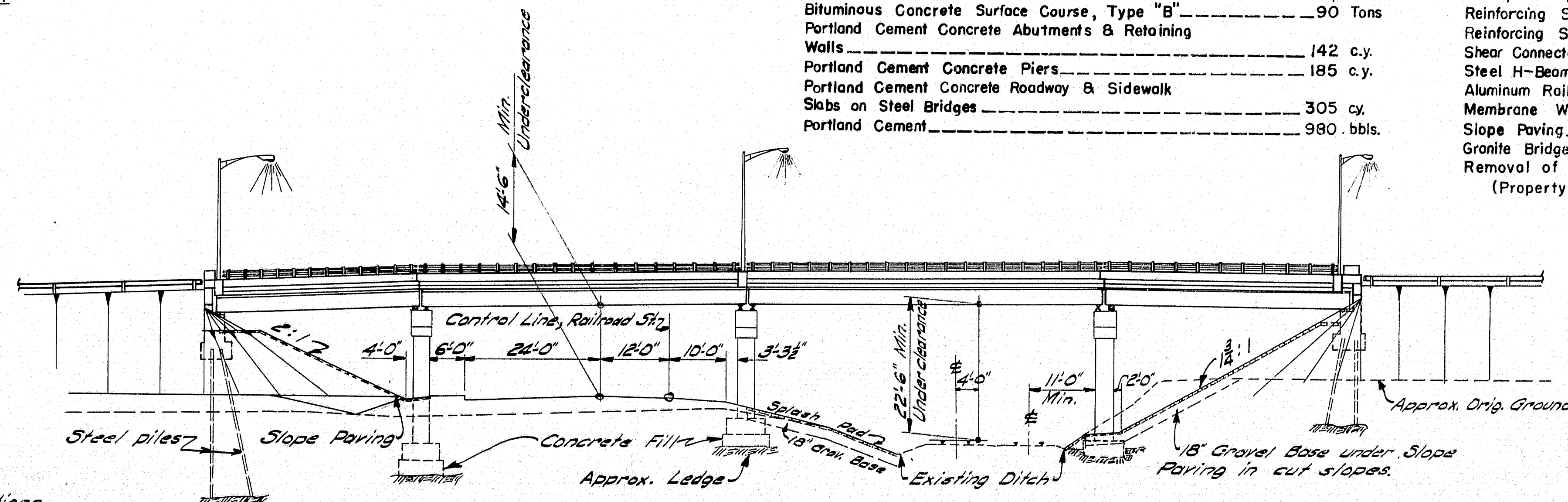


PLAN
Scale - 1" = 15'
Control Chord located from "A" Line;
for Layout details see sheet #5.

ESTIMATED QUANTITIES BRIDGE ONLY

Clearing	0.05 Acres	Concrete Fill	25 c.y.
Earth Excavation	360 c.y.	Structural Steel, Fabricated & Delivered	273,800 lbs.
Structural Earth Excavation, Piers	300 c.y.	Structural Steel, Erection	273,800 lbs.
Structural Rock Excavation, Piers	10 c.y.	Structural Steel, Field Painting	273,800 lbs.
Granular Borrow	2240 c.y.	Bronze or Copper-Alloy Bearing & Expansion Plates, Delivered	125 lbs.
Gravel Base Course (In Place Measure)	140 c.y.	Bronze or Copper-Alloy Bearing & Expansion Plates, Placing	125 lbs.
Bridge Drainage	Lump Sum	Reinforcing Steel, Delivered	110,450 lbs.
Lighting System	Lump Sum	Reinforcing Steel, Placing	110,450 lbs.
Bituminous Concrete Surface Course, Type "B"	90 Tons	Shear Connectors	Lump Sum
Portland Cement Concrete Abutments & Retaining Walls	142 c.y.	Steel H-Beam Piles, 42 lbs./ft.	850 lin. ft.
Portland Cement Concrete Piers	185 c.y.	Aluminum Rail	465 lin. ft.
Portland Cement Concrete Roadway & Sidewalk	305 c.y.	Membrane Waterproofing	810 sq. yd.
Slabs on Steel Bridges	980 bbls.	Slope Paving	550 sq. yd.
		Granite Bridge Curb	485 lin. ft.
		Removal of Existing Structure (Property of Contractor)	Lump Sum



EAST ELEVATION Normal to Railroad Street

Payment for excavation for gravel base under Slope Paving will be made under Item 203-9, Earth Excavation.

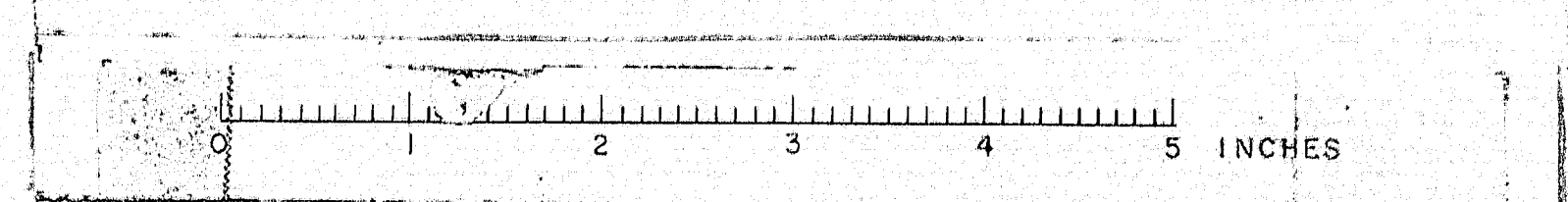
DESIGN SPECIFICATIONS
A.A.S.H.O. Standard Specifications for Highway Bridges 1957
Loading H20-516-44, $f'_s = 18,000$ p.s.i. $f'_c = 1200$ p.s.i. $n = 10$.

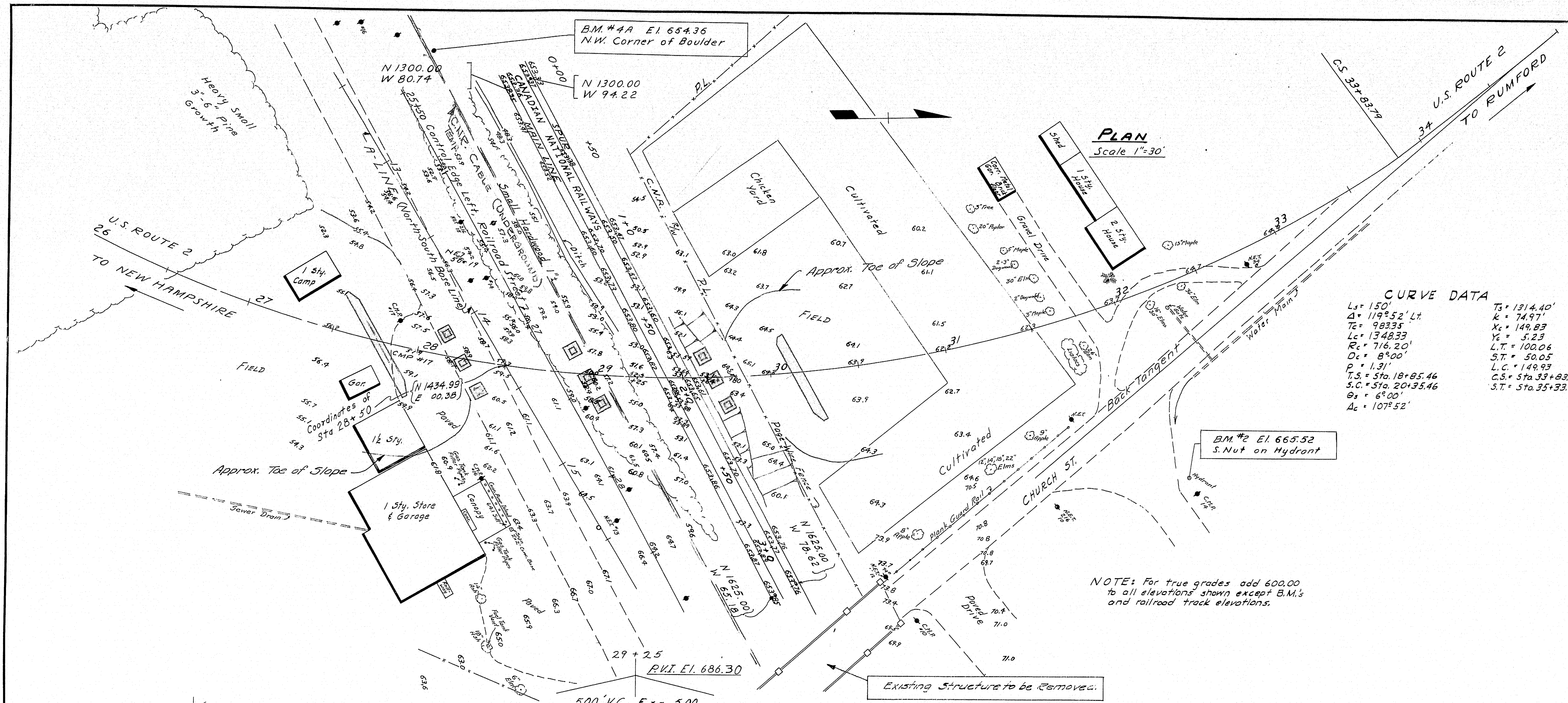
CONTRACT SPECIFICATIONS
State of Maine, State Highway Commission Standard Specifications, Highways and Bridges, Revision of January 1956.

CONCRETE CLASSIFICATION
Concrete Fill Class "B"
All other concrete Class "A"

DESIGN - R. A. S.
TRACE - G. W. S.
CHECK - J. H. S.
BRIDGE NO. SURVEY -
PLOT -
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
CANADIAN NATIONAL RAILWAYS CROSSING
OVER
CANADIAN NATIONAL RAILWAYS TRACKS
AND
RAILROAD STREET
IN THE TOWN OF
BETHEL, OXFORD CO.
GENERAL PLAN & ELEVATION
SHEET 1 OF 19 AUGUSTA, MAINE NOV. 1959

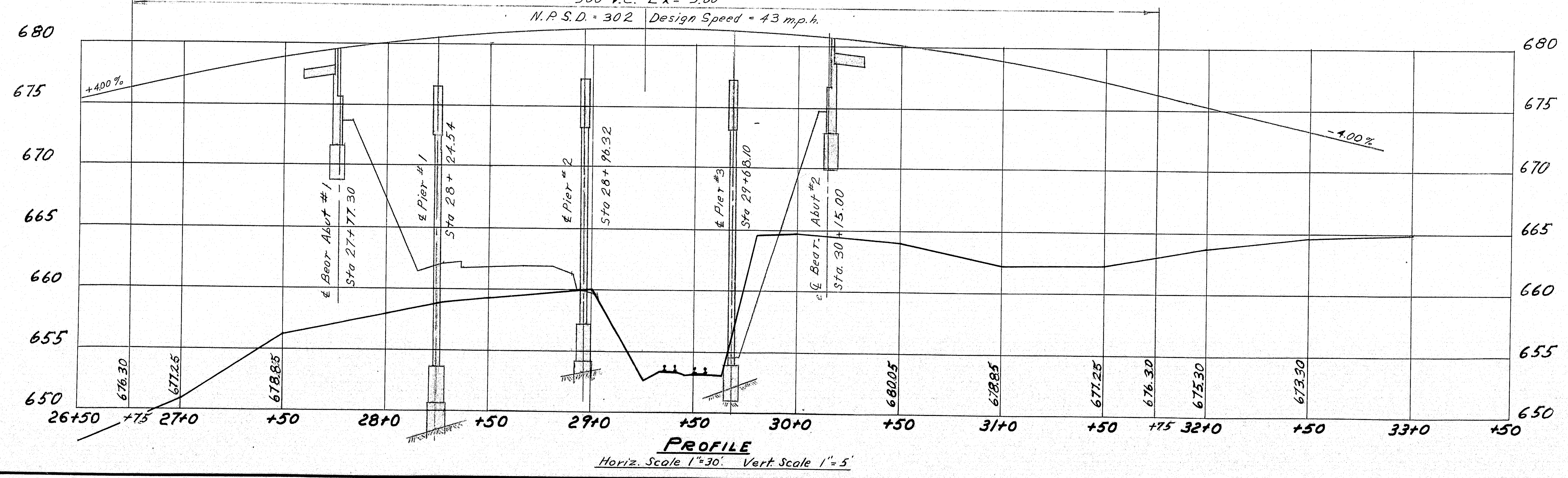
M-1737





CURVE DATA

$L_s = 150'$	$T_s = 1314.40'$
$\Delta = 119^\circ 52' 14''$	$K = 74.97'$
$T_e = 983.35'$	$X_c = 149.83'$
$L_c = 1348.33'$	$Y_c = 5.23'$
$R_c = 716.20'$	$L.T. = 100.06'$
$D_c = 8^\circ 00'$	$S.T. = 50.05'$
$P = 1.31'$	$L.C. = 149.93'$
$T.S. = Sta. 18+85.46$	$C.S. = Sta. 33+83.79$
$S.C. = Sta. 20+35.46$	$S.T. = Sta. 35+33.79$
$\theta_s = 6^\circ 00'$	
$\Delta_c = 107^\circ 52'$	



DESIGN - V. SMITH
CHECK - K. W. F.

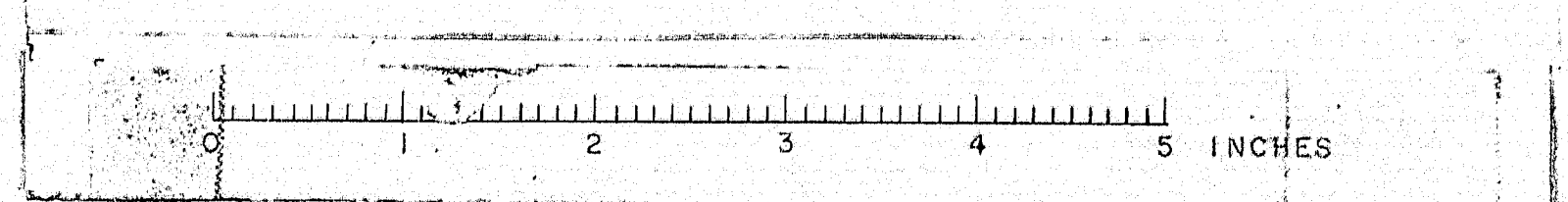
BRIDGE NO. SURVEY - PRIMARY DIV. PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

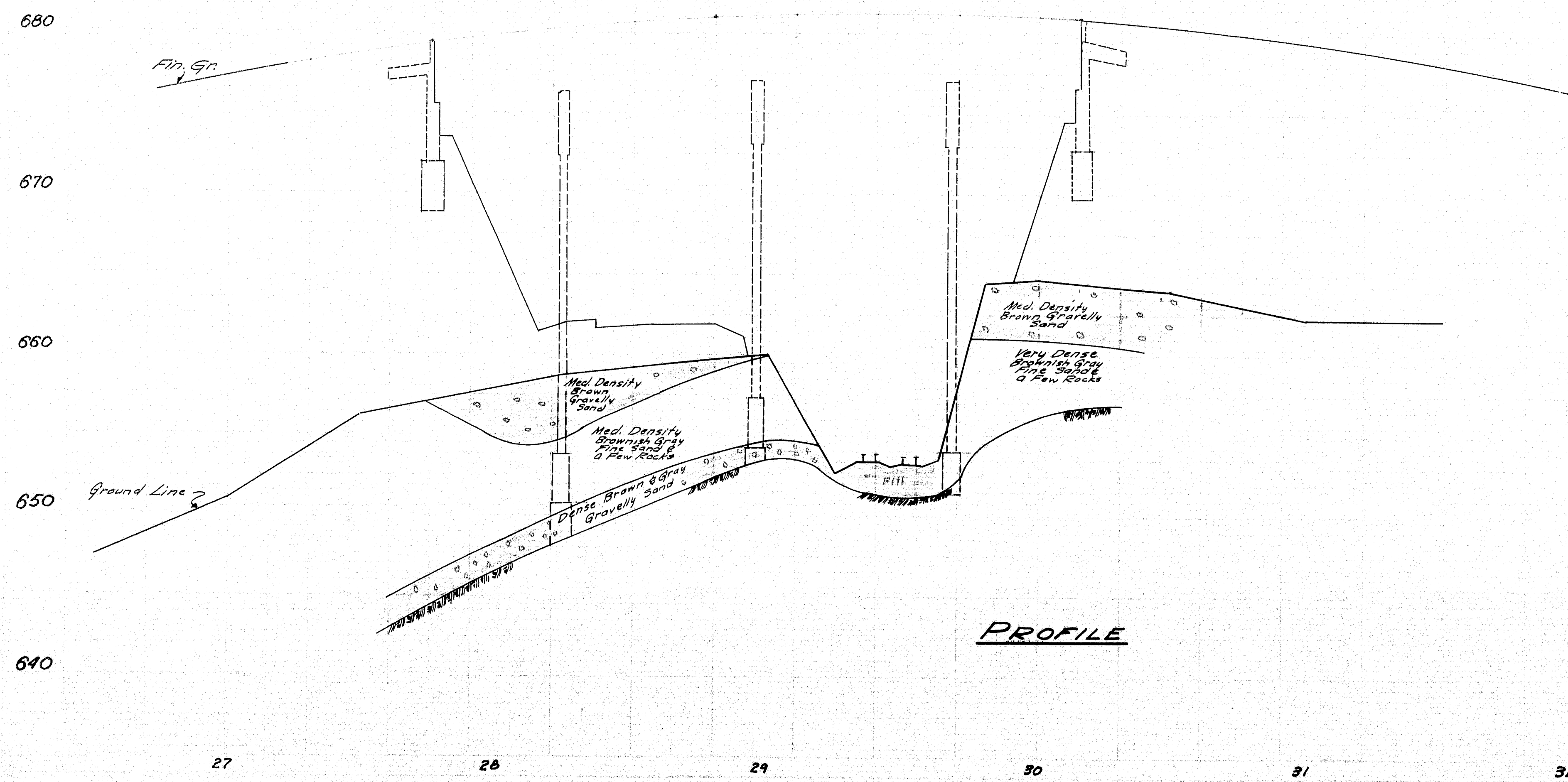
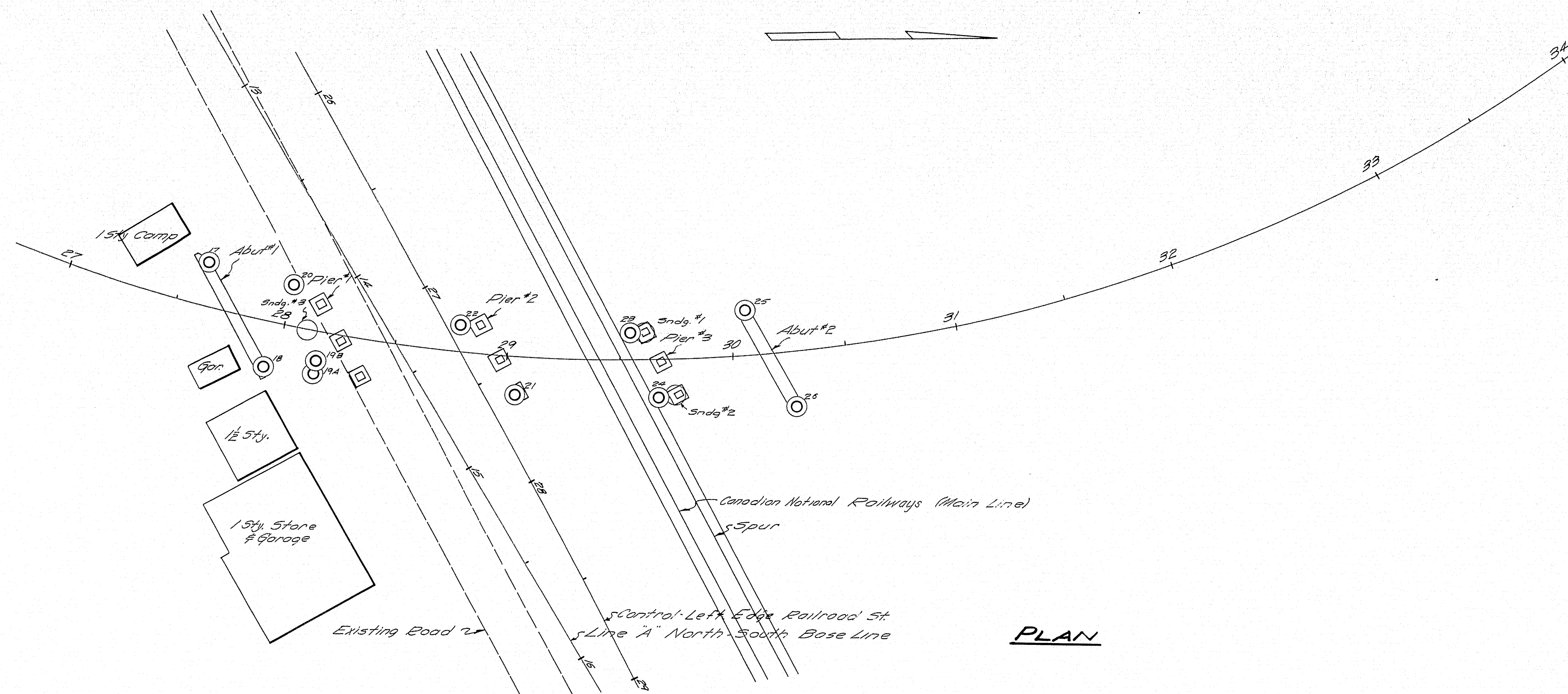
**CANADIAN NATIONAL RAILWAYS CROSSING
OVER
CANADIAN NATIONAL RAILWAYS TRACKS
AND
RAILROAD STREET
IN THE TOWN OF
BETHEL, OXFORD COUNTY
SURVEY**

SHEET 2 OF 19 AUGUSTA, MAINE JULY, 1959

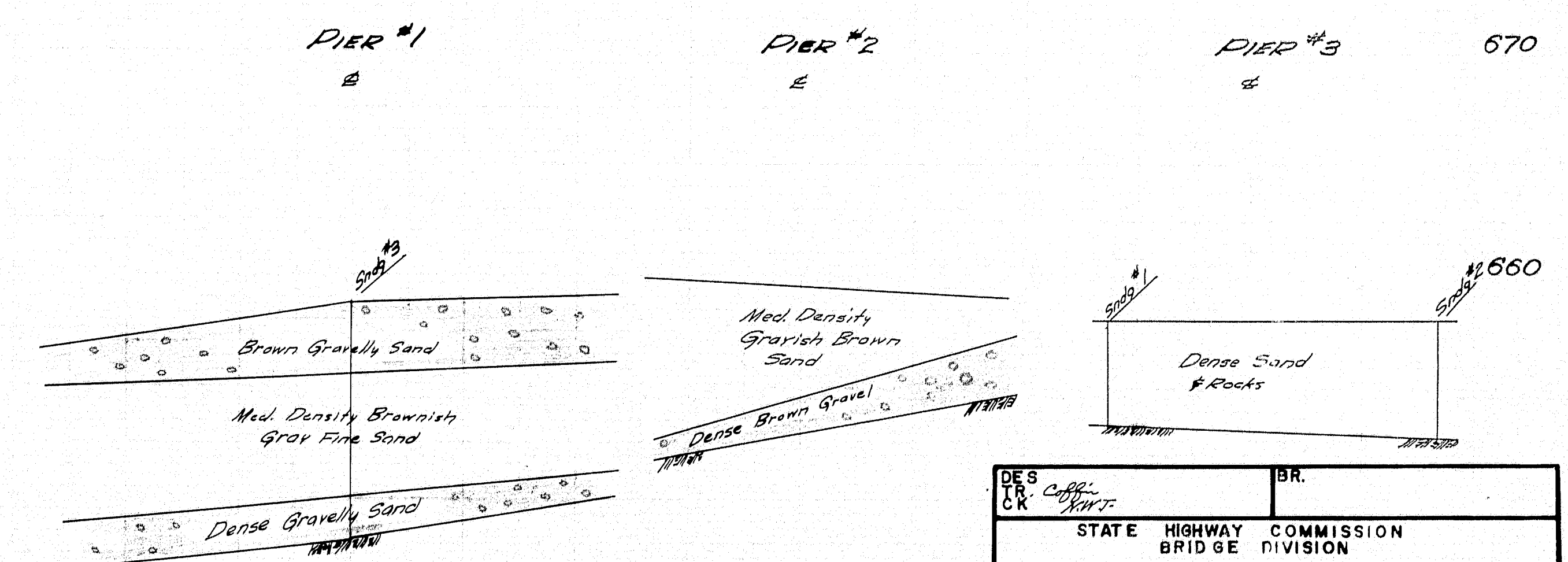
M-1738



D.P.R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-16-025-1(19)	10	90

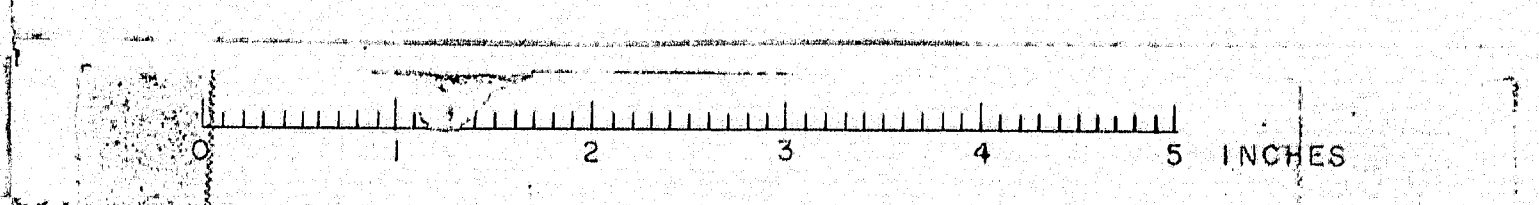


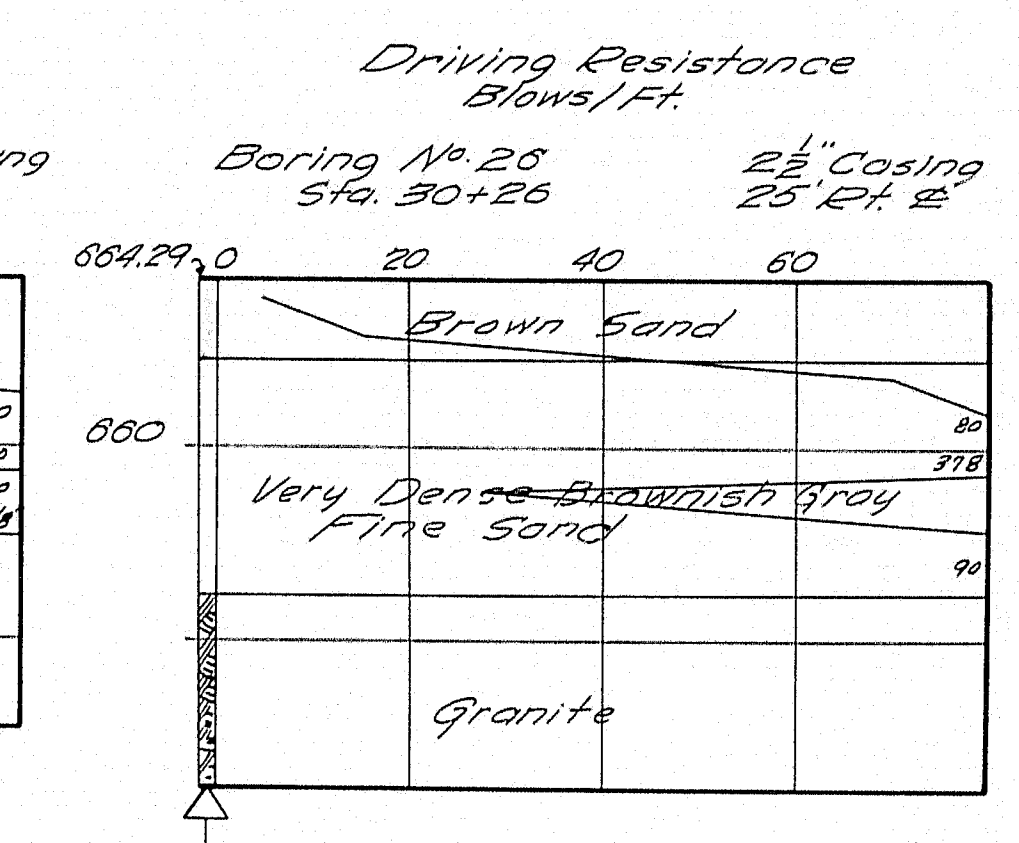
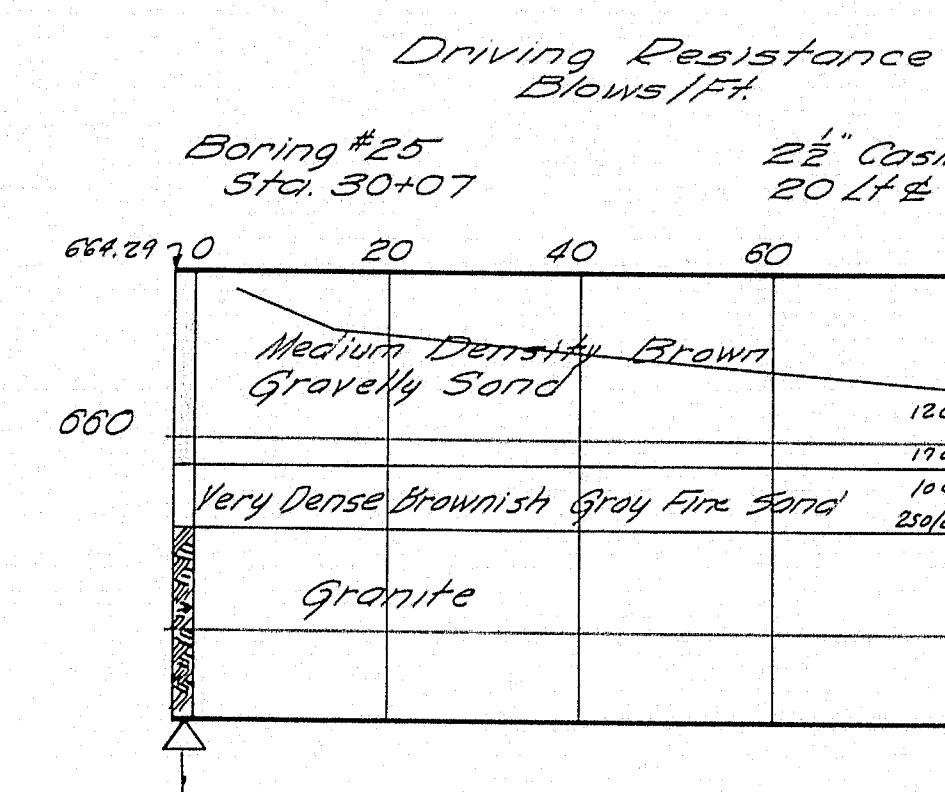
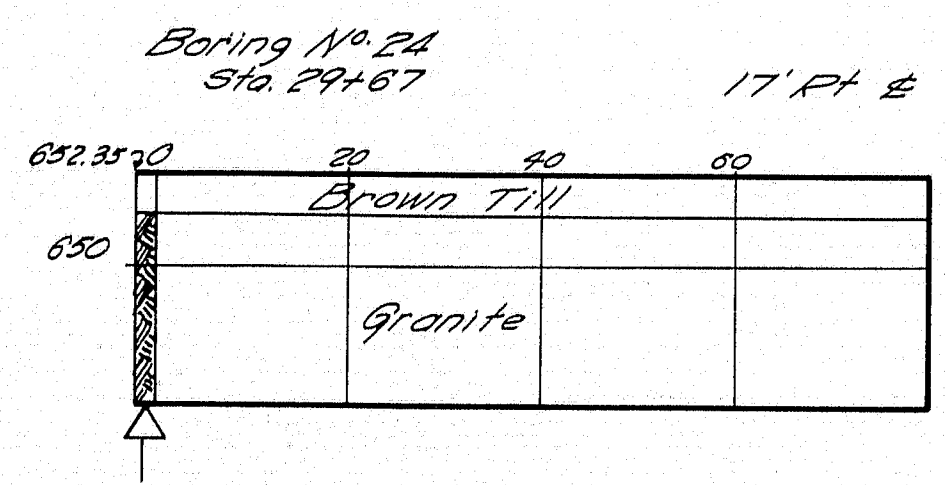
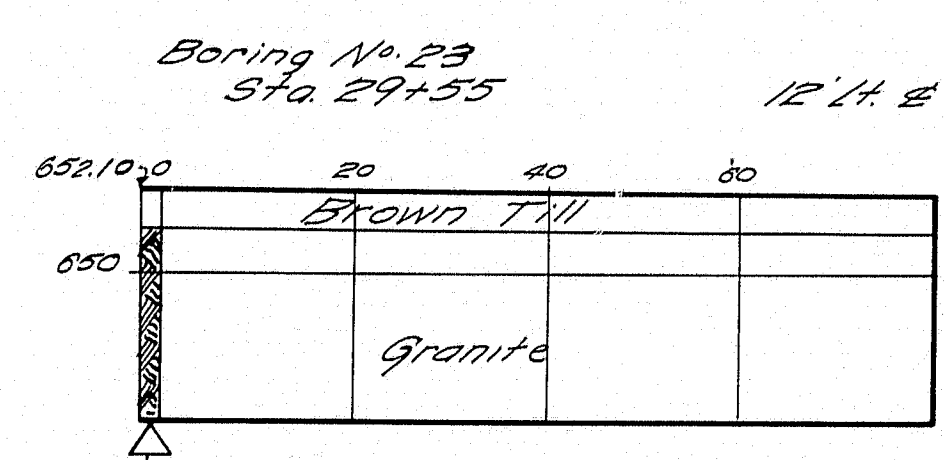
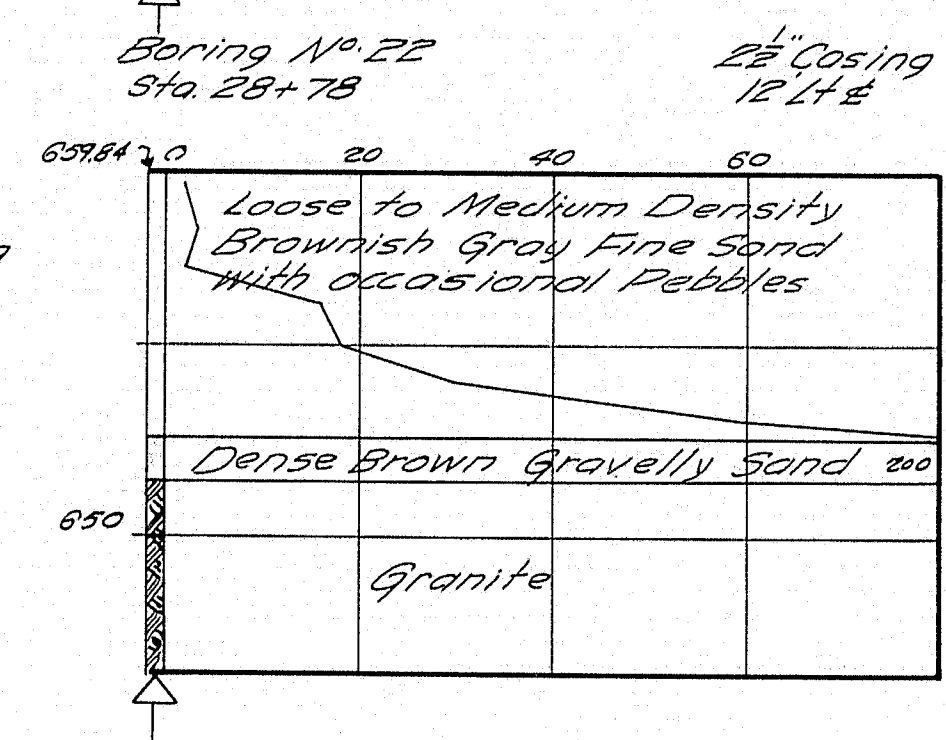
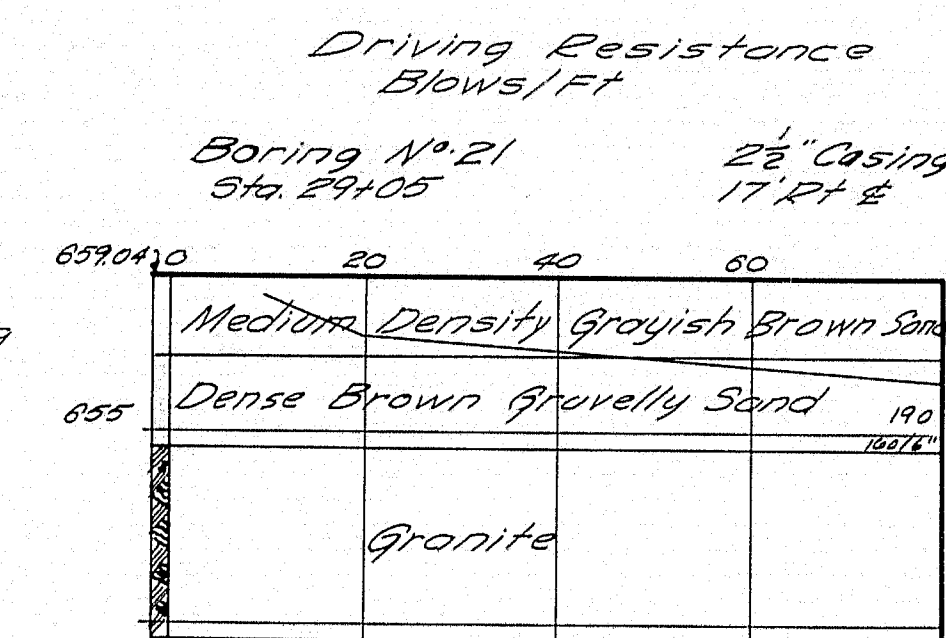
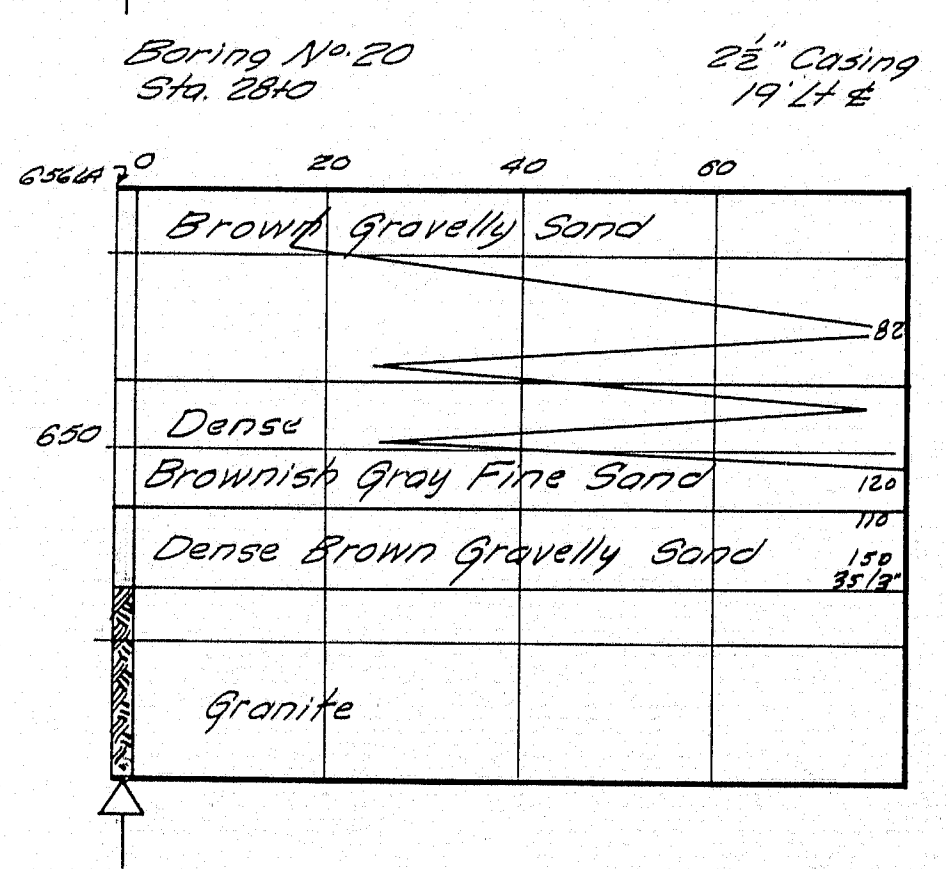
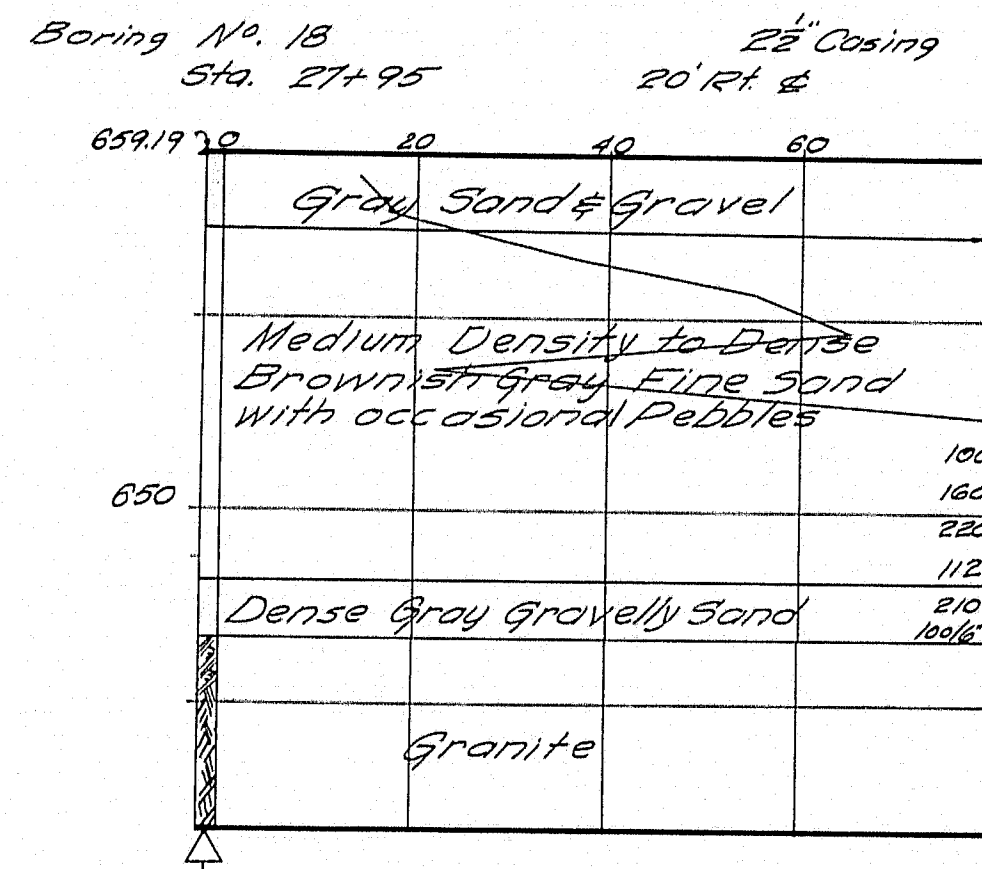
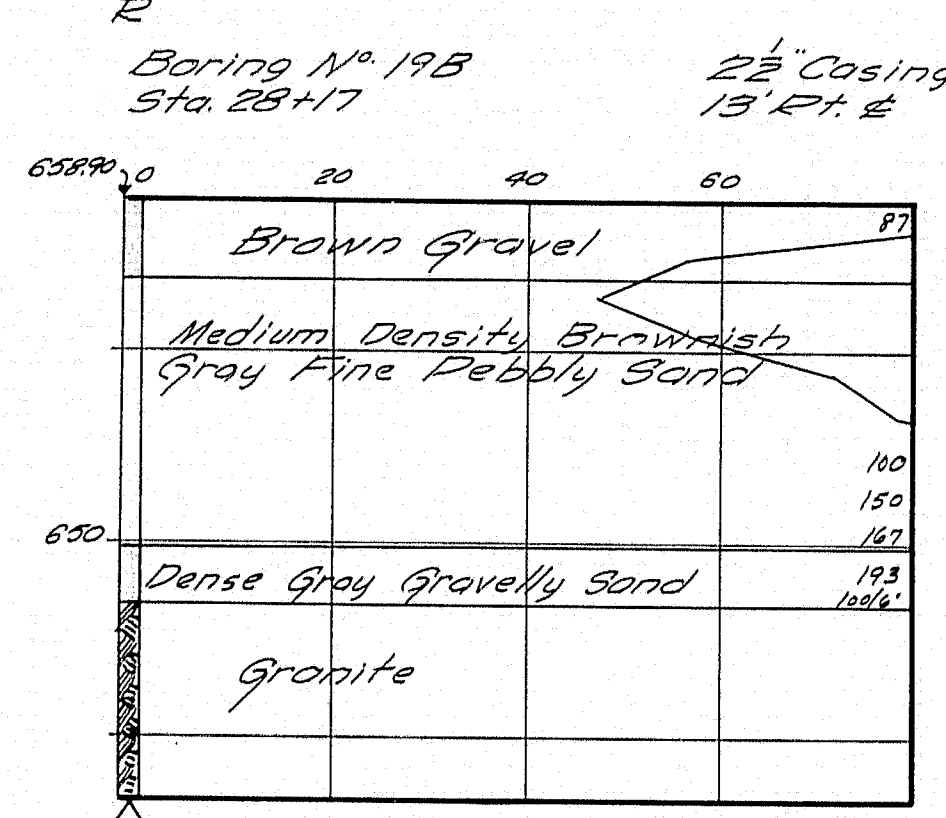
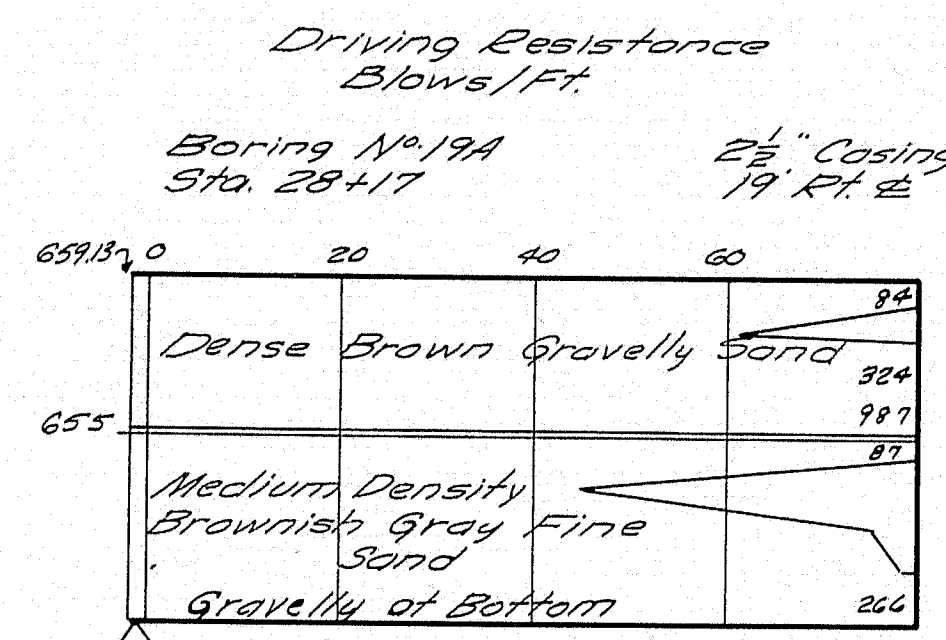
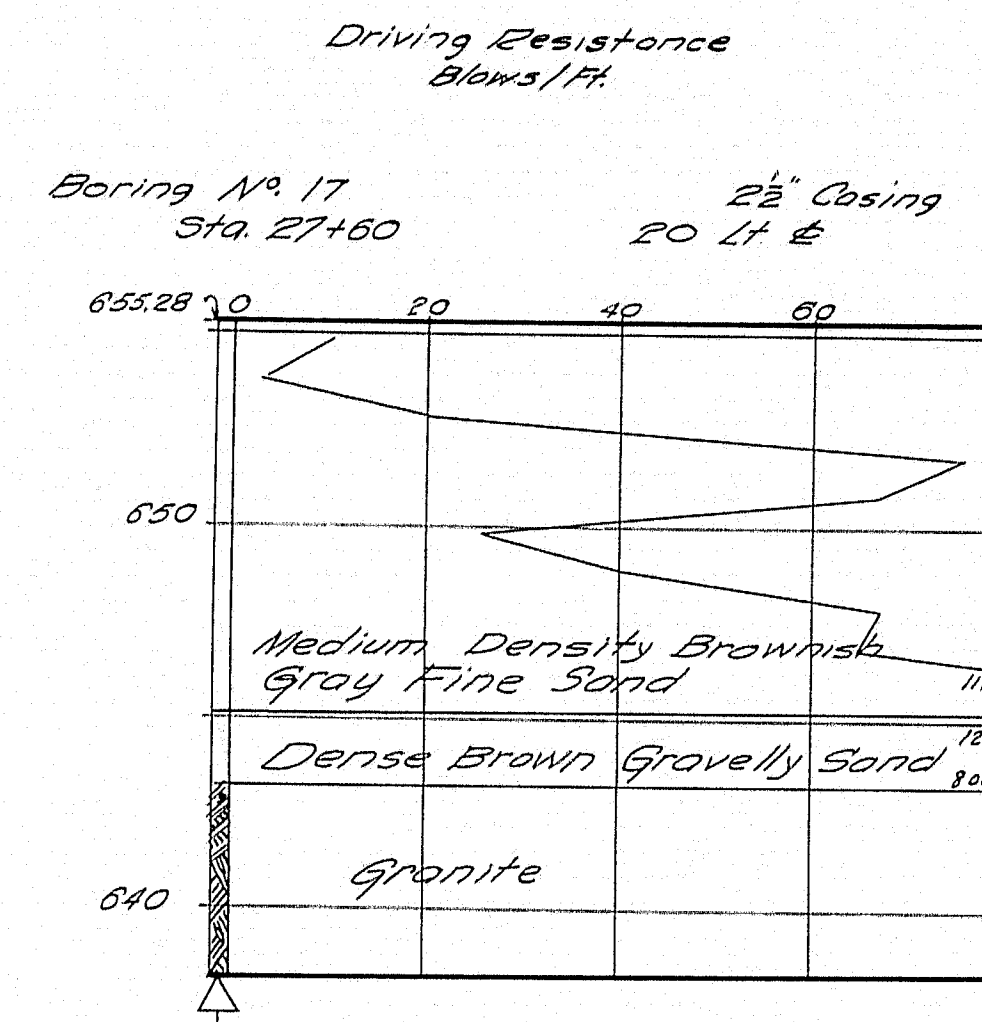
TRANSVERSE PROFILES





DES. BY C.R.	BR.
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
CANADIAN NATIONAL RAILWAYS CROSSING OVER	
CANADIAN NATIONAL RAILWAYS TRACKS AND	
RAILROAD STREET IN THE TOWN OF	
BETHEL, OXFORD CO.	
FOUNDATION SURVEY	
SHEET 3 OF 19 AUGUSTA, MAINE NOV. 59	

M-1739





Notes
Number of blows of 275 lb hammer falling 18" required to drive extra heavy casing 1 foot indicated graphically or numerically (when in excess of 30 blows/ft.) thus 123 or —
Bottom of boring indicated thus 
Refusal of drill rods or casing thus 

DESIGN — *W.M.T.*
TRACE — *W.M.T.*
CHECK — *W.M.T.*

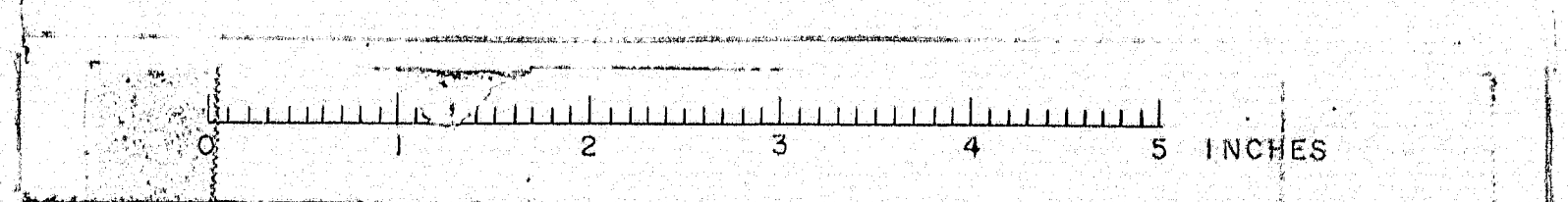
BRIDGE NO.
SURVEY —
PLOT —

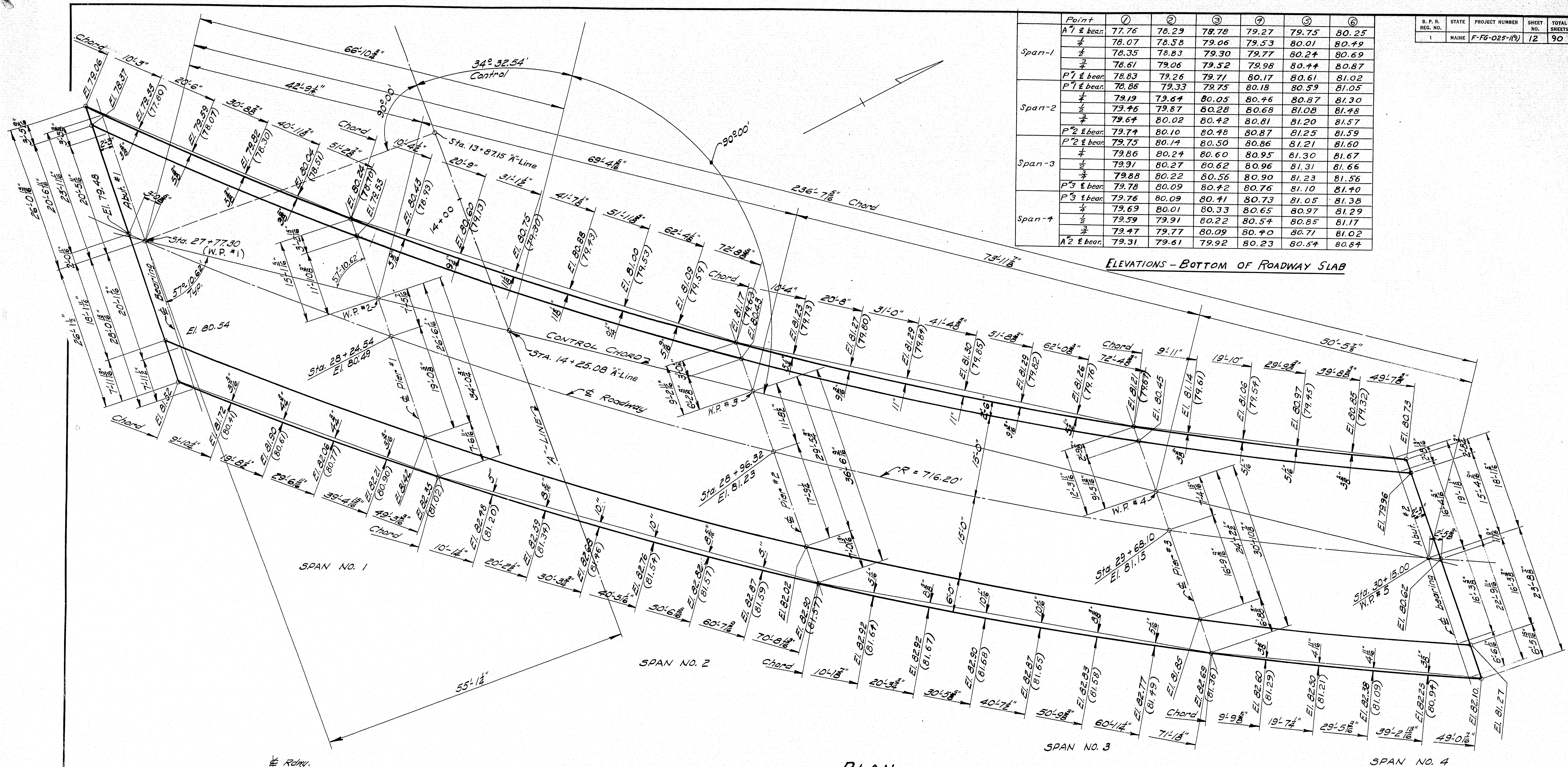
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

CANADIAN NATIONAL RAILWAYS CROSSING
OVER
CANADIAN NATIONAL RAILWAYS TRACKS
AND
RAILROAD STREET
IN THE TOWN OF
BETHEL, OXFORD CO.
FOUNDATION SURVEY

SHEET 4 OF 19 AUGUSTA, MAINE NOV. 1959

M-1740

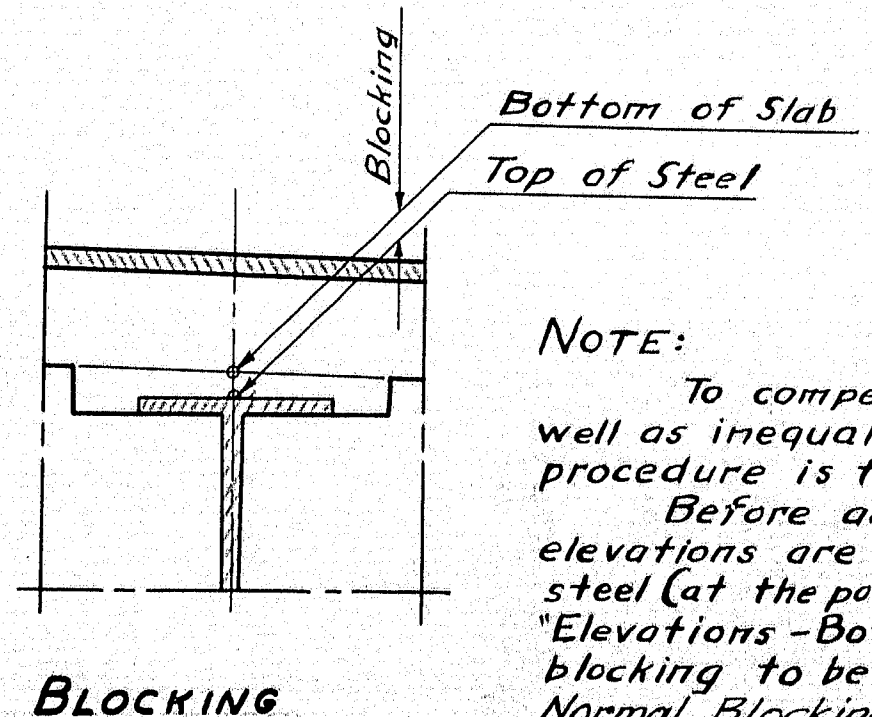
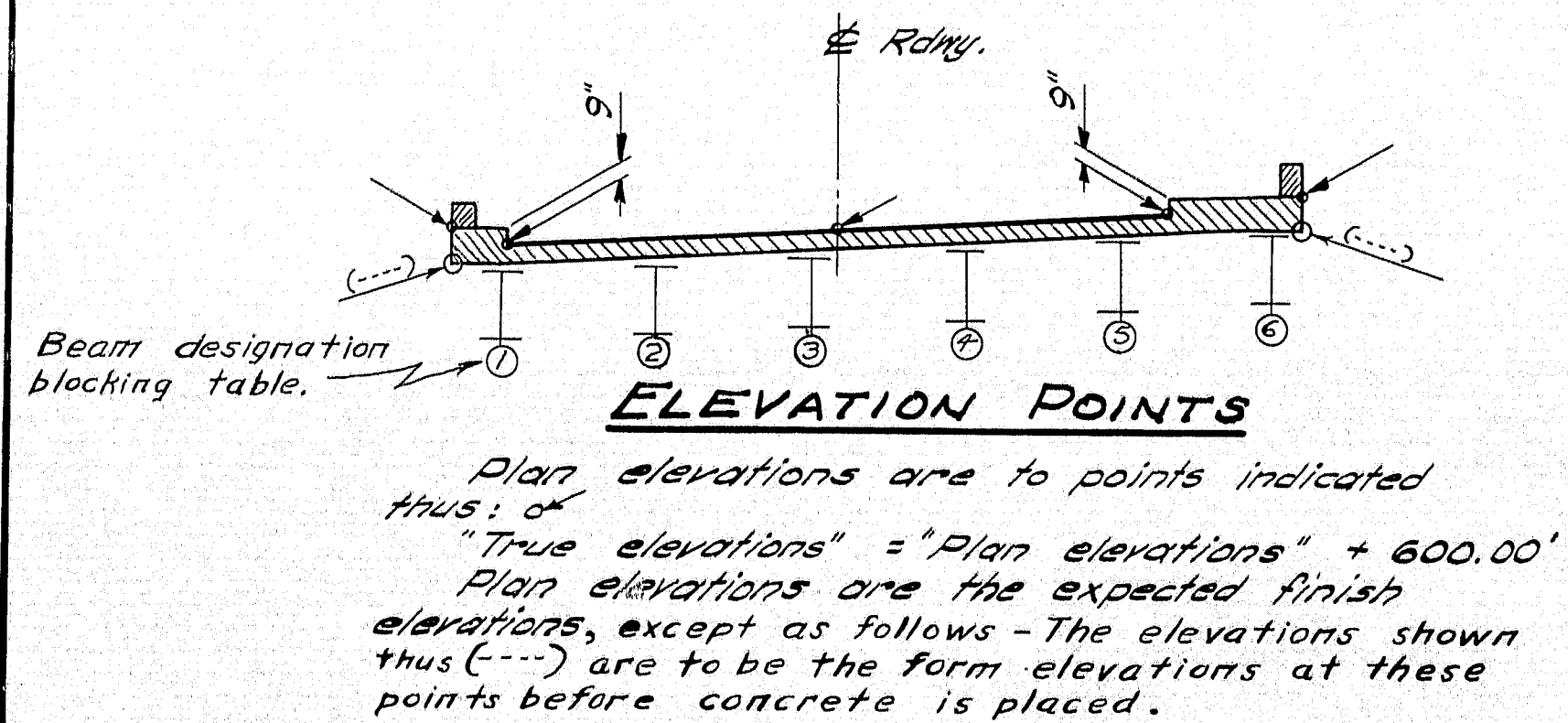




Point	①	②	③	④	⑤	⑥
A1 E bear.	77.76	78.29	78.78	79.27	79.75	80.25
A2 E bear.	78.07	78.58	79.06	79.53	80.01	80.49
A3 E bear.	78.35	78.83	79.30	79.77	80.24	80.69
A4 E bear.	78.61	79.06	79.52	79.98	80.44	80.87
P1 E bear.	78.83	79.26	79.71	80.17	80.61	81.02
P2 E bear.	78.86	79.33	79.75	80.18	80.59	81.05
P3 E bear.	79.19	79.64	80.05	80.46	80.87	81.30
P4 E bear.	79.46	79.87	80.28	80.68	81.08	81.48
P5 E bear.	79.64	80.02	80.42	80.81	81.20	81.57
P6 E bear.	79.74	80.10	80.48	80.87	81.25	81.59
P7 E bear.	79.75	80.14	80.50	80.86	81.21	81.60
P8 E bear.	79.86	80.24	80.60	80.95	81.30	81.67
P9 E bear.	79.91	80.27	80.62	80.96	81.31	81.66
P10 E bear.	79.88	80.22	80.56	80.90	81.23	81.56
P11 E bear.	79.78	80.09	80.42	80.76	81.10	81.40
P12 E bear.	79.76	80.09	80.41	80.73	81.05	81.38
P13 E bear.	79.69	80.01	80.33	80.65	80.97	81.29
P14 E bear.	79.59	79.91	80.22	80.54	80.85	81.17
P15 E bear.	79.47	79.77	80.09	80.40	80.71	81.02
A2 E bear.	79.31	79.61	79.92	80.23	80.54	80.84

ELEVATIONS - BOTTOM OF ROADWAY SLAB

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-FG-025-119	12	90



NOTE:

To compensate for Dead Load Deflection as well as inequalities in rolling steel, the following procedure is to be used.

Before any slab forms are constructed, elevations are to be taken at the top of the structural steel (at the points indicated) and subtracted from "Elevations - Bot. of Rdwy. Slab". The result will be the blocking to be used when constructing forms.

Normal Blocking, 2" @ 4' bearings all beams.

DESIGN - C.S.A. DET. - R.A.S. BRIDGE NO. SURVEY - PLOT -

TRACE - G.W.C. CHECK - W.W.C.

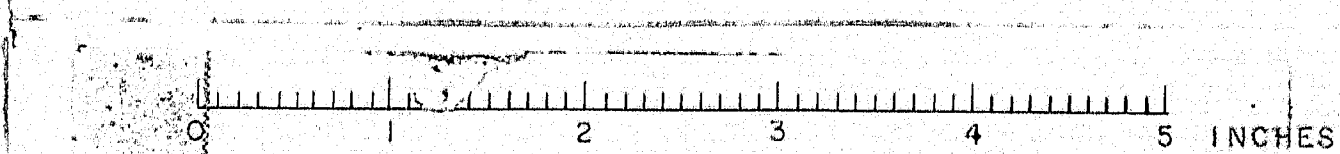
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

CANADIAN NATIONAL RAILWAYS CROSSING
OVER
CANADIAN NATIONAL RAILWAYS TRACKS
AND
RAILROAD STREET
IN THE TOWN OF
BETHEL, OXFORD CO.

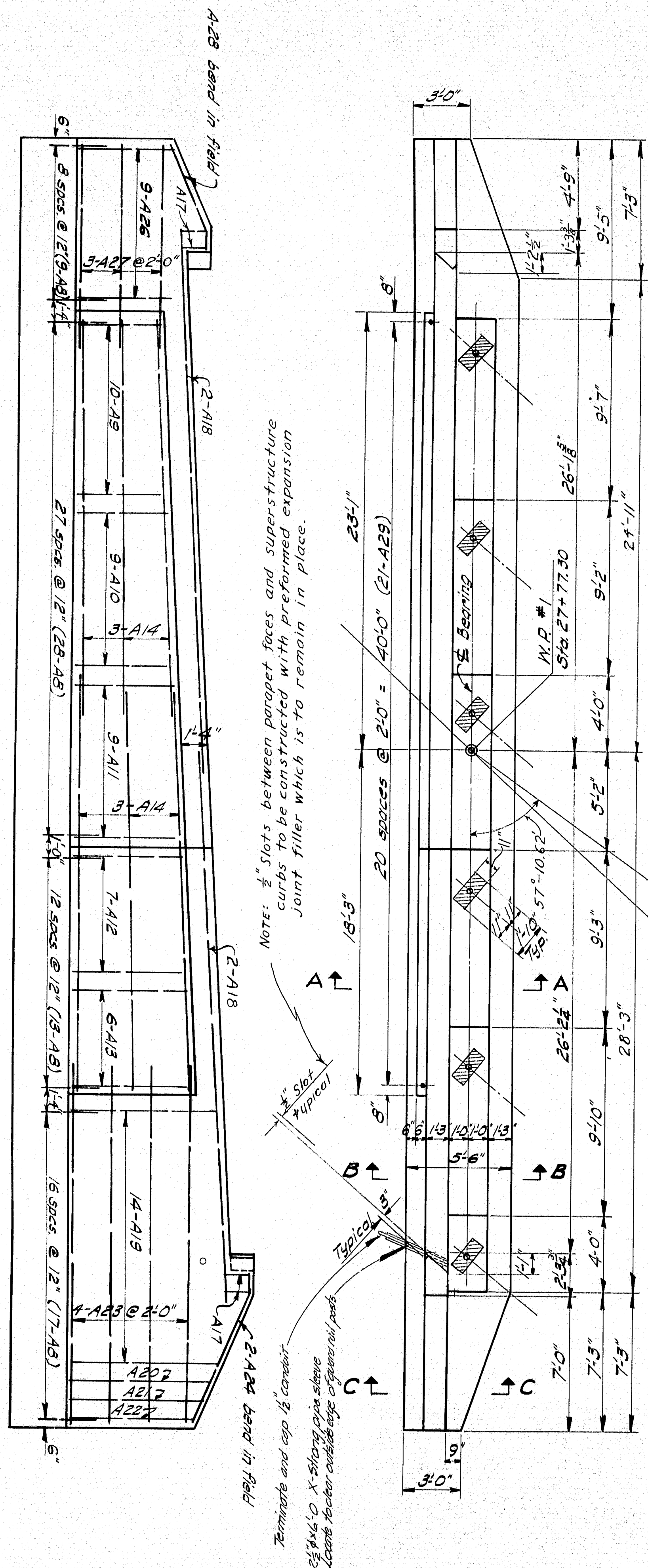
LAYOUT & SUPERSTRUCTURE ELEVATIONS

SHEET 5 OF 19 AUGUSTA, MAINE NOV. 1959

M-1741

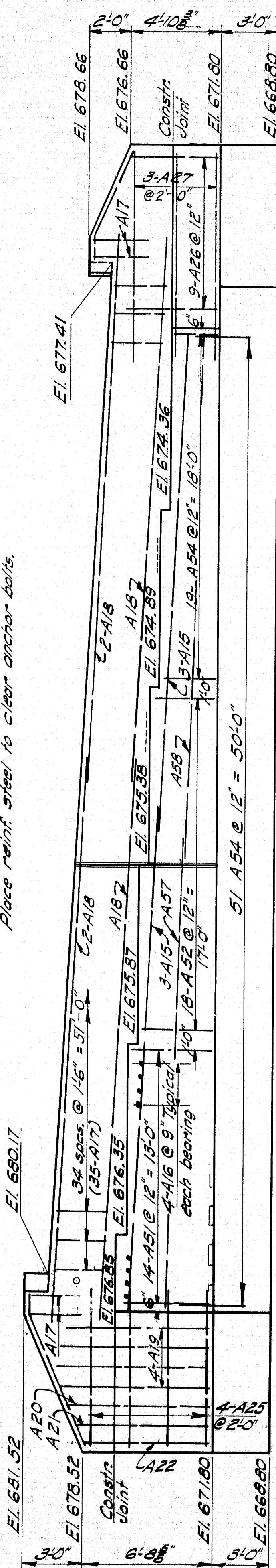


REAR ELEVATION

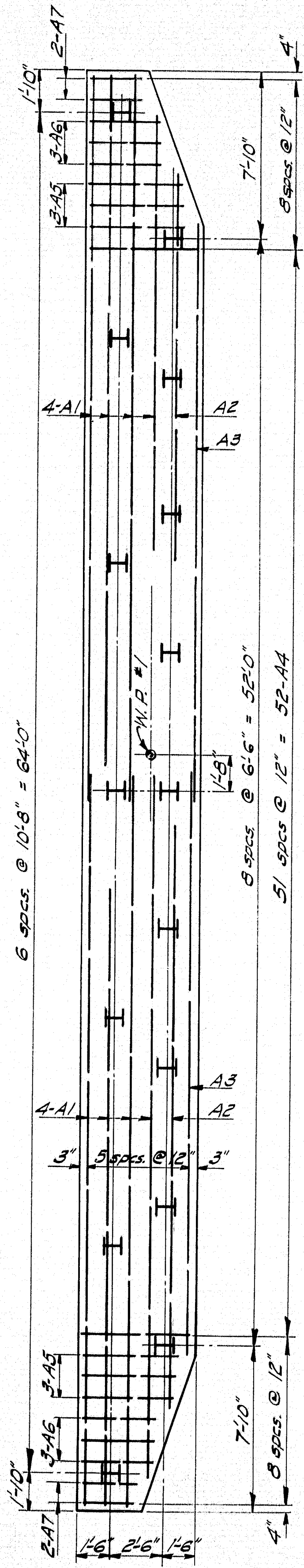


PLAN - ABUT. NO. 1

See 5th # 10 for beam, bearing and anchor bolt locations. Dress shaded areas to dimensions and to elevations shown. Place rebar steel to clear anchor bolts.



FRONT ELEVATION

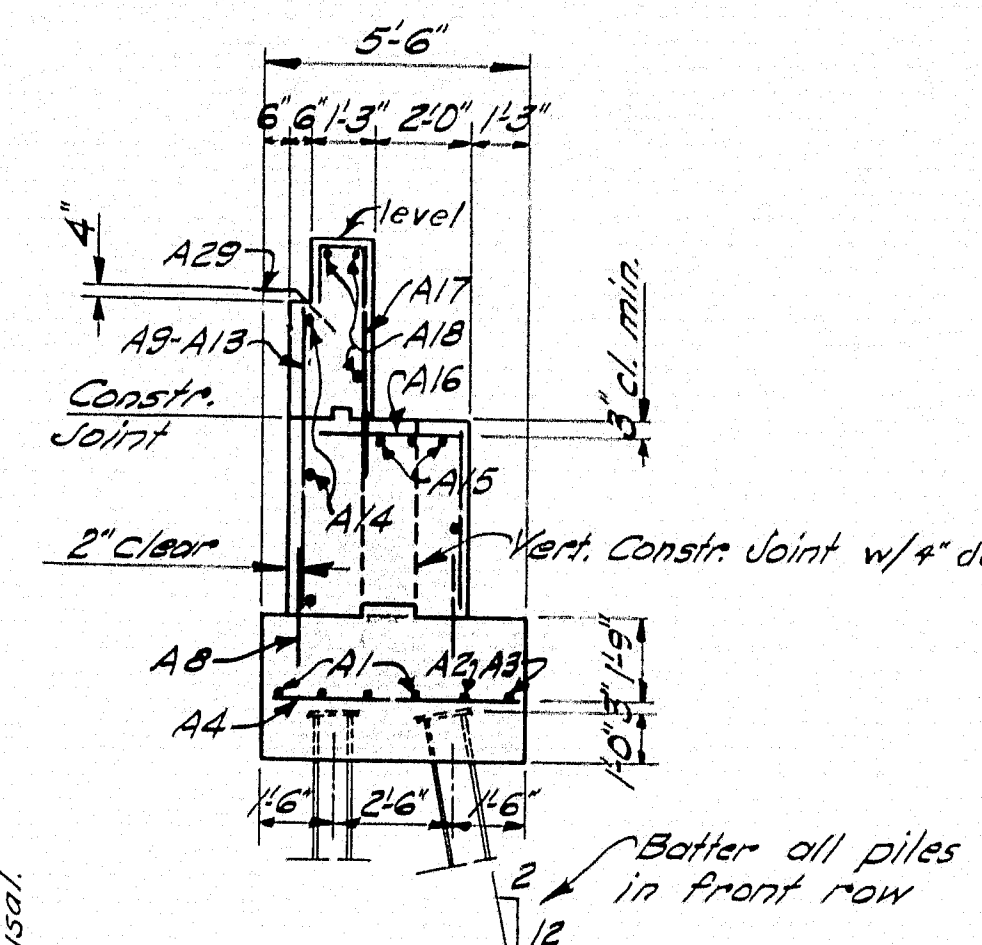


PILE PLAN & FOOTING STEEL

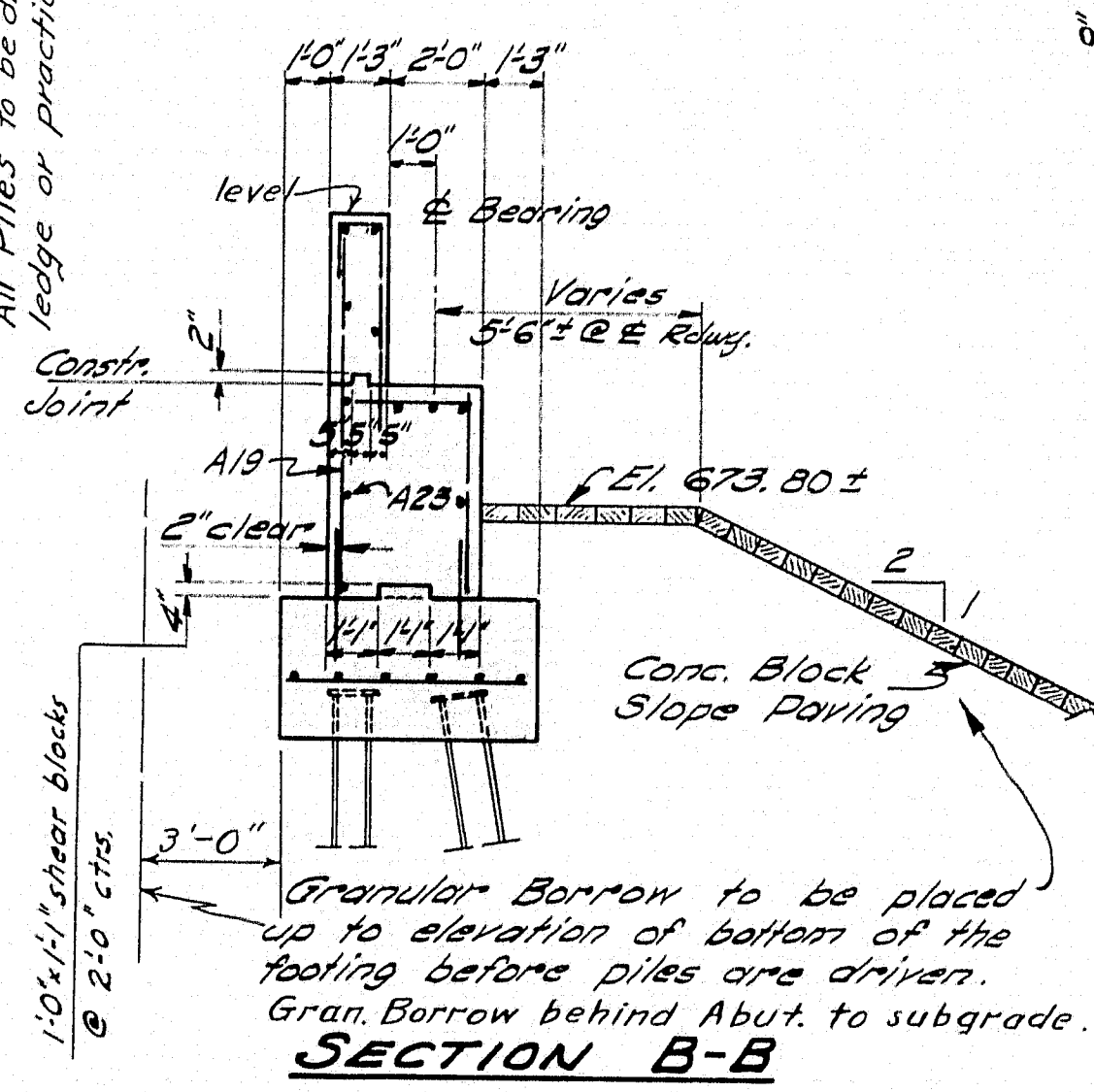
Piles to be 10 BP 42" - 16 Req'd.
Max. Pile Load = 37 Tons.
Estimated Length = 30'.
All Piles to be driven to ledge or practical refusal.

1" V-GROOVE

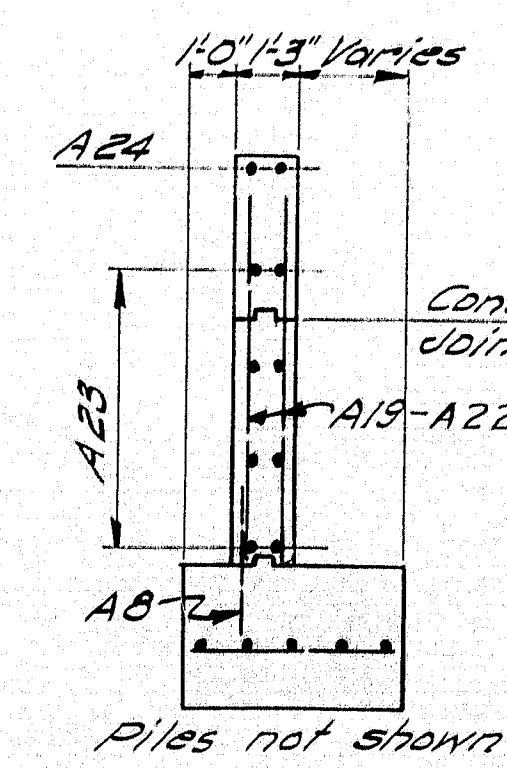
V-Groove in front face of all construction joints.



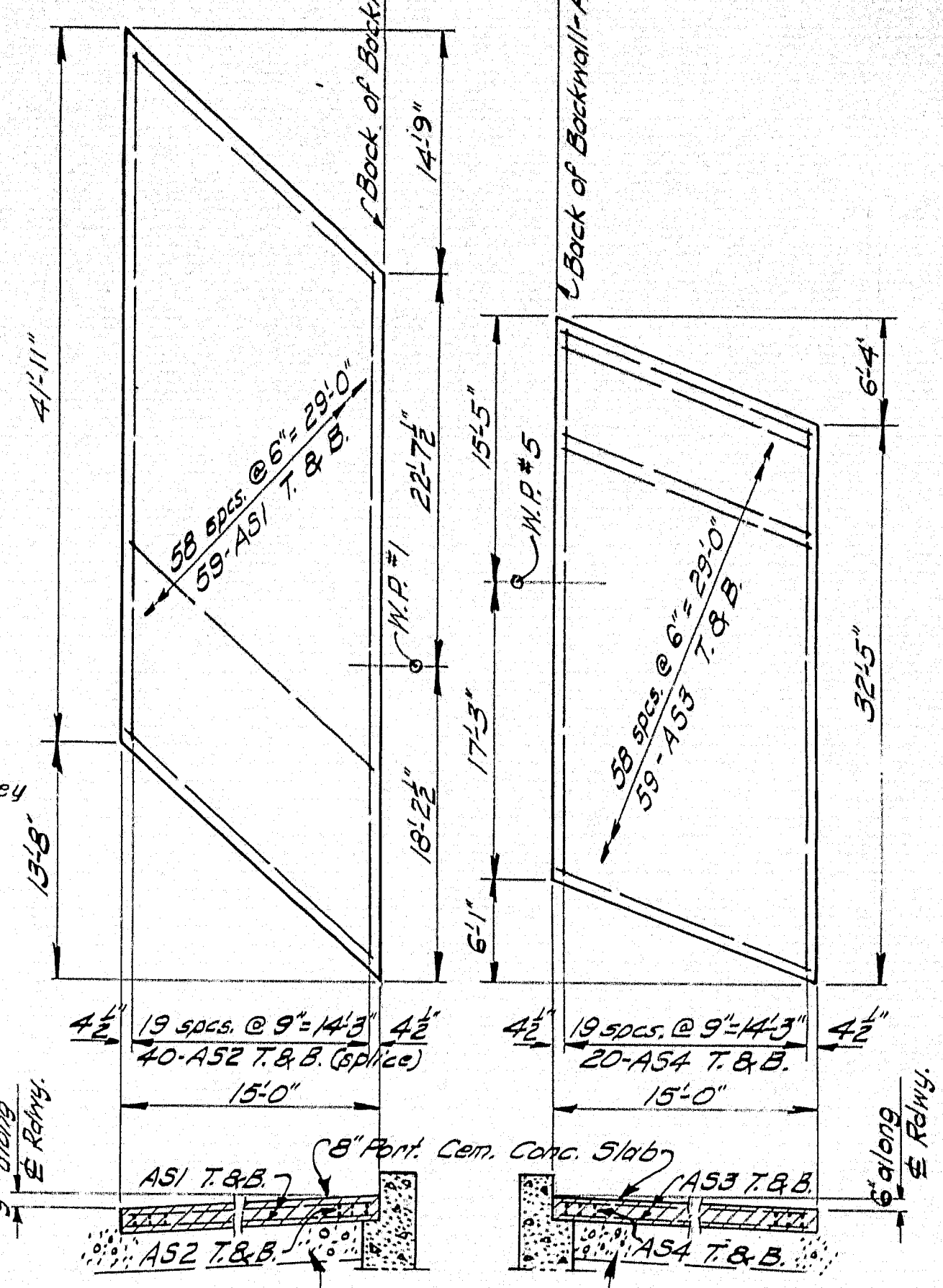
SECTION A-A



SECTION B-B

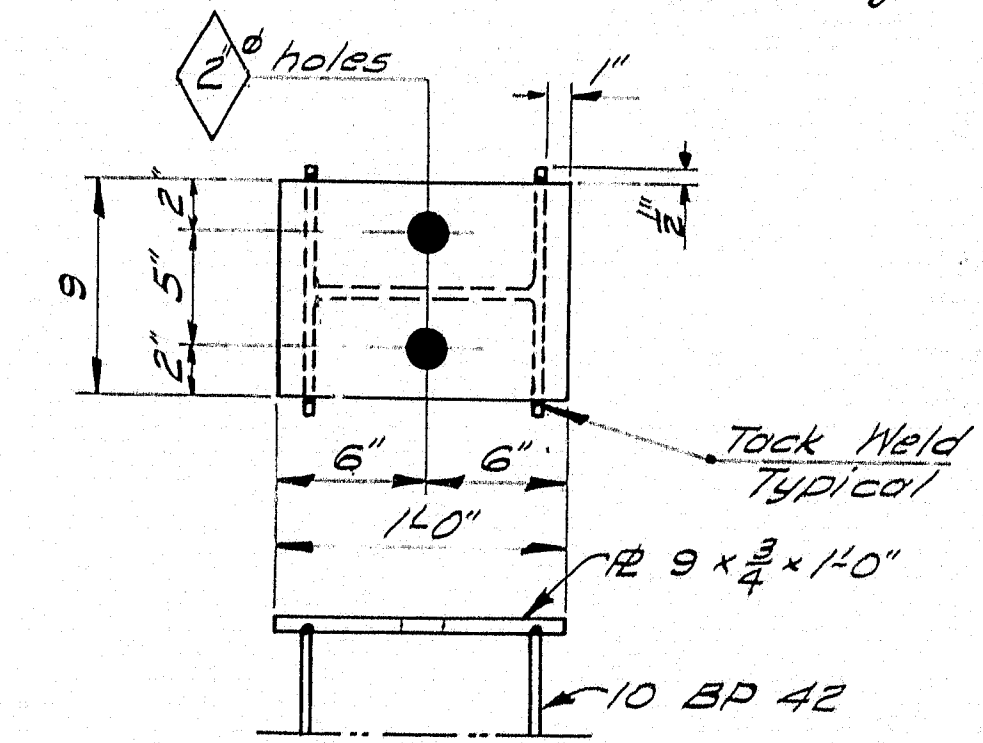


SECTION C-C



APPROACH SLABS

Concrete approach slabs to be paid for under Item 70-40, Portland Cement Concrete Roadway and Sidewalk Slabs on Steel Bridges.

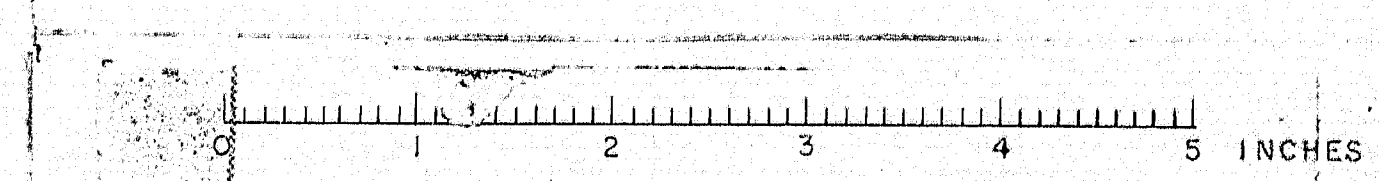


PILE CAP DETAIL

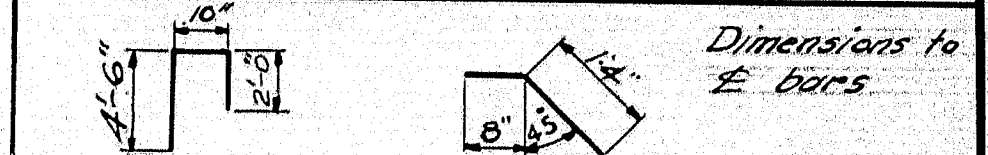
30" Req'd.

DESIGN - C. S. A. TRACE - G. W. C. CHECK - SHAILER	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
CANADIAN NATIONAL RAILWAYS CROSSING OVER CANADIAN NATIONAL RAILWAYS TRACKS AND RAILROAD STREET IN THE TOWN OF BETHEL, OXFORD CO. ABUTMENT NO. 1	
SHEET 6 OF 19 AUGUSTA, MAINE NOV. 1959	

M-1742



ABUTMENT REINFORCING STEEL

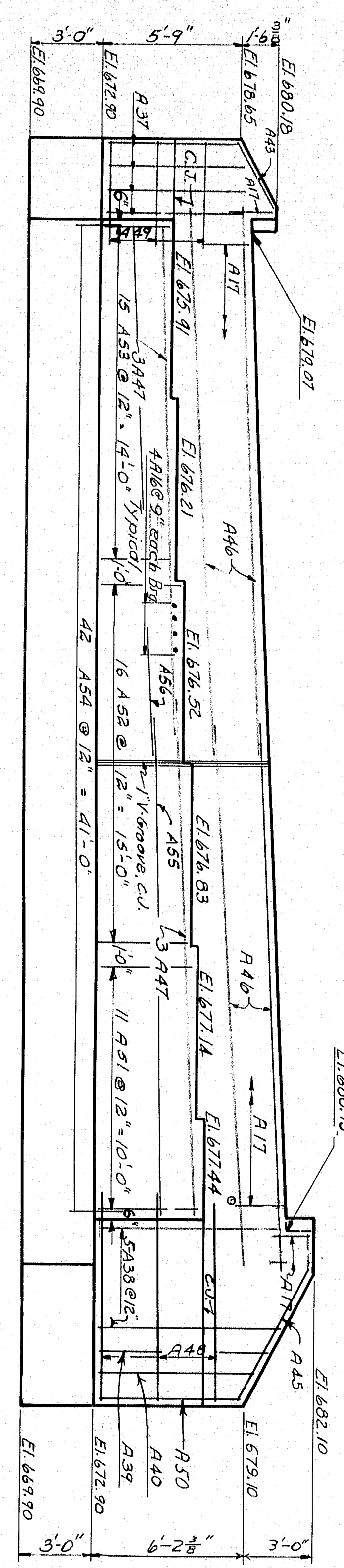


MARK	SIZE	NO.	LENGTH	LOCATION
A17	#4	70	7'-4"	Abut. #1
A29	#6	38	2'-0"	Abut. #2

STRAIGHT BARS				
A1	#6	8	34'-4"	Abut. #1, footing
A2	#6	2	30'-3"	"
A3	#6	2	27'-3"	"
A4	#6	96	5'-2"	Abut. #2
A5	#6	10	4'-2"	"
A6	#6	9	3'-2"	"
A7	#6	7	2'-8"	"
A8	#6	121	3'-0"	"
A9	#6	10	4'-4"	Abut. #1
A10	#6	9	4'-10"	"
A11	#6	9	5'-4"	"
A12	#6	7	5'-10"	"
A13	#6	6	6'-2"	"
A14	#6	6	20'-9"	"
A15	#6	6	26'-0"	"
A16	#6	48	2'-10"	Abut. #1 & #2
A18	#6	6	28'-6"	Abut. #1
A19	#6	7	7'-9"	"
A20	#6	2	7'-6"	"
A21	#6	2	7'-1"	"
A22	#6	2	8'-8"	"
A23	#6	4	19'-0"	"
A24	#6	2	8'-6"	"
A25	#6	4	8'-0"	"
A26	#6	18	4'-9"	"
A27	#6	6	10'-6"	"
A28	#6	2	6'-0"	"
A30	#6	6	27'-2"	Abut. #2
A31	#6	2	26'-8"	"
A32	#6	2	24'-9"	"
A33	#6	2	22'-9"	"
A34	#6	10	4'-9"	"
A35	#6	10	5'-0"	"
A36	#6	13	5'-6"	"
A37	#6	11	5'-8"	"
A38	#6	16	7'-3"	"
A39	#6	2	7'-2"	"
A40	#6	2	6'-8"	"
A41	#6	4	17'-0"	"
A42	#6	3	7'-6"	"
A43	#6	2	3'-6"	"
A44	#6	3	15'-0"	"
A45	#6	2	8'-0"	"
A46	#6	6	23'-0"	"
A47	#6	6	21'-9"	"
A48	#6	3	9'-0"	"
A49	#6	3	4'-6"	"
A50	#6	2	6'-2"	Abut. #2
A51	#6	25	4'-0"	Abut. #1 & #2
A52	#6	34	3'-5"	"
A53	#6	15	2'-9"	Abut. #1
A54	#6	112	2'-0"	Abut. #1 & #2
A55	#6	1	20'-0"	Abut. #2
A56	#6	1	22'-6"	"
A57	#6	1	24'-0"	Abut. #1
A58	#6	4	27'-6"	"

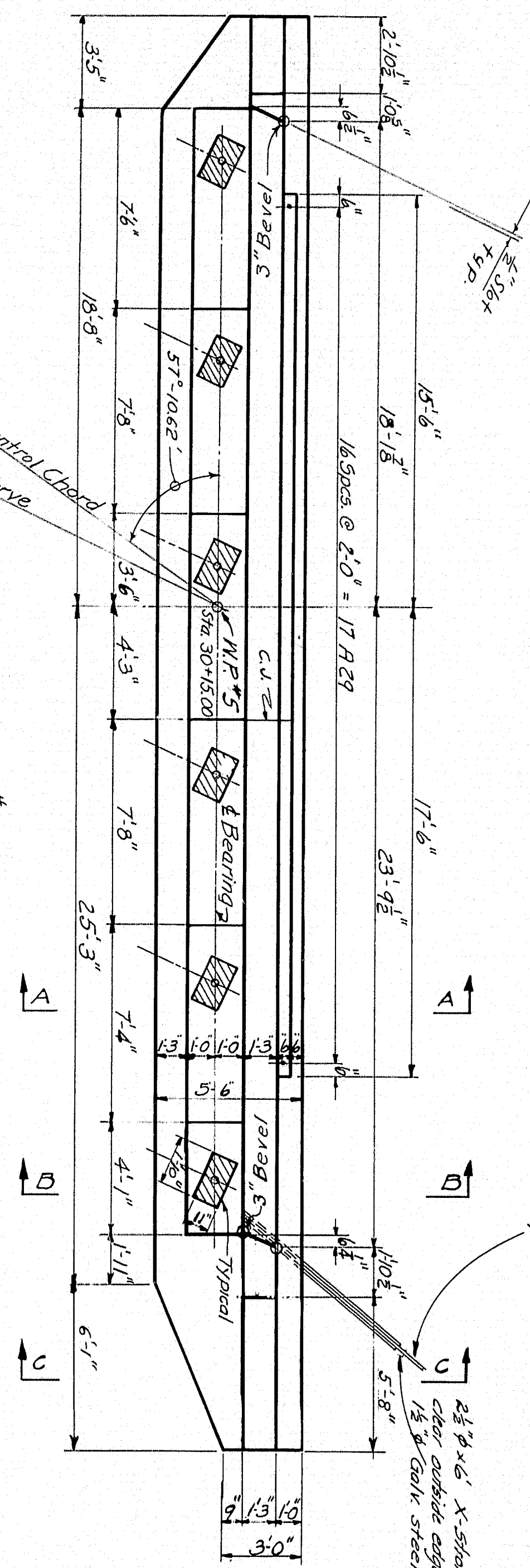
APPROACH SLAB				
A31	#6	118	20'-0"	At Abut. #1
A52	#6	34	21'-0"	"
A53	#6	118	15'-9"	"
A54	#6	40	32'-2"	"

FRONT ELEVATION

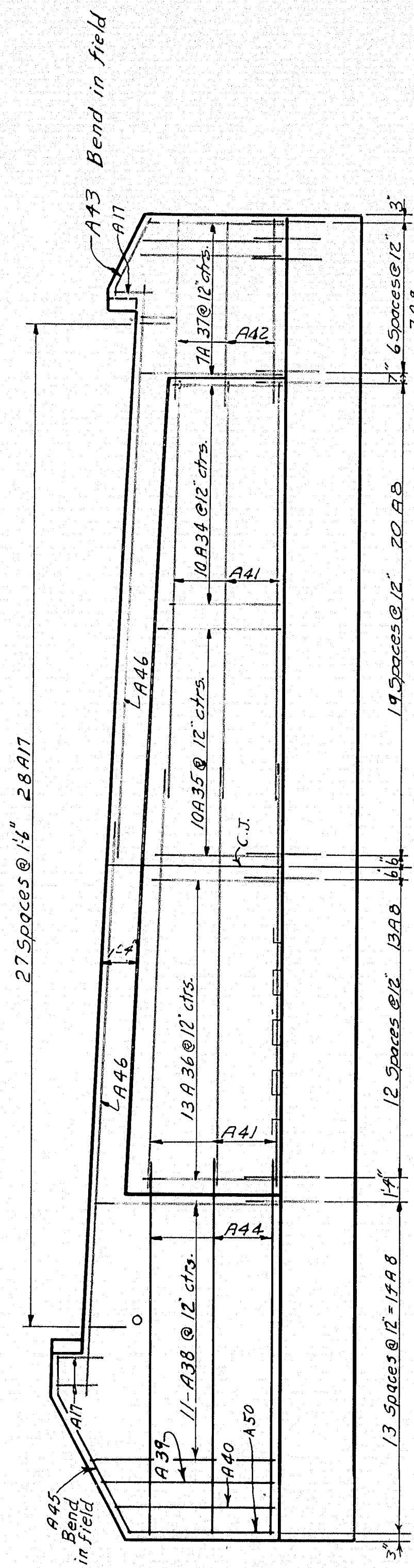


PLAN - ABUT #2

See 5th. 70 for beam bearing locations. See 5th. 65 for notes and details applying to both abutments.

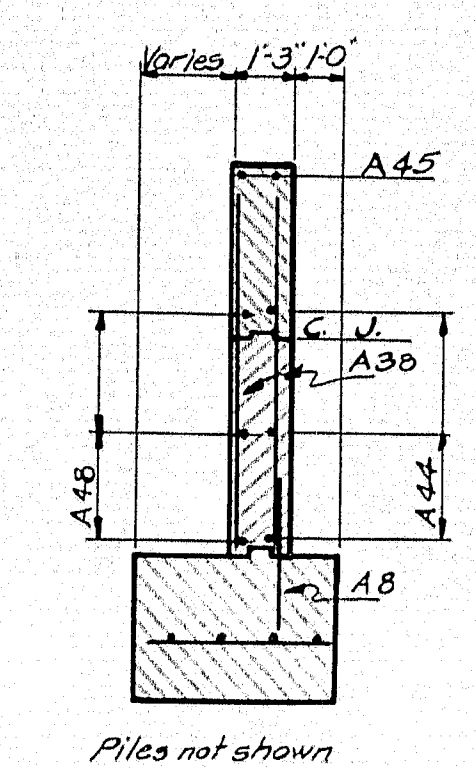
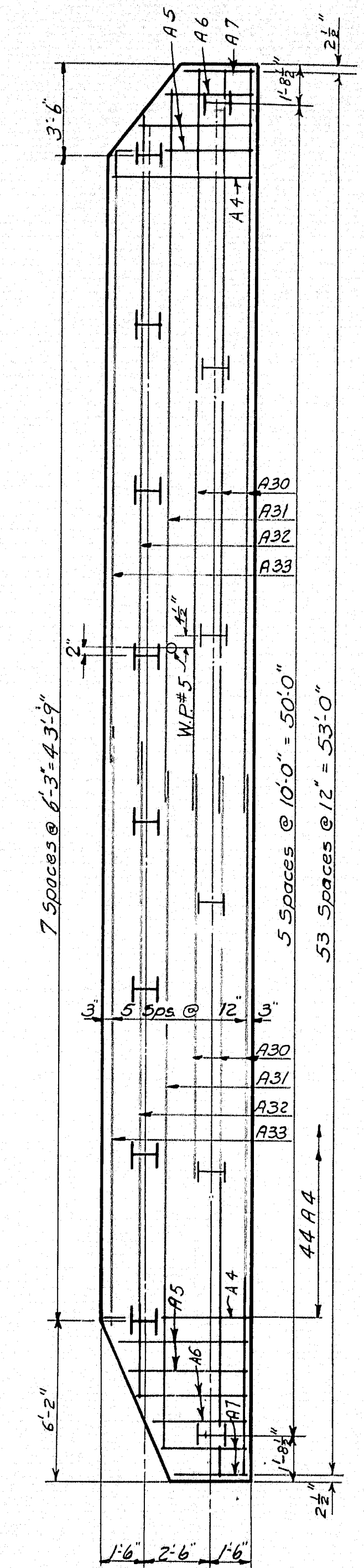


REAR ELEVATION



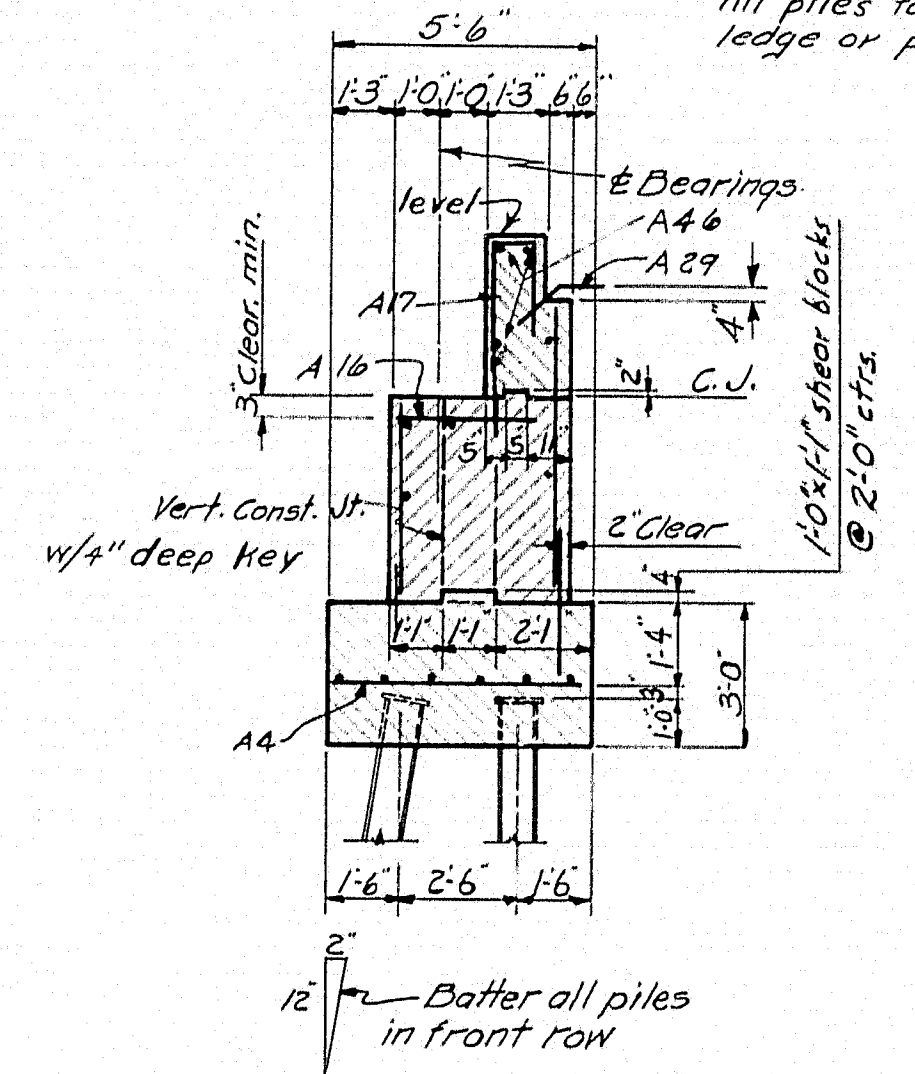
Dress shaded bearing areas to dimensions and exact elevations shown.

PILE PLAN - FOOTING STEEL

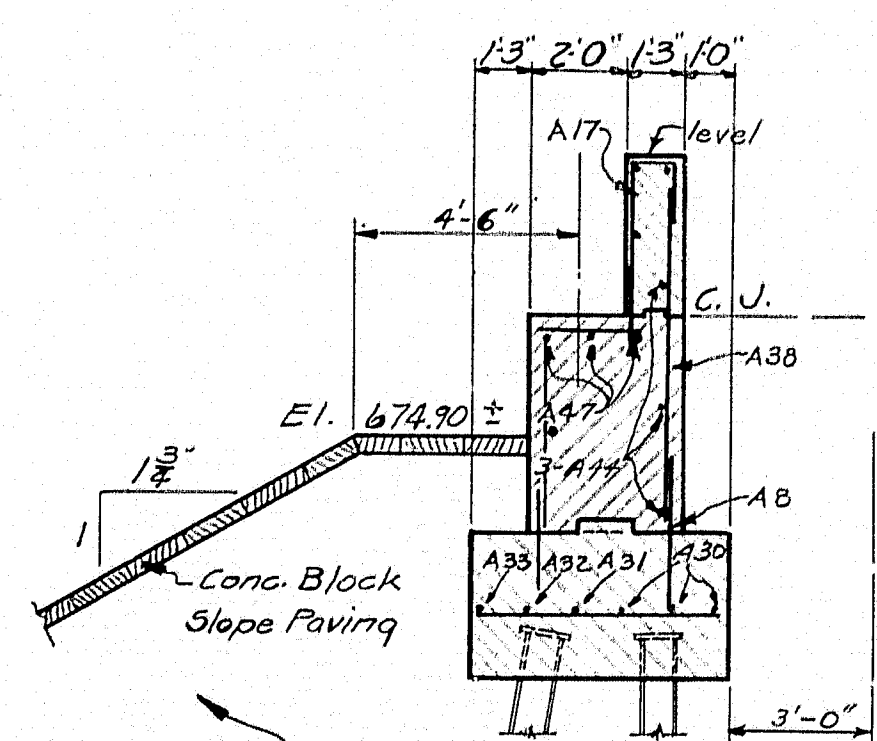


SECTION C-C

Piles to be 10 BP 42. Max. Pile Load 377. Estimated Length 20' 14" Regd. See 5th. 70 for Pile Caps. All piles to be driven to ledge or practical refusal.



SECTION A-A



Granular Borrow. To be placed up to elevation of bottom of footing before piles are driven. Gran. Borrow behind Abut. to Subgrade.

SECTION B-B

See Sheet No. 6 for notes and details applying to both abutments.

DESIGN - C.S.A.
TRACE - H.L.V.
CHECK - SHILLER

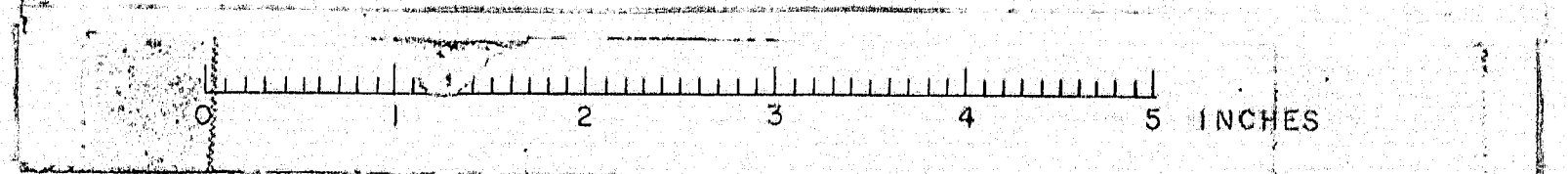
BRIDGE NO.
SURVEY -
PLOT -

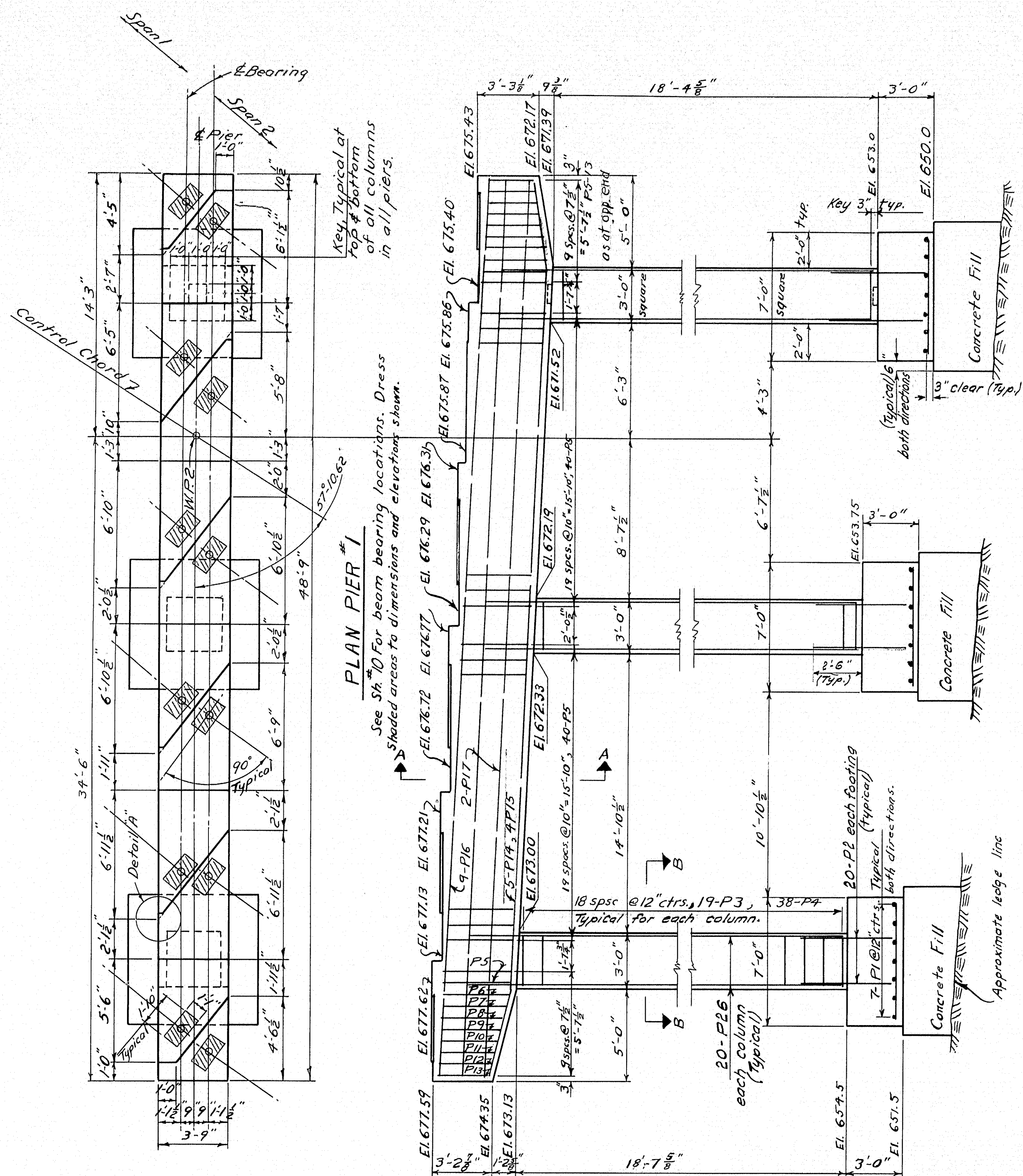
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

CANADIAN NATIONAL RAILWAYS CROSSING
OVER
CANADIAN NATIONAL RAILWAYS TRACKS
AND
RAILROAD STREET
IN THE TOWN OF
BETHEL, OXFORD CO.
ABUTMENT NO. 2

SHEET 7 OF 19 AUGUSTA, MAINE NOV. 1959

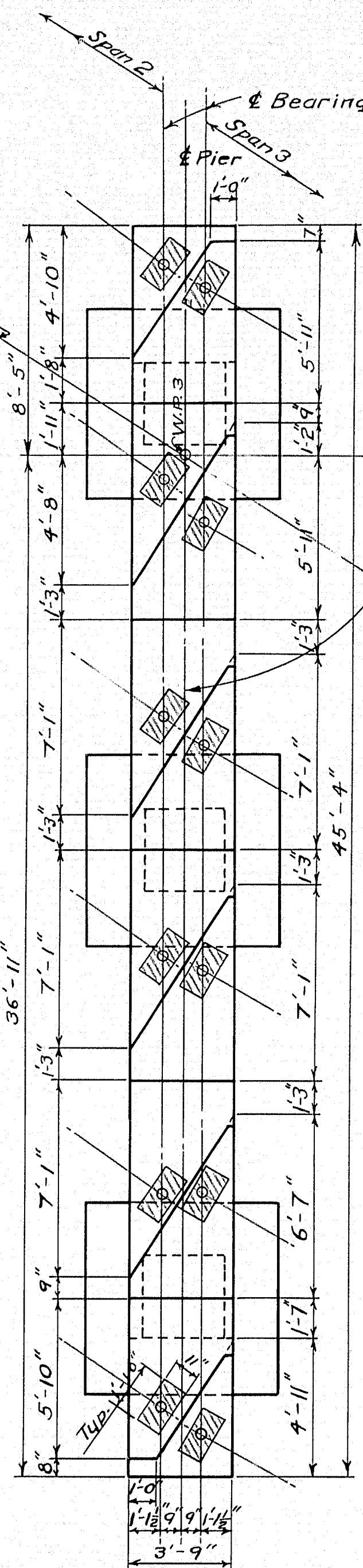
M-1743





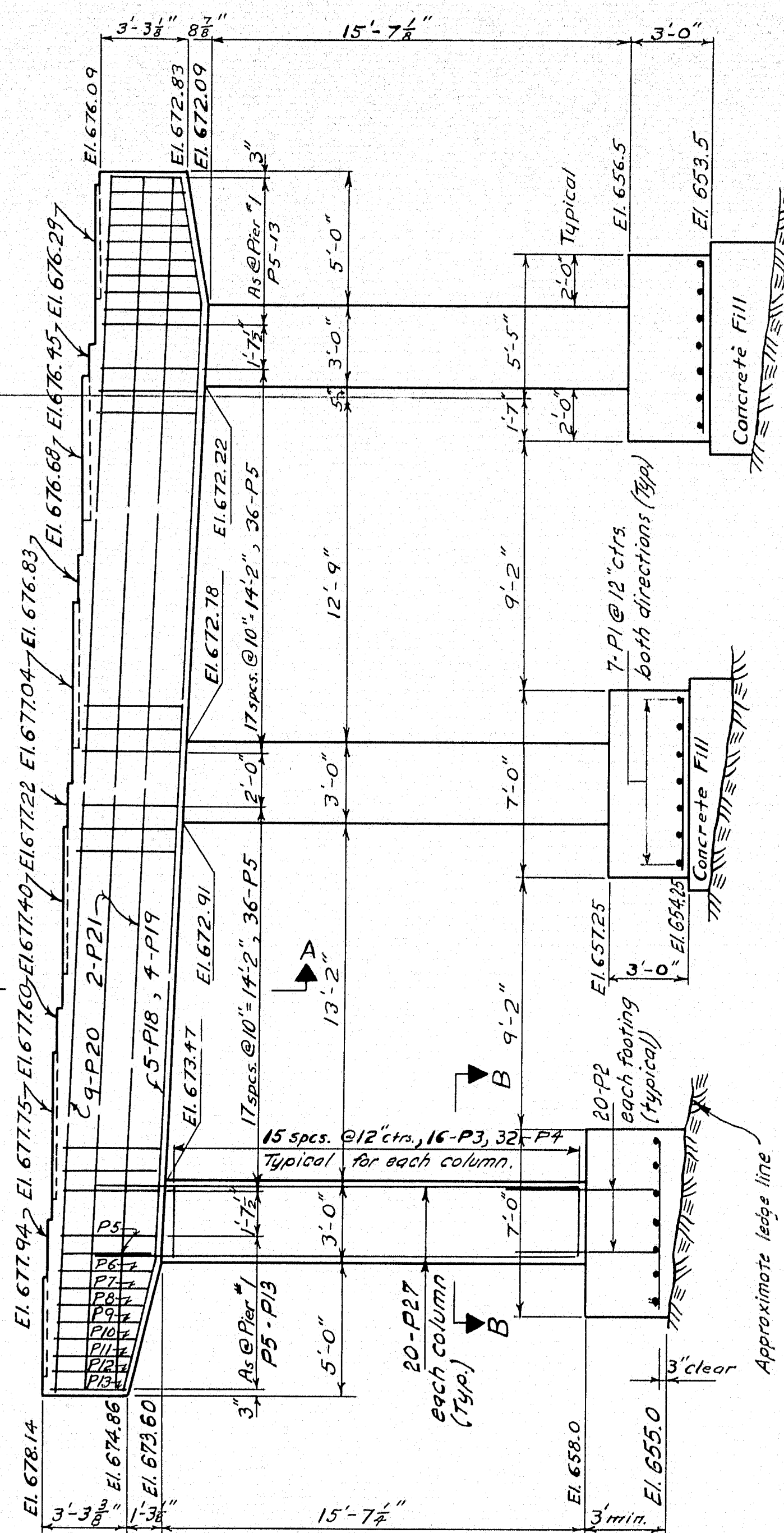
SIDE ELEVATION PIER #1

NOTE: If rock excavation is required no payment will be made for excavation more than 16" outside the concrete line horizontally and no payment will be made for excavation, concrete or cement more than 6" below the required elevation as determined by the Engineer.

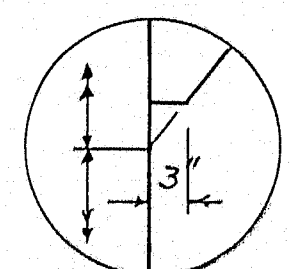
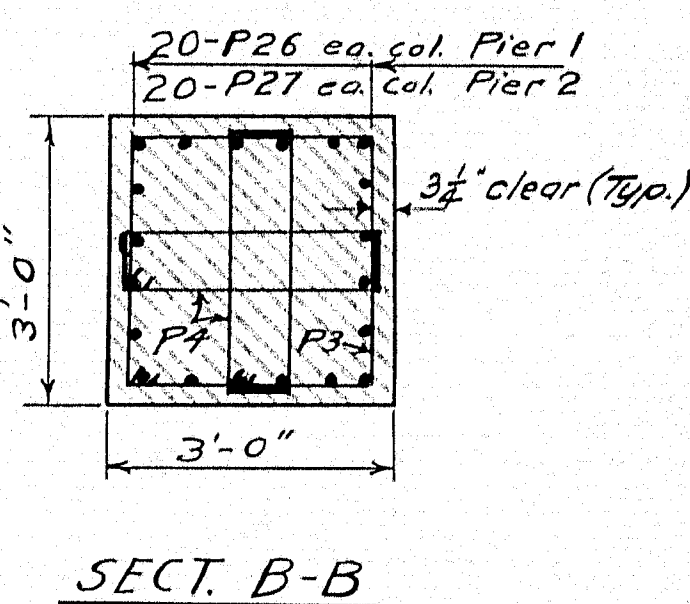
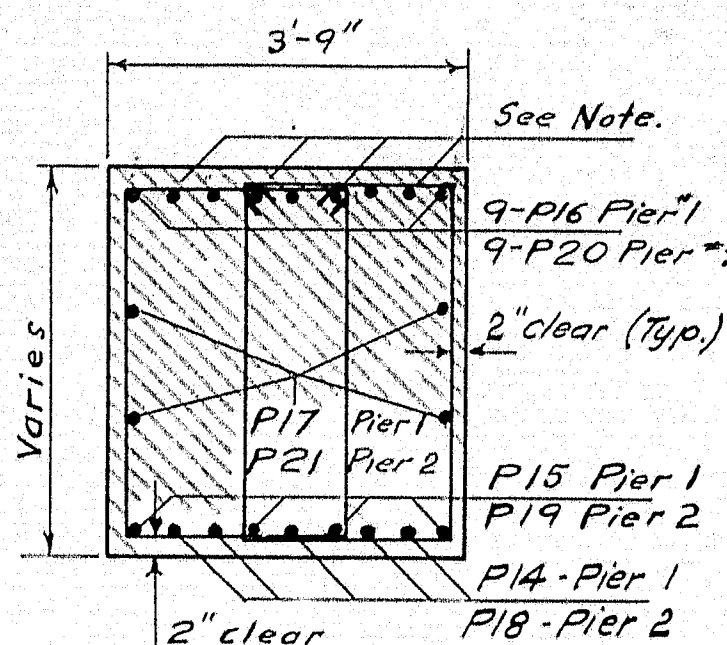


PLAN PIER #2

See note for Pier #1



SIDE ELEVATION PIER #2



DESIGN - WBH. DETAIL - CSA.
TRACE - E.V.S.
CHECK - Harris

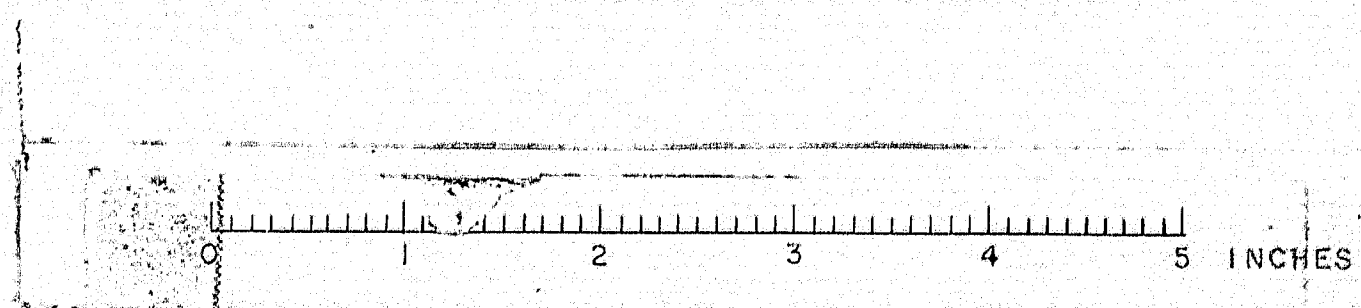
BRIDGE NO. SURVEY - PLOT -

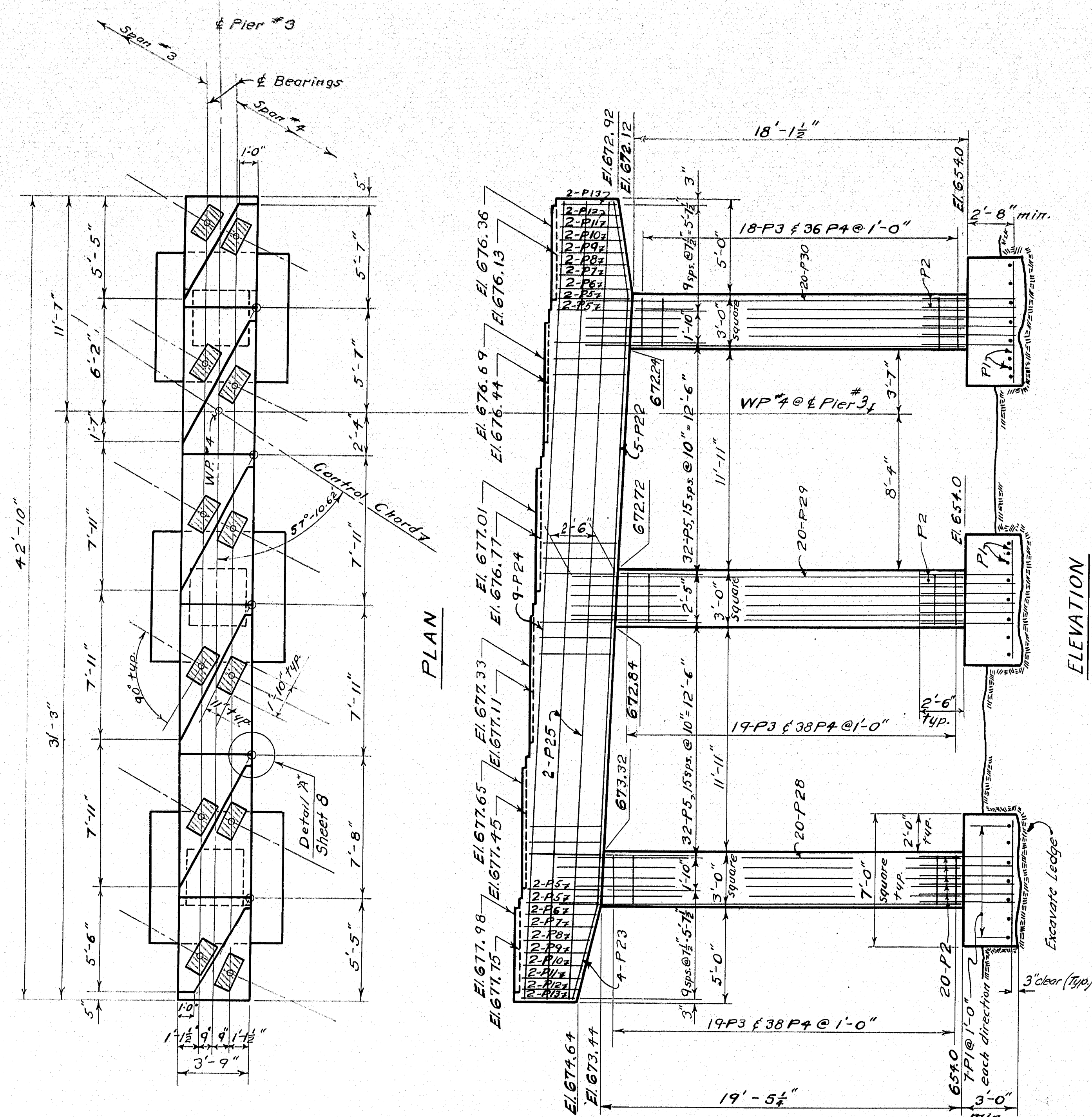
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

CANADIAN NATIONAL RAILWAYS CROSSING
OVER
CANADIAN NATIONAL RAILWAYS TRACKS
AND
RAILROAD STREET
IN THE TOWN OF
BETHEL, OXFORD CO.
PIER NO. 1 & PIER NO. 2

SHEET 8 OF 19 AUGUSTA, MAINE Nov. 1959

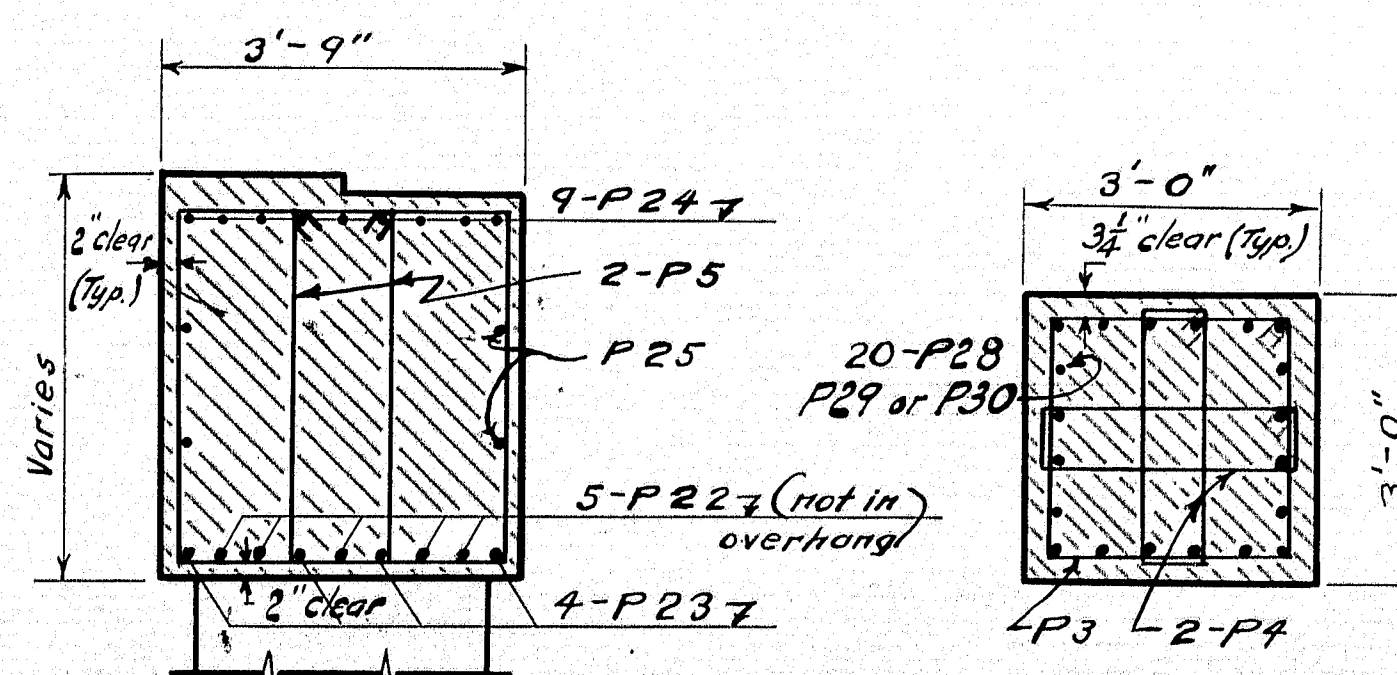
M-1744





ELEVATION

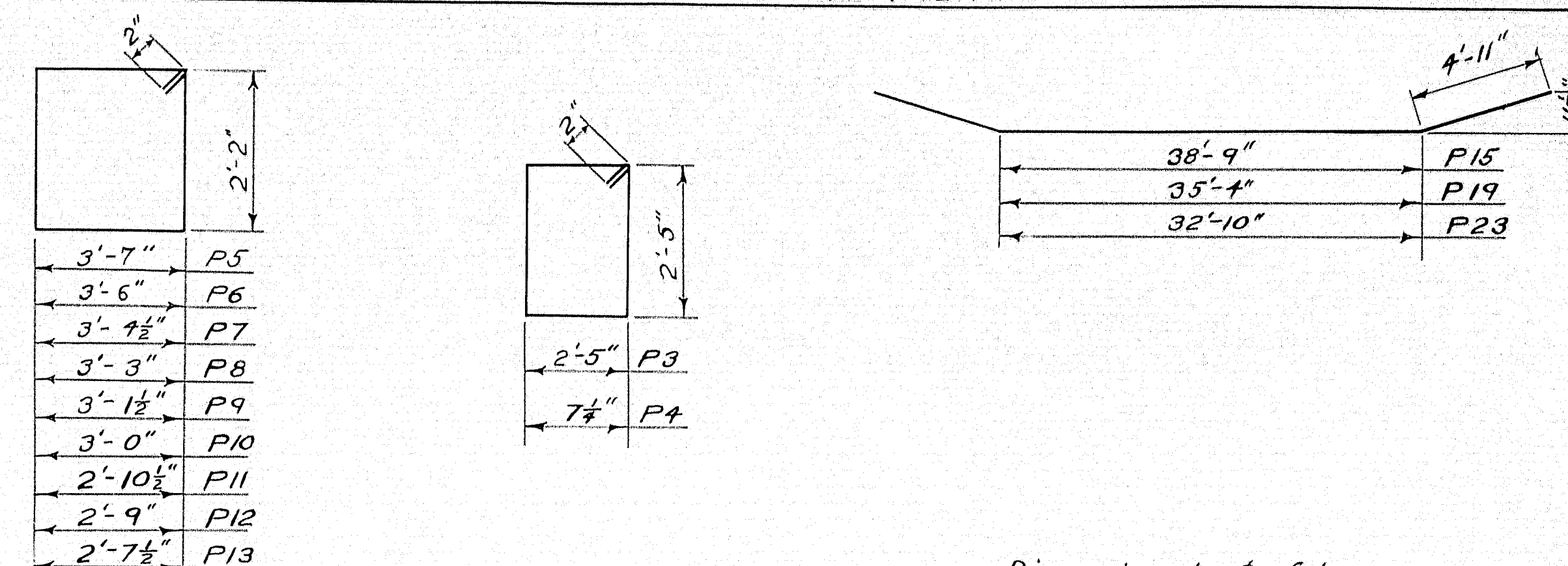
NOTE: No payment will be made for rock excavation more than 16' outside the concrete line horizontally, and no payment will be made for excavation, concrete or cement more than 6" below the elevations of bottom of footings as shown or as determined by the Engineer.



CAP SECT.

COLUMN SECT.

REINFORCING STEEL-PIERS



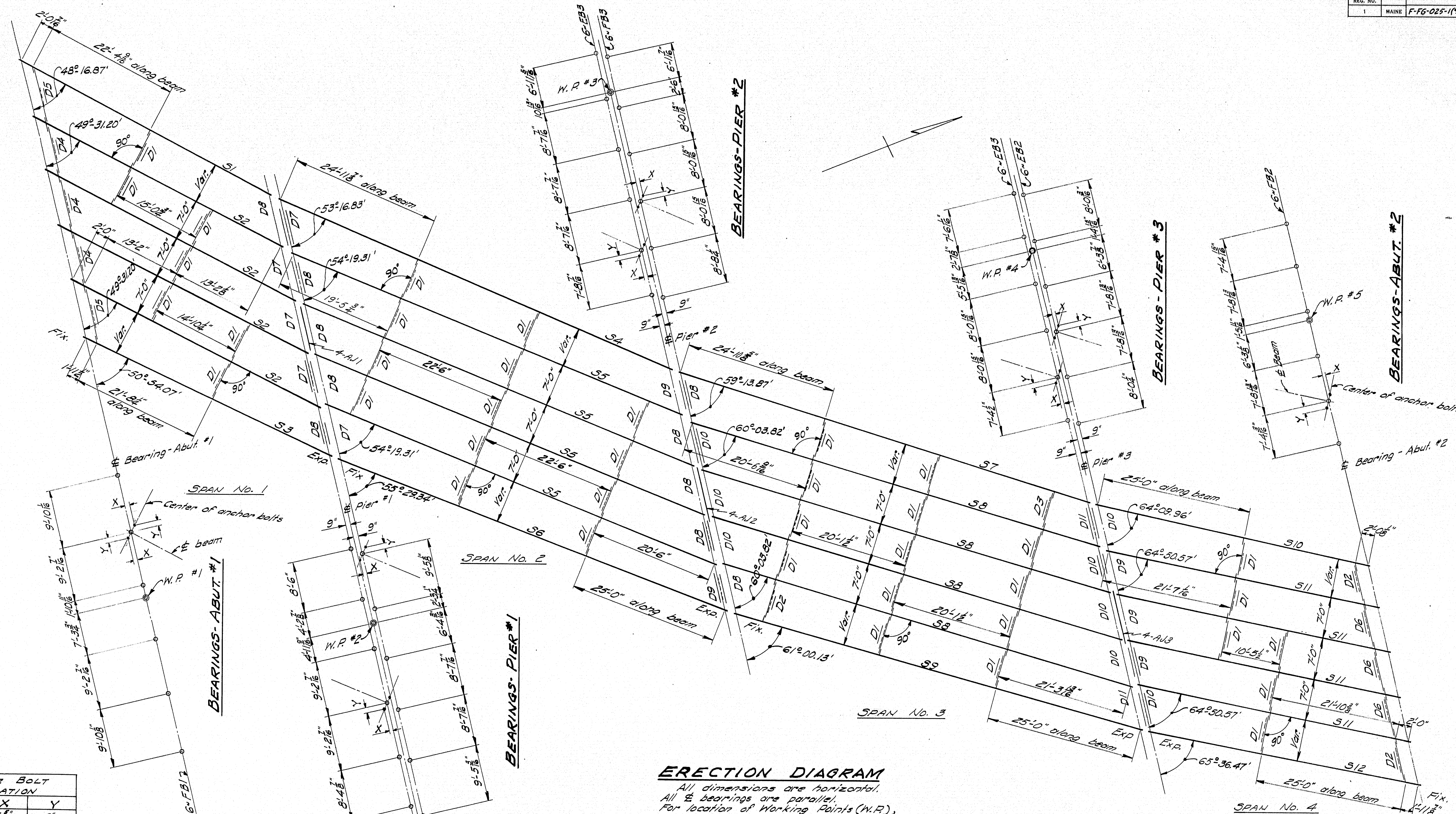
STRAIGHT BARS				BENT BARS			
MARK	SIZE	NO.	LENGTH	REMARKS	MARK	SIZE	NO.
P1	#7	126	6'-8"	All Footings	P3	#4	161
P2	#11	180	5'-0"	Dowels "	P4	#3	322
P4	#9	5	38'-9"	Cap, Pier #1	P5	#5	240
P6	#11	9	48'-5"	" " #1	P6	#12	11'-8"
P7	#6	4	48'-5"	" " #1	P7	#12	11'-5"
P8	#9	5	35'-4"	" " #2	P8	#12	11'-2"
P20	#11	9	45'-0"	" " #2	P9	#12	10'-11"
P21	#6	4	45'-0"	" " #2	P10	#12	10'-8"
P22	#9	5	32'-10"	" " #3	P11	#12	10'-5"
P24	#11	9	42'-6"	" " #3	P12	#12	10'-2"
P25	#6	4	42'-6"	" " #3	P13	#12	9'-11"
P26	#10	60	21'-0"	Columns Pier #1	P15	#9	4
P27	#1	60	18'-0"	" " #2	P19	#9	4
P28	#1	20	21'-10"	" " #3	P23	#9	4
P29	#1	20	21'-3"	" " #3			
P30	#1	20	20'-8"	" " #3			

DESIGN - W.B.H. DETAIL - R.A.S.
TRACE - R.W.L.
CHECK - J.H.H.

BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
CANADIAN NATIONAL RAILWAYS CROSS
OVER
CANADIAN NATIONAL RAILWAYS TR
AND
RAILROAD STREET
IN THE TOWN OF
BETHEL, OXFORD
PIER #3 & PIER REINFORCIN
SHEET 9 OF 19 AUGUSTA, MAINE

M-1745



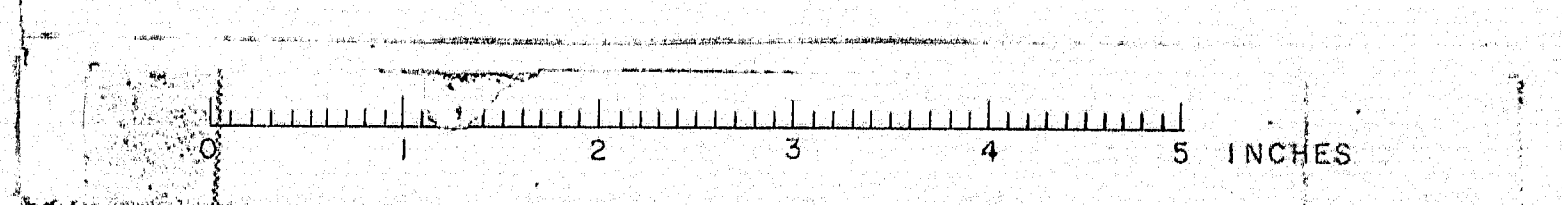
ANCHOR BOLT LOCATION		
BEAM	X	Y
51	5 1/2"	6"
52	5 1/2"	6 1/2"
53	5 1/2"	6 1/2"
54	4 1/2"	6 1/2"
55	4 1/2"	6 1/2"
56	4 1/2"	6 1/2"
57	4 1/2"	6 1/2"
58	4 1/2"	6 1/2"
59	3 1/2"	7"
510	3 1/2"	7 1/2"
511	3 1/2"	7 1/2"
512	3 1/2"	7 1/2"

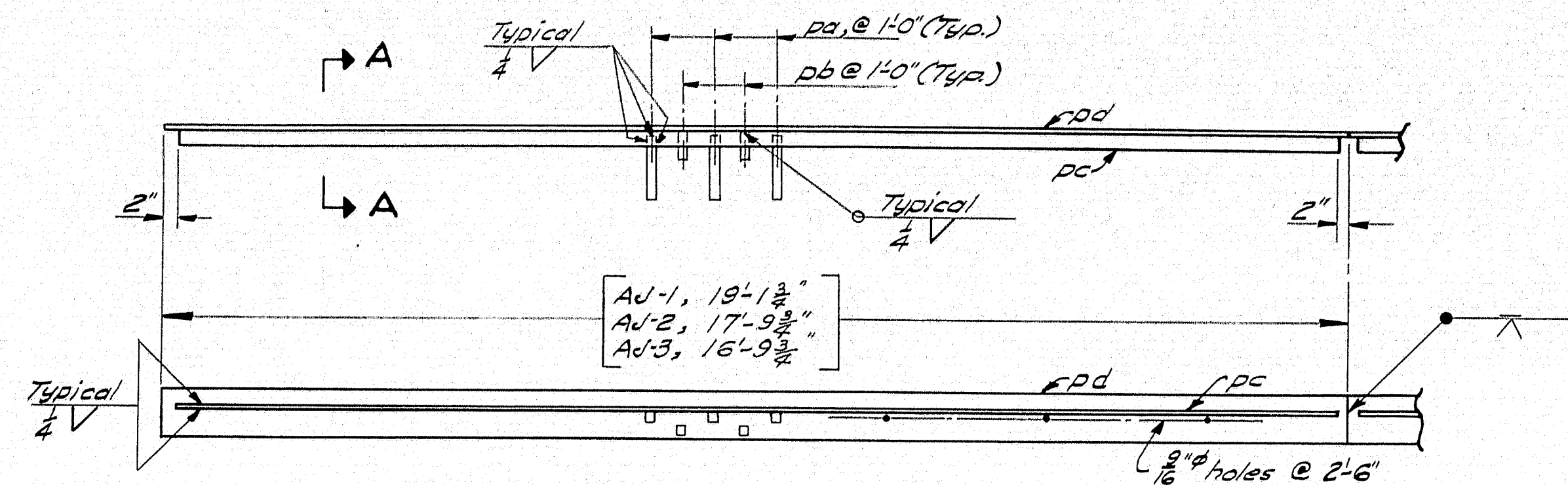
ERECTION DIAGRAM
 All dimensions are horizontal.
 All bearings are parallel.
 For location of Working Points (W.P.),
 see sheet # 5

SPECIFICATIONS
Fabrication & Erection:
 State of Maine Standard Specifications,
 Highways & Bridges, Revision of Jan. 1936.
Design & Detail: A.A.S.H.O. 1957
Materials: Beams with welded cover plates & cover plates shall conform to Specifications A.S.T.M. Designation A-373. Other steel members shall conform to either A.S.T.M. A-373 or A7.

DESIGN - C.S.A. DET. - R.A.S. BRIDGE NO.
 TRACE - G.W.C. SURVEY -
 CHECK - M.W.T. PLOT -
 STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
CANADIAN NATIONAL RAILWAYS CROSSING
 OVER
CANADIAN NATIONAL RAILWAYS TRACKS
 AND
RAILROAD STREET
 IN THE TOWN OF
BETHEL, OXFORD CO.
 ERECTION DIAGRAM AND BEARING LAYOUT
 SHEET 10 OF 19 AUGUSTA, MAINE NOV. 1959

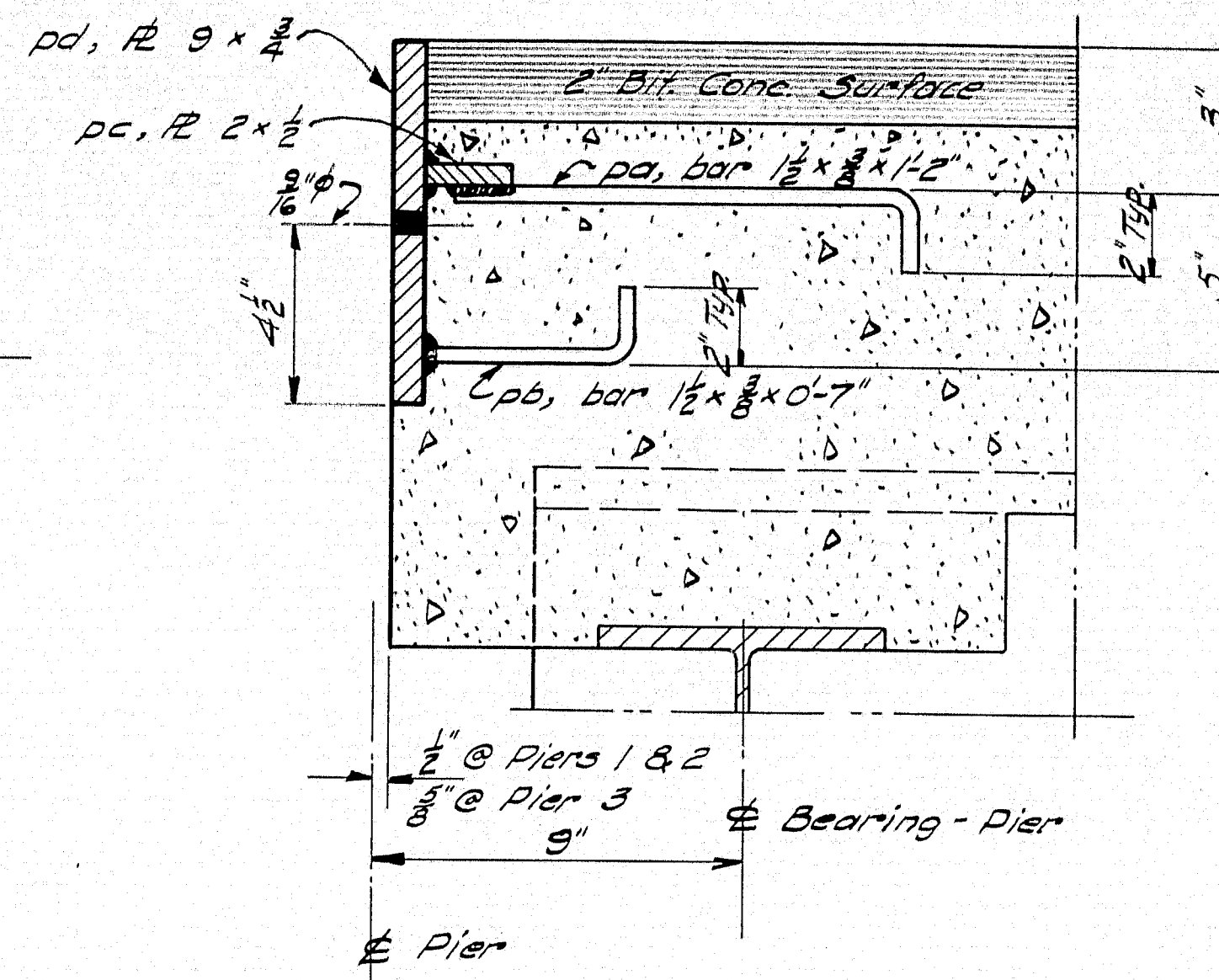
M-1746



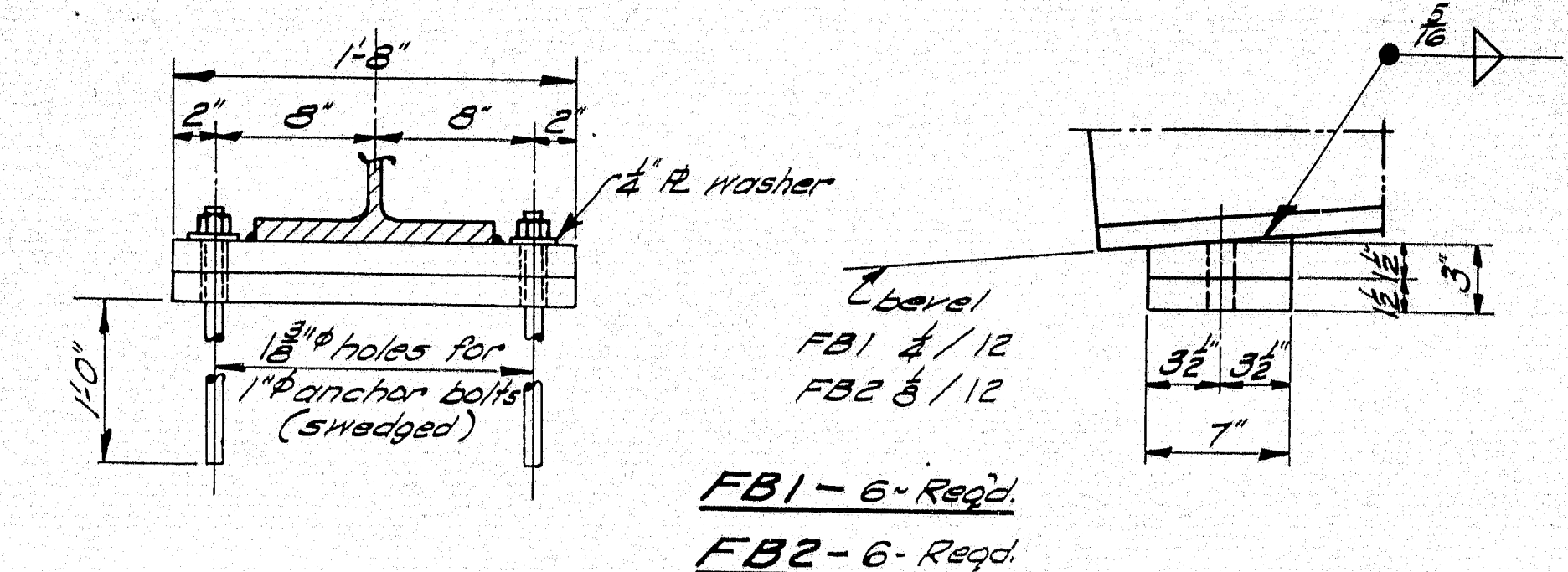


ARMORED JOINT

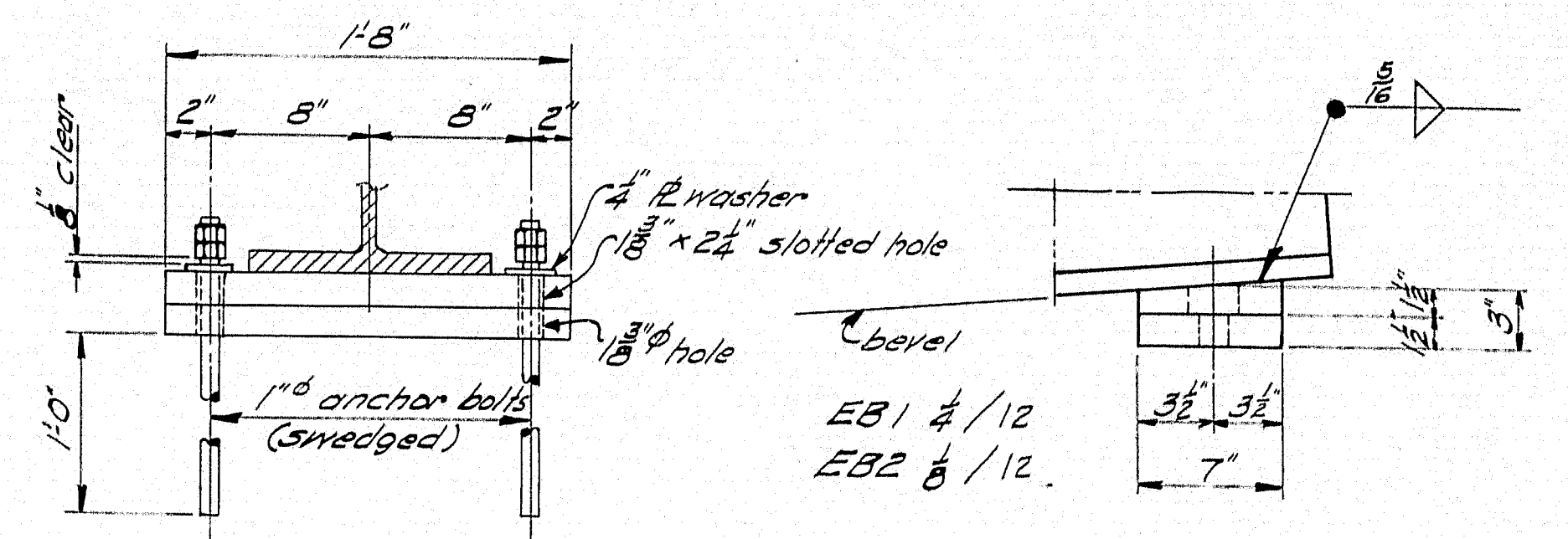
Required: 4, AU-1 @ Pier No. 1
4, AU-2 @ Pier No. 2
4, AU-3 @ Pier No. 3



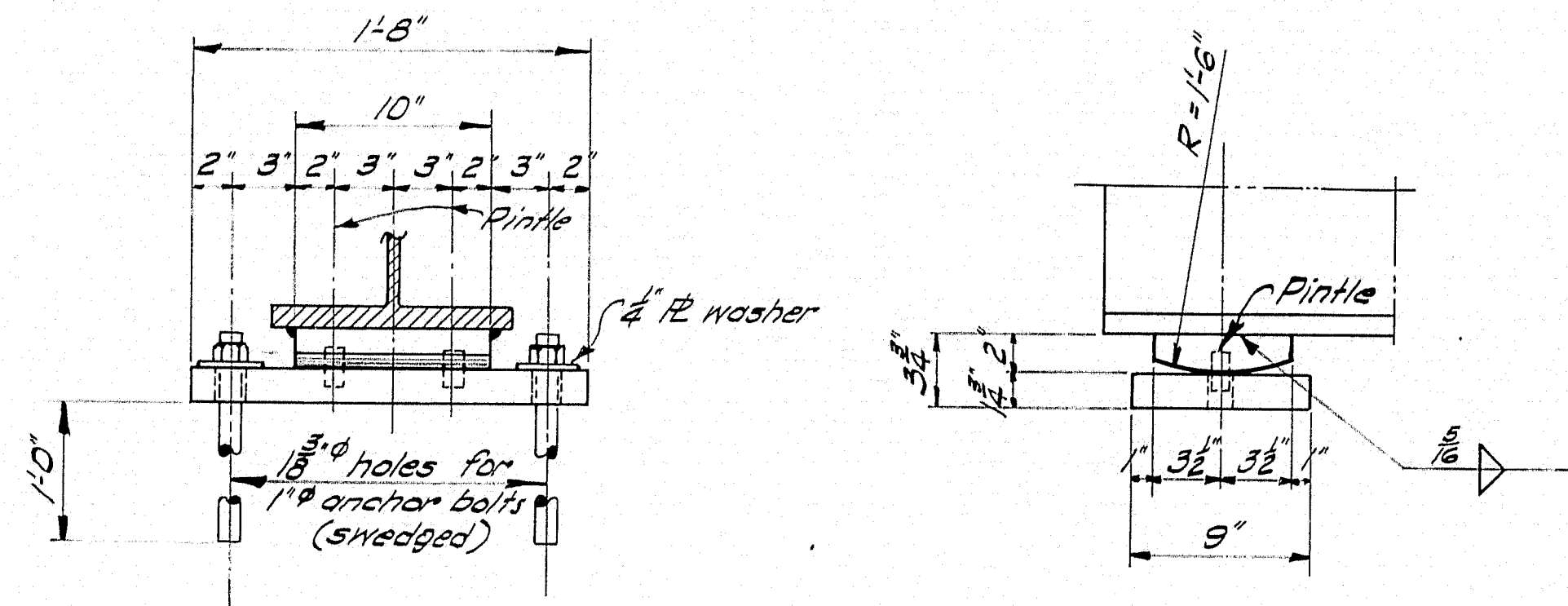
SECTION A-A



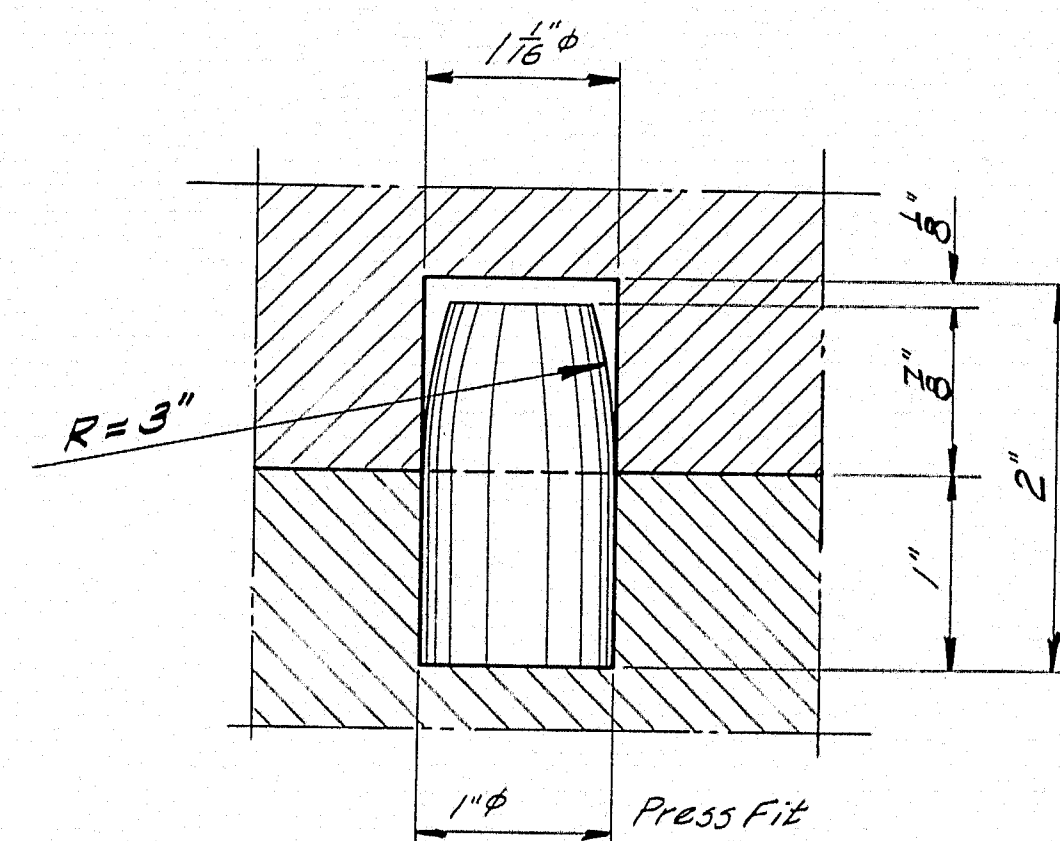
FB1 - 6 Req'd.
FB2 - 6 Req'd.



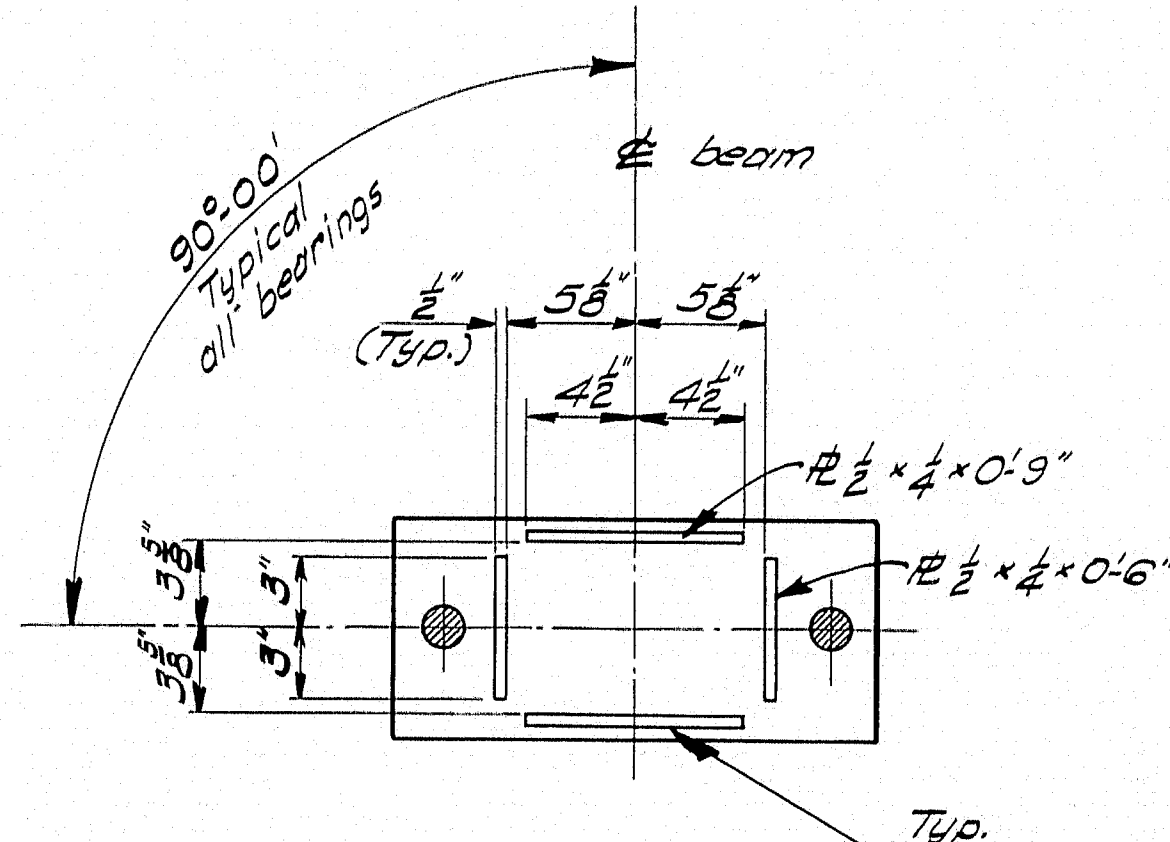
EB1 6 Req'd.
EB2 6 Req'd.



FB3 - 12 Req'd.

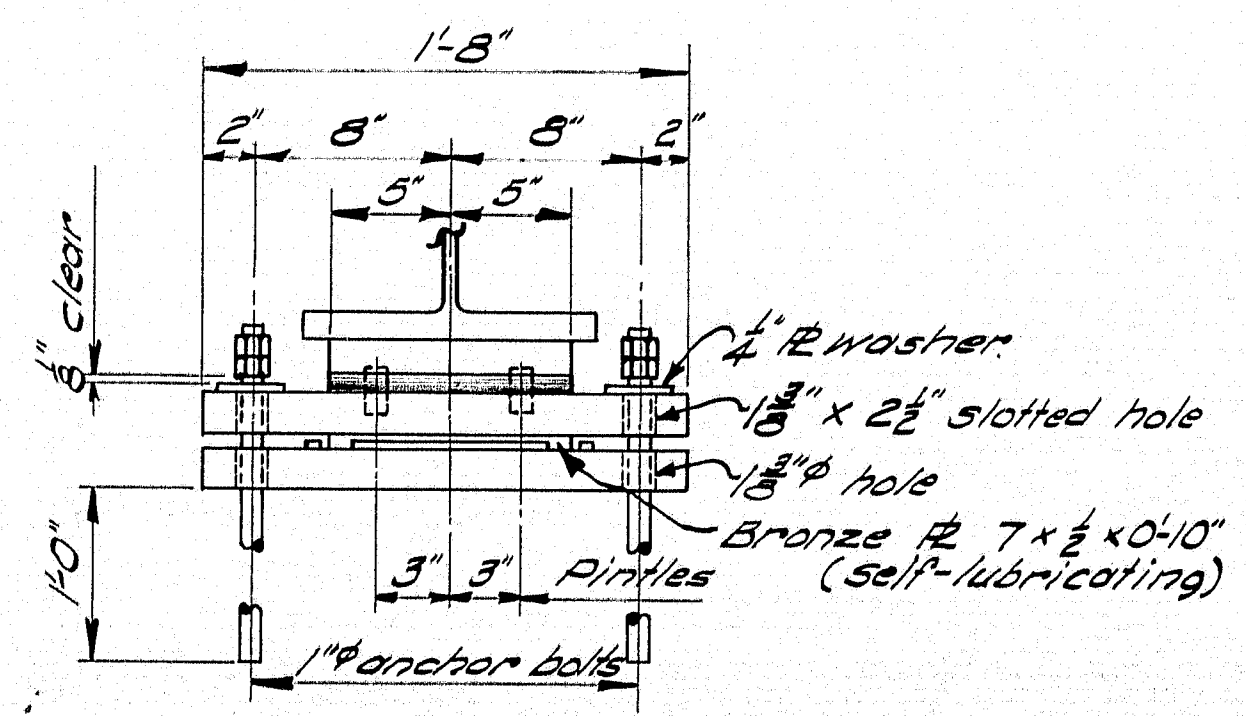


PINTLE DETAIL

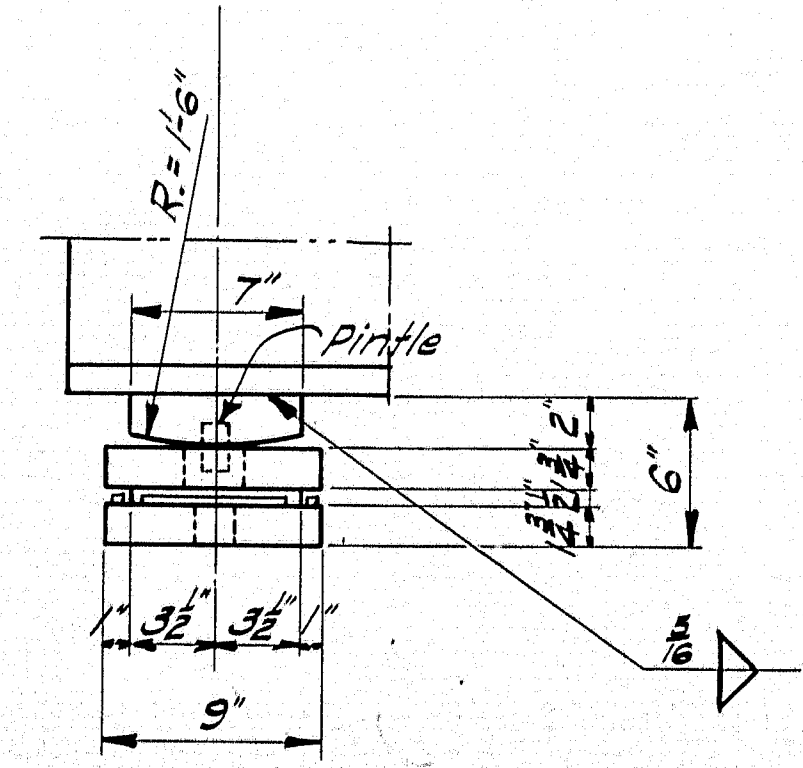


MASONRY PLATE

For EB3 only

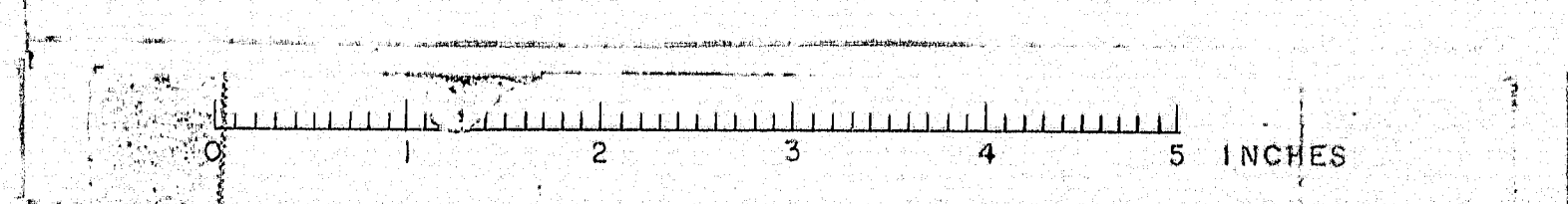


EB3 - 12 Req'd.



DESIGN - C. S. A. DET. - R. A. S. BRIDGE NO. 1
TRACE - G. W. C. SURVEY - PLOT -
CHECK - N. W. T.
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
CANADIAN NATIONAL RAILWAYS CROSSING
OVER
CANADIAN NATIONAL RAILWAYS TRACKS
AND
RAILROAD STREET
IN THE TOWN OF
BETHEL, OXFORD CO.
ARMORED JOINT & BEARINGS
SHEET 12 OF 19 AUGUSTA, MAINE NOV. 1959

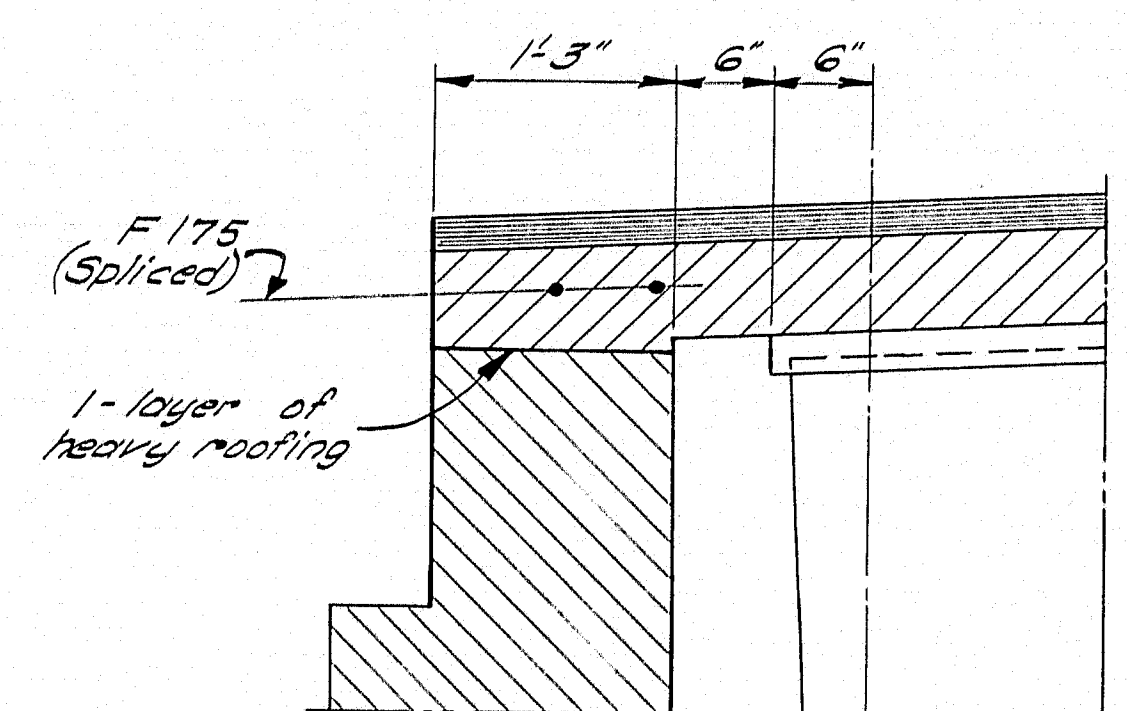
M-1748



NOTE: Break the bond at the joints in the curbs, rail curbs, & sidewalk with a coat of asphalt paint. The joints in the sidewalk surface to be made with an edging tool. At all other surfaces construct 1" V-grooves.

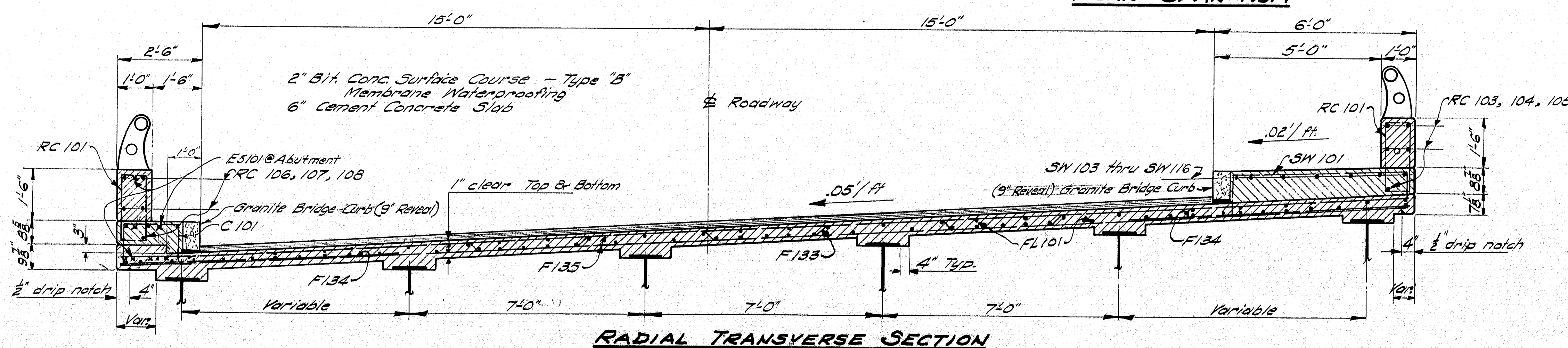
REFERENCES:

1. See Sh. #18 for Light Standard Bases.
2. See Sh. #14 for Granite Curb Detail.

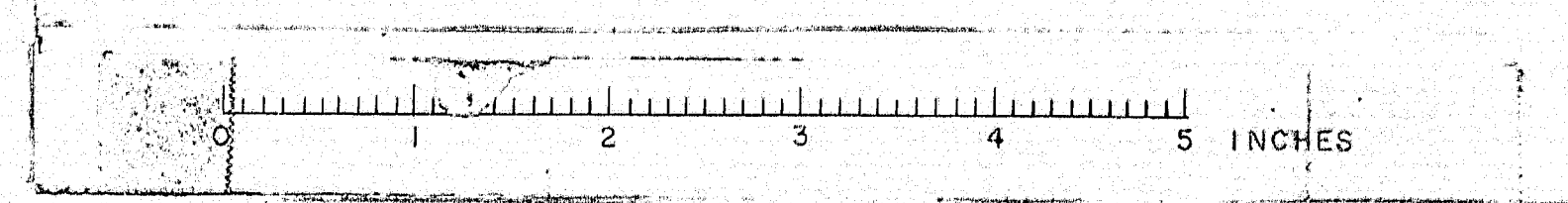


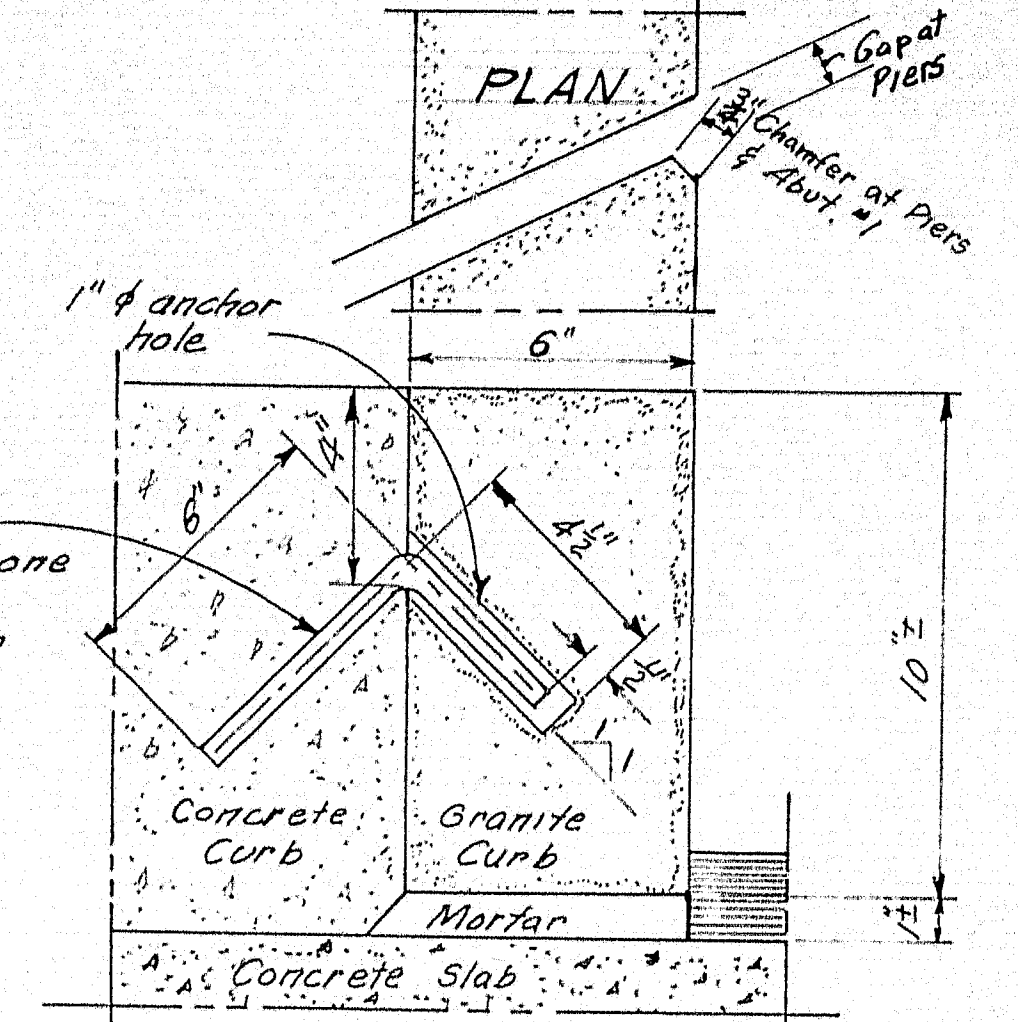
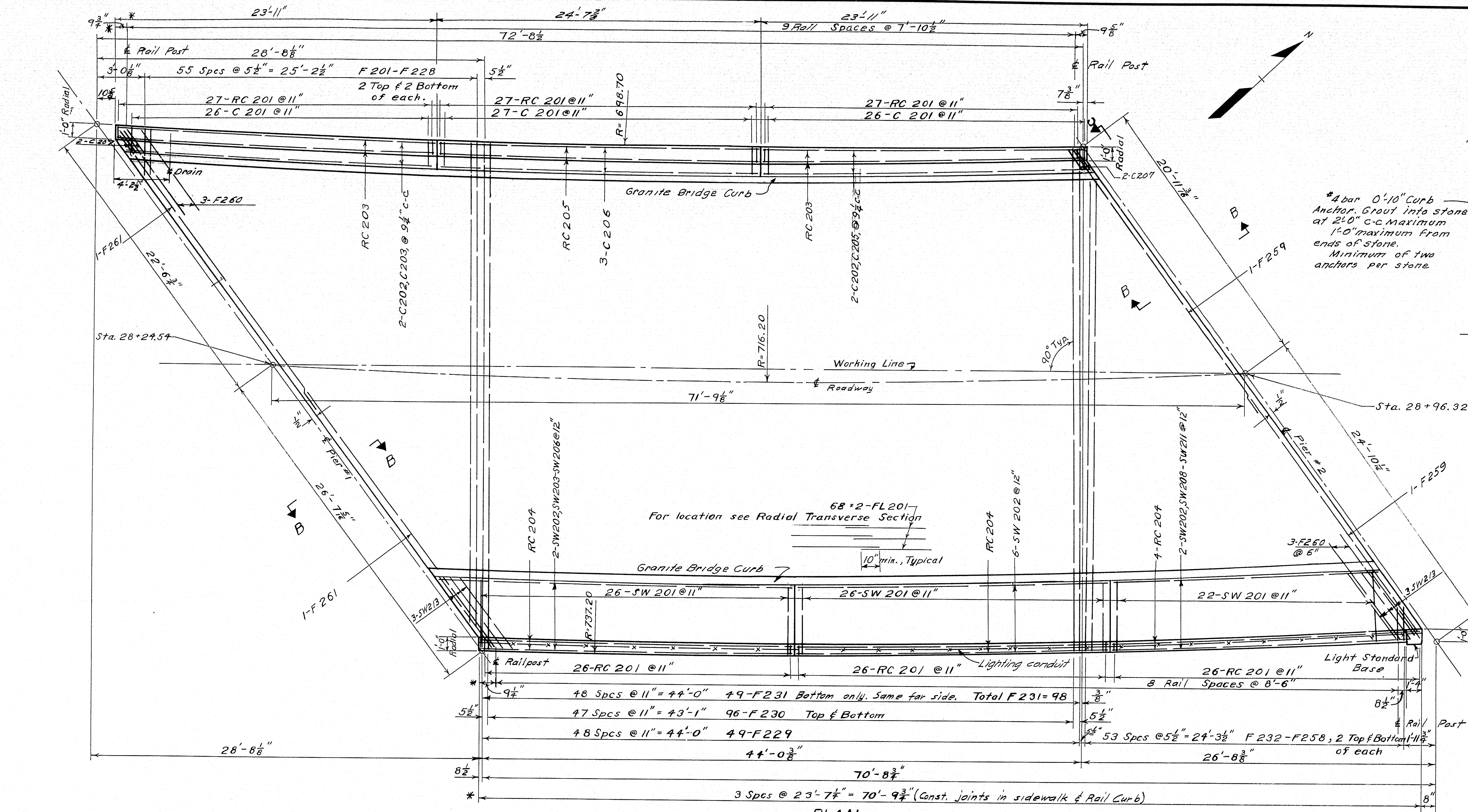
SECTION A-A
Main steel & distribution
steel not shown.

* Dimensions on these lines are arc distances measured along outside face of superstructure.
Other dimensions are parallel to working line.



RADIAL TRANSVERSE SECTION

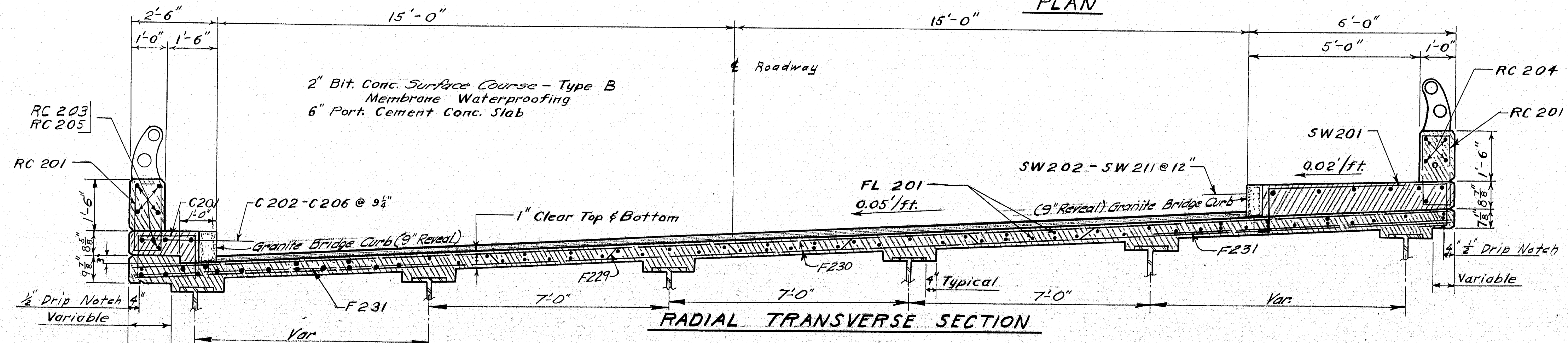




GRANITE CURB DETAIL
Individual stones are not required to be curved or beveled.

NOTES:

- * Dimensions on these lines are arc distances measured along outside face of superstructure. Other dimensions are parallel to working line.
- For references see the following:
 Sheets: Section BB - Sheet 13
 View CC - Sheet 13
 Reinforcing Detailing - Sheet 17
 Drain Details - Sheet 17
 Curb, sidewalk slabs & rail parapets shall not be placed until the superstructure slab has cured for 7 days. During this period form work will be allowed but hand tools only will be allowed on the slab.



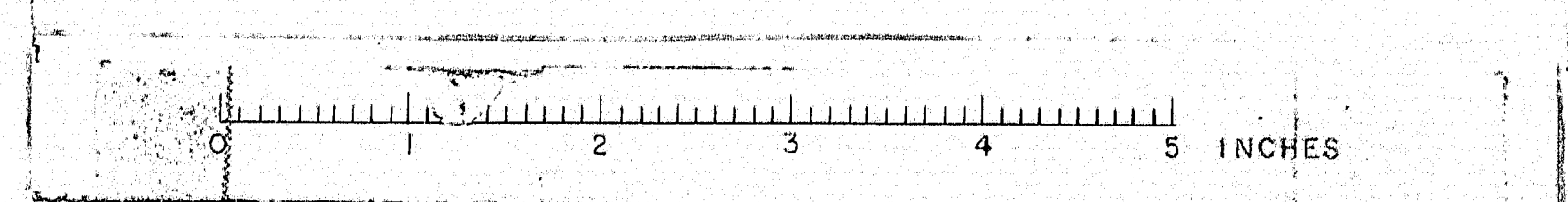
DESIGN - C.S.A.
 TRACE - R.W.L.
 CHECK - N.W.T.

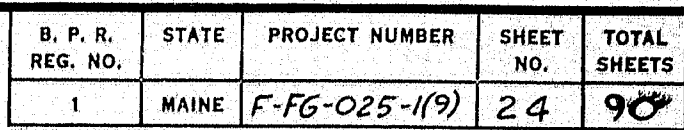
DETAIL - CDH
 SURVEY -
 PLOT -

BRIDGE NO. _____
 SURVEY -
 PLOT -

STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
 CANADIAN NATIONAL RAILWAYS CROSSING
 OVER
 CANADIAN NATIONAL RAILWAYS TRACKS
 AND
 RAILROAD STREET
 IN THE TOWN OF
 BETHEL, OXFORD CO.
 SUPERSTRUCTURE SPAN NO. 2

M-1750





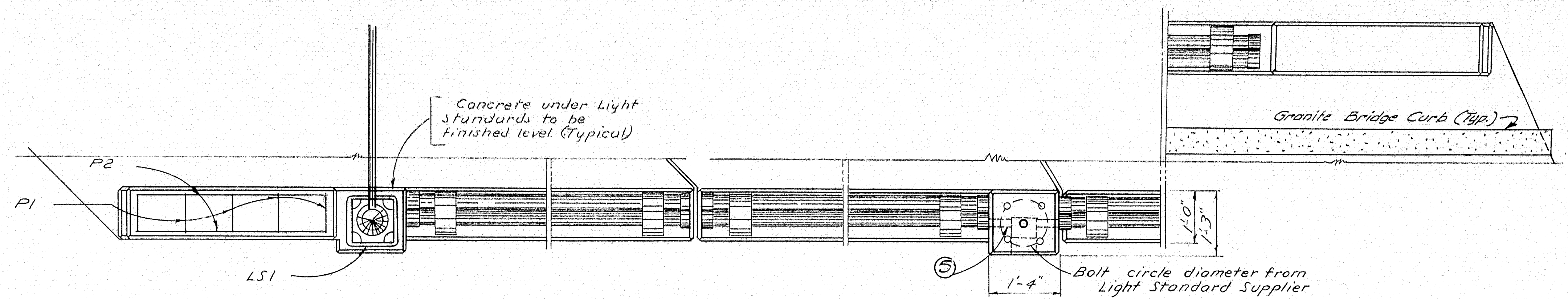
DESIGN - <i>C.S.R.</i>	BRIDGE NO.
TRACE - <i>C.R.P.</i>	SURVEY -
CHECK - <i>A.M.H.</i>	PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

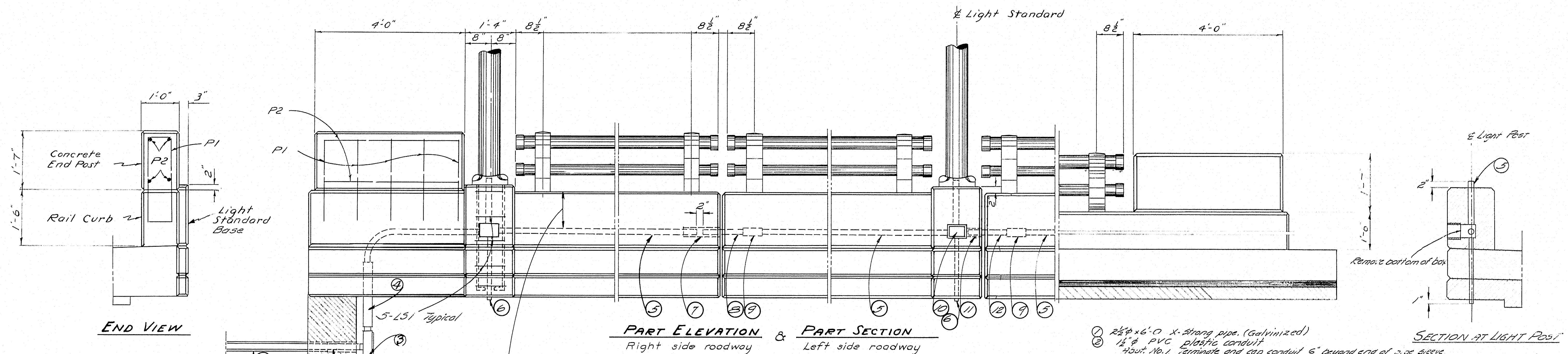
CANADIAN NATIONAL RAILWAYS CROSSING
OVER
CANADIAN NATIONAL RAILWAYS TRACKS
AND
RAILROAD STREET
IN THE TOWN OF
BETHEL, OXFORD CO

SUPERSTRUCTURE REINFORCING

SHEET 17 OF 19 AUGUSTA, MAINE NOV. 1959



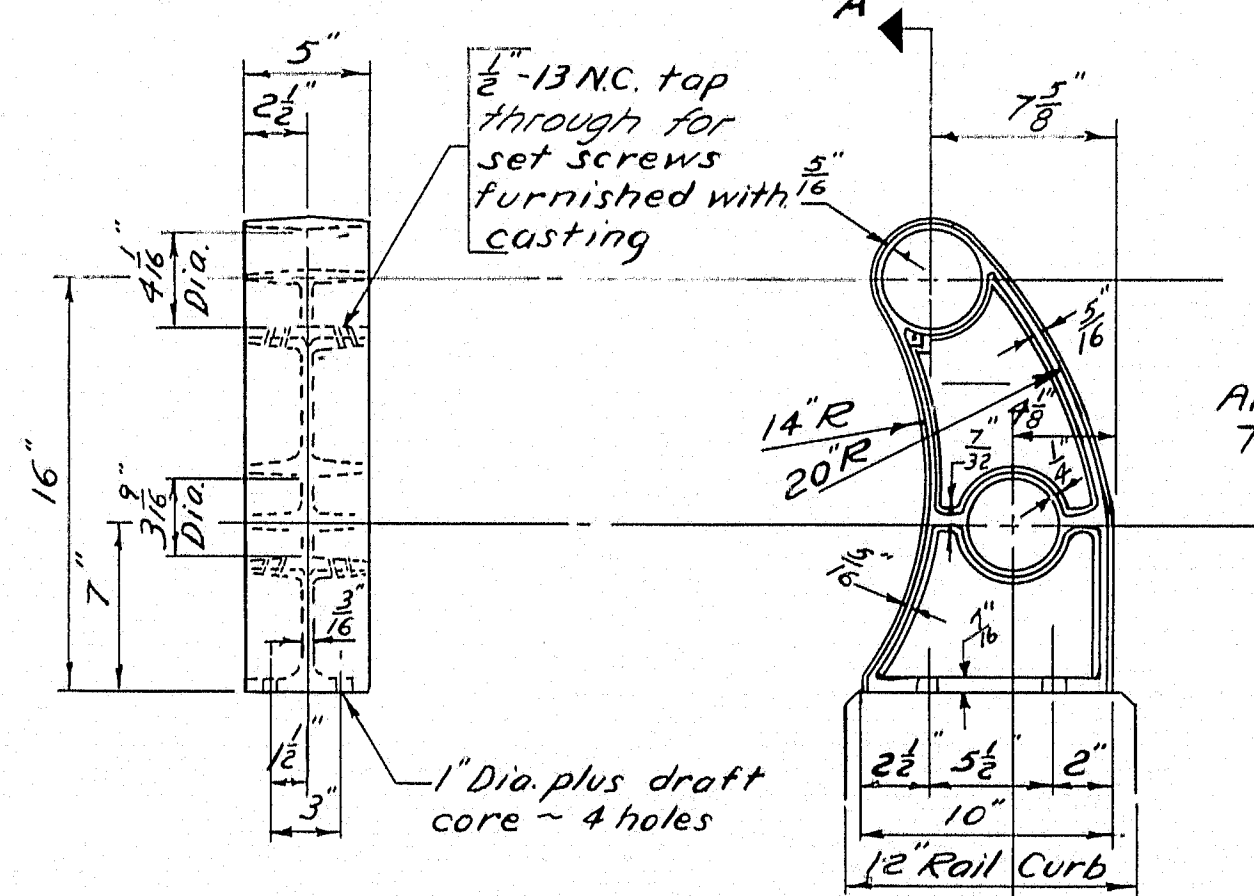
PART PLAN



END VIEW

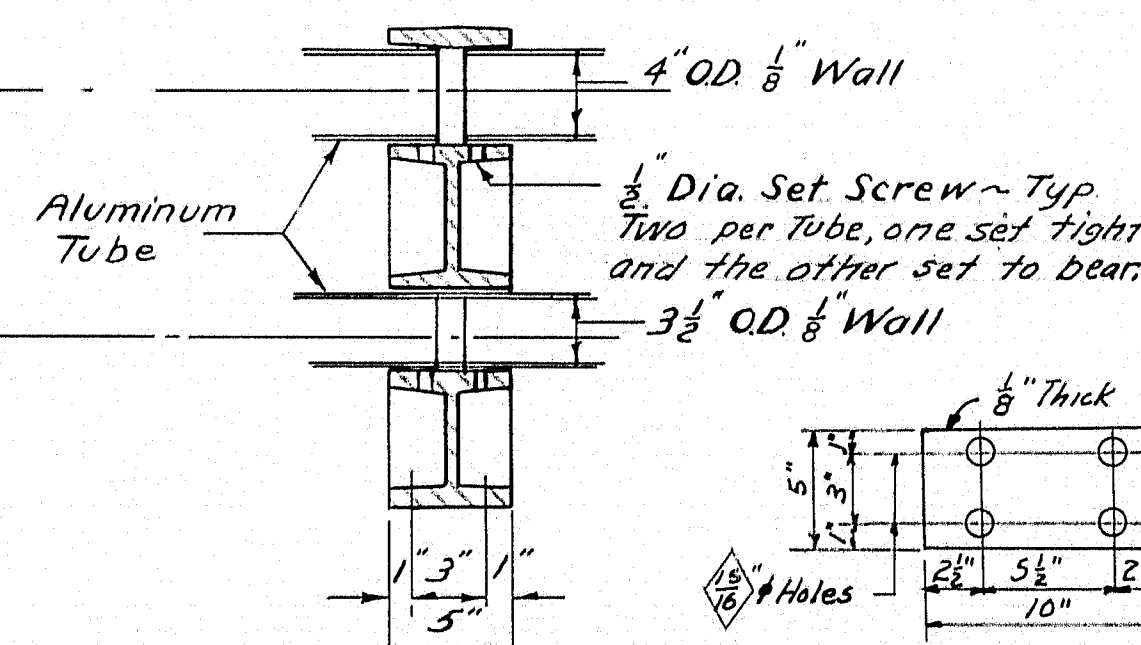
PART ELEVATION

PART SECTION



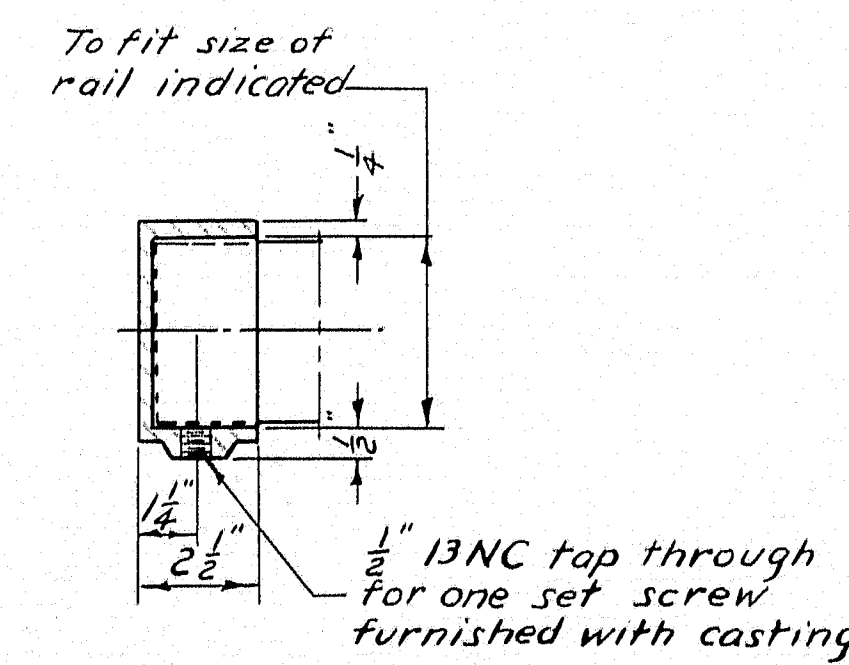
REAR ELEVATION

END ELEVATION



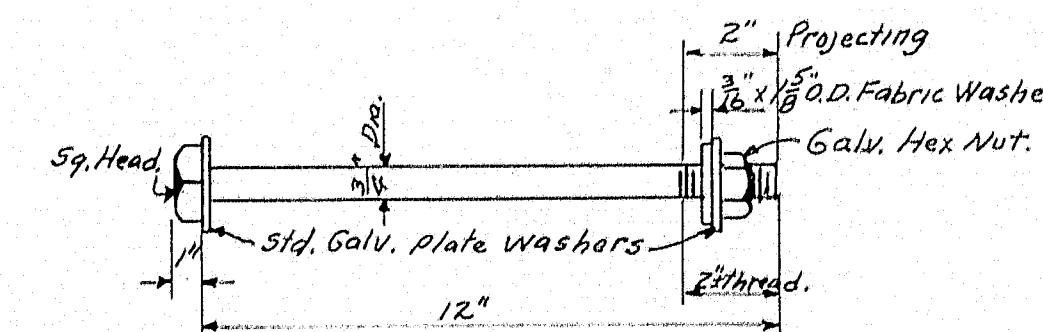
SECTION A-A

SHIM



RAIL CAP

- ① 2 1/2" x 6'-0" X-Strong pipe (galvanized)
- ② 1/2" PVC plastic conduit
- ③ 400# No. 1 terminate and cap conduit 6" beyond end of 2nd sleeve
- ④ 400# No. 2 conduit run to source of power. Pole riser 1 1/2" galv steel conduit
- ⑤ 1/2" Type TB conduit
- ⑥ 1/2" Type "OX" Expansion and Deflection fitting
- ⑦ 1/2" PVC plastic conduit
- ⑧ 2" plastic pipe end
- ⑨ 2" x 1'-0" Galv. pipe
- ⑩ 1/2" x 1'-0" X-Strong Galv. pipe (Beam free end)
- ⑪ 1/2" x 1'-0" X-Strong Galv. pipe (Beam free end)
- ⑫ 6"x4"x4" Galv. C. Hinged recessed cover box with mounting legs
- ⑬ 2" x 5" Galv. pipe sleeve
- ⑭ 1/2" x 1'-0" X-Strong Galv. pipe (Beam free end)



GALVANIZED STEEL ANCHOR BOLT

for Aluminum Rail
four required each post.

ALUMINUM RAIL DETAILS
NOTE: Erect rail posts normal to rail parapet grade.
Aluminum alloy shims in number shall equal to 50% of rail posts, and shall be provided for erection of posts.

Lighting - 7-27-61 Harris

DESIGN - BAILEY
TRACE - V. SMITH
CHECK - J. H. M.

BRIDGE NO. SURVEY - PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

CANADIAN NATIONAL RAILWAYS CROSSING
OVER
CANADIAN NATIONAL RAILWAYS TRACKS
AND
RAILROAD STREET
IN THE TOWN OF
BETHEL, OXFORD CO.
RAIL DETAILS

SHEET 18 OF 19 AUGUSTA, MAINE NOV. 1959

M-1754

