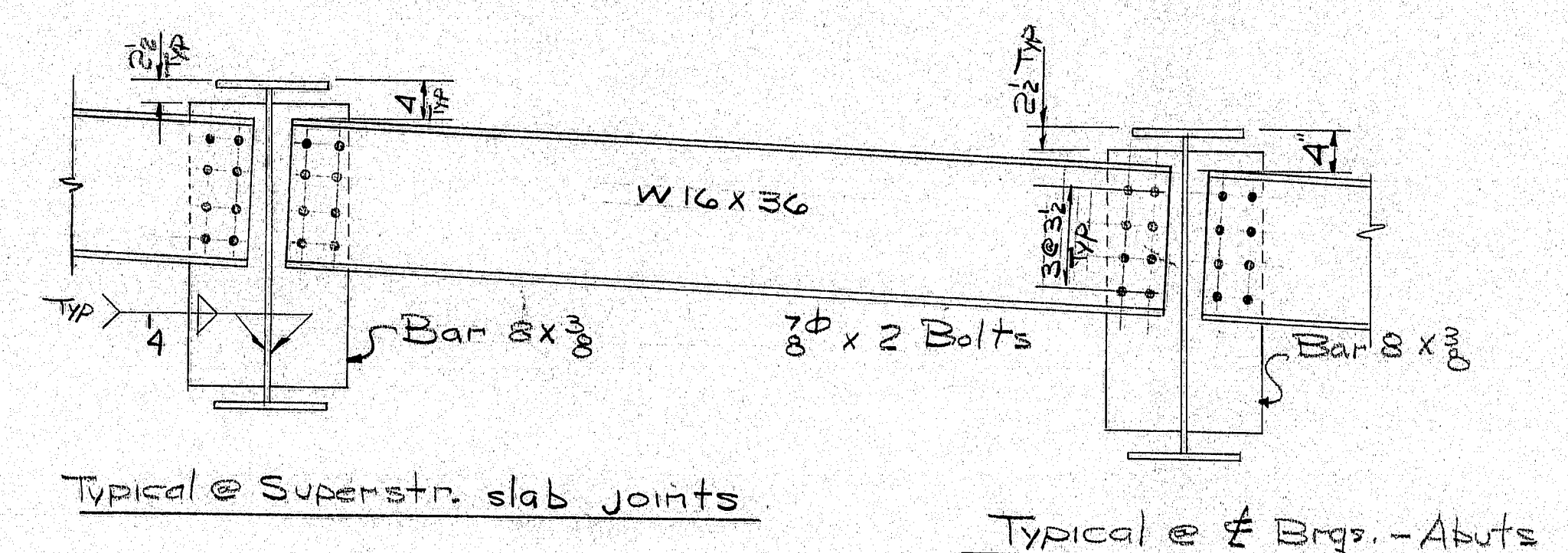
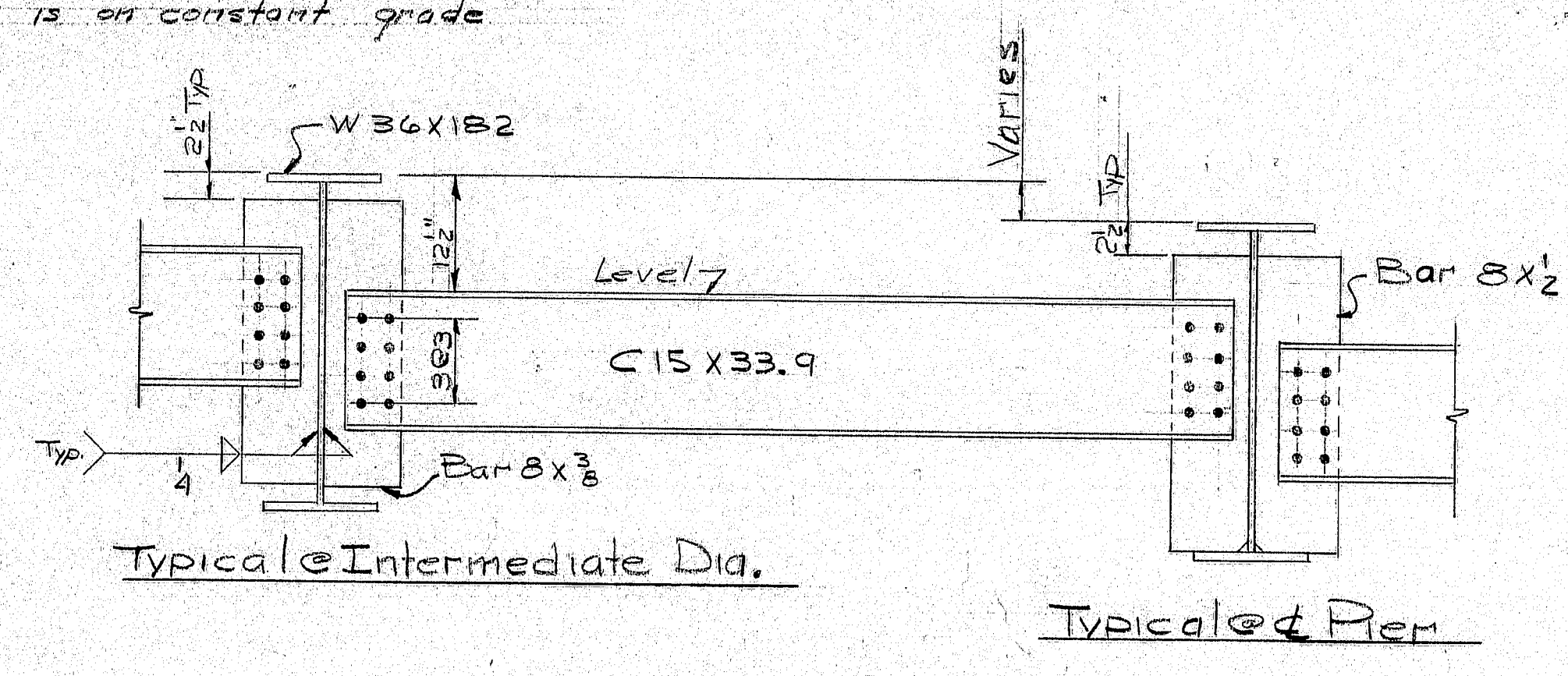


SPICE NOTE

In order to maintain the 1/4" gap shown, the webs and flanges are to be cut (with the use of mechanical guide) at the time of shop assembly of the field splices. Holes are to be drilled full size from the solid with all material in exact relative field position.

No welding of filler plates or splice plates is allowed; except that web splice plates & fillers may be tack welded for drilling as follows: no tack weld closer to a flange than 1/6 of web width, or longer than 3", or spaced less than approximately 12" on center. All tack welds will be removed and web surface ground flush. Bolt for shipment.



Form Bracket Holes

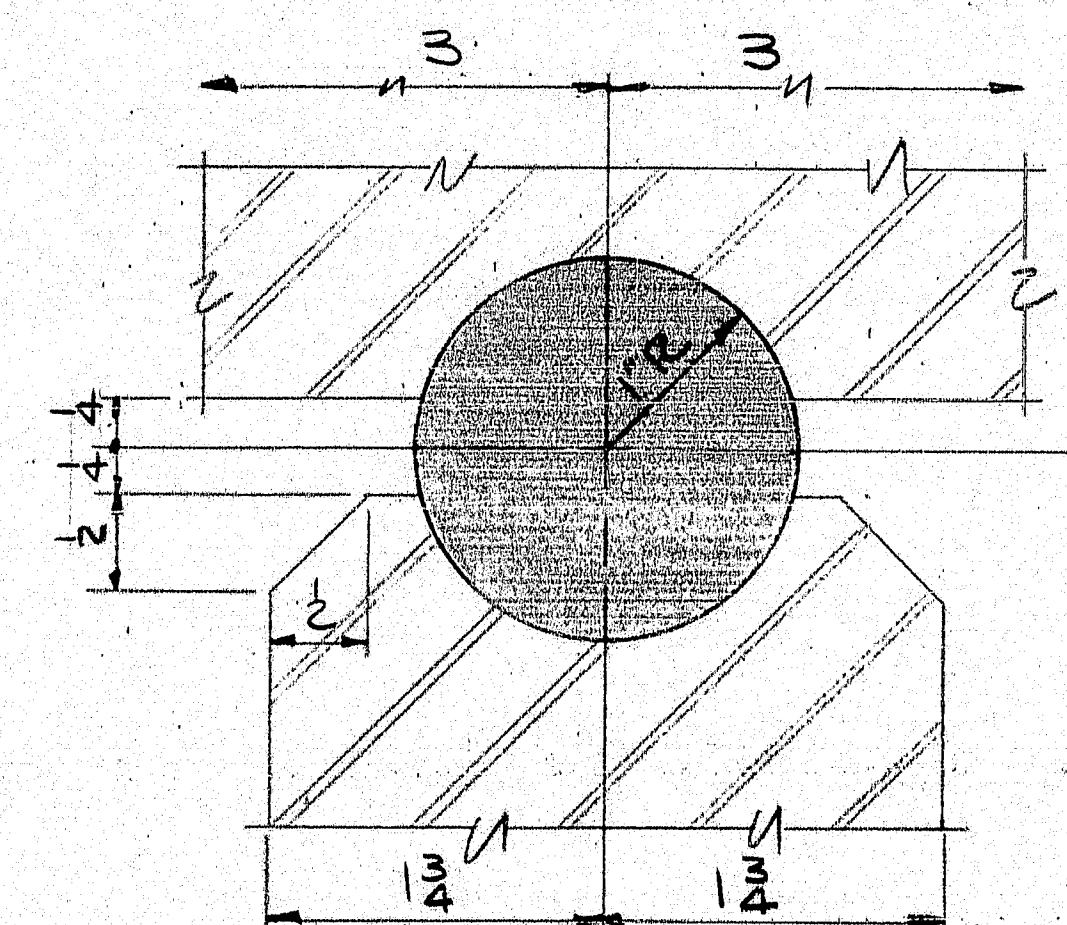
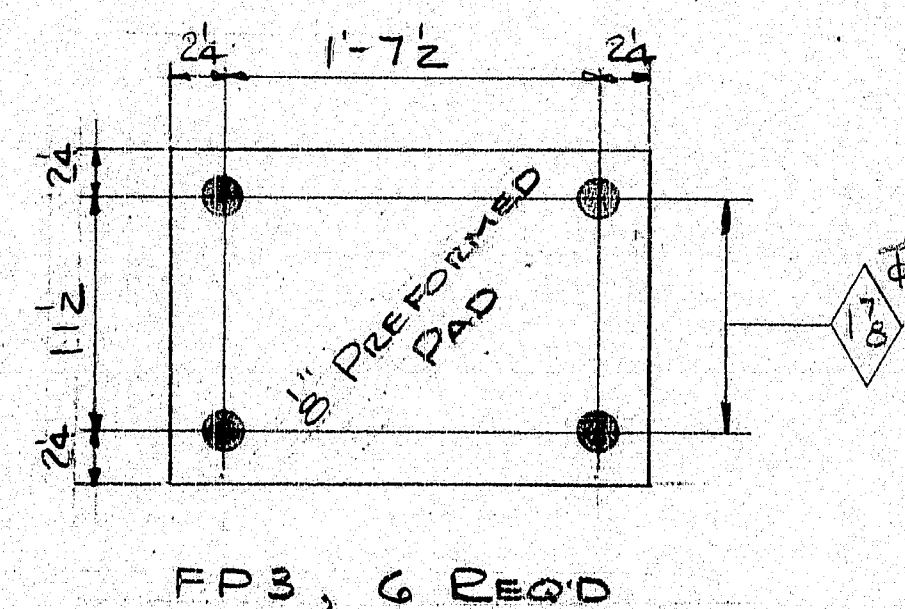
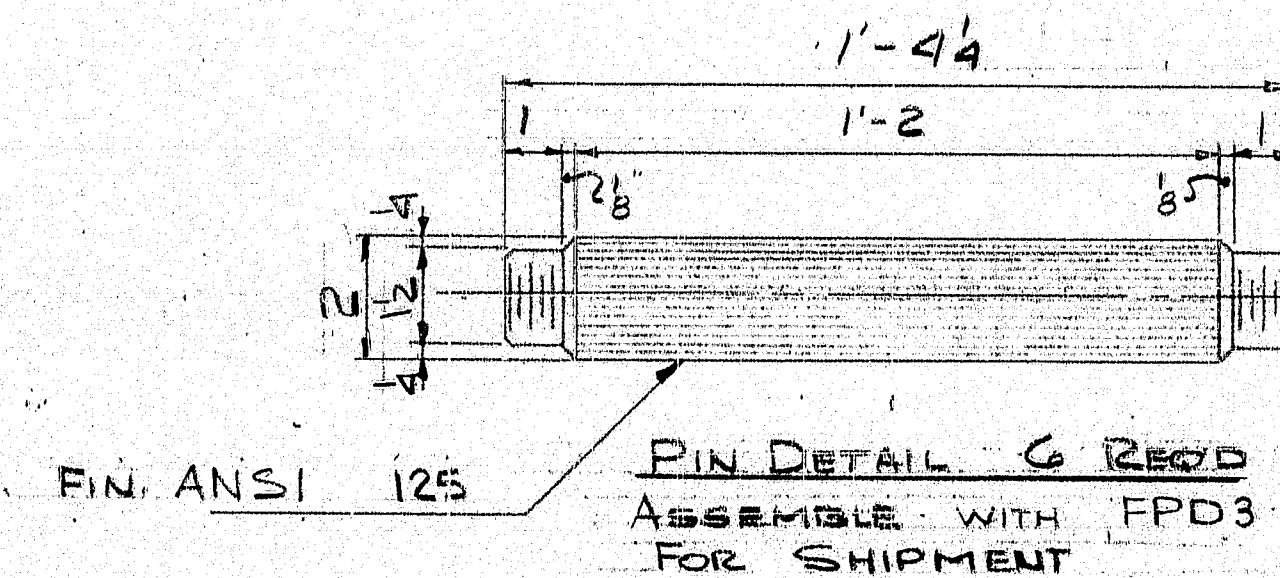
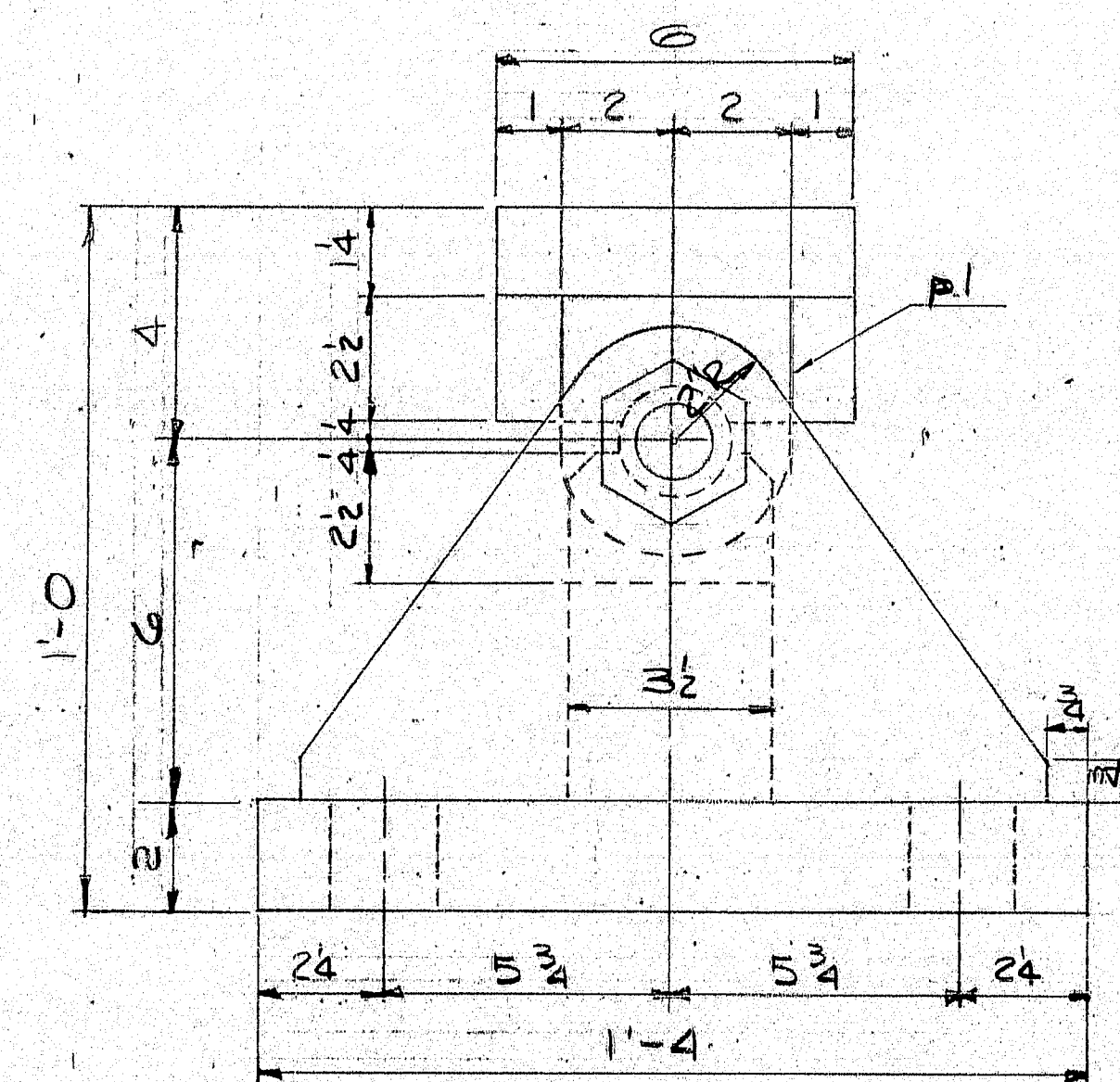
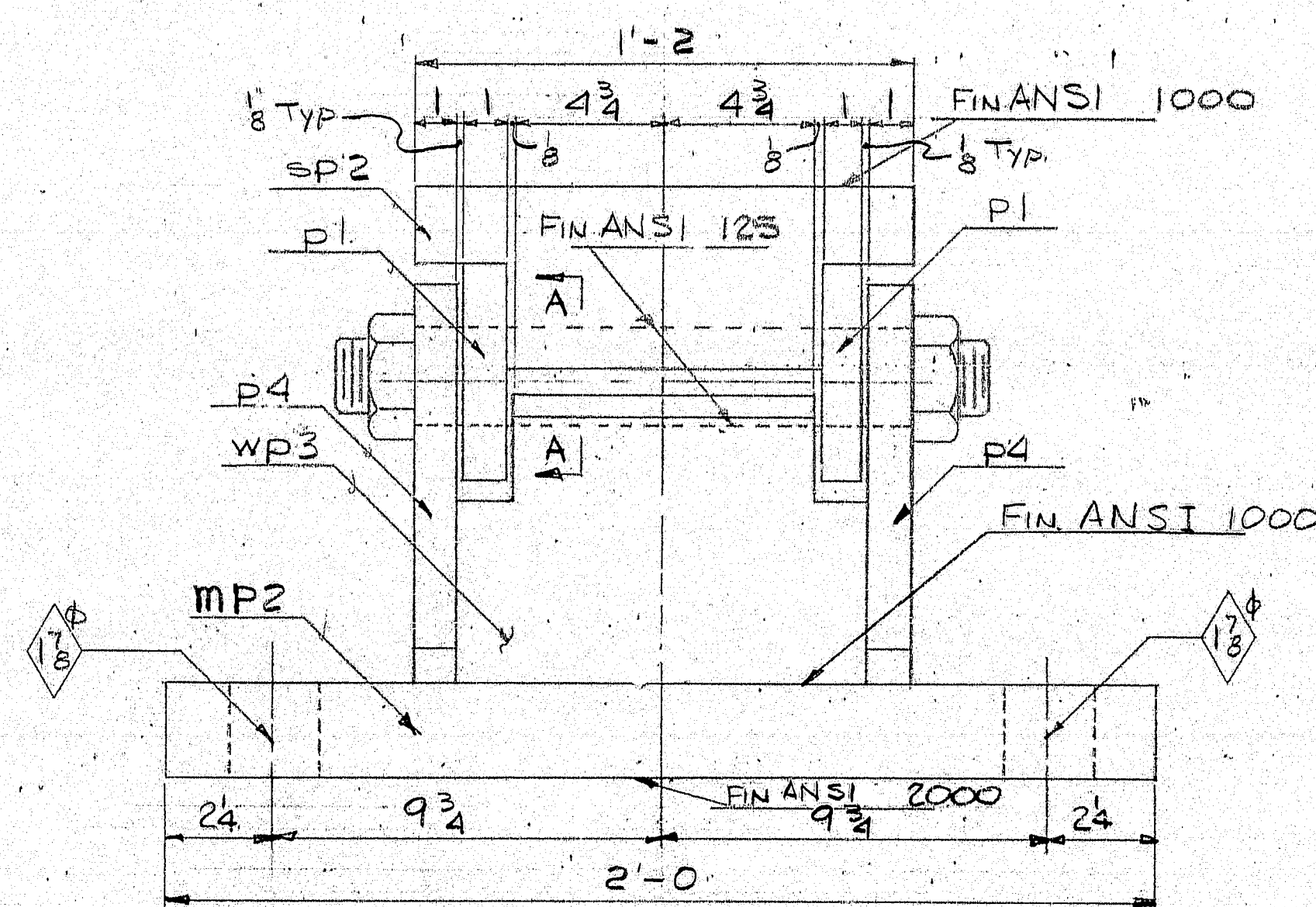
Form Bracket Holes are to be placed with 1/4" O.D. X 1-1/2" carriage bolts. Holes to be on outside. Holes to be completely covered.

ITEM No. 504.70

PROJECT No. BR-F-028-1C9

Note: All bolts (except @ form brackets) 3" H.S. A325 Type 1

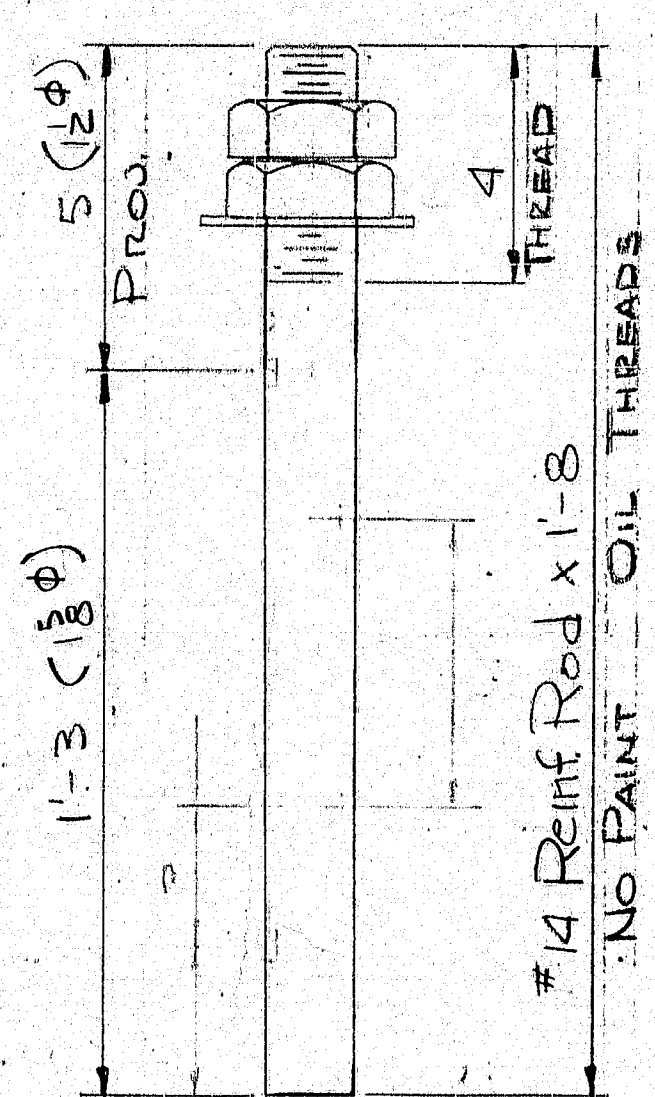
FRAMING PLAN			
PRINT DIST.			
ED	10/30/73	EA	
SP	11/15/73	SL	
AP	11/15/73	SL	
ED	11/17/73	CR	
JOB: SHEEPSHOT BRIDGE OVER SHEEPSHOT RIVER PALERMO, MAINE			
CUSTOMER: NORMAN E. JACKSON			
DESIGNER: MAINE DEPT OF TRANSPORTATION			
REV.		ORDER NO.	JOB NO.
CHECKED		VERBAL	73-334
DRAWN	9/14/73 RGM		E-1



SECTION A-A

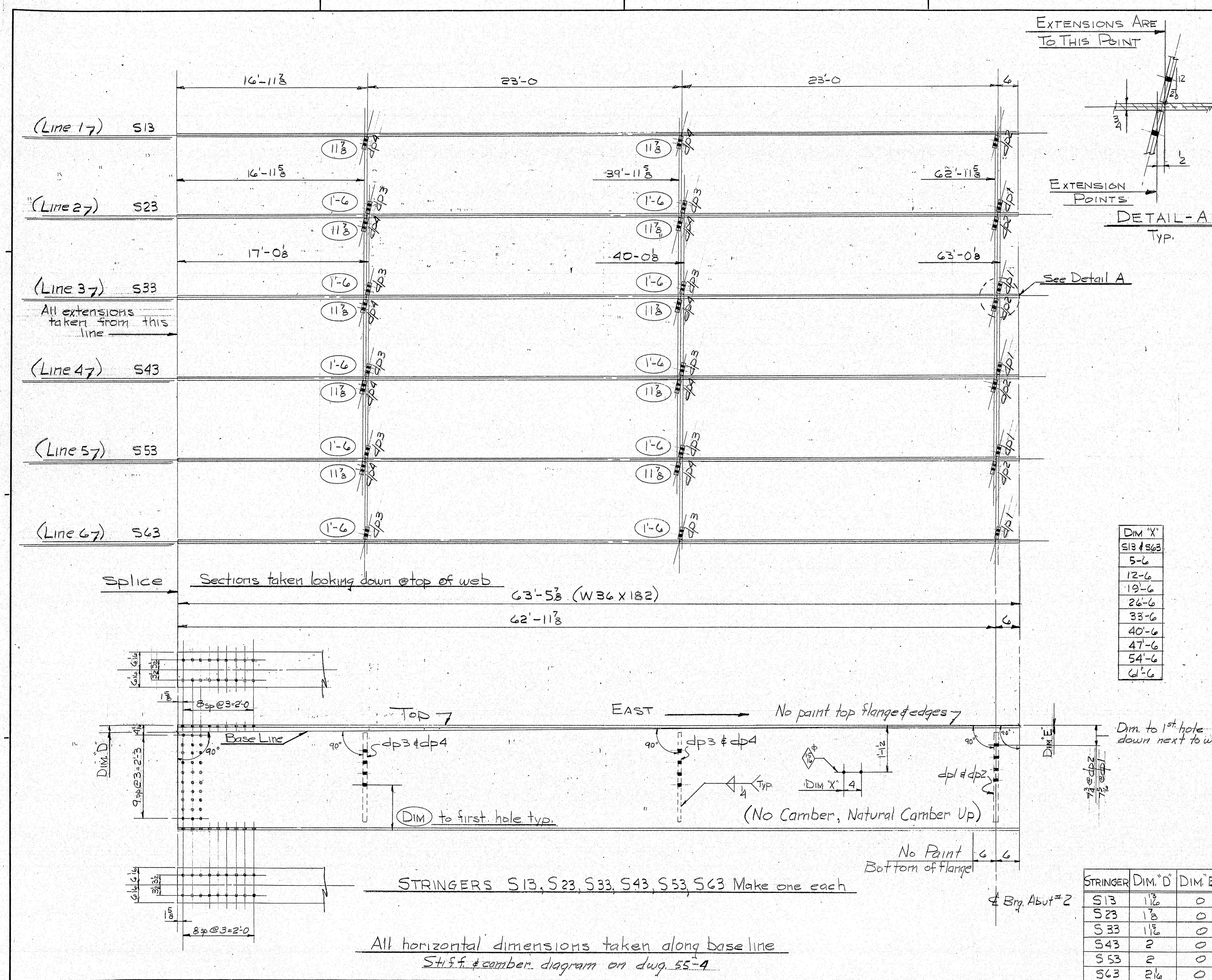
PIN NOTE:
THE DIAMETER OF THE PIN HOLE SHALL NOT EXCEED THAT OF THE PIN BY MORE THAN 1/50 INCH.

PAINT NOTE:
NO PAINT ON TOP OF SOLE PLATES AND 1" DOWN FROM TOP ON SIDES, COAT WITH BOILED LINSEED OIL.
NO PAINT ON SURFACES WITH ANSI 125 FINISH, COAT WITH MIXTURE OF WHITE LEAD AND TALLOW.
NO PAINT ON ANCHOR BOLTS - OIL THREADS.
MASONRY PLATES, SHALL RECEIVE 2 COATS OF SHOP PAINT.

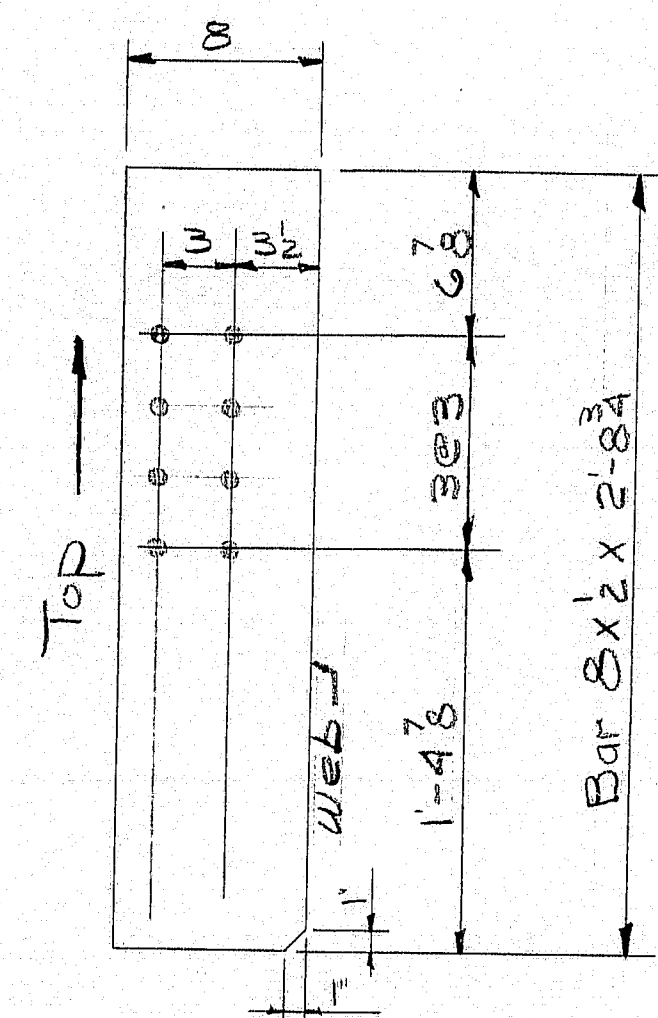


AB2 - 24 REQD
AG15 - GR 40

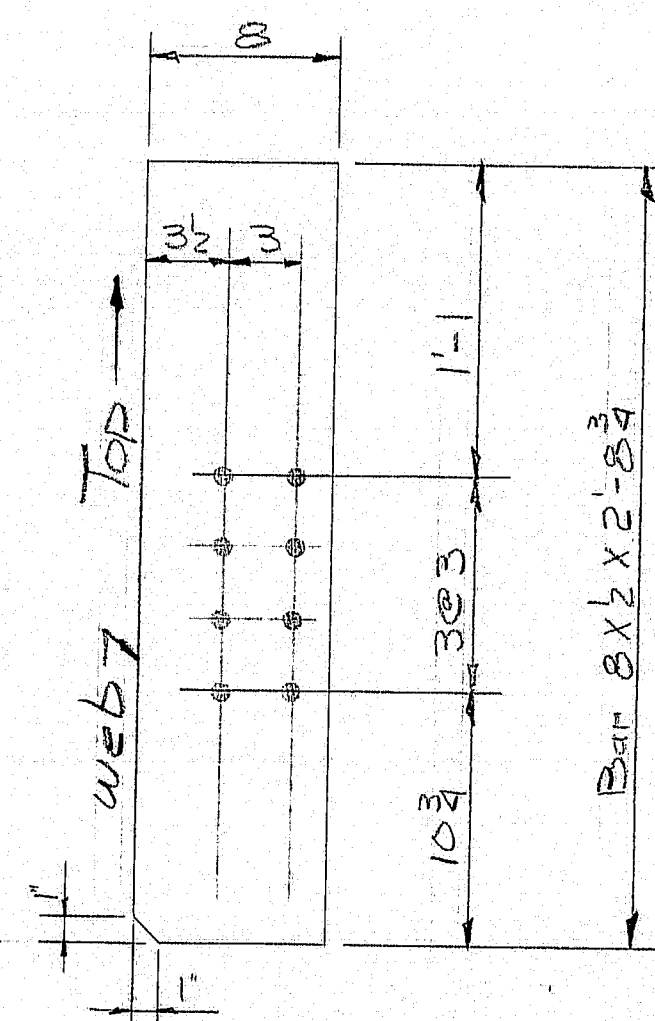
SHIP		BILL OF MATERIAL		JOB NO. 73-334		DWG. NO. 51-3	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	ITEM NO.	REMARKS
FPD3	6		SHOP ASSEMBLY				
	6	mp2	RE 2X 16	2' 0"		34	
	12	p1	Bar 4X1	0' 4 1/2"		23	
	12	p4	Bar 8X1	1' 2 1/2"		29	LO
	6	wp3	Bar 5 1/2 X 1 1/2	1' 0"		27	
	6	sp2	Bar 6 X 3 1/2	1' 2"		24	
FPB3	6		Pad 5 X 16	2' 0"			Reinforced Pad Rein. No. 1220
	6	SHOP	24 ROD	1' 4 1/4"		42	G.R.S.
	12	Do	1 1/2" NUTS			43	Lomas Nuts Recessed Pin
AB2	24		#4 Rein. Rod	1' 8"		37	No Substitute AG15 - GR 40
	48	SHOP	1 1/2" HEX NUTS			38	
	24	Do	1 1/2" STD WASHER			39	
ITEM No 50470 PROJECT NO BR-F-028-1(9)							
STEEL: ASTM A36 & as noted. WELDING ELECTRODE: SEE WELDING PROCEDURES SHOP CONN: WELDED - 2" CONT. FILLETS FIELD CONN: WELDED & BOLTED HOLES: AS NOTED PAINT: Red Lead per Maine Specs. & As noted SPECIAL CLEANING: BLAST CLEAN APPROVED: 11/14/73							
FIXED PEDESTAL DETAILS - DIER							
PRINT DIST.				Bancroft & Martin Inc.			
2D 10/30/73 F.A.				South Portland, Maine 04106			
23-000 11/15/73 State				JOB: SHEEPSHOTT BRIDGE OVER			
4D 11/15/73 Shop				SHEEPSHOTT RIVER			
5P 11/19/73 Civil				DALERMO, MAINE			
				CUSTOMER: NORMAN E. JACKSON			
				DESIGNER: MAINE SHC. BRIDGE DIV.			
				ORDER NO.		JOB NO.	
				DRAWN		DRAWING NO.	
				9/5/73 R.M. M.S.K.		73-334	
				VERBAL		51-3	



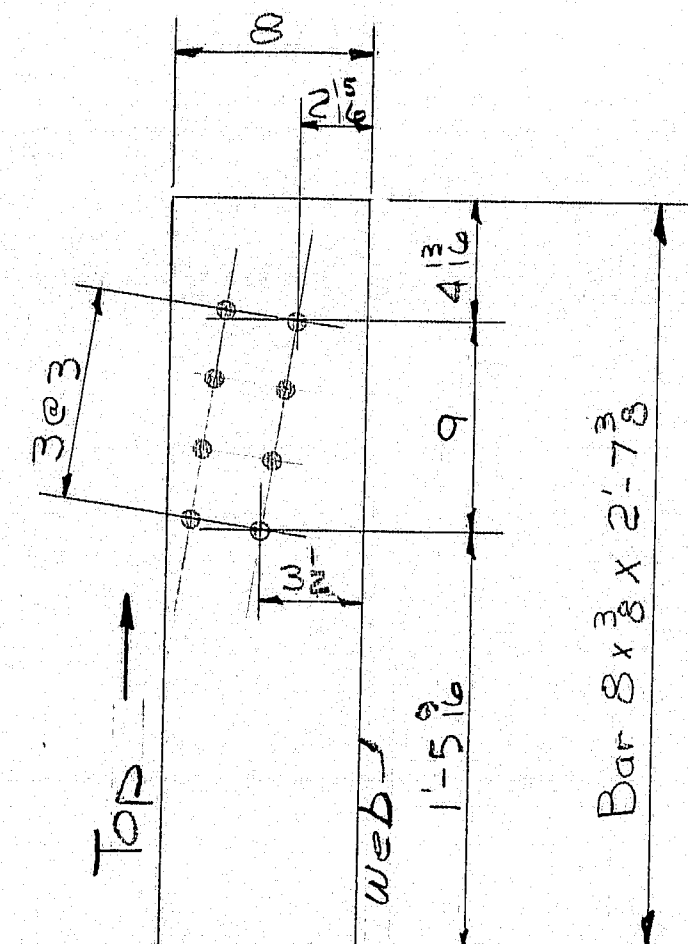
SHIP		BILL OF MATERIAL		JOB NO. 73-334		DWG. NO. 55-3	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	ITEM NO.	REMARKS
S13	1		W36 x 182	63' 5 3/8"		1	
S23	1		do	63' 5 3/8"		1	
S33	1		do	63' 5 3/8"		1	
S43	1		do	63' 5 3/8"		1	
S53	1		do	63' 5 3/8"		1	
S63	1		do	63' 5 3/8"		1	
	5	dp1	Bar 8 x 3/8"	2' 7 3/8"		5	A36
	5	dp2	do	2' 7 3/8"		5	
	10	dp3	do	2' 7 3/8"		5	
	10	dp4	do	2' 7 3/8"		5	A36



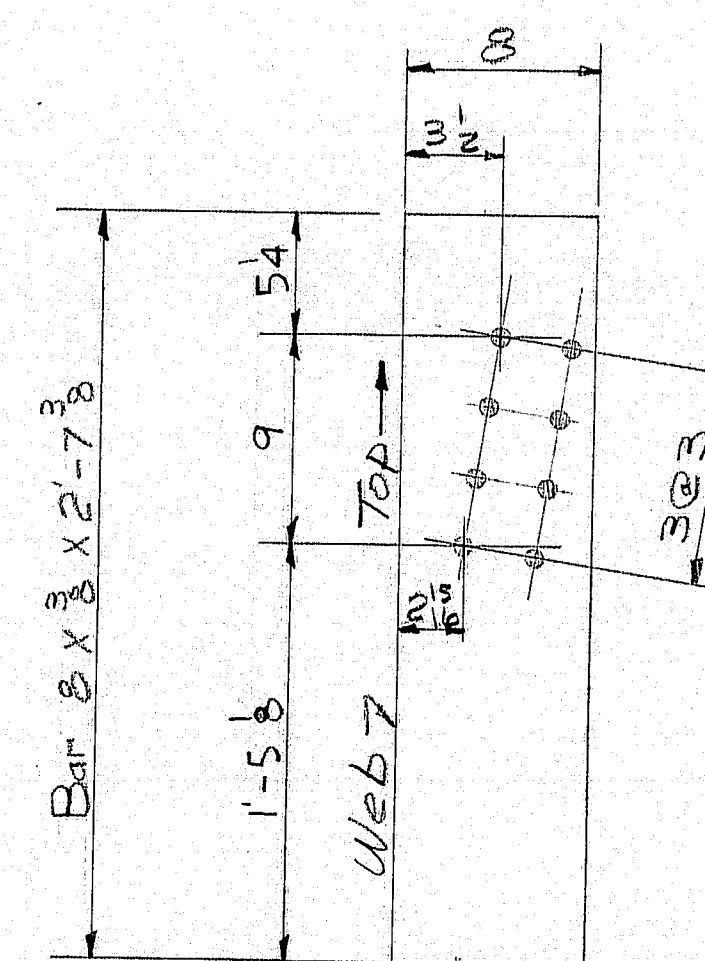
5-bs1



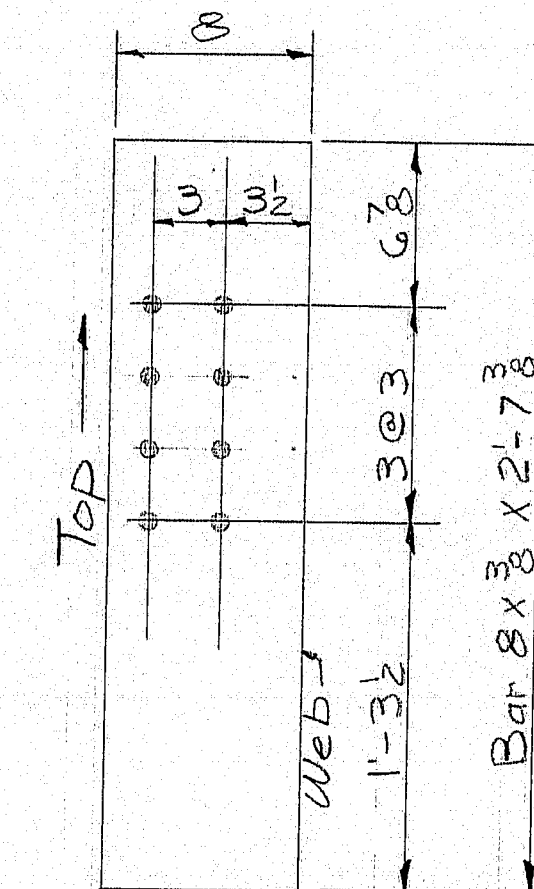
5-bs2



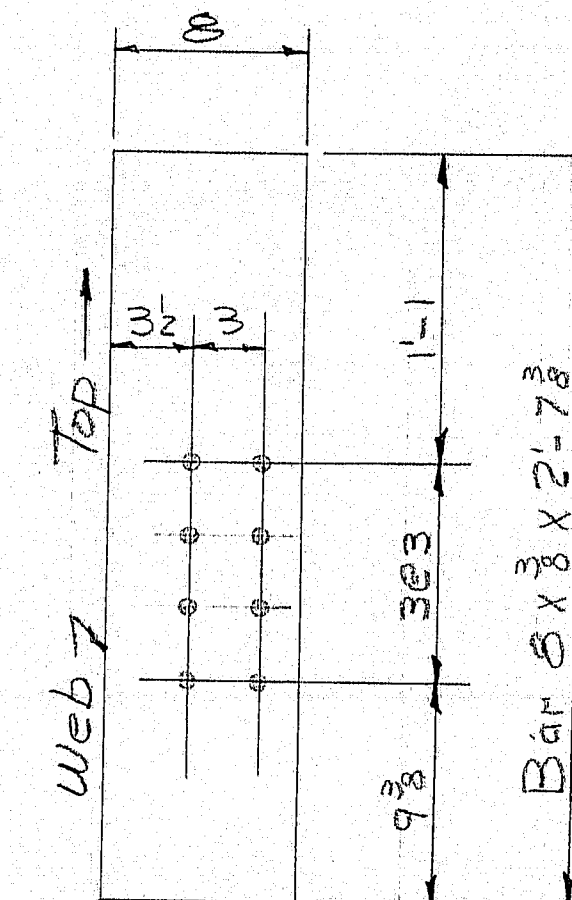
20-dp1



20-dp2

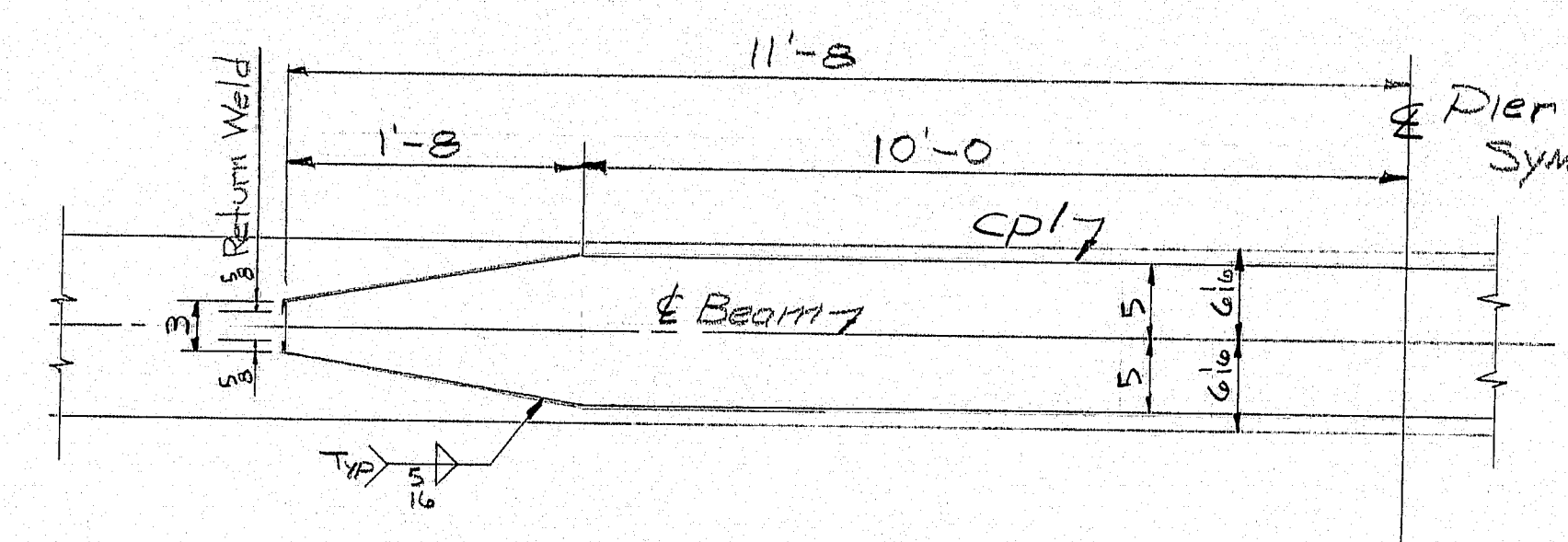


20-dp3

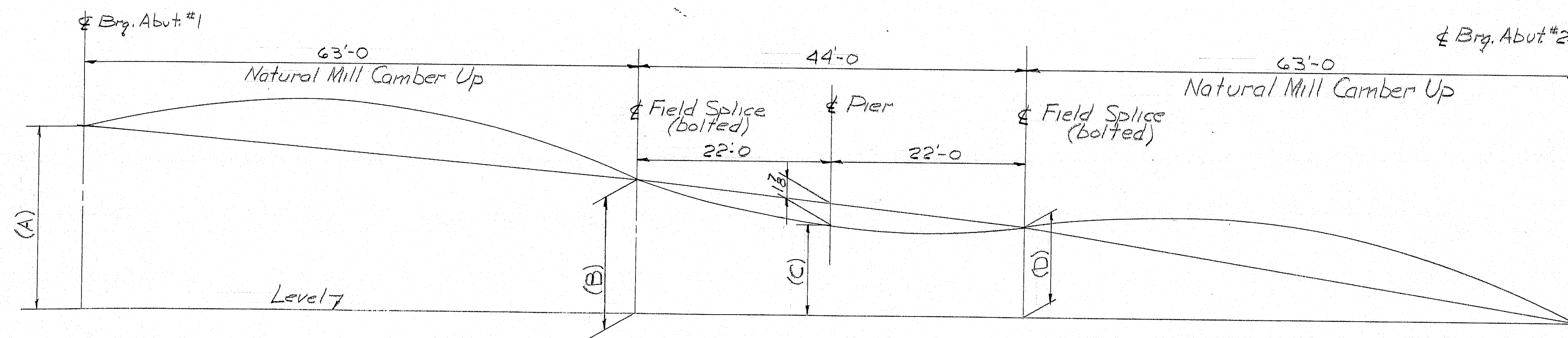


20-dp4

Holes



COVER PLATE DETAIL

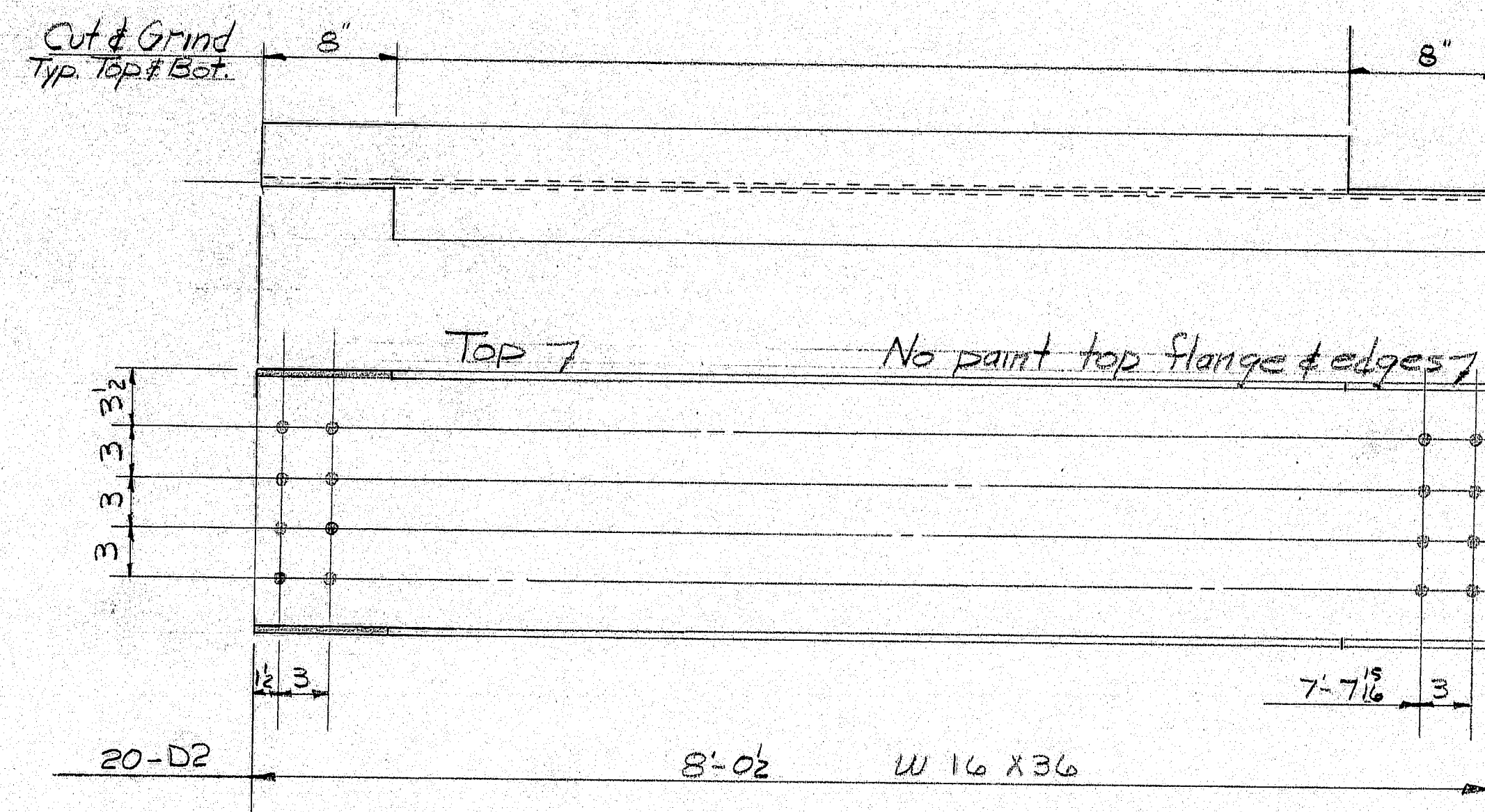
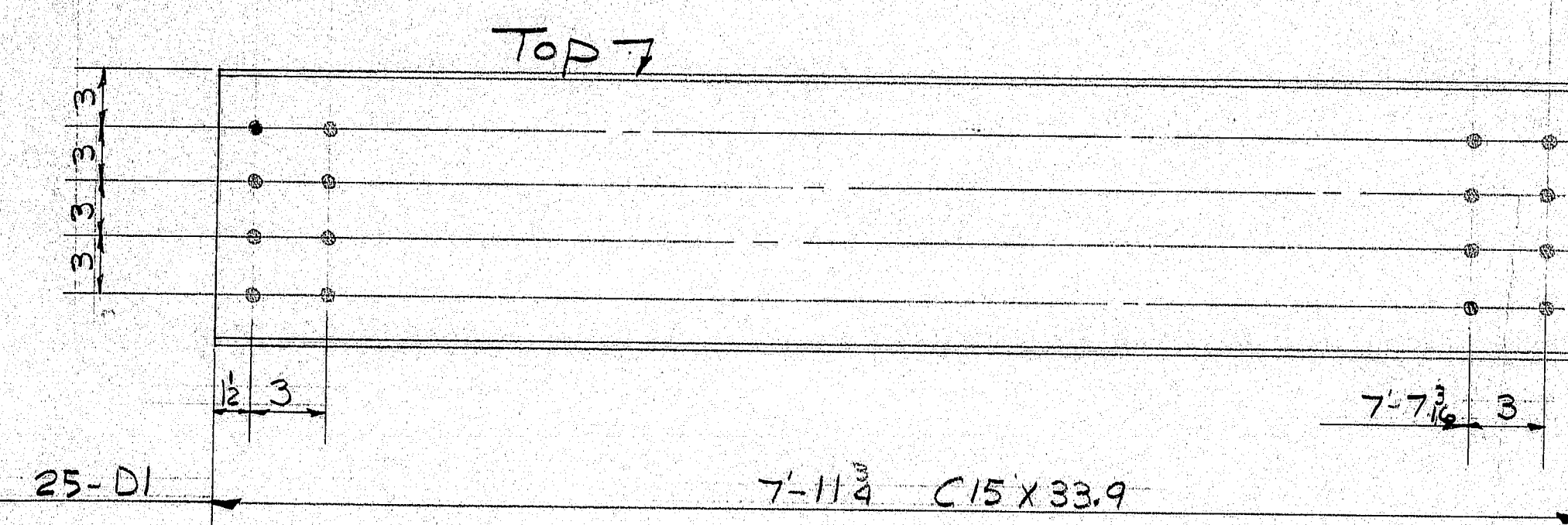


CAMBER DIAGRAM

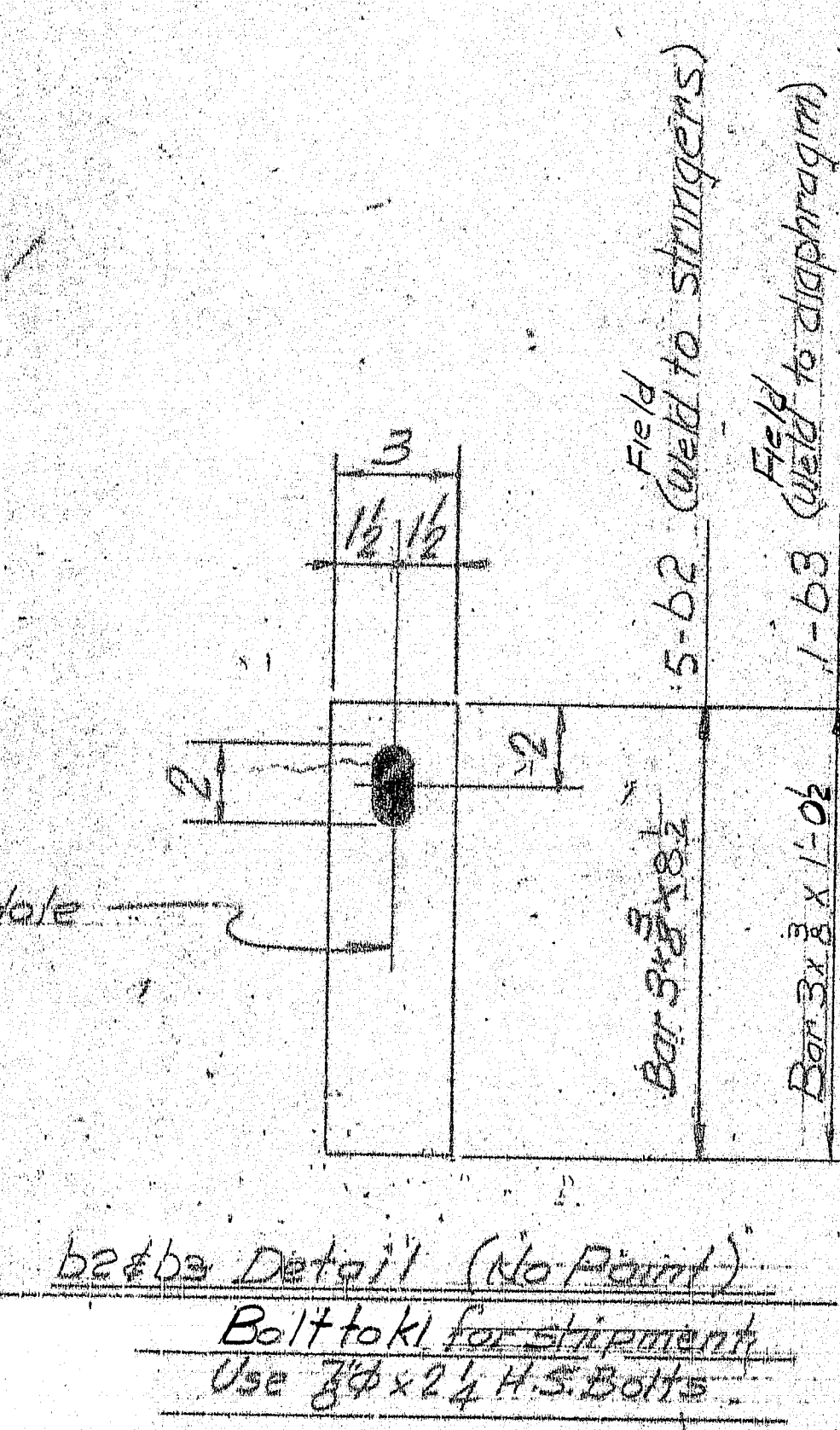
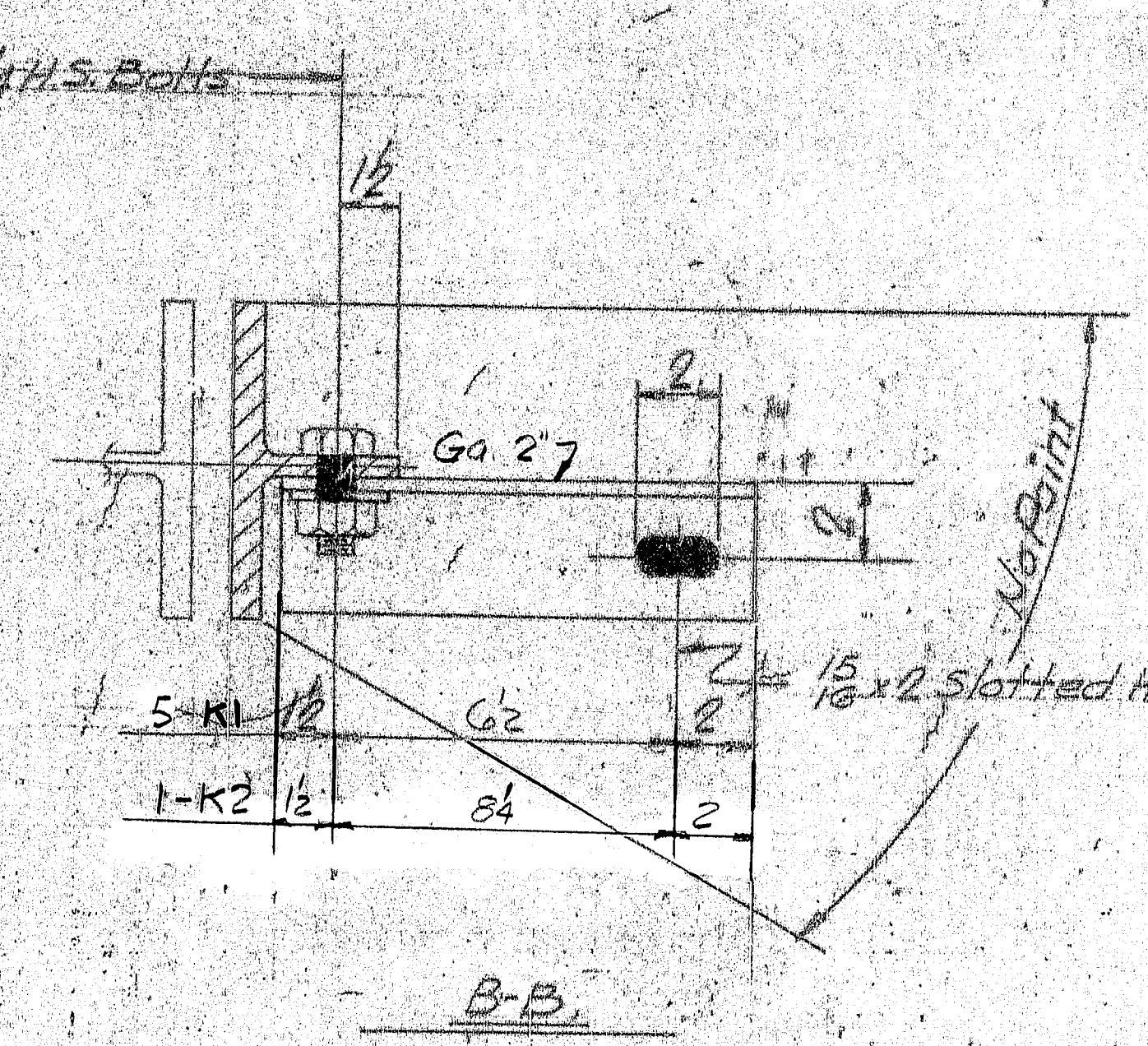
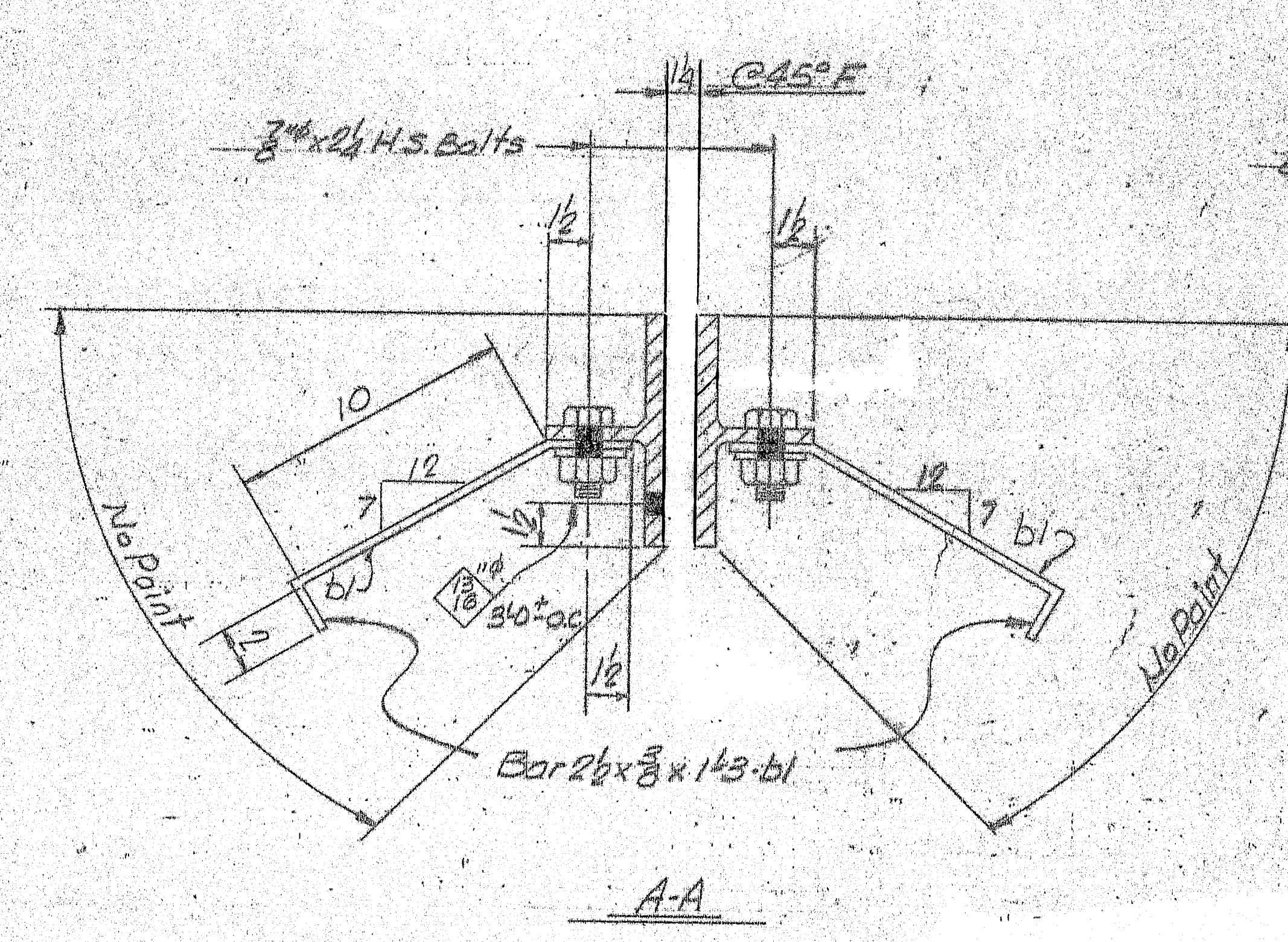
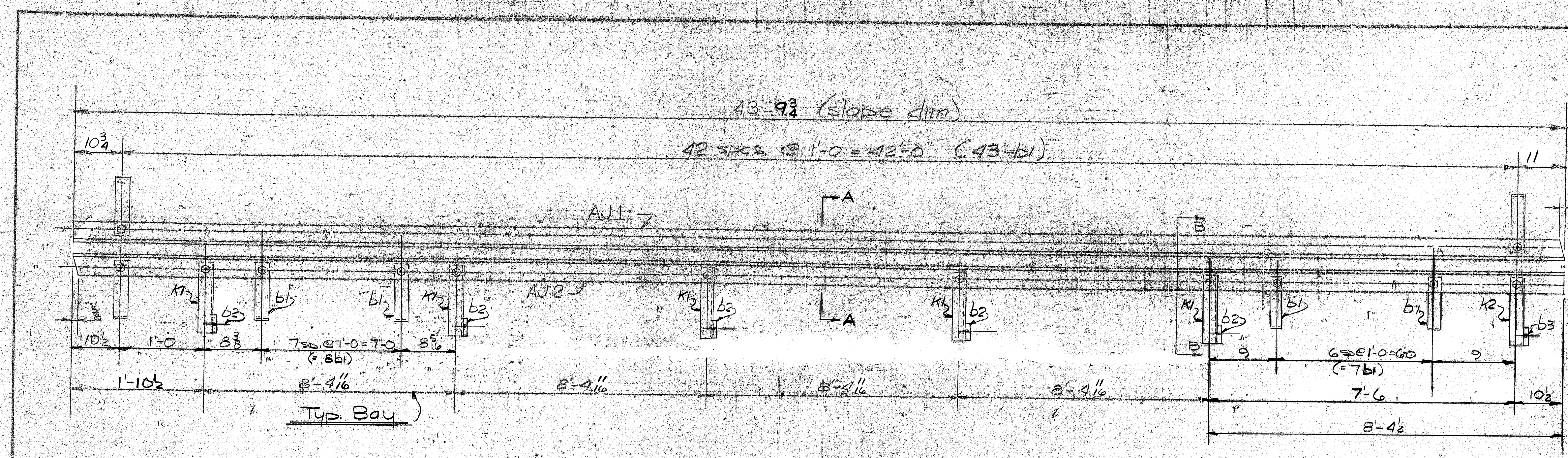
	(A)	(B)	(C)	(D)
1	6 1/2	3	3	1 1/2
2	6 1/2	3	3	1 1/2
3	6 1/2	3	3	1 1/2
4	6 1/2	3	3	1 1/2
5	6 1/2	3	3	1 1/2
6	6 1/2	3	3	1 1/2

ITEM No. 504.70
PROJECT No. BR-F-028-1(9)
Approved: 11/14/73

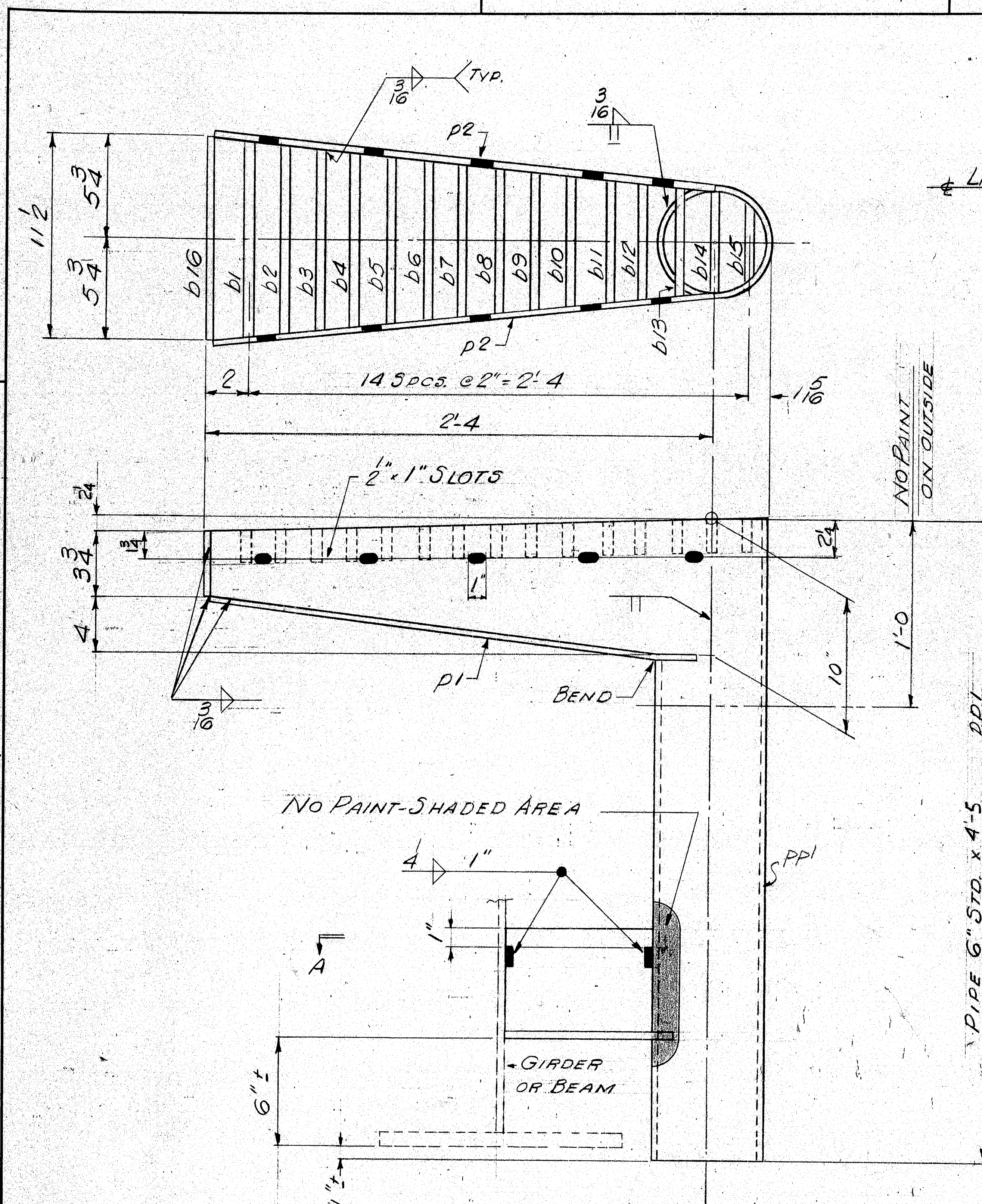
DIAPHRAGM & BEARING STIFF RBS; CAMBER DIA. & COVER PLATE DETAIL			
PRINT DIST.	11/13/73	FA.	
20	11/13/73	State	
40	11/13/73	Stop	
20	11/13/73	Cost.	
Bancroft & Martin Inc.			
South Portland, Maine 04106			
JOB: SHEEPSKOT BRIDGE OVER SHEEPSKOT RIVER PALERMO, MAINE			
CUSTOMER: NORMAN E. JACKSON			
DESIGNER: MAINE DEPT. OF TRANSPORTATION			
REV.	ORDER NO.	JOB NO.	DRAWING NO.
CHECKED	9/13/73	VERBAL	73-334
DRAWN	9/13/73		55-4



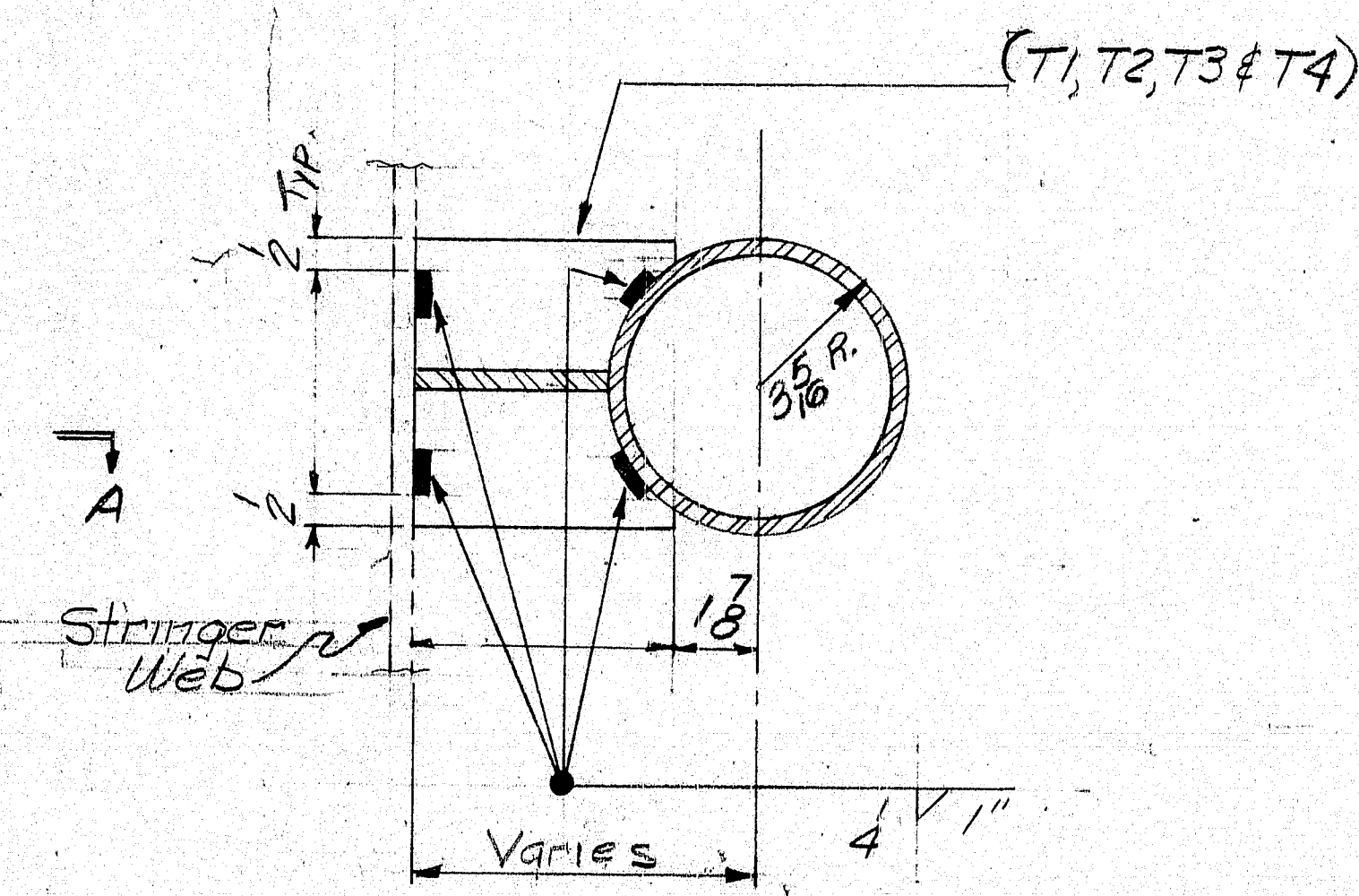
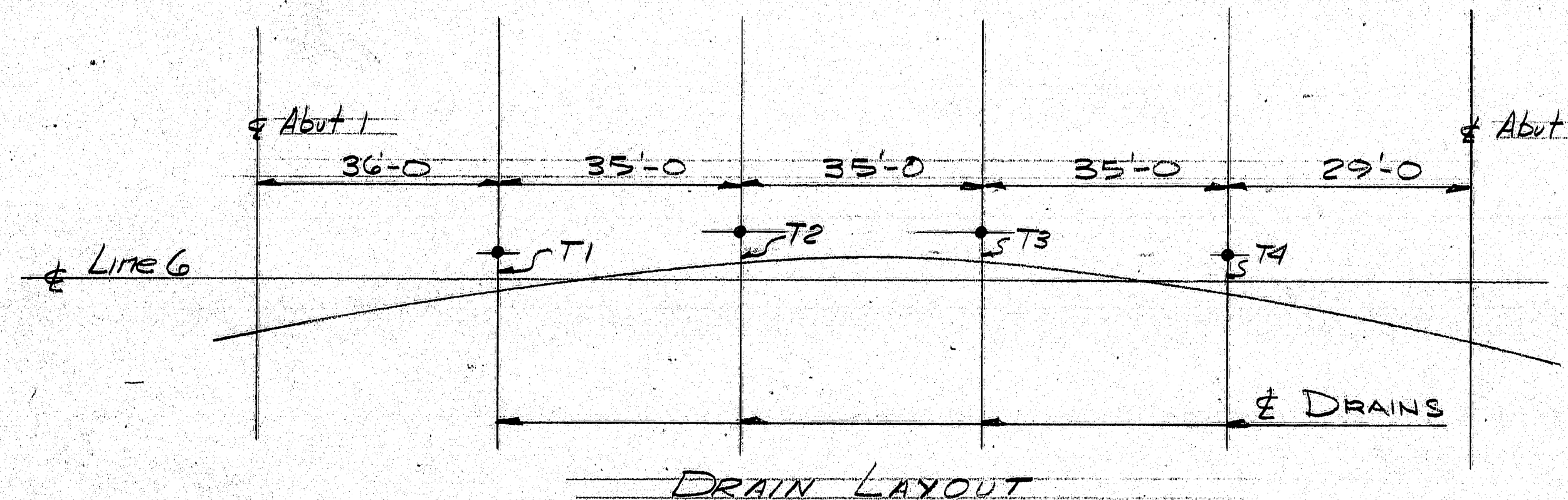
SHIP		BILL OF MATERIAL			JOB NO. 73-334		DWG. NO. 56-1	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	ITEM NO.	REMARKS	
D1	25		C15x33.9	7 11 3/4	—	9		
D2	20		W16x36	8 0 1/2	—	10		
			Bolts - A325 - Type 1					
Field	408		3/8 HS. Bolts	0 24			@ D1	
do	324		do	0 2			@ D2	
do	735		do	0 34			@ Web Splice	
do	881		do	0 44			@ Flange Splice	
do	2350		3/8 Std. Washers					
Field	105		5/8 Carriage Bolts	0 12			@ Fleming Bolts	
</								



SHIP		BILL OF MATERIAL		JOB NO. 73-334		DWG. NO. 58-1	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	ITEM NO.	REMARKS
AV1	1		WT 4x24	43 9 3/4		11	L.O.
AV2	1		do	43 9 3/4		11	L.O.
		83	b1 Bar 2 1/2 x 3/8	1 3		14	Bond
		5	b2 Bar 3 x 3/8	0 8 1/2		13	
		1	b3 do	1 0 1/2		13	
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DRAIN DR 1, 4-REQ'D
SEE STATE'S DWGS. FOR LOCATION & Layout above



SECTION A-A

SHIP		BILL OF MATERIAL			JOB NO. 73-334		DWG. NO. 59-1	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	ITEM NO.	REMARKS	
DA1	4		SHOP ASSEMBLY		—			
T1	1		WTG X13.5	1 9 3/8	21		LAYOUT NO PAINT	
T2	1		do	2 5 3/8	21		do	
T3	1		do	2 5 3/8	21		do	
T4	1		do	1 10	21		do	
	4	P1	R 4 x 11 1/2	2 3	17		LAYOUT BEND	
	8	P2	R 4 x 10	2 3 3/4	16		LAY OUT	
	4	D16	BAR 3/4 x 4	0 11 1/2	18			
	4	D1	BAR 2 x 2	0 11 3/8	19			
	4	D2	DO	0 10 3/8				
	4	D3	DO	0 10 3/8				
	4	D4	DO	0 9 5/8				
	4	D5	DO	0 9 5/8				
	4	D6	DO	0 9 5/8				
	4	D7	DO	0 8 13/16				
	4	D8	DO	0 8 3/8				
	4	D9	DO	0 8				
	4	D10	DO	0 7 7/8				
	4	D11	DO	0 7 1/8				
	4	D12	DO	0 6 13/16				
	4	D13	DO	0 6 1/8				
	4	D14	DO	0 6				
	4	D15	BAR 2 x 2	0 5	19			
	4	PPI	PIPE 6" STD	4 5	20		A53	
PROJECT NO. 504-70								
ITEM NO. BR-F-028-1(9)								

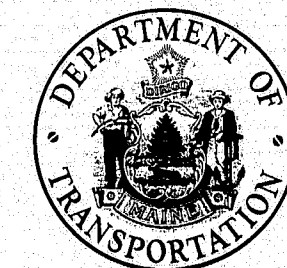
STEEL: ASTM A36 UNLESS NOTED
WELDING ELECTRODE SEE WELDING PROCEDURES
SHOP CONN: WELDED
FIELD CONN: WELDED
HOLES: AS NOTED
PAINT: RED LEAD PER MAINE Specs. & As noted
SPECIAL CLEANING: BLAST CLEAN
APPROVED: 11/15/73

PRINT DIST.		Puncroft & Martin Inc.	
2	10-31-73 F.A.	South Portland, Maine 04106	
2	11/13/73 S.M.		
4	11/13/73 S.M.		
2	11/19/73 C.M.		
		JOB: SHEEPSHOT BRIDGE OVER SHEEPSHOT RIVER MAINE	
		CUSTOMER: NORMAN E. JACKSON	
		DESIGNER: STATE OF ME. DEPT. OF TRANSPORTATION	
		ORDER NO. JOB NO. DRAWING NO.	
		VERBAL 73-334 59-1	
REV.			
CHECKED			
DRAWN	9/18/73 R.M. M.F.		

Resident Retire No As Buils Completed

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-F-028-1191	1	24

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



BUREAU OF HIGHWAYS

CONVENTIONAL SIGNS

COUNTY LINES	-----	TRAVELLED WAY - PROPOSED	=====
TOWN LINES	-----	UNDERGROUND UTILITIES - EXISTING	-----
PROPERTY LINES	-----	UNDERGROUND UTILITIES - PROPOSED	-----
R/W LINES - EXISTING	=====	RAILROAD - SINGLE TRACK	=====
R/W LINES - NEW - ACCESS CONTROL	=====	RAILROAD - DOUBLE TRACK	=====
R/W LINES - NEW - NO ACCESS CONTROL	=====	UTILITY POLE - EXISTING	=====
CULVERT - EXISTING	=====	UTILITY POLE - JOINT OCCUPANCY	=====
CULVERT - PROPOSED	=====	PROPOSED UTILITY POLE - TEMPORARY	=====
CURBING - EXISTING	=====	PROPOSED UTILITY POLE - PERMANENT	=====
CURBING - PROPOSED	=====	TREES	=====
TRAVELLED WAY - EXISTING	=====	WOODS	=====

SPECIFICATIONS

DESIGN = AASHO Specifications for Highway Bridges 1969 and Interim Specifications 1970, 1971 and 1972.

CONTRACT = State of Maine, State Highway Commission, Standard Specifications, Highways and Bridges, Revision of June 1968.

DESIGN LOADING

LIVE LOAD = HS 20-44

MATERIALS

CONCRETE = Pile filling ----- Class "Y"
All Others ----- Class "A"

REINFORCING STEEL = ASTM A615 Grade 60

STRUCTURAL STEEL = Beams and Splices --- ASTM A572 (Grade 50)
High Strength Bolts --- ASTM A325
All Others --- ASTM A36

BASIC ALLOWABLE STRESS

CONCRETE: $f_c = 12,000$ psi $n = 10$

REINFORCING STEEL: $f_s = 24,000$ psi

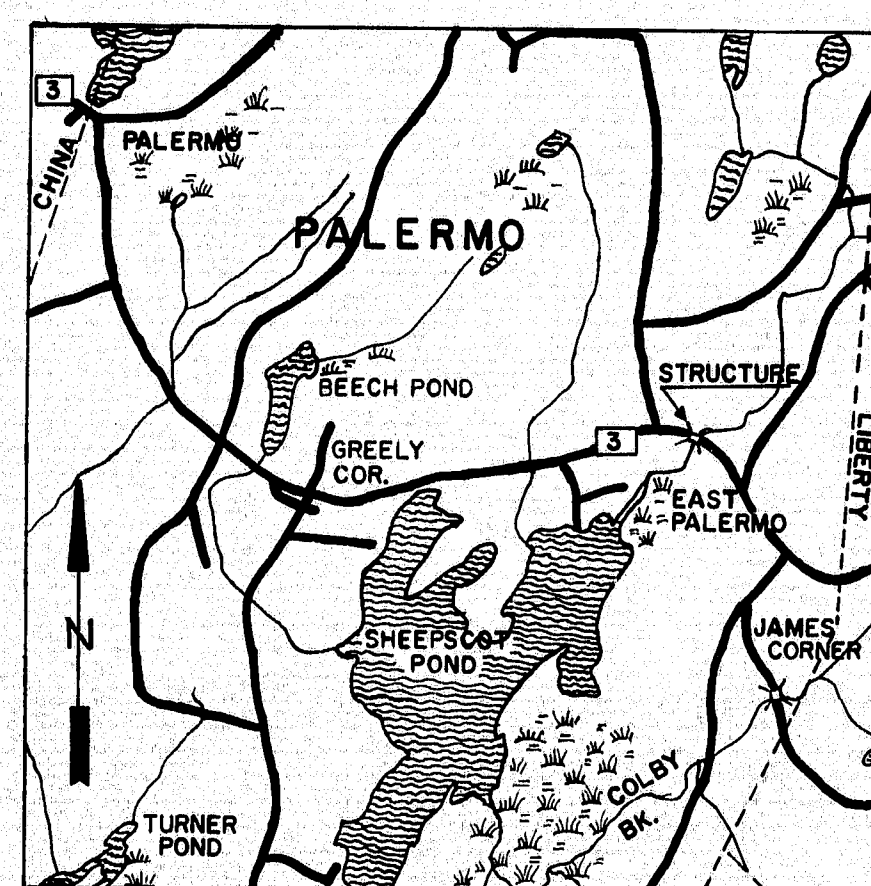
STRUCTURAL STEEL: ASTM A572 (Grade 50) $f_s = 27,000$ psi
ASTM A325 $f_v = 13,500$ psi
ASTM A36 $f_s = 20,000$ psi

HYDROLOGIC DATA

Drainage Area = 24 Square Miles

Q50 = 2,200 cfs

Velocity at Q50 = 4 fps



LOCATION MAP

SCALE OF MILES

SHEEPSCOT BRIDGE
OVER
SHEEPSCOT RIVER
IN THE TOWN OF
PALERMO
WALDO COUNTY
PROJECT NO. BR - F - 028 - 1191

LENGTH OF PROJECT .033 MILES

TRAFFIC DATA

A.D.T. 1,440 1971
A.D.T. 1,991 1991
D.H.V. 370
T. (%) 5
D. (%) 60
V. _____
P.S.D. (%) _____
18 KIPS _____

APPROVED:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
COMMISSIONER
CHIEF ENGINEER AND BUREAU DIRECTOR

DATE

June 13 1973

June 13 1973

COAST GUARD PERMIT (NOT REQUIRED)

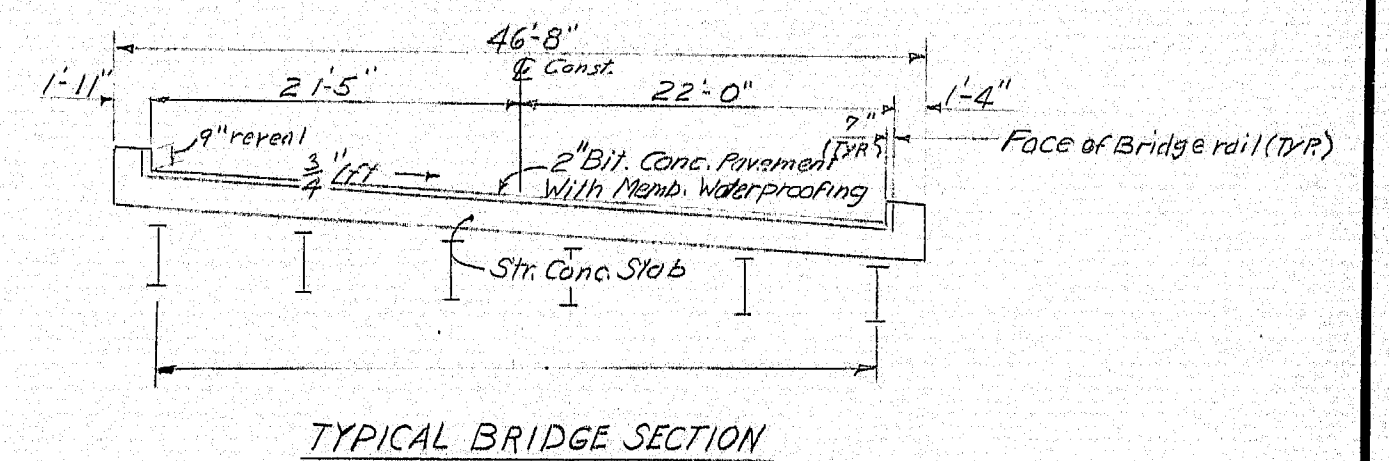
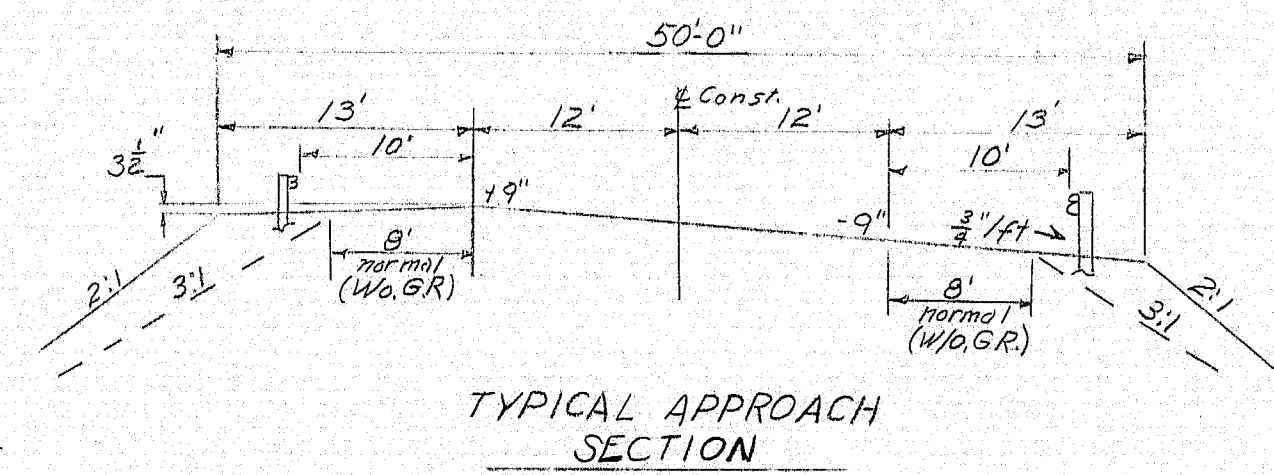
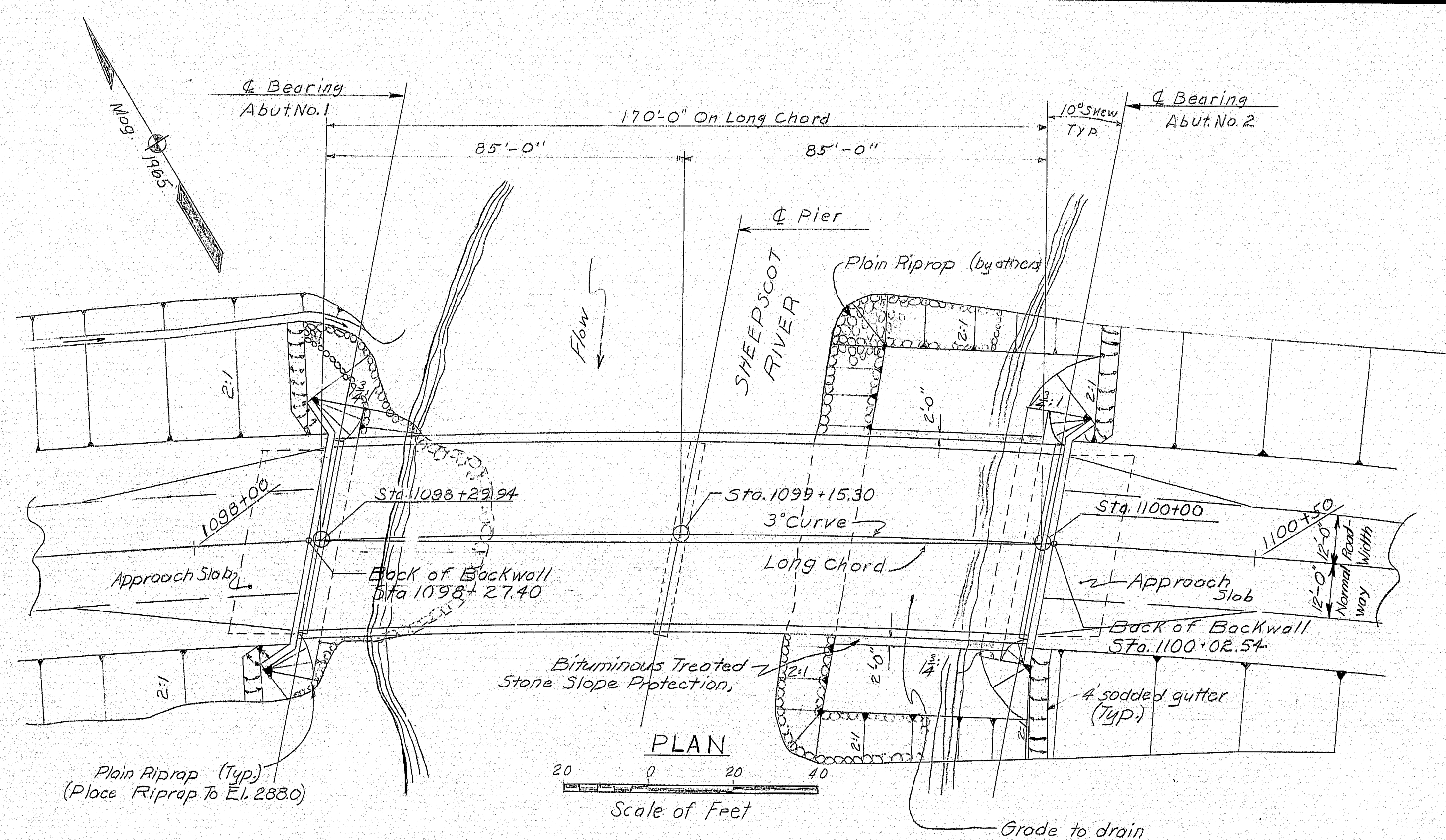
UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1

APPROVED:

DIVISION ENGINEER DATE

146-168

B. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-F-028-119	3	24



GENERAL NOTES

- All utility plant shall be adjusted by respective utility unless otherwise noted.
- Refer to Right of Way map for Construction limits, Right of Way and all utility plant details.
- Bituminous treated stone slope protection shall be placed in front of Abutment No. 2. The exact limits elevations will be determined in the field by the Engineer.
- A layer of granular borrow 1'-0" thick shall be placed under the slope protection, except if in the opinion of the Engineer the existing embankment material is suitable it may be omitted.
- The material used to construct embankments in areas where piles are to be driven shall meet the requirements of sub-section 501.07 of the Standard Specifications.
- Where granular borrow is required, the material shall meet the requirements for Underwater Backfill given in sub-section 703.19 of the Standard Specifications.
- A strip of sod 4'-0" wide shall be placed behind abutment wings as shown, and shall extend to face of slope. The center of the strip shall be recessed 3'-6" to form a gutter. Two inches of loam shall be placed under the sod.
- Grouted riprap gutter shall be constructed under bridge drains at abutment no. 2 and shall extend to water EL 283.3. Payment will be incidental to plain riprap, Item 610.08.
- Dewatering will be incidental to related Contract Items.
- All excavation in the vicinity of the abutments shall be paid for as Struct. Excav. Abutment Ret. Walls, Item 206.08.

SPECIFICATIONS

Design: A.A.S.H.O. Standard Specifications for Highway Bridges 1969 and Interim Specifications 1970, 1971 and 1972
Contract: State of Maine, State Highway Commission Standard Specifications, Highways & Bridges, Revision of June 1968.

DESIGN LOADING

Live Load: HS20-44

MATERIALS

Concrete: Pile filling --- Class Y
All other --- Class A

Reinforcing Steel: ASTM A615 Grade 60

Structural Steel: Beams and Splices --- ASTM A572 Grade 50
High Strength Bolts --- ASTM A325
All Other --- ASTM A36

BASIC ALLOWABLE STRESSES

Concrete: $f_c = 1,200$ psi $n = 10$
Reinforcing Steel: $f_s = 24,000$ psi
Structural Steel: ASTM A572 Grade 50 $f_s = 27,000$ psi
ASTM A36 $f_s = 20,000$ psi
ASTM A325 $f_r = 13,500$ psi

HYDROLOGIC DATA

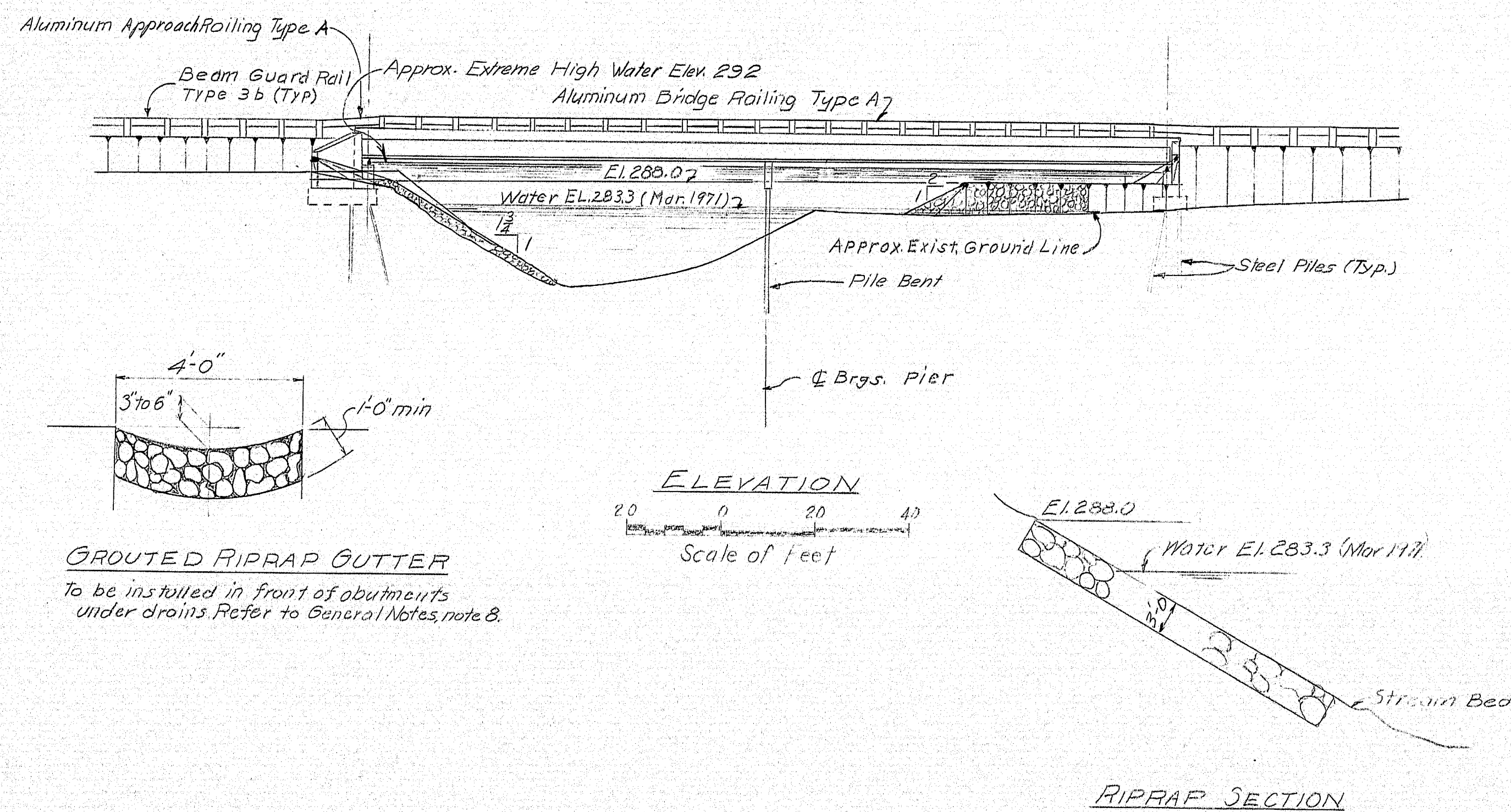
Drainage Area = 24 Square Miles
 $Q_{50} = 2,200$ cfs
Velocity of $Q_{50} = 4$ fps

INDEX OF BRIDGE PLANS

- General Plan
- Survey
- Profile
- Abutment No. 1 Footing & Pile Plan
- Abutment No. 2 Footing & Pile Plan
- Abutment No. 1
- Abutment No. 2
- Pier
- Structural Steel
- Blocking & Camber
- Superstructure Slab
- Superstructure Details
- Reinforcing Steel
- References
- BD 100-70 Bearing Pedestals
- BD 104-71 Diaphragms, Armored Joints, Shear Connectors, Drain
- BD 114-73 Aluminum Railing
- BD 117-73 Aluminum Railing

Highway Standards

- August 69
- August 69



GRouted RIPRAP GUTTER
To be installed in front of abutments under drains. Refer to General Notes note 8.

RIPRAP SECTION

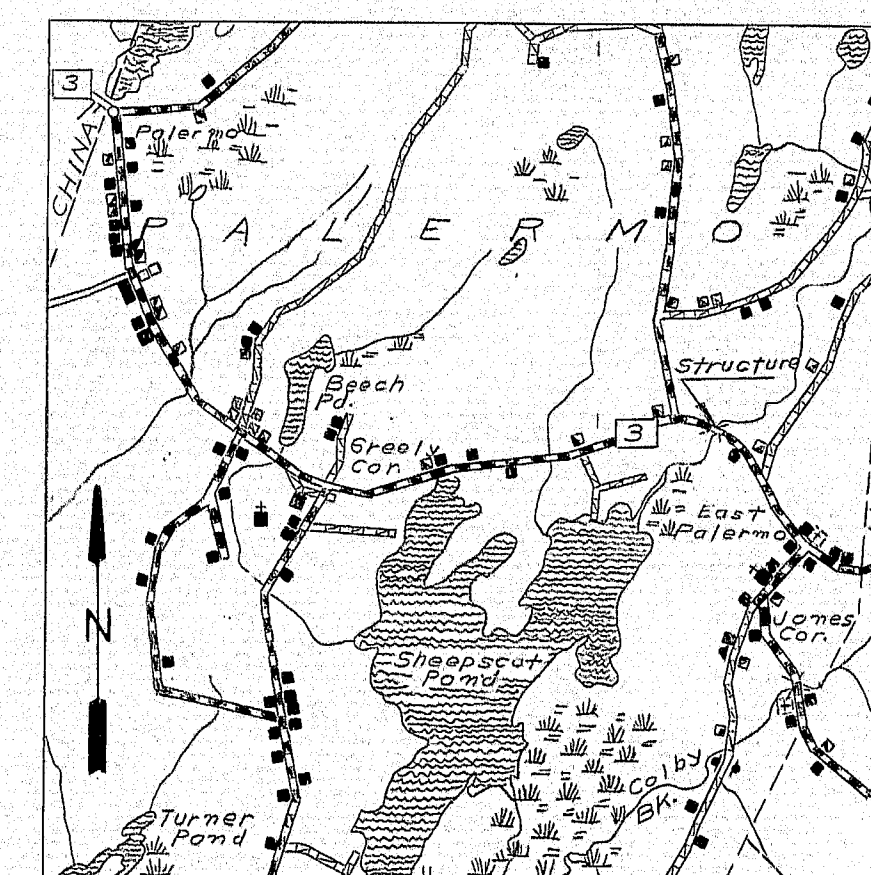
COAST GUARD PERMIT:
NOT REQUIRED

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
SHEEPSHOT BRIDGE
OVER
SHEEPSHOT RIVER
IN THE TOWN OF
PALERMO
WALDO COUNTY
GENERAL PLAN

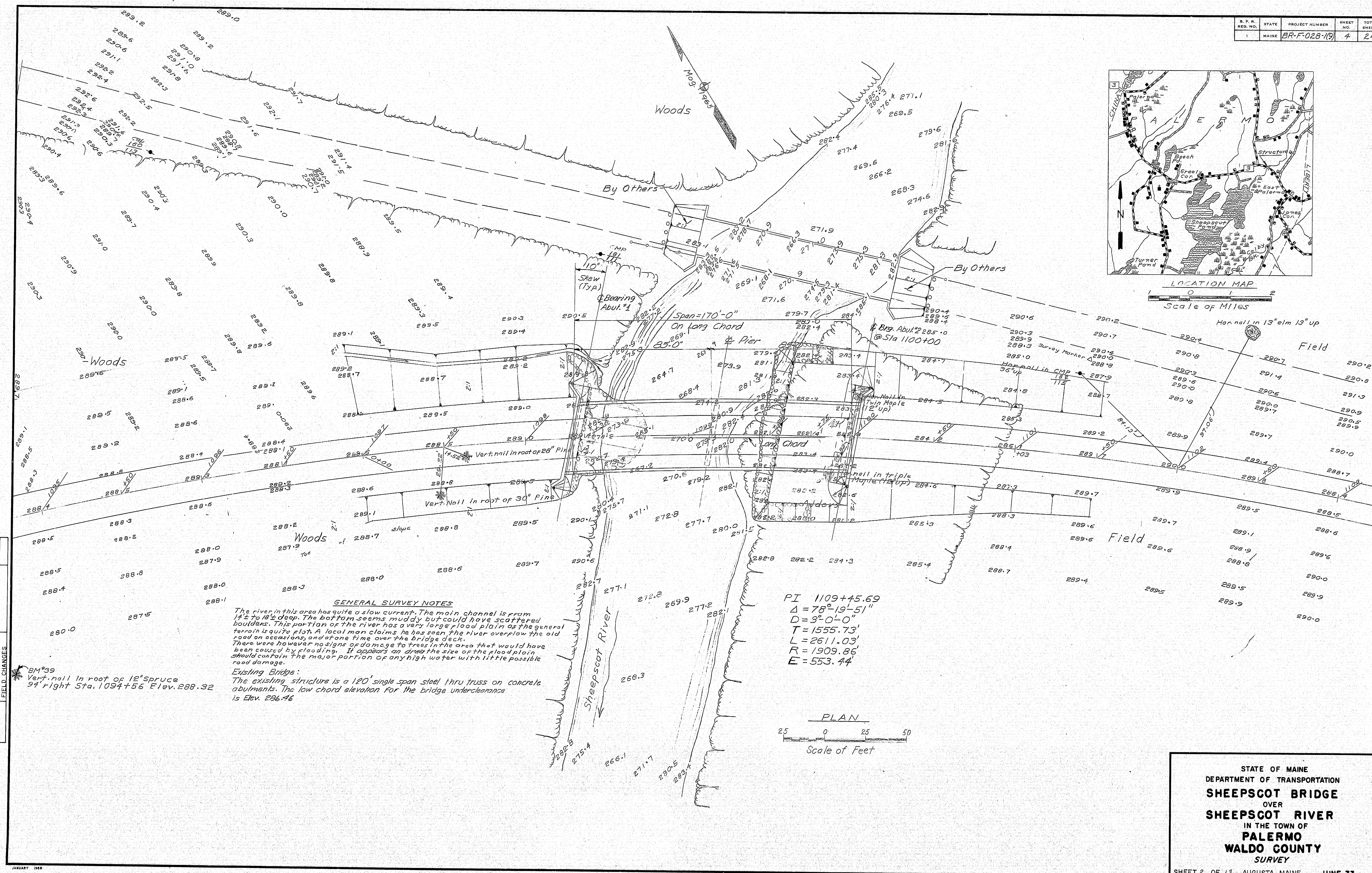
SHEET / OF 13 AUGUSTA, MAINE AUGUST 1971

146-170

S. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-F-028-19	4	24



LOCATION MAP
Scale of Miles



PI 1109+45.69
 $\Delta = 78^{\circ}19'51''$
 $D = 3^{\circ}0'0''$
 $T = 1555.73'$
 $L = 2611.03'$
 $R = 1909.86'$
 $E = 553.44'$

PLAN
Scale of Feet

GENERAL SURVEY NOTES
 The river in this area has quite a slow current. The main channel is from 14' to 18' deep. The bottom seems muddy but could have scattered boulders. This portion of the river has a very large flood plain as the general terrain is quite flat. A local man claims he has seen the river overflow the old road on occasions and at one time over the bridge deck. There were no water signs or damage to trees in the area that would have been caused by flooding. It appears an area of the flood plain should contain the major portion of any high water with little possible road damage.
 Existing Bridge:
 The existing structure is a 120' single span steel thru truss on concrete abutments. The low chord elevation for the bridge underclearance is Elev. 286.46

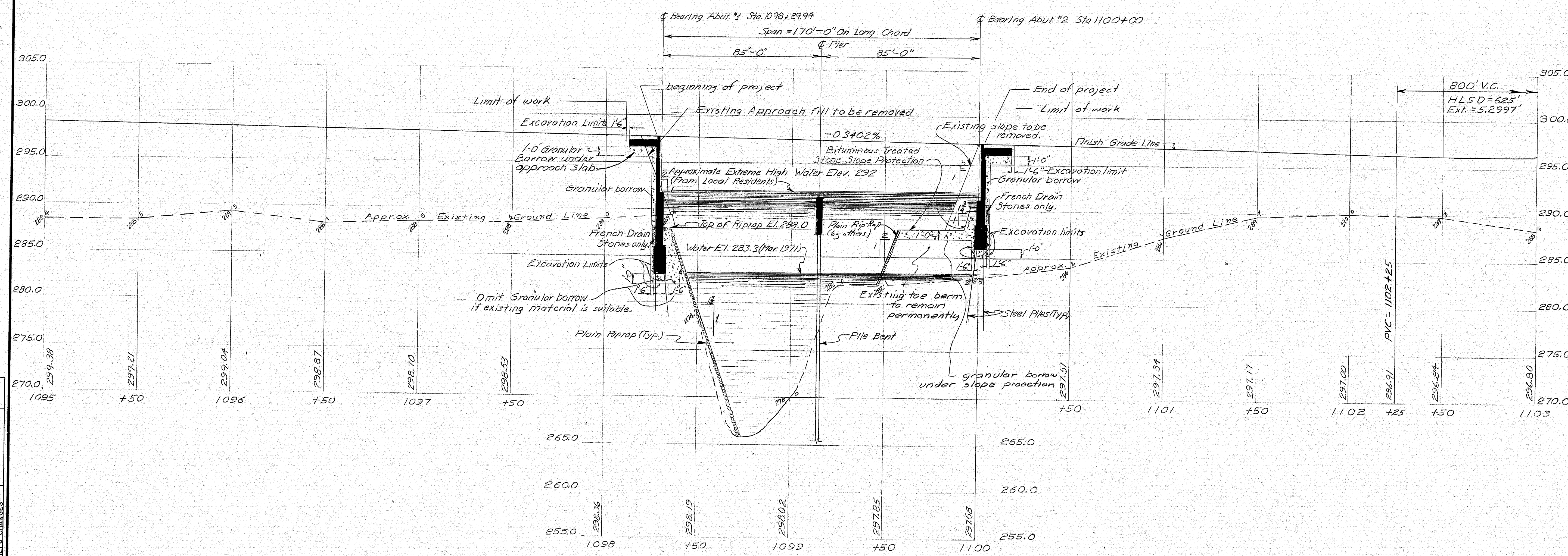
BM 39
 Vert. nail in root of 12' spruce
 94' right Sta. 1094+56 Elev. 288.32

By	Date	Plotted	Checked	Designed	Reviewed	Field Changes
JTF	4-29-71					
OWC	5-12-71					
BY	DATE					
EBC	6-22					
CHK						

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
SHEEPSBOT BRIDGE
 OVER
SHEEPSBOT RIVER
 IN THE TOWN OF
PALERMO
WALDO COUNTY
 SURVEY
 SHEET 2 OF 13 AUGUSTA, MAINE JUNE 73

146-171

B. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
REG. NO.	MAINE	BR-F-023-1(9)	5	24



PROFILE OF ϕ OF CONSTRUCTION

By	Date
Plotted	10/7/71
Checked	10/7/71
DESIGN - DETAILED	BY
CHECKED	DATE
REVISIONS	
FIELD CHANGES	

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
SHEEPSHOT BRIDGE
OVER
SHEEPSHOT RIVER
IN THE TOWN OF
PALERMO
WALDO COUNTY
PROFILE
SHEET 3 OF 13 AUGUSTA, MAINE JUNE 73

146-172

PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
BR-F-028-119	6	24

PILE NOTES

1. Piles shall be HP 12x74 with pointed reinforced tips.
2. Piles shall be driven to ledge or practical refusal.
3. Alternate types of pointed reinforced pile tips may be used if they have at least the cross-sectional area of the pointed reinforced pile tip shown on the plans and are approved by the Engineer.
4. Estimated driven lengths of piles are determined from available soils information with no allowance for pile out-offs and no allowance for uncertain pile penetration.
5. Piles marked thus, H→ shall be battered 3 inches per foot in the direction of the arrow.
6. Maximum pile load equals: 98 tons, (including 30 tons allowed for negative skin friction).
7. Following are pile locations, number of piles and estimated driven lengths:
Abutment No. 1 18 HP 12x74 @ 61 ft.
Abutment No. 2 15 HP 12x74 @ 62 ft.

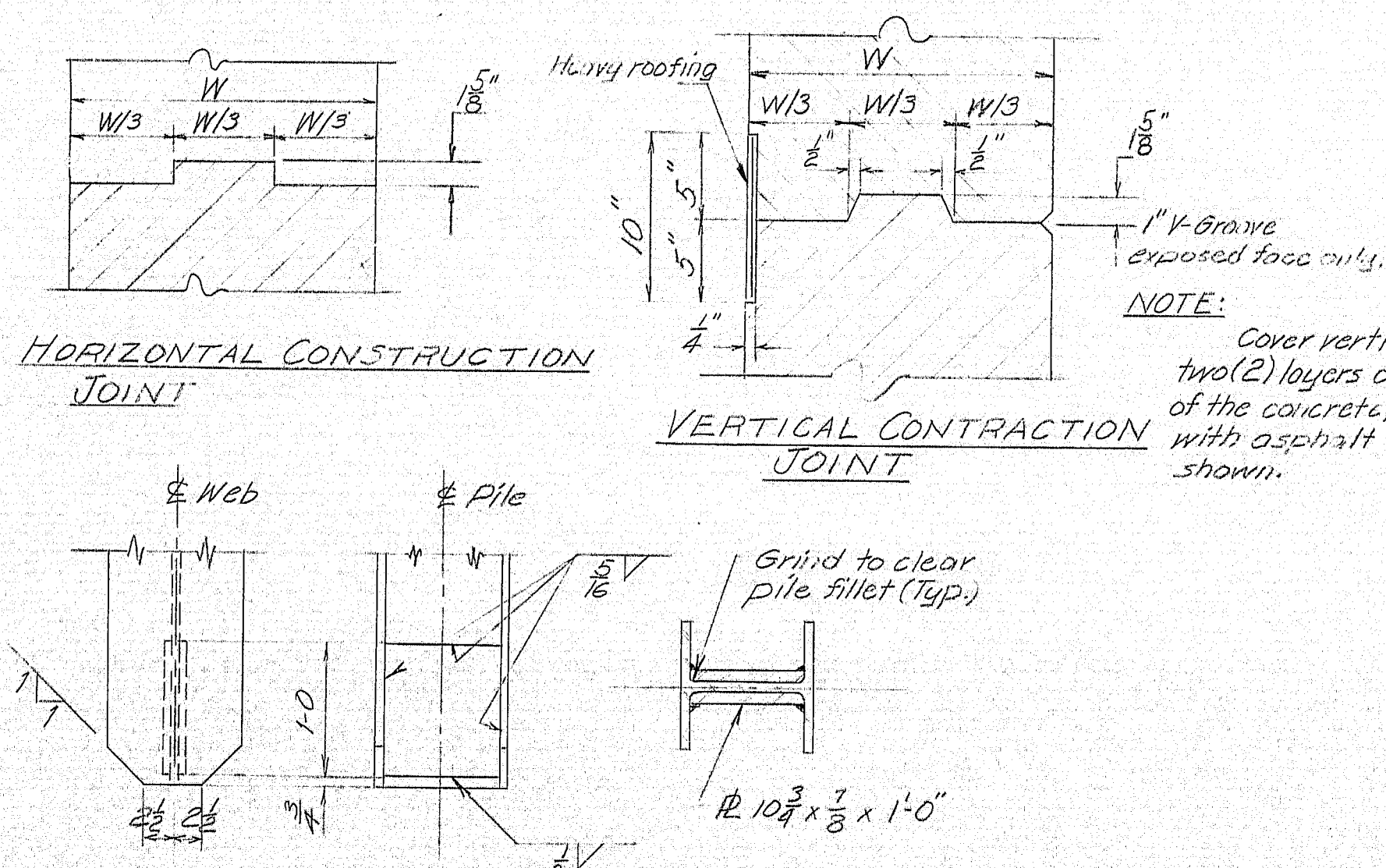
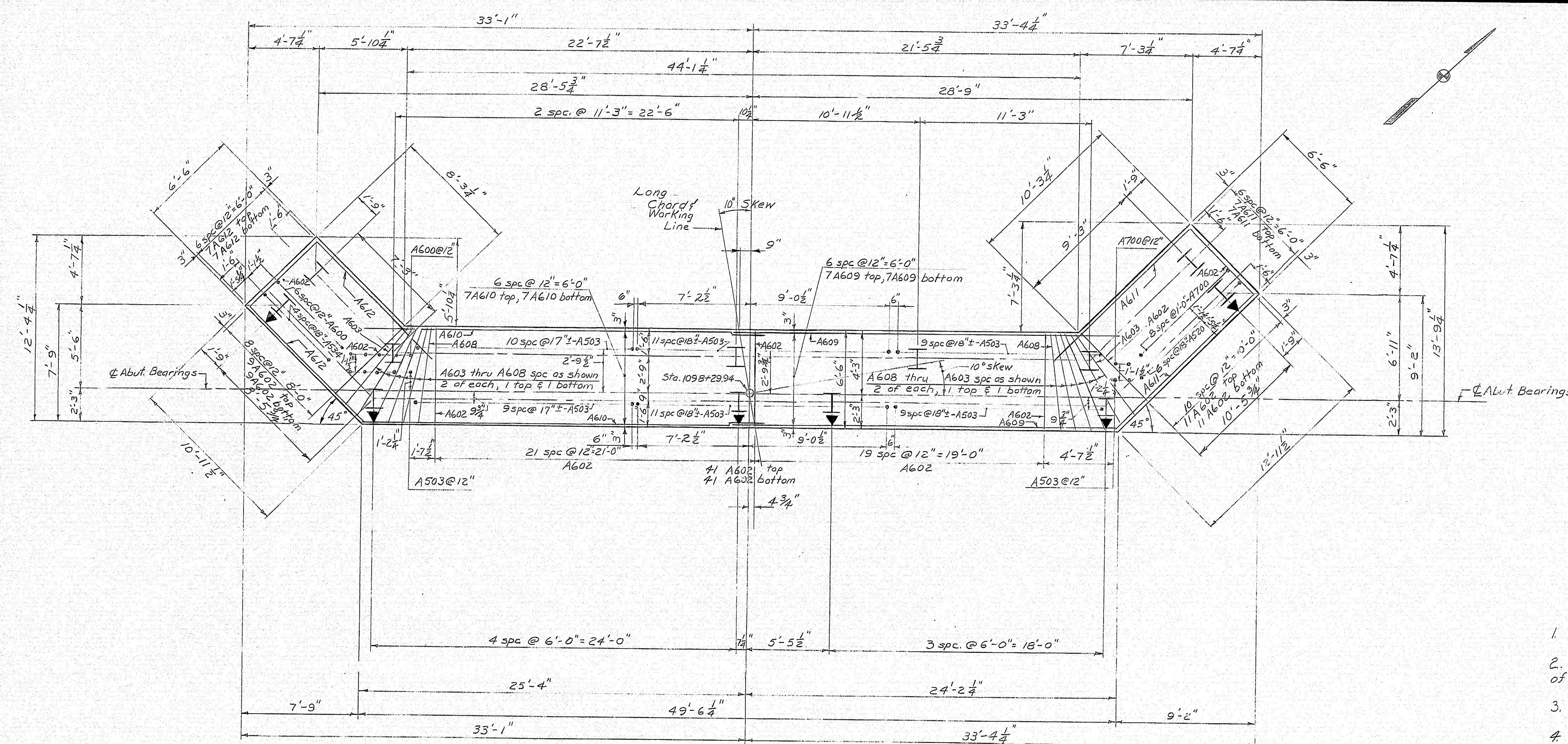
GENERAL ABUTMENT NOTES

1. Chamfer all exposed edges of concrete $\frac{1}{2}$ inch.
2. All reinforcing steel splices and embedments are to be a minimum of 36 bar diameters unless otherwise indicated.
3. Reinforcing steel shall have 2" cover unless otherwise indicated.
4. Place reinforcing steel in bridge seats to clear anchor bolts.
5. Break the bond at vertical contraction joints by a method approved by the Engineer.
6. Place concrete in top of abutment no. 1 backwall after the superstructure slab has been placed. Waterstops are not required in horizontal construction joints.
7. The Contractor may eliminate the "Optional Construction Joint" in abutment 1 backwall on the condition that the concrete in the entire abutment backwall is placed after the superstructure concrete has been placed.
8. Place 4" diameter drains in breastwall at 20' maximum spacing. Exact location to be determined by Engineer in the field.
9. "Protective Coating for Concrete Surfaces," Item 515.20, shall be applied to the following areas: Curbs and face of backwall and bridge seats abutment no. 1.

KEY
spc = spaces

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
SHEEPSHOT BRIDGE
OVER
SHEEPSHOT RIVER
IN THE TOWN OF
PALERMO
WALDO COUNTY
ABUTMENT NO. 1 FOOTING & PILE PLAN
SHEET 4 OF 13 AUGUSTA, MAINE JUNE 73

146-173



POINTED REINFORCED PILE TIP
Plates may be shop or field welded

10. A strip of sod 4'-0" wide shall be placed along the back of the wings and shall extend to the toe of slope. The center of the 4'-0" strip shall be recessed 5" to 6" to form a gutter.

DATE	BY	DESIGN - CHECKED	DESIGN - CHECKED	DESIGN - CHECKED
3/73	DEW	EBC	CMK	6-73
6-73				

PLANS

PLAN

SECTION A-A

Hand-drawn cross-section diagram of a road. The road width is 16.00m. On the left side, there is a 6.12m wide area with a 12-inch diameter pipe (A612 @ 12") and a 6.02m wide area. On the right side, there is a 5.34m wide area. The road surface is labeled "N.O.E." and "C.C.".

SECTION B-B

SECTION C-C

SECTION F-F

KEY

N.F. = Near Face
F.F. = Far Face
E.F. = Each Face

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
SHEEPSCOT BRIDGE
OVER
SHEEPSCOT RIVER
IN THE TOWN OF
PALERMO
WALDO COUNTY

JANUARY 1962

1962-1963

ADJUSTMENT NO. 1

SHEET 5 OF 13

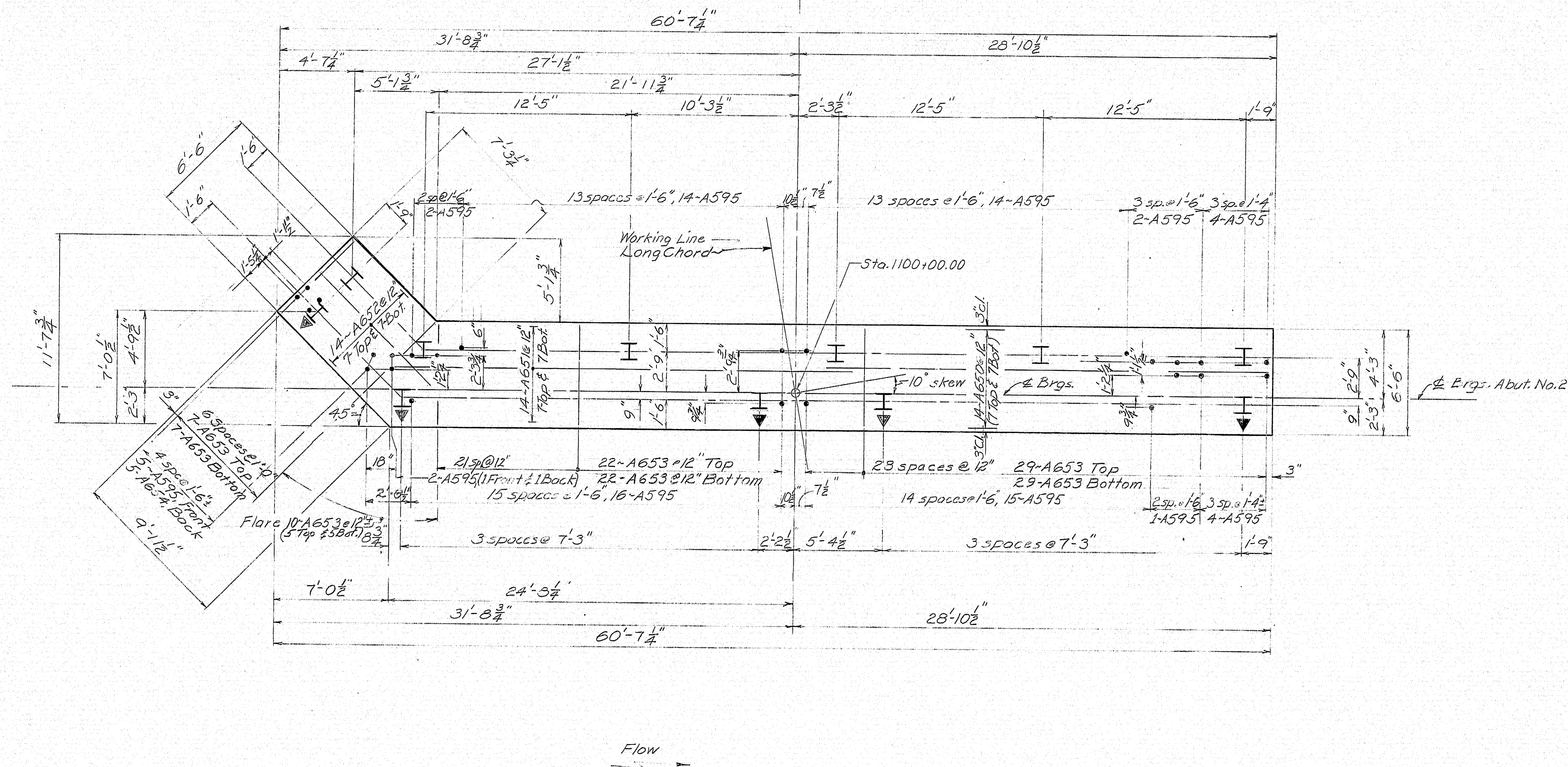
AUGUSTA, MAINE

JUNE 73

196-174

2031 2040

R.H.W.A. REC. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-F-028-1/9	8	24



REFERENCES

Abutment Notes on Sheet No. 4
Dowels dimensions are to Lot of bar.
For pile notes see Sheet No. 4
For reinforced pile tips see Sheet No. 4

LEGEND

sp. = space
Bar = Bottom

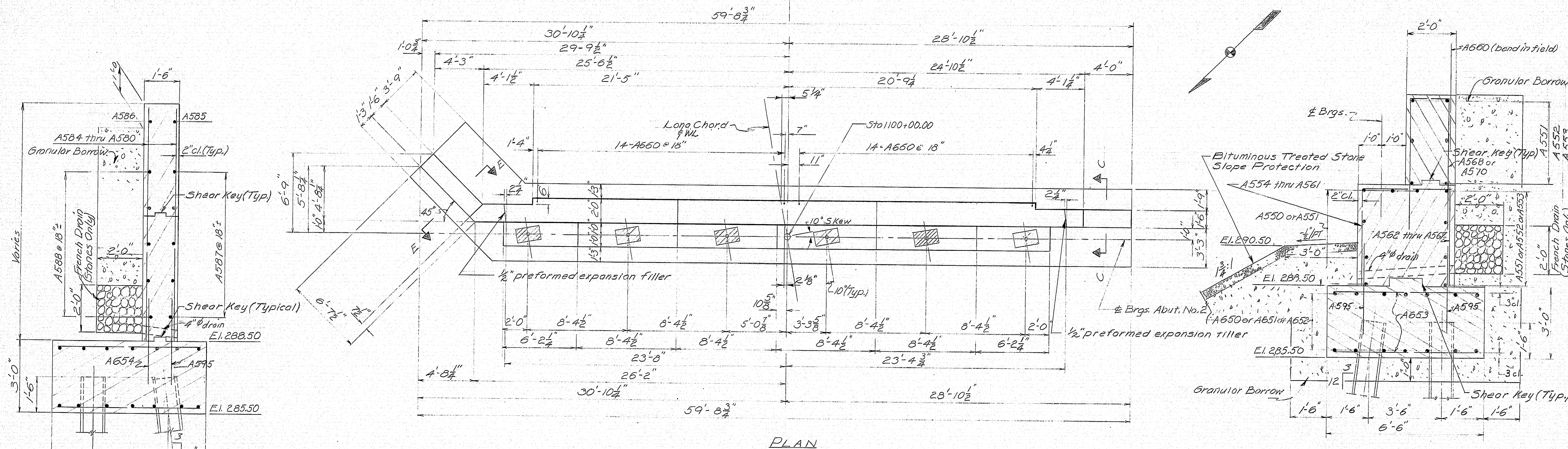
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
SHEEPSHOT BRIDGE
OVER
SHEEPSHOT RIVER
IN THE TOWN OF
PALERMO
WALDO COUNTY

ABUTMENT NO. 2 FOOTING & PILE PLAN
SHEET 6 OF 13 AUGUSTA, MAINE JUNE 73

146-175

PLANS	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
	BY	DATE		
	EBG	01/22		
	CMR	01/22		

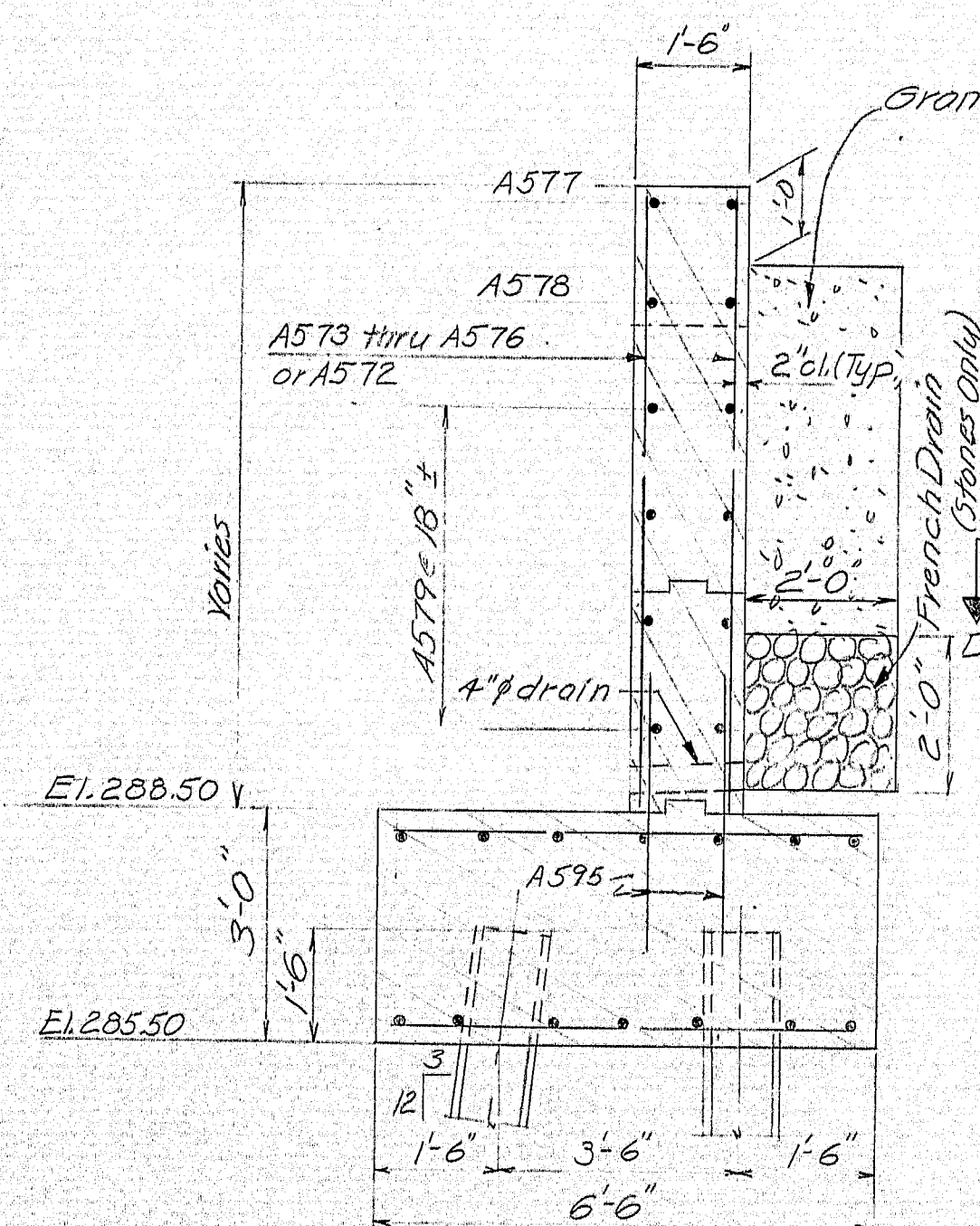
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	BR-F02B-119	9	24



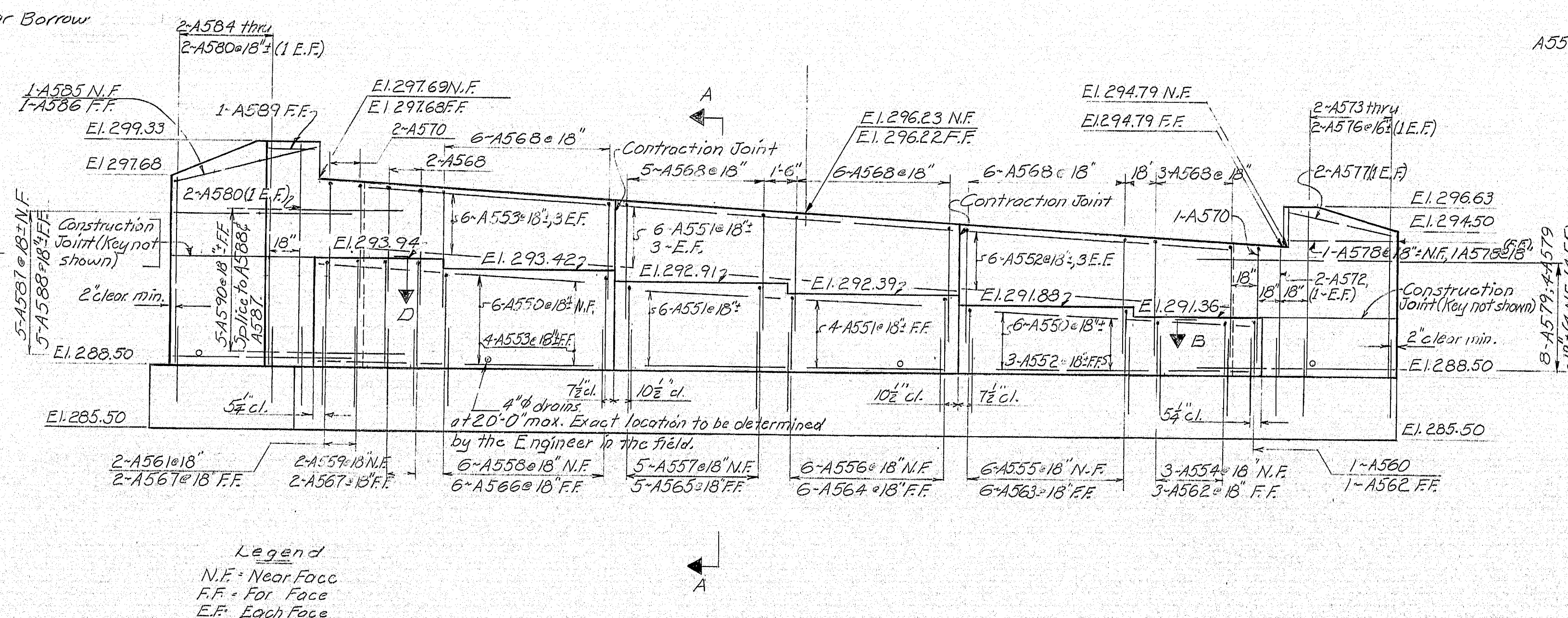
PLAN

SECTION E-E

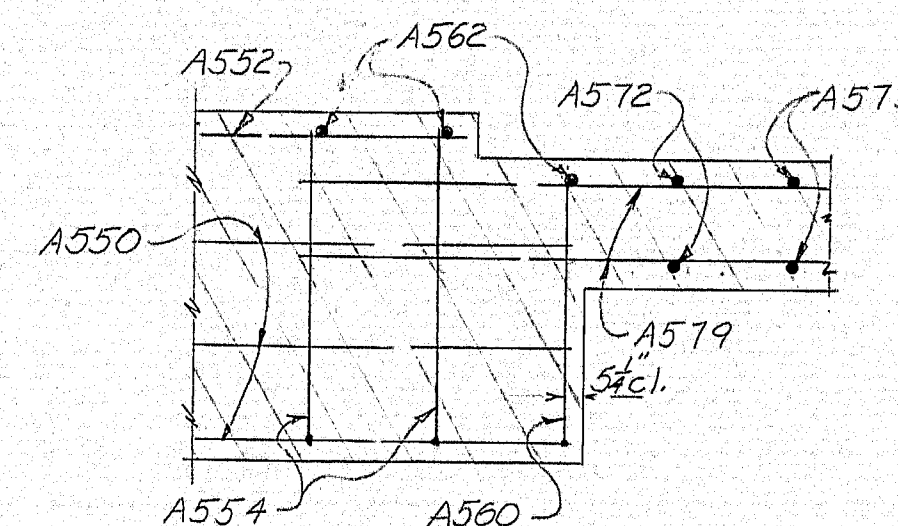
SECTION A-A



SECTION C-C

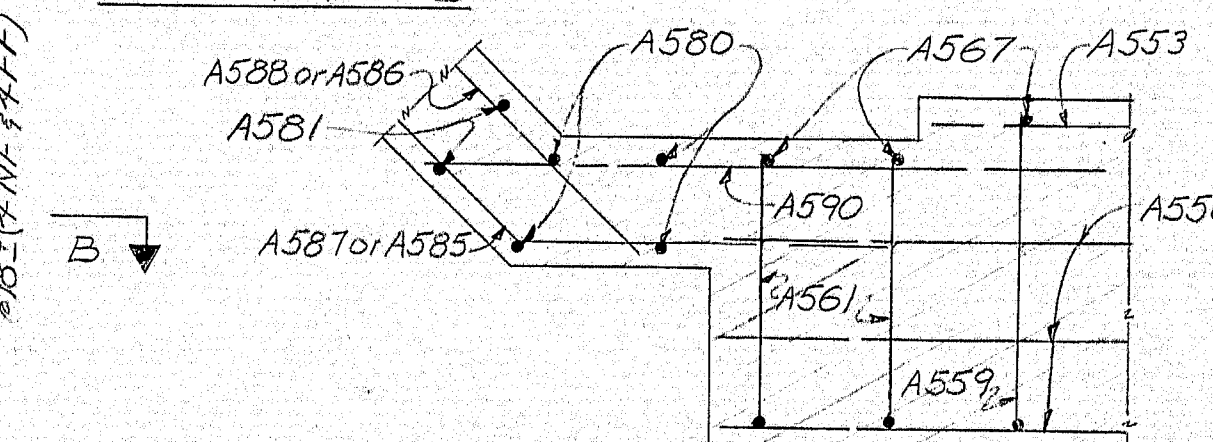


ELEVATION



SECTION B-B

SECTION D-D



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
SHEEPSHOT BRIDGE
OVER
SHEEPSHOT RIVER
IN THE TOWN OF
PALERMO
WALDO COUNTY
ABUTMENT NO. 2

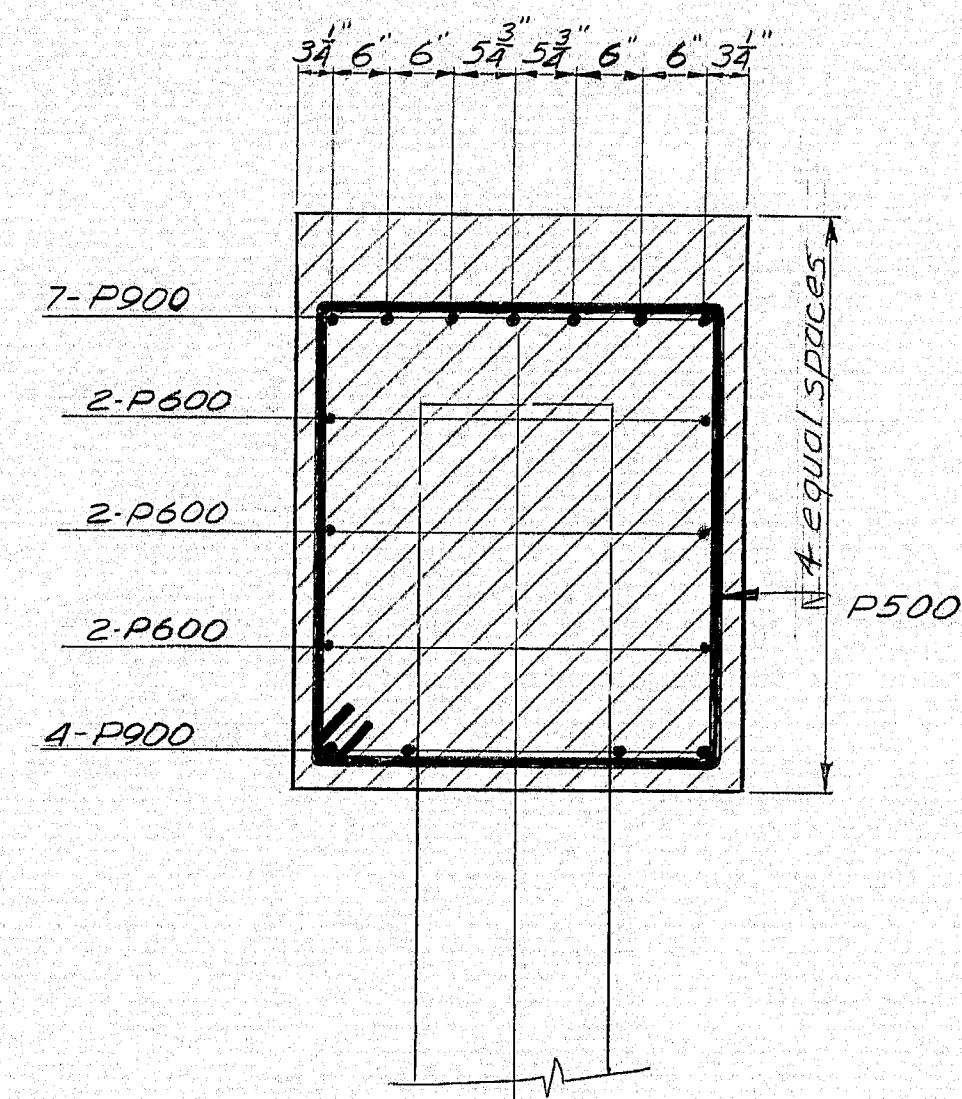
SHEET 7 OF 13 AUGUSTA, MAINE JUNE 73

146-176

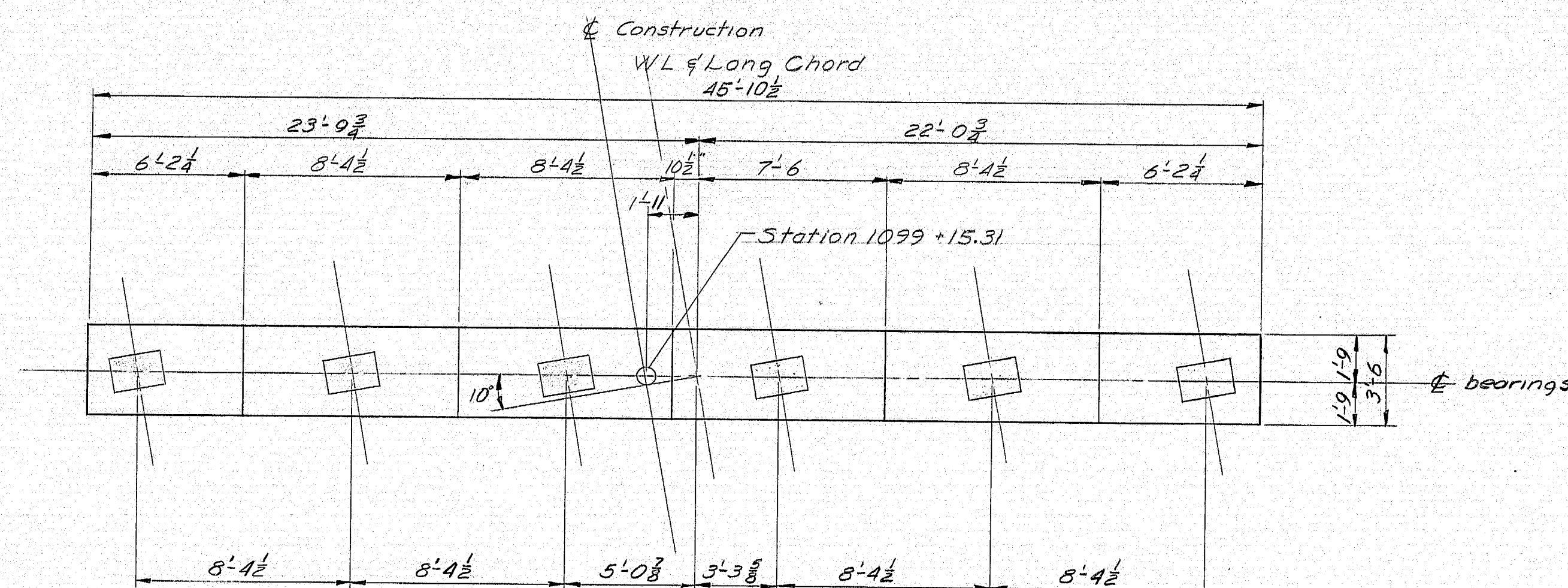
DATE	BY	DESIGN	CHECKED	REVISIONS	FIELD CHANGES
3/72	DR	DESIGN	DR		
6/72	DR	DESIGN	DR		

PLANS

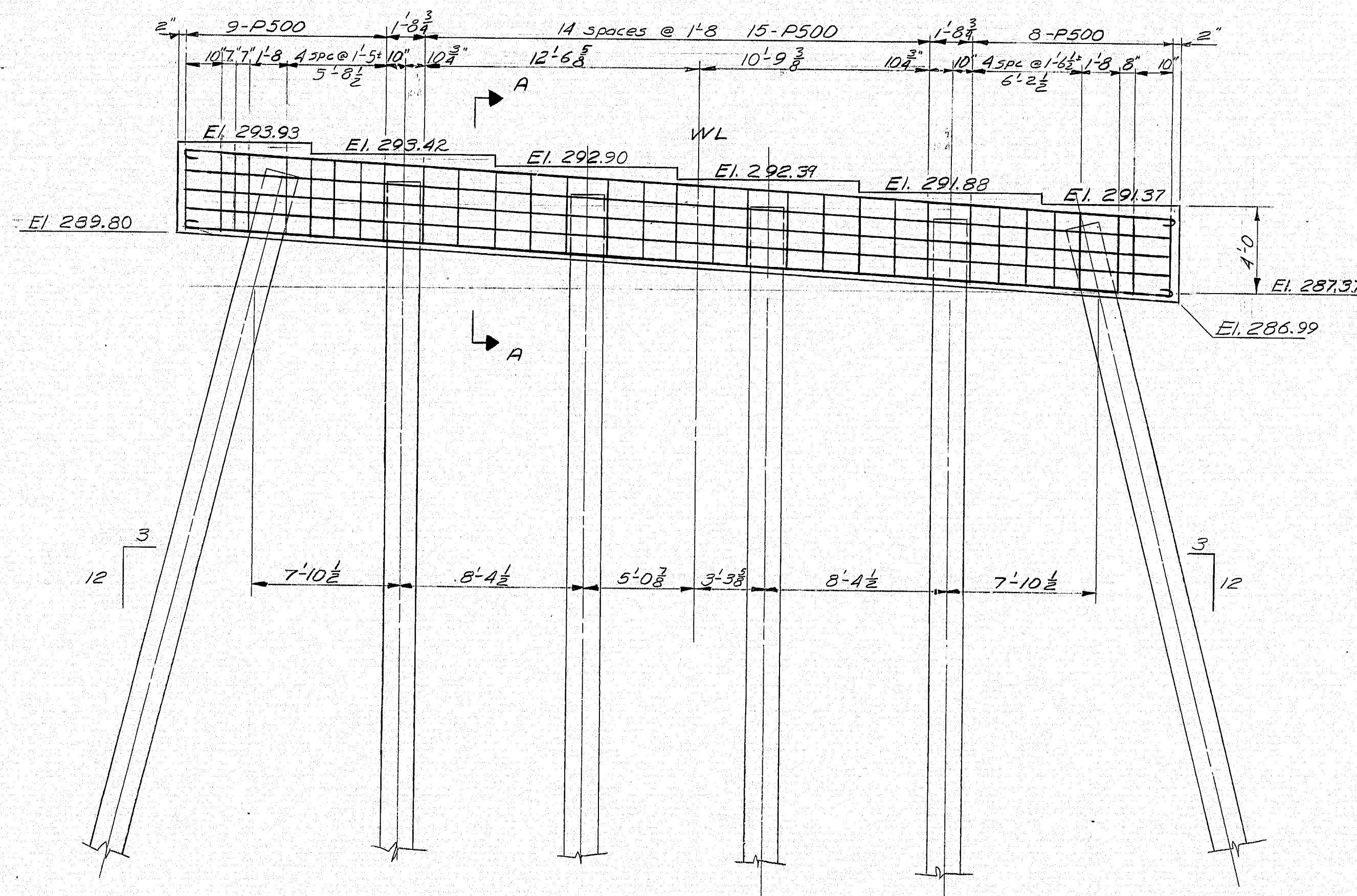
F.R.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-F028-1(9)	10	24



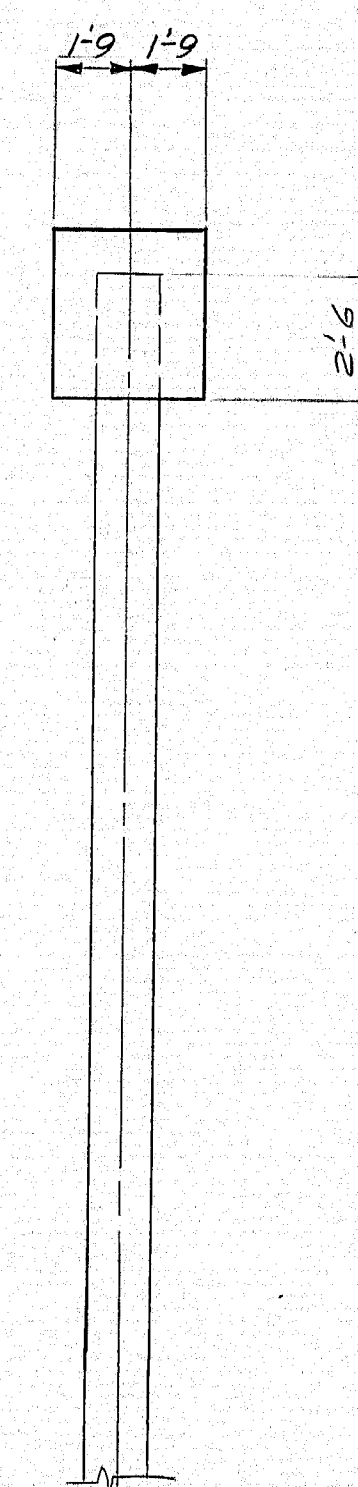
SECTION A-A



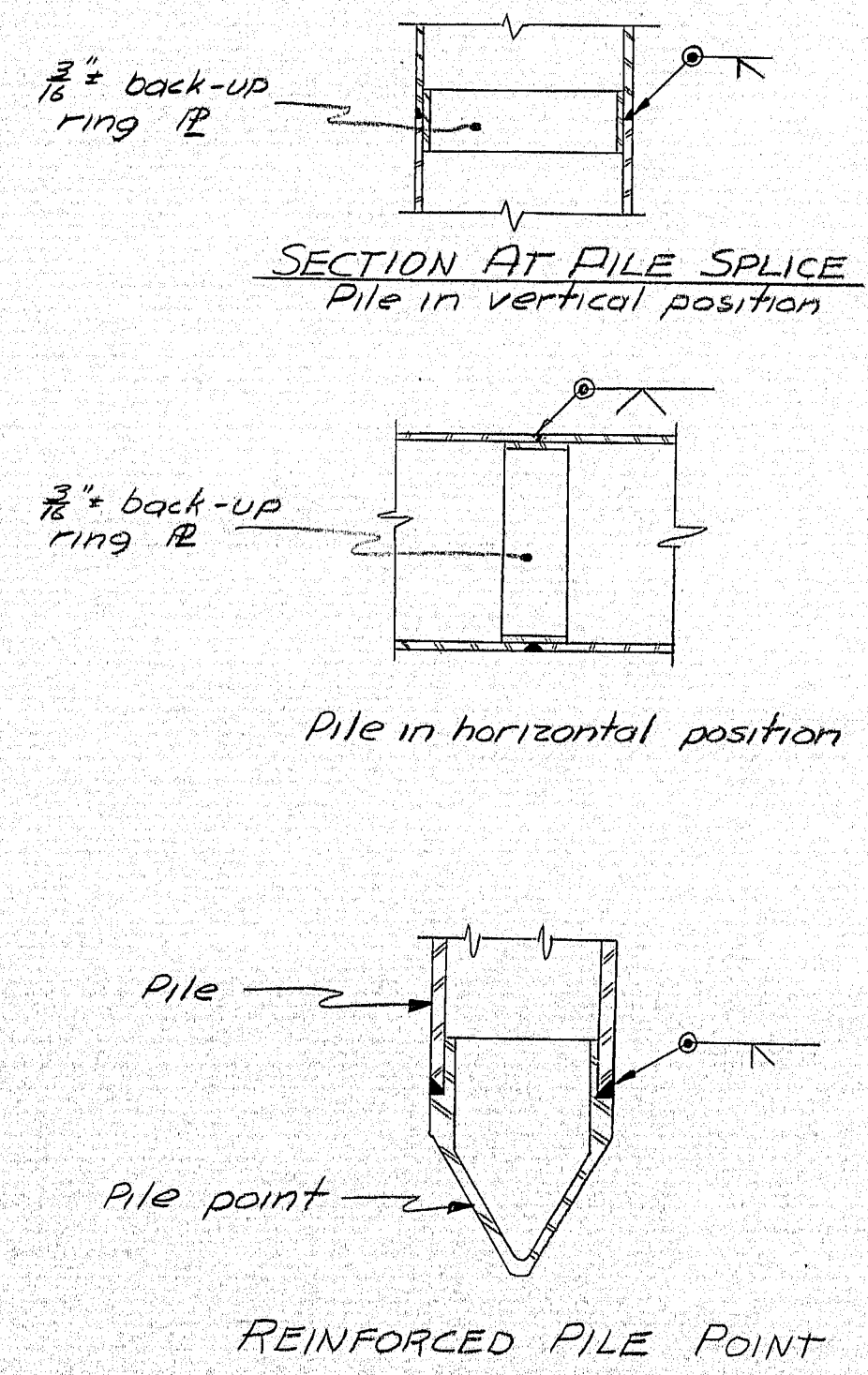
PLAN



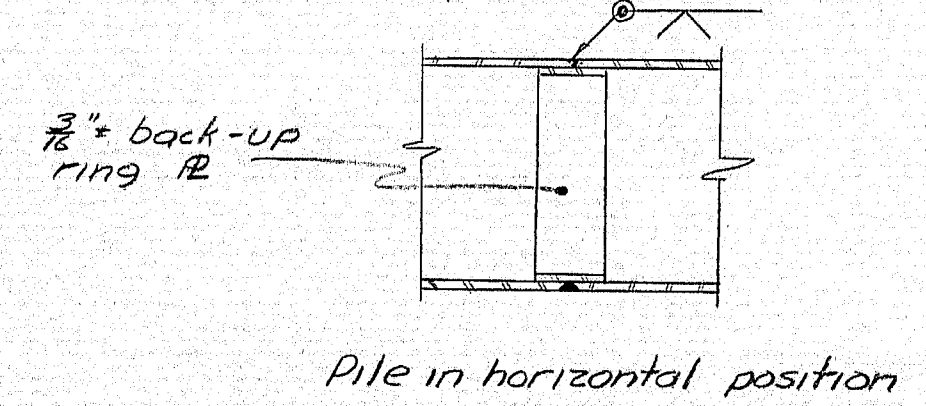
ELEVATION



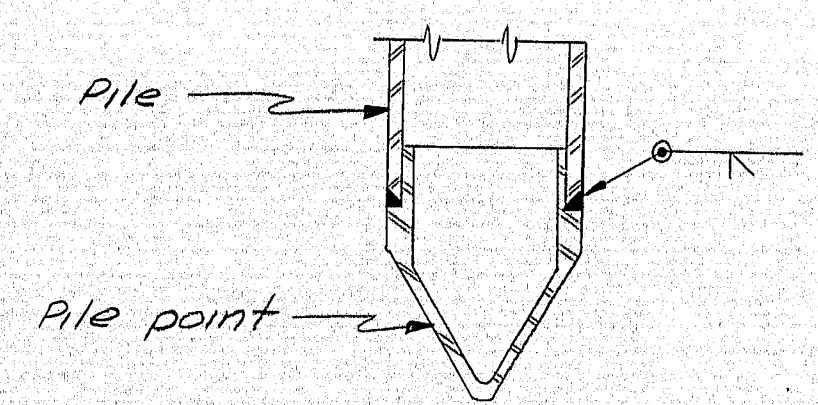
END ELEVATION



SECTION AT PILE SPICE



Pile in horizontal position



REINFORCED PILE POINT

- PIER NOTES**
1. Chamfer all exposed edges of concrete $\frac{3}{4}$ " unless otherwise indicated.
 2. Reinforcing steel shall have 2" minimum cover unless otherwise indicated.
 3. Place reinforcing steel on bridge seats to clear anchor bolts.
 4. All reinforcing steel splices and embedments shall be a minimum of 36 bar diameters unless otherwise indicated.

- DESIGN CRITERIA**
- Critical AASHTO Loading - Group IV
 Buoyancy - water elevation assumed at elevation 287.00
 Stream Flow - Velocity of 5 feet per second skewed at 0° to longitudinal ϕ of the pier
 Wind - 100 MPH
 Ice - 6" thick producing 400 psi. Ice pressure skewed at 0° to the longitudinal ϕ of the pier at elevation 287.0.

- PILE NOTES**
1. All piles shall be driven to ledge or practical refusal.
 2. All piles shall have a pile point. Pile points shall be approved manufactured cast steel with 60° conical points and internal flanges, suitable for welding to pipe piles.
 3. Piles shall be 18" O.D., $\frac{3}{8}$ " wall thickness.
 4. Filling piles with concrete shall be in accordance with sections 501.02 - 501.15 of the Standard Specifications, Highways and Bridges revision of June 1968.
 5. Pile concrete shall be class "Y."
 6. Maximum pile load equals 150 tons.
 7. Pile splices may be permitted by the Engineer and shall be as detailed below.
 8. Following is the number and estimated driven lengths of the piles 6 @ 74'.
 9. The piles shall be coated with a coal tar epoxy material in accordance with special provision section 501.
 10. No splices will be allowed in the upper one third length of piling.

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
SHEEPSHOT BRIDGE
 OVER
SHEEPSHOT RIVER
 IN THE TOWN OF
PALERMO
WALDO COUNTY
 PIER

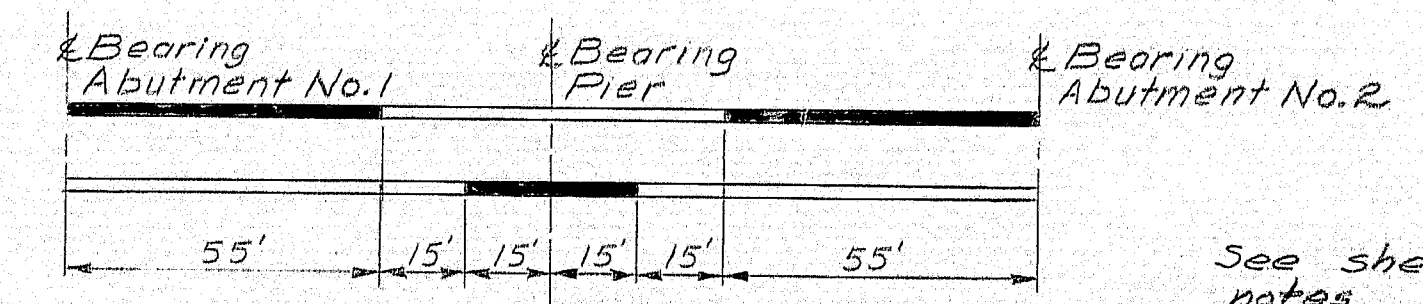
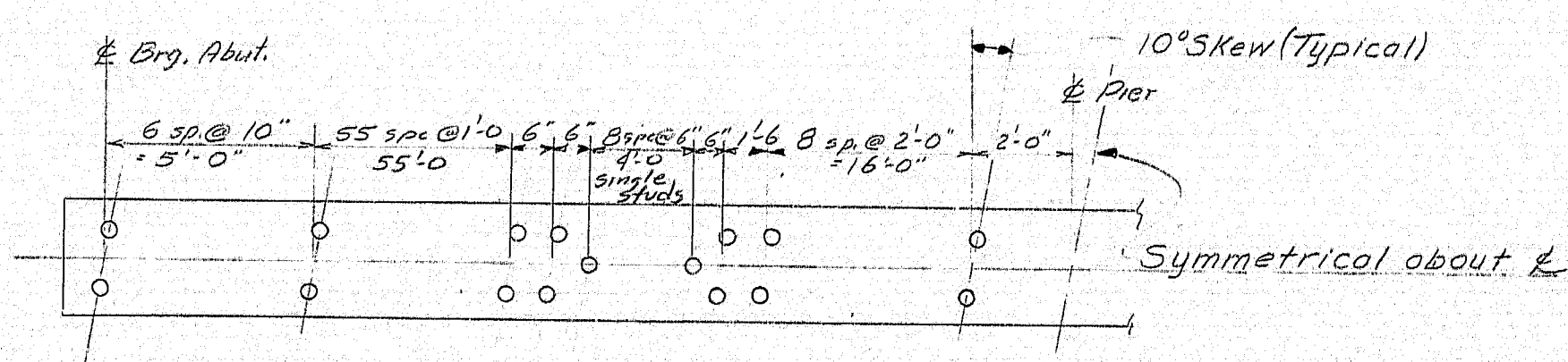
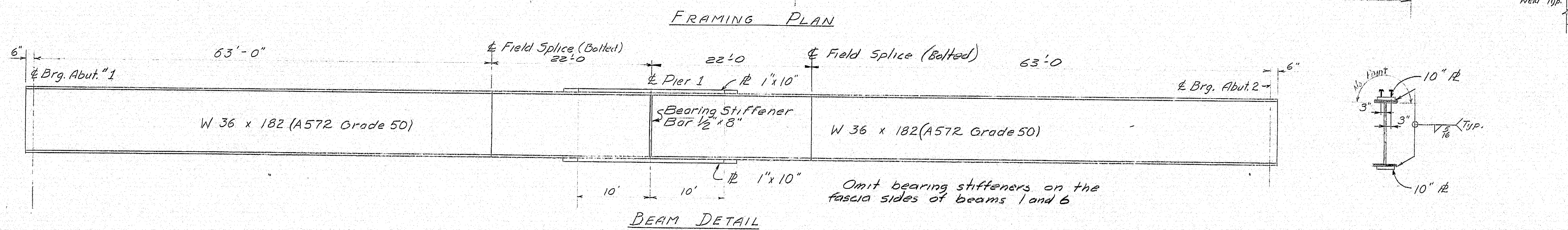
SHEET 8 OF 13 AUGUSTA, MAINE JUNE 73

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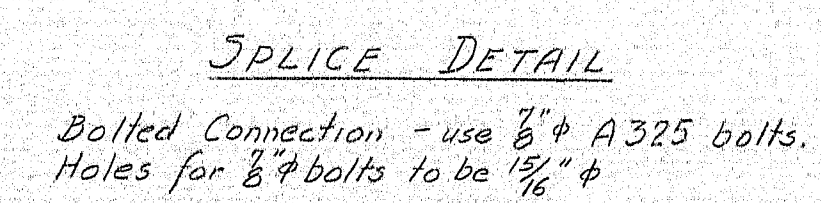
The diagram is a hand-drawn plan view of a bridge deck. It features six horizontal lines representing the bridge beams, labeled "Beam 1" through "Beam 6" from top to bottom. The deck is divided into spans by vertical lines. The span lengths are indicated at the top: 23'-0" (four times), 16'-0" (twice), and 23'-0" (twice). The total length of the bridge is 85'-0", shown at the bottom.

Key structural details and labels include:

- Field Splice:** Indicated by a dashed vertical line in the first 16'-0" span, with the note "Field Splice (This span only)".
- Long Chord:** A dashed horizontal line across the middle of the deck, labeled "Long Chord".
- Diaphragm:** A vertical line at the left end, labeled "Diaphragm".
- Armored Joint:** A vertical line near the left end, labeled "Armored Joint".
- Beam Types:** Vertical lines across the beams are labeled "Type 'A'", "Type 'B'", and "Type 'C'".
- Bearing Abut. 1 (Expansion):** Located at the left end, with a note "10° Skew (Typical)".
- Bearing Pier 1 (Fixed):** Located between the first and second 16'-0" spans.
- Bearing Abut. 2 (Fixed):** Located at the right end.
- Dimensions:**
 - 6-EPD-5 (6 inches expansion joint depth) at the left end.
 - 6-FPD-3 (6 inches fixed joint depth) at the first pier.
 - 6-FPD-2 (6 inches fixed joint depth) at the right end.
 - 63'-0" (total length of the first two spans).
 - 22'-0" (length of the first 16'-0" span plus the 6'-0" expansion joint).
 - 85'-0" (total bridge length).
 - 41'-10 1/2" (width of the deck at the right end).
 - 41'-3" (width of the deck at the left end).



See sheet #10 for structural steel notes



SHEAR CONNECTORS
Required: 1836 studs = 1796 lbs.
(For Stud Details see sh. BD 104-71)

BEAM STRESS TYPE DIAGRAM

 = areas of the beam which will always be in compression. All others areas will be in tension, or areas which have stress reversals.

REFERENCES

Bearing Pedestals ----- BD 100-71
Shear Connectors }
Armored Joint } ----- BD 10A-71
Drains }

Bottom of Slab & Camber Diagrams see Sh¹⁰

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
SHEEPSCOT BRIDGE
OVER
SHEEPSCOT RIVER
IN THE TOWN OF
PALERMO
WALDO COUNTY
STRUCTURAL STEEL

SHEET 9 OF 13 AUGUSTA, MAINE JUNE 73

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BOTTOM of SLAB ELEVATIONS - SPAN 1

Beam	@ Brg. Abut. 1	+10'	+20'	+30'	+40'	+50'	+60'	+70'	+80'	@ Pier +85'
1	298.68	298.68	298.66	298.63	298.58	298.52	298.44	298.37	298.31	298.29
2	298.17	298.17	298.16	298.13	298.08	298.01	297.93	297.86	297.80	297.78
3	297.67	297.66	297.65	297.62	297.57	297.50	297.42	297.35	297.28	297.26
4	297.16	297.16	297.14	297.11	297.06	296.99	296.91	296.84	296.77	296.75
5	296.66	296.65	296.64	296.61	296.55	296.48	296.41	296.33	296.26	296.24
6	296.15	296.15	296.13	296.10	296.05	295.98	295.90	295.82	295.75	295.73

BOTTOM of SLAB ELEVATIONS - SPAN 2

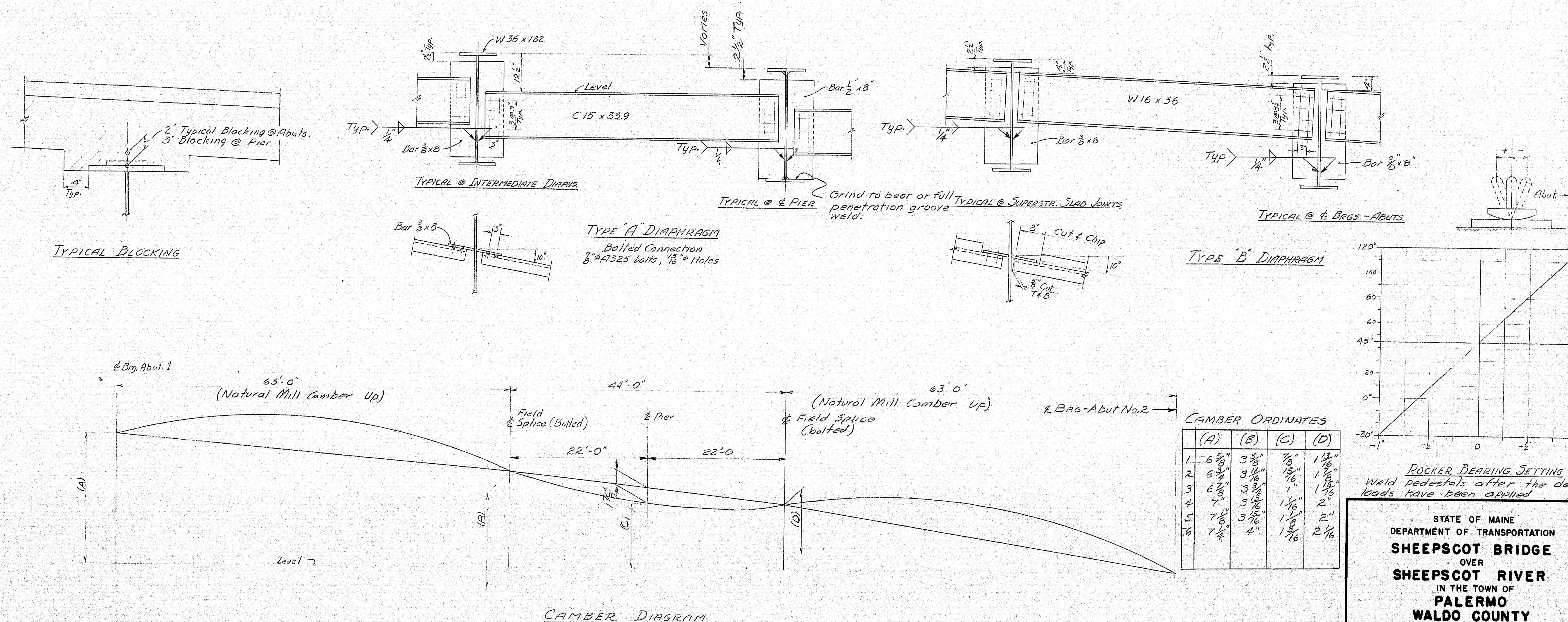
Beam	@ Pier 0	+5'	+15'	+25'	+35'	+45'	+55'	+65'	+75'	@ Brg. Abut. 2 +85'
1	298.29	298.27	298.27	298.28	298.29	298.29	298.28	298.24	298.19	298.13
2	297.78	297.76	297.76	297.77	297.78	297.78	297.76	297.73	297.67	297.61
3	297.26	297.25	297.25	297.25	297.27	297.27	297.25	297.21	297.16	297.10
4	296.75	296.74	296.73	296.74	296.75	296.75	296.74	296.70	296.64	296.58
5	296.24	296.23	296.22	296.23	296.24	296.24	296.22	296.18	296.13	296.07
6	295.73	295.72	295.71	295.72	295.73	295.73	295.71	295.67	295.61	295.55

	@ Brg. Abut. 1	10'	20'	30'	40'	50'	60'	70'	80'	@ Pier	85'-0"	5'	15'	25'	35'	45'	55'	65'	75'	@ Brg. Abut. 2 +85'
Superimposed Deflection	.00	.01	.02	.03	.03	.02	.01	.00	.00	.00	.00	.00	.01	.02	.03	.03	.02	.01	.00	
Steel Deflection	.00	.01	.02	.02	.02	.02	.01	.00	.00	.00	.00	.00	.01	.02	.02	.02	.02	.01	.00	
Fluid Deflection	.00	.04	.08	.10	.10	.08	.05	.02	.00	.00	.00	.02	.05	.08	.10	.10	.08	.04	.00	

DEAD LOAD DEFLECTIONS

GENERAL NOTES

- To compensate for dead load deflections, as well as possible irregularities in beams, set the bottom of slab elevation at points indicated before any of the slab formwork is started.
- The beams shall be cambered as shown on the camber detail to compensate for dead load deflections.
- All beams, cover plates and splice plates shall conform to ASTM Designation A 572, Grade 50. All other steel shall conform to ASTM Designation A 36 unless otherwise noted. Bolts shall conform to ASTM Designation A 325.
- Bearing stiffeners shall be plumb after erection. Diaphragm connection plates may be set plumb or normal to flanges. Whichever method is chosen shall be used throughout.
- All beam dimensions are horizontal.
- For details of shear connectors, armored joint and drain rail see Standard Details sheet BD 104-71.
- For bearing pedestal details see Standard Details sheet BD 100-71.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
SHEEPSCOT BRIDGE
OVER
SHEEPSCOT RIVER
IN THE TOWN OF
PALERMO
WALDO COUNTY
BLOCKING & CAMBER

PLANS	DESIGN - DETAIL	CHECKED	BY	DATE	REVISIONS	FIELD CHANGES

[illegible]

SUPERSTRUCTURE SLAB PLAN

46'-8"

21'-5"

21'-5"

1'-11"

1'-11"

Construction

Varies

Long Chord and

8 1/2" R.C.C. Slab

2" Bituminous Wearing Surface (By Others)

1/2" allowed for Membrane Waterproofing

Aluminum Bridge Railing Type A

1" x 4" nominal plastic tubes

See Detail "A" sheet "12"

See Detail "B" sheet "12"

5 spaces @ 8'-3" = 41'-3"

TRANSVERSE SECTION

GENERAL NOTES

1. Form 1" V-groove on outside face of curb at each vertical contraction joint as shown.
2. At curb contraction joints, break bond between concrete surfaces by a method to be approved by the Engineer.
3. Apply Protective Coating for Concrete Surfaces at top of curb, outside face down to the drip notch. Use adequate protection over granite curb to prevent staining.
4. Chamfer all exposed edges of concrete 1/2".
5. All reinforcing bars to have 2" clear unless otherwise noted.
6. Minimum bar splice = 36 bar diameters.
7. The superstructure slab concrete may be placed either continuously or by panels as follows.
Continuous Placement - The contractor's method shall be approved by the Engineer.
The concrete shall be kept plastic one complete span behind the span being placed.
The transverse construction joints and haunch shown in Sect. 8-B shall be omitted.
Panel Placement - All panels "A" shall be placed first. Two days shall elapse between successive placements of panels "A" & "B".
8. Set retarding admixtures shall be used when authorized by the Engineer and in accordance with the construction specifications.
9. Curb panels similar both sides of bridge.
10. For sections A-A, B-B, C-C and details A & B see sheet 12.
11. For Drain & Armored Joint details, see Standard Detail BD104-71.
12. Refer to sheet BD114-73 for rail details.
13. Mortar for bedding and for joints in the granite curb shall contain an approved non-shrink additive.
14. Place 1/2 inch diameter plastic tube drains at 5 foot intervals along the curb on the left side of the superstructure and as described in subsection 502.17.
15. The superstructure slab shall be light broom finished.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
SHEEPSHOT BRIDGE
OVER
SHEEPSHOT RIVER
IN THE TOWN OF
PALERMO
WALDO COUNTY
SUPERSTRUCTURE SLAB

SHEET 11 OF 13 AUGUSTA, MAINE JUNE 73

SHEET 11 OF 13 AUGUSTA MAINE JUNE 23 1906

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REINFORCING STEEL SCHEDULE

STRAIGHT BARS												BENT BARS														
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
			ABUTMENT NO.1				ABUTMENT NO.2				SUPERSTRUCTURE					ABUTMENT NO.1										
A500	13	14'-2	Breast wall & Back wall	A550	12	14'-2	Breast wall	S540	351	46'-8	Slab-Transverse	A505	33	5'-11	L	1'-8	4'-3									Back wall
A501	22	16'-5	Breast wall & Back wall	A551	16	16'-5	Breast wall	S542	243	4'-0	Slab-Transverse (splice)	A506	34	7'-2	SL		3'-0	1'-2	3'-0							Back wall cap
A502	13	14'-3	Breast wall & Back wall	A552	9	12'-11	Breast wall	S543	348	40'-0	Slab-Longitudinal	A508	33	5'-8	L	2'-0	3'-8									Breast wall
A503	106	4'-6	Footing Dowels	A553	10	11'-9	Breast wall	S544	85	19'-2	Slab-Longitudinal	A514	7	13'-1	V				3'-7	9'-6			6'-8			East Wing
A504	10	9'-9	Breast wall	A562	4	2'-8	Back wall	S546	4	13'-10	Curb A-Longitudinal	A515	1	2'-4	V				1'-10	0'-6			0'-4			East Wing
A507	10	7'-0	Breast wall	A563	6	3'-2	Back wall	S547	32	13'-8	Curb B-Longitudinal	A517	1	7'-1	V				3'-7	3'-6			2'-6			East Wing
A509	33	4'-3	Back wall	A564	6	3'-8	Back wall	S548	12	10'-4	Curb C-Longitudinal	A518	1	10'-8	V				3'-7	7'-1			5'-0			East Wing
A510	9	11'-3	Breast wall & Back wall	A565	5	4'-2	Back wall	S549	33	30'-0	Slab-Longitudinal	A531	8	14'-3	V				6'-9	7'-6			5'-3			West Wing
A511	9	8'-6	Back wall	A566	6	4'-8	Back wall	S551	4	14'-4	Curb D-Longitudinal	A538	1	7'-8	V				6'-9	0'-11			0'-8			West Wing
A512	2	47'-8	Back wall cap	A567	4	5'-2	Back wall					A539	1	12'-2	V				6'-9	5'-5			3'-10			West Wing
A513	7	10'-8	East Wing																							
A516	1	1'-8	East Wing													ABUTMENT NO.2										
A519	16	10'-0	East Wing	A572	2	6'-0	West Wing					A554	3	6'-4	L	2'-8	3'-8									Breast wall
A520	7	8'-0	East Wing Dowels	A573	2	7'-11	West Wing					A555	6	6'-10	L	3'-2	3'-8									Breast wall
A521	4	13'-10	East Wing	A574	2	7'-3	West Wing					A556	6	7'-4	L	3'-8	3'-8									Breast wall
A522	1	4'-10	East Wing	A575	2	6'-7	West Wing					A557	5	7'-10	L	4'-2	3'-8									Breast wall
A523	1	7'-6	East Wing	A576	2	5'-11	West Wing					A558	6	8'-4	L	4'-8	3'-8									Breast wall
A524	12	8'-7	Breast wall	A577	2	5'-3	West Wing				PIER	A559	2	8'-10	L	5'-2	3'-8									Breast wall
A525	12	6'-0	Breast wall	A578	2	5'-1	West Wing	P600	6	45'-8	Longitudinal	A560	1	3'-10	L	2'-8	1'-2									Breast wall
A526	11	5'-0	West Wing	A579	8	10'-0	West Wing					A561	2	6'-4	L	5'-2	1'-2									Breast wall
A527	11	7'-8	West Wing	A580	4	10'-6	East Wing					A568	28	12'-6	S	-	5'-5	1'-8	5'-5			-				Back wall
A528	9	14'-4	West Wing	A581	2	10'-0	East Wing					A570	3	12'-0	S	-	5'-5	1'-2	5'-5			-				Back wall
A529	9	8'-8	West Wing	A582	2	9'-8	East Wing																			
A530	8	8'-10	West Wing	A583	2	9'-4	East Wing					A585	1	8'-6	V				2'-3	6'-3			4'-5			East Wing
A532	4	9'-5	West Wing	A584	2	9'-0	East Wing					A587	5	11'-4	V				5'-1 1/2	6'-3			4'-5			East Wing
A533	6	11'-1	West Wing	A586	1	7'-7	East Wing																			
A534	5	6'-5	West Wing	A588	5	7'-5	East Wing									PIER										
A535	12	6'-6	West Wing	A589	1	1'-6	Back wall					P500	32	14'-6	H	0'-5	3'-2	3'-8	3'-2	3'-8			0'-5			Stirrups
A536	1	2'-8	West Wing	A590	5	7'-6	Back wall																			
A537	1	7'-1	West Wing	A595	79	3'-9"	Footing Dowels					P900	11	48'-2	C	1'-3	45'-8						1'-3			Longitudinal
A600	12	6'-5	West Wing Dowels	A650	14	27'-9	Footing																			
A601	30	4'-6	Approach Slab Dowels	A651	14	30'-0	Footing																			
A602	122	6'-0	Footing	A652	14	9'-9	Footing (East Wing)				APPROACH SLABS															
A603	4	6'-1	Footing	A653	126	6'-2	Footing	AS400	22	43'-2	Longitudinal-Abut#1					SUPERSTRUCTURE										
A604	4	6'-3	Footing	A654	5	4'-6	Footing Dowels (East Wing)	AS401	22	41'-8	Longitudinal-Abut#2															
A605	4	6'-5	Footing									S541	169	47'-1"	B		3'-3	0'-7 3/4	3'-5 3/4	3'-11 3/4	3'-8		0'-3 1/2	45'-2 3/4	Slab-Transverse	
A606	4	6'-6	Footing	A660	28	4'-6	Approach slab Dowels	AS600	342	14'-8	Transverse-Abut#1&2	S545	183	5'-0	S	0'-6	1'-6	1'-1	1'-5			0'-6				Curb-Transverse
A607	4	6'-4	Footing									S550	36	11'-0	D											End of slab-Abut#2
A608	4	6'-2	Footing									S552	183	4'-8	S	0'-6	1'-3	1'-1	1'-4			0'-6				Curb-Transverse
A609	14	25'-4	Footing																							
A610	14	26'-6	Footing																							
A611	14	12'-8	Footing																							
A612	14	10'-8	Footing																							
A700	11	8'-0	East Wing Dowels																							
																						</				

FWHA DES. NO.	STATE MAINE	PROJECT NUMBER BR-F-028-1(9)	SHEET NO. 15	TOTAL SHEETS 24
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TYPE-BENDING DIAGRAMS

All dimensions are out to out of reinf. bar
Bending details and hooks shall conform to the recommendations of A.C.I. Standard 315-65.
Reinforcing Bar: ASTM A615 Grade 60

GENERAL NOTES

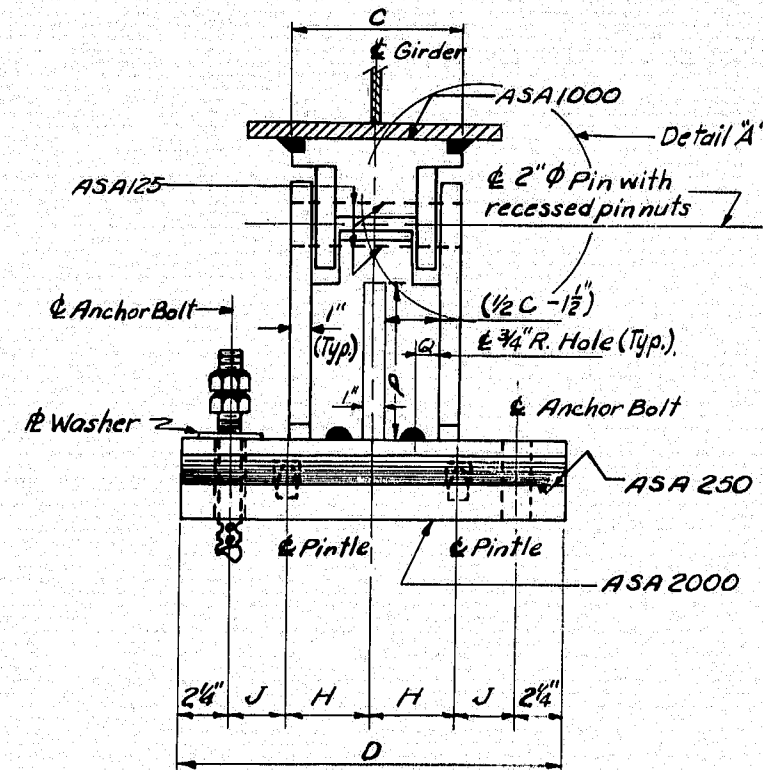
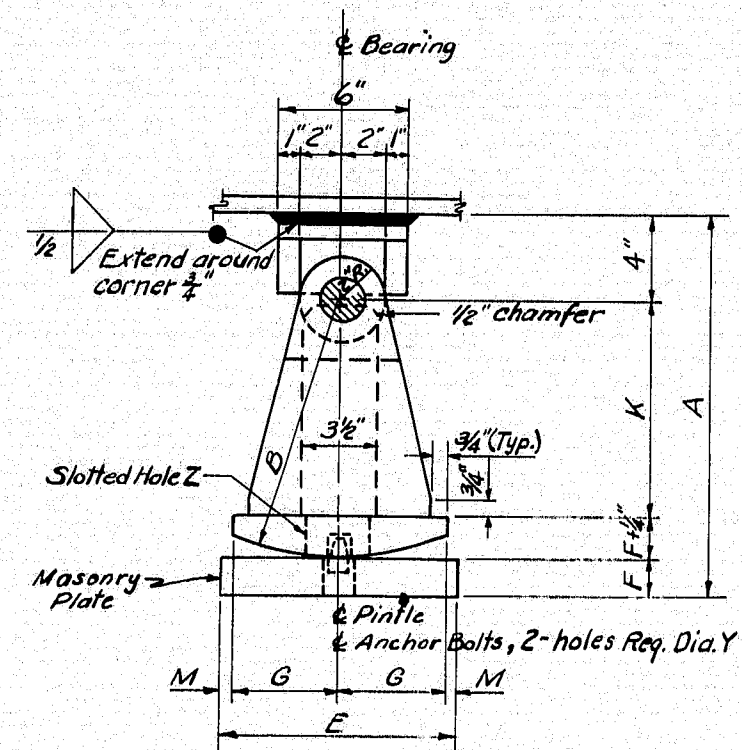
- First digit(s) following the letter of the Mark indicates size of reinf. bar.
Mark (A 502) bar size - #5
Mark (P 1001) bar size - #10
Mark (S 603) bar size - #6
- Letter of Marks A, P & S locates bars of Abutments, Piers, and Superstructure parts respectively.

STATE OF MAINE
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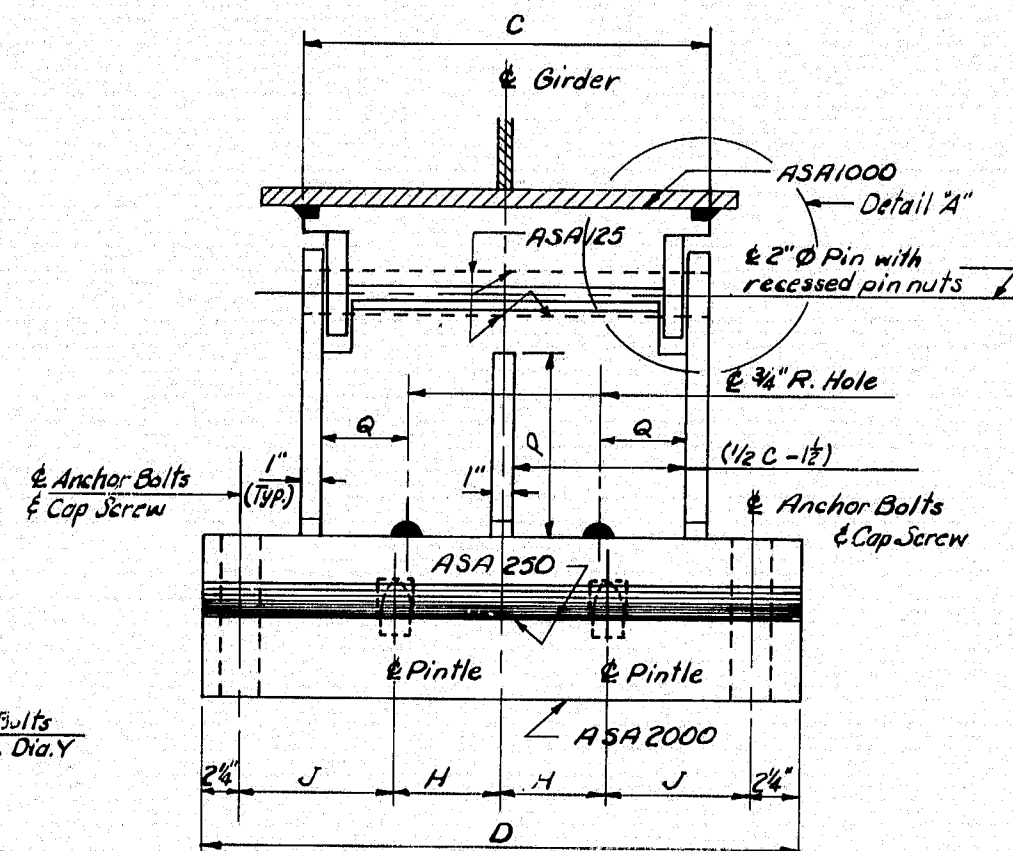
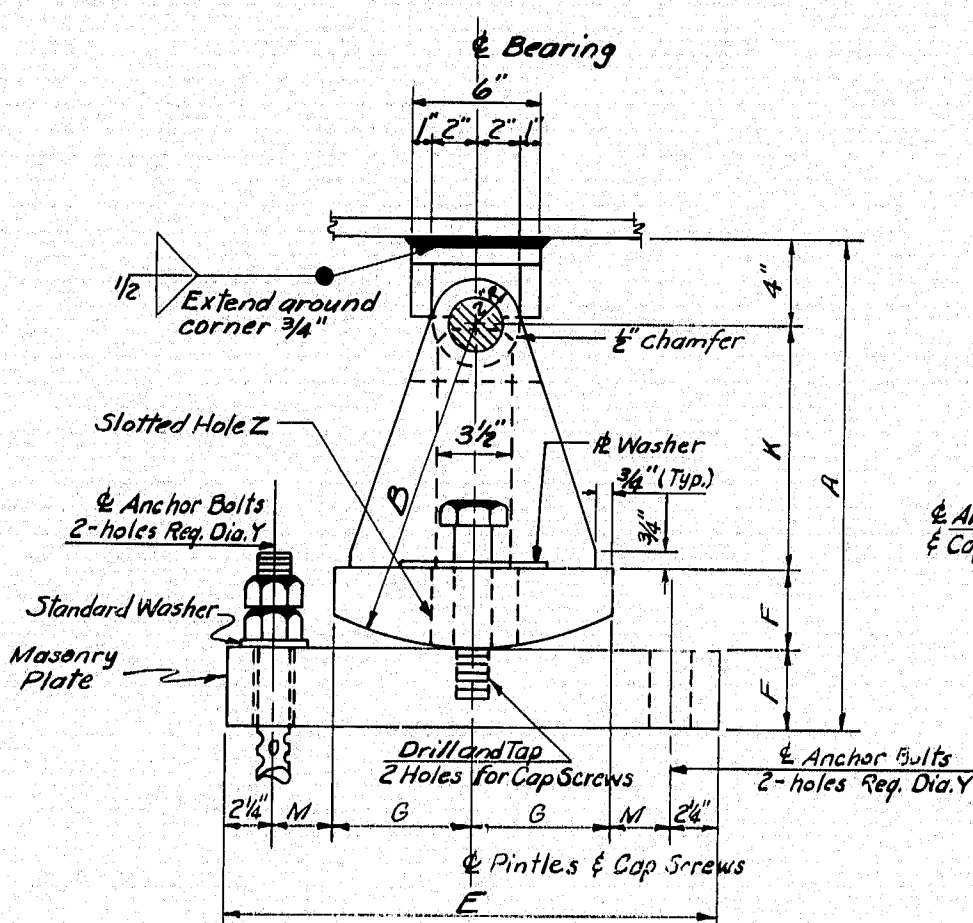
SHEEPSCOT BRIDGE
OVER
SHEEPSCOT RIVER
IN THE TOWN OF
PALERMO
WALDO COUNTY
REINFORCING STEEL

SHEET 13 OF 13 AUGUSTA, MAINE JUNE 73

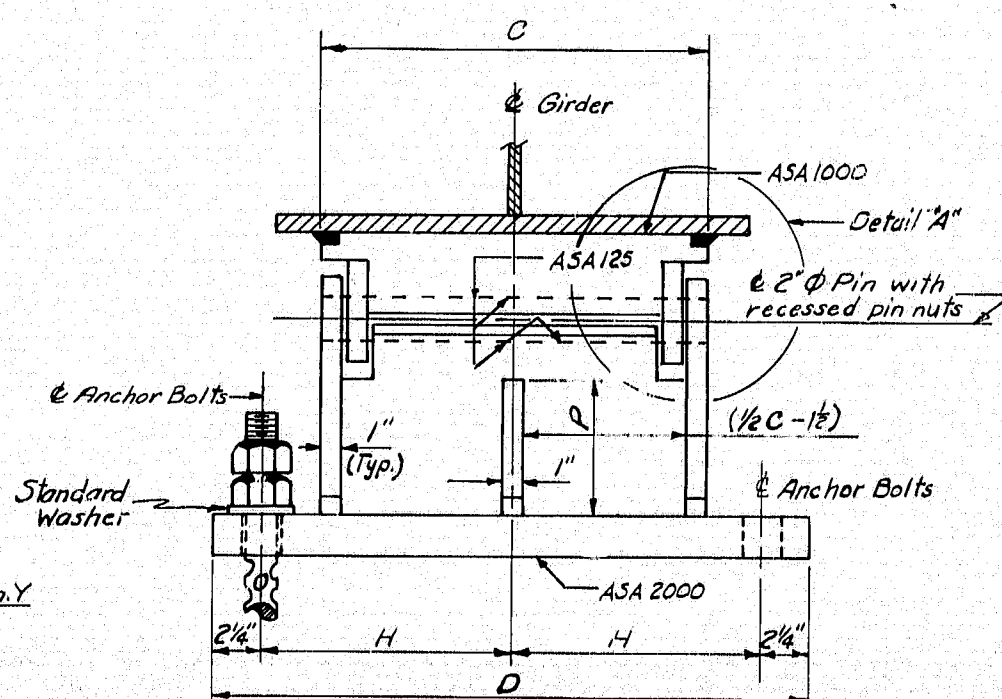
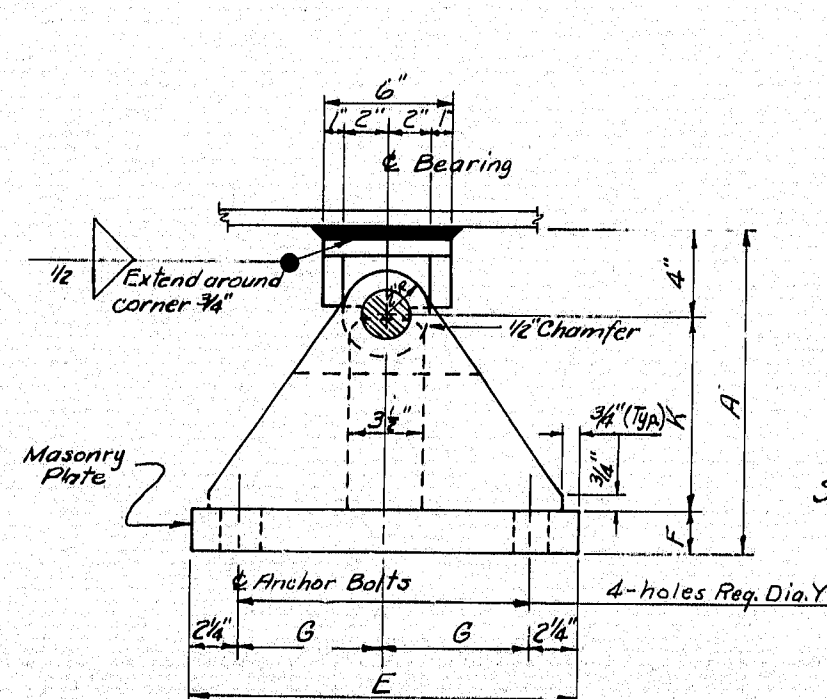
146-182



EXPANSION PEDESTAL — EPD

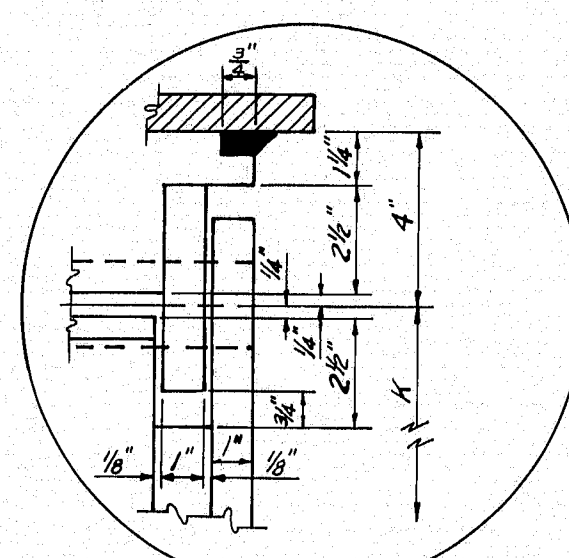


EXPANSION PEDESTAL — EPE

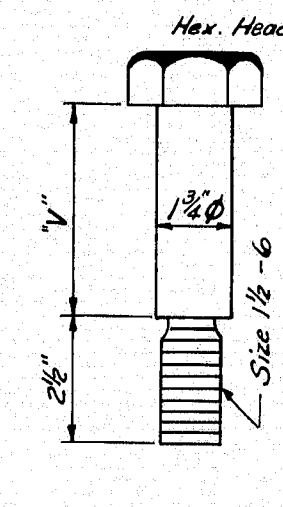


FIXED PEDESTAL — FPD

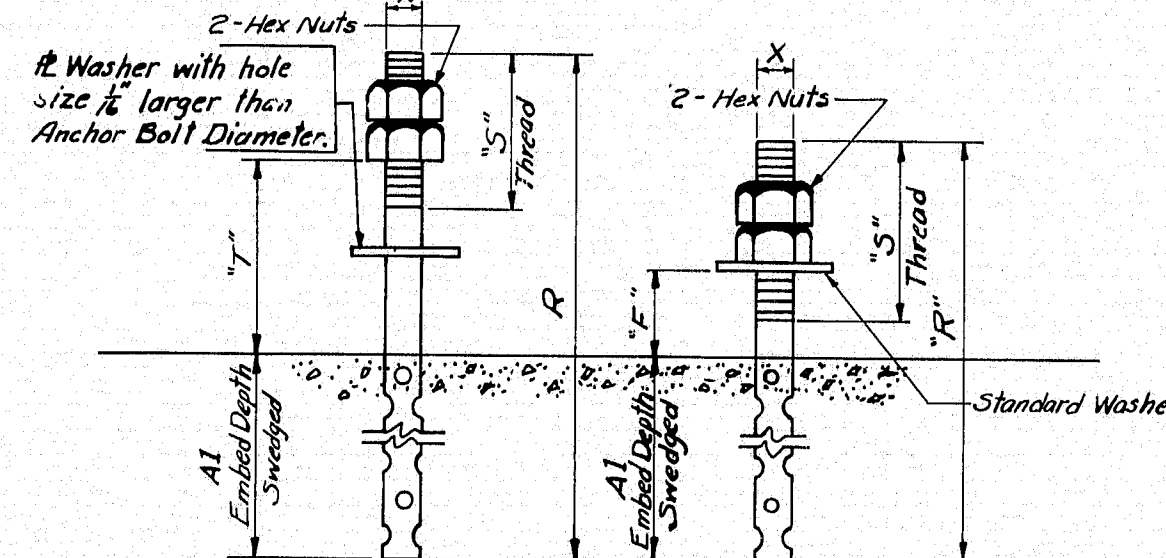
MARK	LOAD	A	B	C	D	E	F	G	H	J	K	M	P	Q	R	S	T	V	X — Anchor Bolt Diameter	Y — Masonry Plate Hole Size	Number Anchor Bolts Required	Z — Slotted Hole for Anchor Bolts or Cap Screws	W — Washer Size for Anchor Bolts or Cap Screws	A1 — Embedment Depth	MARK
EPD-1	100*	1'-2 1/2"	9"	8"	1'-6"	8"	1 1/2"	3 1/2"	4"	2 1/2"	7"	4"	—	3"	1'-4 1/2"	3"	4 1/2"	—	1"	1 1/2"	2	3" x 1 1/2"	3" x 5" x 1/2"	10"	EPD-1
EPD-2	100*	1'-2 1/2"	9"	8"	1'-6"	9"	1 1/2"	3 1/2"	4"	2 1/2"	7"	4"	—	3"	1'-4 1/2"	3"	4 1/2"	—	1"	1 1/2"	2	3" x 1 1/2"	3" x 5" x 1/2"	10"	EPD-2
EPD-3	100*	1'-2 1/2"	9"	8"	1'-6"	10"	1 1/2"	4 1/2"	4"	2 1/2"	7"	4"	—	3"	1'-4 1/2"	3"	4 1/2"	—	1"	1 1/2"	2	3" x 1 1/2"	3" x 5" x 1/2"	10"	EPD-3
EPD-4	100*	1'-3 1/2"	1'-0"	8"	1'-6"	11"	1 1/2"	5"	4"	2 1/2"	10"	4"	—	3"	1'-5 1/2"	3"	4 1/2"	—	1"	1 1/2"	2	3" x 1 1/2"	3" x 5" x 1/2"	10"	EPD-4
EPD-5	200*	1'-9 1/2"	1'-3"	10"	1'-8"	1'-0"	2 1/2"	5 1/2"	4"	3 1/2"	1'-0 1/2"	4"	—	4"	2'-0 1/2"	4"	6 1/2"	—	1 1/2"	1 1/2"	2	4" x 1 1/2"	4" x 7" x 1/2"	1'-3"	EPD-5
EPD-6	200*	1'-9 1/2"	1'-3"	10"	1'-8"	1'-1"	2 1/2"	6"	4"	3 1/2"	1'-0 1/2"	4"	—	4"	2'-0 1/2"	4"	6 1/2"	—	1 1/2"	1 1/2"	2	4" x 1 1/2"	4" x 7" x 1/2"	1'-3"	EPD-6
EPD-7	200*	1'-9 1/2"	1'-3"	10"	1'-8"	1'-2"	2 1/2"	6 1/2"	4"	3 1/2"	1'-0 1/2"	4"	—	4"	2'-0 1/2"	4"	6 1/2"	—	1 1/2"	1 1/2"	2	4" x 1 1/2"	4" x 7" x 1/2"	1'-3"	EPD-7
EPD-8	200*	1'-9 1/2"	1'-3"	10"	1'-8"	1'-3"	2 1/2"	7"	4"	3 1/2"	1'-0 1/2"	4"	—	4"	2'-0 1/2"	4"	6 1/2"	—	1 1/2"	1 1/2"	2	4" x 1 1/2"	4" x 7" x 1/2"	1'-3"	EPD-8
EPD-9	300*	1'-10"	1'-3"	1'-2"	2'-0"	1'-4"	3"	7 1/2"	5"	4 1/2"	1'-1 1/2"	4"	—	6"	2'-2 1/2"	4"	8"	—	1 1/2"	1 1/2"	2	5" x 1 1/2"	4" x 8" x 1/2"	1'-3"	EPD-9
EPD-10	400*	1'-10 1/2"	1'-3"	1'-6"	2'-4"	1'-6"	3 1/2"	8 1/2"	6"	5 1/2"	1'-1 1/2"	4"	—	6"	2'-2 1/2"	4"	8 1/2"	—	1 1/2"	1 1/2"	2	5" x 1 1/2"	4" x 8" x 1/2"	1'-3"	EPD-10
EPE-1	200*	1'-10"	1'-3"	10"	1'-7"	1'-6"	3"	4"	4"	3 1/2"	1'-0 1/2"	2 1/2"	—	4"	1'-10"	4 1/2"	—	4"	1 1/2"	1 1/2"	4	3 1/2" x 1 1/2"	3 1/2" x 4 1/2" x 1/2"	1'-3"	EPE-1
EPE-2	200*	1'-10"	1'-3"	11"	1'-8"	1'-9"	3"	5 1/2"	4 1/2"	3 1/2"	1'-0 1/2"	2 1/2"	—	4"	1'-10"	4 1/2"	—	4"	1 1/2"	1 1/2"	4	4" x 1 1/2"	3 1/2" x 3 1/2" x 1/2"	1'-3"	EPE-2
EPE-3	200*	1'-10"	1'-3"	11"	1'-8"	1'-10"	3"	6"	4 1/2"	3 1/2"	1'-0 1/2"	2 1/2"	—	4"	1'-10"	4 1/2"	—	4 1/2"	1 1/2"	1 1/2"	4	4" x 1 1/2"	3 1/2" x 3 1/2" x 1/2"	1'-3"	EPE-3
EPE-4	200*	1'-10"	1'-3"	11"	1'-8"	1'-10"	3"	6 1/2"	4 1/2"	3 1/2"	1'-0 1/2"	2 1/2"	—	4 1/2"	1'-10"	4 1/2"	—	4 1/2"	1 1/2"	1 1/2"	4	4 1/2" x 1 1/2"	3 1/2" x 6" x 1/2"	1'-3"	EPE-4
EPE-5	200*	1'-10"	1'-3"	11"	1'-8"	2'-0"	3"	7"	4 1/2"	3 1/2"	1'-0 1/2"	2 1/2"	—	4 1/2"	1'-10"	4 1/2"	—	4 1/2"	1 1/2"	1 1/2"	4	4 1/2" x 1 1/2"	3 1/2" x 6" x 1/2"	1'-3"	EPE-5
EPE-6	300*	1'-10 1/2"	1'-3"	1'-2"	1'-11"	1'-6"	3"	4"	5"	4 1/2"	1'-0 1/2"	2 1/2"	—	6"	1'-10"	4 1/2"	—	4"	1 1/2"	1 1/2"	4	2 1/2" x 1 1/2"	3 1/2" x 4 1/2" x 1/2"	1'-3"	EPE-6
EPE-7	300*	1'-10 1/2"	1'-3"	1'-2"	1'-11"	1'-8"	3 1/2"	5"	5"	4 1/2"	1'-0 1/2"	2 1/2"	—	6"	1'-10"	4 1/2"	—	4"	1 1/2"	1 1/2"	4	2 1/2" x 1 1/2"	3 1/2" x 4 1/2" x 1/2"	1'-3"	EPE-7
EPE-8	300*	1'-10 1/2"	1'-3"	1'-2"	1'-11"	1'-10"	3 1/2"	6"	5"	4 1/2"	1'-0 1/2"	2 1/2"	—	6"	1'-10"	4 1/2"	—	4 1/2"	1 1/2"	1 1/2"	4	3" x 1 1/2"	3 1/2" x 5" x 1/2"	1'-3"	EPE-8
EPE-9	300*	1'-10 1/2"	1'-3"	1'-2"	1'-11"	2'-0"	3 1/2"	7"	5"	4 1/2"	1'-0 1/2"	2 1/2"	—	6"	1'-10"	4 1/2"	—	4 1/2"	1 1/2"	1 1/2"	4	4 1/2" x 1 1/2"	3 1/2" x 5" x 1/2"	1'-3"	EPE-9
EPE-10	300*	1'-10 1/2"	1'-3"	1'-2"	1'-11"	2'-3"	3 1/2"	8"	5"	4 1/2"	1'-0 1/2"	2 1/2"	—	6"	1'-10"	4 1/2"	—	4 1/2"	1 1/2"	1 1/2"	4	5" x 1 1/2"	3 1/2" x 6 1/2" x 1/2"	1'-3"	EPE-10
EPE-11	400*	1'-10 1/2"	1'-3"	1'-7"	2'-4"	1'-7"	3 1/2"	4 1/2"	5"	6 1/2"	1'-1 1/2"	2 1/2"	9"	4"	1'-10"	4 1/2"	—	5 1/2"	1 1/2"	1 1/2"	4	5" x 1 1/2"	3 1/2" x 7" x 1/2"	1'-3"	EPE-11
EPE-12	400*	1'-10 1/2"	1'-3"	1'-7"	2'-4"	1'-11"	3 1/2"	6 1/2"	5"	6 1/2"	1'-1 1/2"	2 1/2"	8 1/2"	4"	1'-10"	4 1/2"	—	5"	1 1/2"	1 1/2"	4	4" x 1 1/2"	3 1/2" x 5" x 1/2"	1'-3"	EPE-12
EPE-13	400*	1'-11"	1'-3"	1'-7"	2'-4"	2'-4"	4"	8 1/2"	5"	6 1/2"	1'-1 1/2"	2 1/2"	8 1/2"	4"	1'-10"	4 1/2"	—	6 1/2"	1 1/2"	1 1/2"	4	6 1/2" x 1 1/2"	3 1/2" x 8" x 1/2"	1'-3"	EPE-13
EPE-14	600*	2'-1 1/2"	1'-6"	1'-11"	3'-0"	1'-10"	3 1/2"	6"	7"	8 1/2"	1'-2 1/2"	2 1/2"	11 1/2"	5"	1'-10"	4 1/2"	—	4 1/2"	1 1/2"	1 1/2"	4	4 1/2" x 1 1/2"	4" x 5 1/2" x 1/2"	1'-3"	EPE-14
EPE-15	600*	2'-2 1/2"	1'-6"	1'-11"	3'-0"	2'-5"	4 1/2"	9"	7"	8 1/2"	1'-2 1/2"	2 1/2"	11 1/2"	5"	1'-11"	4 1/2"	—	4 1/2"	1 1/2"	1 1/2"	4	6 1/2" x 1 1/2"	4" x 5 1/2" x 1/2"	1'-3"	EPE-15
EPE-16	800*	2'-2"	1'-6"	2'-6"	3'-10"	1'-11"	4"	6 1/2"	10"	10 1/2"	1'-2 1/2"	2 1/2"	11 1/2"	6 1/2"	1'-11"	4 1/2"	—	5"	1 1/2"	1 1/2"	4	4 1/2" x 1 1/2"	4" x 6" x 1/2"	1'-3"	EPE-16
EPE-17	800*	2'-2 1/2"	1'-6"	2'-6"	3'-10"	2'-3"	4 1/2"	9"	10"	10 1/2"	1'-2 1/2"	2 1/2"	11 1/2"	6 1/2"	1'-11"	4 1/2"	—	6 1/2"	1 1/2"	1 1/2"	4	6 1/2" x 1 1/2"	4" x 5 1/2" x 1/2"	1'-3"	EPE-17
FPD-1	100*	1'-0"	—	8"	1'-6"	9"	2"	2 1/2"	6 1/2"	—	6"	—	—	—	1'-3"	3 1/2"	—	—	1"	1 1/2"	4	—	Standard	10"	FPD-1
FPD-2	200*	1'-0"	—	10"	1'-8"	1'-2"	2"	4 1/2"	7 1/2"	—	6"	—	—	—	1'-8"	4"	—	—	1 1/2"	1 1/2"	4	—	Standard	1'-3"	FPD-2
FPD-3	300*	1'-0"	—	1'-2"	2'-0"	1'-4"	2"	5 1/2"	9 1/2"	—	6"	—	—	—	1'-8"	4"	—	—	1 1/2"	1 1/2"	4	—	Standard	1'-3"	FPD-3
FPD-4	400*	1'-3"	—	1'-6"	2'-4"	1'-6"	2"	6 1/2"	11 1/2"	—	9"	—	6 1/2"	—	1'-8"	4"	—	—	1 1/2"	1 1/2"	4	—	Standard	1'-3"	FPD-4
FPD-5	600*	1'-3"	—	1'-11"	3'-0"	1'-10"	3"	8 1/2"	11 1/2"	—	8"	—	3 1/2"	—	1'-9"	4"	—	—	1 1/2"	1 1/2"	4	—	Standard	1'-3"	FPD-5
FPD-6	800*	1'-3"	—	2'-6"	3'-10"	1'-11"	3"	8 1/2"	10 1/2"	—	8"	—	3 1/2"	—	1'-9"	4"	—	—	1 1/2"	1 1/2"	4	—	Standard	1'-3"	FPD-6



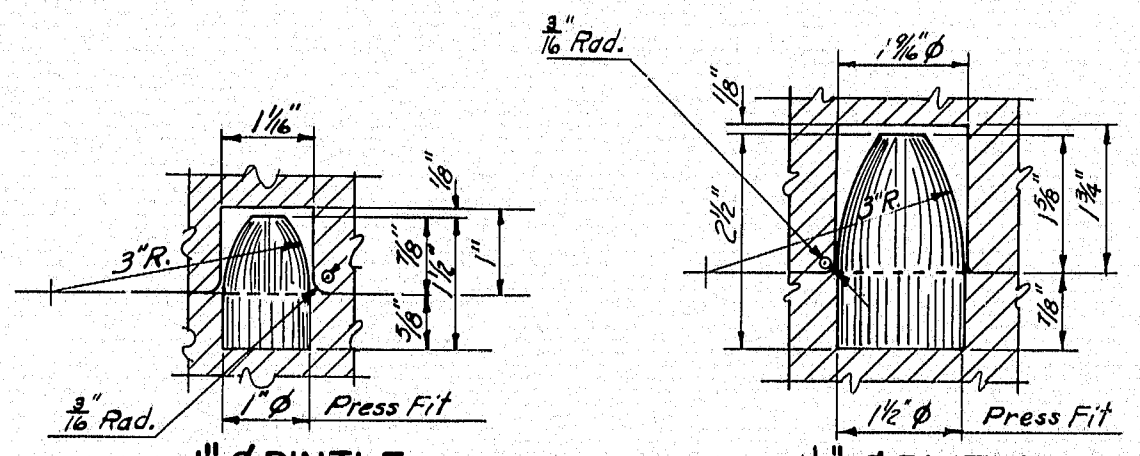
DETAIL "A"



CAP SCREW DETAIL



ANCHOR BOLT DETAILS



PINTLE DETAILS

GENERAL NOTES:

At the location of bearing pedestals the concrete bridge seats shall be dressed one inch larger all around than size of masonry plates and to exact elevations shown on the plans. If dressed areas are below the surface of the surrounding bridge seat a small channel shall be cut to the edge of the bridge seat for drainage where required by the Engineer. Channels shall have a min. width of 2" and a min. slope of 1/8" per foot. No separate payment for this work will be made as it shall be considered incidental to contract items.

Fabricate pedestals with 1/2" fillet welds. The diameter of the pin hole shall not exceed that of the pin by more than 1/8" inch. Pedestals EPD-1 thru EPD-9 and EPE-1 thru EPE-10 have no center stiffeners and have only one drainage hole. Pedestals EPD-10 and EPE-11 thru EPE-17 have a center stiffener and have two drainage holes. Pedestals FPD-1 thru FPD-3 have no center stiffeners and have no drainage holes. Pedestals FPD-4 thru FPD-6 have a center stiffener and no drainage holes.

DESIGN SPECIFICATIONS

A.A.S.H.O. Standard Specifications for Highway Bridges, 1969

A.S.T.M. STEEL CLASSIFICATION

All structural steel shall be A-36 except the following:
2" Ø Pin — A-36; A-235, Class E or A-108, Grade 1016 — 1030 inclusive.

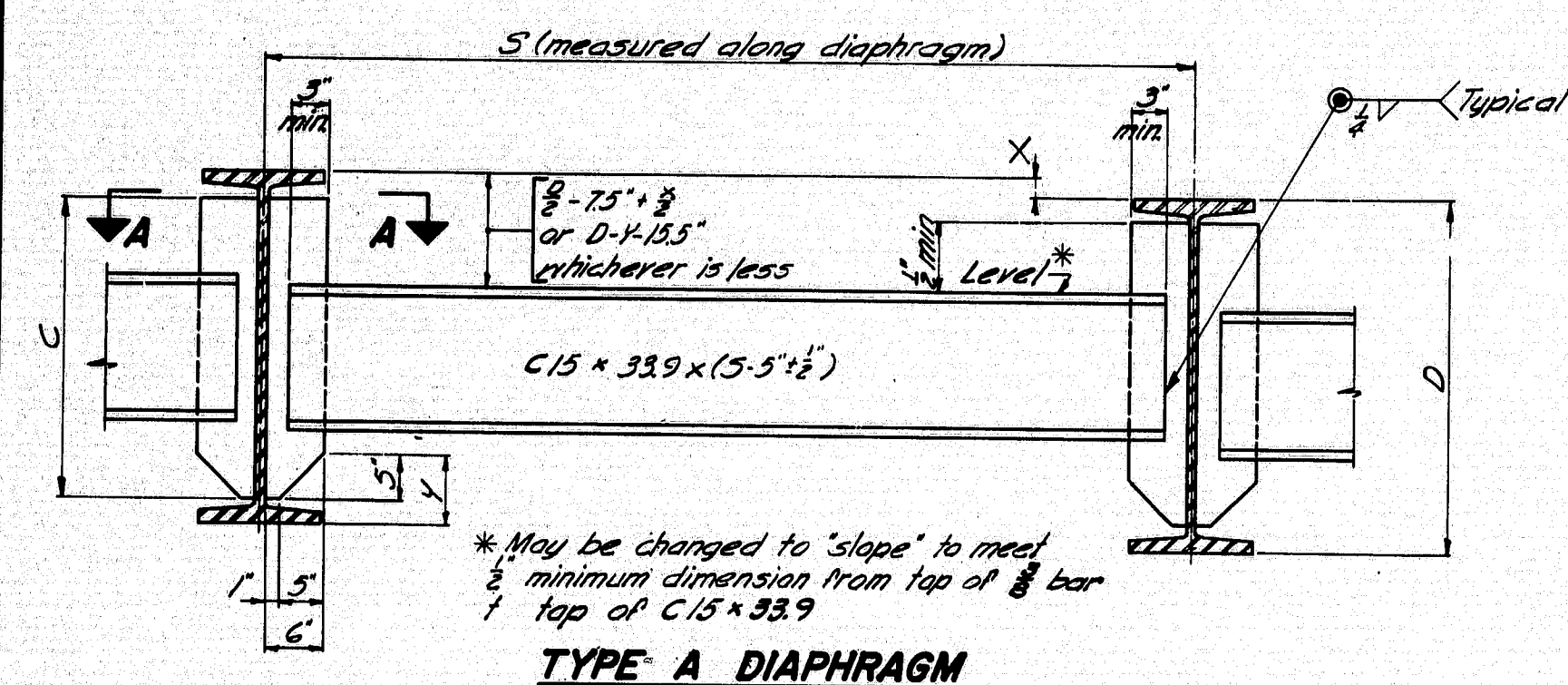
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
(BD 100-71)

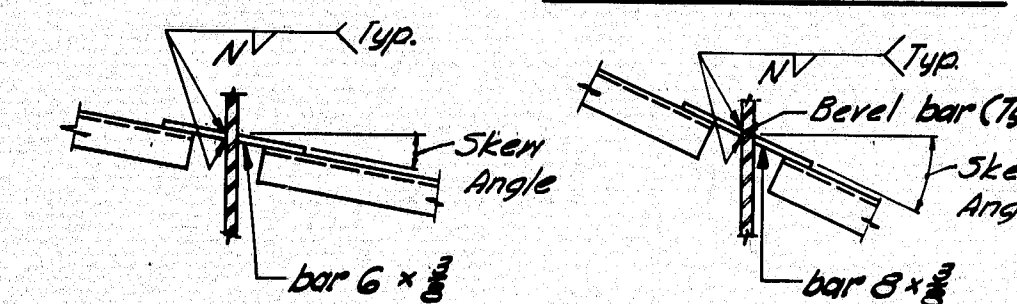
BEARING PEDESTALS

AUGUSTA, MAINE JULY 1971

146-183



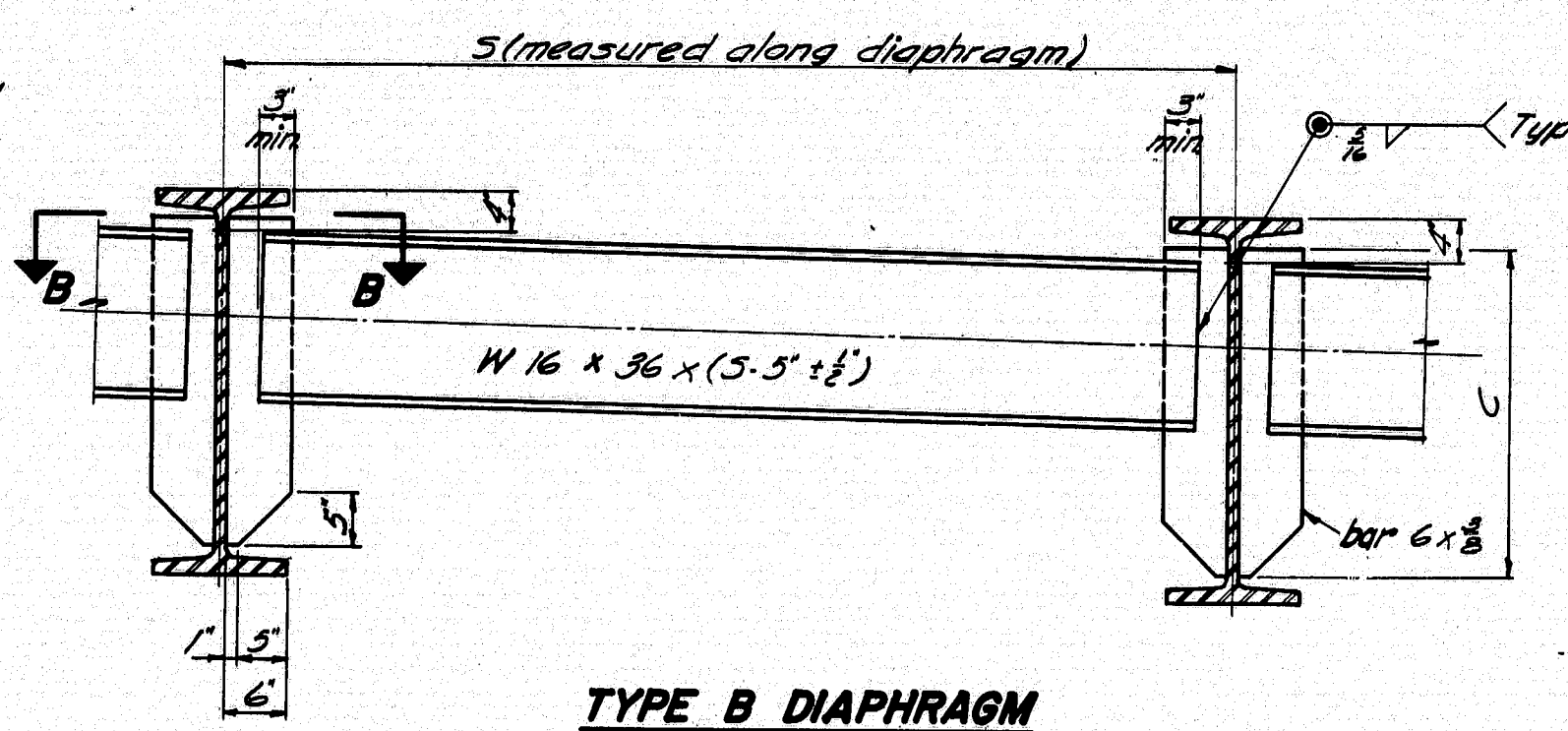
TYPE A DIAPHRAGM



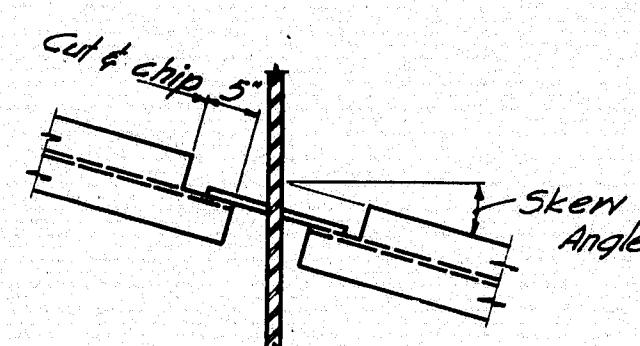
SECTION A-A
Skew Angle 0° to 10°00'

SECTION A-A
Skew Angle over 10°00' to 20°00'

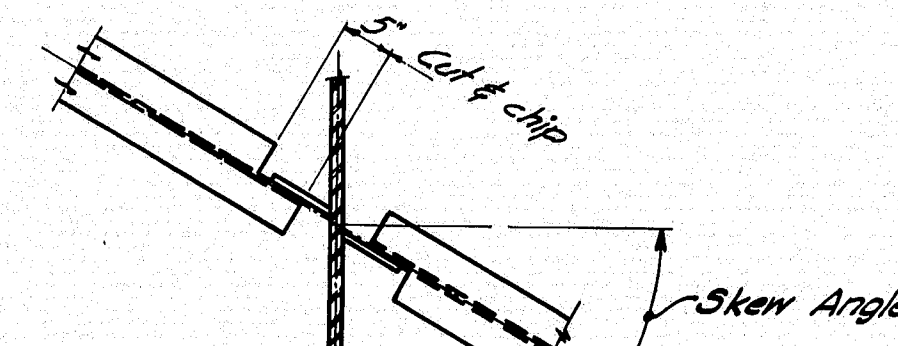
FILLET WELD SIZE "N" & DIMENSION "C" FOR DIAPHRAGM BARS		
BEAM	C	N
WET-84 to 114 incl	1-11"	3/4"
W30-99 to 132 incl	2-2"	3/4"
W33-118 to 152 incl	2-5"	3/4"
W36-135 to 194 incl	2-7"	3/4"
W36-230 to 300 incl	2-6"	3/4"



TYPE B DIAPHRAGM
Welding 6x8 bars to web same as for Type A Diaphragm.



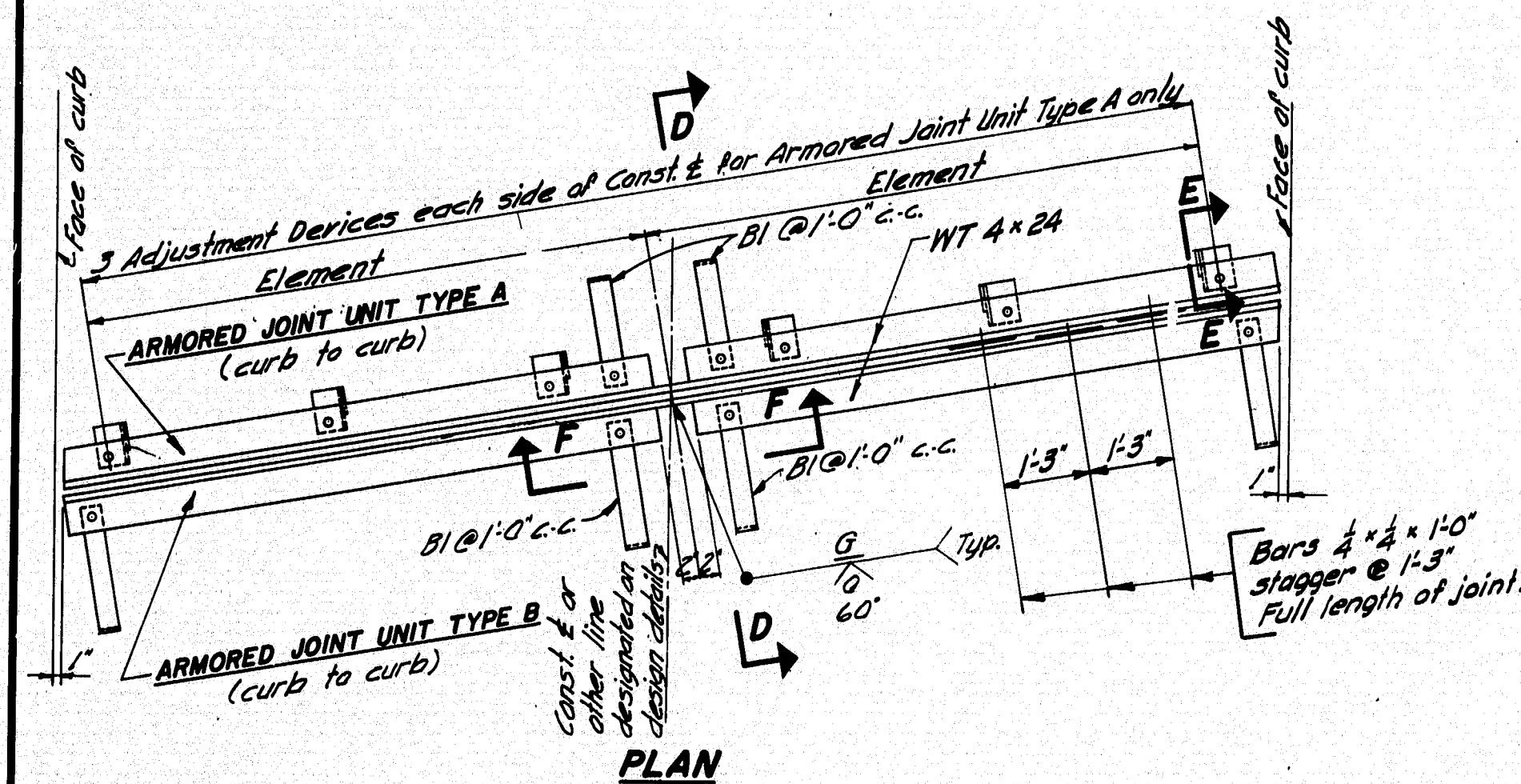
SECTION B-B
Skew Angle 0° to 10°00'



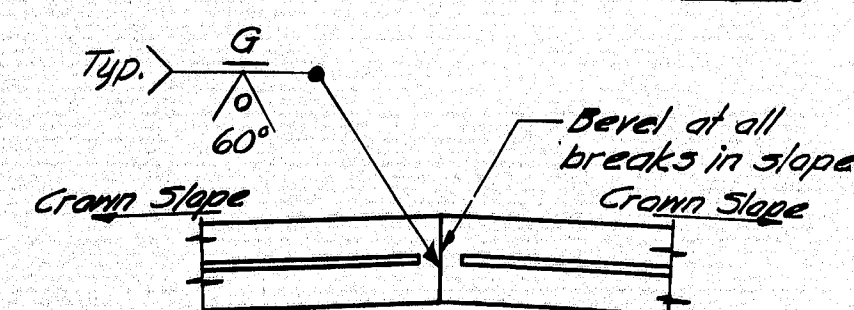
SECTION B-B
Skew Angle over 10°00'

NOTE
See design details for diaphragm type, location and skew.

DIAPHRAGMS



PLAN



SECTION F-F

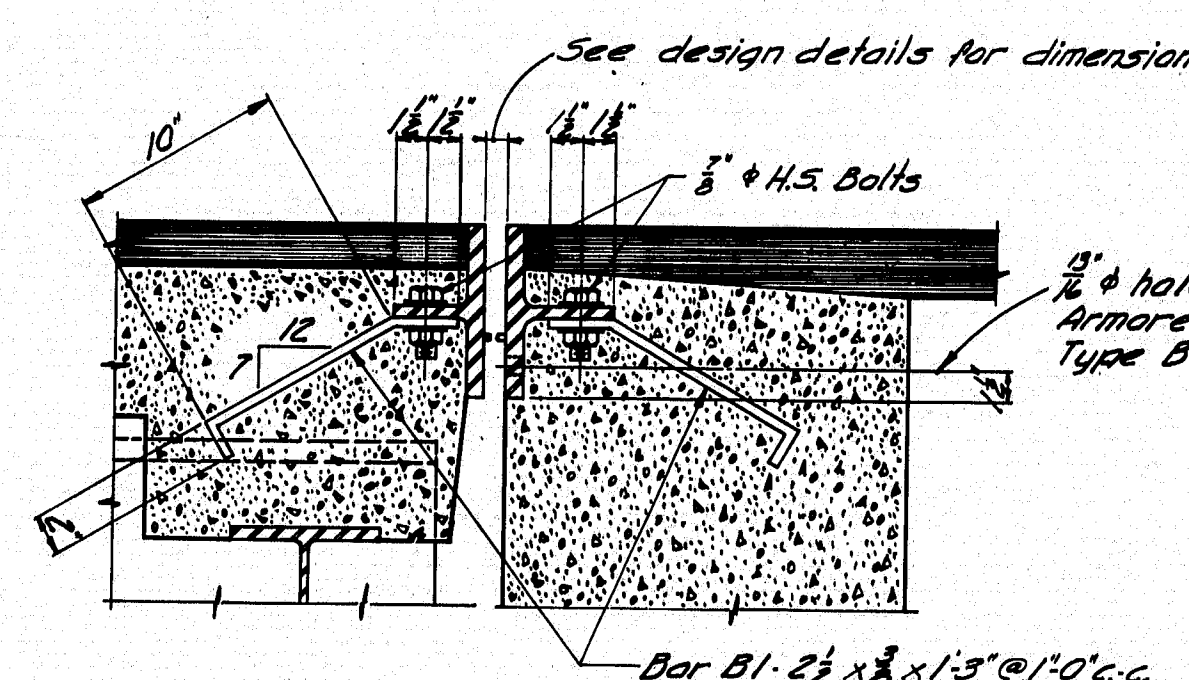
Note: See design details for Const. & to curb dimensions, skew, crown slope, slab thickness, other dimensions necessary to complete the fabrication details, and location.

NOTE

1. Type A Armored Joint Units are intended to be used for attachment to superstructures. Type B Armored Joint Units are intended to be used for attachment to abutments. All armored joints are piers, two (2) Type A Armored Joint Units shall be used.
2. If more elements than the two shown in the 'Plan' are required by the design details, there shall be three adjustment devices for each element for Armored Joint Unit Type A and the elements of both units shall be field welded together in the same manner as shown in the 'Plan'.
3. Armored Joints to be paid for as Structural Steel.

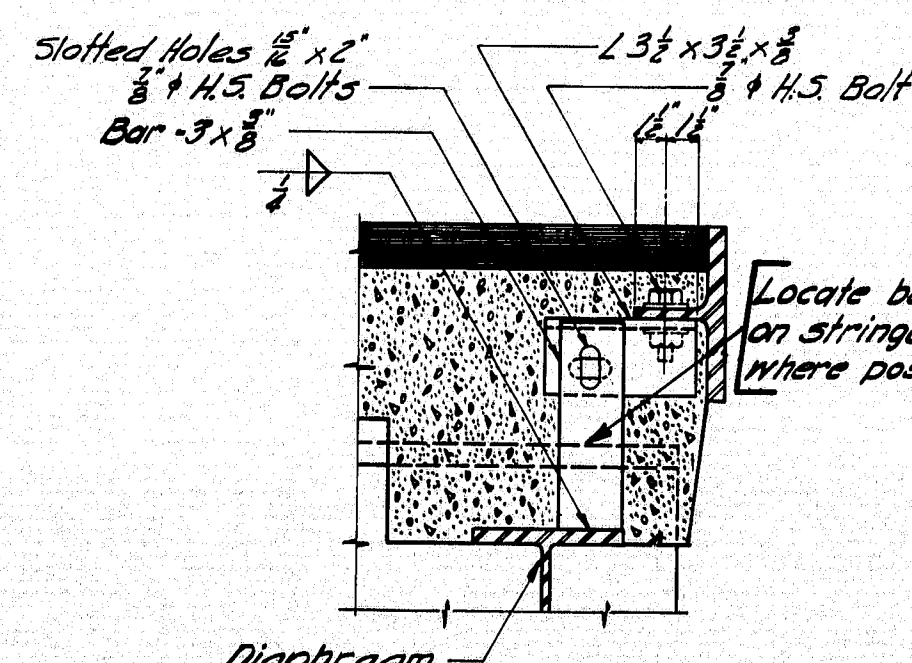
ARMORED JOINT

An armored joint consists of two armored joint units. See note 1.



ARMORED JOINT UNIT TYPE A

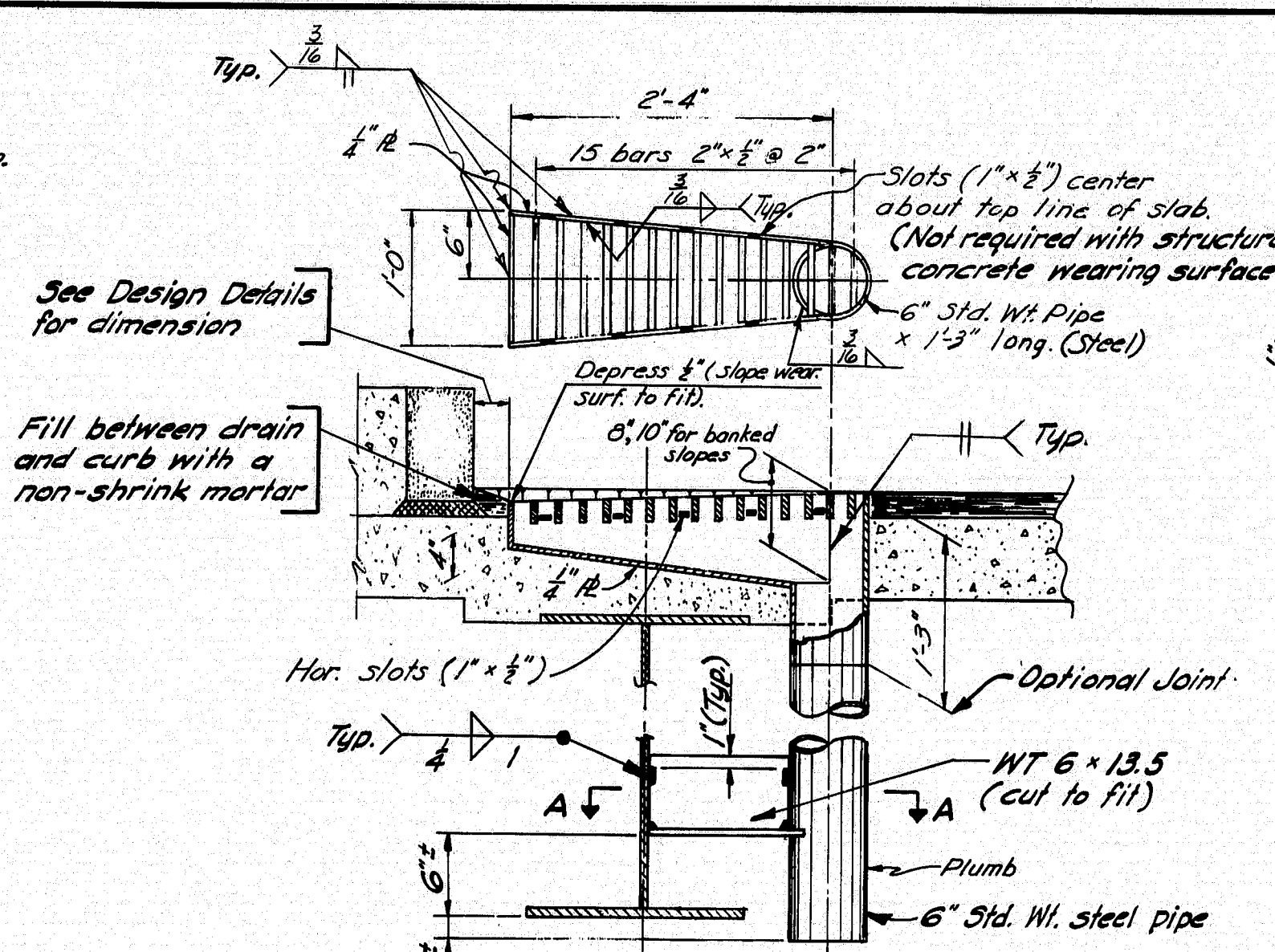
SECTION D-D



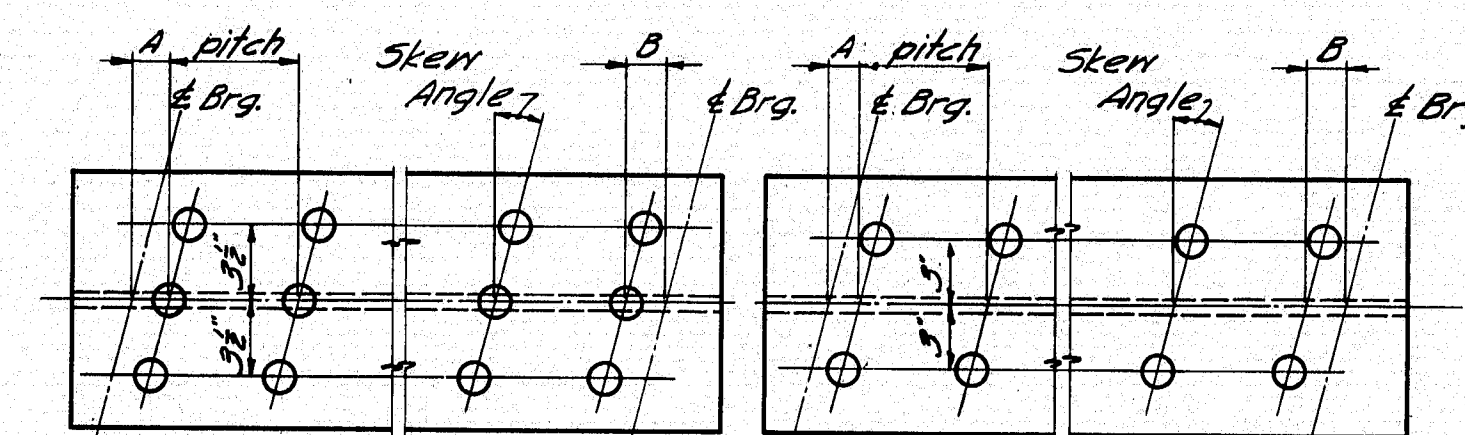
ARMORED JOINT UNIT TYPE B

SECTION E-E

Showing Adjustment Device Armored Joint Unit Type A only - After Unit is in final position weld 3/8 bar to angle with 1/2 fillet



DRAIN NO. 1

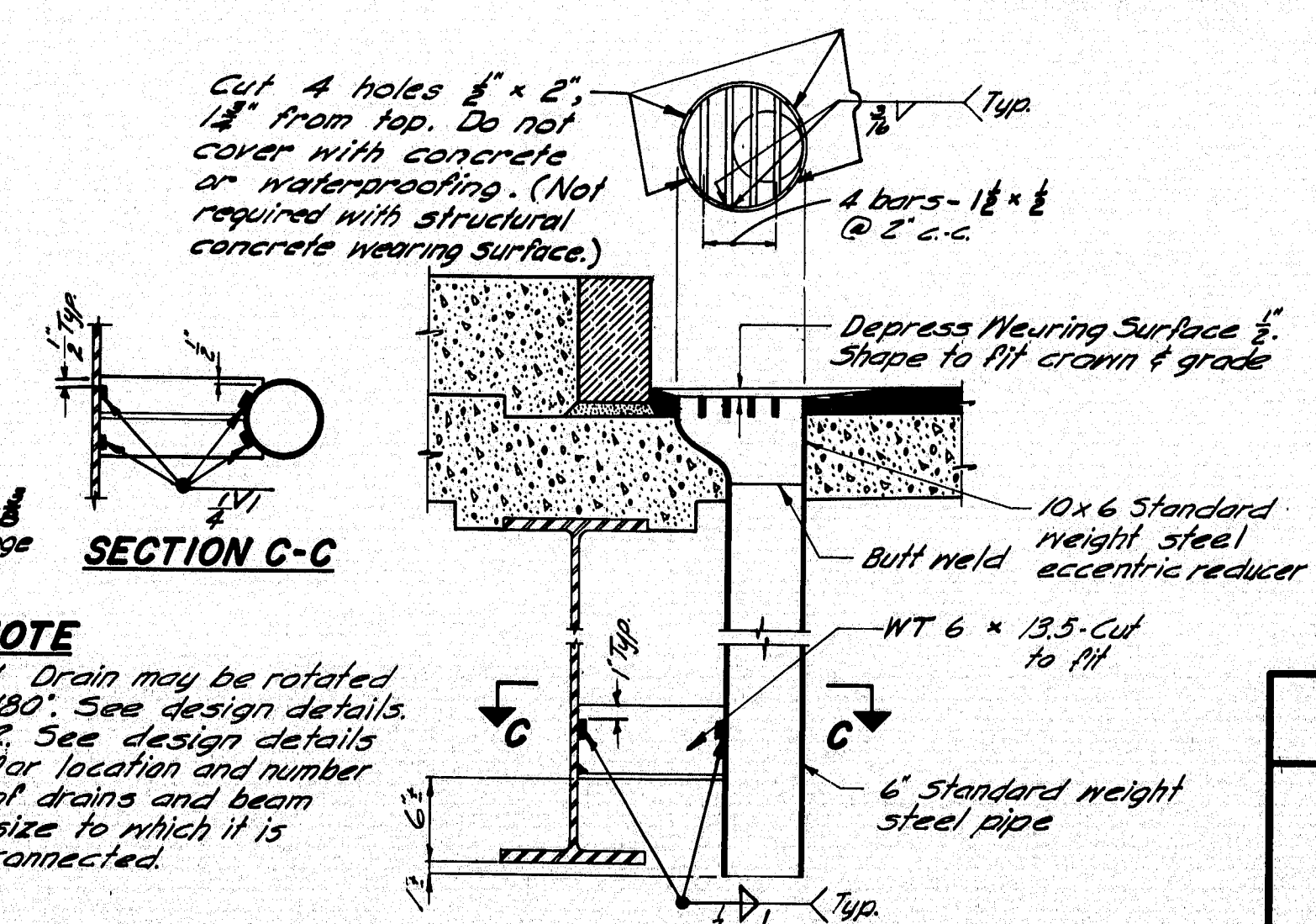


TRIPLE STUDS

DOUBLE STUDS

- NOTE**
1. Studs shall be granular or solid flux filled and automatically welded to top flange in the shop or field.
 2. See the design details for Dimensions 'A' & 'B', stud pitch and skew angle for studs.

SHEAR CONNECTORS



DRAIN NO. 2

GENERAL NOTE

Use only those items called for on design details. In case of conflict between these Standard Details and the design details, the requirements of the design details shall be followed. Drains to be incidental, see Section 502.20

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

STANDARD DETAILS

(BD 104-71)

DIAPHRAGMS, ARMORED JOINT,
SHEAR CONNECTORS, DRAIN

DECEMBER 1971

146-184

DESIGN SPECIFICATIONS
A.A.S.H.O. Standard Specifications for
Highway Bridges 1969 and
Interim Specifications.



Lengths of rail shall be attached to a minimum of four (4) rail posts wherever possible, and in any case never less than two (2). Rail posts are to be set normal to grade unless otherwise shown on the Bridge Plans.



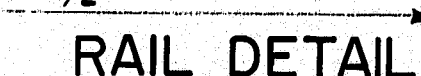
NOTE - An alternate to the dimple system for holding the splice bar in position may be used if approved by the Engineer.



See "Rail Detail"



* Preferable minimum dimensions. For actual dimensions see Bridge Plan.



ANCHOR BOLTS
If cut threads are used, body diameter shall be not less than nominal diameter.
If rolled threads are used, body diameter shall be not less than root diameter of the threads.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

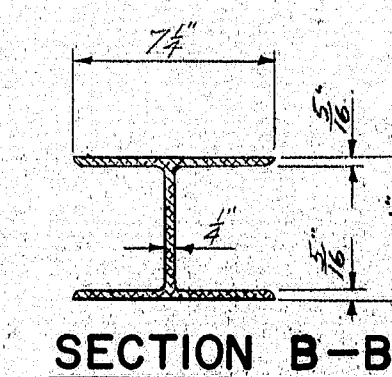
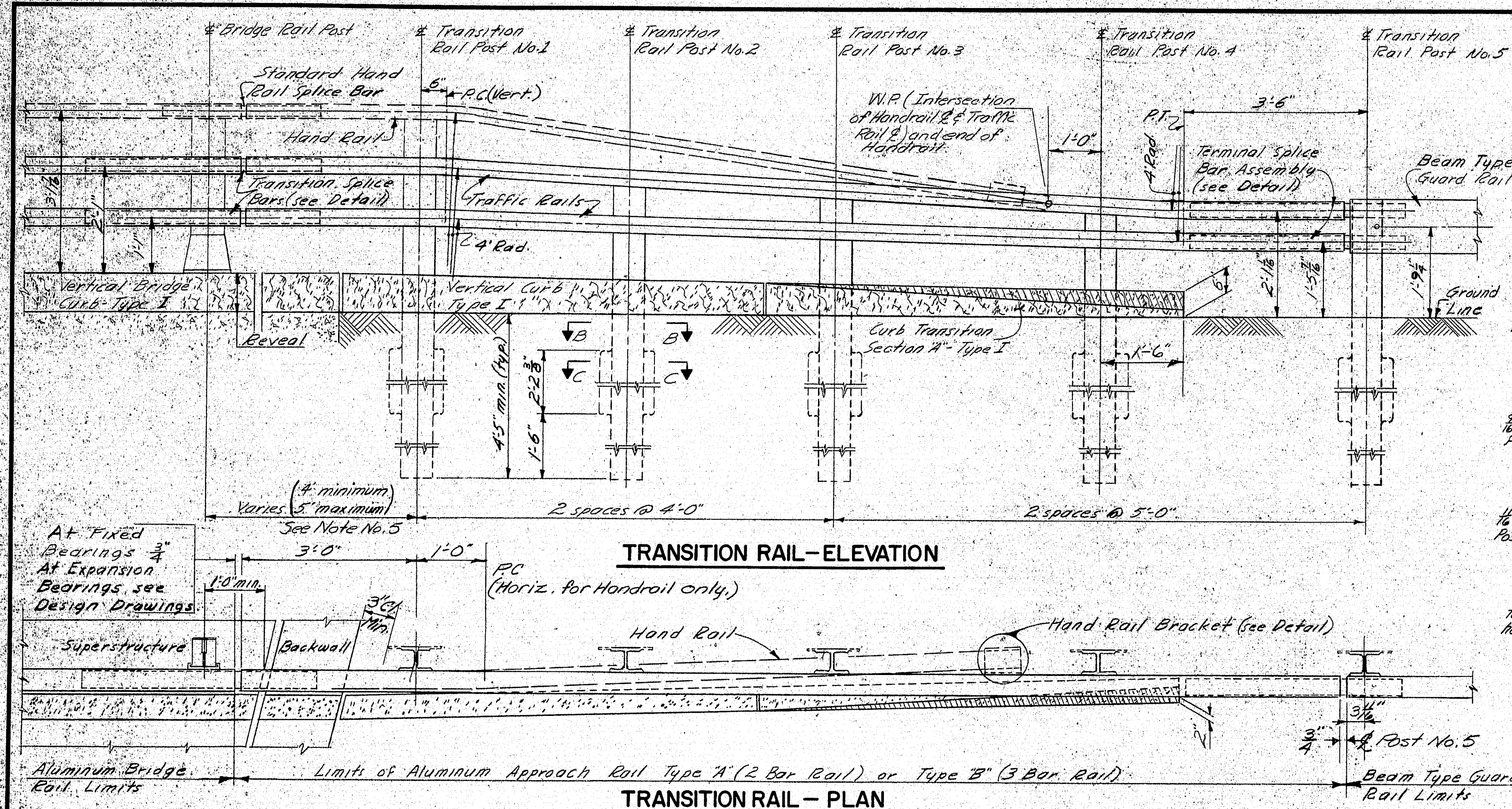
STANDARD DETAILS
(BD 114 - 73)

ALUMINUM RAILING
2 - BAR (SEMI-ELLIPSE)
EXTRUDED POST

SHEET OF AUGUSTA, MAINE FEBRUARY 1933

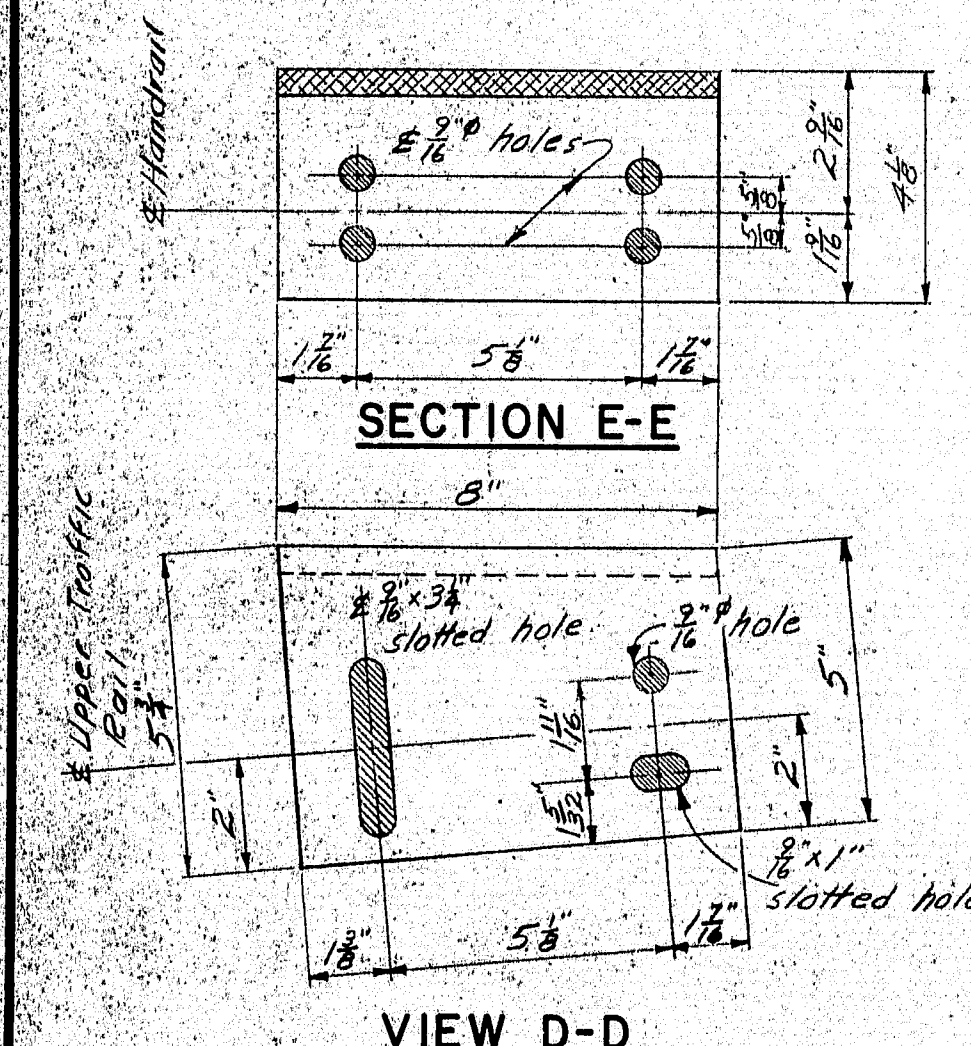
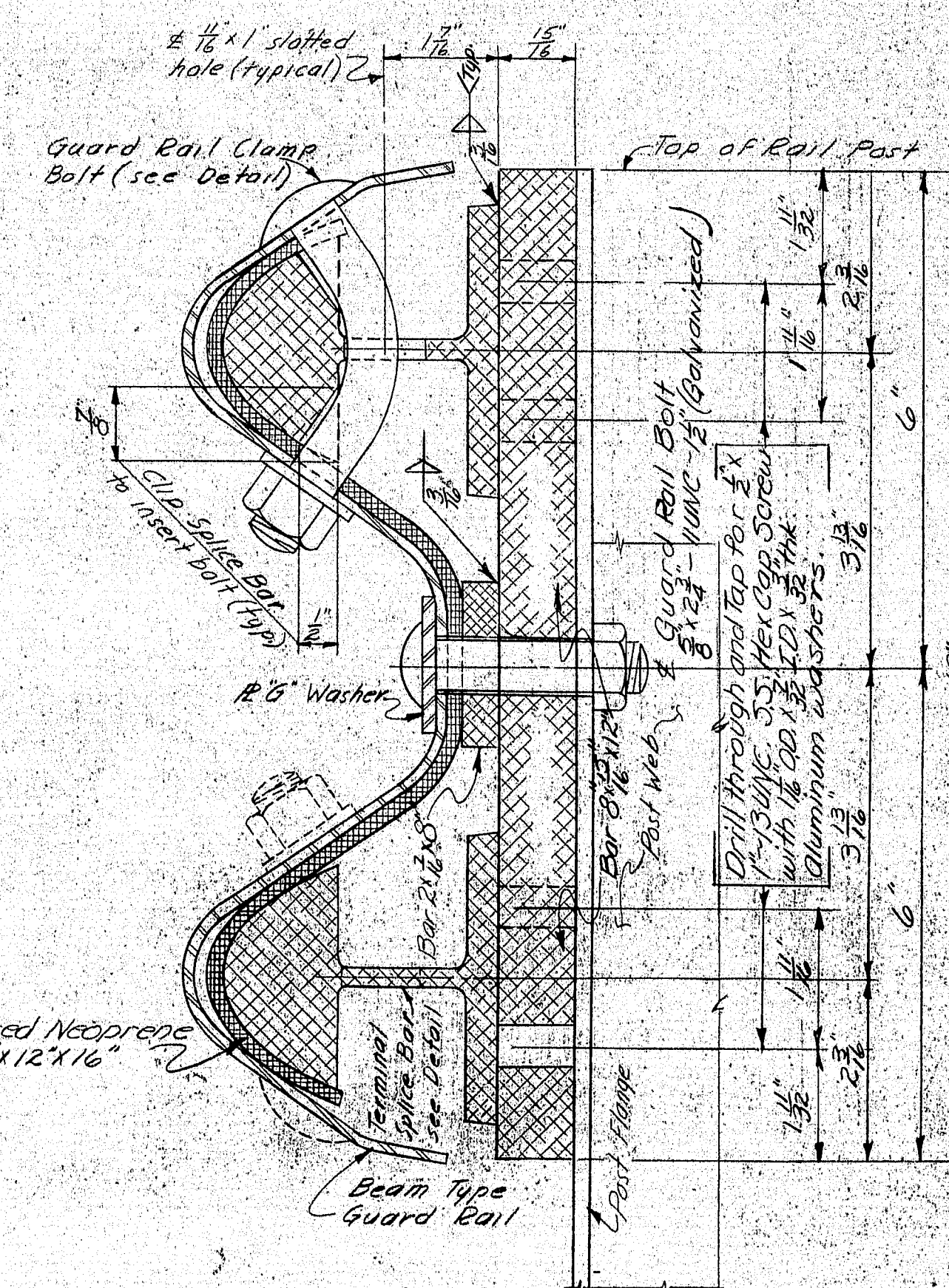
146-185

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	BR-F-028-1(4)	19	24

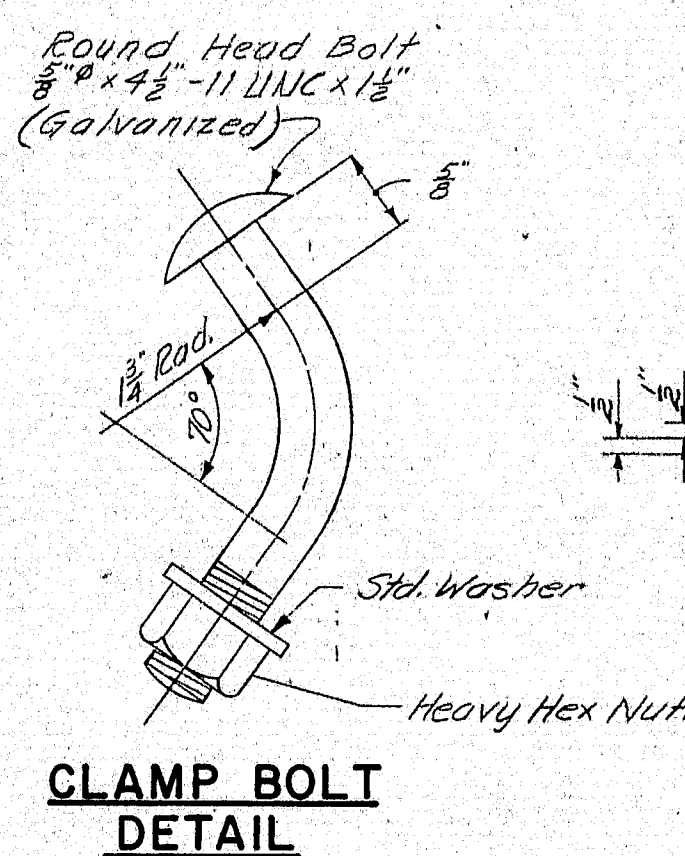


TRANSITION RAIL POST DETAIL

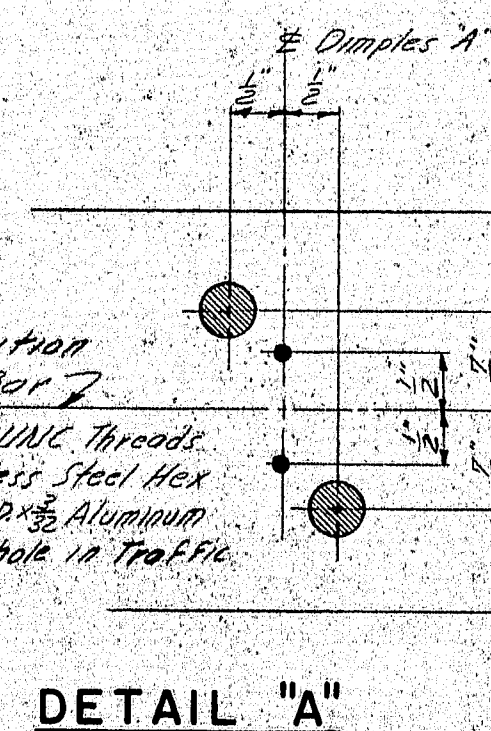
SECTION C-C



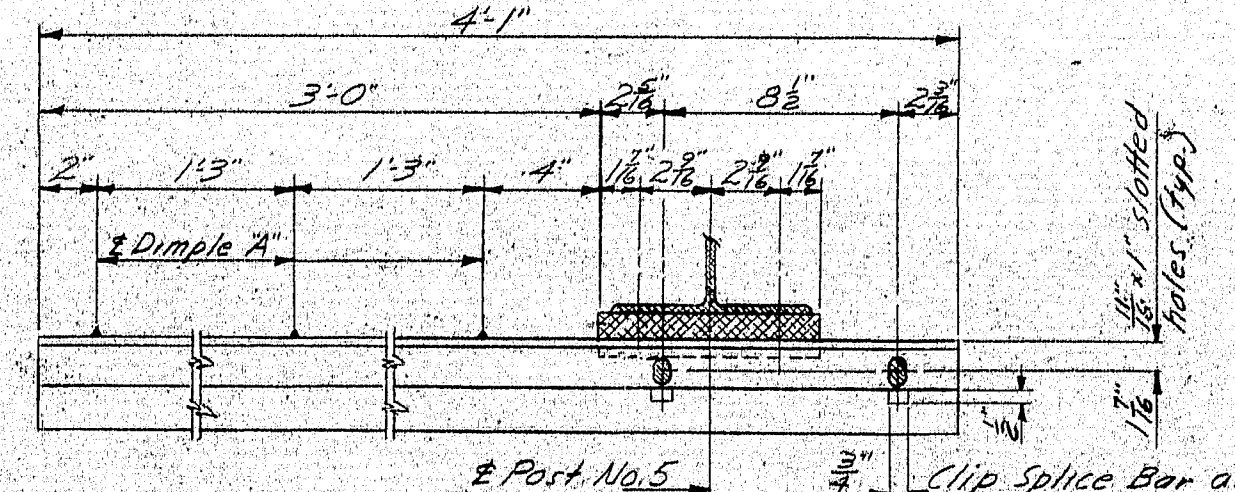
PLAN - HAND RAIL BRACKET DETAIL



TRANSITION SPLICE BAR DETAIL



ELEVATION - TERMINAL SPLICE BAR ASSEMBLY DETAIL



NOTES

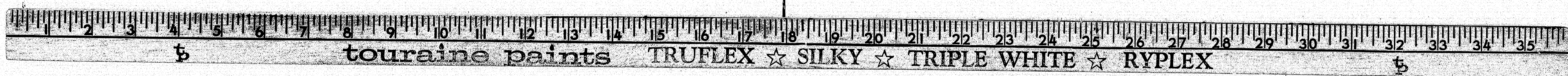
1. Attach Bracket to upper traffic rail and hand rail to bracket using standard clamp bars, S.S. hex head cap screws and aluminum washers.
2. Beam Type Guard Rail and Plate "G" Washer (Section A-A) to be used under Section 604 "Guard Rail" of the Standard Specifications.
3. In case of conflict between these standard details and the design details, the requirements of the design details shall be followed.
4. Curb, as shown, to be used with Approach Rail Type "A" only. For curbing for use with Approach Rail Type "B" see design drawings.
5. If necessary, to maintain the 5'-0" Max. Spacing, the transition rail post No. 1 may be mounted on the adjacent backwall using a Heavy Duty Post Base as detailed on BD 116-73. See Design Drawings for actual post locations.

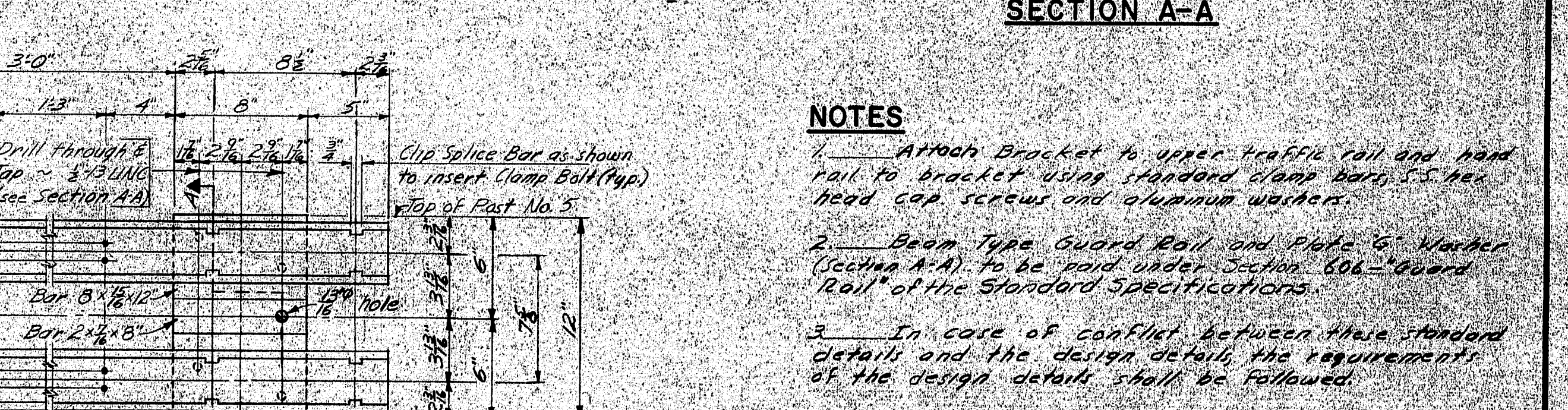
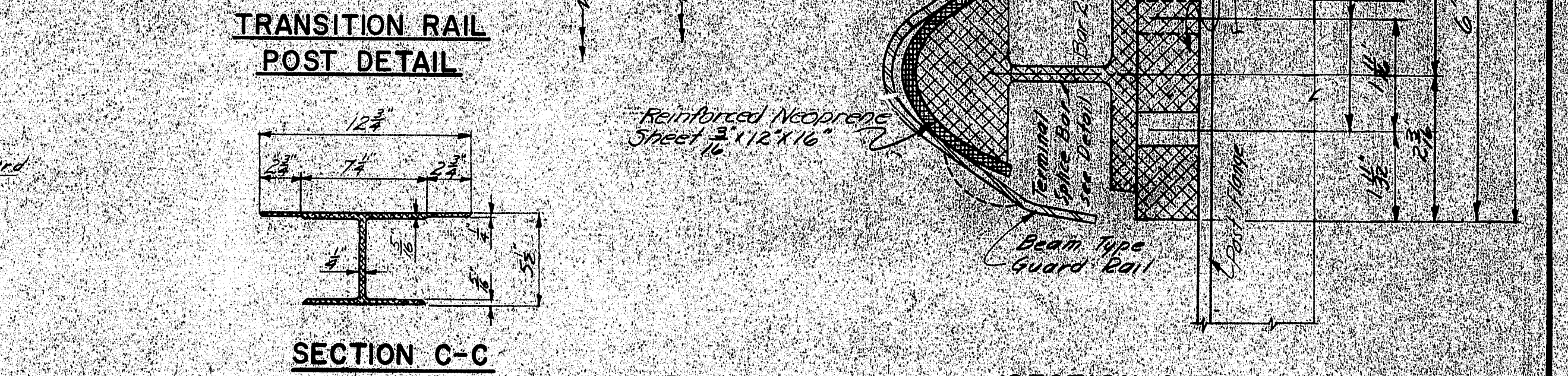
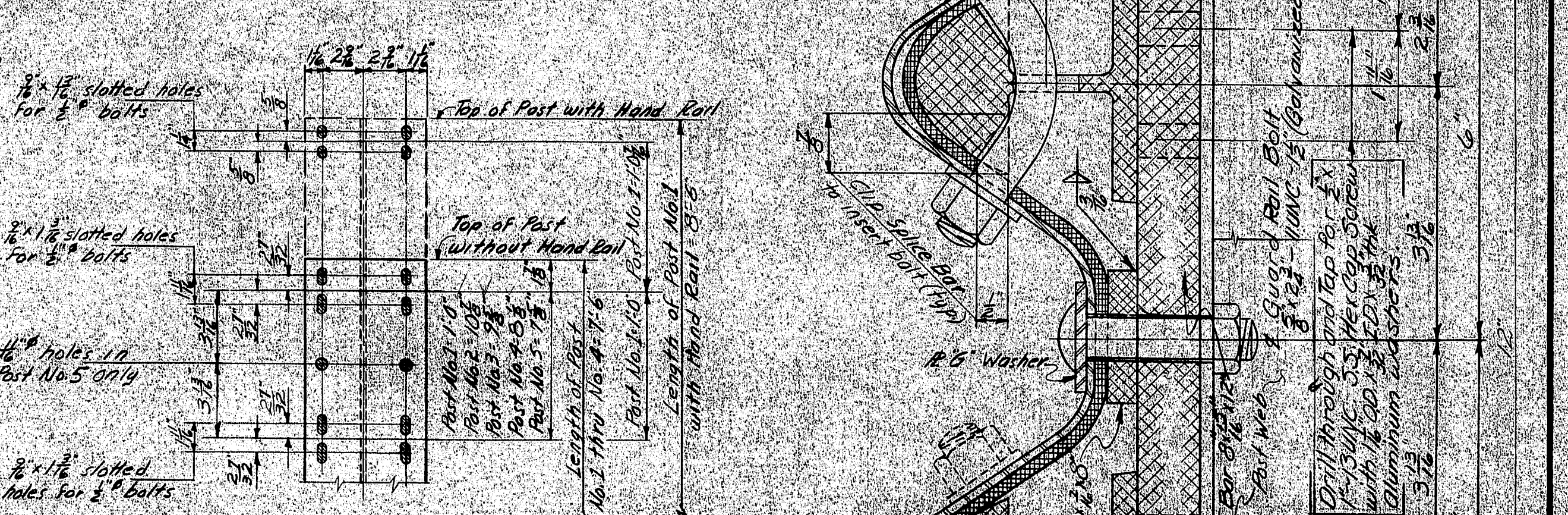
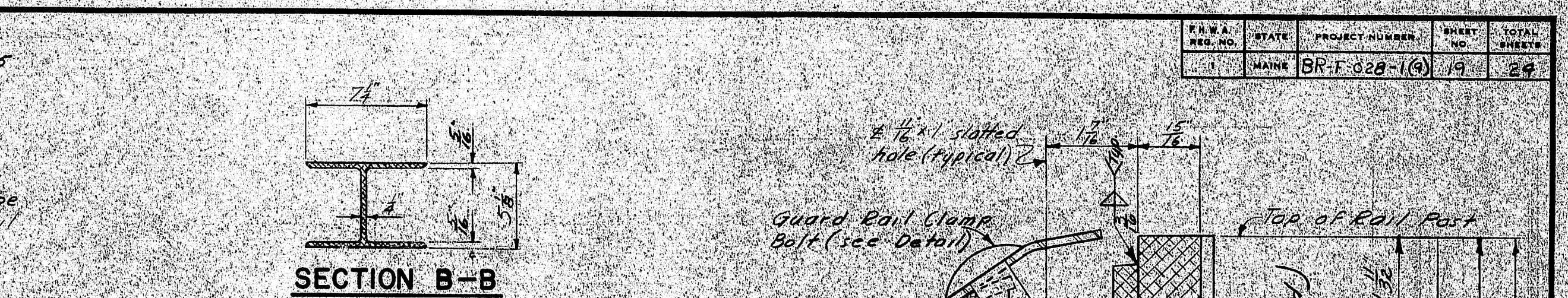
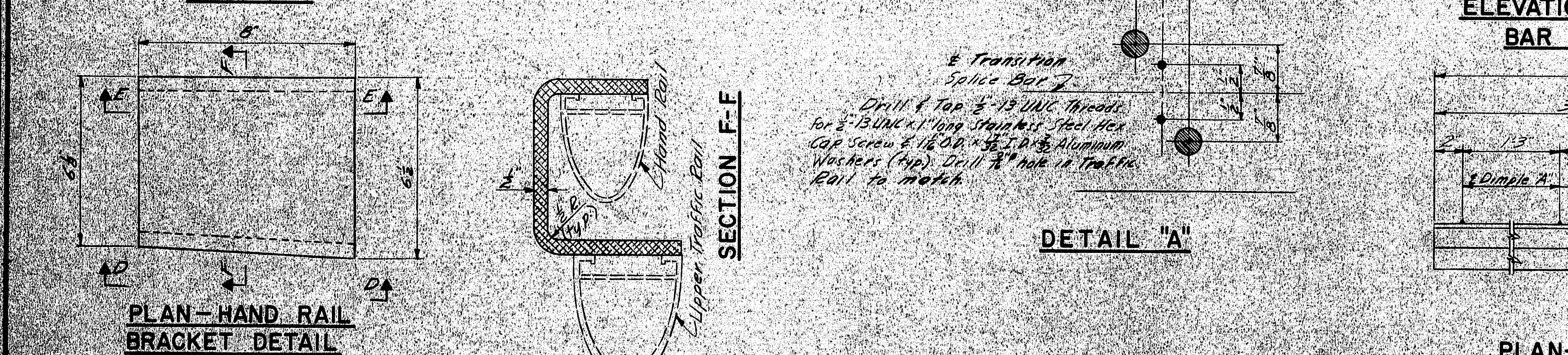
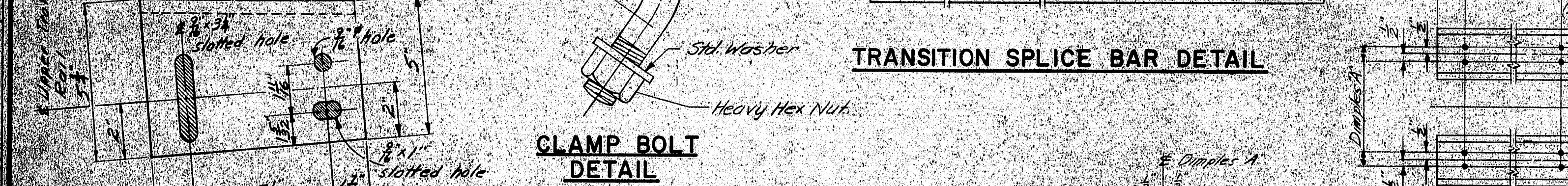
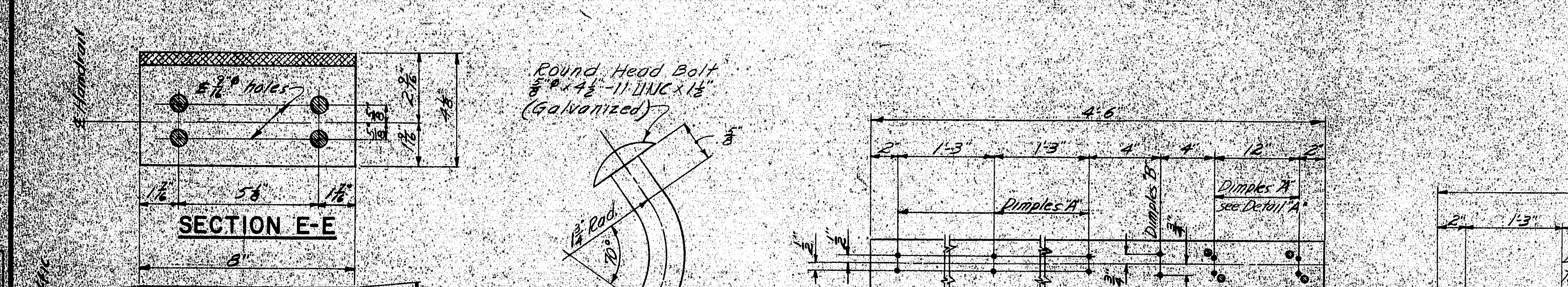
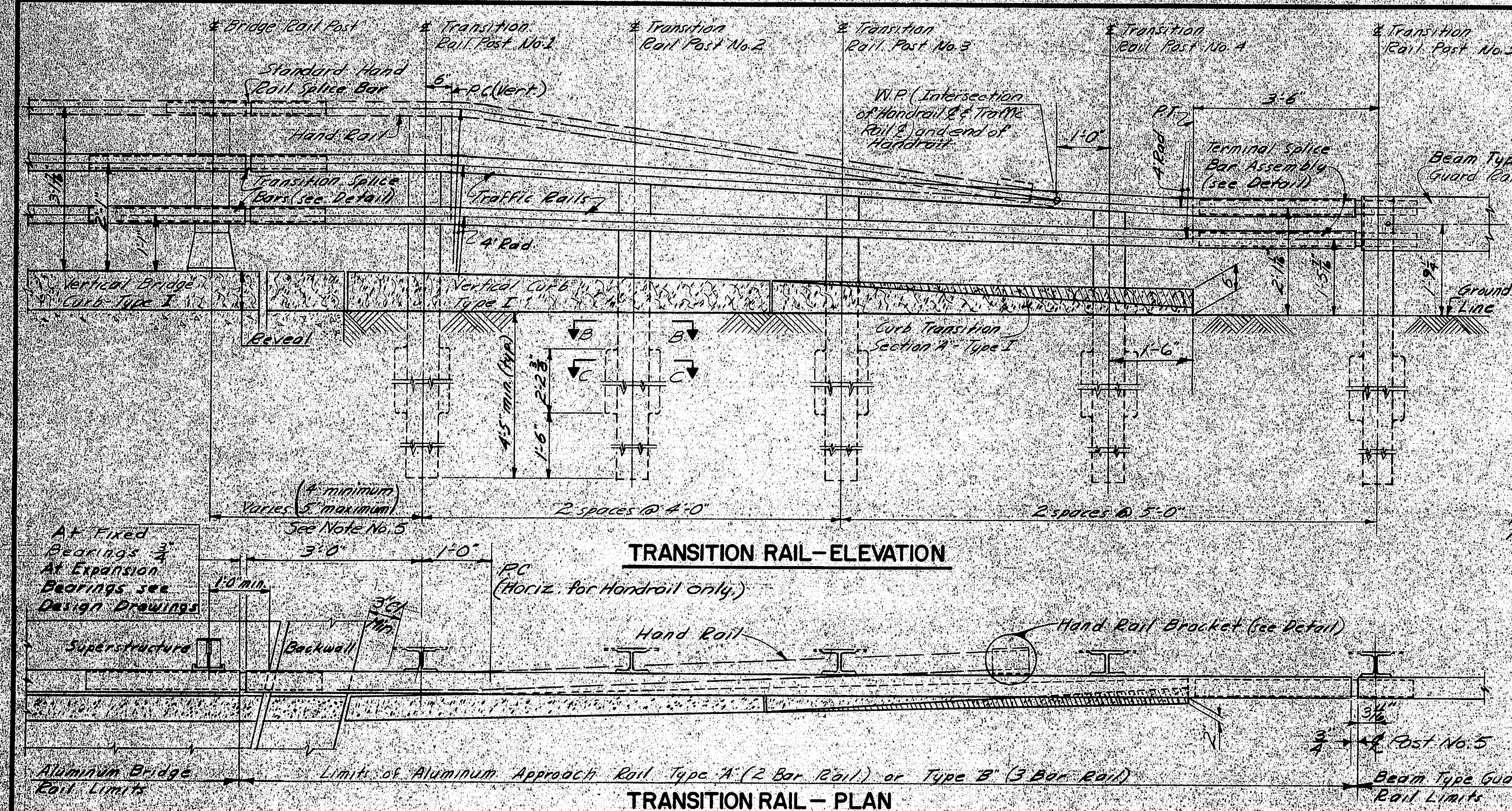
Original tracing in Bridge Design Section.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION (SHEET BD 114-73, BD 115-73 AND BD 116-73 SHALL ACCOMPANY THIS SHEET AS NEEDED) STANDARD DETAILS (BD 117-73) ALUMINUM RAILING TRANSITION (2 BAR OR 3 BAR SEMI-ELLIPSE) TO TYPE 3B GUARD RAIL
--

SHEET OF AUGUSTA, MAINE JUNE 1973

146-186





- ## NOTES
1. Approach Bracket to upper traffic rail and hand rail to bracket using standard clamp bars, 5/8" hex head cap screws and aluminum washers.
 2. Beam Type Guard Rail and Plate "G" Marker (Section A-A) to be used under Section 606 "Guard Rail" of the Standard Specifications.
 3. In case of conflict between these standard details and the design details, the requirements of the design details shall be followed.
 4. Curbs as shown, to be used with Approach Rail Type "A" only. For curbing, for use with Approach Rail Type "B" see design drawings.
 5. If necessary, to maintain the 5'-0" Min. Spacing, the transition rail post No. 1 may be transitioned to the adjacent rail post using a Heavy Duty Post Base as detailed on BG14-73. See Design Drawings for actual post locations.

additions:
Original tracing in Bridge
Design Section.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

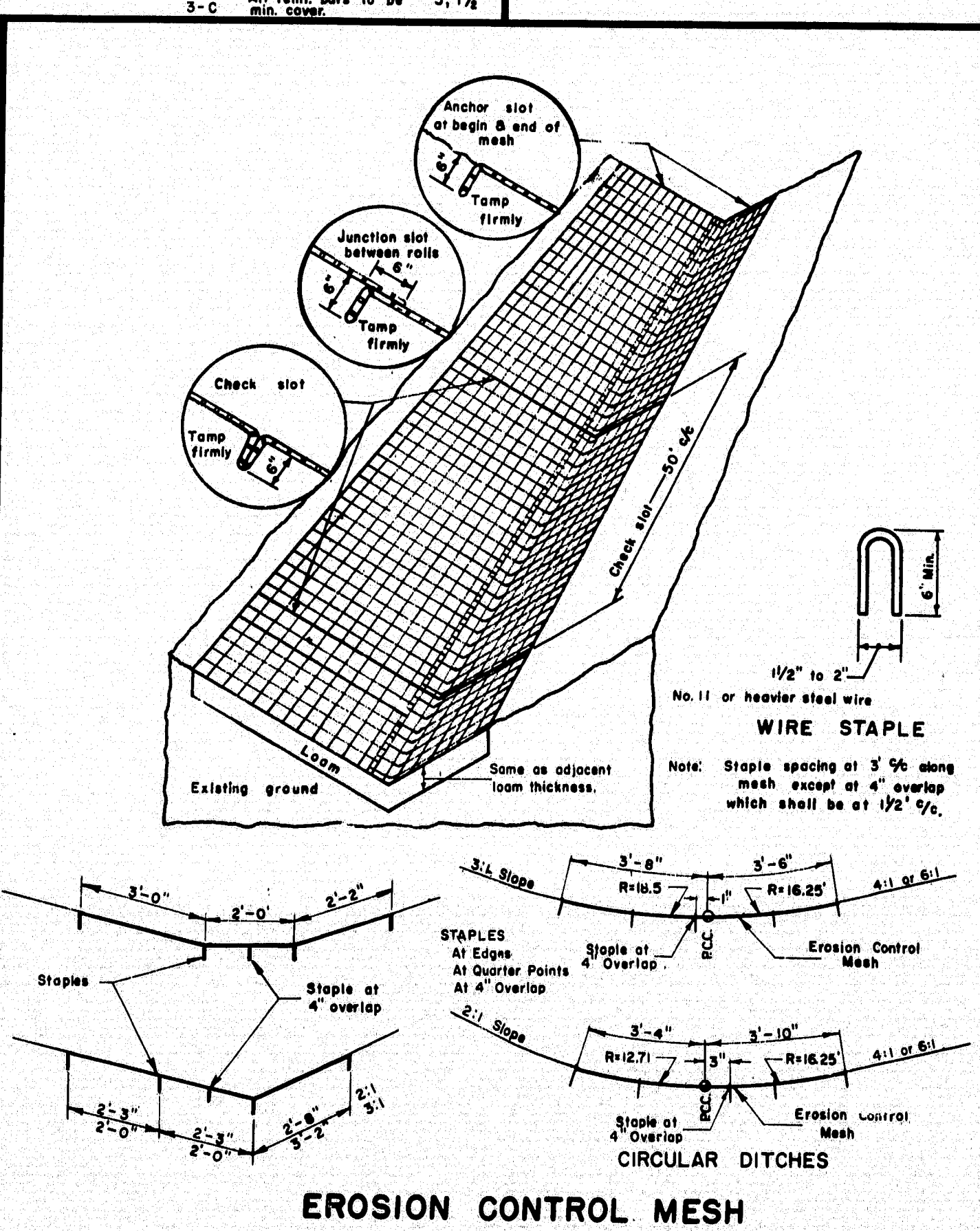
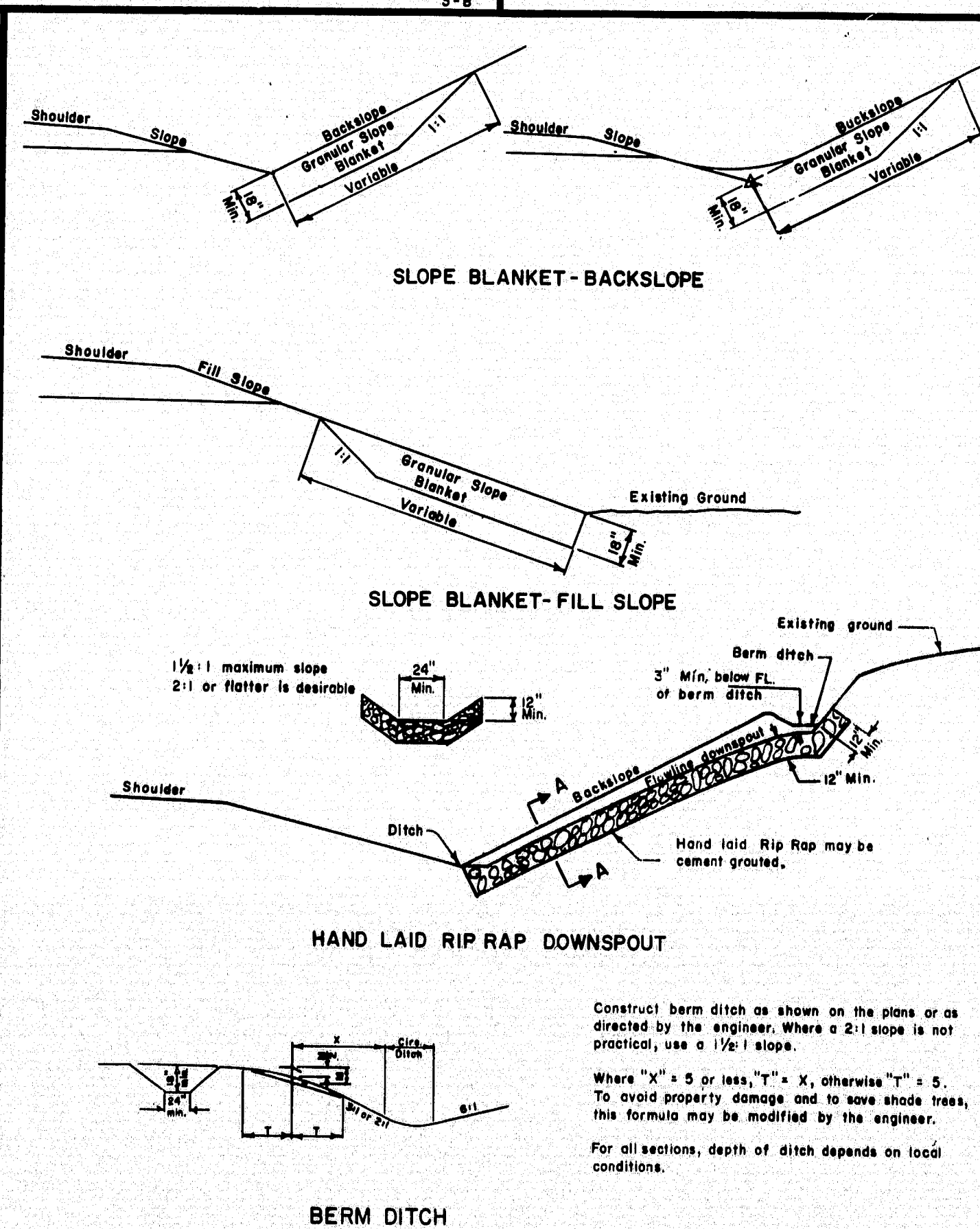
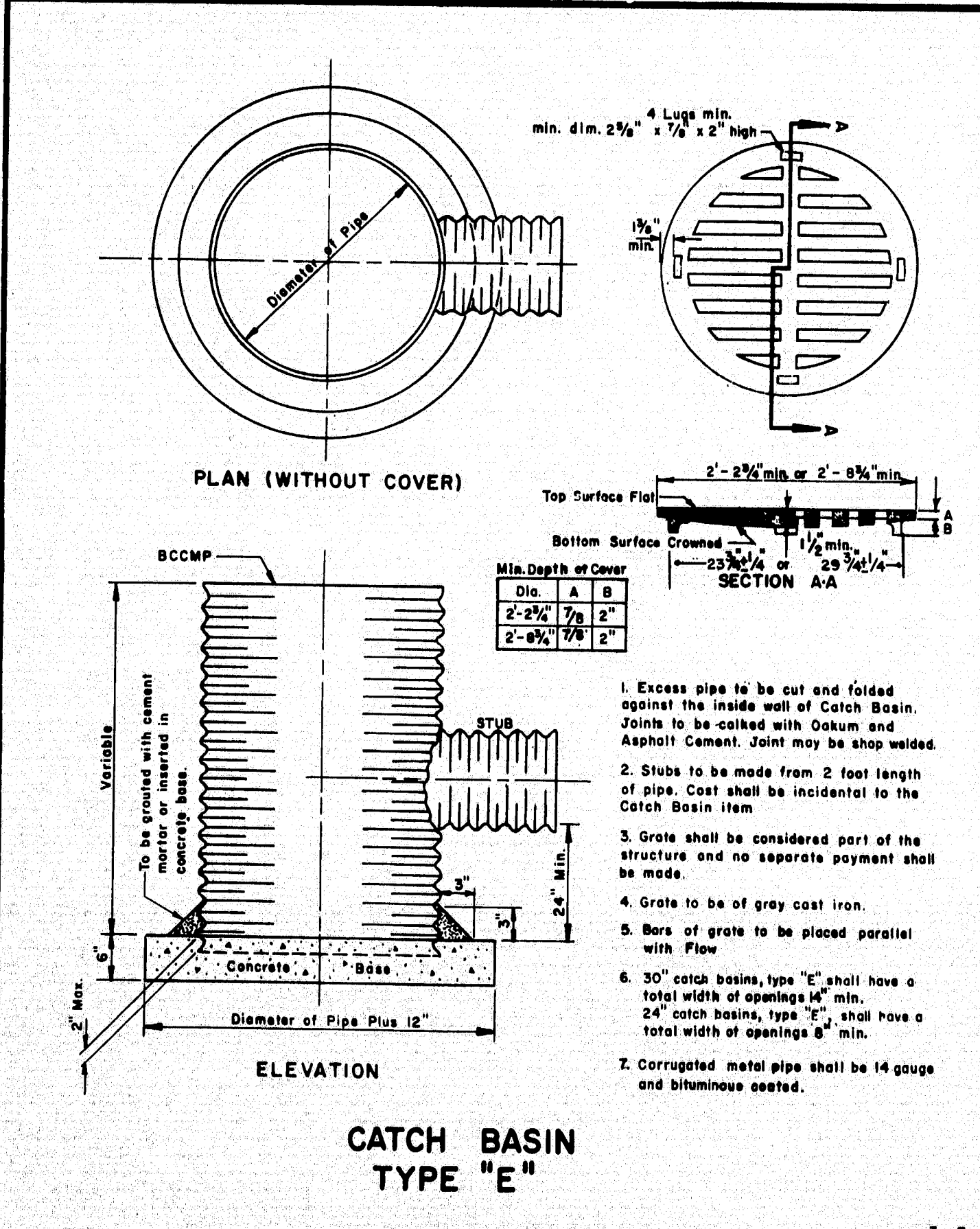
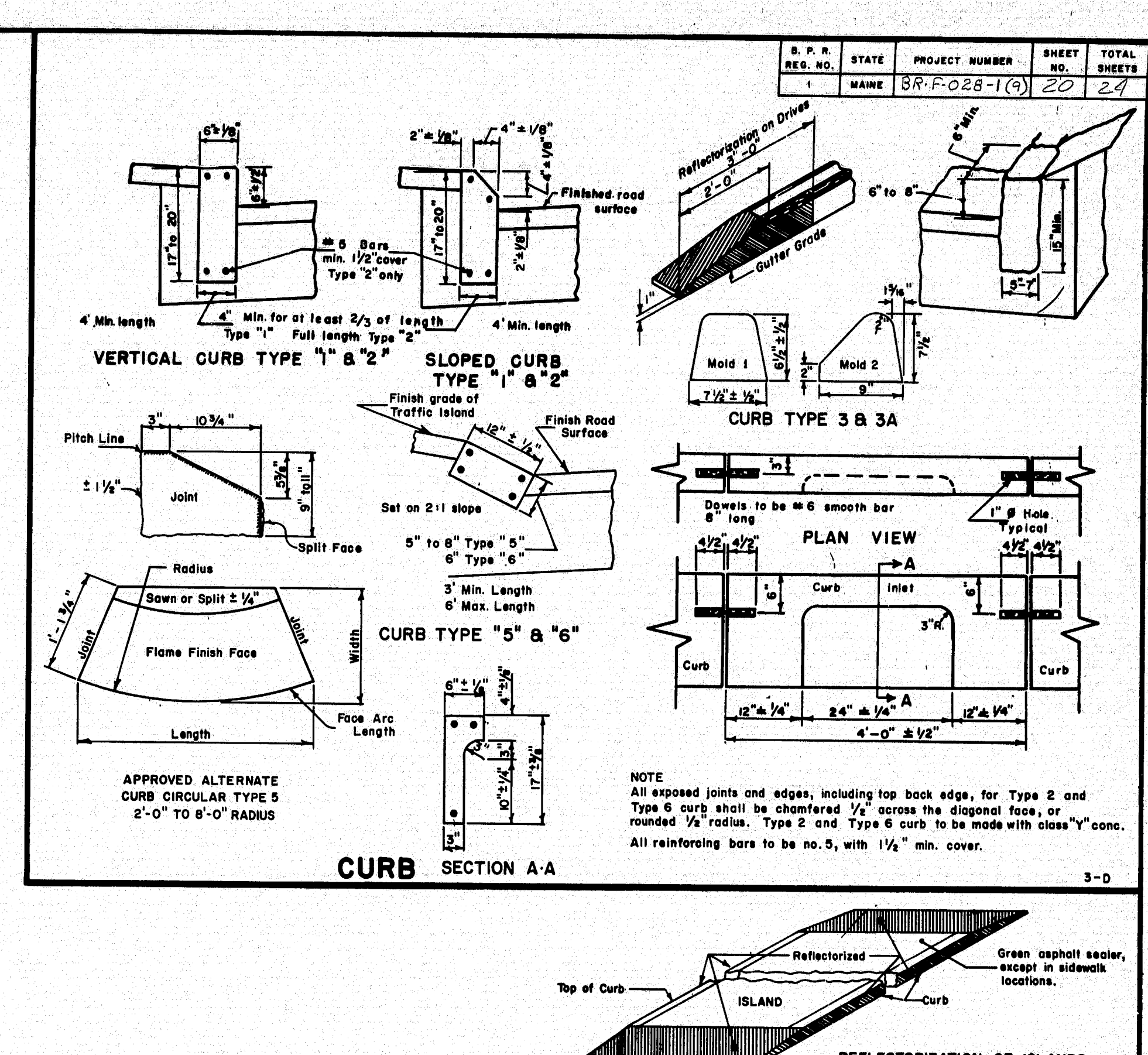
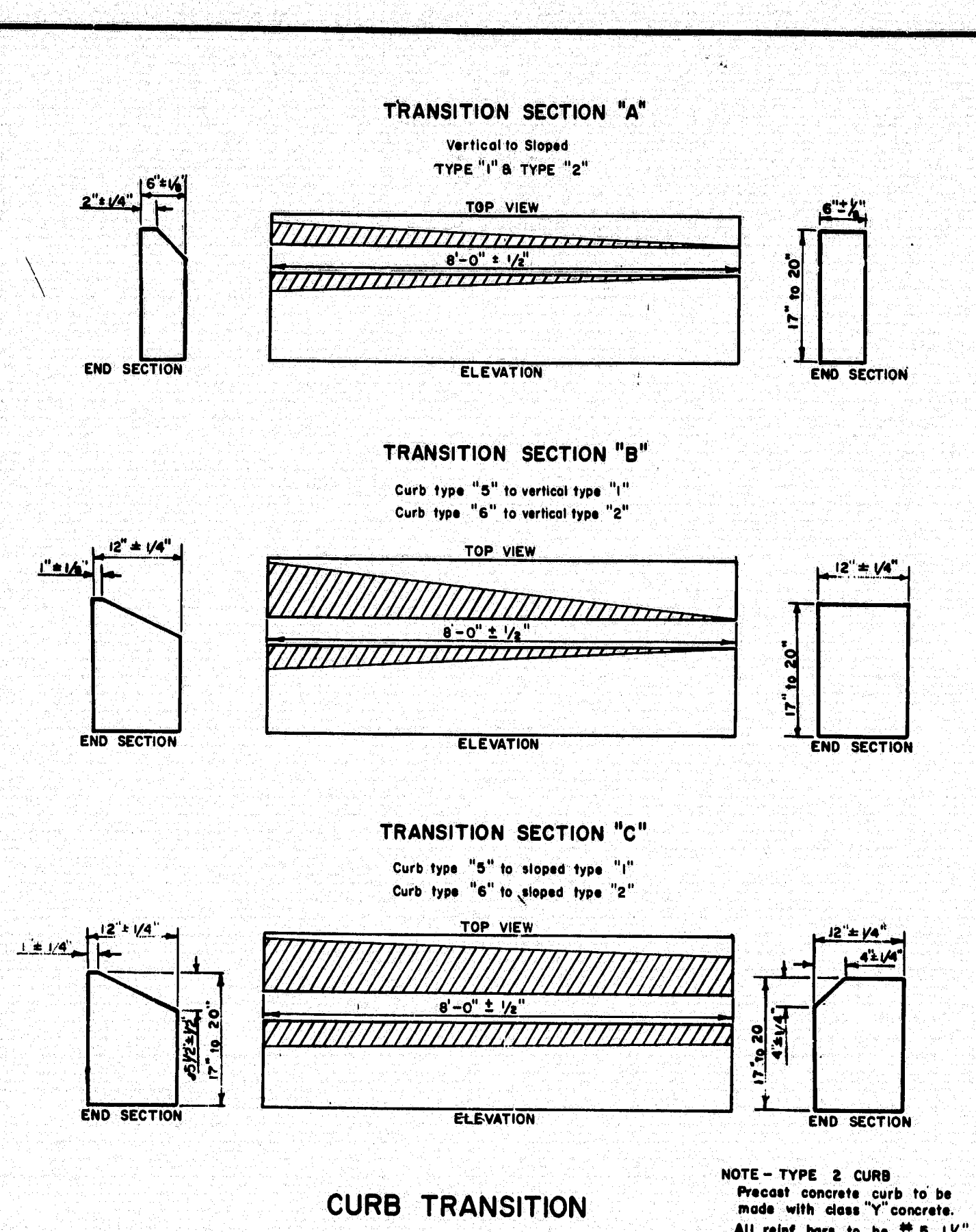
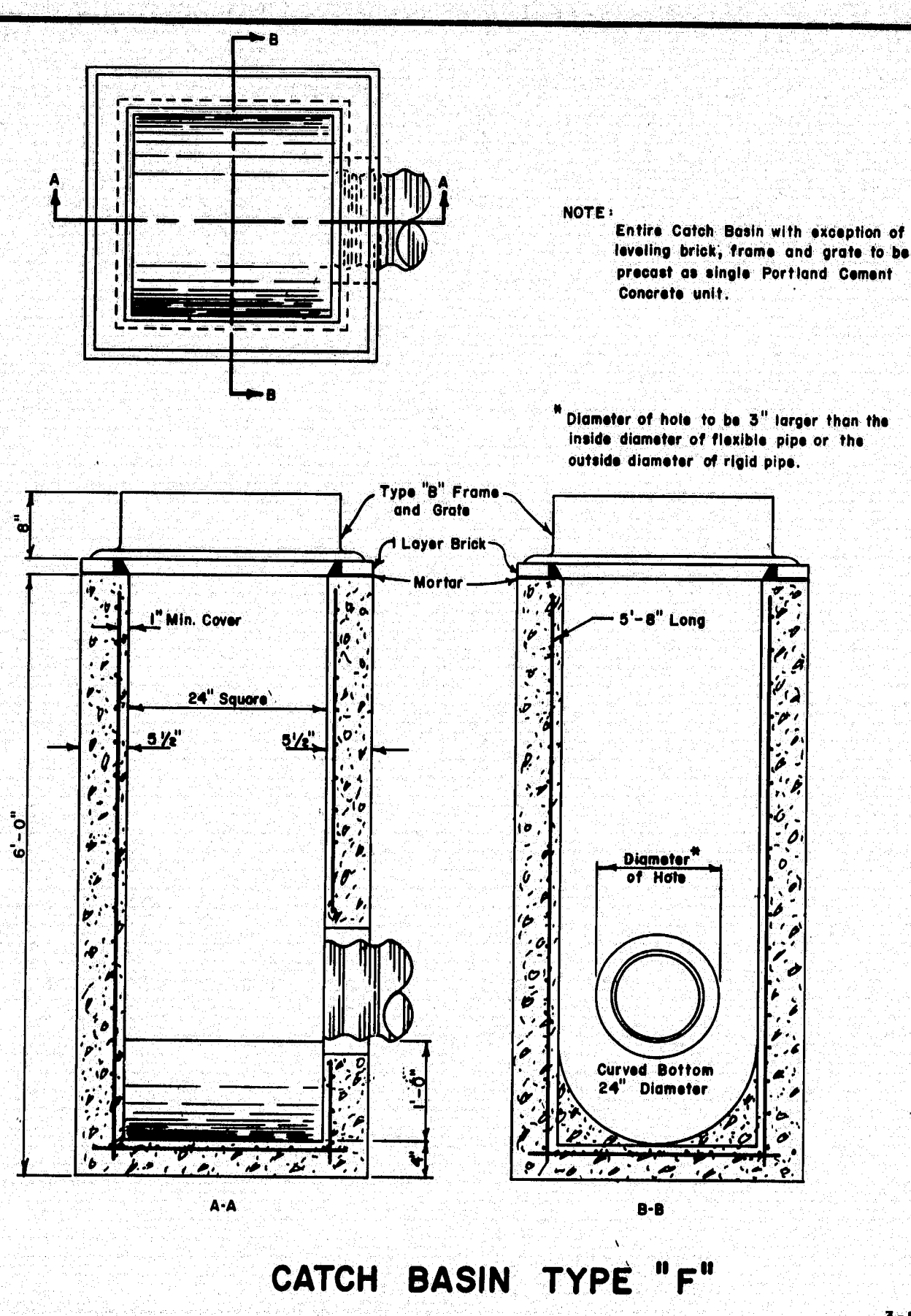
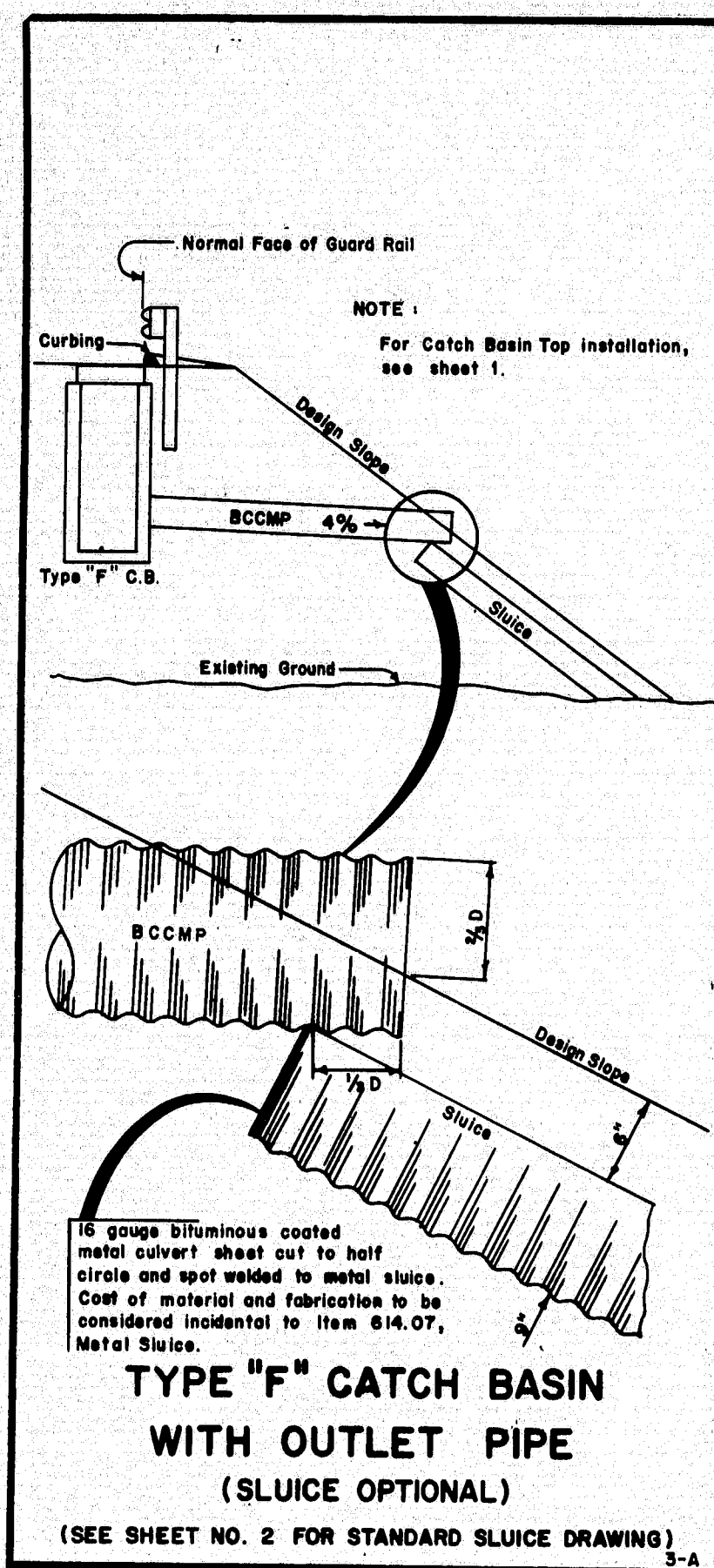
(SHEET BD 114-73, BD 115-73, AND BD 116-73 SHALL
ACCOMPANY THIS SHEET AS NEEDED)

STANDARD DETAILS
(BD 117-73)

ALUMINUM RAILING

TRANSITION (2BAR OR 3BAR SEMI-
ELLIPSE) TO TYPE 3B GUARD RAIL

SHEET OF AUGUSTA, MAINE JUNE 1973

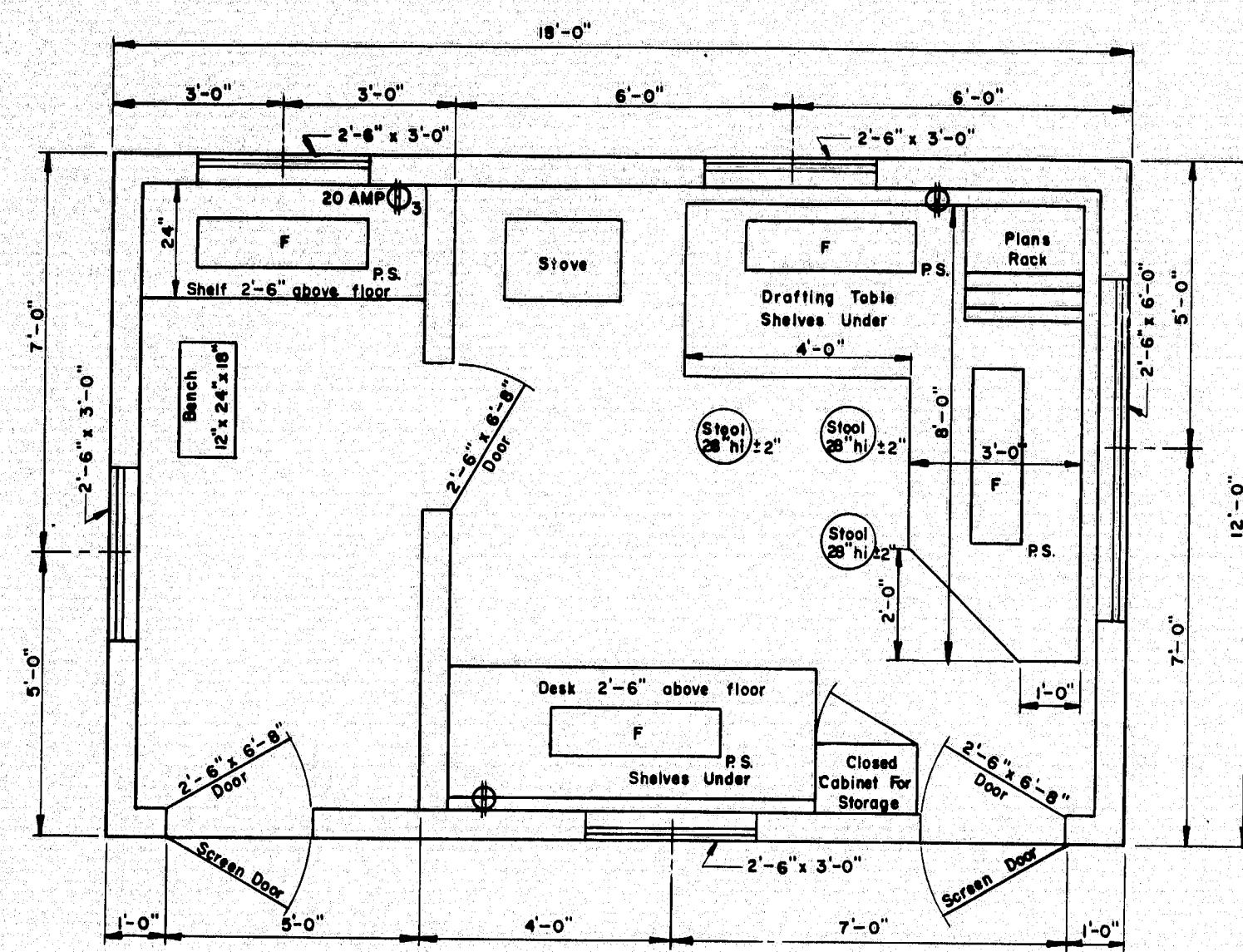


CURB TYPES (1 & 2), (5 & 6) ON CURVES				
RADIUS OF CURVE	LENGTH	PAID FOR AS	STONE IS CUT OR CAST	
0' to 60' Incl.	4' Min.	Circular	Arc To Fit Curve	
Over 60' to 160'	4' to 6'	Straight	Straight Places	
0' to 6' Incl.	2' Min.	Circular	To Fit Curve	
Over 6' to 30' Incl.	12' Min. Chord	Circular	Straight Places, Radial Ends	
Over 30' and Under 160'	2' to 3'	Straight	Straight Places	
160' And Over	3' to 6'	Straight	Straight Places	

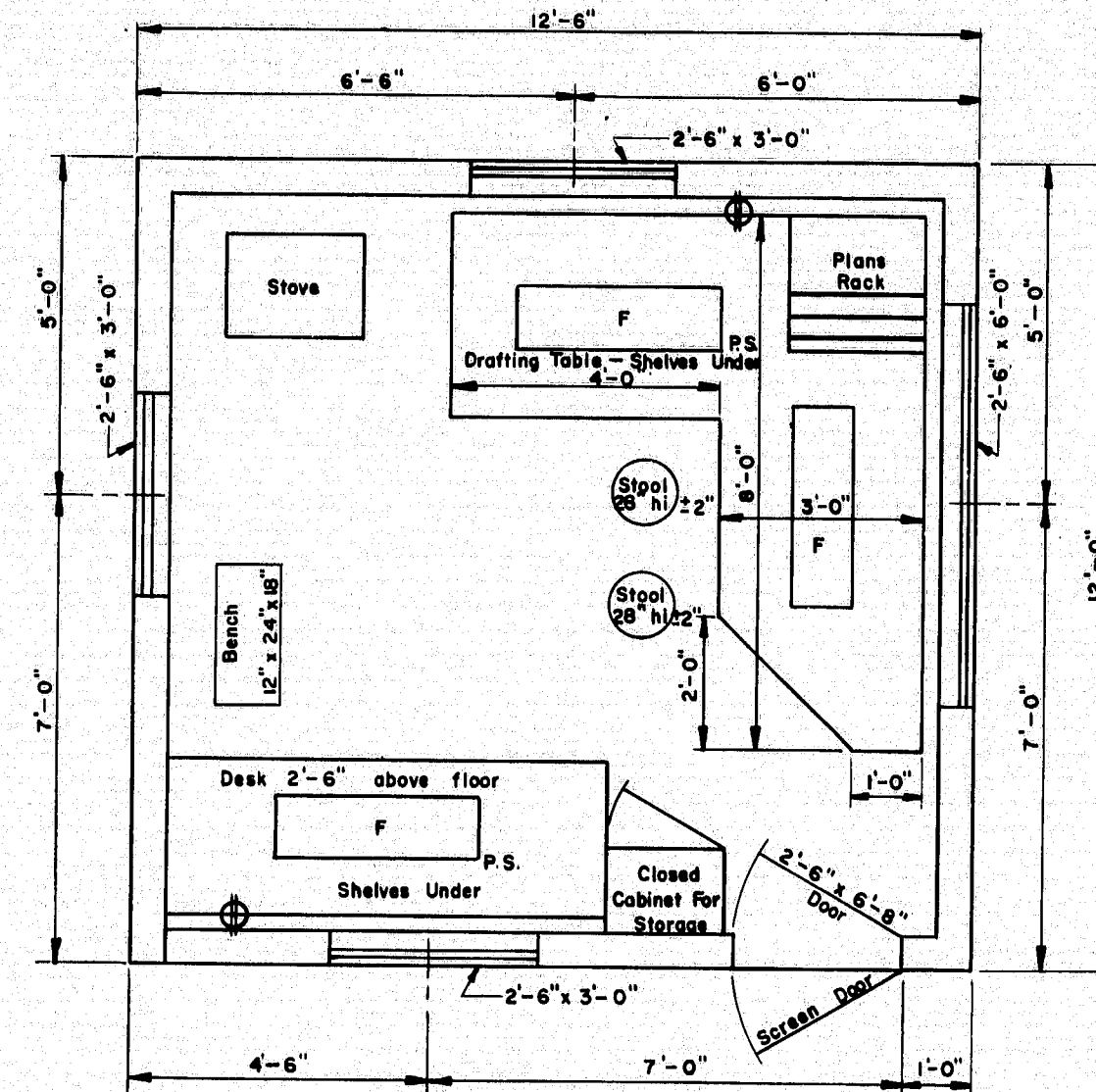
TERMINAL CURB SECTION	
Top of Curb	4'-0" Min.
6" Exposed Face	2'-0" Nominal
Limit of Payment	Limit of Payment
TERMINAL SECTION TYPE "1" & "2"	
Top of Curb	11'-0" ±
Top of curb Type 5 or 6	Edge of Pavement
TERMINAL SECTION TYPE "5" & "6" (Use when shown on plans only)	

REVISIONS	
Plate 3-G	12-23-69
Plate 3-F	5-27-70
Plate 3-J	7-15-70
PLATE 3G	3-4-71

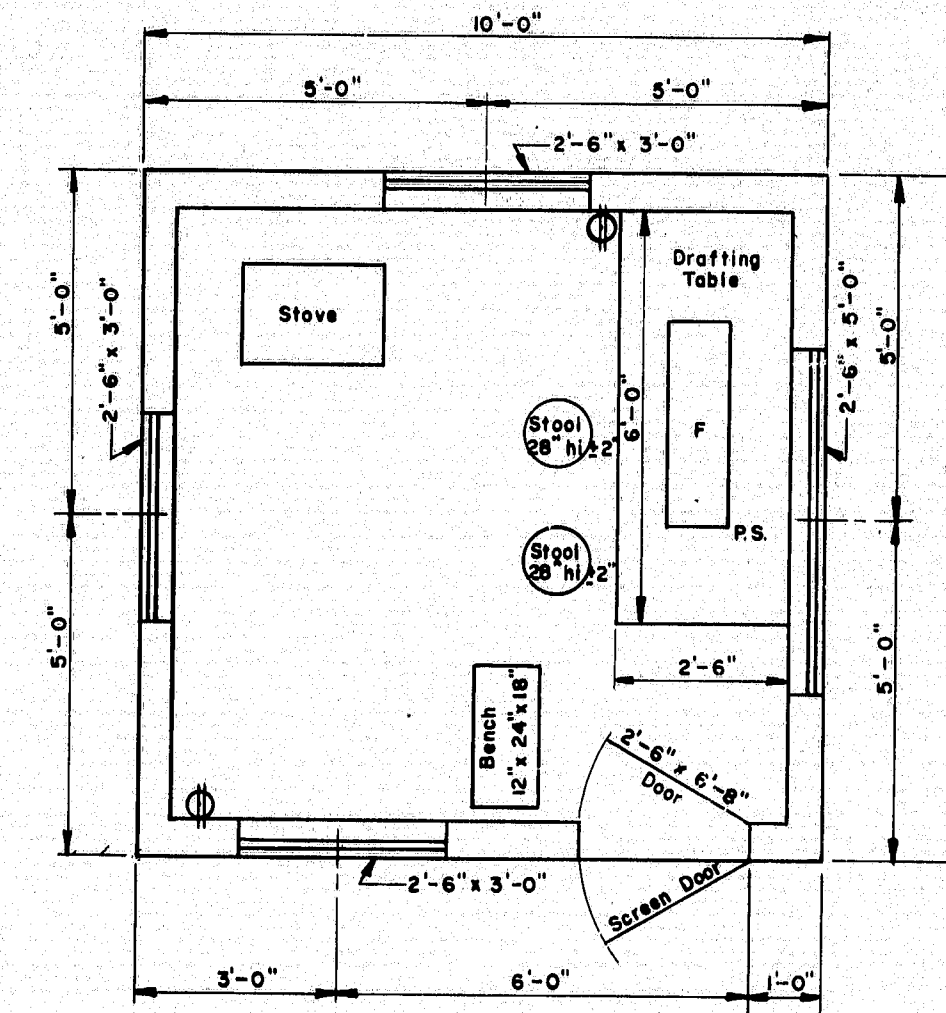
MAINE STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
STANDARD DETAILS	
CURB, DITCHES AND SLOPES, AND CATCH BASINS TYPE "E"	



FLOOR PLAN
TYPE "A"

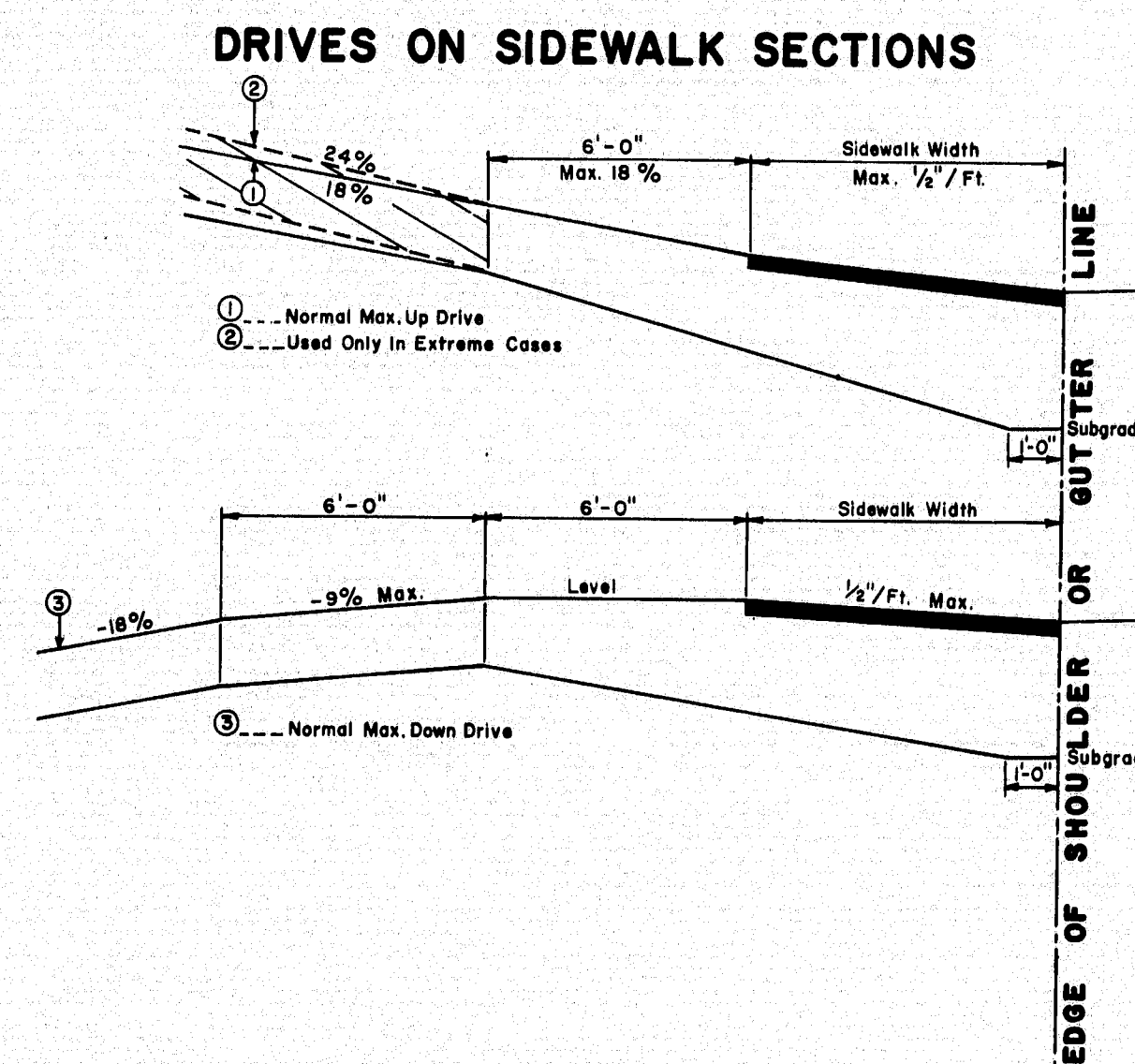


FLOOR PLAN
TYPE "B"



FLOOR PLAN
TYPE "C"

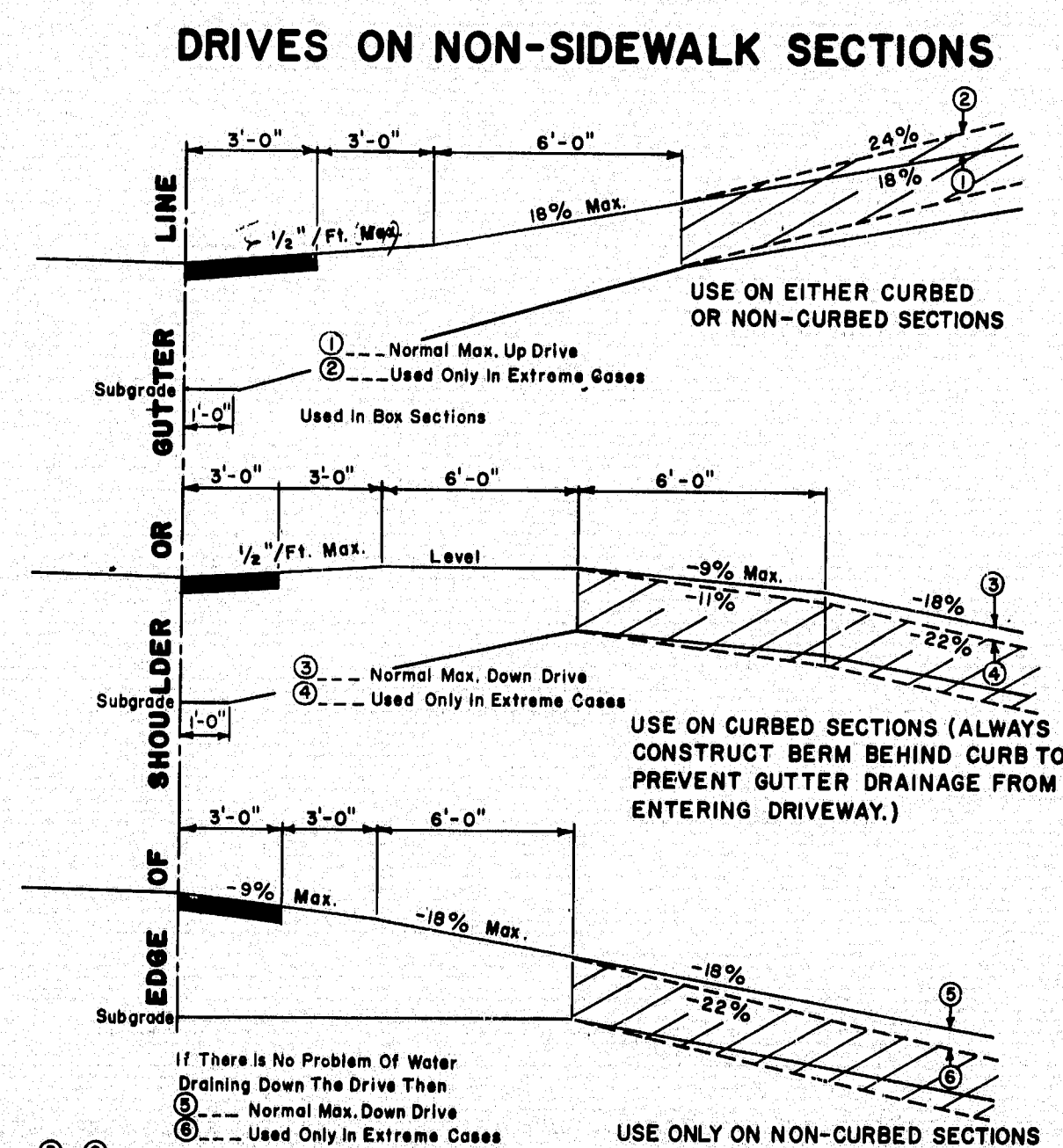
- GENERAL NOTES**
- Drafting table shall be 3'-4" high at front edge and placed 2" from studs to allow prints to hang down behind table when in use.
 - Shelves under desk shall be constructed to receive 1 1/2" x 14" x 25" transfiles.
 - Windows shall be double hung.
 - Stovepipe shall not be in direct contact with combustible material; the pipe shall be surrounded with at least 6" of fireproof material.
 - Continuous 110 volt 60 cycle electric service shall be supplied.
 - The engineer may rearrange the items shown on the plan views during construction of the field office.
 - FURNISHINGS TO BE SUPPLIED:**
 - 2 Straight back chairs for types A and B
 - 1 Bench for types A, B & C
 - 3 Stool for type A
 - 2 Stools for types B & C
 - SYMBOLS:**
 - F Fluorescent lights (2 light, rapid start 48" strips and 40 watt bulbs.)
 - P.S. Pull switch
 - ⊕ Duplex wall outlet—15 amp unless otherwise noted.
 - ⊕ Triplex Wall Outlet
 - For the Type "A" Field Office one clean 55 gal. drum shall be supplied, installed on a suitable rack and equipped with a spigot suitable for drawing off water. The drum shall be furnished with water at all times.



- GENERAL NOTES**
- The sidewalk width shall be paved in all cases.
 - All residential or commercial drives 10% and over shall be paved.

NOTES ON MAXIMUM DRIVEWAY PROFILES

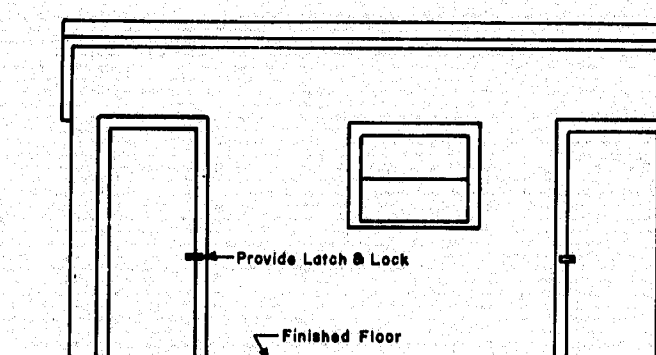
- These profiles are a guide for the majority of cases, but should be field checked when the main line grade is steep (4% to 6% or greater) or the angle of approach to the drive is unusual.
- Generally the majority of drives on a project will be built with flatter profiles than these maximum cases.
- When grading drives which are flatter than the maximum profiles the following rule of thumb should be used, do not exceed a grade % change of more than 9% in a 6 foot increment of driveway length. This applies to both up and down profiles.



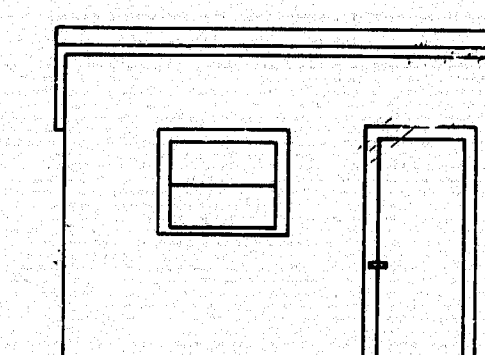
- GENERAL NOTES**
- The first 3' shown as pavement shall be paved only when abutting a paved area.
 - All residential or commercial drives 10% and over shall be paved.

NOTES ON MAXIMUM DRIVEWAY PROFILES

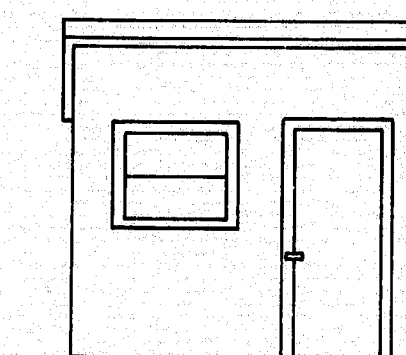
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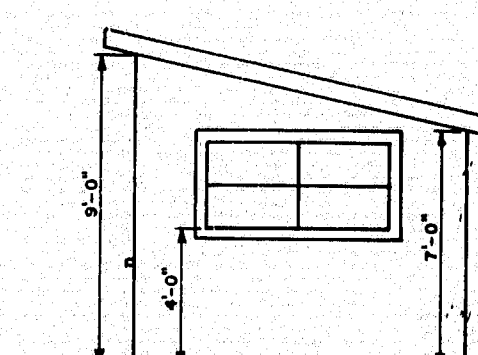
FRONT ELEVATION
TYPE "A"



FRONT ELEVATION
TYPE "B"



FRONT ELEVATION
TYPE "C"



SIDE ELEVATION
TYPES "A", "B", & "C"

REVISIONS		
PLATE	"DE"	3-16-73

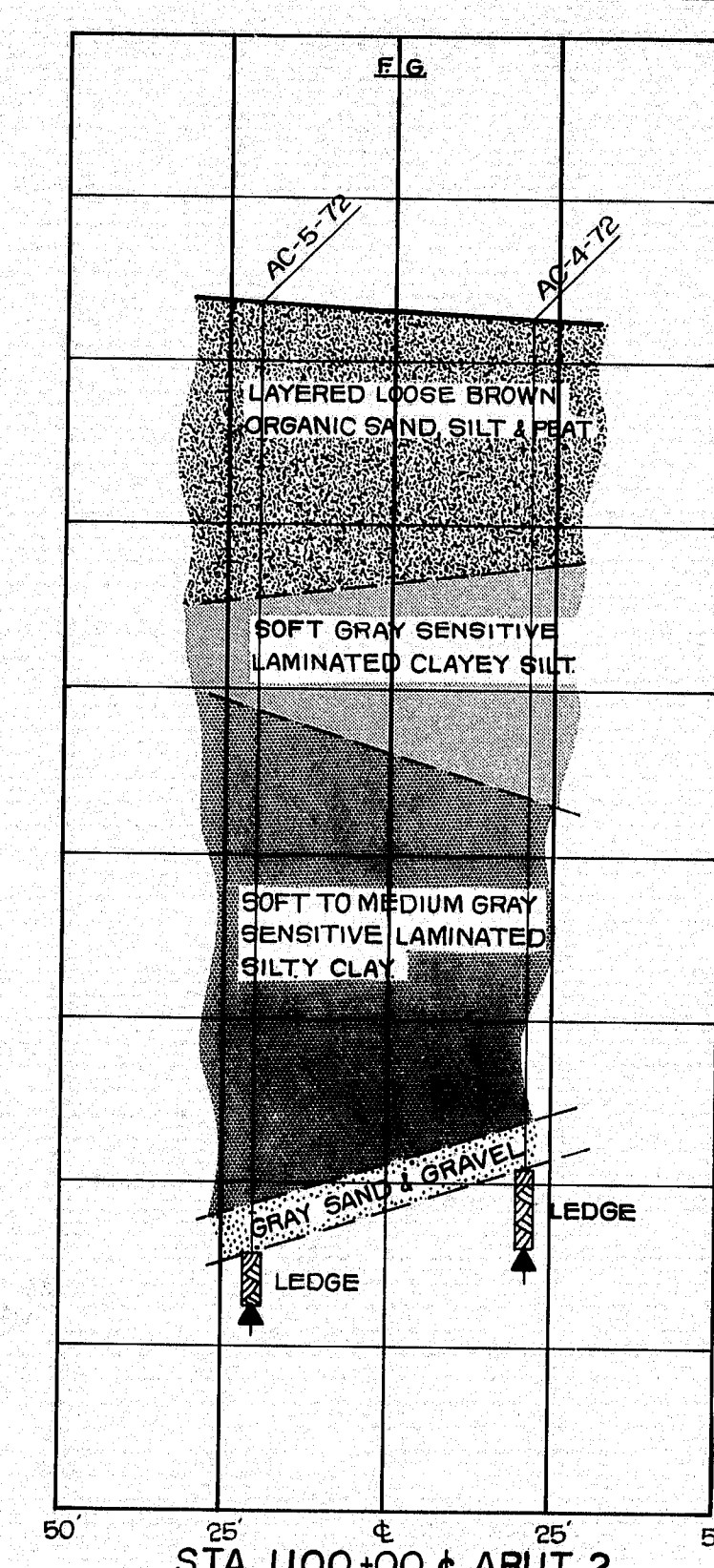
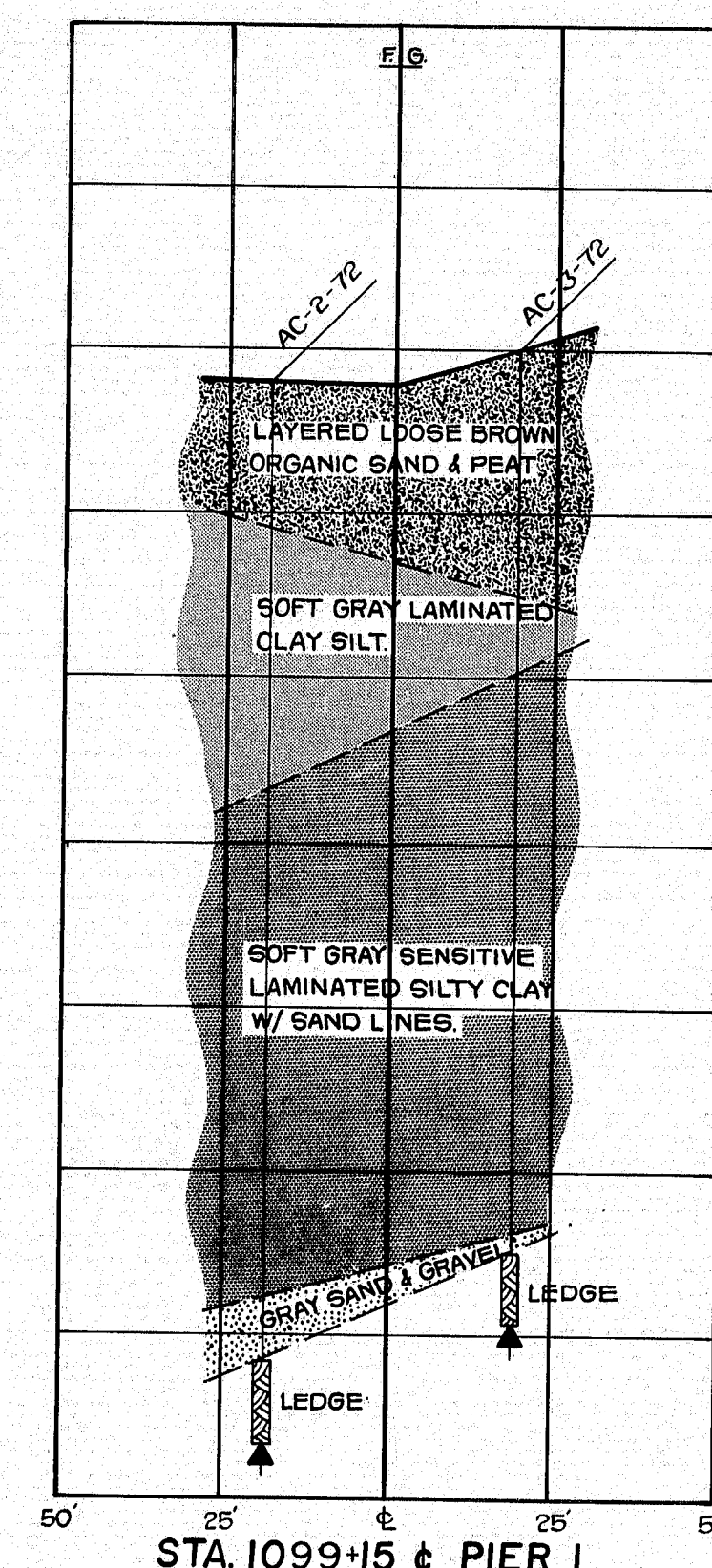
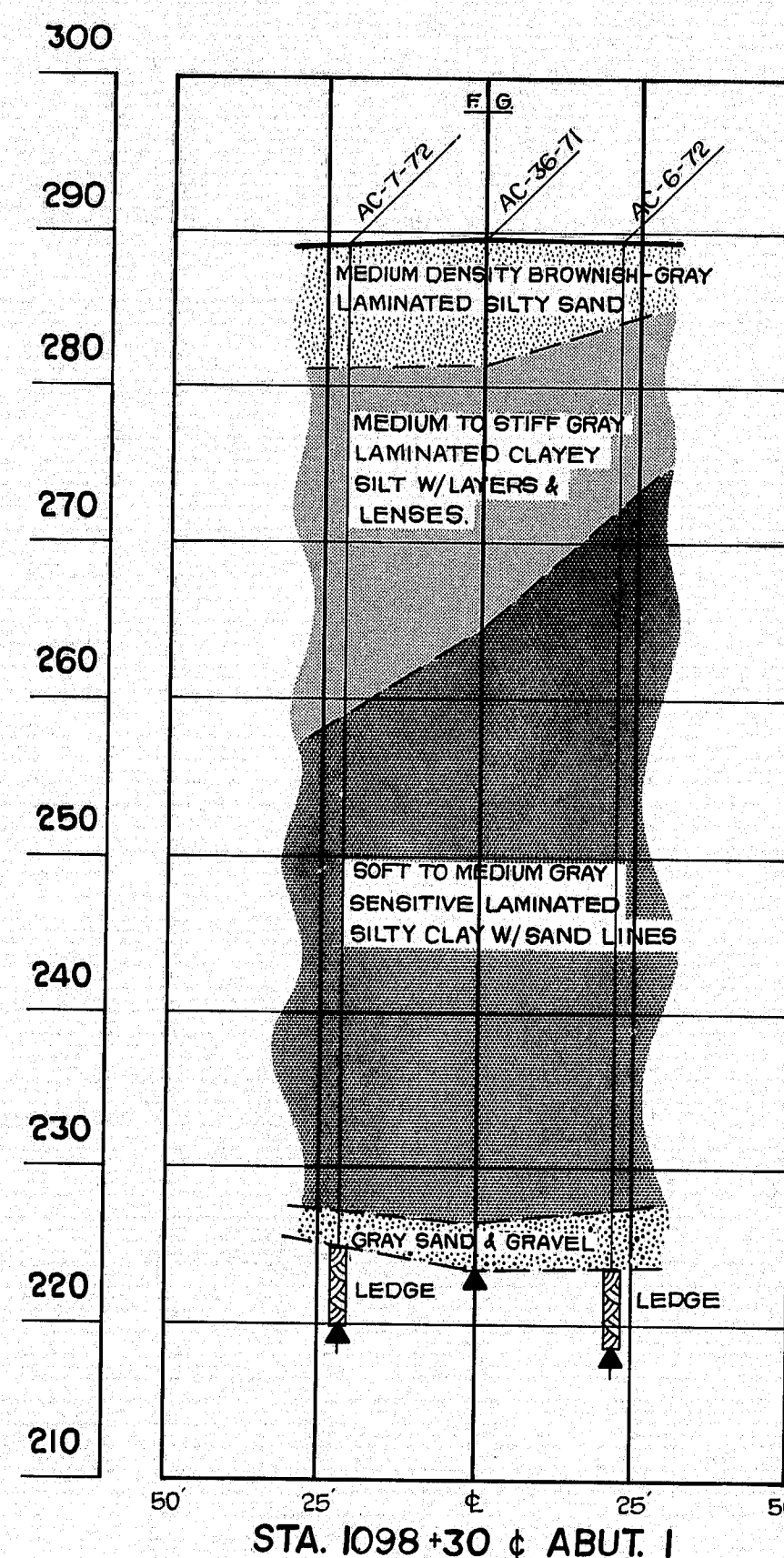
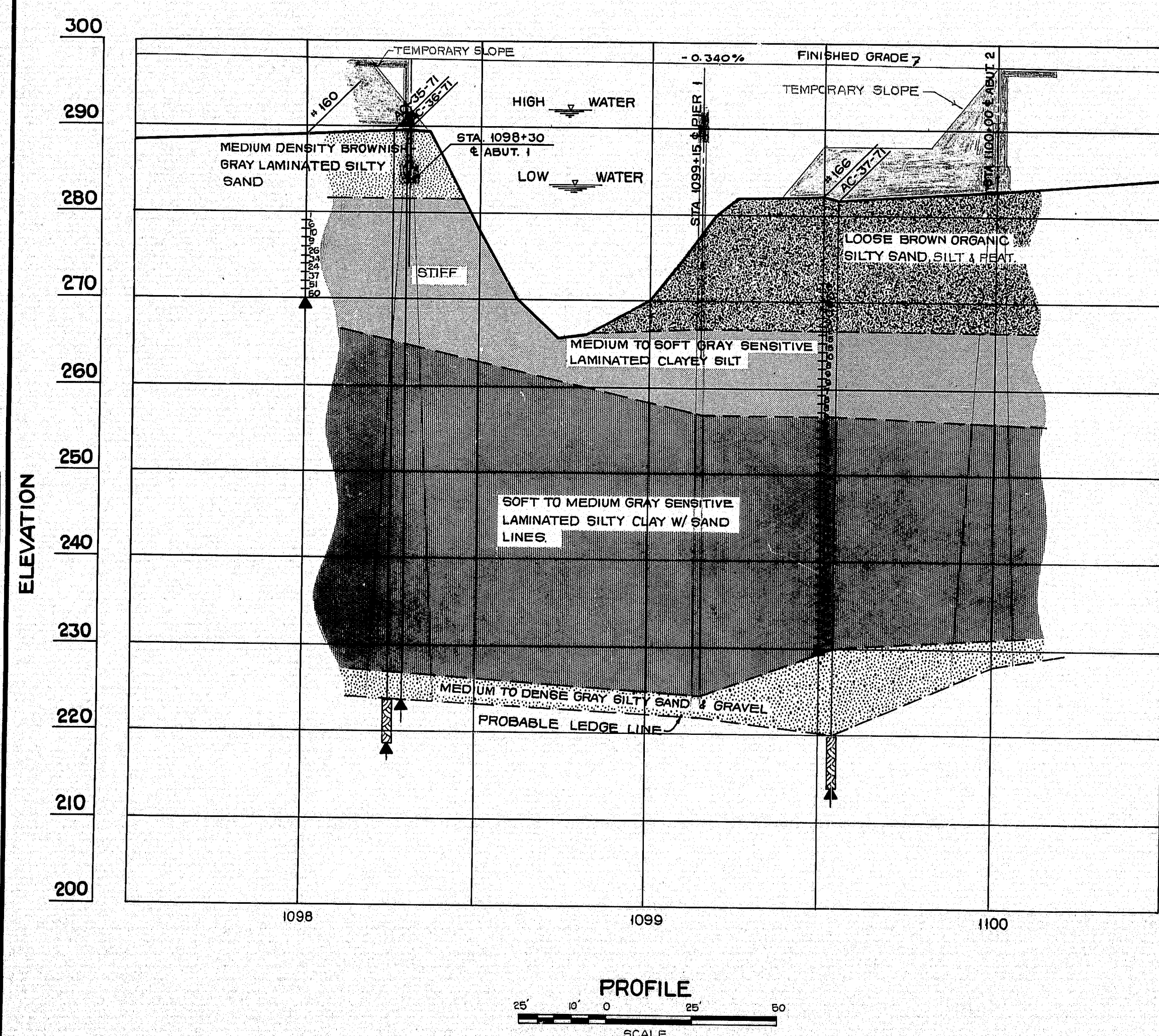
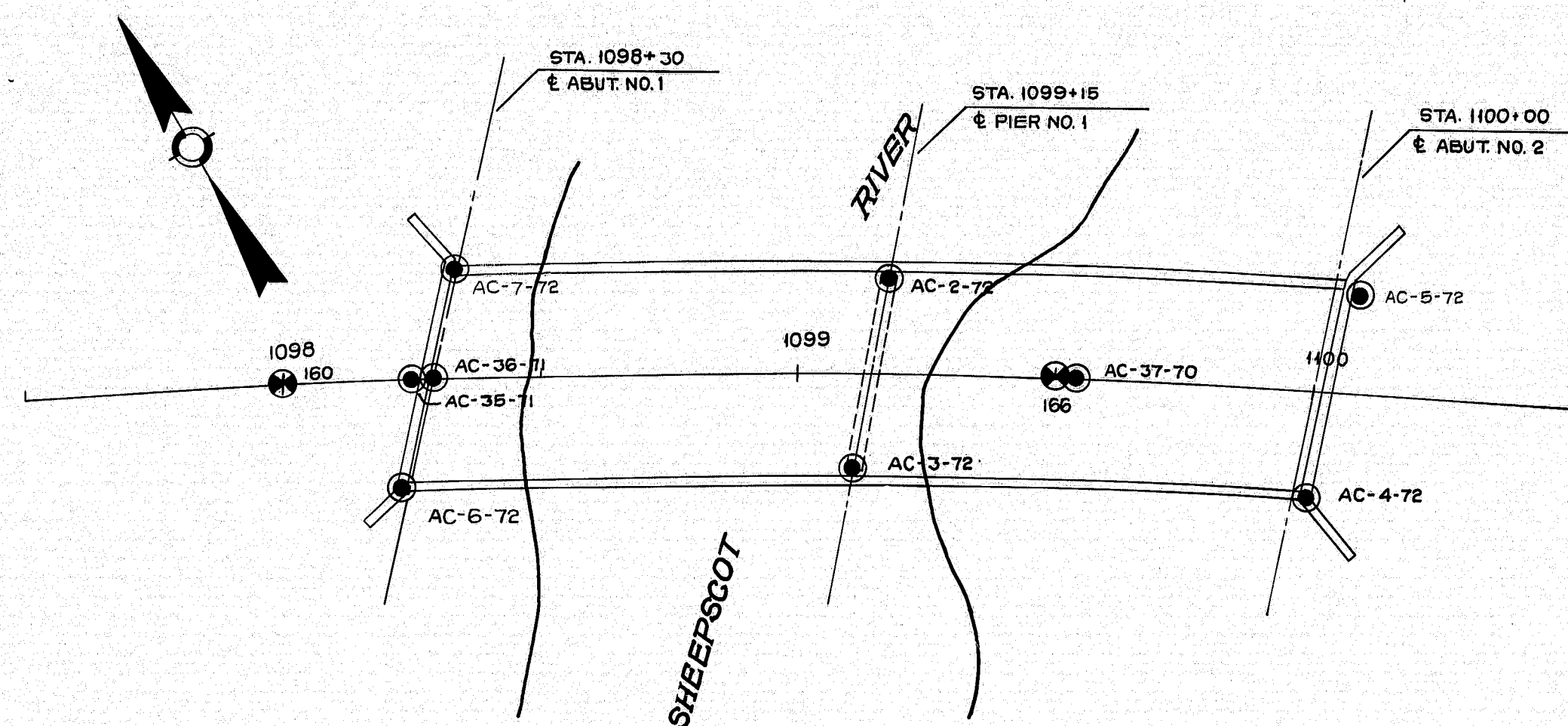
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

STANDARD DETAILS

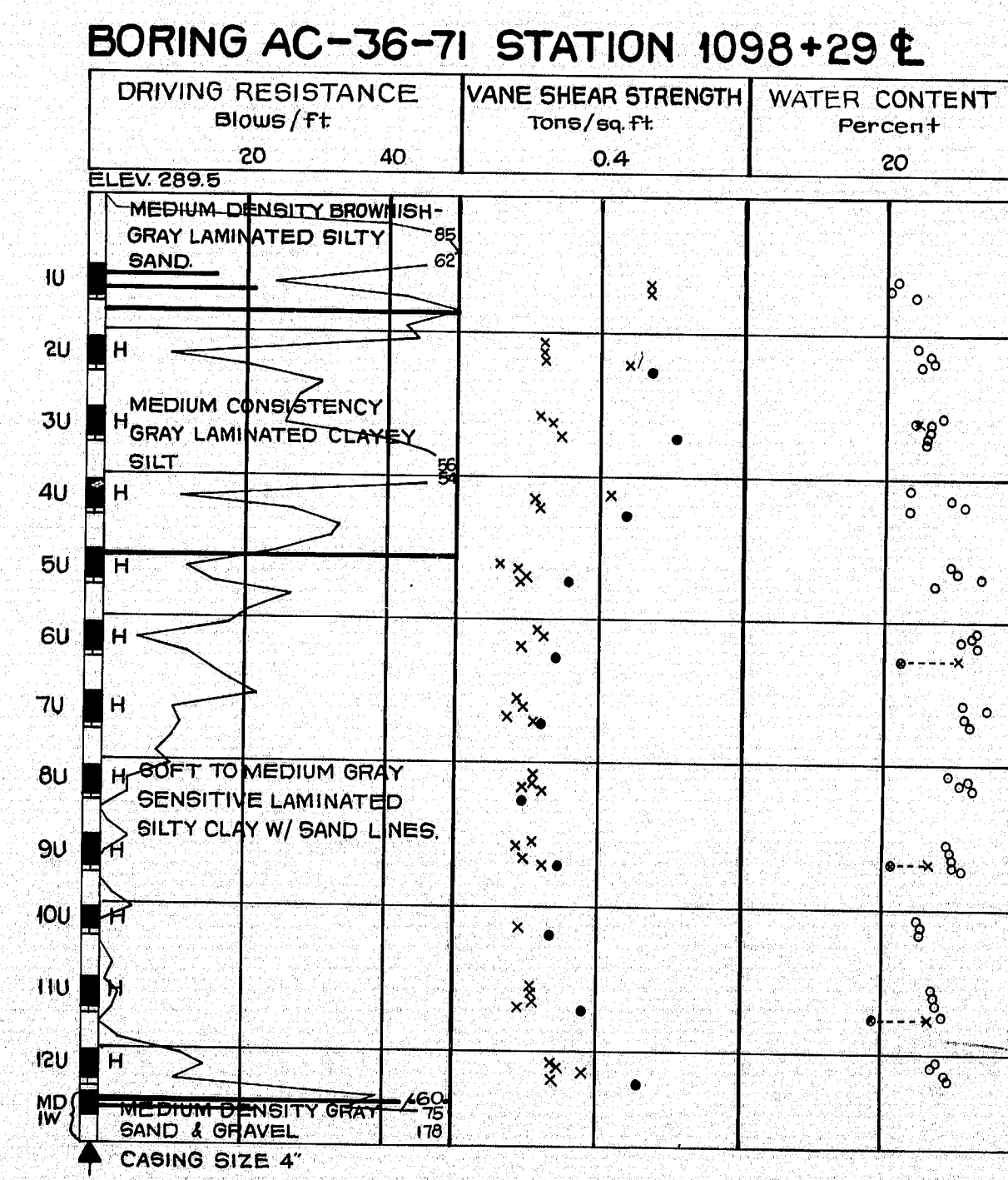
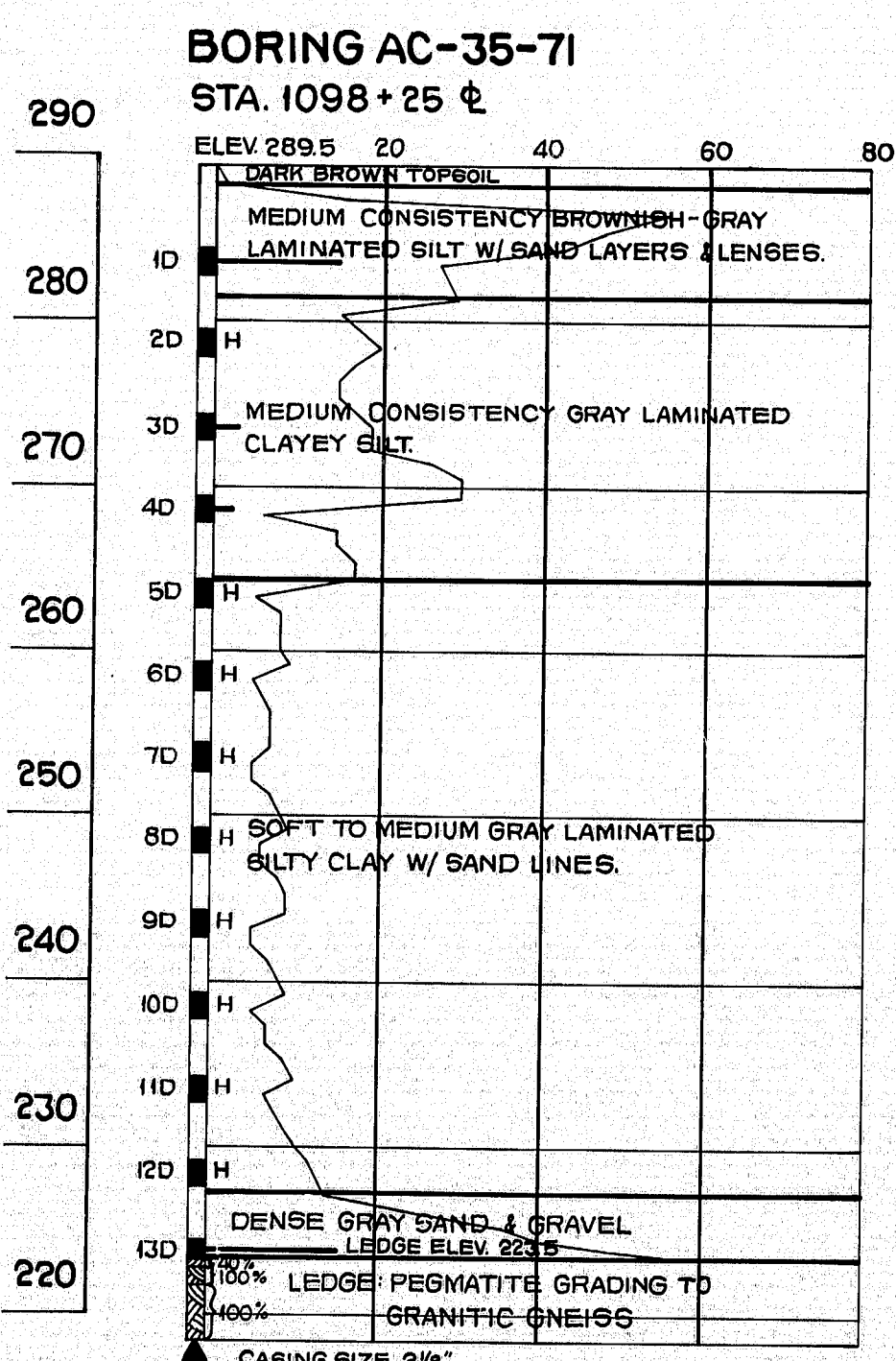
DRIVEWAY DETAILS
FIELD OFFICES
TESTING LABORATORY

AUG. 1969

146-188

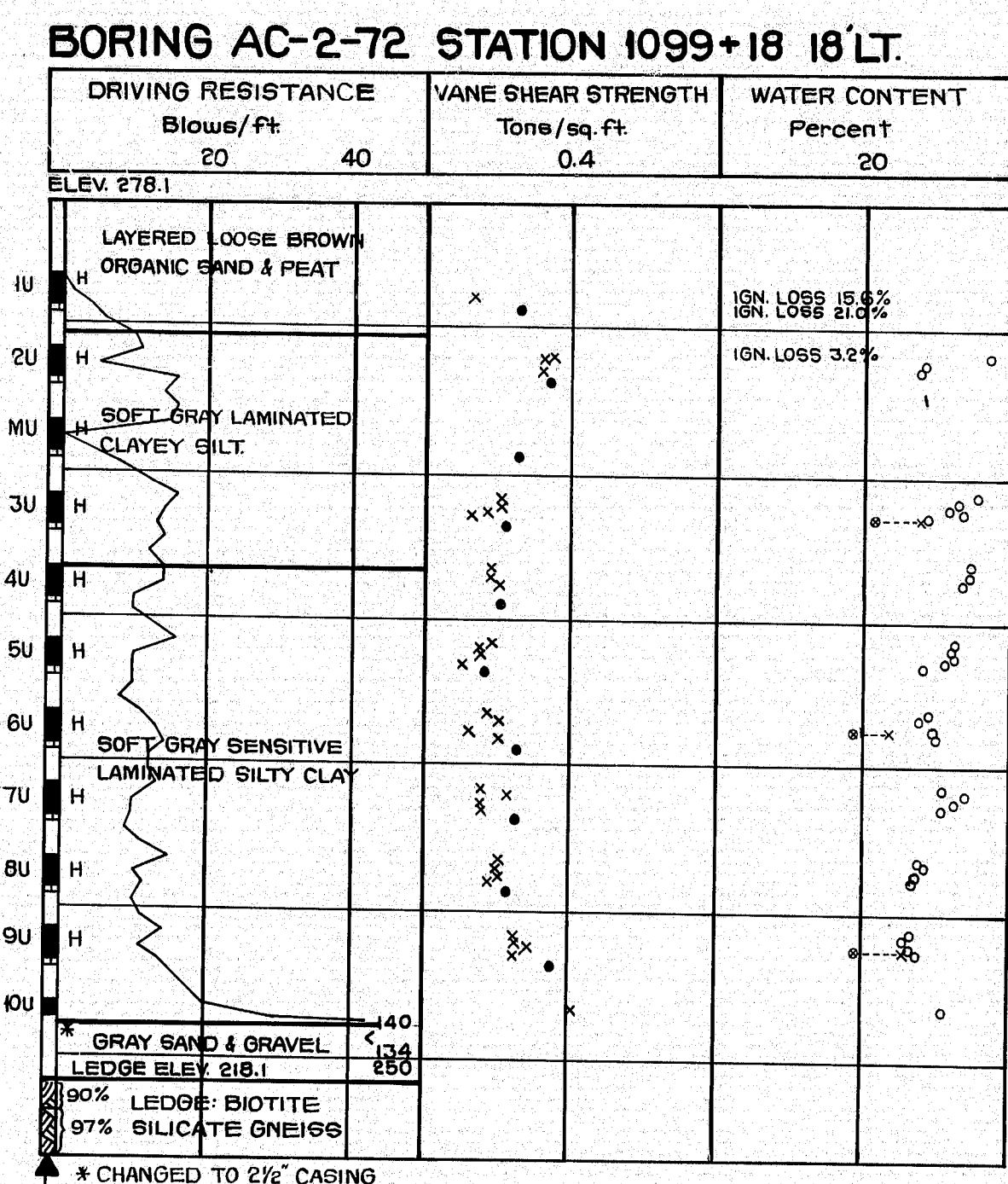
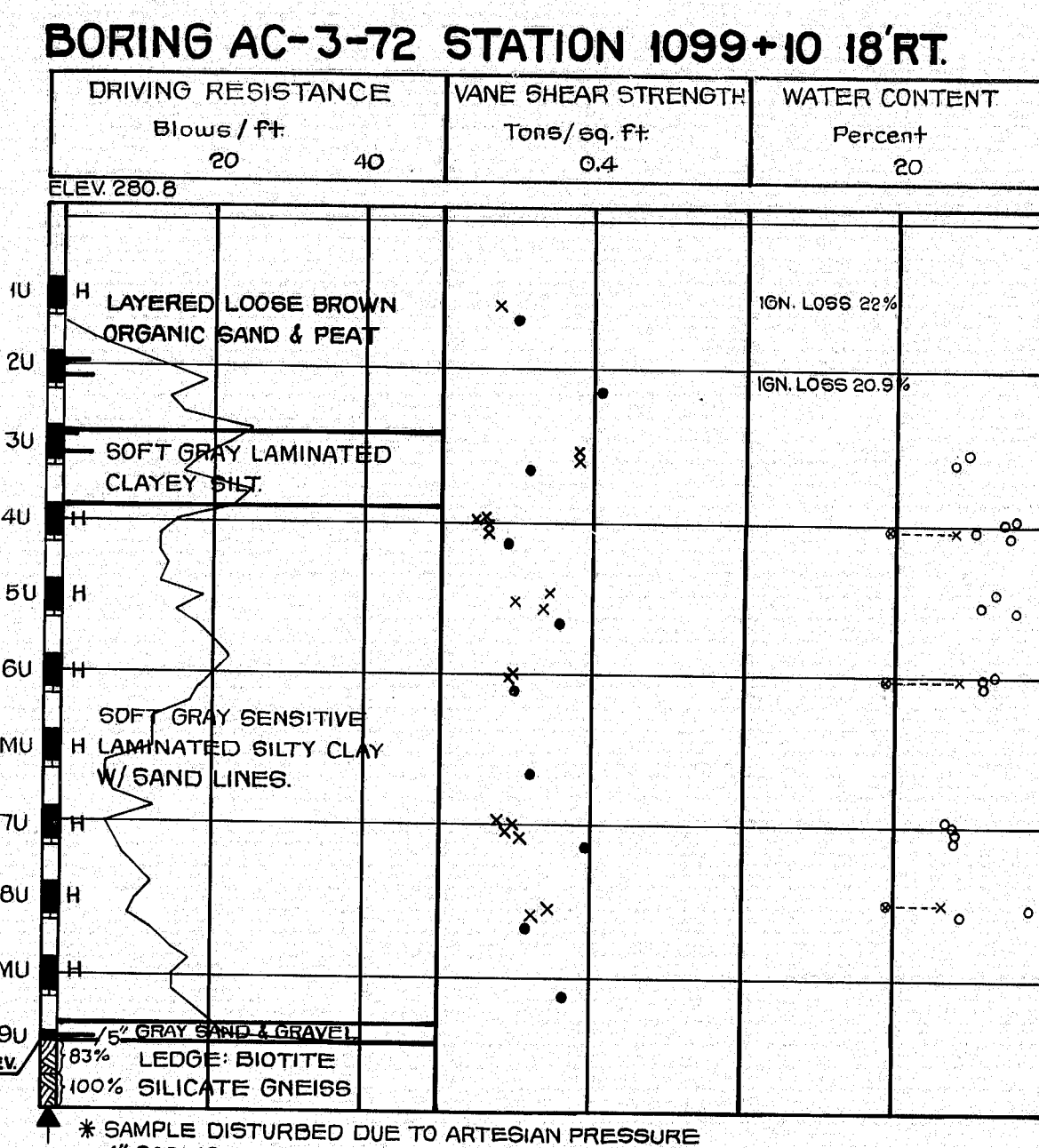
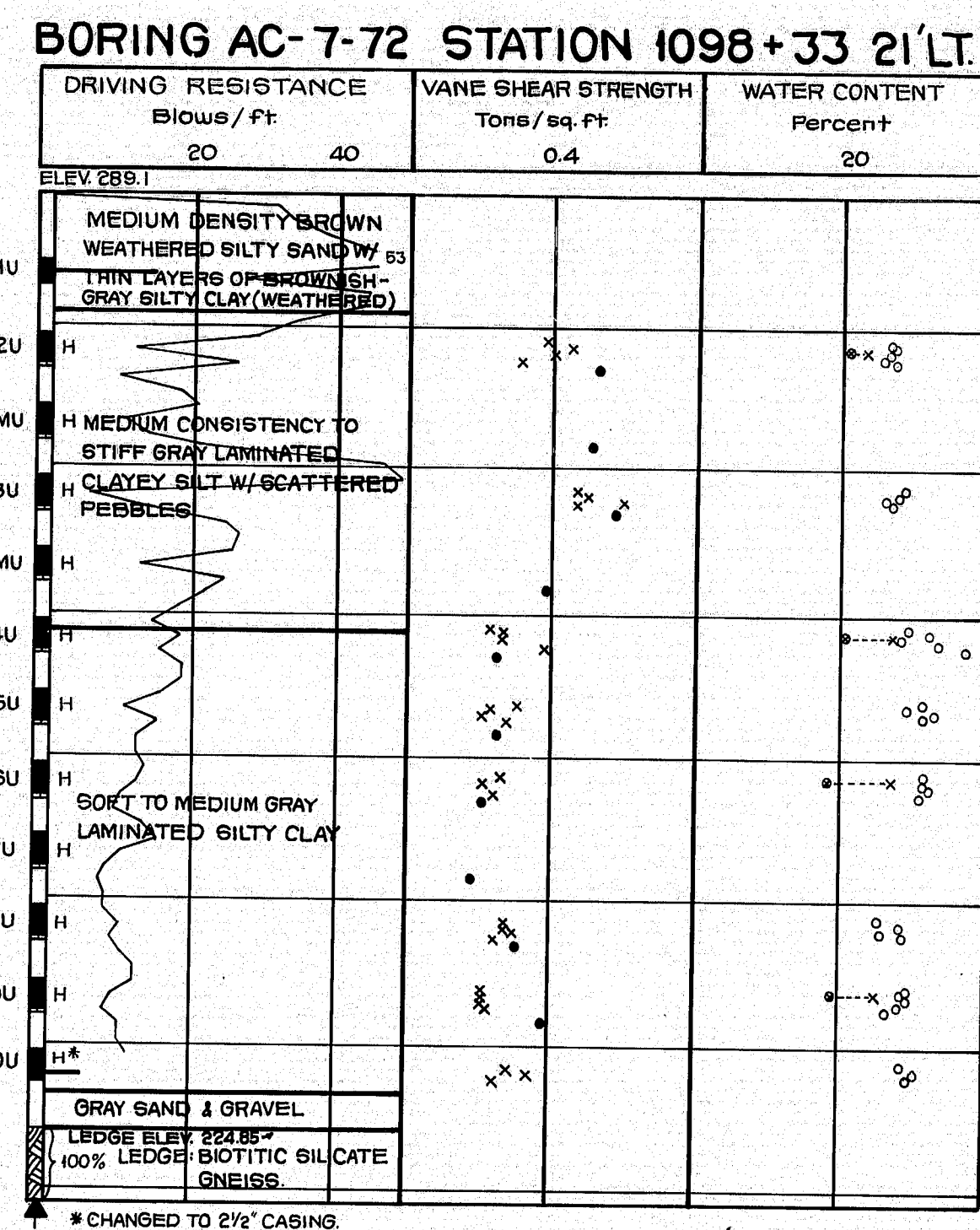


TRANSVERSE SECTIONS



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
SHEEPSBOT BRIDGE
OVER
SHEEPSBOT RIVER
IN THE TOWN OF
PALERMO
WALDO COUNTY
FOUNDATION SURVEY

SHEET OF AUGUSTA, MAINE JUNE 73
146-189



+	All samples and vanes are made ahead of casing
W	Water elevation
~	Number of blows required to drive extra heavy casing one foot with 400 ft lbs. of energy per blow.
■	Location of sample or sample attempt
	Number and type of dry sample
ID	5 1/4 H sampler (1200s)
U	3/2" O.D. 10 ga. seamless tubing
W	Wash sample and number
MD	Unsuccessful sample attempt and type of sampler
■	Number of blows required to drive spoon or tubing one foot with 350 ft lbs. of energy per blow
H	Sampling spoon or seamless tubing driven by static weight of drill rod and hammer
	Field vane test
▲	Bottom of boring (may not be bottom of soil strata)
7%	Locations cored by diamond bit and per cent recovery of rock

- Field vane shear strength
- X Laboratory vane shear strength
- Shear strength in excess of capacity of equipment
- One half unconfined compressive strength

O Natural water contents, given as per cent of dry weight
 ⊗-X Plastic and liquid limits
 Ignition losses are given as per cent of dry weight

