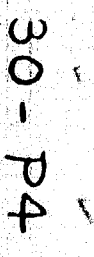
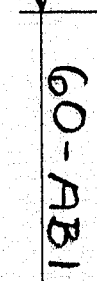
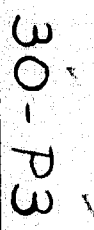
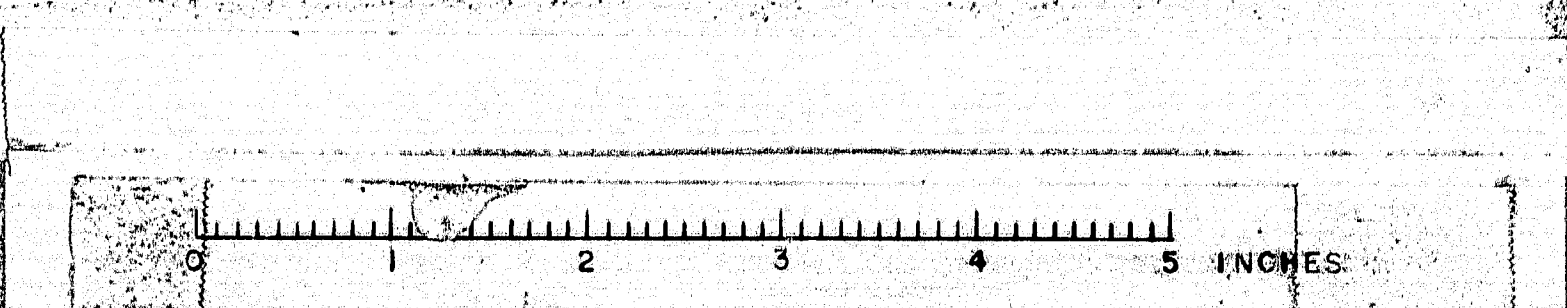


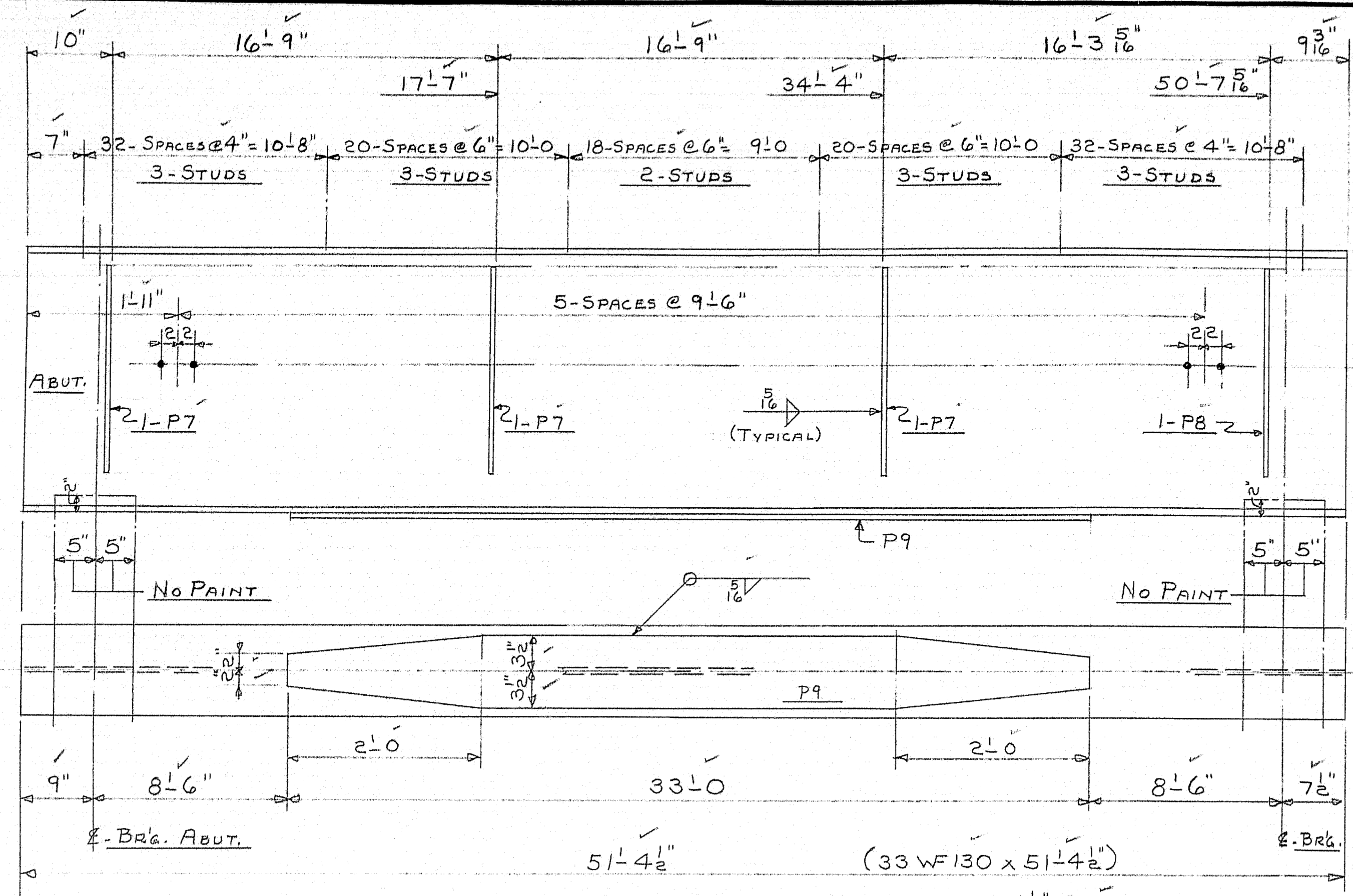
ALL STEEL - A.S.T.M. - A7 OR A373



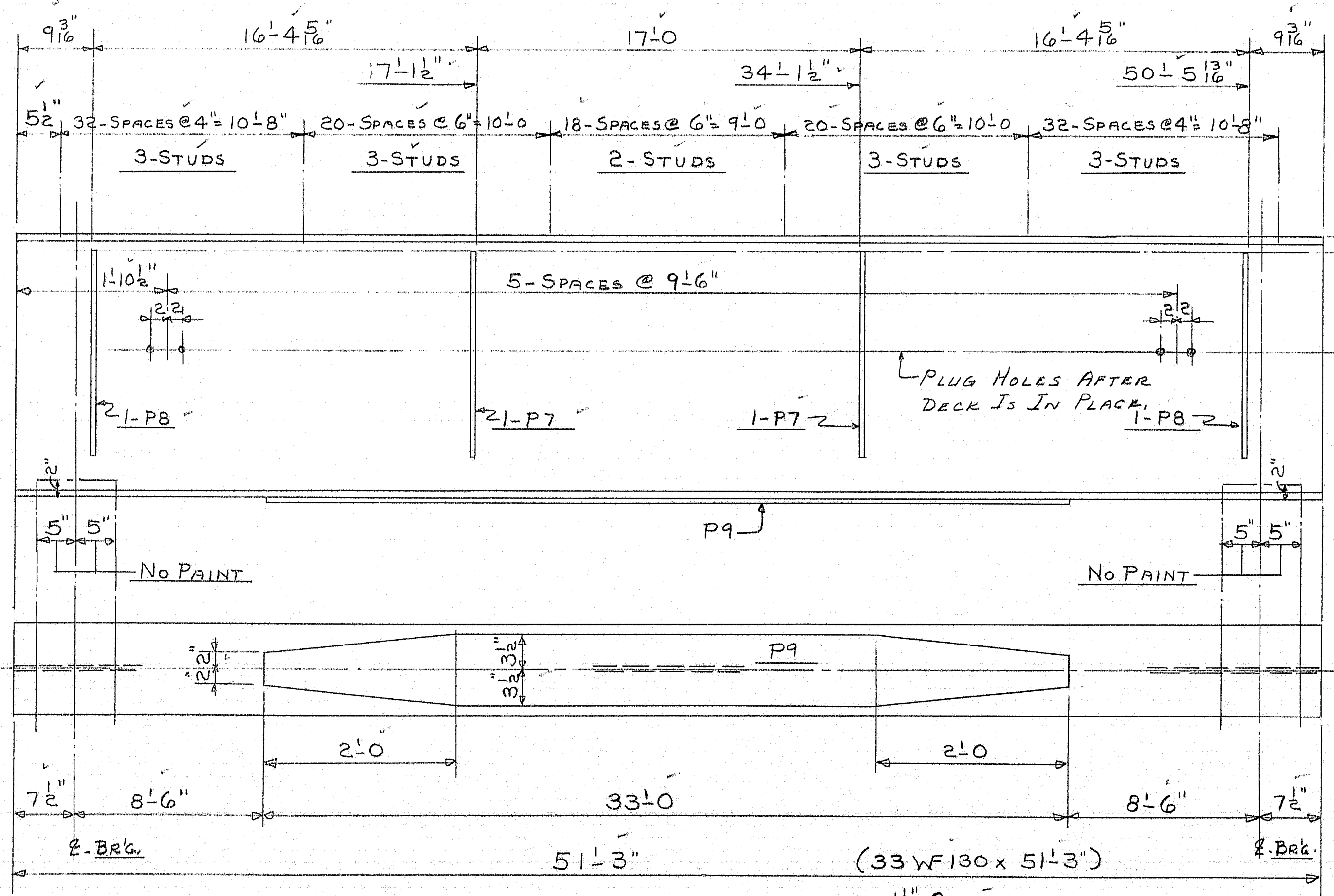
TALLOW

ORDER VERBAL
DWG. B60-575-S1



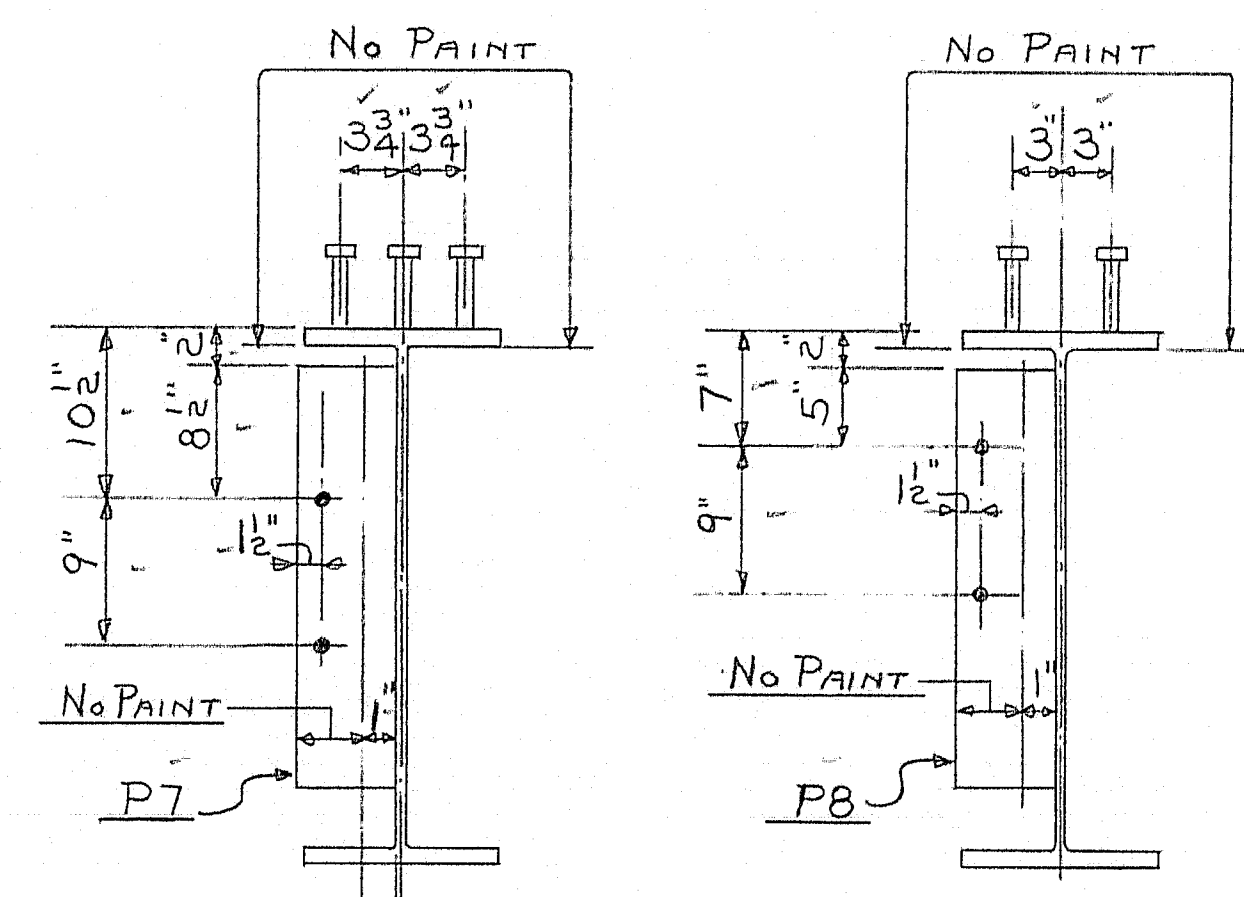


4-S1-As SHOWN ✓
4-S2-OPP. HAND ✓



4-S3

PLUG HOLES AFTER
DECK IS IN PLACE,
WITH 5/8"x1 1/4" CARRIAGE BOLTS



TYPICAL SECTIONS

SHIP		BILL OF MATERIAL				DWG. B60-575-92	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	DEDUCT	REMARKS
51	4		33WF130	51' 4 1/2"		5"	ASTM-A373
52	4		D.O.	51' 4 1/2"		5"	D.O.
53	4		D.O.	51' 3"		5"	D.O.
32	P7		R-6x3/4"	2' 2"		6"	A7 OR A373
16	P8		D.O.	2' 2"		3"	D.O.
12	P9		R-7x1/2"	33' 0"		12"	A373
4224	STUDS		3/4" Ø	0' 5"			NELWELD
1			5/16" WELD	1010' 0"			@ 17 LBS PER FT.

SHOP CONNECTIONS: WELD
FIELD CONNECTIONS: D.O.
HOLES: 1/8" Ø
PAINT: STATE OF MAINE SPEC'S.

APP'D AS NOTED-1-5-61

STRINGERS

Bancroft & Martin Rolling Mills Company
Brewer, Maine

BRIDGE OVER M.C.R.R.
NEWPORT MAINE

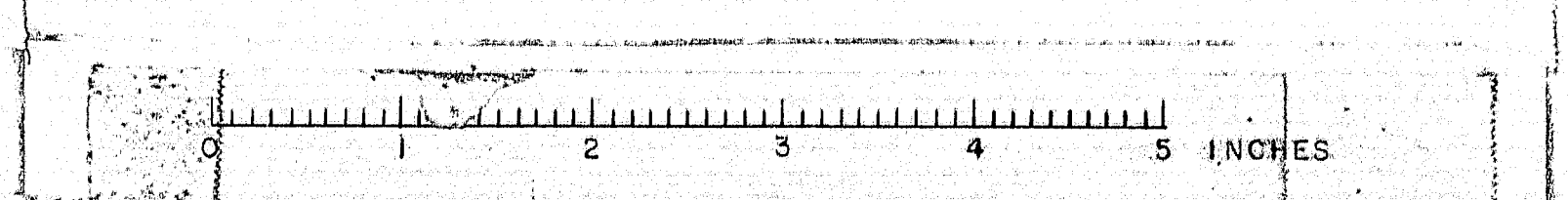
CUSTOMER H.B. FLEMING INC.
DESIGNER STATE HIGHWAY COMM.

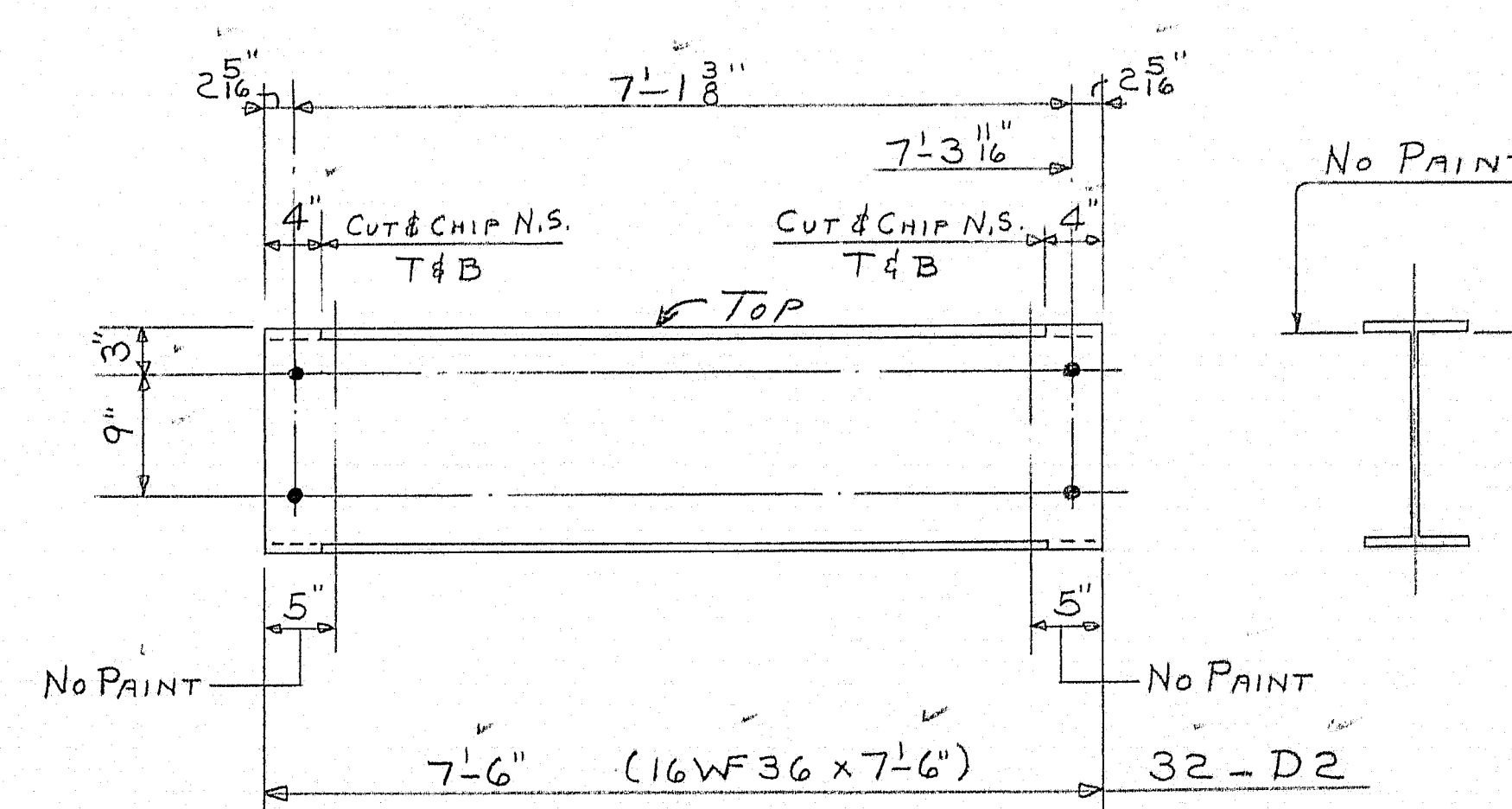
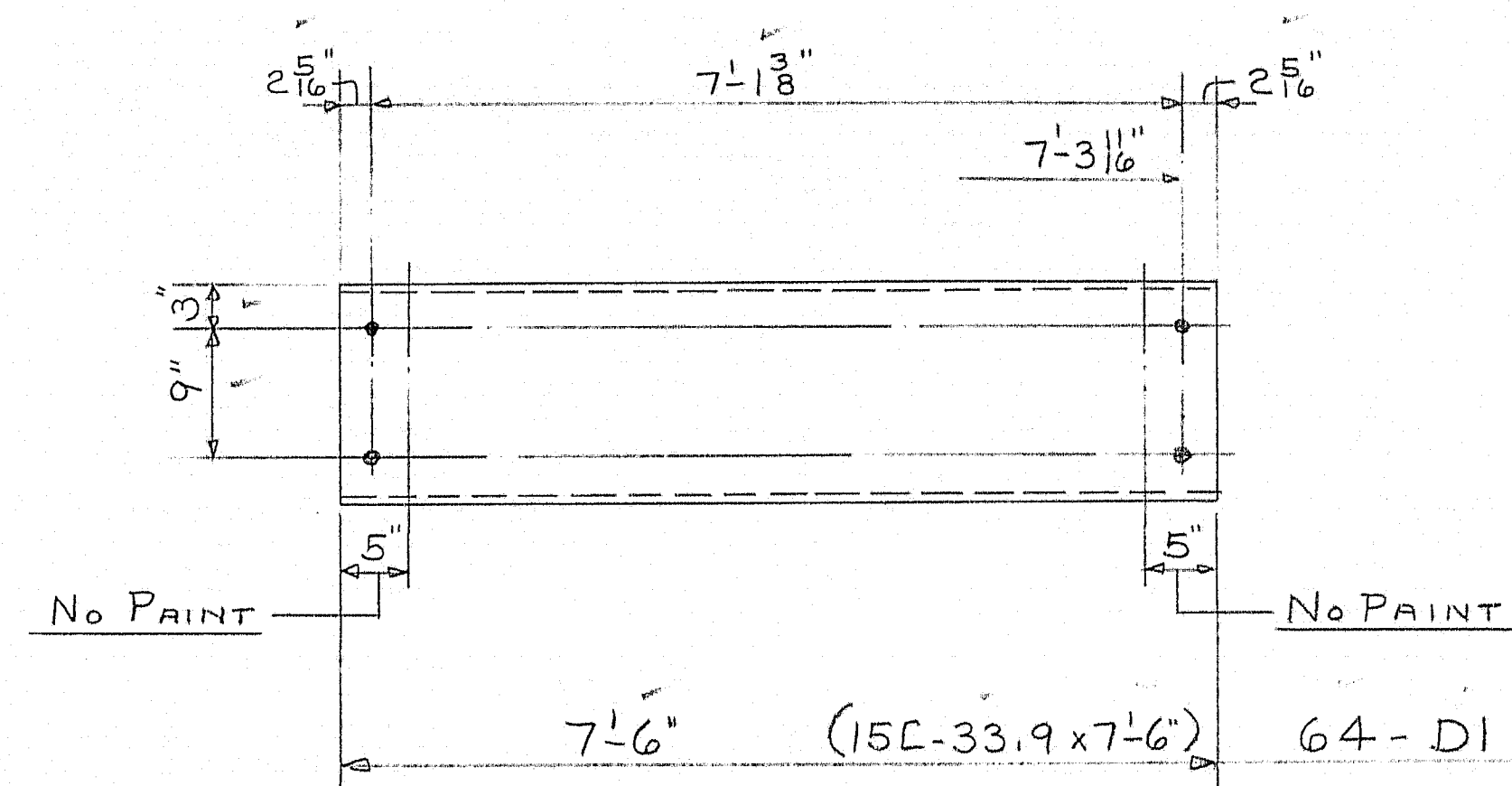
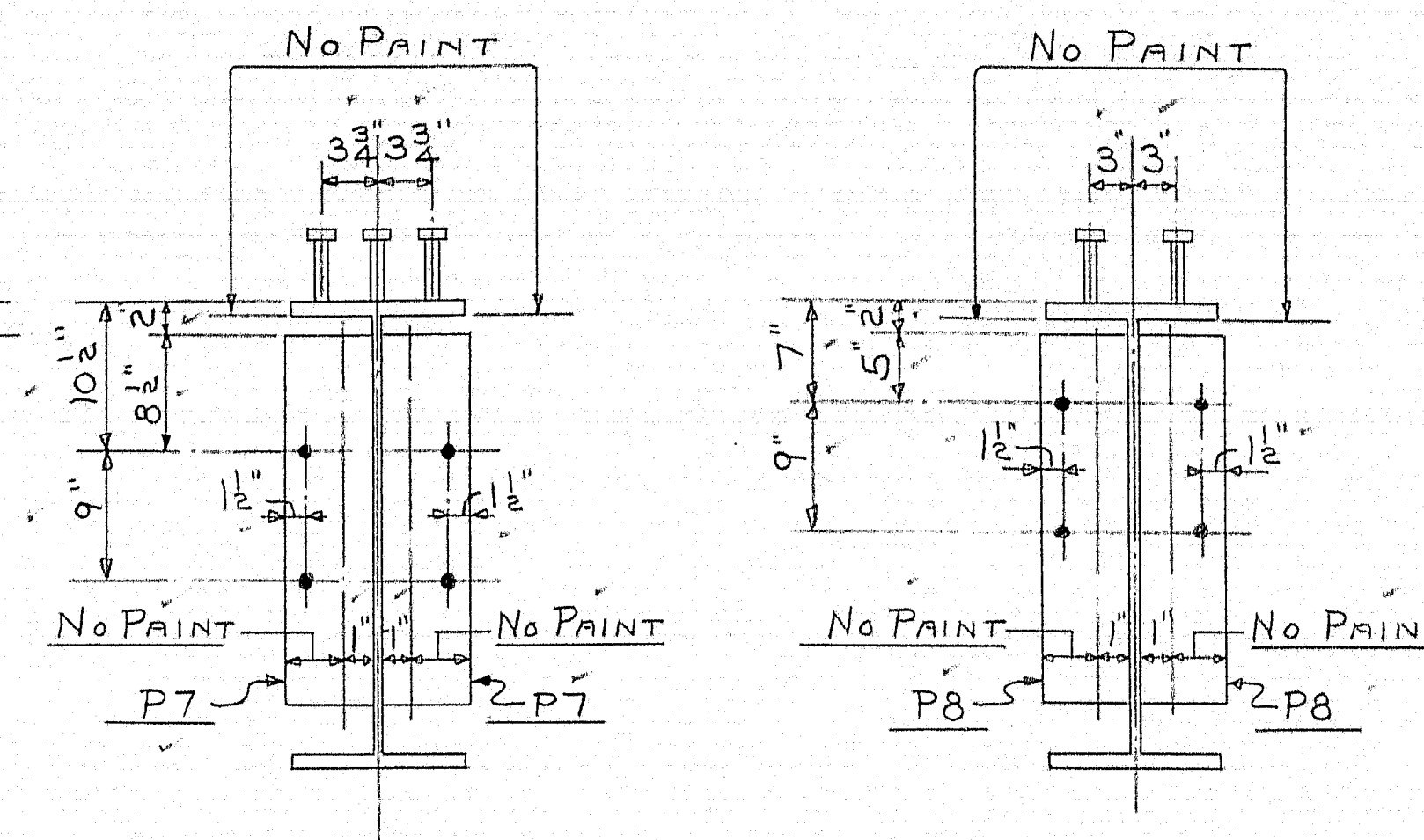
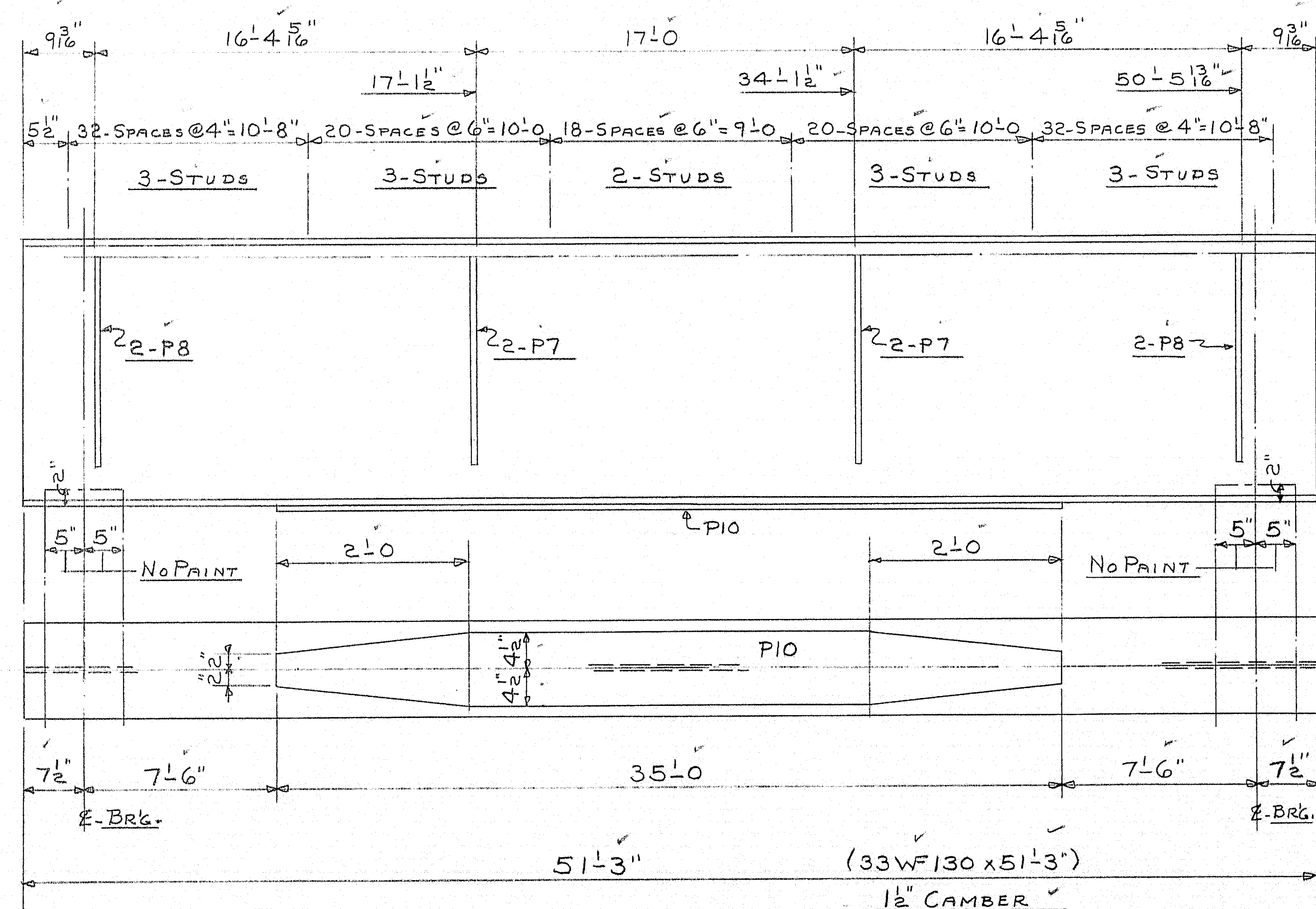
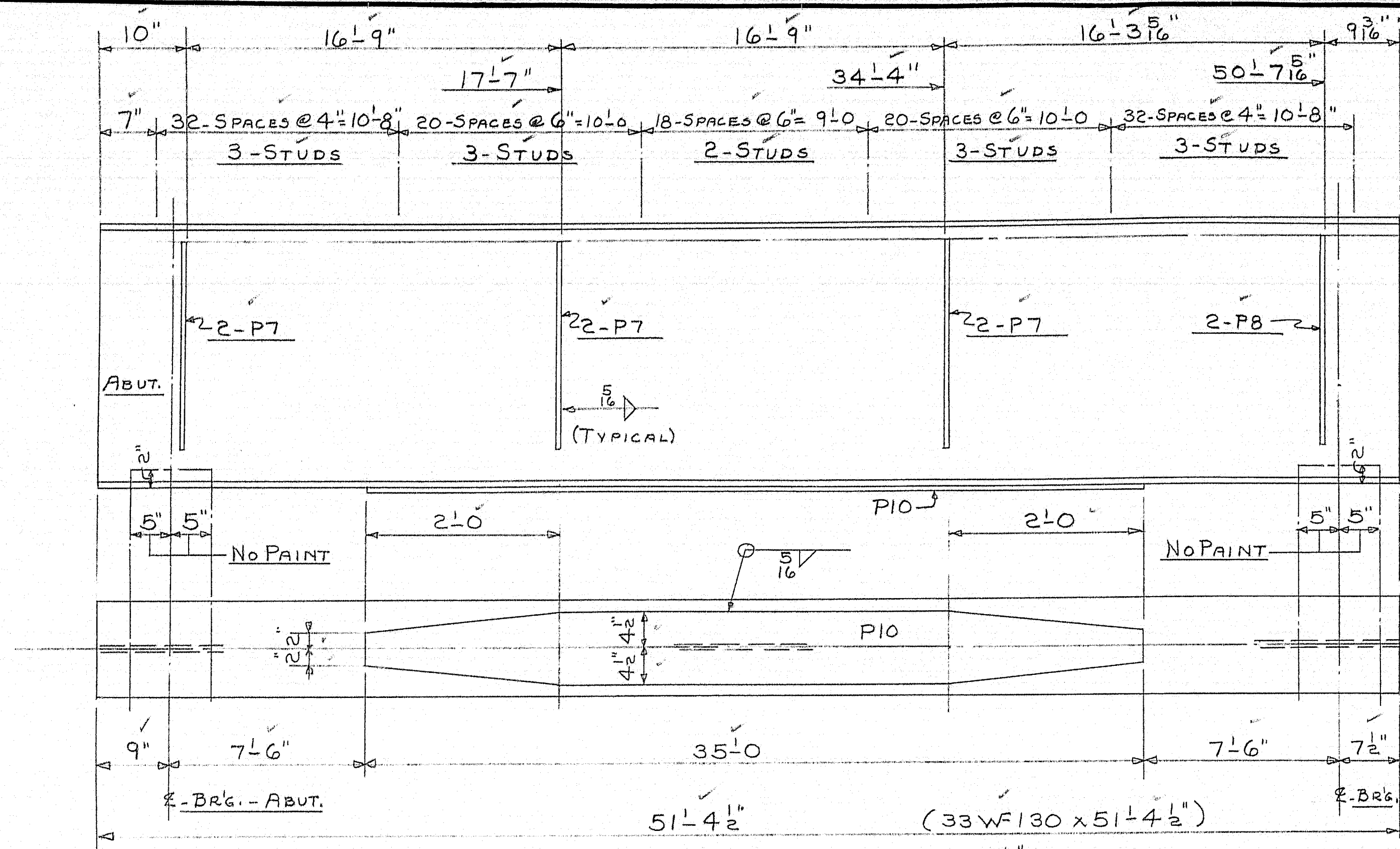
ORDER VERBAL DWG. B60-575-92

4-SHOP-1-9-61
3-DIST-1-9-61
2-FA 12-29-60

DRAWN	12-20-60	D.L.
REVISION	1-9-61	D.C.
REVISION		
REVISION		

05-196 D



[illegible]

SHOP CONNECTIONS: WELD
FIELD CONNECTIONS: Do
HOLES: $1\frac{5}{8}'' \phi$
PAINT: STATE OF MAIN SPEC'S.

APP'D AS NOTED - 1-5-61

STRINGERS. ϕ DIAPHRAGMS

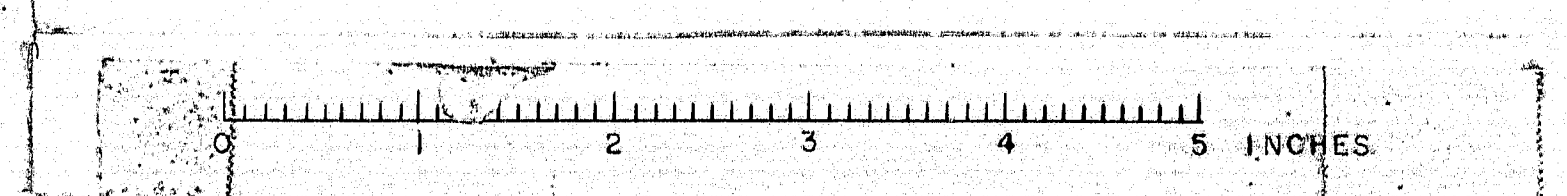
Bancroft & Martin Rolling Mills Company
Brewer, Maine

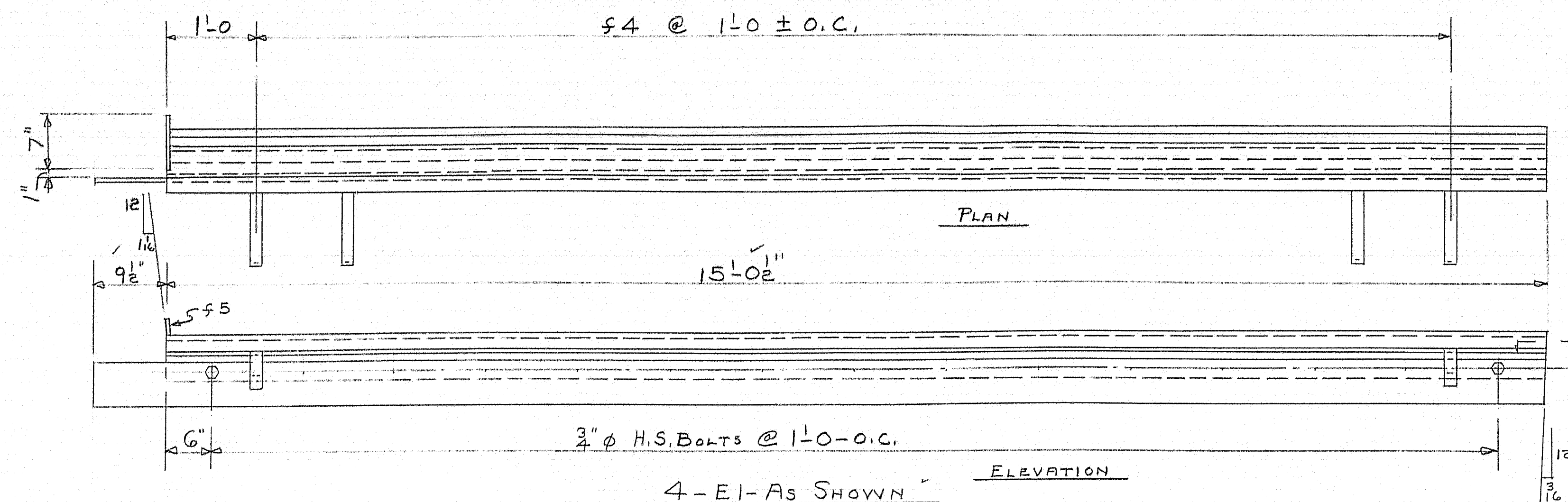
BRIDGE OVER MCRR
NEWPORT, MAINE

CUSTOMER H.B. FLEMING INC.
DESIGNER STATE HIGHWAY COMM.

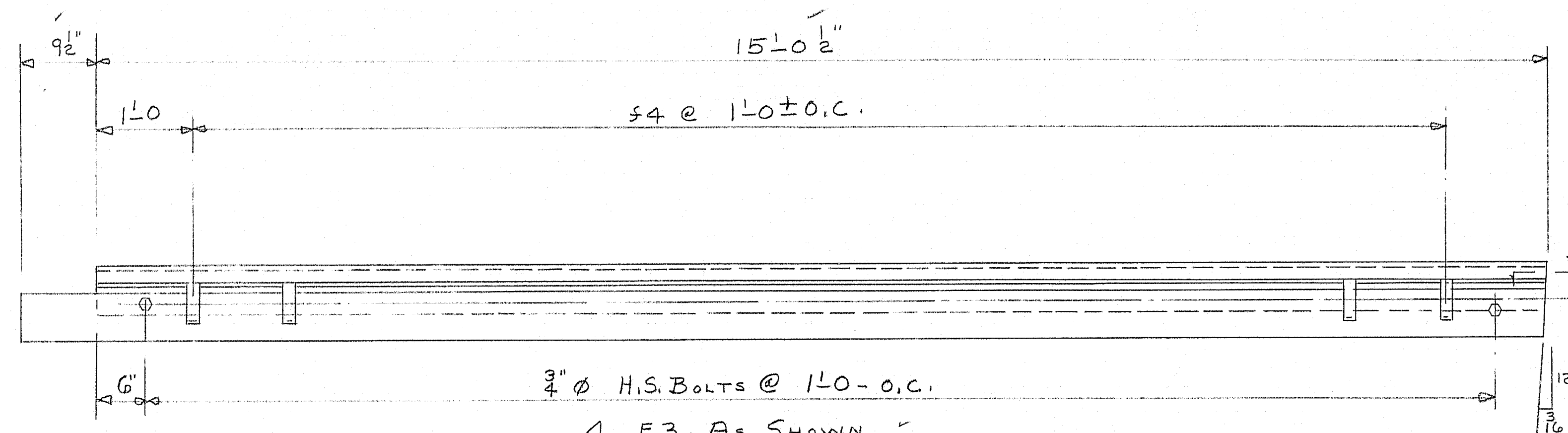
ORDER <u>VERBAL</u>	DWG. <u>B60-575-53</u>
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ORDER <u>VERBAL</u>	DWG. <u>B60-575-53</u>
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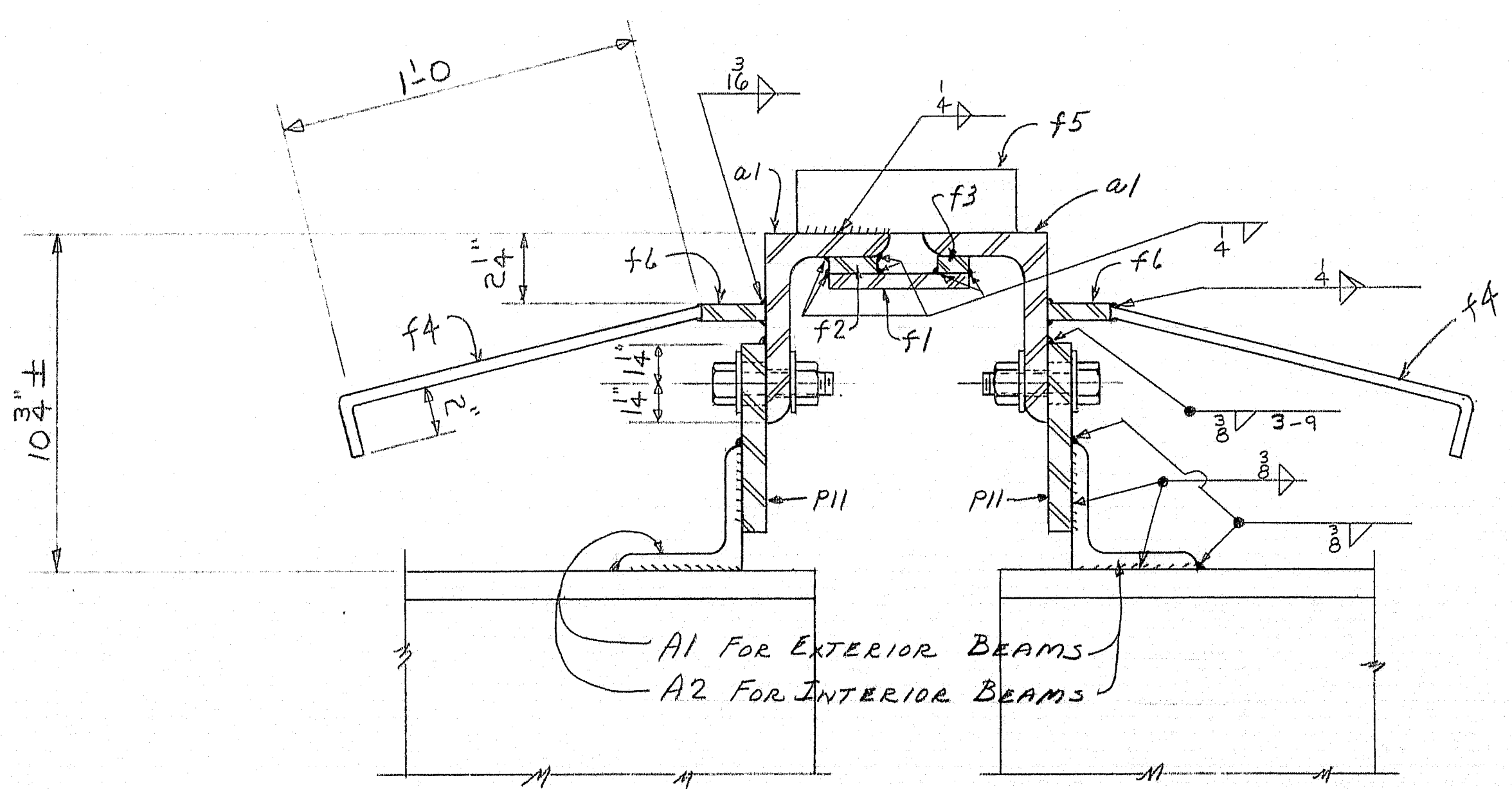




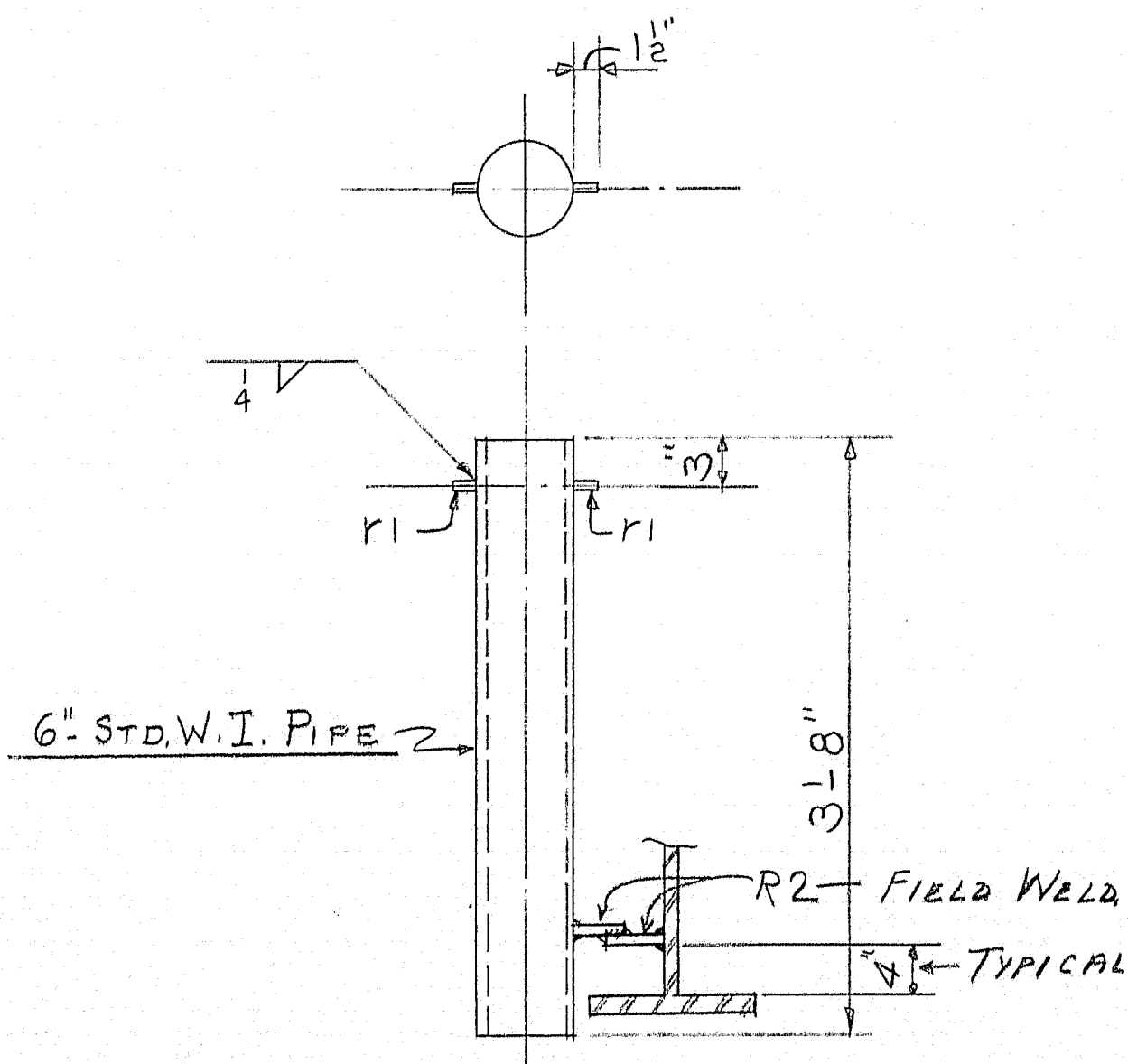
4-E1-As SHOWN
4-E2-OPP. HAND



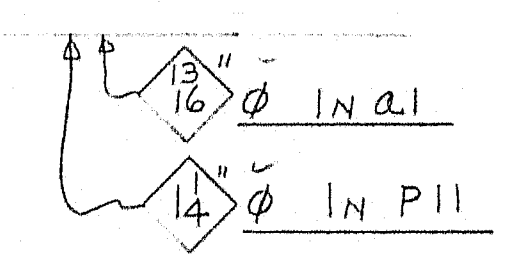
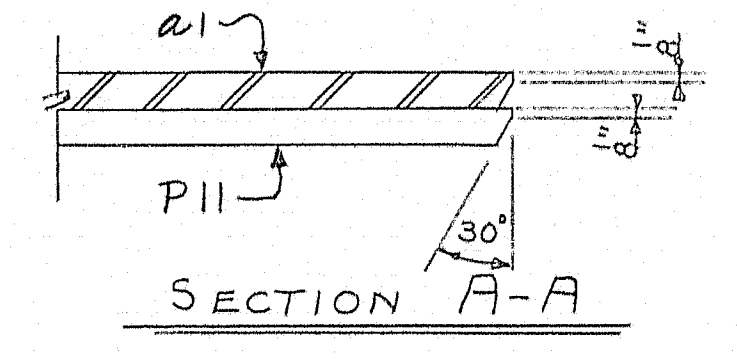
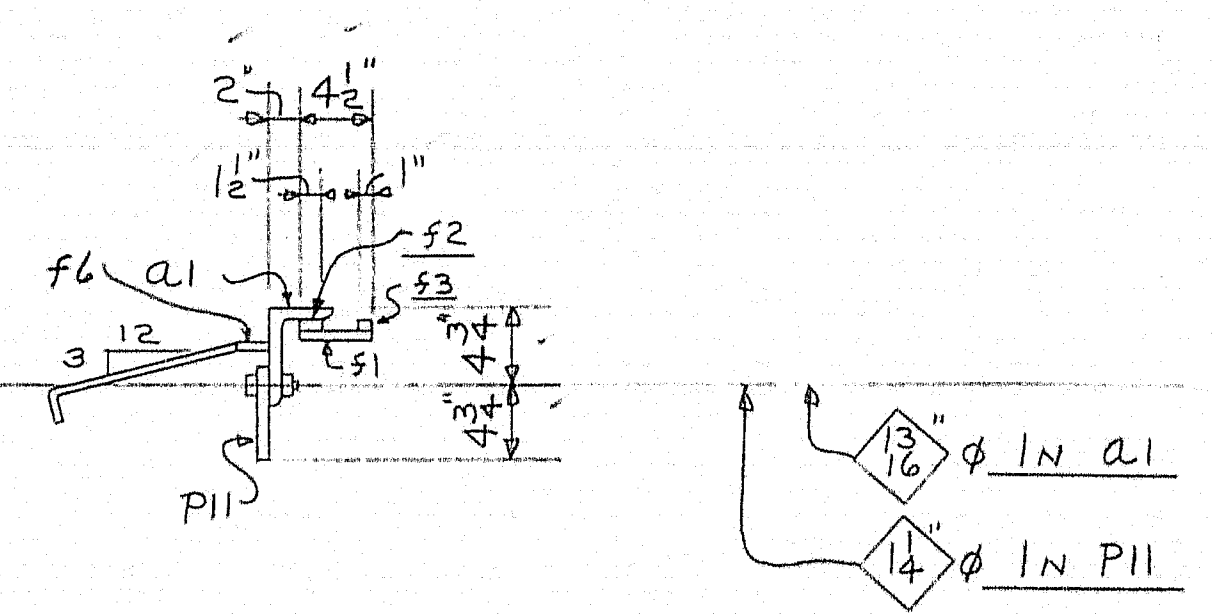
4-E3-As SHOWN
4-E4-OPP. HAND



SECTION THROUGH ARMORED JOINT



24-DP



SHIP		BILL OF MATERIAL				DWG. B60-575-S4	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	DEDUCT.	REMARKS
E1	4		ASSEMBLY				
E2	4		Do.				
E3	4		Do.				
E4	4		Do.				
A1	16		4x4x2x4	0 5			No FAB
A2	24		Do.	0 11			Do.
DP	24		6" W.I. PIPE	3 8			ASTM-A-72
	16	P11	R-6x3/4	15 10		65#	
	16	A1	6x4x3/4	15 0 1/2		32#	
	16	f1	R-4x2x1/2	15 0 1/2			
	16	f2	BAR 1x1/2	15 0 1/2			
	16	f3	BAR 1x1/2	15 0 1/2			
	224	f4	BAR 1x3/8	1 2			
	8	f5	BAR 2x3/8	0 7			
	16	f6	BAR 2x1/2	15 0 1/2			
	240	SHOP	3/4" H.S. BOLTS	0 23			
	480	Do.	3/4" H.S. WASHERS				
	48	R1	#4 RE-BAR	0 1 1/2			
	R2	48	#5 RE-BAR	0 4			
	1		1" WELD	460 0			@.147 Lb's PER FT.
	1		1/2" WELD	391 0			@.083 Lb's PER FT.

ALL STEEL ASTM-A70R A373 UNLESS NOTED

SHOP CONNECTIONS: WELD & 3/4" H.S. BOLTS
FIELD CONNECTIONS: WELD
HOLES: AS NOTED
PAINT: NO PAINT ON ARMORED JOINTS
PAINT DRAIN PIPES-ME. STATE SPEC'S

APP'D AS NOTED-1-5-60

ARMORED JOINTS & DRAIN PIPES

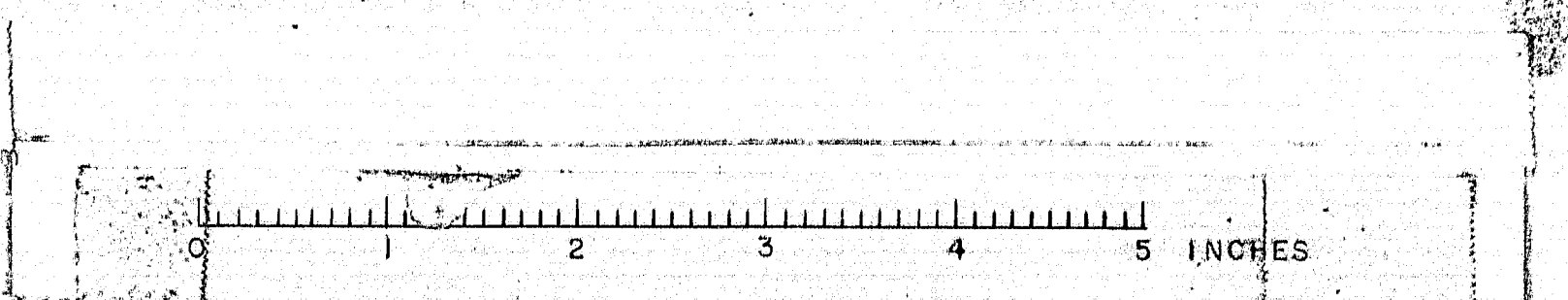
Bancroft & Martin Rolling Mills Company
Brewer, Maine

BRIDGE OVER MCRR.
NEWPORT MAINE

CUSTOMER H.B. FLEMING INC.
DESIGNER STATE HIGHWAY COMM.

ORDER VERBAL DWG. B60-575-S4

DRAWN	12-22-60	D.C.
REVISION	1-9-61	D.C.
REVISION		
REVISION		



DESIGN SPECIFICATIONS

A.A.S.H.O. STANDARD SPECIFICATIONS FOR
HIGHWAY BRIDGES, 1957.

LOADING

H20-S16-44 AS MODIFIED FOR INTERSTATE.
R = 13,000 R₂ = 1,200 n = 10

CONTRACT SPECIFICATIONS

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

CONCRETE CLASSIFICATIONS

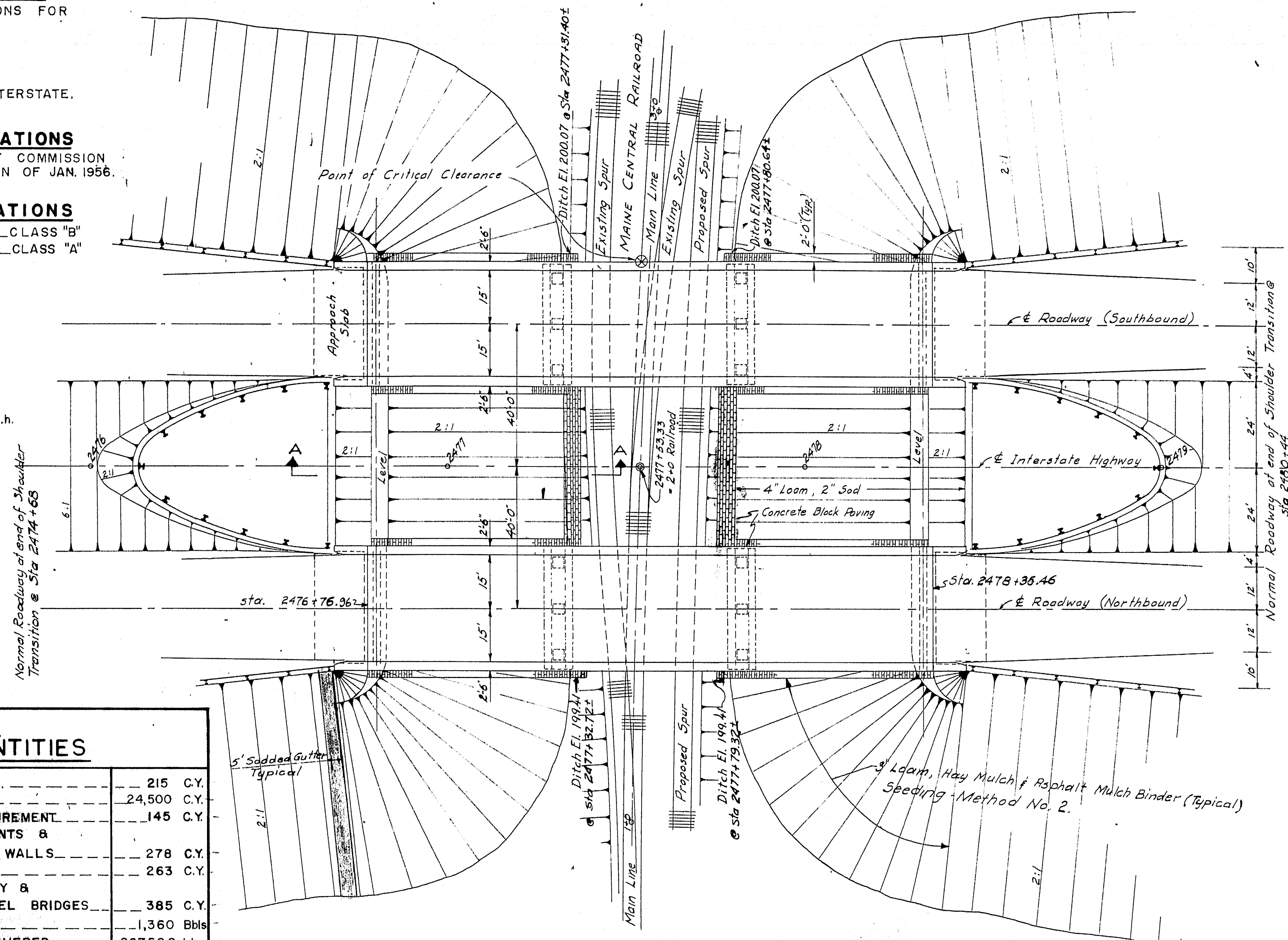
ABUTMENT FOOTINGS CLASS "B"
ALL OTHER CONCRETE CLASS "A"

TRAFFIC

ADT. 1960 6110
ADT. 1980 8520
D.H.V. 11020
D. 60 %
T. 11 %
V. 60 m.p.h.

BRIDGE ESTIMATE QUANTITIES

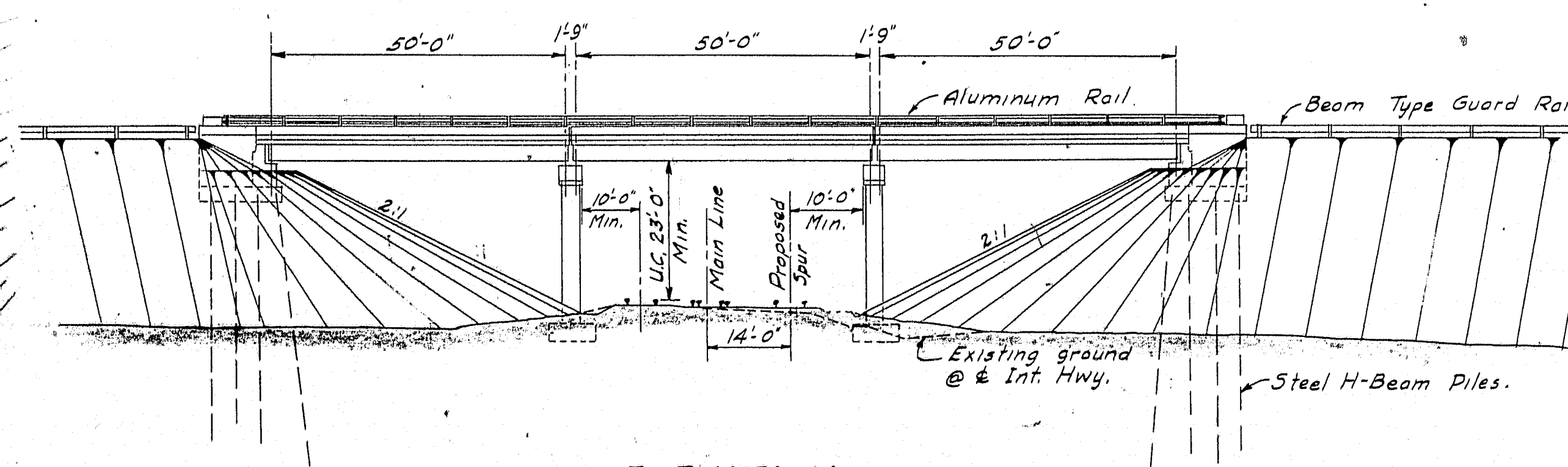
STRUCTURAL EARTH EXCAVATION, PIERS.	215 C.Y.
GRANULAR BORROW	24,500 C.Y.
GRAVEL BASE COURSE, IN PLACE MEASUREMENT	145 C.Y.
PORTLAND CEMENT CONCRETE, ABUTMENTS & RETAINING WALLS	278 C.Y.
PORTLAND CEMENT CONCRETE, PIERS	263 C.Y.
PORTLAND CEMENT CONCRETE, ROADWAY & SIDEWALK SLABS ON STEEL BRIDGES	385 C.Y.
PORTLAND CEMENT	1,360 Bbls.
STRUCTURAL STEEL, FABRICATED & DELIVERED	267,500 Lbs.
STRUCTURAL STEEL, ERECTION	267,500 Lbs.
STRUCTURAL STEEL, FIELD PAINTING	267,500 Lbs.
BRONZE OR COPPER-ALLOY BEARING & EXPANSION PLATES, DELIVERED	289 Lbs.
BRONZE OR COPPER-ALLOY BEARING & EXPANSION PLATES, PLACING	289 Lbs.
REINFORCING STEEL, DELIVERED	136,400 Lbs.
REINFORCING STEEL, PLACING	136,400 Lbs.
SHEAR CONNECTORS, RAILROAD BRIDGE	L.S.
STEEL H-BEAM PILES 42 Lbs/Ft.	1,680 L.F.
ALUMINUM RAIL	665 L.F.
SLOPE PAVING	1,150 S.Y.
LOAM BORROW	205 C.Y.
SODDING	650 S.Y.
SEEDING - METHOD #2	15 Units
HAY MULCH	1.5 Tons
ASPHALT MULCH BINDER	70 Gals.



PLAN

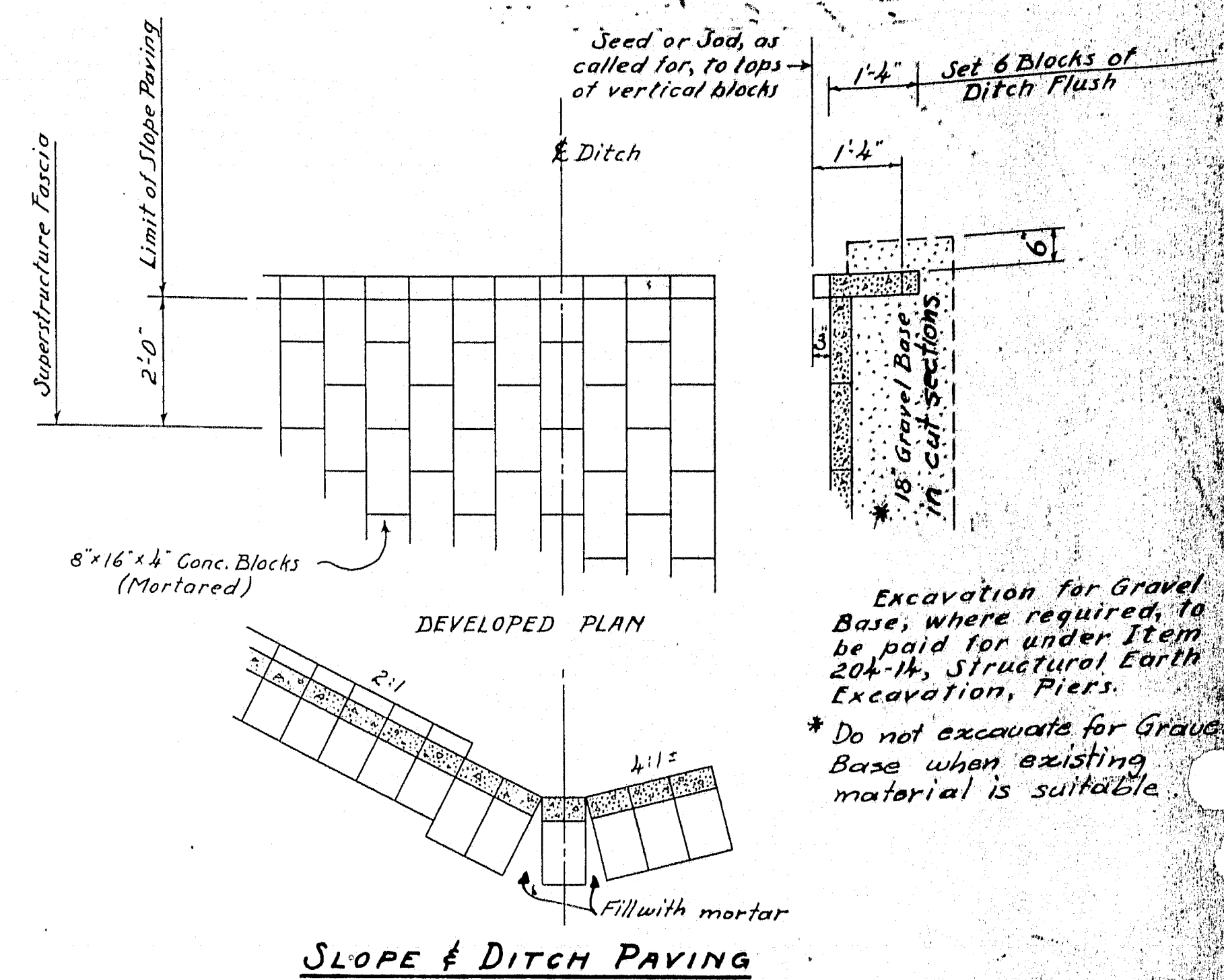
Scale: 1" = 20'

This contract includes roadway construction
up to the top of the gravel base course only.

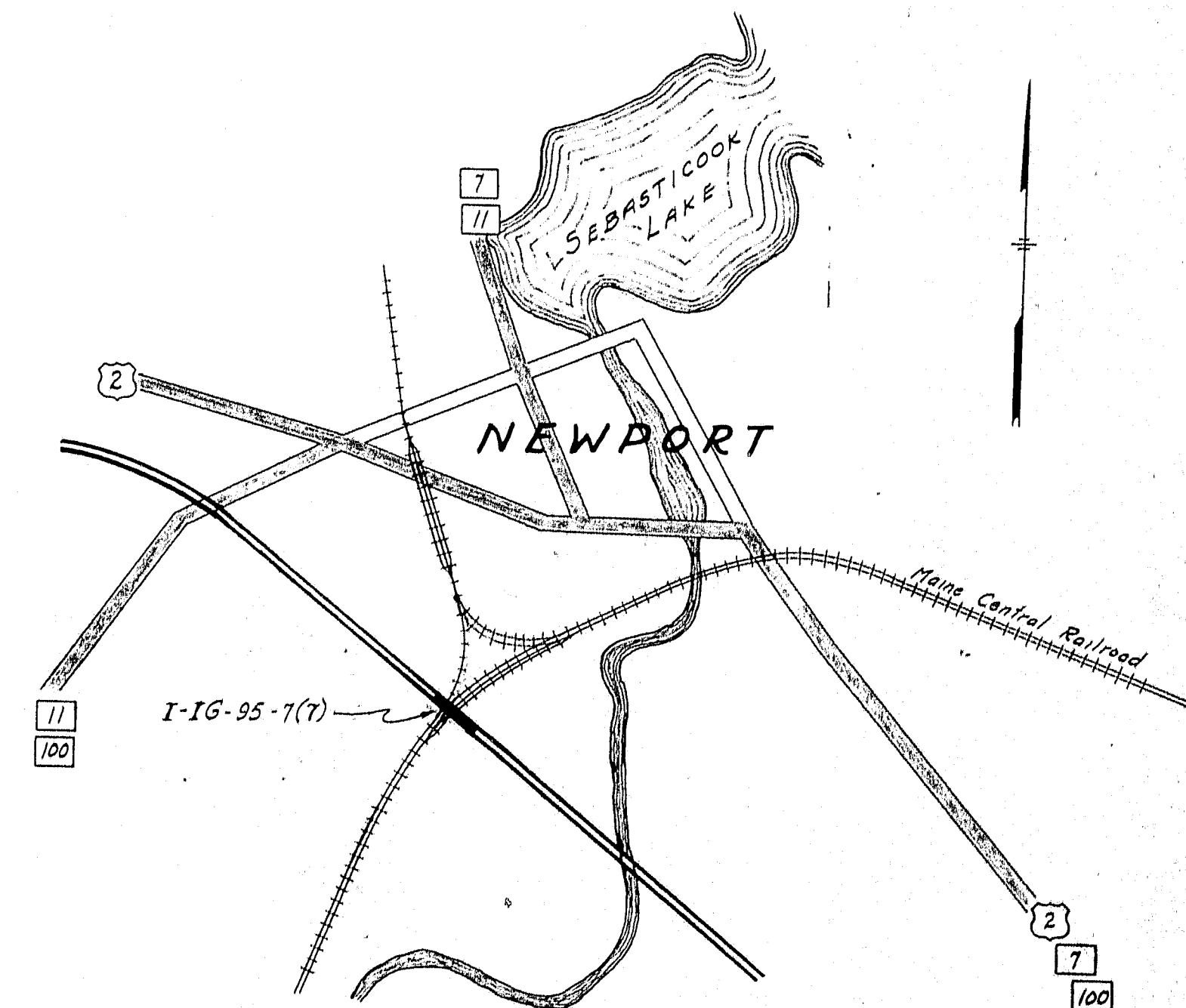


ELEVATION

Scale: 1" = 20'

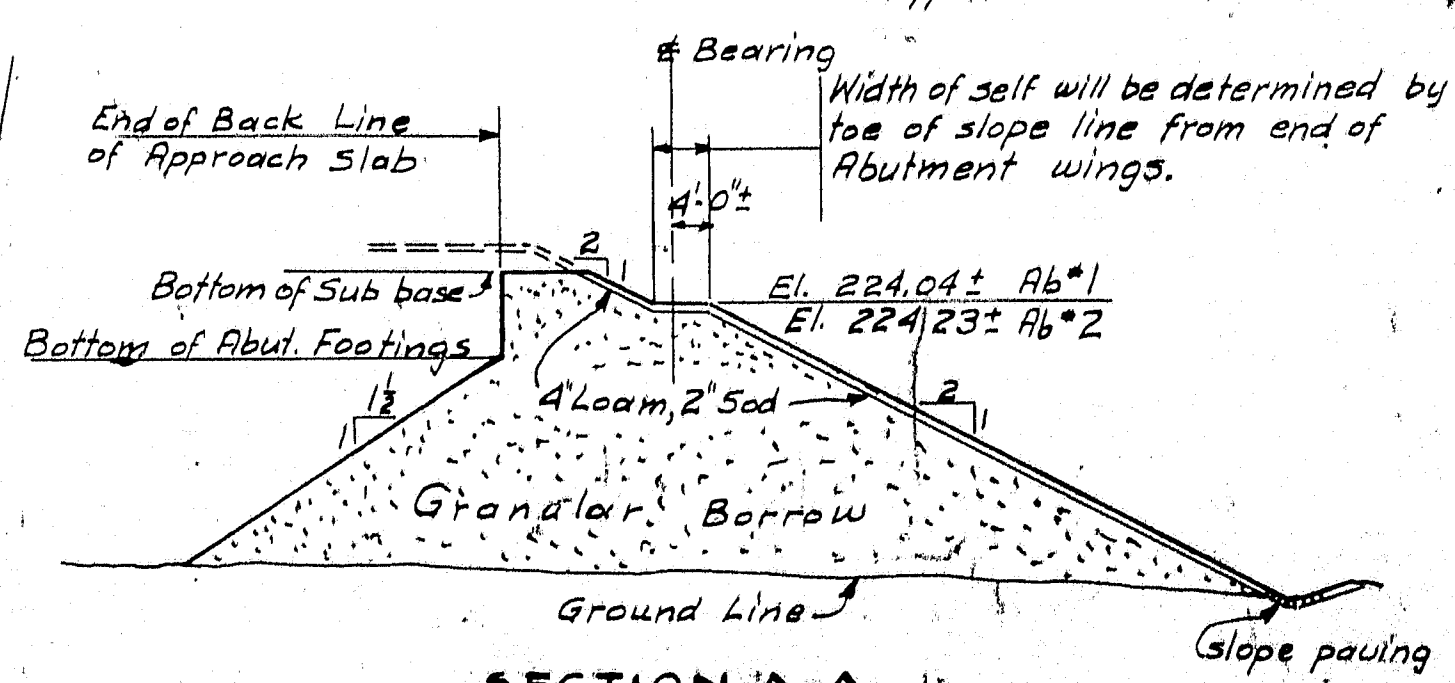


SLOPE & DITCH PAVING



LOCATION MAP

Approx. Scale: 1" = 4 mi.

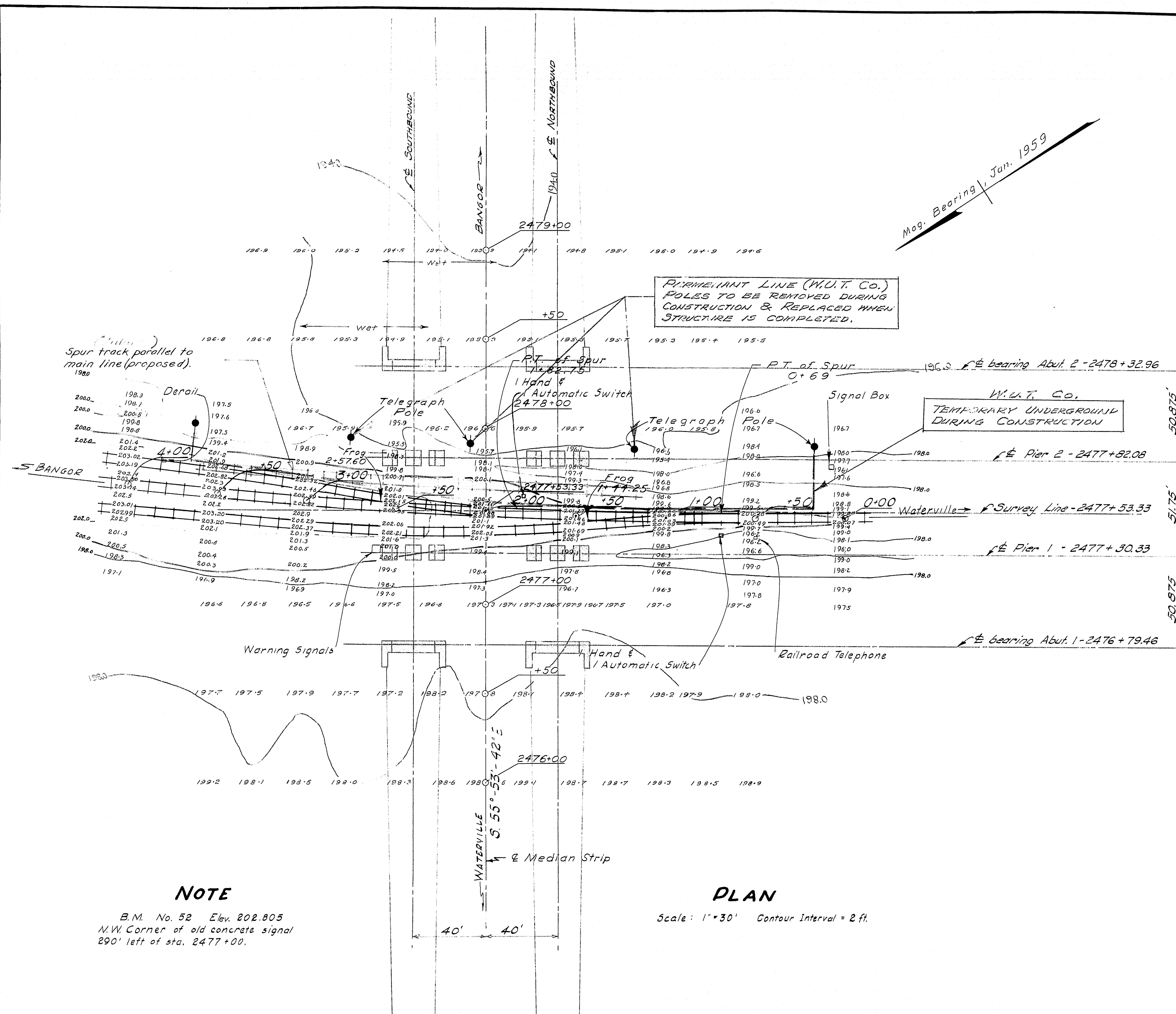


SECTION A-A

Scale: 1" = 20'

PLAN - F.B.F. TRACE - T.H.K. CHECK - T.H.K.	BRIDGE NO. SURVEY PLOT
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
RAILROAD BRIDGE OVER MAINE CENTRAL RAILROAD IN THE TOWN OF NEWPORT PENOBSCOT COUNTY	
GENERAL PLAN SHEET 1 OF 11 AUGUSTA, MAINE	

1582

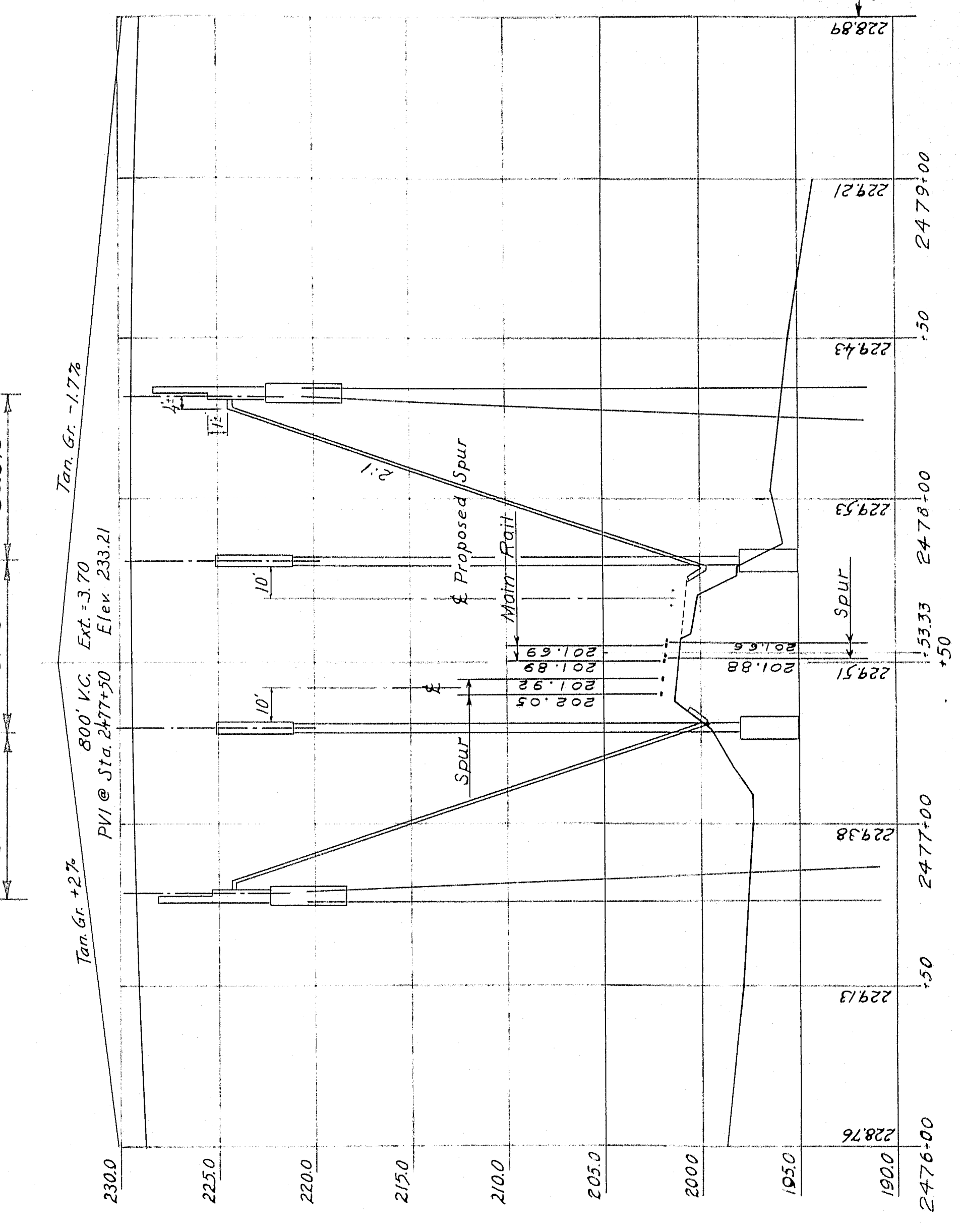


NOTE

B.M. No. 52 Elev. 202.805
N.W. Corner of old concrete signal
290' left of sta. 2477+00.

PLAN

Scale: 1"=30' Contour Interval = 2 ft.



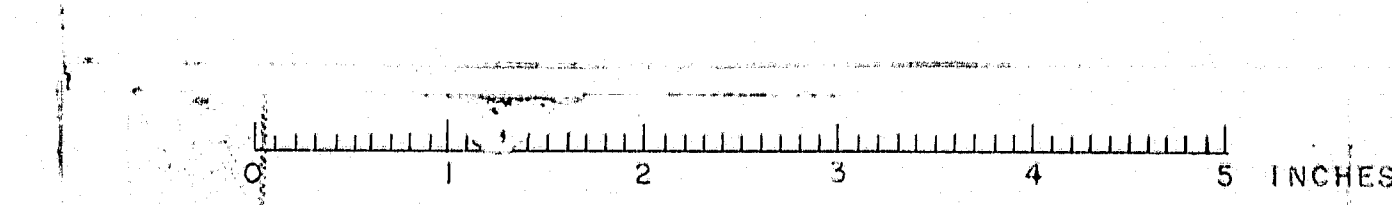
PROFILE

See Sheet #1 for Details of
Slope & Ditch Paving

Horiz. Scale: 1"=30' Vert. Scale: 1"=5'

DESIGN: J.R. FORTIER	BRIDGE NO. BLAKE
TRACE: T.H.K.	SURVEY PLOT
CHECK: T.H.K.	U.S. FORTIER
STATE HIGHWAY COMMISSION	
BRIDGE DIVISION	
RAILROAD BRIDGE	
OVER	
MAINE CENTRAL RAILROAD	
IN THE TOWN OF	
NEWPORT	
PENOBSCOT COUNTY	
SURVEY	
SHEET 2 OF 11 AUGUSTA, MAINE JAN. 1959	

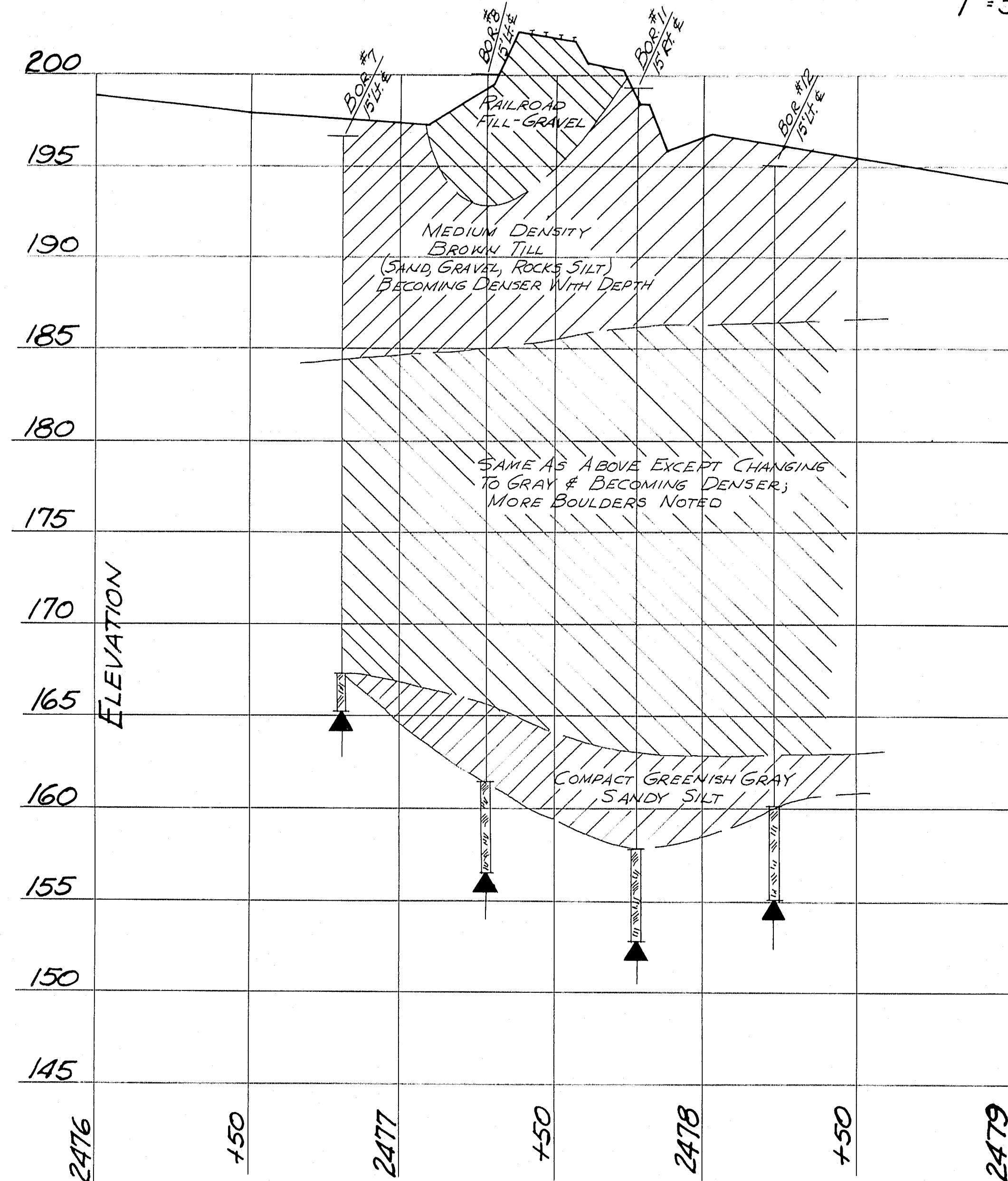
M-1583



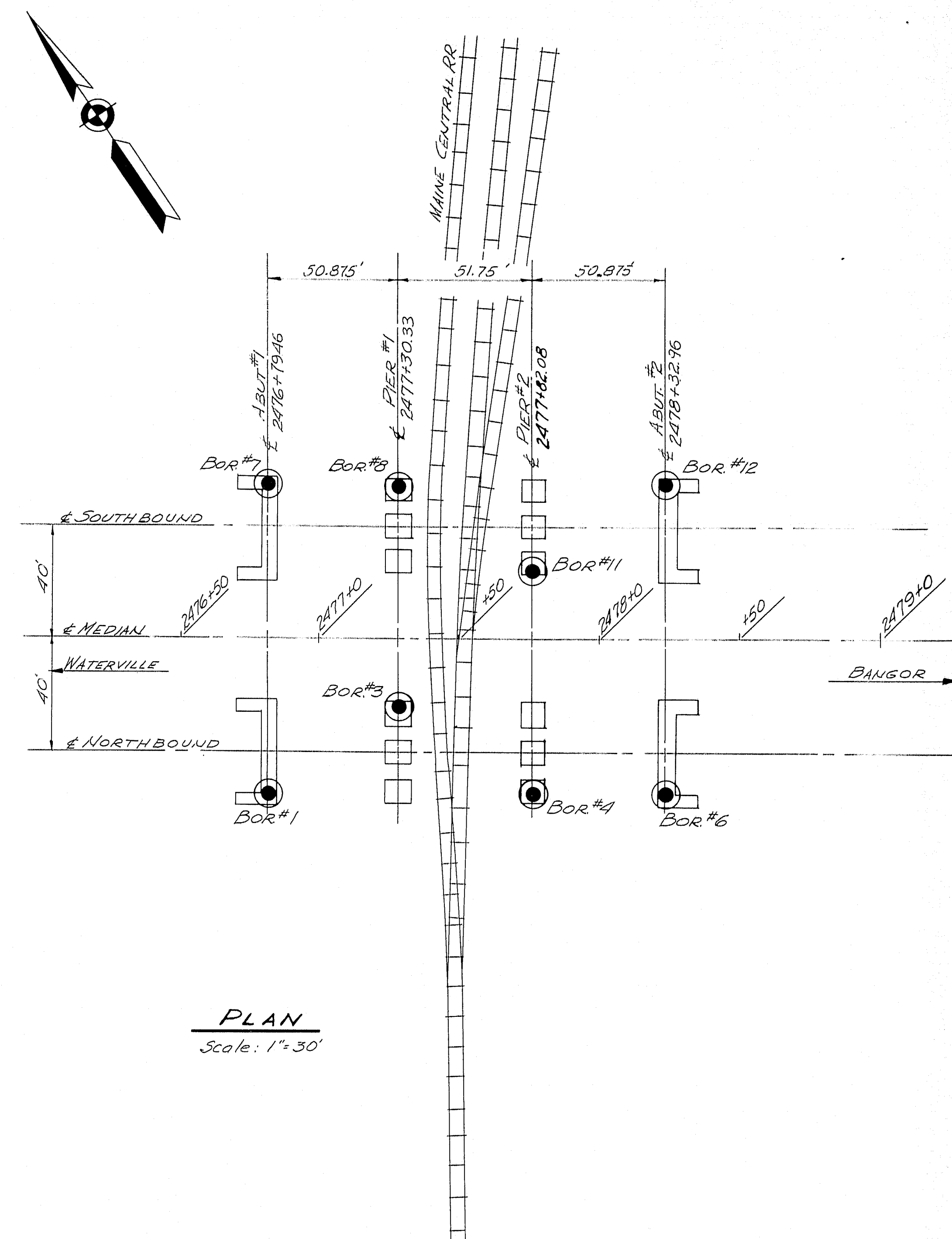
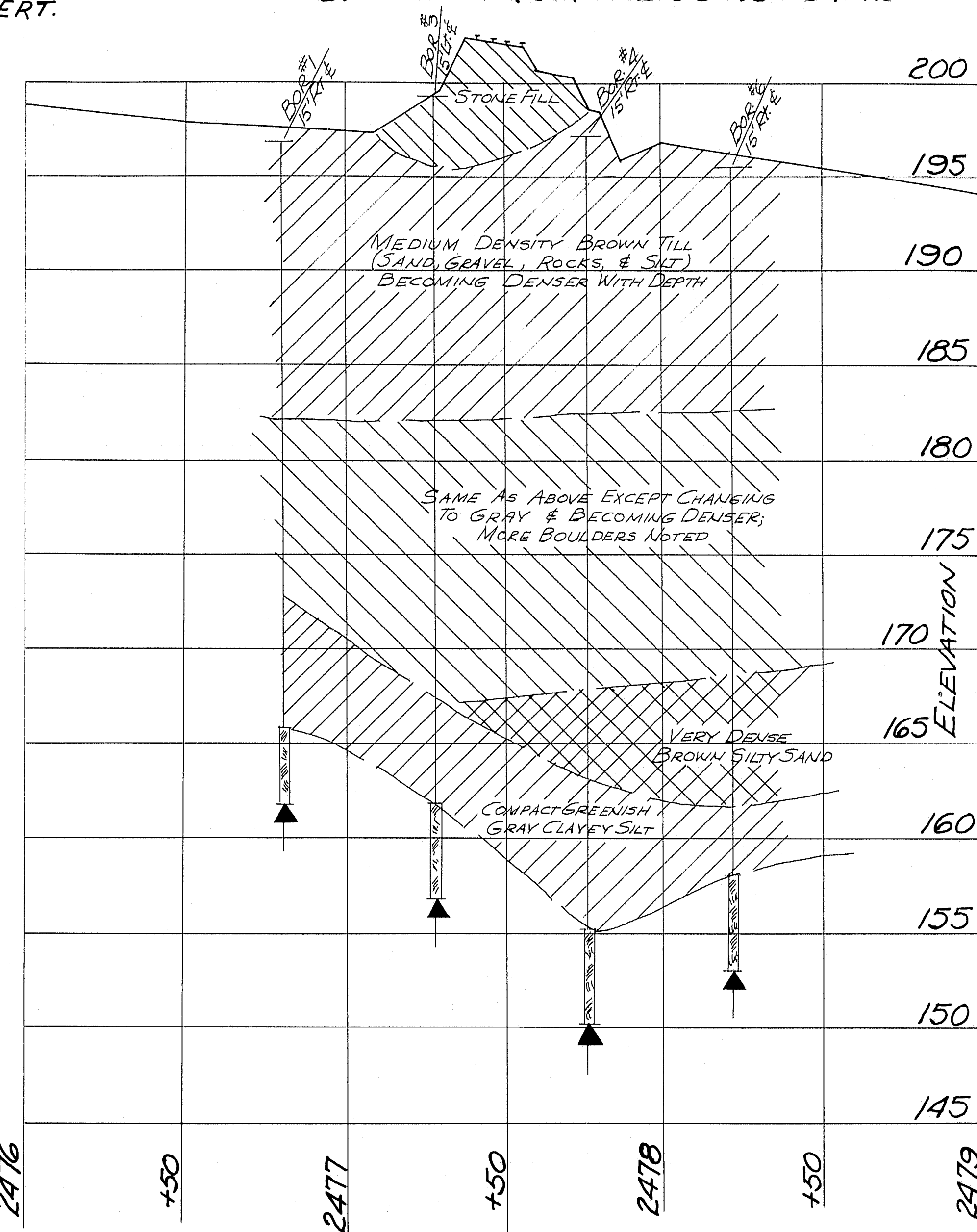
D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-16-95-7(7)	11	76

PROFILE - SOUTHBOUND LANE

SCALE:
1"=30' HOR.
1"=5' VERT.



PROFILE - NORTHBOUND LANE



PLAN
Scale: 1"=30'

DESIGN - F.M.B.
TRACE - F.M.V.
CHECK - T.H.K.

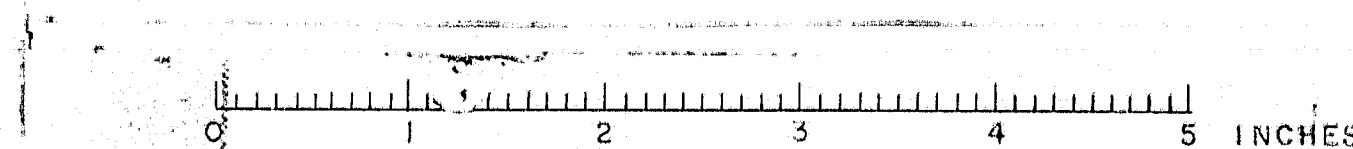
BRIDGE NO.
SURVEY -
PLOT -

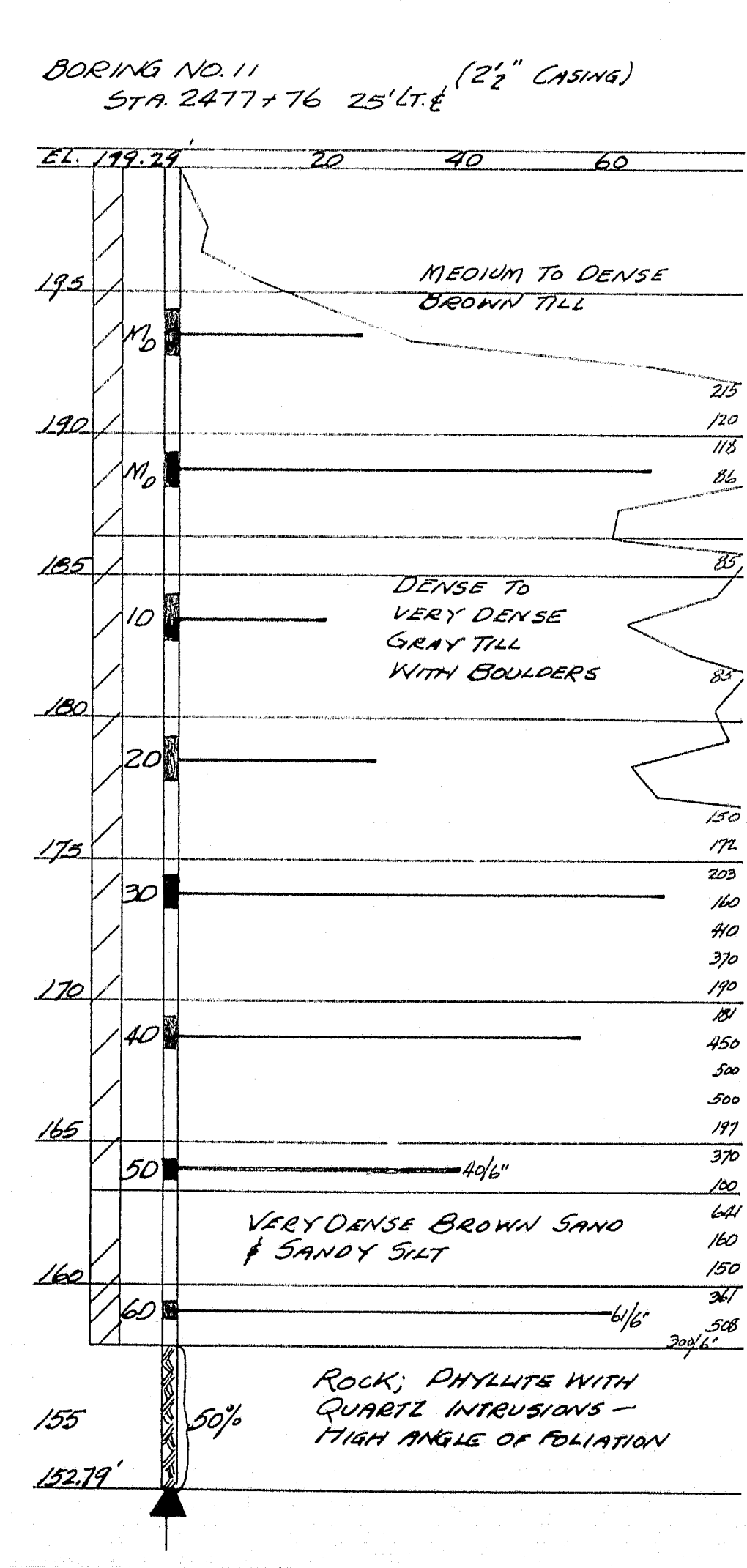
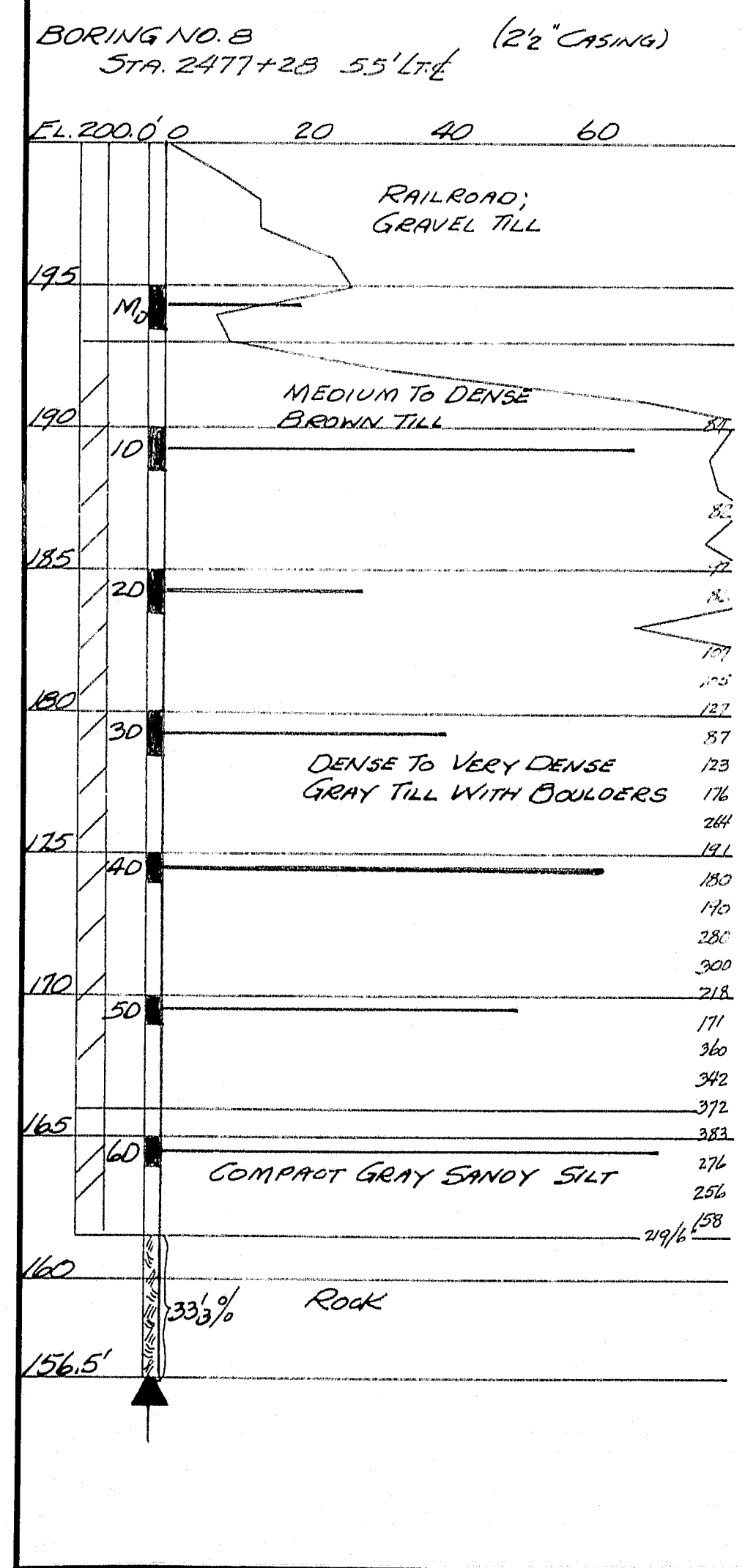
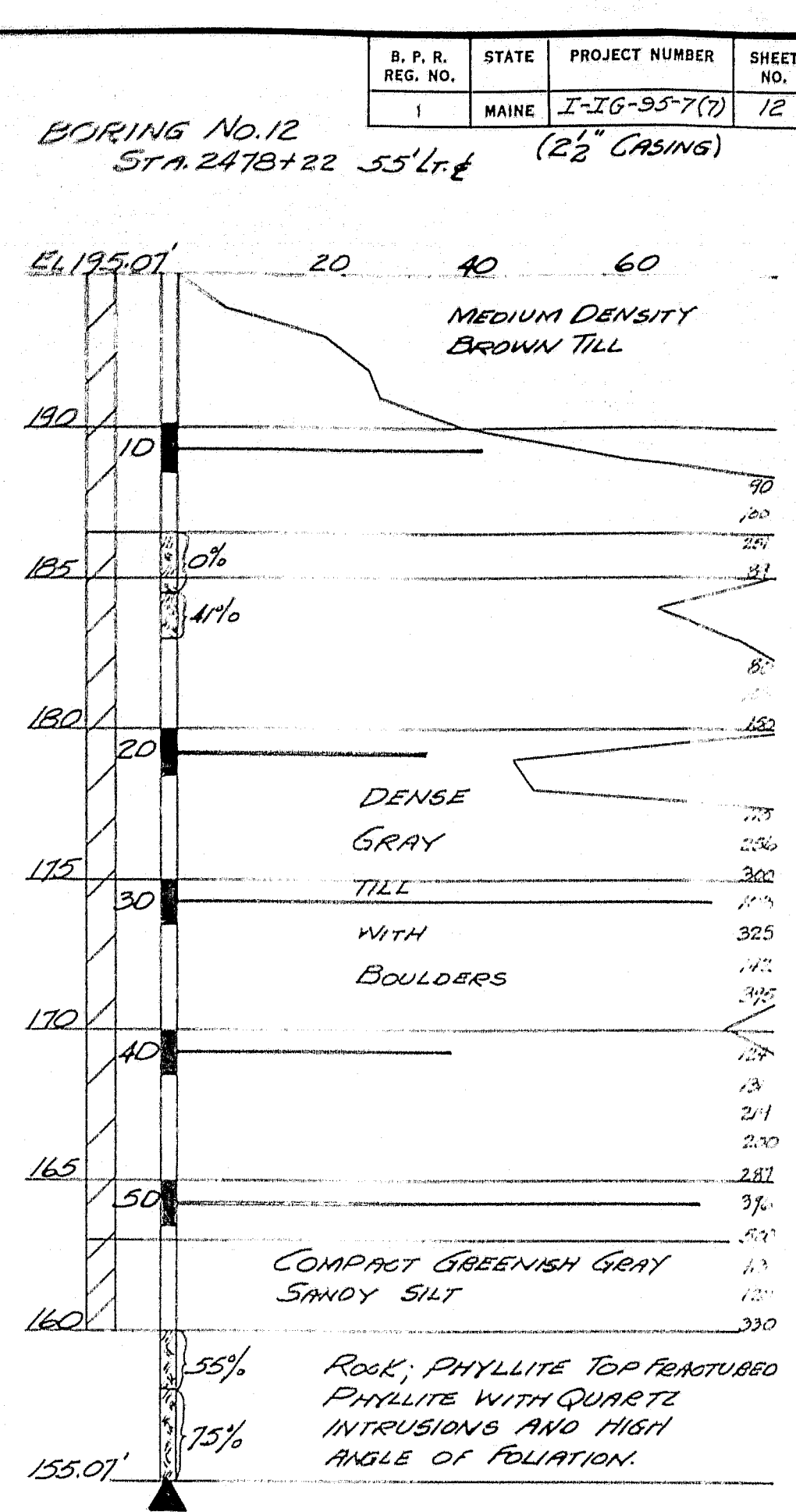
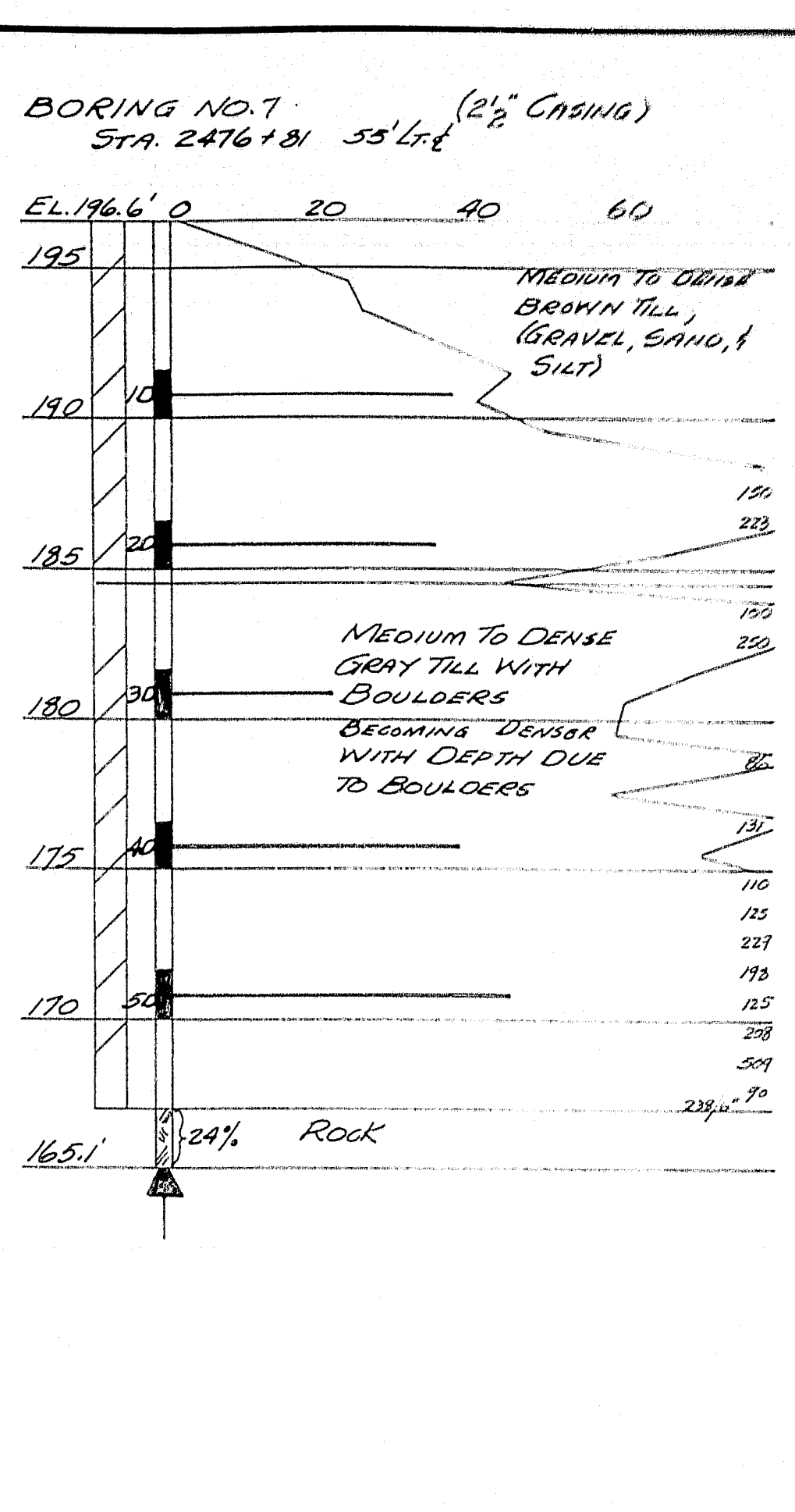
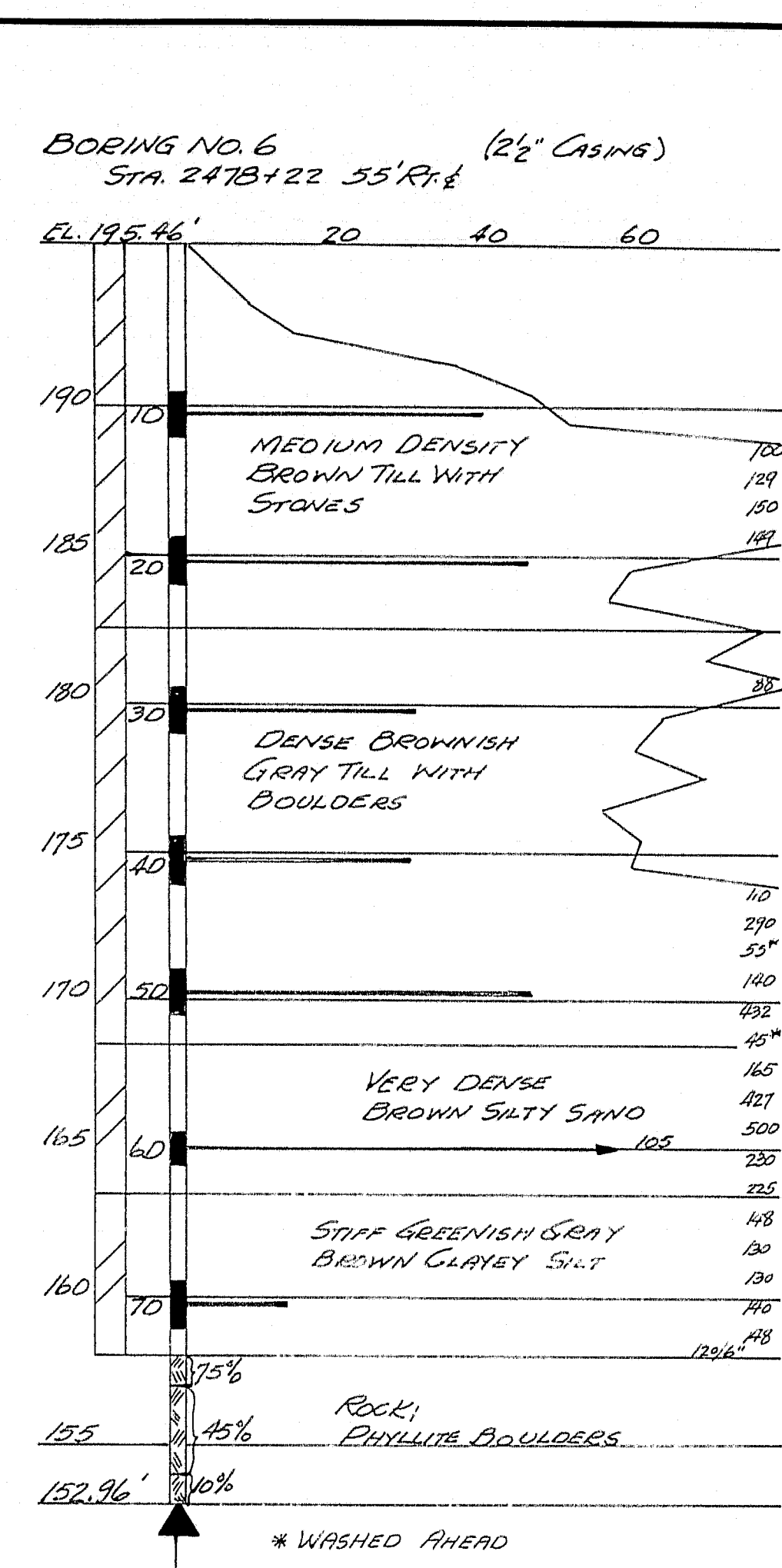
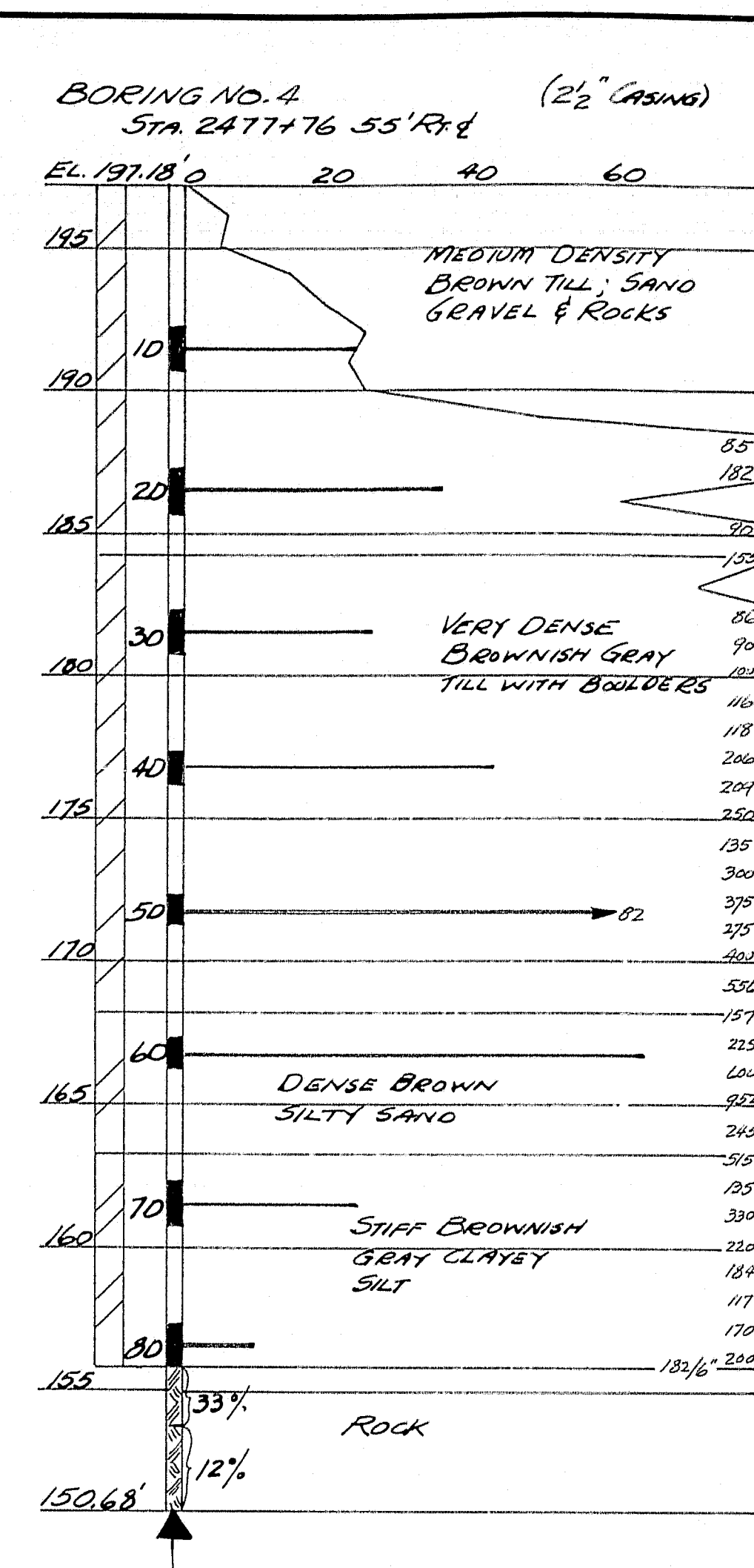
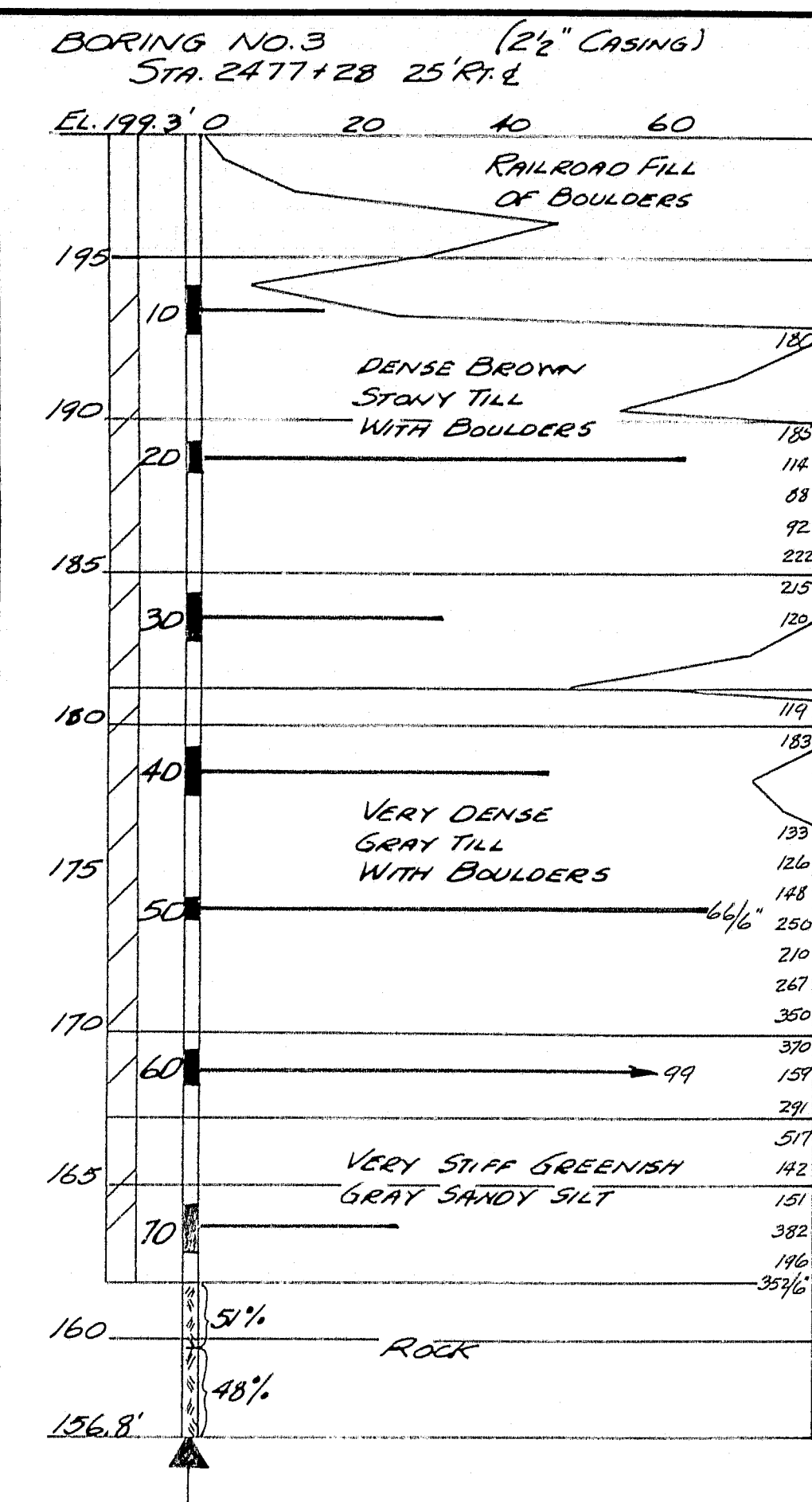
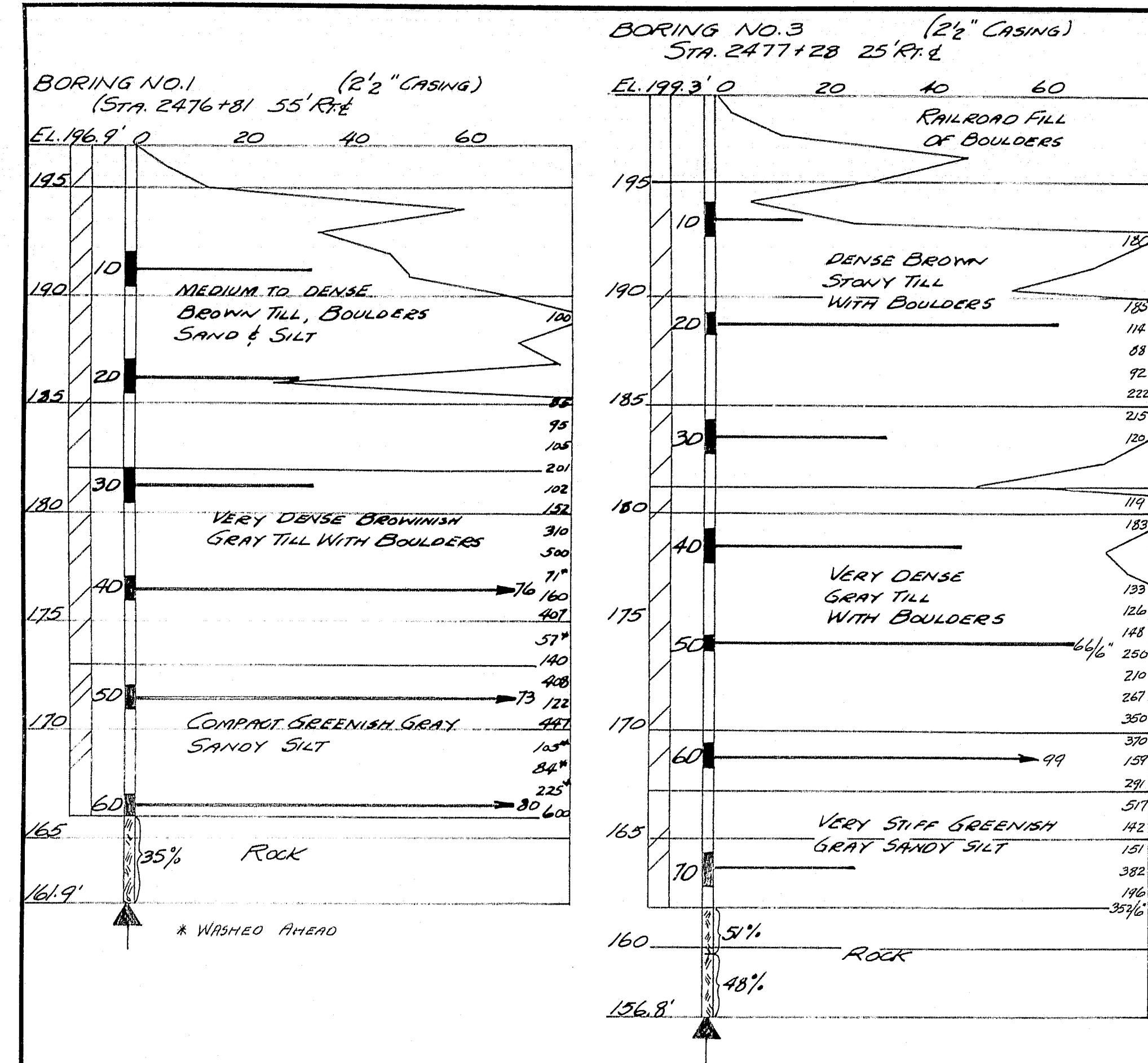
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

RAILROAD BRIDGE
OVER
MAINE CENTRAL RAILROAD
IN THE TOWN OF
NEWPORT
PENOBSCOT COUNTY

SOIL PROFILE
SHEET 3 OF 11 AUGUSTA, MAINE AUG. 1960

M-1584





**BORING LOG
DRIVING RESISTANCE
(Blows/ft.)**

NOTES

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

10 Location and designation of dry samples taken in 10 ft. sampler #290s.

110 Unsuccessful attempts to secure dry sample indicated this, followed by type of sampler.

Graphical Number of blows of 275' hammer falling 15" required to drive spoon or tubing one foot.

Bottom of boring.

71% Percent more of rock core by non-saturated.

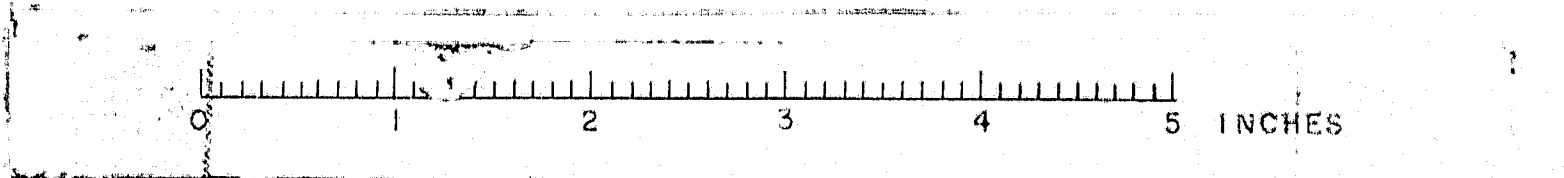
DESIGN - F.B.	BRIDGE NO.
TRACE - E.M.	SURVEY -
CHECK - F.H.L.	PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

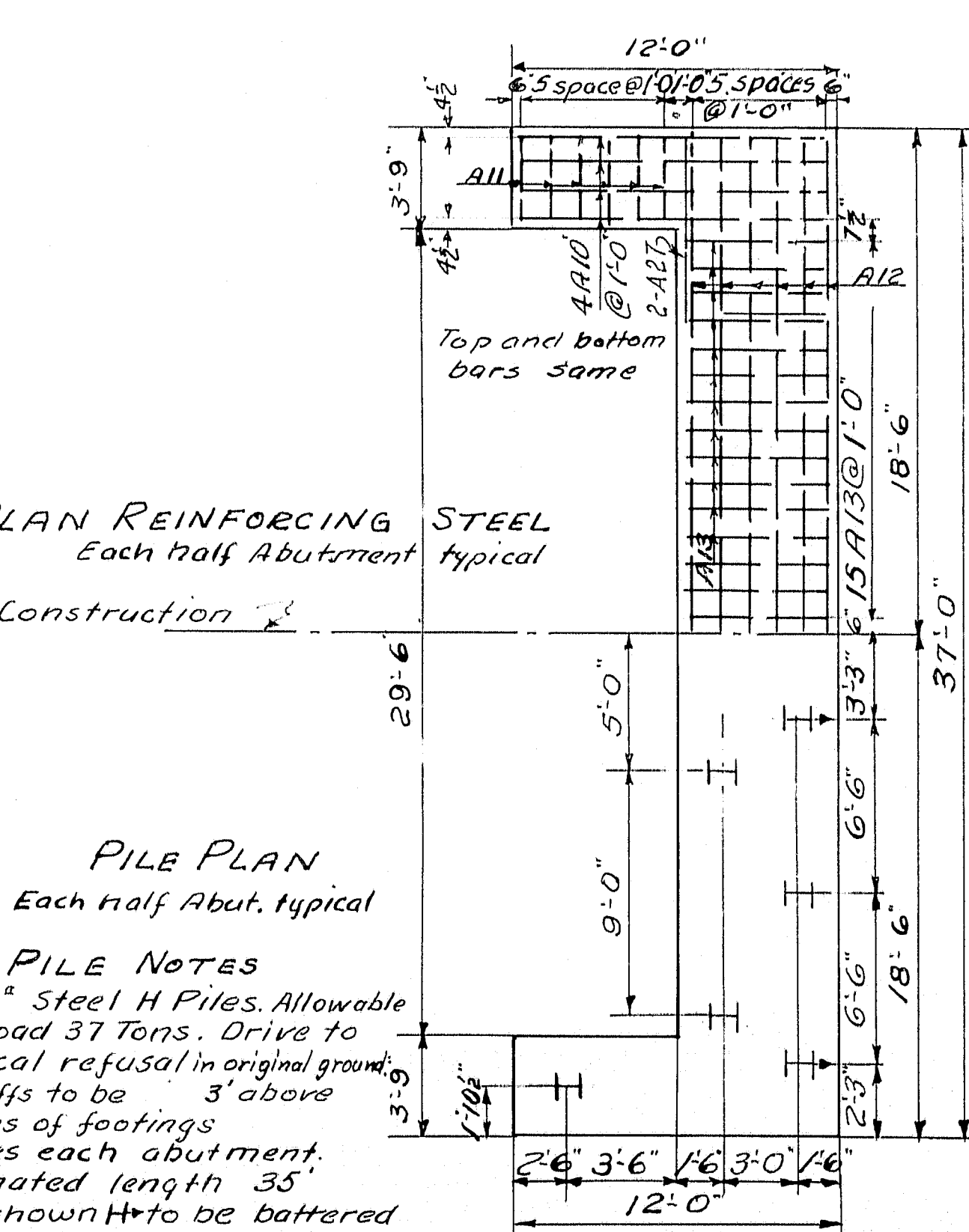
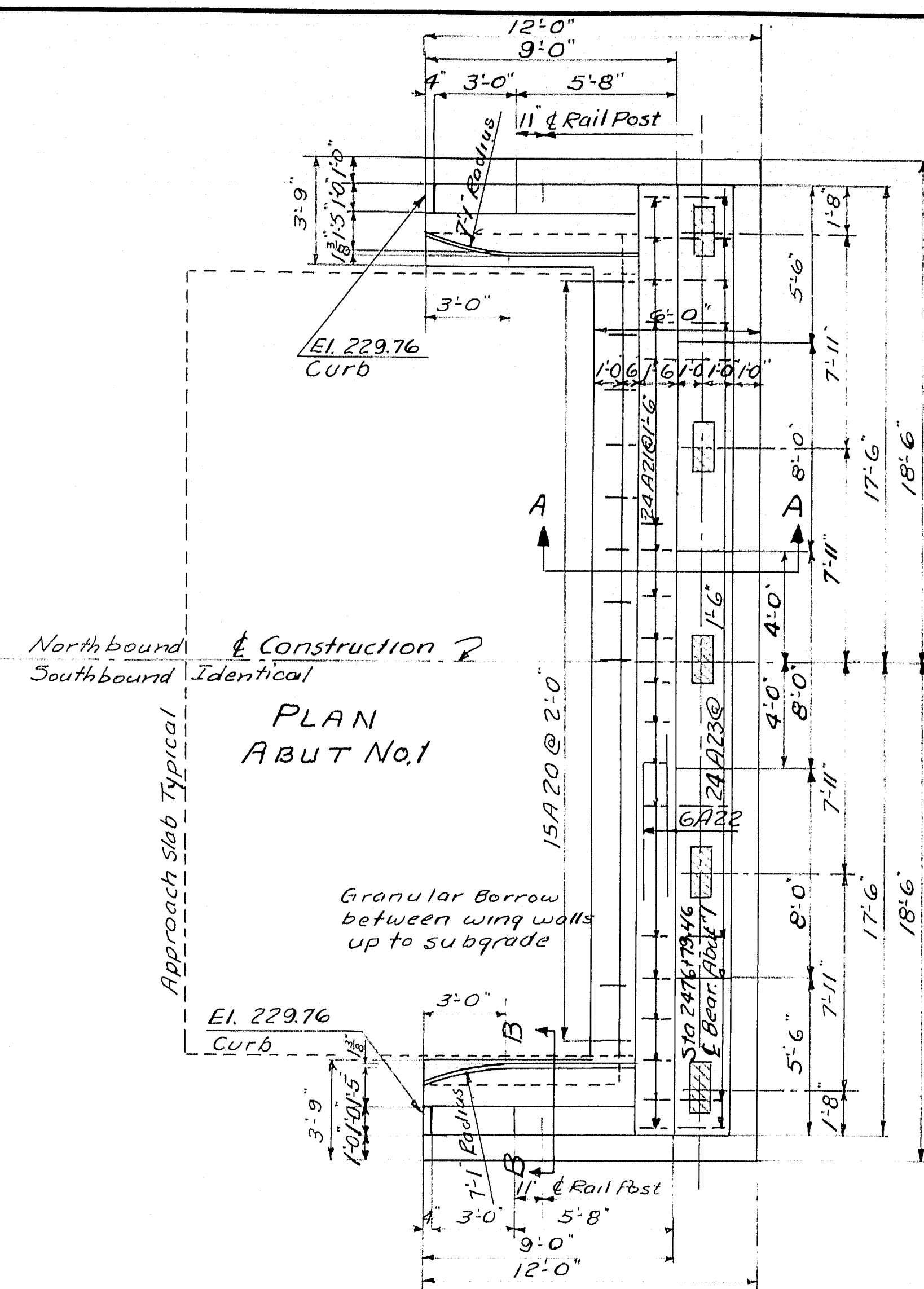
**RAILROAD BRIDGE
OVER
MAINE CENTRAL RAILROAD
IN THE TOWN OF
NEWPORT
PENOBSCOT COUNTY
BORINGS**

SHEET 4 OF 11 AUGUSTA, MAINE AUG. 1960.

M-1585

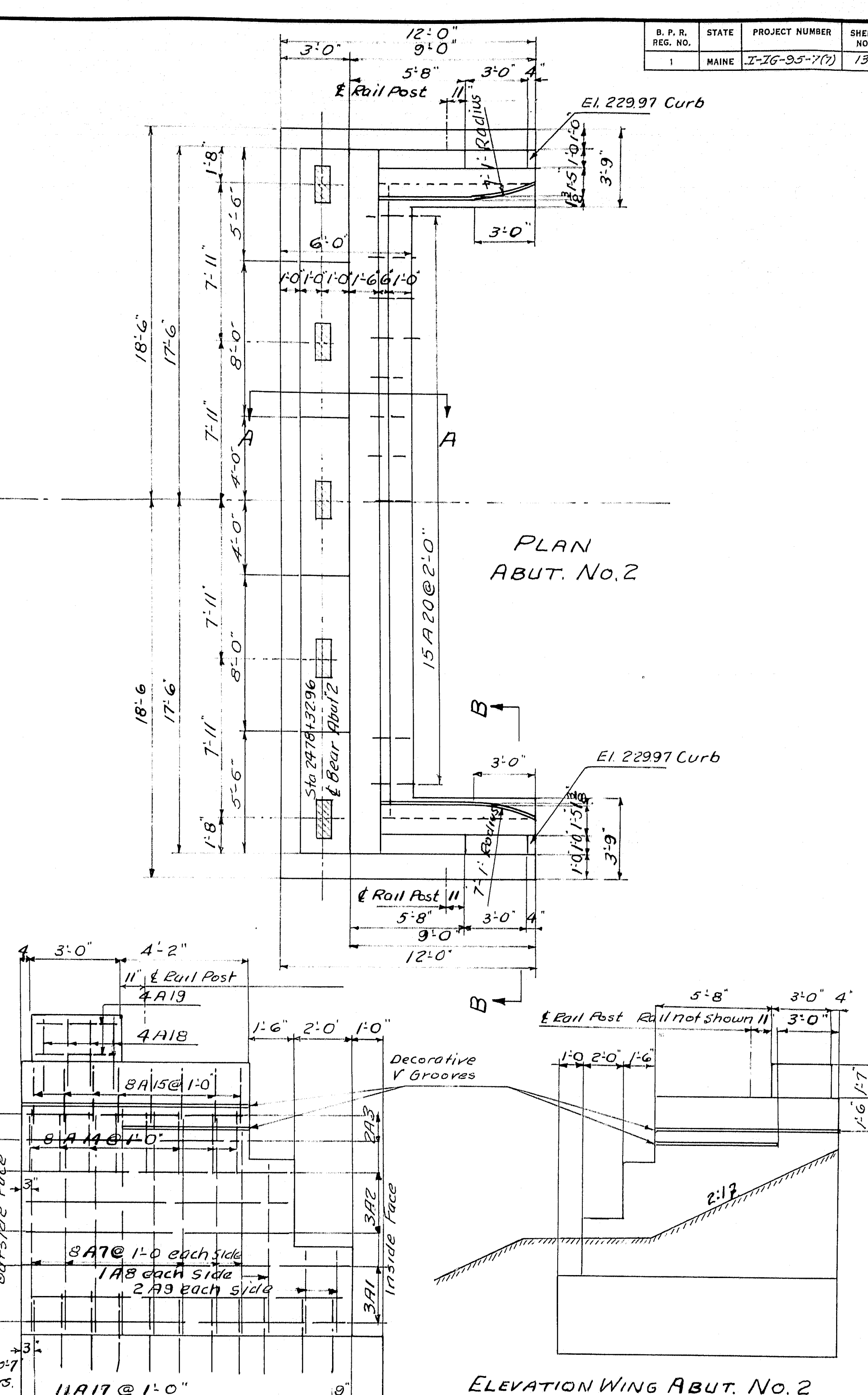
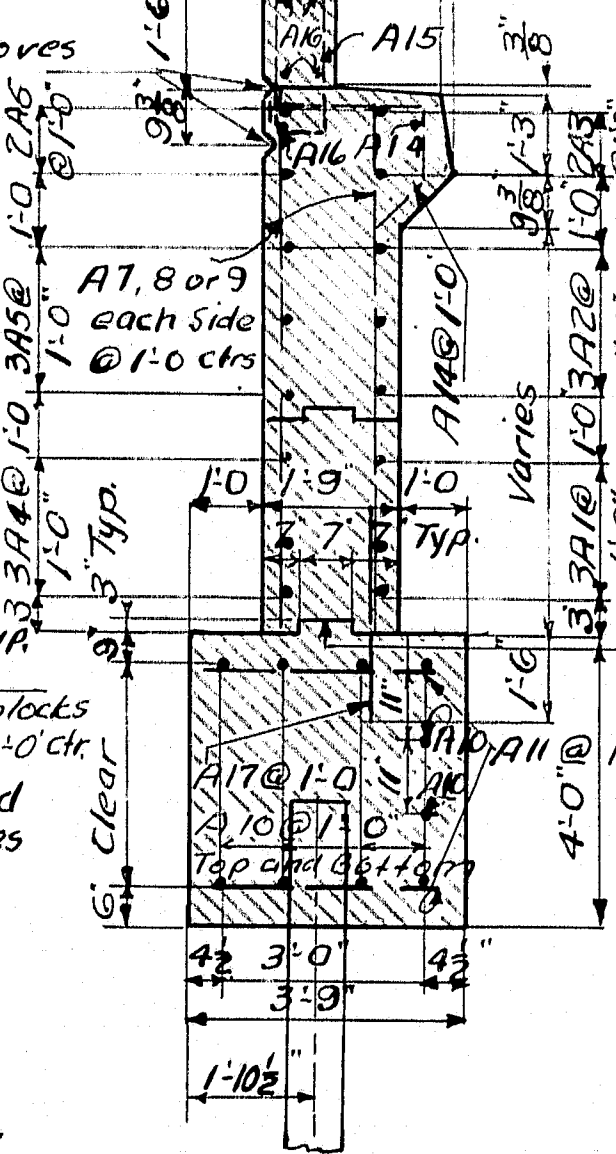
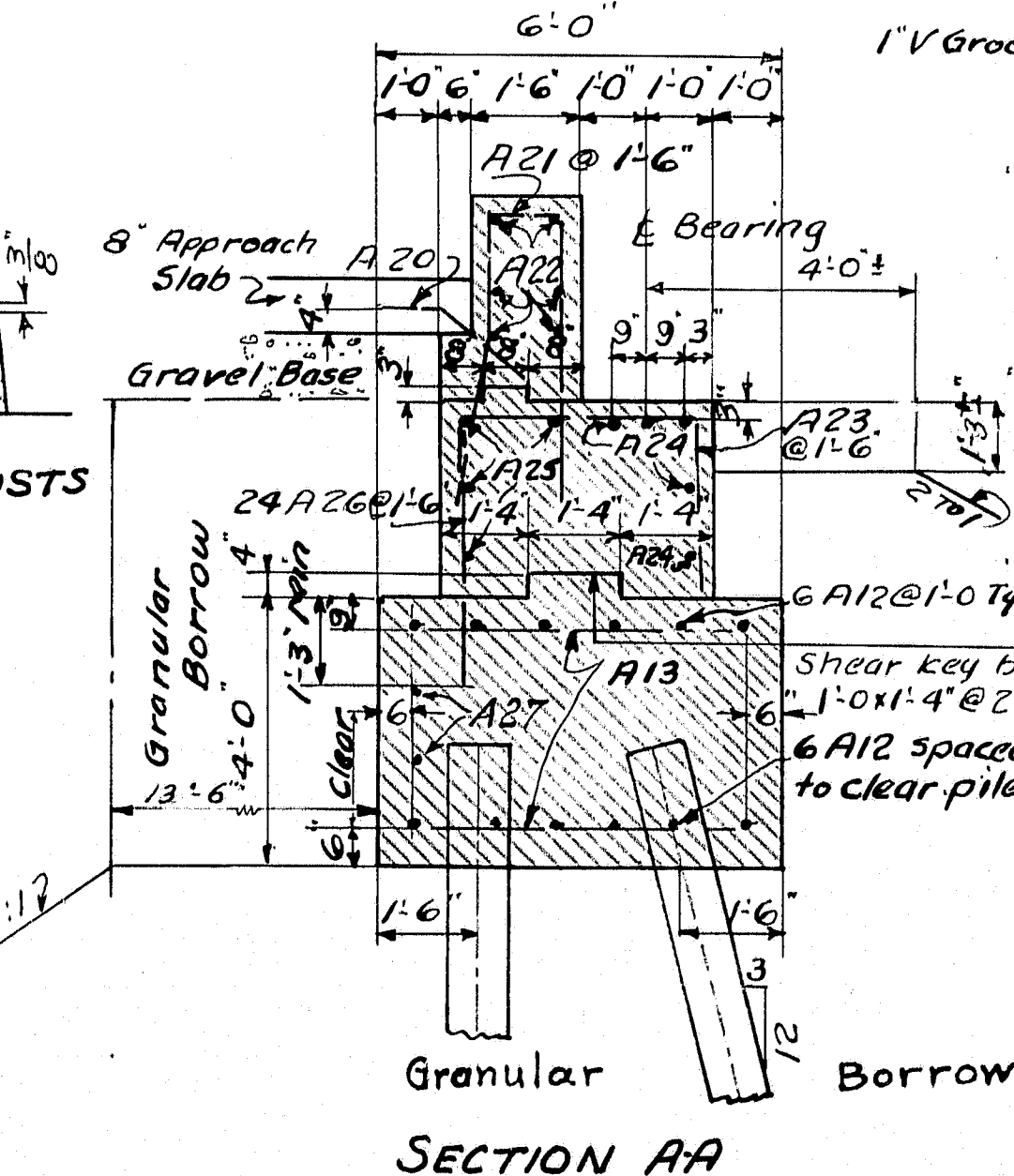
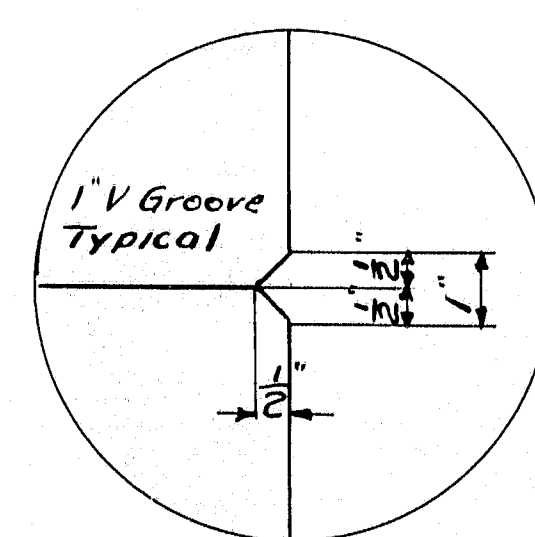
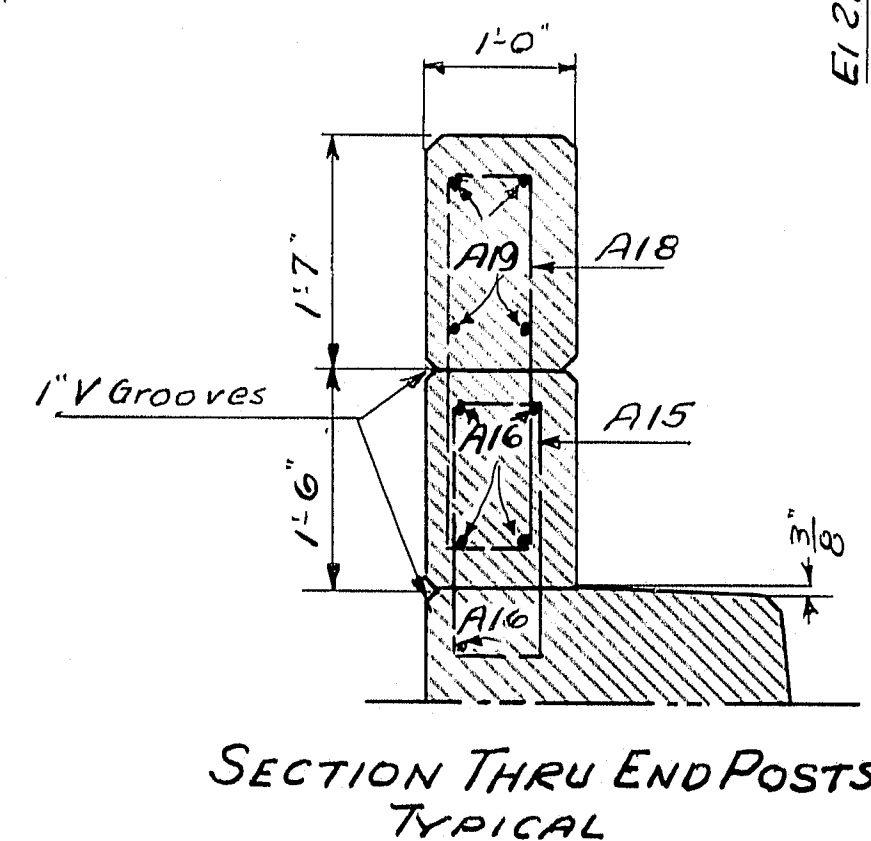


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-26-95-7(7)	13	76



PILE PLAN
Each half Abut. typical

PILE NOTES
10"x42" Steel H Piles. Allowable pile load 37 Tons. Drive to practical refusal in original ground. Cut-offs to be 3' above bottoms of footings.
12 Piles each abutment. Estimated length 35'. Piles shown to be battered 3/12 in direction shown.



ELEVATION WING ABUT. No. 1
Typical all Abutments

ELEVATION WING ABUT. No. 2

DESIGN - R.H.S.
TRACE - N.B.
CHECK - T.H.K.

BRIDGE NO.
SURVEY
PLOT

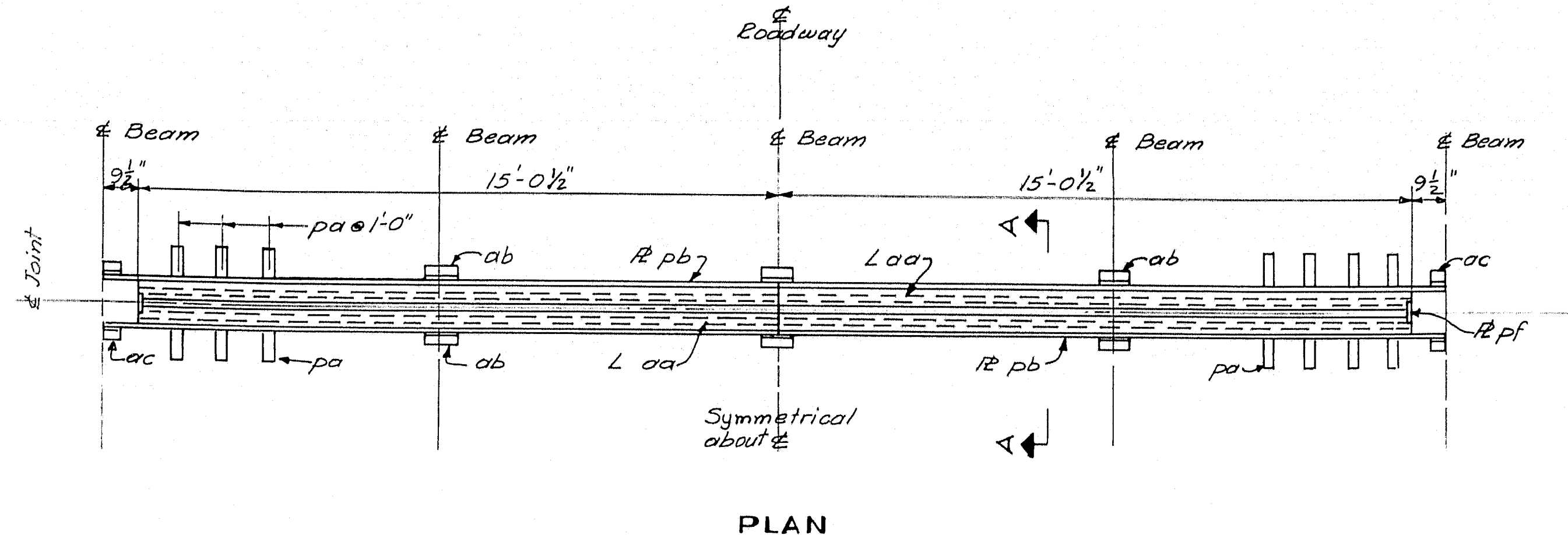
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

RAILROAD BRIDGE
OVER
MAINE CENTRAL RAILROAD
IN THE TOWN OF
NEWPORT
PENOBSCOT COUNTY
ABUTMENTS

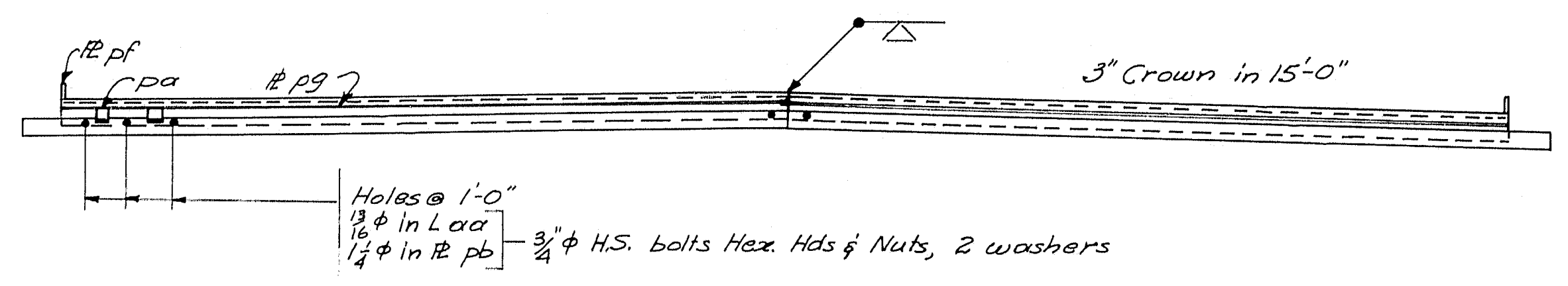
SHEET 5 OF 11 AUGUSTA, MAINE AUG. 1960

M-1586

13



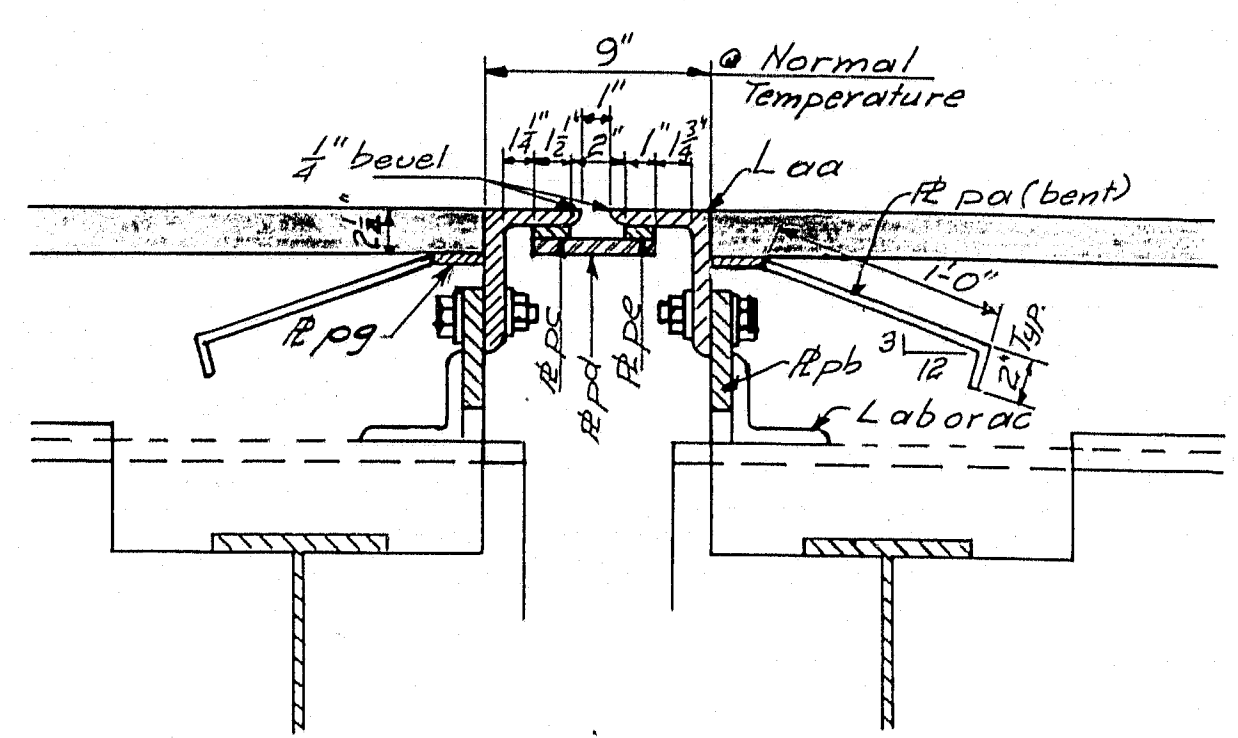
PLAN



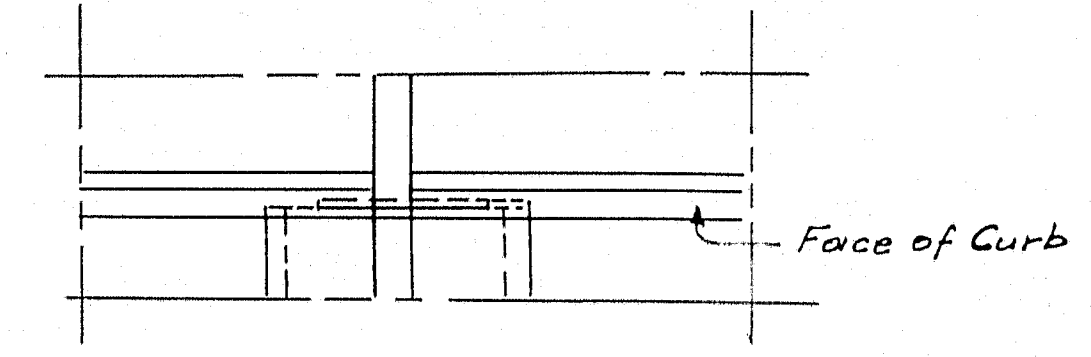
ELEVATION

ARMORED JOINT

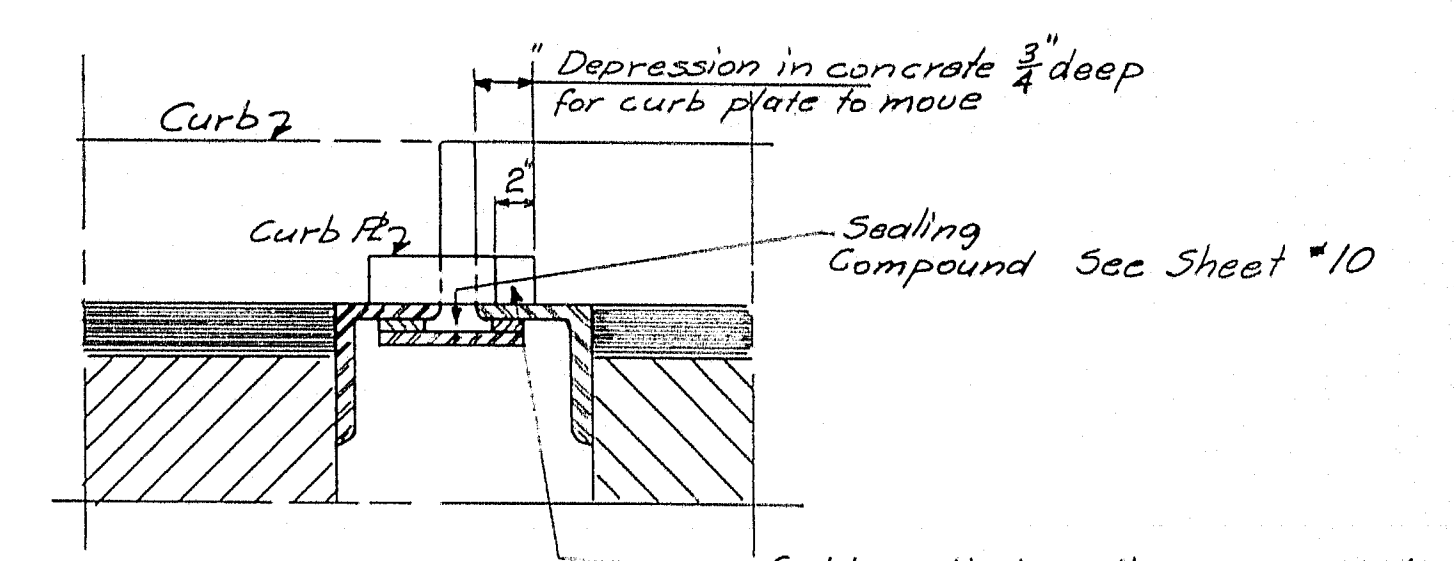
4 Required
No Shop Paint



SECTION A-A



PLAN

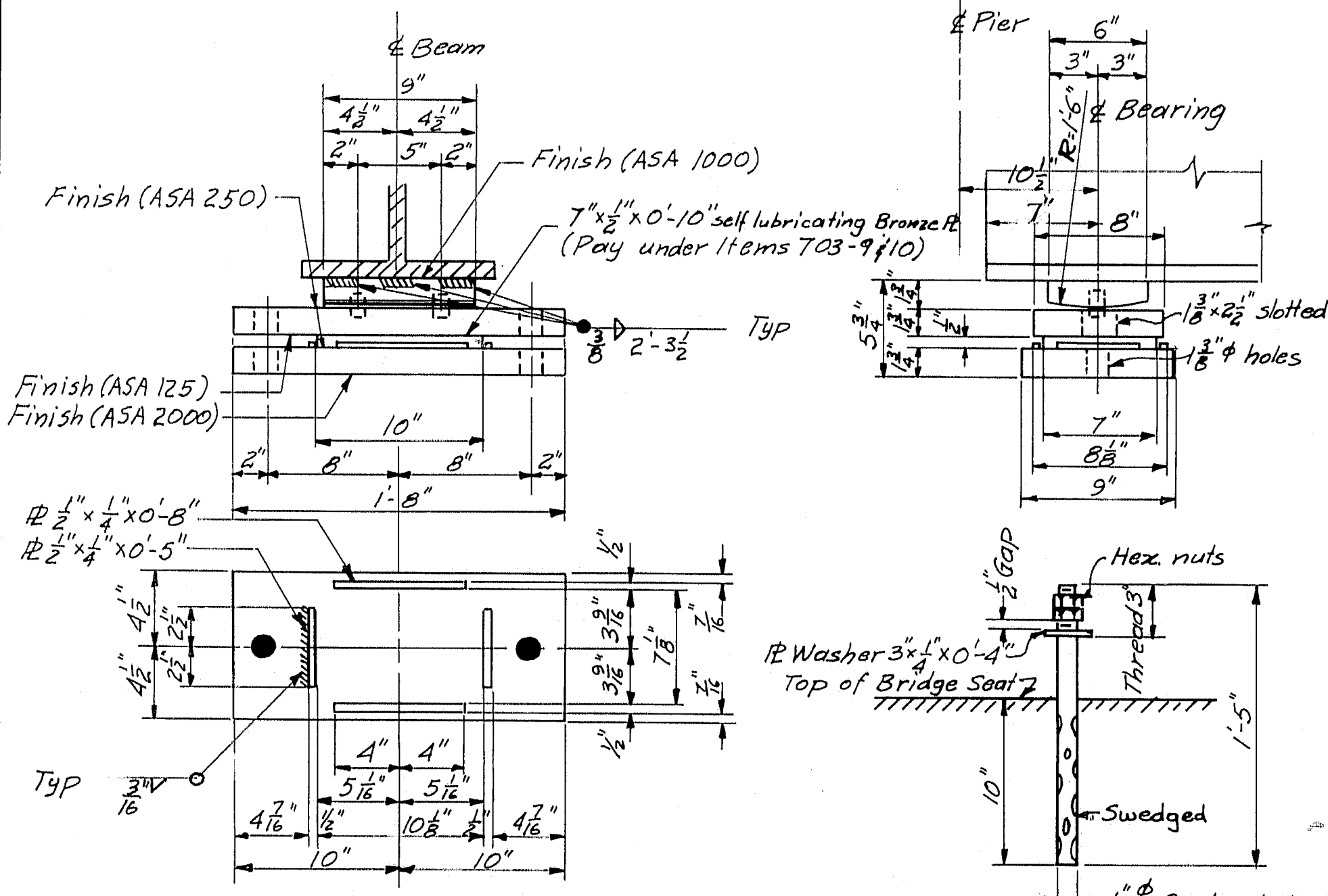


SECTION AT CURB

Gold applied sealing compound gray in color (Servicised products Corporation) (Vertical or equal) to be placed in back of and flush with steel curb plate.

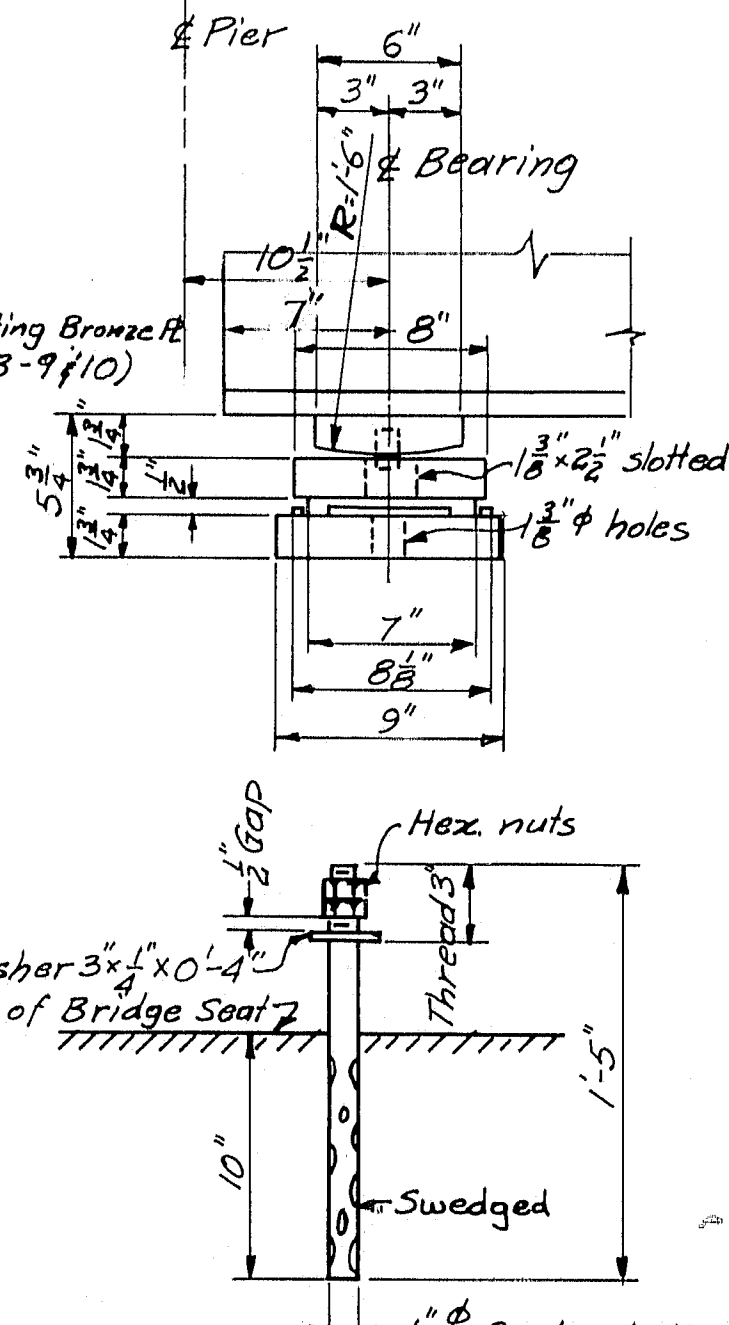
MATERIALS

- L-6x4x3/4\"/>
- L-4x4x3/4\"/>
- L-4x4x1/2\"/>
- R-1 1/2\"/>
- R-2 x 1/2\"/>
- R-1 1/2\"/>
- R-6 x 3/4\"/>
- R-1 1/2\"/>
- R-4 1/2\"/>
- R-1 1/2\"/>
- R-2 x 1/2\"/>
- R-2 x 1/2\"/>



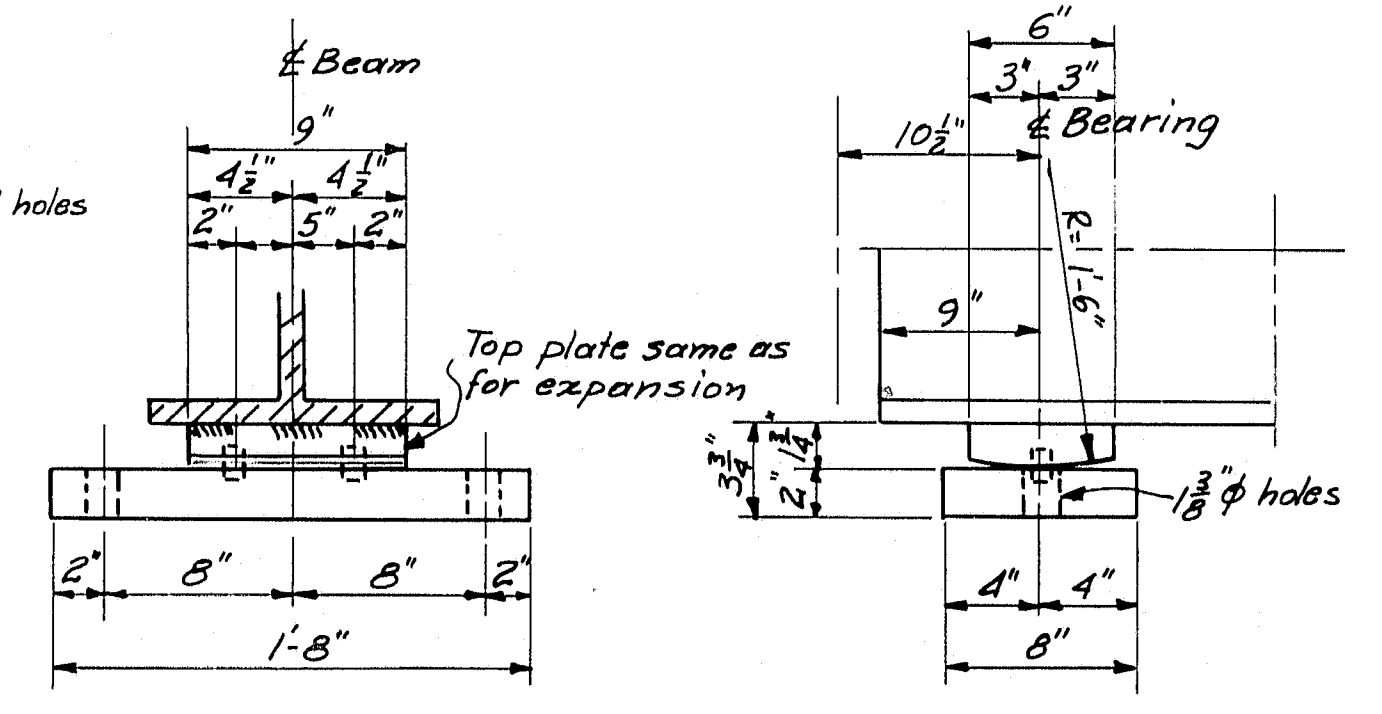
EXPANSION BEARING

30 Required

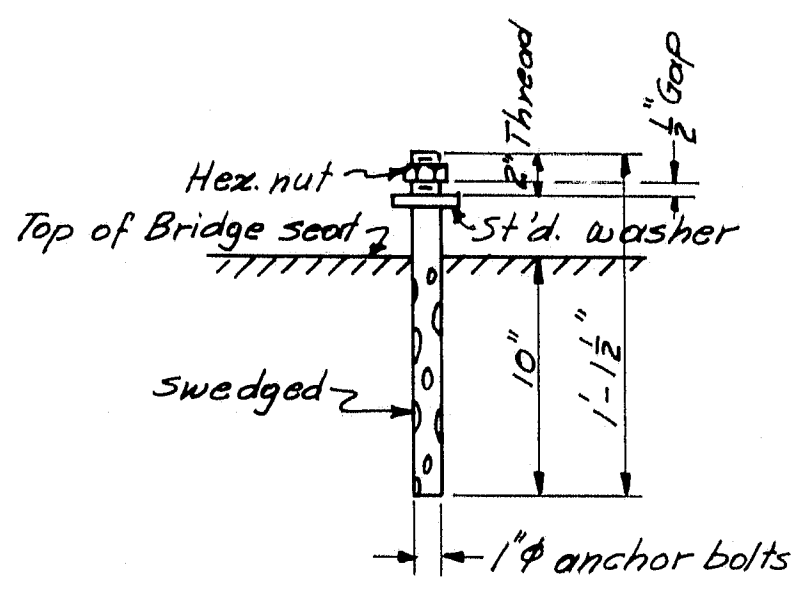


FIXED BEARING

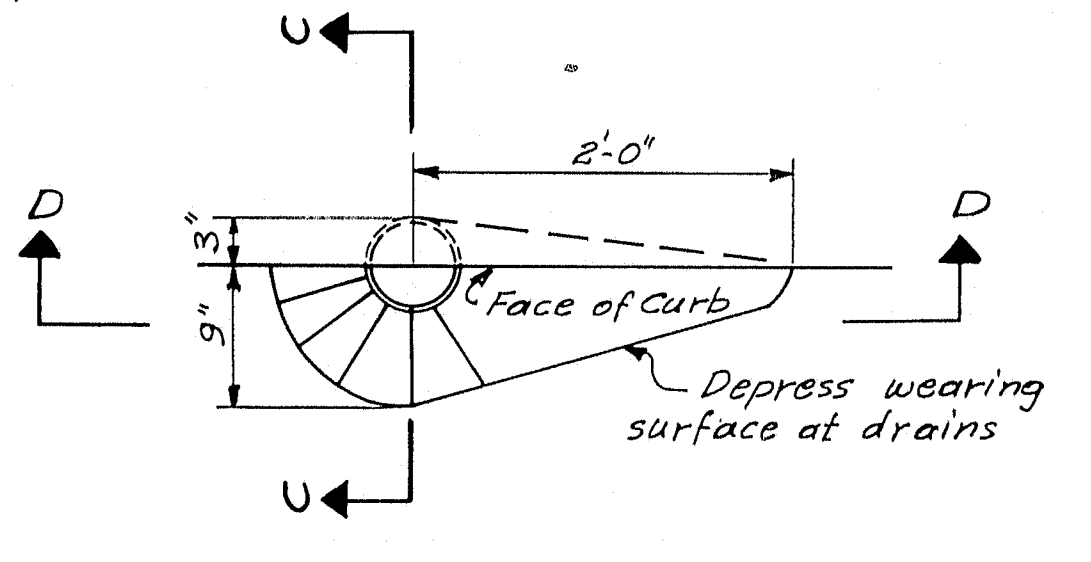
30 Required



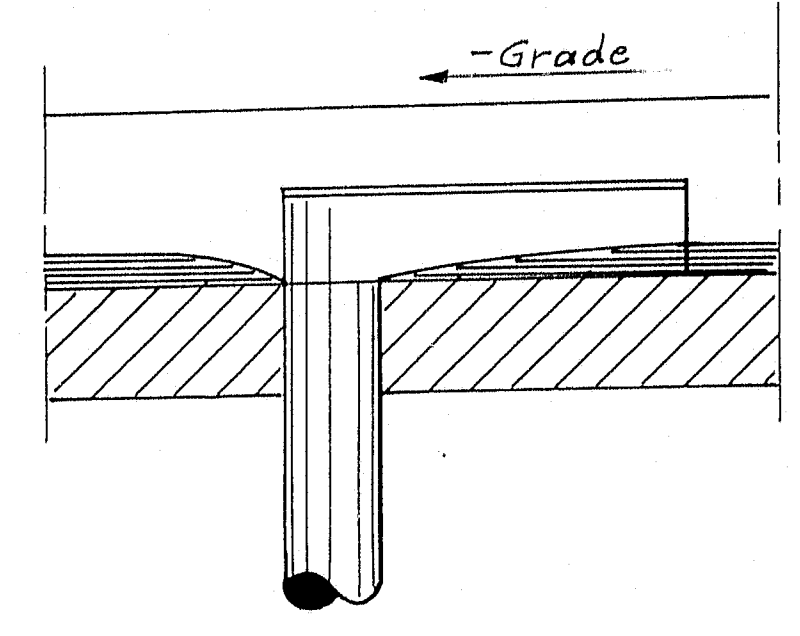
TYPICAL PINTLE DETAIL



60 Bolts Required



SECTION C-C



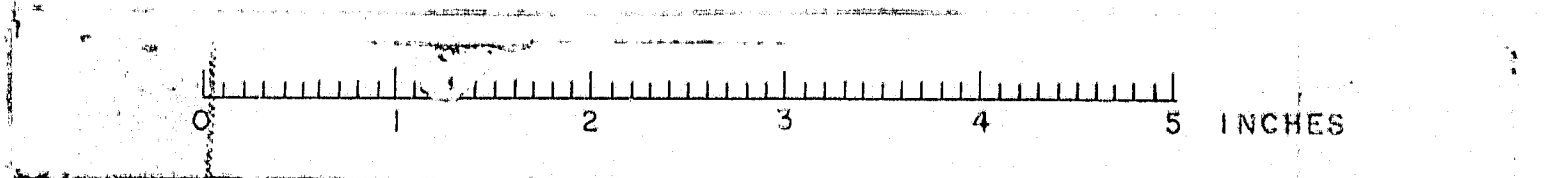
SECTION D-D

DRAIN DETAIL
24 Required See Sh 10 for location
Drains shall be paid for as structural steel, fabricated, delivered and erected under Items 702-103 and 702-104.

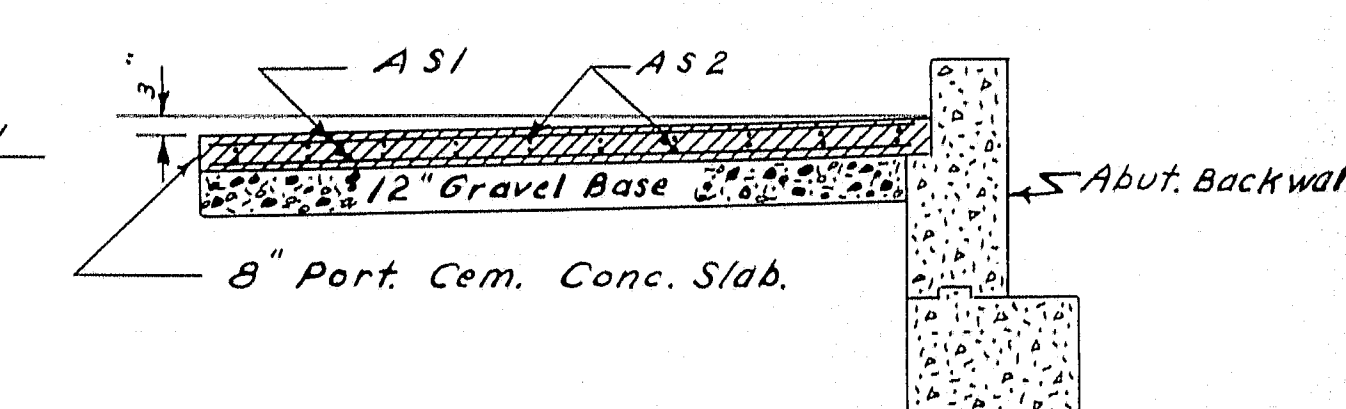
DESIGN - A. B. P.	DET. A. E. G.	BRIDGE NO.
TRACE - C. K. P.		SURVEY -
CHECK - J. H. K.		PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
RAILROAD BRIDGE OVER MAINE CENTRAL RAILROAD IN THE TOWN OF NEWPORT PENOBSCOT COUNTY		
STRUCTURAL STEEL		
SHEET 8 OF 11 AUGUSTA, MAINE AUG. 1960		

M-1589

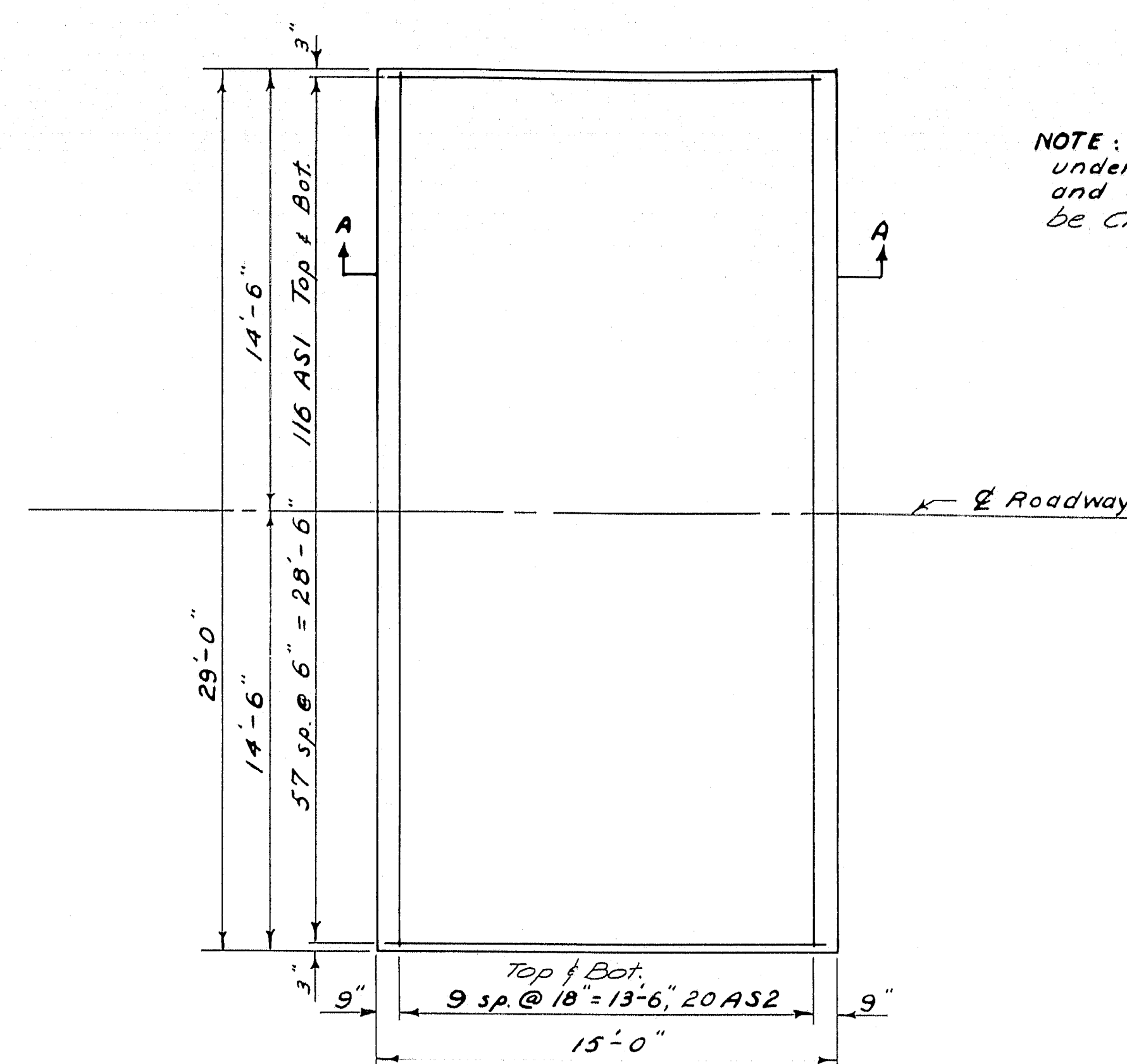
16



NOTE: Concrete in approach slab will be paid for under Item 701-40, Portland Cement Concrete, Roadway and Sidewalk Slabs on Steel Bridges. Concrete shall be Class A.

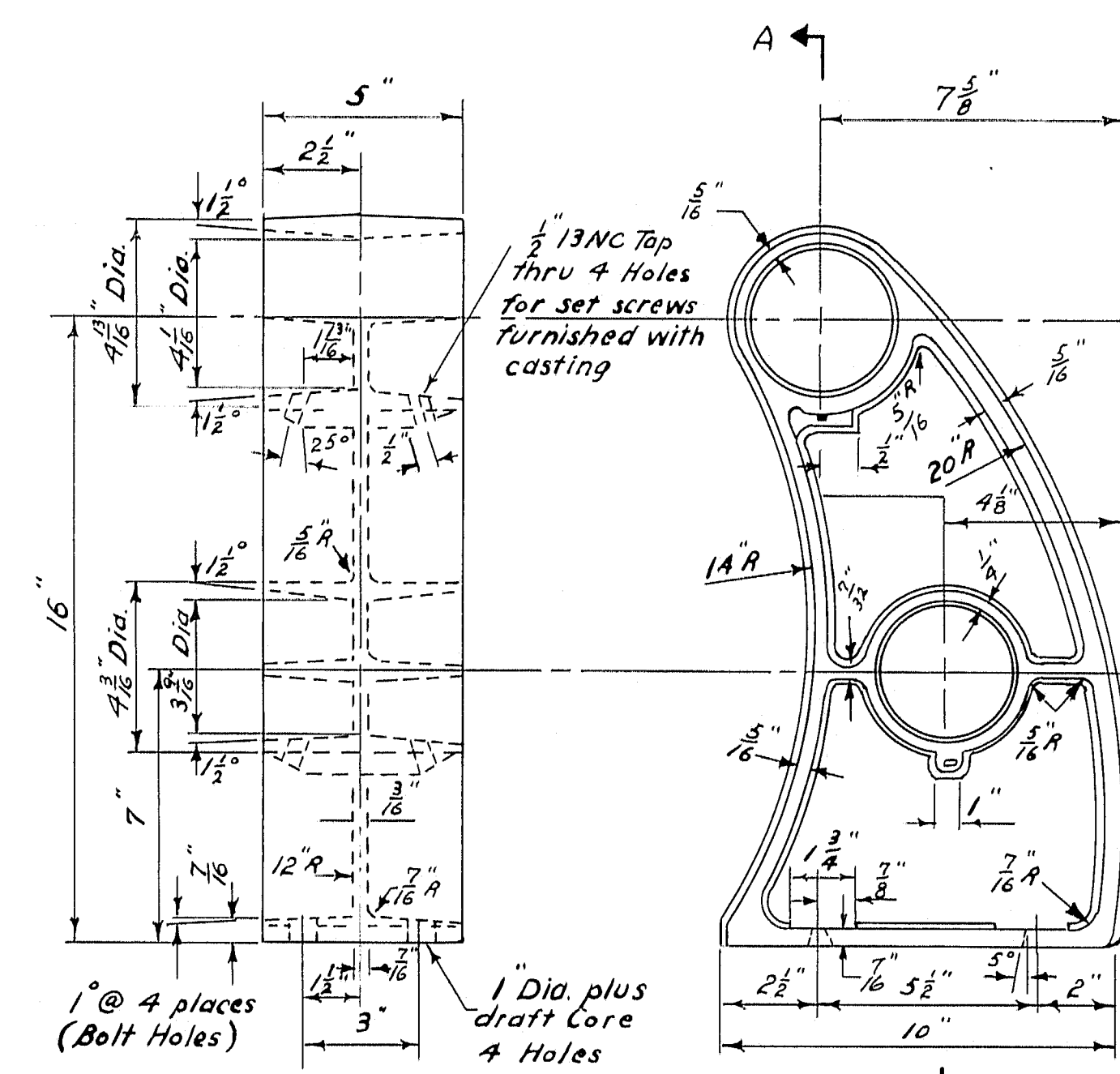


SECTION A-A



PLAN

APPROACH SLAB

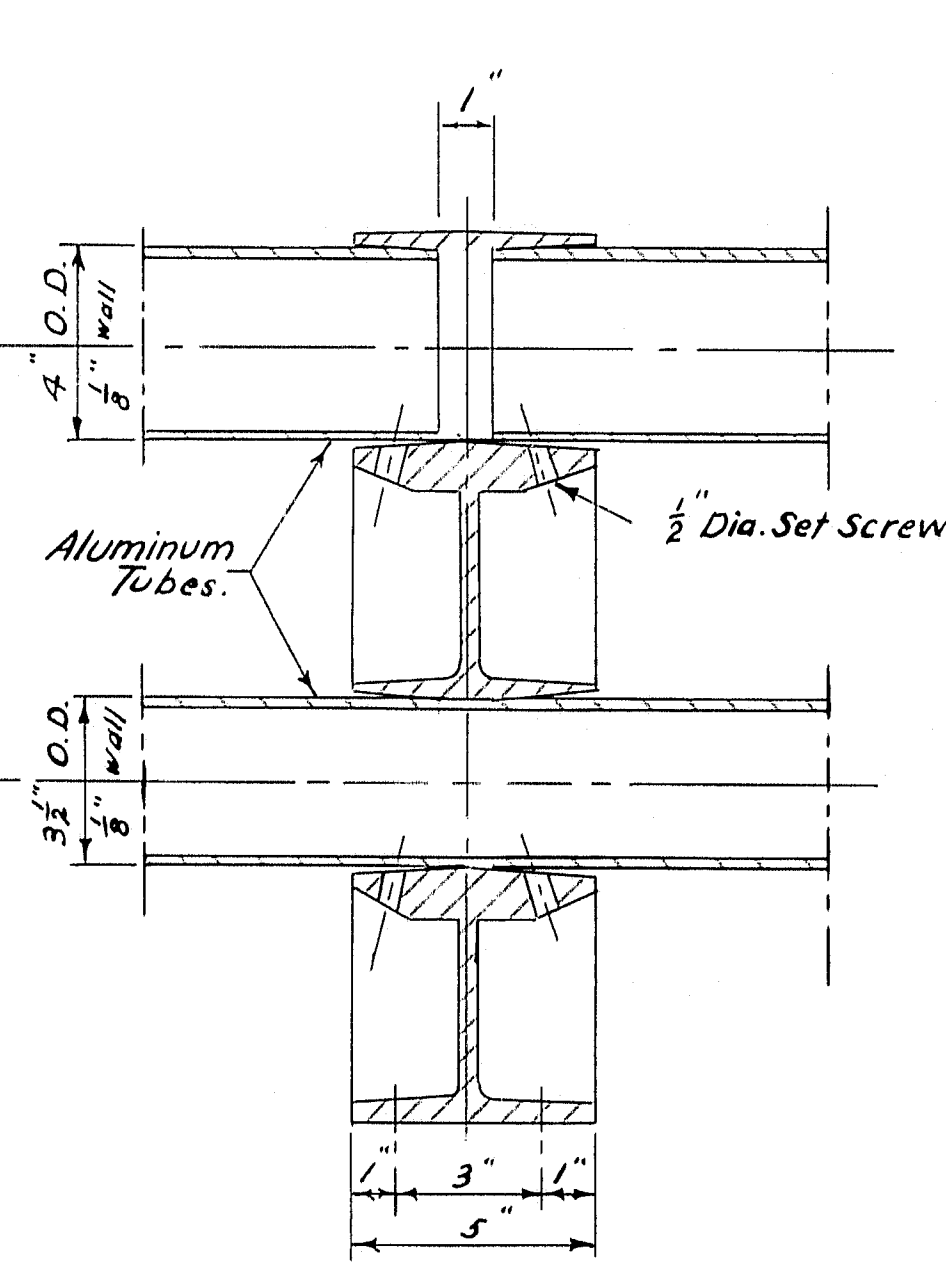


REAR ELEVATION

END ELEVATION

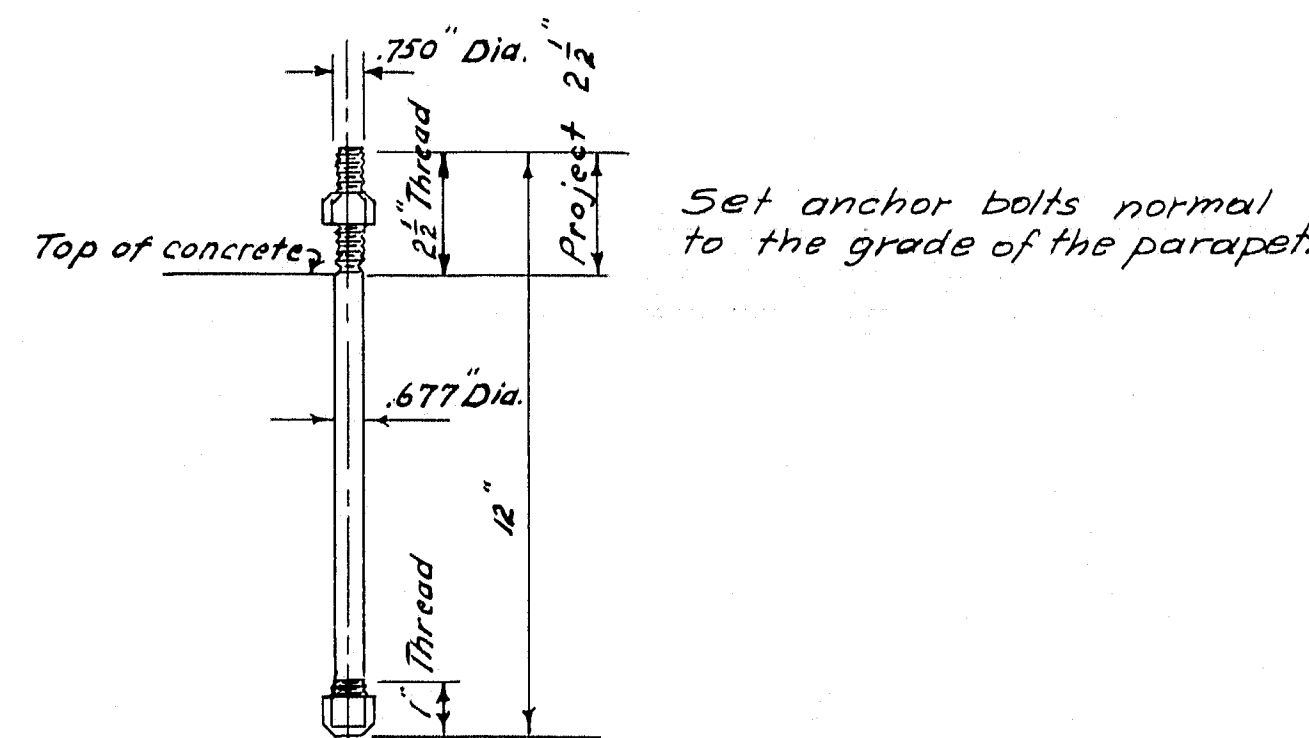
POST DETAILS

Note: Individual bars shall be two panels long where possible. Joints in top and bottom bars shall not occur at the same post.



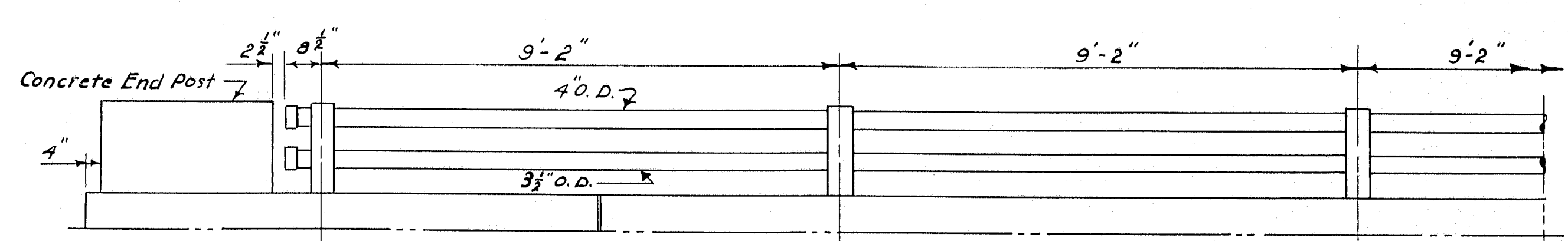
SECTION A-A

RAIL CAP DETAILS



ANCHOR BOLT DETAIL

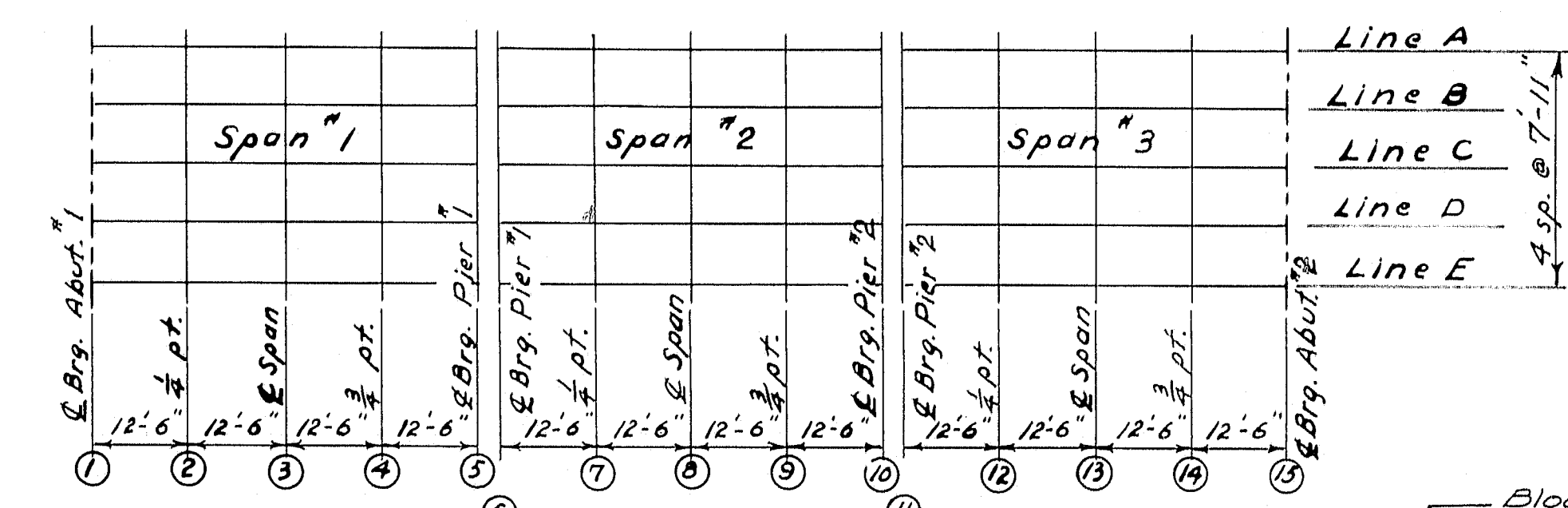
4 Req'd each post



SIDE ELEVATION

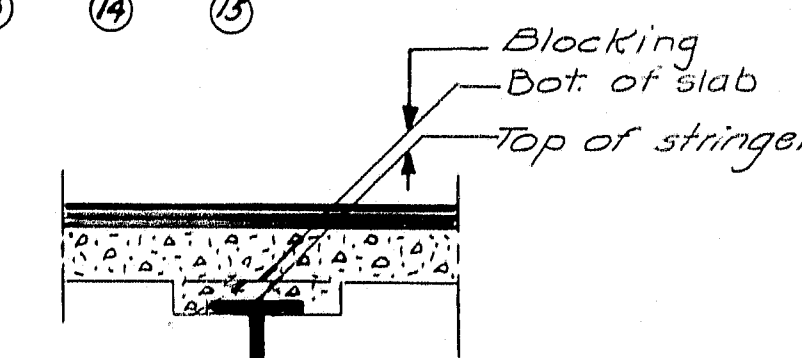
ALUMINUM RAIL DETAILS

Note: Furnish 1/2" aluminum alloy shims for providing adjustment in height of Rail Posts. The number of shims to be one-half the number of posts.



BLOCKING DIAGRAM

Both Structures



BLOCKING DETAIL

Note: Work this sheet with sheet #10

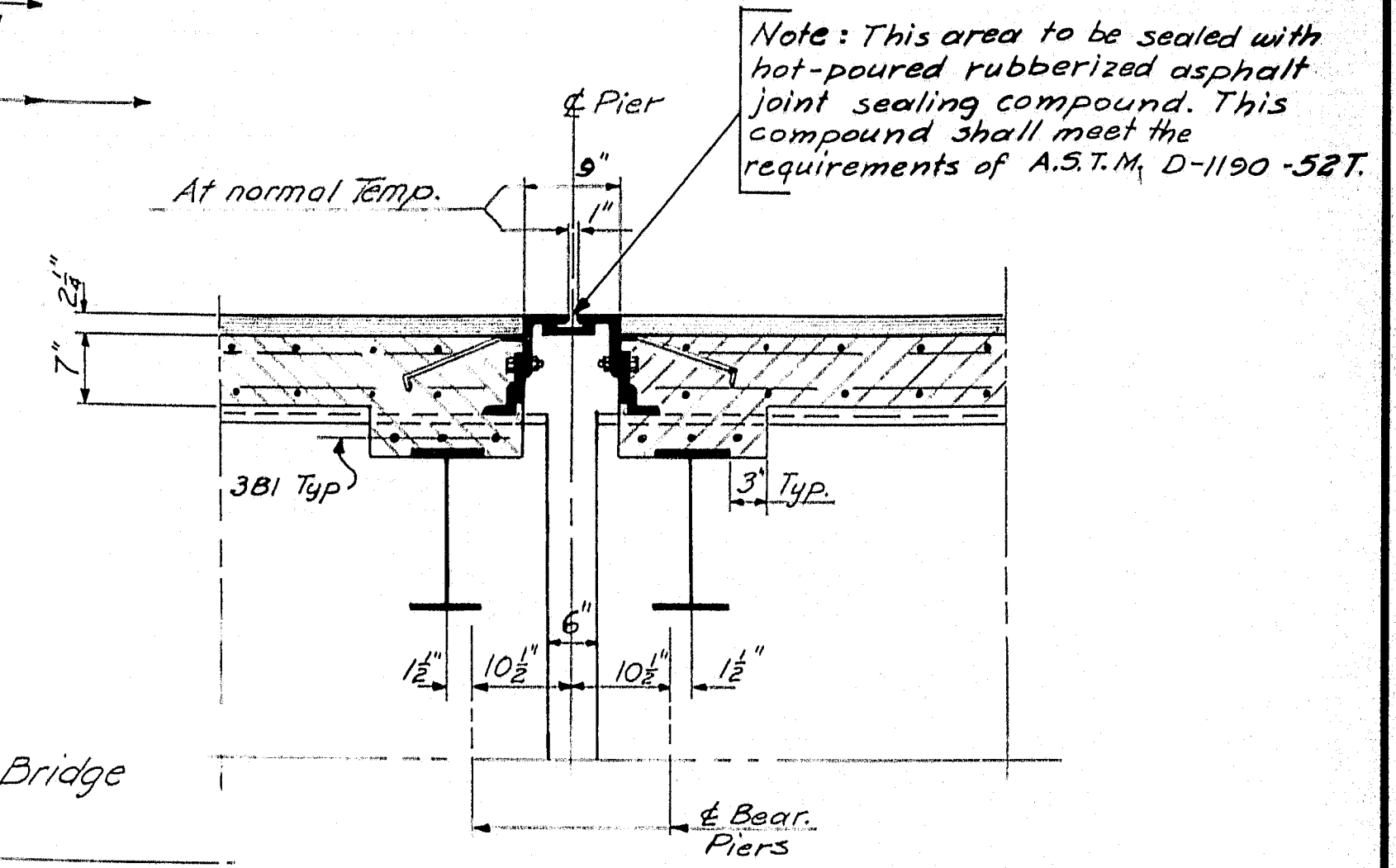
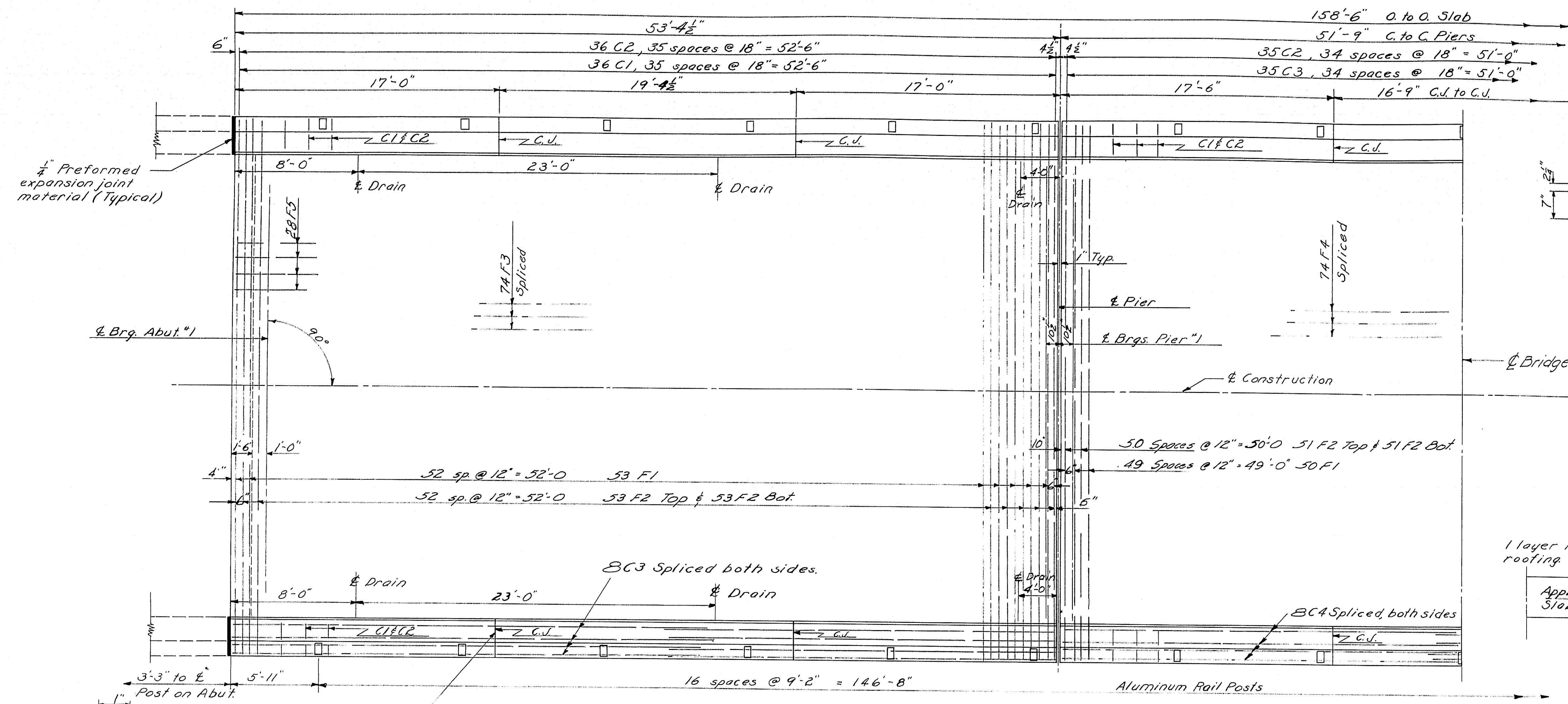
Point	BOTTOM OF SLAB ELEVATIONS*														
	NORTH BOUND							SOUTH BOUND							
Line A	228.26	228.34	228.41	228.43	228.44	228.44	228.50	228.53	228.53	228.53	228.53	228.53	228.53	228.53	228.44
Line B	228.39	228.48	228.54	228.57	228.57	228.57	228.63	228.66	228.66	228.66	228.66	228.66	228.66	228.66	228.57
Line C	228.52	228.61	228.67	228.70	228.70	228.70	228.76	228.79	228.79	228.79	228.79	228.80	228.80	228.79	228.71
Line D	228.34	228.43	228.49	228.52	228.52	228.52	228.58	228.61	228.61	228.61	228.61	228.61	228.61	228.61	228.57
Line E	228.26	228.34	228.41	228.43	228.44	228.44	228.50	228.53	228.53	228.53	228.53	228.53	228.53	228.53	228.44

NOTE: In order that the roadway slab may conform to the profile and cross-sections shown on these plans, the above table of elevations is given. Elevations for the bottom of the slab, which are computed to compensate for dead load deflections, must be established before slab forms are started. * 9/16" below finished bituminous surface.

DESIGN - A.B.P. CHECK - C.F. HALL
 STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
RAILROAD BRIDGE
 OVER
MAINE CENTRAL RAILROAD
 IN THE TOWN OF
NEWPORT
PENOBSCOT COUNTY
 DETAILS
 SHEET 9 OF 11 AUGUSTA, MAINE AUG. 1960

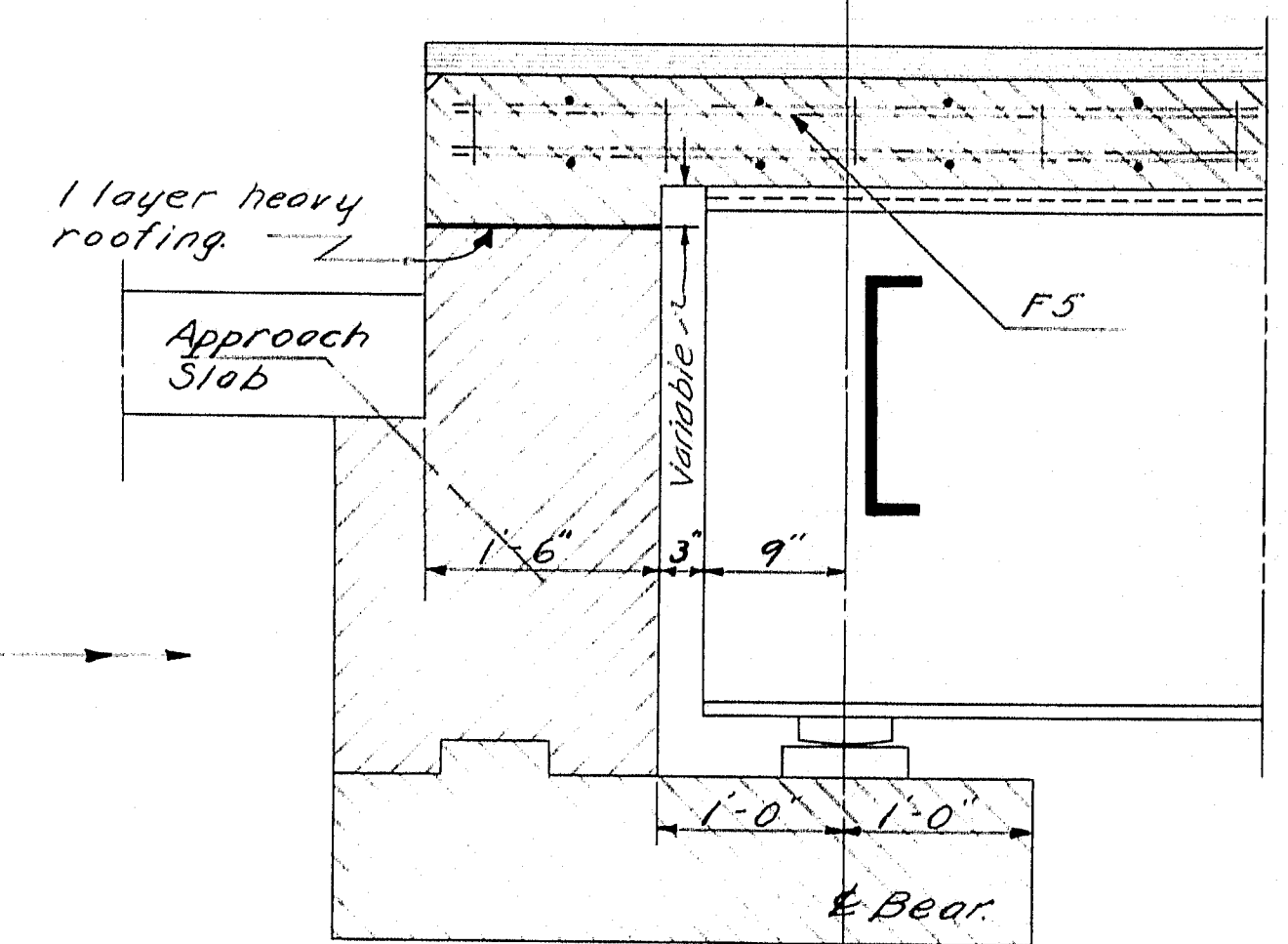
M-1590

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-16-95-7(1)	13	76



Note. See Sh. #8 for detail of face of curb.

SECTION AT PIERS

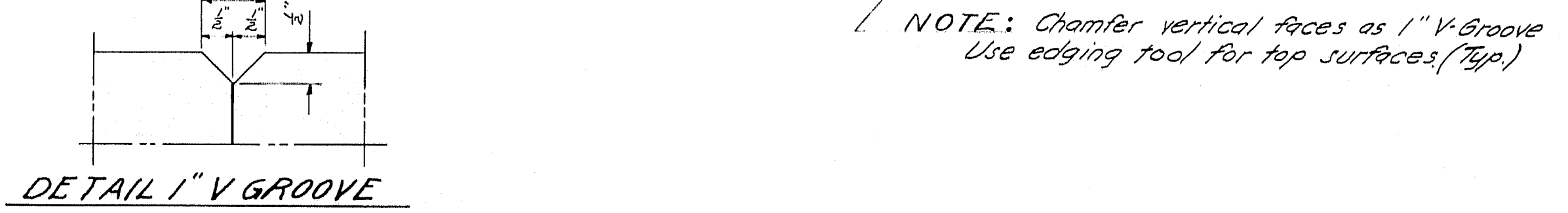


SECTION AT ABUTS.

See abut. details

NOTE

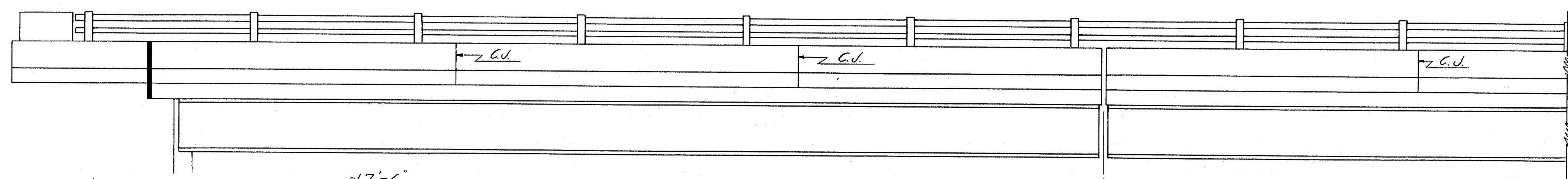
The curb steel is to be in place before the concrete slab is placed.
The rail curb steel is to be in place before concrete curbs are placed.
The vertical construction joints are to be coated with a suitable grade of asphaltic paint applied to the contact surface.
Concrete for curbs is not to be placed until concrete in superstructure slab has been in place for a minimum period of 7 days. During the 7 day period form work may be placed but hand equipment only shall be allowed on the slab.



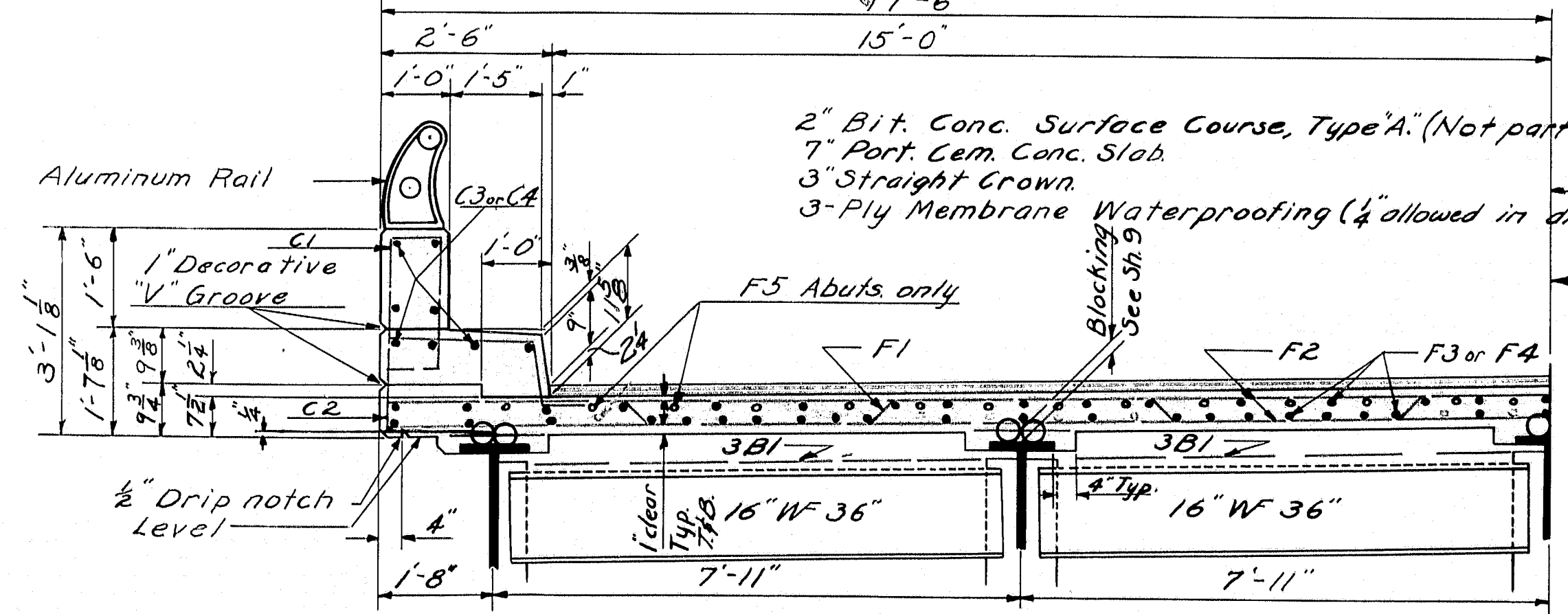
NOTE: Chamfer vertical faces as 1" V-Groove Use edging tool for top surfaces (Typ.)

PART PLAN SOUTHBOUND STRUCTURE

Rotate 180° for opposite end.
Northbound Structure similar.

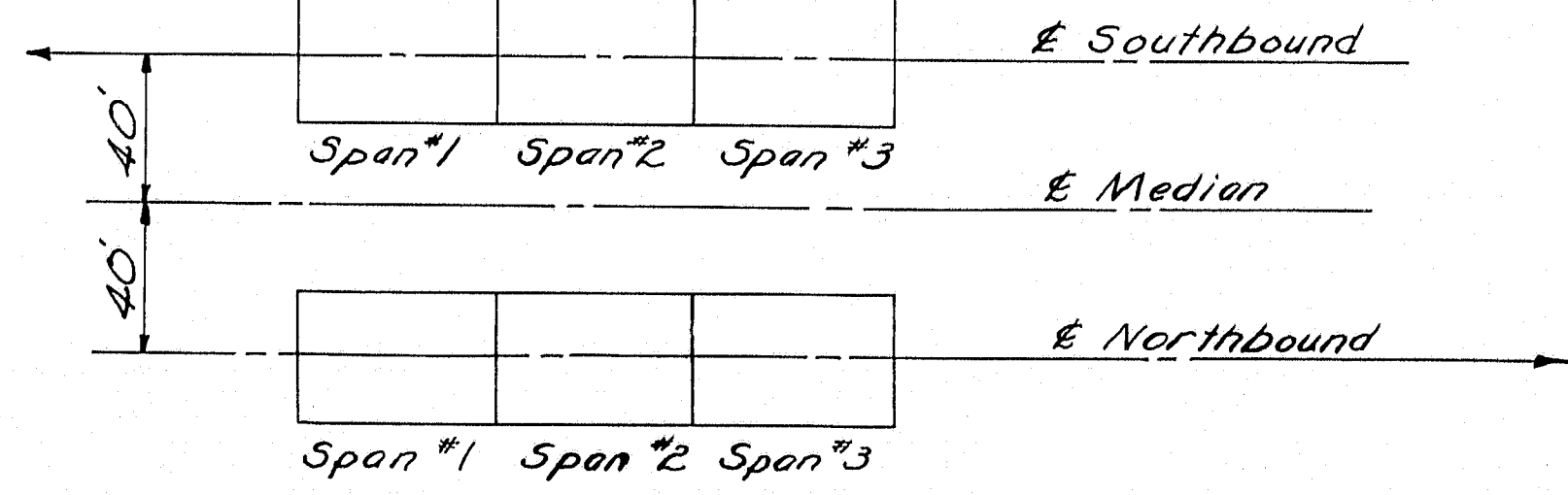


PART SIDE ELEVATION



HALF TRANSVERSE SECTION AT PIER JOINT.

References:
Structural Sh. # 7/8
Blocking Sh. # 9
Drains Sh. # 8
Rail Details Sh. # 9



KEY
Location plan (see location map) Sheet #1

DESIGN - E. H. B.	DET. - H. D. H.	BRIDGE NO.
TRACE - E. H. B.	SURVEY -	
CHECK - T. H. K.	PLOT -	

STATE HIGHWAY COMMISSION,
BRIDGE DIVISION

RAILROAD BRIDGE
OVER
MAINE CENTRAL RAILROAD
IN THE TOWN OF
NEWPORT
PENOBSCOT COUNTY
SUPERSTRUCTURE

SHEET 10 OF 11 AUGUSTA, MAINE AUG. 1960

M-1591

13

REINFORCING STEEL SCHEDULE																			
SUPERSTRUCTURE					ABUTMENTS										PIERS				
<p>F1 Symm. about #</p> <p>C1 C2</p>					<p>A14 A15 A18 A20 A21 A23</p>										<p>P7</p>				
Dimensions to 1/2 of bars																			
BENT BARS					BENT BARS										BENT BARS				
F1	#6	312	35'-10"	Slab	A14	#4	64	4'-8"	Curb	A20	#6	60	2'-6"	Backwall	P6	#4	276	10'-6"	Columns
C1	#5	428	5'-11"	Curb	A15	#4	64	5'-7"	Rail Curb	A21	#5	96	9'-8"	"	P7	#8	20	34'-6"	Cap
C2	#5	428	5'-9"	Curb	A18	#4	32	6'-10"	End Post	A23	#4	96	6'-9"	Bridgeseat	P11	#5	176	11'-7"	"
															P12		16	11'-5"	"
															P13		16	11'-0"	"
															P14		16	10'-7"	"
															P15		16	10'-2"	"
															P16	#5	16	9'-9"	"
STRAIGHT BARS					STRAIGHT BARS										STRAIGHT BARS				
F2	#6	628	34'-8"	Slab	A1	#6	24	10'-6"	Wings	A11	#6	96	3'-3"	Footings	P1	#7	28	30'-4"	Footings
F3	#4	592	27'-0"	"	A2	#6	24	8'-6"	"	A12	#6	48	36'-6"	"	P2	#6	248	6'-4"	"
F4	#4	296	26'-3"	"	A3	#6	16	7'-0"	"	A13	#6	240	5'-6"	"	P3	#6	28	30'-4"	"
F5	#5	112	5'-0"	"	A4	#5	24	10'-6"	"	A16	#4	40	7'-0"	Rail Curb	P4	#8	240	4'-0"	"
C3	#4	128	27'-4"	Curb	A5	#5	24	8'-6"	"	A17	#6	88	3'-0"	Wings	P5	#8	240	25'-0"	Columns
C4	#4	64	26'-6"	Curb	A6	#5	16	7'-0"	"	A19	#4	32	2'-8"	End Post	P8	#8	16	27'-0"	Cap
B1	#6	96	7'-4"	Slab	A7	#4	128	7'-3"	"	A22	#4	48	18'-0"	Backwalls	P9	#8	36	34'-6"	"
AS1	#6	464	14'-6"	Approach Slab	A8	#4	16	5'-6"	"	A24	#6	20	34'-6"	Breastwall	P10	#5	16	34'-6"	"
AS2	#4	80	28'-6"	"	A9	#4	32	2'-4"	"	A25	#4	16	34'-6"	"					
					A10	#6	80	11'-6"	Footings	A26	#6	96	4'-3"	"					
										A27	#6	16	6'-0"	Footings					

Design: Bailey

Design: Bailey

Design: C.S.A.

DESIGN - F.H.G.
TRACE - " "
CHECK - T.H.K.

BRIDGE NO. _____
SURVEY - _____
PLOT - _____

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

RAILROAD BRIDGE
OVER
MAINE CENTRAL RAILROAD
IN THE TOWN OF
NEWPORT
PENOBSCOT COUNTY
REINFORCING STEEL

SHEET // OF // AUGUSTA, MAINE AUG. 1960

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