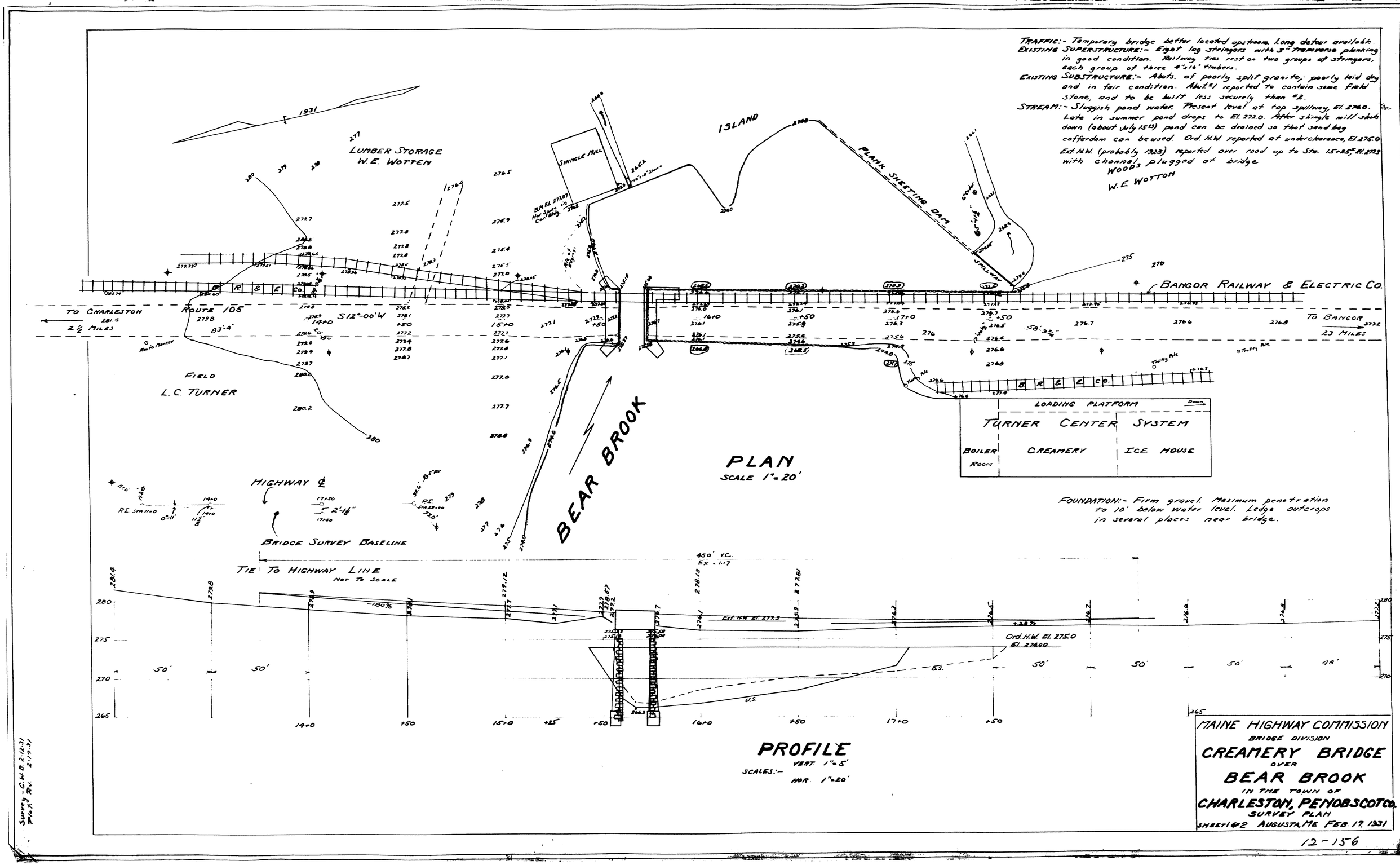
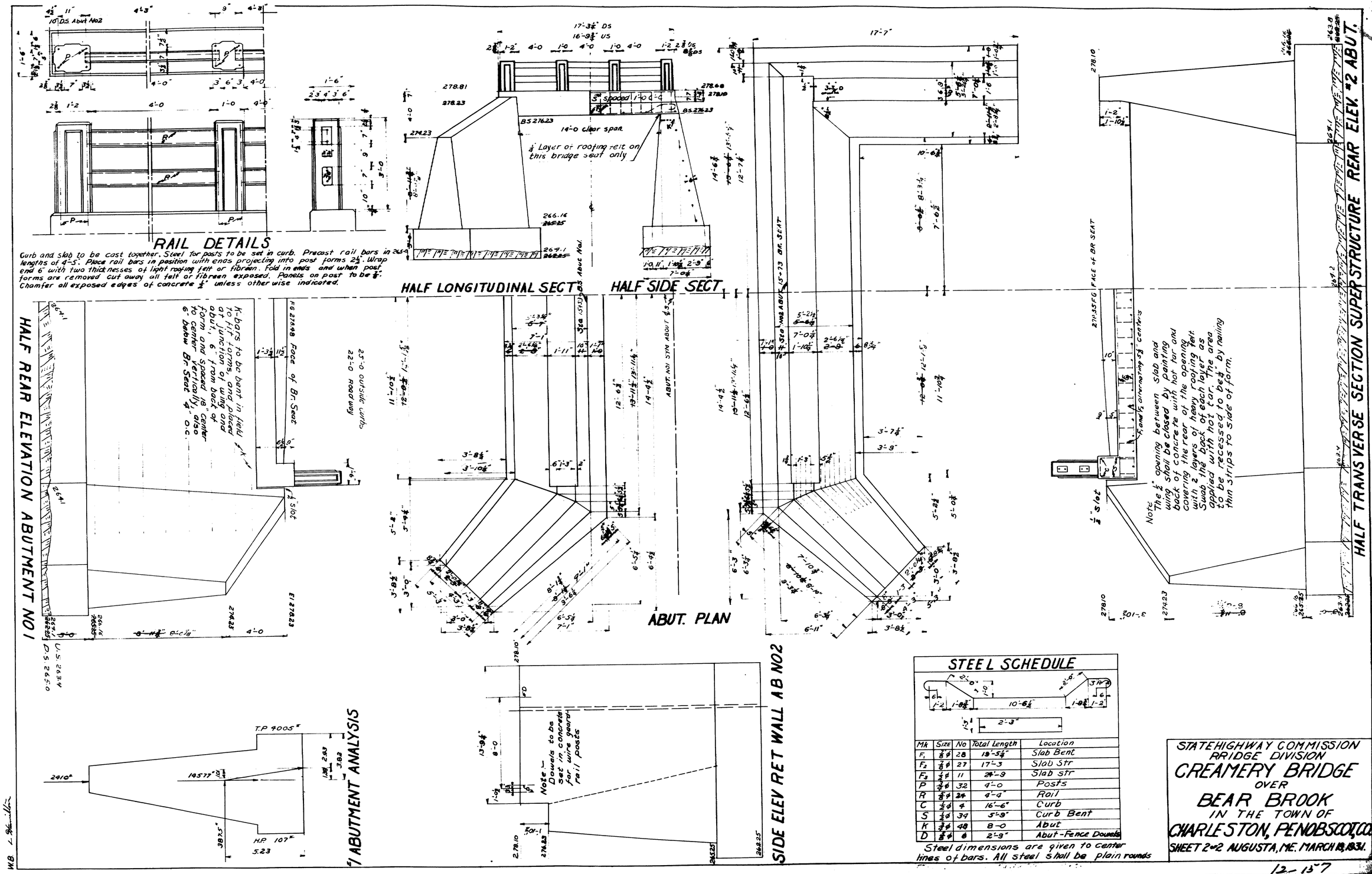

TRAFFIC:- Temporary bridge better located upstream. Long detour available.
EXISTING SUPERSTRUCTURE:- Eight log stringers with 3" transverse planking in good condition. Railway ties rest on two groups of stringers, each group of three 4"x16" timbers.
EXISTING SUBSTRUCTURE:- Abuts. of poorly split granite; poorly laid dry and in fair condition. Abut.#1 reported to contain some field stone, and to be built less securely than #2.
STREAM:- Sluggish pond water. Present level at top spillway, El. 274.0. Late in summer pond drops to El. 272.0. After shingle mill shuts down (about July 15th) pond can be drained so that sand bag cofferdam can be used. Ord. H.W. reported at underclearance, El. 275.0
Ext. H.W. (probably 1923) reported over road up to Sta. 15+25, El. 277.3 with channel plugged at bridge
WOODS
W.E. WOTTON
LUMBER STORAGE
W.E. WOTTON
SHINGLE MILL
ISLAND
PLANK SHEETING DAM
SPILLWAY
BANGOR RAILWAY & ELECTRIC CO.
TO CHARLESTON
2½ MILES
ROUTE 105
S12°-00'W
TO BANGOR
23 MILES
FIELD
L.C. TURNER
BEAR BROOK
LOADING PLATFORM
TURNER CENTER SYSTEM
BOILER ROOM
CREAMERY
ICE HOUSE
PLAN
SCALE 1"=20'
FOUNDATION:- Firm gravel. Maximum penetration to 10' below water level. Ledge outcrops in several places near bridge.
HIGHWAY ℄
BRIDGE SURVEY BASELINE
TIE TO HIGHWAY LINE
NOT TO SCALE
450' V.C.
Ex. = 1.17
Ext. H.W. El. 277.3
Ord. H.W. El. 275.0
El. 274.00
PROFILE
SCALES:- VERT. 1"=5'
HOR. 1"=20'
MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
CREAMERY BRIDGE
OVER
BEAR BROOK
IN THE TOWN OF
CHARLESTON, PENOBSCOT CO.
SURVEY PLAN
SHEET 1 of 2 AUGUSTA, ME FEB. 17, 1931
12-156
Survey - C.W.B. 2-12-31
Plot. P.V. 2-17-31
0 1 2 3 4 5 INCHES



Mk	Size	No	Total Length	Location
F_1	⅝ ϕ	28	13'-5½"	Slab Bent
F_2	⅞ ϕ	27	17'-3	Slab Str
F_3	½ ϕ	11	24'-9	Slab str
P	⅞ ϕ	32	9'-0	Posts
R	⅝ ϕ	24	4'-4"	Rail
C	½ ϕ	4	16'-6"	Curb
S	½ ϕ	34	5'-9"	Curb Bent
K	⅞ ϕ	48	8'-0	Abut
D	⅝ ϕ	8	2'-9"	Abut-Fence Dowels