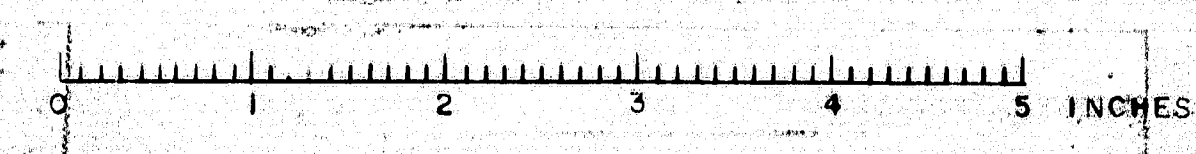
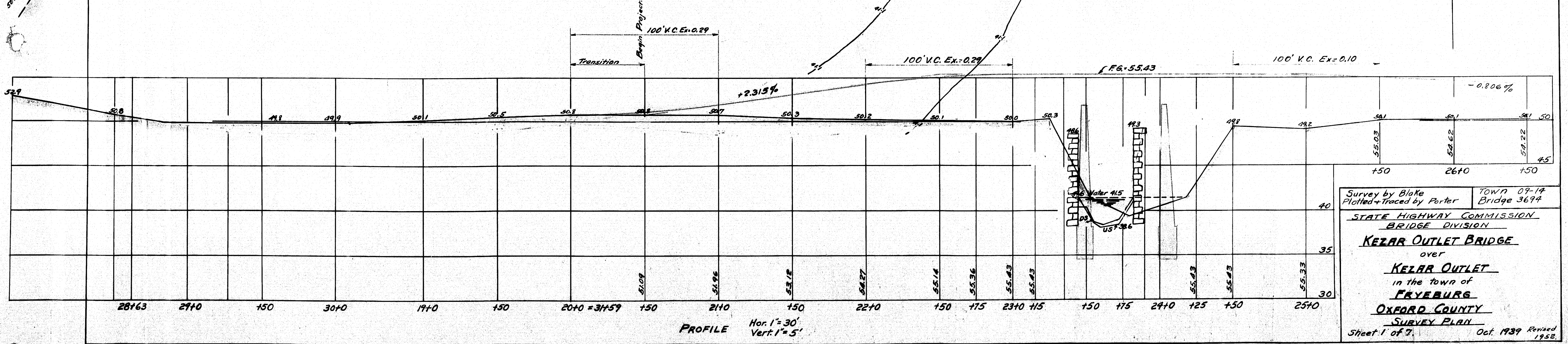
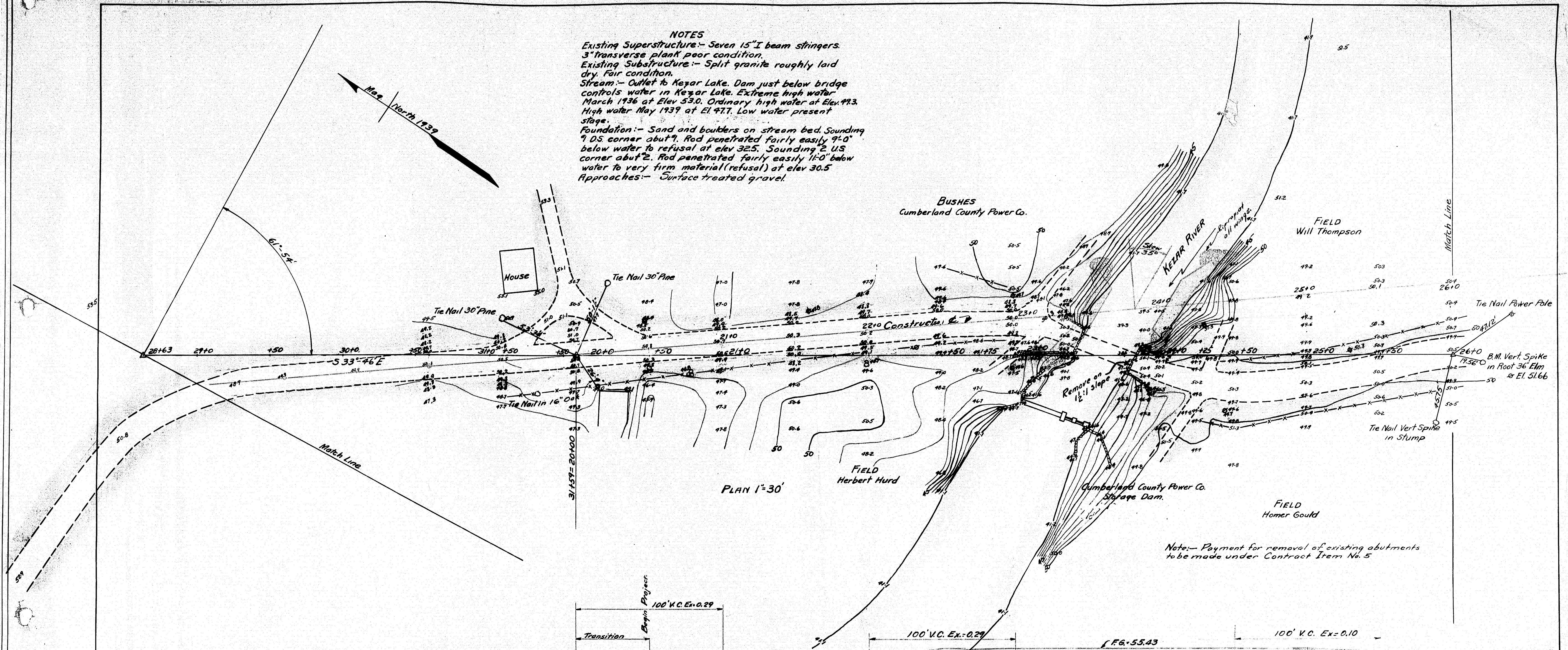
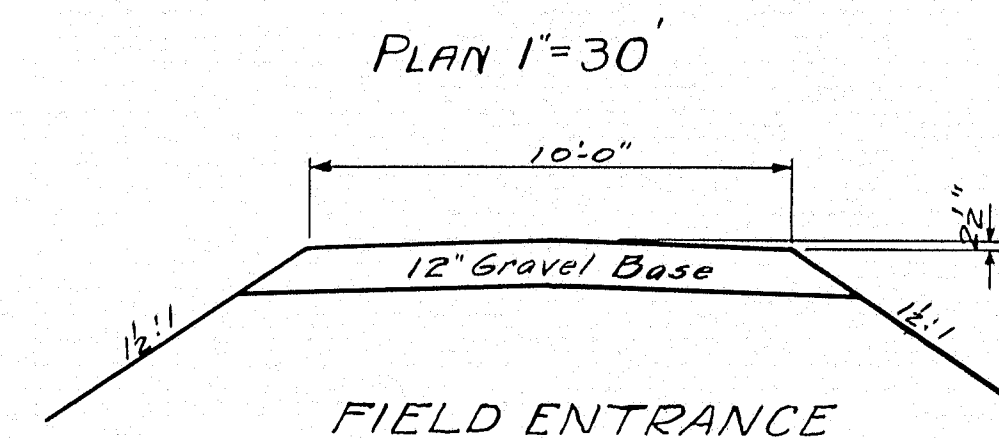
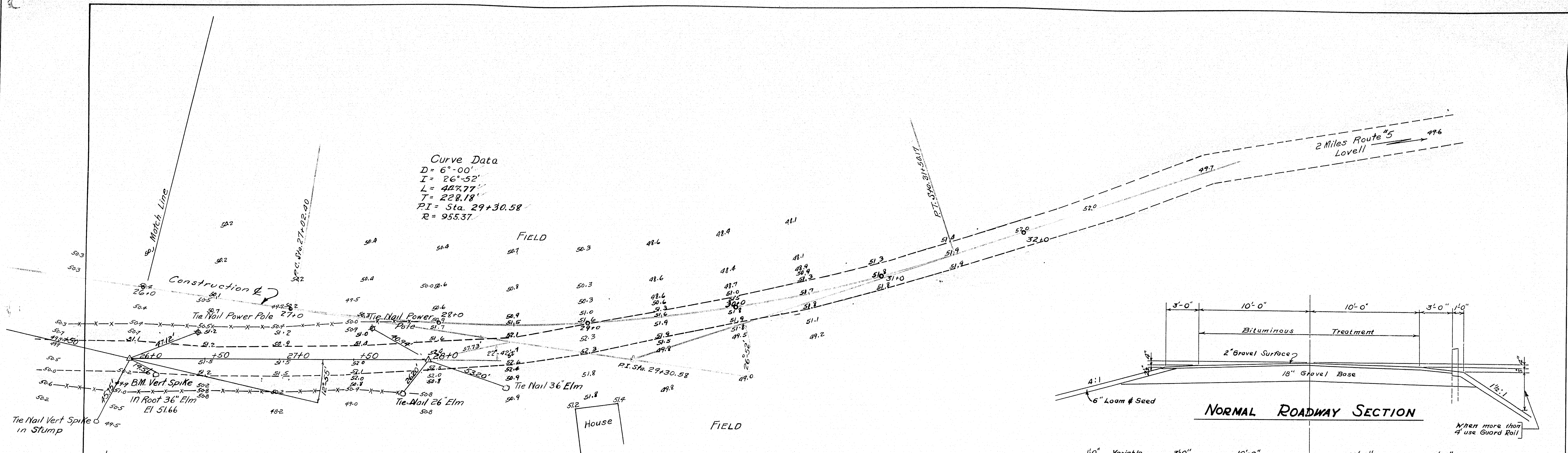


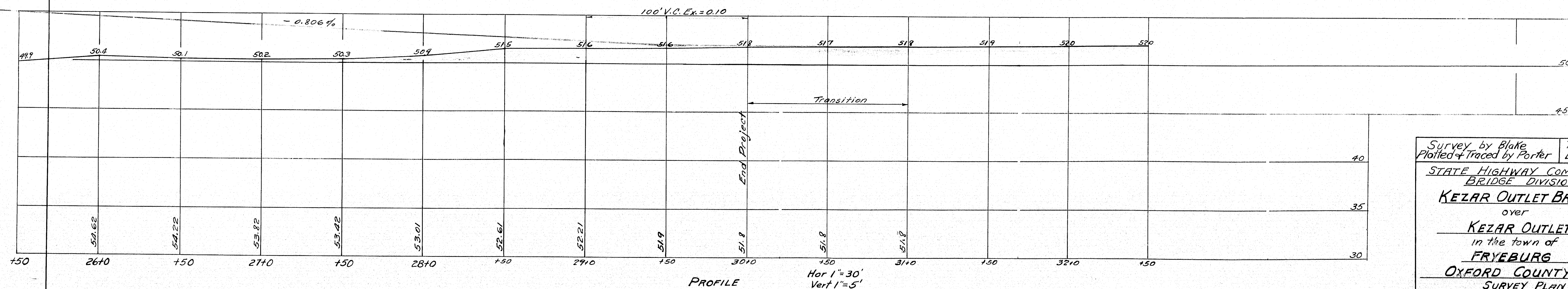
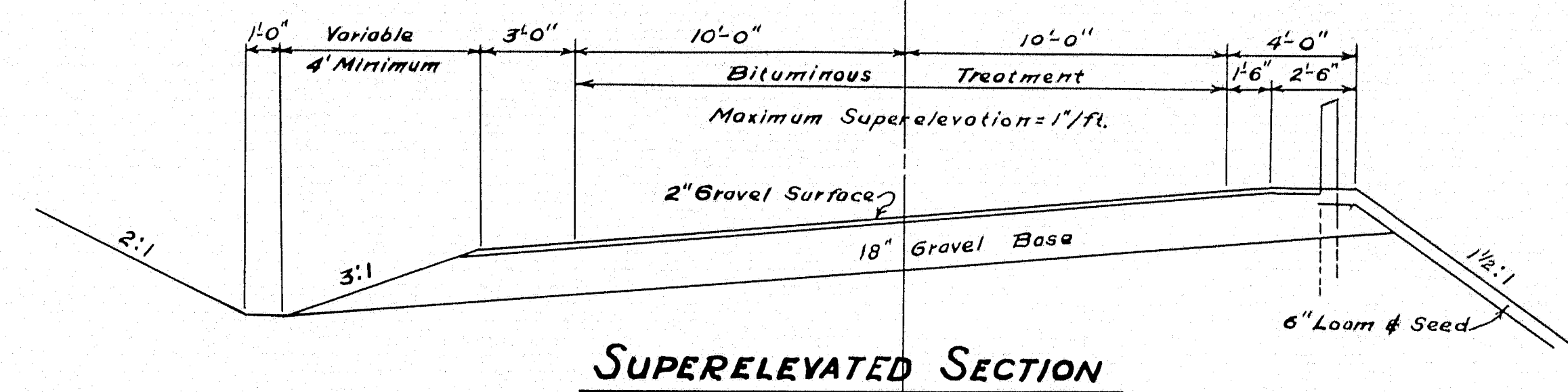
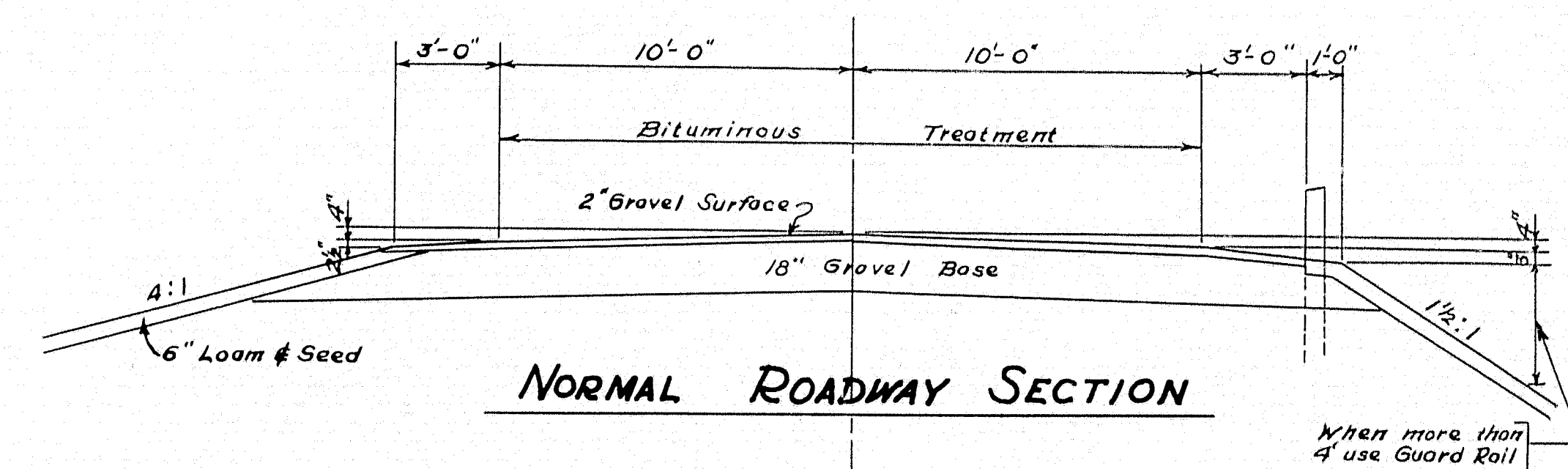
NOTES
 Existing Superstructure:— Seven 15" I beam stringers.
 3" transverse plank poor condition.
 Existing Substructure:— Split granite roughly laid
 dry. Fair condition.
 Stream:— Outlet to Kezar Lake. Dam just below bridge
 controls water in Kezar Lake. Extreme high water
 March 1936 at Elev 53.0. Ordinary high water at Elev 49.3.
 High water May 1939 at El. 47.7. Low water present
 stage.
 Foundation:— Sand and boulders on stream bed. Sounding
 1 DS corner about 7'. Rod penetrated fairly easily 9'-0"
 below water to refusal at elev 32.5. Sounding 2 US
 corner about 2'. Rod penetrated fairly easily 11'-0" below
 water to very firm material (refusal) at elev 30.5
 Approaches:— Surface treated gravel.



Curve Data
 $D = 6^{\circ}-00'$
 $L = 26^{\circ}-52'$
 $L = 447.77'$
 $T = 228.18'$
 $PI = Sta. 29+30.58$
 $R = 955.37'$

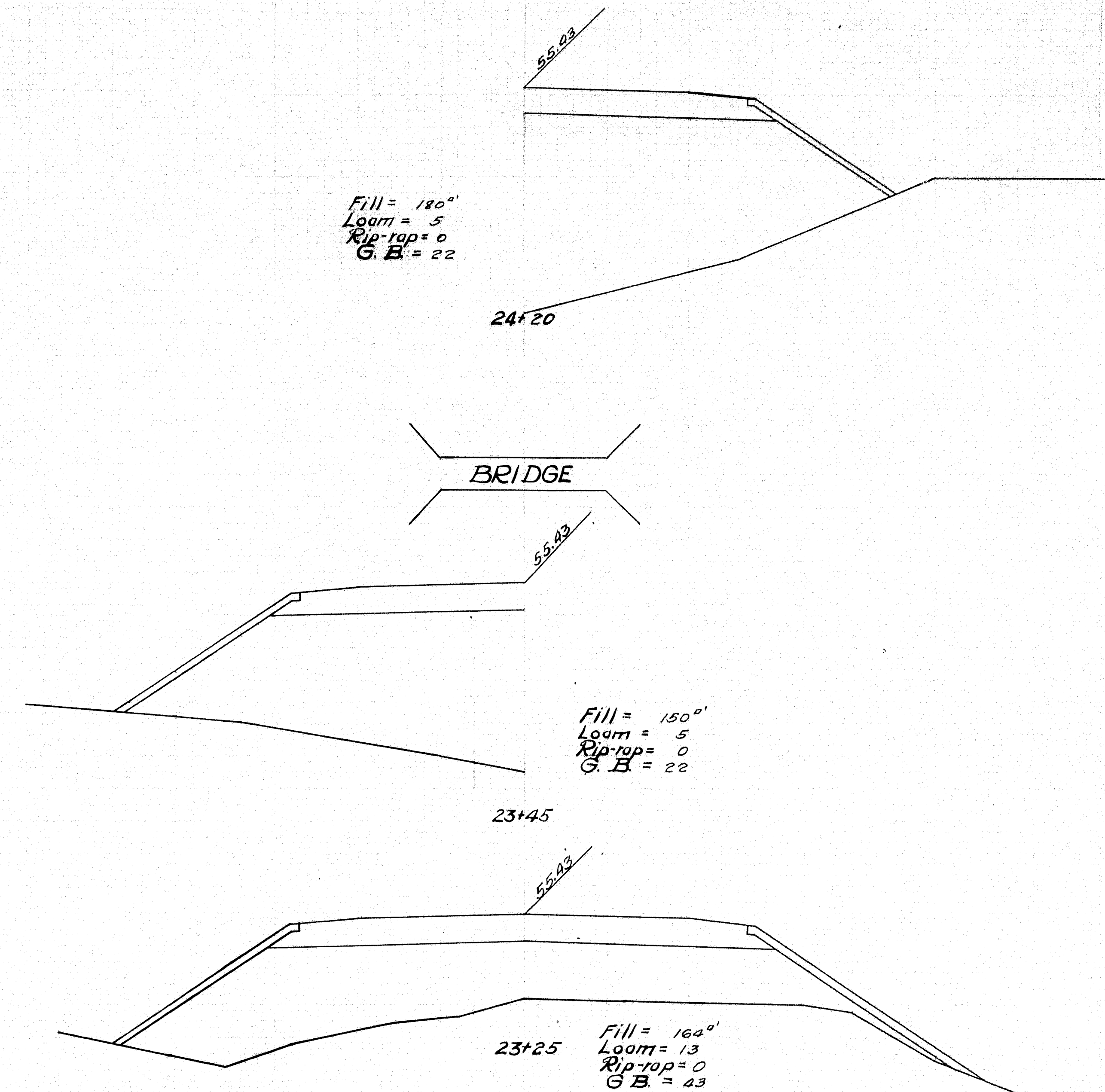
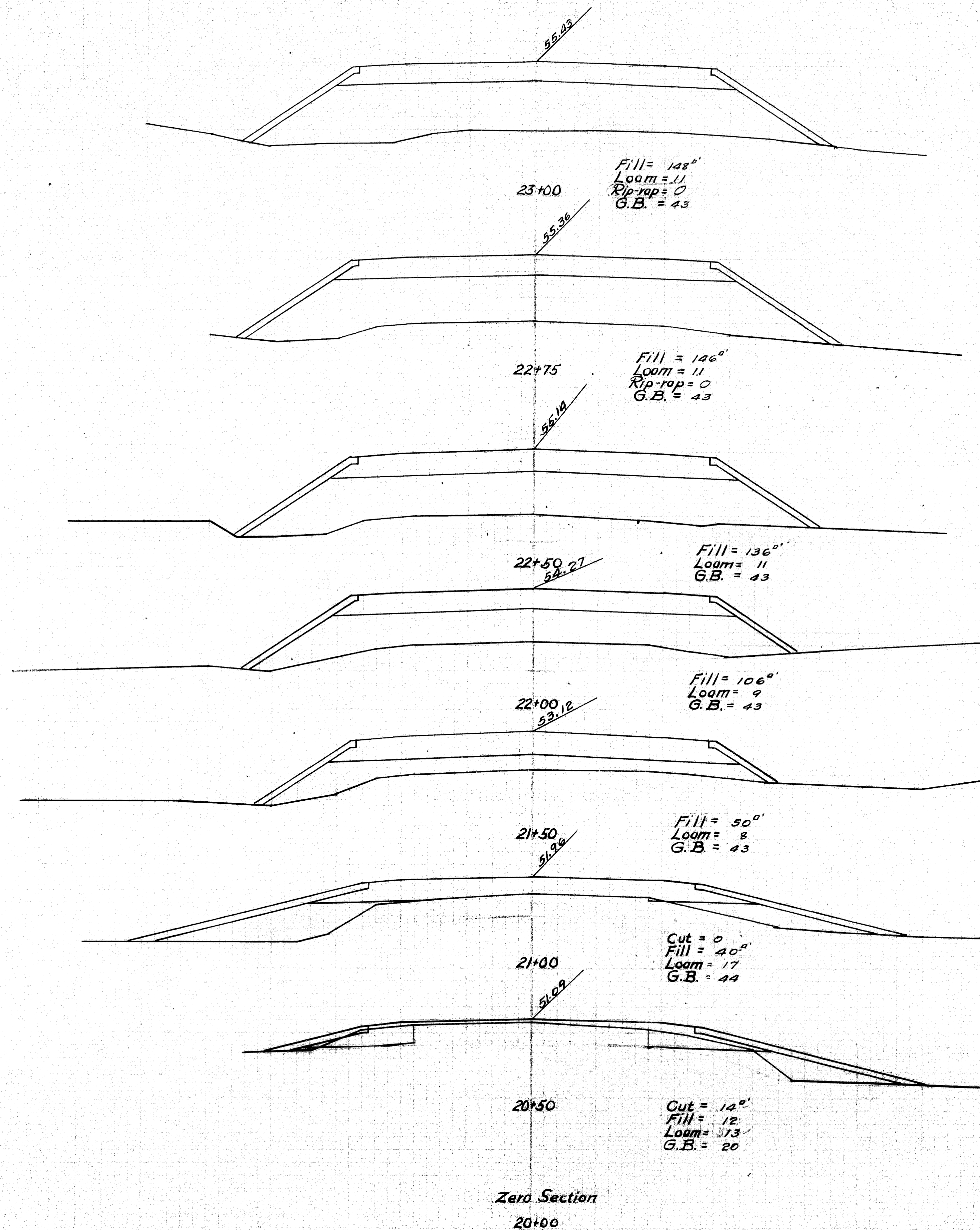


Field entrances to be constructed as required. Relocate, if feasible, where there will be a minimum difference between the new grade and the field grade. Use a maximum grade of 15%.



Survey by Blake
 Plotted & Traced by Porter
 Town 09-14
 Bridge 3694
 STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
 KEZAR OUTLET BRIDGE
 over
 KEZAR OUTLET
 in the town of
 FRYEBURG
 OXFORD COUNTY
 SURVEY PLAN
 Sheet 2 of 7
 Oct. 1939 Revised 1952

Construction
 $\frac{1}{2}$

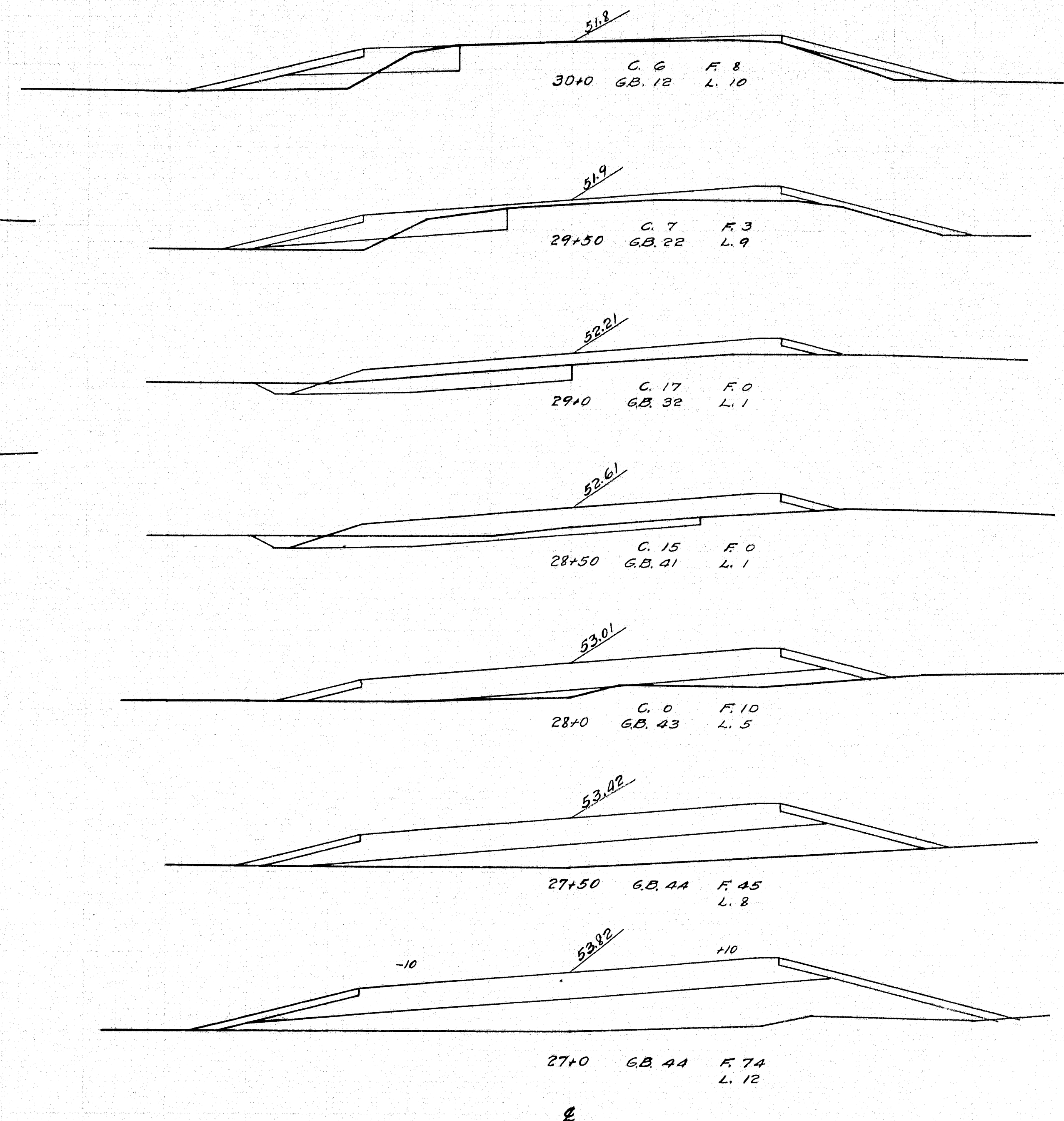
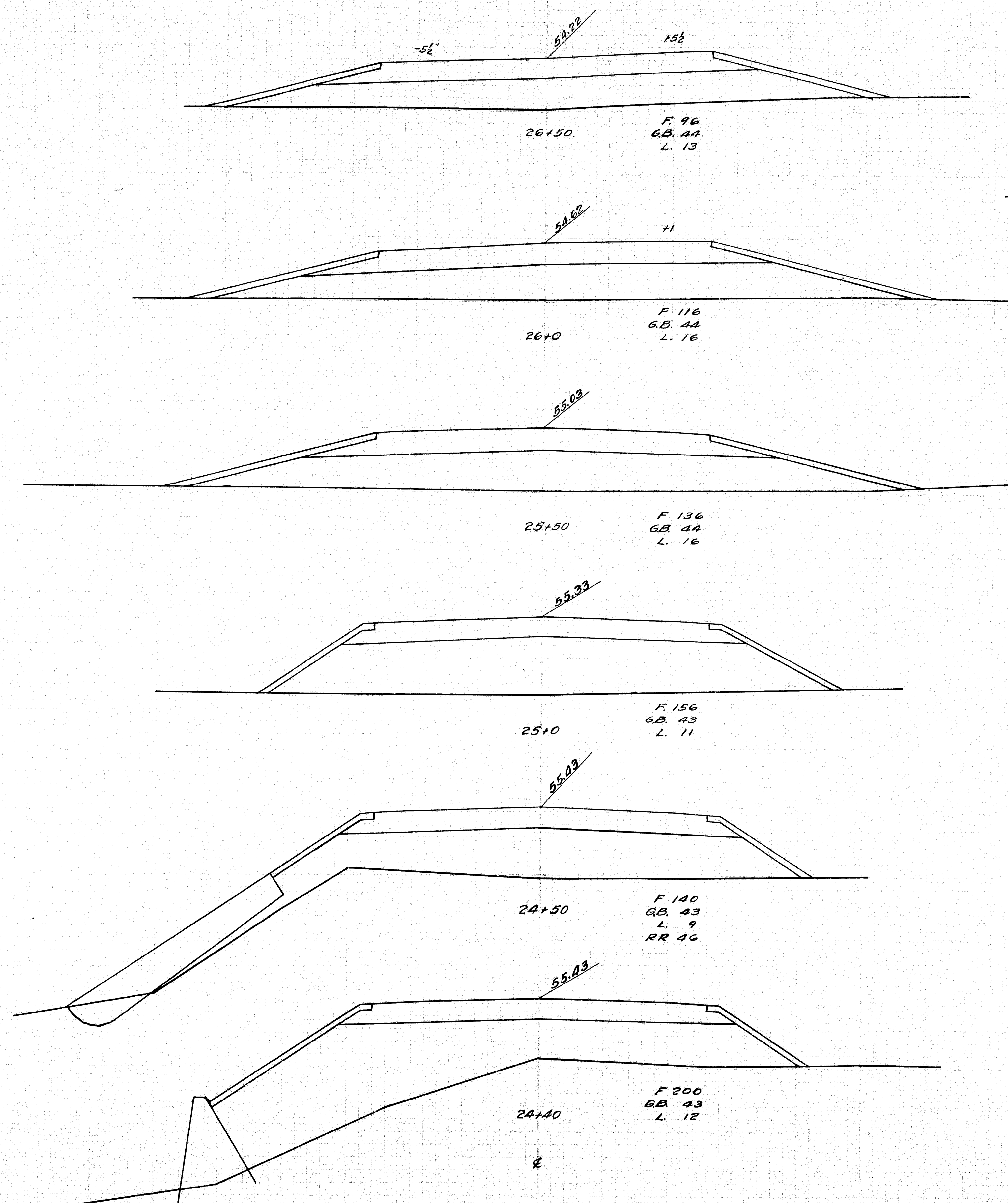


Do not excavate for gravel base where
 existing material is suitable.

PLOT - MORRISON		BRIDGE-3694
TRACE - MORRISON		
CHECK - G.W.S.		
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
KEZAR OUTLET BRIDGE OVER		
KEZAR OUTLET IN THE TOWN OF		
FRYEBURG		
OXFORD COUNTY		
CROSS SECTIONS		
SHEET 3 OF 7	AUGUSTA, MAINE	MAR. 1952

57-3

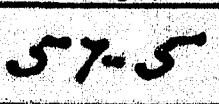
0 1 2 3 4 5 INCHES

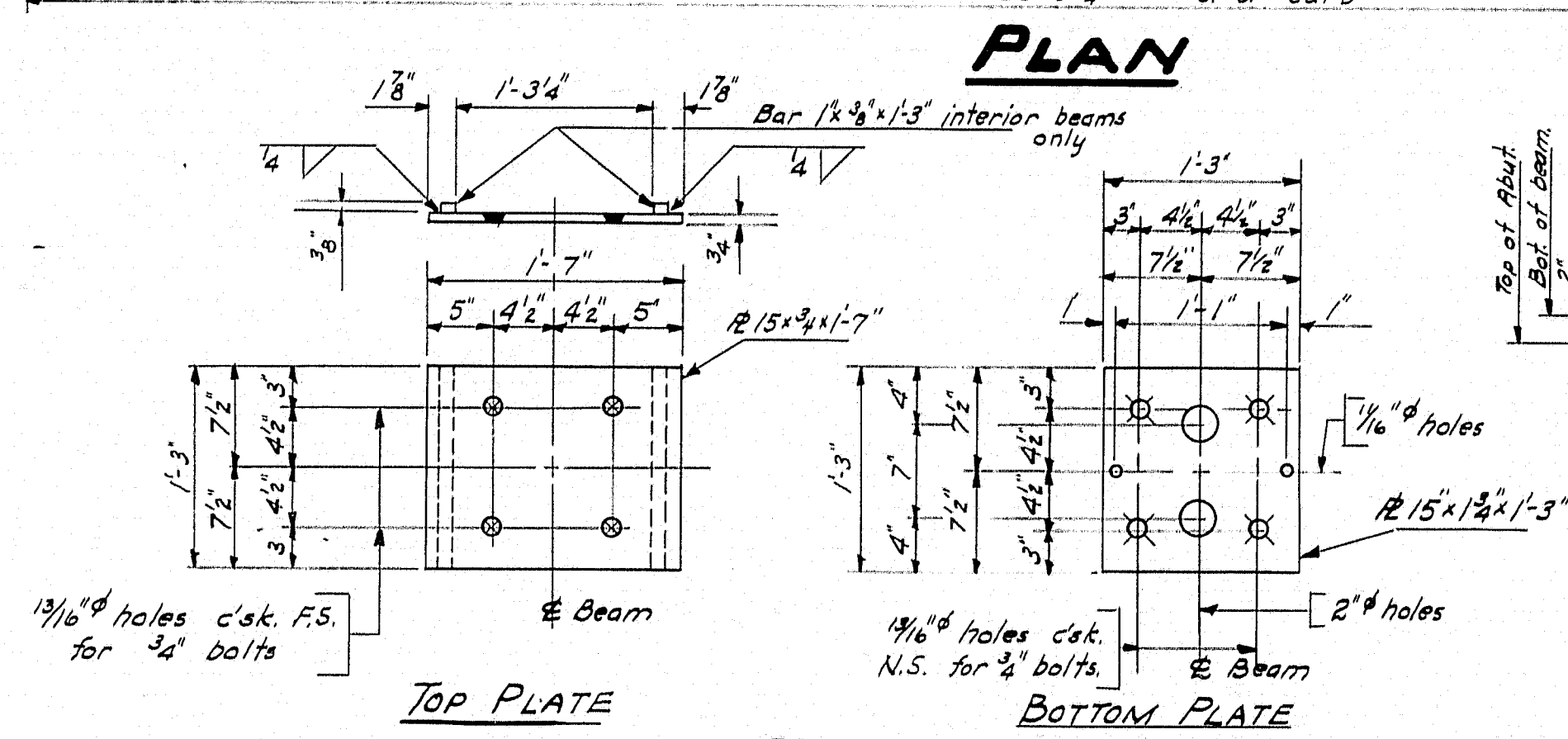
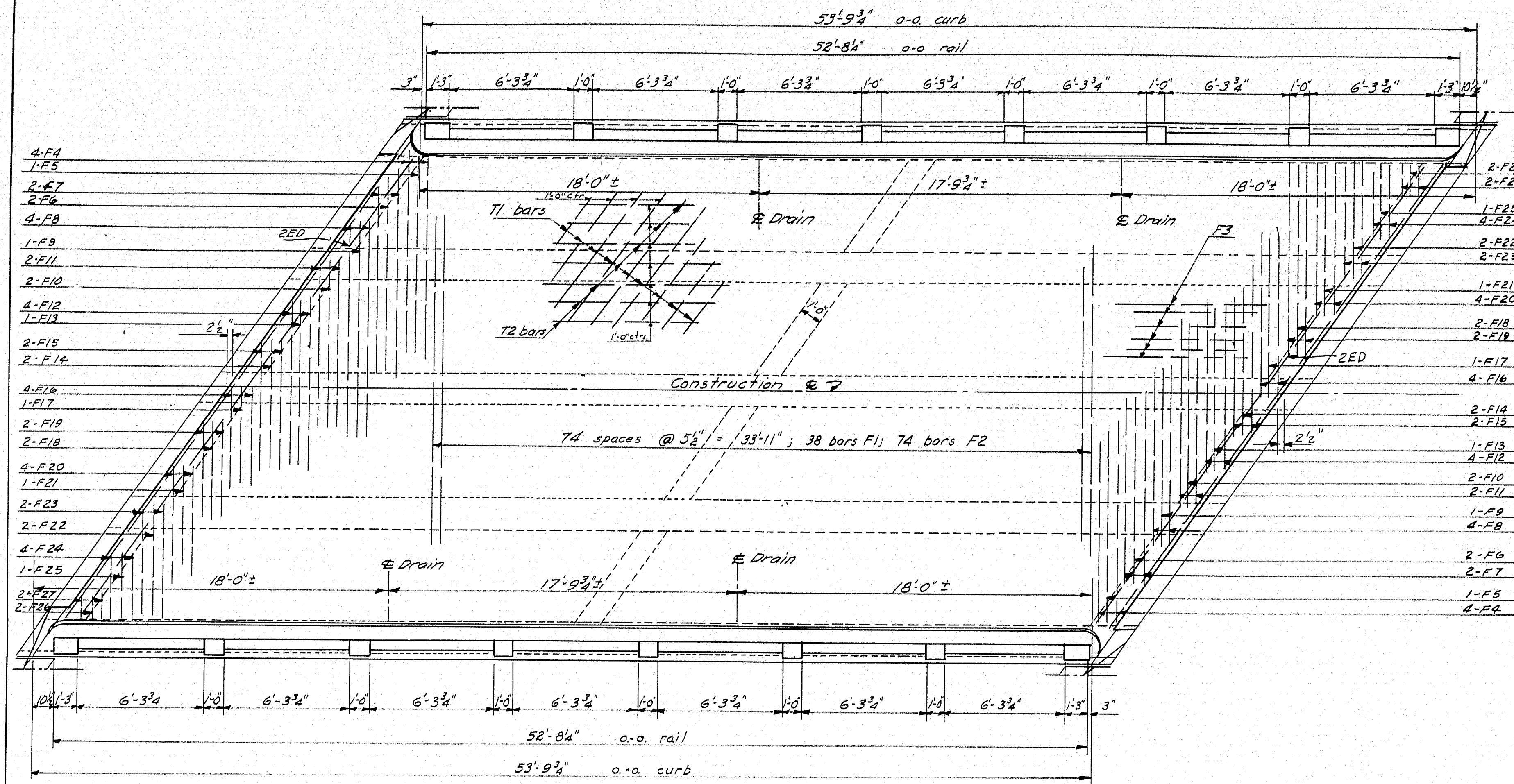


PLOT - ALLEN	BRIDGE - 3694
CHECK - <i>Risse</i>	
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
KEZAR OUTLET BRIDGE	
OVER	
KEZAR OUTLET	
IN THE TOWN OF	
FRYEBURG	
OXFORD COUNTY	
CROSS SECTIONS	
SHEET 4 OF 7	AUGUSTA, MAINE MAY 1952

57.4

0 1 2 3 4 5 INCHES

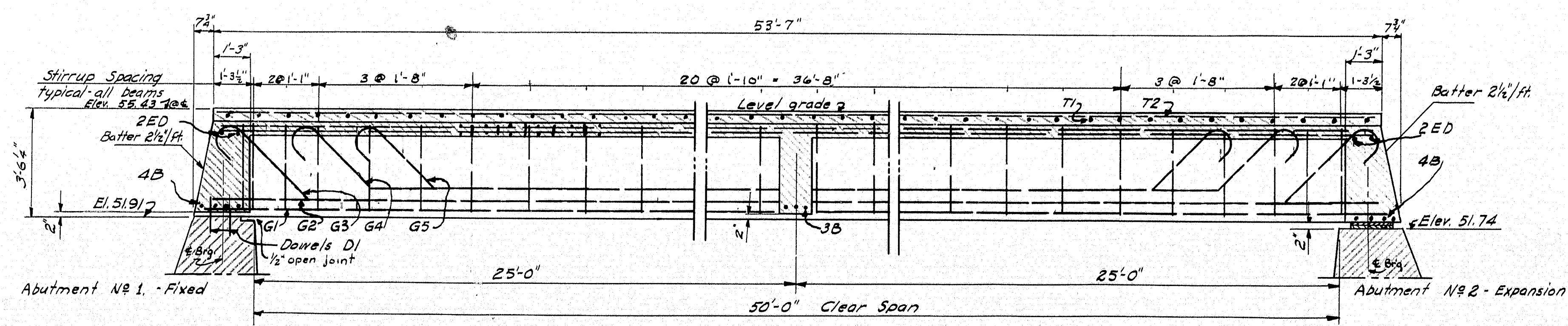




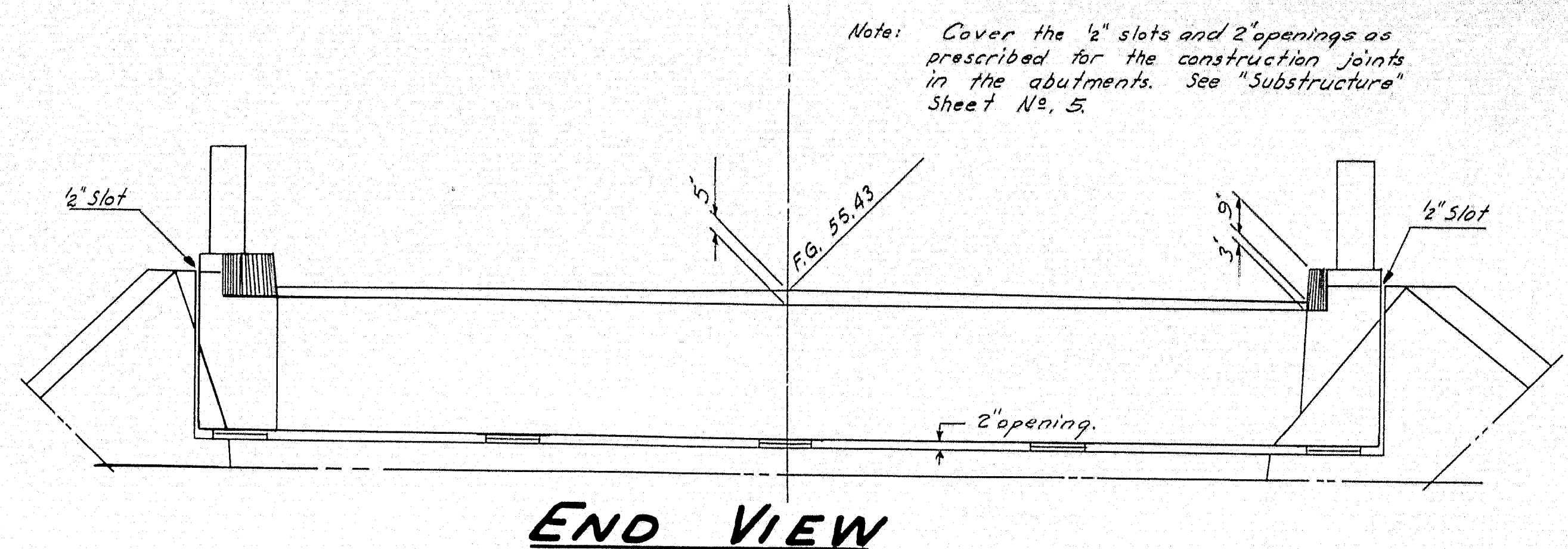
REQUIRED

- 5 Steel I2s. 15' x 1 1/4" x 1'-7"
- 5 " " 15' x 1 1/4" x 1'-3"
- 5 Lead Sheets 15' x 15' x 8' x 10'
- 6 Steel I2s. 1' x 8' x 1'-3"
- 40 bolts 3/4" x 1'-0" thread full length, csk. head & hex. nut.

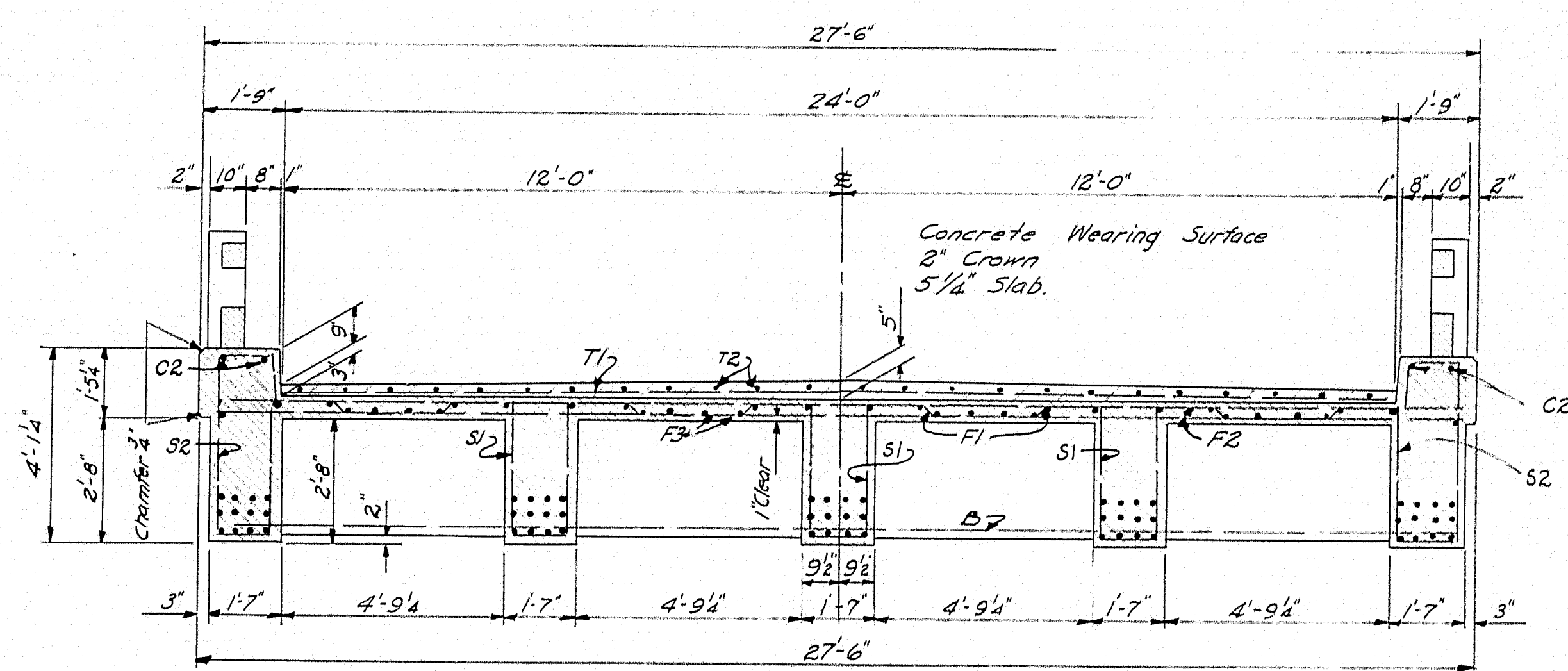
Note: Bottom plates to be set 1/2" into abutment. Lead sheet between top and bottom plates. The bolts are to be shop assembled to the plates and heads ground, if necessary, to provide smooth surfaces. The 1' x 8' x 1'-3" bar to be provided for the 3 interior beams only.



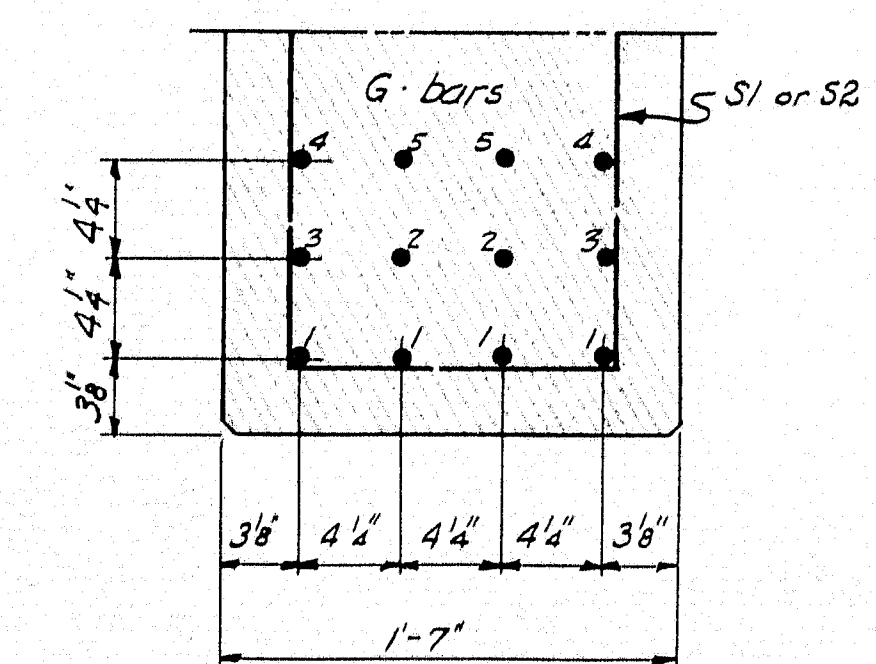
LONGITUDINAL SECTION AT E



END VIEW



SECTION AT TRANSVERSE E



GIRDER SECTION

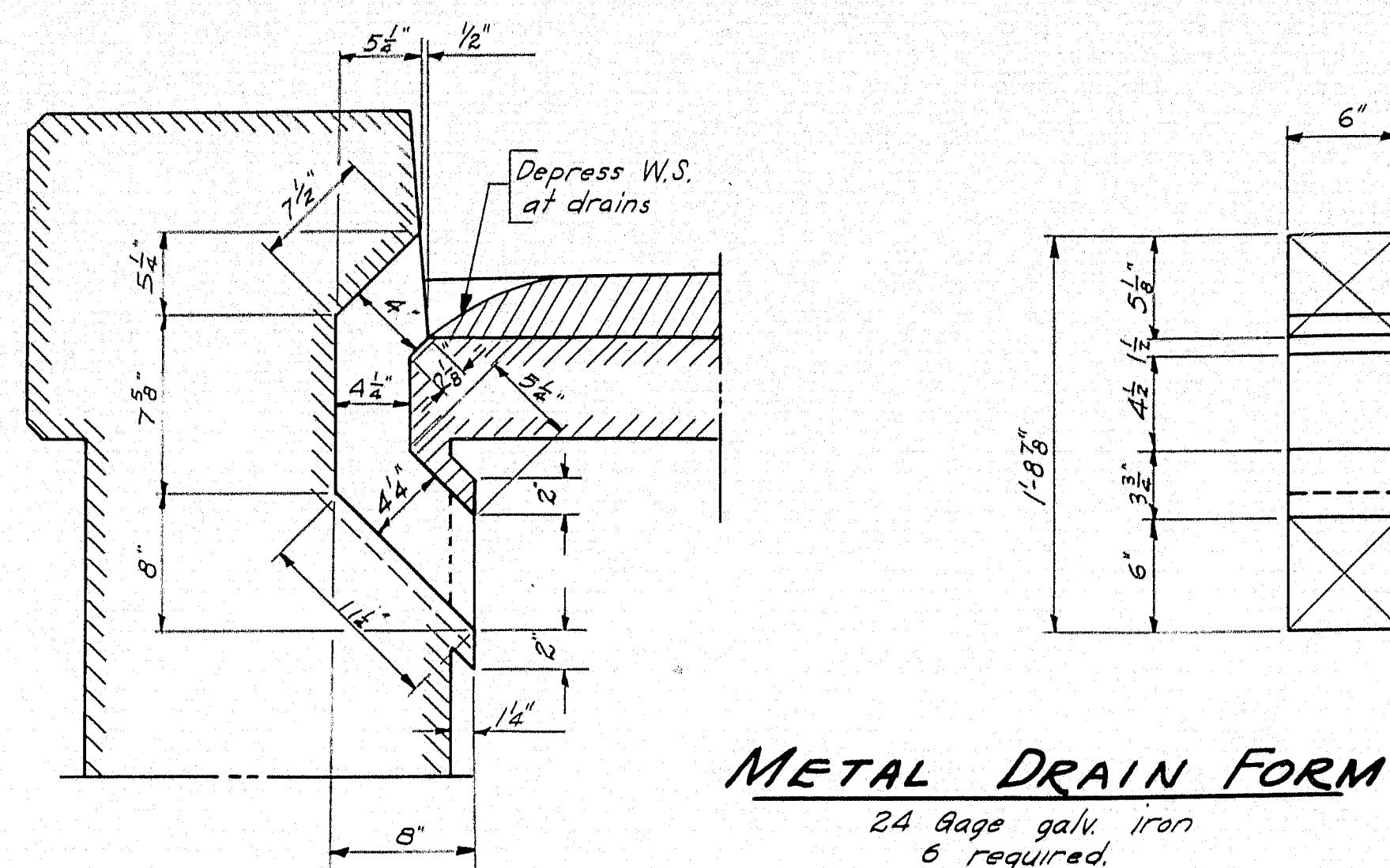
DESIGN DATA

- Loading - H-15-44
- f_c - 20,000 psi
- f_s - 1200 psi
- n - 10

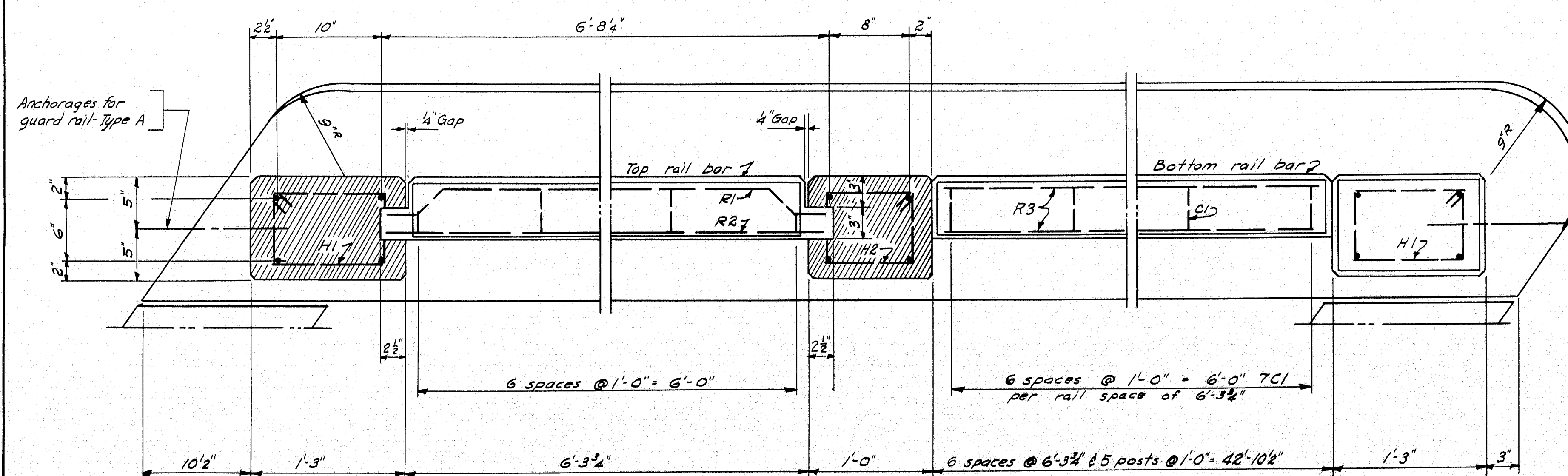
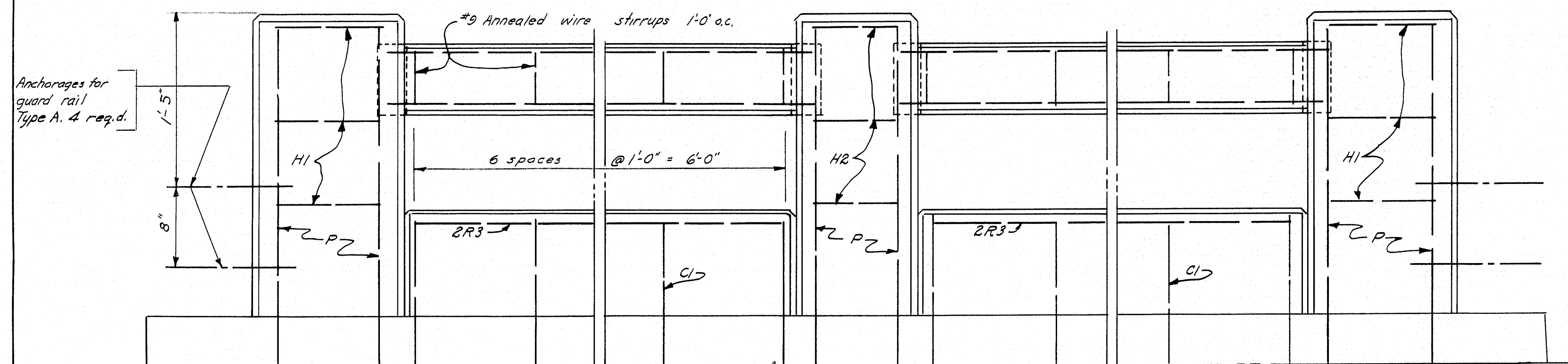
CONCRETE CLASSIFICATION

- Abutments - Class B
- Slab & Beams - Class A
- Wearing Surface - Class A-A
- Rail - Class Y

DESIGN & TRACE - ELLIS
CHECK - GWS
BRIDGE - 3694
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
KEZAR OUTLET BRIDGE
OVER
KEZAR OUTLET
IN THE TOWN OF
FRYEBURG
OXFORD COUNTY
SUPERSTRUCTURE
SHEET 6 OF 7 AUGUSTA, MAINE MARCH 1952



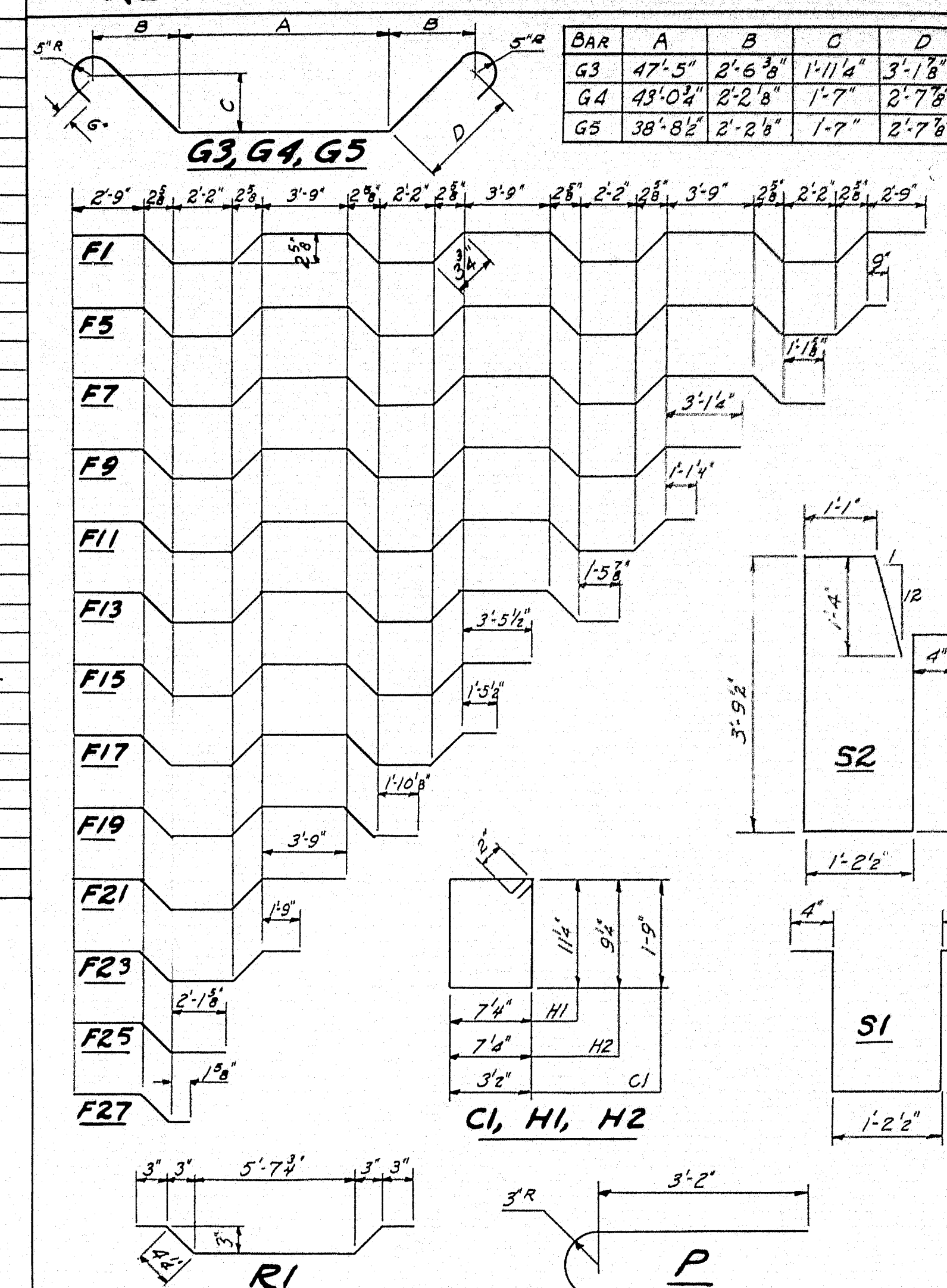
METAL DRAIN FORM
24 gage galv. iron
6 required.



RAIL POST AND BAR DETAIL

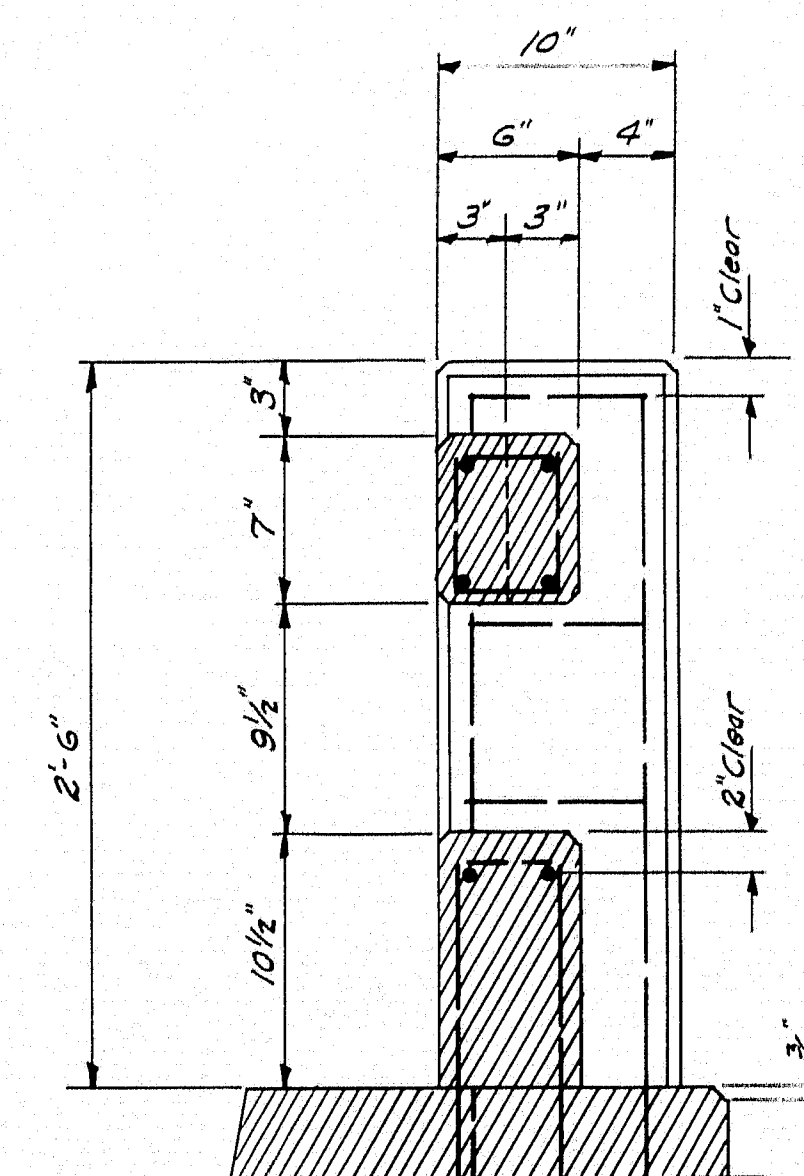
STRAIGHT BARS				
Mark	Size	Req'd	Length	Location
B	#6	11	32'-4"	Diaphragms
D1	#6	12	1'-6"	Abutments
ED	#4	4	32'-4"	Ends of slab
F2	#5	74	27'-0"	Slab
F3	#4	34	53'-2"	"
F4	#5	8	25'-2"	"
F6	#5	4	23'-2"	"
F8	#5	8	21'-2"	"
F10	#5	4	19'-2"	"
F12	#5	8	17'-2"	"
F14	#5	4	15'-2"	"
F16	#5	8	13'-2"	"
F18	#5	4	11'-2"	"
F20	#5	8	9'-2"	"
F22	#5	4	7'-2"	"
F24	#5	8	5'-2"	"
F26	#5	4	3'-2"	"
K	#6	52	8'-0"	Abutments
C2	#4	4	5'-6"	Curbs
G1	#11	20	54'-6"	Beams
G2	#11	10	54'-4"	Beams
R2	#4	28	6'-8"	Top rail bar
R3	#4	28	6'-0"	Bottom rail bar
T1	#3	54	28'-8"	Wearing surface
T2	#3	24	53'-4"	"

REINFORCING STEEL SCHEDULE



6 bars are to be of intermediate grade steel. Dimensions are to & of steel.
All reinforcing steel shall conform to A.S.T.M. specifications A305-49.

BENT BARS				
Mark	Size	Req'd	Length	Location
G3	#11	10	57'-4"	Beams
G4	#11	10	52'-0"	"
G5	#11	10	47'-8"	"
F1	#5	38	27'-11"	Slab
F5	#5	2	25'-11"	"
F7	#5	4	23'-10"	"
F9	#5	2	21'-9"	"
F11	#5	4	19'-9"	"
F13	#5	2	17'-8"	"
F15	#5	4	15'-7"	"
F17	#5	2	13'-7"	"
F19	#5	4	11'-6"	"
F21	#5	2	9'-4"	"
F23	#5	4	7'-4"	"
F25	#5	2	5'-3"	"
F27	#5	4	3'-3"	"



The bottom bar is to be cast in place. The top bar is to be precast and set in position so that the ends project into the post form 2 1/4". Wrap the tongue ends with 2 layers of heavy roofing. One inch minimum clearance for all steel in rail and bars unless otherwise noted. Wire stirrups for top rail bars shall be constructed in the field from #9 annealed wire. In forming the stirrups take a complete turn around each reinforcing bar. Chamfer all exposed edges of concrete 1/2" unless otherwise noted. The curb is to be cast with the slab. Stirrups C1 and bars P are to be in position before the slab is cast.

DESIGN & TRACE - ELLIS
CHECK - G.W.S.
BRIDGE - 3694
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
KEZAR OUTLET BRIDGE
OVER
KEZAR OUTLET
IN THE TOWN OF
FRYBURG
OXFORD COUNTY
REINFORCING STEEL AND RAIL DETAILS
SHEET 7 OF 7 AUGUSTA, MAINE MARCH 1952