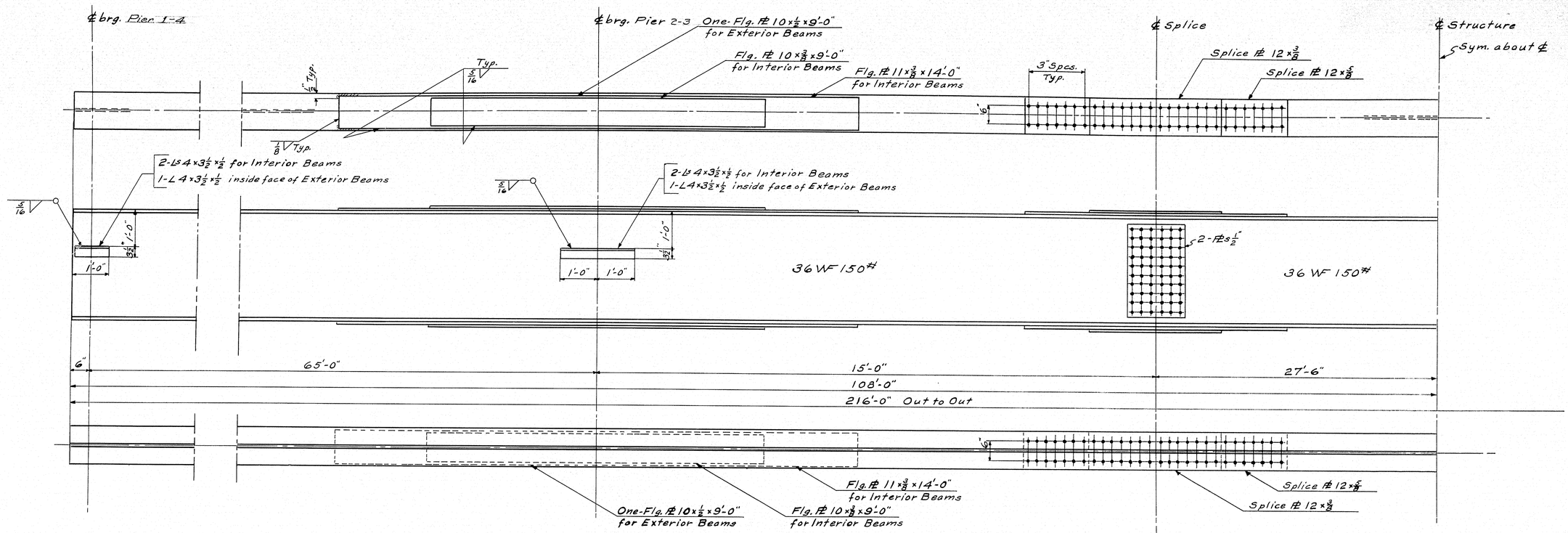
LOWER BRIDGE
OVER
EASTERN RIVER
IN THE TOWN OF
DRESDEN
LINCOLN COUNTY

ERECTION DIAGRAM

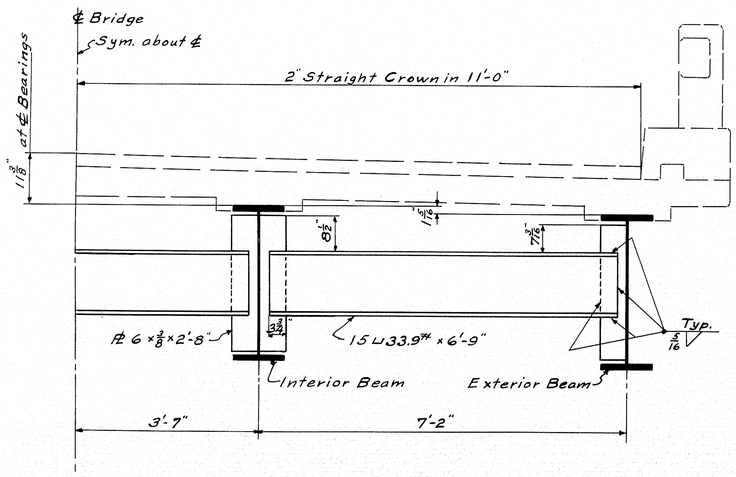
SHEET 9 OF 12 AUGUSTA, ME. Nov. 1953

Revised Sept. 1954 MCR V. G. Hamilton

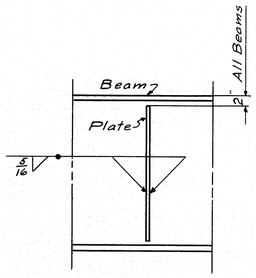
60-189



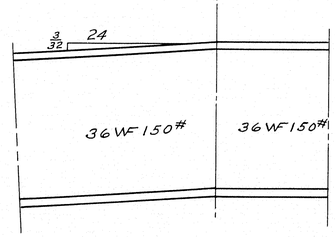
Interior and Exterior Beams
Alike except as noted



Half Transverse Section



Diaphragm Plates
Field weld to beams
Typical



Relation of Beam on Sloping Grade to Beam on Level Grade

Specifications

State of Maine, State Highway Commission Bridge Division, Specifications for Steel Highway Bridges May 1953.

Loading - H15-44
Holes - 15/16 ϕ
Welding - As noted

Revised 9/54
V. Hamilton

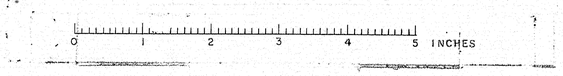
Design-Hamilton Detail-White Trace-White Check-A.B.P.	Bridge-3880

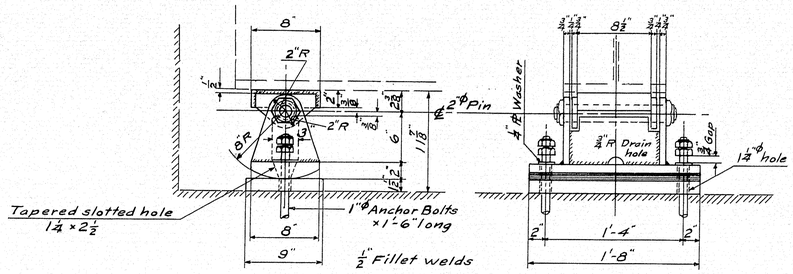
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

LOWER BRIDGE
OVER
EASTERN RIVER
IN THE TOWN OF
DRESDEN
LINCOLN COUNTY
STRUCTURAL STEEL

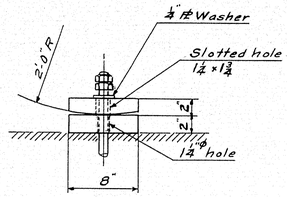
Sheet 10 of 12 Augusta, Me. Nov. 1953

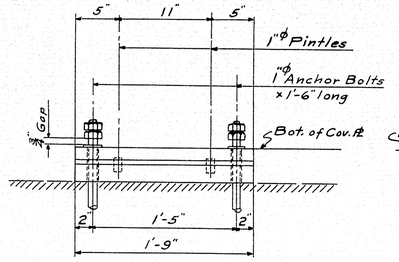
60-190



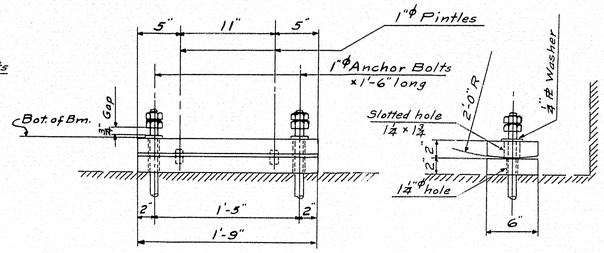


EXPANSION BEARING
Pier #4

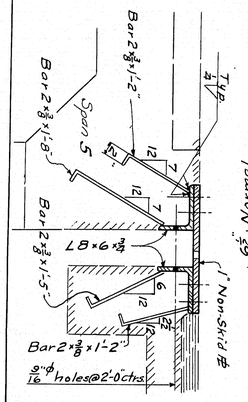


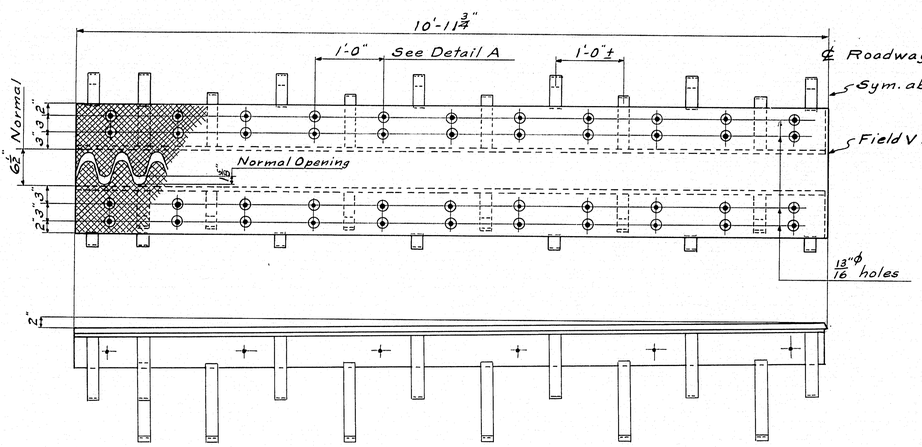


FIXED BEARING
Piers #2 and #3

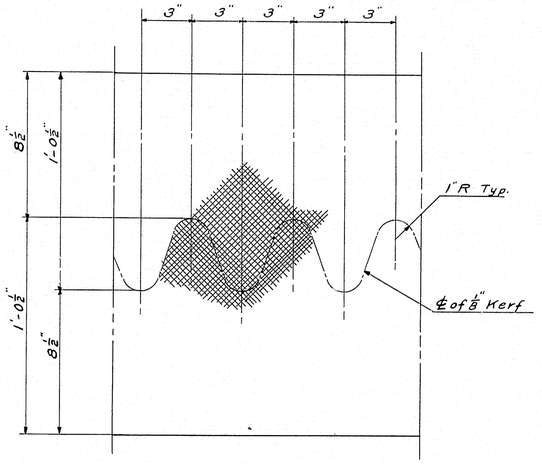


FIXED BEARING
Pier #1

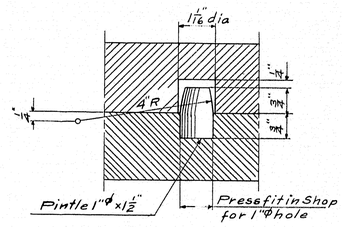




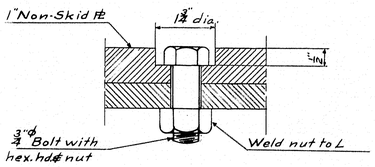
EXPANSION PLATES
Pier #4



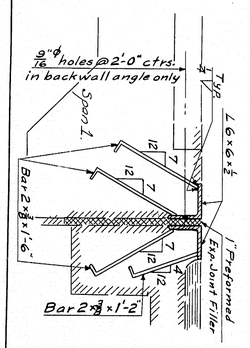
CUTTING DETAIL
FOR EXPANSION PLATES

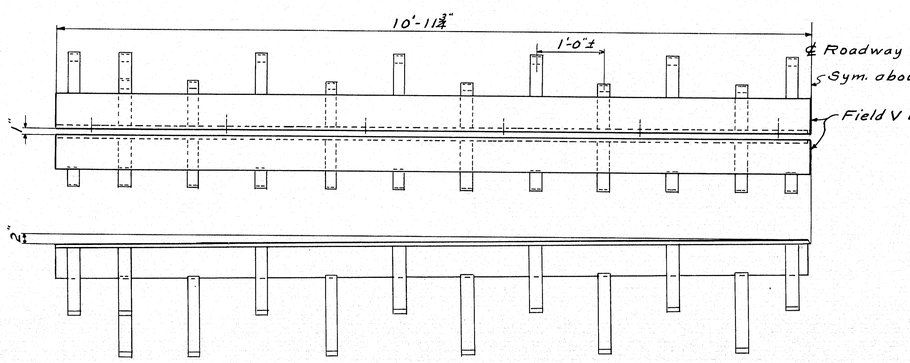


PINTLE DETAIL



DETAIL A





ARMORED JOINT
Pier #1

Holes - As noted
Welding - As noted

DESIGN-HAMILTON DETAIL-WHITE TRACE-WHITE CHECK-A.B.P.	BRIDGE-3880

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

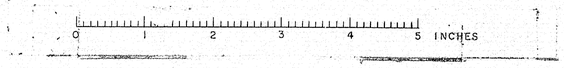
LOWER BRIDGE
OVER
EASTERN RIVER
IN THE TOWN OF
DRESDEN
LINCOLN COUNTY

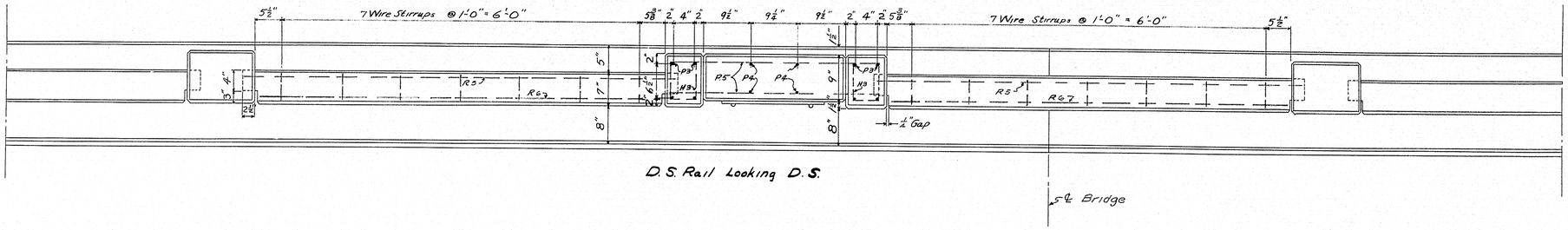
EXPANSION DETAILS

SHEET 11 of 12 AUGUSTA, ME. NOV. 1953.

Revised 9/54
V-Granville

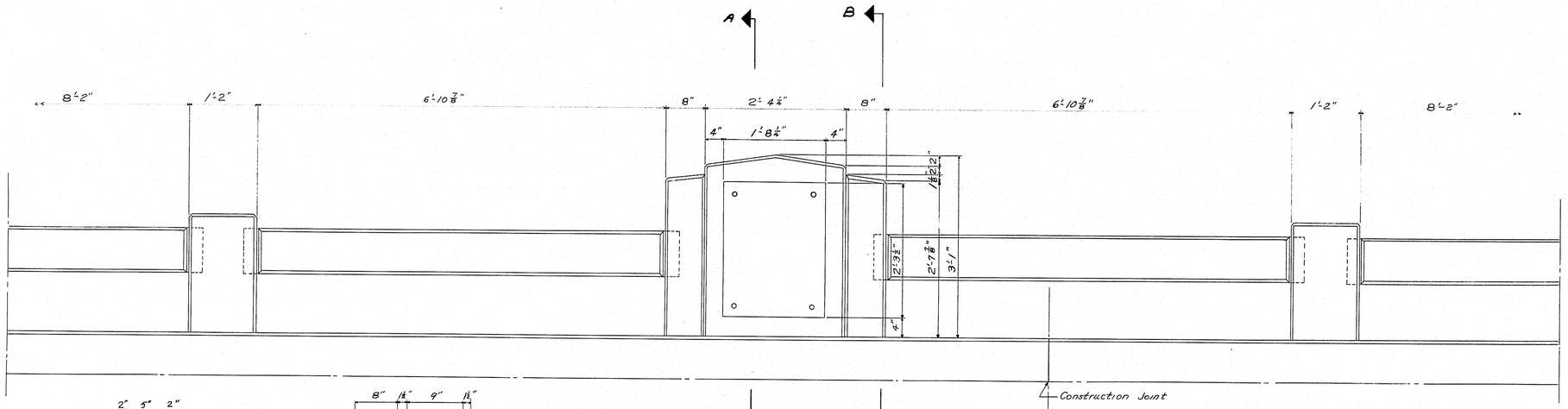
60-191





D.S. Rail Looking D.S.

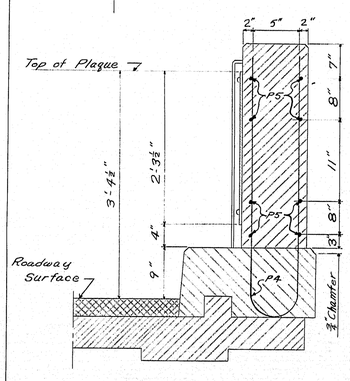
℄ Bridge



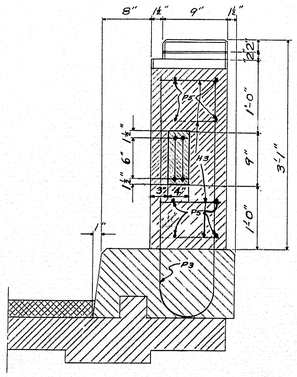
A B

D.S. Rail Looking D.S.

NOTES:
Plaque to be furnished and erected by others.
Rail Detail Notes are on Sheet 8A.



SECTION A-A



SECTION B-B

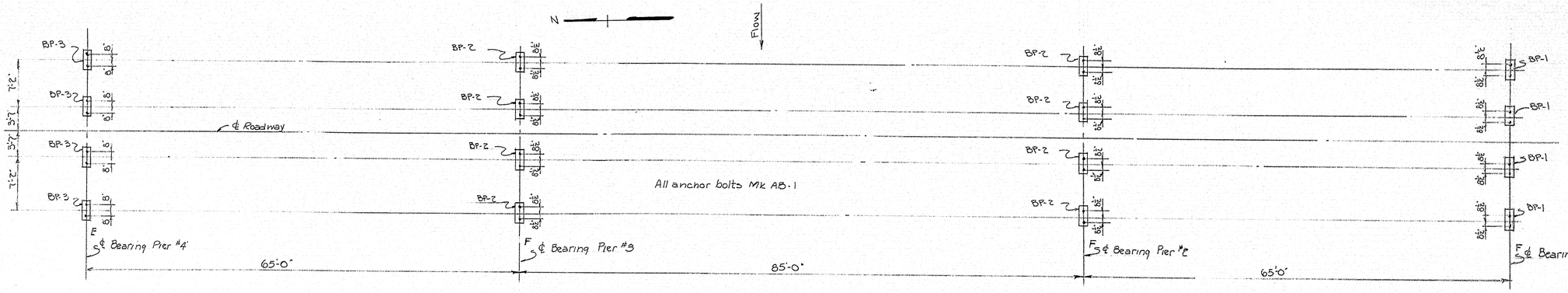
DESIGN- HAMILTON DETAIL & TRACE- KETNER CHECK- [illegible]	BRIDGE- 3880

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
LOWER BRIDGE
OVER
EASTERN RIVER
IN THE TOWN OF
DRESDEN
LINCOLN COUNTY
PLAQUE POST DETAILS
SHEET 12 of 12 AUGUSTA, MAINE MAR. 1954

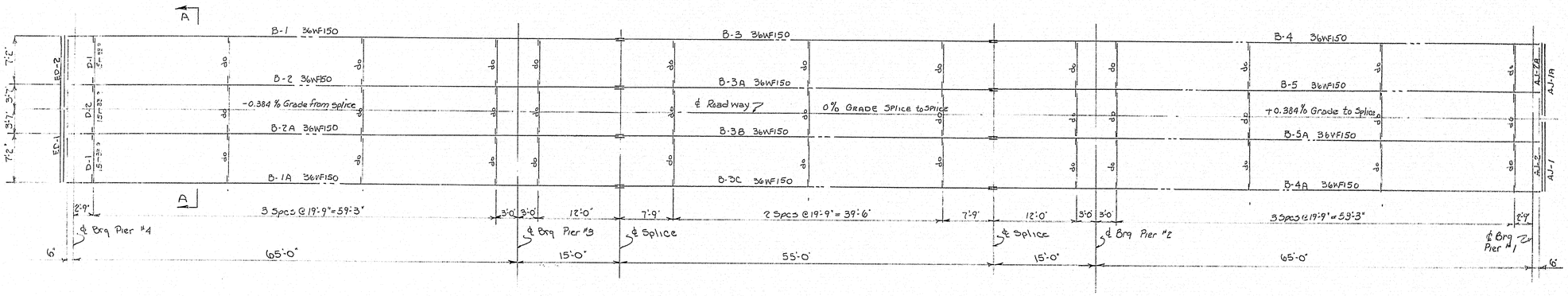
Revised 7/54
P. Hamilton

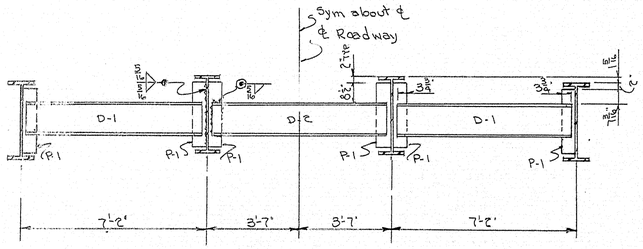
60-192

0 1 2 3 4 5 INCHES

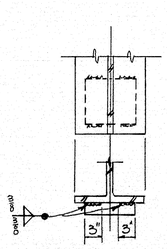


ANCHOR BOLT & BEARING PLATE PLAN

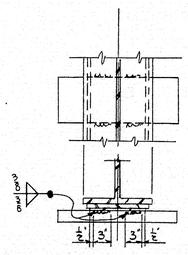




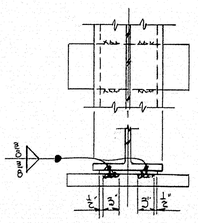
SECTION A-A
TYPICAL SECTION



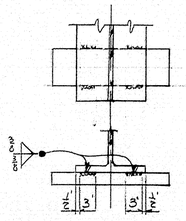
Pier #4
All Beams



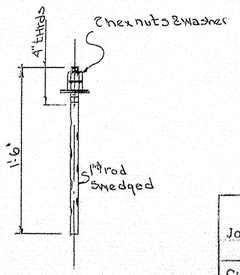
Piers #2 and #3
Interior Beams



Piers #2 and #3
Exterior Beams



Pier #1
All Beams

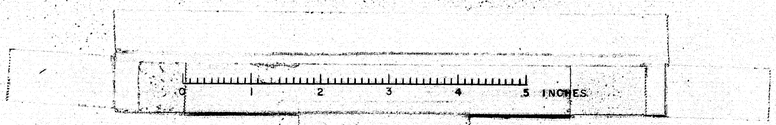


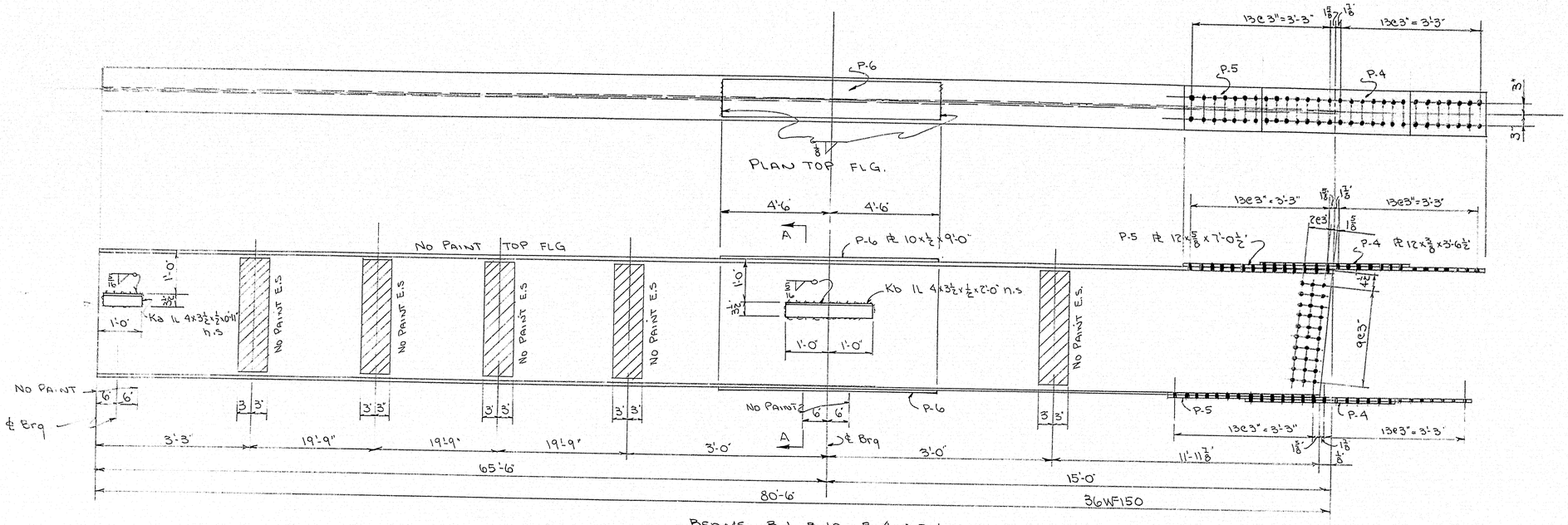
ANCHOR BOLT AB-1
32 Reqd

Job	LOWER BRIDGE OVER EASTERN RIVER, DEEDEN MAINE
Customer	NORMAN JACKSON
Architect or Engineer	ME. STATE HWY COMM.
Date	10-18-54 Revised 11-19-54
By	WHM By WHM.

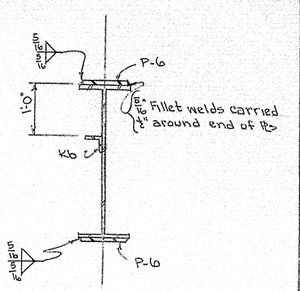
BANCROFT & MARTIN ROLLING MILLS CO. No. 354 E-1

60-179-192 A

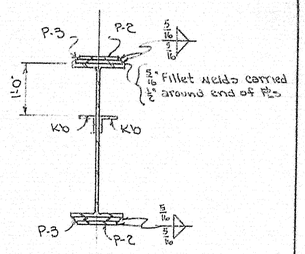




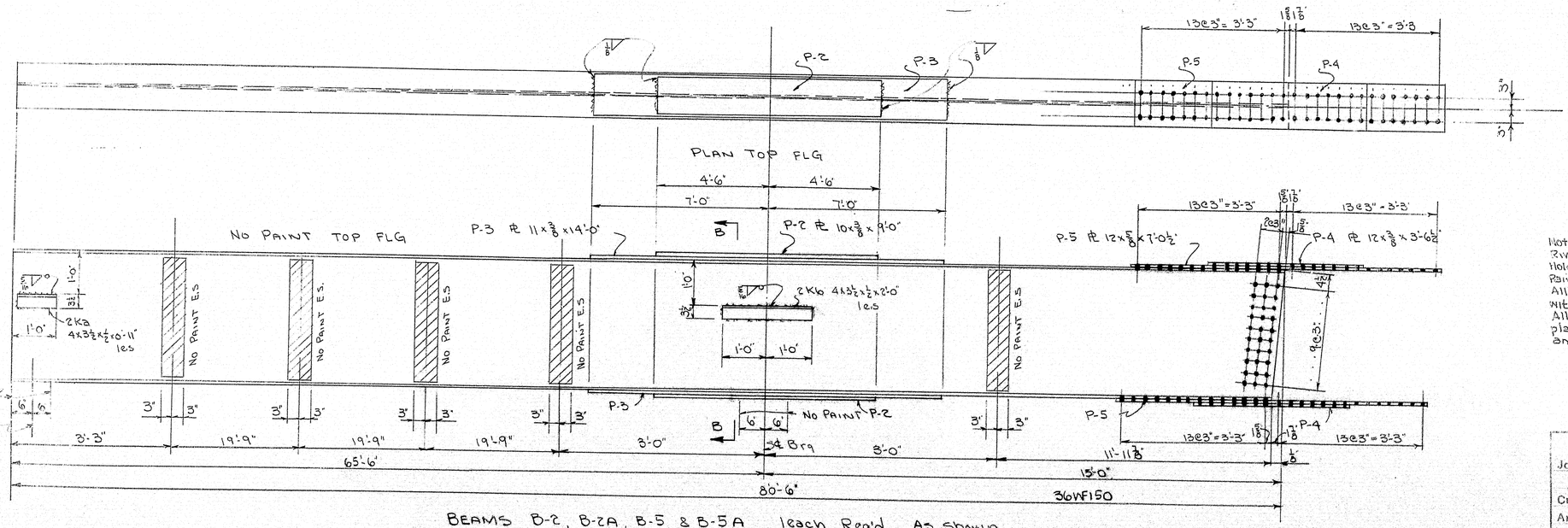
BEAMS B-1, B-1A, B-4 & B-4A
B-1 & B-4A 1ea req'd As shown
B-1A & B-4 1ea req'd Opp hand



SECTION A-A



SECTION B-B



BEAMS B-2, B-2A, B-5 & B-5A 1each Req'd As shown

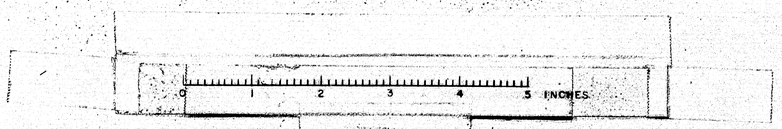
Field Connectors Required:
928 - ⅞" B.H. Rivets 3½" long
448 - ⅞" B.H. Rivets 3¾" long
200 - ⅞" Mach Bolts - 3" long - erection bolts

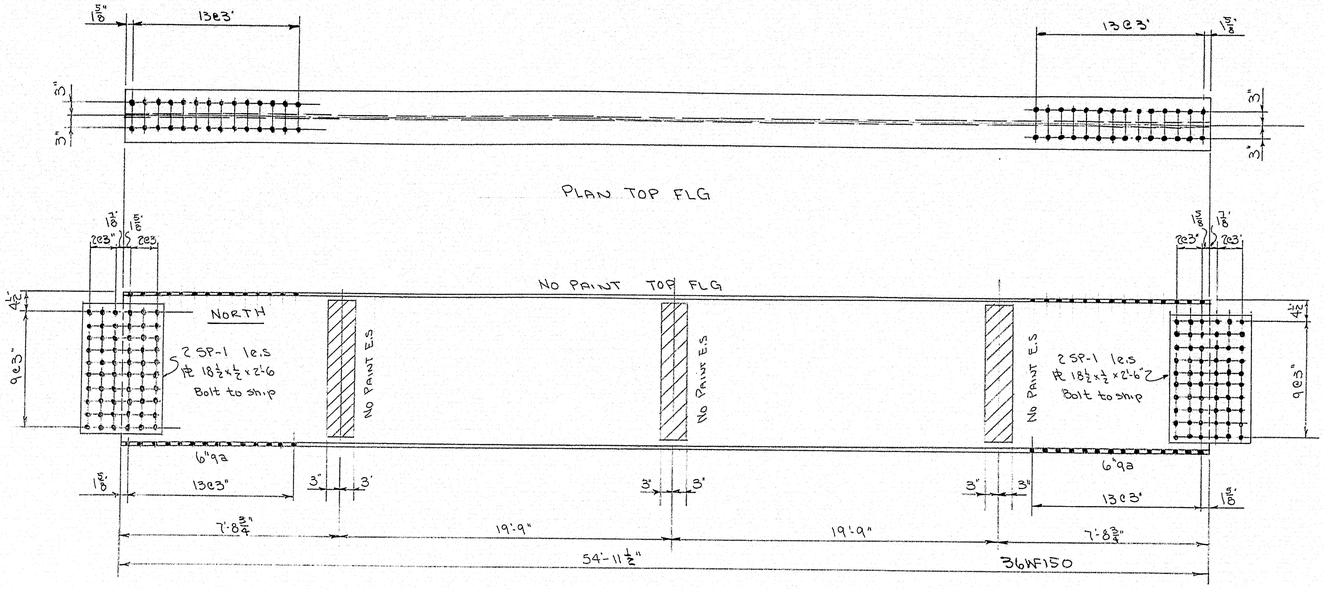
Notes.
Rivets - ⅞" Button head rivets
Holes - Sub-punched 11/16" reamed to ⅞"
Paint - One coat red lead A.A.S.H.O. Design. M-72
All areas marked "no paint" are to be treated with one coat of boiled linseed oil.
All stringers to be shop assembled and all plates reamed as required to insure proper fit and match marked

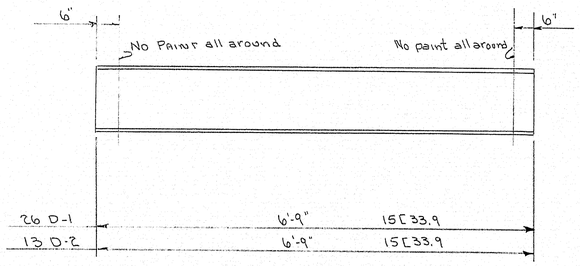
Job	LOWER BRIDGE OVER EASTERN RIVER DRESDEN, MAINE
Customer	NORMAN JACKSON
Architect or Engineer	ME. STATE HWY COMM.
Date	10-28-54 11-19-54
By	WHM By WHM

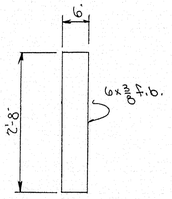
BANCROFT & EARTH ROLLING MILLS CO. NO. 354 S-1

60-179-12B







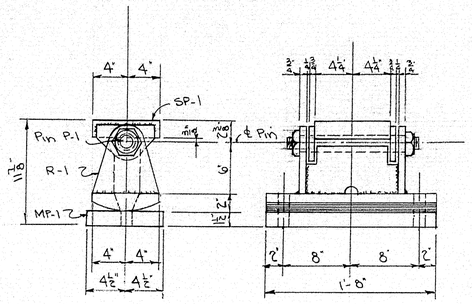


For Notes See dwg 354 S-1

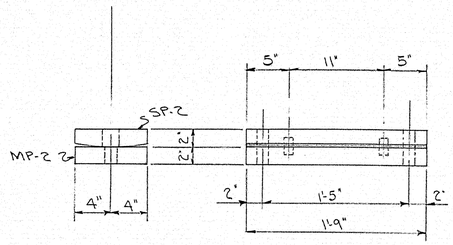
Job	LOWER BRIDGE OVER EASTERN RIVER DRESDEN, MAINE
Customer	NORMAN JACKSON
Architect or Engineer	ME. STATE HWY COMM.
Date	10-28-54 11-19-54
By	WHM By WHM

BANCROFT & MARTIN ROLLING MILLS CO. No. 354 S-2

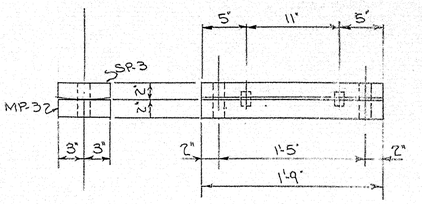
60-179-192C



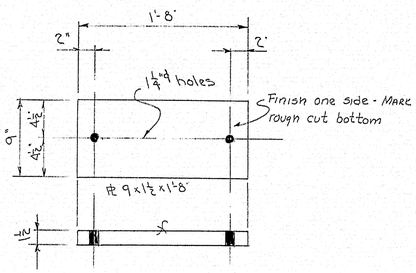
ASSEMBLY BP-3
4 Req'd



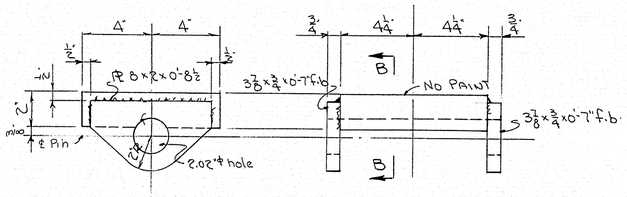
ASSEMBLY BP-2
8 Req'd

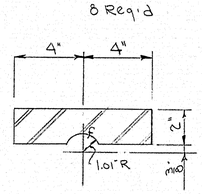


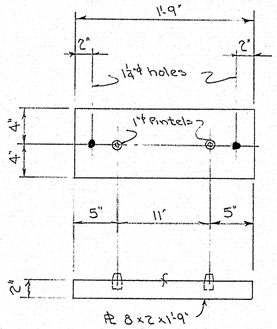
ASSEMBLY BP-1
4 Req'd

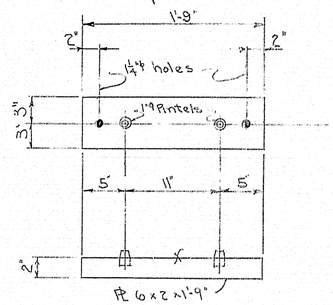


MP-1 4 Req'd



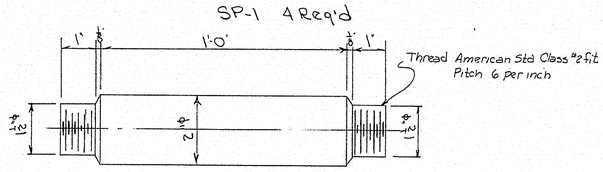




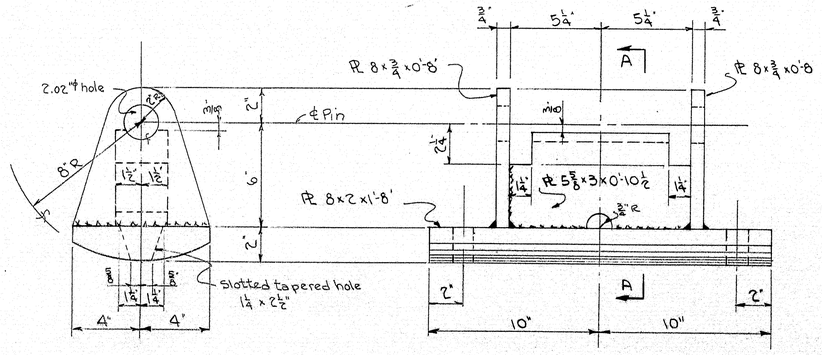


MP-3 4 Req'd

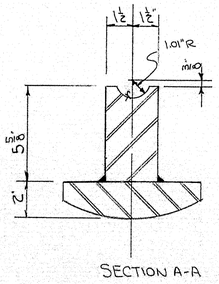
SP-1 4 Req'd

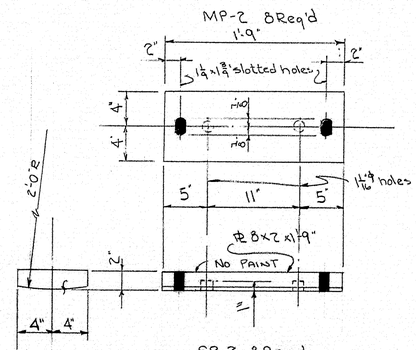


PIN P-1 4 Req'd
Provide 2 LOMAS nuts per pin

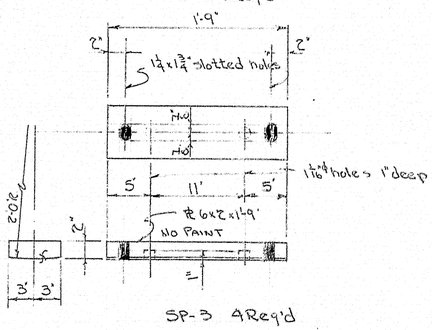


ROCKER R-1
4 Req'd

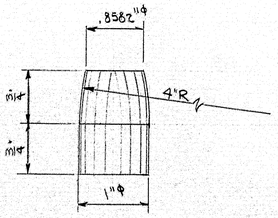




SP-2 8 Req'd



SP-3 4 Req'd



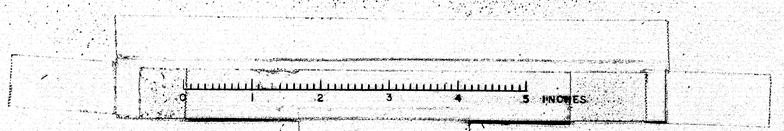
PINTEL 24 Req'd

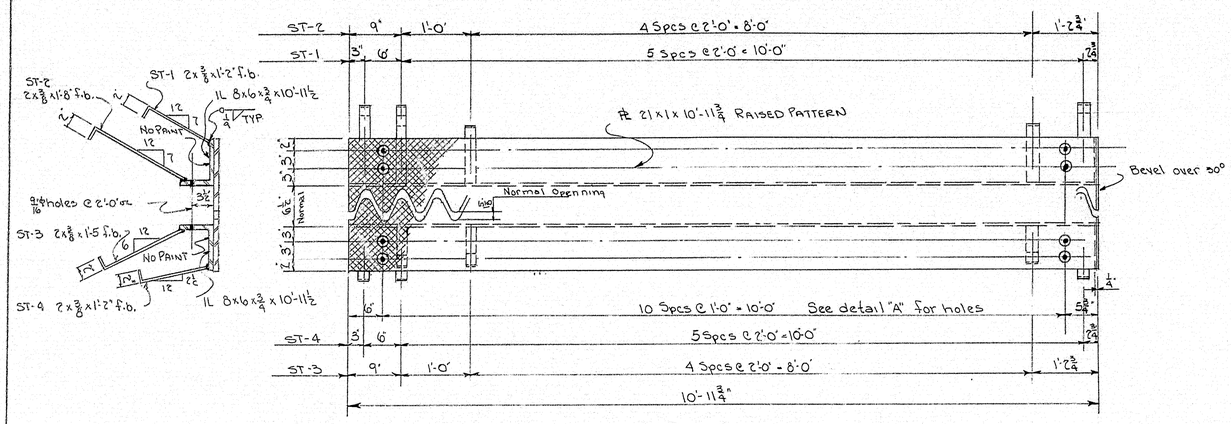
NOTES:-
Shop Paint
White lead & tallow on finish surfaces
Red lead & oil on all other surfaces
Areas marked 'No Paint' one coat
boiled linseed oil.
All welds ¼" fillet.

Job	LOWER BRIDGE OVER EASTERN RIVER, DRESDEN, MAINE
Customer	NORMAN JACKSON
Architect or Engineer	ME. STATE HWY COMM
Date	10-29-54 Revised
By	NHM By

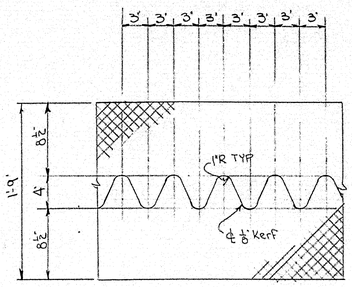
BANCROFT & MARTIN ROLLING MILLS CO. No. 354 S-2

60-179-192 D

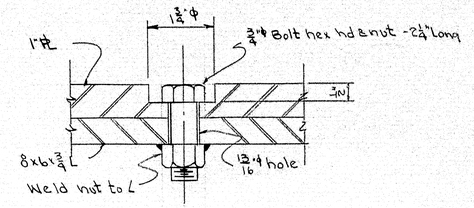




EXPANSION DEVICE ED-1 & ED-2
ED-1 1 Req'd As shown
ED-2 1 Req'd Opp hand



CUTTING DETAIL
For expansion plates



DETAIL "A"

ARMORED JOINT AJ-1, AJ-1A, AJ-2 & AJ-2A
AJ-1 & AJ-2 1 ea req'd Opp hand
AJ-1A & AJ-2A 1 ea req'd As shown

See dwg 354 S-1 for painting Notes

Job LOWER BRIDGE OVER EASTERN RIVER
DRESDEN, MAINE
Customer NORMAN JACKSON
Architect or Engineer ME STATE HWY COMM
Date 11-9-54
By WHM By
BANCROFT & MARTIN ROLLING MILLS CO. No. 354 S-4

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