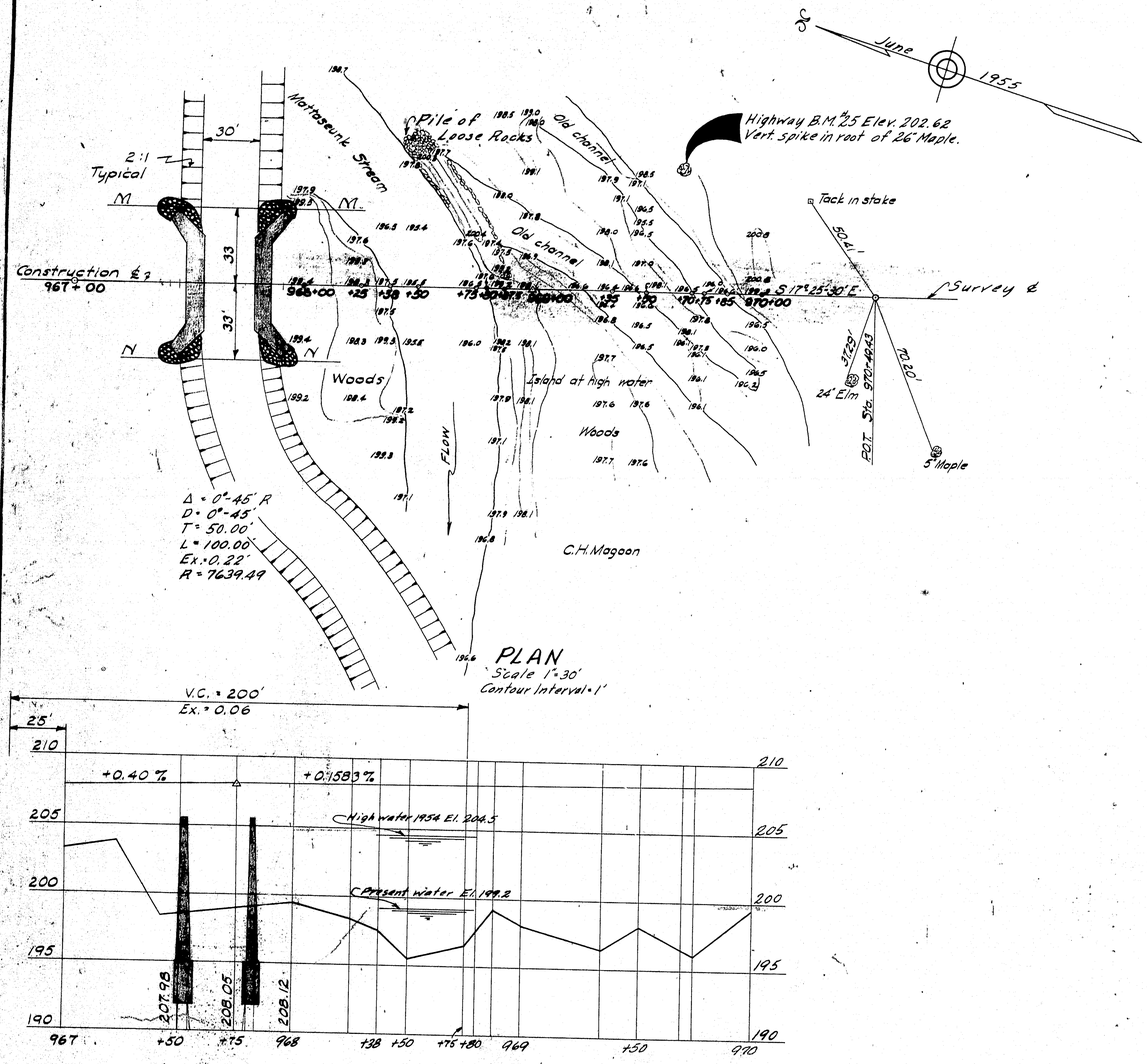
NOTE: All excavation within lines M-M and N-N to be paid for as Structural Earth Excavation, Abutments & Retaining Walls, Item 204-12. All excavation outside lines M-M & N-N to be paid for as Structural Earth Excavation, Channel, Item 204-16.

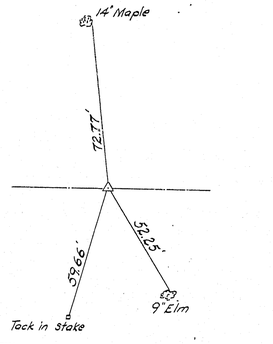
B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	S-03(5)(7)	7	69

7

NOTES

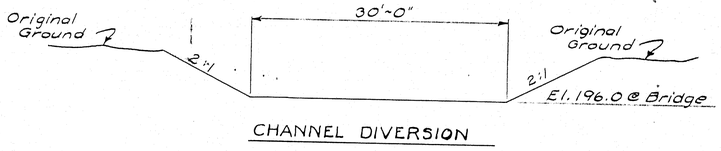
EXISTING SUPERSTRUCTURE ~ Concrete slab on Steel I Beams
EXISTING SUBSTRUCTURE ~ Stone masonry capped with concrete
STREAM ~ Swift current at low and medium stages. Extreme high water 1936 probably caused by backwater from Penobscot River at El. 206.5. High water 1954 El. 204.5.
FOUNDATION ~ Sand and coarse gravel. Sounding #1 at Sta. 968+38. Rod penetrated 7.0 ft. below water to very firm material, thru. coarse gravel.





TIES ~ P.I. STA. 965+67.64

PROFILE ALONG SURVEY ℄
Hor. Scale 1"=30'
Vert. Scale 1"=5'



CHANNEL DIVERSION

DESIGN –
TRACE –
CHECK – E. MURRELL

BRIDGE NO. 2520
SURVEY – BLAKE
PLOT – GREENWOOD

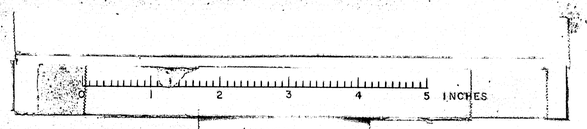
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

MATTASEUNK STREAM BRIDGE
OVER
MATTASEUNK STREAM
IN THE TOWN OF
MATTAWAMKEAG
PENOBSCOT COUNTY
SURVEY

SHEET 1 OF 3 AUGUSTA, MAINE JUNE 1955

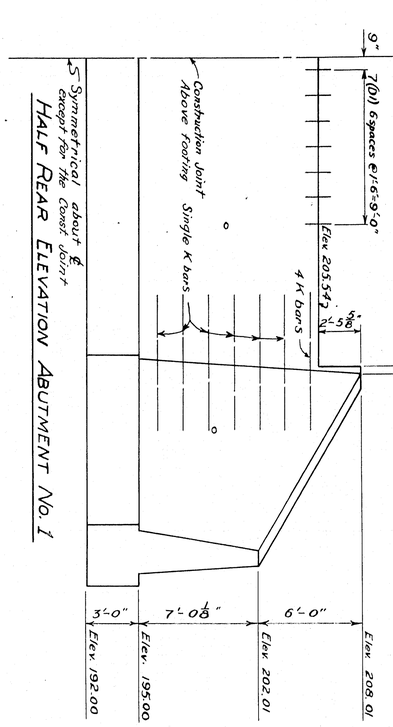
MATTAWAMKEAG S-03(5)(7)

M-1260

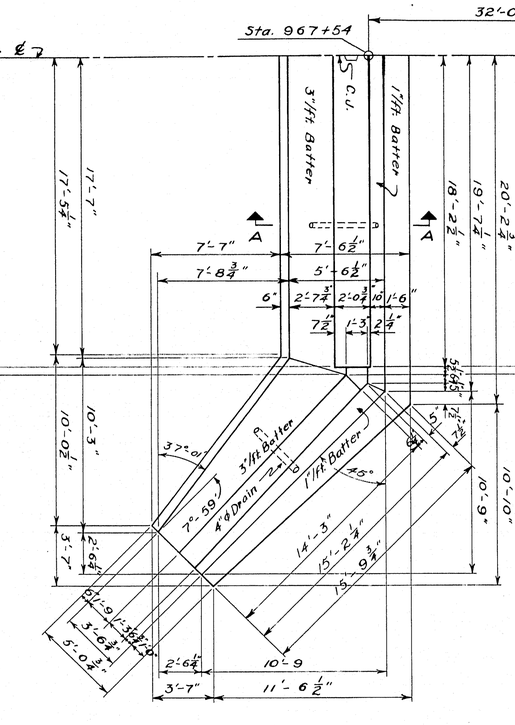


B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	S-0315(7)	8	69

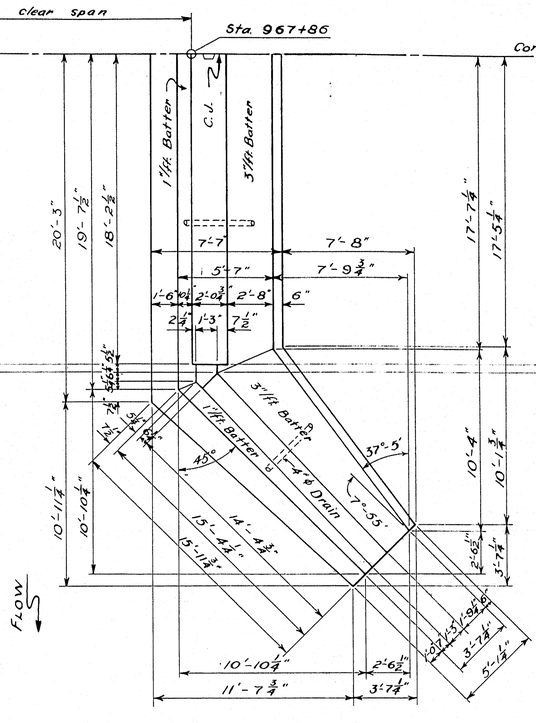
8



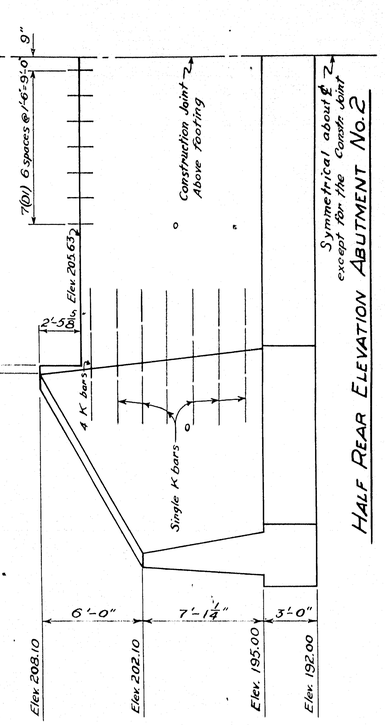
HALF REAR ELEVATION ABUTMENT No. 1



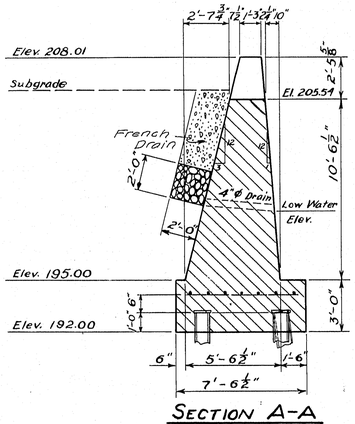
HALF PLAN ABUTMENT No. 1



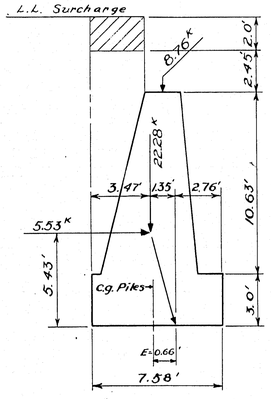
HALF PLAN ABUTMENT No. 2



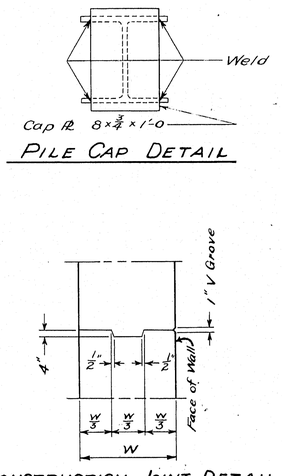
HALF REAR ELEVATION ABUTMENT No. 2



SECTION A-A
Abutment No. 2 Similar

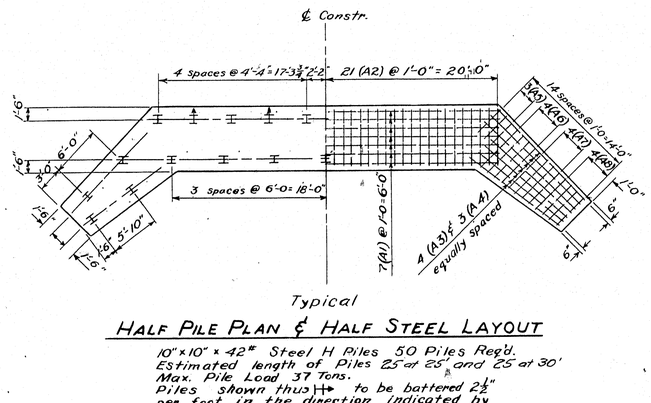


ANALYSIS
Max. Pile Load = 69.94 Kips



PILE CAP DETAIL

CONSTRUCTION JOINT DETAIL



Typical

HALF PILE PLAN & HALF STEEL LAYOUT

10" x 10" x 42# Steel H Piles. 50 Piles Req'd.
Estimated length of Piles 25 at 25' and 25 at 30'
Max. Pile Load 37 Tons.
Piles shown thus ⊢+ to be battered 2 1/2" per foot in the direction indicated by the arrow.

Length of Piles driven below cutoff Elev. 193.00
Abut. No. 1 17.50' to 21.96'
Abut. No. 2. 16.58 to 19.96'

- Revision - Driven length of piles added - 12-13-60 CFW

NOTES

Place K bars at junction of wings & breast walls spaced @ 1'-6" vertically, 6" from back forms and 6" below bridge seat @ 4" c.c. horizontally. Bend in the field to fit.

The exact position of the 4" ϕ drains is to be determined by the Engineer in the field.

Cover the constr. joints & 1/2" slots between curb & parapet on the back side, with 2 layers of heavy roofing 10" wide. Coat the surface of concrete and each layer of roofing as applied with a suitable grade of roofing cement. Recess the area to be covered 1/4".

Coat the constr. joint with asphalt paint to prevent bond.

DESIGN– DORITY	BRIDGE NO. 2520
TRACE– DORITY	SURVEY–
CHECK– MUERELL	PLOT–

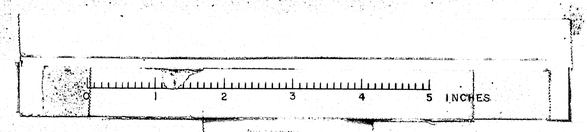
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

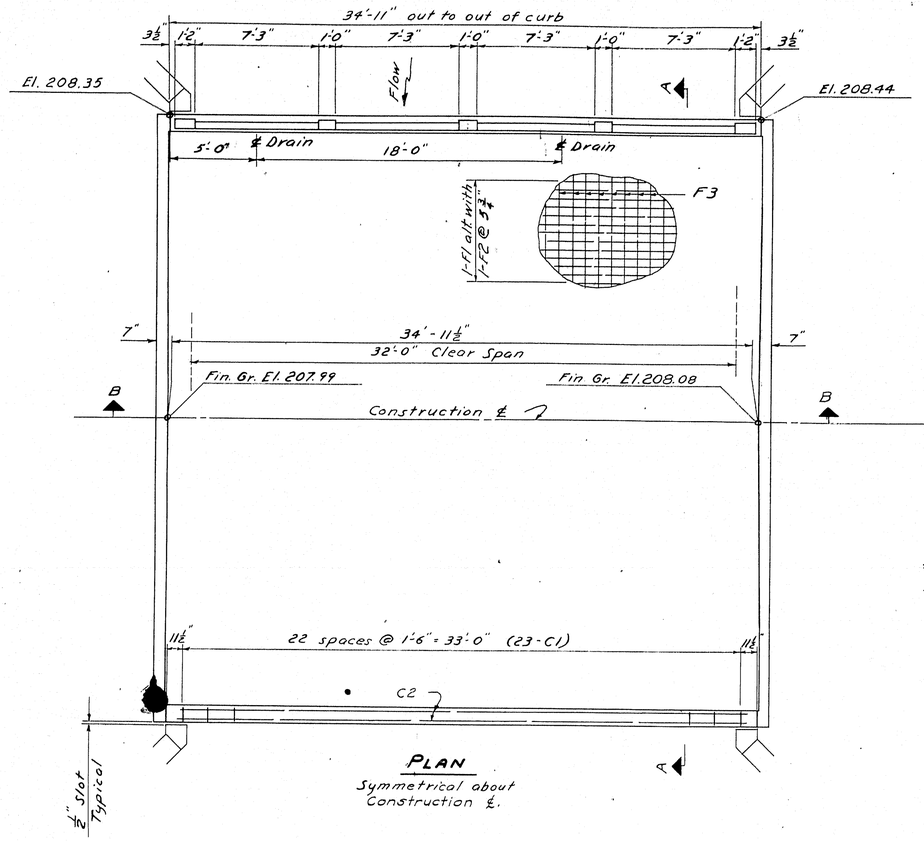
MATTASEUNK STREAM BRIDGE
OVER
MATTASEUNK STREAM
IN THE TOWN OF
MATTAWAMKEAG
PENOBSCOT COUNTY
SUBSTRUCTURE

SHEET 2 OF 3 AUGUSTA, MAINE FEB. 1959

MATTAWAMKEAG S-0315(7)

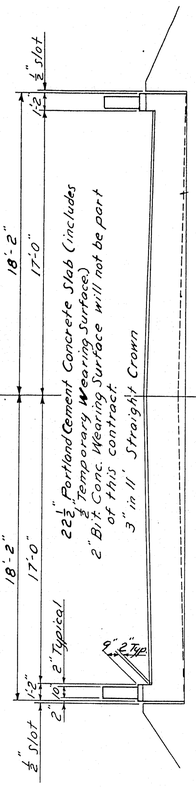
M-1261





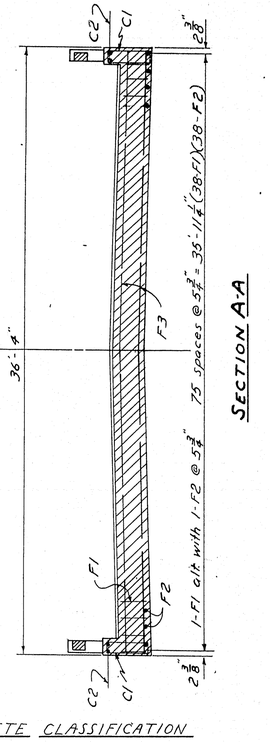
PLAN

Symmetrical about Construction ℄.



END ELEVATION

NOTE: See sheet #2 for covering back of ℄ slab.



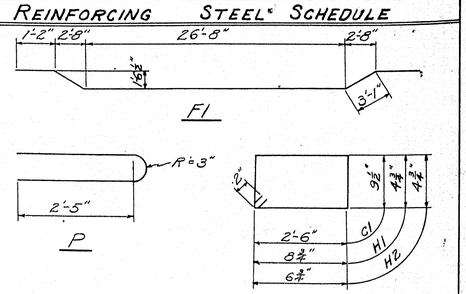
SECTION A-A

CONCRETE CLASSIFICATION

Abutments, Rail & Superstructure Slab — Class B

Class A

REINFORCING STEEL SCHEDULE



Dimensions to ℄ bars

Mark	Size	No.	Length	Location
			BENT BARS	
F1	#11	38	35'-2"	Superstructure Slab
P	#6	20	5'-8"	All rail posts
C1	#4	46	6'-11"	Curbs
H1	#3	12	2'-7"	End rail posts
H2	#3	18	2'-3"	Intermediate rail posts
			STRAIGHT BARS	
F2	#11	38	35'-8"	Superstructure Slab
F3	#6	42	36'-0"	" "
D1	#6	28	1'-6"	Abutments
K	#6	40	8'-0"	"
R1	#4	16	7'-0"	Rail bars
R2	#4	16	7'-7"	" "
C2	#4	4	33'-4"	Curbs
A1	#6	28	20'-8"	Footings
A2	#6	82	6'-4"	"
A3	#6	16	13'-7"	"
A4	#6	12	15'-0"	"
A5	#6	12	3'-6"	"
A6	#6	16	6'-4"	"
A7	#6	16	5'-8"	"
A8	#6	16	5'-0"	"

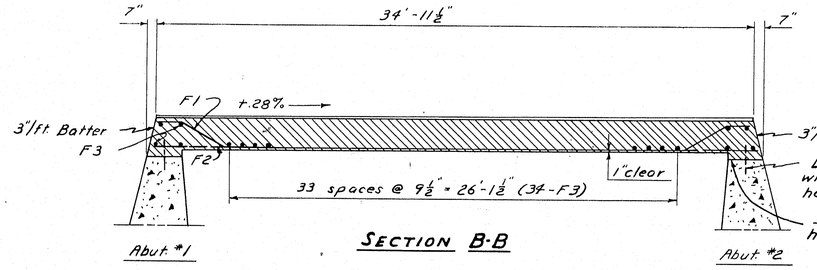
GENERAL NOTES

Design Specifications - A.A.S.H.O. Standard Specifications for Highway Bridges 1957.
Loading: H20-S16-44; f_s=18,000psi; f_c=1200psi; n=10

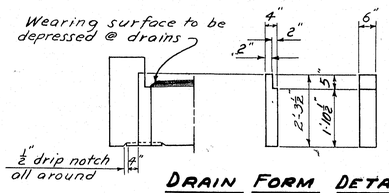
Construction Specifications - State of Maine, State Highway Commission Standard Specifications, Highways and Bridges, Revision of Jan. 1956.

Curbs and slab to be cast monolithically.

All elevations on structure computed from a straight grade line of +.28% between Sta. 367+34 (El. 207.99) and Sta. 367+86 (El. 208.08).

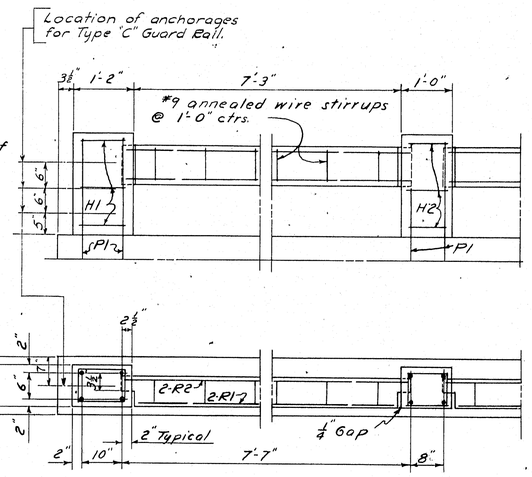


SECTION B-B



DRAIN FORM DETAIL

NOTE: Construct forms of 24 ga. galv. iron. 4-Req'd.



RAIL DETAIL

POST DETAIL

NOTE: In forming #9 annealed wire stirrups, make a complete turn around each P-bar. Ends of rail bars to project 2½" into rail posts and to be wrapped with two layers of roofing felt. P-bars to be in place before curb is cast. Rails to be precast.

DESIGN - BAILEY
TRACE - HICKS
CHECK - MacDONELL
BRIDGE NO. 2520
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

MATTASEUNK STREAM BRIDGE
OVER
MATTASEUNK STREAM
IN THE TOWN OF
MATTAWAMKEAG
PENOBSCOT COUNTY
SUPERSTRUCTURE

SHEET 3 OF 3 AUGUSTA, MAINE FEB. 1959

MATTAWAMKEAG S-0315(7)
M-1262