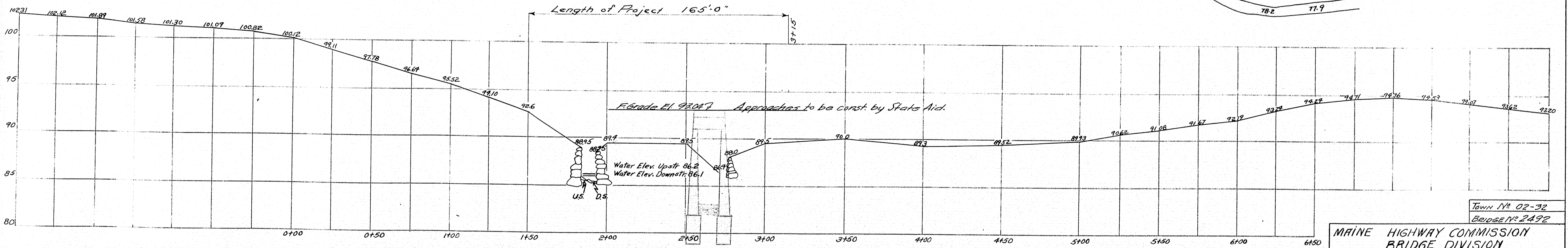


Existing Bridge: Five log stringers with transverse and longitudinal planking in poor condition. Abutments of small field stone poorly laid dry. Abut. No. 1 collapsed and Abut. No. 2 in poor condition. Struts support stringers at mid span.

Existing Culvert: Log stringers with transverse planking under about 2" tarred gravel in poor condition. Abut. No. 3 of large log resting on stone and Abut. No. 4 of small field stone.

Stream: Swift current. Rises and falls rapidly. Practically dry in summer. Ordinary high water reported 10' below stringers. Water at Elev. 88.7. Unusual high water reported as 6" in cellar of Mr. Harland Sherman, water at elev. 90.0. Highwater of May 1, 1923 caused by heavy warm rain taking off unusually deep snow at once, reported as almost over planking water at elev. 90.5. High water of June 1906 (+), caused by heavy rain only, reached elev. 90.5 with 8' waterway at culvert. Snow drifts deeply over stream at existing bridge and pasture is over flowed. To prevent flooding cellar, Mr. Sherman digs way thru drift every spring to make water follow channel.

Foundation: Fine gravel. No penetration.



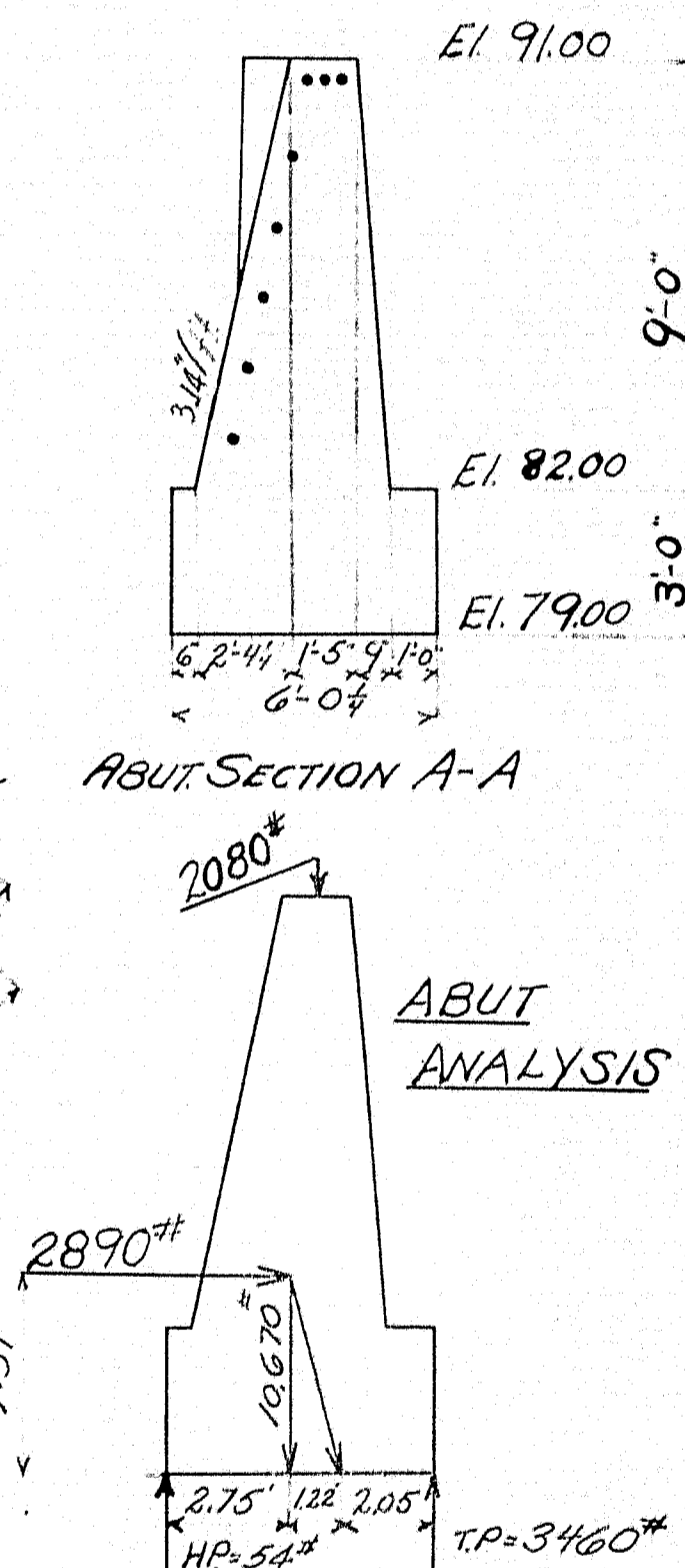
Town No. 02-32
BRIDGE No. 2492

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
MADUSKEAG BRIDGE
over
MADUSKEAG STREAM
IN THE TOWN OF
HODGDON, AROOSTOOK CO.
SURVEY PLAN
SHEET 1 of 2 AUGUSTA MAINE JAN. 5, 1924

Cover the $\frac{1}{2}$ " slot between the curb and wings on the back side with two layers of heavy roofing felt 10" wide. Coat surface of concrete and back side of each layer as applied with hot tar or asphalt. The area to be covered with felt is to be recessed $\frac{1}{4}$ " by nailing thin strips to the forms before the concrete is placed.



CURB AND SLAB TO BE CAST TOGETHER. STEEL FOR POSTS TO BE SET IN CURB. PRECAST RAIL BARS IN LENGTHS OF 5'-2" PLACE RAIL BARS IN POSITION WITH ENDS PROJECTING INTO POST FORMS 2". 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 $\frac{3}{4}$ " THICK. CHAMFER ALL EXPOSED EDGES OF CONCRETE $\frac{1}{2}$ " UNLESS OTHERWISE INDICATED.



| |
|---------------|
| TOWN # 02-32 |
| BRIDGE # 2492 |

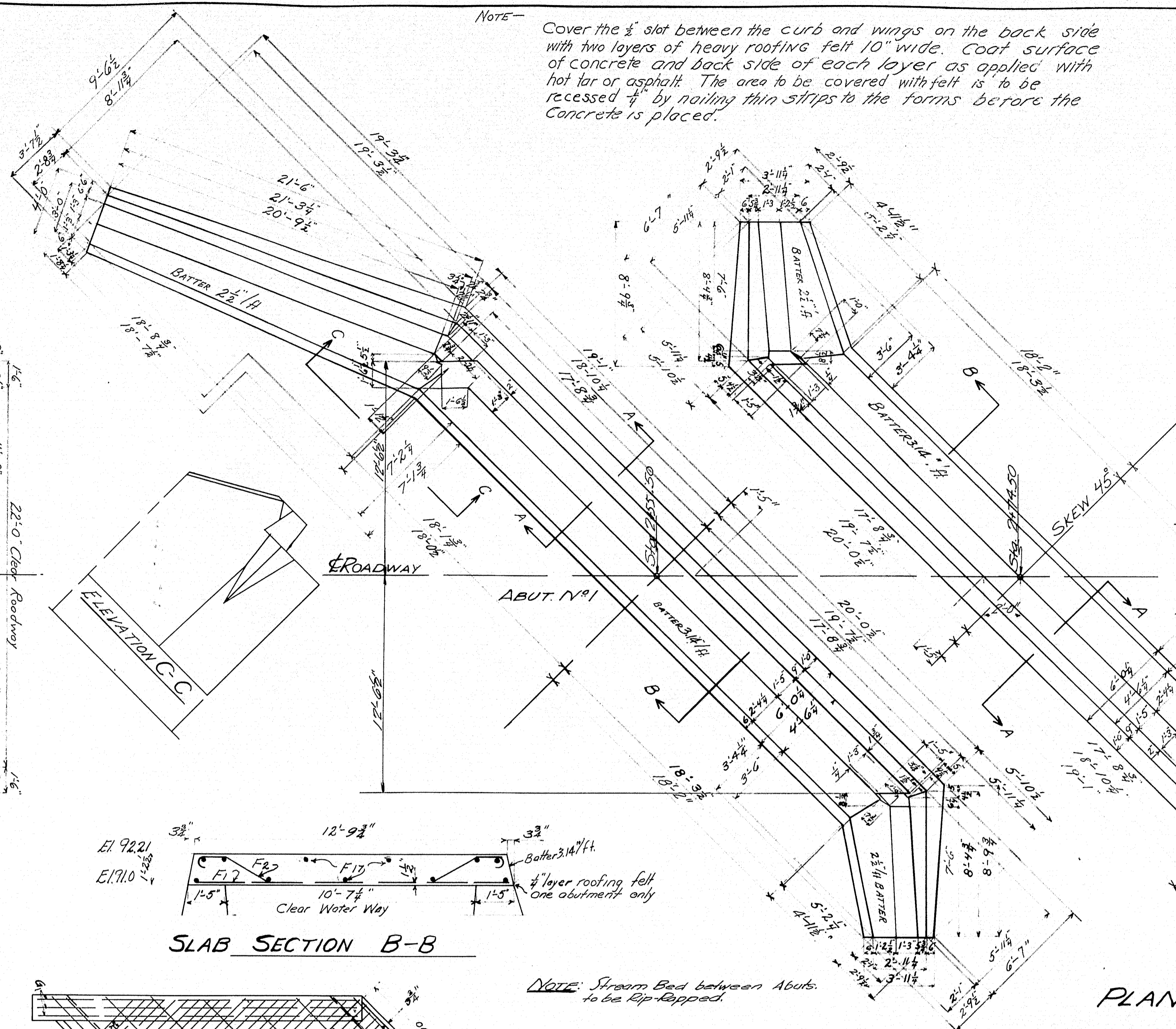
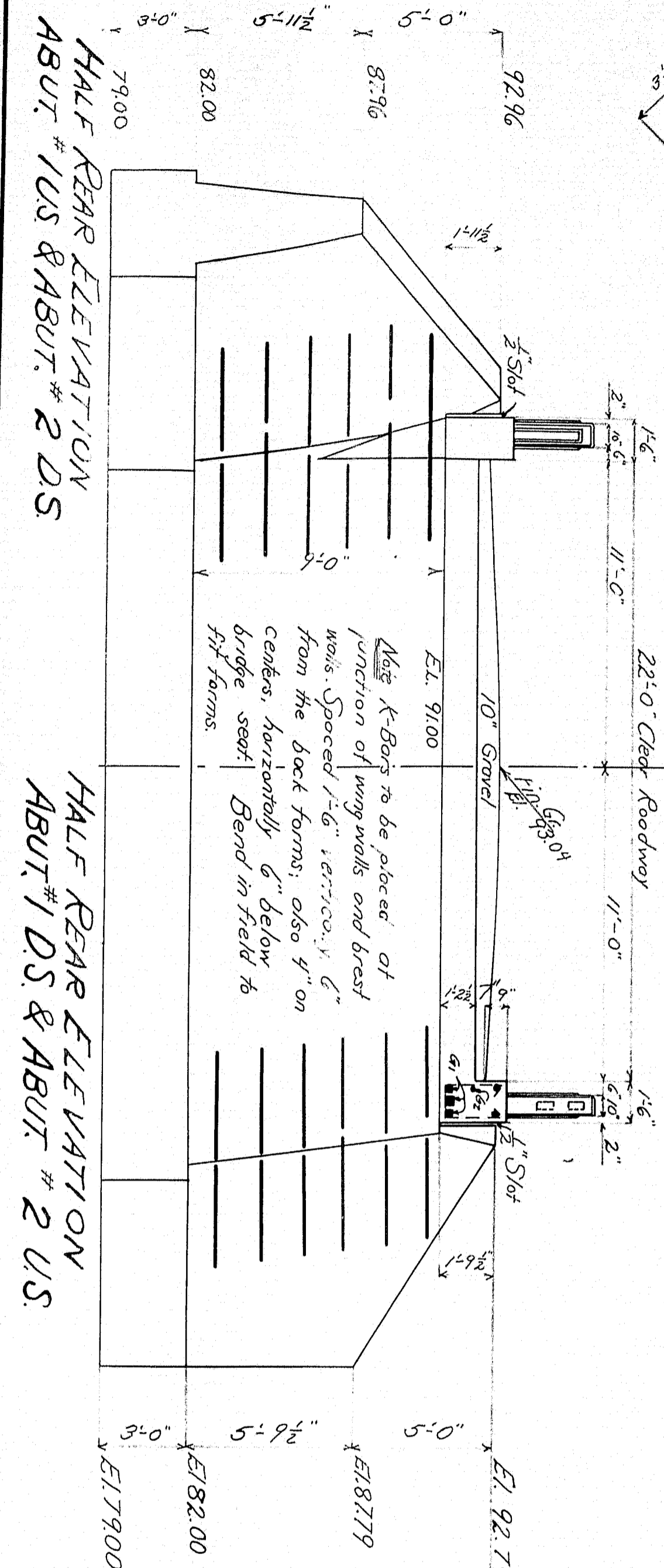
BRIDGE "2972"
MAINE HIGHWAY COMMISSION
BRIDGE OFFICE
MADUSKEAG BRIDGE
OVER
MADUSKEAG RIVER
IN THE TOWN OF
HODGDON - ARROOSTOOK Co.
BRIDGE DETAILS

Sheet 2 of 2 Augusta, Me. Feb. 3, 1932.

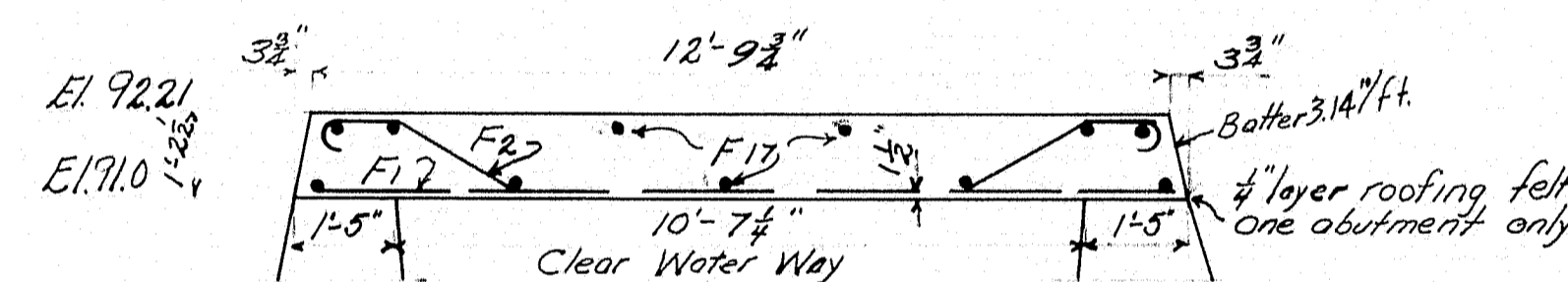
15-4

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15-48

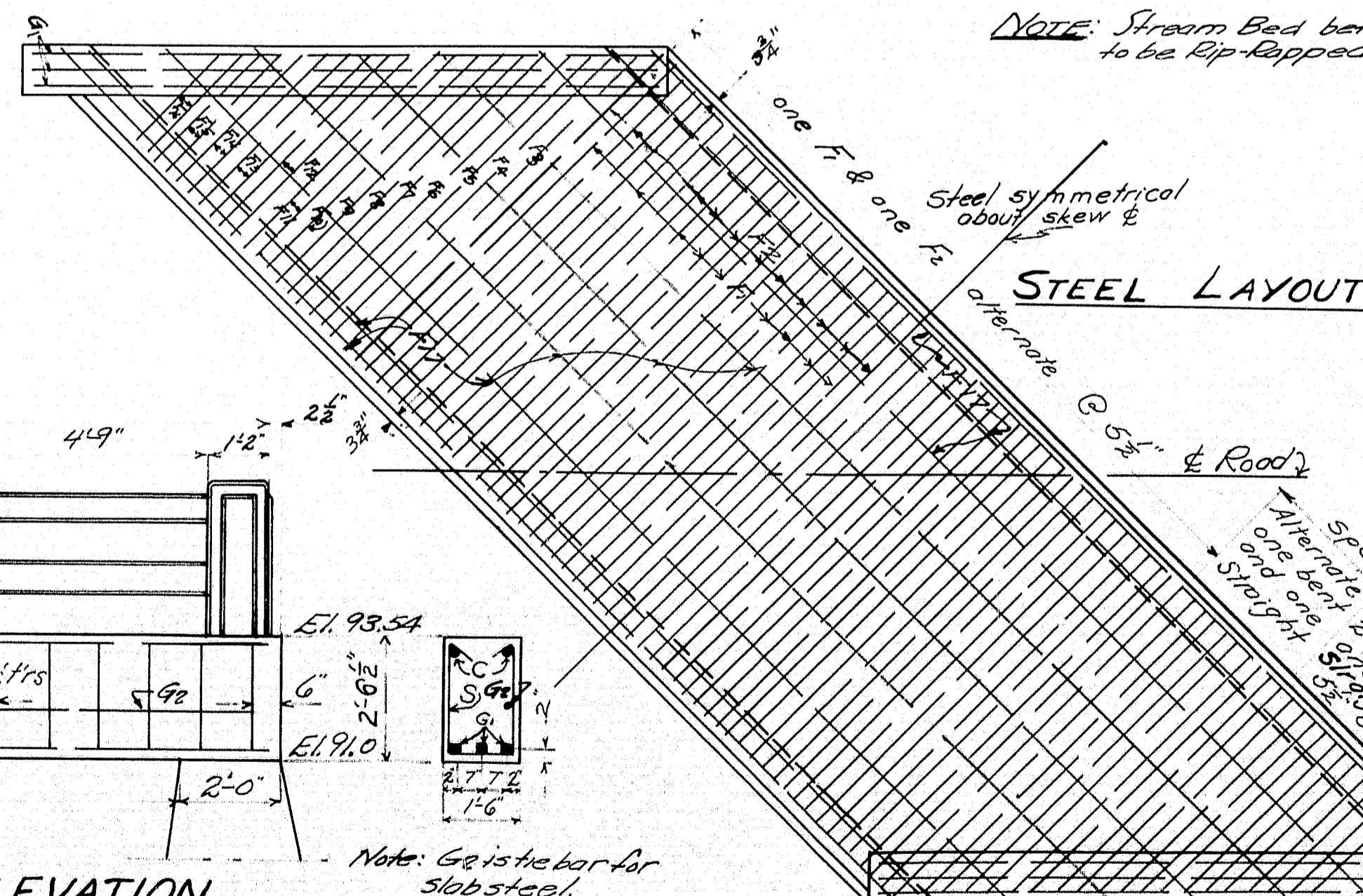


PLAN

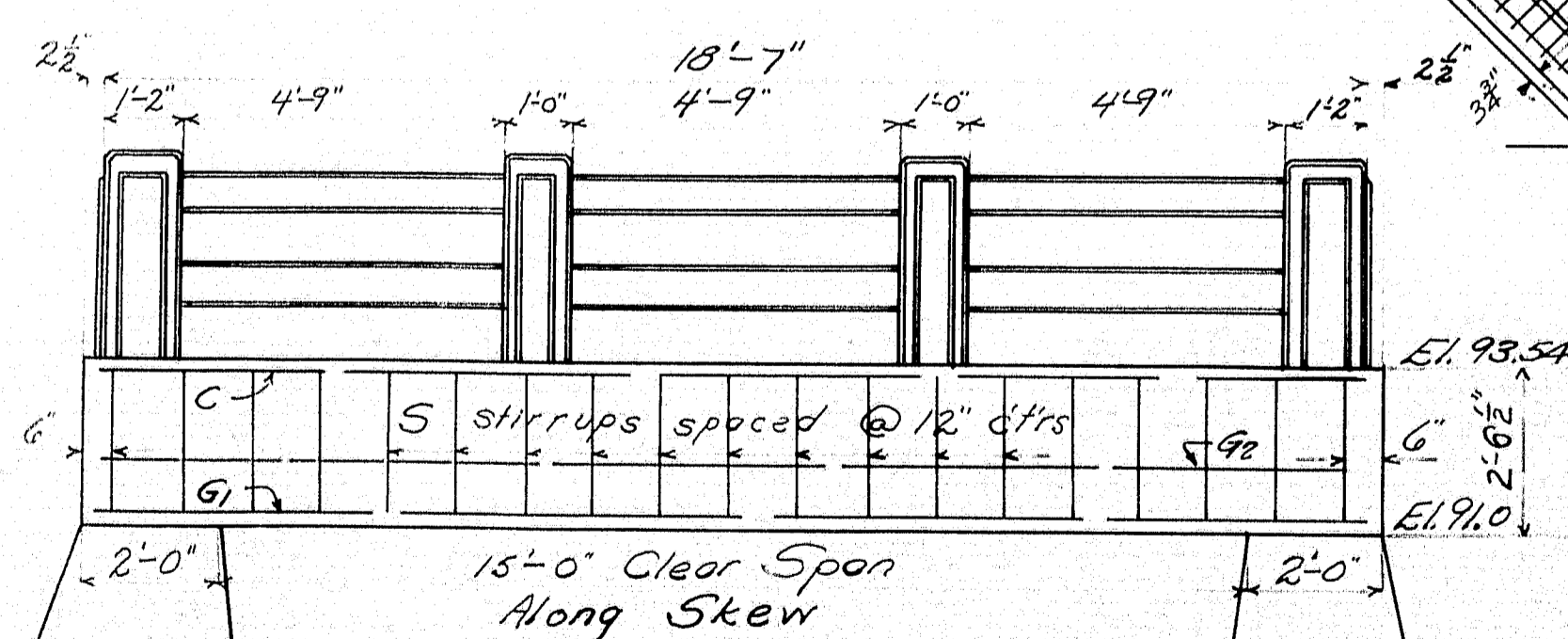


SLAB SECTION B-B

NOTE: Stream Bed between Abuts.
to be Rip-Rapped.



STEEL LAYOUT



LONGITUDINAL. CURB ELEVATION

Note: G is tie bar for slab steel.

STEEL SCHEDULE

BENT BARS

STRAIGHT BARS

| MK | SIZE | No. Req'd | Total Length | Location |
|-----|----------|-----------|--------------|----------|
| F2 | 3/4" φ | 24 | 13'-1 1/2" | Slab |
| F3 | " | 2 | 12'-7 1/2" | |
| F5 | " | 2 | 11'-8 1/2" | |
| F7 | " | 2 | 10'-9" | |
| F9 | " | 2 | 9'-10" | |
| F11 | " | 6 | 8'-5 1/4" | A/bn. |
| F12 | " | 6 | 7'-6 1/4" | |
| F13 | " | 6 | 6'-7 1/4" | |
| F14 | " | 6 | 5'-8 1/4" | |
| F15 | " | 6 | 4'-9 1/4" | |
| F16 | " | 6 | 3'-10 1/2" | Posts |
| K | " | 32 | 8'-0" | |
| P | " | 32 | 9'-0" | |
| C | 1 1/2" φ | 4 | 13'-8" | |
| R | 5/8" φ | 24 | 5'-0" | |
| G1 | 1" φ | 6 | 18'-8" | Curbs |
| G2 | 1 1/2" φ | 11 | 34'-11" | Curbs |
| F7 | 1 1/2" φ | 2 | 17'-8" | Slab |
| F12 | 1 1/2" φ | 2 | 17'-8" | Curbs |

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