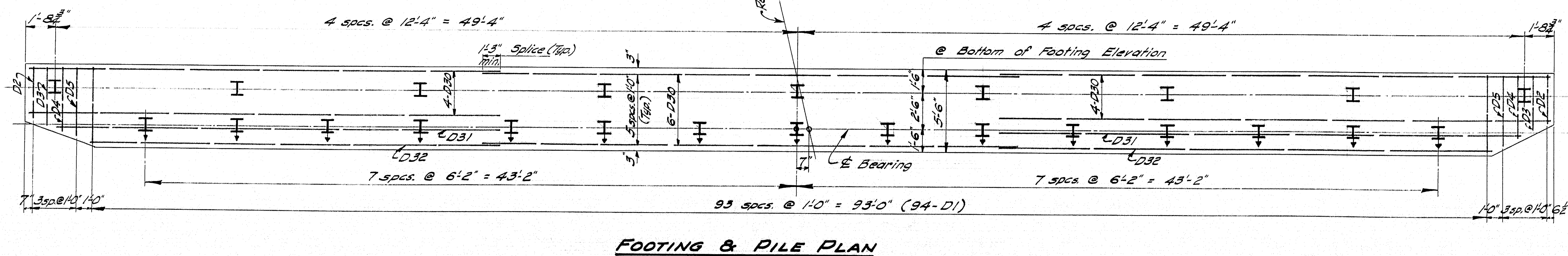
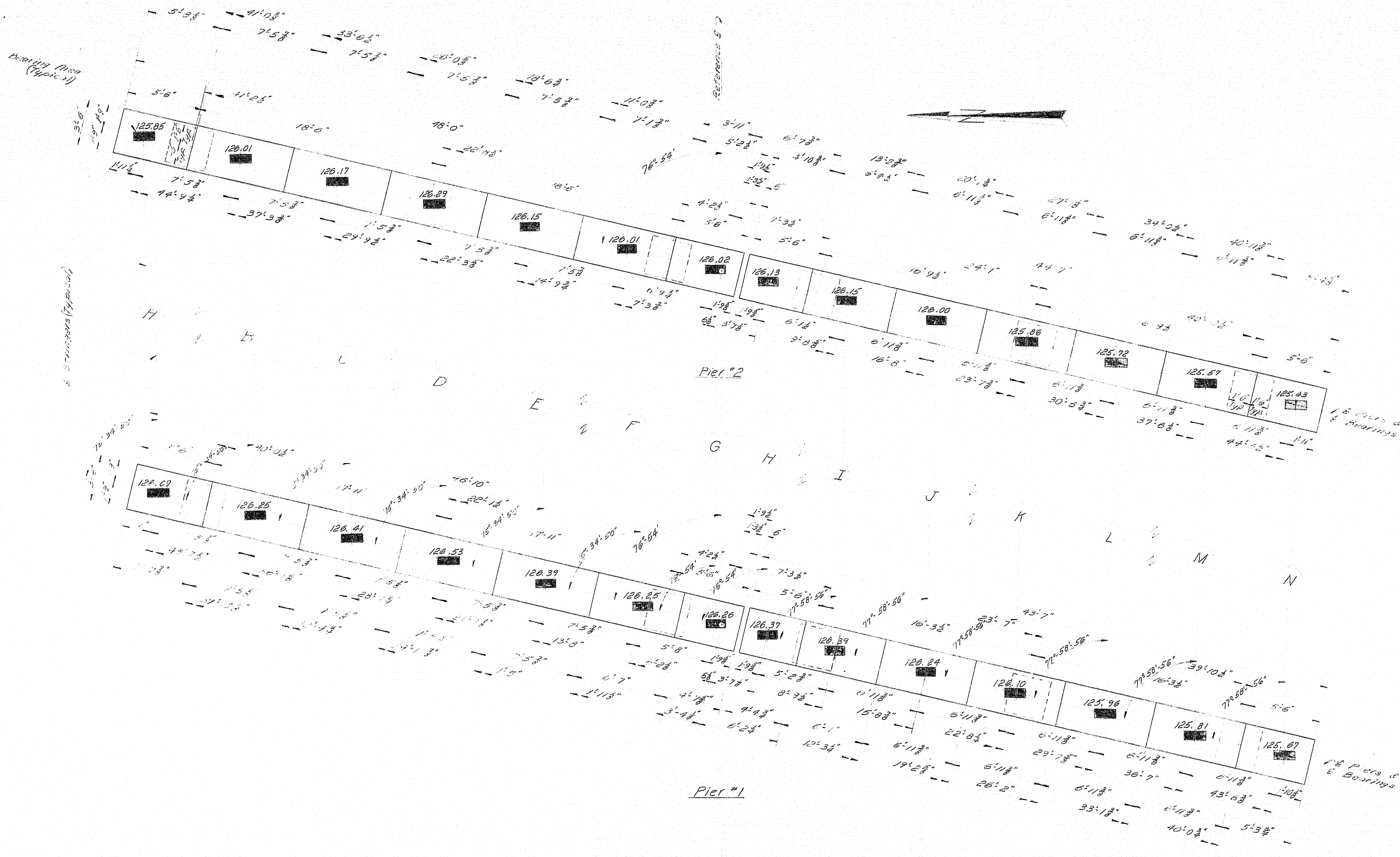


LEGEND
 N.B. = Northbound
 S.B. = Southbound
 C.J. = Construction Joint
 B.F. = Back Face
 F.F. = Front Face
 E.F. = Each Face

NOTE: See Abutment No. 1, Sh. #66 for "General Notes" and "Pile Notes."

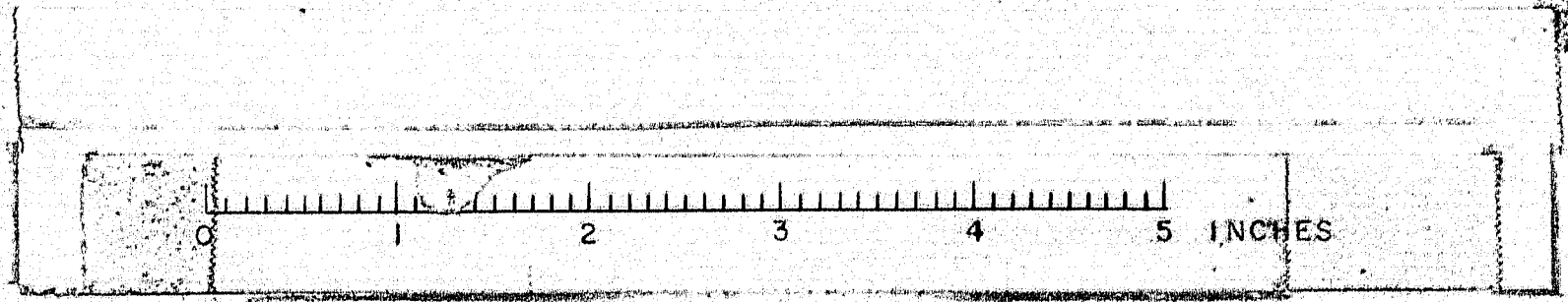


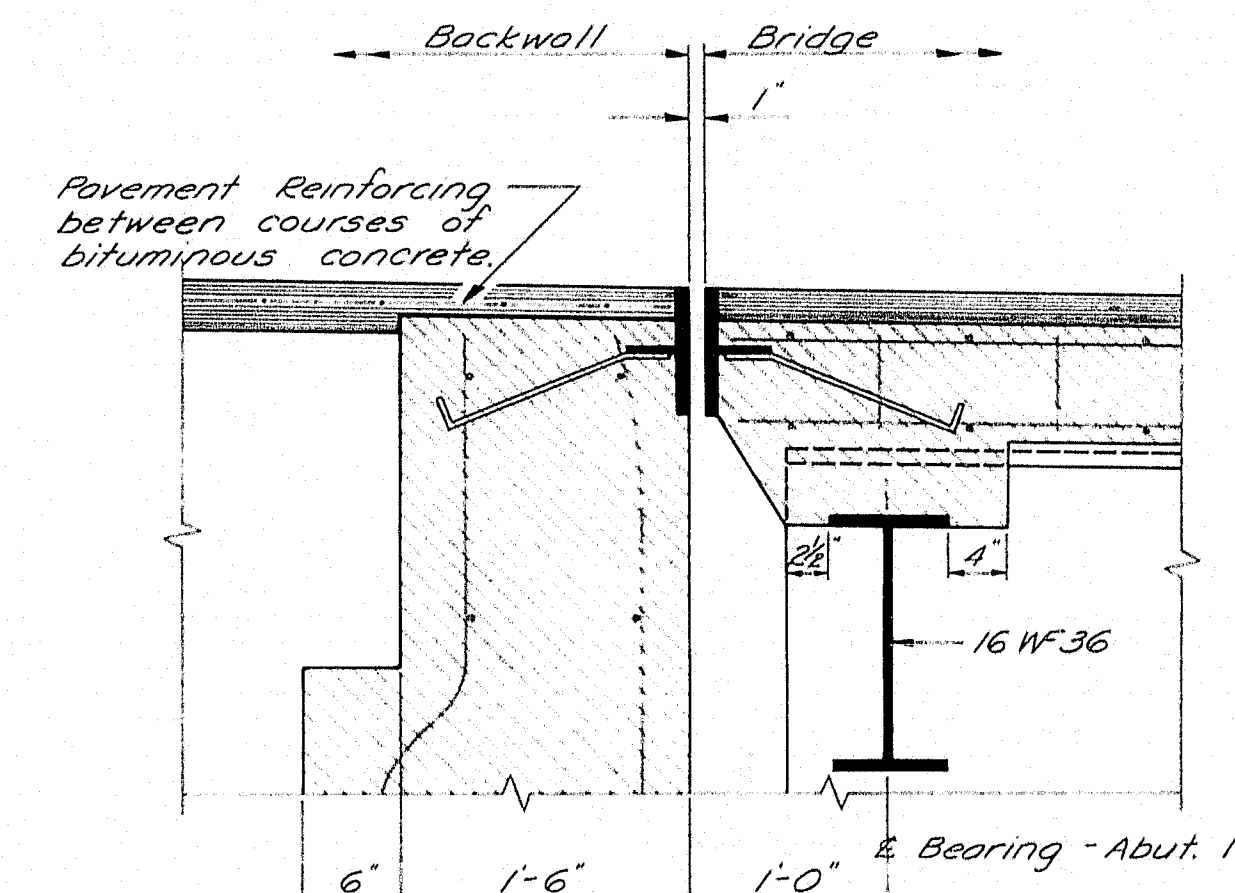
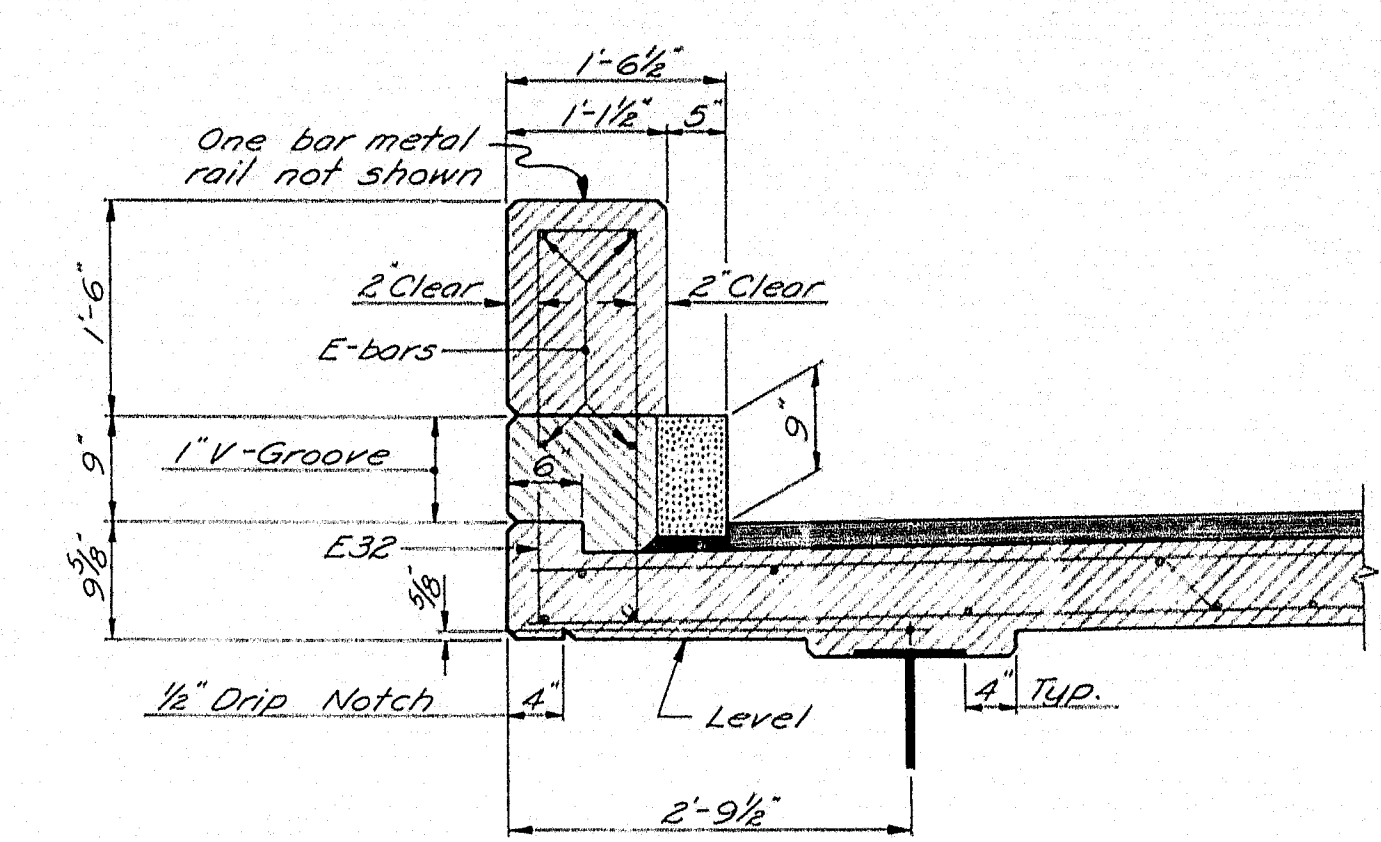
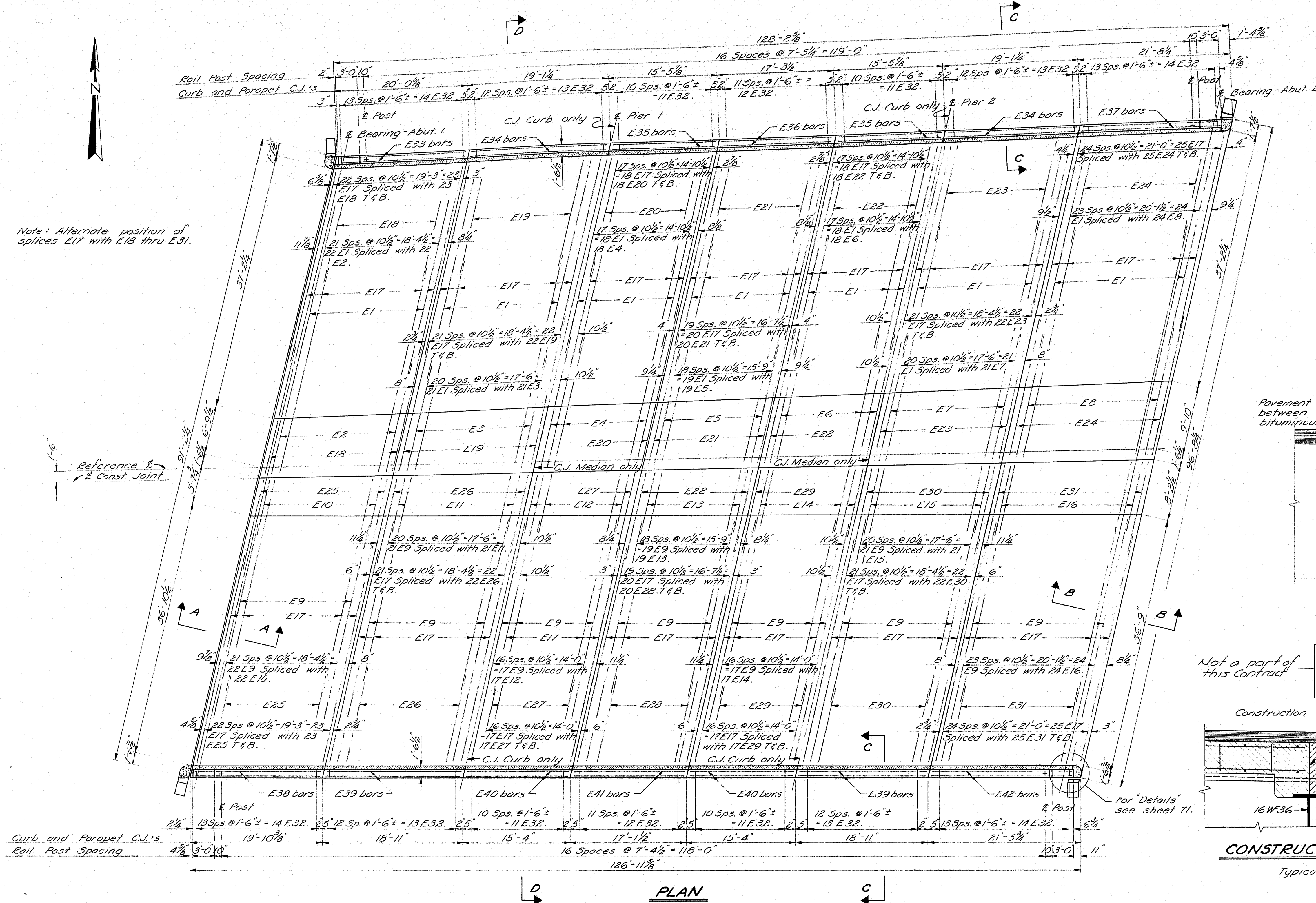
DESIGN - L.F. DETAIL - C.D.H. BRIDGE NO. 95
 TRACE - B.M.C. SURVEY - PLOT
 CHECK - K.M.F.
 STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
INTERSTATE 95
 OVER
MAINE CENTRAL RAILROAD
 IN THE TOWN OF
FAIRFIELD
SOMERSET COUNTY
 ABUTMENT NO. 2
 SHEET 67 OF 92 AUGUSTA, MAINE NOV. 1962



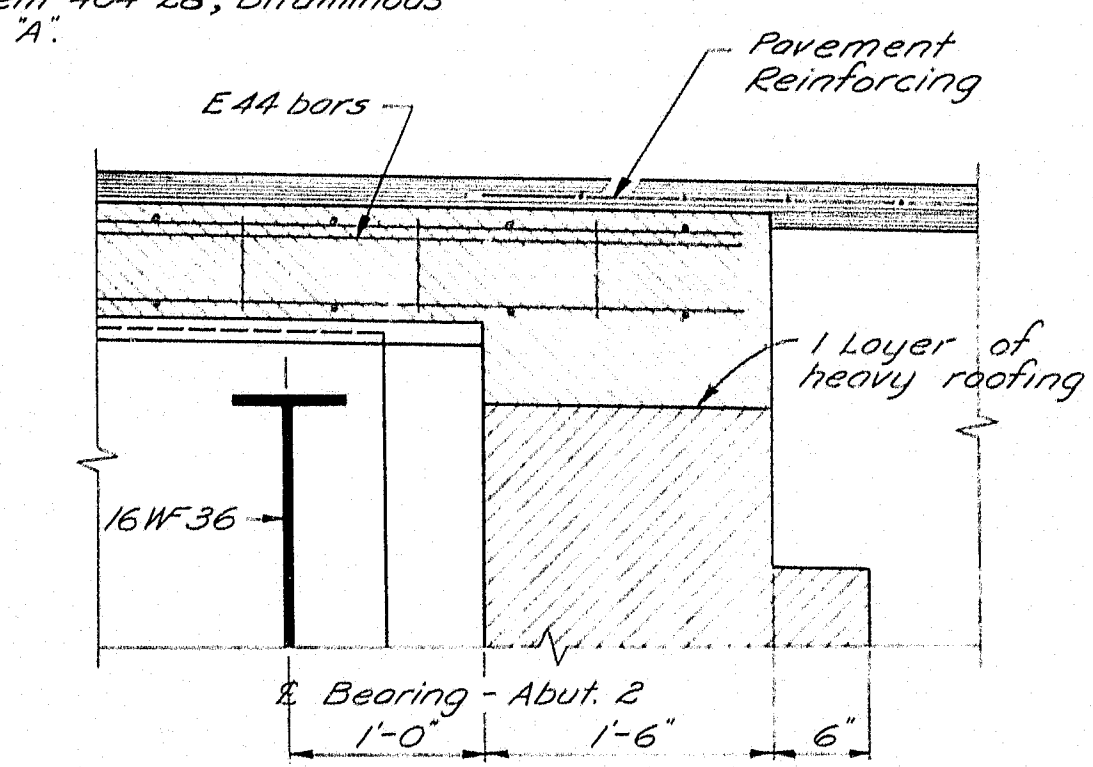
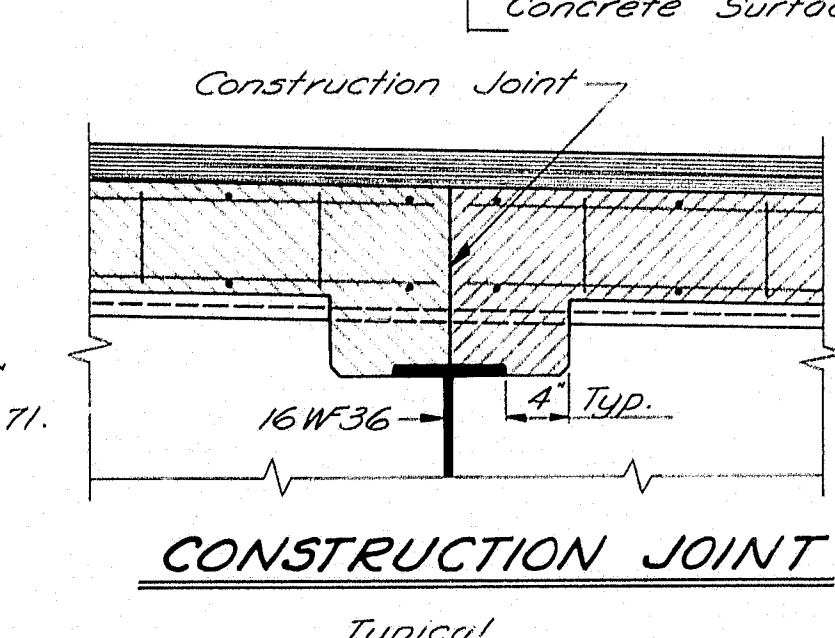
NOTE: See sheet #63 for elevations of the bearing lines.

DESIGN - Detail - <i>W. L. L.</i>	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION INTERSTATE 95 OVER MAINE CENTRAL RAILROAD IN THE TOWN OF FAIRFIELD SOMERSET COUNTY PIER CAP PLANS SHEET 1 OF 12 AUGUSTA, MAINE	





Not a part of this Contract

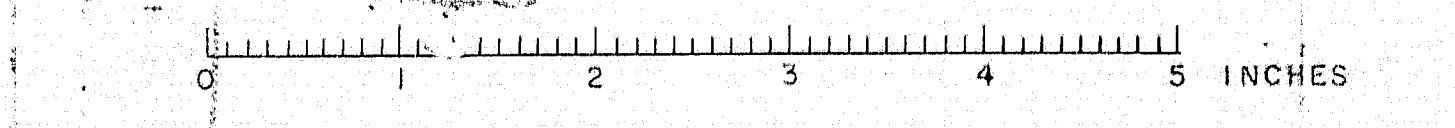


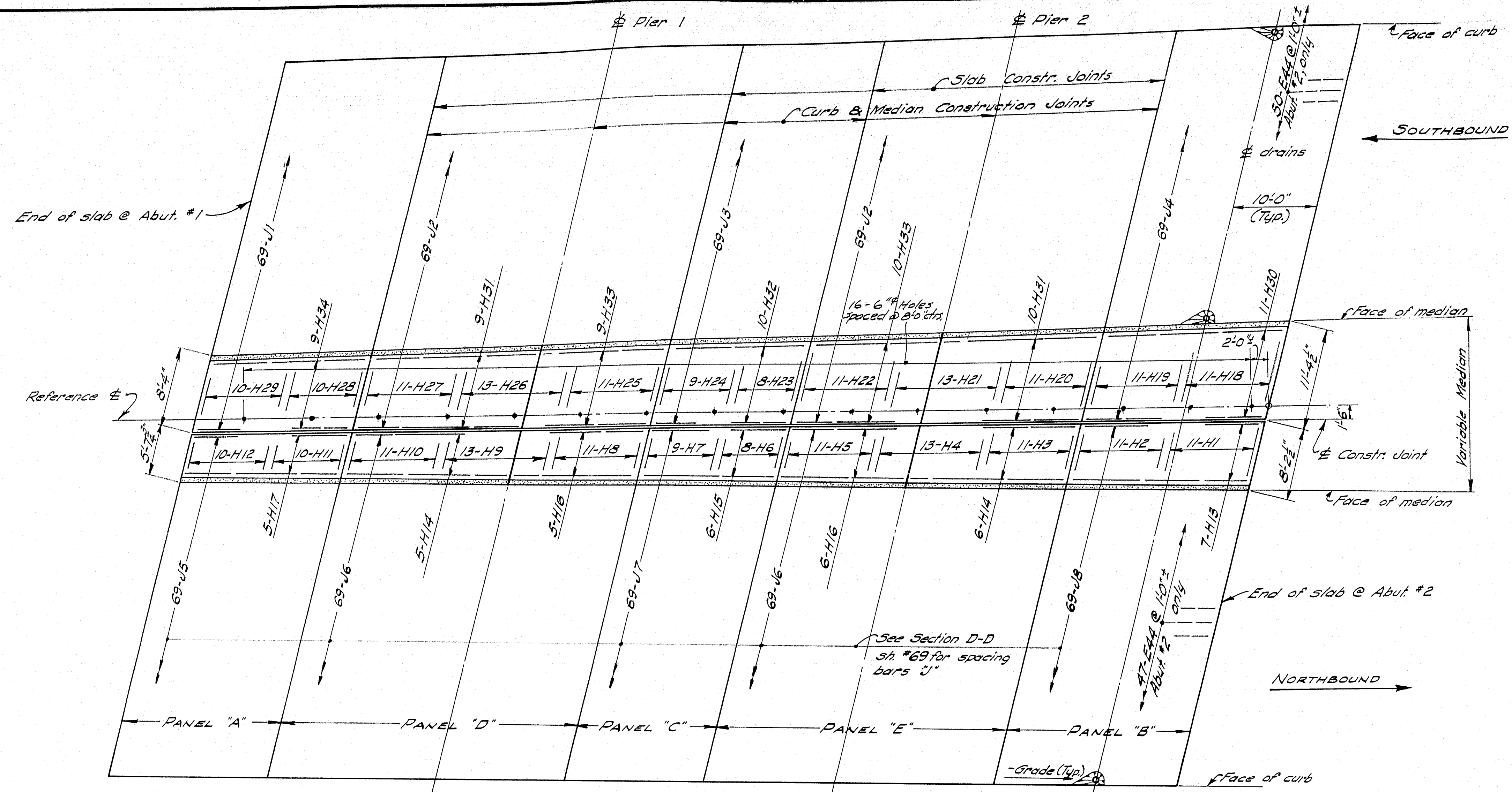
Work this sheet with sheets 70 & 71.

DESIGN - E	DET - E.E.L	BRIDGE NO.
TRACE - E.E.L	SURVEY -	PLOT -
CHECK - N.W.T.		

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
INTERSTATE 95
OVER
MAINE CENTRAL RAILROAD
IN THE TOWN OF
FAIRFIELD
SOMERSET COUNTY
SUPERSTRUCTURE
SHEET 69 OF 92 AUGUSTA, MAINE Nov. 1962

Note: Alternate position of splices E17 with E18 thru E31.





NOTES

Concrete in curbs and median shall not be placed until the entire superstructure slab has been cured for seven (7) days. During this period granite curb may be set and form work will be allowed, but hand tools only will be permitted on the slab.

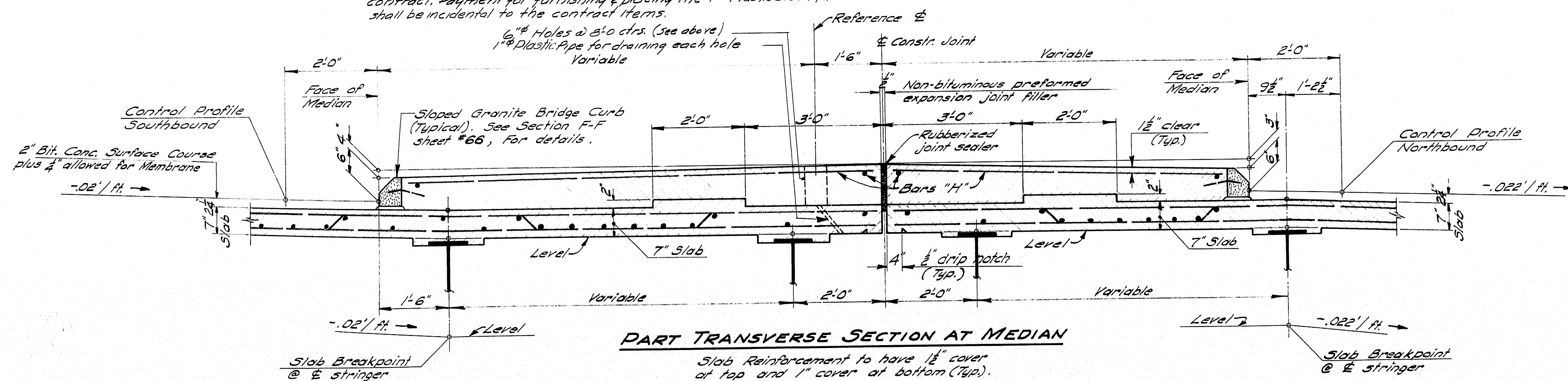
At joints in curb, chamfer vertical faces in curb & slab with 1" V-grooves. Use edging tool for joint at top of curb and median. Provide joints in granite curb to match joints in concrete. At joints in concrete and granite over piers, use 1/2" preformed expansion joint filler. At all other joints, break band between surfaces with a coat of asphalt paint. Do not break band in slab joints.

Rubberized joint sealer shall be supported as indicated. At the contractor's option the supporting material may be left in place or removed. If the supporting material is left in place, it shall be compressible in accordance with specification A.A.S.H.O. M. 153-54. If the supporting material is to be removed, banding with rubberized joint sealer shall be prevented by a method satisfactory to the Engineer (layer of fine sand, waxed paper etc.).

PLAN

Place Slab Panels A-B-C before D & E. Placing sequence is same for Southbound. Sequence for placing curbs, rail parapets and median shall be the same as for slab panels. 6" Holes to be used for the future installation of metal posts supporting a Barrier Type Chain Link Fence. Posts to be grouted into position. Furnishing and installing posts are not a part of this contract. Payment for furnishing & placing the 1" Plastic drain pipes shall be incidental to the contract items.

6" Holes @ 8'-0" ctrs. (See above)
1" Plastic Pipe for draining each hole
Variable



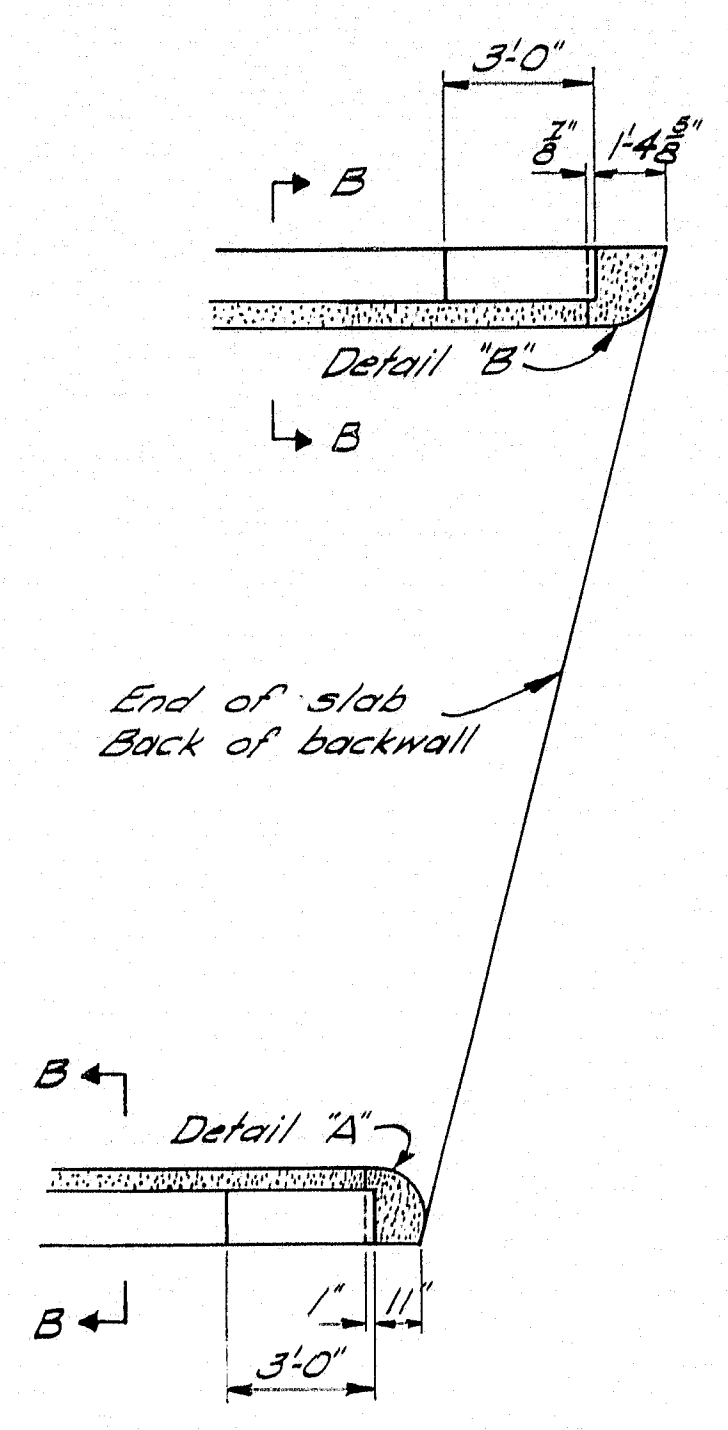
PART TRANSVERSE SECTION AT MEDIAN

Slab Reinforcement to have 1/2" cover at top and 1" cover at bottom (Typ.).

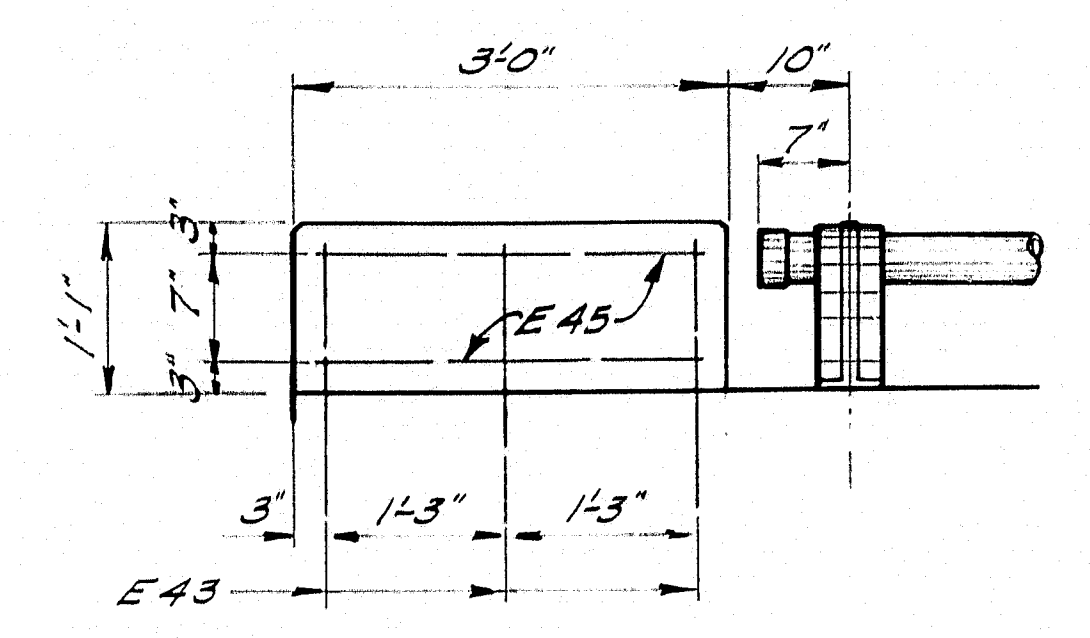
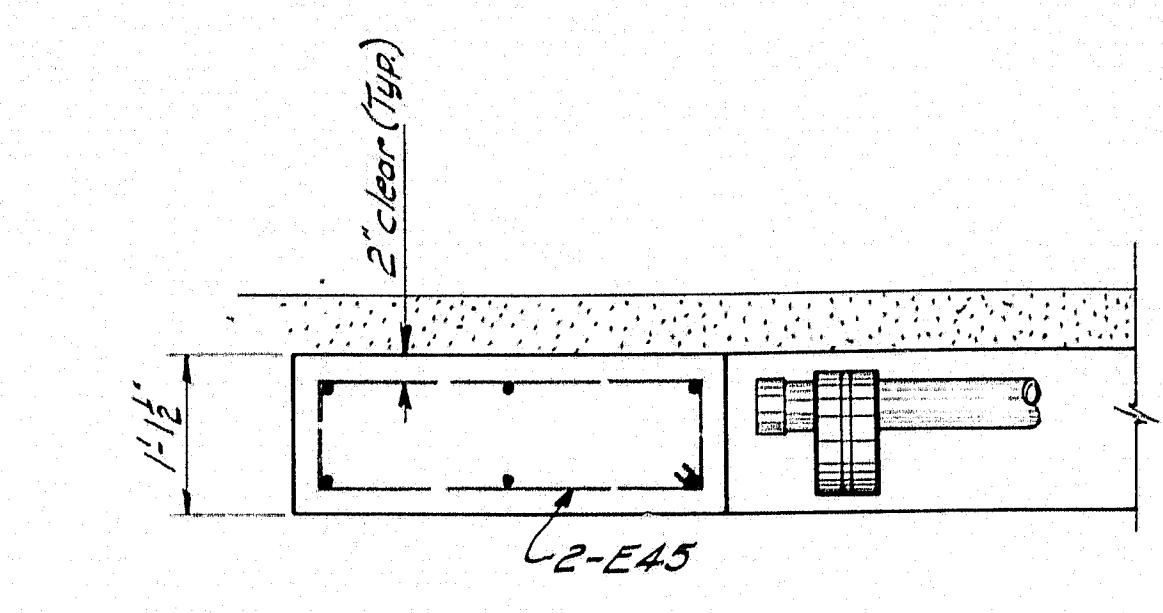
Work this sheet with sheet # 69

DESIGN - J.P.	BRIDGE NO.
TRACE - G.M.C.	SURVEY -
CHECK - N.W.T.	PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
INTERSTATE 95	
OVER	
MAINE CENTRAL RAILROAD	
IN THE TOWN OF	
FAIRFIELD	
SOMERSET COUNTY	
SUPERSTRUCTURE	
SHEET 70 OF 92	AUGUSTA, MAINE Nov. 1962

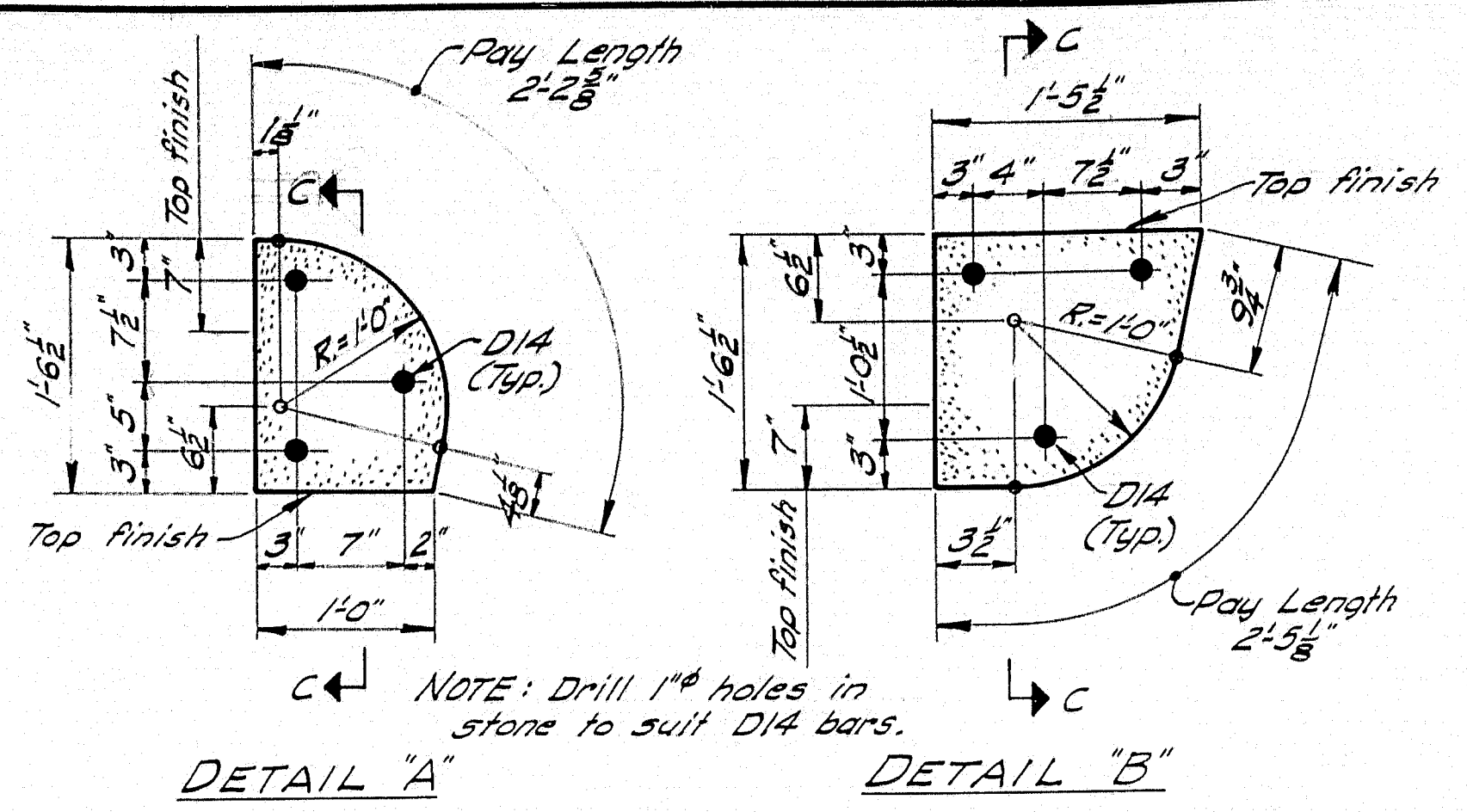
89-15



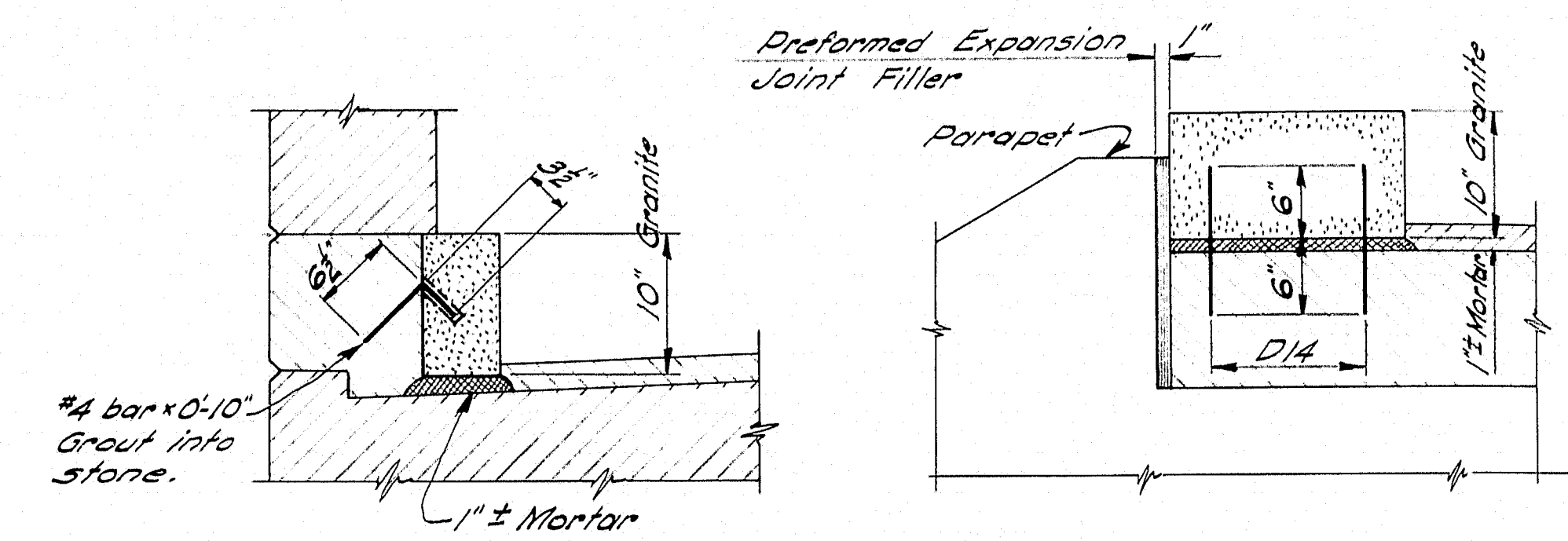
END POST LOCATION
Abutment #2



END POST
Typical



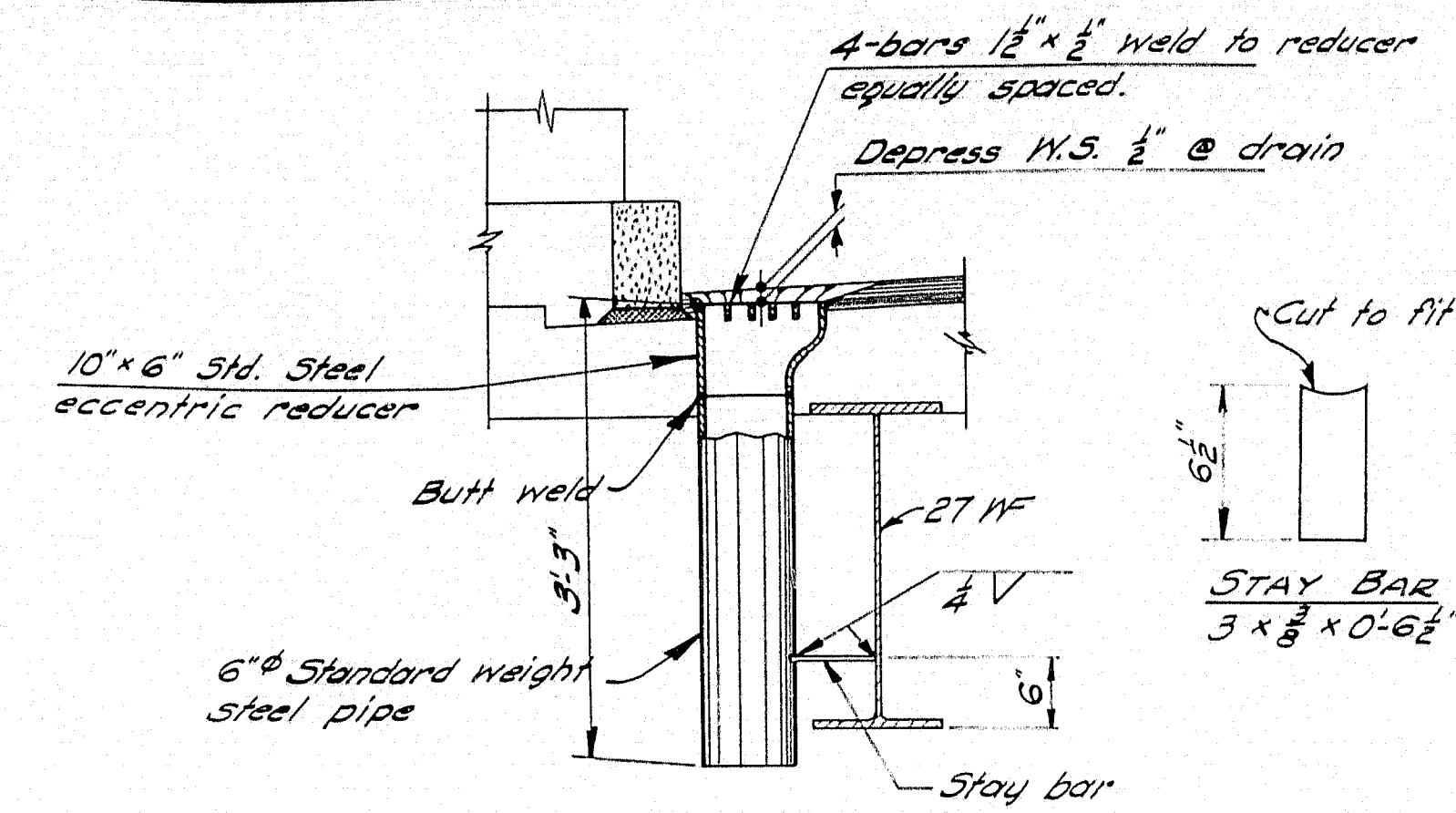
DETAIL "A" **DETAIL "B"**



SECTION B-B **SECTION C-C**

GRANITE BRIDGE CURB

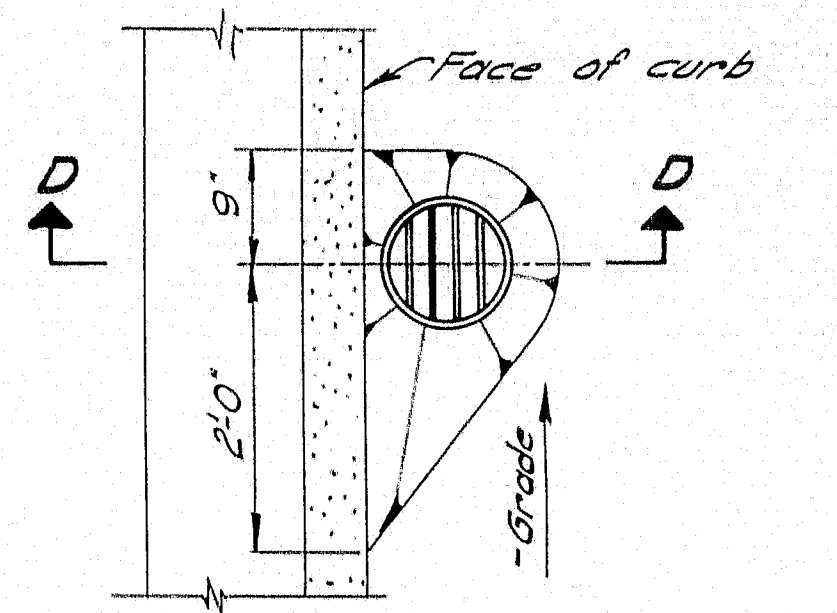
NOTE: Grout D14 bars into stone prior to setting stone on slab. Drill 1" holes in slab as shown by Details "A" & "B", to suit D14. Payment for drilling for and grouting of D14 bars to be included in the price for Item 705-14, Reinforcing Steel, Placing.



SECTION D-D

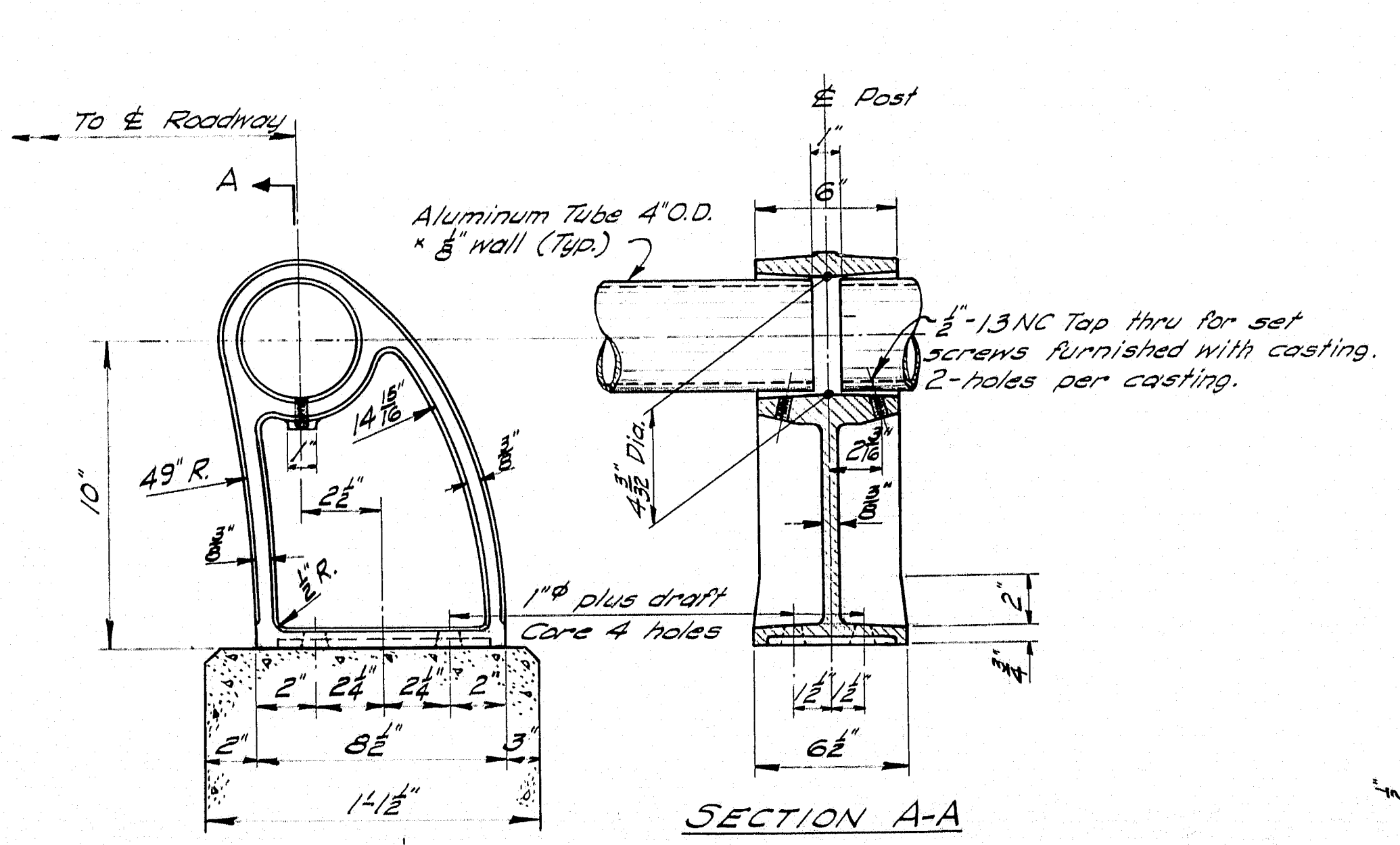
3 Drains Req'd.
NOTE: Payment for steel pipe drains to be included in lump sum prices for Items 702-103A, 702-104A & 702-105A, Structural Steel.

PIPE DRAINS



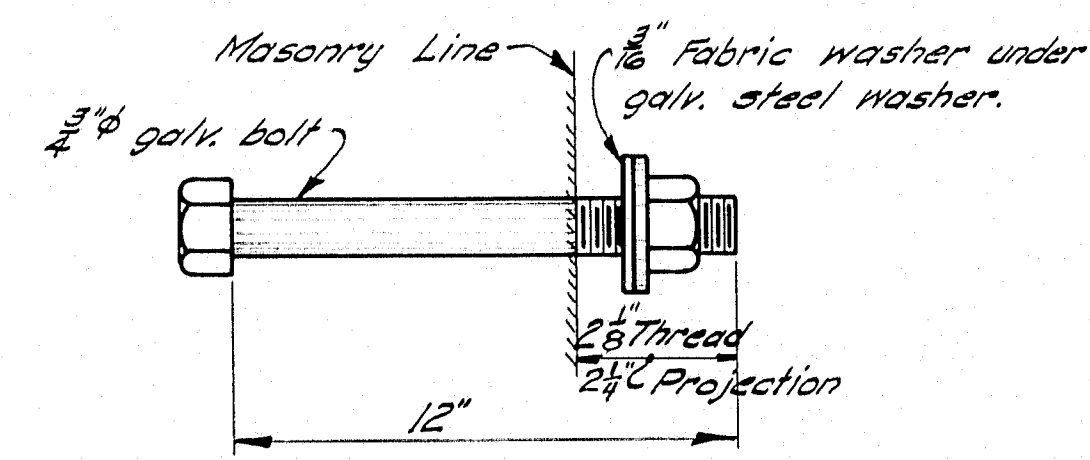
PLAN

See sh. #70 for drain location



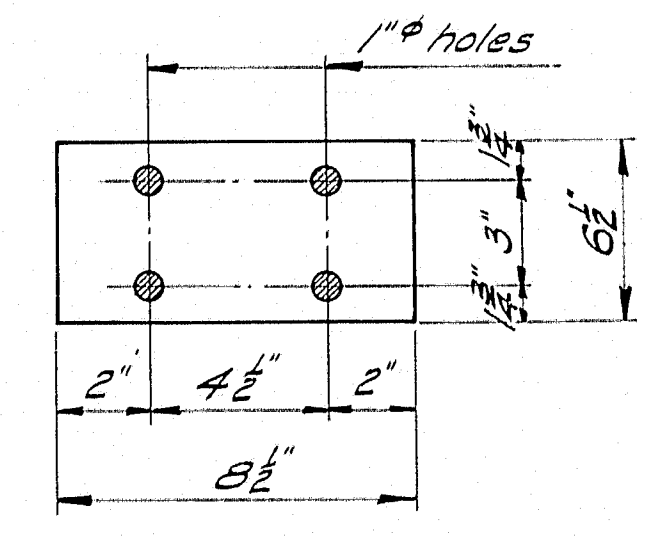
SECTION A-A

NOTE: Slight variations will be permitted in details, if approved by the Engineer, in order to conform with various manufacturers castings.



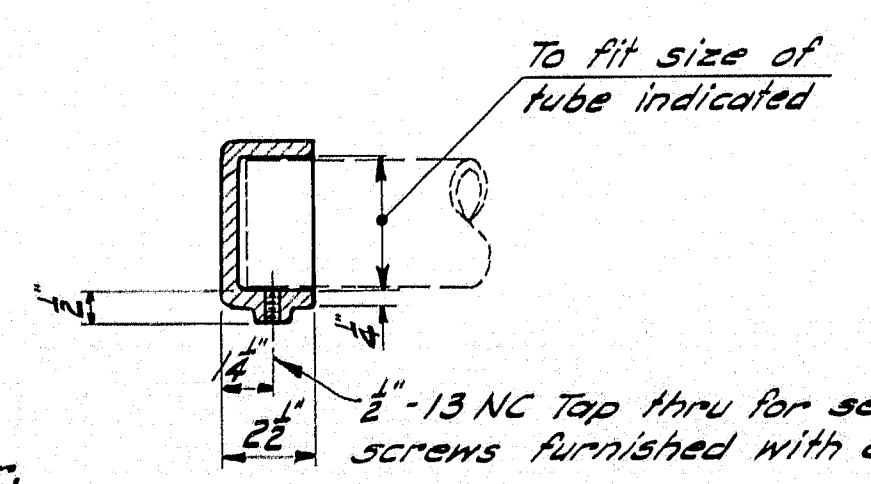
ANCHOR BOLT

Structural steel galvanized bolts to project 2 1/2" out of concrete. 4-Bolts per post.



SHIM

Aluminum alloy shims 6 1/2" x 1/2" x 0-8 1/2" furnish in the amount of 50% of number of rail posts. Cut as necessary.



CAP

NOTE: To the extent possible, aluminum tubes to be continuous for two rail panels with 1" clear between ends of tubes @ E post. For tubes two panels long, set screws at center post to be tight, and at ends to bear. For alternate Steel Rail see sh. #53A.

ALUMINUM RAIL DETAILS

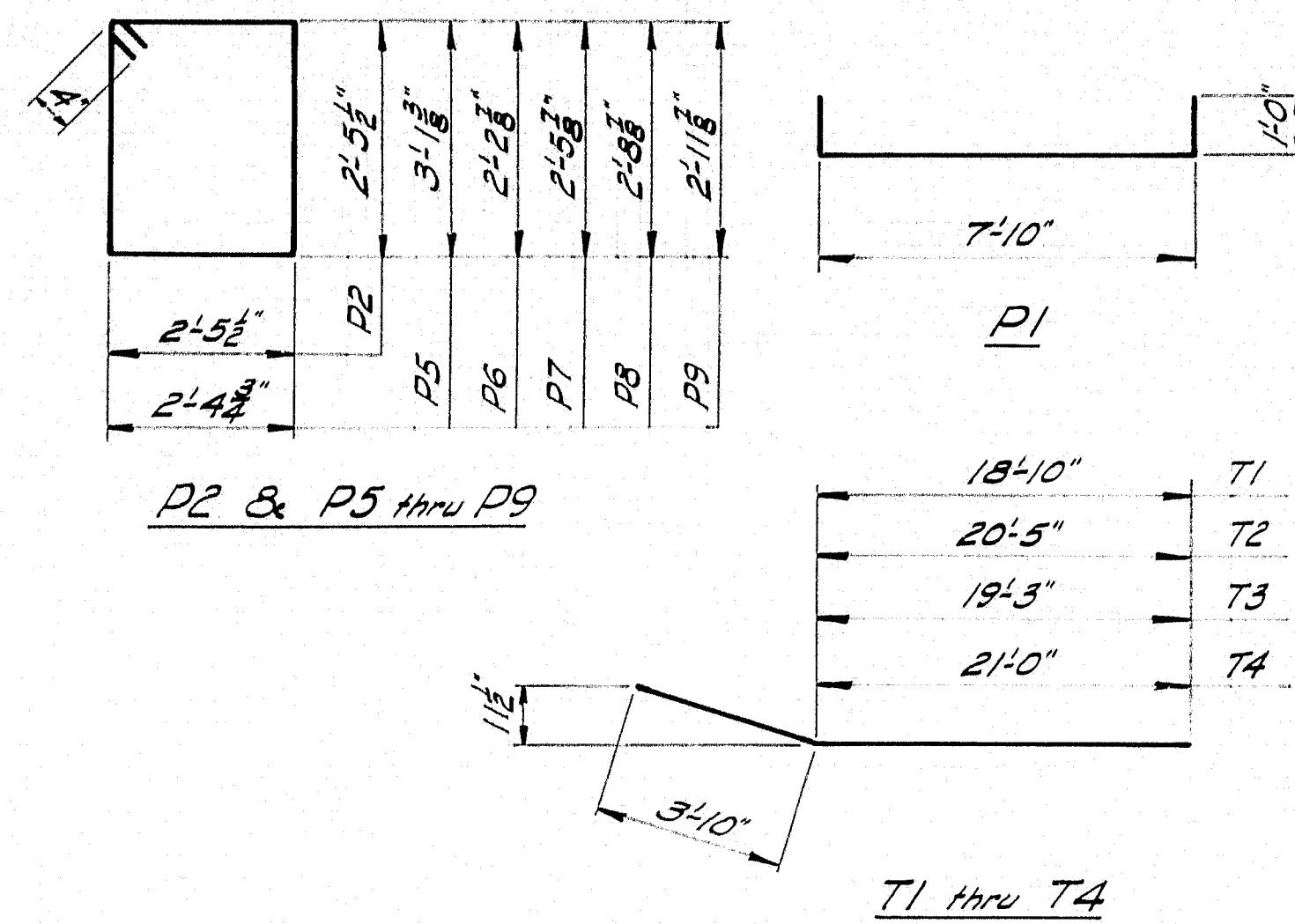
DESIGN - E.E.L.	BRIDGE NO.
TRACE - G.M.C.	BRIDGE DIVISION
CHECK - M.W.T.	INTERSTATE 95
	OVER
	MAINE CENTRAL RAILROAD
	IN THE TOWN OF
	FAIRFIELD
	SOMERSET COUNTY
	SUPERSTRUCTURE
SHEET 71 OF 92	AUGUSTA, MAINE NOV. 1962

REINFORCING STEEL SCHEDULE

B. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
REG. NO.	MAINE	F-14-95-6(28)	72	92

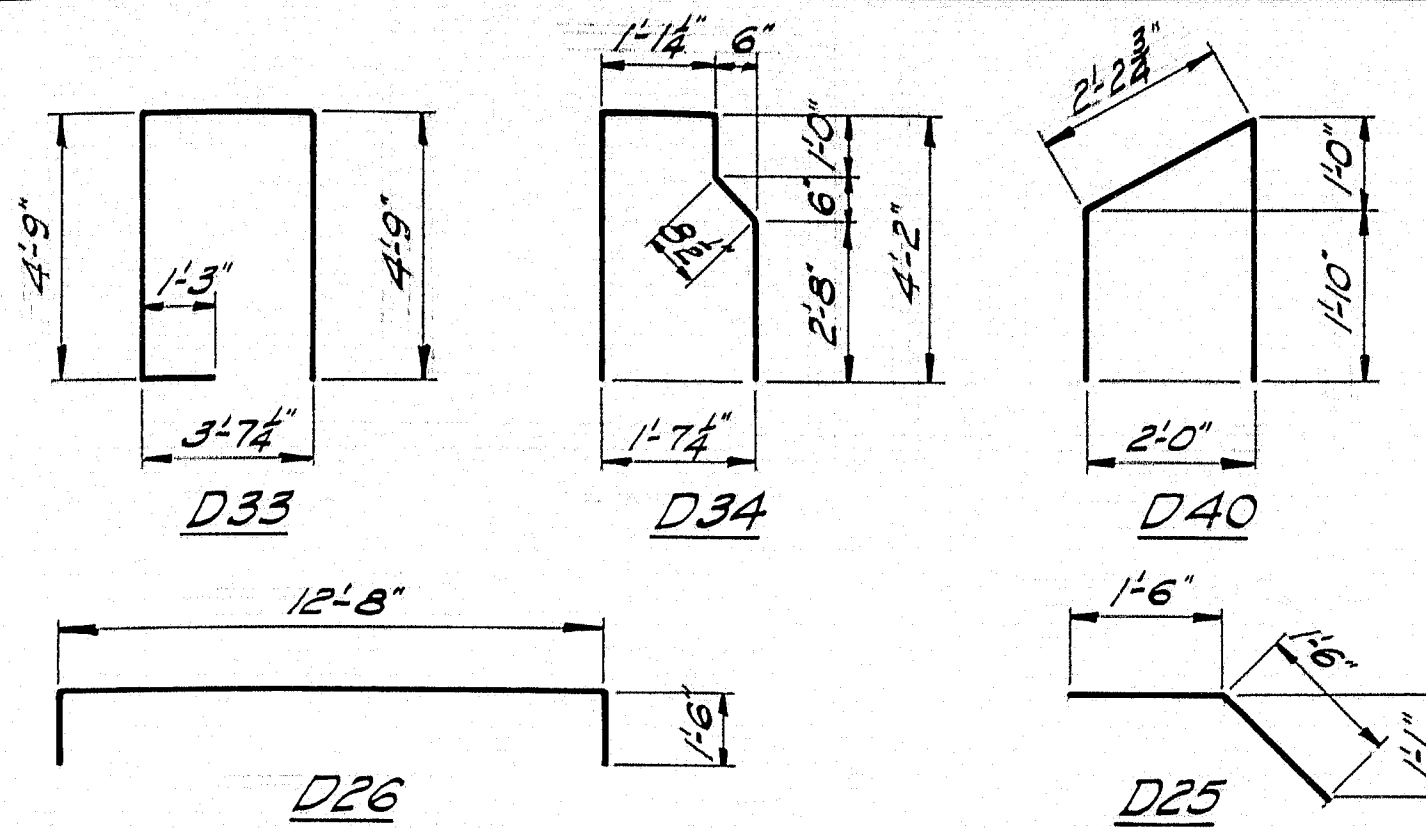
PIERS

BENT BARS



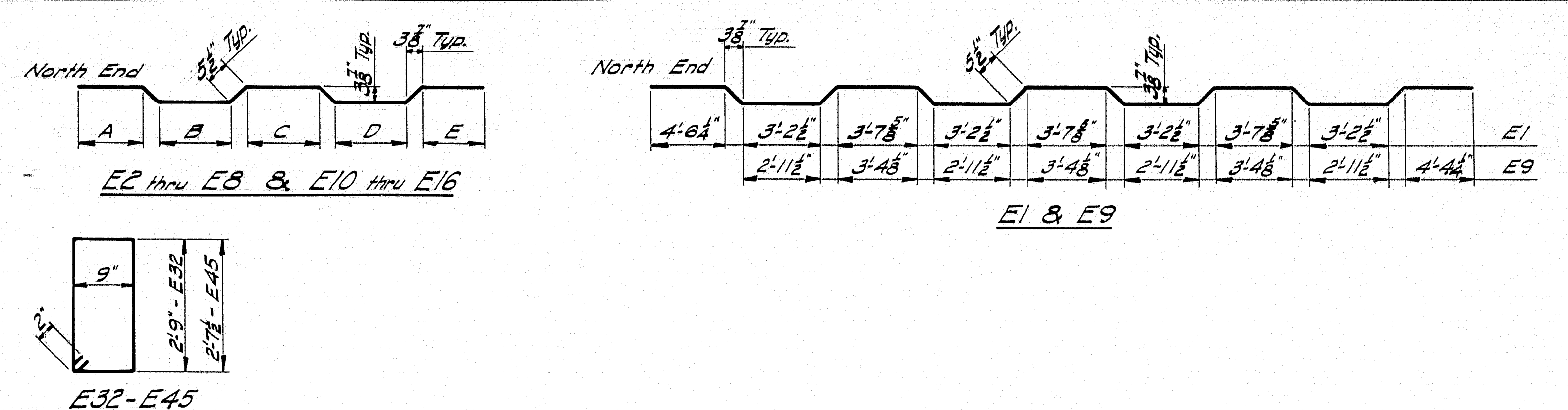
ABUTMENTS

BENT BARS



SUPERSTRUCTURE

BENT BARS



MARK	SIZE	No.	LENGTH	LOCATION
P1	#9	192	9'-10"	Footings
P2	#4	243	10'-6"	Column Ties
P5	#5	160	11'-8"	Cap Stirrups
P6	#5	16	9'-11"	"
P7	#5	16	10'-5"	"
P8	#5	16	10'-11"	"
P9	#5	16	11'-5"	Cap Stirrups
T1	#10	10	22'-8"	Bottom of Cap - Pier #1 N.B.
T2	#10	10	24'-3"	" " " - Pier #1 S.B.
T3	#10	10	23'-1"	" " " - Pier #2 N.B.
T4	#10	10	24'-10"	Bottom of Cap - Pier #2 S.B.

STRAIGHT BARS

P3	#10	144	6'-6"	Footings Dowels
P4	#10	144	23'-5"	Columns
R1	#11	5	14'-2"	Top of Cap - Pier #1 N.B.
R2	#11	5	15'-3"	" " " - Pier #1 S.B.
R3	#11	5	14'-8"	" " " - Pier #2 N.B.
R4	#11	5	15'-6"	" " " - Pier #2 S.B.
S1	#11	5	31'-3"	Top of Cap - Pier #1 N.B.
S2	#11	5	33'-5"	" " " - Pier #1 S.B.
S3	#11	5	31'-9"	" " " - Pier #2 N.B.
S4	#11	5	34'-4"	" " " - Pier #2 S.B.
U1	#6	8	22'-2"	Side of Cap - Pier #1 N.B.
U2	#6	8	23'-11"	" " " - Pier #1 S.B.
U3	#6	8	22'-9"	" " " - Pier #2 N.B.
U4	#6	8	24'-6"	" " " - Pier #2 S.B.

MARK	SIZE	No.	LENGTH	LOCATION
D25	#6	100	3'-0"	Abutments - Approach Slabs
D26	#5	2	15'-8"	Abut. #1 - Median
D33	#5	133	14'-5"	Abutments - Breast Walls
D34	#5	94	9'-8"	Abut. #2 - Backwall
D40	#5	4	6'-11"	Abut. #2 - Parapets

STRAIGHT BARS

D1	#6	132	5'-0"	Abutments - Footings
D2	#6	4	3'-4"	"
D3	#6	4	3'-10"	"
D4	#6	4	4'-4"	"
D5	#6	4	4'-10"	"
D6	#6	14	32'-10"	Abut. #1 - Footing
D7	#6	2	31'-4"	"
D8	#6	2	29'-4"	"
D10	#5	17	37'-2"	Abut. #1 - Backwall & Breastwall
D11	#5	7	25'-3"	Abut. #1 - Breastwall
D12	#5	7	27'-4"	"
D14	#4	8	1'-0"	Abut. #2 - Granite Blocks
D15	#5	8	5'-1"	" - Wings (Bend in field)
D16	#4	4	4'-11"	Abut. #1 - " (" " ")
D17	#4	4	5'-7"	"
D18	#4	10	30'-9"	" - Backwall & Breastwall
D19	#4	10	29'-11"	" - " " "
D20	#4	178	4'-6"	" - " " "
D21	#4	38	3'-0"	Abutments - Footing Dowels
D22	#5	38	5'-11"	" - Wings
D23	#6	588	15'-0"	" - Approach Slabs
D24	#4	120	36'-6"	" - " " "
D30	#6	14	34'-9"	Abut. #2 - Footing
D31	#6	2	33'-3"	"
D32	#6	2	31'-3"	"
D35	#5	15	35'-5"	" - Breastwall & Backwall
D36	#5	7	27'-4"	"
D37	#5	8	32'-0"	" - " & Backwall
D38	#5	7	32'-5"	" - " " "
D39	#5	8	35'-11"	" - " & Backwall

MARK	SIZE	No.	LENGTH	LOCATION
E2	#5	22	2'-4"	A
E3	#5	21	2'-4"	B
E4	#5	18	2'-4"	C
E5	#5	19	2'-4"	D
E6	#5	18	2'-4"	E
E7	#5	21	2'-4"	F
E8	#5	24	2'-4"	G
E10	#5	22	2'-11"	H
E11	#5	21	3'-0"	I
E12	#5	17	3'-14"	J
E13	#5	19	3'-2"	K

STRAIGHT BARS

H1	#4	11	7'-3"	Median
H2	#4	11	7'-0"	"
H3	#4	11	6'-9"	"
H4	#4	13	6'-6"	"
H5	#4	11	6'-3"	"
H6	#4	8	6'-2"	"
H7	#4	9	6'-0"	"
H8	#4	11	5'-9"	"
H9	#4	13	5'-6"	"
H10	#4	11	5'-3"	"
H11	#4	10	5'-0"	"
H12	#4	10	4'-10"	"
H13	#4	7	21'-3"	"
H14	#4	11	18'-7"	"
H15	#4	6	16'-10"	"
H16	#4	11	15'-0"	"
H17	#4	5	19'-7"	"
H18	#4	11	10'-5"	"
H19	#4	11	10'-2"	"
H20	#4	11	9'-9"	"
H21	#4	13	9'-6"	"
H22	#4	11	9'-2"	"
H23	#4	8	9'-0"	"
H24	#4	9	8'-9"	"
H25	#4	11	8'-6"	"
H26	#4	13	8'-3"	"
H27	#4	11	8'-0"	"
H28	#4	10	7'-10"	"
H29	#4	10	7'-7"	"
H30	#4	11	21'-5"	"
H31	#4	19	18'-9"	"
H32	#4	10	17'-0"	"
H33	#4	19	15'-2"	"
H34	#4	9	19'-9"	Median

MARK	SIZE	No.	LENGTH	LOCATION
E14	#5	17	3'-3"	Slab, S.B.
E15	#5	21	3'-4"	"
E16	#5	24	3'-5"	"
E1	#5	143	34'-3"	Slab, S.B.
E9	#5	141	32'-1"	" , N.B.
E32	#4	176	7'-4"	Curbs
E45	#4	8	7'-1"	End Posts
J1	#5	69	19'-8"	Slab
J2	#5	138	34'-3"	"
J3	#5	69	17'-0"	"
J4	#5	69	21'-4"	"
J5	#5	69	19'-6"	"
J6	#5	138	33'-11"	"
J7	#5	69	16'-9"	"
J8	#5	69	21'-1"	Slab

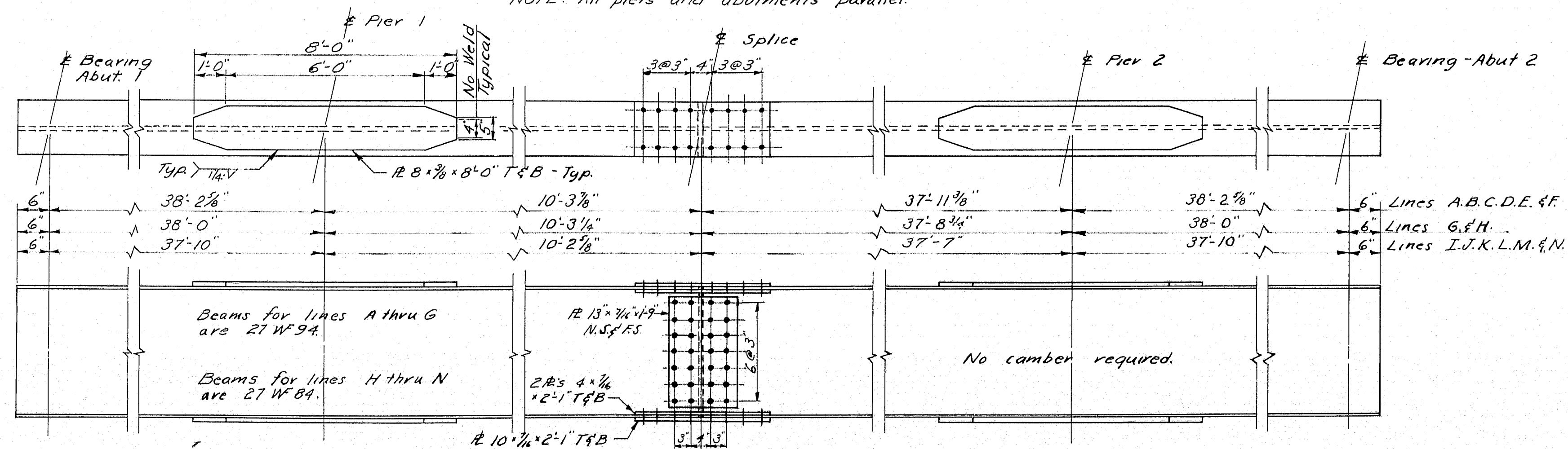
NOTE: Dimensions to 1/8" bars.
Reinforcing bars to be Intermediate
Grade Steel.

DESIGN - E. C. D. M., E. C. L.	BRIDGE NO.
CHECK - G. C. D. M., E. C. L.	STATE HIGHWAY COMMISSION
	BRIDGE DIVISION
	INTERSTATE 95
	OVER
	MAINE CENTRAL RAILROAD
	IN THE TOWN OF
	FAIRFIELD
	SOMERSET COUNTY
	REINFORCING STEEL SCHEDULE
SHEET 72 OF 92	AUGUSTA, MAINE Nov. 1962



ERECTION DIAGRAM

NOTE: All piers and abutments parallel.

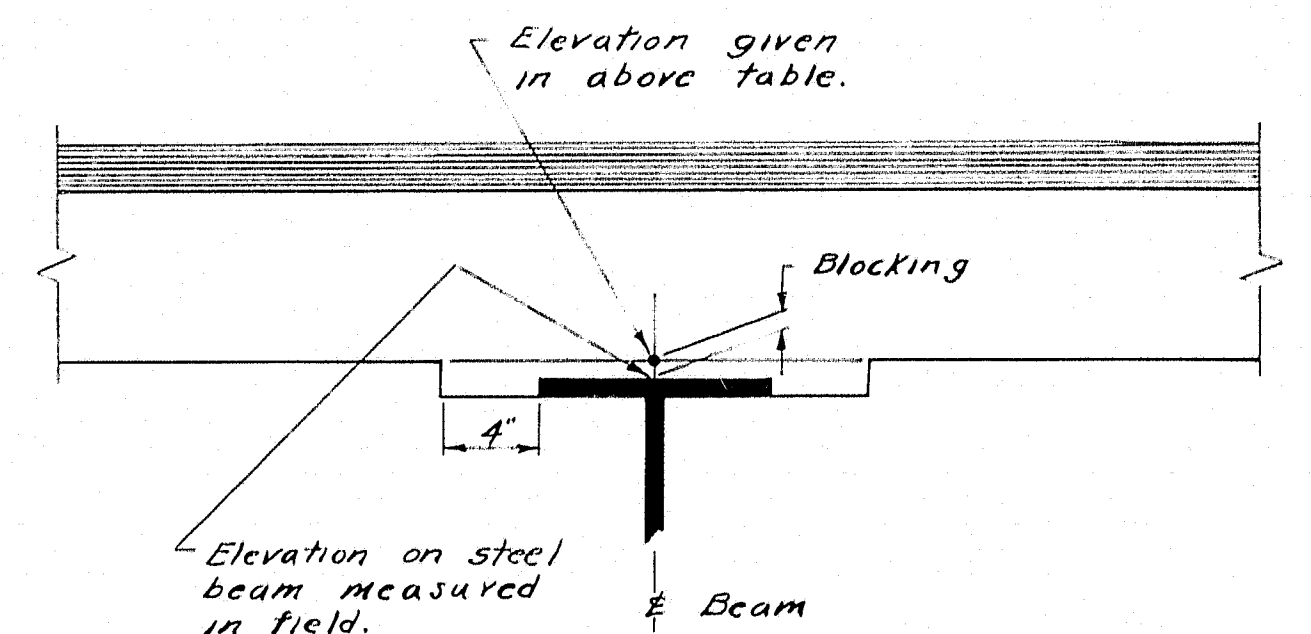


STRINGERS AND SPLICE DETAIL

SOUTHBOUND							
BOTTOM OF SLAB ELEVATIONS							
	Line A	Line B	Line C	Line D	Line E	Line F	Line G
± Brg. Abut. 1	128.94	129.10	129.26	129.38	129.24	129.10	129.11
1/4 pt.	128.90	129.06	129.22	129.34	129.20	129.06	129.06
1/2 pt.	128.87	129.03	129.19	129.31	129.17	129.03	129.04
3/4 pt.	128.80	128.96	129.12	129.24	129.10	128.96	128.97
± Brg. Pier 1	128.75	128.91	129.07	129.19	129.05	128.91	128.92
1/4 pt.	128.70	128.86	129.02	129.14	129.00	128.86	128.87
1/2 pt.	128.65	128.81	128.97	129.09	128.95	128.81	128.82
3/4 pt.	128.58	128.74	128.90	129.02	128.88	128.74	128.75
± Brg. Pier 2	128.50	128.67	128.83	128.95	128.81	128.67	128.68
1/4 pt.	128.46	128.62	128.79	128.90	128.76	128.62	128.63
1/2 pt.	128.40	128.60	128.76	128.88	128.74	128.60	128.61
3/4 pt.	128.38	128.54	128.70	128.82	128.68	128.54	128.55
± Brg. Abut. 2	128.32	128.48	128.64	128.76	128.62	128.48	128.49

NORTHBOUND							
BOTTOM OF SLAB ELEVATIONS							
	Line H	Line I	Line J	Line K	Line L	Line M	Line N
± Brg. Abut. 1	129.21	129.23	129.08	128.94	128.80	128.65	128.51
1/4 pt.	129.17	129.19	129.04	128.90	128.76	128.61	128.47
1/2 pt.	129.13	129.15	129.00	128.86	128.72	128.57	128.43
3/4 pt.	129.07	129.09	128.94	128.80	128.66	128.51	128.37
± Brg. Pier 1	129.02	129.04	128.89	128.75	128.61	128.46	128.32
1/4 pt.	128.97	128.99	128.84	128.70	128.56	128.41	128.27
1/2 pt.	128.92	128.94	128.79	128.65	128.51	128.36	128.22
3/4 pt.	128.85	128.87	128.72	128.58	128.44	128.29	128.15
± Brg. Pier 2	128.78	128.80	128.65	128.51	128.37	128.22	128.08
1/4 pt.	128.73	128.75	128.60	128.46	128.32	128.17	128.03
1/2 pt.	128.70	128.72	128.57	128.43	128.29	128.14	128.00
3/4 pt.	128.65	128.67	128.52	128.39	128.24	128.09	127.95
± Brg. Abut. 2	128.59	128.61	128.46	128.32	128.18	128.03	127.89

NOTE: In order to compensate for the dead load deflection and any irregularities in the rolling of the steel, elevations will be taken at the above points after the erection of the steel, but before any forms have been constructed. These elevations will be subtracted from elevations given in the tables and the results will be the blocking. (See Blocking Detail)



BLOCKING DETAIL

Blocking over E bearings for all beams is 3/4" to top of W beam.

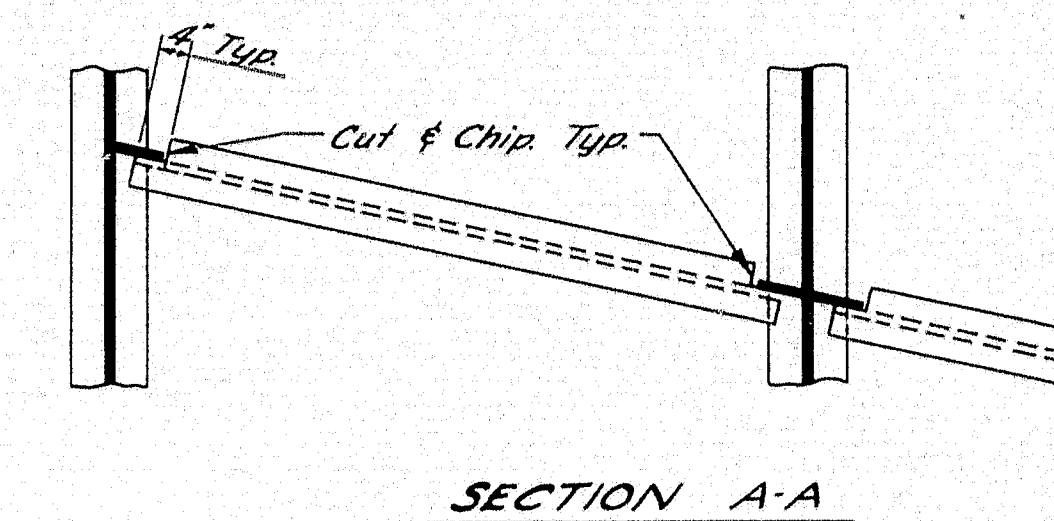
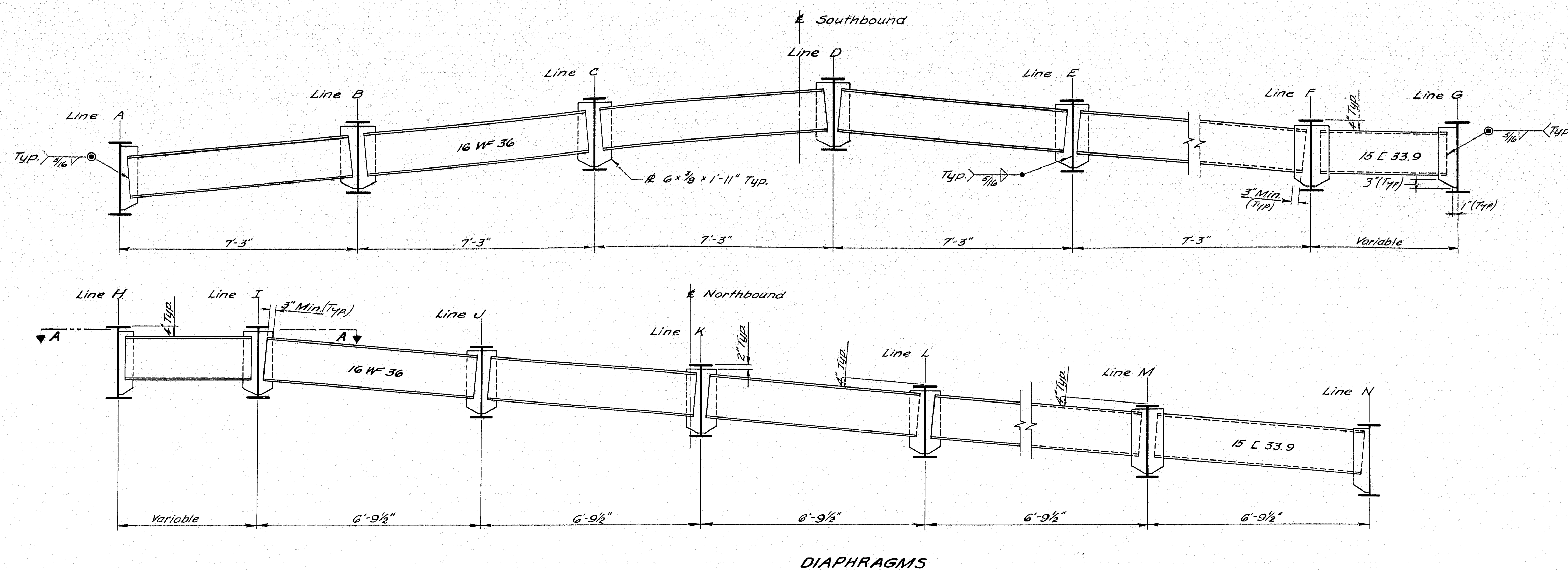
NOTES

Structural steel for beams, cover plates, and splice plates shall conform to A.S.T.M. Designation A-36. Other steel members shall conform to A.S.T.M. Designation A-36 or A-7.

Field connections shall be 1/2" high tensile strength bolts.

Payment for Self Lubricating Bronze Plates to be included in the lump sum prices for Structural Steel, Items 702-103A, and 702-104 A.

DESIGN- ✓	DETAIL- E.L.	BRIDGE NO.
TRACE- N.E.B.	C.D.H.	SURVEY- PLOT-
CHECK- M.W.T.		
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
INTERSTATE 95 OVER		
MAINE CENTRAL RAILROAD		
IN THE TOWN OF FAIRFIELD		
SOMERSET COUNTY		
STEEL DETAILS		
SHEET 73 OF 92 AUGUSTA, MAINE NOV 1962		



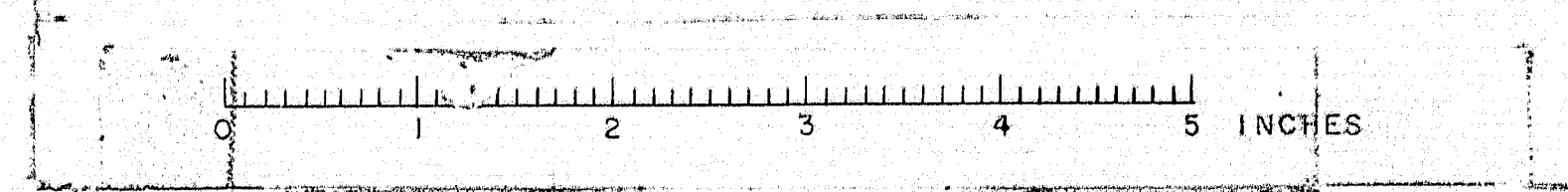
MARK	NUMBER	DESCRIPTION
D1	30	16 WF 36 x 7'-0"
D2	10	15 L 33.9 x 7'-0"
D3	30	16 WF 36 x 6'-6"
D4	10	15 L 33.9 x 6'-6"
D5	1	16 WF 36 x 4'-0"
D6	1	16 WF 36 x 4'-3"
D7	1	16 WF 36 x 4'-4 1/2"
D8	1	16 WF 36 x 4'-8 1/2"
D9	1	15 L 33.9 x 4'-9"
D10	1	15 L 33.9 x 5'-2"
D11	1	16 WF 36 x 5'-0 1/2"
D12	1	16 WF 36 x 5'-6 1/2"
D13	1	16 WF 36 x 5'-4 1/2"
D14	1	16 WF 36 x 5'-11 1/2"
D15	1	15 L 33.9 x 5'-8"
D16	1	15 L 33.9 x 6'-3 1/2"
D17	1	16 WF 36 x 6'-0 1/2"
D18	1	16 WF 36 x 6'-9"
D19	1	16 WF 36 x 6'-5"
D20	1	16 WF 36 x 7'-2 1/2"

DESIGN - J.E. DETAIL - E.E.L.
 TRACE - J.W.H. BRIDGE NO. 95
 CHECK - K.W.T. SURVEY -
 PLOT -

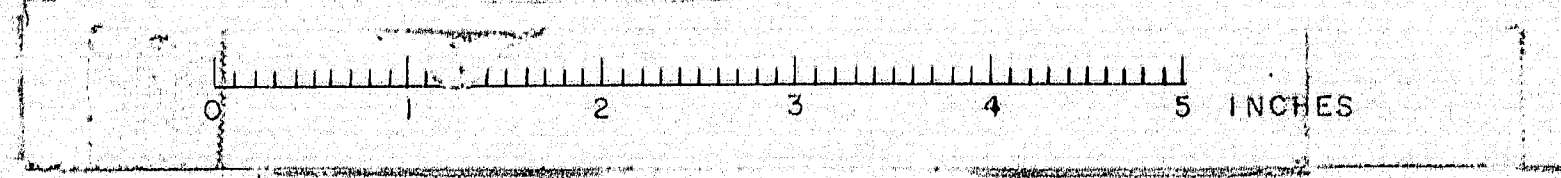
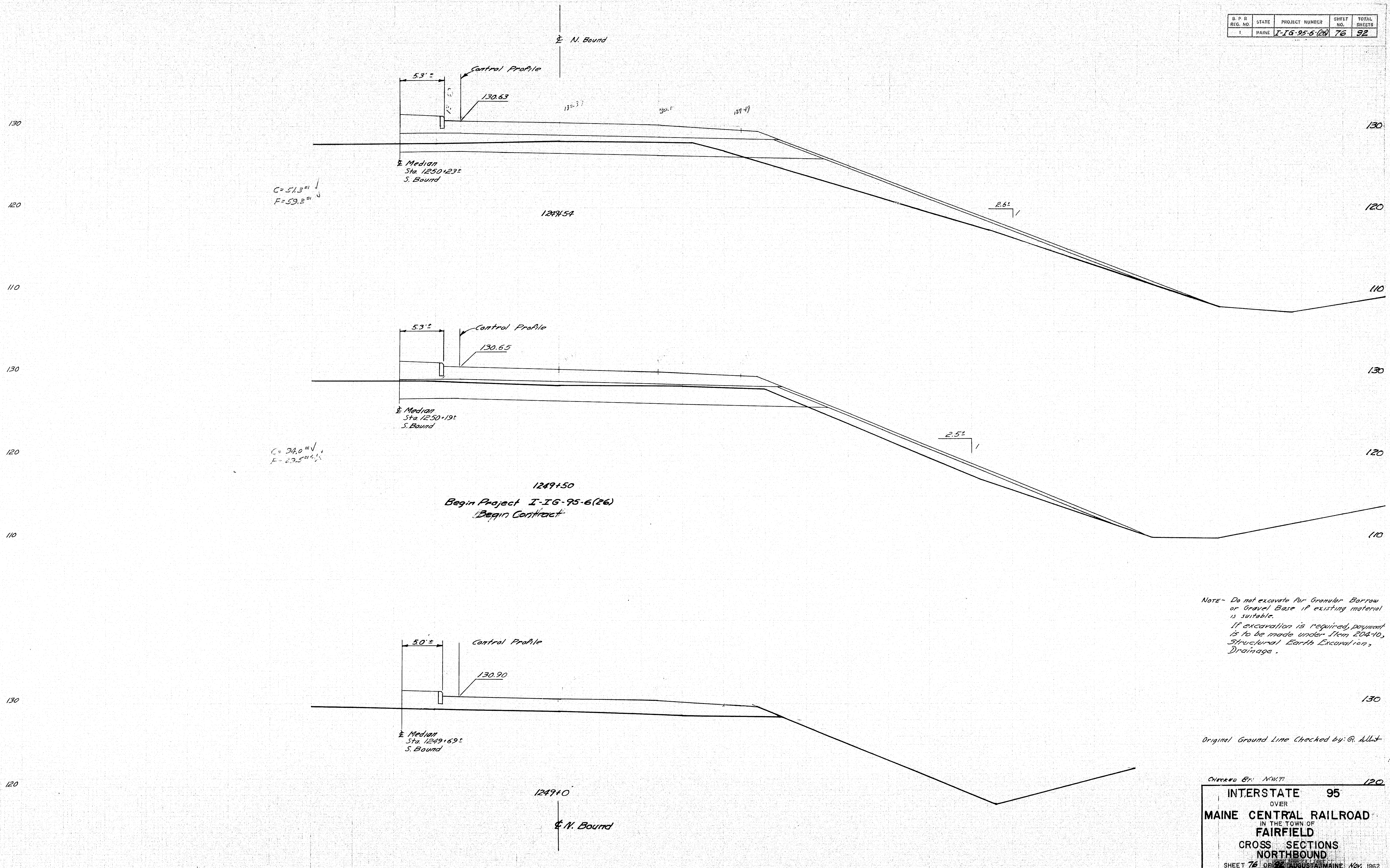
STATE HIGHWAY COMMISSION
 BRIDGE DIVISION

INTERSTATE 95
 OVER
MAINE CENTRAL RAILROAD
 IN THE TOWN OF
 FAIRFIELD
 SOMERSET COUNTY
 STEEL DETAILS

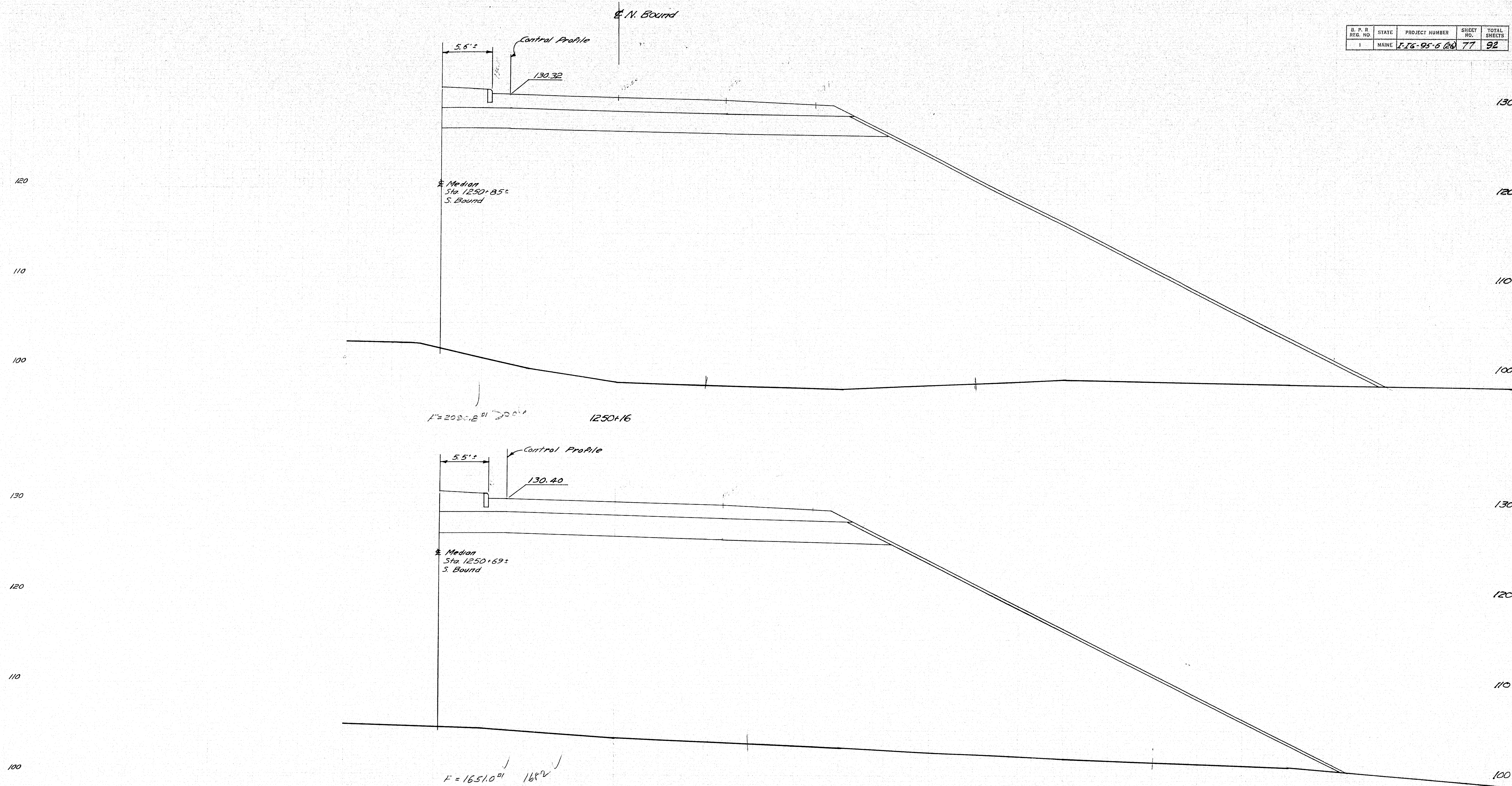
SHEET 74 OF 92 AUGUSTA, MAINE Nov. 1962



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IG-95-6(26)	76	92



D. R. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	156-95-6 64	77	92



$F = 2090.2$ 1250+16

$F = 1651.0$ 168V

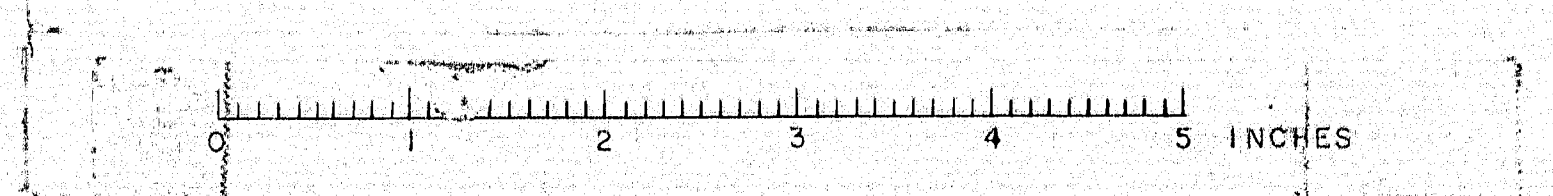
Original Ground Line Checked by: R. Allst

Checked By: NWT

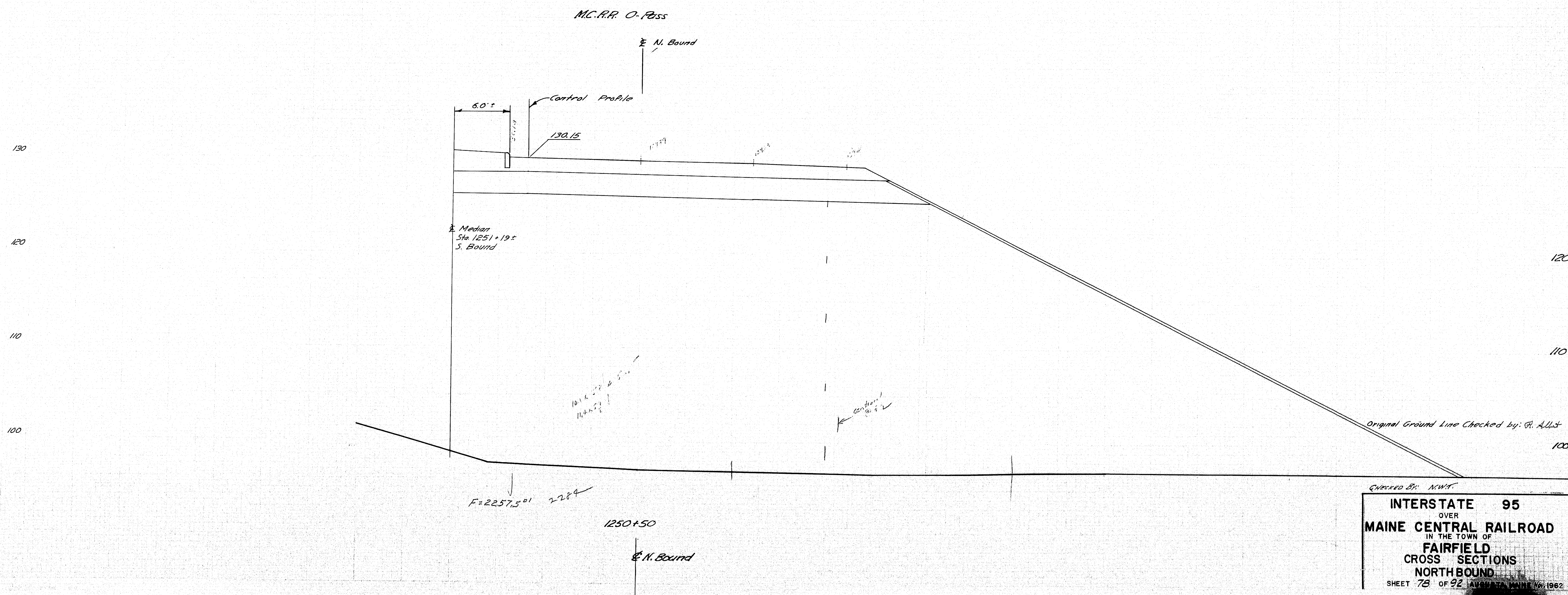
INTERSTATE 95
OVER
MAINE CENTRAL RAILROAD
IN THE TOWN OF
FAIRFIELD
CROSS SECTIONS
NORTHBOUND
SHEET 77 OF 92 MAINE Nov. 1962

1250+0

S. Bound

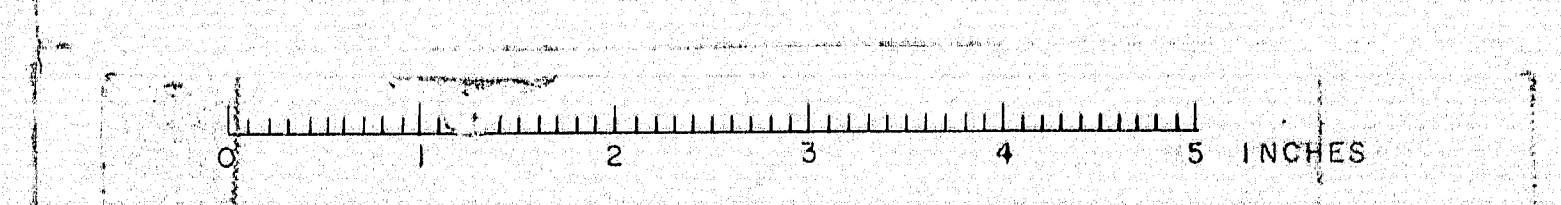


B.P.R.	DATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
REG. NO.	MAINE	7-16-95-6(28)	78	92

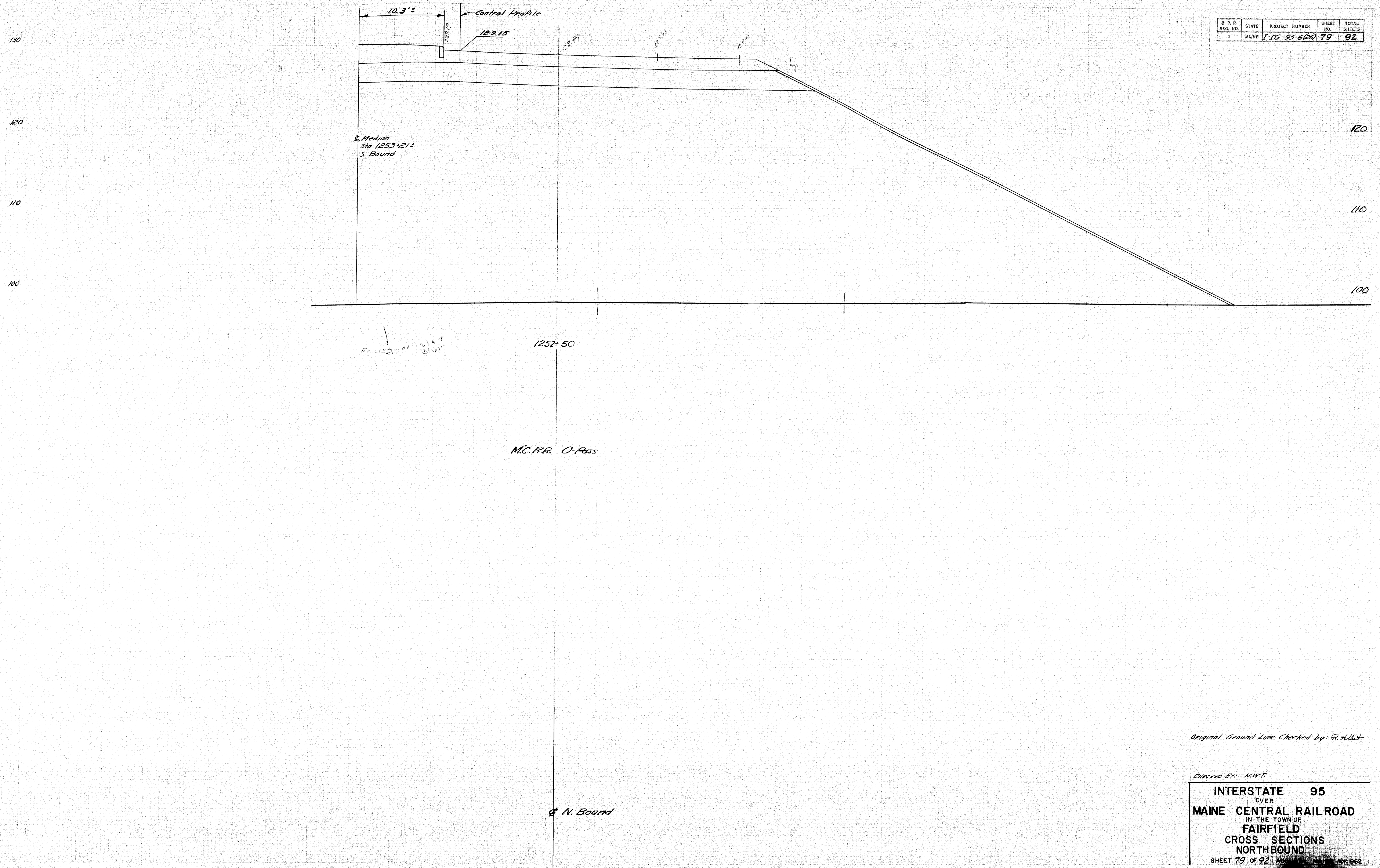


CHECKED BY: M.W.A.

INTERSTATE 95
OVER
MAINE CENTRAL RAILROAD
IN THE TOWN OF
FAIRFIELD
CROSS SECTIONS
NORTH BOUND
SHEET 78 OF 92 (ALTERNATE MAINE 1962)



D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(28)	79	92

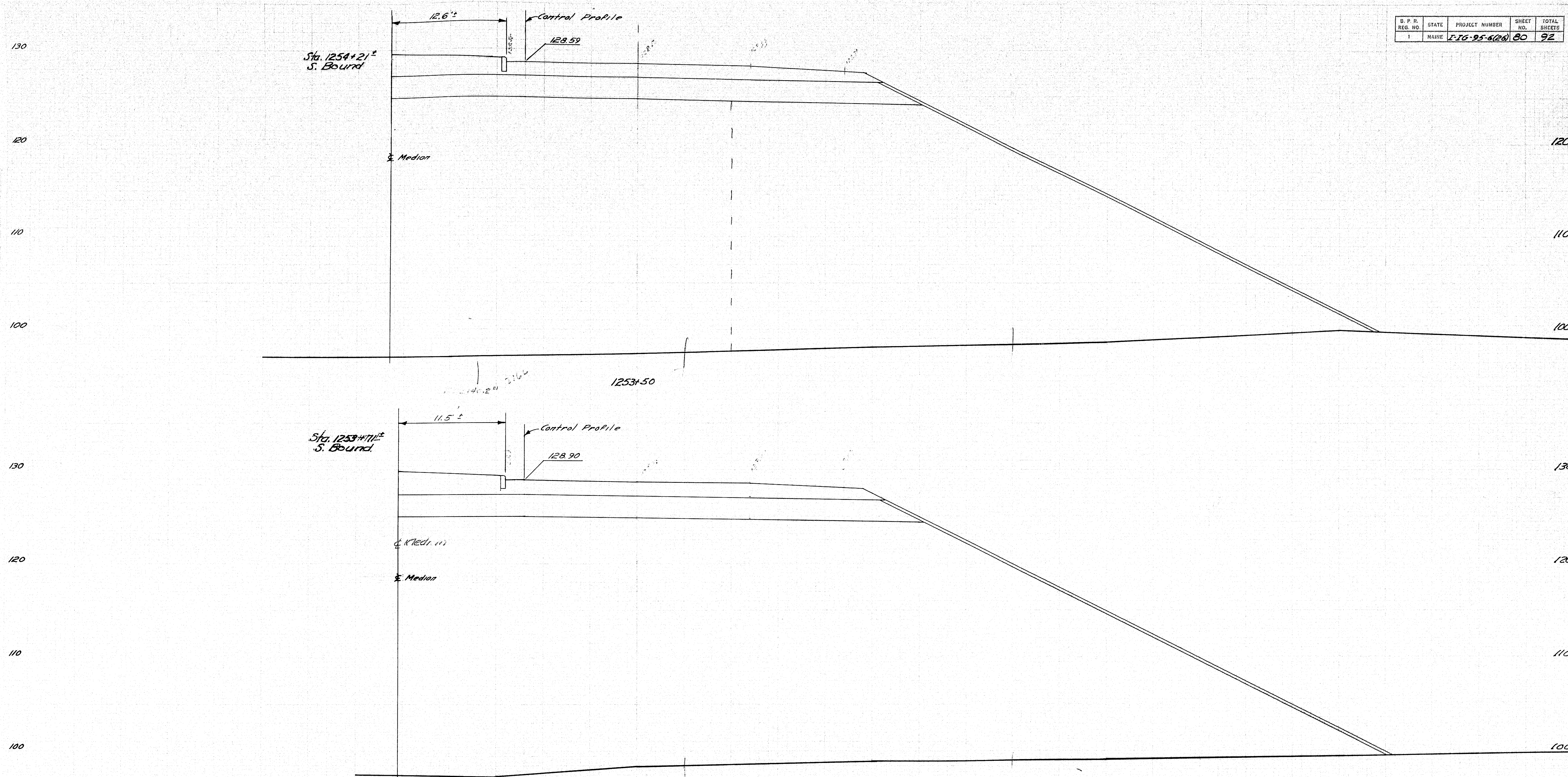


Original Ground Line Checked by: R. Allist

Checked by: MWT

INTERSTATE 95
OVER
MAINE CENTRAL RAILROAD
IN THE TOWN OF
FAIRFIELD
CROSS SECTIONS
NORTHBOUND
SHEET 79 OF 92 AUGUST 1962

D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	176-95-6(26)	80	92

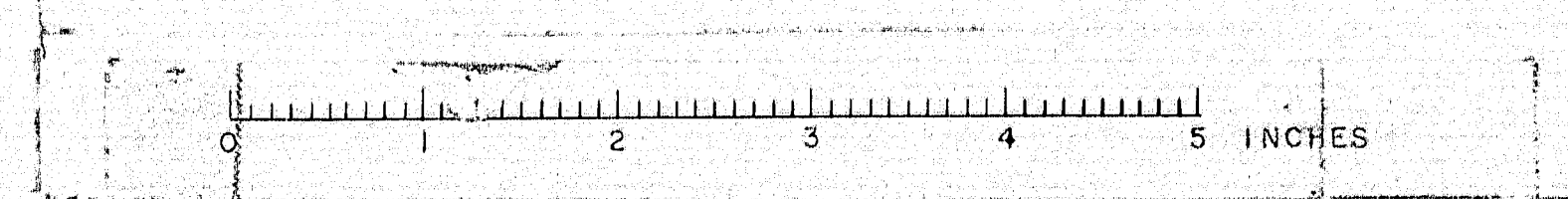


1253+0
N. Bound
F = 2093.31
2122

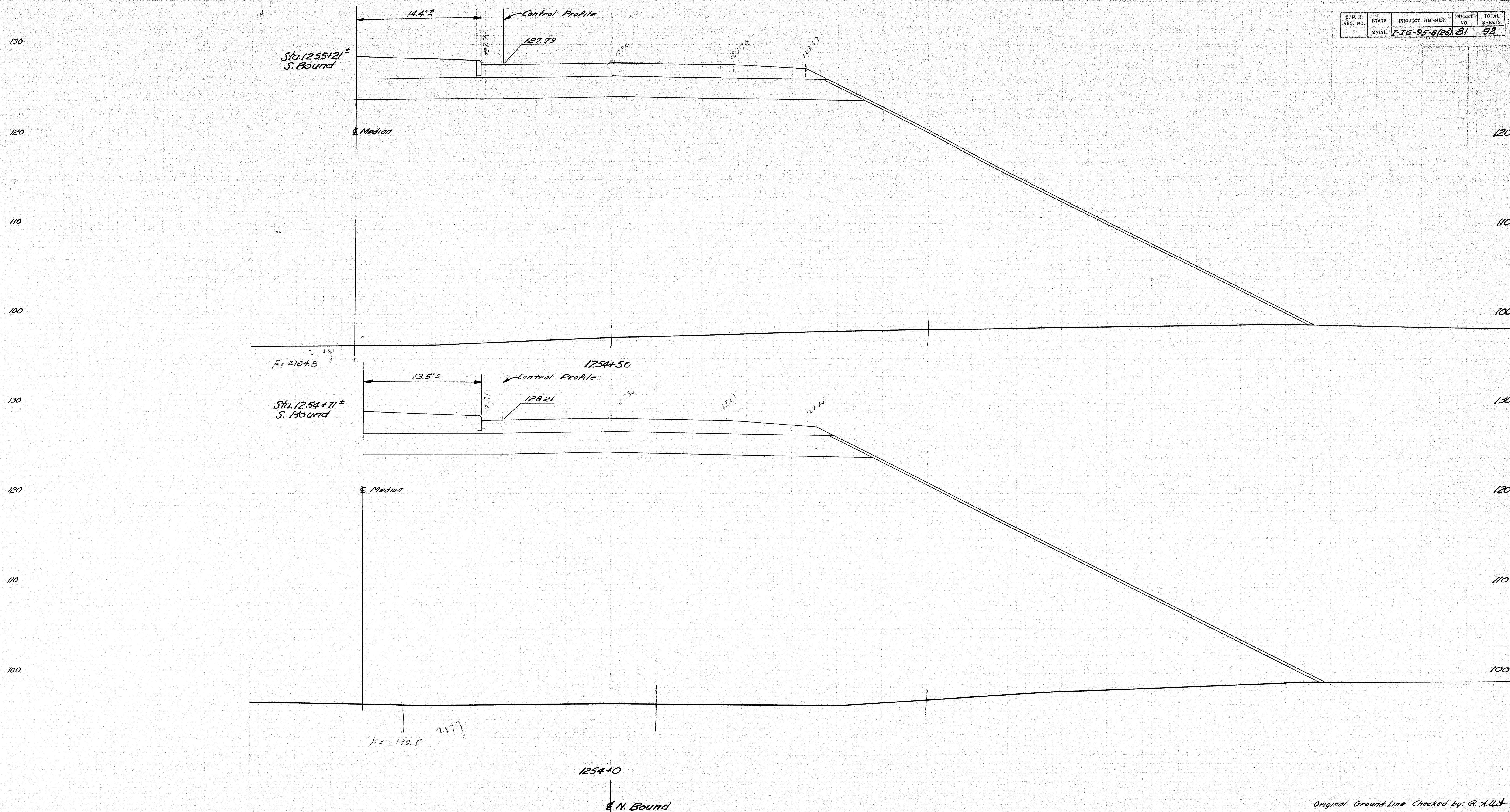
Original Ground Line Checked by: R. A. L. S.

Checked by: N. W. T.

INTERSTATE 95
OVER
MAINE CENTRAL RAILROAD
IN THE TOWN OF
FAIRFIELD
CROSS SECTIONS
NORTHBOUND
SHEET 80 OF 92 AUGUSTA, MAINE NOV. 1962

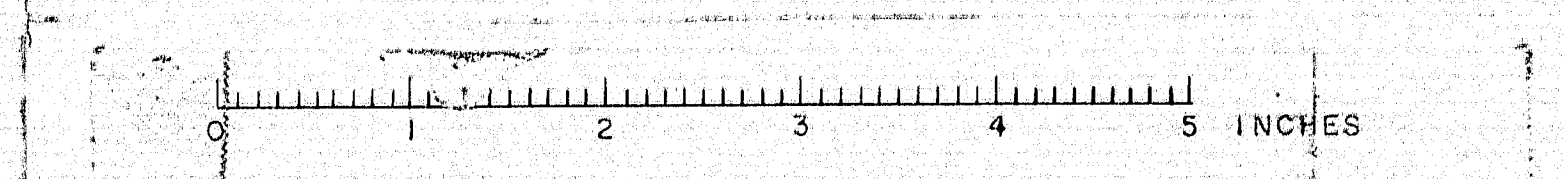


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-16-95-6(20)	81	92

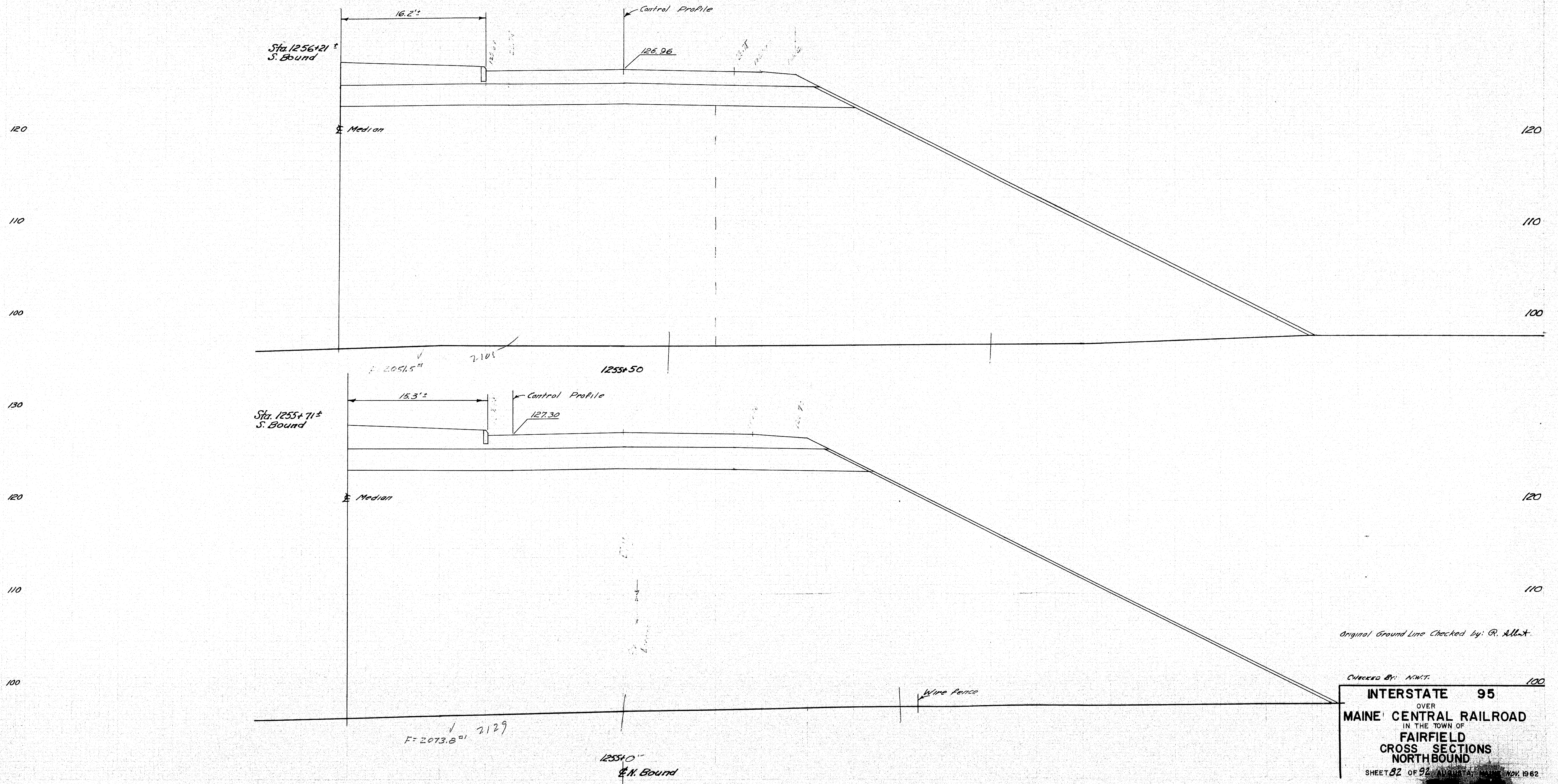


Checked By: K.W.T.

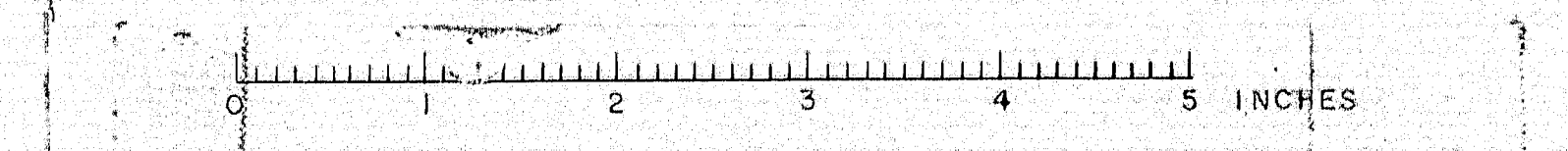
INTERSTATE 95
OVER
MAINE CENTRAL RAILROAD
IN THE TOWN OF
FAIRFIELD
CROSS SECTIONS
NORTHBOUND
SHEET 81 OF 92 AUGUSTA, MAINE NOV. 1982



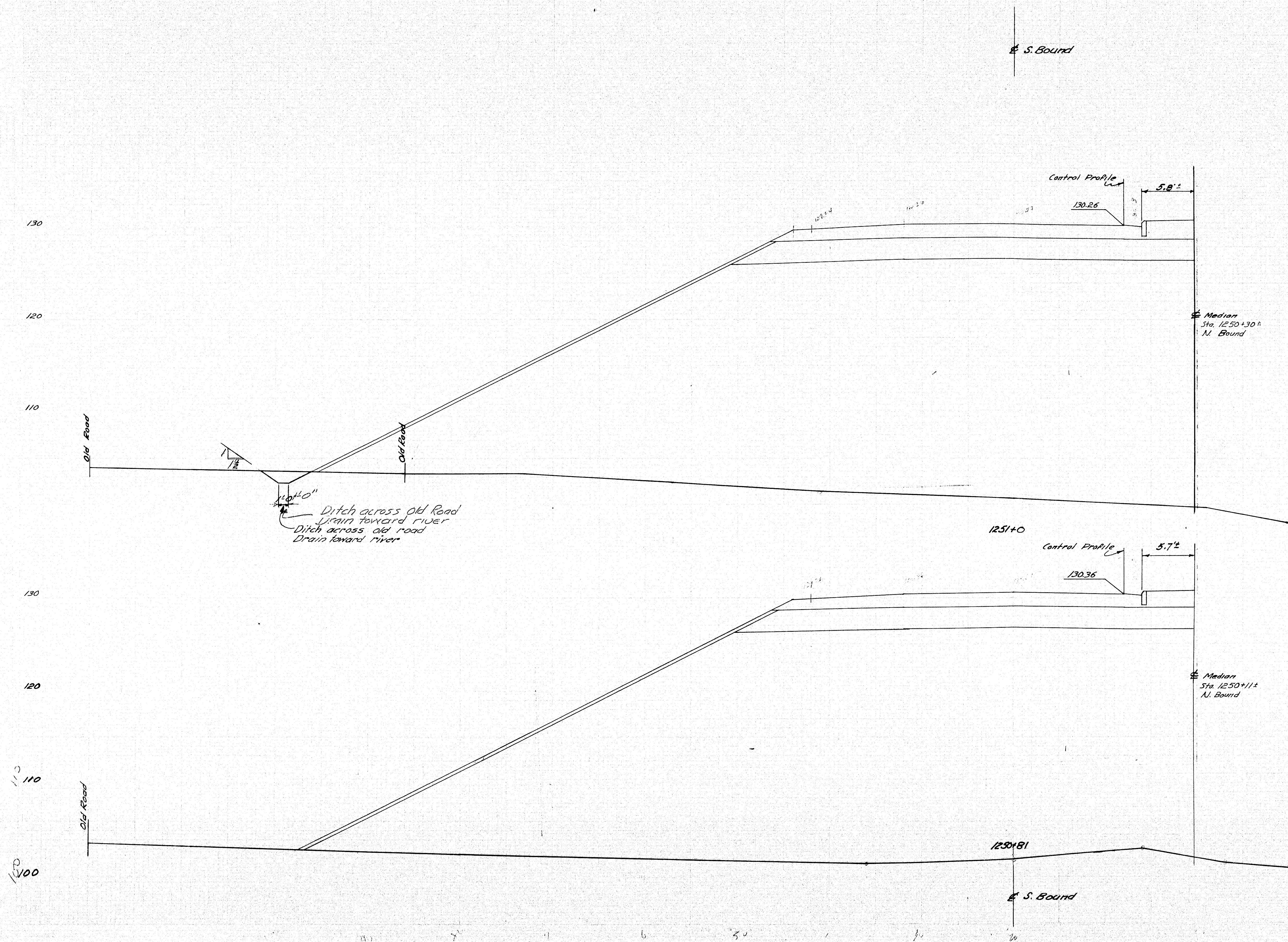
B. P. R. REF. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	7-16-95-626	82	92



INTERSTATE 95
OVER
MAINE CENTRAL RAILROAD
IN THE TOWN OF
FAIRFIELD
CROSS SECTIONS
NORTHBOUND
SHEET 82 OF 92



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	116-95-6(26)	84	92



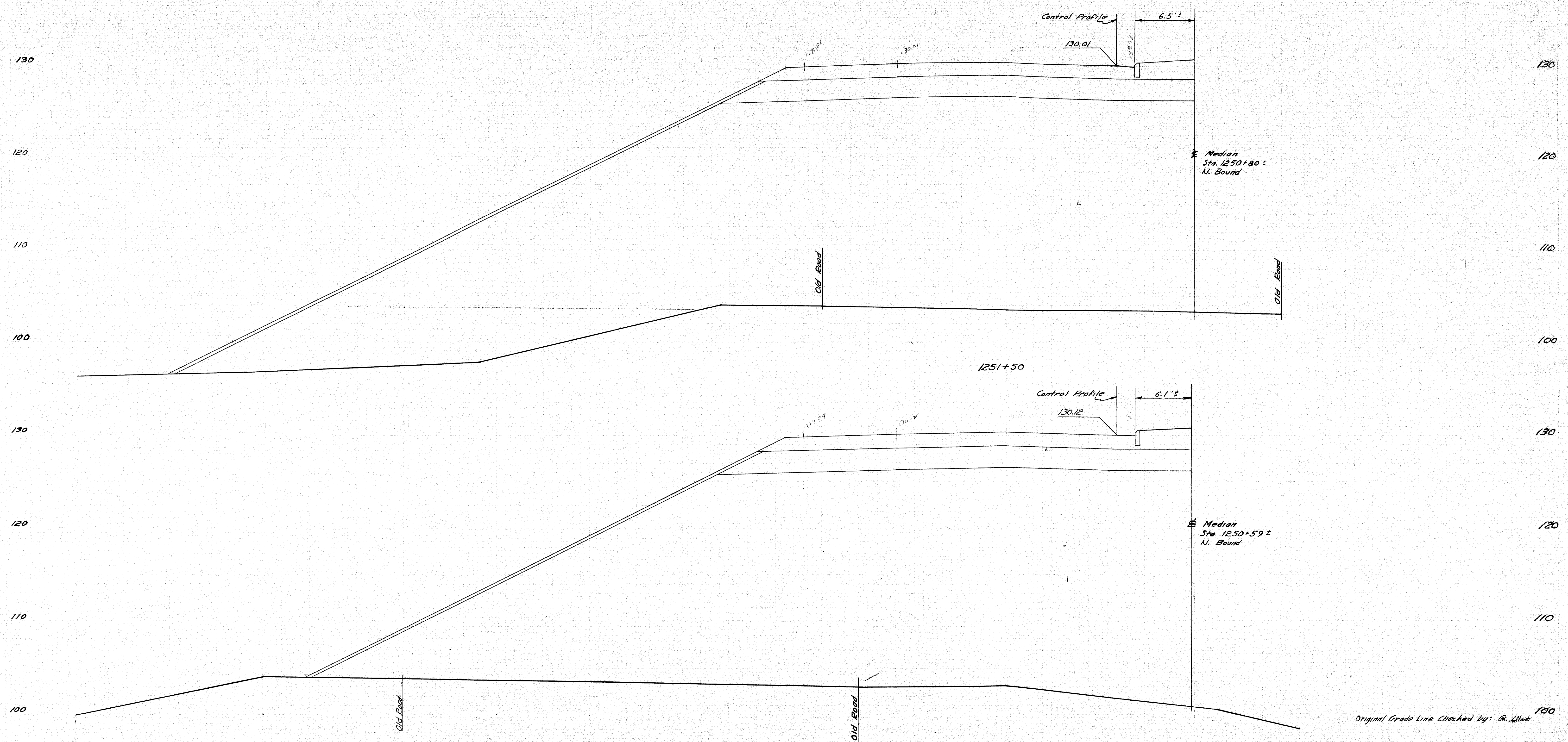
Original Grade Line Checked by: G. Abbott

Checked By: NWT
INTERSTATE 95
 OVER
MAINE CENTRAL RAILROAD
 IN THE TOWN OF
FAIRFIELD
CROSS SECTIONS
SOUTHBOUND
 SHEET 84 OF 92

MCRR C-855

S. Bound

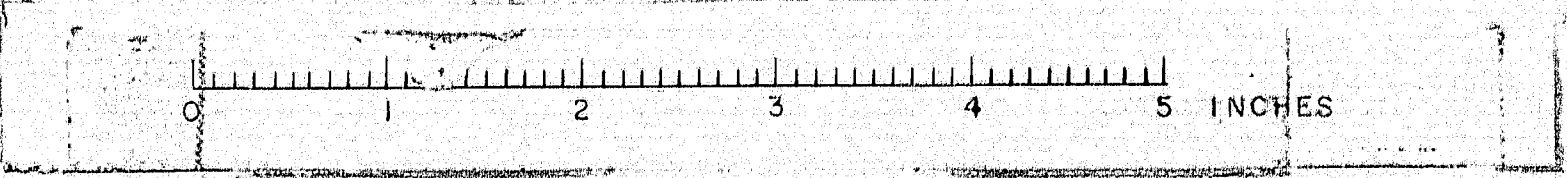
D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-95-6(26)	85	92



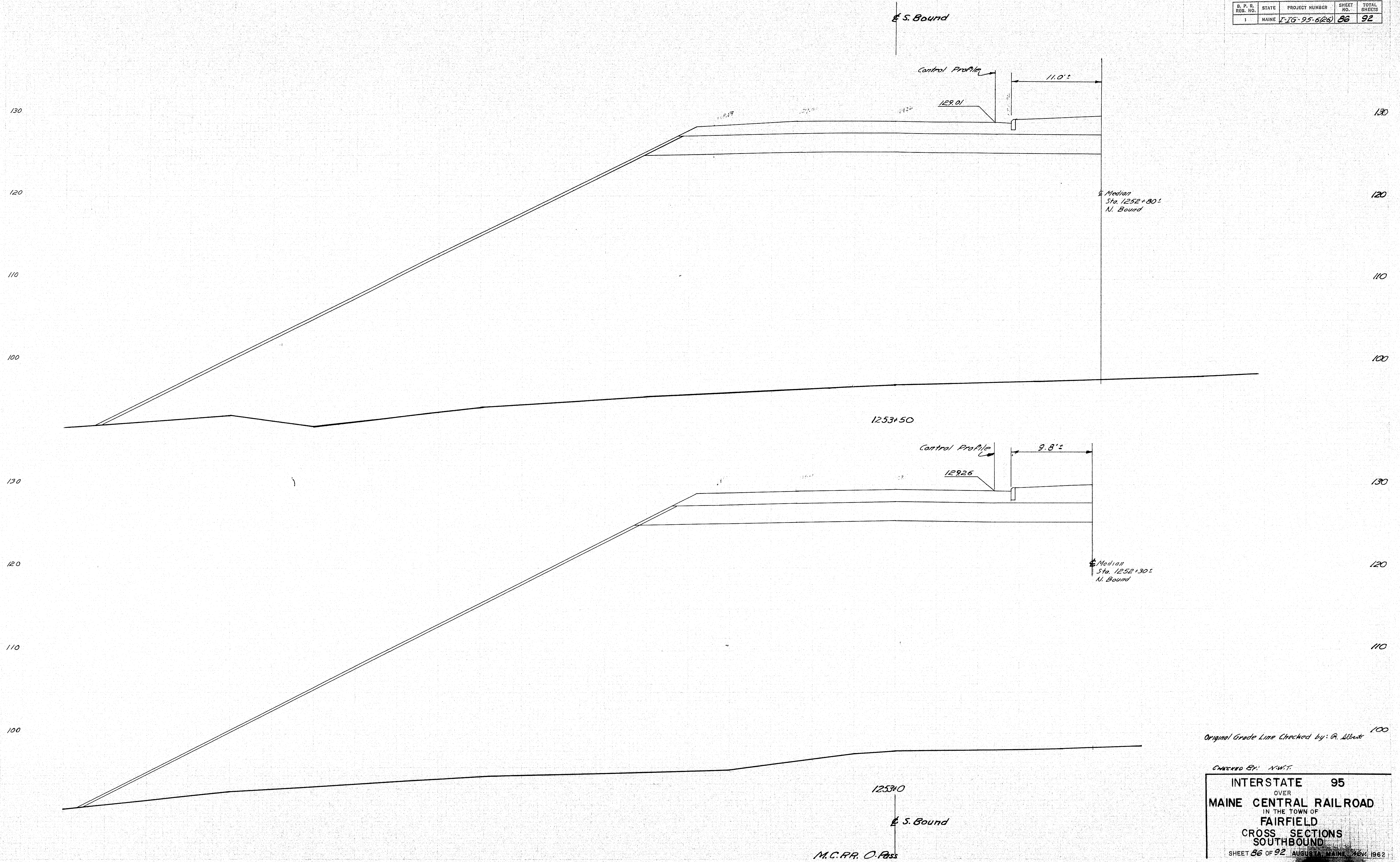
Original Grade Line Checked by: A. S. Allen

Checked By: NMT

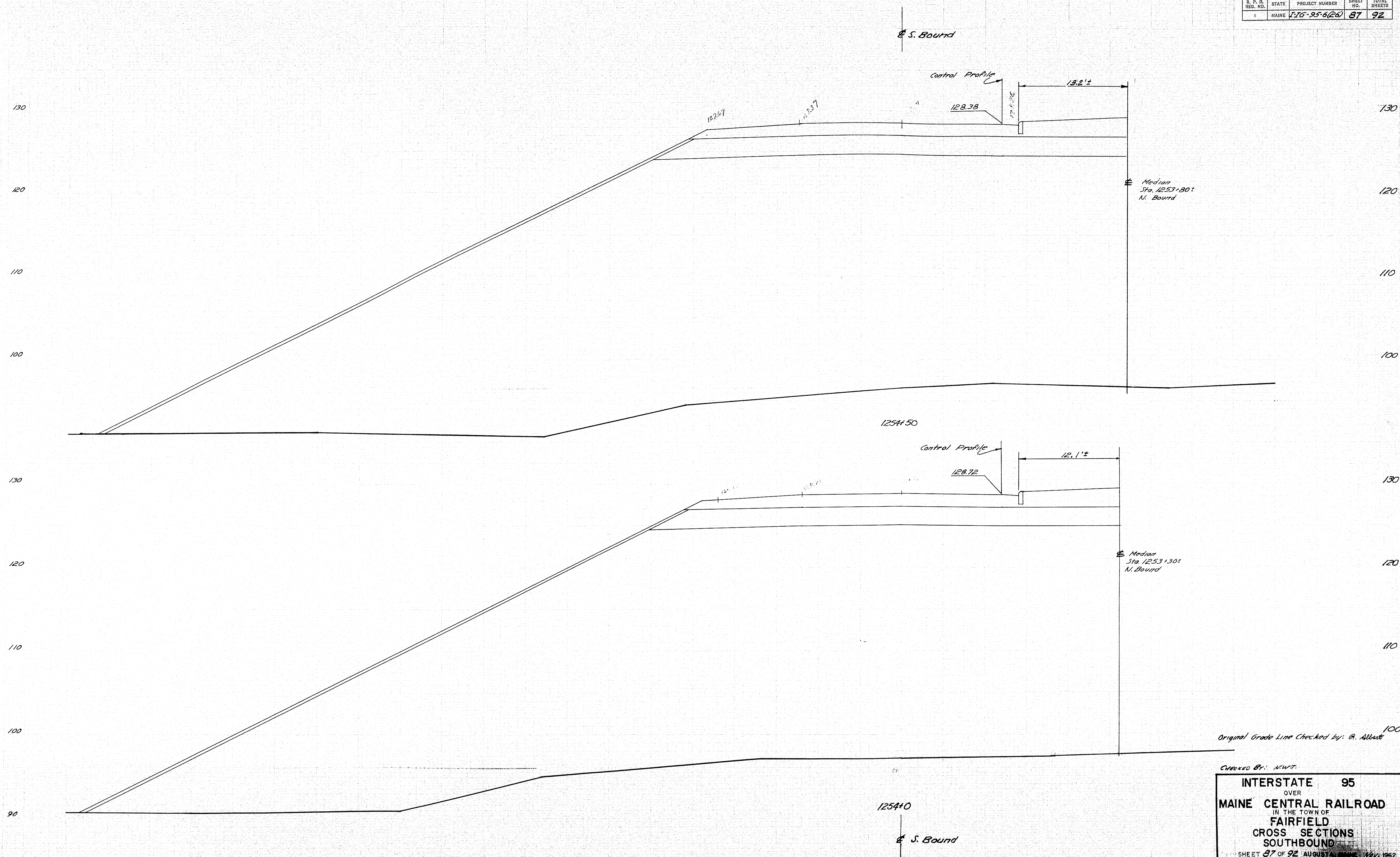
INTERSTATE 95
OVER
MAINE CENTRAL RAILROAD
IN THE TOWN OF
FAIRFIELD
CROSS SECTIONS
SOUTHBOUND
SHEET 85 OF 92 AUGUST 1962



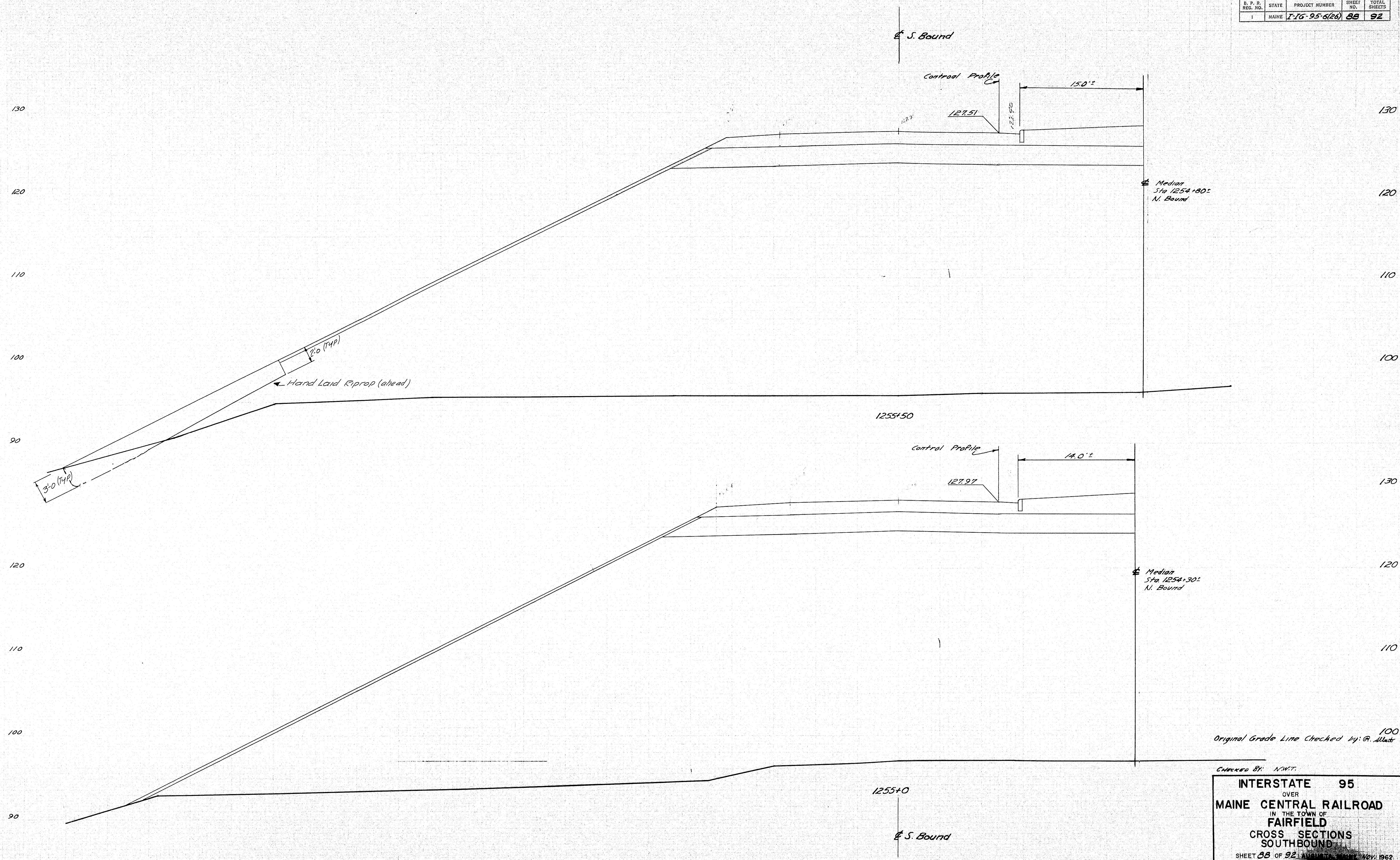
B. P. R. SHEET NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-19-95-6120	86	92



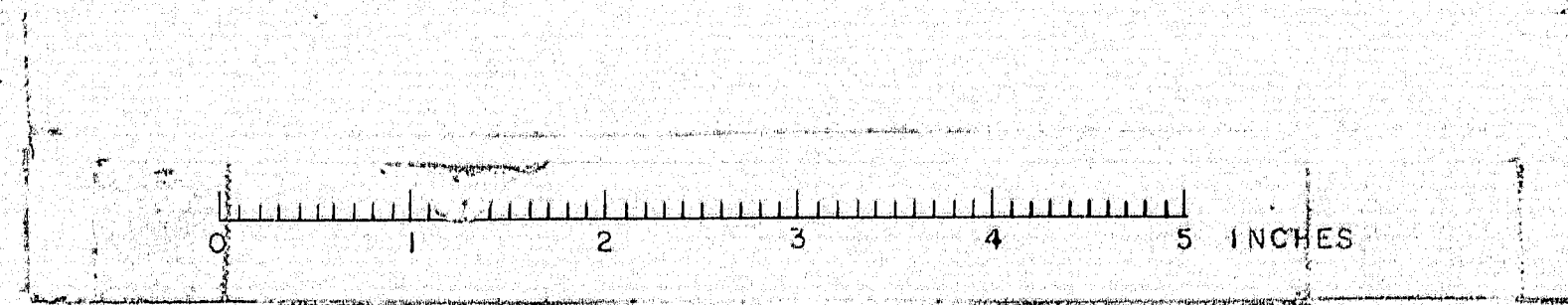
D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	176-95-6(26)	87	92



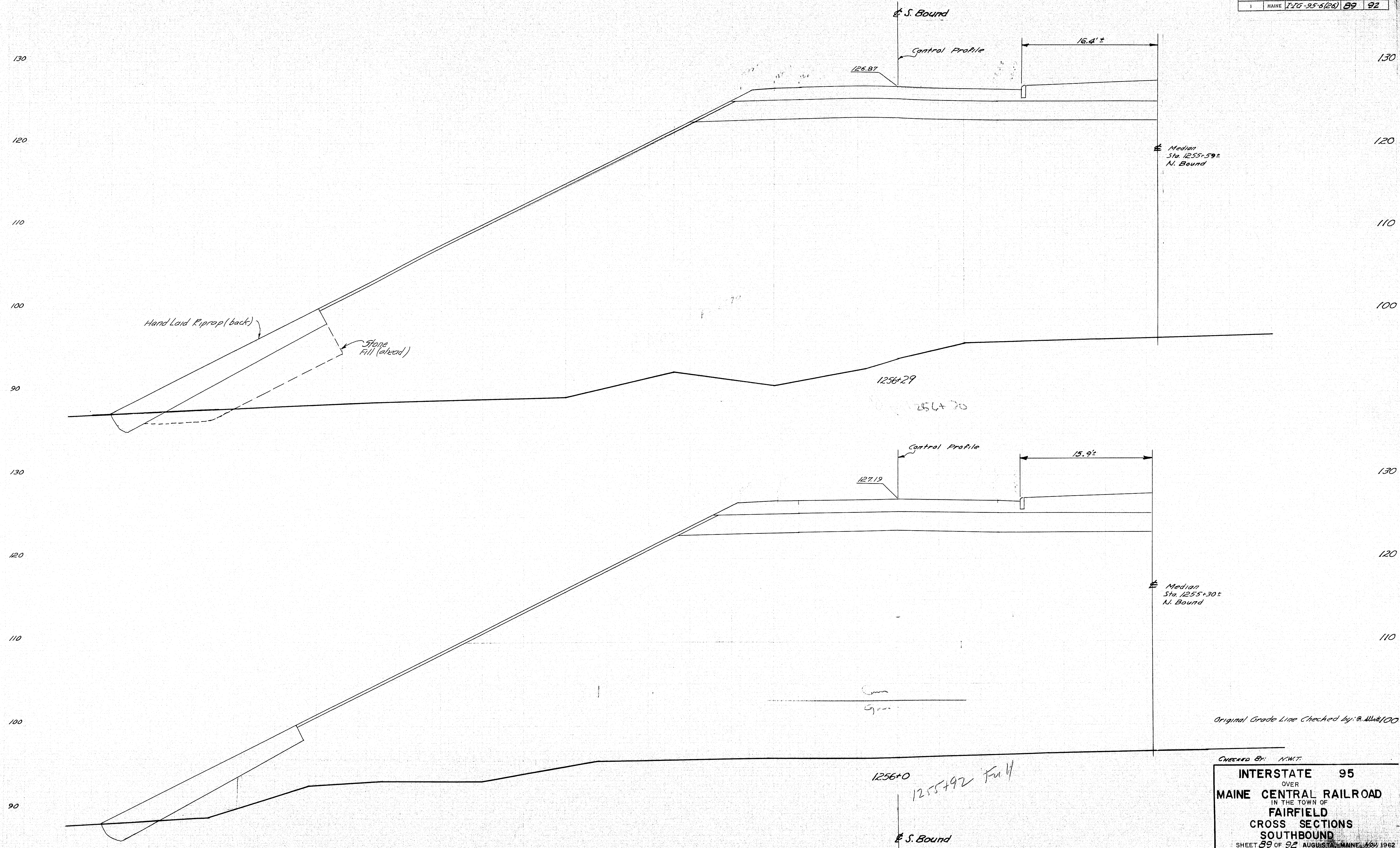
D. P. S. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-16-95-6(26)	88	92



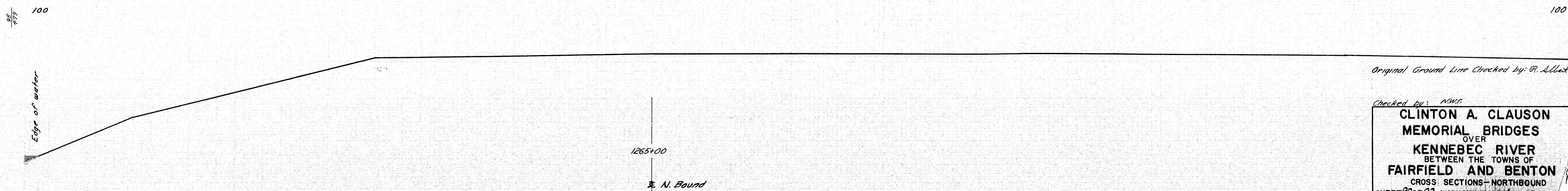
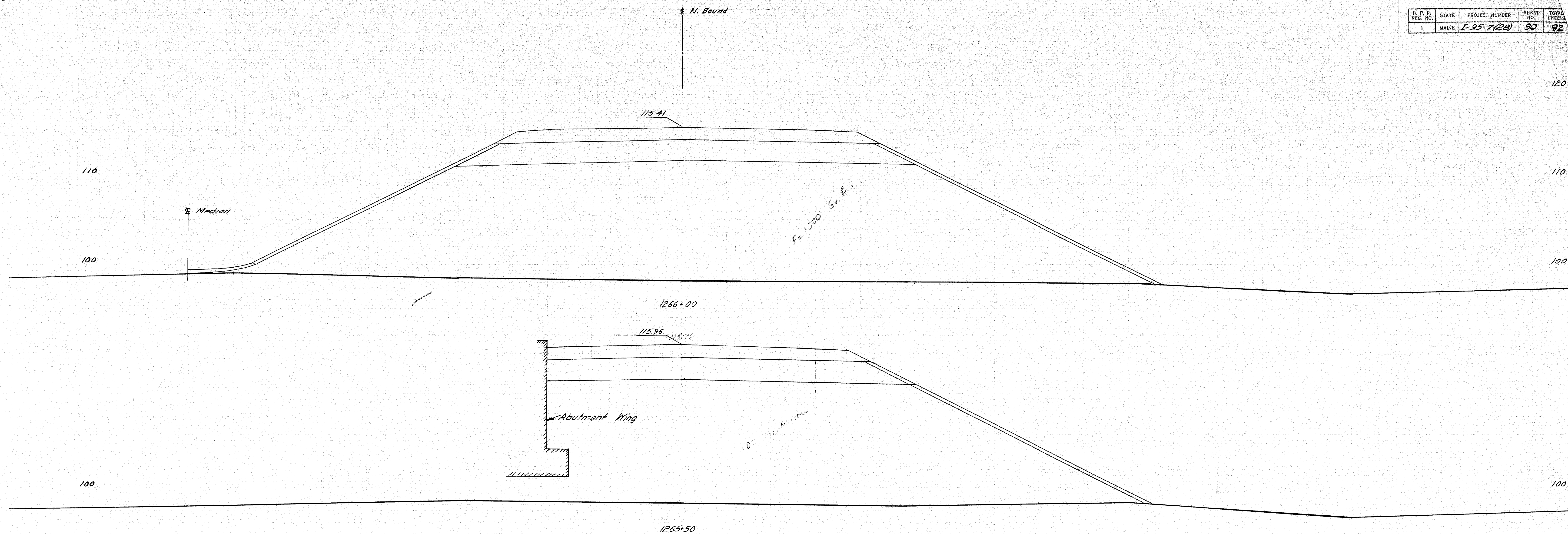
INTERSTATE 95
OVER
MAINE CENTRAL RAILROAD
IN THE TOWN OF
FAIRFIELD
CROSS SECTIONS
SOUTHBOUND
SHEET 88 OF 92, AUGUST 1962



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-76-95-6(26)	89	92



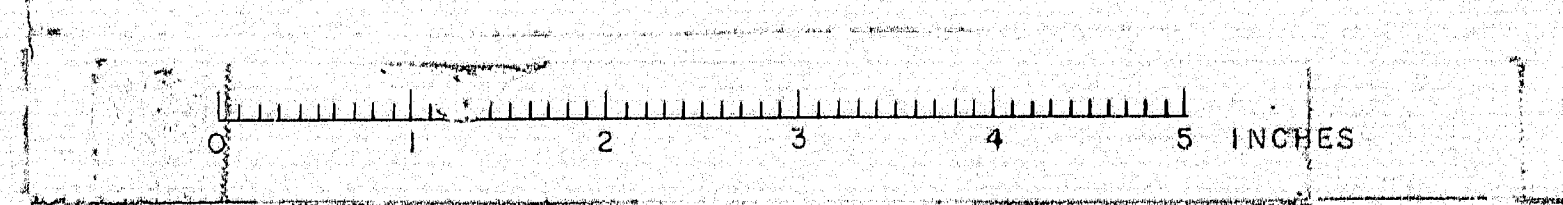
D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-95-7(28)	90	92



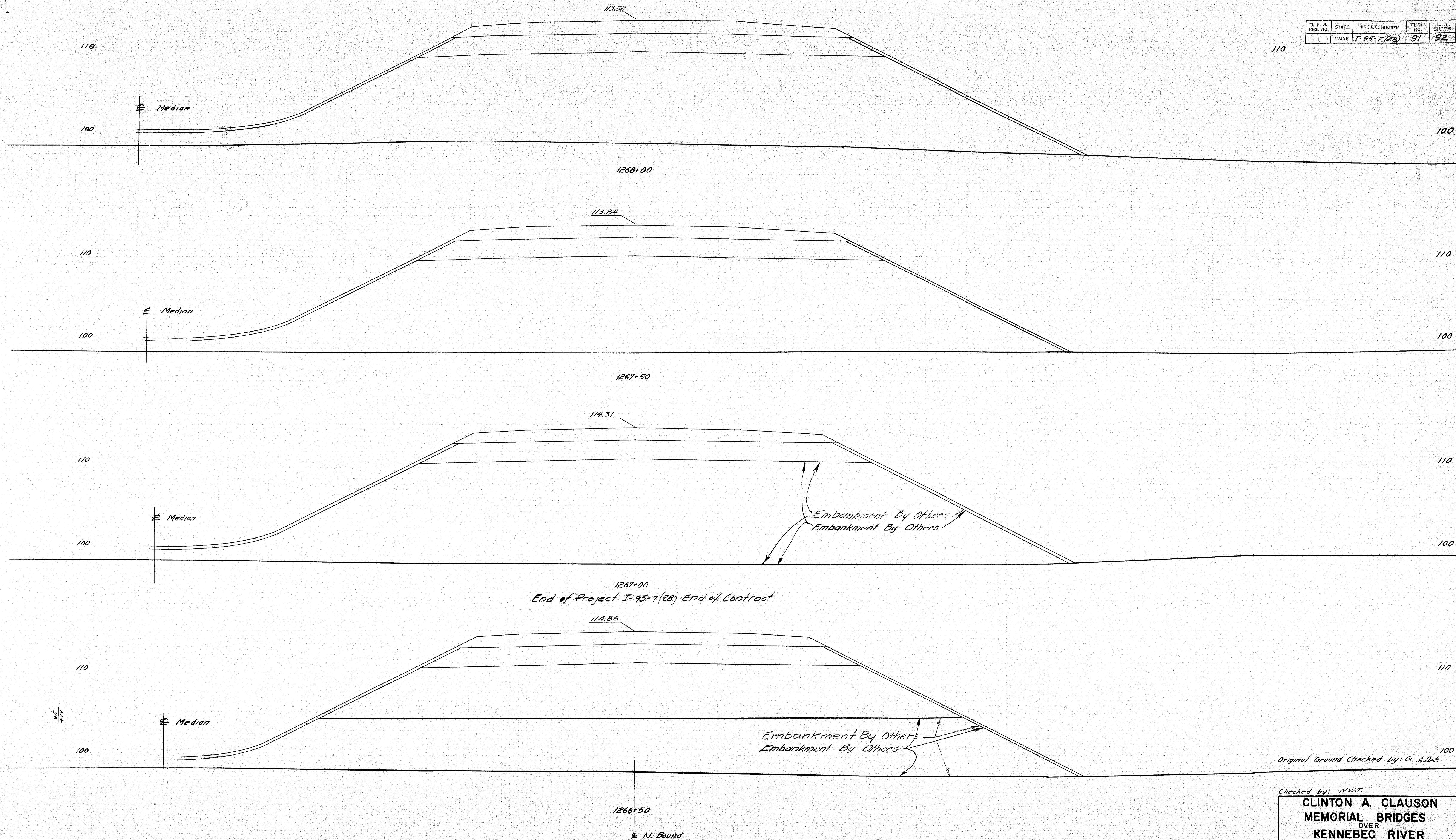
Original Ground Line Checked by: R. Allert

Checked by: NMT

CLINTON A. CLAUSON
OVER
MEMORIAL BRIDGES
KENNEBEC RIVER
BETWEEN THE TOWNS OF
FAIRFIELD AND BENTON
CROSS SECTIONS-NORTHBOUND
SHEET 90 OF 92 AUGUSTA, MAINE 1/24



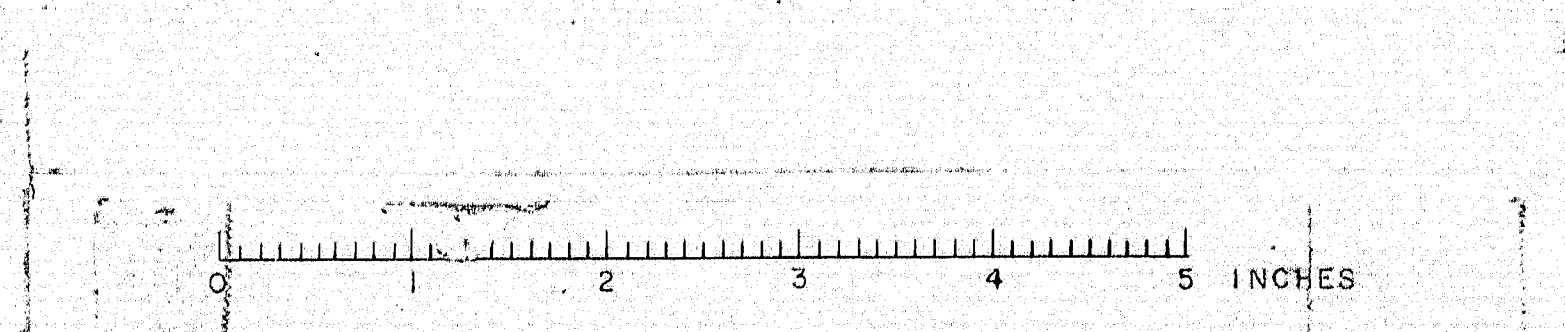
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(28)	91	92



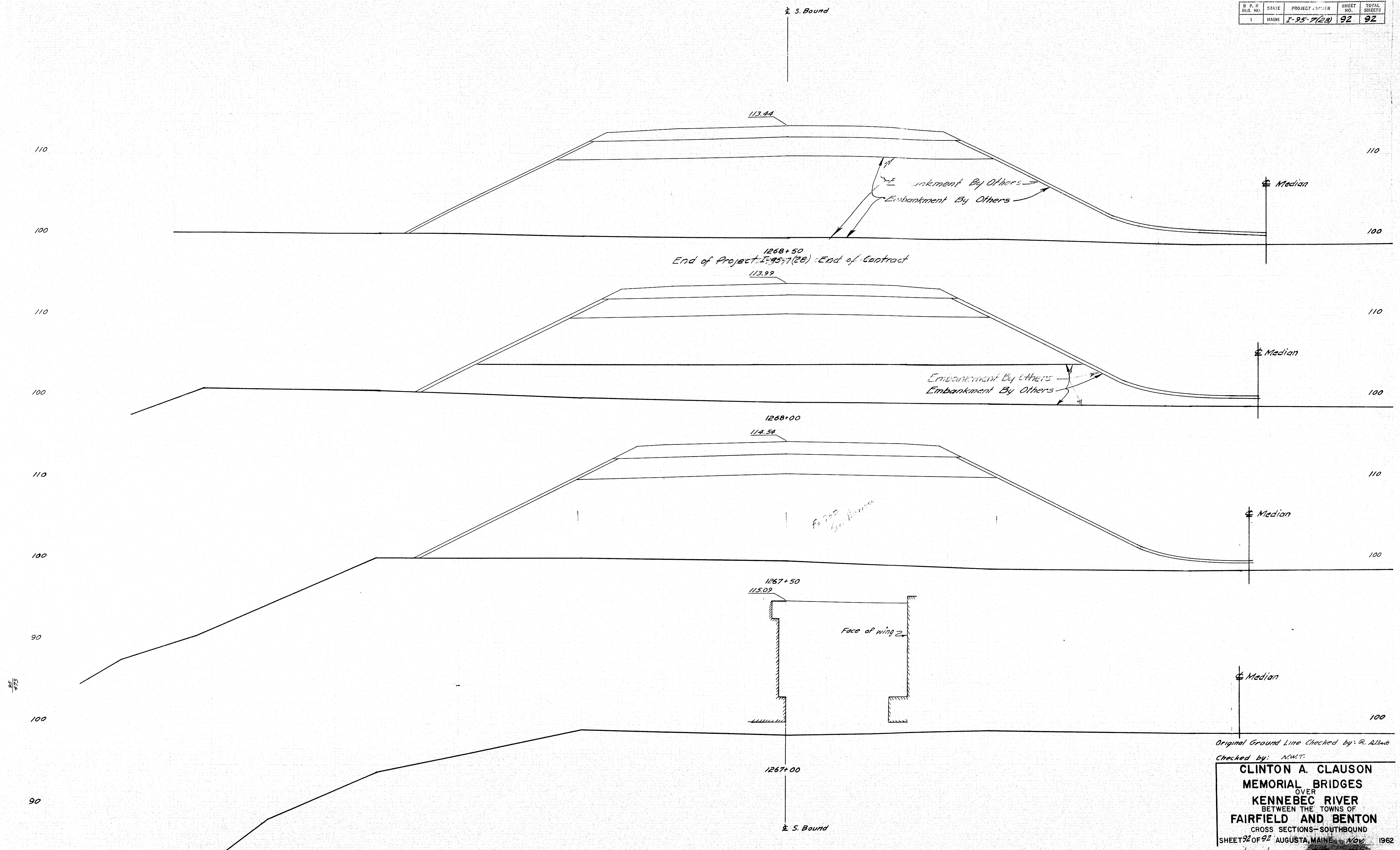
Original Ground Checked by: G. A. Lunt

Checked by: M.W.T.

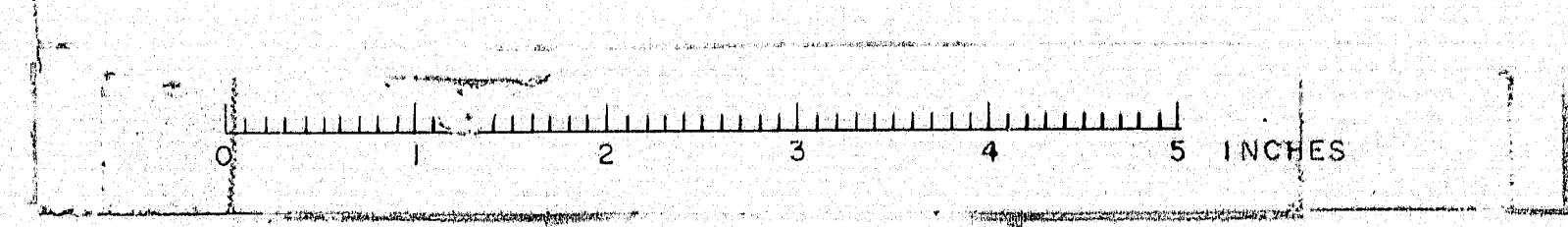
CLINTON A. CLAUSON
OVER
MEMORIAL BRIDGES
KENNEBEC RIVER
BETWEEN THE TOWNS OF
FAIRFIELD AND BENTON
CROSS SECTIONS—NORTHBOUND
SHEET 91 OF 92 AUGUSTA, MAINE—1 NOV. 1962

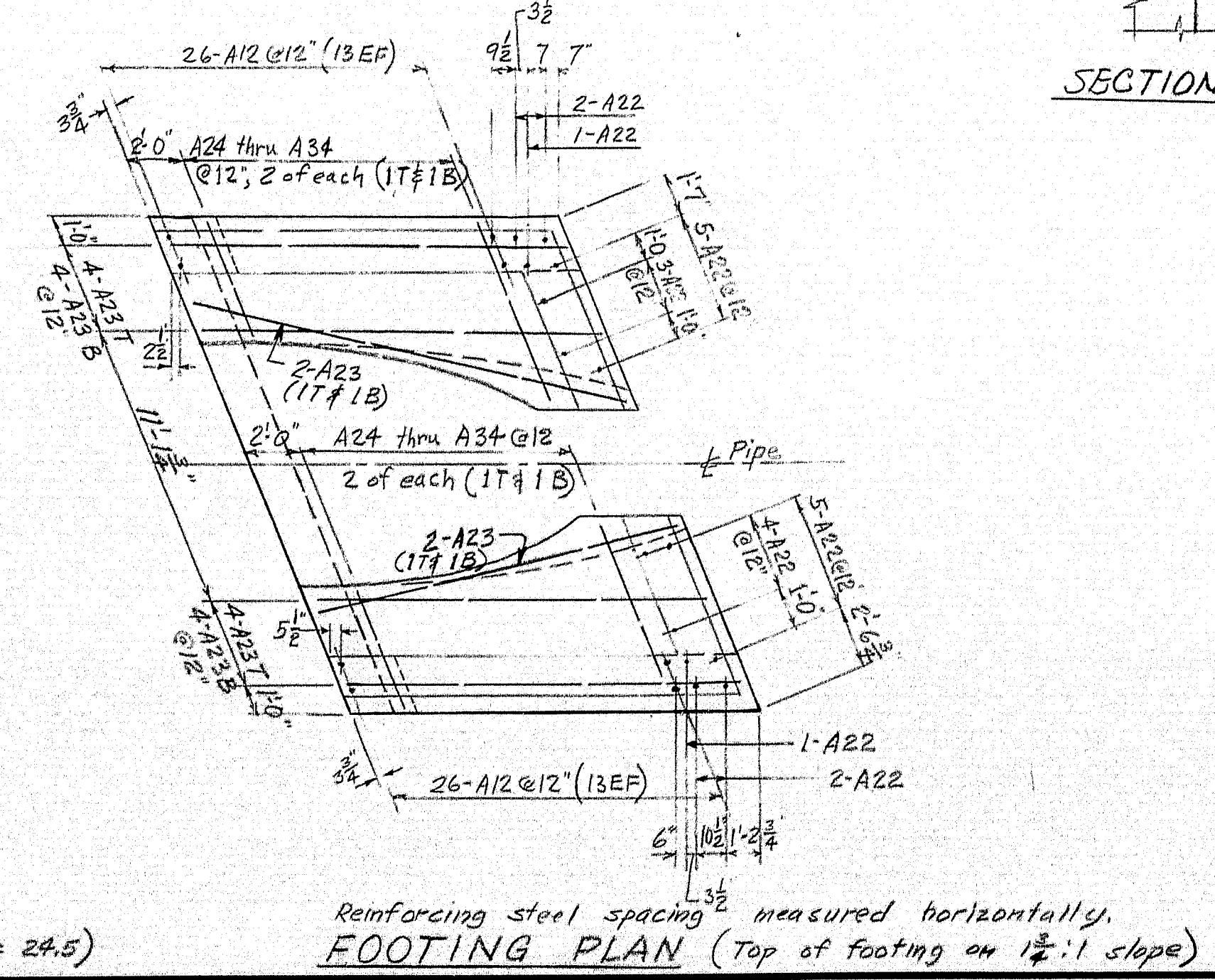
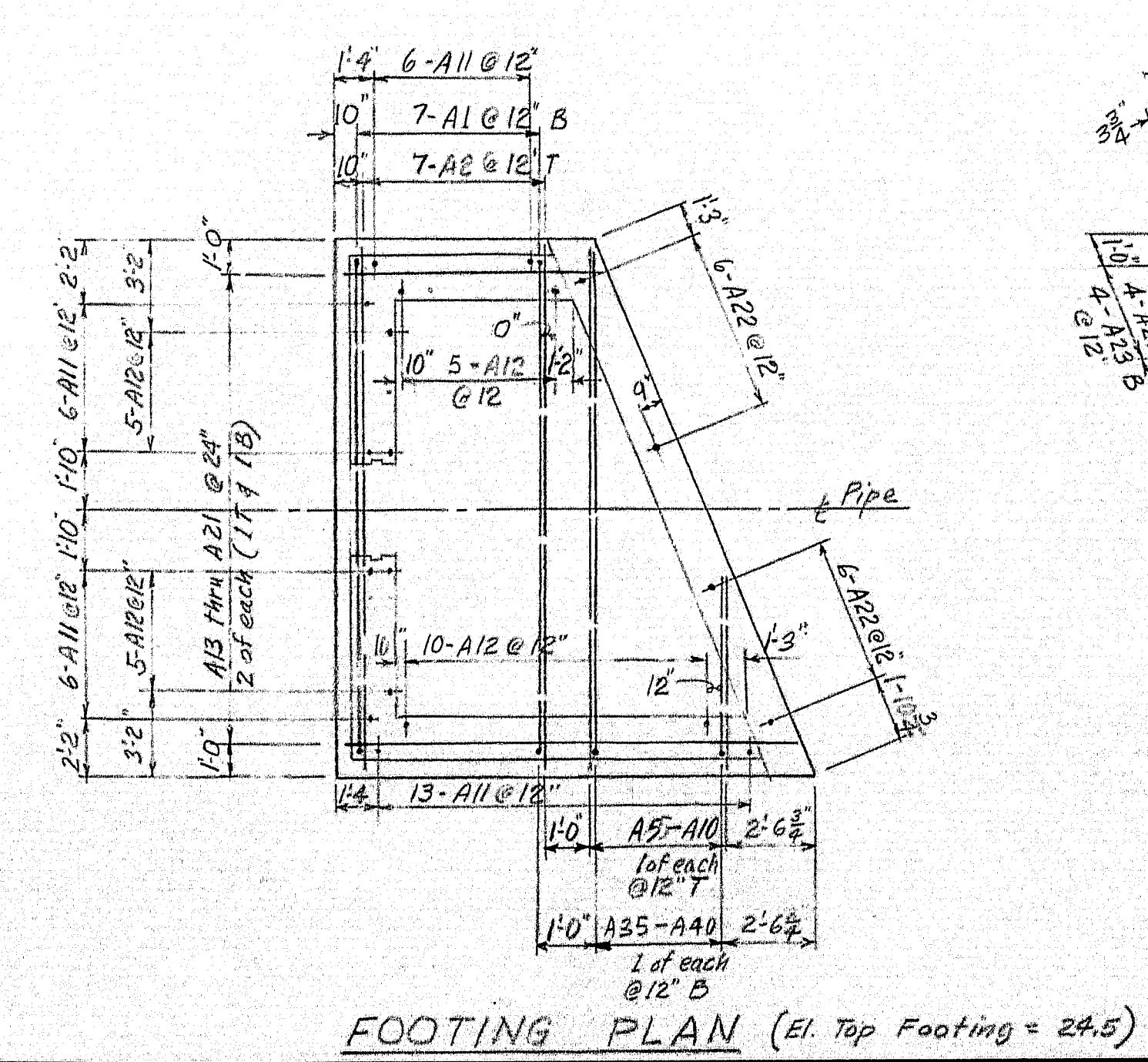
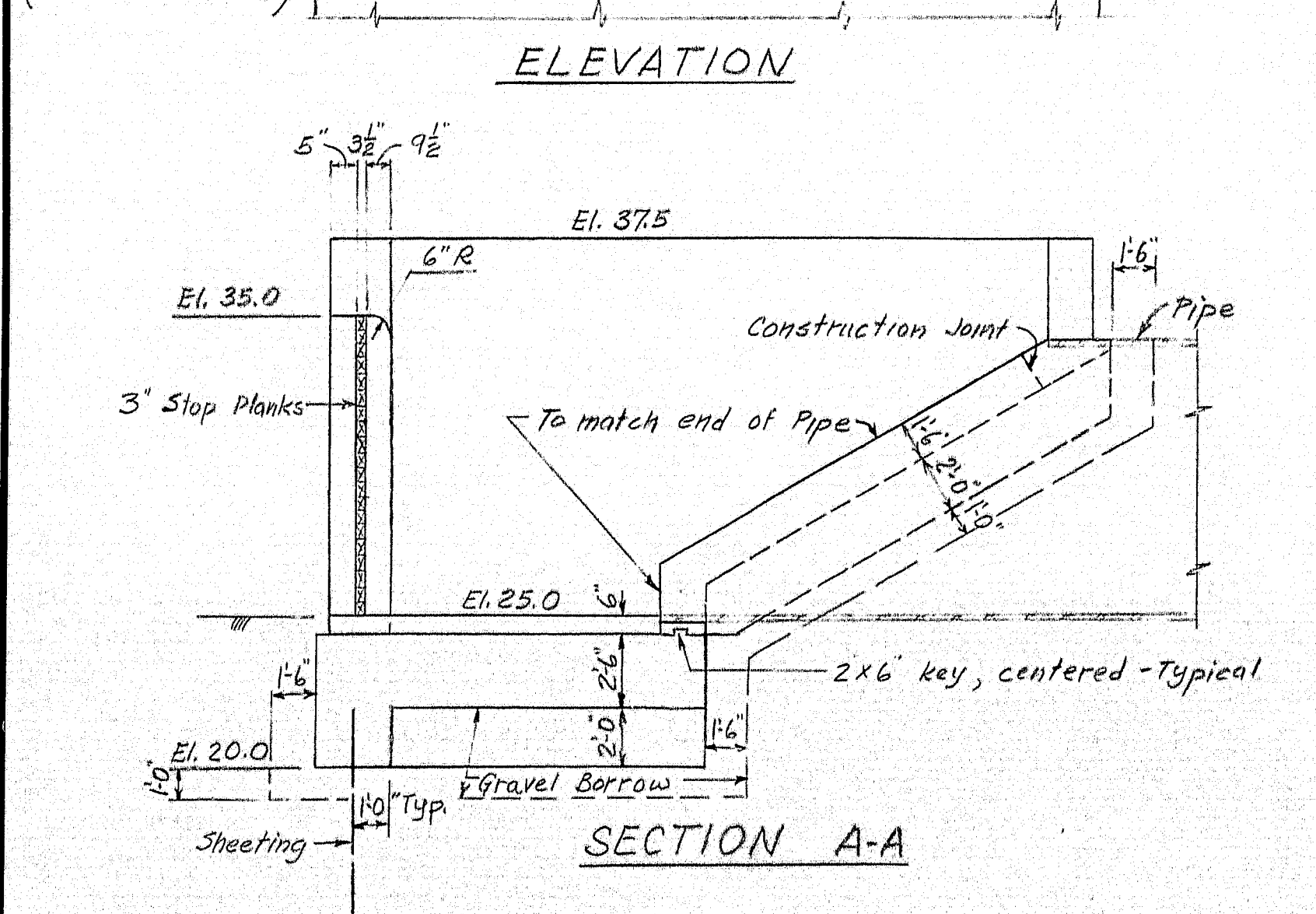
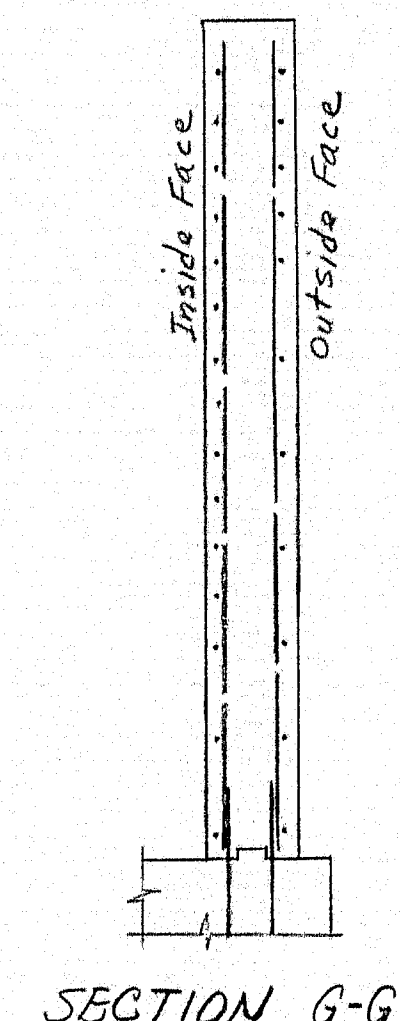
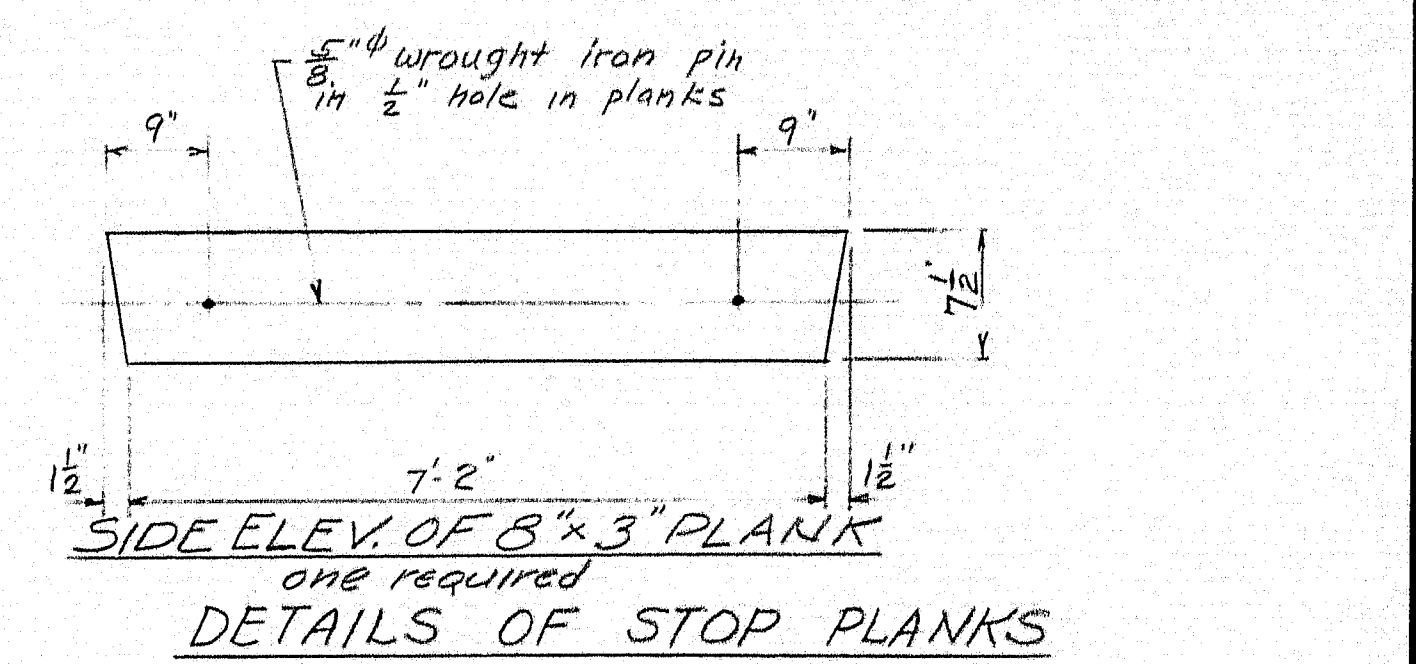
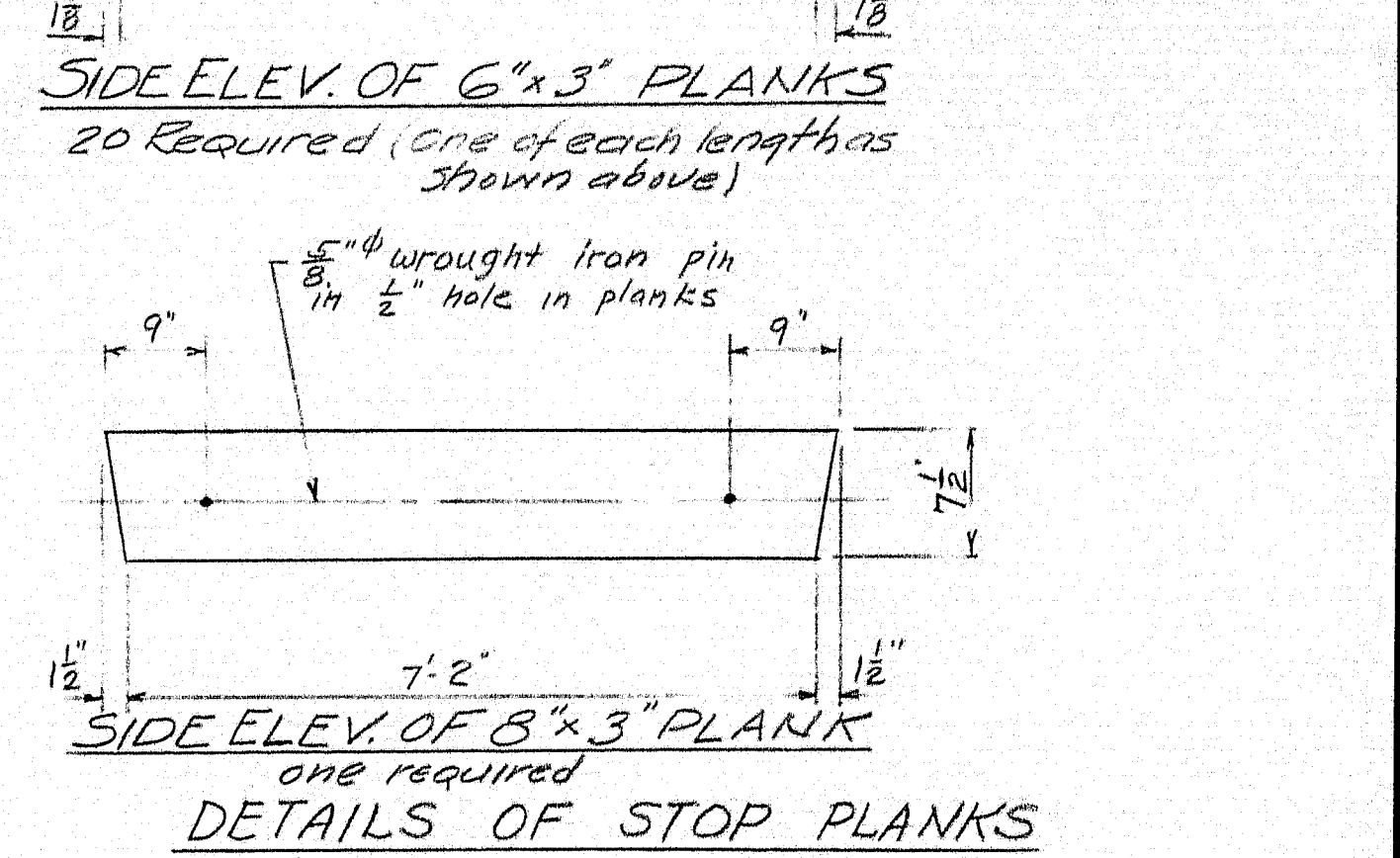
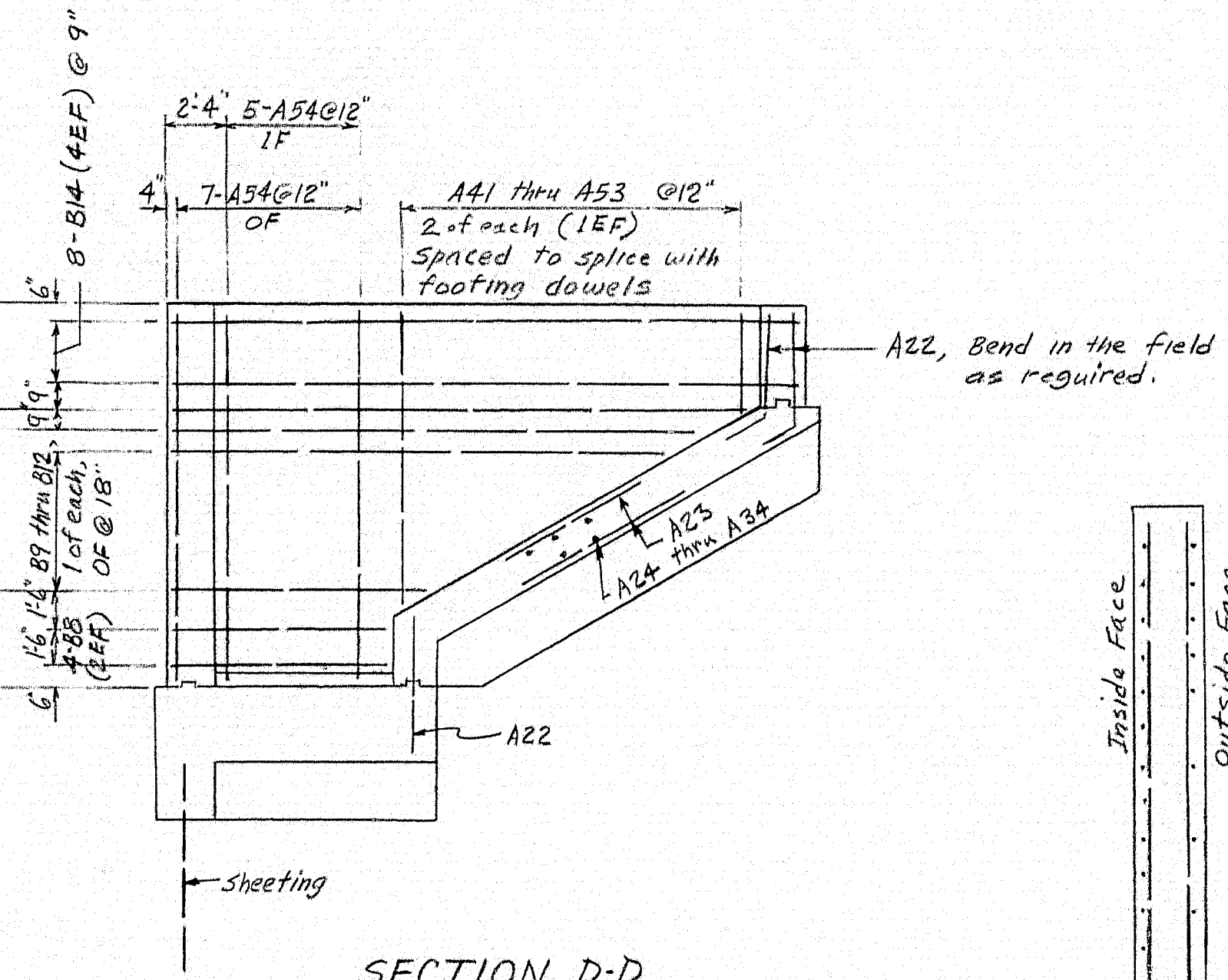
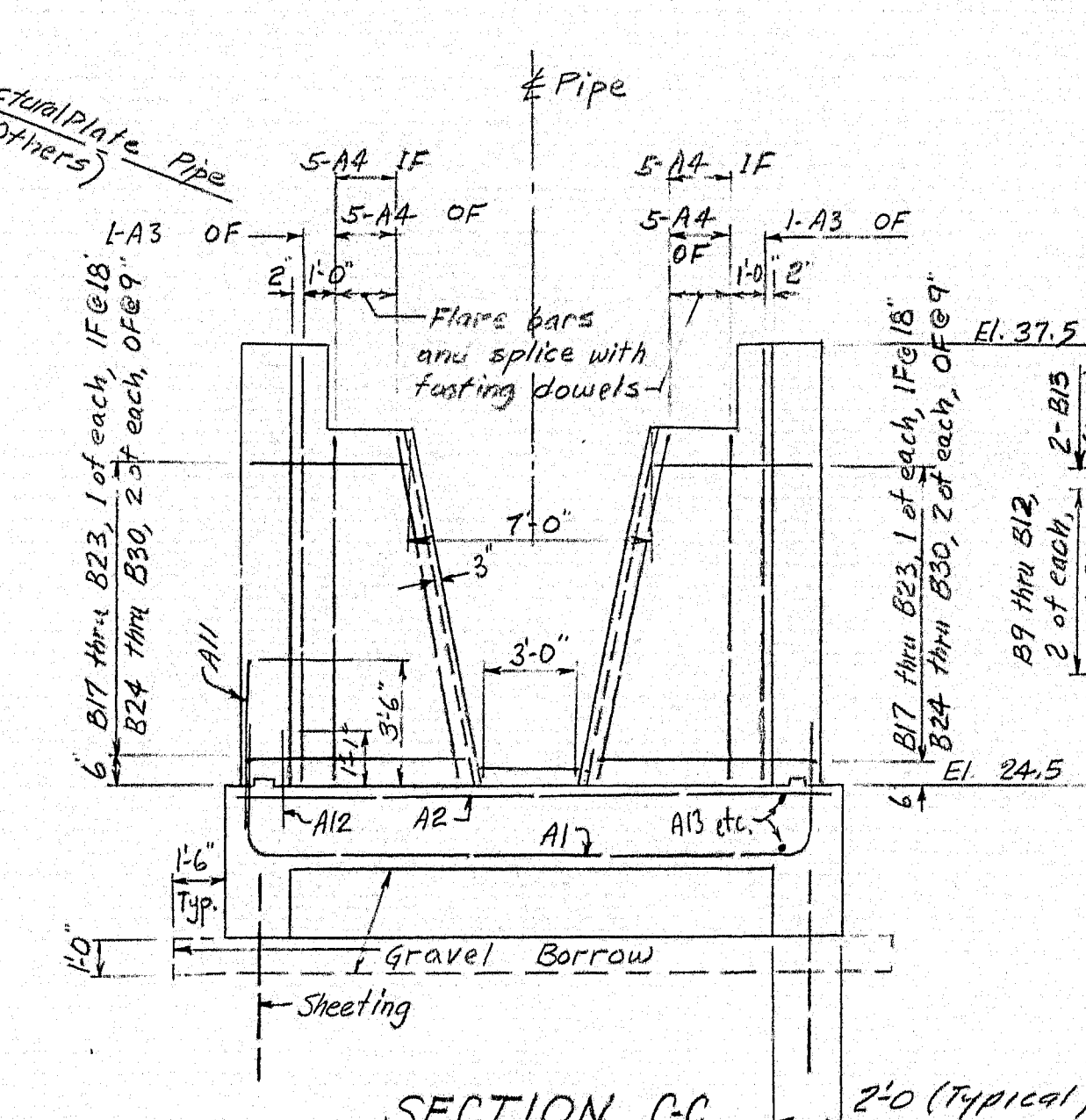
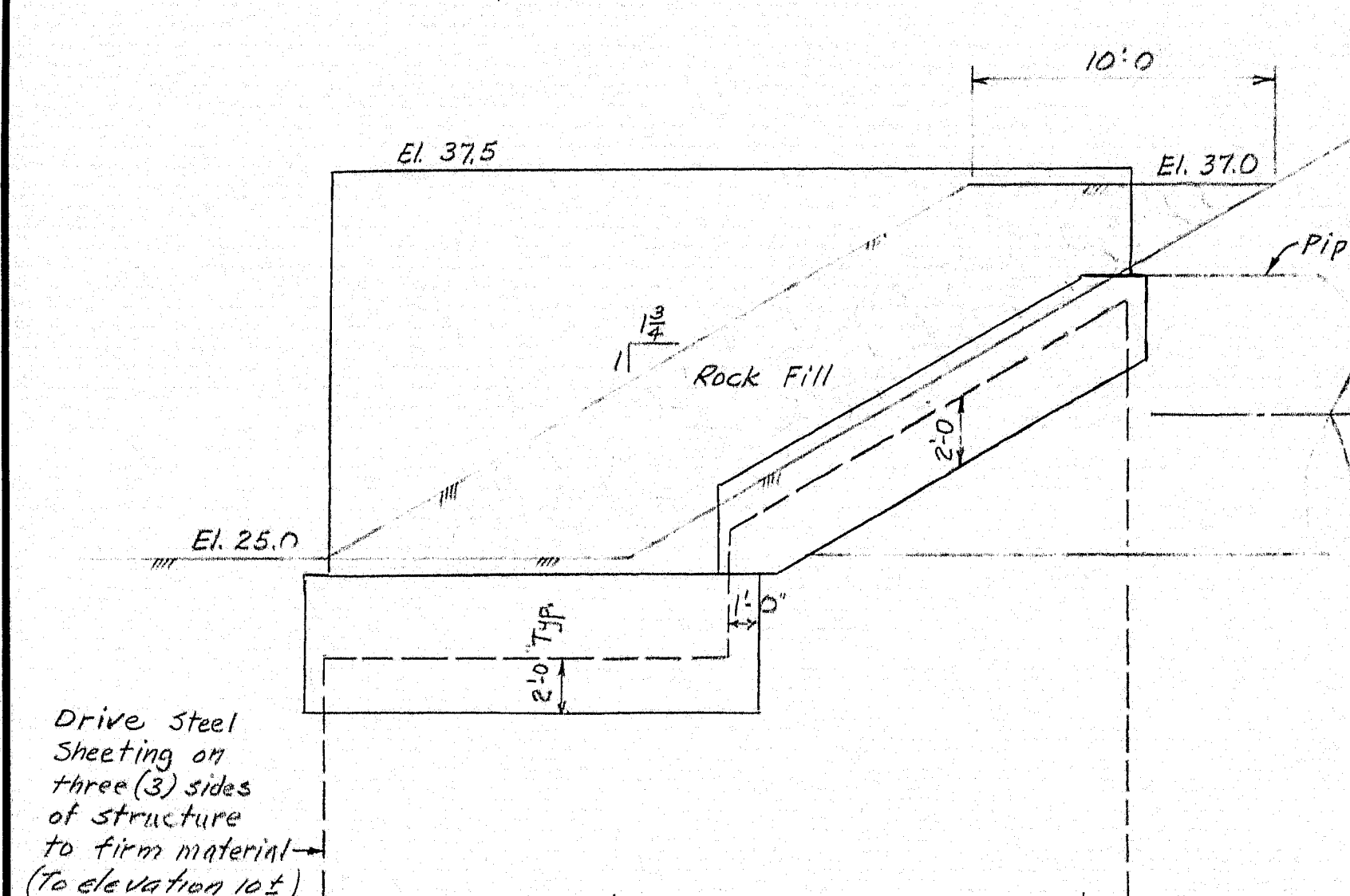
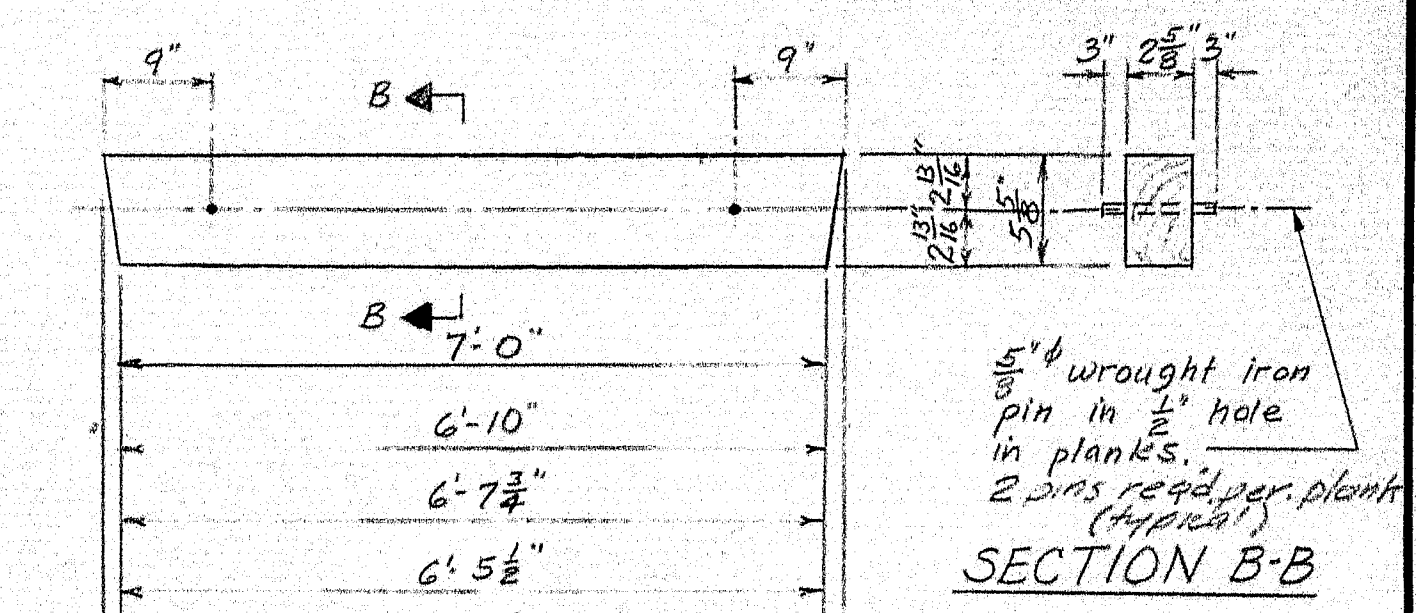
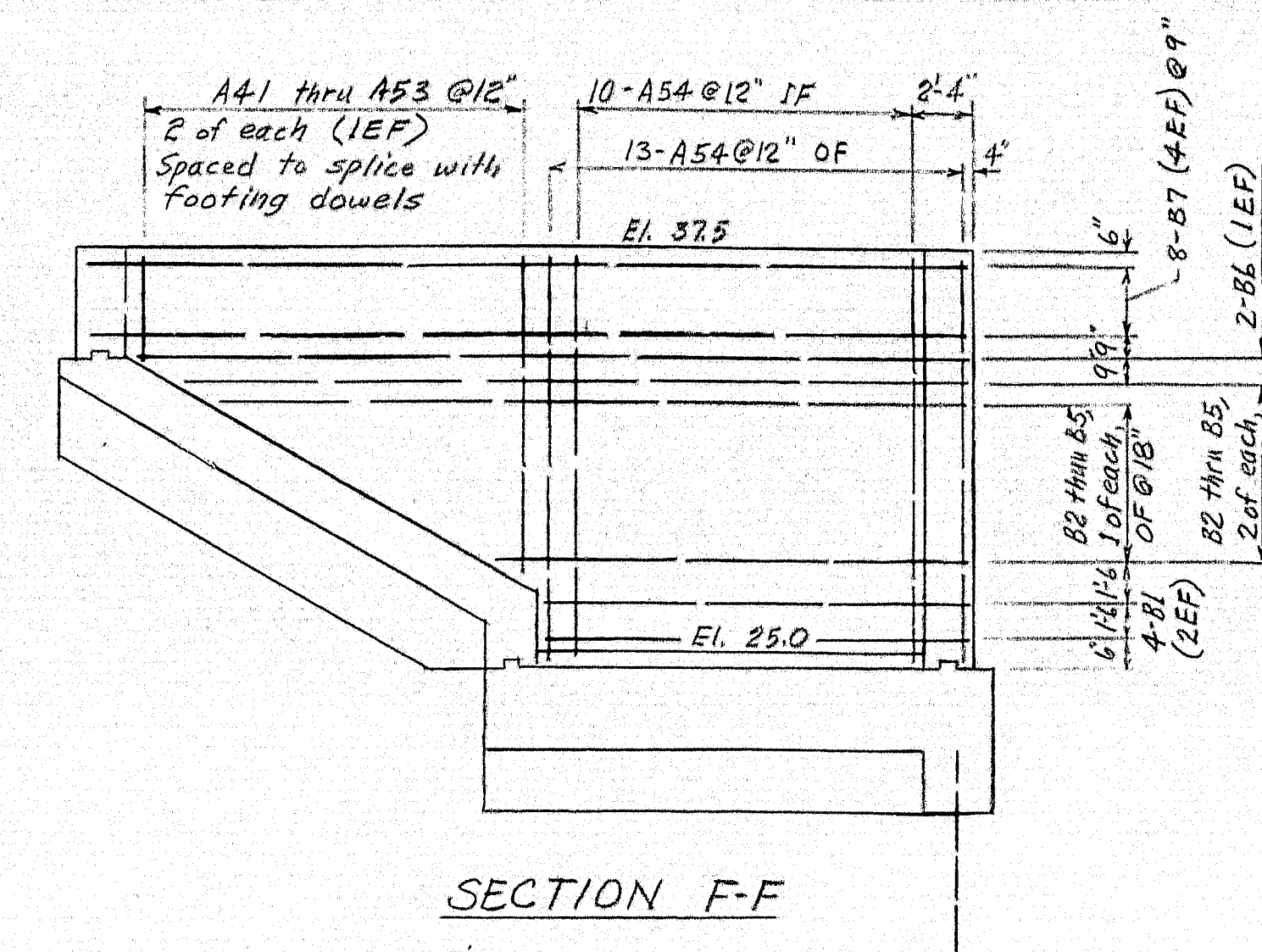
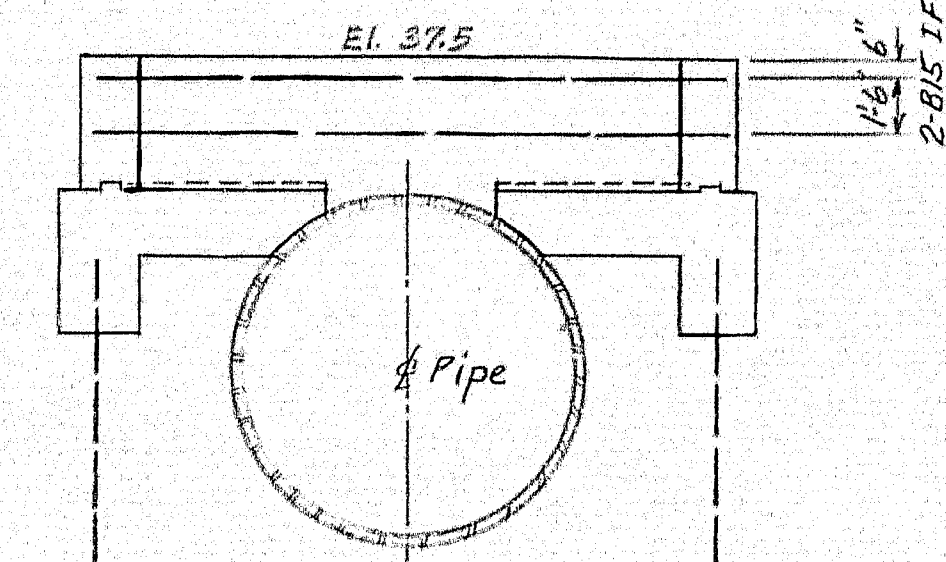
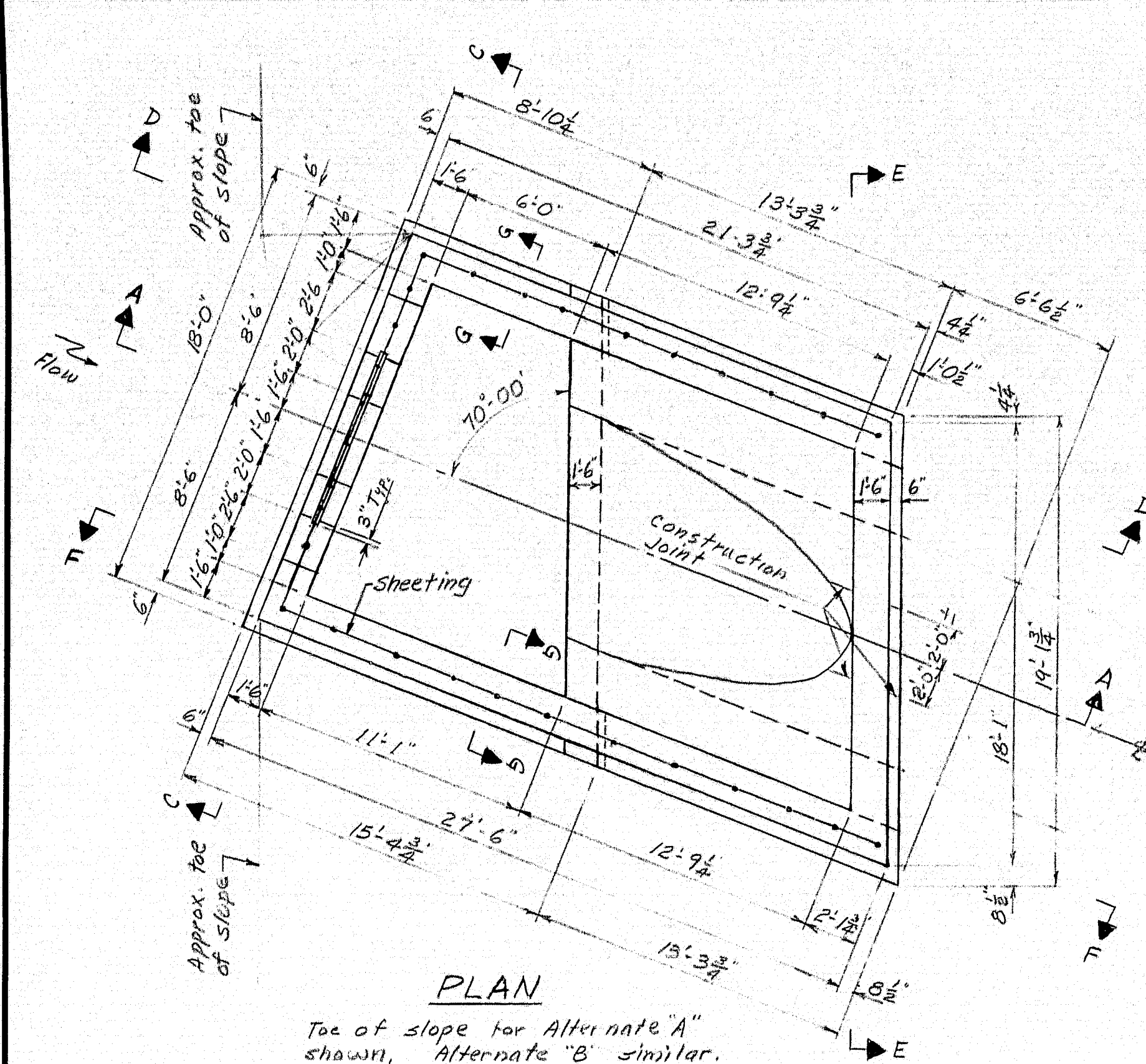


D. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-7(28)	92	92



Original Ground Line Checked by: R. Abbott
 Checked by: N.W.T.
CLINTON A. CLAUSON
 OVER
MEMORIAL BRIDGES
 OVER
KENNEBEC RIVER
 BETWEEN THE TOWNS OF
FAIRFIELD AND BENTON
 CROSS SECTIONS - SOUTHBOUND
 SHEET 92 OF 92 AUGUSTA, MAINE - Nov 1962





- ## NOTES
1. 3" clear to reinforcing steel unless otherwise noted
 2. Abbreviations: B = Bottom, T = Top,
IF = Inside Face, OF = Outside Face,
EF = Each Face.

DESIGN— <i>CDH</i>	BRIDGE No.
TRACE—	SURVEY—
CHECK— <i>TH.K.</i>	PLAN—

STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
 WATER CONTROL STRUCTURE
 AT
PLASTER MILL STREAM
 IN THE CITY OF
CALAIS
 WASHINGTON COUNTY
 STRUCTURE

SHEET 2 OF 3 AUGUSTA, MAINE SEPT. 1965

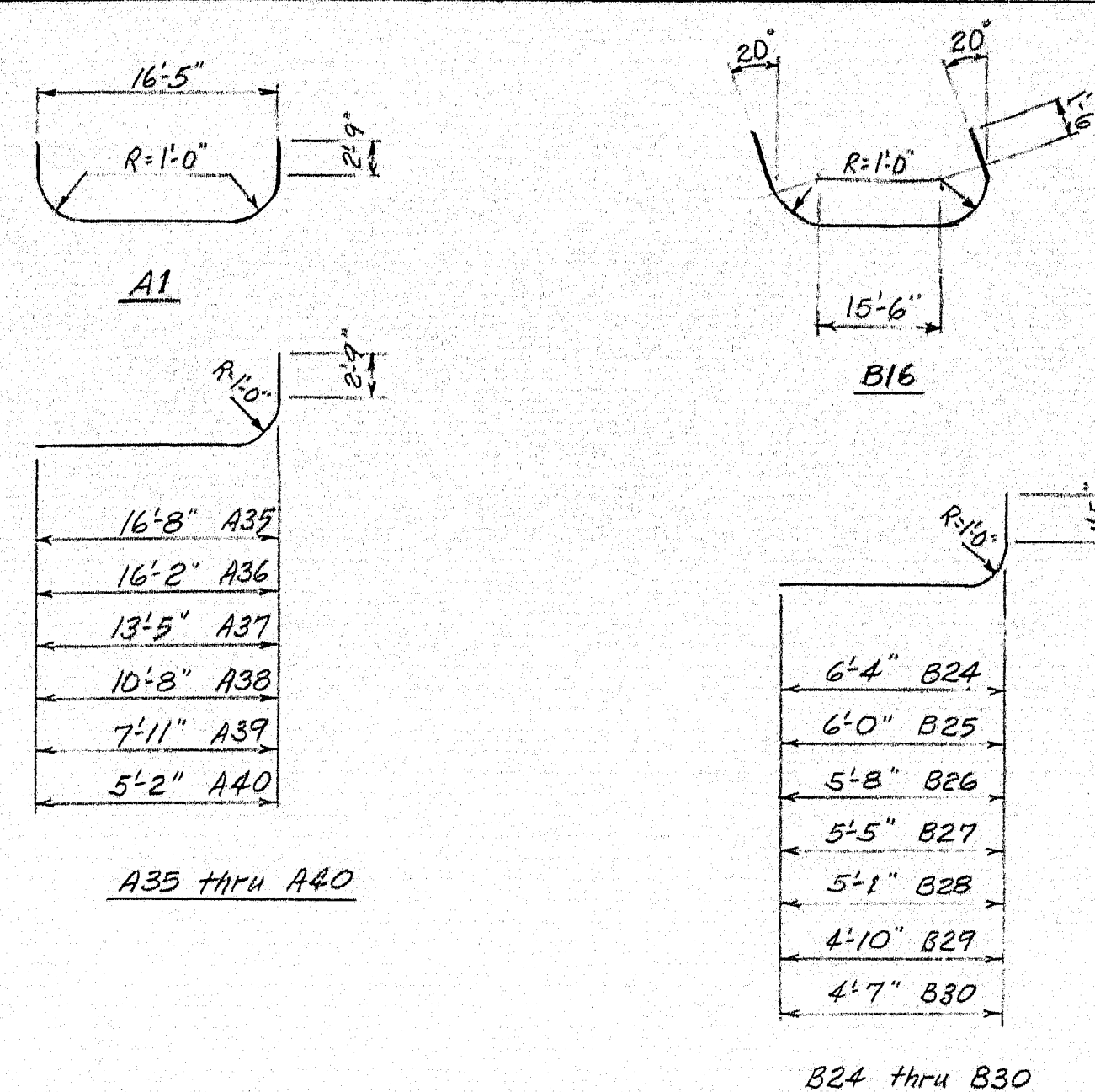
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
WATER CONTROL STRUCTURE
AT
PLASTER MILL STREAM
IN THE CITY OF
CALAIS
WASHINGTON COUNTY
STRUCTURE

SHEET 2 OF 3 AUGUSTA, MAINE SEPT. 1965

REINFORCING STEEL SCHEDULE

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

BENT BARS



MARK	SIZE	NO.	LENGTH	LOCATION
A1	#6	7	23'-1"	Footings
A35		1	20'-0"	
A36		1	19'-6"	
A37		1	16'-9"	
A38		1	14'-0"	
A39		1	11'-3"	
A40		1	8'-6"	
B16	#5	2	21'-10"	Horiz. Wall bars - Section E-E
B24	#6	4	5'-4"	Horiz. Wall bars - Section C-C
B25		4	5'-0"	
B26		4	7'-8"	
B27		4	7'-5"	
B28		4	7'-1"	
B29		4	6'-10"	
B30		4	6'-7"	

STRAIGHT BARS

MARK	SIZE	NO.	LENGTH	LOCATION
A2	#5	7	17'-6"	Footings
A3		2	10'-9"	Section C-C
A4		20	8'-3"	Section C-C
A5		1	17'-5"	Footings
A6		1	17'-0"	
A7		1	14'-3"	
A8		1	11'-6"	
A9		1	8'-9"	
A10		1	6'-0"	
A11	#7	31	5'-0"	Footings Dowels
A12	#5	77	2'-3"	Footings Dowels
A13		2	8'-8"	Footings
A14		2	9'-4"	
A15		2	10'-1"	
A16		2	10'-10"	
A17		2	11'-7"	
A18		2	12'-3"	
A19		2	13'-0"	
A20		2	13'-9"	
A21		2	14'-6"	
A22		35	4'-3"	Footings Dowels
A23		20	14'-4"	Sloped Footings
A24		4	4'-3"	
A25		4	4'-6"	
A26		4	4'-9"	
A27		4	5'-0"	
A28		4	5'-3"	
A29		4	5'-6"	
A30		4	5'-9"	
A31		4	6'-0"	
A32		4	6'-6"	
A33		4	7'-0"	
A34		4	7'-6"	
A41		4	3'-3"	Vertical bars in walls
A42		4	3'-10"	
A43		4	4'-5"	

STRAIGHT BARS

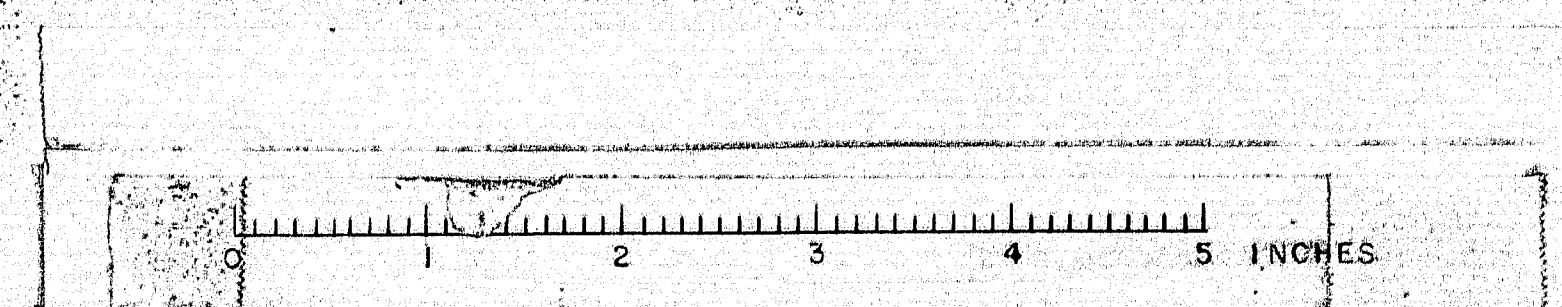
MARK	SIZE	NO.	LENGTH	LOCATION
A44	#5	4	5'-0"	Vertical bars in walls
A45		4	5'-7"	
A46		4	6'-2"	
A47		4	6'-9"	
A48		4	7'-4"	
A49		4	7'-11"	
A50		4	8'-6"	
A51		4	9'-1"	
A52		4	9'-8"	
A53		4	10'-3"	
A54	#6	35	12'-9"	
B1	#5	4	12'-3"	Horiz. bars in walls - Section F-F
B2		3	14'-0"	
B3		3	16'-7"	
B4		3	19'-3"	
B5		3	21'-10"	
B6		2	24'-6"	
B7		8	26'-6"	
B8		4	7'-2"	Horiz. bars in walls - Section D-D
B9		3	8'-11"	
B10		3	11'-6"	
B11		3	14'-2"	
B12		3	16'-9"	
B13		2	19'-5"	
B14		8	20'-10"	
B15		2	17'-7"	Horiz. bars in walls - Section E-E
B17		2	6'-4"	Horiz. bars in walls - Section C-C
B18		2	6'-0"	
B19		2	5'-8"	
B20		2	5'-5"	
B21		2	5'-1"	
B22		2	4'-10"	
B23		2	4'-7"	

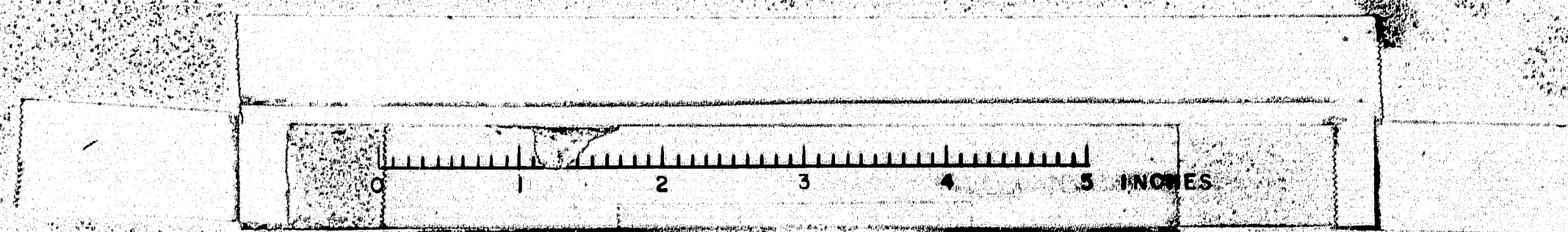
NOTES

- All bars shall be Intermediate Grade Steel.
- All dimensions are to the centerline of bars.

DESIGN - C.D.H.
TRACE -
CHECK - T.H.K.
BRIDGE NO.
SURVEY -
PLOT -
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
WATER CONTROL STRUCTURE
AT
PLASTER MILL STREAM
IN THE CITY OF
CALAIS
WASHINGTON COUNTY
REINFORCING STEEL SCHEDULE
SHEET 3 OF 3 AUGUSTA, MAINE SEPT. 1968

89-100





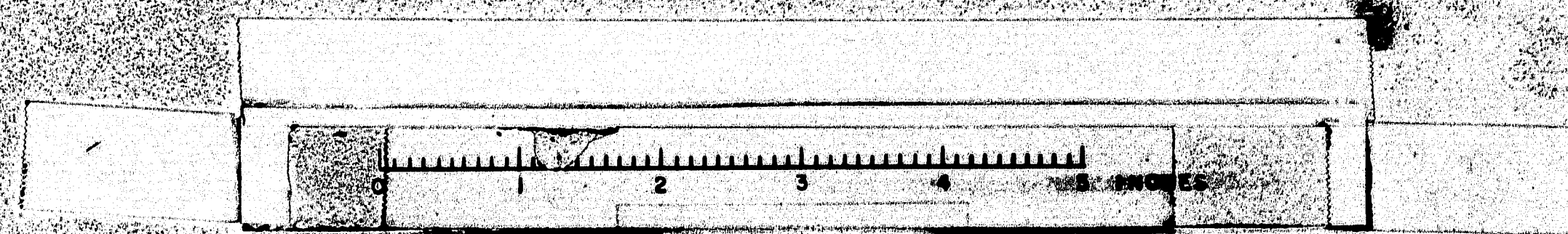


Diagram illustrating a cross-section of a road with dimensions and labels:

- Top Labels:** Eastbound, Median, Westbound, Control Edge, Edge.
- Vertical Line:** Labeled "Existing Dotted Line".
- Horizontal Dimensions (from left to right):**
 - 45' (Eastbound)
 - 30' (Median)
 - 30' (Westbound)
 - Varies (Control Edge)
 - 25' (Edge)
- Horizontal Dimensions (from left to right):**
 - 33"
 - 24'
 - 36' Median
 - Varies
 - Varies
 - 8'
 - 17'
- Horizontal Dimensions (from left to right):**
 - 22' ±
 - 11'
 - 12'
 - 12'
 - 4'
 - 14'
 - 14'
 - 4'
 - 12'
 - 12'
 - Varies
 - 8'
 - 17'
- Bottom Labels:** 2:1 (left), 2:1 (right).

Diagram illustrating a cross-section of a road with dimensions and labels:

- Top dimensions (from left to right): 10', 19', 19', 10'.
- Bottom dimensions (from left to right): 2', 6', 14', 2', 3', 3', 2', 4', 8', 2'.
- Central label: \pm 6' Median.
- Left side label: Type "F" Guard Rail.
- Right side label: Type "F" Guard Rail.
- Bottom right slope label: 2:1.
- Handwritten note in the center: *Grass & Logging*.

Hand-drawn cross-section diagram of a bridge deck. The deck is 24' 0" wide. It features a 5 1/2" thick concrete curb on the left and a 5 1/2" thick concrete curb on the right. The deck is supported by a central pier and two side piers. The deck is labeled "Granite Bridge Culvert" and "Slashed Granite Bridge Culvert (Typical)". The deck is also labeled "Control Profile".

2450	ADT 1962	8750
3360	ADT 1972	9450
	OHV	940
	T	10%
	D	60
	V	60

DESIGN -
TRACE -
CHECK -

DETAIL - R.T.A.
E.W.S.

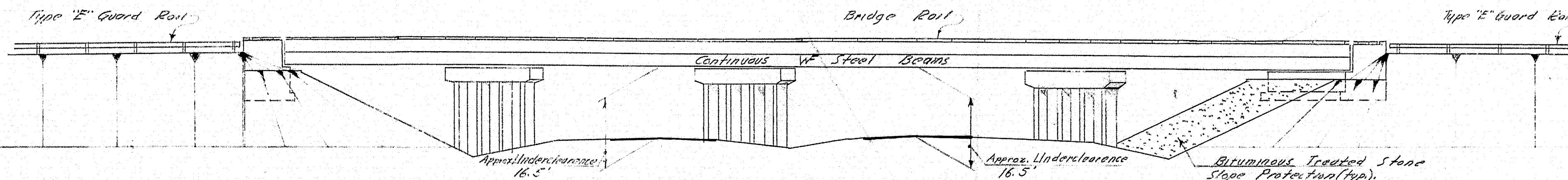
BRIDGE NO. _____
SURVEY -
FILE -

STATE, HIGHWAY COMMISSION
BRIDGE DIVISION

U. S. I A
OVER

INDUSTRIAL SPUR (I-395)
IN THE CITY OF
BANGOR
PENOBSCOT COUNTY
PRELIMINARY PLAN

SHEET / OF / AUGUSTA, MAINE DEC. 1963



Profile view of the road from station 212+0 to 223+0. The vertical axis shows elevations from 120 to 150 feet. The horizontal axis shows stationing. The profile shows a road with a dip at station 213+0 and a rise at station 214+0. A vertical curve is indicated with a length of 1100 feet and a grade of -5.30%. A point of vertical intersection is marked at station 216+0. A point of vertical tangency is marked at station 217+0. A point of vertical intersection is marked at station 218+0. A point of vertical tangency is marked at station 219+0. A point of vertical intersection is marked at station 220+0. A point of vertical tangency is marked at station 221+0. A point of vertical intersection is marked at station 222+0. A point of vertical tangency is marked at station 223+0.

Elev. 150

Elev. 140

Elev. 130

U.S. 1A @ R. Median

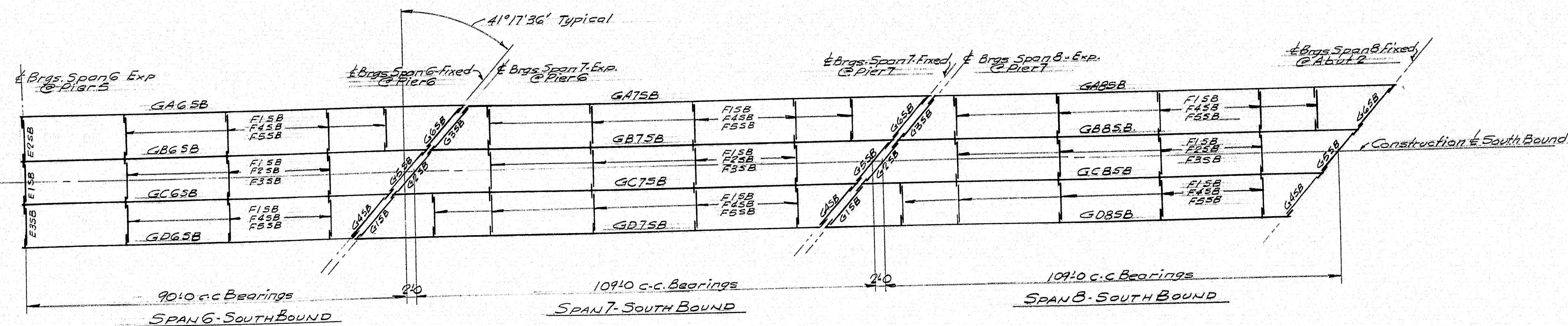
Existing Profile Grades Eastbound & Westbound

Left side elevations: 130.09, 130.11, 130.79, 130.85

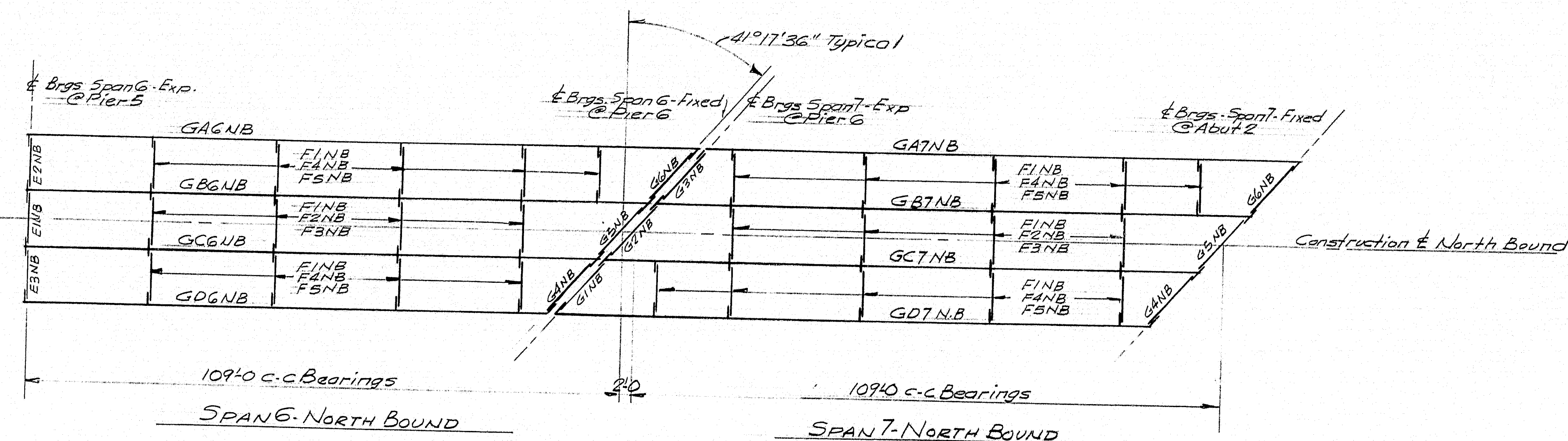
Right side elevation: 130.50

LOCATION MAP

For Spans 1-5 see Dwg E3



For Spans 1-5 see Dwg E3



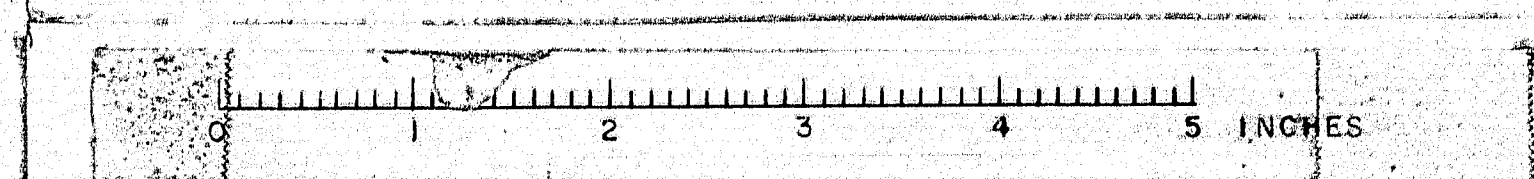
ERECTION PLAN - SPANS 6-7 & 8 S.B. & 6-7 N.B.

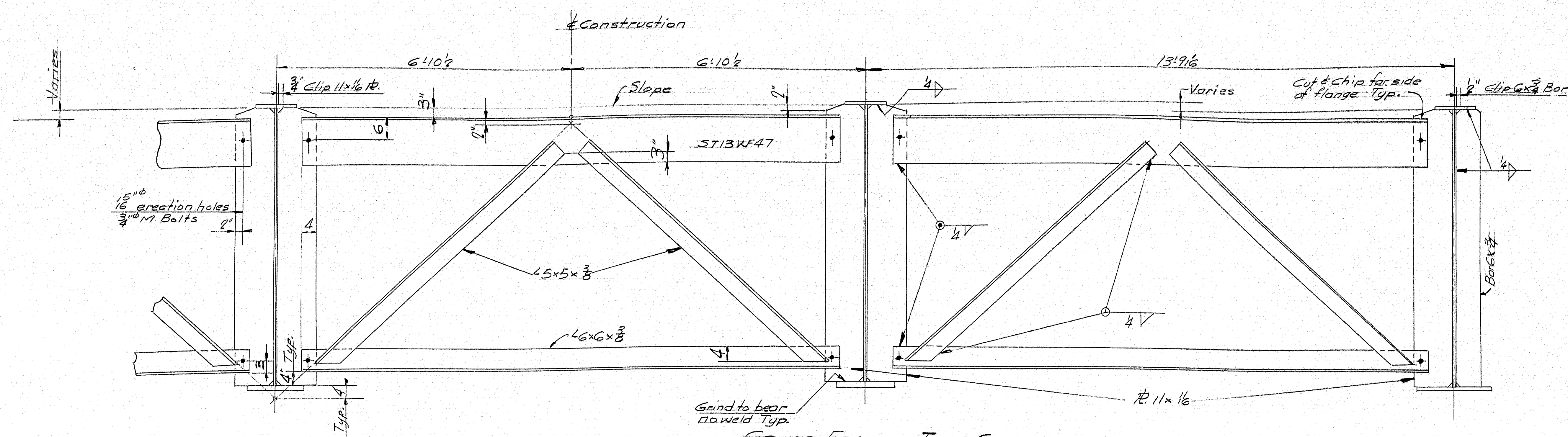
GENERAL NOTES

1. Steel for flange plates, web plates & bearing stiffeners shall conform to A.S.T.M. Desig. A-441. All other steel shall conform to A.S.T.M. Desig. A7 or A36.
2. Girders to be cambered as detailed.
3. Welds for flange plate & web plate butts, web to flange fillets & bearing stiffeners to web fillets shall be Submerged Arc - Linde Air Prod Co. Unionmelt 532-29 wire Grade 50 Melt (Flux).
4. The following non-destructive tests of the welded steel girders will be required.
 - A. Radiographic testing of shop butt welds.
 - B. Magnetic particle testing of shop welds, girder webs to flanges & bearing stiffeners to girder webs.
5. For additional information see supplemental specifications & Special Provisions.
6. Flanges & webs are to be butt welded & inspected in accordance with the above specifications prior to being fillet welded to each other.

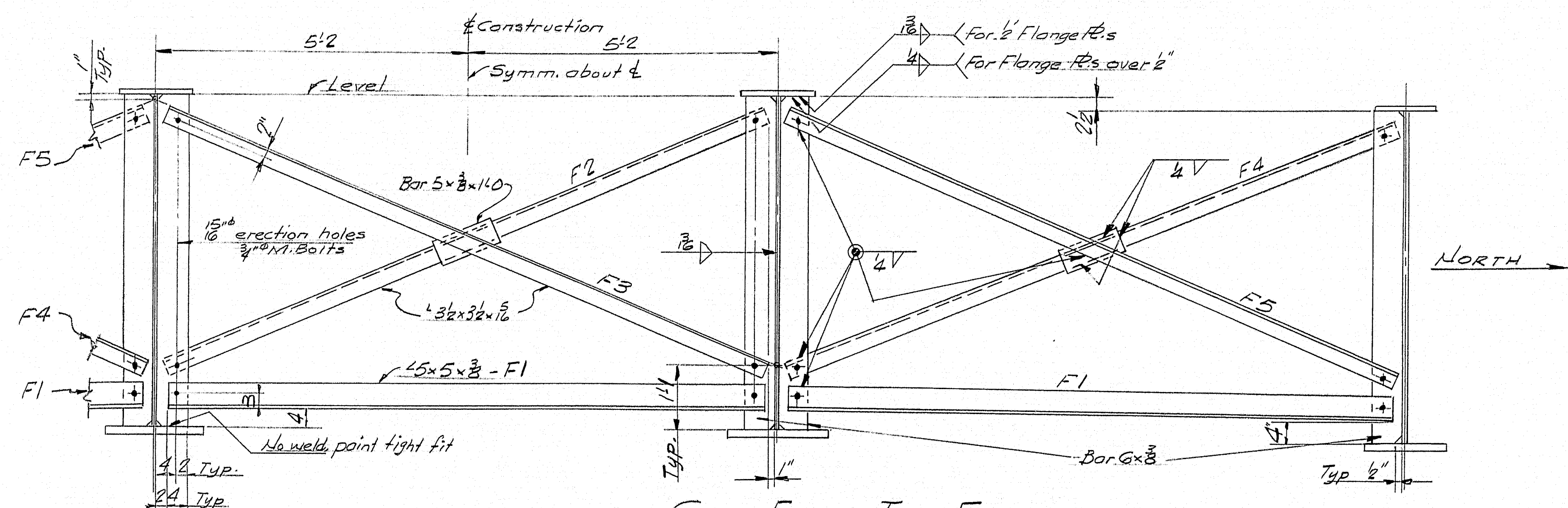
SPANS 6-7 & 8 S.B. & 6-7 N.B.	
ERECTION PLAN	
Bancroft & Martin Rolling Mills Company South Portland, Maine	
CLINTON A. CLAUSON MEM. BRIDGE FAIRFIELD, MAINE	
CUSTOMER E.C. SNODGRASS INC. DESIGNER MAINE S.H.C. BRIDGE DIV.	
ORDER NO. VERBAL	DWG. NO. 63-S-E1

DRAWN	1-23-63 JBF
REVISION	
REVISION	
REVISION	

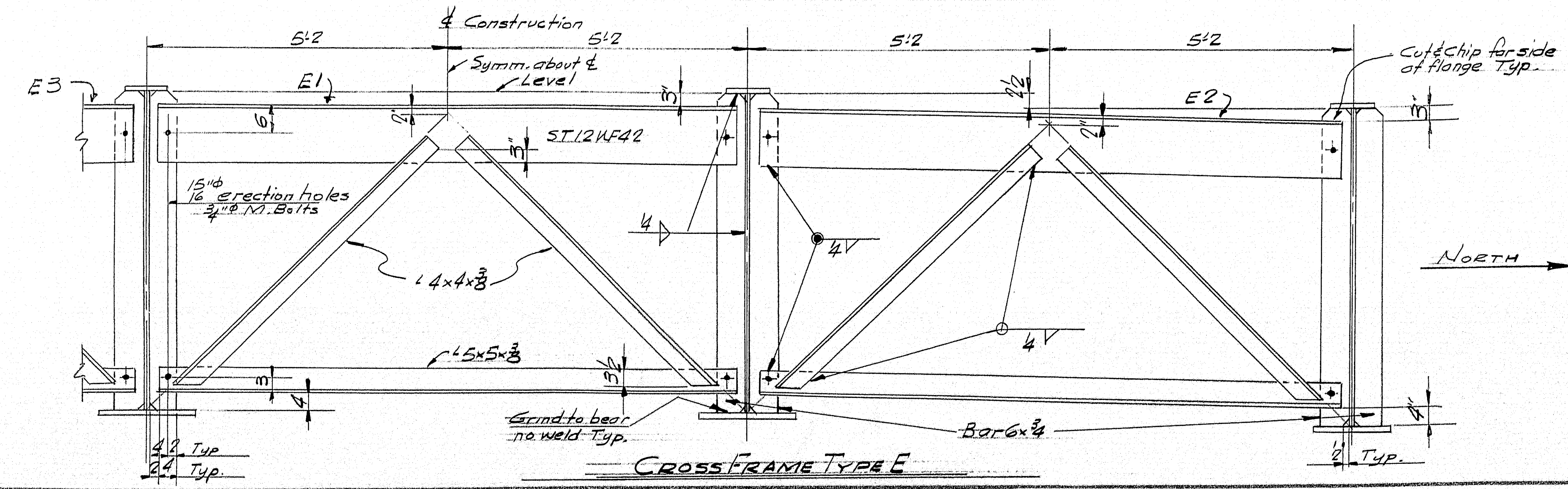




CROSS FRAMES TYPE G



CROSS FRAMES TYPE F



CROSS FRAME TYPE E

SPANS 6'-7" & 8'-5" B & 6'-7" NB

TYPICAL CROSS FRAMES

BRANCOFF & MARTIN ROLLING MILLS COMPANY
SOUTH PORTLAND 1, MAINE

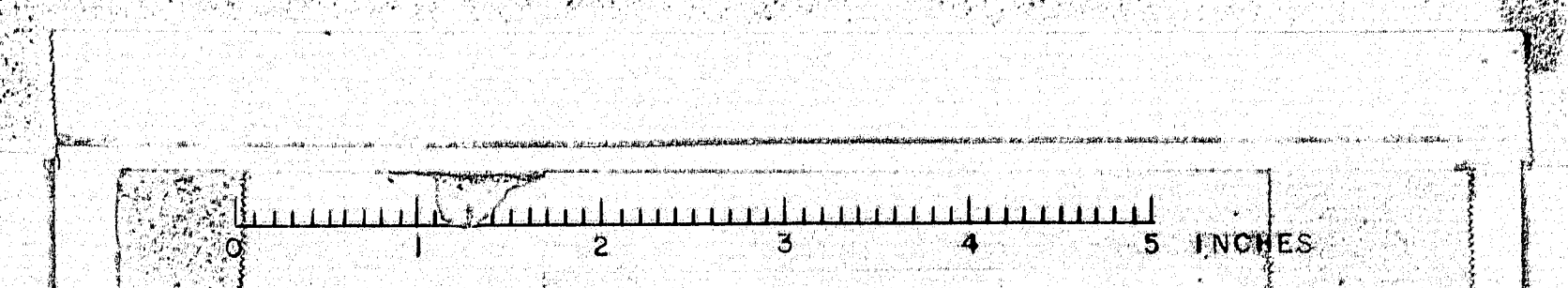
CLINTON A. CLAUSON MEM. BRIDGE
FAIRFIELD, MAINE

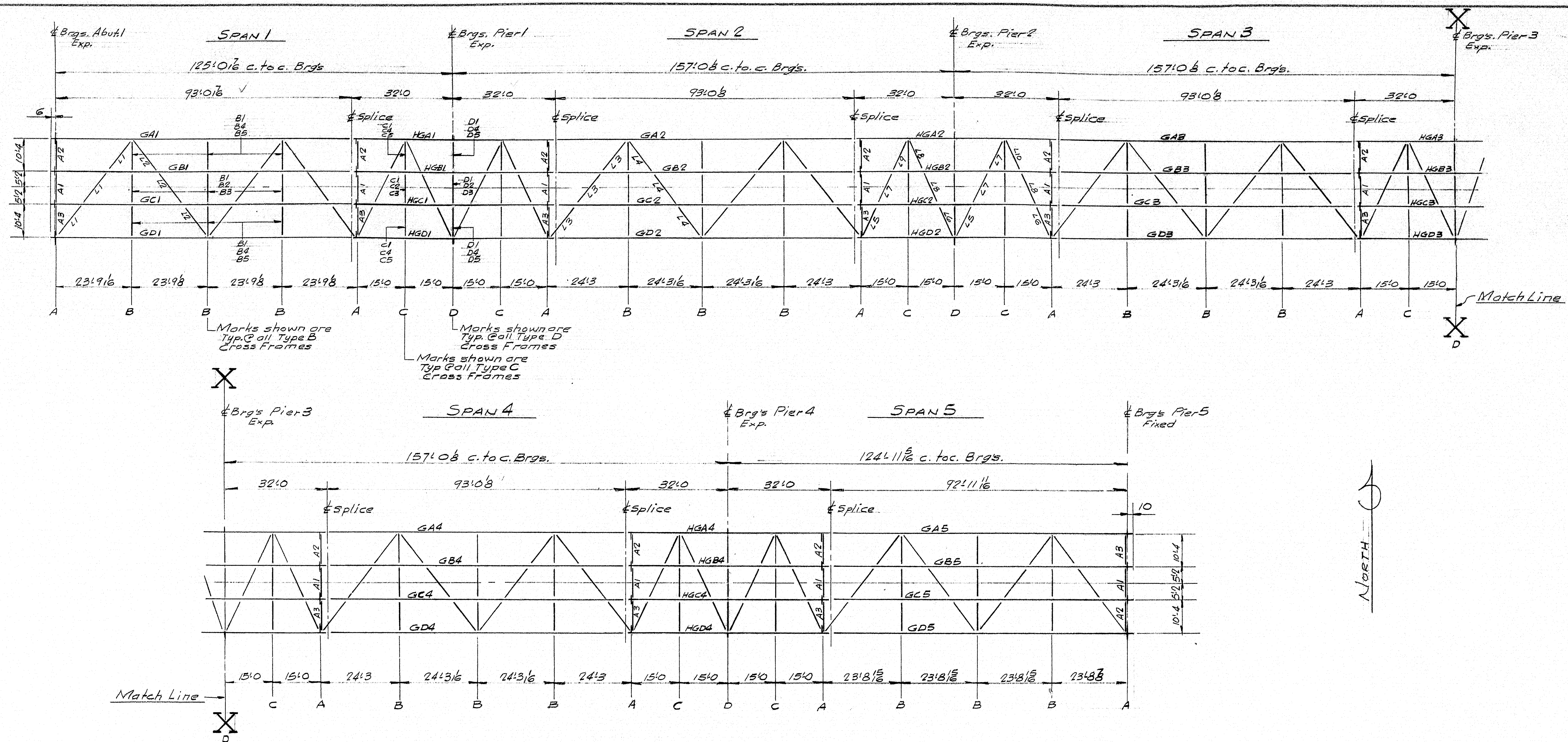
CUSTOMER E.C. SNODGRASS INC.
DESIGNER MAINE S.H.C. BRIDGE DIV.

ORDER NO. VERBAL DWG. NO. 63-5-E2

APP 2-19-63

DRAWN	1-24-63 J.P.F.
REVISION	
REVISION	
REVISION	





TYPICAL ERECTION PLAN - SOUTH BOUND & NORTH BOUND BRIDGES

SOUTH BOUND: Suffix SB to be added to all Marks
 NORTH BOUND: Suffix NB to be added to all Marks
 Dimensions along steel

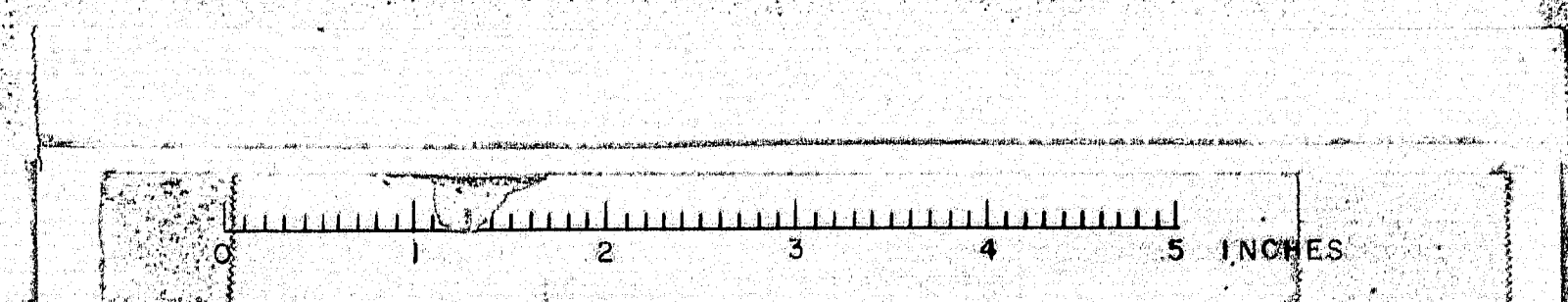
GENERAL NOTES

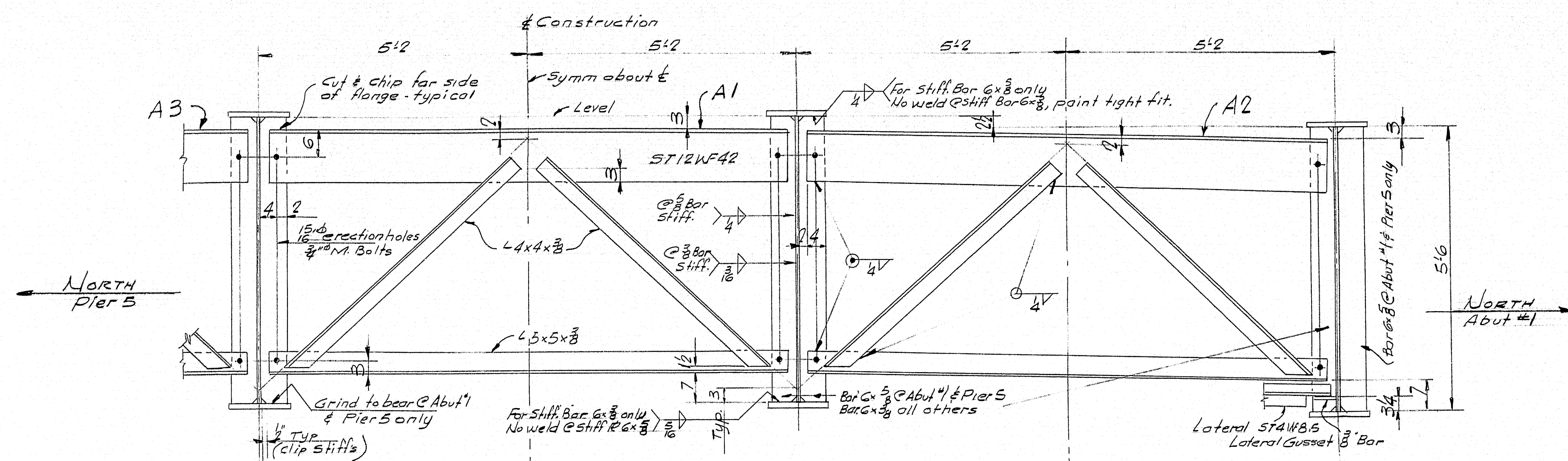
1. Steel for flange plates, web plates, splice plates & bearing stiffeners shall conform to A.S.T.M. Desig. A 441. All other steel shall conform to A.S.T.M. Desig. A7 or A36. High Strength Bolts A 325 - Pedestal Pins A 235 Class C1 or A108 Grade 1016 to 1030 inclusive.
2. Girders to be cambered as detailed.
3. Welds for flange plate & web plate butts, web to flange fillets & bearing stiffeners to web fillets shall be Submerged Arc - Linde Air Prod. Co. Unionmelt 502. #29 wire Grade 50 Melt (Flux)
4. The following non-destructive tests of the welded steel girders will be required.
 A. Radiographic testing of shop butt welds.
 B. Magnetic particle testing of shop welds, girder webs to flanges & bearing stiffeners to girder webs. For additional information see supplemental specifications and special Provisions.
5. Flanges & webs are to be butt welded & inspected in accordance with the above specifications prior to being fillet welded to each other.
6. Holes in field splices of continuous girders are to be sub-punched (or sub-drilled) and reamed while assembled in the shop and connecting parts to be match marked & bolted for shipment. (Bridges are on constant grade)

SHOP CONN: Welded
 FIELD CONN: Splices - 8" H.S. Bolts
 Cross Frames & Bracing - Welded
 SHOP PAINT: Red Lead per State of Maine specs.

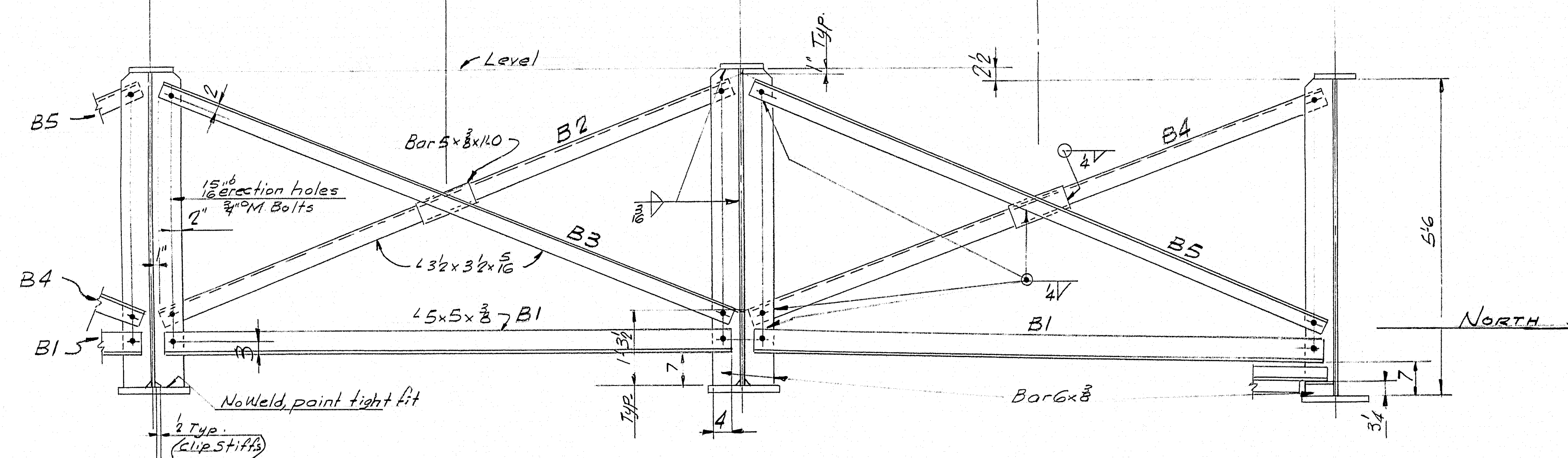
SPANS 1 to 5 SB & NB	
TYPICAL ERECTION PLAN	
Bancroft & Martin Rolling Mills Company South Portland, Maine	
CLINTON A. CLAUSON MEM. BRIDGE FAIRFIELD, MAINE	
CUSTOMER: E.C. SNODGRASS INC. DESIGNER: MAINE S.H.C. BRIDGE DIV.	
ORDER NO. VERBAL	DWG. NO. 63-5-E3

DRAWN	2-8-63 JRR
REVISION	
REVISION	
REVISION	





CROSS FRAMES TYPE A



CROSS FRAMES TYPE B

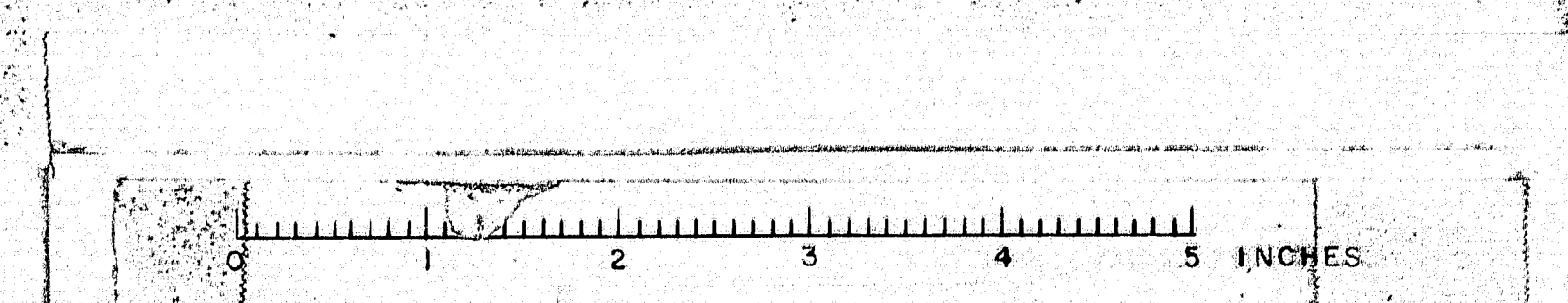
Note: Welding stiffeners to girders is typical for intermediate stiffeners @ 66x8" web R.

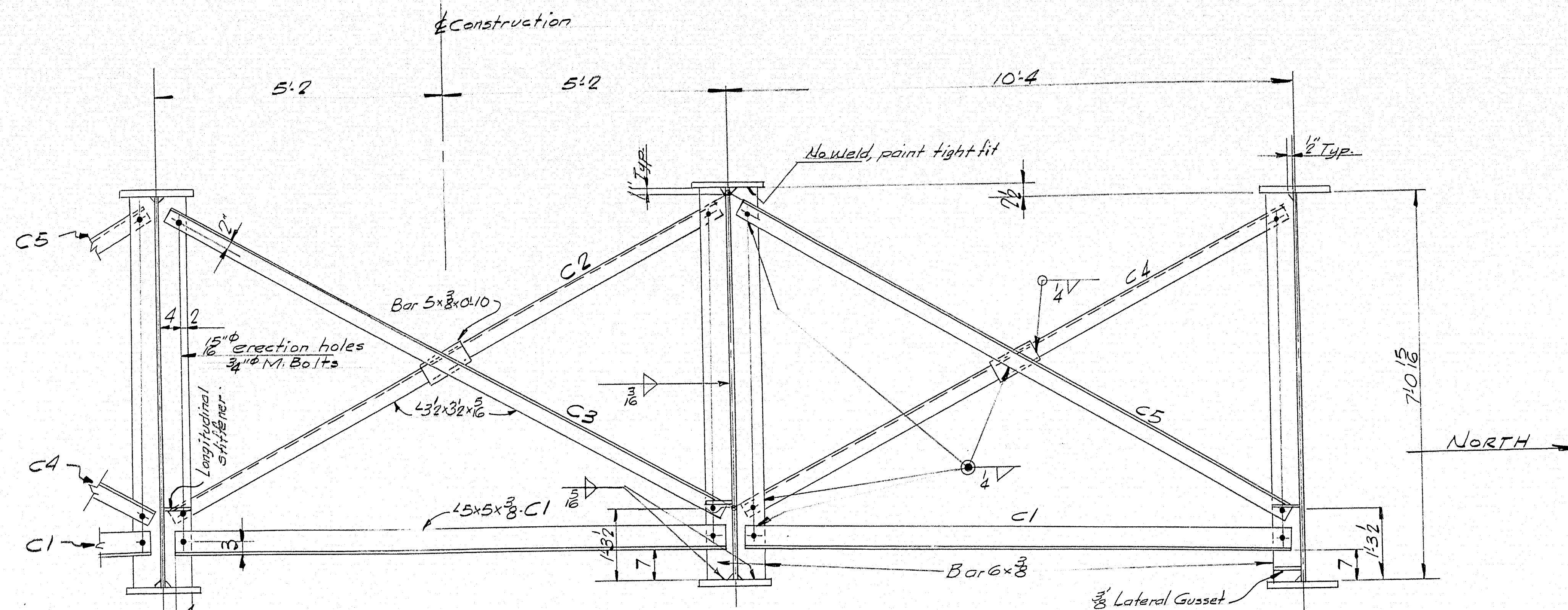
SOUTH BOUND: Suffix S.B. to be added to all Marks.
NORTH BOUND: Suffix N.B. to be added to all Marks.

SPANS 1 TO 5 S.B. & N.B.	
TYPICAL CROSS FRAMES - TYPES A & B	
Bancroft & Martin Rolling Mills Company South Portland, Maine	
CLINTON A. CLAUSON MEM. BRIDGE FAIRFIELD, MAINE	
CUSTOMER E.C. SNODGRASS, INC.	
DESIGNER MAINE S.H.C. BRIDGE DIV.	
ORDER NO. VERBAL	DWG. NO. 63-5-E4

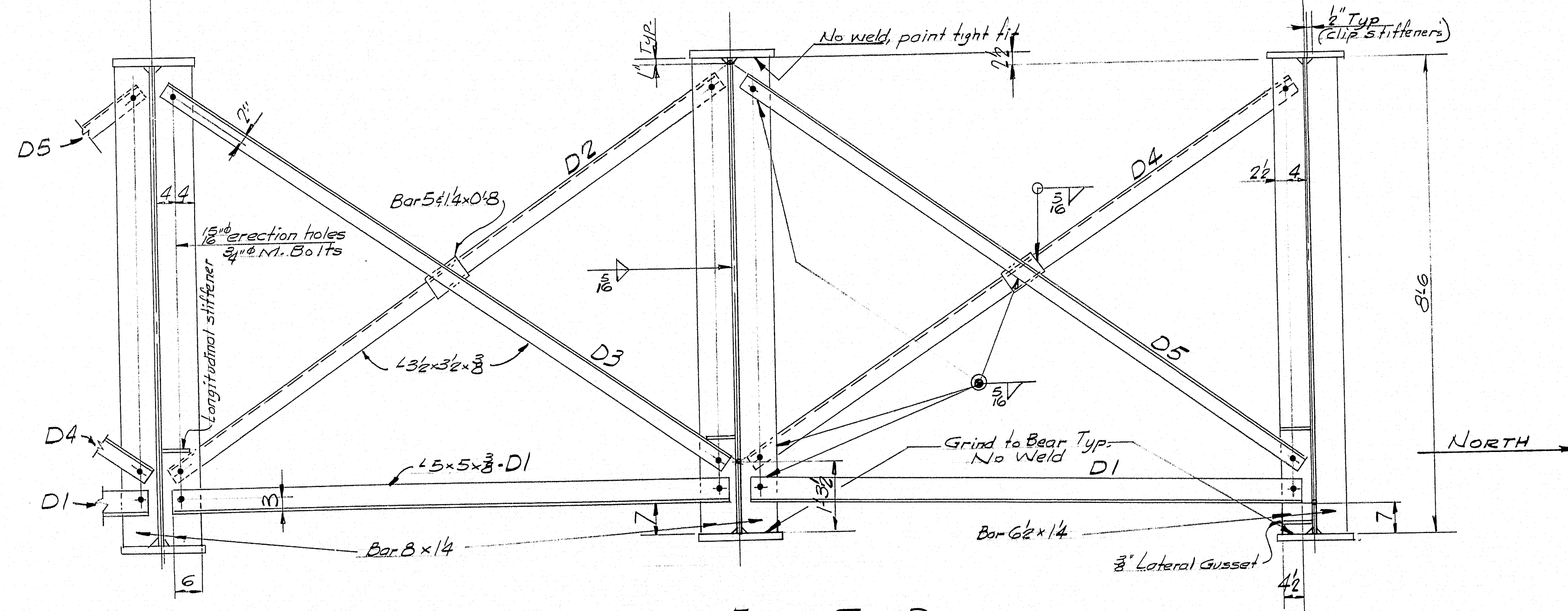
DRAWN	2-8-63 J.R.F.
REVISION	
REVISION	
REVISION	

APP. 329-63





CROSS FRAMES - TYPE C
 Welding stiffeners to girders is typical for intermediate stiffeners @ variable depth web ribs between field splices

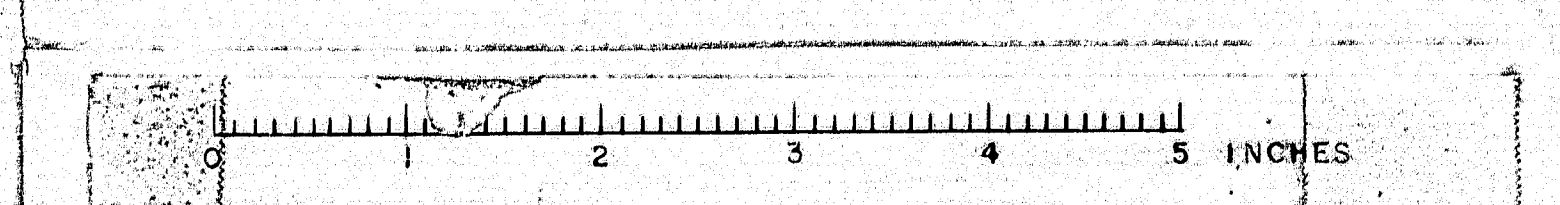


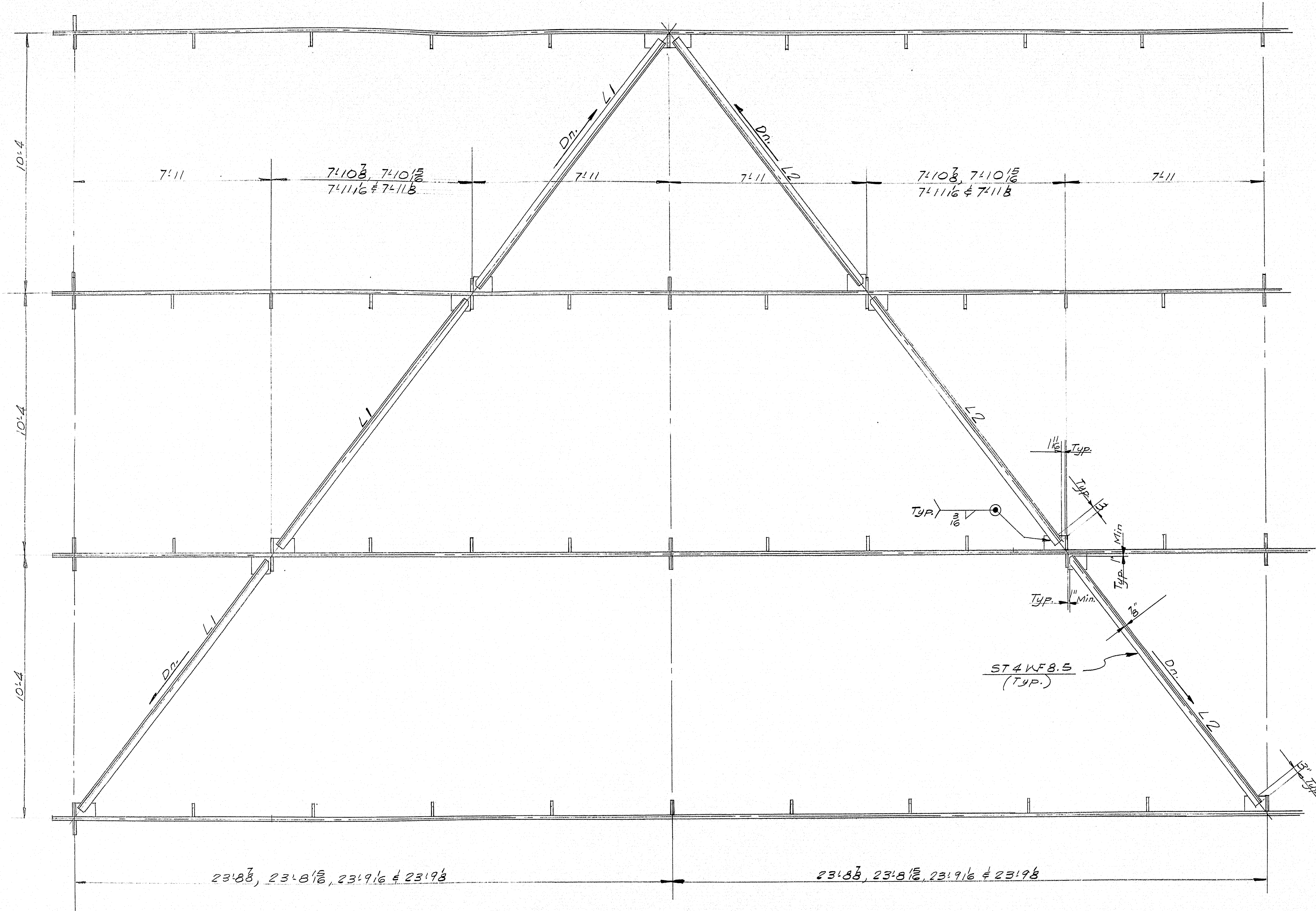
CROSS FRAMES - TYPE D

SOUTH BOUND: Suffix S.B. to be added to all Marks
 NORTH BOUND: Suffix N.B. to be added to all Marks

SPANS 1 TO 5 S.B. & N.B.	
TYPICAL CROSS FRAMES - TYPES C & D	
Bancroft & Martin Rolling Mills Company South Portland, Maine	
CLINTON A. CLAUSON MEM. BRIDGE FAIRFIELD, MAINE	
CUSTOMER: E.C. SNODGRASS INC.	
DESIGNER: MAINE S.H.C. BRIDGE DIV.	
ORDER NO. VERBAL	DWG. NO. 63-5-E5

DRAWN	2-12-63 J.P.F.
REVISION	
REVISION	
REVISION	

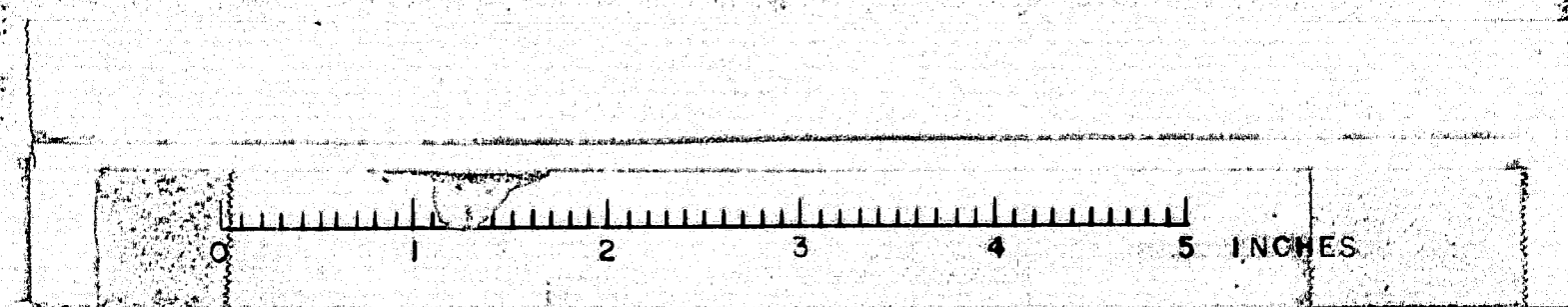


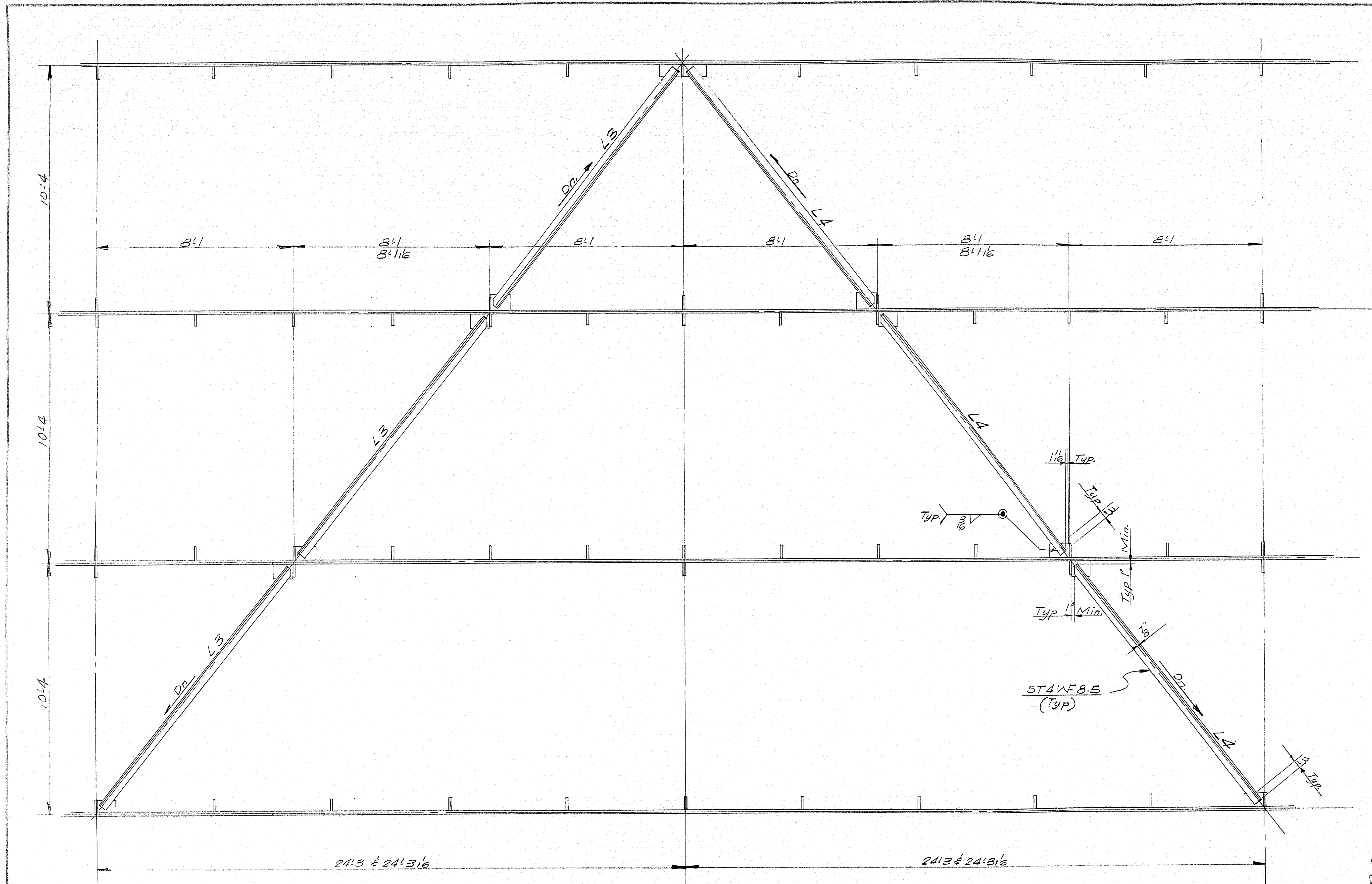


— SOUTH BOUND: Suffix SB to be added to all Marks
 — NORTH BOUND: Suffix NB to be added to all Marks

SPANS 1 TO 5 SB & NB.	
LATERAL BRACING	
Bancroft & Martin Rolling Mills Company South Portland, Maine	
CLINTON A. CLAUSON MEM. BRIDGE FAIRFIELD, MAINE	
CUSTOMER E.C. SNODGRASS, INC.	
DESIGNER MAINE S.H.C. BRIDGE DIV.	
ORDER NO. VERBAL	DWG. NO. 63.5.E6

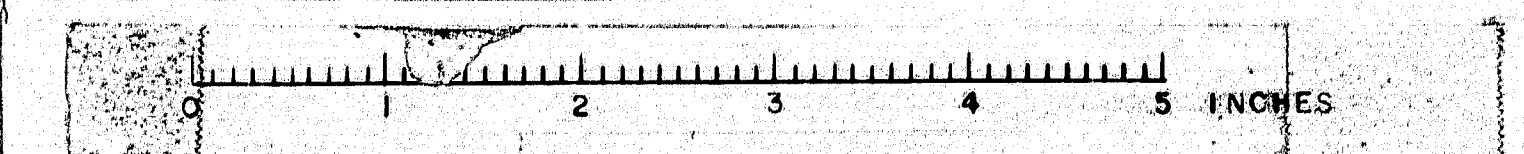
DRAWN	36-63 JPR
REVISION	
REVISION	
REVISION	

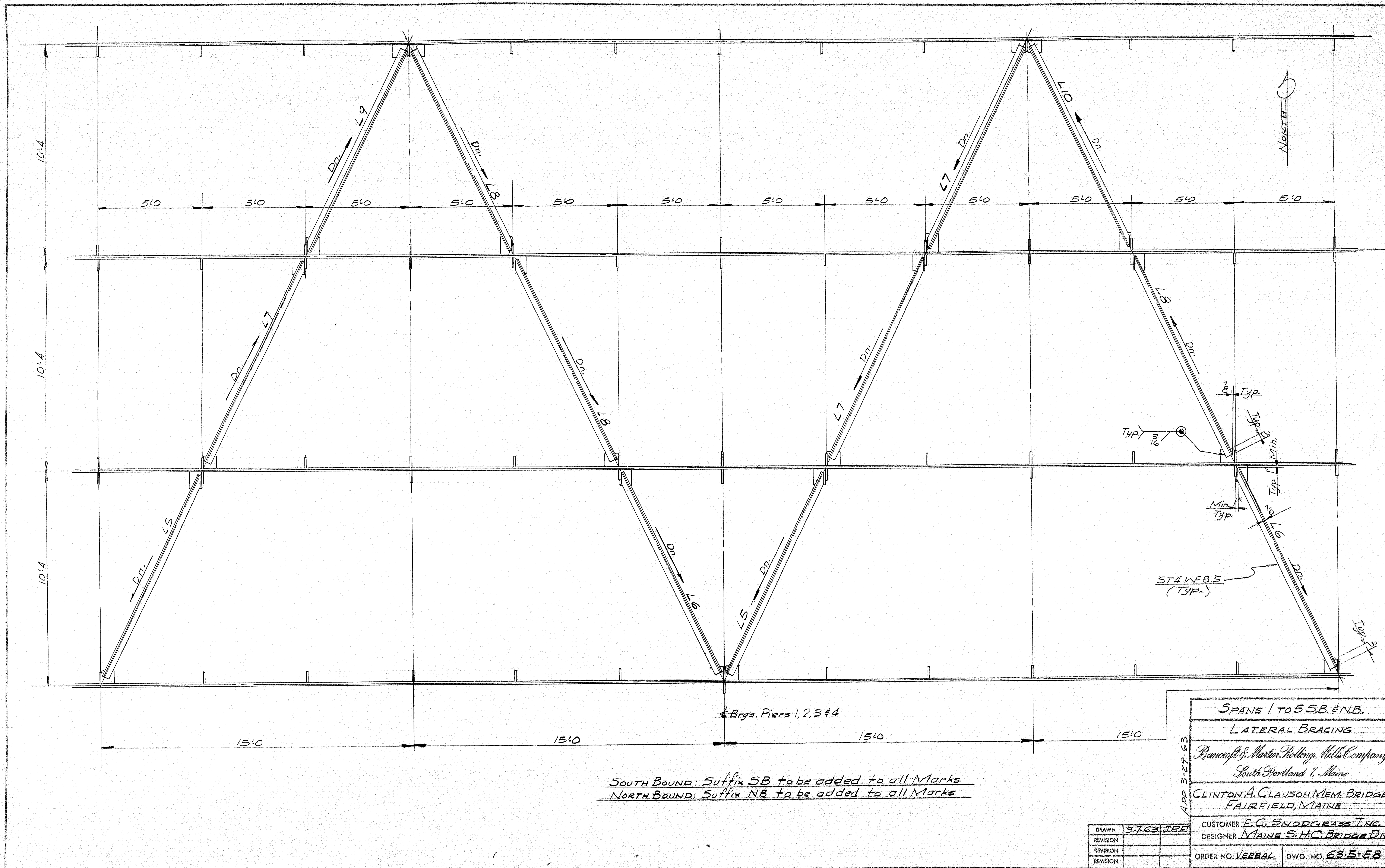




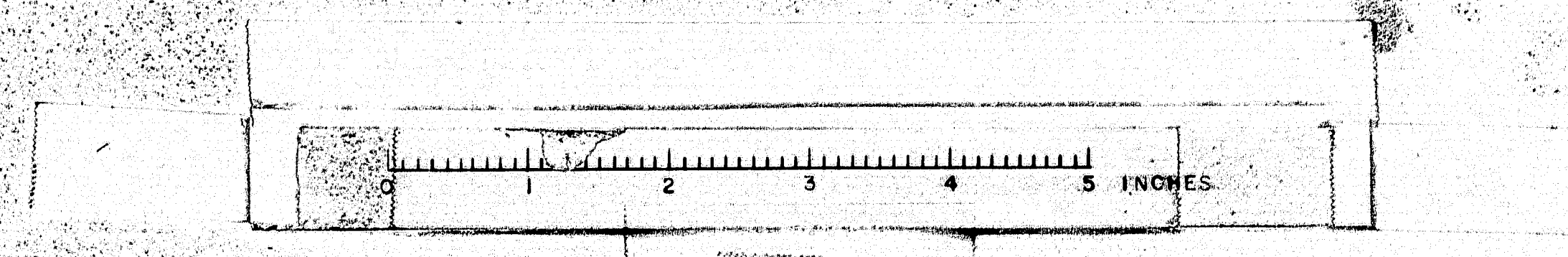
SOUTH BOUND: Suffix SB to be added to all Marks
 NORTH BOUND: Suffix NB to be added to all Marks

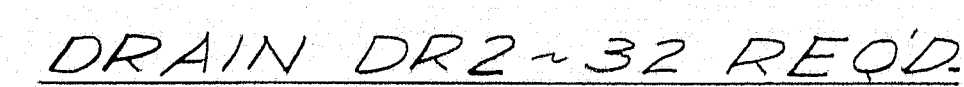
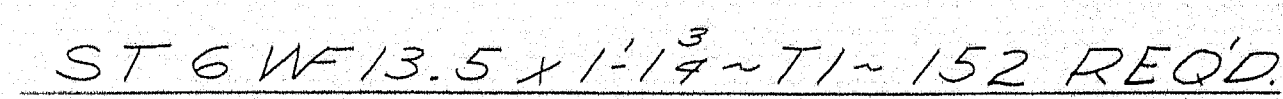
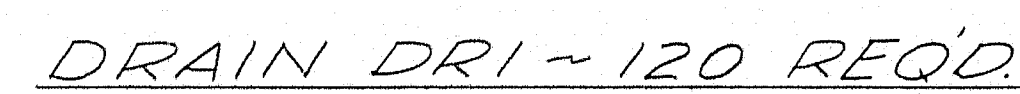
APP. 3-27-63	SPANS 1 TO 5 S.B. & N.B.	
	LATERAL BRACING	
	Bancroft & Martin Rolling Mills Company South Portland 7, Maine	
	CLINTON A. CLAUSON MEM. BRIDGE FAIRFIELD, MAINE	
	CUSTOMER E.C. SNODGRASS, INC. DESIGNER MAINE S.H.C. BRIDGE DIV.	
DRAWN 3-7-63 J.R.E.		ORDER NO. VERBAL
REVISION		DWG. NO. 63-5-E7
REVISION		
REVISION		





SPANS 1 TO 5 S.B. & N.B.
LATERAL BRACING
BRIDGE & MARINE HOLDINGS, MILLS COMPANY
SOUTH PORTLAND 1, MAINE
CLINTON A. CLAUSON MEM. BRIDGE
FAIRFIELD, MAINE
CUSTOMER E.C. SNODGRASS INC.
DESIGNER MAINE S.H.C. BRIDGE DIV.
ORDER NO. VERBAL
DWG. NO. 63-5-E8





NOTE: SEE STATE'S DWGS.
FOR LOCATING DRAINS.

SHOP CONNECTIONS: *WELDED*
FIELD CONNECTIONS: *WELDED*
HOLES: *—*
PAINT: *ME. STATE SPECS RED LEAD*

REF. DWG. SHEET 53 OF 92

DRAIN DETAILS

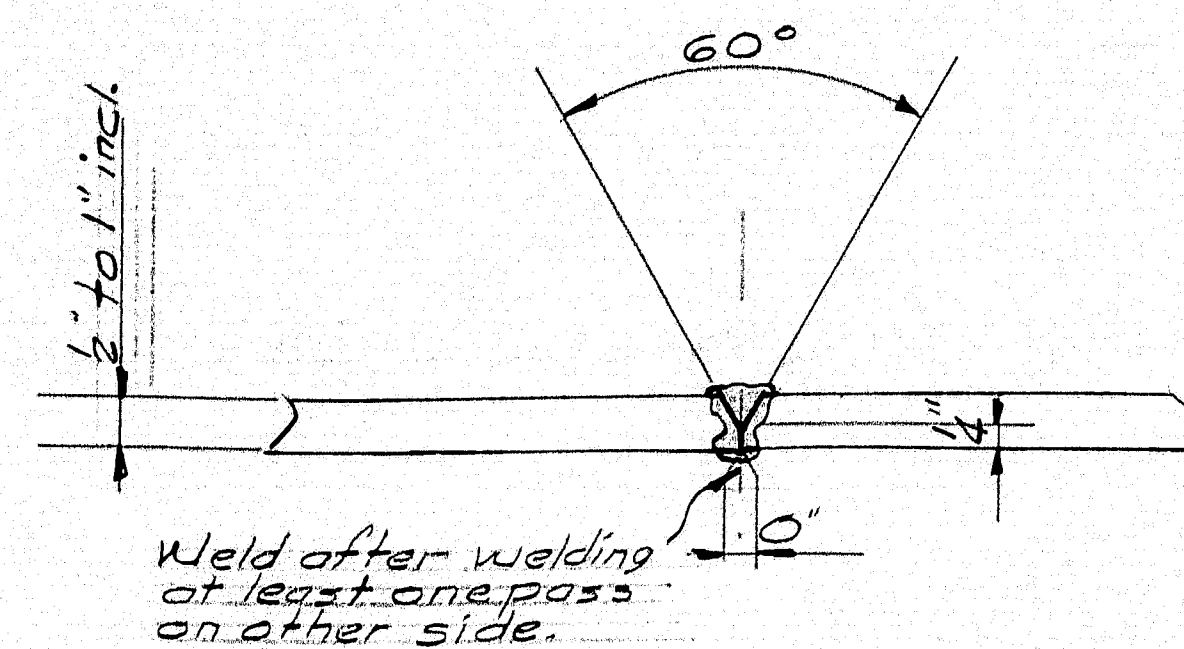
Bancroft & Martin Inc.
South Portland 7, Maine

CLINTON A. CLAUSON MEMORIAL
BRIDGES OVER KENNEBEC RIVER

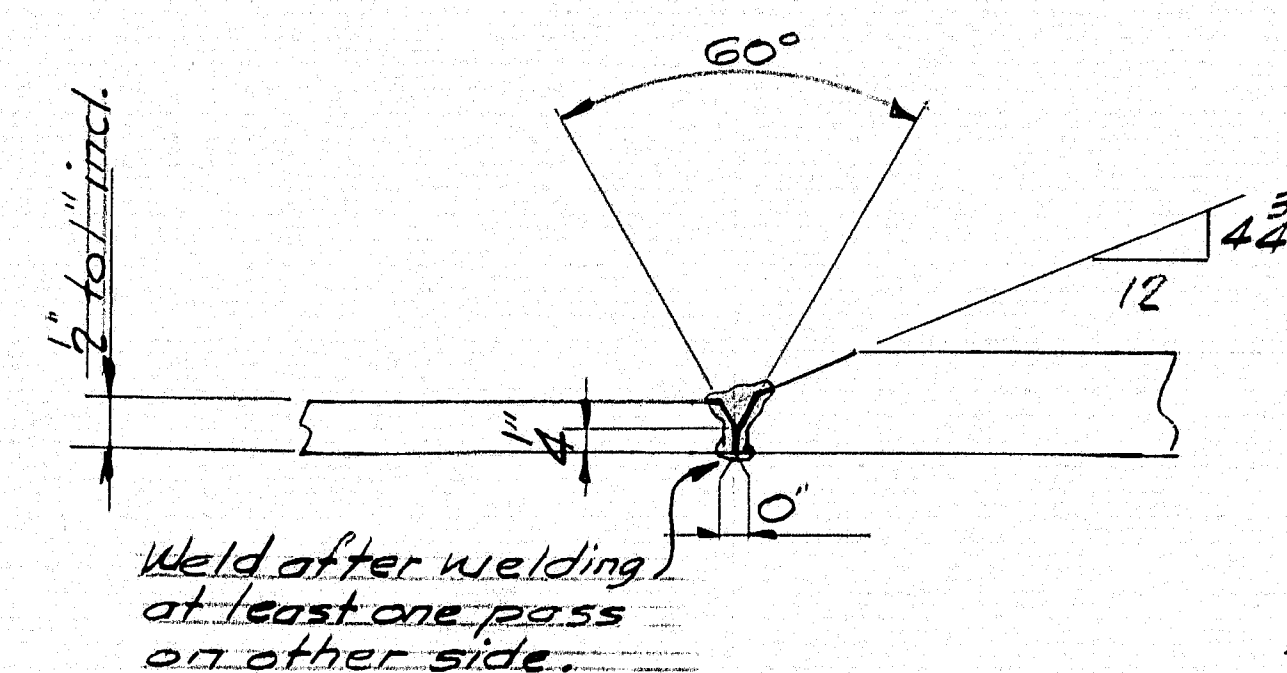
CUSTOMER E. C. SNODGRASS
DESIGNER ME. S. H. C.

ORDER NO. <u>VERBAL</u>	DWG. NO. <u>63-5-D1</u>
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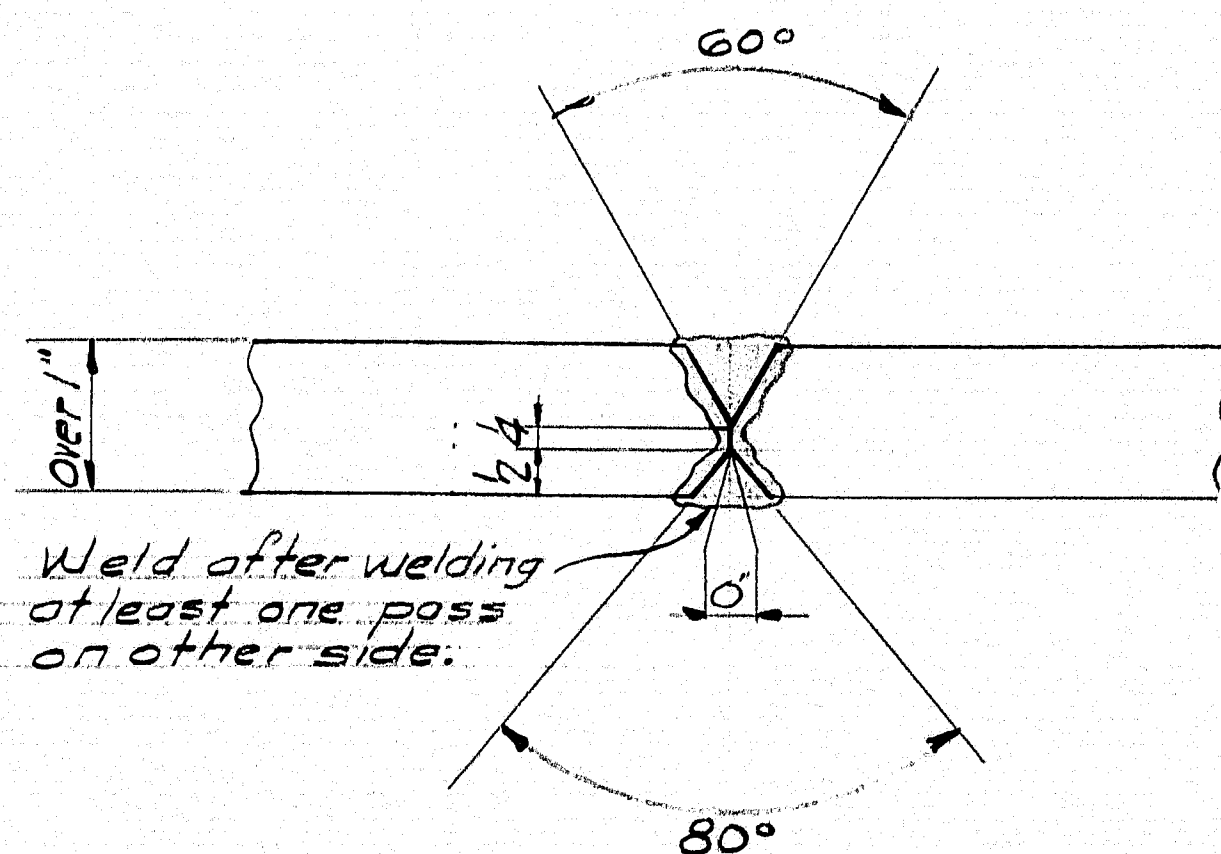
DRAWN	1-17-63	TFG
REVISION		
REVISION		
REVISION		



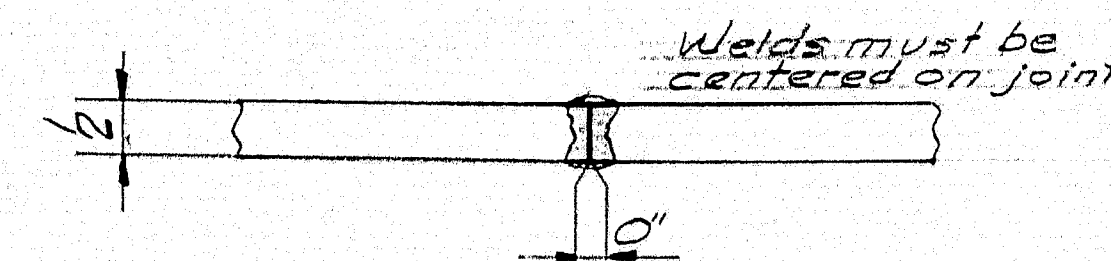
WA



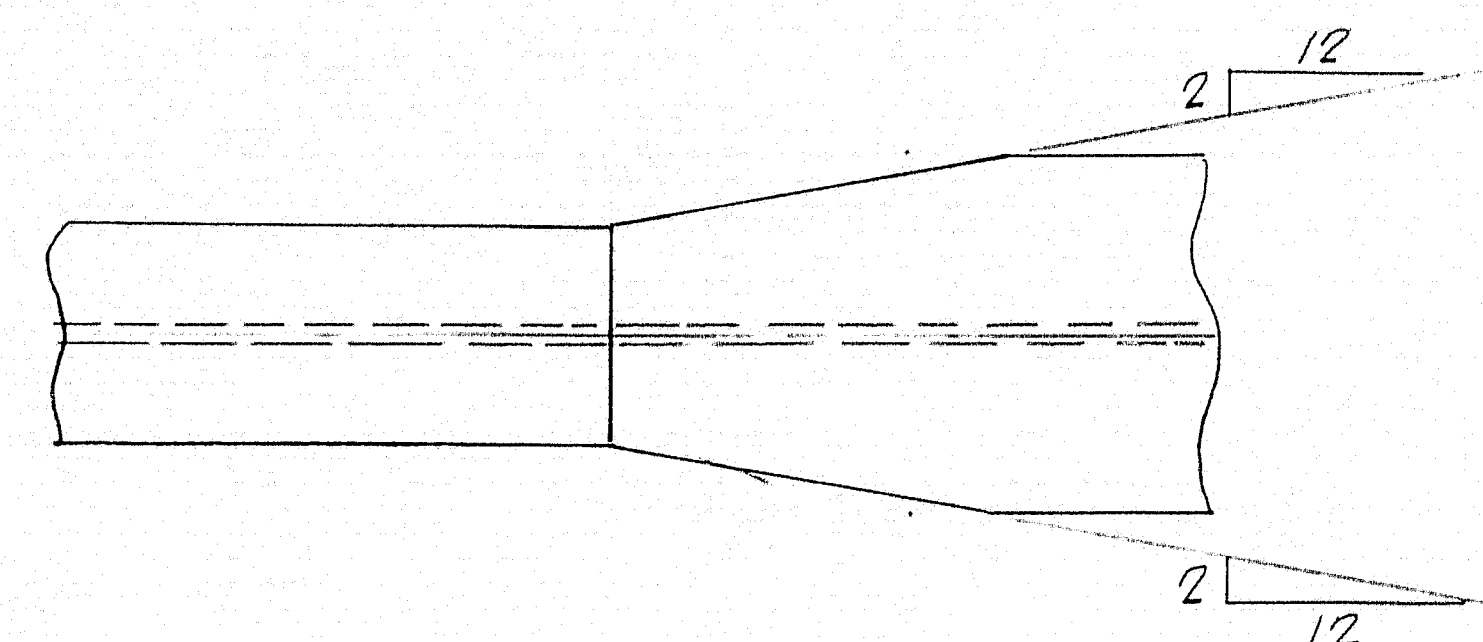
WB



WC



WD



FLANGE JOINTS @ WIDTH CHANGE

WELDING NOTES

1. Welds for flange plate & web plate butts, web to flange fillets & bearing stiffeners to web fillet shall be Submerged Arc - Linde Air Prod. Co. Unionmelt 5/32" #29 wire Grade-50 Melt (Flux).
2. The following non-destructive tests of welded steel girders will be required:
 - A. Radiographic testing of shop butt welds.
 - B. Magnetic particle testing of shop welds, girder webs to flanges & bearing stiffeners to girder webs.
 For additional information see supplemental specifications & Special Provisions.
3. Flanges & webs are to be butt welded & inspected in accordance with the above specifications prior to being fillet welded to each other.
4. All butt welds in web & flanges are to be ground flush.

SPANS 1 to 85.B & 1 to 7 N.B.

WELDING DETAILS

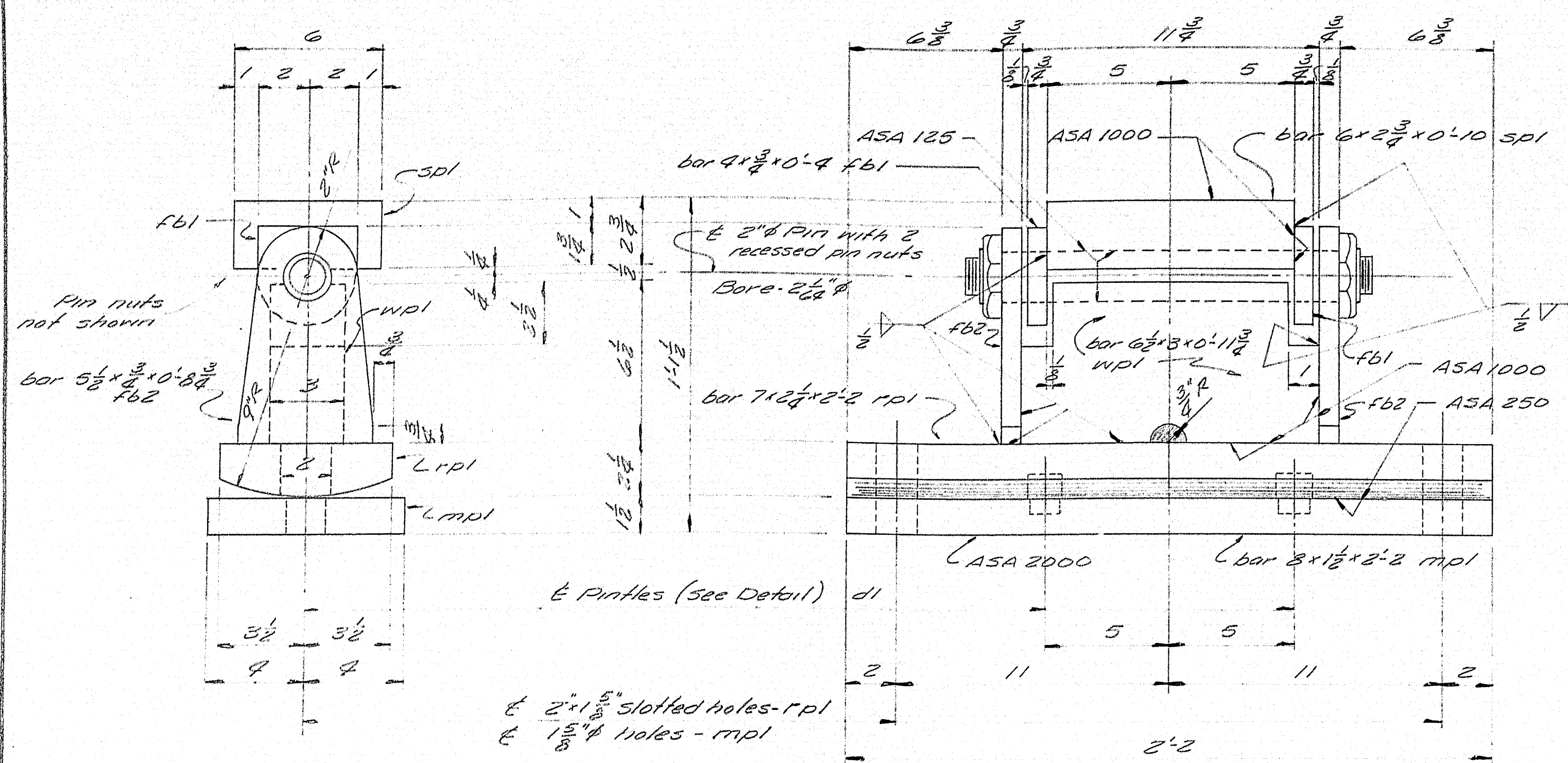
Rancourt & Martin Rolling Mills Company
South Portland, Maine

CLINTON A. CLAUSON MEM. BRIDGE
FAIRFIELD, MAINE

CUSTOMER E.C. SNODGRASS INC.
DESIGNER MAINE S.H.C. BRIDGEDIV.

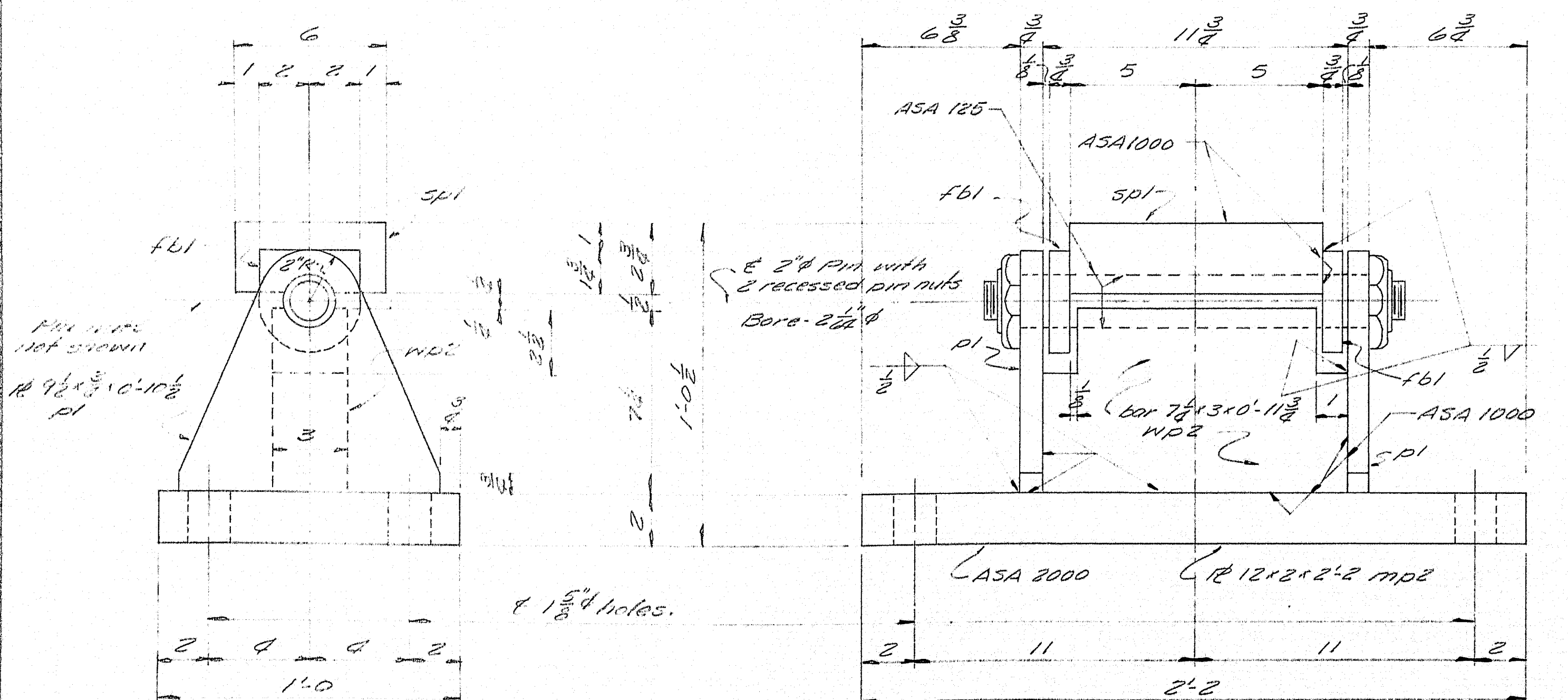
ORDER NO. VERBAL DWG. NO. 63-5-W1

DRAWN	1-25-63 J.P.F.
REVISION	2-21-63 J.P.F.
REVISION	
REVISION	



EXPANSION PEDESTAL EPI 20 REQ'D.

- 4 each required @ Pier 5, Span 6 N.B.
- Pier 6, Span 7 N.B.
- Pier 5, Span 6 S.B.
- Pier 6, Span 7 S.B.
- Pier 7, Span 8 S.B.

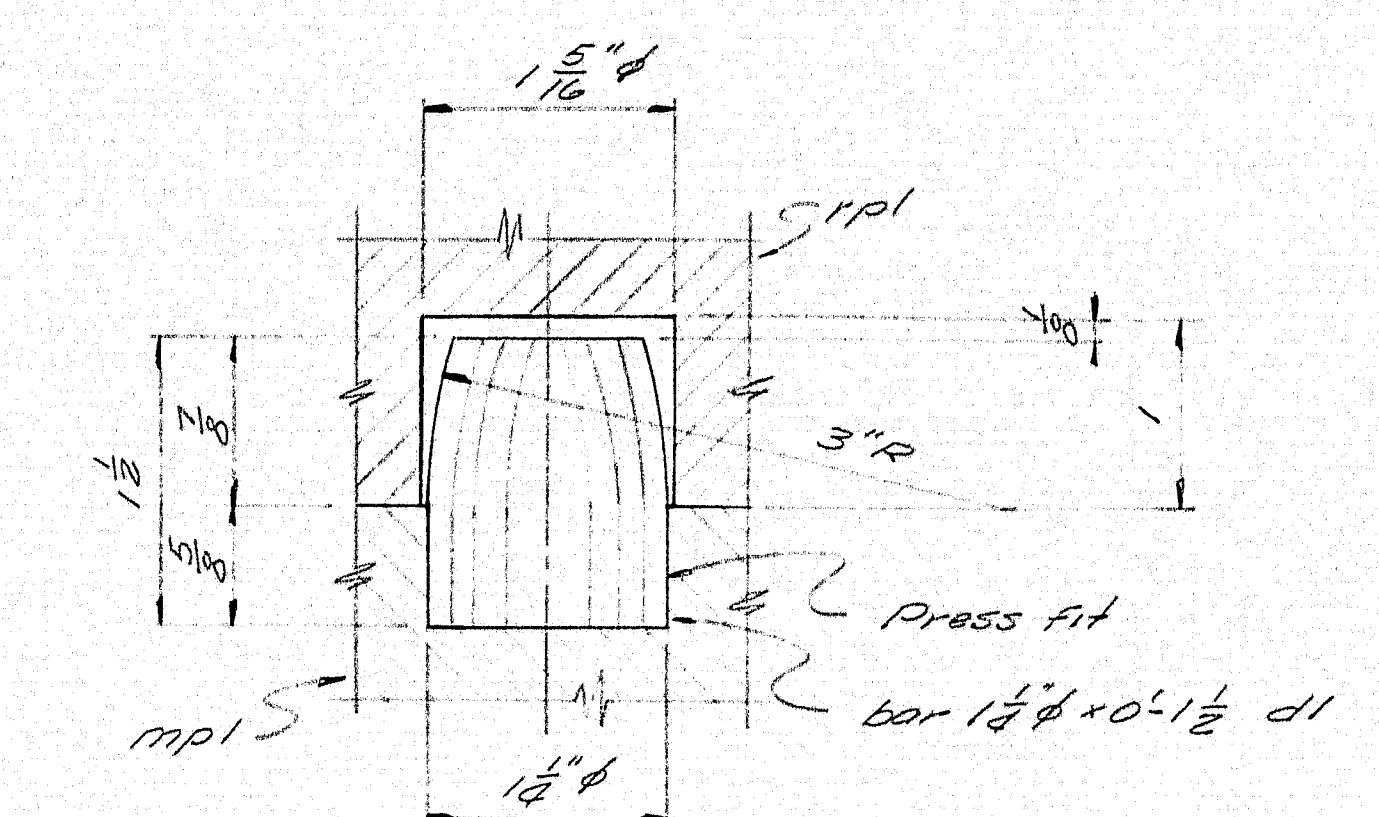


FIXED PEDESTAL FPI 20 REQ'D.

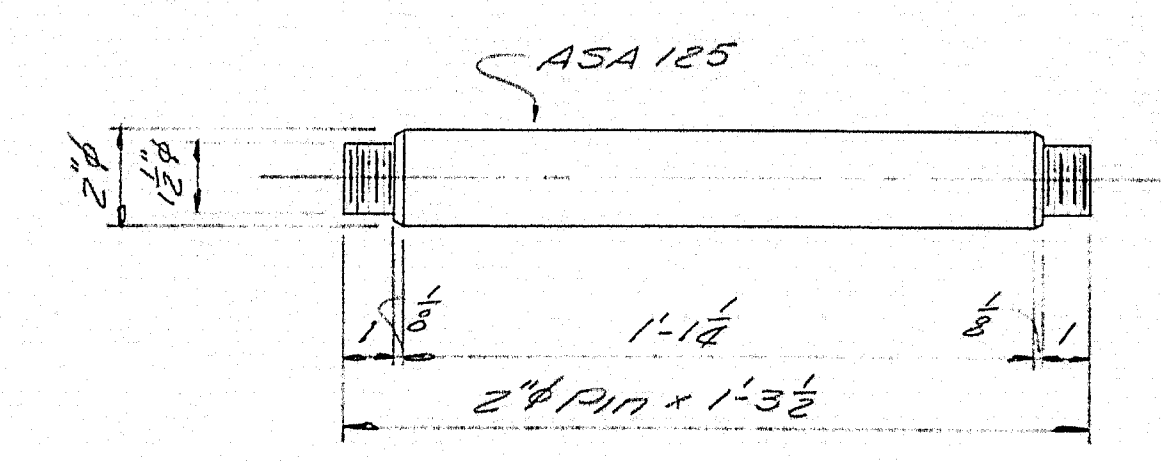
- 4 each required @ Pier 6, Span 6 N.B.
- Abut 2, Span 7 N.B.
- Pier 6, Span 6 S.B.
- Pier 7, Span 7 S.B.
- Abut 2, Span 8 S.B.

PAINT NOTE:

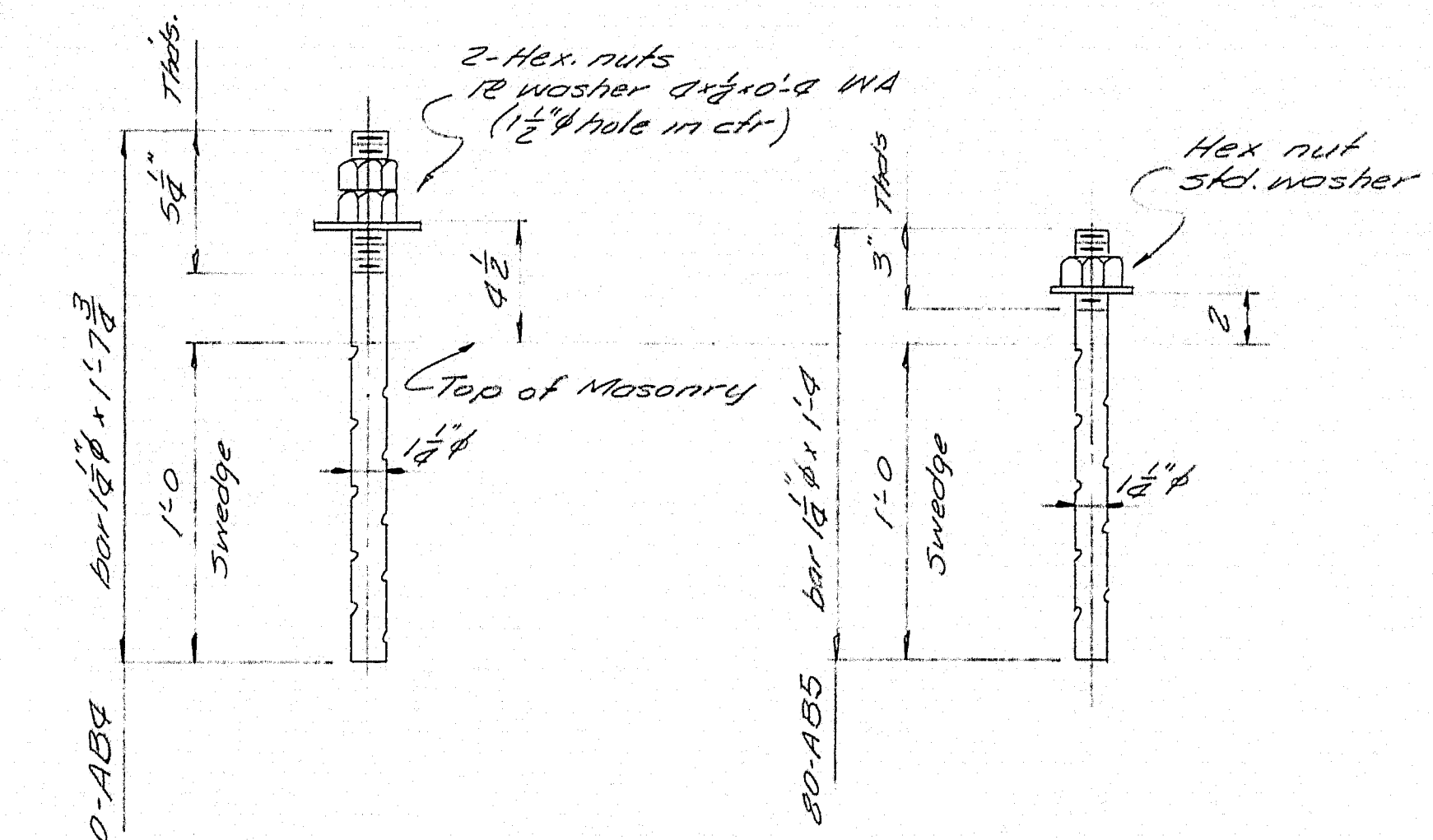
No paint on surfaces finished ASA 125 or ASA 250. Coat with hot mixture of white lead and tallow.
No paint on top surface and 3" down from top surface SPI.
No paint on Anchor Bolts, oil threads.



PINTLE DETAIL

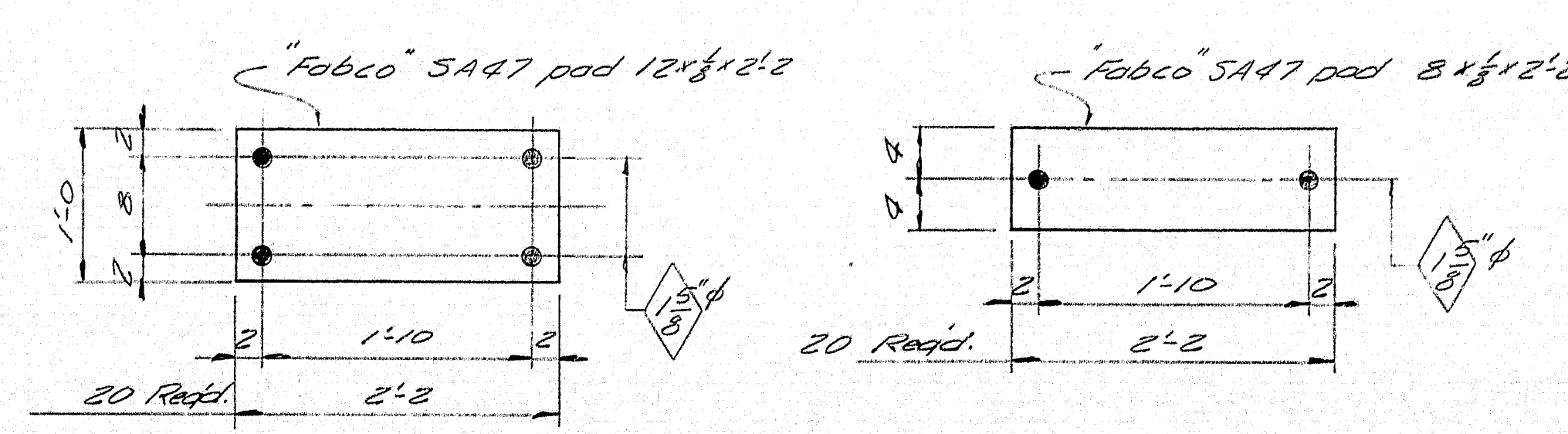


PIN DETAIL



EXPANSION FIXED

ANCHOR BOLTS



SHIP		BILL OF MATERIAL				DWG. NO. 63-5-51
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
EPI	20		EXPANSION PEDESTAL			
	20	SPI	bar 6x2 3/4	0' 10"	A36	Field weld to girder
	40	FBI	bar 4x1 1/2	0' 4"	do	do
	20	WPI	bar 6x2 3/4	0' 11 3/4"	do	do
	40	FBI	bar 5x2 3/4	0' 8 3/4"	do	do
	20	RPI	bar 7x2 3/4	2' 2"	do	do
	20	MPI	bar 8x1 1/2	2' 2"	do	do
	40	DI	bar 1 1/2 x 1 1/2	0' 1 1/2"	A36	do
FPI	20		FIXED PEDESTAL			
	20	SPI	bar 6x2 3/4	0' 10"	A36	Field weld to girder
	40	FBI	bar 4x1 1/2	0' 4"	do	do
	20	WPI	bar 7x2 3/4	0' 11 3/4"	do	do
	40	PI	bar 9x2 3/4	0' 10 3/4"	do	do
	20	MPI	bar 12x2	2' 2"	A36	do
	40	Shop	2" Pin	1' 3 1/2"	A36	Shop 2" Pin
	80	Shop	2" Nut			recessed nut for 2" Pin
ABA	40		bar 1 1/2 x 1 1/2	1' 7 3/4"		Use 2 Exp.
AB5	80		do	1' 4"		Swedge Pad, EPI
WA	40		bar 1 1/2 x 1 1/2	0' 4"		Use 2 Exp.
Field	80		12" washer			Use 2 Exp.
	160	Shop	1 1/2" Hex Nut			recessed nut for 2" Pin
Field	20		12x8	2' 2"		Fobco Pad SA47
do	20		8x8	2' 2"		do do do
						Req. # 9268
NOTE: Allowance to be made for machining when cutting above plates.						
ITEM 702-103B						

SCALE WEIGH

SHOP CONNECTIONS: Welded, Bolted
FIELD CONNECTIONS: Welded, Bolted
HOLES: As Noted
PAINT: Red lead and as noted per M.S.H.C. Specs.

SPANS 6, 7, 8 S.B.; 6, 7 N.B.

PEDESTAL DETAIL

Pratt & Whitney Inc.
South Portland, Maine

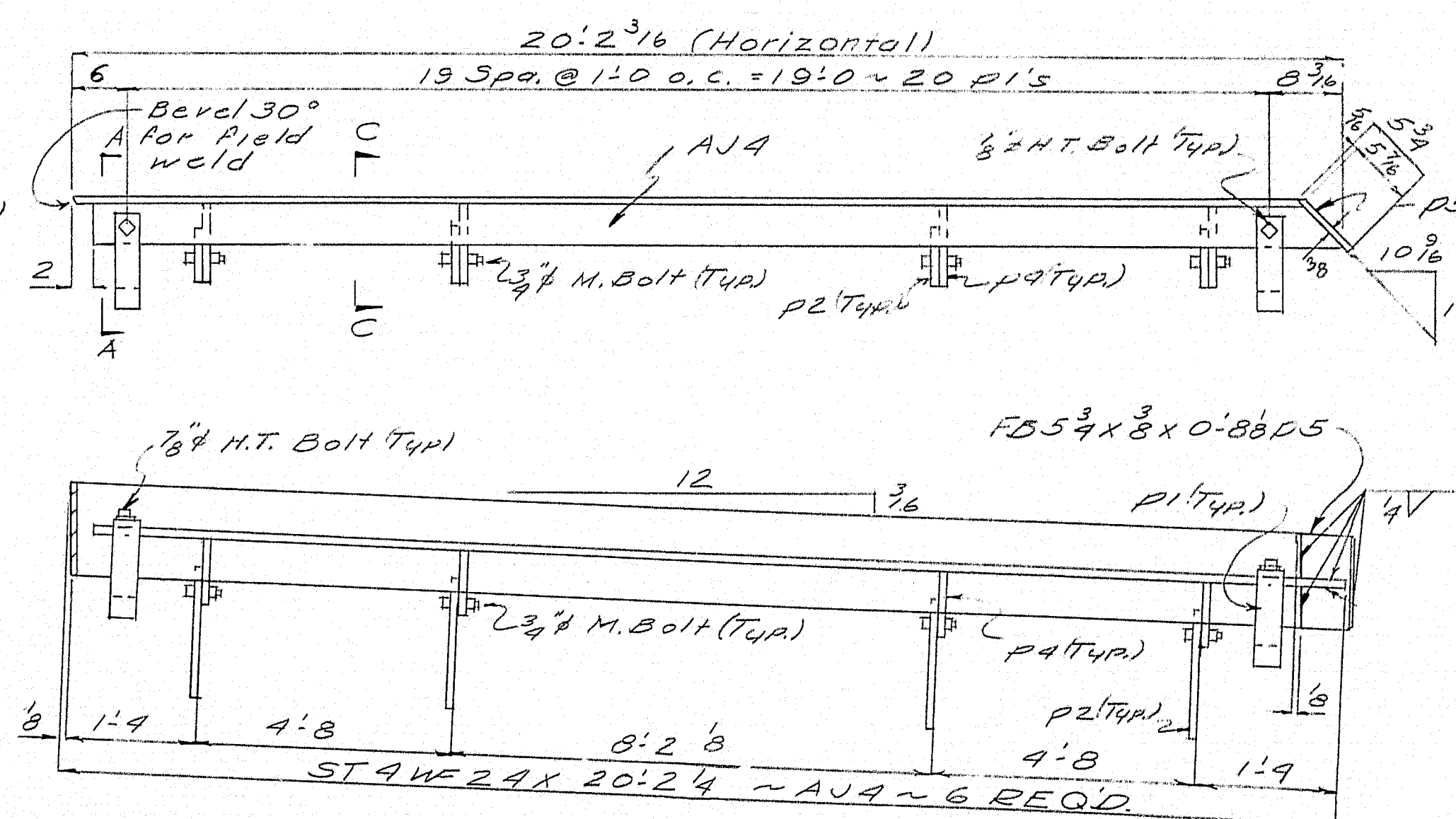
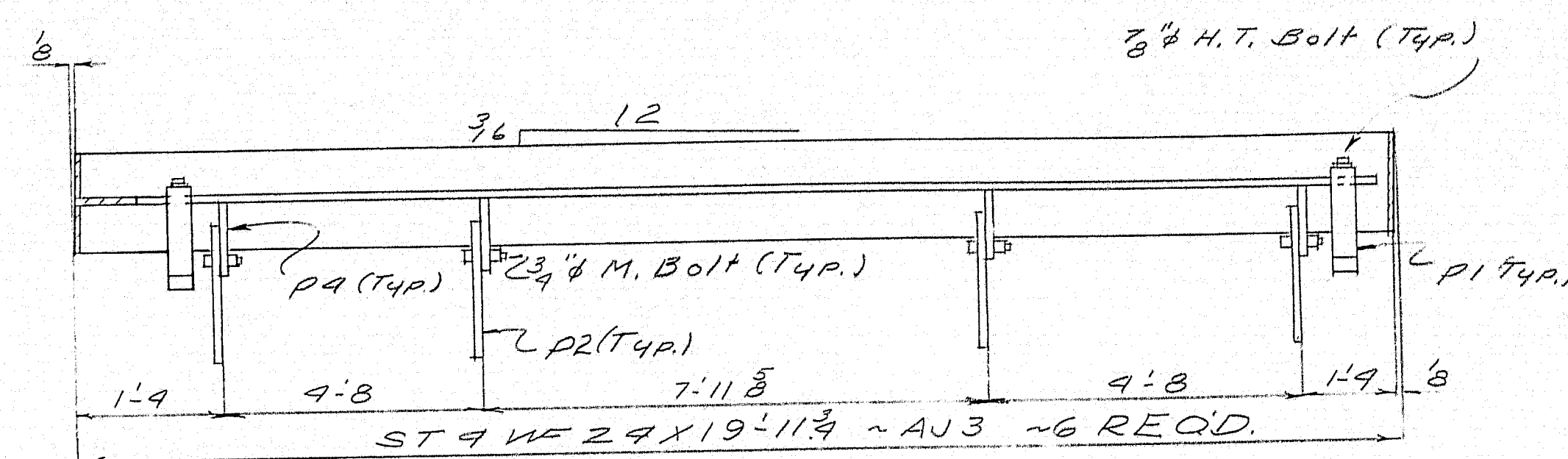
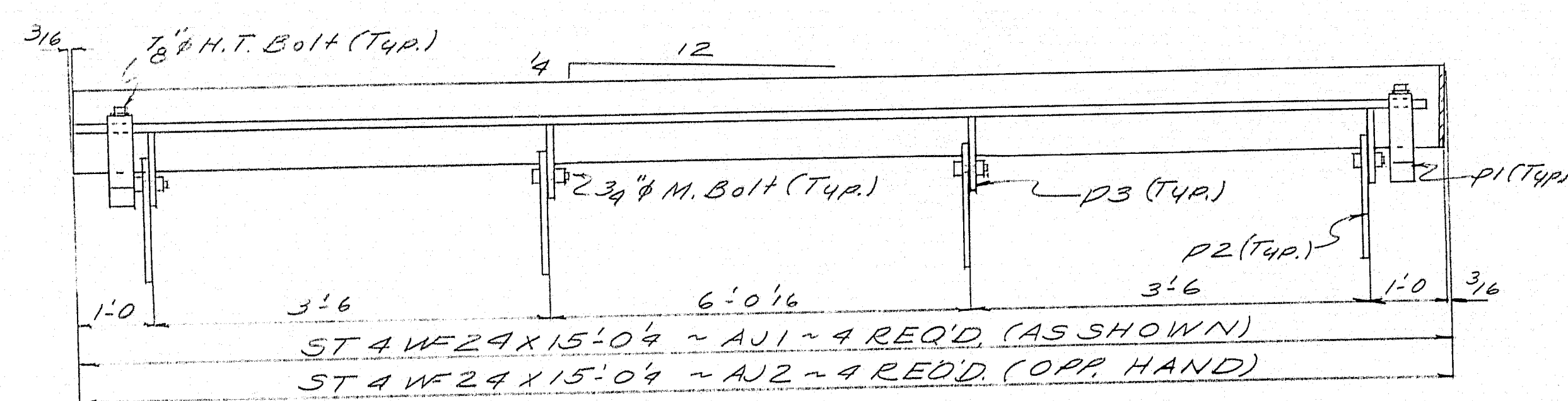
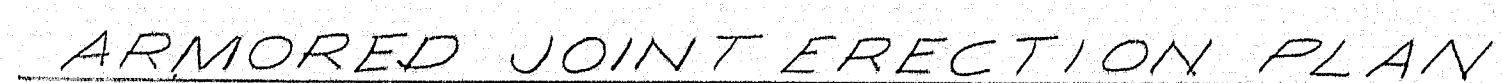
CLINTON A. CLAUSON
MEMORIAL BRIDGES
FAIRFIELD AND BENTON, ME.

CUSTOMER: ELLIS SNODGRASS, INC.
DESIGNER: M.S.H.C. BRIDGE DIV.

ORDER NO. Verbol DWG. NO. 63-5-51

DRAWN	1-18-63	HL.
REVISION		
REVISION		
REVISION		

89-114



This Bill of Material Covers This Dwg. Only

SHOP CONNECTIONS: *BOLTED, WELDED*
FIELD CONNECTIONS: *WELDED*
HOLES: *AS NOTED*
PAINT: *ME. STATE SPECS RED LEAD*

REF DWGS, SHEETS 51 & 52 OF 92

ARMORED JOINT DETAILS

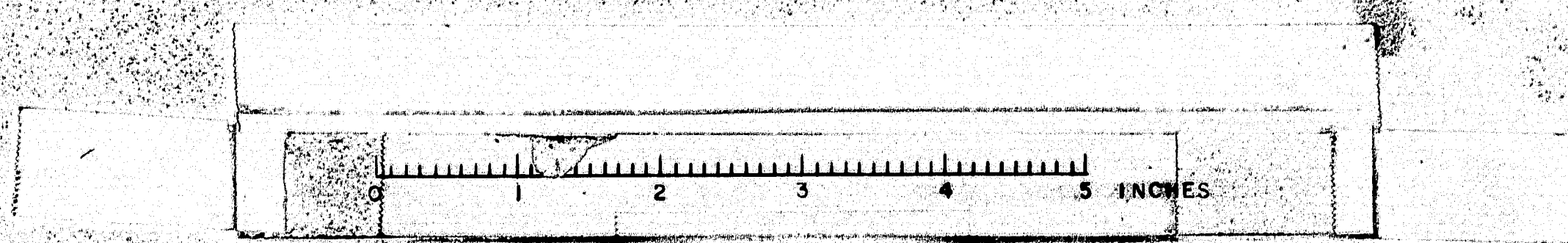
Bancroft V. Martin Inc.
South Portland 7, Maine

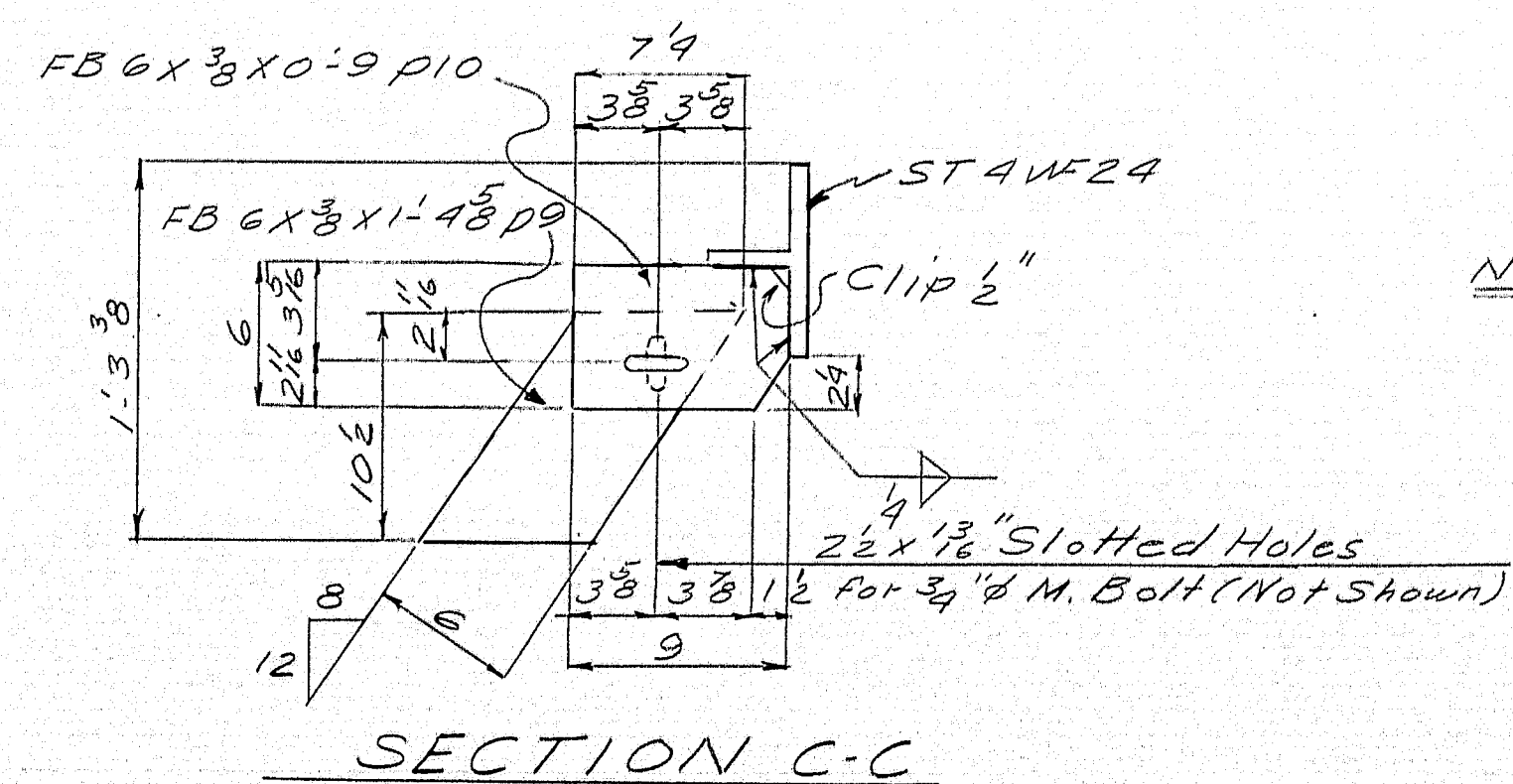
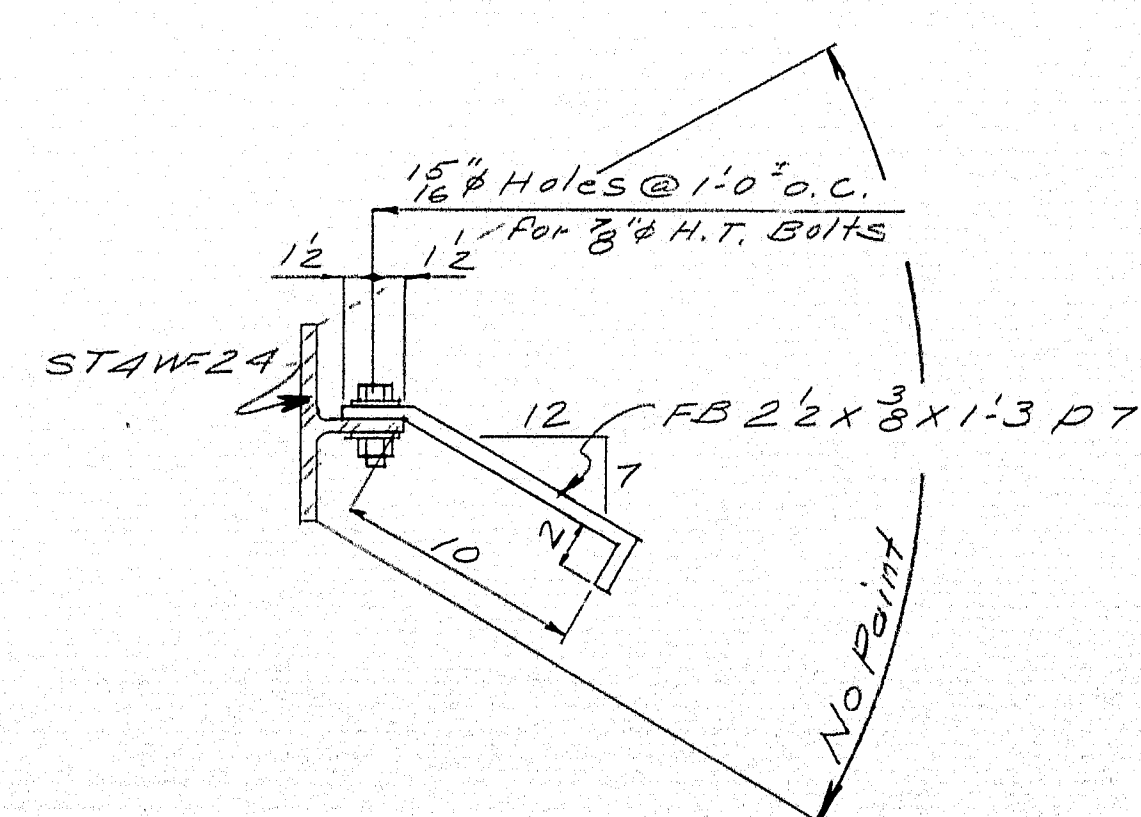
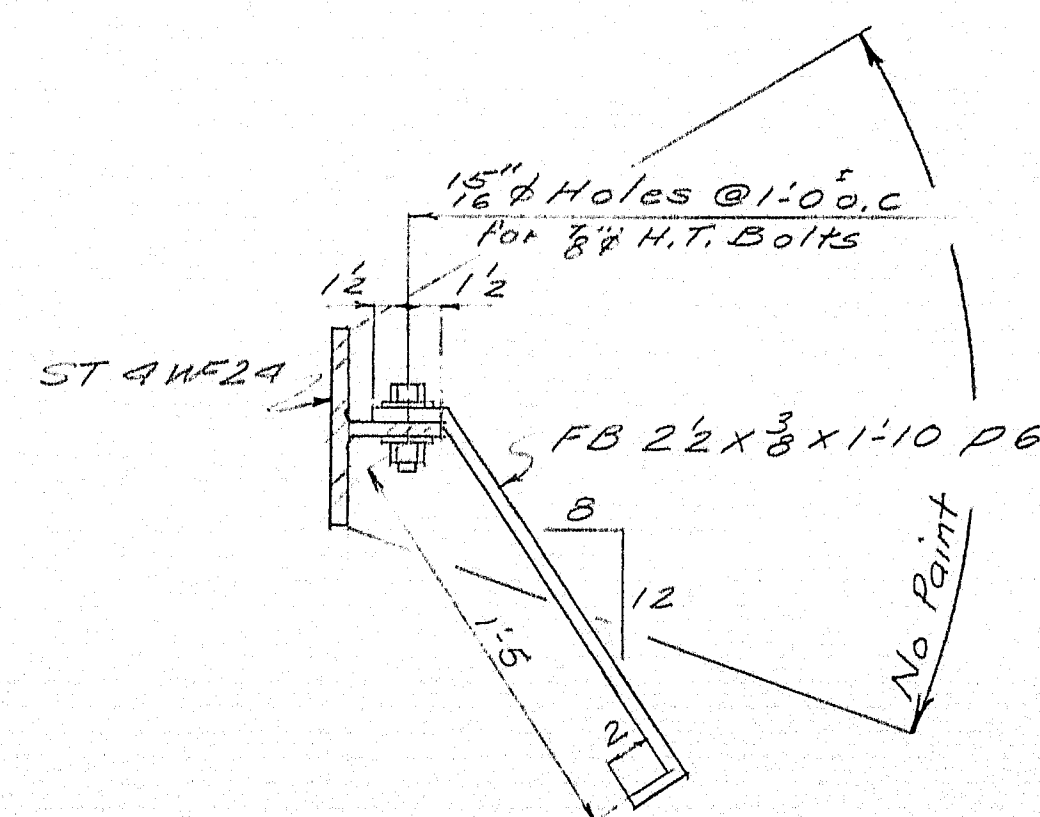
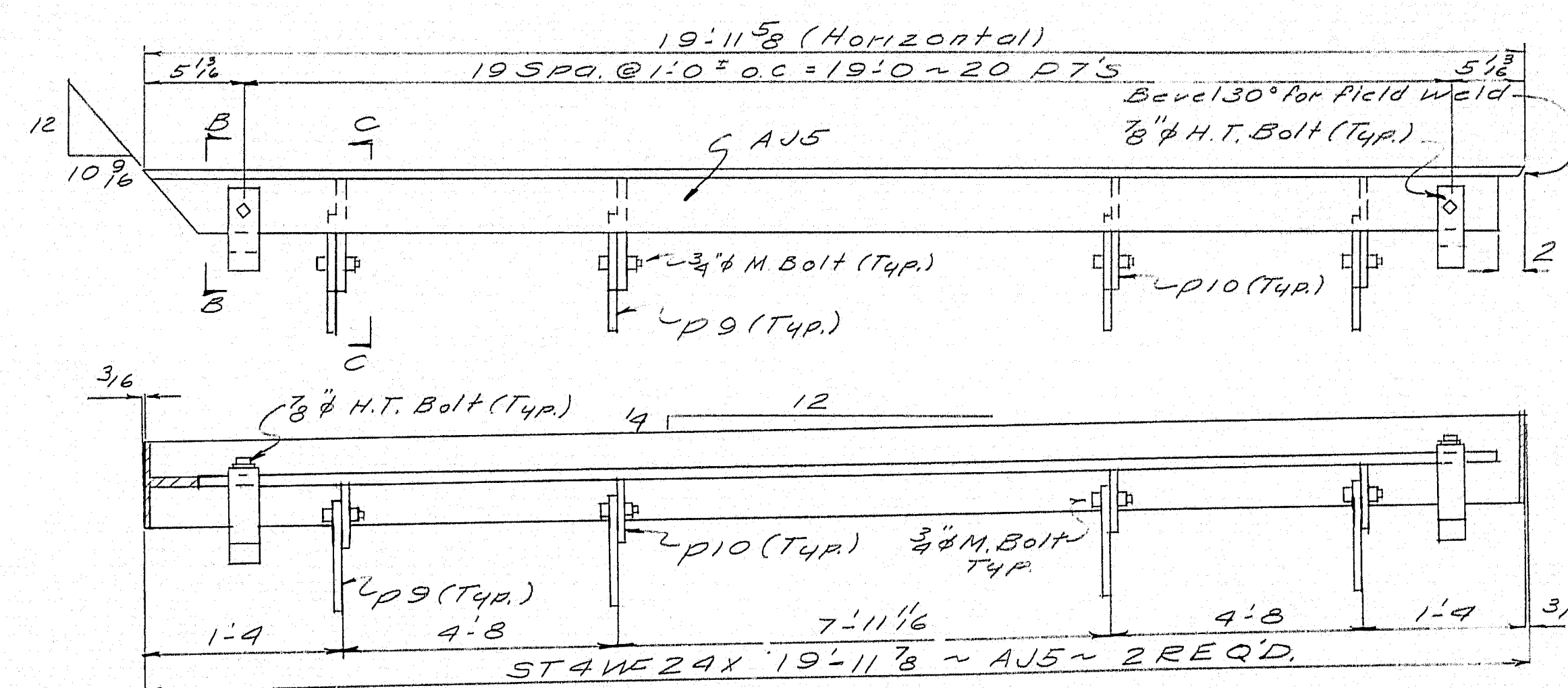
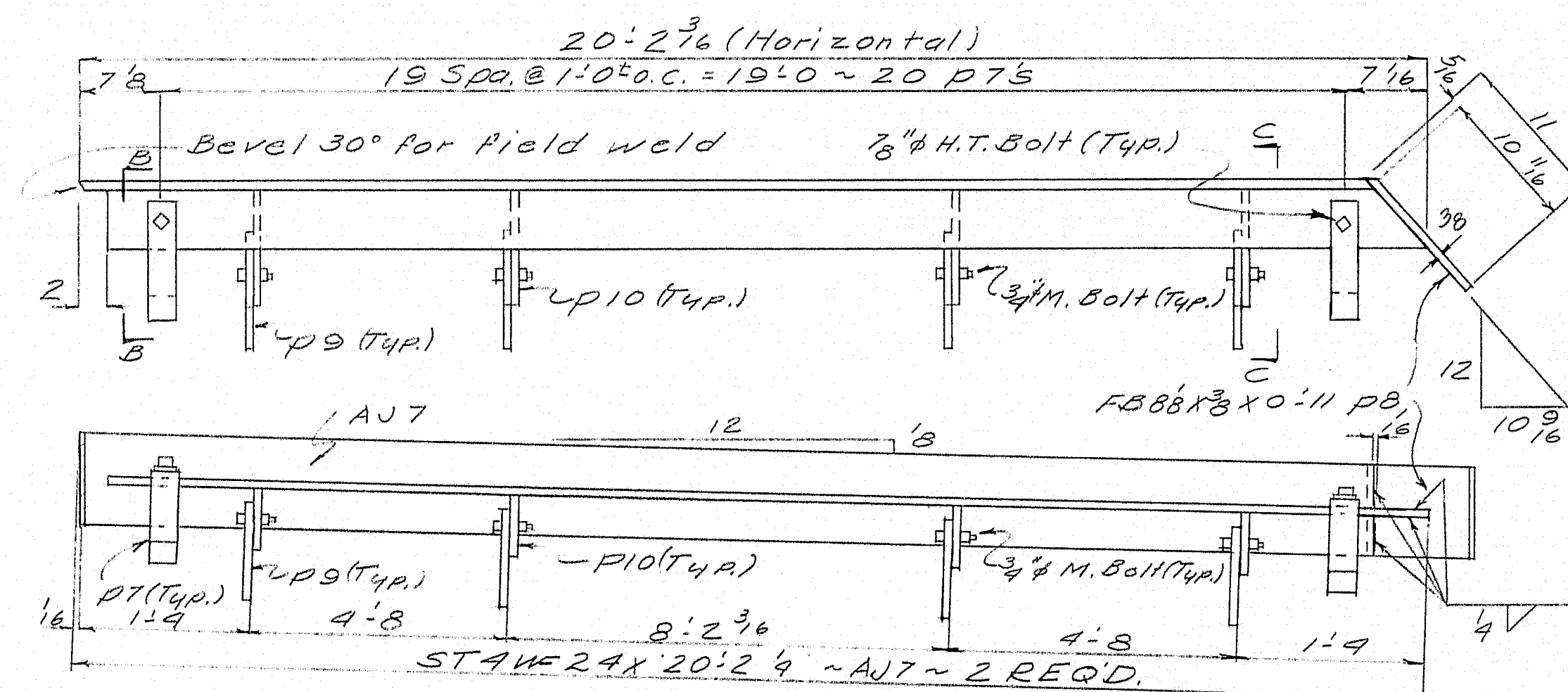
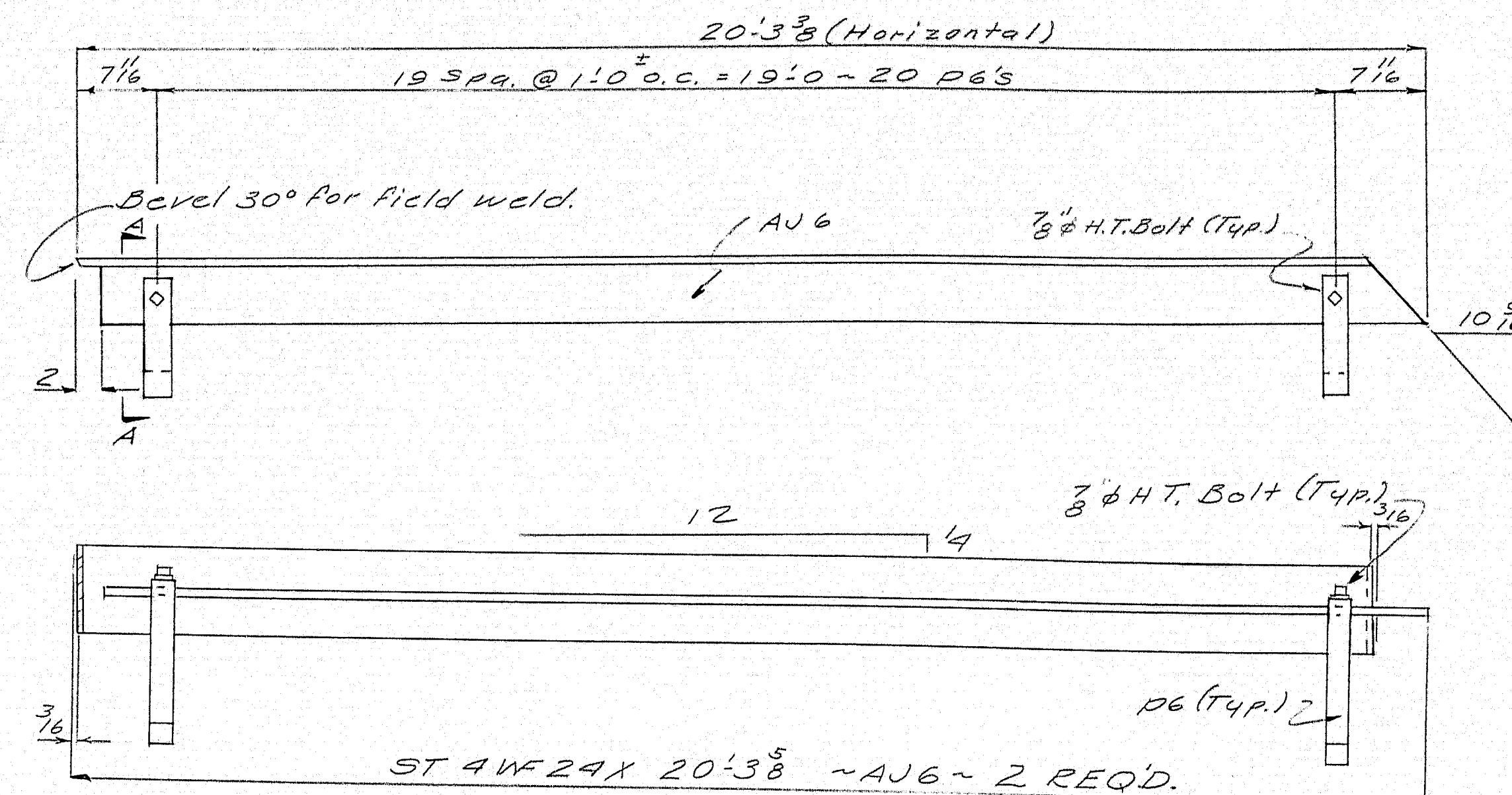
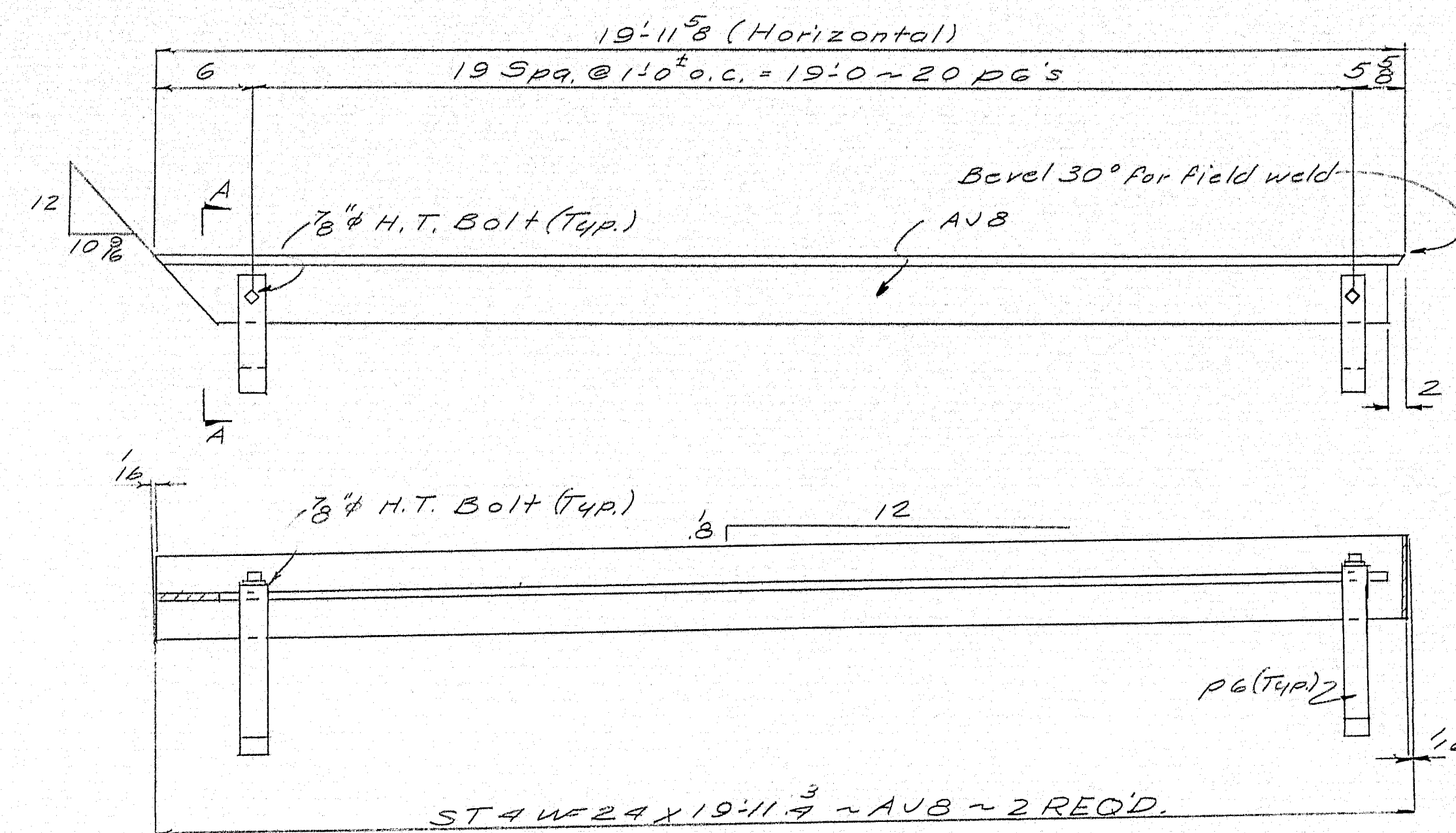
CLINTON A. CLAUSON MEMORIAL
BRIDGES OVER KENNEBEC RIVER

CUSTOMER E. C. SNODGRASS
DESIGNER M. E. S. H. C.

ORDER NO. <u>VERBAL</u>	DWG. NO. <u>63-5-S2</u>
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DRAWN	1-18-63	TF
REVISION	2-5-63	TF
REVISION		
REVISION		



[illegible]

This Bill of Material Covers This Dwg. Only

SHOP CONNECTIONS: *BOLTED, WELDED*
FIELD CONNECTIONS: *WELDED*
HOLES: *AS NOTED*
PAINT: *ME, STATE SPECS, RED LEAD*

REF. DWG. SHEET 52 OF 92

ARMORED JOINT DETAILS

Bancroft & Martin Inc.
South Portland 7, Maine

CLINTON A. CLAUSON MEMORIAL
BRIDGES OVER KENNEBEC RIVER

CUSTOMER E. C. SNODGRASS
DESIGNER M. E. S. H. C.

ORDER NO. <u>VERBAL</u>	DWG. NO. <u>63-5-53</u>
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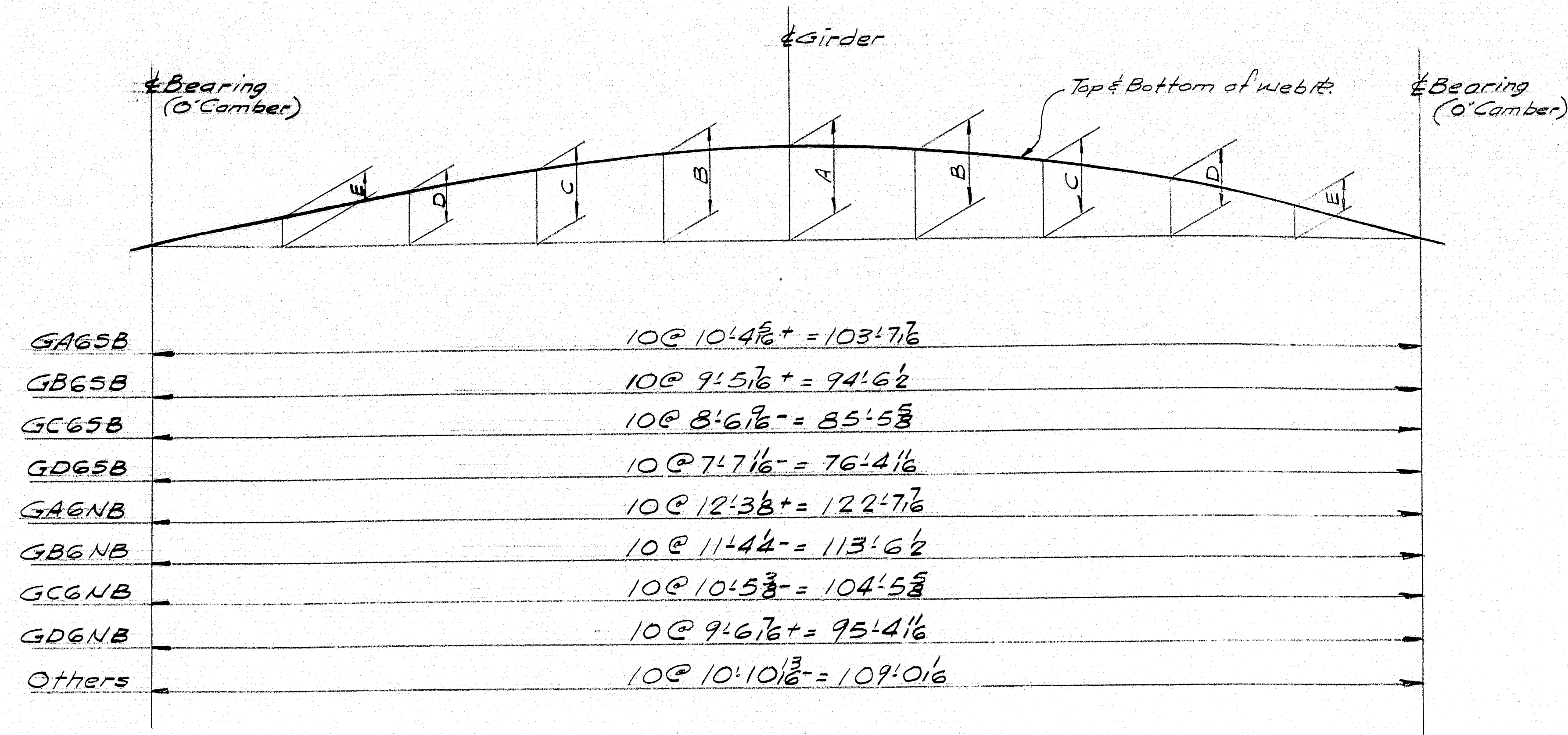
DRAWN	1-21-63	TF
REVISION	2-5-63	TF
REVISION		
REVISION		

DRAWN	1-21-63	TF
REVISION	2-5-63	TF

REVISION		
REVISION		

REVISION	
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89-115



Camber Ordinate @

Girder	E	D	C	B	A	Max. Camber Tolerance @ A
GA6SB	1"	1 $\frac{1}{2}$ "	2 $\frac{1}{2}$ "	3"	3 $\frac{1}{2}$ "	$\pm \frac{3}{8}$ "
GB6SB	1 $\frac{1}{2}$ "	1 $\frac{1}{2}$ "	2 $\frac{1}{2}$ "	2 $\frac{1}{2}$ "	2 $\frac{5}{8}$ "	$\pm \frac{5}{16}$ "
GC6SB	$\frac{5}{8}$ "	1 $\frac{1}{2}$ "	1 $\frac{1}{2}$ "	1 $\frac{1}{2}$ "	2"	$\pm \frac{5}{16}$ "
GD6SB	1 $\frac{1}{2}$ "	$\frac{3}{4}$ "	1 $\frac{1}{2}$ "	1 $\frac{1}{2}$ "	1 $\frac{1}{2}$ "	$\pm \frac{1}{4}$ "
GAGNB	1 $\frac{1}{2}$ "	2 $\frac{1}{2}$ "	3 $\frac{1}{2}$ "	4 $\frac{1}{2}$ "	4 $\frac{1}{2}$ "	$\pm \frac{1}{8}$ "
GBGNB	1 $\frac{1}{2}$ "	2 $\frac{1}{2}$ "	3 $\frac{1}{2}$ "	3 $\frac{1}{2}$ "	4"	$\pm \frac{3}{8}$ "
GCGNB	1 $\frac{1}{2}$ "	1 $\frac{1}{2}$ "	2 $\frac{1}{2}$ "	3 $\frac{1}{2}$ "	3 $\frac{1}{2}$ "	$\pm \frac{3}{8}$ "
GDGNB	1 $\frac{1}{2}$ "	1 $\frac{1}{2}$ "	2 $\frac{1}{2}$ "	2 $\frac{1}{2}$ "	2 $\frac{1}{2}$ "	$\pm \frac{1}{8}$ "
Others	1 $\frac{1}{2}$ "	2 $\frac{1}{2}$ "	2 $\frac{1}{2}$ "	3 $\frac{1}{2}$ "	3 $\frac{1}{2}$ "	$\pm \frac{3}{8}$ "

Spans 7#8SB & Span 7#NB →

Cambers shown are finished cambers.
No allowances shown for shrinkage due to welding.
The ends of girders shall be cut normal
to flanges unless otherwise detailed.

SPANS 6-7#8SB & 6-7#NB.

CAMBER DIAGRAM

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

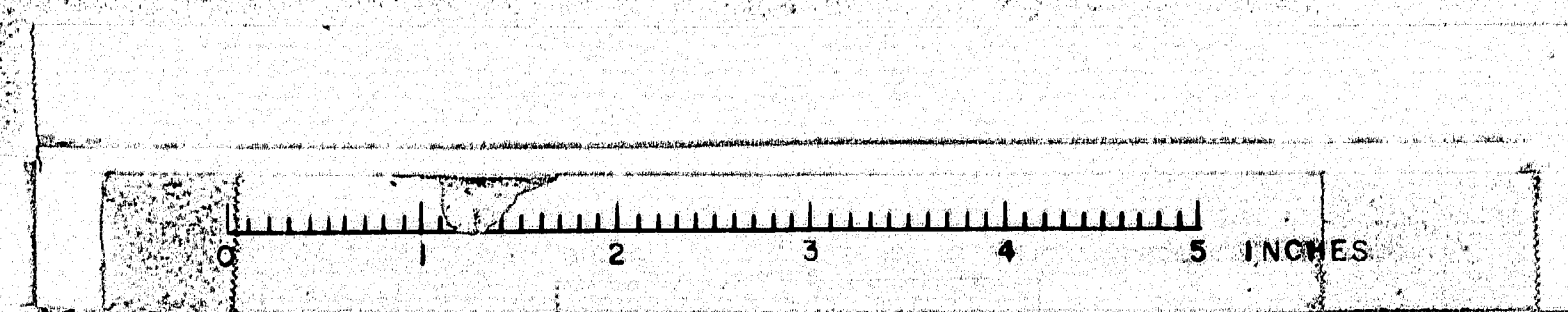
CLINTON A. CLAUSON MEM. BRIDGE
FAIRFIELD, MAINE

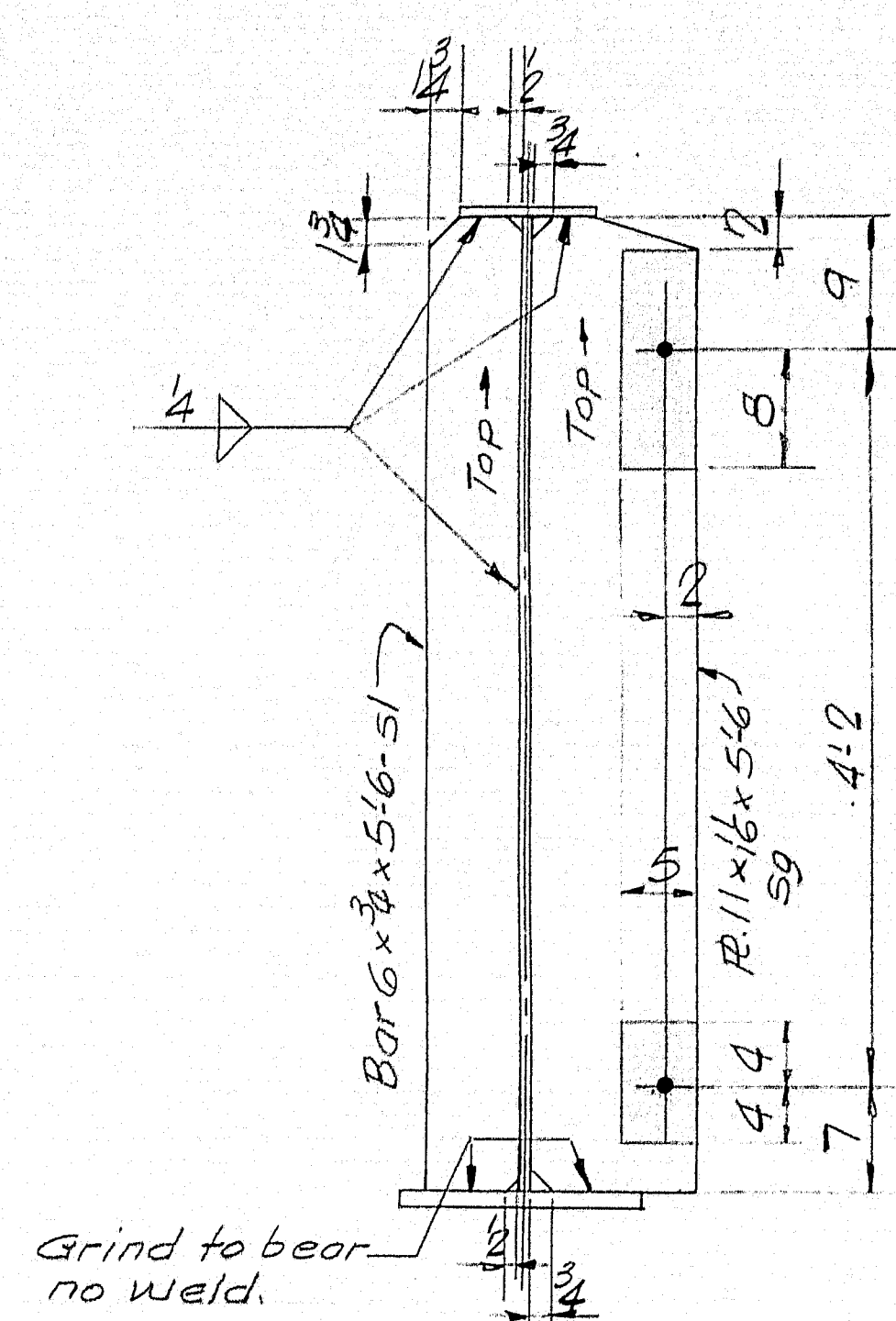
CUSTOMER E.C. SNODGRASS INC.
DESIGNER MAINE S.H.C. BRIDGE DIV.

ORDER NO. VERBAL DWG. NO. 63-5-54

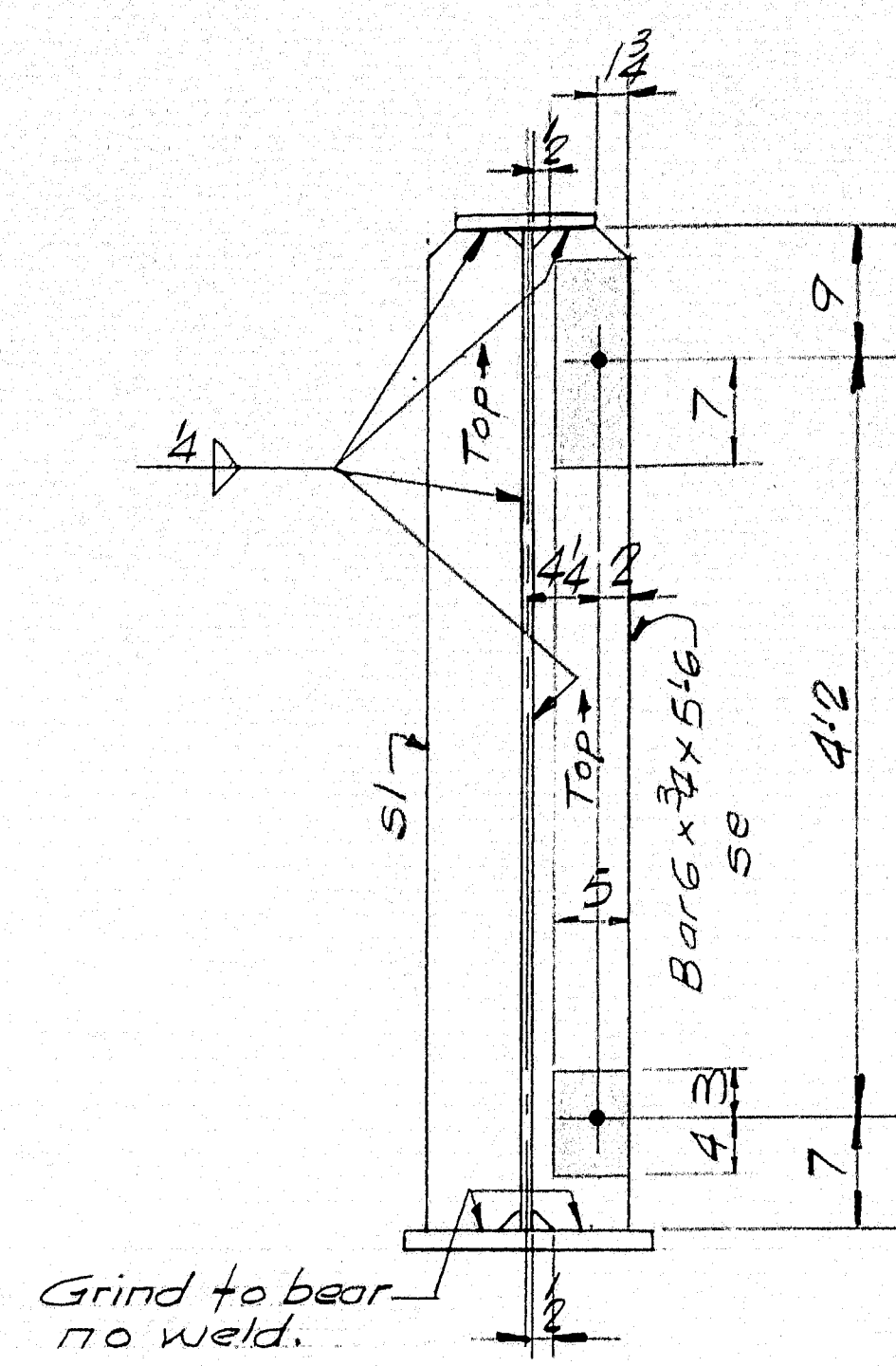
DRAWN	1-24-63 J.P.F.
REVISION	
REVISION	
REVISION	

APP. 2-19-63

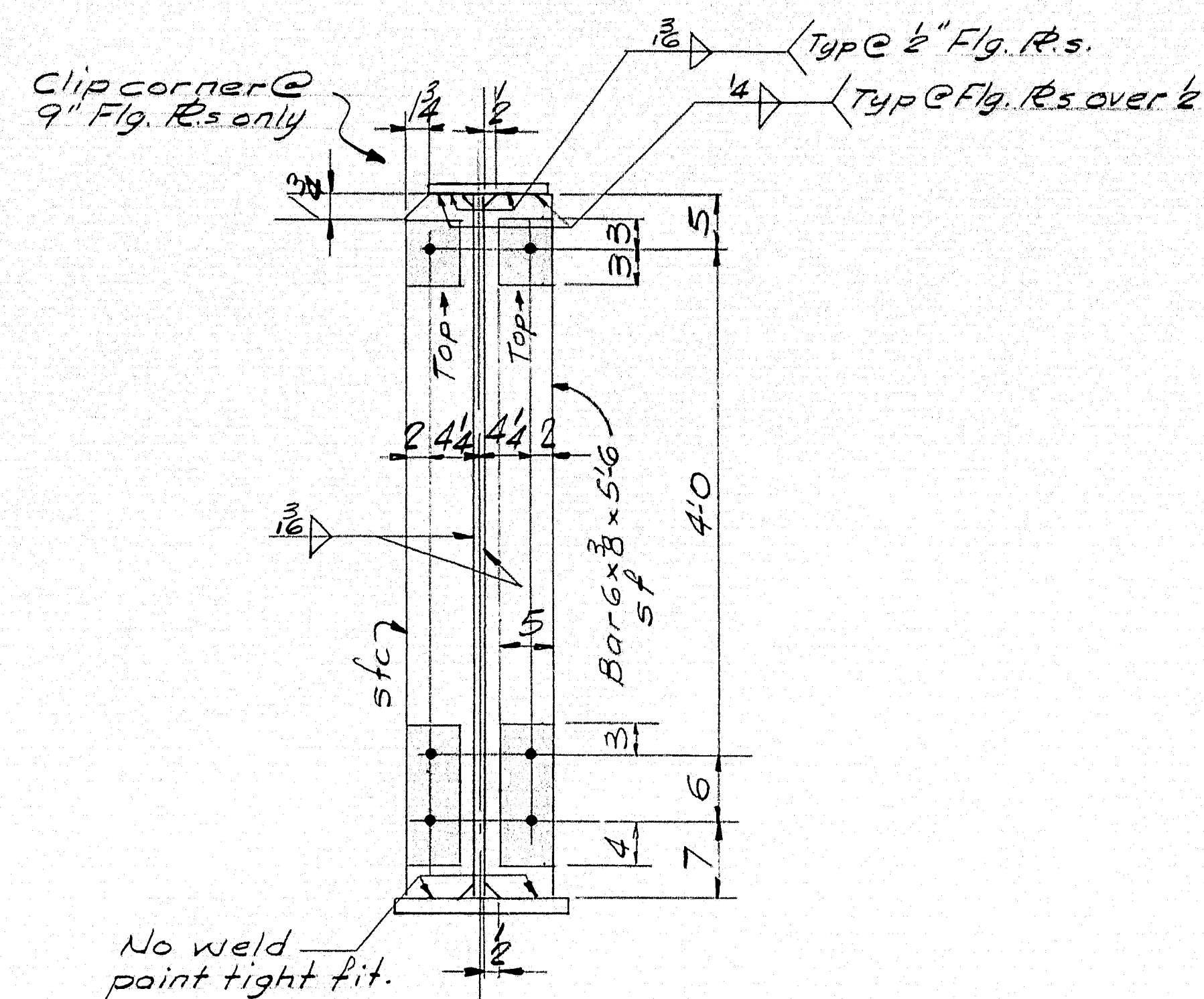




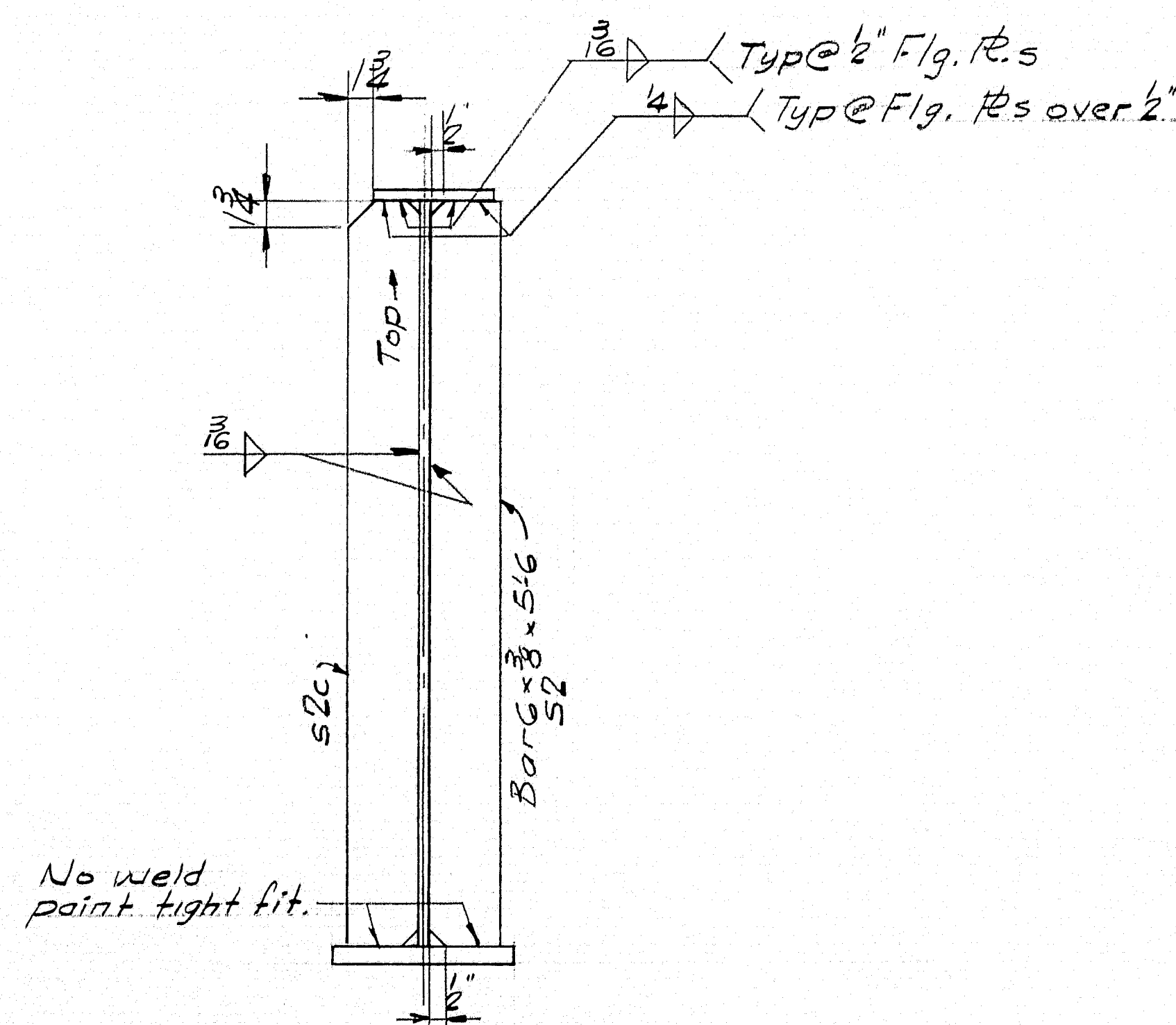
Typ. Detail @ sl & sg



Typ. Detail @ sl & se



Typ. Detail @ sl & stc



Typ. Detail @ s2 & s2c (intermediate stiffeners)

NOTES

- Holes 1/8" ϕ
- There shall be No Paint N.S.F.S of stiffeners @ shaded areas.
- See Note on Dwg W1 for welding of bearing stiffeners sl, sg & se
- All stiffeners to be normal to flanges.

SPANS 6-7 & 8 S.B. & 6 & 7 N.B.

STIFFENER DETAILS

Bancroft & Norton Rolling Mills Company
South Portland, Maine

CLINTON A. CLAUSON, MEM. BRIDGE
FAIRFIELD, MAINE

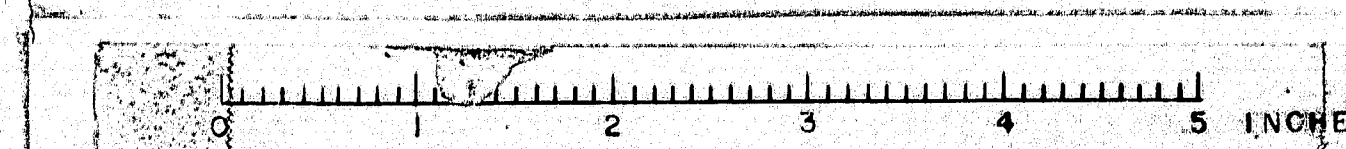
CUSTOMER E.C. SNODGRASS, INC.

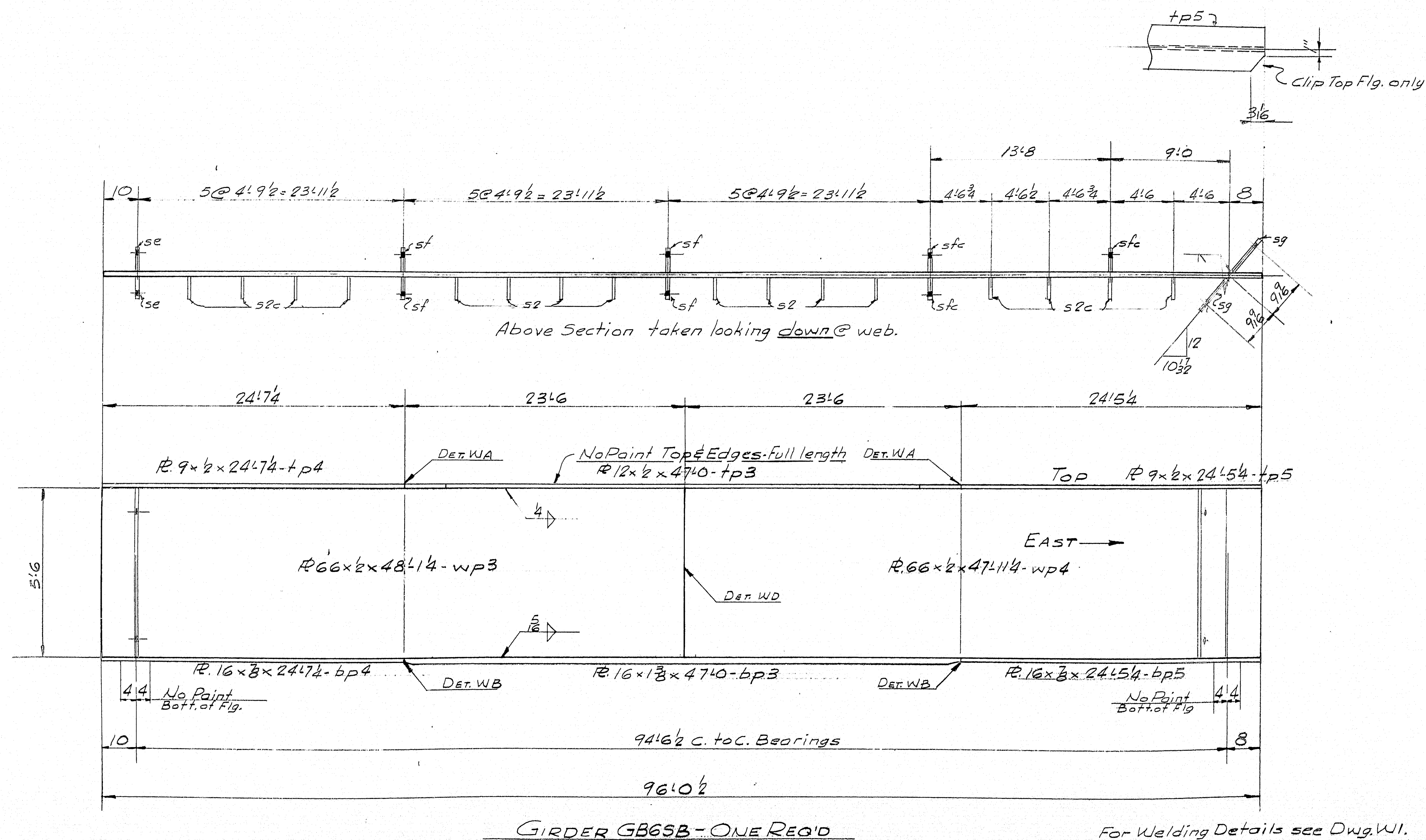
DESIGNER MAINE S.H.C. B.R.

ORDER NO. VERBAL DWG. NO. 63-5-55

APR 2-19-63

DRAWN	J.P.F.
REVISION	
REVISION	
REVISION	





For Welding Details see Dwg. W1.
For Camber Diagram see Dwg. S4.
For Stiffener Details see Dwg. S5.
For Stud Layout see Dwg. S24.

SHIP		BILL OF MATERIAL				DWG. NO. 63-5-57
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
GB6SB	1		GIRDER	96'0 1/2		
	1	wp3	R 66 x 2	48'1 1/4		
	1	wp4	Do	47'11 1/4		
	1	tp3	R 12 x 2	47'0		
	1	tp4	R 9 x 1/2	24'7 1/4		
	1	tp5	Do	24'5 1/4		
	1	bp3	R 16 x 3/8	47'0		
	1	bp4	R 16 x 3/8	24'7 1/4		
	1	bp5	Do	24'5 1/4		
	2	se	Bar 6 x 3/4	5'6 1/2		
	2	sq	R 11 x 1/2	5'6 1/2		
	8	sf	Bar 6 x 3/8	5'6		
	8	sf	Do	5'6		
	4	sf	Do	5'6		
	3	sf	Do	5'6		

All Mat. A.S.T.M. Desig. A-441 unless noted

* A.S.T.M. Desig. 47 or A36

STRUCTURAL STEEL ITEM 702-103B

SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: Welded
HOLES: 1/2" Ø
PAINT: Per Maine Specs & as noted

SPANS 6.7# B.S. B#6#7 N.B.

GIRDER GB6SB

Bancroft & Martin Inc.
South Portland, Maine

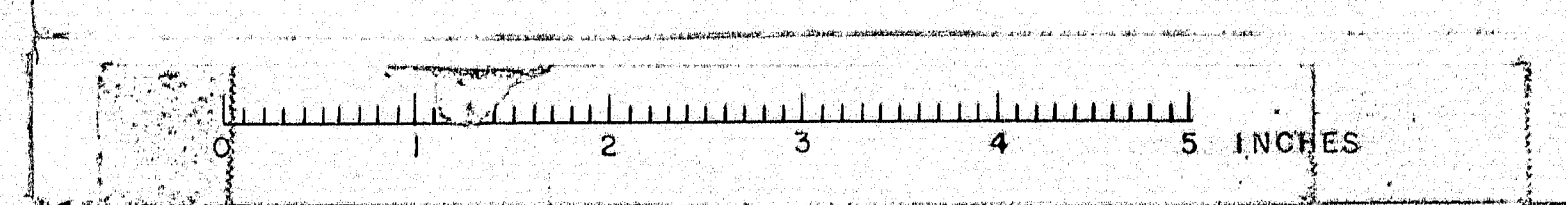
CLINTON A. CLAUSON MEM. BRIDGE
FAIRFIELD, MAINE

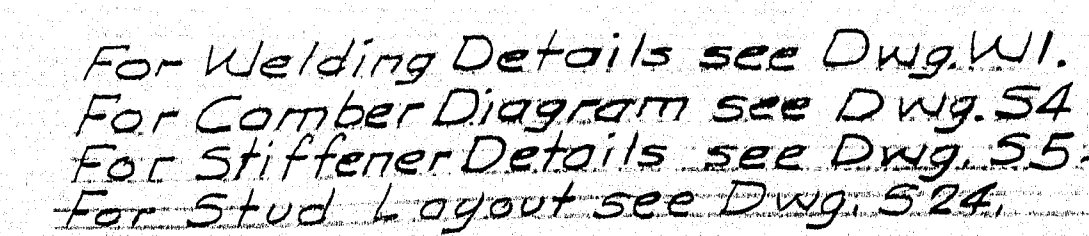
CUSTOMER E.C. SNODGRASS INC.
DESIGNER MAINE S.H.C. BRIDGE DIV.

ORDER NO. VERBAL DWG. NO. 63-5-57

DRAWN	1-25-63	J.P.F.
REVISION		
REVISION		
REVISION		

89-117

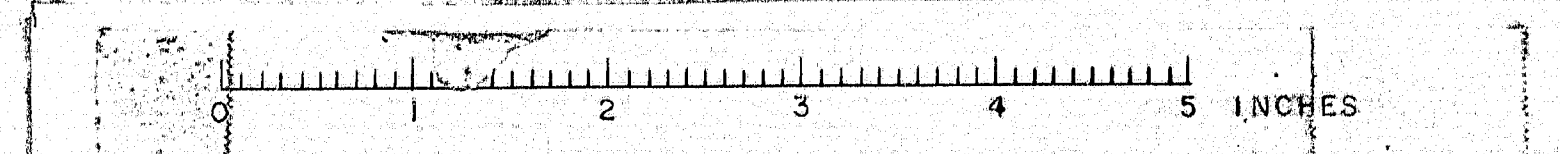


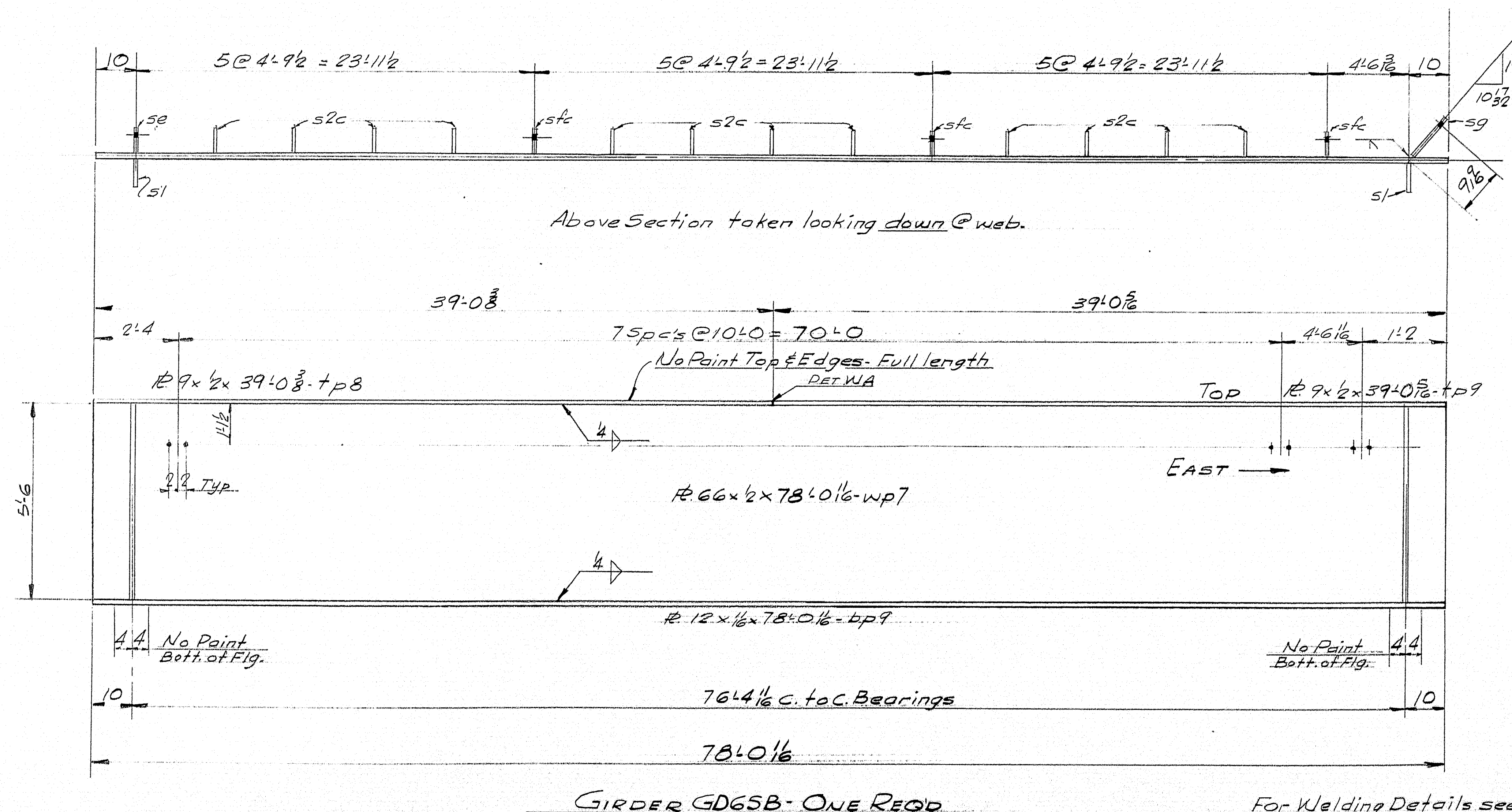


APP 2-19-63	SPANS 6-7#B.S.B#6#7N.B.	
	GIRDER GC6SB	
	Bancroft & Martin Inc. South Portland 7, Maine	
	CLINTON A. CLAUSON MEM. BRIDGE FAIRFIELD, MAINE	
	CUSTOMER <u>E.C. SNODGRASS INC.</u> DESIGNER <u>MAINE S. H. C. BRIDGE DIV.</u>	
ORDER NO. <u>VERBAL</u>	DWG. NO. <u>63-5-58</u>	

1

89-118





For Welding Details see Dwg. W1.
For Camber Diagram see Dwg. 54.
For Stiffener Details see Dwg. 55.
For Stud Layout see Dwg. 524.

SHIP		BILL OF MATERIAL				DWG. NO. 63-5-S9
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
GD6SB	1		GIRDER	78' 0 1/2"	-	
	1	wp7	R. 66 x 1/2	78' 0 1/2"		
	1	tp8	R. 9 x 1/2	39' 0 3/8"		
	1	bp9	D. 12 x 1/2	78' 0 1/2"		
	2	s1	Bar G x 3/4	5' 6 3/8"		
	1	se	Do	5' 6 3/8"		
	1	sg	R. 11 x 1/6	5' 6 3/8"		
	12	s2c	Bar G x 3/8	5' 6"		
	3	sfc	Do	5' 6"		

All Mat. A.S.T.M. Desig. A-441 unless noted

* A.S.T.M. Desig. A7 or A36

STRUCTURAL STEEL ITEM 70R-103B

SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: Welded
HOLES: 1/8" Ø
PAINT: Per Maine Spec's & as noted

SPANS 6-7#85.B & 6#7N.B.

GIRDER GD6SB

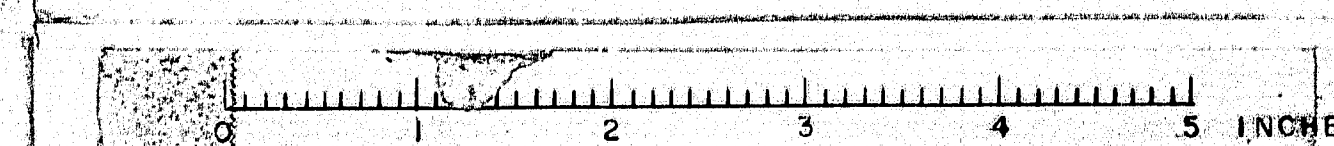
Bancroft V. Martin Inc.
South Portland 7, Maine

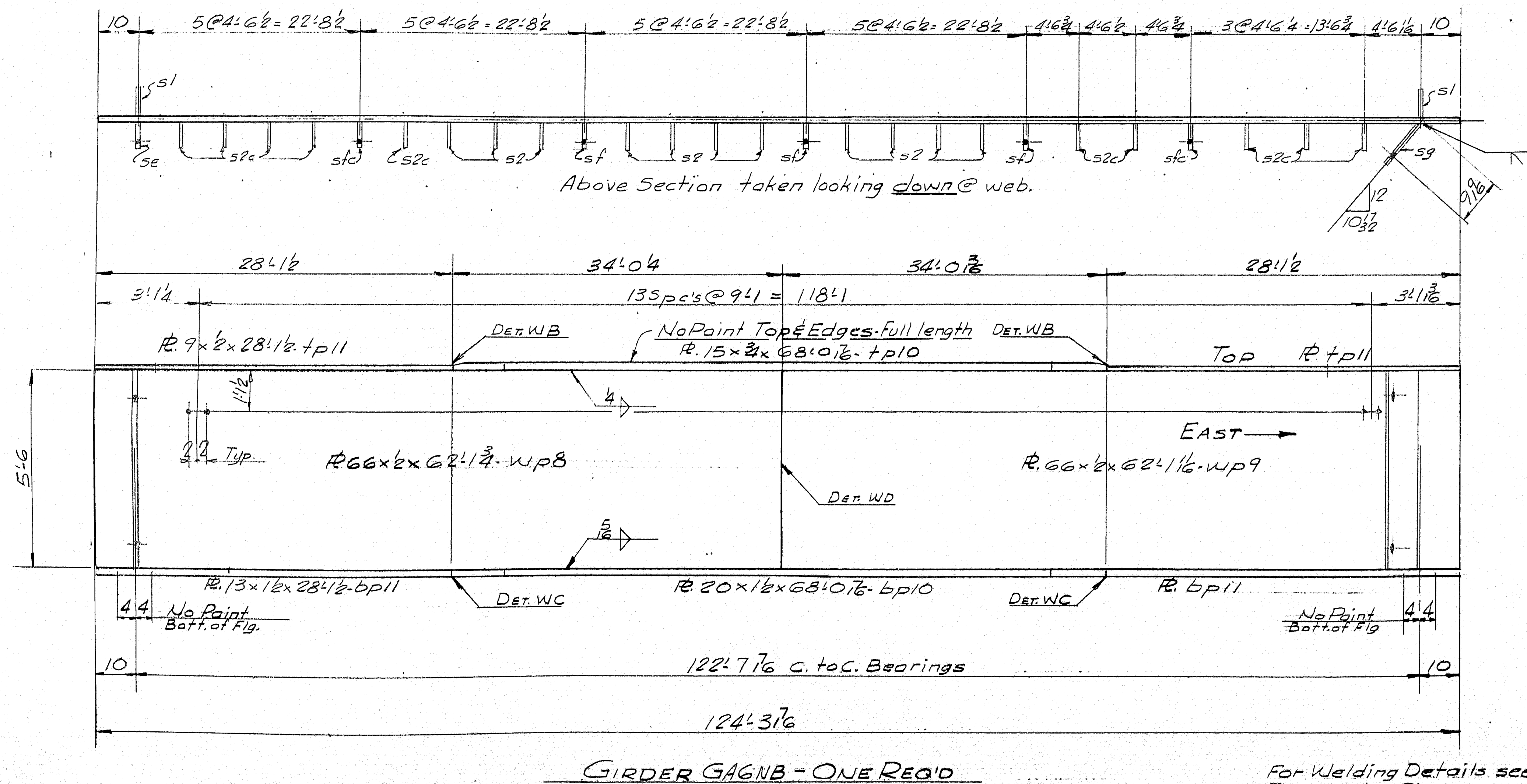
CLINTON A. CLAUSON MEM. BRIDGE
FAIRFIELD, MAINE

CUSTOMER E.C. SNODGRASS INC.
DESIGNER MAINE S.H.C. BRIDGE DIV.

ORDER NO. VERBAL DWG. NO. 63-5-S9

89-119





For Welding Details see Dwg. W1.
For Camber Diagram see Dwg. S4.
For Stiffener Details see Dwg. S5.
For Stud Layout see Dwg. S24.

SHIP		BILL OF MATERIAL				DWG. NO. 63-5-510
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
GAGNB	1		GIRDER	124' 3 1/2"	-	
	1	WP8	R 66 x 1/2	62' 1 1/4"		
	1	WP9	Do	62' 1 1/4"		
	1	bp10	R 20 x 1/2	68' 0 1/2"		
	2	bp11	R 13 x 1/2	28' 1/2"		
	1	bp10	R 20 x 1/2	68' 0 1/2"		
	2	bp11	R 13 x 1/2	28' 1/2"		
	2	s1	Bar 6 x 3/4	5' 6"		
	1	se	Do	5' 6"		
	1	sg	R 11 x 1/6	5' 6"		
	11	s2	Bar 6 x 3/4	5' 6"		
	10	s2c	Do	5' 6"		
	3	s1	Do	5' 6"		
	2	s1c	Do	5' 6"		

All Mat. A.S.T.M. Desig. A-441 unless noted

* ASTM Desig. A7 or A36

STRUCTURAL STEEL ITEM 702-103B

SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: Welded
HOLES: 1/8" φ
PAINT: Per Maine Specs & as noted

SPANS 6-7#8 S.B.#6#7 N.B.
GIRDER GAGNB
Bancroft & Martin Inc.
South Portland, Maine
CLINTON A. CLAUSON MEM. BRIDGE
FAIRFIELD, MAINE
CUSTOMER E.C. SNODGRASS INC.
DESIGNER MAINE S.H.C. BRIDGE DIV.
ORDER NO. VERBAL DWG. NO. 63-5-510

89-120

