

STATE OF MAINE
STATE HIGHWAY COMMISSION

— —

DENSMORE ROAD BRIDGE

OVER

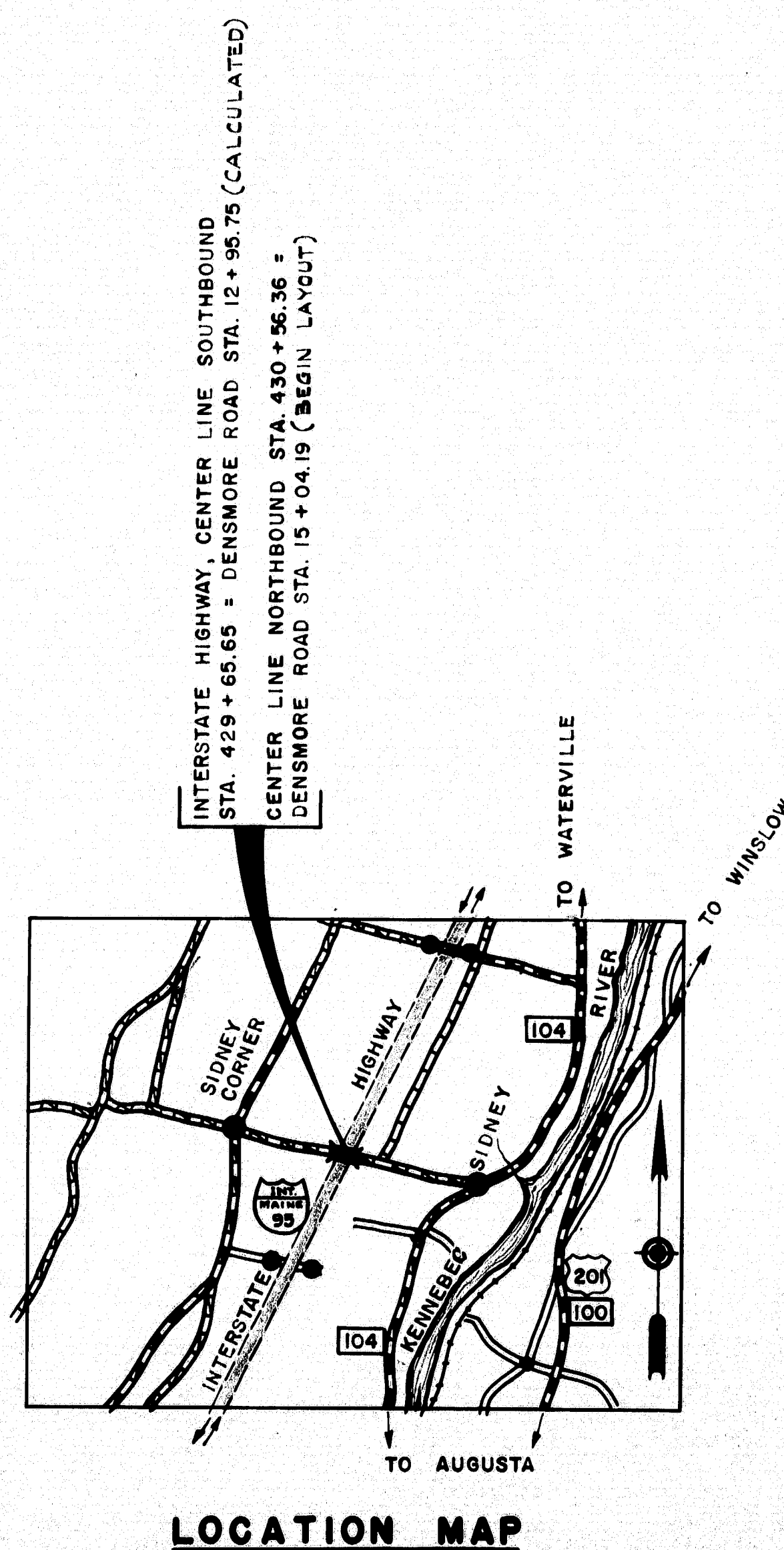
INTERSTATE HIGHWAY

IN THE TOWN OF

SIDNEY

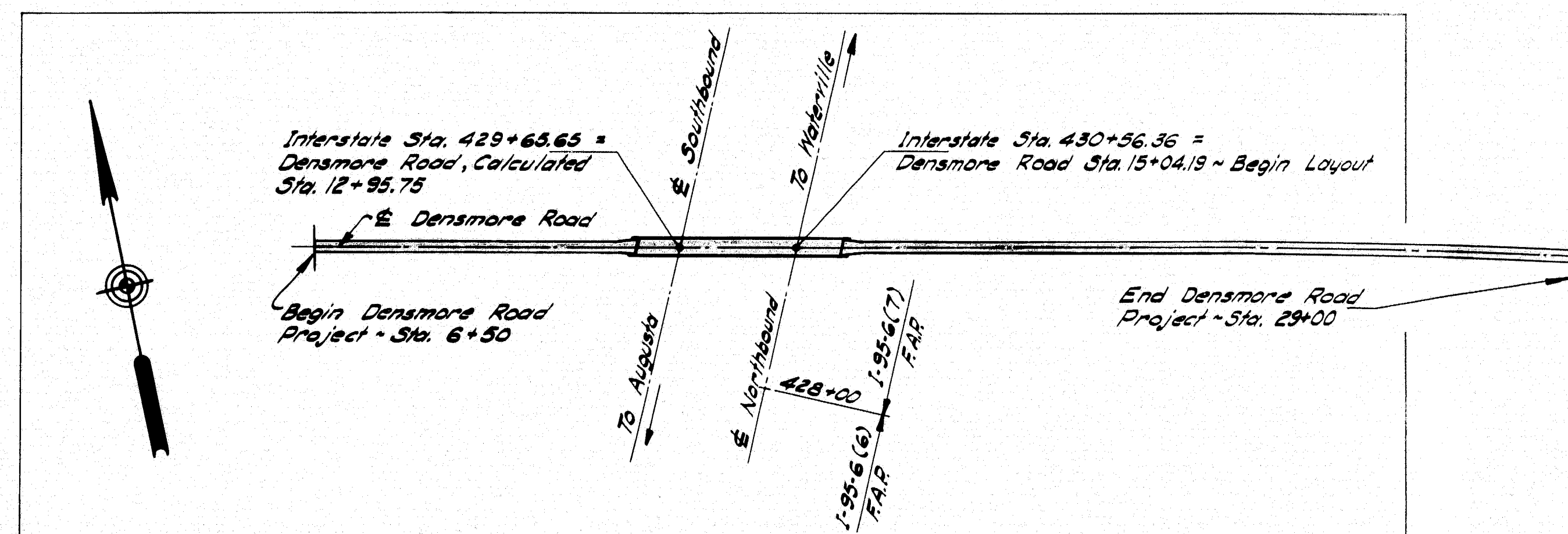
KENNEBEC COUNTY

FEDERAL AID PROJECT NO. I-95-6(12)111



TRAFFIC

A.D.T. 1960	= 50
A.D.T. 1980	= 68
D.H.V.	= 10
T	= 15 %
D	= 50 %
V	= 45 m.p.h.



INDEX OF SHEETS	
1	TITLE SHEET
2-3	PLAN AND PROFILE
4	FOUNDATION SURVEY
5	GENERAL PLAN & ELEVATION
6-10 B	CROSS SECTIONS
11	ABUTMENT NO. 1
12	ABUTMENT NO. 2
13	PIERS 1 & 2
14	PIERS 3-4-5
15-16-17	STRUCTURAL STEEL
18	SUPERSTRUCTURE
19	SUPERSTRUCTURE - SLAB DETAILS
20	APPROACH SLAB, REINF. STEEL, RAIL & DRAIN DETAIL
21-22	STANDARD DETAILS

APPROVED:
MAINE STATE HIGHWAY COMMISSION

David H. Stearns
CHAIRMAN

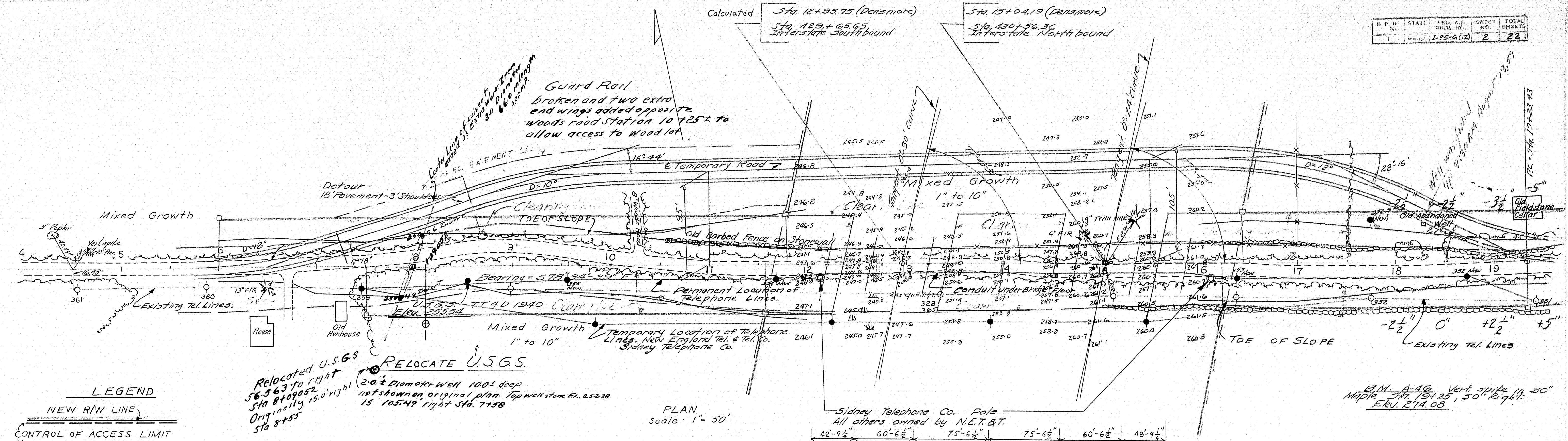
Leon Wilkerson
CHIEF ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION I

APPROVED:

DIVISION ENGINEER DATE

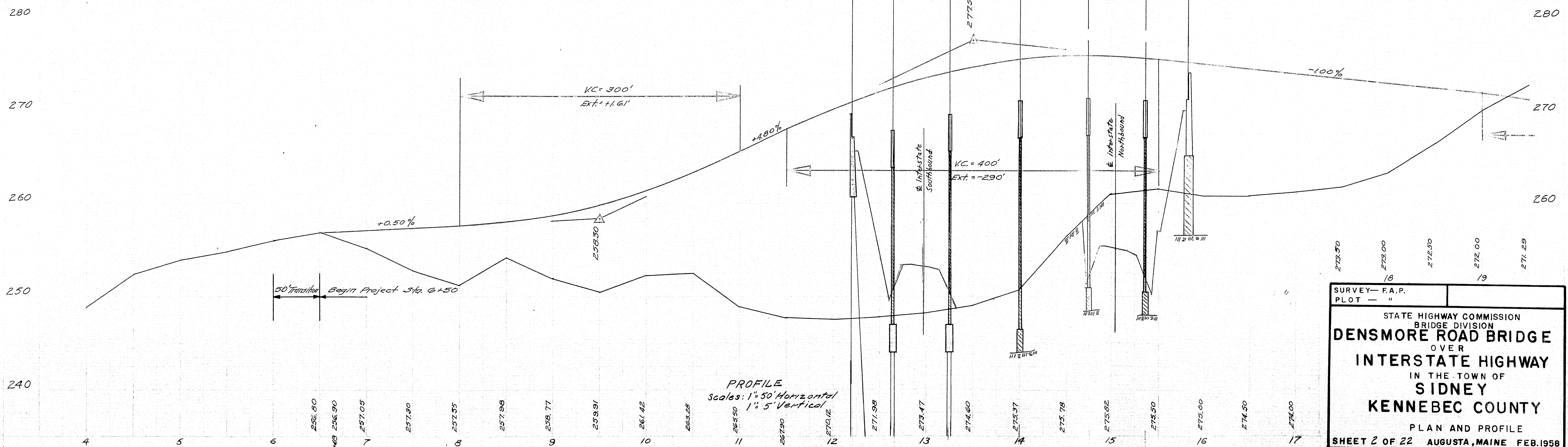
DATE	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
1-15-61	MAINE	1-15-61	2	22



LEGEND
 NEW R/W LINE
 CONTROL OF ACCESS LIMIT

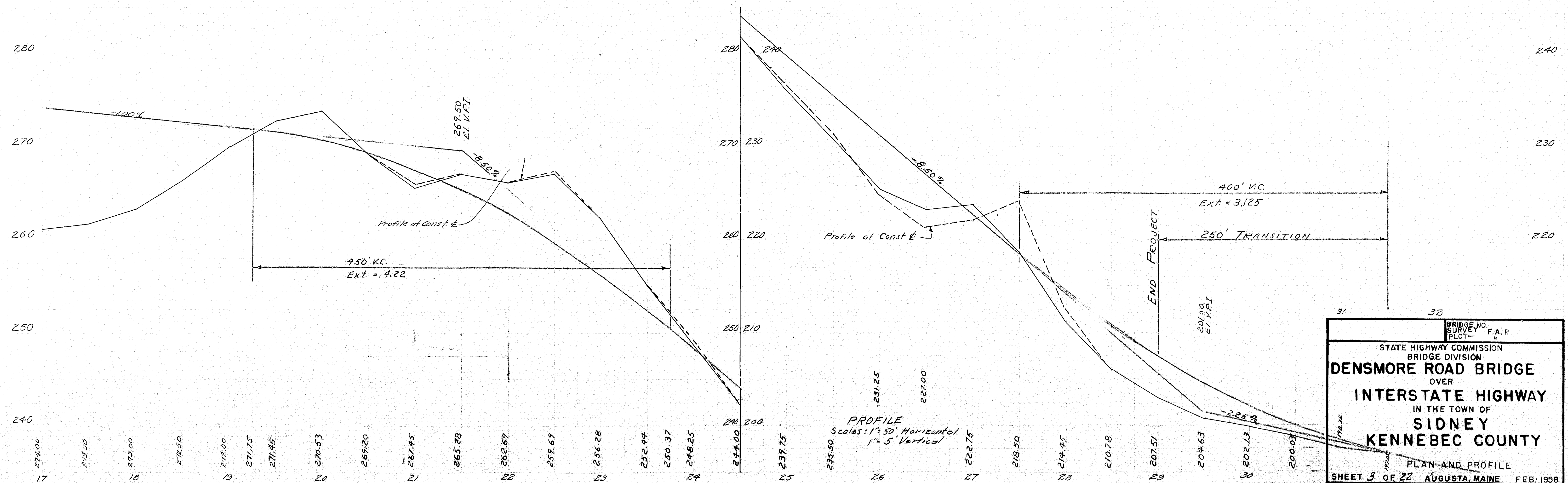
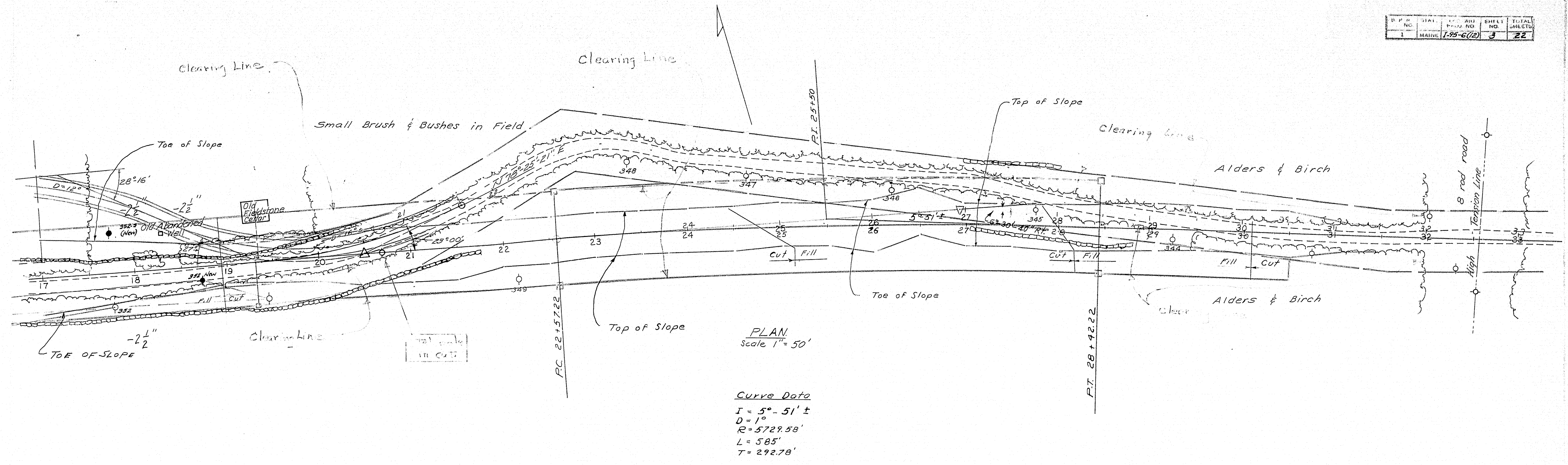
RELOCATE U.S.G.S
 Relocated U.S.G.S 56+563 to right Sta. 8+09052
 Originally 15.0' right Sta. 8+55
 2.0' Diameter Well 100' deep not shown on original plan. Top well station El. 252.38
 15 105.49' right Sta. 7+58

PLAN
 Scale: 1" = 50'



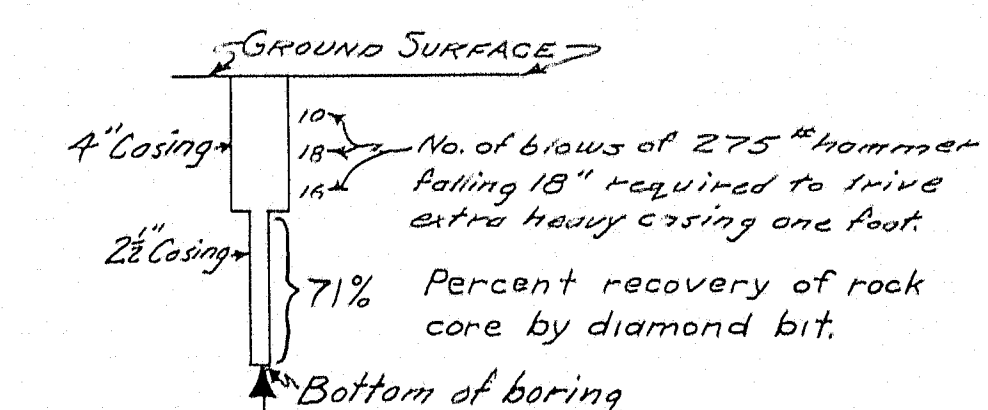
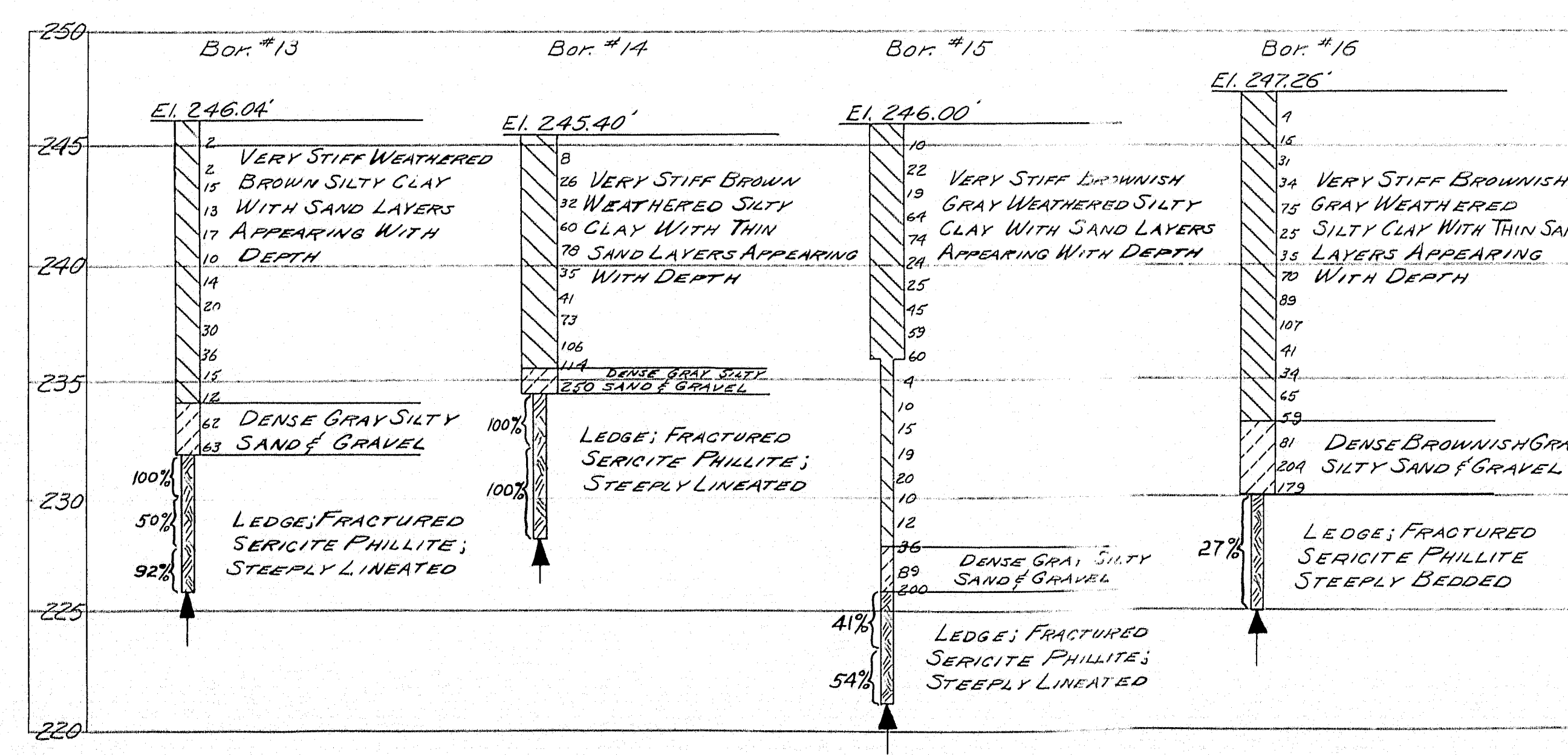
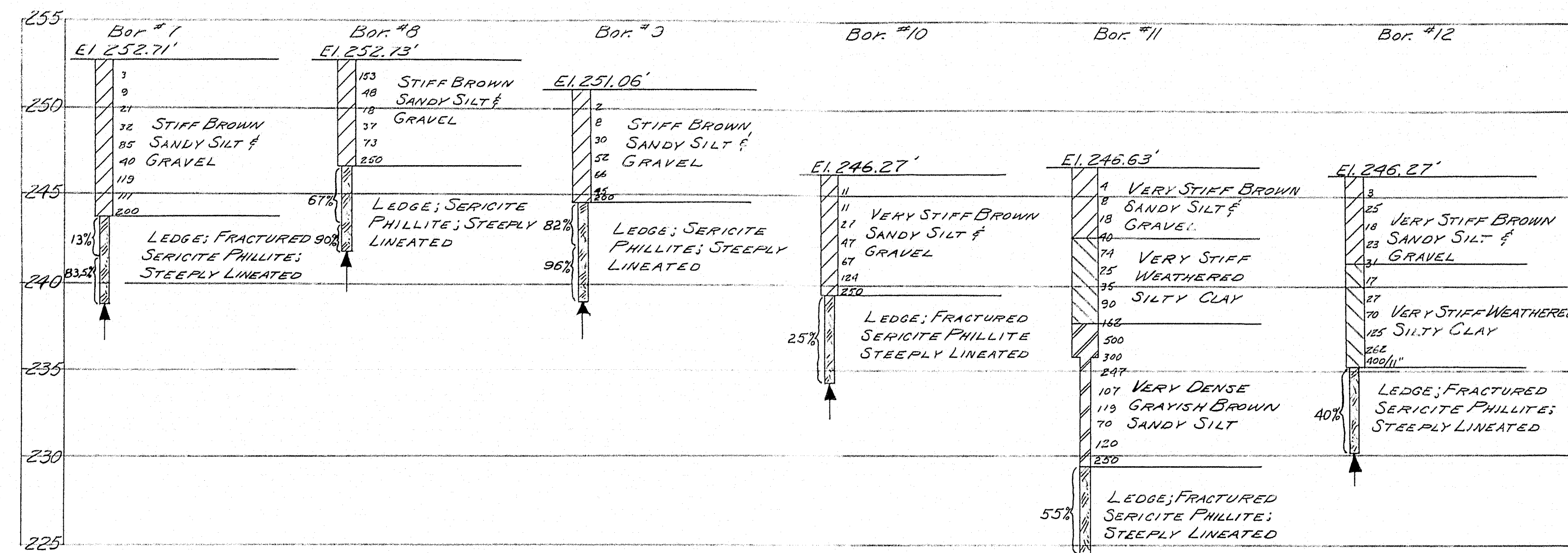
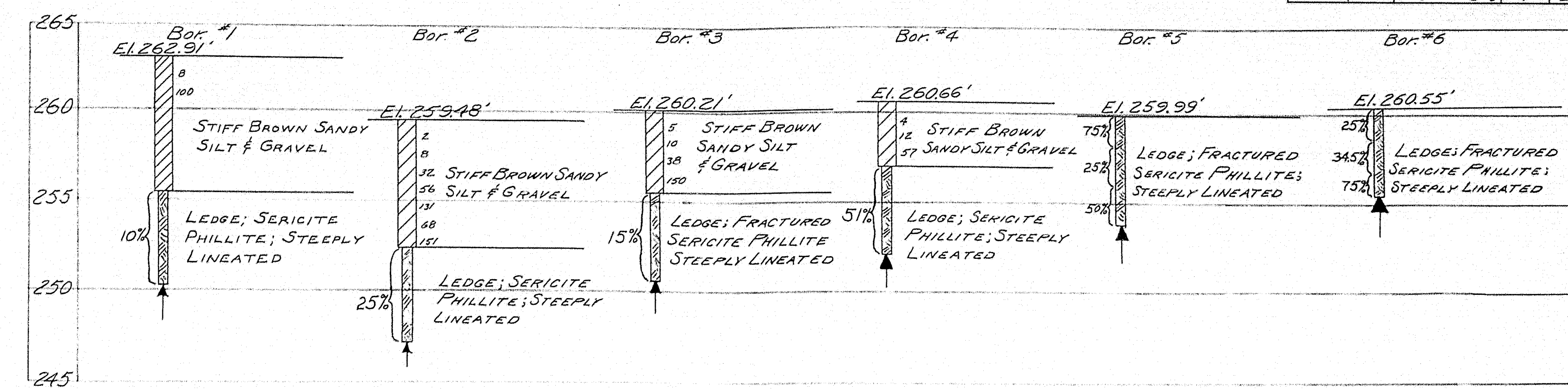
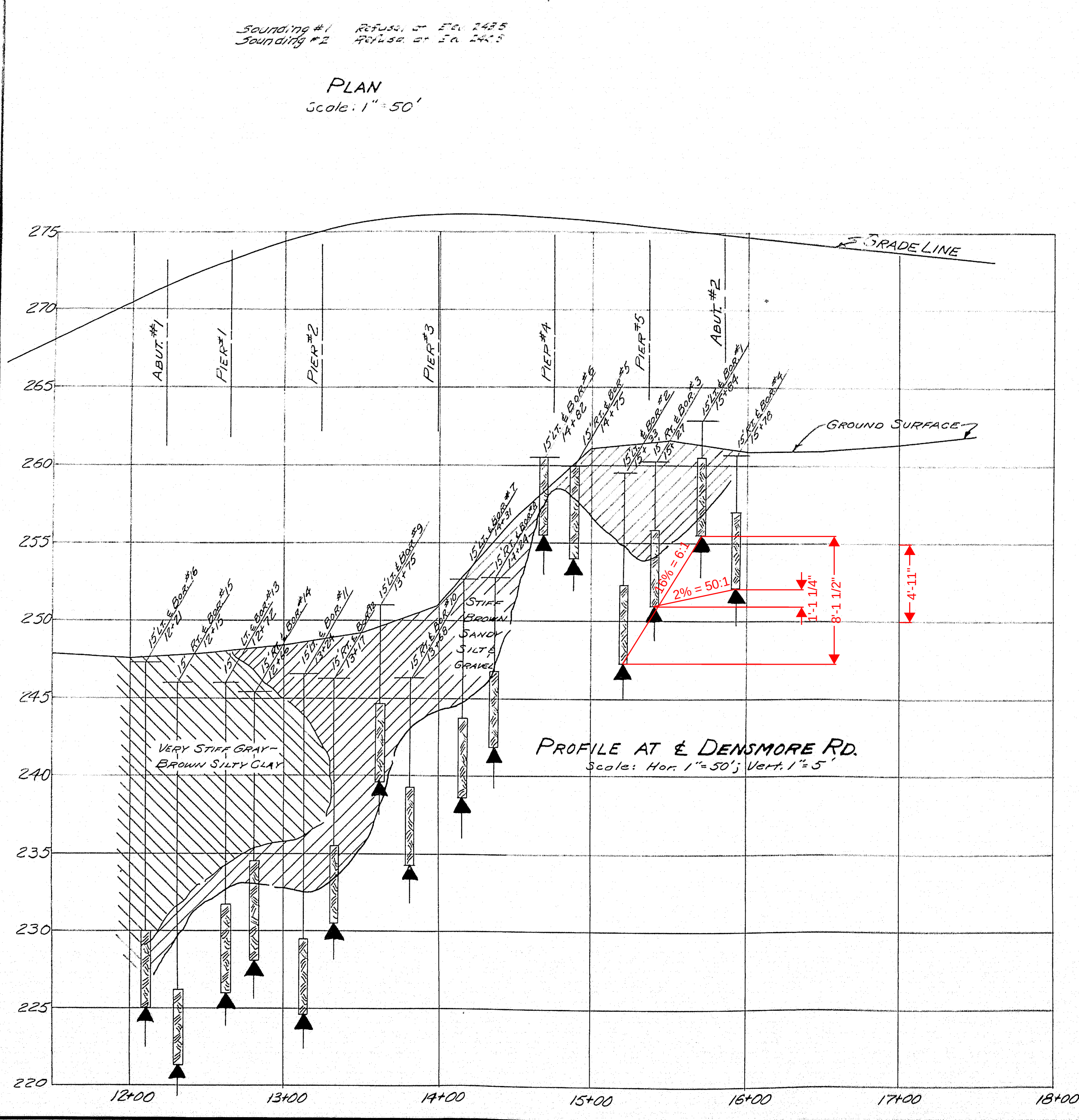
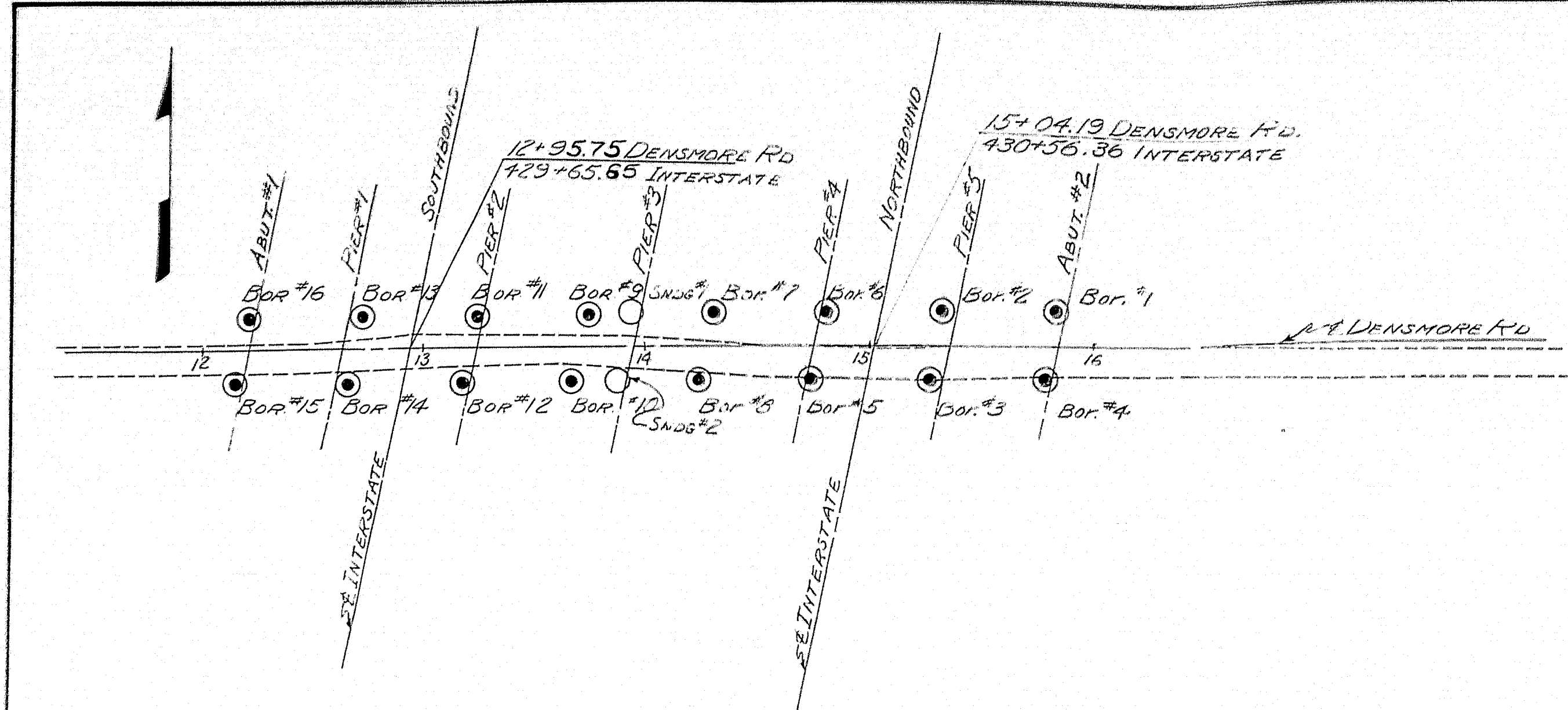
SURVEY - F.A.P.
 PLOT - "
 STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
DENSMORE ROAD BRIDGE
 OVER
INTERSTATE HIGHWAY
 IN THE TOWN OF
SIDNEY
KENNEBEC COUNTY
 PLAN AND PROFILE
 SHEET 2 OF 22 AUGUSTA, MAINE FEB. 1958

D.P.M.	STATION	DATE	SHEET NO.	TOTAL SHEETS
1	MAINE	1-25-6(2)	3	22



STATE HIGHWAY COMMISSION
BRIDGE DIVISION
DENSMORE ROAD BRIDGE
OVER
INTERSTATE HIGHWAY
IN THE TOWN OF
SIDNEY
KENNEBEC COUNTY

PLAN AND PROFILE
SHEET 3 OF 22 AUGUSTA, MAINE FEB. 1958

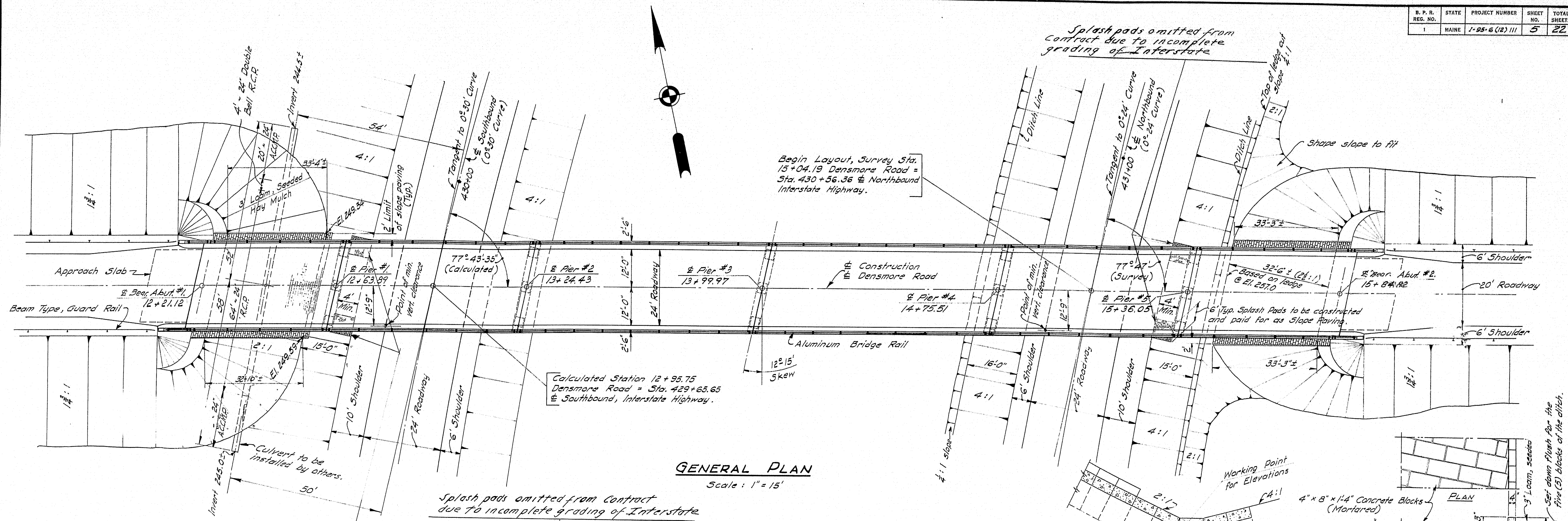


DESIGN - HICKS
TRACE - HICKS
CHECK - A.B.P.

BRIDGE NO. 100
SURVEY - SOILS LAB
PLOT -

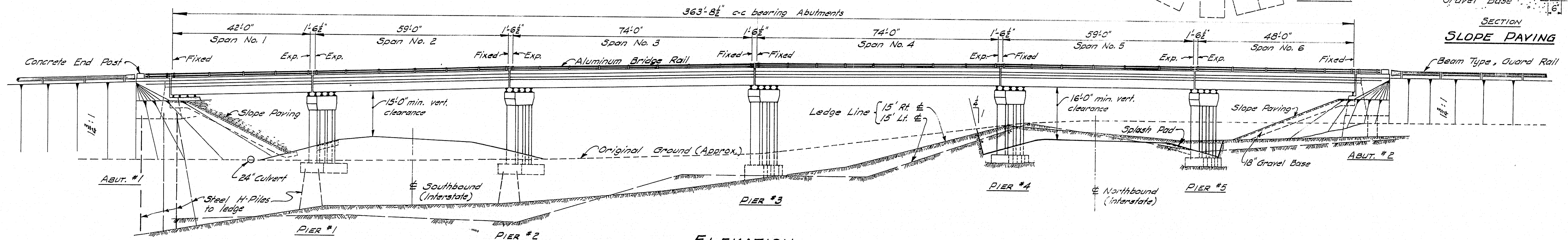
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
DENSMORE ROAD BRIDGE
OVER
INTERSTATE HIGHWAY
IN THE TOWN OF
SIDNEY
KENNEBEC COUNTY
FOUNDATION SURVEY

SHEET 4 OF 22 AUGUSTA, MAINE MAY 1958



GENERAL PLAN

Scale: 1" = 15'



ELEVATION

Scale: 1" = 15'

LOADING H20-44

DESIGN SPECIFICATIONS

A.A.S.H.O. STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES 1953.

CONTRACT SPECIFICATIONS

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

Payment for excavation for base of Slope Paving to be made under Item 204-14, Structural Earth Excavation, Piers. The 18" Gravel Base under the Slope Paving and Splash Pads may be reduced or omitted if in the opinion of the Engineer the fill is suitable.

CONCRETE CLASSIFICATION

PIERS, SUPERSTRUCTURE & APPROACH SLABS.....CLASS A
ABUTMENTS (EXCEPT AS NOTED).....CLASS B

PLAN - Clark	BRIDGE NO.
TRACE -	SURVEY -
CHECK - A.B.P. & VanAllen	PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
DENSMORE ROAD BRIDGE	
OVER	
INTERSTATE HIGHWAY	
IN THE TOWN OF	
SIDNEY	
KENNEBEC COUNTY	
GENERAL PLAN & ELEVATION	
SHEET 5 OF 22 AUGUSTA, MAINE 1958	

PLAN
SECTION
PROJ. 57
MAIN 56

±

257.11

9+0

250

257.53

+50

250

100' TO 110' GRADE 1% TO 2% DOWN
110' TO 120' GRADE 1% TO 2% DOWN
120' TO 130' GRADE 1% TO 2% DOWN
130' TO 140' GRADE 1% TO 2% DOWN
140' TO 150' GRADE 1% TO 2% DOWN
150' TO 160' GRADE 1% TO 2% DOWN
160' TO 170' GRADE 1% TO 2% DOWN
170' TO 180' GRADE 1% TO 2% DOWN
180' TO 190' GRADE 1% TO 2% DOWN
190' TO 200' GRADE 1% TO 2% DOWN
200' TO 210' GRADE 1% TO 2% DOWN
210' TO 220' GRADE 1% TO 2% DOWN
220' TO 230' GRADE 1% TO 2% DOWN
230' TO 240' GRADE 1% TO 2% DOWN
240' TO 250' GRADE 1% TO 2% DOWN
250' TO 260' GRADE 1% TO 2% DOWN
260' TO 270' GRADE 1% TO 2% DOWN
270' TO 280' GRADE 1% TO 2% DOWN
280' TO 290' GRADE 1% TO 2% DOWN
290' TO 300' GRADE 1% TO 2% DOWN
300' TO 310' GRADE 1% TO 2% DOWN
310' TO 320' GRADE 1% TO 2% DOWN
320' TO 330' GRADE 1% TO 2% DOWN
330' TO 340' GRADE 1% TO 2% DOWN
340' TO 350' GRADE 1% TO 2% DOWN
350' TO 360' GRADE 1% TO 2% DOWN
360' TO 370' GRADE 1% TO 2% DOWN
370' TO 380' GRADE 1% TO 2% DOWN
380' TO 390' GRADE 1% TO 2% DOWN
390' TO 400' GRADE 1% TO 2% DOWN
400' TO 410' GRADE 1% TO 2% DOWN
410' TO 420' GRADE 1% TO 2% DOWN
420' TO 430' GRADE 1% TO 2% DOWN
430' TO 440' GRADE 1% TO 2% DOWN
440' TO 450' GRADE 1% TO 2% DOWN
450' TO 460' GRADE 1% TO 2% DOWN
460' TO 470' GRADE 1% TO 2% DOWN
470' TO 480' GRADE 1% TO 2% DOWN
480' TO 490' GRADE 1% TO 2% DOWN
490' TO 500' GRADE 1% TO 2% DOWN
500' TO 510' GRADE 1% TO 2% DOWN
510' TO 520' GRADE 1% TO 2% DOWN
520' TO 530' GRADE 1% TO 2% DOWN
530' TO 540' GRADE 1% TO 2% DOWN
540' TO 550' GRADE 1% TO 2% DOWN
550' TO 560' GRADE 1% TO 2% DOWN
560' TO 570' GRADE 1% TO 2% DOWN
570' TO 580' GRADE 1% TO 2% DOWN
580' TO 590' GRADE 1% TO 2% DOWN
590' TO 600' GRADE 1% TO 2% DOWN
600' TO 610' GRADE 1% TO 2% DOWN
610' TO 620' GRADE 1% TO 2% DOWN
620' TO 630' GRADE 1% TO 2% DOWN
630' TO 640' GRADE 1% TO 2% DOWN
640' TO 650' GRADE 1% TO 2% DOWN
650' TO 660' GRADE 1% TO 2% DOWN
660' TO 670' GRADE 1% TO 2% DOWN
670' TO 680' GRADE 1% TO 2% DOWN
680' TO 690' GRADE 1% TO 2% DOWN
690' TO 700' GRADE 1% TO 2% DOWN
700' TO 710' GRADE 1% TO 2% DOWN
710' TO 720' GRADE 1% TO 2% DOWN
720' TO 730' GRADE 1% TO 2% DOWN
730' TO 740' GRADE 1% TO 2% DOWN
740' TO 750' GRADE 1% TO 2% DOWN
750' TO 760' GRADE 1% TO 2% DOWN
760' TO 770' GRADE 1% TO 2% DOWN
770' TO 780' GRADE 1% TO 2% DOWN
780' TO 790' GRADE 1% TO 2% DOWN
790' TO 800' GRADE 1% TO 2% DOWN
800' TO 810' GRADE 1% TO 2% DOWN
810' TO 820' GRADE 1% TO 2% DOWN
820' TO 830' GRADE 1% TO 2% DOWN
830' TO 840' GRADE 1% TO 2% DOWN
840' TO 850' GRADE 1% TO 2% DOWN
850' TO 860' GRADE 1% TO 2% DOWN
860' TO 870' GRADE 1% TO 2% DOWN
870' TO 880' GRADE 1% TO 2% DOWN
880' TO 890' GRADE 1% TO 2% DOWN
890' TO 900' GRADE 1% TO 2% DOWN
900' TO 910' GRADE 1% TO 2% DOWN
910' TO 920' GRADE 1% TO 2% DOWN
920' TO 930' GRADE 1% TO 2% DOWN
930' TO 940' GRADE 1% TO 2% DOWN
940' TO 950' GRADE 1% TO 2% DOWN
950' TO 960' GRADE 1% TO 2% DOWN
960' TO 970' GRADE 1% TO 2% DOWN
970' TO 980' GRADE 1% TO 2% DOWN
980' TO 990' GRADE 1% TO 2% DOWN
990' TO 1000' GRADE 1% TO 2% DOWN

257.55

8+0

250

257.30

+50

250

34.7410+
END 18" GRAVEL BASE
BEGIN 15" GRAVEL BASE

257.05

7+0

250

256.90

7+69

255.42 GRAVEL DRIVE 255

DRIVEWAY

HOUSE DILL
FIN 261.4

30' DRIVE

255.80

7+50

255

Sta 6+50
Begin Project - 30' Transition from Sta 6+00

257.5

6+0

250

+50

250

5+0

250

±

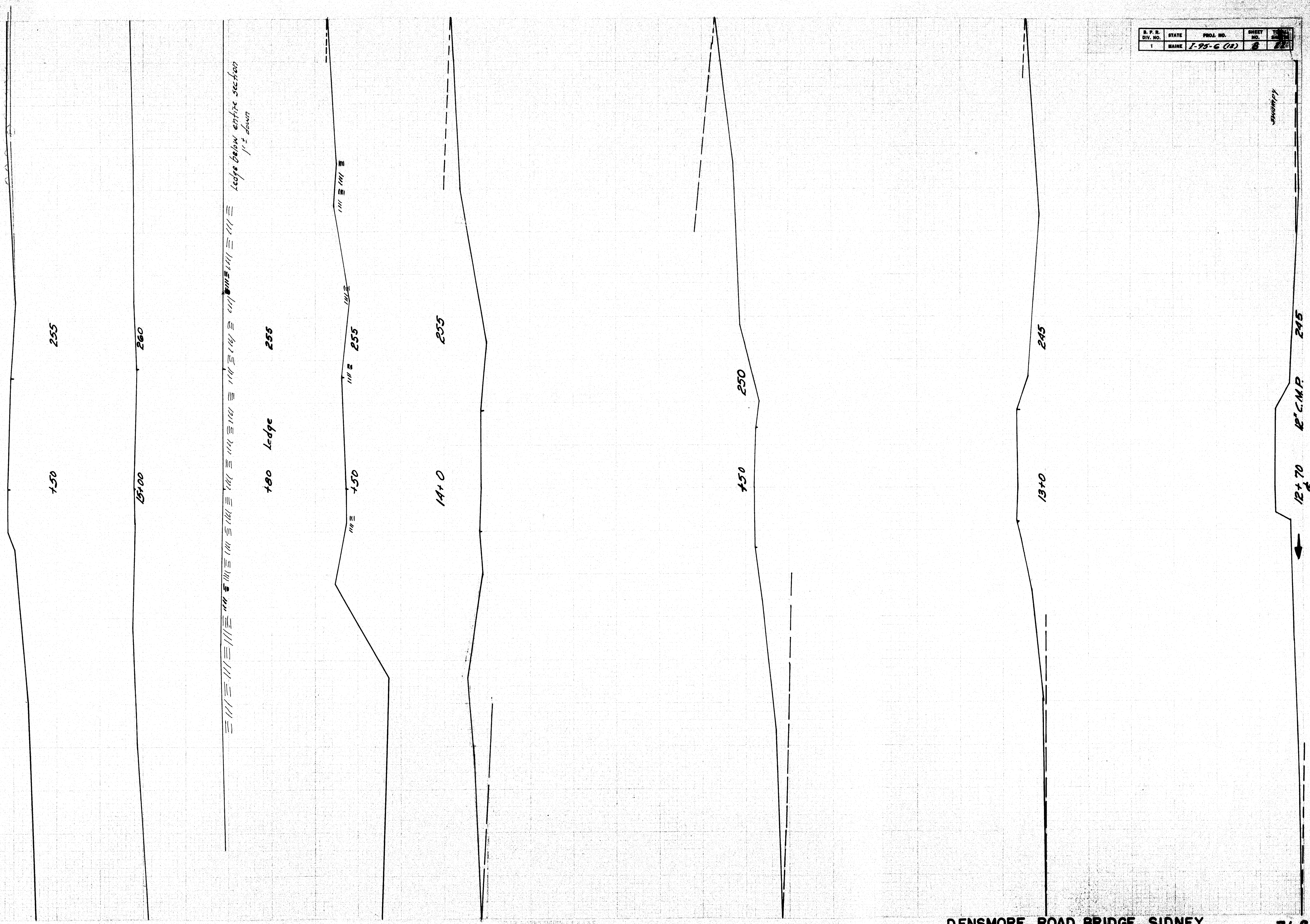
0 1 2 3 4 5 INCHES

DENSMORE ROAD BRIDGE, SIDNEY

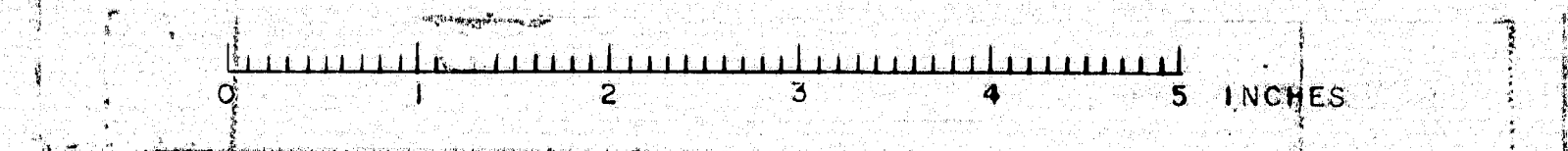
71-6

B. P. R. DIV. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-6 (12)	6	22

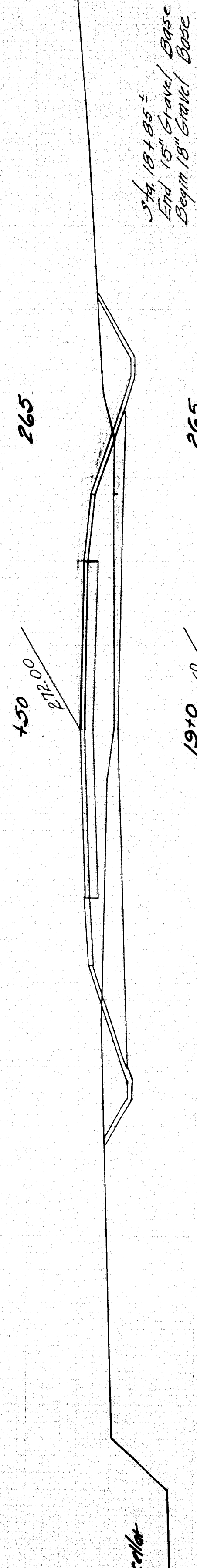
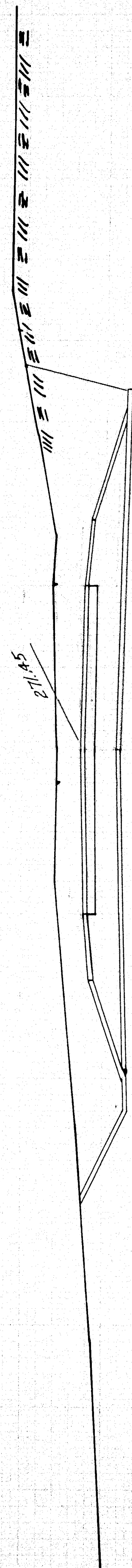
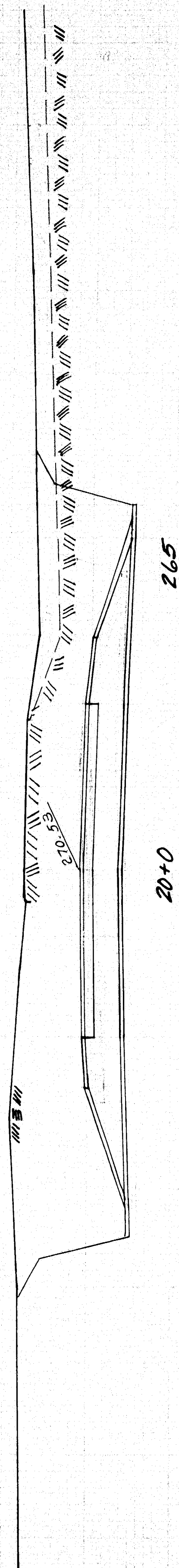
B. F. R. DIV. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-G (18)	8	22



DENSMORE ROAD BRIDGE, SIDNEY **71-8**



1000' 1/2" 27
1000' 1/2" 28



center

27.300

26.0

27.350

25.5

27.400

25.5

27.450

25.5

27.500

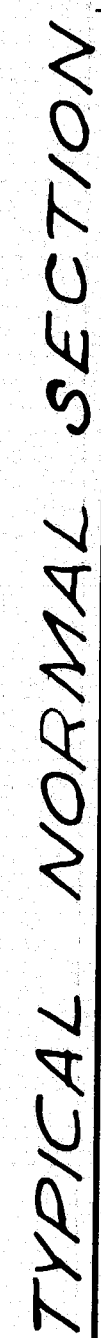
25.5

16+0

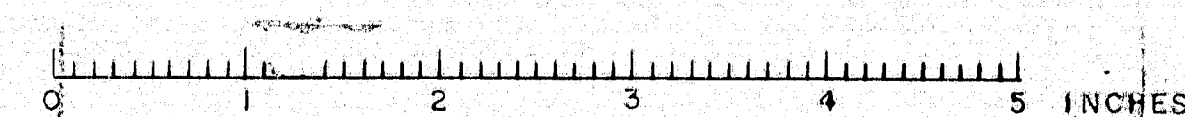
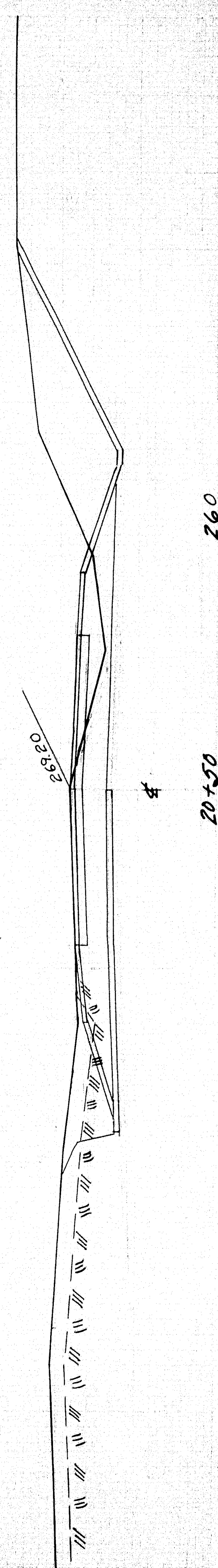
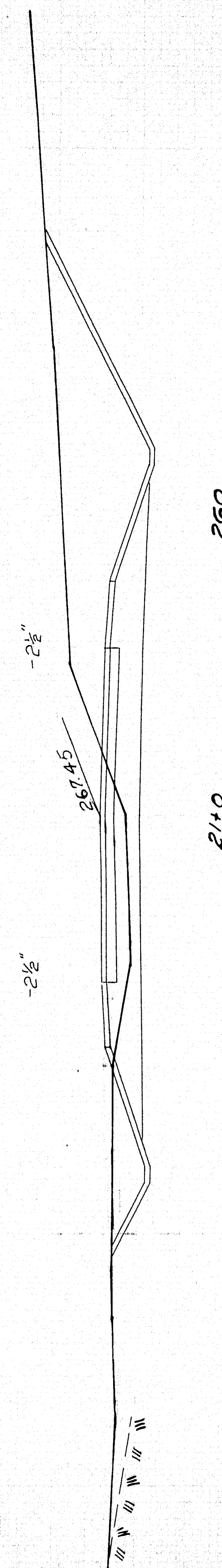
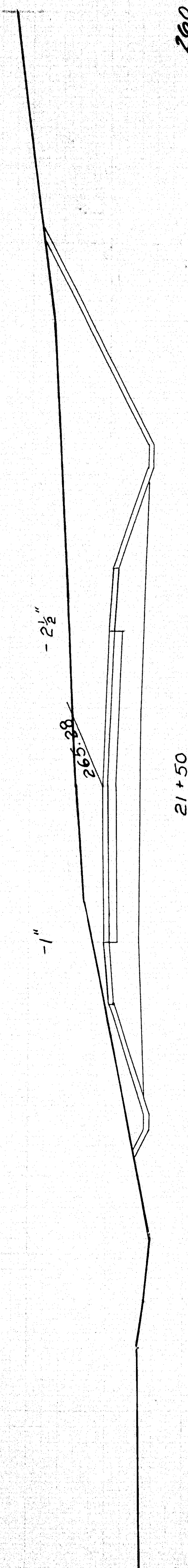
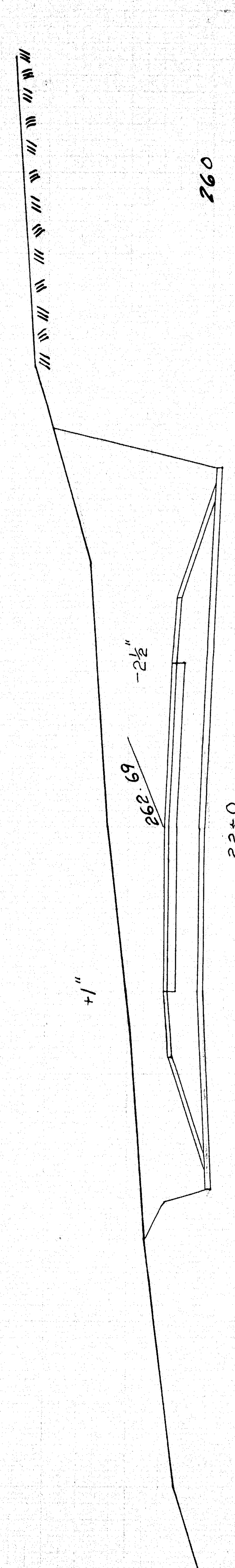
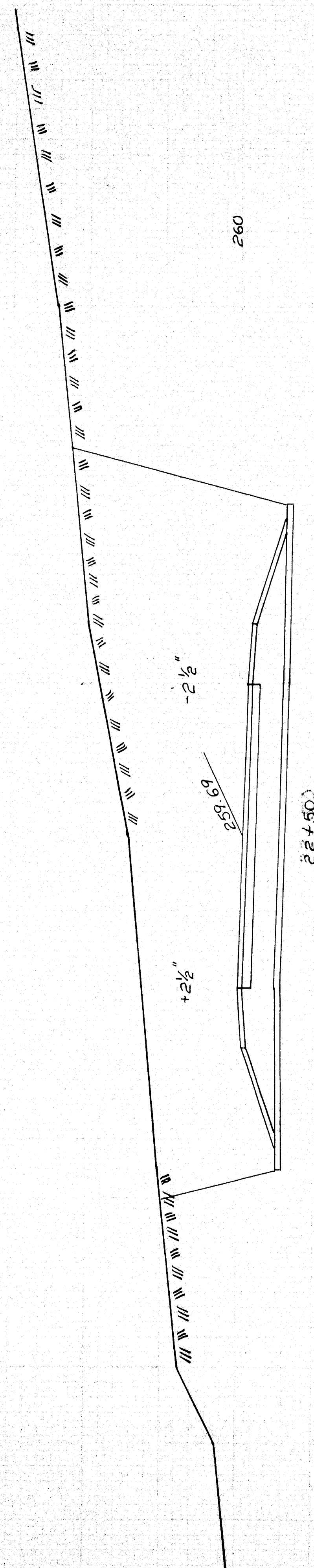
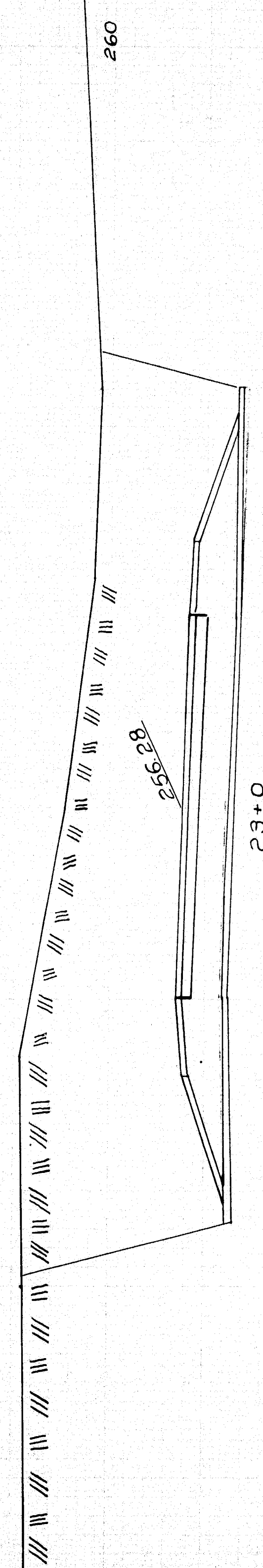
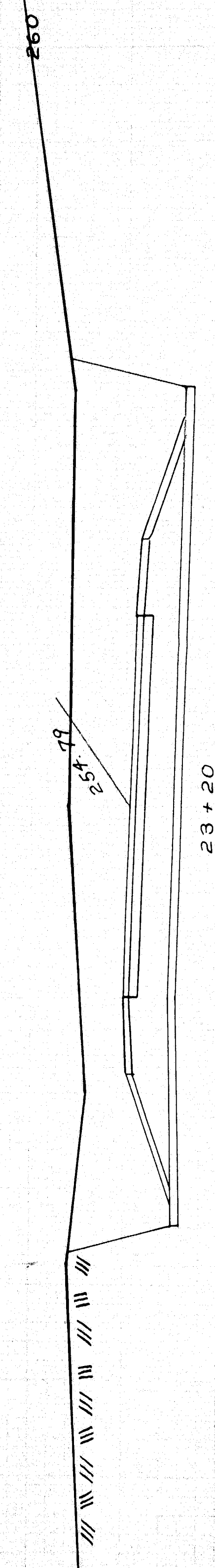
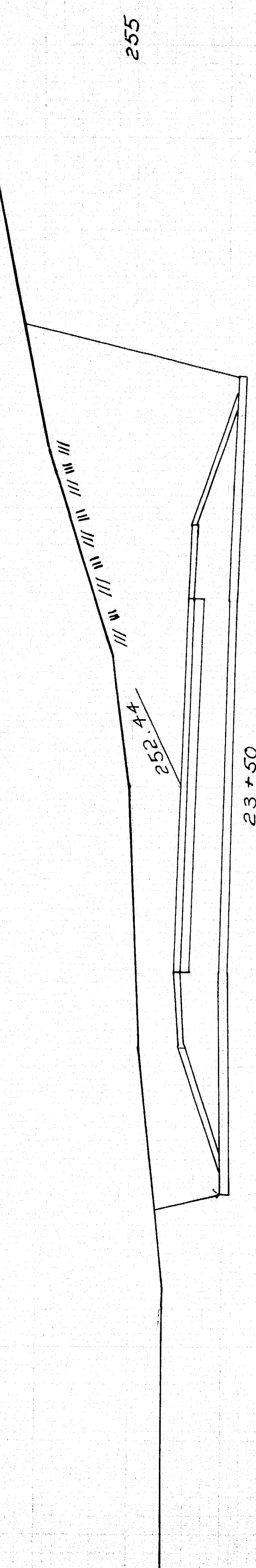
DENSMORE ROAD BRIDGE, SIDNEY

71-9

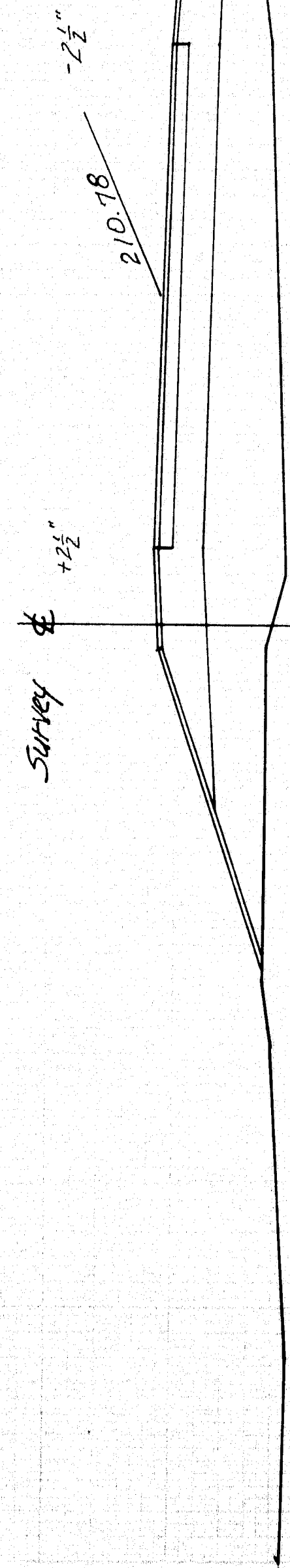
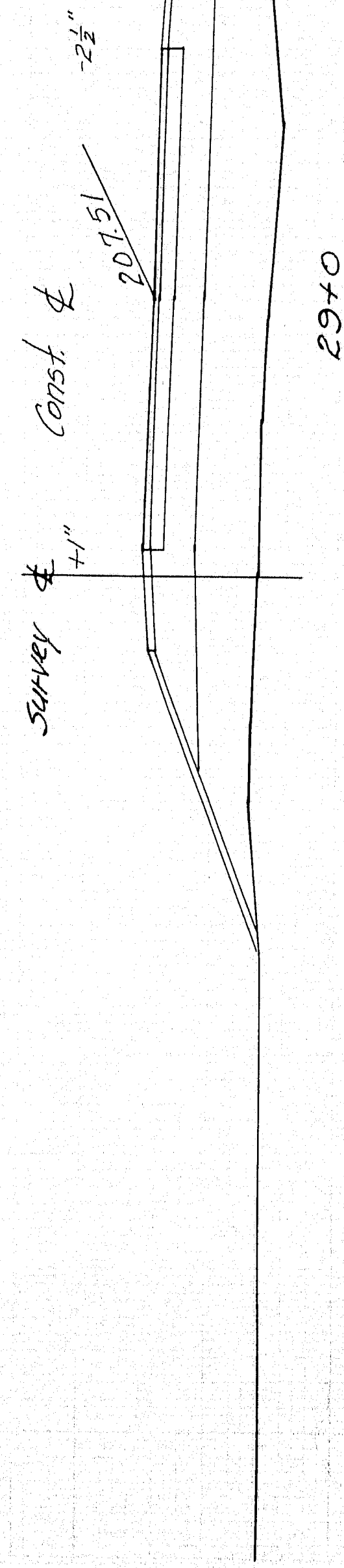
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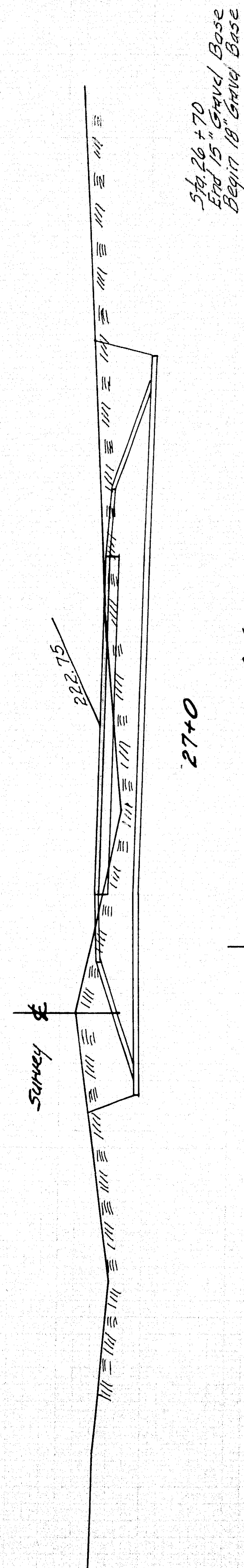
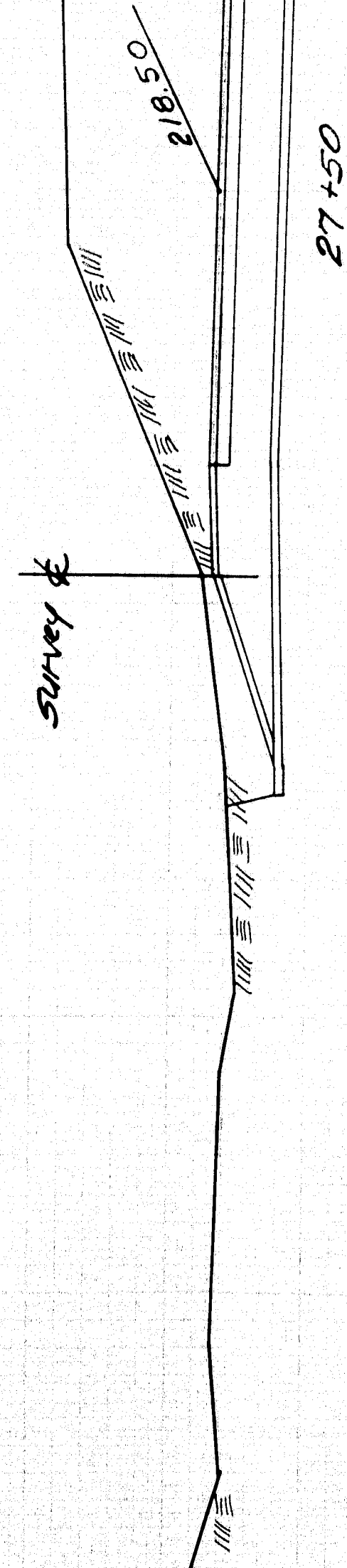
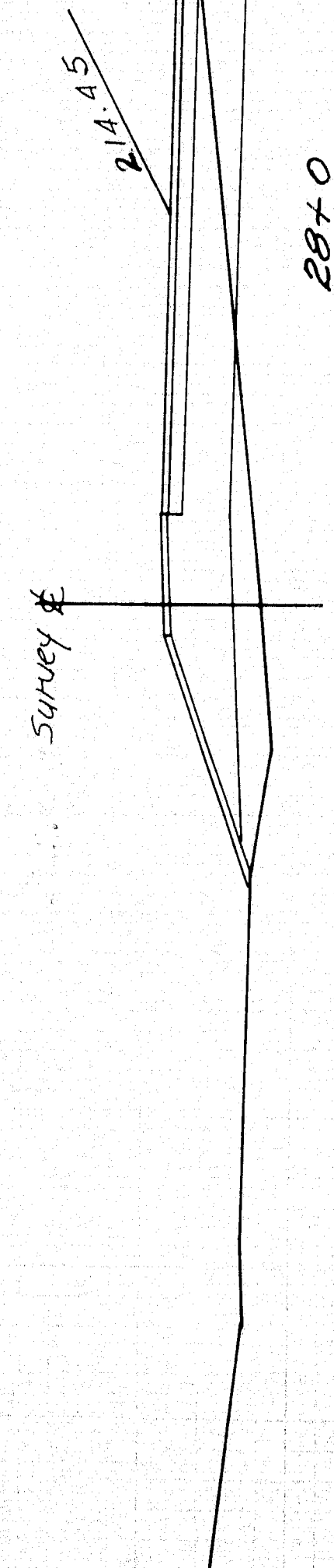
TYPICAL SUPERELEVATED SECTION



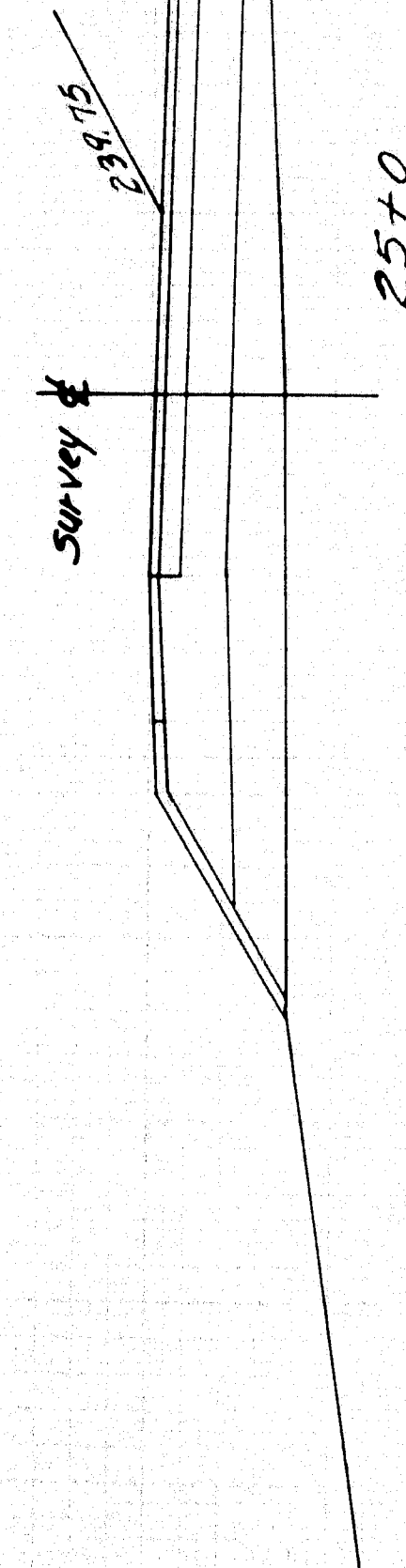
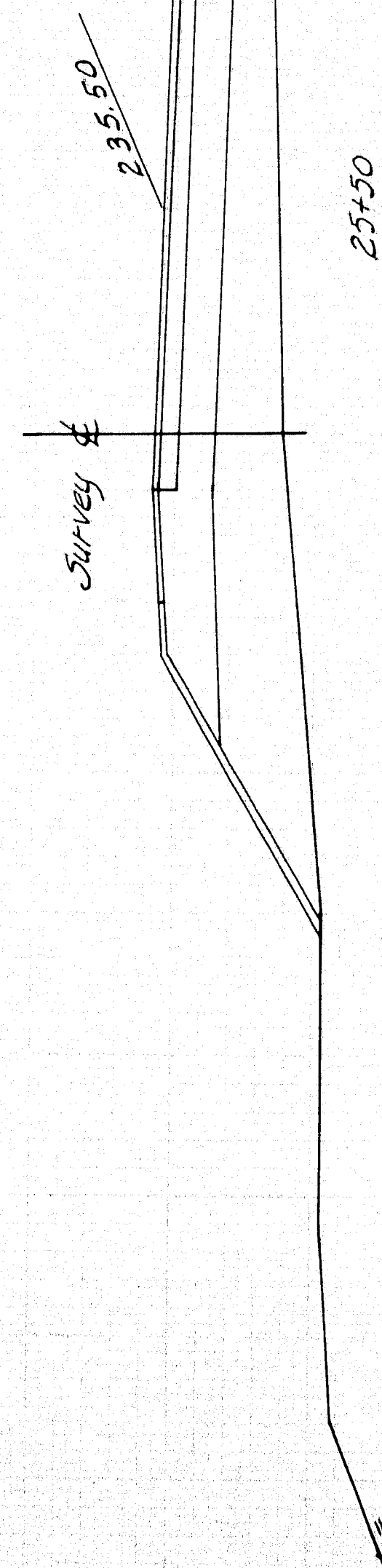
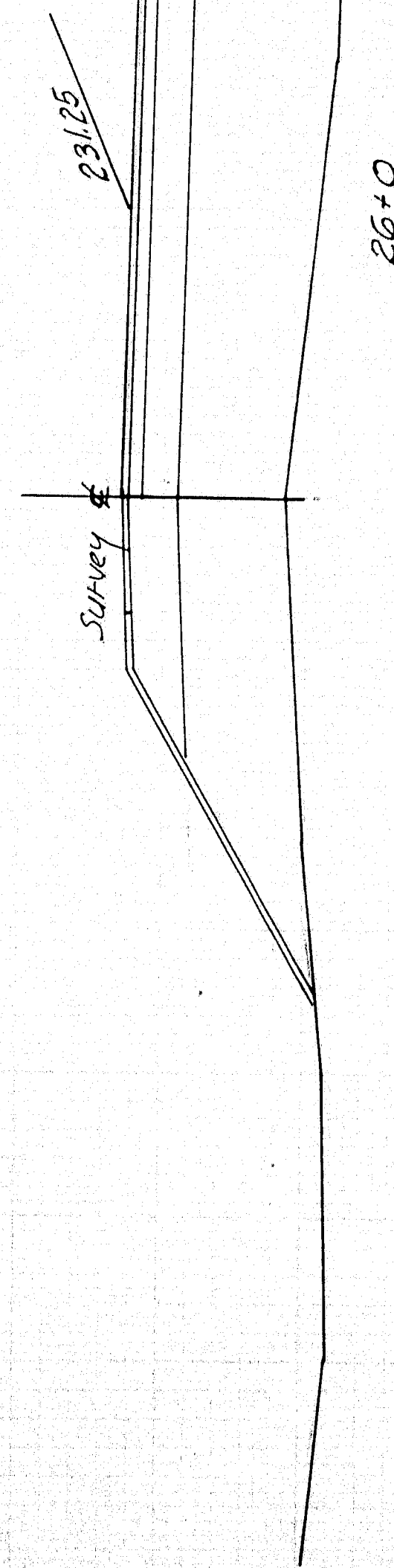
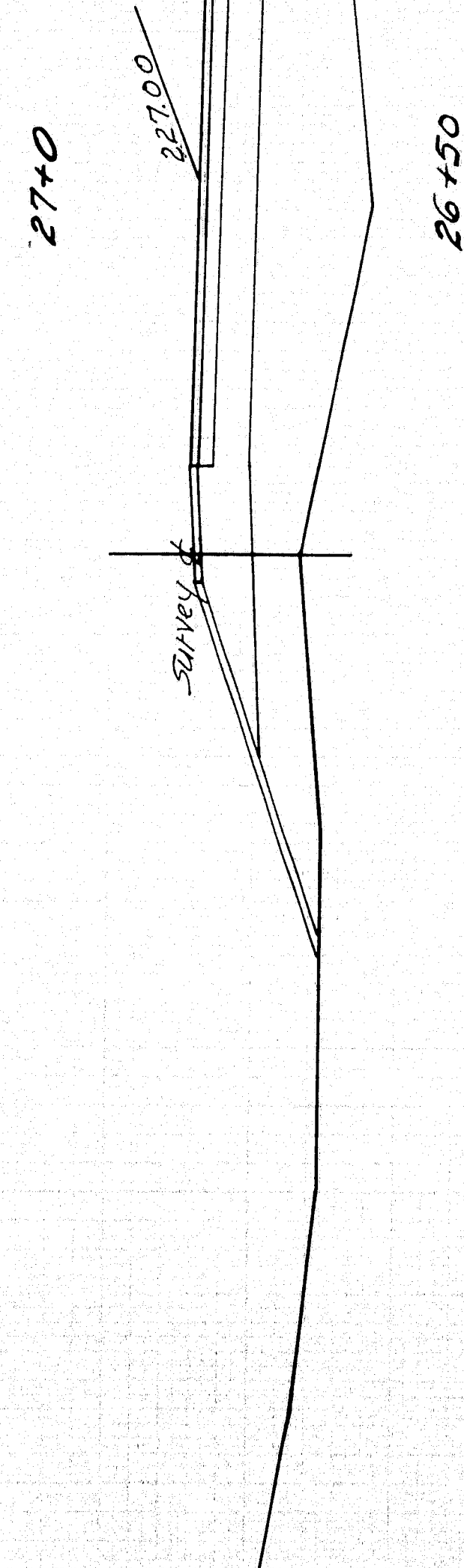
By J. F. A. S. Rev. 37
Apr. 50



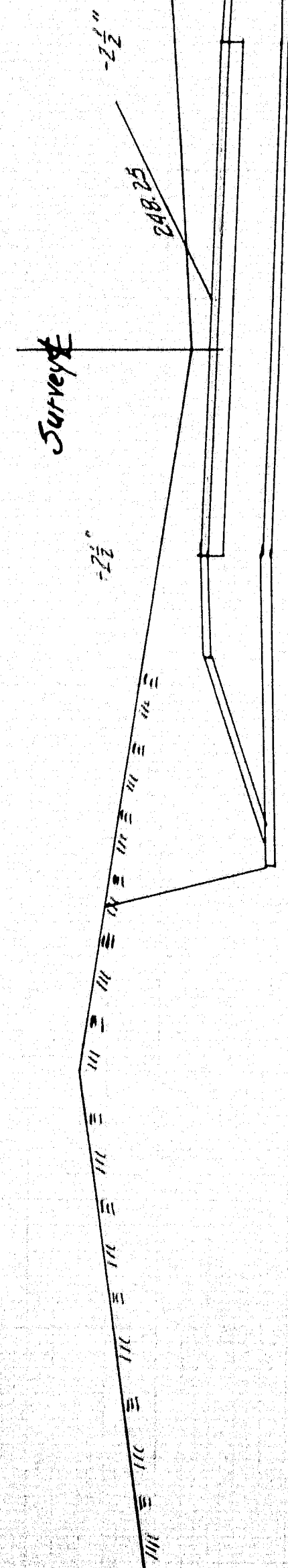
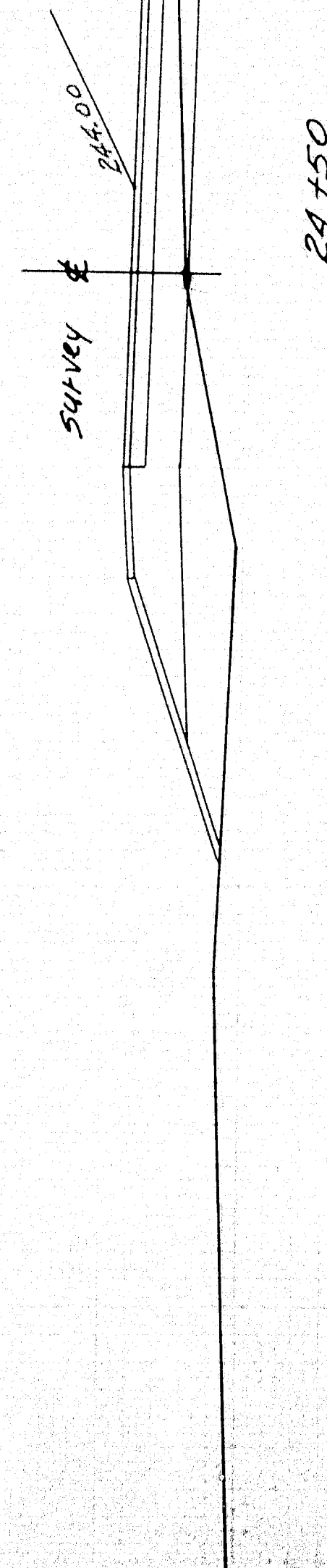
Sta 20+20
End 18" Gravel Base
Begin 15" Gravel Base



Sta 26+70
End 18" Gravel Base
Begin 15" Gravel Base



Sta 24+90
End 18" Gravel Base
Begin 15" Gravel Base



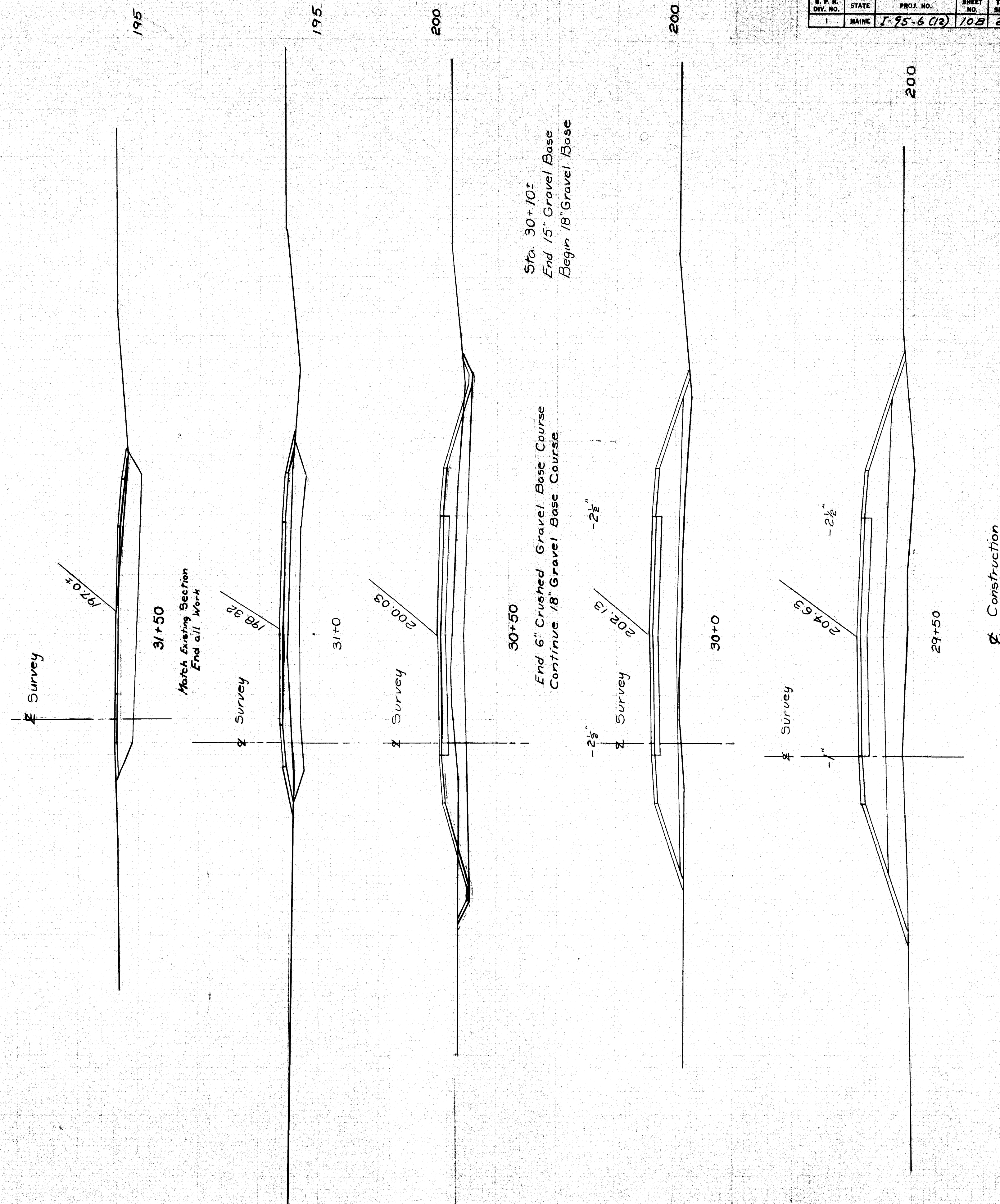
D. P. R.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	7-95-6 (2)	101	22

DENSMORE ROAD BRIDGE, SIDNEY

71-11

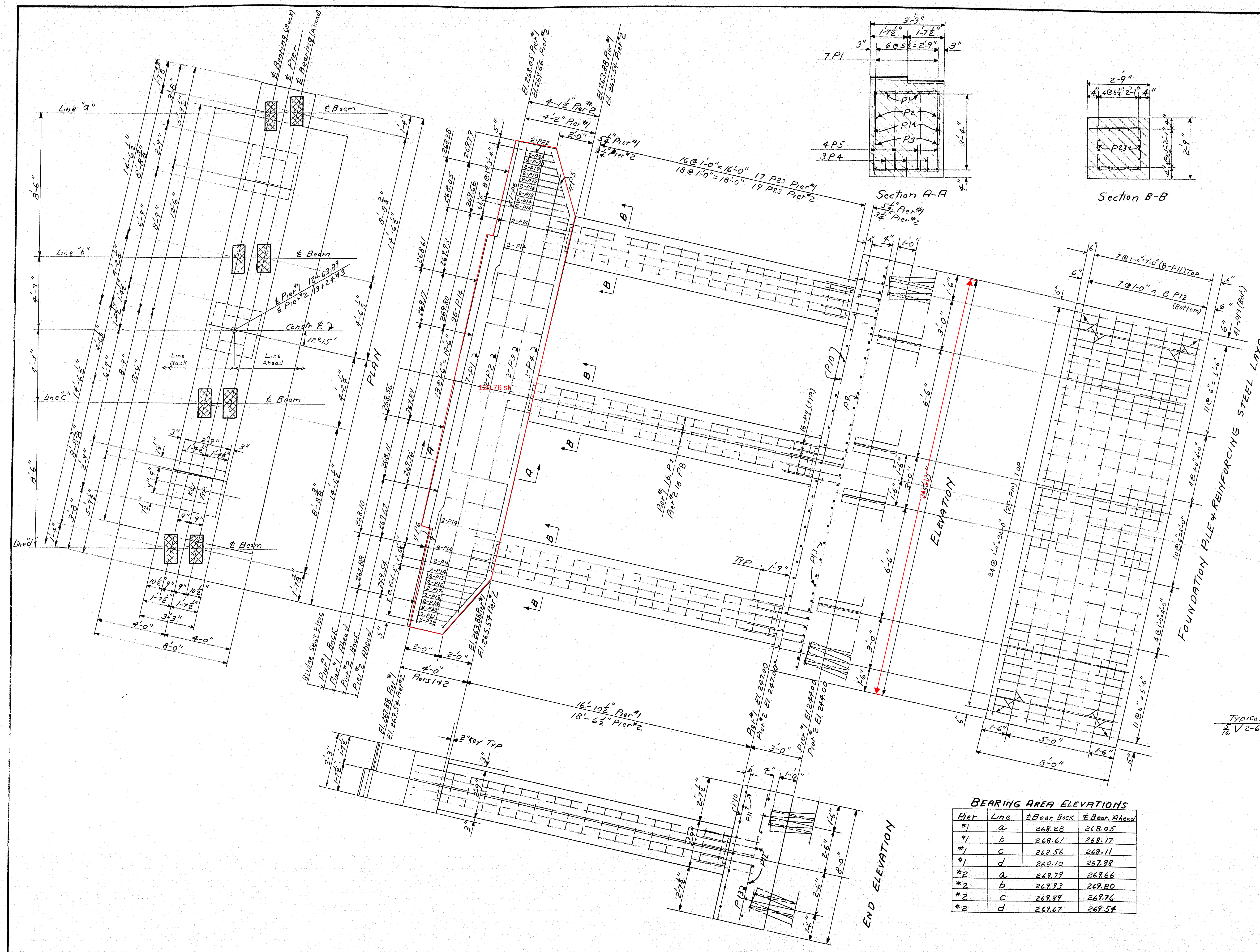
Rev'd F.A.S. 2-57
12.8m/12

S. P. R. DIV. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	F-95-6 (12)	108	22



DENSMORE ROAD BRIDGE, SIDNEY 71-11 A

0 1 2 3 4 5 INCHES



NOTES:

Dress bearing areas 1" larger all around than bearing plates, to exact elevation.

Place reinforcing steel in bridge seats to clear anchor bolts.

10' x 10' x 42" Steel H-Piles

Pier #1 - 12 reqd Est length - 18'

Pier #2 - 12 reqd " " - 18'

Pile cut-off elevation = 245.00

Max Pile load - 37 Tons

Piles shown thus: H to be battered 2" per foot in the direction indicated by the arrow.

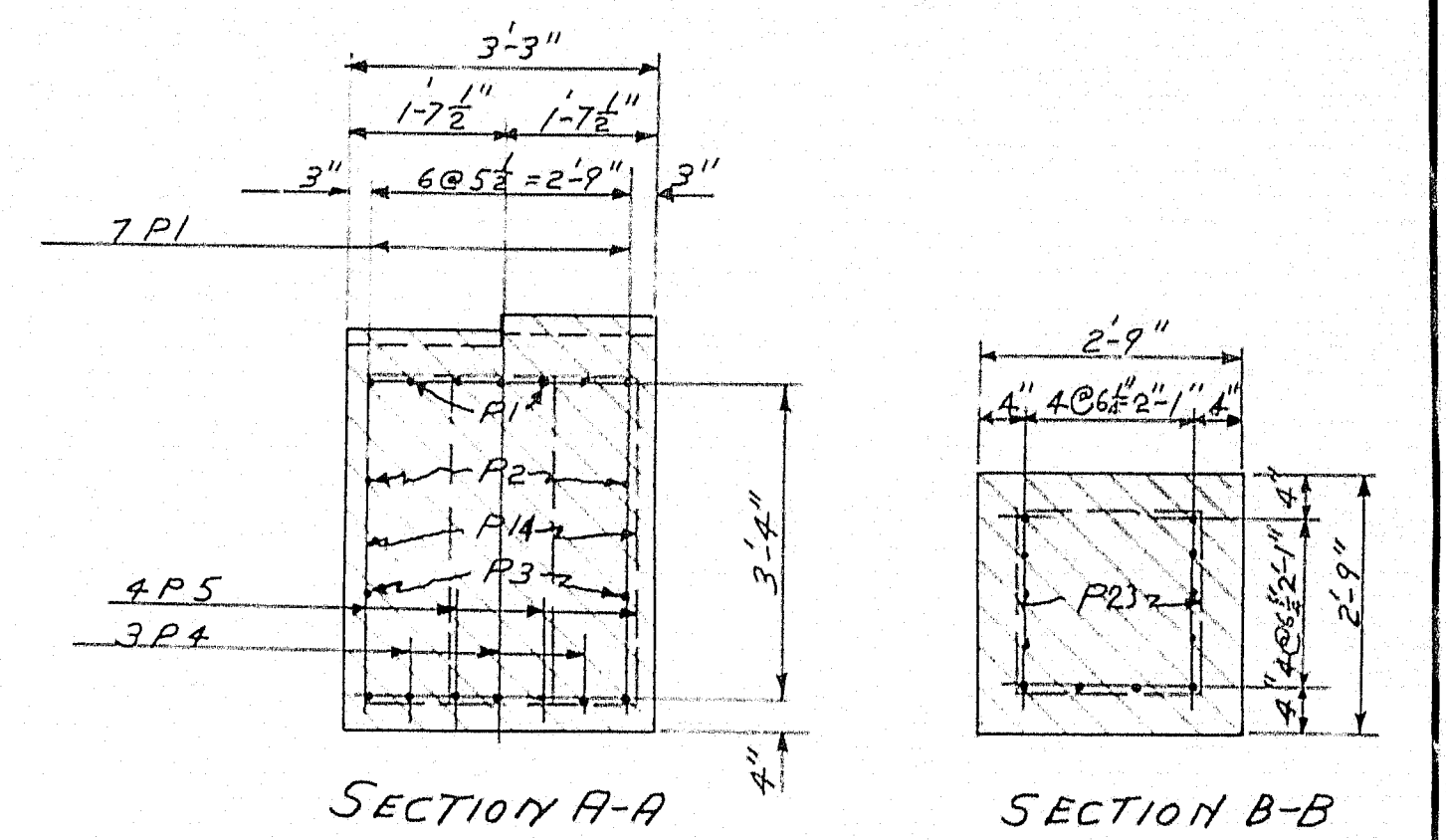
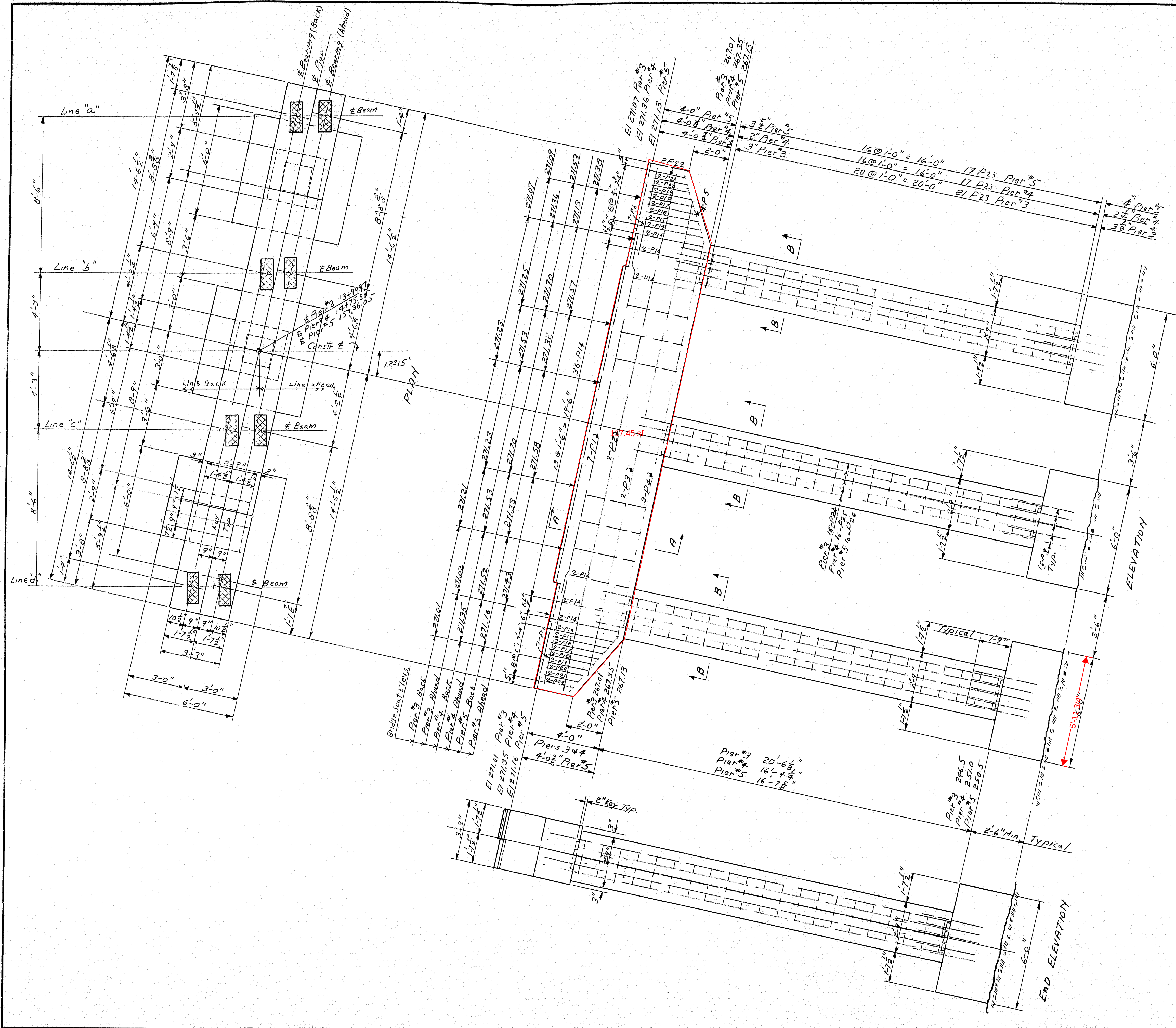
DESIGN - PORTER
TRACE - BLANCHARD
CHECK - [Signature]

BRIDGE NO. SURVEY PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

DENSMORE ROAD BRIDGE
OVER
INTERSTATE HIGHWAY
IN THE TOWN OF
SIDNEY
Kennebec County
PIERS 1 & 2

SHEET 13 OF 22 AUGUSTA, MAINE 1958



Bearing Area Elevations

Pier	Line	# Bear Back	# Bear Ahead
#3	a	271.07	271.09
#3	b	271.23	271.25
#3	c	271.21	271.23
#3	d	271.01	271.02
#4	a	271.36	271.53
#4	b	271.53	271.70
#4	c	271.53	271.70
#4	d	271.35	271.52
#5	a	271.13	271.38
#5	b	271.32	271.57
#5	c	271.33	271.58
#5	d	271.16	271.43

Notes:

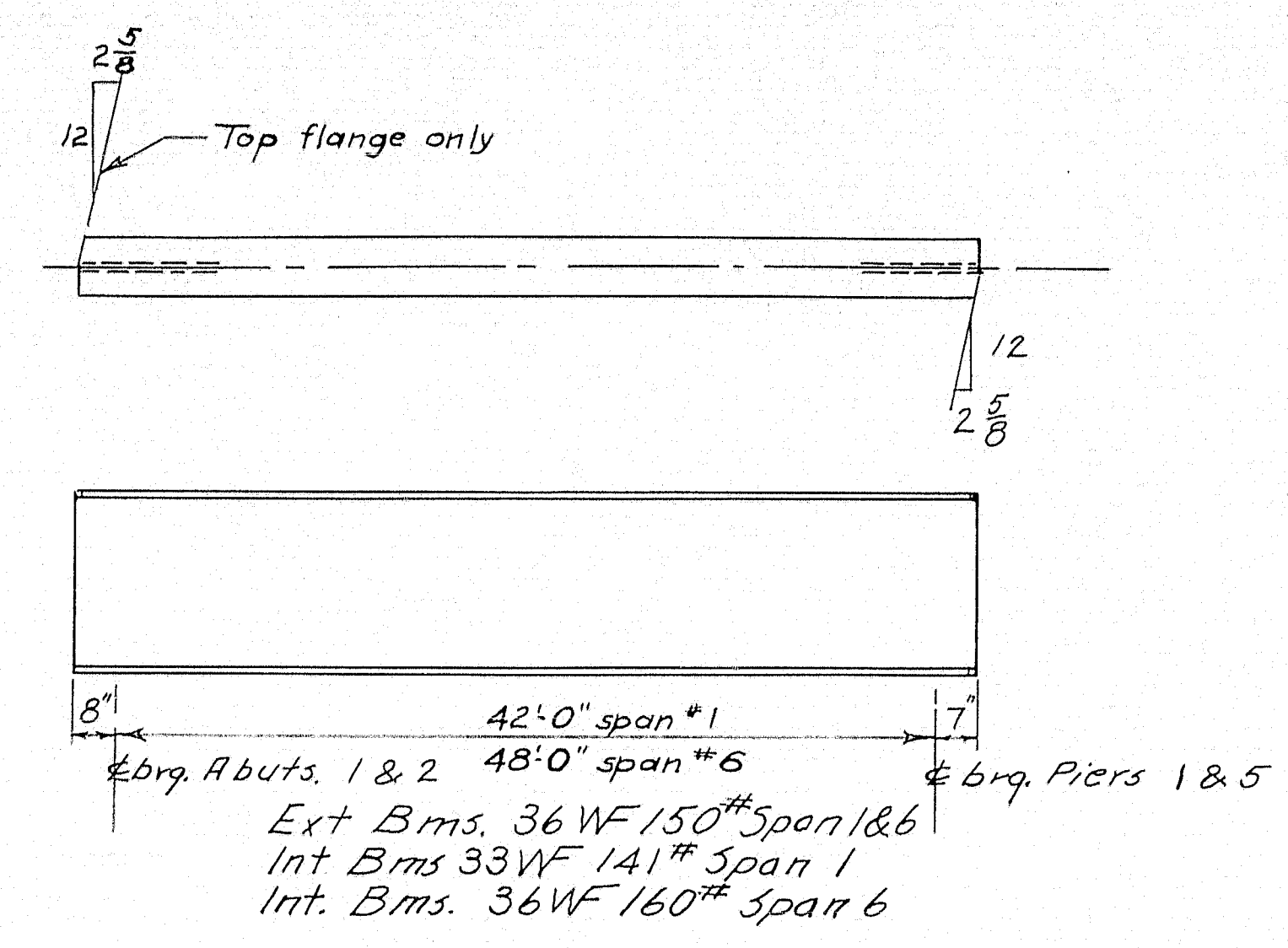
Dress bearings area's 1" larger all around than bearing plates to exact elevation.

When the difference in elevation between two bearing area's is .02' or less build bridge seat to the higher elevation and bush concrete down for the lower bearing area.

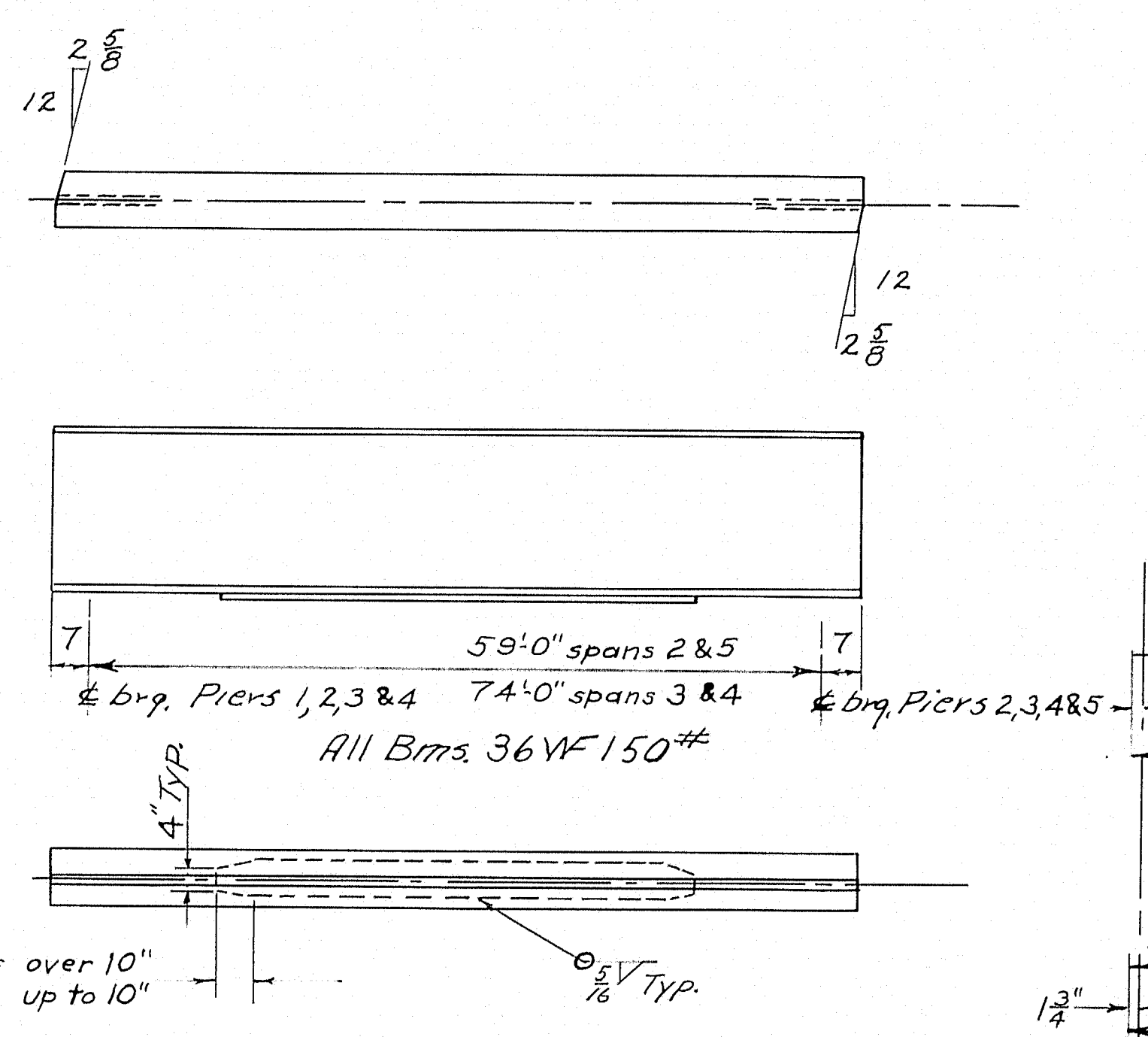
Place reinforcing steel in bridge seats to clear anchor bolts.

footing pressure 3± tons per sq. foot

DESIGN - PORTER	BRIDGE NO.
TRACE - BLANCHARD	SURVEY -
CHECK -	PLOT
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
DENSMORE ROAD BRIDGE OVER	
INTERSTATE HIGHWAY IN THE TOWN OF	
SIDNEY	
KENNEBEC COUNTY	
PIERS 3, 4, 5	
SHEET 14 OF 22 AUGUSTA, MAINE	
1958	

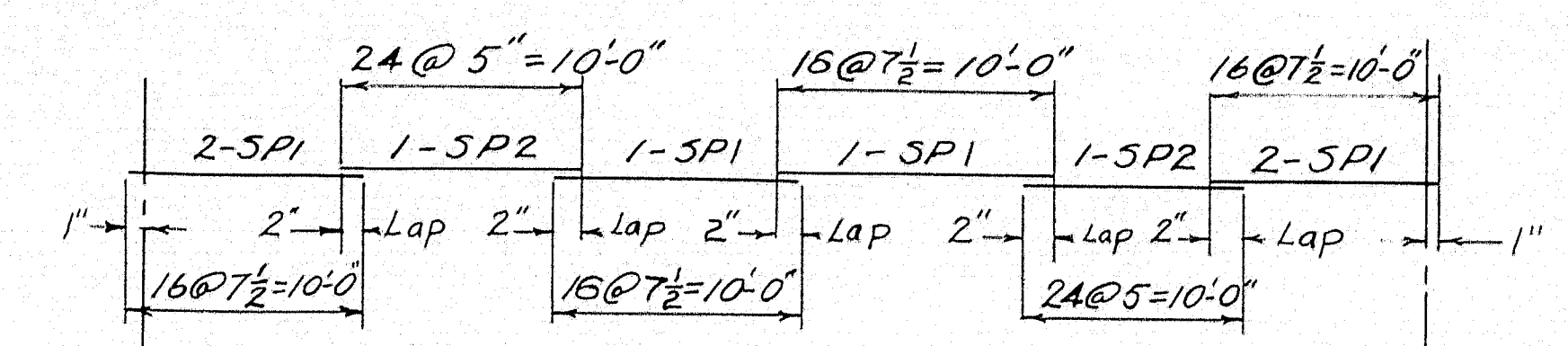


BEAMS
Spans 1 & 6

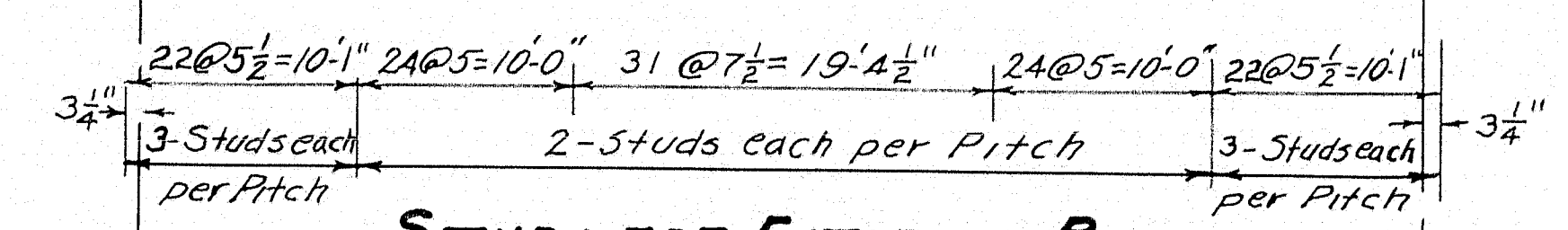


BEAMS
Spans 2, 3, 4, & 5

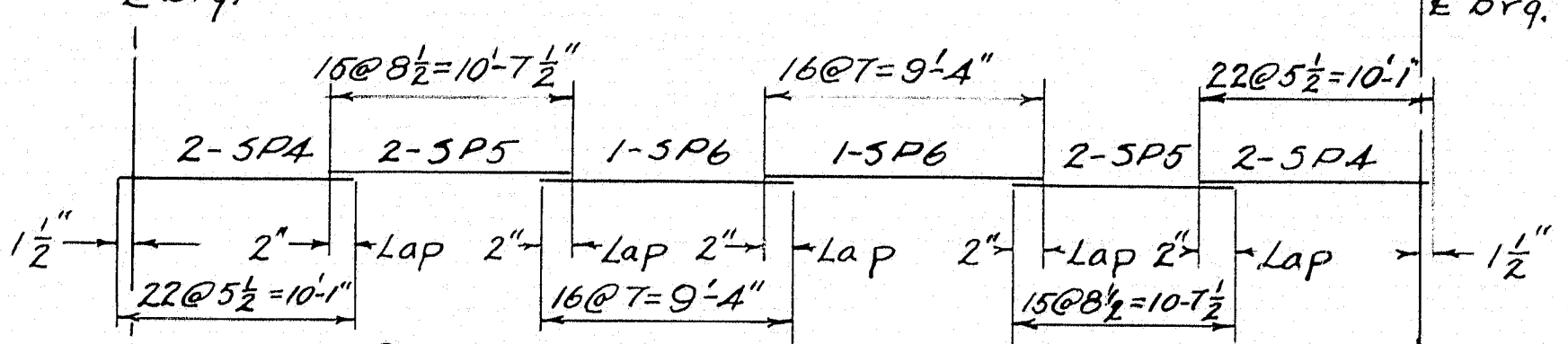
SPIRAL TABLE				
Mark	Number	Spaces	Pitch	Length
SPI	24	16	7 1/2	10'-0"
SP2	24	24	5	10'-0"
SP4	16	22	5 1/2	10'-1"
SP5	16	15	8 1/2	10'-7 1/2"
SP6	8	16	7	9'-4"
SP7	16	18	7	10'-6"
SP8	8	21	5 1/2	9'-7 1/2"
SP9	4	21	8 1/2	14'-10 1/2"
SP10	16	20	6 1/2	10'-10"
SP11	16	14	8 1/2	9'-11"
SP12	8	19	6	9'-6"
SP13	4	19	9 1/2	15'-0 1/2"



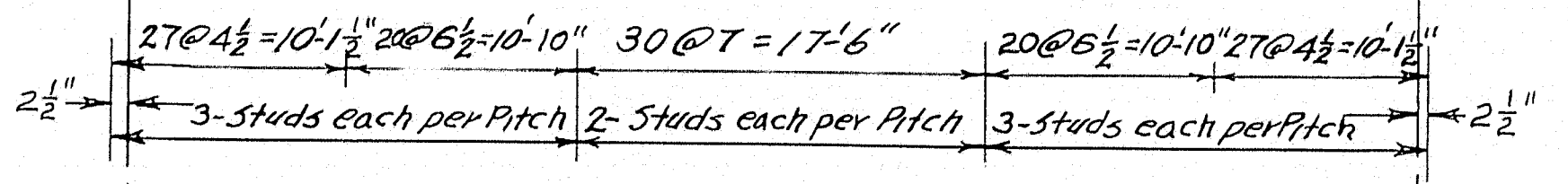
SPIRALS FOR EXTERIOR BEAMS
Span 2 & 5



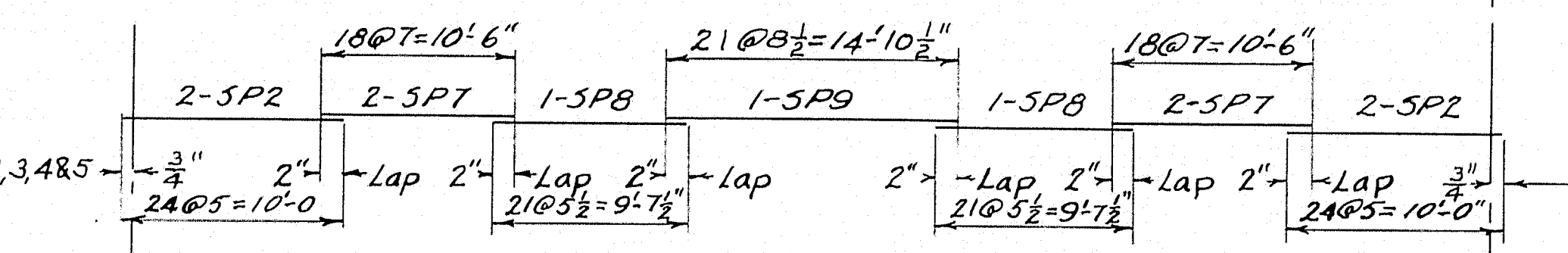
STUDS FOR EXTERIOR BEAMS
Spans 2 & 5



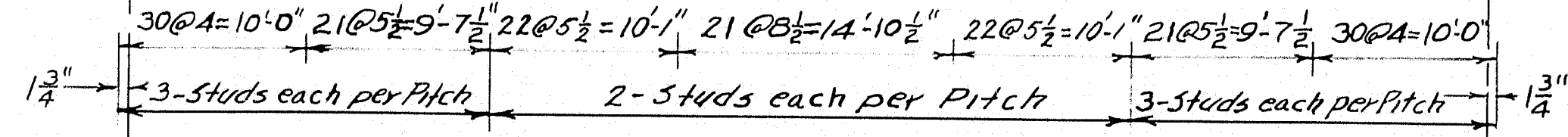
SPIRALS FOR INTERIOR BEAMS
Spans 2 & 5



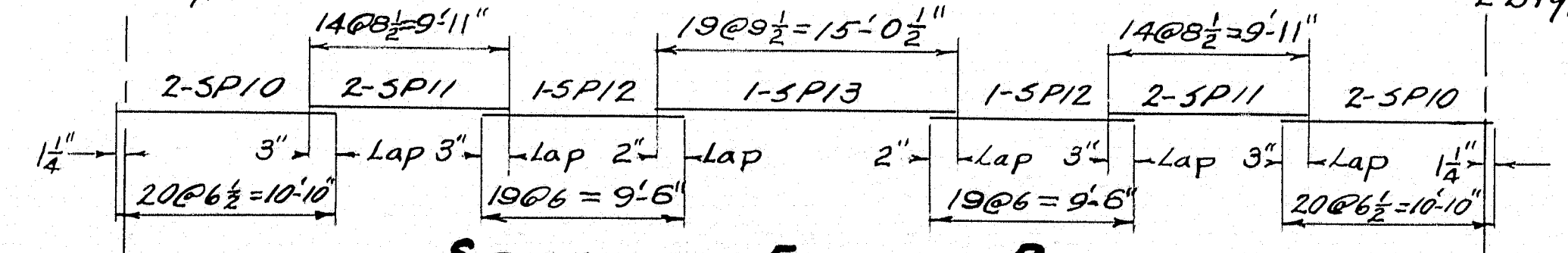
STUDS FOR INTERIOR BEAMS
Spans 2 & 5



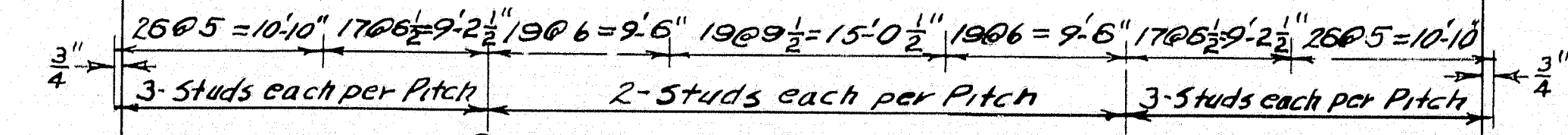
SPIRAL FOR INTERIOR BEAMS
Spans 3 & 4



STUDS FOR INTERIOR BEAMS
Spans 3 & 4

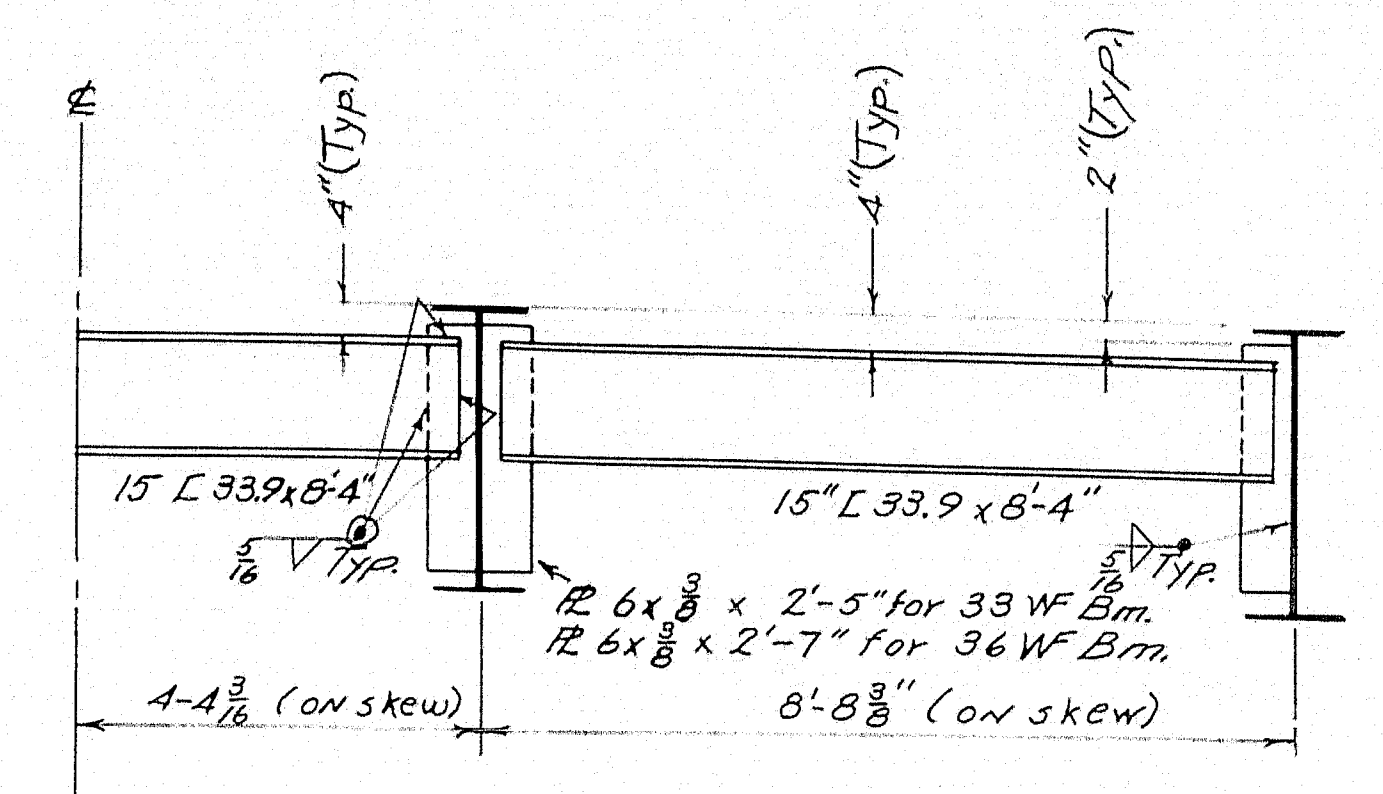


SPIRALS FOR EXTERIOR BEAMS
Spans 3 & 4

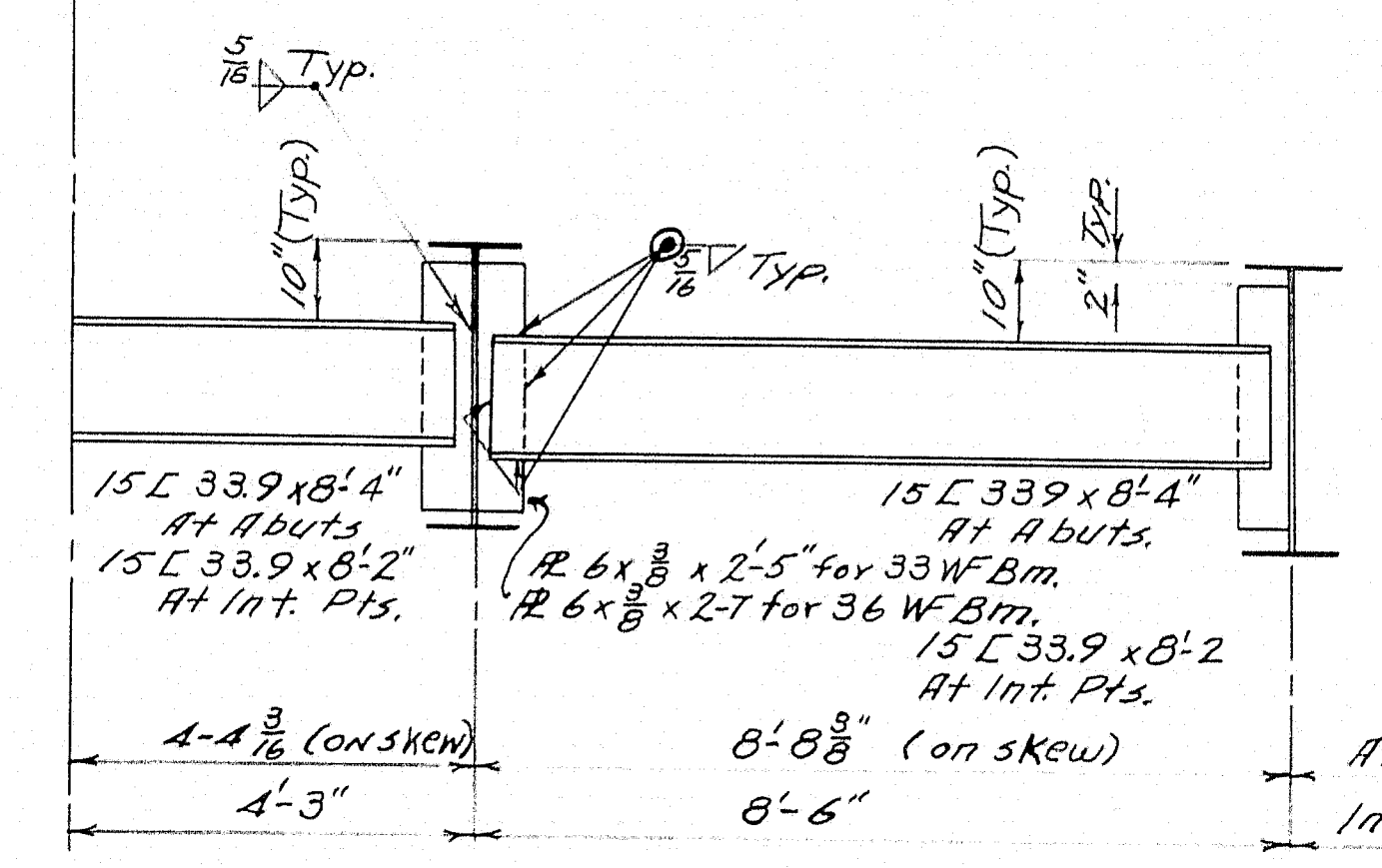


STUDS FOR EXTERIOR BEAMS
Spans 3 & 4

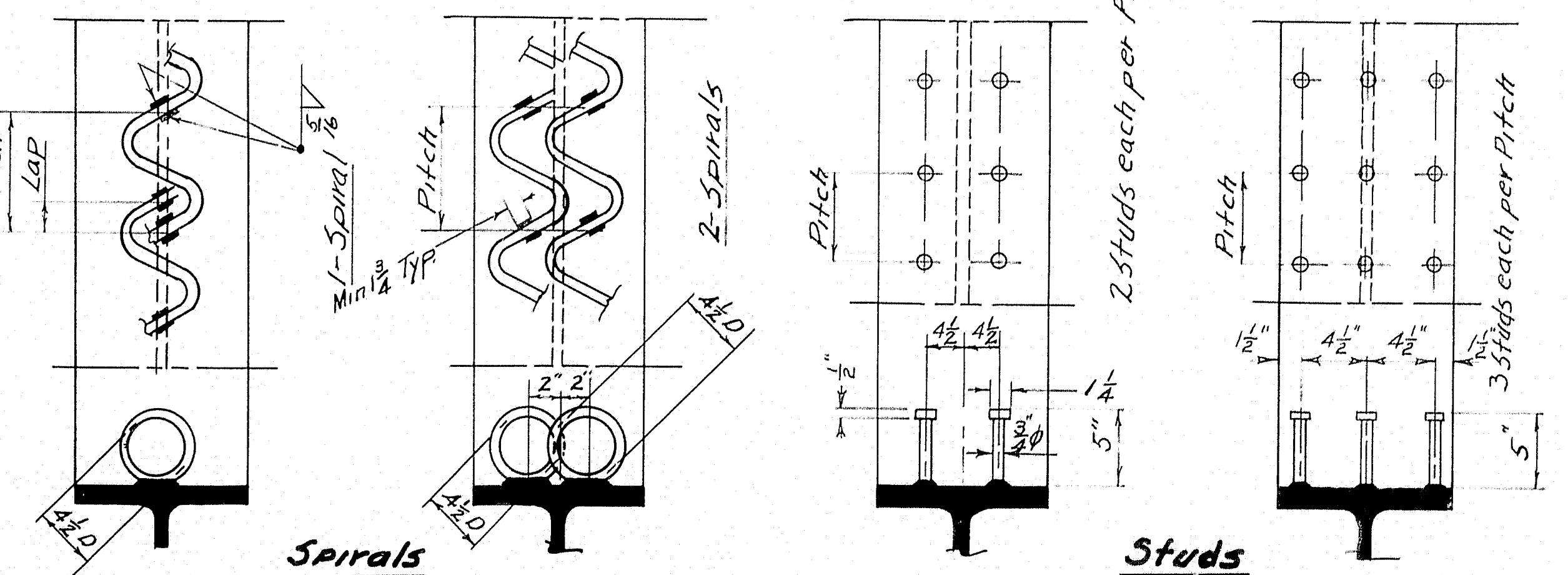
SHEAR CONNECTORS



DIAPHRAGMS
Typical @ Piers



DIAPHRAGMS
Typical at Abutments and Intermediate Points



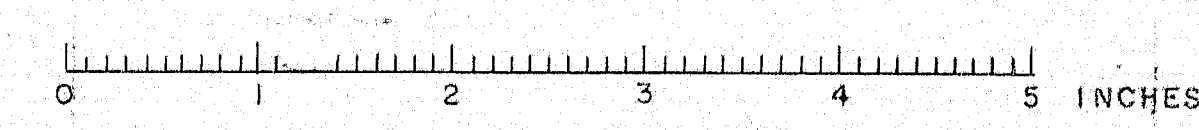
Spirals
5/8" bars

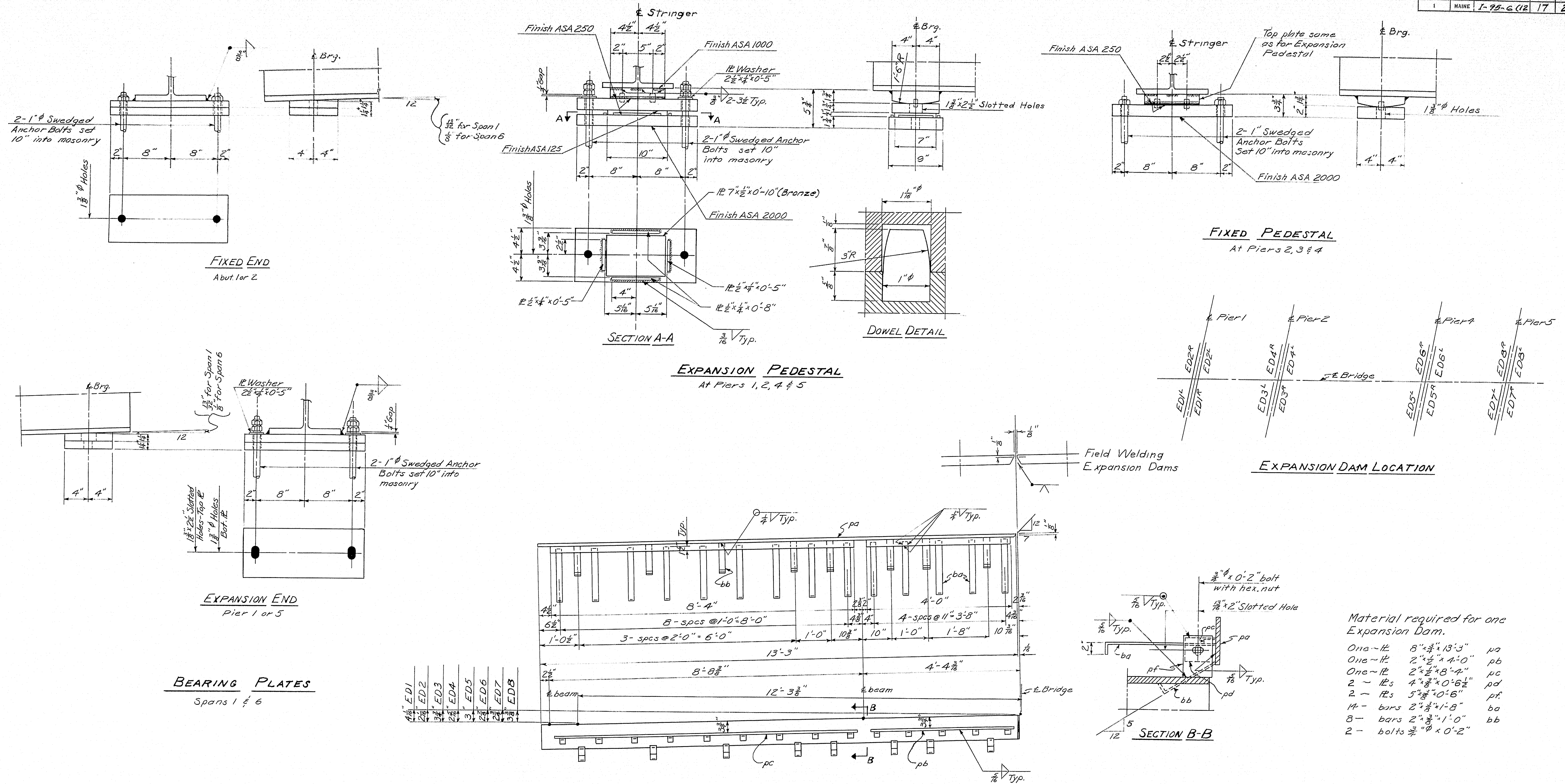
SHEAR CONNECTORS

Shear connectors may be either welded spirals or automatically end welded studs.
Number of 3/4" x 5" studs required 5,824

DESIGN-CUTTING DET. WHITE
TRACE - P.I.F.
CHECK - R.E.P.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
DENSMORE ROAD BRIDGE
OVER
INTERSTATE HIGHWAY
IN THE TOWN OF
SIDNEY
KENNEBEC COUNTY
STRUCTURAL STEEL





ONE - EXPANSION DAM ED1 ^R AS SHOWN	ONE - EXPANSION DAM ED1 ^L OPP HAND TO SKETCH
ONE - do do ED2 ^R do do do do	ONE - do do ED2 ^L do do do do do
ONE - do do ED3 ^R do do do do	ONE - do do ED3 ^L do do do do do
ONE - do do ED4 ^R do do do do	ONE - do do ED4 ^L do do do do do
ONE - do do ED5 ^R do do do do	ONE - do do ED5 ^L do do do do do
ONE - do do ED6 ^R do do do do	ONE - do do ED6 ^L do do do do do
ONE - do do ED7 ^R do do do do	ONE - do do ED7 ^L do do do do do
ONE - do do ED8 ^R do do do do	ONE - do do ED8 ^L do do do do do

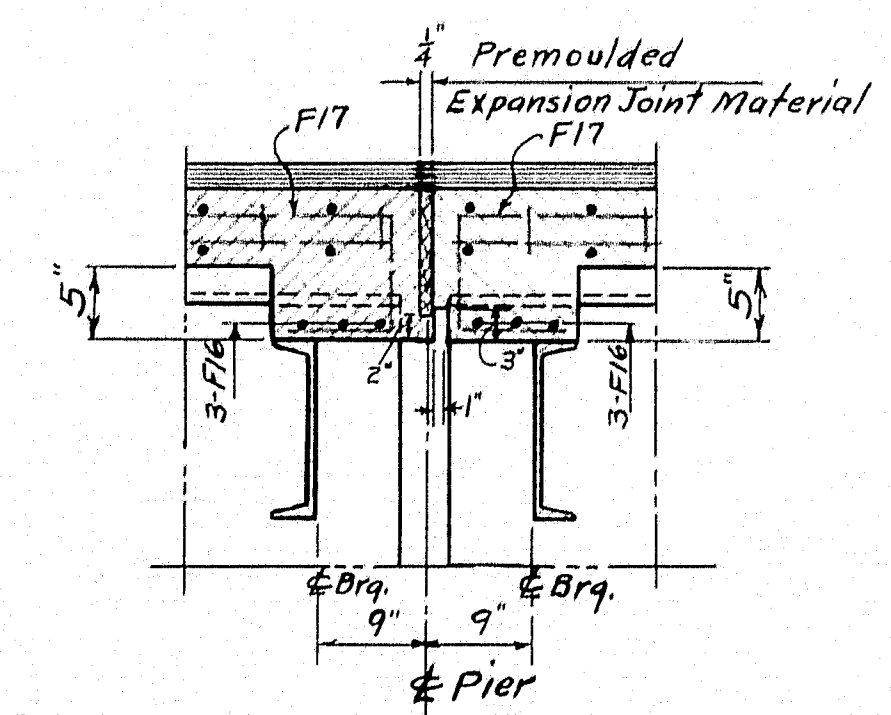
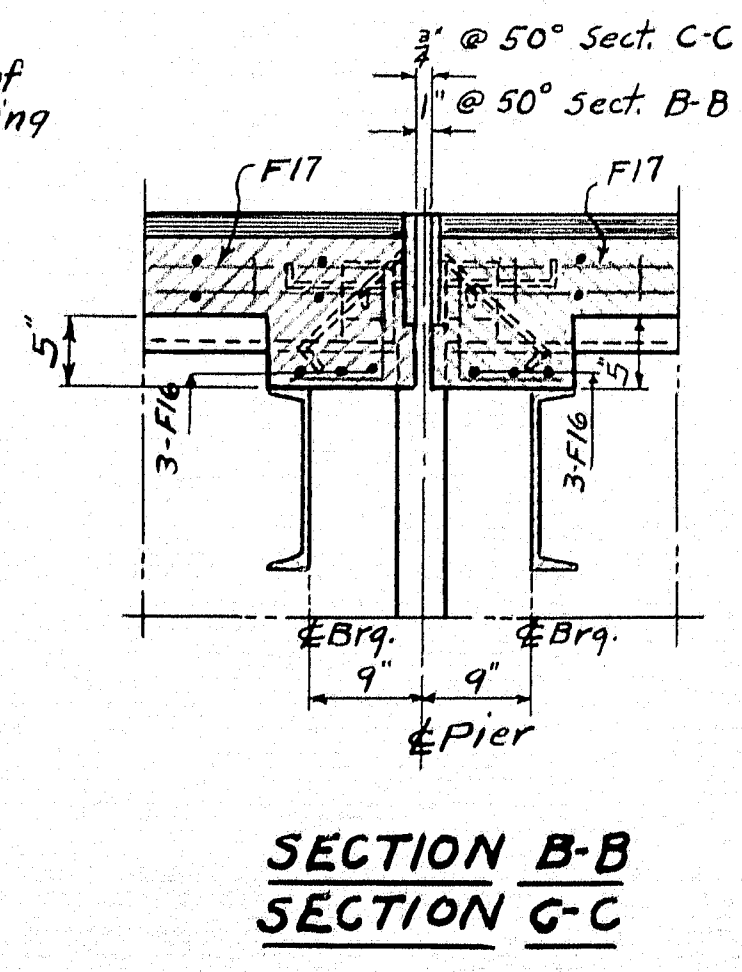
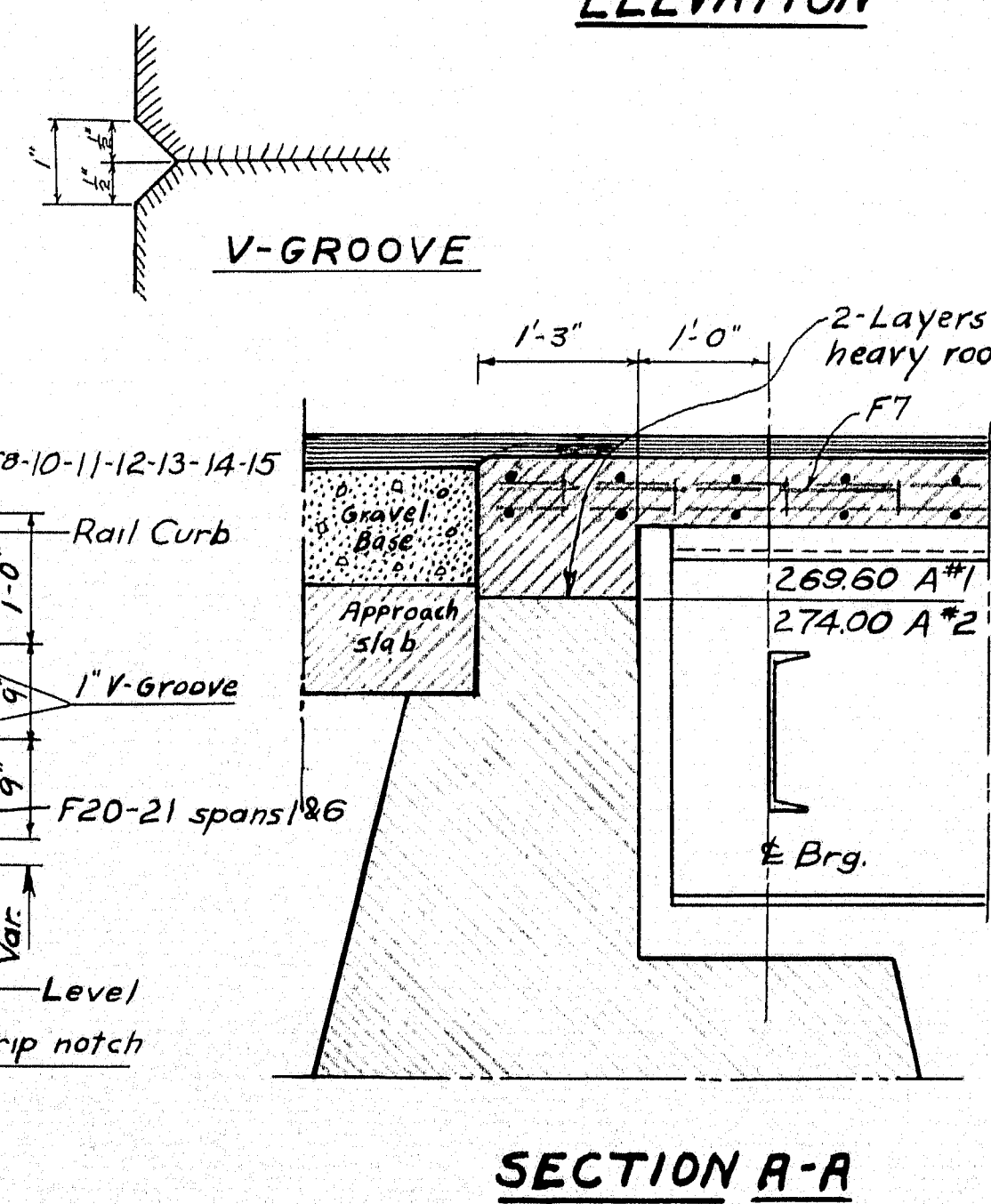
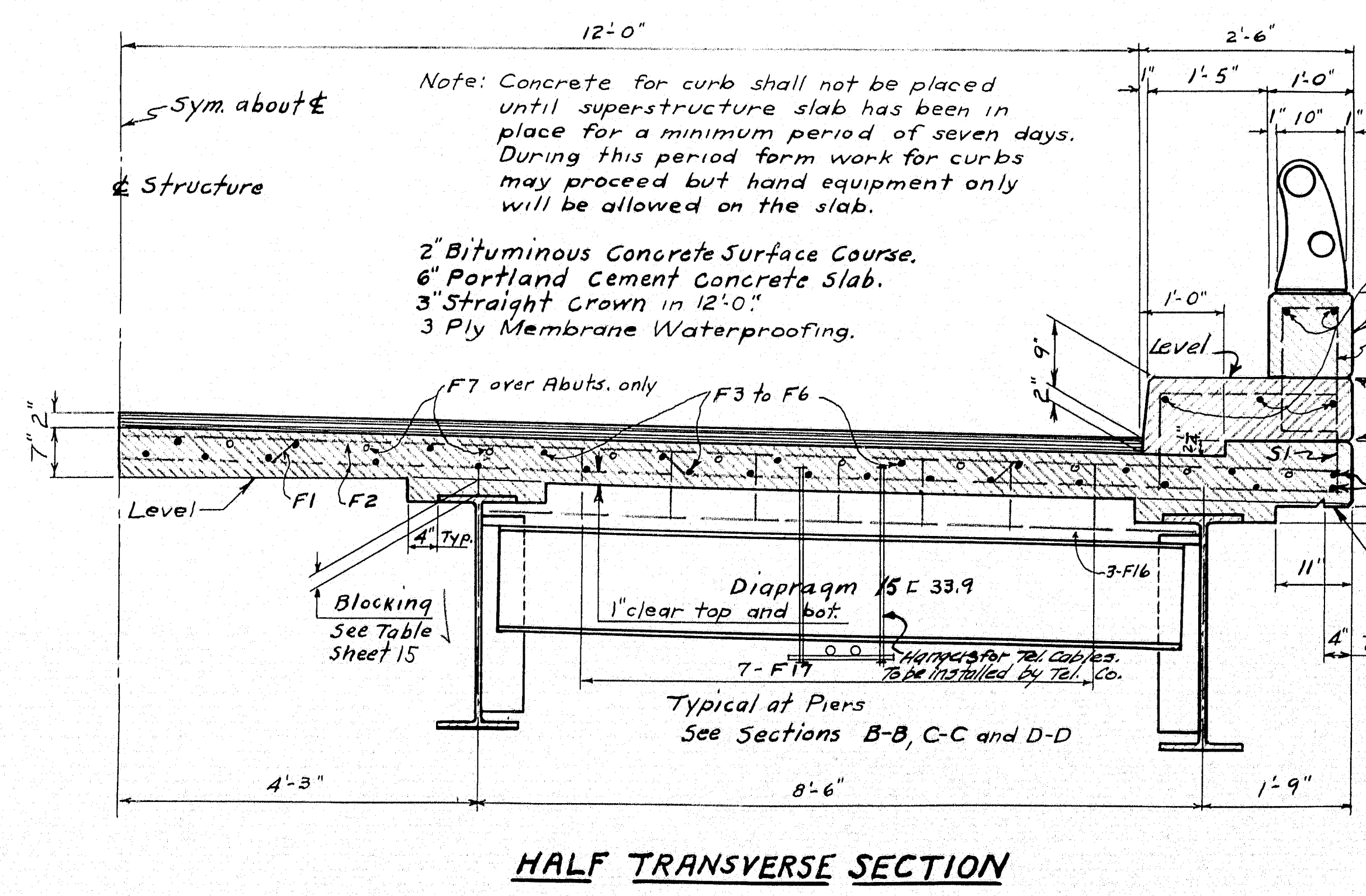
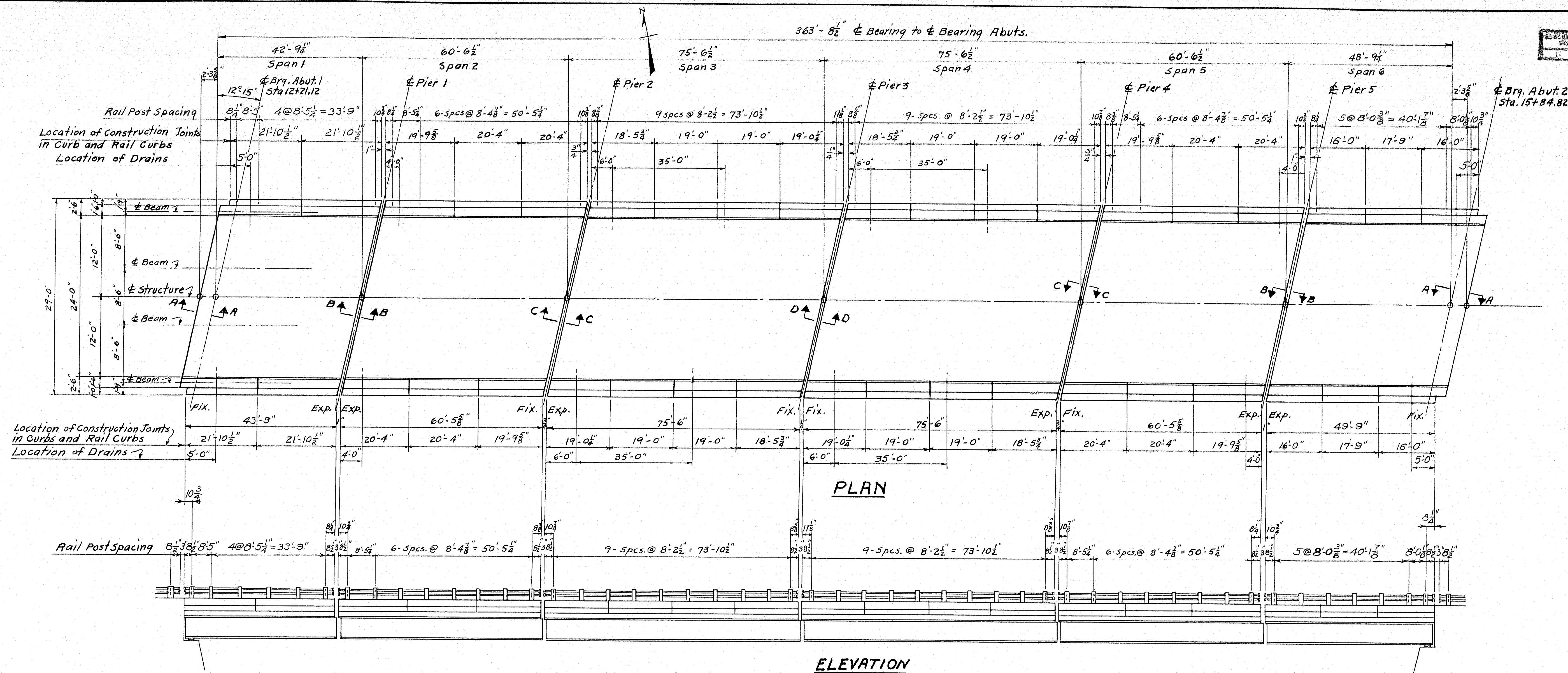
DESIGN - CUTTING - DET. - WHITE
TRACE - HIGGS
CHECK - P.B.P.

BRIDGE 110.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

DENMORE ROAD BRIDGE
OVER
INTERSTATE HIGHWAY
IN THE TOWN OF
SIDNEY
KENNEBEC COUNTY
STRUCTURAL STEEL

SHEET 17 OF 22 AUGUSTA, MAINE APRIL 1958

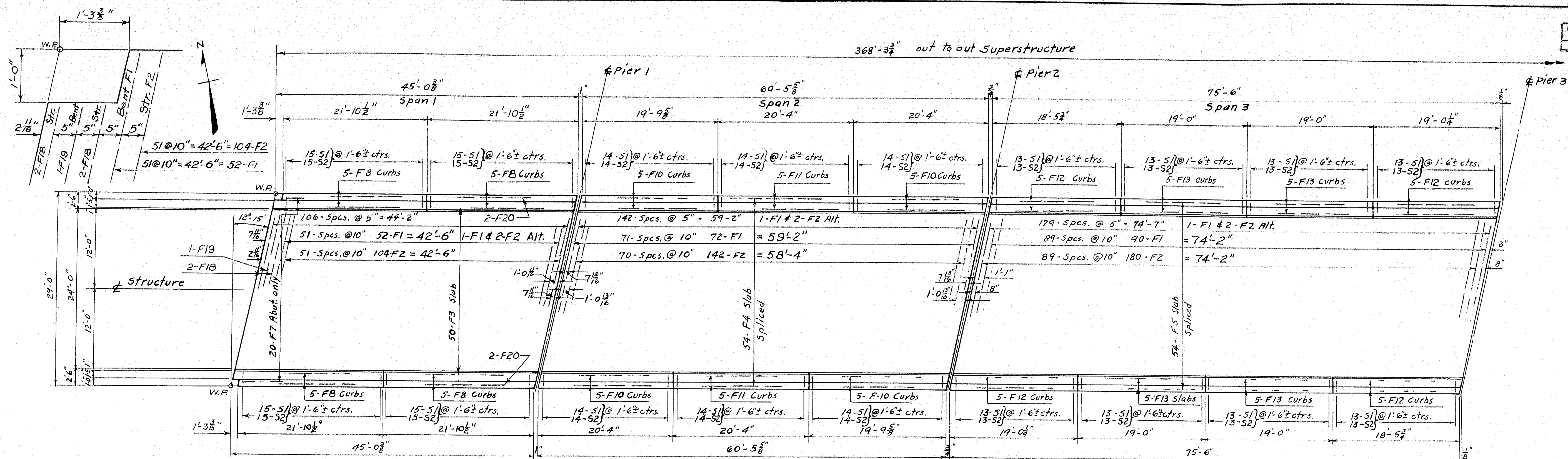


Construction Joint Note
Break bond at construction joints in curbs and rail curbs with a coat of asphalt paint. Construct $\frac{1}{2}$ " V-grooves at joints of interior faces, top rail curb and exterior face of bridge. Joints to be plumb. Chamfer for exposed edges of concrete $\frac{1}{2}$ ".

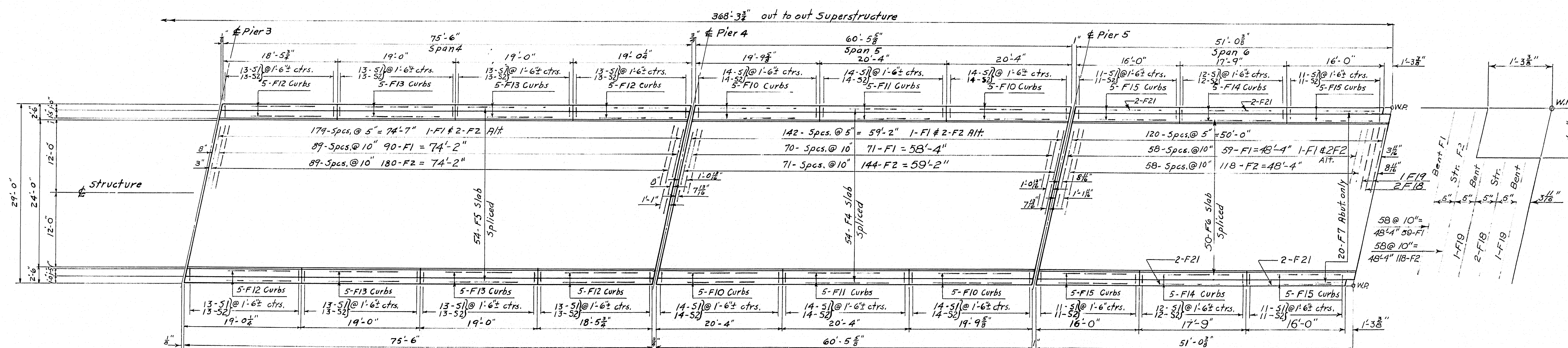
NOTES
Design
 $f'_c = 18,000$ p.s.i.
 $f'_s = 1200$ p.s.i.
 $n = 10$
Design Specifications A.A.S.H.O. 1953.
Loading H-20-44.

DESIGN - SHALER DET. WHITE BRIDGE NO.
TRACE - WELCH
CHECK - A.B.P.
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
DENSMORE ROAD BRIDGE
OVER
INTERSTATE HIGHWAY
IN THE TOWN OF
SIDNEY
KENNEBEC COUNTY
SUPERSTRUCTURE
SHEET 18 OF 22 AUGUSTA, MAINE MARCH 1958

B. P. R. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-25-6(1)	19	22



PLAN

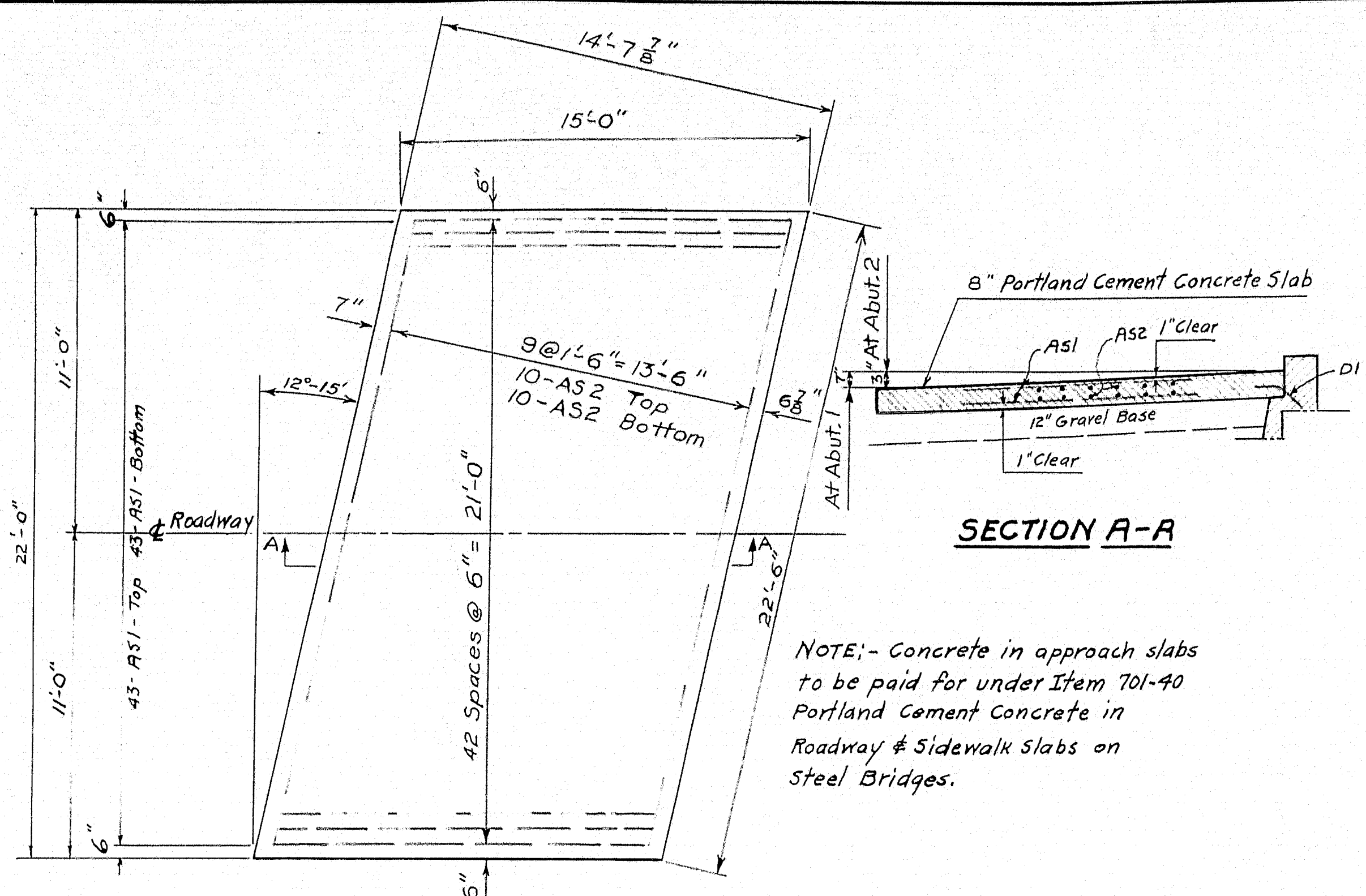


PLAN

DESIGN - SHALER DET. WHITE | BRIDGE NO.
TRACE - WELCH
CHECK - B.B.P.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
DENSMORE ROAD BRIDGE
OVER
INTERSTATE HIGHWAY
IN THE TOWN OF
SIDNEY
KENNEBEC COUNTY
SUPERSTRUCTURE - SLAB DETAILS

SHEET 19 OF 22 AUGUSTA, MAINE MARCH 1958

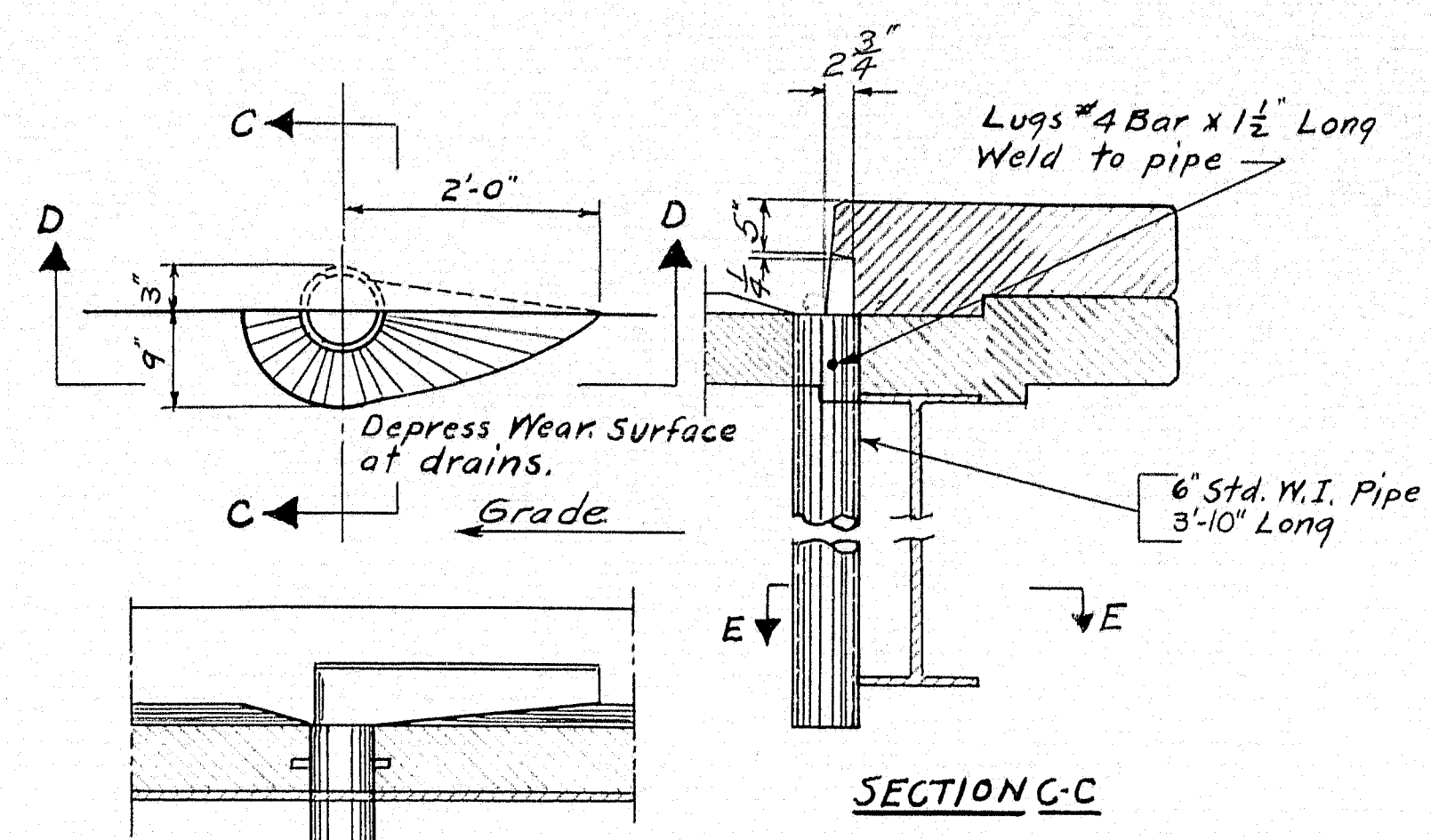


SECTION A-A

NOTE: - Concrete in approach slabs to be paid for under Item 701-40 Portland Cement Concrete in Roadway & Sidewalk Slabs on Steel Bridges.

APPROACH SLAB

Approach Slab at Abut. 1 shown
Approach Slab at Abut. 2 Same



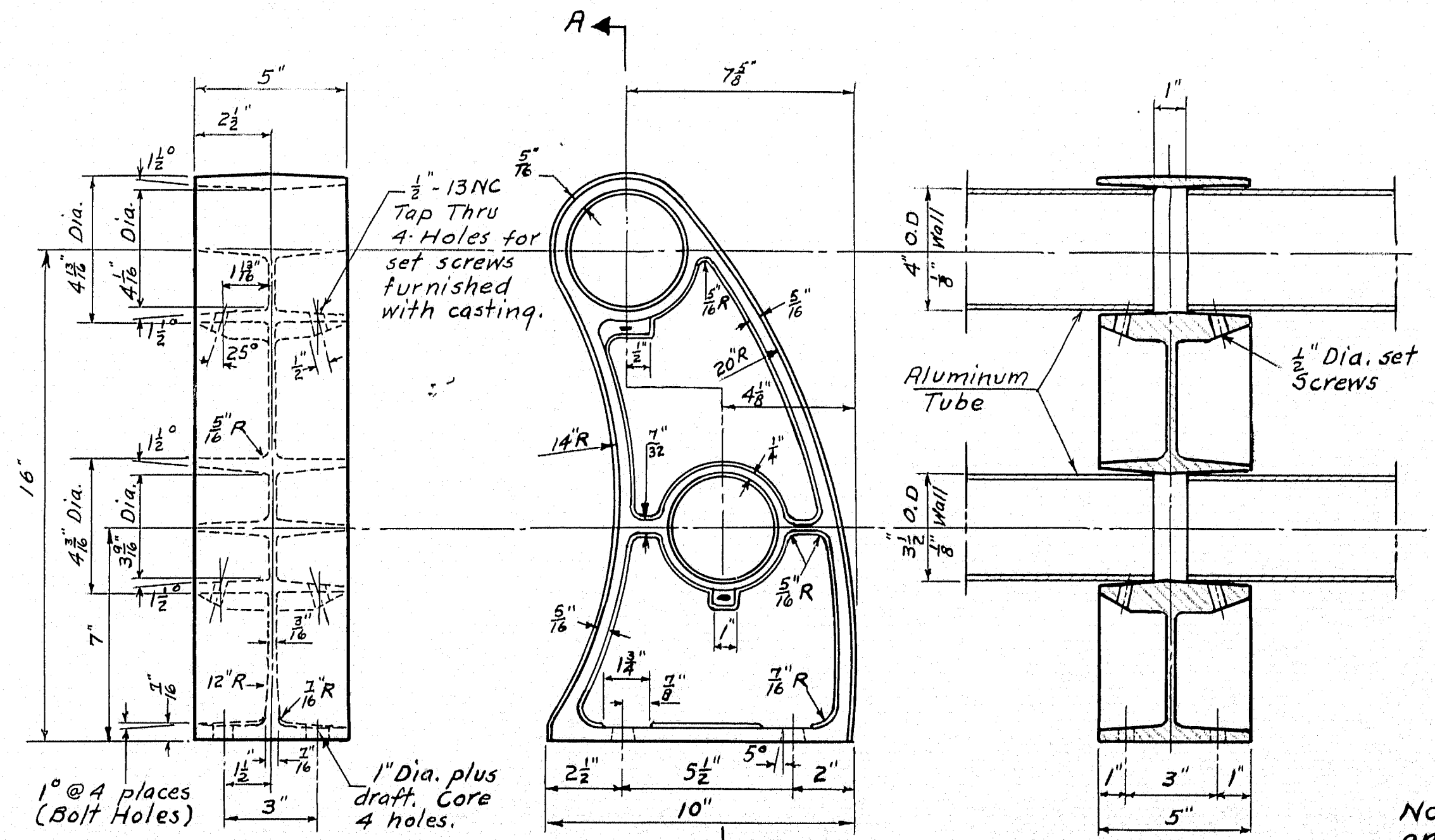
SECTION C-C

SECTION D-D

DRAIN DETAILS
16-Drains Required
See Sheet 18 for location

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

SECTION E-E

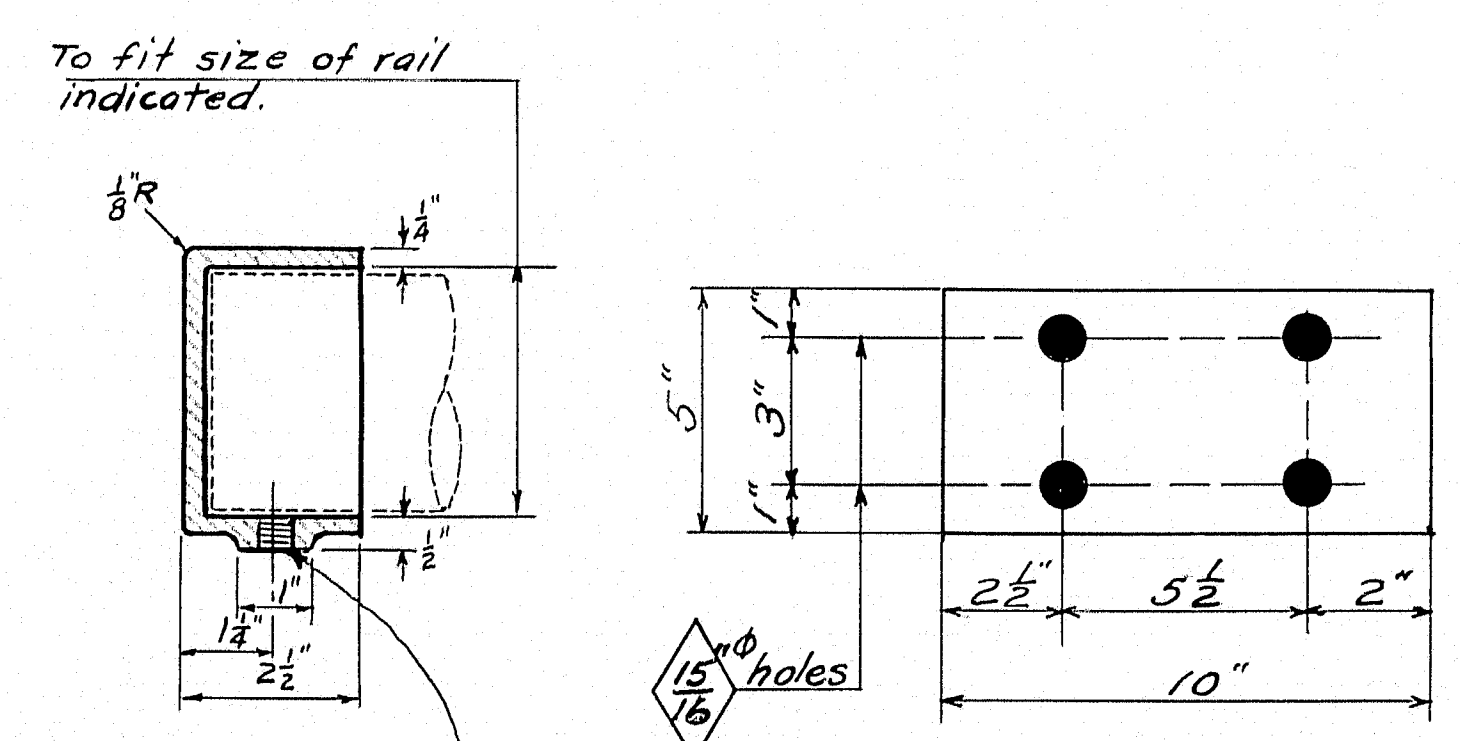


REAR ELEVATION

END ELEVATION

POST DETAIL

ALUMINUM RAIL DETAILS



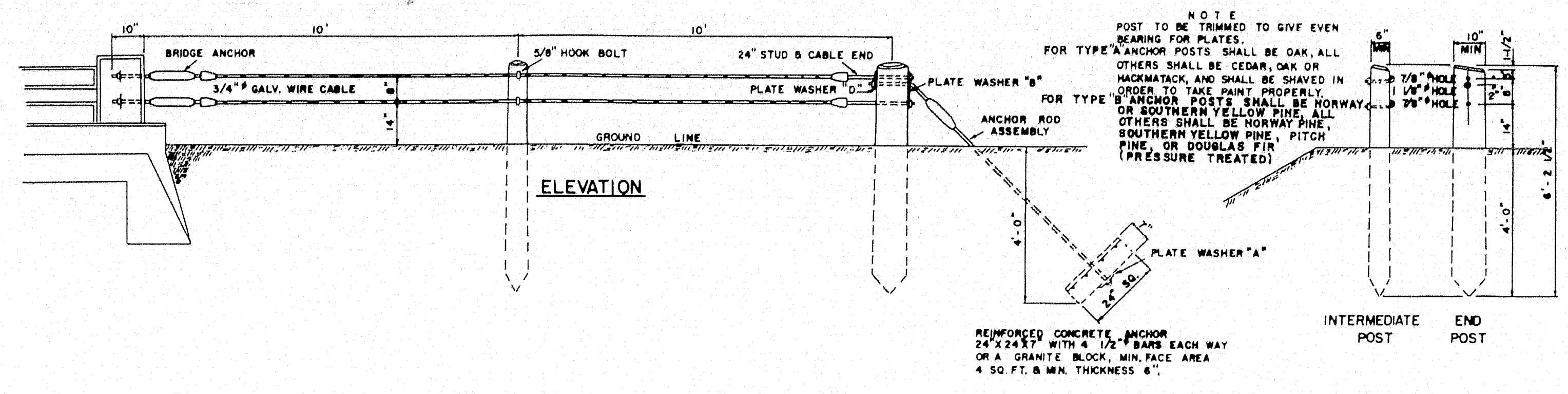
RAIL CAP DETAIL

NOTE: - Provide 4 aluminum anchor bolts 3/8" x 12" hex nut, with each rail post.

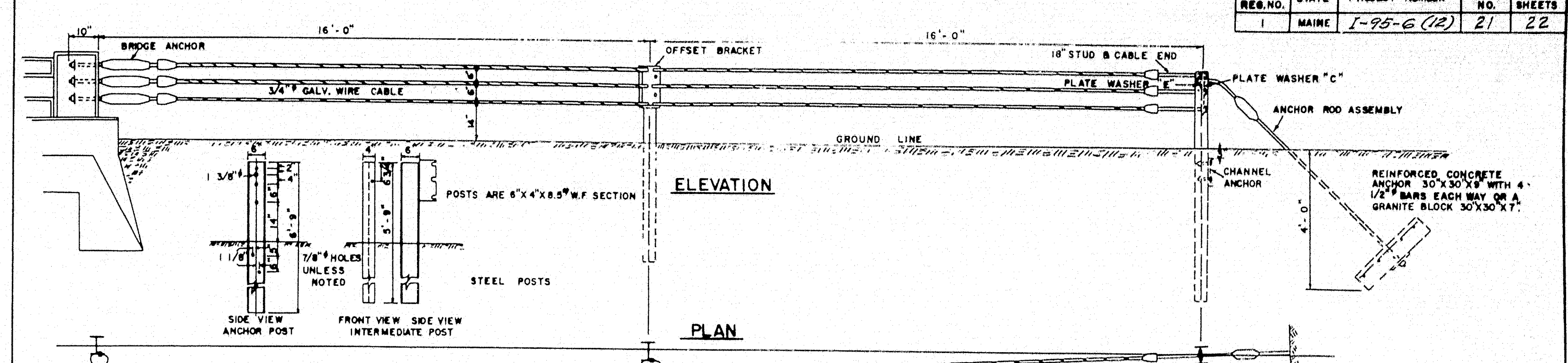
SHIMS
Aluminum Alloy Shims 5" x 16" x 0.10" to be used and/or cut as necessary. Furnish in the amount of 50% of posts required.

REINFORCING STEEL									
Mark	Size	No.	Length	Location	Mark	Size	No.	Length	Location
F1	#5	434	30'-0"	Slab	F11	#4	20	20'-0"	Curbs Spans 2 & 5
F17	#5	210	4'-4"	Diaphragms @ Piers	F12	#4	40	18'-2"	Curbs Spans 3 & 4
S1	#4	504	4'-11"	Curbs	F13	#4	40	18'-9"	Curbs " " #4
D1	#6	24	2'-6"	Abuts.	F14	#4	10	17'-6"	Curbs Span #6
F19	#3	3	27'-11"	Slab	F15	#4	20	15'-3"	Curbs " " "
S2	#4	544	4'-6"	Rail Curbs	F16	#5	90	8'-4"	Diaphragms @ Piers
S3	#4	32	4'-11"	Curbs on Abutments	AS1	#6	172	14'-6"	Approach Slabs
RP2	#4	12	5'-11"	Rail Post on Abuts.(End)	AS2	#4	40	22'-0"	" "
P5	#8	20	29'-6"	Pier Caps	F18	#5	6	27'-3"	Slab
P14	#5	180	11'-4"	" "	F20	#4	4	43'-5"	Slab Span #1
P15	#5	20	10'-11"	" "	F21	#4	8	25'-2"	Slab Span #6 (Spliced)
P16	#5	20	10'-6"	" "	A1	#5	30	4'-0"	Bridge Seat Abuts.(Top)
P17	#5	20	10'-0"	" "	A2	#6	31	29'-4"	" " (Top & Bot)
P18	#5	20	9'-7"	" "	A3	#6	17	8'-6"	Abut. #1 Back of BackWall
P19	#5	20	9'-2"	" "	A4	#4	8	29'-4"	Abuts. BackWall (Back & Front)
P20	#5	20	8'-8"	" "	A5	#5	34	4'-0"	" " Front
P21	#5	20	8'-3"	Pier Columns, Pier Caps	A6	#6	29	6'-0"	Bottom of Breastwall #1 Abut.
P22	#5	20	7'-10"	" "	A7	#6	8	8'-3"	Bottom of Wing #1 Abut.
P23	#4	273	9'-2"	Pier Columns	A8	#6	14	3'-2"	" " " "
					A9	#5	15	6'-0"	Bottom of Breastwall #2 Abut.
					A10	#6	17	8'-9"	Back of BackWall #2 Abut.
					RP1	#4	24	1'-11"	End Rail Posts
					RC1	#4	8	9'-3"	Abut Rail Curbs
					C1	#4	8	7'-10"	Curbs Insert (Abuts.)
					W1	#5	88	9'-5"	Wing Walls
					W2	#5	80	10'-2"	" " "
					D2	#6	54	3'-0"	Breastwall to Pedestal #2 Abut.
F2	#5	868	29'-3"	Slab	P1	#6	35	17'-0"	Pier Caps
F3	#4	50	44'-8"	Slab Span #1	P2	#6	10	28'-6"	" "
F4	#4	216	30'-6"	Slab (Spliced) Spans 2 & 5	P3	#6	10	25'-9"	" "
F5	#4	216	38'-0"	" " Spans 3 & 4	P4	#8	15	21'-9"	" "
F6	#4	100	25'-9"	" " Span #6	P6	#11	20	7'-0"	Pier Caps
F7	#4	40	3'-0"	" Over Abuts.	P7	#8	48	18'-9"	Pier #1 Columns
F8	#4	20	21'-2"	Curbs Span #1	P8	#8	48	20'-3"	Pier #2 Columns
F10	#4	40	19'-6"	" Spans 2 & 5	P9	#8	240	7'-6"	Pier " "
P13	#7	82	7'-6"	Piers 1 & 2 Footings	P10	#6	50	7'-6"	Pier 1 & 2 Footings
P24	#8	48	22'-3"	Pier #3 Columns	P11	#6	16	24'-6"	Pier 1 & 2 Footings
P25	#8	48	18'-0"	" #4 "	P12	#7	16	24'-6"	" " "
P26	#8	48	18'-6"	" #5 "					

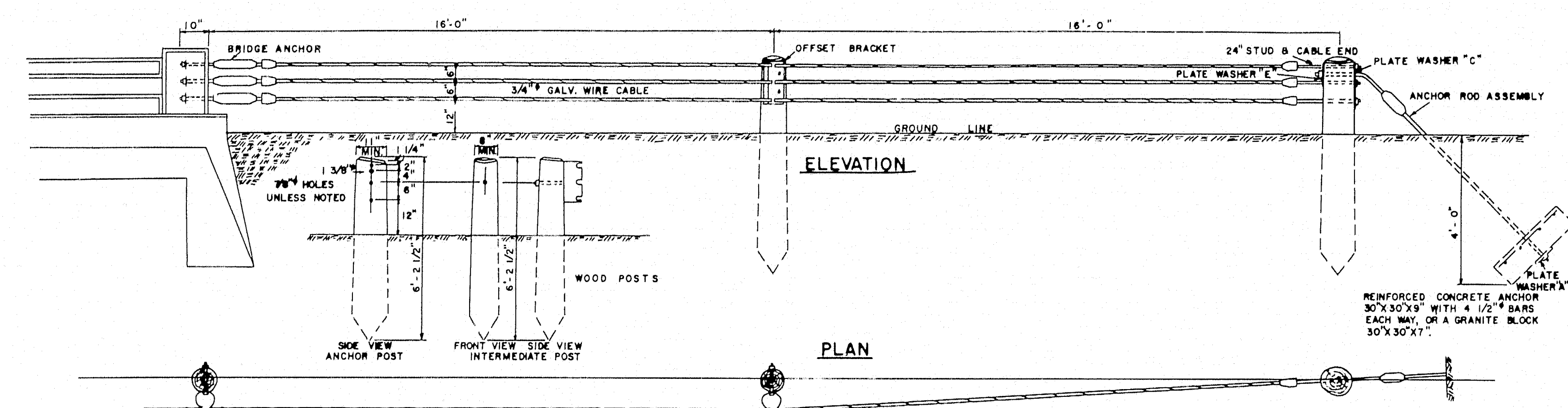
DESIGN-SHAVER DET. WHITE BRIDGE NO.
TRADE - WELCH
CHECK - P. 612 - 8/11/11
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
DENSMORE ROAD BRIDGE
OVER
INTERSTATE HIGHWAY
IN THE TOWN OF
SIDNEY
KENNEBEC COUNTY
APPROACH SLAB - REINFORCING STEEL
RAIL & DRAIN DETAILS
SHEET 20 OF 22 AUGUSTA, MAINE MARCH 1958



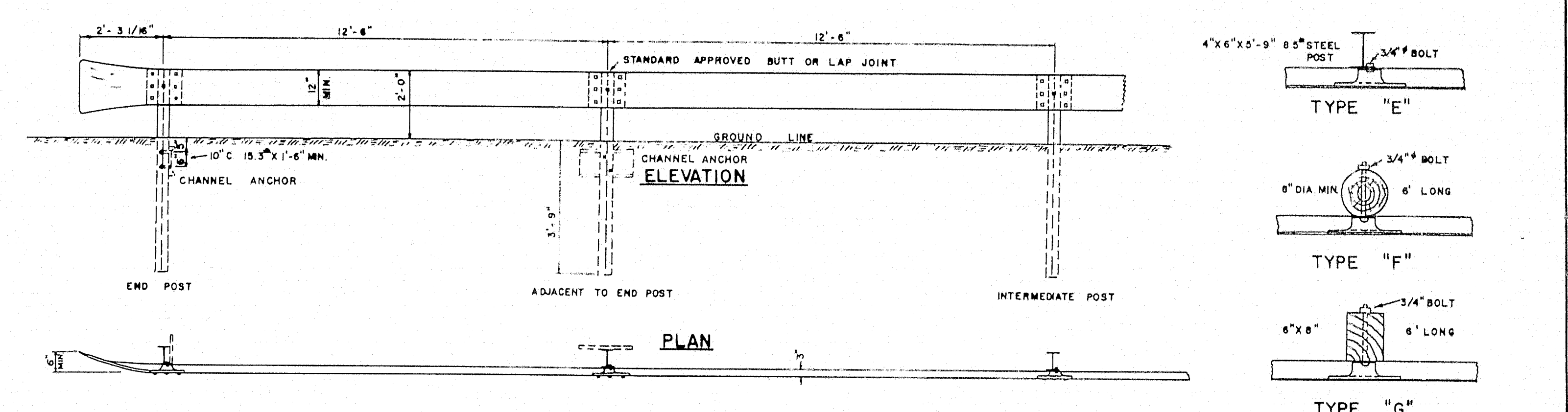
GUARD RAIL TYPE "A" & "B"



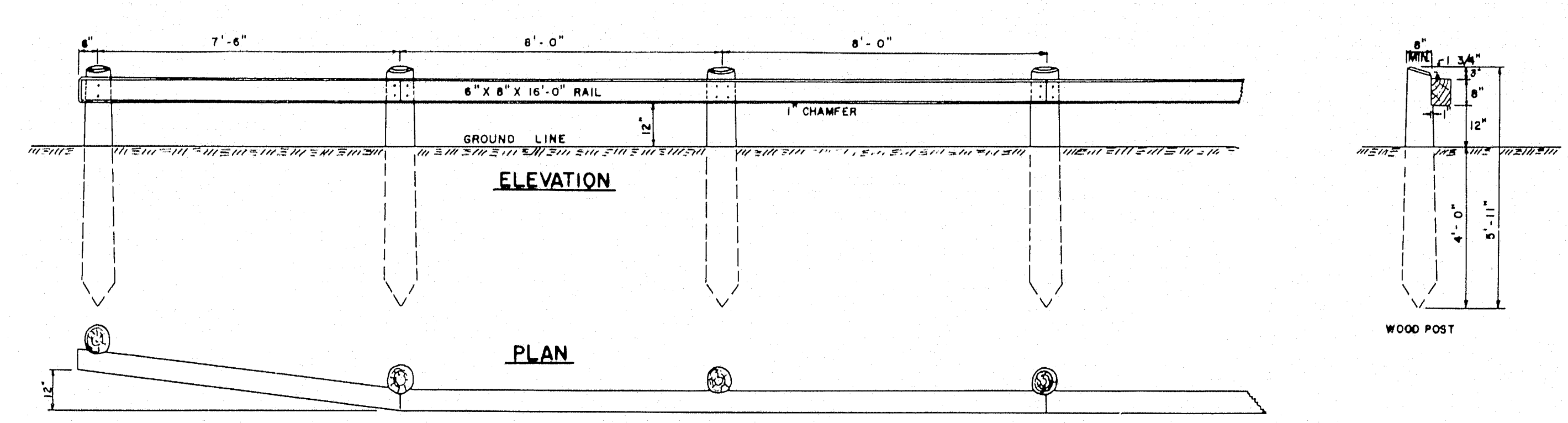
GUARD RAIL TYPE "C"



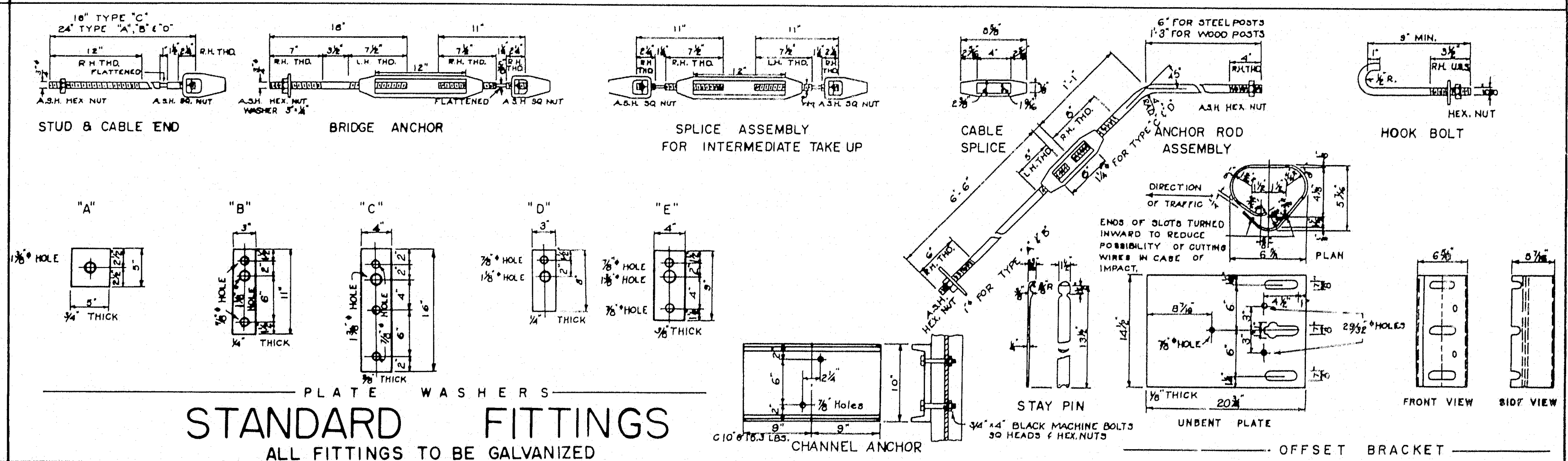
GUARD RAIL TYPE "D"



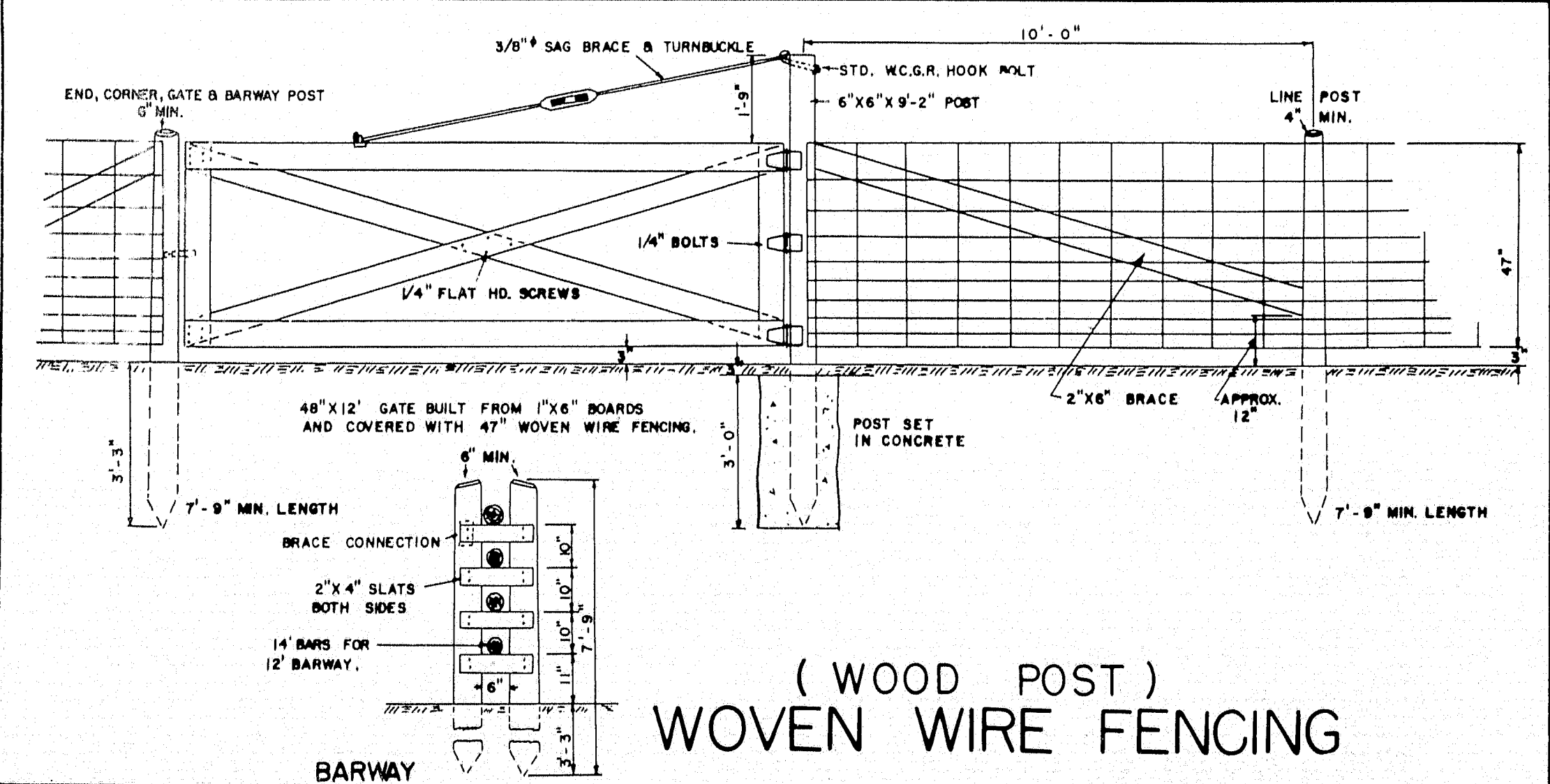
GUARD RAIL TYPE "E", "F" & "G"



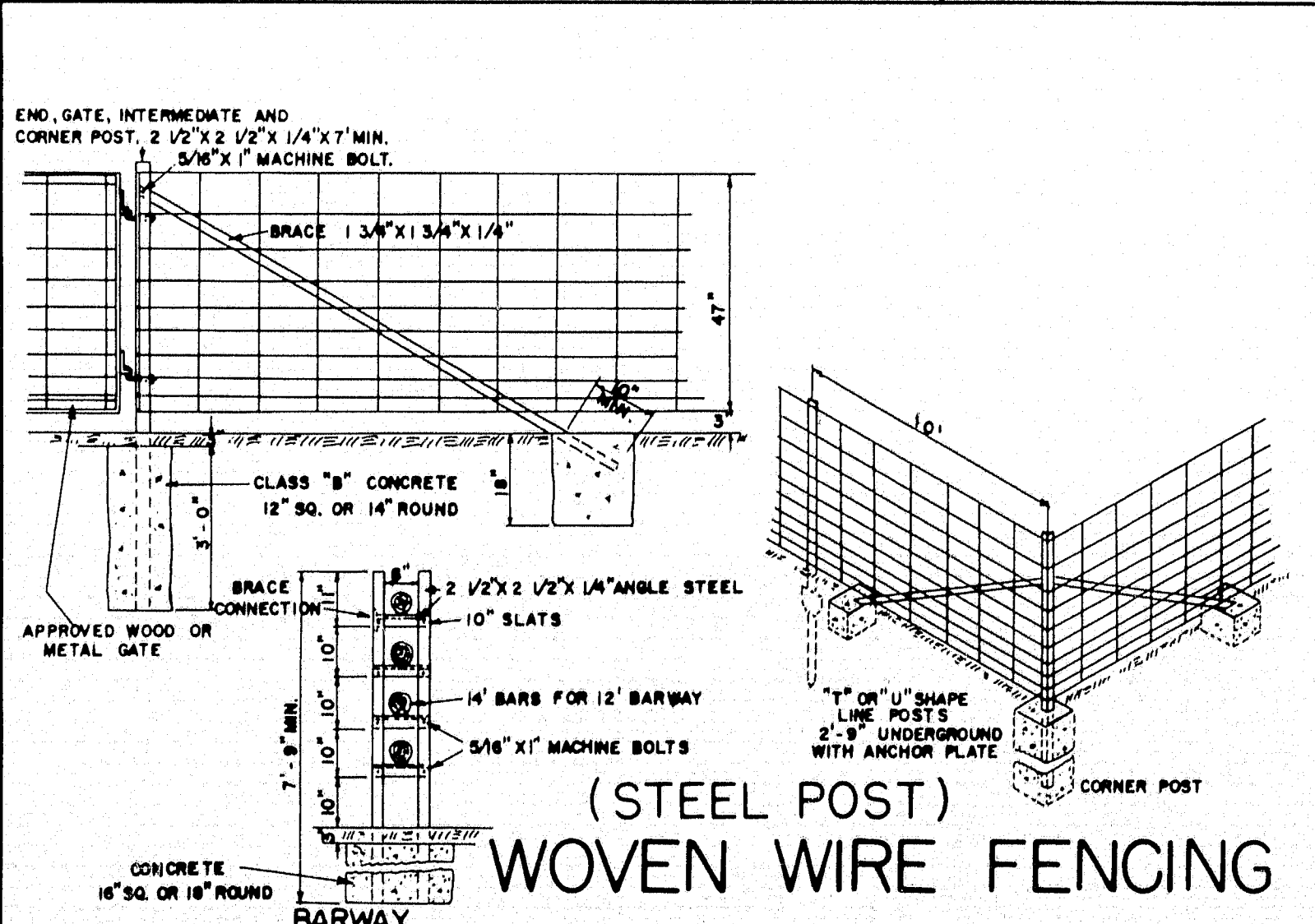
GUARD RAIL TYPE "H"



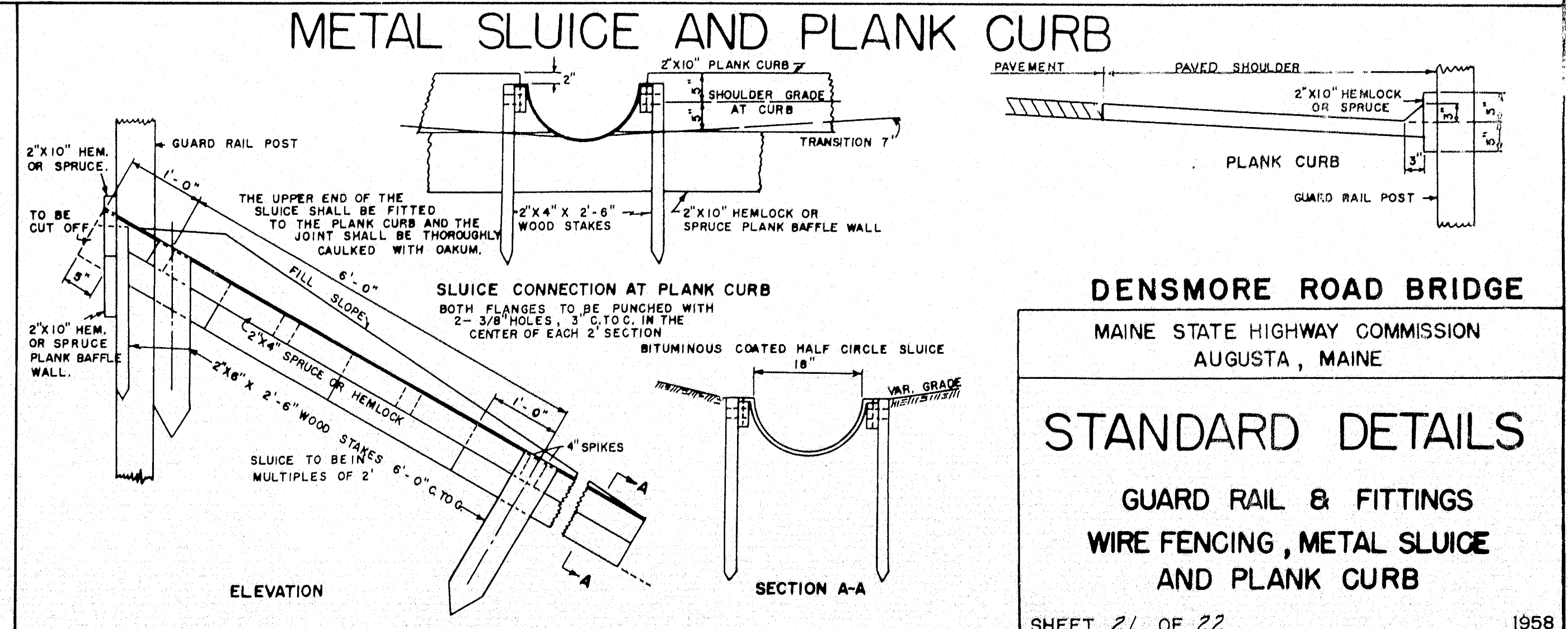
STANDARD FITTINGS
ALL FITTINGS TO BE GALVANIZED



(WOOD POST)
WOVEN WIRE FENCING



(STEEL POST)
WOVEN WIRE FENCING



METAL SLUICE AND PLANK CURB

DENSMORE ROAD BRIDGE
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

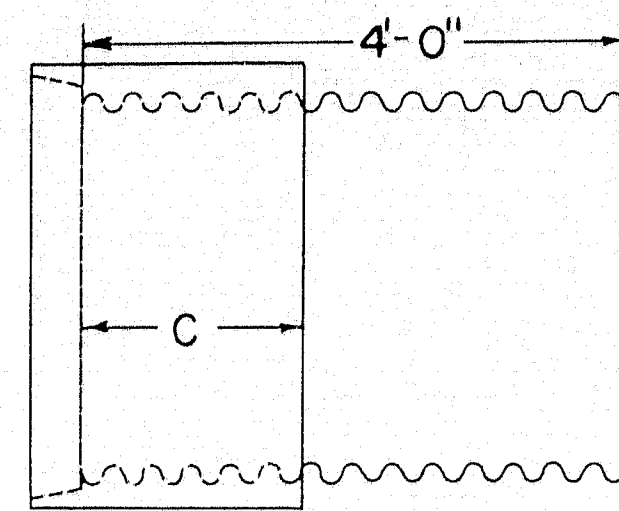
STANDARD DETAILS

GUARD RAIL & FITTINGS
WIRE FENCING, METAL SLUICE
AND PLANK CURB

SHEET 21 OF 22

1958

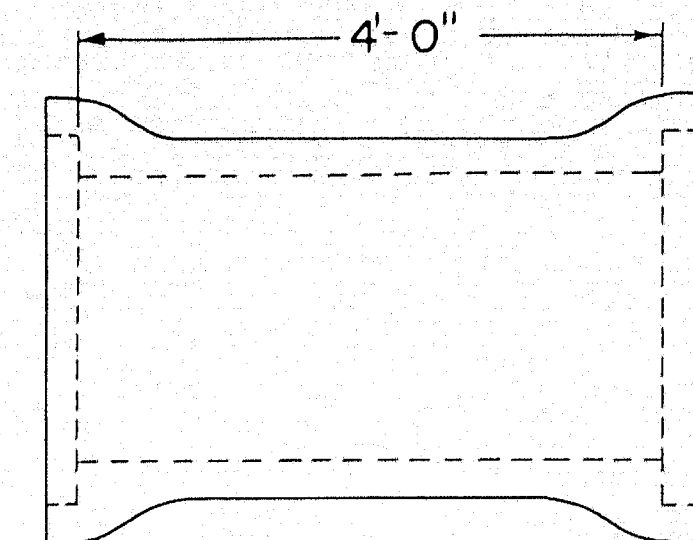
PIPE CONNECTIONS



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

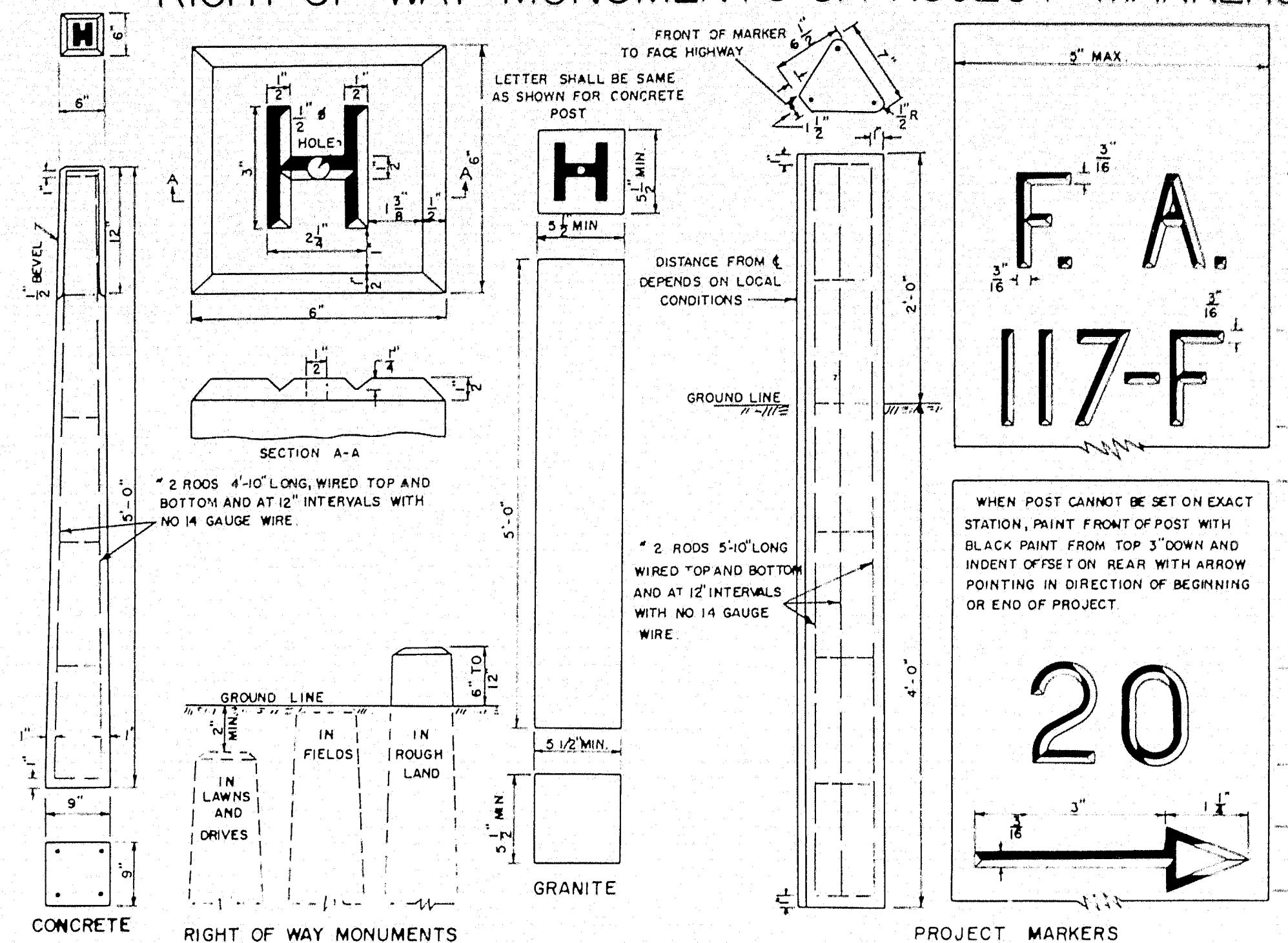


REINFORCED CONCRETE PIPE CONNECTOR
DOUBLE BELL

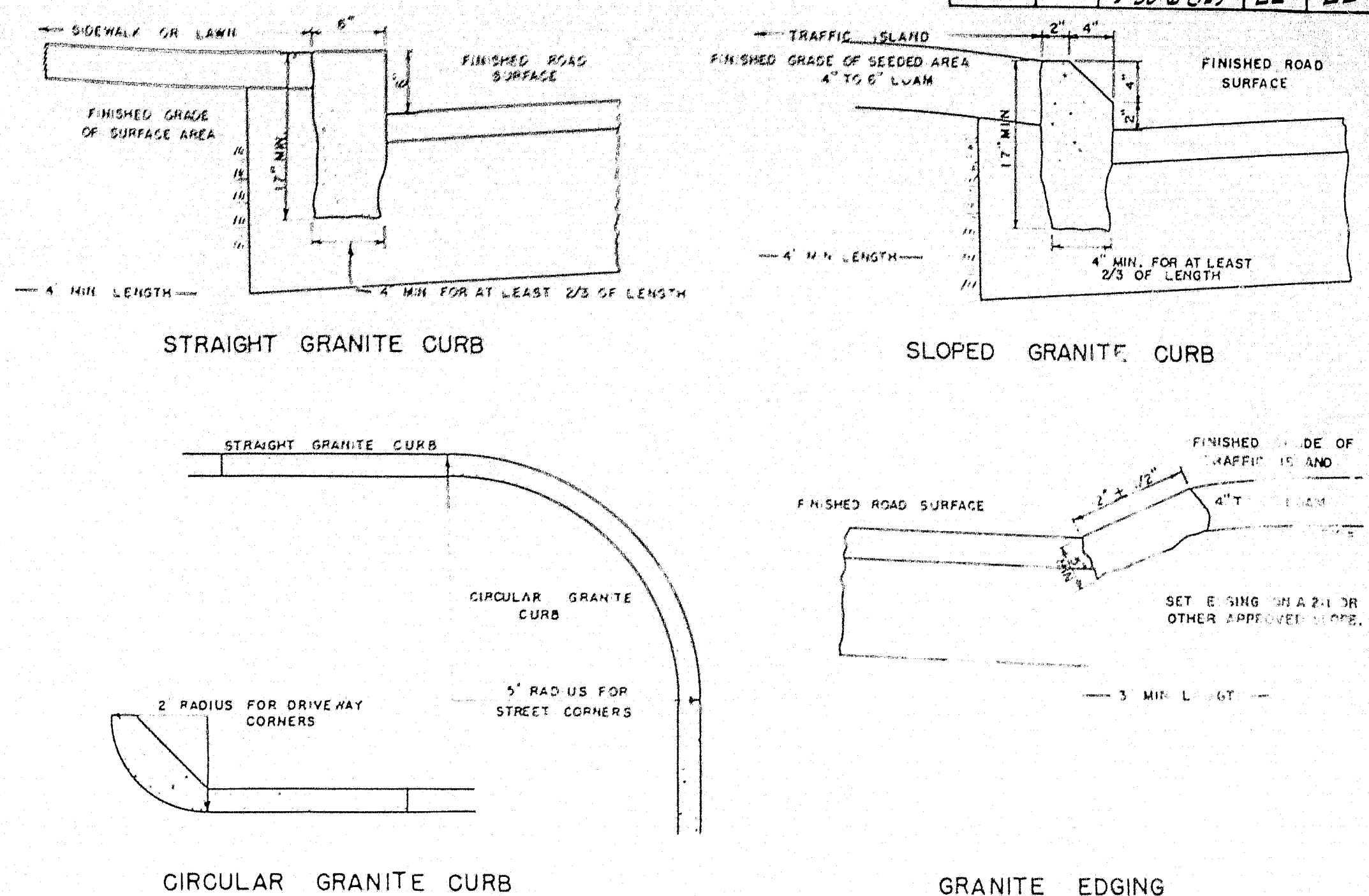
For 12" to 24" inclusive, diameter connection
between concrete and metal pipe

Reinforced concrete pipe shall
conform to the latest standard
specifications

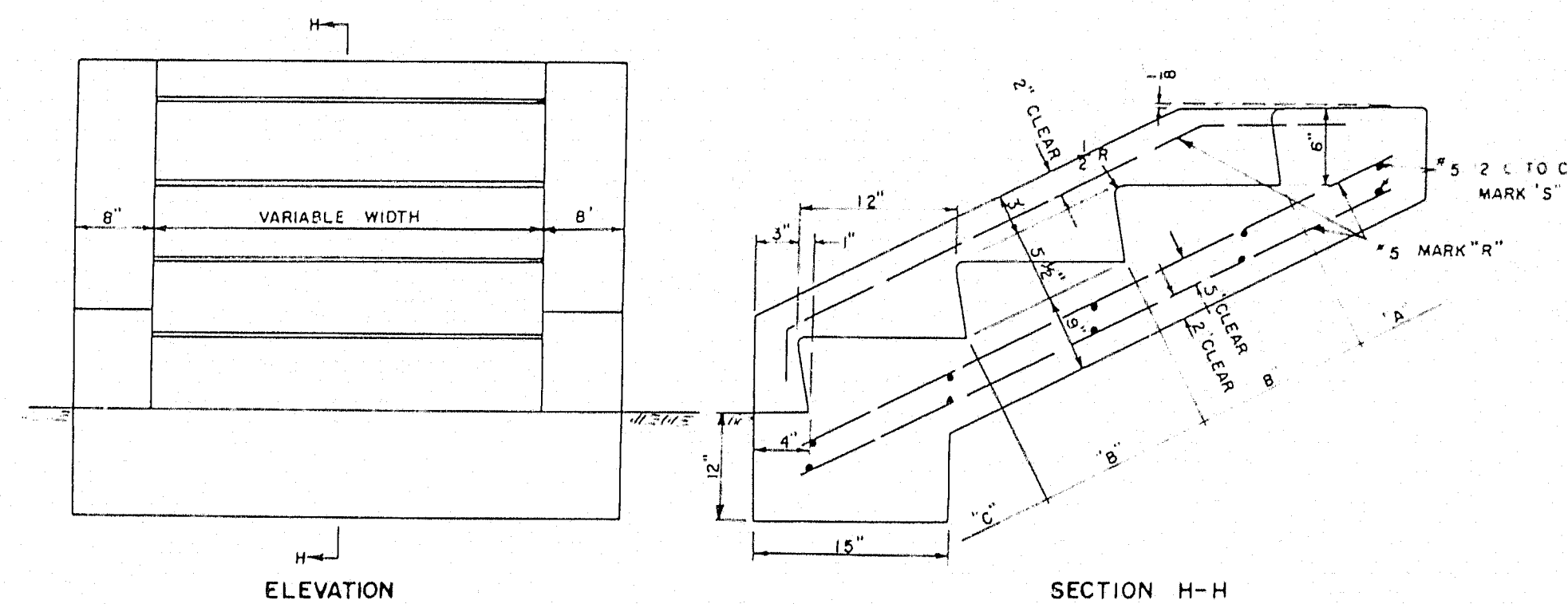
RIGHT OF WAY MONUMENTS & PROJECT MARKERS



GRANITE CURB & EDGING



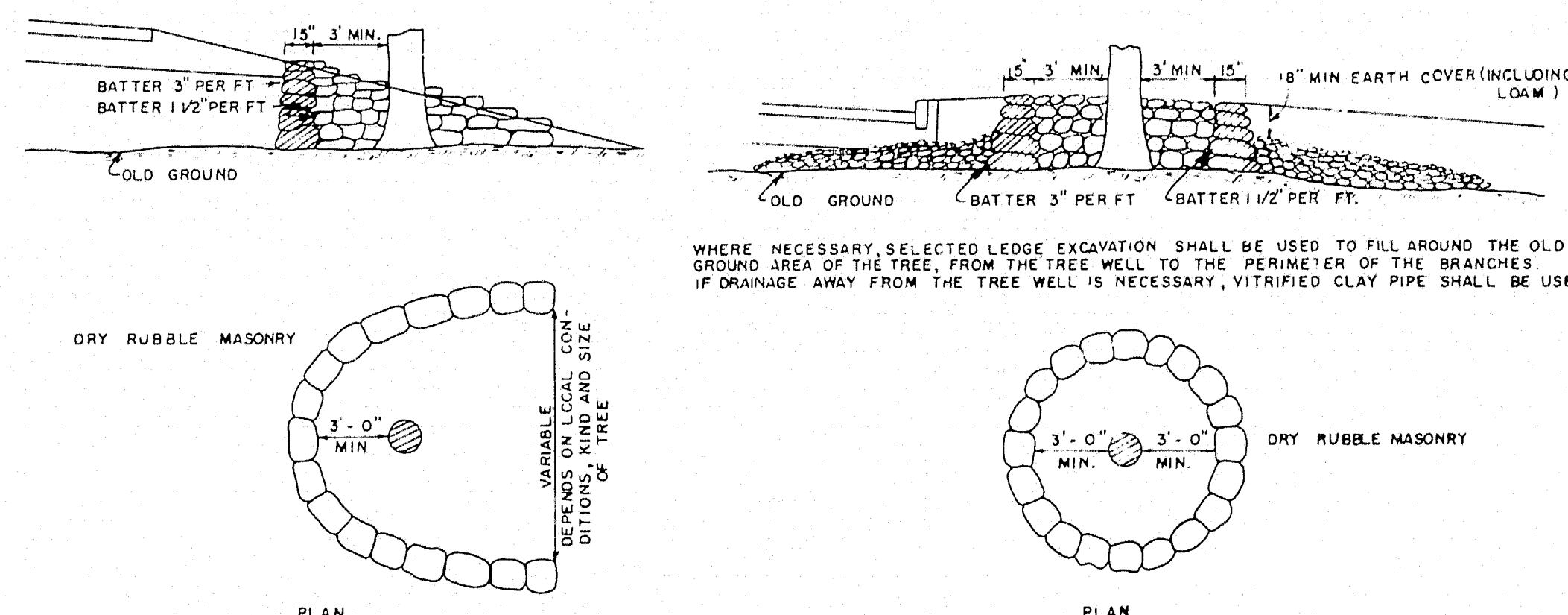
CONCRETE STEPS



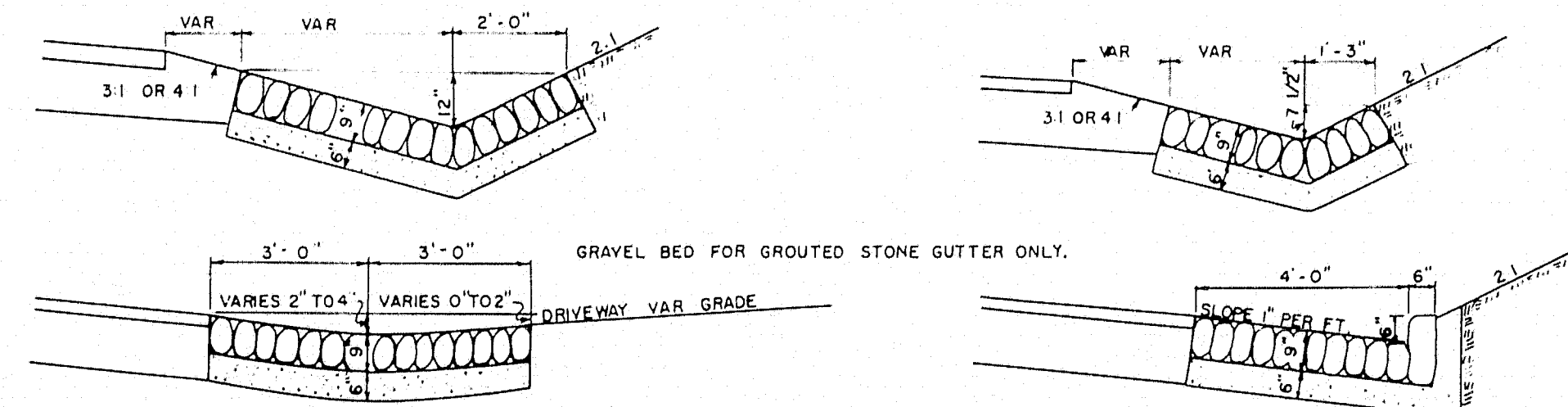
CONCRETE CLASS "A"			
SECTION	STEPS PER FT. OF WIDTH	PARAPET EACH WALL	
"A" HEADER	0.32 CU. YDS	0.22 CU. YDS	
"B" EA. INTER. ST.	0.40 CU. YDS	0.40 CU. YDS	
"C" FOOTER	0.71 CU. YDS	0.65 CU. YDS	

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"	+12' PER FT. OF WIDTH
		4 FOR "C"	

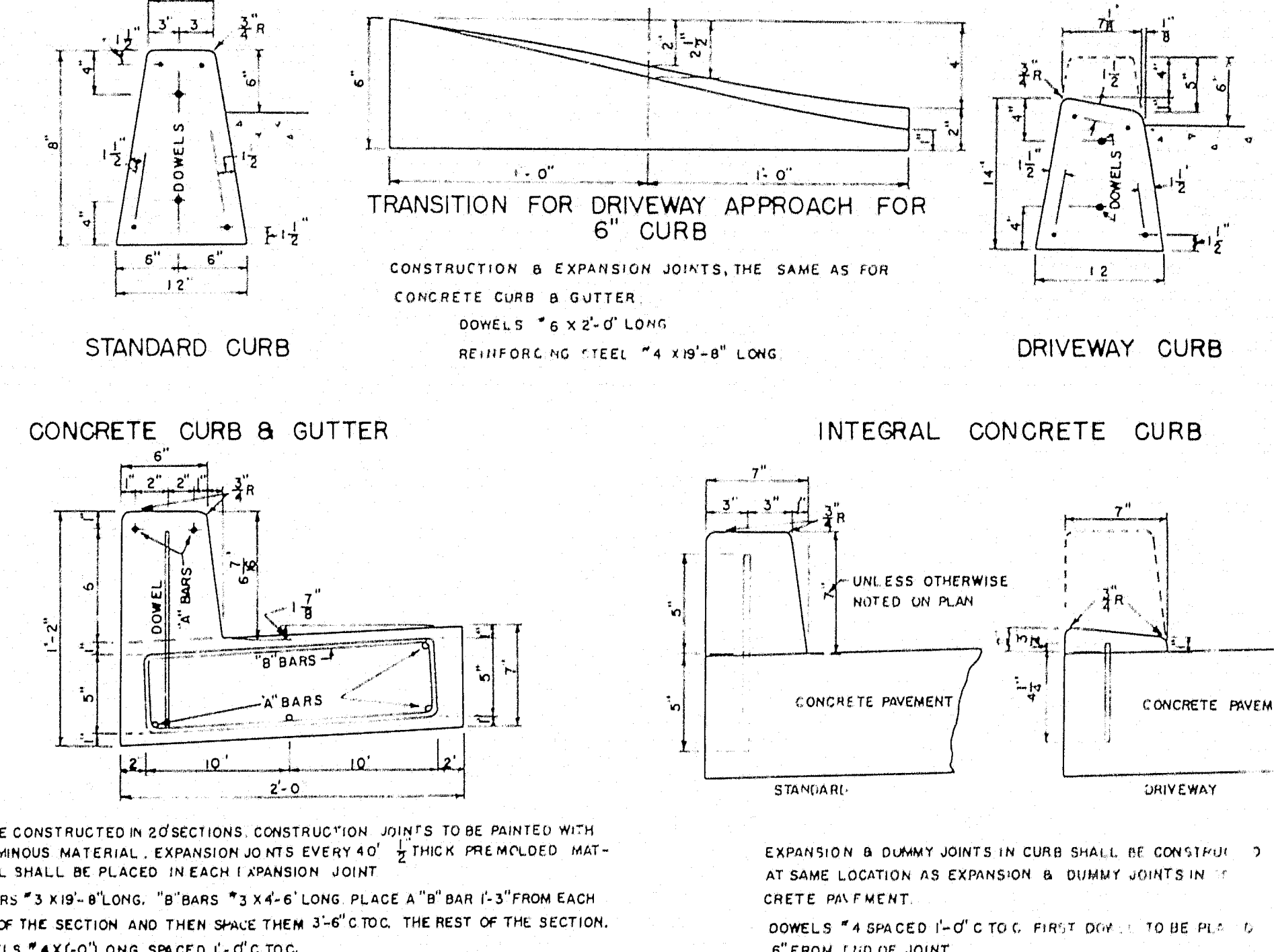
TREE WELLS



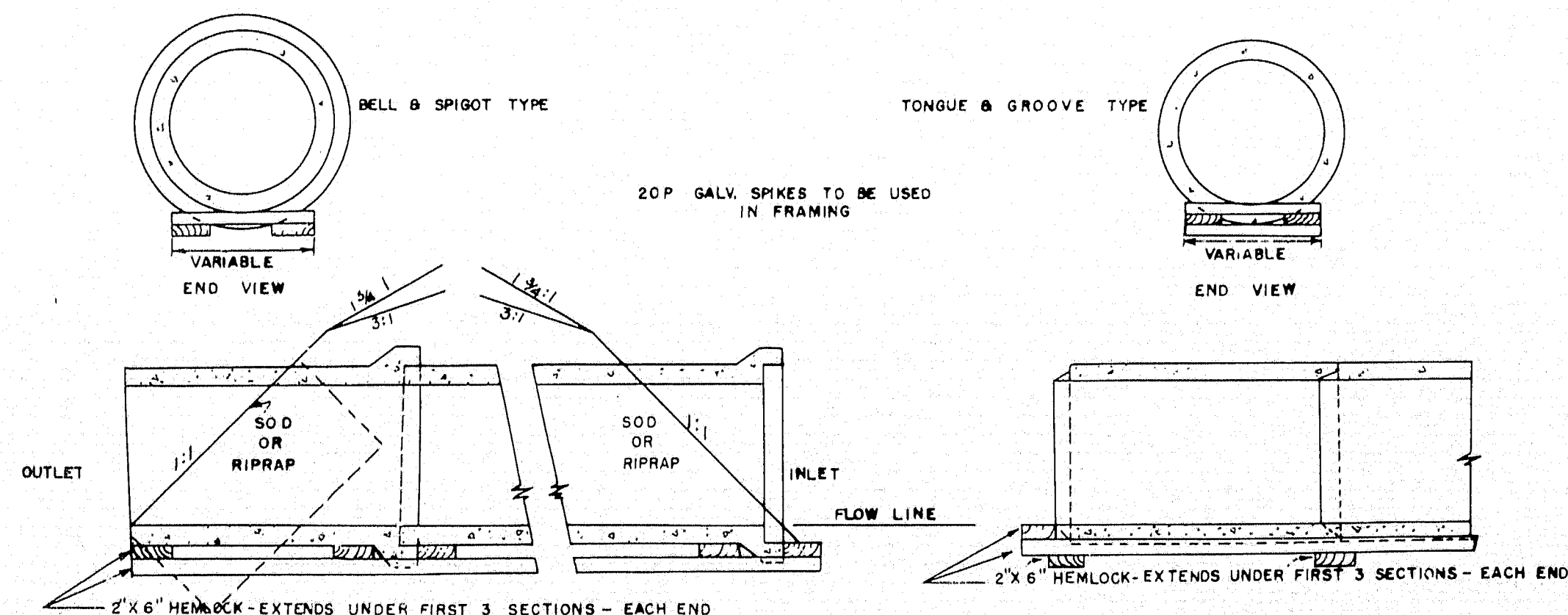
STONE GUTTER



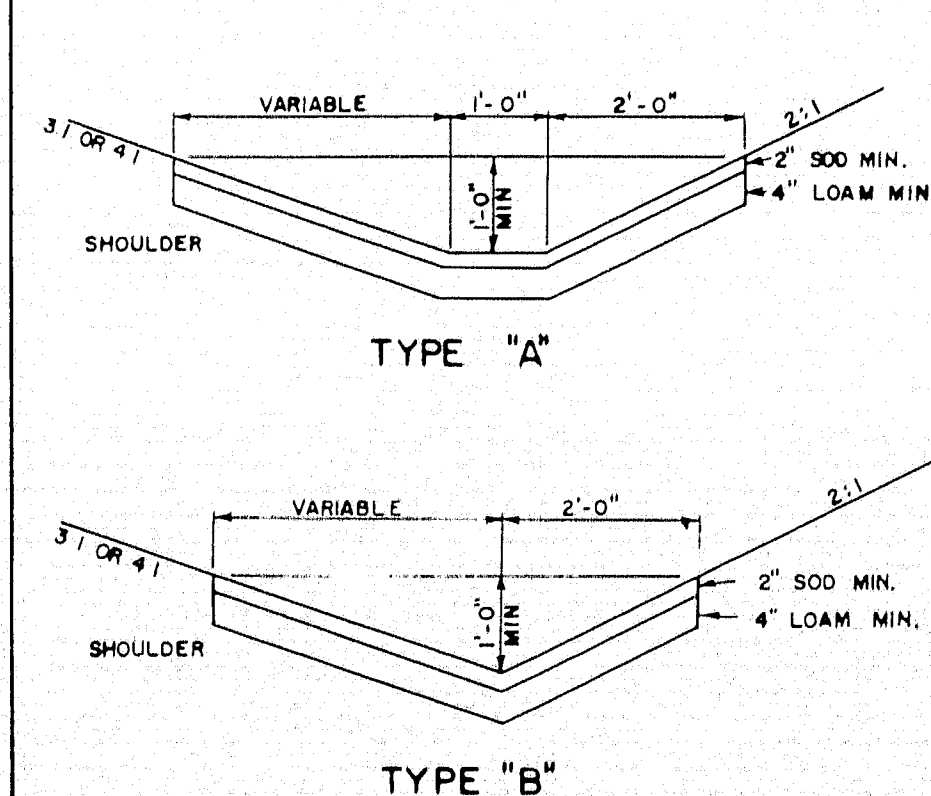
CONCRETE CURB



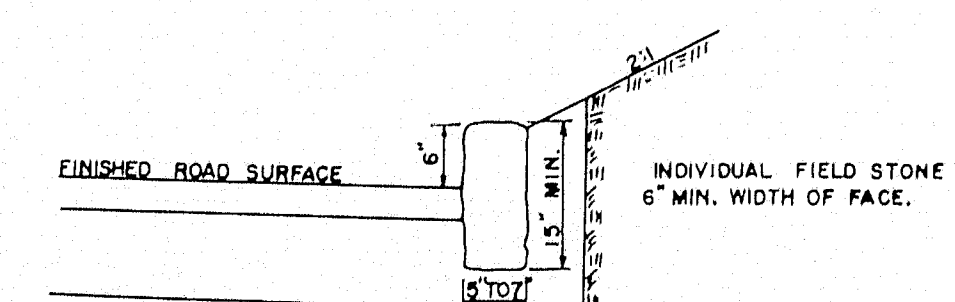
CONCRETE PIPE CRADLE



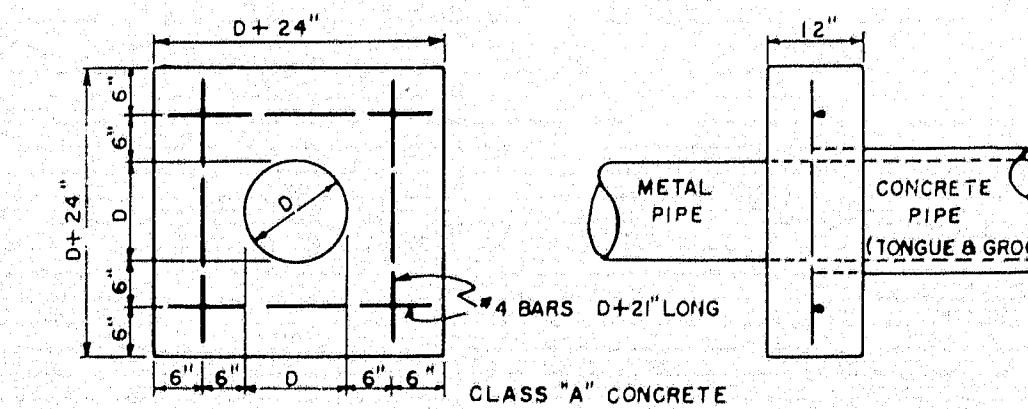
SODDED GUTTER



FIELD STONE CURB



CONCRETE COLLAR



DENSMORE ROAD BRIDGE
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS
MISCELLANEOUS ITEMS

SHEET 22 OF 22

1958

71-23