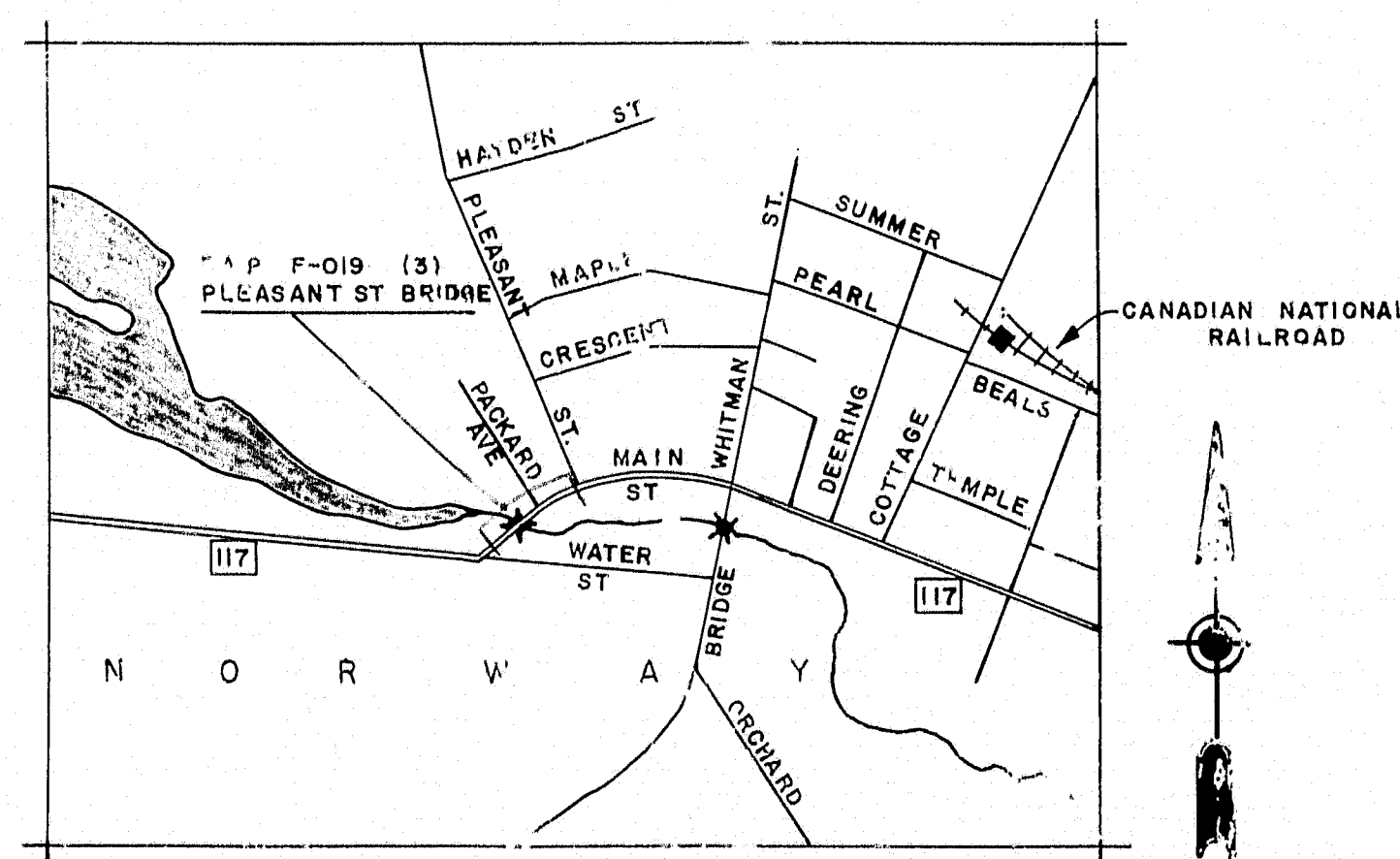


STATE OF MAINE
STATE HIGHWAY COMMISSION



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

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



LOCATION MAP

SCALE: IN MILES
0 0.1 0.2 0.3 0.4 0.5

INDEX OF SHEETS

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

STANDARD DETAILS BRIDGE

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

TRAFFIC

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

APPROVED
MAINE STATE HIGHWAY COMMISSION

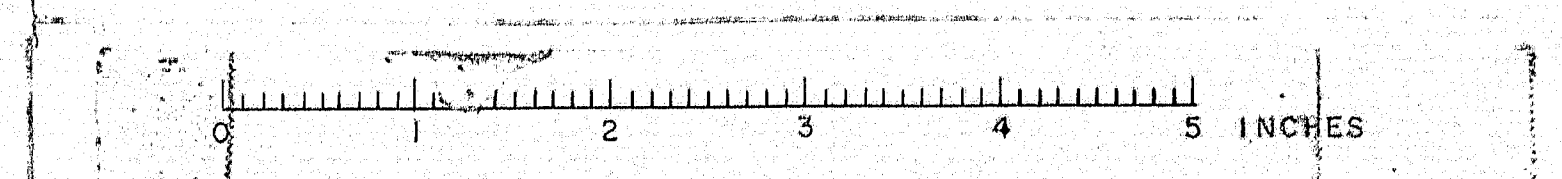
Don A. Sturtevant
CHAIRMAN

Carl M. Stephens

Raymond A. Stephens
C. S. C. STINE

Feb. 5, 1964

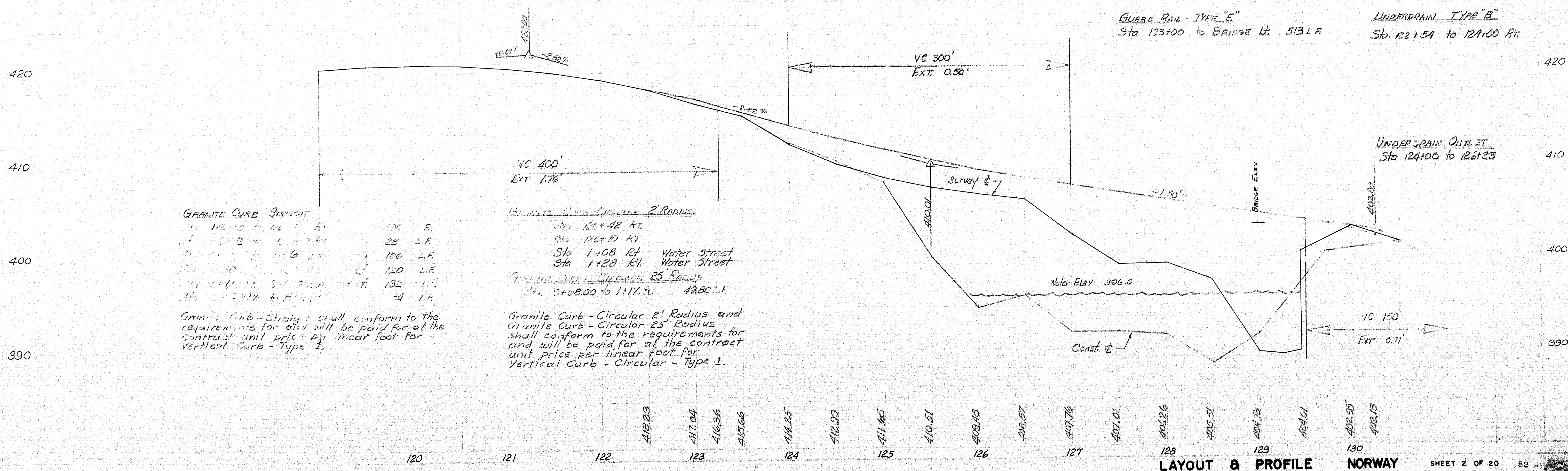
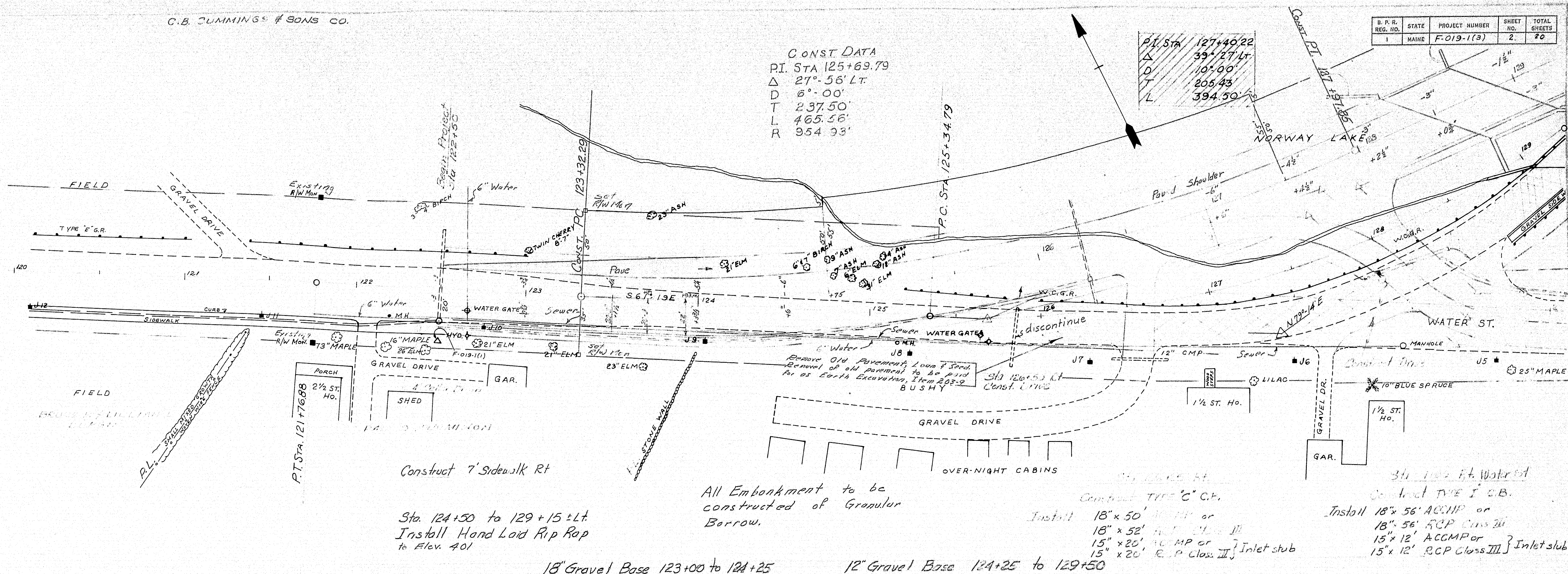
DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
REGION 1	
APPROVED	
DIVISION ENGINEER	DATE



CONST. DATA

PI STA 125+69.79
 Δ 27° 56' LT
 D 6° 00'
 T 237.50'
 L 465.56'
 R 954.93'

D. R. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-019-1(3)	2	20



GRANITE CURB - STRAIGHT

Sta. 122+50 to 123+00 Rt.	200 L.F.
Sta. 123+00 to 124+00 Rt.	25 L.F.
Sta. 124+00 to 125+00 Rt.	100 L.F.
Sta. 125+00 to 126+00 Rt.	120 L.F.
Sta. 126+00 to 127+00 Rt.	132 L.F.
Sta. 127+00 to 128+00 Rt.	24 L.F.

Granite Curb - Straight shall conform to the requirements for and will be paid for at the contract unit price per linear foot for Vertical Curb - Type 1.

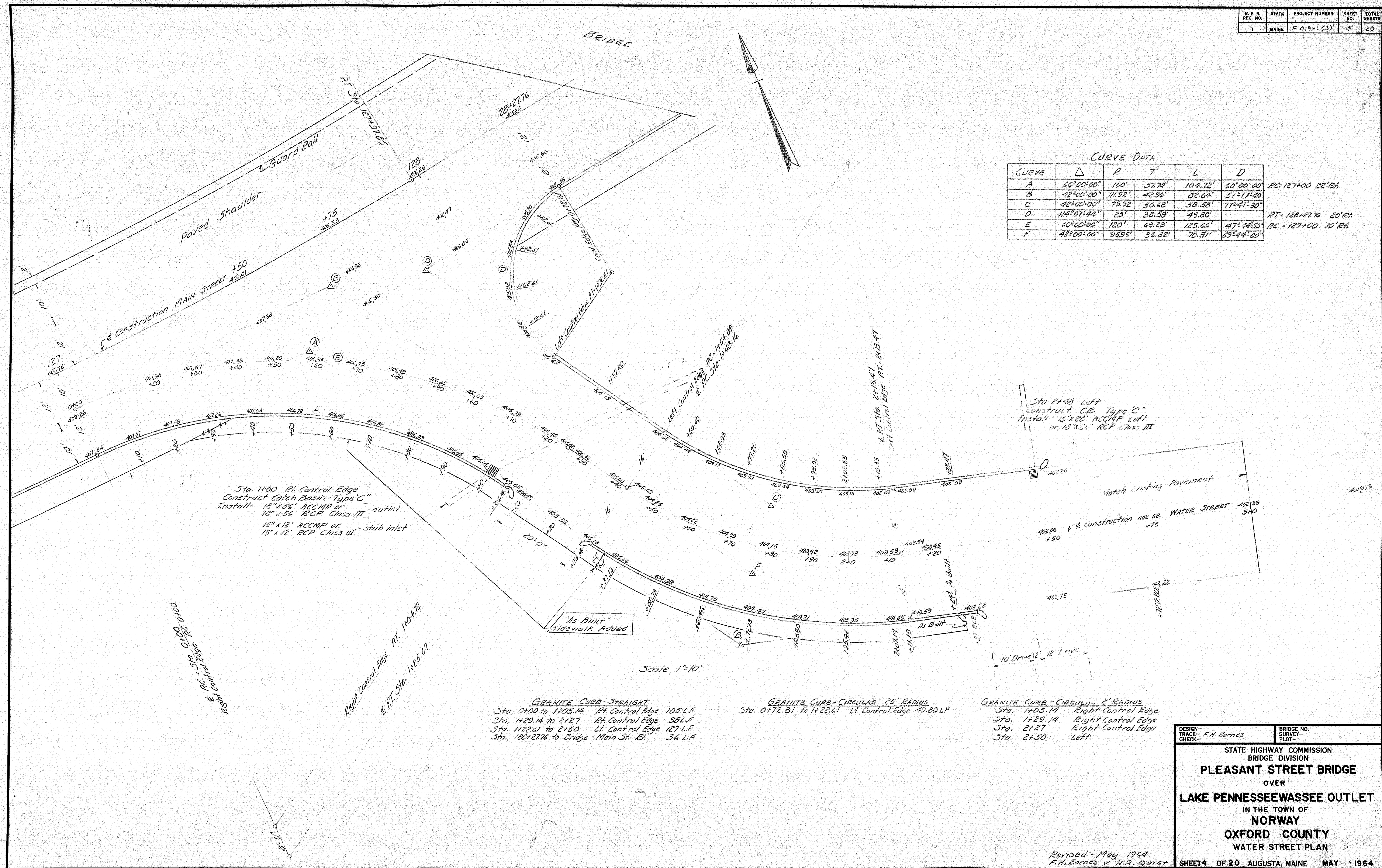
GRANITE CURB - CIRCULAR 2' RADIUS

Sta. 122+42 Rt.	200 L.F.
Sta. 122+42 Rt.	25 L.F.
Sta. 122+42 Rt.	100 L.F.
Sta. 122+42 Rt.	120 L.F.
Sta. 122+42 Rt.	132 L.F.
Sta. 122+42 Rt.	24 L.F.

Granite Curb - Circular 2' Radius and Granite Curb - Circular 25' Radius shall conform to the requirements for and will be paid for at the contract unit price per linear foot for Vertical Curb - Circular - Type 1.

CURVE DATA					
CURVE	Δ	R	T	L	D
A	60°00'00"	100'	57.74'	104.72'	60°00'00"
B	42°00'00"	111.92'	42.96'	82.04'	51°11'40"
C	42°00'00"	78.92'	30.68'	58.58'	71°41'30"
D	114°07'44"	25'	38.59'	49.80'	
E	60°00'00"	120'	69.28'	125.66'	47°44'50"
F	42°00'00"	93.92'	36.82'	70.31'	53°44'00"

PC = 127+00 22'24"
 PT = 128+27.76 20'24"
 PC = 127+00 10'24"



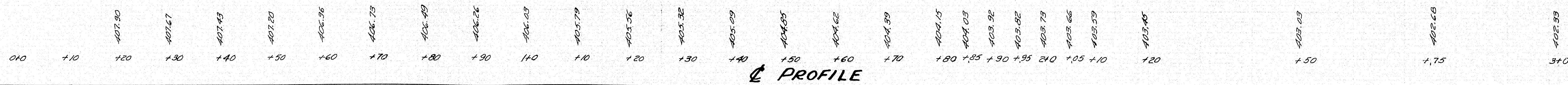
DESIGN TRACE CHECK	F. H. Barnes	BRIDGE NO. SURVEY PLOT
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
PLEASANT STREET BRIDGE		
OVER		
LAKE PENNESSEEWASSEE OUTLET		
IN THE TOWN OF		
NORWAY		
OXFORD COUNTY		
WATER STREET PLAN		
Revised - May 1964 F. H. Barnes & H. R. Quist		
SHEET 4 OF 20 AUGUSTA, MAINE MAY 1964		

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-019-1(3)	5	20

405.00

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

405.00

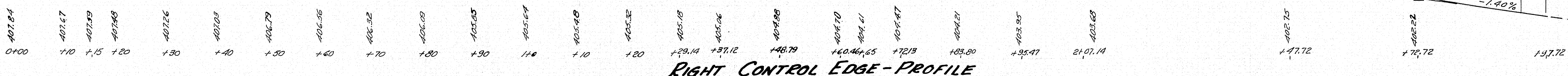


PROFILE

405.00

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

405.00

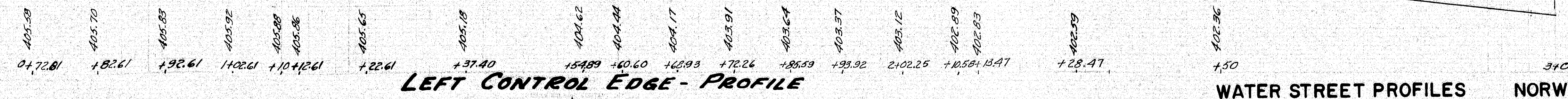


RIGHT CONTROL EDGE - PROFILE

405.00

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

405.00

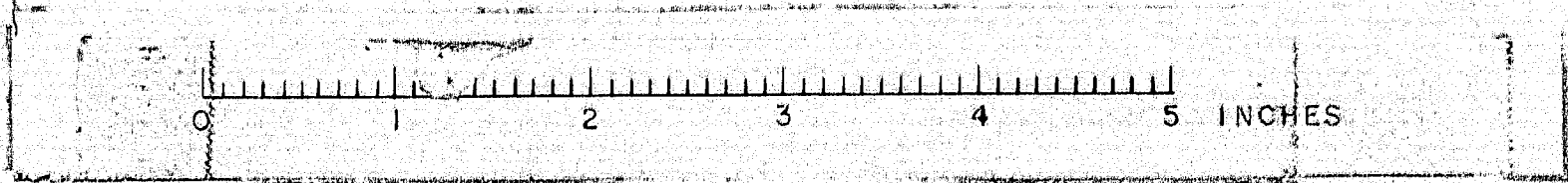


LEFT CONTROL EDGE - PROFILE

WATER STREET PROFILES

NORWAY SHEET 5 OF 20

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



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

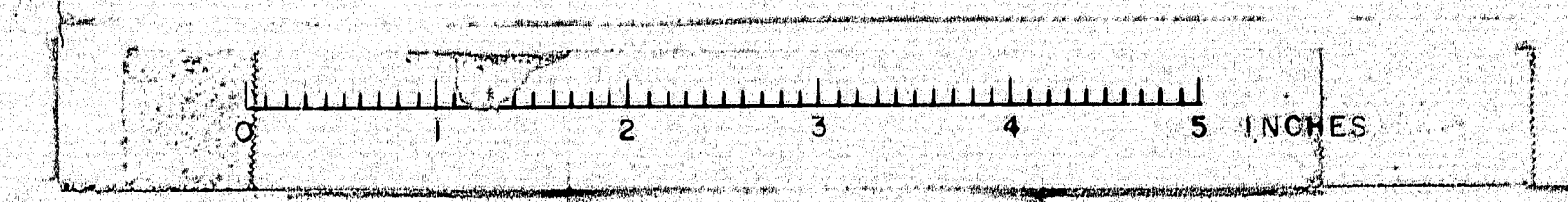
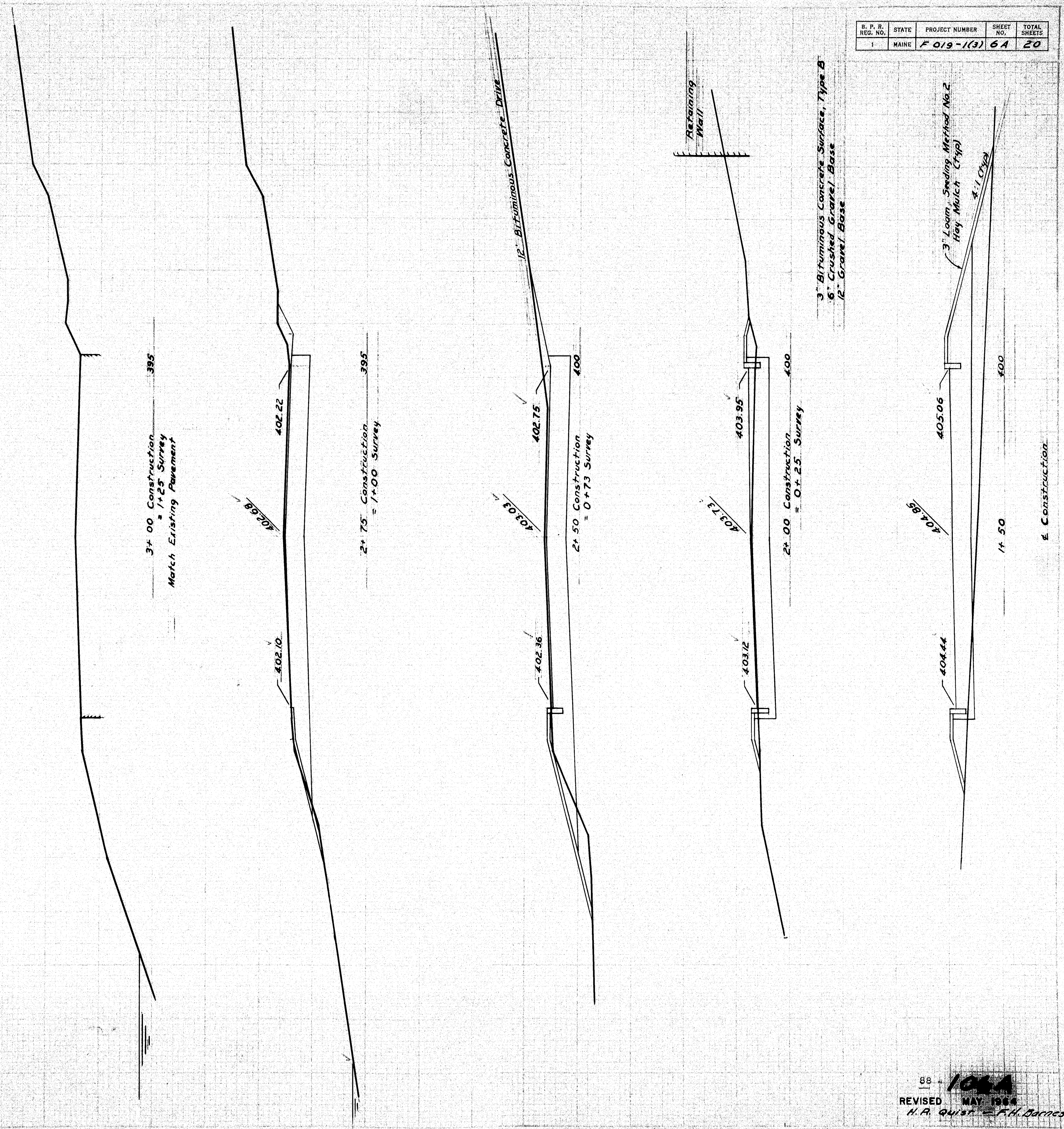
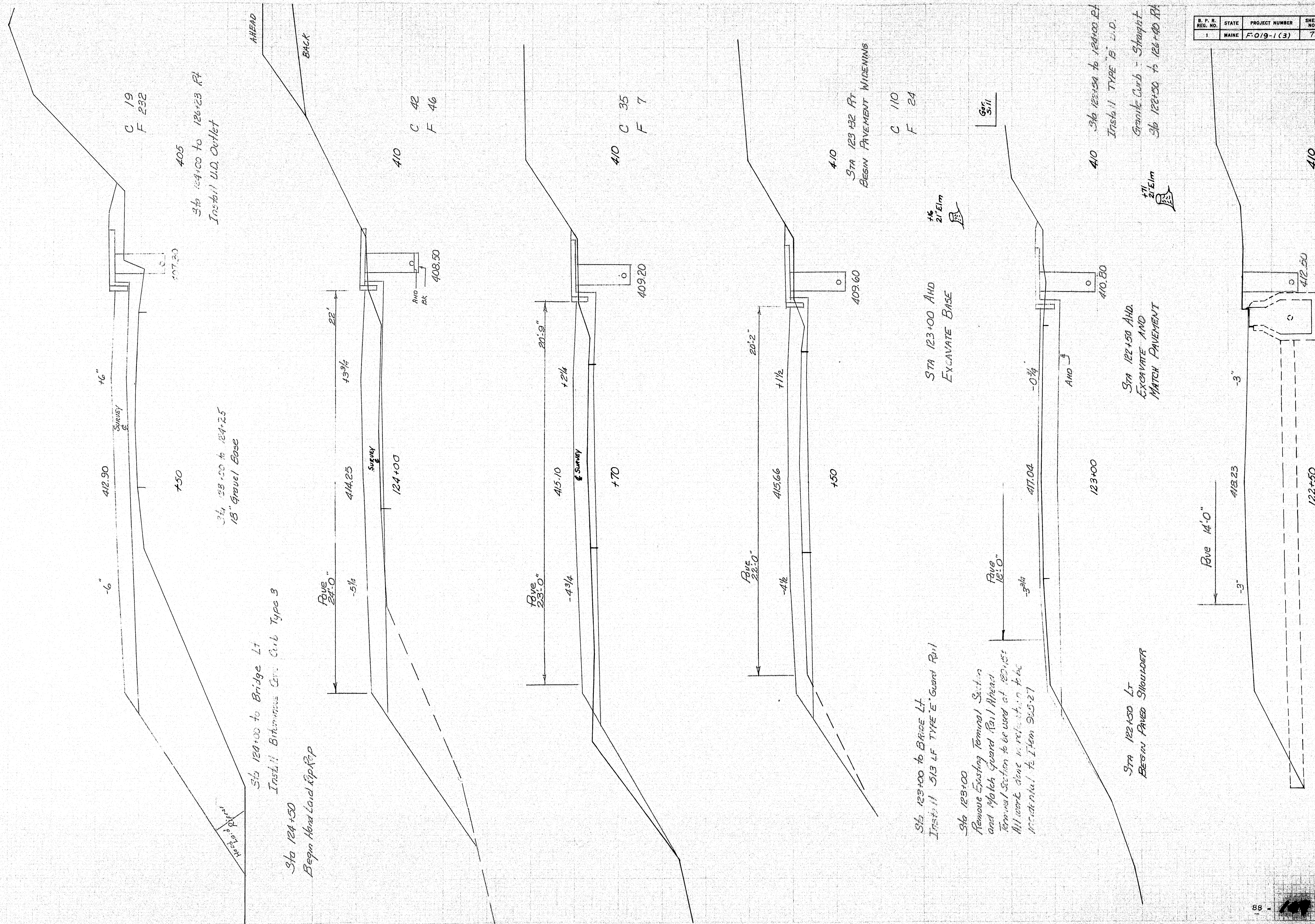


PLATE 5 - CROSS SECTION

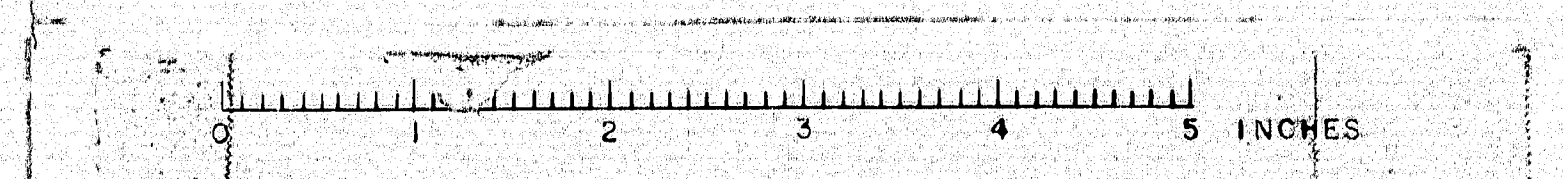


19/13
 4/6/13
 10/13/13

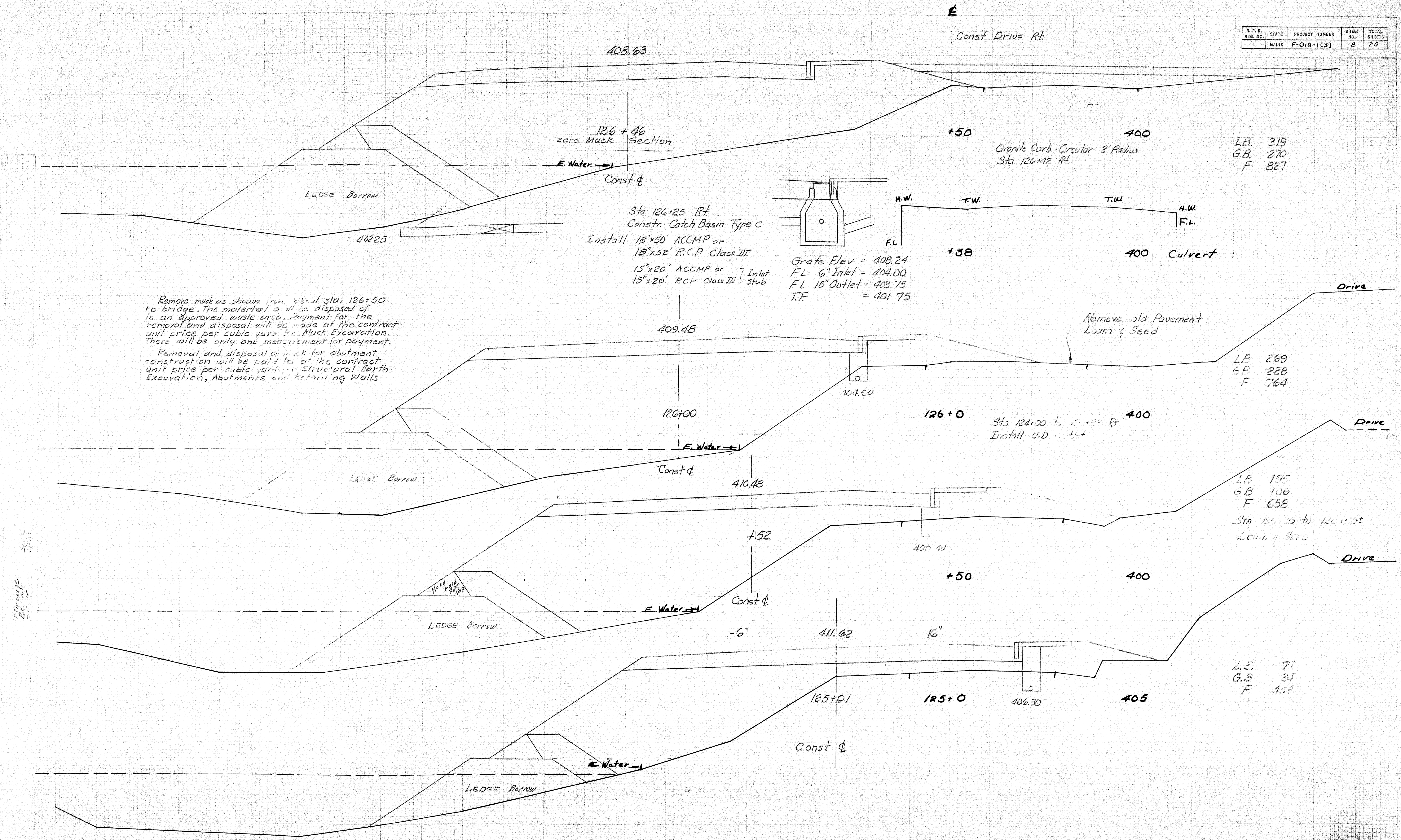
Const
 g



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

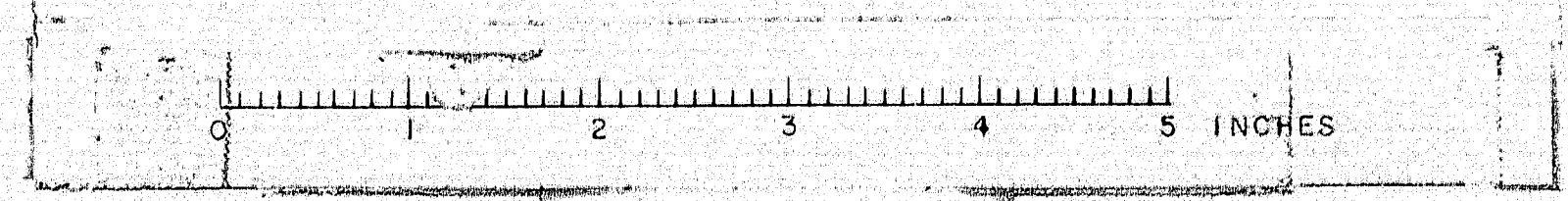


D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-019-1(3)	8	20



Remove muck as shown from about sta. 126+50 to bridge. The material will be disposed of in an approved waste area. Payment for the removal and disposal will be made at the contract unit price per cubic yard for Muck Excavation. There will be only one measurement for payment.

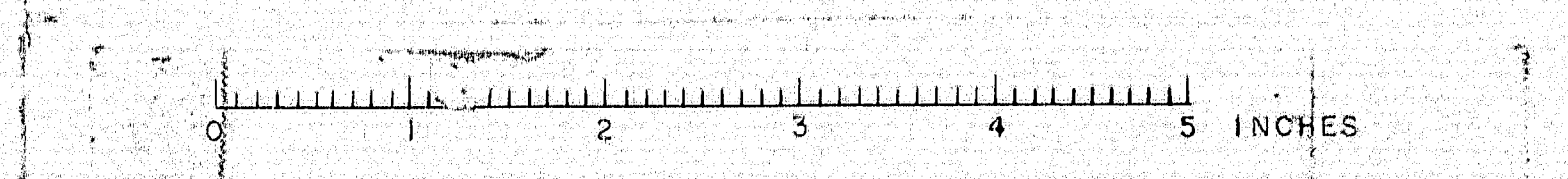
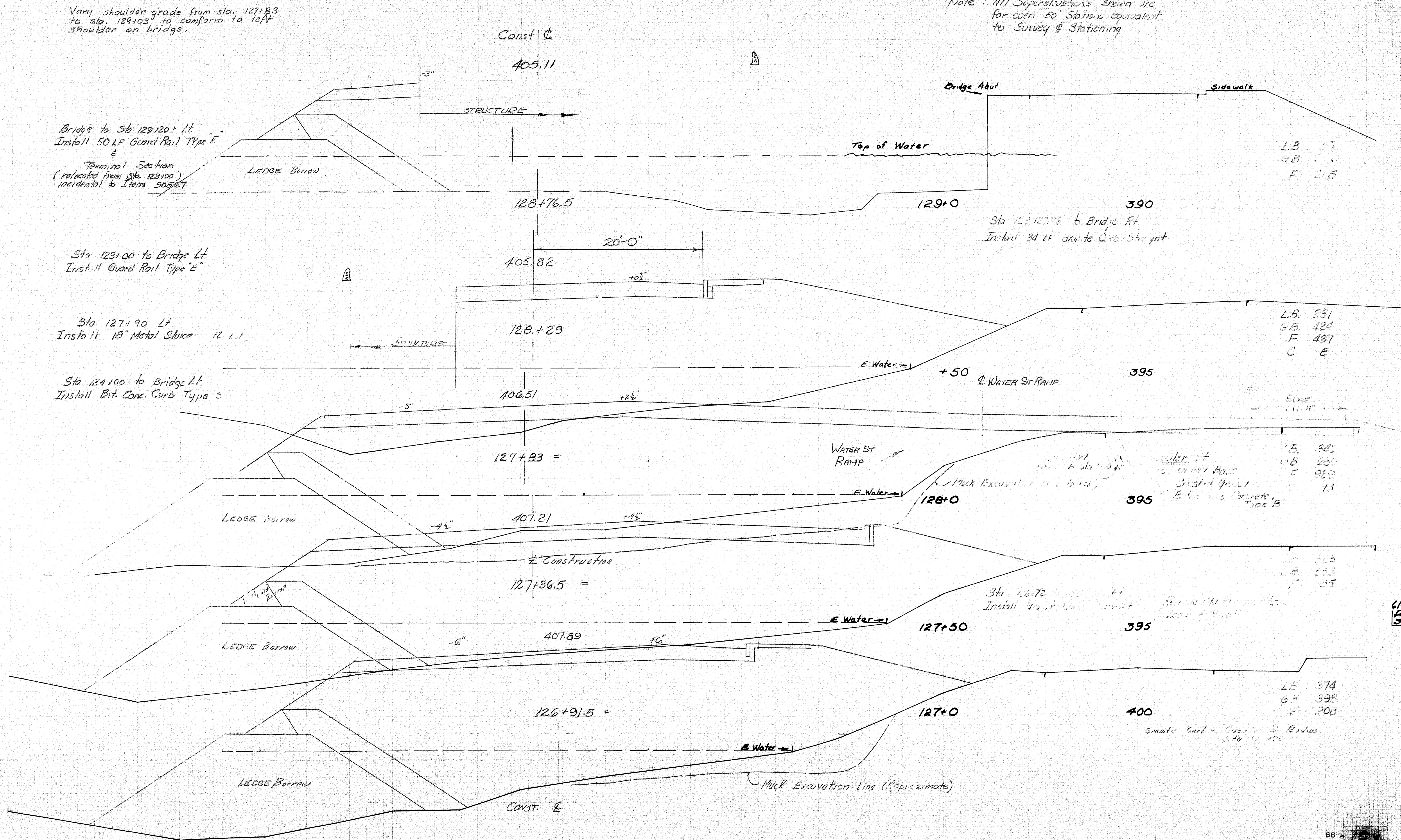
Removal and disposal of muck for abutment construction will be paid for at the contract unit price per cubic yard for Structural Earth Excavation, Abutments and Retaining Walls.



SURVEY

B. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-019-1(9)	9	20

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



SURVEY
E

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

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

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

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

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

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

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

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

Const Drive Lt

Sta 124+25 to 129+50
12" Gravel Base
6" Crushed Gravel
3" Bituminous Concrete Surface Type B

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

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

F 26
C 102

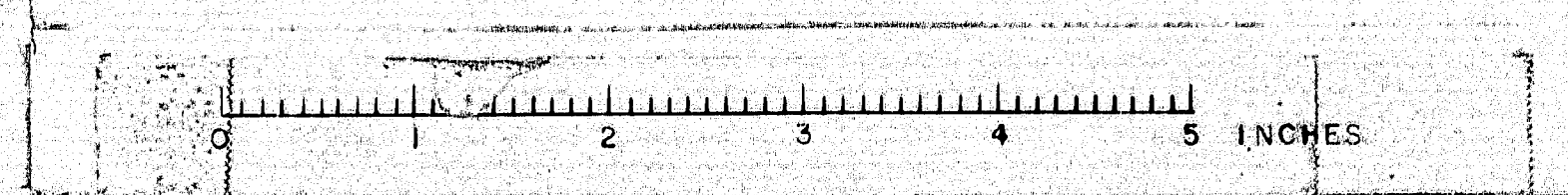
Water
Q.B. 48
F 296
C 19

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

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

SURVEY
E

MAIN STREET CROSS SECTIONS NORWAY SHEET 10 OF 20



133+0 = 132+78

TW

Side Walk

NO SILL

390

MATCH EXISTING SIDEWALK

390

65 LT
Station
Sill

Side Walk

Sill

333.04

TW

TW

Side Walk

390 VACANT GAS STATION & OLD FOUNDATION ON RT.
LT

+75 = 132+53

CONST

PLEASANT ST. GUTTER

TW

-3"

Side Walk

390

393.56

TW

-3"

Match Existing Sidewalk & Esplanade Sta 132+28 (5')
C = 102.0

+50 = 132+28

END EXCAVATION AND

PLEASANT ST.

TW

-3"

394.30

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Side Walk

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Side Walk

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394.30

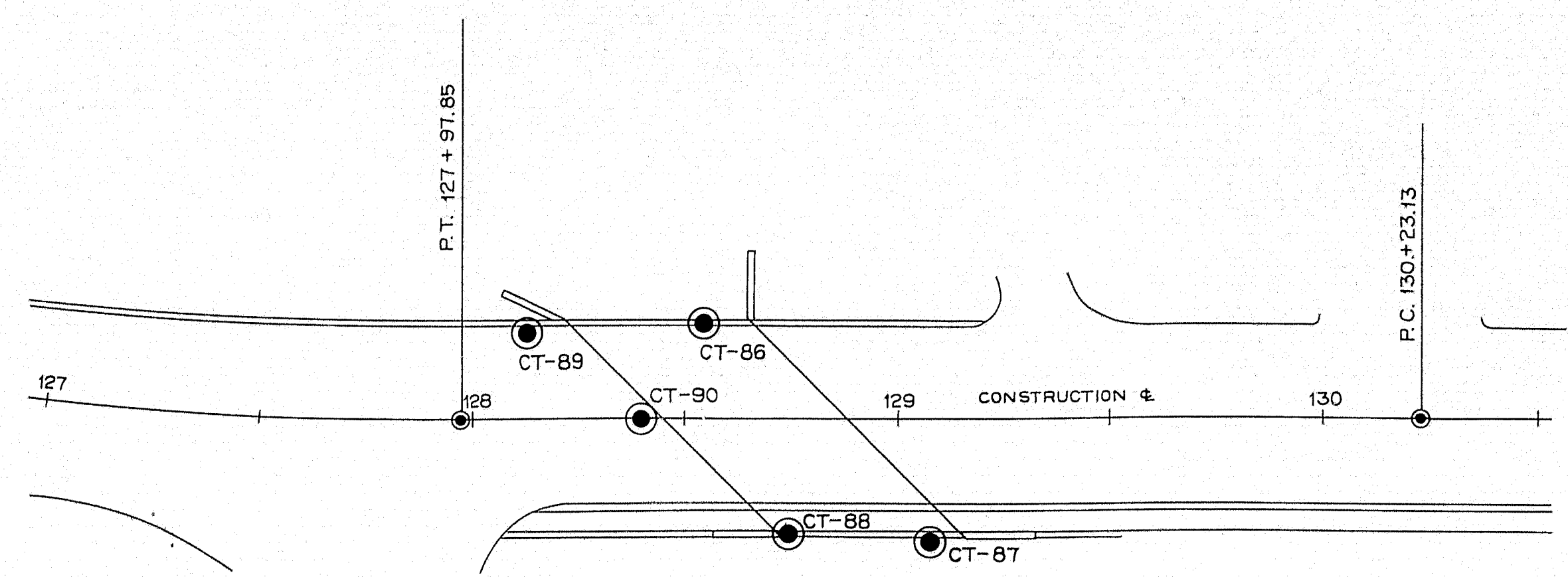
TW

-3"

Side Walk

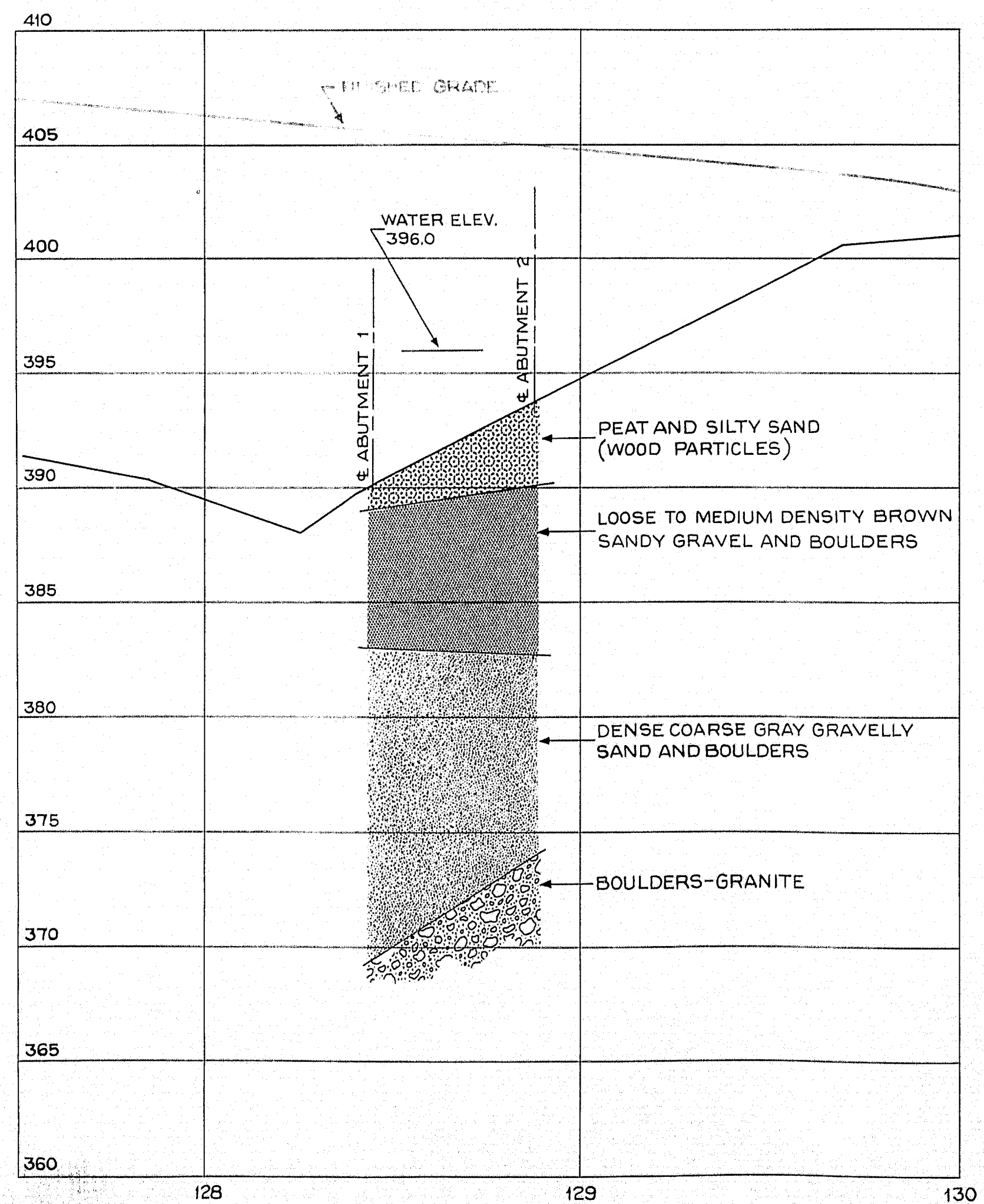
390

394.30



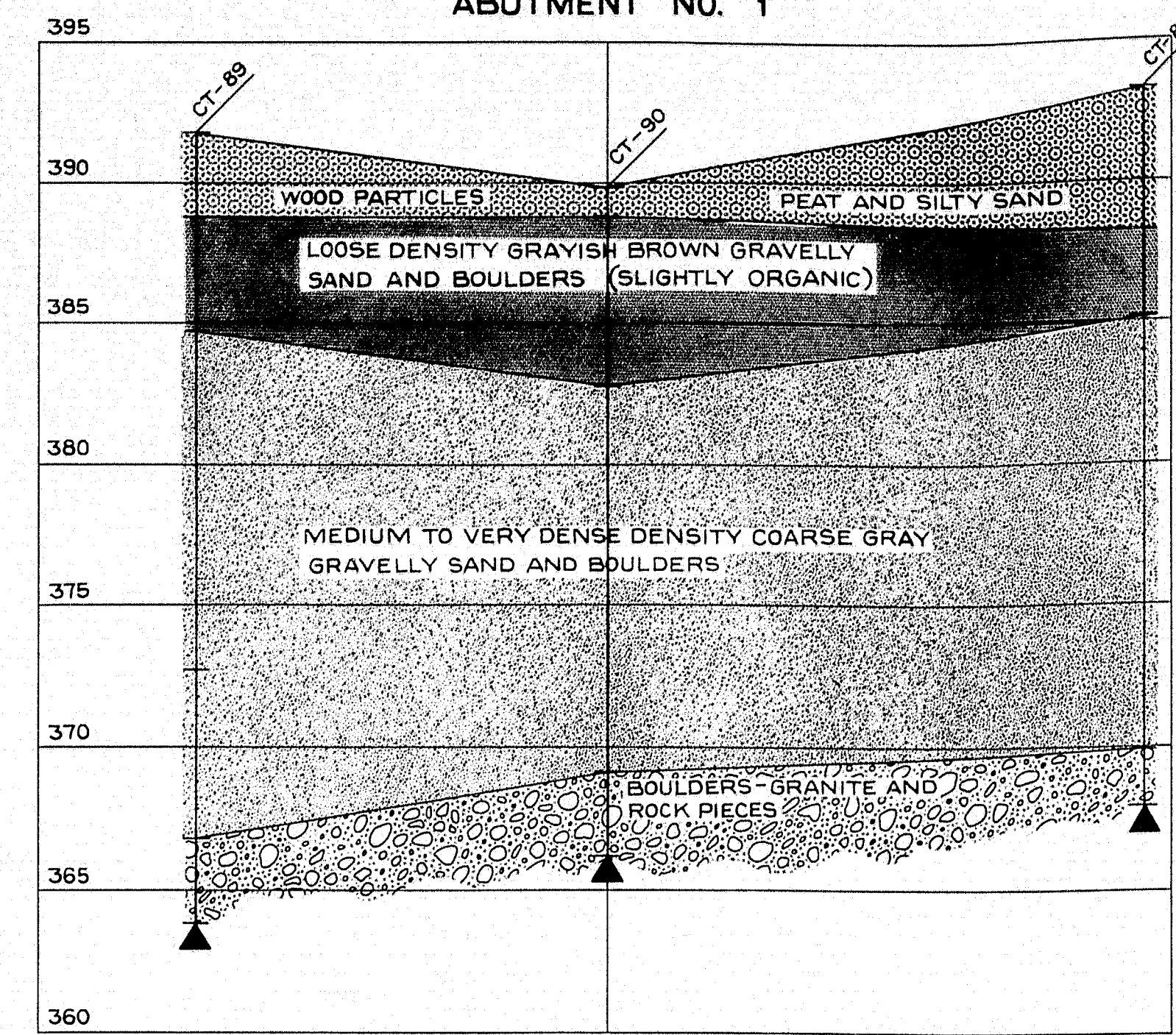
PLAN
SCALE: 1"=30'

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



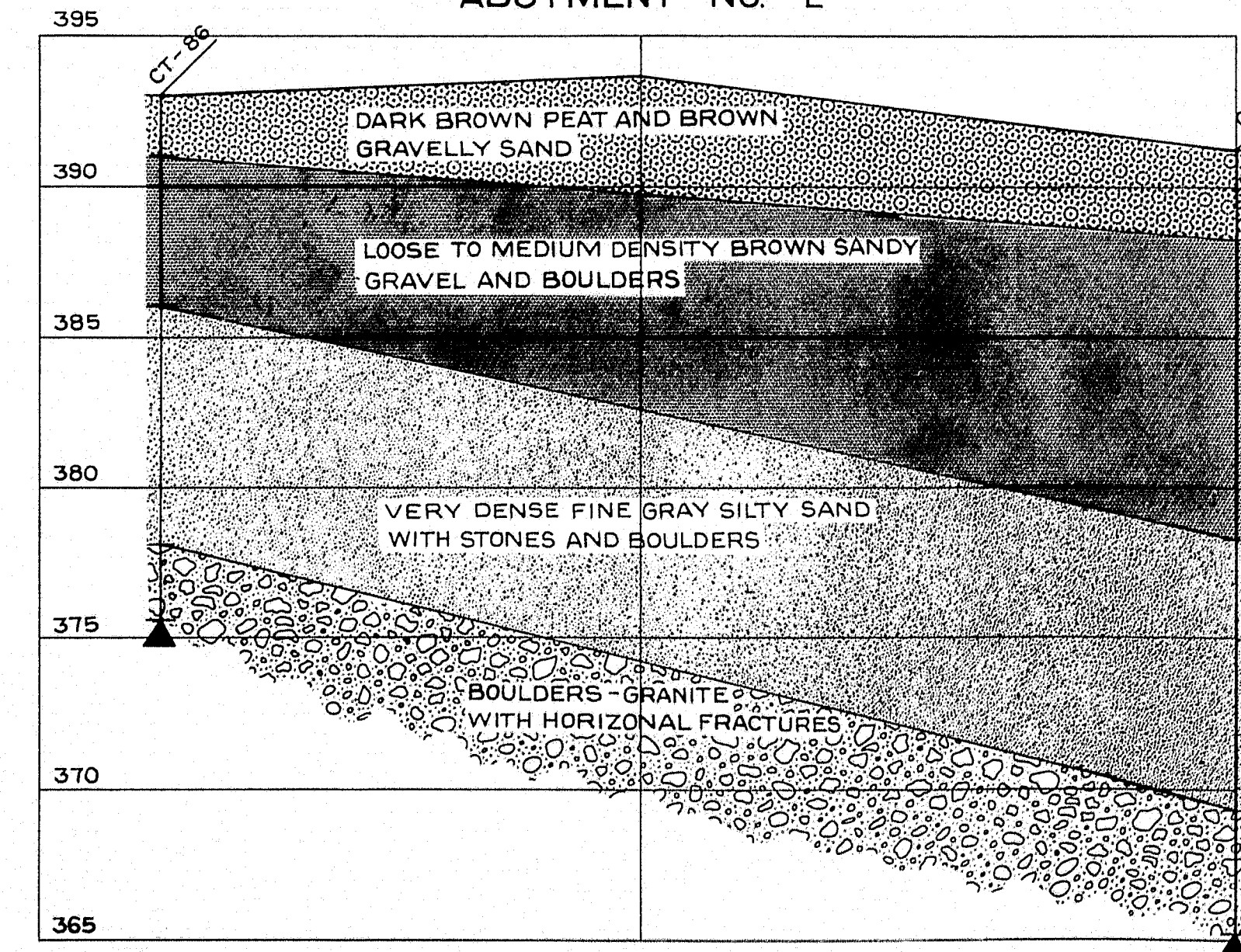
TRANSVERSE SECTIONS

ABUTMENT NO. 1



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

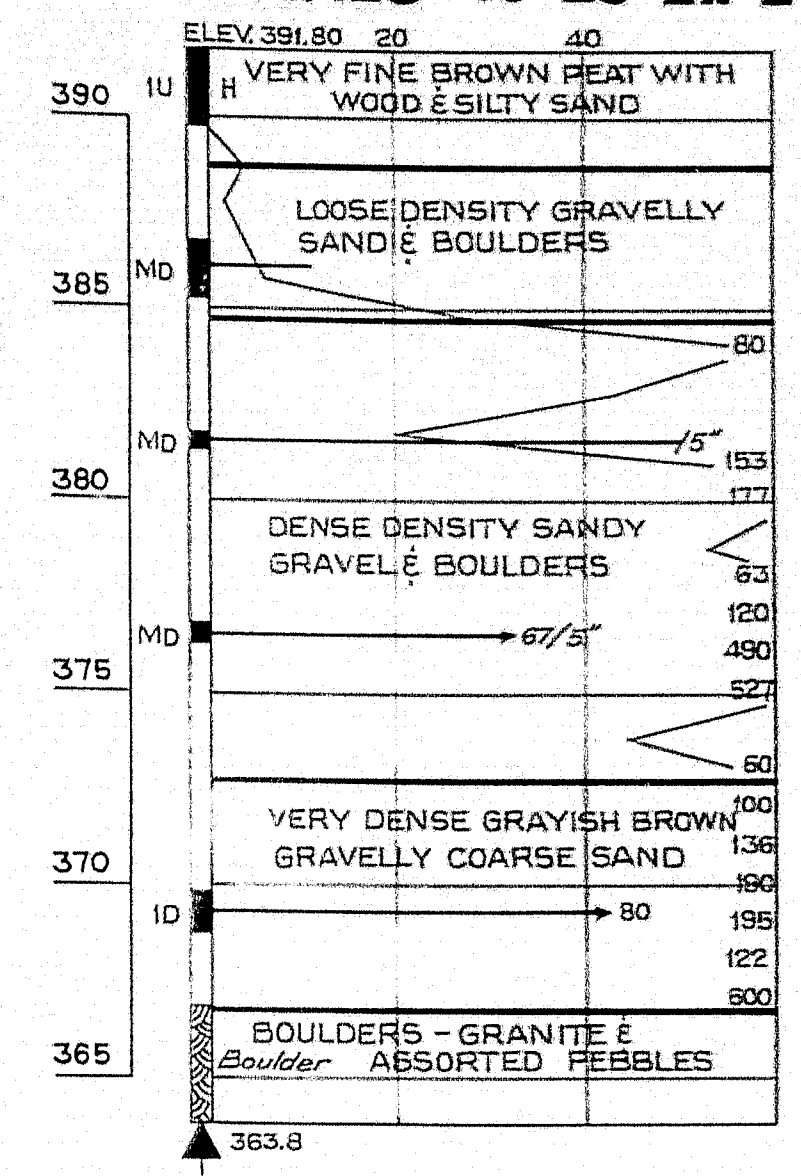
ABUTMENT NO. 2



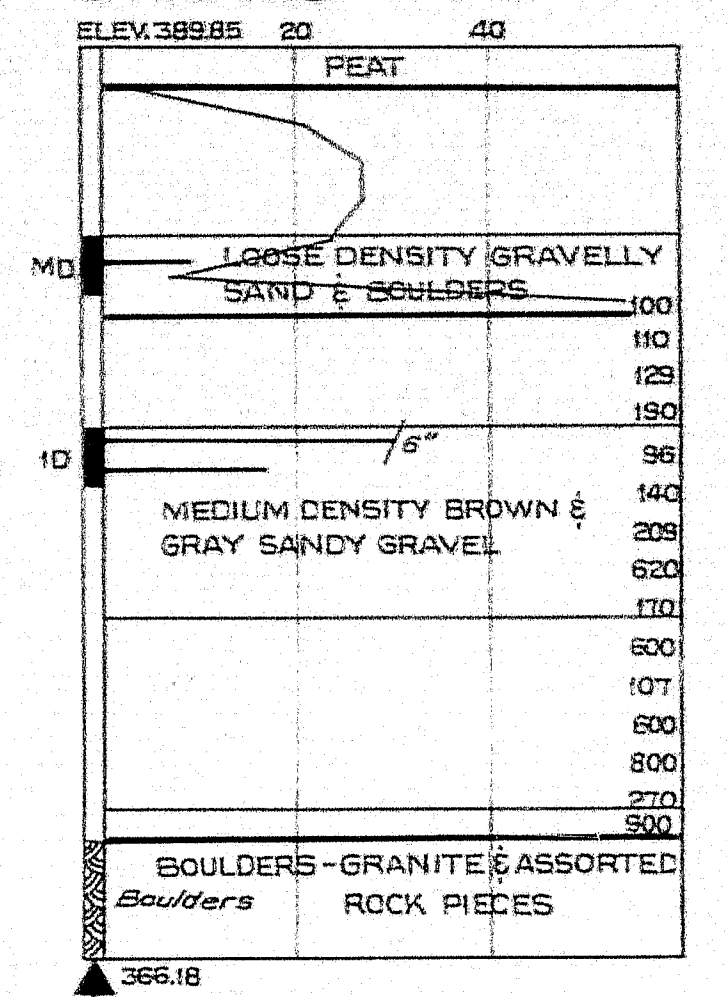
BORING NOTES

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

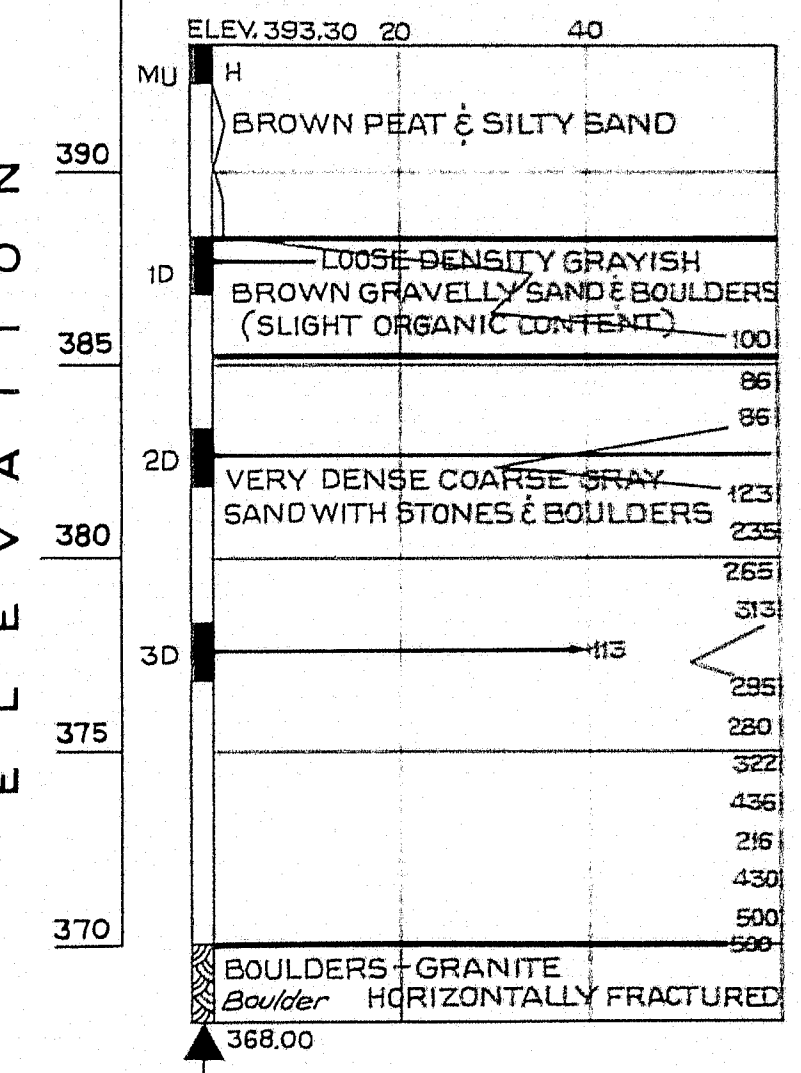
BOR. CT-89 STA. 128+13 20' LT. &



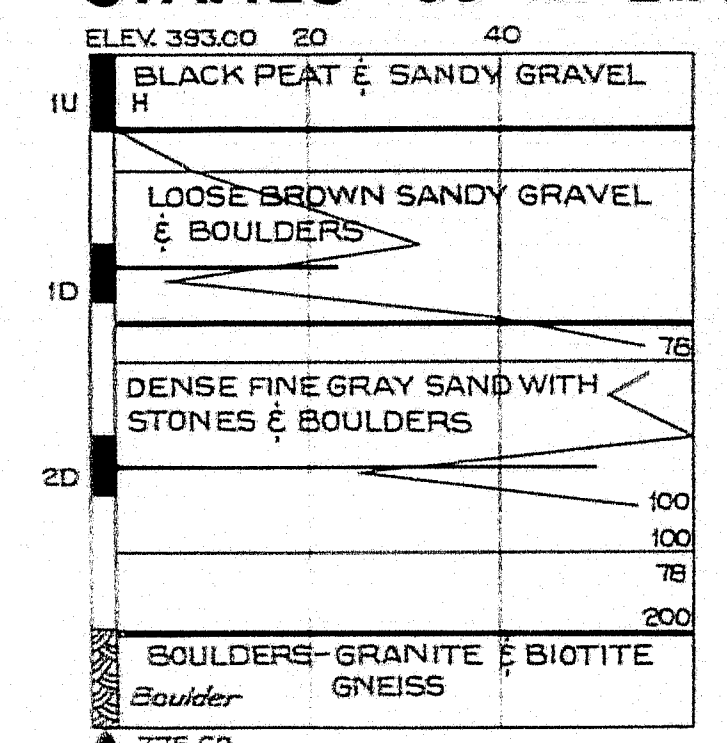
BOR. CT-90 STA. 128+40 &



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

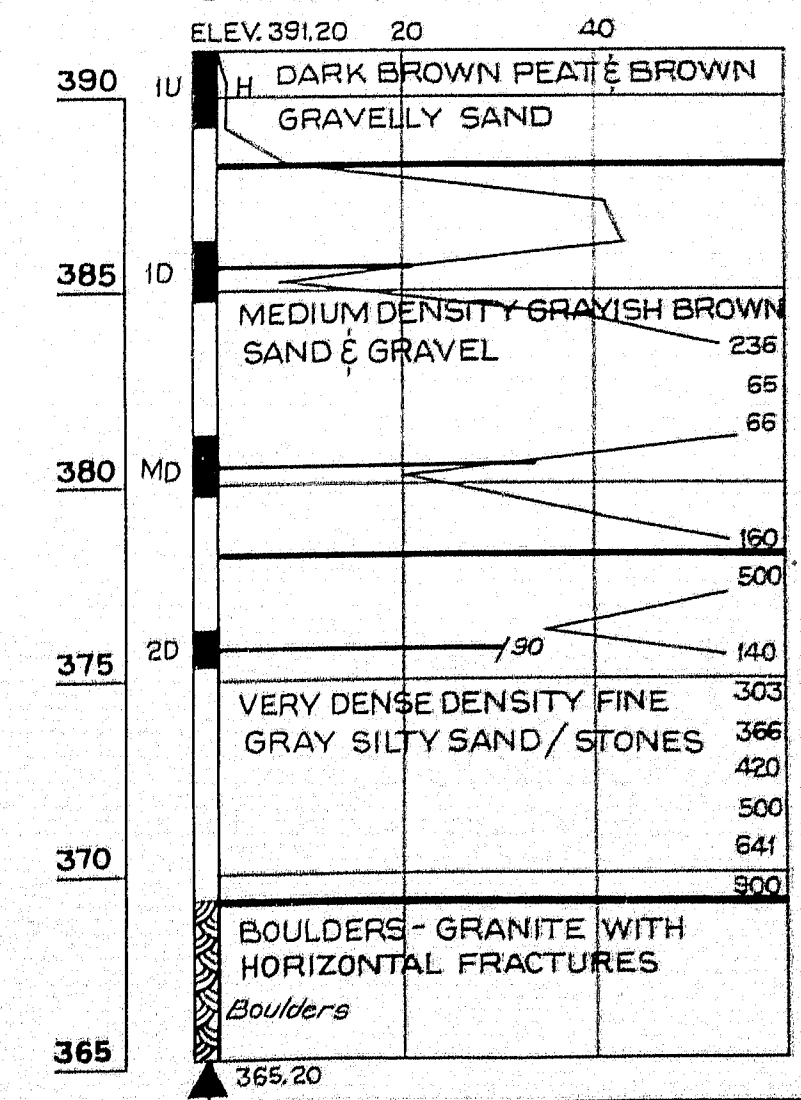


BOR. CT-86 STA. 128+55 22' LT. &



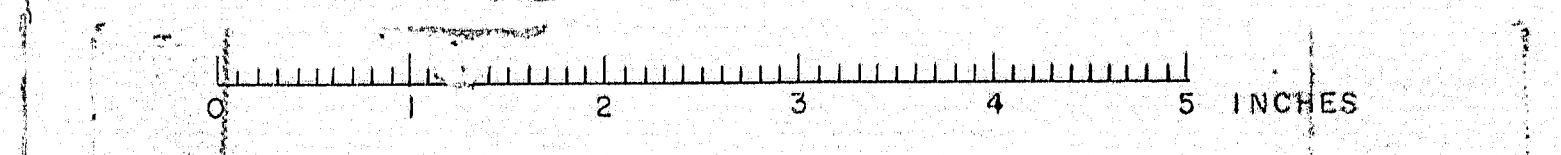
NOTE: CASING SIZE FOR ALL BORINGS IS 2 1/2"

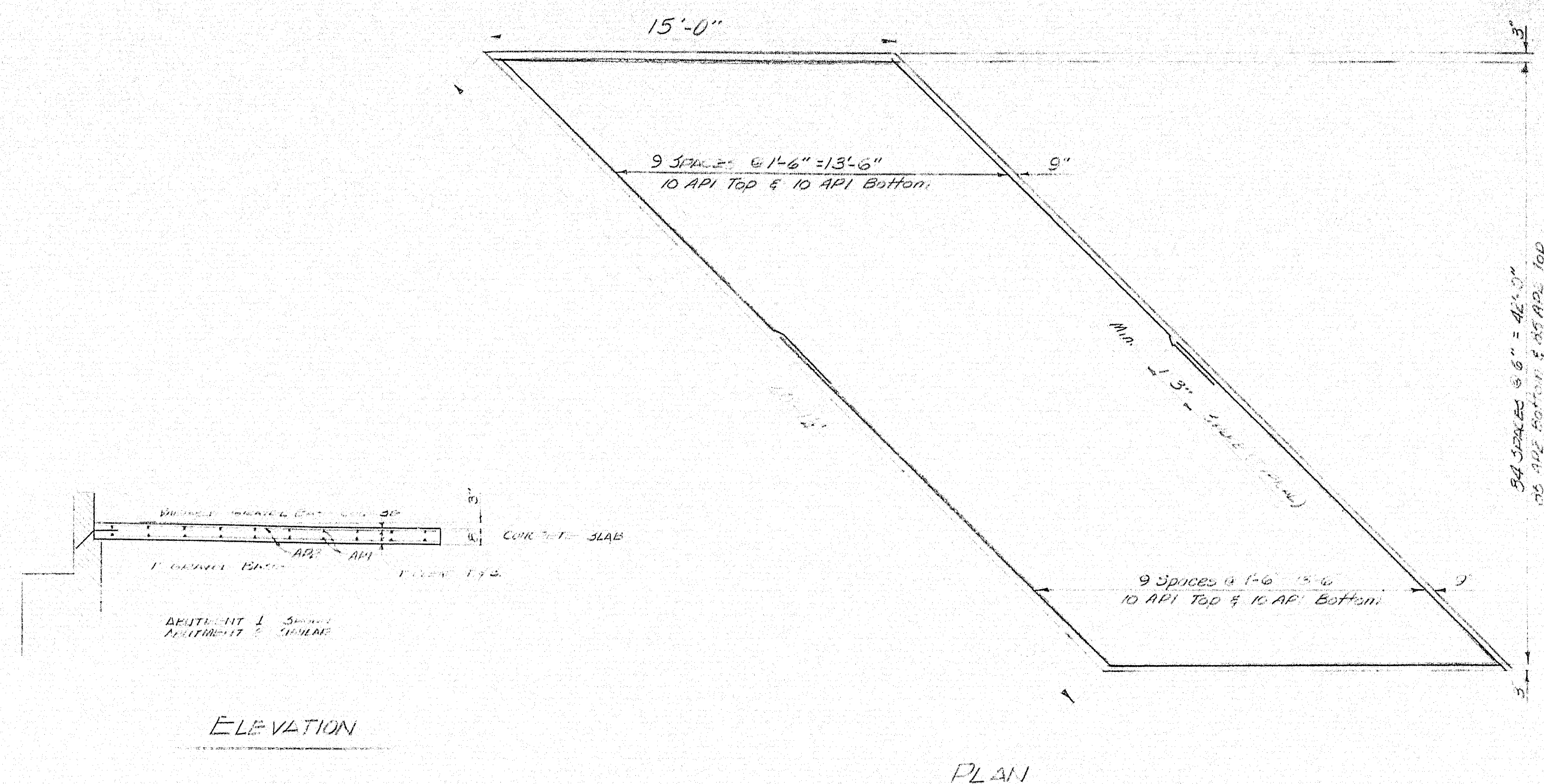
BOR. CT-87 STA. 129+07 29' RT. &



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

SHEET 13 OF 20 AUGUSTA, MAINE DECEMBER 1963





APPROACH SLABS

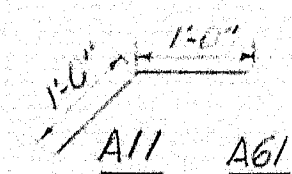
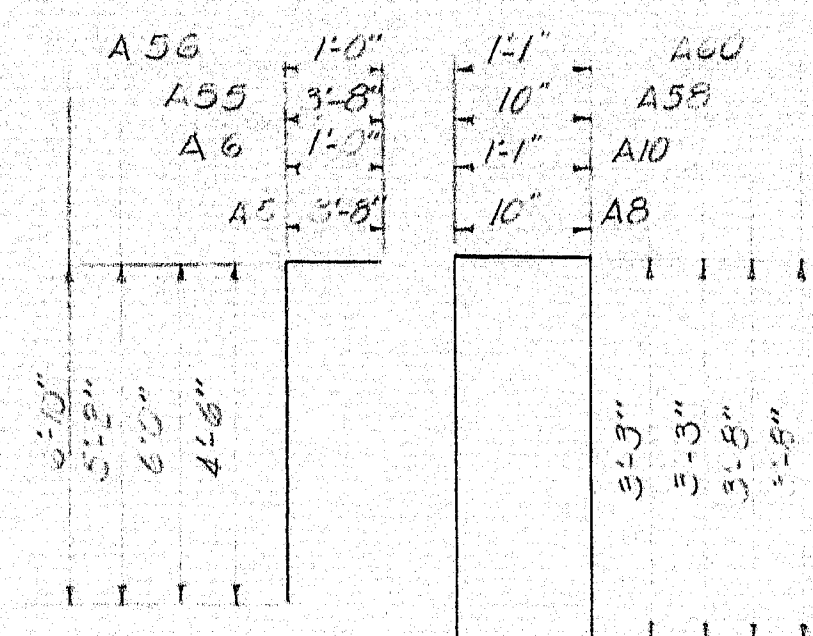
Approach slab concrete to pair for under Item 701-33
Portland Cement Concrete Abutments & Retaining Walls.

	ESTIMATED QUANTITIES		ITEM		QUANTITY	UNIT
Removal of Existing Concrete	1	Each	Reinforcing Steel Delivered		43600	Lb.
Removal of Existing Concrete	1	Each	Reinforcing Steel Piling		13600	Lb.
Removal of Existing Concrete	1	Each	Steel Reinforcers		Lump Sum	Lump Sum
Removal of Existing Concrete	1	Each	Removal of Existing Superstructure (Property of Contractor)		Lump Sum	Lump Sum
Removal of Existing Concrete	1	Each	Removal of Existing Concrete		20	Sq. Yd.
Removal of Existing Concrete	1	Each	Cofferdam (Abutment #1) -		Lump Sum	Lump Sum
Removal of Existing Concrete	1	Each	Cofferdam (Abutment #2)		Lump Sum	Lump Sum
Removal of Existing Concrete	1	Each	Bridge Rail		86	Lin. Ft.
Removal of Existing Concrete	1	Each	Membrane Waterproofing		225	Sq. Yd.
Removal of Existing Concrete	1	Each	Vertical Curb Type I		1792	Lin. Ft.
Removal of Existing Concrete	1	Each	Vertical Curb Circular Type I		106	Lin. Ft.
Removal of Existing Concrete	1	Each	Vertical Bridge Curb Type I		97	Lin. Ft.
Removal of Existing Concrete	1	Each	Vertical Bridge Curb Circular Type I		4.5	Lin. Ft.
Removal of Existing Concrete	1	Each	Guard Rail Type E		563	Lin. Ft.
Removal of Existing Concrete	1	Each	Terminal Sections		3	Each
Removal of Existing Concrete	1	Each	Hand Laid Riprap		170	Cu. Yd.
Removal of Existing Concrete	1	Each	Loam (In Place Measure)		230	Cu. Yd.
Removal of Existing Concrete	1	Each	Seeding Method No. 2		25	Sq. Yd.
Removal of Existing Concrete	1	Each	Hay Muck		2	Tons
Removal of Existing Concrete	1	Each	Project Markers		5	Each
Removal of Existing Concrete	1	Each	Right of Way Monuments		5	Each
Removal of Existing Concrete	1	Each	Traffic Officers		100	Man Hours
Removal of Existing Concrete	1	Each	Guard Rail - Type E, Curved		12.5	Lin. Ft.
Removal of Existing Concrete	1	Each	Road Tar		50	Gallons
Removal of Existing Concrete	1	Each	Catch Basins - Type "I"		1	Each
Removal of Existing Concrete	1	Each	Epoxy Resin Surface Sealant		66	Sq. Yd.

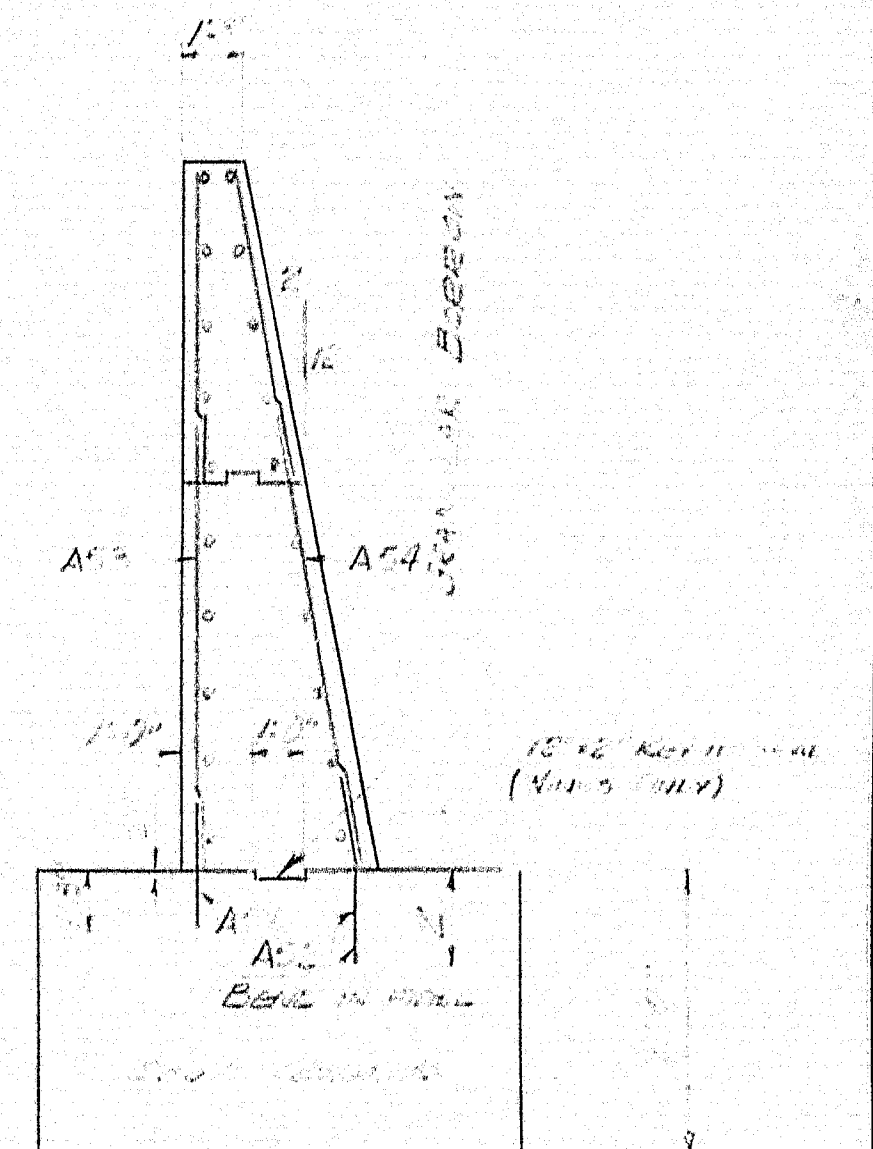
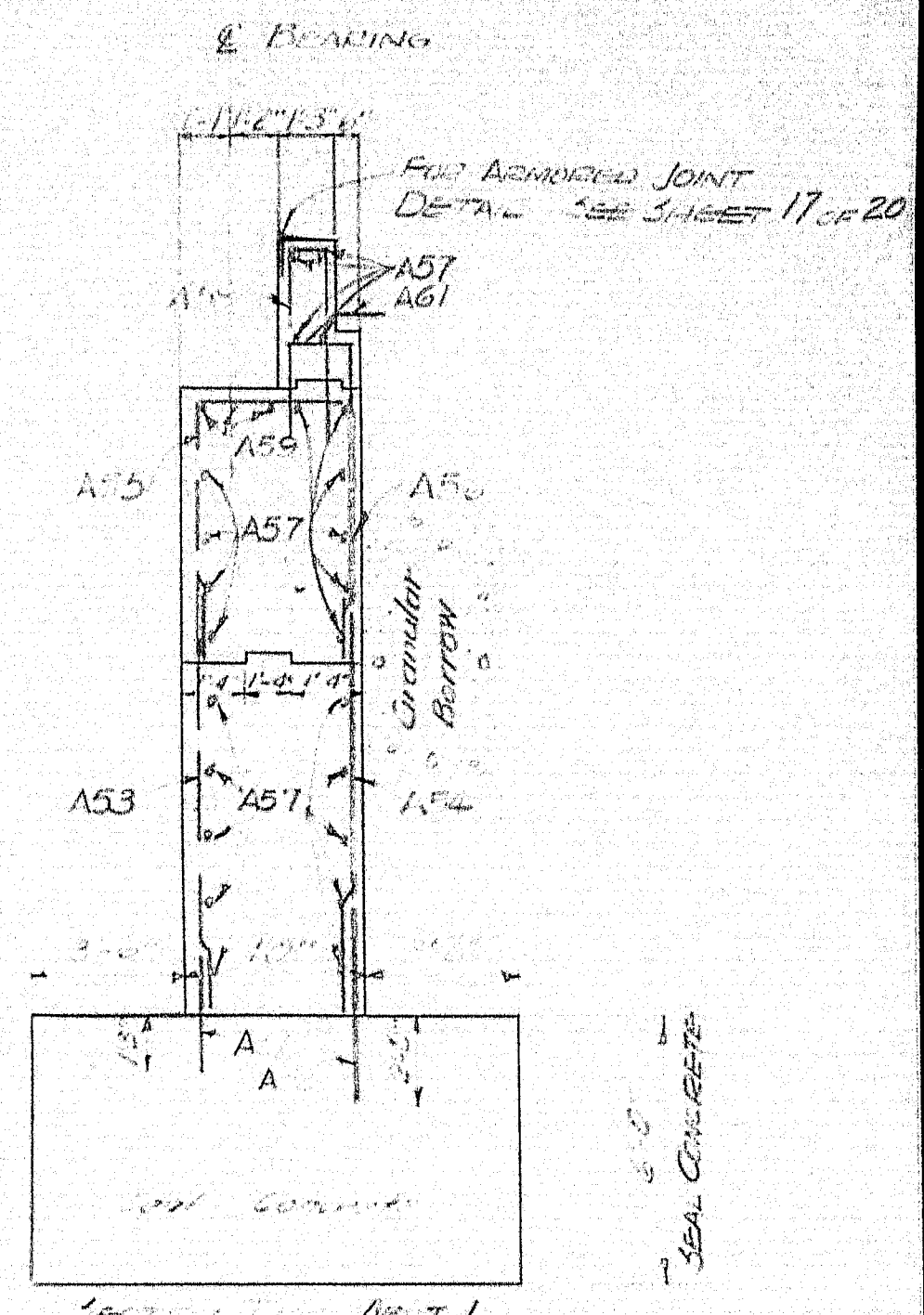
ALTERNATE NO 1 - Asphalt Coated Corrugated Metal Pipe		ALTERNATE NO 2 - Reinforced Concrete Pipe	
15-inch Asphalt Coated Corrugated Metal Pipe	32	15-inch Reinforced Concrete Pipe - Class III	32
18-inch Asphalt Coated Corrugated Metal Pipe	126	18-inch Reinforced Concrete Pipe - Glass III	128

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

ABUTMENTS



MARK	SIZE	NO	LENGTH	LOCATION
			BENT BAGS	
A5	5	27	8'-2"	BREAS WALL AB
A6	1	73	7'-0"	
A55		26	5'-10"	AE
A50		74	7'-10"	
A8		73	7'-4"	EA 1111 AE
A10		5	7'-1"	
A13		14	8'-0"	AE
A62			7'-5"	
A1	1	1	8'-0"	1111 1111
A61	5	40	8'-0"	1111

[illegible]

DESIGN-- THK DETAIL JFM	BRIDGE NO.
TRACE--	SURVEY--
CHECK-- <i>Doten</i>	PLAT--

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PLEASANT STREET BRIDGE

 .OVER

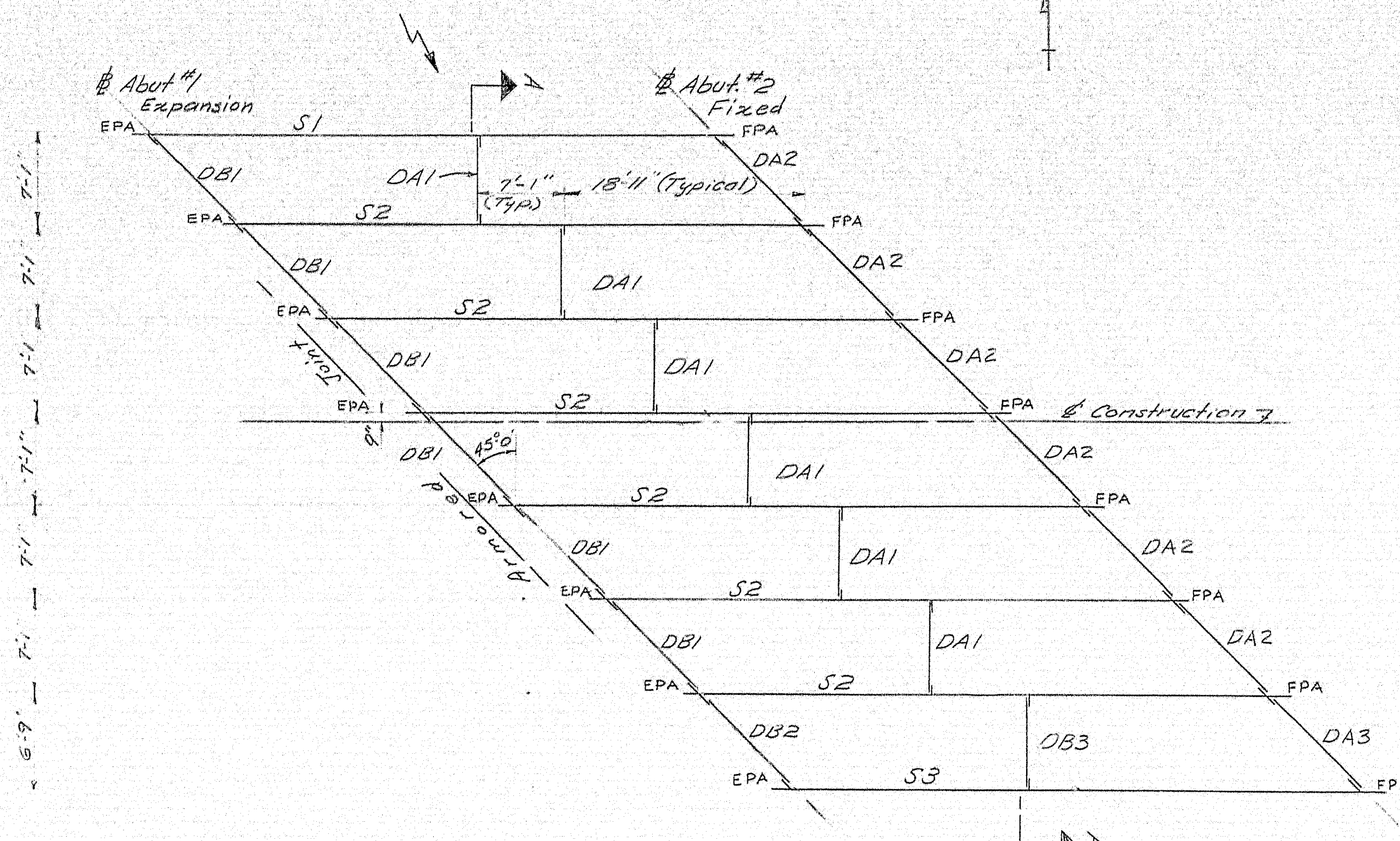
LAKE PENNESSEEWASSEE OUTLET

 IN THE TOWN OF

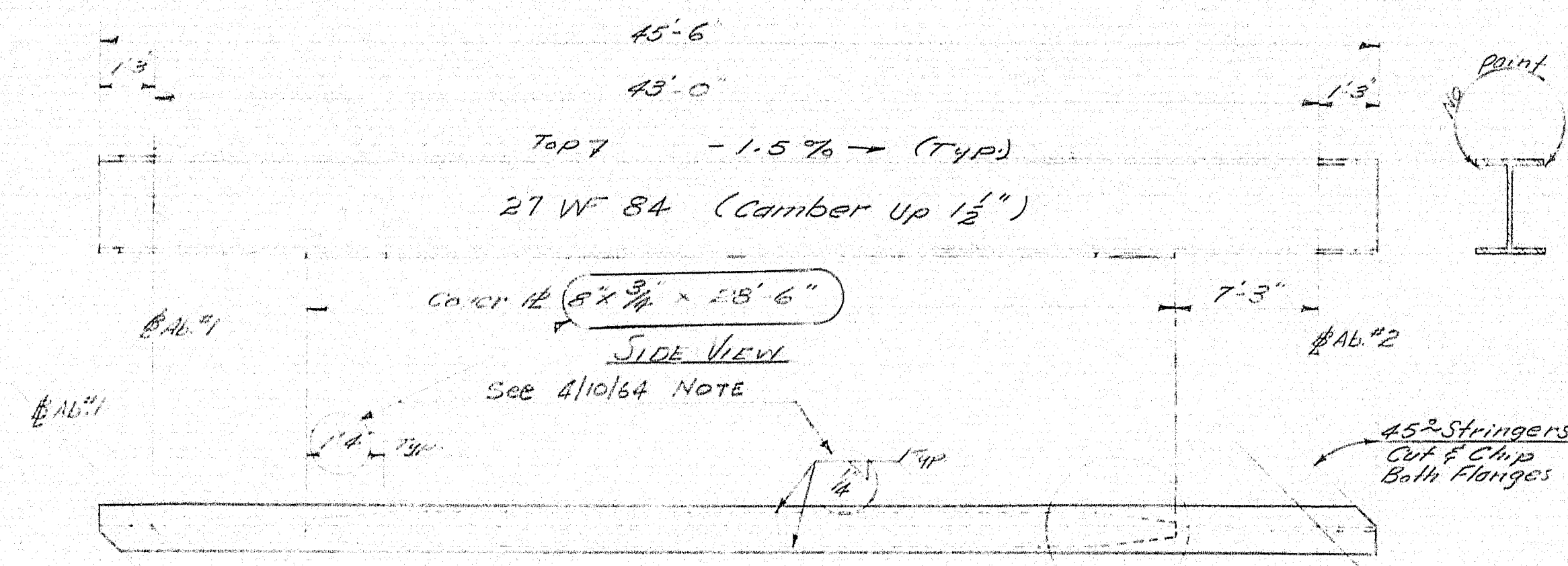
NORWAY

OXFORD COUNTY

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



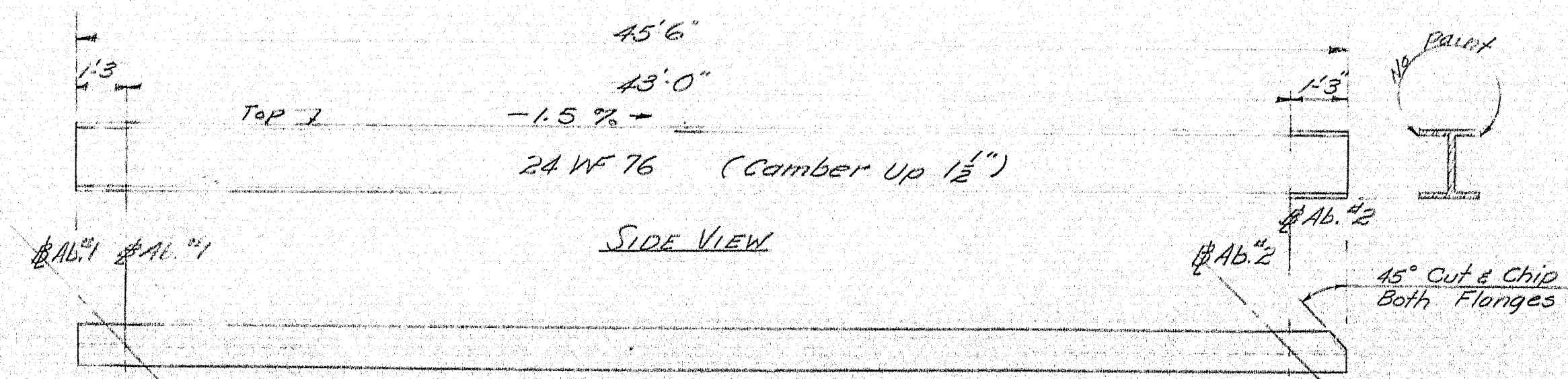
ERECTON PLAN



**TOP VIEW
STRINGERS S1 & S2**

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

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

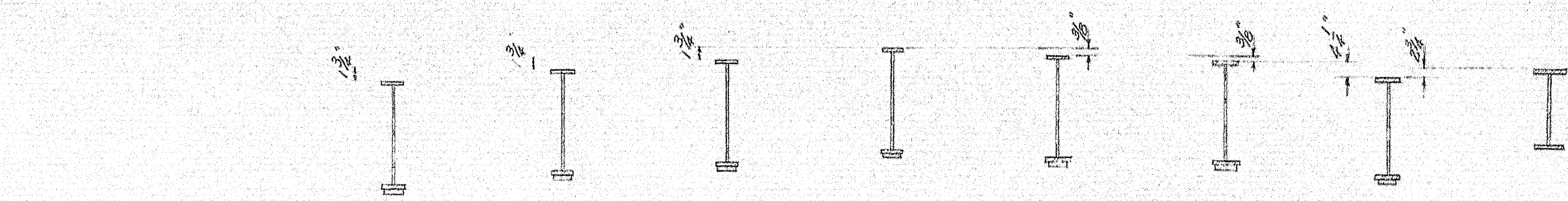


**TOP VIEW
STRINGER S3**

S-3 ~ 1 Required

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

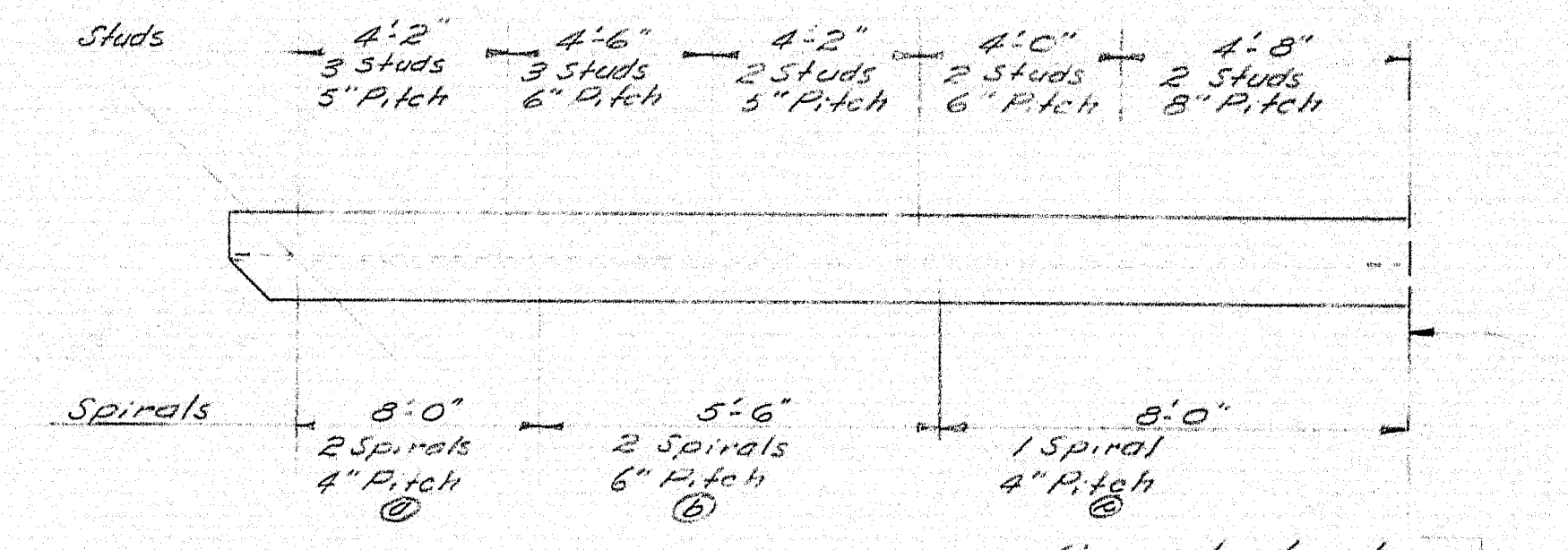
For Bearings see Standard Sheet BD 101-62
8 EPA required @ Abutment #1
8 FPA required @ Abutment #2



SECTION A-A

DIAPHRAGM NOTES

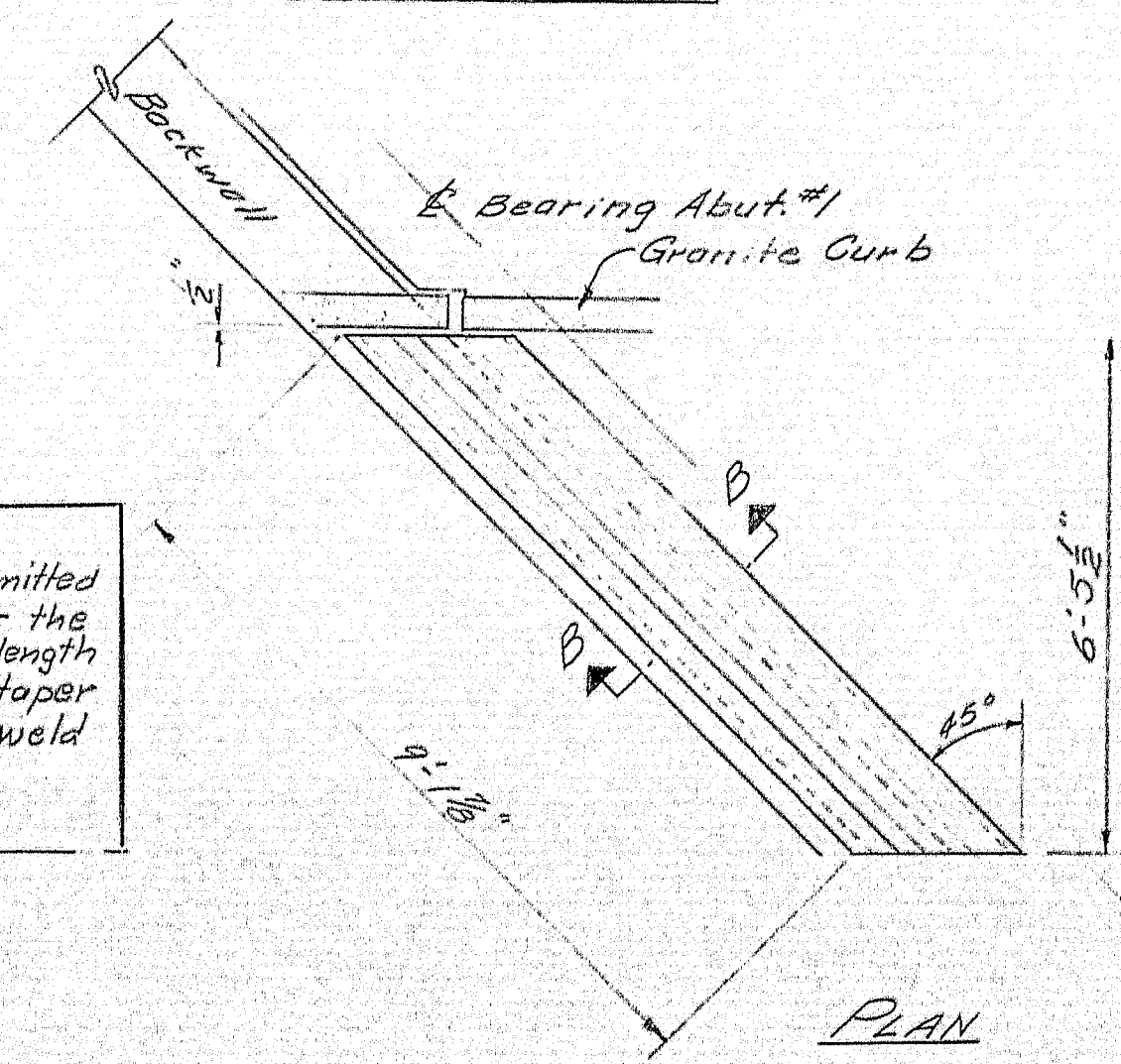
See Standard Details sheet BD 104-62 for details
Diaphragms marked DA1, DA2 & DA3 are to be Type A Diaphragm
Diaphragms marked DB1, DB2 & DB3 are to be Type S Diaphragm
See special note below for DB3 only.



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

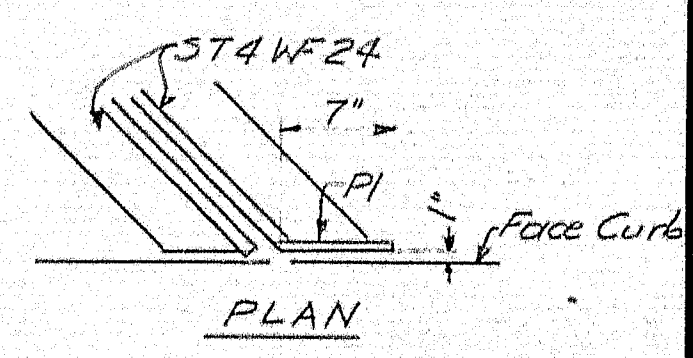
**SHEAR CONNECTORS
(For Stringers S-1 & S-2 only)**

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

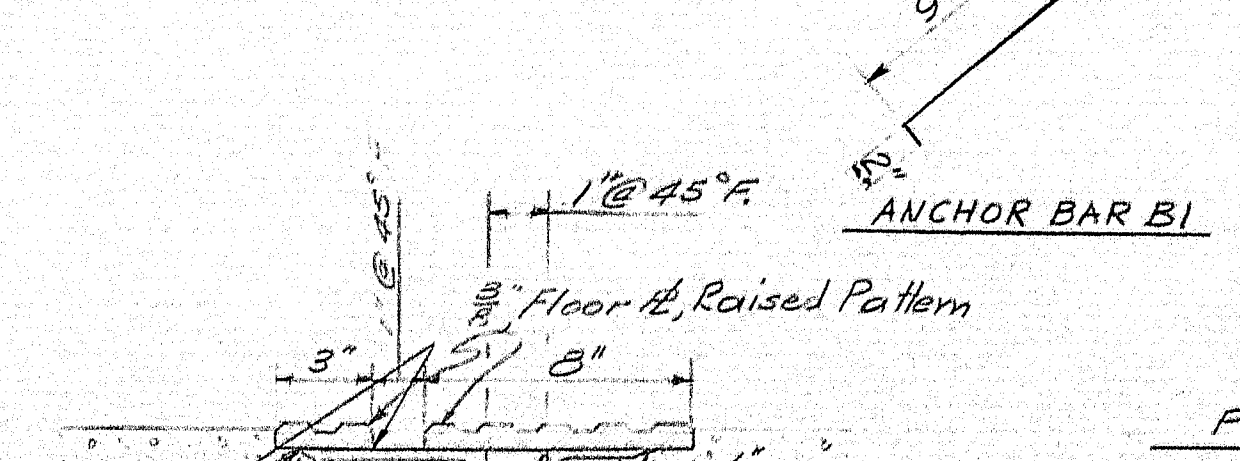


PLAN

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



PLAN

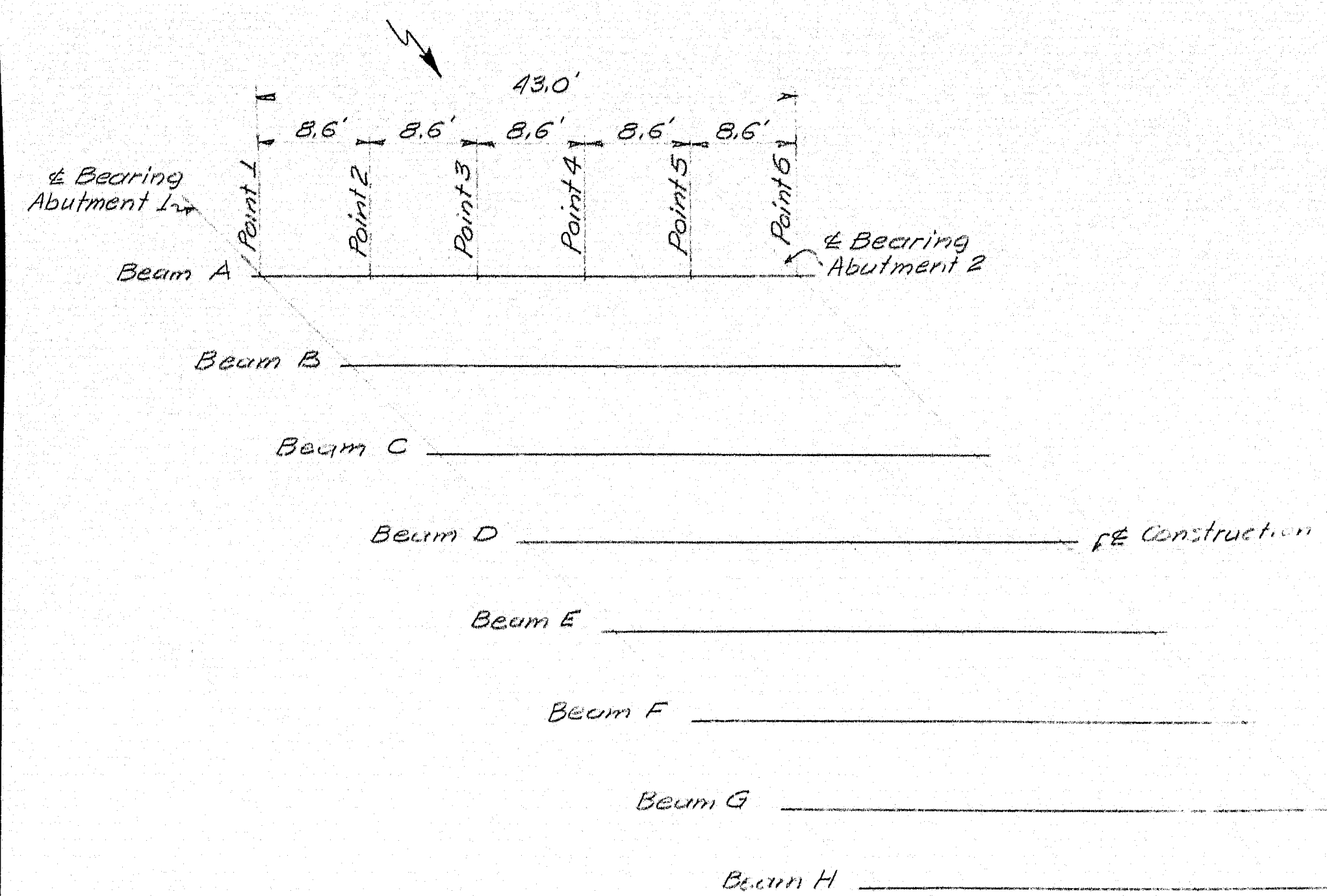


**ELEVATION
PLATE P1 DETAIL**

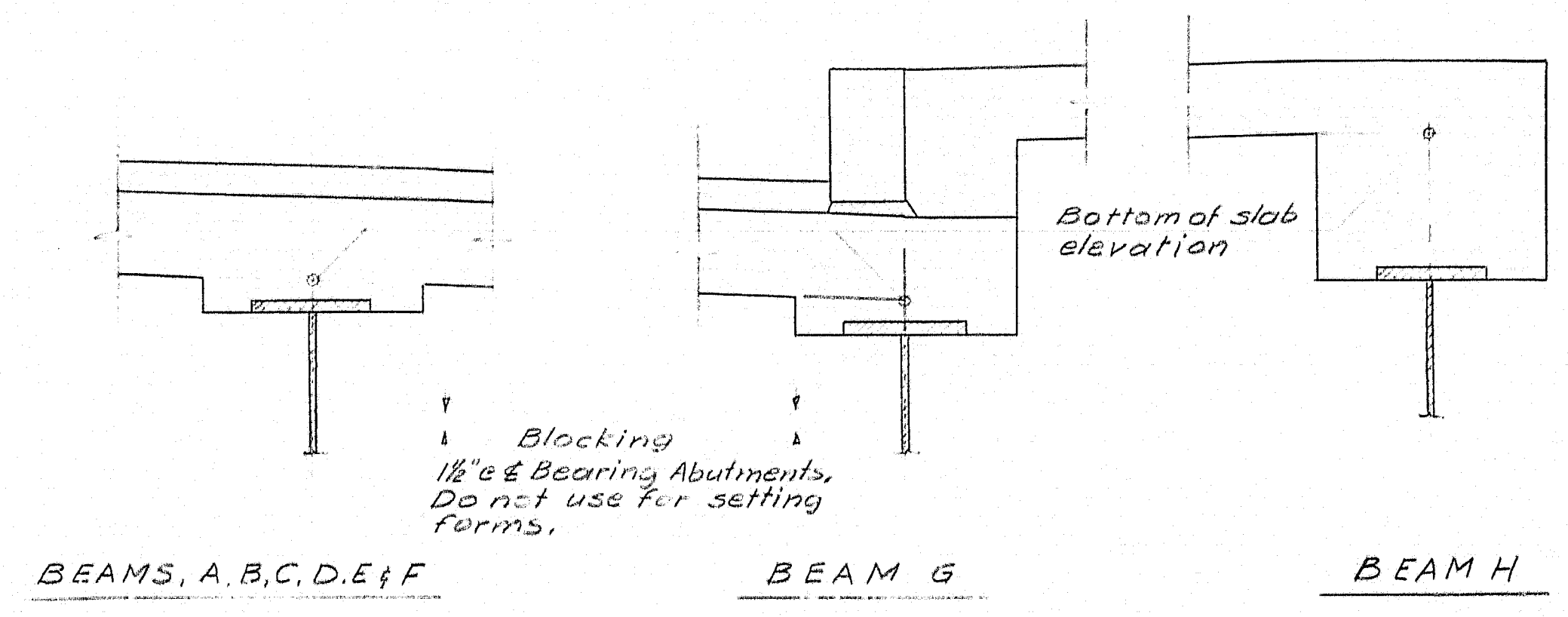
SECTION B-B

SIDEWALK EXPANSION DAM
1 Required

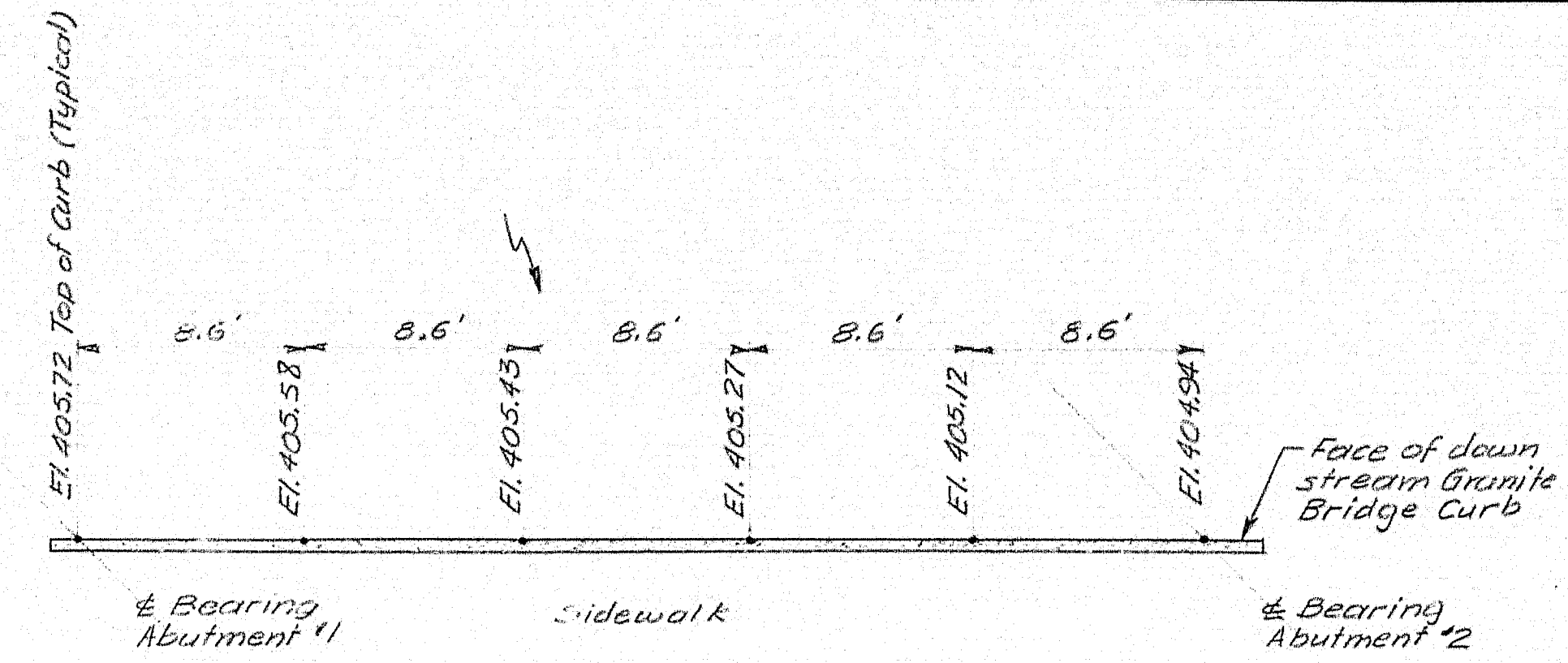
DESIGN - THK	DETAIL - LYONS	BRIDGE NO.
TRACE - Doten	PLOT -	
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
PLEASANT STREET BRIDGE		
OVER		
LAKE PENNESSEEWASSEE OUTLET		
IN THE TOWN OF		
NORWAY		
OXFORD COUNTY		
STRUCTURAL STEEL		
SHEET 17 OF 20 AUGUSTA, MAINE DECEMBER 1963		



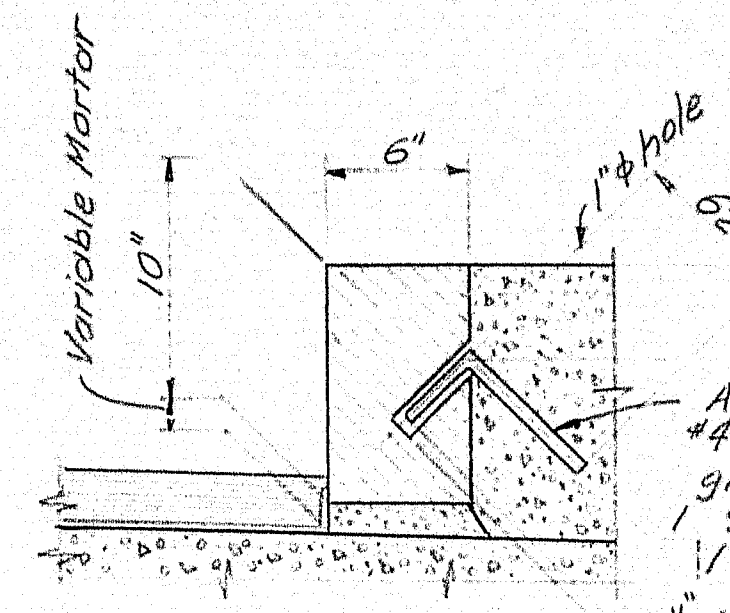
BOTTOM OF SLAB ELEVATIONS						
	POINT 1	POINT 2	POINT 3	POINT 4	POINT 5	POINT 6
BEAM A	404.71	404.62	404.51	404.38	404.23	404.07
BEAM B	404.70	404.60	404.55	404.42	404.27	404.11
BEAM C	404.80	404.70	404.53	404.46	404.31	404.15
BEAM D	404.84	404.74	404.63	404.50	404.35	404.19
BEAM E	404.70	404.60	404.43	404.36	404.22	404.05
BEAM F	404.56	404.46	404.35	404.22	404.08	403.91
BEAM G	404.10	404.00	403.83	403.76	403.62	403.45
BEAM H	405.24	405.14	405.02	404.86	404.67	404.46



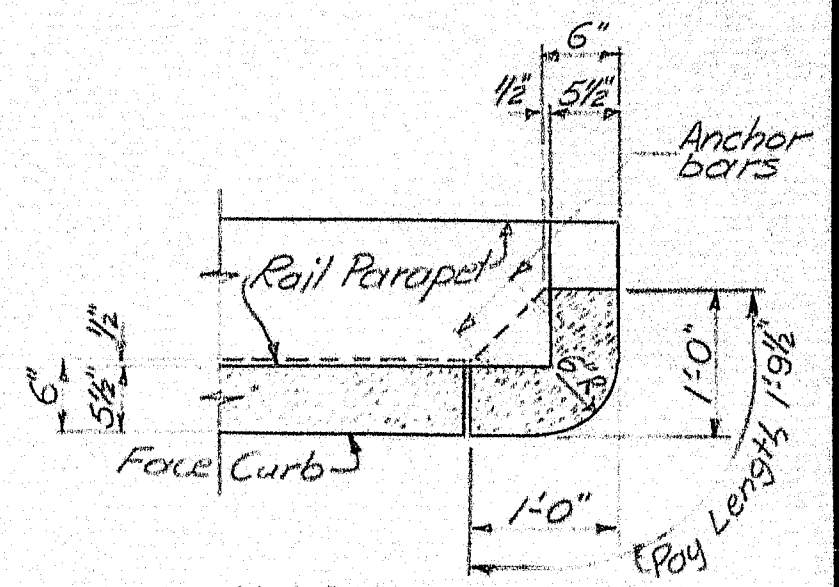
NOTE:
To compensate for dead load deflections as well as possible irregularities in beams, set the bottom of slab elevations at the points indicated before any of the slab formwork is started, and after shear connectors have been welded to the top flange.



ELEVATIONS TOP OF DOWN STREAM CURB



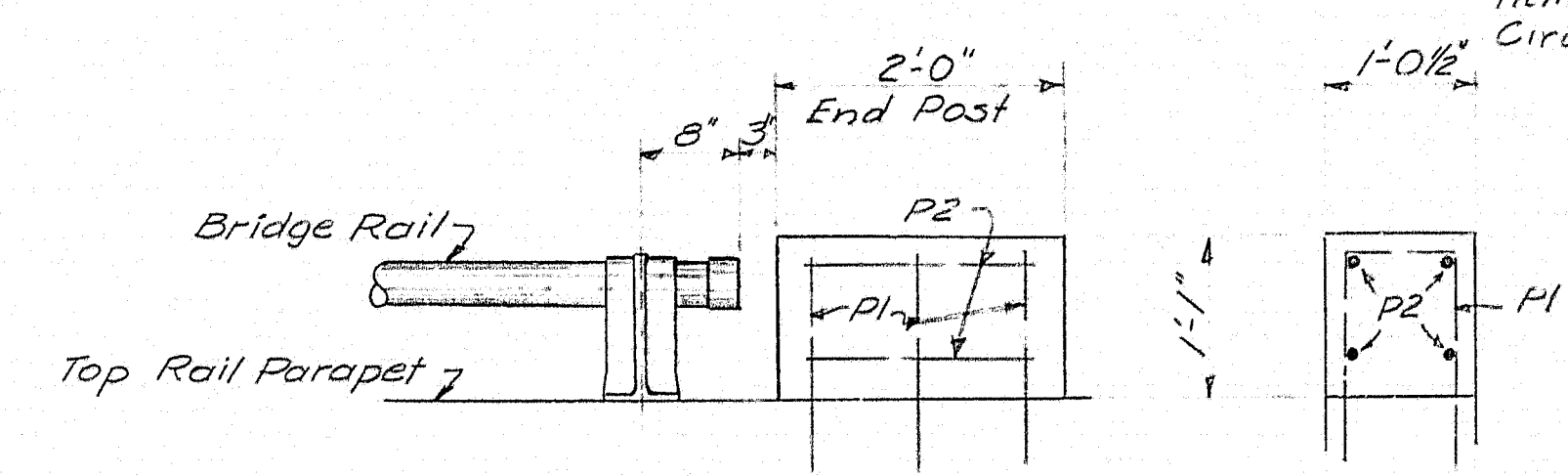
TYPICAL SECTION



NORTHEAST CORNER DETAIL

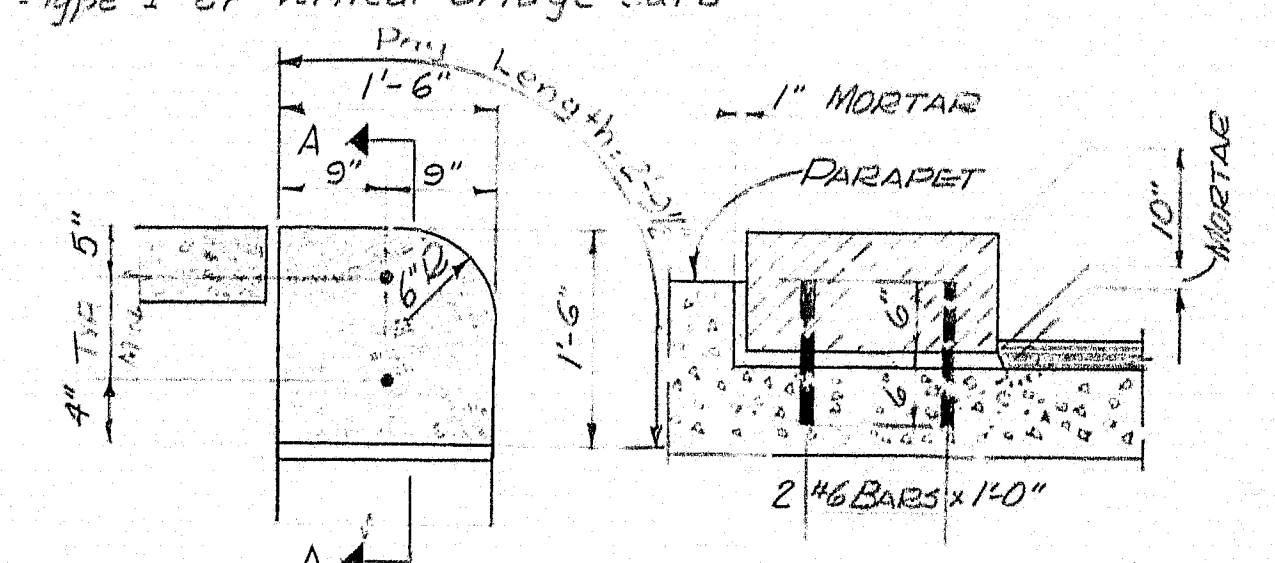
Provide a joint in the Granite Bridge Curb of each construction joint in the concrete curb and sidewalk.

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



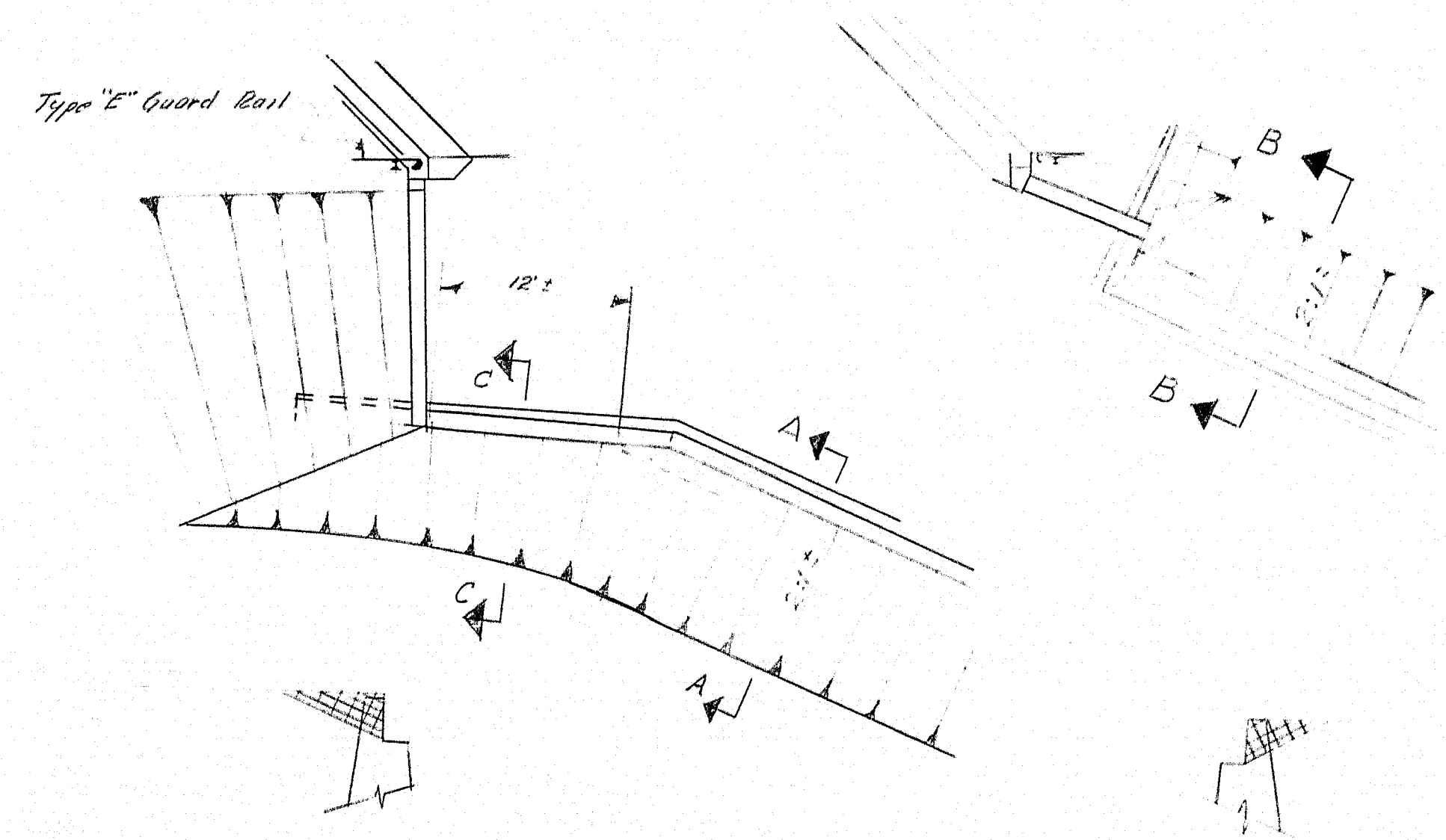
ELEVATION END VIEW

CONCRETE END POST DETAIL



SECTION A-A

NOTE: GROUT #6 BARS INTO STONE PLACING TO SETTING STONE ON BACKWALL. DRILL 1/4" HOLES TO FIT #6 BARS. PAYMENT FOR DRILLING AND FOR GRROUTING OF #6 BARS TO BE INCLUDED IN THE PRICE FOR ITEM 705-14, REINFORCING STEEL PLACING.



SECTION A-A

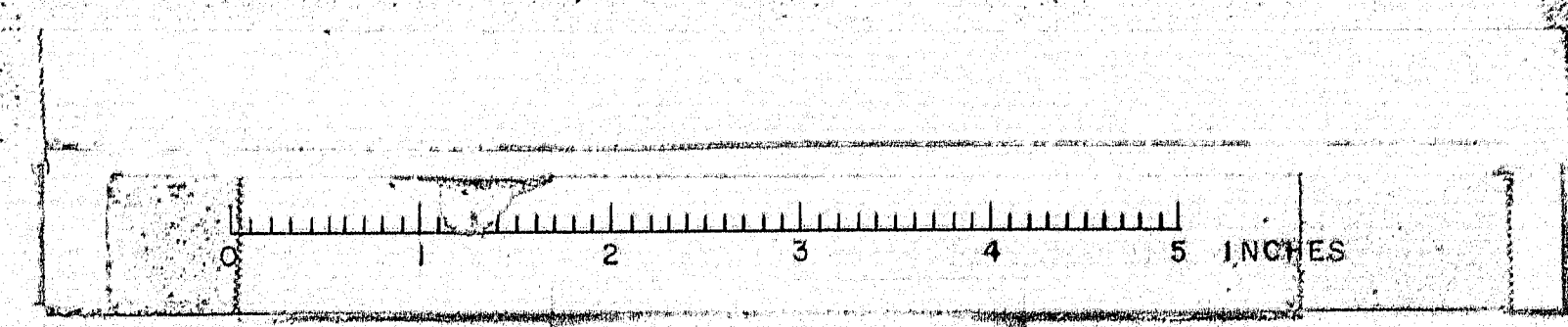
SECTION B-B

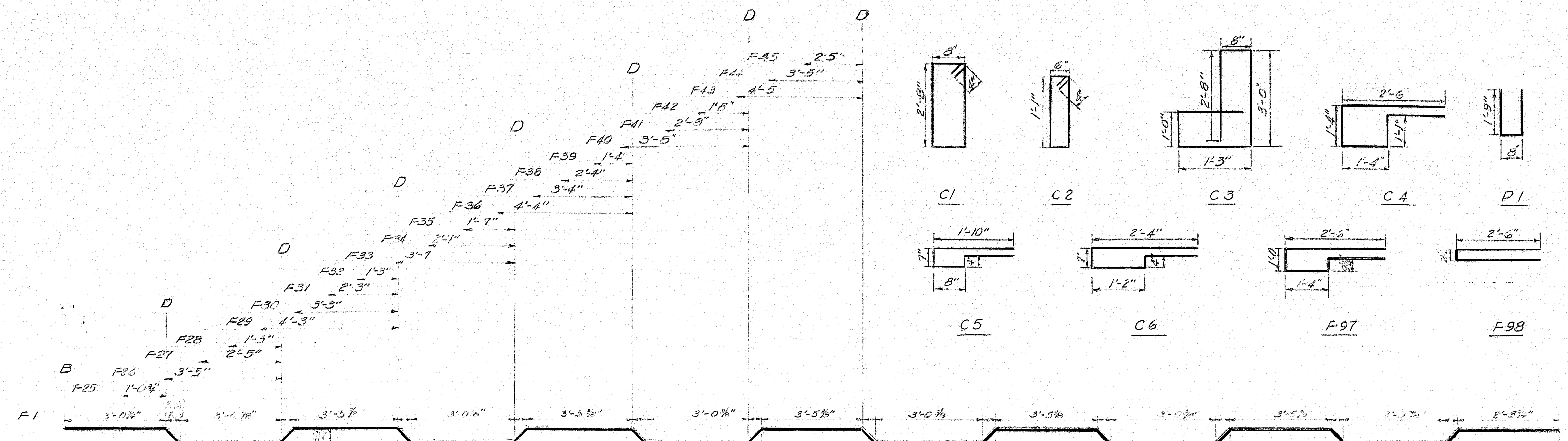
REMOVAL OF EXISTING STRUCTURES

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

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

DESIGN - THK TRACE - ROG & THK CHECK - Datan	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
PLEASANT STREET BRIDGE	
OVER	
LAKE PENNESSEEWASSEE OUTLET	
IN THE TOWN OF	
NORWAY	
OXFORD COUNTY	
BOTTOM OF SLAB ELEVATIONS & DETAILS	
SHEET 19 OF 20 AUGUSTA, MAINE DECEMBER 1963	





REINFORCING STEEL					SUPERSTRUCTURE				
MARK	SIZE	NO.	LENGTH	LOCATION	MARK	SIZE	NO.	LENGTH	LOCATION
BENT BARS					BENT BARS				
F1	5	6	44'-0"	DECK	F97	4	33	6'-10"	HAUNCH
F25		1	44'-0"		F98		3	5'-3"	"
F26			42'-10"		D1		12	4'-2"	END POSTS
F27			41'-10"		C1		39	7'-4"	CURB
F28			40'-10"		C2		47	3'-10"	
F29			39'-10"		C3		45	3'-0"	
F30			38'-10"		C4		7	7'-5"	
F31			37'-10"		C5	↑	14	4'-7"	
F32			36'-10"		C6	4	7	5'-7"	CURB
F33			35'-10"						
F34			34'-10"						
F35			33'-10"						
F36			32'-10"						
F37			31'-10"						
F38			30'-10"						
F39			29'-10"						
F40			28'-10"						
F41			27'-10"						
F42			26'-10"						
F43			25'-10"						
F44			24'-10"						
F45			23'-10"						
F46			22'-10"						
F47			21'-10"						
F48			20'-10"						
F49			19'-10"						
F50			18'-10"						
F51			17'-10"						
F52			16'-10"						
F53			15'-10"						
F54			14'-10"						
F55			13'-10"						
F56			12'-10"						
F57			11'-10"						
F58			10'-10"						
F59			9'-10"						
F60			8'-10"						
F61			7'-10"						
F62			6'-10"						
F63			5'-10"						
F64			4'-10"						
F65			3'-10"						
F66			2'-10"						
F67			1'-10"						
F68			0'-10"						
F69			0'-0"						
F70			0'-0"						
F71			0'-0"						
F72			0'-0"						
F73			0'-0"						
F74			0'-0"						
F75			0'-0"						
F76			0'-0"						
F77			0'-0"						
F78			0'-0"						
F79			0'-0"						
F80			0'-0"						
F81			0'-0"						
F82			0'-0"						
F83			0'-0"						
F84			0'-0"						
F85			0'-0"						
F86			0'-0"						
F87			0'-0"						
F88			0'-0"						
F89			0'-0"						
F90			0'-0"						
F91			0'-0"						
F92			0'-0"						
F93			0'-0"						
F94			0'-0"						
F95	↑	↑	43'-10"	↓	F68	6	4	13'-9"	↓
F96	5	1	44'-11"	DECK	F100	5	180	21'-6"	DECK
					F99	5	8	30'-11"	HAUNCH

SUPERSTRUCTURE			
MARK	SIZE	NO.	LENGTH
STRAIGHT BARS			
F69	6	4	12'-9"
F70			11'-9"
F71			10'-9"
F72			9'-9"
F73			8'-9"
F74	6		7'-9"
F75	5		21'-3"
F76			20'-3"
F77			19'-3"
F78			18'-3"
F79			17'-3"
F80			16'-3"
F81			15'-3"
F82			14'-3"
F83			13'-3"
F84			12'-3"
F85			11'-3"
F86			10'-3"
F87			9'-3"
F88			8'-3"
F89	5	36	7'-3"

SUPERSTRUCTURE			
MARK	SIZE	NO.	LENGTH
STRAIGHT BARS			
S1	4	16	22'-0"
S2		12	15'-6"
S3		8	14'-0"
S4		20	18'-3"
S5		124	7'-2"
S6	4	38	6'-0"
S7	6	5	10'-6"
S8	6	4	7'-6"
D2	4	16	11'-8"
AP1	4	80	30'-6"
AP2	6	170	14'-8"

- NOTE: 1. THE LENGTHS OF THE BARS MARKED F25 TO F45 INCLUDE THE DIMENSIONS FROM POINT A TO THE APPROPRIATE POINT D PLUS THE EXTENSION BEYOND POINT D AS SHOWN. THE LENGTHS OF THE BARS MARKED F46 TO F96 INCLUDE DIMENSIONS FROM POINT B TO THE APPROPRIATE POINT D' PLUS THE EXTENSION BEYOND POINT D' AS SHOWN.
2. DIMENSIONS ARE TO C OF BARS.
3. ALL BARS ARE TO BE OF INTERMEDIATE GRADE STEEL. F3 = 20,000 P.S.I.

DESIGN- JFM
TRACE- JFM
CHECK- JFM

BRIDGE NO. 100
SURVEY- PLOT- 100

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PLEASANT STREET BRIDGE

OVER
LAKE PENNESSEEWASSEE OUTLET
IN THE TOWN OF
NORWAY
OXFORD COUNTY

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