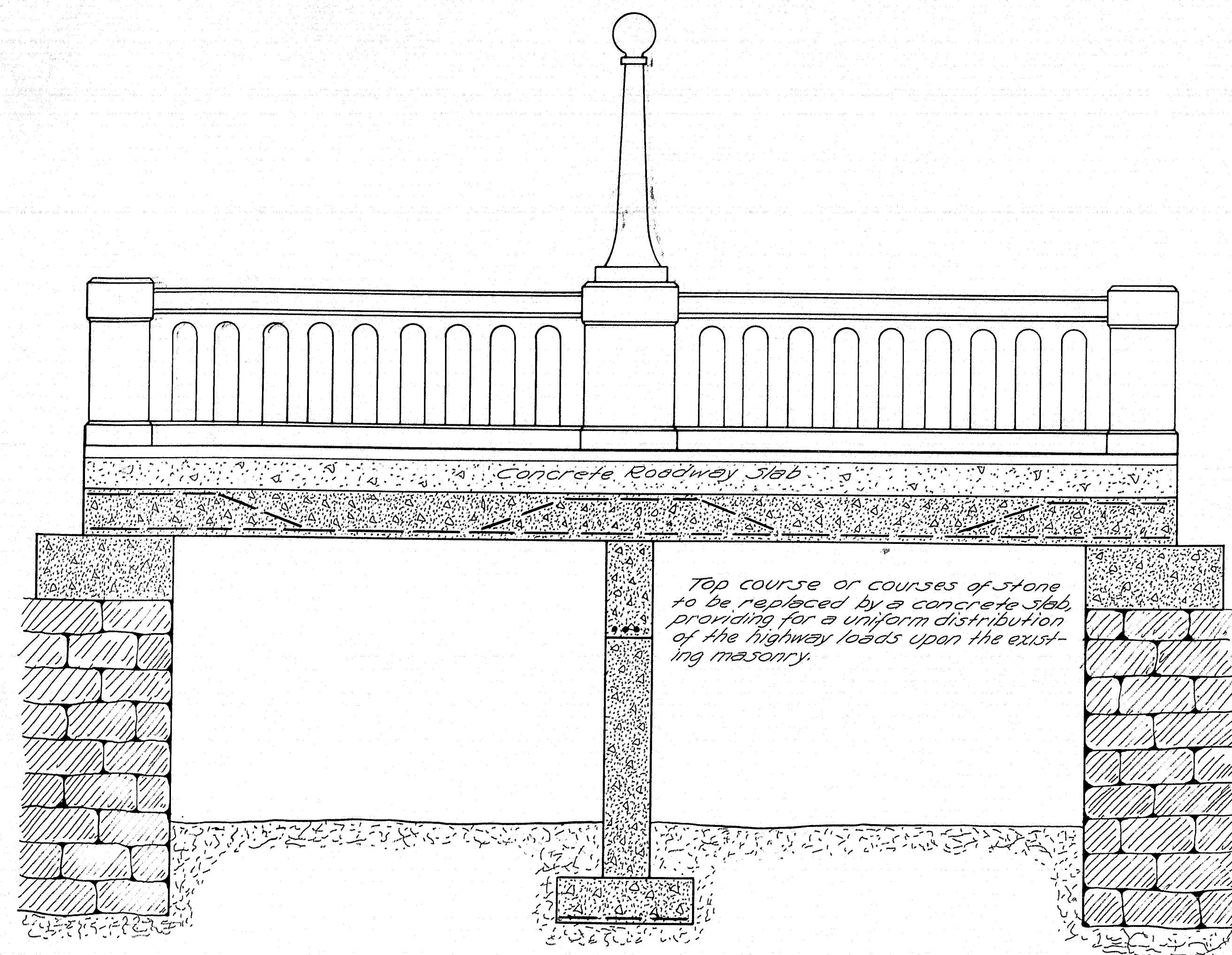
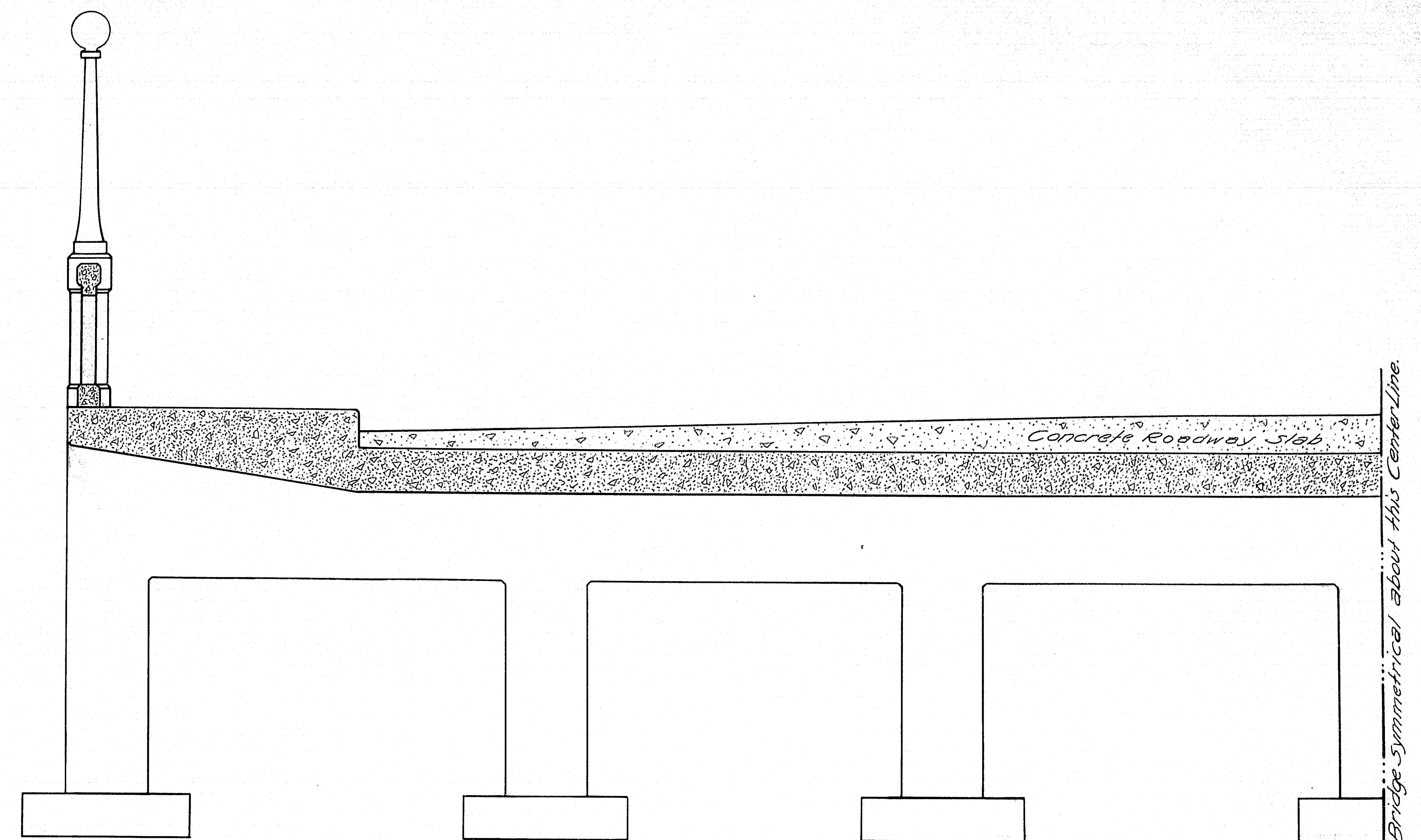
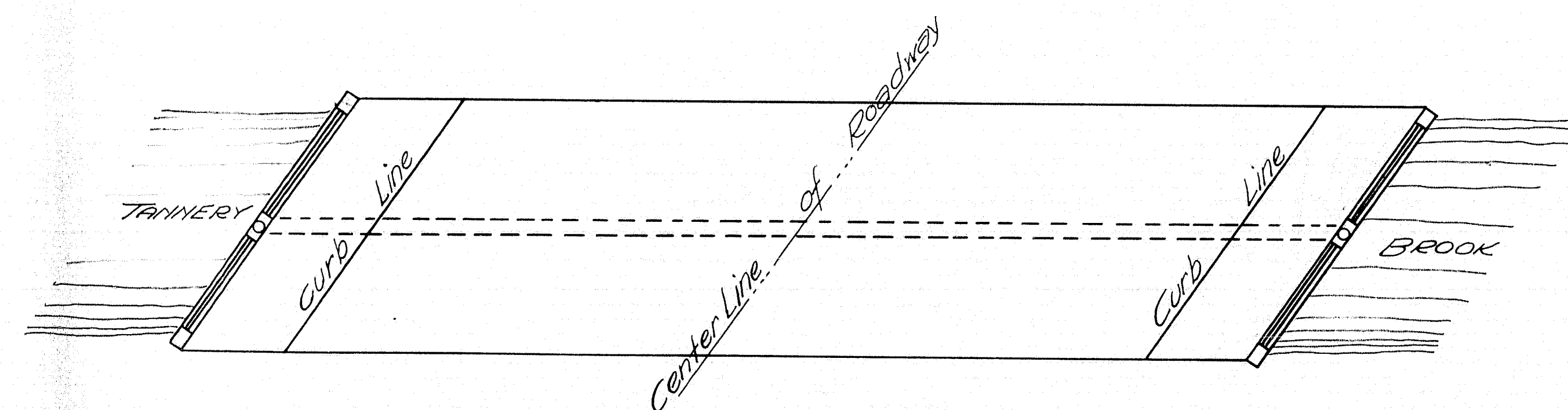




LONGITUDINAL SECTION
Scale $\frac{1}{2}" = 1'-0"$



TRANSVERSE SECTION
Scale $\frac{1}{2}" = 1'-0"$

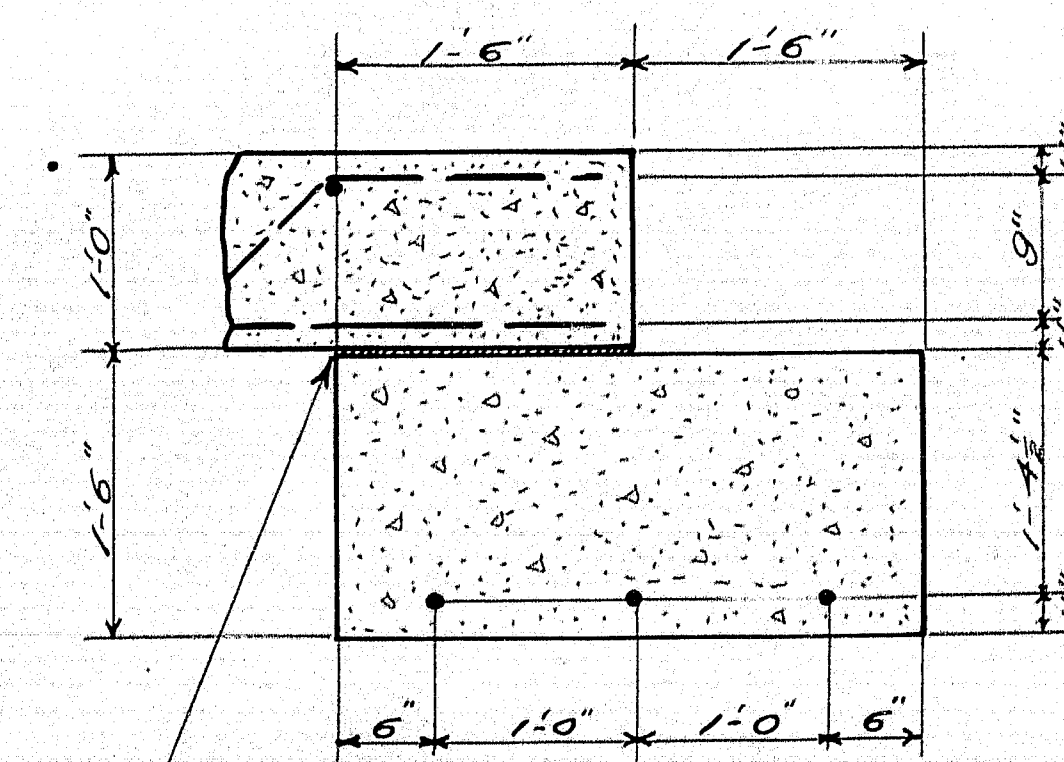
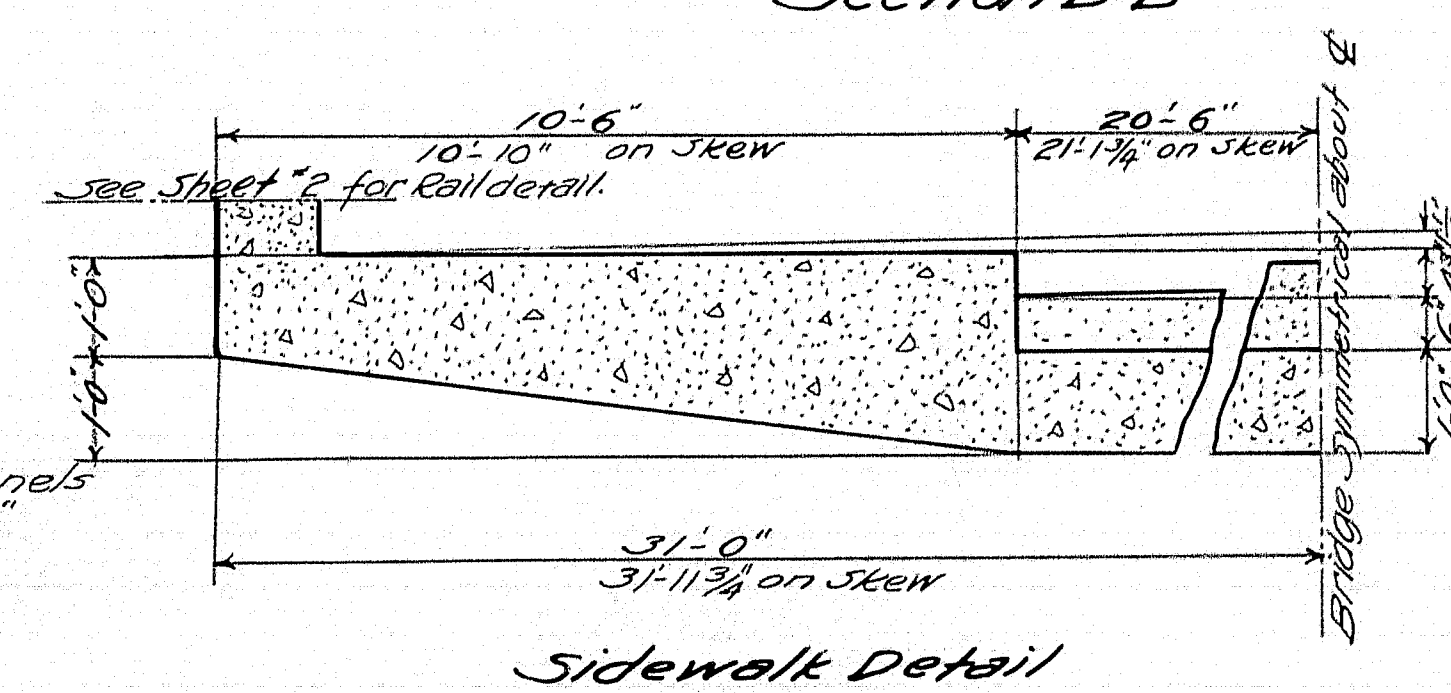
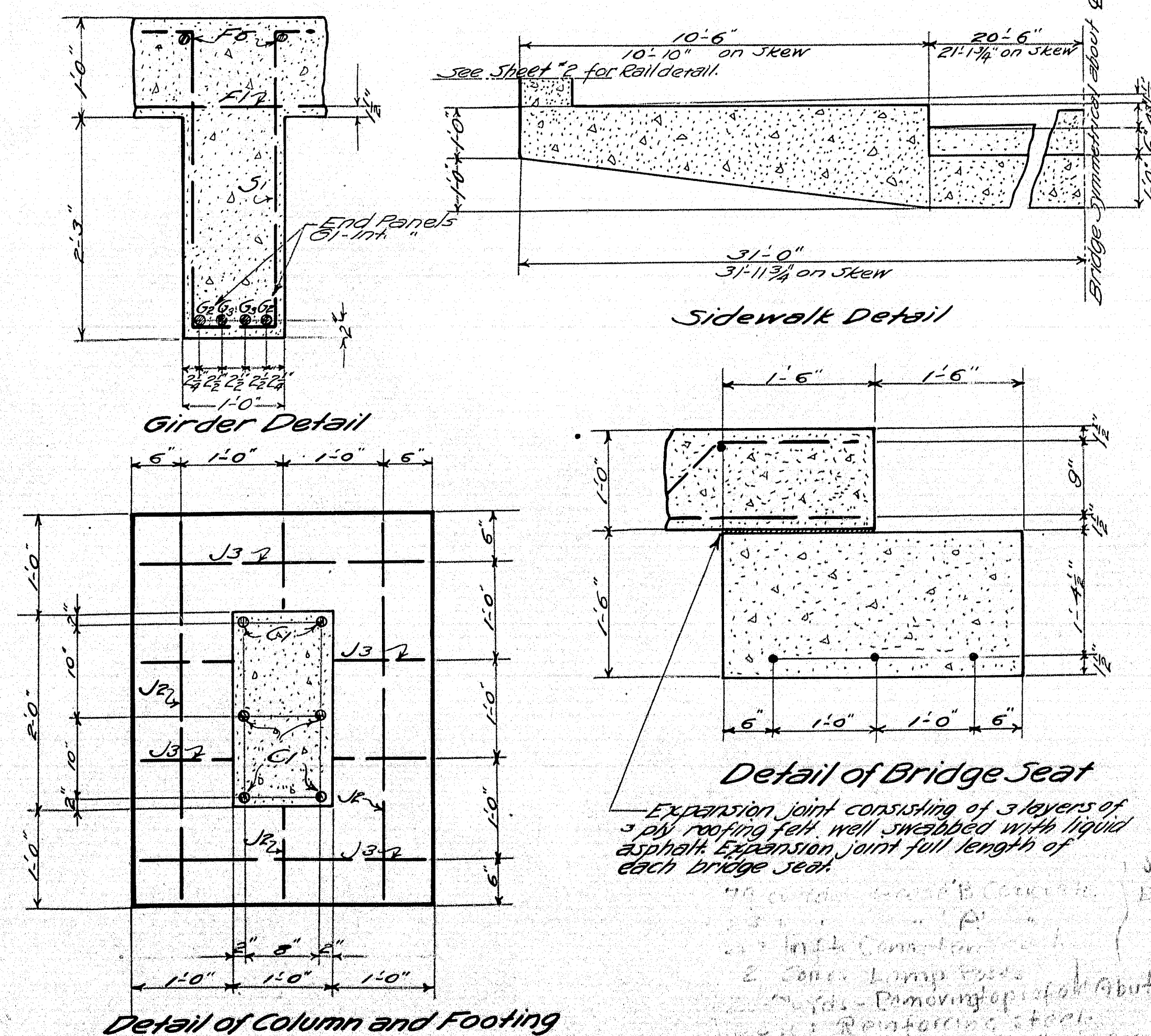
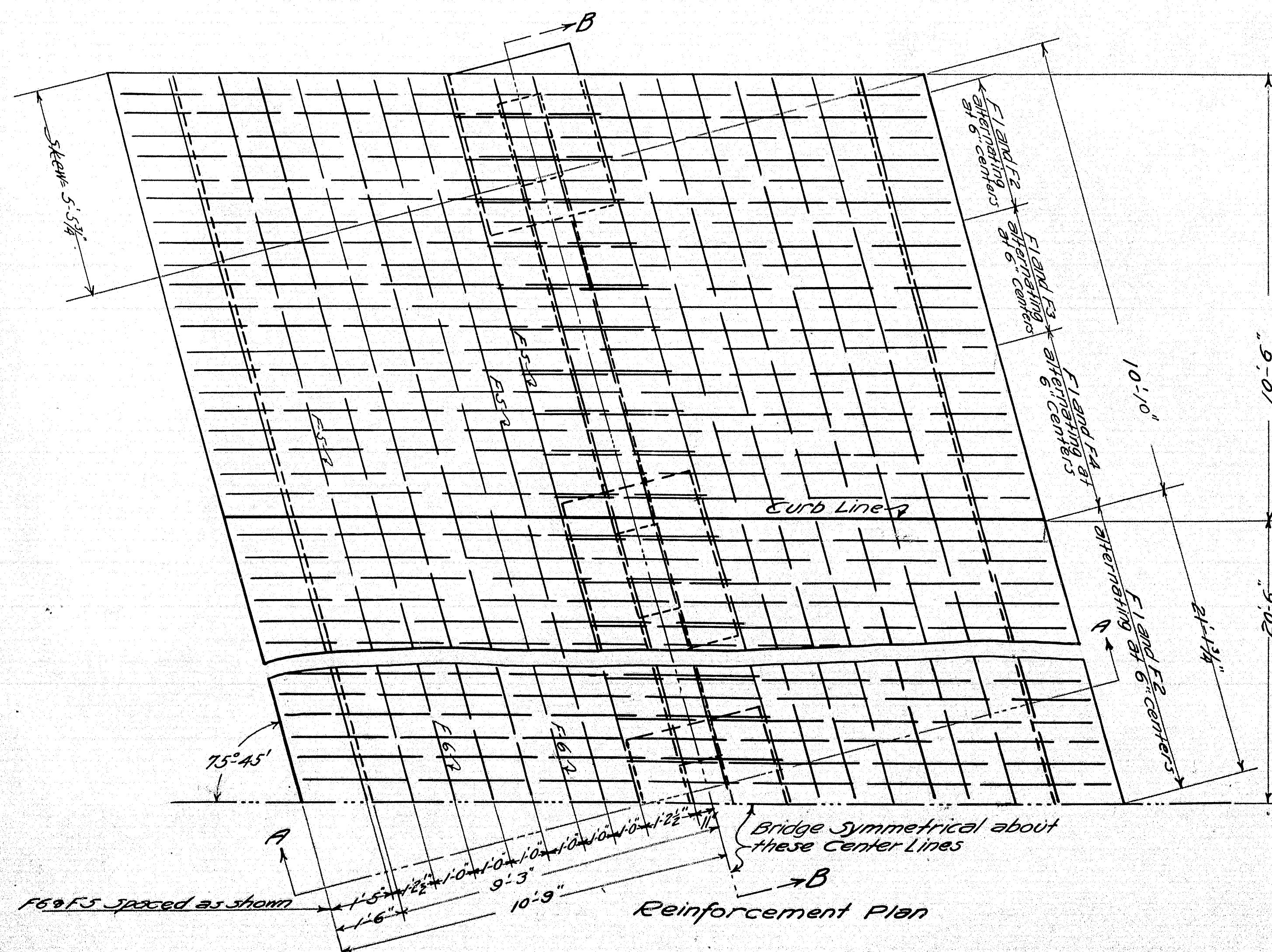
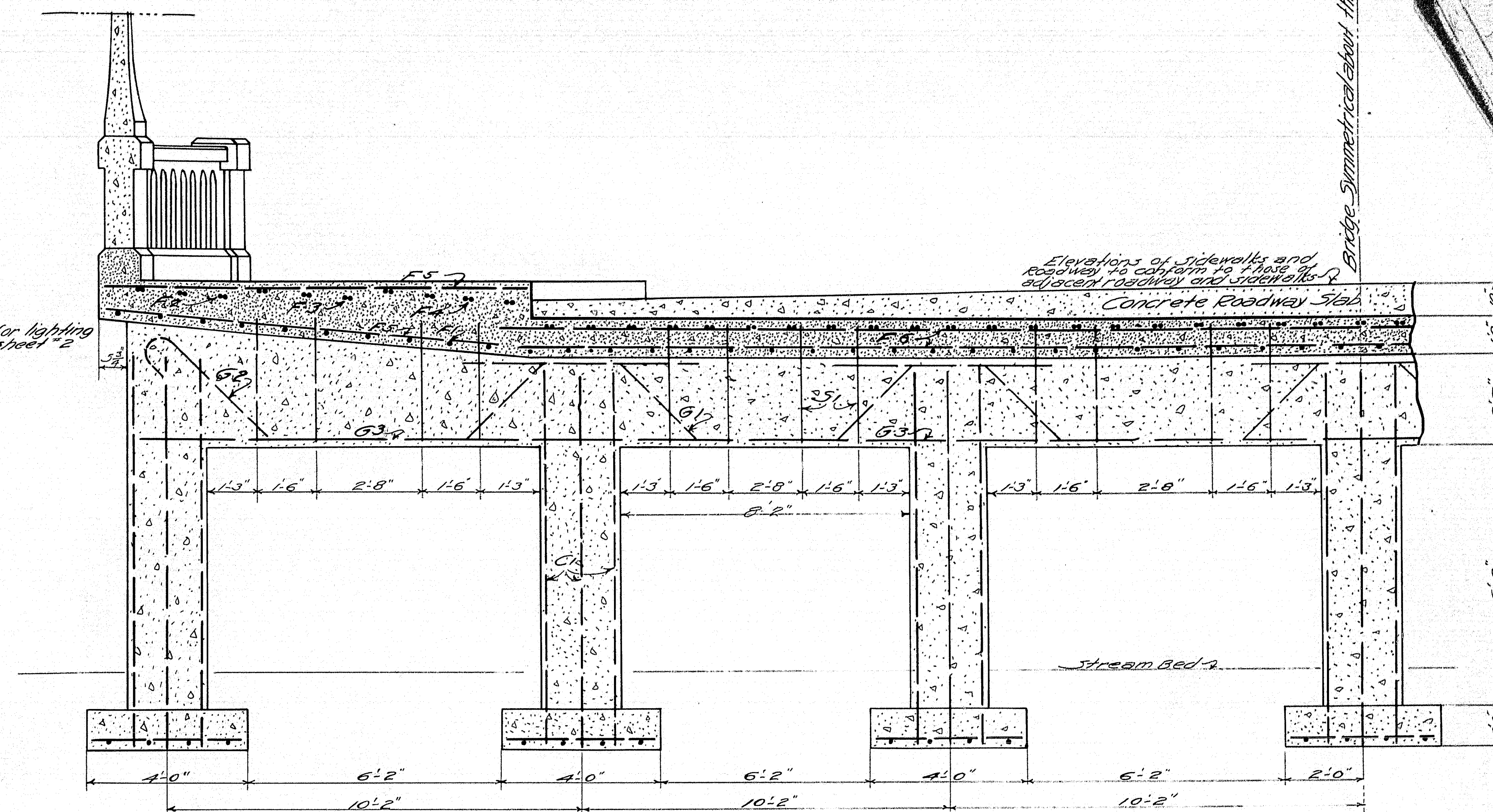
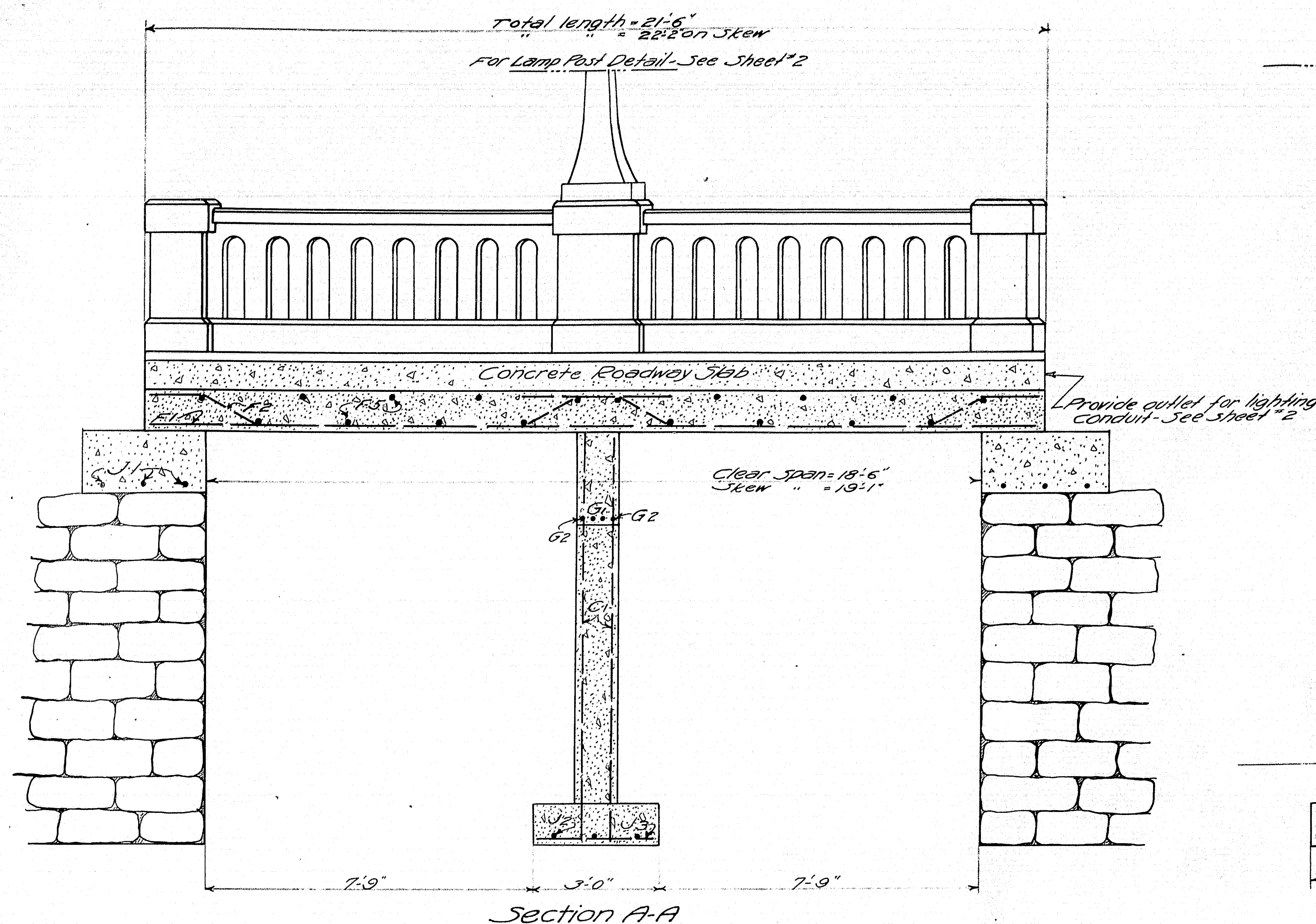


PLAN
Scale $\frac{1}{16}" = 1'-0"$

DESIGN AND CONSTRUCTION.

New bridge to be designed for State Highway Commission Standard 15-Ton Truck loading.
New superstructure will consist of two slab spans, each about 9'-0" clear span. A line of columns will be placed in the center of existing waterway.
The underclearance of the new bridge will be the same as that for the existing bridge, and the top surface of the roadway will be at the existing elevation.

**MAINE HIGHWAY COMMISSION
BRIDGE DIV.
SKETCH OF PROPOSED BRIDGE
OVER TANNERY BROOK
NORWAY, MAINE
February 23, 1921.**



STEEL SCHEDULE

Hook = 3" Radius

Column Footings

Mark	Size	No. Bars	A	B	C	D	E	F	G	H	Total	Location
G2	1/8"	4	4.6	3.9	2.8	2.03	1.41	4.0	2.6	1.41	16.3 1/2	Girders

Girders

Column

Mark	Size	No. Bars	A	B	C	D	E	F	Total	Location
G1	1/8"	8	4.4	3.8	4.0	4.0	1.41	1.41	17.9	Under
G2	1/8"	9A	6.6	1.43	2.0	1.4	1.2	9"	12.7 1/2	Girder
F3	1/8"	12	6.6	1.7	2.0	1.4	1.2	1.1	13.0 1/2	Under Sides
FA	1/8"	16	6.6	1.10	2.0	1.4	1.2	1.5	13.6 1/2	" "

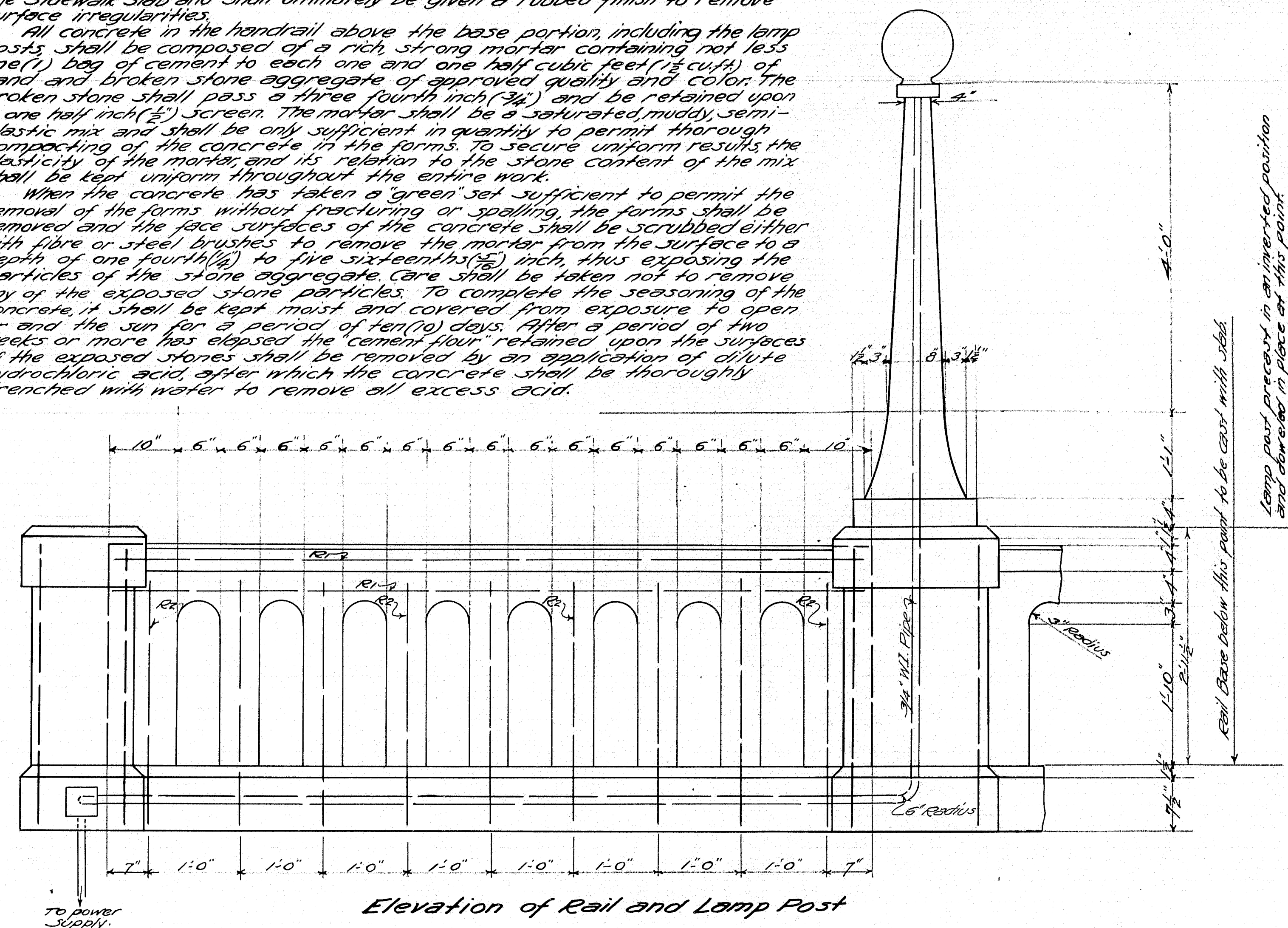
Straight Bars

Mark	Size	No. Bars	Length	Location
G3	3/8"	2	62'-9"	Girder
F3	3/8"	62	21'-10"	Floor Slab
F3	3/8"	36	10'-7"	" "
G6	3/8"	18	45'-0"	" "
F1	3/8"	42	9'-6"	Column
J1	3/4"	6	63'-10"	Bridge Seat
J2	3/4"	21	3'-8"	Column Footings
J3	3/4"	28	2'-8"	" "
F1	3/8"	12	8'-10"	Rail-See Sheet #2
R2	5/8"	60	4'-2"	" "
R3	1"	8	1'-0"	Lamp Post

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
TANNER BROOK BRIDGE
NORWAY, OXFORD COUNTY
SLAB AND SUBSTRUCTURE DETAILS
Scale - as shown March 19, 1921

Each bag of cement in the handrail above the base portion, including the lamp posts, shall be composed of a rich strong mortar containing not less than one (1) bag of cement to each one and one half cubic feet (1 1/2 cu ft.) of sand and broken stone aggregate of approved quality and color. The broken stone shall pass a three fourth inch (3/4") and be retained upon a one half inch (1/2") screen. The mortar shall be a saturated muddy, semi-plastic mix and shall be only sufficient in quantity to permit thorough compacting of the concrete in the forms. To secure uniform results the plasticity of the mortar and its relation to the stone content of the mix shall be kept uniform throughout the entire work.

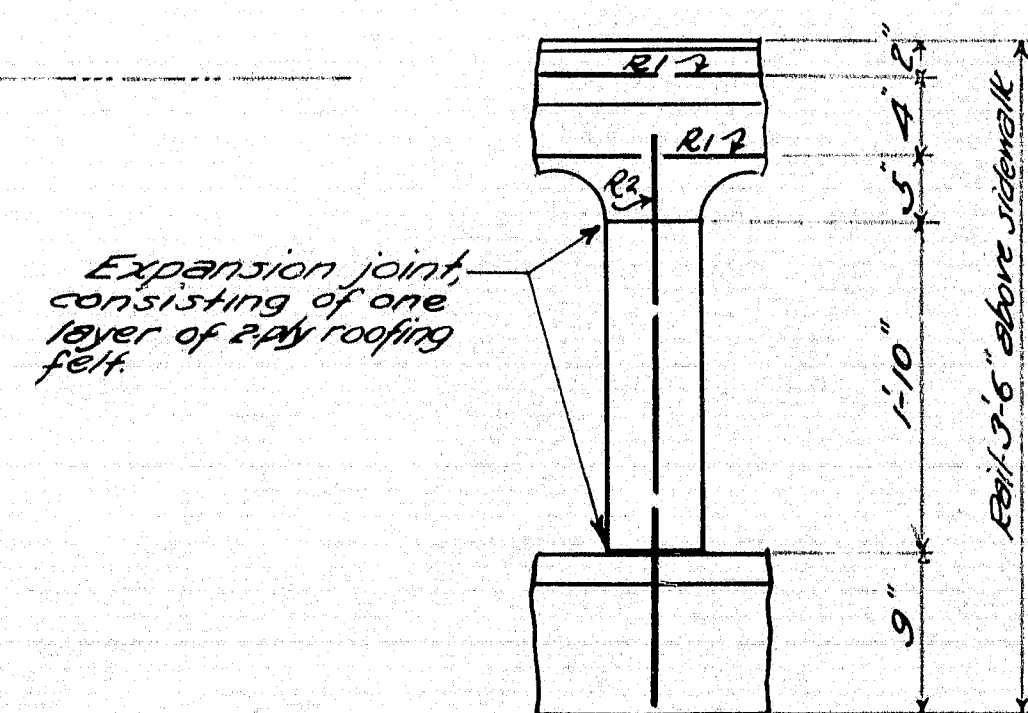
When the concrete has taken a "green" set sufficient to permit the removal of the forms without fracturing or spalling, the forms shall be removed and the face surfaces of the concrete shall be scrubbed either with wire or steel brushes to remove the mortar from the surface to a depth of one-fourth (1/4) to five sixteenths (5/16) inch, thus exposing the particles of the stone aggregate. Care shall be taken not to remove any of the exposed stone particles. To complete the seasoning of the concrete, it shall be kept moist and covered from exposure to open air and the sun for a period of ten (10) days. After a period of two weeks or more has elapsed the cement flour retained upon the surfaces of the exposed stones shall be removed by an application of dilute hydrochloric acid, after which the concrete shall be thoroughly drenched with water to remove all excess acid.



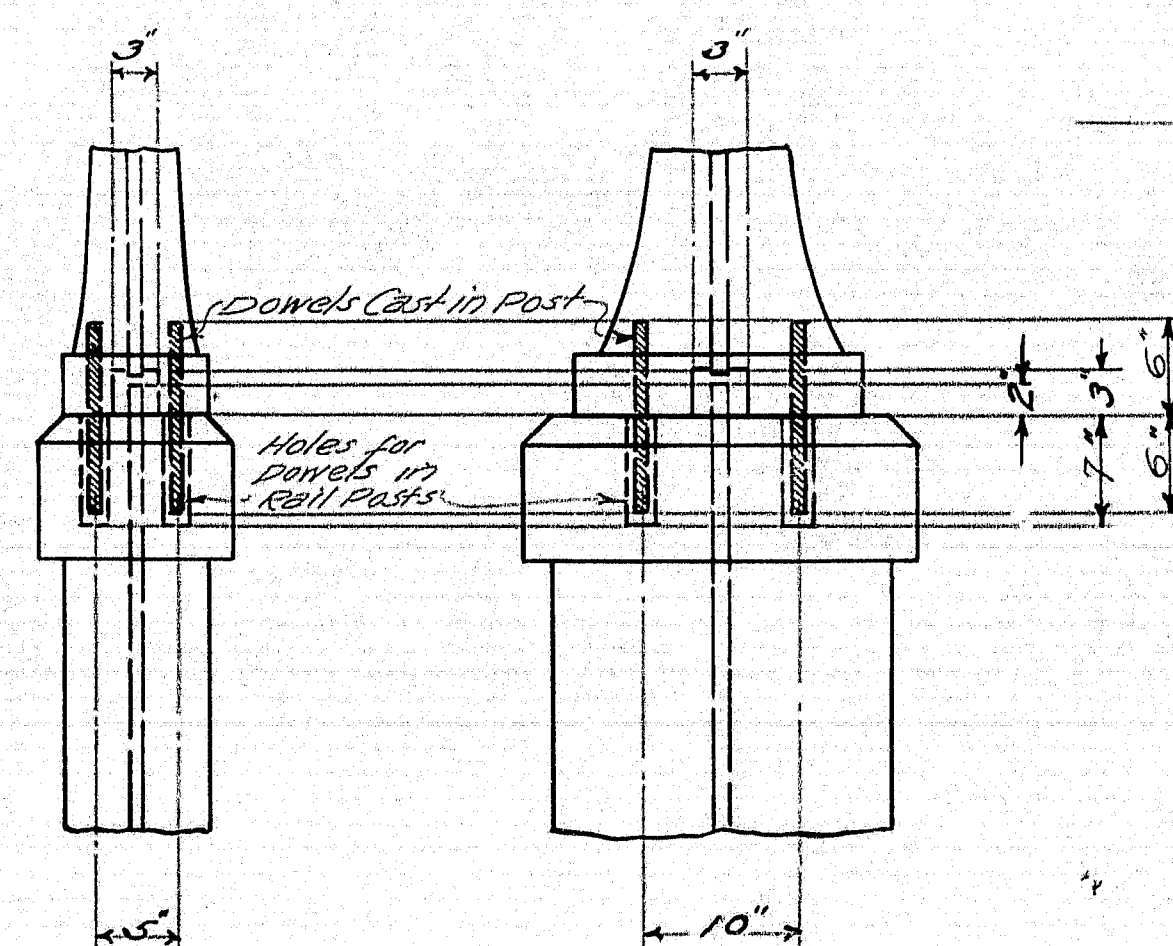
Elevation of Rail and Lamp Post



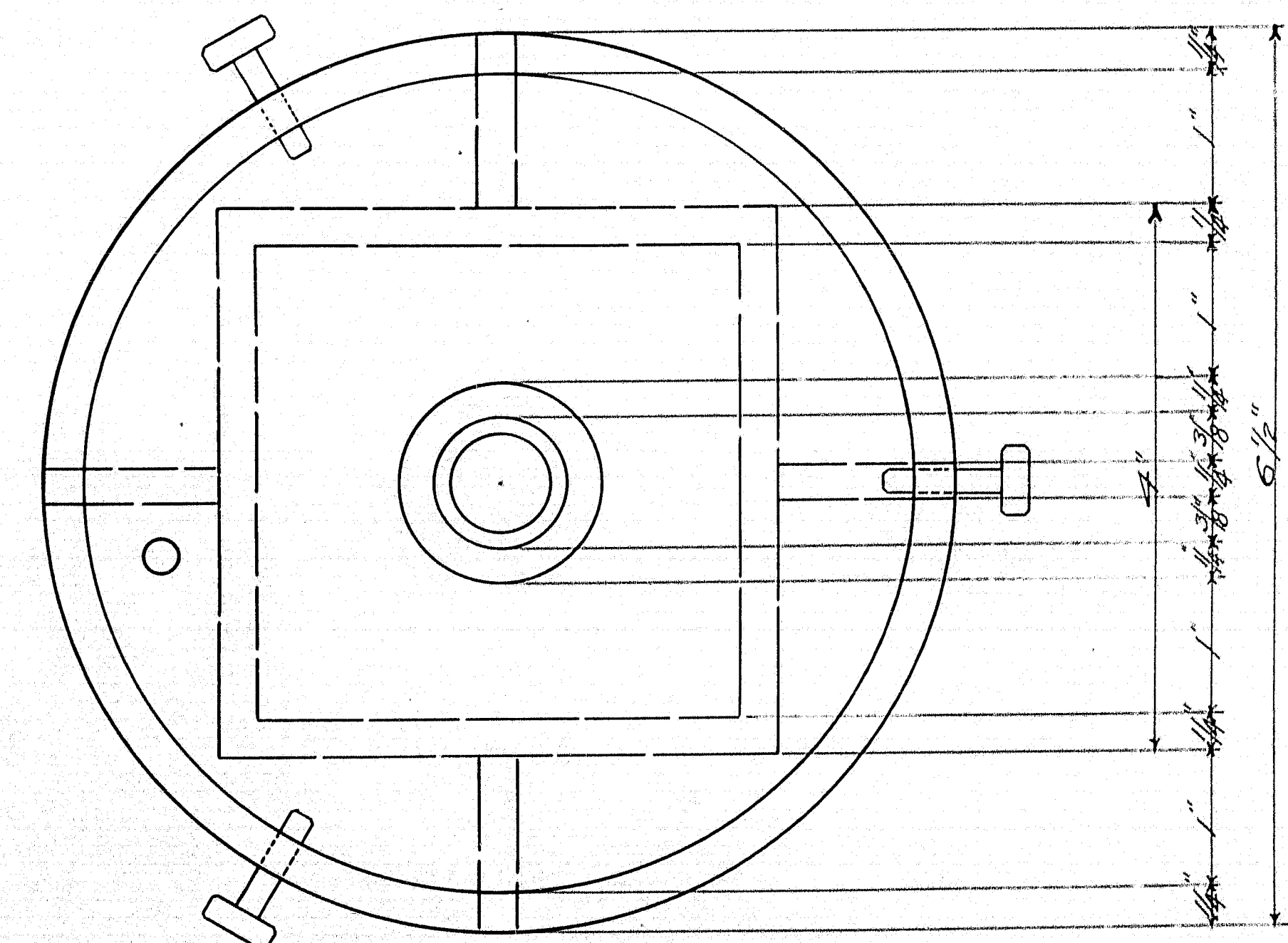
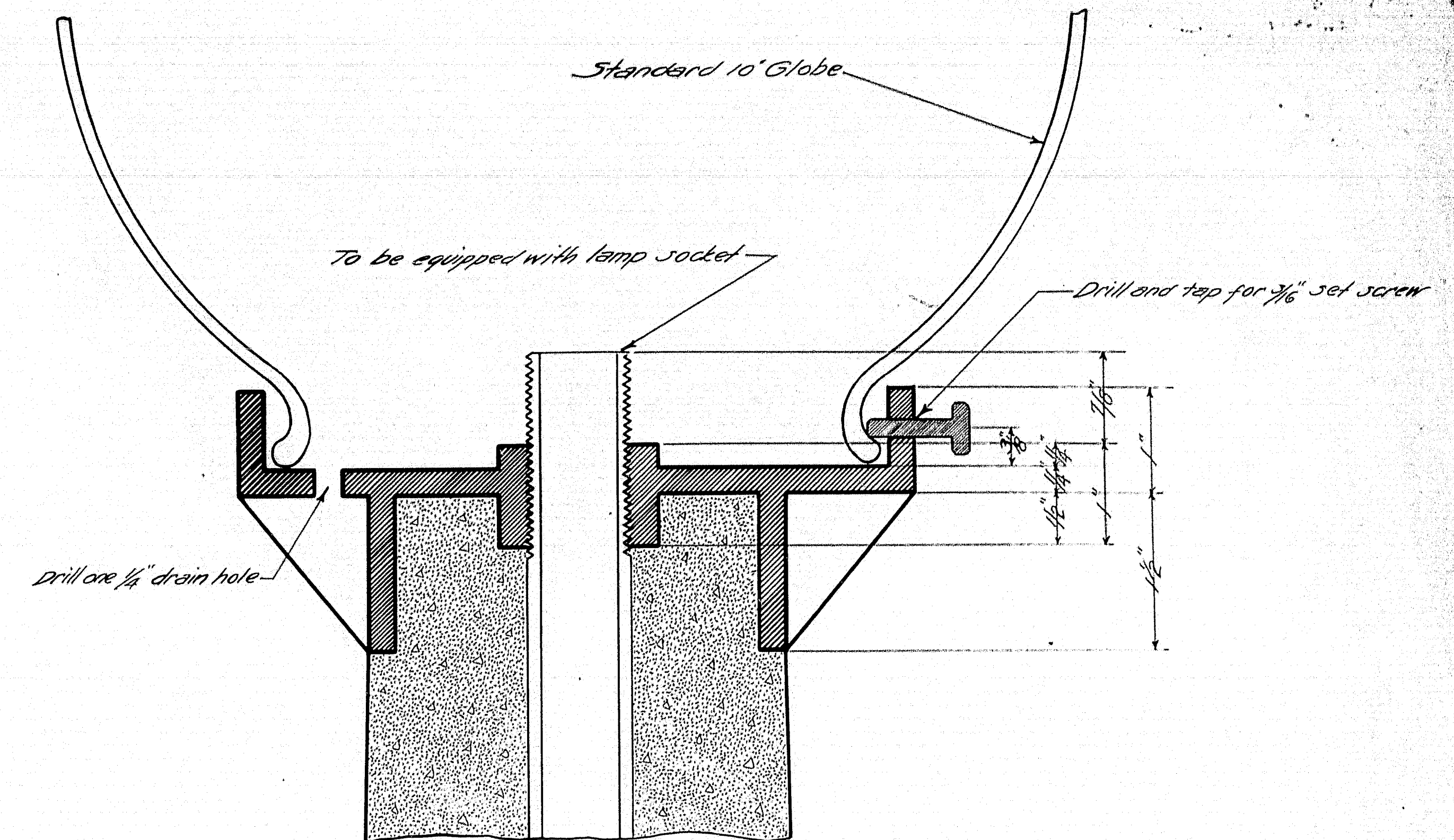
Plan of Lamp Post and Rails



Rail Detail



Detail of Doweled Joint.
Dowels to be 1" ϕ bar.
Dowel hole to be 2" diameter.



Detail of Bronze Lamp Post Cap
Full Size
All edges to be ground smooth

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
TANNERY BROOK BRIDGE
NORWAY, OXFORD COUNTY
RAIL AND LAMP POST DETAIL
Scale - as shown March 29, 1961