

STATE OF MAINE STATE HIGHWAY COMMISSION

PLAN AND PROFILE STATE HIGHWAY "H" RINES HILL RAILROAD CROSSING

OVER
M.C.R.R. TRACKS.

IN THE CITY OF
— AUGUSTA —
KENNEBEC COUNTY

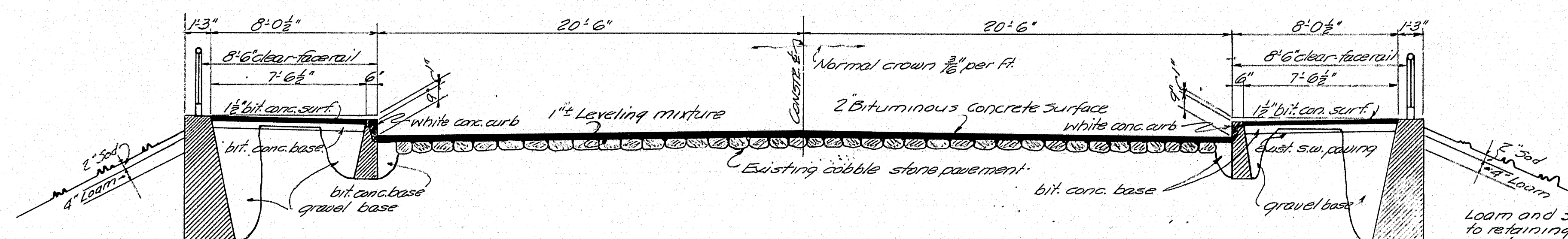
TOTAL LENGTH .128 MILES

SCALES { PLAN 1 IN. = 20 FT.
{ PROFILE { HOR. 1 IN. = 30 FT.
{ VER. 1 IN. = 5 FT.
{ CROSS SECTION 1 IN. = 5 FT.

FEDERAL AID PROJECT FAGM 151-B(1)

CONVENTIONAL SIGNS	
STATE OR NATIONAL LINE	.....
COUNTY LINE	-----
TOWN LINE	-----
UNFENCED PROPERTY	-----
FENCE	-----
RIGHT OF WAY LINE	-----
TRAVELED WAY	-----
RAILROAD	-----
RETAINING WALL	=====
SURVEY LINE	.....
CULVERT	.....
DROP INLET	.....
TROLLEY POLE	.....
POWER POLE	.....
TEL. POLE	.....
MARSH	.....
TREES	.....
STONE WALL	.....

INDEX OF SHEETS	
SHEET NO. 1	TITLE SHEET
SHEET NO. 2	TYPICAL SECTIONS
SHEET NO. 3-4	SURVEY
SHEET NO. 5	GENERAL LAYOUT
SHEET NO. 6	PROFILE
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SHEET NO. 11	SUBSTRUCTURE
SHEET NO. 12	SUPERSTRUCTURE-CONCRETE DETAILS
SHEET NO. 13	SUPERSTRUCTURE-TYPICAL SECTIONS
SHEET NO. 14	BRIDGE SLAB REINFORCEMENT
SHEET NO. 15	REINFORCING STEEL
SHEET NO. 16-17-18-19	STEEL DETAILS
SHEET NO. 20	RAIL LAYOUT
SHEET NO. 21	RAIL DETAILS
SHEET NO. 22	SPECIAL DETAILS-LIGHTING-RAIL WALLS-CURBS
SHEET NO. 23	LAYOUT SOUTH APPROACH GAGE ST.
SHEET NO. 24	LAYOUT SOUTH APPROACH GROVE & GREEN STS.
SHEET NO. 25	GAGE ST. DETAILS
SHEET NO. 26	BASE SLABS
SHEET NO. 27	TRAFFIC MARKERS
SHEET NO. 28	DROP INLETS & CATCH BASINS



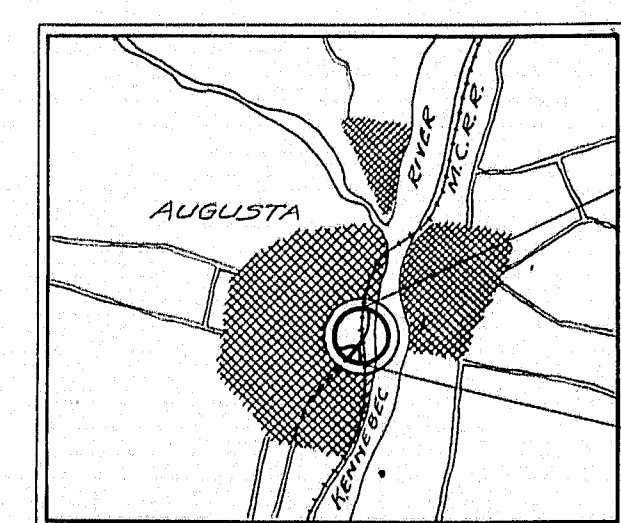
**TYPICAL SECTION
NORTH APPROACH**

GENERAL NOTE.
All work contemplated by this contract shall be governed by and in conformity with the specifications accompanying these plans.

CONCRETE CLASSIFICATION
Class A- Concrete in superstructure, curbs, collision walls, and light post pedestals.
Class B- Concrete in approach slabs, retaining walls, rail walls, and catch basins.

Loam and sod slopes adjacent to retaining walls wherever existing sod has been removed.

Concrete in superstructure to be vibrated.



Scale 1/62500

Beginning of Project Sta 0+125
End of Project Sta 5+53

APPROVED:
MAINE STATE HIGHWAY COMMISSION

Paul C. Austin
CHAIRMAN

Edward J. ...

Wm. B. Deering

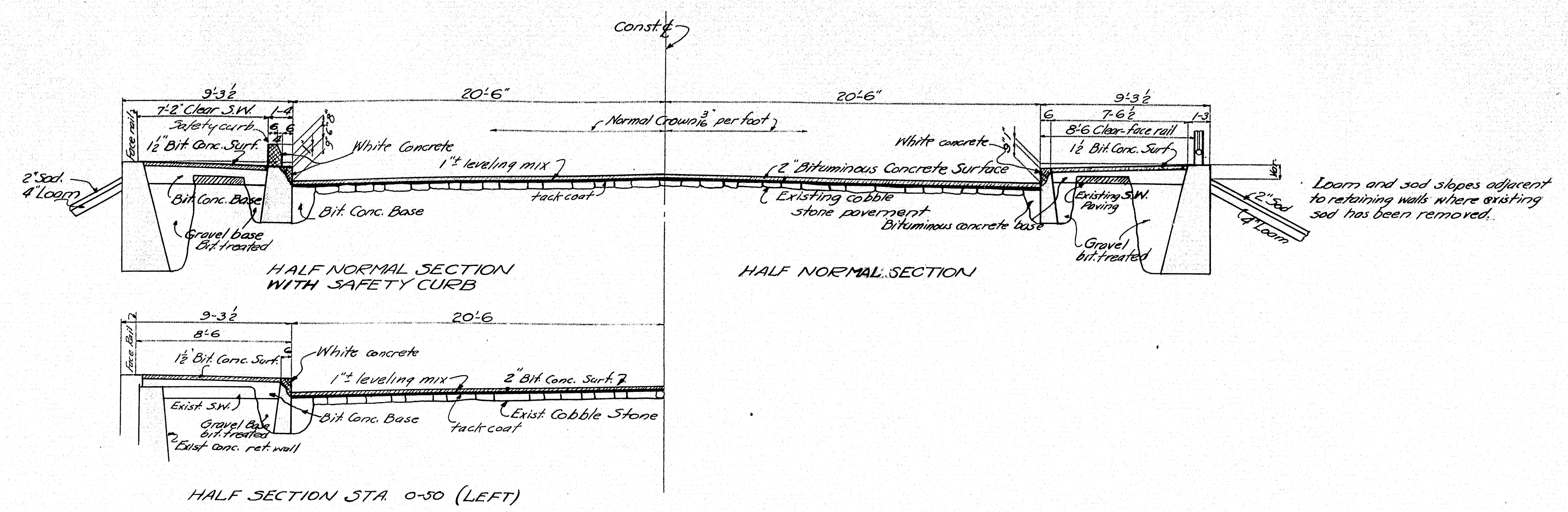
Lucius D. ...
CHIEF ENGINEER

APPROVED:
U. S. BUREAU OF PUBLIC ROADS

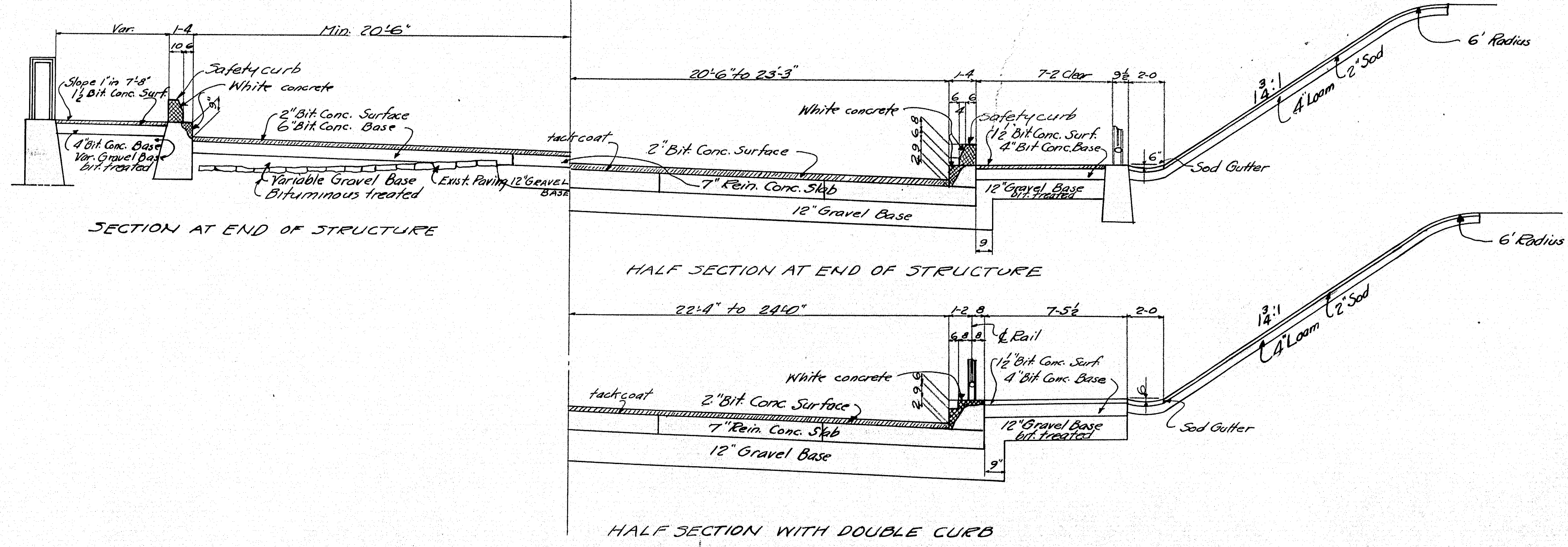
[Signature]
DISTRICT ENGINEER

[Signature]
CHIEF ENGINEER

[Signature]
DIRECTOR

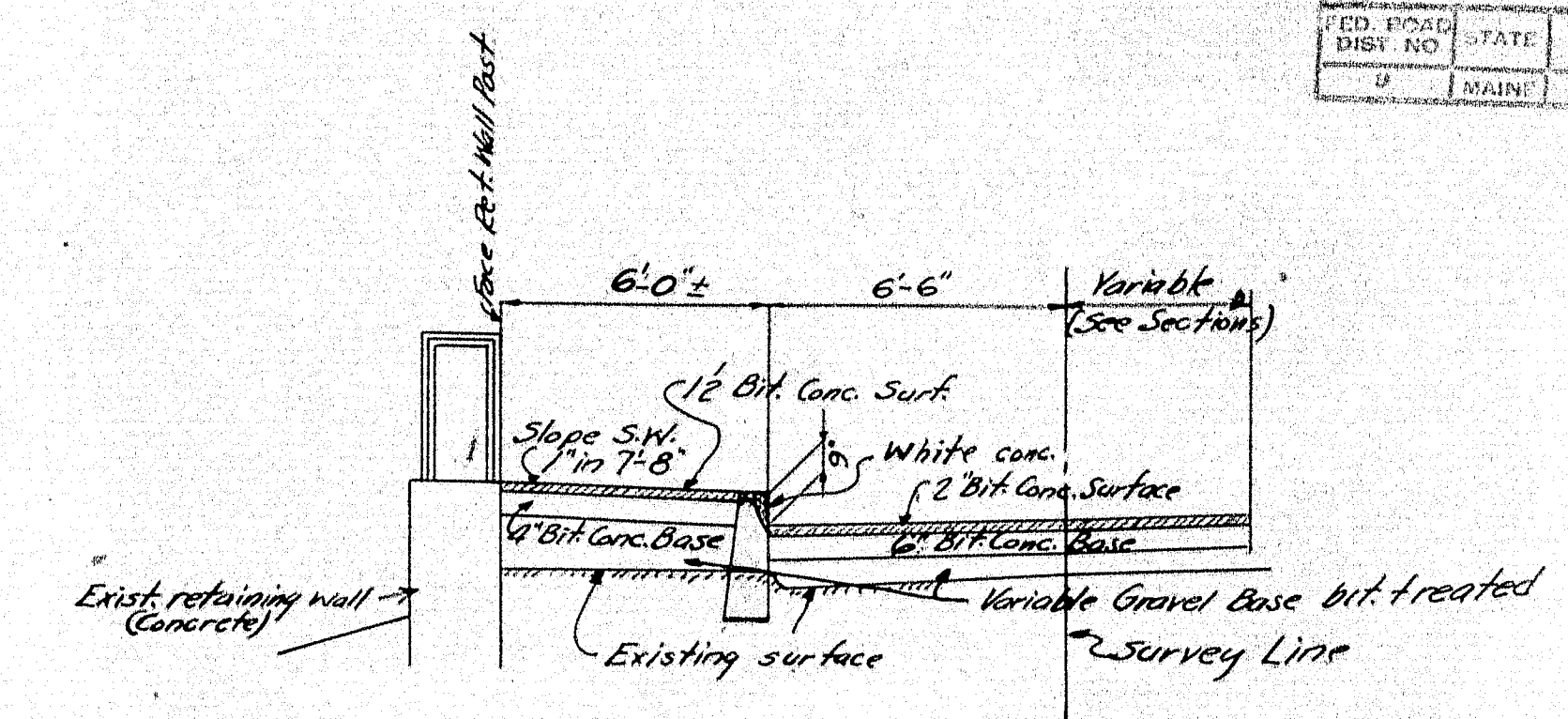


TYPICAL SECTIONS-NORTH APPROACH

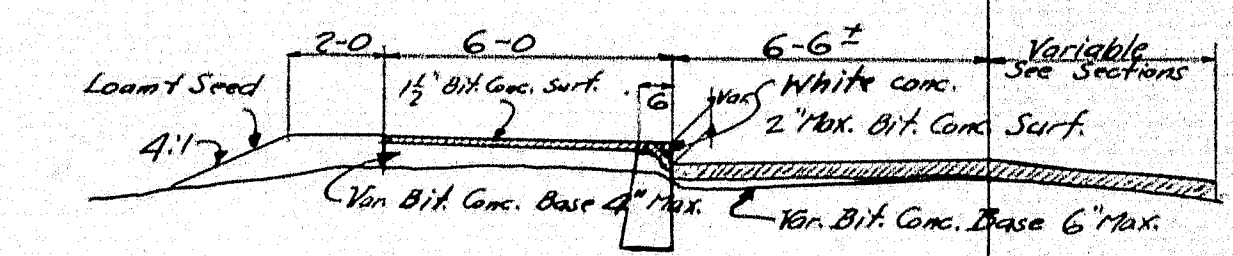


TYPICAL SECTIONS-SOUTH APPROACH

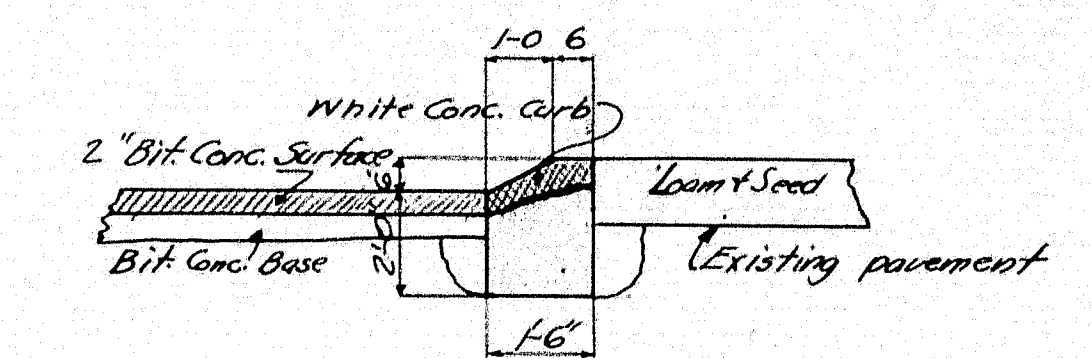
Note: Bituminous concrete surface to have a uniform thickness of 1 1/2" on sidewalks on approaches, on sidewalks on the structure, and the roadway on approaches and structure a uniform thickness of 2". Wherever depth of surfacing exceeds 2" a leveling mix will be used to obtain proper surface depth. Large lay mixture will not be used with bit. concrete base course. A tack coat will be used under all leveling mixture and where 2" surface rests on cement concrete slab, or cobble stone.



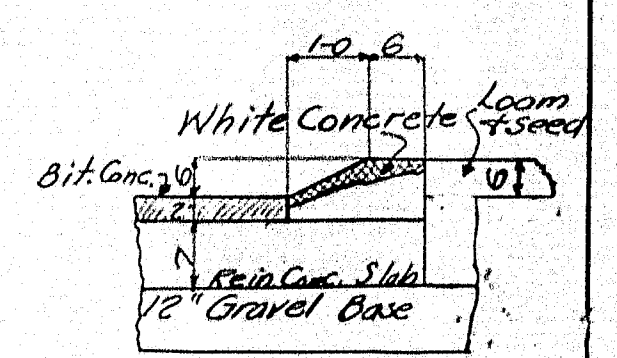
SECTION GAGE ST. TO STA. 3+70.44±



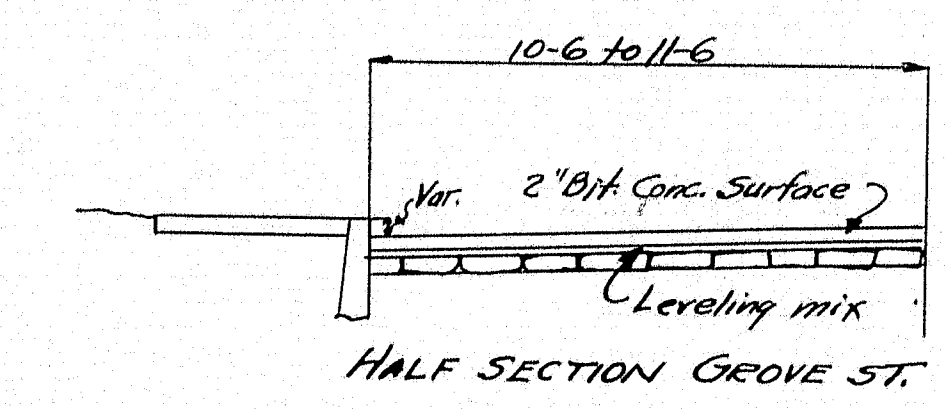
SECTION GAGE ST. STA. 3+70.44± TO END OF APPROACH



SECTION CURB-GAGE ST. TRAFFIC ISLAND



SECTION CURB-GREEN ST. TRAFFIC ISLAND



HALF SECTION GROVE ST. AT BRICK SWALK

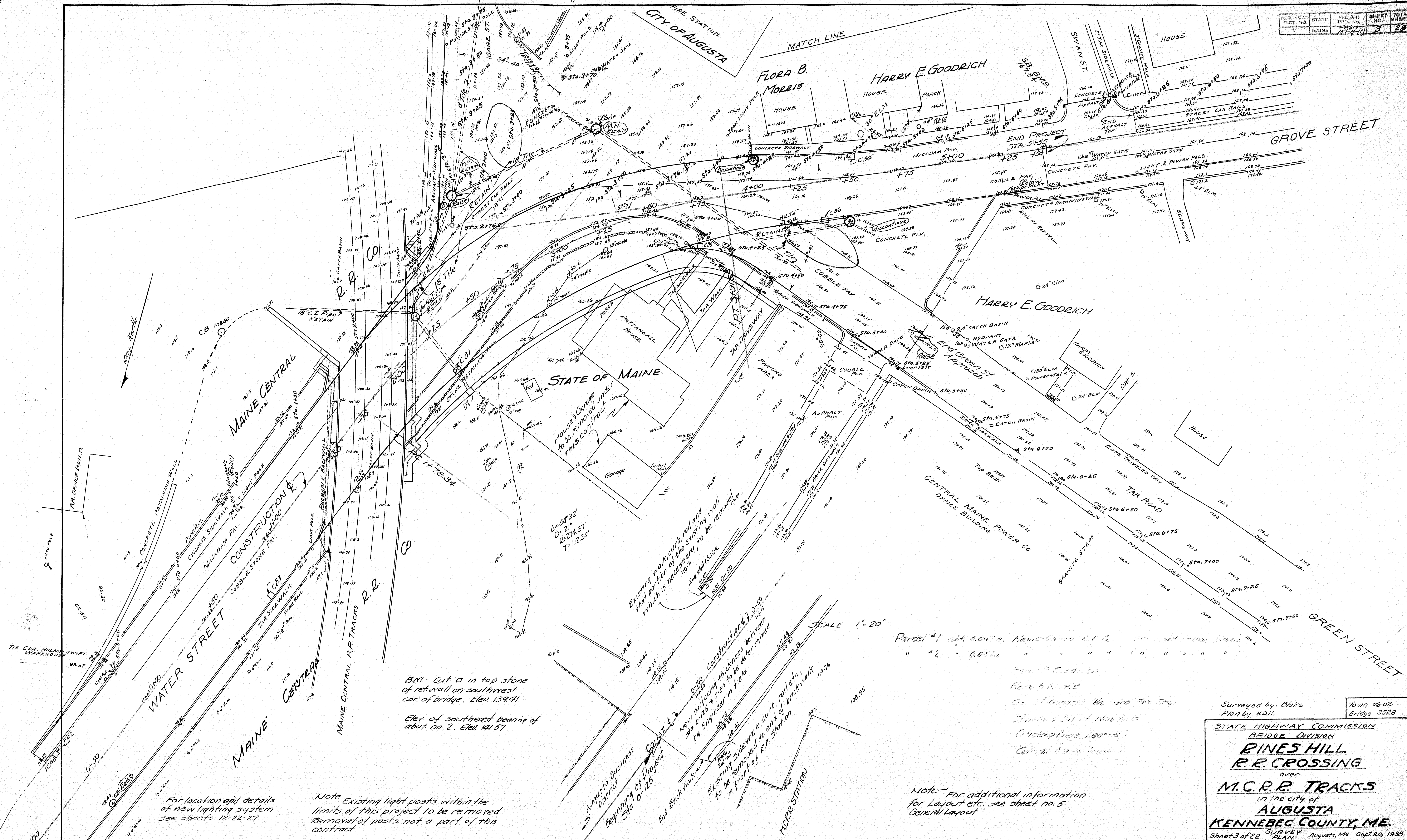
Plan: E.B.
Check: E.E.

TOWN 06-02
BRIDGE 3528

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

**RINES HILL
R.R. CROSSING**
over
M.C.R.R. TRACKS
in the city of
**AUGUSTA
KENNEBEC COUNTY, ME.**

TYPICAL SECTIONS
Sheet 2 of 28 August, Me. Jan. 1939



B.M. - Cut in top stone of retaining wall on southwest cor. of bridge. Elev. 139.41

Elev. of southeast bearing of about no. 2. Elev. 141.57.

For location and details of new lighting system see sheets 12-22-27

Note Existing light posts within the limits of this project to be removed. Removal of posts not a part of this contract.

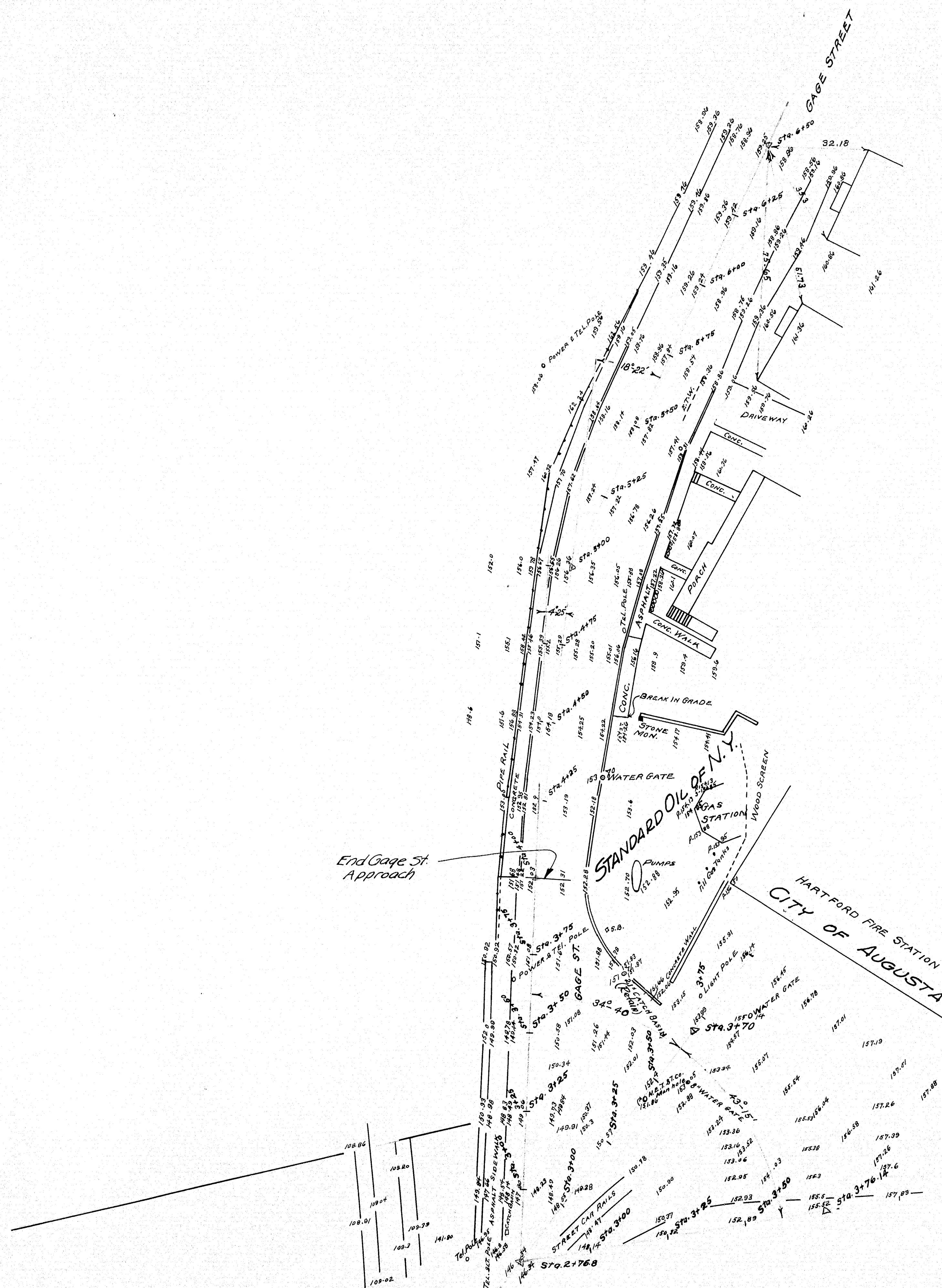
Note For additional information for layout etc. see sheet no. 5 General Layout

Surveyed by: Blake
Plan by: M.D.H.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
**PINES HILL
R.R. CROSSING**
over
M.C.R.R. TRACKS
in the city of
AUGUSTA
KENNEBEC COUNTY, ME.

Sheet 3 of 28
Augusta, Me. Sept. 20, 1938

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
0	MAINE	7807	4	28



SCALE: 1" = 20'

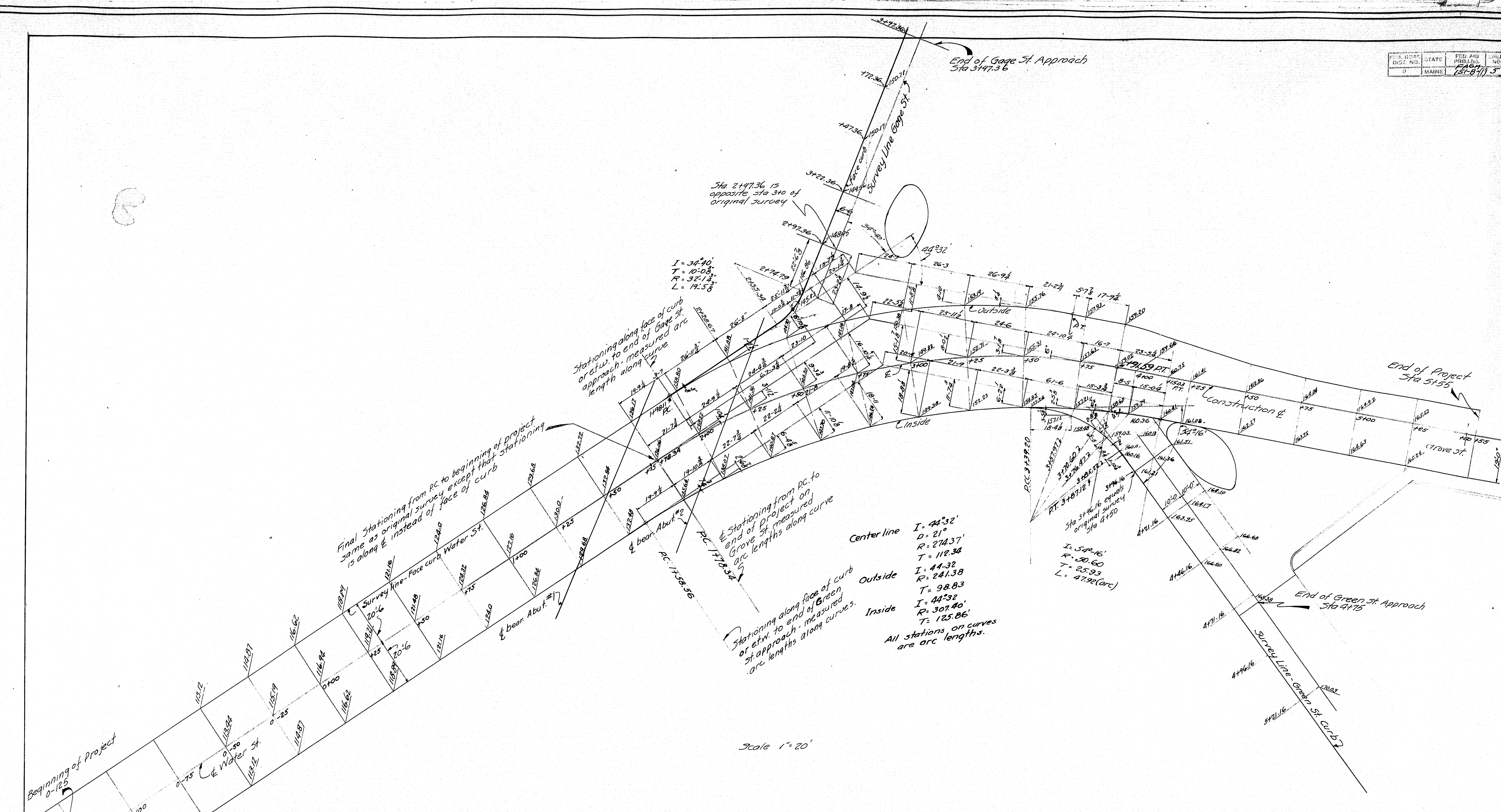
Surveyed by: Blake
Plan by: H.D.H.

Town 06-02
Bridge 3528

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
RINES HILL
R.R. CROSSING
over
M.C.R.R. TRACKS
in the city of
AUGUSTA
KENNEBEC COUNTY, ME.
Sheet 4 of 28 SURVEY PLAN August, Me. Sept. 20, 1938

37-15

0 1 2 3 4 5 INCHES

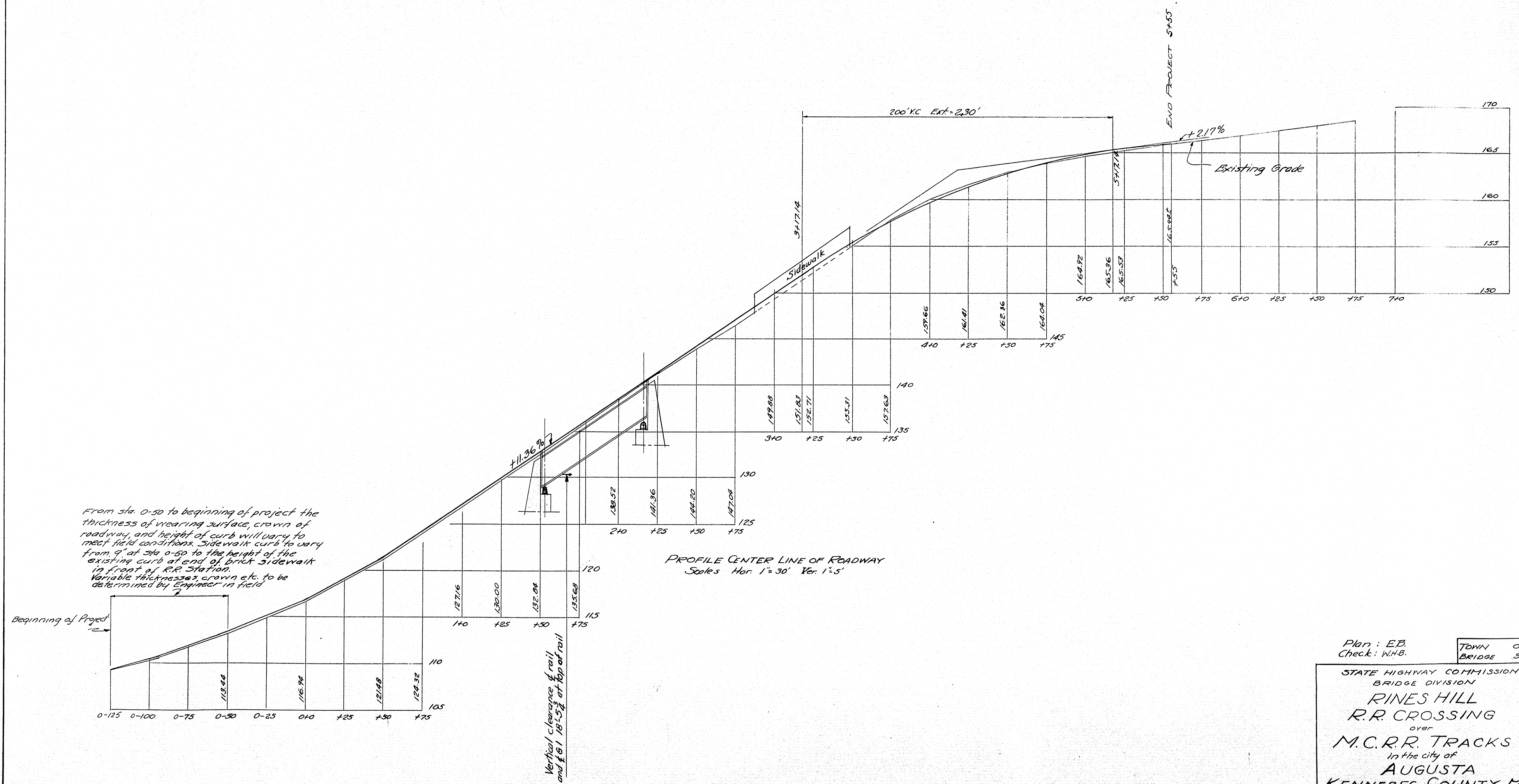


Center line
 $I = 44^{\circ}32'$
 $D = 21'$
 $R = 274.37'$
 $T = 112.34'$
 Outside
 $I = 44^{\circ}32'$
 $R = 241.38'$
 $T = 98.83'$
 Inside
 $I = 44^{\circ}32'$
 $R = 307.40'$
 $T = 125.86'$
 All stations on curves are arc lengths.

Scale 1" = 20'

Note - All elevations shown are finished roadway grades.

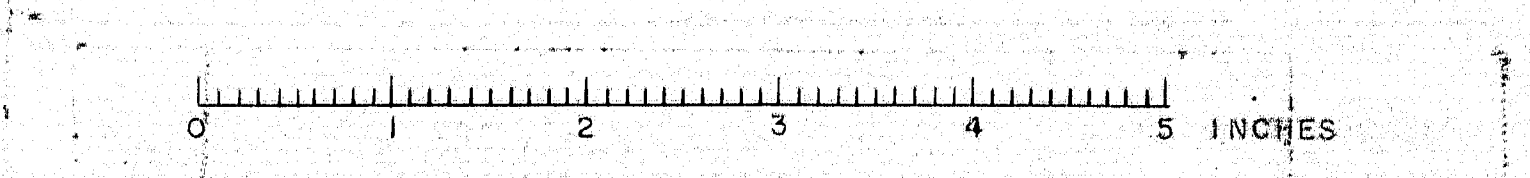
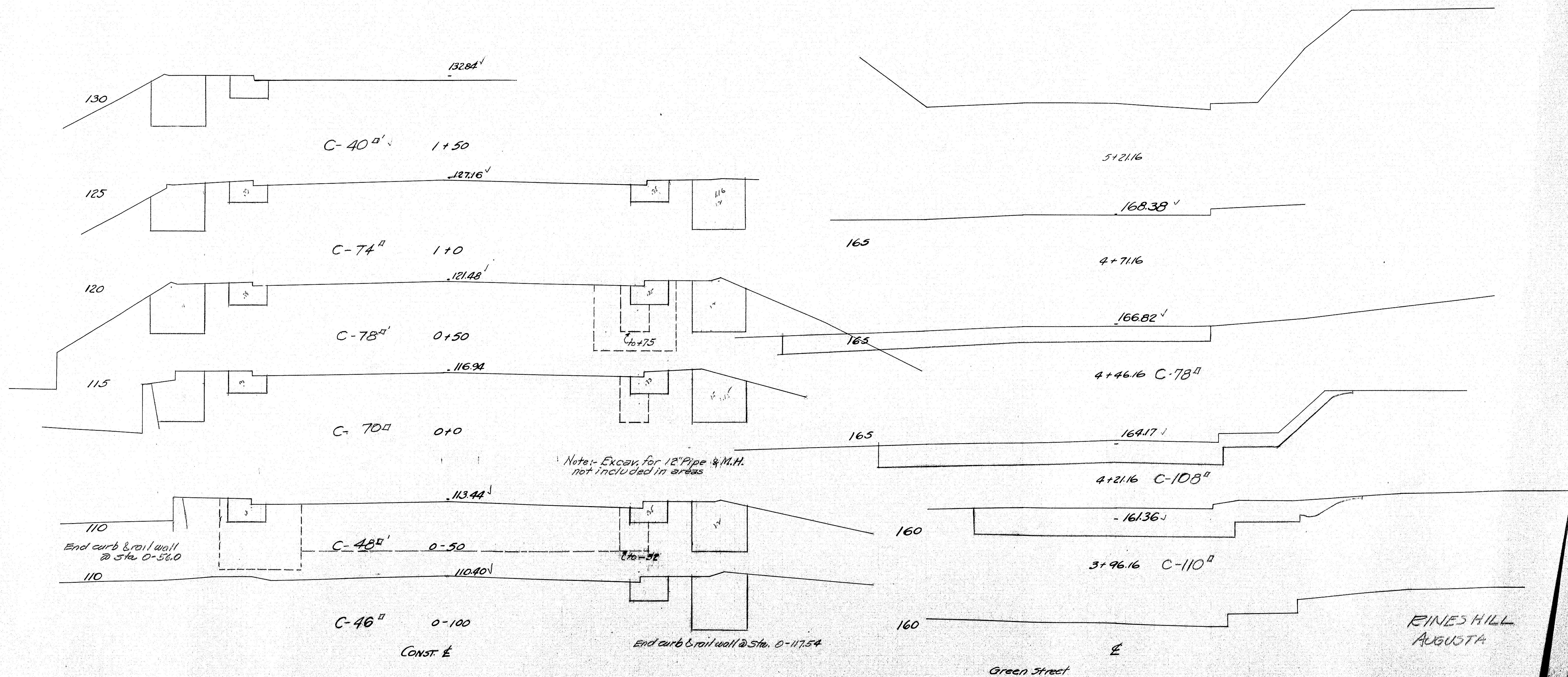
Plan P.B.E.
 Check E.B.
 TOWN 06-02
 BRIDGE 3528
 STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
RINES HILL
R.R. CROSSING
 over
M.C.R.R. TRACKS
 in the city of
AUGUSTA
KENNEBEC COUNTY, ME.
 Sheet 5 of 28
 August 16, 1939

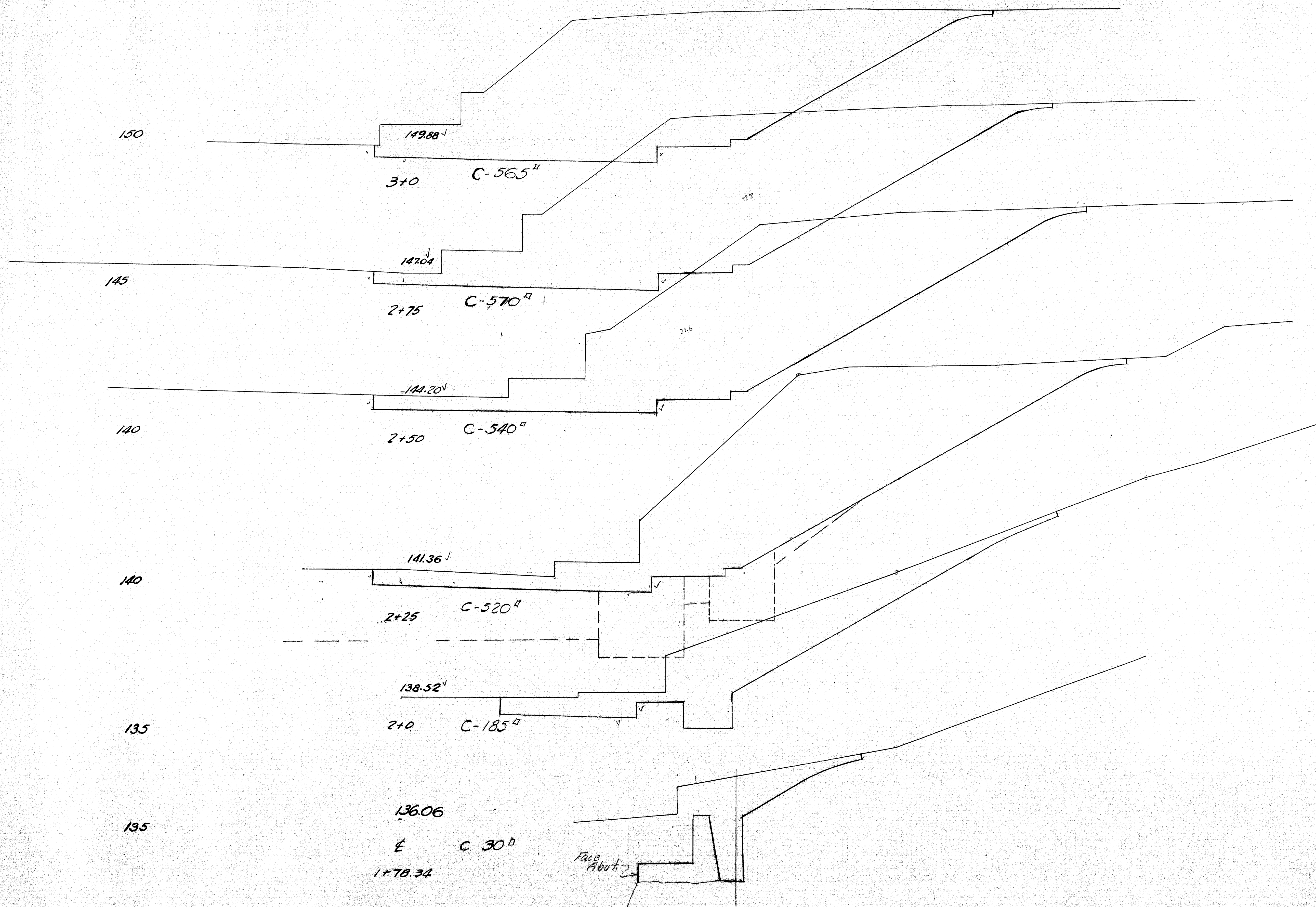


Plan: E.B.
Check: W.H.B.

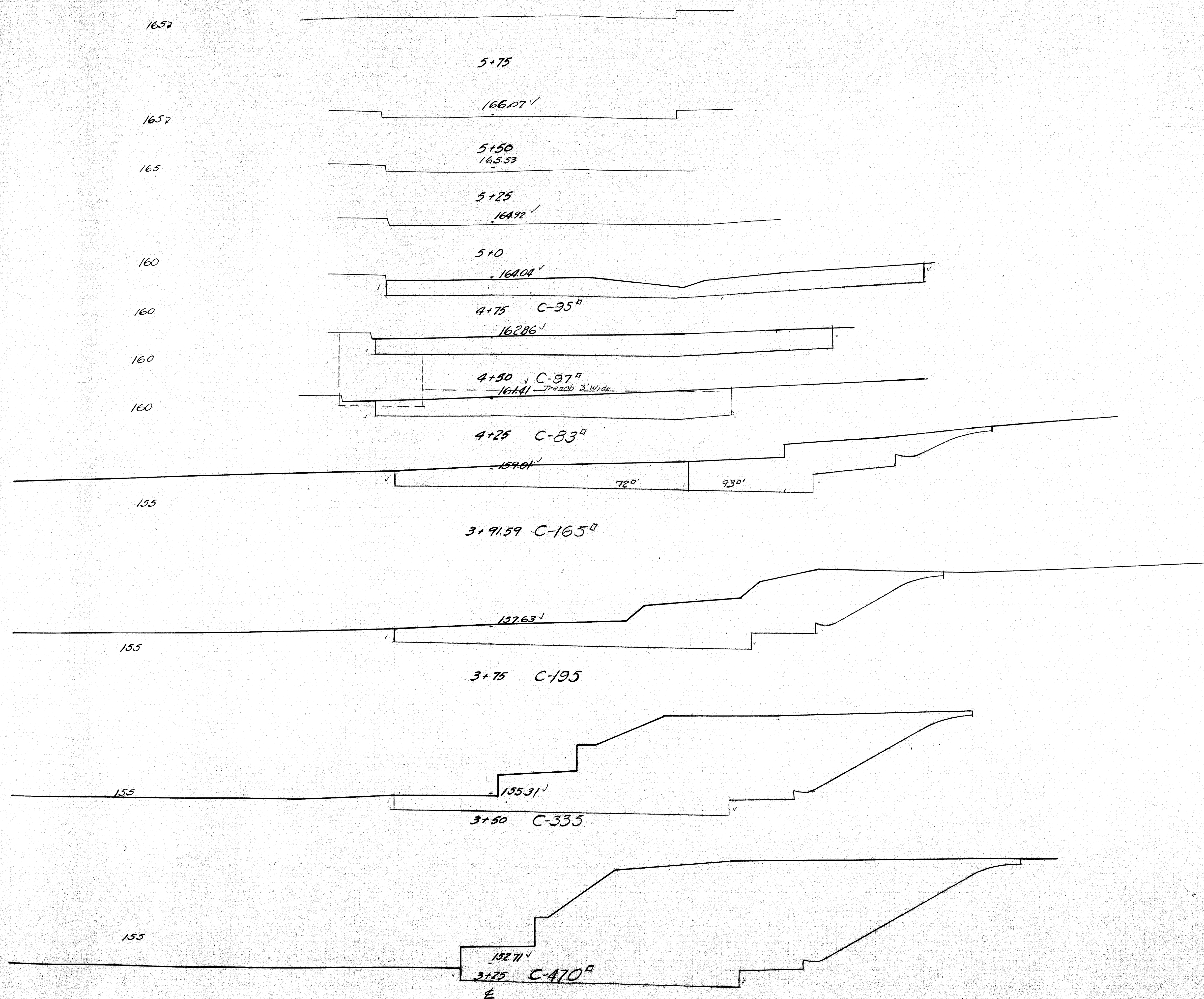
TOWN 06-02
BRIDGE 3528

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
RINES HILL
R.R. CROSSING
over
M.C.R.R. TRACKS
in the city of
AUGUSTA
KENNEBEC COUNTY, ME.
Sheet 6 of 28
August 16, 1939

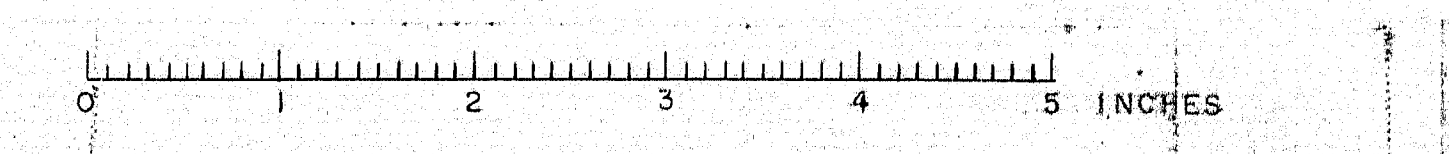




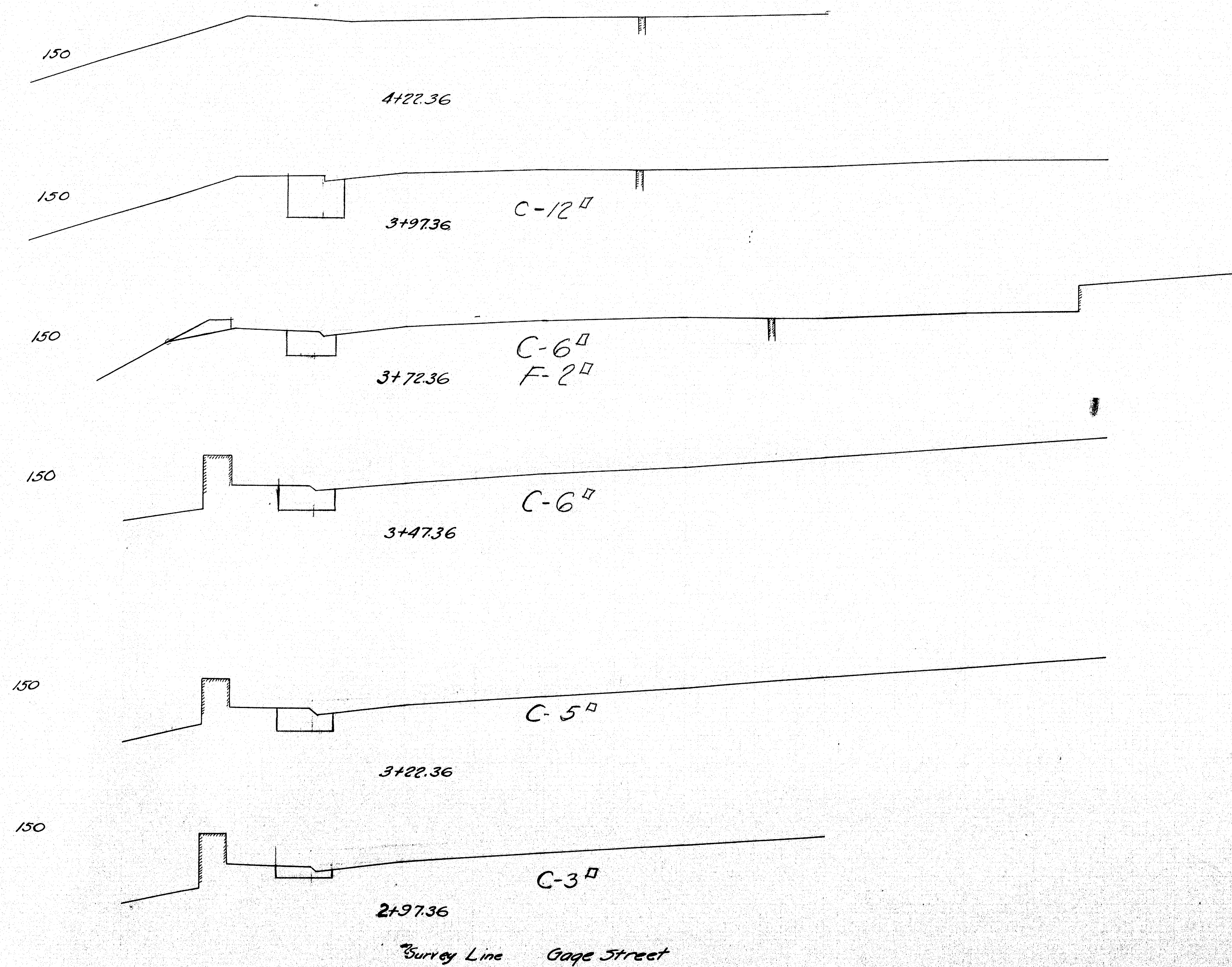
KINES HILL
AUGUSTA



RINES HILL
AUGUSTA

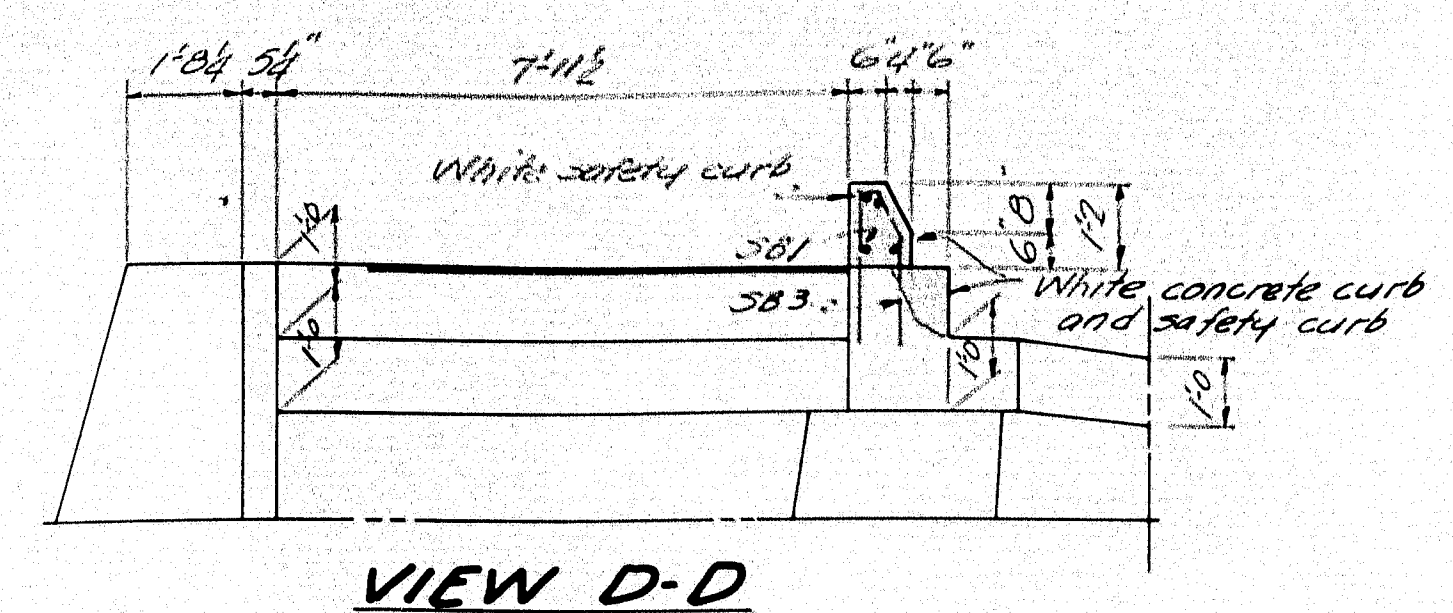


FILE NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	100-41	10	28

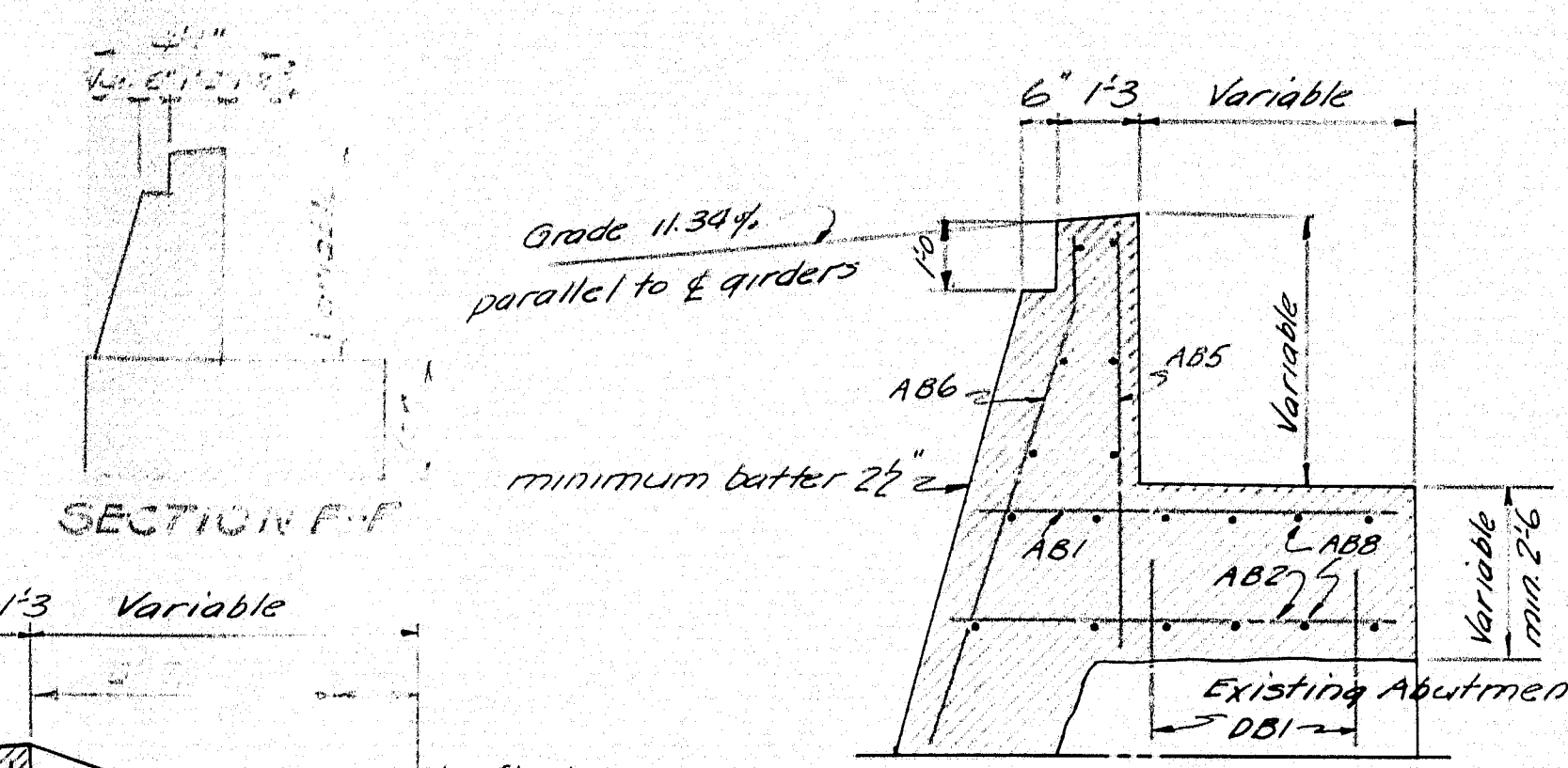


RINES HILL
AUGUSTA

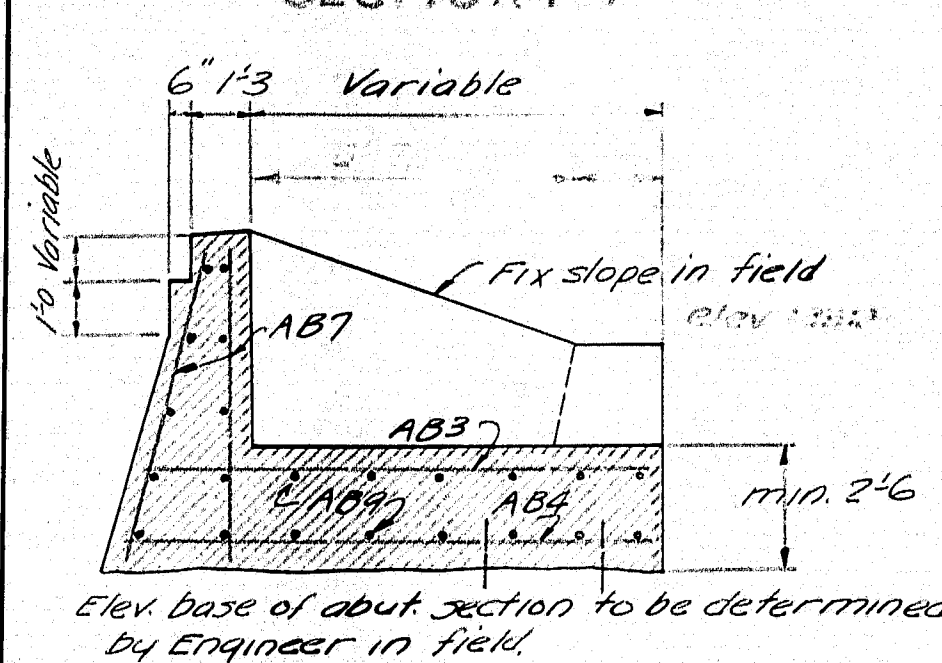
0 1 2 3 4 5 INCHES



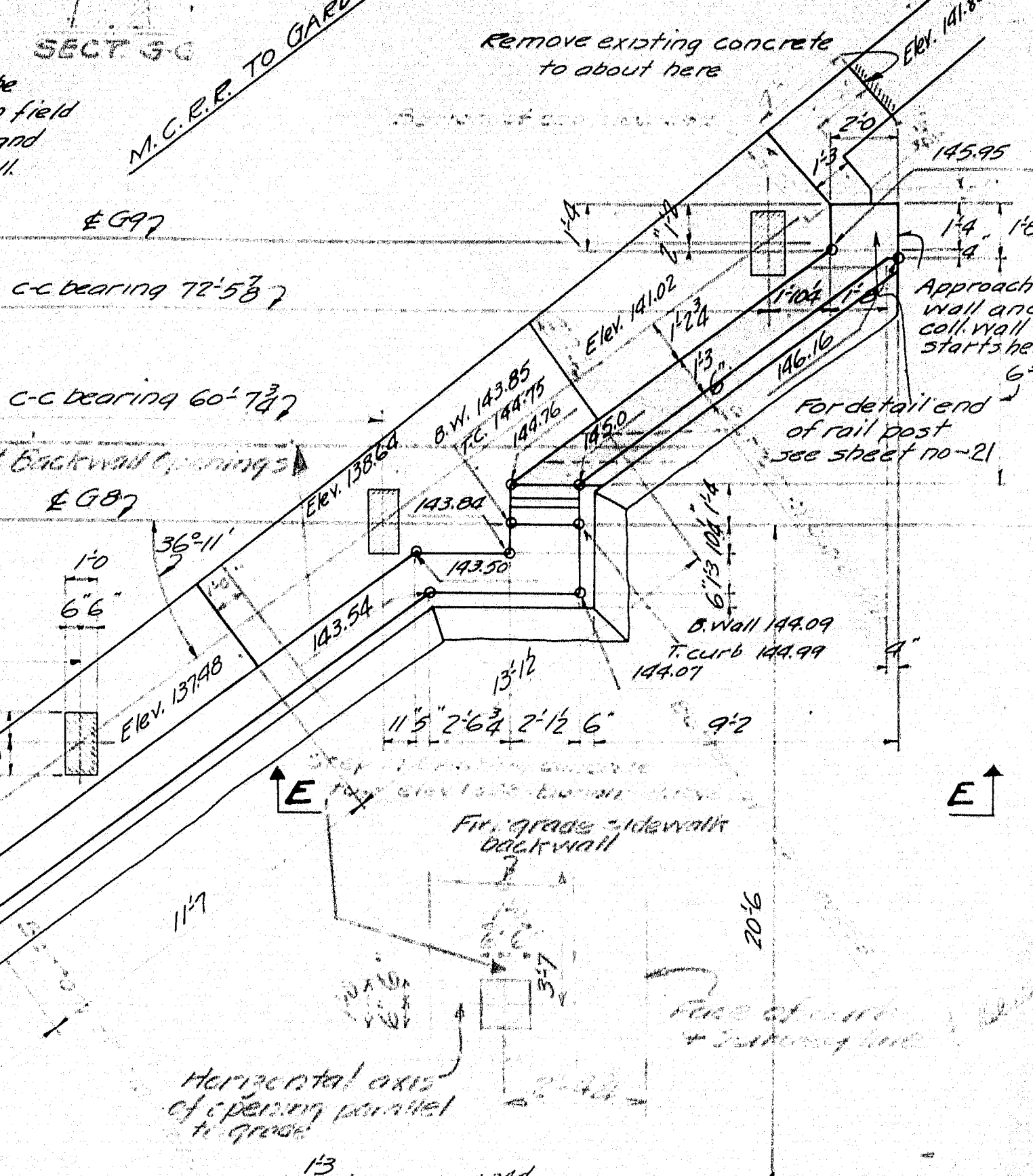
VIEW D-D



SECTION A-A



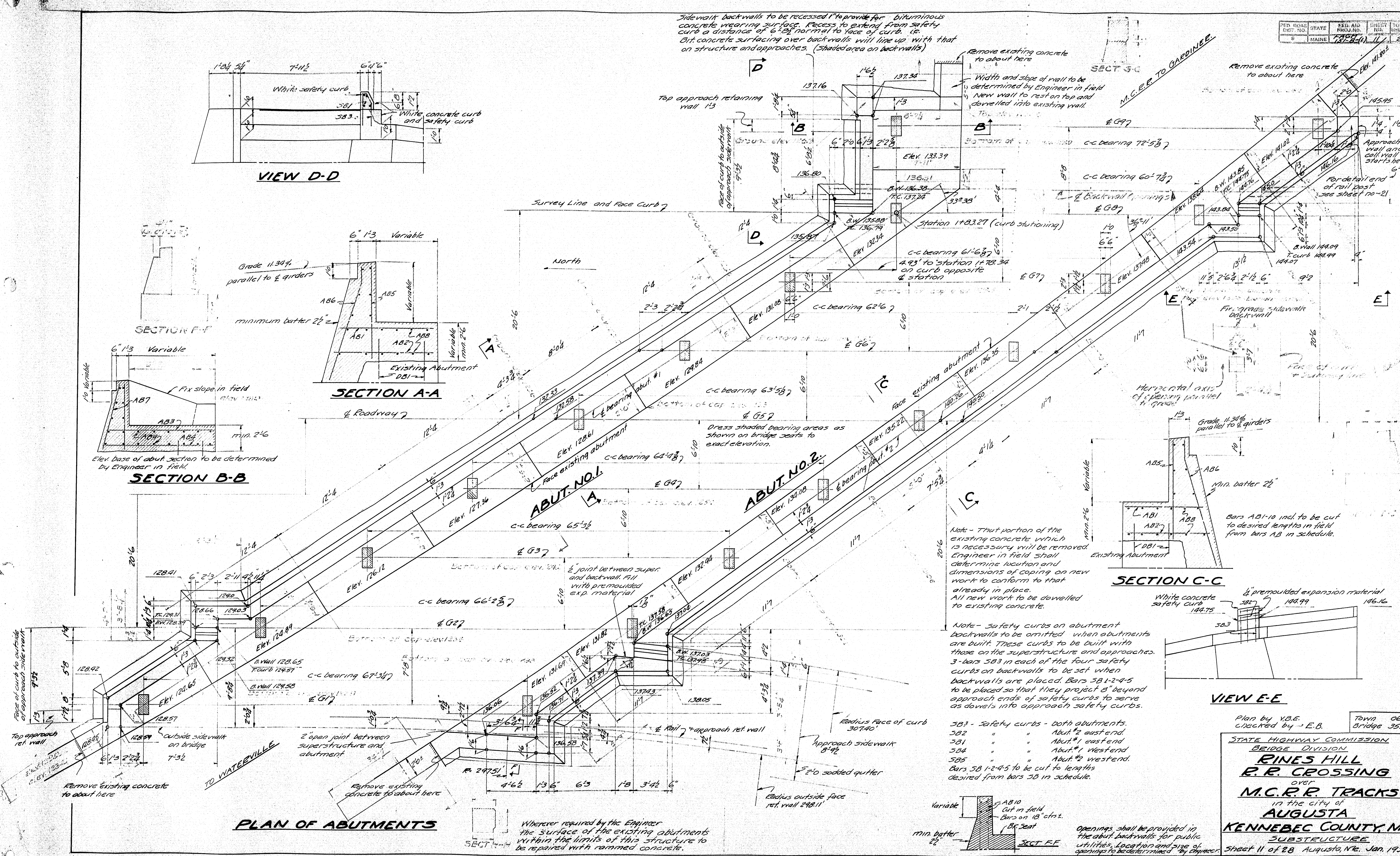
SECTION B-B



SECTION C-C

VIEW E-E

PLAN OF ABUTMENTS



Side wall back walls to be recessed 1' to provide for bituminous concrete wearing surface. Recess to extend from safety curb a distance of 6' 2 1/2\"/>

Remove existing concrete to about here
Width and slope of wall to be determined by Engineer in field. New wall to rest on top and dovetailed into existing wall.

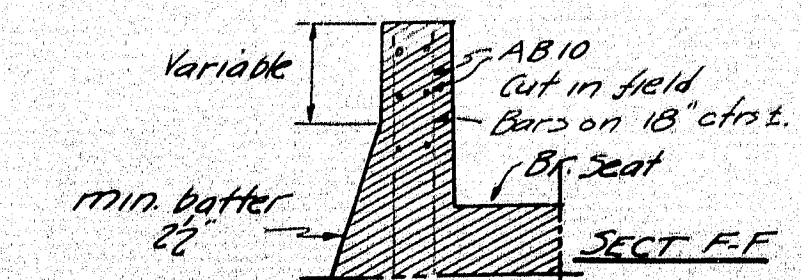
Remove existing concrete to about here

Dress shaded bearing areas as shown on bridge seats to exact elevation.

Note - That portion of the existing concrete which is necessary will be removed. Engineer in field shall determine location and dimensions of coping on new work to conform to that already in place. All new work to be dovetailed to existing concrete.

Note - Safety curbs on abutment back walls to be omitted when abutments are built. These curbs to be built with those on the superstructure and approaches. 3-bars SB3 in each of the four safety curbs on back walls to be set when back walls are placed. Bars SB1-2-4-5 to be placed so that they project 8\"/>

- SB3 - Safety curbs - both abutments.
 - SB2 " " Abut. #2 east end.
 - SB1 " " Abut. #1 east end.
 - SB4 " " Abut. #1 west end.
 - SB5 " " Abut. #2 west end.
- Bars SB1-2-4-5 to be cut to lengths desired from bars SB in schedule.



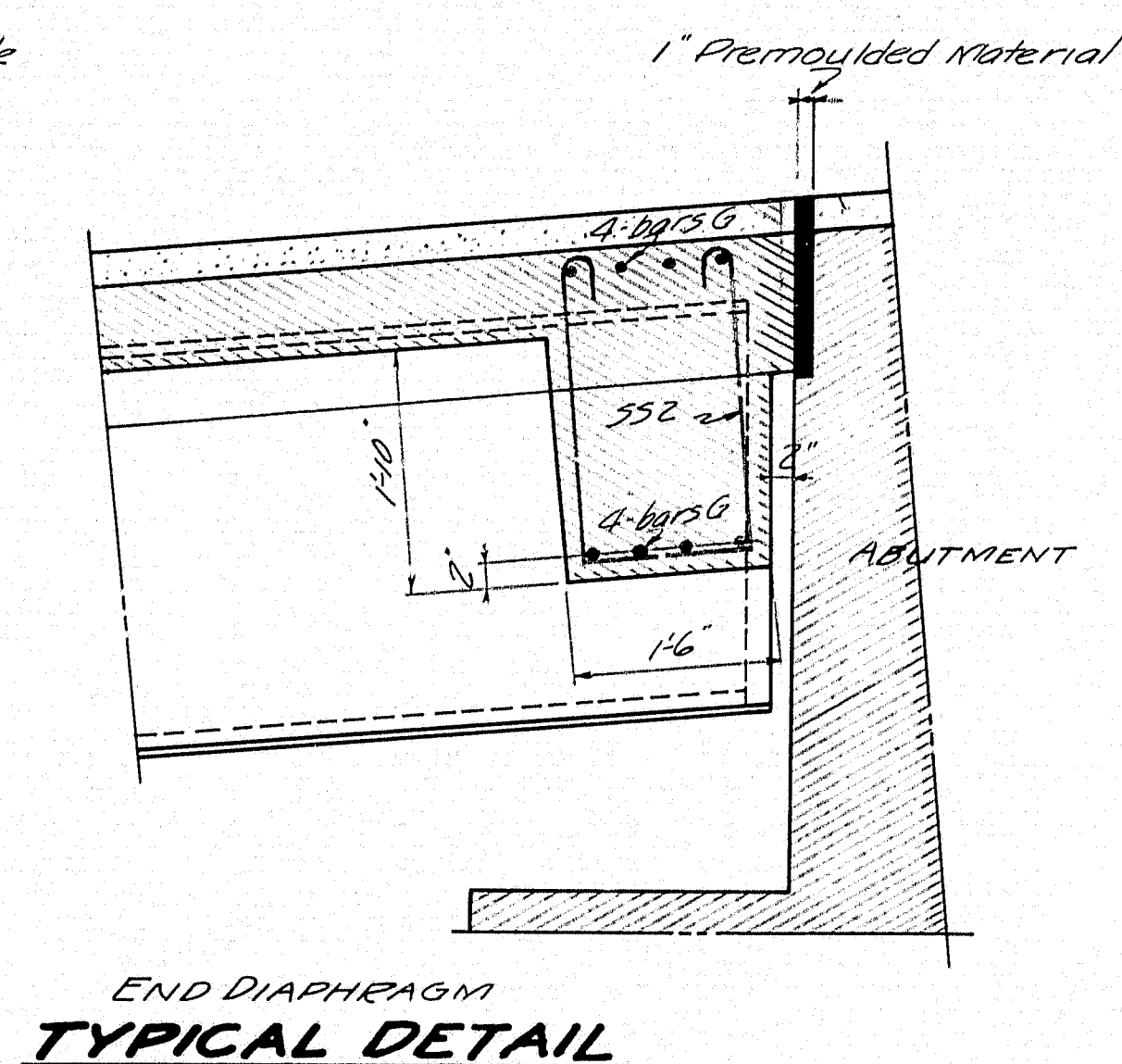
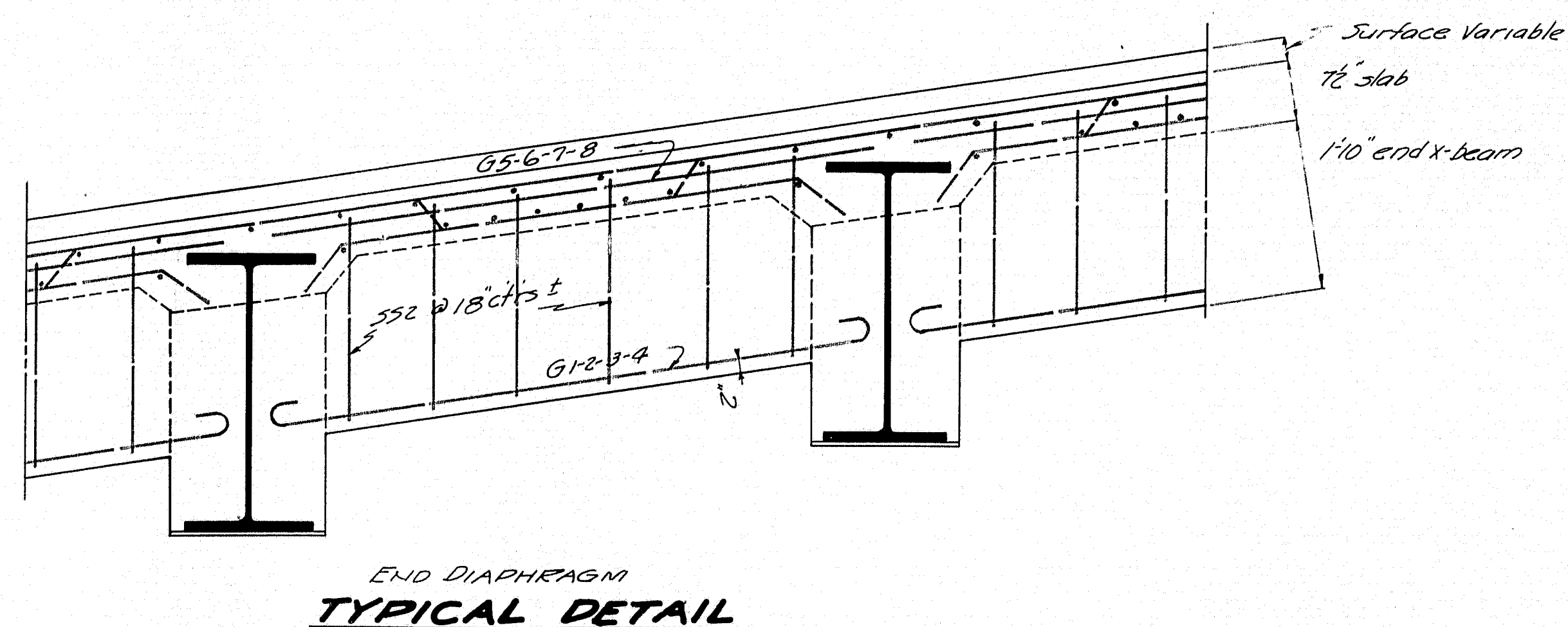
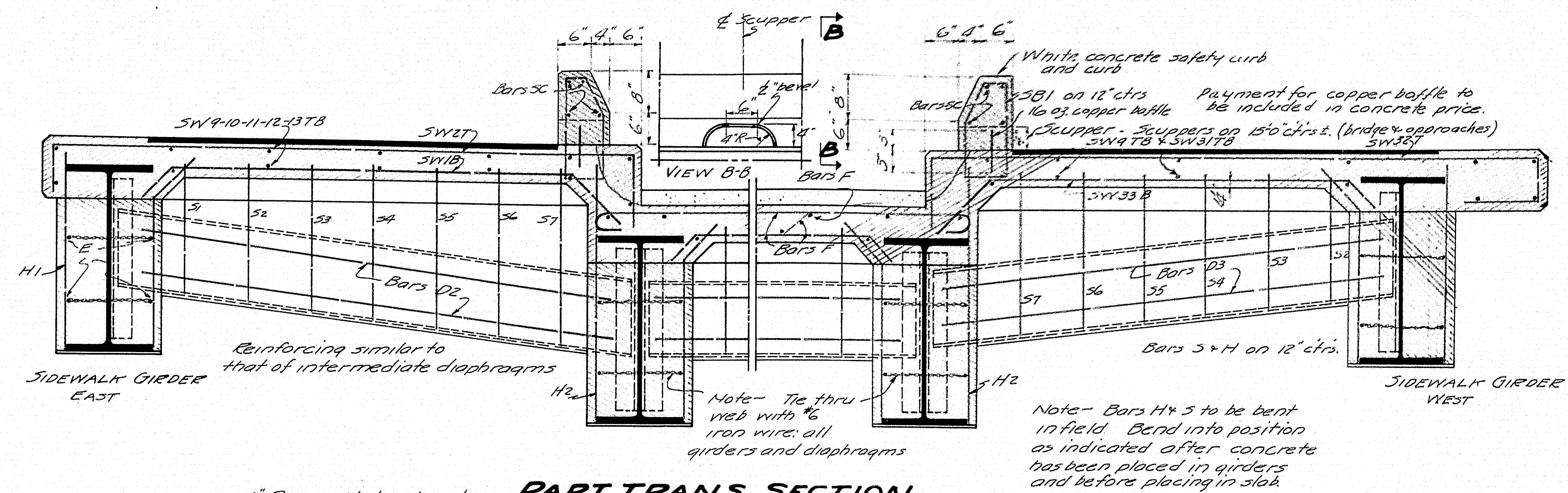
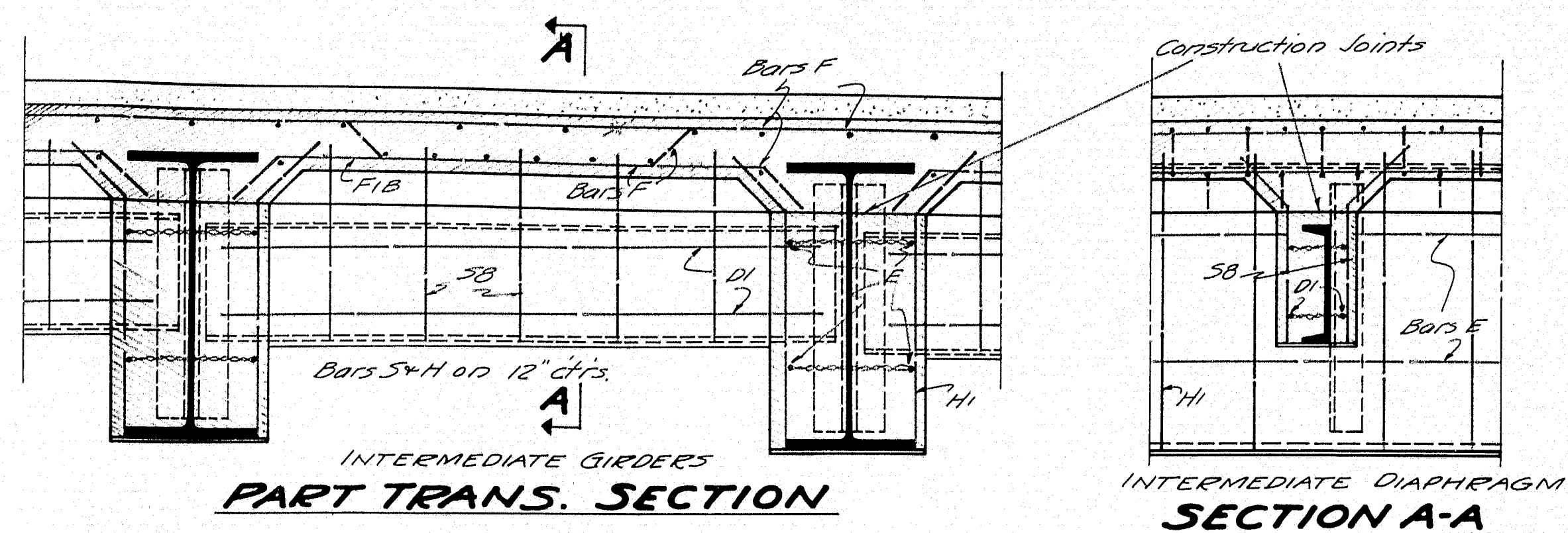
Openings shall be provided in the abut. back walls for public utilities. Location and size of openings to be determined by Engineer.

Wherever required by the Engineer the surface of the existing abutments within the limits of this structure to be repaired with rammed concrete.

Plan by V.B.E.
checked by E.B.

Town 06-02
Bridge 3528

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
RINES HILL
R. R. CROSSING
over
M.C.R.P. TRACKS
in the city of
AUGUSTA
KENNEBEC COUNTY, ME.
SUBSTRUCTURE
Sheet 11 of 28 Augusta, Me. Jan. 1939



Plan by ~ V.B.E.
Checked by ~ E.E.B.

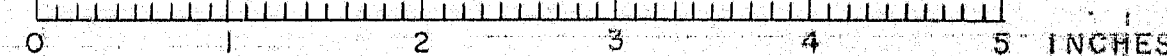
TOWIN 06-02
Bridge 3528

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

RINES HILL
R.R. CROSSING
over
M.C.R.R. TRACKS

in the city of
AUGUSTA
KENNEBEC COUNTY ME.
SUPERSTRUCTURE TYPICAL SECTIONS
Spec 13 of 28 Augusta Me. Jan 1939

37-24



STRAIGHT BARS

Mark	Size	No.	Length	Remarks
1	5/8"	12	10'-0"	Base girders 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24
2	5/8"	9	9'-0"	Base girders 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
3	5/8"	2	15'-0"	SW17B
4	5/8"	2	15'-0"	SW17B
5	5/8"	2	15'-0"	SW17B
6	5/8"	2	15'-0"	SW17B
7	5/8"	2	15'-0"	SW17B
8	5/8"	2	15'-0"	SW17B
9	5/8"	2	15'-0"	SW17B
10	5/8"	2	15'-0"	SW17B
11	5/8"	2	15'-0"	SW17B
12	5/8"	2	15'-0"	SW17B
13	5/8"	2	15'-0"	SW17B
14	5/8"	2	15'-0"	SW17B
15	5/8"	2	15'-0"	SW17B
16	5/8"	2	15'-0"	SW17B
17	5/8"	2	15'-0"	SW17B
18	5/8"	2	15'-0"	SW17B
19	5/8"	2	15'-0"	SW17B
20	5/8"	2	15'-0"	SW17B
21	5/8"	2	15'-0"	SW17B
22	5/8"	2	15'-0"	SW17B
23	5/8"	2	15'-0"	SW17B
24	5/8"	2	15'-0"	SW17B
25	5/8"	2	15'-0"	SW17B
26	5/8"	2	15'-0"	SW17B
27	5/8"	2	15'-0"	SW17B
28	5/8"	2	15'-0"	SW17B
29	5/8"	2	15'-0"	SW17B
30	5/8"	2	15'-0"	SW17B
31	5/8"	2	15'-0"	SW17B
32	5/8"	2	15'-0"	SW17B
33	5/8"	2	15'-0"	SW17B
34	5/8"	2	15'-0"	SW17B
35	5/8"	2	15'-0"	SW17B
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37	5/8"	2	15'-0"	SW17B
38	5/8"	2	15'-0"	SW17B
39	5/8"	2	15'-0"	SW17B
40	5/8"	2	15'-0"	SW17B
41	5/8"	2	15'-0"	SW17B
42	5/8"	2	15'-0"	SW17B
43	5/8"	2	15'-0"	SW17B
44	5/8"	2	15'-0"	SW17B
45	5/8"	2	15'-0"	SW17B
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47	5/8"	2	15'-0"	SW17B
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50	5/8"	2	15'-0"	SW17B
51	5/8"	2	15'-0"	SW17B
52	5/8"	2	15'-0"	SW17B
53	5/8"	2	15'-0"	SW17B
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55	5/8"	2	15'-0"	SW17B
56	5/8"	2	15'-0"	SW17B
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62	5/8"	2	15'-0"	SW17B
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72	5/8"	2	15'-0"	SW17B
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87	5/8"	2	15'-0"	SW17B
88	5/8"	2	15'-0"	SW17B
89	5/8"	2	15'-0"	SW17B
90	5/8"	2	15'-0"	SW17B
91	5/8"	2	15'-0"	SW17B
92	5/8"	2	15'-0"	SW17B
93	5/8"	2	15'-0"	SW17B
94	5/8"	2	15'-0"	SW17B
95	5/8"	2	15'-0"	SW17B
96	5/8"	2	15'-0"	SW17B
97	5/8"	2	15'-0"	SW17B
98	5/8"	2	15'-0"	SW17B
99	5/8"	2	15'-0"	SW17B
100	5/8"	2	15'-0"	SW17B

Mark	Size	No.	Length	Remarks
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4	5/8"	3	6'-0"	Rebar
5	5/8"	3	6'-0"	Rebar
6	5/8"	3	6'-0"	Rebar
7	5/8"	3	6'-0"	Rebar
8	5/8"	3	6'-0"	Rebar
9	5/8"	3	6'-0"	Rebar
10	5/8"	3	6'-0"	Rebar
11	5/8"	3	6'-0"	Rebar
12	5/8"	3	6'-0"	Rebar
13	5/8"	3	6'-0"	Rebar
14	5/8"	3	6'-0"	Rebar
15	5/8"	3	6'-0"	Rebar
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21	5/8"	3	6'-0"	Rebar
22	5/8"	3	6'-0"	Rebar
23	5/8"	3	6'-0"	Rebar
24	5/8"	3	6'-0"	Rebar
25	5/8"	3	6'-0"	Rebar
26	5/8"	3	6'-0"	Rebar
27	5/8"	3	6'-0"	Rebar
28	5/8"	3	6'-0"	Rebar
29	5/8"	3	6'-0"	Rebar
30	5/8"	3	6'-0"	Rebar
31	5/8"	3	6'-0"	Rebar
32	5/8"	3	6'-0"	Rebar
33	5/8"	3	6'-0"	Rebar
34	5/8"	3	6'-0"	Rebar
35	5/8"	3	6'-0"	Rebar
36	5/8"	3	6'-0"	Rebar
37	5/8"	3	6'-0"	Rebar
38	5/8"	3	6'-0"	Rebar
39	5/8"	3	6'-0"	Rebar
40	5/8"	3	6'-0"	Rebar
41	5/8"	3	6'-0"	Rebar
42	5/8"	3	6'-0"	Rebar
43	5/8"	3	6'-0"	Rebar
44	5/8"	3	6'-0"	Rebar
45	5/8"	3	6'-0"	Rebar
46	5/8"	3	6'-0"	Rebar
47	5/8"	3	6'-0"	Rebar
48	5/8"	3	6'-0"	Rebar
49	5/8"	3	6'-0"	Rebar
50	5/8"	3	6'-0"	Rebar
51	5/8"	3	6'-0"	Rebar
52	5/8"	3	6'-0"	Rebar
53	5/8"	3	6'-0"	Rebar
54	5/8"	3	6'-0"	Rebar
55	5/8"	3	6'-0"	Rebar
56	5/8"	3	6'-0"	Rebar
57	5/8"	3	6'-0"	Rebar
58	5/8"	3	6'-0"	Rebar
59	5/8"	3	6'-0"	Rebar
60	5/8"	3	6'-0"	Rebar
61	5/8"	3	6'-0"	Rebar
62	5/8"	3	6'-0"	Rebar
63	5/8"	3	6'-0"	Rebar
64	5/8"	3	6'-0"	Rebar
65	5/8"	3	6'-0"	Rebar
66	5/8"	3	6'-0"	Rebar
67	5/8"	3	6'-0"	Rebar
68	5/8"	3	6'-0"	Rebar
69	5/8"	3	6'-0"	Rebar
70	5/8"	3	6'-0"	Rebar
71	5/8"	3	6'-0"	Rebar
72	5/8"	3	6'-0"	Rebar
73	5/8"	3	6'-0"	Rebar
74	5/8"	3	6'-0"	Rebar
75	5/8"	3	6'-0"	Rebar
76	5/8"	3	6'-0"	Rebar
77	5/8"	3	6'-0"	Rebar
78	5/8"	3	6'-0"	Rebar
79	5/8"	3	6'-0"	Rebar
80	5/8"	3	6'-0"	Rebar
81	5/8"	3	6'-0"	Rebar
82	5/8"	3	6'-0"	Rebar
83	5/8"	3	6'-0"	Rebar
84	5/8"	3	6'-0"	Rebar
85	5/8"	3	6'-0"	Rebar
86	5/8"	3	6'-0"	Rebar
87	5/8"	3	6'-0"	Rebar
88	5/8"	3	6'-0"	Rebar
89	5/8"	3	6'-0"	Rebar
90	5/8"	3	6'-0"	Rebar
91	5/8"	3	6'-0"	Rebar
92	5/8"	3	6'-0"	Rebar
93	5/8"	3	6'-0"	Rebar
94	5/8"	3	6'-0"	Rebar
95	5/8"	3	6'-0"	Rebar
96	5/8"	3	6'-0"	Rebar
97	5/8"	3	6'-0"	Rebar
98	5/8"	3	6'-0"	Rebar
99	5/8"	3	6'-0"	Rebar
100	5/8"	3	6'-0"	Rebar

All reinforcing steel to be plain round bars structural grade. Dimensions are to center lines of bars.

Plan by VBE.
Checked by - BR

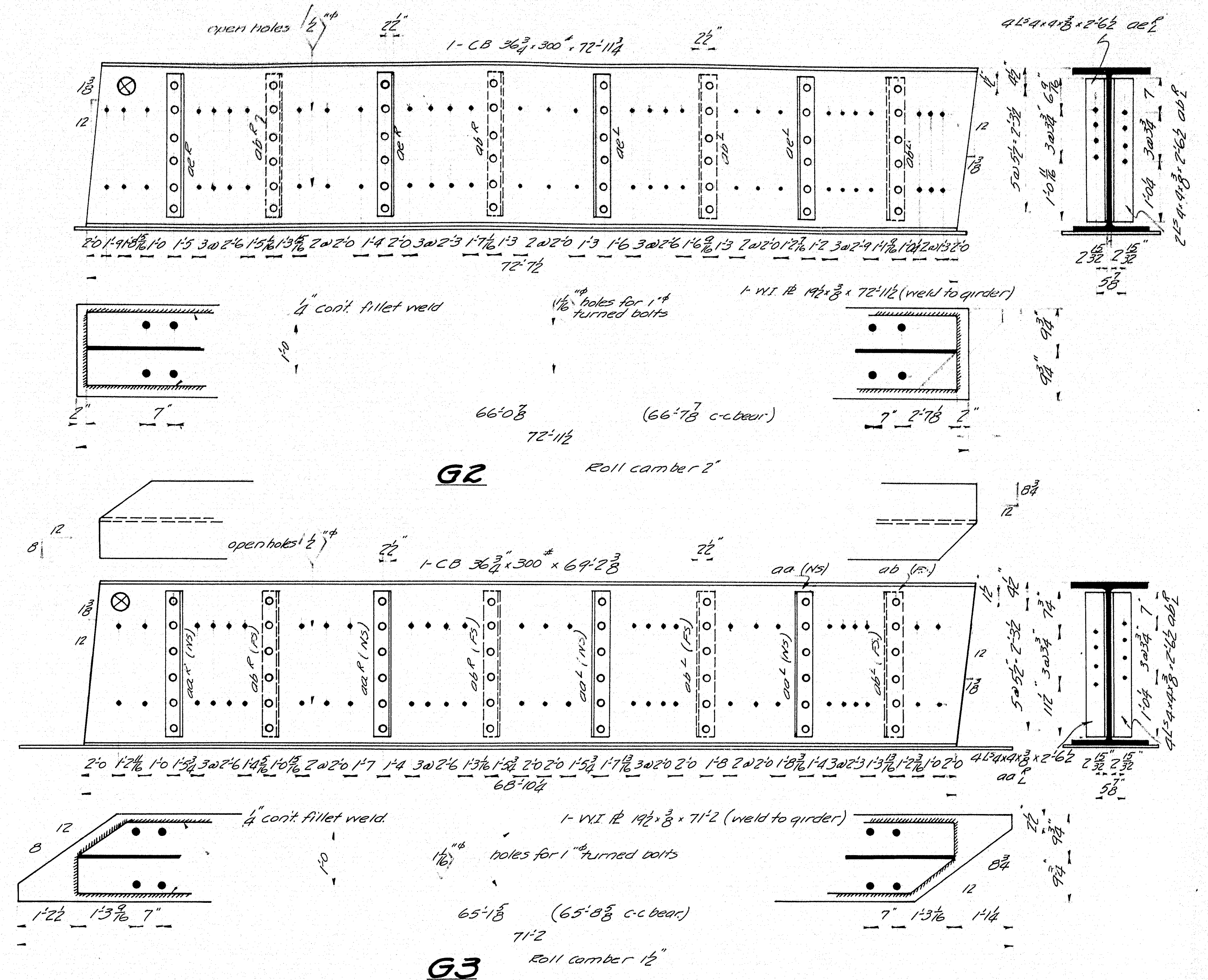
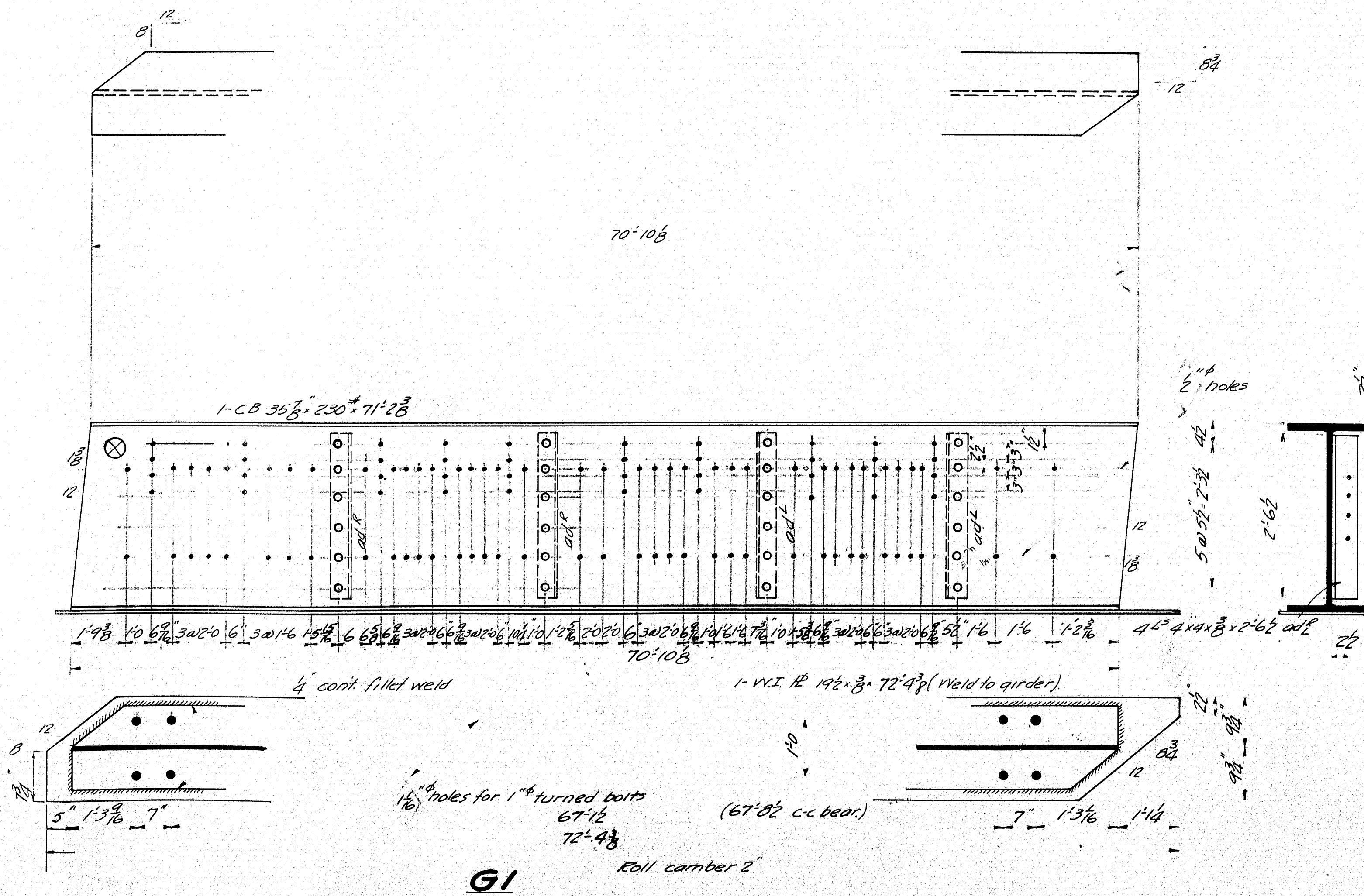
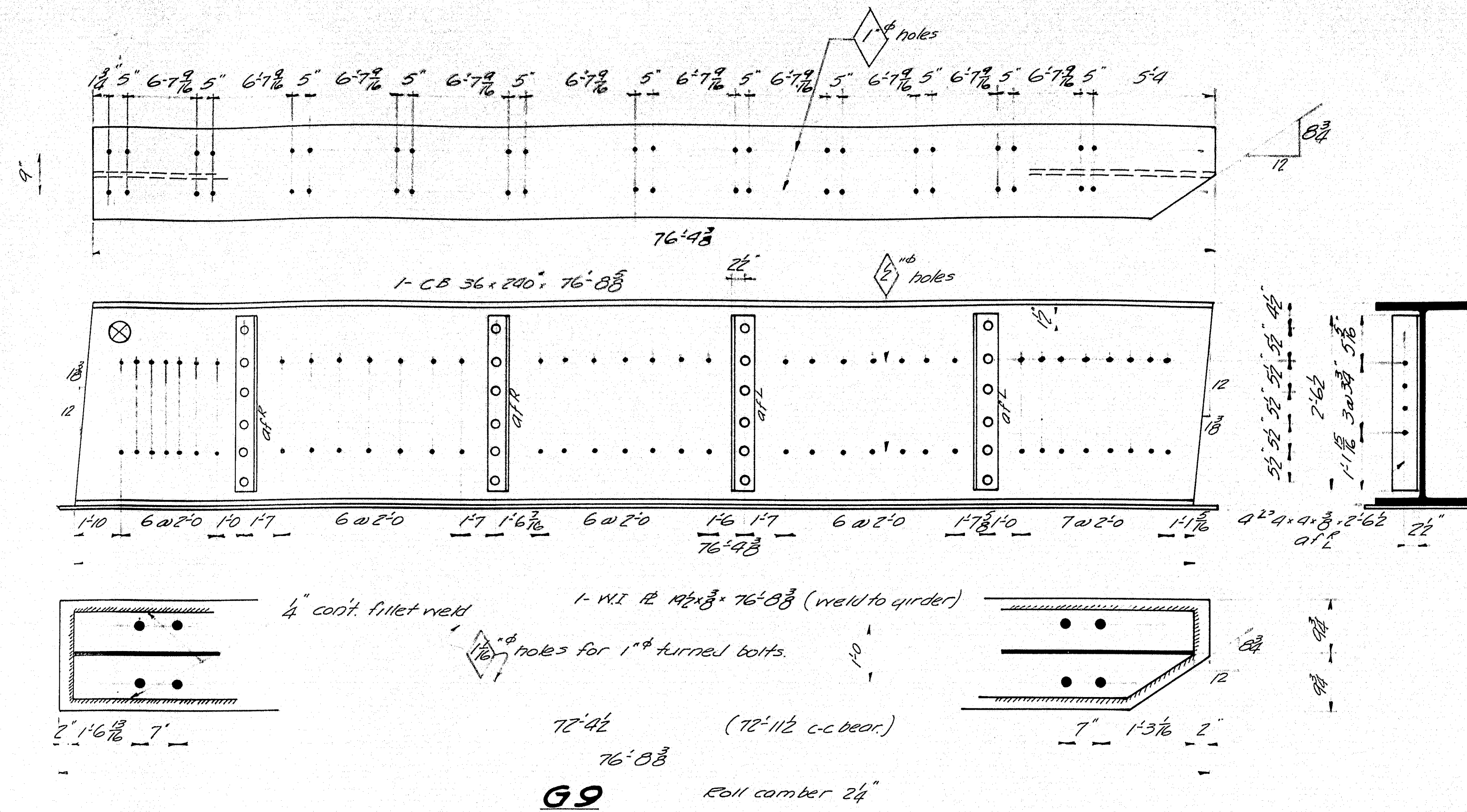
TOWN 06-02
Bridge 3528

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

RINES HILL
R.R. CROSSING
over
M.C.R. TRACKS
in the city of
AUGUSTA
KENNEBEC COUNTY, ME.

REINFORCING STEEL
Sheet 15 of 28
Augusta, Me. Jan 1939

Mark	Size	No.	Length	Remarks
F27B	5/8"	47	2'-0"	304
F28B	5/8"	47	2'-0"	304
F29B	5/8"	47	2'-0"	304
F30B	5/8"	47	2'-0"	304
F31B	5/8"	47	2'-0"	304
F32B	5/8"	47	2'-0"	304
F33B	5/8"	47	2'-0"	304
F34B	5/8"	47	2'-0"	304
F35B	5/8"	47	2'-0"	304
F36B	5/8"	47	2'-0"	304
F37B	5/8"	47	2'-0"	304
F38B	5/8"	47	2'-0"	304
F39B	5/8"	47	2'-0"	304
F40B	5/8"	47	2'-0"	304
F41B	5/8"	47	2'-0"	304
F42B	5/8"	47	2'-0"	304
F43B	5/8"	47	2'-0"	304
F44B	5/8"	47	2'-0"	304
F45B	5/8"	47	2'-0"	304
F46B	5/8"	47	2'-0"	304
F47B	5/8"	47	2'-0"	304
F48B	5/8"	47	2'-0"	304
F49B	5/8"	47	2'-0"	304
F50B	5/8"	47	2'-0"	304
F51B	5/8"	47	2'-0"	304
F52B	5/8"	47	2'-0"	304
F53B	5/8"	47	2'-0"	304
F54B	5/8"	47	2'-0"	304
F55B	5/8"	47	2'-0"	304
F56B	5/8"	47	2'-0"	304
F57B	5/8"	47	2'-0"	304
F58B	5/8"	47	2'-0"	304
F59B	5/8"	47	2'-0"	304
F60B	5/8"	47	2'-0"	304
F61B	5/8"	47	2'-0"	304
F62B	5/8"	47	2'-0"	304
F63B	5/8"	47	2'-0"	304
F64B	5/8"	47	2'-0"	304
F65B	5/8"	47	2'-0"	304
F66B	5/8"	47	2'-0"	304
F67B	5/8"	47	2'-0"	304
F68B	5/8"	47	2'-0"	304
F69B	5/8"	47	2'-0"	304
F70B	5/8"	47	2'-0"	304
F71B	5/8"	47	2'-0"	304
F72B	5/8"	47	2'-0"	304
F73B	5/8"	47	2'-0"	304
F74B	5/8"	47	2'-0"	304
F75B	5/8"	47	2'-0"	304
F76B	5/8"	47	2'-0"	304
F77B	5/8"	47	2'-0"	304
F78B	5/8"	47	2'-0"	304
F79B	5/8"	47	2'-0"	304
F80B	5/8"	47	2'-0"	304
F81B	5/8"	47	2'-0"	304
F82B	5/8"	47	2'-0"	304
F83B	5/8"	47	2'-0"	304
F84B	5/8"	47	2'-0"	304
F85B</				

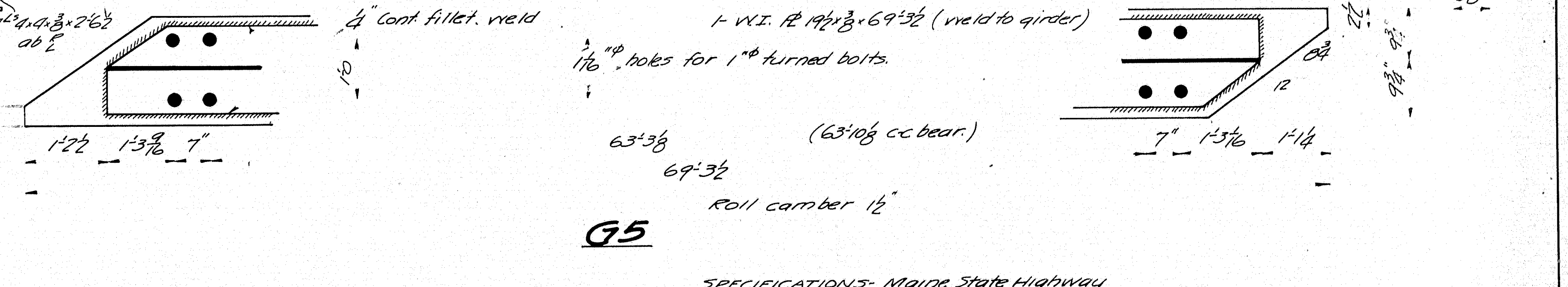
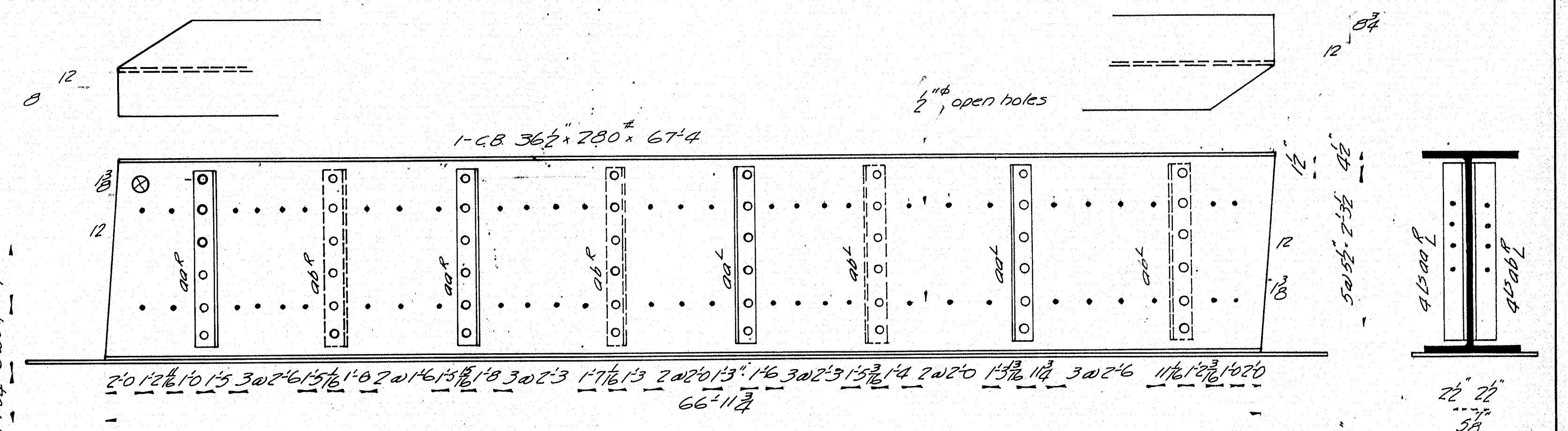
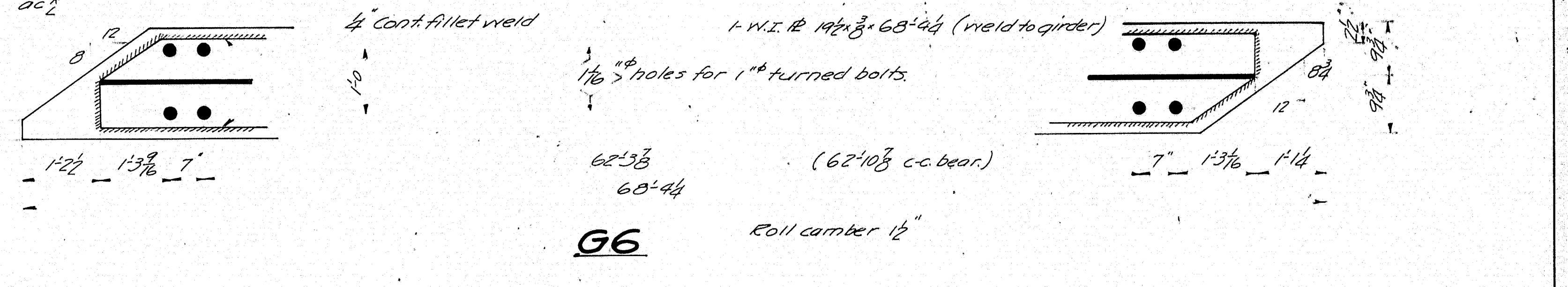
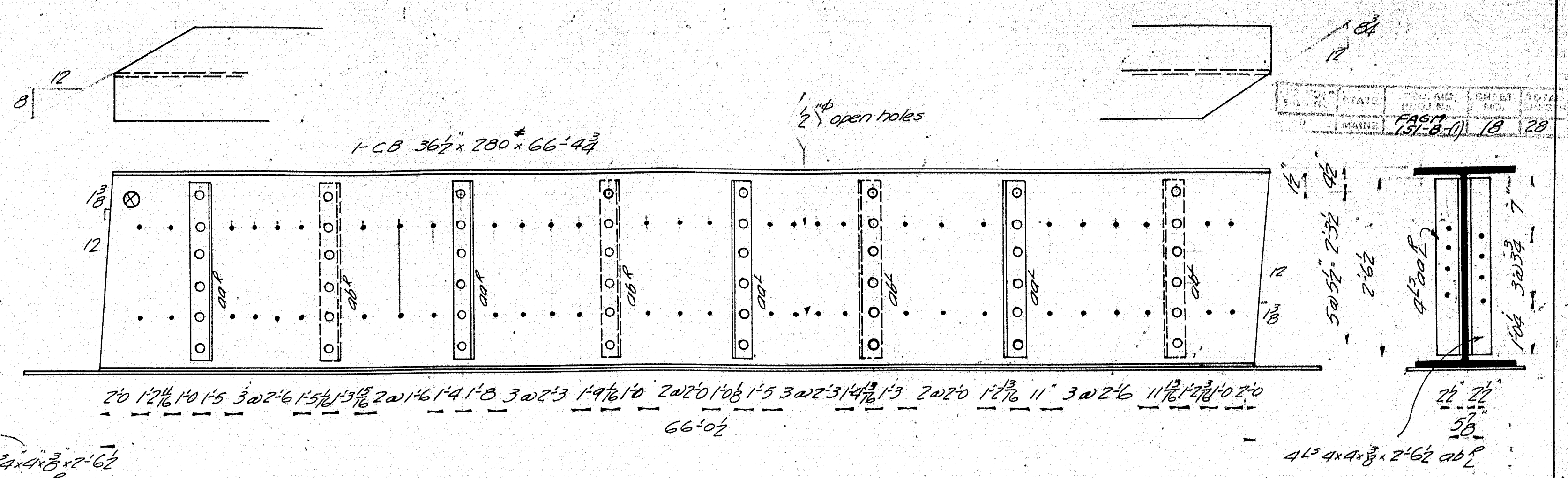
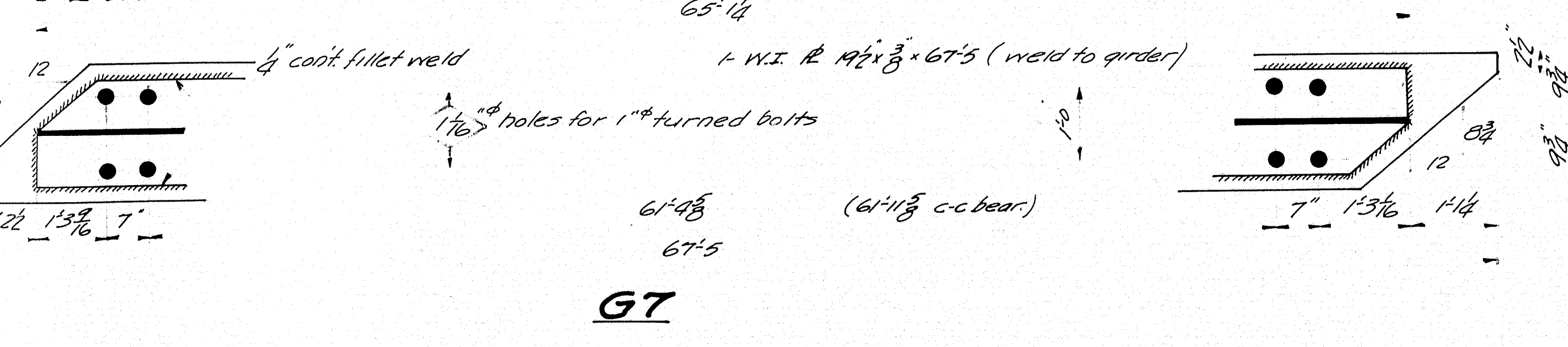
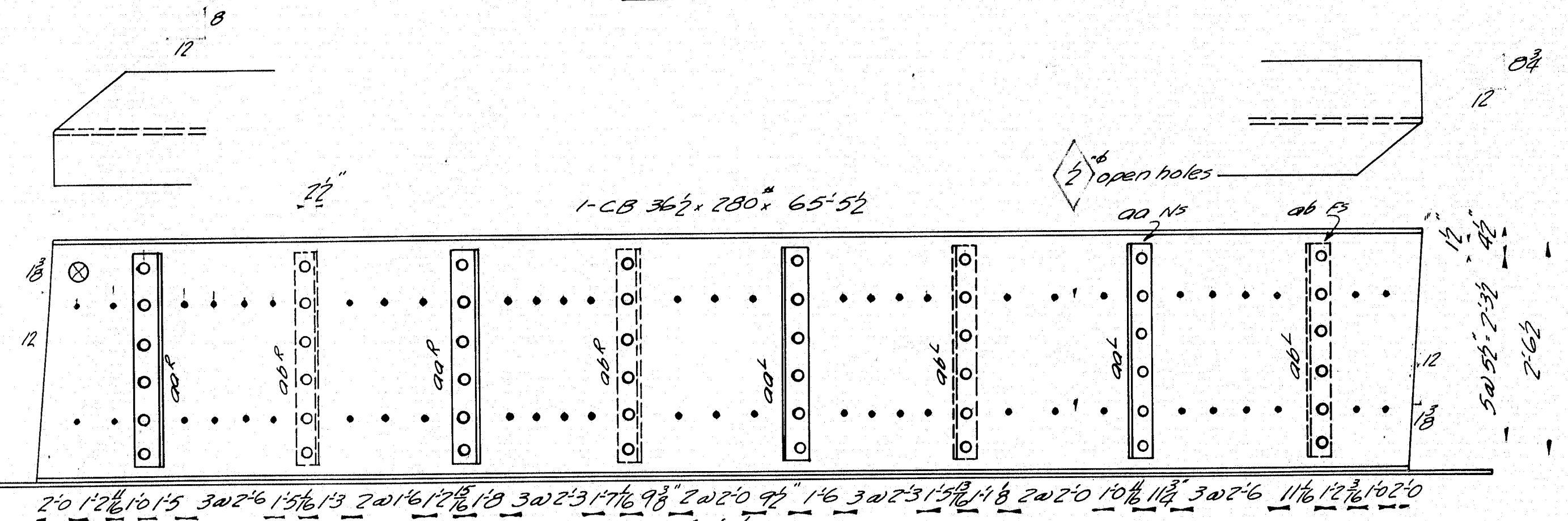
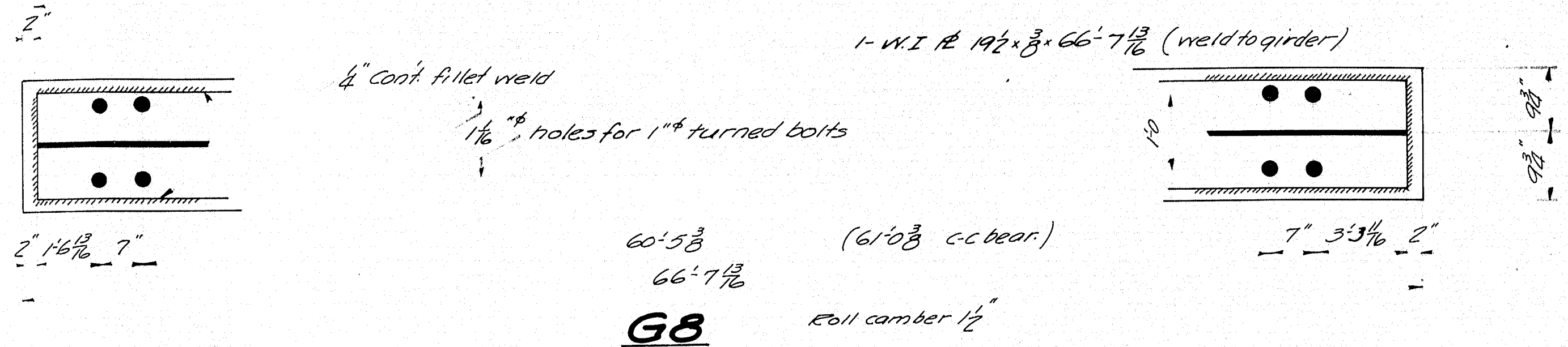
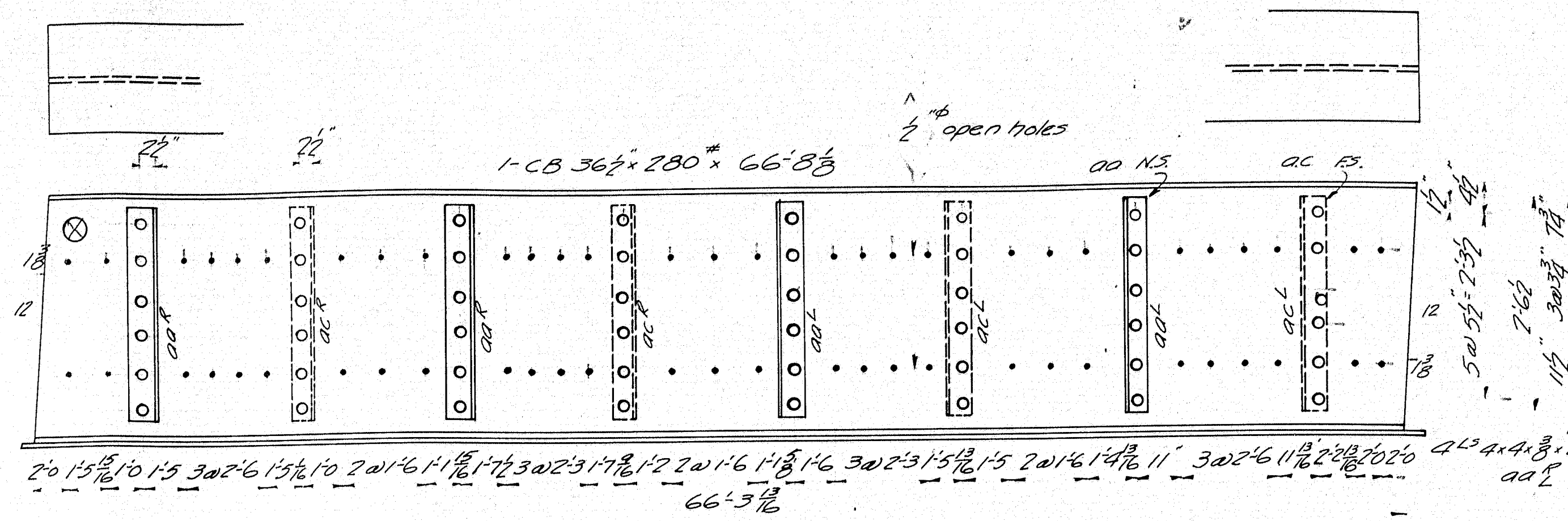


REQUIRED		
No.	Description	Mark
1	Girder	G1
1	do	G2
1	do	G3
1	do	G9

SPECIFICATIONS— Maine State Highway Commission Specifications for Steel Highway Bridges 1937.
LOADING— H 20
RIVETS— 3/4" unless noted.
OPEN HOLES— 1/2" unless noted.
FIELD CONNECTIONS— All field connections to be bolted.
PAINT— Contact surfaces not to be painted. Paint bottom and edges of W.I. plates only.

Plan by V.B. Everett
 Checked by E.B.
 Term 06-02
 Bridge 3528

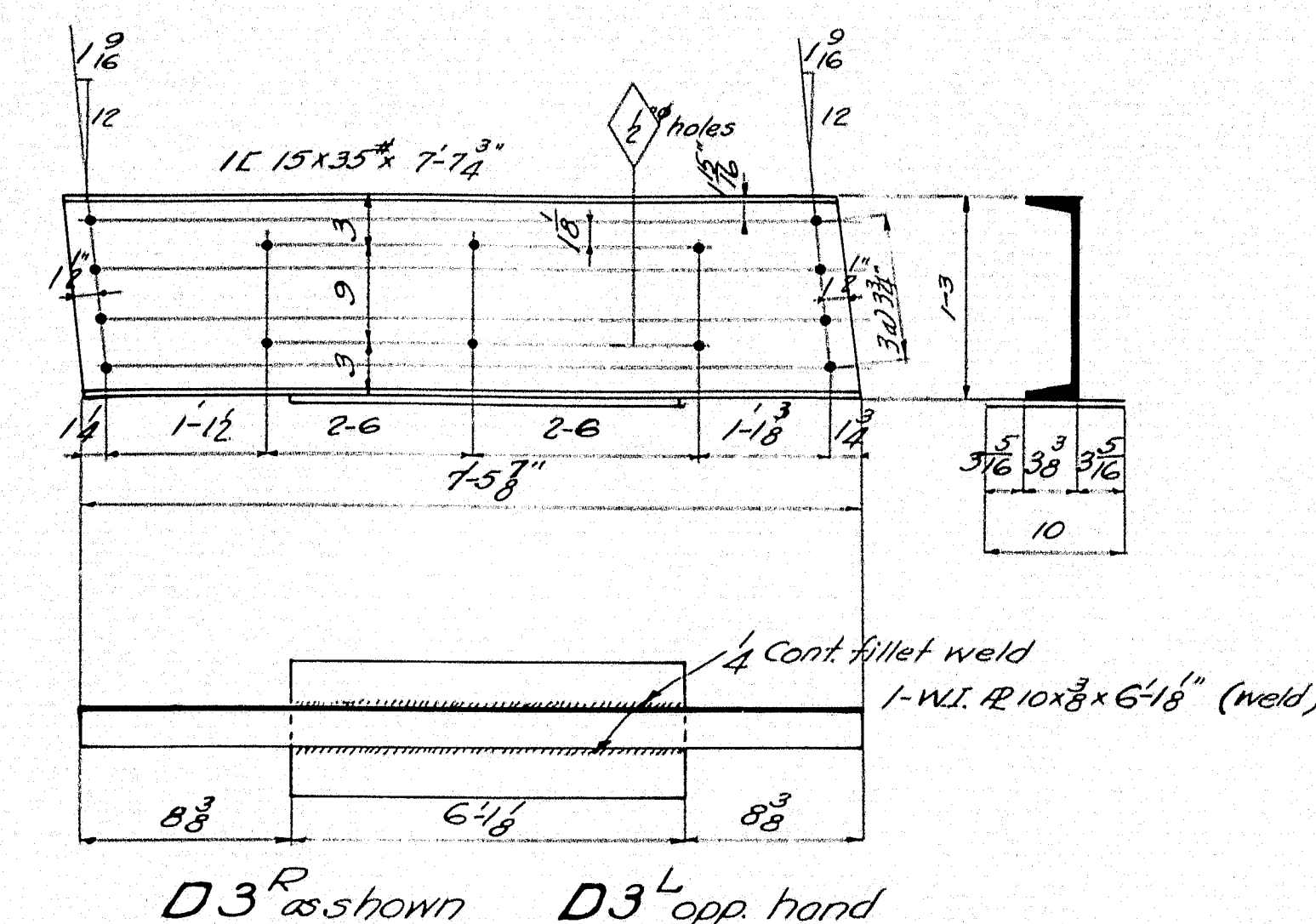
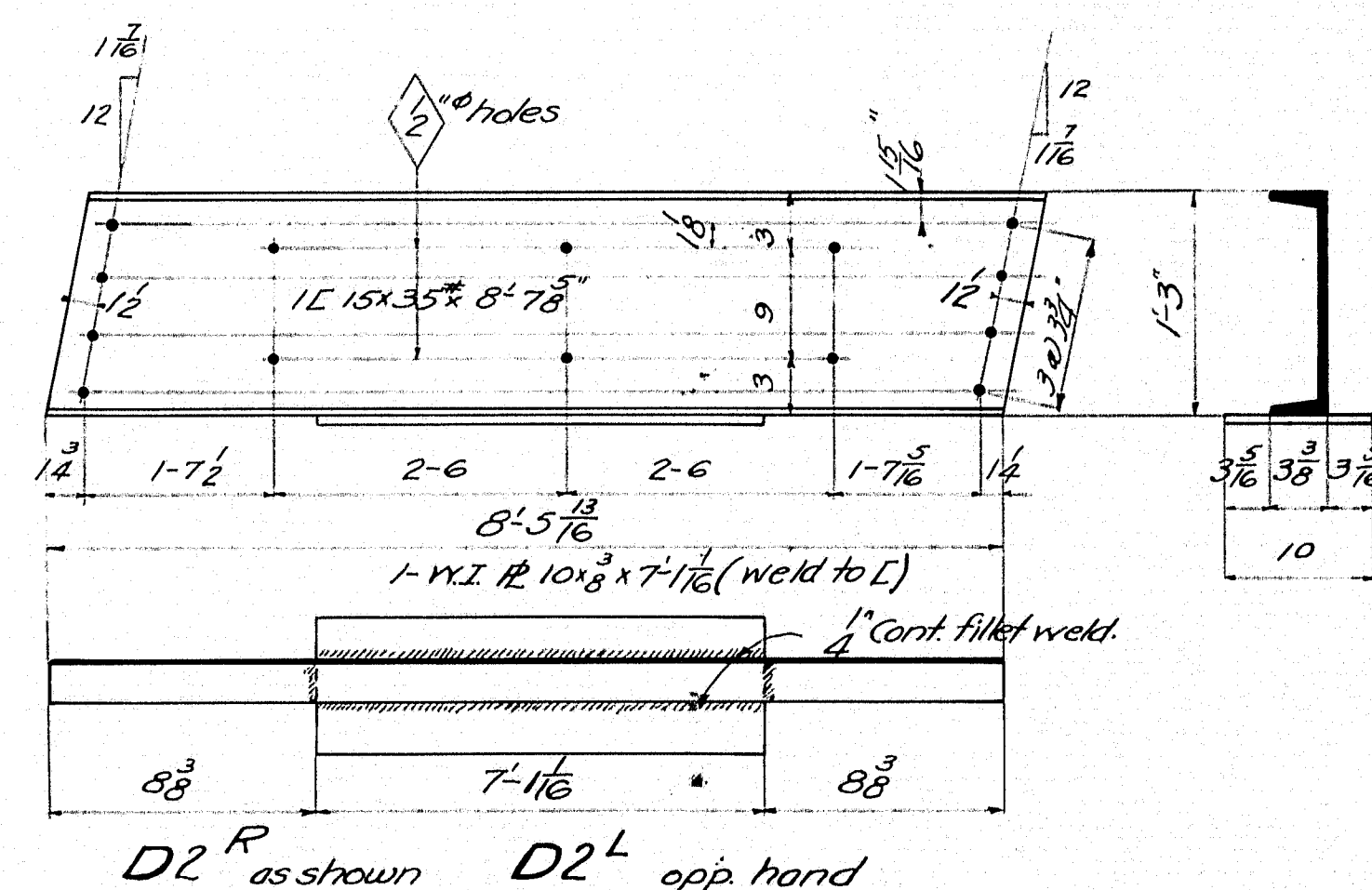
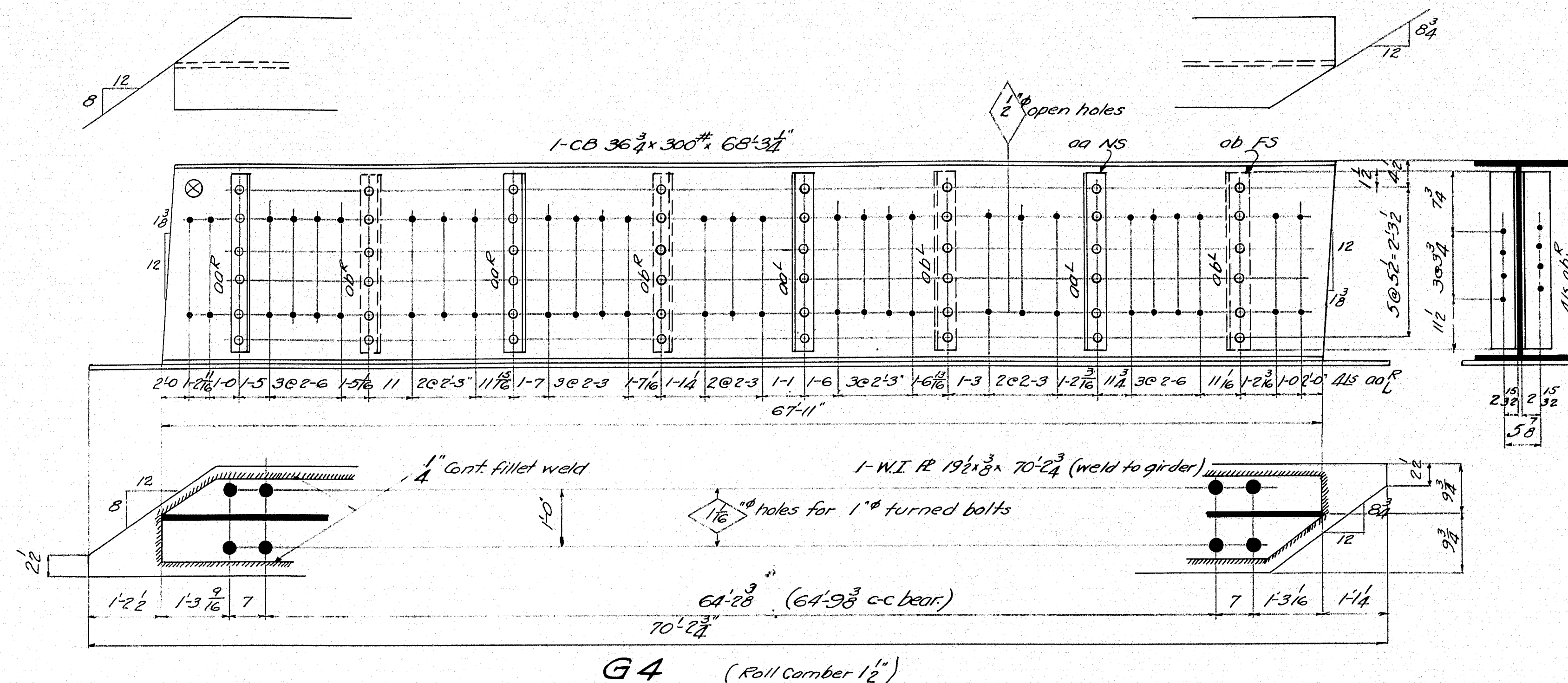
STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
RINES HILL
R.R. CROSSING
 over
M.C.R.R. TRACKS
 in the city of
AUGUSTA
KENNEBEC COUNTY, ME.
 Street 17 of 28 Augusta, Me. Jan. 1939



REQUIRED		
No.	Description	Mark
1	Girder	G5
1	do	G6
1	do	G7
1	do	G8

SPECIFICATIONS: Maine State Highway Commission Specifications for Steel Highway Bridges 1937.
LOADING: H20
RIVETS: 3/4" unless noted
OPEN HOLES: 1/8" unless noted
FIELD CONNECTIONS: All field connections to be bolted.
PAINT: Contact surfaces not to be painted. Paint bottom and edges of W.I. plates only.

Plan by V.B.E.
 Checked by E.B.
 Town 06-02
 Bridge 3528
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
RINES HILL
R.R. CROSSING
 over
M.C.R.R. TRACKS
 in the city of
AUGUSTA
KENNEBEC COUNTY, ME.
STEEL DETAILS
 Sheet 180 of 28 Augusta, ME Jan. 1939



No	REQUIRED	Mark
1	Girder	G4
2	Diaphragms	D2 ^R
2	do	D2 ^L
2	do	D3 ^R
2	do	D3 ^L

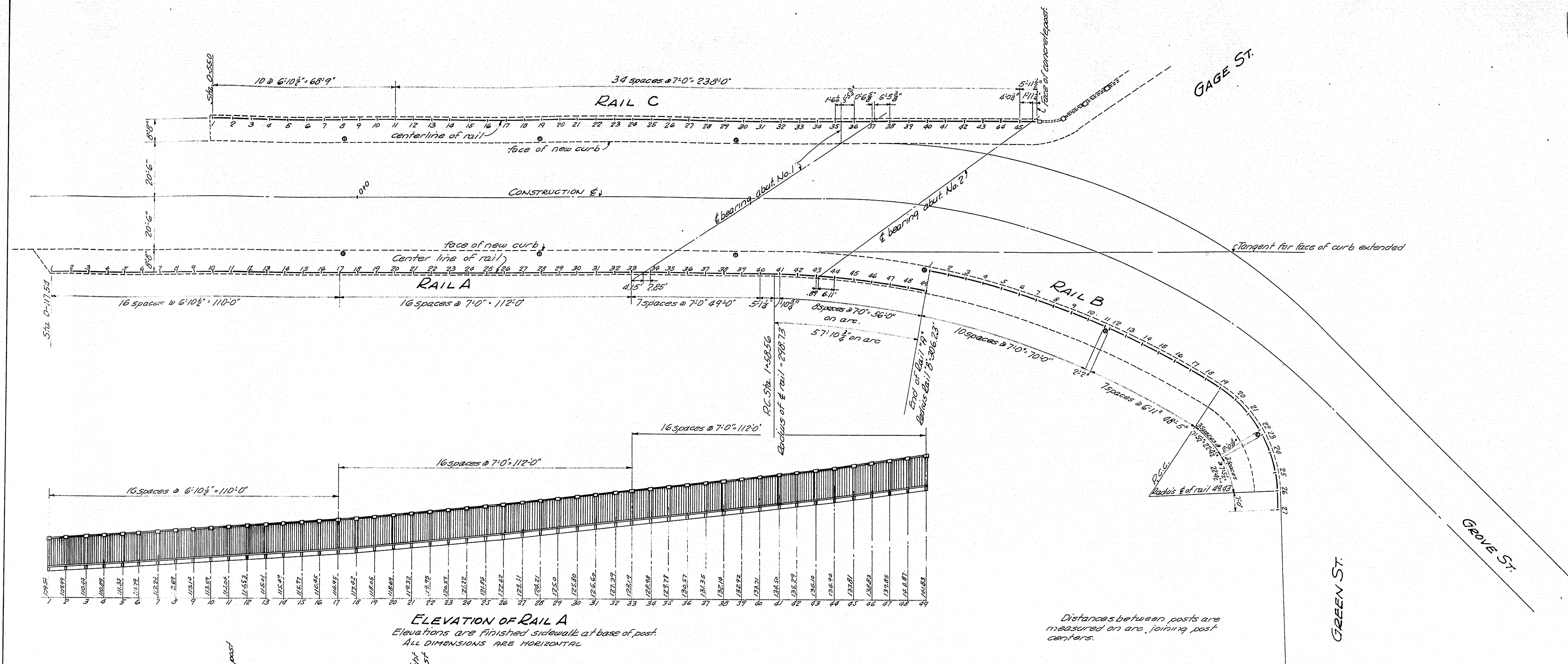
SPECIFICATIONS-Maine State Highway
Commission Specifications for Steel
Highway Bridges 1937
LOADING H20

RIVETS $\frac{3}{4}$ "
OPEN HOLES $\frac{1}{16}$ " unless noted
FIELD CONNECTIONS All field connections
to be bolted.
PAINT- Contact surfaces not to be painted.
Paint bottom and edges of W.I. plates only.

Drawn by E.B.
Checked by E.B.

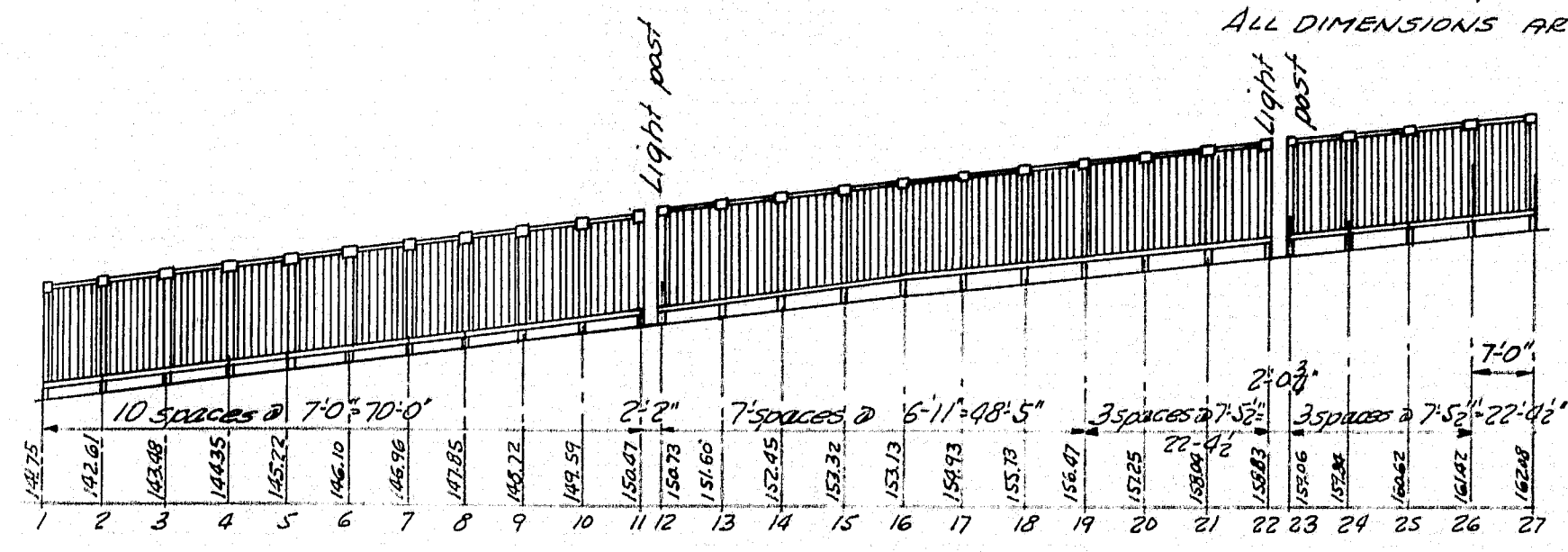
TOWN 06-02
Bridge 3528

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
RINES HILL
R. R. CROSSING
over
M.C.R.R. TRACKS
in the city of
AUGUSTA
KENNEBEC COUNTY, ME.
STEEL DETAILS
Sheet 19 of 28
Augusta, Me. Jan. 1939.

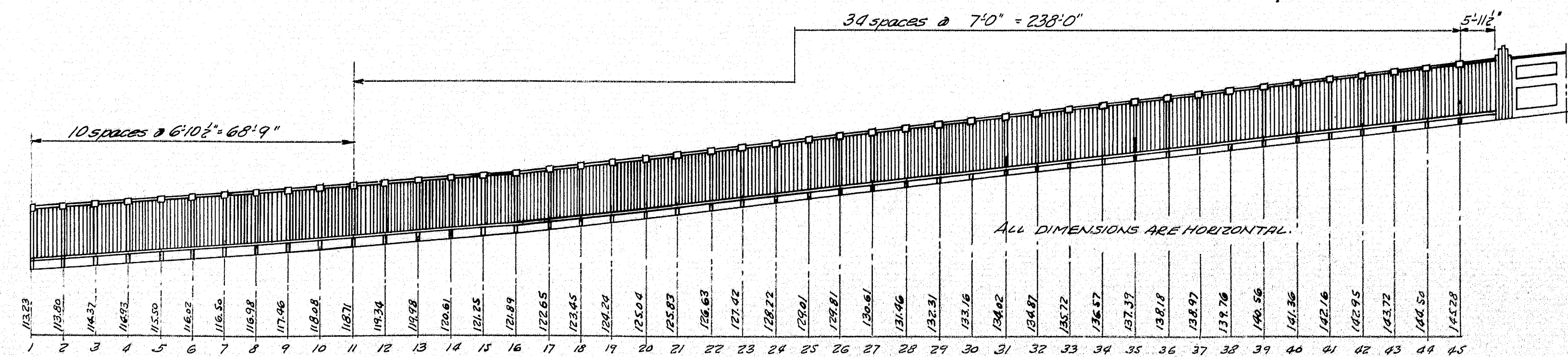


Distances between posts are measured on arc joining post centers.

ELEVATION OF RAIL A
Elevations are finished sidewalk at base of post.
ALL DIMENSIONS ARE HORIZONTAL.



ELEVATION OF RAIL B
Elevations are finished sidewalk at base of post.
ALL DIMENSIONS ARE HORIZONTAL.



ELEVATION OF RAIL C
Elevations are finished sidewalk at base of post.

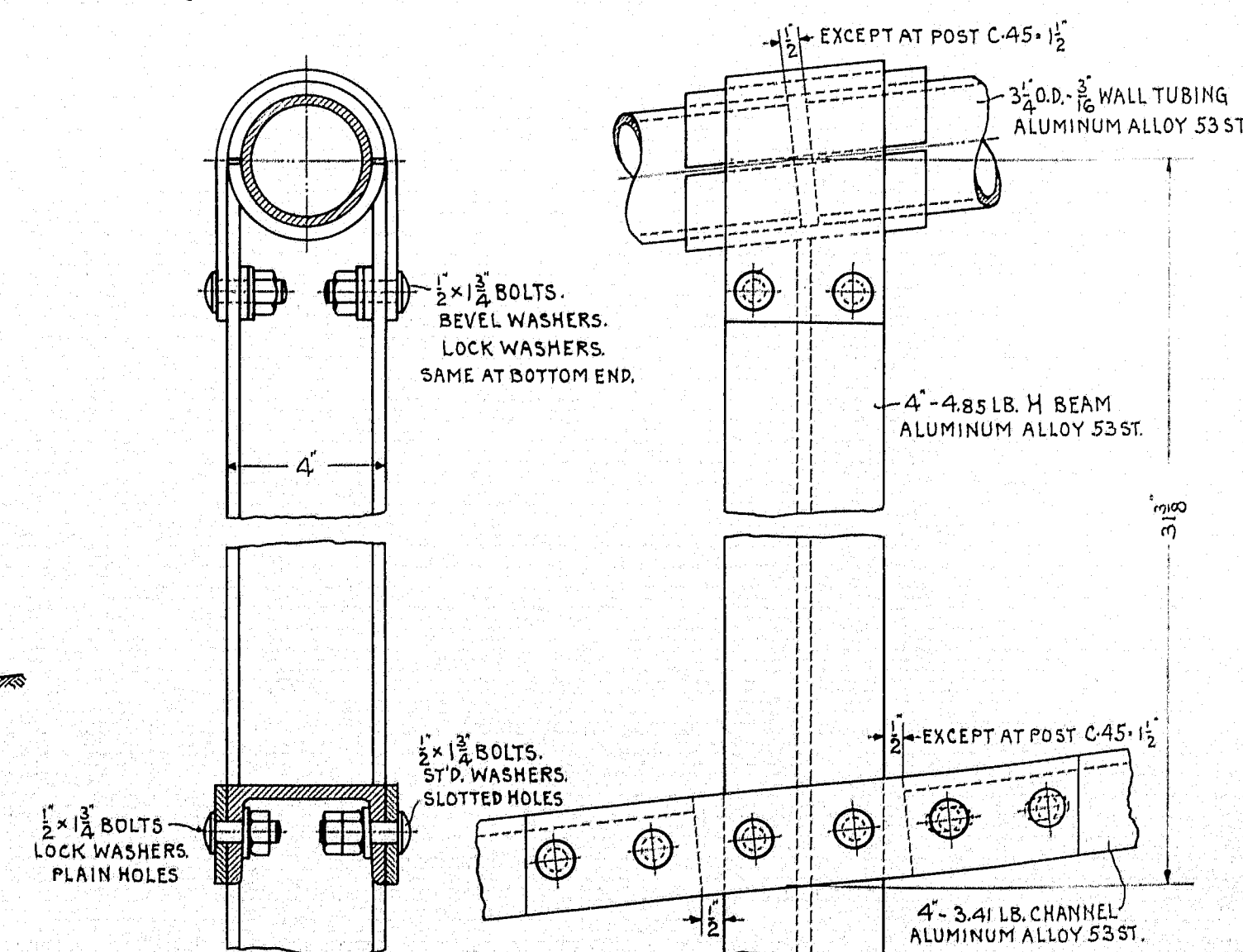
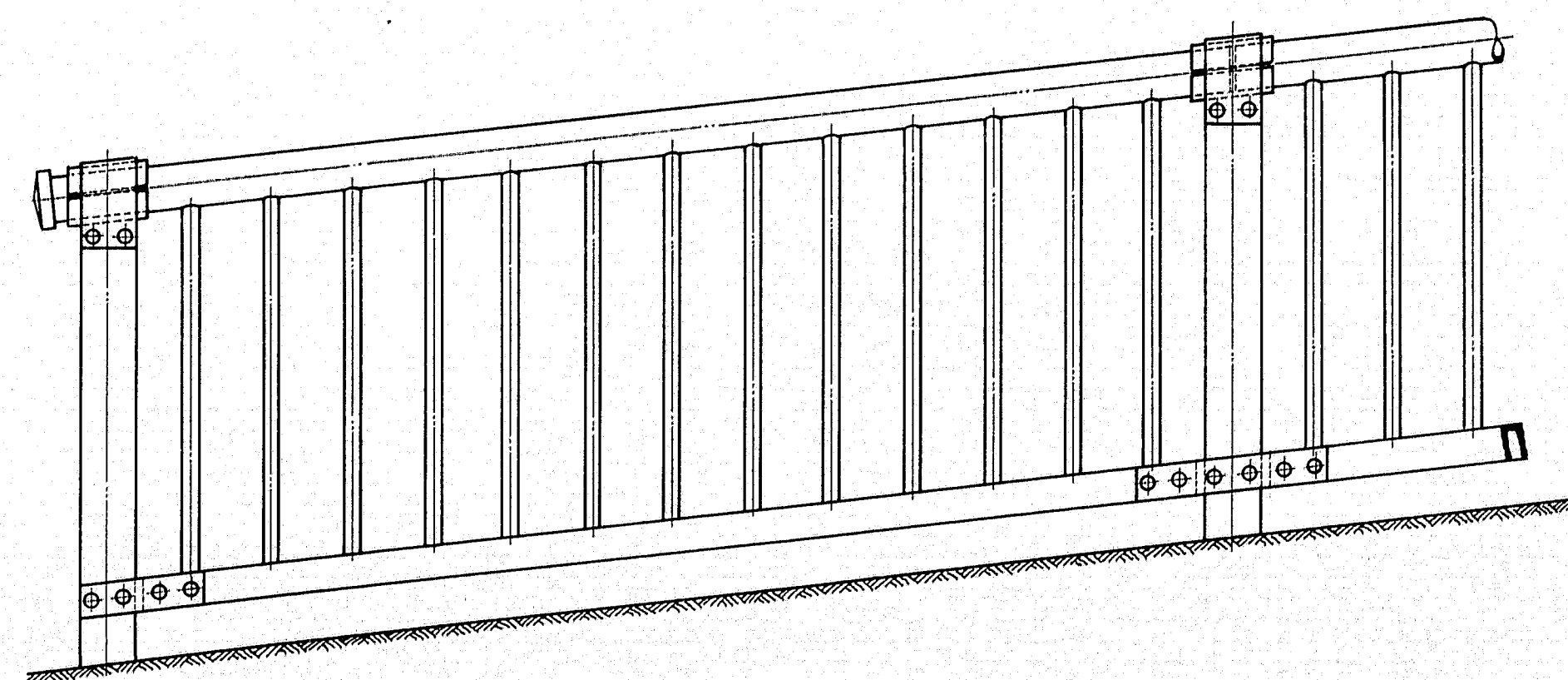
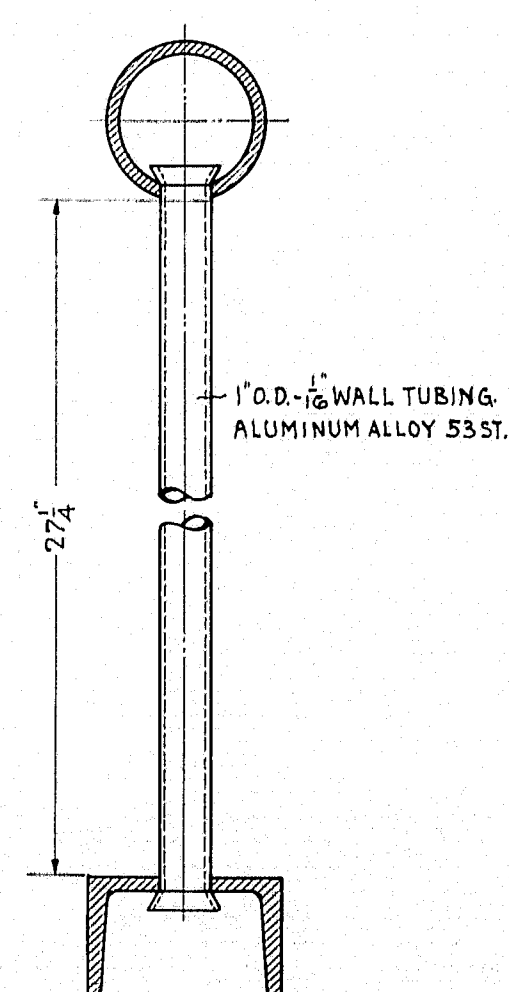
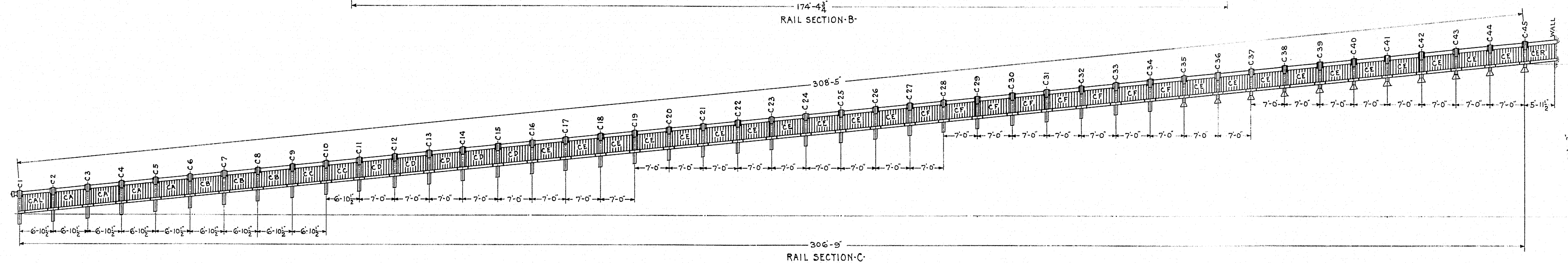
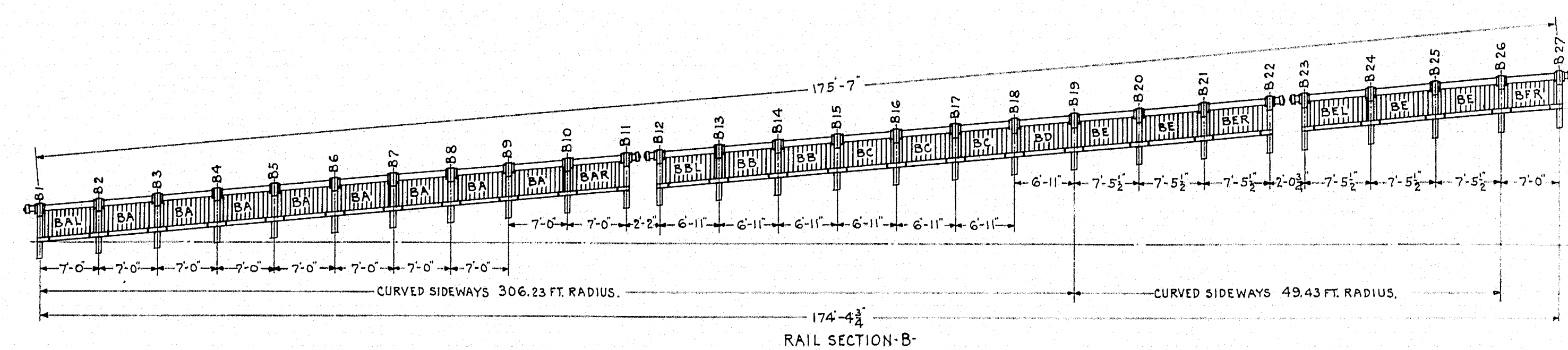
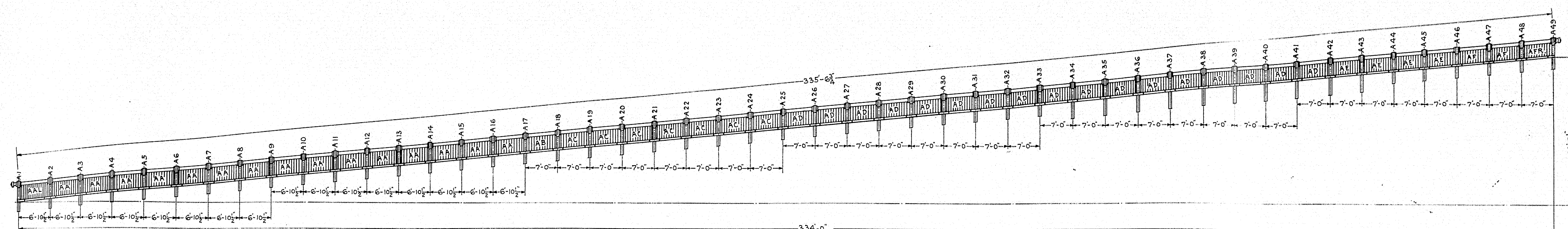
RAIL A						RAIL B					
Post	Sta.	Offset	Post	Sta.	Offset	Post	Sta.	Offset	Post	Sta.	Offset
1	0+11.58	8'-8"	26	0+55.45	8'-8"	1	2+17.54	6'-4 3/8"	25	3+08.89	8'-4 3/8"
2	0+18.66	"	27	0+58.45	"	2	2+28.21	5'-3 3/8"	26	3+18.31	7'-10 3/8"
3	0+25.72	"	28	0+61.45	"	3	2+31.51	4'-0 3/8"	27	3+28.07	7'-10 3/8"
4	0+32.78	"	29	0+64.45	"	4	2+34.79	2'-7 3/8"			
5	0+39.84	"	30	0+67.45	"	5	2+38.07	1'-4 3/8"			
6	0+46.90	"	31	0+70.45	"	6	2+41.35	0'-0 3/8"			
7	0+53.96	"	32	0+73.45	"	7	2+44.63	0'-0 3/8"			
8	0+61.02	"	33	0+76.45	"	8	2+47.91	0'-0 3/8"			
9	0+68.08	"	34	0+79.45	"	9	2+51.19	0'-0 3/8"			
10	0+75.14	"	35	0+82.45	"	10	2+54.47	0'-0 3/8"			
11	0+82.20	"	36	0+85.45	"	11	2+57.75	0'-0 3/8"			
12	0+89.26	"	37	0+88.45	"	12	2+61.03	0'-0 3/8"			
13	0+96.32	"	38	0+91.45	"	13	2+64.31	0'-0 3/8"			
14	0+103.38	"	39	0+94.45	"	14	2+67.59	0'-0 3/8"			
15	0+110.44	"	40	0+97.45	"	15	2+70.87	0'-0 3/8"			
16	0+117.50	"	41	0+100.45	"	16	2+74.15	0'-0 3/8"			
17	0+124.56	"	42	0+103.45	"	17	2+77.43	0'-0 3/8"			
18	0+131.62	"	43	0+106.45	"	18	2+80.71	0'-0 3/8"			
19	0+138.68	"	44	0+109.45	"	19	2+83.99	0'-0 3/8"			
20	0+145.74	"	45	0+112.45	"	20	2+87.27	0'-0 3/8"			
21	0+152.80	"	46	0+115.45	"	21	2+90.55	0'-0 3/8"			
22	0+159.86	"	47	0+118.45	"	22	2+93.83	0'-0 3/8"			
23	0+166.92	"	48	0+121.45	"	23	2+97.11	0'-0 3/8"			
24	0+173.98	"	49	0+124.45	"	24	2+100.39	0'-0 3/8"			
25	0+181.04	"									

The stations in above table are measured along the face of the curb and the tangent extension of the same. The offsets are measured at right angles to the above line.

Ron G.H.B.
Traced W.H.B.
Checked: R.W.

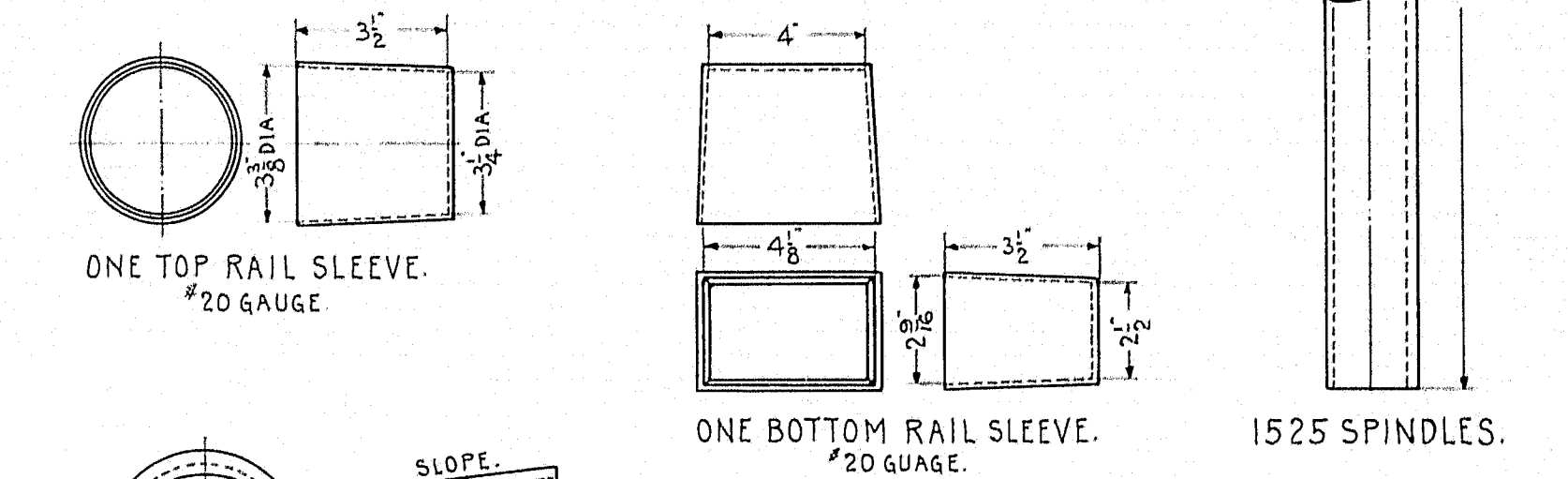
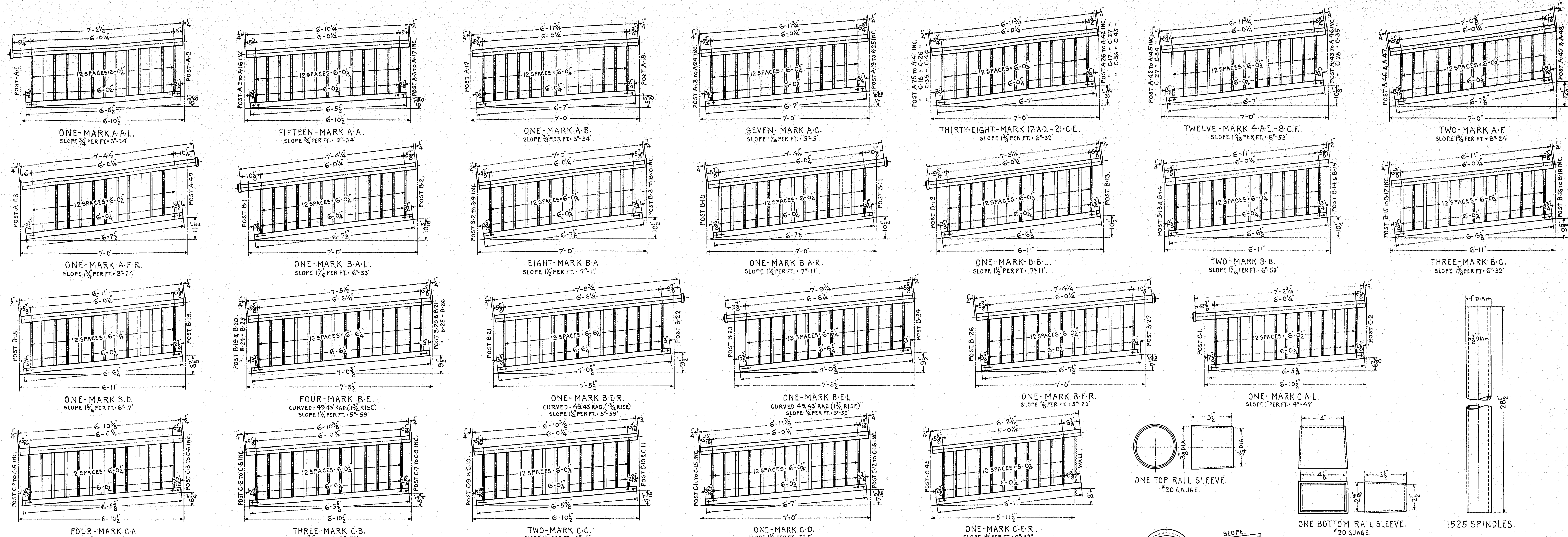
Town 06-02
Bridge 3528

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
RINES HILL
R.R. CROSSING
over
M.C.R.R. TRACKS
in the City of
AUGUSTA - KENNEBEC CO.
RAIL LAYOUT
Sheet 20 of 28 Augusta, Me. Jan. 1939.

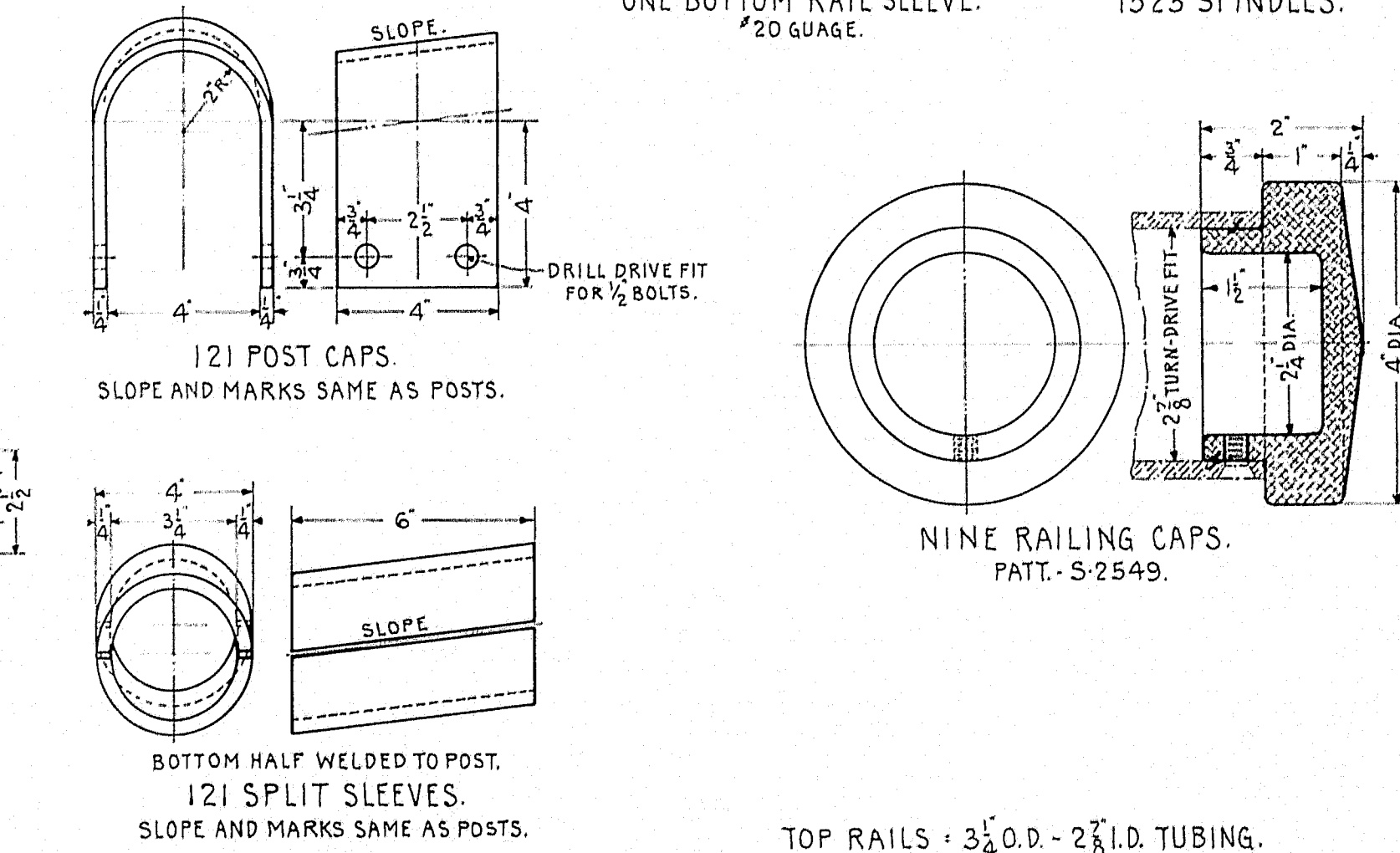
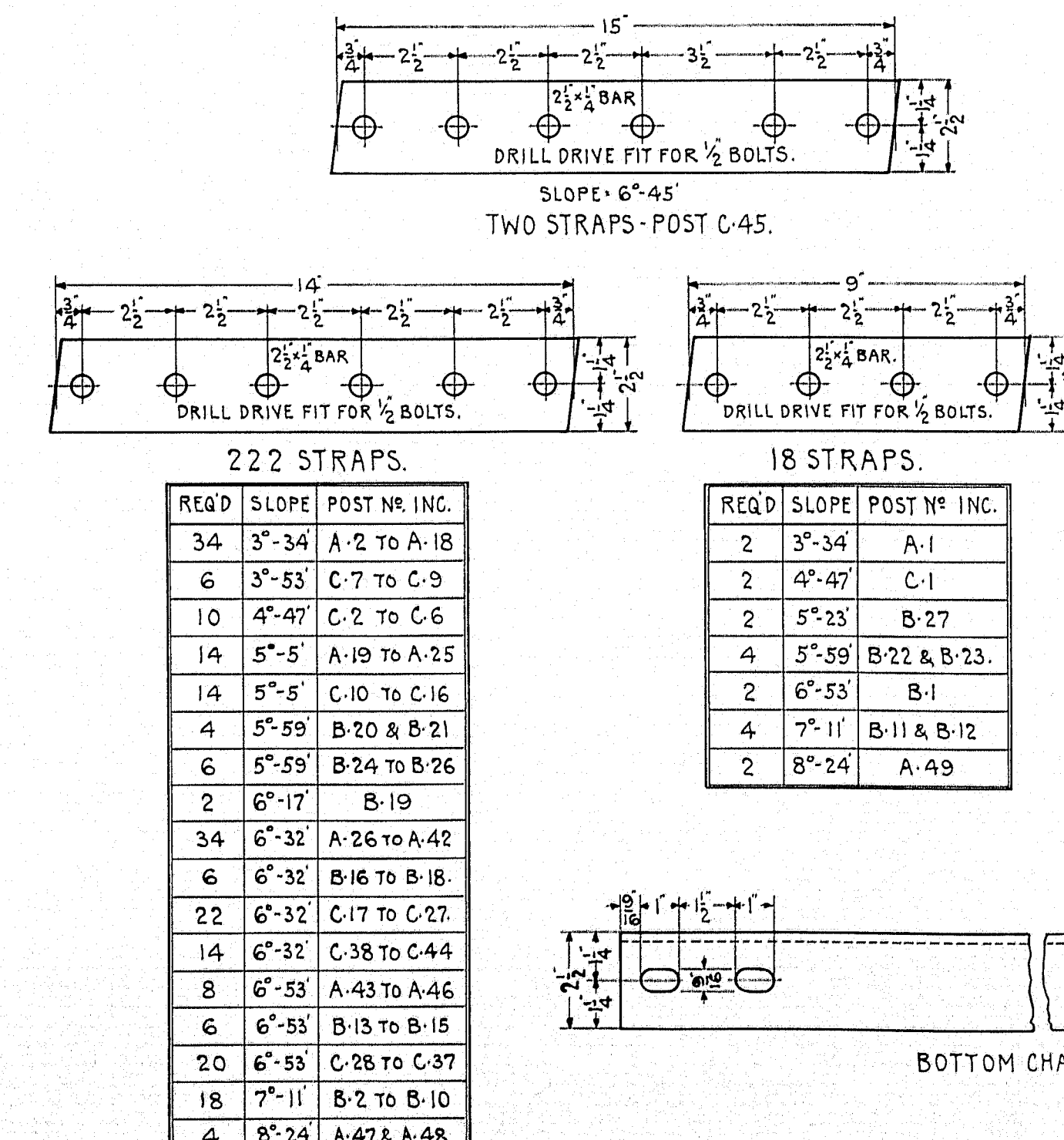
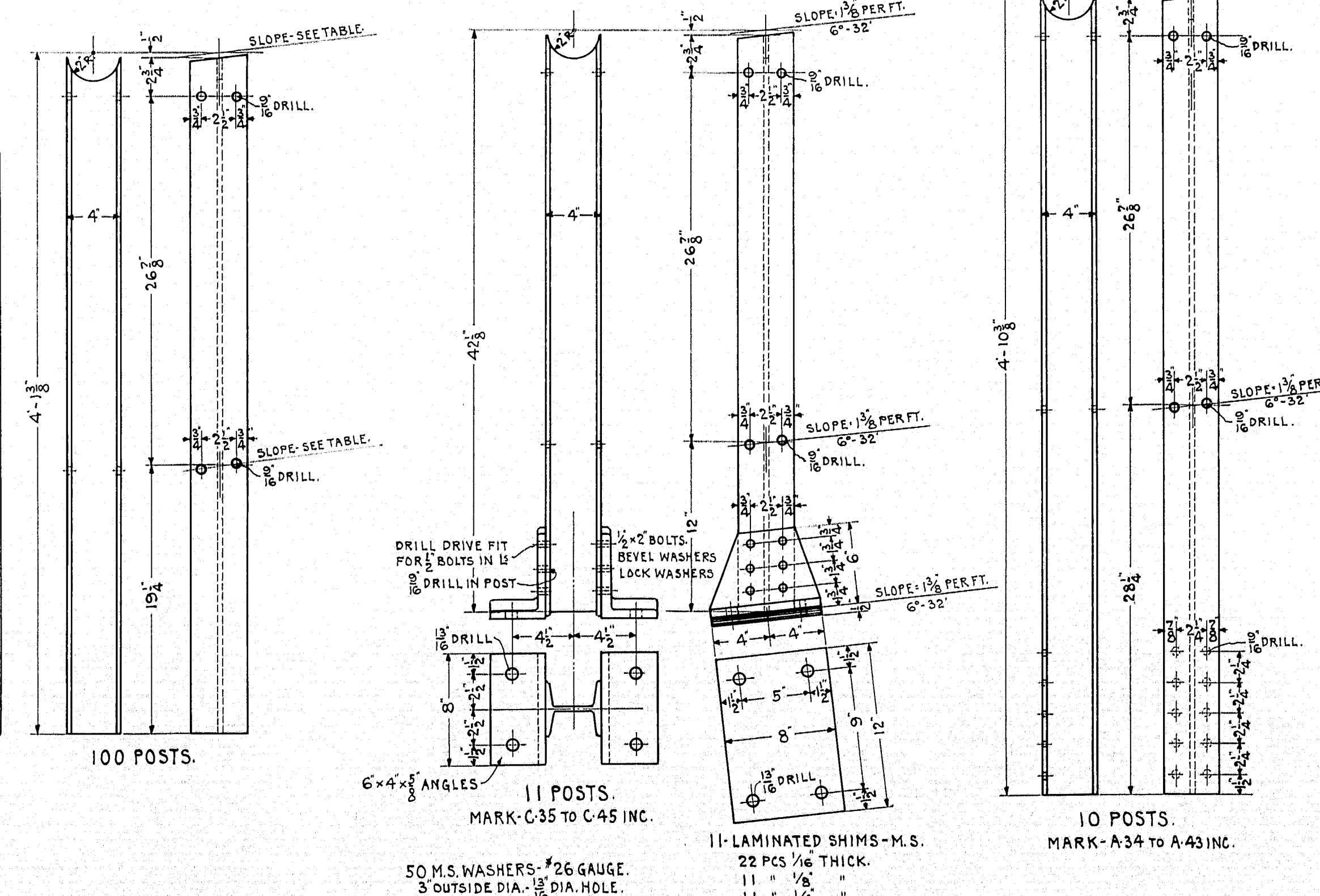


FOR DETAILS SEE DWG.15104.

RAILING.
FOR RINES HILL R.R. BRIDGE, AUGUSTA, ME.
MAINE STATE HIGHWAY COMMISSION,
THE PORTLAND CO., PORTLAND, ME.
ORD. No 3300. SUPERSEDES OLD DWG
JUNE 7, 1939. 15105

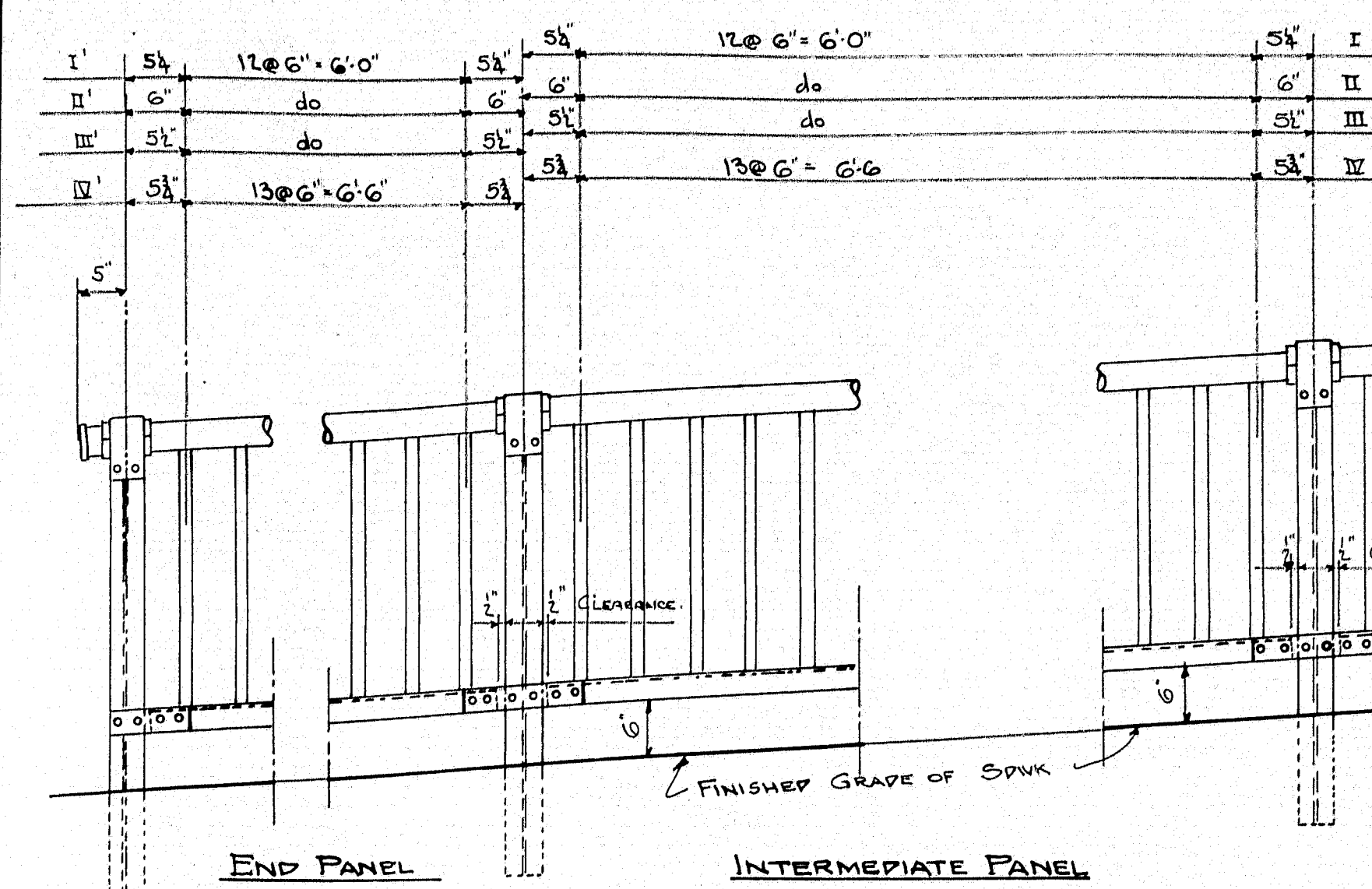


REQ'D	SLOPE	POST NR INC.
17	3'-34"	A-1 TO A-17.
2	3'-53"	C-7 & C-8.
2	4'-10"	A-18 & C-6.
1	4'-28"	C-9.
5	4'-47"	C-1 TO C-5.
6	5'-5"	A-19 TO A-24.
6	5'-5"	C-10 TO C-15.
1	5'-23"	B-27.
2	5'-39"	A-25 & C-16.
7	5'-59"	B-20 TO B-26.
8	6'-32"	A-26 TO A-33.
4	6'-32"	B-16 TO B-19.
1	6'-32"	C-17 TO C-27.
1	6'-32"	A-44.
2	6'-53"	A-45 & B-1.
2	6'-53"	B-14 & B-15.
7	6'-53"	C-28 TO C-34.
12	7'-11"	B-2 TO B-13.
1	7'-41"	A-46.
3	8'-24"	A-47 TO A-49.

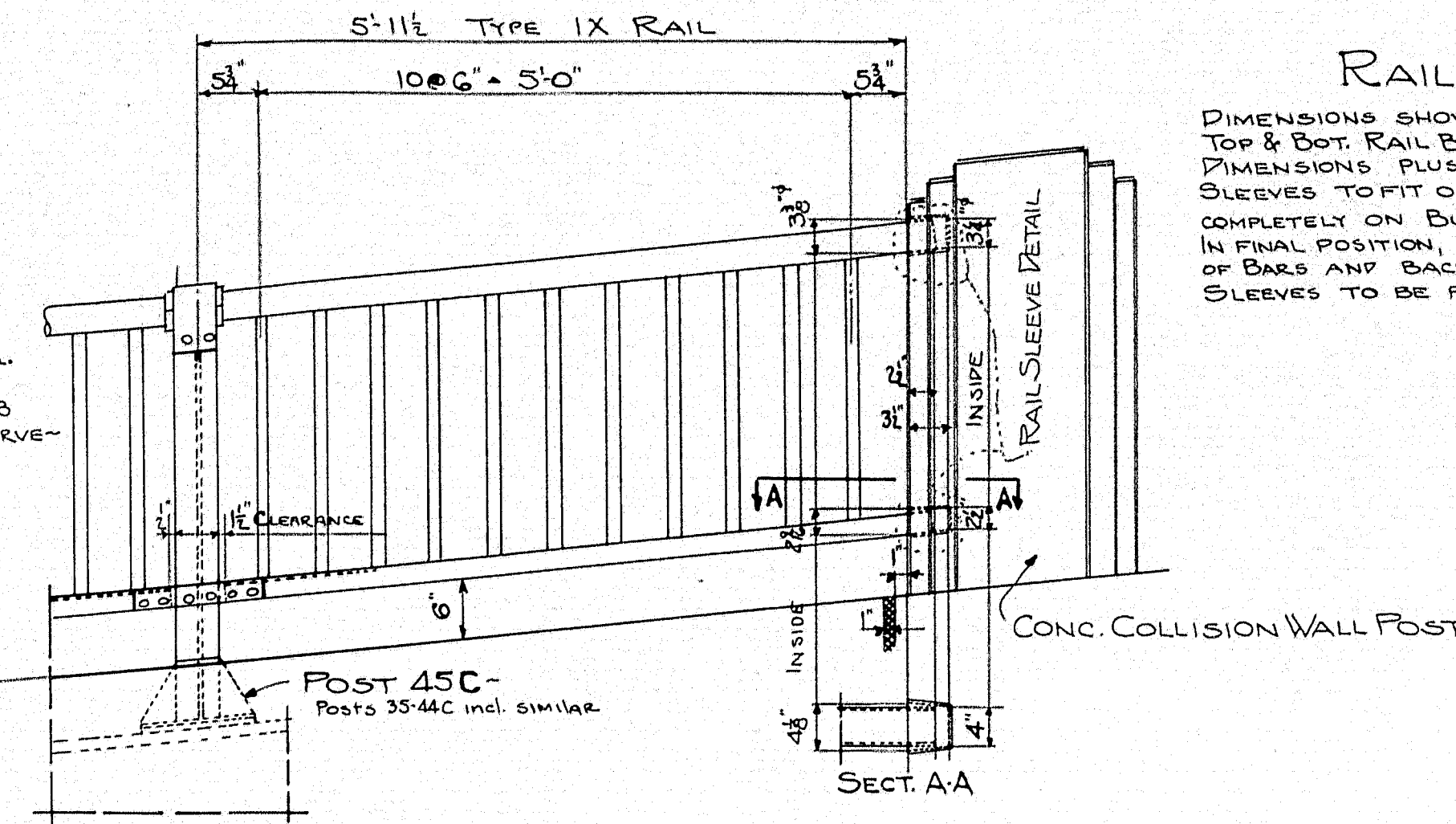


TOP RAILS - 3 1/2" O.D. - 2 1/8" I.D. TUBING.
BOTTOM RAILS - 4" - 3/4" L.B. CHANNEL.
SPINDLES - 1" O.D. - 3/8" I.D. TUBING.
POSTS - 4" - 4.85 L.B. H BEAMS.
ALL MATERIAL ALUMINUM ALLOY-53-ST.

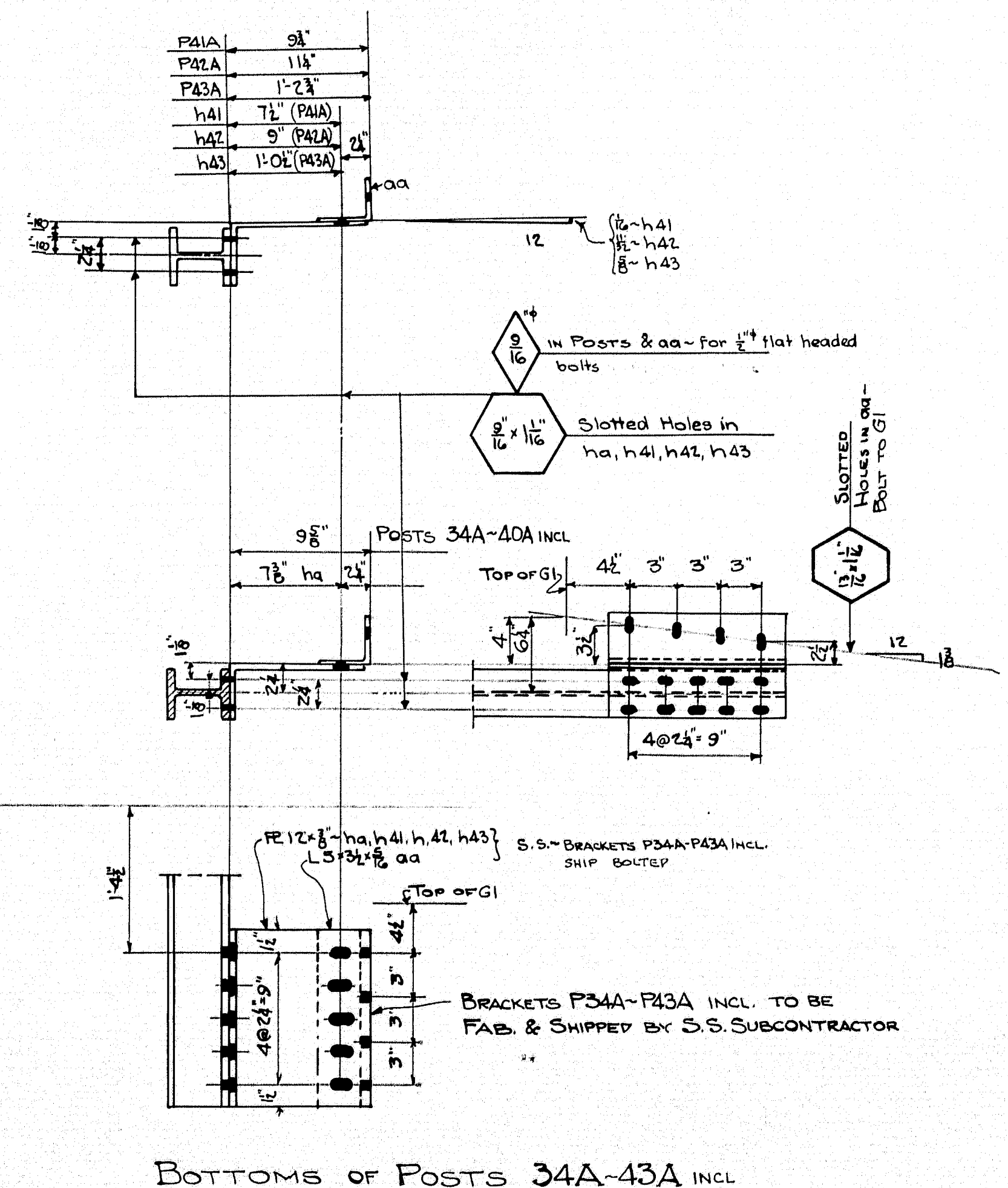
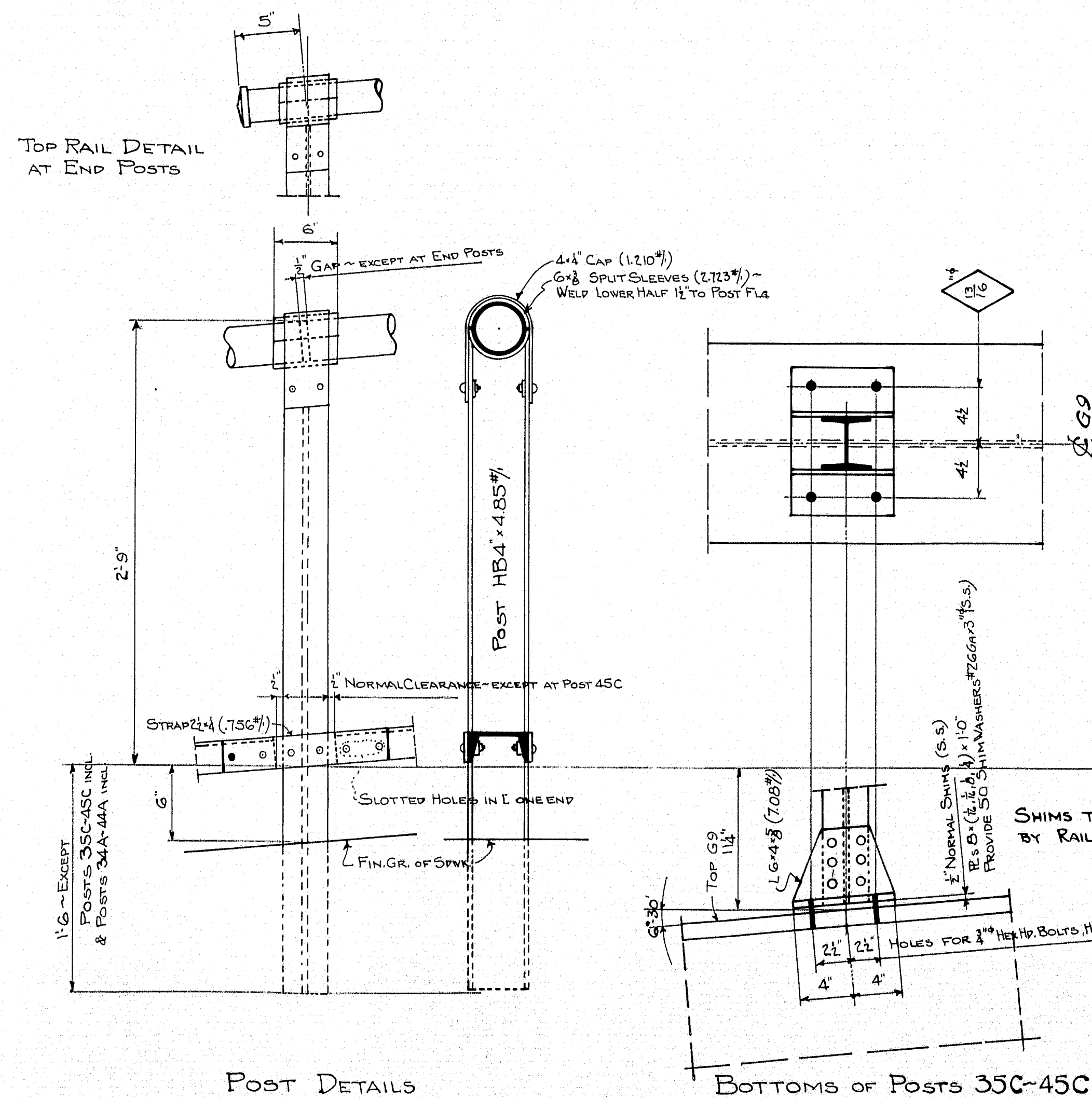
FOR ASSEMBLIES SEE DWG. 15105.
DETAILS OF RAILING.
FOR RINES HILL R.R. BRIDGE, AUGUSTA, ME.
MAINE STATE HIGHWAY COMMISSION.
THE PORTLAND CO., PORTLAND, ME.
ORD. NO 3300. SCALE: 3/4" = 1'-0". JUNE 5, 1939. 15104.



TOP RAIL 3 1/2" x 1/2" (2.183%)
 BOT RAIL 4 1/2" x 3/4" (2.233%)
 SPINDLES 1 1/2" x 1/2" (2.233%)
 EXPAND INTO TOP RAIL & BOT. C.
 TOP & BOT RAIL BARS TO BE PARALLEL TO SPWK GRADE. SPINDLES & POSTS TO BE VERTICAL.
 TOP & BOT RAIL BARS 19B-26B INCL TO BE BENT TO HOR. CURVE - 48.43 RADIUS AT 1/2 OF RAIL.

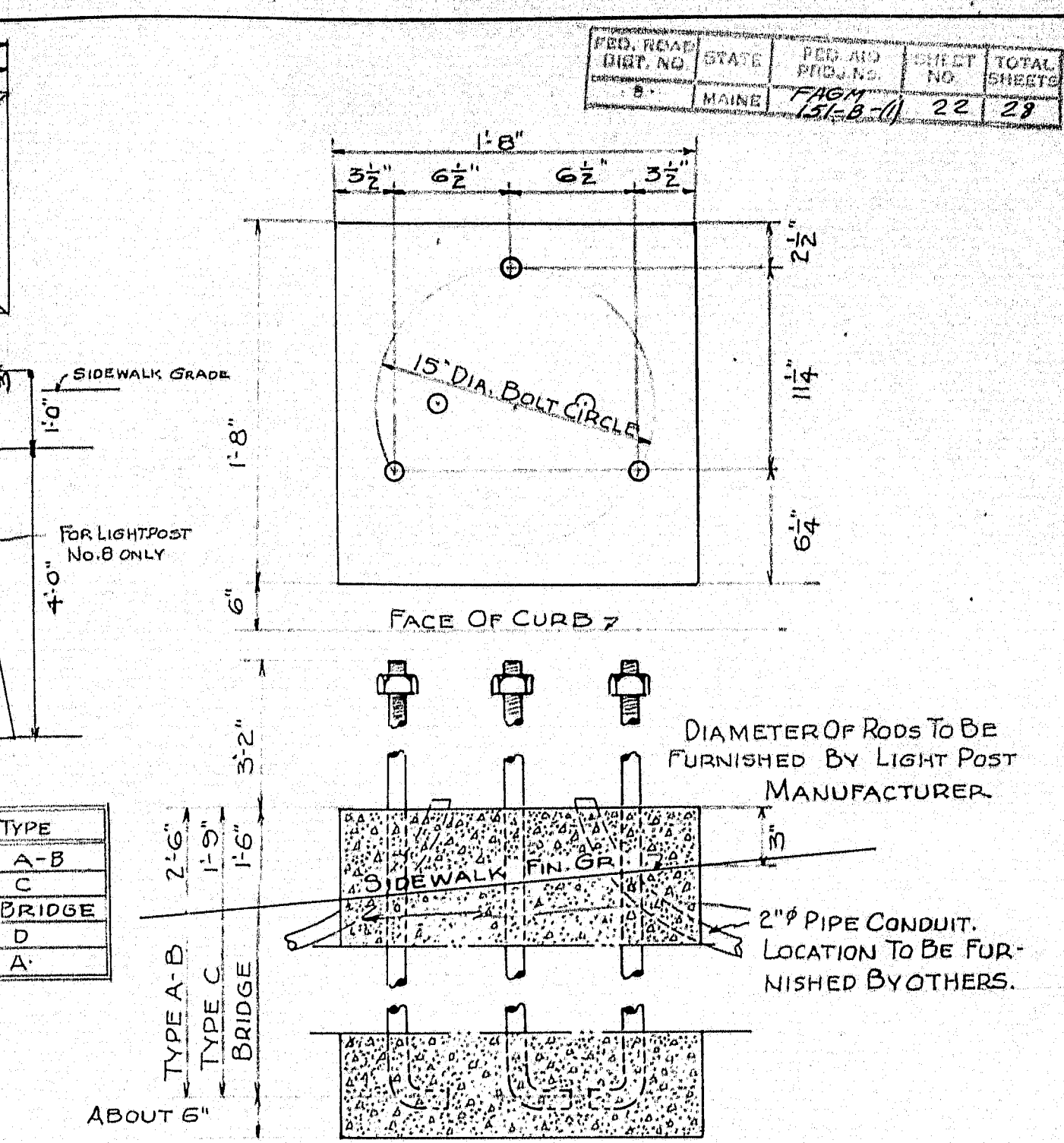
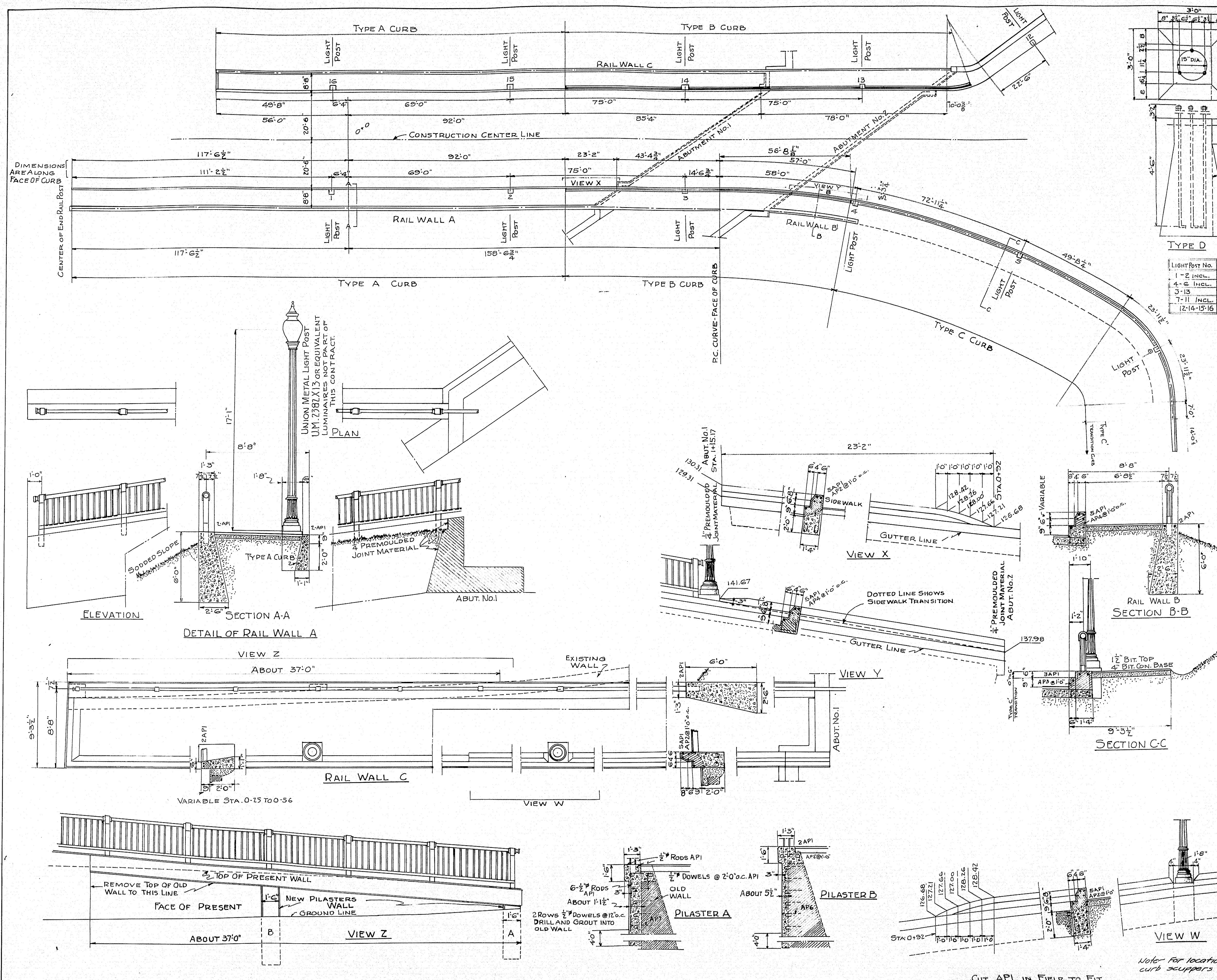


	LOCATION OF RAIL BAR TYPES (BETWEEN POSTS)								END POSTS
	I- END	I- INT	II- END	II- INT	III- END	III- INT	IV- END	IV- INT	
RAIL A	1-2	2-11	48-49	17-48			21-22	19-21	1, 49
RAIL B			1-2	2-10	12-13	13-19	23-24	24-26	1, 11, 12, 22, 23, 27
RAIL C	1-2	2-11		11-45					1



GENERAL NOTES
 ALL RAIL MATERIAL WROUGHT ALUMINUM - EXCEPT AS NOTED
 ALLOY 535-T
 ALL PLATE TO BE GREY PLATE
 ALL SHAPES TO BE IN "AS ROLLED" OR IN "AS SUPPLIED" CONDITION
 ALL MATERIAL MARKED S.S. TO BE STRUCTURAL STEEL & TO BE PAID FOR AS SUCH.
 ALL RAIL CONNECTIONS TO BE BOLTED WITH FLAT HEADED 1/2" BOLTS WITH LOCK WASHERS, EXCEPT FOR THOSE BOLTS IN SLOTTED HOLES WHICH SHALL HAVE BEVELED WASHERS & 2 HEX NUTS EACH.
 ALL BOLTS, NUTS, WASHERS TO BE CADMIUM PLATED STEEL - COST TO BE INCLUDED IN THAT OF RAILING.

PLAN BY S.H. CHECKED BY S.H.
 TOWN 06-02
 BRIDGE 3528
 STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
**RINES HILL
 R. R. CROSSING**
 OVER
M.C.R.R. TRACKS
 IN THE CITY OF
AUGUSTA
KENNEBEC COUNTY, ME.
 RAIL DETAILS
 SHEET 21 OF 28 AUGUSTA, ME. JAN. 1939



TYPICAL CONCRETE LIGHT POST FOUNDATION

GENERAL NOTES

ALL CURBS AND RAIL WALLS ARE TO HAVE EXPANSION JOINTS APPROXIMATELY EVERY 30'-0". IN THE RAIL WALLS SUCH JOINTS SHALL STAGGER THE RAIL POSTS AT LEAST 2'-0". ADJACENT SECTIONS SHALL BE SEPARATED BY 1/4" PREMOULDED JOINT MATERIAL, AND HELD IN LINE BY 5/8" STEEL DOWELS SPACED NOT OVER 2'-0" APART VERTICALLY WITH A MINIMUM OF 2 AT ANY SECTION. DOWELS TO BE 18" LONG AND EXTEND INTO CONCRETE ABOUT 5" EACH SIDE OF JOINT. ONE END OF EACH DOWEL SHALL BE WRAPPED WITH ROOFING TO PREVENT BOND INTO CONCRETE.

THE TOP OF ALL CURBS ARE TO BE OF WHITE CEMENT CONCRETE AS INDICATED BY THE SHADED PORTIONS IN THE SEVERAL SECTIONS.

ALL EXPOSED EDGES OF CONCRETE ARE TO BE CHAMFERED 1/4".

SEE SHEET NO. 27 FOR LOCATION OF BALANCE OF LIGHT POSTS.

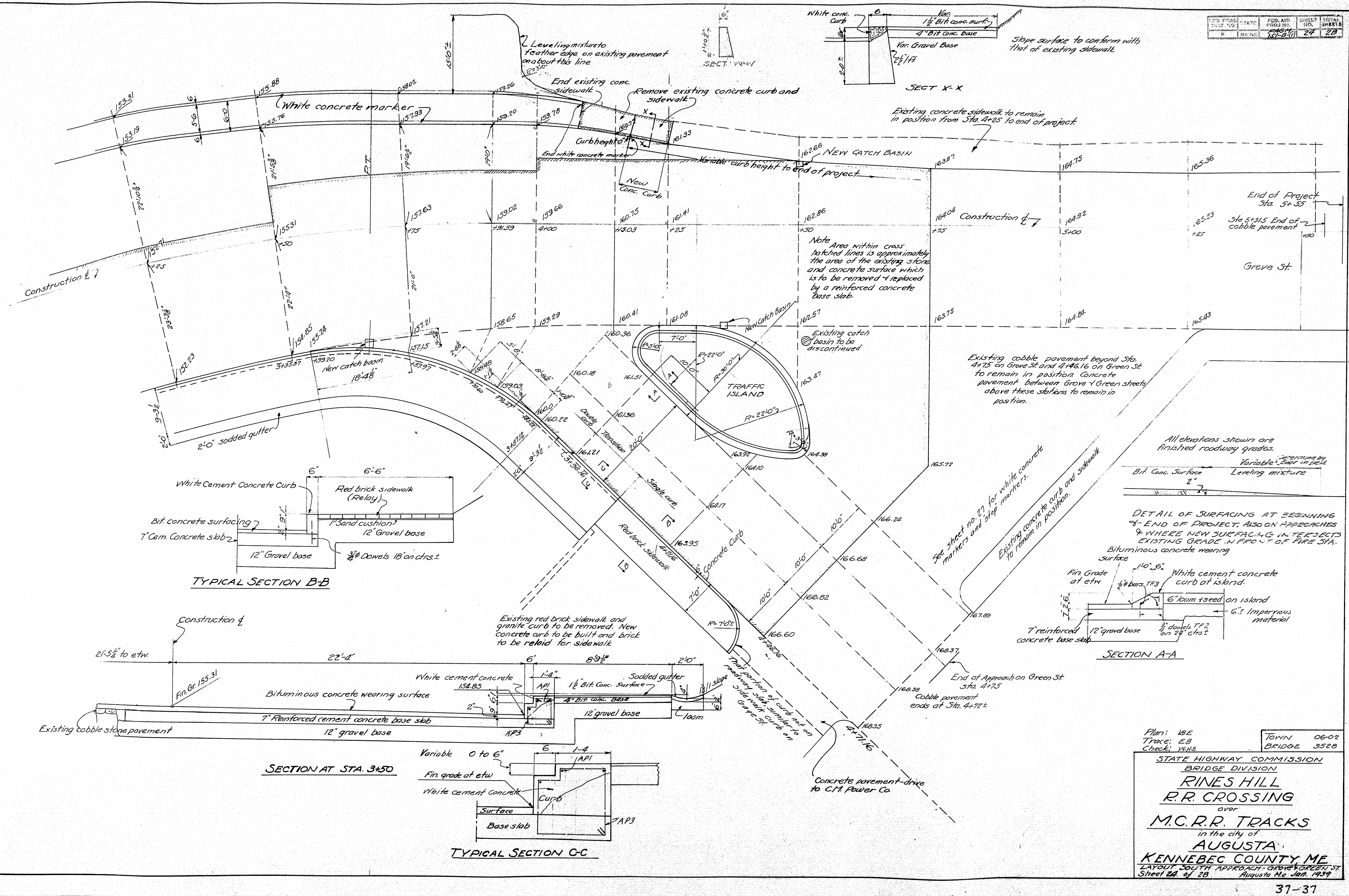
PLAN BY BEAR
CHECKED BY GIDN

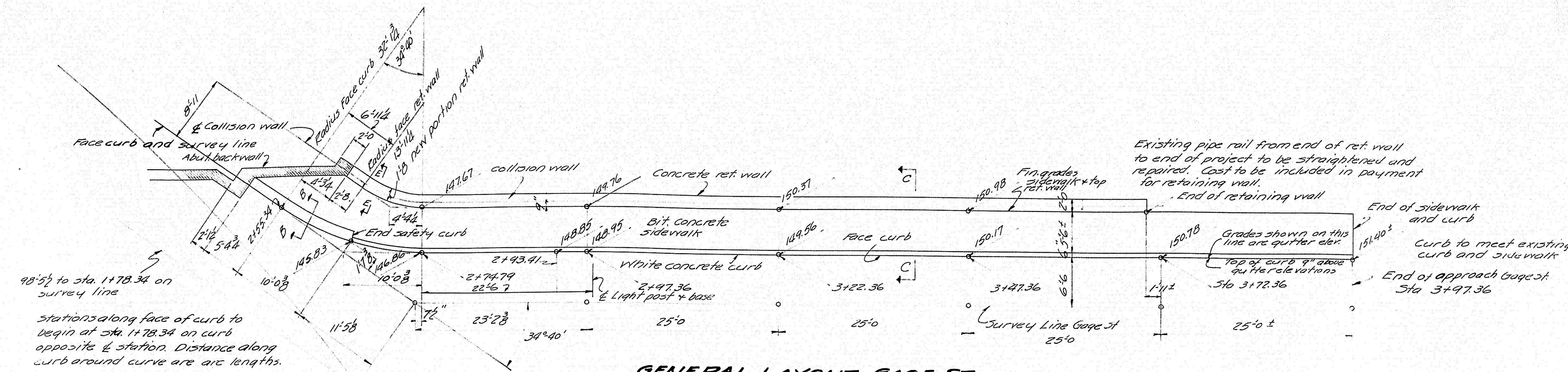
TOWN 06-02
BRIDGE 3528

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

**RINES HILL
R. R. CROSSING**
OVER
M. C. R. R. TRACKS
IN THE CITY OF
AUGUSTA
KENNEBEC COUNTY, ME.

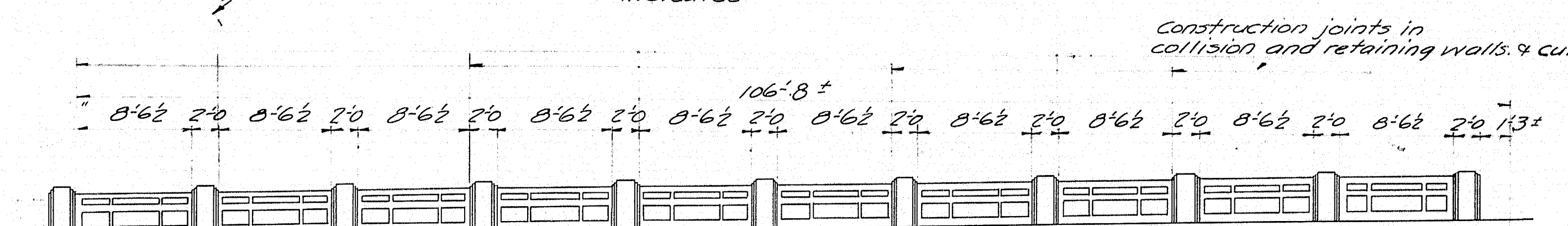
SPECIAL DETAILS- LIGHTING, RAIL WALLS & CURBS
SHEET 22 OF 28 AUGUSTA, ME. JAN. 1939.



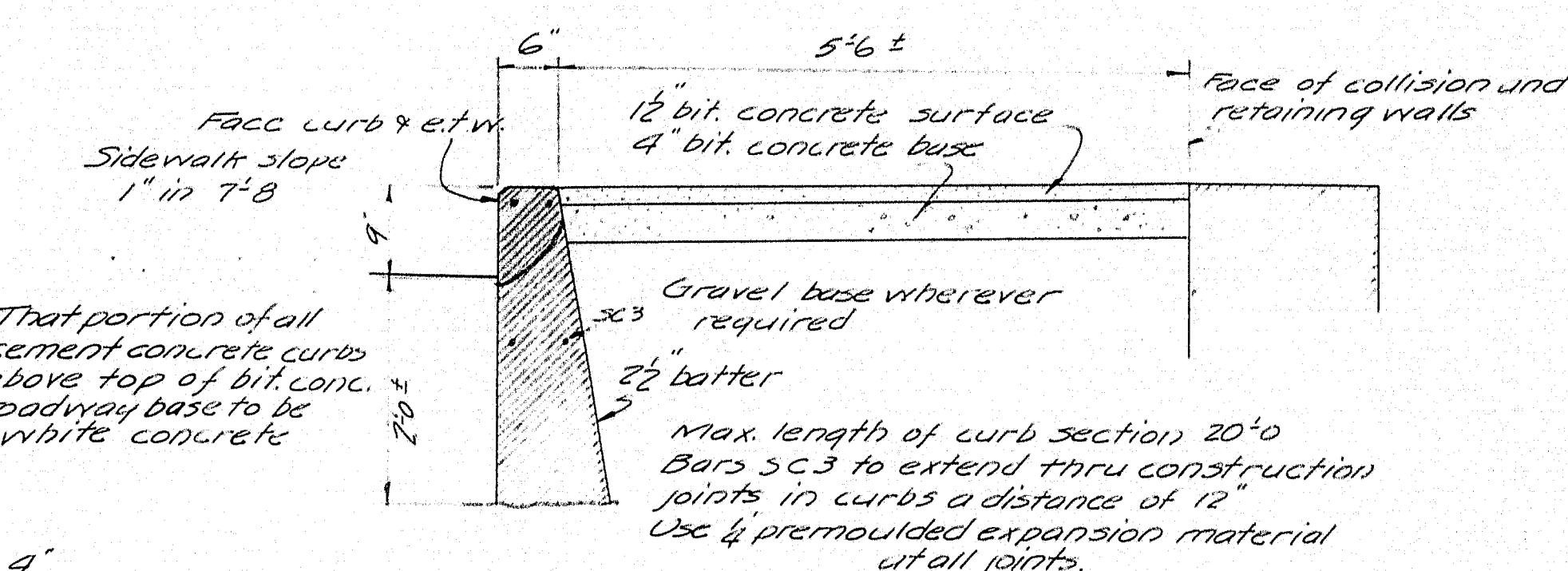


GENERAL LAYOUT GAGE ST.

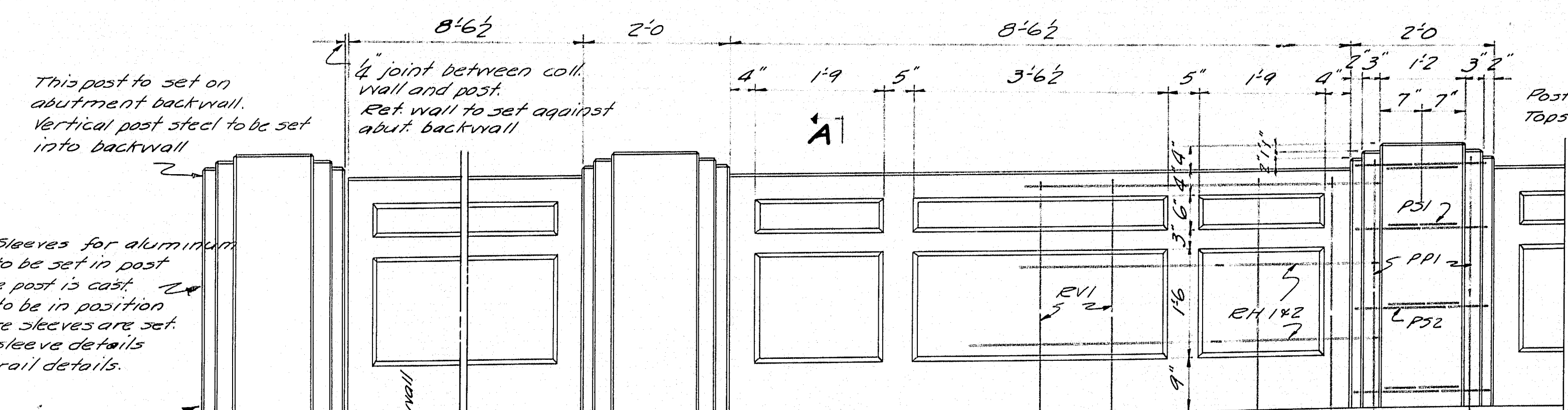
Note - Retaining and collision walls to be built on line shown above. Portion of walls to be on curve as indicated.



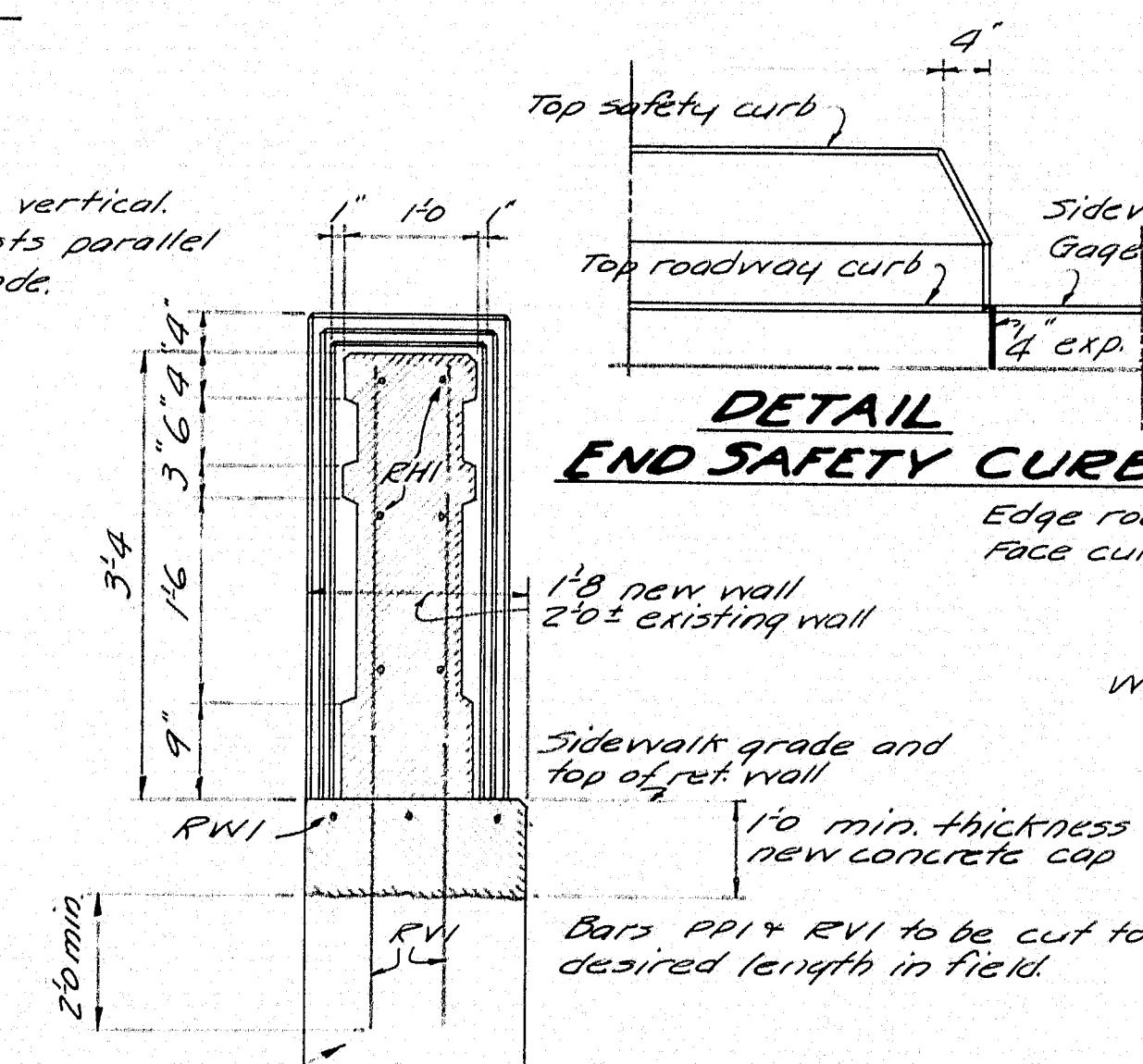
GENERAL ELEV. COLLISION WALL



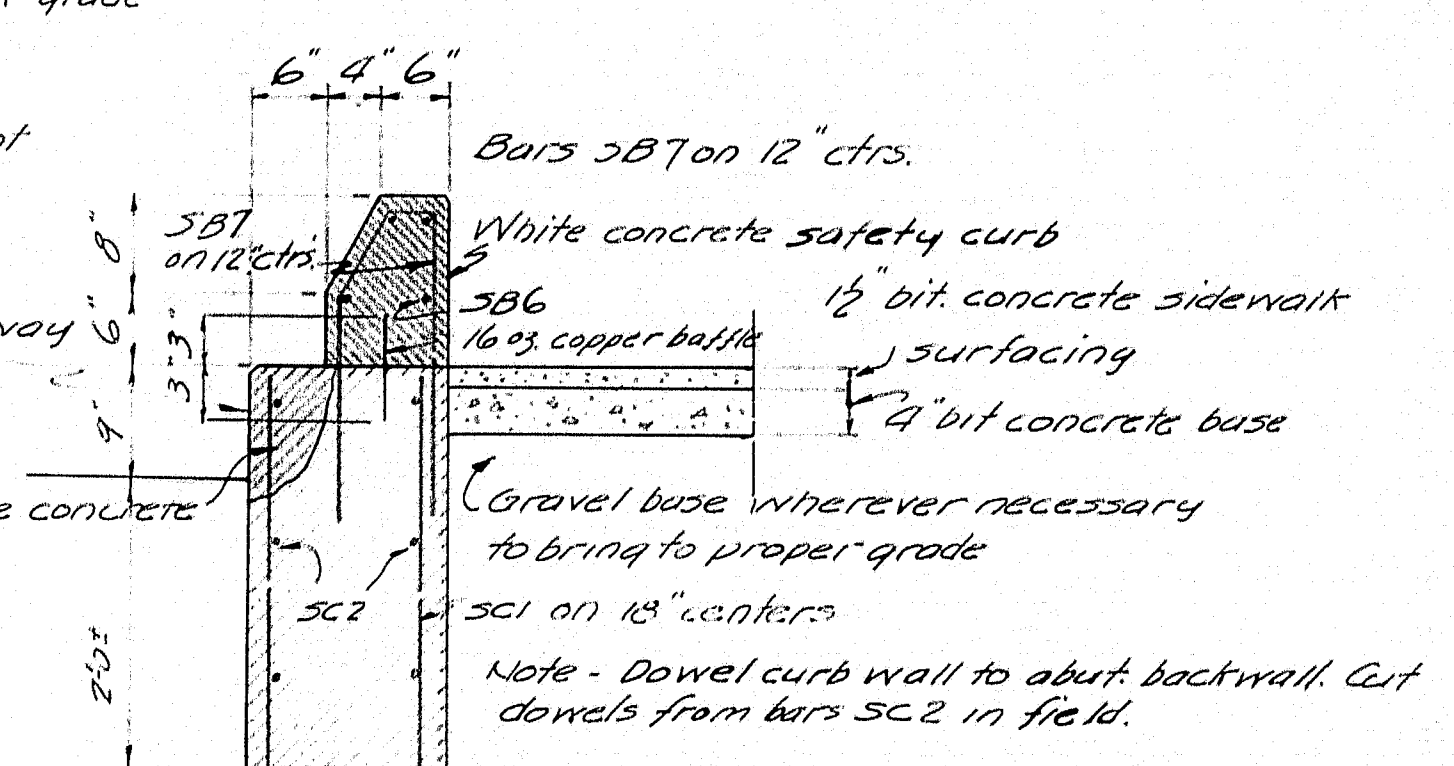
TYPICAL SECTION C-C



TYPICAL COLL. WALL ELEVATION



DETAIL END SAFETY CURB



SECTION B-B

Note - That portion of existing sidewalk on Gage St. which is necessary will be removed. Wherever gravel base is necessary a 4" bituminous concrete base will be used. The bit. concrete base may vary if the existing sidewalk is of sufficient height to omit the gravel and use the bit. concrete base only. Depth of curbs, etc., to be determined by Engineer in field.

PANEL DETAIL

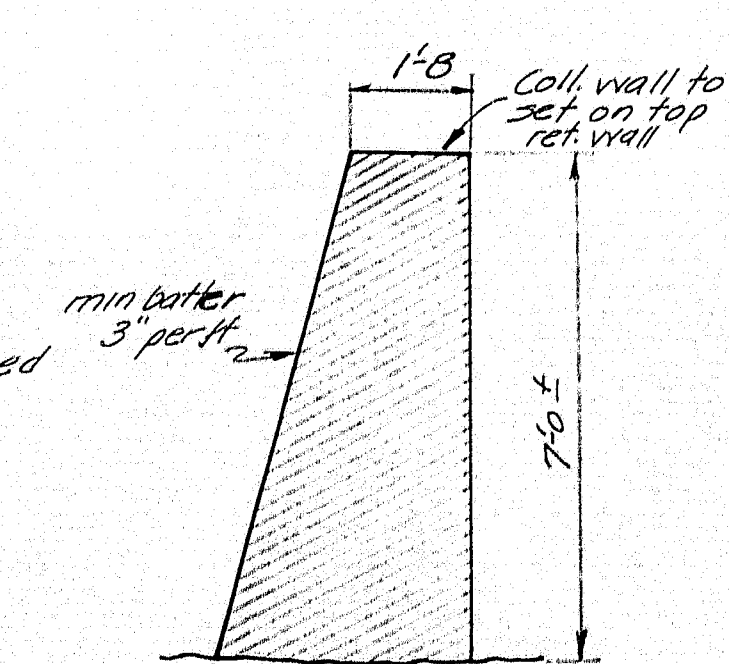
POST PLAN

HOR. SECT. COLLISION WALL

Wherever construction joints are called for in the collision and ret. walls a 1/2" pre-moulded expansion material shall be used. Joints in coll. wall to be made similar to that adjacent to backwall post. Pre-moulded material shall be neatly trimmed to fit and shall be held in position by a method satisfactory to the Engineer. Chamfer exposed edges of concrete 1/2" unless otherwise indicated.

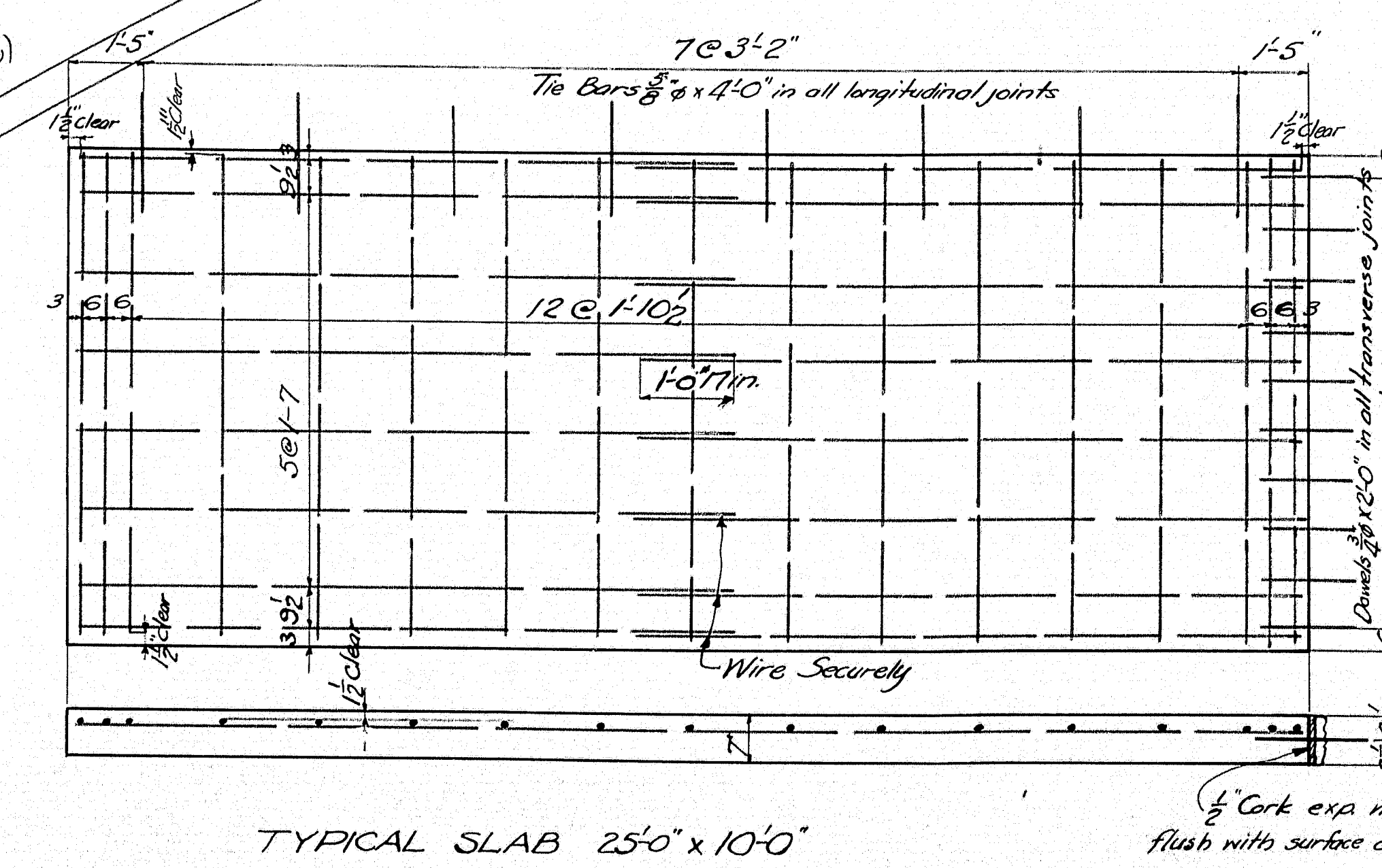
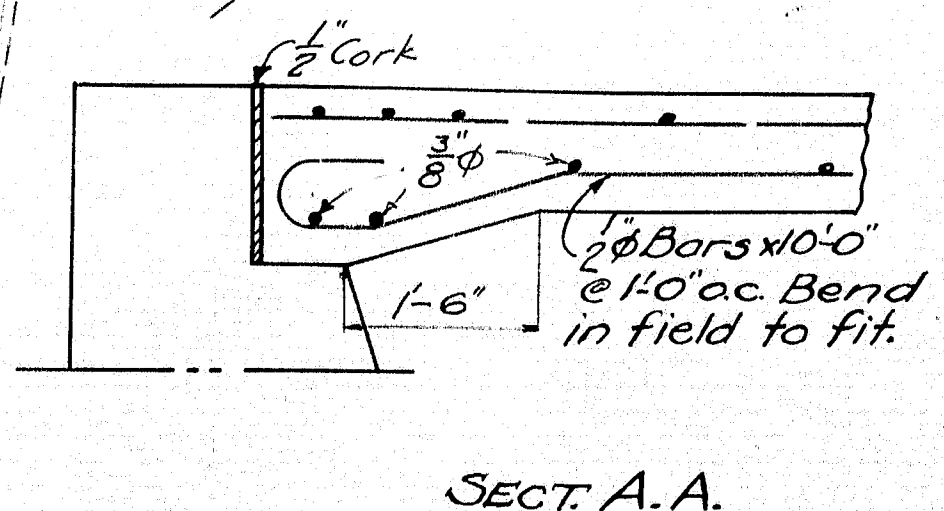
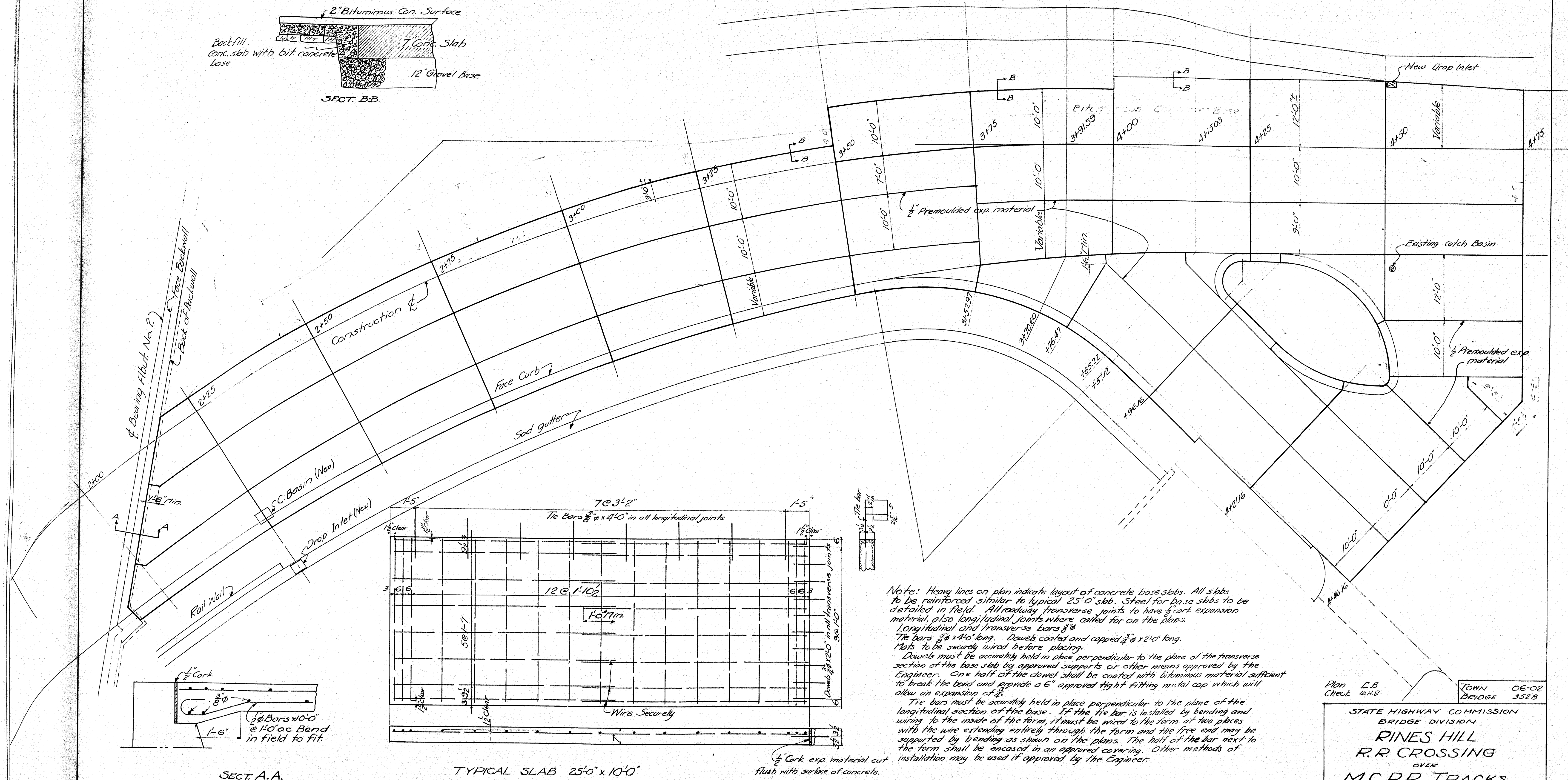
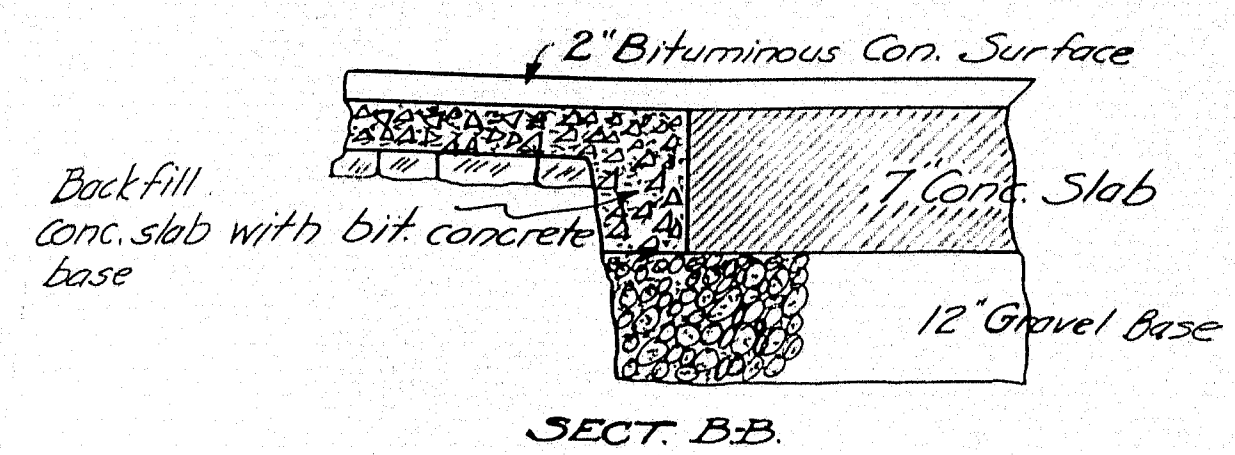
Top of the existing retaining wall to be removed wherever necessary, in order to obtain a minimum thickness of 14" for new concrete cap. Vertical reinforcing steel for collision wall to be grouted into the existing concrete wall a minimum of 2'-0". Adjacent to abutment backwall and around curve a new retaining wall is to be constructed. The length of this new portion will extend to meet the existing concrete ret. wall. Details of new ret. wall, length, depth, etc., to be determined by Engineer in field. If the existing concrete ret. wall is found unfit for use, as outlined above, it will be removed and a new one constructed.

SECTION A-A



RET. WALL SECTION E-E

Plan by K.B.E.
Checked by E.B.
TOWN 06-02
Bridge 3528
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
PINES HILL
R. R. CROSSING
over
M.C.R.R. TRACKS
in the city of
AUGUSTA
KENNEBEC COUNTY, ME.
GAGE ST. DETAILS
Sheet 25 of 28 Augusta Me. Jan. 1939.

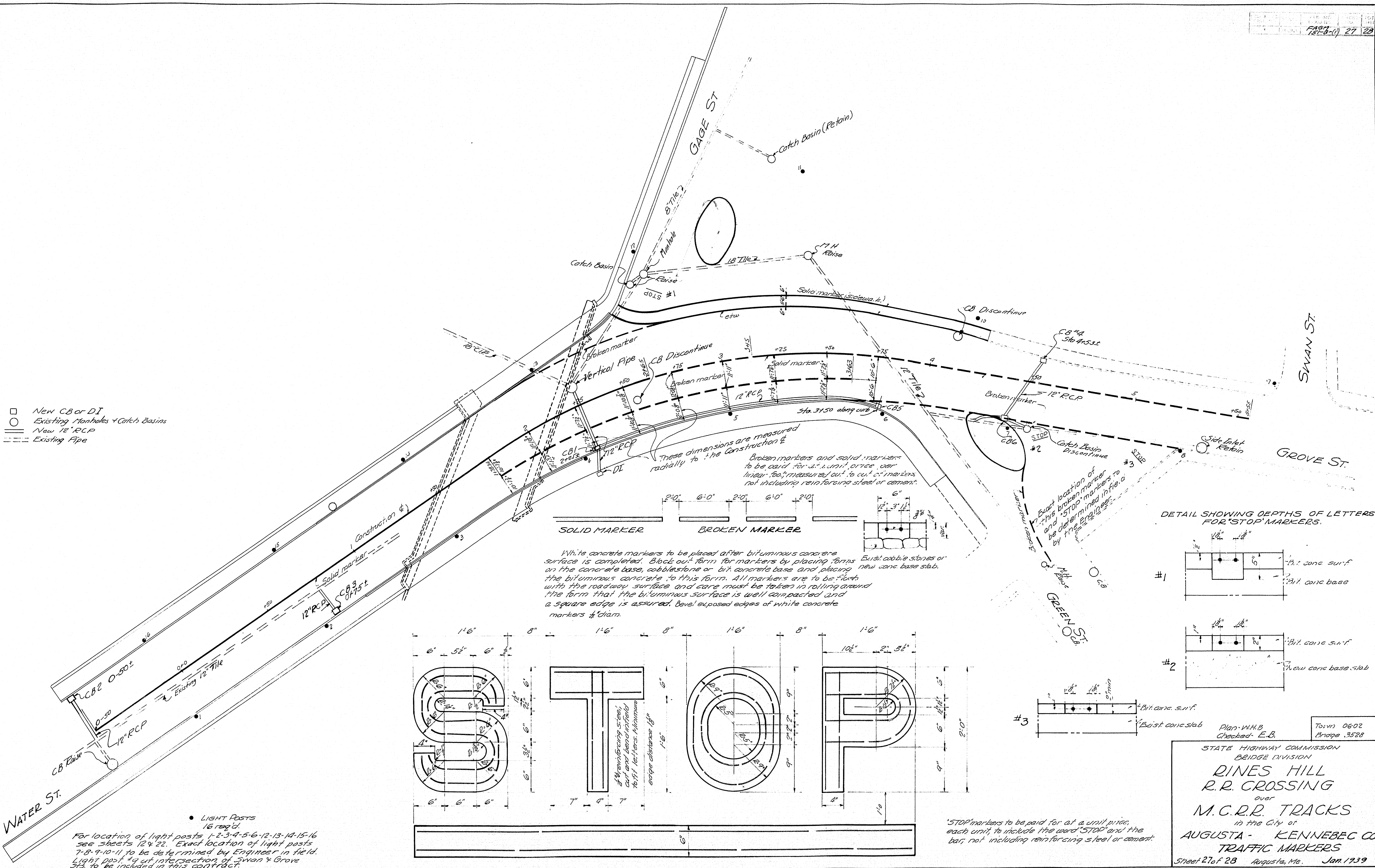


Note: Heavy lines on plan indicate layout of concrete base slabs. All slabs to be reinforced similar to typical 25'-0" slab. Steel for base slabs to be detailed in field. All roadway transverse joints to have 1/2" cork expansion material, also longitudinal joints where called for on the plans. Longitudinal and transverse bars 3/8". Tie bars 3/8" x 4'-0" long. Dowels coated and capped 3/8" x 2'-0" long. Nuts to be securely wired before placing. Dowels must be accurately held in place perpendicular to the plane of the transverse section of the base slab by approved supports or other means approved by the Engineer. One half of the dowel shall be coated with bituminous material sufficient to break the bond and provide a 6" approved tight fitting metal cap which will allow an expansion of 1/2". The bars must be accurately held in place perpendicular to the plane of the longitudinal section of the base. If the tie bar is installed by bending and wiring to the inside of the form, it must be wired to the form at two places with the wire extending entirely through the form and the free end may be supported by bending as shown on the plans. The half of the bar next to the form shall be encased in an approved covering. Other methods of installation may be used if approved by the Engineer.

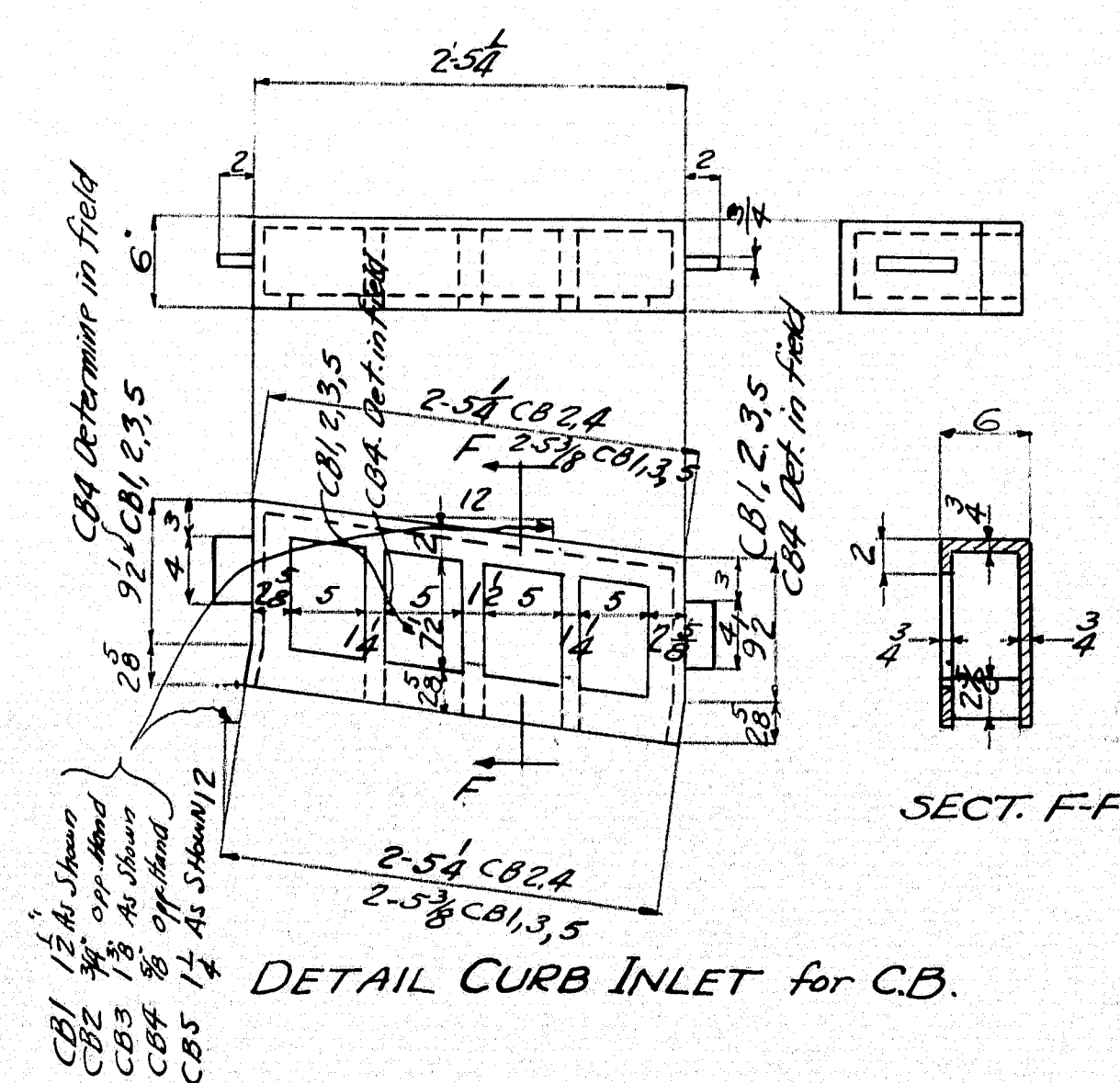
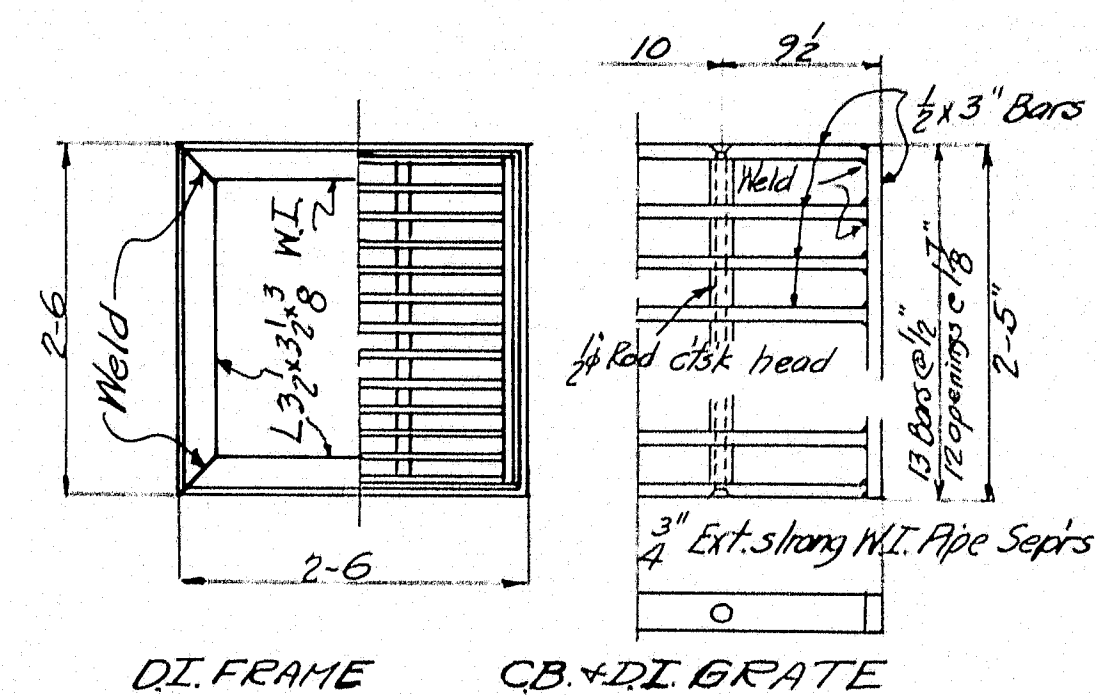
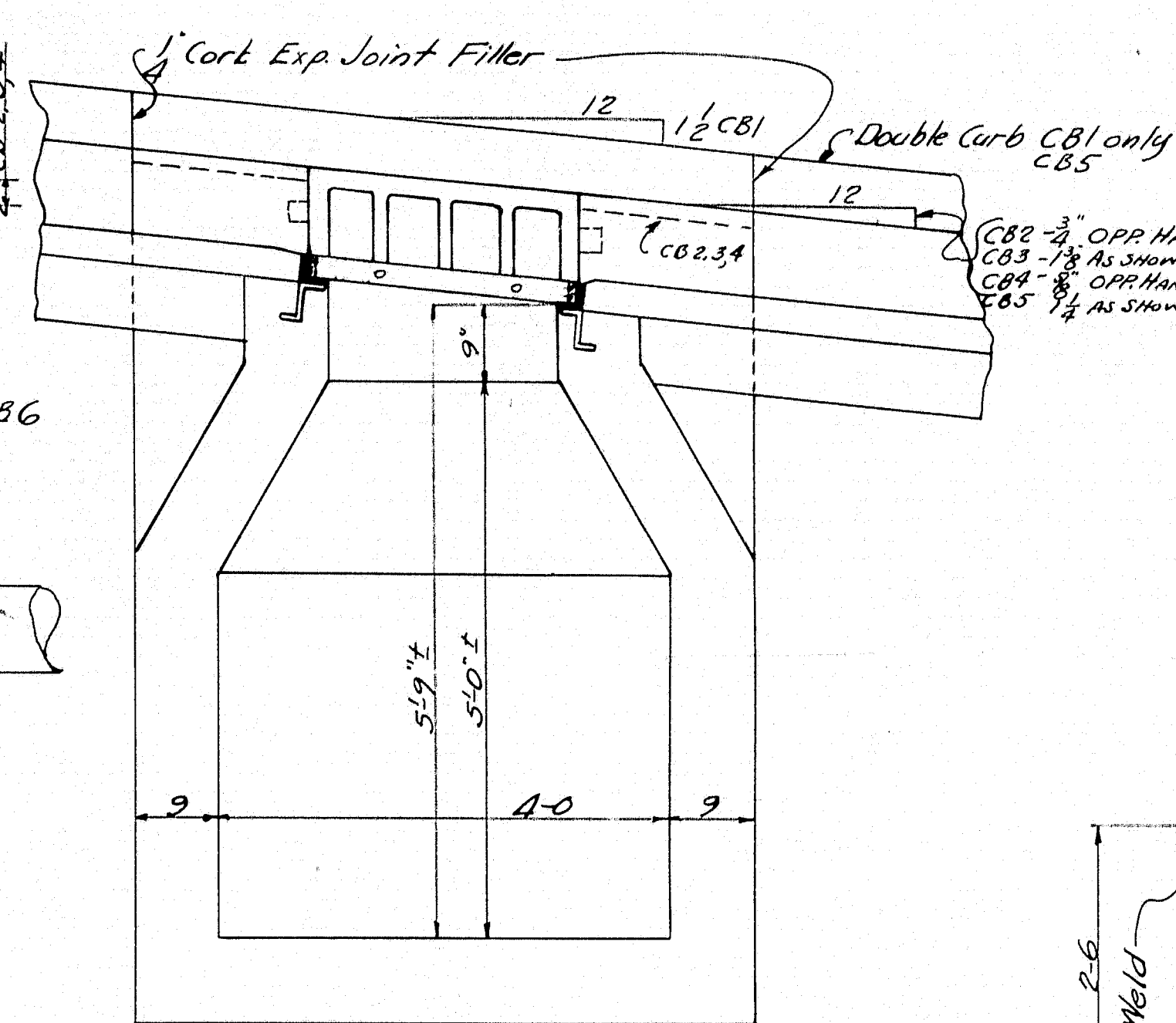
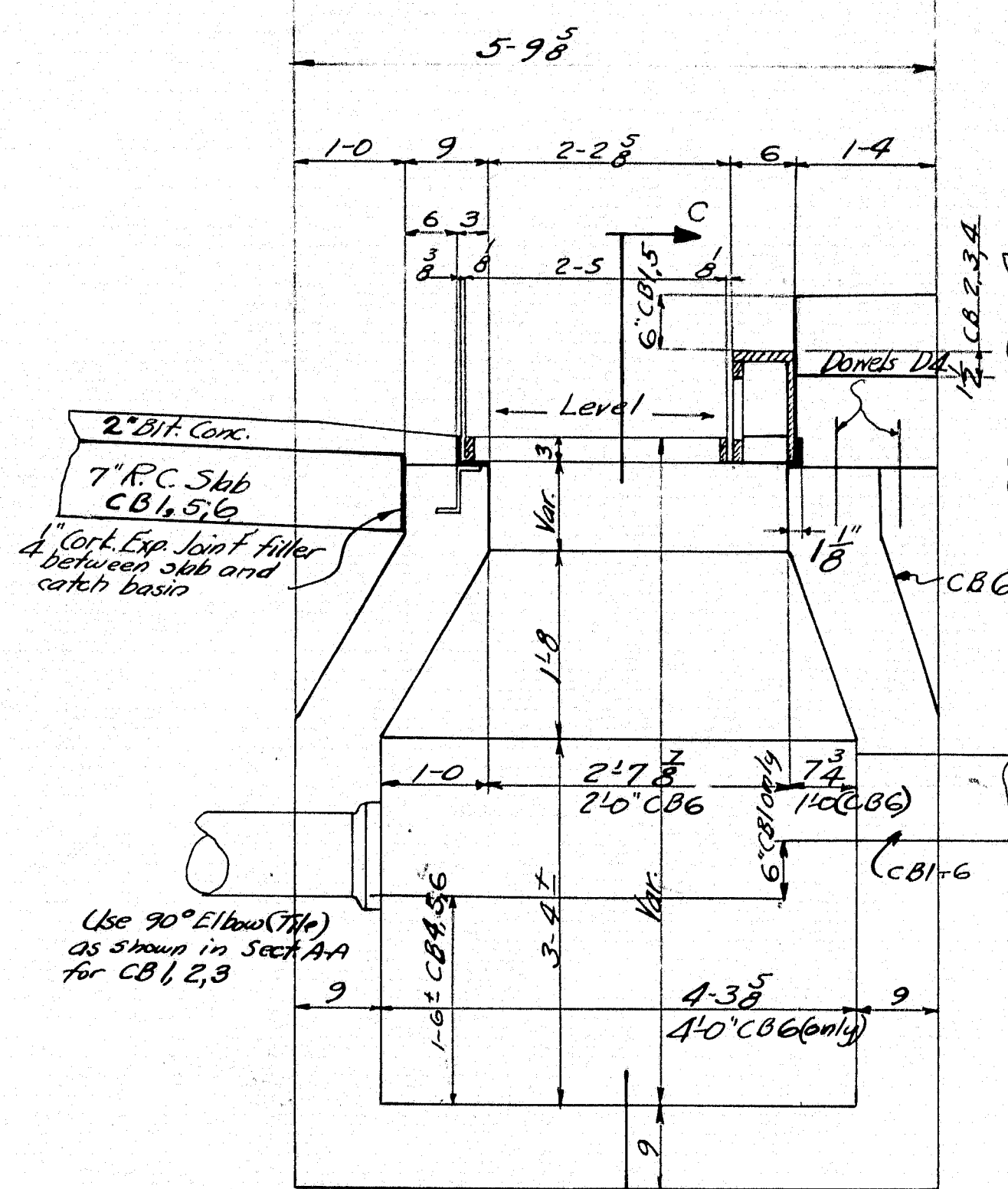
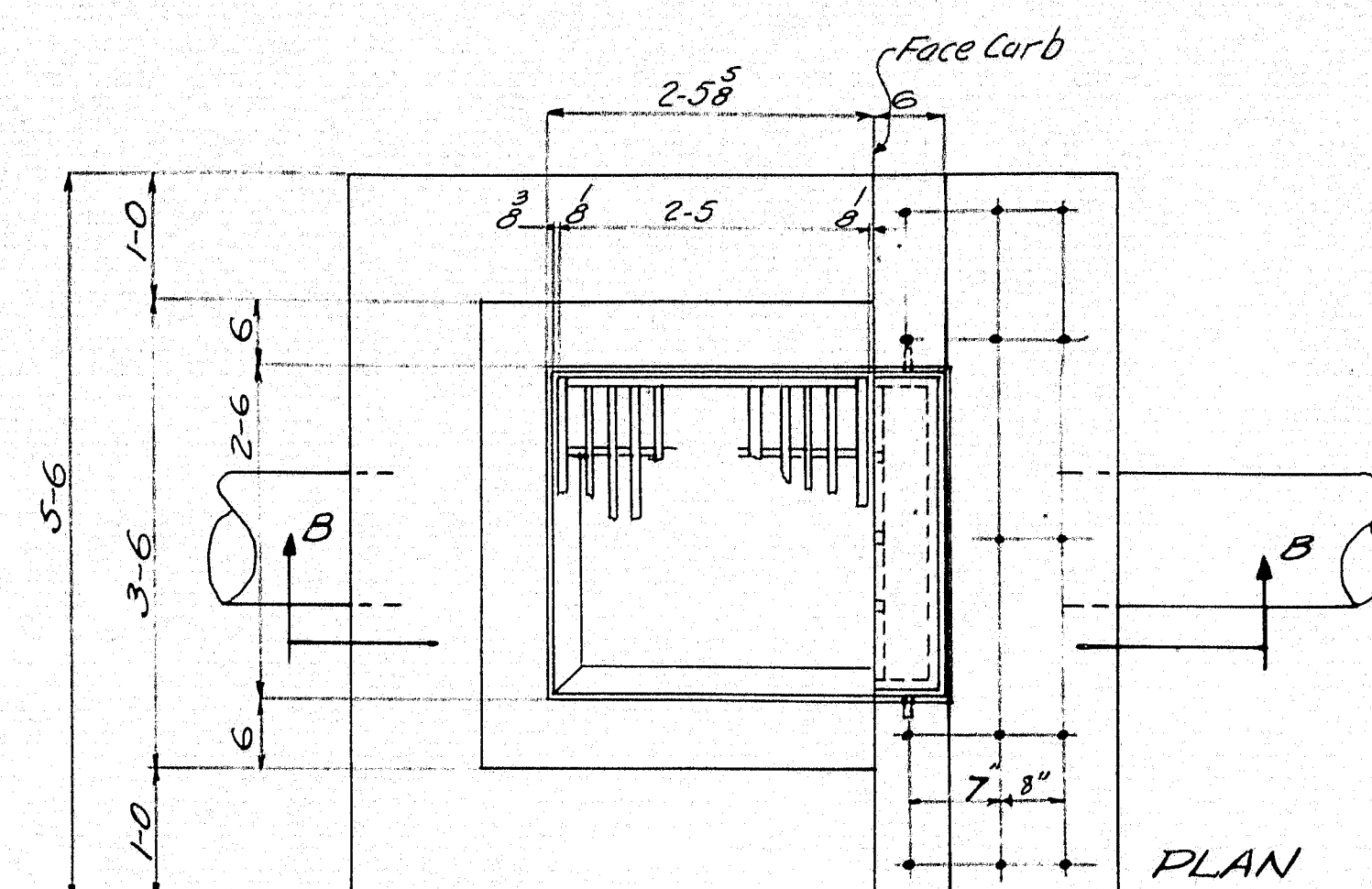
Plan E.B.
Check W.H.B.

TOWN 06-02
BRIDGE 3528

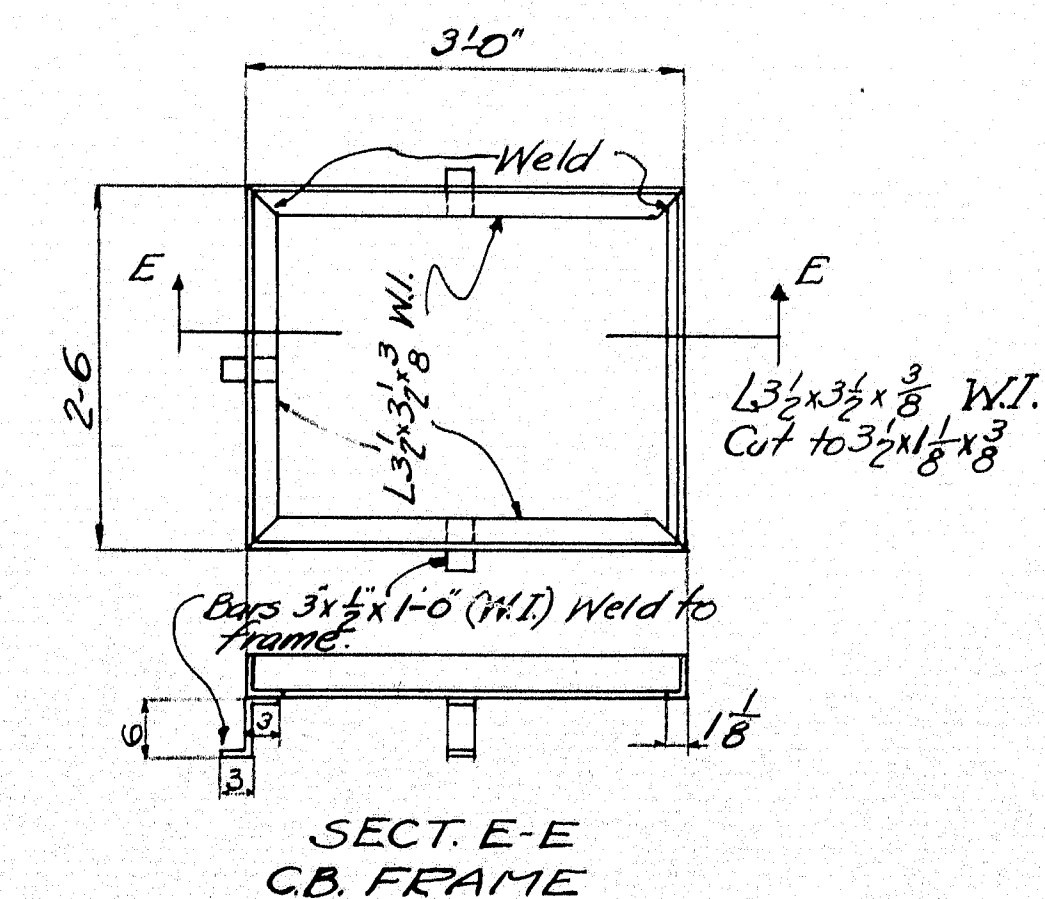
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
RINES HILL
R.R. CROSSING
OVER
M.C.R.R. TRACKS
in the city of
AUGUSTA
KENNEBEC COUNTY, ME.
BASE SLABS
Sheet 26 of 28
August 14, 1939



STATE HIGHWAY COMMISSION
BRIDGE DIVISION
DINES HILL
R.R. CROSSING
over
M.C.R.R. TRACKS
in the City of
AUGUSTA - KENNEBEC CO.
TRAFFIC MARKERS
Sheet 27 of 28 Augusta, Me. Jan. 1939



Note: See Sheet 27 for layout of Catch Basins and Drop Inlet. Cost of making holes and setting pipe into walls of existing Catch Basins, existing sewer pipe vertical pipe to be included in cost of 12" Reinforced Concrete Pipe.
Cost of 90°-12" pipe elbows to be included in price for 12" RCP.
CB 6 to have frame and grate same as for Drop Inlet.

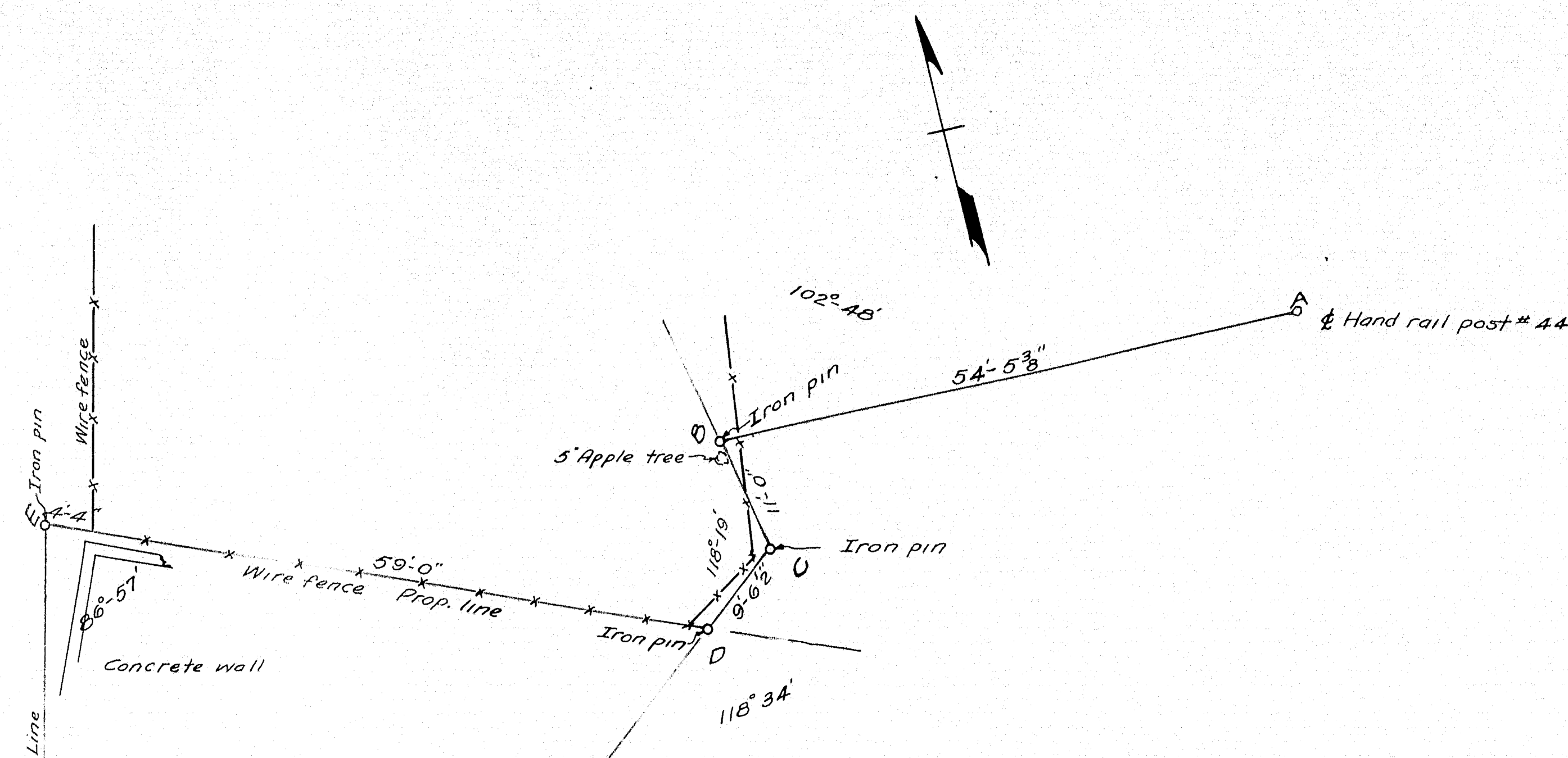


Plan E.B.
Check Wm H. B.

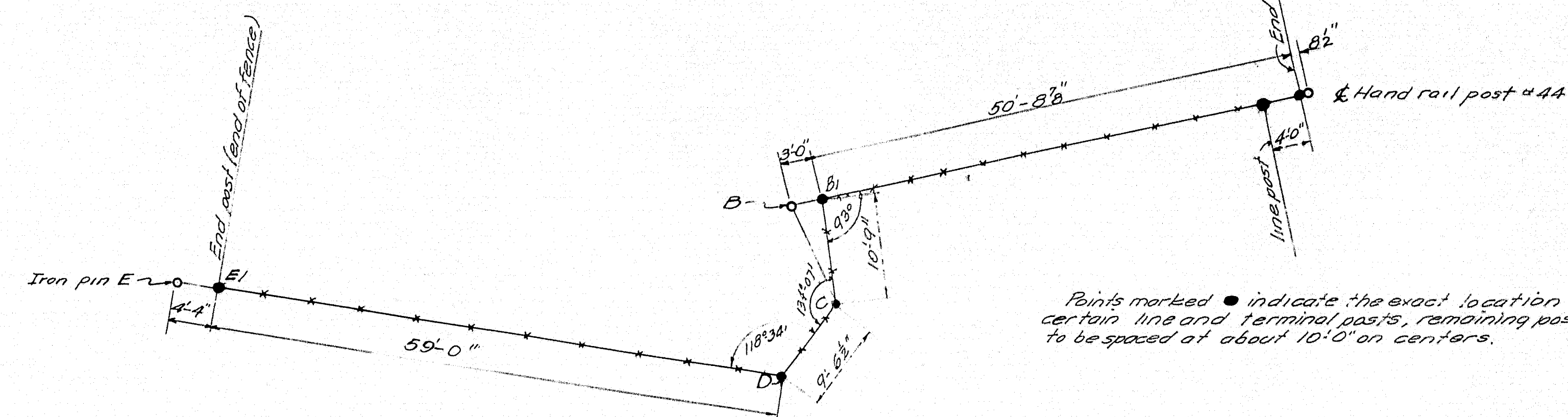
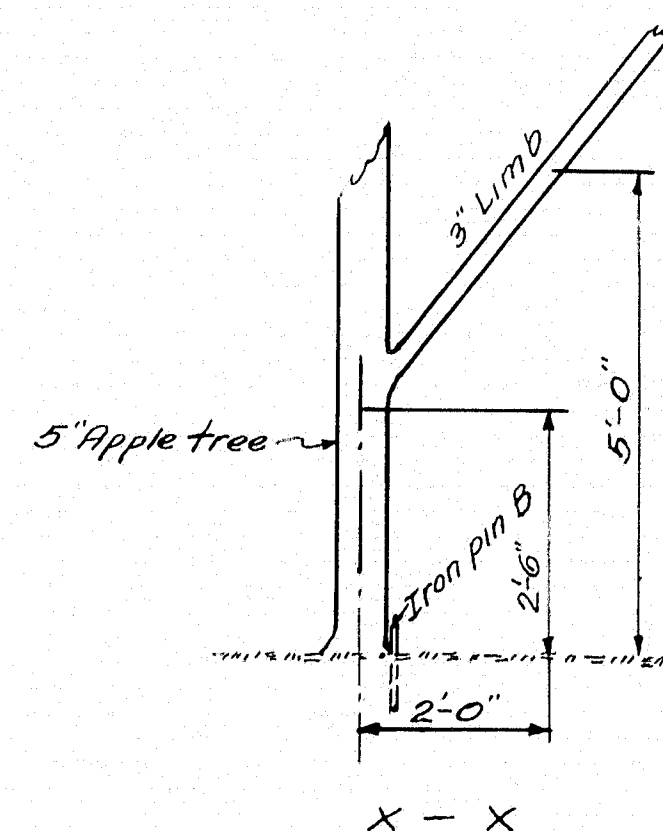
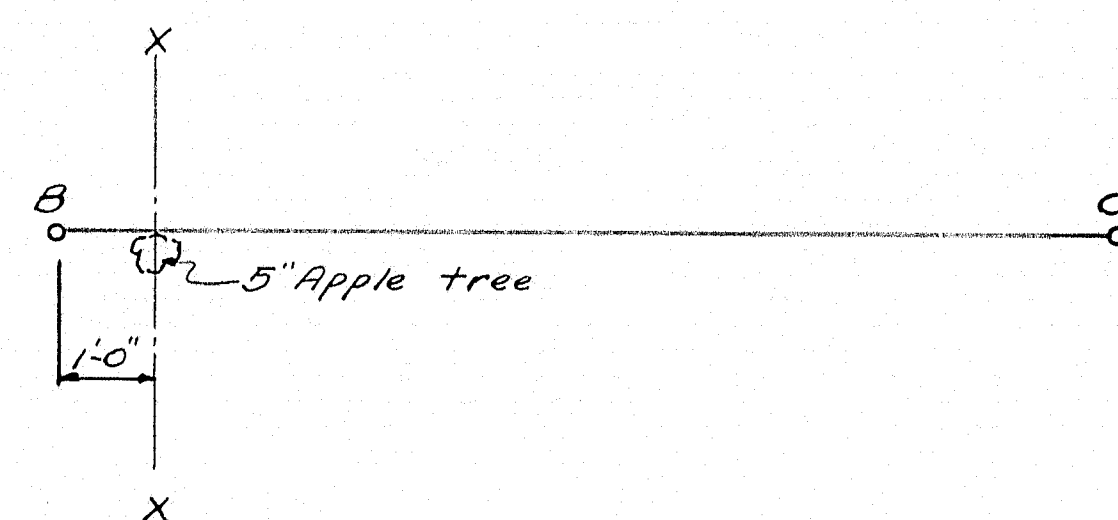
Town 06-02
Bridge 3528

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
PINES HILL
R. R. CROSSING
over
M.C.R.R. TRACKS
in the city of
AUGUSTA
KENNEBEC COUNTY ME.
DROP INLETS - CATCH BASIN
Sheet 28 of 28 Augusta, Me Jan. 1939

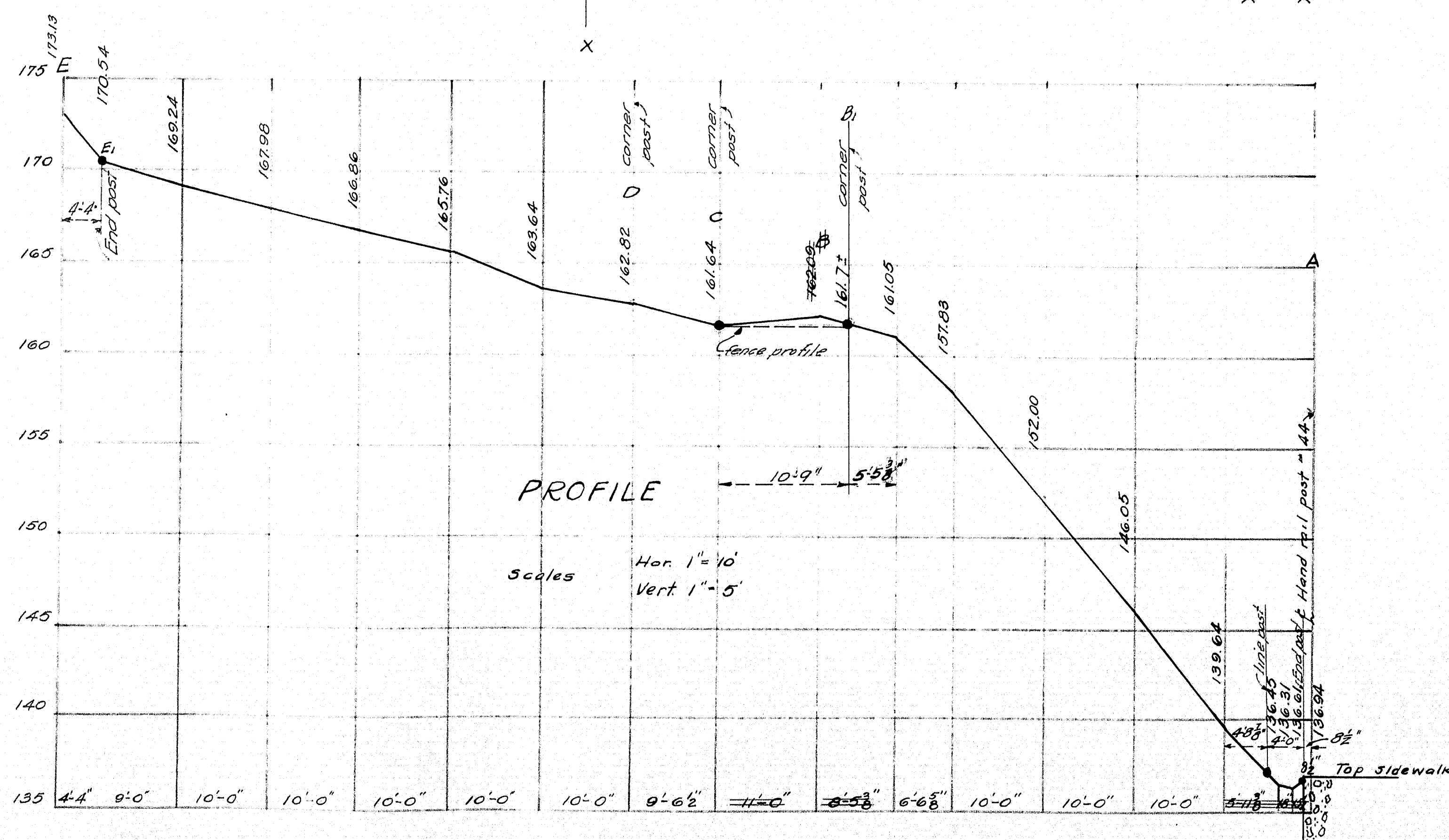




SURVEY PLAN
Scale 1" = 10'



PLAN OF NEW FENCE



PROFILE

Scales
Hor. 1" = 10'
Vert. 1" = 5'

Surveyed by Adams
Plan by Pelletier
Town 06-02
Bridge 3528
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
RINES HILL
R.R. CROSSING
OVER
M.C.R.R. TRACKS
IN THE CITY OF
AUGUSTA
KENNEBEC COUNTY, ME.
SURVEY PATTANBALL FENCE
Sheet 1 of 1
Augusta, Me. May 1940