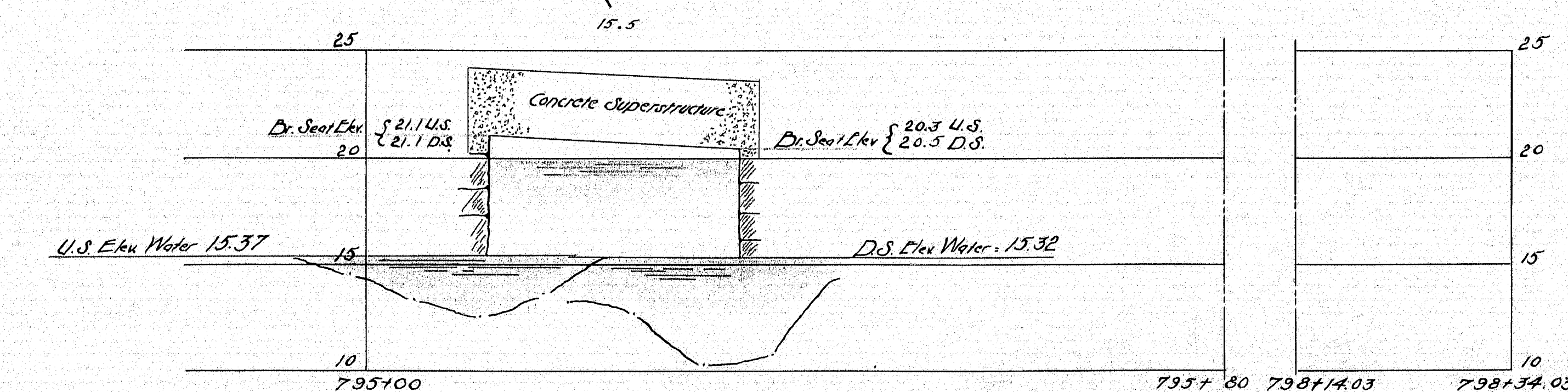


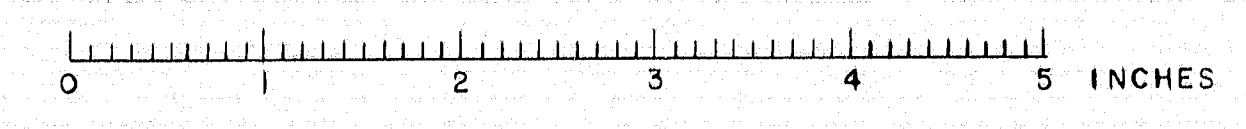
NOTE: See Highway Division sheet containing stations 788+00 to 803+00 on Route No. 1 in town of Wells for information about vertical curve which crosses bridge.

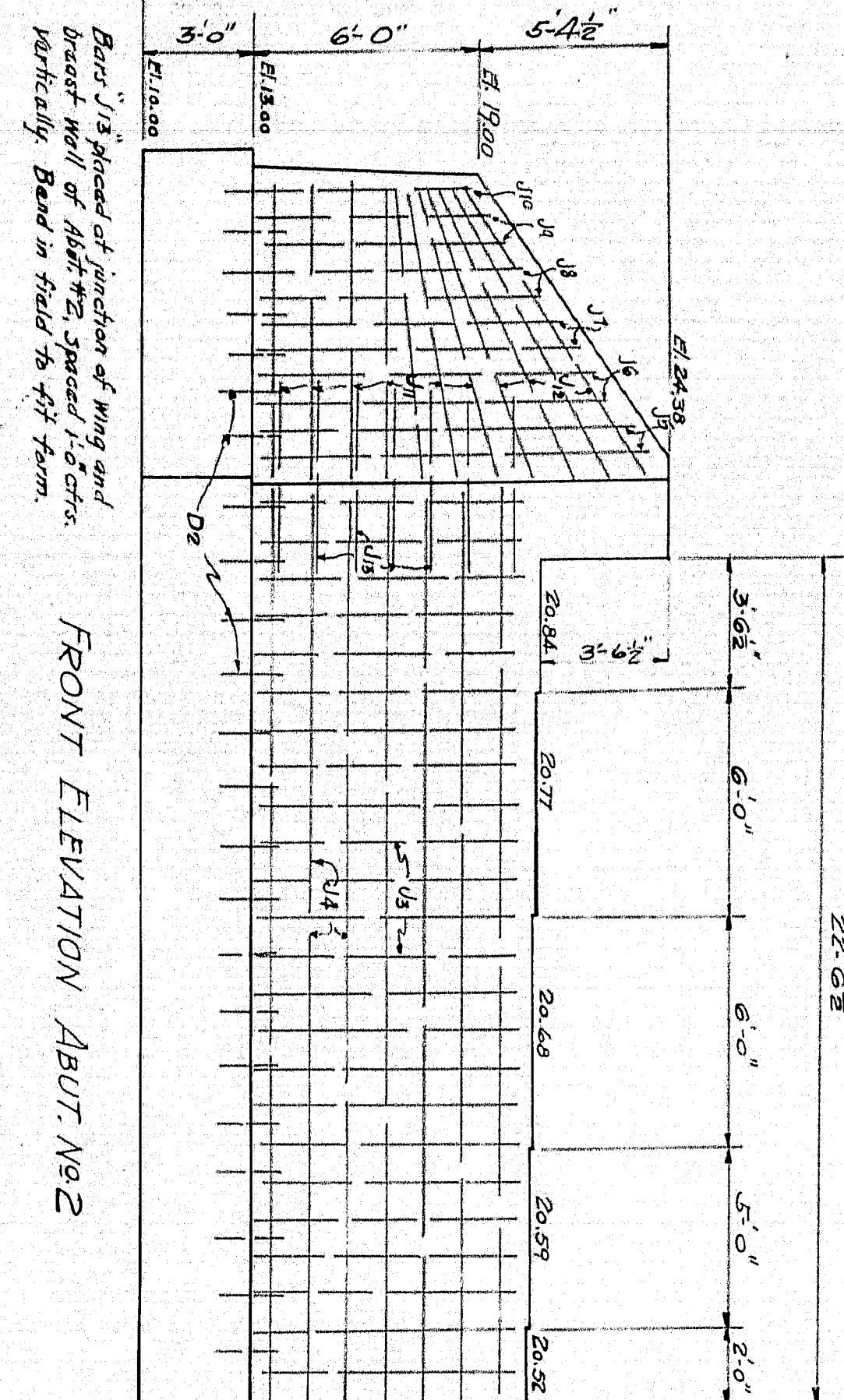


~PROFILE~
SCALE HORIZ. 1"=10'
VER. 1"=5'

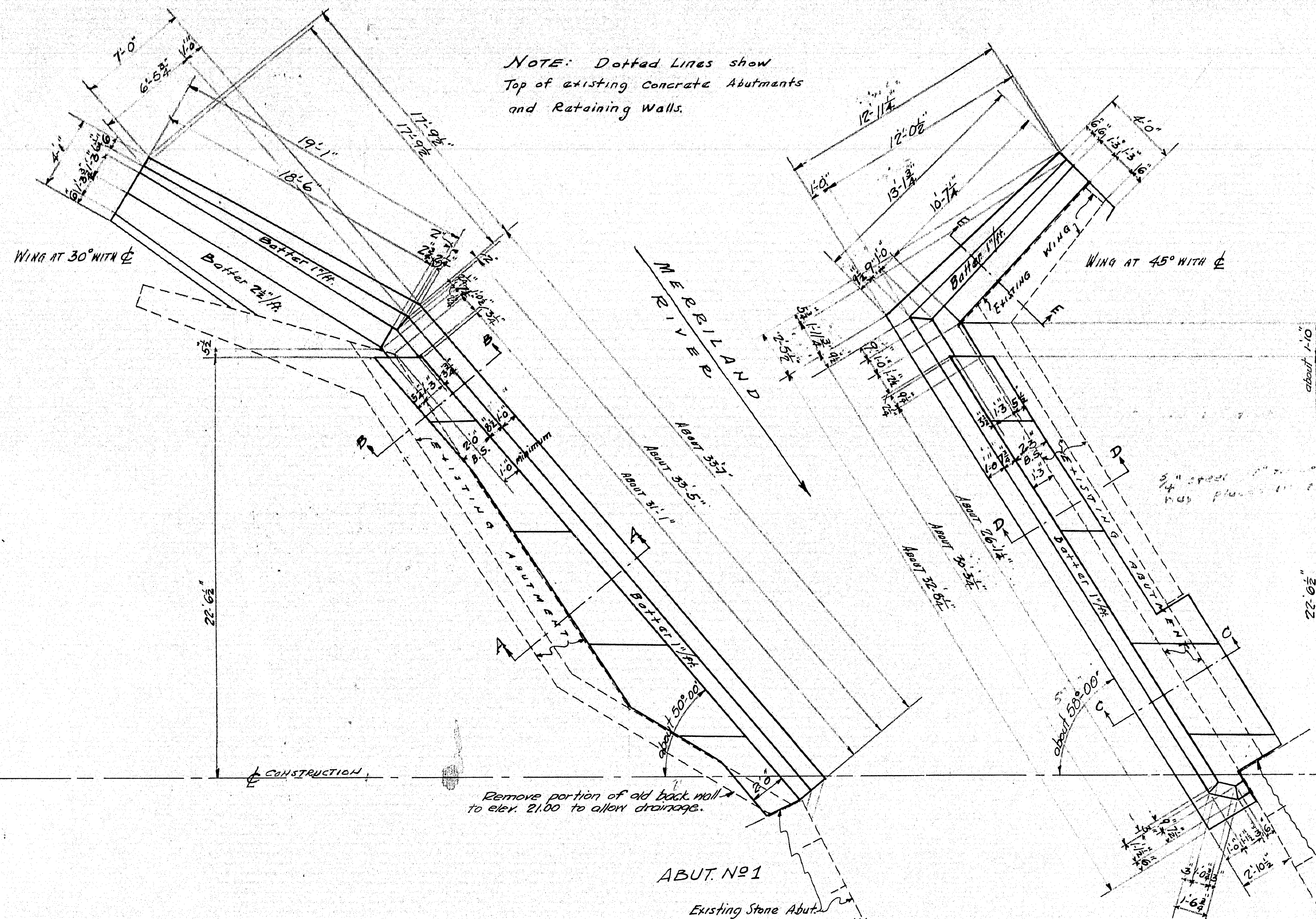
Abandoned Electric R.R. Girders, fabricated by American Bridge Co. in 1908.
 Highway Dr. Abutts. good quarried stone, laid dry, well laid, capped with concrete. Abut. #1 bulging slightly, Abut. #2 O.K.
 Top course stone each abut. about 12'. Cap and slab monolithic.
 Superstructure: 5 Reinforced concrete girders 2' deep. Outside girder 18" wide. Concrete slab, fair condition.
 Foundation: Rocks & Gravel. Max. Penetration 2'. Electric R.R. Abutts. are concrete.
 High Water Elev. 20
 12" Water main passes thru Electric R.R. Bridge Abutts. in line with C of steel girders at about stream bed elev. (Information from Water Co. employee.)

MAINE HIGHWAY COMMISSION
 BRIDGE DIVISION
CAPELL BRIDGE
 OVER
MERRILAND RIVER
 IN THE TOWN OF
WELLS, YORK CO.
 SURVEY PLAN
 SHEET 1 of 4 AUGUSTA, ME. JAN. 20, 1930

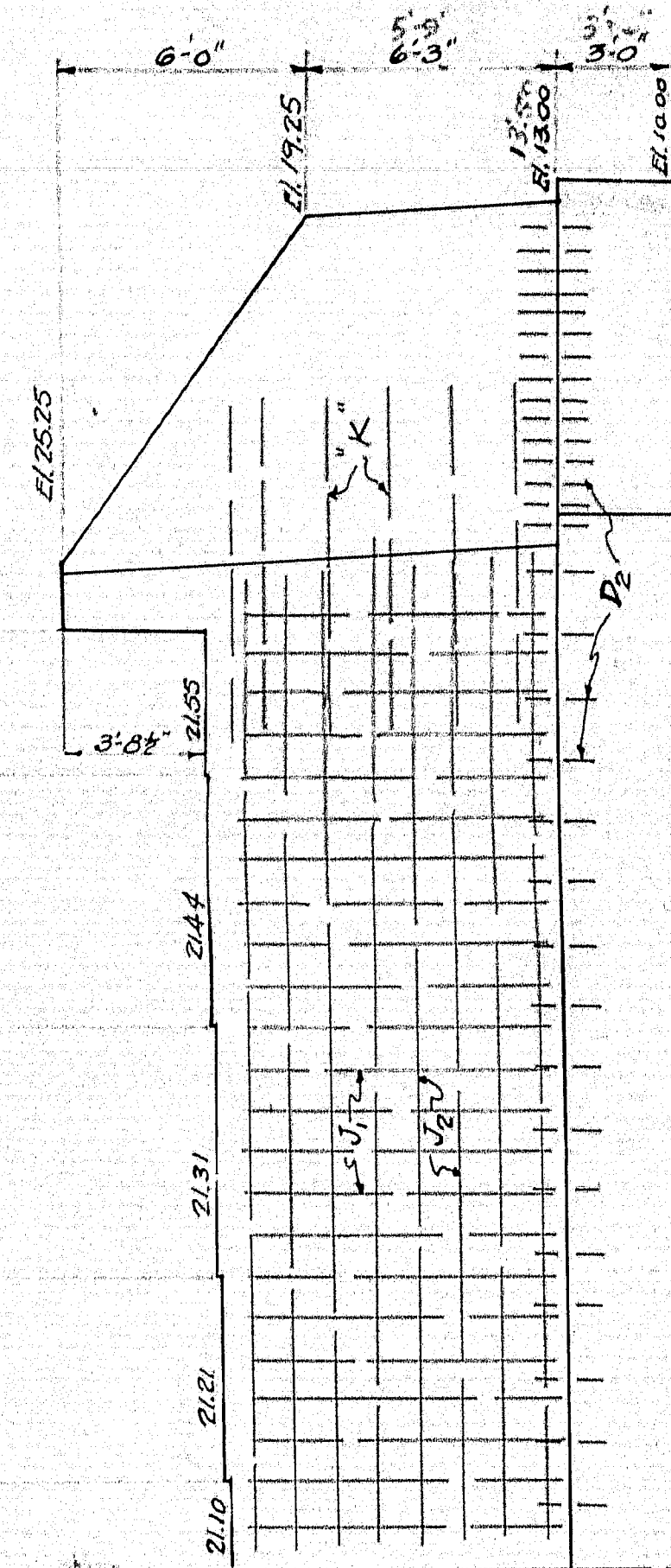




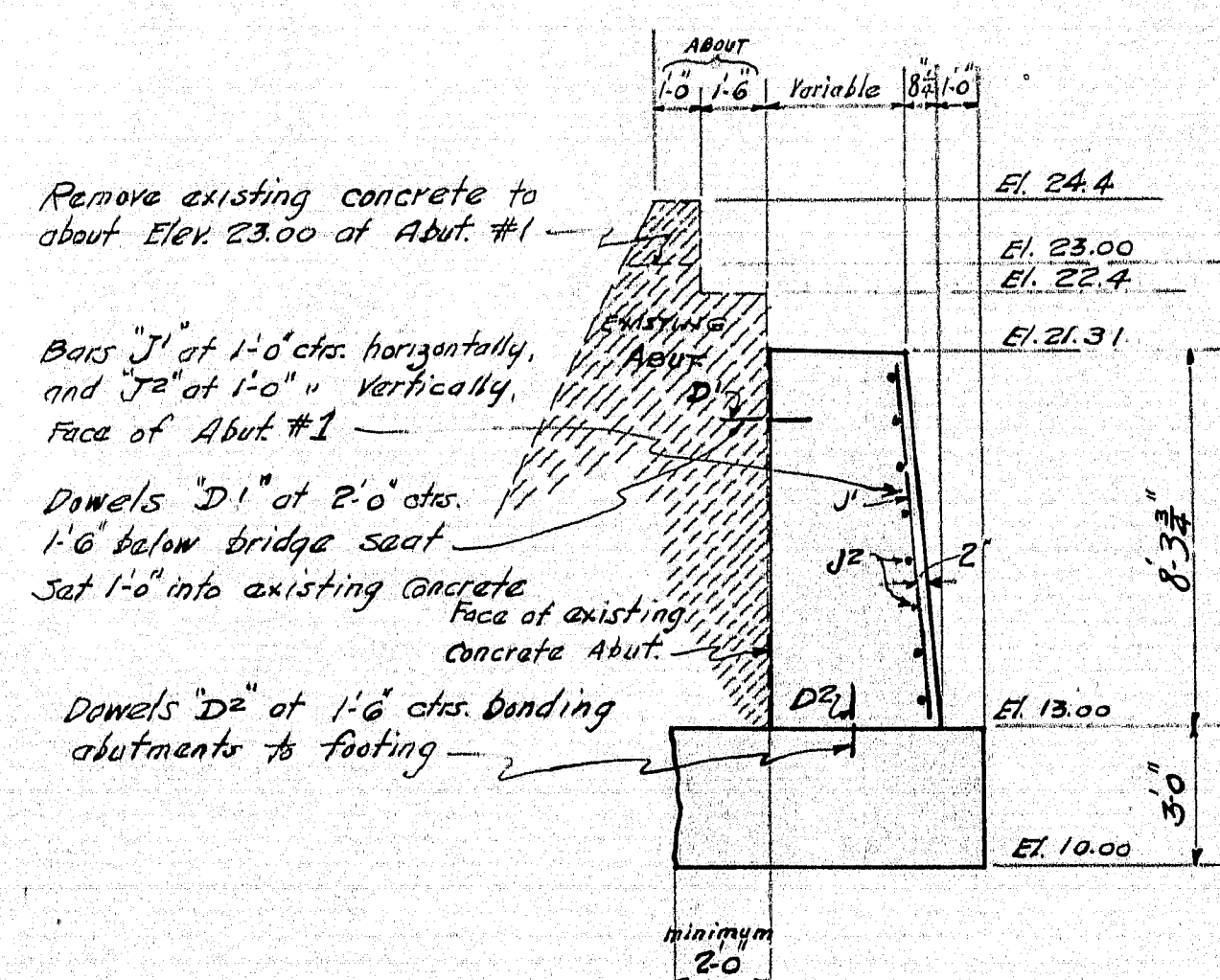
FRONT ELEVATION ABUT. NO. 2



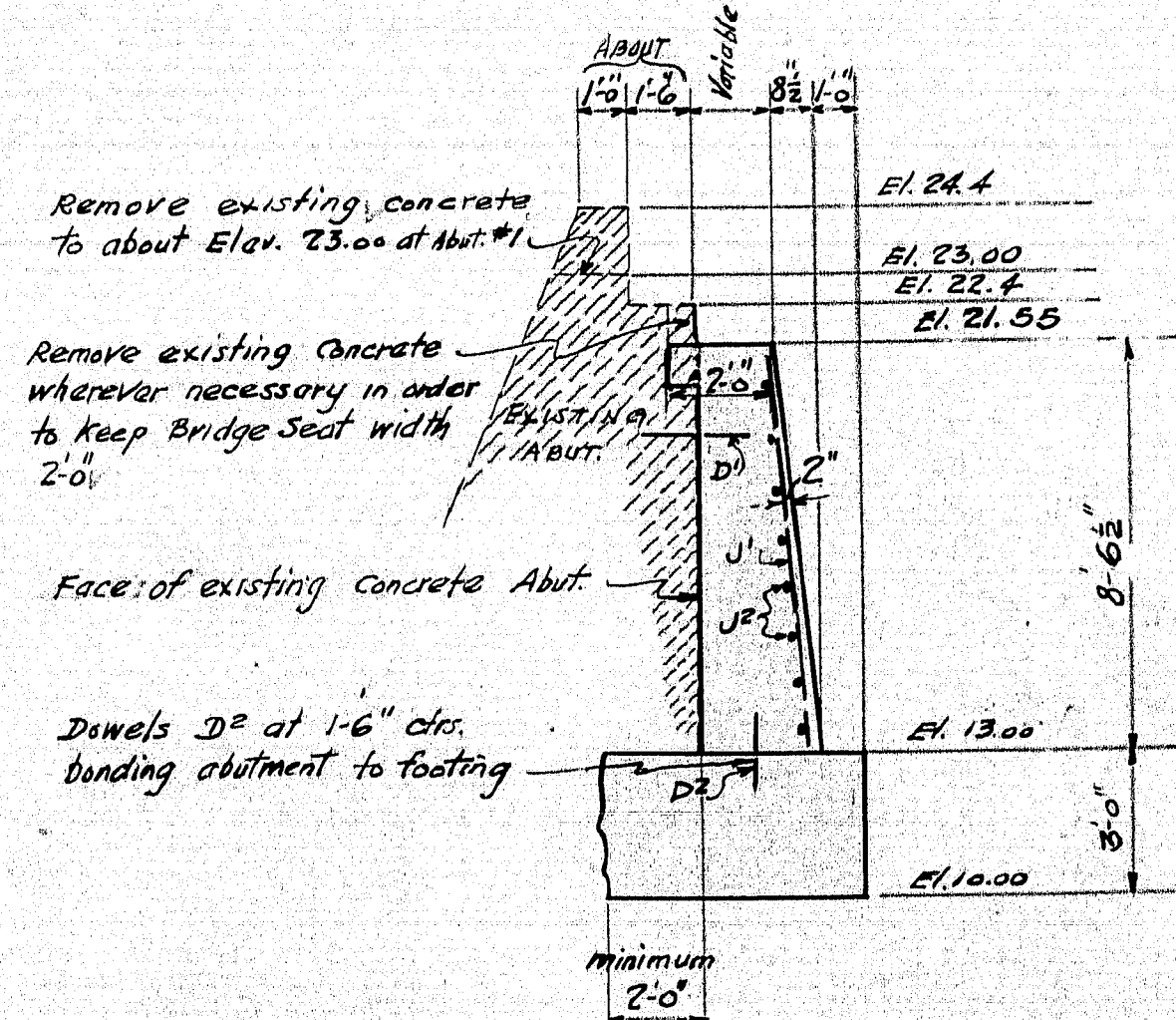
NOTE: Dotted Lines show
Top of existing concrete Abutments
and Retaining Walls.



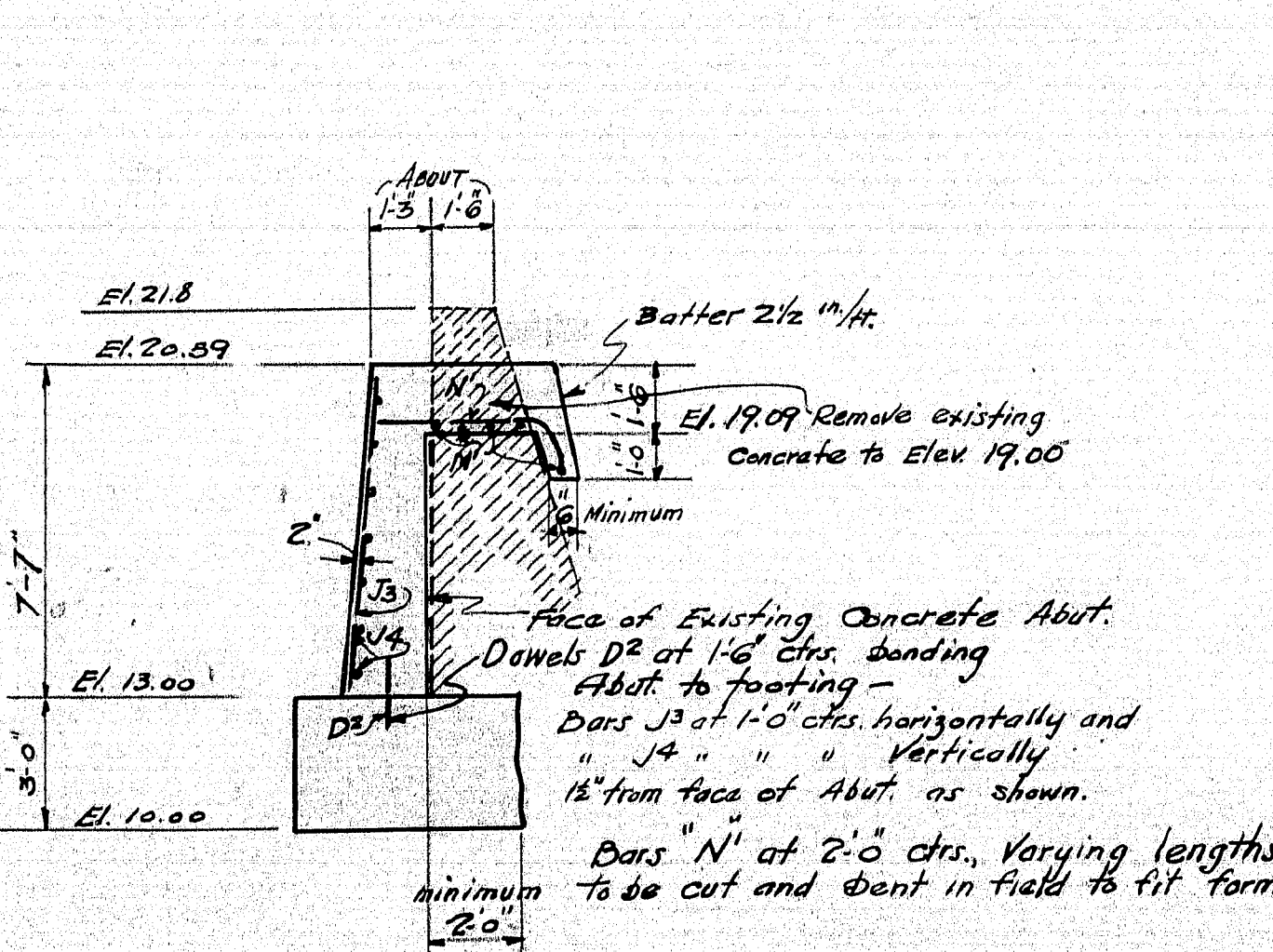
FRONT ELEVATION ABUT. NO. 1



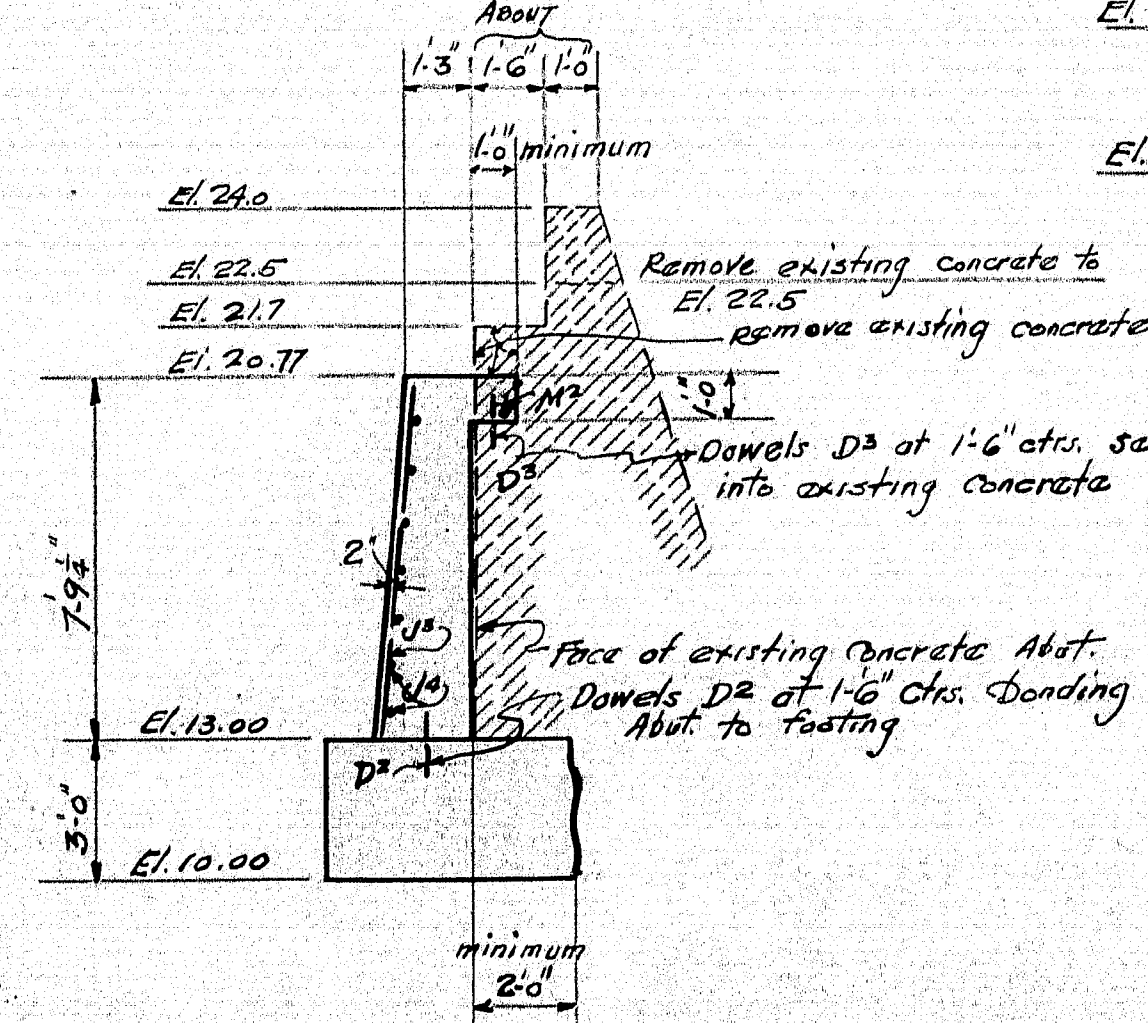
SECTION "A-A"



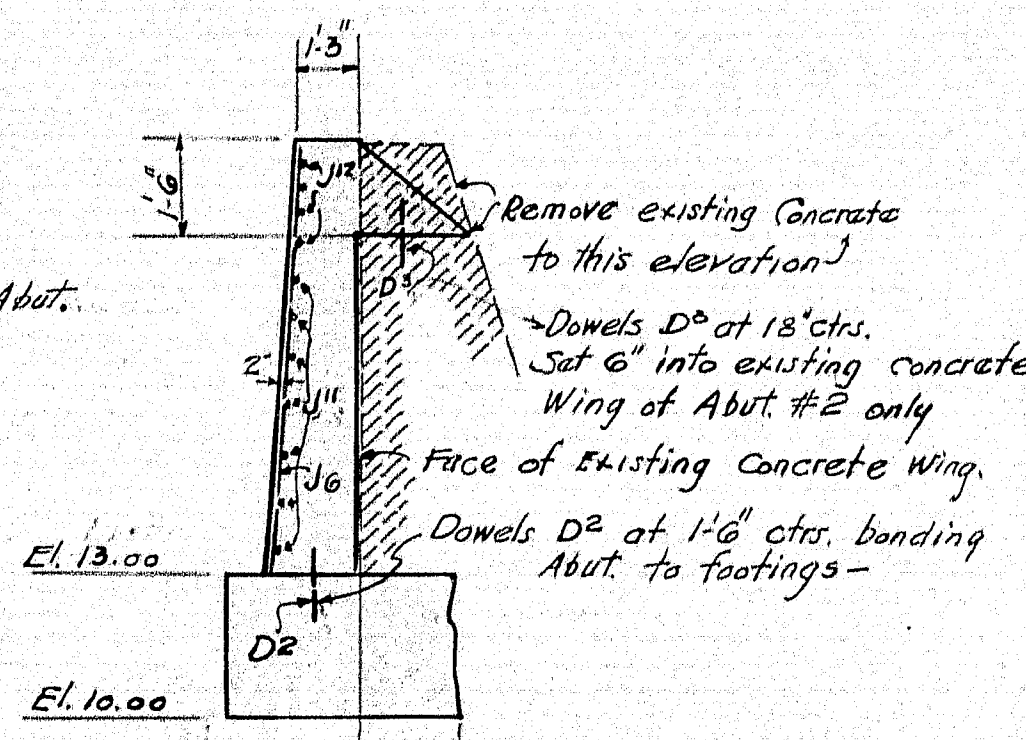
SECTION "B-B"



SECTION "C-C"



SECTION "D-D"



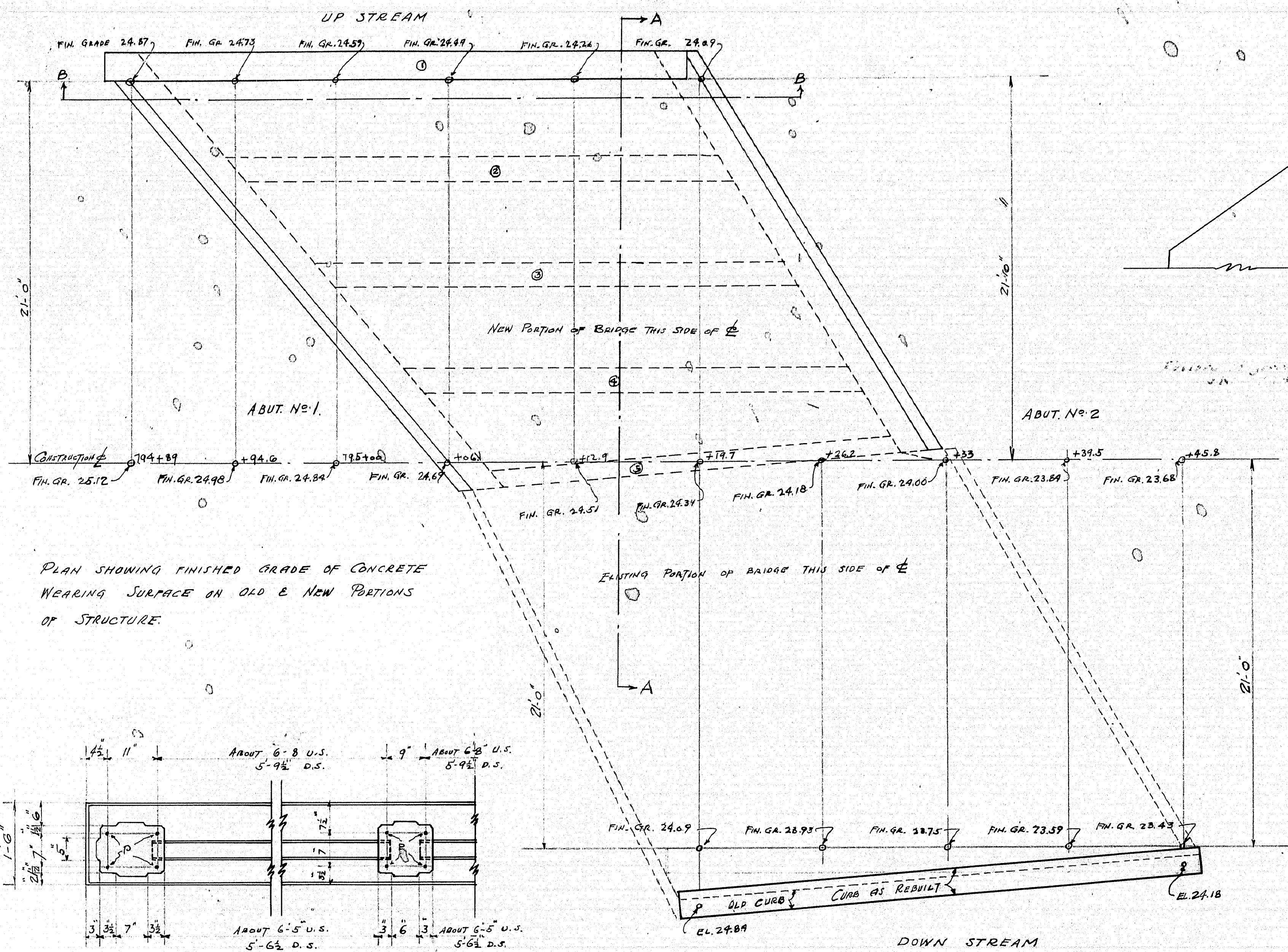
SECTION "E-E"

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
CAPELL BRIDGE
OVER
MERRILAND RIVER
IN THE TOWN OF
WELLS, YORK CO.
SUBSTRUCTURE
SHEET NO. 4 OF 4 AUGUST 14, 1931

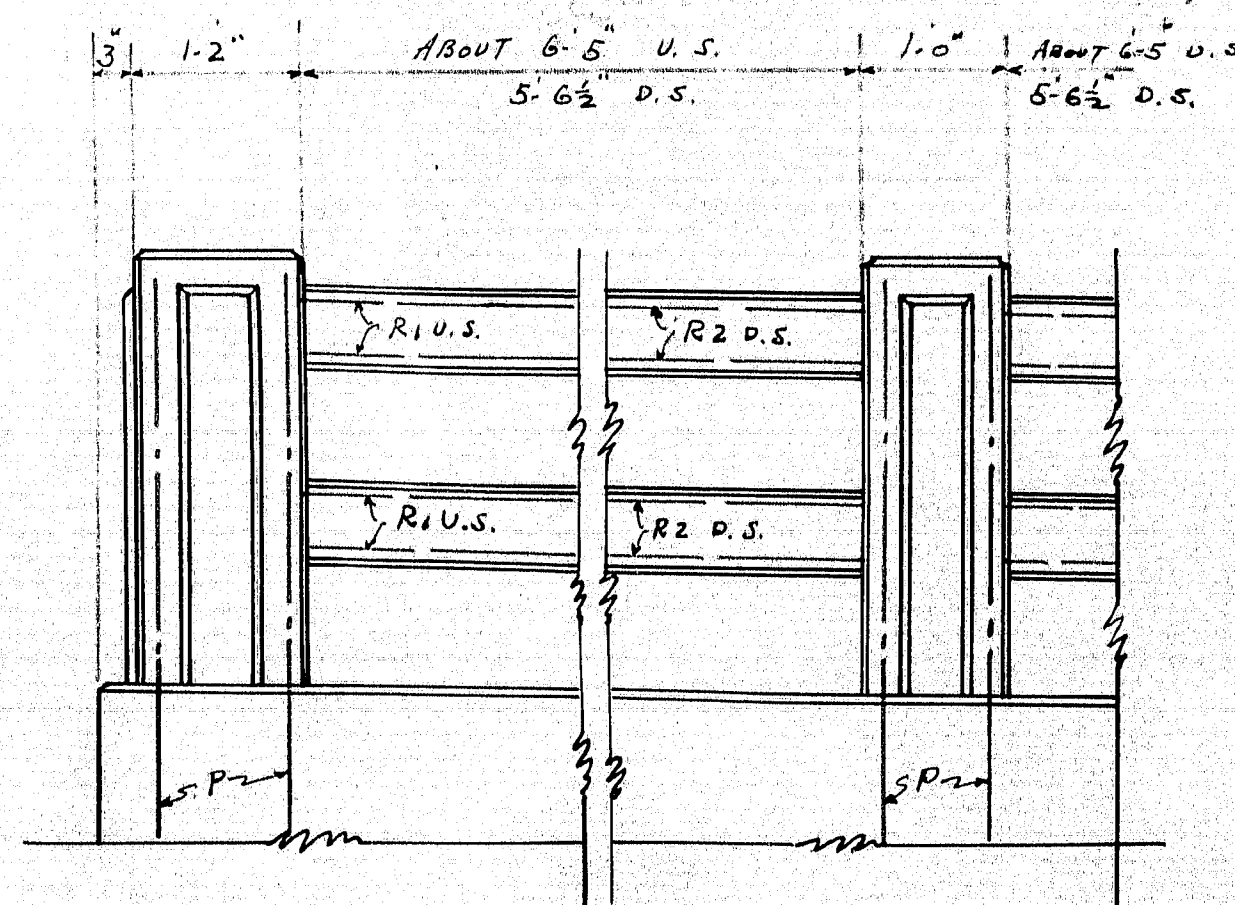
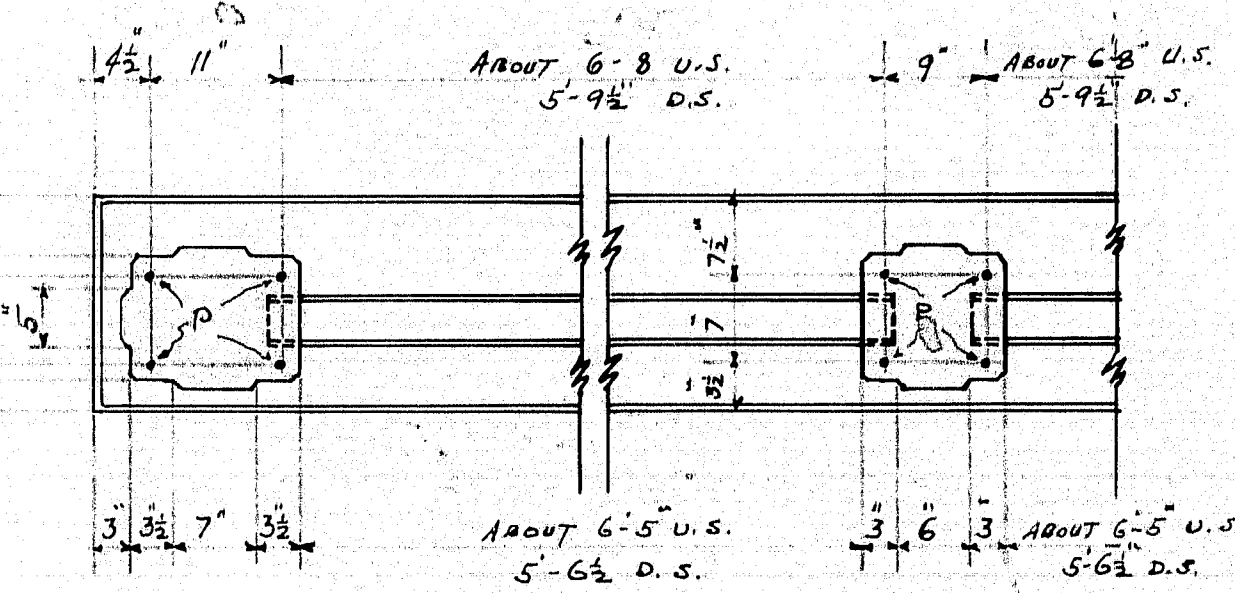
DESIGNED BY H.H.S.
TRACED BY A.O.I.
CHECKED BY G.E.S.



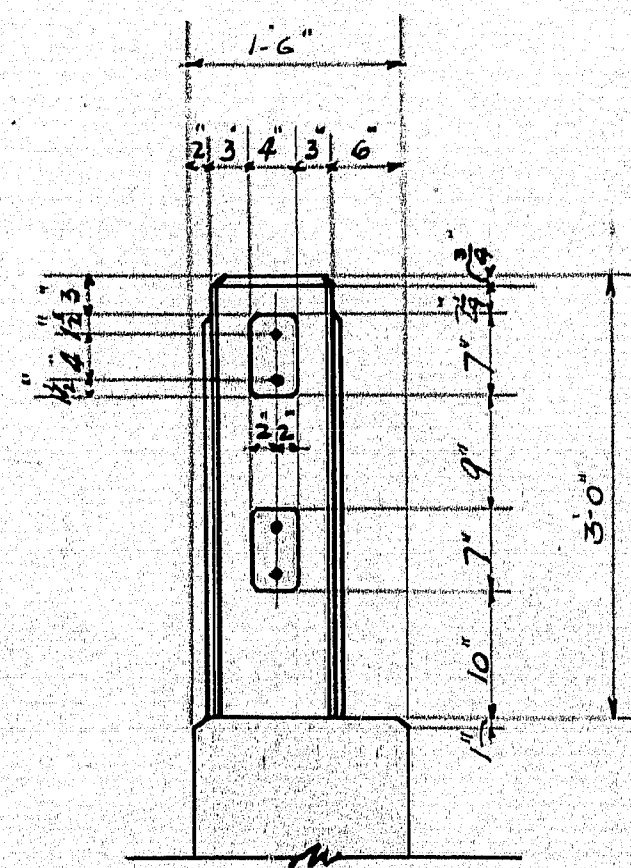
NOTE: Cover the $\frac{1}{2}$ " slot (back side) between the superstructure and the wing walls, and the 2" opening between the Superstructure and the abutment, with 2 layers of heavy roofing felt. Coat concrete and back side of each layer as applied with hot tar or asphalt. Roofing felt to be 10" wide. The area back of the $\frac{1}{2}$ " slot to be covered by the felt, to be recessed $\frac{1}{4}$ ".



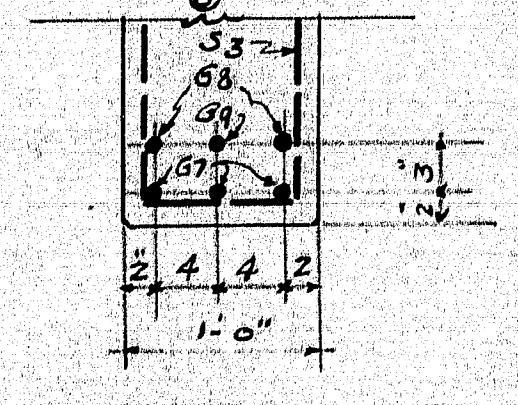
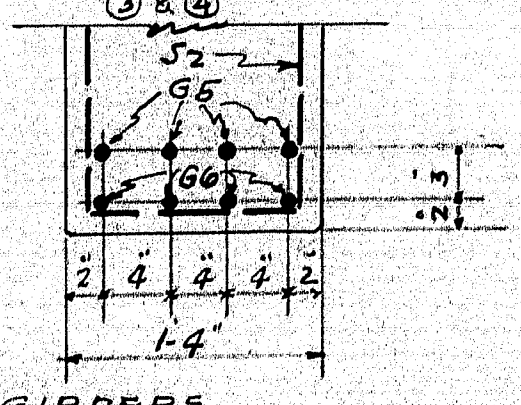
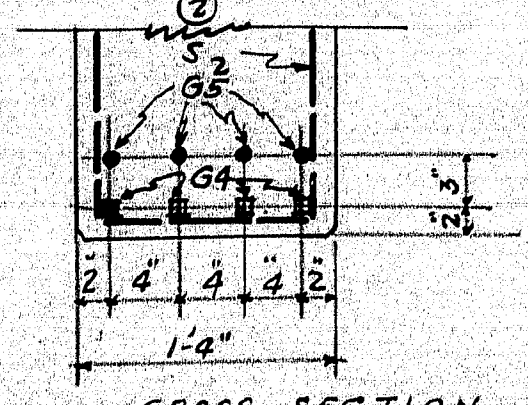
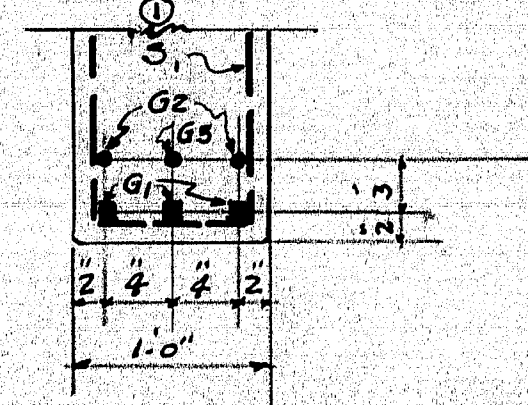
PLAN SHOWING FINISHED GRADE OF CONCRETE
WEARING SURFACE ON OLD & NEW PORTIONS
OF STRUCTURE.



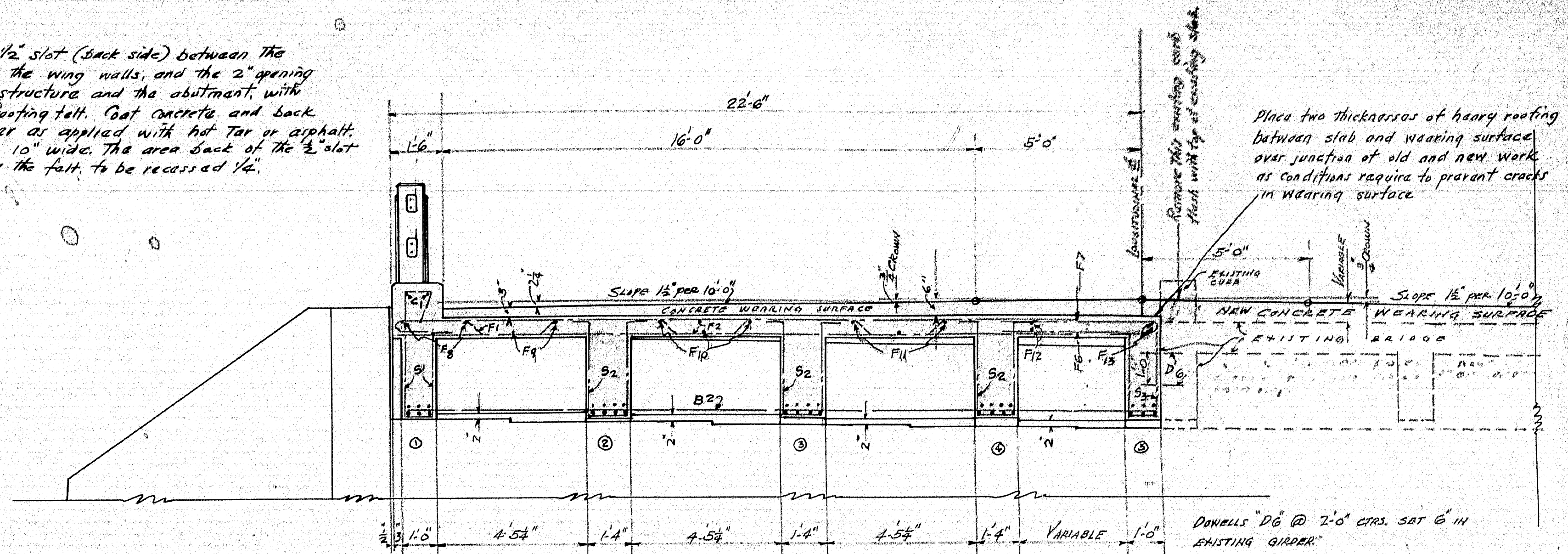
RAIL DETAILS



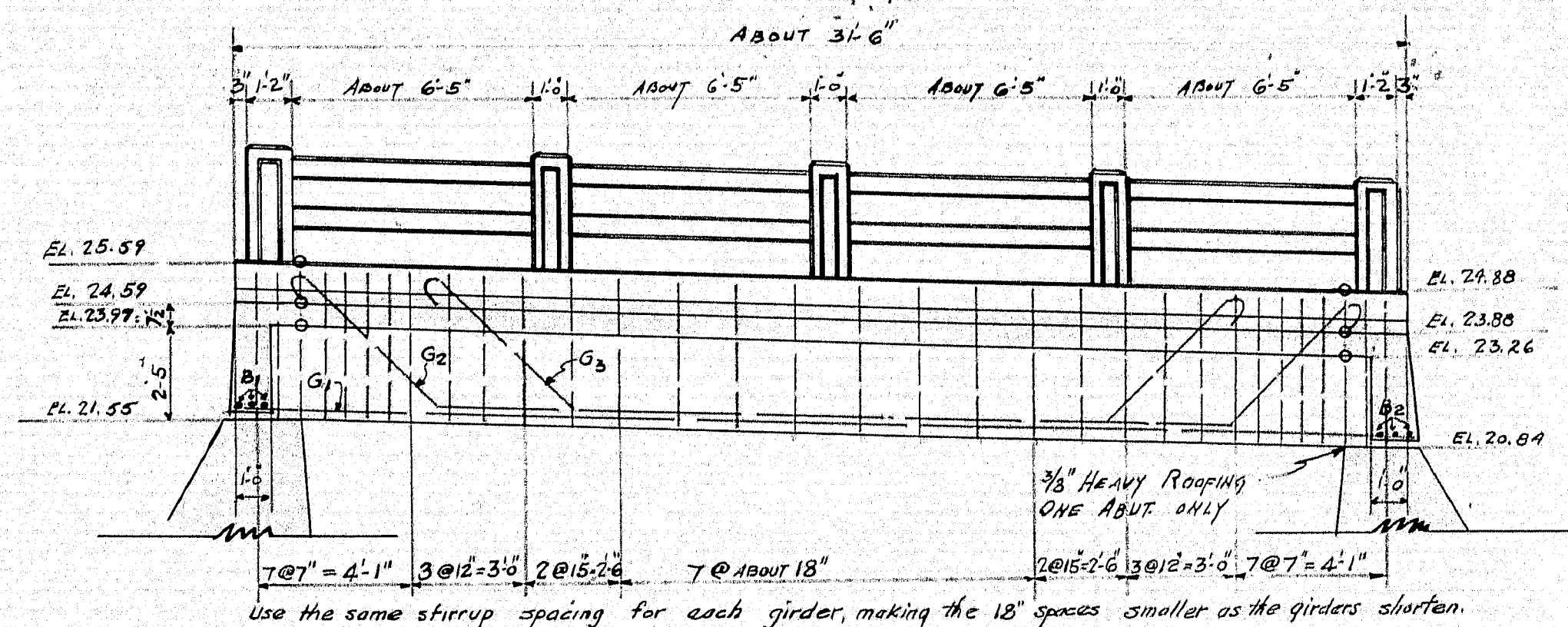
Note: Curb and Slab to be cast together. Steel for Posts to be cast in curb. Precast Rail Bars in lengths to be determined in the field, for up stream rail, and 5'-11 1/2" for Down Stream Rail. Place rail bars in position with ends projecting into Post forms 2". Wrap and b' with two (2) thicknesses of roofing felt. Fold in ends and when Post forms are removed, cut away all exposed felt. Panels on Posts to be 3/8" thick. Chamfer all exposed edges of Concrete 1/2" unless otherwise indicated.



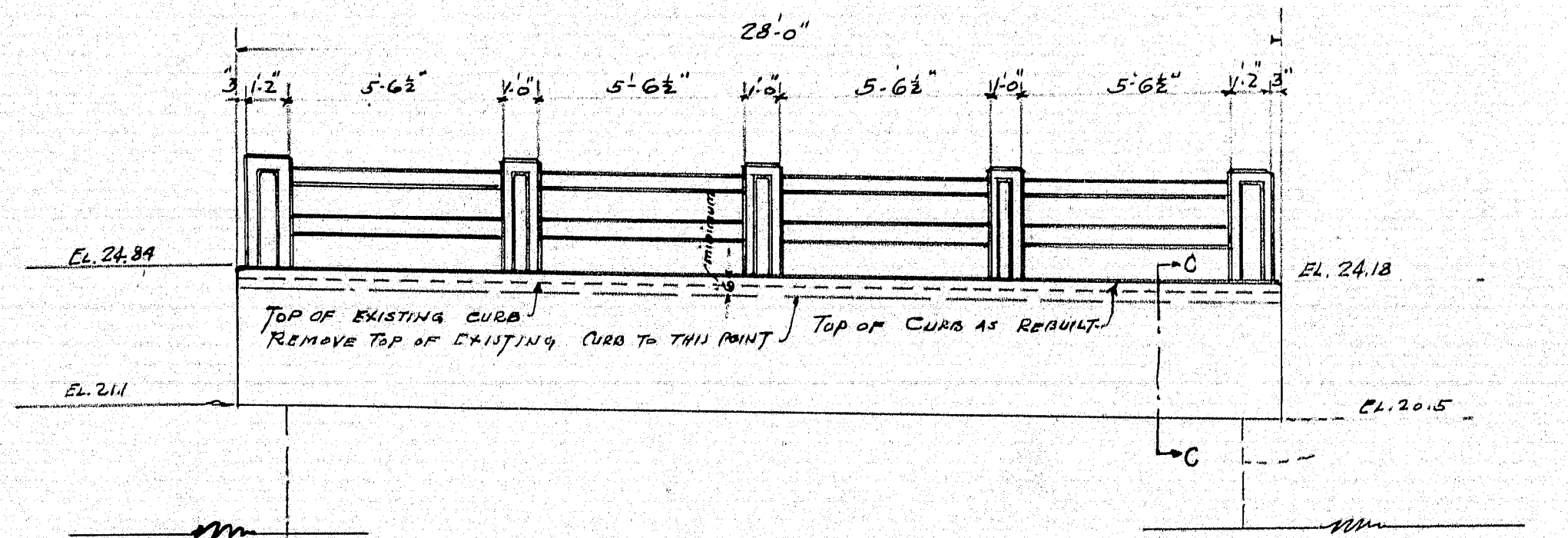
CROSS SECTION OF GIRDERS



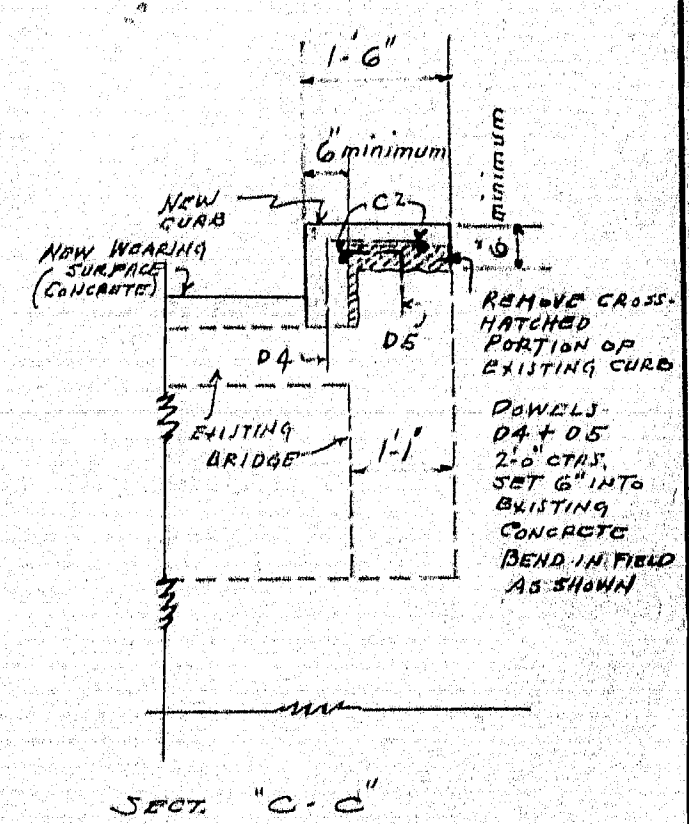
SECTION "A-A"



SECTION "B-B"



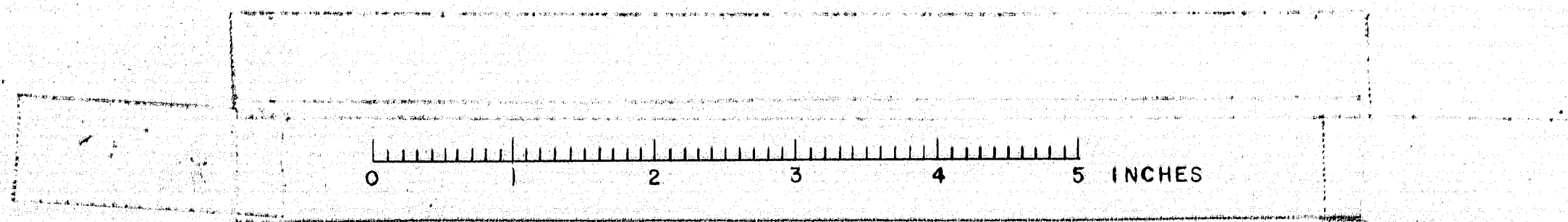
DOWNSTREAM ELEVATION OF EXISTING BRIDGE
(SHOWING NEW CAP ON CURB AND NEW GUARD RAIL)

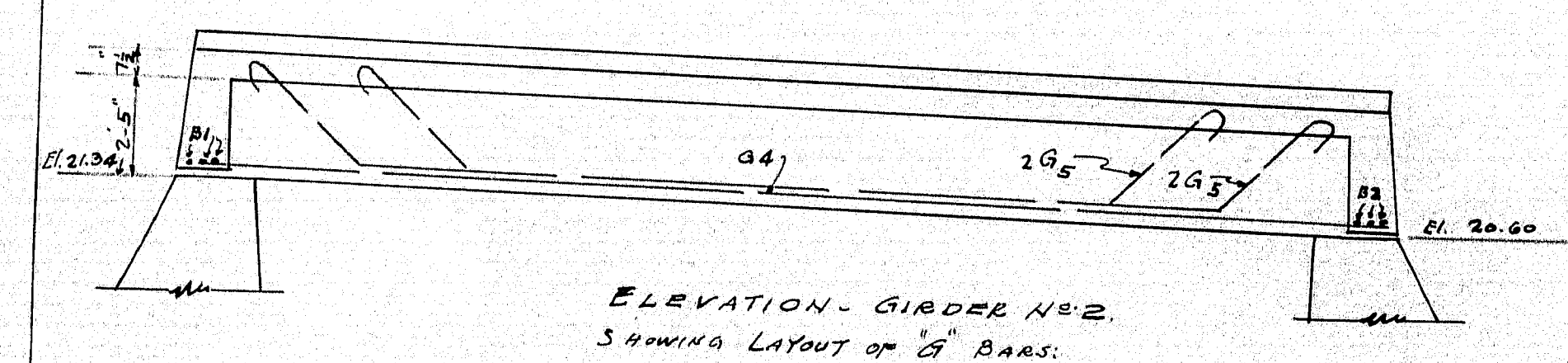
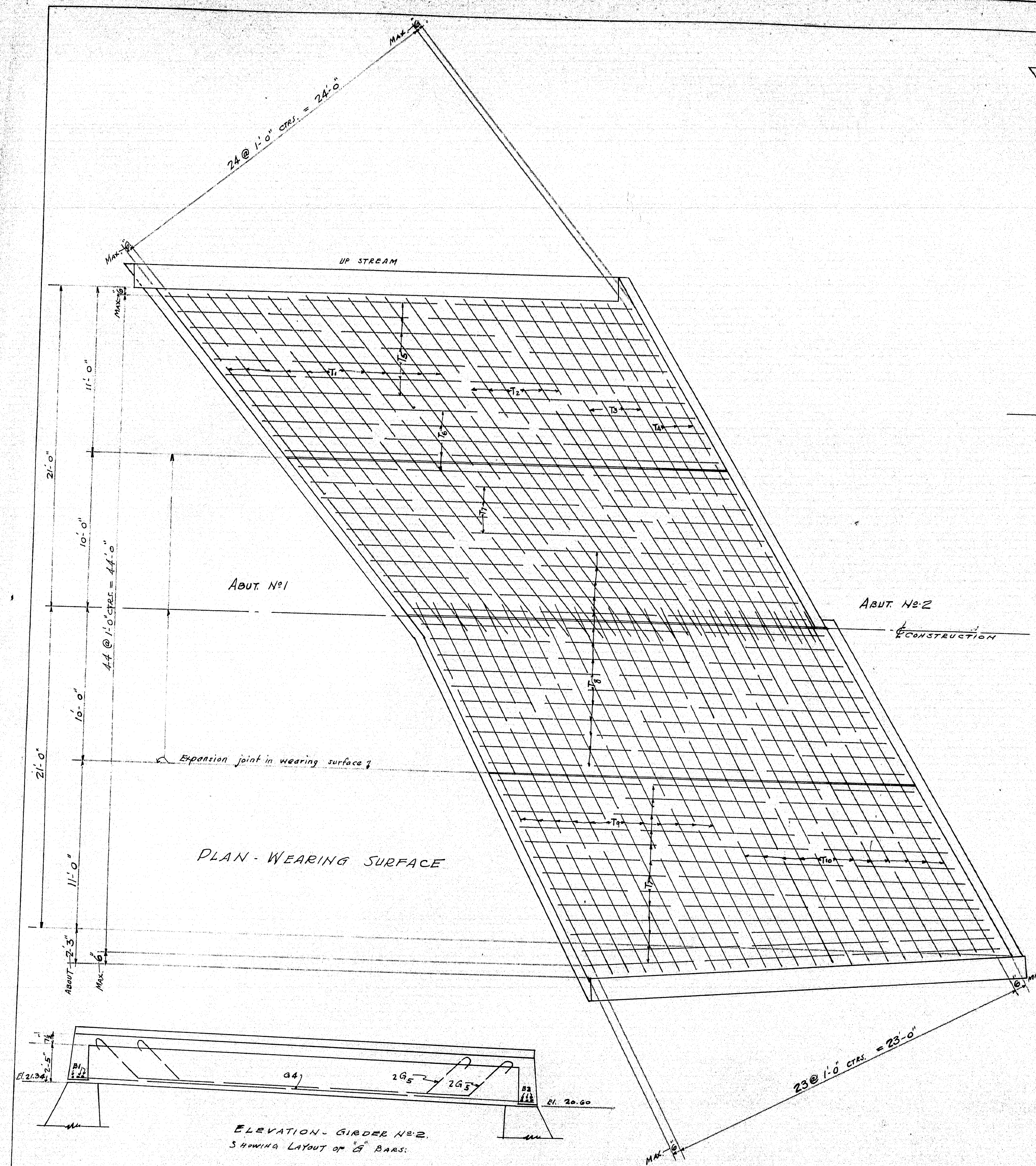


SECT. "C-C"

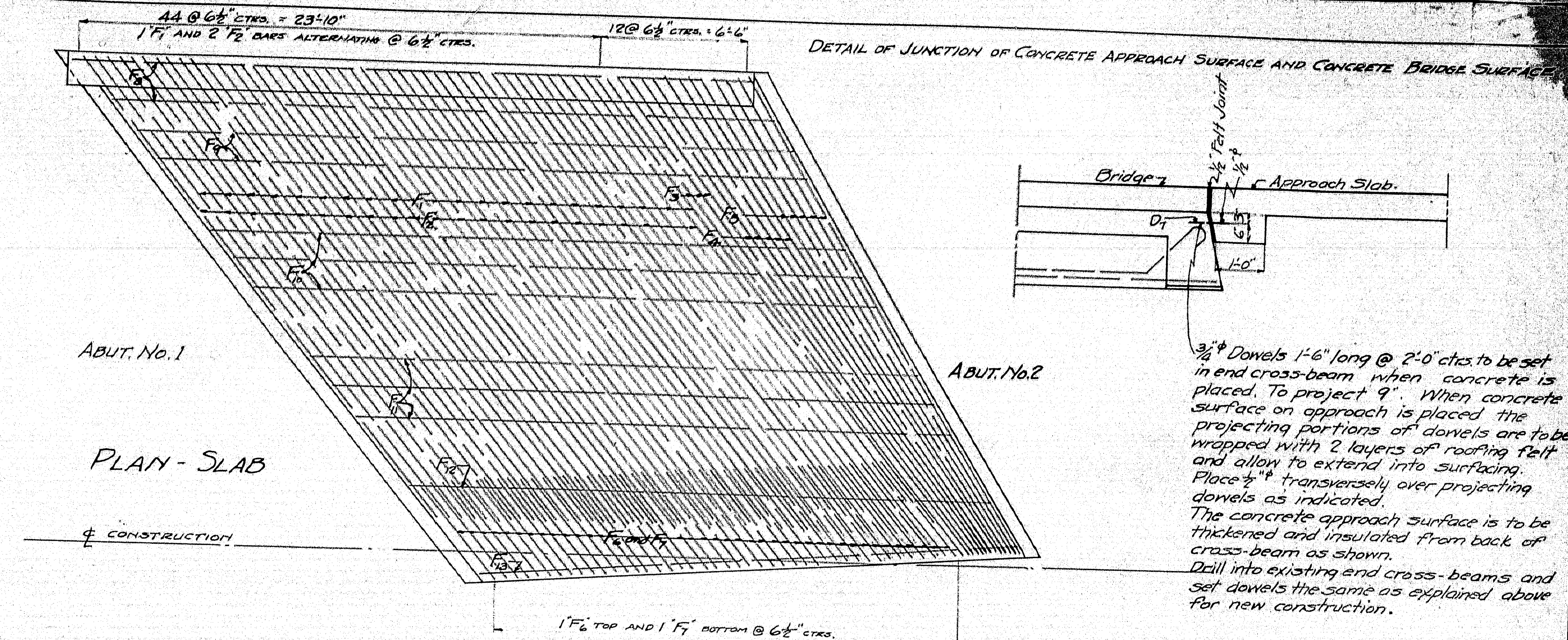
MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
CAPELL BRIDGE
OVER
MERRILAND RIVER
IN THE TOWN OF
WELLS, YORK CO.
SUPERSTRUCTURE DETAILS
SHEET 3 OF 4 AUGUSTA, ME. JAN. 1931.

11-75





PLAN - GIRDER NO. 2.
SHOWING STAGGERED LAYOUT OF G₂ BARS. THE SAME LAYOUT OF
G₂ BARS IS FOLLOWED IN GIRDERS 3 & 4



3/4" DOWELS 1'-6" LONG @ 2'-0" CRS. TO BE SET
IN END CROSS-BEAM WHEN CONCRETE IS
PLACED TO PROJECT 9". WHEN CONCRETE
SURFACE ON APPROACH IS PLACED THE
PROJECTING PORTIONS OF DOWELS ARE TO BE
WRAPPED WITH 2 LAYERS OF ROOFING FELT
AND ALLOW TO EXTEND INTO SURFACING.
PLACE 3/4" TRANSVERSELY OVER PROJECTING
DOWELS AS INDICATED.
THE CONCRETE APPROACH SURFACE IS TO BE
THICKENED AND INSULATED FROM BACK OF
CROSS-BEAM AS SHOWN.
DRILL INTO EXISTING END CROSS-BEAMS AND
SET DOWELS THE SAME AS EXPLAINED ABOVE
FOR NEW CONSTRUCTION.

STEEL SCHEDULE

BENT BARS						STRAIGHT BARS					
MARK	NO. REQ.	SIZE	LENGTH	LOCATION		MARK	NO. REQ.	SIZE	LENGTH	LOCATION	
G ₁	3	1" #	32'-6"	GIRDER NO. 1		D ₁	25	3/4"	2'-0"	ABUT. NO. 1	
G ₂	4	1" #	31'-0"	" " 2		D ₂	60	1" #	1'-6"	" " 1 & 2	
G ₃	8	1" #	27'-6"	" " 3 & 4		D ₃	20	1" #	1'-0"	" " 2	
G ₄	3	1" #	26'-0"	" " 5		D ₄	14	3/4"	2'-6"	D.S. CURB	
J ₁	32	3/4"	8'-0"	ABUT. NO. 1		D ₅	14	3/4"	1'-6"	D.S. "	
J ₂	8	3/4"	32'-0"	" " 1		D ₆	22	3/4"	1'-0"	GIRDER NO. 5	
J ₃	30	3/4"	7'-3"	" " 2		D ₇	50	3/4"	1'-6"	END CROSS BEAM	
J ₄	7	3/4"	28'-0"	" " 2		F ₁	46	3/4"	26'-6"	SLAB	
J ₅	2	3/4"	10'-0"	" " 2		F ₂	3	3/4"	27'-0"	"	
J ₆	2	3/4"	9'-0"	" " 2		F ₃	5	3/4"	25'-0"	"	
J ₇	2	3/4"	8'-6"	" " 2		F ₄	57	3/4"	5'-6"	"	
J ₈	2	3/4"	7'-6"	" " 2		F ₅	2	3/4"	30'-6"	"	
J ₉	2	3/4"	6'-6"	" " 2		F ₆	2	3/4"	30'-0"	"	
J ₁₀	1	3/4"	5'-6"	" " 2		F ₇	3	3/4"	28'-6"	"	
J ₁₁	7	3/4"	10'-6"	" " 2		F ₈	3	3/4"	27'-6"	"	
J ₁₂	4	3/4"	11'-0"	" " 2		F ₉	2	3/4"	26'-6"	"	
J ₁₃	7	3/4"	5'-0"	" " 2		F ₁₀	2	3/4"	24'-6"	"	
K	9	3/4"	8'-0"	" " 1		F ₁₁	12	3/4"	28'-6"	WALKING SURFACE	
M ₁	4	3/4"	9'-0"	" " 2		T ₁	12	3/4"	27'-6"	"	
M ₂	1	3/4"	20'-0"	" " 2		T ₂	6	3/4"	26'-6"	"	
N	10	3/4"	6'-0"	" " 2		T ₃	4	3/4"	25'-6"	"	
B ₁	3	3/4"	30'-0"	END CROSS BEAM		T ₄	7	3/4"	29'-6"	"	
B ₂	3	3/4"	25'-0"	" " "		T ₅	5	3/4"	28'-6"	"	
C ₁	2	3/4"	31'-4"	U.S. CURB		T ₆	17	3/4"	27'-6"	"	
C ₂	2	3/4"	27'-10"	D.S. "		T ₇	15	3/4"	26'-6"	"	
P	40	3/4"	4'-0"	POSTS		T ₈	12	3/4"	27'-6"	"	
R ₁	16	3/4"	7'-3"	U.S. RAIL		T ₉	12	3/4"	26'-0"	"	
R ₂	16	3/4"	5'-10 1/2"	D.S. "		T ₁₀	12	3/4"	26'-0"	"	

NOTE:
Steel to be of structural grade.
All dimensions are to center of bars.

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
CAPELL BRIDGE
OVER
MERRILAND RIVER
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WELLS YORK CO.
STEEL DETAILS
SHEET 4 OF 4 AUGUSTA, ME. JAN. 14, 1931.