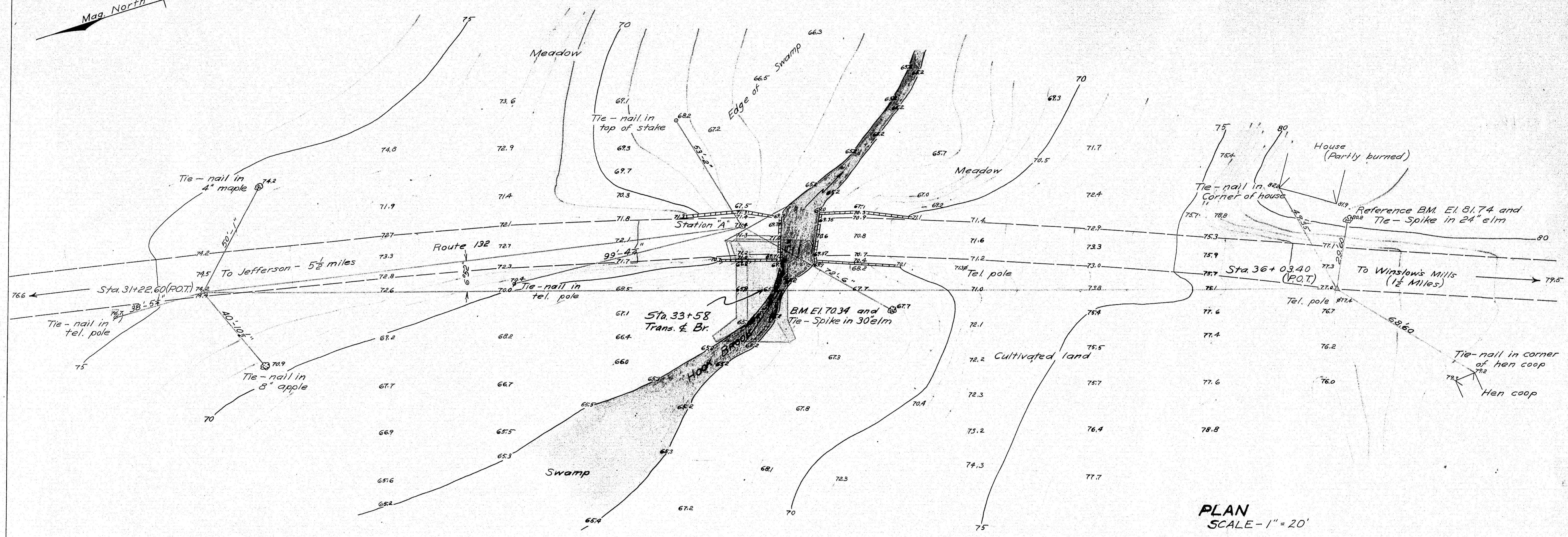
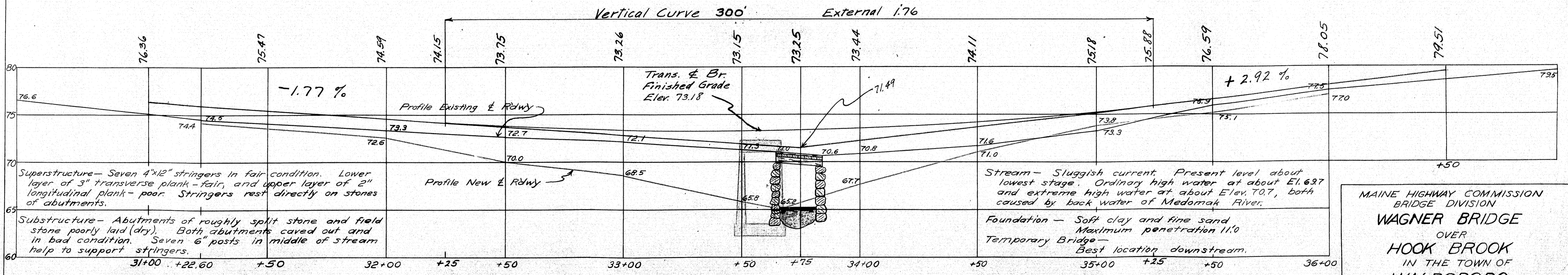


Mag. North 1929



PLAN SCALE - 1" = 20'



PROFILE SCALE HOR - 1" = 20' VER - 1" = 5'

Superstructure - Seven 4"x12" stringers in fair condition. Lower layer of 3" transverse plank - fair, and upper layer of 2" longitudinal plank - poor. Stringers rest directly on stones of abutments.

Substructure - Abutments of roughly split stone and field stone poorly laid (dry). Both abutments caved out and in bad condition. Seven 6" posts in middle of stream help to support stringers.

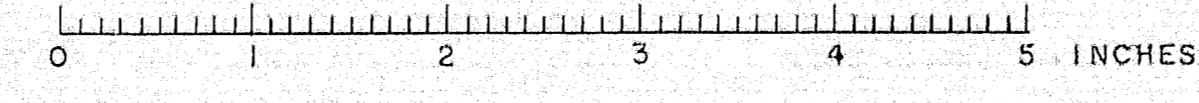
Stream - Sluggish current. Present level about lowest stage. Ordinary high water at about El. 69.7 and extreme high water at about El. 70.7, both caused by back water of Medomak River.

Foundation - Soft clay and fine sand. Maximum penetration 11'0"

Temporary Bridge - Best location downstream.

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
WAGNER BRIDGE
OVER
HOOK BROOK
IN THE TOWN OF
WALDOBORO
LINCOLN COUNTY
SURVEY PLAN
SHEET 1 OF 2 AUGUSTA, ME. AUG. 10, 1929.

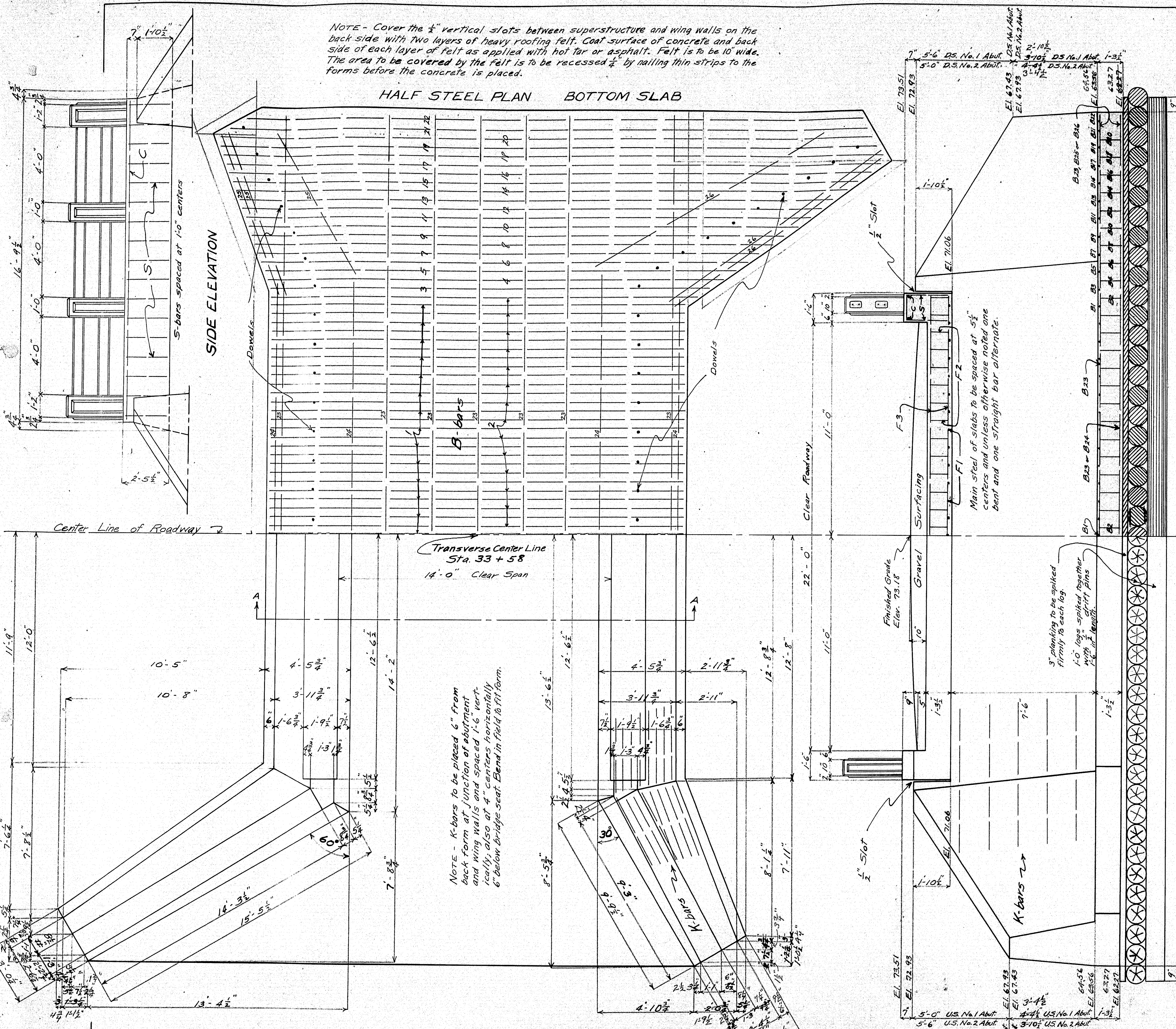
Job No 292-57



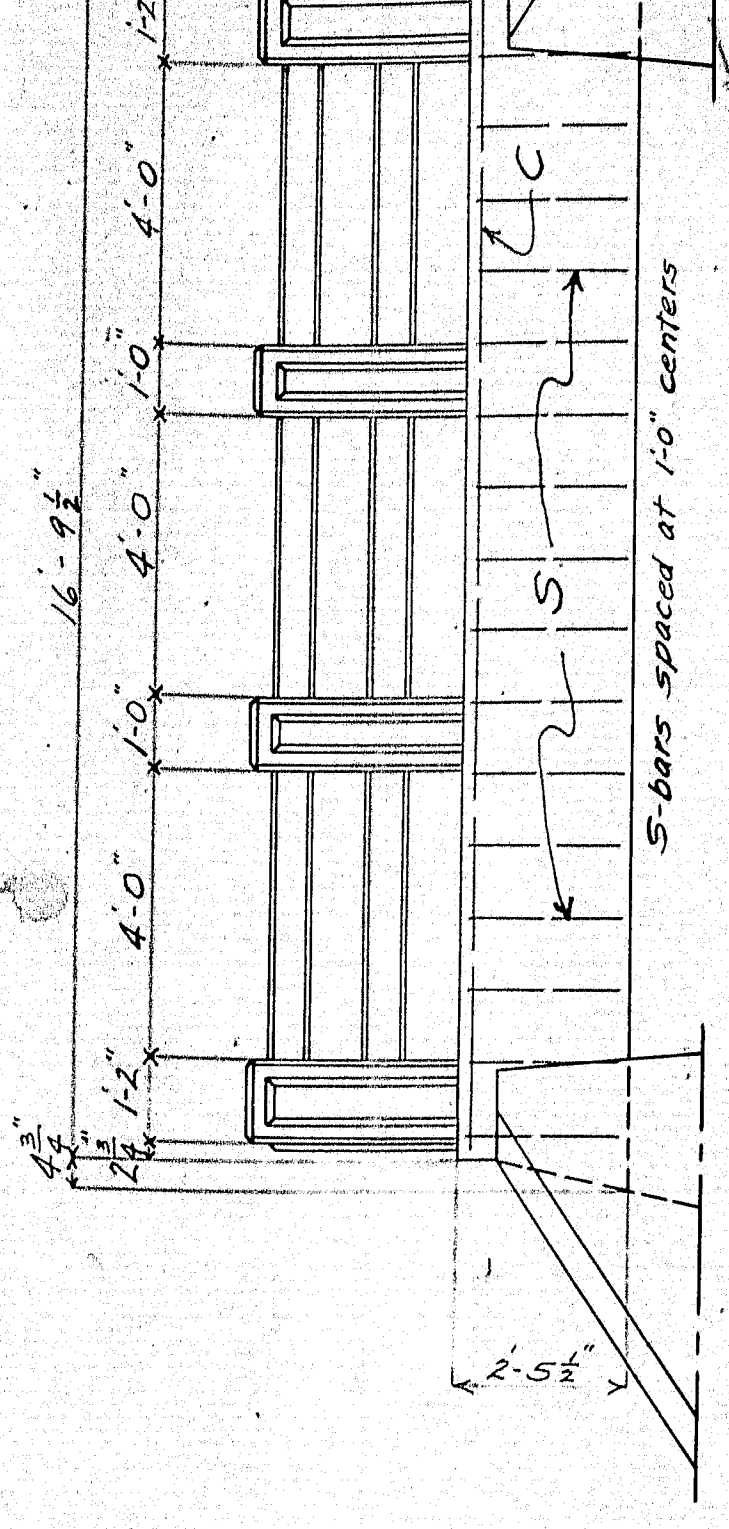
Survey by Beckman
Drawn by Pratt

NOTE - Cover the $\frac{1}{2}$ " vertical slots between superstructure and wing walls 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. Felt is to be 10' wide. The area to be covered by the felt is to be recessed $\frac{1}{4}$ " by nailing thin strips to the forms before the concrete is placed.

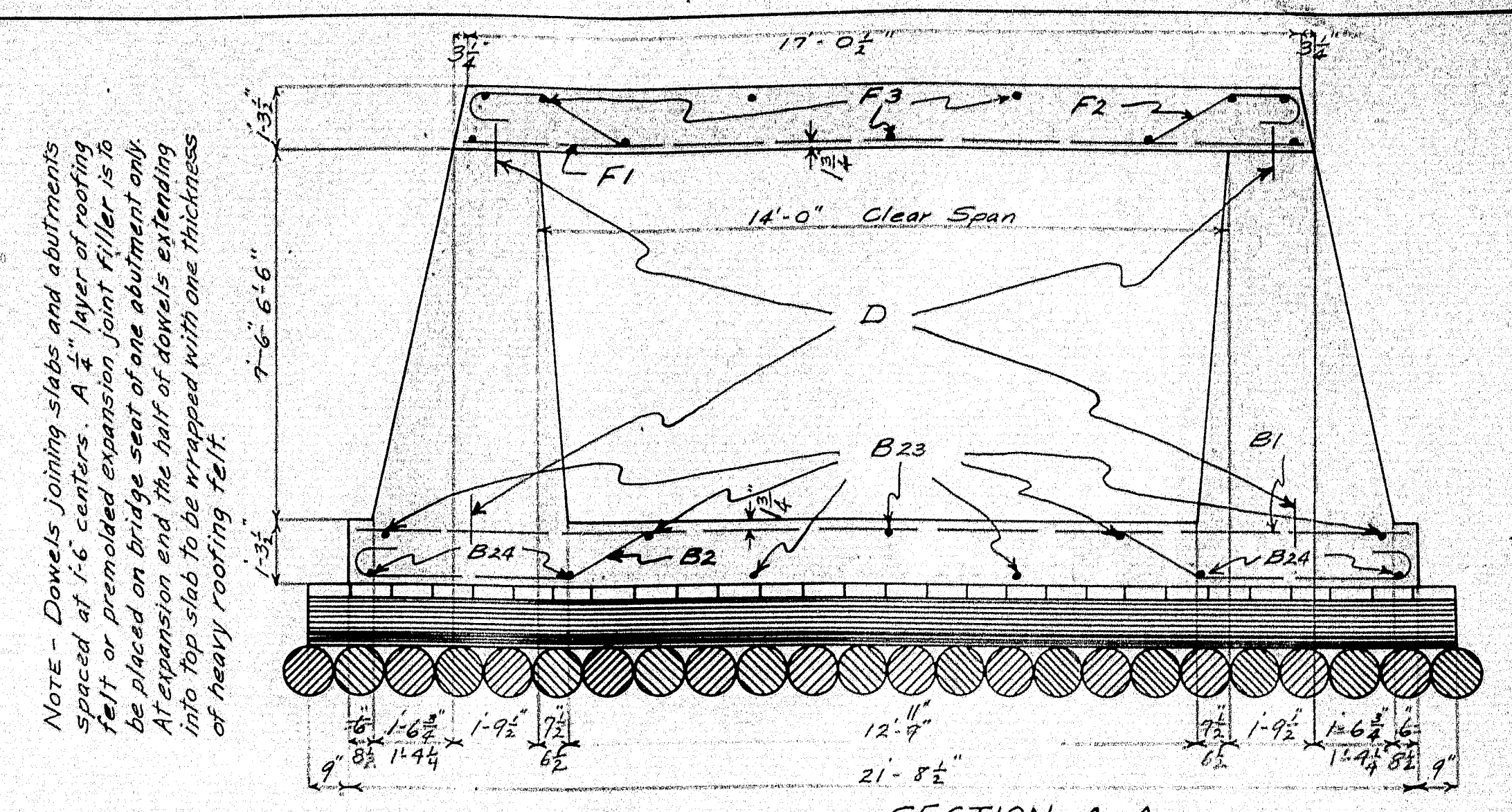
HALF STEEL PLAN BOTTOM SLAB



SIDE ELEVATION



HALF TRANSVERSE SECTION

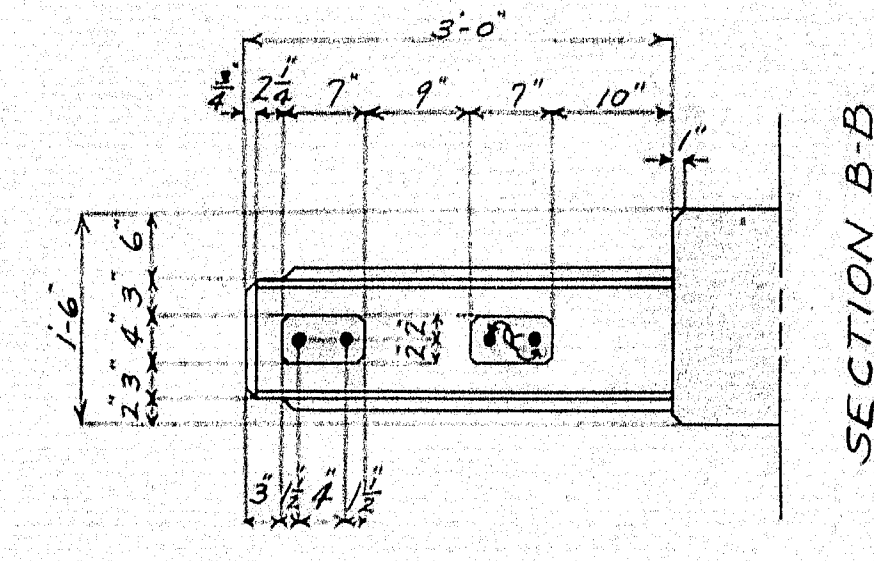


NOTE - Dowels joining slabs and abutments spaced at 1'-6" centers. A $\frac{1}{2}$ " layer of roofing felt or precast expansion joint filler is to be placed on bridge seat of one abutment only. At expansion end the half of dowels extending into top slab to be wrapped with one thickness of heavy roofing felt.

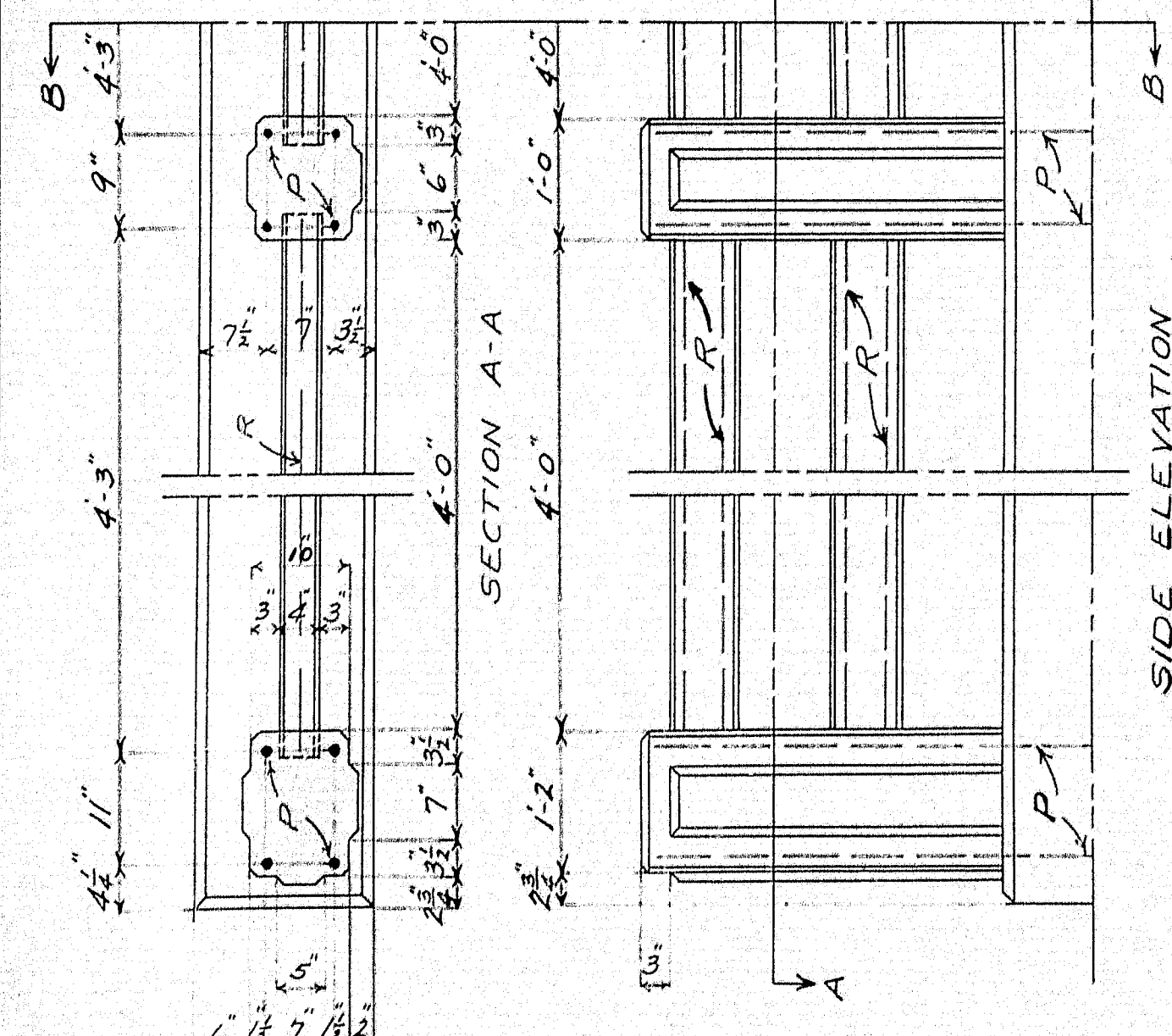
SECTION A-A

STEEL SCHEDULE

BENT BARS						
Mark	Size	No. Reqd.	A	B	C	Total Length Location
S	$\frac{1}{2}$ " ϕ	34				5'-6 $\frac{1}{2}$ " Curbs
F2	$\frac{1}{2}$ " ϕ	28	10'-6 $\frac{1}{2}$ "	1'-1 $\frac{1}{2}$ "	1'-1 $\frac{1}{2}$ "	19'-4 $\frac{1}{2}$ " Top Slab
B2	"	28	9'-3 $\frac{1}{2}$ "	4'-1"	4'-1"	24'-0 $\frac{1}{2}$ " Bottom Slab
B4	"	2	9'-3 $\frac{1}{2}$ "	6'-2 $\frac{1}{2}$ "	4'-3 $\frac{1}{2}$ "	26'-4 $\frac{1}{2}$ "
B6	"	2	9'-8 $\frac{1}{2}$ "	7'-5 $\frac{1}{2}$ "	4'-3"	27'-11 $\frac{1}{2}$ "
B8	"	2	11'-10"	7'-1"	4'-0 $\frac{1}{2}$ "	29'-6 $\frac{1}{2}$ "
B10	"	2	13'-11 $\frac{1}{2}$ "	6'-9"	3'-10"	31'-1 $\frac{1}{2}$ "
B12	"	2	16'-1"	6'-5 $\frac{1}{2}$ "	3'-8"	32'-9 $\frac{1}{2}$ "
B14	"	2	18'-2 $\frac{1}{2}$ "	6'-1 $\frac{1}{2}$ "	3'-5 $\frac{1}{2}$ "	34'-4 $\frac{1}{2}$ "
B16	"	2	20'-3 $\frac{1}{2}$ "	5'-10"	3'-3 $\frac{1}{2}$ "	35'-11 $\frac{1}{2}$ "
B18	"	2	22'-5"	4'-7 $\frac{1}{2}$ "	3'-1"	36'-8 $\frac{1}{2}$ "
B20	"	2	24'-7"	2'-6"	2'-8 $\frac{1}{2}$ "	36'-4 $\frac{1}{2}$ "
STRAIGHT BARS						
Mark	Size	No. Reqd.	Length	Location		
P	$\frac{1}{2}$ " ϕ	32	4'-0"	Posts		
R	$\frac{1}{2}$ " ϕ	24	4'-4"	Rails		
K	$\frac{1}{2}$ " ϕ	32	8'-0"	Abutments		
C	$\frac{1}{2}$ " ϕ	4	16'-6"	Curbs		
F1	$\frac{1}{2}$ " ϕ	27	17'-2"	Top Slab		
F3	$\frac{1}{2}$ " ϕ	11	24'-8"	"		
B1	$\frac{1}{2}$ " ϕ	27	21'-6"	Bottom Slab		
B3	"	2	22'-11"	"		
B5	"	2	24'-7"	"		
B7	"	2	26'-2"	"		
B9	"	2	27'-9"	"		
B11	"	2	29'-4"	"		
B13	"	2	31'-0"	"		
B15	"	2	32'-6"	"		
B17	"	2	34'-1"	"		
B19	"	2	34'-1"	"		
B21	"	2	32'-6"	"		
B22	"	2	31'-9"	"		
B23	$\frac{1}{2}$ " ϕ	7	43'-6"	"		
B24	"	4	27'-0"	"		
B25	"	6	8'-6"	"		
B26	"	6	13'-6"	"		
D	1" ϕ	98	1'-3"	Dowels		



SECTION B-B



SIDE ELEVATION RAIL DETAILS

NOTE - K-bars to be placed 6" from back form at junction of abutment and wing walls and spaced 1'-6" vertically, also at 4" centers horizontally 6" below bridge seat. Bend in field to fit form.

PLAN UPSTREAM HALF NO. 1 ABUT. AND DOWNSTREAM HALF NO. 2 ABUT.

PLAN UPSTREAM HALF NO. 2 ABUT. AND DOWNSTREAM HALF NO. 1 ABUT.

Designed - G.W.B.
Traced - G.W.B.
Checked - E.F.B.
Ings - C.A.W.

All steel to be plain round bars of structural grade. Dimensions are on center lines of bars.

RAIL NOTE - Curb to be cast with slab. Steel for posts to be set in curb. Precast 12 rail bars in lengths of 4'-5". Place rail bars in position with ends projecting 2 $\frac{1}{2}$ " into post forms. Wrap the end 6" of each rail with two thicknesses of heavy roofing felt. Fold in ends and cast posts. When post forms are removed cut away all exposed panels on posts are raised $\frac{1}{2}$ ". Chamfer all exposed edges $\frac{1}{4}$ " unless otherwise indicated.

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
WAGNER BRIDGE
OVER
HOOK BROOK
IN THE TOWN OF
WALDOBORO
LINCOLN COUNTY
DETAILS
SHEET 2 OF 2 AUGUSTA, ME. SEPT. 17, 1929

