

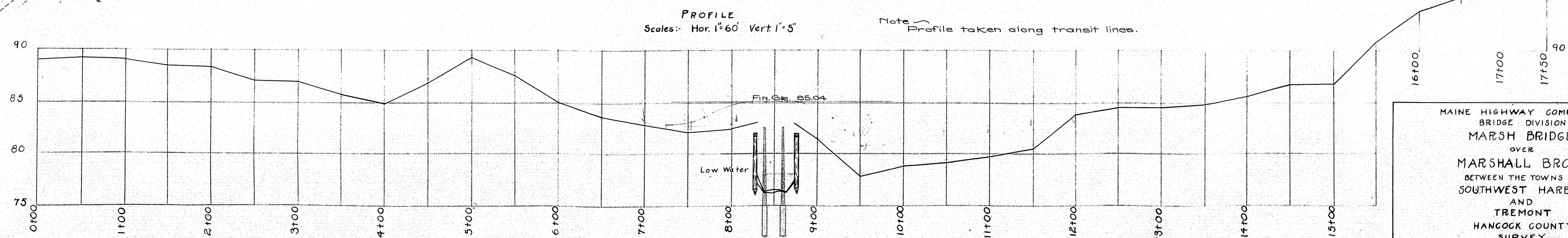
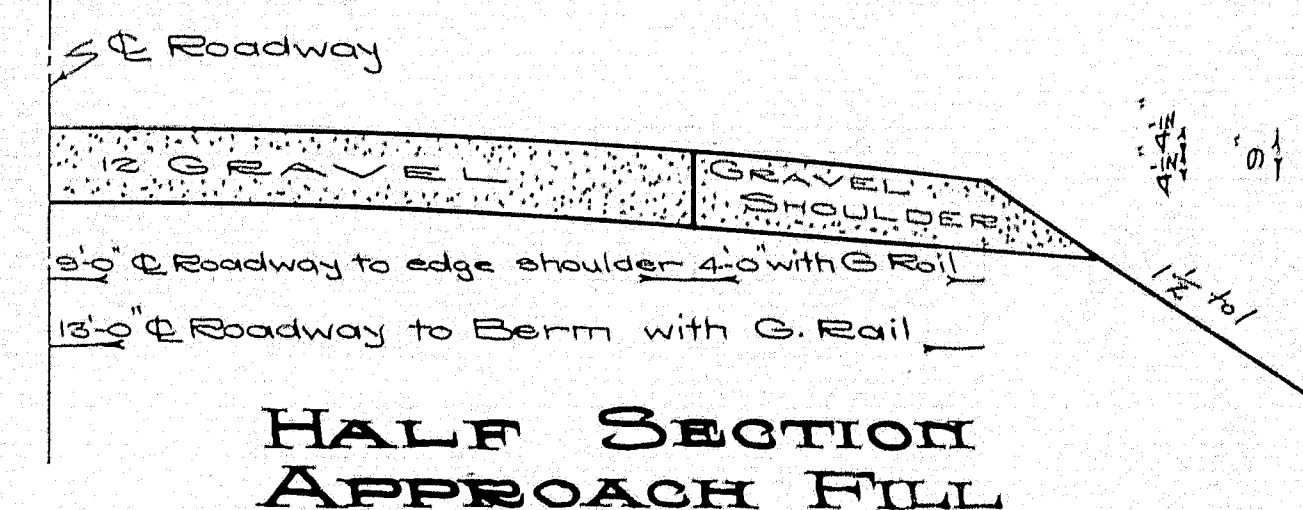
Existing Superstructure:-
Five spans with six 4'x8" stringers and 3" transverse planking in fair but weak condition.

Existing Substructure:-
Six piers, each of 3 piles and 8"x8" cap. Approach fill retained by logs and boulders. Bent No. 1 and No. 6 braced longitudinally by logs extending to old crib pier.

Stream:-
Salt tidal basin. Low water elevation 77.85. Edge of water at high tide Dec. 6, 1930 at elevation 78.65. High tide Dec. 8, 1930 at elev. 79.25. Tide at high runs reaches elev. 80.4. Extreme high water in freshet of 1923 reported at 1'0" over bridge planking, about elev. 84.0. Max. velocity of tide .05 feet per second.

Foundation:-
Stream bed of soft clay. Marshy flat found to be of hard clay in digging for pilot holes of telephone line. Rod penetrated easily by hand to elev. 72.0 and was driven by sledge to elev. 67.5. Piles in present bridge driven and reported to be not over about 12' long.

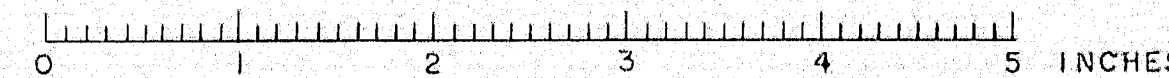
Approaches:-
East approach reported originally corduroy and later fill subject to frequent settlements.

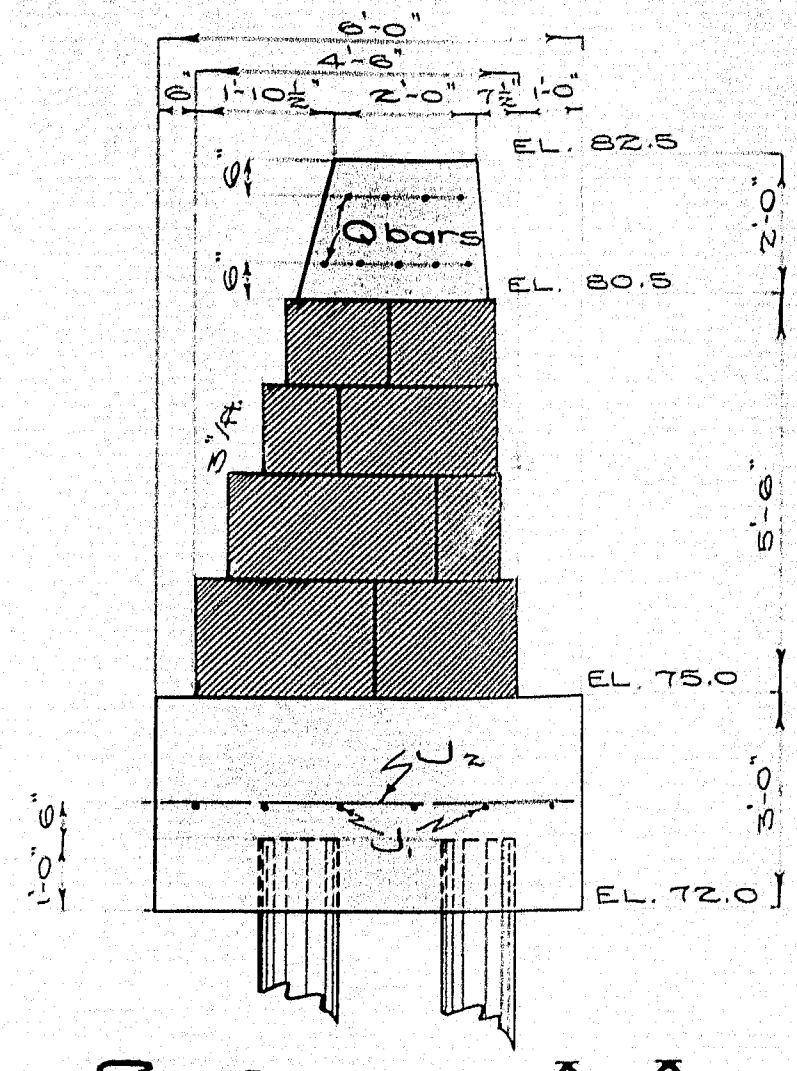
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MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
MARSH BRIDGE
OVER
MARSHALL BROOK
BETWEEN THE TOWNS OF
SOUTHWEST HARBOR
AND
TREMONT
HANCOCK COUNTY
SURVEY
SHEET 1 OF 2 AUGUSTA, MAINE. FEB. 5, 1931.

12-25

SURVEY - BECKMAN
PLOTTED - BATES





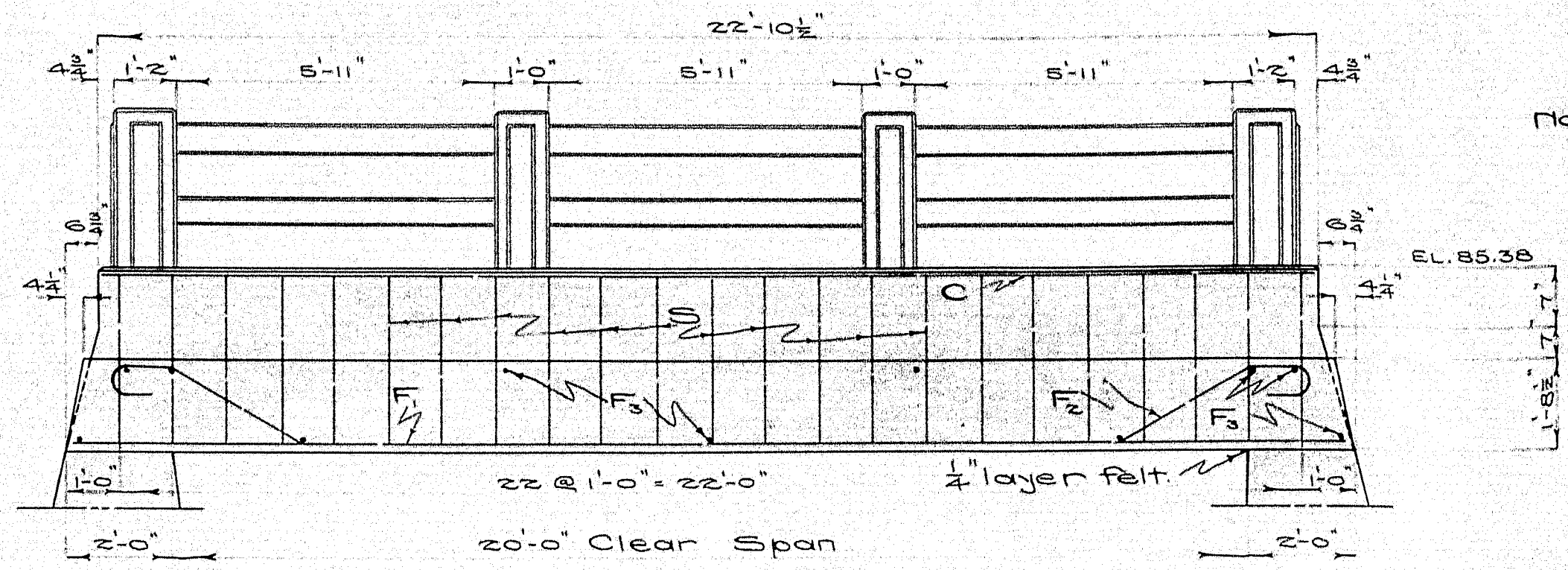
SECTION A-A

Note — Q-bars to be placed 6" below the bridge seat and 6" above the masonry spaced 6" on centers. They are to be lapped and bent in the field to fit the forms.

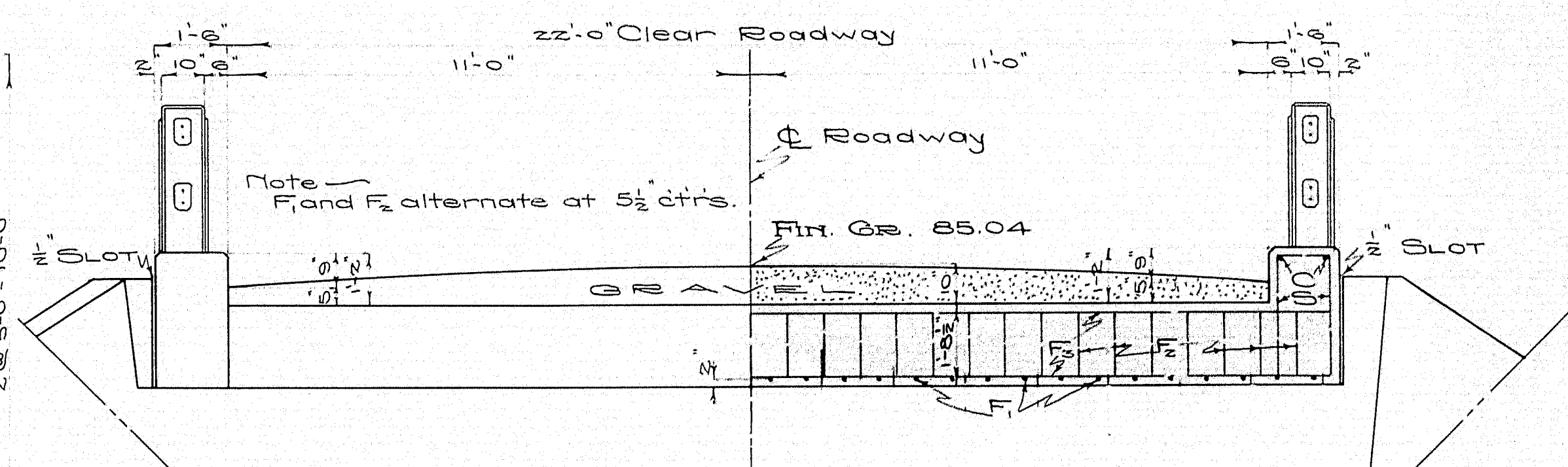
Abutments symmetrical about Φ

QUARTER PILE PLAN
(48-12 ton piles req'd)
(Both Abuts.)

Note — S-bars 12' on ctrs.



LONGITUDINAL SECTION



HALF END ELEV. SUPERSTRUCTURE

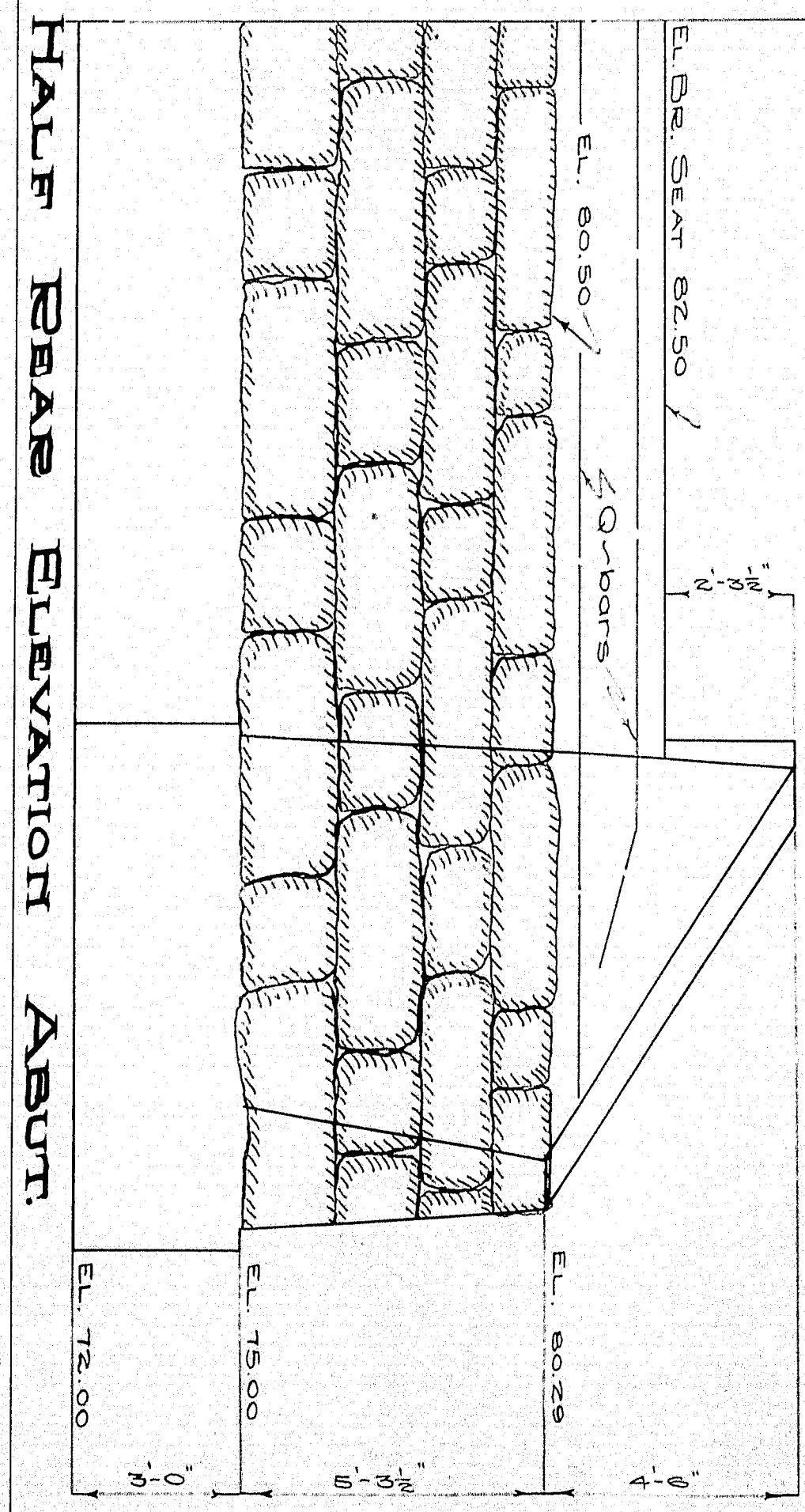
HALF TRANSVERSE SECT. SUPERSTRUCTURE

Note — Place a 1/4" layer of heavy roofing felt on bridge seat for expansion joint. One abut. only.

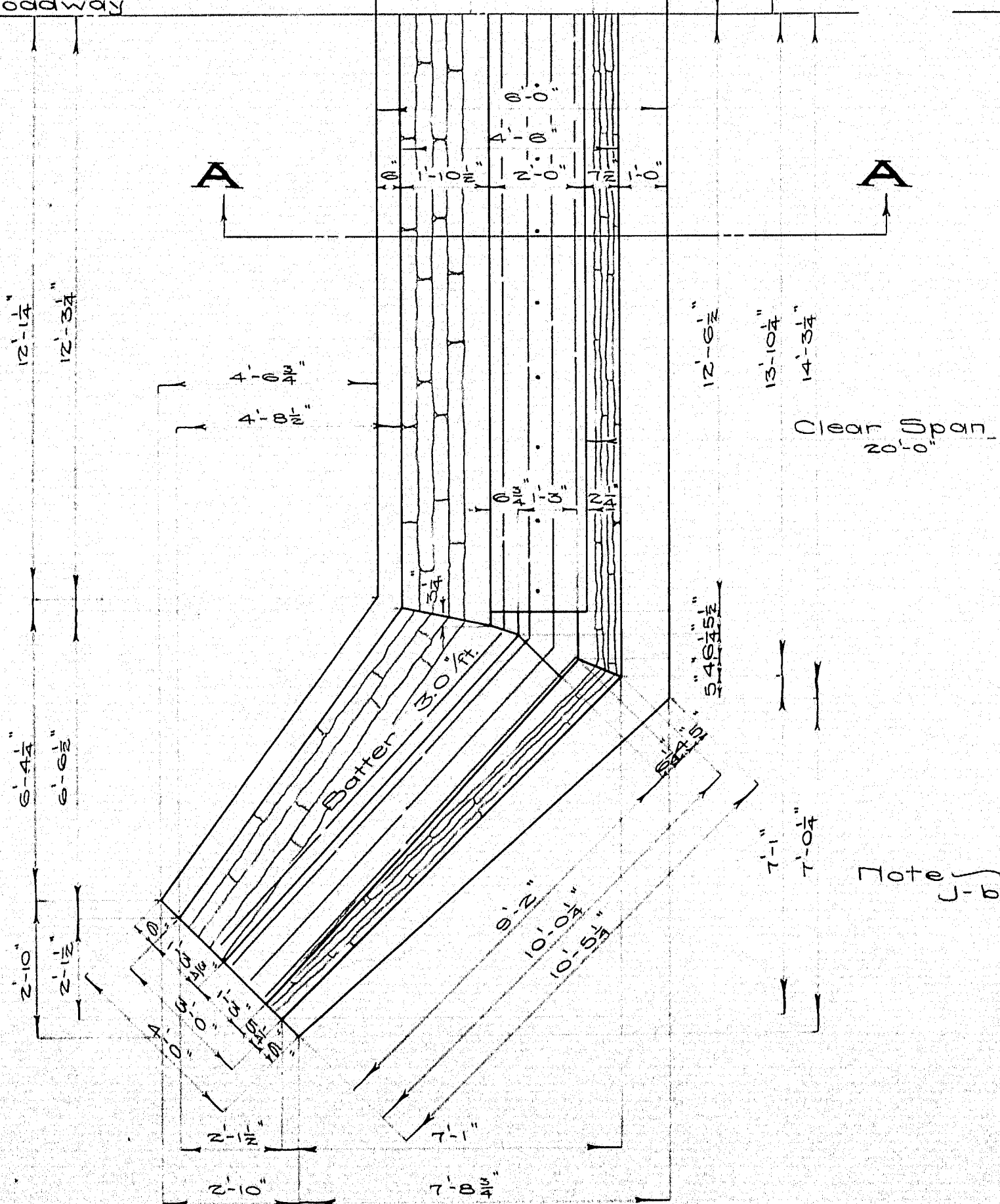
Note — Cover the 1/2" vertical slots between the superstructure and the wing walls on the back side with two layers of heavy roofing felt. Coat surface of concrete and back side of each layer as applied with hot tar or asphalt. Felt to be 10' wide. The area to be covered by the felt is to be recessed 1/2" by nailing thin strips to the forms before the concrete is placed.

STEEL SCHEDULE				
MARK	SIZE	No. Req'd.	LENGTH	LOCATION
10	1/2" Φ	46	6'-4"	Curbs
11	1/2" Φ	27	22'-11 1/2"	Slab Str.
12	1/2" Φ	11	24'-8"	"
13	3/8" Φ	36	24'-8"	Abuts.
14	3/8" Φ	12	28'-0"	Abut Footings
15	3/8" Φ	58	5'-8"	"
16	3/8" Φ	24	10'-0"	"
17	3/8" Φ	12	5'-8"	"
18	3/8" Φ	16	4'-6"	"
19	3/8" Φ	16	4'-6"	"
20	3/8" Φ	32	4'-0"	Posts
21	3/8" Φ	24	6'-2"	Rail Bars
22	3/8" Φ	4	22'-7"	Curbs

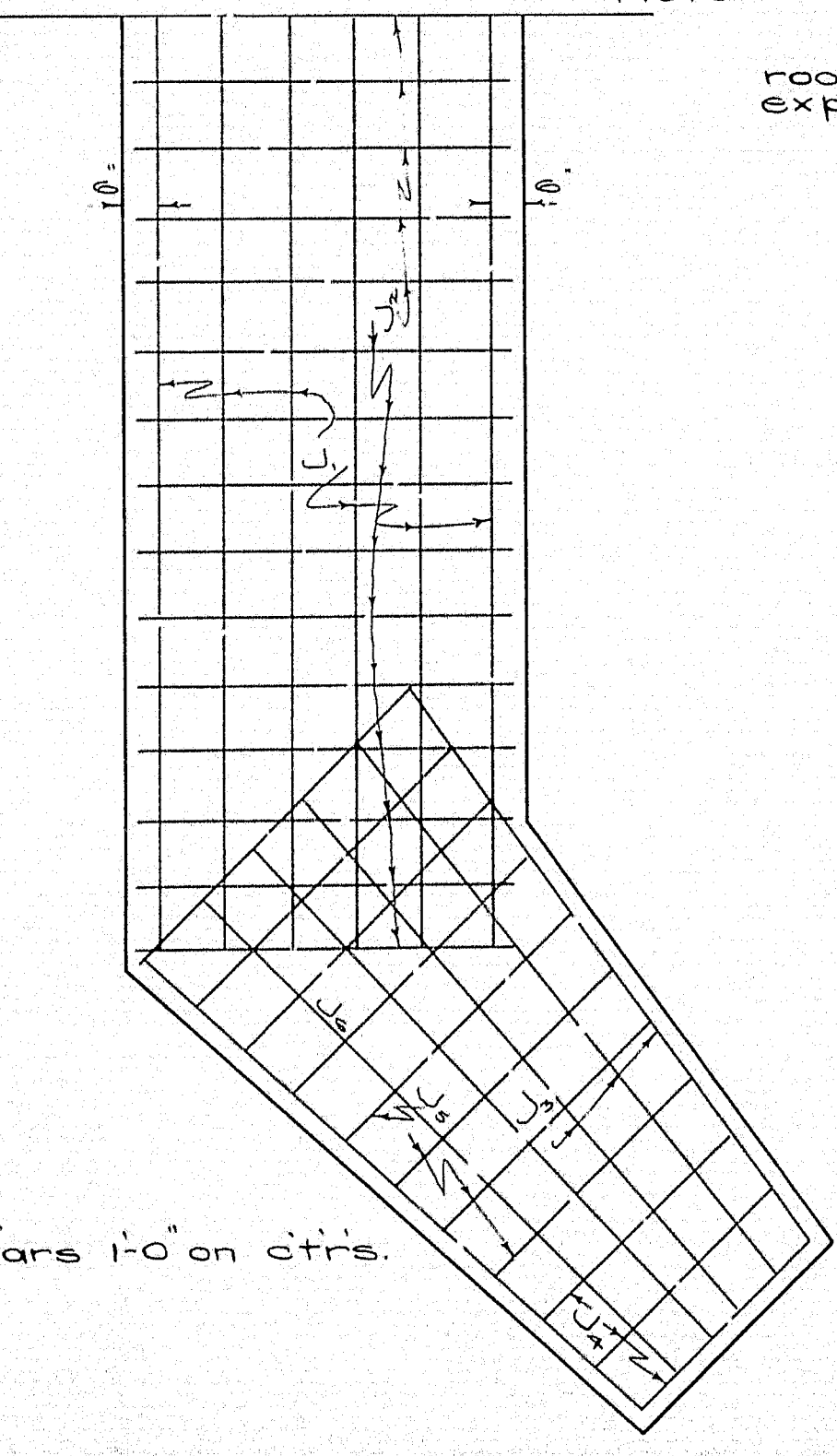
Note — All steel to be plain bars of structural grade. All dimensions are to centers of bars.



HALF REAR ELEVATION ABUT.

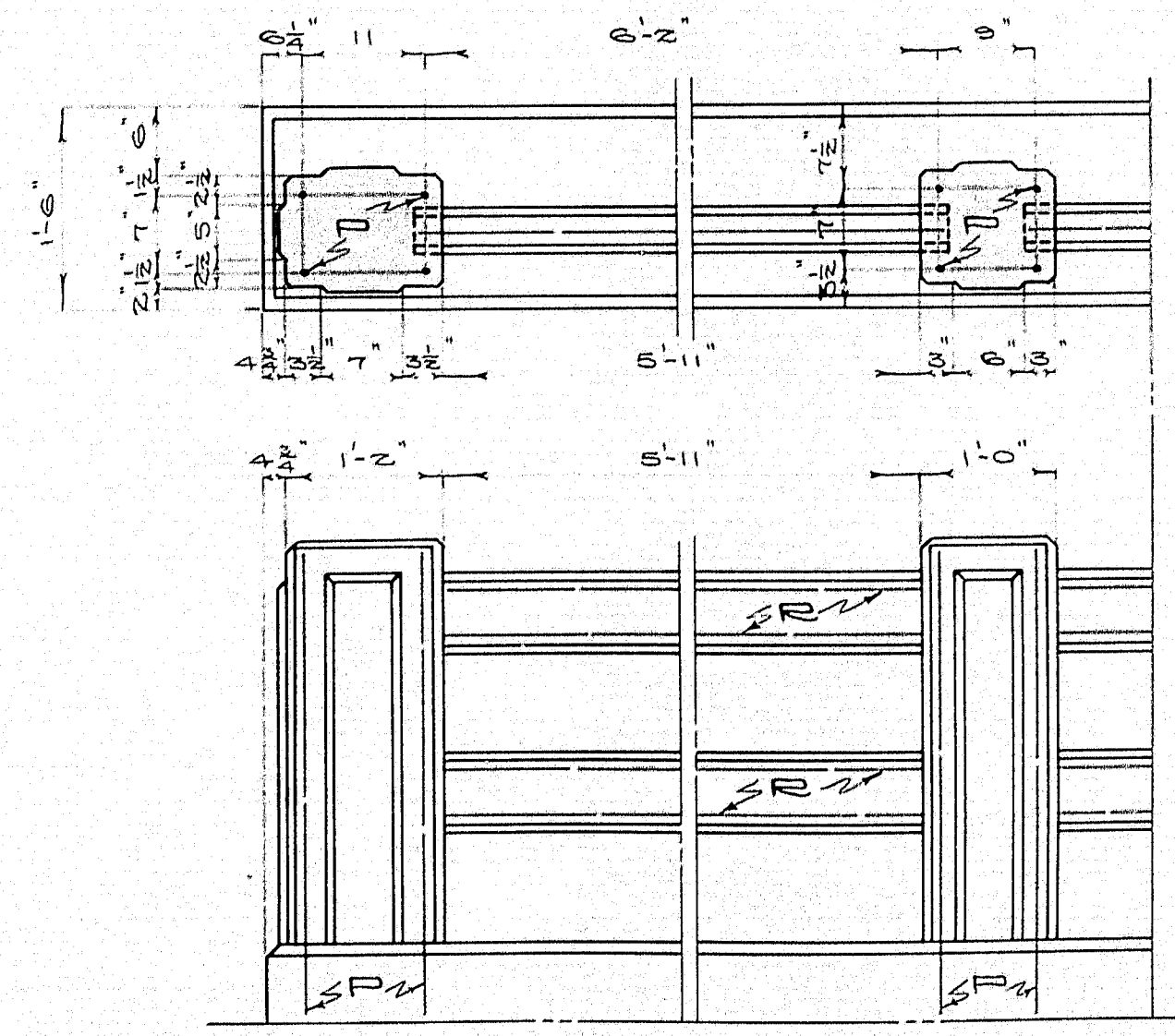


QUARTER PLAN ABUT.



QUARTER PLAN FOOTING STEEL

Note — J-bars 1'-0" on ctrs.



RAIL DETAILS

Note — Curb and slab to be cast together. Steel for posts, to be set in curb. Precast rail bars in lengths of 6'-4". Place rail bars in position with ends projecting into post forms 22". Wrap end 6" with two thicknesses of light roofing felt. Fold in ends and when post forms are removed cut away all felt exposed. Panels on posts to be 1/2" thick. Chamfer all exposed edges of concrete 1/2" unless otherwise indicated.

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OVER
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BETWEEN THE TOWNS OF
SOUTHWEST HARBOR
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HANCOCK COUNTY
Sheet 2 of 2 Augusta, Me. 7-28-31

Design by —
Traced by —
Checked by —