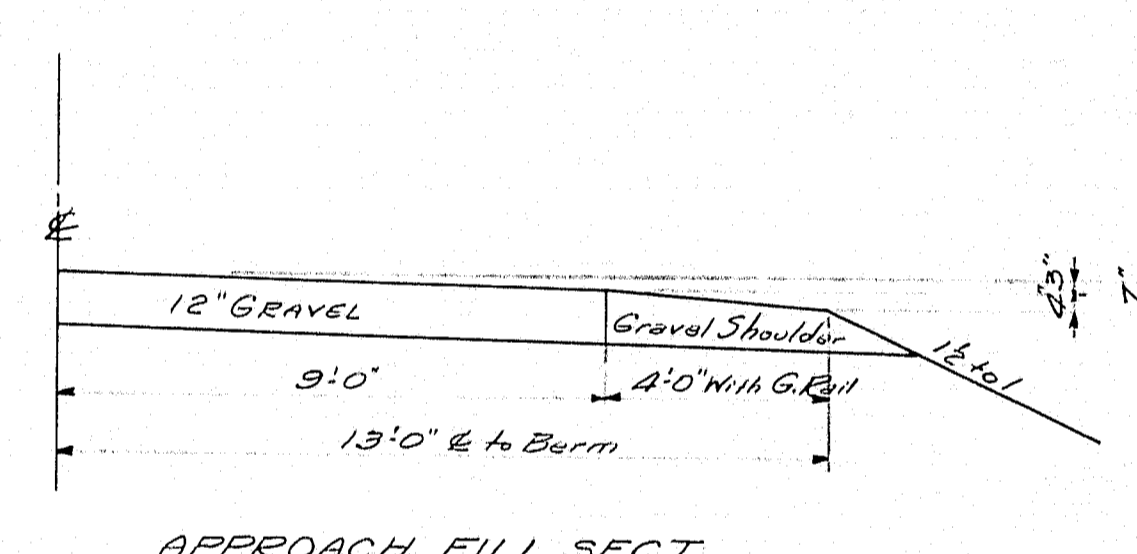
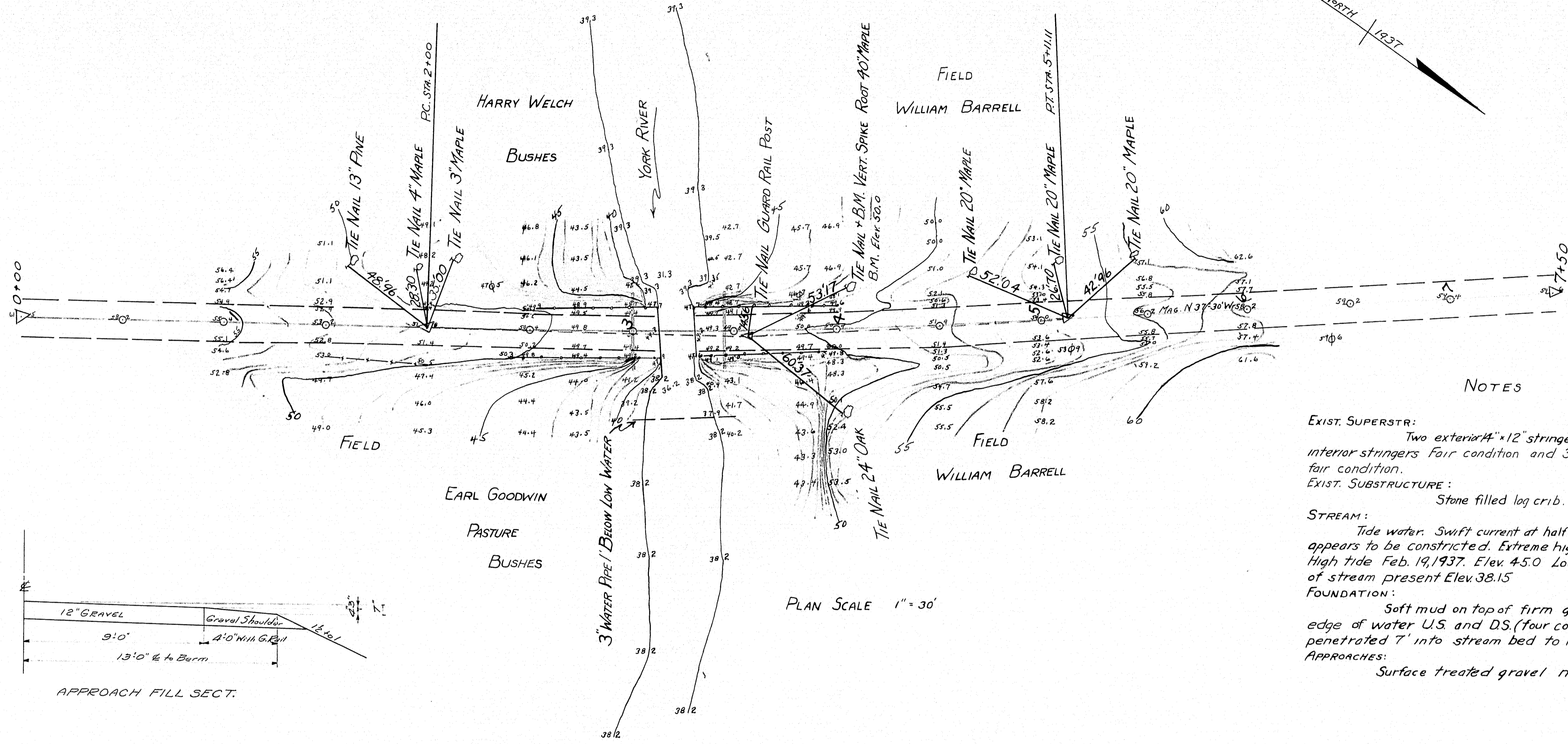
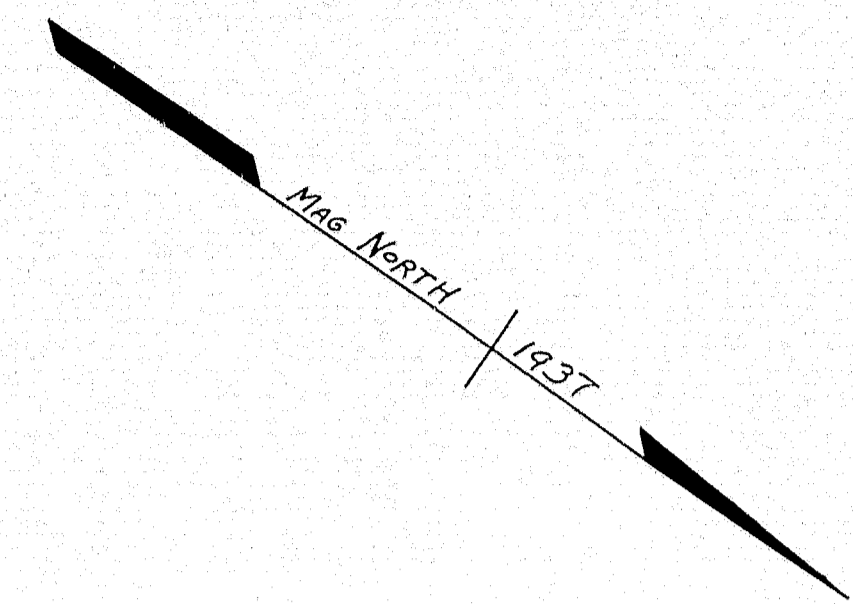


CURVE DATA
 I = 4°-40'L
 D = 1°-30'
 T = 155.67
 L = 311.11



NOTES

EXIST. SUPERSTR: Two exterior 4"x12" stringers and 10-8"x14" interior stringers fair condition and 3" trans plank in fair condition.

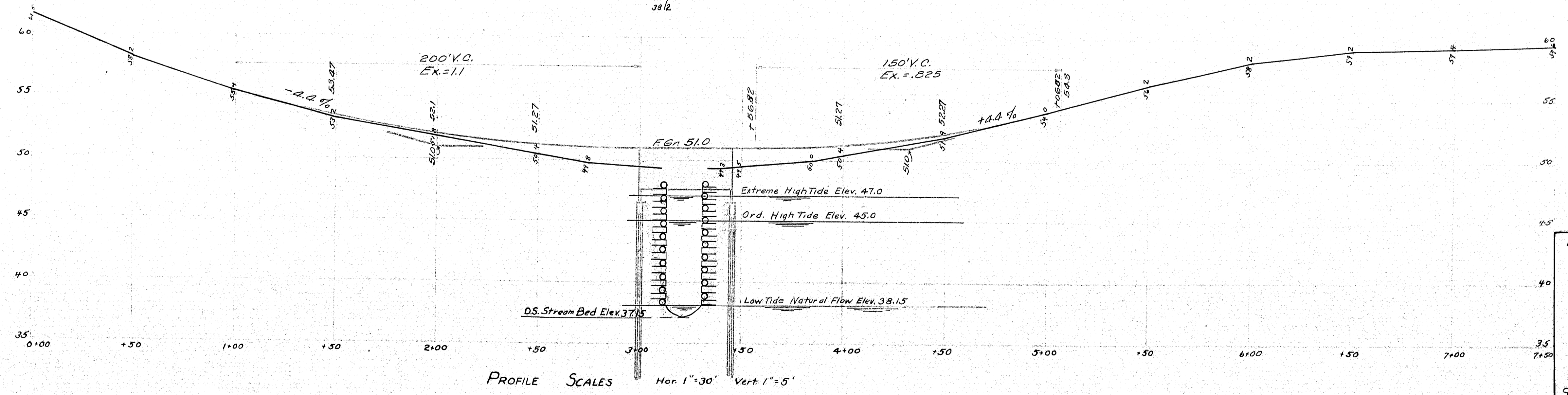
EXIST. SUBSTRUCTURE: Stone filled log crib. Poor condition

STREAM: Tide water. Swift current at half tide each way. Stream appears to be constricted. Extreme high tide at Elev. 47.0 High tide Feb. 19, 1937. Elev. 45.0 Low tide natural flow of stream present Elev. 38.15

FOUNDATION: Soft mud on top of firm gravel. Sound at edge of water U.S. and D.S. (four corners bridge) rod penetrated 7' into stream bed to refusal at elev. 31.0

APPROACHES: Surface treated gravel new.

PLAN SCALE 1" = 30'



PROFILE SCALES Hor. 1" = 30' Vert. 1" = 5'

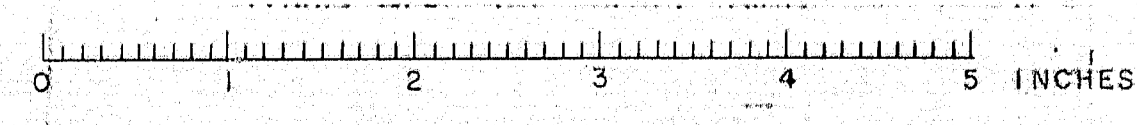
Survey by Blake
 Plotted + Traced J.E.M.

Town 16-28
 Bridge 3500

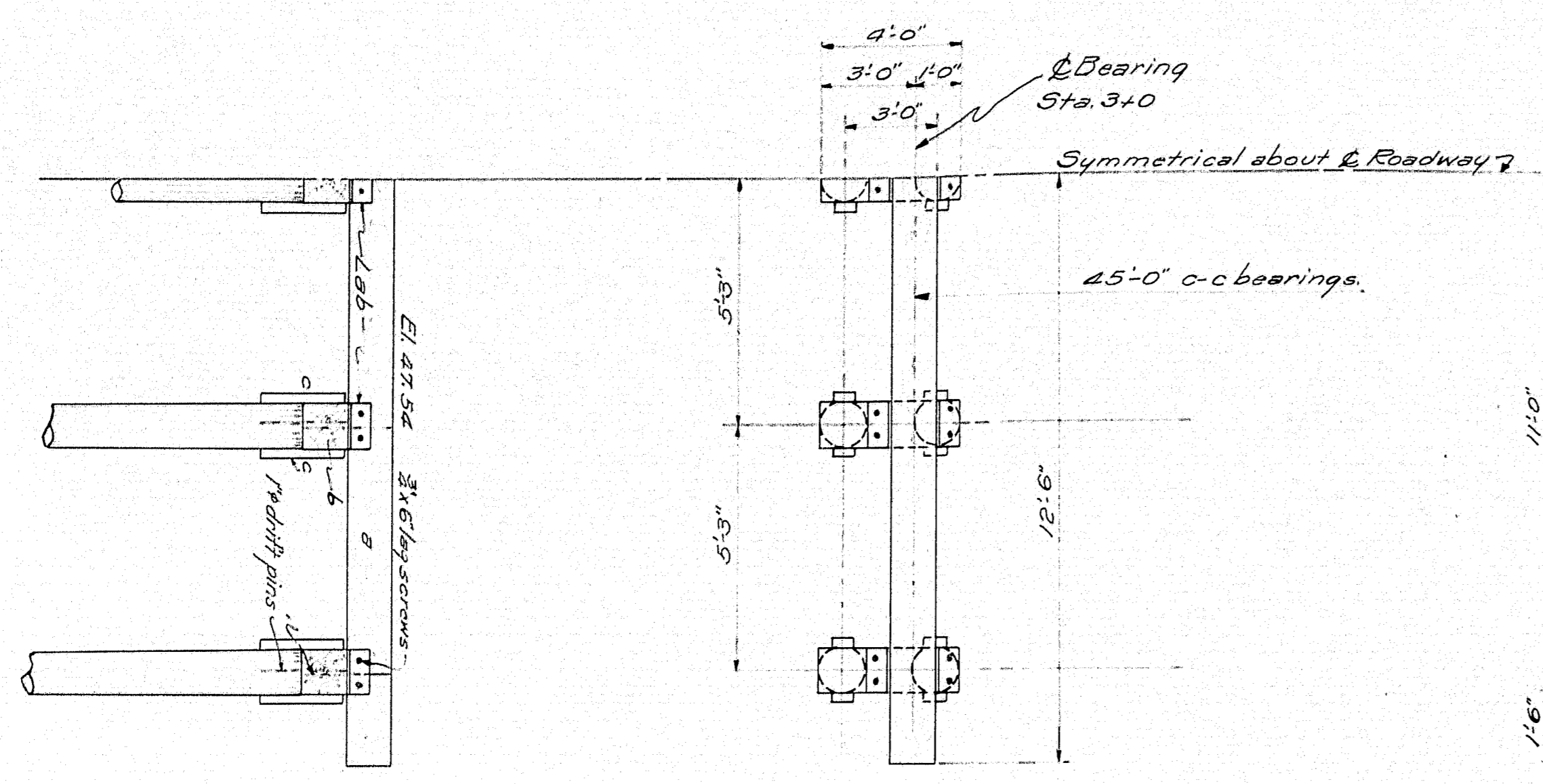
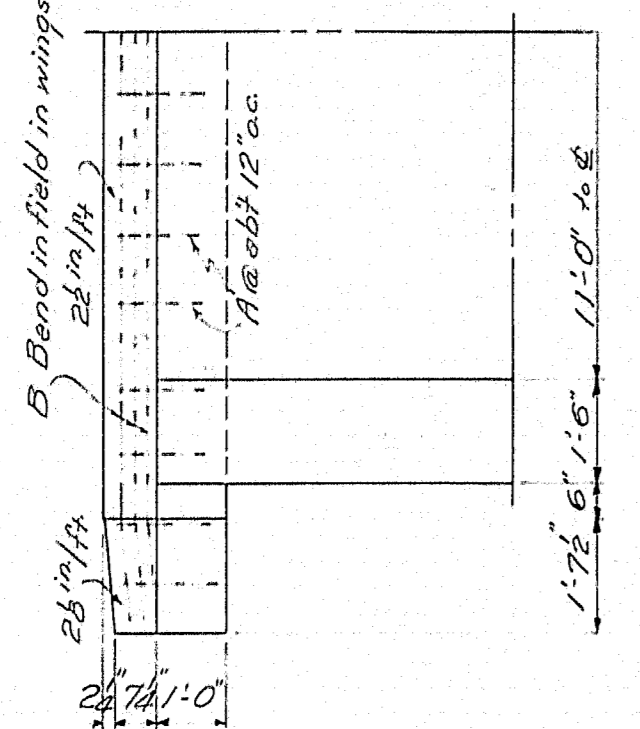
STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
BARRELL BRIDGE
 over
 YORK RIVER
 in the town of
 YORK
 YORK COUNTY

Sheet 1 of 3. Augusta Feb. 1937

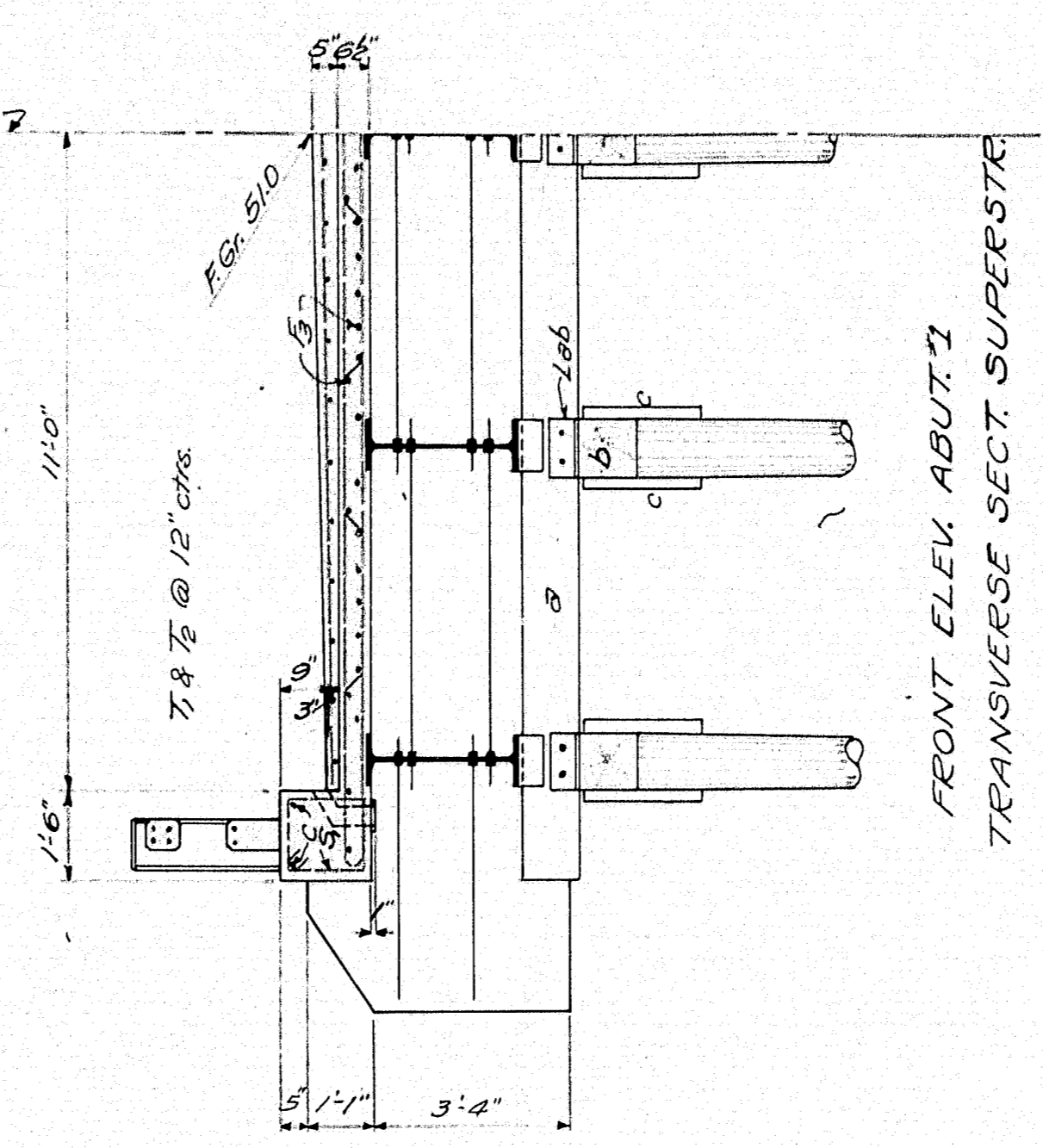
28-198



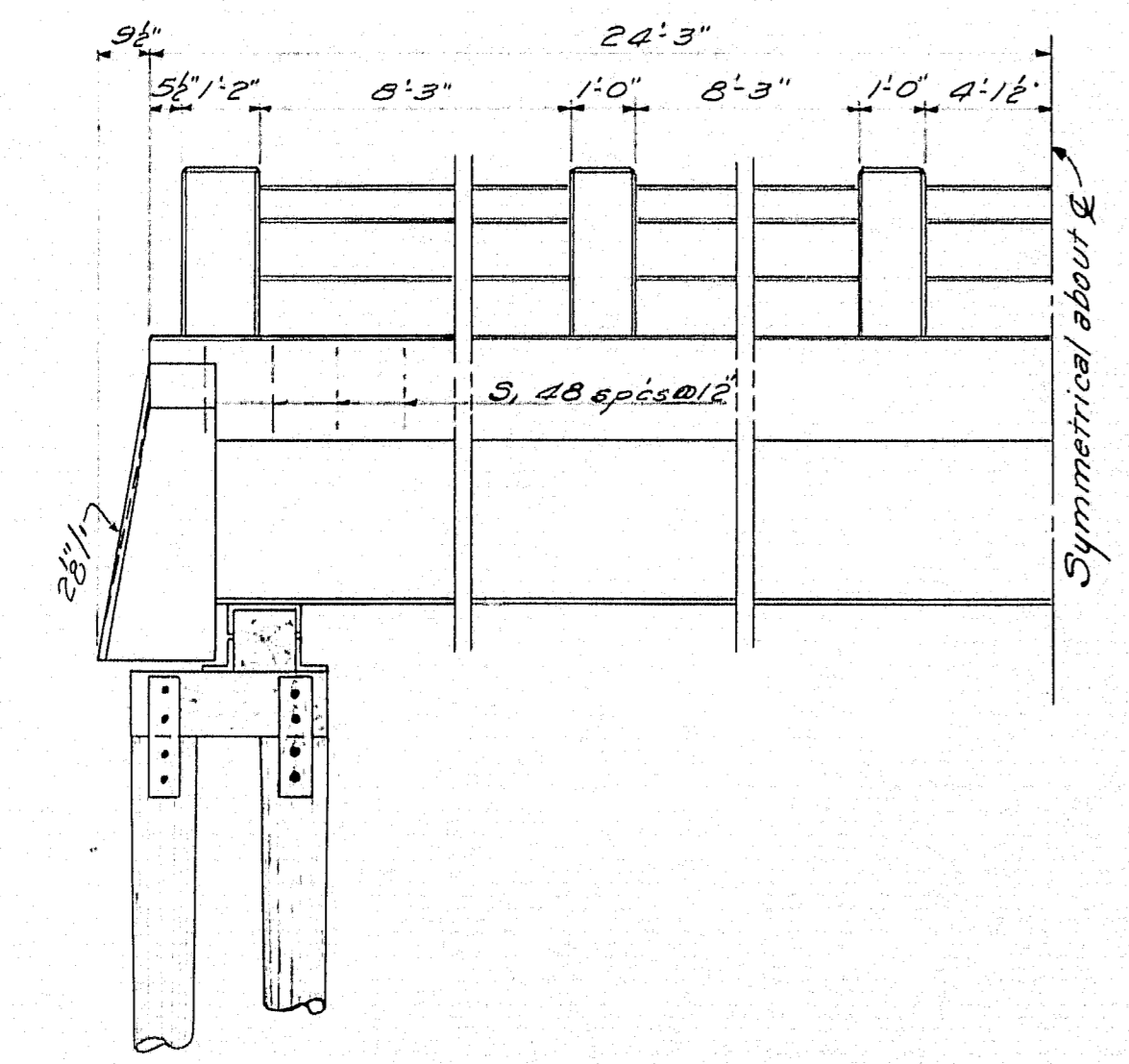
REAR ELEV. ABUT. #1.



PLAN ABUT. #1
ABUT. #2 SIMILAR.

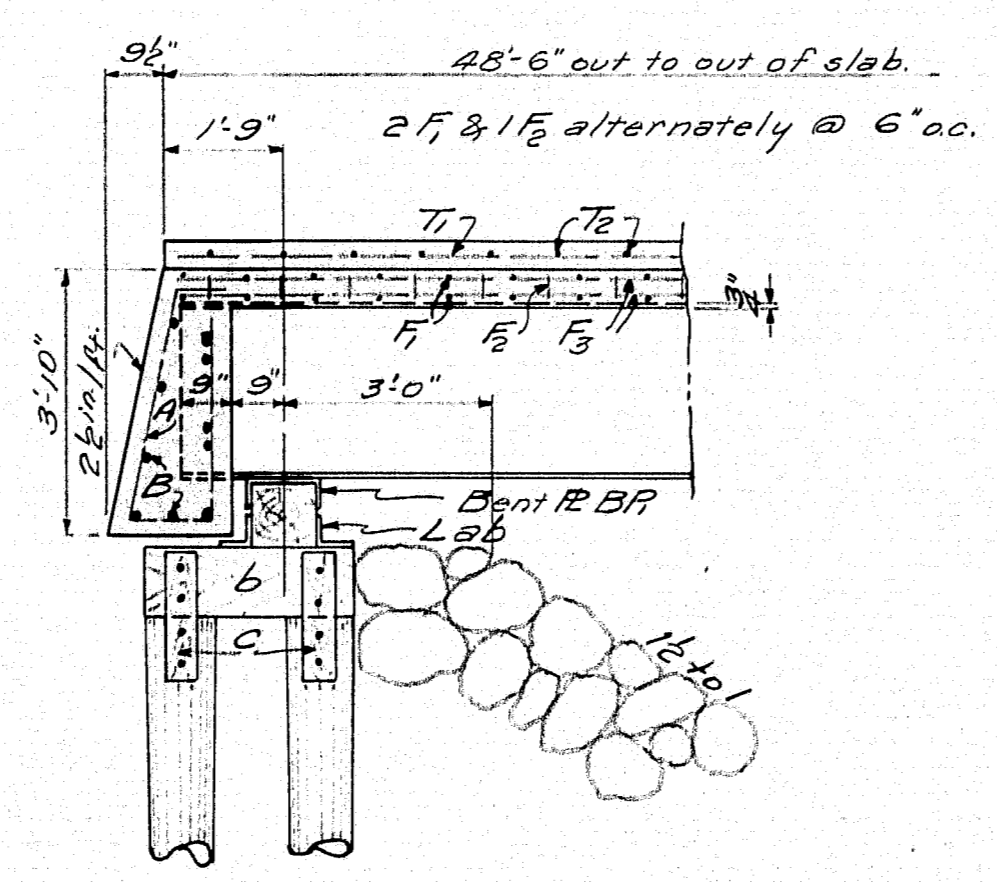


FRONT ELEV. ABUT. #1
TRANSVERSE SECT. SUPERSTR.

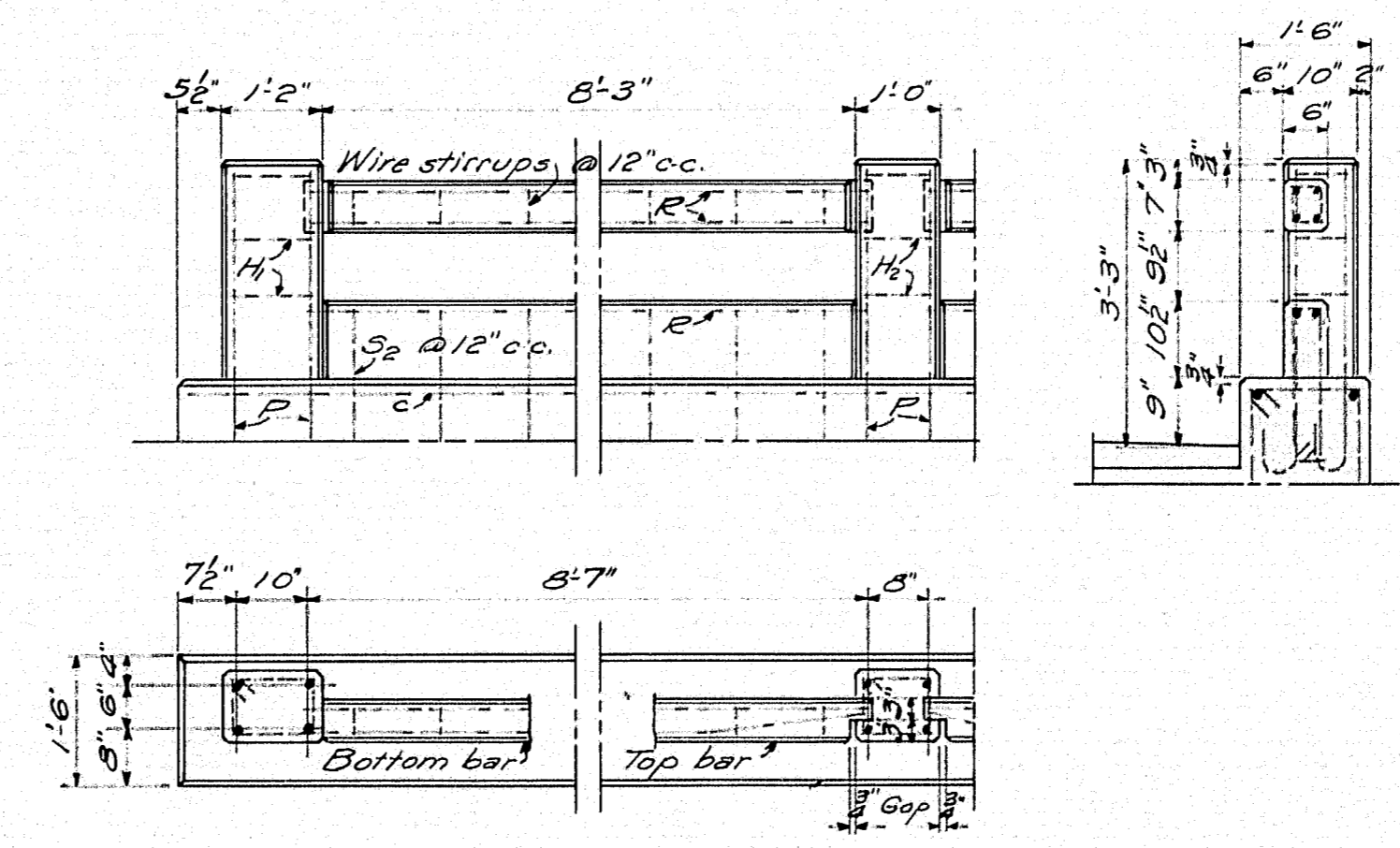


SIDE ELEVATION

Cap timbers b to be fastened to piles with a 1" drift pin and #6 pieces c spiked on as shown.
Bridge seat timber a to be fastened to b with a 1" drift pin and angles ab fastened to a and b with 3"x6" lag screws.
Stringers and plates B/P to be fastened to timber a with 1"x10" lag screws.



LONGITUDINAL SECT.



RAIL DETAIL

Curb to be cast with slab. Steel for posts and lower bar to be placed before curb is placed. The lower bar to be cast in place with longitudinal steel projecting 2" into post. The top bar to be precast and set in position so that ends project into post forms 2 1/2". Wrap the tongue end with two layers of heavy roofing felt. Build post forms and cast posts. Wire stirrups for rail bars shall be constructed in the field from a single strand of #10 annealed wire. In forming the stirrup, make a complete turn around each reinforcing bar. All exposed edges of concrete to be chamfered 1/2" unless otherwise indicated.

STEEL SCHEDULE

MARK	SIZE	No. Pcs	LENGTH	LOCATION
F ₂	3/8"	48	27'-4"	Slab
S ₁	3/8"	98	5'-9"	Curb
S ₂	"	80	4'-7"	Bottom Rail Bar
H ₁	"	12	3'-7"	End Posts
H ₂	"	24	3'-3"	Int "
P	3/8"	48	4'-6 1/2"	Posts

STRAIGHT BARS

MARK	SIZE	No. Pcs	LENGTH	LOCATION
B	5/8"	12	29'-0"	End Diaphragm
C	5/8"	4	48'-0"	Curb
F ₁	5/8"	98	24'-9"	Slab-Trans.
F ₃	"	40	48'-0"	Long.
R	5/8"	60	8'-7"	Rail Bars
T ₁	3/8"	22	48'-0"	Wearing Surf.
T ₂	"	49	21'-10"	"

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

DRAIN DETAIL
4 Required.
To be placed about 15' from each end in both curbs. Cost to be included with concrete.

TIMBER SCHEDULE

MARK	SIZE	No. Pcs	LENGTH	DRESS
a	12x12	2	25'-0"	AS
b	12x12	10	4'-0"	2S
c	4x6	40	2'-0"	-

Timber and Piles to be creosoted, pressure treatment
Piles to be Southern Yellow Pine, Douglas Fir or Norway Pine. No. of Piles Req'd - 20.

HARDWARE
40 3/4"x6" Lag screws.
40 1"x10" " "
60 1/4" 1" Drift pins.

Design - C.H.G.
Checked - P.H.
TOWN 16-28
BRIDGE 3500
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
BARRELL BRIDGE
OVER
YORK RIVER
IN THE TOWN OF
YORK
YORK COUNTY
BRIDGE DETAILS
Sheet 2 of 3. Augusta, Me. June, 1937.

