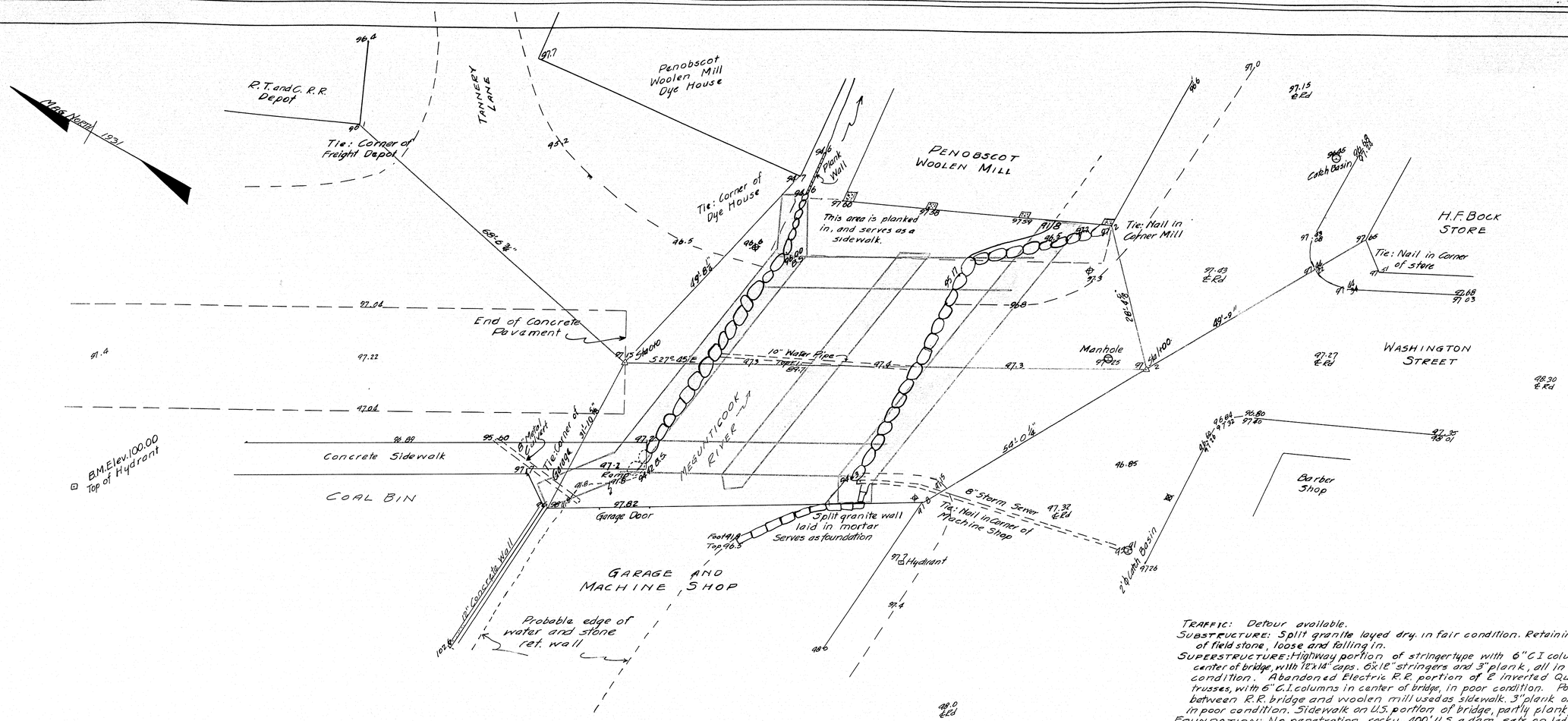
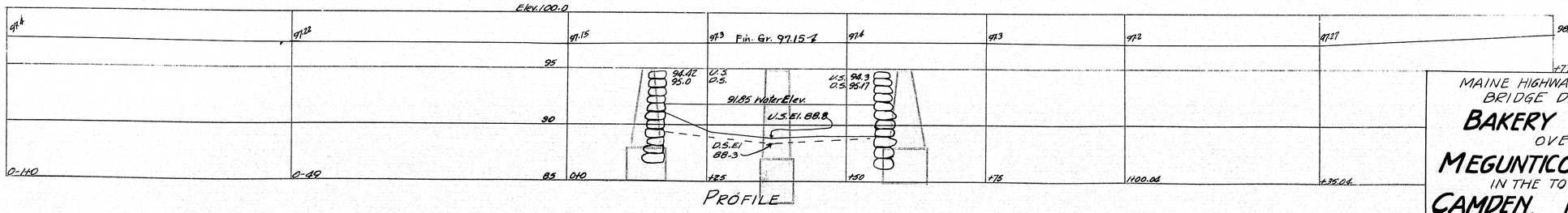


TRAFFIC: Detour available.
SUBSTRUCTURE: Split granite layed dry. in fair condition. Retaining walls of field stone, loose and falling in.
SUPERSTRUCTURE: Highway portion of stringer type with 6" C I columns in center of bridge, with 12"x14" caps. 6"x12" stringers and 3" plank, all in poor condition. Abandoned Electric R.R. portion of 2 inverted Queen Post trusses, with 6" C.I. columns in center of bridge, in poor condition. Portion between R.R. bridge and woolen mill used as sidewalk. 3" plank on stringers in poor condition. Sidewalk on U.S. portion of bridge, partly plank and concrete.
FOUNDATION: No penetration, rocky. 400' U.S. a dam seats on ledge.
STREAM: Water elev. 91.85 High water elev. 94.0. Extreme high water over top of bridge (local information) Under clearance 6'9 4.51
4 10" wooden pipe lay parallel to abut No. 2 and extend from mill 400' U.S. to water main, and said to be abandoned.
SILL ELEVS: Woolen Mill Dye House 92.72
Woolen Mill 97.60
Machine Shop and Garage 96.58
FLOOR ELEVS: Woolen Mill 98.74
Machine Shop and Garage 97.82
Sewer pipe said to lay beneath stream bed.



PROFILE
HOR. SCALE: 1 IN. = 10 FT. VERT. 1 IN. = 5 FT.

Town 07-02
Bridge 2981

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
BAKERY BRIDGE
OVER
MEGUNTICOOK RIVER
IN THE TOWN OF
CAMDEN, KNOX CO.
SURVEY PLAN
SHEET 1 OF 4 AUGUSTA, MAINE DEC. 19, 1931

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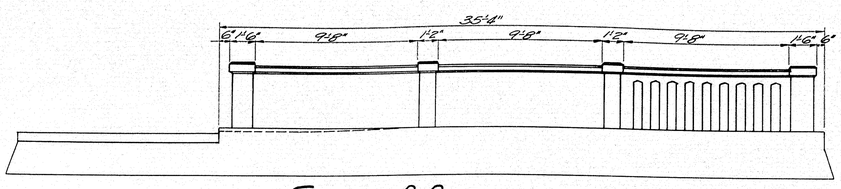
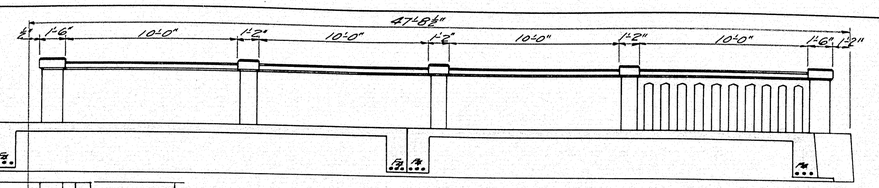
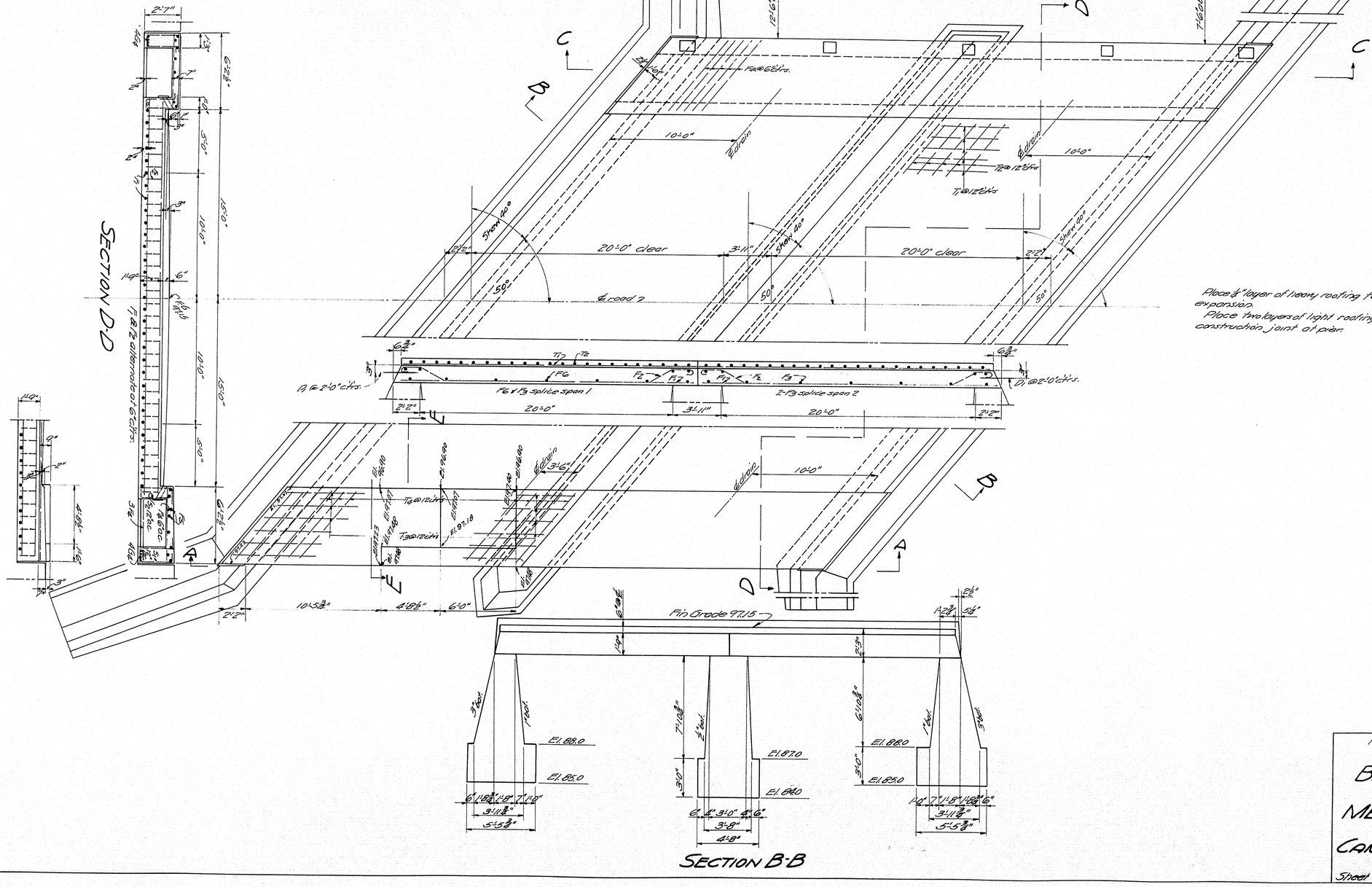
Stress Sheet 1
Plan, Profile, Soundings
Sheet 2

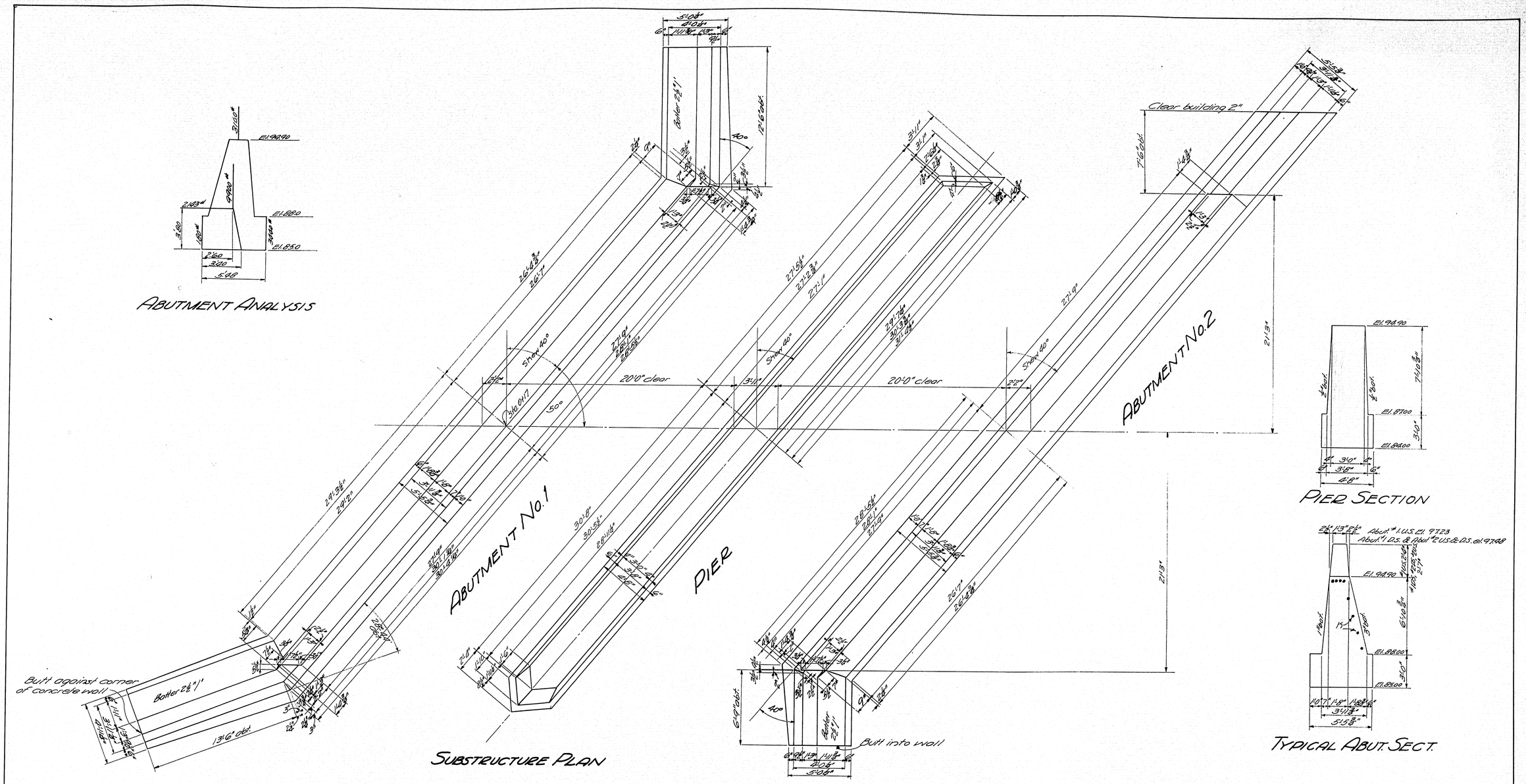


SECTION A-A SUPERSTRUCTURE ONLY



SECTION C-C


SECTION D-D
SECTION E-E
SECTION B-B
2'-7"
3"
7"
6"
5'-0"
10'-0"
15'-0"
6'-2"
1'-6"
2'-2"
3'-6"
1'-4"
9"
2"
4'-6"
3'-0"
3"
#5 @ 12 alternate @ 6"c's.
#4 @ 6"c's.
#5 @ 12"c's.
#4 @ 12"c's.
#5 @ 12



Note: Cover the ½" slot between curbs and wings and the 2" opening between the bridge seat and cross beams on the backside with two layers of heavy roofing felt 10" wide. Coat concrete and backside of each layer, as applied, with hot tar or asphalt. The area to be covered by the felt is to be recessed ¼" by nailing thin strips to the forms before concrete is placed

NOTE: "K" bars to be placed at the junction of each wing and breast wall, 6" from back forms spaced at 1'-6" vertically; also 6" below bridge seat spaced at 4" centers. Bend in field to fit forms.

Town 07-02
Bridge 2981

Maine Highway Commission
Bridge Division.

BAKERY BRIDGE
over
MEGUNTICOOK RIVER
in the town of
CAMDEN - KNOX CO.

SUBSTRUCTURE DETAILS.

Sheet 3 of 4 Augusta, Me. Dec. 1933.

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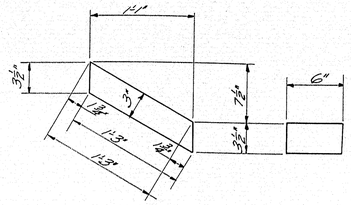
Plan - E.A.M.
Traced - Bagged
Checked - C.A.W.

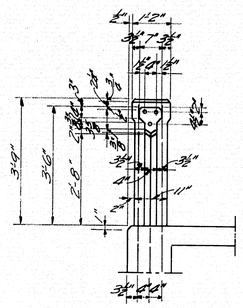
0 1 2 3 4 5 INCHES



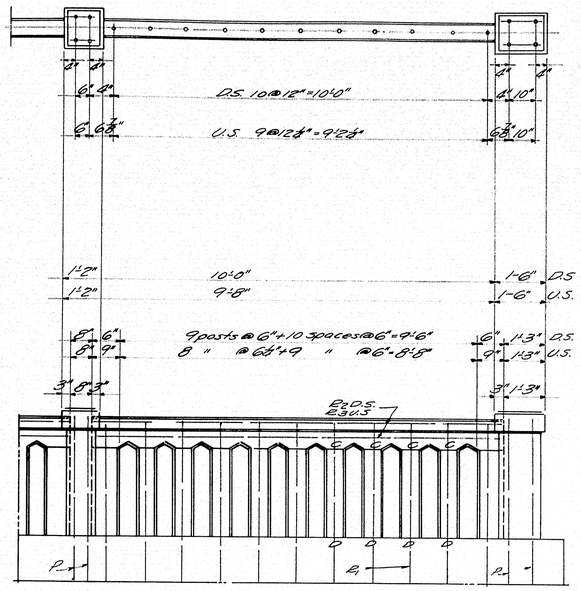
DRAIN DETAIL

4 REQ.

MATERIAL "26 GALVANIZED IRON.



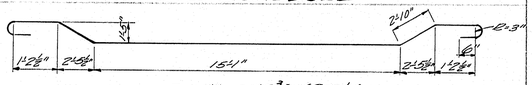
SECTION



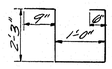
RAIL DETAIL

Vertical steel for posts and rail to be set in curb and sidewalk. At points "c" and "d" between each opening, break bond by placing there one layer of roofing felt. Cut to fit forms and slip down over reinforcing steel when concrete reaches these points. After rail forms are removed wrap ends of each bar rail with roofing felt. Fold in ends, and build post forms so that rails project into posts 1½". When forms are removed cut away all felt left exposed. All exposed edges of concrete to be chamfered ¾" unless otherwise noted.

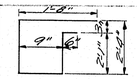
STEEL SCHEDULE



F₂ - 1"ø - 25'-8⅜" - 69 req'd.



S₁ - ½"ø - 6'-9 1/4" 70 req'd.



S₂ - ½"ø - 7'-4 1/4" 70 req'd.

STRAIGHT STEEL

Mark	Size	Length	No	Loca.	Mark	Size	Length	No.	Loca.
F1	1"ø	23'-10"	69	S/ab	T3	⅜"ø	23'-9"	6	W.S. span 1
F3	⅝"ø	22'-0"	33	"	T4	"	7'-10"	23	" "
F4	⅝"ø	8'-10"	160	S.W.+ diagph.	M	⅜"ø	8'-0"	32	abut.
F5	"	23'-6"	24	S.W.	P	⅜"ø	4'-7"	36	Posts
F6	"	30'-0"	11	S/ab-span 1	R1	⅜"ø	41'-5"	74	Rail
T1	⅜"ø	23'-9"	60	W.S.	R2	⅜"ø	10'-9"	12	"
T2	"	19'-2"	92	"	R3	⅜"ø	10'-0"	9	"
D1	¾"	1'-6"	30	S/ab	G	⅜"ø	23'-10"	12	S.W. beam

All steel to be plain bars of structural grade.
All dimensions are to ℄ of bars.

Plan F.A.M.
Traced Berglund
Checked C.A.K.

Town 07-02
Bridge 2981

Maine Highway Commission.
Bridge Division

BAKERY BRIDGE

over

MEGUNTICOOK RIVER

in the town of

CAMDEN - KNOX CO

DETAILS

Sheet 4 of 4 Augusta, Me Dec. 1933

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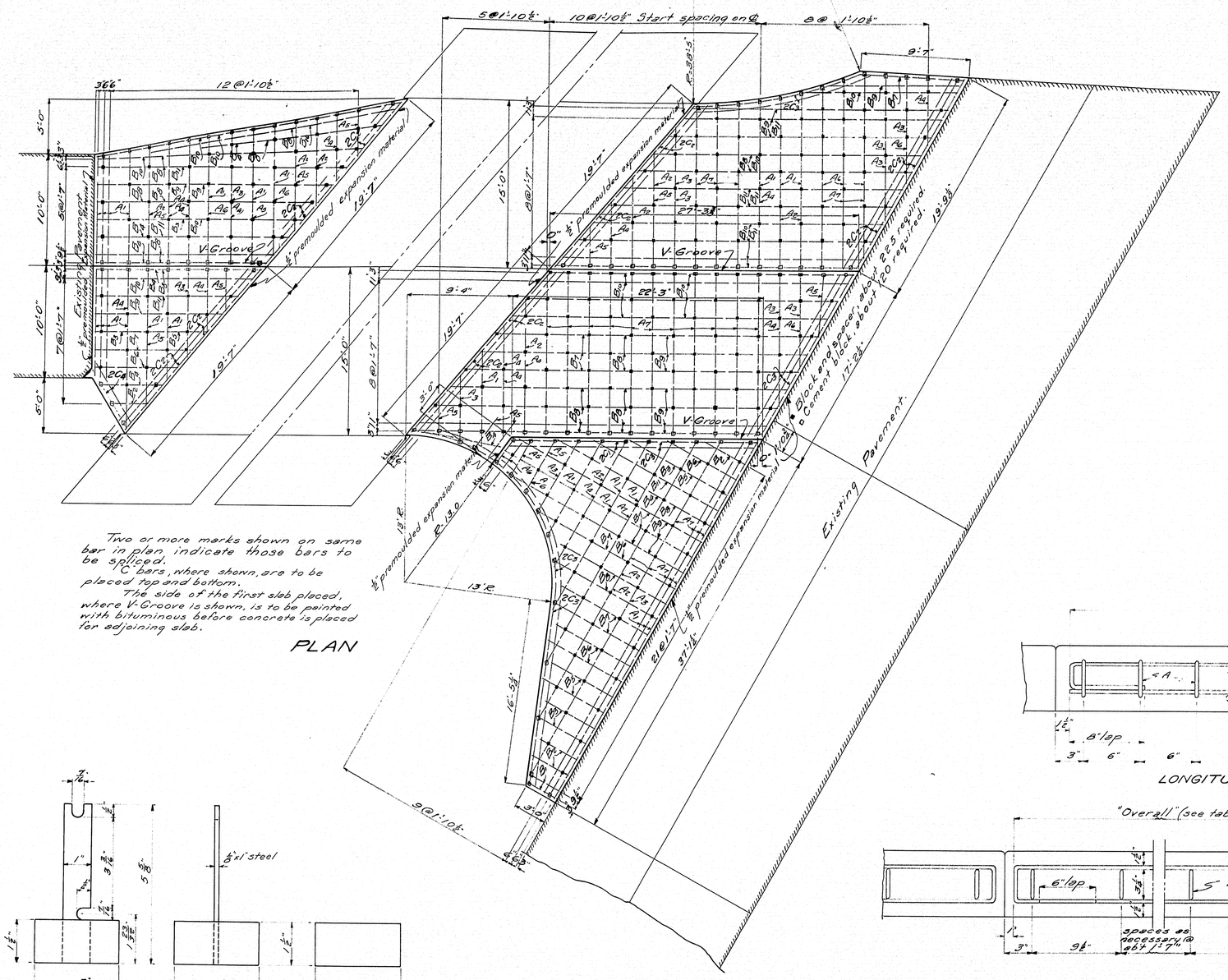
0 1 2 3 4 5 INCHES

STEEL SCHEDULE

MARK	NO.	LENGTH OVERALL	LENGTH TOTAL	MARK	NO.	LENGTH OVERALL	LENGTH TOTAL
A_1	24	9'-10"	20'-8½"	B_1	2	2'-10"	6'-9"
A_2	11	8'-0"	17'-0½"	B_2	4	3'-9"	8'-7"
A_3	12	7'-0"	15'-0½"	B_3	5	5'-0"	11'-1"
A_4	16	6'-0"	13'-0½"	B_4	8	5'-10"	12'-9"
A_5	14	3'-6"	8'-0½"	B_5	4	6'-3"	13'-7"
A_6	10	2'-10"	6'-8½"	B_6	5	7'-6"	16'-1"
A_7	27	14'-10"	30'-8½"	B_7	11	8'-10"	18'-9"
				B_8	25	10'-9"	22'-7"
C_1	4	Straight	6'-0"	B_9	17	11'-6"	24'-1"
C_2	60	"	10'-3"	B_{10}	21	14'-6"	30'-1"
C_3	22	"	16'-9"	B_{11}	13	13'-0"	27'-1"
C_4	4	"	5'-6"				

All bars to be ⅜" plain round, of structural grade.



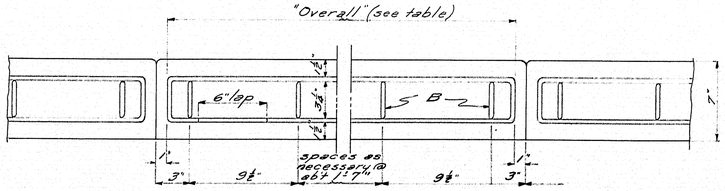
PLAN

Two or more marks shown on same bar in plan indicate those bars to be spliced.

'C' bars, where shown, are to be placed top and bottom.

The side of the first slab placed, where V-Groove is shown, is to be painted with bituminous before concrete is placed for adjoining slab.

LONGITUDINAL SECTION SHOWING DETAIL OF "B" BARS.



TRANSVERSE SECTION SHOWING DETAIL OF 'A' BARS

BLOCK AND SPACER

CEMENT BLOCK 3" SQUARE

Blocks to be made of one part Portland Cement and two parts approved sand and cured under cover for seven days.

Other types of steel support may be used if approved by Engineer.

TOWN - 07-02
BRIDGE-2981

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

BAKERY BRIDGE
OVER
MEGUNTICOOK RIVER
IN THE TOWN OF
CAMDEN, KNOX COUNTY.

APPROACH SLAB DETAILS

Sheet 4A of 4. Augusta, Me., Oct. 1934.

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0 1 2 3 4 5 INCHES