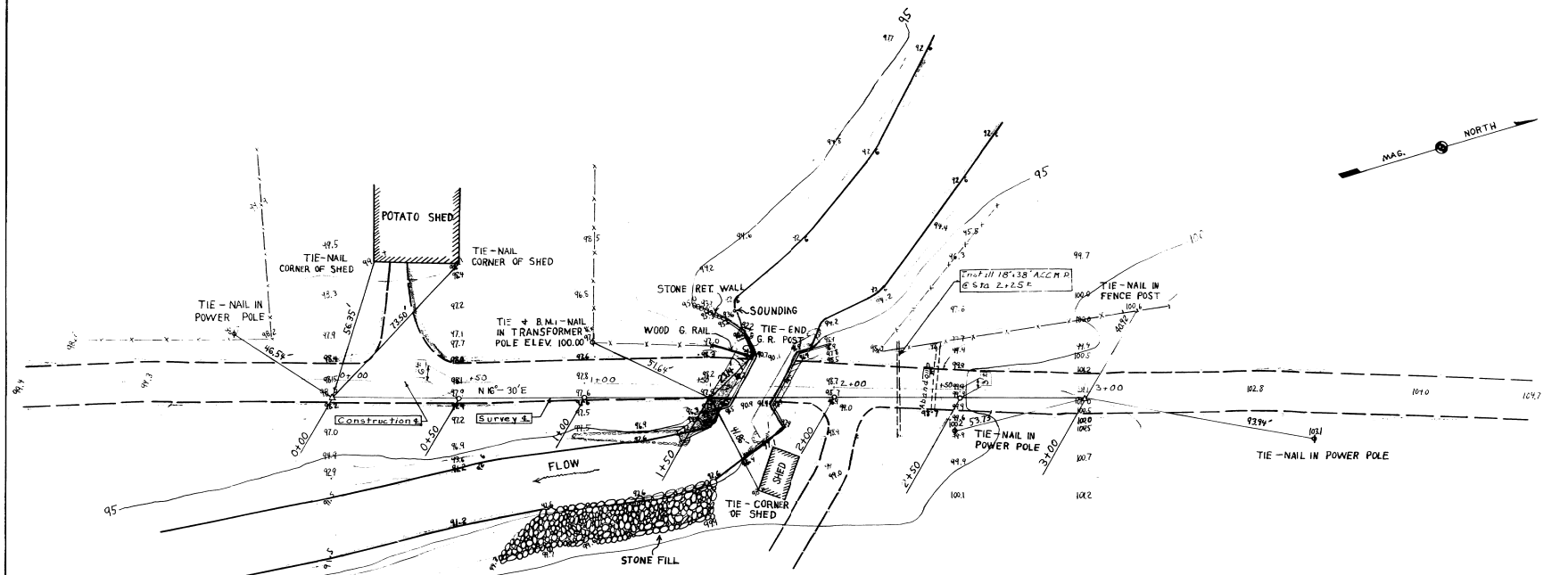
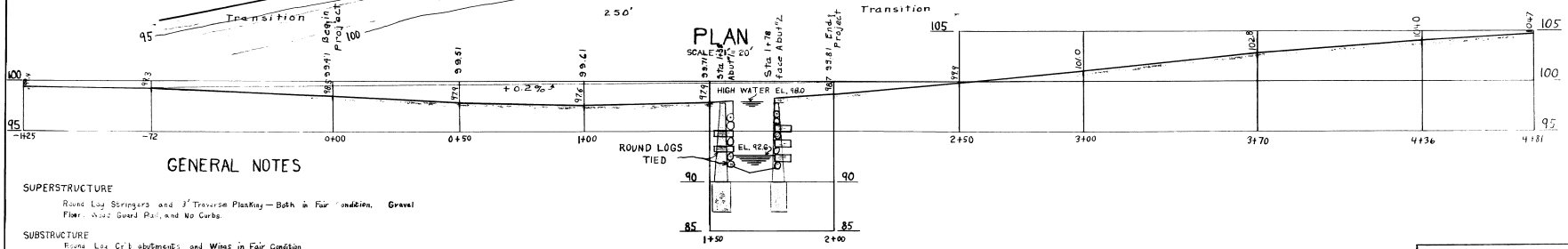


PLAN

SCALE: 1" = 20'



PROFILE

Horizontal scale: 1" = 20'; Vert. scale: 1" = 5'

GENERAL NOTES

SUPERSTRUCTURE
Round Log Stringers and 3" Transverse Planking — Both in Fair Condition. Gravel Floor. Wood Guard Rail, and No Curbs.

SUBSTRUCTURE
Round Log Crib abutments and Wings in Fair Condition

STREAM BED
Rocks and Gravel

SOUNDING
At Edge of Water, U.S. End Wing; Abutment #1 Drove Rod to EL. 76.0±
Through Stiff blue Clay, Hard Driving all the Way — Ave. - 4 Blows/inch.

STREAM
Moderate Current at Bridge and Downstream — Slow Current Upstream

APPROACHES
Gravel Road in Good Condition

SURVEY—FERGUSON
PLOT—TRACE—FLYNT
BRIDGE 5311

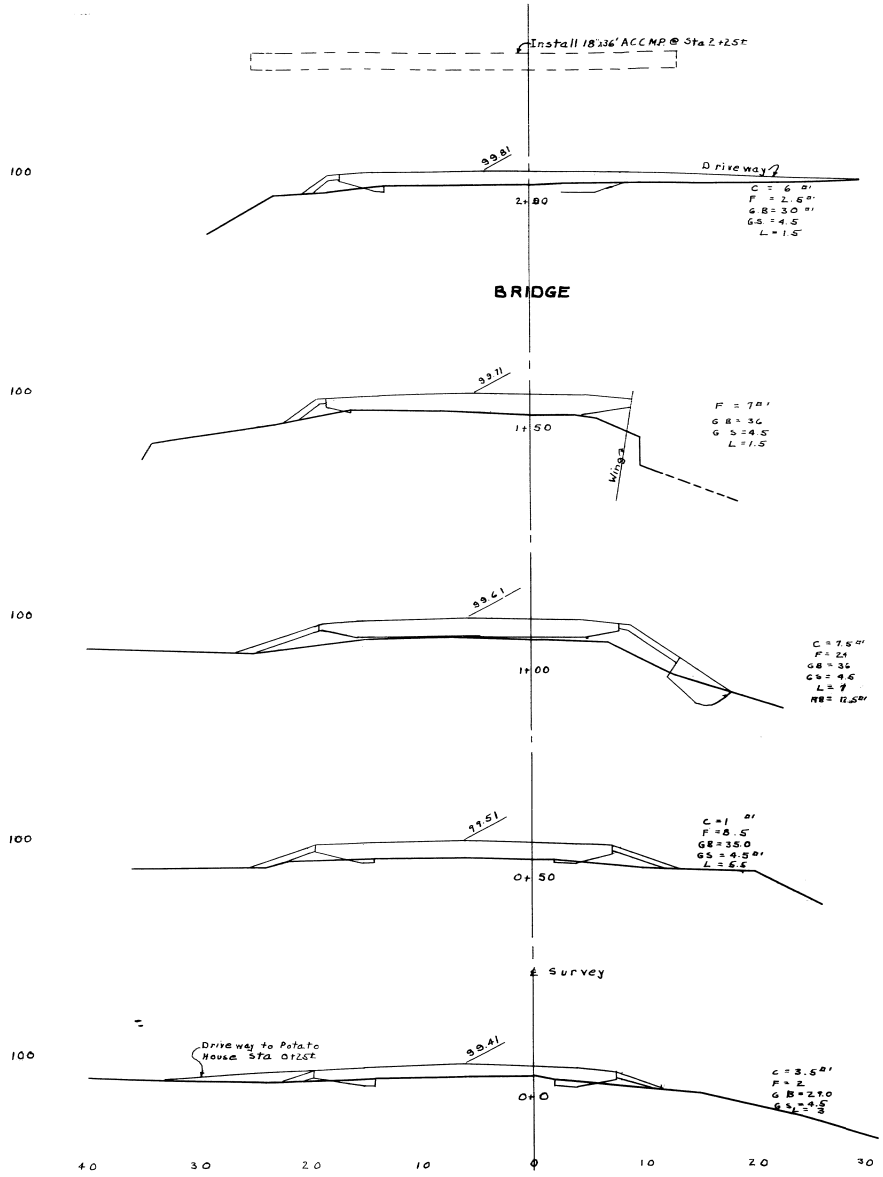
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

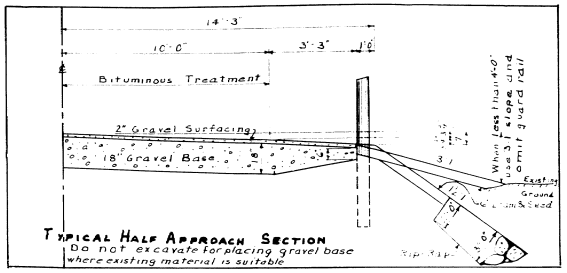
CAMPBELL BRIDGE
OVER
MEDUXNEKEAG STREAM
IN THE TOWN OF
LINNEUS
AROOSTOOK COUNTY
SURVEY

SHEET 1 OF 5 AUGUSTA, MAINE JAN. 1950

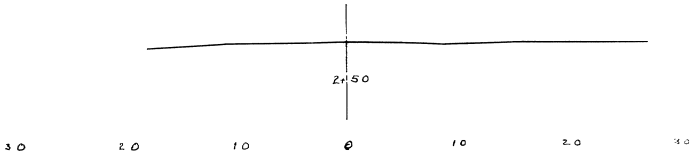
49-172

0 1 2 3 4 5 INCHES





TYPICAL HALF APPROACH SECTION
Do not excavate for placing gravel base where existing material is suitable



0 1 2 3 4 5 INCHES

PLOT- SPARRELL
CHECK- [illegible]
BRIDGE- 5311

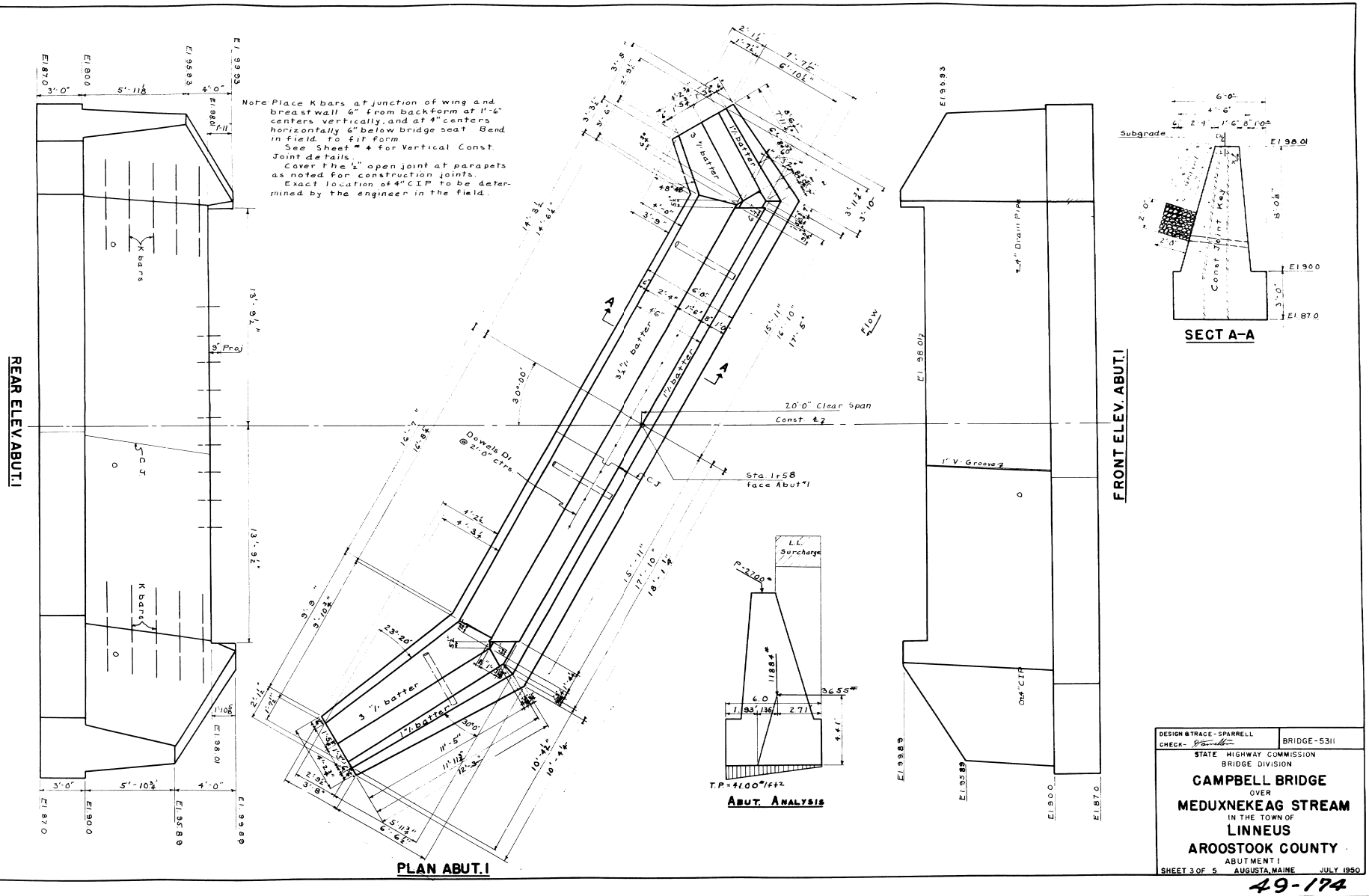
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

CAMPBELL BRIDGE
OVER
MEDUXNEKEAG STREAM
IN THE TOWN OF
LINNEUS
AROOSTOOK COUNTY

CROSS-SECTIONS

SHEET 2 OF 5 AUGUSTA, MAINE JULY 1950

49-173



DESIGN & TRACE - SPARRELL
CHECK - [signature]
BRIDGE - 5311

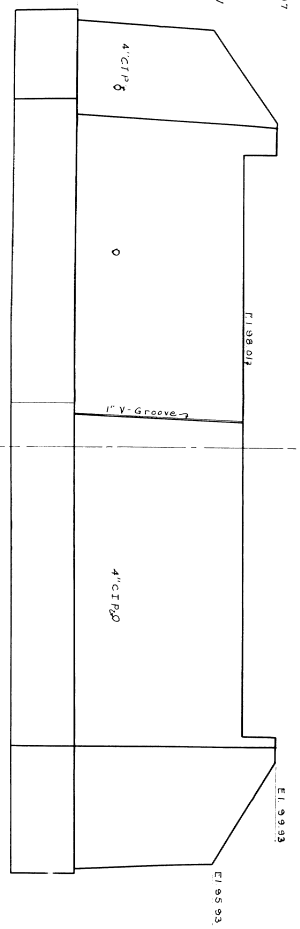
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

CAMPBELL BRIDGE
OVER
MEDUXNEKEAG STREAM
IN THE TOWN OF
LINNEUS
AROOSTOOK COUNTY
ABUTMENT I

SHEET 3 OF 5 AUGUSTA, MAINE JULY 1950

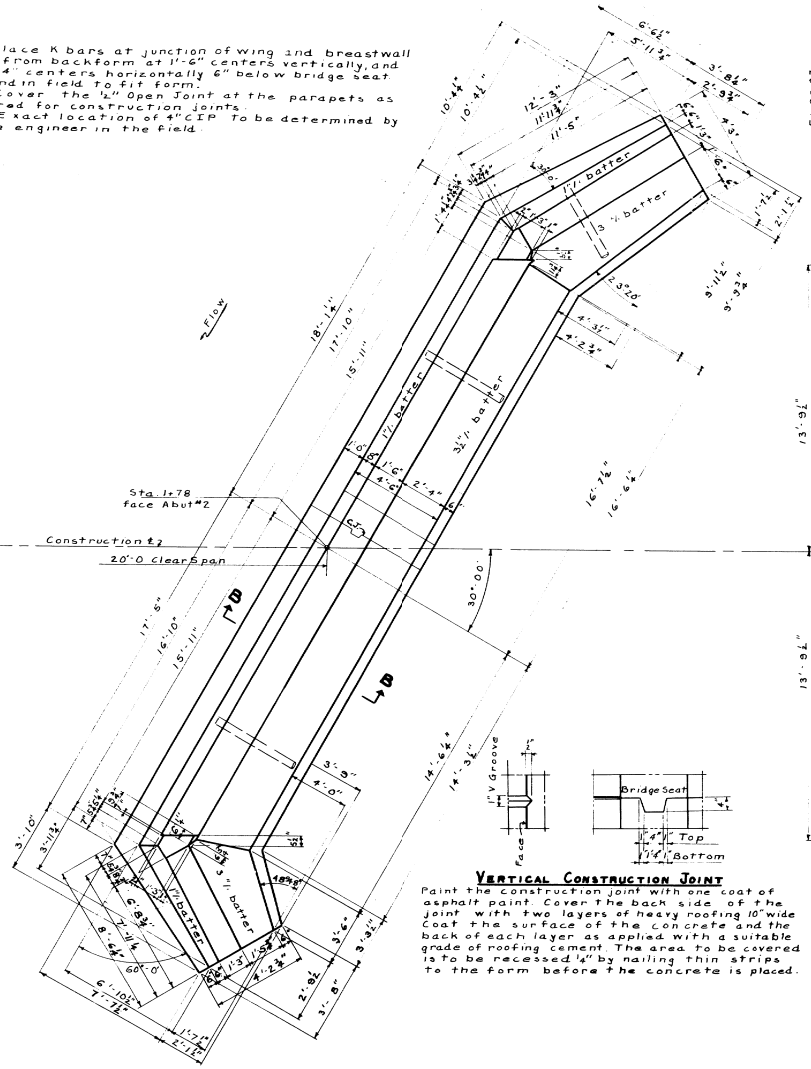
49-174

0 1 2 3 4 5 INCHES



FRONT ELEV. ABUT 2

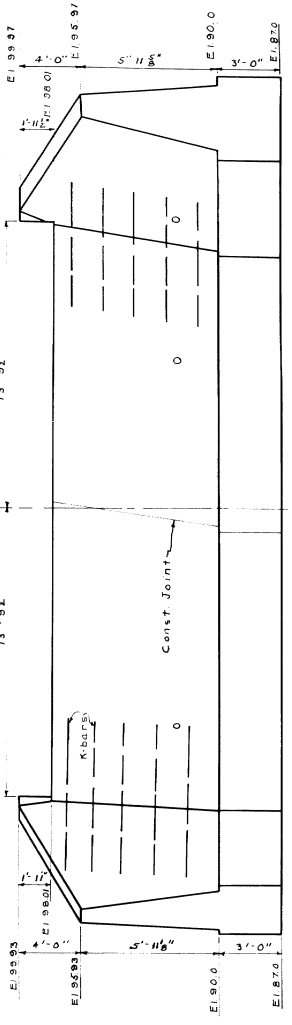
Note: Place K bars at junction of wing and breastwall 6" from backform at 1'-6" centers vertically, and at 4" centers horizontally 6" below bridge seat. Bend in field to fit form.
Cover the ½" Open Joint at the parapets as noted for construction joints.
Exact location of 4" CIP to be determined by the engineer in the field.



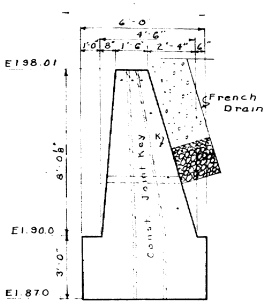
PLAN ABUT. #2

VERTICAL CONSTRUCTION JOINT

Paint the construction joint with one coat of asphalt paint. Cover the back side of the joint with two layers of heavy roofing 10" wide. Coat the surface of the concrete and the back of each layer as applied with a suitable grade of roofing cement. The area to be covered is to be recessed ¼" by nailing thin strips to the form before the concrete is placed.



REAR ELEV. ABUT. 2



SECT. B-B

DESIGN & TRACE - SPARRELL	BRIDGE - 5311
CHECK -	

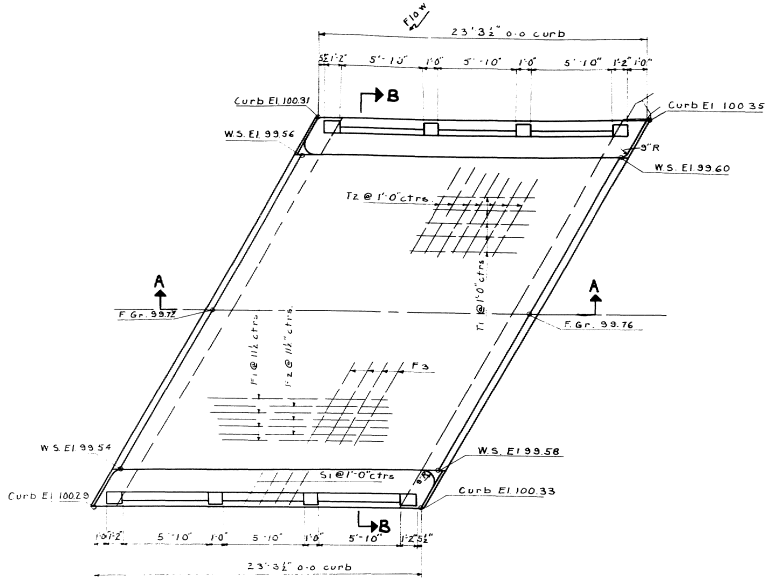
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

CAMPBELL BRIDGE
OVER
MEDUXNEKEAG STREAM
IN THE TOWN OF
LINNEUS
AROOSTOOK COUNTY
ABUTMENT 2

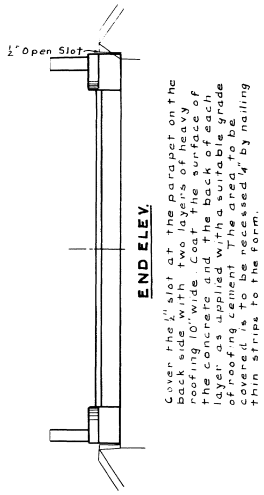
SHEET 4 OF 5 AUGUSTA, MAINE JULY 1950

49-175

0 1 2 3 4 5 INCHES

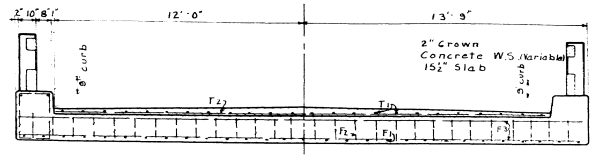


SLAB PLAN

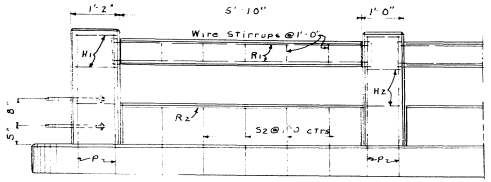


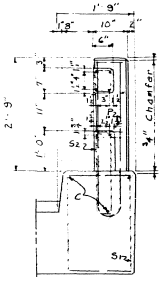
END ELEV.

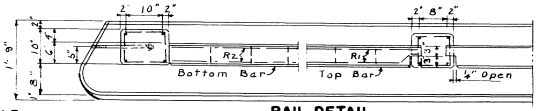
Cover the ½" slot at the parapet on the back side with two layers of heavy roofing 10" wide. Coat the surface of the concrete and the back of each layer as applied with a suitable grade of roofing cement. The area to be covered is to be recessed ¼" by nailing thin strips to the form.



SECT. B-B

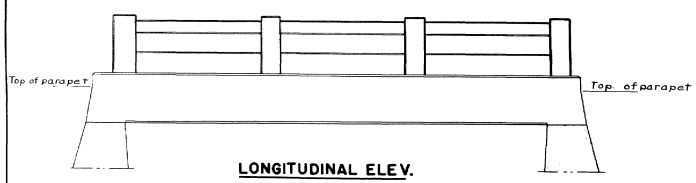






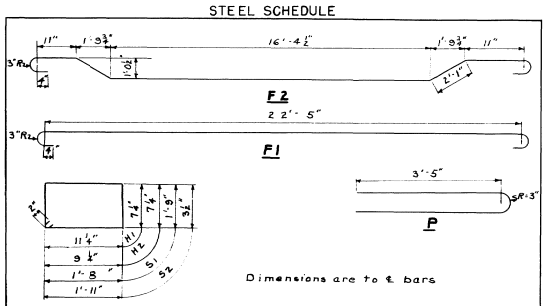
RAIL DETAIL

Curb to be cast with slab. Steel for posts and lower rail to be in position before concrete is placed. The top bar is to be precast and set in position so that the ends project into the post forms 2½". Wrap the tongue ends with two layers of heavy roofing. Wire stirrups for the precast bars shall be constructed from a single strand of #9 annealed wire. In forming the stirrup make a complete turn around each reinforcing bar. All exposed edges of concrete to be chamfered ½" unless otherwise noted.

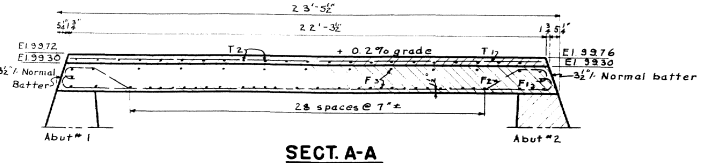


LONGITUDINAL ELEV.

STEEL SCHEDULE



BENT BARS					STRAIGHT BARS				
Mark	Size	No.	Length	Location	Mark	Size	No.	Length	Location
F1	1" ϕ	29	24'-8	Slab	F3	½" ϕ	46	31'-5"	Slab
F2	1" ϕ	28	24'-3"	Slab	T1	⅜" ϕ	24	22'-1"	Wearing Surface
H1	⅜" ϕ	12	3'-5"	Ext. Rail Posts	T2	⅜" ϕ	23	27'-6"	" " " "
H2	⅜" ϕ	12	3'-1"	Int. Rail Posts	C	½" ϕ	6	23'-0"	Curb
S1	½" ϕ	46	7'-2"	Curb	R1	½" ϕ	24	6'-2"	Top Rail Bar
S2	½" ϕ	36	4'-9"	Curb + Lower Rail Bar	R2	½" ϕ	12	5'-8"	Lower Rail Bar
P	¾" ϕ	16	7'-7"	Rail Posts	D1	¾" ϕ	9	1'-6"	Abutment No. 1
					K	¾" ϕ	36	8'-0"	Abutments



SECT. A-A

Place ¼" thick layer of heavy roofing between slab and Abut. #2

CONCRETE CLASSIFICATION

Substructure - Class B
Superstructure - Class A
Wearing Surface - Class AA
Concrete Rail - Class Y

DESIGN DATA

Loading: H15-44 f_s=18,000 psi
f_c=1000 psi. n=10

DESIGN & TRACE - SPARRELL
CHECK - [illegible]
BRIDGE - 5311

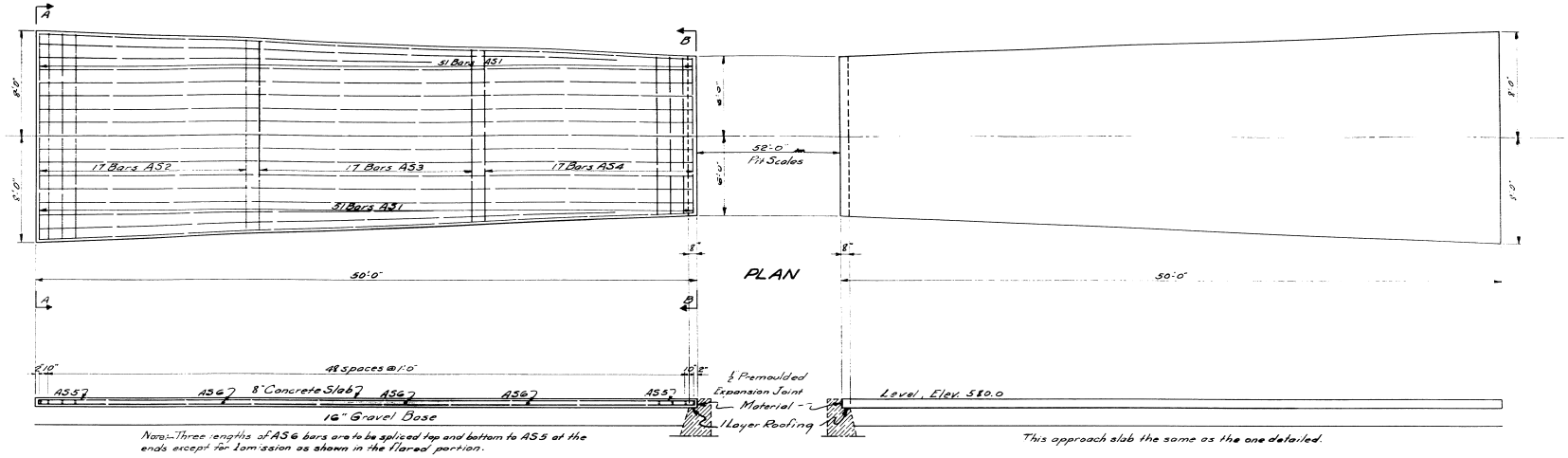
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

CAMPBELL BRIDGE
OVER
MEDUXNEKEAG STREAM
IN THE TOWN OF
LINNEUS
AROOSTOOK COUNTY

SUPERSTRUCTURE
SHEET 5 OF 5 AUGUSTA, MAINE JULY 1950

49-176

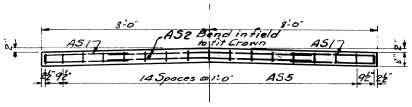
0 1 2 3 4 5 INCHES



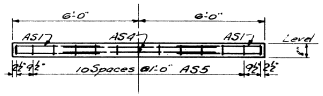
Note:-Three lengths of AS6 bars are to be spliced top and bottom to AS5 at the ends except for 1 omission as shown in the flared portion.

This approach slab the same as the one detailed.

LONGITUDINAL SECTION AT ℄ ROADWAY APPROACH SLABS

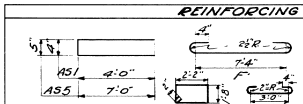


VIEW A-A.



VIEW B-B.

REINFORCING STEEL



MARK	SIZE	NO.	LENGTH	LOCATION
AS1	3/8"ϕ	204	8'-4"	Approach Slab
AS5	"	60	14'-5"	" "
F1	3/8"ϕ	13	9'-4"	Foundation
F8	3/8"ϕ	4	4'-8"	" Center Pier
F9	3/8"ϕ	2	8'-0"	" " "

Dimensions are to ℄ of bars.

STRAIGHT BARS

MARK	SIZE	NO.	LENGTH	LOCATION
AS2	3/8"ϕ	68	10'-0"	Approach Slab
AS3	"	68	8'-8"	" "
AS4	"	68	7'-4"	" "
AS6	"	200	14'-0"	" "
F2	3/8"ϕ	13	1'-10"	Foundation
F3	"	51	7'-0"	"
F4	"	8	26'-0"	"
F5	"	12	6'-6"	"
F6	"	8	12'-0"	"
F7	"	8	23'-0"	"
K	3/8"ϕ	20	8'-0"	"
O1	"	2	7'-6"	Office
O2	3/8"ϕ	3	3'-6"	Office Step
O3	"	4	2'-6"	" "

DESIGN – ALLEN
TRACE – "
CHECK – Foundation

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

MOTOR TRUCK SCALE

IN THE TOWN OF

MATTAWAMKEAG
PENOBSCOT COUNTY

APPROACH SLABS & REINF. STEEL

SHEET 5 OF 5 AUGUSTA, MAINE OCT. 1949

49-171

0 1 2 3 4 5 INCHES