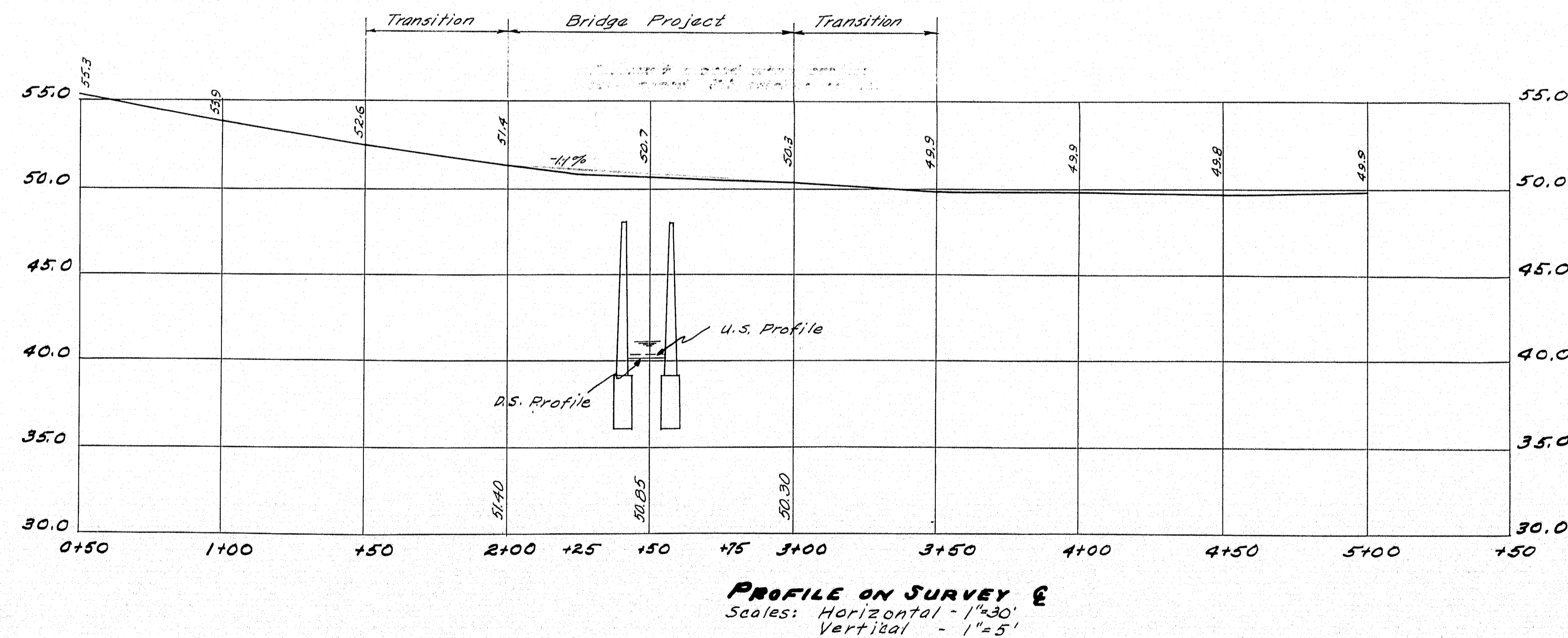


**RIP-RAP NOTE:**  
Place hand laid rip-rap on  $1\frac{1}{2}:1$  slope; thickness normal to slope to be 2 ft at top and 3 ft. at bottom. Payment for the excavation necessary for placing rip-rap will be made under the item for "Structural Earth Excavation, Abutments and Retaining Walls".

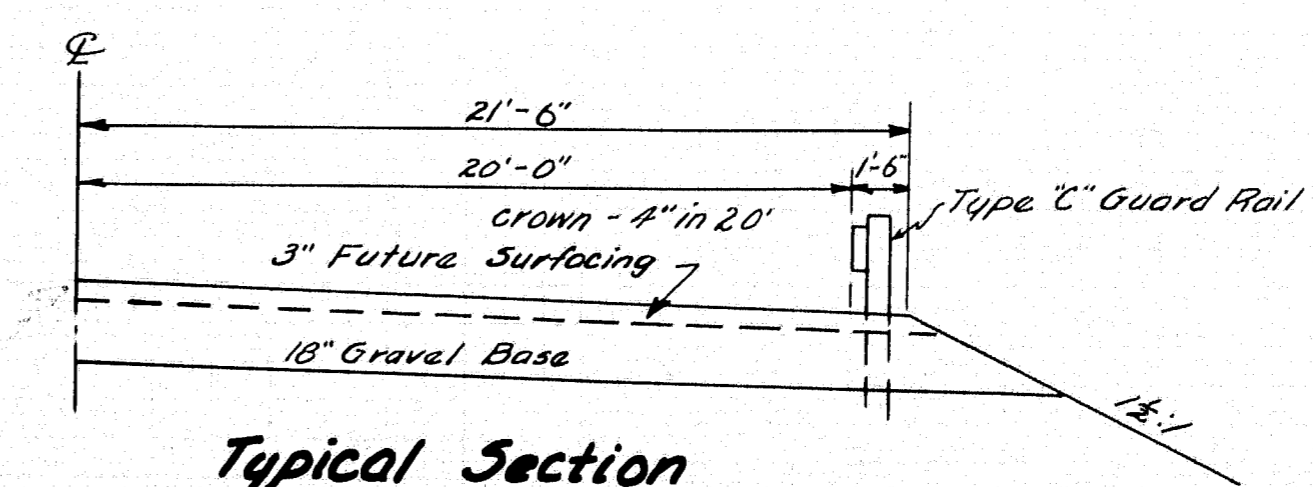
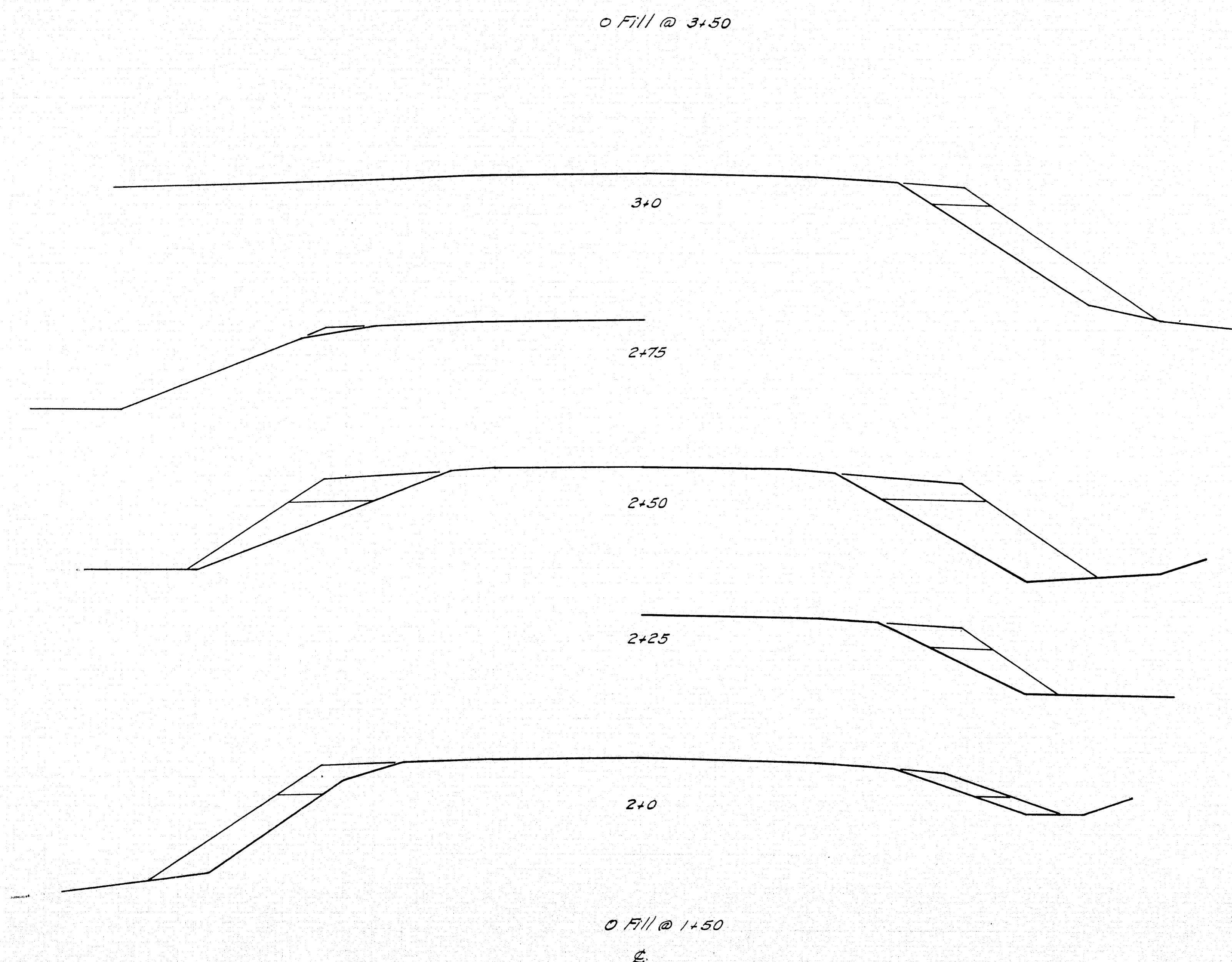
**PLAN**  
Scale: 1" = 30'

**NOTES:**  
EXISTING SUPERSTRUCTURE: Concrete slab and concrete rail recently repaired.  
EXISTING SUBSTRUCTURE: Mass concrete abutments recently repaired.  
STREAM: Present bridge takes care of water.  
FOUNDATION: Sounding 35' right of sta. 2+75; Rod penetrated 3.5' below water. No ledge.  
APPROACHES: Improved in 1953.



|                                       |               |
|---------------------------------------|---------------|
| SURVEY - BLAKE                        | BRIDGE - 2492 |
| PLOT & TRACE - LANGFORD               |               |
| STATE HIGHWAY COMMISSION              |               |
| BRIDGE DIVISION                       |               |
| MADUSKEAG BRIDGE                      |               |
| OVER                                  |               |
| MADUSKEAG STREAM                      |               |
| IN THE TOWN OF                        |               |
| HODGDON                               |               |
| AROOSTOOK COUNTY                      |               |
| SURVEY                                |               |
| SHEET 1 OF 4 AUGUSTA, MAINE JULY 1954 |               |

64-194



**Typical Section**

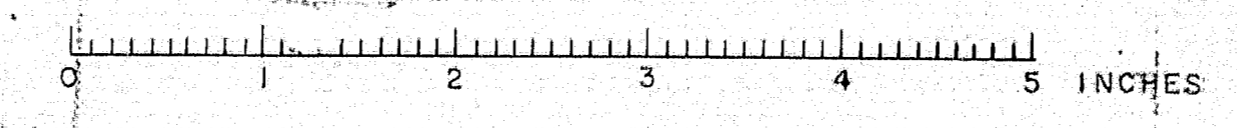
Do not remove existing base or surfacing except as necessary in widening structure.

Widen approaches as indicated placing gravel base and erecting guard rail.

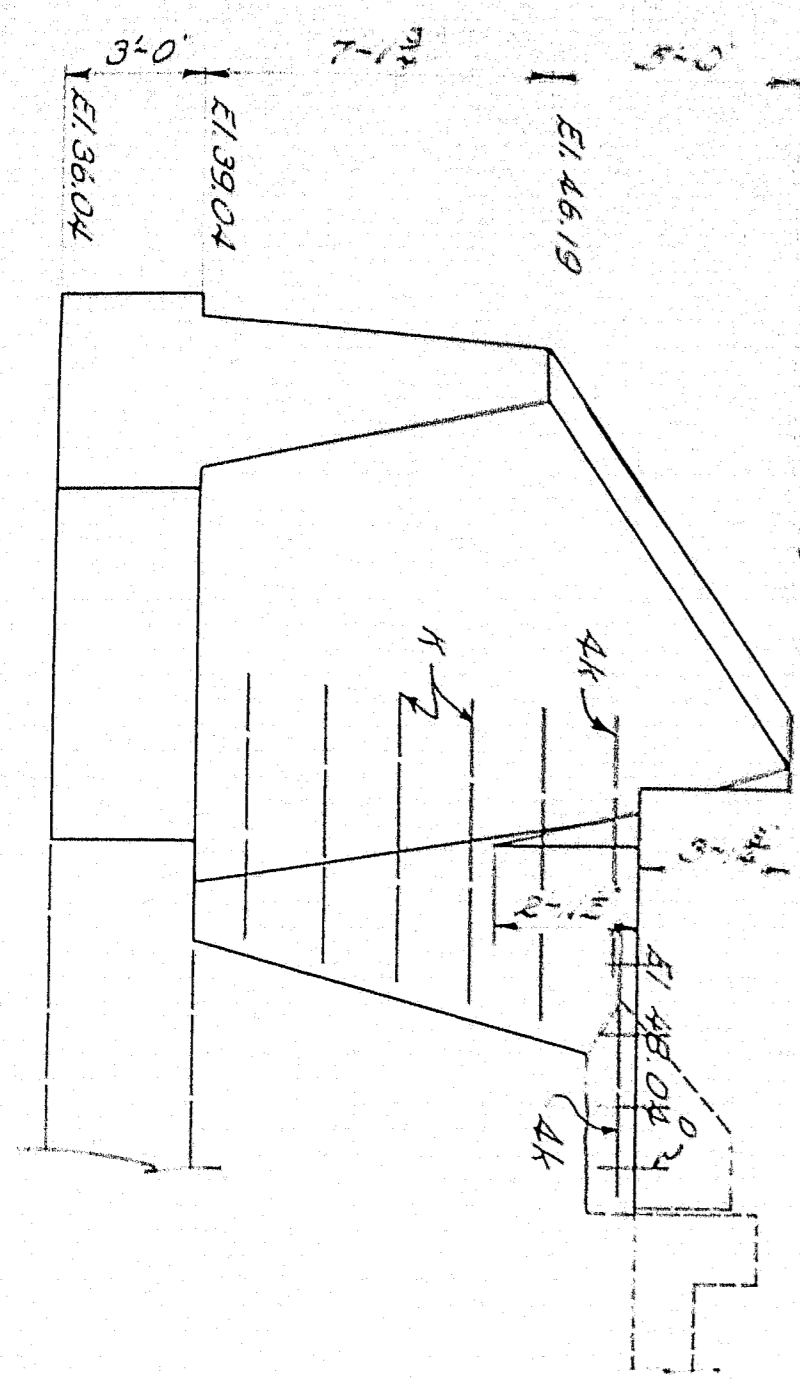
Payment for excavation necessary for placing gravel base will be made under the item "Structural Earth Excavation, Abutments and Retaining Walls."

|   |                          |
|---|--------------------------|
| PLOT - ALLEN<br>CHECK - C.B.S.  | BRIDGE - 2492            |
| STATE HIGHWAY COMMISSION<br>BRIDGE DIVISION   |                          |
| MADUSKEAG BRIDGE<br>OVER<br>MADUSKEAG STREAM<br>IN THE TOWN OF<br>HODGDON<br>AROOSTOOK COUNTY |                          |
| CROSS-SECTIONS  |                          |
| SHEET 2 OF 4  | AUGUSTA, MAINE NOV. 1954 |

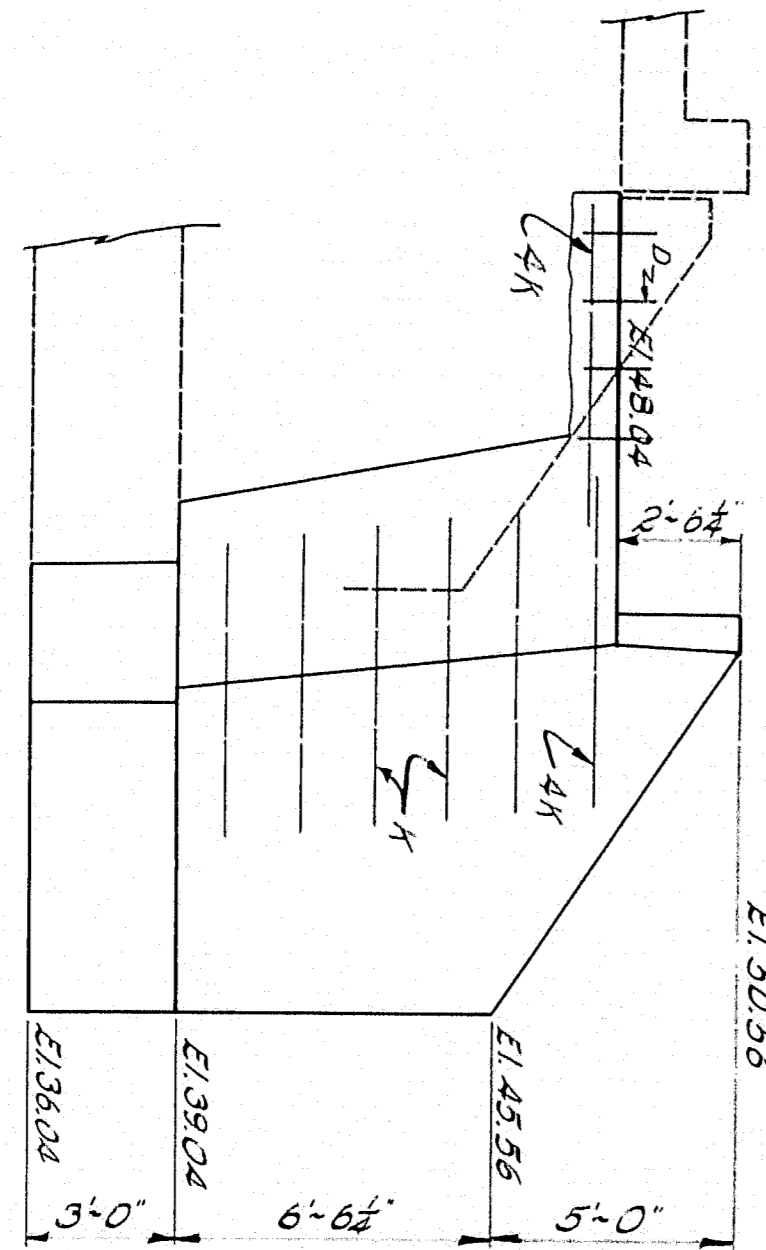
64-195



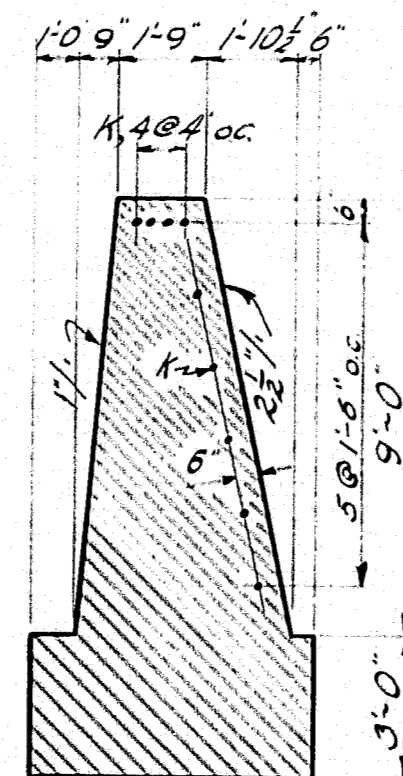
REAR ELEV. ABUT. 1 U.S.



REAR ELEV. ABUT. 1 D.S.



NOTE: See Sh. #4 for covering 6" slots between curbs and parapets.

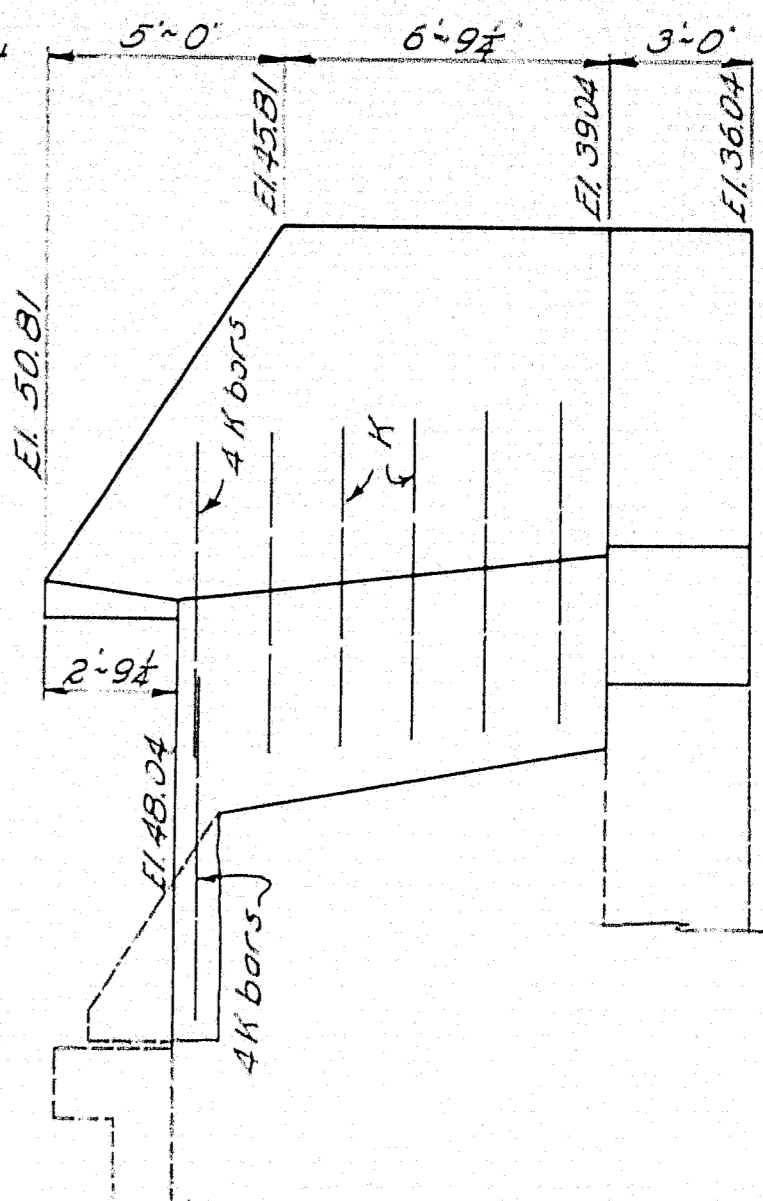


Fill the spaces between the existing wings and the new abutments with gravel base. Beyond these points build French Drains to the ends of the wings with the bottom of the drain sloped down toward the end of the wing.  
Set Dowels, at about 2 ft. centers horizontally and vertically, in all faces of the existing abutments that will be in contact with new concrete.

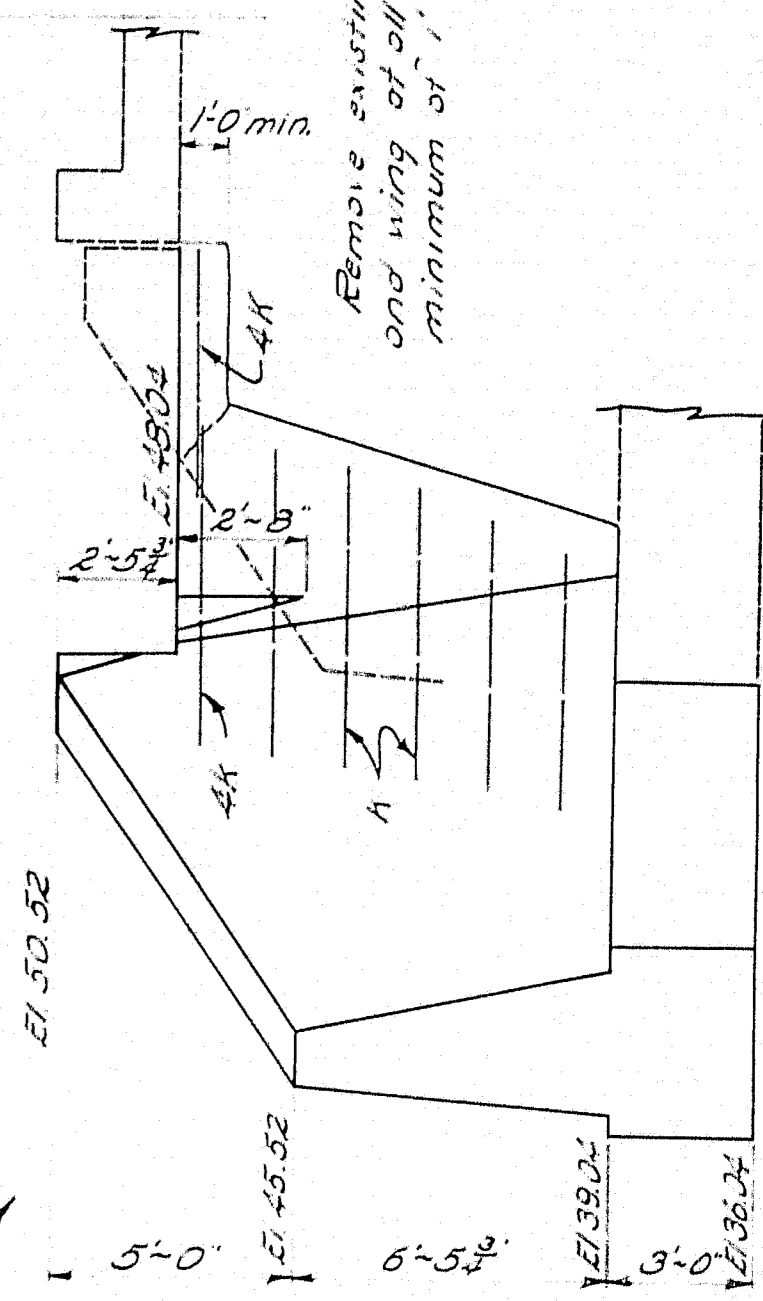
Place 4 bars at the junction of wings and breast wall 6" from back forms spaced at 1'-6" vertically, also at 4" centers horizontally 6" below bridge seat elevation. Place 4 additional bars at the latter location so that they extend into the capped portion of the bridge seat.

Roadway Construction & 7

REAR ELEV. ABUT. 2 U.S.

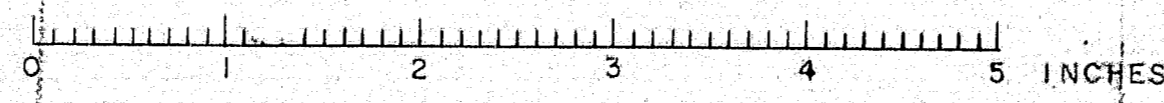


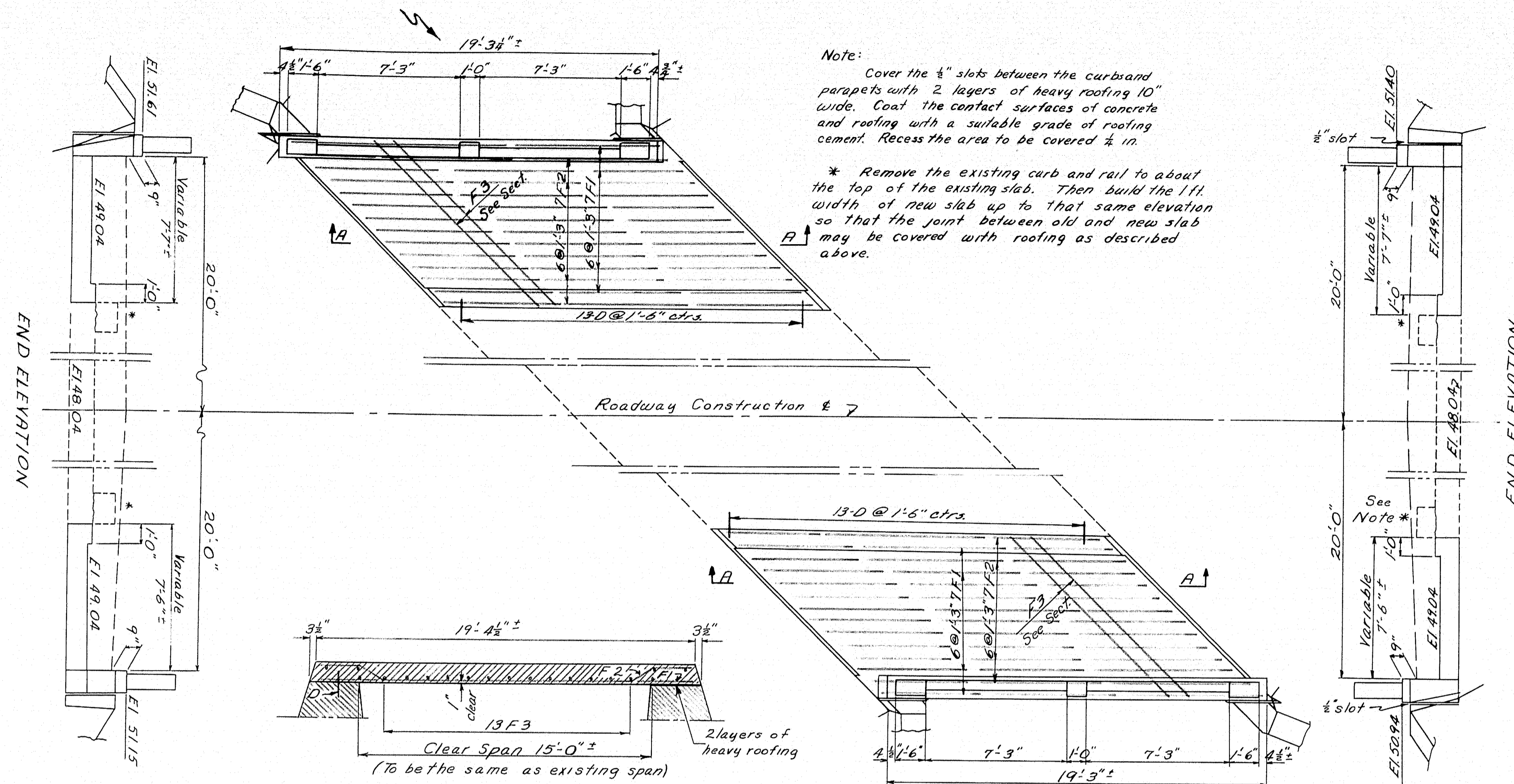
REAR ELEV. ABUT. 2 D.S.



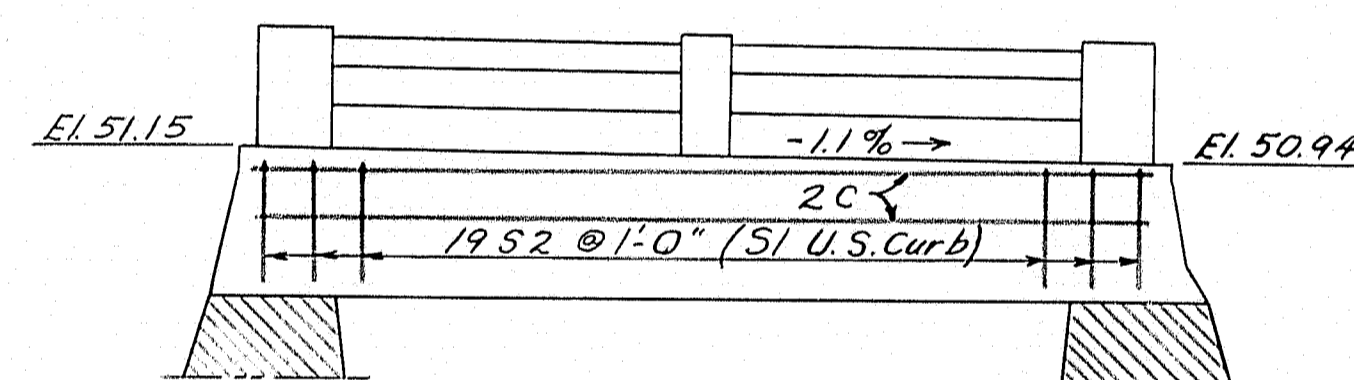
Remove existing parapet and wing at all 4 wings to a minimum of 1' below Br. Seat

|   |                          |
|---|--------------------------|
| DESIGN - ALLEN<br>TRACE - BAILEY<br>CHECK - 223   | BRIDGE - 2492            |
| STATE HIGHWAY COMMISSION<br>BRIDGE DIVISION   |                          |
| MADUSKEAG BRIDGE<br>OVER<br>MADUSKEAG STREAM<br>IN THE TOWN OF<br>HODGDON<br>AROSTOOK COUNTY<br>ABUTMENTS |                          |
| SHEET 3 OF 4  | AUGUSTA, MAINE NOV. 1954 |

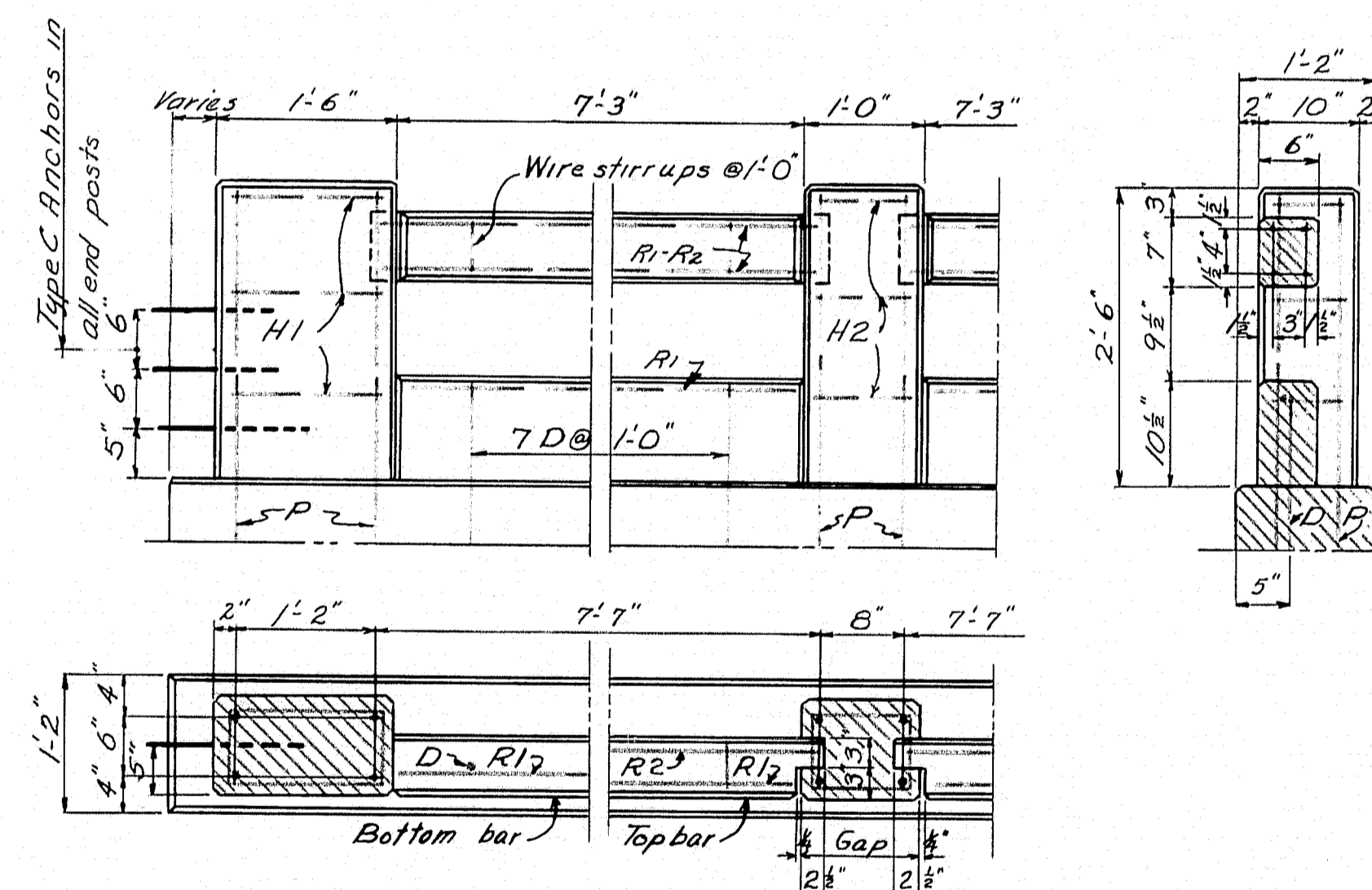




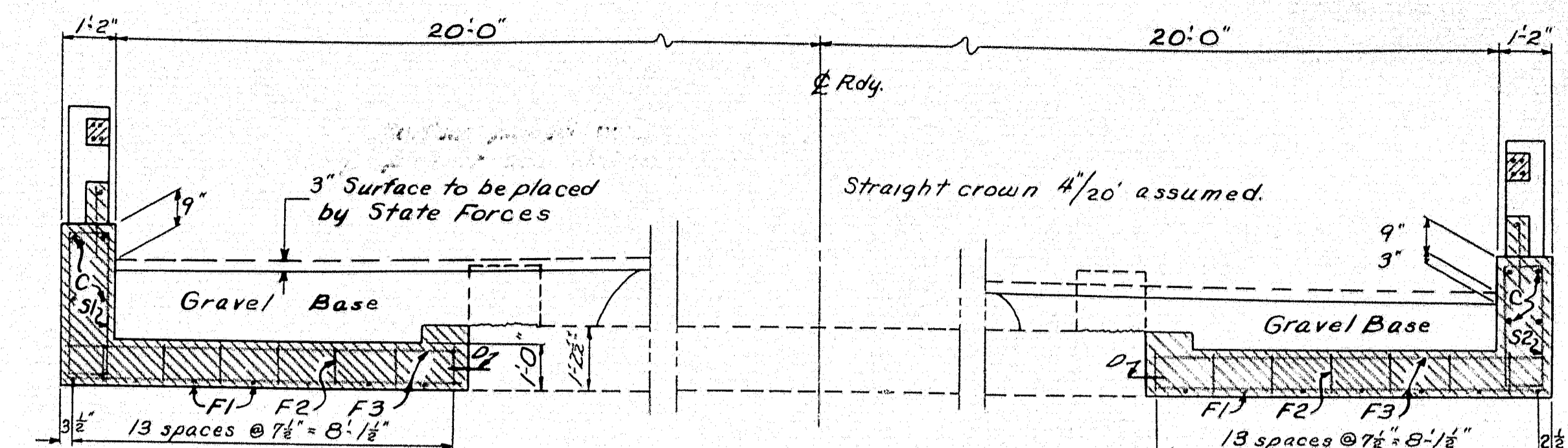
SECTION A-A



ELEVATION D.S. CURB



RAIL DETAIL



| REINFORCING STEEL |      |     |        |           |
|-------------------|------|-----|--------|-----------|
| MARK              | SIZE | NO. | LENGTH | REMARKS   |
| F2                | #9   | 14  | 19'-7" | Slab      |
| P                 | #6   | 12  | 7'-3"  | Posts     |
| S1                | #4   | 19  | 8'-2"  | U.S. Curb |
| S2                | #4   | 19  | 7'-0"  | D.S. Curb |
| H1                | #3   | 12  | 4'-1"  | End Posts |
| H2                | #3   | 6   | 3'-1"  | Int Posts |

| STRAIGHT BARS |      |     |        |                    |
|---------------|------|-----|--------|--------------------|
| MARK          | SIZE | NO. | LENGTH | REMARKS            |
| F1            | #9   | 14  | 19'-6" | Slab               |
| K             | #6   | 52  | 8'-0"  | Abut-Wings         |
| D             | #6   | 150 | 1'-6"  | Dowels-Abut-8 Rail |
| F3            | #5   | 38  | 11'-6" | Slab               |
| C             | #4   | 8   | 19'-0" | Curbs              |
| R1            | #4   | 12  | 7'-0"  | Rail bars          |
| R2            | #4   | 8   | 7'-7"  | " "                |

Dimensions are to  $\frac{1}{2}$  of bars.  
 Payment for drilling and setting  
 dowels shall be included in the contract  
 unit price for "Reinforcing Steel,  
 placing".

CONCRETE CLASSIFICATION  
 Slab - Class A  
 Abutments - Class B  
 Rail - Class Y

|   |                          |
|---|--------------------------|
| DESIGN - ALLEN<br>TRACE - KETNER<br>CHECK - <i>[Signature]</i>  | BRIDGE - 2492            |
| STATE HIGHWAY COMMISSION<br>BRIDGE DIVISION   |                          |
| MADUSKEAG BRIDGE<br>OVER<br>MADUSKEAG STREAM<br>IN THE TOWN OF<br>HODGDON<br>AROOSTOOK COUNTY<br>SUPERSTRUCTURE |                          |
| SHEET 4 OF 4  | AUGUSTA, MAINE NOV. 1954 |