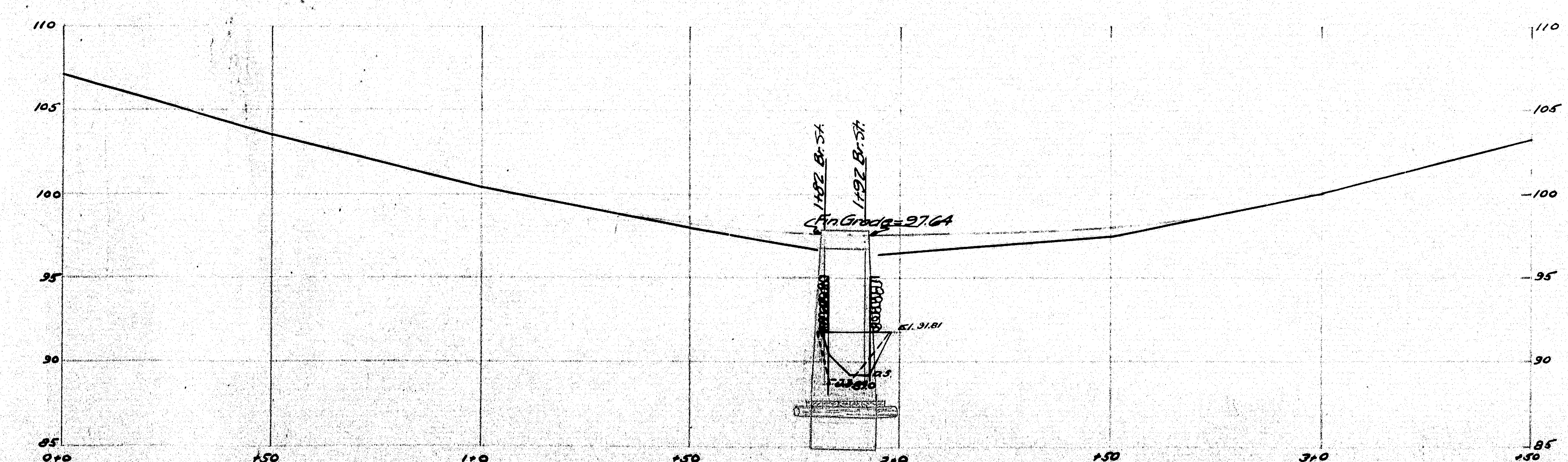
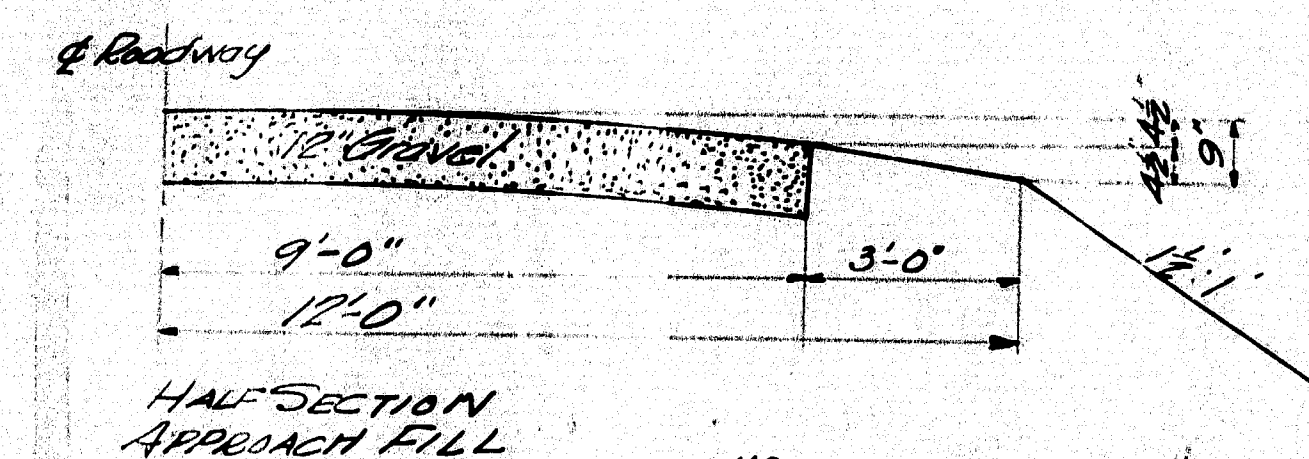


PLAN
SCALE - 1" = 20'



PROFILE
HOR. - 1" = 20'
SCALE
VER. - 1" = 5'

NOTES

TRAFFIC:- Temporary bridge better located downstream.

EXISTING SUPERSTRUCTURE:- Seven 8x10 stringers, resting on timber bridge seat with 3" transverse planking in fair condition.

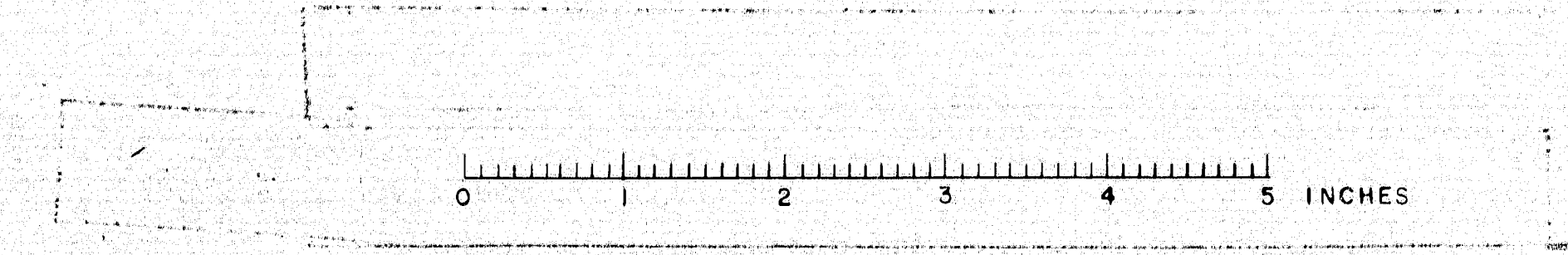
EXISTING SUBSTRUCTURE:- Abutments of field stone, 25% large and 25% small, poorly laid dry and in bad condition.

STREAM:- Stagnant swamp-water. Present level low stage. High water marks check reported ordinary high water at El. 94.2. Extreme high water previous to 1896 reported to have been about 3.0 over present planking, El. 93.4.

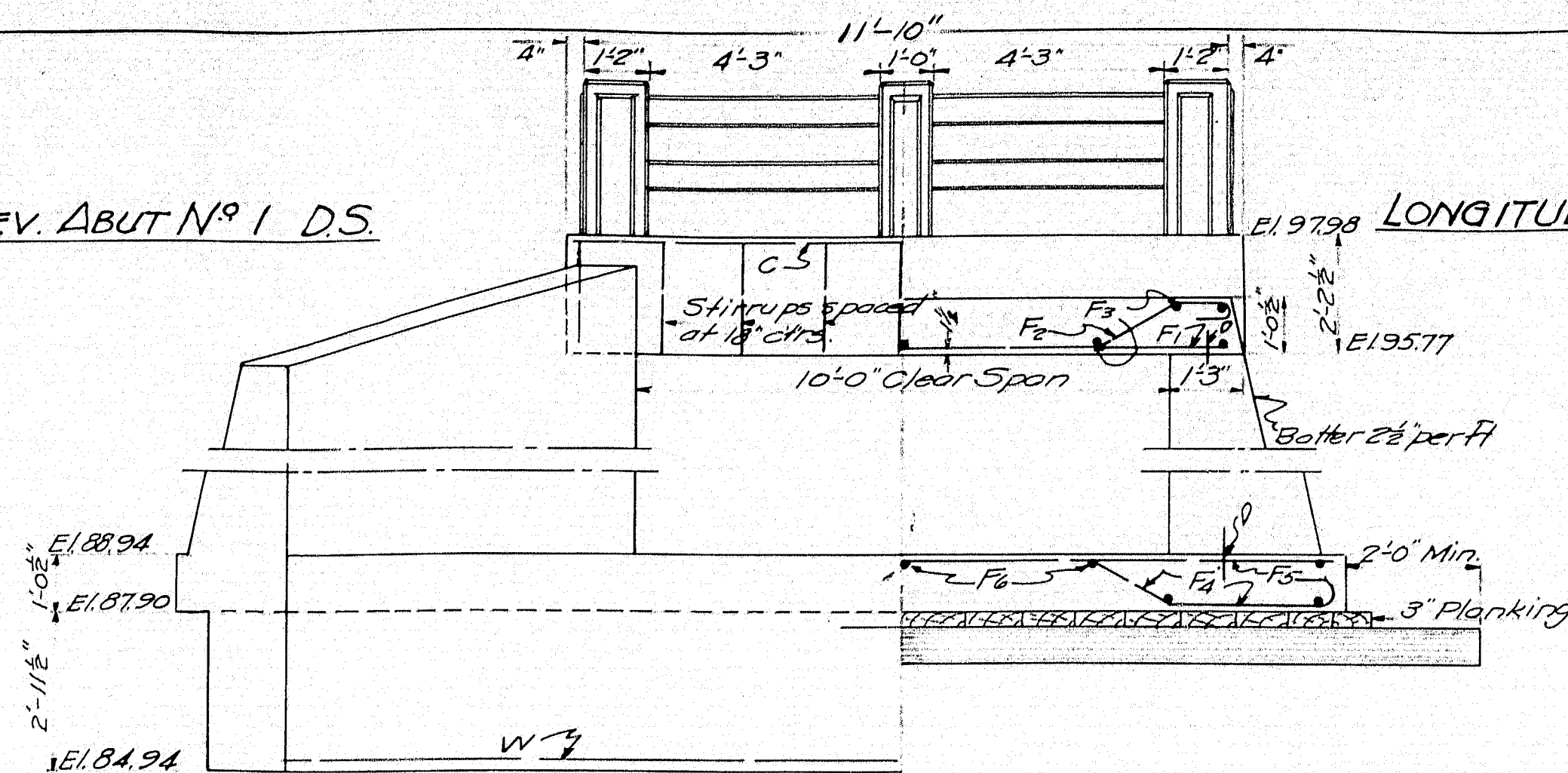
FOUNDATION:- Fine sand and fine gravel loosely compacted. Sounding rod driven with sledge to refusal at 10' below water level.

ROAD:- State Aid road built except for 4" gravel surfacing. Unimproved road extends from Sta. 1+25 to Sta. 2+50.

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
MEADOW BROOK BRIDGE
OVER
DEER MEADOW BROOK
IN THE TOWN OF
NEWCASTLE, LINCOLN CO.
SURVEY PLAN
SHEET 1 of 2 AUGUSTA, ME. AUGUST 23, 1930

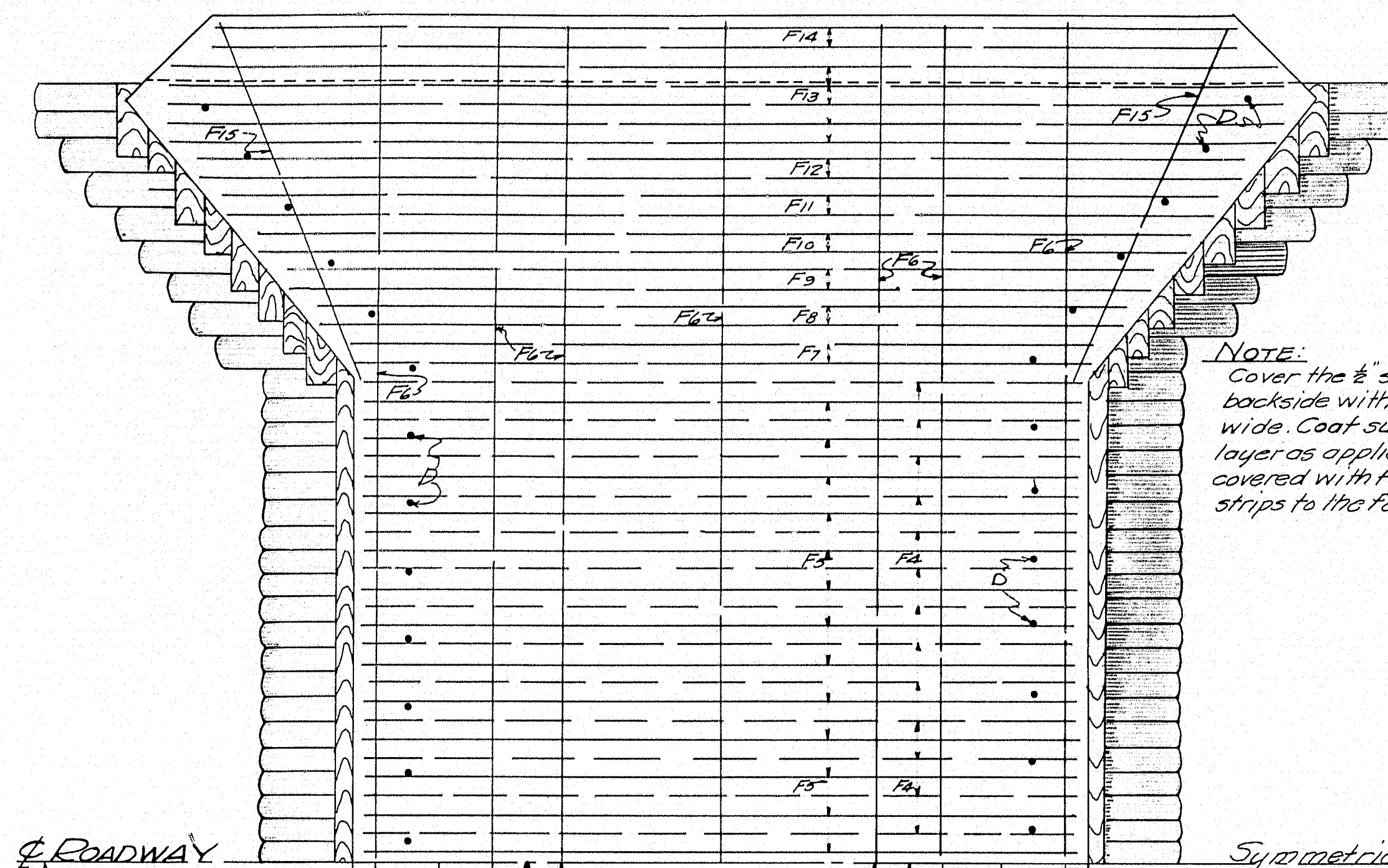


SIDE ELEV. ABUT N^o 1 D.S.



LONGITUDINAL SECTION SLAB

NOTE:
Logs shall be sound, peeled, and not less than 8" diameter at the tip. They shall be laid closely, tip to butt. Planking shall be fastened to logs with 7" spikes.

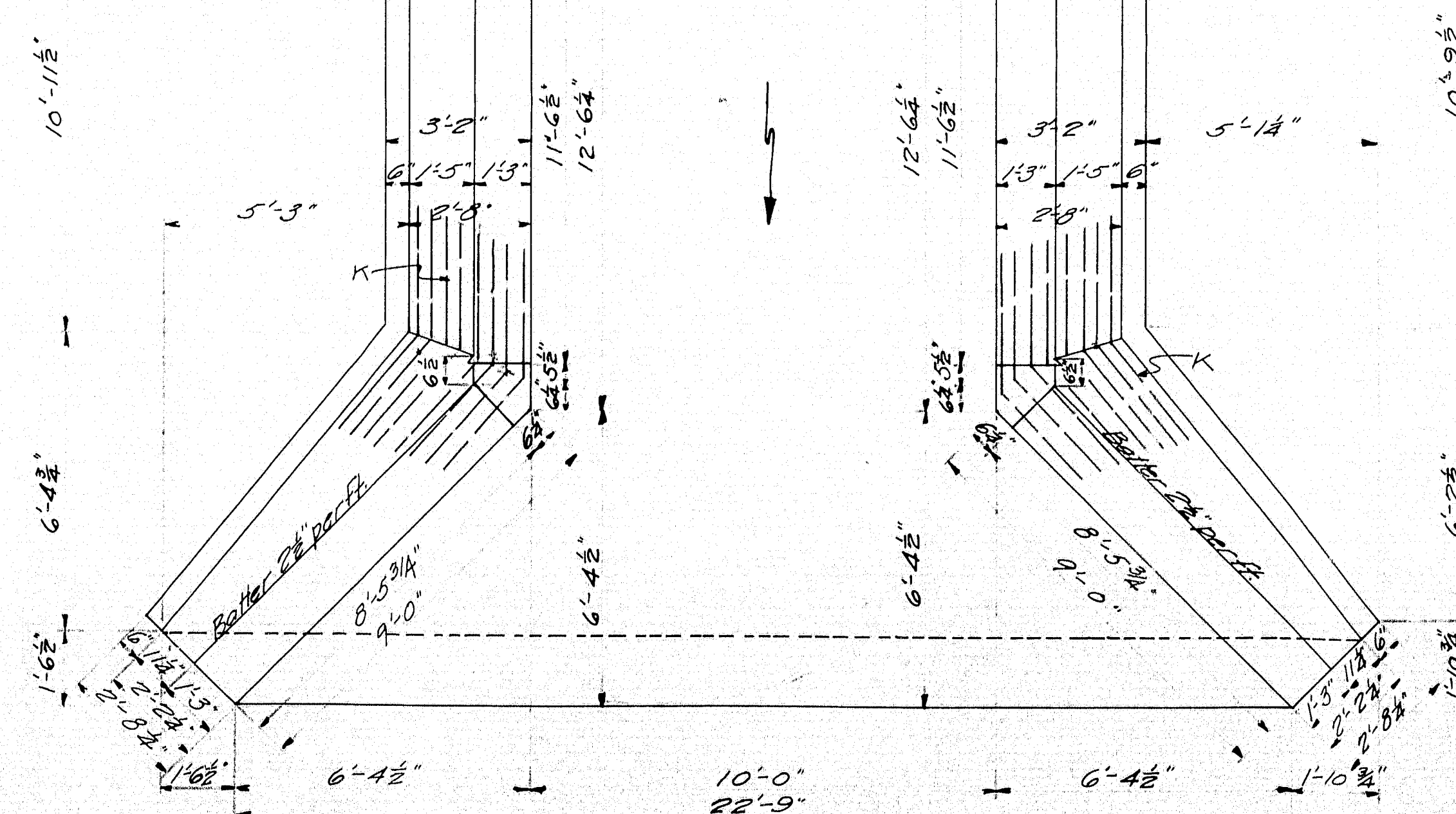


NOTE:
Cover the 1/2" slot between the curb and wings on the backside with two layers of heavy roofing felt 10" wide. Coat surface of concrete and backside of each layer as applied with hot tar or asphalt. The area to be covered with felt is to be recessed 1/2" by nailing thin strips to the forms before the concrete is placed.

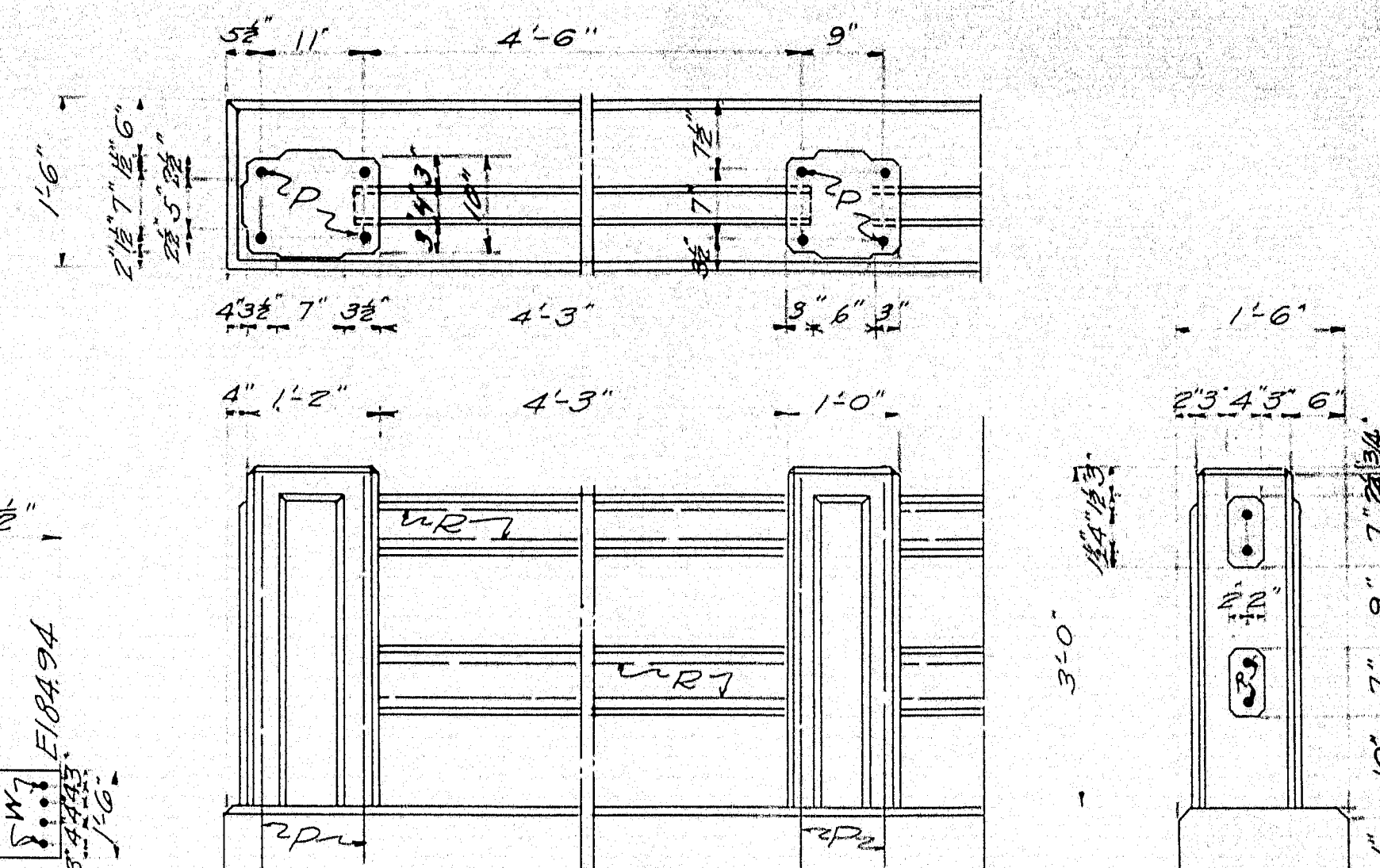
ABUTMENT N^o 1

PLAN

ABUTMENT N^o 2

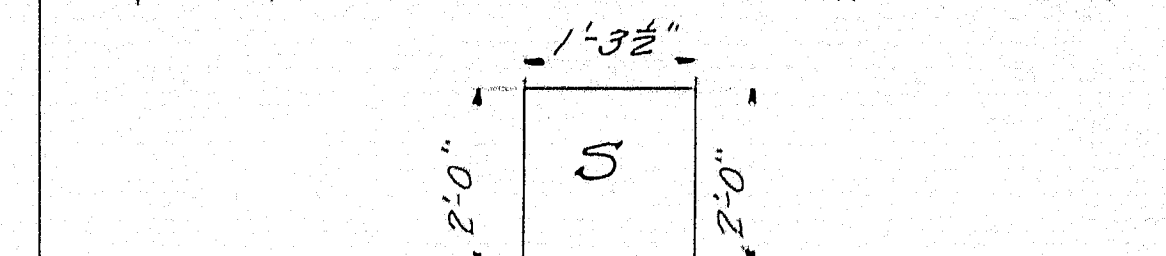
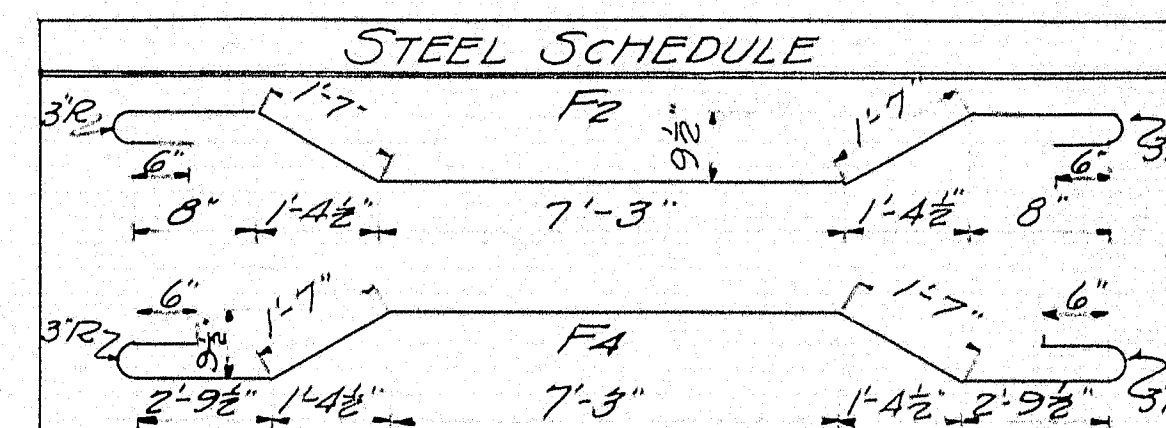
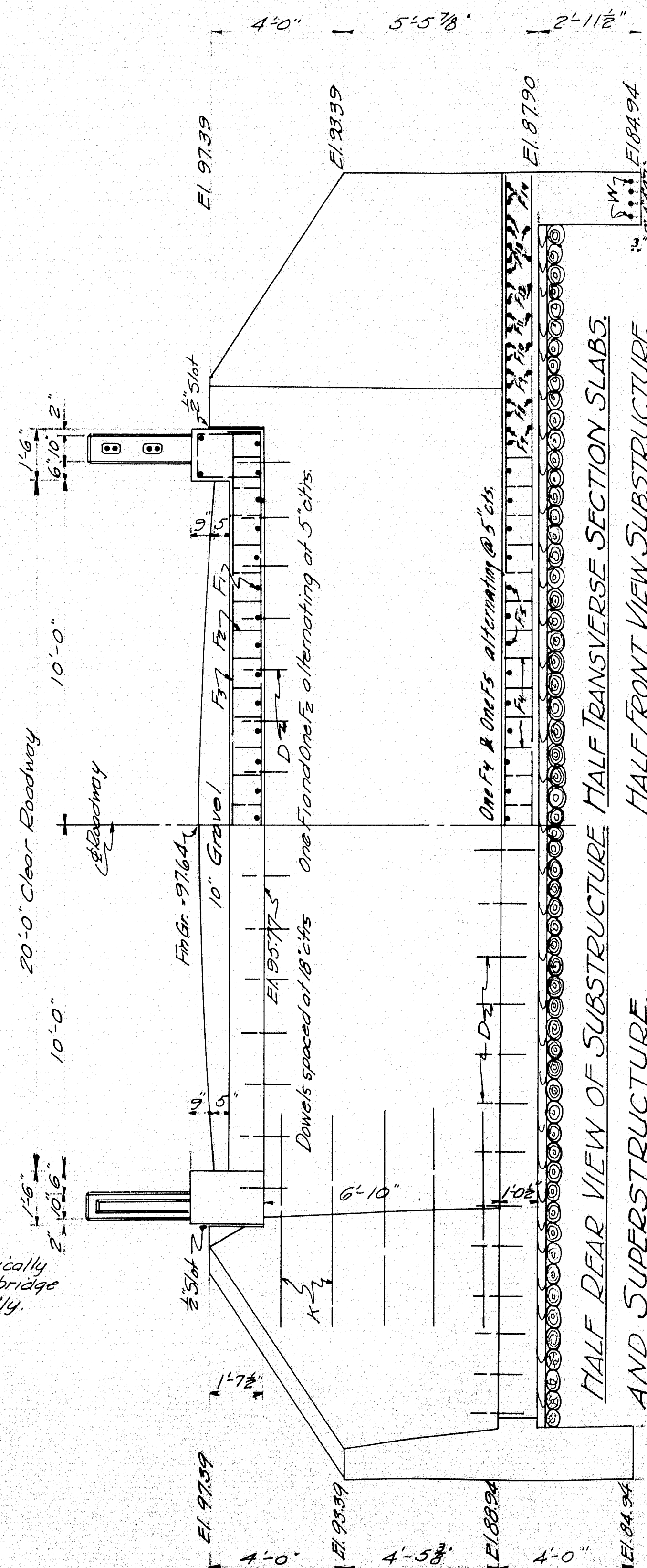


NOTE:
K bars to be placed at junction of breastwall and wing. Space 1'-6" vertically and 6" from back form. Also 6" below bridge seat, spaced 4' on centers horizontally. Bend in field to fit forms.



RAIL DETAILS

Curb and slab to be cast together. Steel for posts to be set in curb. Precast rail bars in lengths of 4'-6". 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 3/4" thick. Chamfer all exposed edges of concrete 1/2" unless otherwise indicated.



Mark	Size	No. Bars	Length	Location
F2	3/4"	20	14'-3 3/4"	Top Slab
F4	3/4"	20	18'-6 3/4"	Bottom Slab
F6	3/4"	18	5'-3 3/4"	Curb

Mark	Size	No. Bars	Length	Location
F1	3/4"	20	14'-3 3/4"	Top Slab
F2	3/4"	20	18'-6 3/4"	Bottom Slab
F3	3/4"	20	14'-3 3/4"	Top Slab
F4	3/4"	20	18'-6 3/4"	Bottom Slab
F5	3/4"	20	14'-3 3/4"	Top Slab
F6	3/4"	20	18'-6 3/4"	Bottom Slab
F7	3/4"	20	14'-3 3/4"	Top Slab
F8	3/4"	20	18'-6 3/4"	Bottom Slab
F9	3/4"	20	14'-3 3/4"	Top Slab
F10	3/4"	20	18'-6 3/4"	Bottom Slab
F11	3/4"	20	14'-3 3/4"	Top Slab
F12	3/4"	20	18'-6 3/4"	Bottom Slab
F13	3/4"	20	14'-3 3/4"	Top Slab
F14	3/4"	20	18'-6 3/4"	Bottom Slab
F15	3/4"	20	14'-3 3/4"	Top Slab
F16	3/4"	20	18'-6 3/4"	Bottom Slab
F17	3/4"	20	14'-3 3/4"	Top Slab
F18	3/4"	20	18'-6 3/4"	Bottom Slab
F19	3/4"	20	14'-3 3/4"	Top Slab
F20	3/4"	20	18'-6 3/4"	Bottom Slab
F21	3/4"	20	14'-3 3/4"	Top Slab
F22	3/4"	20	18'-6 3/4"	Bottom Slab
F23	3/4"	20	14'-3 3/4"	Top Slab
F24	3/4"	20	18'-6 3/4"	Bottom Slab
F25	3/4"	20	14'-3 3/4"	Top Slab
F26	3/4"	20	18'-6 3/4"	Bottom Slab
F27	3/4"	20	14'-3 3/4"	Top Slab
F28	3/4"	20	18'-6 3/4"	Bottom Slab
F29	3/4"	20	14'-3 3/4"	Top Slab
F30	3/4"	20	18'-6 3/4"	Bottom Slab
F31	3/4"	20	14'-3 3/4"	Top Slab
F32	3/4"	20	18'-6 3/4"	Bottom Slab
F33	3/4"	20	14'-3 3/4"	Top Slab
F34	3/4"	20	18'-6 3/4"	Bottom Slab
F35	3/4"	20	14'-3 3/4"	Top Slab
F36	3/4"	20	18'-6 3/4"	Bottom Slab
F37	3/4"	20	14'-3 3/4"	Top Slab
F38	3/4"	20	18'-6 3/4"	Bottom Slab
F39	3/4"	20	14'-3 3/4"	Top Slab
F40	3/4"	20	18'-6 3/4"	Bottom Slab
F41	3/4"	20	14'-3 3/4"	Top Slab
F42	3/4"	20	18'-6 3/4"	Bottom Slab
F43	3/4"	20	14'-3 3/4"	Top Slab
F44	3/4"	20	18'-6 3/4"	Bottom Slab
F45	3/4"	20	14'-3 3/4"	Top Slab
F46	3/4"	20	18'-6 3/4"	Bottom Slab
F47	3/4"	20	14'-3 3/4"	Top Slab
F48	3/4"	20	18'-6 3/4"	Bottom Slab
F49	3/4"	20	14'-3 3/4"	Top Slab
F50	3/4"	20	18'-6 3/4"	Bottom Slab
F51	3/4"	20	14'-3 3/4"	Top Slab
F52	3/4"	20	18'-6 3/4"	Bottom Slab
F53	3/4"	20	14'-3 3/4"	Top Slab
F54	3/4"	20	18'-6 3/4"	Bottom Slab
F55	3/4"	20	14'-3 3/4"	Top Slab
F56	3/4"	20	18'-6 3/4"	Bottom Slab
F57	3/4"	20	14'-3 3/4"	Top Slab
F58	3/4"	20	18'-6 3/4"	Bottom Slab
F59	3/4"	20	14'-3 3/4"	Top Slab
F60	3/4"	20	18'-6 3/4"	Bottom Slab
F61	3/4"	20	14'-3 3/4"	Top Slab
F62	3/4"	20	18'-6 3/4"	Bottom Slab
F63	3/4"	20	14'-3 3/4"	Top Slab
F64	3/4"	20	18'-6 3/4"	Bottom Slab
F65	3/4"	20	14'-3 3/4"	Top Slab
F66	3/4"	20	18'-6 3/4"	Bottom Slab
F67	3/4"	20	14'-3 3/4"	Top Slab
F68	3/4"	20	18'-6 3/4"	Bottom Slab
F69	3/4"	20	14'-3 3/4"	Top Slab
F70	3/4"	20	18'-6 3/4"	Bottom Slab
F71	3/4"	20	14'-3 3/4"	Top Slab
F72	3/4"	20	18'-6 3/4"	Bottom Slab
F73	3/4"	20	14'-3 3/4"	Top Slab
F74	3/4"	20	18'-6 3/4"	Bottom Slab
F75	3/4"	20	14'-3 3/4"	Top Slab
F76	3/4"	20	18'-6 3/4"	Bottom Slab
F77	3/4"	20	14'-3 3/4"	Top Slab
F78	3/4"	20	18'-6 3/4"	Bottom Slab
F79	3/4"	20	14'-3 3/4"	Top Slab
F80	3/4"	20	18'-6 3/4"	Bottom Slab
F81	3/4"	20	14'-3 3/4"	Top Slab
F82	3/4"	20	18'-6 3/4"	Bottom Slab
F83	3/4"	20	14'-3 3/4"	Top Slab
F84	3/4"	20	18'-6 3/4"	Bottom Slab
F85	3/4"	20	14'-3 3/4"	Top Slab
F86	3/4"	20	18'-6 3/4"	Bottom Slab
F87	3/4"	20	14'-3 3/4"	Top Slab
F88	3/4"	20	18'-6 3/4"	Bottom Slab
F89	3/4"	20	14'-3 3/4"	Top Slab
F90	3/4"	20	18'-6 3/4"	Bottom Slab
F91	3/4"	20	14'-3 3/4"	Top Slab
F92	3/4"	20	18'-6 3/4"	Bottom Slab
F93	3/4"	20	14'-3 3/4"	Top Slab
F94	3/4"	20	18'-6 3/4"	Bottom Slab
F95	3/4"	20	14'-3 3/4"	Top Slab
F96	3/4"	20	18'-6 3/4"	Bottom Slab
F97	3/4"	20	14'-3 3/4"	Top Slab
F98	3/4"	20	18'-6 3/4"	Bottom Slab
F99	3/4"	20	14'-3 3/4"	Top Slab
F100	3/4"	20	18'-6 3/4"	Bottom Slab

Steel to be plain round bars of structural grade. Dimensions are to center lines of steel.

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
MEADOW BROOK BRIDGE
OVER
DEER MEADOW BROOK
IN THE TOWN OF
NEWCASTLE, LINCOLN CO.
BRIDGE DETAILS
Sheet 2 of 2 August, Me. May, 25, 1931.