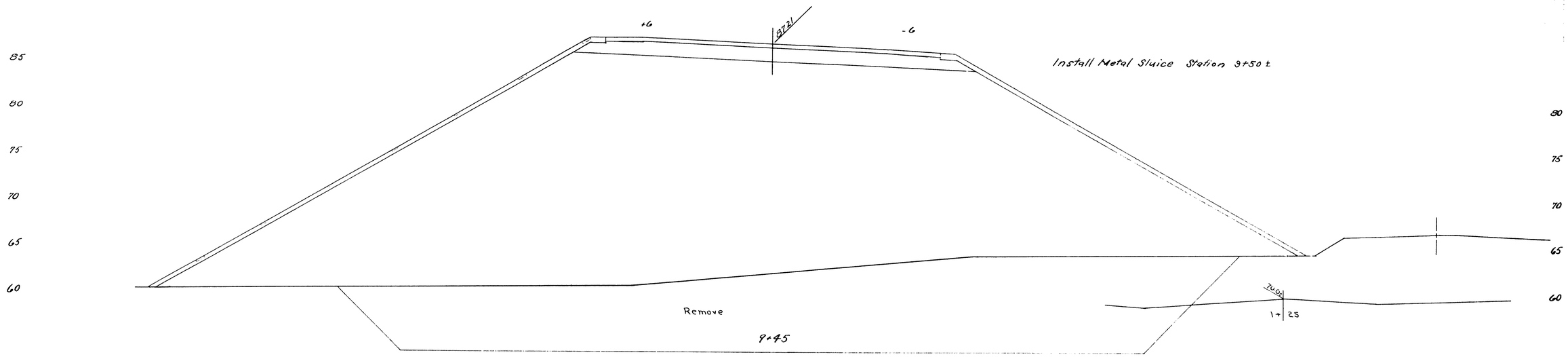
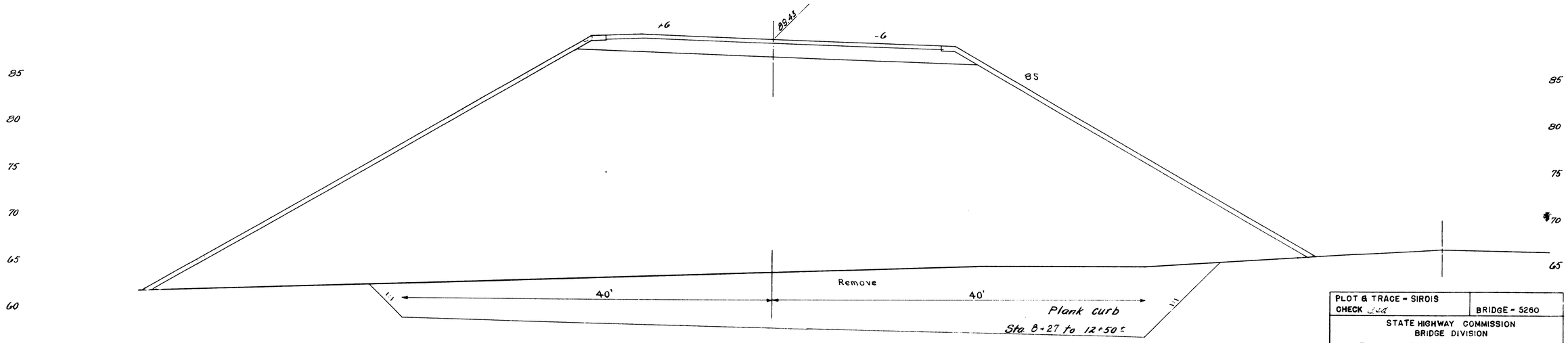
SG-0112(1) 12 32





All material removed as herein indicated shall be paid for as "Muck Excavation".

9+00

Remove all overlaying soft organic material Sta. 8+75 to 10+30 within the limits shown on the cross sections.

Also remove, to a depth of 5±feet below the existing ground, all soft material within the limits shown on sheet 20 for the culvert at Sta. 10+00 downstream from the excavation shown in the cross sections.

Replace all material so removed with Granular Borrow.

PLOT & TRACE - SIROIS
CHECK JWA
BRIDGE - 5260

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PINE POINT CROSSING

OVER

BOSTON & MAINE RAILROAD

IN THE TOWN OF

SCARBORO

CUMBERLAND COUNTY

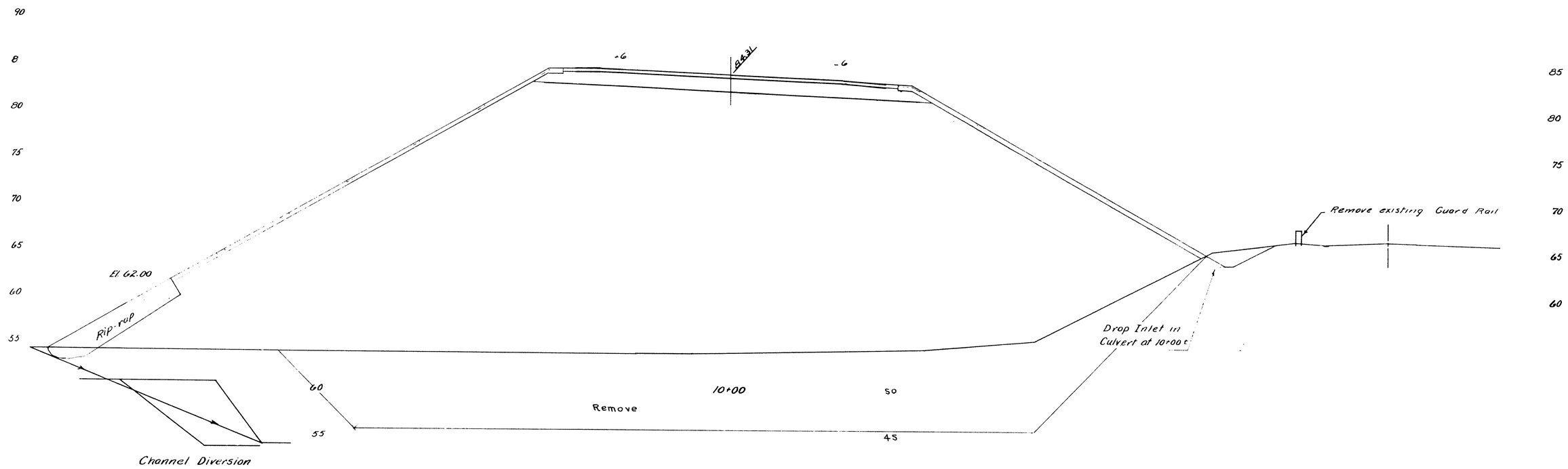
CROSS - SECTIONS

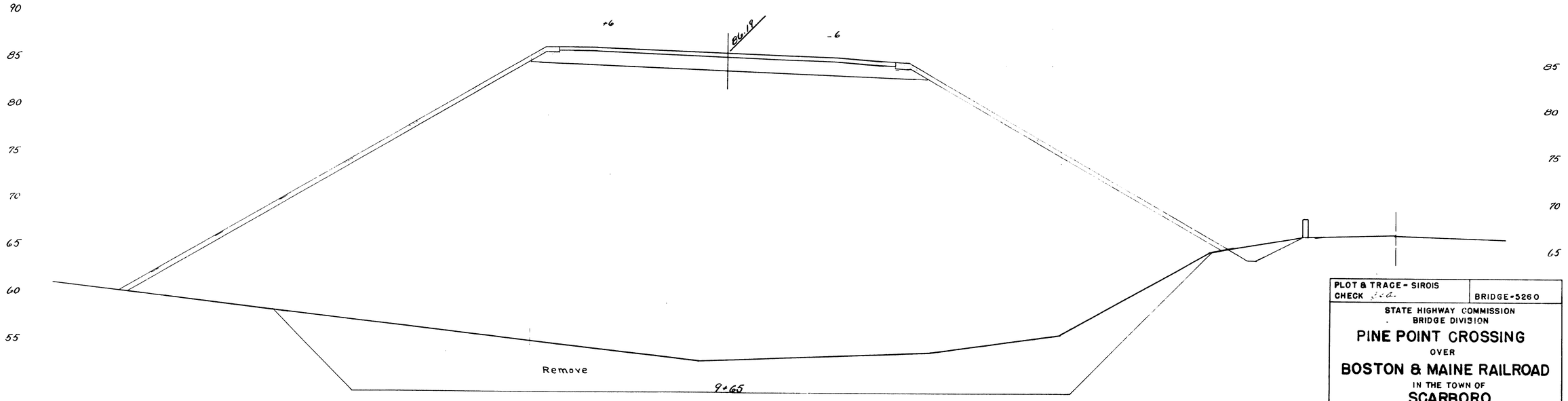
SHEET 12 OF 32 AUGUSTA, MAINE MAY 1953

& checked, May 21, 1954, H.D.H.

60-71

0 1 2 3 4 5 INCHES





PLOT & TRACE - SIROIS CHECK J.C.C.	BRIDGE-5260

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

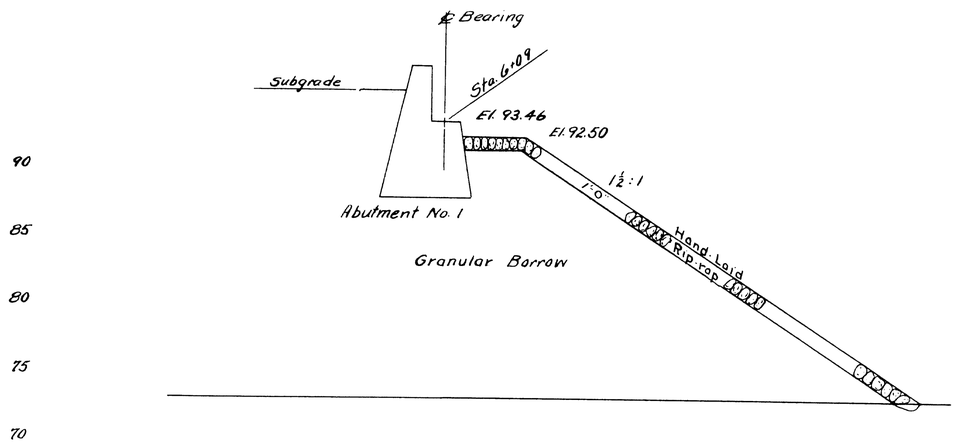
PINE POINT CROSSING
OVER
BOSTON & MAINE RAILROAD
IN THE TOWN OF
SCARBORO
CUMBERLAND COUNTY
CROSS - SECTIONS

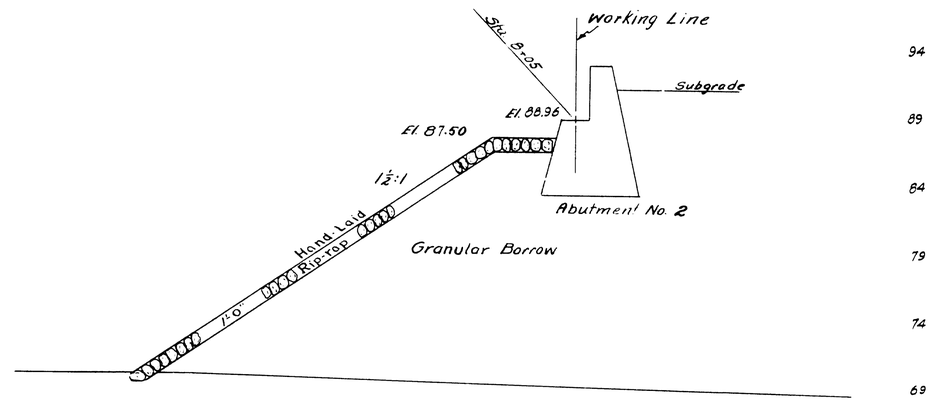
SHEET 13 OF 32 AUGUSTA, MAINE MAY 1953

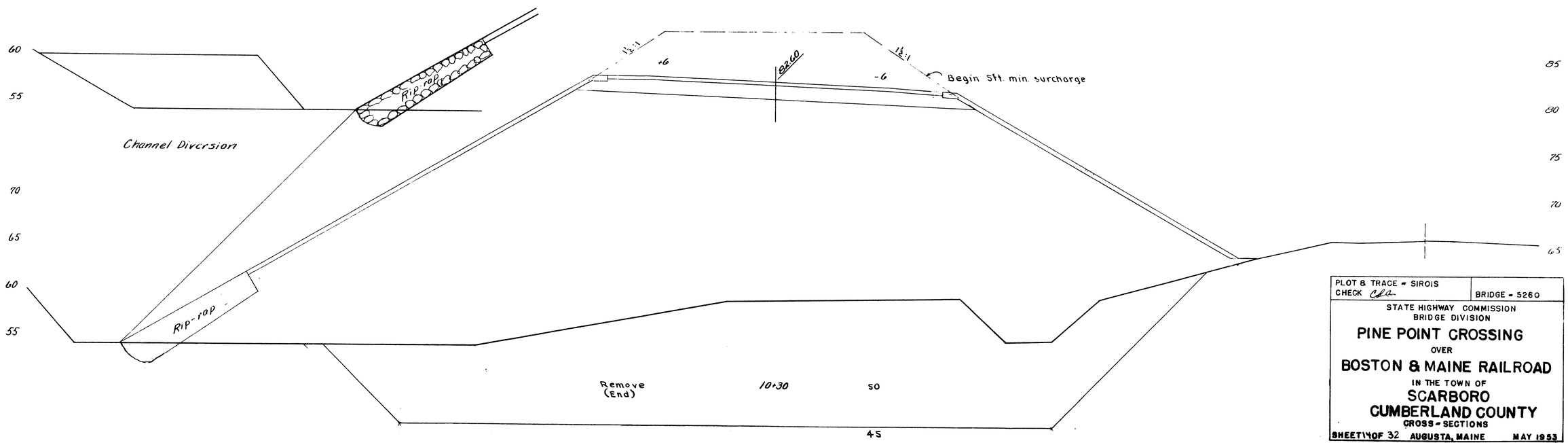
Revised & checked, May 21, 1954, H.D.H.

60-72

0 1 2 3 4 5 INCHES







PLOT & TRACE - SIROIS CHECK Cla	BRIDGE - 5260

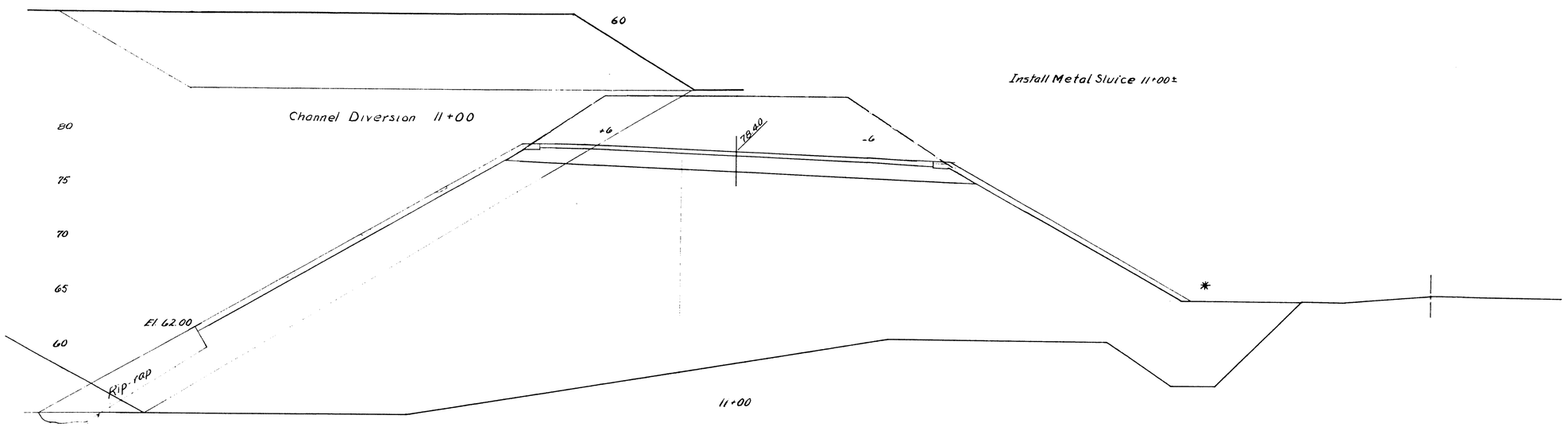
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

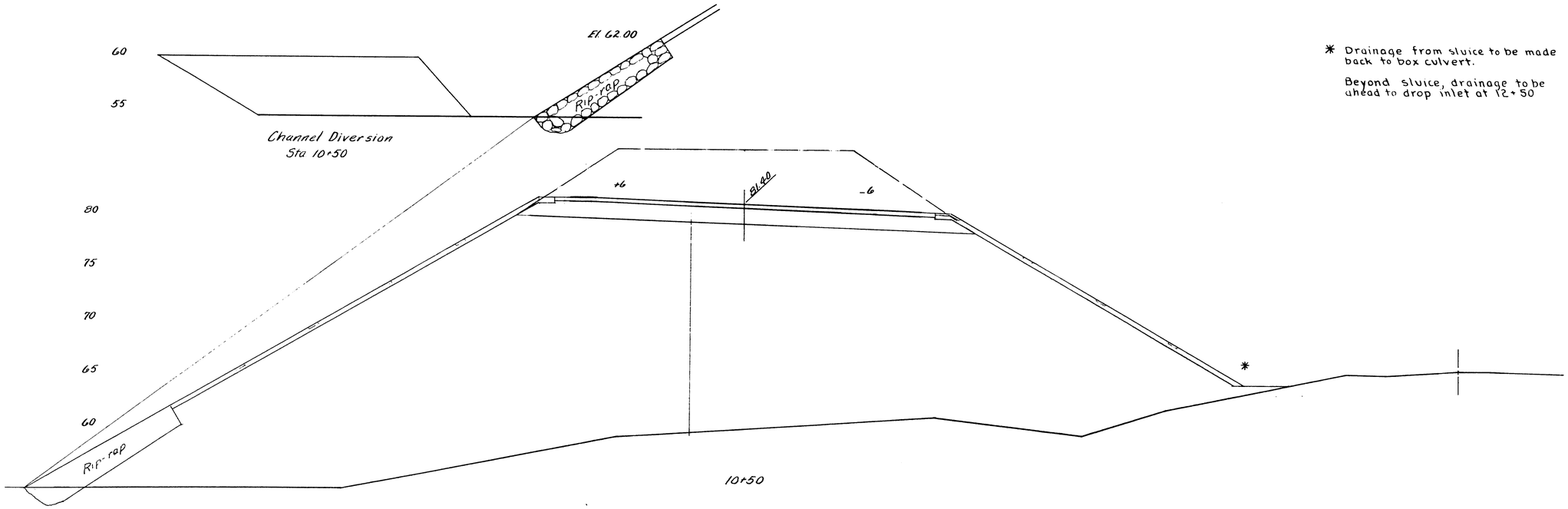
PINE POINT CROSSING
OVER
BOSTON & MAINE RAILROAD
IN THE TOWN OF
SCARBORO
CUMBERLAND COUNTY
CROSS - SECTIONS

SHEET 14 OF 32 AUGUSTA, MAINE MAY 1953

Revised & checked, May 21, 1954, H.D.H. 60-73

0 1 2 3 4 5 INCHES





* Drainage from sluice to be made back to box culvert.

Beyond sluice, drainage to be ahead to drop inlet at 12+50

PLOT & TRACE - SIROIS CHECK ax	BRIDGE-5260

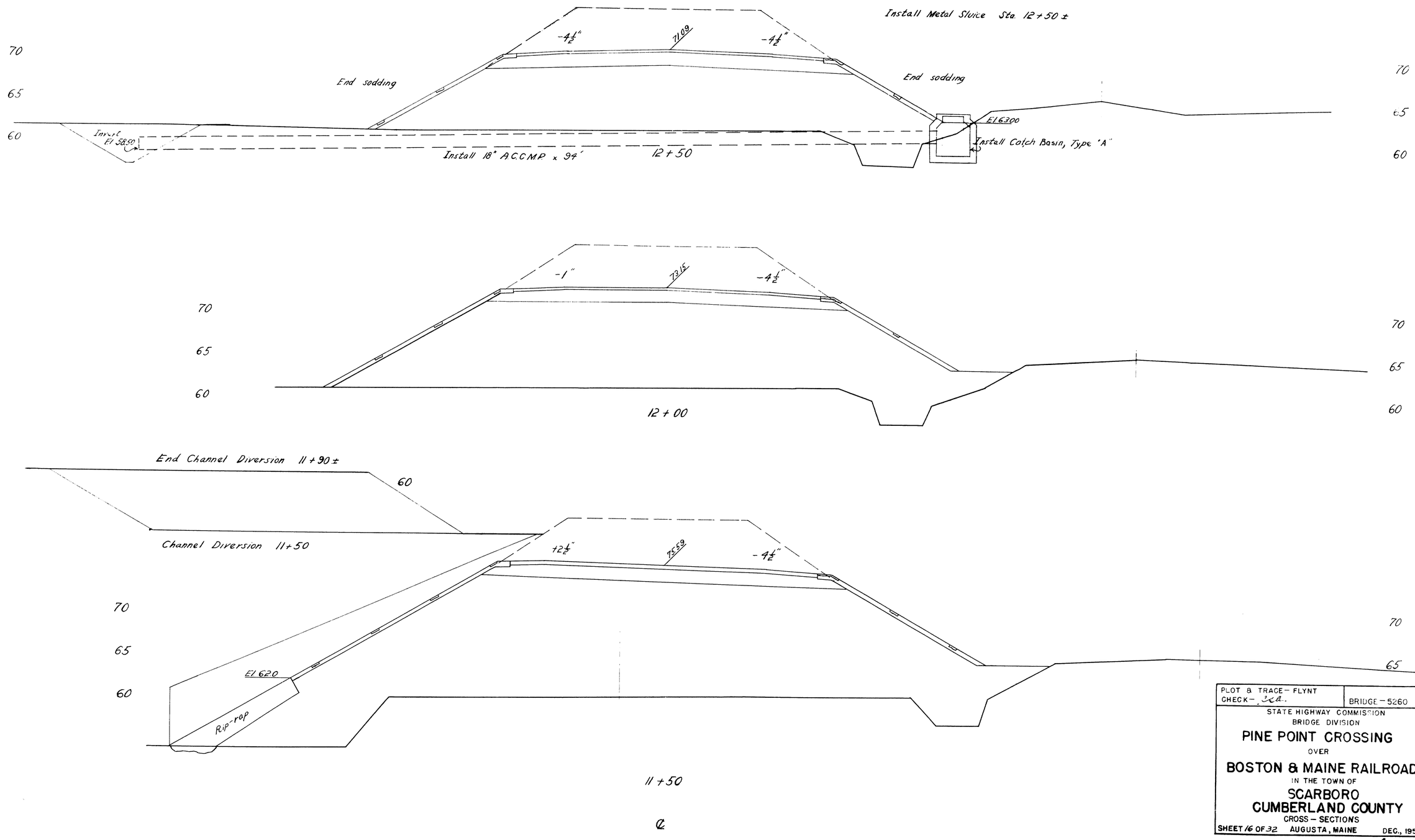
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PINE POINT CROSSING
OVER
BOSTON & MAINE RAILROAD
IN THE TOWN OF
SCARBORO
CUMBERLAND COUNTY
CROSS-SECTIONS

SHEET 15 OF 32 AUGUSTA, MAINE MAY 1953

60-74

0 1 2 3 4 5 INCHES



PLOT & TRACE – FLYNT
CHECK – [illegible]

BRIDGE – 5260

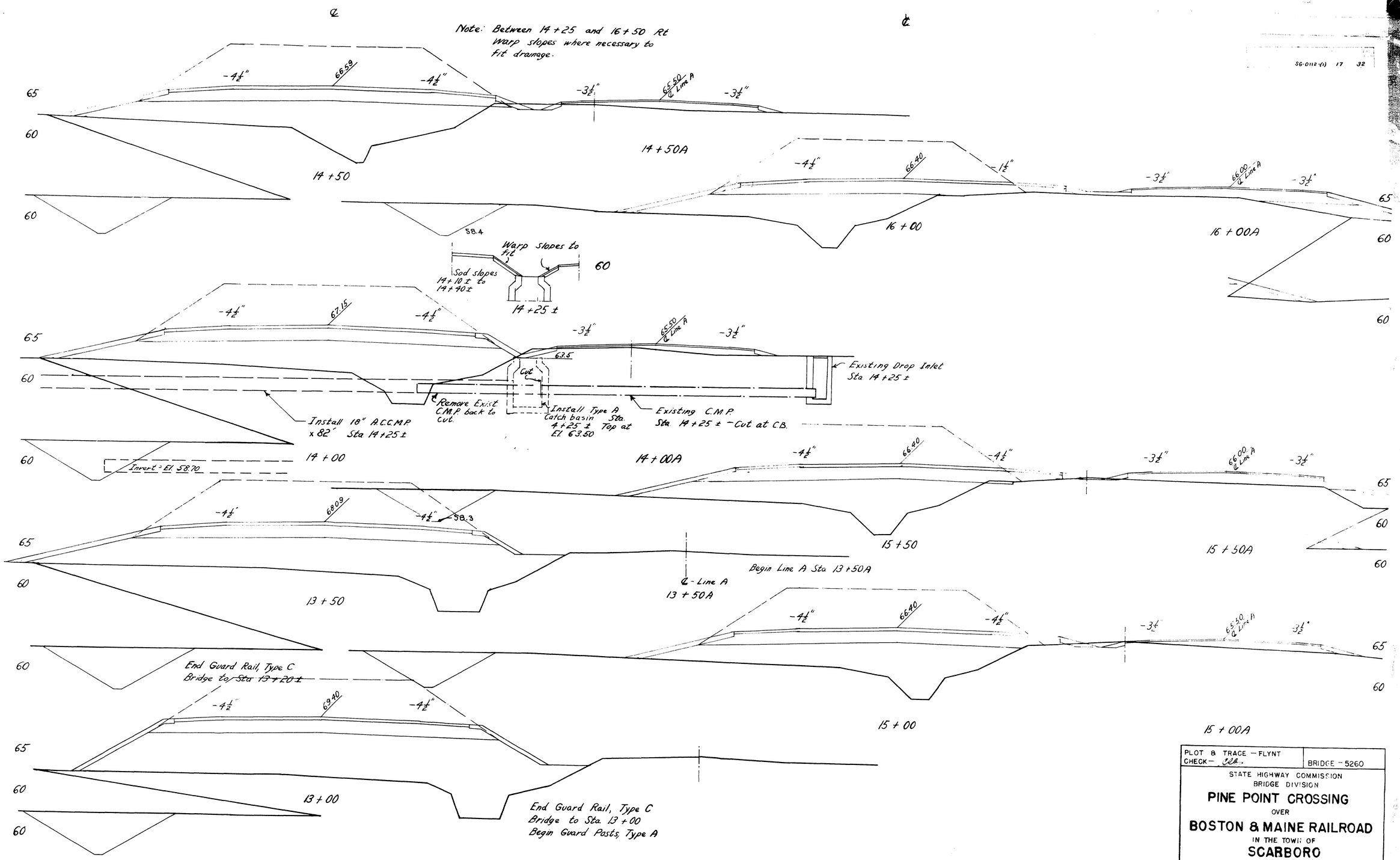
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PINE POINT CROSSING
OVER
BOSTON & MAINE RAILROAD
IN THE TOWN OF
SCARBORO
CUMBERLAND COUNTY
CROSS – SECTIONS

SHEET 16 OF 32 AUGUSTA, MAINE DEC., 1953

60-75

0 1 2 3 4 5 INCHES



Revised ditch Nov. 1954 Cas.
Revised Aug. 1954 Cas.

PLOT & TRACE — FLYNT
CHECK — [illegible]

BRIDGE — 5260

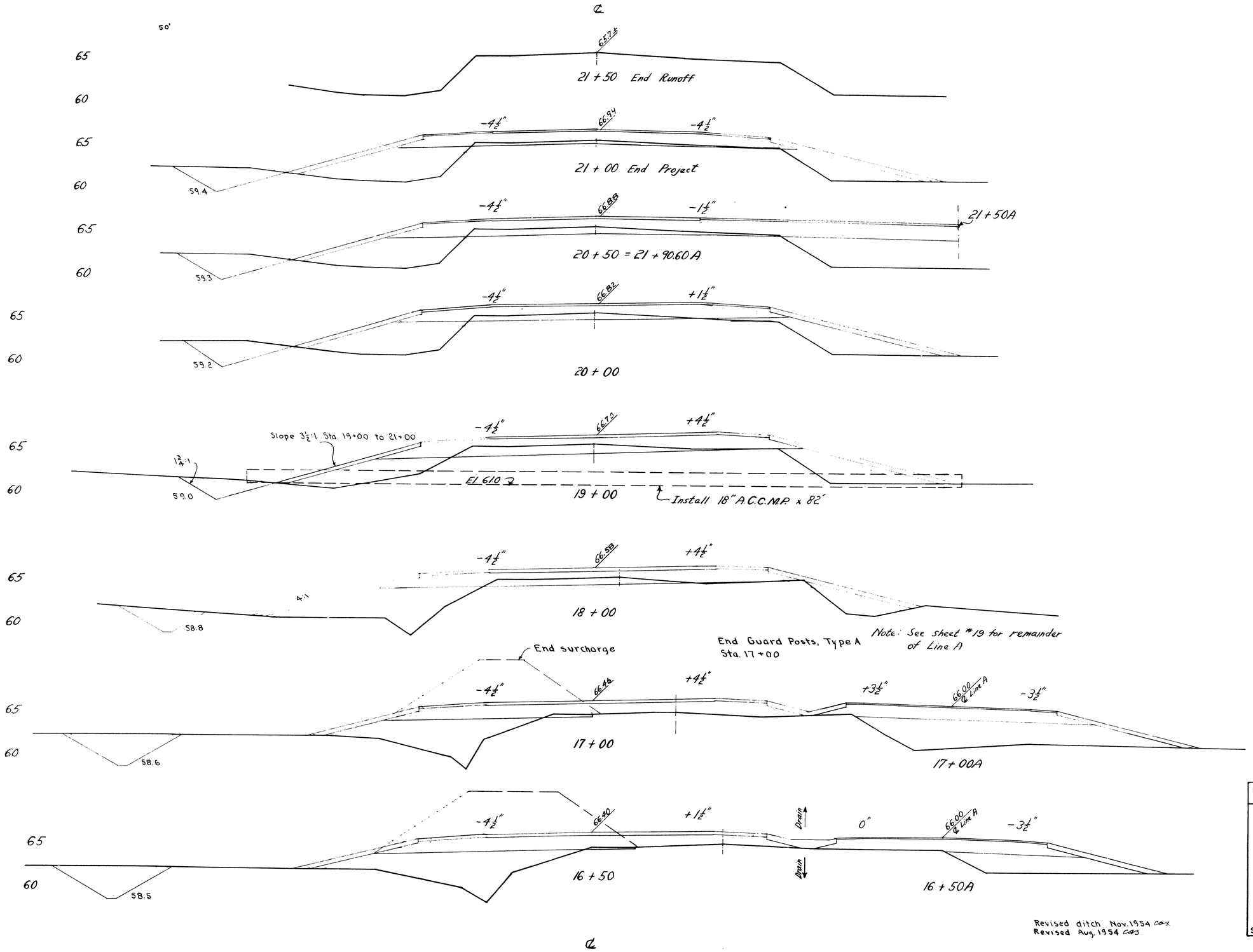
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PINE POINT CROSSING
OVER
BOSTON & MAINE RAILROAD
IN THE TOWN OF
SCARBORO
CUMBERLAND COUNTY
CROSS—SECTIONS

SHEET 17 OF 32 AUGUSTA, MAINE DEC., 1953

60-76

STATE	FED. AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
MAINE	SG-0112(1)	18	32



PLOT & TRACE — FLYNT CHECK —	BRIDGE — 5260

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

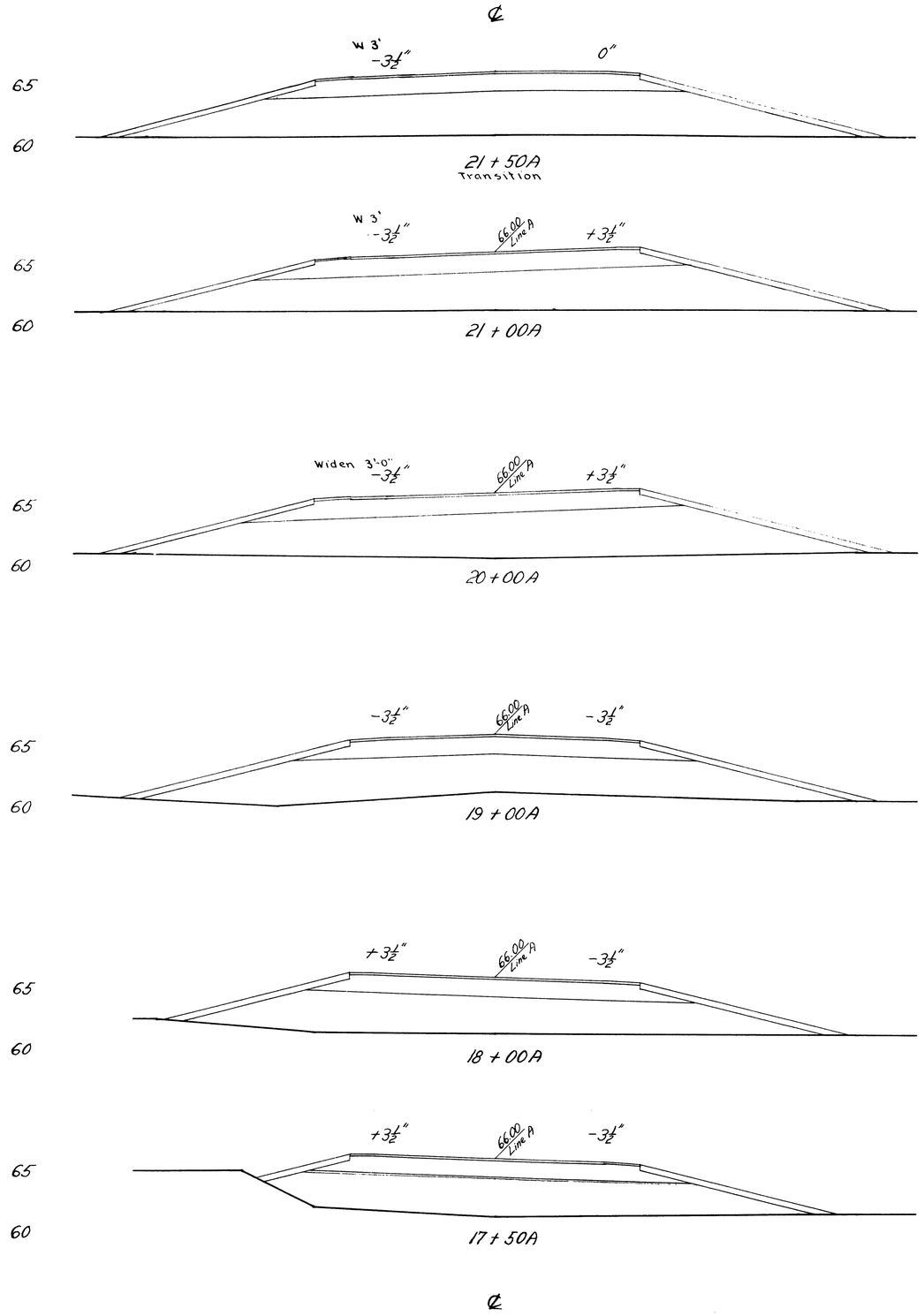
PINE POINT CROSSING
OVER
BOSTON & MAINE RAILROAD
IN THE TOWN OF
SCARBORO
CUMBERLAND COUNTY

CROSS-SECTIONS

SHEET 18 OF 32 AUGUSTA, MAINE DEC., 1953

60-77

0 1 2 3 4 5 INCHES



SG-0112(1) 19 32

PLOT & TRACE— FLYNT
CHECK— [illegible]

BRIDGE— 5260

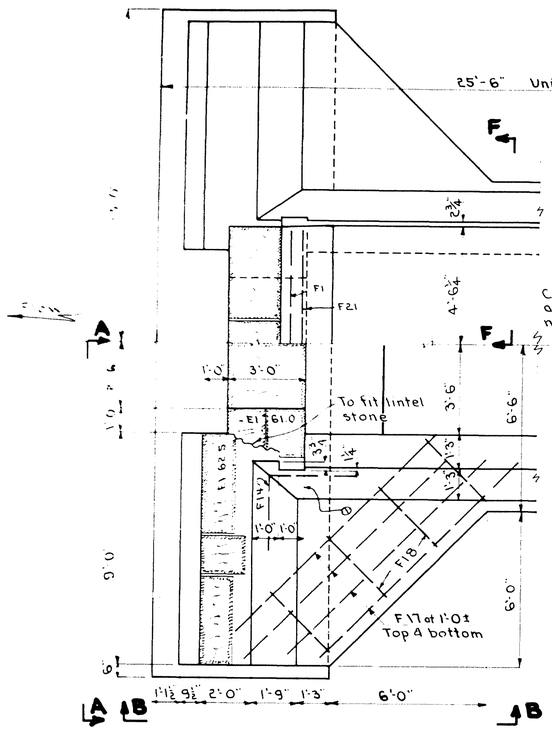
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PINE POINT CROSSING
OVER
BOSTON & MAINE RAILROAD
IN THE TOWN OF
SCARBORO
CUMBERLAND COUNTY
CROSS—SECTIONS

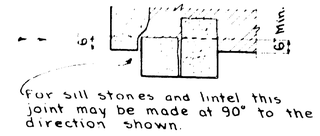
SHEET 19 OF 32 AUGUSTA, MAINE DEC., 1953

60-78

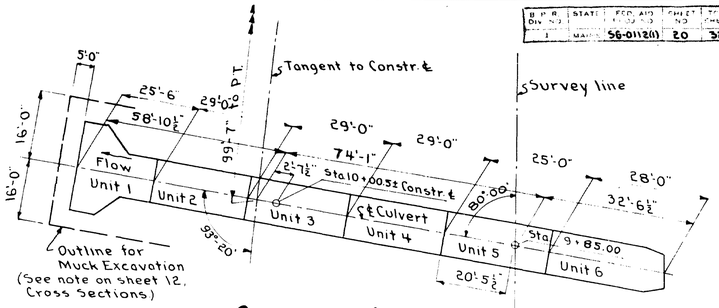
B.P.R. Div. No.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	56-01112(1)	20	32



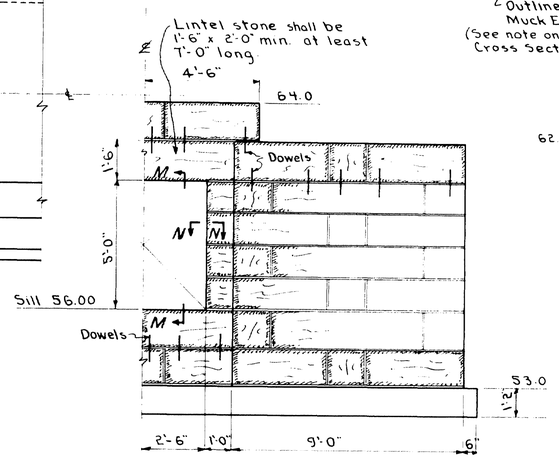
PLAN



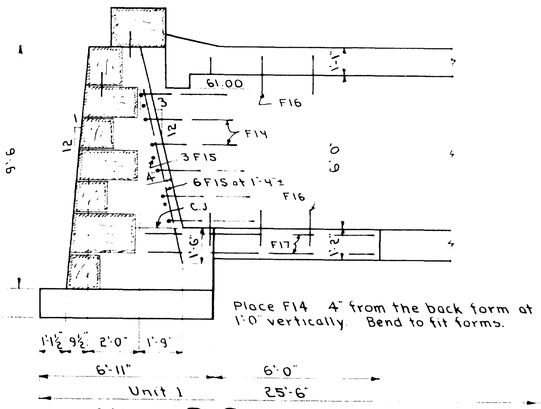
SECTION C-C



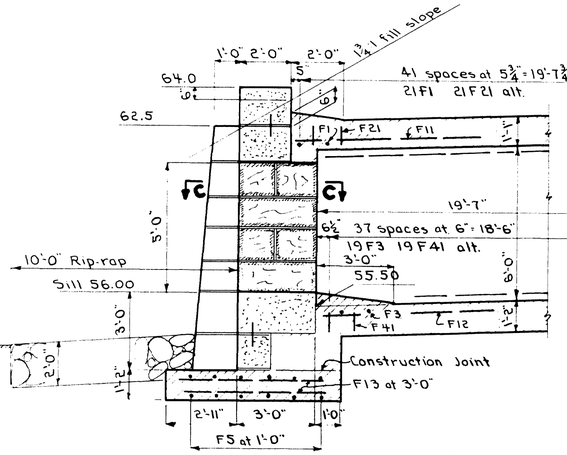
CULVERT LAYOUT



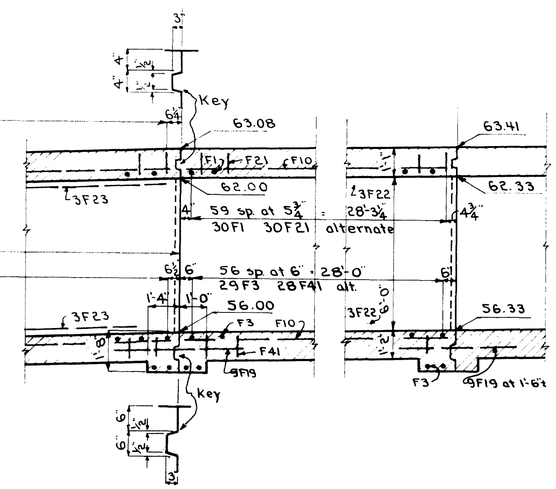
VIEW A-A



VIEW B-B

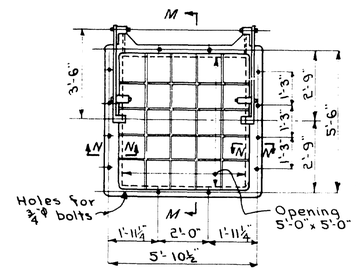


LONGITUDINAL SECTION ALONG ℄



⊗ A vertical construction joint may be made here. Horizontal construction joints may be made in the concrete backing for the masonry. Horizontal construction joints shall not be made in abutment walls upstream from this point.

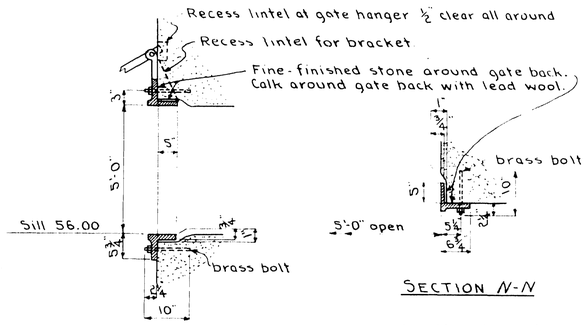
All stone masonry shall be "Ashlar Masonry".
Dowel each top stone and each sill stone with 2 wrought iron dowels ¾"φ x 1'-3". Set in lead.



TIDE GATE

1 required

The tide gate shown is Armco Flap Gate Model 103, as modified in the specifications.

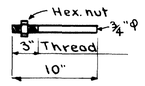


SECTION M-M

SECTION N-N

Loading H20-44
f_s 18,000 f_c 1,200 n=10

All concrete ~ Class A



BRASS BOLT

Brass rod ¾"φ x 10" with 1 brass nut (hex).
12 required

Number and size of brass bolts may be changed to fit the gate back furnished.

Brass bolts shall be set in lead, sulfur or an approved equivalent.

Added F22, F23 March 1954.

PLAN—BROOKS
CHECKED—

BRIDGE 5260

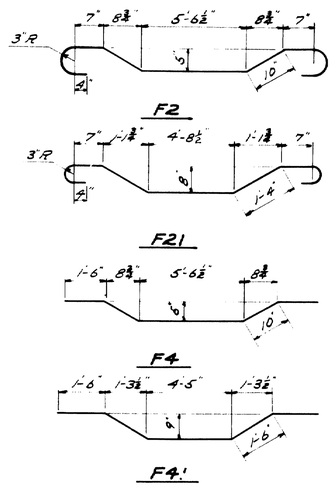
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

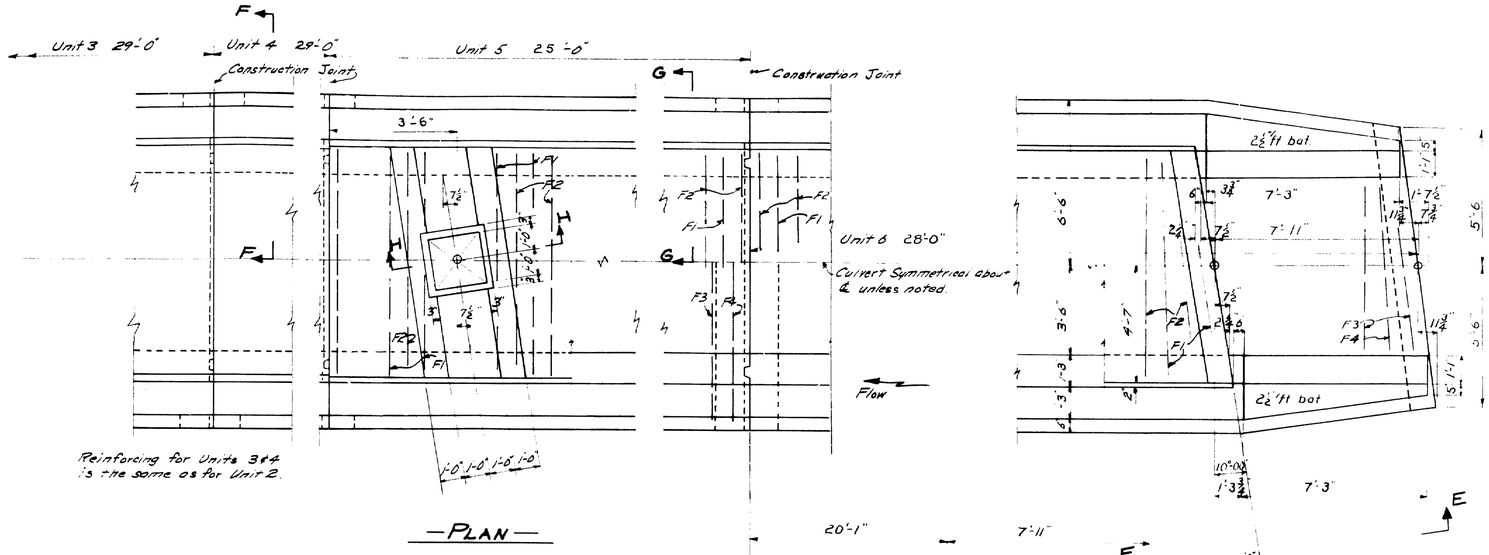
PINE POINT CROSSING
OVER
BOSTON & MAINE RAILROAD
IN THE TOWN OF
SCARBORO
CUMBERLAND COUNTY
CULVERT STA. 10+0 (1)

SHEET 20 OF 32 AUGUSTA, MAINE FEB. 1954

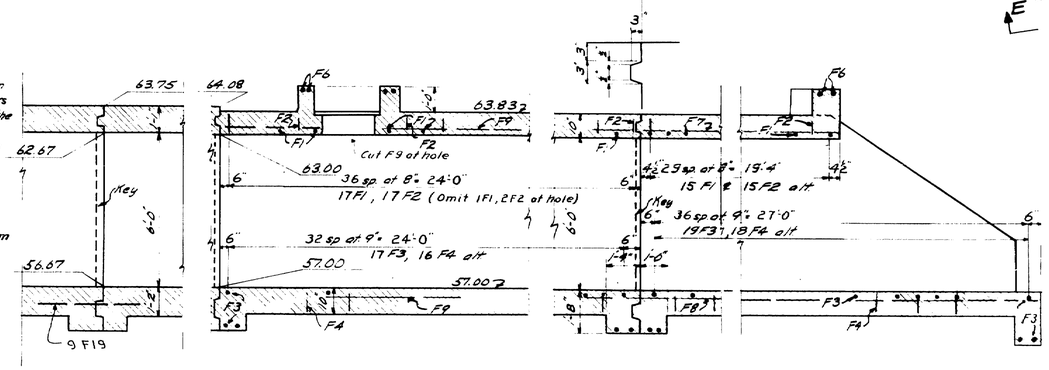
60-79

0 1 2 3 4 5 INCHES

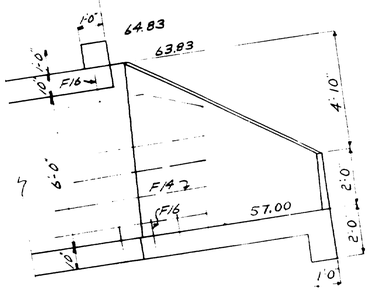




—PLAN—



—LONGITUDINAL SECTION along ℄—



—VIEW E-E—

Place F14-4" from dock form at 1'-0 vertically. Bend to fit forms

NOTES—

Cover the vertical construction joints in the abutments on the back side and the construction joints in the top slab on the top side with 2 layers of heavy roofing 10" wide. Coat the concrete and the contact side of each layer of roofing, as applied with a suitable grade of roofing cement. Recess the concrete area to be covered ¼".

Point the surface of concrete in the joint with a material suitable to prevent bond.

Backfill at the upstream and downstream ends of the bottom slab with Rip-rap. All other backfill shall be Granular Borrow.

—BENT BARS—

Mark	Size	No.	Length	Remarks
F2	#7	32	10'-7"	Units 5-6
F21	#7	111	10'-9"	Units 1-2-3-4
F4	#7	34	10'-3"	Units 5-6
F4'	#7	103	10'-5"	Units 1-2-3-4

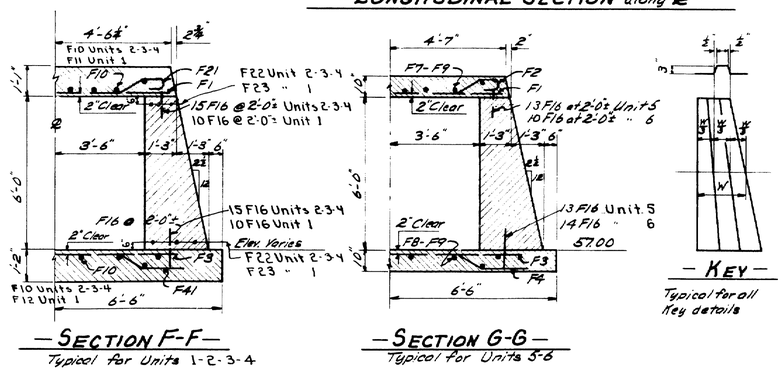
—STRAIGHT BARS—

F1	#7	143	9'-0"	Top slabs
F3	#7	164	10'-0"	Bottom slabs
F5	#5	12	25'-0"	Unit 1
F6	#4	6	8'-6"	Top slab
F7	#4	8	19'-6"	Unit 6
F8	#4	8	27'-0"	Unit 6
F9	#4	16	24'-6"	Unit 5
F10	#4	96	15'-0"	Units 2-3-4
F11	#4	8	20'-0"	Unit 1
F12	#4	8	19'-0"	Unit 1
F13	#4	18	5'-6"	Unit 1
F14	#5	24	6'-0"	Wings
F15	#6	18	7'-0"	D.S. Wings
F16	#6	330	1'-6"	Dowels
F17	#5	16	11'-0"	Unit 1
F18	#4	16	4'-6"	Unit 1
F19	#5	27	8'-0"	Unit 1-2-3-4

Dimensions to ℄ of bars.
All reinforcing steel bars shall conform to A.S.T.M. Specifications A 305-49.

—REINFORCING STEEL—

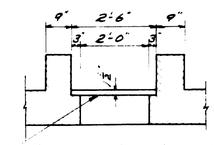
F22	#6	36	28'-0"	Unit 2-3-4
F23	#6	12	19'-0"	" 1



—SECTION F-F—
Typical for Units 1-2-3-4

—SECTION G-G—
Typical for Units 5-6

—KEY—
Typical for all Key details



Provide grate as designed for standard drop inlet Type A

—SECTION H-H—

Added F22-23 March 1954 CAB

DESIGN— BROOKS
TRACE— BACHELDER
CHECK—

BRIDGE—5260

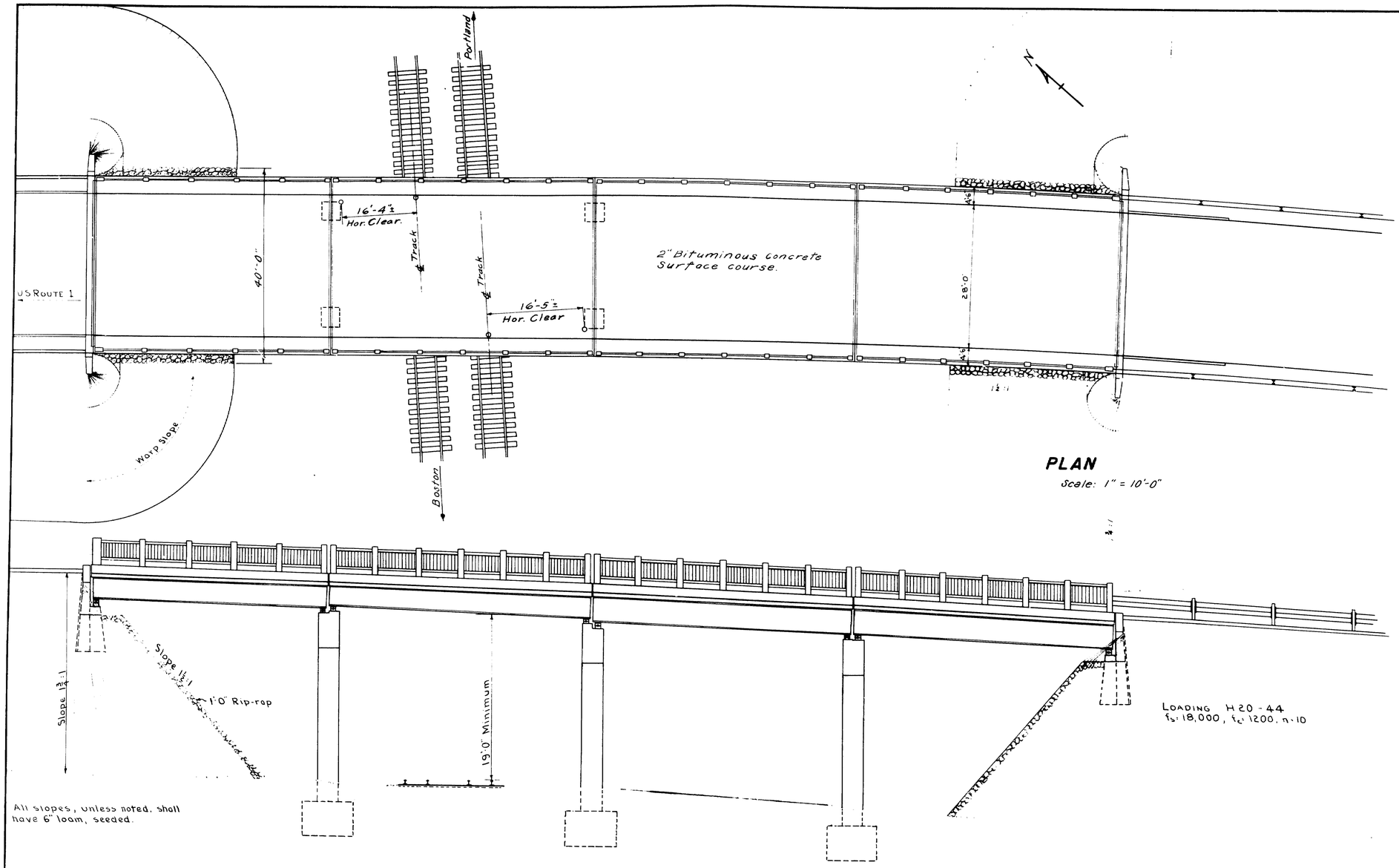
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PINE POINT CROSSING
OVER
BOSTON & MAINE RAILROAD
IN THE TOWN OF
SCARBORO
CUMBERLAND COUNTY
CULVERT STA. 10+0 (2)

SHEET 2 OF 32 AUGUSTA, MAINE MAY 1953

60-80

0 1 2 3 4 5 INCHES



PLAN

Scale: 1" = 10'-0"

All slopes, unless noted, shall have 6" loam, seeded.

ELEVATION

Scale: Horz. 1" = 10'-0", Vert. 1" = 6'-0"

CONCRETE CLASSIFICATION:
Class A - Roadway slab, sidewalks, approach curbs and
Class B - Abutments, pier footings. [piers above footings.
Class Y - Rail posts

DETAIL - MCDOUGAL TRACE - MCDOUGAL	BRIDGE - 5260

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PINE POINT CROSSING
OVER
BOSTON & MAINE RAILROAD
IN THE TOWN OF
SCARBORO
CUMBERLAND COUNTY

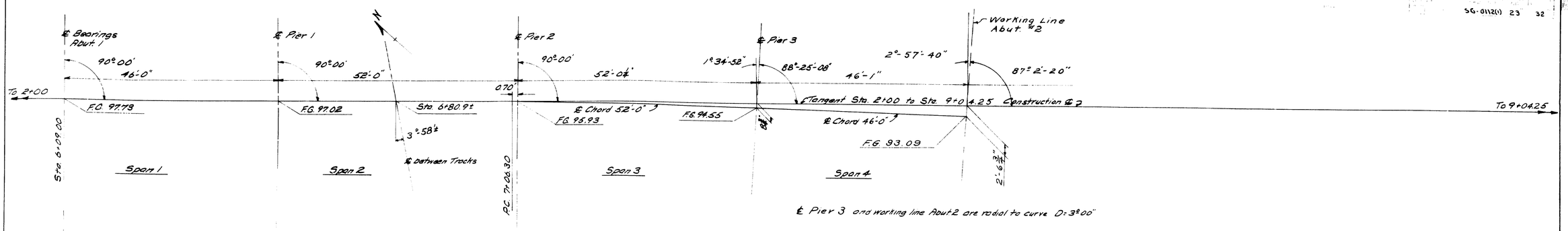
GENERAL PLAN

SHEET 22 OF 32 AUGUSTA, MAINE APRIL 1953

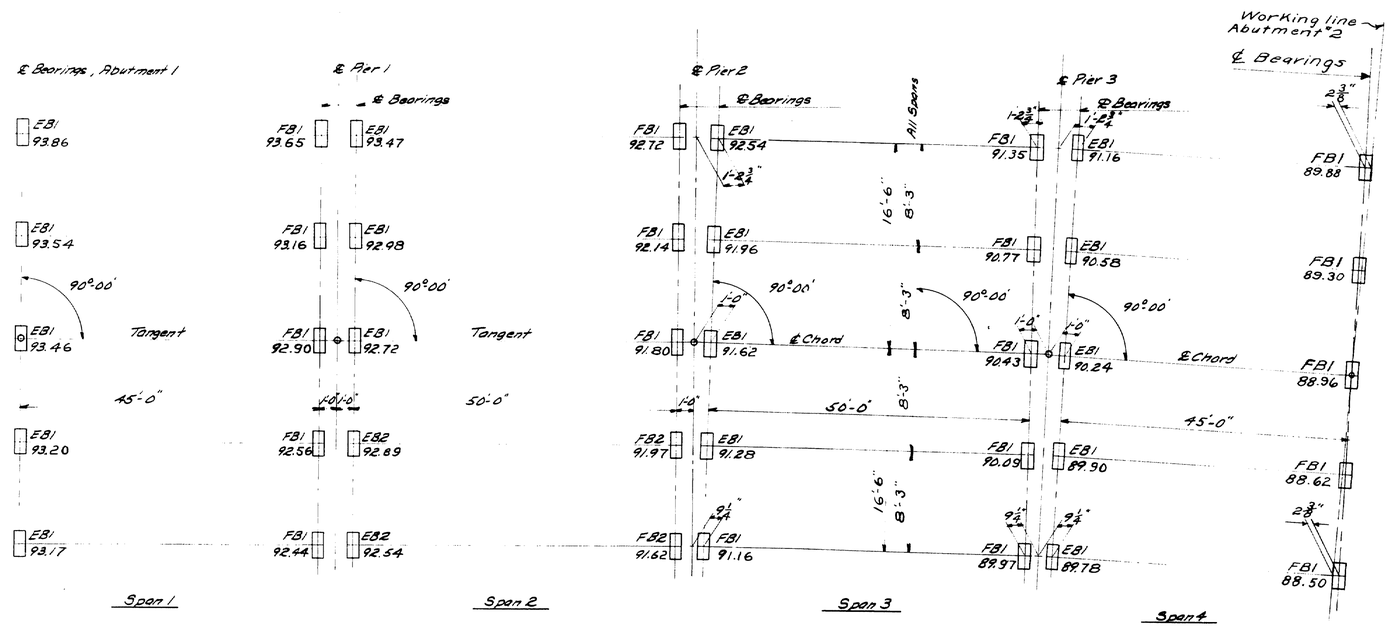
Revised + checked, May 21, 1954, H.D.H.

60-81

0 1 2 3 4 5 INCHES



— BASIC LAYOUT FOR STRUCTURE —



— BEARING LAYOUT —

Dress bearing areas 1" larger all around than bearing plates to the exact elevations shown.

DESIGN — BROOKS TRACE — BACHELDER CHECK —	BRIDGE — 5260

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PINE POINT CROSSING
OVER
BOSTON & MAINE RAILROAD
IN THE TOWN OF
SCARBORO
CUMBERLAND COUNTY

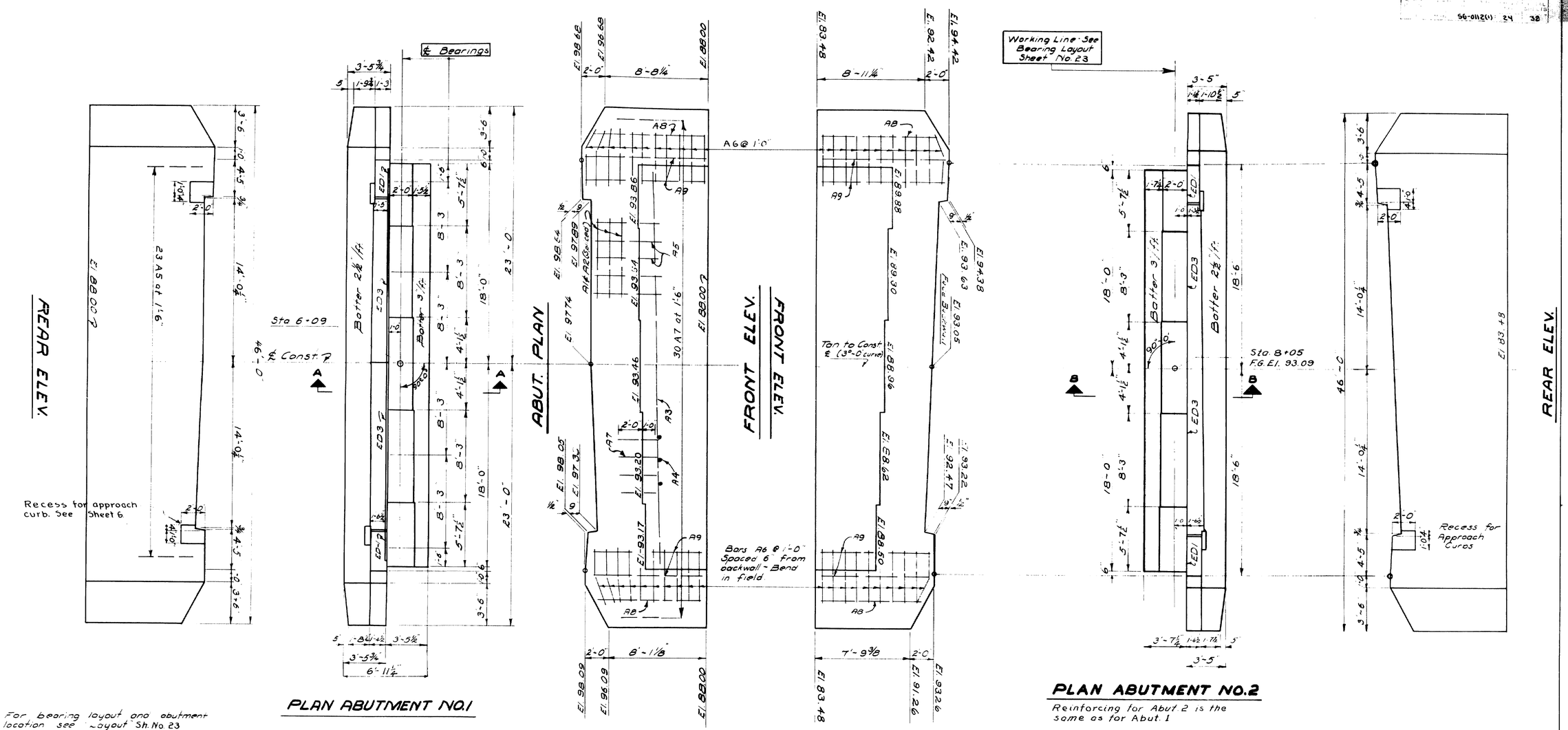
LAYOUT OF STRUCTURE

SHEET 23 OF 32 AUGUSTA, MAINE MAY 1953

Revised + checked, May 21, 1954, H.D.H.

60-82

0 1 2 3 4 5 INCHES



DESIGN — BROOKS
DETAIL & TRACE — BAILEY
CHECK —

BRIDGE — 5260

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

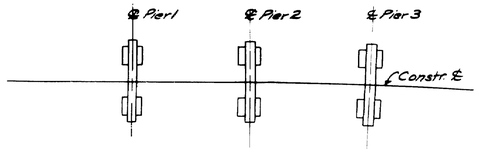
PINE POINT CROSSING
OVER
BOSTON & MAINE RAILROAD
IN THE TOWN OF
SCARBORO
CUMBERLAND COUNTY
ABUTMENTS

SHEET 24 OF 32 AUGUSTA, MAINE MAY 1953

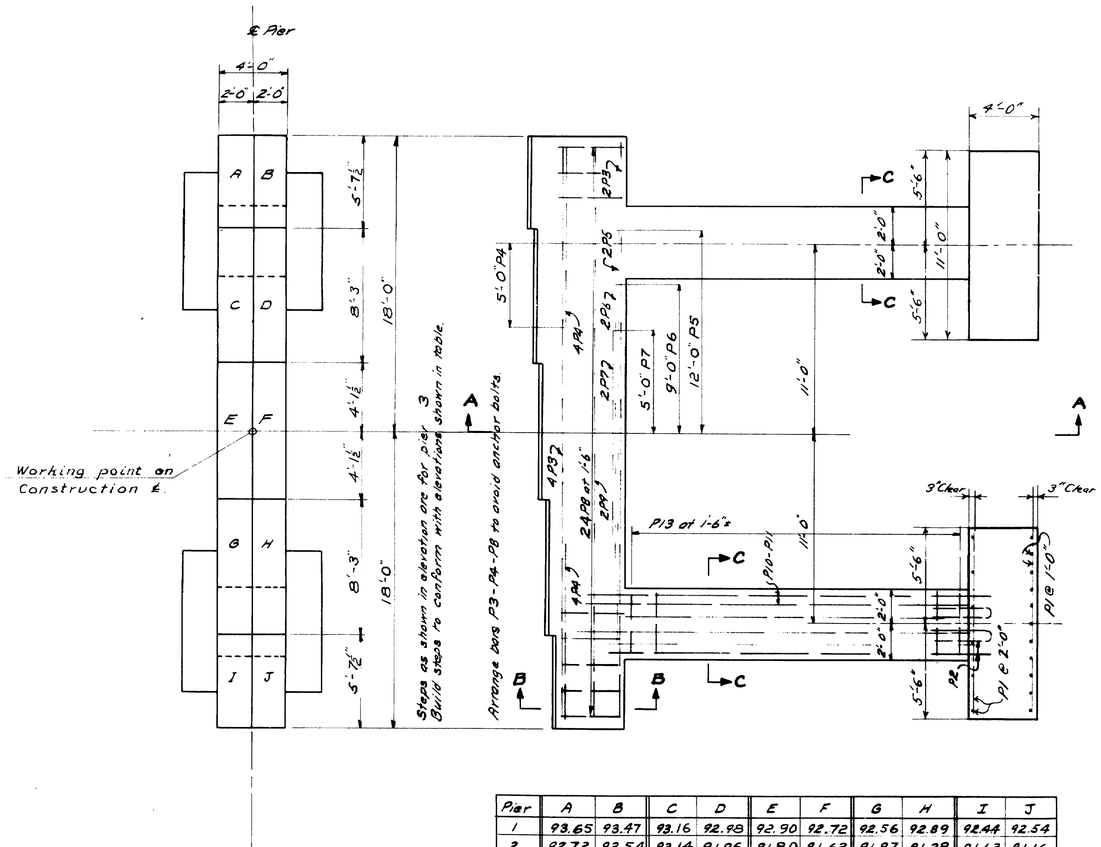
Revised & checked, May 21, 1954, H.D.H.

60-83

0 1 2 3 4 5 INCHES



For detailed layout of piers and bearing areas see sheet no. 23



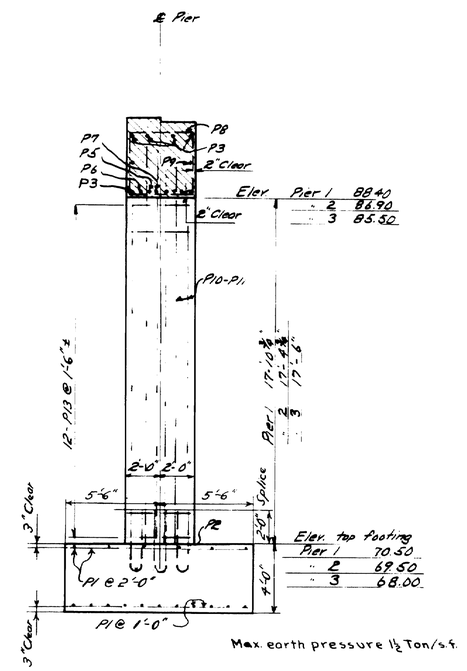
— PLAN PIER —

— ELEVATION —

Pier	A	B	C	D	E	F	G	H	I	J
1	93.65	93.47	93.16	92.98	92.90	92.72	92.56	92.89	92.44	92.54
2	92.72	92.54	92.14	91.96	91.80	91.62	91.97	91.28	91.62	91.16
3	91.35	91.16	90.77	90.58	90.43	90.24	90.09	89.90	89.97	89.78

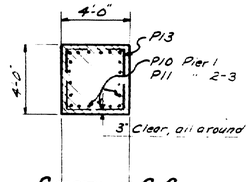
— STEP ELEVATIONS —

Step elevations are the same as bearing elevations.

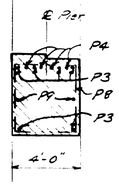


Max. earth pressure 1½ Ton/s.f.

— SECTION A-A —



— SECTION C-C —



— SECTION B-B —

DESIGN — BROOKS
TRACE — BACHELDER
CHECK — [illegible]

BRIDGE — 5260

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PINE POINT CROSSING

OVER

BOSTON & MAINE RAILROAD

IN THE TOWN OF

SCARBORO

CUMBERLAND COUNTY

PIERS

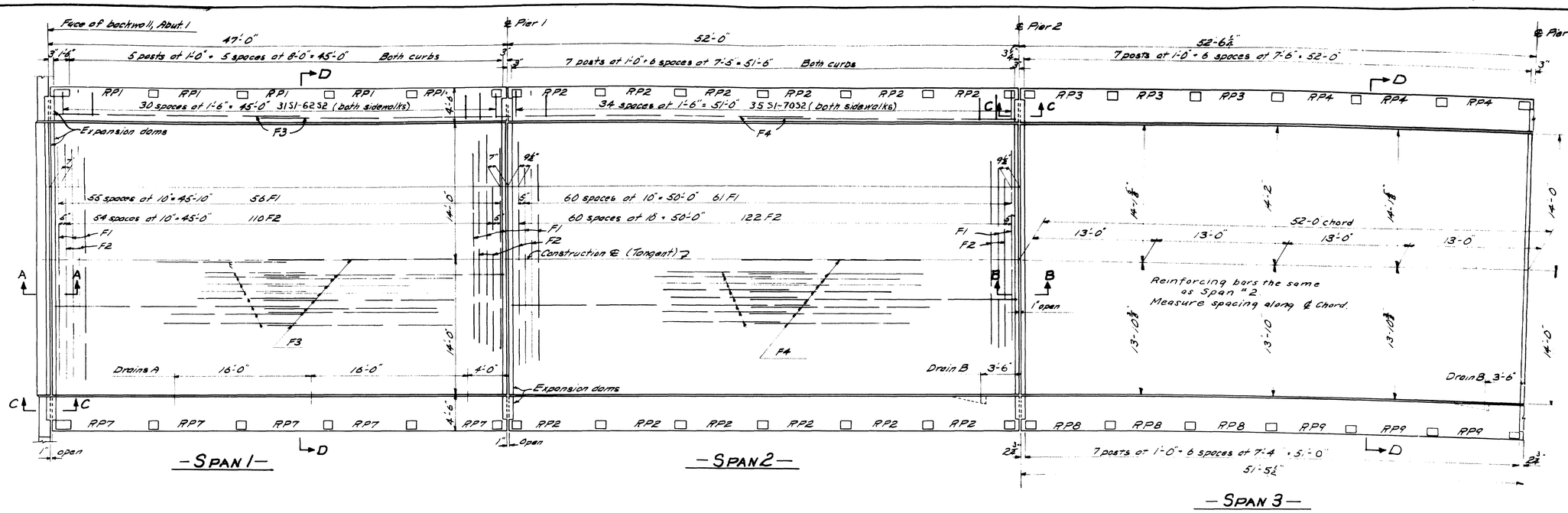
SHEET 25 OF 32 AUGUSTA, MAINE MAY 1953

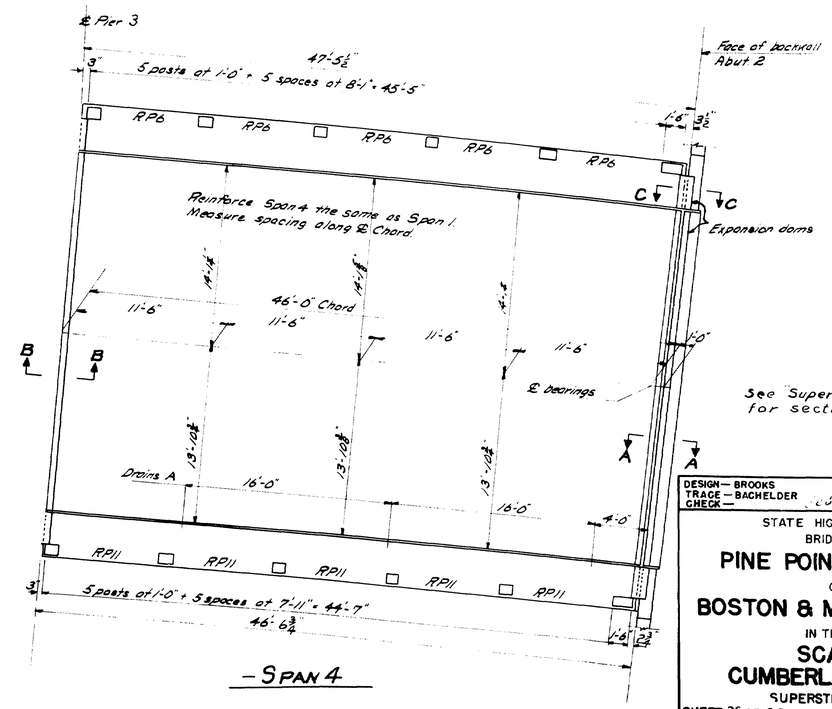
Added 1½ T/s.f. March 1954 CAB

Revised & checked, May 21, 1954, H.D.H.

60-84

0 1 2 3 4 5 INCHES





Spans 1 and 2 are straight.
Spans 3-4 are on a 3°00' Curve.

DESIGN — BROOKS
TRACE — BACHELDER
CHECK —

BRIDGE — 5260

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PINE POINT CROSSING
OVER
BOSTON & MAINE RAILROAD
IN THE TOWN OF
SCARBORO
CUMBERLAND COUNTY

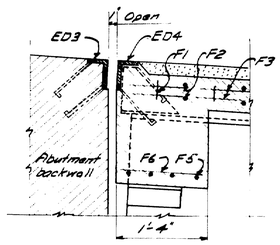
SUPERSTRUCTURE PLAN

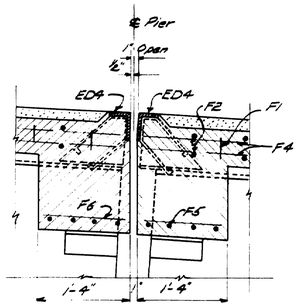
SHEET 26 OF 32 AUGUSTA, MAINE MAY 1953

Revised + checked, May 21, 1954, H.D.H.

60-85

0 1 2 3 4 5 INCHES



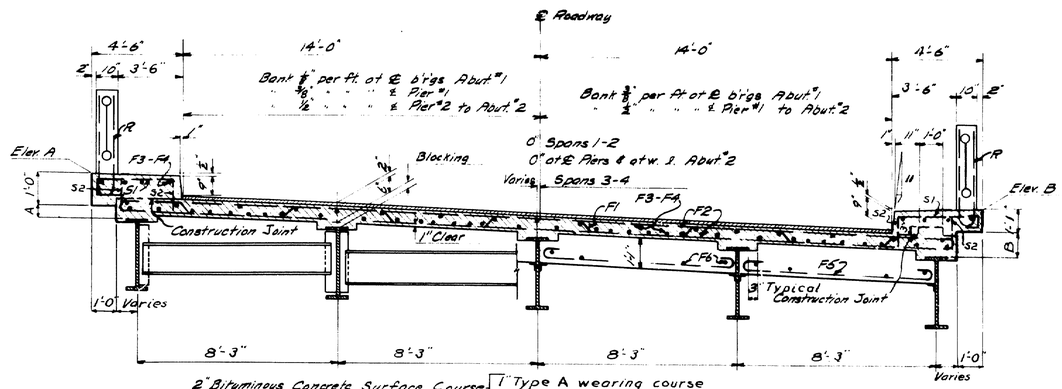


Grade shown for Abutment 1
Opposite grade at Abutment 2.

— SECTION A-A —

— SECTION B-B —

Grade requirements for ED4 will be satisfied if the outstanding (3½") leg is set parallel (longitudinally) to the stringers of the span to which the ED4 is attached.



2" Bituminous Concrete Surface Course — 1" Type A wearing course, 1" Type B primary course
6" Portland Cement Concrete Slab

— SECTION D-D —

Apply Tack Coat to concrete slab.

Span	Stringer	D.L. Defl.	Blocking ℄ brgs	Blocking ℄ Span	Blocking ¼ points	D.L. Defl. Sidewalk & Rail only
1 & 4	36WF150 Interior	⅜"	1"	¾"	⅞"	
1 & 4	33WF130 Exterior	⅝"	1"	½"	⅝"	¼"
2-3	36WF160 Interior	½"	1"	¾"	⅞"	
2-3	33WF141 Exterior	⅞"	1"	⅞"	⅞"	⅜"
2	30WF172 Interior	⅝"	1"	⅝"	¾"	
2	30WF172 Exterior	⅞"	1"	⅞"	⅞"	⅜"

No blocking correction is required for horizontal curvature and bank.
Blocking shown has been corrected for vertical curve. Blocking shown is based on each stringer having the camber shown in the steel details. The Engineer should check the camber in the beams as received on the job and make the corrections in the blocking dimensions if necessary.

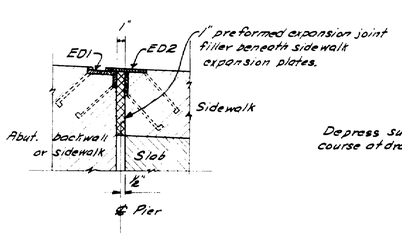
— BLOCKING —

Station	Point	Elev. A	Elev. B	Dim. A	Dim. B
6+09	℄ brgs. Abt. #1	98.67	98.08	6¼"	6½"
+20.5	¼ Span #1	98.58	97.88	5¾"	6¼"
+32	℄ " #1	98.48	97.68	5⅝"	6⅛"
+43.6	¾ " #1	98.37	97.45	5⅝"	6⅜"
6+55	℄ Pier #1	98.25	97.23	5½"	6¾"
+68	¼ Span #2	98.04	96.98	5⅝"	6⅝"
+81	℄ " #2	97.81	96.72	5¼"	6⅝"
+94	¾ " #2	97.56	96.44	5⅛"	6⅜"
7+07	℄ Pier #2	97.30	96.14	5¼"	6¾"
+20	¼ Span #3	96.98	95.82	5⅛"	6⅜"
+33	℄ " #3	96.64	95.48	5⅛"	6⅜"
+46	¾ " #3	96.30	95.14	5⅛"	6⅜"
7+59	℄ Pier #3	95.92	94.76	5¼"	6¾"
+71.25	¼ Span #4	95.56	94.40	5⅛"	6⅝"
+82.5	℄ " #4	95.20	94.04	5⅛"	6⅝"
+93.75	¾ " #4	94.84	93.68	5⅛"	6⅝"
8+05	℄ Abut. #2	94.46	93.30	5¼"	6¾"

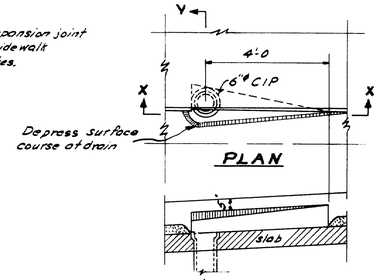
The concrete roadway slab shall be finished so that no portion shows more than ¼" under a ten foot straight edge, either longitudinally or transversely except that due allowance shall be made for the warping of the slab surface in Spans 1 & 2.
The final surface shall be lightly broomed at right angles to the ℄ with a steel or fiber broom.

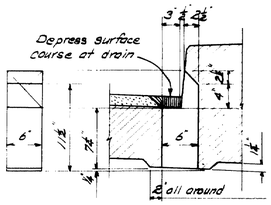
These are finished grades for the sidewalks at the points indicated.

— SIDEWALK GRADES —



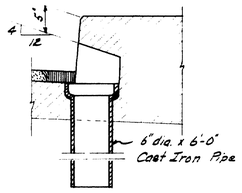
— SECTION C-C —





— DRAIN A —

Drain forms 24 gage galv. iron
6 Required



y-y

— DRAIN B —

2 Required

DESIGN — BROOKS
TRACE — BACHELDER
CHECK —

BRIDGE — 5260

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PINE POINT CROSSING
OVER
BOSTON & MAINE RAILROAD
IN THE TOWN OF
SCARBORO
CUMBERLAND COUNTY

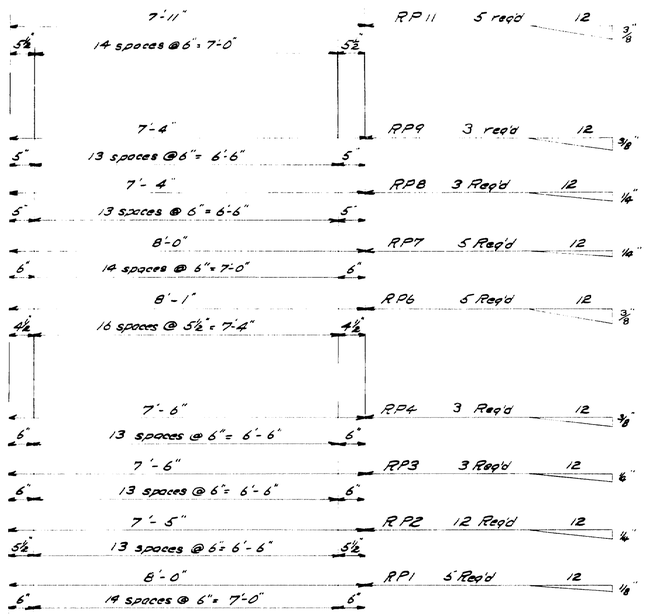
SUPERSTRUCTURE DETAILS

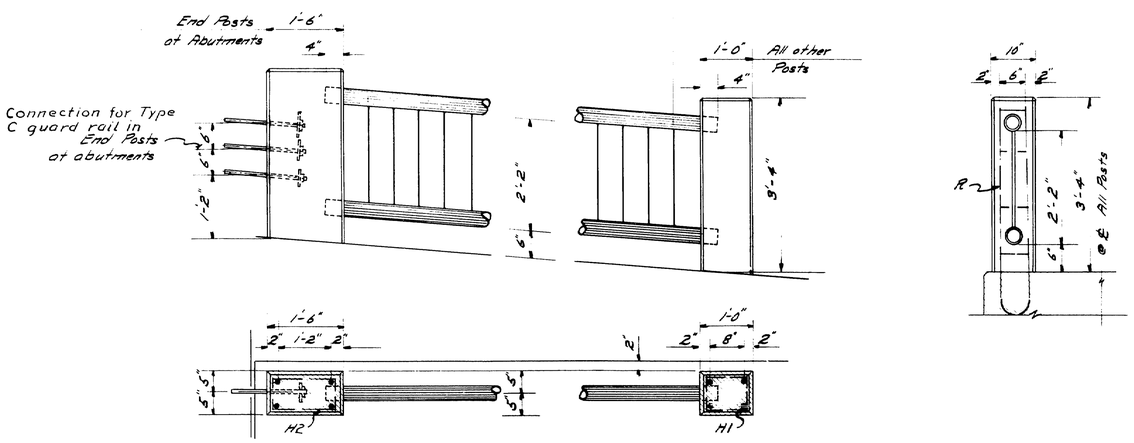
SHEET 27 OF 32 AUGUSTA, MAINE MAY 1953

Revised & checked, May 21, 1954, H.D.H.

60-86

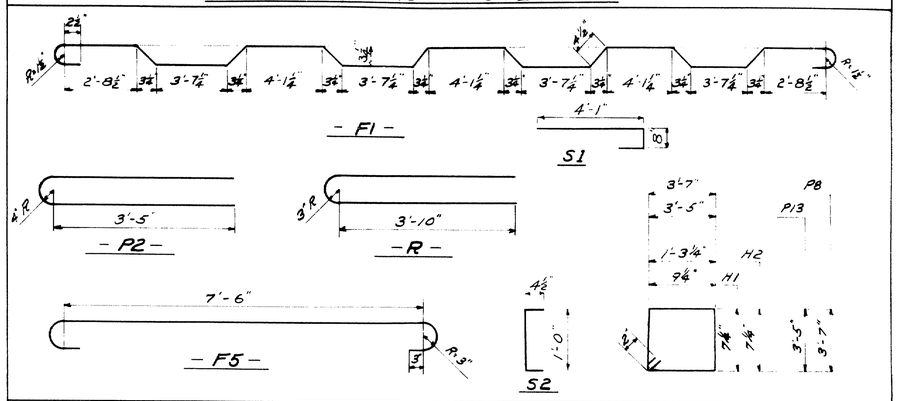
0 1 2 3 4 5 INCHES





—RAIL DETAIL—

—REINFORCING STEEL—



—BENT BARS—

Mark	Size	No.	Length	Location
F1	#5	234	36'-4"	Slab
F5	#6	128	9'-7"	End Diaph.
P2	#8	60	7'-11"	Pier Footings
R	#6	104	8'-5"	All Posts
H1	#3	182	3'-1"	Int. Posts
H2	#3	16	4'-1"	End Posts
S1	#4	264	6'-3"	Sidewalks
P8	#4	72	14'-8"	Pier Caps
P13	#4	74	14'-0"	Pier Columns
S2	#5	528	1'-9"	Sidewalks

—STRAIGHT BARS—

Mark	Size	No	Length	Location
F2	#5	464	34'-8"	Slab
F3	#4	236	24'-0"	Span 1 & 4
F4	#4	236	26'-6"	Spans 2-3
F6	#4	128	1'-2"	End Diaph.
P1	#6	204	10'-6"	Pier Footings
P3	#9	18	35'-6"	Pier Caps
P4	#11	24	10'-0"	Pier Caps
P5	#9	6	24'-0"	" "
P6	#9	6	18'-0"	" "
A8	#4	4	8'-7"	Abuts. Wings
A9	#4	8	9'-1"	" "
A10	#4	32	9'-8"	Approach Curbs
A11	#6	8	1'-6"	" "

Mark	Size	No.	Length	Location
P7	#9	6	10'-0"	Pier Caps
P9	#4	6	35'-6"	" "
P10	#8	40	21'-0"	Pier #1 Columns
P11	#8	80	20'-6"	" 2-3 "
A1	#4	10	20'-0"	Abutments
A2	#4	10	16'-10"	"
A3	#6	12	35'-6"	"
A4	#4	36	4'-6"	"
A5	#6	46	5'-3"	"
A6	#6	40	5'-0"	"
A7	#6	60	3'-0"	"

Dimensions to ℄ of bars.
Reinforcing Steel shall conform to A.S.T.M. Specification A 305-49
Reinforcing Steel schedule for Culvert not included above, See sheet 21

NOTES

Rail pipes to be 3" Extra Strong Wrought Iron pipe. Rail balusters to be ½" extra strong W.I. pipe. ⅞" holes to be drilled in the 3" Extra Strong W.I. pipe so that the pipe will extend through wall of pipe. Pipes to be fillet welded, top & bottom, to 3" Extra Strong W.I. pipe. All exposed joints shall be finished by grinding or filing to give neat appearing job.

Rail details will be submitted to the Engineer for approval, before fabrication is started.

Specifications- State of Maine, State Highway Commission, Standard Specifications, Revision of May 1953.

Wrap ends of pipe that extend into posts with 2 layers of heavy roofing.

Rail balusters to be plumb.

All posts to be plumb with tops level.

All exposed edges of concrete to be chamfered ½".

DETAIL— MCDOUGAL
TRACE— BACHELDER
CHECK— [illegible]

BRIDGE— 5260

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PINE POINT CROSSING
OVER
BOSTON & MAINE RAILROAD
IN THE TOWN OF
SCARBORO
CUMBERLAND COUNTY

RAIL DETAILS

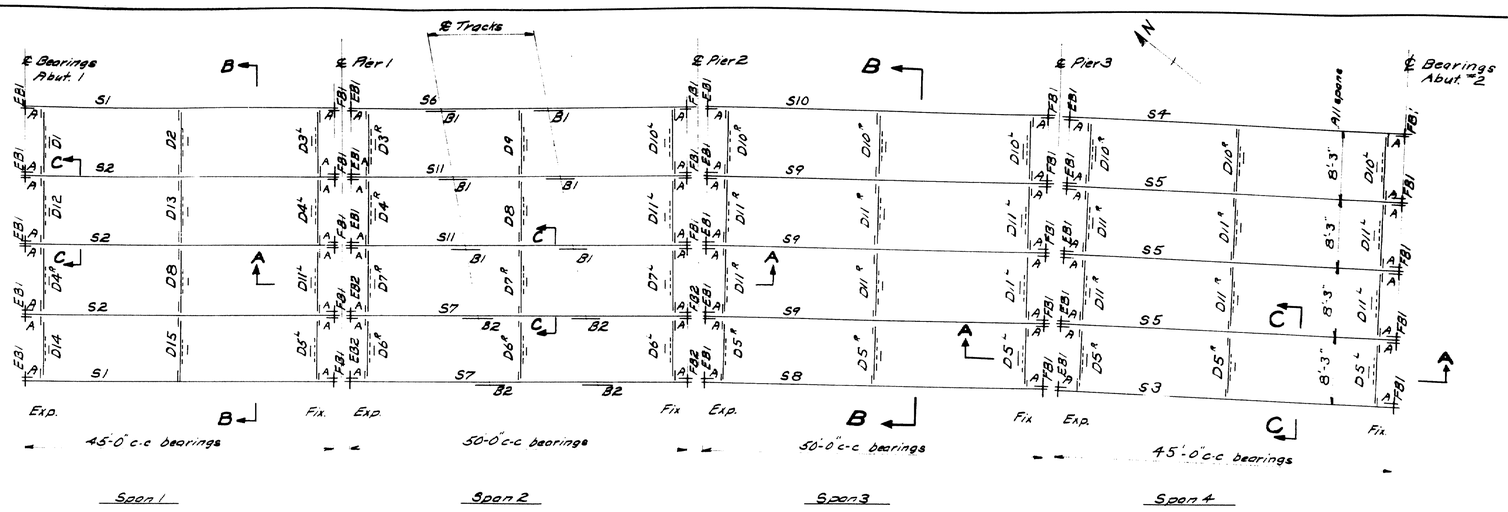
SHEET 28 OF 32 AUGUSTA, MAINE MAY 1953

Revised + checked, May 21, 1954, H.D.H.

60-89

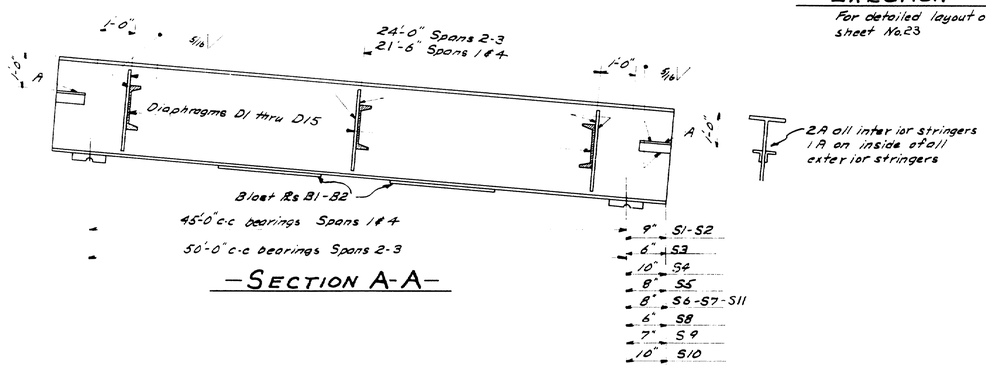
0 1 2 3 4 5 INCHES

B.P.R. DIV. NO. 1 MAINE SG-0112(1) 29 32

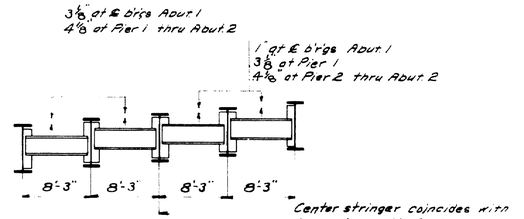


– ERECTION DIAGRAM –

For detailed layout of structure see sheet No. 23

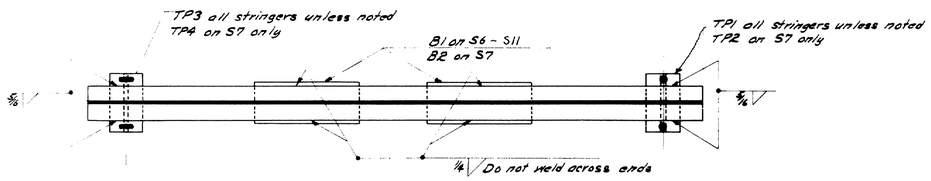


– SECTION A-A –

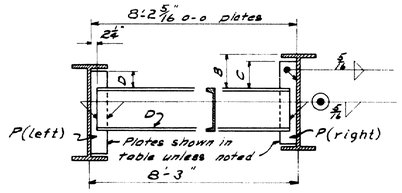


Center stringer coincides with tangent or with ℄ chord as shown on bearing layout.

– SECTION B-B –



Center of each blast plate shall be located vertically above the ℄ of track.
Blast plates shall not be erected until the concrete slab and curbs for Span 2 have been placed.
Plates TP shall be welded after stringers are set in position on substructure.



Mark	No.	B	C	D	Plates left	Plates right	Remarks
D1	1	11"	9"	8"	P3	P1	as shown
D2	1	11½"	9½"	7"	P3	P1	" "
D3R	1	12"	10"	7"	P3	P1	" "
D3L	1	12"	10"	7"	P3	P1	opp. hand
D4R	2	12"	10"	7"	P3	P3	as shown
D5R	4	11"	9"	5"	P1	P3	" "
D5L	3	11"	9"	5"	P1	P3	opp. hand
D6R	2	9½"	7"	3"	P2	P2	as shown
D6L	1	9½"	7"	3"	P2	P2	opp. hand
D7R	2	11½"	9½"	5"	P2	P3	as shown
D7L	1	11½"	9½"	5"	P2	P3	opp. hand
D8	2	12¼"	10¼"	6¾"	P3	P3	as shown
D9	1	12¼"	10¼"	6¾"	P3	P1	" "
D10R	4	12½"	10½"	6"	P3	P1	" "
D10L	3	12½"	10½"	6"	P3	P1	opp. hand

– SECTION C-C –

Mark	NO	B	C	D	Plates left	Plates right	Remarks
D11R	8	12½"	10½"	6½"	P3	P3	as shown
D11L	6	12½"	10½"	6½"	P3	P3	opp. hand
D12	1	11"	9"	8"	P3	P3	as shown
D13	1	11½"	9½"	7½"	P3	P3	" "
D14	1	10½"	8½"	5"	P1	P3	" "
D15	1	10¾"	8¾"	5¼"	P1	P3	" "
D4L	1	12	10	7	P3	P3	opp. hand

Loading: H20-44

Specifications: State of Maine, State Highway Commission, Standard Specifications, Revision of May 1953.

Wrought iron plates and lead sheets shall be paid for as structural steel.

DESIGN — BROOKS
TRACE — BACHELDER
CHECK — [illegible]

BRIDGE — 5260

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PINE POINT CROSSING
OVER
BOSTON & MAINE RAILROAD
IN THE TOWN OF
SCARBORO
CUMBERLAND COUNTY

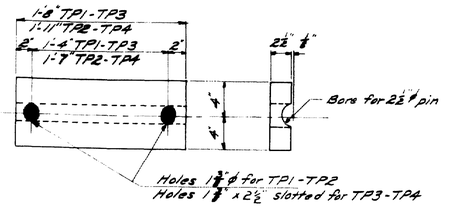
STRUCTURAL STEEL (1)

SHEET 29 OF 32 AUGUSTA, MAINE MAY 1953

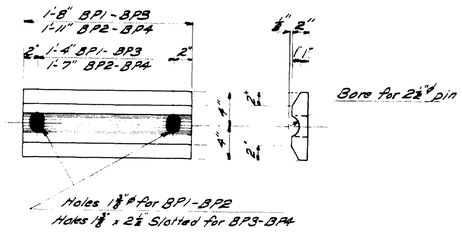
Revised & checked, May 21, 1954, H.D.H.

60-88

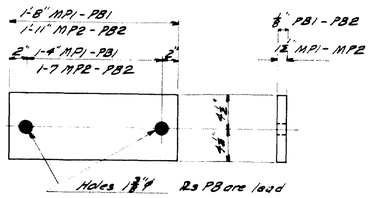
0 1 2 3 4 5 INCHES



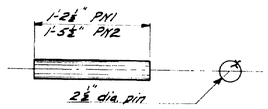
TP1 TP2 TP3 TP4



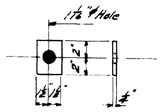
BP1 BP2 BP3 BP4



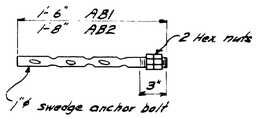
MP1 MP2 PB1 PB2



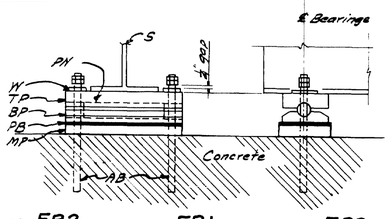
PN1 PN2



W

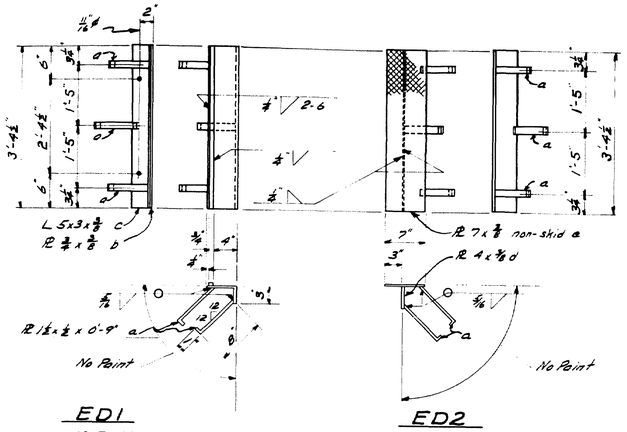


AB1 AB2



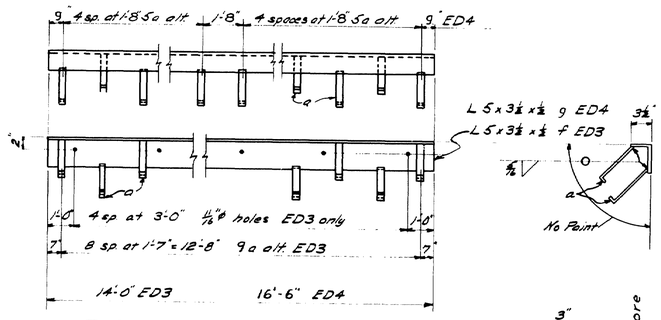
each FB1	each FB2	each EB1	each EB2
1 TP1	1 TP2	1 TP3	1 TP4
1 PN1	1 PN2	1 PN1	1 PN2
1 BP1	1 BP2	1 BP3	1 BP4
2 W	2 W	1 PB1	1 PB2
2 AB1	2 AB1	1 MP1	1 MP2
		2 W	2 W
		2 AB2	2 AB2

BEARING ASSEMBLIES



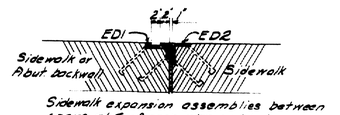
ED1
10 Req'd

ED2
10 Req'd



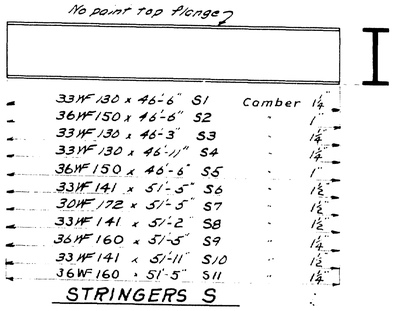
ED3
4 Req'd

ED4
16 Req'd

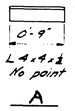


Sidewalk expansion assemblies between spans at ℄ of each pier and between end spans and abutments.

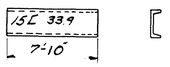
ASSEMBLY ED1 - ED2



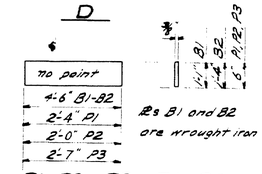
STRINGERS S



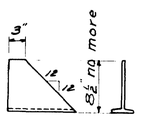
A



D

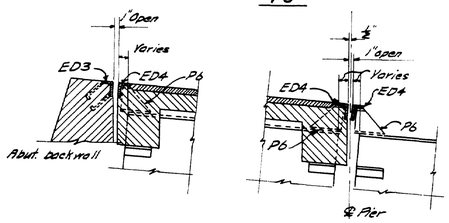


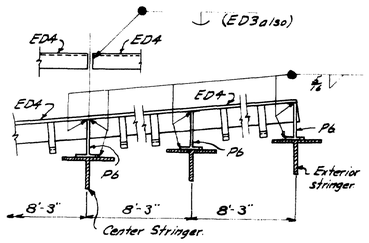
P1 P2 P3 B1 B2



9T25
no point

P6





ED4 fore and spans shall not be erected until abutment backwalls are completed
No ED4 or P6 in any span shall be erected until the steel in that span is otherwise completely welded

ERECTION ED3 ED4

Typical details

Mark	No Pieces	Shape	Length Ft	Length In	Remarks
S1	2	33 WF 130	46	6	Camber 1¼" no point top flange
S2	3	36 WF 150	46	6	" 1" " " "
S3	1	33 WF 130	46	3	" 1¼" " " "
S4	1	33 WF 130	46	11	" 1¼" " " "
S5	3	36 WF 150	46	6	" 1" " " "
S6	1	33 WF 141	51	5	" 1½" " " "
S7	2	30 WF 172	51	5	" 1½" " " "
S8	1	33 WF 141	51	2	" 1½" " " "
S9	3	36 WF 160	51	5	" 1¼" " " "
S10	1	33 WF 141	51	11	" 1½" " " "
S11	2	36 WF 160	51	5	" 1¼" " " "
A	64	L 4x4x¼	0	9	No point
B1	6	R 13 x ⅜	4	6	Wrought iron no point
B2	4	R 16 x ⅜	4	6	" " "
D	48	15 [33.9	7	10	
P1	21	R 6 x ⅜	2	4	no point
P2	9	R 6 x ⅜	2	0	" "
P3	66	R 6 x ⅜	2	7	" "
P6	40	9T 25	1	0	" " as shown
TP1	18	R 8 x 2½	1	8	as shown
TP2	2	R 8 x 2½	1	11	" "
TP3	18	R 8 x 2½	1	8	" "
TP4	2	R 8 x 2½	1	11	" "
BP1	18	R 8 x 2	1	8	as shown
BP2	2	R 8 x 2	1	11	" "
BP3	18	R 8 x 2	1	8	" "
BP4	2	R 8 x 2	1	11	" "
MP1	18	R 9 x 1½	1	8	as shown
MP2	2	R 9 x 1½	1	11	" "
PB1	18	Lead sheet	9' x 1'-8"		at 8 lbs. per sq. ft
PB2	2	Lead sheet	9' x 1'-11"		at 8 lbs. per sq. ft
PN1	36	2½" ø pin	1	2½	as shown
PN2	4	2½" ø pin	1	5½	"
W	80	R 3" x ½"	0	4	as shown
AB1	40	Swedge bolt	1" ø x 1'-6"		2 hex nuts
AB2	40	Swedge bolt	1" ø x 1'-8"		2 hex nuts
ED1	10	material listed below			as shown
ED2	10				
ED3	4				
ED4	16				
a	256	R 1½ x ½	0	9	
b	10	R ⅜ x ⅜	3	4½	
c	10	L 5 x 3 x ⅜	3	4½	
d	10	R 4 x ⅜	3	4½	
e	10	R 7 x ⅜	3	4½	non-skid plate
f	4	L 5 x 3½ x ½	14	0	
g	16	L 5 x 3½ x ½	16	6	

B.P.R. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	MAINE	56-01.2(1) 50	30	32

DESIGN — BROOKS
TRACE — BACHELDER
CHECK —

BRIDGE — 5260

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PINE POINT CROSSING
OVER
BOSTON & MAINE RAILROAD
IN THE TOWN OF
SCARBORO
CUMBERLAND COUNTY

STRUCTURAL STEEL (2)

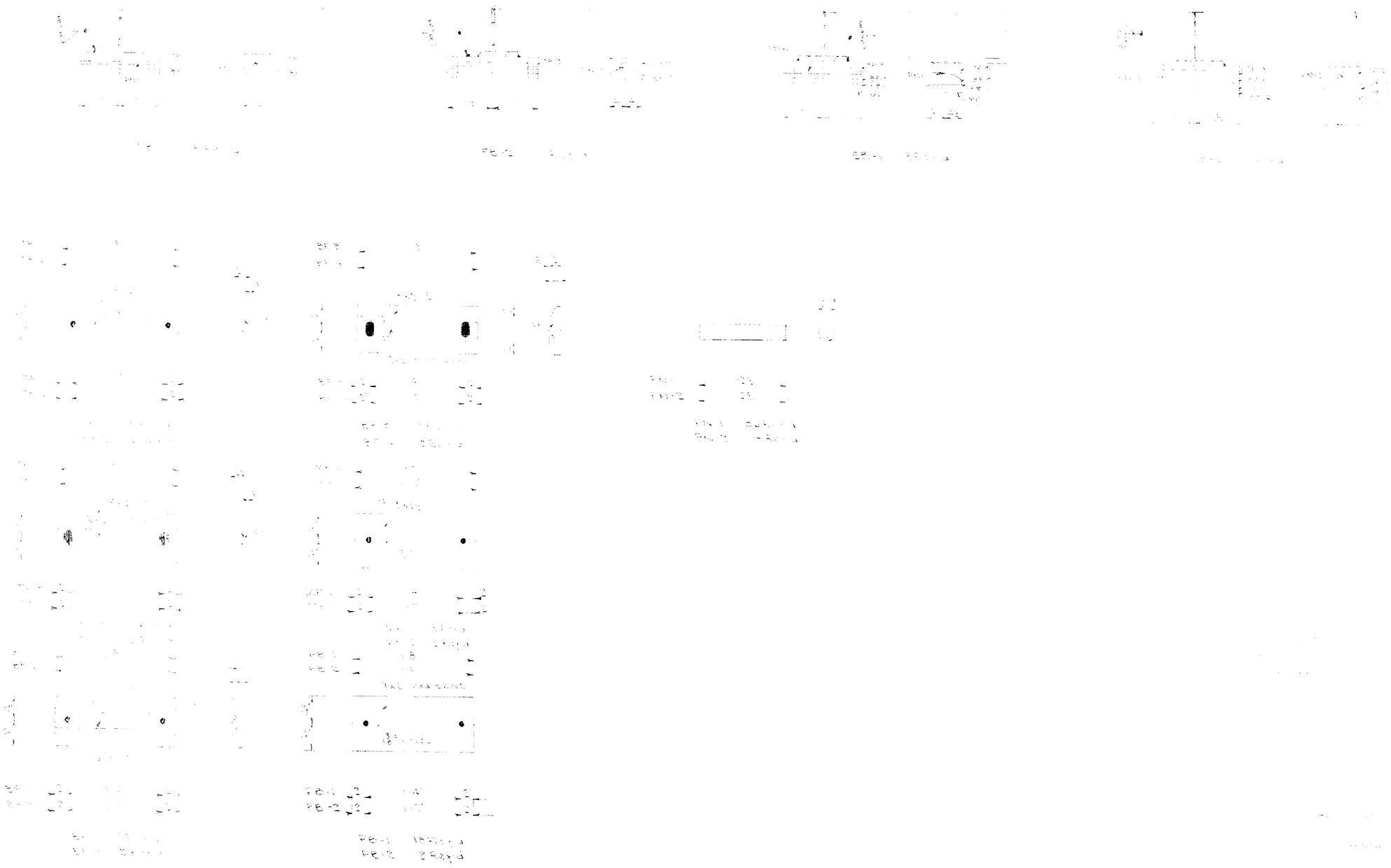
SHEET 30 OF 32 AUGUSTA, MAINE MAY 1953

Revised + checked, May 21, 1954, H.D.H.

Sheets 31, 32 Standards.

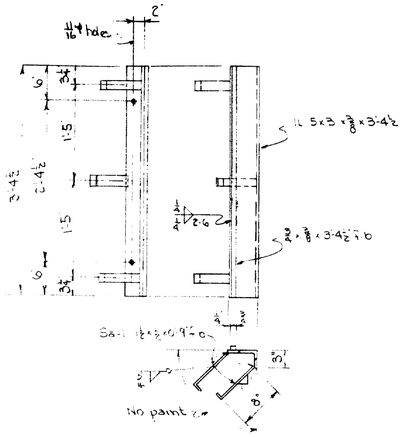
60-89

0 1 2 3 4 5 INCHES

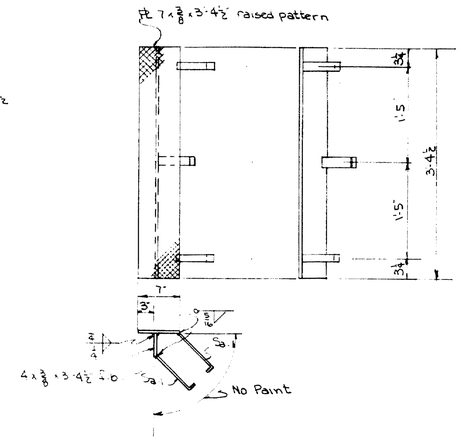


60 (59-89B)

0 1 2 3 4 5 INCHES



ED-1 10 Req'd



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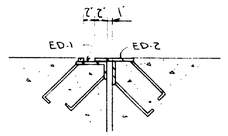
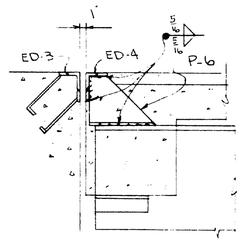
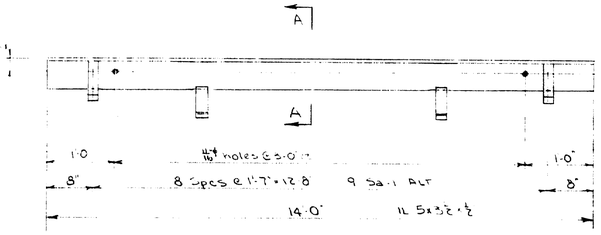


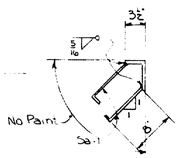
ASSEMBLY ED-1 & ED-2



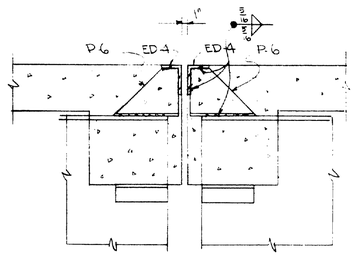
ASSEMBLY ED-3 & ED-4



ED-3 4 Req'd



SECTION A-A



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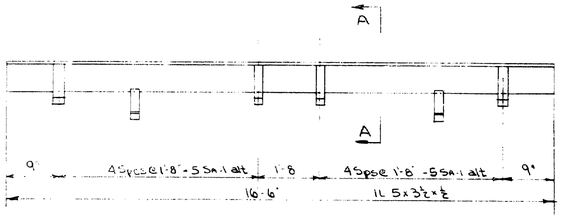
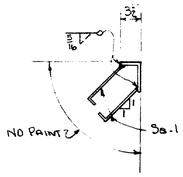
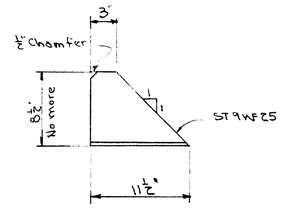


ED-4 16 Req'd



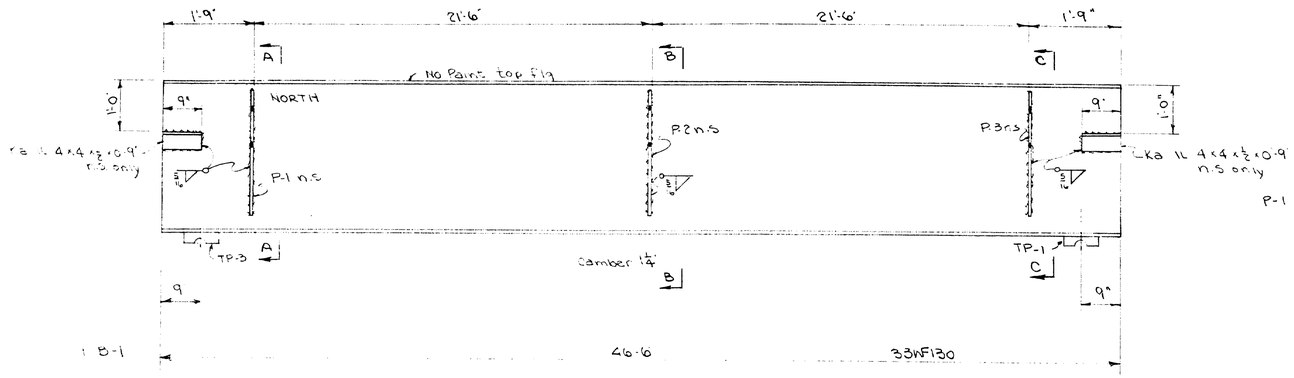


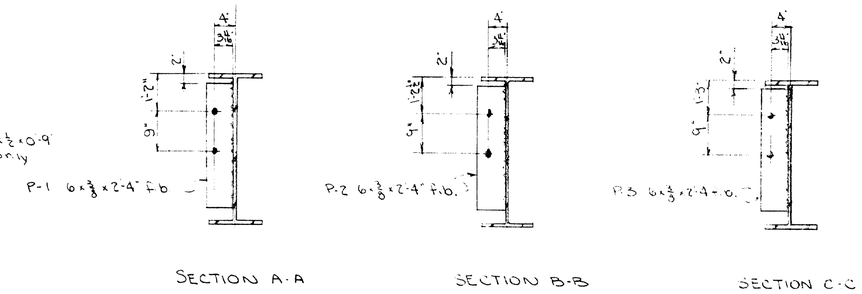
P-6 40 Req'd

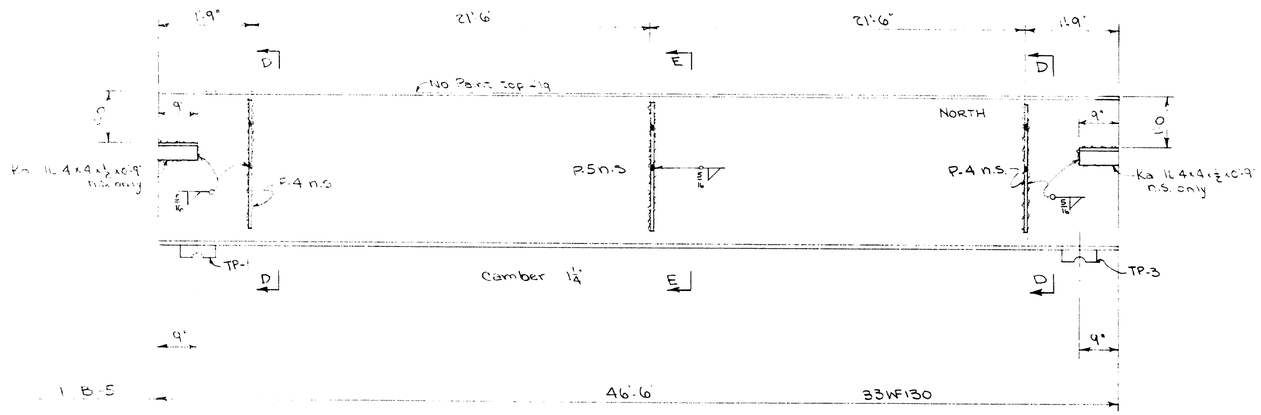
Shop Paint
Paint one coat red oxide except as noted
Areas marked "No Paint" shall have one coat of Boiled Linseed Oil

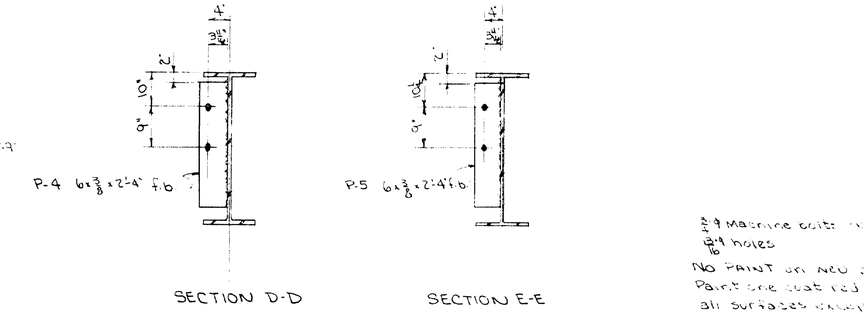
Job BRIDGE AT [illegible] POINT CROSSING
[illegible] MAINE
Client FRANK [illegible]
Architect [illegible] MAINE STATE HWY COMM
Date 12-14-54 1-17-55
By WHM WHM
BANCROFT & [illegible] 419 S-2

60-59-89C

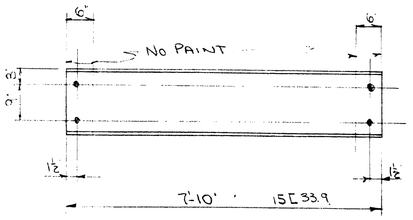




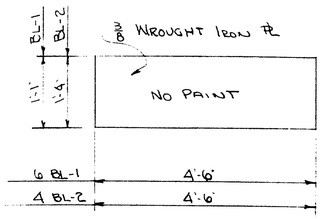




¾"φ Machine bolts [illegible]
13/16"φ holes
No PAINT on web plates
Paint one coat red lead [illegible]
all surfaces except [illegible]
areas marked "No Paint" [illegible]
with coiled [illegible]
Plates TP-1, TP-2, TP-3 [illegible]
field welded after [illegible]
in position.



DIAPHRAGMS "D" 48 Req'd

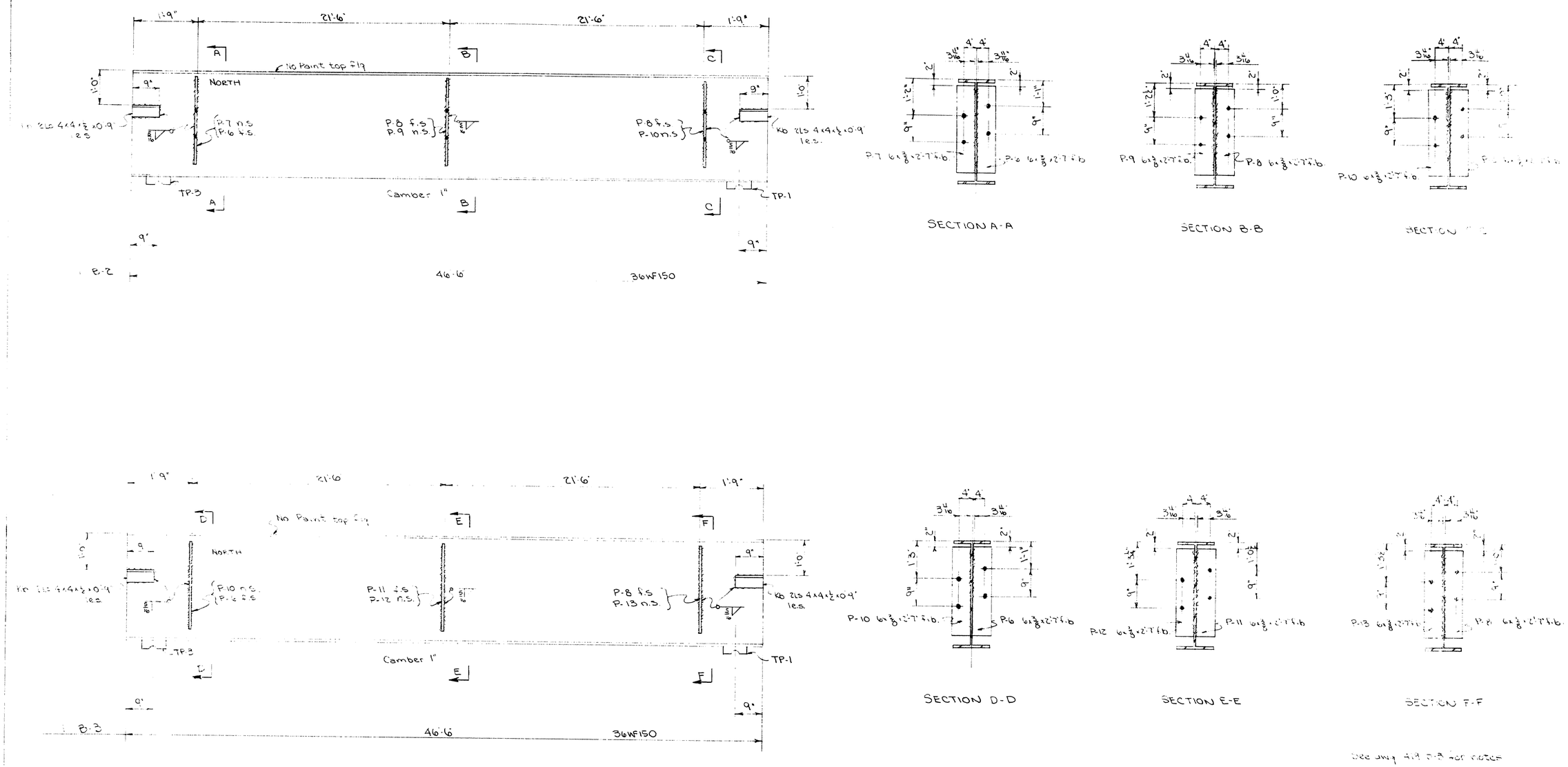


BLAST PLATES

NOTE:-
Center of each blast plate shall be located vertically above ℄ of track. Blast plates shall not be erected until the concrete slabs and curbs for span #2 have been placed
Location of blast plates
BL-1 beams B-6, B-7, B-8
BL-2 beams B-9, B-10

Job	BRIDGE AT [illegible]
Customer	FRANK [illegible]
Architect or Engineer	[illegible]
Date	12-14-54 Revised [illegible]
By	WHM By WHM
BANCROFT & MARTIN ROLLING MILLS CO. No.	419 S-3

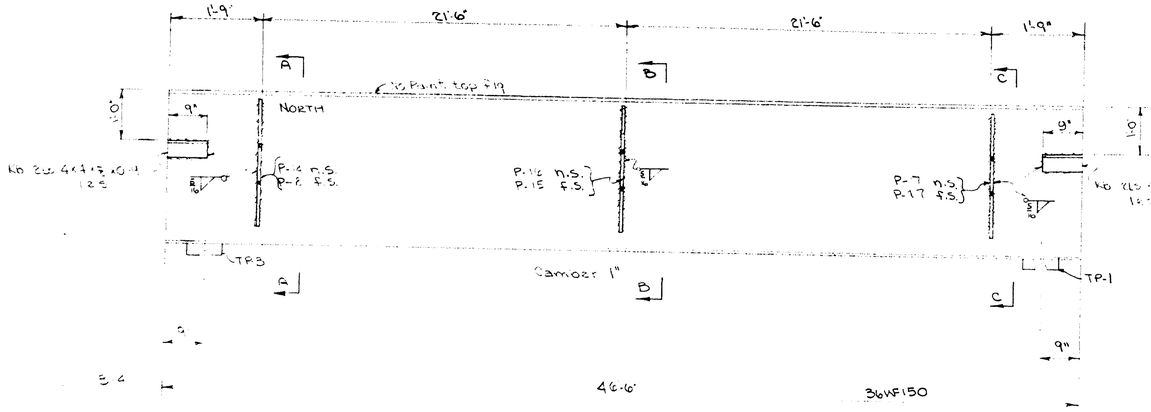
60-59-89D

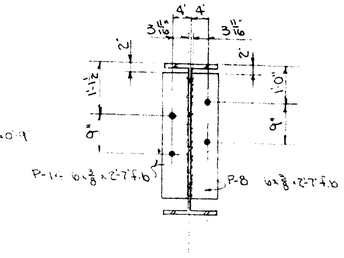


See dwg 419 D-3 for notes

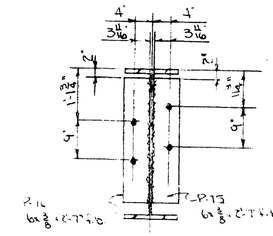
Job BRIDGE AT PINE POINT CROSSING
STEARNS, MAINE
Customer FRANK R...
Architect or Engineer ME STATE HWY COMM.
Date 12-14-54 Revised
By WHM By
BANCROFT & MARTIN ROLLING MILLS CO. No. 419 S-4

60-59-89E

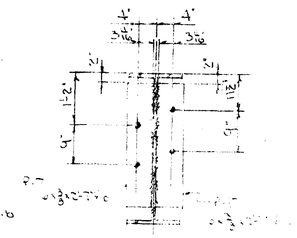




SECTION A-A



SECTION B-B



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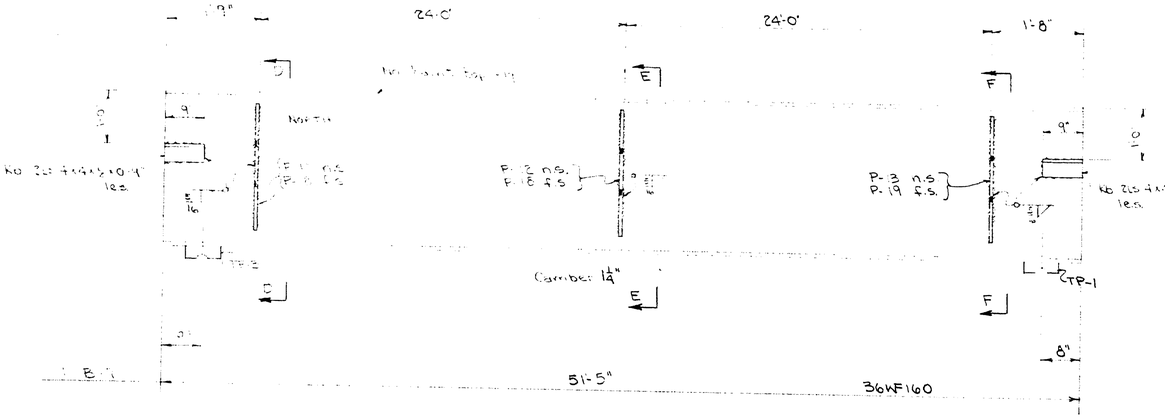
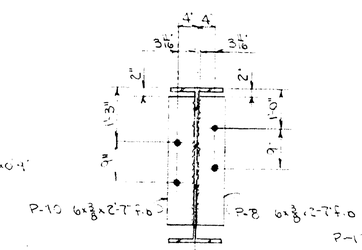
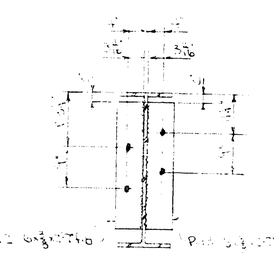




SECTION D-D



SECTION E-E

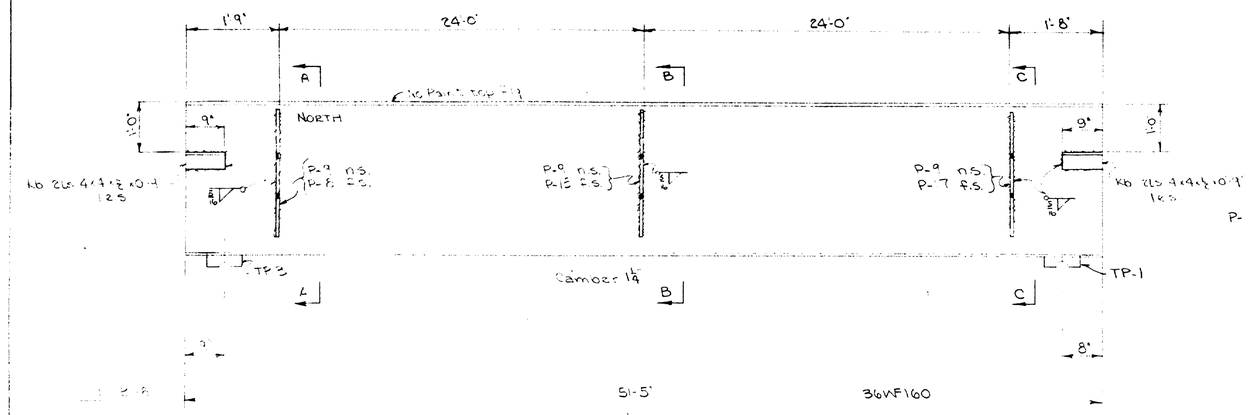
SECTION F-F

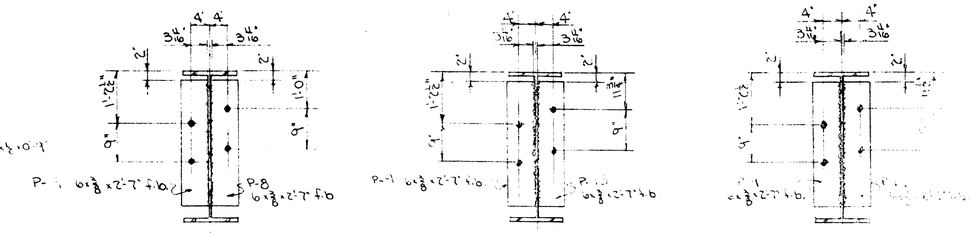
See dwg 419 S-3 for notes

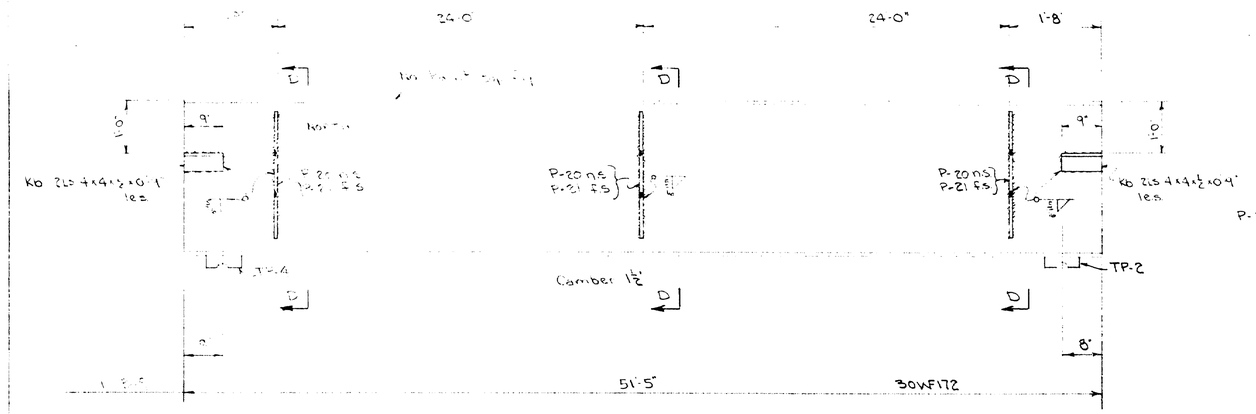
Job BRIDGE AT PINE POINT CROSSING
SCARBORO, MAINE
Customer FRANK ROSS
Architect or Engineer ME STATE HWY COMM.
Date 12-14-54 Revised
By WHM By
BANCROFT & MARTIN ROLLING MILLS CO. No. 419 S-5

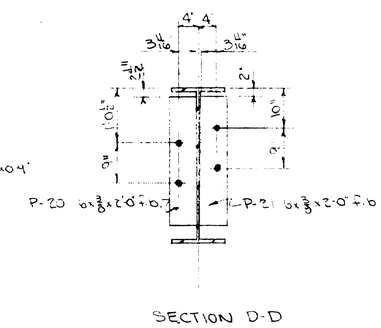
60-59-897

0 1 2 3 4 5 INCHES







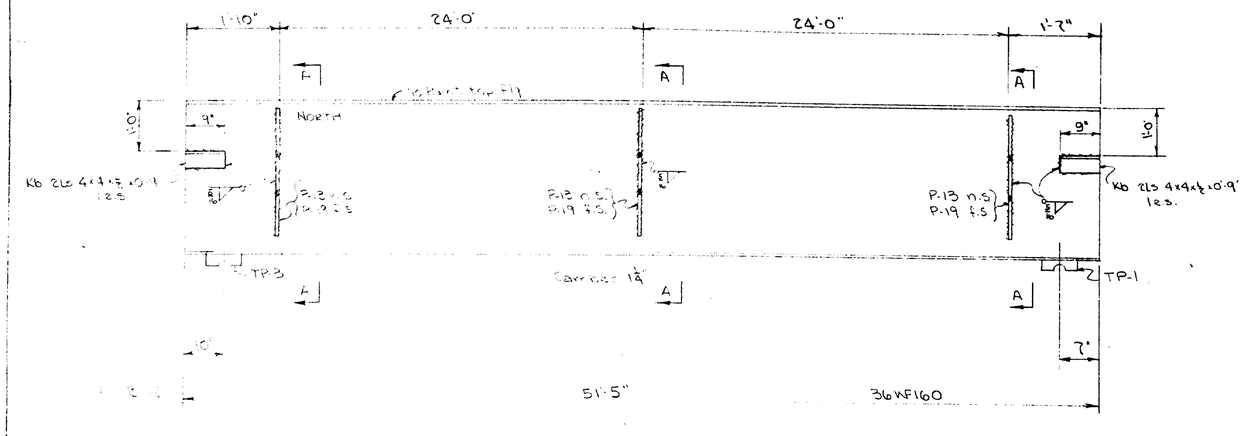


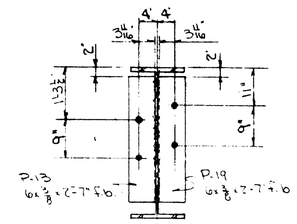
See dwg 419 S-8 for notes

Job BRIDGE AT PINE POINT CROSSING
SCARBORO, MAINE
Customer FRANK ROSSI
Architect or Engineer ME STATE HWY COMM.
Date 12-14-54 Revised
By WHM By
BANCROFT & MARTIN ROLLING MILLS CO. No. 419 S-6

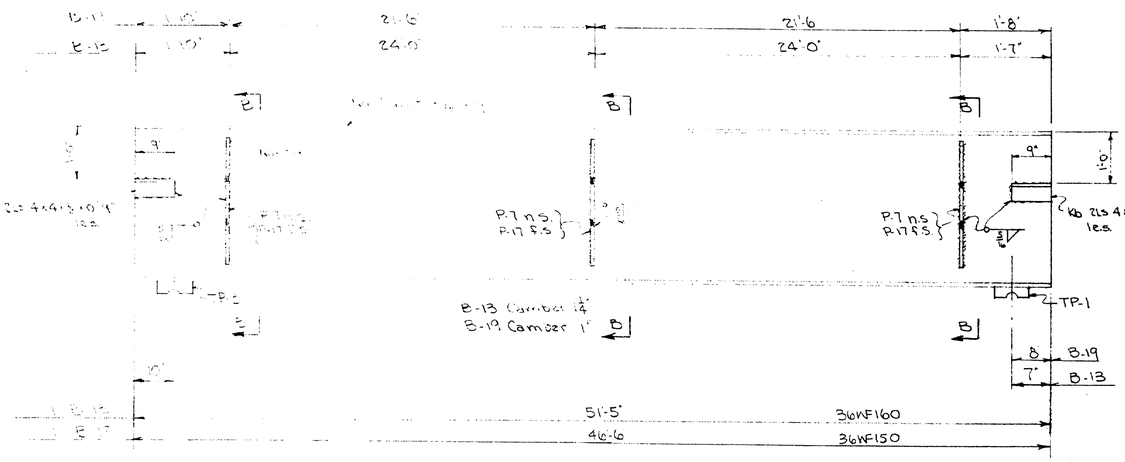
60-59-89G

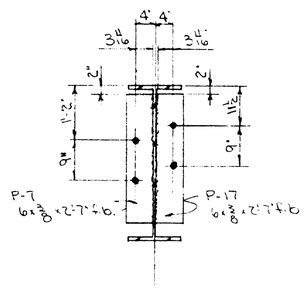
0 1 2 3 4 5 INCHES





SECTION A-A





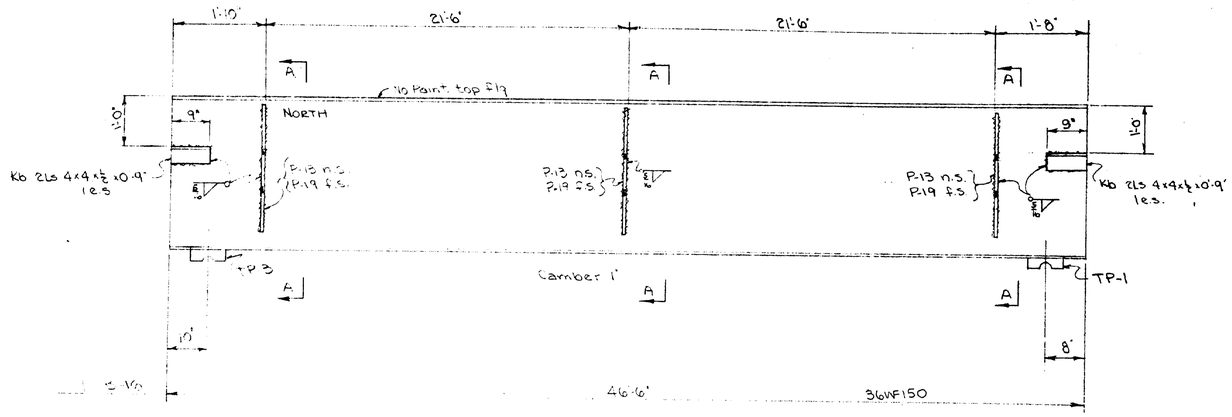
SECTION B-B

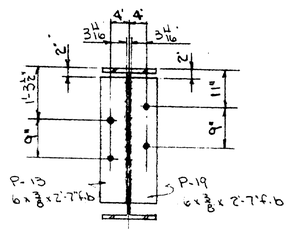
See dwg 419 S-3 for notes

Job BRIDGE AT PINE POINT CROSSING SCARBORO, MAINE	
Customer FRANK ROSSI	
Architect or Engineer ME. STATE HWY COMM.	
Date 12-14-59	Revised
By WHM	By
BANCROFT & MARTIN ROLLING MILLS CO. No. 419 S-7	

60-59-89A

0 1 2 3 4 5 INCHES





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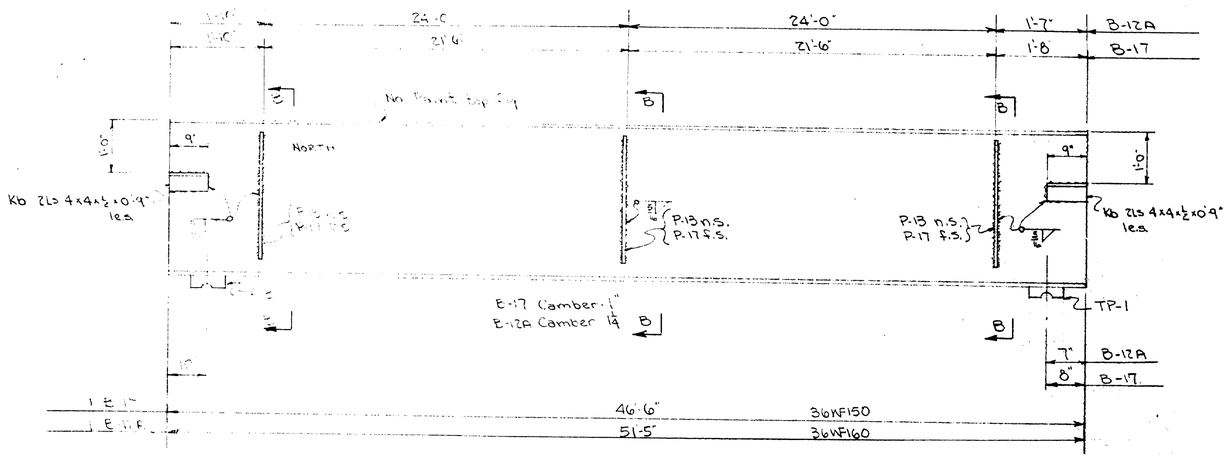
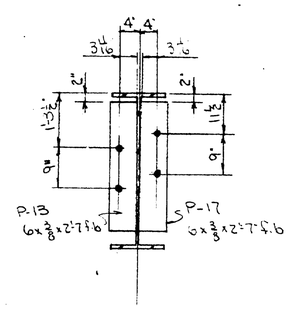




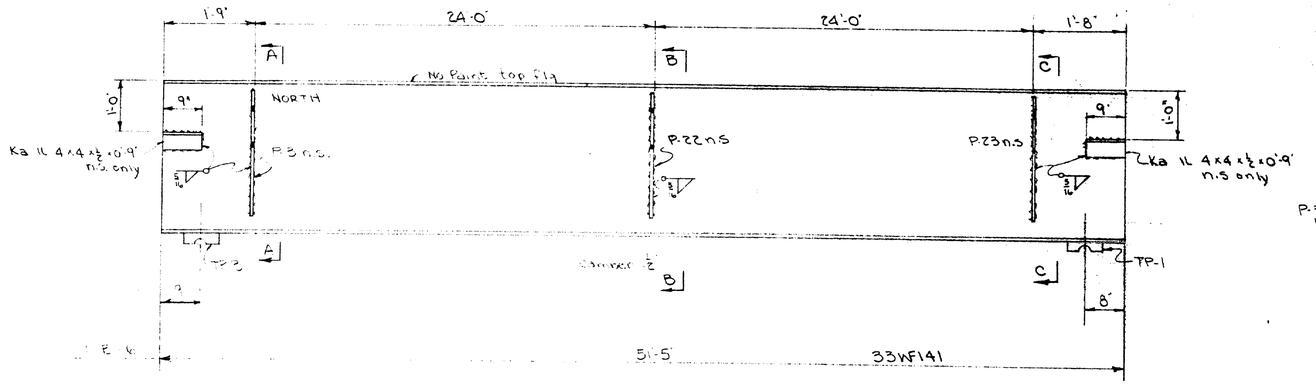
SECTION B-B

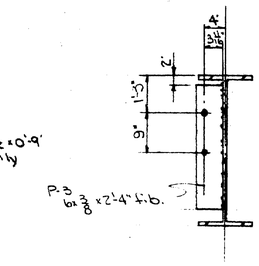
See dwg 419 5-3 for notes

Job BRIDGE AT PINE POINT CROSSING SCARBORO, MAINE	
Customer FRANK ROSSI	
Architect or Engineer ME STATE HWY COMM.	
Date 12-19-59	Revised
By WHM	By
BANCROFT & MARTIN ROLLING MILLS CO. No. 419 5-3	

60-39897

0 1 2 3 4 5 INCHES





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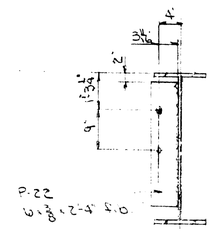
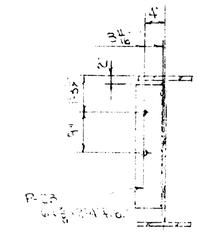
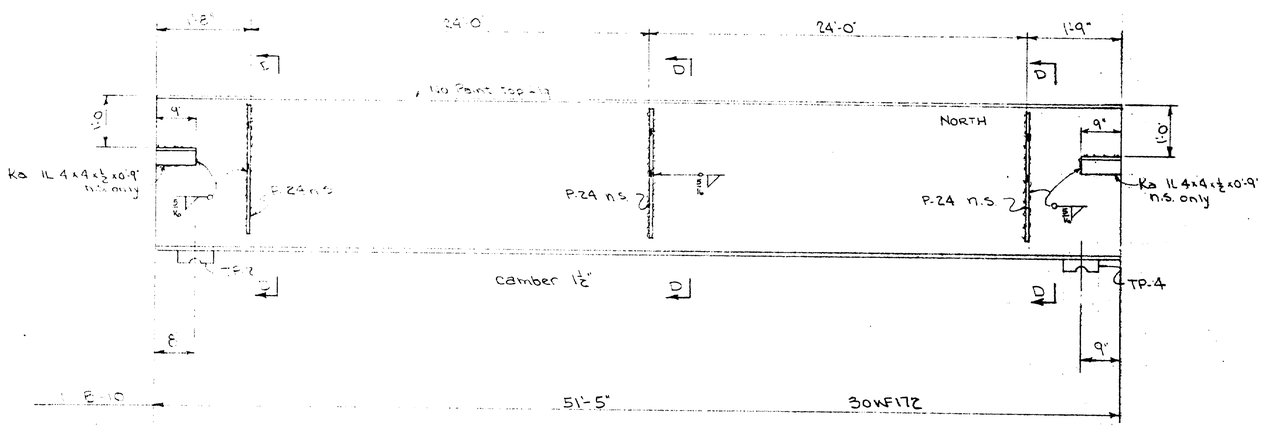
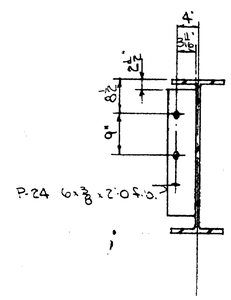


SECTION B-B



SECTION C-C



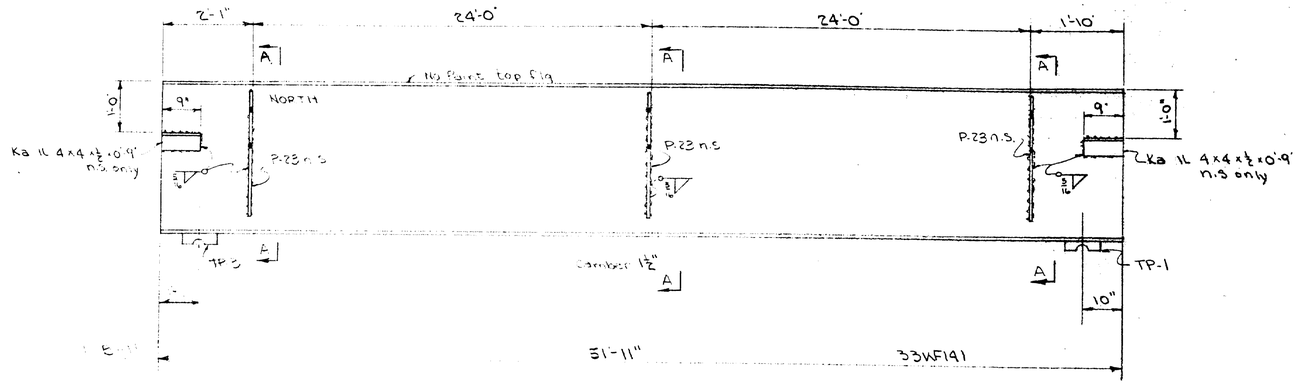


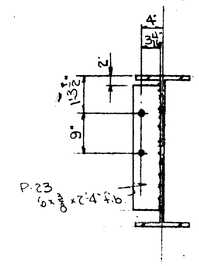
SECTION D-D

Job BRIDGE AT PINE POINT CROSSING
SCARBORO, MAINE
Customer FRANK ROSSI
Architect or Engineer ME STATE HWY COMM
Date 12-19-54 Revis. 2
By WHM By
BANCROFT & MARTIN ROLLING MILLS CO. No. 419 S-9

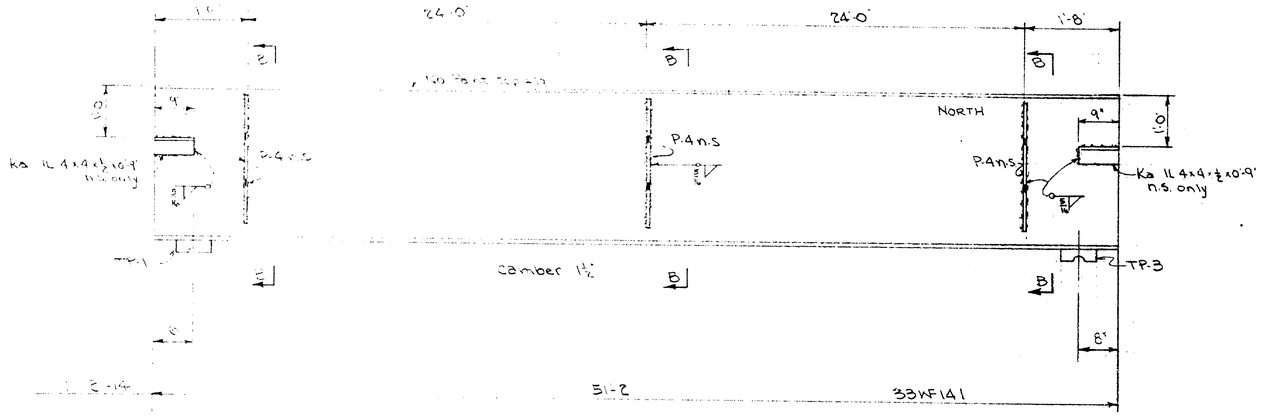
60-5988

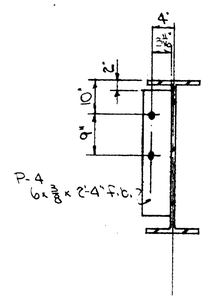
0 1 2 3 4 5 INCHES





SECTION A-A



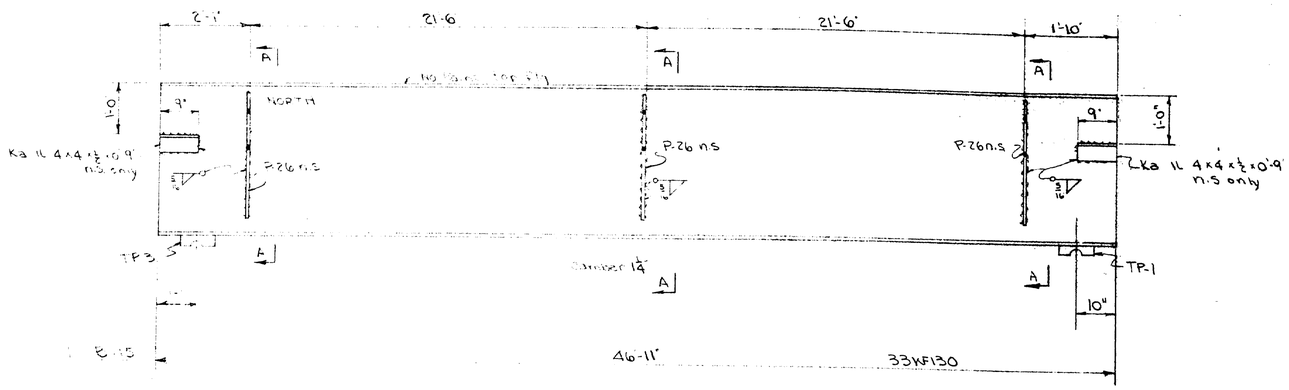


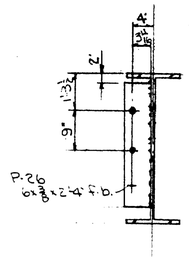
SECTION B-B

Job BRIDGE AT PINE POINT CROSSING
SCARBORO, MAINE
Customer FRANK ROSSI
Architect or Engineer ME STATE HWY COMM
Date 12-19-54 Revised
By WHM By
BANCROFT & MARTIN ROLLING MILLS CO. No. 919 S-10

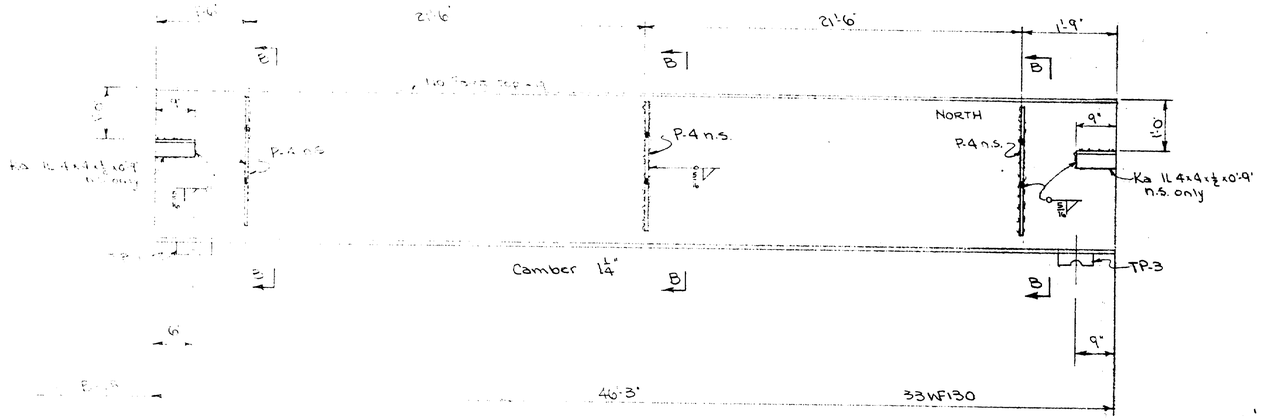
60-5939

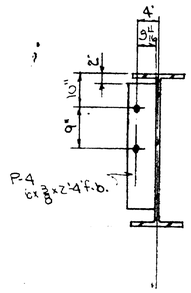
0 1 2 3 4 5 INCHES





SECTION A-A

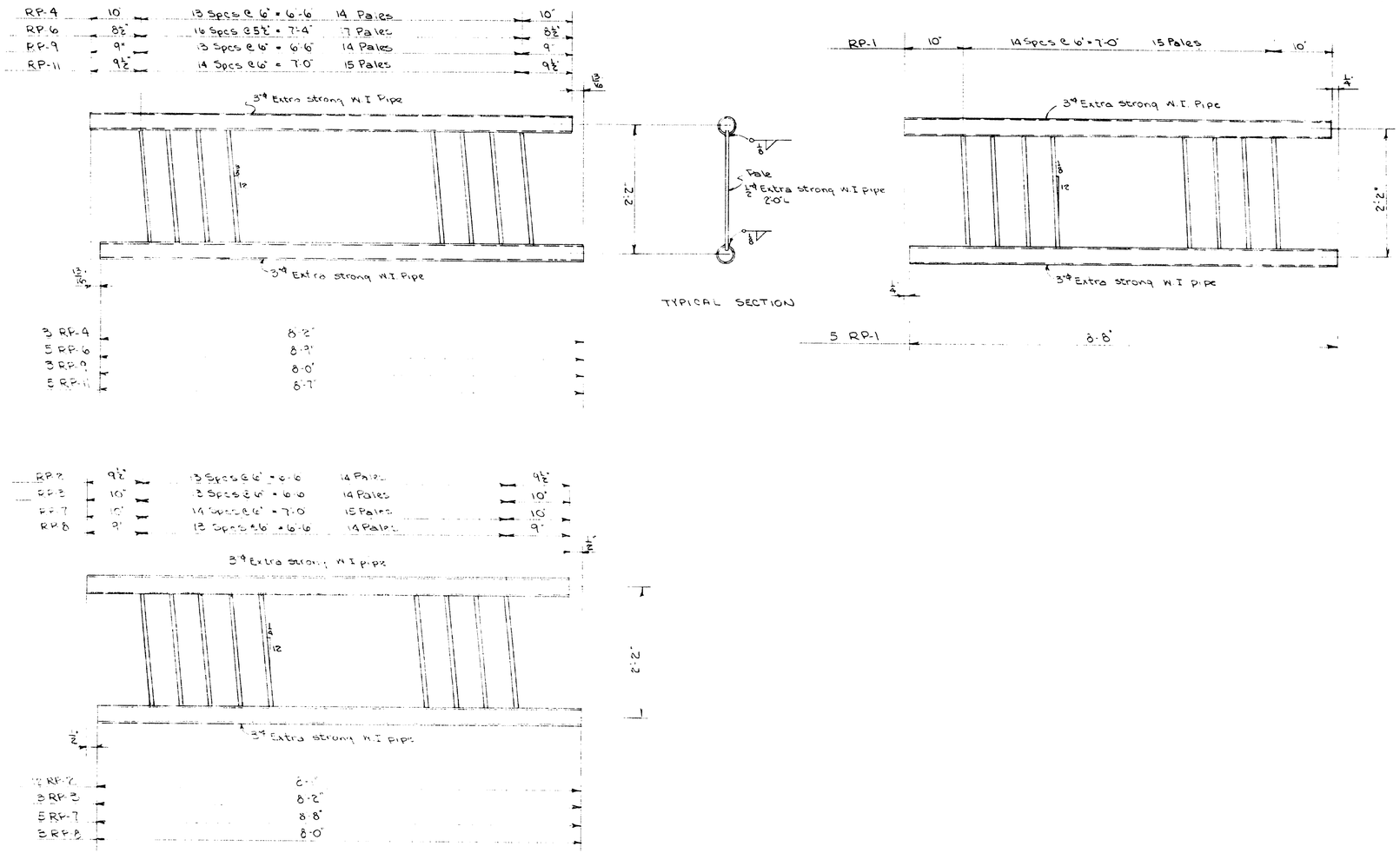




SECTION B-B

Job BRIDGE AT PINE POINT CROSSING
SCARBORO, MAINE
Customer FRANK ROSSI
Architect or Engineer ME STATE HWY COMM
Date 12-14-54 Revised
By WHM By
BANCROFT & MARTIN ROLLING MILLS CO. No. 419 S-11

0 1 2 3 4 5 INCHES



Holes for Pales 3"φ
Paint - one coat red lead [illegible] Design M-12
For location of railing see [illegible] HWY Comm
Plans, sheet #26

Job BRIDGE AT [illegible]
[illegible]
Customer FRANK [illegible]
Architect or Engineer [illegible] Comm
Date 12-15-54 [illegible]
By WHM [illegible] WHM
BANCROFT & MARTIN ROLLING MILLS CO. No. 414 S-12

60-59-89M

0 1 2 3 4 5 INCHES