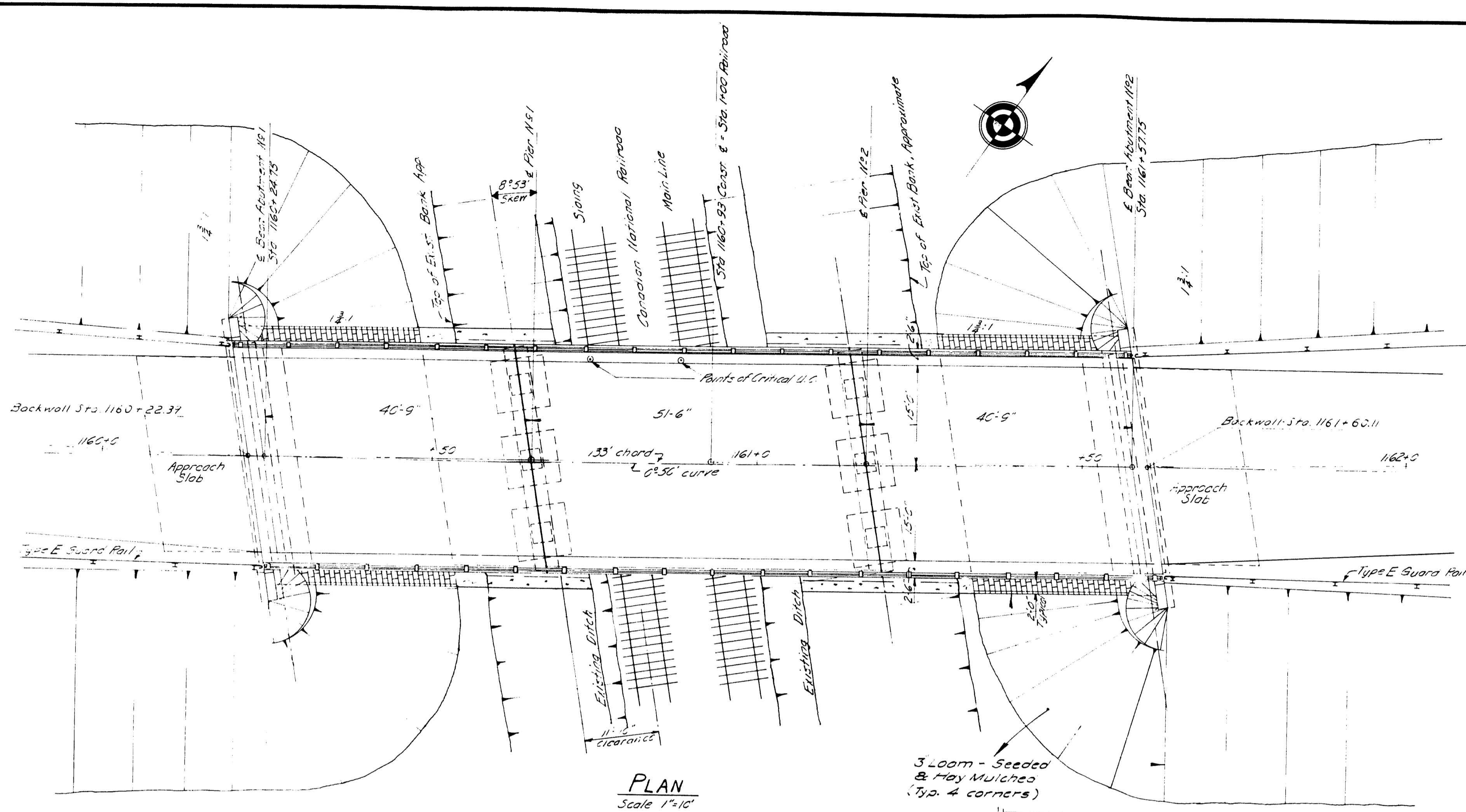
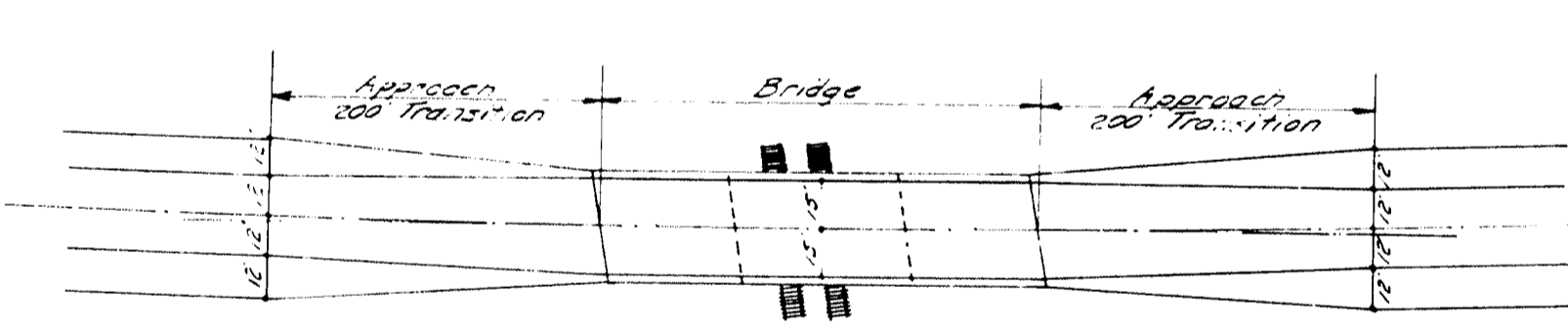


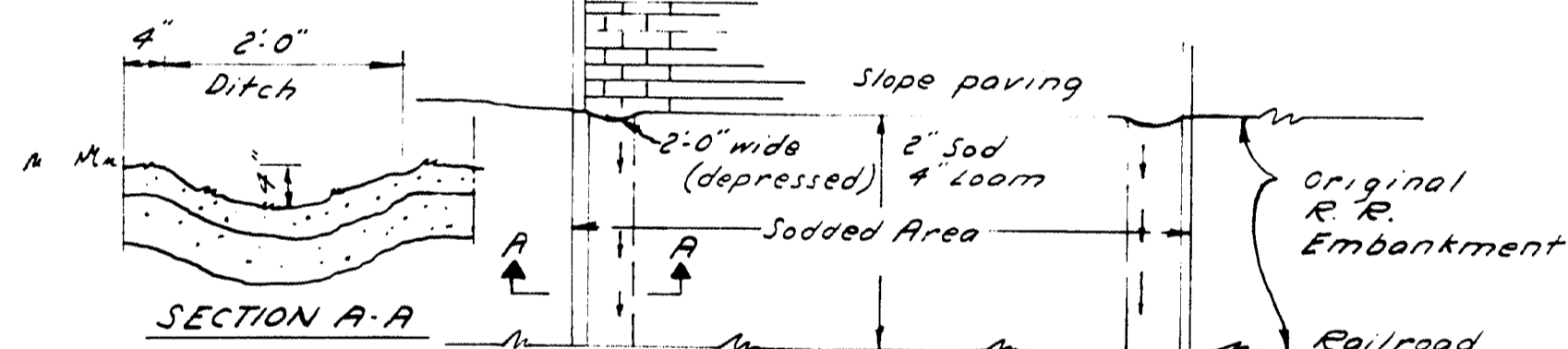
R.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-FB-015-102	14	74



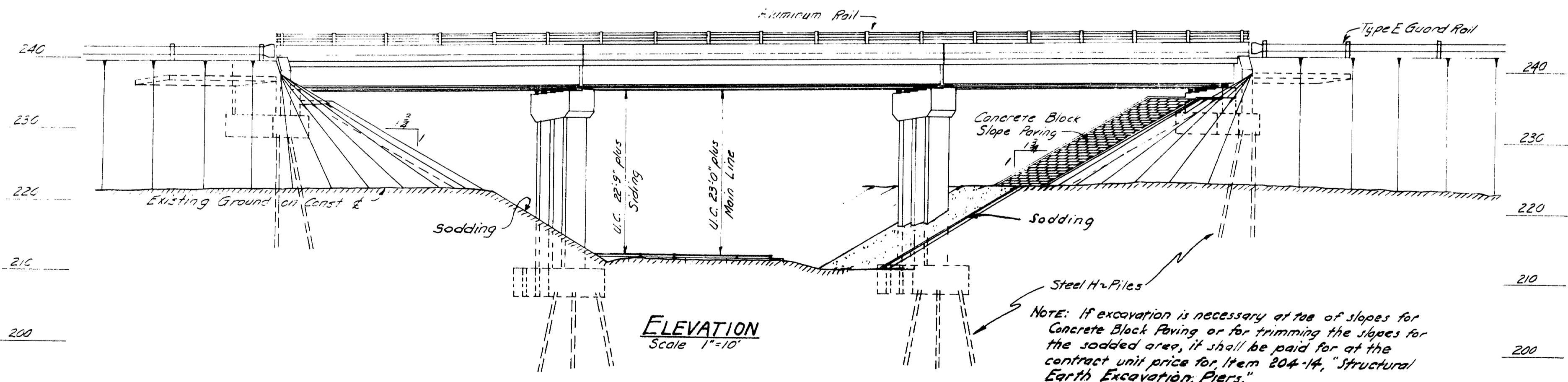
PLAN  
Scale 1"=10'



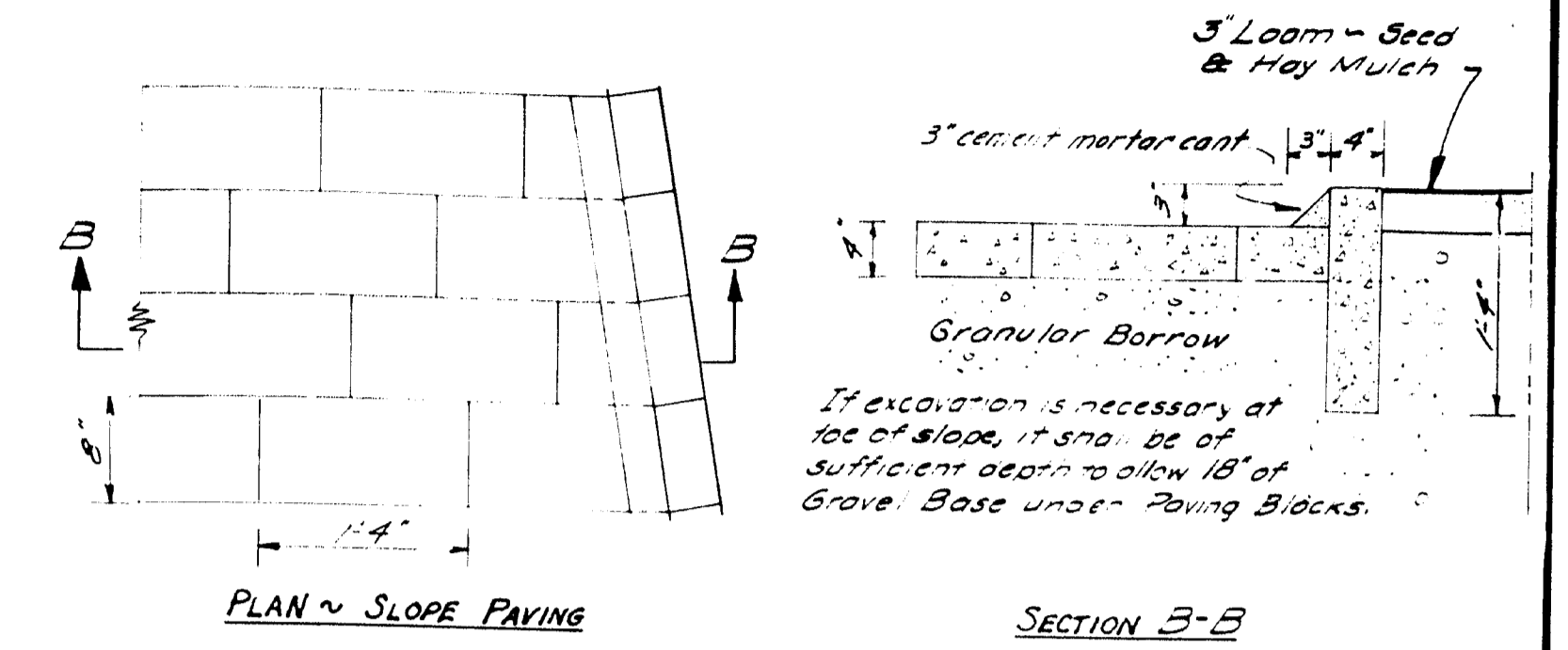
PLAN  
Scale 1"=50'



SECTION A-A  
FRONT ELEVATION



ELEVATION  
Scale 1"=10'



ESTIMATED QUANTITIES

Structural Earth Excavation-Piers	270 c.y.
Common Borrow	240 c.y.
Granular Borrow	1,750 c.y.
Gravel Base Course (in place measure)	40 c.y.
Bituminous Concrete Surface Course Type "B"	50 T.
Membrane Waterproofing	460 s.y.
Port. Cement Conc. Abutments & Retaining Walls	106 c.y.
Port. Cement Conc. Piers	134 c.y.
Port. Cement Conc. Roadway & Sidewalk Slabs on Steel Bridges	160 c.y.
Portland Cement	580 bbls.
Structural Steel, Fabricated & Delivered	107,400 lbs.
Structural Steel, Erection	107,400 lbs.
Structural Steel, Field Painting	107,400 lbs.
Bronze or Copper-Alloy Bearing & Expansion Plates, Delivered	39 lbs.
Bronze or Copper-Alloy Bearing & Expansion Plates, Placing	39 lbs.
Reinforcing Steel, Delivered	56,100 lbs.
Reinforcing Steel, Placing	56,100 lbs.
Shear Connectors	L.S.
Steel H-Beam Piles 53 lbs./foot	4,885 l.f.
Aluminum Rail	138 l.f.
Slope Paving	260 s.y.
Loom Borrow	60 c.y.
Seeding-Method No. 2	4 units
Hay Mulch	1 T.
Sodding	190 sq. yds.
Asphalt Mulch Binder	30 gals.

LOADING H20-S16-44

DESIGN SPECIFICATIONS

A.A.S.H.O. STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES 1957  
fs=18000 p.s.i. fc=12000 p.s.i. n=10

CONTRACT SPECIFICATIONS

STATE OF MAINE, STATE HIGHWAY COMMISSION  
STANDARD SPECIFICATIONS, REVISION OF JAN. 1956

CONCRETE CLASSIFICATION

SUPERSTRUCTURE, PIERS & APPROACH SLABS - CLASS A  
ABUTMENTS - CLASS B

TRAFFIC

A.D.T. 1960	3640
A.D.T. 1980	5100
D.H.V.	765
T	65%
D	6%
V	60 m.p.h.

DESIGN - F.H. BARNES  
TRACE - F.H. BARNES  
CHECK - Gormley

BRIDGE NO. SURVEY PLOT -

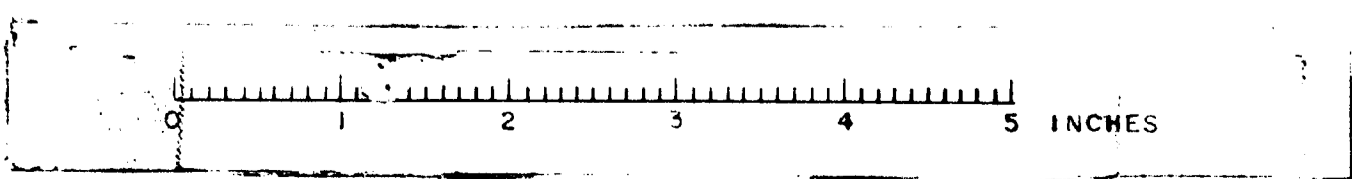
STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

**CANADIAN NATIONAL RAILWAYS**  
**OVERPASS**  
IN THE CITY OF  
**AUBURN**  
**ANDROSCOGGIN COUNTY**  
GENERAL PLAN

SHEET 1 OF 11 AUGUSTA, MAINE DEC. 1959

M-154

NEW GLOUCESTER



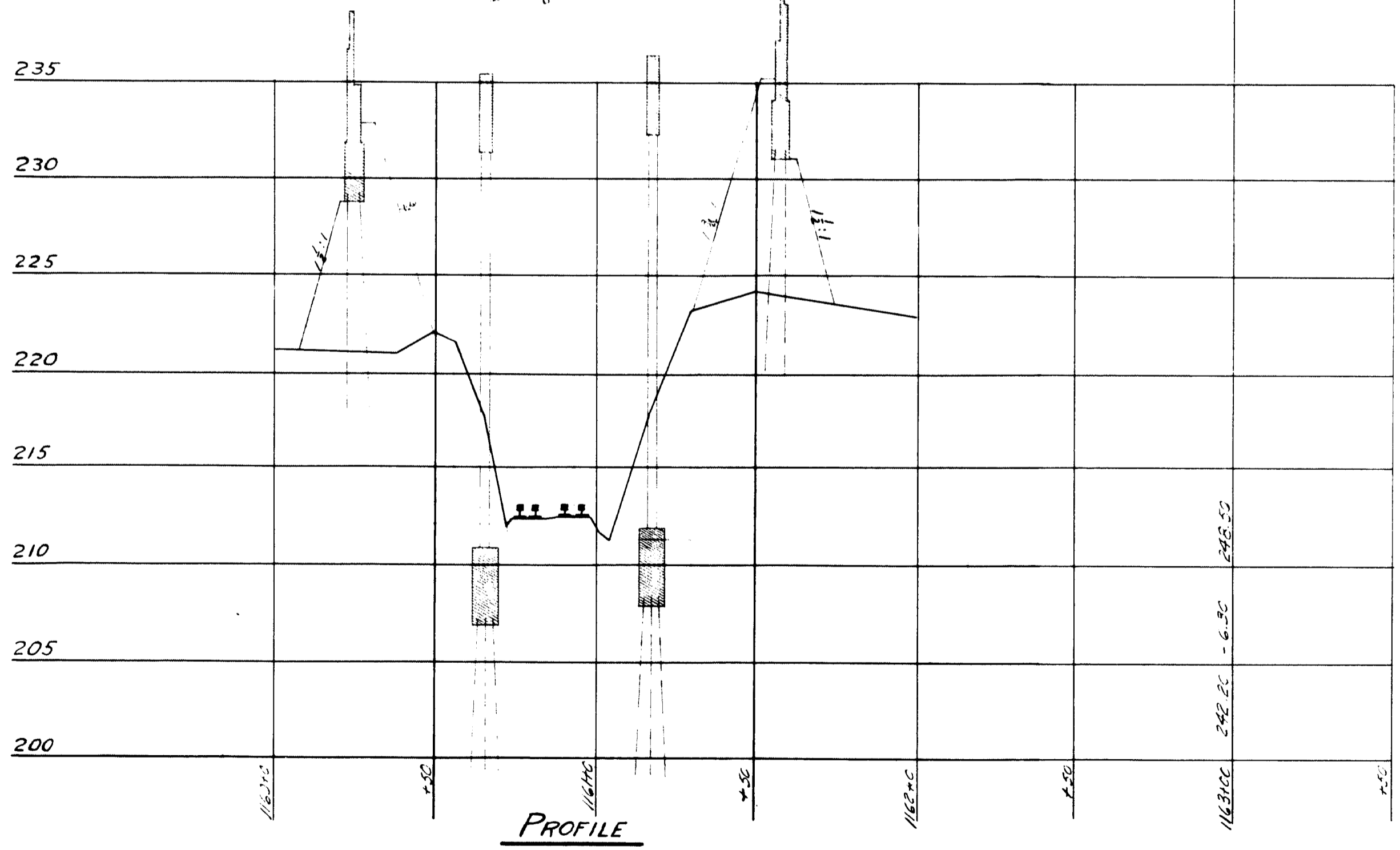
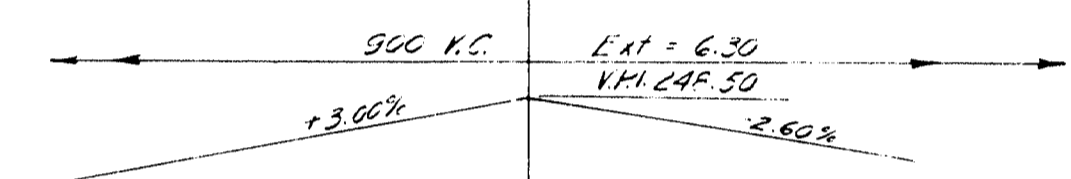
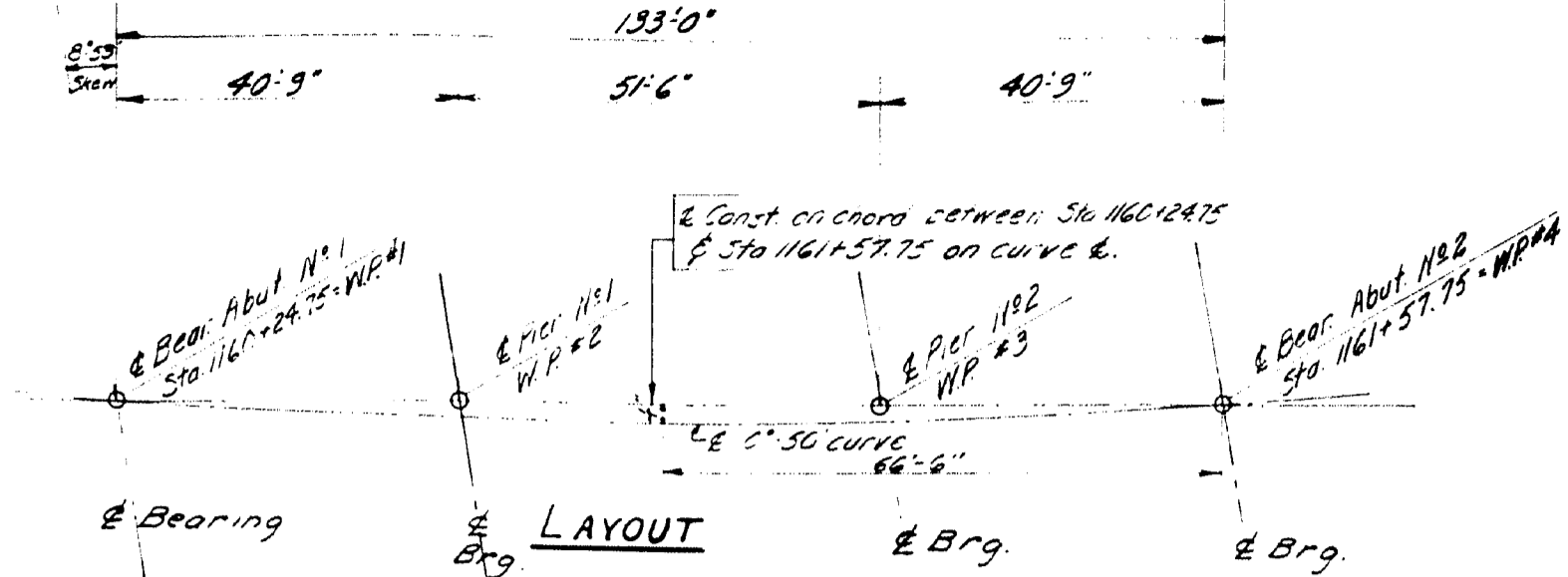
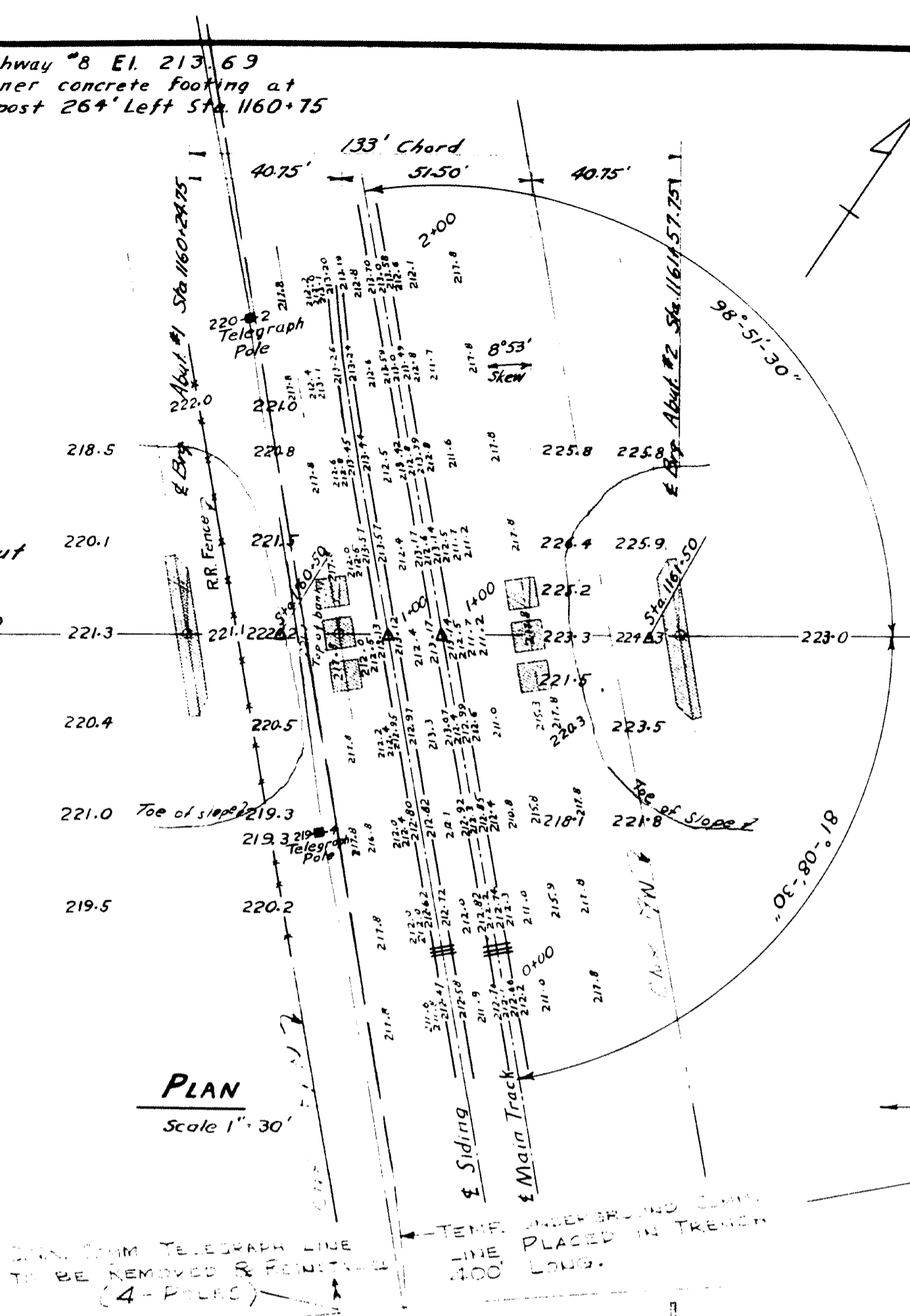
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	P-FB-015-100	15	74

B.M. Highway "B" El. 213.69  
 SW corner concrete footing at  
 metal post 26' Left Sta 1160+75

**CURVE DATA**  
 $\Delta = 13^{\circ}06'$  Left  
 $D = 0^{\circ}50'$   
 $R = 2875.50'$   
 $T = 789.95'$   
 $L = 1573.00'$   
 $E_1 = 45.23'$   
 $PC = Sta 1153+93.25$   
 $PT = Sta 1169+66.65$

Survey only See Layout  
 Chord between  
 Sta 1160+50 and Sta 1161+50  
 Curve  $0^{\circ}50'$  Left  
 See Highway Plans.

**NOTES:**  
 1. Sta & R.R. Track 1160+93.00 = 1<sup>st</sup> C.R.  
 2. Sta Siding = 1160+74.10

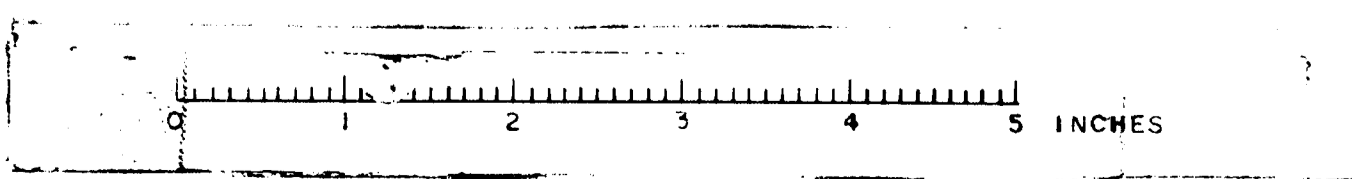


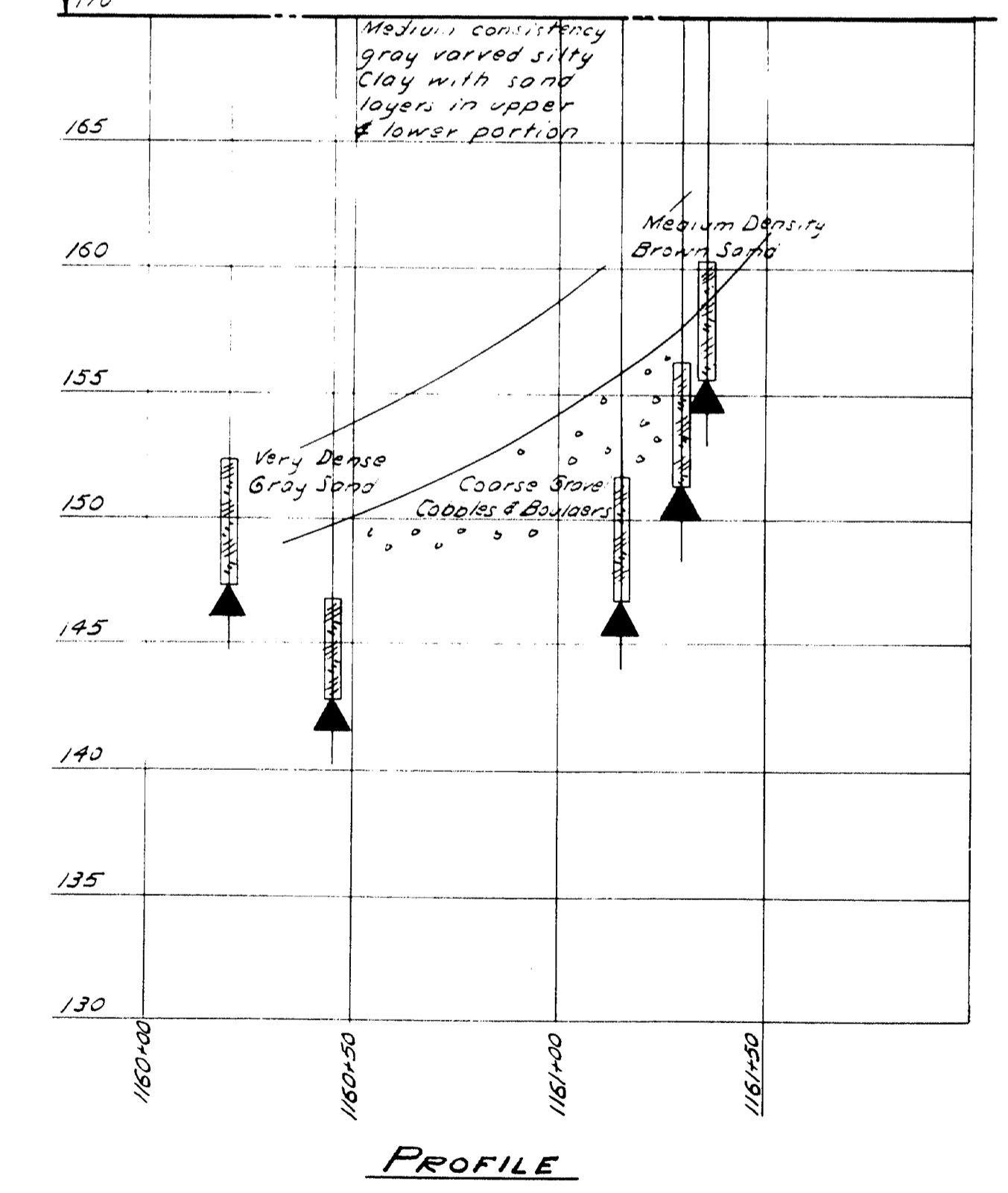
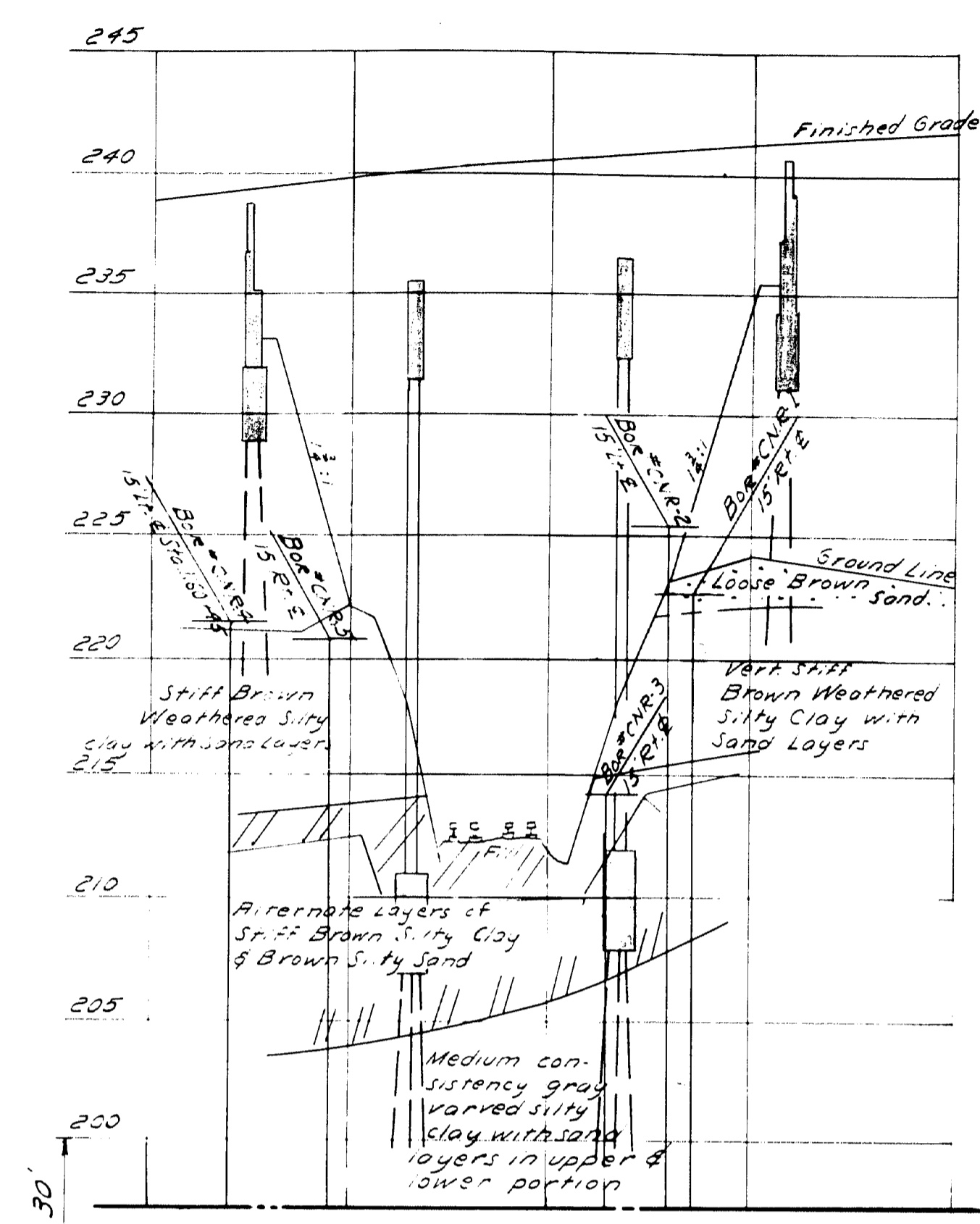
SCALE:  
 HORIZONTAL: 1" = 30'  
 VERTICAL: 1" = 5'

All utility plant is to be adjusted as necessary by the respective utilities, unless noted.

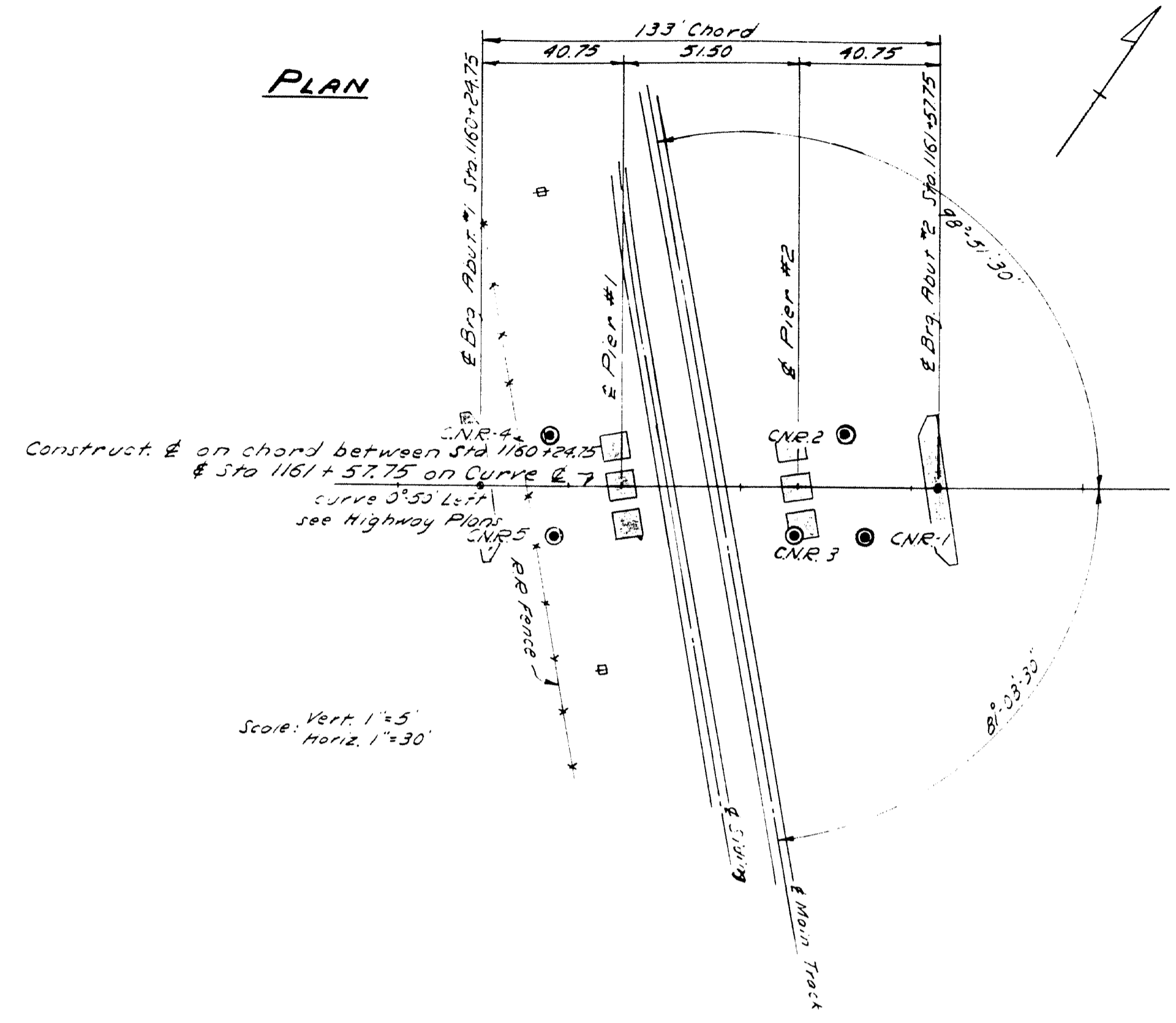
DESIGN -	BRIDGE NO.
TRACE - R.W.L.	SURVEY - BLAKE
CHECK - GORMLEY	PLAT - LAUZE R.W.
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
<b>CANADIAN NATIONAL RAILWAYS</b>	
<b>OVERPASS</b>	
IN THE CITY OF	
<b>AUBURN</b>	
<b>ANDROSCOGGIN COUNTY</b>	
<b>SURVEY</b>	
SHEET 2 OF 11 AUGUSTA, MAINE OCT. 1959	

M-1542 NEW GLUCESVILLE AUBURN NEW BRIDGE COLLECTOR AUGUST 1959

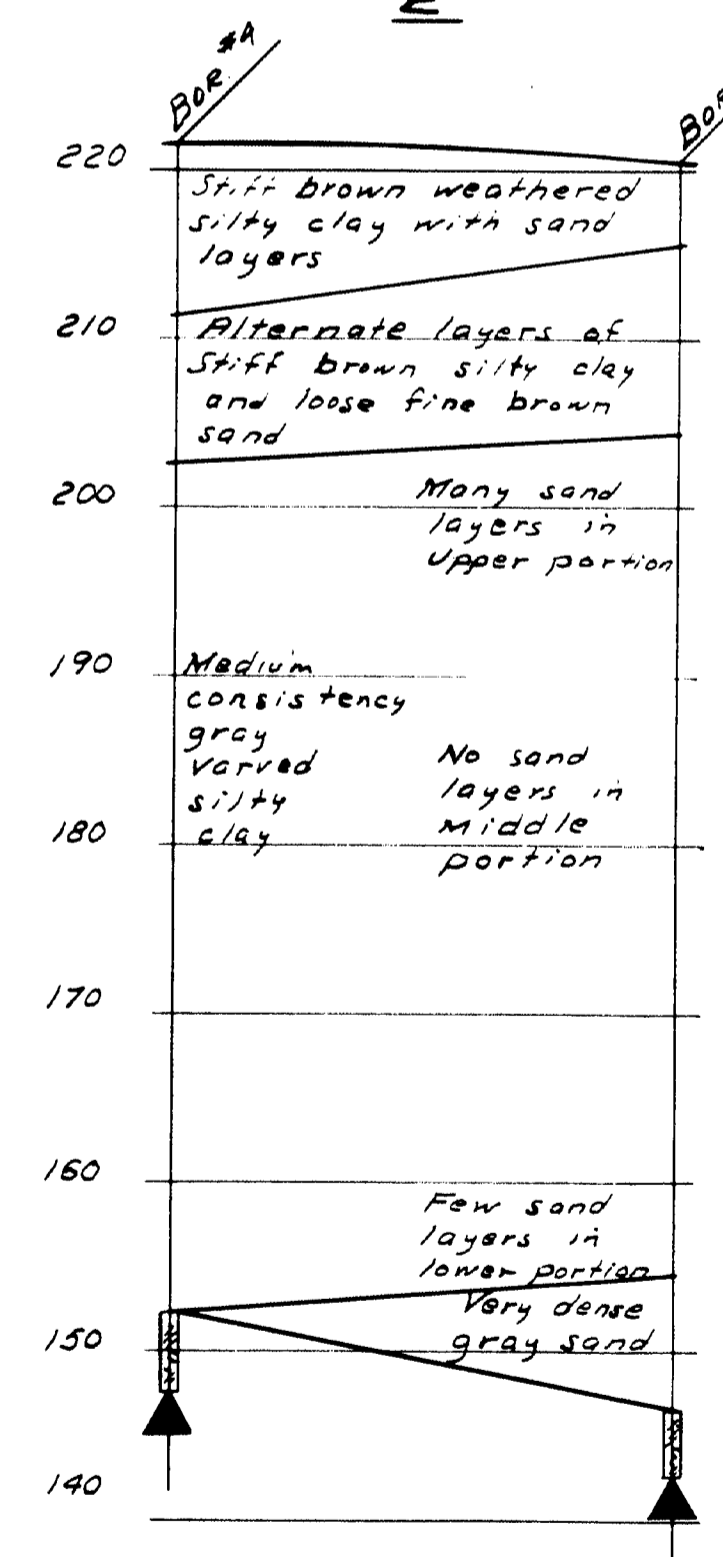




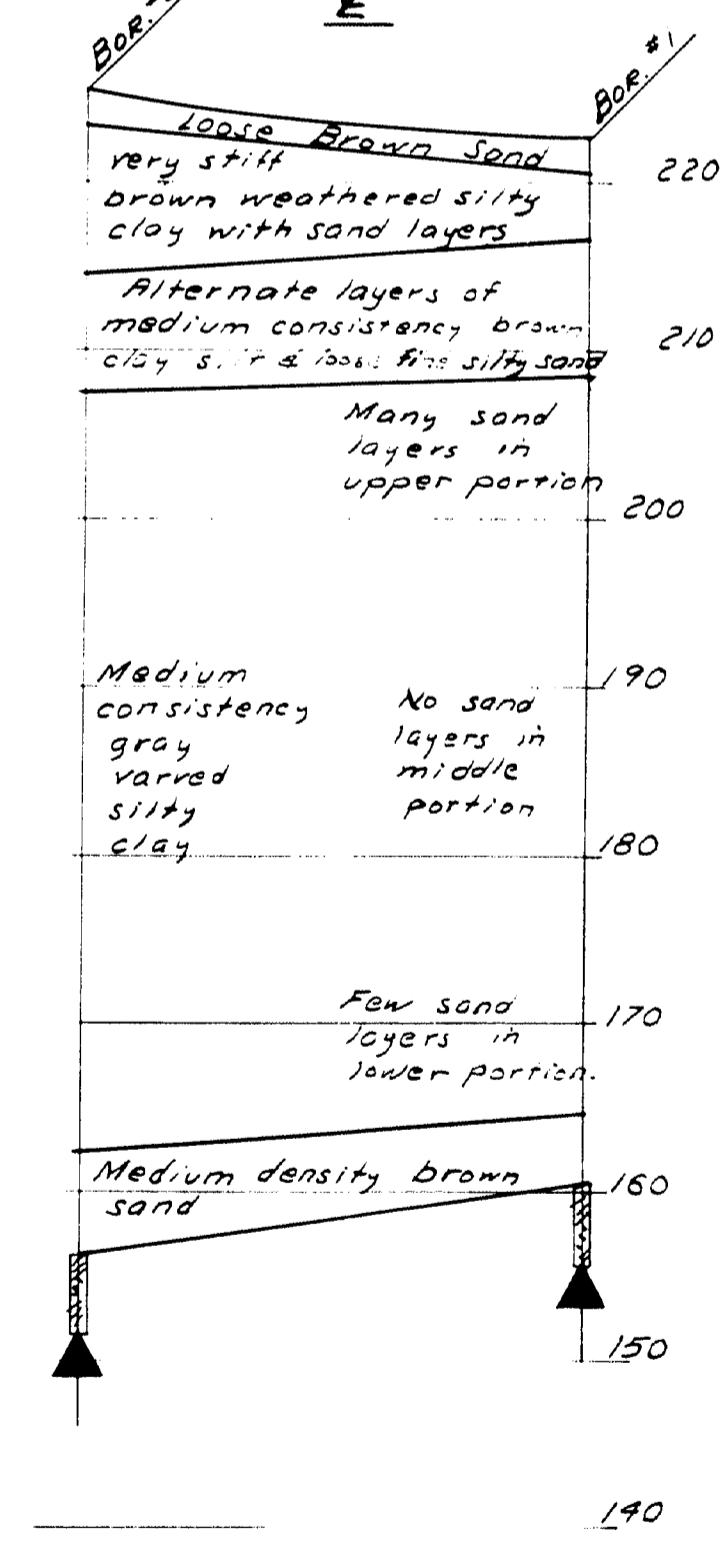
**PLAN**



**TRANSVERSE PROFILE ABUT. #1**



**TRANSVERSE PROFILE ABUT. #2**



**BORING NOTES**

Number of blows of 275# hammer falling 18 inches required to drive extra heavy casing one foot thru.

Bottom of Boring indicates this:

Percent recovery of rock core by diamond bit thru.

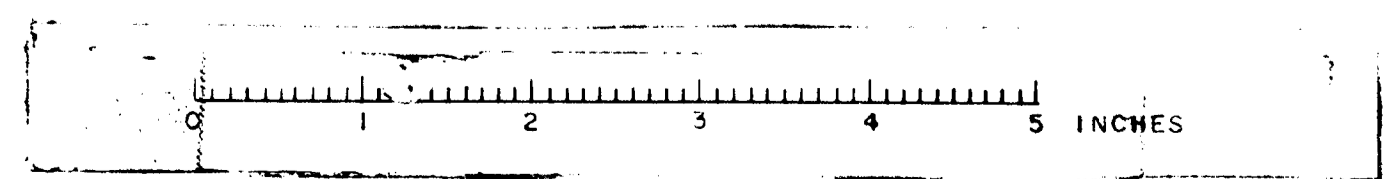
DESIGN - V. SMITH  
TRACE - V. SMITH  
CHECK - C.P.P.

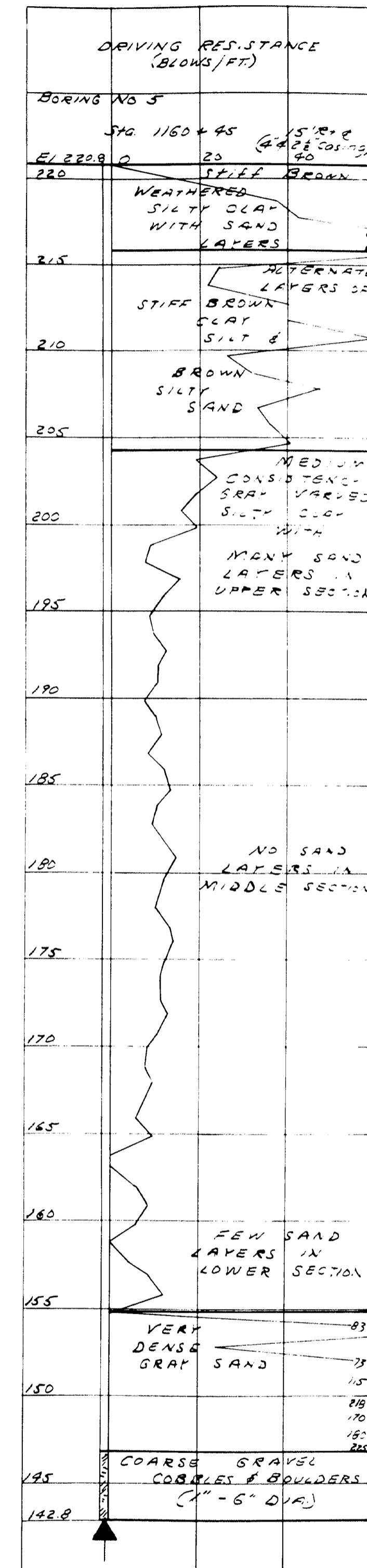
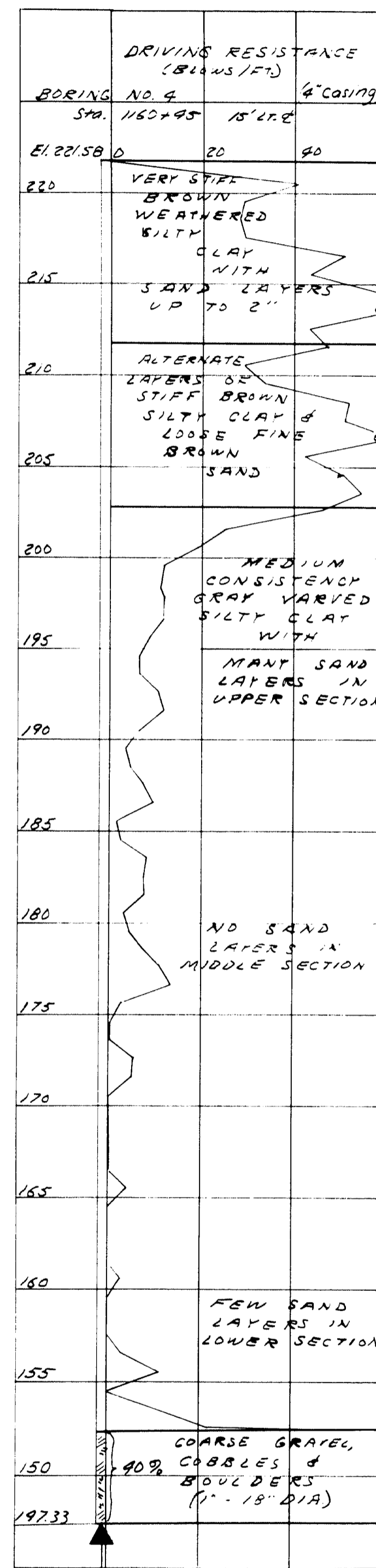
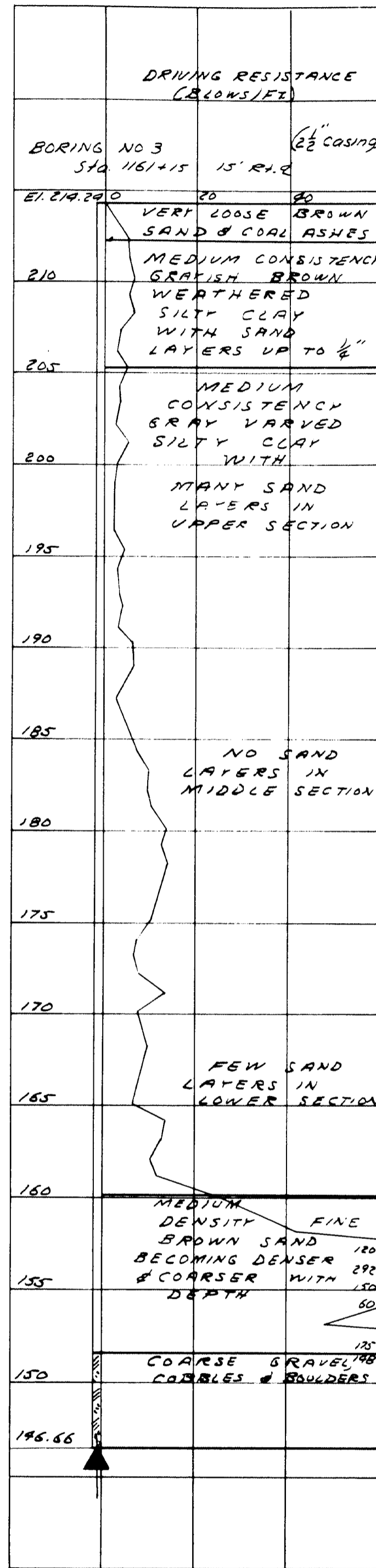
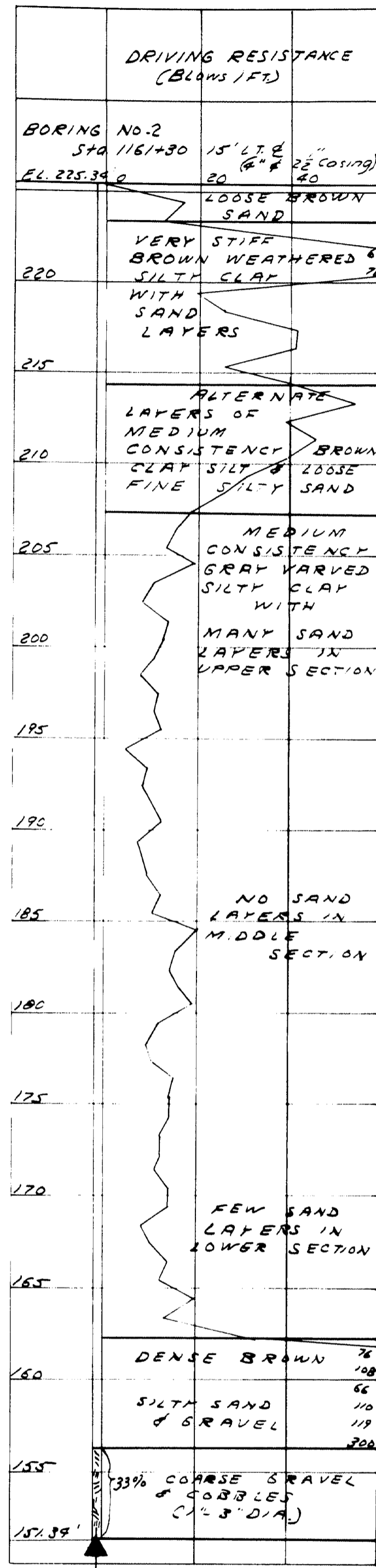
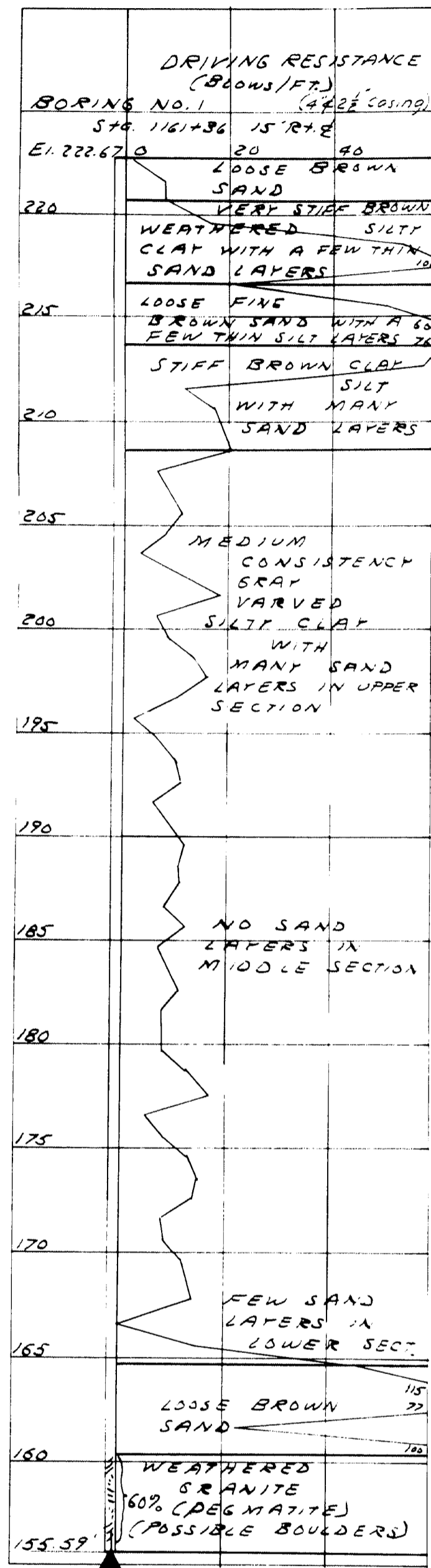
BRIDGE NO. SURVEY - PLOT -

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
**CANADIAN NATIONAL RAILWAYS**  
OVERPASS  
IN THE CITY OF  
**AUBURN**  
ANDROSCOGGIN COUNTY  
SOILS PROFILES

SHEET 3 OF 11 AUGUSTA, MAINE APRIL 1960

**M-1548** NEW GLOUCESTER AUBURN





**BORINGS**

See Sheet 3 for Boring Notes.

DESIGN - V. SMITH  
TRACE - V. SMITH  
CHECK - C.P.P.

BRIDGE NO. SURVEY - PLOT -

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

**CANADIAN NATIONAL RAILWAYS**

**OVERPASS**

IN THE CITY OF

**AUBURN**

**ANDROSCOGGIN COUNTY**

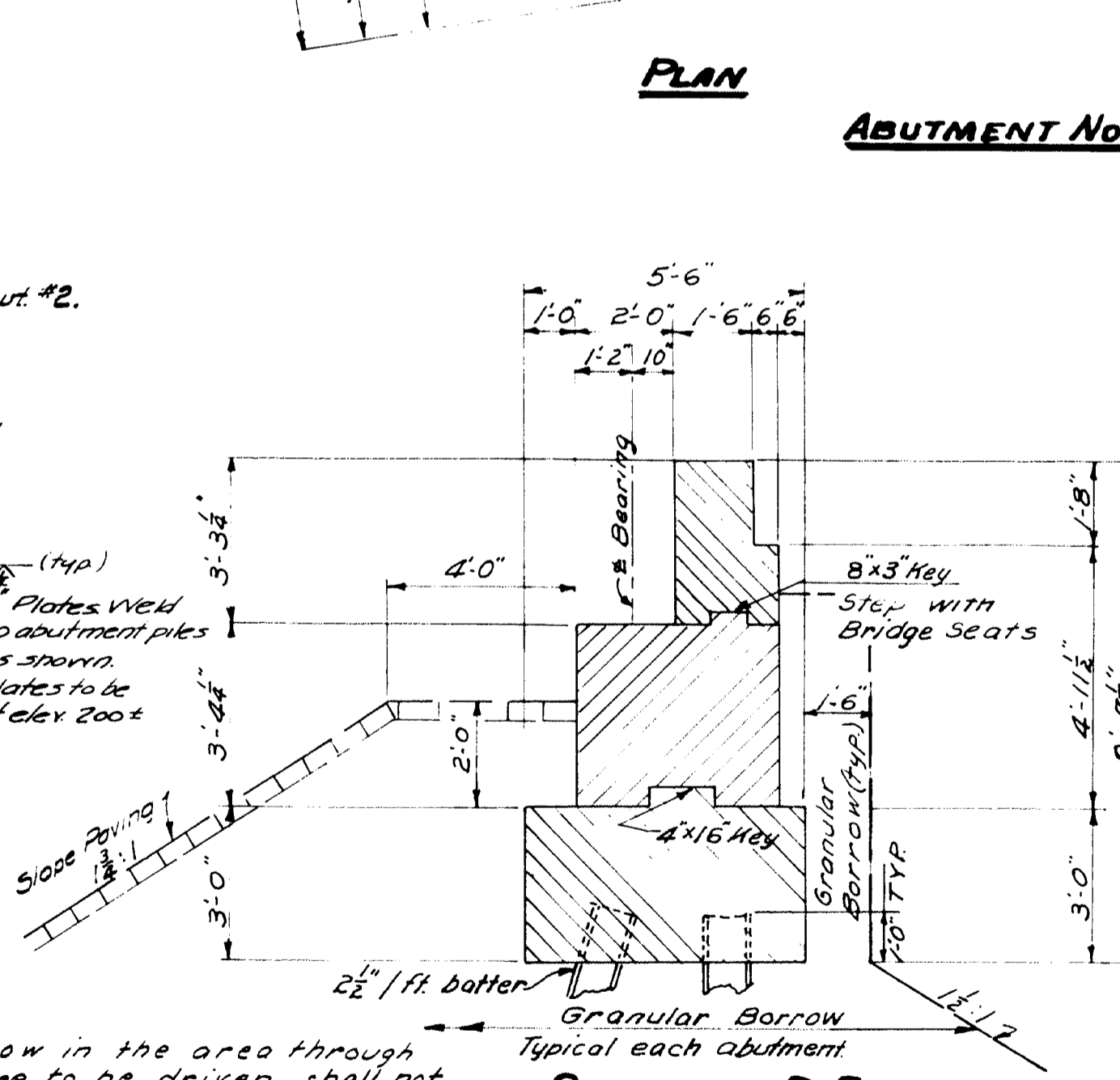
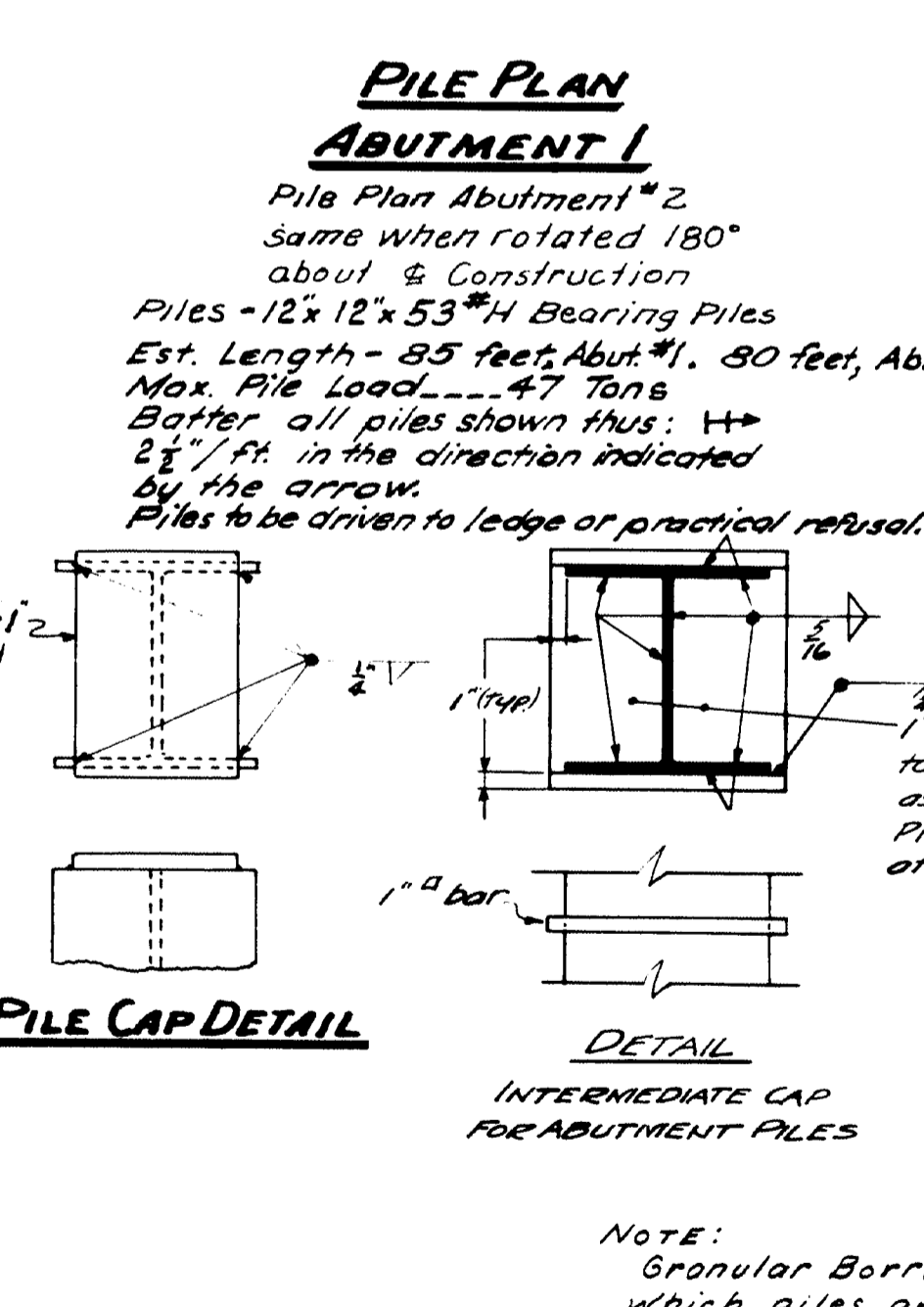
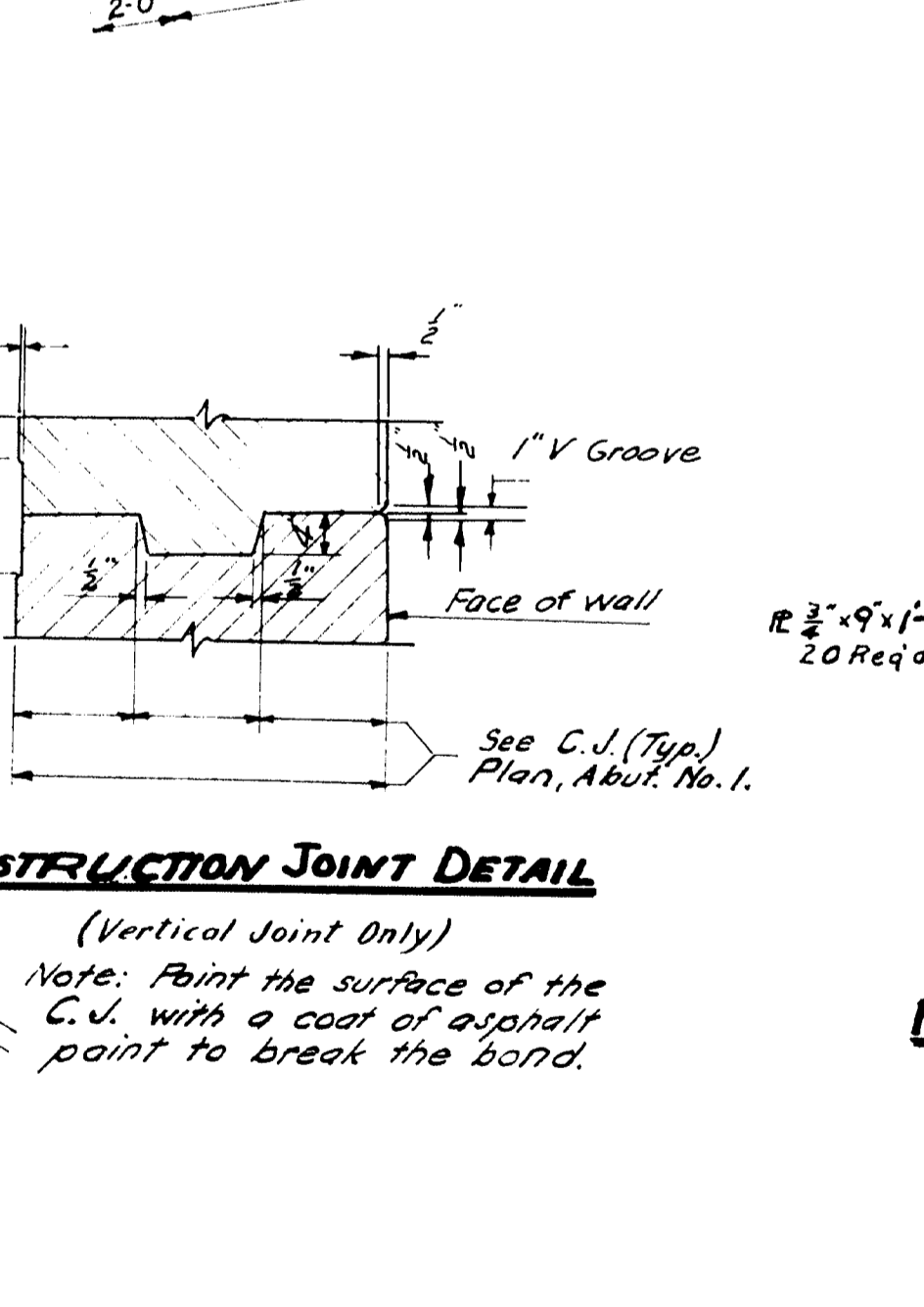
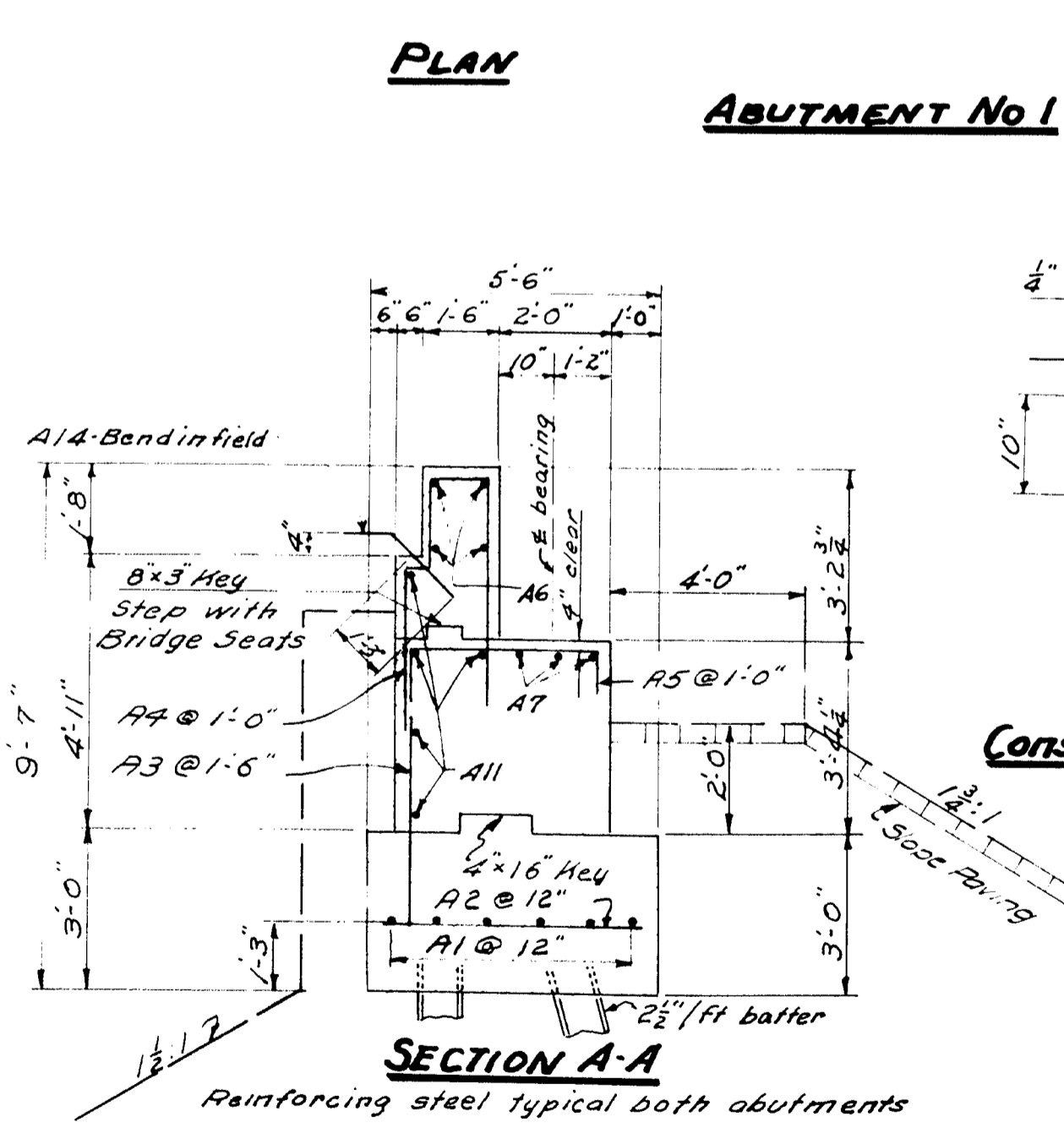
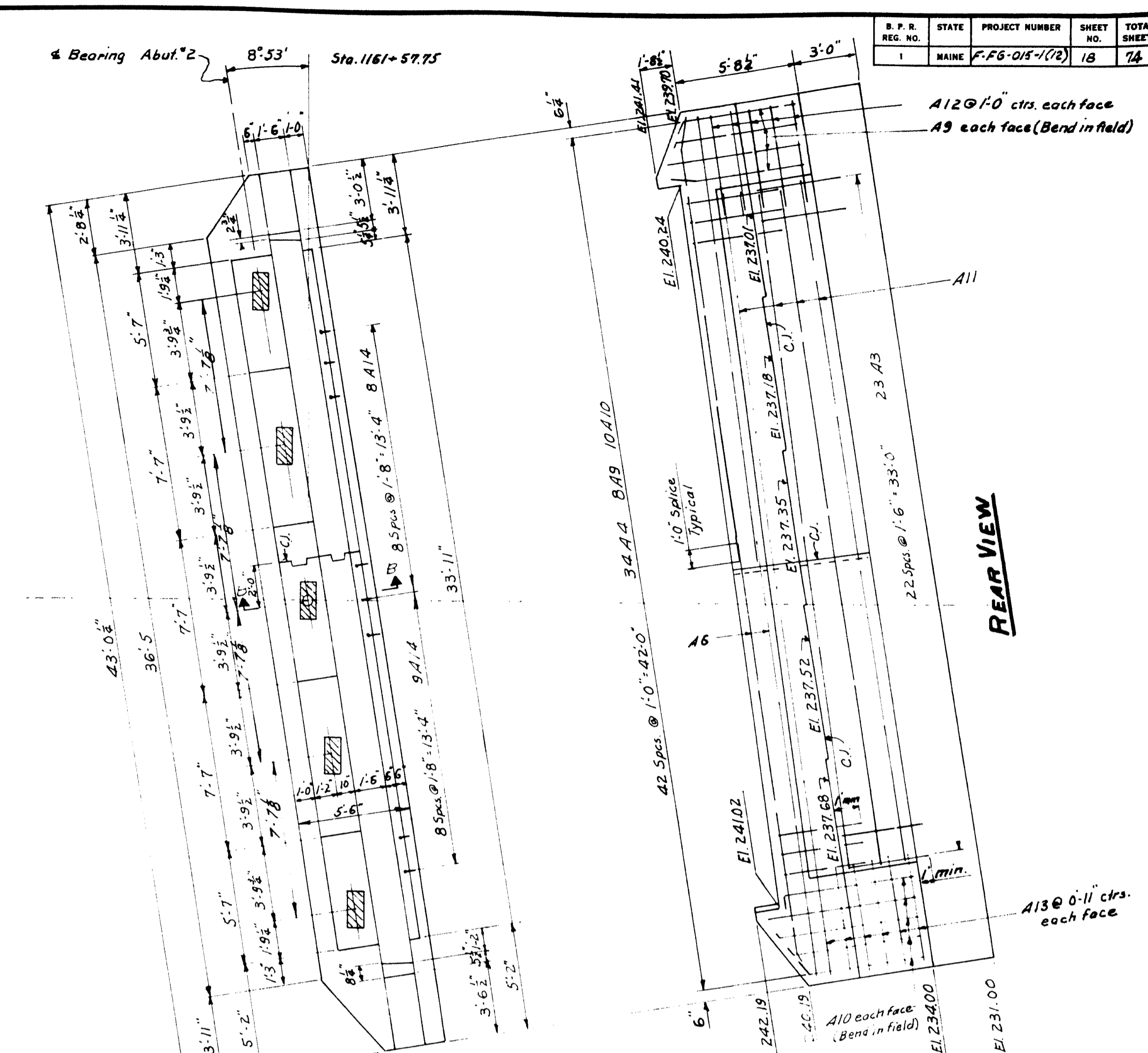
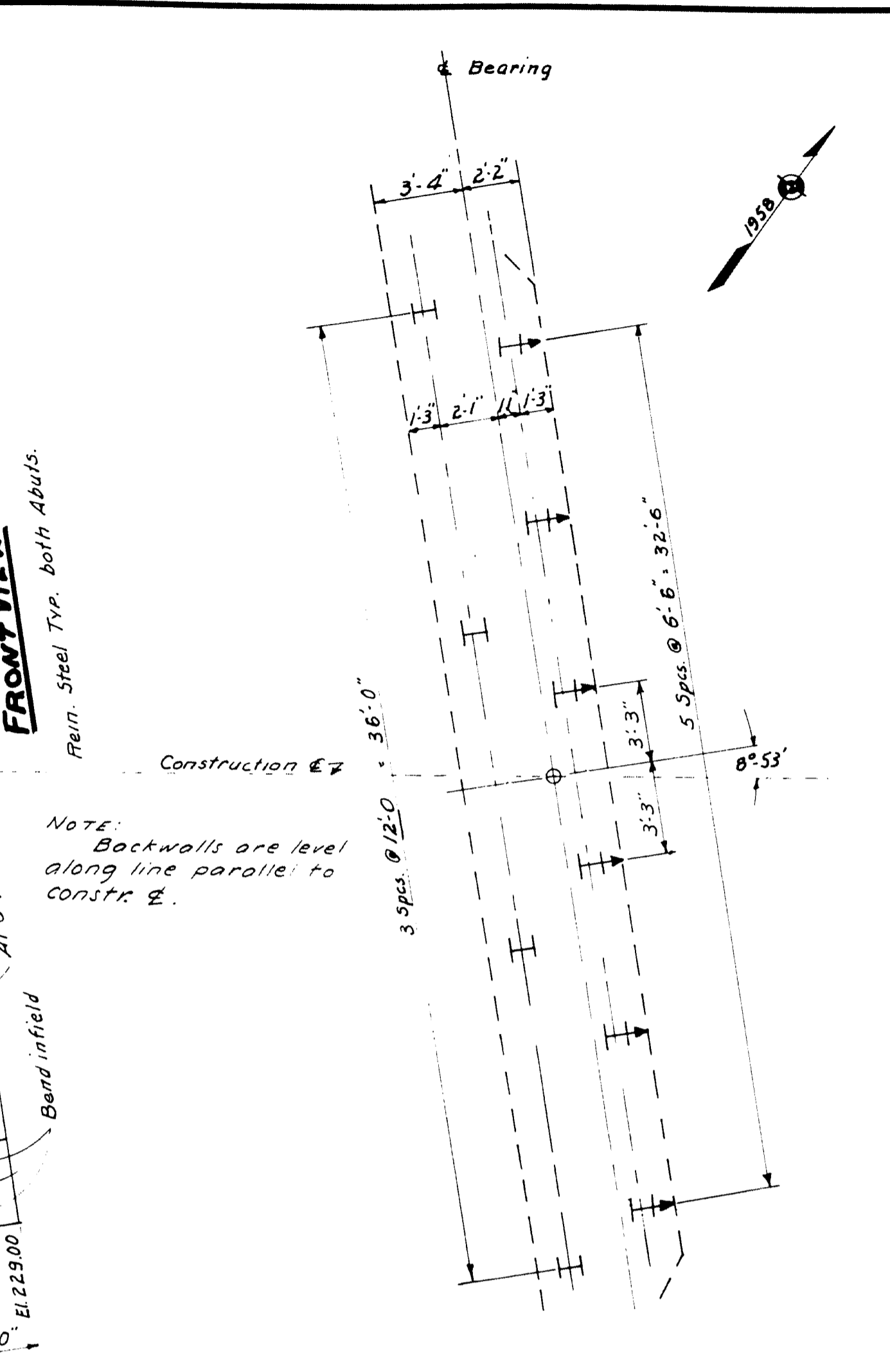
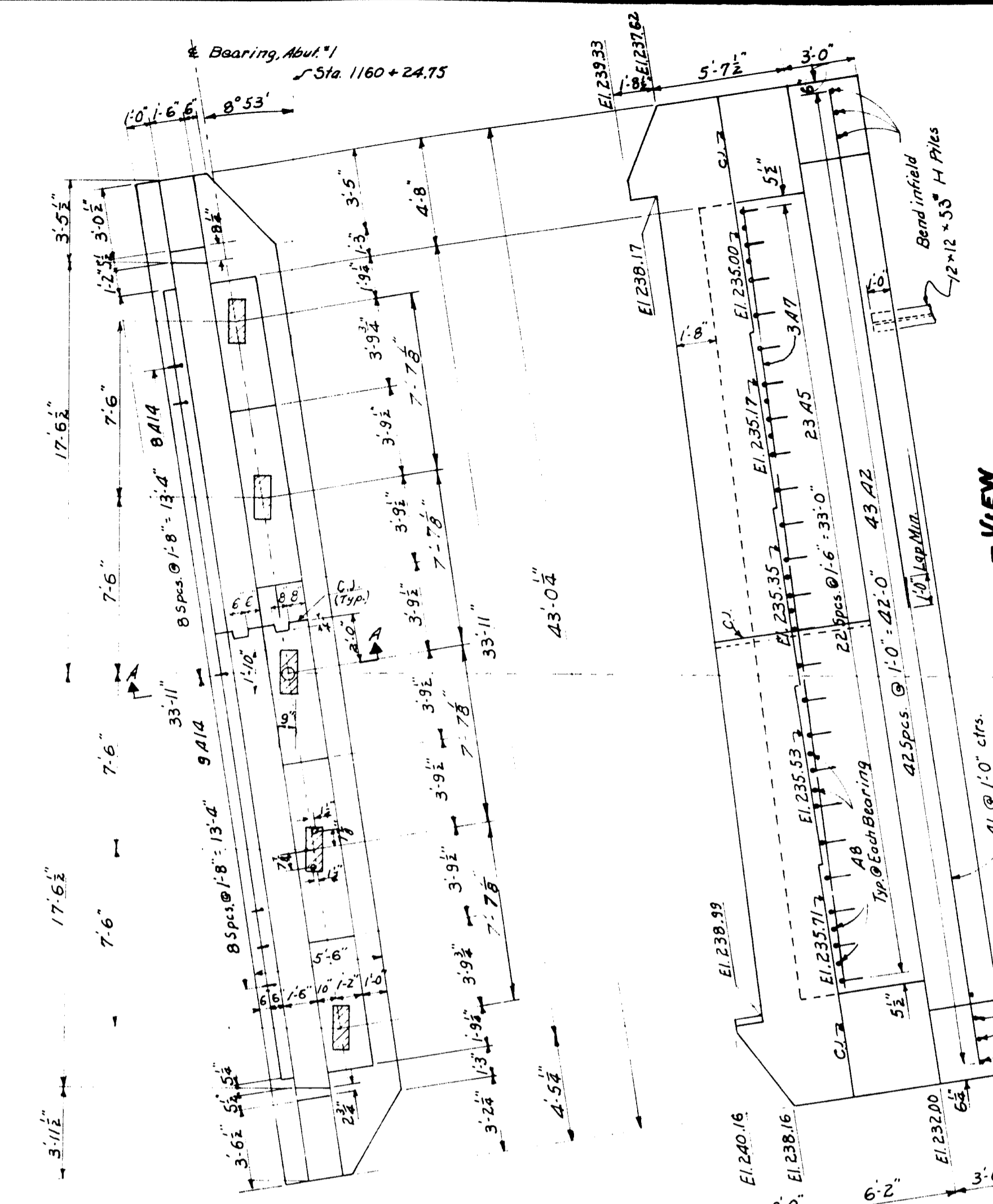
BORINGS

SHEET 4 OF 11 AUGUSTA, MAINE APRIL 1960

**M-1544** NEW GLOUCESTER AUBURN



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-76-015-7(12)	18	24



Note:  
Place Reinforcing Steel in Bridge Seat to clear Anchor Bolts.  
Dress shaded bearing areas to exact elev. shown.  
Before piles are driven, granular borrow shall be placed to bottom of footing elevations. Cover the 2" slots between the superstructure and parapets on the back side with 2 layers of heavy roofing 10" wide. Cut the concrete and the back of each layer as applied with a suitable grade of roofing cement.  
Access area to be covered  $\frac{1}{2}$ " by railing thin strips to forms before concrete is placed. Similar treatment for Vertical Const. Joint.

DESIGN - R. PEARY  
TRACE - G. ALLEN  
CHECK - C. J. G.

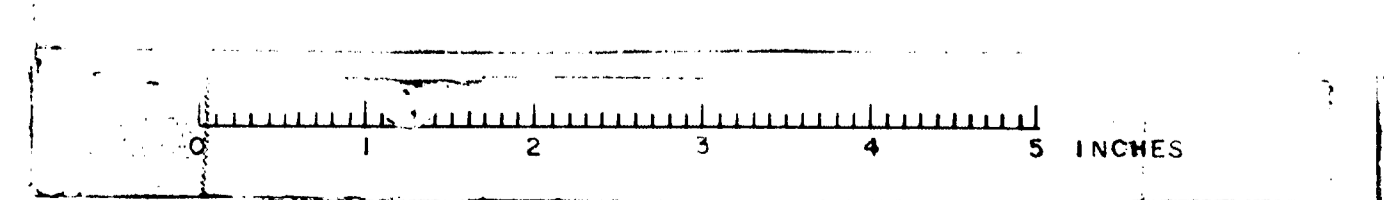
BRIDGE NO. SURVEY - PLOT -

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

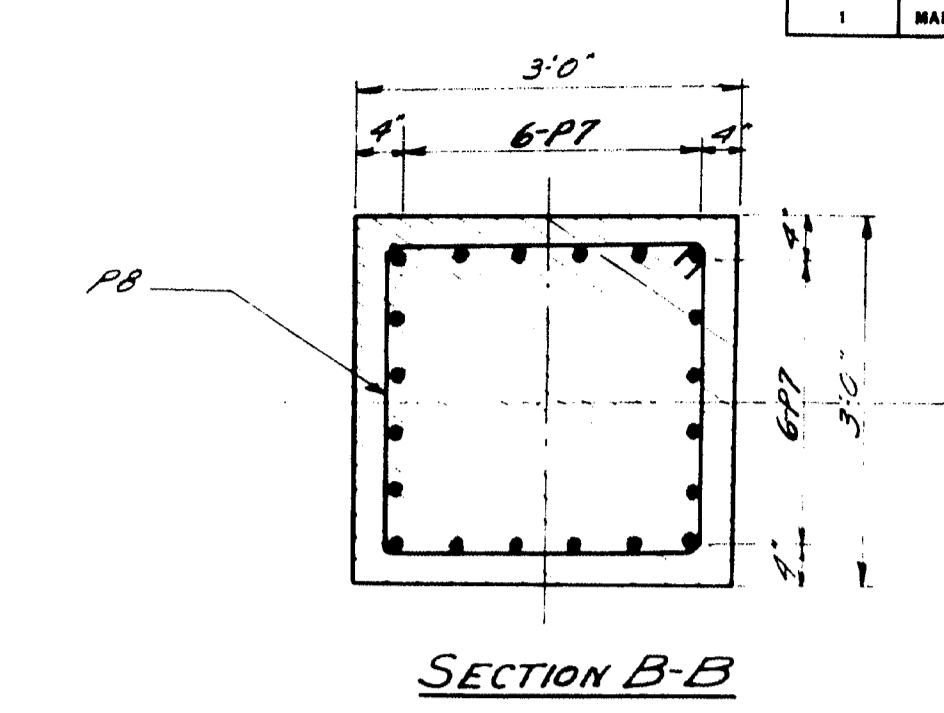
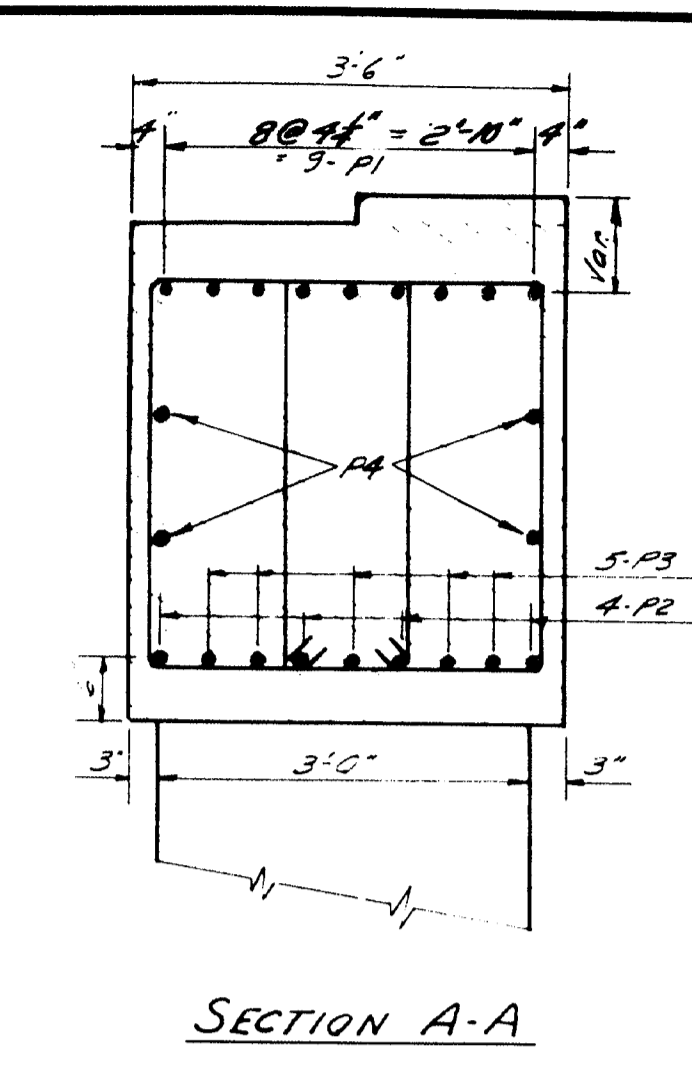
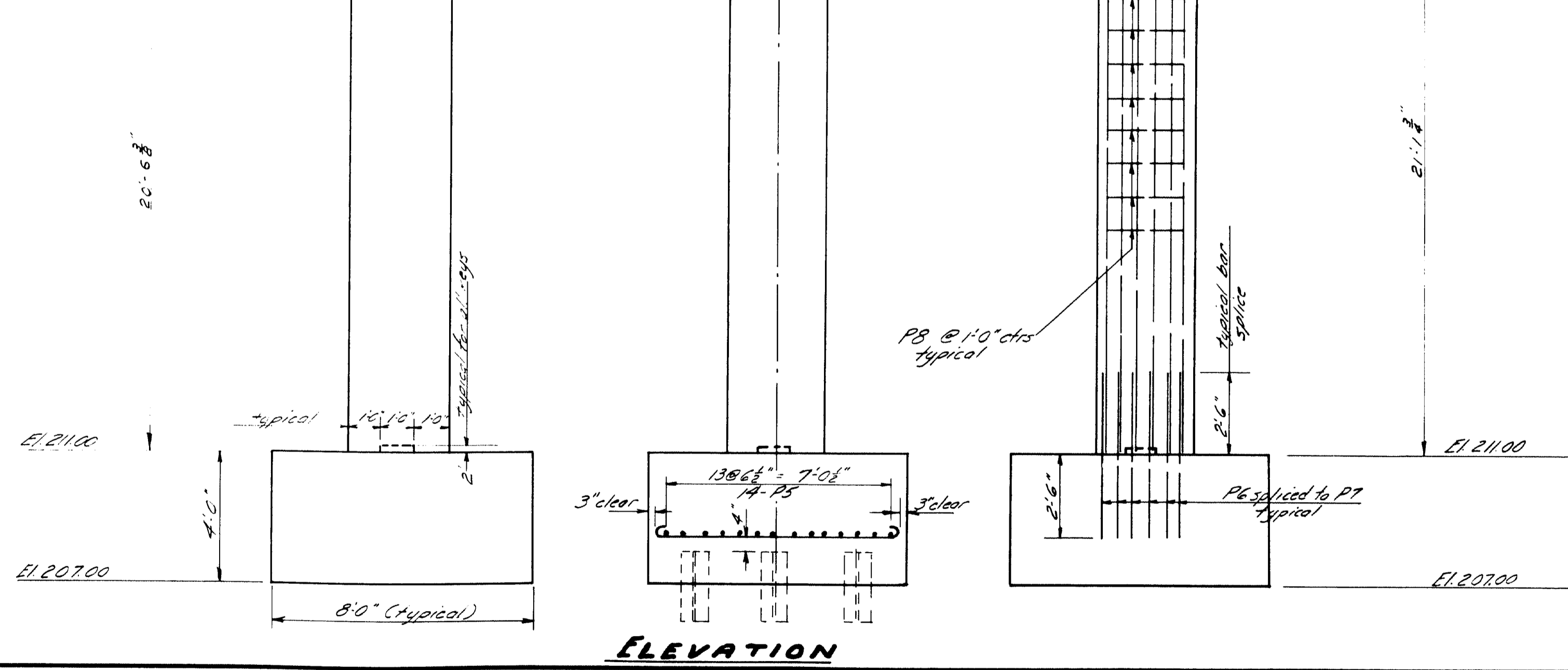
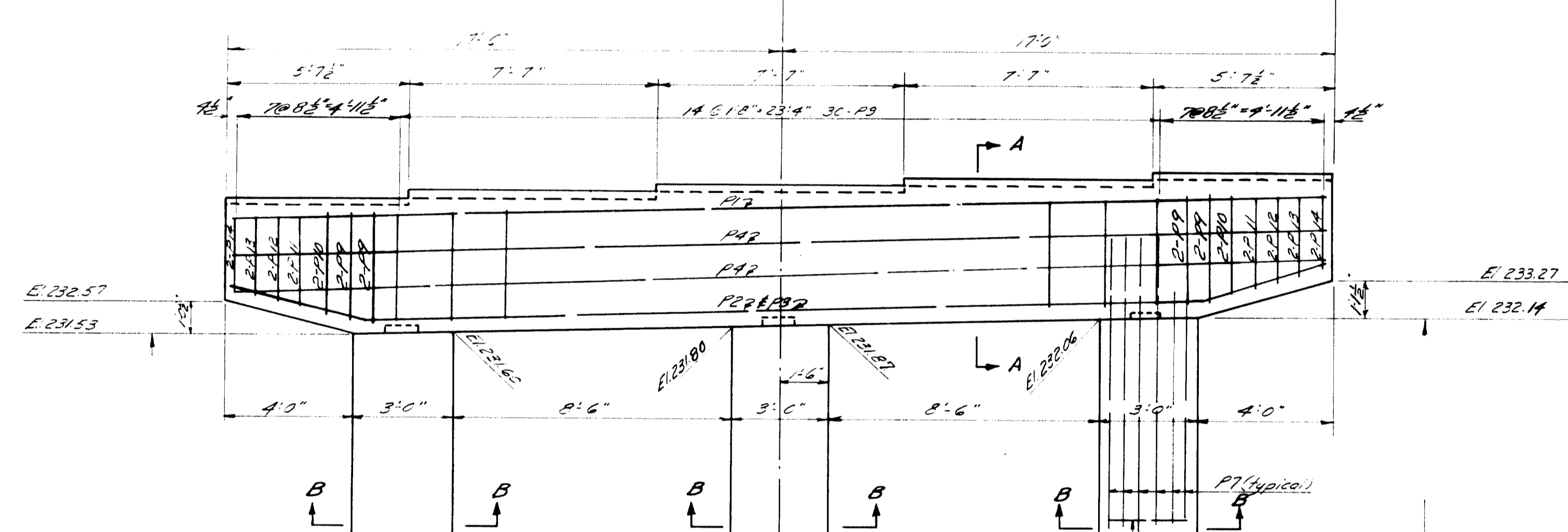
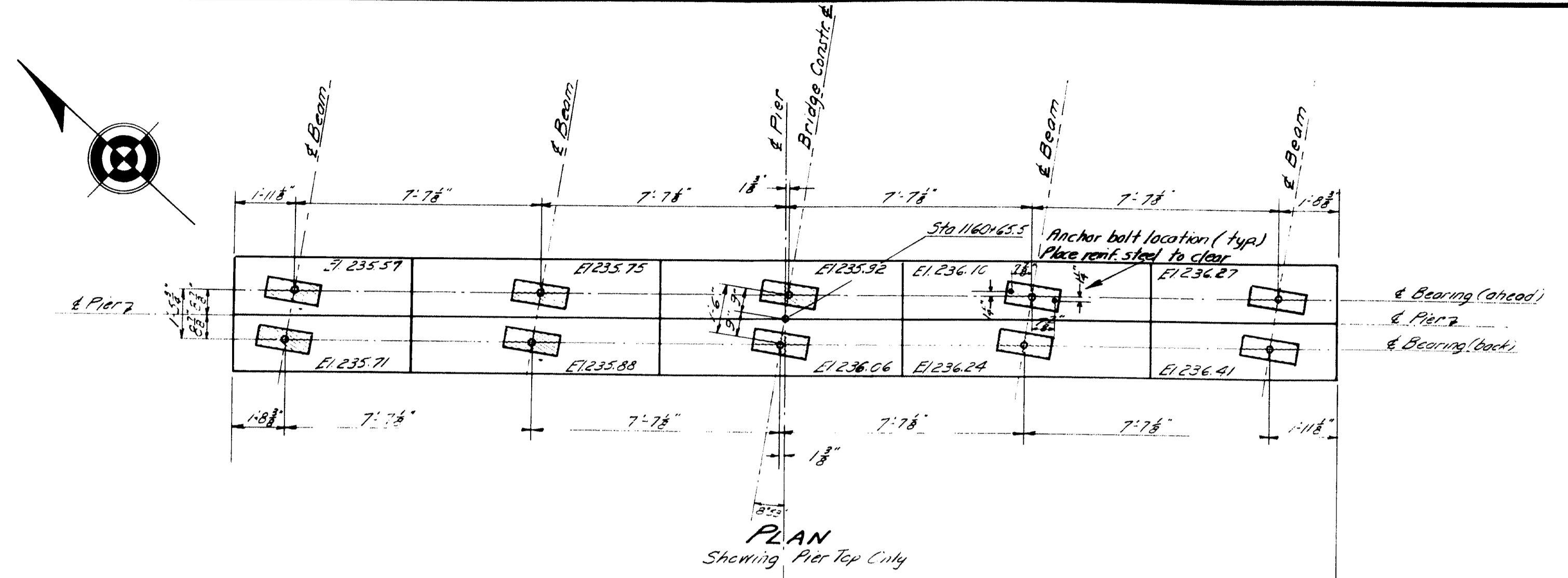
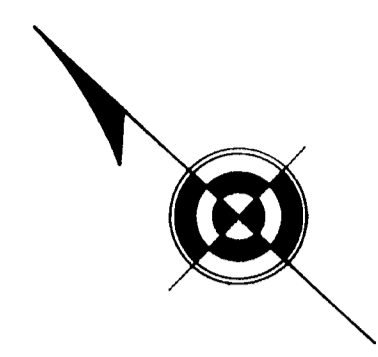
**CANADIAN NATIONAL RAILWAYS'S OVERPASS**  
IN THE CITY OF AUBURN  
ANDROSCOGGIN COUNTY  
ABUTMENTS 1 & 2

SHEET 5 OF 11 AUGUSTA, MAINE JAN. 1960

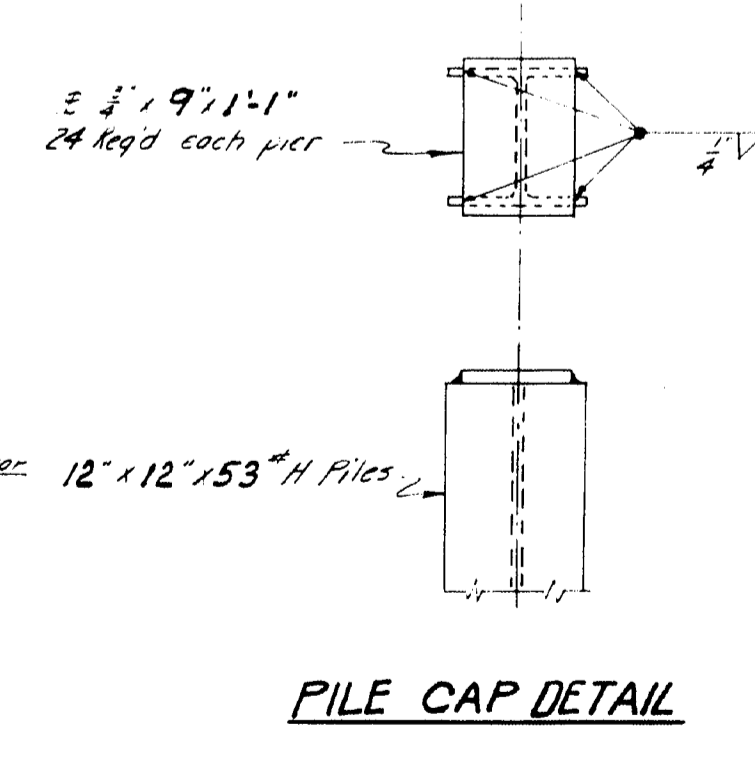
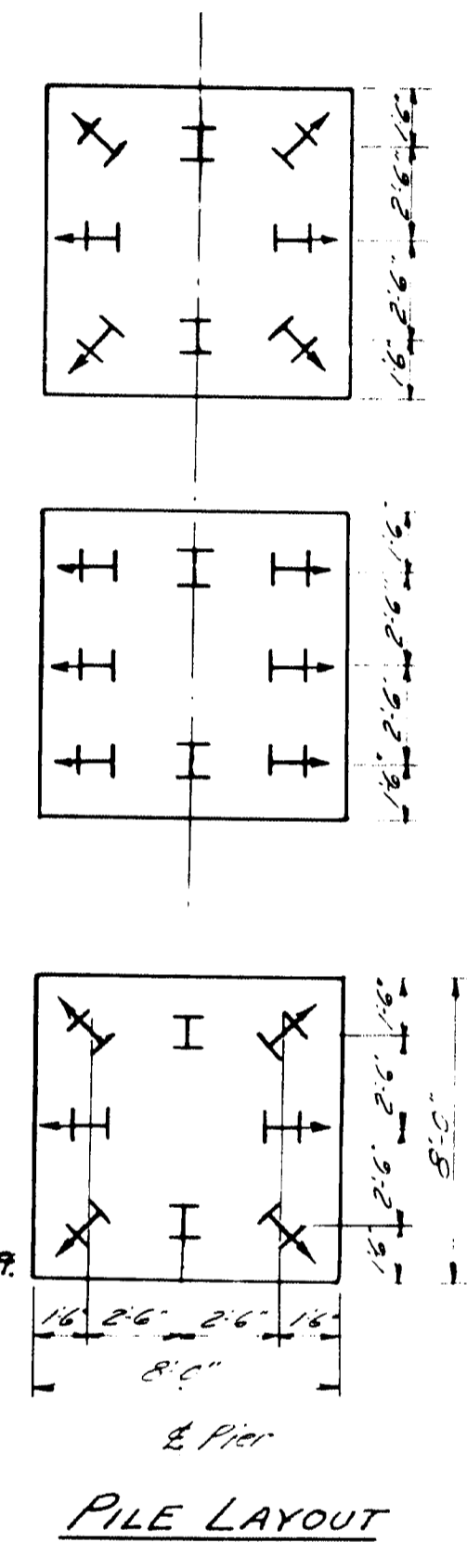
M-1545 NEW CLONVILLE AUBURN



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	A-FB-015-1(12)	19	74



NOTES:  
 Piles to be 12" x 12" x 53# Steel H Piles, Est. length 63 ft.  
 Max. Pile Load 47 Tons  
 Pile cut off elevation 208.00  
 Piles shown thus to be battered 2% per foot in the direction indicated by the arrow.  
 Gross shaded bearing areas of Bridge seats to size of masonry plates, plus 1" large all around, to exact elevation shown.  
 Place steel in Pier Caps to clear anchor bolts.  
 Piles to be driven to ledge or practical refusal.

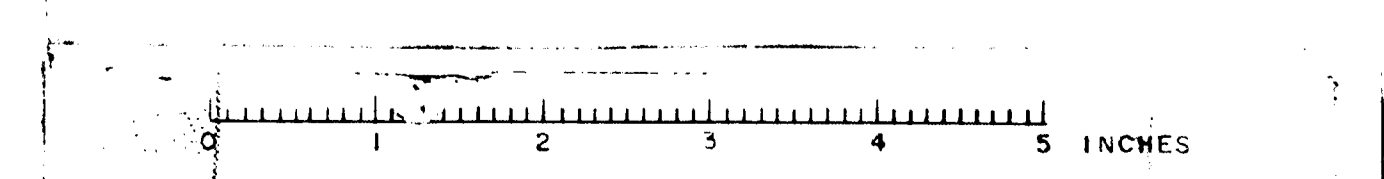


DESIGN - *Simpson, Dettler, Carter* BRIDGE NO. \_\_\_\_\_  
 TRACE - *J. Miles* SURVEY - *P. Barnes*  
 CHECK - *Gormley* PLOT \_\_\_\_\_

STATE HIGHWAY COMMISSION  
 BRIDGE DIVISION

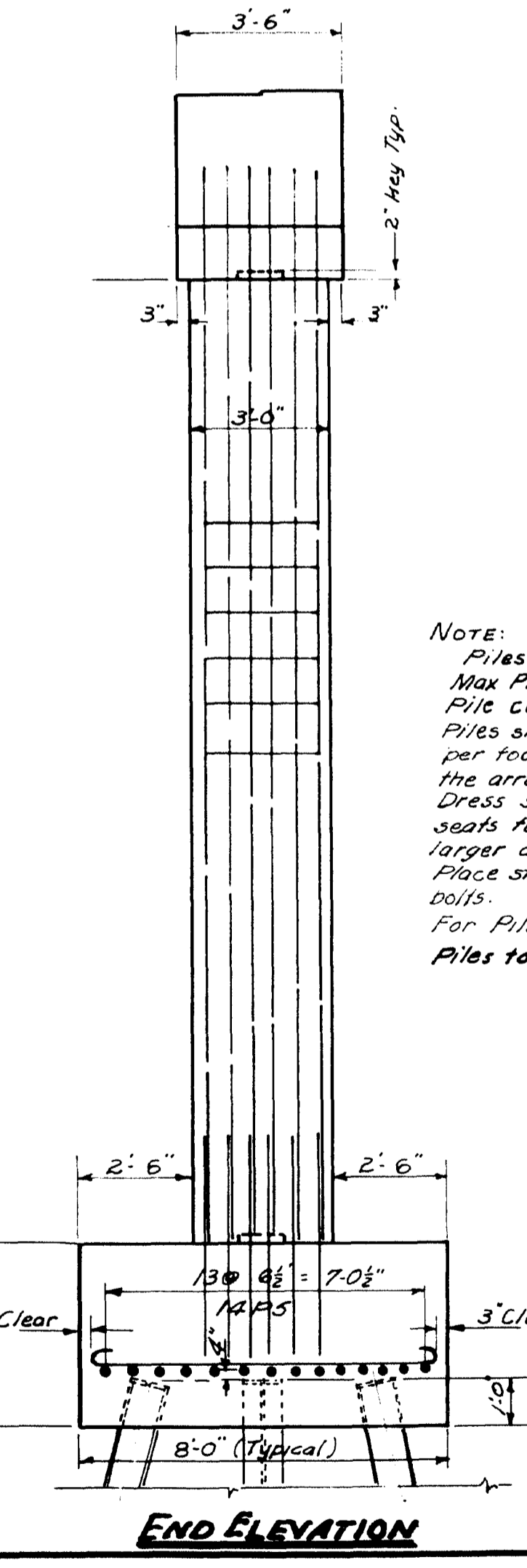
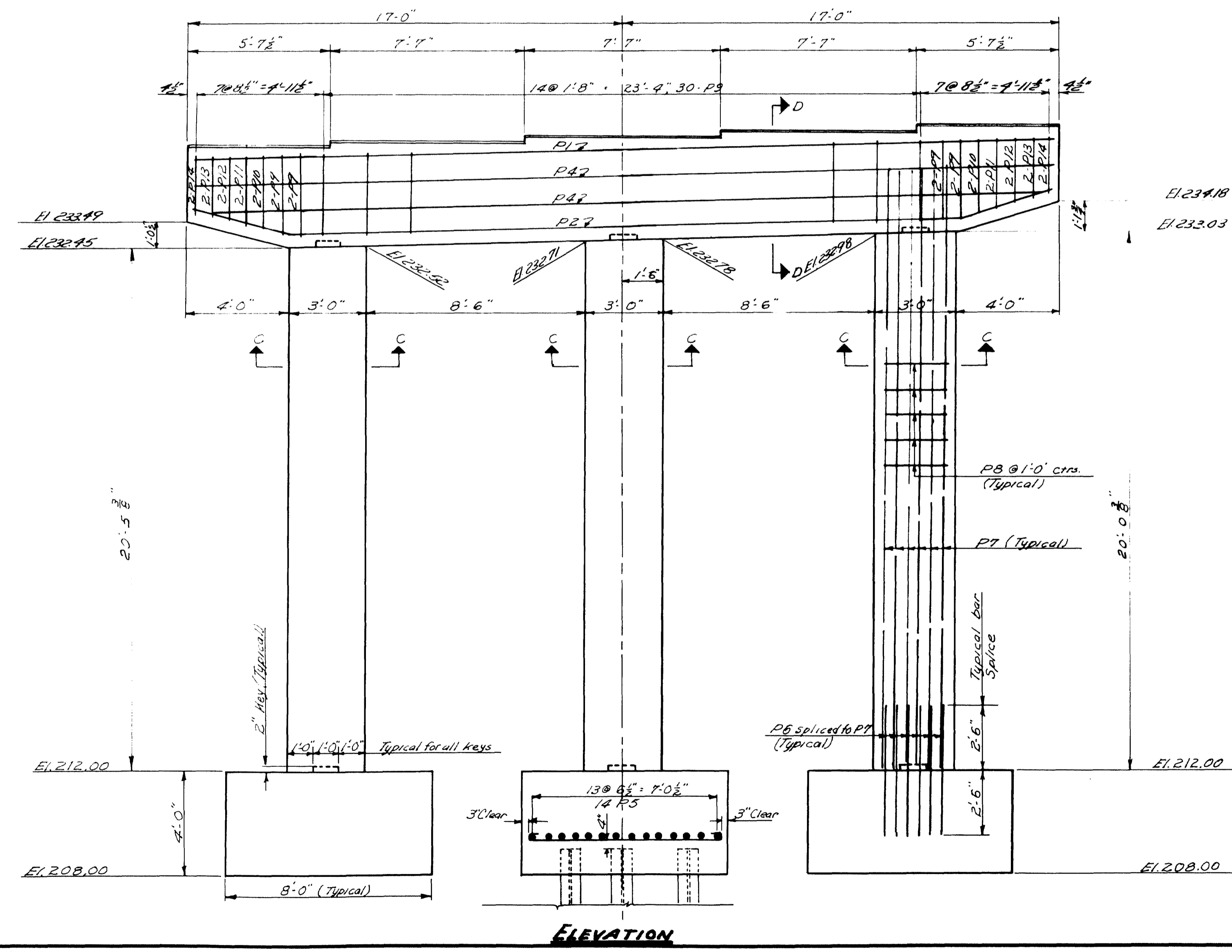
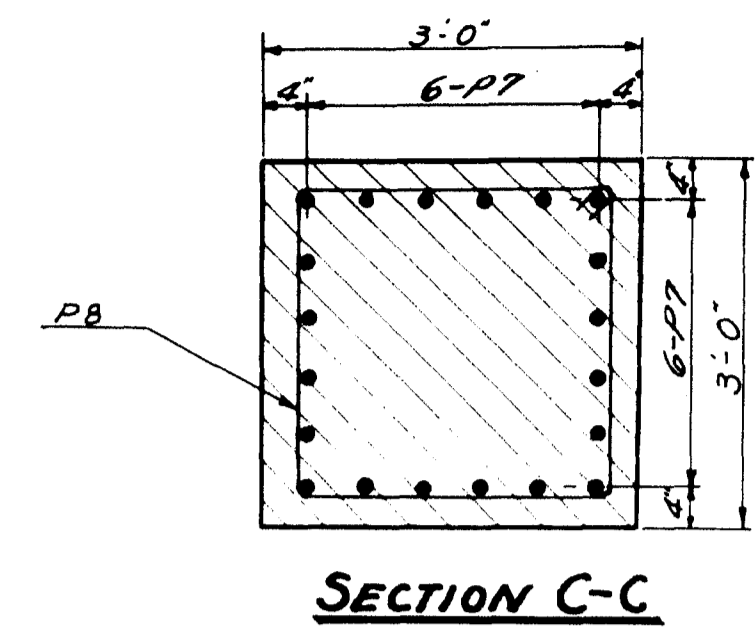
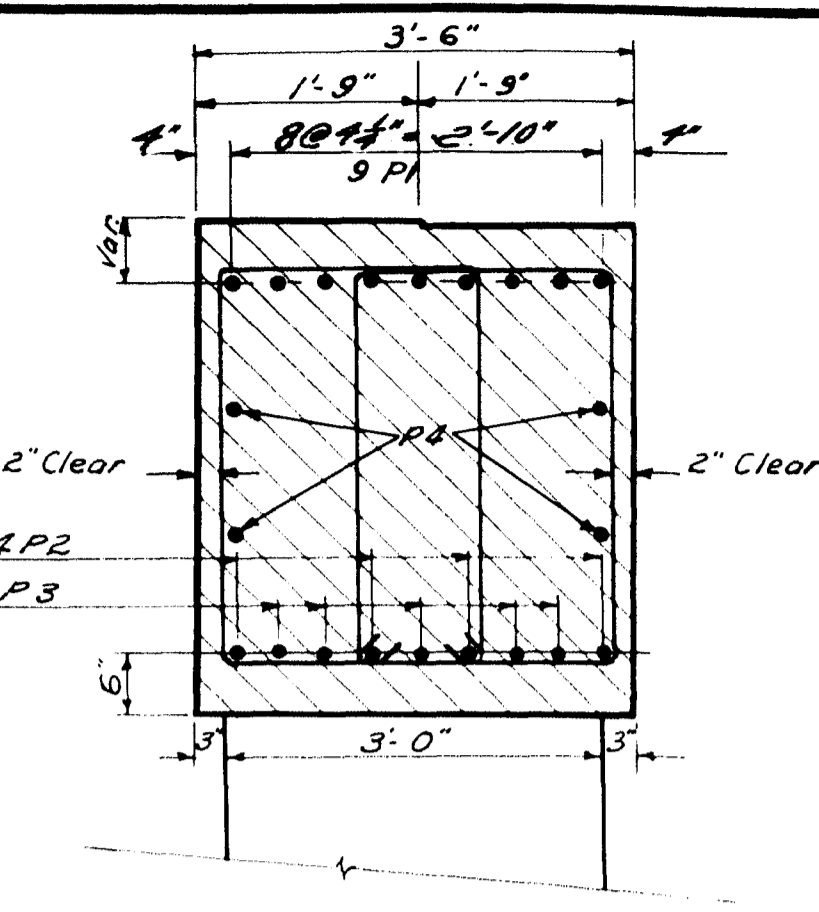
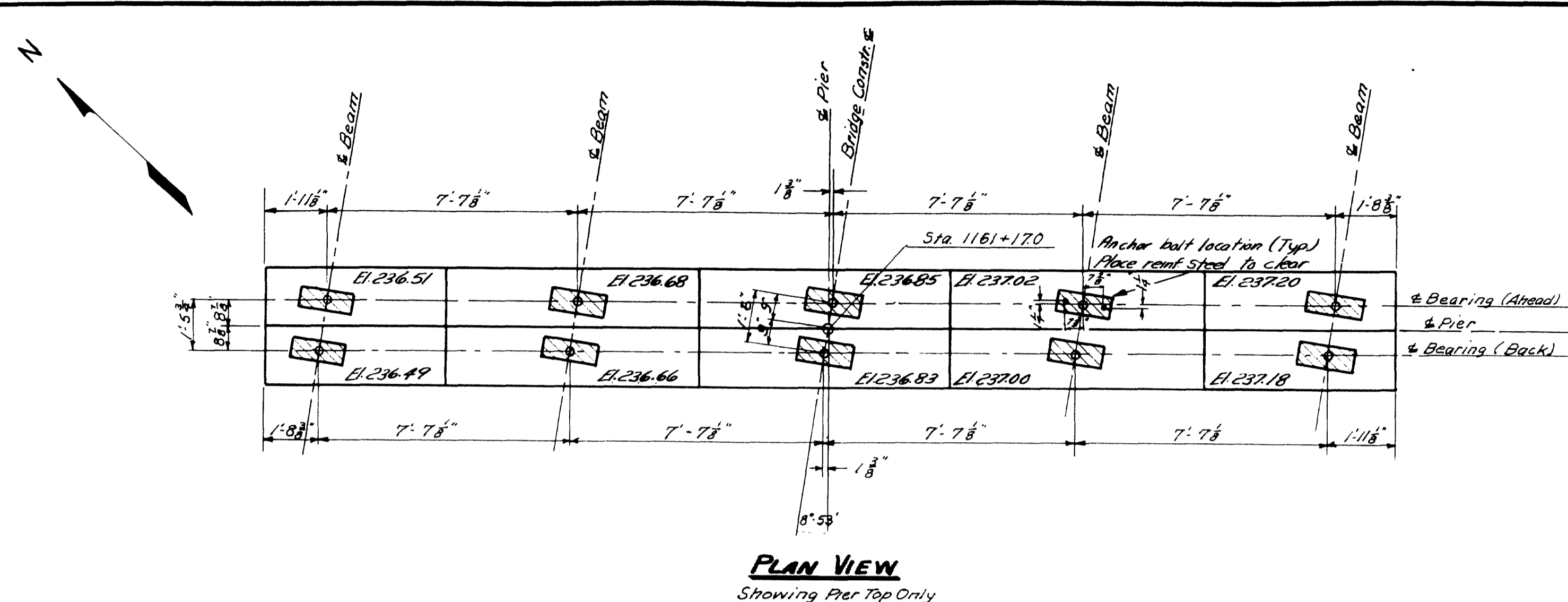
CANADIAN NATIONAL RAILWAYS  
 OVERPASS  
 IN THE CITY OF  
 AUBURN  
 ANDROSCOGGIN COUNTY  
 PIER NO. 1

SHEET 6 OF 11 AUGUSTA, MAINE JAN. 1960  
 NEW BRIDGE AT AUBURN

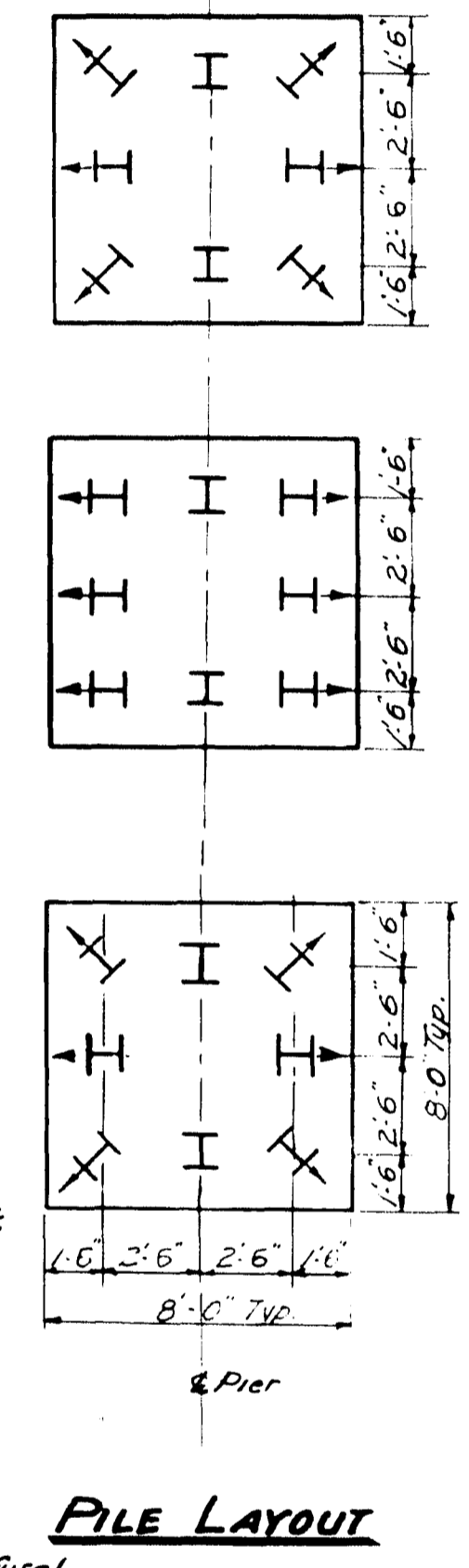


M-1546

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-6015-102	20	74



**NOTE:**  
Piles to be 12"x12"x53" Steel H Piles  
Max Pile load - 47 Tons. Est. length 60 ft.  
Pile cut off elevation 209.00  
Piles shown thus H to be battered 45° per foot in the direction indicated by the arrow.  
Dress shaded bearing areas on bridge seats to size of masonry plate, plus 1" larger all around, to exact elevation shown. Place steel in pier caps to clear anchor bolts.  
For Pile Cap Details See Sheet No. 6.  
Piles to be driven to ledge or practical refusal.

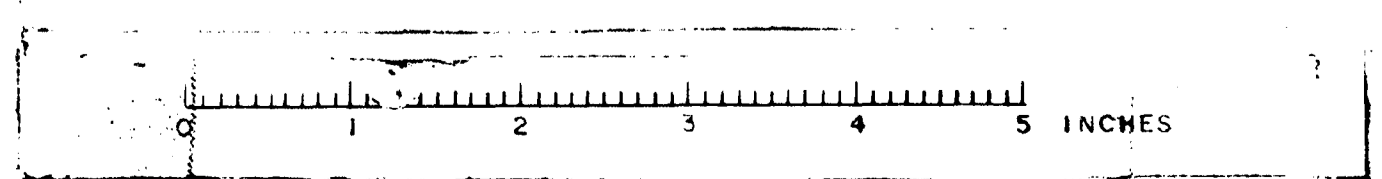


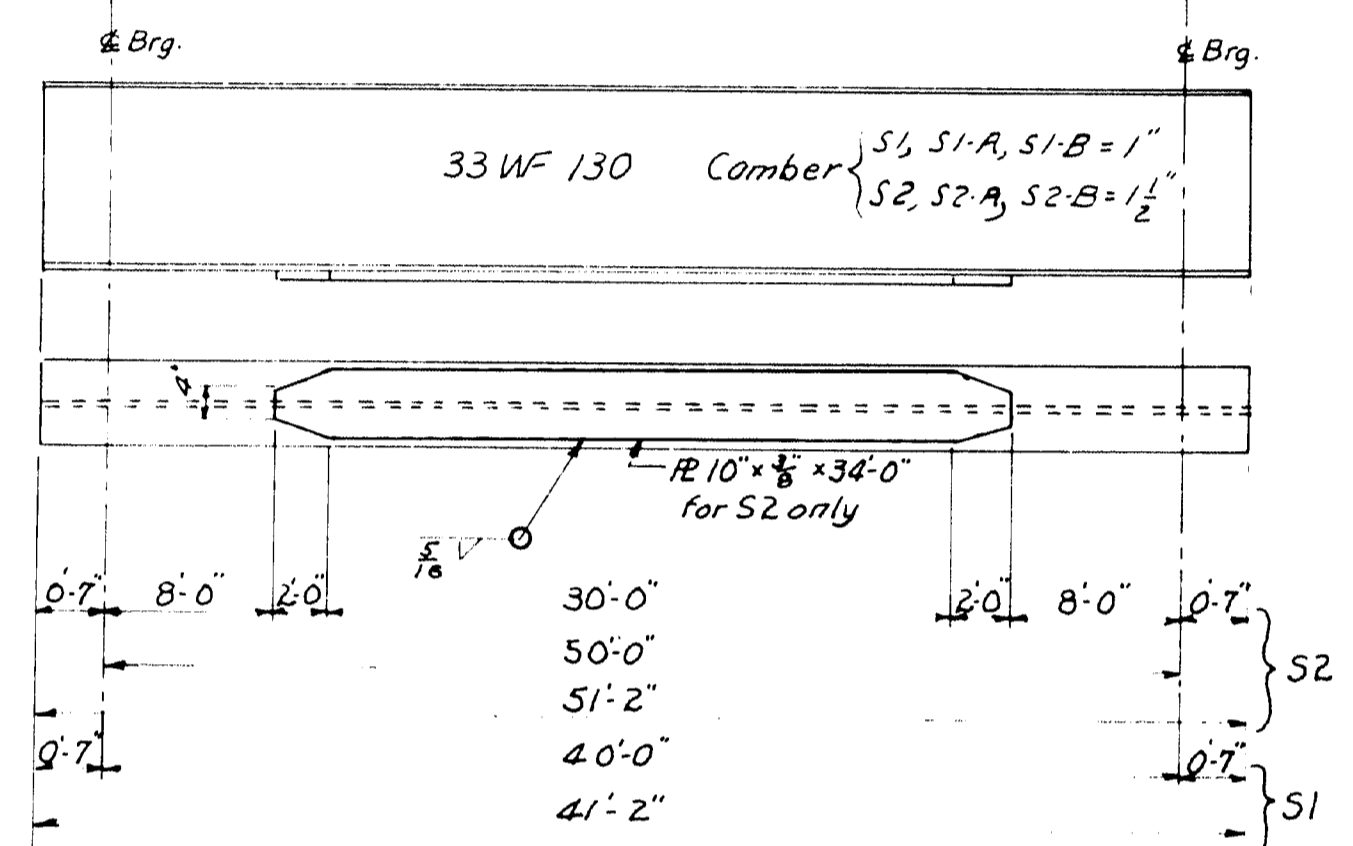
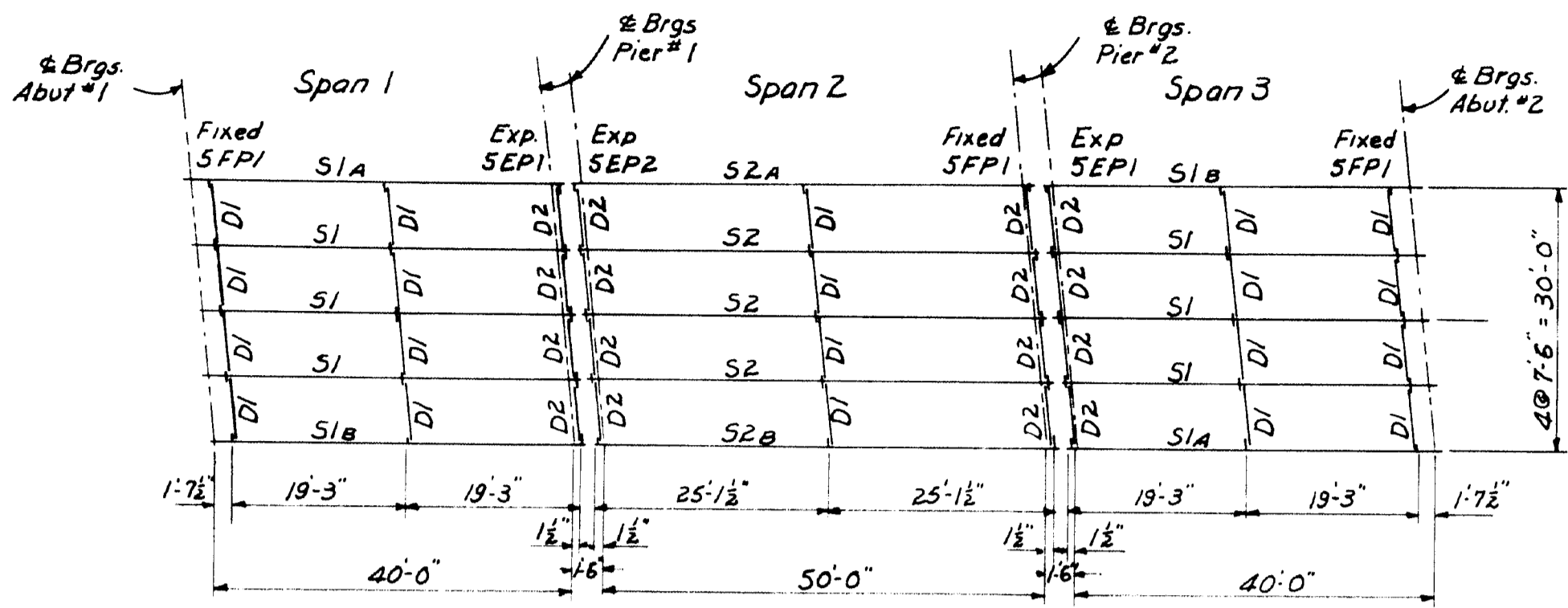
DESIGN - A.R.S. DETAIL - C.P. BRIDGE & SURVEY PLOT -  
TRACE - G.A.L.I.E.N. CHECK - Gormley

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

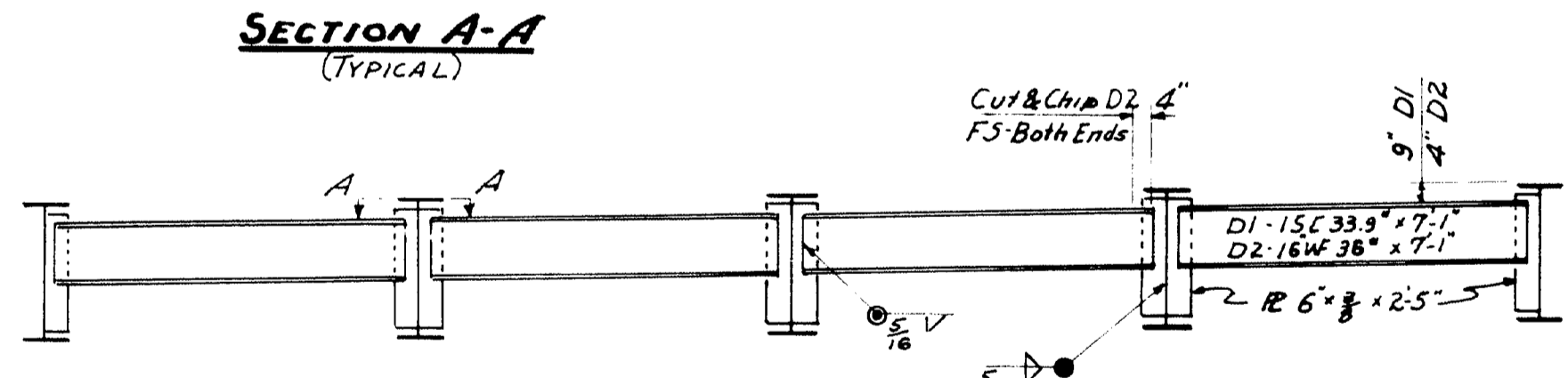
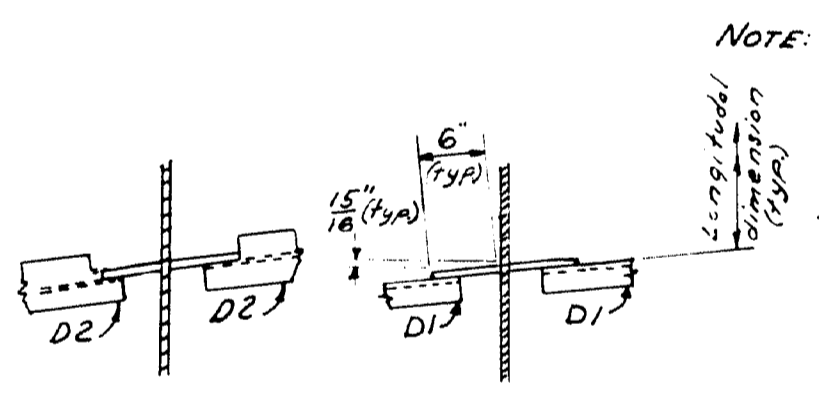
**CANADIAN NATIONAL RAILWAYS  
OVERPASS  
IN THE CITY OF  
AUBURN  
ANDROSCOGGIN COUNTY  
PIER NO. 2**

SHEET 7 OF 11 AUGUSTA, MAINE JAN. 1960



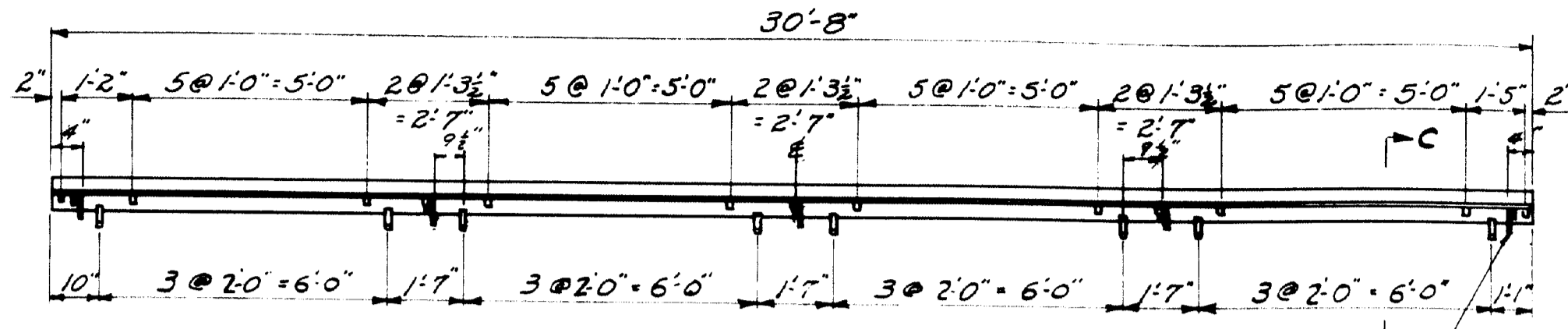


**S1 - 10 Req'd**  
**S2 - 5 Req'd**

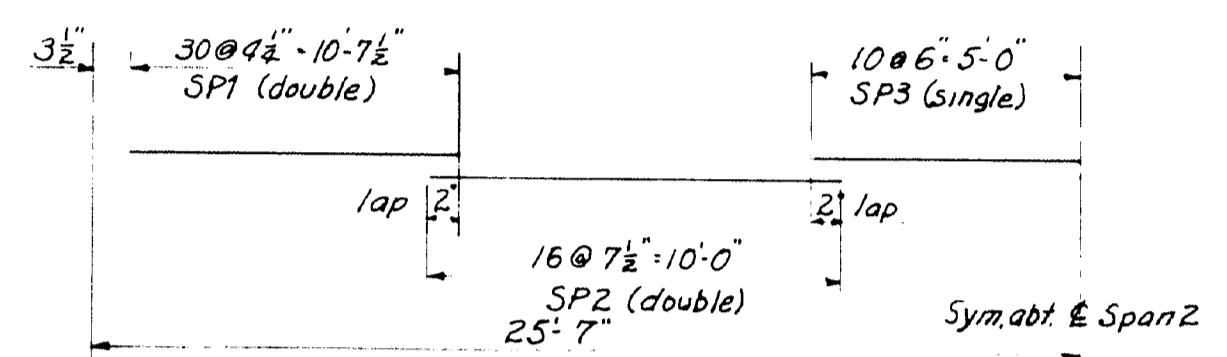


**D1 - 20 Req'd**  
**D2 - 16 Req'd**

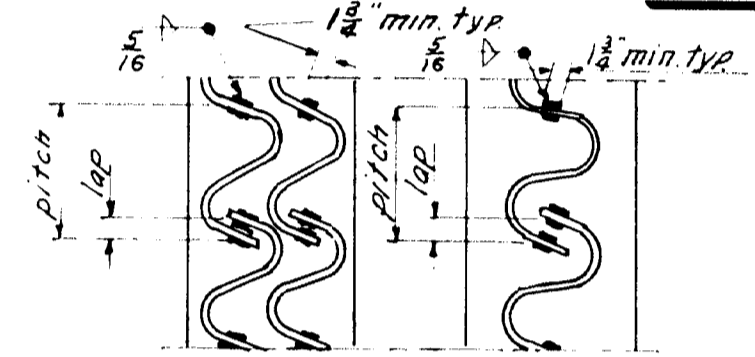
**NOTE:**  
 Fabrication & Erection - State of Maine Standard Specifications, Highways & Bridges, Revisions of Jan. 1956 Design & Detail, AASHO 1957.  
 Materials - Beams and Cover Plates shall conform to Specifications ASTM Designation A 373 (Span 2 only). Other steel members shall conform to either Specifications ASTM Designation A 373 or Specifications ASTM Designation A-7.



**ARMORED JOINT ~ 4 Req'd @ Piers 1 & 2**



**SPIRAL SPACING**

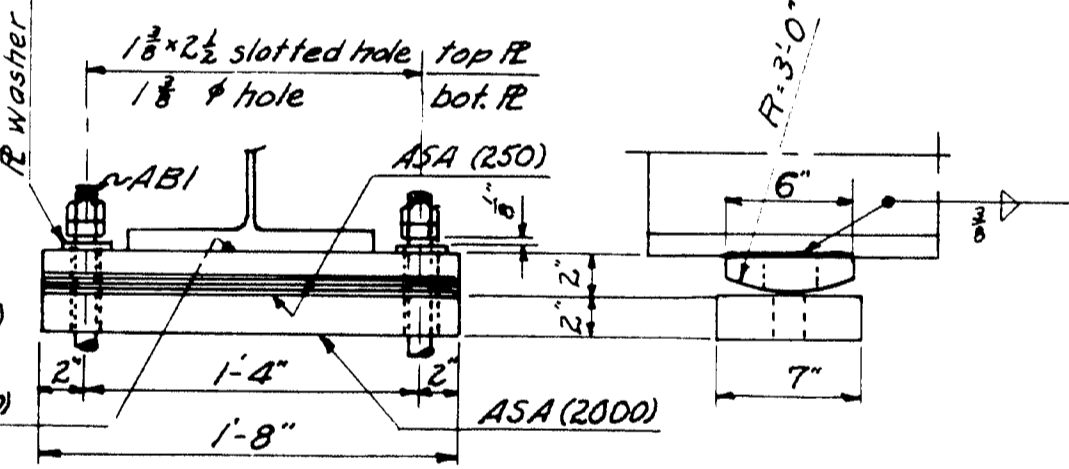


**SPIRAL DETAIL**

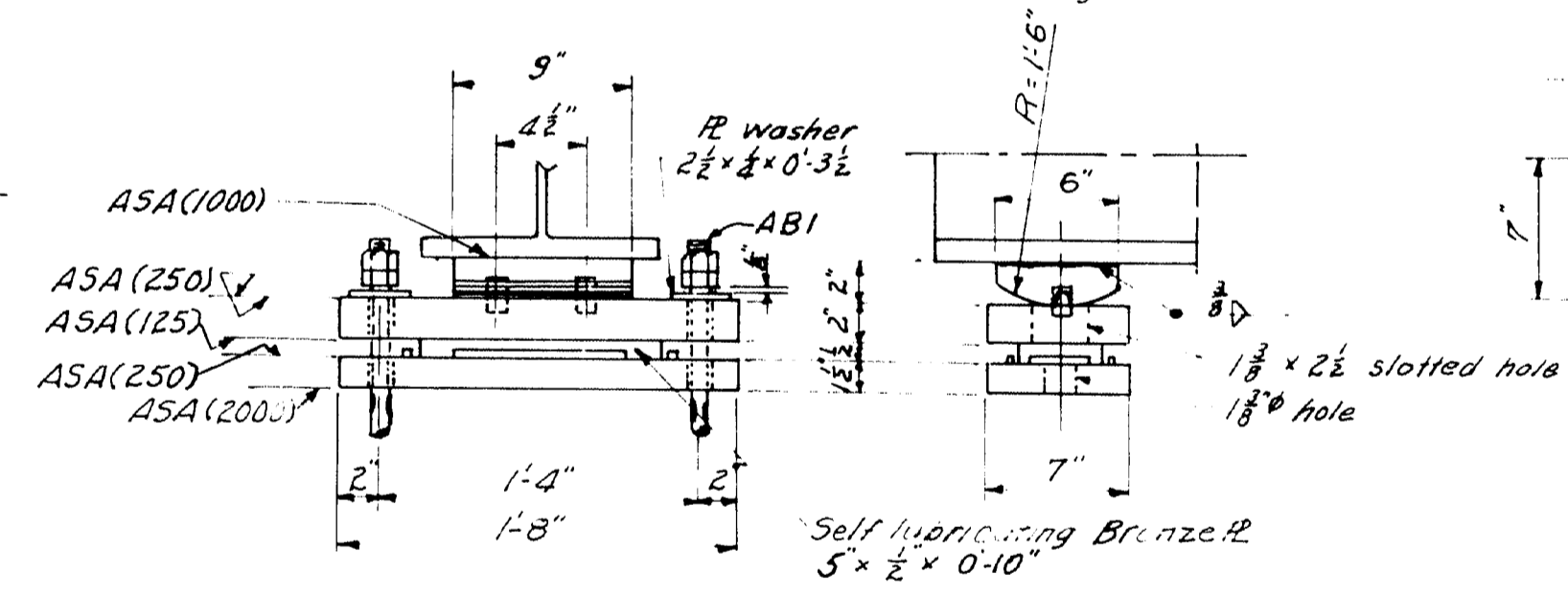
MARK	SIZE	No	DIAM	SPACES	PITCH	LENGTH
SP1	4 1/2"	20	4 1/2"	30	4 1/2"	10'-7 1/2"
SP2	7 1/2"	20	4 1/2"	15	7 1/2"	10'-0"
SP3	5"	5	4 1/2"	20	6"	10'-0"

Shear Connectors may be welded spirals or automatically end-welded solid or granular flux-filled studs. The use of spirals or studs to be at the option of the contractor.

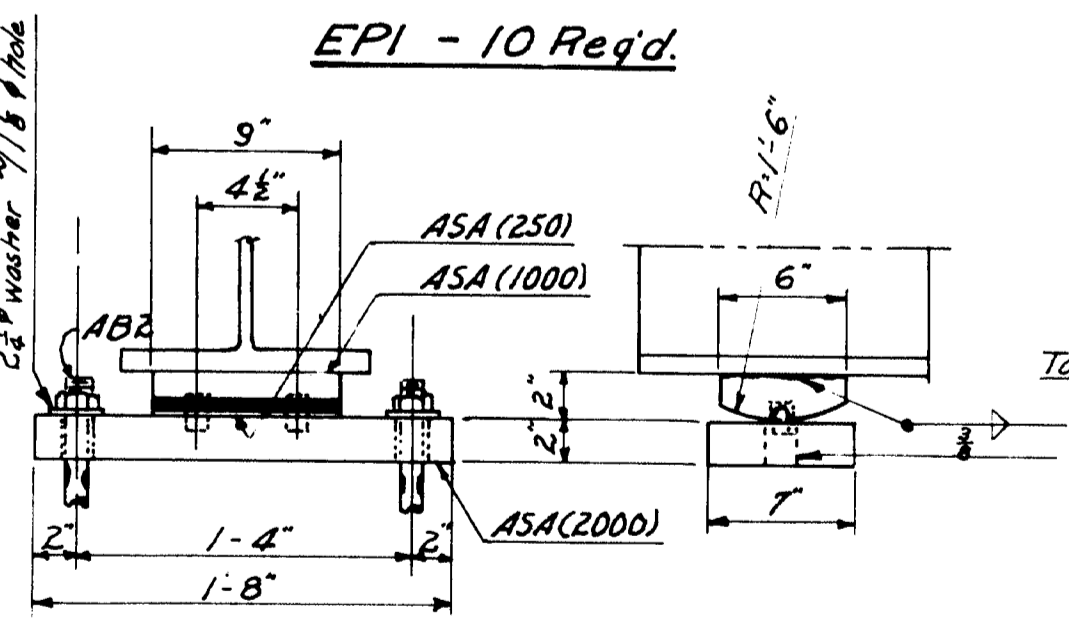
**SHEAR CONNECTORS**



**EPI - 10 Req'd**



**EP2 - 5 Req'd**

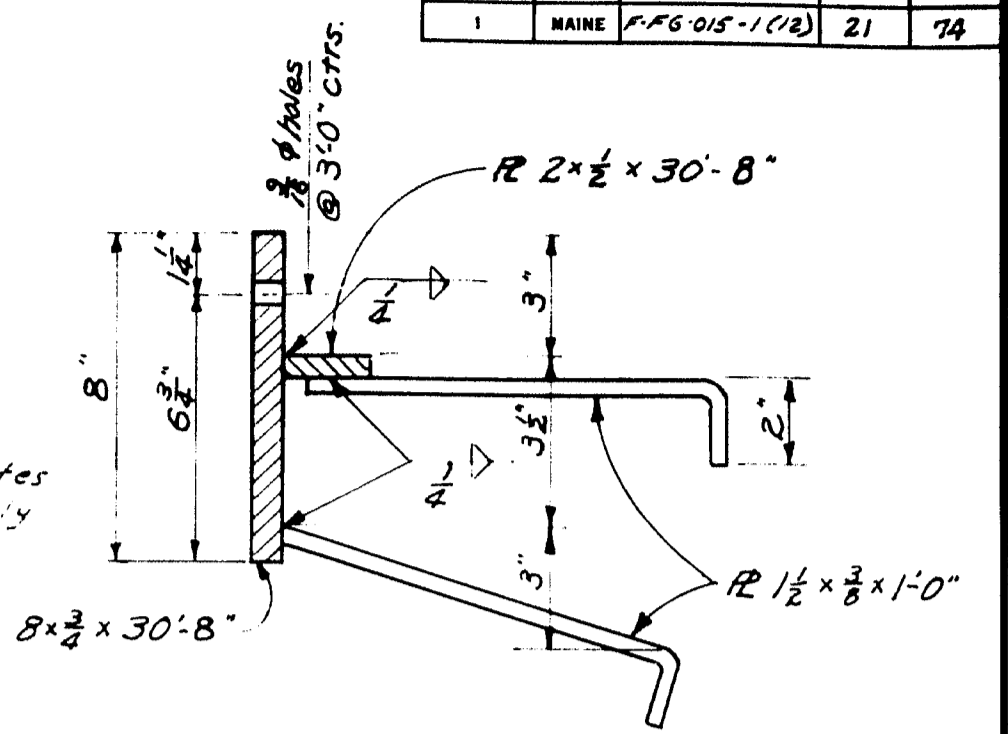


**FPI - 15 Req'd**

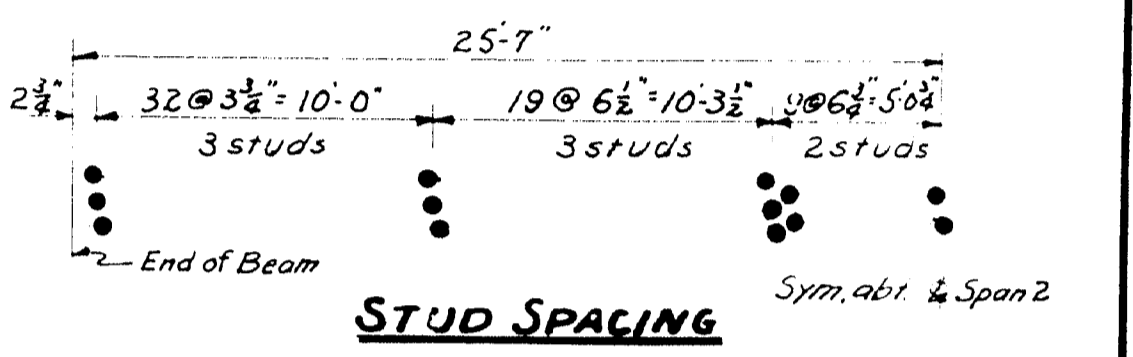
**ANCHOR BOLTS**

AB1 ~ 1" x 1.5" with 2-hex nuts & washer - 30 Req'd  
 AB2 ~ 1" x 1.2" with 1-hex nut & washer - 30 Req'd

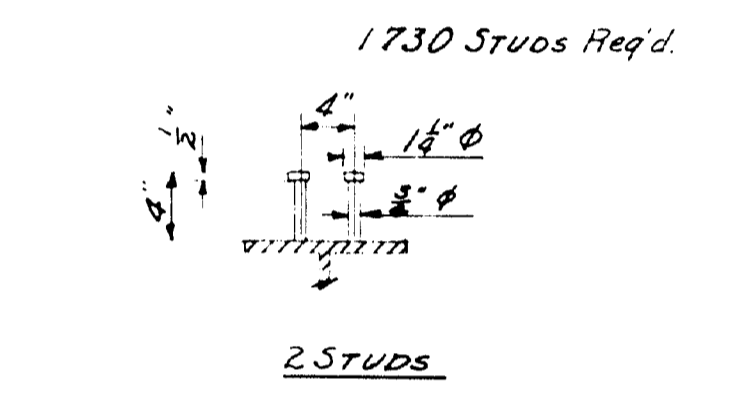
**BEARING PEDESTALS**



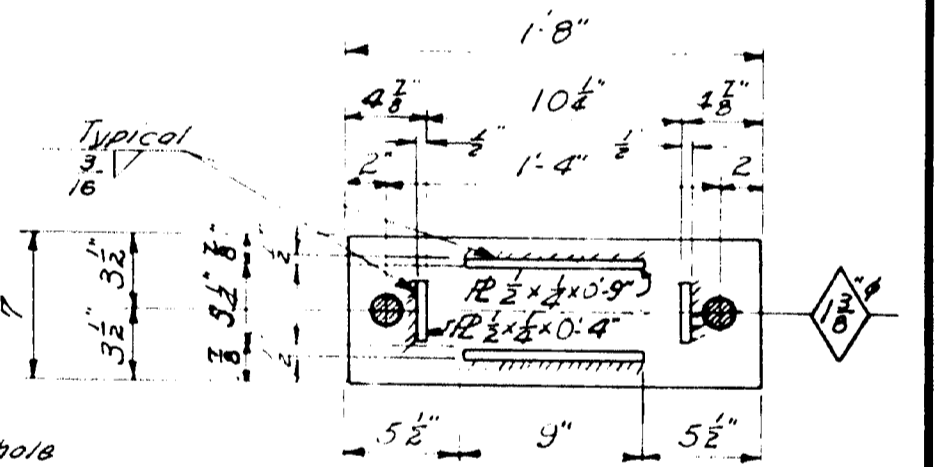
**SECTION - ARMORED JOINT**



**STUD SPACING**



**STUD DETAIL**



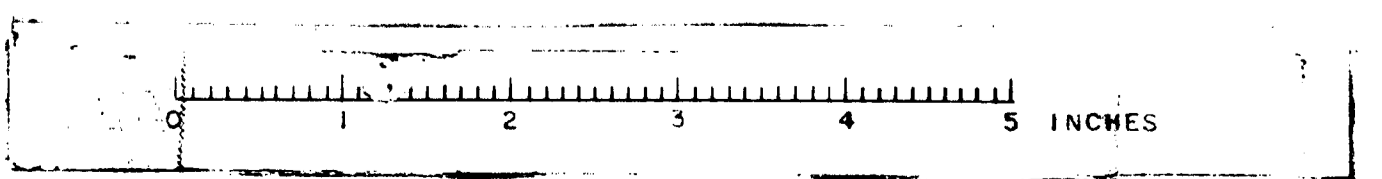
**MASONRY R For EP2**

**NOTE:** See sheet 11 for Structural Steel in drains.

DESIGN - DETAIL - PEARY	BRIDGE NO. -
TRACE - G. ALLEN	SURVEY -
CHECK - G. ALLEN	PROJECT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
<b>CANADIAN NATIONAL RAILWAYS</b> <b>OVERPASS</b> IN THE CITY OF <b>AUBURN</b> <b>ANDROSCOGGIN COUNTY</b> STRUCTURAL STEEL	
SHEET 8 OF 11 AUGUSTA, MAINE JAN. 1960	

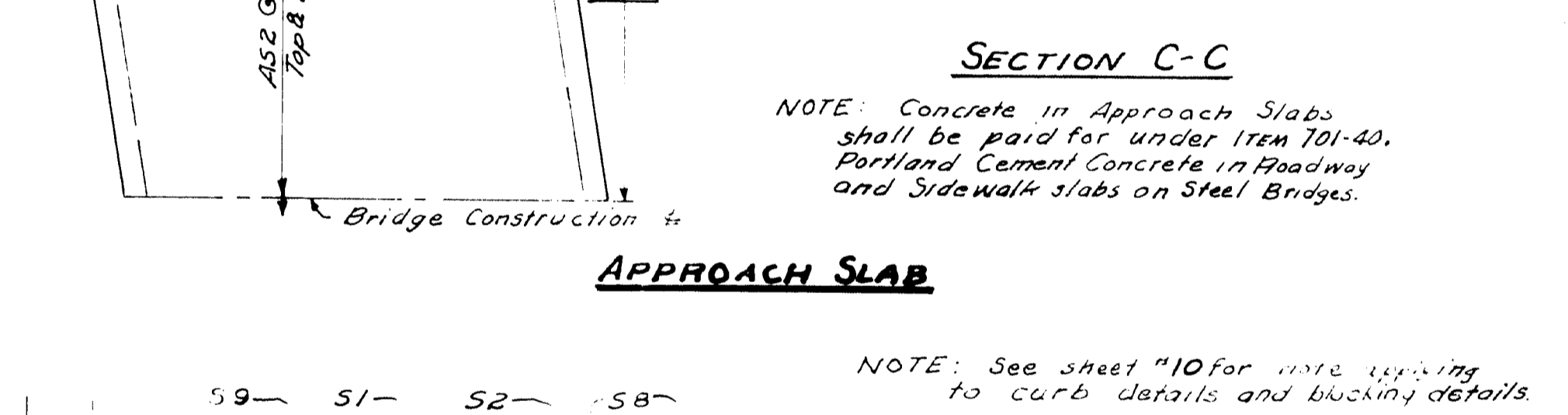
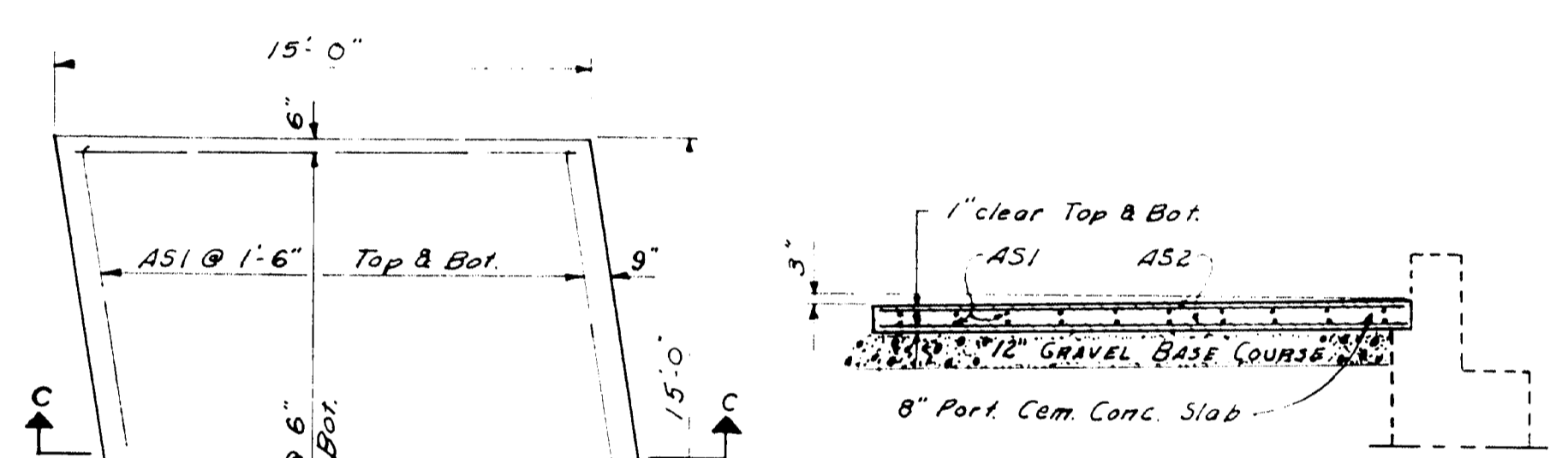
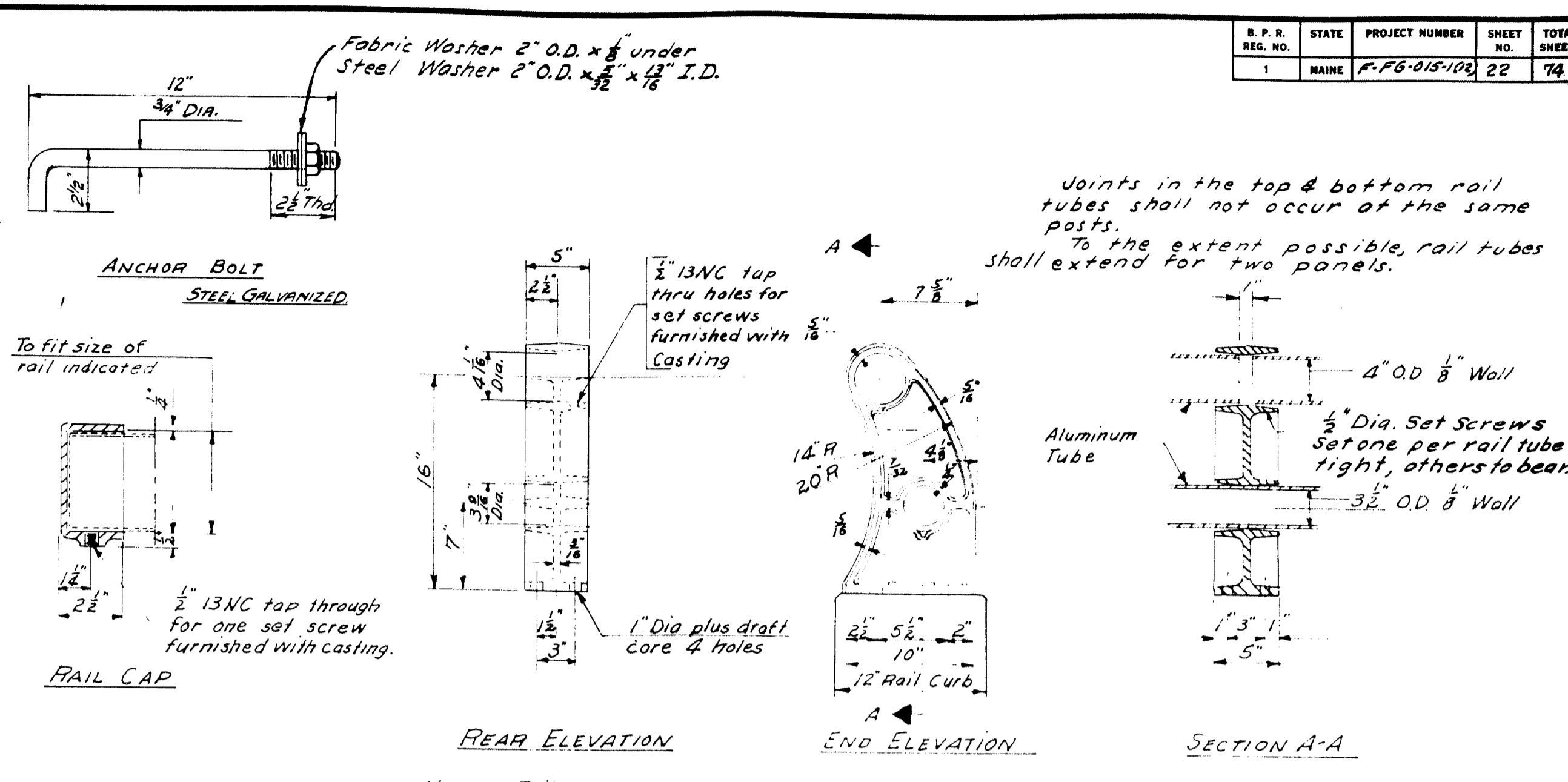
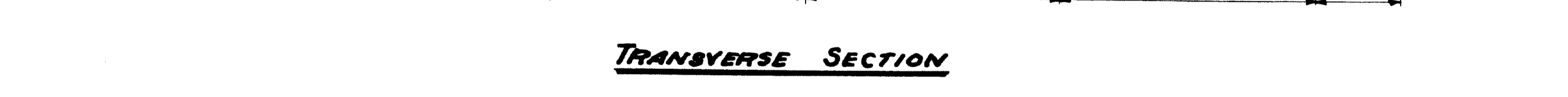
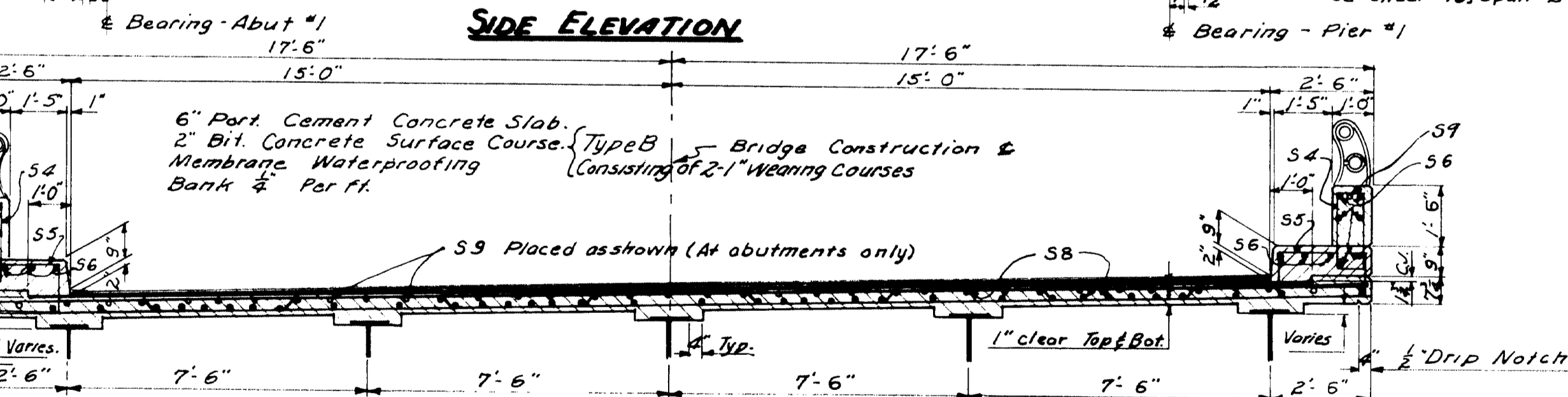
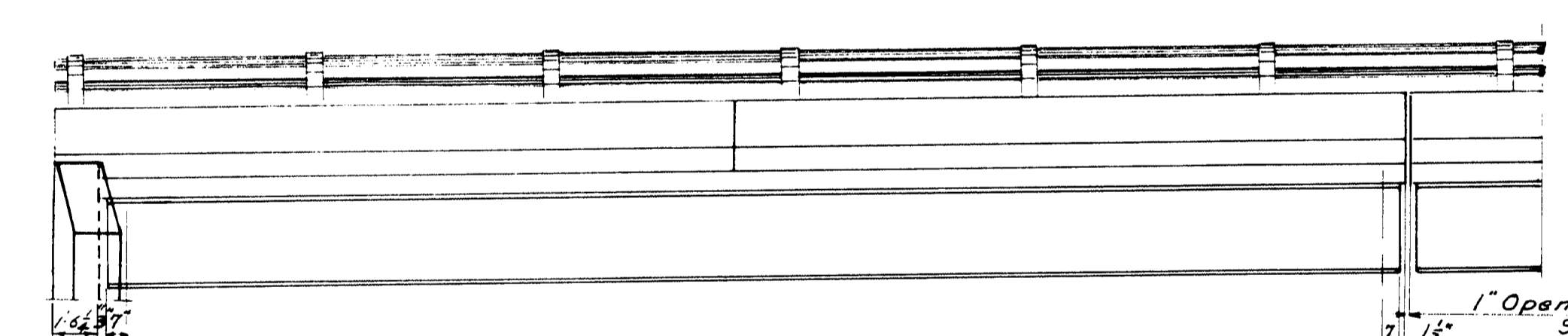
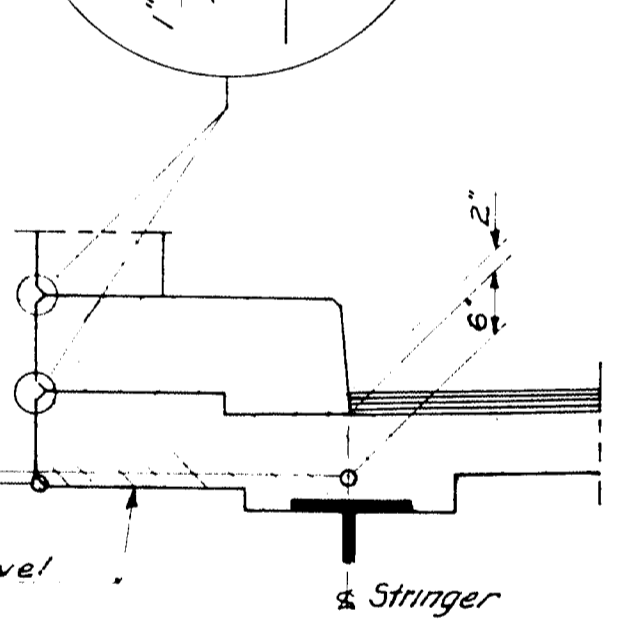
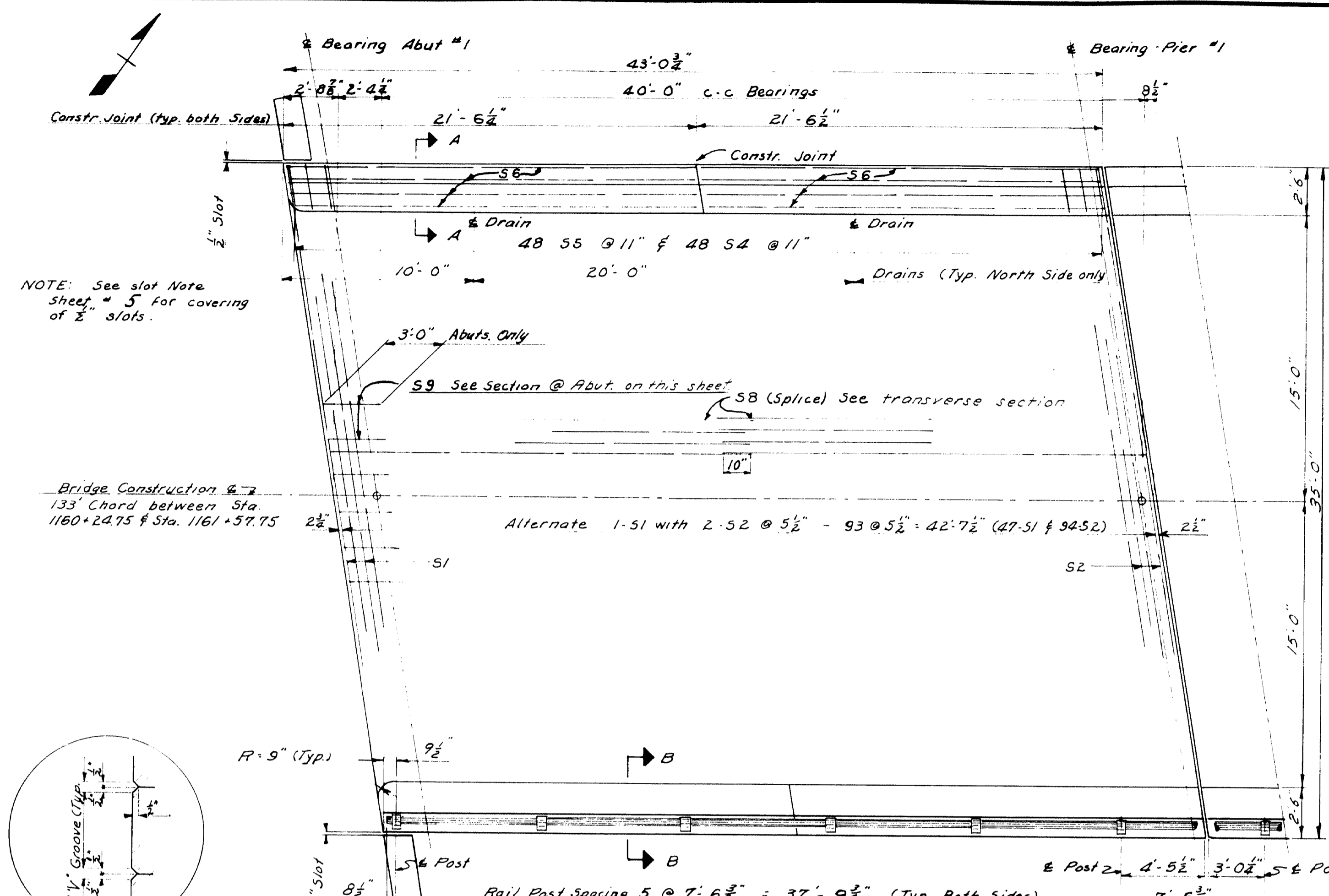
**M-1648**

NEW BRUNSWICK, AUBURN



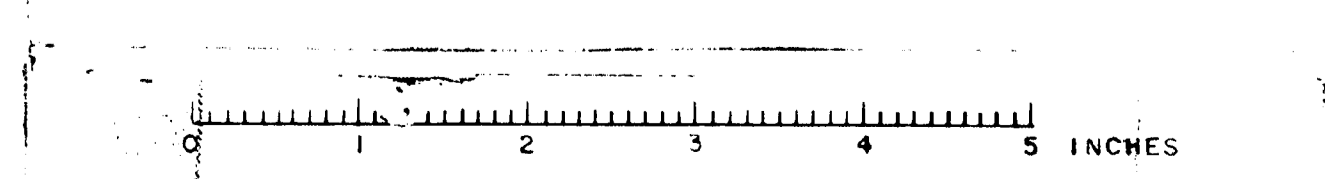


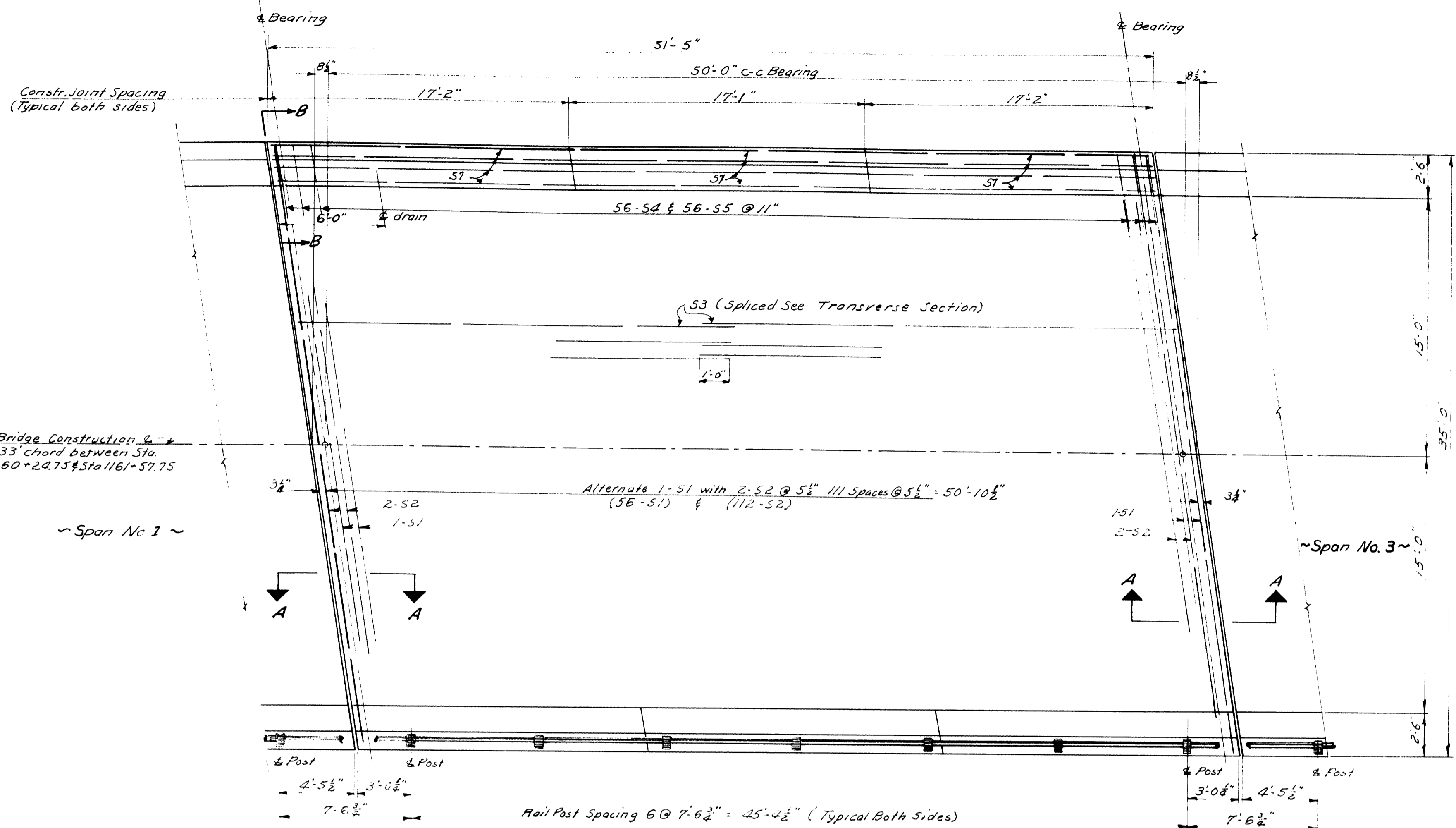
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	R-66-015-102	22	74



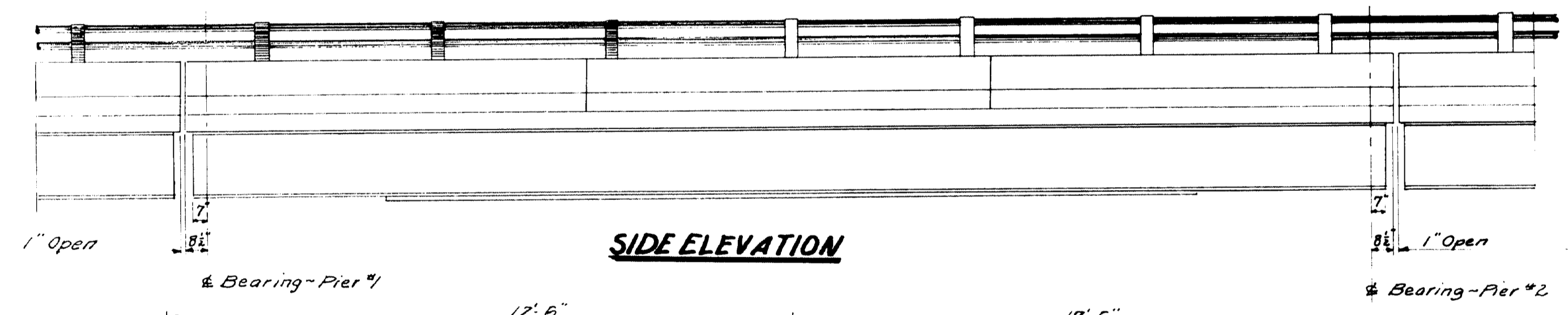
DESIGN - A. R. S. DETAIL - H. L. D. BRIDGE SUPERSTRUCTURE  
TRACE - G. ALLEN  
CHECK - Gormley

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
**CANADIAN NATIONAL RAILWAYS OVERPASS**  
IN THE CITY OF  
**AUBURN**  
ANDROSCOGGIN COUNTY  
SUPERSTRUCTURE - SPANS 1 & 3  
APPROACH SLABS & RAIL POSTS  
SHEET 9 OF 11 AUGUSTA, MAINE JAN. 1960

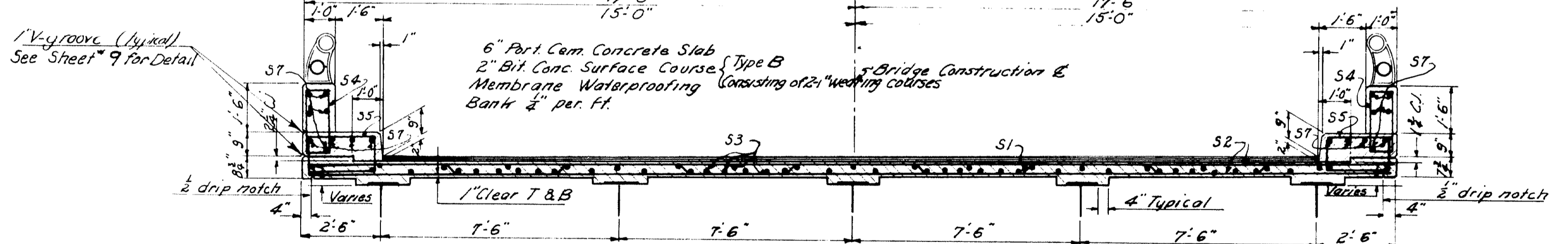




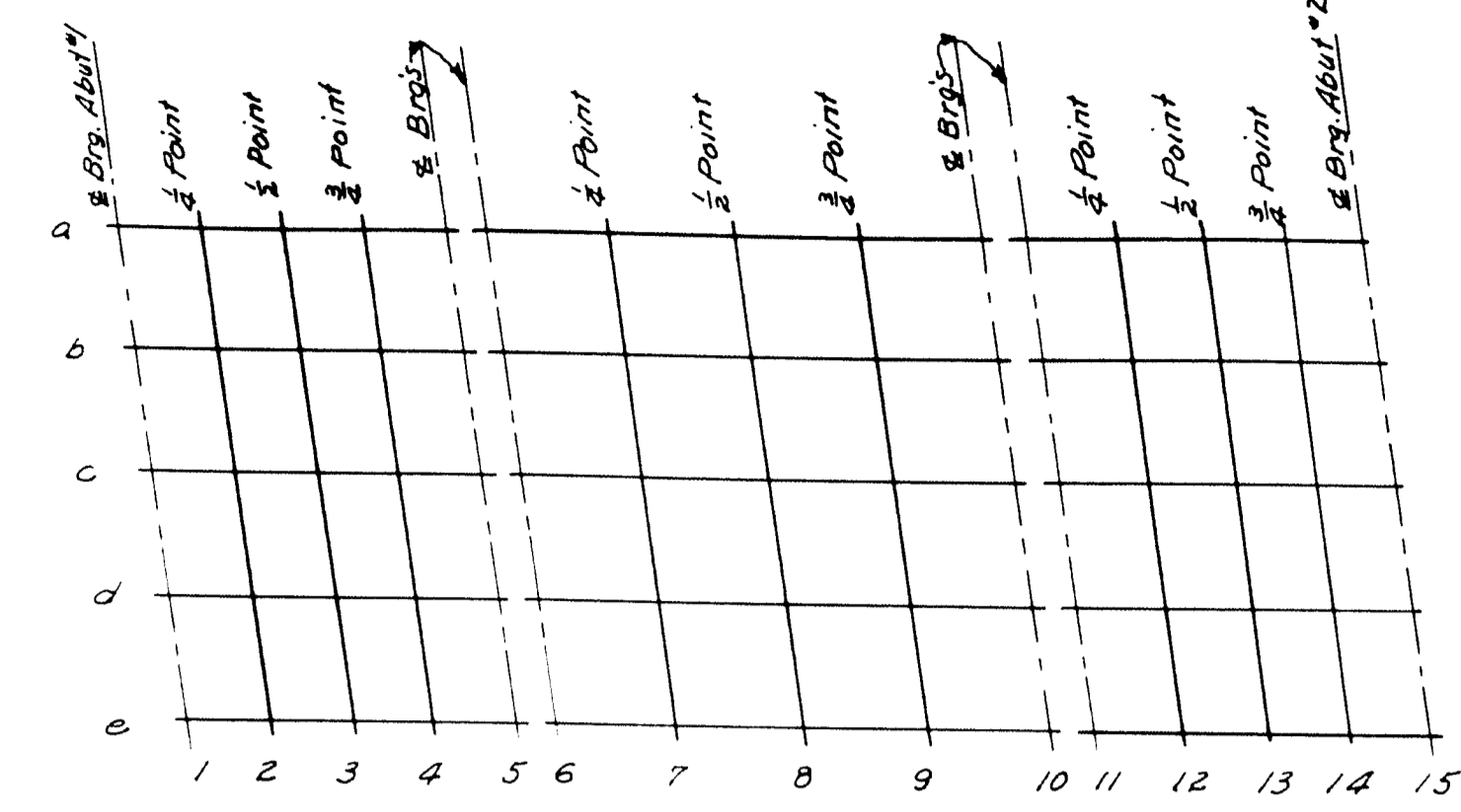
**PLAN - SPAN NO. 2**



**SIDE ELEVATION**



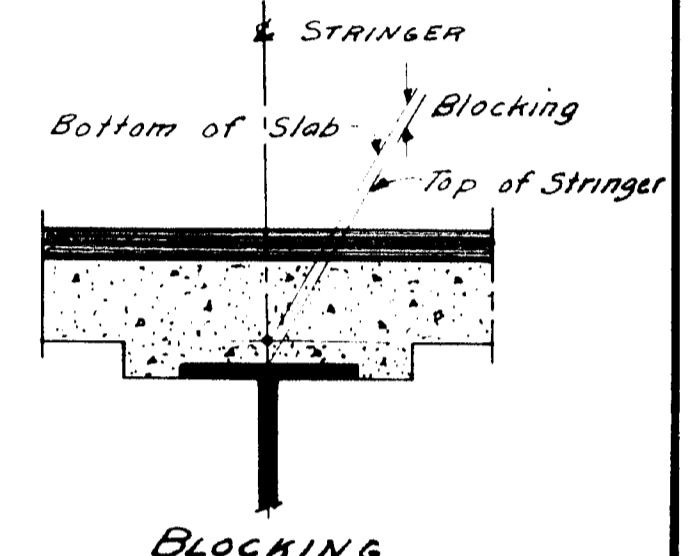
**TRANSVERSE SECTION**



**BLOCKING DIAGRAM**

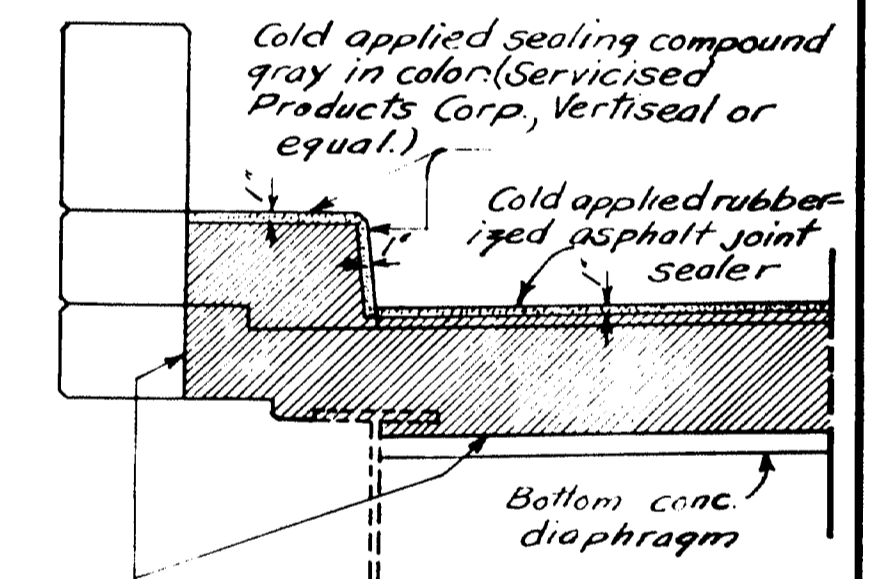
**BOTTOM OF SLAB ELEVATIONS - TABLE**

POINT	E of Beams				
	a	b	c	d	e
1	238.27	238.44	238.62	238.80	238.98
2	238.48	238.66	238.83	239.01	239.19
3	238.67	238.85	239.02	239.20	239.38
4	238.84	239.02	239.19	239.37	239.54
5	238.99	239.17	239.34	239.52	239.69
6	239.01	239.19	239.36	239.54	239.71
7	239.26	239.43	239.61	239.78	239.95
8	239.47	239.64	239.82	239.99	240.16
9	239.64	239.81	239.98	240.15	240.32
10	239.78	239.95	240.12	240.29	240.46
11	239.79	239.96	240.13	240.30	240.47
12	239.92	240.11	240.28	240.45	240.62
13	240.08	240.25	240.42	240.59	240.75
14	240.19	240.36	240.53	240.70	240.86
15	240.28	240.45	240.62	240.79	240.95



**BLOCKING**

Note: In order to compensate for dead load deflection the vertical curve and any inequalities in the rolling of the structural steel, set the Bottom of Slab Elevations at the points indicated before slab forms are constructed.



**SECTION B-B**  
Typical at piers

**BLOCKING DETAILS**

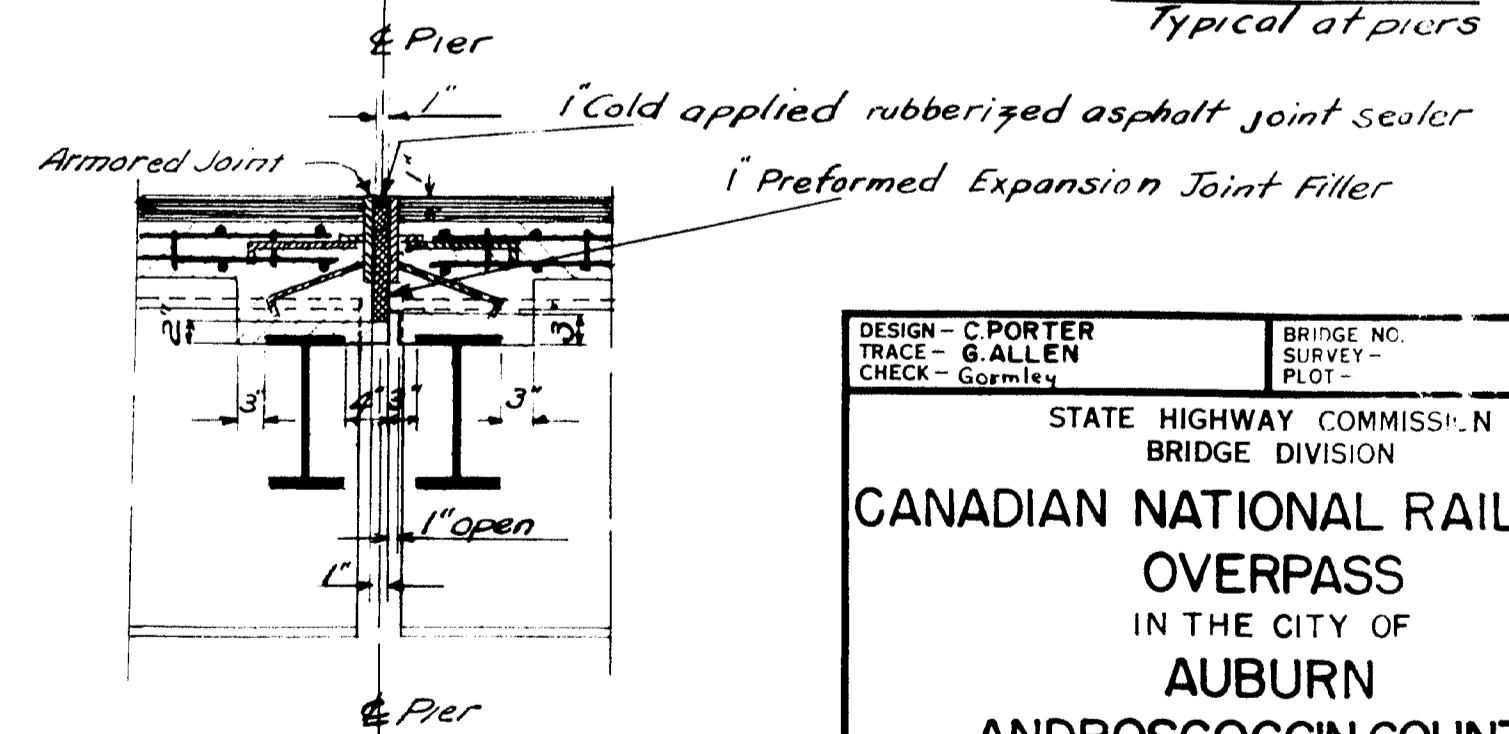
NOTE: Stirrups, S5, shall be in position before concrete for slab is placed. Stirrups, S4, shall be in position before concrete for curb is placed.

Concrete for curbs & rail curbs shall not be placed until the Superstructure Slab has cured for 7 days; during this time, work on curb forms will be allowed, but hand tools only will be allowed on the slab.

Break the bond in the construction joints in the curbs with a coat of asphalt and construct 1" V-groove in top and side faces of rail base and face of curb. Use concrete edging tool to make groove in top surfaces of curbs.

Chamfer all exposed edges concrete 1/4"

See Sheet # 3 for detail of 1" V-groove.



**SECTION A-A**

DESIGN - C. PORTER	BRIDGE NO.
TRACE - G. ALLEN	SURVEY -
CHECK - Gormley	PILOT

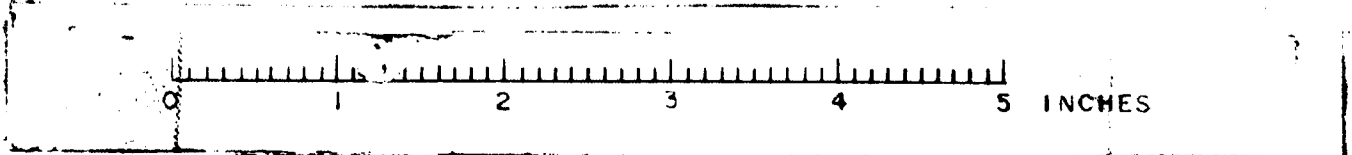
STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

**CANADIAN NATIONAL RAILWAYS  
OVERPASS  
IN THE CITY OF  
AUBURN  
ANDROSCOGG COUNTY**

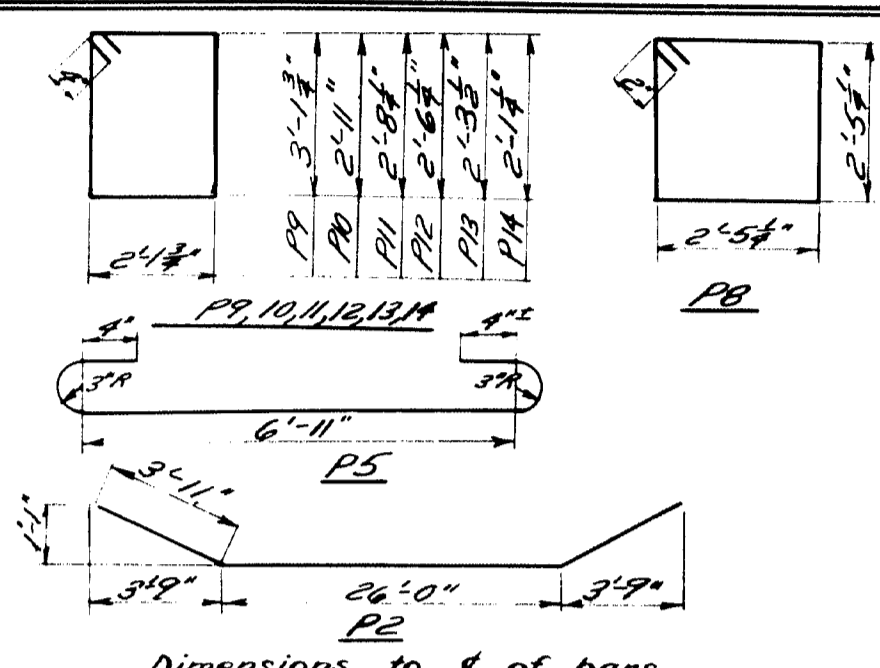
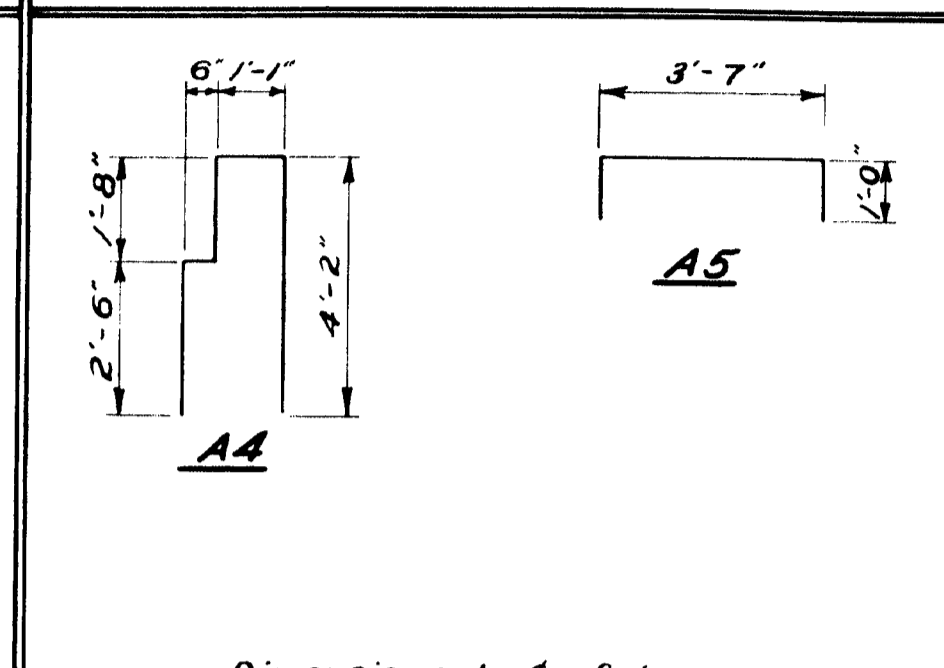
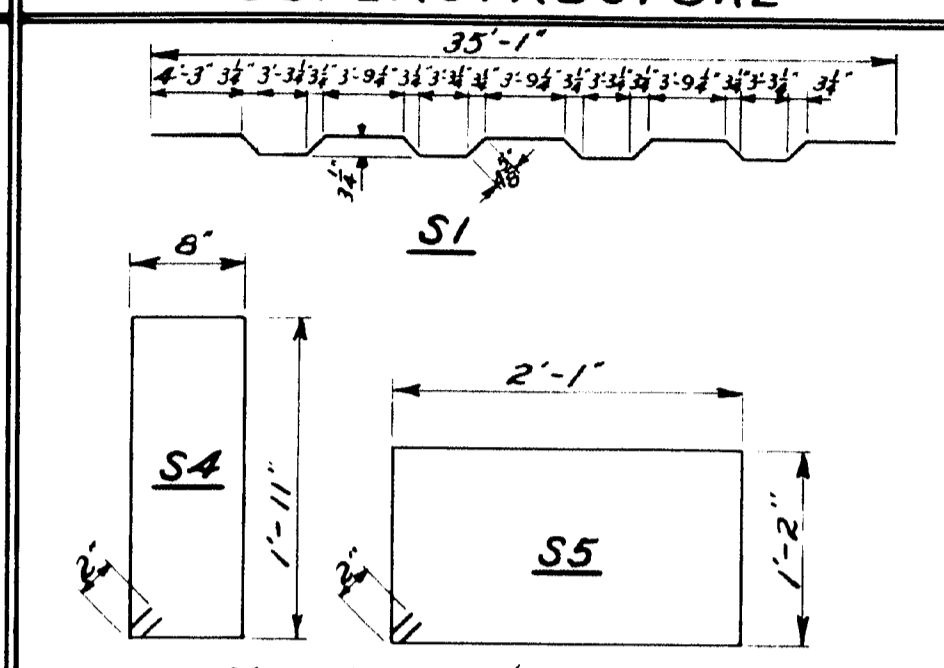
SUPERSTRUCTURE - SPAN 2  
& BLOCKING DETAILS

SHEET 10 OF 11 AUGUSTA, MAINE JAN. 1960

M-1550 NEW GLOUCESTER AUBURN



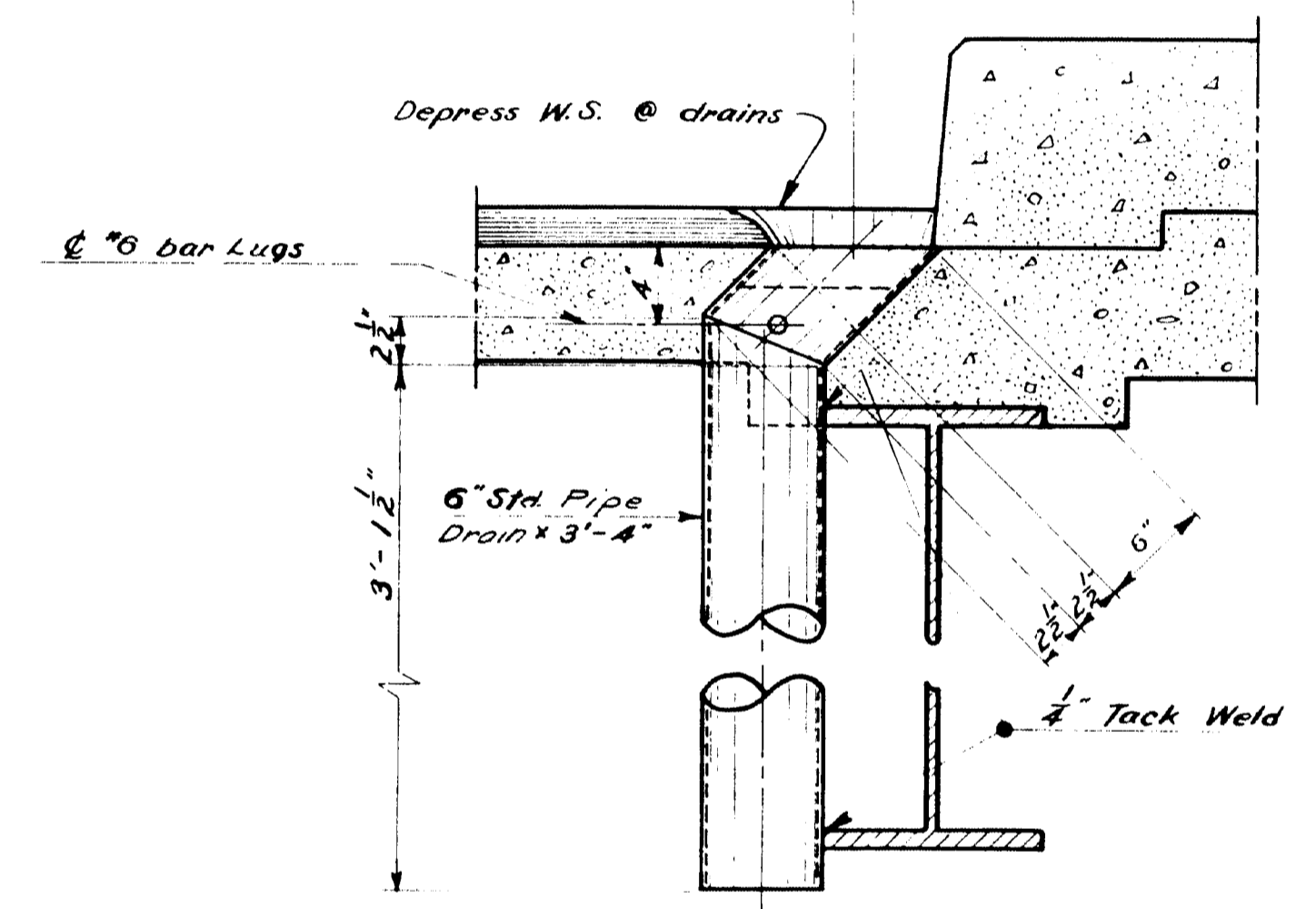
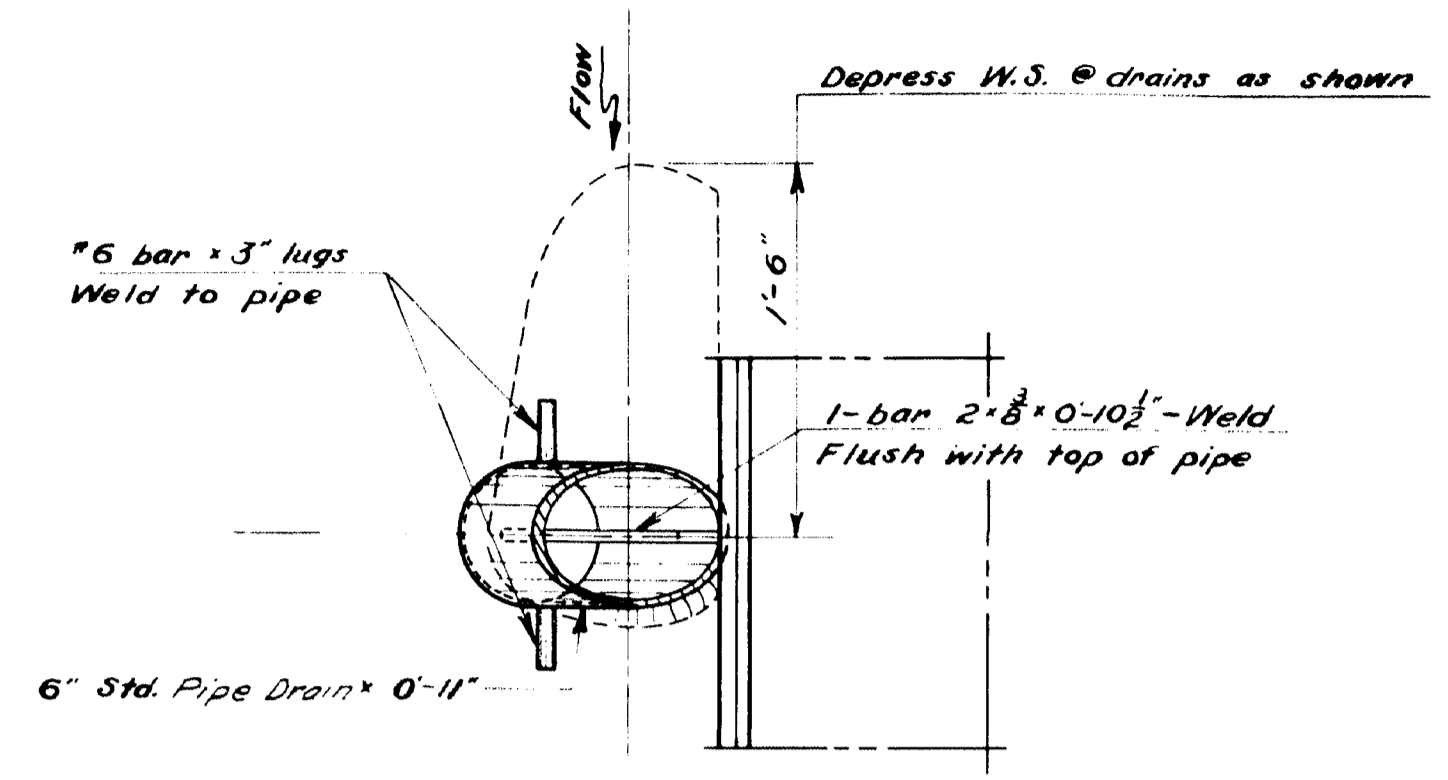
### REINFORCING STEEL SCHEDULE

PIERS					ABUTMENTS					SUPERSTRUCTURE				
														
<p style="font-size: small;">Dimensions to center of bars</p>					<p style="font-size: small;">Dimensions to center of bars</p>					<p style="font-size: small;">Dimensions to center of bars</p>				
BENT BARS					BENT BARS					BENT BARS				
Mark	Size	Length	No.	Location	Mark	Size	Length	No.	Location	Mark	Size	Length	No.	Location
P2	#9	33'-10"	8	Pier Caps	A4	#5	9'-11"	68	Abutments - Backwall	S1	#5	36'-0"	150	Slab - All spans
P5	#6	9'-2"	168	Pier Footings	A5	#5	5'-7"	46	" - Breastwall	S4	#4	5'-6"	304	Rail Curb - " - "
P8	#4	10'-1"	120	Pier Columns						S5	#4	6'-10"	304	Curb - " - "
P9	#5	11'-3"	76	Pier Caps										
P10	#5	10'-0"	8	" - "										
P11	#5	10'-4"	8	" - "										
P12	#5	10'-0"	8	" - "										
P13	#5	9'-7"	8	" - "										
P14	#5	9'-2"	8	" - "										
STRAIGHT BARS					STRAIGHT BARS					STRAIGHT BARS				
Mark	Size	Length	No.	Location	Mark	Size	Length	No.	Location	Mark	Size	Length	No.	Location
P1	#9	33'-6"	18	Pier Caps	A1	#6	21'-8"	24	Footings (Spliced)	S2	#5	35'-1"	300	Slab - All Spans
P3	#9	26'-0"	10	" - "	A2	#6	5'-0"	86	" - "	S3	#4	26'-0"	110	" - Span #2 (Splice)
P4	#5	33'-6"	8	" - "	A3	#5	4'-6"	46	Breastwalls	S6	#4	21'-2"	72	Curb - Spans #1 & #3
P6	#9	5'-0"	120	Pier Footings	A6	#4	21'-9"	16	Backwalls (Spliced)	S7	#4	16'-10"	54	" - " #2
P7	#9	24'-0"	120	Pier Columns	A7	#5	33'-6"	6	Breastwalls	S8	#4	21'-9"	220	Slab - " #1 & #3 (Splice)
					A8	#5	2'-6"	20	" - "	S9	#4	3'-0"	40	" - At Abutments
					A9	#4	7'-0"	16	North Wings					
					A10	#4	7'-10"	20	South Wings					
					A11	#4	33'-6"	10	Backwalls					
					A12	#4	5'-6"	20	North Wings					
					A13	#4	6'-0"	24	South Wings					
					A14	#5	2'-8"	34	Abutments - Approach Slab					
APPROACH SLABS					APPROACH SLABS					APPROACH SLABS				
Mark	Size	Length	No.	Location	Mark	Size	Length	No.	Location	Mark	Size	Length	No.	Location
AS1	#4	30'-0"	40	Approach Slabs										
AS2	#6	14'-8"	236	" - "										

C.F.P.  
chk. Gormley

chk. M. J. Well

chk. Gormley



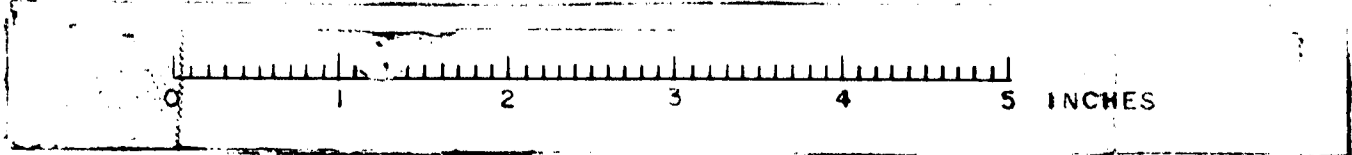
#### DRAIN DETAIL

5 - Reg'd.

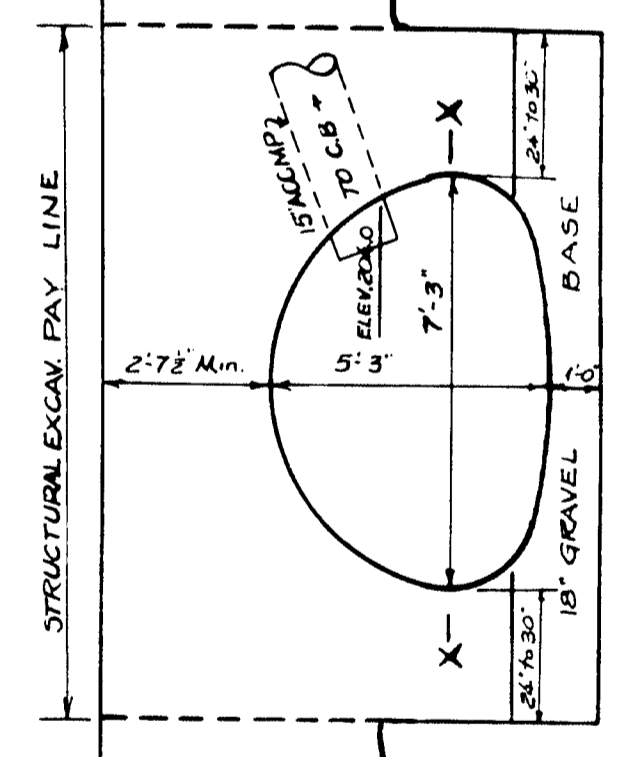
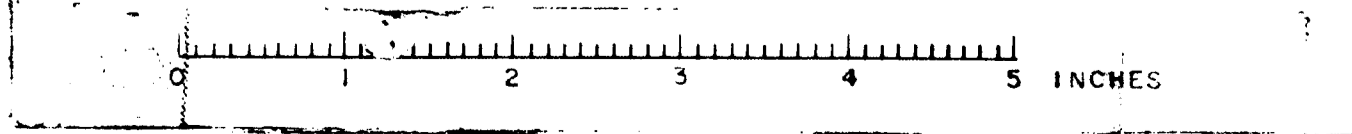
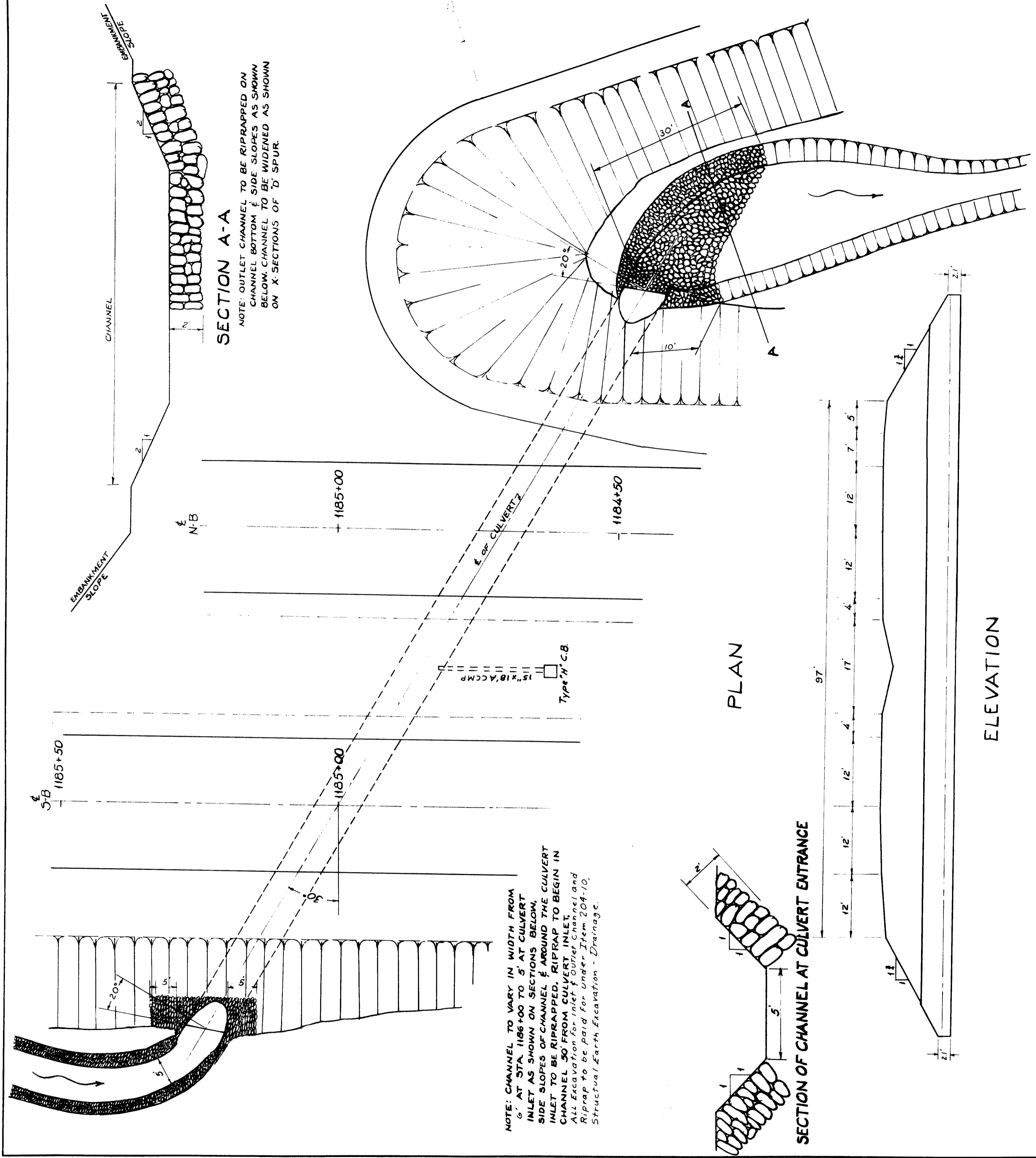
NOTE: Payment for Drain Pipes will be made under Items 702-103 & 104 Structural Steel.

chk. Gormley

DESIGN - TRACE - CHECK - As noted	M. L. D. BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
<b>CANADIAN NATIONAL RAILWAYS OVERPASS IN THE CITY OF AUBURN</b>	
<b>ANDROSCOGGIN COUNTY</b>	
REINFORCING STEEL SCHEDULE & DRAIN DETAIL	
SHEET // OF // AUGUSTA, MAINE	JAN. 1960
<b>M-1551</b>	
NEW GLOUCESTER AUBURN	

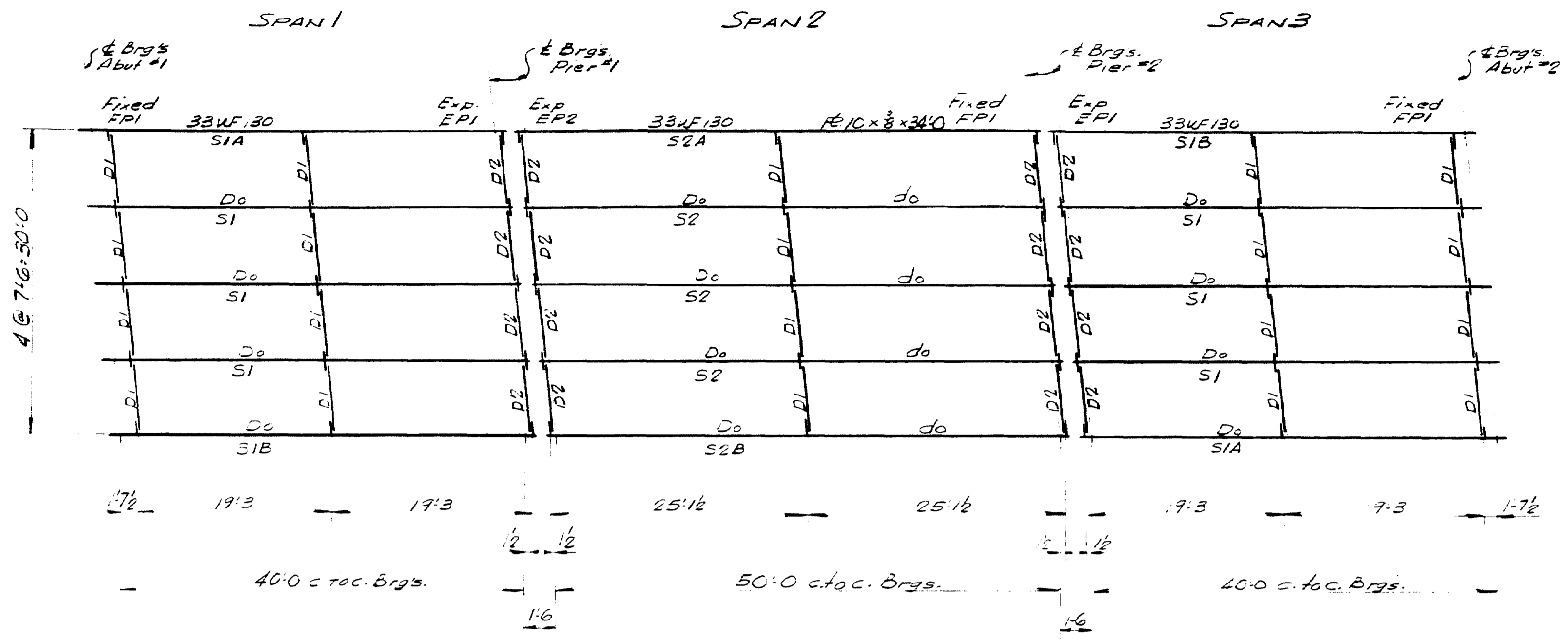


B. P. R. REGION NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	FB 015-1(12)	25	74



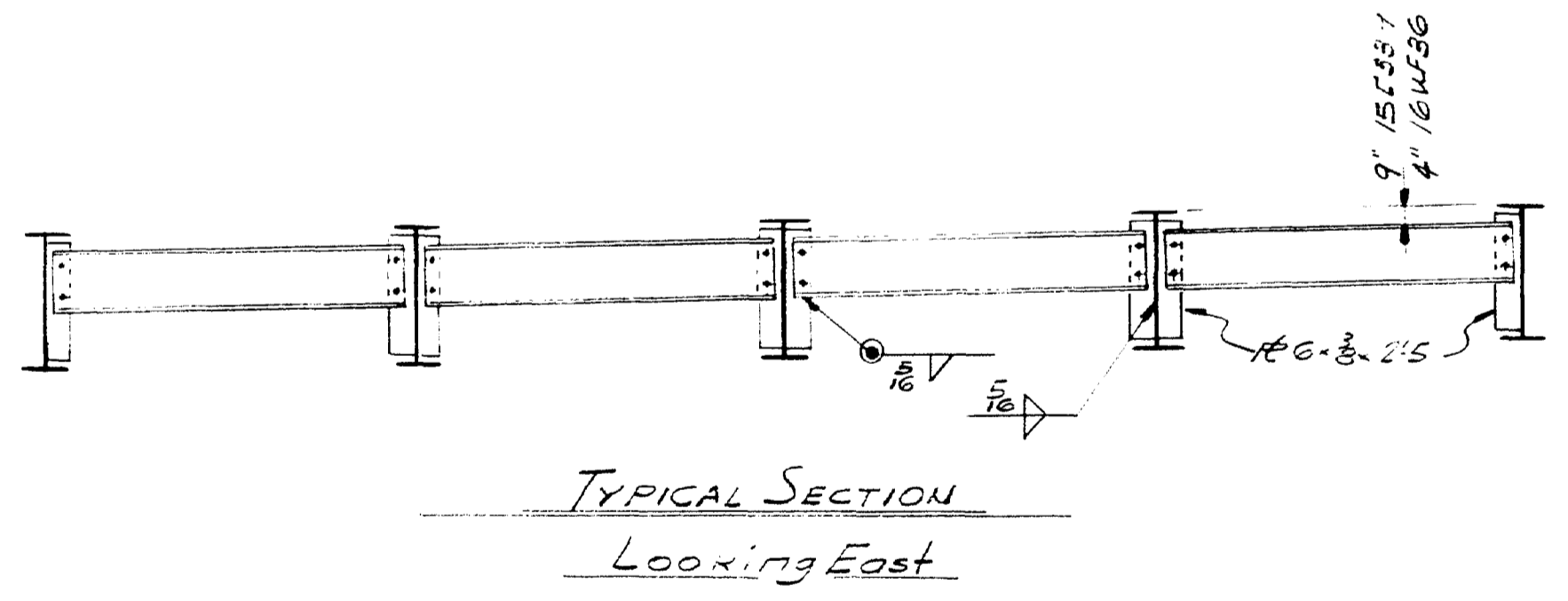
TYPICAL SECTION OF 7'-3" x 5'-3" SKEW-BEVELED STRUCTURAL PLATE PIPE ARCH  
SCALE 1"=30'

**SKEW-BEVELED STRUCTURAL PLATE PIPE ARCH AT STA. 1185+00 S-B**  
SCALE 1"=10' UNLESS NOTED



ERECTION DIAGRAM

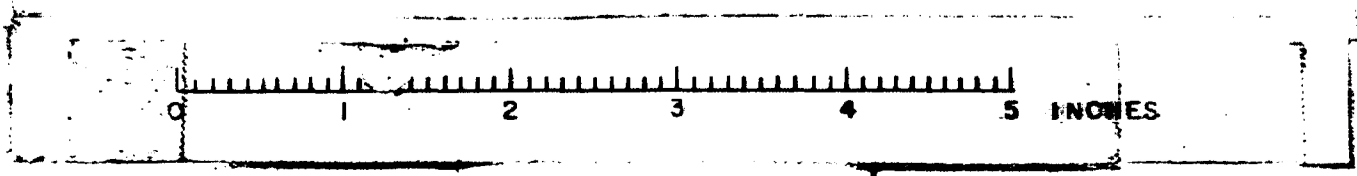
Diaphragms @ Piers 16WF36  
Others Diaphragms 15C33.9



- NOTES
- SHOP CONN: Welded
  - FIELD CONN: 3" dia Bolts. Welded
  - PAINT: Per State of Maine Specs.
  - All Stringers with Cover Plates to be weldable structural steel A.S.T.M. Desig. A373
  - Stud Shear Conn-Shop Welded (Span 2)
  - Bearing P's - Field Welded

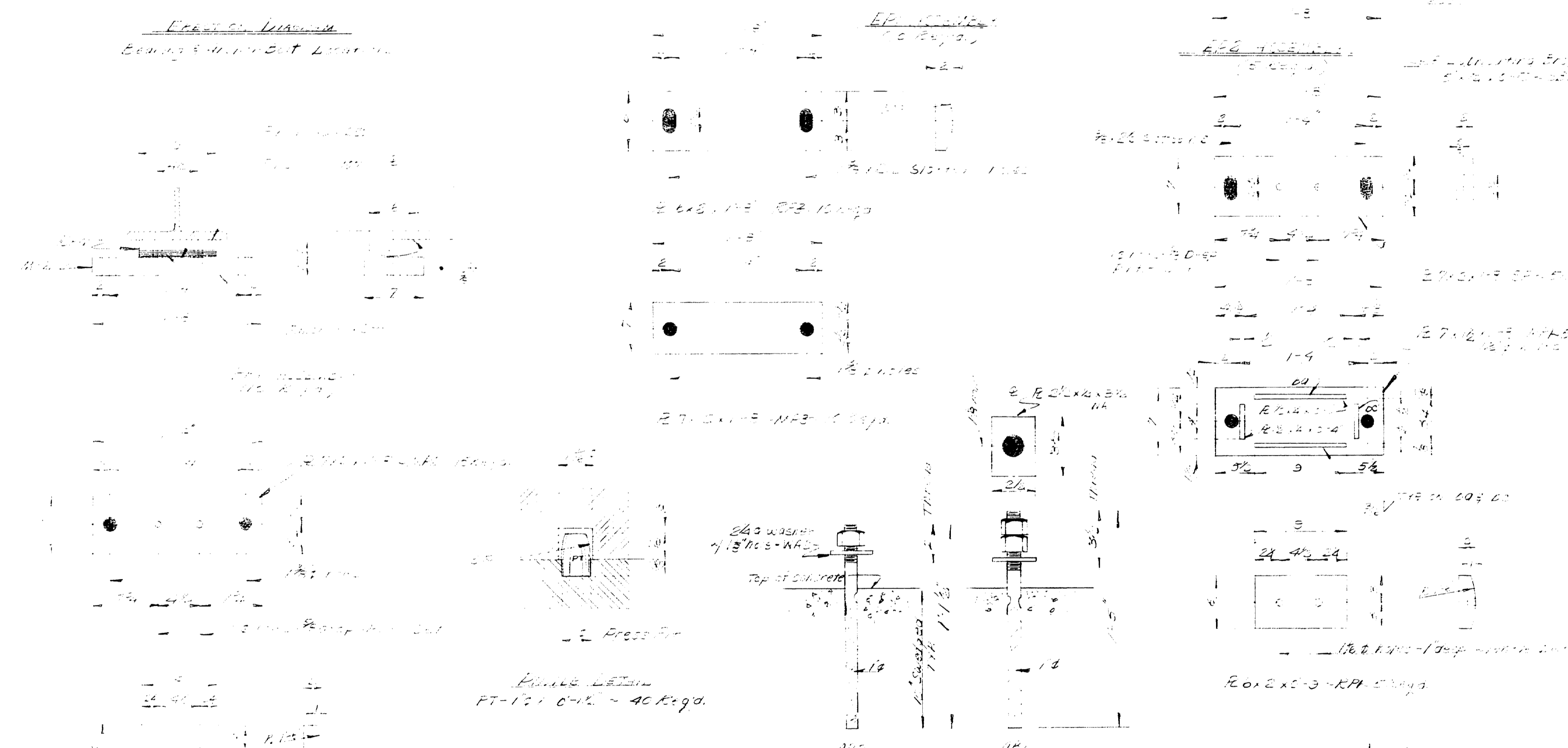
ERECTION DIAGRAM	
Prepared by: Harkon Pelting, Hillis Company North Portland, Maine	
CANADIAN NATIONAL R.R. OVERPASS AUBURN, MAINE	
CUSTOMER: REED & REED DESIGNER: MAINE S.H.C. BRIDGE DIV.	
ORDER NO. VERBAL	DWG. NO. 61-60-E1

DRAWN	5-13-61 J.P.P.
REVISION	
REVISION	
REVISION	



SHIP		BILL OF MATERIAL				DWG NO. 61-60-S1	
MARK	NO	MARK	SHAPE	LENGTH	WT	WT	REMARKS
RP1	5		R6 x 2	0 9		6	
SP	5		R7 x 2	1 8		17	
MP1	5		R7 x 10	1 8		6	
	10	60	R12 x 4	0 9			
	10	60	dc	0 9			
RP2	15		R6 x 2	0 9		18	
MP2	15		R7 x 2	1 8		25	
EP2	5		R6 x 2	1 8		45	
MP2	10		R7 x 2	1 8			
	40	PT	12 00	0 10			
	40		12 00	1 5			
	40		12	1 5			
	40		R3/2 x 4	1 30			
	40		2 40 cover				3 rnc
	38		E 3 x 2	0 0			SEE ALL PAGES FOR CUTS

LÉVES 40x7			ÉBRIQ. PIERS			ÉBRIQ. PIERS			LÉVES 40x7		
SPAR 1			SPAR 2			SPAR 3			SPAR 4		
F100	EP1	EP2	F100	EP1	EP2	F100	EP1	EP2	F100	EP1	EP2
401	401	401	401	401	401	401	401	401	401	401	401
FP1	EP1	EP2	FP1	EP1	EP2	FP1	EP1	EP2	FP1	EP1	EP2
401	401	401	401	401	401	401	401	401	401	401	401
FP1	EP1	EP2	FP1	EP1	EP2	FP1	EP1	EP2	FP1	EP1	EP2
401	401	401	401	401	401	401	401	401	401	401	401



TOP CONNECTIONS  
 END CONNECTIONS  
 PARTS LISTED IN THIS DRAWING ARE NOT TO BE CONSIDERED AS PART OF THE STRUCTURE UNLESS SPECIFICALLY NOTED OTHERWISE.

DESIGNED BY  
*Francis M. ...*

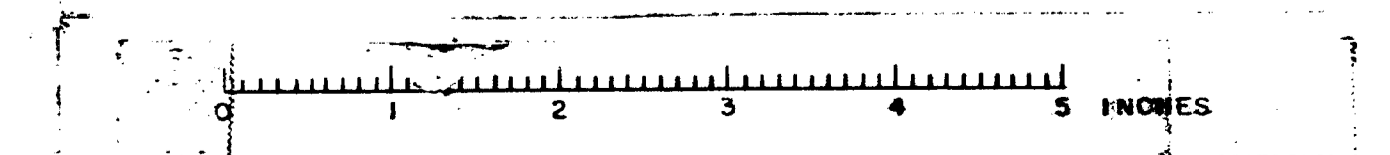
DRAWN BY  
*Walter ...*

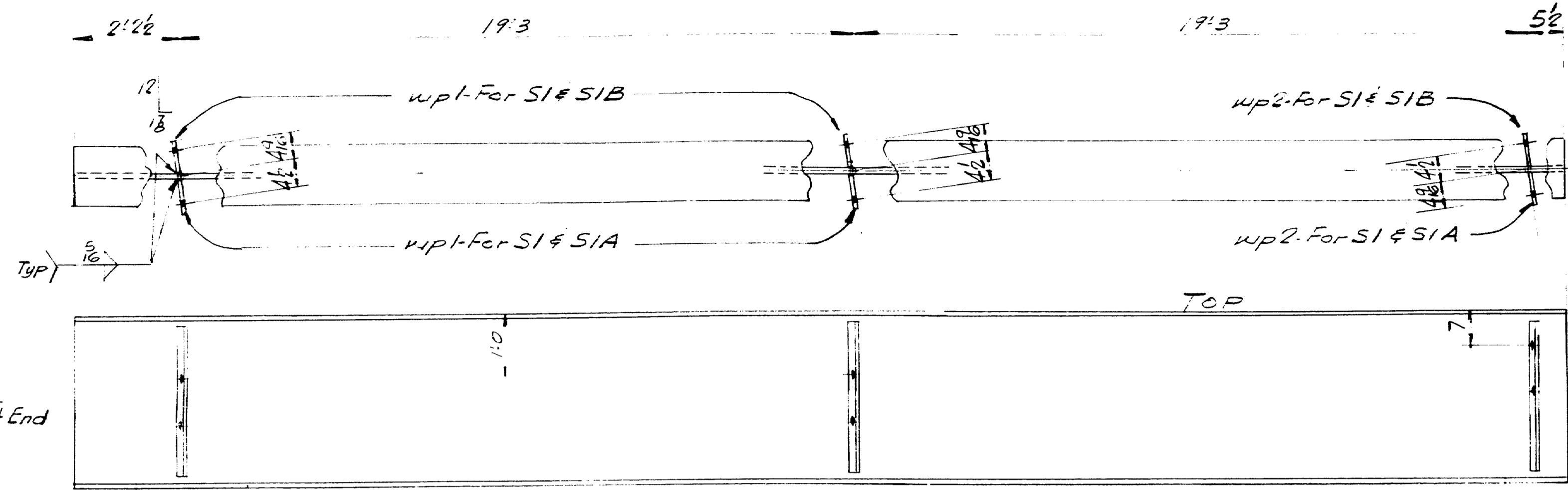
CHECKED BY  
*...*

CUSTOMER  
 MAINE STATE HIGHWAY COMM.

DESIGNER  
 MAINE STATE HIGHWAY COMM.

ORDER NO. *VEG 64* DWG. NO. *61-60-S1*





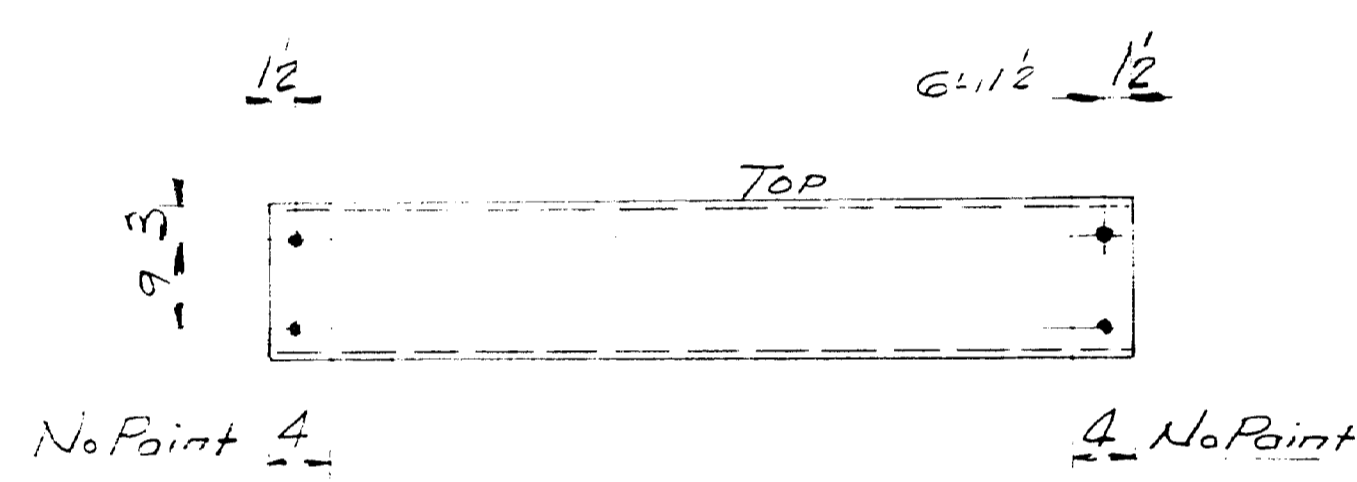
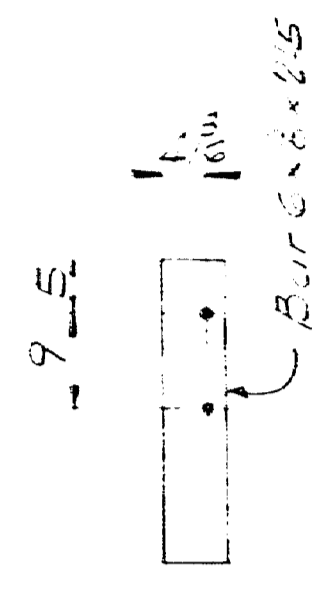
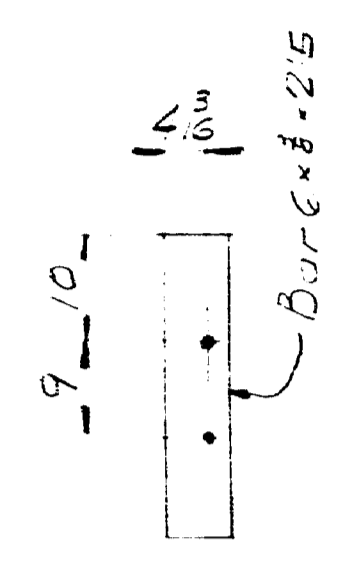
Mark Abutment End

- No Paint Fig. Bolt & Edges
- 6-S1
- 2-S1A
- 2-S1B

3EWF130 x 41'2  
Do x 41'2  
Do x 41'2

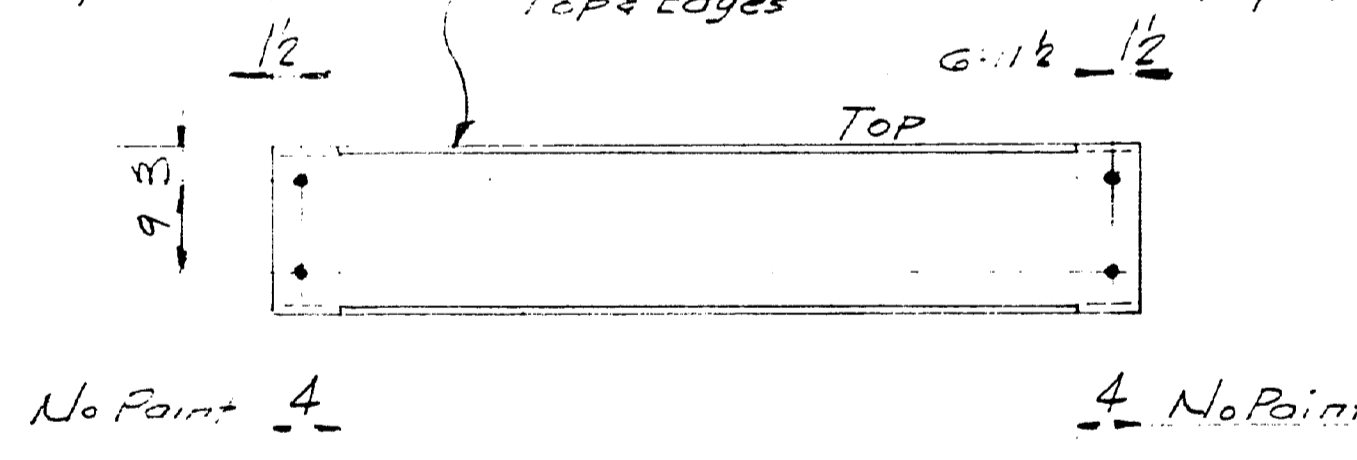
Comber #1  
do #1  
do #1

No Paint Fig. Bolt & Edges

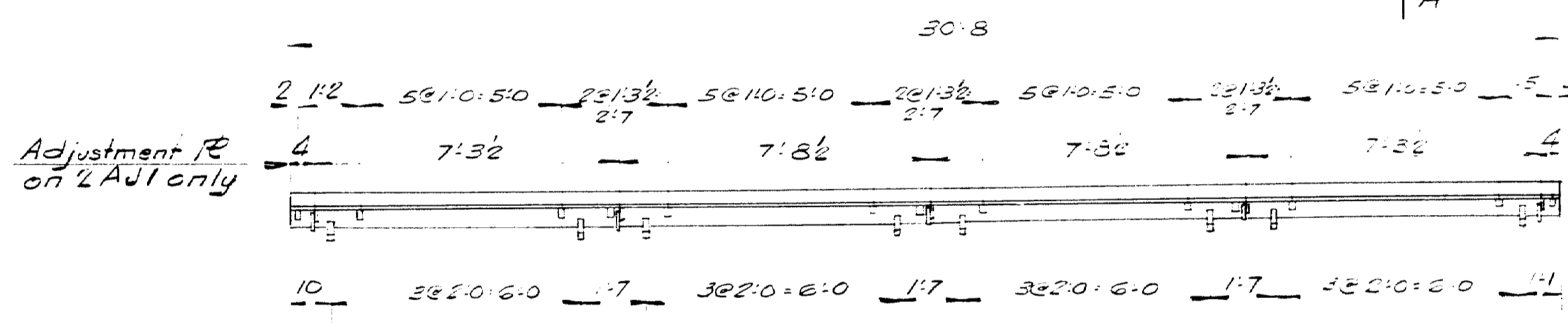


20-D1 15C33.7 x 7'1

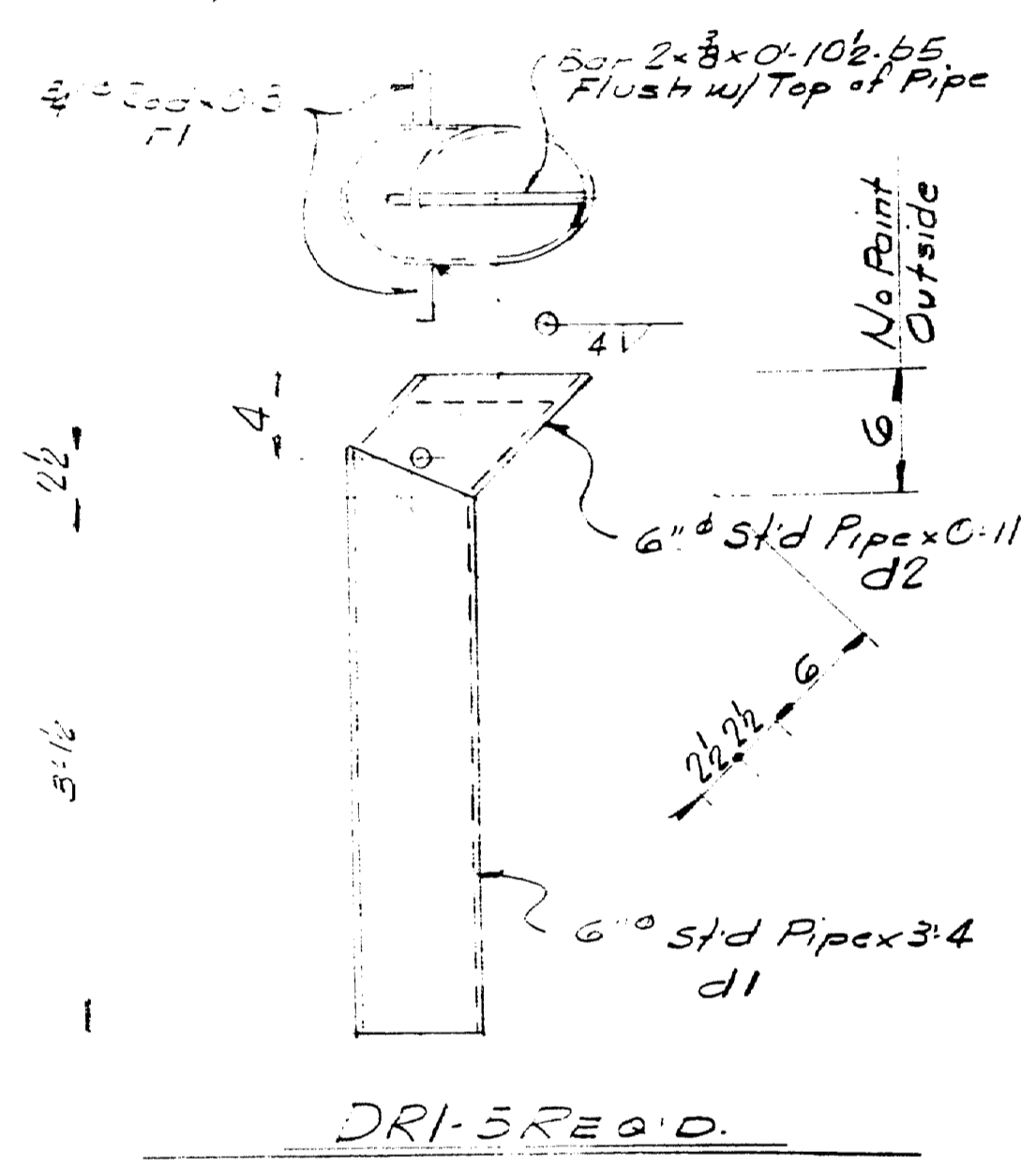
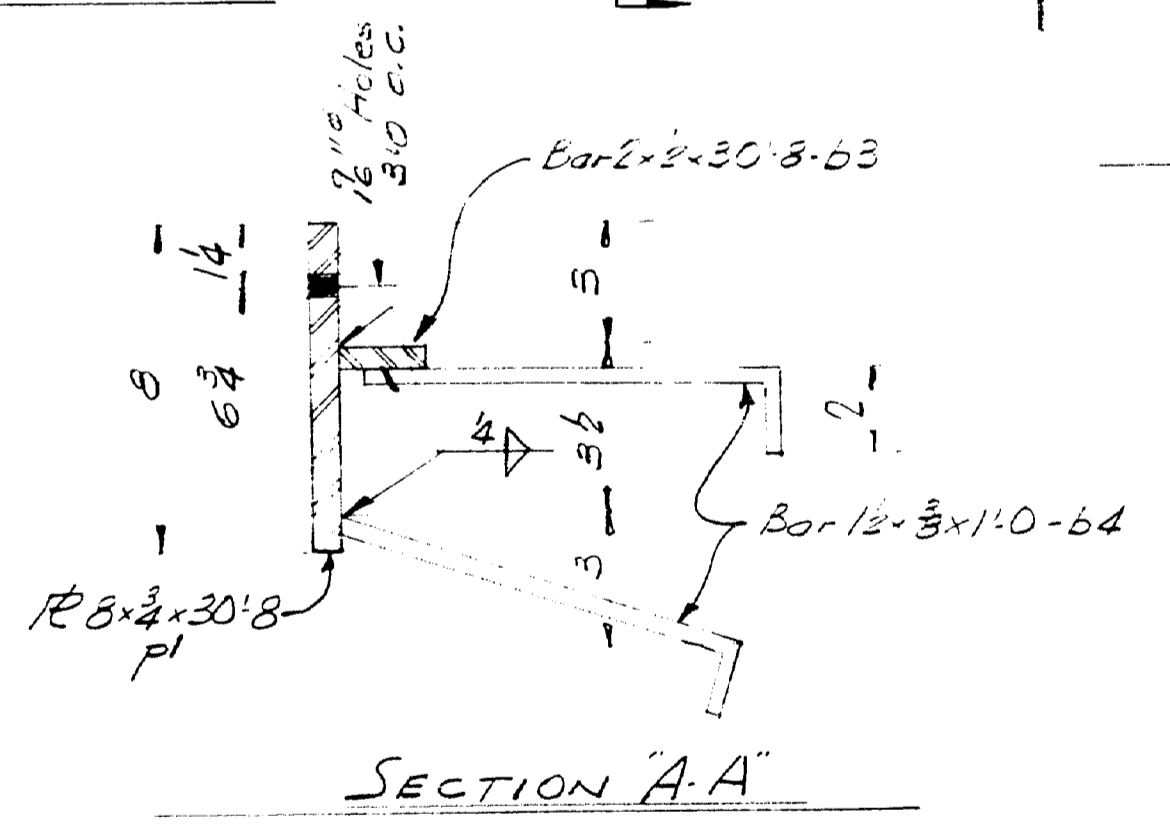
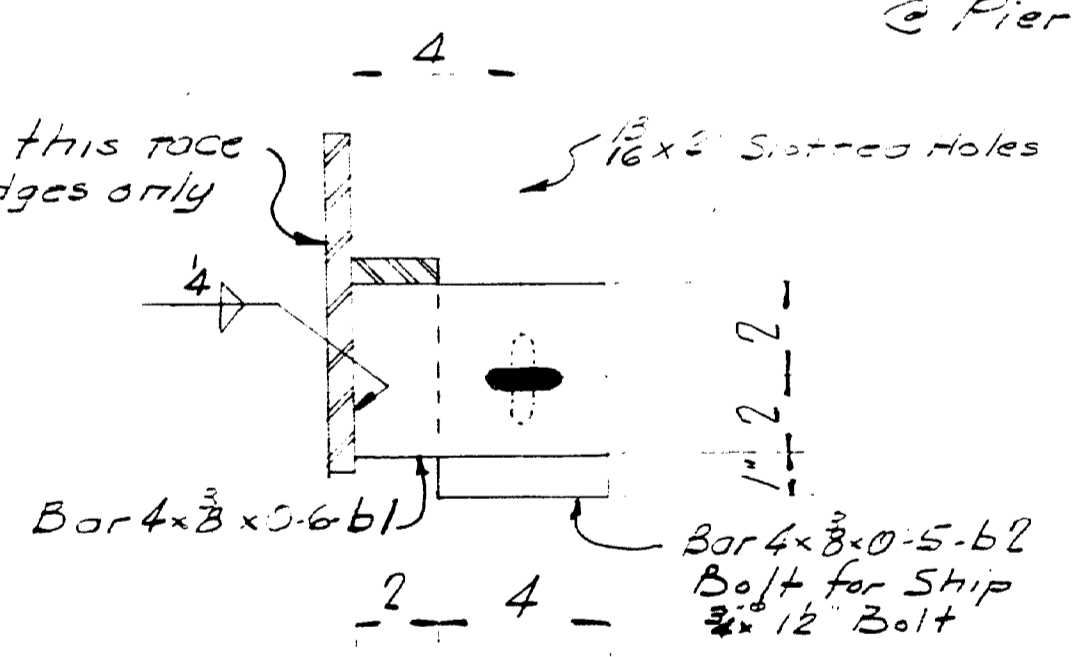
Cut & Chip N.S. 4 Top & Bott. No Paint-Top Flg Top & Edges 4 Cut & Chip N.S. Top & Bott



16-D2 16WF36 x 7'1

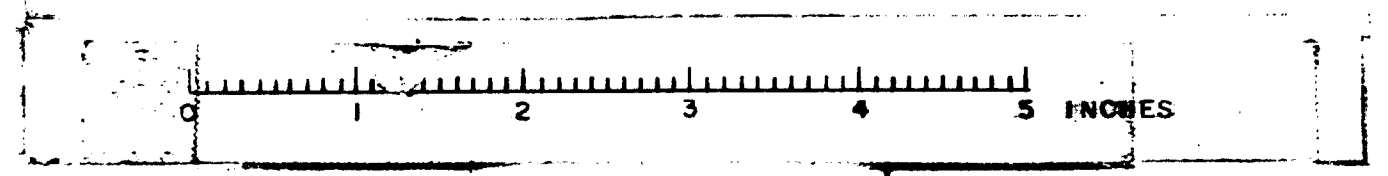


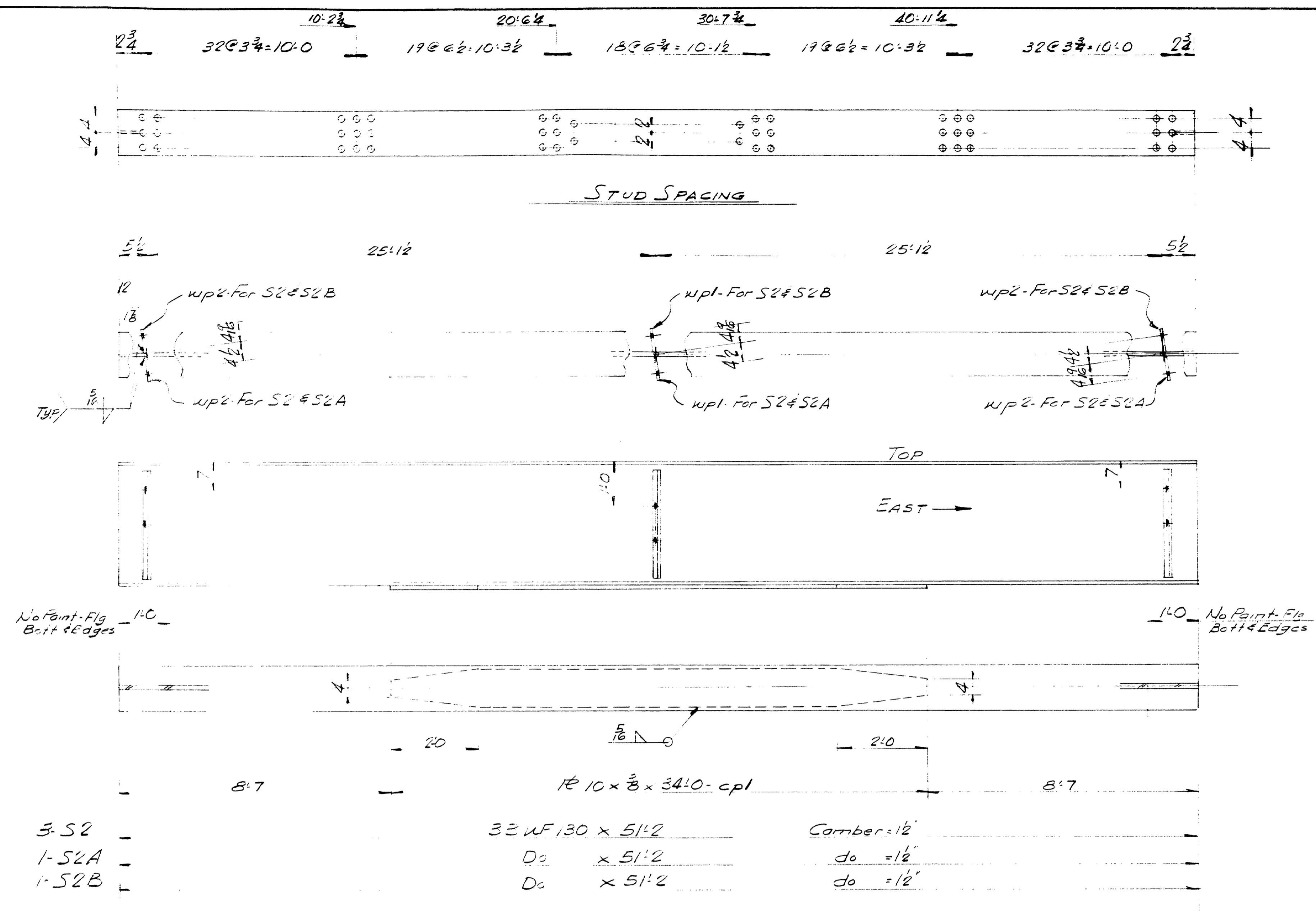
Paint this face and edges only



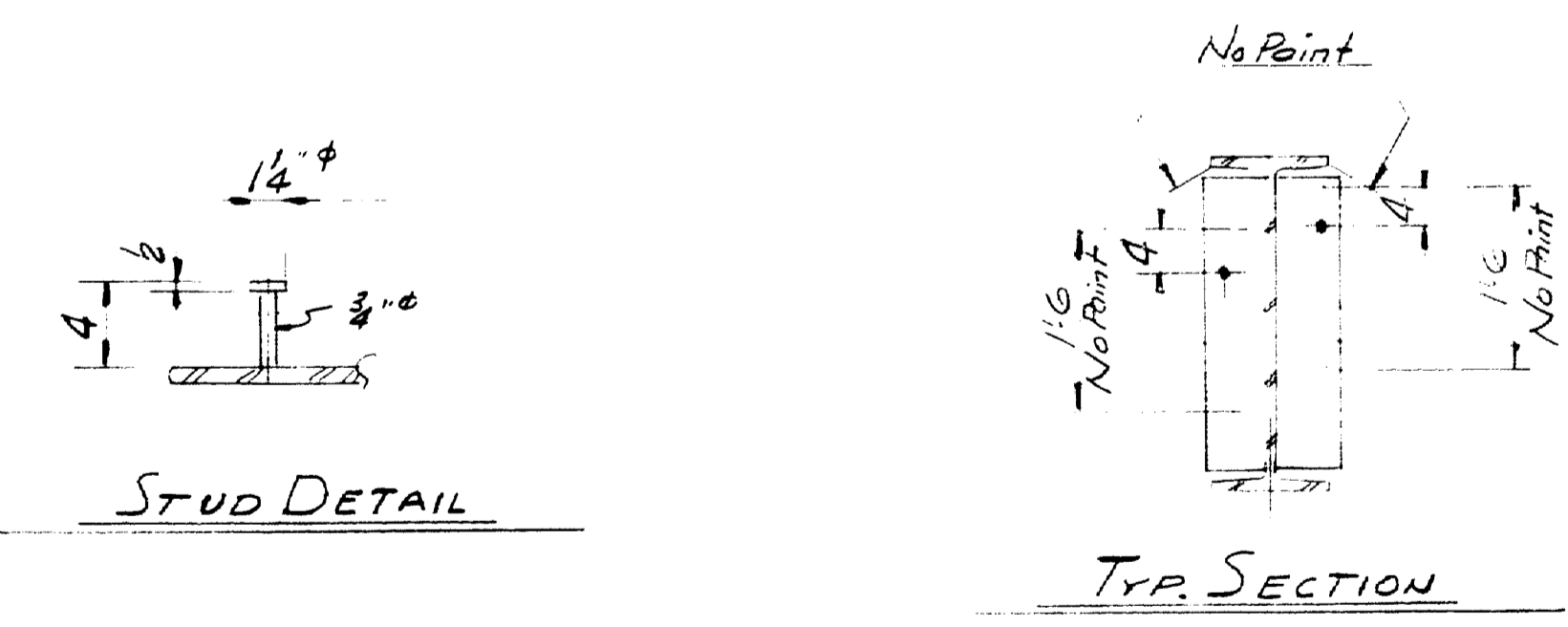
For General Notes & Bill of Material see Dwg. 61-60-S3

<b>STRINGERS</b>			
Pinecroft & Weston Milling Mills Company South Portland, Maine			
CANADIAN NATIONAL R.R. OVERPASS AUBURN, MAINE			
DRAWN 5-13-61 J.P.P.		CUSTOMER REED & REED	
REVISION		DESIGNER MAINE S.H.C. BRIDGE DIV.	
REVISION		ORDER NO. VERBAL	
REVISION		DWG. NO. 61-60-S2	





SHIP		BILL OF MATERIAL					DWG. NO. 61-60-S3	
MARK	NO.	MARK	SHAPE	LENGTH	WT	WT. CUT	WT. OVER	REMARKS
S1	6		33WF130	41'2				Camber 1"
S1A	2			41'2				do 1"
S1B	2			41'2				do 1"
S2	3			51'2				do 1/2"
S2A	1			51'2				do 1/2"
S2B	1		33WF130	51'2				do 1/2"
	5	cpl	R 10 x 3/8	34'0		77		+225%
	40	wpl	Bar 6 x 3/8	2'5				+200%
	32	wpl	Do	2'5				+200%
D1	20		15L337	7'1				
D2	16		16WF36	7'1		108		
FIELD	150		3" M. Bolts	0'1 1/2				
			3/8" Lin. Fl. 4" Fillet Weld					166" Lin. Fl.
AJ1	4		ASSEMBLY	50'8				
	4	pl	R 8 x 3/4	30'8				
	10	b1	Bar 4 x 3/8	0'6				
	10	b2	Do	0'5				
	4	b3	Bar 2 x 1/2	30'8				
	30	b4	Bar 1/2 x 3/8	1'0				
	10	SHOP	3" M. Bolts	0'1 1/2				
			3/8" Lin. Fl. 4" Fillet Weld					166" Lin. Fl.
DR1	5		ASSEMBLY	3'7 1/2				
	5	d1	2" Sid. Flg	3'4				
	5	d2	Do	0'11			55	
	5	d3	Bar 2 x 3/8	0'10 1/2			2	+225%
	10	d4	3/4" Rod	0'3				
WT. OVER INDICATES ALLOWABLE OVERWEIGHT OF PLATES								
ITEM 735-17								
1730 SHOP 3/4" STUDS 0'1 1/2								
NELSON STUDS								



COMPLETE JOB

SHOP CONNECTIONS: Welded  
FIELD CONNECTIONS: 3" M. Bolts & Welded  
HOLES: 1/8"  
PAINT: For State of Maine Specs.  
# 05 115-82

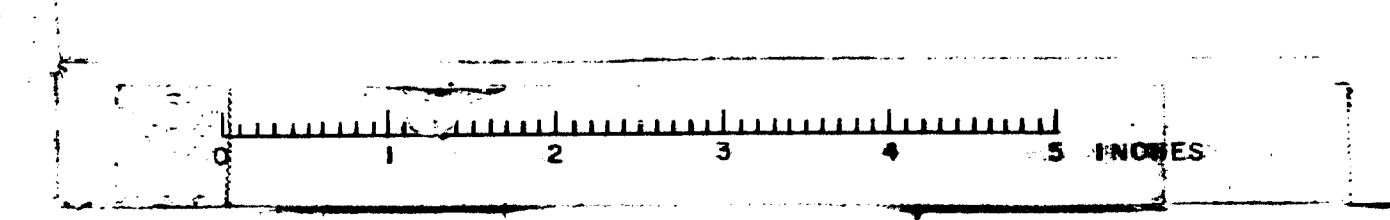
STRINGERS

Proncast & Haden Rolling Mills Company  
South Portland, Maine

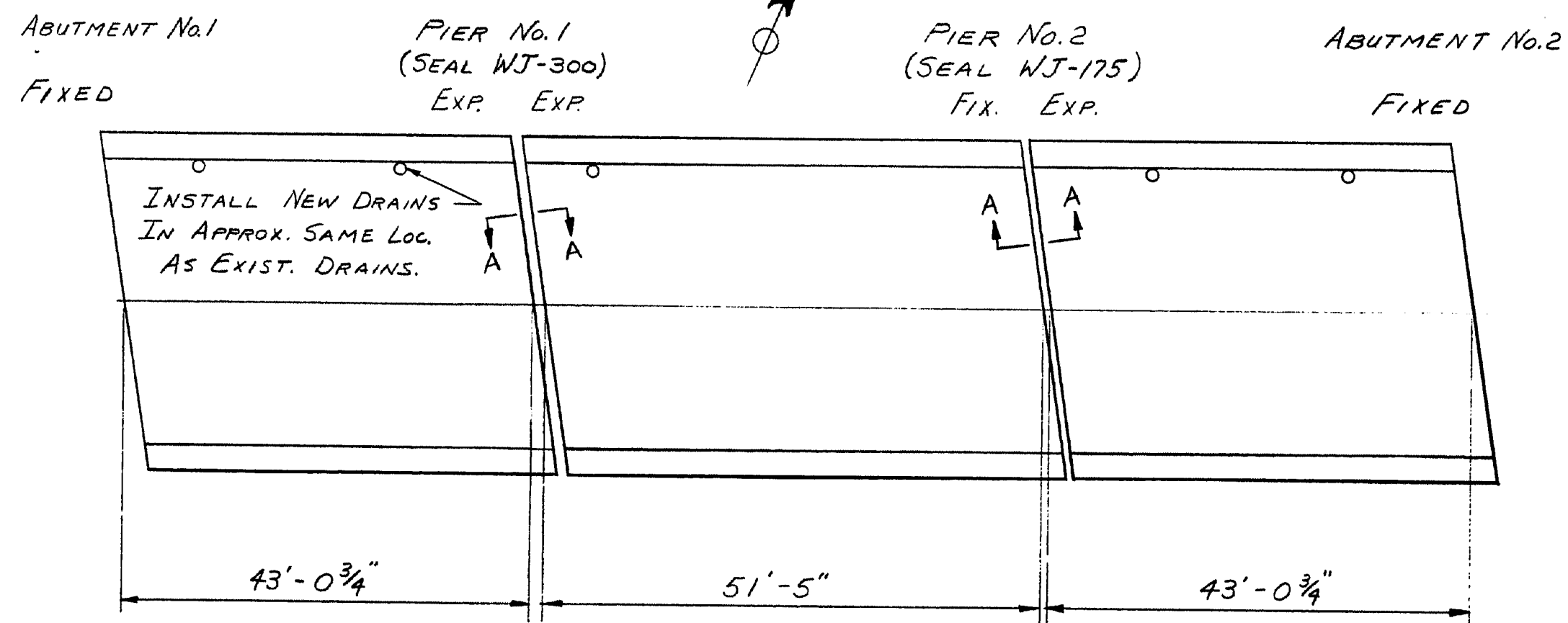
CANADIAN NATIONAL R.R. OVERPASS  
HUBBARD, MAINE

CUSTOMER: REED & REED  
DESIGNER: MAINE S. H. C. BRIDGE DIV.

ORDER NO. VERRAL DWG. NO. 61-60-S3







**SCOPE OF WORK**

REMOVE THE FOLLOWING ITEMS:  
EXISTING BIT. CONCRETE WEARING SURFACE AND MEMBRANE;  
EXIST. ARMORED JOINTS,  
EXIST. CURB DRAINS,  
EXIST. PARAPET & RAIL FOR END POSTS

INSTALL THE FOLLOWING ITEMS:  
NEW ARMORED JOINTS,  
NEW PREFORMED SEALS,  
NEW BRIDGE DRAINS  
NEW END POSTS  
PLACE A NEW 2" BONDED CONC. WEARING SURFACE AND PAINT THE STRUCTURAL STEEL.

**MATERIALS**

**JOINTS:**  
134 L.F. ± BAR 6" X 3/8"  
10 L.F. ± RE 12" X 3/8"  
56 L.F. ± BAR 1/2" X 1/4"  
188 ± 1/2" Ø X 6" MACH. BOLTS  
1 ~ WJ-175 SEAL 1 1/4" X 1 1/4" X 37 ±  
1 ~ WJ-300 SEAL 3" X 3 1/8" X 37 ±

**DRAINS:**  
5 ~ 10" X 6" X 7" STD. WT. STEEL ECCENTRIC REDUCER PIPE  
16 L.F. ± 6" Ø STD. WT. STEEL PIPE  
15 L.F. ± BAR 1 1/2" X 1/2"  
5 L.F. ± 3" X 3" X 3/16" (OR SIZE FROM STOCK)

P.R. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			

**BONDING GROUT NOTES**

The deck surface must be thoroughly sandblasted and cleaned to remove all dust or loose materials immediately before bonding grout is placed.

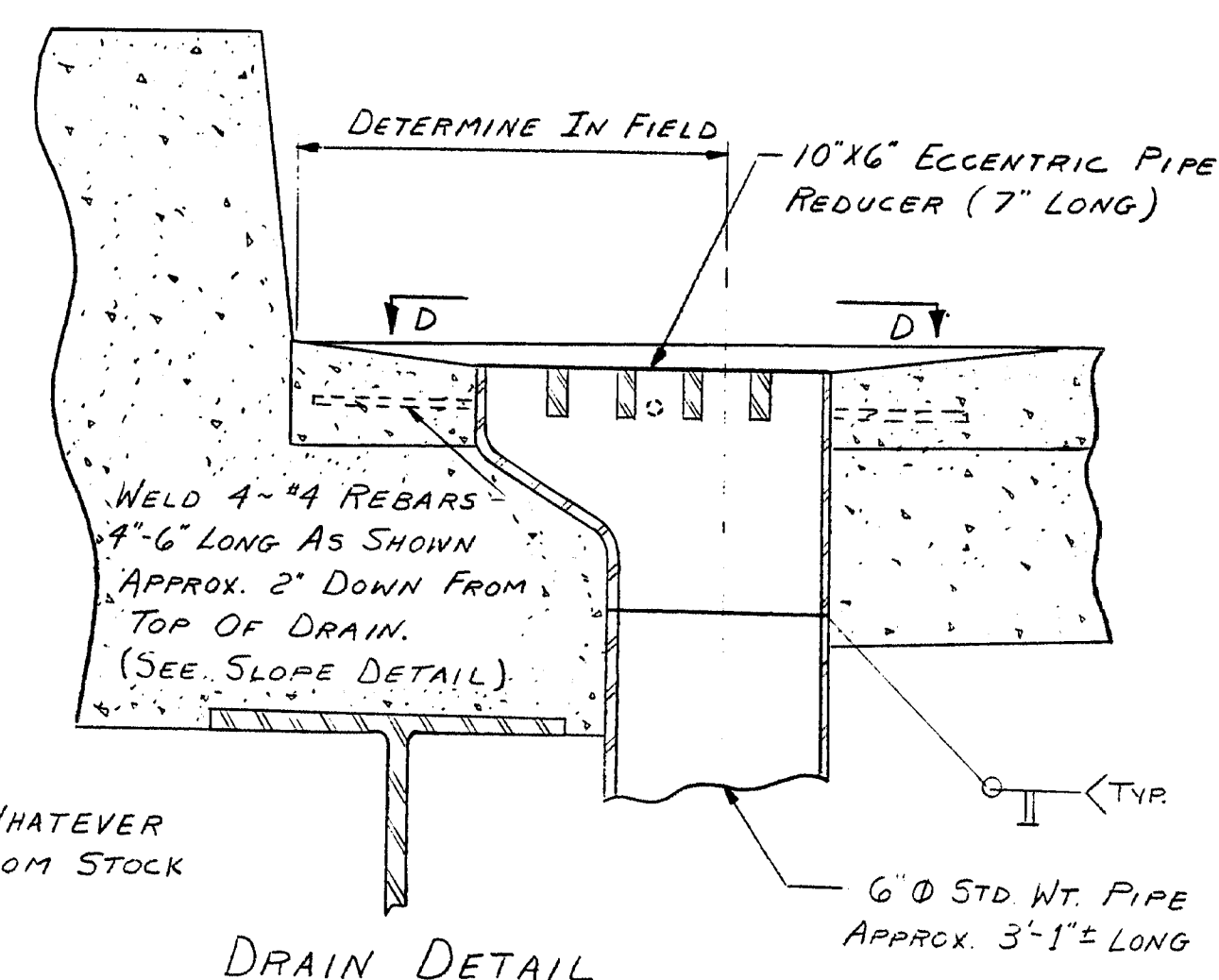
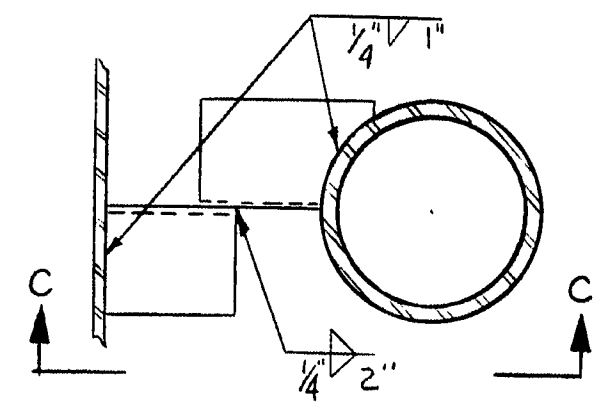
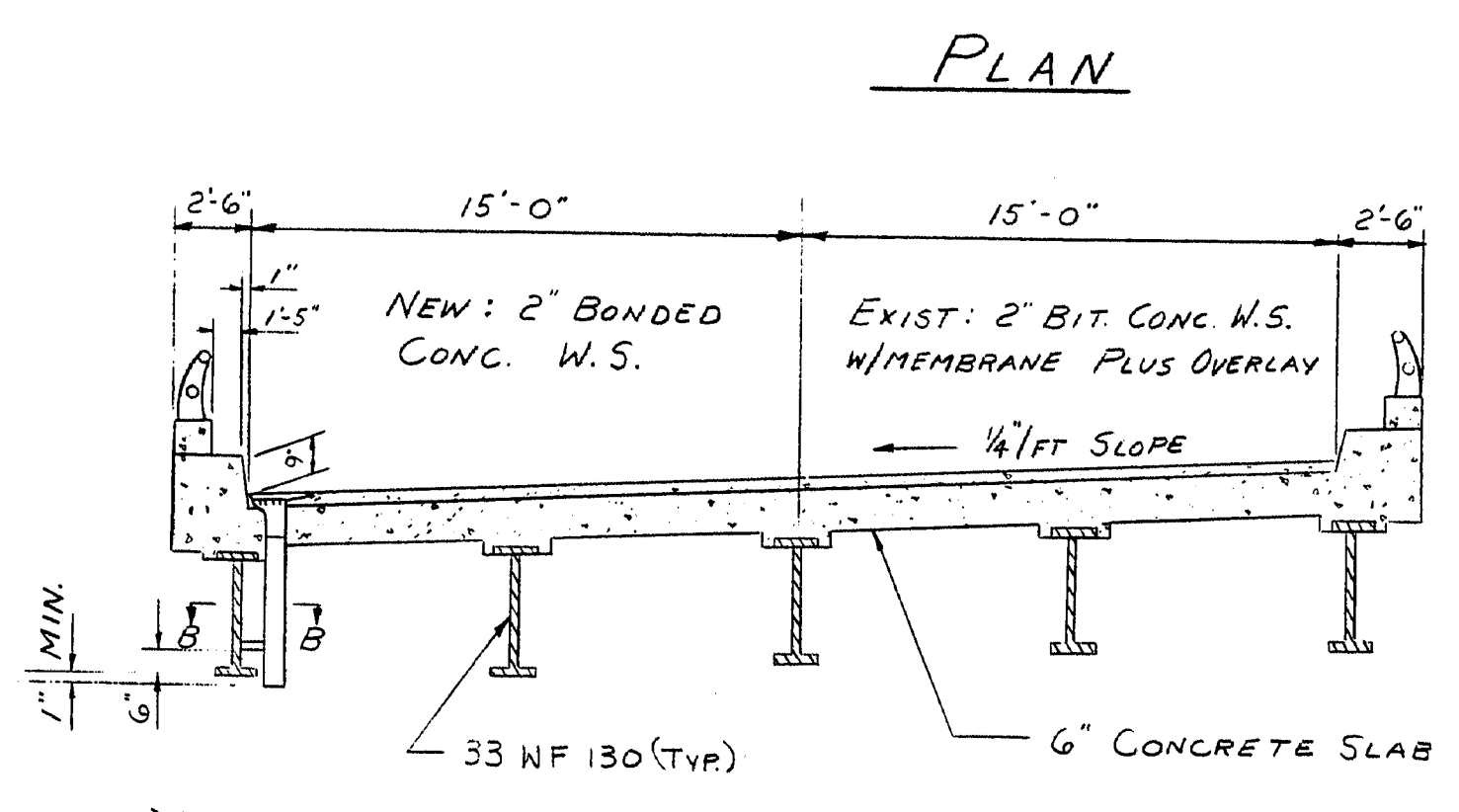
Deck surface to be surface dry with no standing water in pockets or low areas when bonding grout is applied.

The bonding grout shall consist of equal parts by weight of Portland Cement and concrete sand with the plus #8 material removed and mixed with enough water to give a thick, creamy consistency.

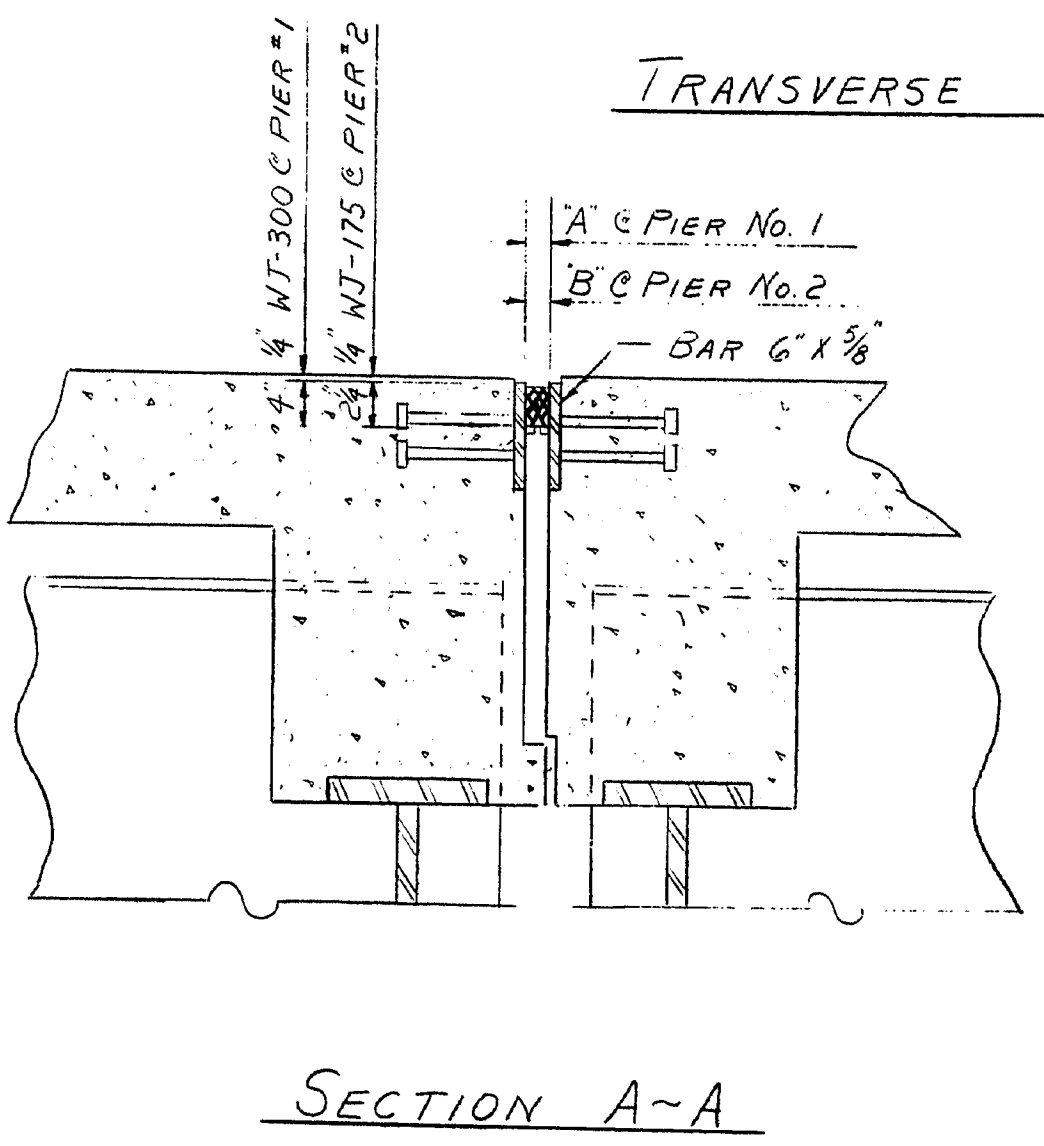
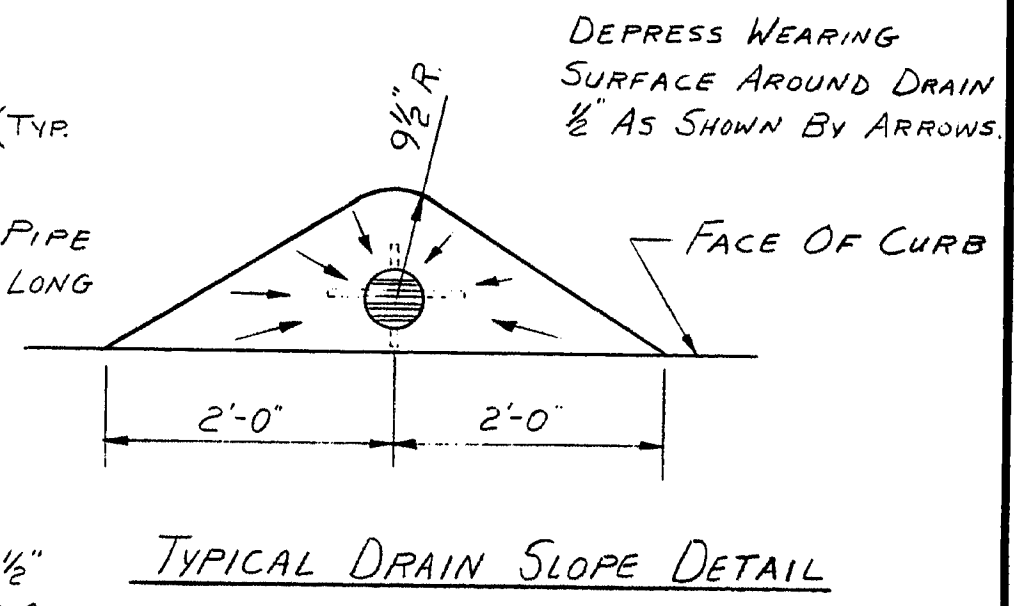
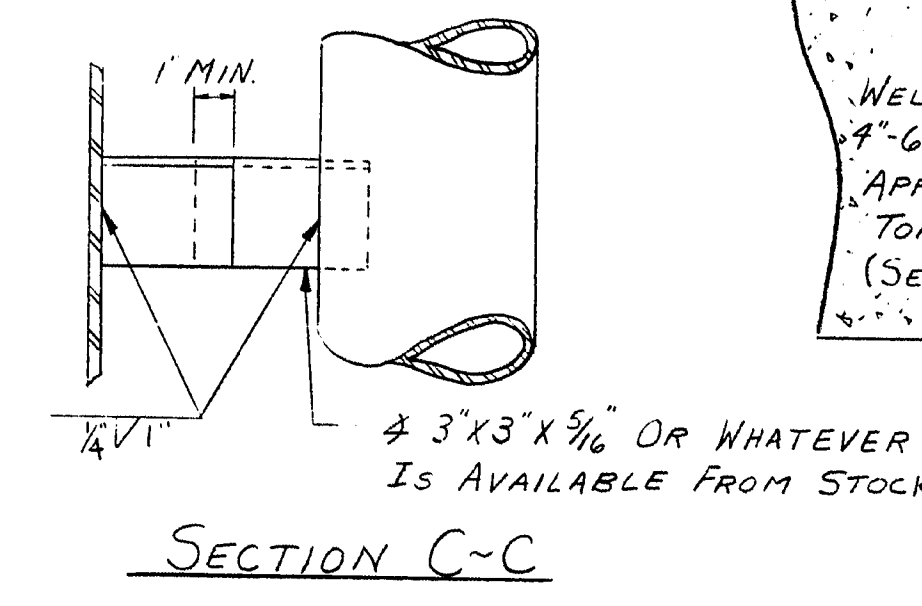
Bonding grout to be evenly broomed onto the concrete surface ensuring that the entire surface, including face of curb to the finish grade of the wearing surface, is coated and that no excess grout collects in low spots or pockets. Grout shall be thoroughly broomed under and around reinforcing bars.

Rate of application must be controlled so that the grout does not dry before the new concrete is placed.

**CONCRETE VOLUME**  
30' X 0.167' X 137.5' ± ~ 26 CY.  
27



- GENERAL NOTES**
- Remove existing wearing surface.
  - If main steel is exposed, concrete should be removed under the steel to a depth of 1" minimum.
  - Blast clean the slab before any placement of bonding grout or concrete. NOTE: SLAB IS TO BE SURFACE DRY BEFORE PLACEMENT OF BONDING GROUT.
  - Broom on a layer of bonding grout just prior to placing concrete. See note this sheet for bonding grout specifications.
  - Concrete to be cured using burlap and water or other approved methods.
  - Concrete to be Class "Y" and aggregate to be crushed ledge.
  - Minimum cover to be 2" unless otherwise noted.
  - Chamfer all exposed edges 1/2" unless otherwise noted.

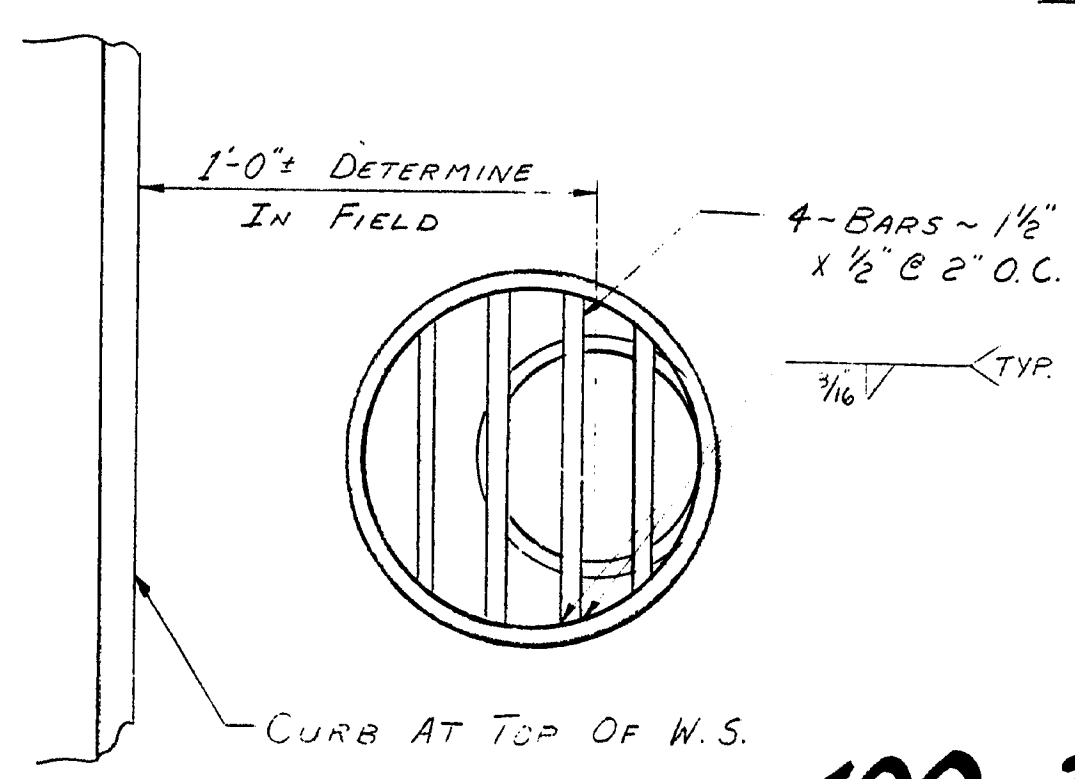


USE WITH SEAL WJ-300

DIM. A'	TEMPERATURE ADJUSTMENT CHART									
	TEMP (°F)	10'	20'	30'	40'	50'	60'	70'	80'	90'
OPENING	2 1/4"	2 3/8"	2 1/2"	2"	1 3/4"	1 1/2"	1 3/8"	1 1/4"	1 1/8"	1 1/16"

USE WITH SEAL WJ-175

DIM. B'	TEMPERATURE ADJUSTMENT CHART									
	TEMP (°F)	10'	20'	30'	40'	50'	60'	70'	80'	90'
OPENING	1 1/8"	1 1/4"	1 1/2"	1 3/4"	1 1/2"	1 1/4"	1 1/8"	1 1/16"	1 1/16"	1 1/16"



100-370

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 5952  
CANADIAN NATIONAL RAILWAYS  
CROSSING  
IN THE CITY OF  
AUBURN  
ANDROSCOGGIN COUNTY

CONC. W.S., DRAINS, SEALS, & ENDPOSTS

SHEET 1 OF 2      AUGUSTA, MAINE

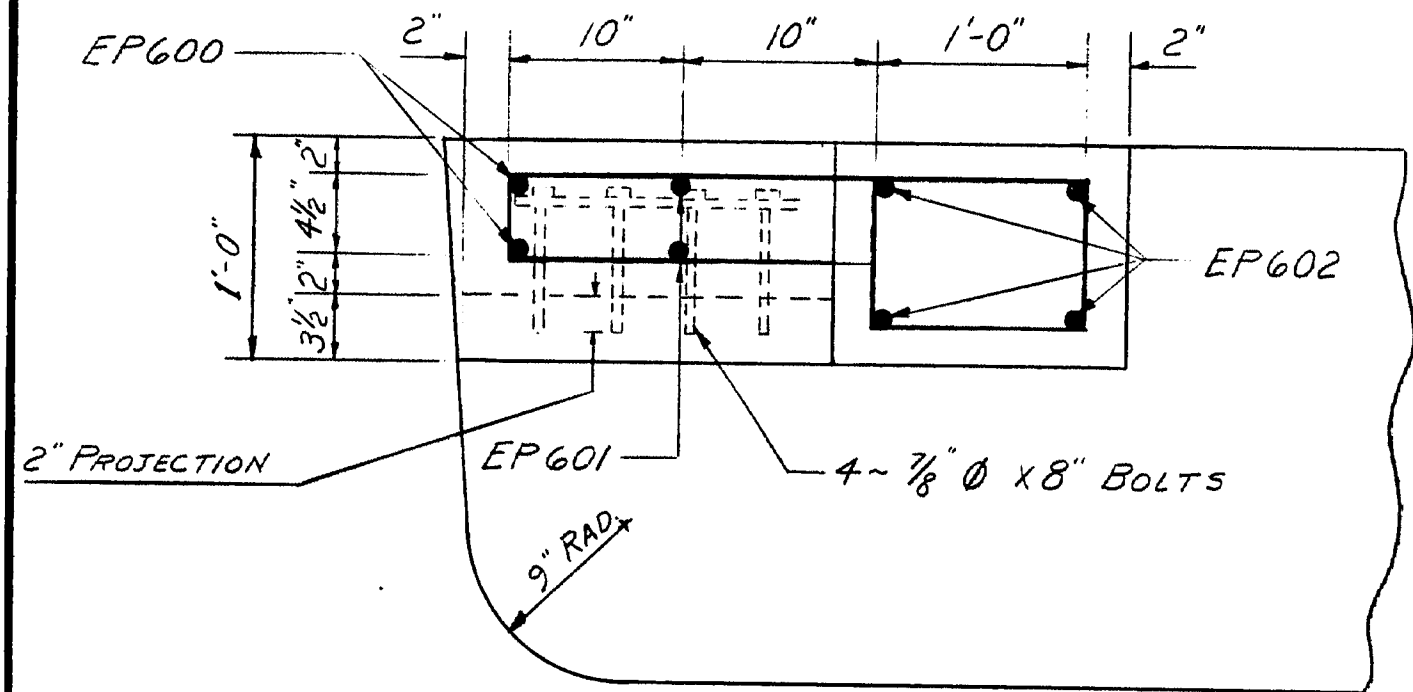
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

**PLANS**

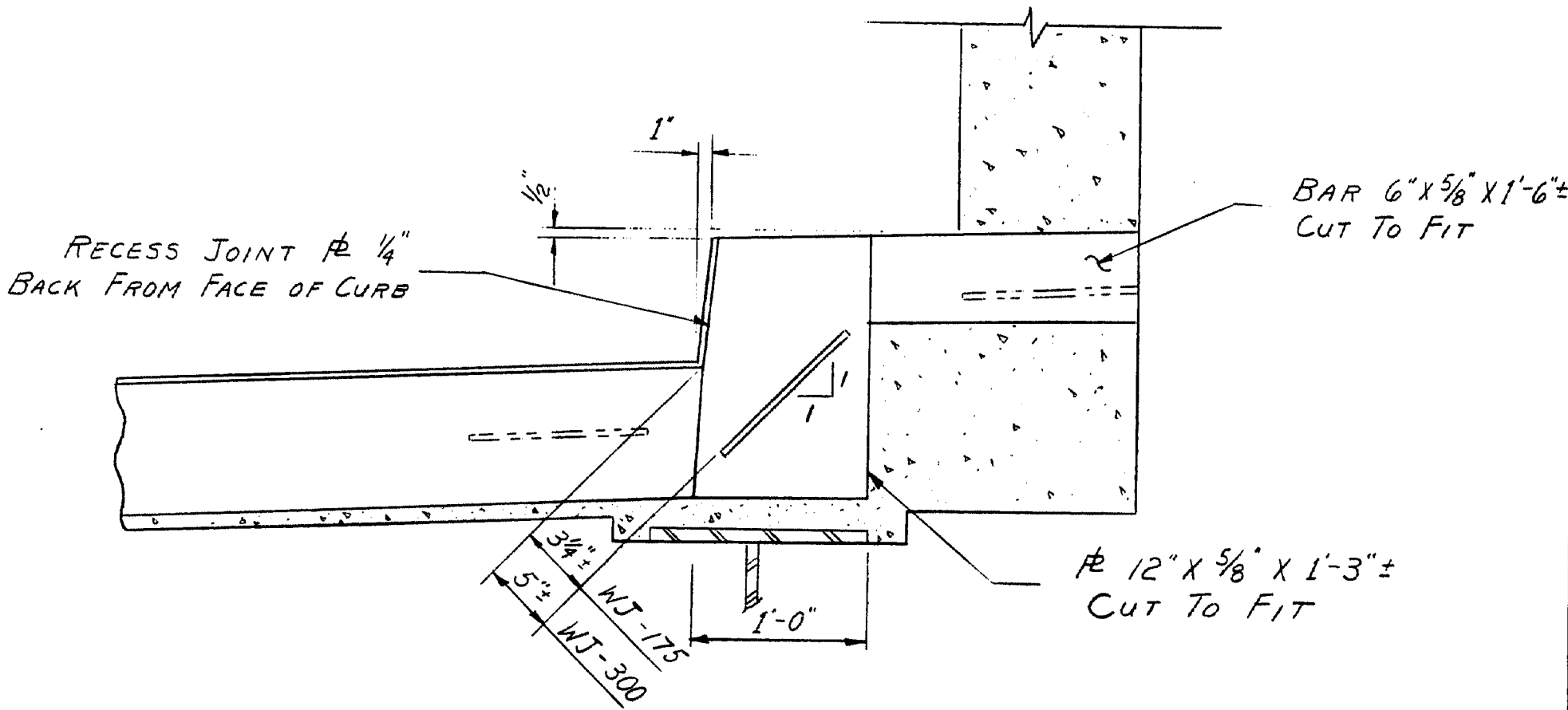
DRAWING 44 132 25710 1

F.R.E. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			

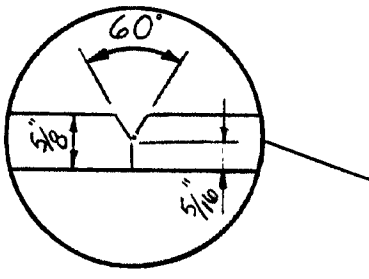
REINFORCING STEEL SCHEDULE				
STRAIGHT BARS				
MARK	NO.	LENGTH	TYPE	LOCATION
EP600	8	2'-8"		END POST - VERTICAL
EP601	8	3'-3"		" " " "
EP602	16	3'-10"		" " " "
BENT BARS				
EP450	4	4'-0"	H	END POST HORIZONTAL
EP451	12	7'-4"	EP	" " " "



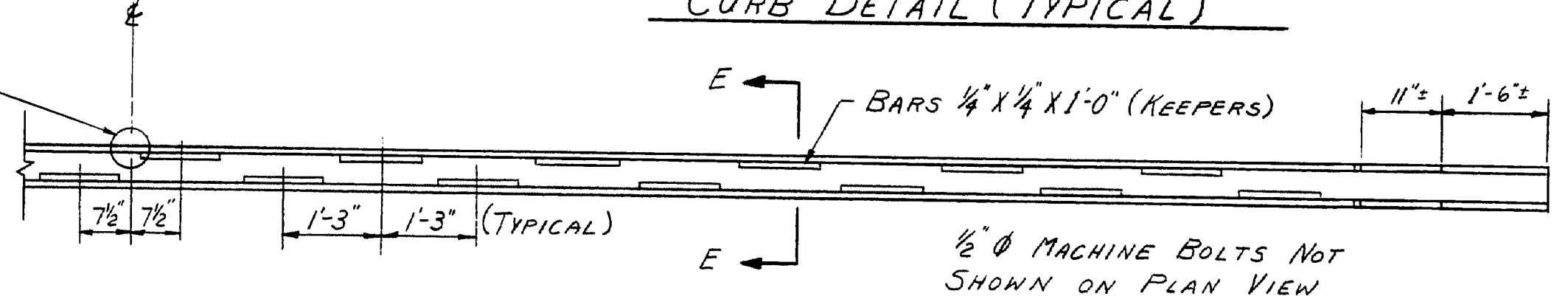
PLAN ~ END POSTS



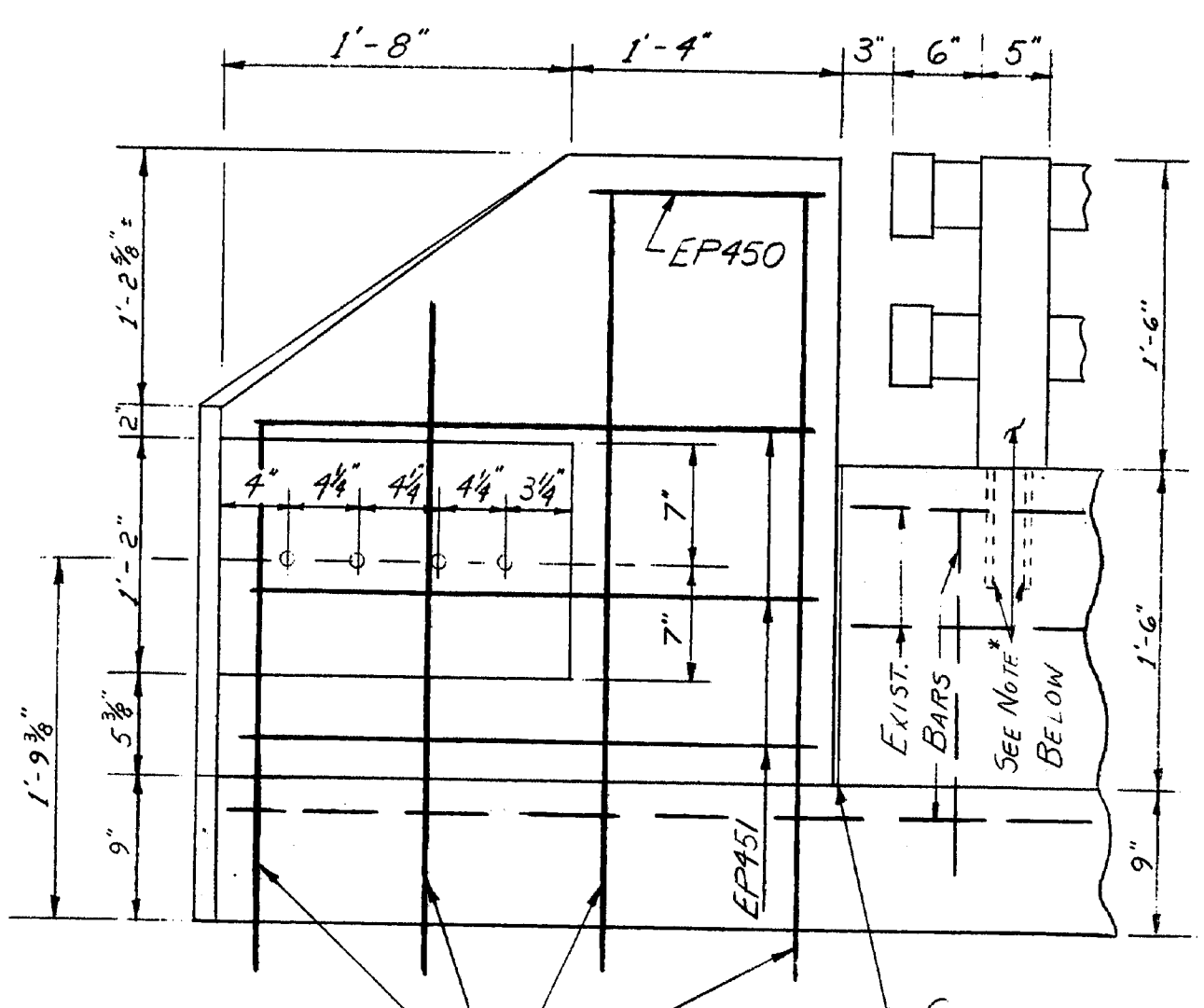
CURB DETAIL (TYPICAL)



WELD DETAIL

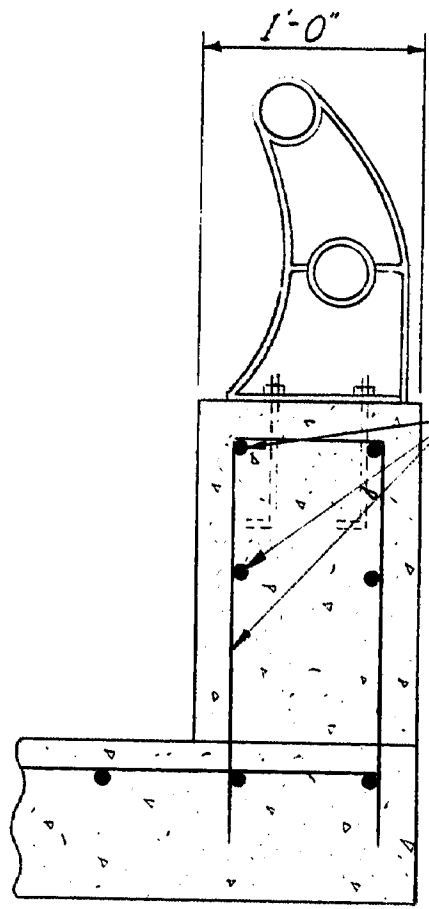


PLAN ~ ONE HALF ARMORED JOINT  
2 REQUIRED



ELEVATION ~ END POSTS

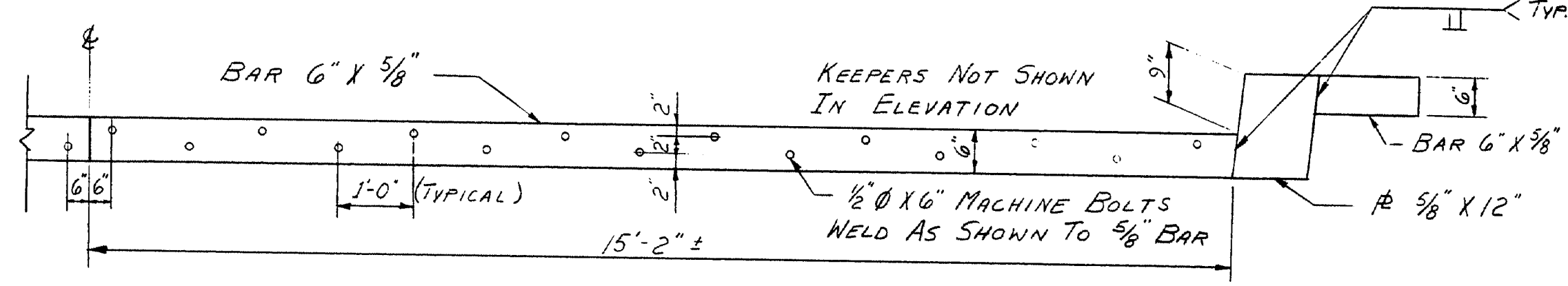
2 ~ AS SHOWN  
2 ~ OPPOSITE HAND



SECTION ~ EXIST.  
PARAPET & RAIL

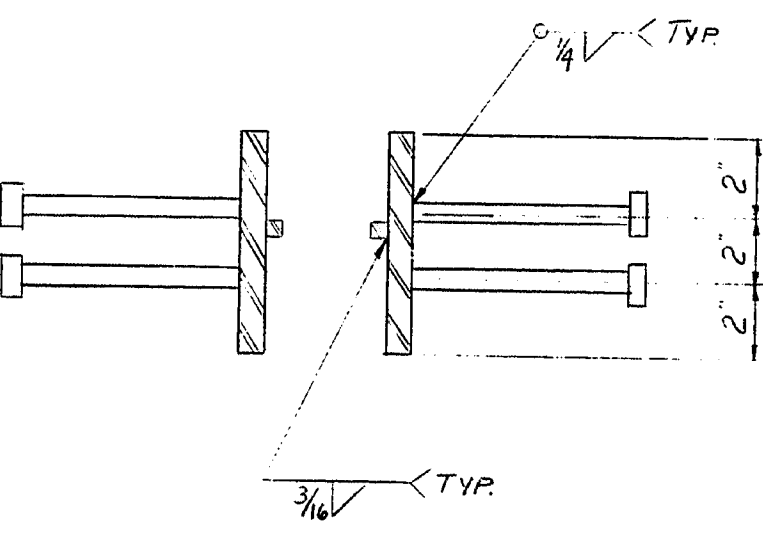
\*NOTE: THE END RAIL POST NEEDS TO BE RESET TO MATCH THE NEW ENDPOST DRILL AND GROUT FOR NEW ANCHOR BOLTS (4 ~ 3/4\"/>

\*TOTAL OF 16 ANCHOR BOLTS REQ'D.



ELEVATION ~ ONE HALF ARMORED JOINT

NOTE: THE ABOVE ARMORED JOINT DETAILS ARE TO BE USED AS A GUIDE. ACTUAL DIMENSIONS, ESPECIALLY LENGTH, VARY AND ARE TO BE DETERMINED IN THE FIELD.



SECTION E~E

NOTE: HEIGHT OF KEEPERS SHOWN ON SECTION A-A ON SHEET NO. 1.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BRIDGE NO 5952  
CANADIAN NATIONAL RAILWAYS  
CROSSING  
IN THE CITY OF  
AUBURN  
ANDROSCOGGIN COUNTY  
CONC. W.S., DRAINS, SEALS, & ENDPOSTS  
SHEET 2 OF 2 AUGUSTA, MAINE

100-371

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		
PLANS		

BRUNING 44132 02/10.1