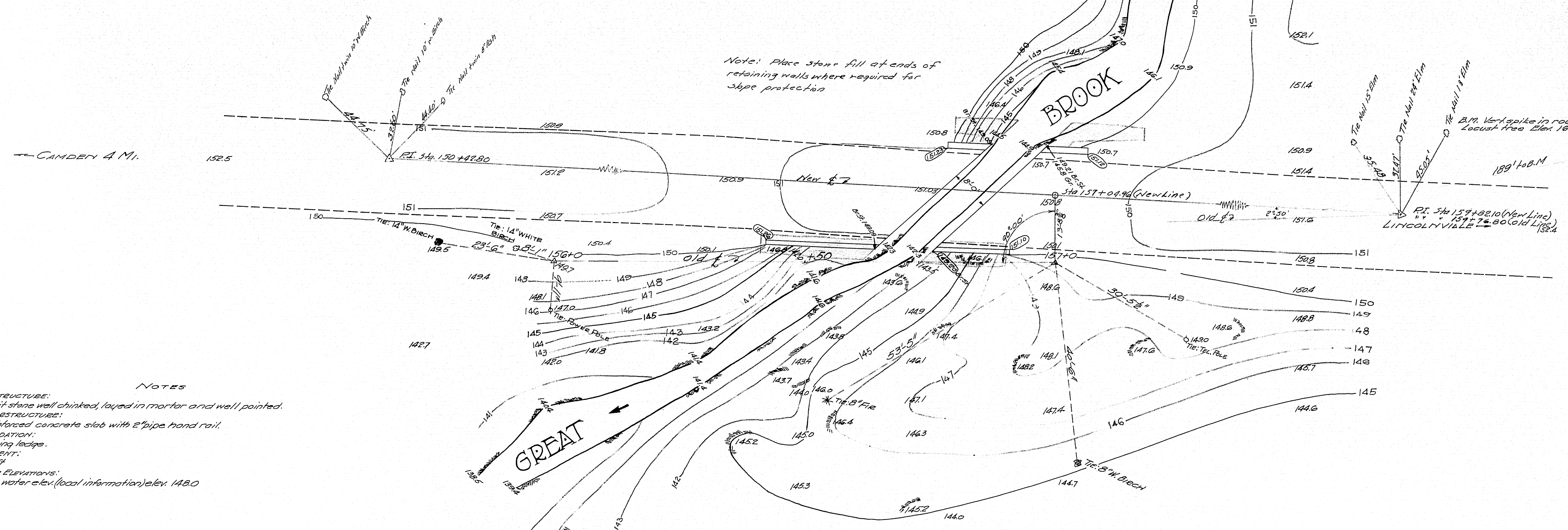




**NOTES**

**SUBSTRUCTURE:**  
Split stone well chinked, laid in mortar and well pointed.

**SUPERSTRUCTURE:**  
Reinforced concrete slab with 2" pipe hand rail.

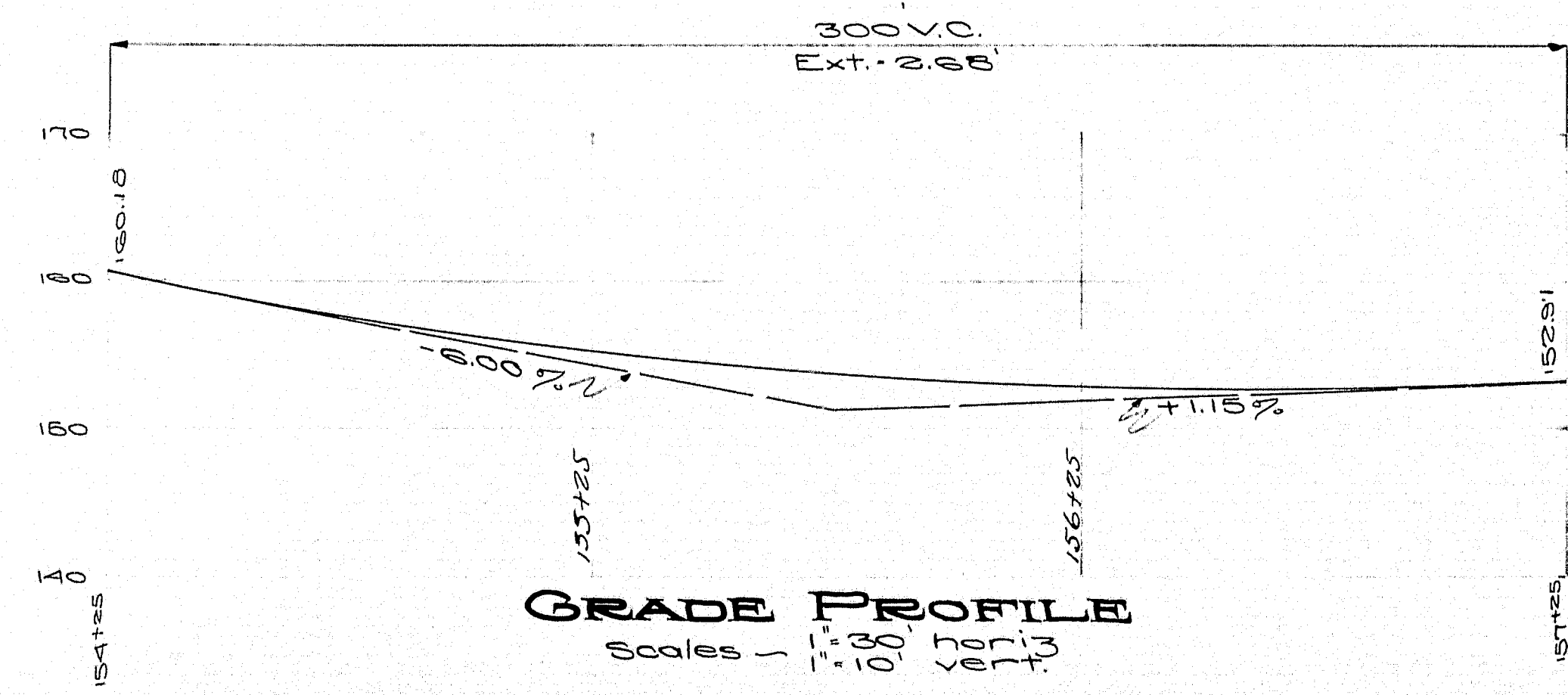
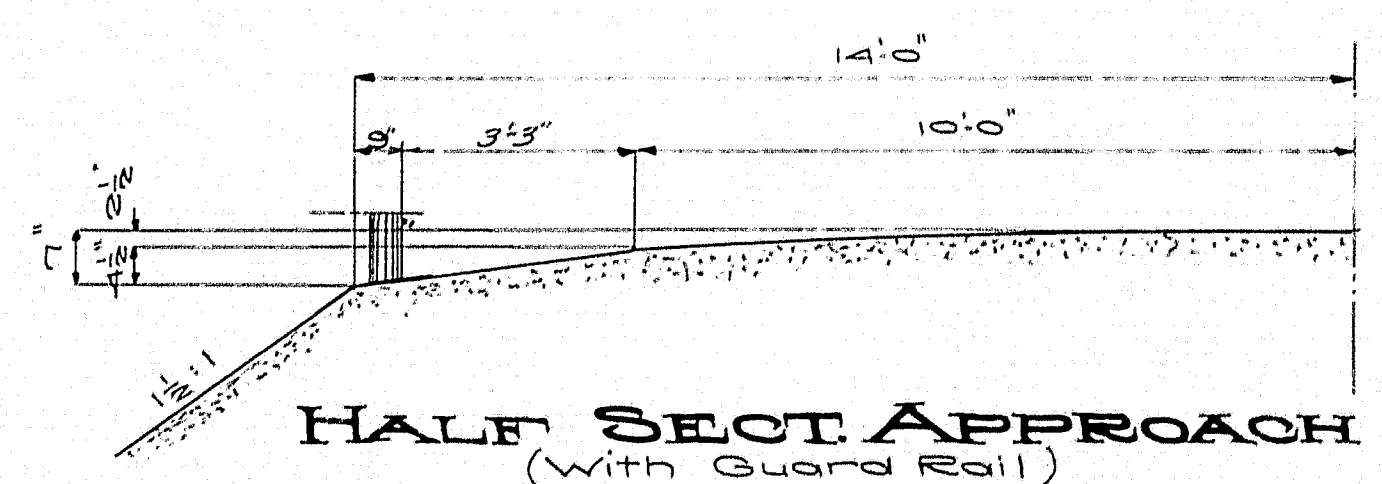
**FOUNDATION:**  
Sloping ledge.

**CURB/ELEV:**  
Shift.

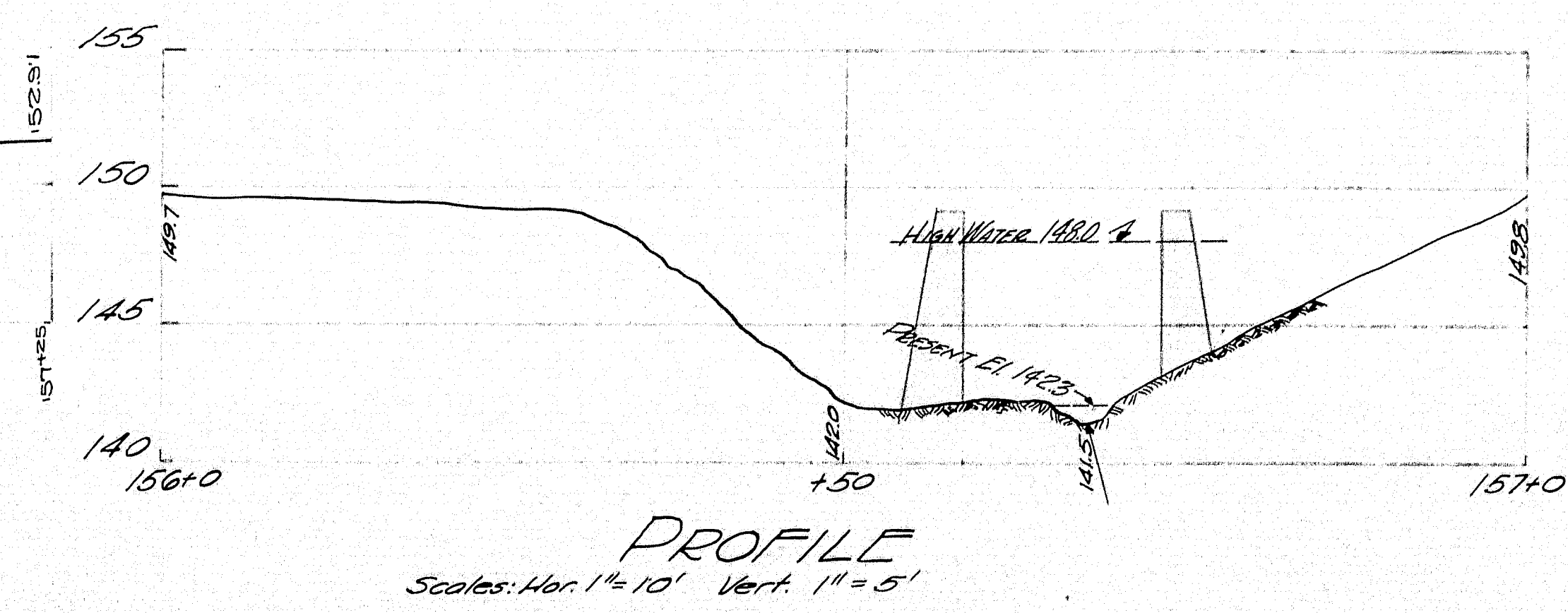
**WATER ELEVATIONS:**  
High water elev. (local information) elev. 148.0

Note: Place stone fill at ends of retaining walls where required for slope protection

**PLAN**  
Scale 1 in. = 10 ft.



Bridge Project Sta. 156+45 to Sta. 157+25



Town 07-02  
Bridge 2326

MAINE HIGHWAY COMMISSION  
BRIDGE DIVISION

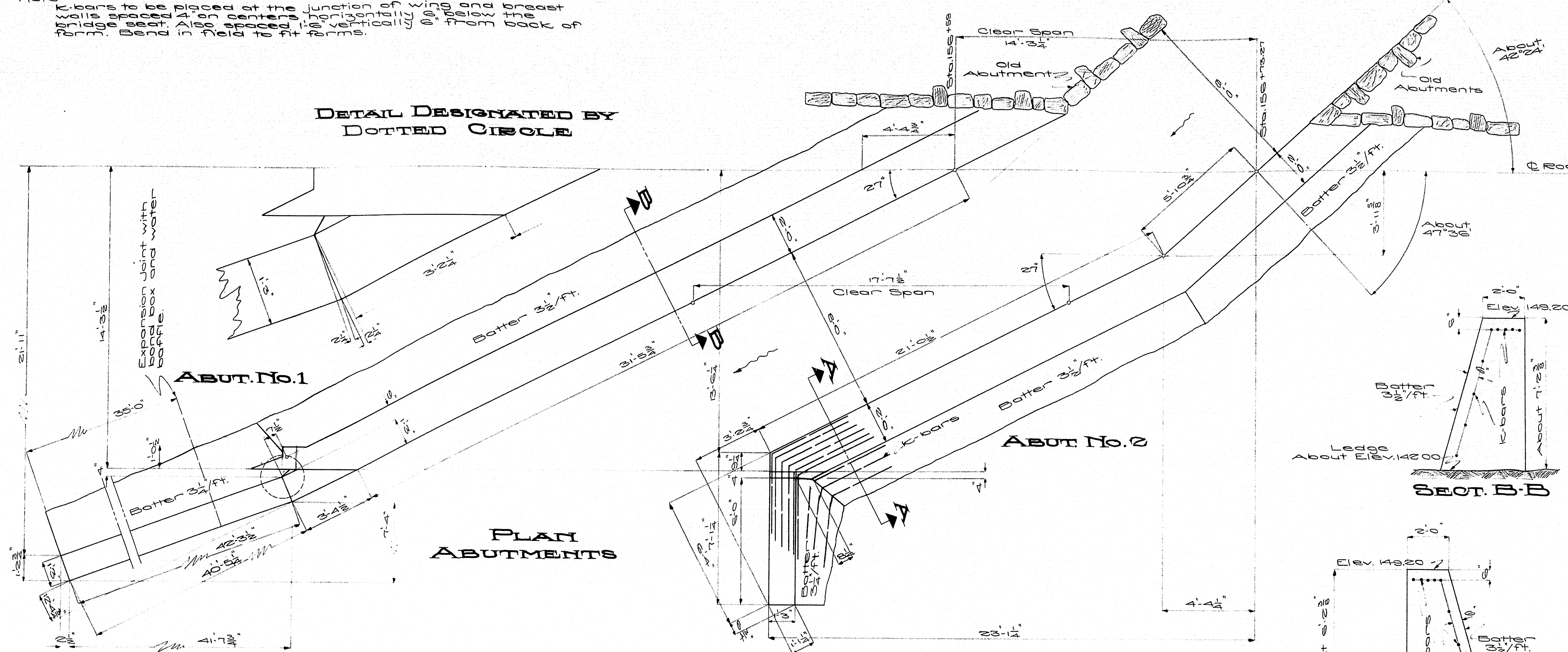
**GREAT BROOK BRIDGE**  
IN THE TOWN OF  
**CAMDEN**  
KNOX COUNTY

SURVEY PLAN  
Sheet 1 of 2 Augusta, Me. Dec. 2, 1932.

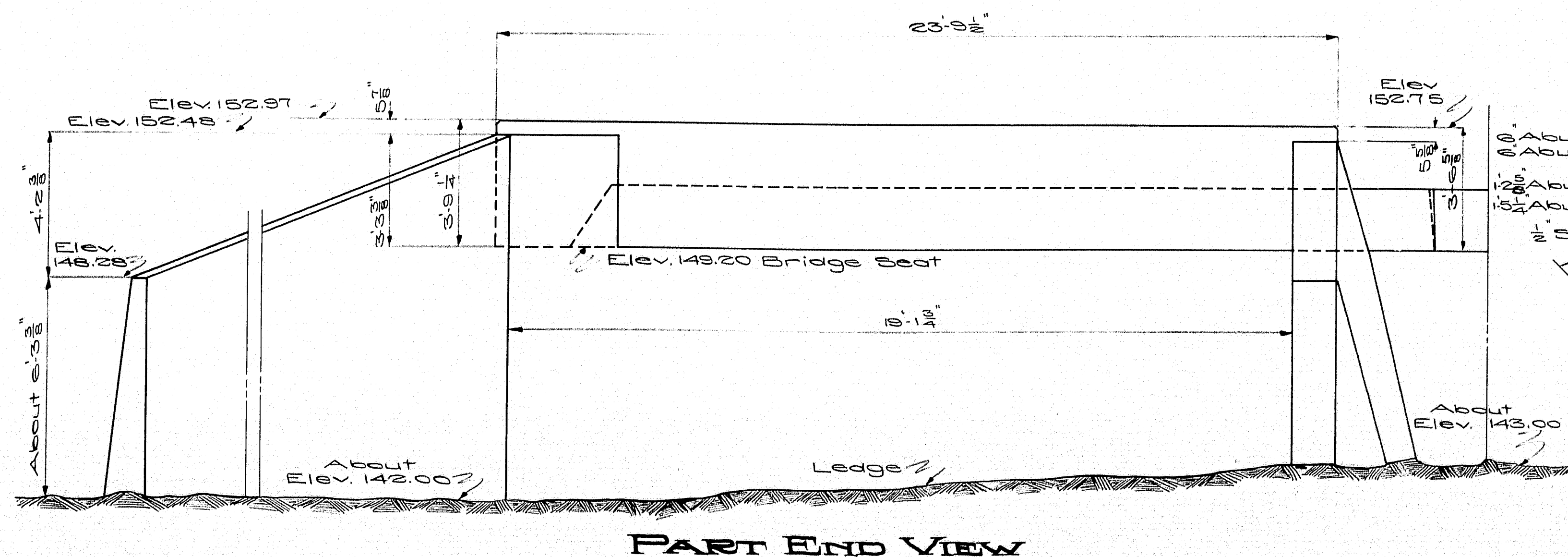




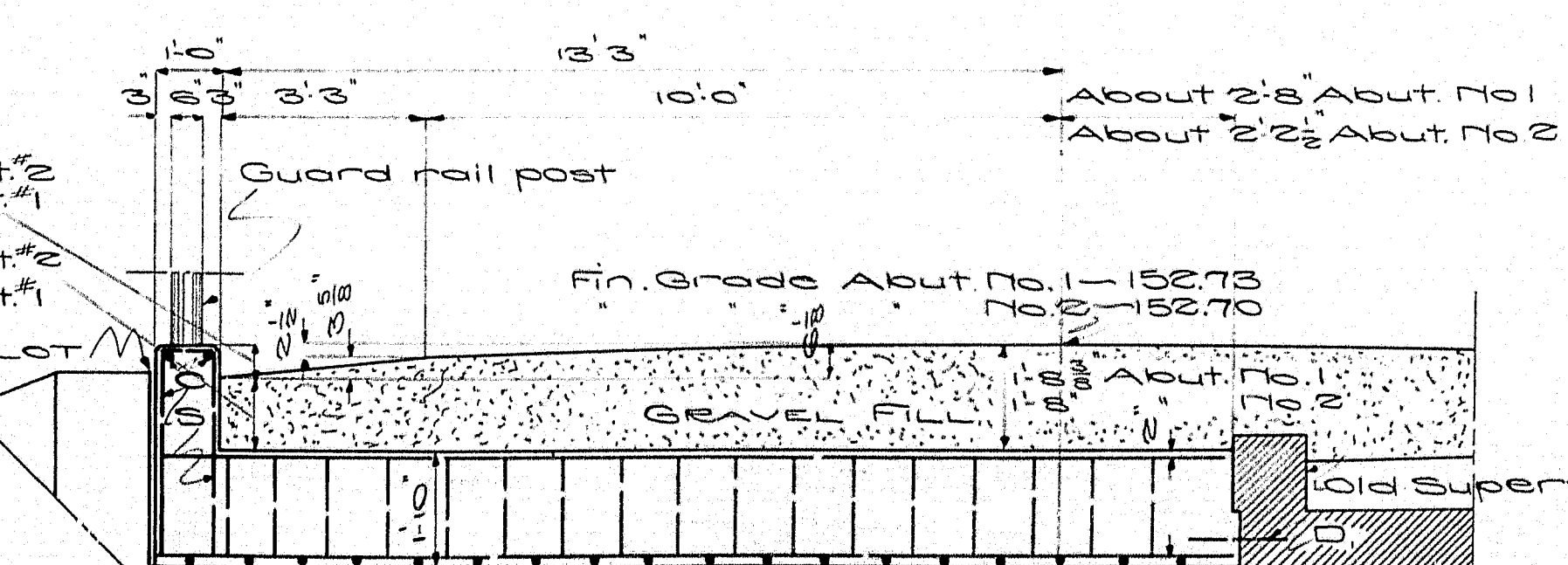
DETAIL DESIGNATED BY  
DOTTED CIRCLE



Notes  
Place  $\frac{1}{4}$  layer of roofing on one bridge seat only.  
Extension to expand on same end as old structure.

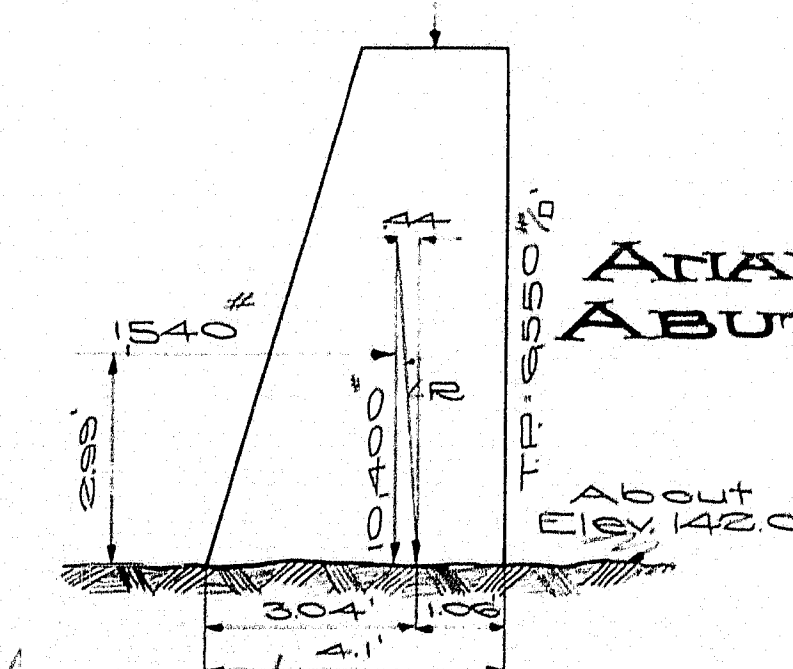


Note - Old pipe hand rail on downstream curb to be removed.  
See Steel Plan Sheet No.3 for slab steel marks.



## PART TRANSVERSE SECT. SUPERSTRUCTURE

Note - Cover the vertical slots between substructure and superstructure with two layers of heavy roofing felt. Felt to be in two layers. First surface of substructure and backside of each layer as specified with hot tar or asphalt. The area to be covered by the felt is to be recessed 1" by nailing thin strips to the forms before concrete is placed.



ANALYSIS  
ABUT. No. 1

Town - 07-02  
Bridge-2328

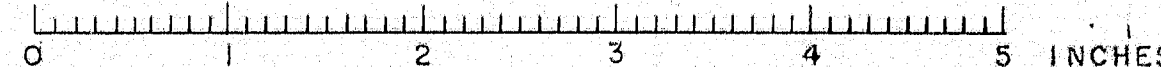
Maine Highway Commission  
Bridge Division

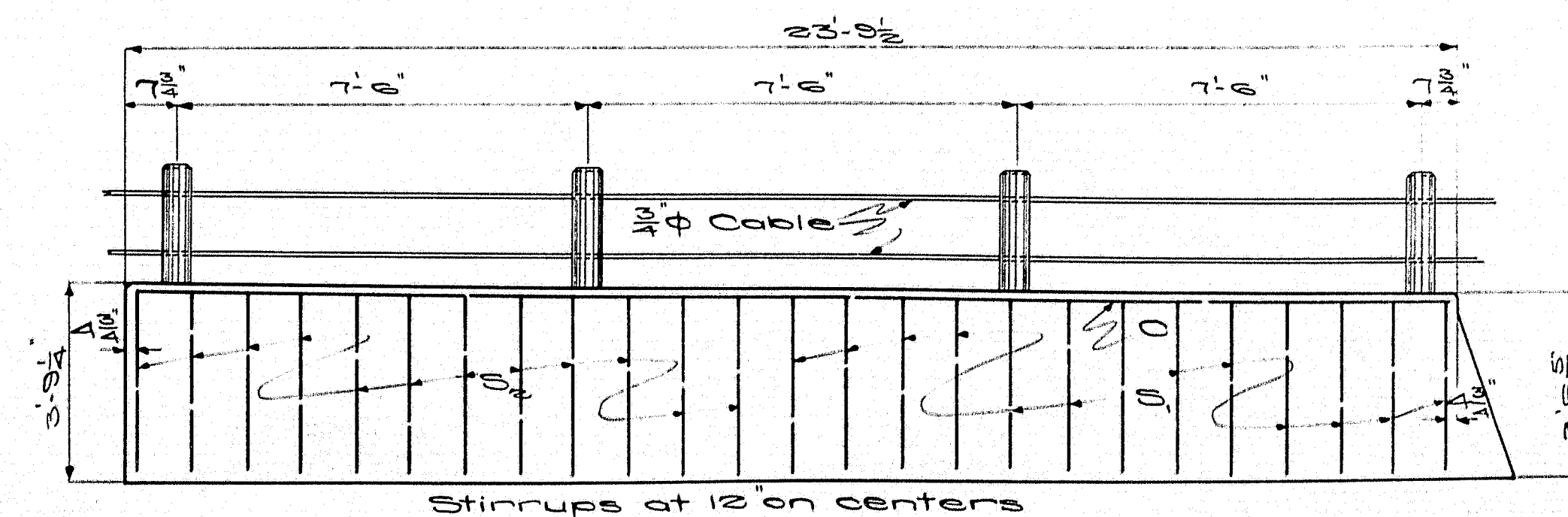
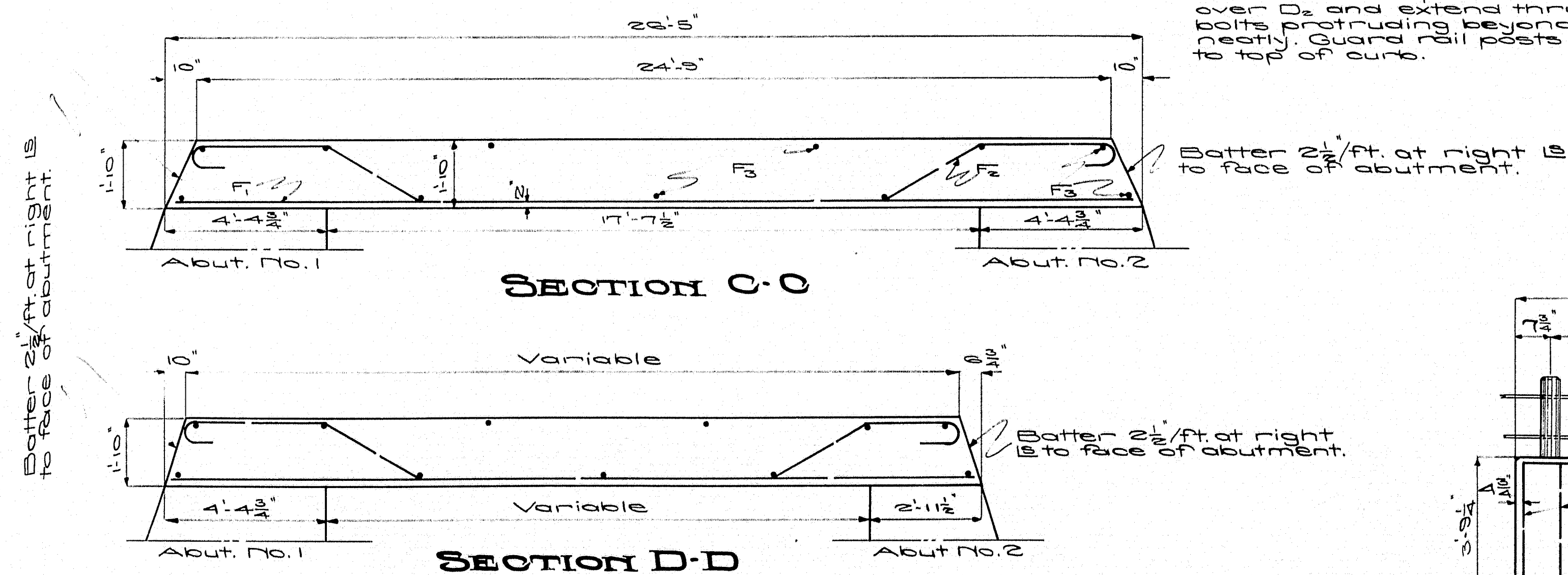
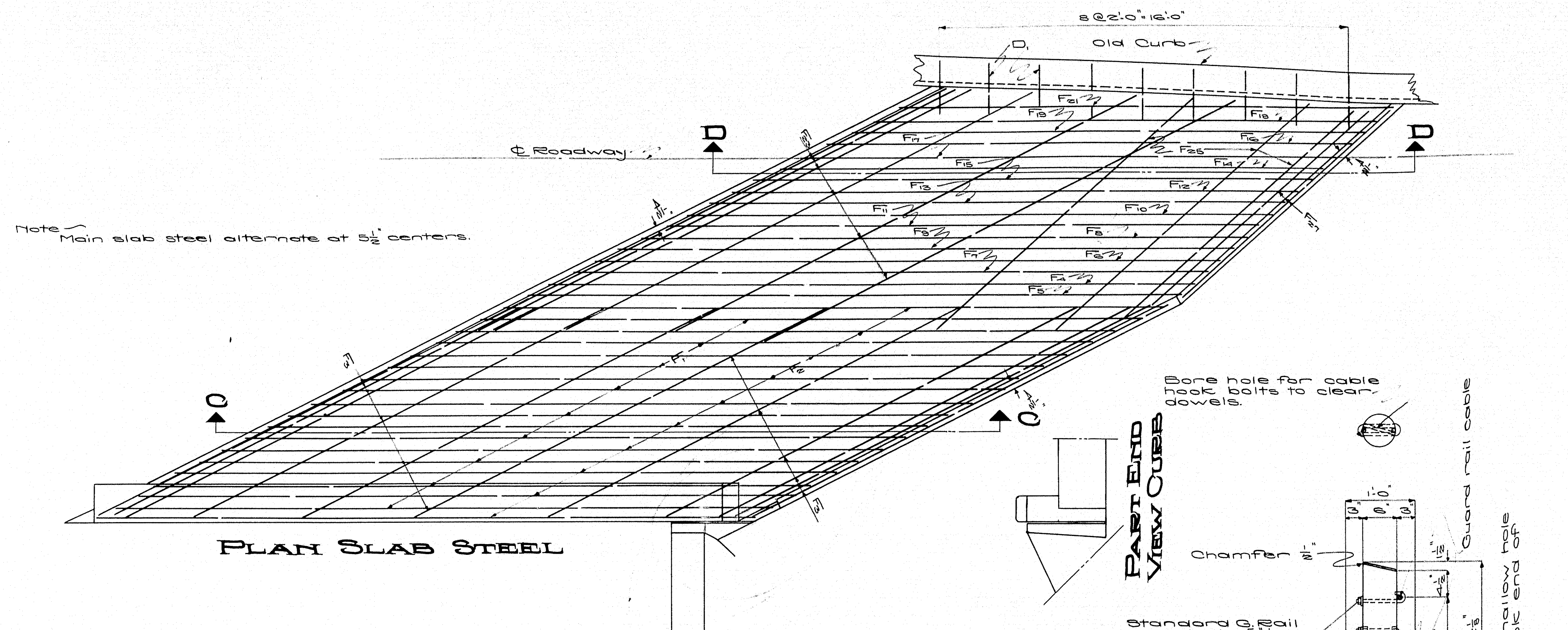
**GREAT BROOK BRIDGE**  
In the Town Of  
**CAMDEN**  
**KNOX COUNTY**

**BRIDGE DETAILS**

Sheet 2 of 3 Augusta, Me. Mar. 1933.

HALF REAR ELEV. ABOUT NO. 2 AT 15 TO 20





| Mark           | Size | No. Req'd | A         | B          | Length      | Location |
|----------------|------|-----------|-----------|------------|-------------|----------|
| F <sub>1</sub> | 1/2" | 10        | 12'-5"    | 3'-1 1/2"  | 27'-3 1/2"  | Slab     |
| F <sub>2</sub> | 1/2" | 1         | 12'-5"    | 2'-11"     | 27'-0"      | "        |
| F <sub>3</sub> | 1/2" | 1         | 12'-5"    | 2'-7 1/2"  | 28'-0 1/2"  | "        |
| F <sub>4</sub> | 1/2" | 1         | 11'-10"   | 1'-11 1/2" | 28'-0 1/2"  | "        |
| F <sub>5</sub> | 1/2" | 1         | 11'-0"    | 1'-11 1/2" | 24'-8"      | "        |
| F <sub>6</sub> | 1/2" | 1         | 10'-0"    | 1'-11 1/2" | 23'-11 1/2" | "        |
| F <sub>7</sub> | 1/2" | 1         | 9'-5 1/2" | 1'-11 1/2" | 23'-1 1/2"  | "        |
| F <sub>8</sub> | 1/2" | 1         | 8'-8"     | 1'-11 1/2" | 22'-4 1/2"  | "        |
| F <sub>9</sub> | 1/2" | 1         | 7'-10"    | 1'-11 1/2" | 21'-0 1/2"  | "        |

| Mark            | Size | No. Req'd | Length      | Location    |
|-----------------|------|-----------|-------------|-------------|
| T <sub>1</sub>  | 1/2" | 0         | 28'-1"      | Slab        |
| T <sub>2</sub>  | 1/2" | 1         | 25'-11 1/2" | "           |
| T <sub>3</sub>  | 1/2" | 1         | 25'-0 1/2"  | "           |
| T <sub>4</sub>  | 1/2" | 1         | 24'-0 1/2"  | "           |
| T <sub>5</sub>  | 1/2" | 1         | 23'-0 1/2"  | "           |
| T <sub>6</sub>  | 1/2" | 1         | 22'-11"     | "           |
| T <sub>7</sub>  | 1/2" | 1         | 21'-0 1/2"  | "           |
| T <sub>8</sub>  | 1/2" | 1         | 20'-10 1/2" | "           |
| T <sub>9</sub>  | 1/2" | 1         | 19'-0 1/2"  | "           |
| T <sub>10</sub> | 1/2" | 2         | 23'-7"      | Curb        |
| T <sub>11</sub> | 1/2" | 11        | 18'-0"      | Slab        |
| T <sub>12</sub> | 1/2" | 0         | 20'-0"      | "           |
| T <sub>13</sub> | 1/2" | 0         | 13'-0"      | "           |
| T <sub>14</sub> | 1/2" | 2         | 9'-0"       | "           |
| K               | 1/2" | 17        | 8'-0"       | Abuts       |
| D <sub>1</sub>  | 3/4" | 9         | 21'-0"      | Slab Dowels |
| D <sub>2</sub>  | 3/4" | 8         | 21'-3"      | Rail Posts  |

Note: In addition to those req'd for cable, all hook bolts to be heavily galvanized. All steel to be plain rounds of structural grade. All dimensions are given to centers of bolts.

Town 07-02  
Bridge 2326

Maine Highway Commission  
Bridge Division

**GREAT BROOK BRIDGE**

In the Town of  
**CAMDEN**  
**KNOX COUNTY**

**BRIDGE DETAILS**

Sheet 3 of 3 Augusta, Me. Mar. 1933

25.37