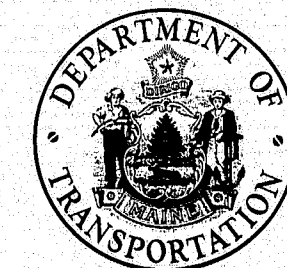


Resident Retire No As Buils Completed

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-F-028-119	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

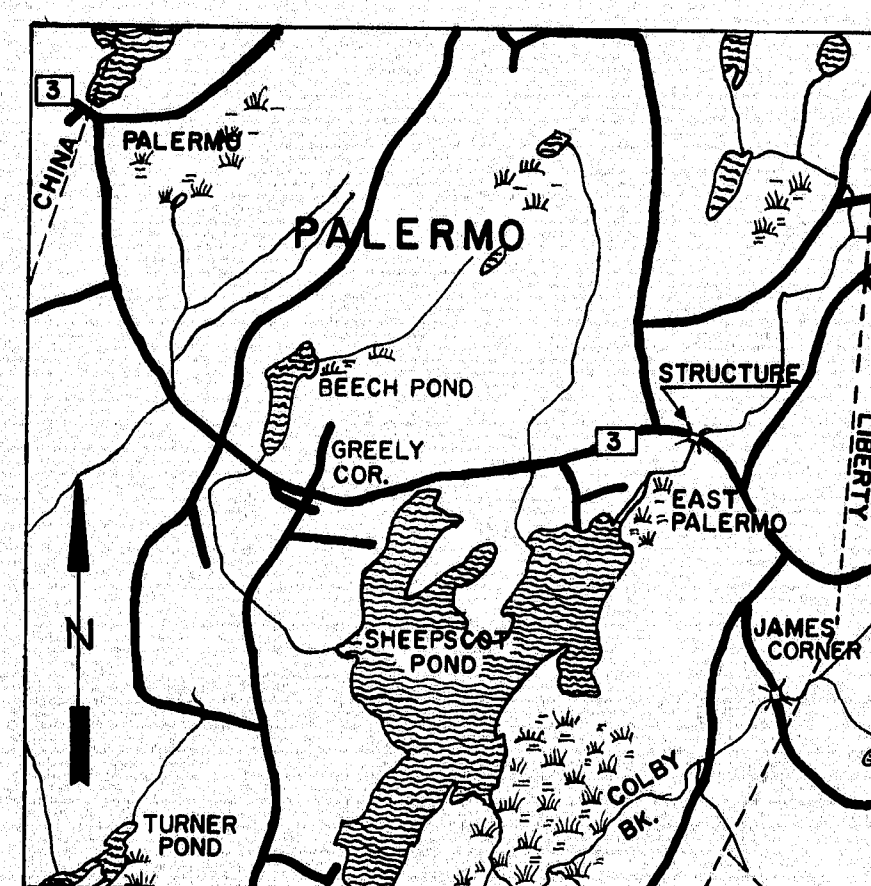
STRUCTURAL STEEL: ASTM A572 (Grade 50) $f_s = 27,000$ psi
ASTM A325 $f_v = 13,500$ psi
ASTM A36 $f_s = 20,000$ psi

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-028-119

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)

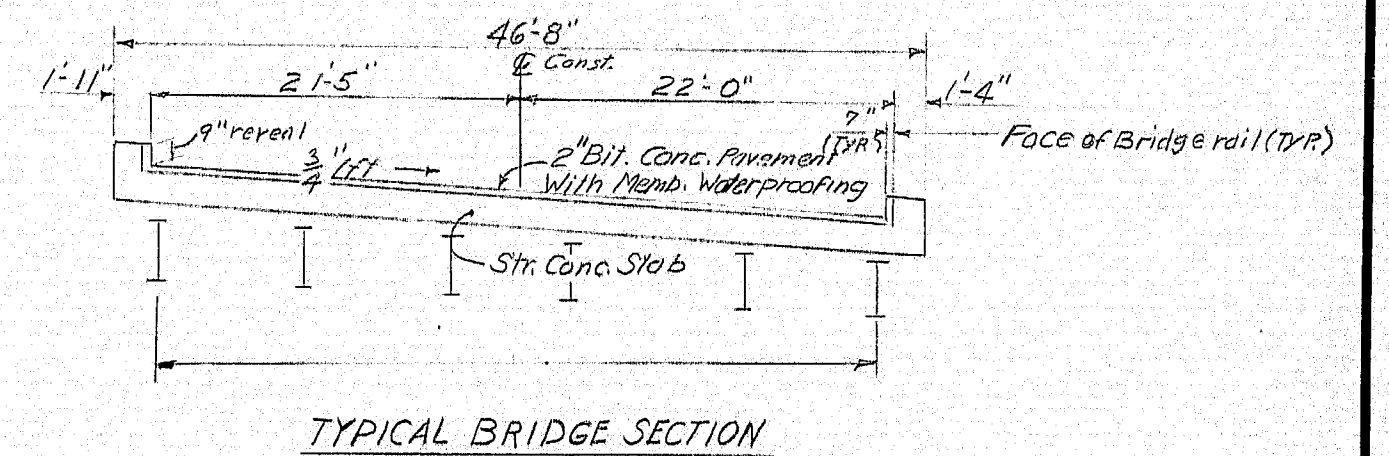
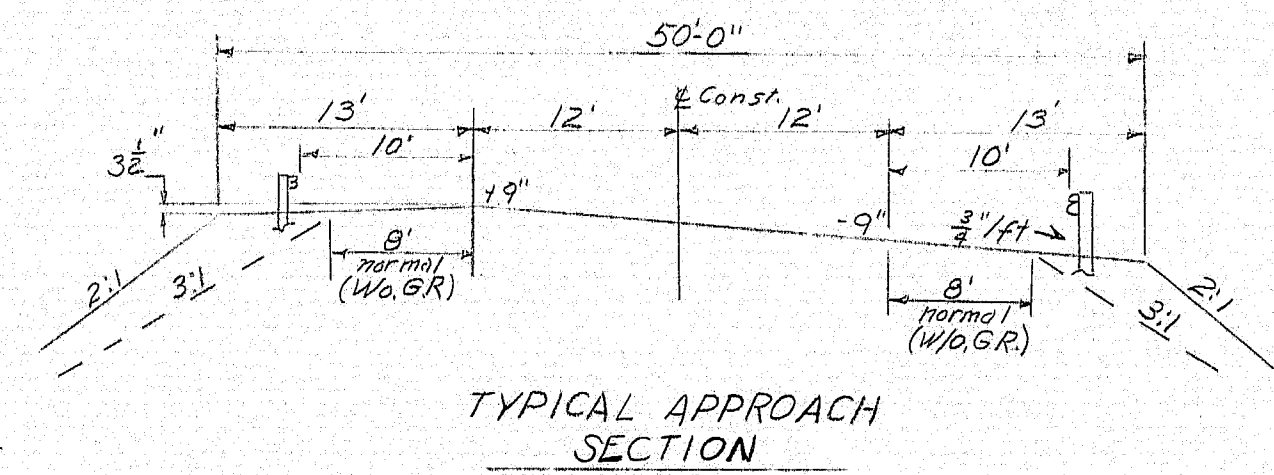
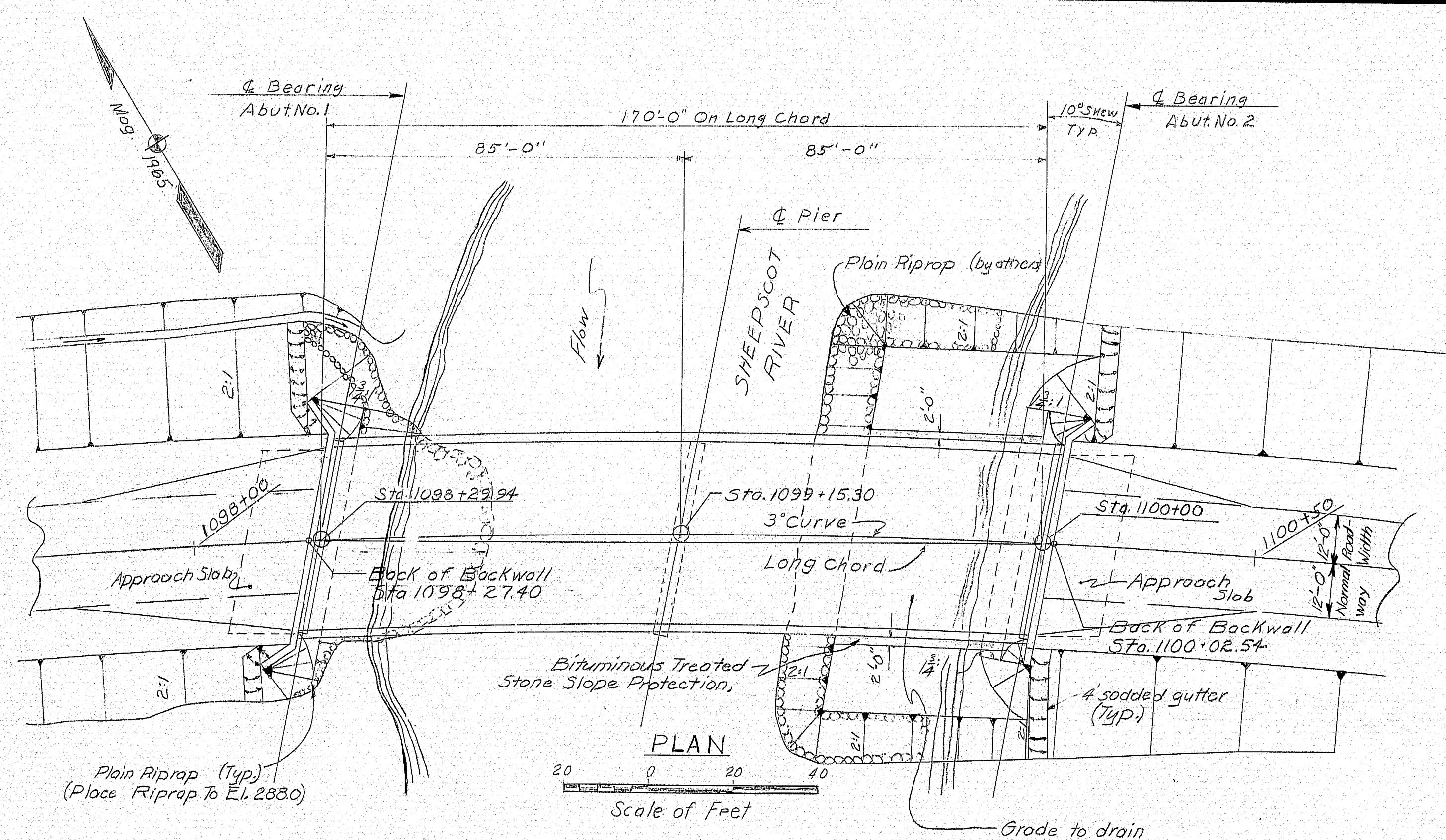
UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1

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

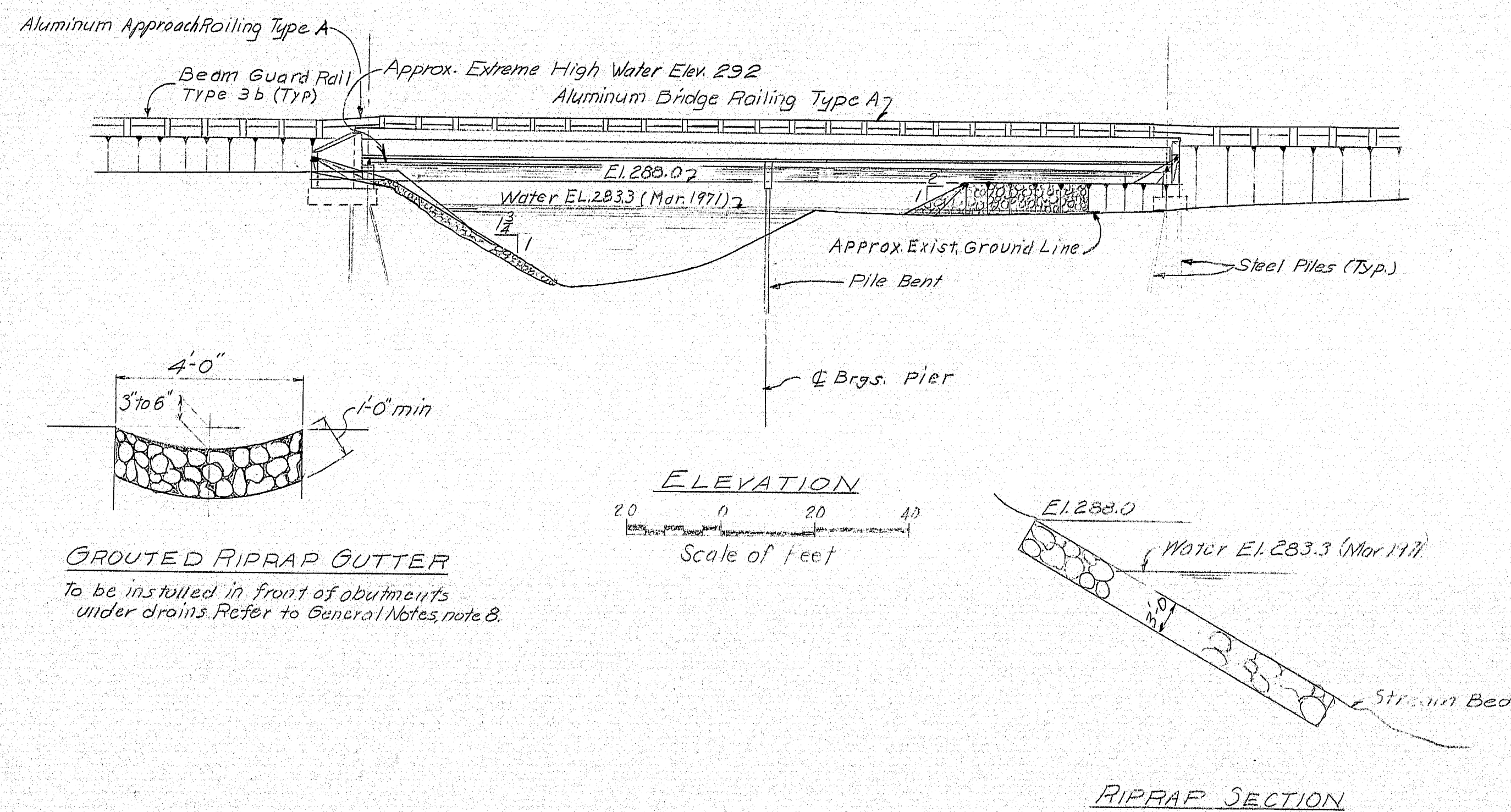
Drainage Area = 24 Square Miles
 $Q_{50} = 2,200$ cfs
Velocity of $Q_{50} = 4$ fps

INDEX OF BRIDGE PLANS

- General Plan
 - Survey
 - Profile
 - Abutment No. 1 Footing & Pile Plan
 - Abutment No. 1
 - Abutment No. 2 Footing & Pile Plan
 - 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



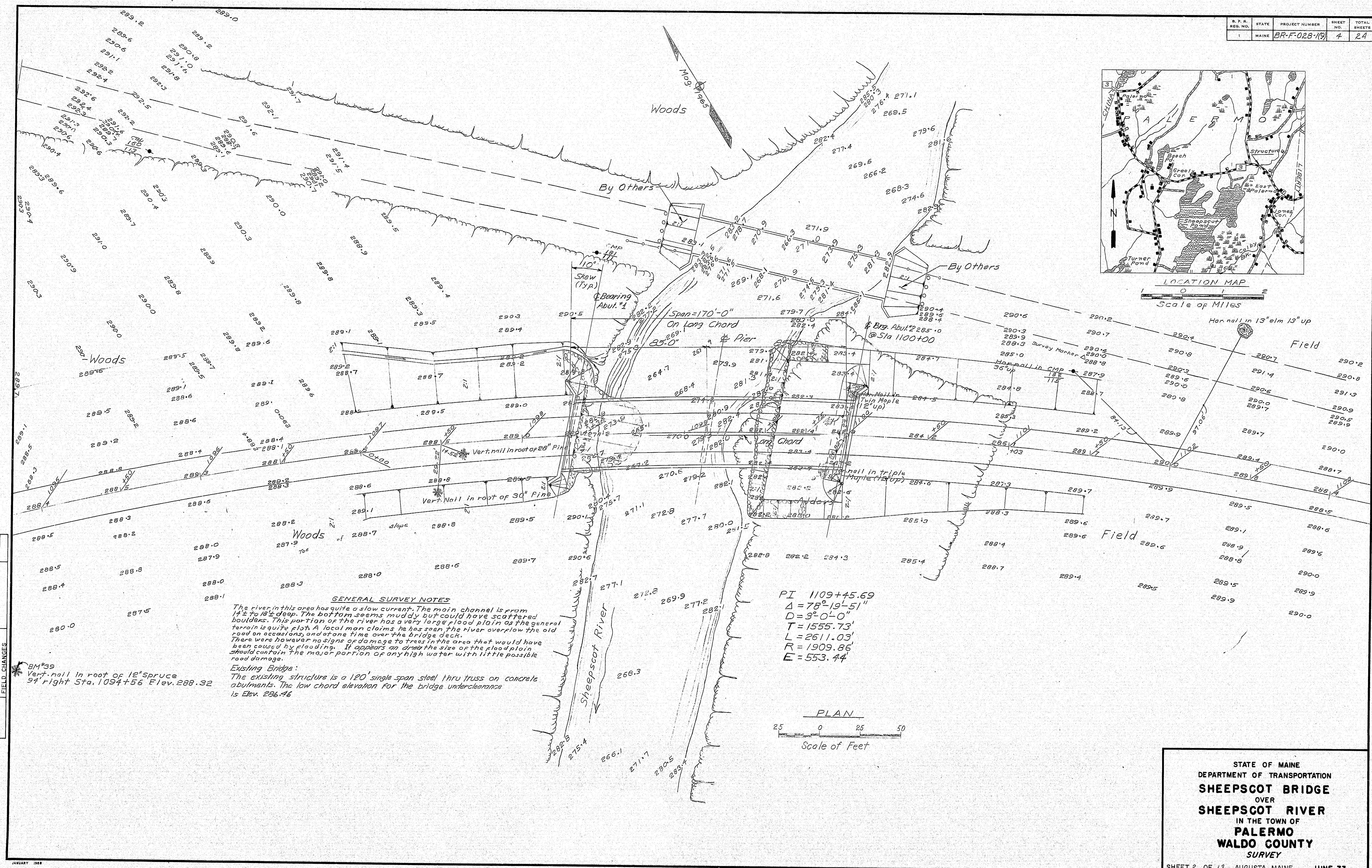
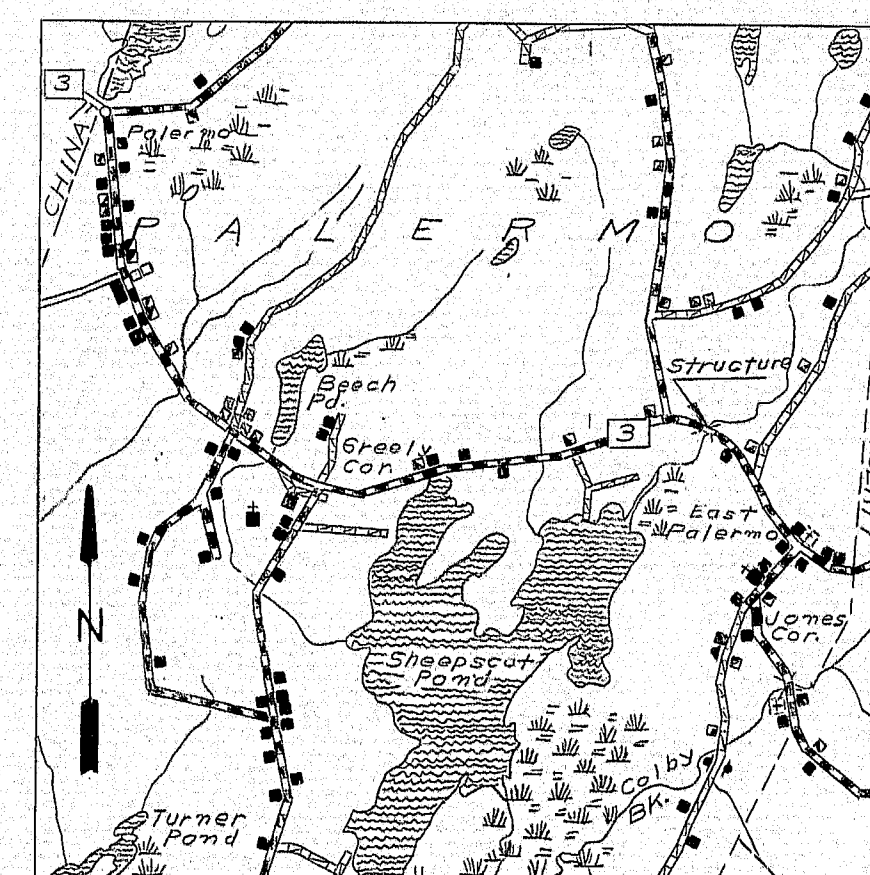
COAST GUARD PERMIT:
NOT REQUIRED

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-028-1(9)	4	24



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

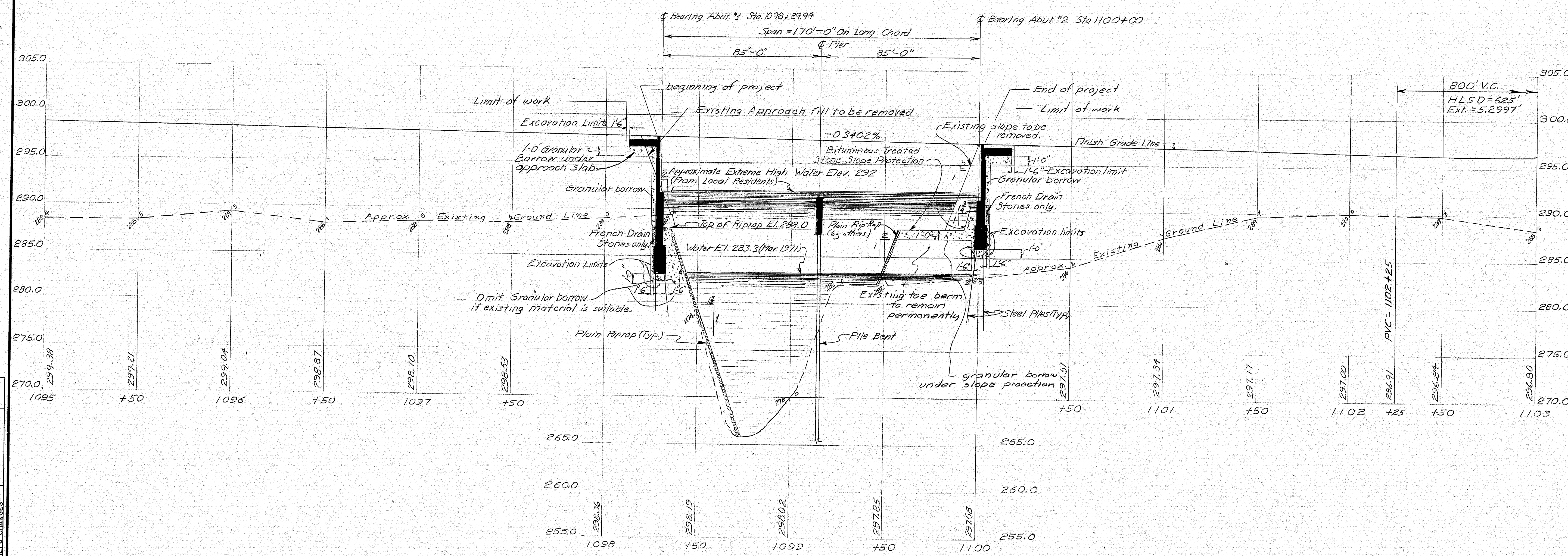
SHEET 2 OF 13 AUGUSTA, MAINE JUNE 73

146-171

By	Date	Plotted	Checked	DESIGN	DETAILS	REVISIONS	FIELD CHANGES
JTF	4-29-71						
OWC	5-12-71						
BY	DATE						
EBC	6-22						
CHK							

PLANS

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	10/27/71
Checked	11/27/71
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 NO.	STATE	SHEET NO.	TOTAL SHEETS
BR-F-028-119	MAINE	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.

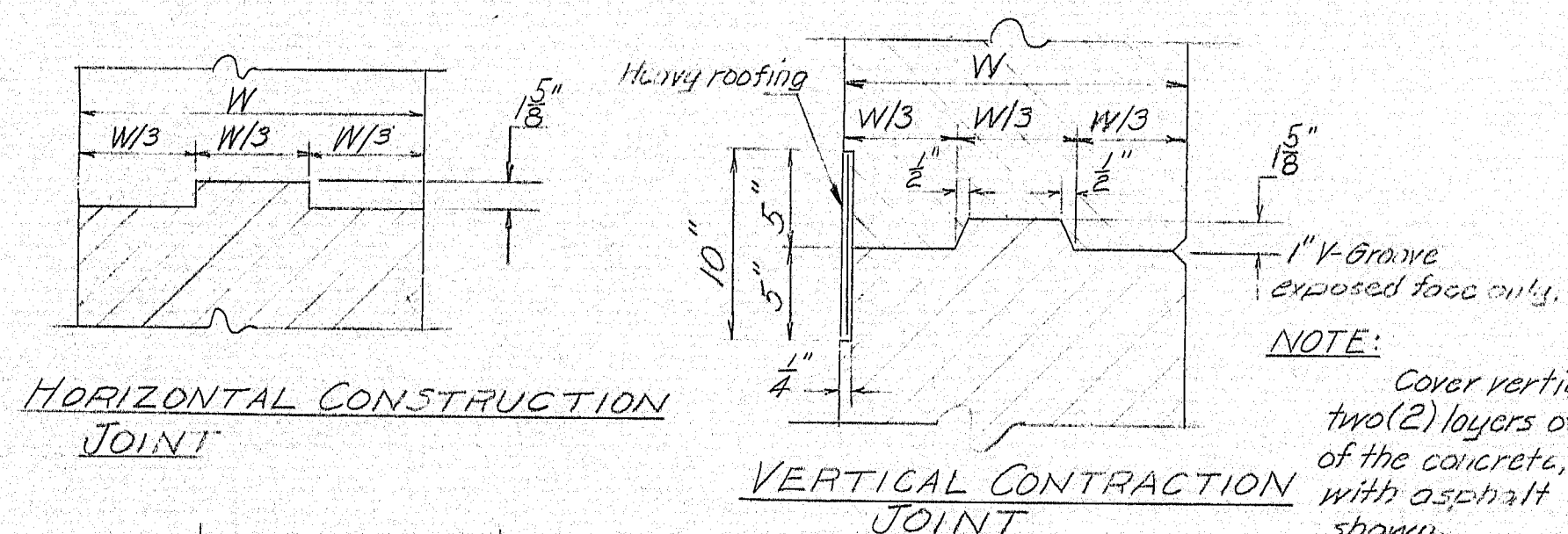
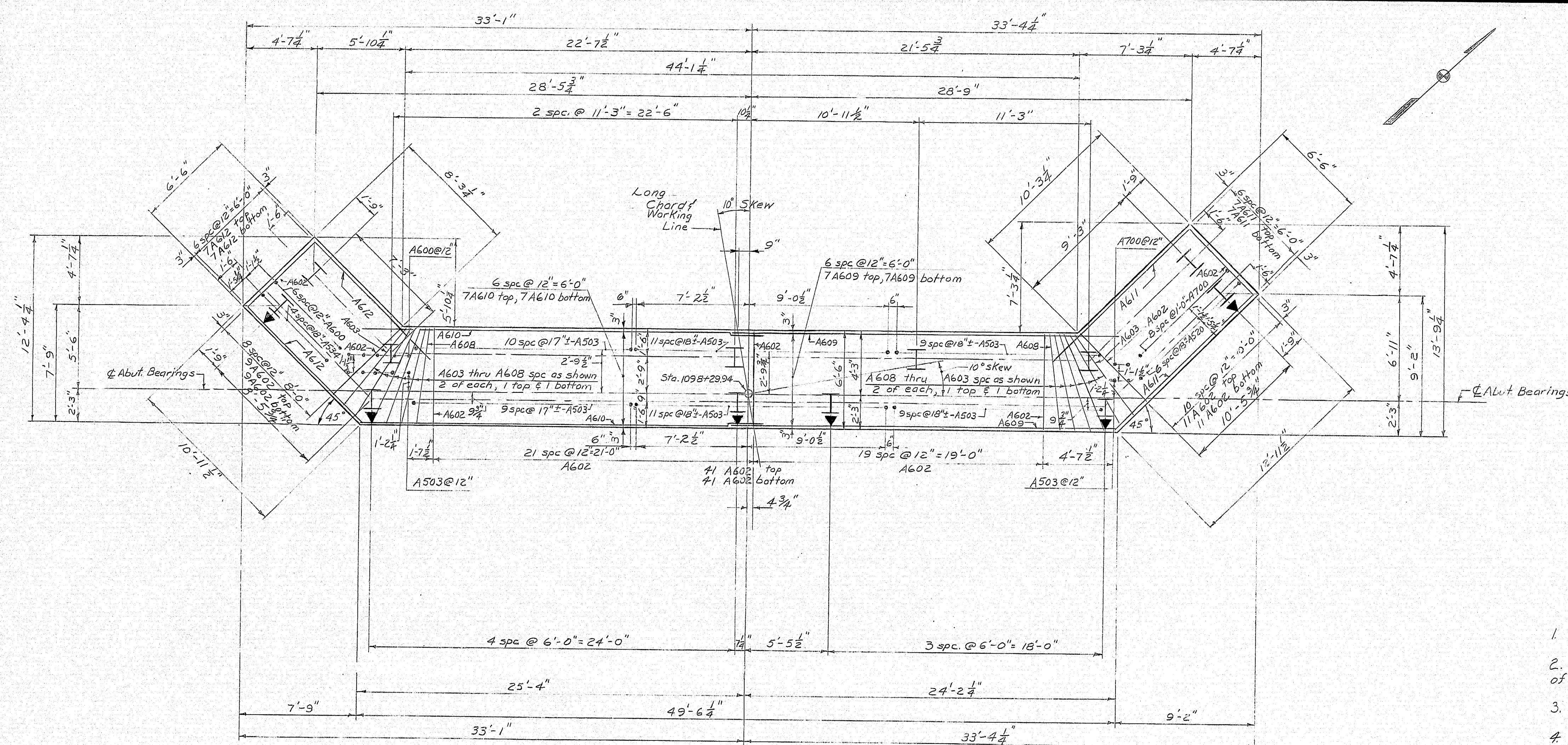
GENERAL ABUTMENT NOTES

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.

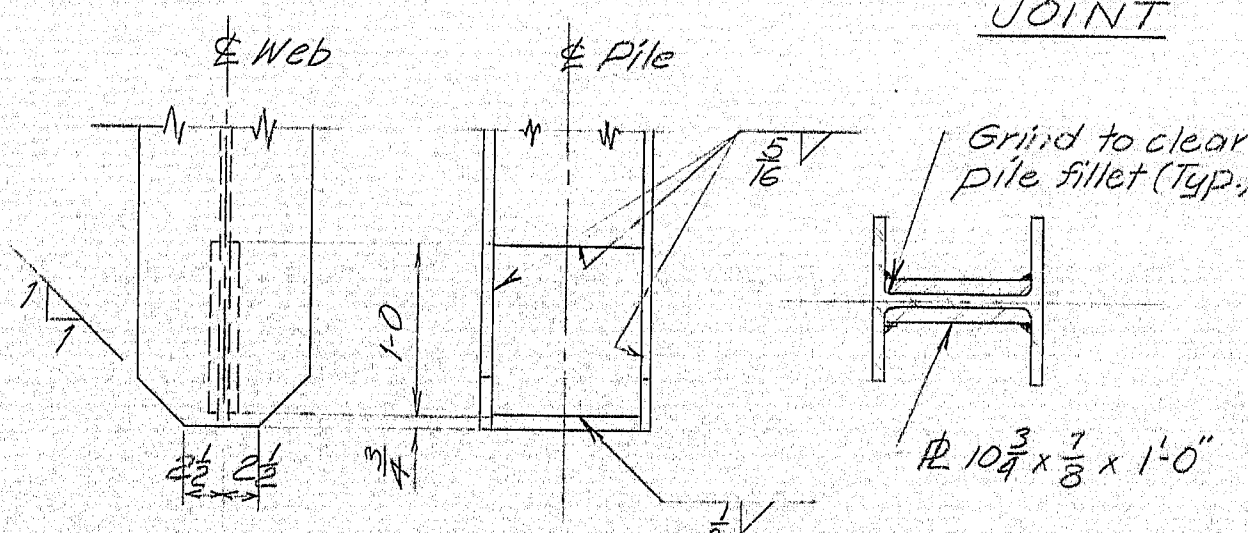
KEY
spc = spaces

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

146-173



NOTE:
Cover vertical contraction joints on back with two (2) layers of heavy roofing 10" wide. Coat the surface of the concrete, and each layer of roofing as applied with asphalt flashing cement. Recess area $\frac{1}{4}$ " as shown.



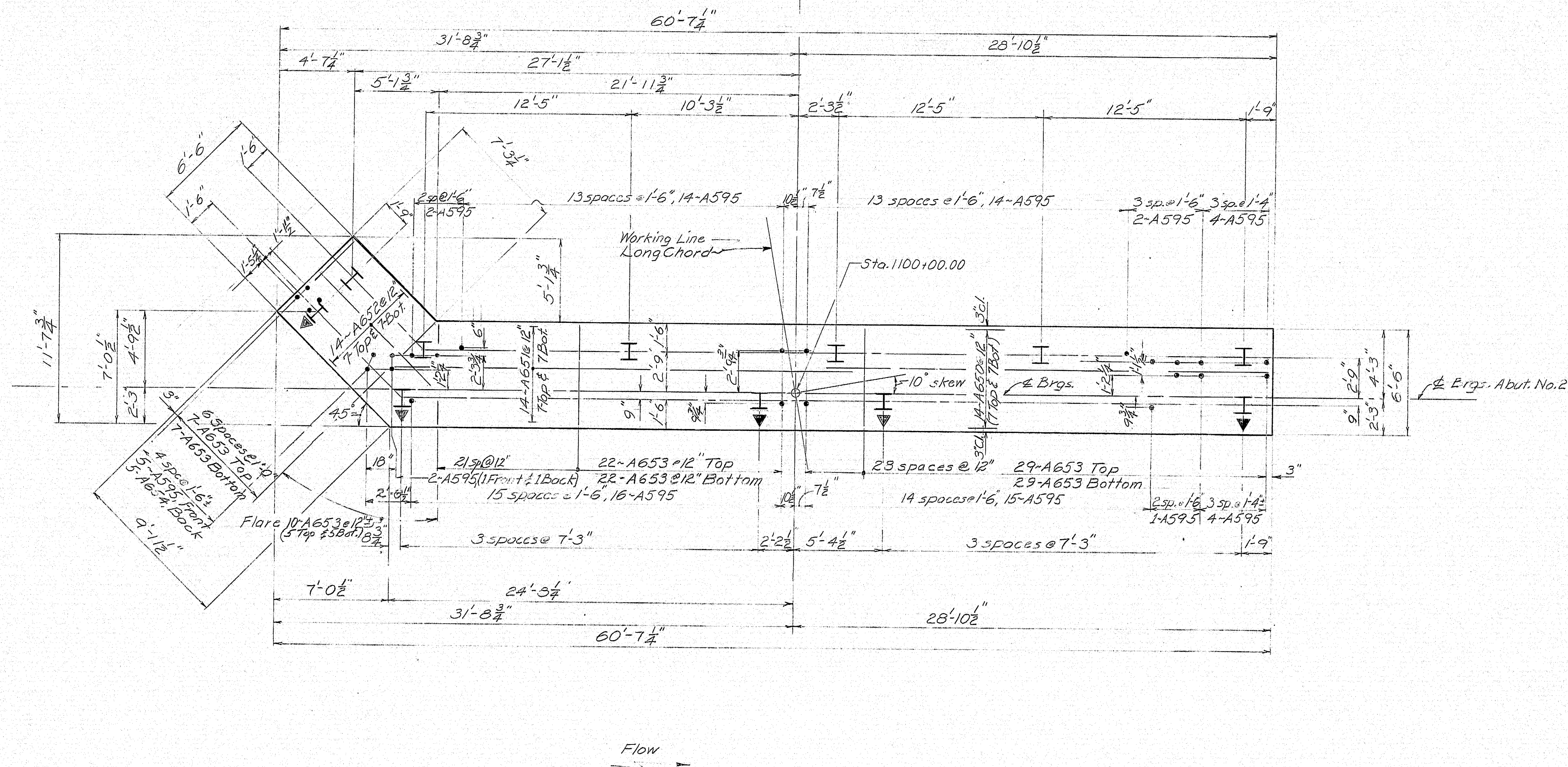
POINTED REINFORCED PILE TIP
Plates may be shop or field welded

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 - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
3/73	DEW	EBC	CMK		
6-73					

PLANS

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 2 of bar.
For pile notes see Sheet No. 4
For reinforced pile tips see Sheet No. 4

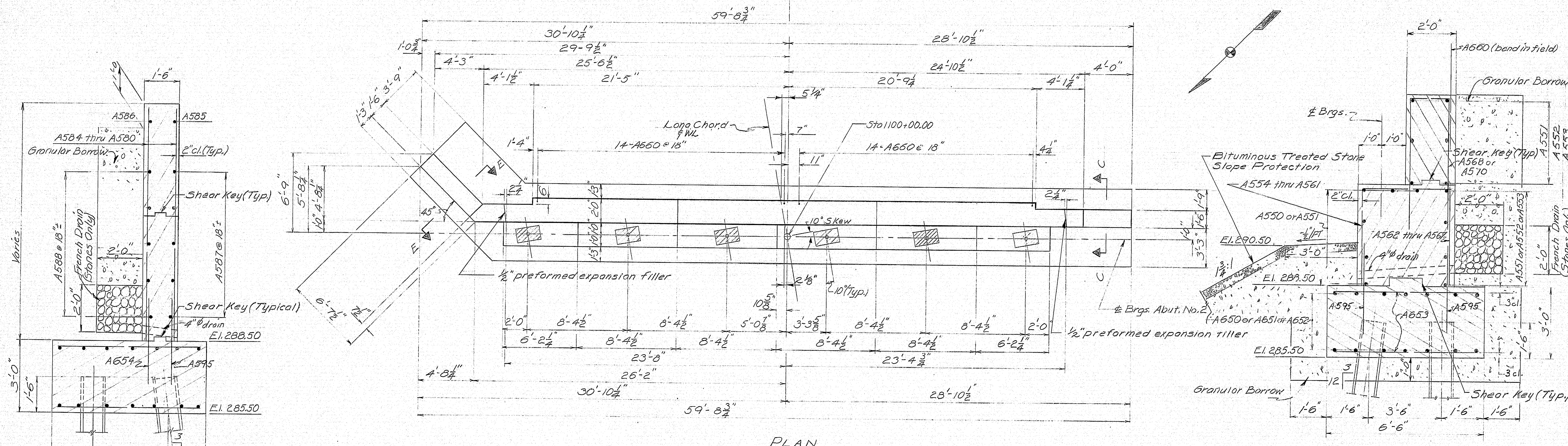
LEGEND
sp. = space
Bar = Bottom

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	BY	DATE
	CHECKED	EBC/CMR	5-72
	REVISIONS	CMR	6-72
	FIELD CHANGES		

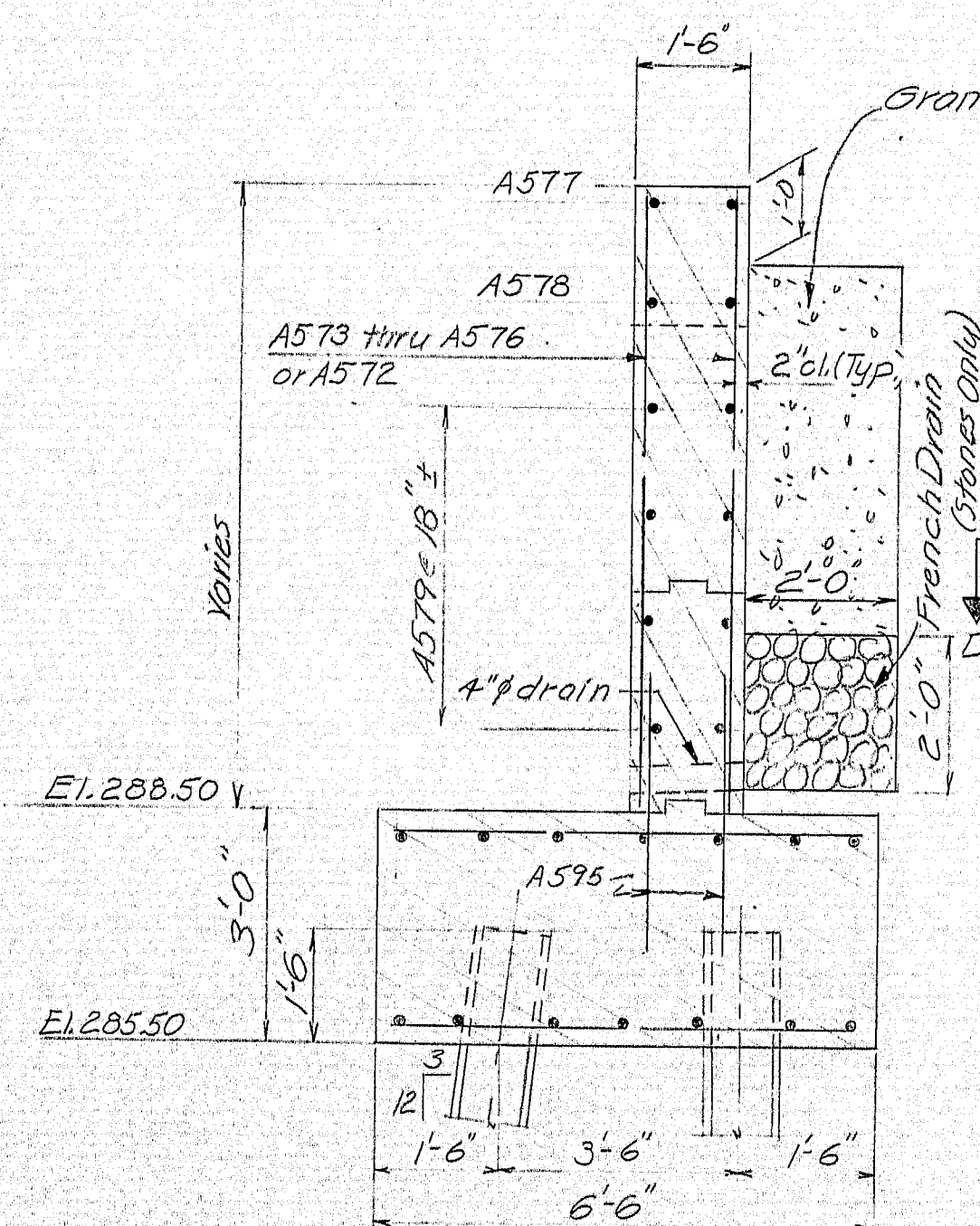
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	BR-F02B-119	9	24



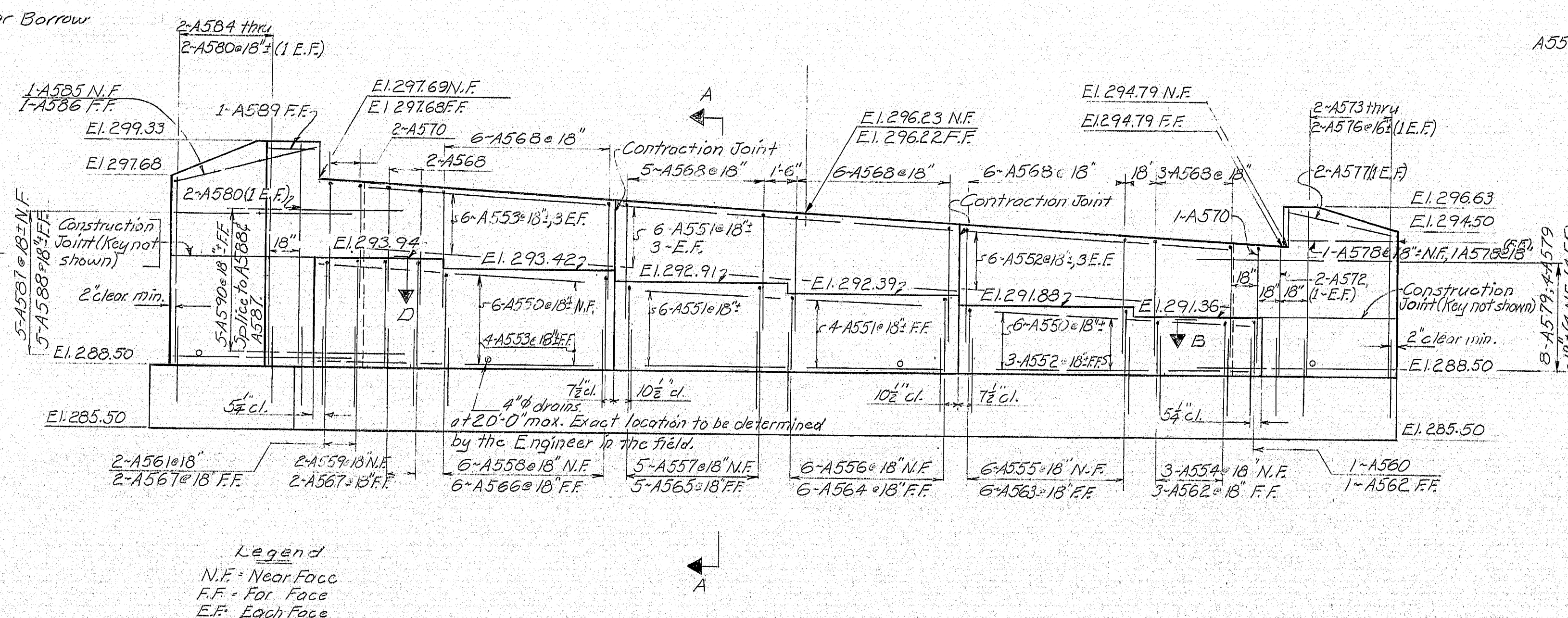
PLAN

SECTION E-E

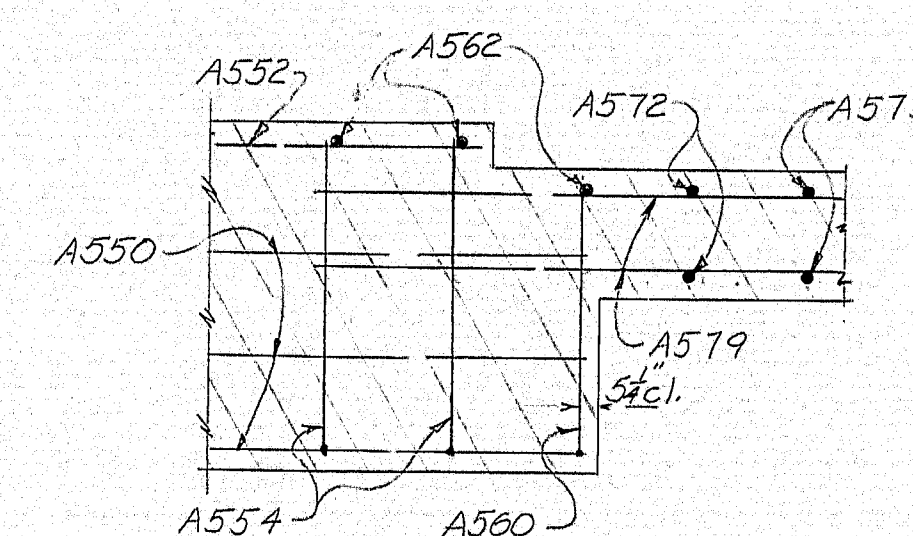
SECTION A-A



SECTION C-C

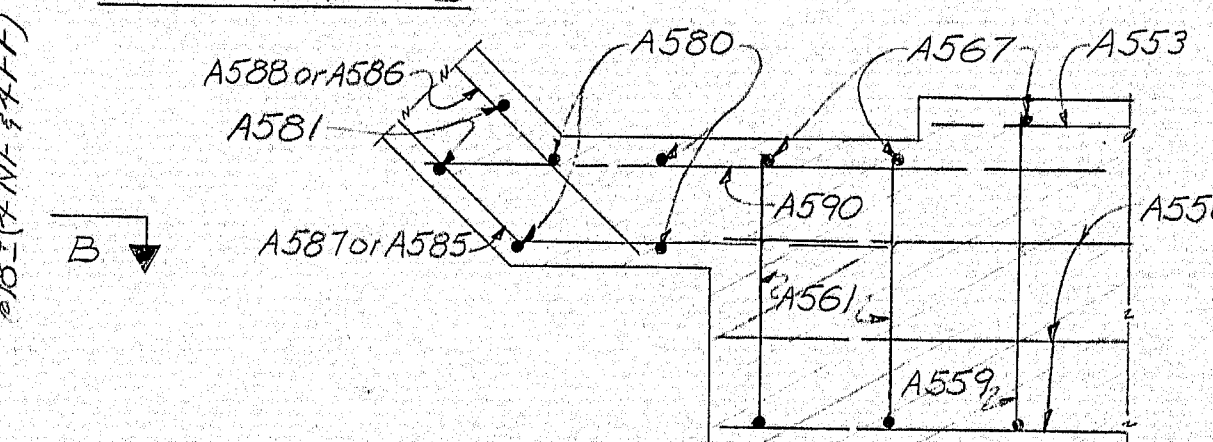


ELEVATION



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

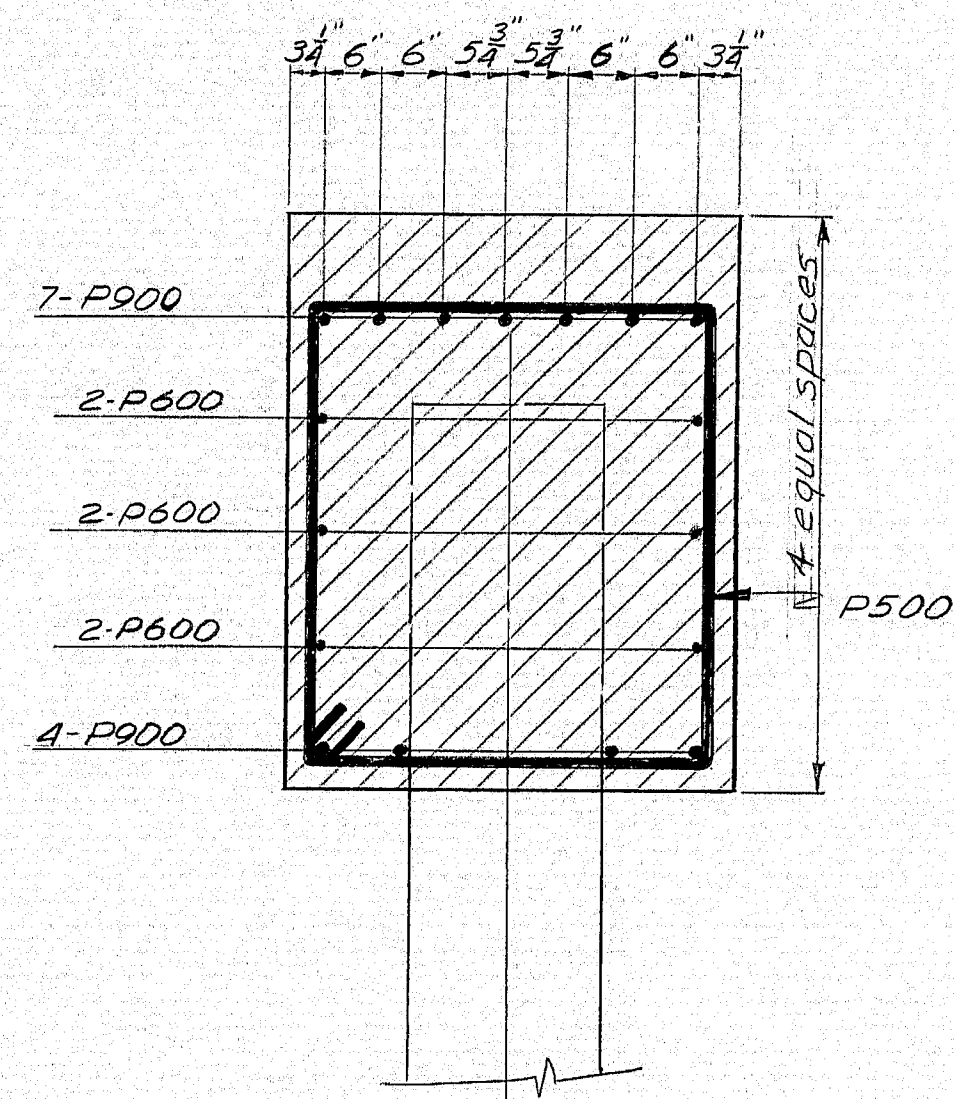
146-176

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

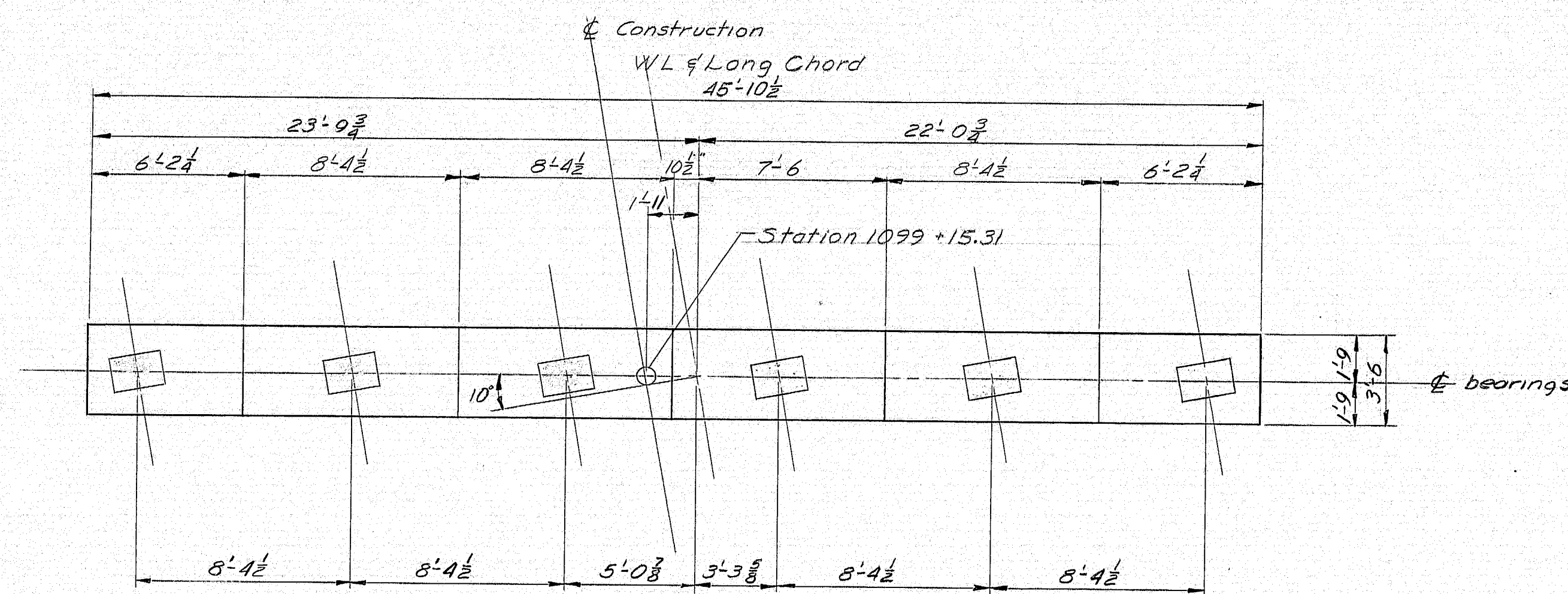
PLANS

JANUARY 1988

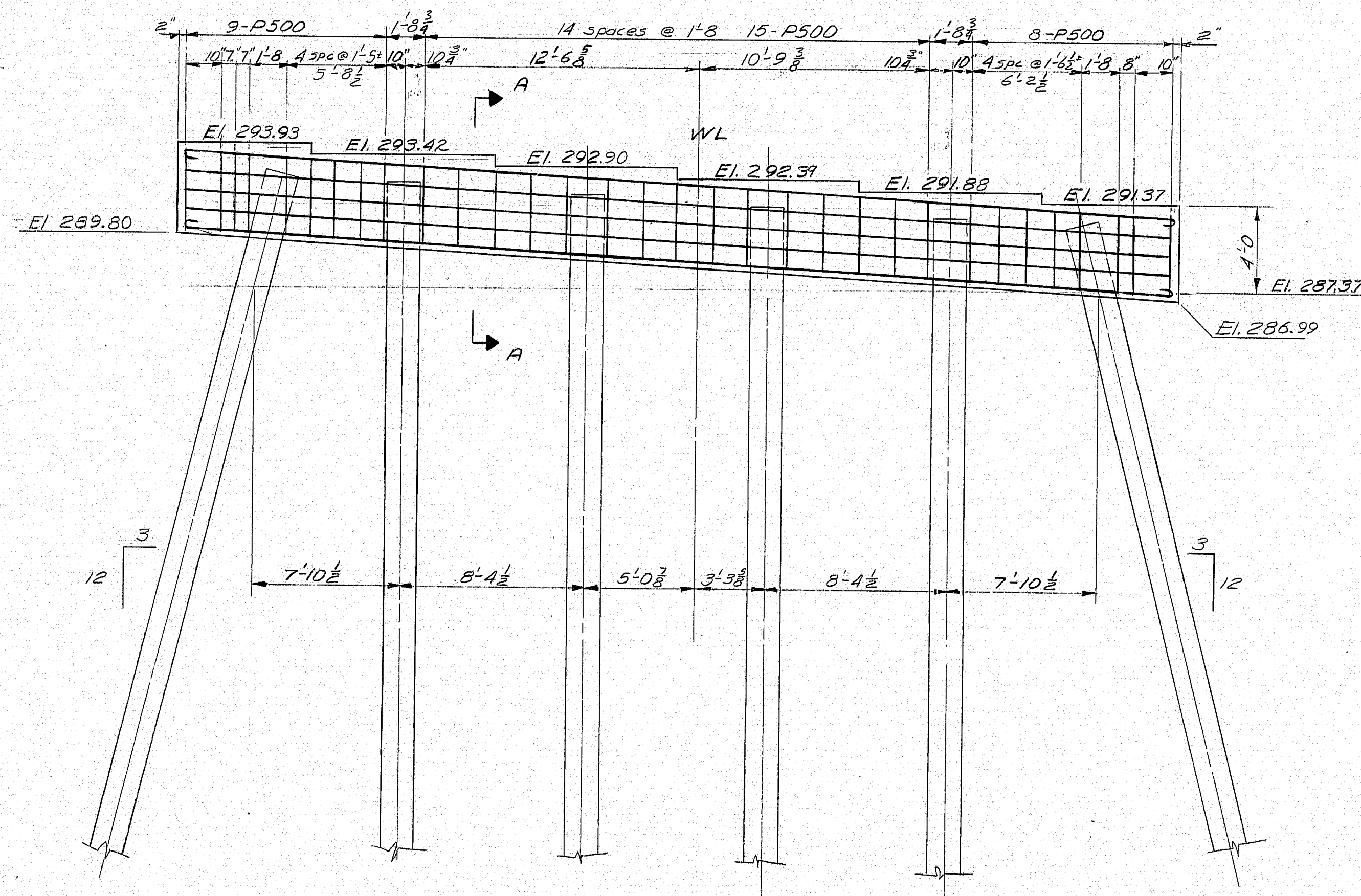
F.R.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-F028-1(9)	10	24



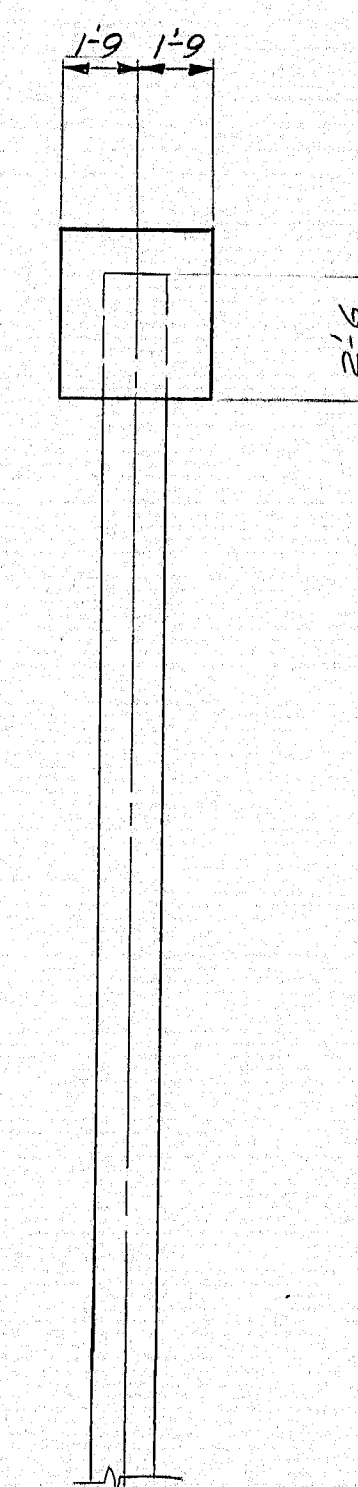
SECTION A-A



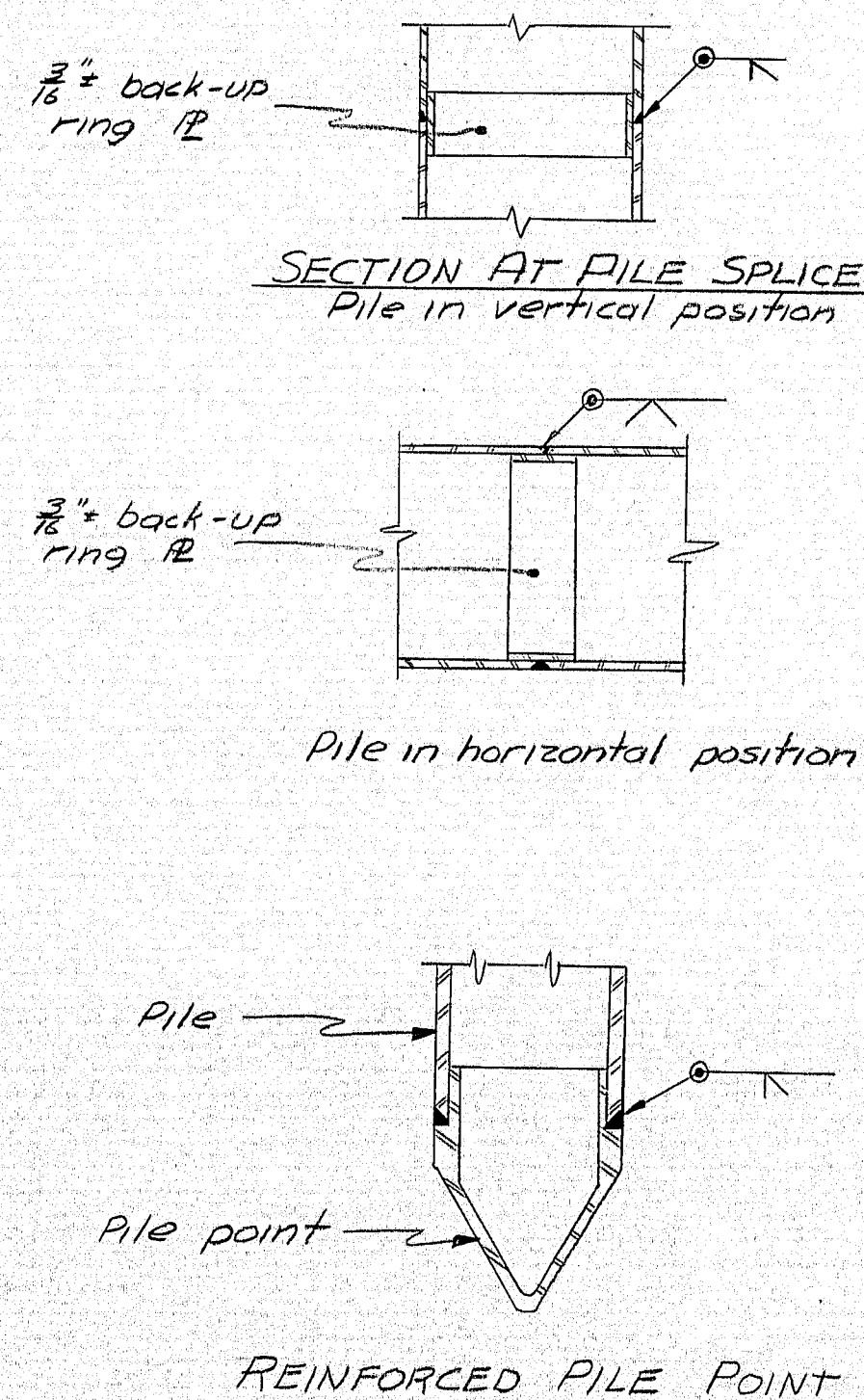
PLAN



ELEVATION



END ELEVATION



REINFORCED PILE POINT

PIER NOTES

1. Chamfer all exposed edges of concrete $\frac{3}{8}$ " 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
 of elevation 287.00
 Stream Flow - Velocity of 5 feet per
 second skewed at 0° to longitudinal
 of the pier
 Wind - 100 MPH
 Ice - 6" thick producing 400 psi. Ice
 pressure skewed at 0° to the
 longitudinal of the pier at elev-
 ation 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.

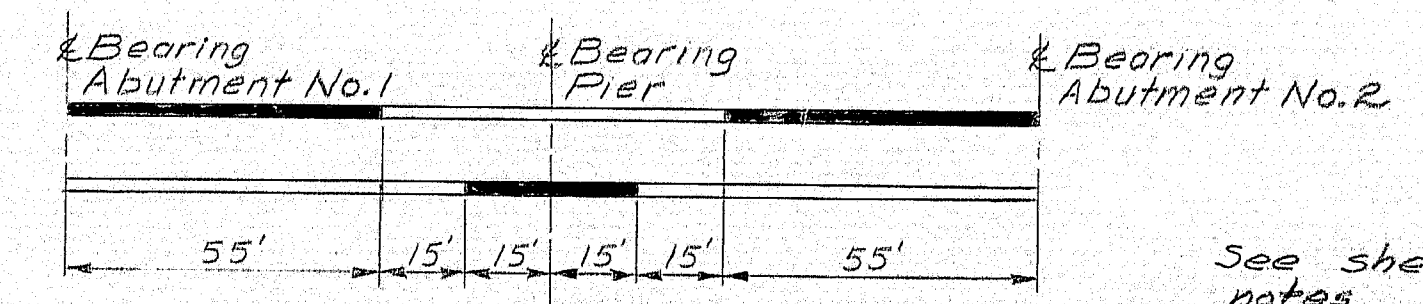
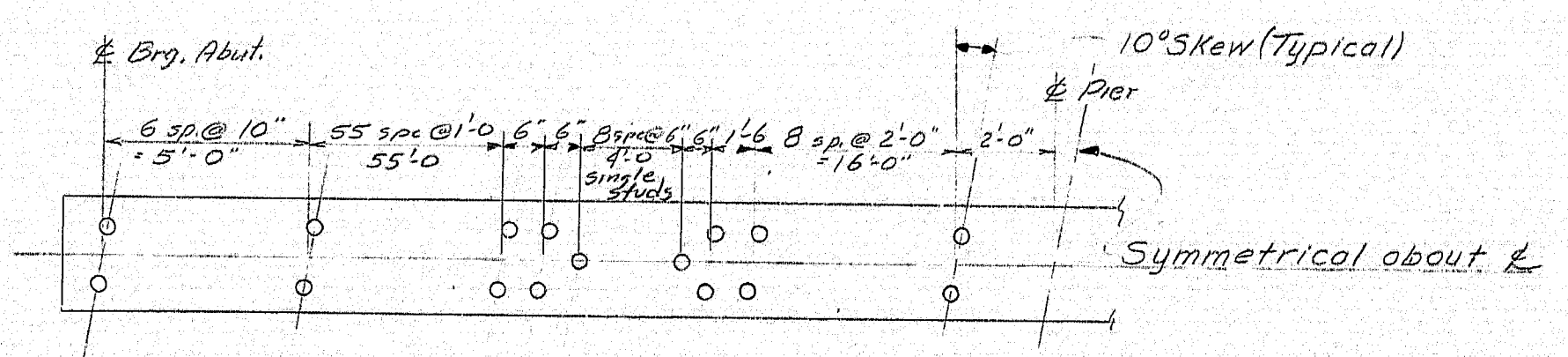
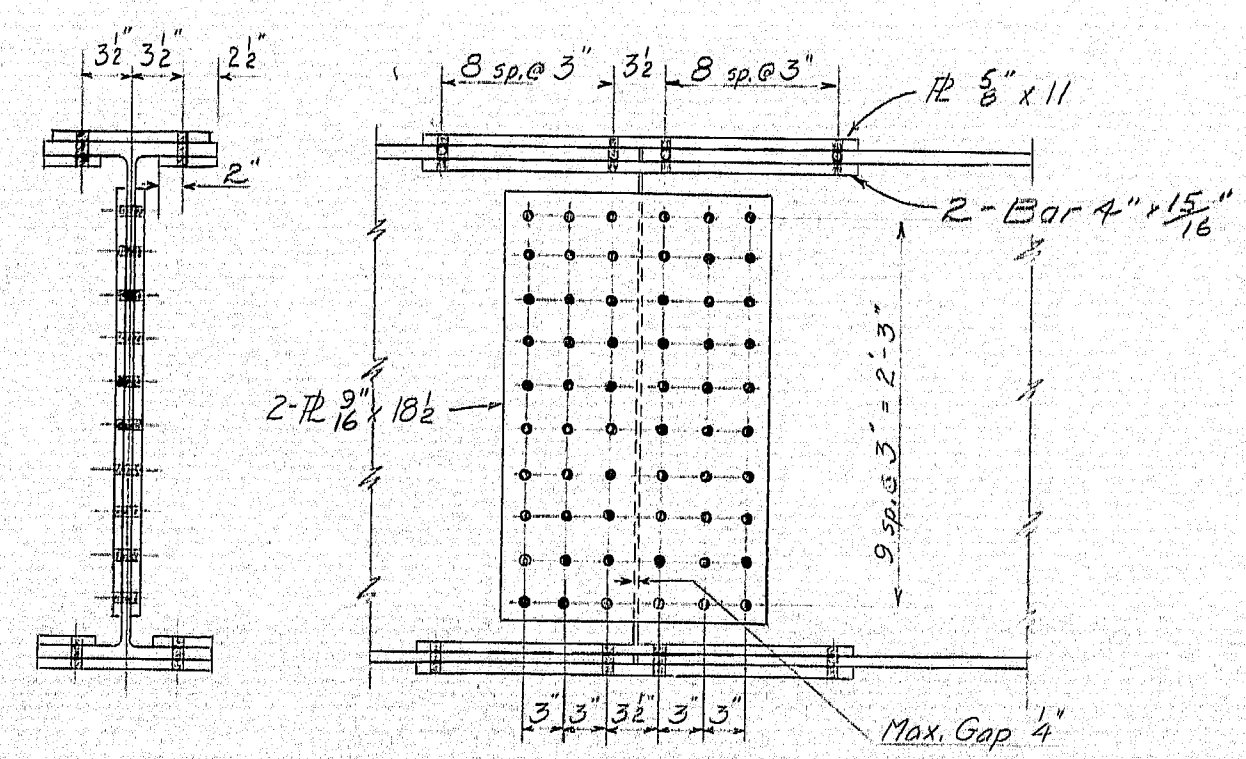
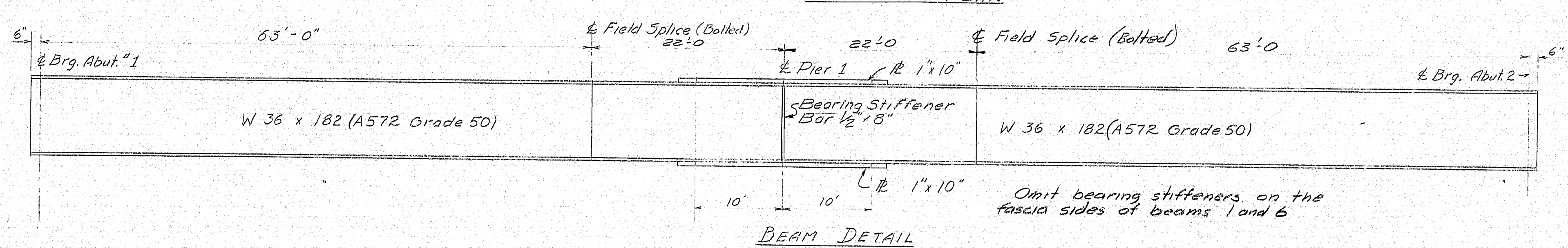
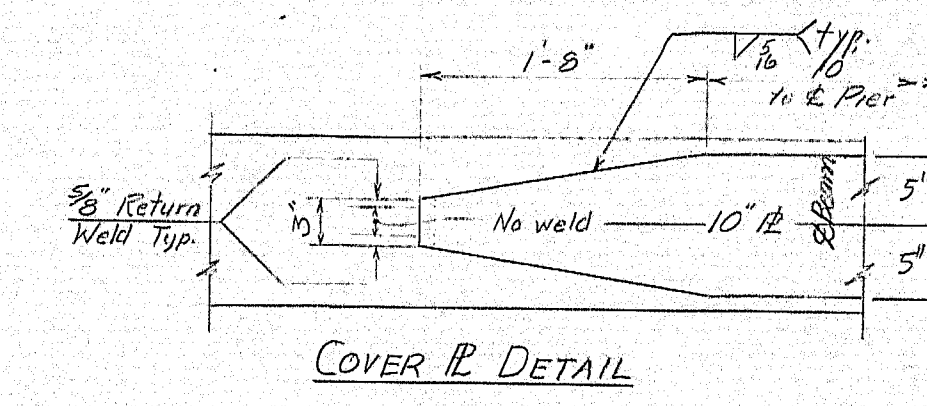
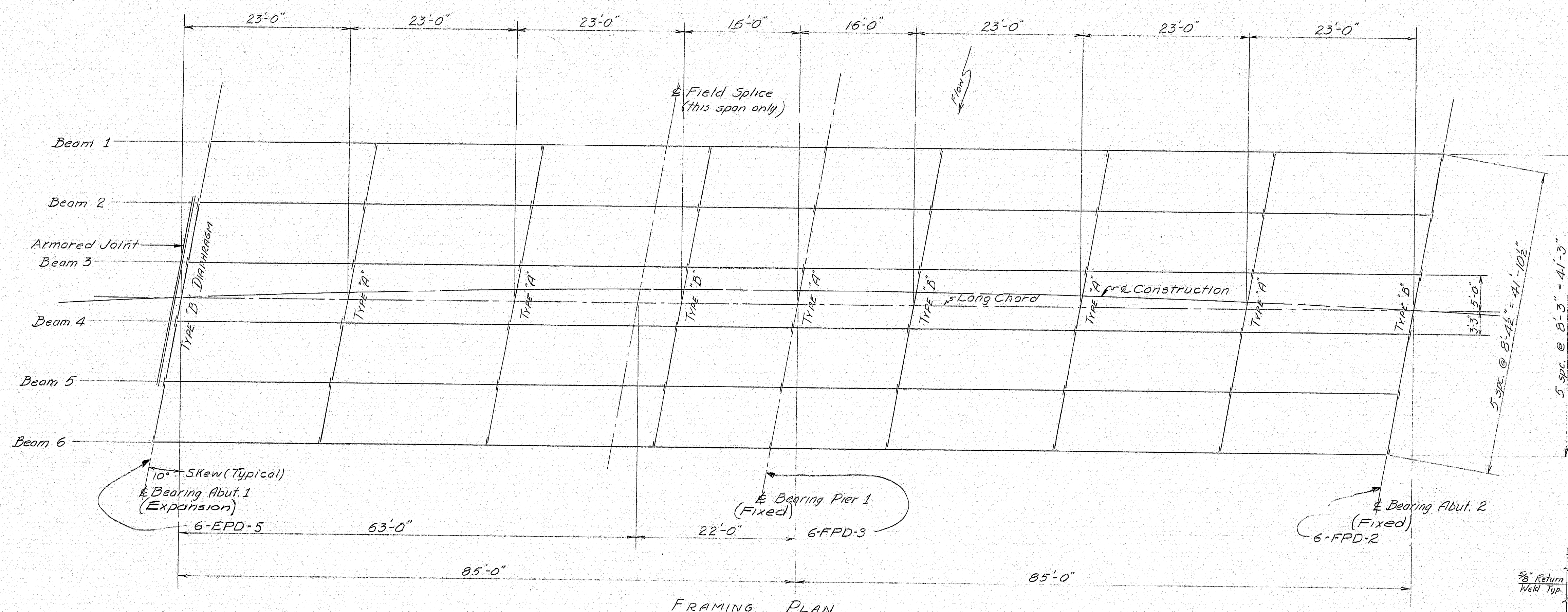
DATE	BY	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
3-73	ERC	ERC	CMR		
6-73					

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

146-177

S. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-F-028-19	11	24



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

REFERENCES
Bearing Pedestals ----- BD 100-71
Shear Connectors ----- BD 104-71
Armored Joint
Drains

Bottom of Slab & Camber Diagrams see Sh 10

See sheet 10 for structural steel notes

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

146-178

PLANS	DESIGN-DETAILED	CHECKED	BY	DATE
	EC	EC	EC	6-73
	REVISIONS			
	FIELD CHANGES			

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

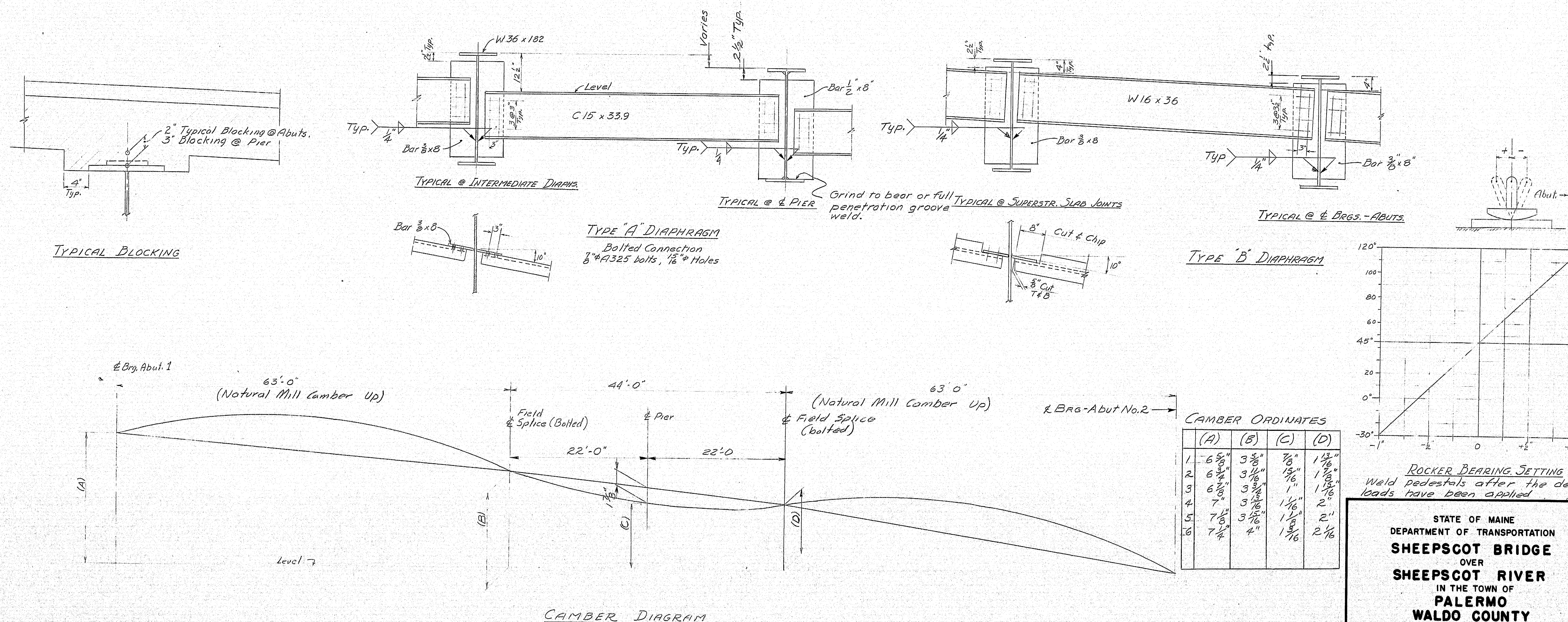
Beam	@ Pier 0	+5'	+15'	+25'	+35'	+45'	+55'	+65'	+75'	@ Brg. Abut. 2 +85'
1	298.29	298.27	298.27	298.28	298.29	298.29	298.28	298.24	298.19	298.13
2	297.78	297.76	297.76	297.77	297.78	297.78	297.76	297.73	297.67	297.61
3	297.26	297.25	297.25	297.25	297.27	297.27	297.25	297.21	297.16	297.10
4	296.75	296.74	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

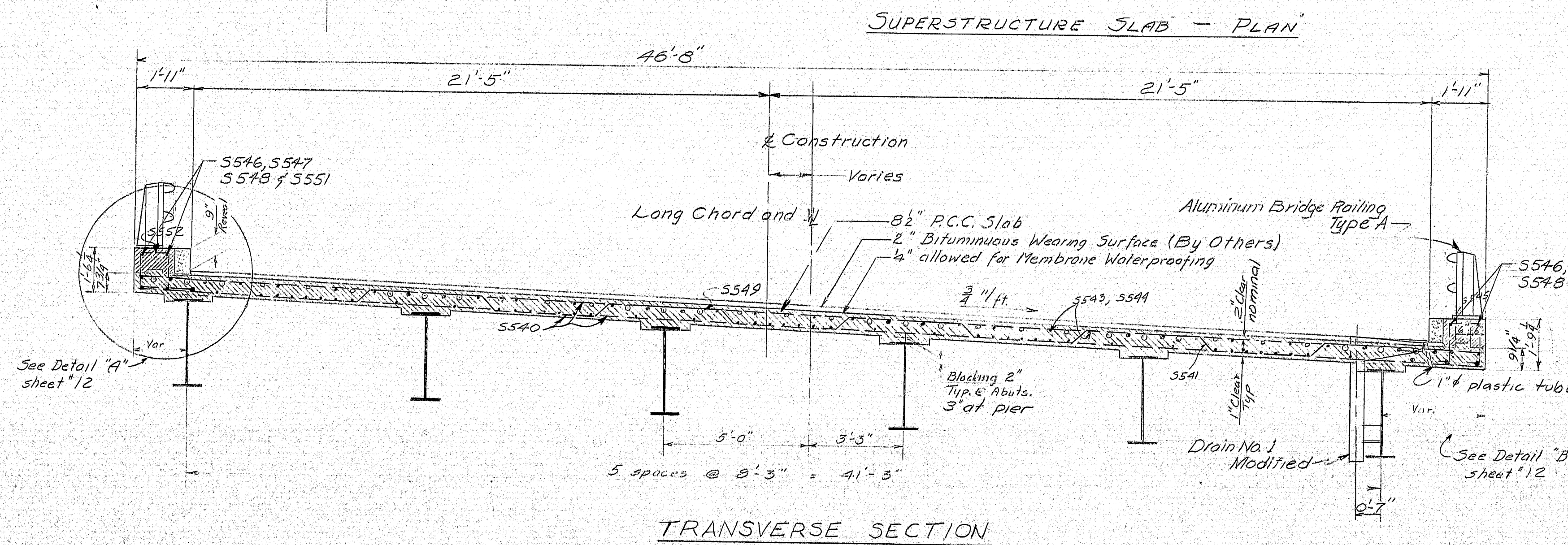
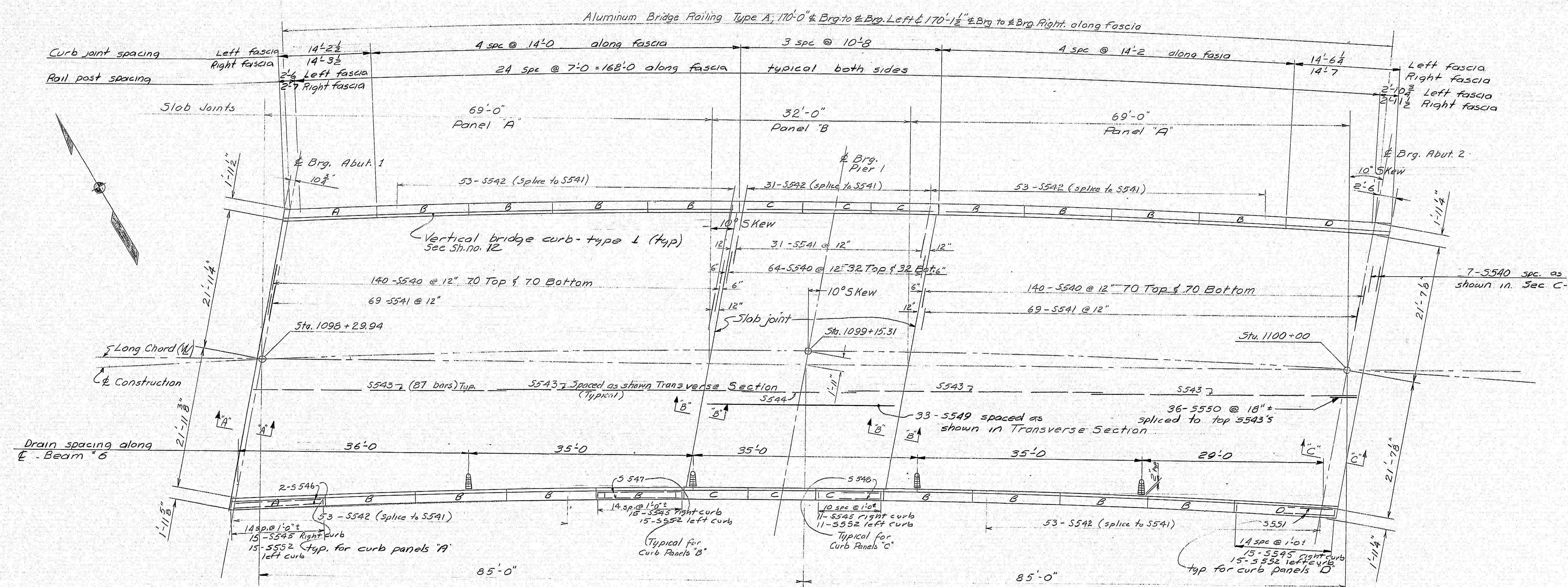
- To compensate for dead load deflections, as well as possible irregularities in beams, set the bottom of slab elevation at points indicated before any of the slab formwork is started.
- The beams shall be cambered as shown on the camber detail to compensate for dead load deflections.
- All beams, cover 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	
					NO.	DESCRIPTION
			EC	ABF	6-73	
			CMR			

S. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-F-028-1(3)	13	21



- GENERAL NOTES**
- Form 1" V-groove on outside face of curb at each vertical contraction joint as shown.
 - At curb contraction joints, break bond between concrete surfaces by a method to be approved by the Engineer.
 - 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.
 - Chamfer all exposed edges of concrete 1/2".
 - All reinforcing bars to have 2" clear unless otherwise noted.
 - Minimum bar splice = 36 bar diameters.
 - 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. B-B shall be omitted.
Panel Placement - All panels "A" shall be placed first. Two days shall elapse between successive placements of panels "A" & "B".
 - Set retarding admixtures shall be used when authorized by the Engineer and in accordance with the construction specifications.
 - Curb panels similar both sides of bridge.
 - For sections A-A, B-B, C-C and details A+B see sheet 12.
 - For Drain & Amored Joint details, see Standard Detail BD 104-71.
 - Refer to sheet BD 114-73 for rail details.
 - Mortar for bedding and for joints in the granite curb shall contain an approved non-shrink additive.
 - Place 1 inch diameter plastic tube drains at 5 foot intervals along the curb of the low side of the superstructure and as described in subsection 502.17.
 - 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

146-180

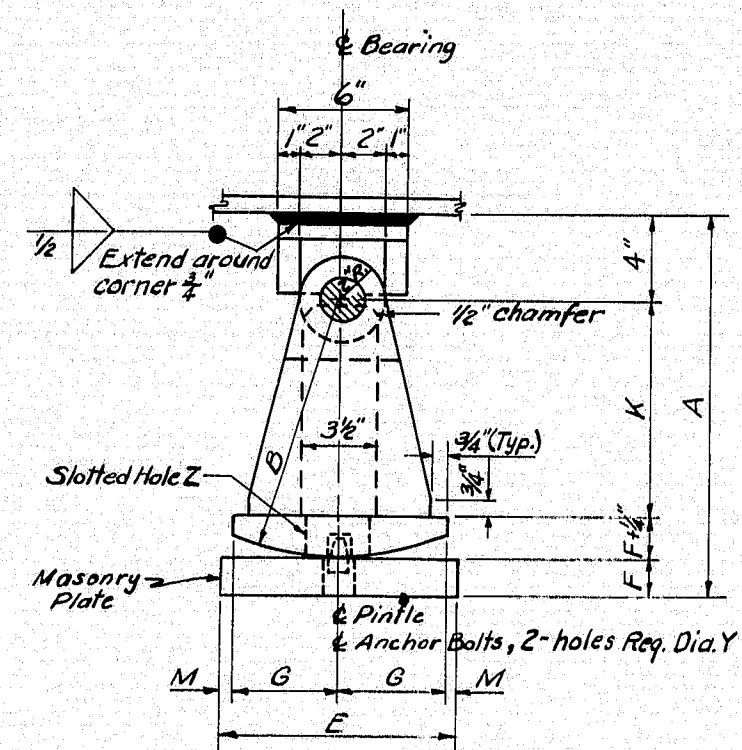
PLANS	DESIGN - DETAILED	CHECKED	BY	DATE
	ERC	CMR	EDF	6-72
	REVISIONS			
	FIELD CHANGES			

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
			<u>ABUTMENT NO.1</u>				<u>ABUTMENT NO.2</u>				<u>SUPERSTRUCTURE</u>					<u>ABUTMENT NO.1</u>										
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													<u>ABUTMENT NO.2</u>										
A516	1	1'-8	East Wing																							
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				<u>PIER</u>	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

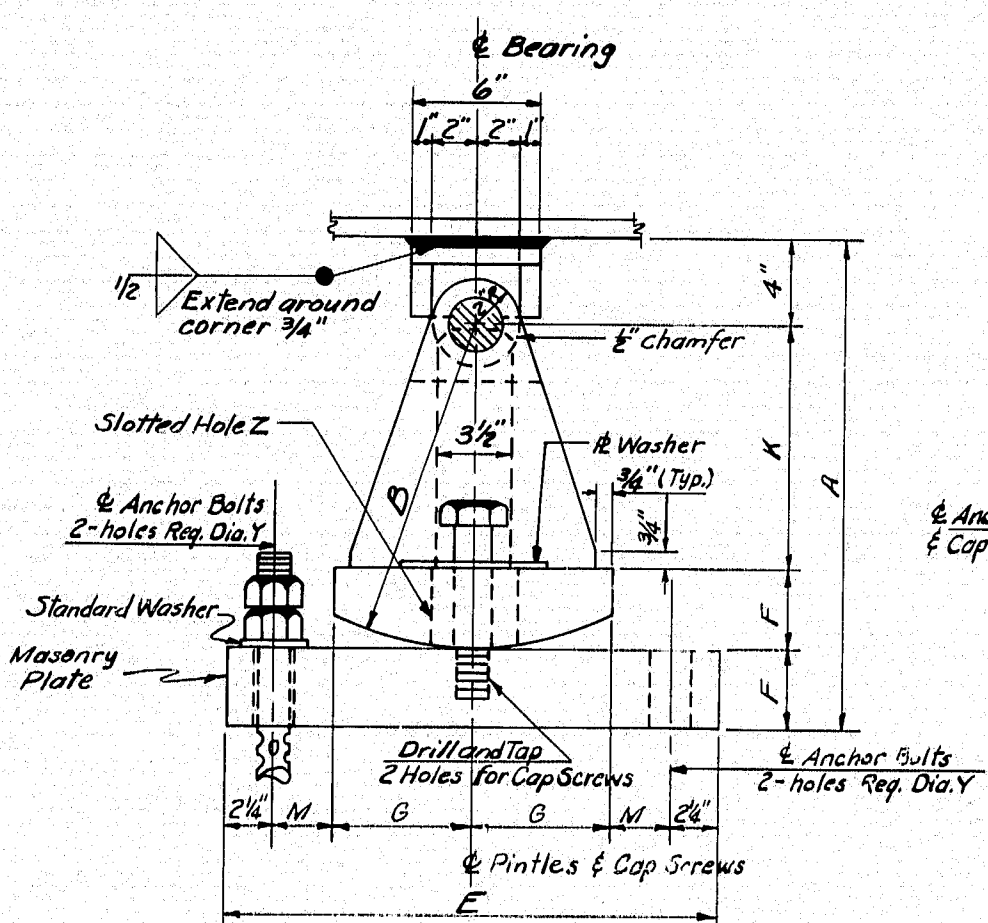
GENERAL NOTES

1. 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
2. Letter of Marks A, P & S locates bars of Abutments, Piers, and Superstructure parts respectively.

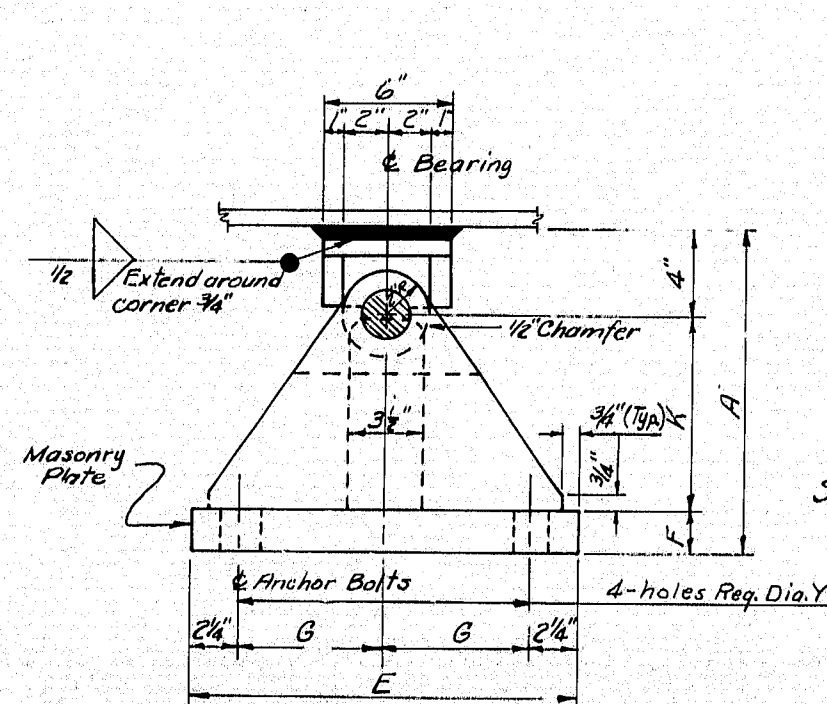
146-182



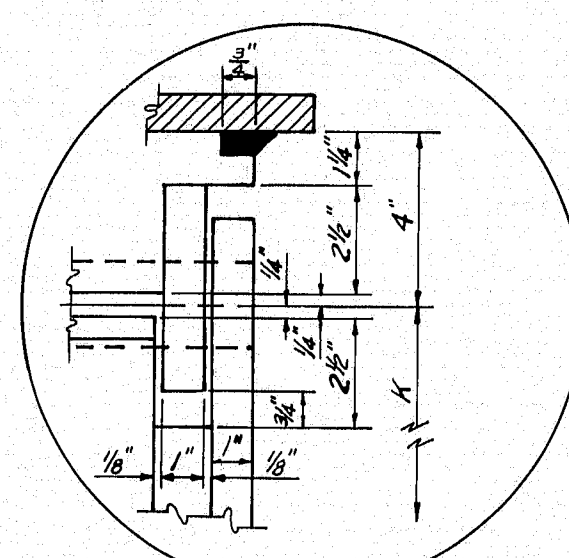
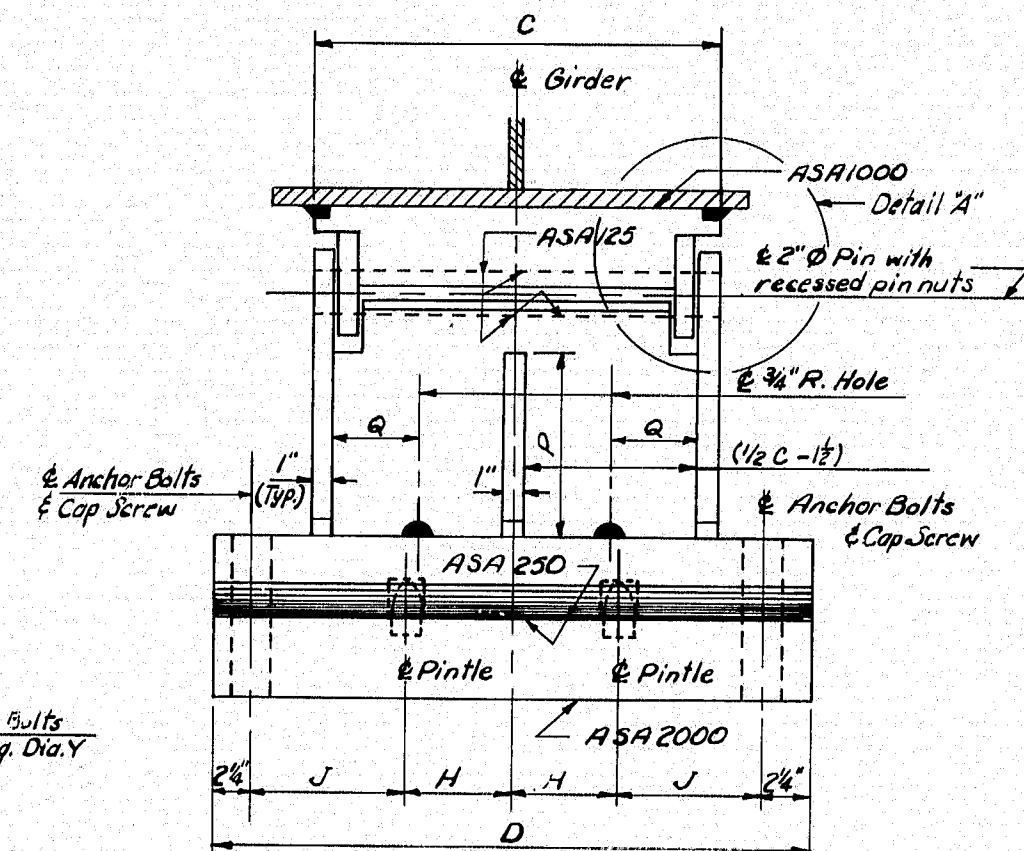
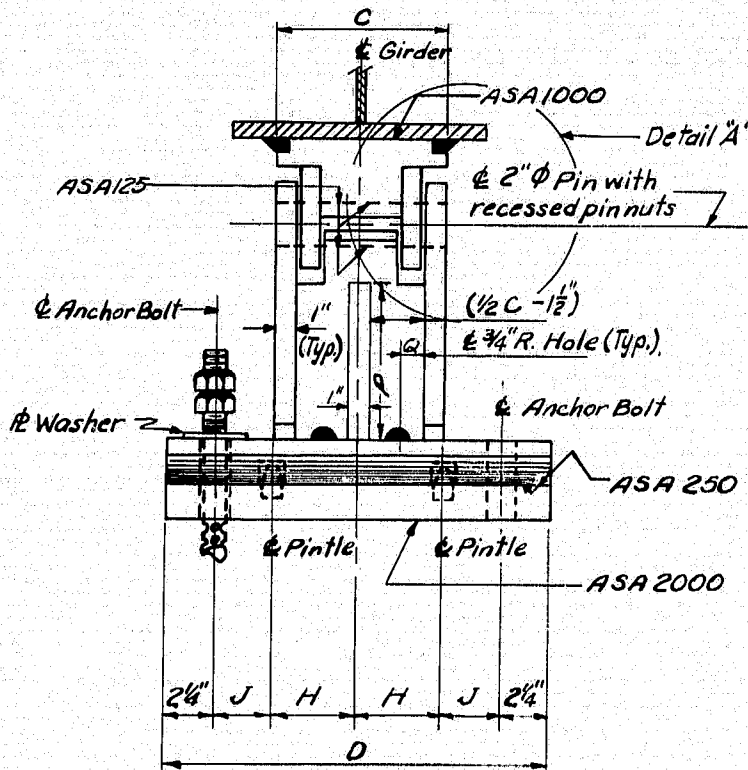
EXPANSION PEDESTAL — EPD



EXPANSION PEDESTAL — EPE

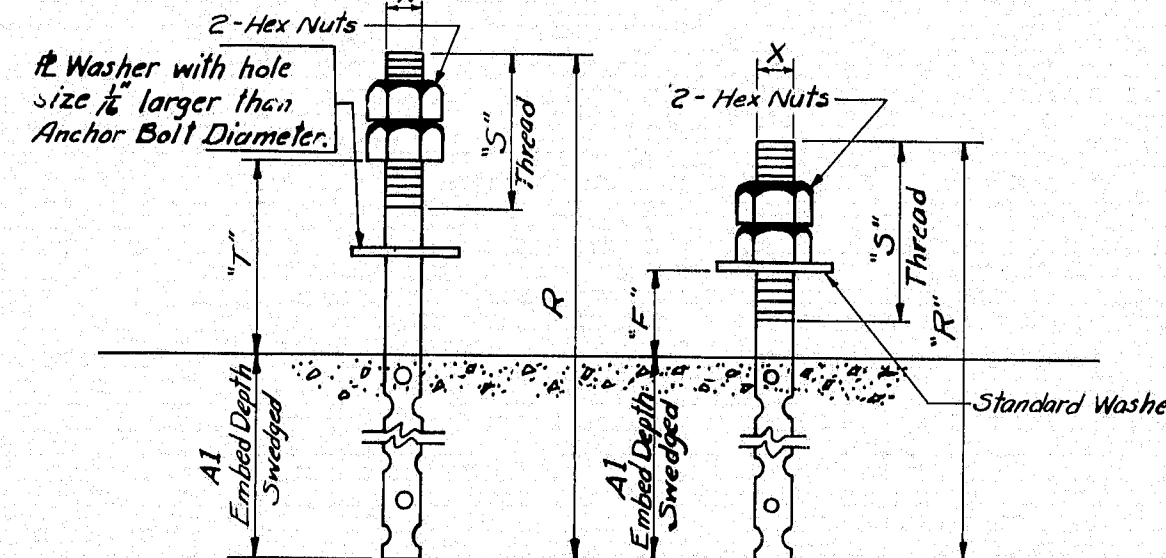


FIXED PEDESTAL — FPD

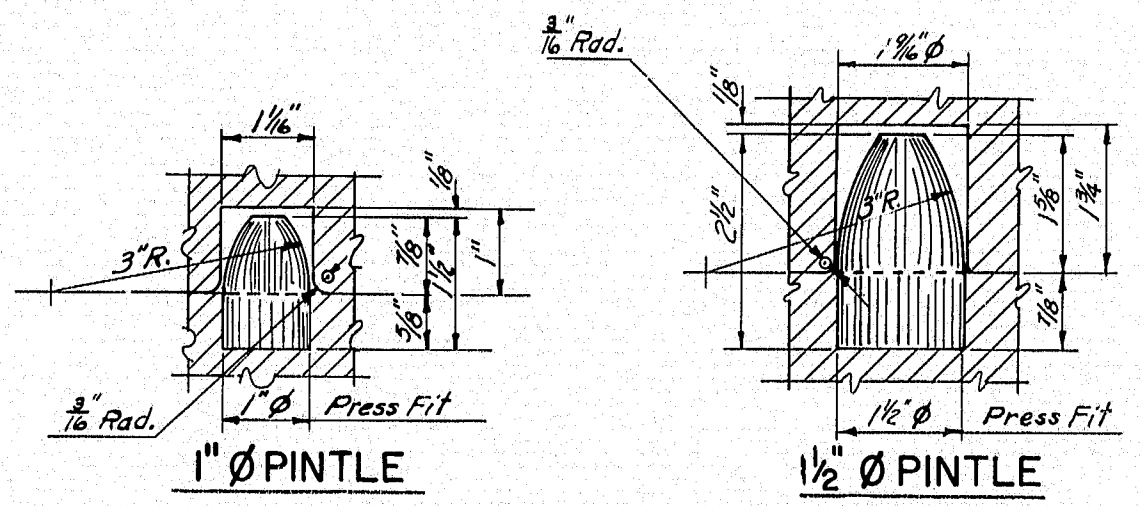


DETAIL "A"

CAP SCREW DETAIL



ANCHOR BOLT DETAILS



PINTLE DETAILS

NOTE:
Use 1" Pintles with 1" Anchor Bolts &
1 1/2" Pintles with 1 1/2" Anchor Bolts.

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	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 5 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 5 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 1/2" 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

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

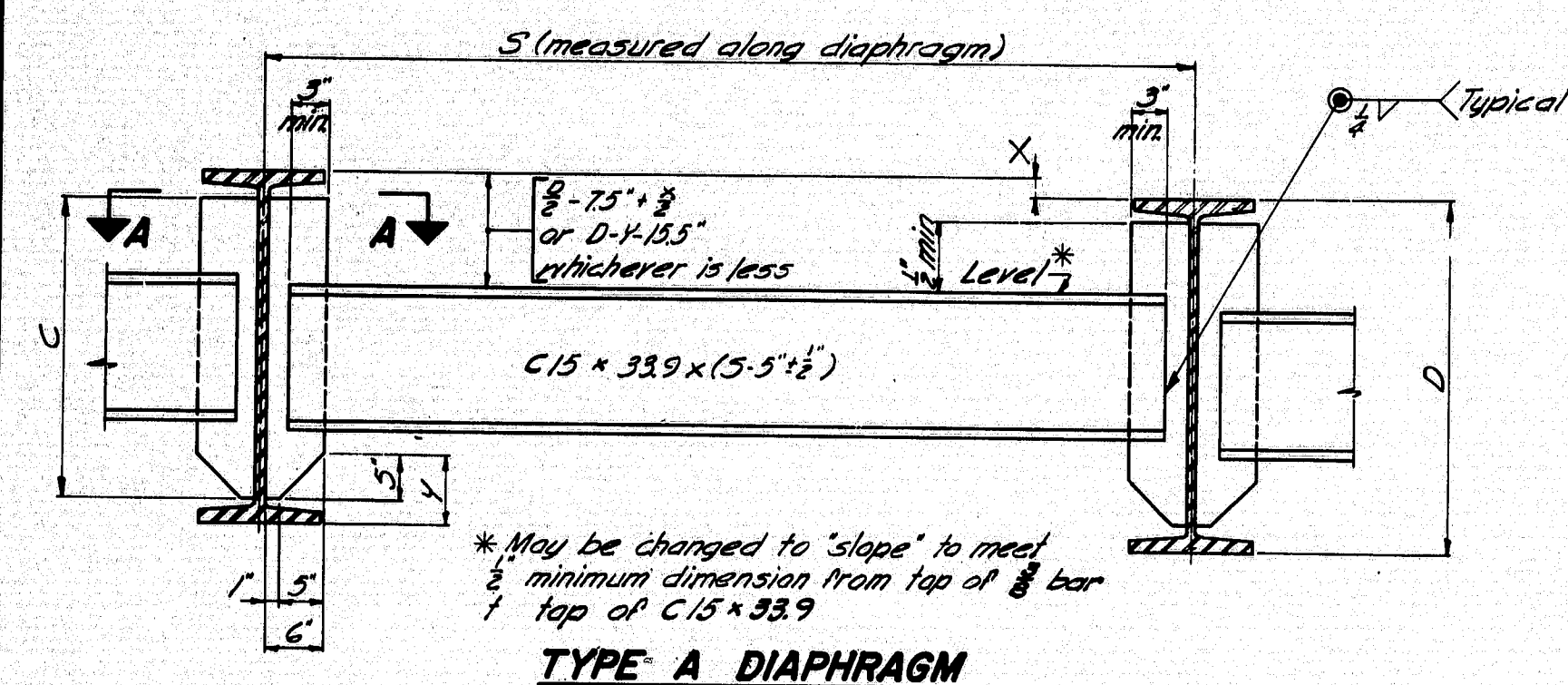
All structural steel shall be A-36 except the following:
2" Pin - A-36; A-235, Class E or A-108, Grade 1016 - 1030 inclusive.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

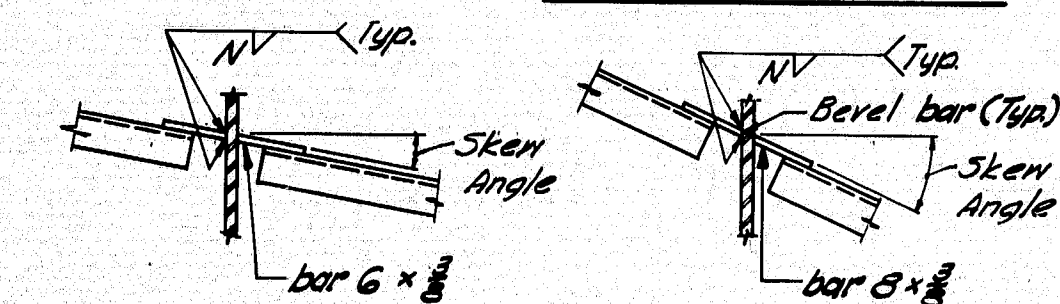
STANDARD DETAILS
(BD 100-71)

BEARING PEDESTALS

AUGUSTA, MAINE JULY 1971



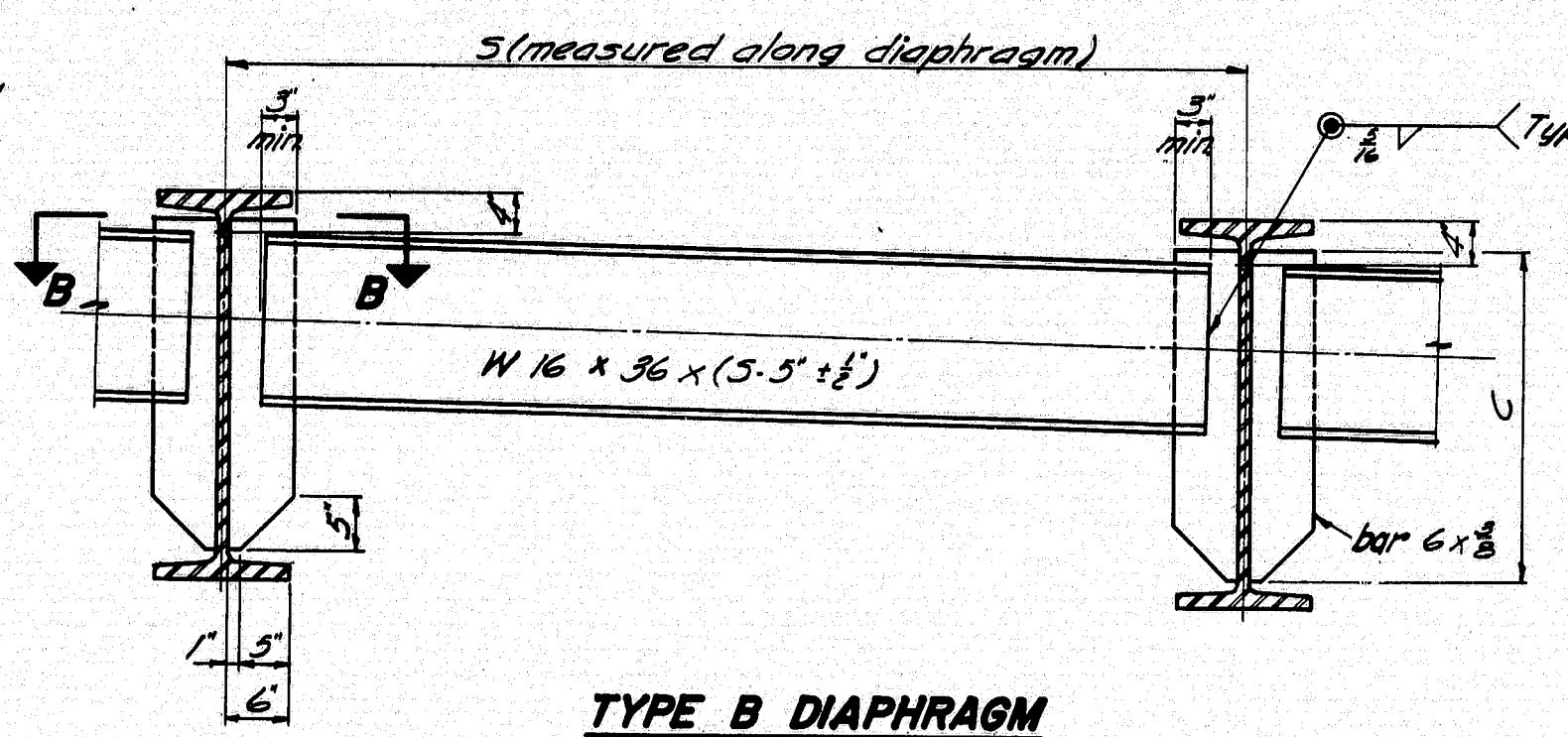
TYPE A DIAPHRAGM



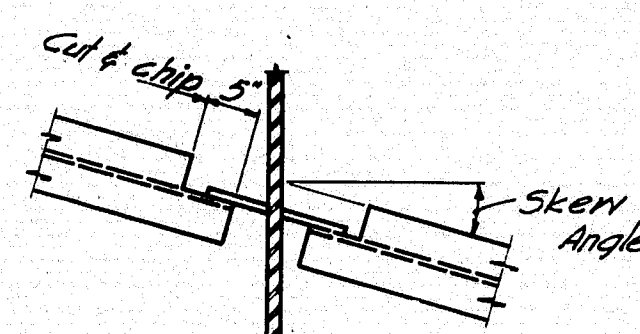
SECTION A-A
Skew Angle 0° to 10°

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

FILLET WELD SIZE "N" & DIMENSION "C" FOR DIAPHRAGM BARS		
BEAM	C	N
W 6 x 8.5 to 14 in.	1-11"	3/4"
W 8 x 10 to 13.5 in.	2-2"	3/4"
W 10 x 12 to 15 in.	2-5"	3/4"
W 12 x 14 to 17 in.	2-7"	3/4"
W 14 x 18 to 20 in.	2-6"	3/4"



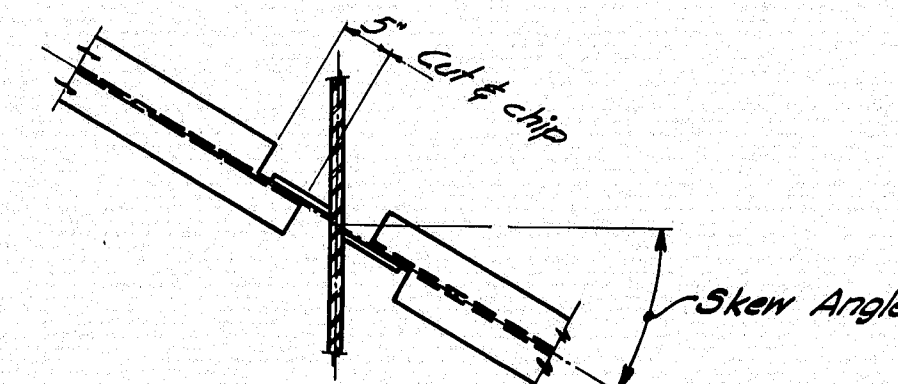
TYPE B DIAPHRAGM
Welding 6 x 3/8 bars to web same as for Type A Diaphragm.



SECTION B-B
Skew Angle 0° to 10°

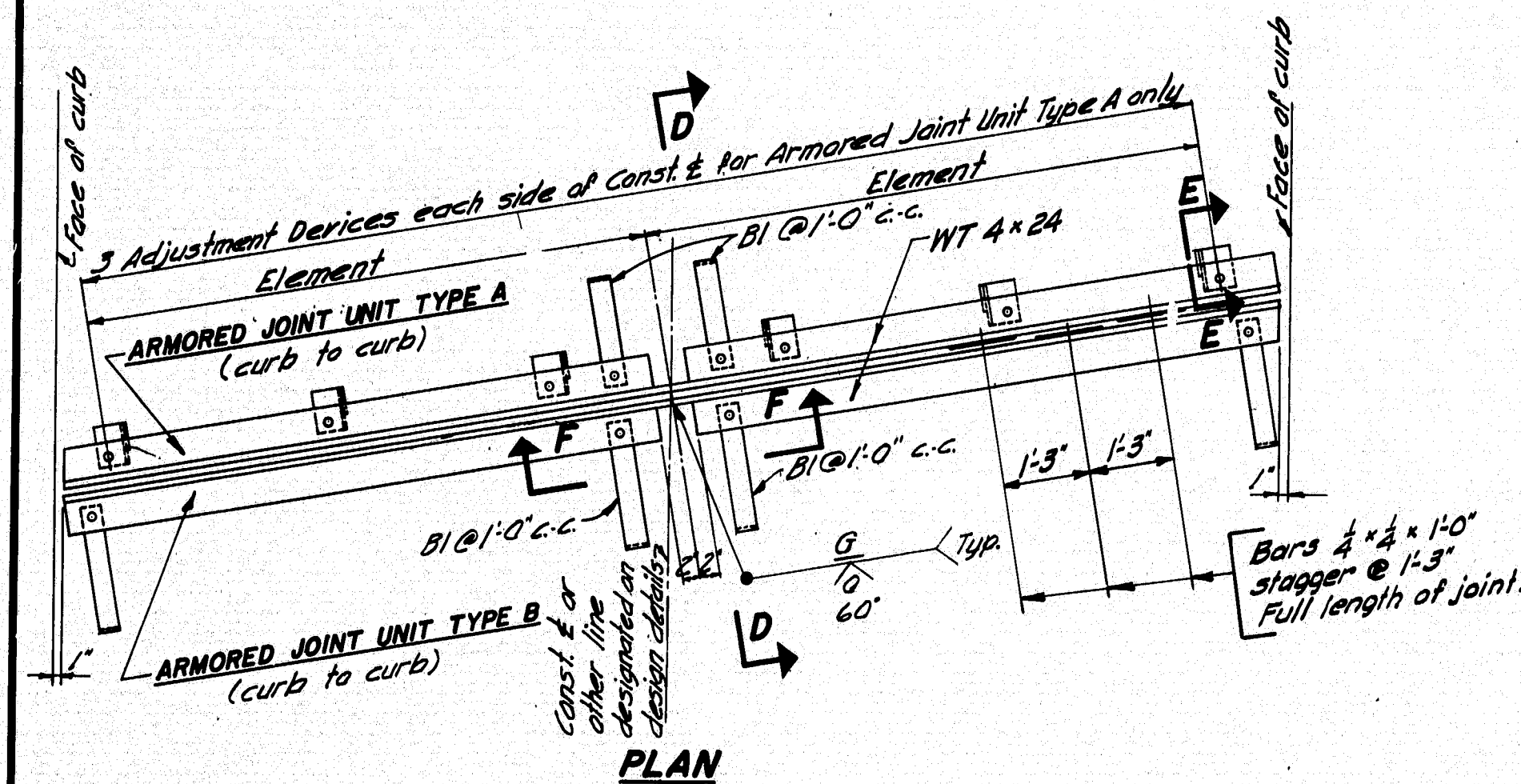
NOTE

See design details for diaphragm type, location and skew.

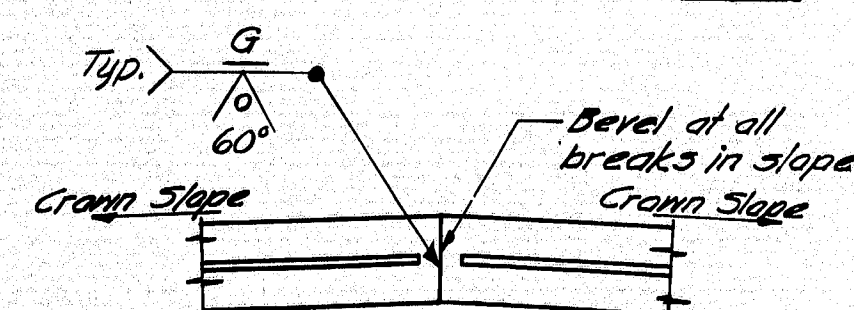


SECTION B-B
Skew Angle over 10°

DIAPHRAGMS



PLAN



SECTION F-F

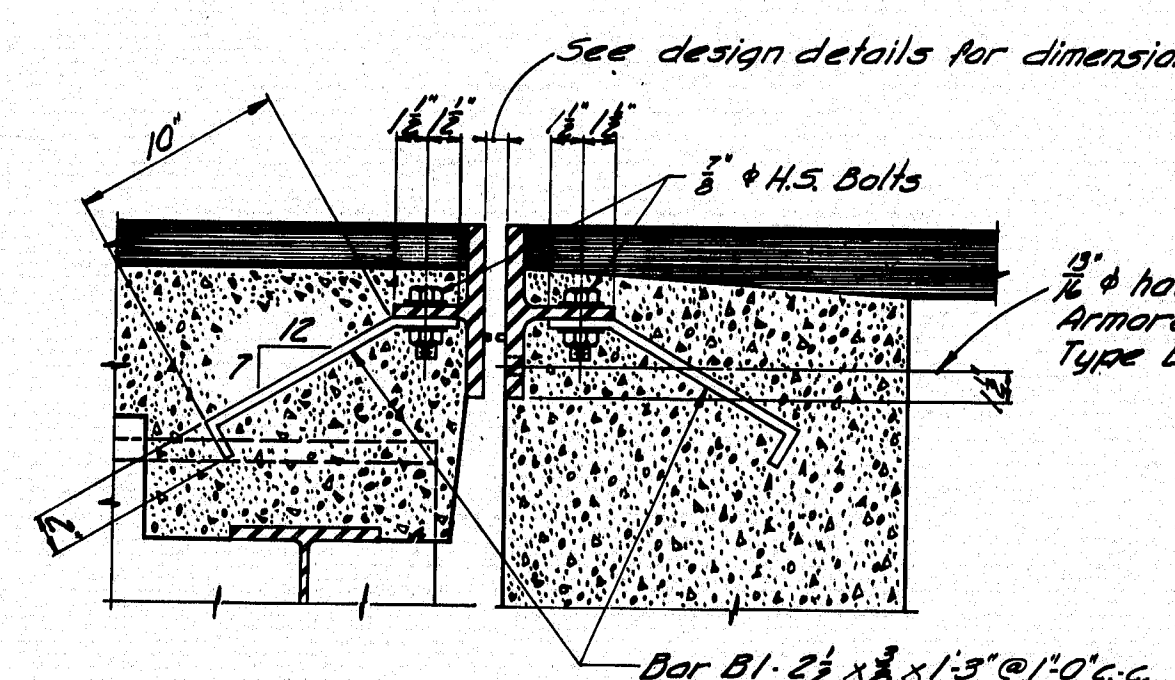
Note: See design details for curb slope, break in slope, slab thickness, other dimensions necessary to complete the fabrication details, and location.

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



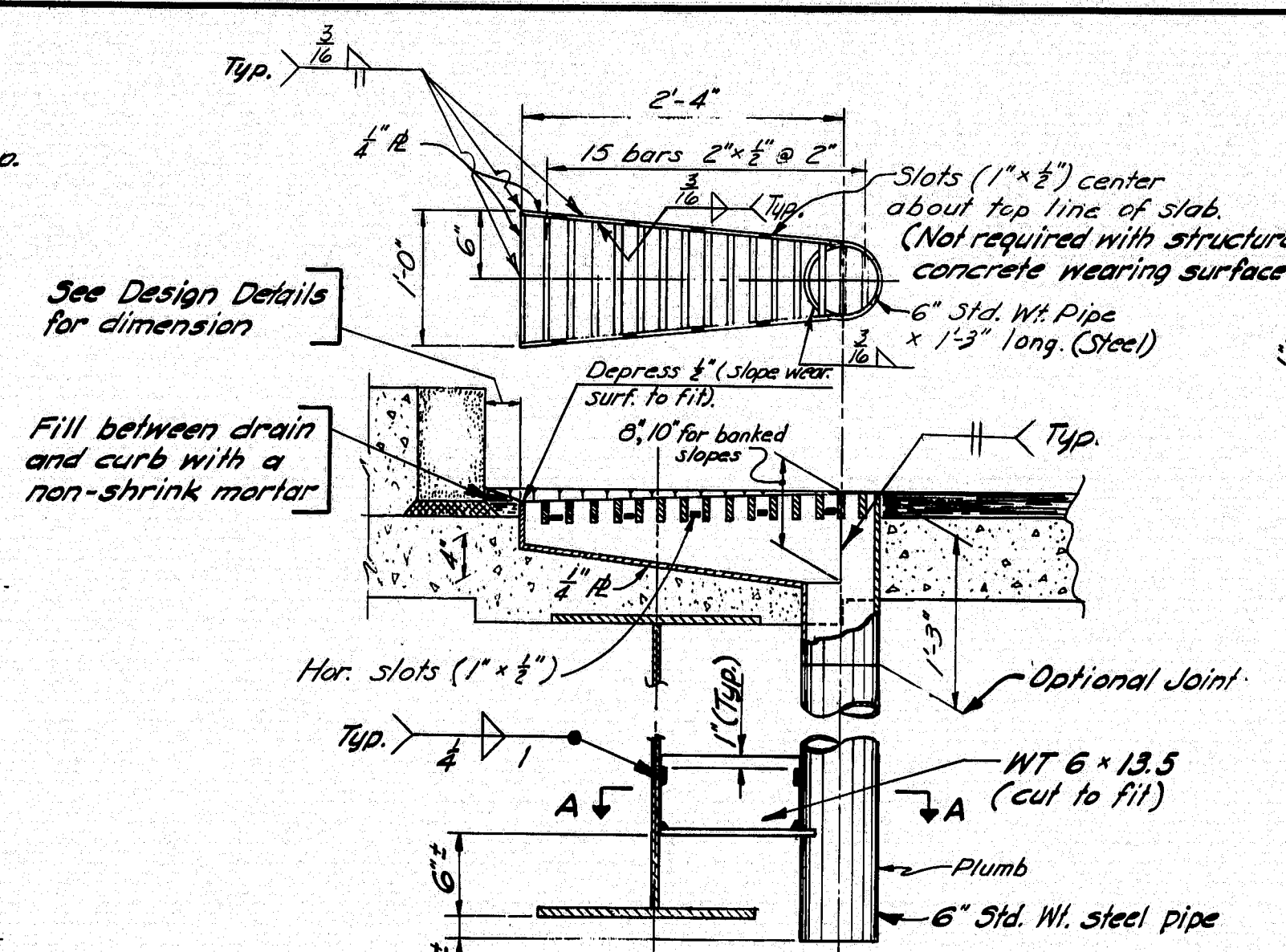
ARMORED JOINT UNIT TYPE B

SECTION D-D

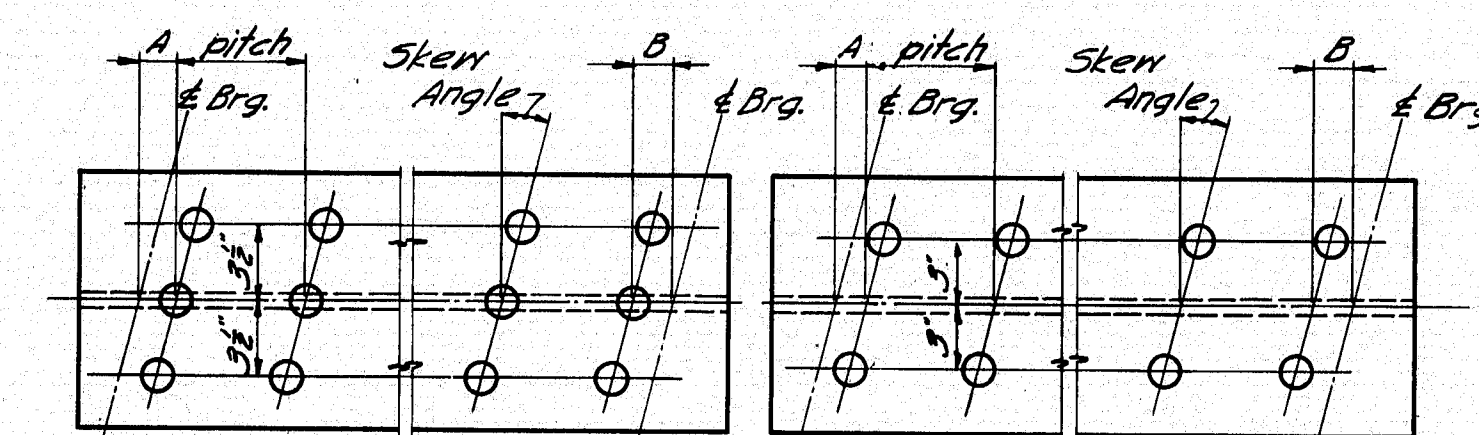


SECTION E-E

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



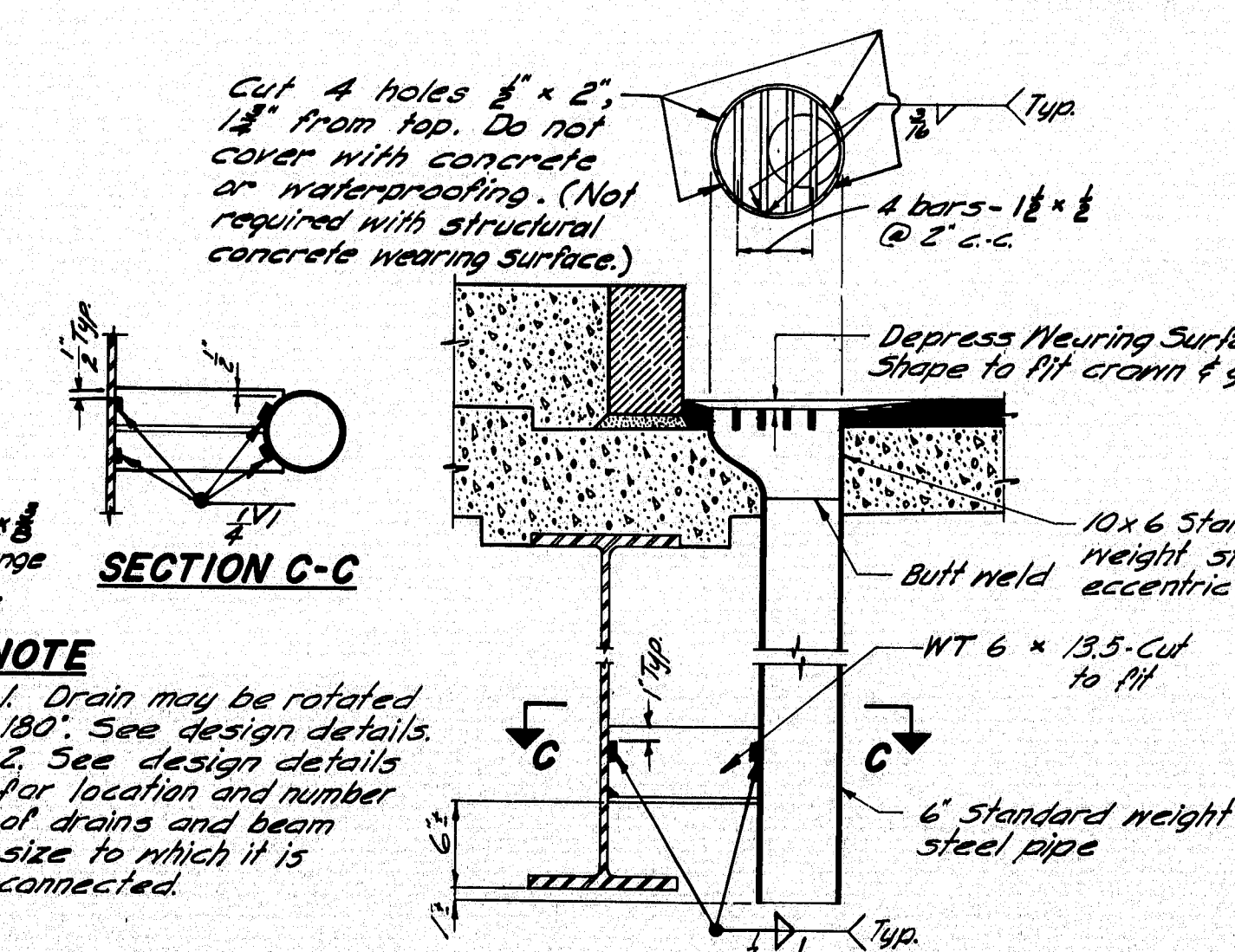
TRIPLE STUDS

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

NOTE

1. Drain may be rotated 180°. See design details.
2. See design details for location and number of drains and beam size to which it is connected.

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.



Preformed Pads, $\frac{1}{8}$ " thick
after compression. (Typ.)
At least one pad shall be placed
at front & back under each post.



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.

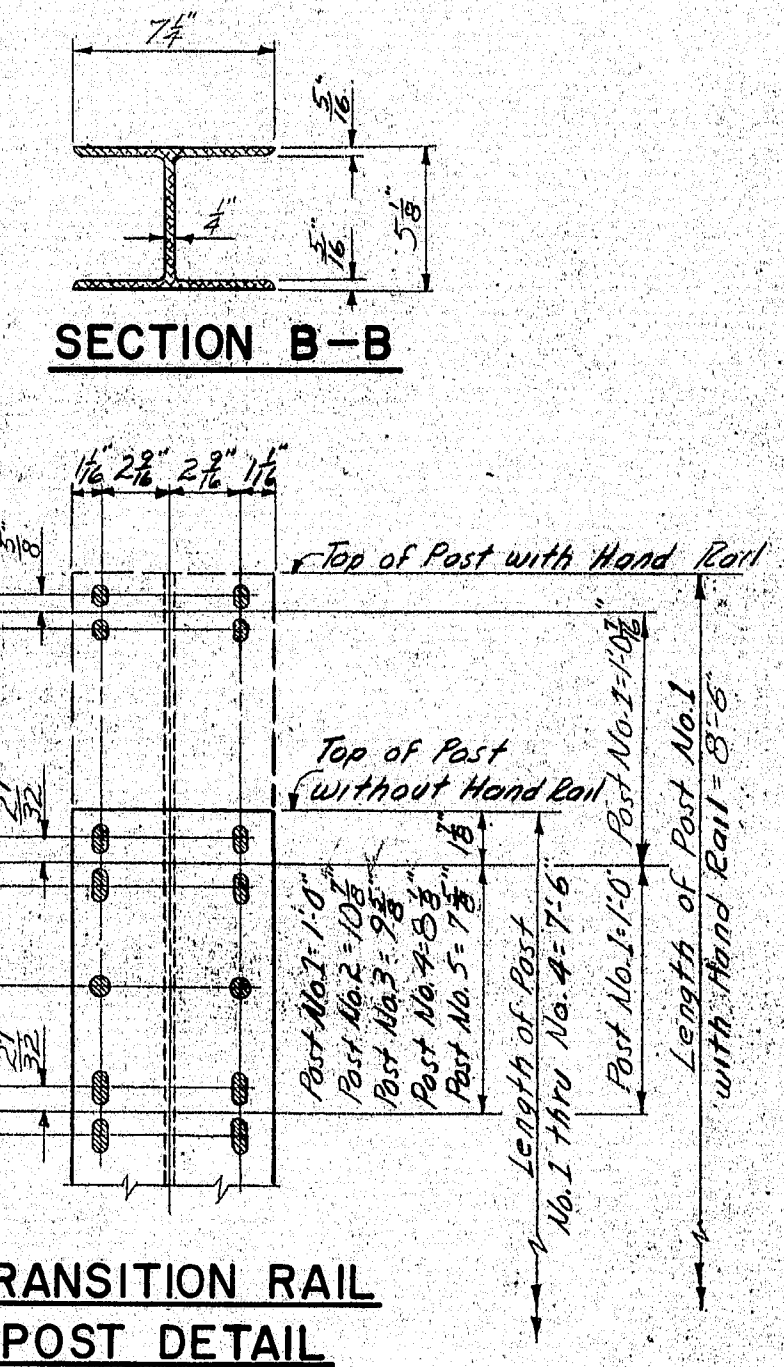
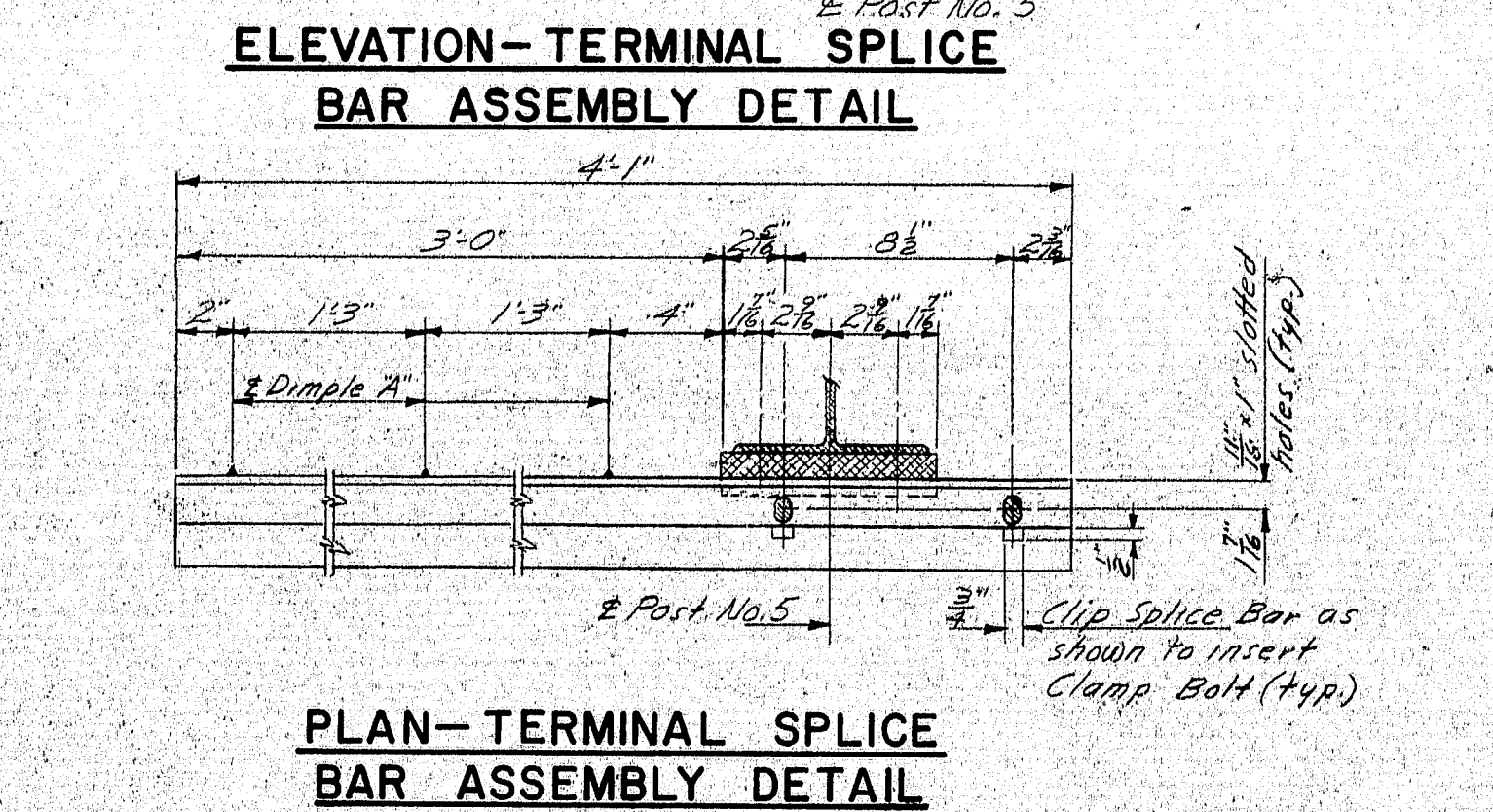
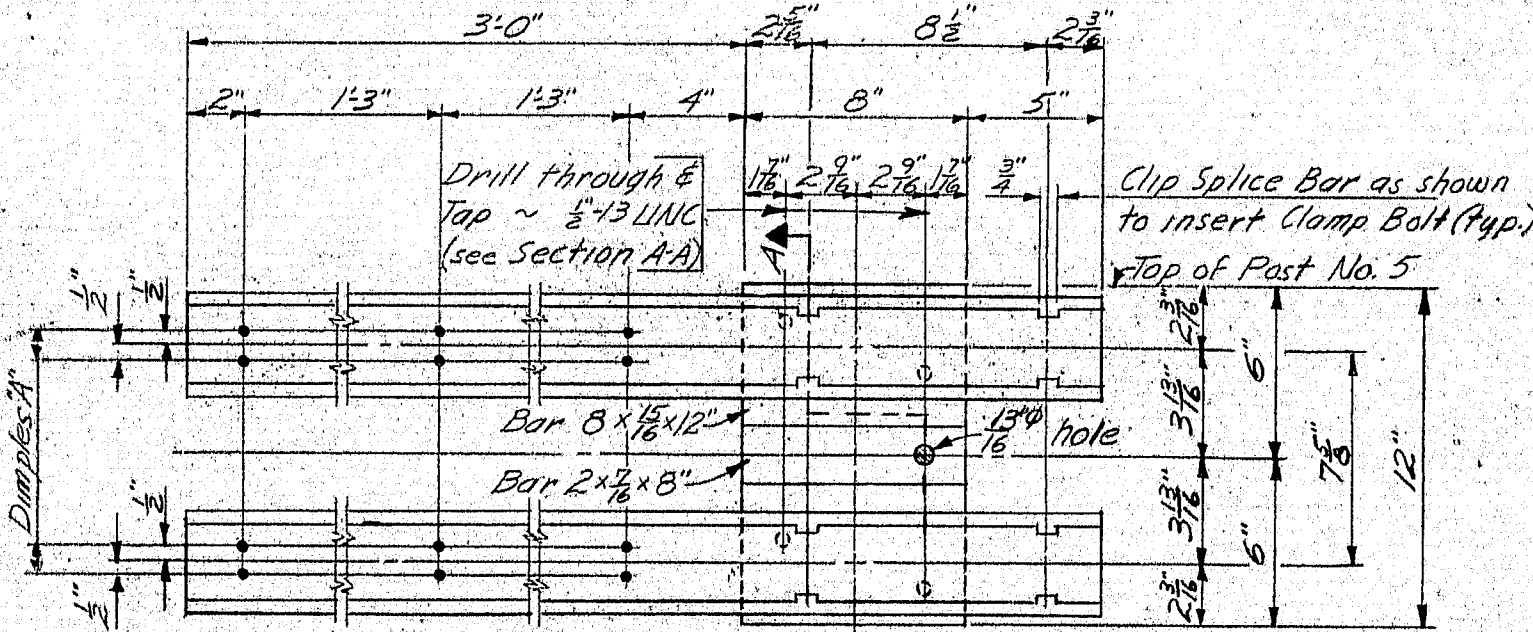
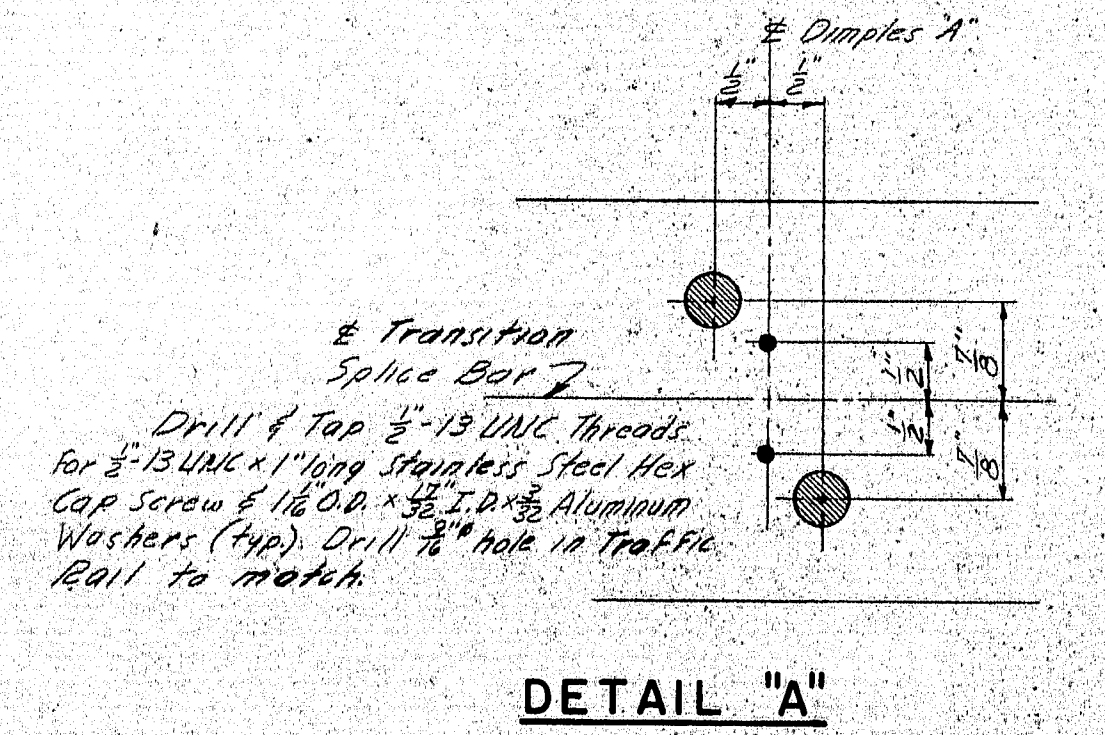
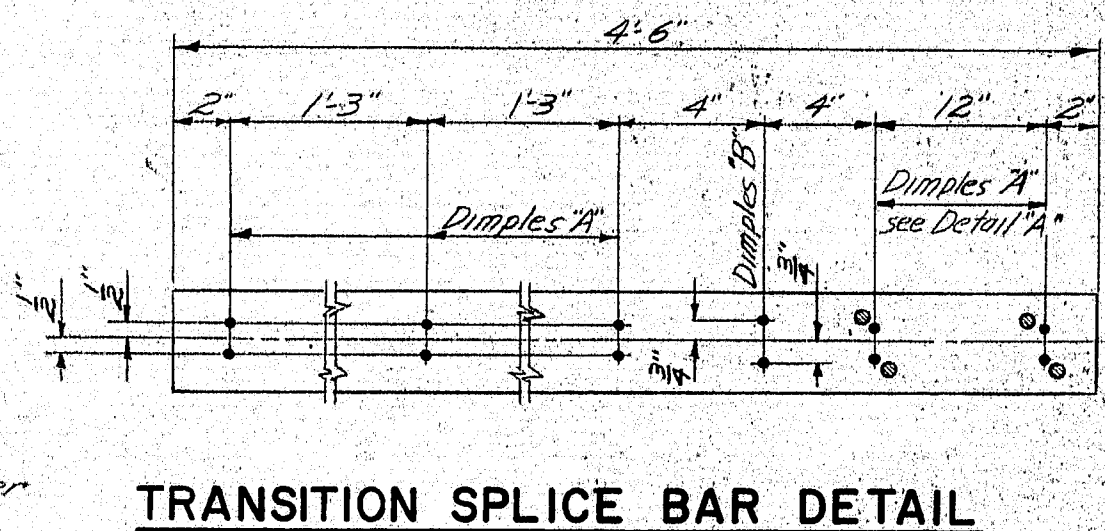
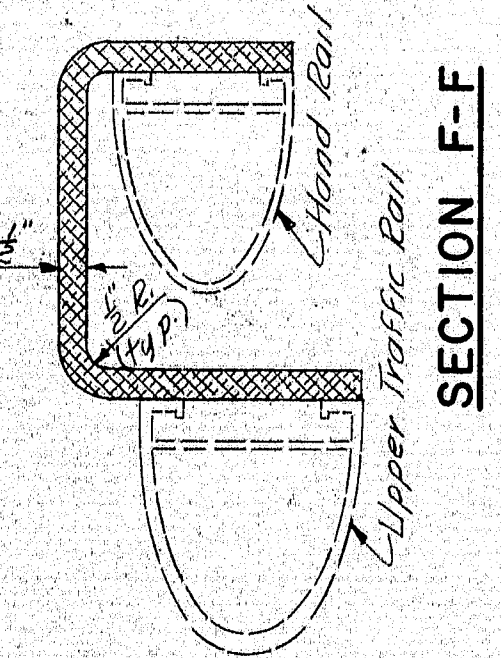
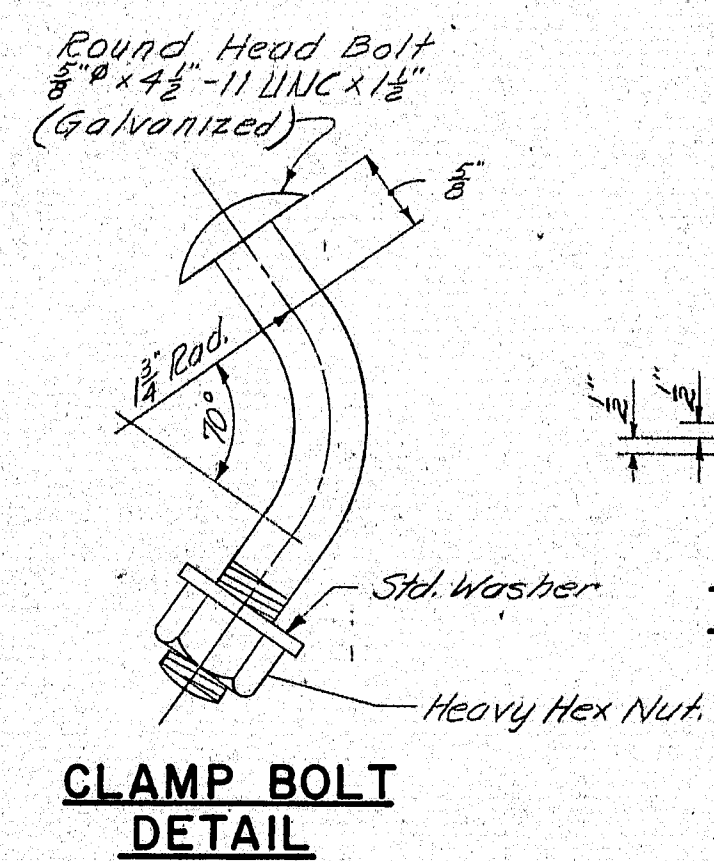
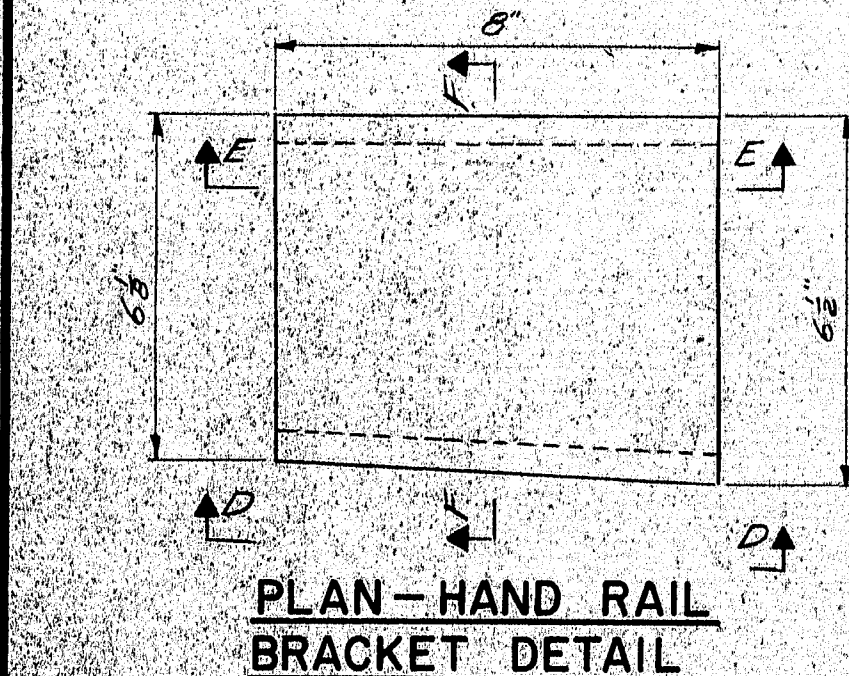
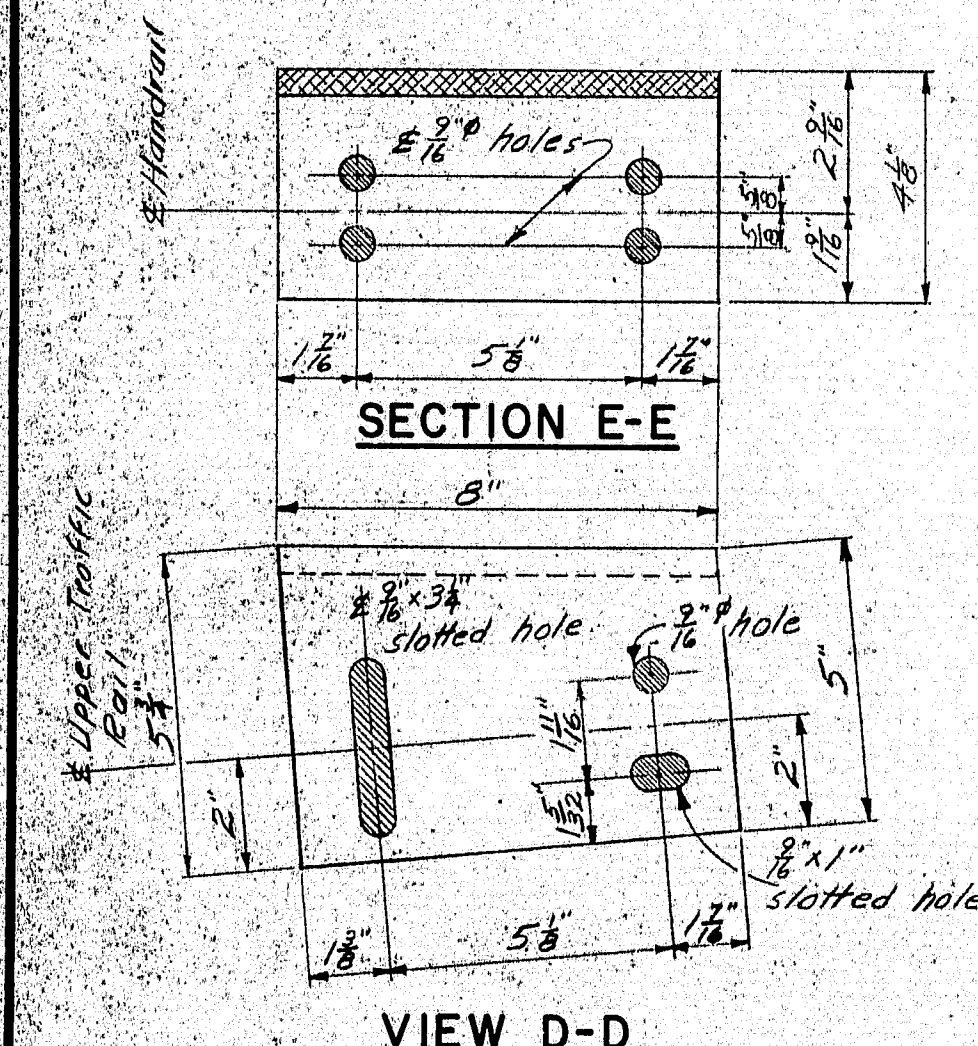
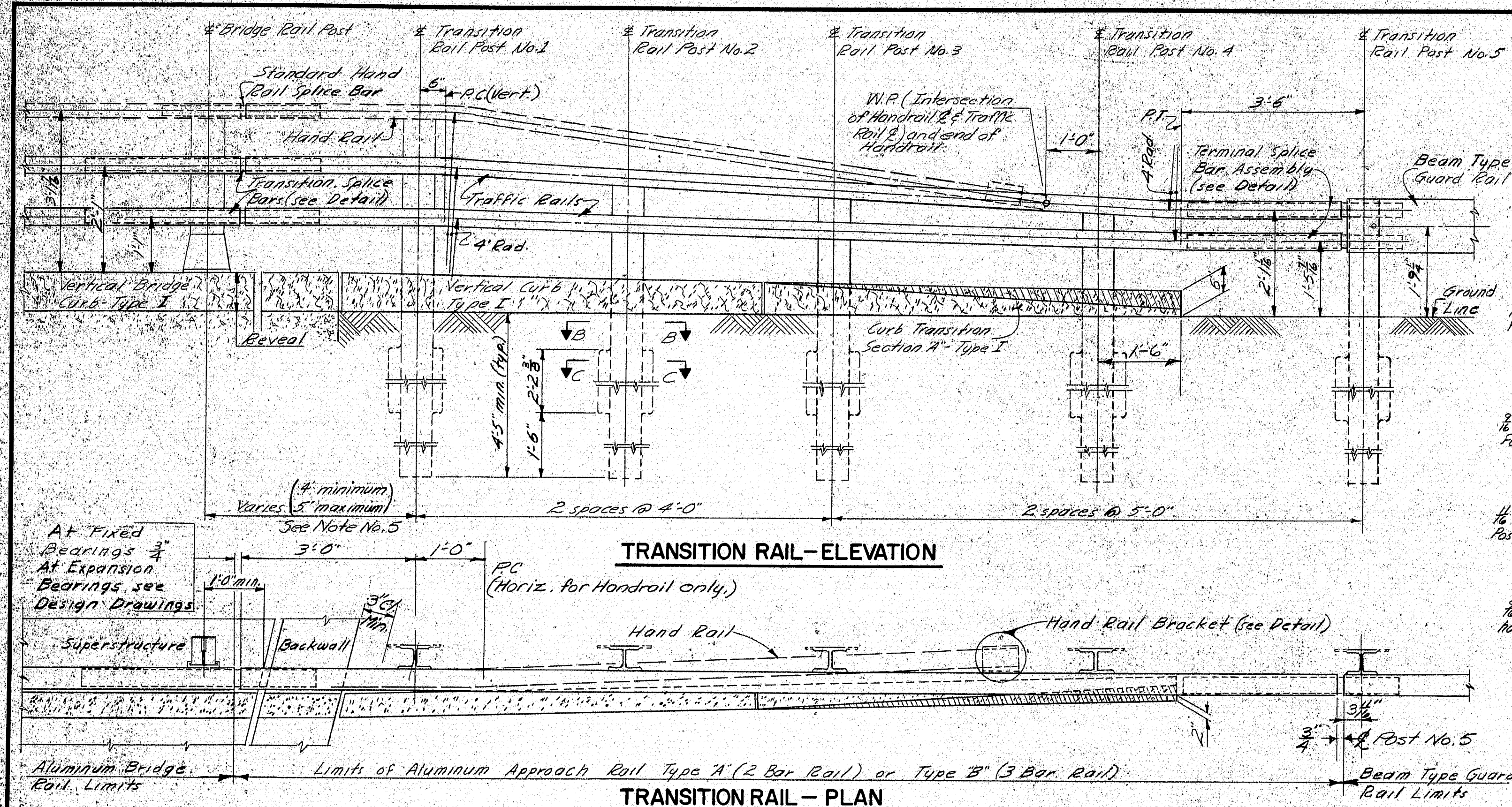


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STANDARD DETAILS
(BD 114-73)
ALUMINUM RAILING
2 - BAR (SEMI-ELLIPSE)
EXTRUDED POST

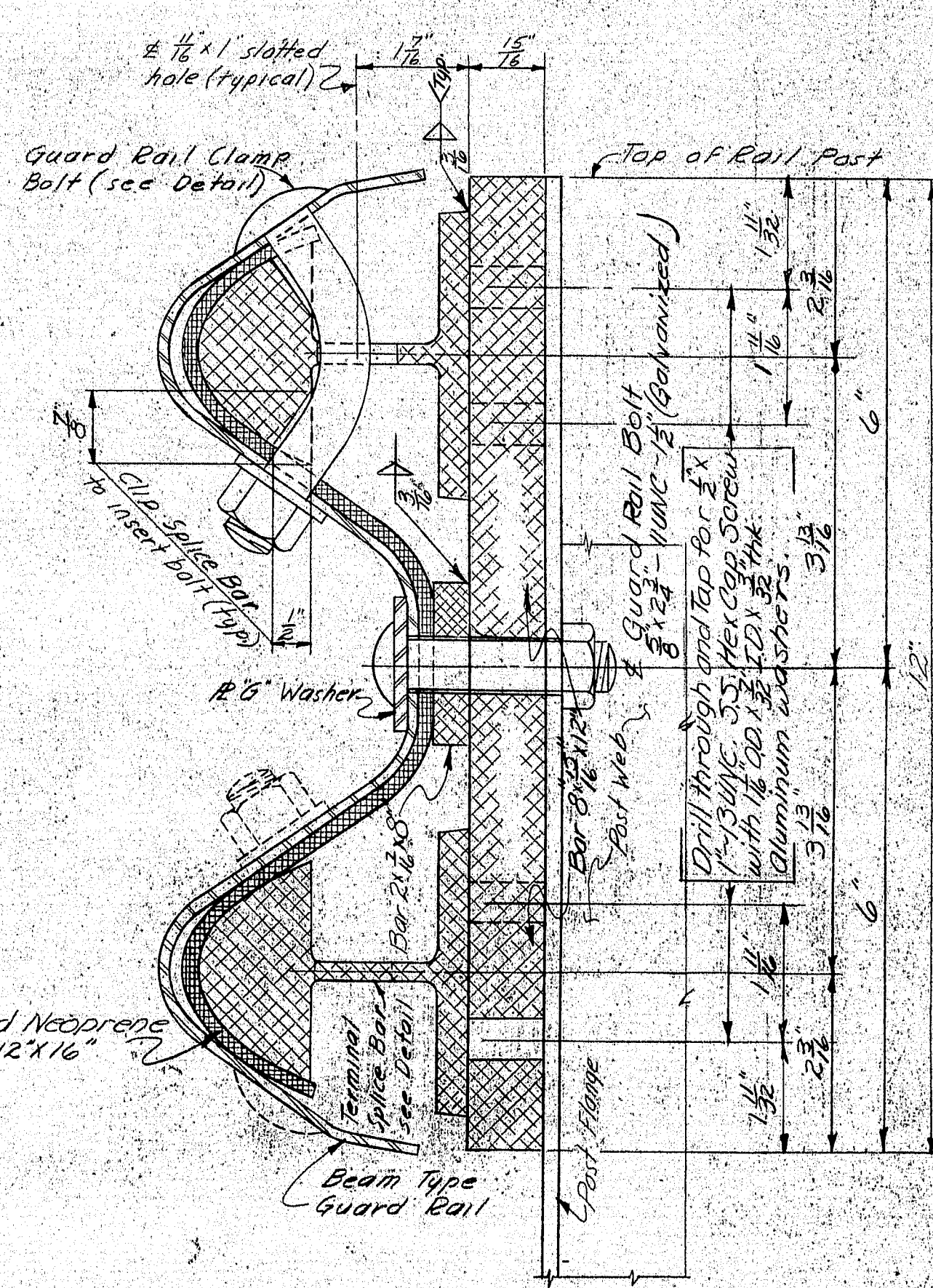
SHEET OF AUGUSTA, MAINE FEBRUARY 1973

146-185

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



SECTION C-C



NOTES

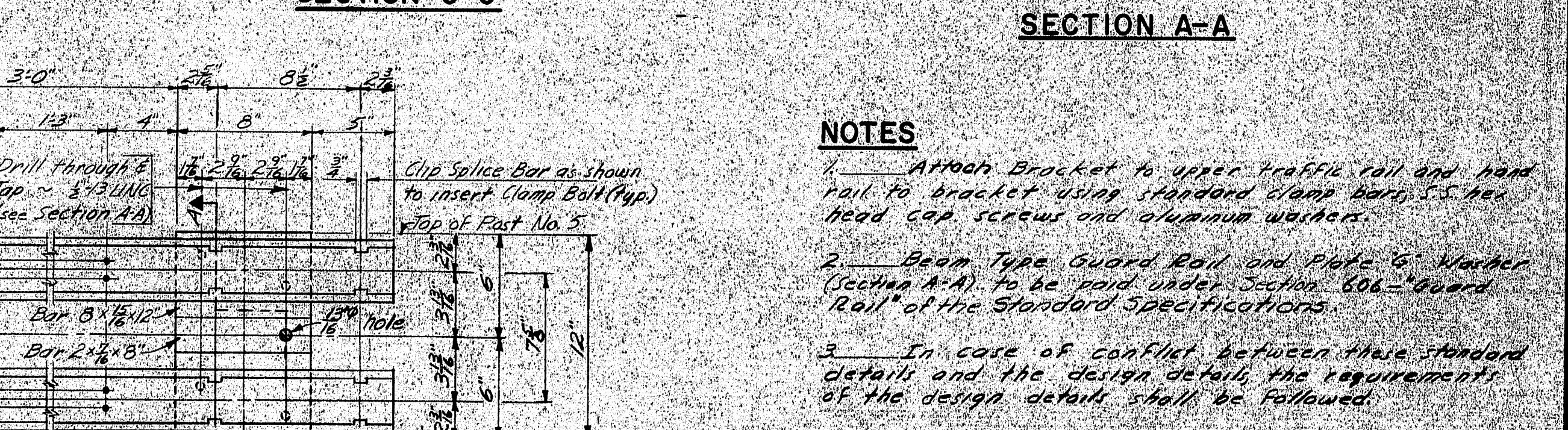
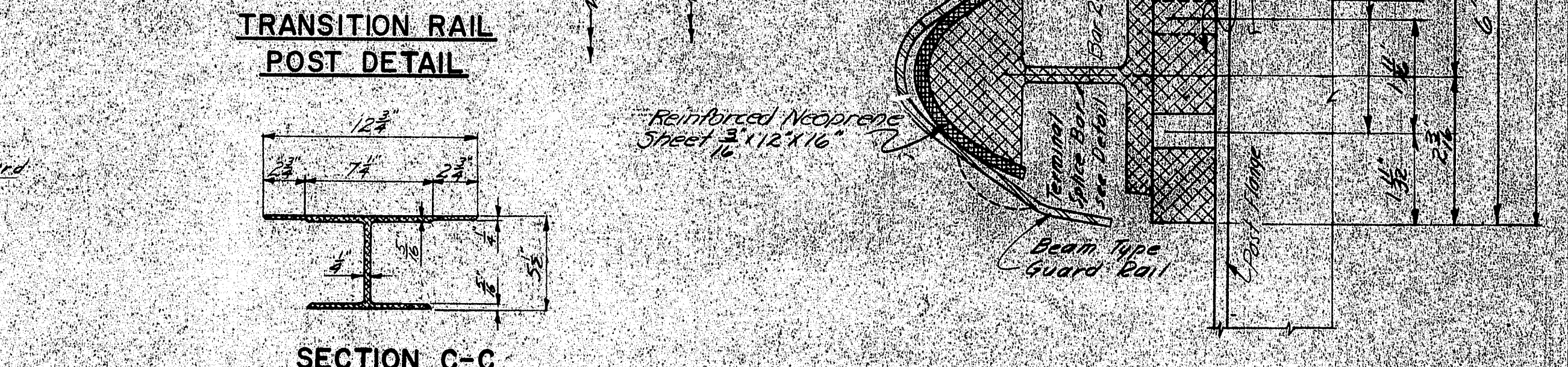
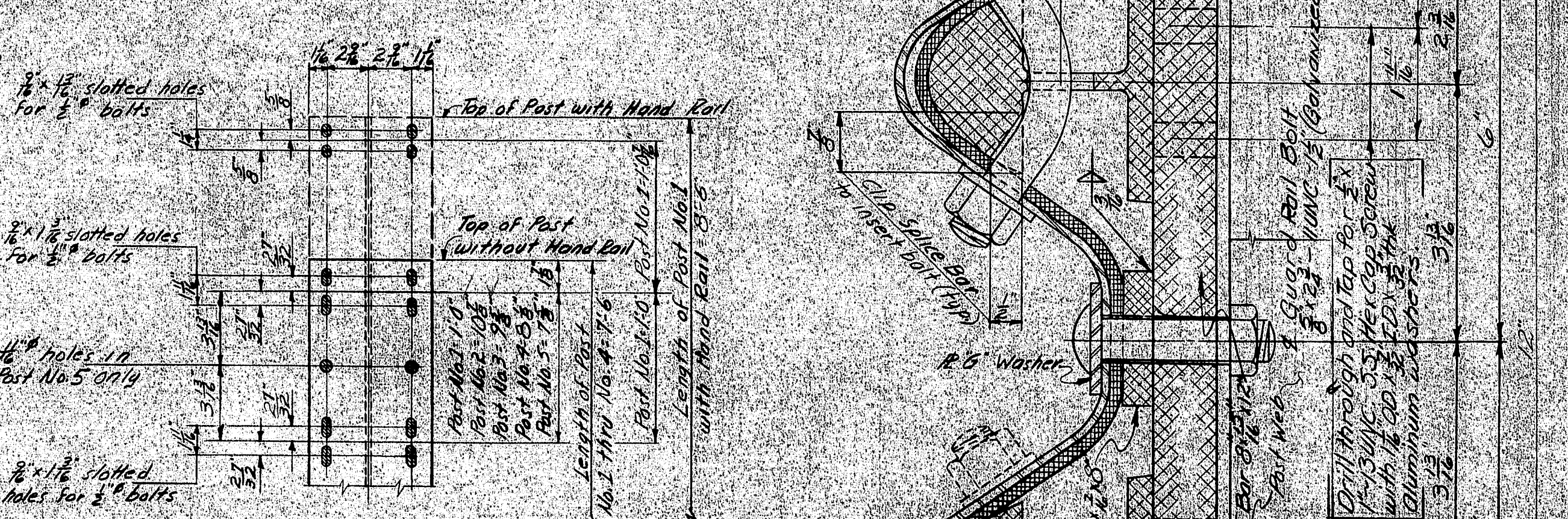
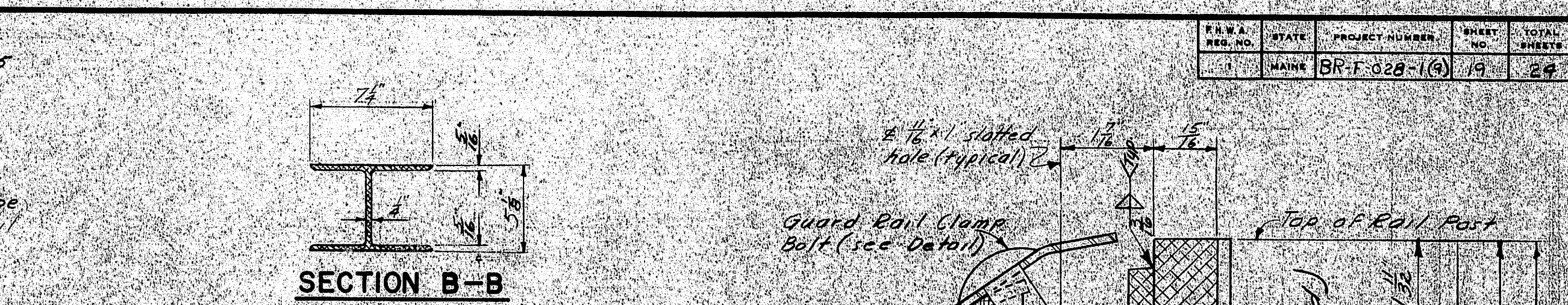
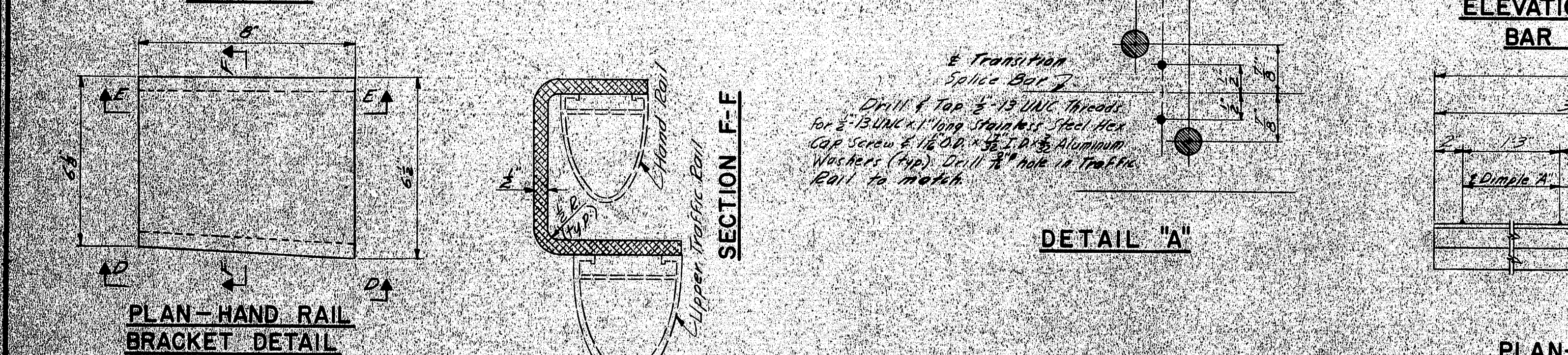
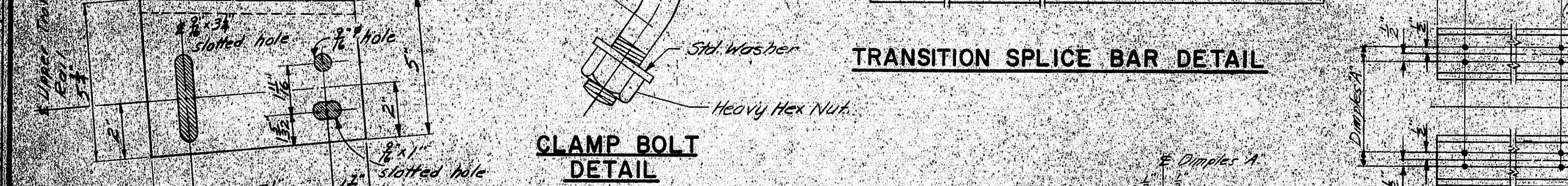
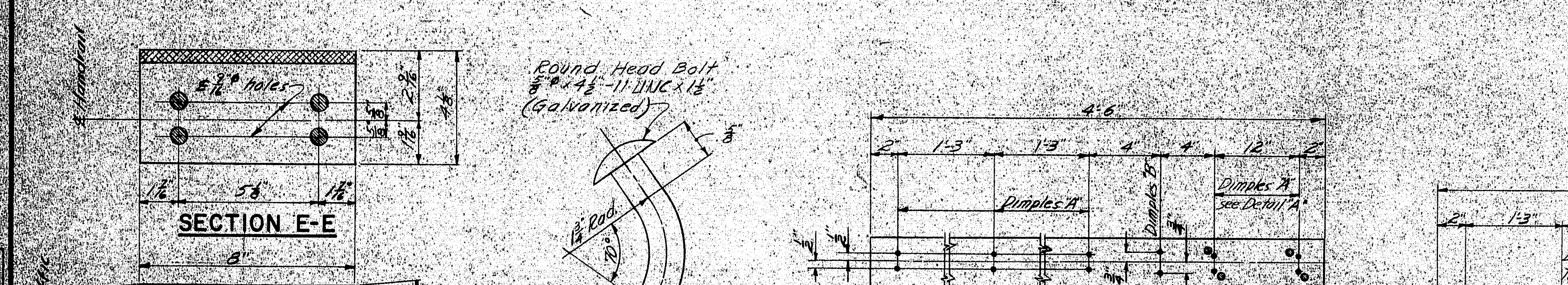
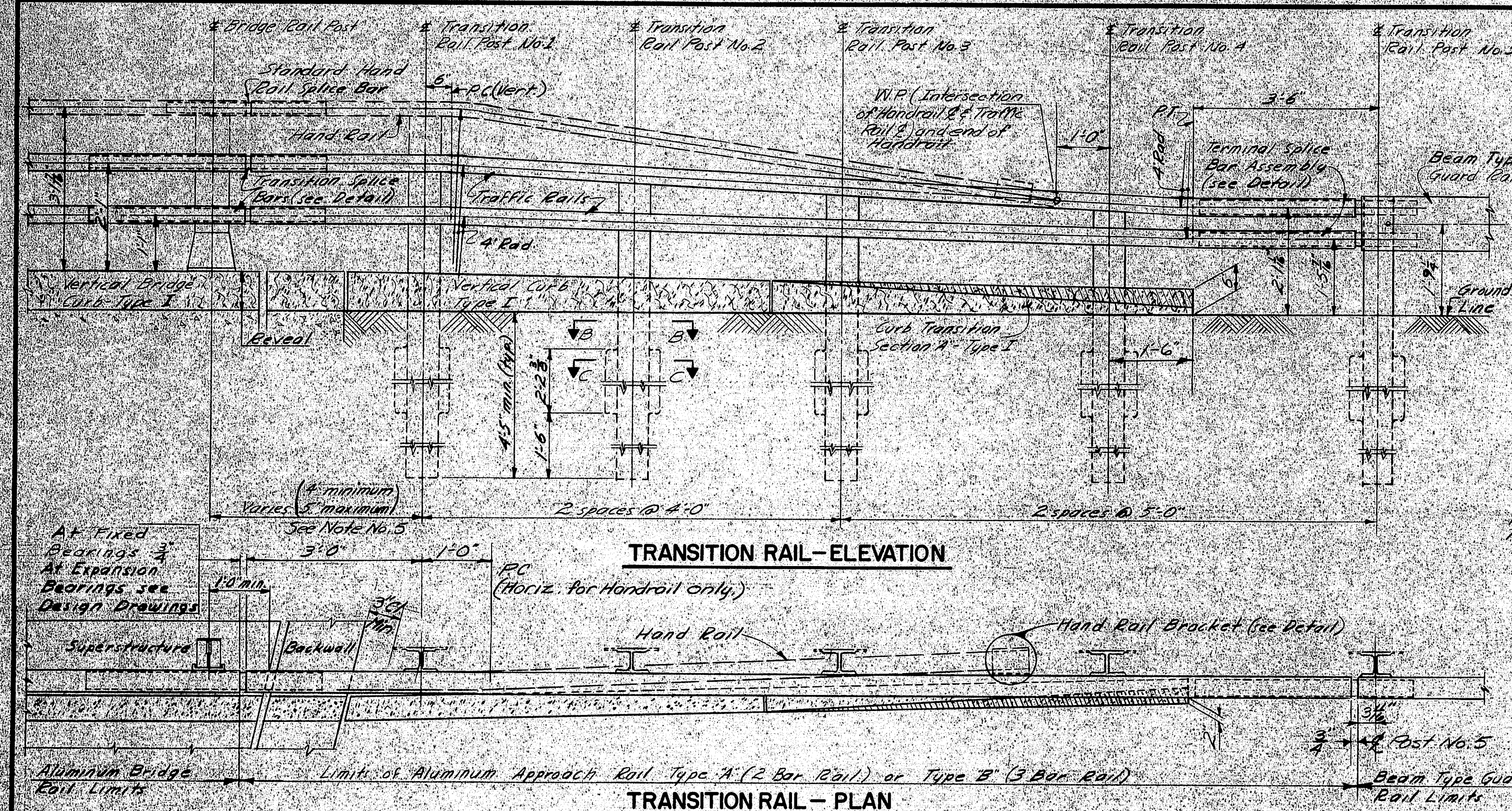
1. Attach Bracket to upper traffic rail and hand rail to bracket using standard clamp bars, S.S. hex head cap screws and aluminum washers.
2. Beam Type Guard Rail and Plate G Washer (Section A-A) to be used under Section 604 "Guard Rail" of the Standard Specifications.
3. In case of conflict between 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. Attach Bracket to upper traffic rail and hand rail to bracket using standard clamp bars, 5.5 lbs head cap screws and aluminum washers.
 2. Beam Type Guard Rail and Posts to Meet Section A-A, to be paid 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" Max. Spacing, the transition rail post No. 1 may be mounted on the adjacent cutwall using a Heavy Duty Post Base as detailed on BD 114-73. See Design Drawings for actual post locations.

Original tracing in Bridge Design Section.

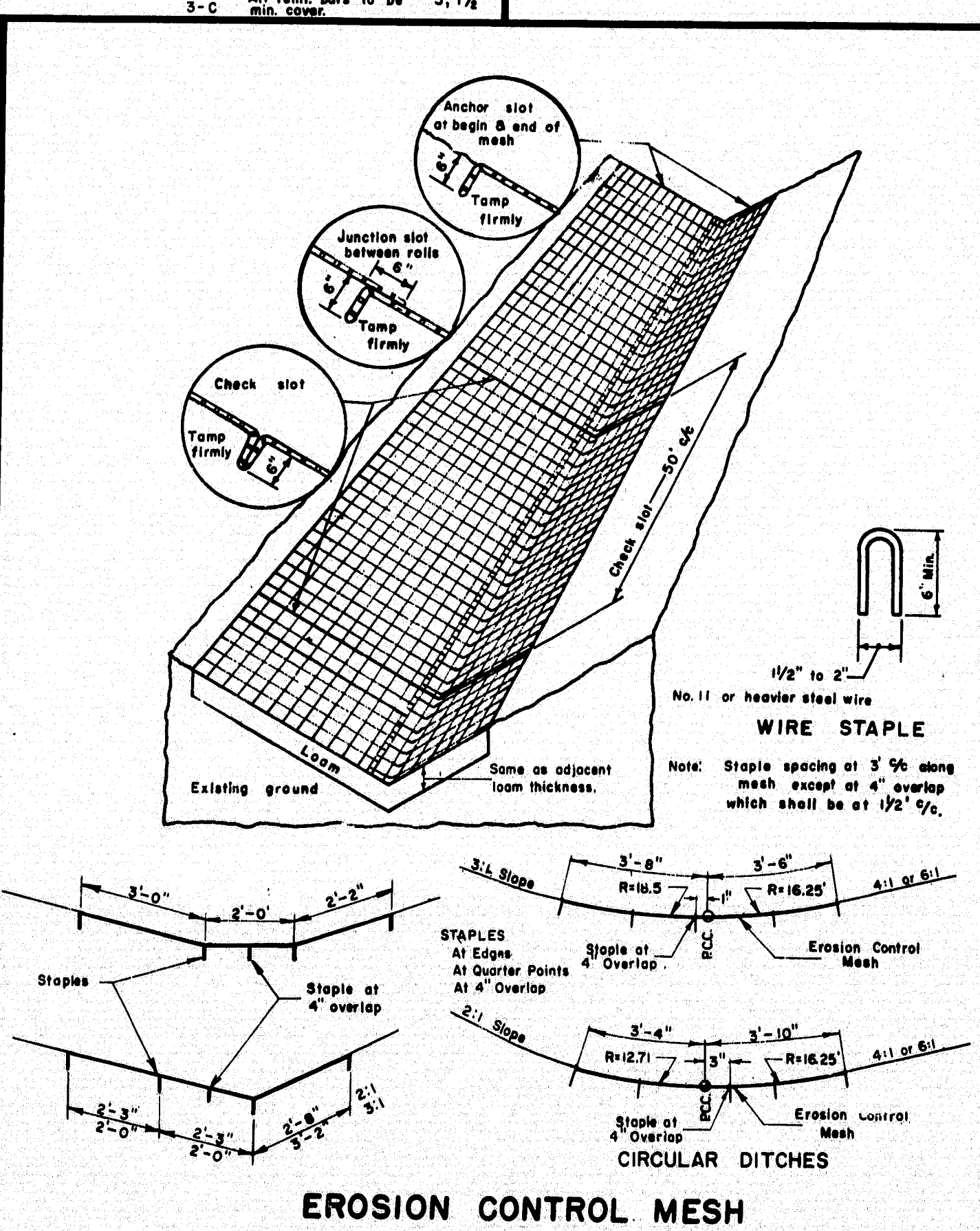
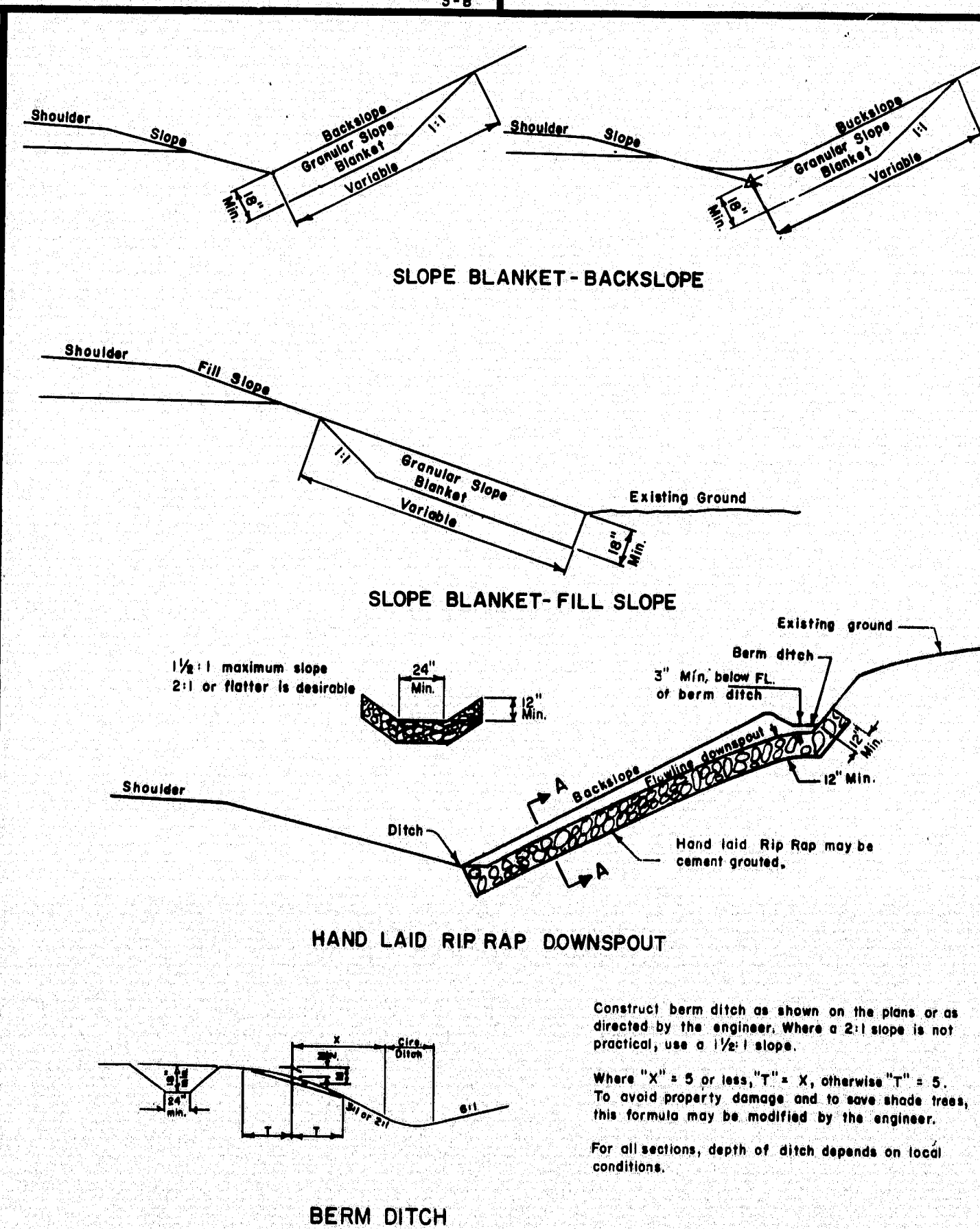
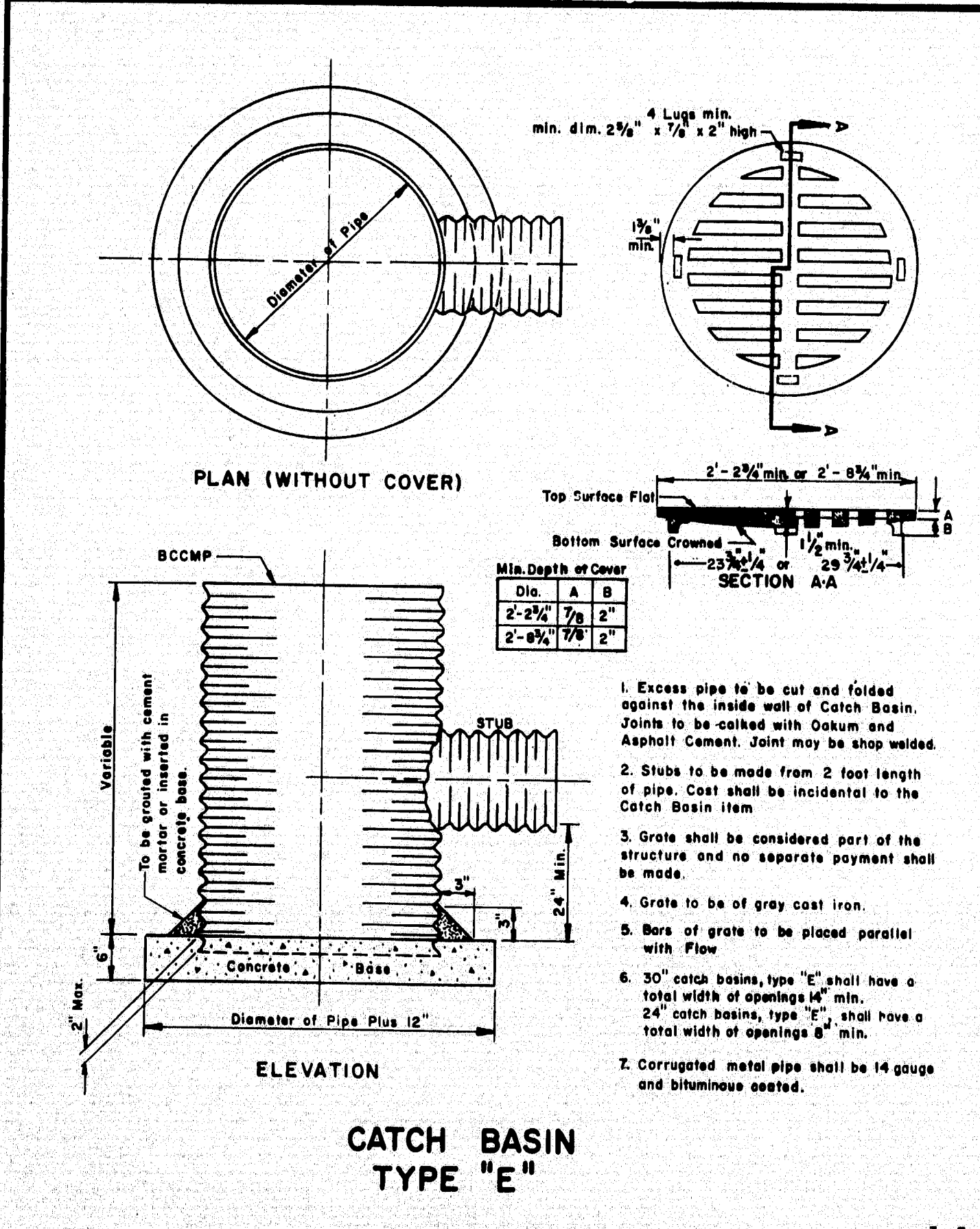
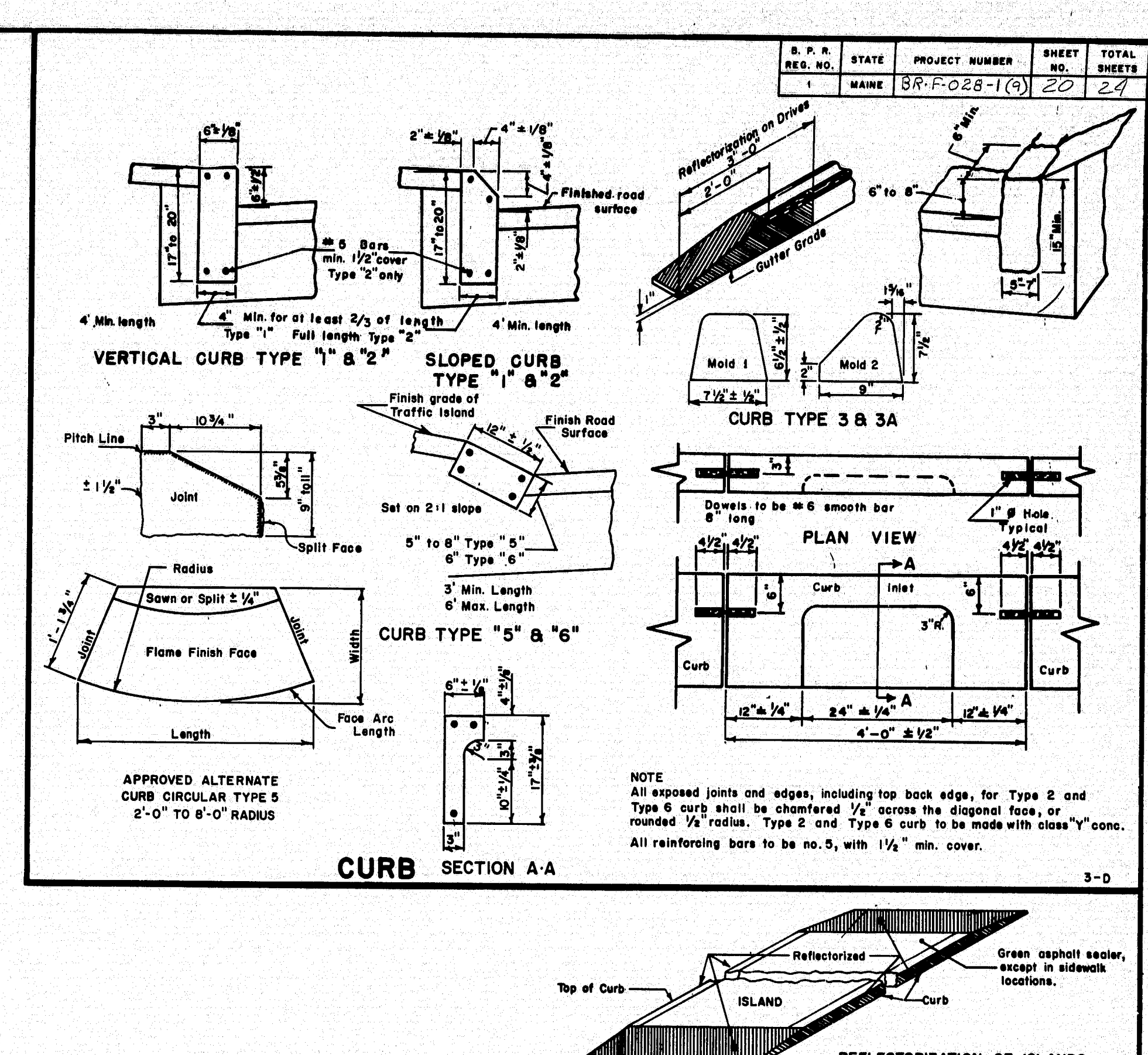
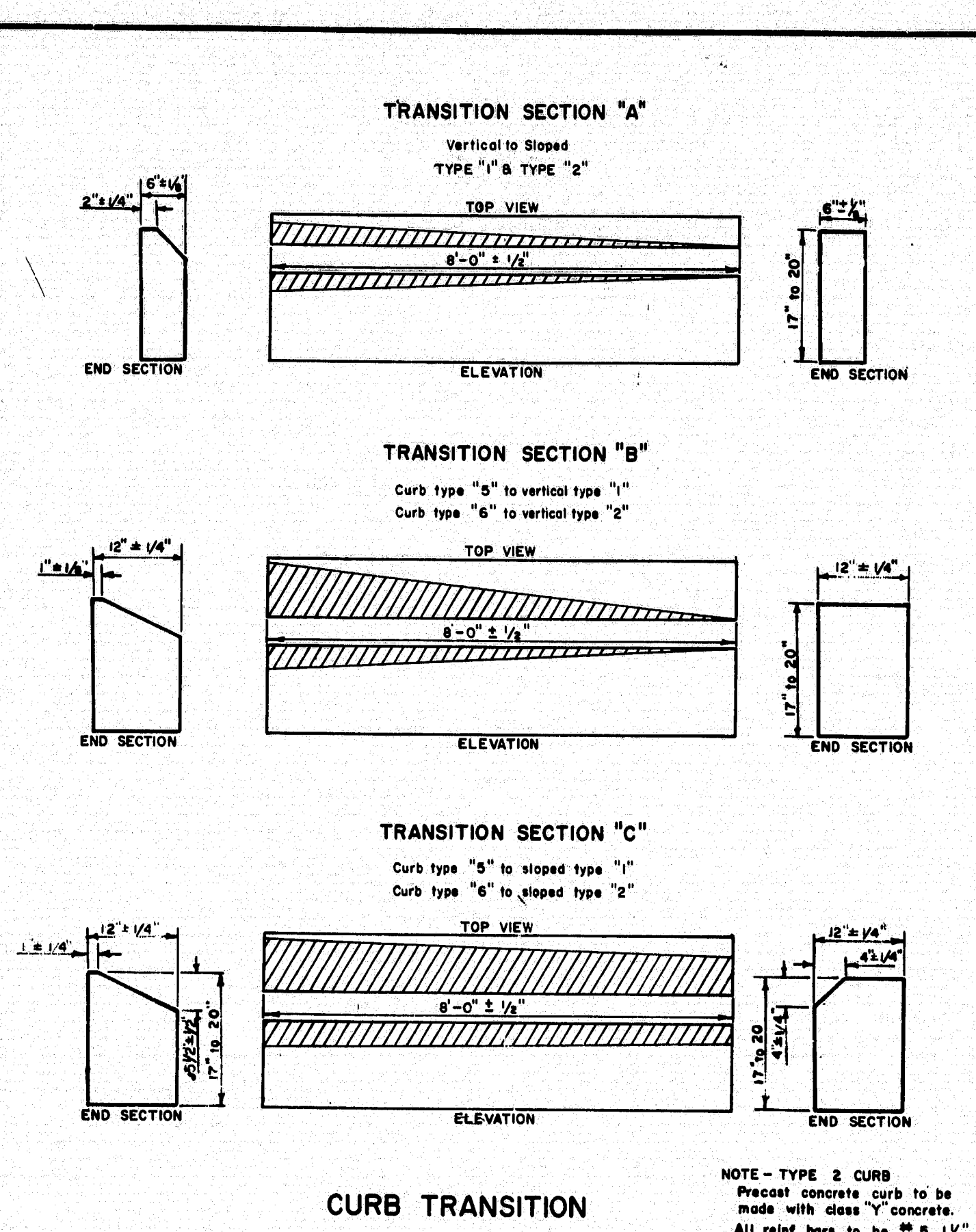
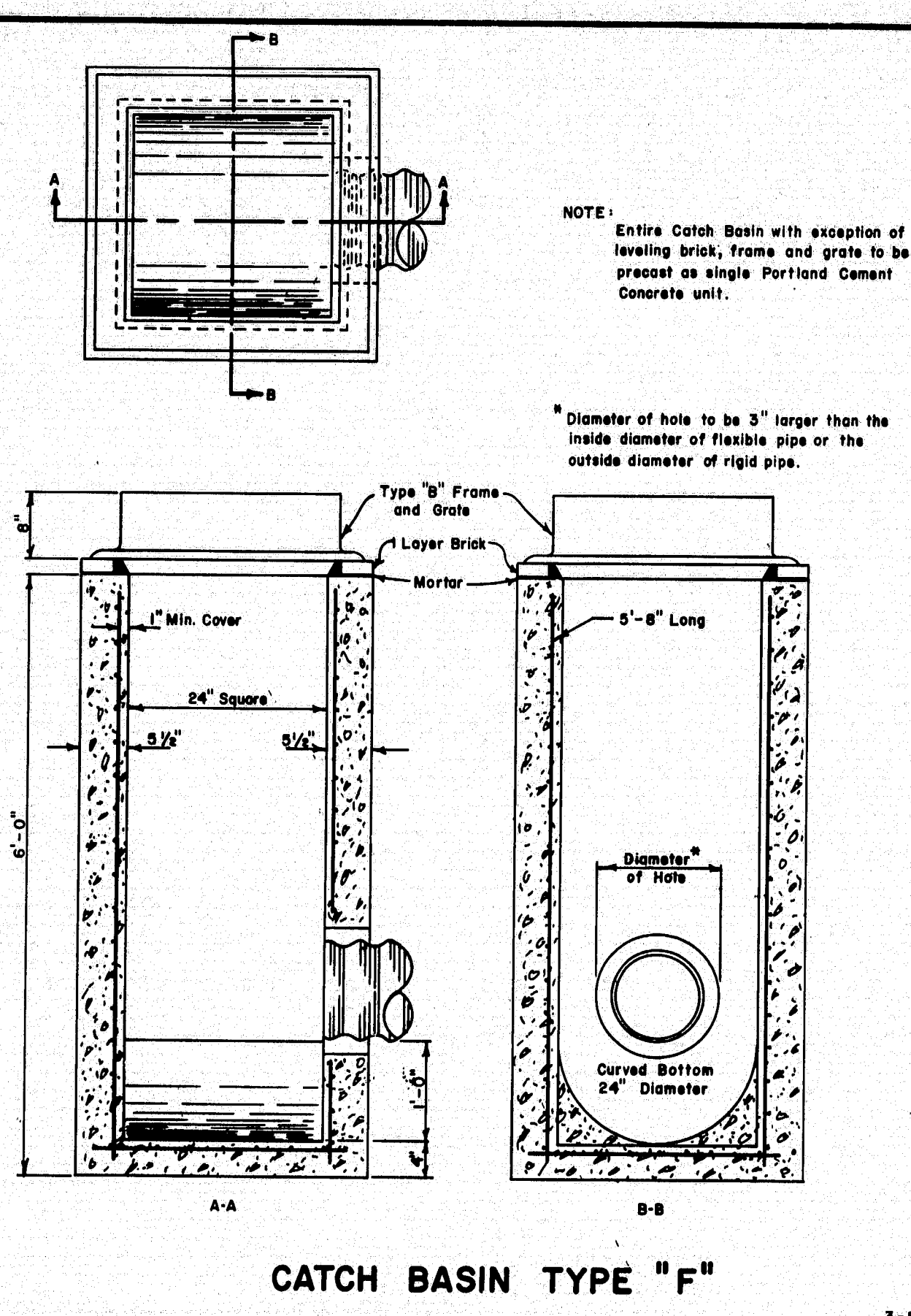
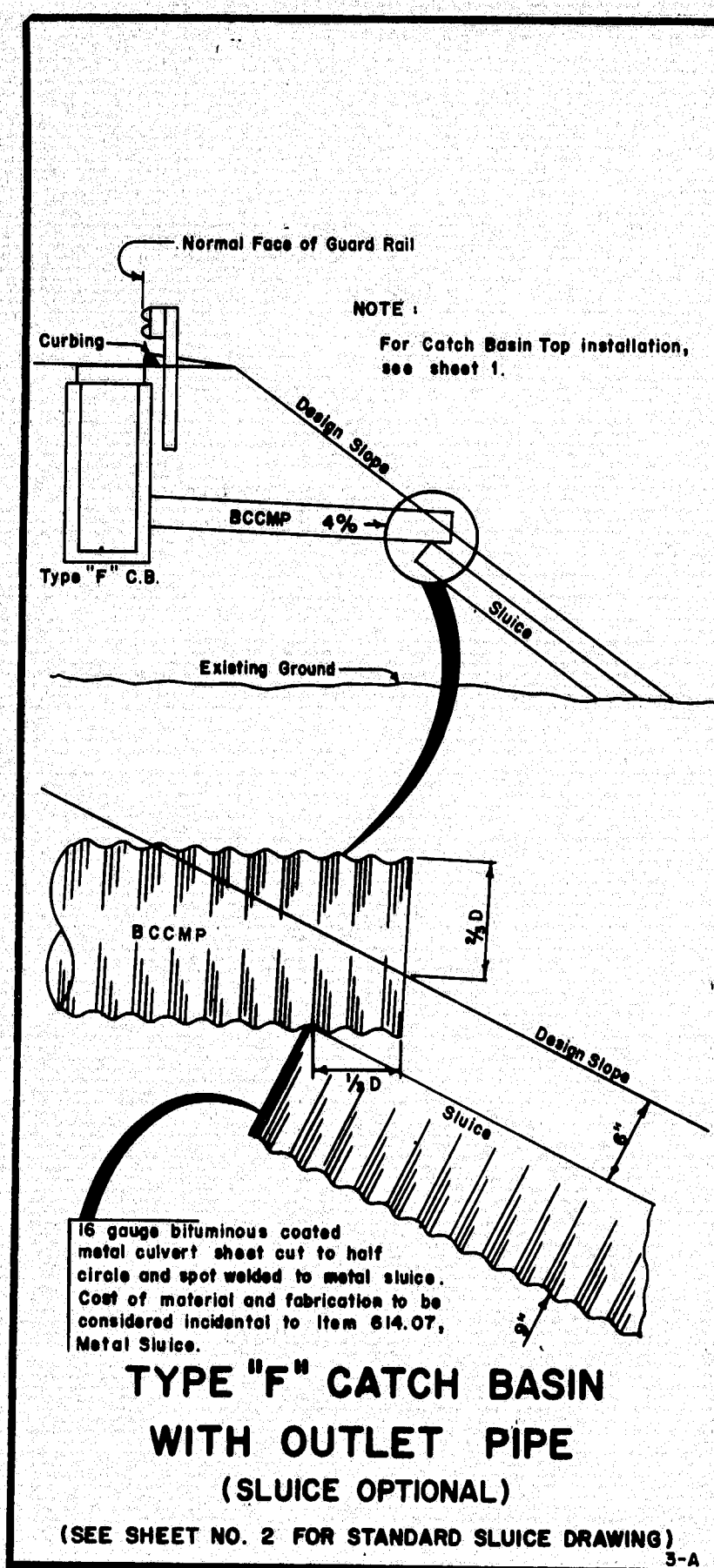
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
(SHEET 80 114-73, 80 115-73 AND 80 116-73 SHALL
ACCOMPANY THIS SHEET AS NEEDED)

STANDARD DETAILS

ALUMINUM RAILING
TRANSITION (2 BAR OR 3 BAR SEMI-
ELLIPSE) TO TYPE 36 GUARD RAIL

SHEET OF AUGUSTA, MAINE JUNE 1973

146-186



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	

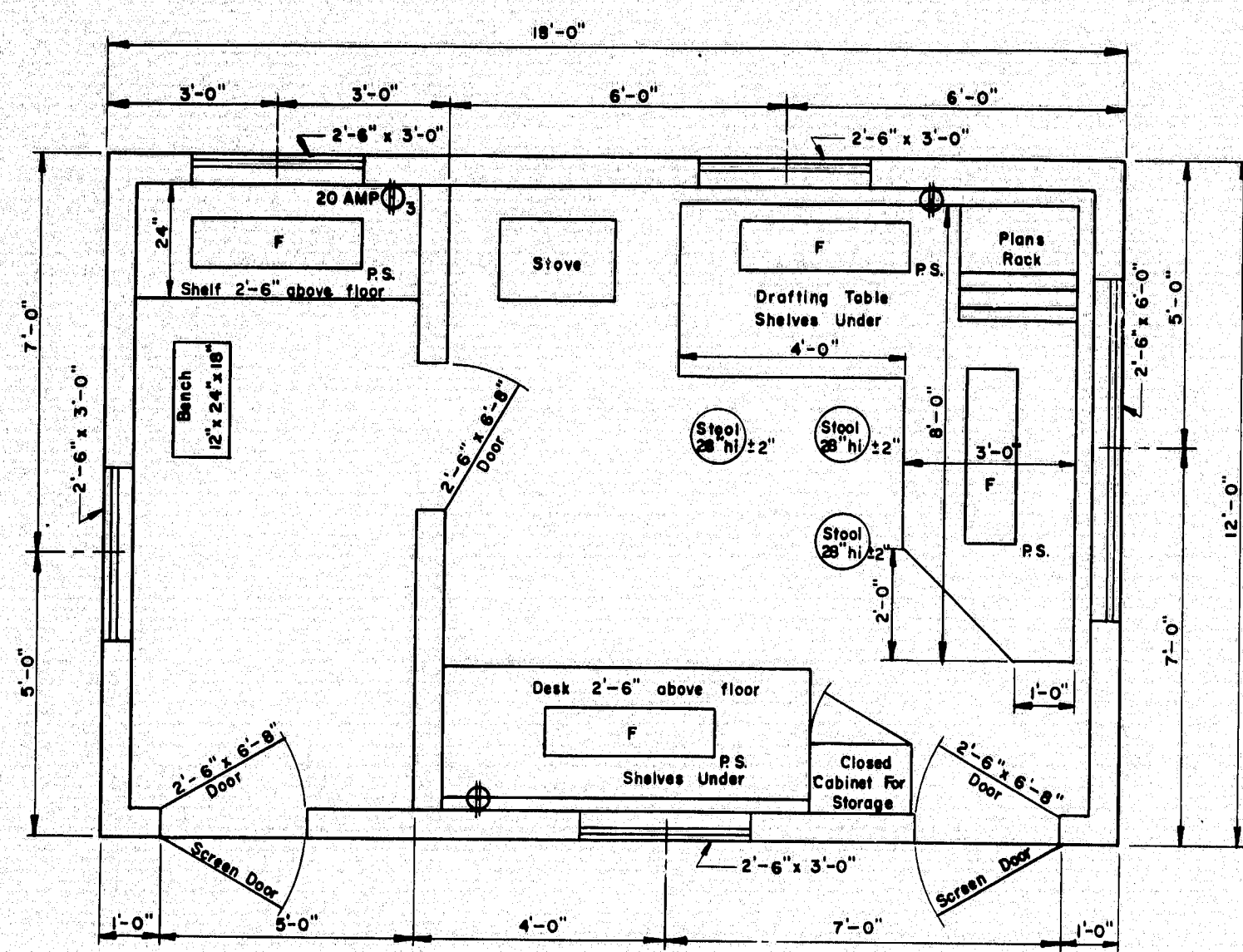
TERMINAL CURB SECTION	
Top of Curb	4'-0" Min.
6" Exposed Face	2'-0" Nominal
Limit of Payment	Limit of Payment
Terminal Section	Terminal Section

TERMINAL SECTION TYPE "1" & "2"	
Top of Curb	11'-0" ±
Top of curb Type 5 or 6	Edge of Pavement

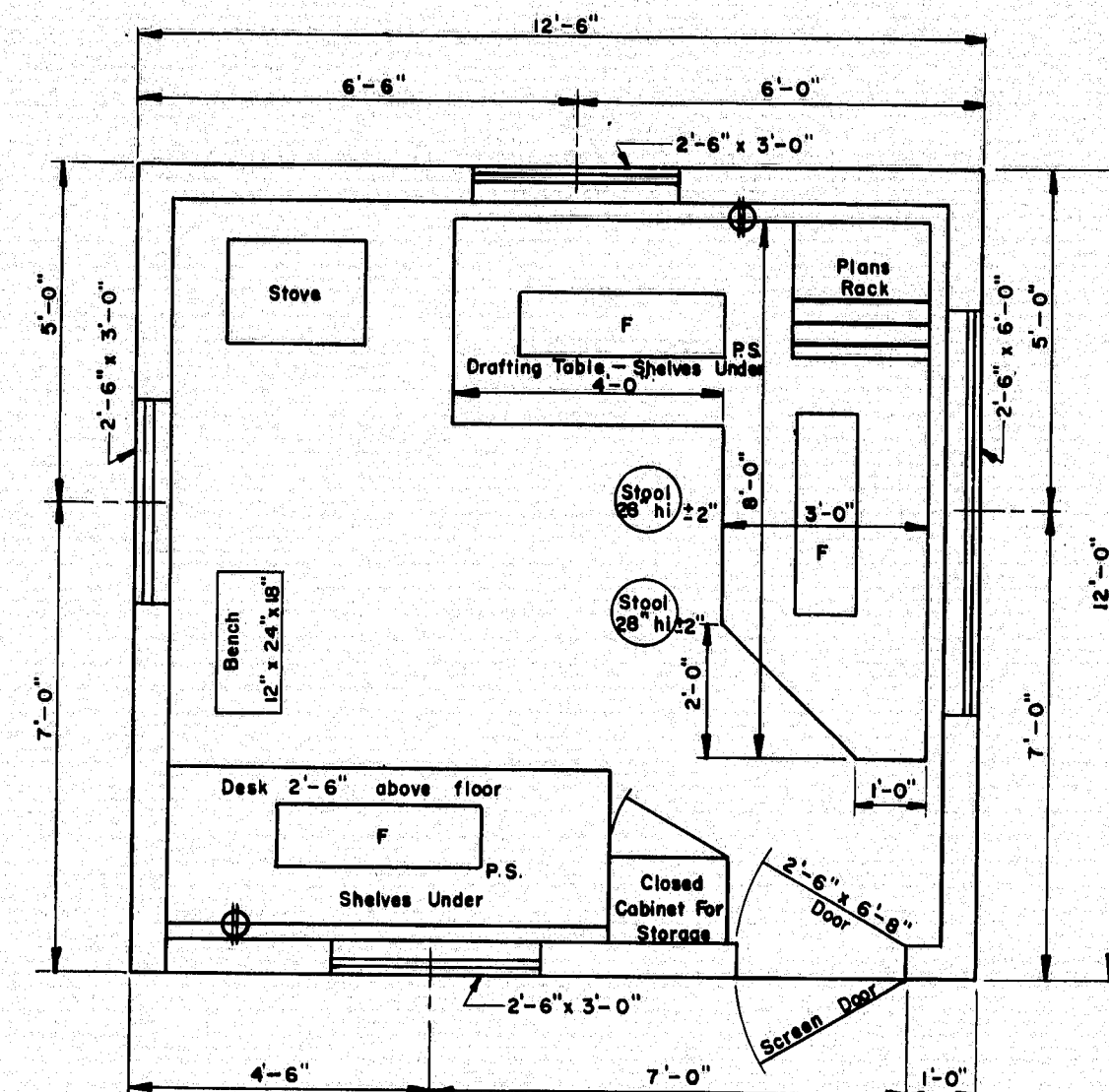
TERMINAL SECTION TYPE "5" & "6" (Use when shown on plans only)	
Top of Curb	11'-0" ±
Top of curb Type 5 or 6	Edge of Pavement

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

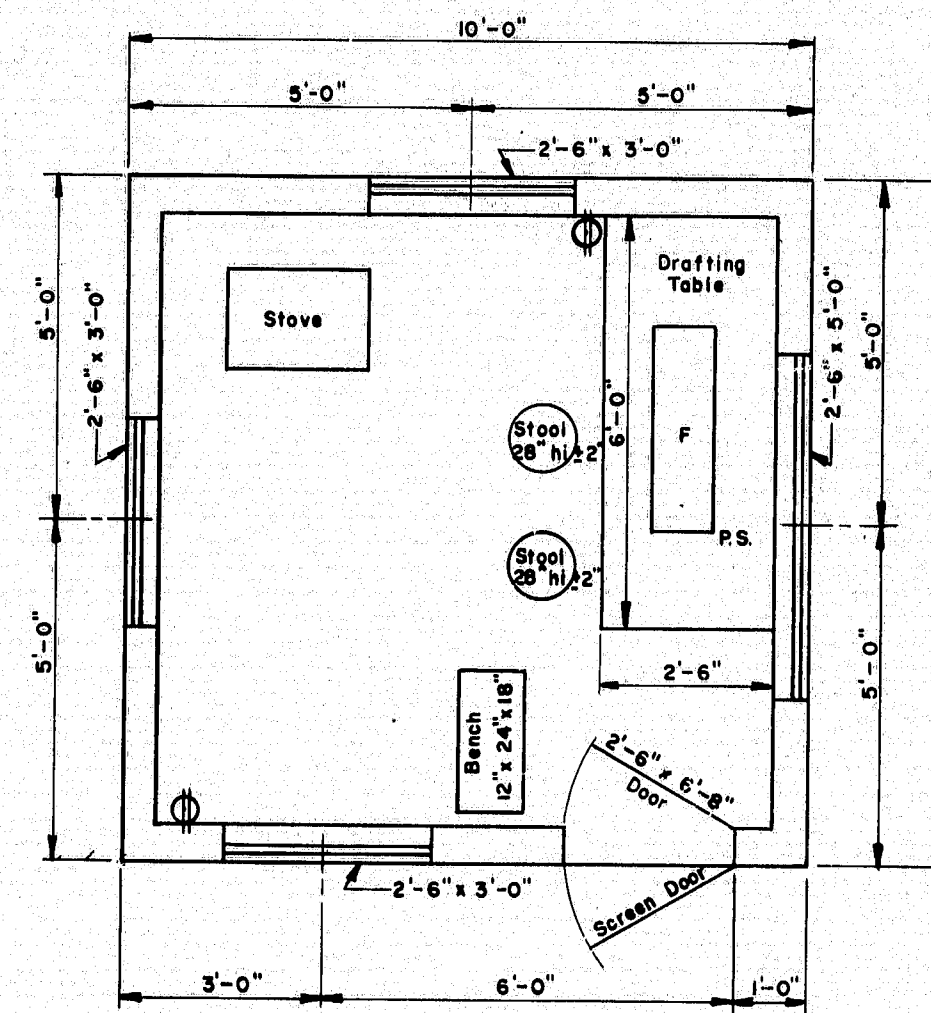
MAINE STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
STANDARD DETAILS	
CURB, DITCHES AND SLOPES, AND CATCH BASINS TYPE "E"	



FLOOR PLAN
TYPE "A"

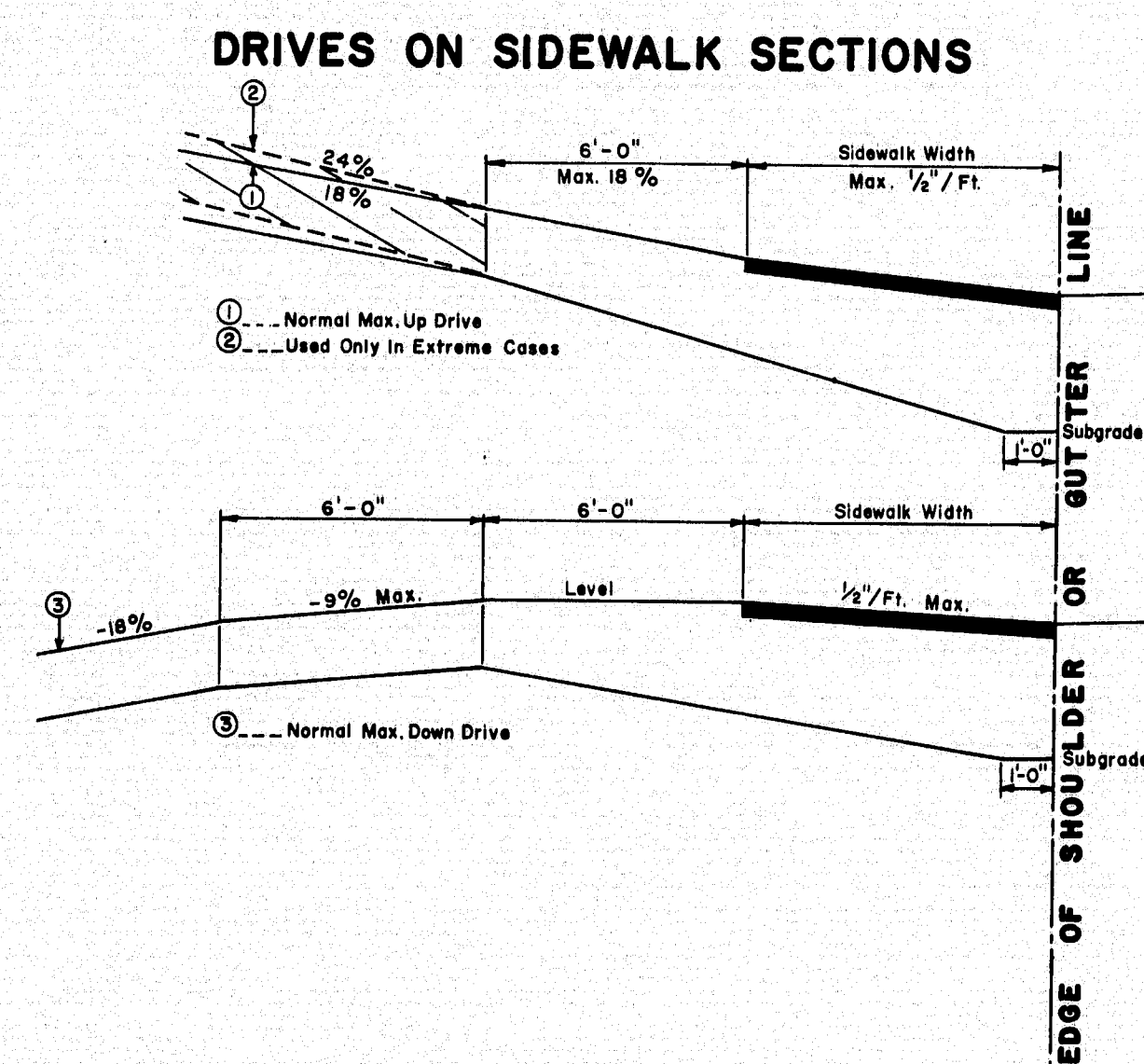


FLOOR PLAN
TYPE "B"

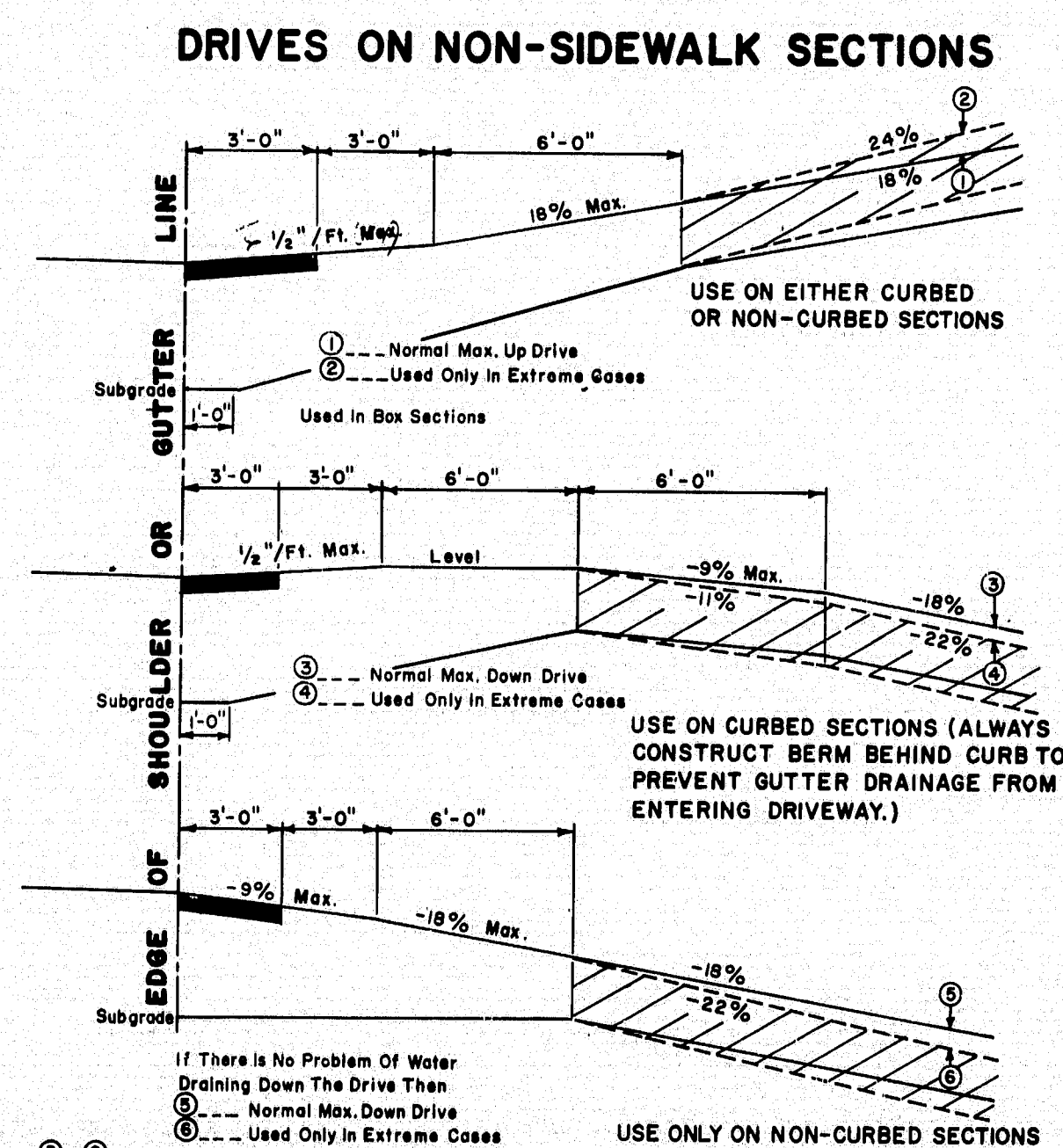


FLOOR PLAN
TYPE "C"

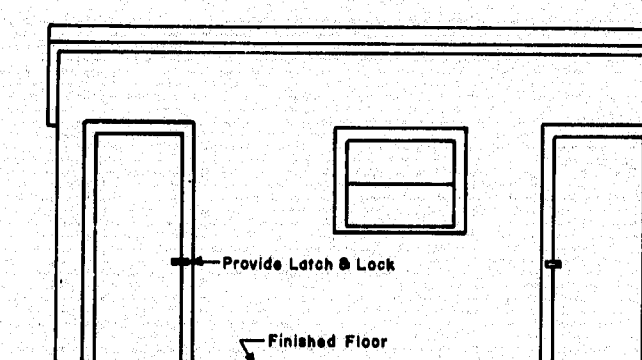
- GENERAL NOTES**
- Drafting table shall be 3'-4" high at front edge and placed 2" from studs to allow prints to hang down behind table when in use.
 - Shelves under desk shall be constructed to receive 1 1/2" x 14" x 25" transfiles.
 - Windows shall be double hung.
 - Stovepipe shall not be in direct 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.



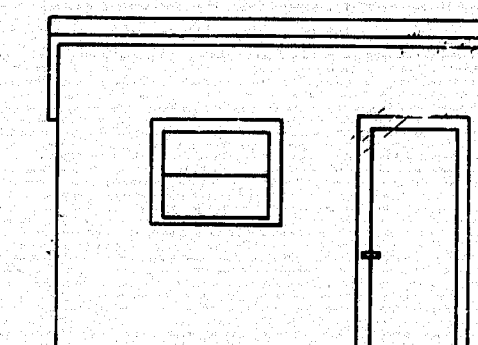
- GENERAL NOTES**
- The sidewalk width shall be paved in all cases.
 - All residential or commercial drives 10% and over shall be paved.
- NOTES ON MAXIMUM DRIVEWAY PROFILES**
- These profiles are a guide for the majority of cases, but should be field checked when the main line grade is steep (4% to 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.



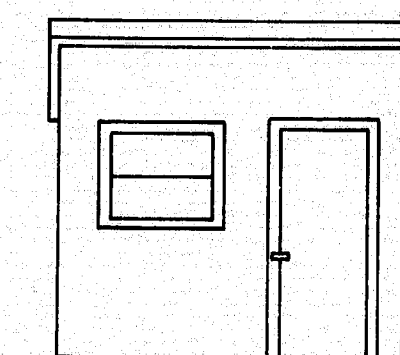
- GENERAL NOTES**
- The first 3' shown as pavement shall be paved only when abutting a paved area.
 - All residential or commercial drives 10% and over shall be paved.
- NOTES ON MAXIMUM DRIVEWAY PROFILES**
- These profiles are a guide for the majority of cases, but should be field checked when the main line grade is steep (4% to 6% or greater) or the angle of approach to the drive is unusual.
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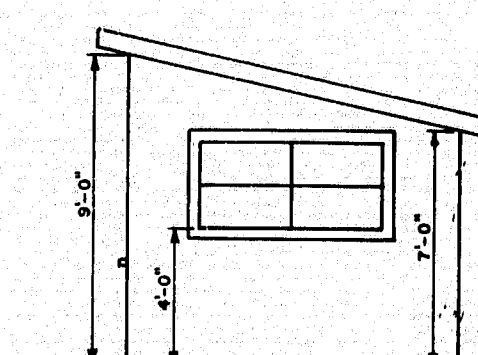
FRONT ELEVATION
TYPE "A"



FRONT ELEVATION
TYPE "B"



FRONT ELEVATION
TYPE "C"



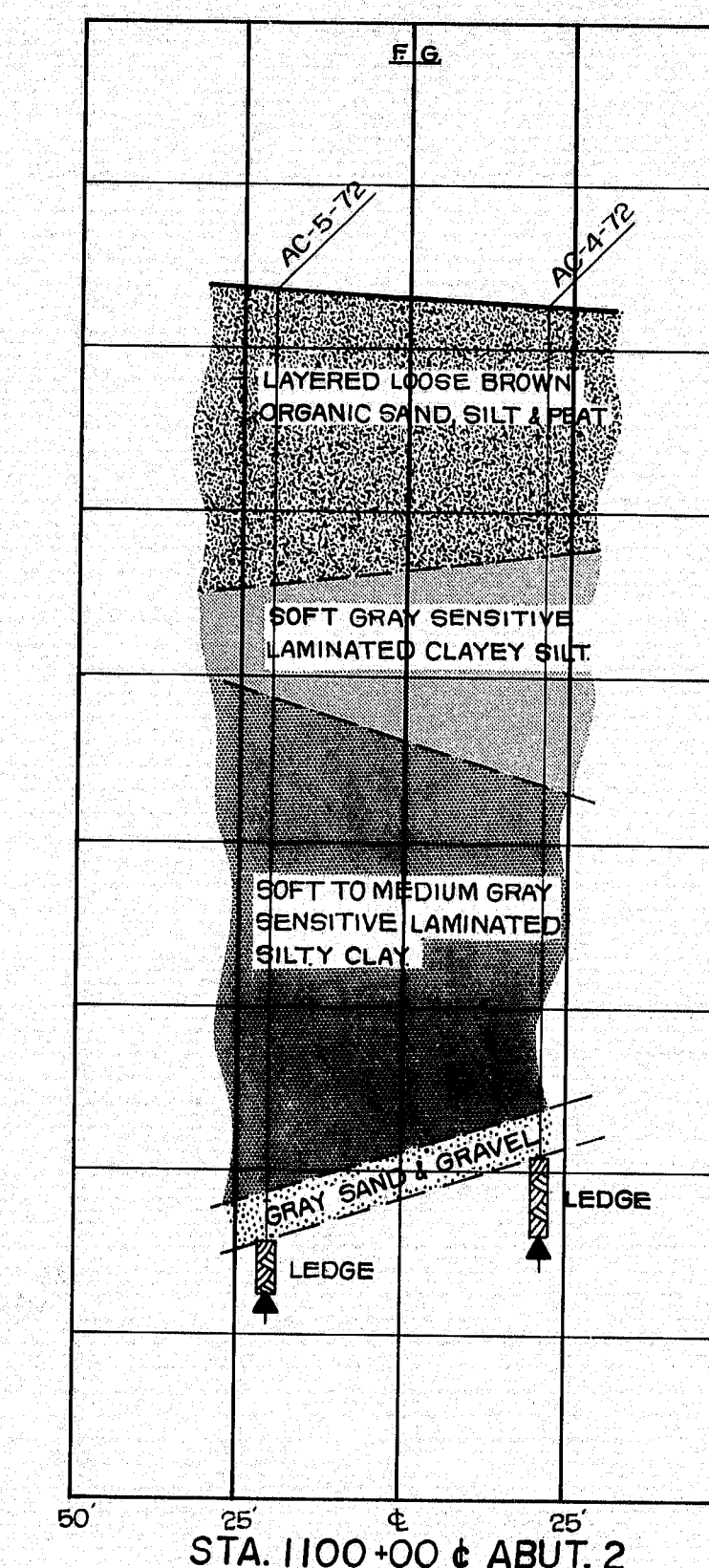
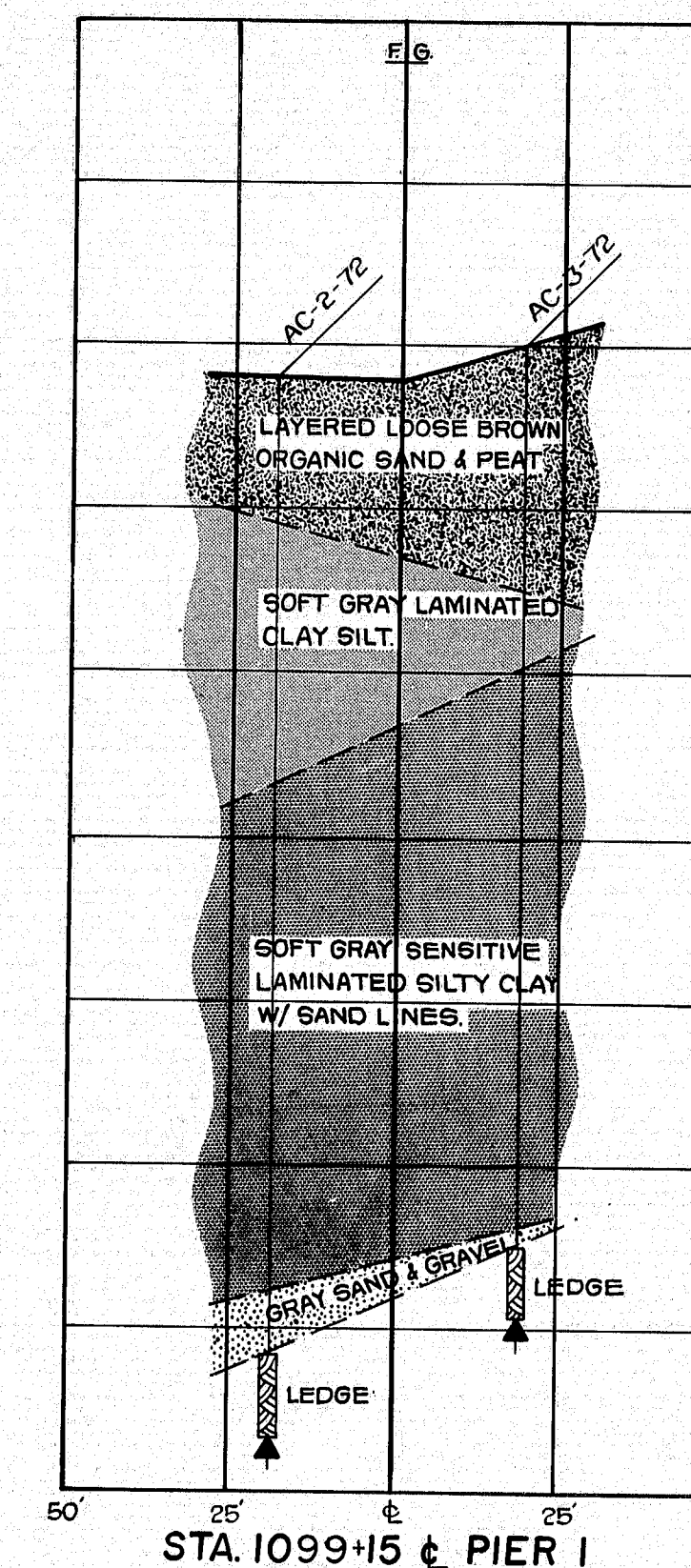
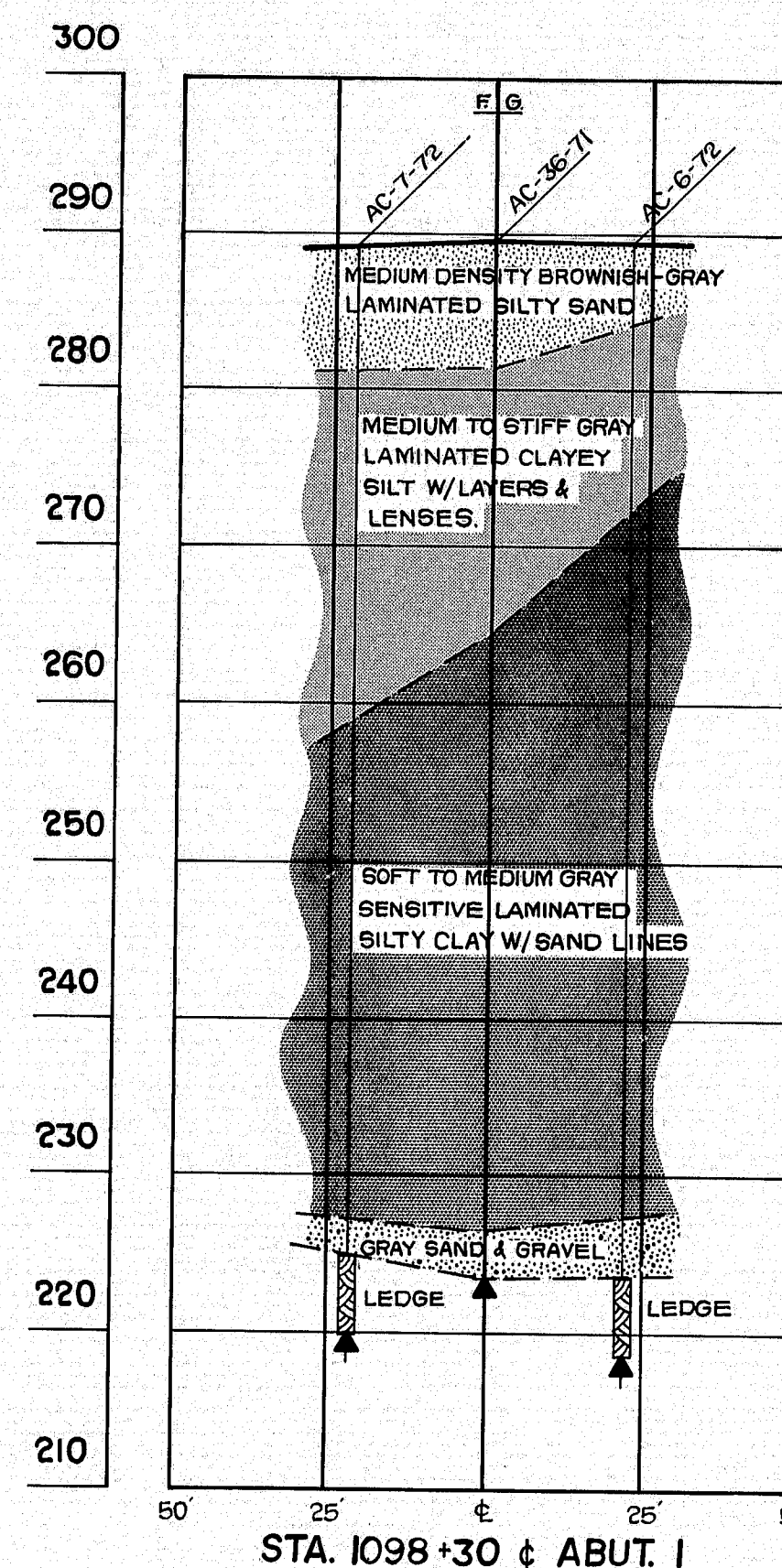
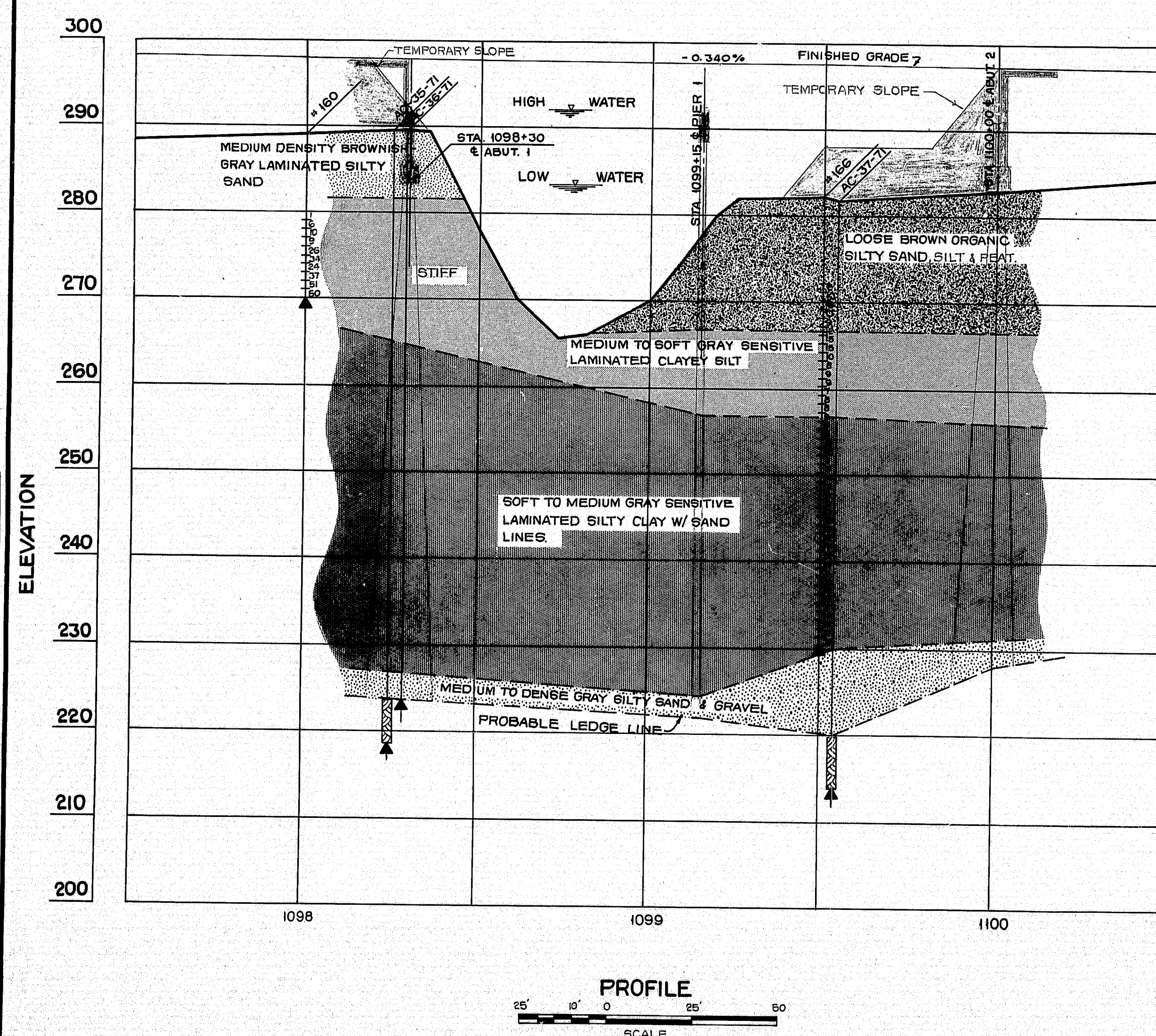
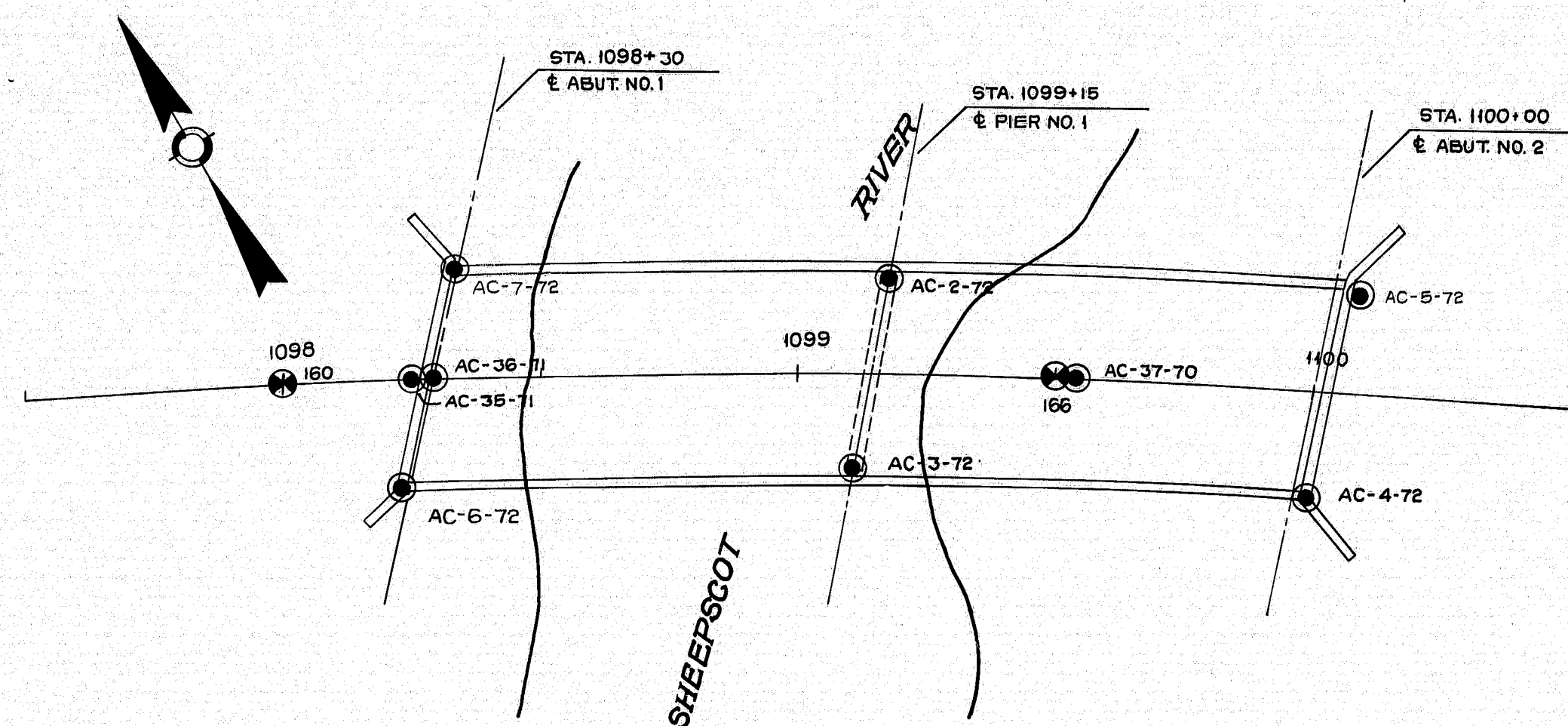
SIDE ELEVATION
TYPES "A", "B", & "C"

REVISIONS	
PLATE	"D" E
DATE	3-16-73

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

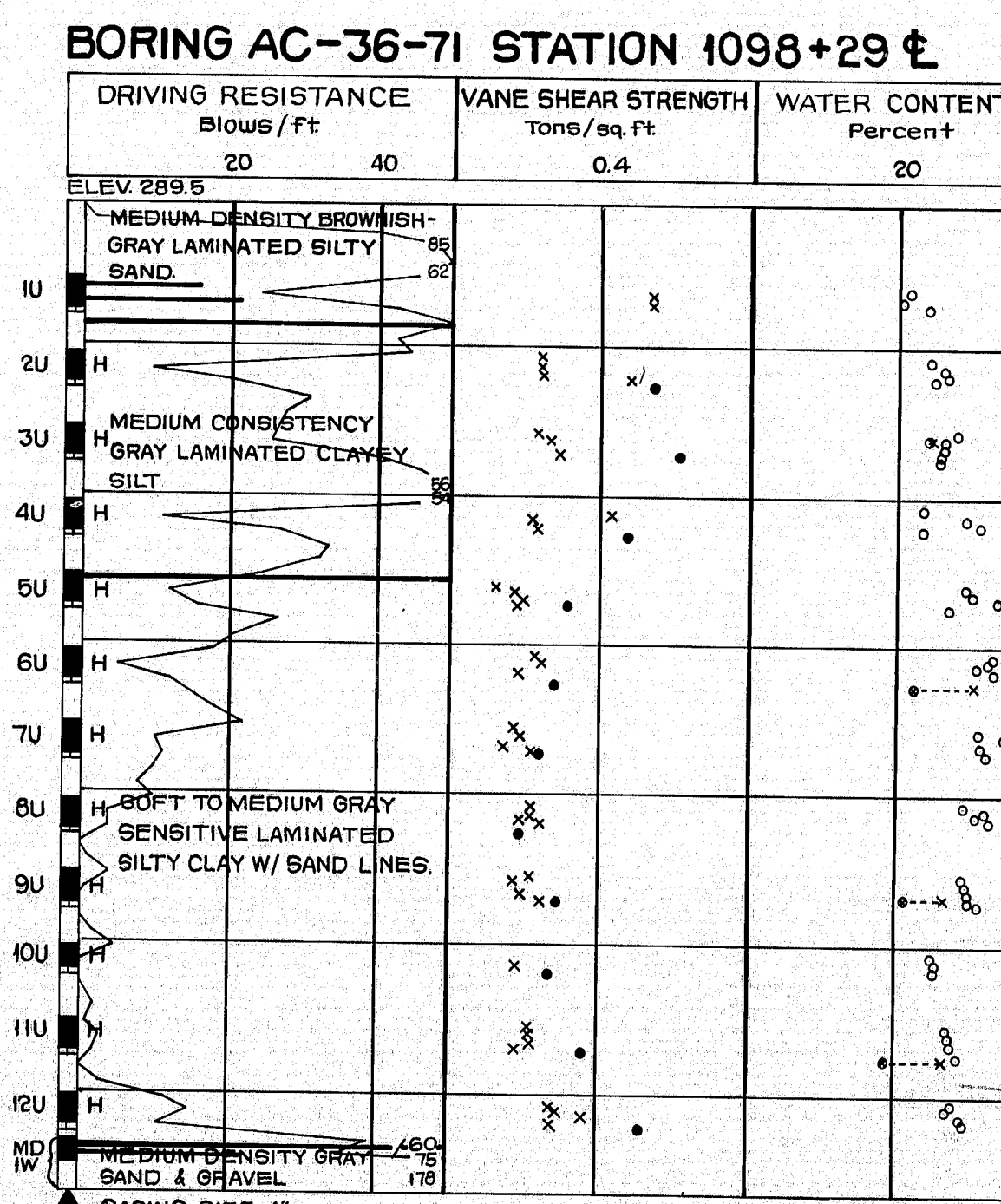
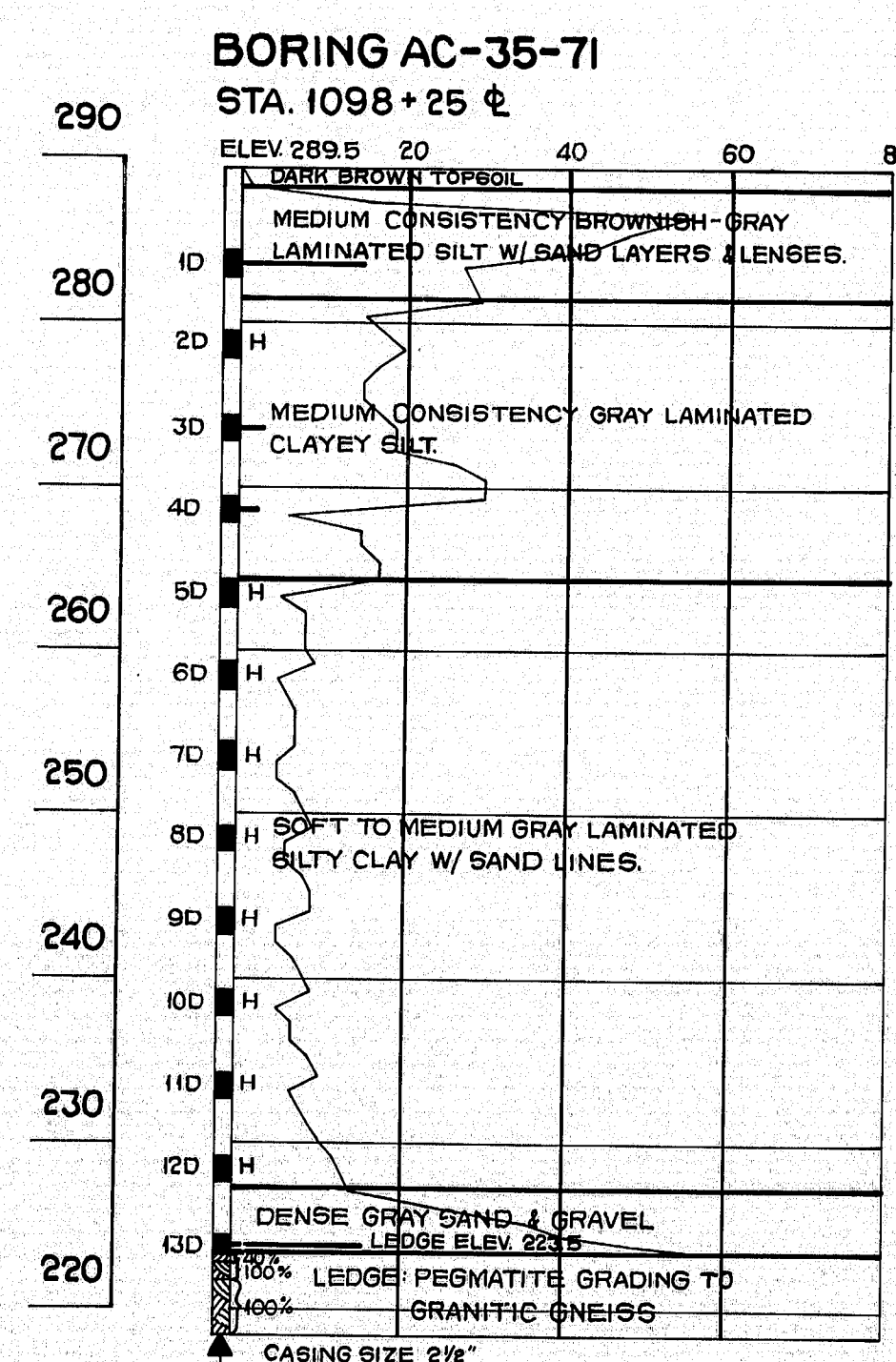
STANDARD DETAILS

DRIVEWAY DETAILS
FIELD OFFICES
TESTING LABORATORY



TRANSVERSE SECTIONS

ELEVATION

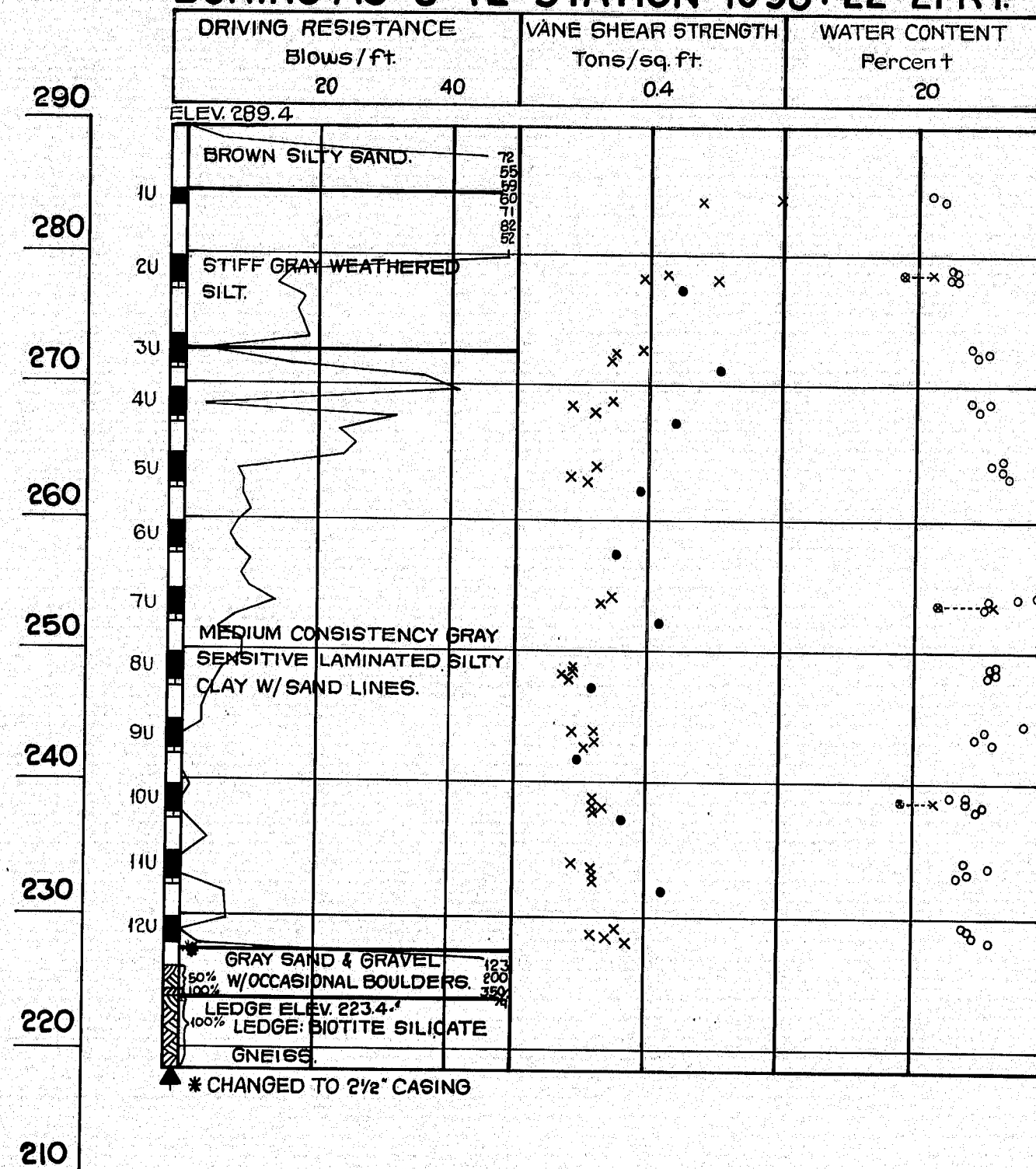


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
SHEEPSCOT BRIDGE
OVER
SHEEPSCOT RIVER
IN THE TOWN OF
PALERMO
WALDO COUNTY
FOUNDATION SURVEY

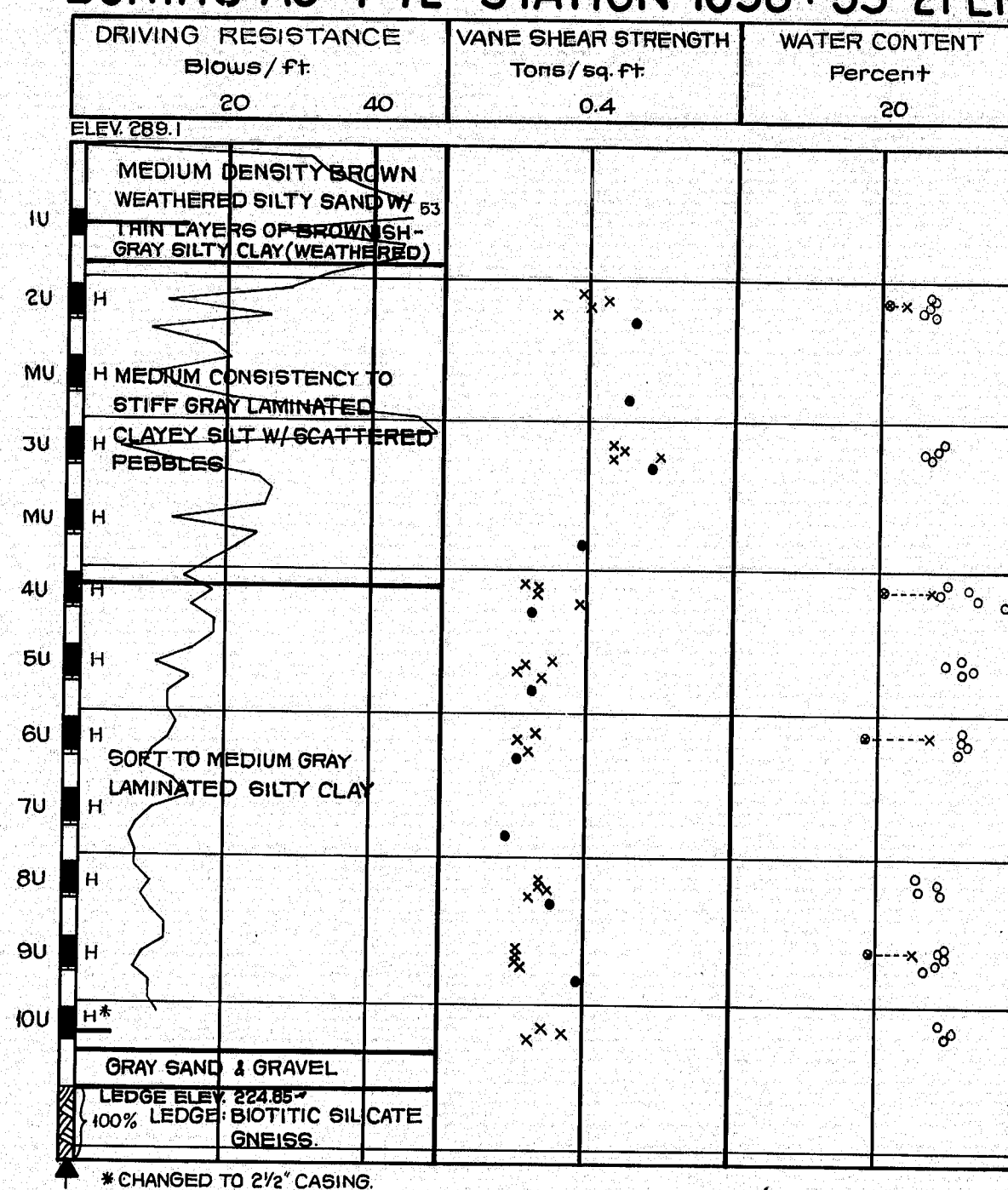
SHEET OF AUGUSTA, MAINE JUNE 73

146-189

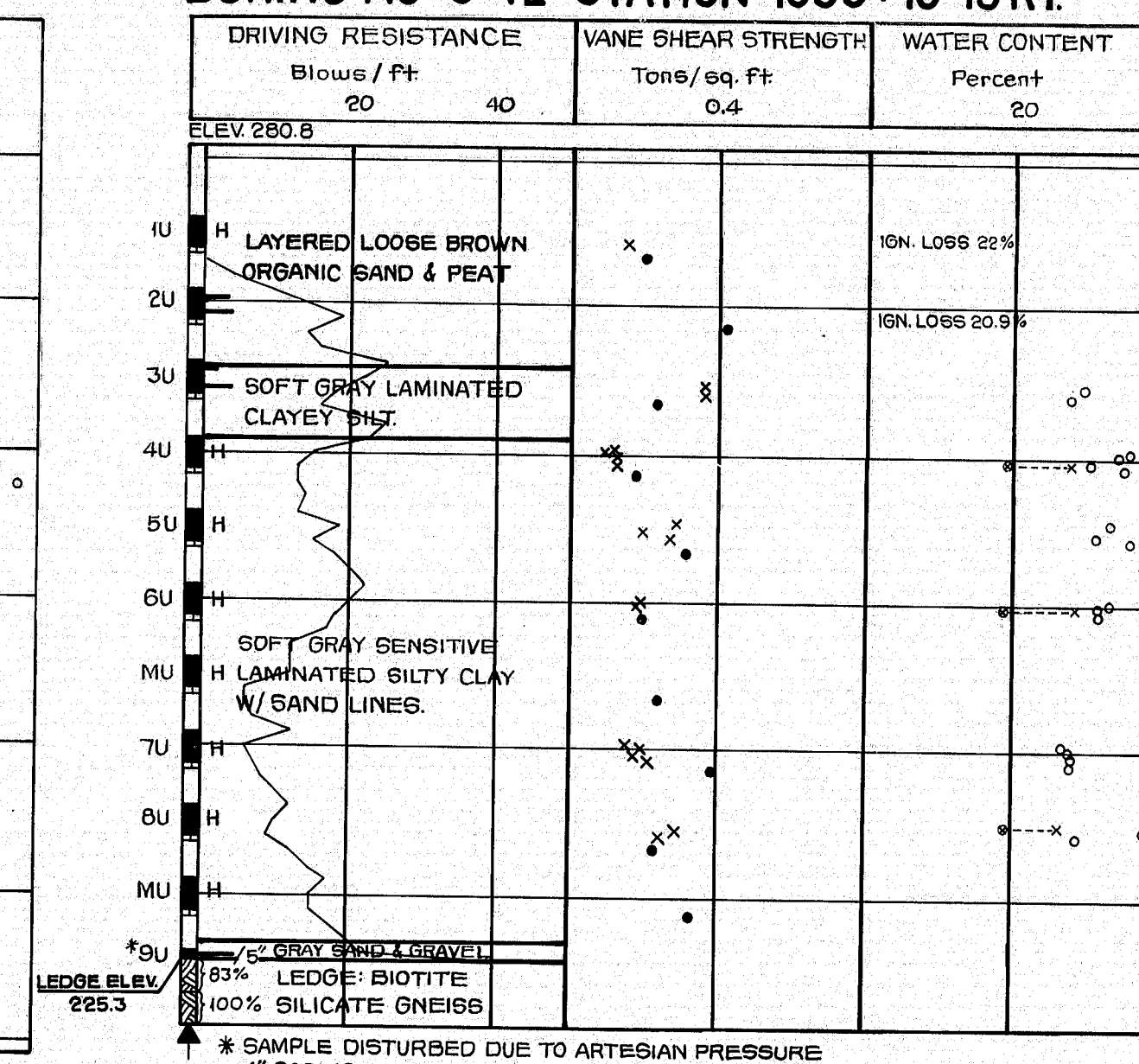
BORING AC-6-72 STATION 1098+22 21'RT.



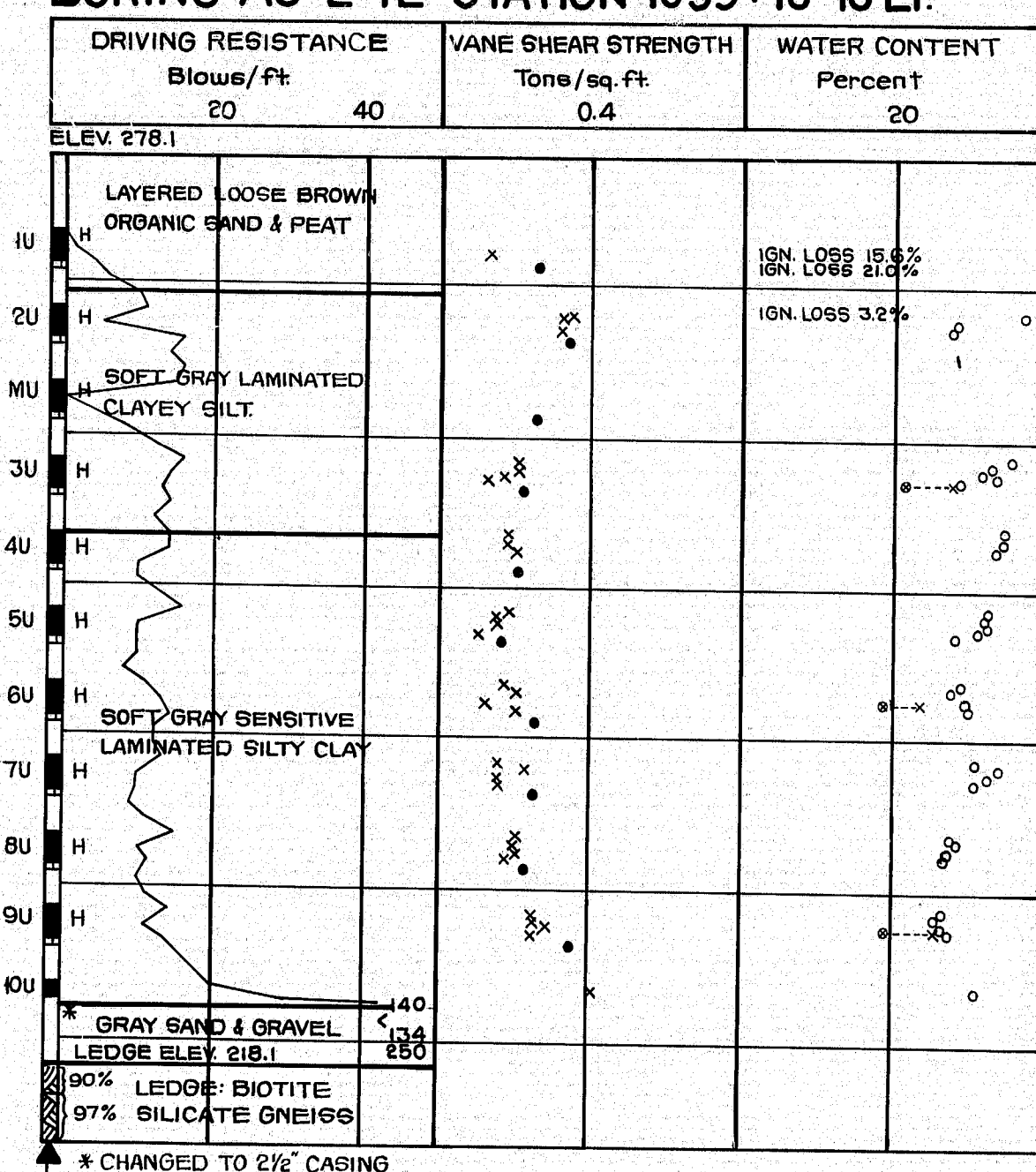
BORING AC-7-72 STATION 1098+33 21'LT.



BORING AC-3-72 STATION 1099+10 18'RT.

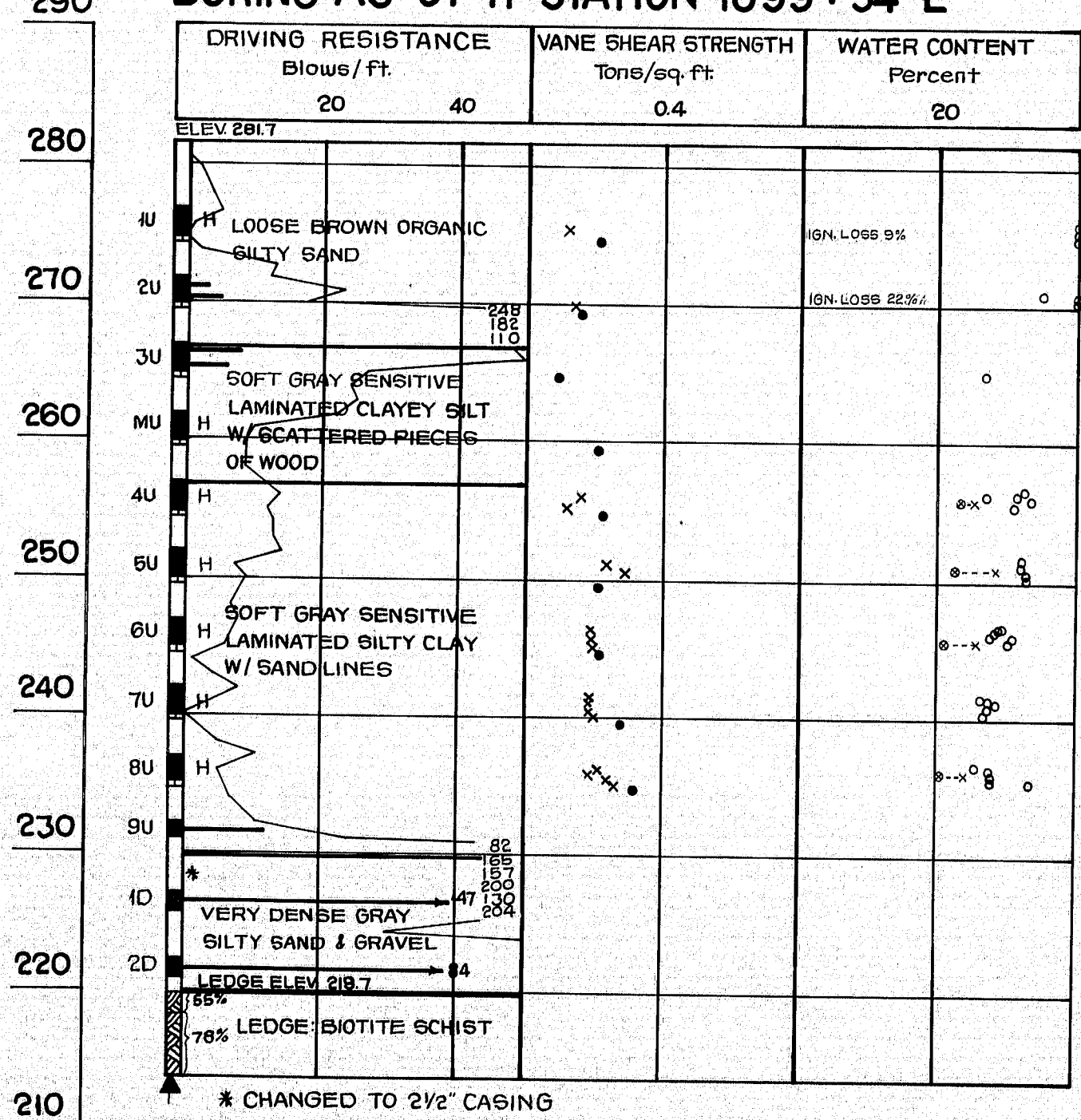


BORING AC-2-72 STATION 1099+18 18'LT.

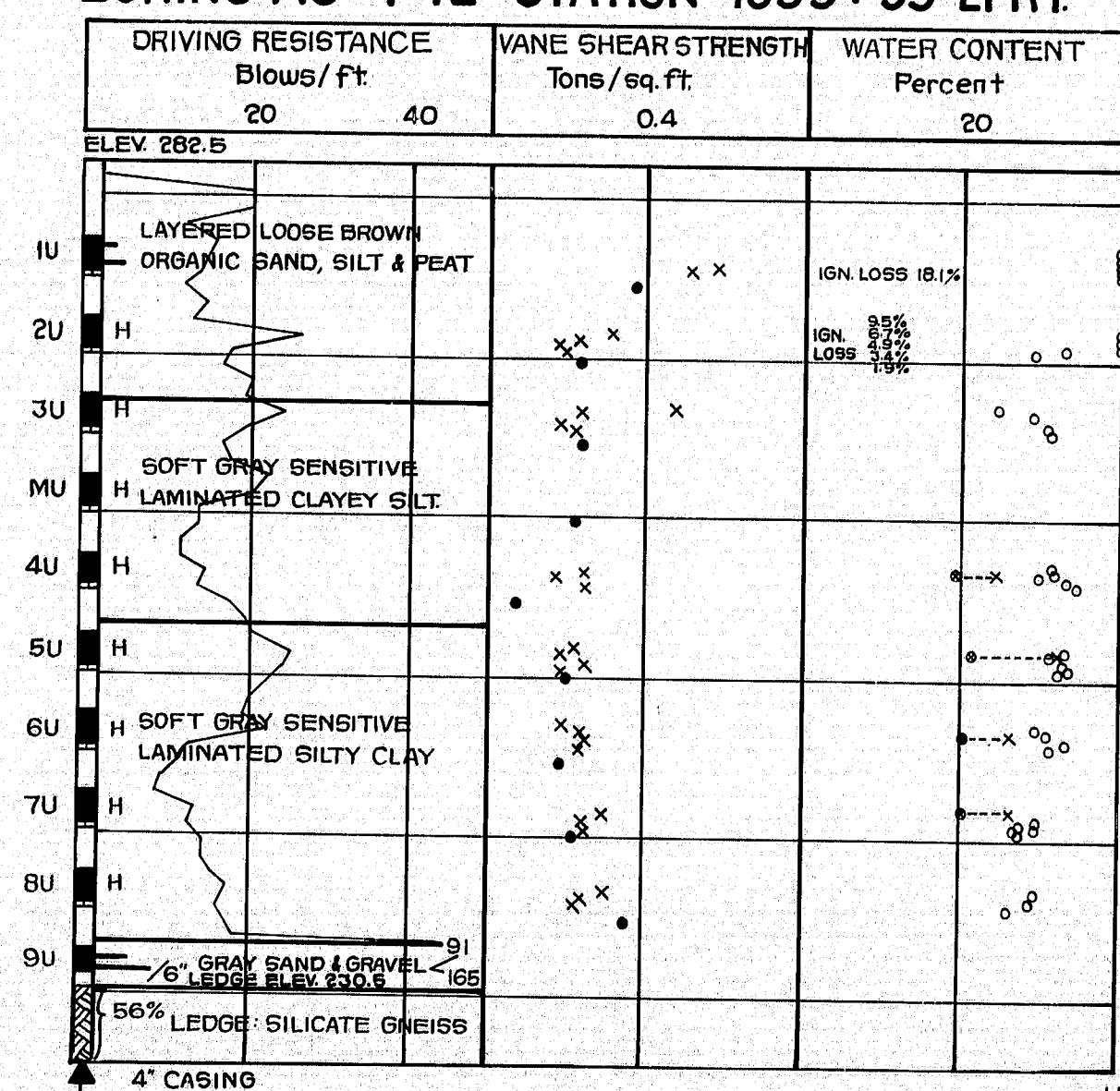


ELEVATIONS

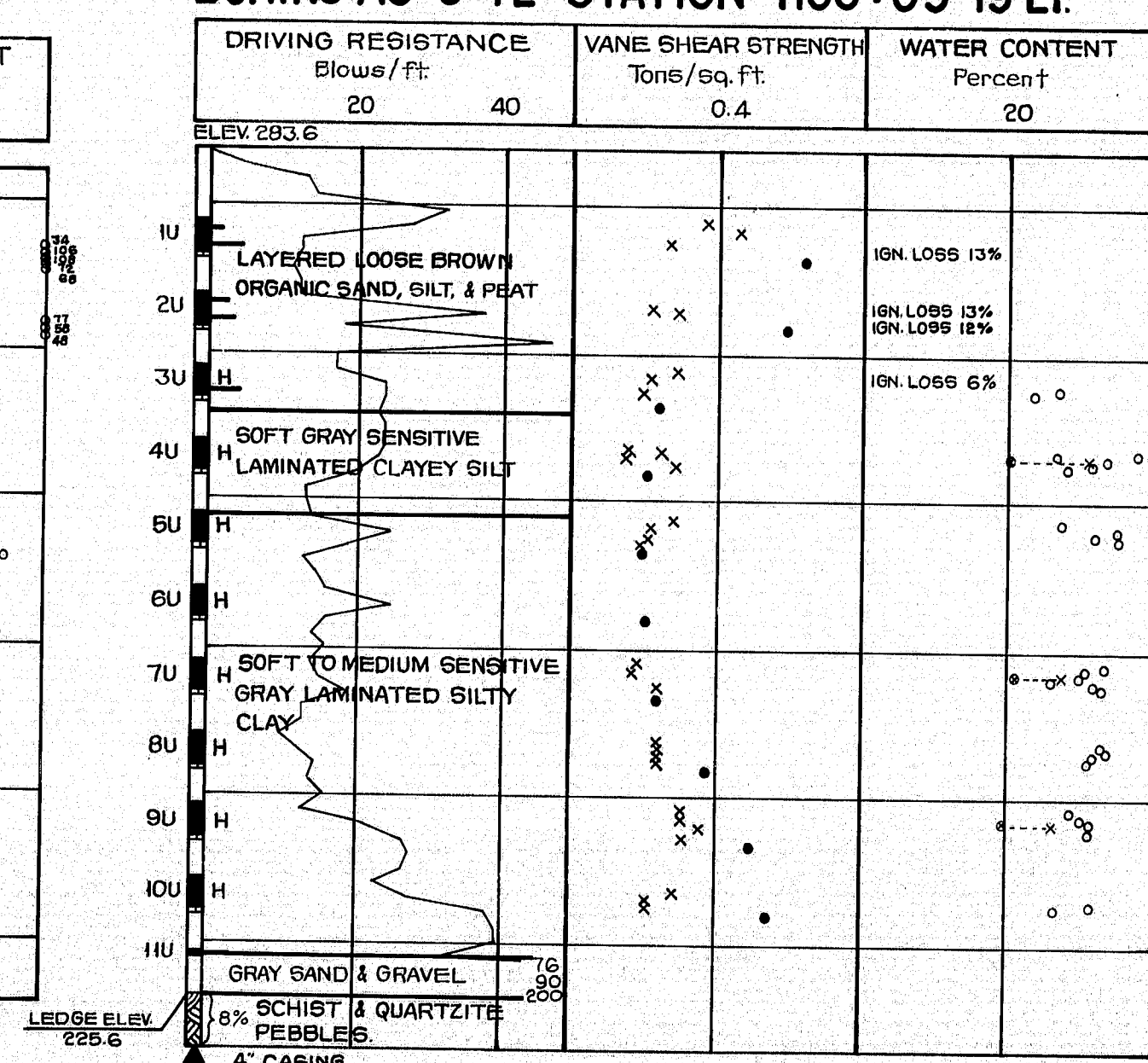
BORING AC-37-71 STATION 1099+54 4'



BORING AC-4-72 STATION 1099+99 21'RT.



BORING AC-5-72 STATION 1100+09 19'LT.



BORING NOTES

- All samples and vane tests are made ahead of casing
- 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
- 5 1/4" sampler # 1290's
- 3 1/2" O.D. 16 ga. seamless tubing
- Wash sample and number
- Unsuccessful sample attempt and type of sampler
- Number of blows required to drive spoon or tubing one with 350 ft. lbs. of energy per blow
- Sampling spoon or seamless tubing driven by static weight of drill rods and hammer
- Field vane test
- Bottom of boring (may not be bottom of soil strata)
- Locations cored by diamond bit and per cent recovery of rock

SHEAR NOTES

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

WATER CONTENT NOTES

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
SHEEPSKOT BRIDGE
OVER
SHEEPSKOT RIVER
IN THE TOWN OF
PALERMO
WALDO COUNTY
BORING DETAILS

SHEET OF AUGUSTA, MAINE JUNE 73

146-190

2001 2000

PLANS	DESIGN	DETAILED	CHECKED	BY	DATE