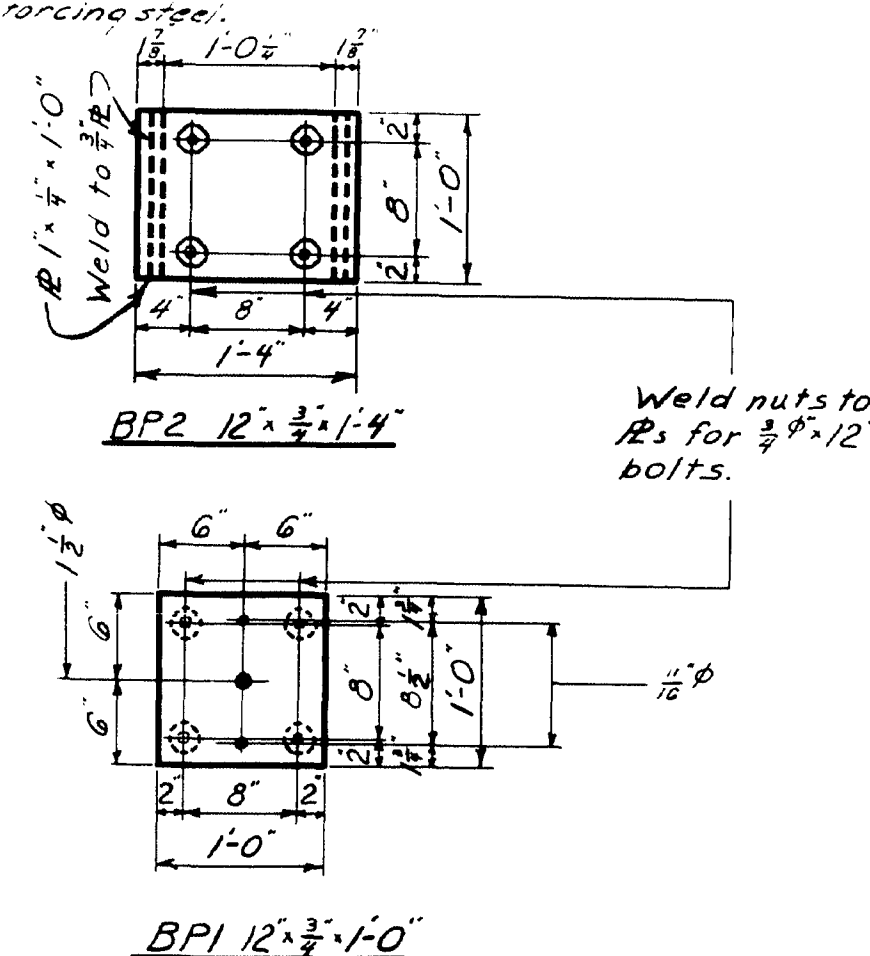
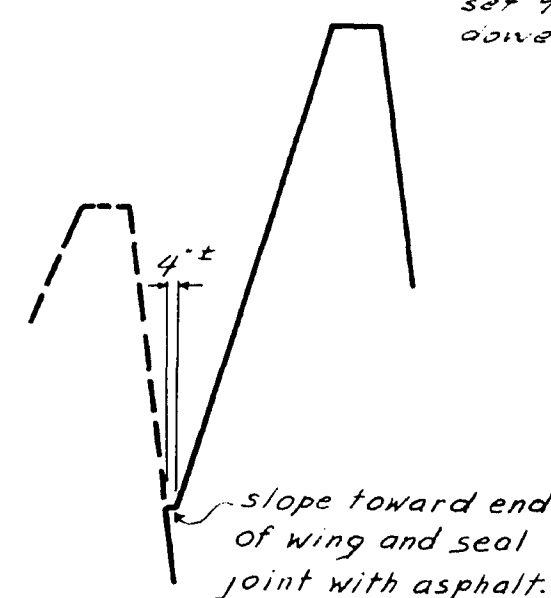


PLAN ABUT. I.

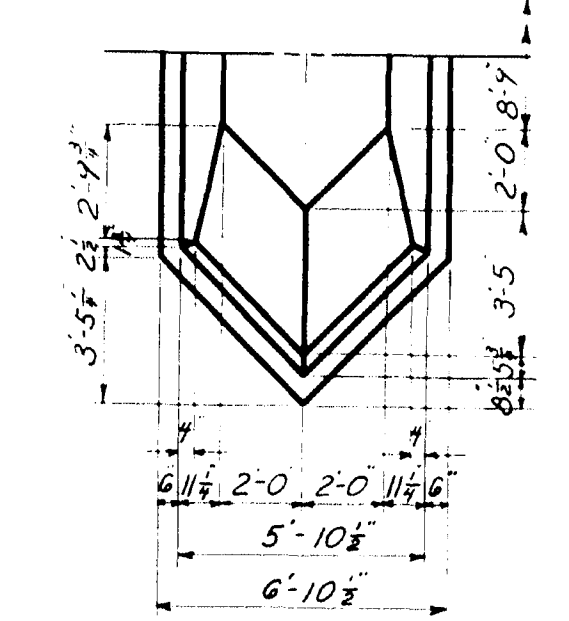
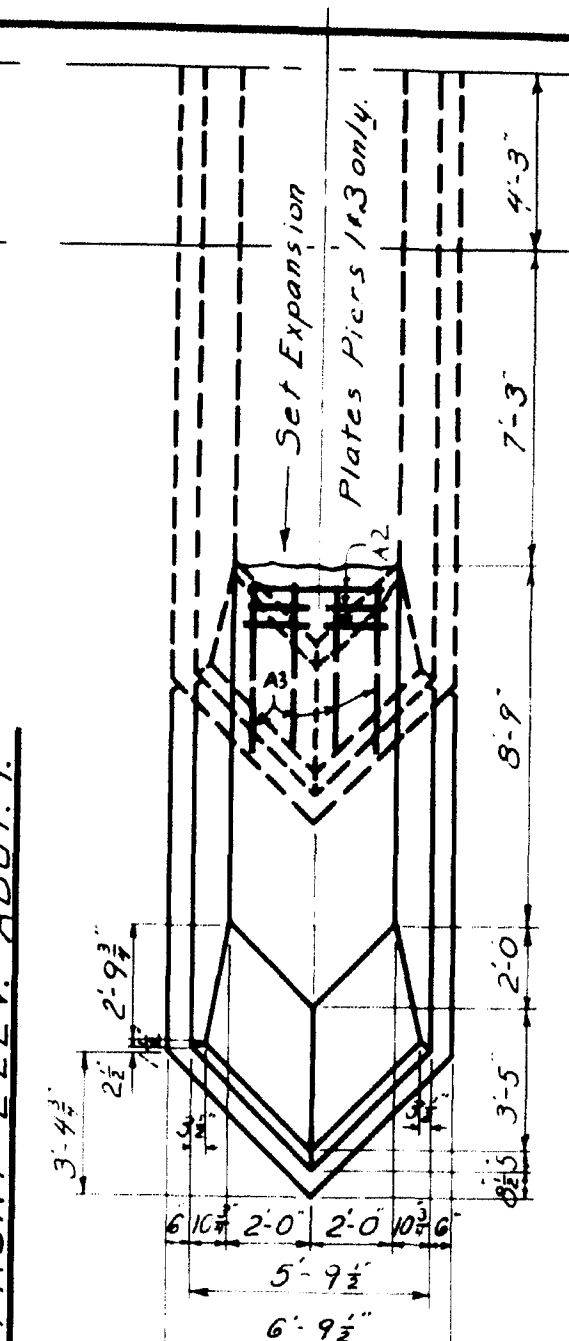
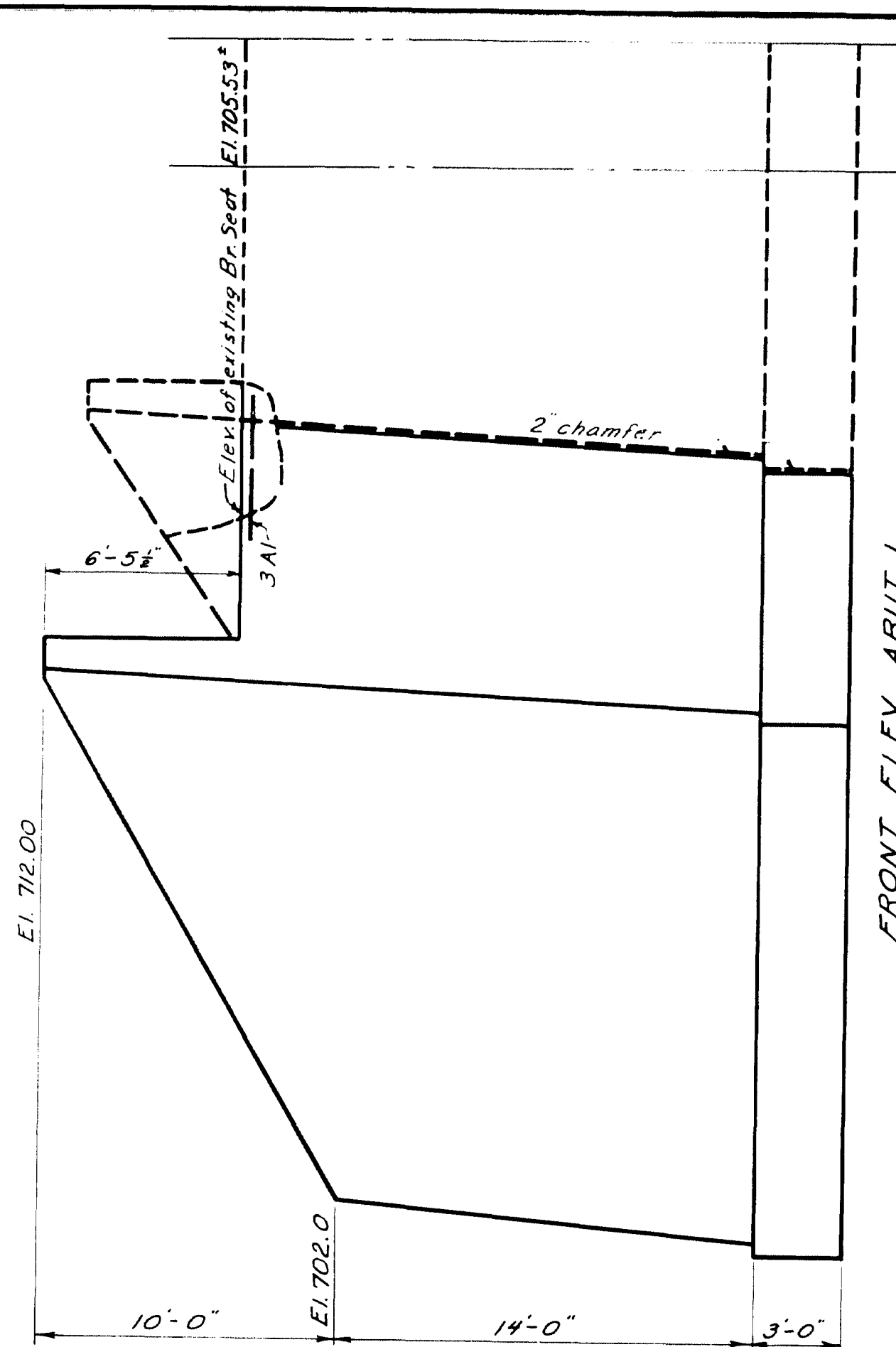
PLAN ABUT. 1.
Abut. 2 is similar or symmetrical
about E of bridge.

Existing Abut. shown dotted.

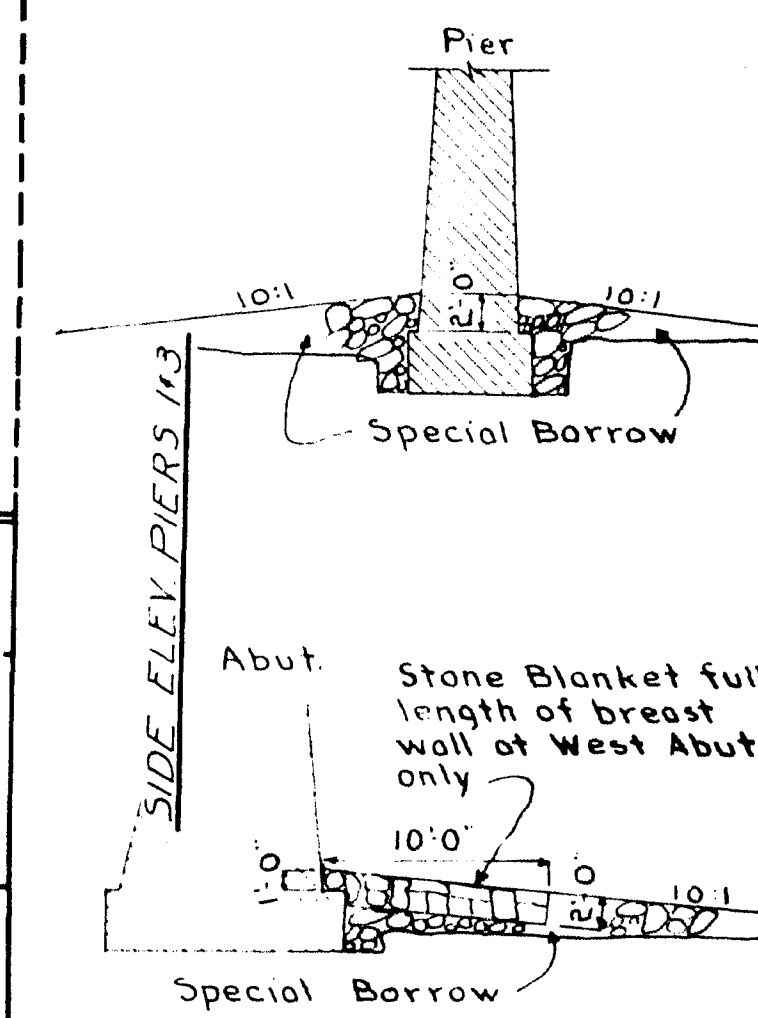
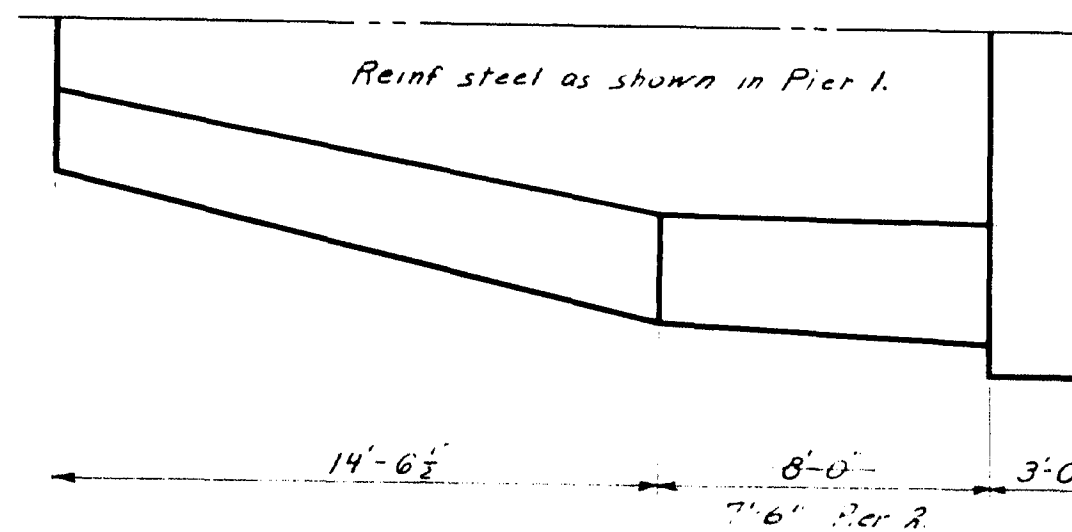
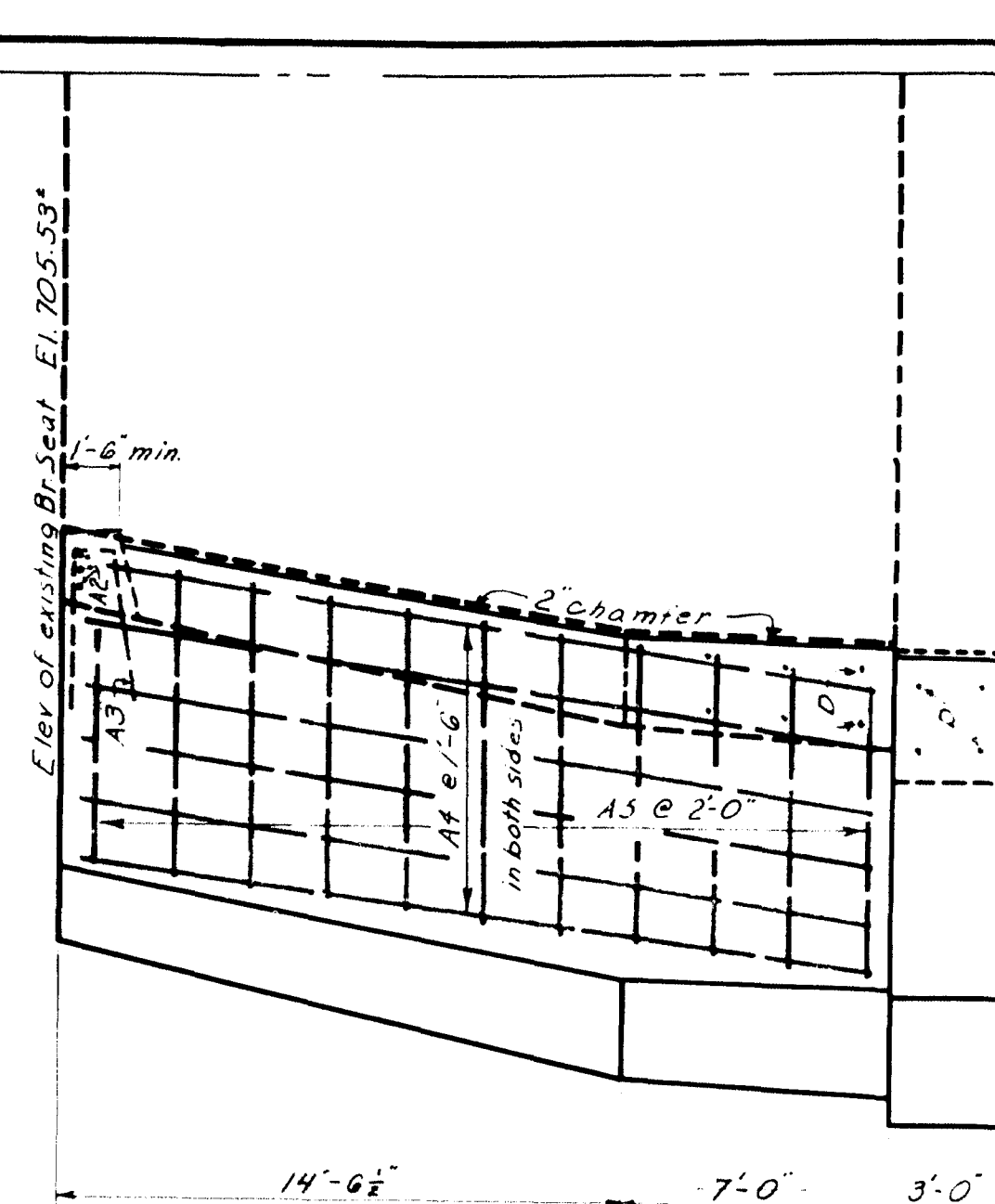
Set dowels "D" in the faces of the existing abutments and piers where new concrete will be added. Dowels are to be at 2 ft centers, horizontally and vertically, set 9" into concrete. Drilling for and grouting the dowels is to be incidental to placing reinforcing steel.



Required:
8 BPI
8 BP2
8 Leadsheets 12" x 12" x 8 #10
64 Std. Bolts $\frac{3}{4}" \phi \times 12"$

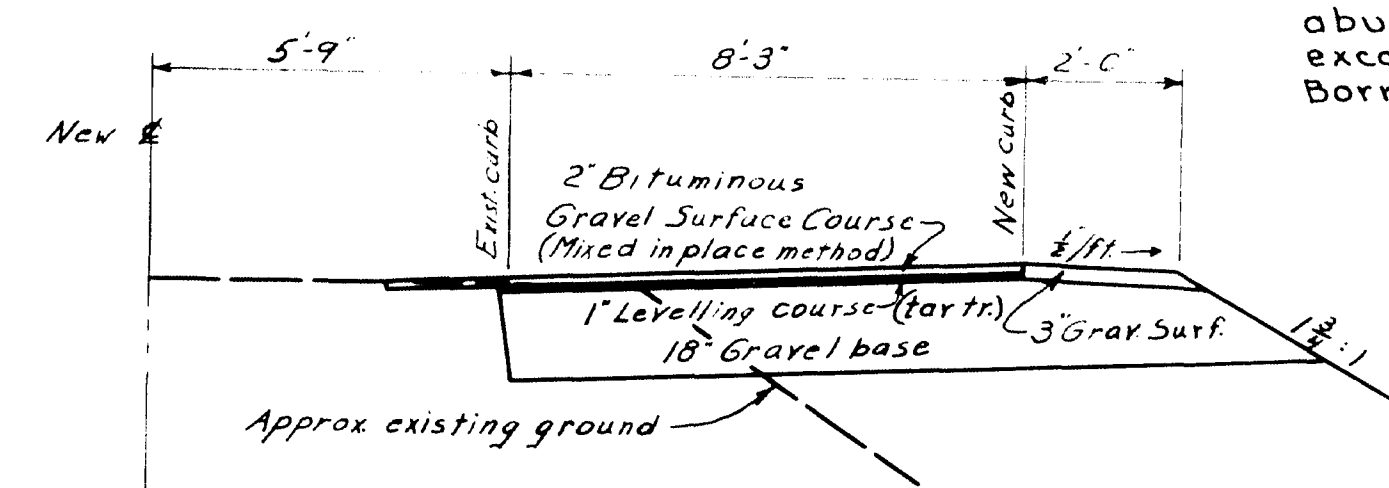


Remainder as shown above



All backfill at piers and in front of abutments shall be Special Borrow.

Both new and existing piers and abutments shall be protected with Stone Blanket and Special Borrow as indicated above.



TYPICAL APPROACH SECTION AT BRIDGE

The above section is to meet the bridge section and varied in not more than 50 ft. to meet the existing roadway section at that point.

The existing guard rail is to be removed and piled in usable condition as incidental work but resetting the guard rail is not part of this contract.

DESIGN-ALLEN TRACE-R.L.V. CHECK- <i>Cotton</i>	BRIDGE - 2948
STATE HIGHWAY COMMISSION BRIDGE DIVISION	

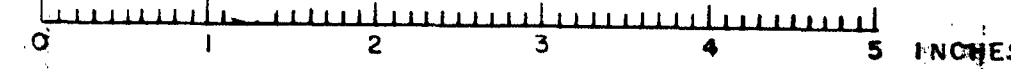
WILD RIVER BRIDGE
IN THE TOWN OF
GILEAD
OXFORD COUNTY

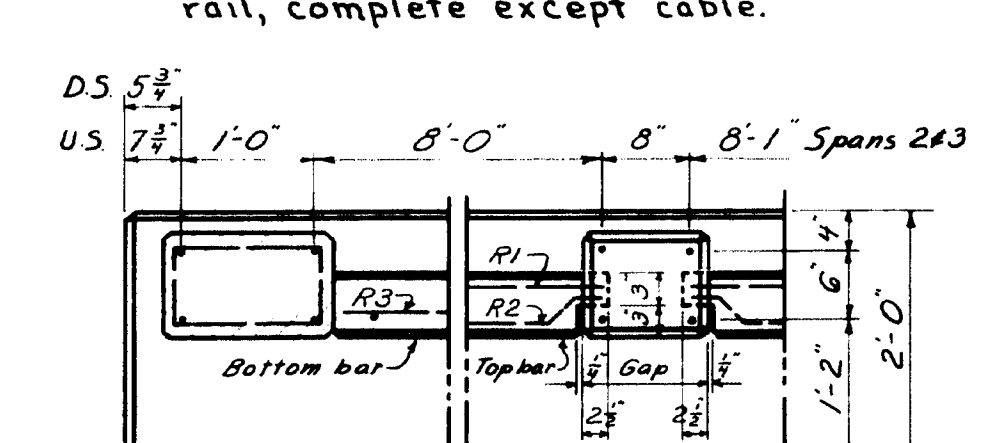
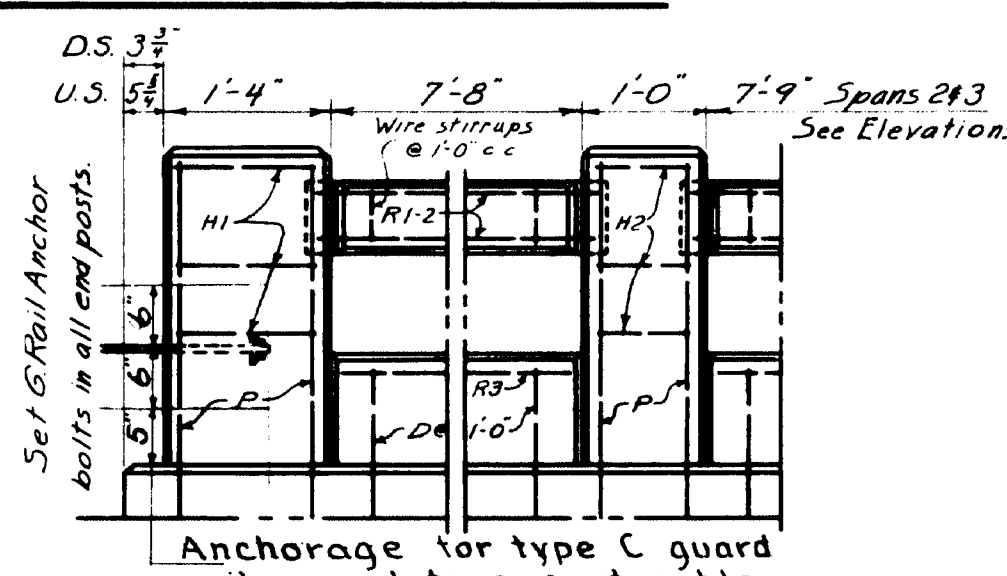
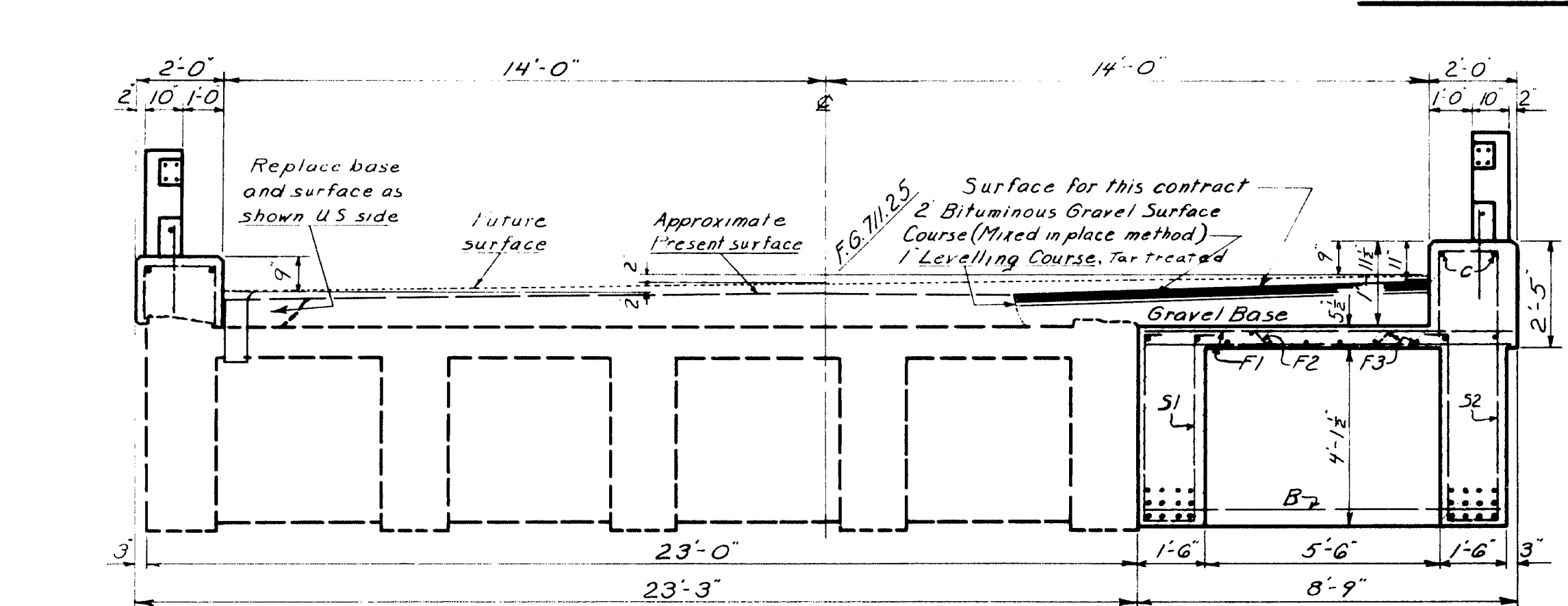
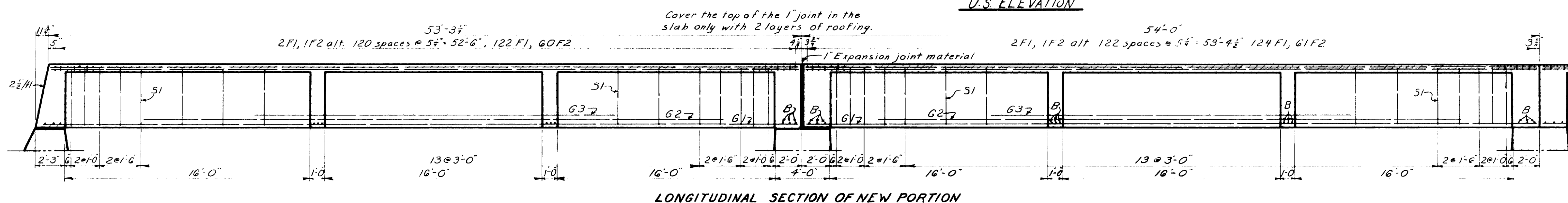
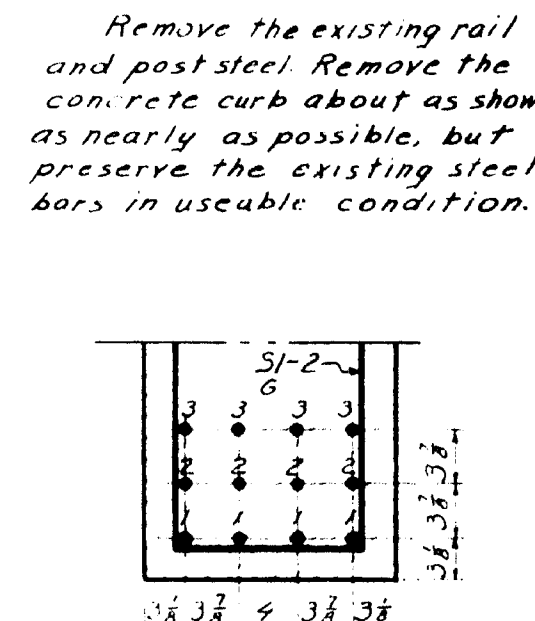
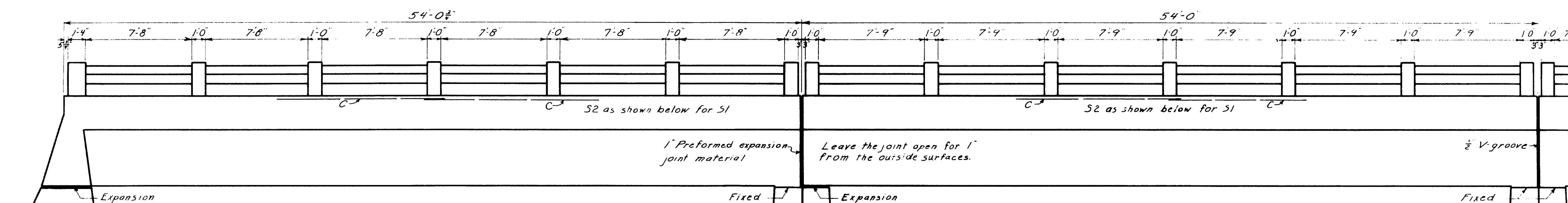
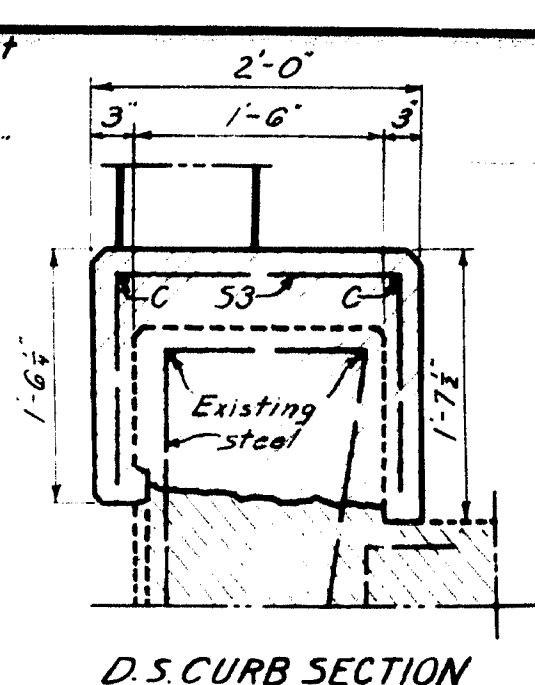
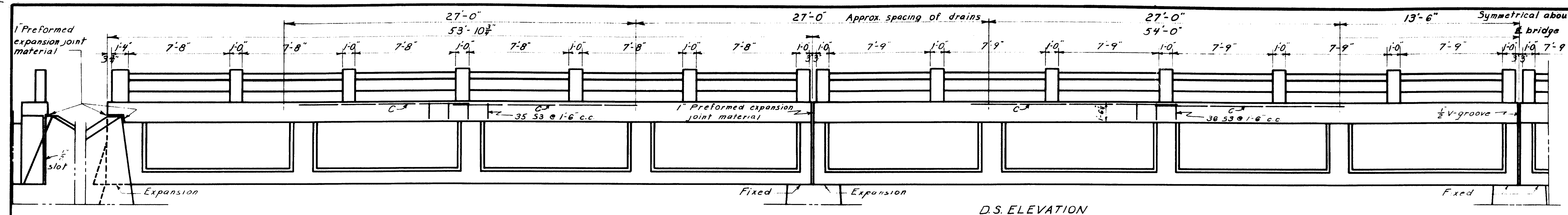
SUBSTRUCTURE

SHEET 1 OF 2 AUGUSTA, MAINE

DEC. 1953

59-196





STRAIGHT BARS				BENT BARS			
MARK	SIZE	NO.	LENGTH	REMARKS			
A1	#6	6	5'-0"	Abut caps	 F2		
A2	#4	9	3'-0"	Piers			
A4	#6	36	21'-0"	Piers	 R2		
A5	#5	66	7'-6"	Piers			
B	#6	48	8'-2"	Diaphragms	 S1		
C	#4	32	27'-6"	Curbs-splice			
D	#6	384	1'-8"	Bot rail hair	 J1		
E1	#5	442	8'-5"	Slab			
F3	#4	96	27'-6"	- splice	 A3		
G1	#10	32	53'-6"	T-beam:			
G2	#10	32	45'-6"	"-	 F2		
G3	#10	32	29'-6"	"-			
H1	#4	96	8'-0"	Top rail bar	 R2		
R3	#4	48	7'-7"	Bot rail bar			
O	#6	300	1'-6"	Dome's	 S1		
MARK	SIZE	NO.	LENGTH	REMARKS			
A3	#6	12	9'-0"	Piers	 F2		
F2	#5	242	8'-7"	Slab			
H1	#3	12	3'-9"	End posts	 R2		
H2	#3	156	3'-1"	Inr posts			
P	#6	12	7'-1"	Rail posts	 S1		
R2	#6	96	8'-2"	Top rail bars			
S1	#4	88	10'-7"	Inr T-beam	 A3		
S2	#4	88	15'-0"	Ext T-beam			
S3	#4	149	14'-0"	Out Crnk			

Openings between the superstructure and sub-
structure with 2 layers of roofing 10 wide. Coat the
and contact surfaces of roofing with a suit-
able cement recess the area to be covered $\frac{1}{4}$.

Cover the $\frac{1}{8}$ " slots and openings between the superstructure and substructure on the back side with 2 layers of roofing 10" wide. Coat the surface of the concrete and contact surfaces of roofing with a suitable grade of roofing cement. Recess the area to be covered $\frac{1}{4}$ ".

CONCRETE CLASSIFICATION
 Substructure - Class B.
 Superstructure - Class A.
 Rail - Class Y.

*SPECIFICATIONS- State of Maine, State
Highway Commission Standard
Specifications. Revision of May 1955.*

Loading H2O-44.
 f = 18000 f = 1300 n = 10

DESIGN-ALLEN	
TRACE-R.L.V.	
CHECK-Cotten	BRIDGE-2948

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

WILD RIVER BRIDGE

IN THE TOWN OF

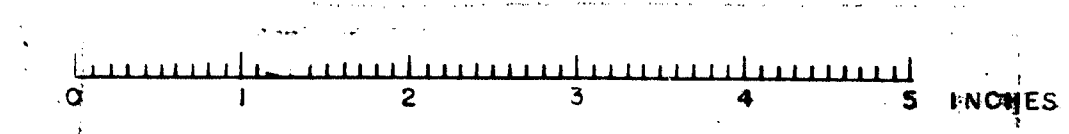
GILEAD

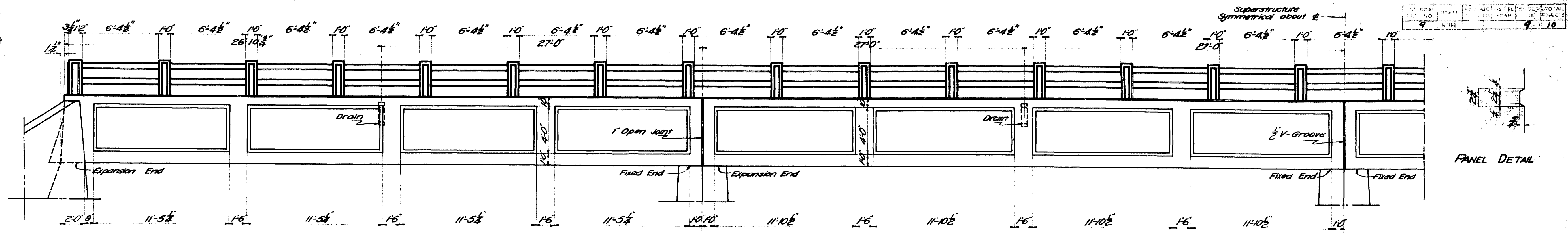
OXFORD COUNTY

SUPERSTRUCTURE

SHEET 2 of 2 AUGUSTA, MAINE DEC. 1951

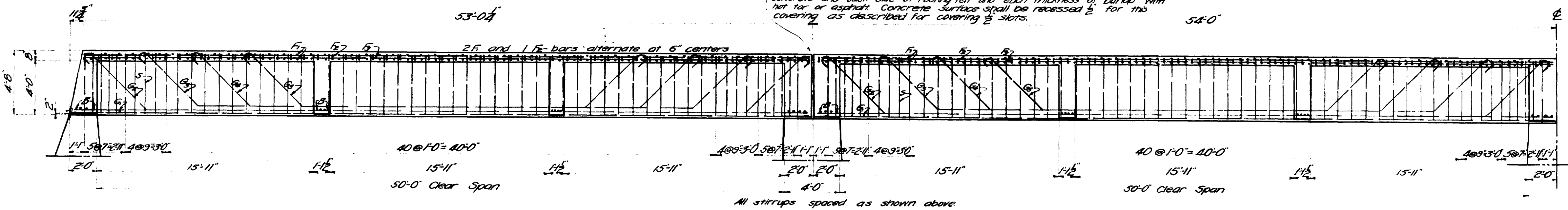
59-197





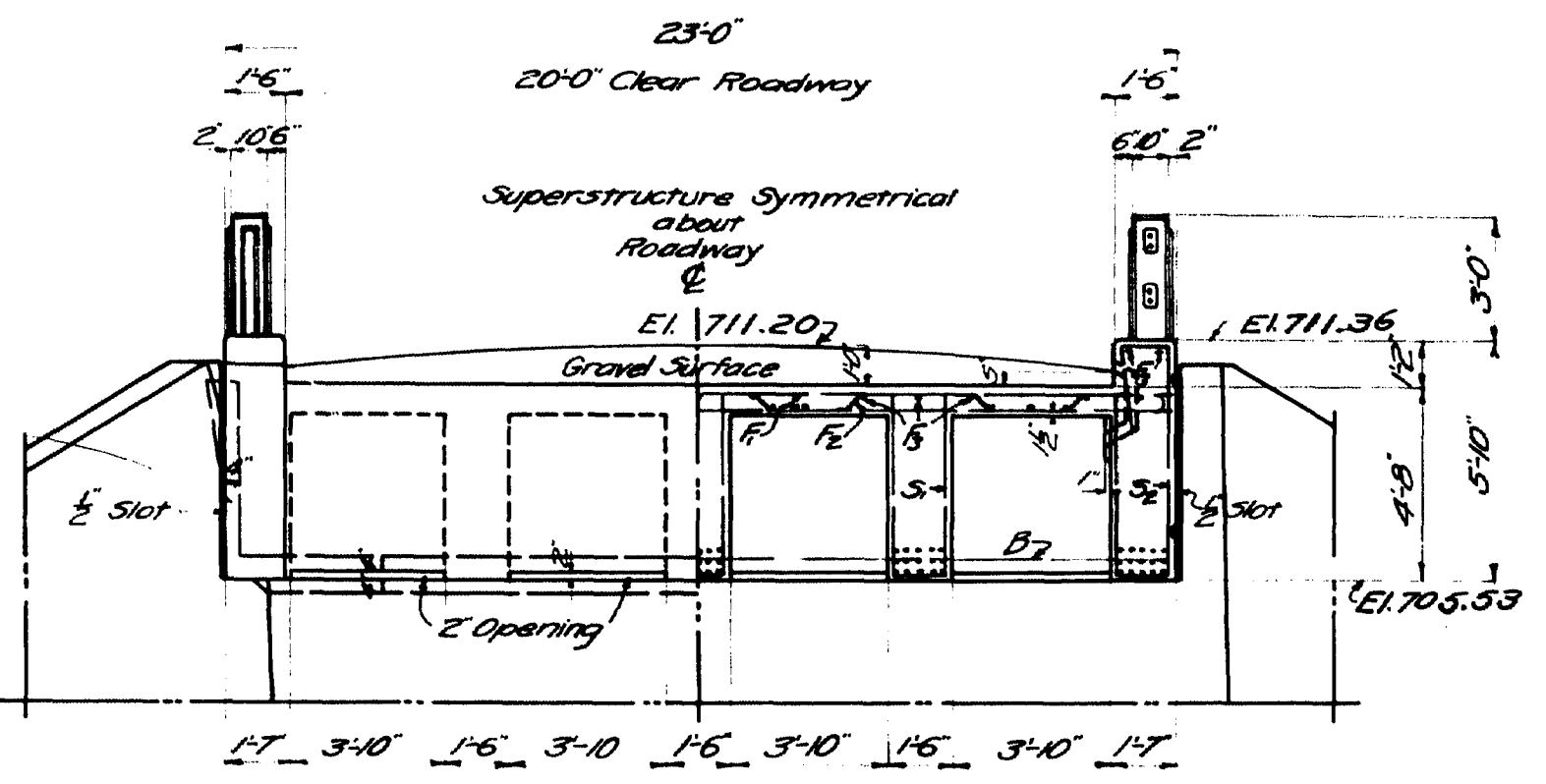
LONGITUDINAL ELEVATION

Note: Cover the 1" open joints between spans (over Piers No. 1 and 3) with one layer of heavy roofing and four thicknesses of burlap. Coat surface of concrete and back side of roofing felt and each thickness of burlap with hot tar or asphalt. Concrete surface shall be recessed 1/2" for this covering as described for covering 1/2" slots.



LONGITUDINAL SECTION

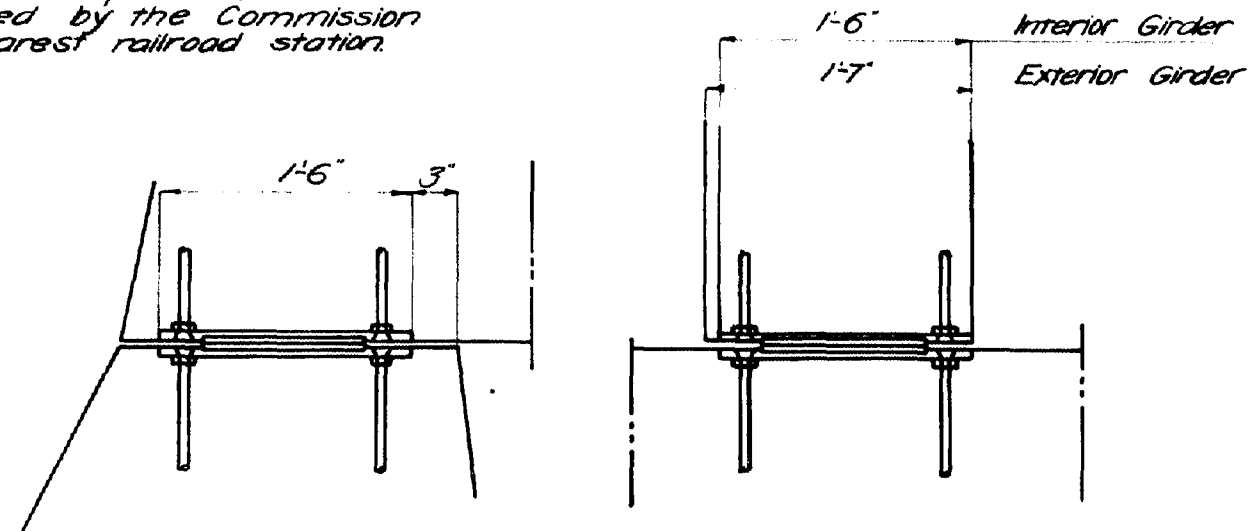
Note: Cover the 1/2" vertical slots between superstructure and wing walls on the back side and the 2" openings between and cross beams and bridge seats on the back side with two layers of heavy roofing felt. Coat surface of concrete and back side of each layer of felt as applied with hot tar or asphalt. Depressions in surface of concrete for felt are to be made by placing 1/2" boards in the forms for a distance of 4' from the opening as shown by the dashed lines in Rear Elevation and Longitudinal Section. Felt is to be fitted neatly into depressions.



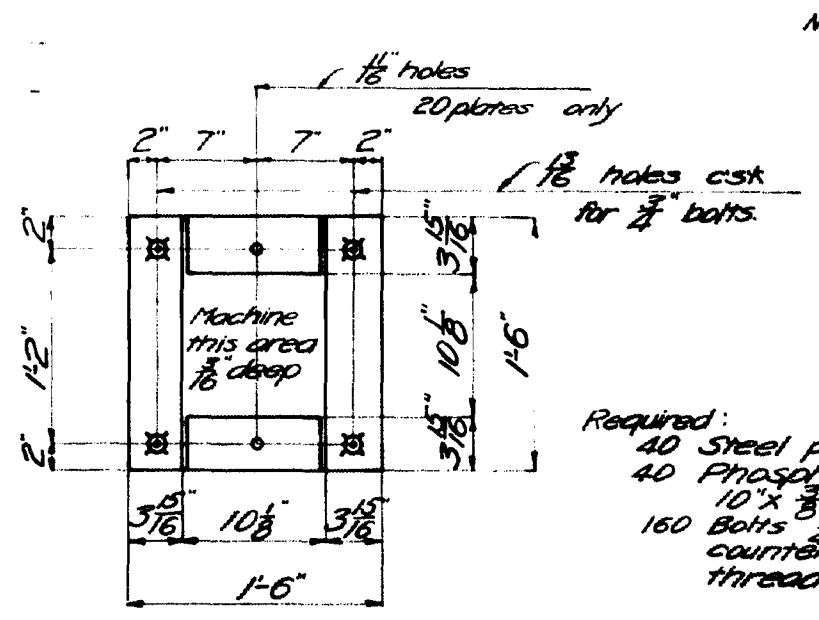
HALF REAR ELEVATION

HALF TRANSVERSE SECTION

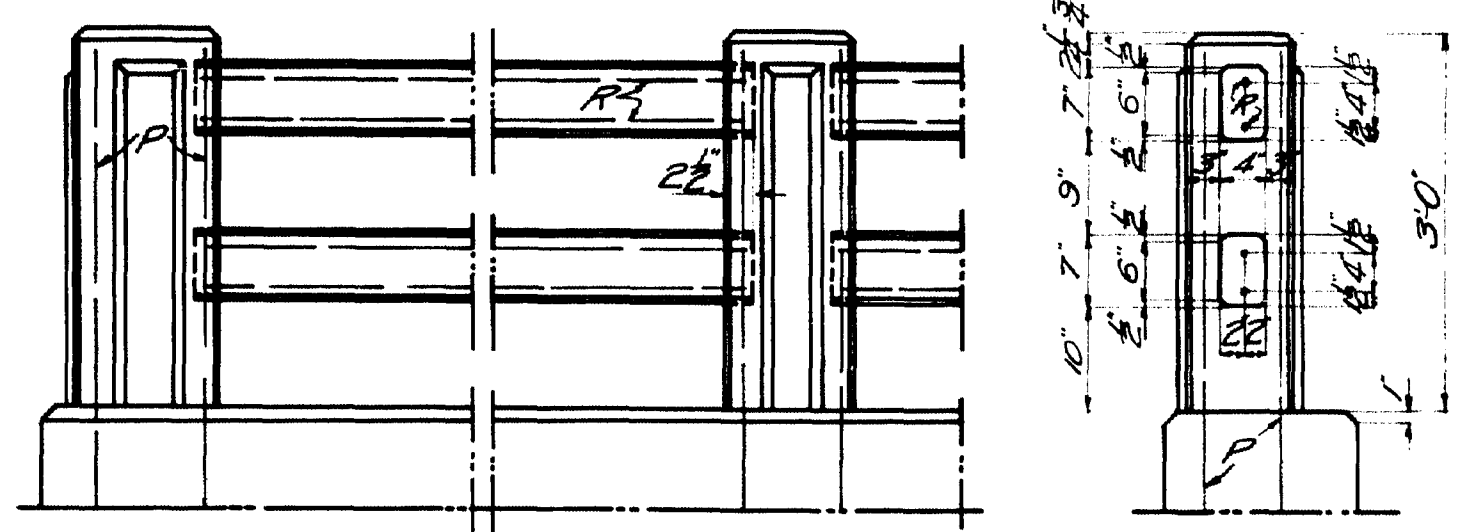
Expansion plates will be furnished by the Commission to be nearest railroad station.



EXPANSION BEARING DETAILS



RAIL DETAILS

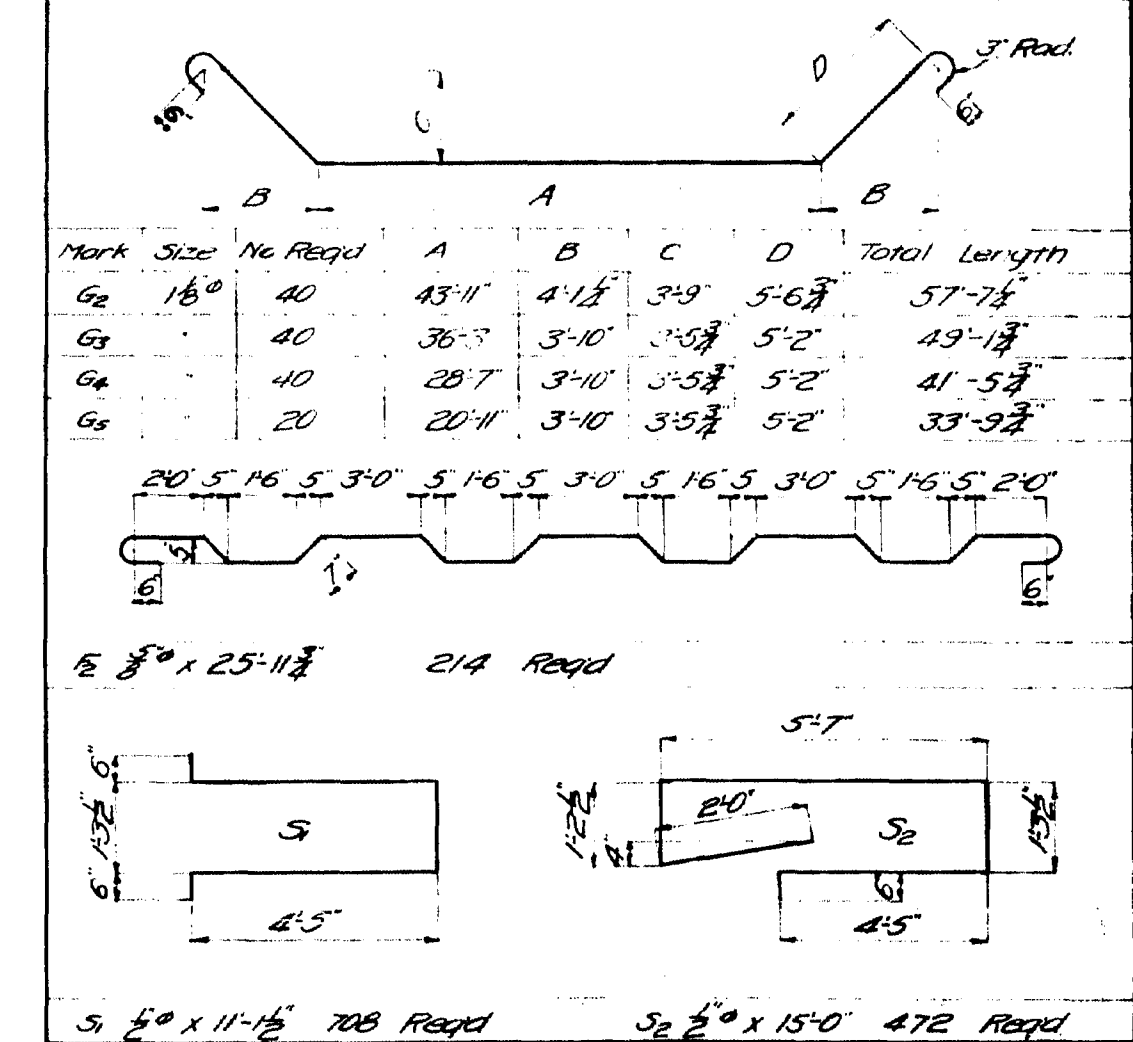


EXTERIOR GIRDER INTERIOR GIRDER

STEEL SCHEDULE

STRAIGHT BARS			
Mark	Size	No. Req'd	Location
F	3/8"	424	22'-9" Slab
B	1"	84	52'-9" Slab
G	1 1/2"	160	53'-6" Girders
R	3/8"	232	6'-0" Rails
P	3/8"	240	4'-0" Posts
A	3/8"	72	0'-0" Abuts

BENT BARS



Note: Curb to be cast with slab. Steel for posts to be set in curb. Precast rail bars in lengths 6'-3/8". Place rail bars in position with ends projecting into post forms 2". Wrap the ends of heavy roofing felt, folding in ends. When post forms are removed cut away exposed felt. Partials on posts to be 1/2" thick. Chamfer all exposed edges of concrete 1/2" unless otherwise indicated.

All steel dimensions are given to center line of bars. All steel to be plain rounds, structural grade.