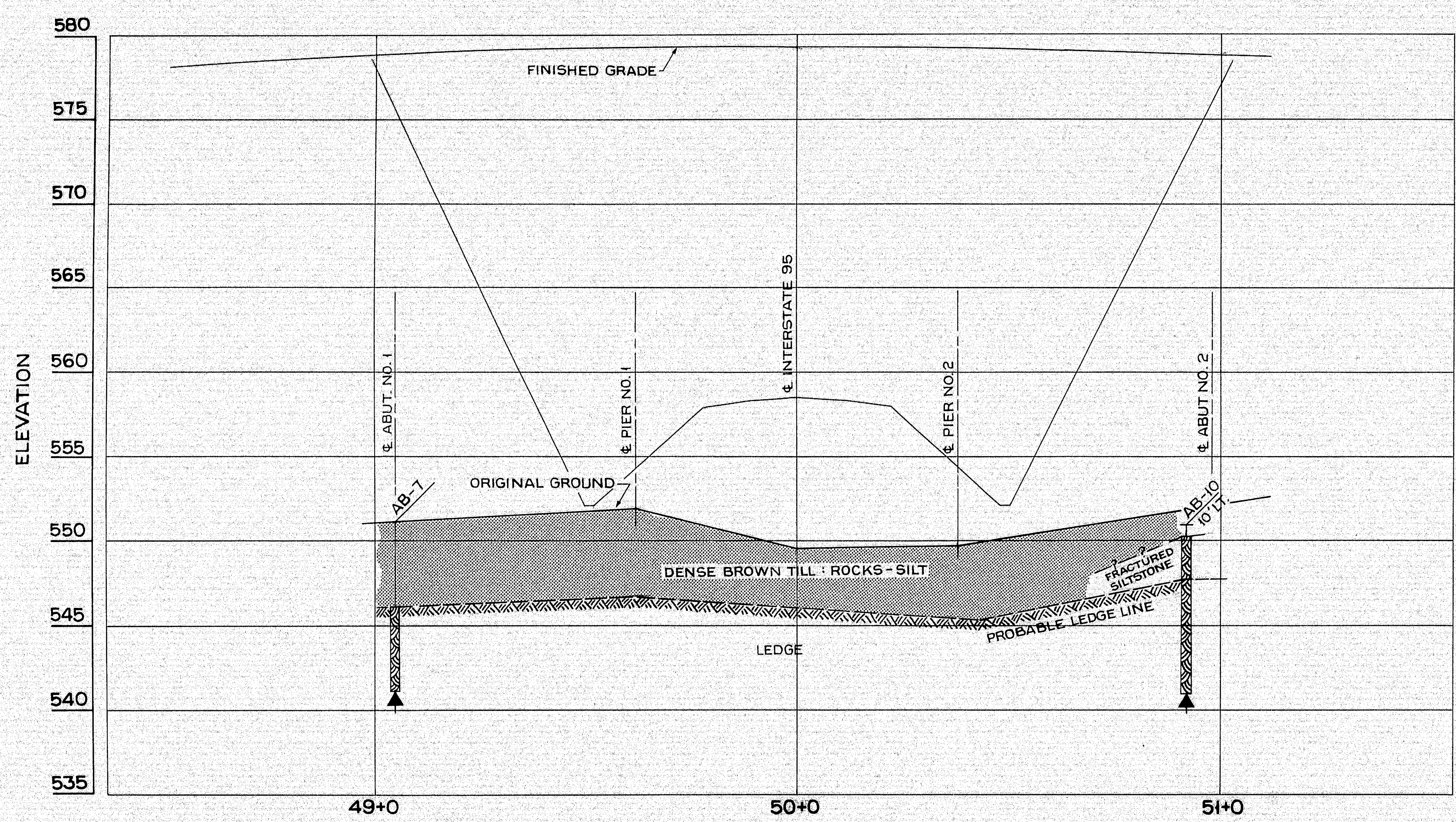
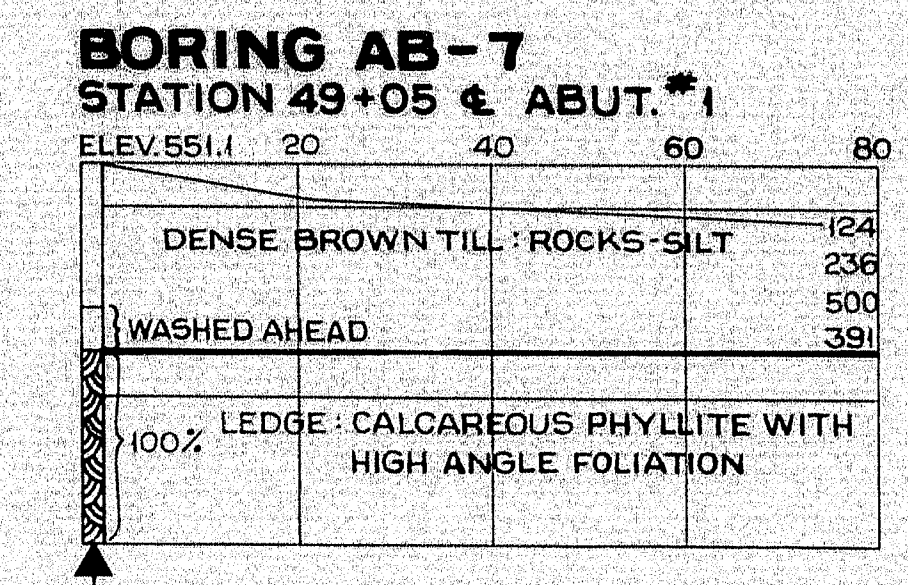


PLAN
SCALE: 1"=20'

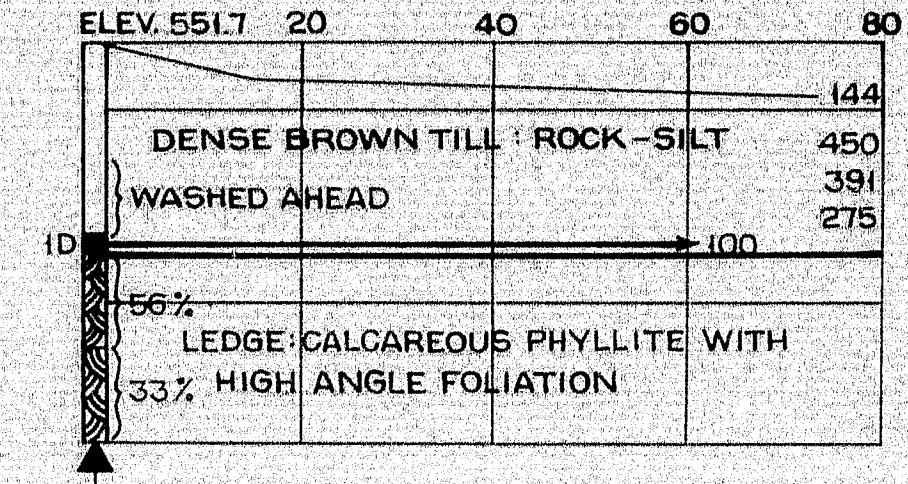


PROFILE
SCALE: 1"=5' VERT.; 1"=20' HORIZ.

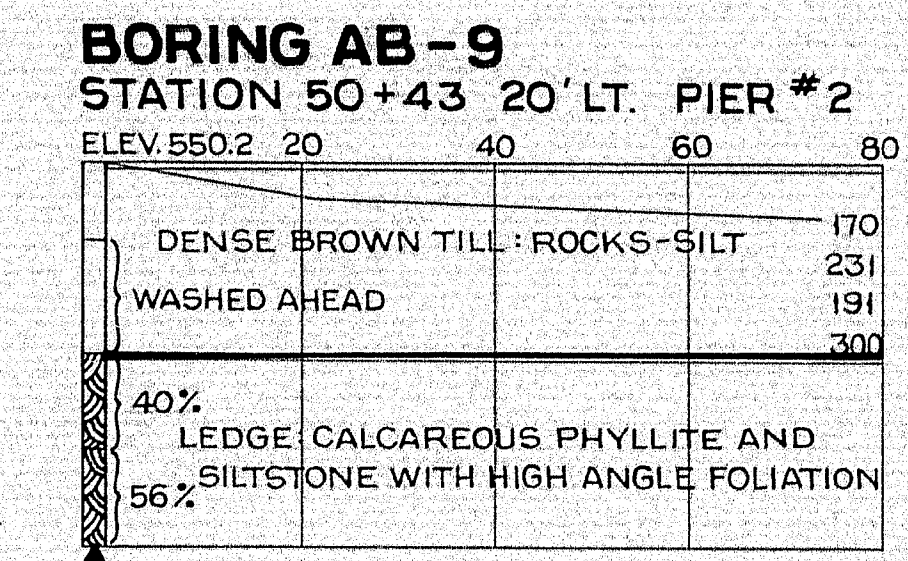
555
550
545
540



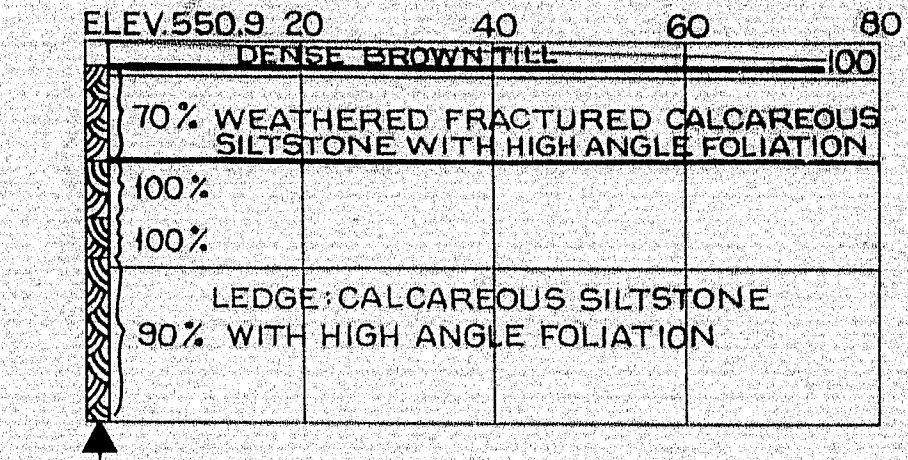
BORING AB-8
STATION 49+62 15' RT. PIER #1



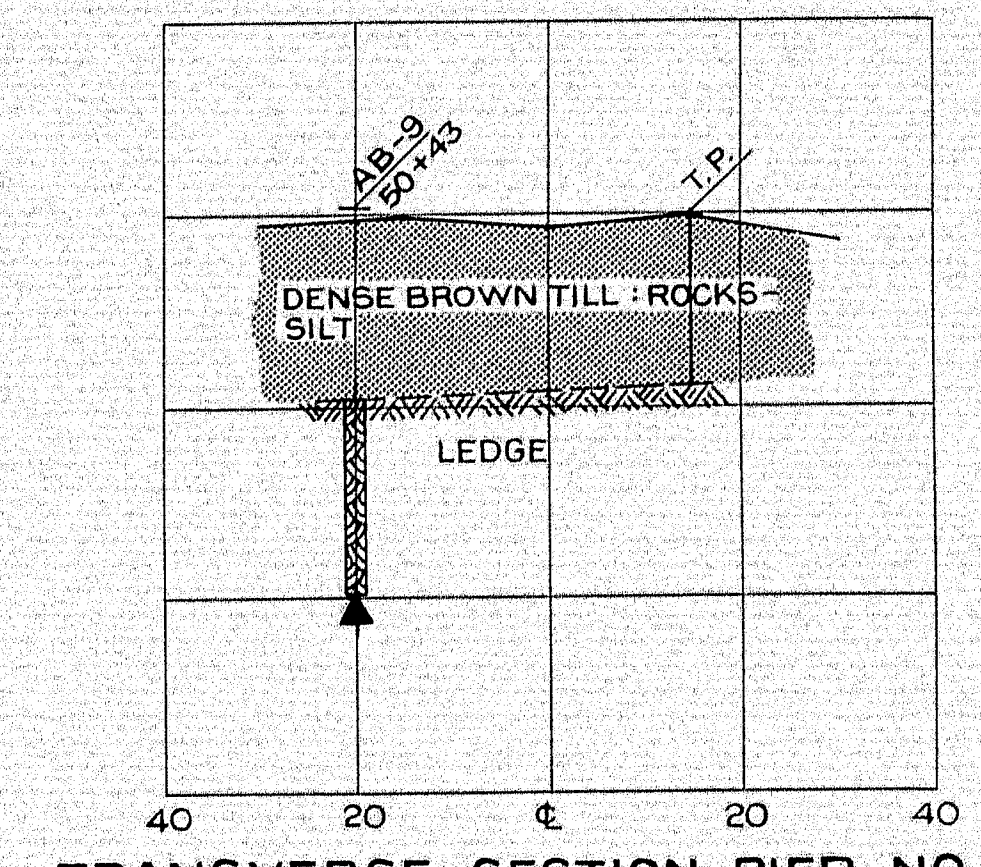
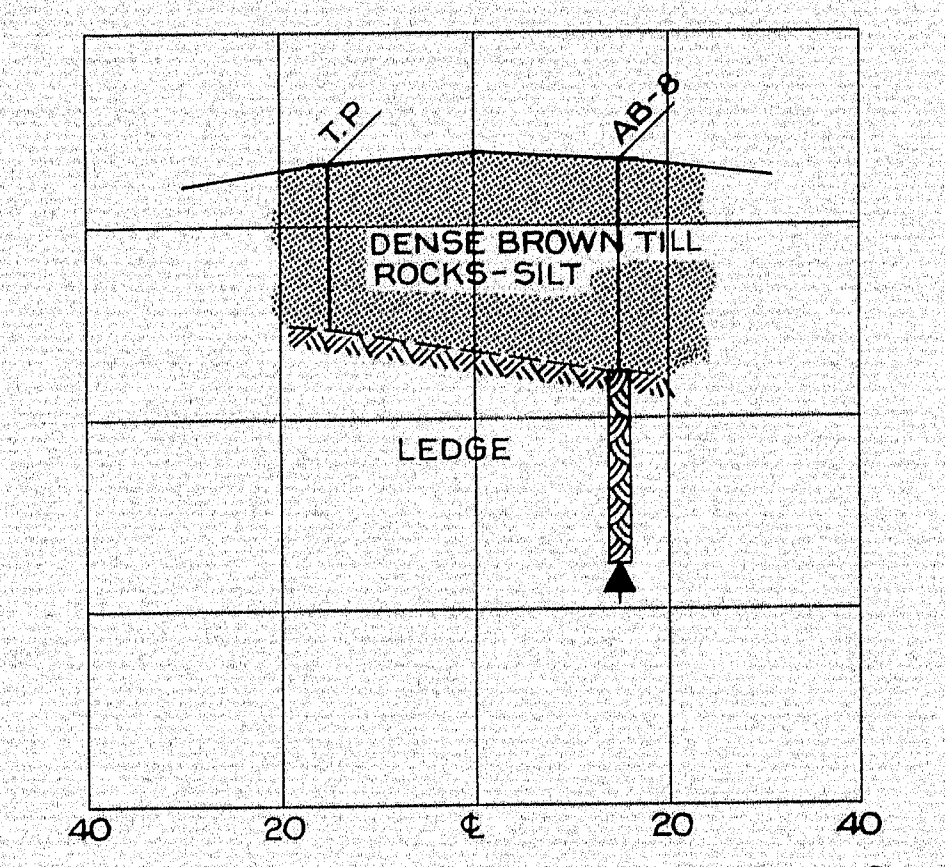
555
550
545
540



BORING AB-10
STATION 50+92 10' LT. ABUT. #2



555
550
545
540
535



BORING NOTES

- ALL SAMPLES AND VANS ARE MADE AHEAD OF CASING
- 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 & H SAMPLER #1290'S
- NUMBER OF BLOWS REQUIRED TO DRIVE SPOON OR TUBING ONE FOOT WITH 350 FT. LBS. OF ENERGY PER BLOW
- BOTTOM OF BORING (MAY NOT BE BOTTOM OF SOIL STRATA)
- LOCATION CORED BY DIAMOND BIT AND PER CENT RECOVERY OF ROCK

4 LANE REVISION NOVEMBER 1966

DESIGN-TRACE-CHECK
BRIDGE NO. SURVEY-PILOT

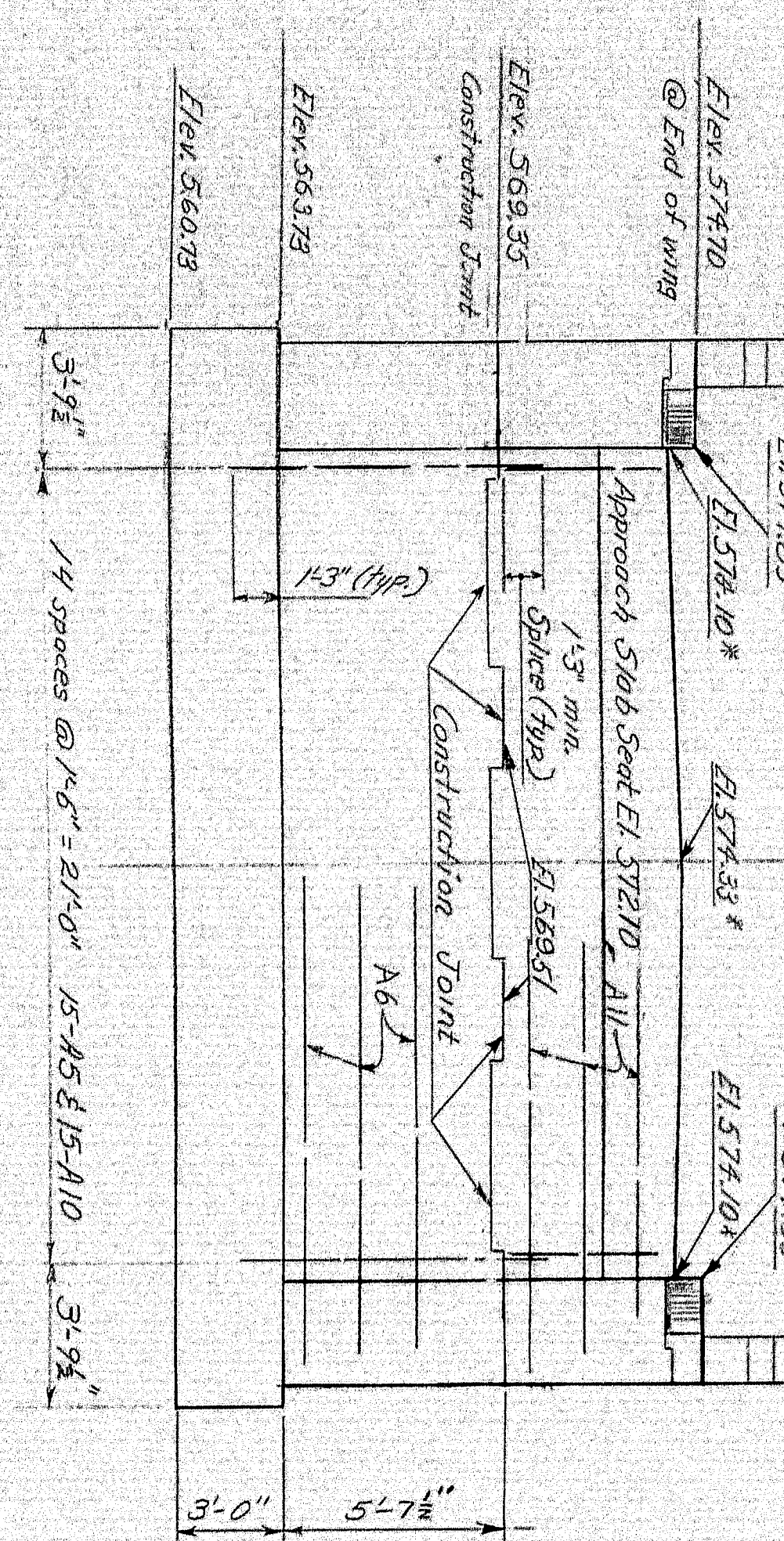
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

CRYSTAL STATION ROAD BRIDGE
OVER
INTERSTATE 95
IN THE TOWNS OF
CRYSTAL & SHERMAN
AROSTOOK COUNTY
FOUNDATION SURVEY

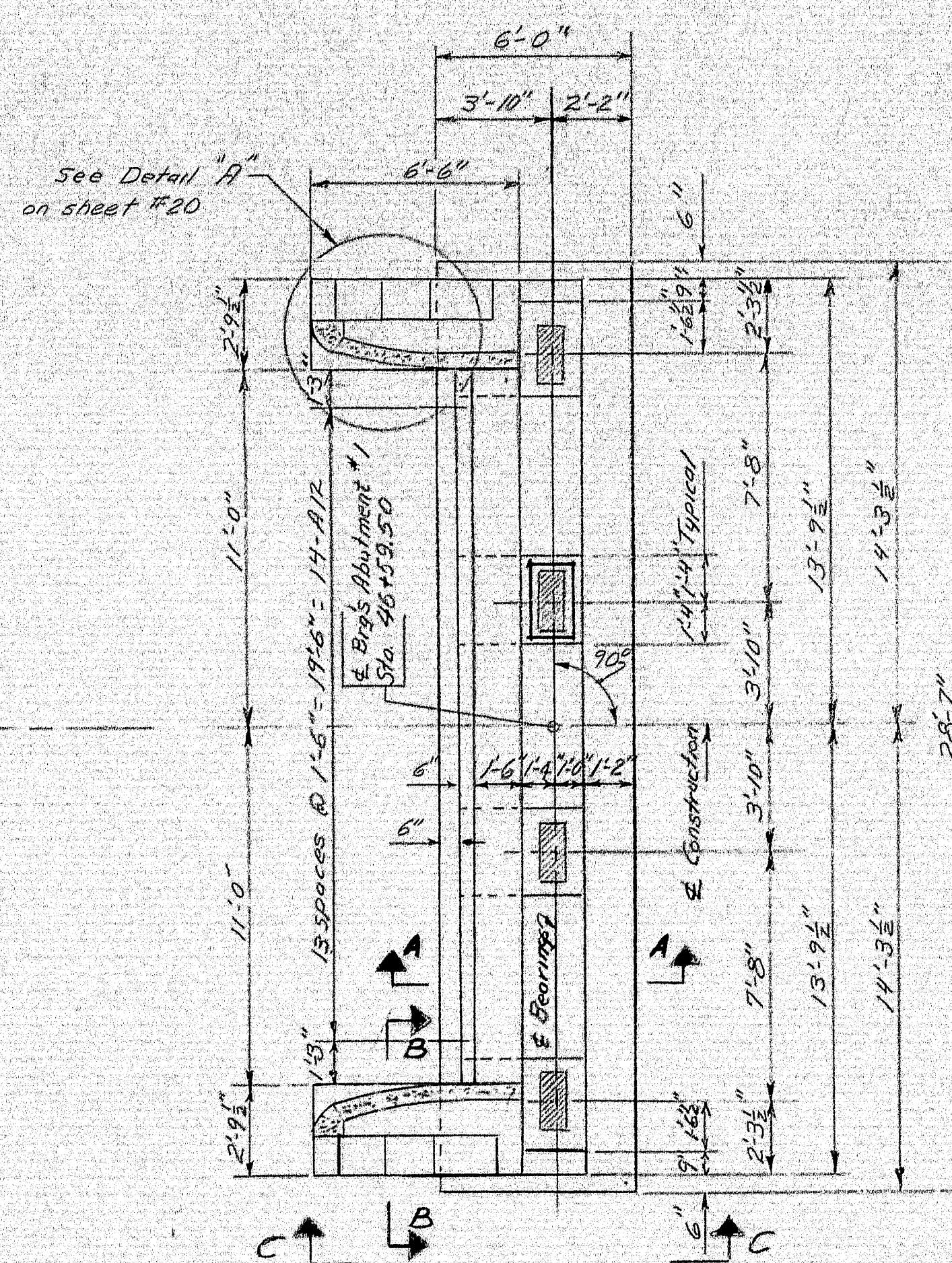
SHEET 13 OF 26 AUGUSTA, MAINE JAN 1966

101-18

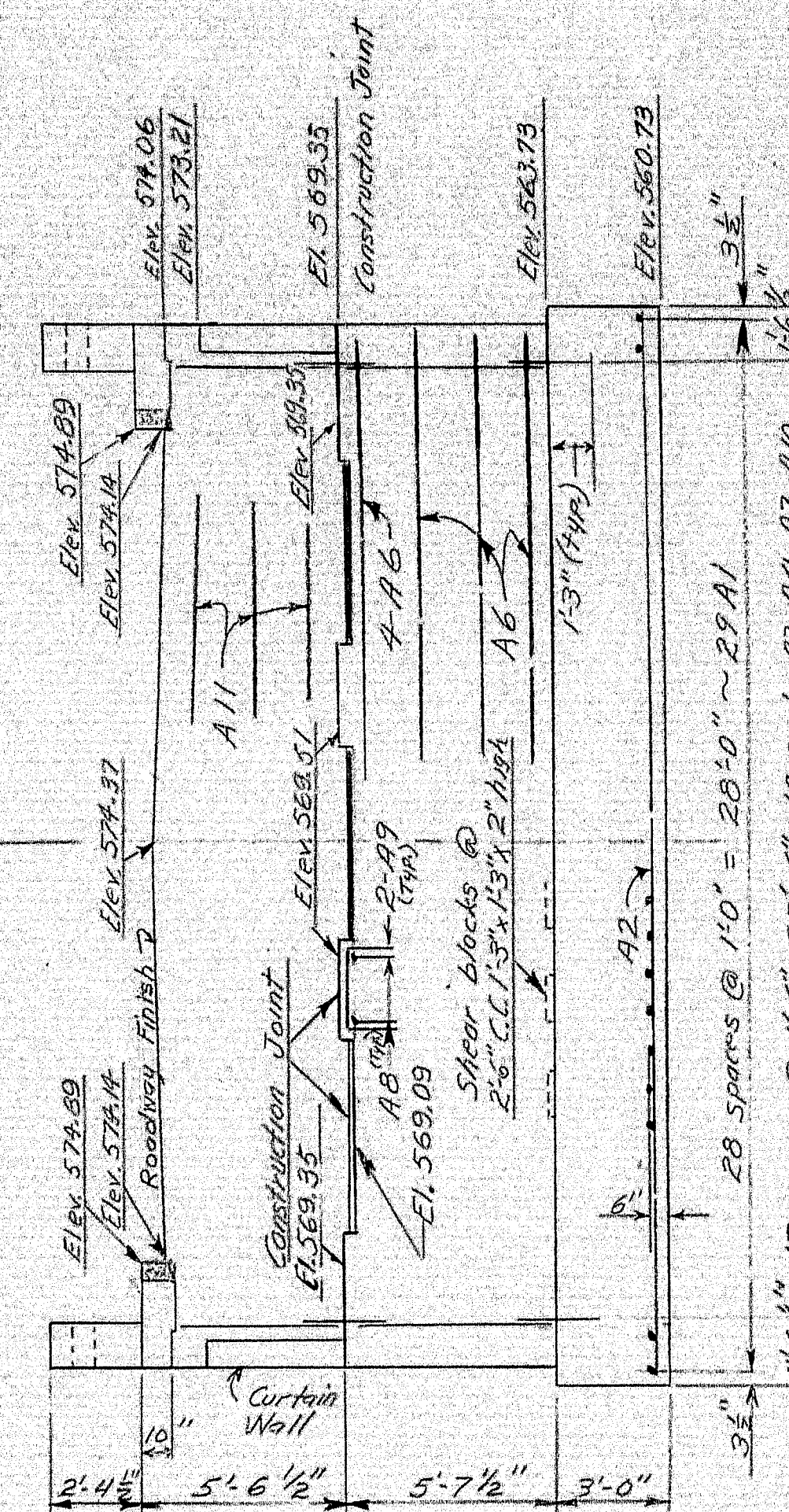
REAR ELEVATION



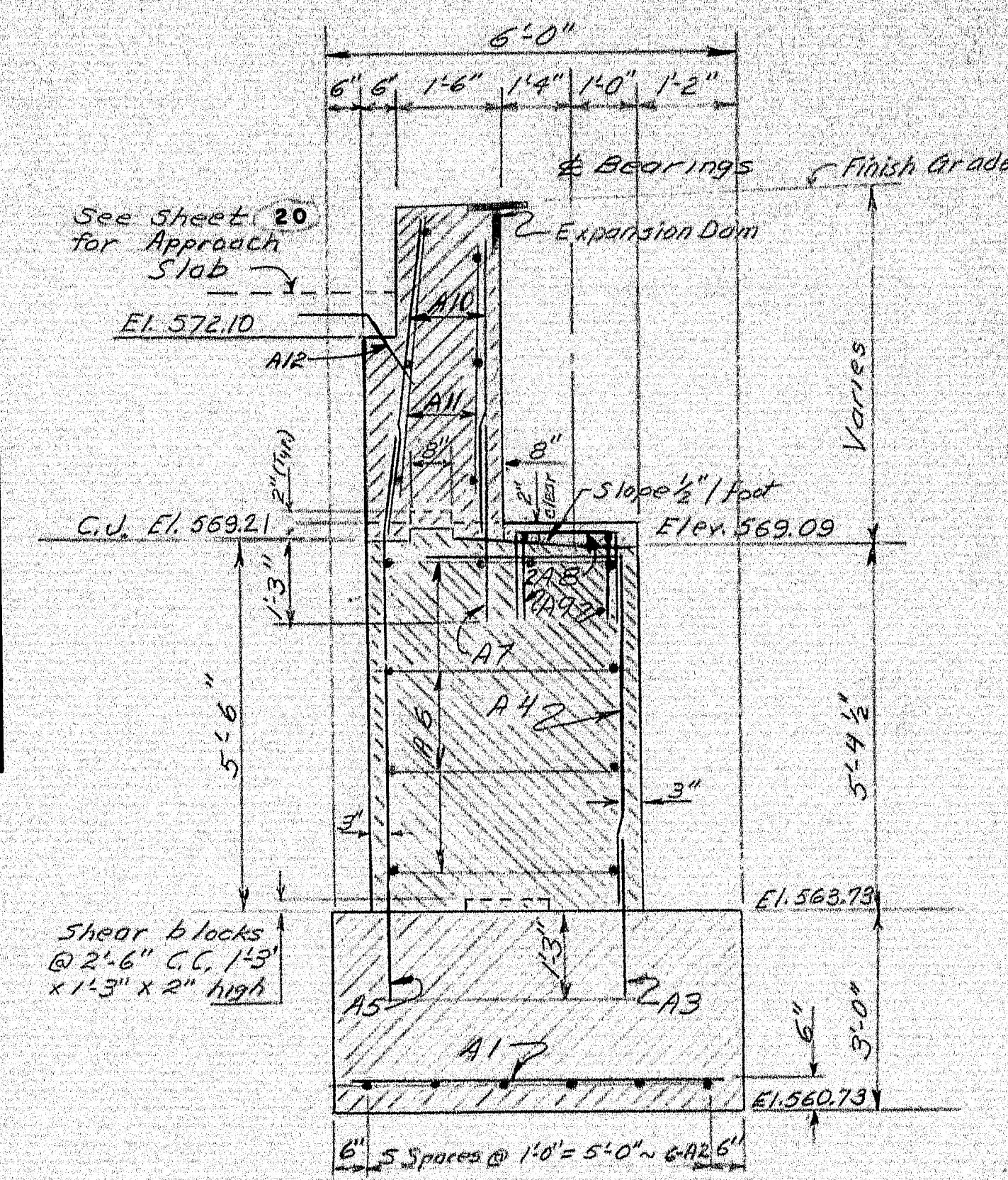
* Elevations at rear of backwall



PLAN



FRONT ELEVATION



SECTION A-A

GENERAL ABUTMENT NOTES

1. Paint top and front face of backwall, inside face of curtain walls, all of bridge seats, and front of breastwall down to 0'-6" below top of slope paving with Epoxy Resin Surface Sealant.
2. Reinforcing Steel to have 3" cover except as noted.
3. Backwalls & wingwalls above constr. joint to be built after Structural Steel has been erected, and bottom of slab elevations are established.
4. Maximum Design Soil Pressure = 2.5 tons / s.f.

Code
N.F. = Near Face
F.F. = Far
E.F. = End

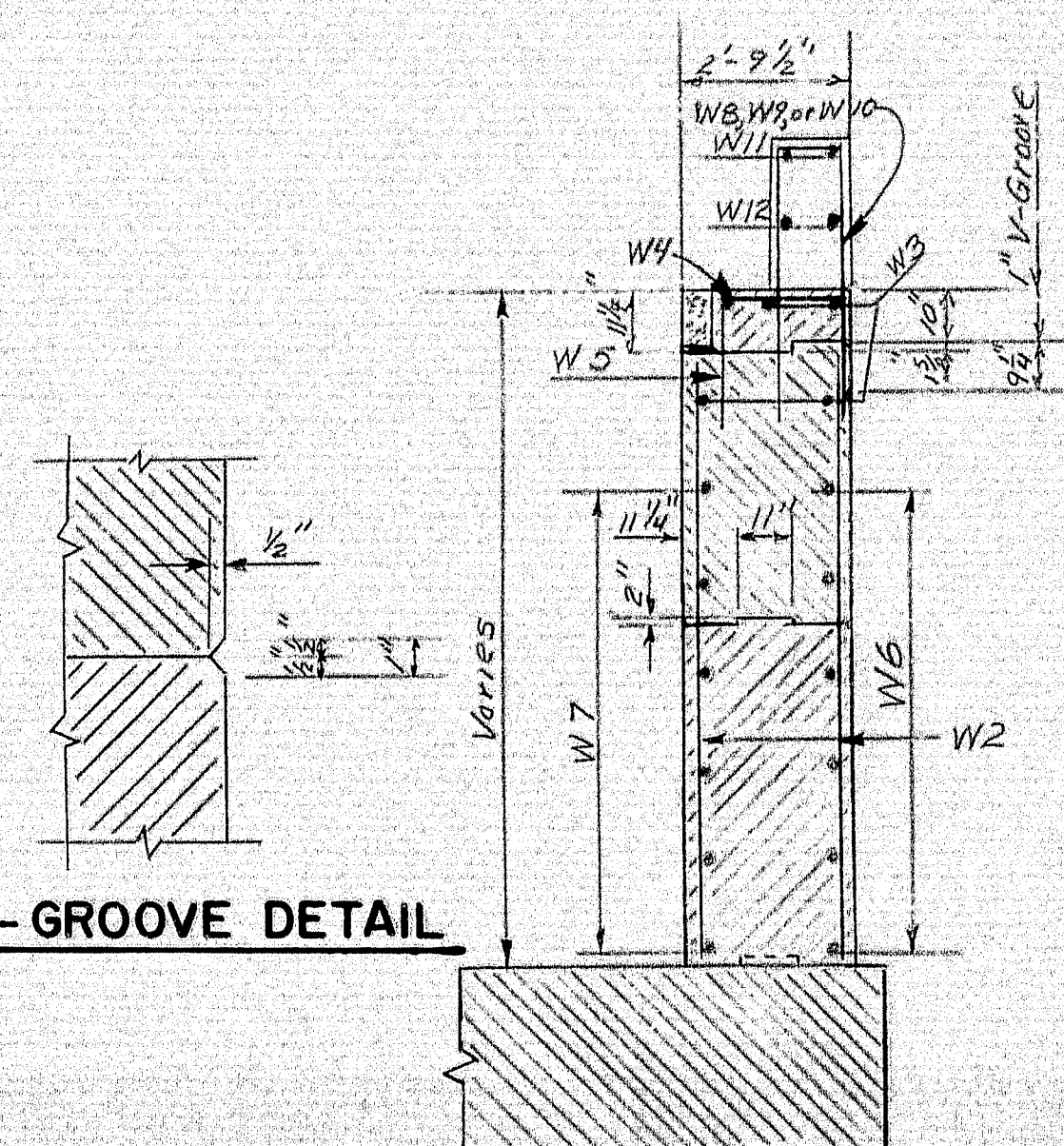
4 LANE REVISION NOVEMBER 1966

DESIGN - A.H.R.
TRACE - P.J.M.
CHECK - P.J.M.
BRIDGE NO. 101-19
SURVEY PLOT
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
CRYSTAL STATION ROAD BRIDGE
OVER
INTERSTATE 95
IN THE TOWNS OF
CRYSTAL & SHERMAN
AROSTOOK COUNTY
ABUTMENT # 1

SHEET 19 OF 26 AUGUSTA, MAINE JAN 1966

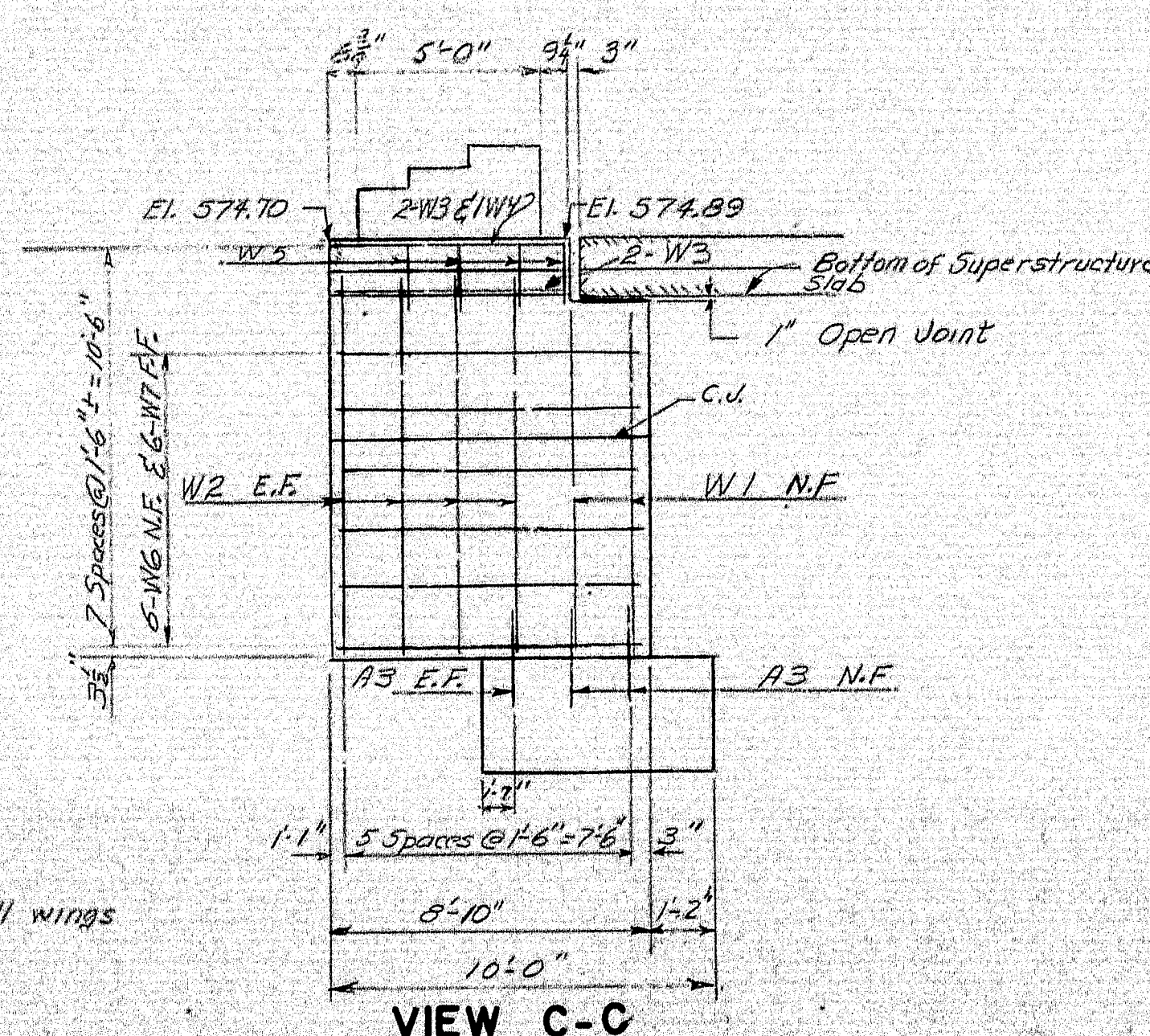
101-19

1" V-GROOVE DETAIL

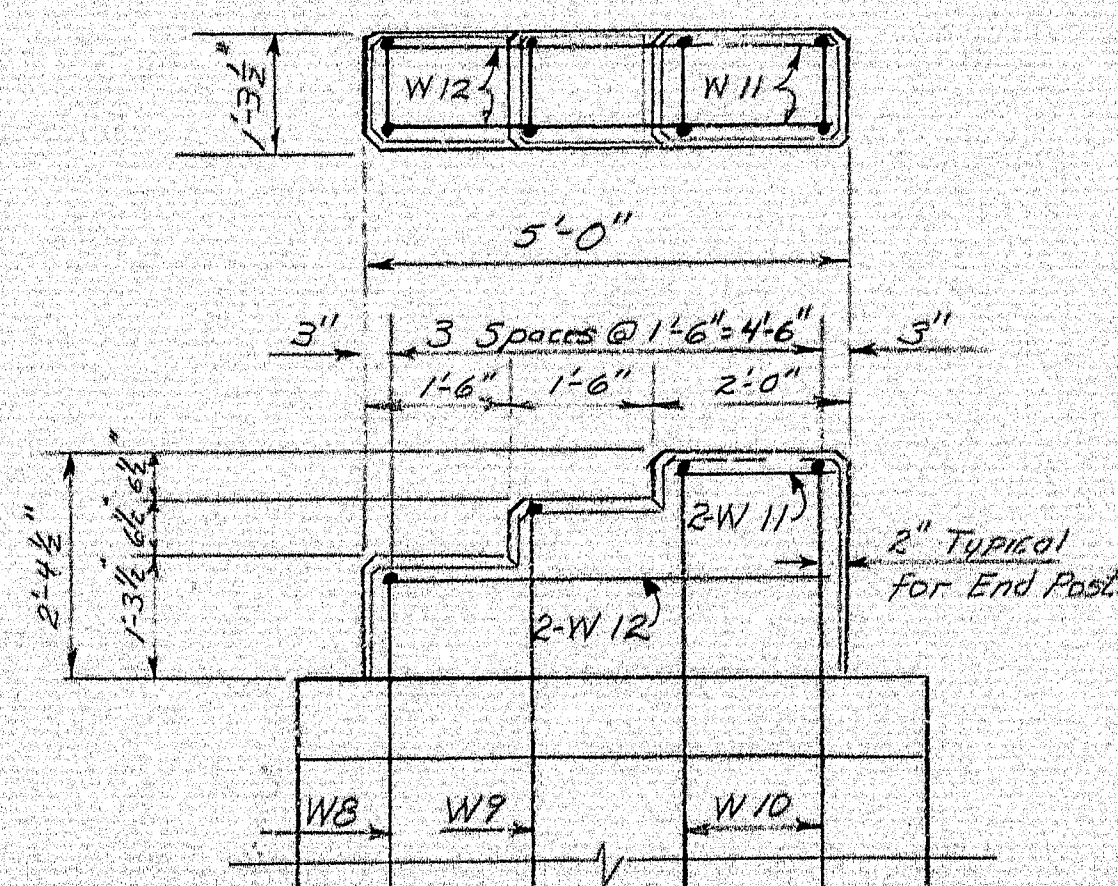


Reinforcing Steel typical for all wings

SECTION B-B

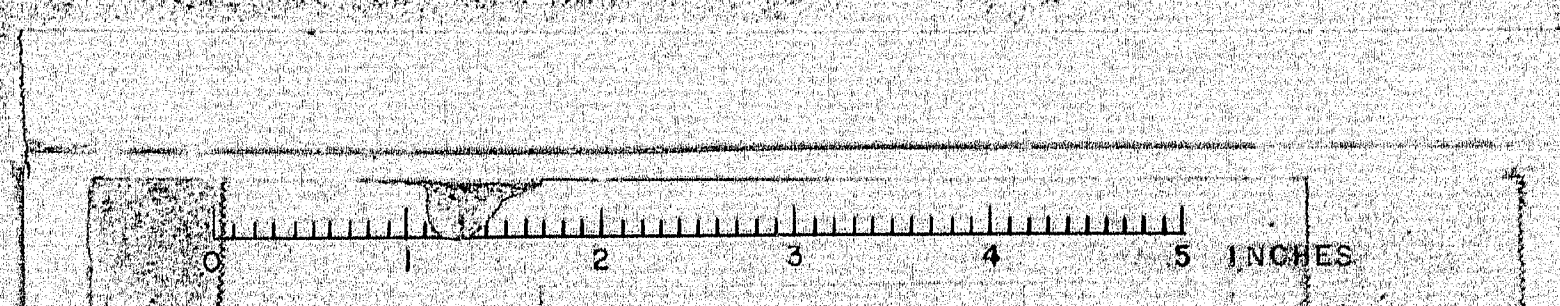


VIEW C-C



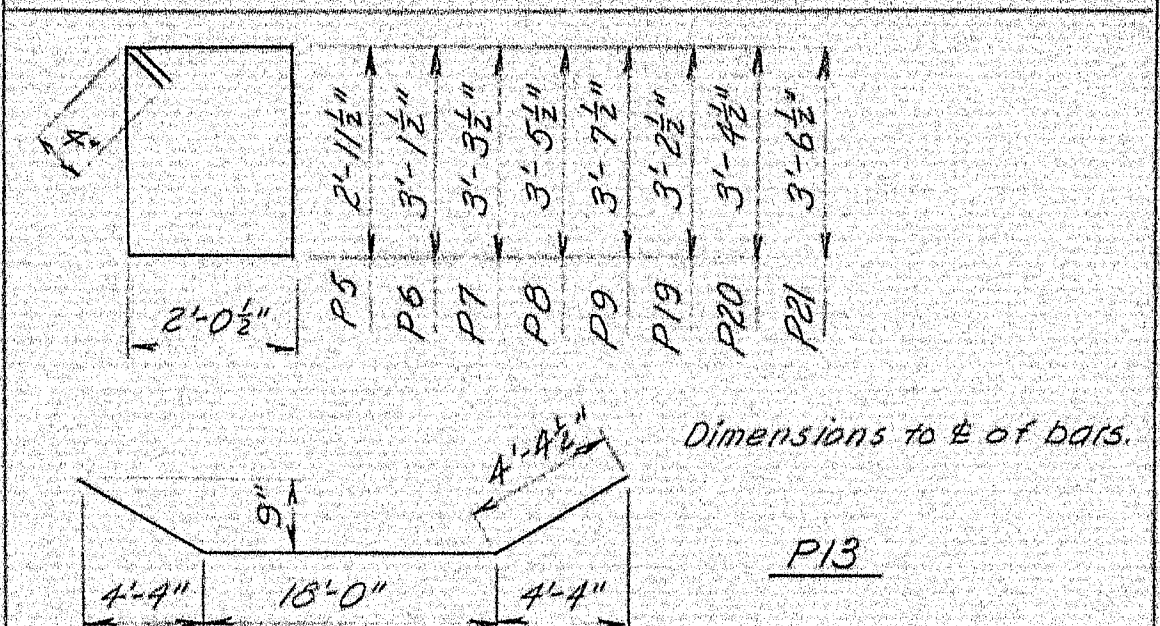
Payment for Concrete in Post to be made under Item 502.21, "Structural Concrete, Abutments and Retaining Walls."

END POST DETAIL



BEARING AREA ELEVATIONS			
PIER	LINE 1 & 4	LINE 2 & 3	
#1	570.53	570.69	
#2	571.99	572.15	
#3	573.49	573.65	
#4	573.79	573.95	
#5	573.92	574.08	

ADDITIONAL REINFORCING STEEL (Nov. 17, 1966)



BENT BARS				
MARK	SIZE	NO.	LENGTH	REMARKS
P5	#5	12	10'-8"	Cap
P6			11'-0"	"
P7			11'-4"	"
P8			11'-8"	"
P9		126	12'-0"	"
P19		12	10'-10"	Piers 2, 3, 4 only
P20			11'-6"	ditto
P21			11'-10"	ditto
P13	#8	18	26'-9"	"

STRAIGHT BARS				
MARK	SIZE	NO.	LENGTH	REMARKS
P10	#11	12	26'-8"	Cap
P11	#9	12	26'-8"	"
P12	#6	12	26'-8"	"
X	#8	160	*	*determine length in field.

GENERAL PIER NOTES

- Chamfer all exposed edges 1/2 inch.
- Place reinforcing steel to clear anchor bolts.
- Reinforcing steel to have 2" clearance, except as noted.
- The "Soils Report" notes that water seepage may occur in pier excavations.
- Top of footing elevations may be altered to suit field conditions. No change in the top of footing elevations greater than two feet shall be made without the approval of the Engineer.
- Max. Design Soil Pressure - 4.5 Tons per sq. ft.
- Reinforcing steel for piers, as shown on original construction plans, was delivered prior to Nov. 7, 1966 and will be used in addition to reinforcing steel shown on this sheet.

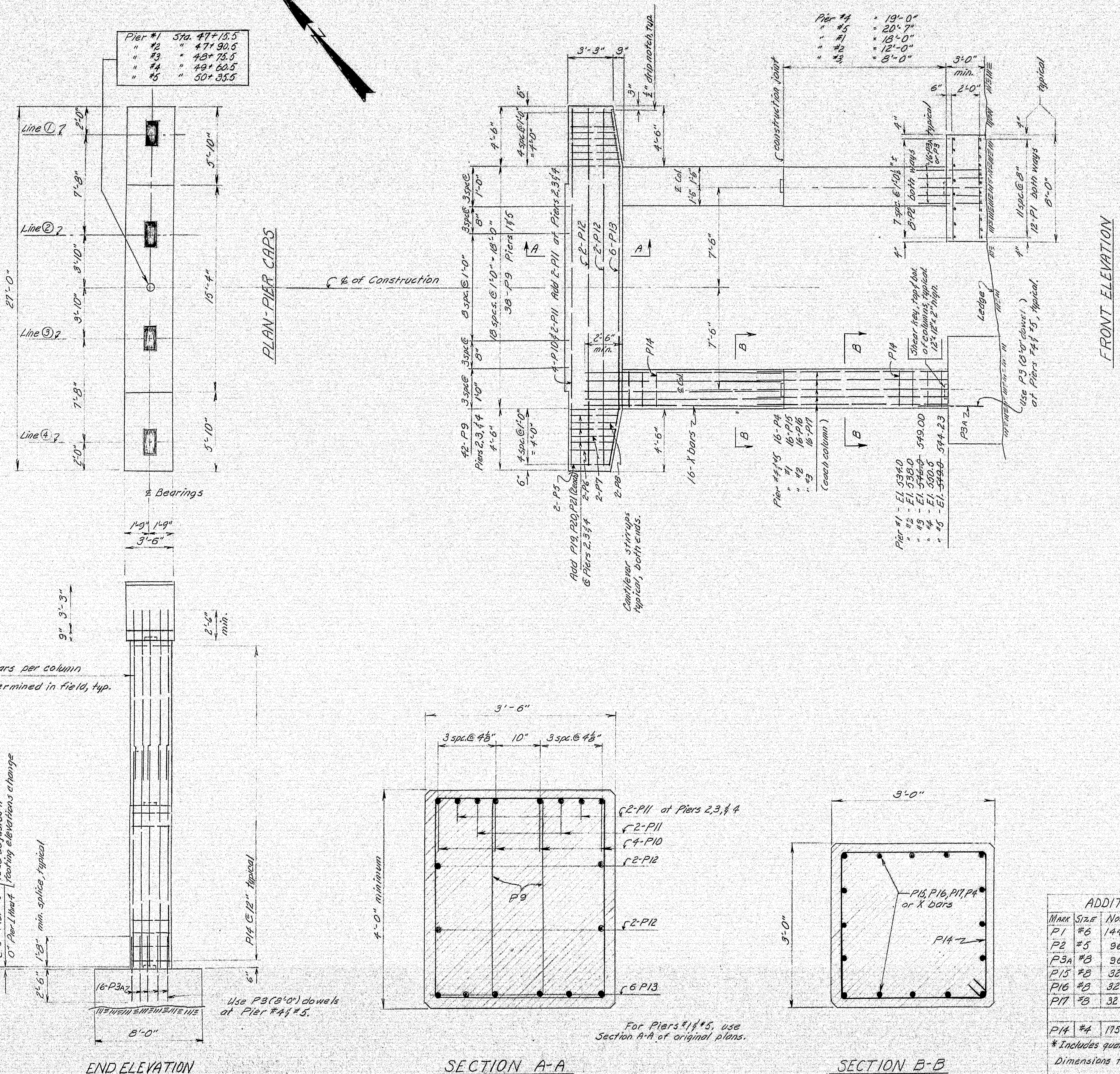
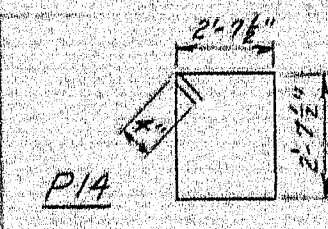
4 LANE REVISION NOVEMBER 1966

DESIGN - RAS	BRIDGE NO. 245
TRACE - HY	SURVEY - VAP
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
CRYSTAL STATION ROAD BRIDGE	
OVER INTERSTATE 95	
IN THE TOWNS OF CRYSTAL & SHERMAN	
ARROOSTOOK COUNTY	
PIERS 4 LANE REVISION	
SHEET 21A OF 26	AUGUSTA, MAINE NOV 1966

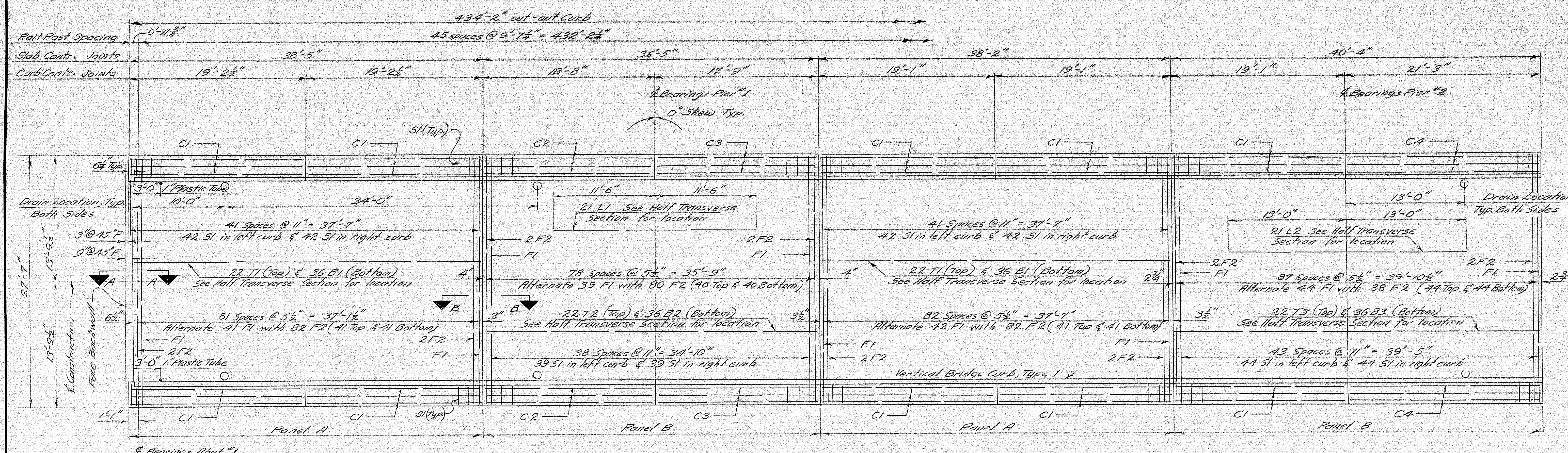
ADDITIONAL REINFORCING STEEL (Nov. 7, 1966)				
MARK	SIZE	NO.	LENGTH	REMARKS
P1	#6	144	7'-6"	Footings
P2	#5	96	7'-6"	"
P3a	#8	96	5'-0"	"
P15	#8	32	22'-0"	Columns, Pier #1
P16	#8	32	16'-0"	" " #2
P17	#8	32	12'-0"	" " #3

BENT BAR				
MARK	SIZE	NO.	LENGTH	REMARKS
P14	#4	175	11'-2"	Columns

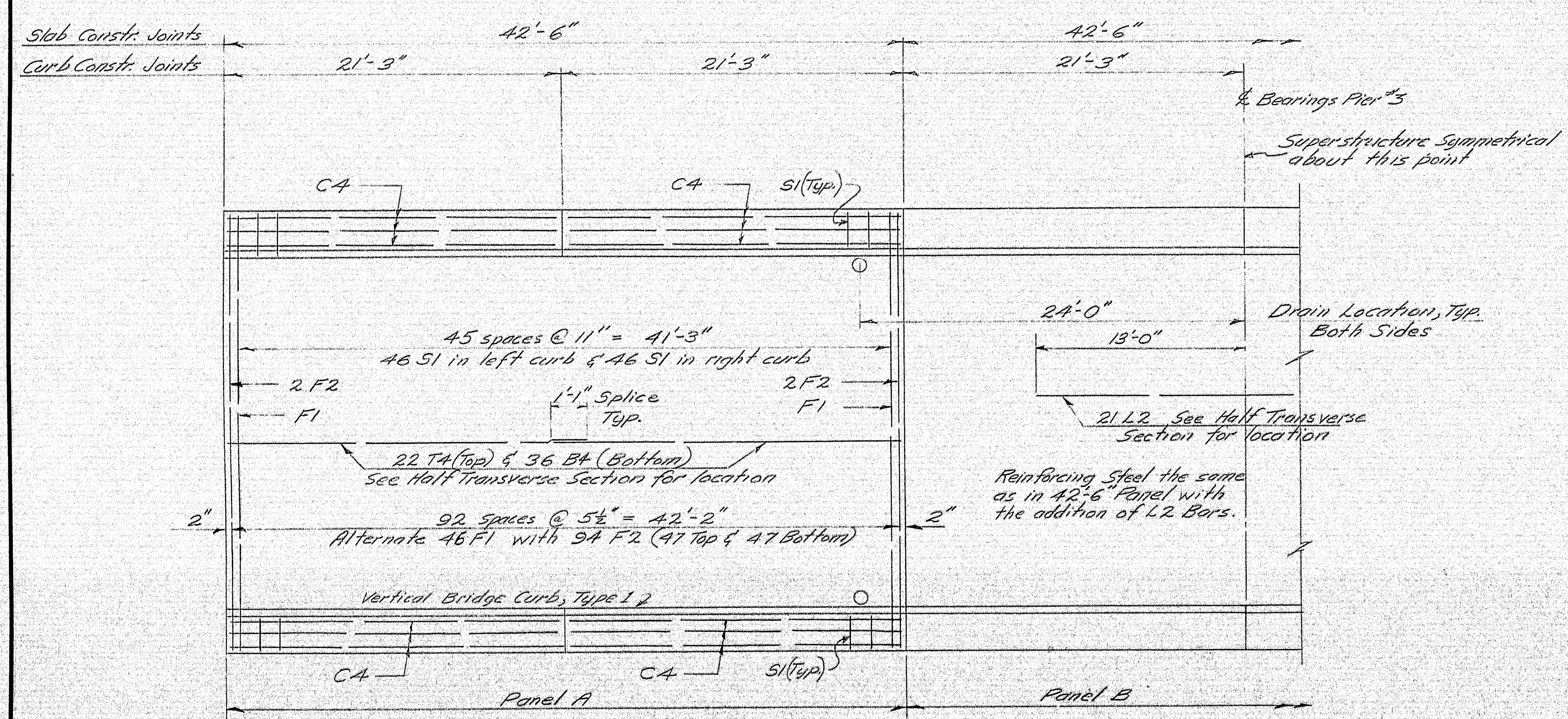
* Includes quantity to complete columns.
Dimensions to E of bar.



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(A1)	24A	26



PLAN
All dimensions are horizontal



PLAN
All dimensions are horizontal

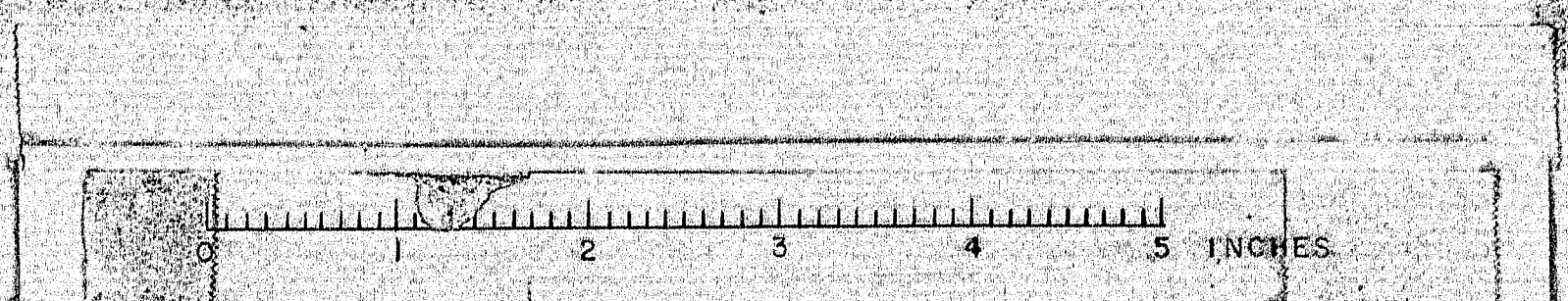
GENERAL NOTES

1. Chamfer all exposed edges of concrete $\frac{1}{2}$ "
2. At curb contraction joints over piers provide $\frac{1}{2}$ " bituminous treated preformed expansion joint filler to separate curb sections (cover granite and concrete). At all other curb contraction joints, break bond between the concrete surfaces by applying an asphalt paint of suitable grade.
3. Form a 1" V-Groove on outside face of curb and slab at each curb contraction joint.
4. Drain details are shown on Standard Details, Sheet BD-104-64. 16 Drains are required.
5. Rail details are shown on Standard Details, Sheets BD-108-65 and BD-109-66, and sheet 25A.
6. Placement Sequence: Piers A to be placed before Panels B.
7. Sections A-A & B-B are located on sheet 25A.

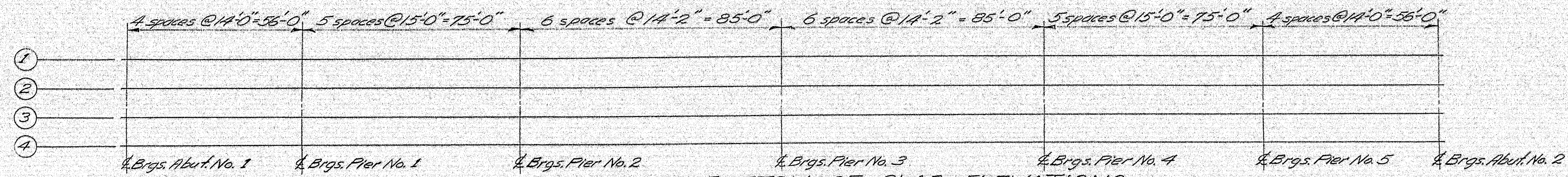
4 LANE REVISION NOVEMBER 1966
R.M.L. V.H.P.

DESIGN-CHECK-
TRACE-
PLOT-
BRIDGE NO.
SURVEY-
PLOT-
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
CRYSTAL STATION ROAD BRIDGE
OVER
INTERSTATE 95
IN THE TOWNS OF
CRYSTAL & SHERMAN
AROOSTOOK COUNTY
SUPERSTRUCTURE
SHEET 24A OF 26 AUGUSTA, MAINE

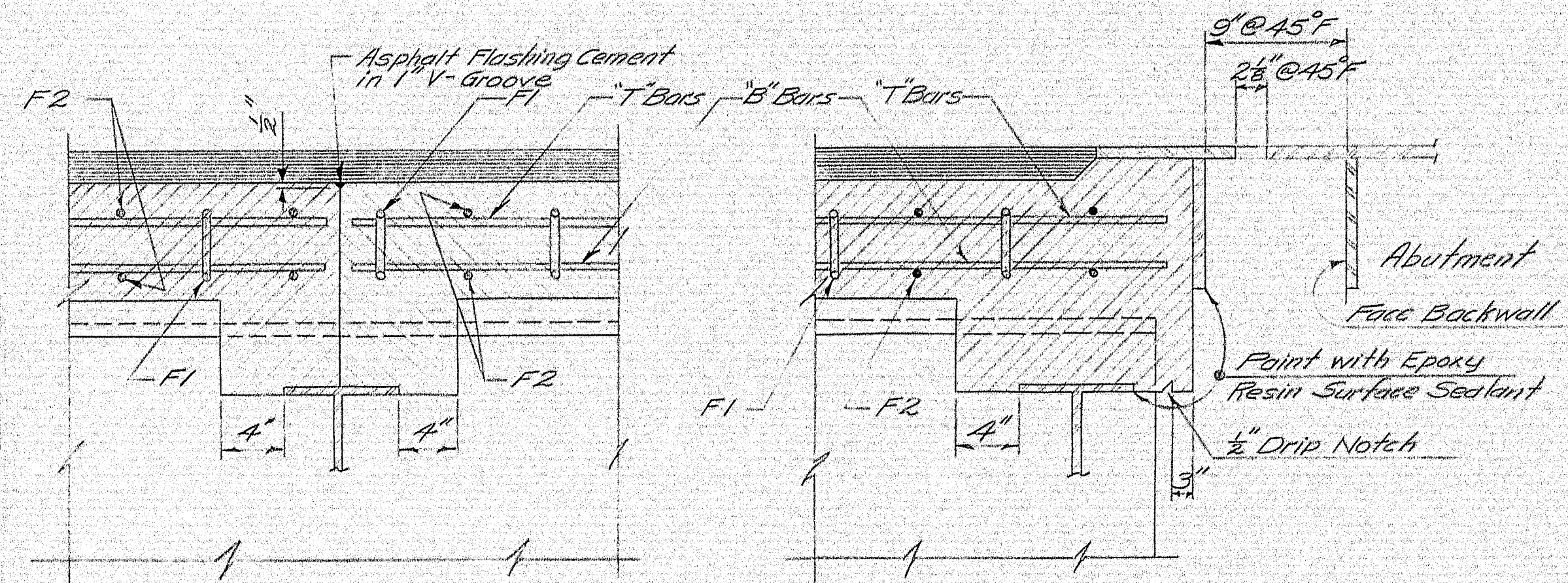
101-24 Sta. Rd. - 101-24 Sheet 24A



BOTTOM OF SLAB ELEVATIONS													
Abut. No. 1	Span 1	Pier No. 1	Span 2	Pier No. 2	Span 3	Pier No. 3	Span 4	Pier No. 4	Span 5	Pier No. 5	Span 6	Abut. No. 2	
Beam	14'-0" 28'-0" 42'-0"	4 Brg. 15'-0" 30'-0" 45'-0" 60'-0"	4 Brg. 14'-2" 28'-4" 42'-6" 56'-8" 70'-10"	4 Brg. 14'-2" 28'-4" 42'-6" 56'-8" 70'-10"	4 Brg. 15'-0" 30'-0" 45'-0" 60'-0"	4 Brg. 14'-0" 28'-0" 42'-0"	4 Brg.						
① ⑤ ⑨	573.31 573.75 574.16 574.50 574.83 575.19 575.54 575.88 576.11	576.37 576.63 576.88 577.10 577.28 577.43 577.56 577.68 577.79 577.90 578.01 578.16 578.24 578.29 578.33 578.35 578.44 578.45 578.42 578.35 578.31 578.23 578.11											
② ⑥ ⑩	573.53 573.95 574.32 574.66 574.99 575.35 575.70 576.00 576.27 576.53 576.79 577.04 577.26 577.44 577.58 577.72 577.83 578.04 578.16 578.24 578.29 578.33 578.35 578.44 578.45 578.42 578.35 578.31 578.23 578.11												

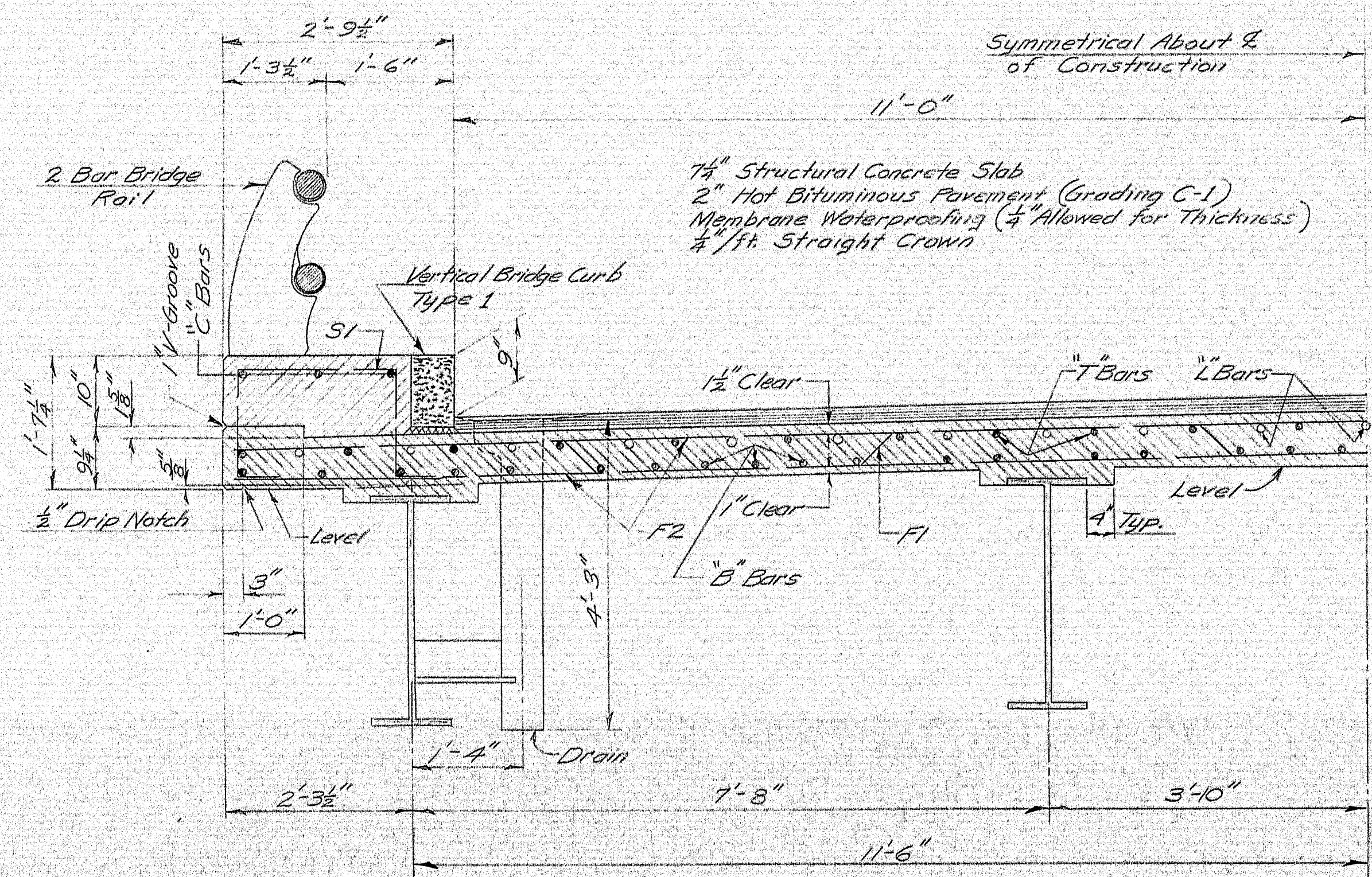


LAYOUT FOR BOTTOM OF SLAB ELEVATIONS



SECTION B-B
Typical @ Slab Construction Joints

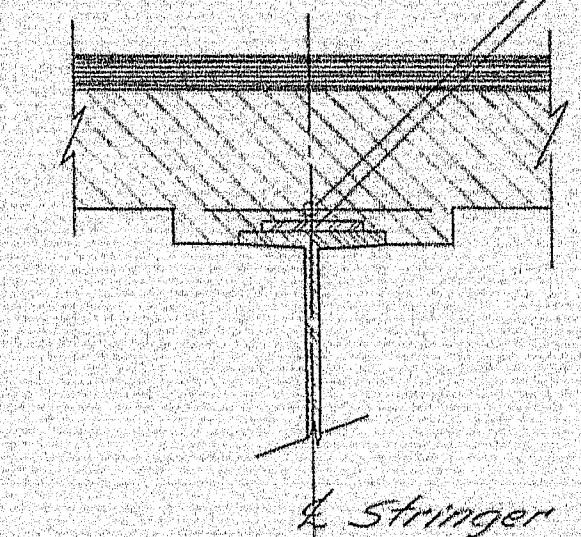
SECTION A-A



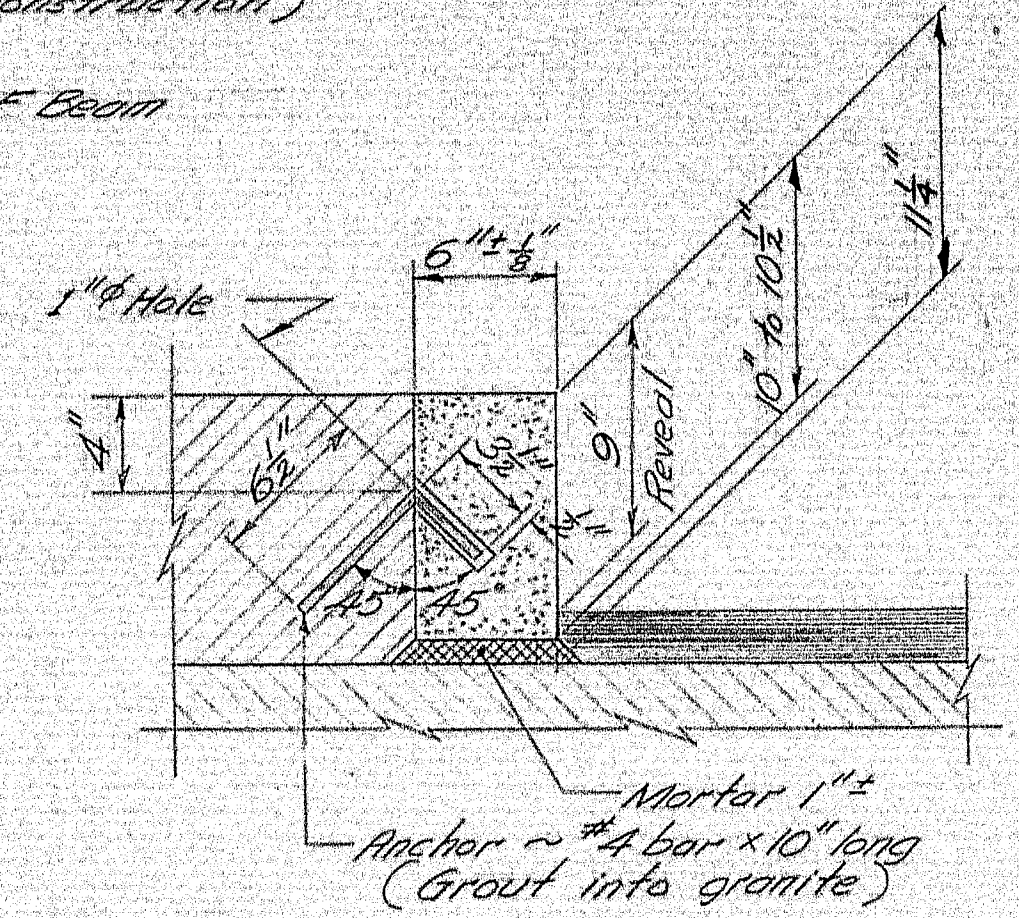
HALF TRANSVERSE SECTION

Note: 16 Drains Required.
Drain details are shown on Standard Details Sheet BD-104-64

1" Normal Blocking @ Abut. & Bearings
1 1/2" Normal Blocking @ Pier & Bearings
(Do not use for construction)



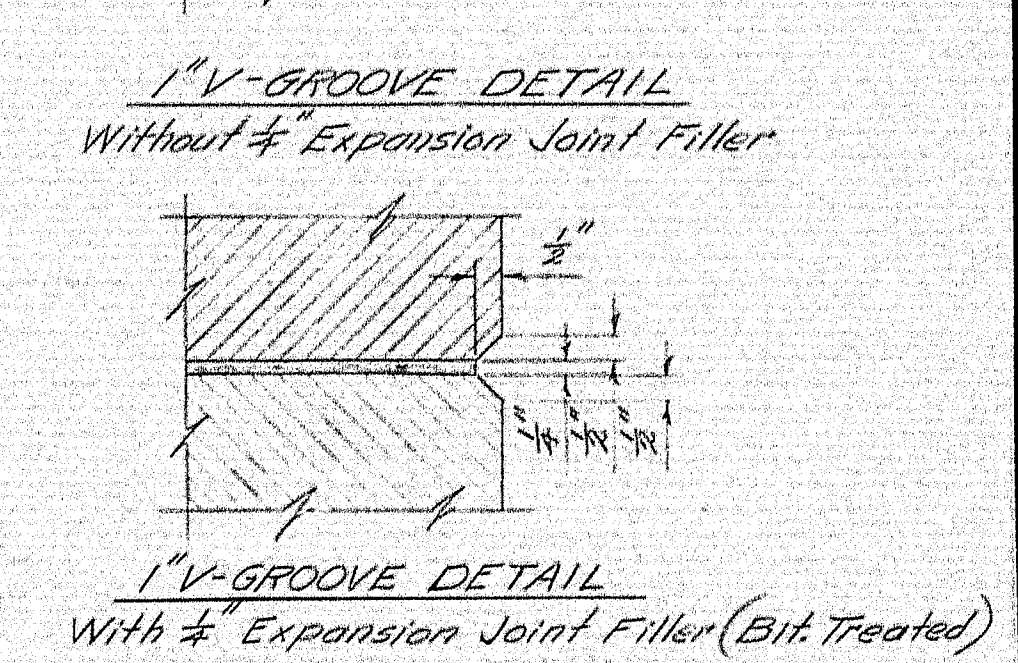
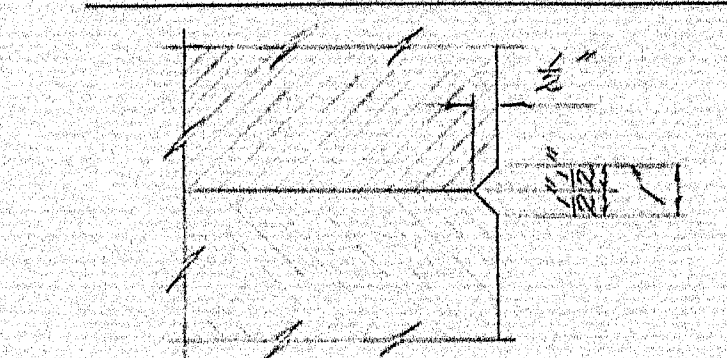
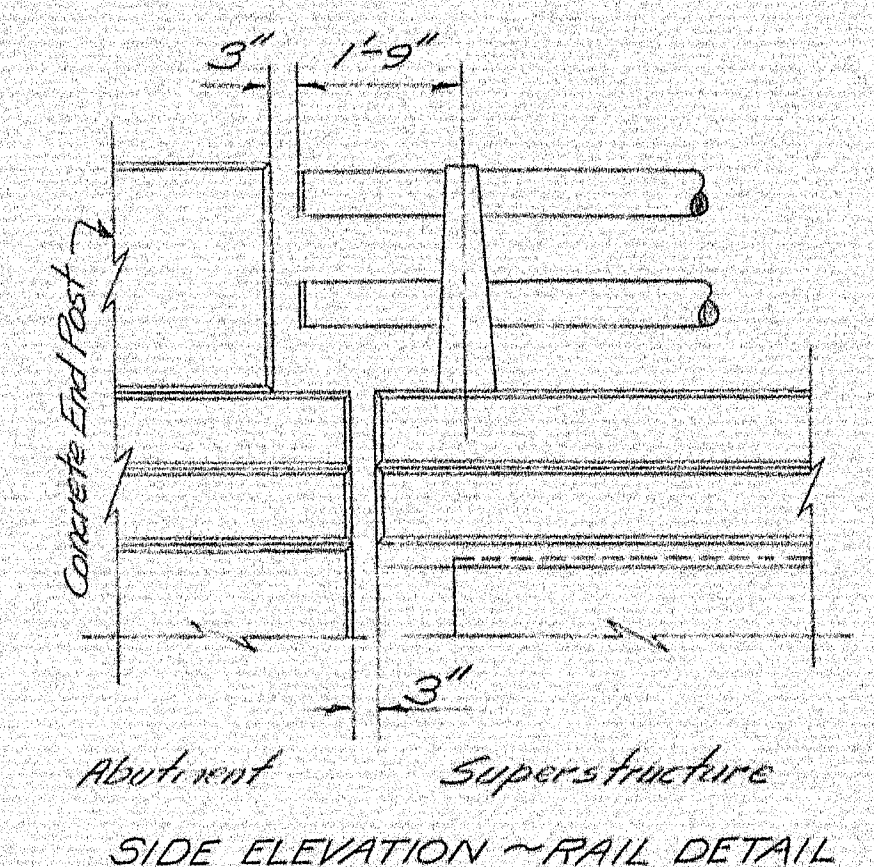
Note:
Bottom of Slab Elevations
shall be used in conformance
with Sub-section 502.10(a)



VERTICAL BRIDGE CURB
TYPE I - DETAIL

SUPERSTRUCTURE REINFORCING				
MARK	SIZE	NO.	Length	Location
BENT BARS				
F1	5	470	28'-1"	Slab
S1	5	944	5'-6"	Slab - Curb
STRAIGHT BARS				
F2	5	946	27'-3"	Slab
B1		144	37'-10"	
B2		72	36'-1"	
B3		72	40'-0"	
B4		216	21'-7"	Slab
C1		60	18'-9"	Curb
C2		12	18'-4"	
C3		12	17'-5"	
C4		48	20'-11"	Curb
L1		42	23'-0"	Slab
L2	5	63	26'-0"	
T1	4	88	37'-10"	
T2		44	36'-1"	
T3		44	40'-0"	
T4	4	132	21'-7"	Slab

Dimensions are to 1/2 Bars



4 LANE REVISION NOVEMBER 1966
R.W.L. V.M.P.

DESIGN-
TRACE-
CHECK-

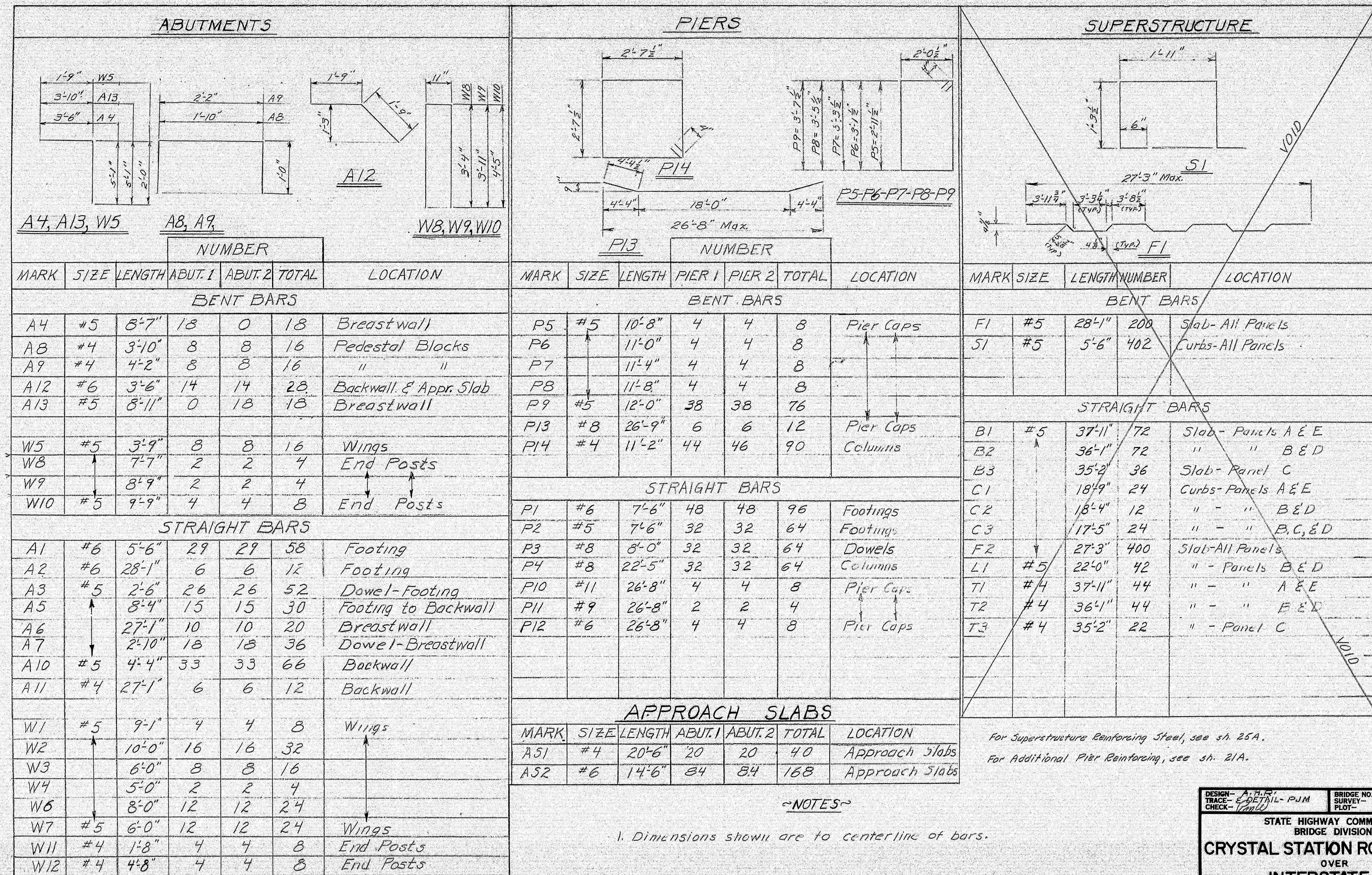
BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

CRYSTAL STATION ROAD BRIDGE
OVER
INTERSTATE 95
IN THE TOWNS OF
CRYSTAL & SHERMAN
AROOSTOOK COUNTY
SUPERSTRUCTURE DETAILS

SHEET 25A OF 26 AUGUSTA, MAINE

101-25

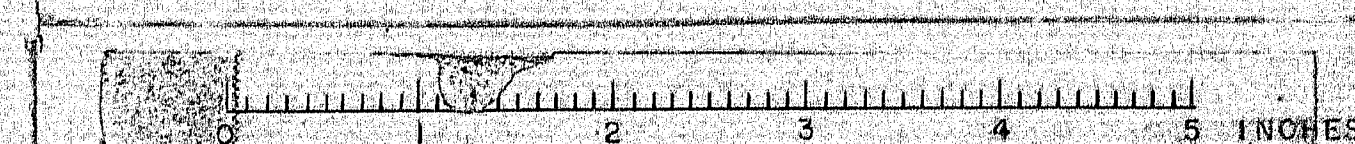


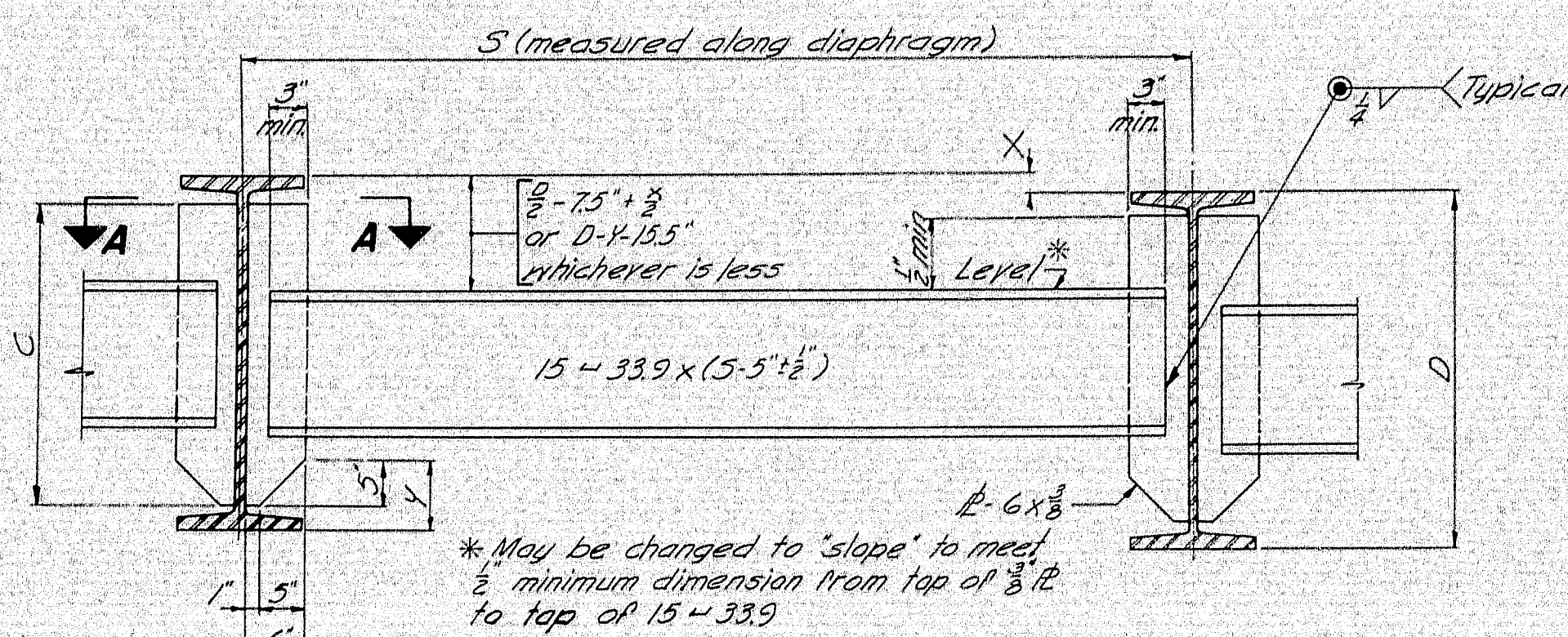
For Superstructure Reinforcing Steel, see sh. 25A.
For Additional Pier Reinforcing, see sh. 21A.

DESIGN- A.P.P. TRACE- E.D.T. CHECK- J.M.D.	BRIDGE NO. SURVEY- PLOT-
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
CRYSTAL STATION ROAD BRIDGE	
OVER	
INTERSTATE 95	
IN THE TOWNS OF	
CRYSTAL & SHERMAN	
AROOSTOOK COUNTY	
REINFORCING STEEL	
4 LANE REVISION	NOVEMBER 1966 BAS VAP
SHEET 26 OF 26 AUGUSTA, MAINE JAN 1966	

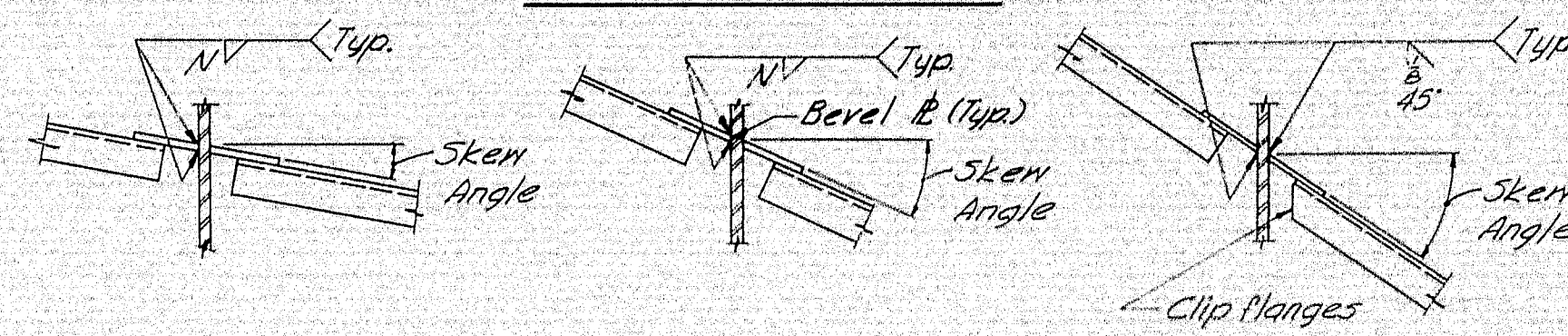
101-26 LANE REVISION







TYPE A DIAPHRAGM

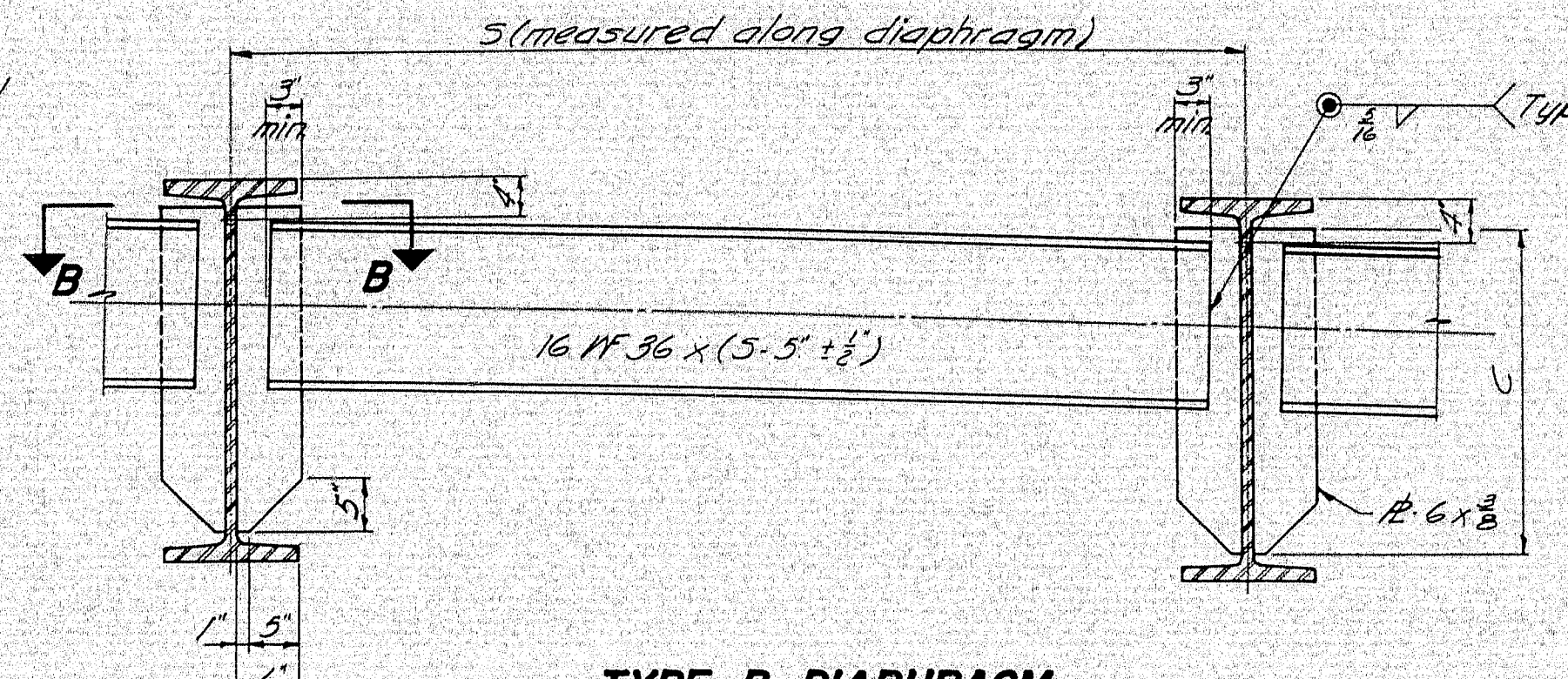


SECTION A-A
Skew Angle 0° to 15°-30'

SECTION A-A
Skew Angle over 15°-30' to 30°-00'

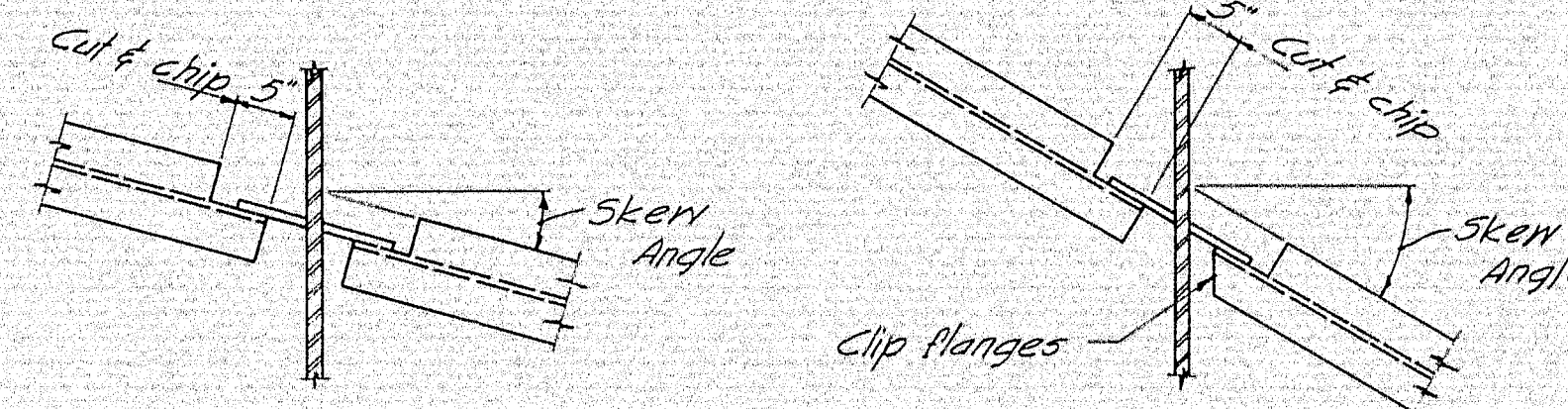
SECTION A-A
Skew Angle over 30°-00'

FILLET WELD SIZE "N" & DIMENSION "C" FOR DIAPHRAGM PLATES		
BEAM	C	N
27 WF 84 to 114 incl.	1-11"	3/4"
30 WF 95 to 132 incl.	2-2"	3/4"
33 WF 118 to 132 incl.	2-5"	3/4"
36 WF 135 to 194 incl.	2-7"	3/4"
36 WF 230 to 300 incl.	2-6"	3/4"



TYPE B DIAPHRAGM

Welding 6x3 plates to web same as for Type A Diaphragm.



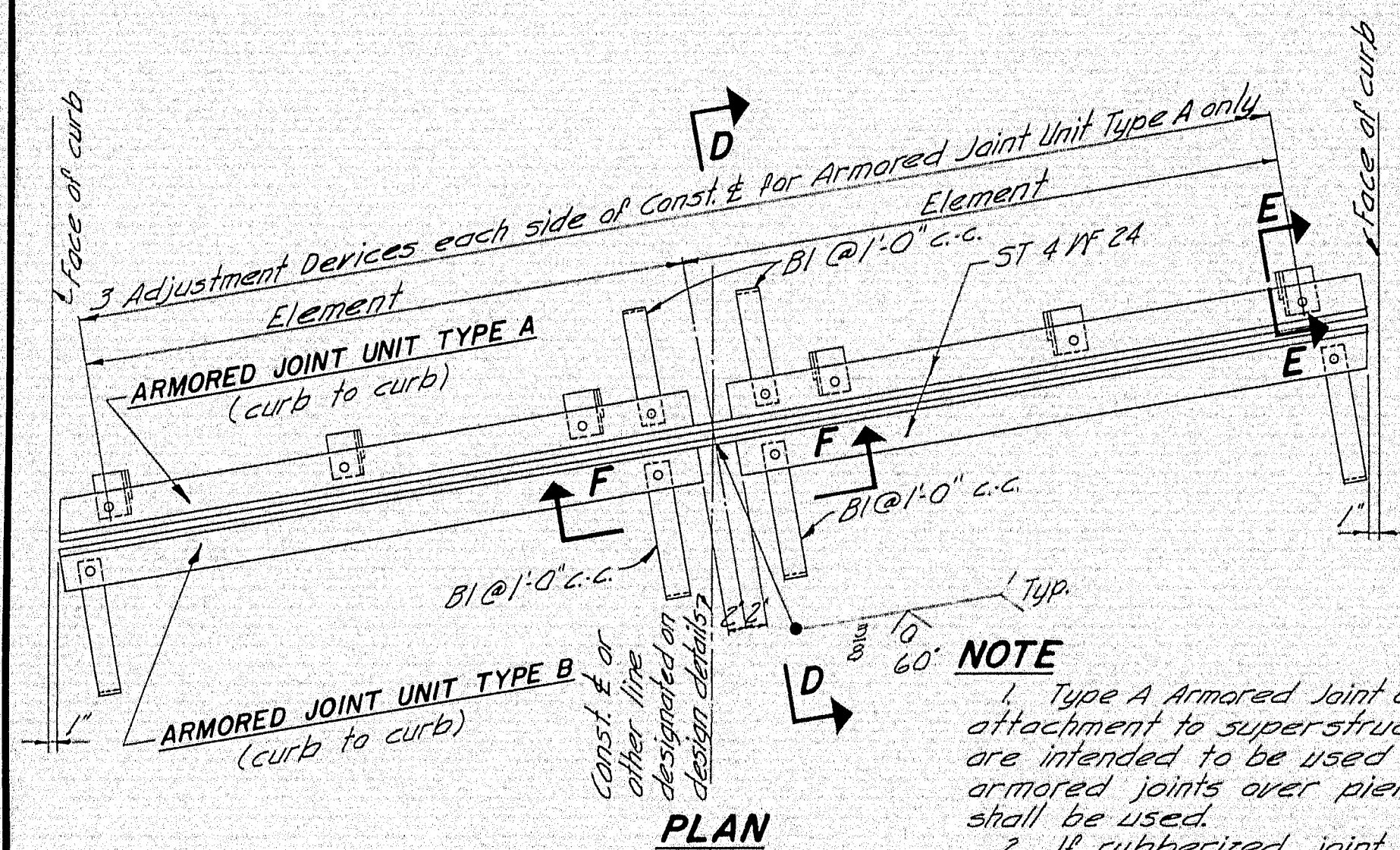
SECTION B-B
Skew Angle 0° to 25°-00'

SECTION B-B
Skew Angle over 25°-00'

NOTE

See design details for diaphragm type, location and skew.

DIAPHRAGMS

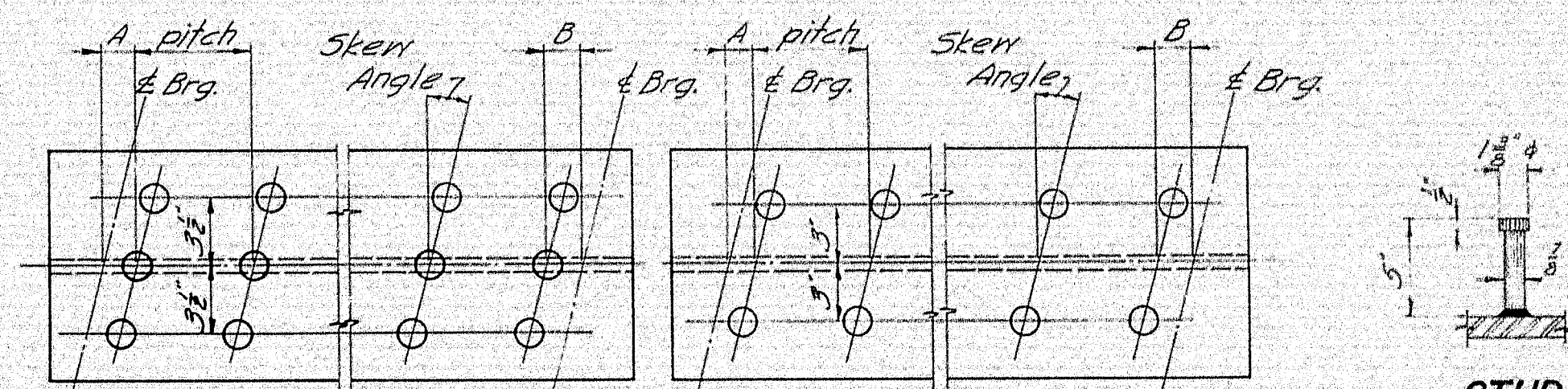
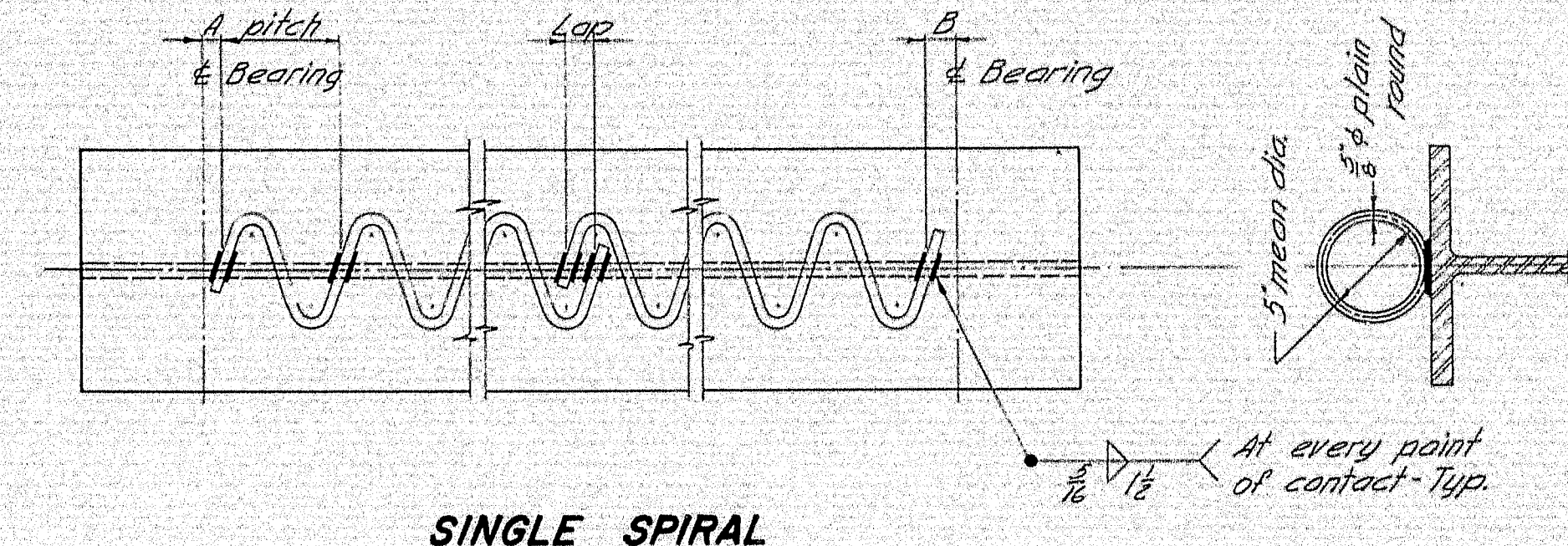
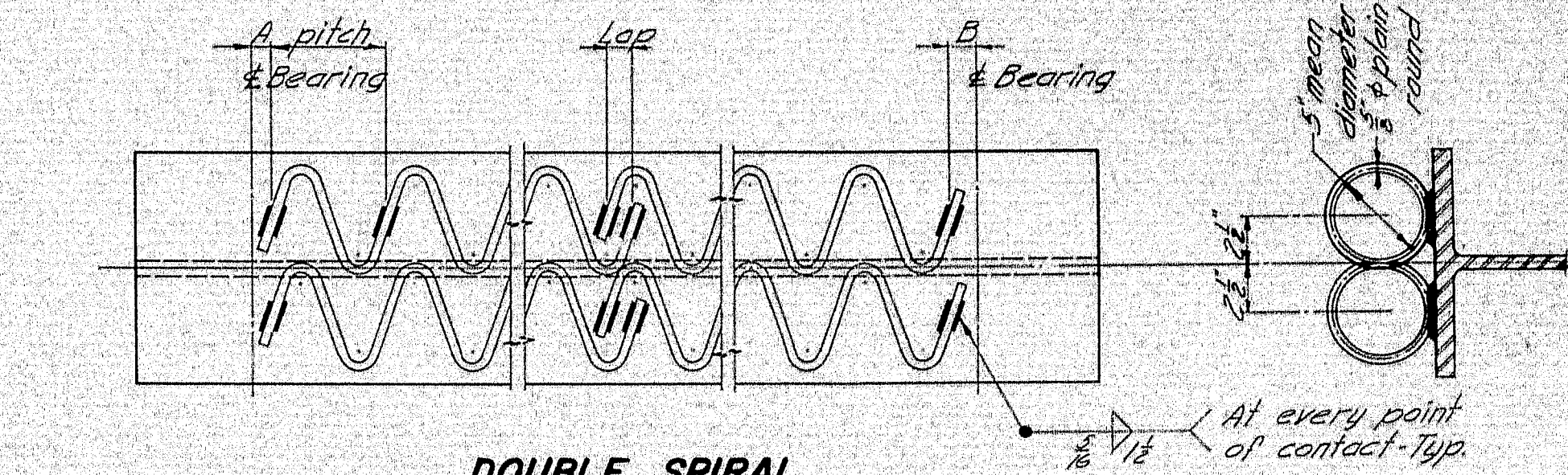
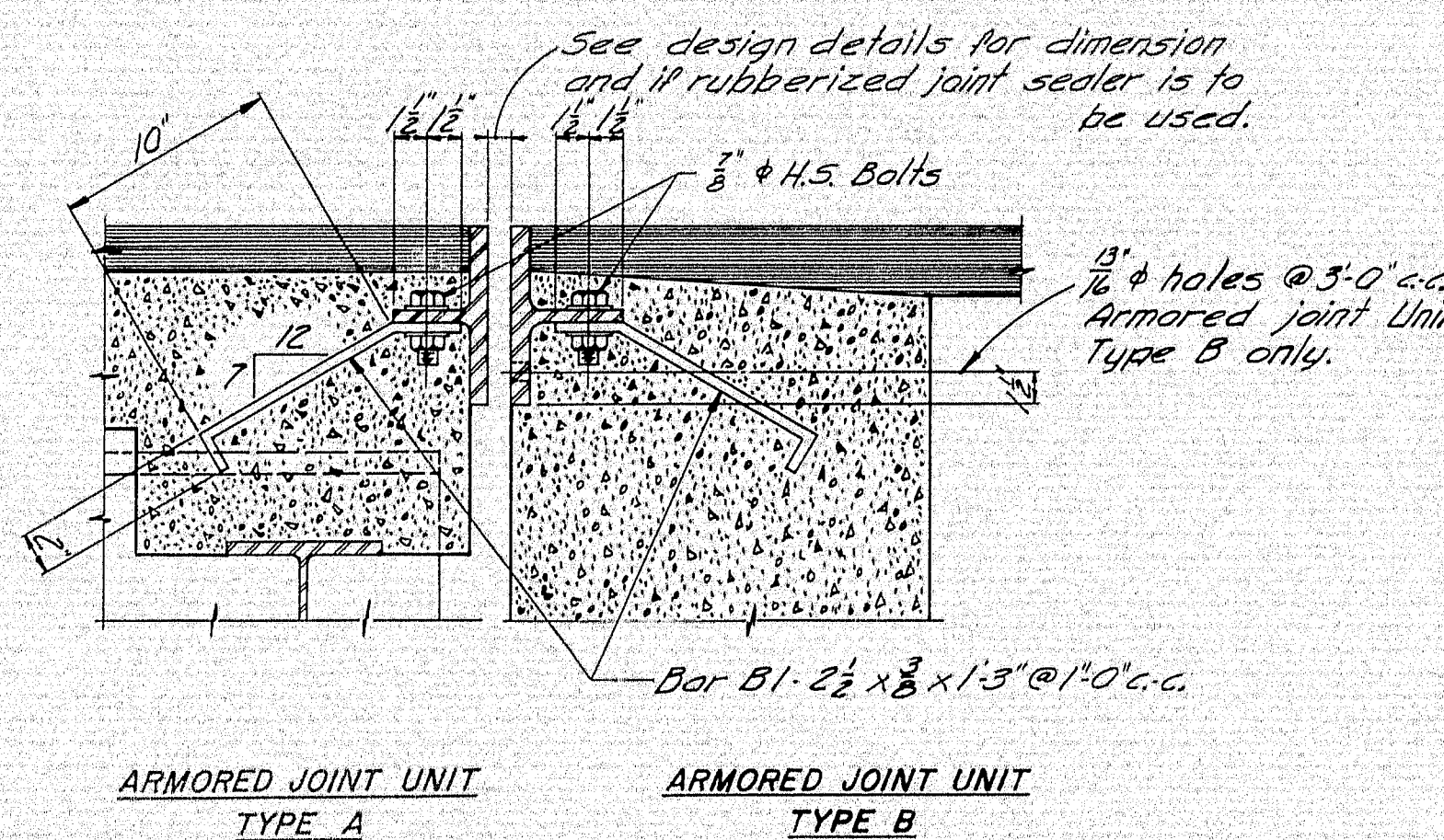


NOTE

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. At armored joints over piers, two Type A Armored Joint Units shall be used.
2. If rubberized joint sealer is called for on the design details the area to which it is to be bonded shall not be painted and it shall be supported on non-bituminous material. At the Contractor's option the supporting material may be left in place or be removed. If the supporting material is left in place, it shall be compressible in accordance with specification AASHTO M 153-54. In either case bond between the supporting material and the rubberized joint sealer shall be prevented by a 1" minimum thickness of Poly-urethane foam.
3. 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".
4. Armored Joints to be paid for as Structural Steel.

ARMORED JOINT

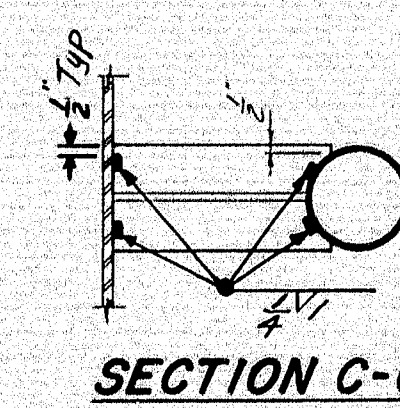
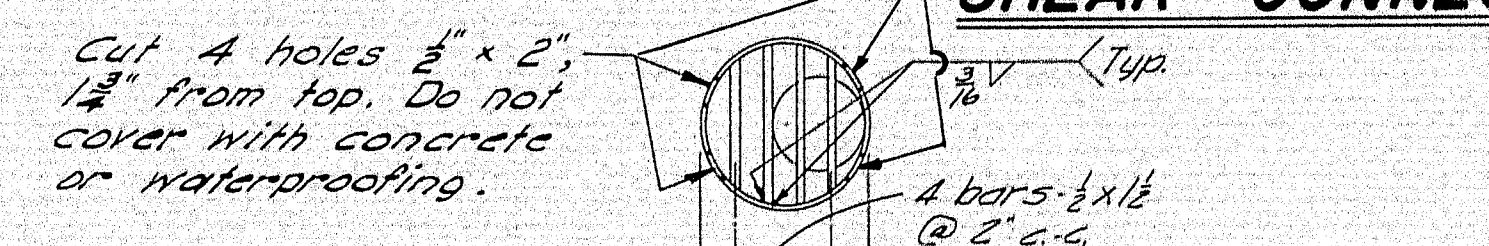
An armored joint consists of two armored joint units. See note 1.



NOTE

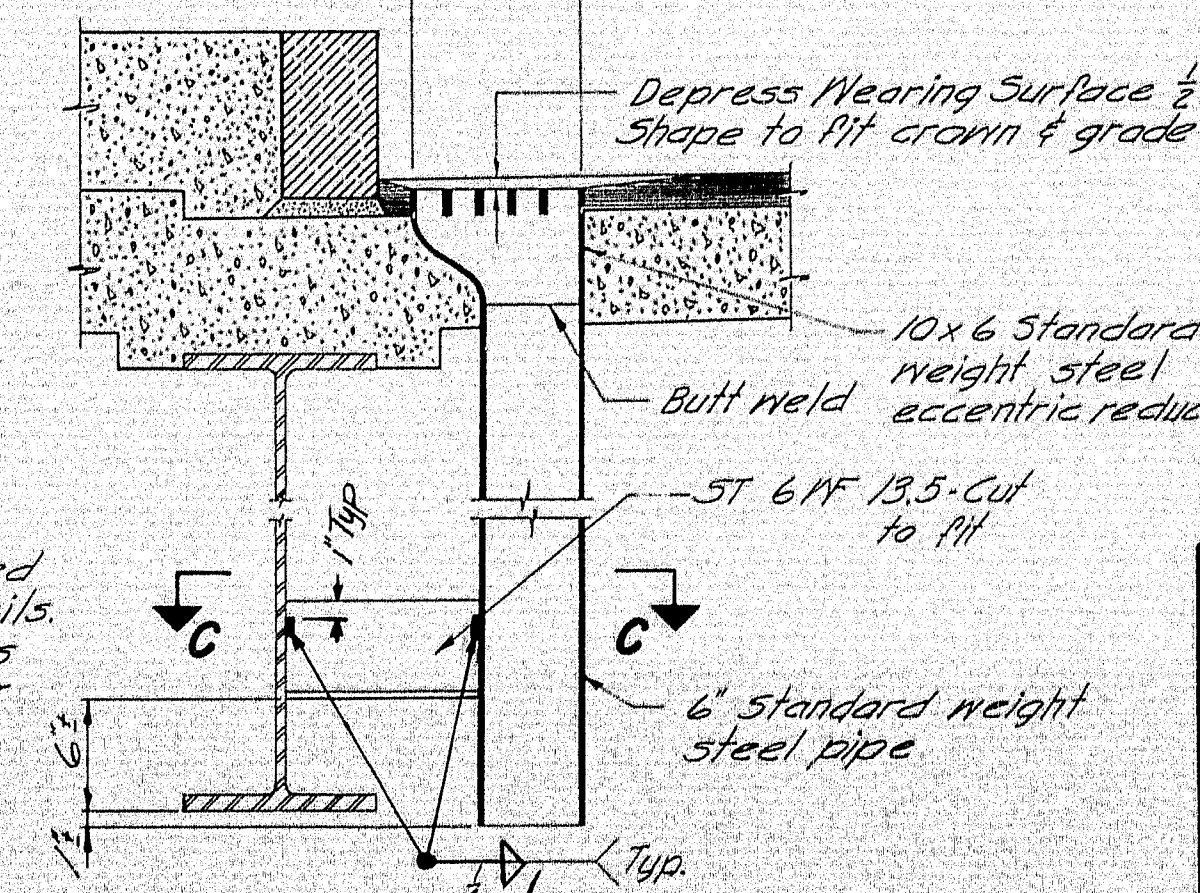
1. Spiral reinforcing or studs may be used at the option of the Contractor.
2. If studs are used they shall be granular or solid flux filled and automatically end welded to the top flange in the shop or field.
3. Studs are a patented product. If the Contractor elects to use them, he shall pay the royalty and payment to the contractor will be included in the lump sum price for Shear Connectors.
4. See the design details for Dimensions "A" and "B", spiral and stud pitch and skew angle for Studs.

SHEAR CONNECTORS



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.

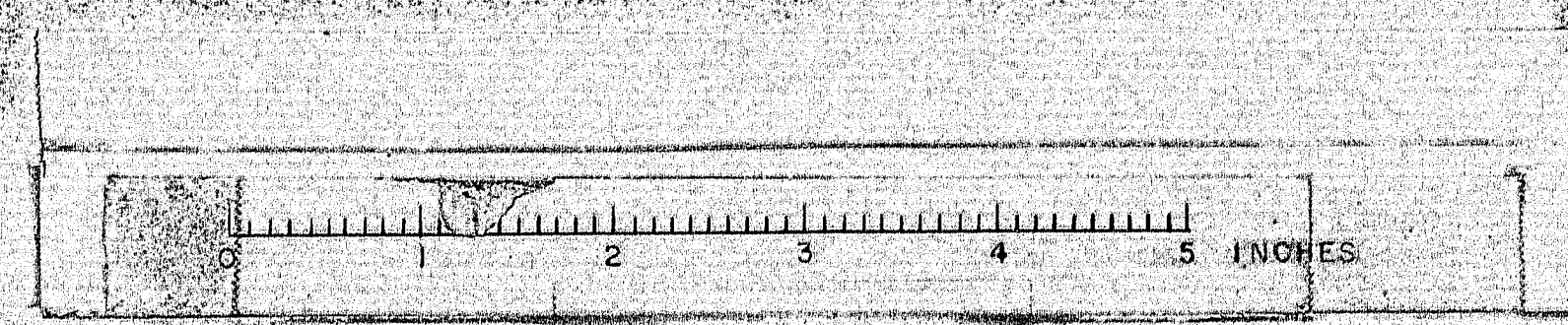
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS
(BD 104-64)
DIAPHRAGMS, ARMORED JOINT, SHEAR CONNECTORS, DRAIN

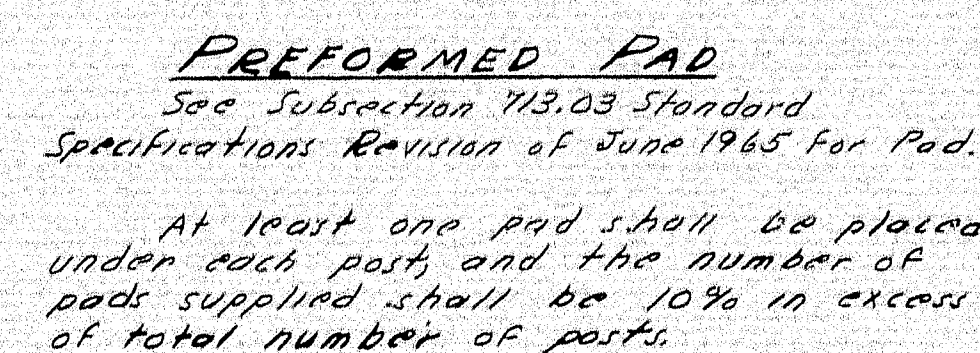
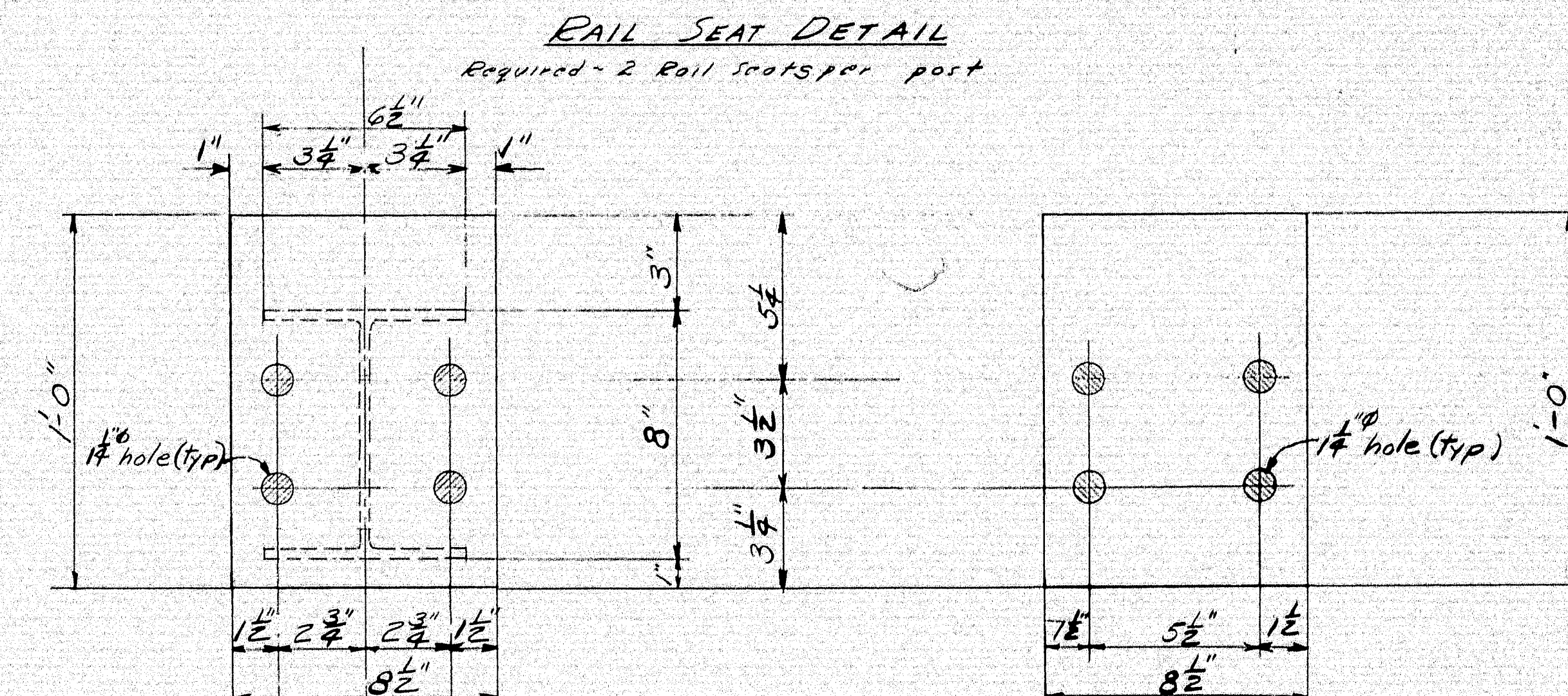
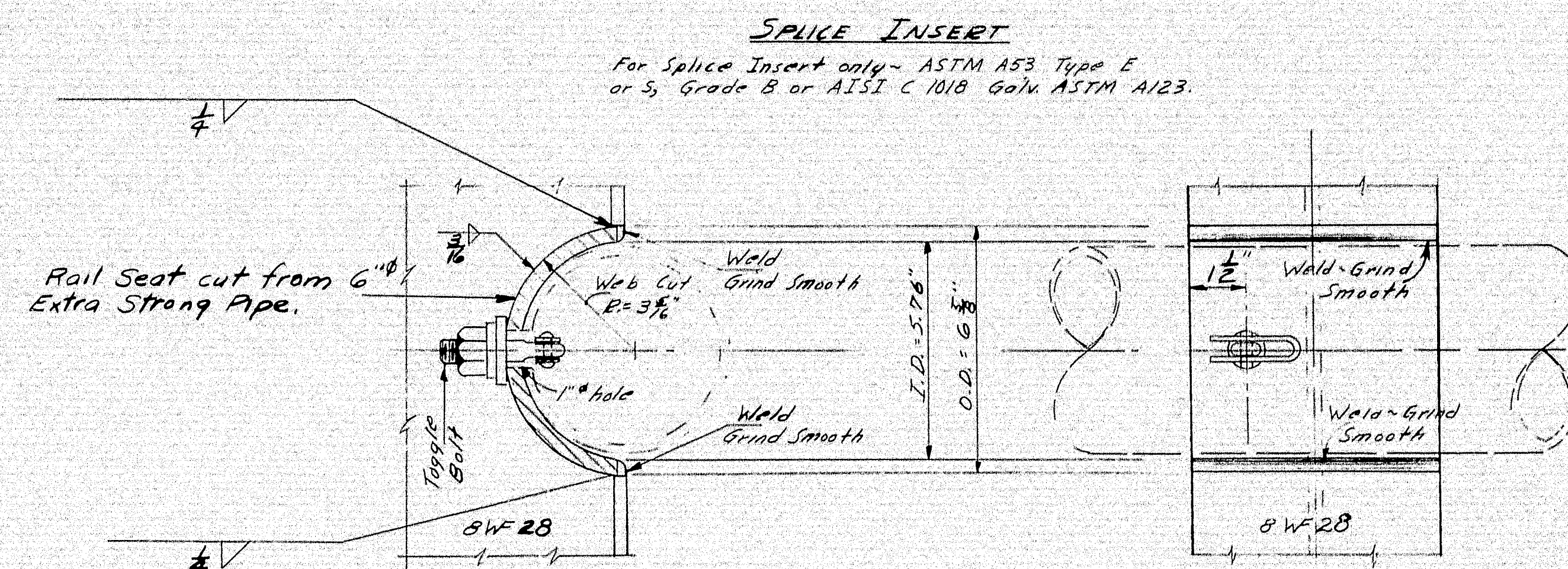
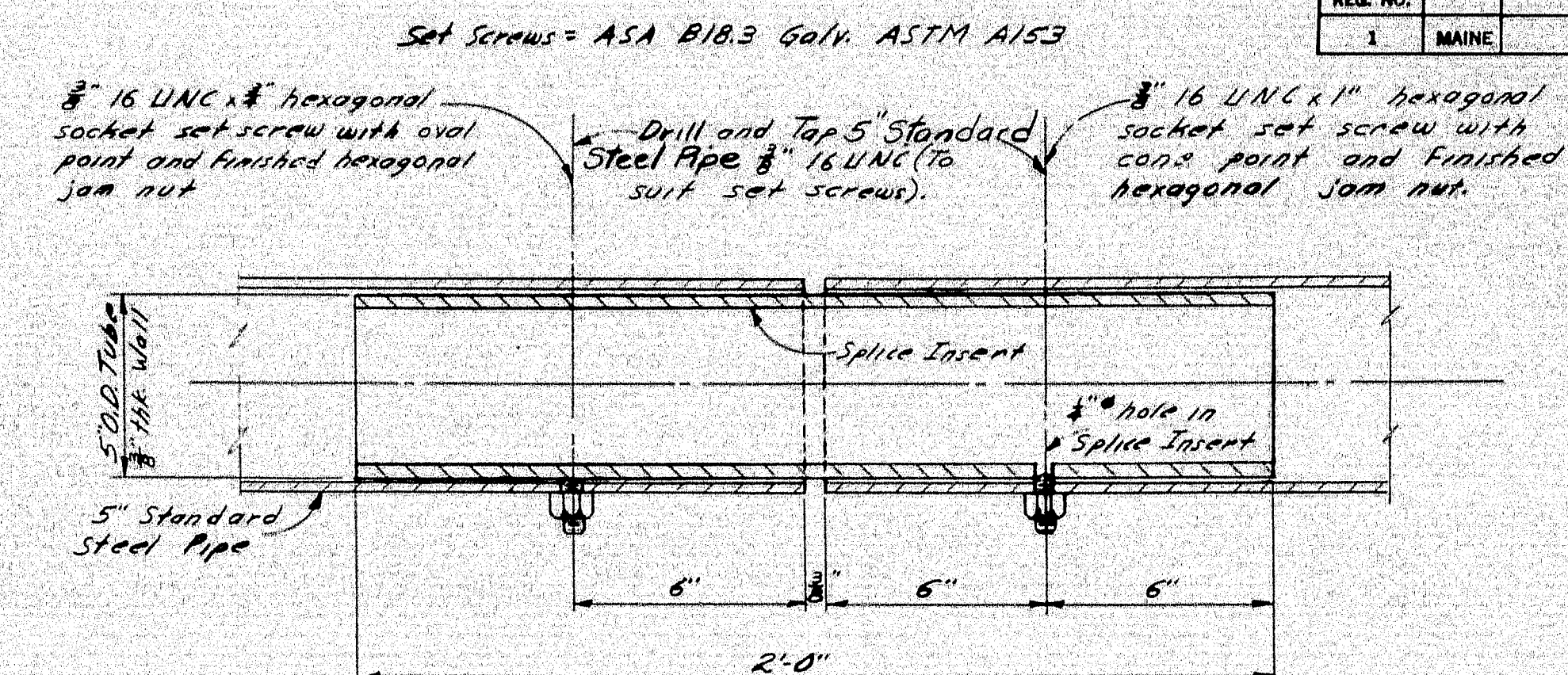
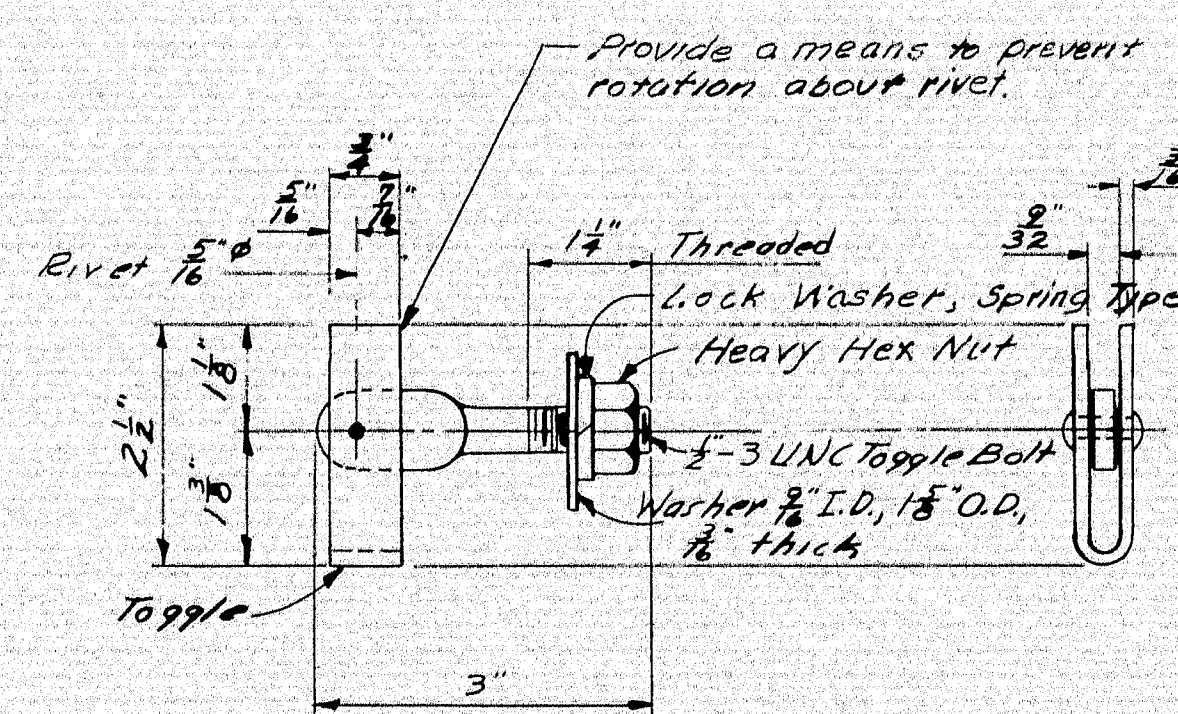
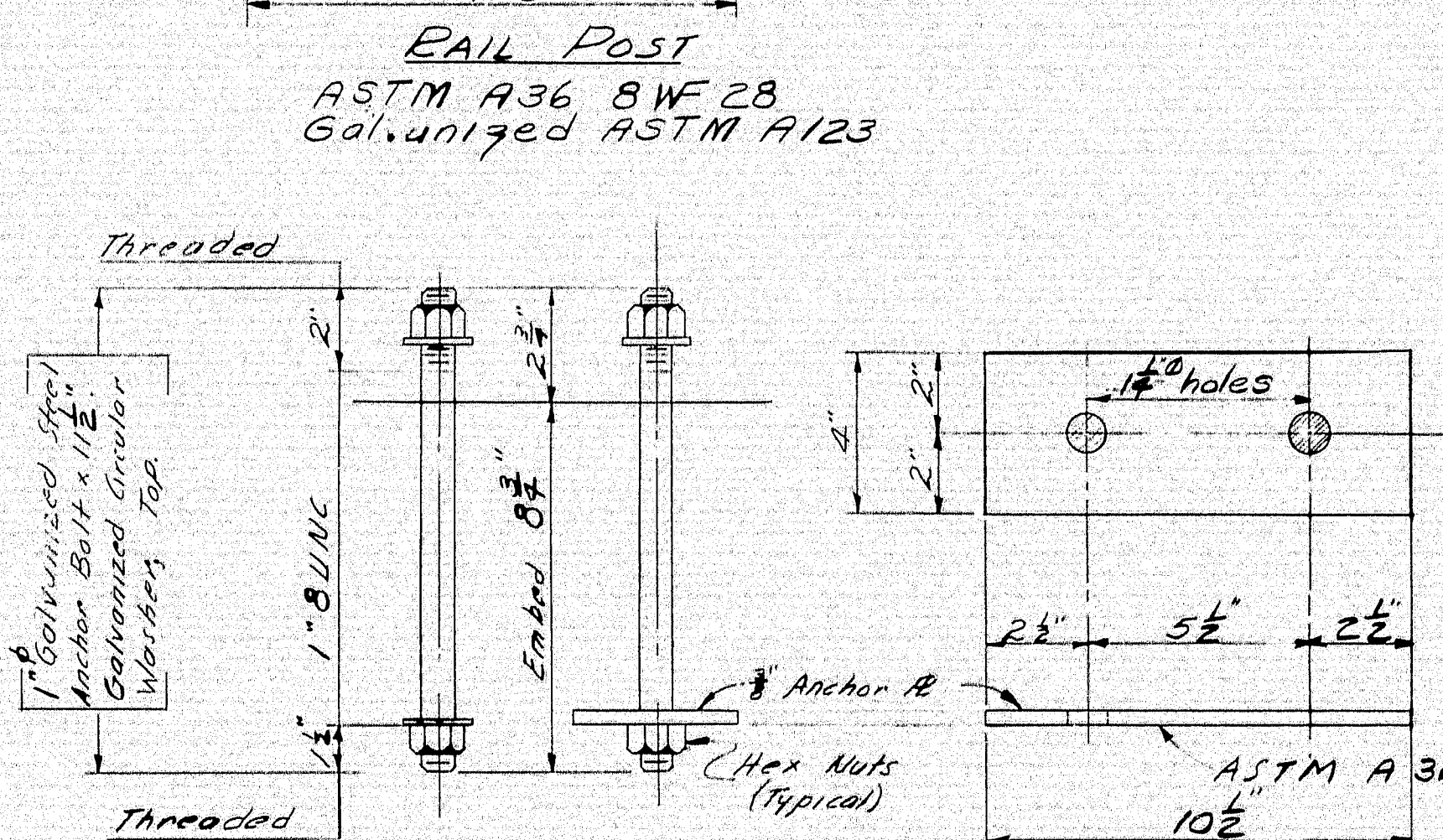
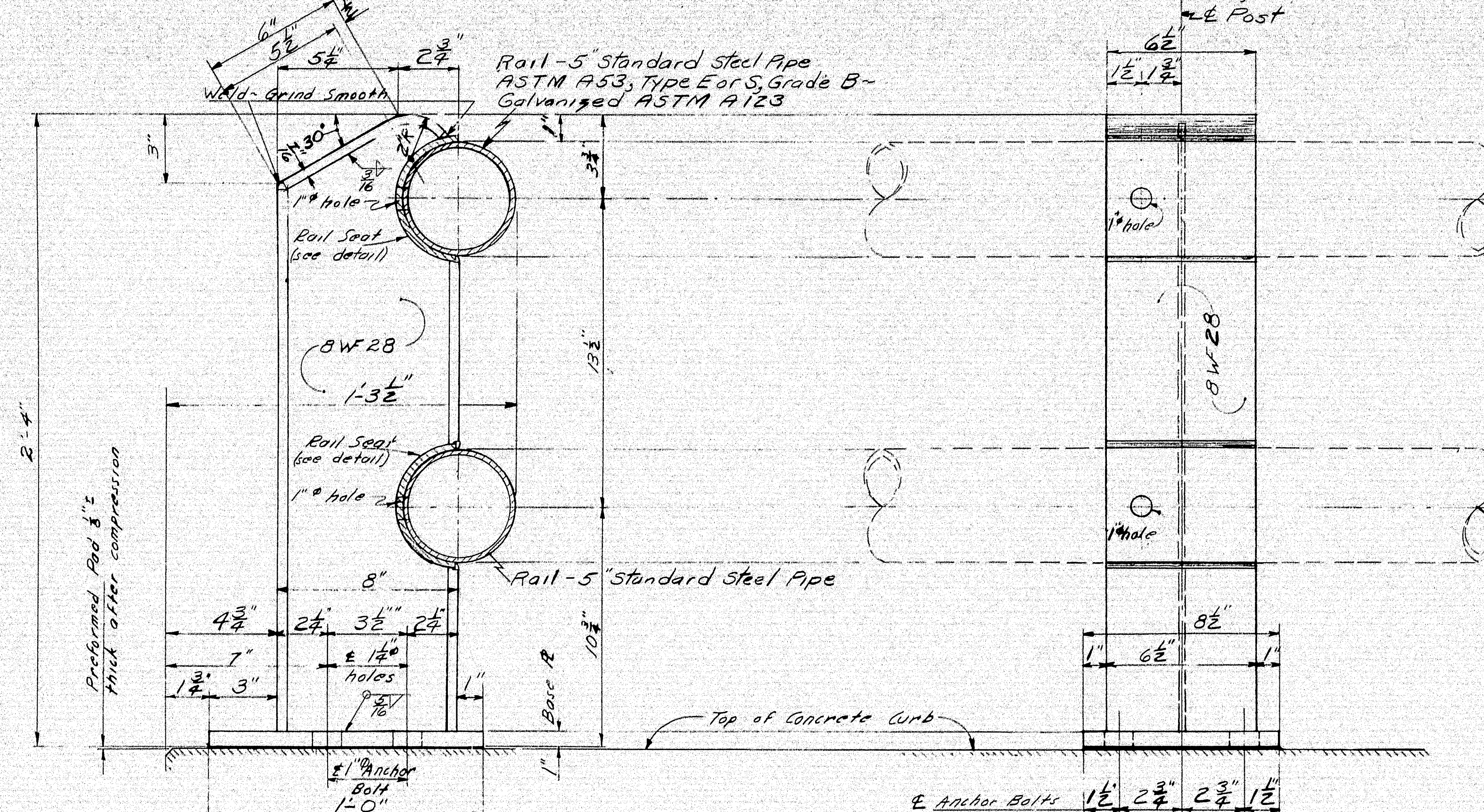
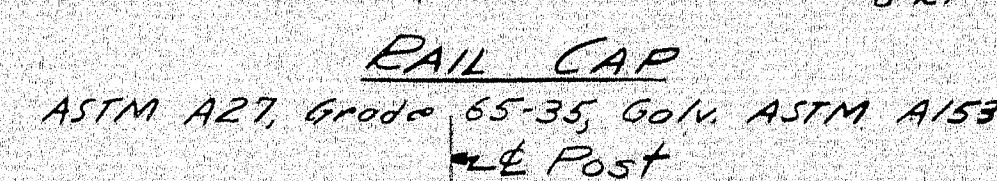
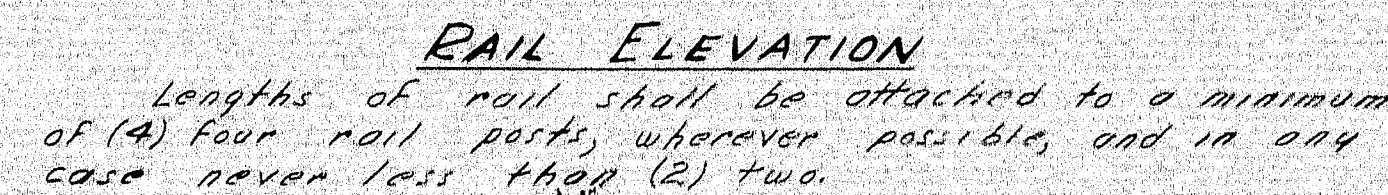
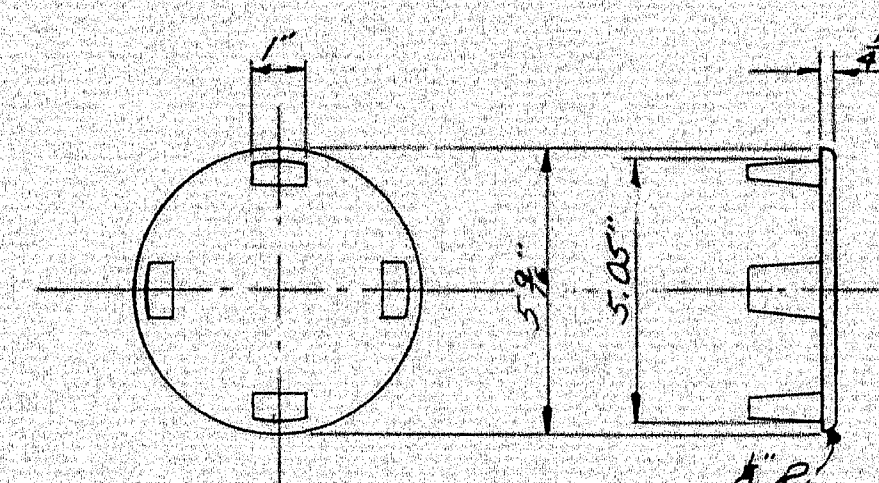
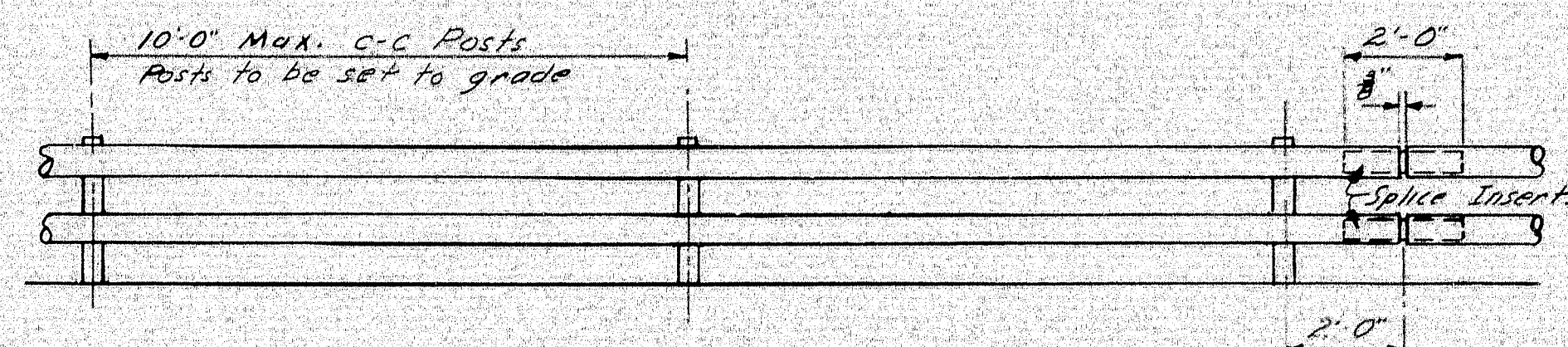
Revised Nov 1964, Welding Drain Support

JANUARY 1964

101-26C



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			



DESIGN SPECIFICATIONS
A.A.S.H.O. Interim Specifications
Int. I (64).

Revised-Toggle Bolt, Feb. 1967
Revised-Toggle Bolt, October, 1966

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS
(BD 109 - 66)

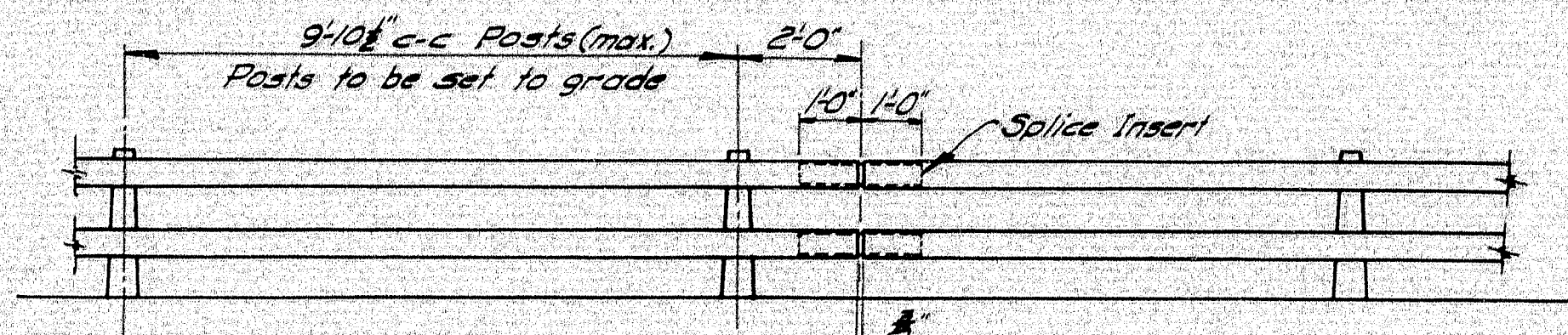
STEEL RAILING

(2-BAR PIPE RAIL)

8W28 POST

APRIL 1966

Crystal 101-26E

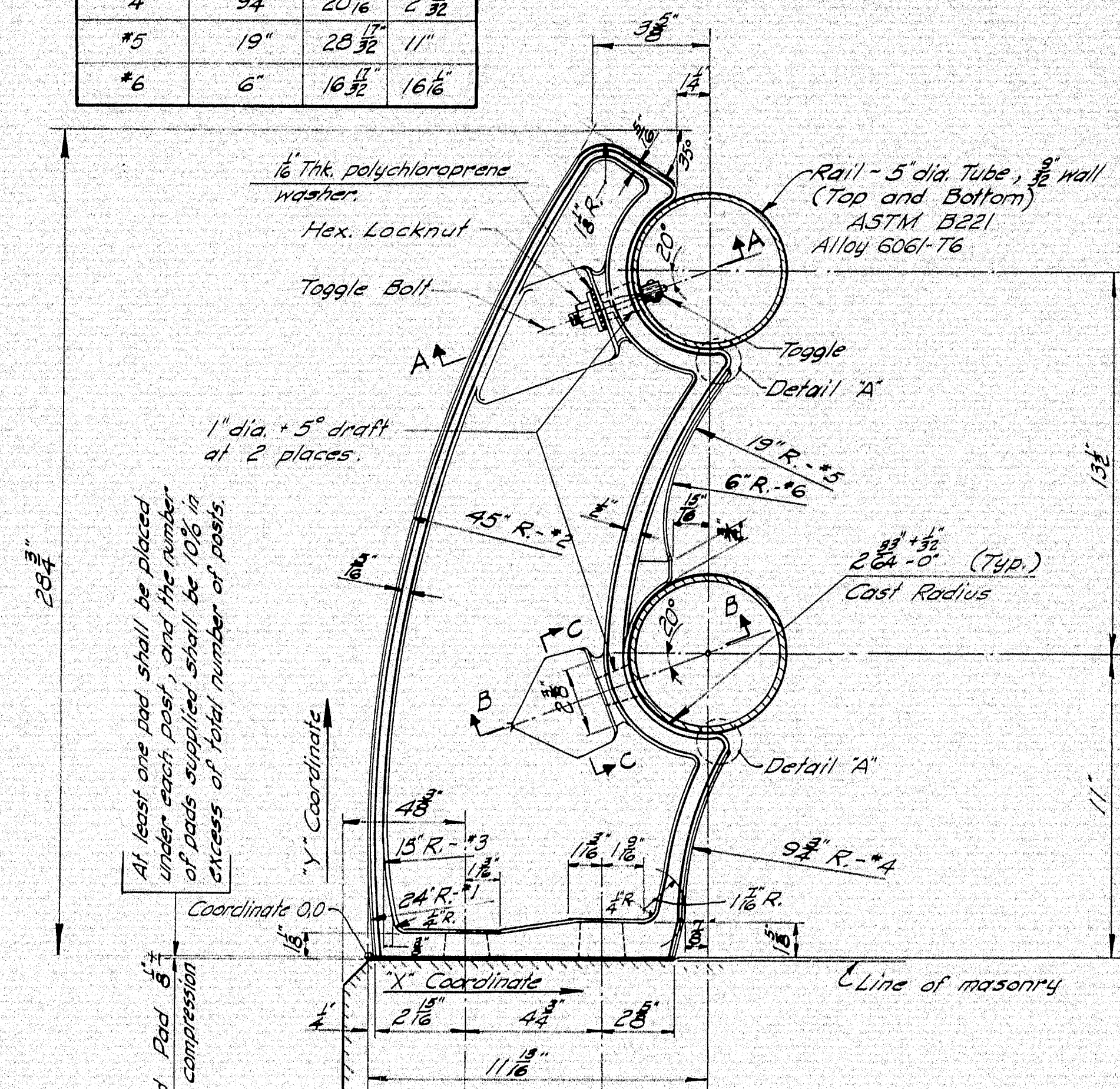


RAIL ELEVATION

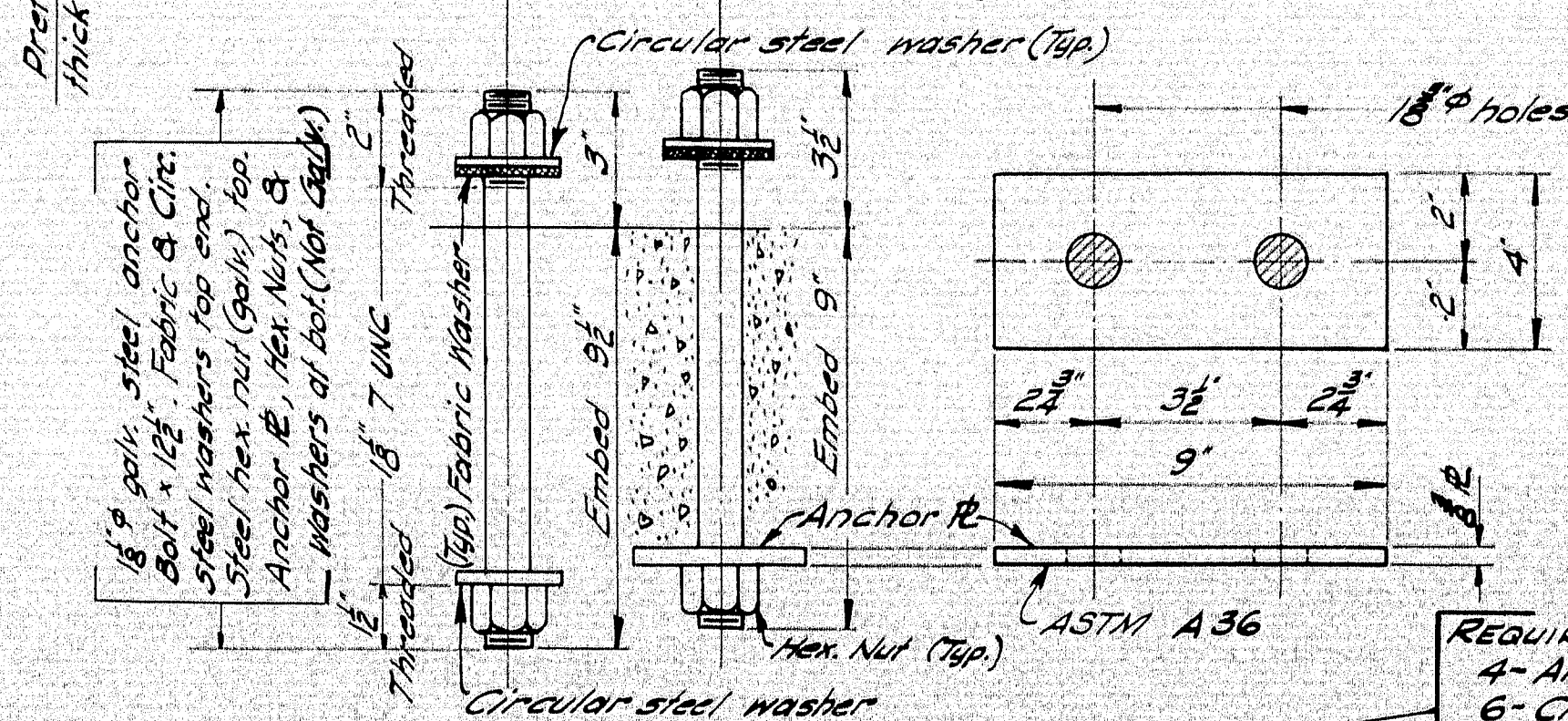
ORIGIN LOCATION-PRINCIPAL CURVES

Curve	Radius	"X"	"Y"
*1	24"	24"	3 1/2"
*2	45"	45"	2 3/2"
*3	15"	15 1/2"	4 3/2"
*4	9 3/4"	20 1/2"	2 1/2"
*5	19"	28 3/2"	11"
*6	6"	16 3/2"	16 1/2"

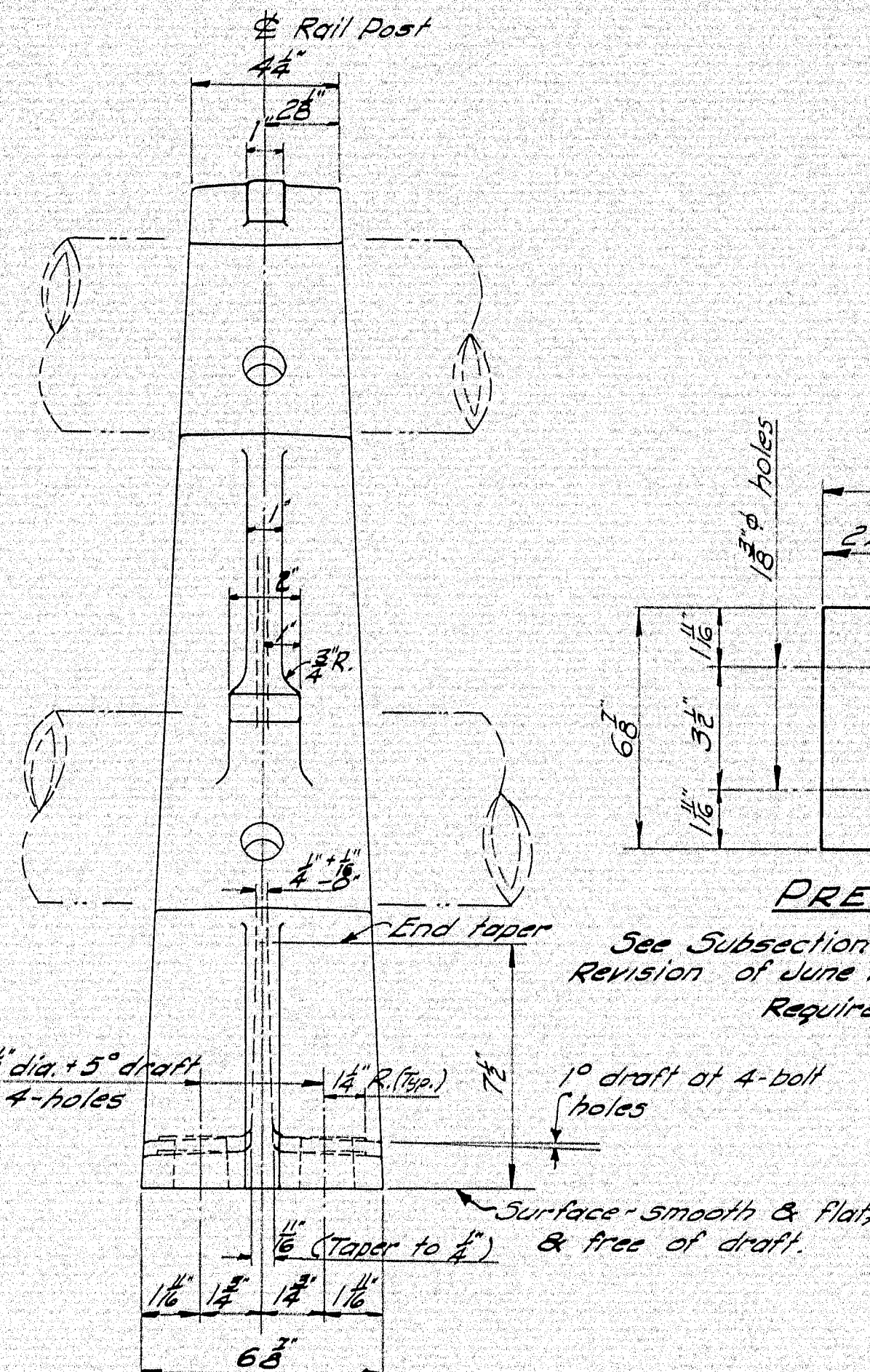
Lengths of rail shall be attached to a minimum of (4) four rail posts, wherever possible, and in any case never less than (2) two.



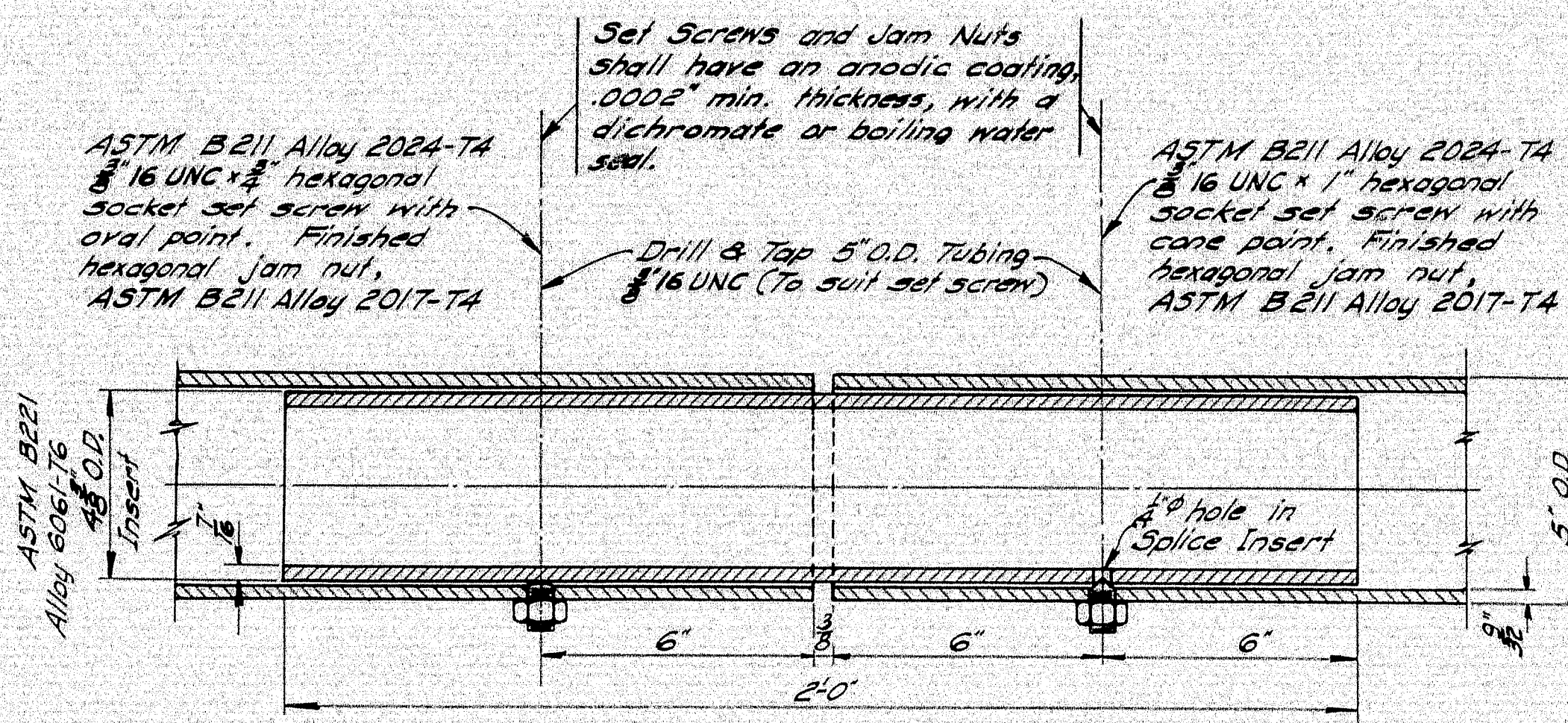
RAIL POST
ASTM B 108, Aluminum Assoc. Alloy A344-T4



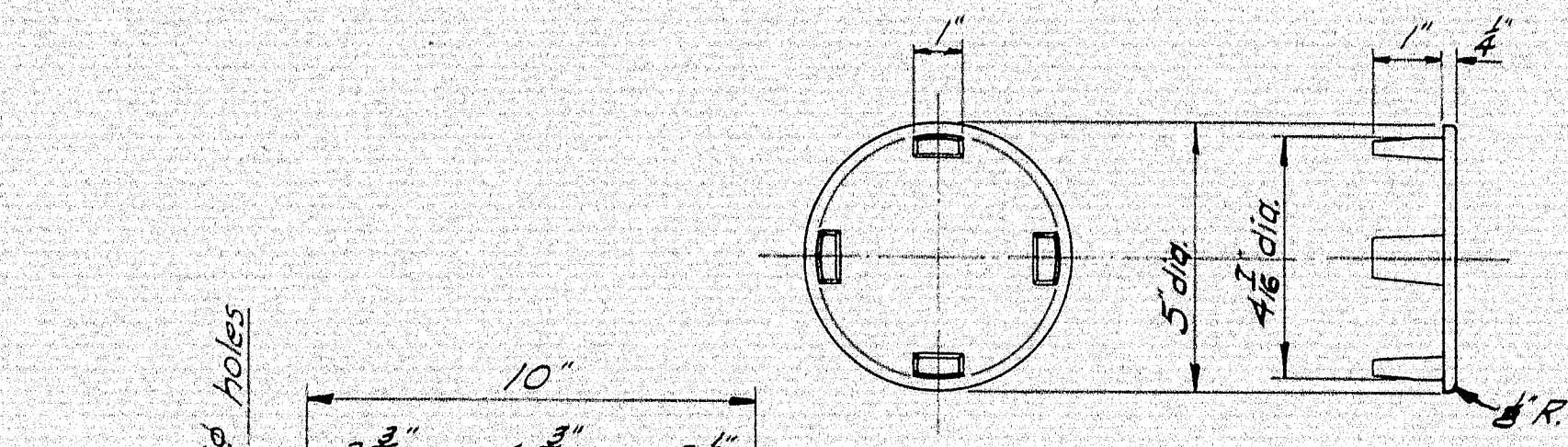
RAIL POST ANCHORAGE
Anchor Bolts, Nuts, & Circular steel washers = ASTM A325
Anchor Bolts, Nuts and Circular steel washers at Top, (Galv.) ASTM A153



FRONT ELEVATION

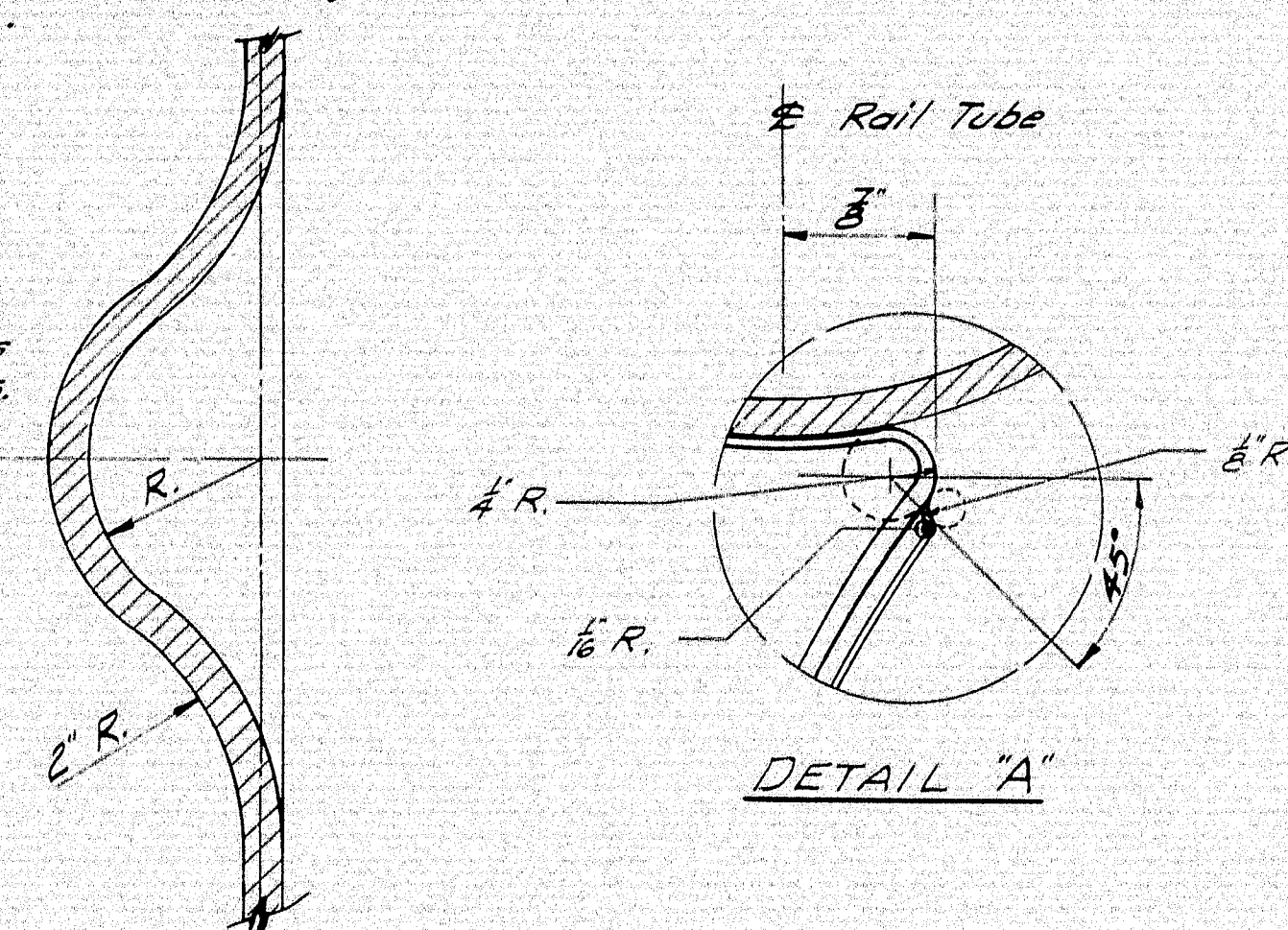


SPICE



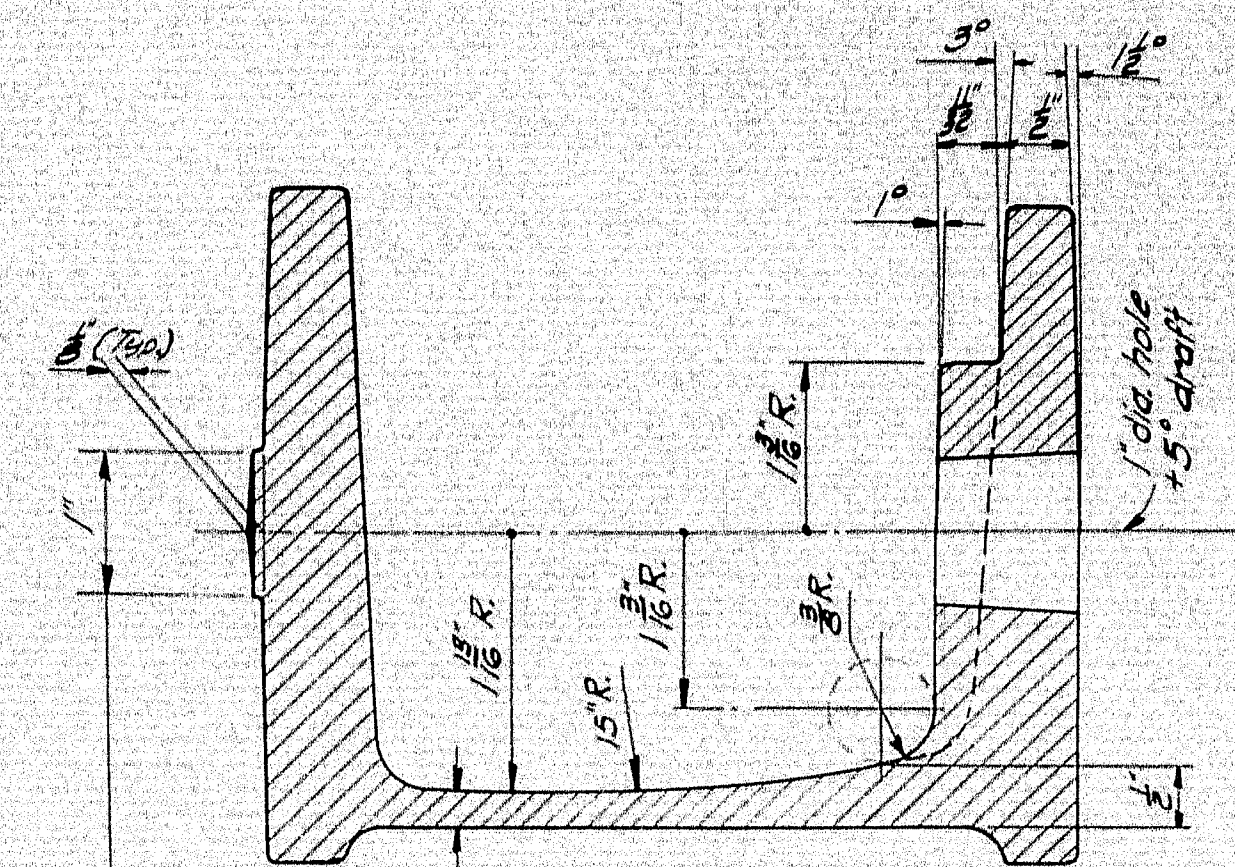
RAIL CAP
ASTM B26
Aluminum Assoc. Alloy 43-F or 356-F

PREFORMED PAD
See Subsection 713.03 Standard Specifications
Revision of June 1965 for pad and fabric washers.
Required 1-Pad per post

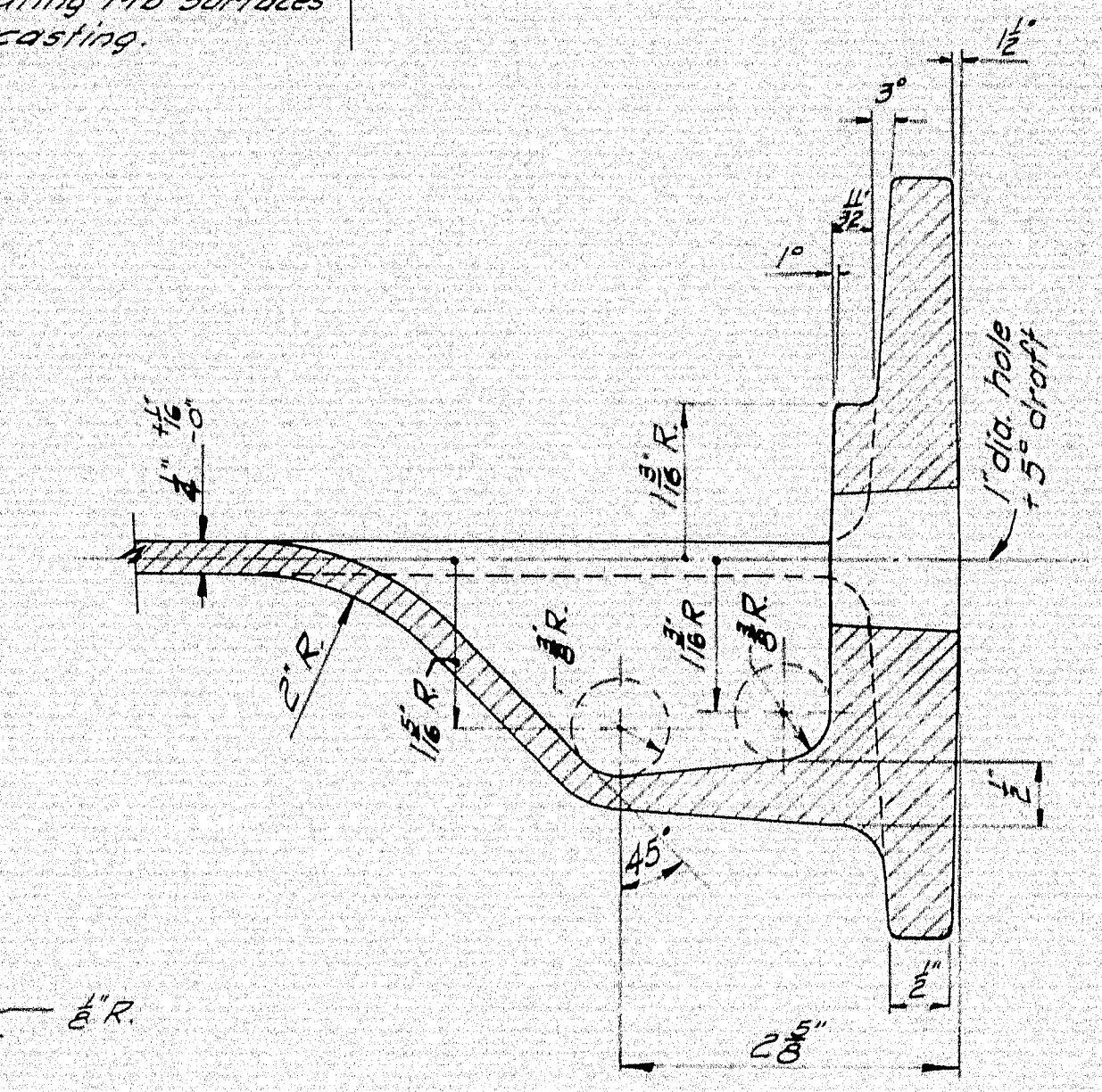


DETAIL "A"

SECTION C-C

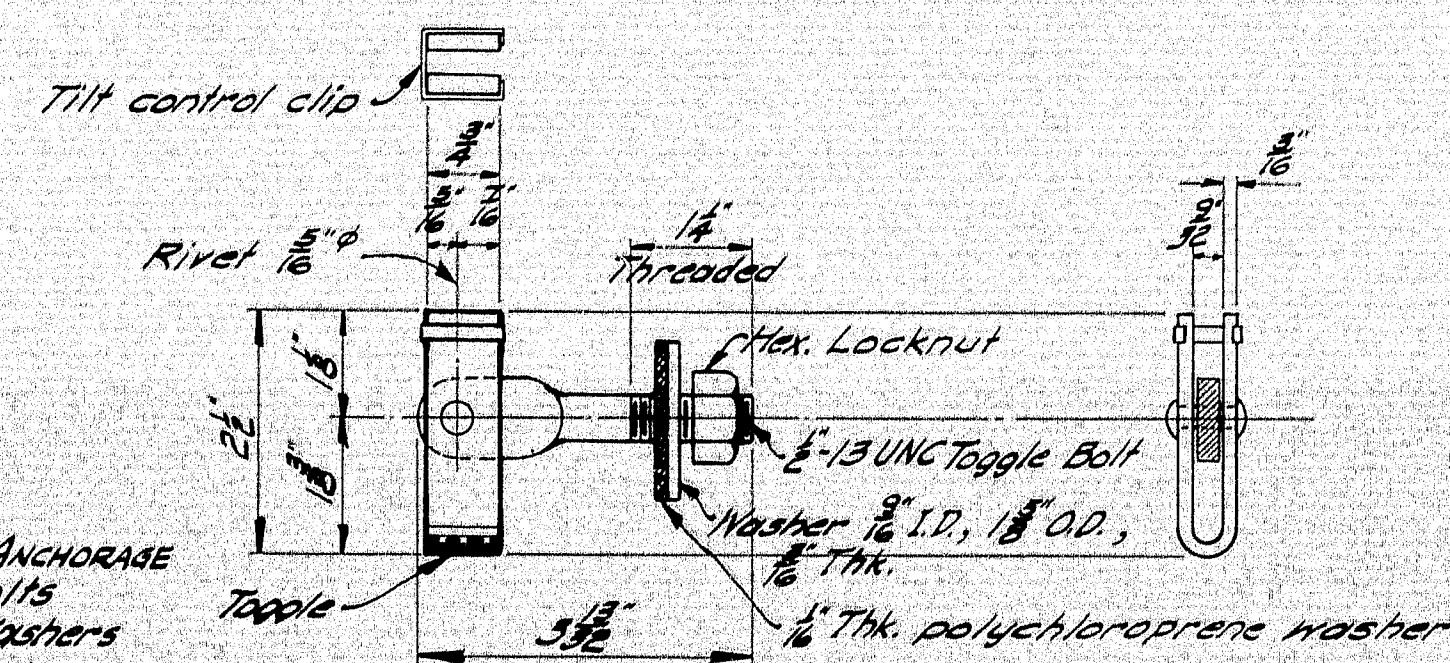


SECTION A-A



SECTION B-B

DESIGN SPECIFICATIONS
A.A.S.H.O. Interim Specifications
Int. I (64).



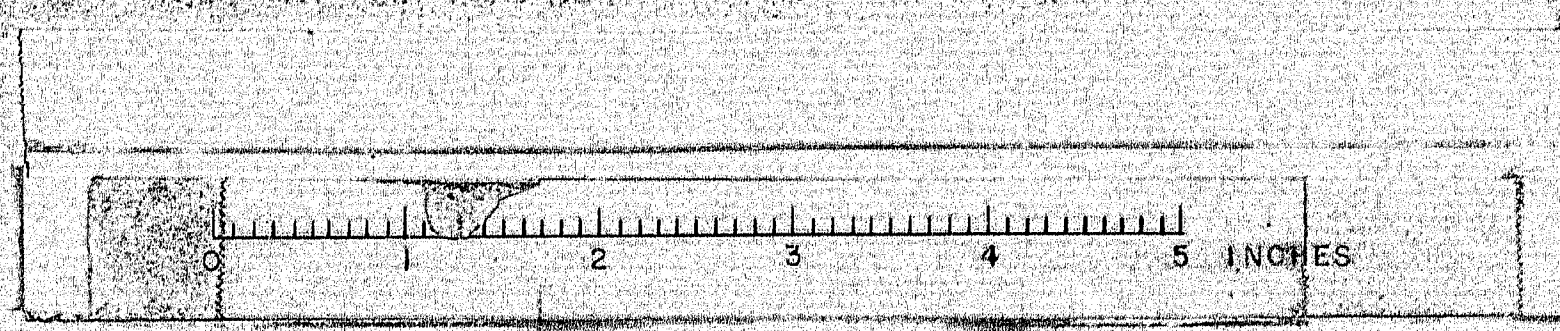
TOGGLE BOLT ASSEMBLY
Required 2-per post
Cadmium Plate metal parts ASTM A165-55, Type N3, .0005" thick

Toggle = ASTM A303, 1015 H.R. Steel,
Rivet = ASTM A195, 1038 C.R. Steel, Heat Treated
Toggle Bolt = ASTM A354, 1335 C.R. Steel,
Heat Treated RC 32-33.
Washer = ASTM A36 Steel
Hex. Locknut = Finished Hexagon Locknut
Prevailing Torque Type Steel
Grade C or D, Industrial
Fasteners Institute.

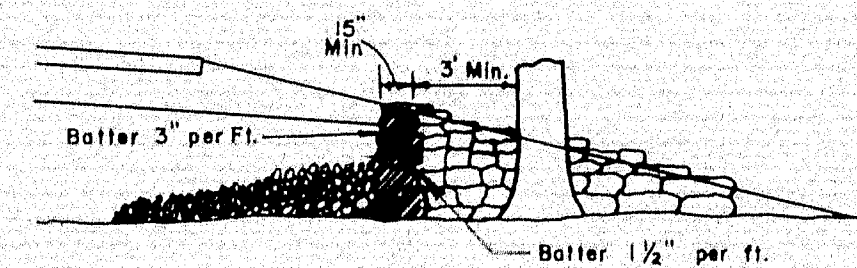
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS
(BD 108-65)
ALUMINUM RAILING
2-BAR (TUBE RAIL)
CAST POST
OCTOBER 1965

101-26F Dr. - Cyril Sherman

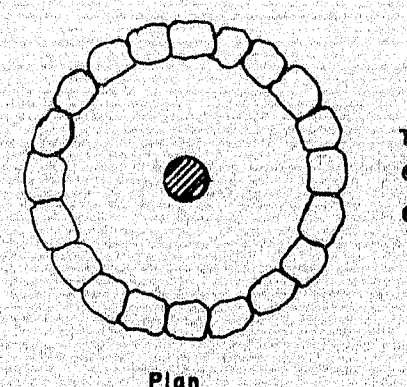
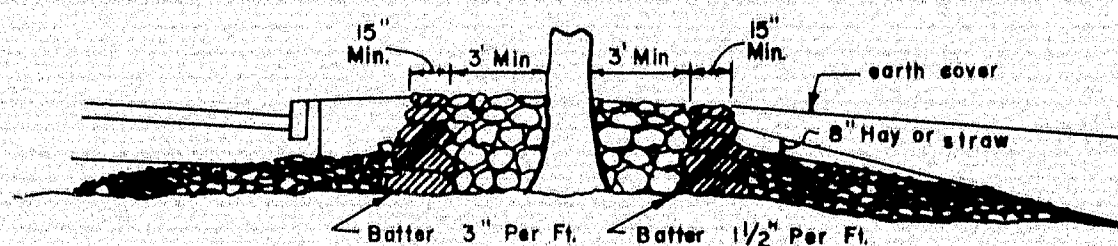
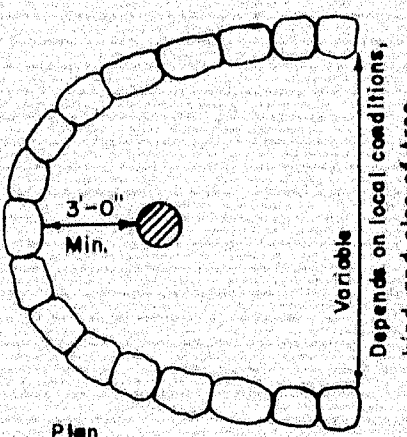


TREE WELLS



NOTES :

- NOTES :
1. Selected ledge excavation, crushed stone or other porous material shall be used to fill around the old ground area of the tree from the tree well to the perimeter of the branches.
 2. An 8" layer of hay or straw to prevent infiltration of fines shall be placed over the rock fill except in areas under the roadway and shoulders.
 3. If drainage away from the tree well is necessary, underdrain outlet pipe shall be used, and will be paid for under item 605.10.

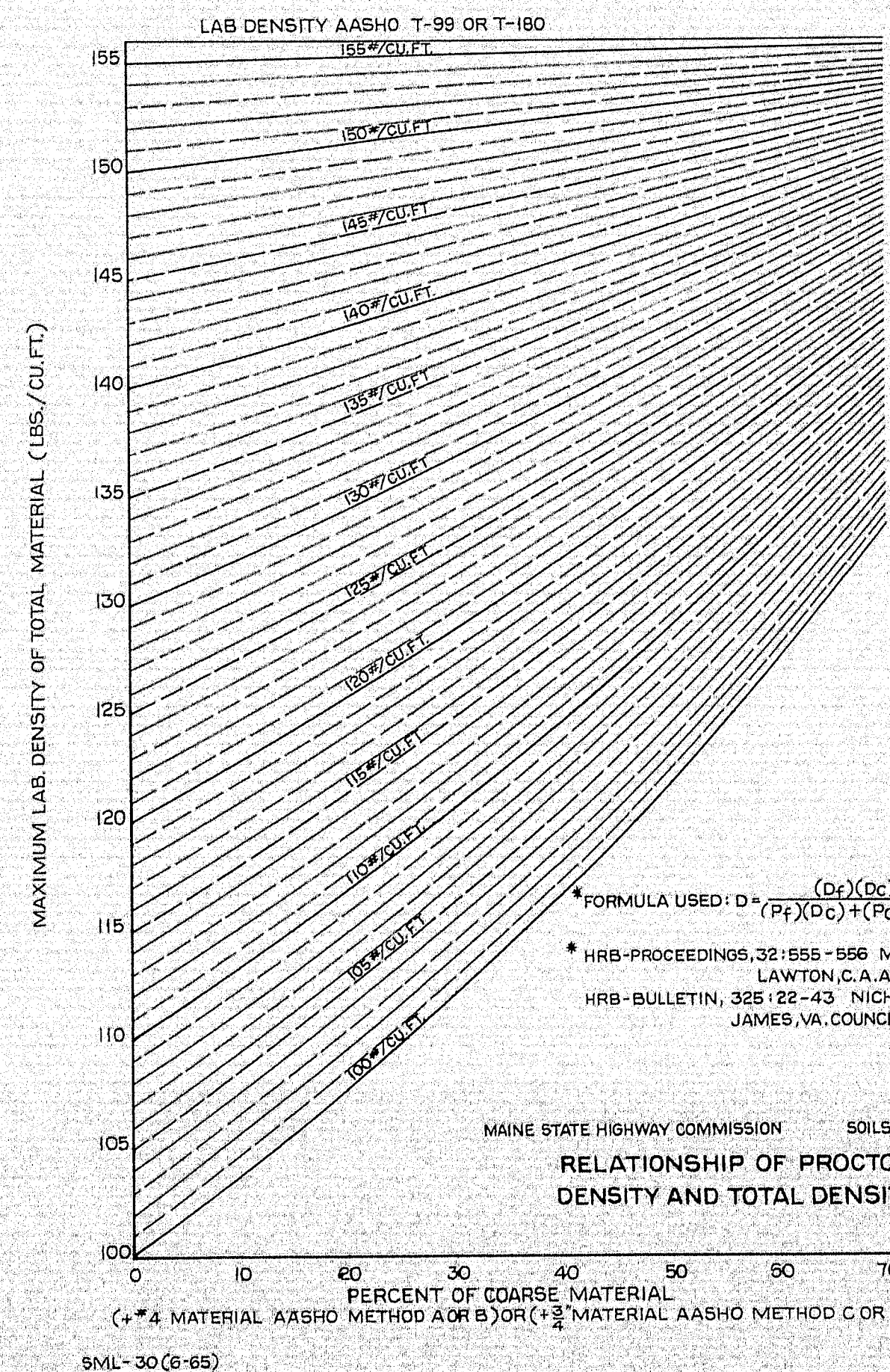
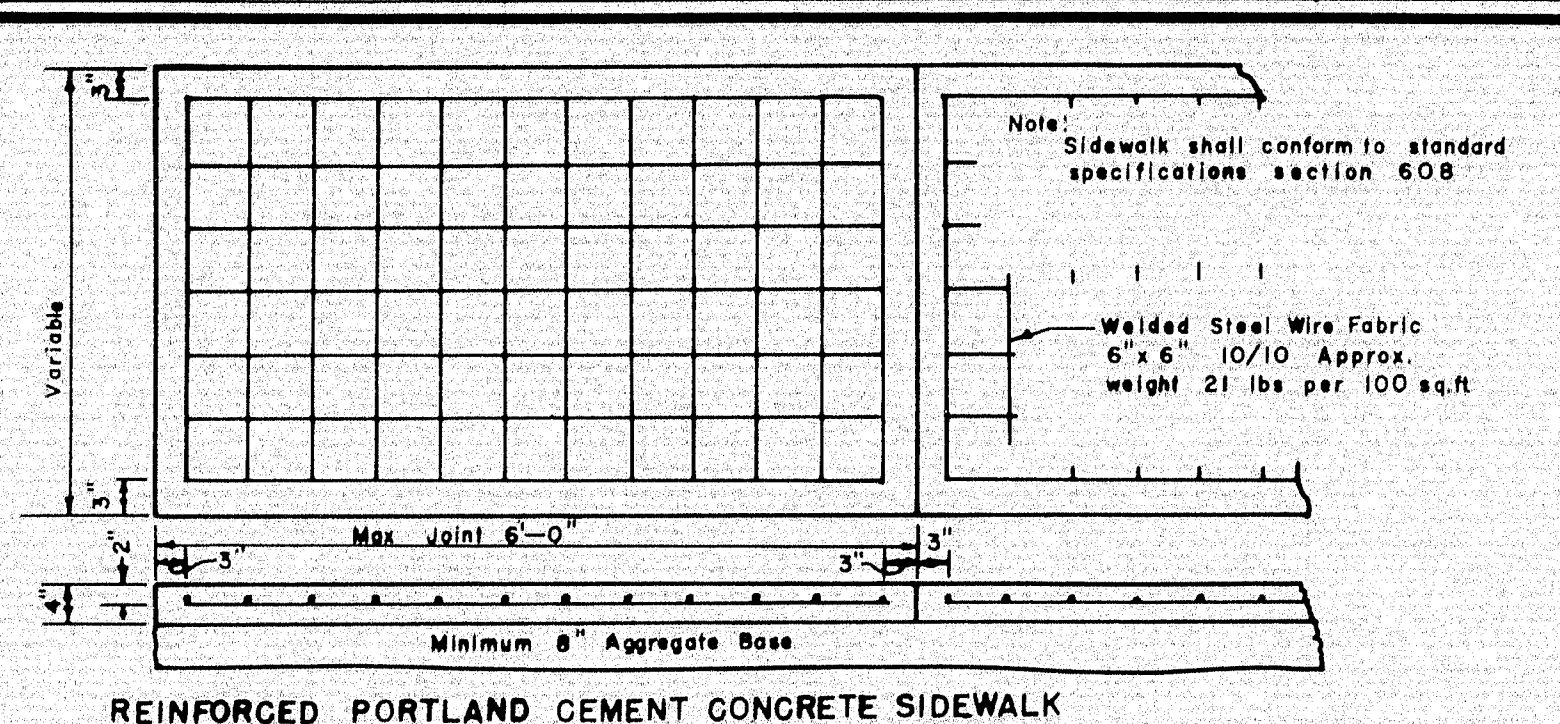


To be paid for under item
610.09 Hand laid riprap.
605.10 6" Underdrain Outlet

[illegible]

6" RISE - 12" TREAD (2:1) SLOPE				8" RISE - 12" TREAD (1 1/2:1) SLOPE			
REINFORCING STEEL							
Mark	Size	Number	Length (Each)	Mark	Size	Number	Length (Each)
R	# 4 .66 lbs. per ft.	2 Each per foot 1 Each ft. of width	12' For "A" + 12' For each "B" + 12' For "C"	R	# 4 .66 lbs. per ft.	2 Each per foot 1 Each ft. of width	12' For "A" + 12' For each "B" + 12' For each "C"
S	# 4 .66 lbs. per ft.	2 For "A" 2 For each "B" 2 For "C"	4 Each per foot + 12 per ft. of width	S	# 4 .66 lbs. per ft.	2 For "A" 2 For each "B" 2 For "C"	4 Each per foot + 12 per ft. of width

CONCRETE CLASS "A"					
Section	Slope per ft. of width	Parapet each wall	Section	Slope per ft. of width	Parapet each wall
"A" Header	.030 cu. yds.	.015 cu. yds.	"A" Header	.035 cu. yds.	.016 cu. yds.
"B" Each incl. step	.030 cu. yds.	.020 cu. yds.	"B" Each incl. step	.035 cu. yds.	.024 cu. yds.
"C" Footer	.030 cu. yds.	.020 cu. yds.	"C" Footer	.035 cu. yds.	.024 cu. yds.



1 1/2"

6'-4 1/4"

6'-3"

6'-17 1/4"

Terminal Section

6 B 8.5* End Post

6 B 8.5* Adjacent to End Post

6 B 8.5* x 13 1/2 Offset Bracket

Machine Bolt

1/2" x 2 A.S.R.

30' Radius

1/4" x 2" Round head bolt

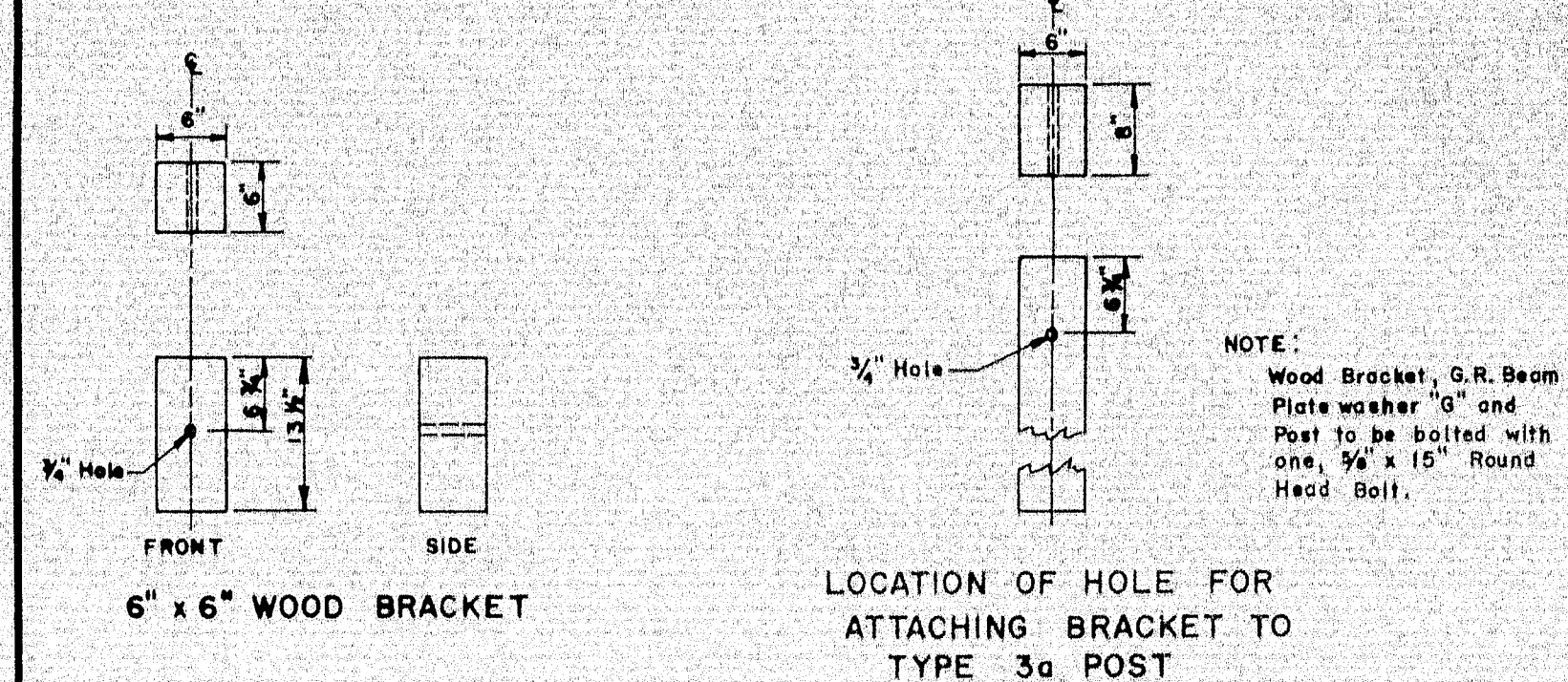
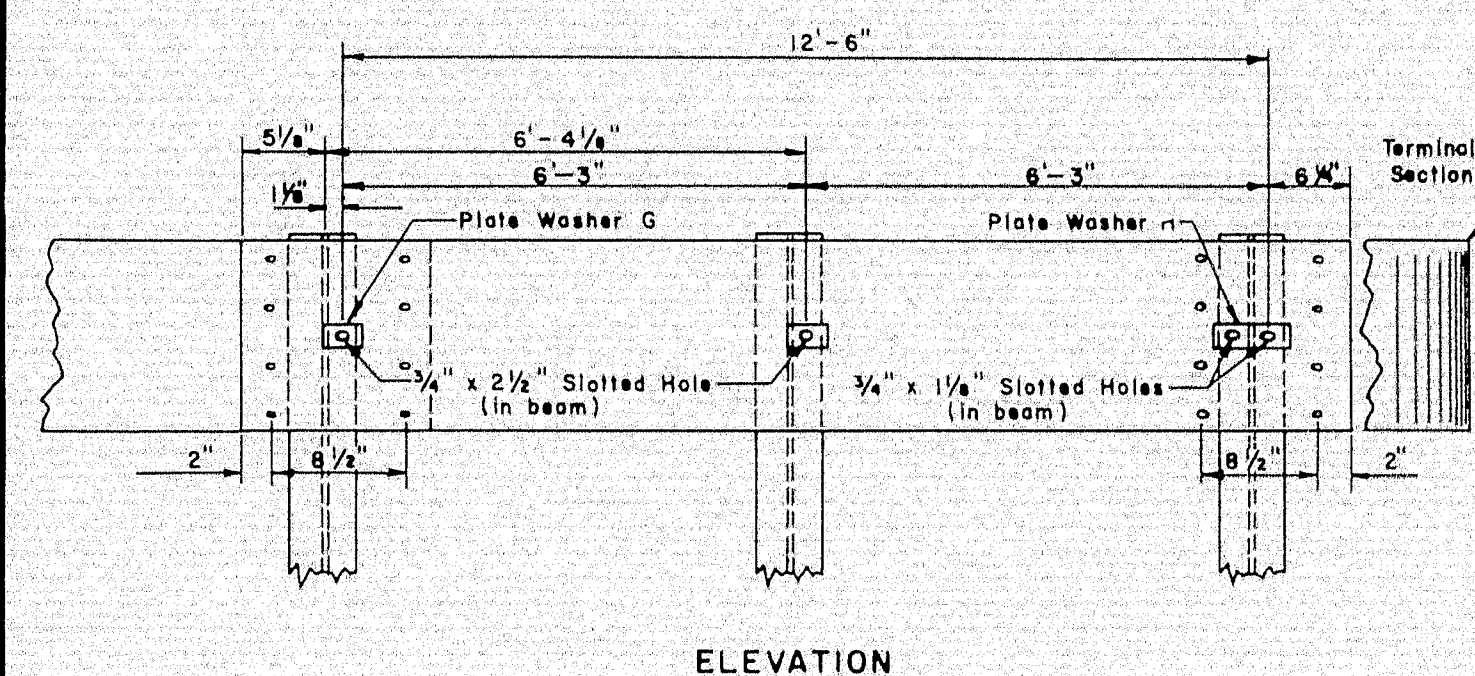
Plate Washer

Beam panel

Plate Washer G

PLAN

To be used in all locations except on the end away from traffic on 4 lane divided.



FRONT

SIDE

13"

9 1/2"

11 1/4"

5"

1/2"

1/4"

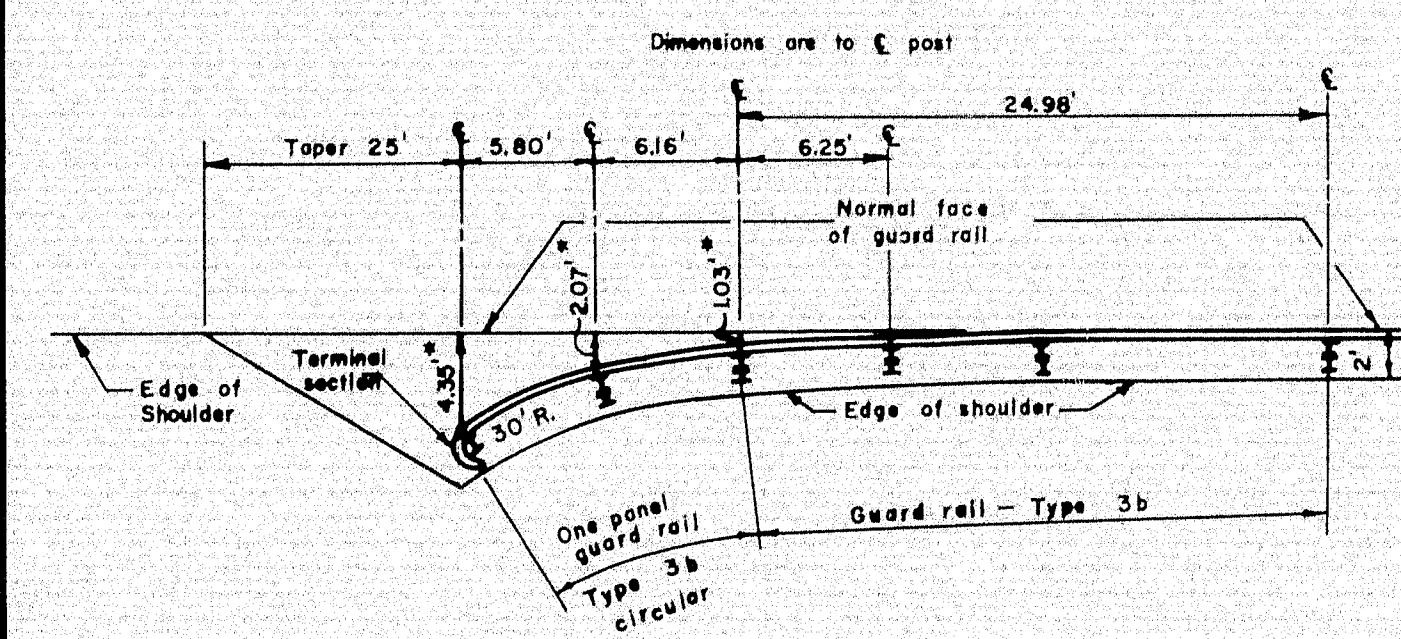
6B

BOLT END

Balls to be 3/8" x 2" A.S.R.

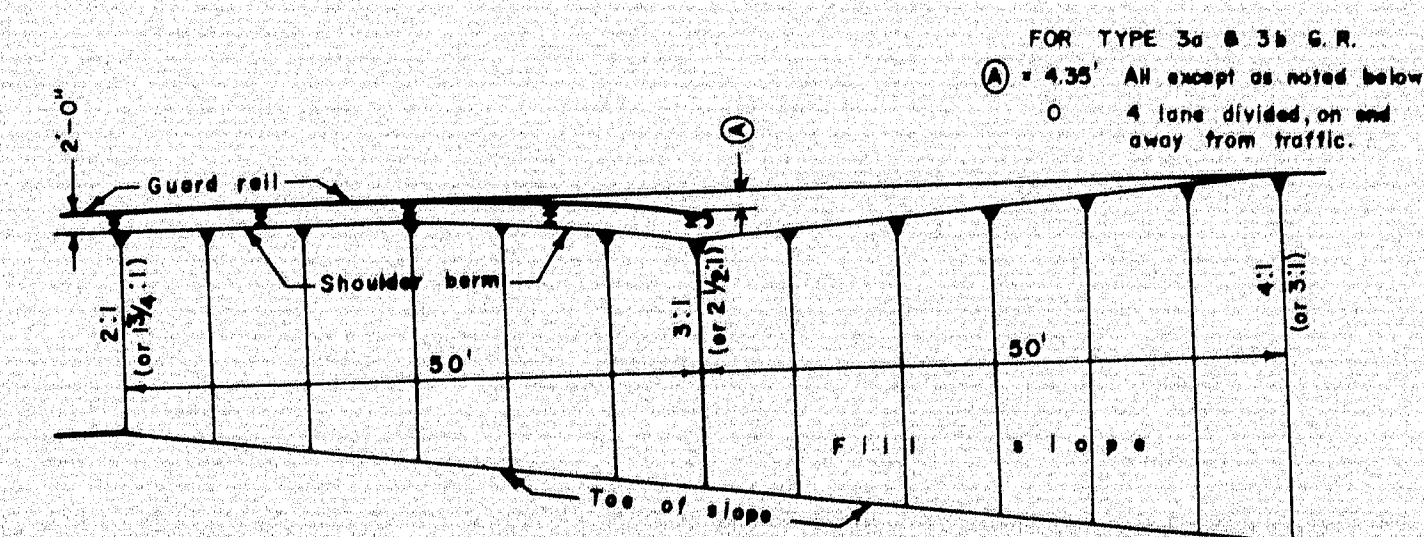
Holes to be 7/8" Ø

OFFSET BRACKET FOR TYPE 3b GUARD RAIL POST



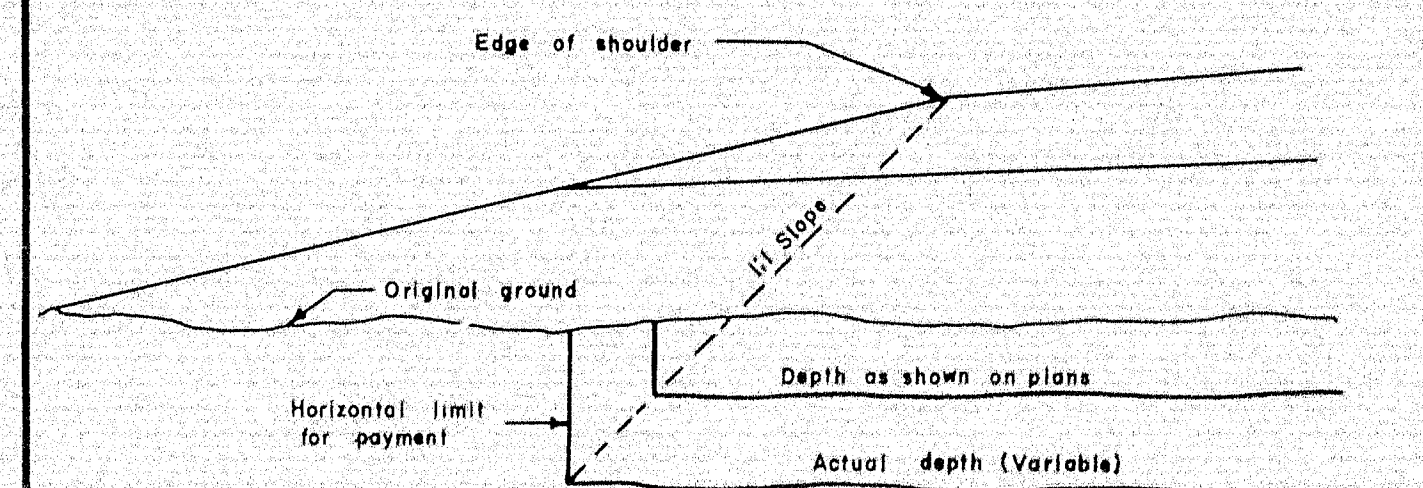
Note: 2 Lane roads — Use on each end.
4 Lane roads — Use on end facing traffic

GUARD RAIL END TRANSITIONS



SHOULDER AND SLOPE TRANSITIONS

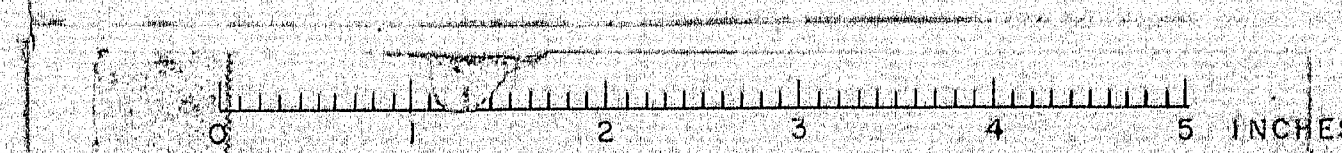
GUARD RAIL

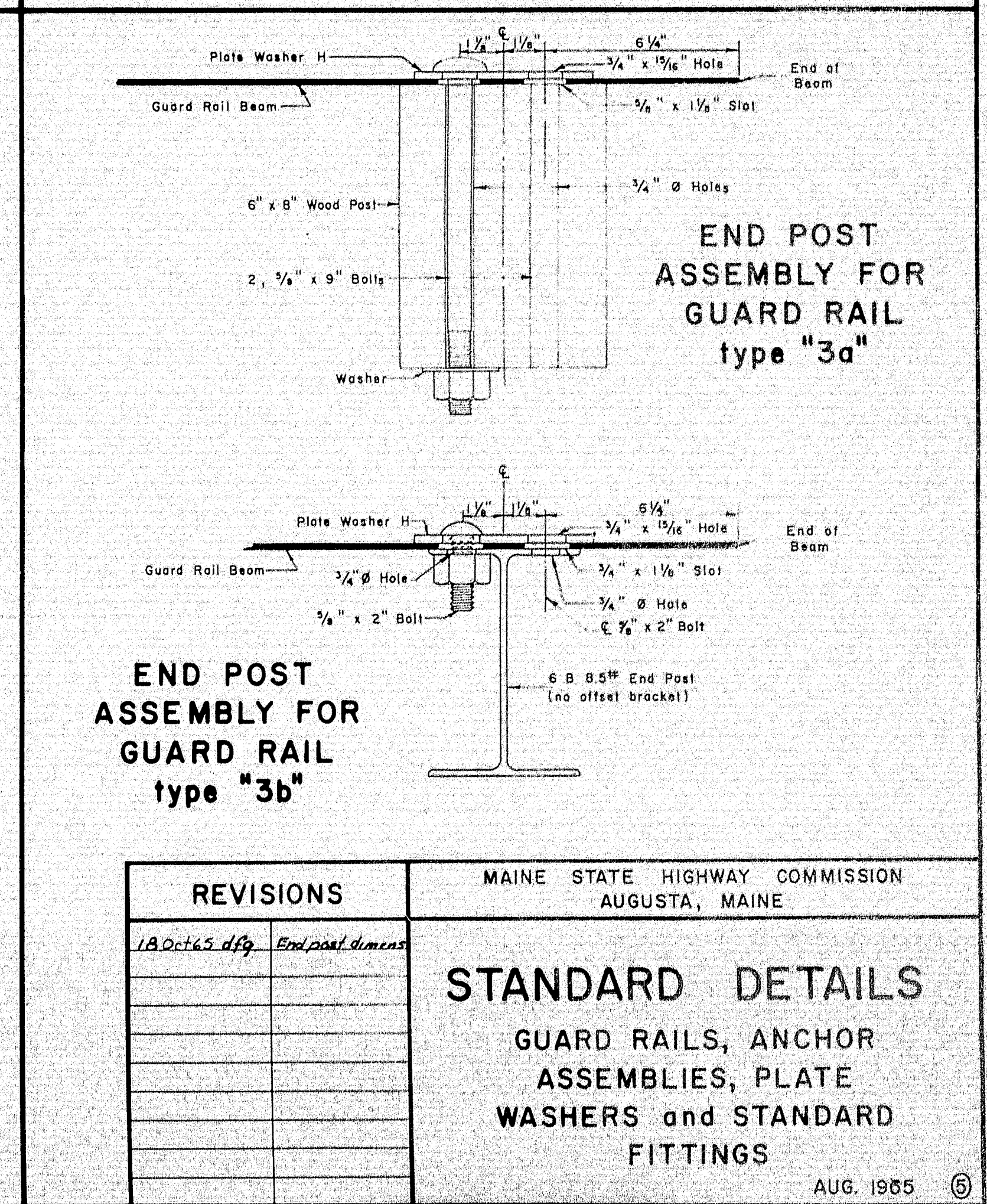
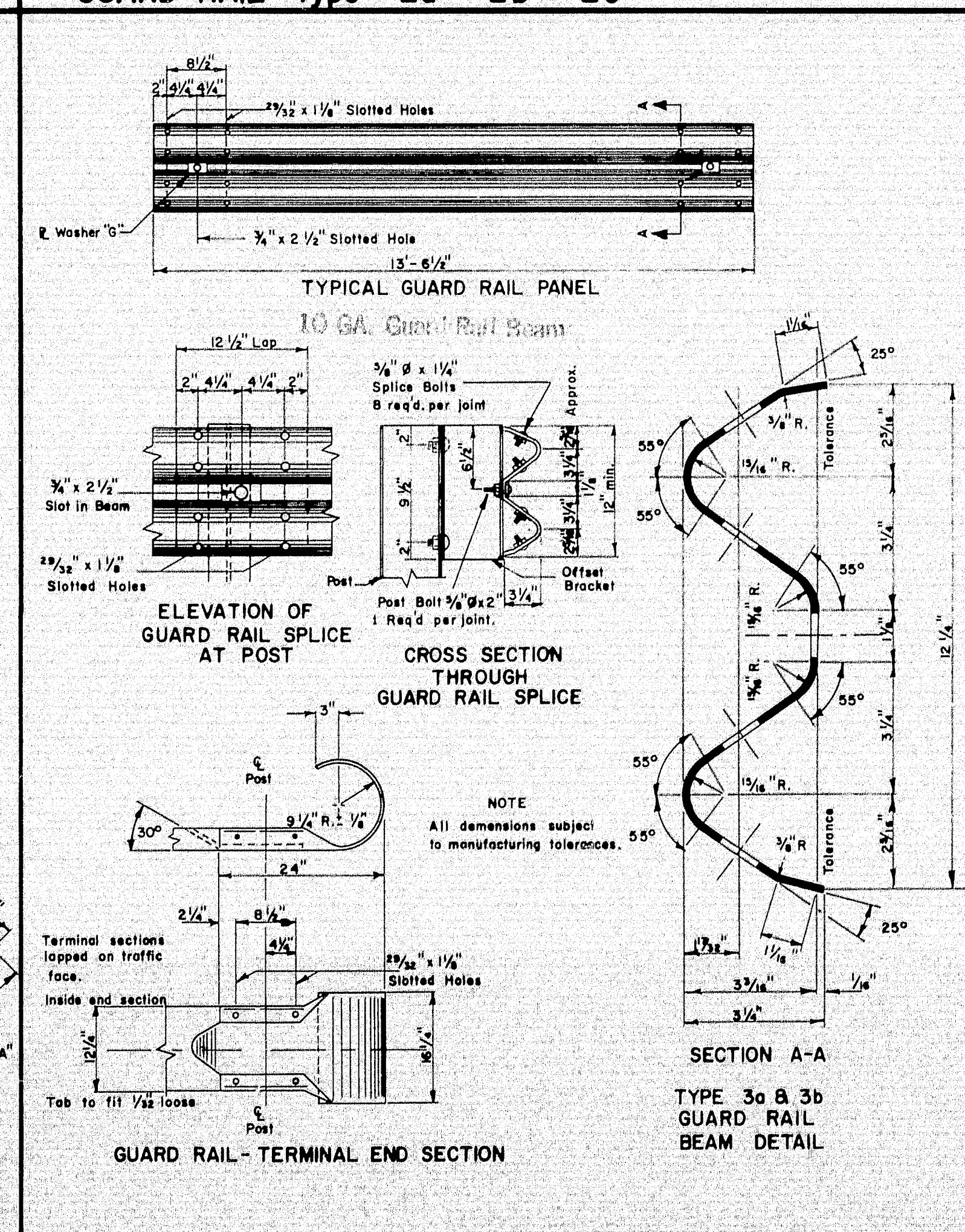
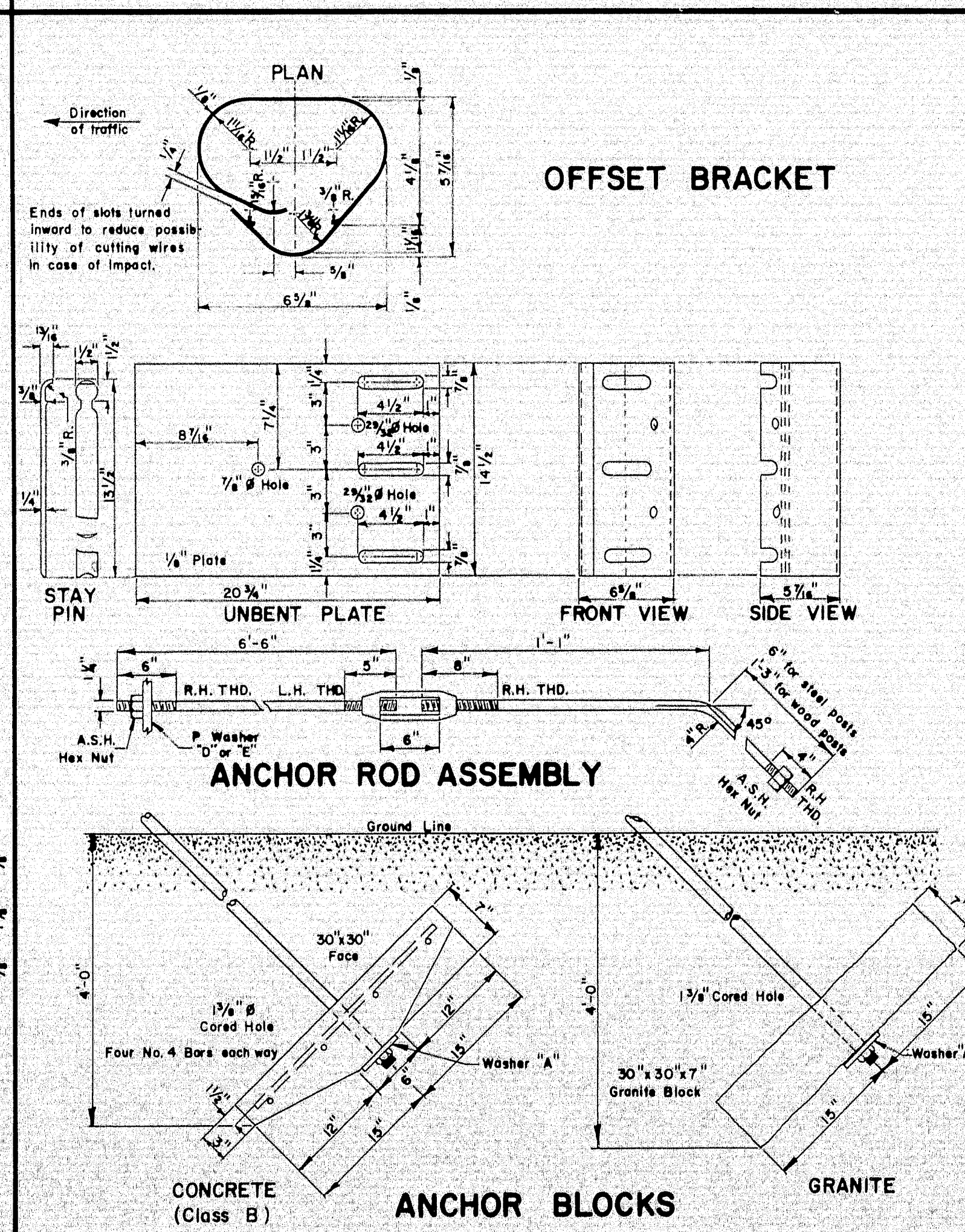
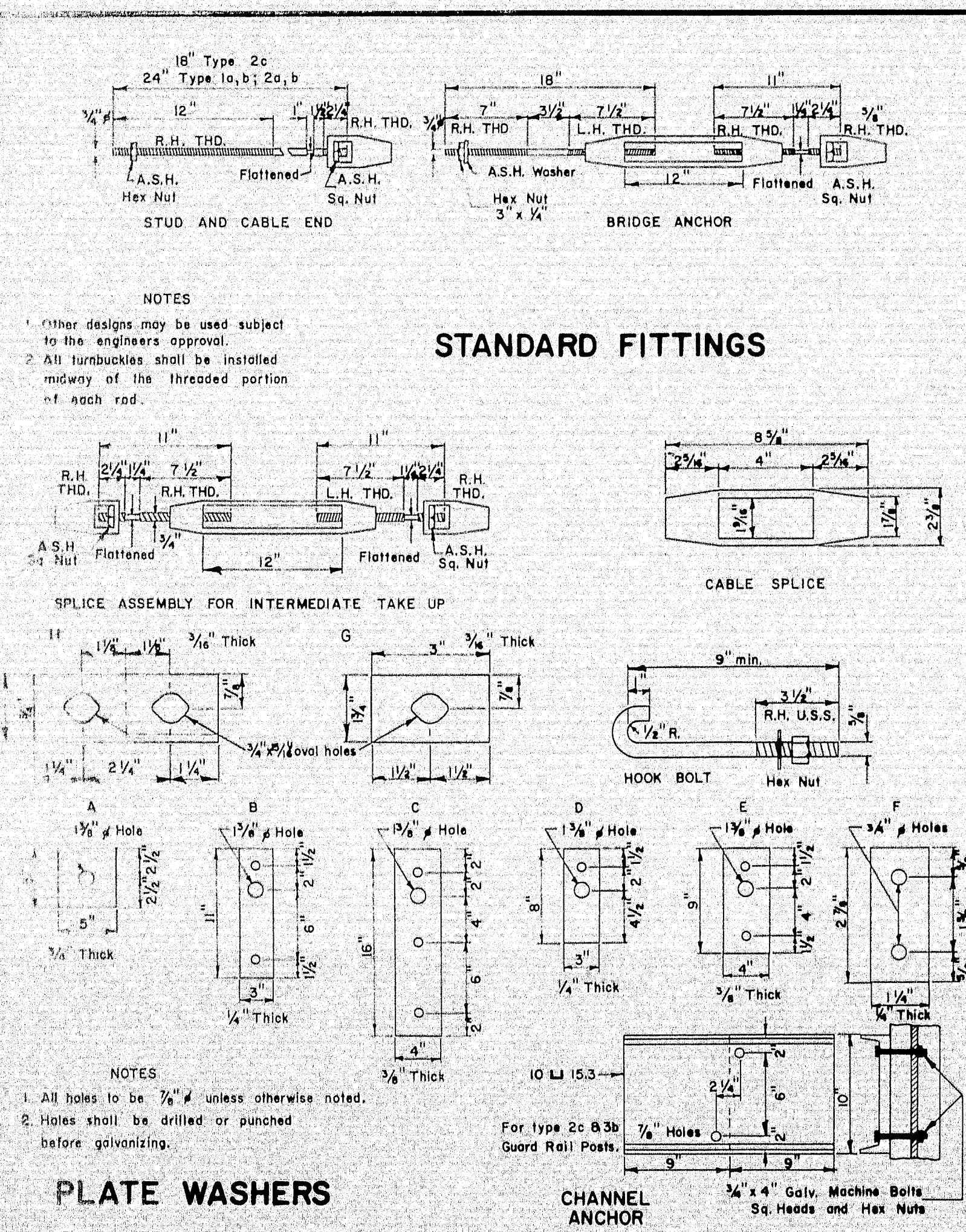
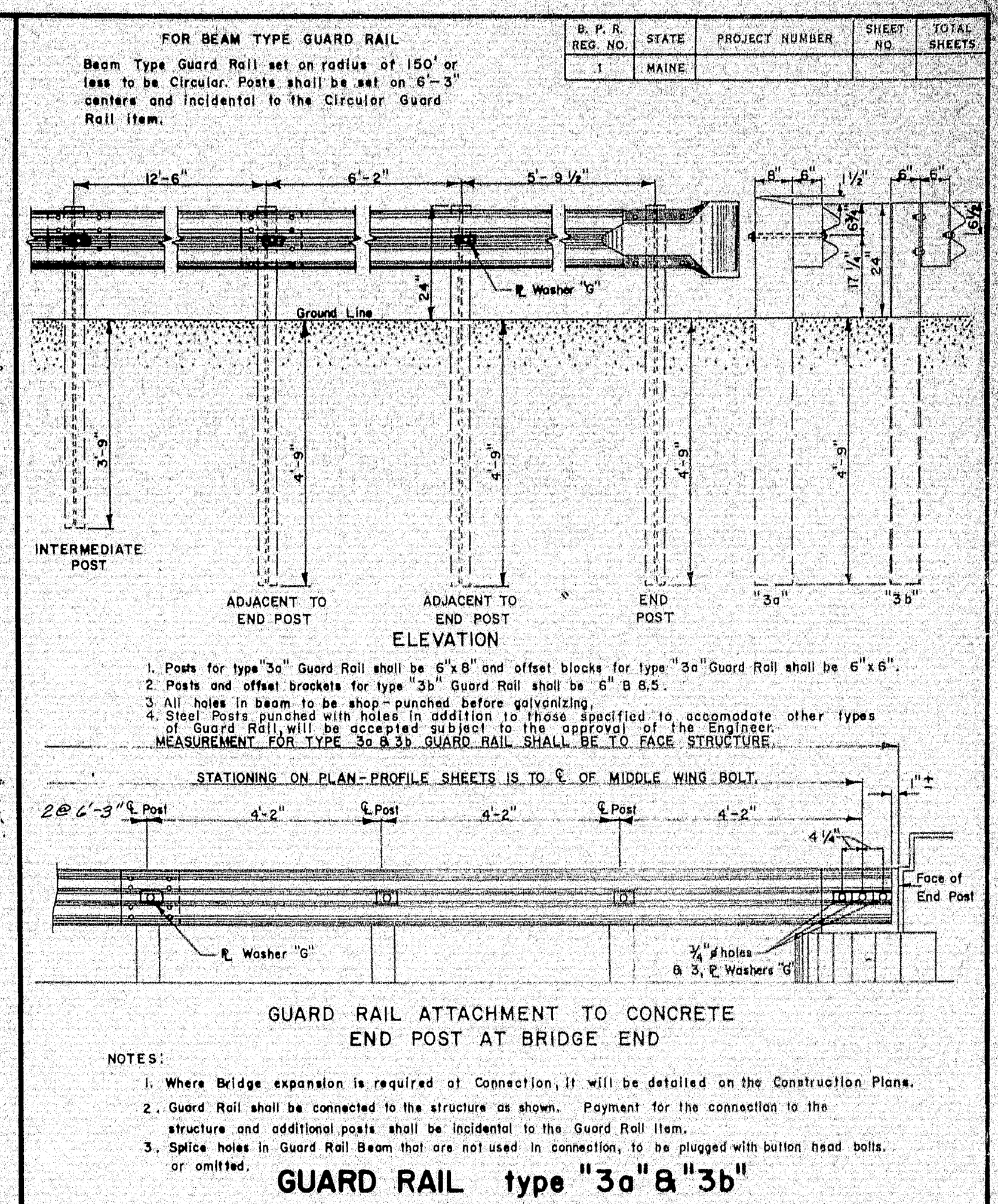
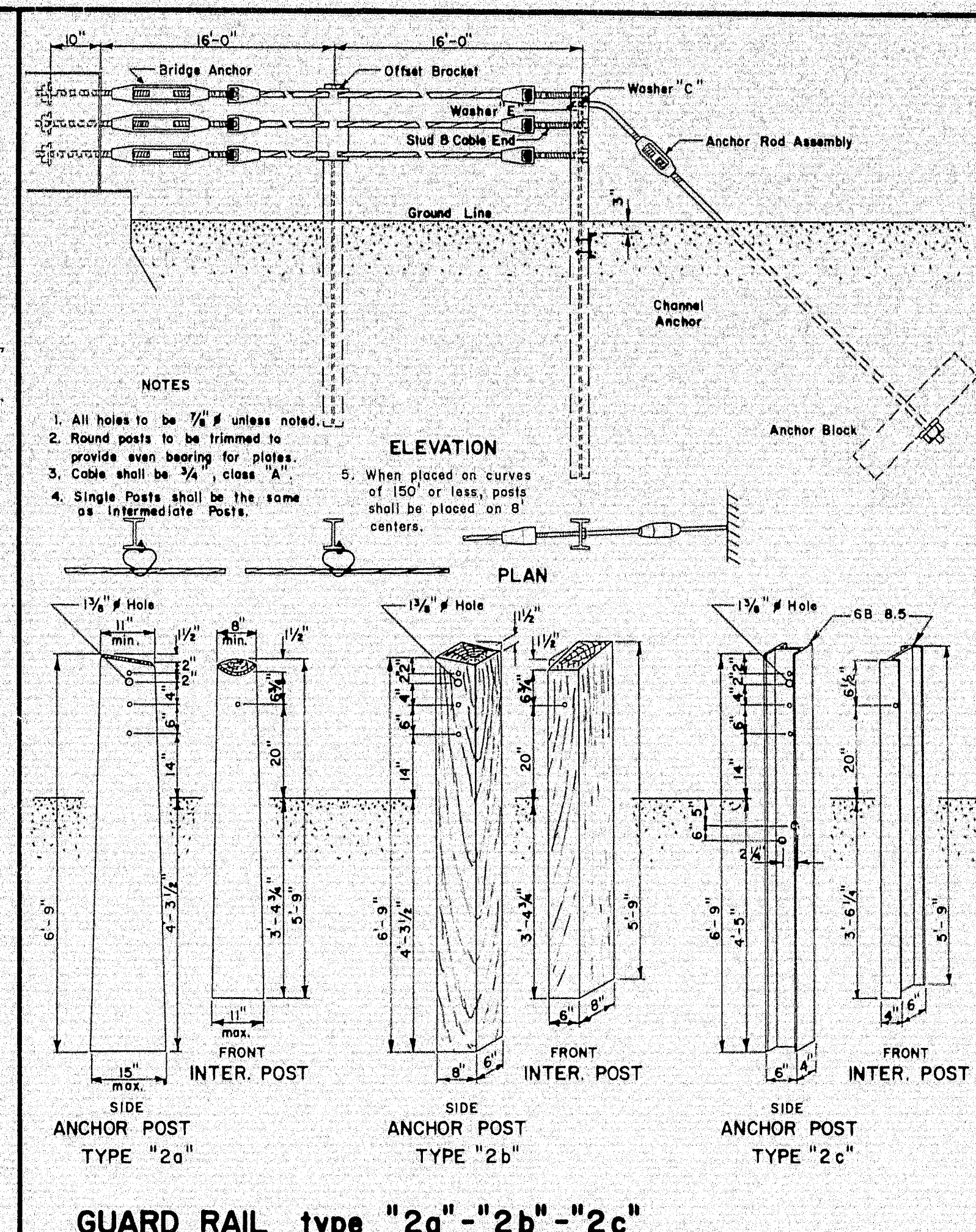
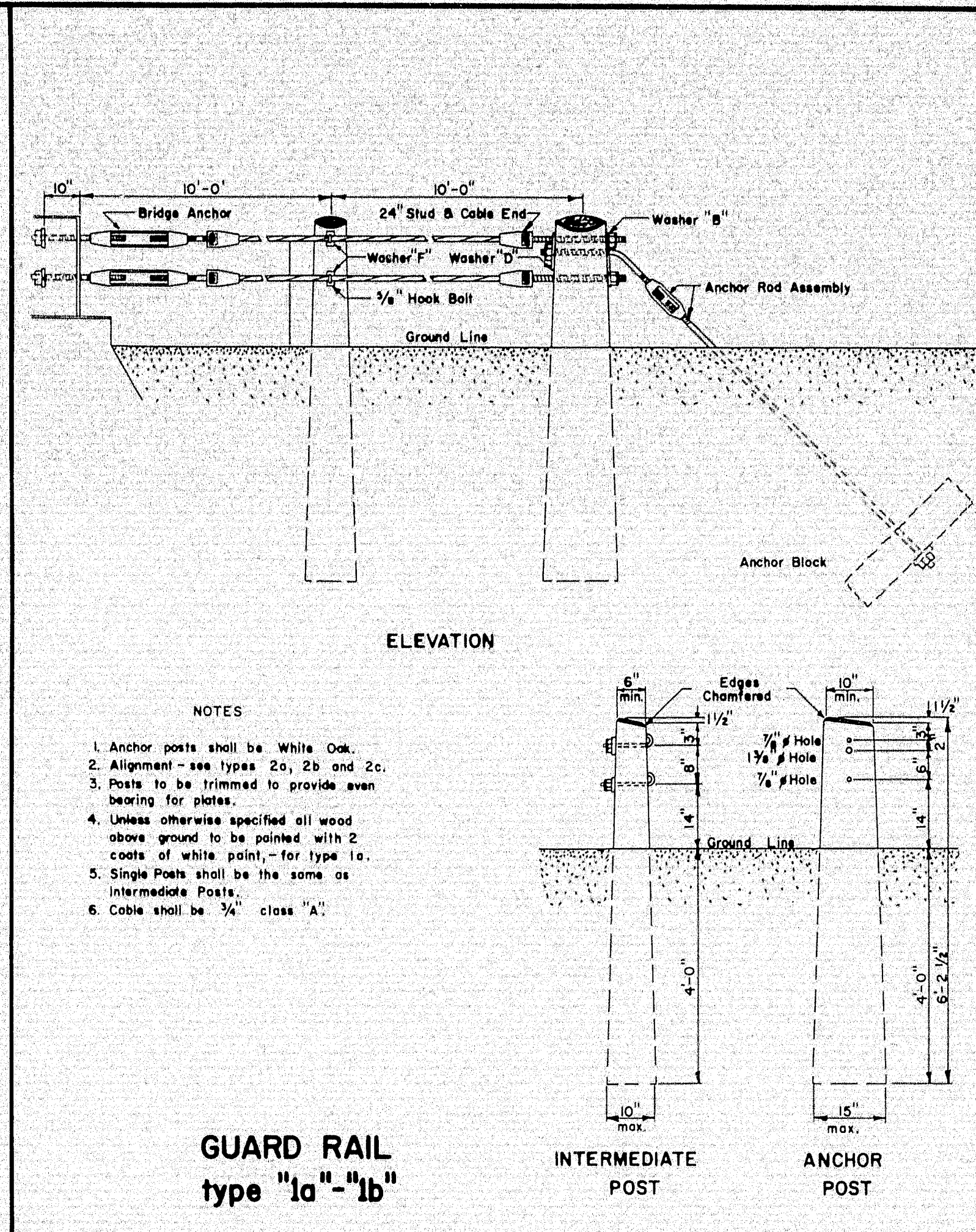
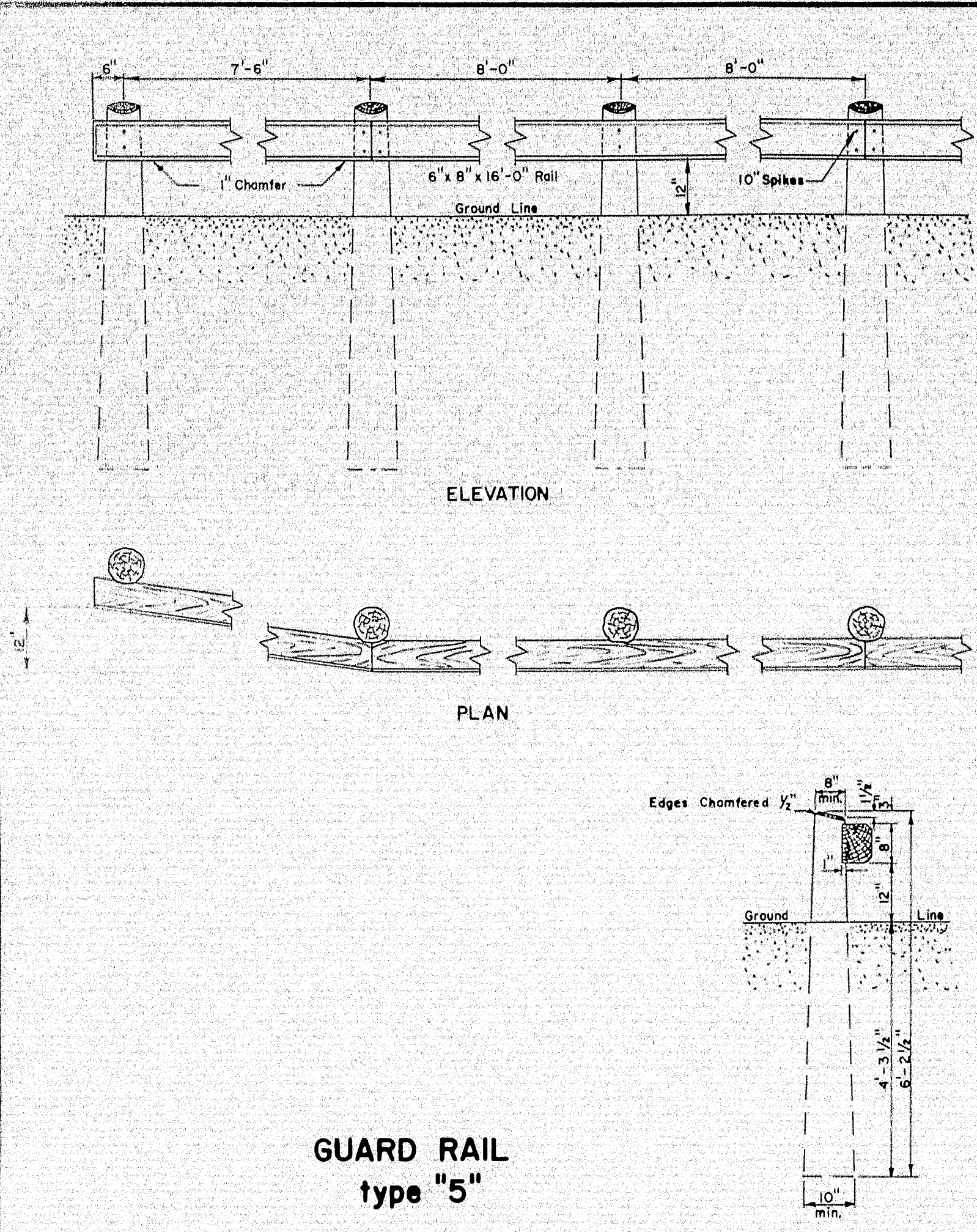


Note: When muck is excavated to a depth greater or less than what is shown on the plans, the vertical limits for payment shall be determined as shown above or as specifically directed by the engineer.

REVISIONS 1/8 Oct 1963 dig End post down	MAINE STATE HIGHWAY COMMISSION AUGUSTA, MAINE
	STANDARD DETAILS GUARD RAIL, MUCK EXCAVATION CONCRETE STEPS & SIDEWALK GUYING TREES TREE WELLS, SOILS CHART
	AUG. 1965

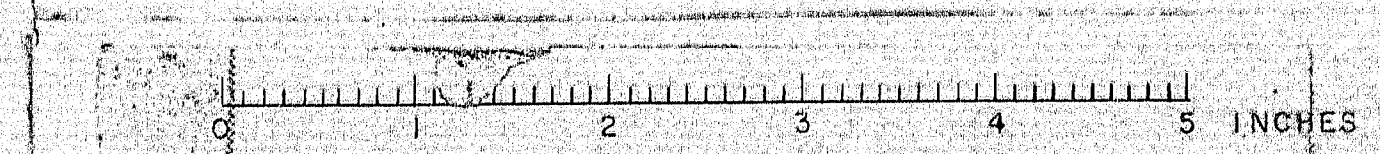
AUG. 1965 (4)

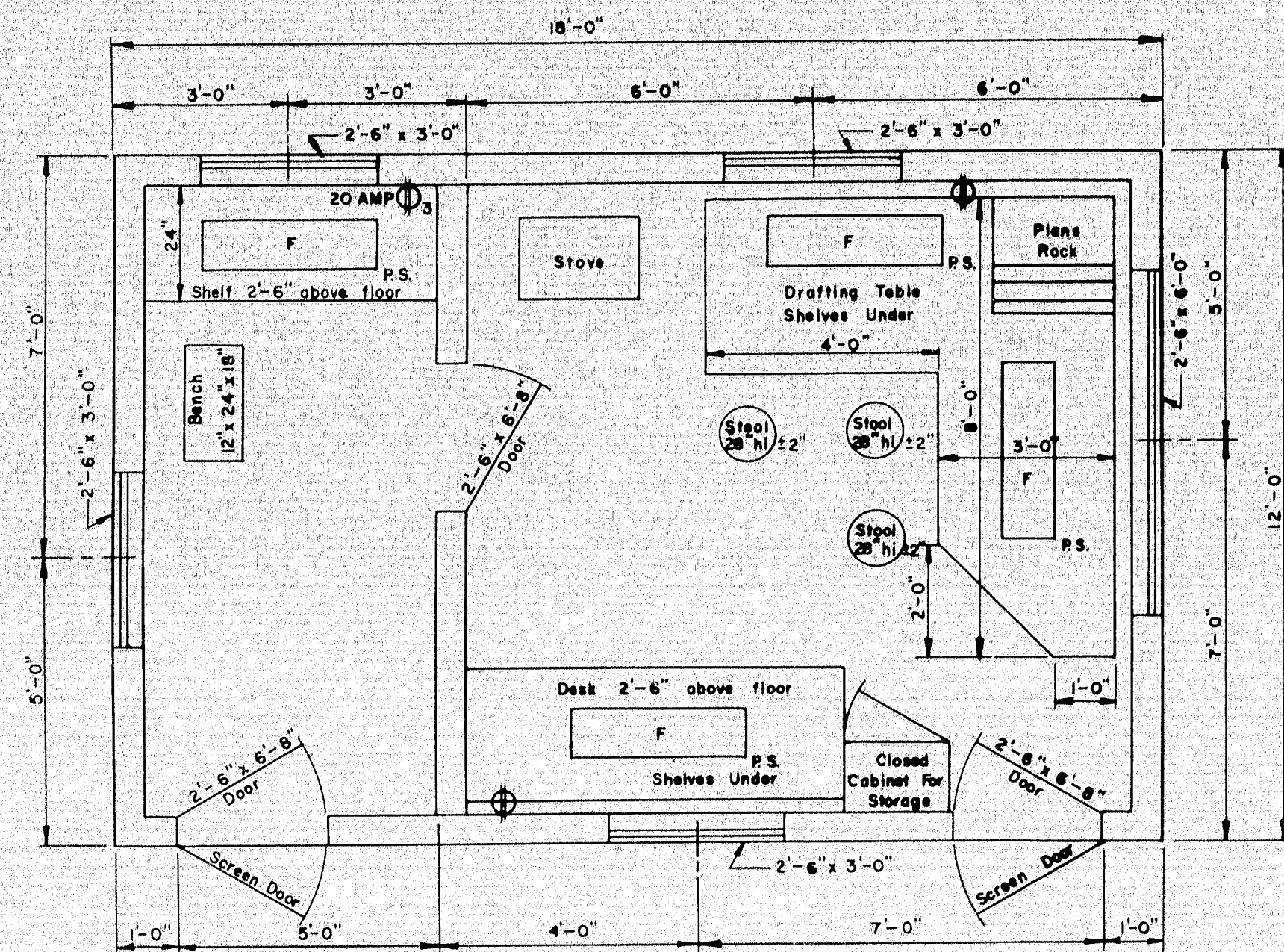




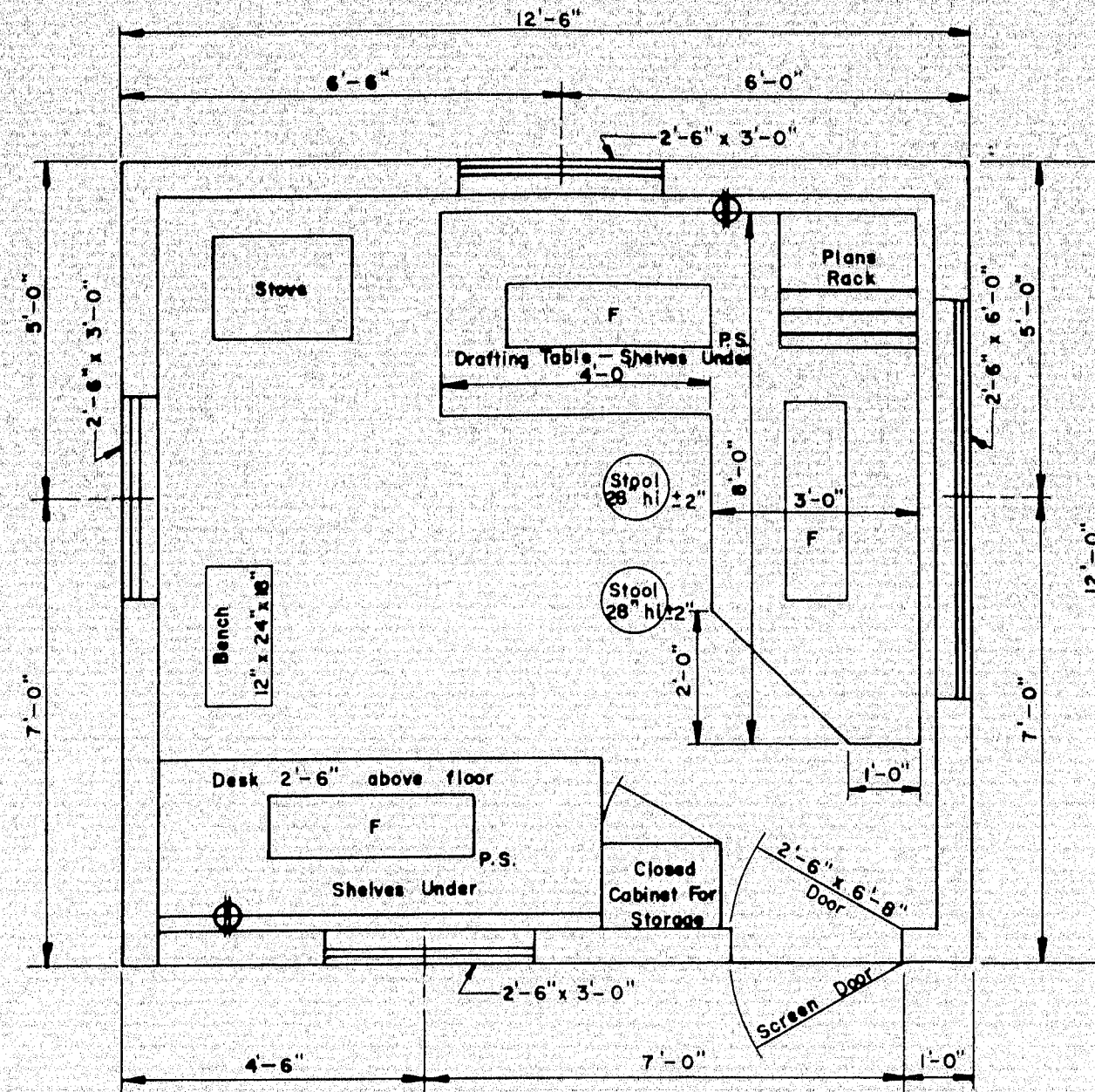
REVISIONS		MAINE STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
1	180-165 dfg. End post detail		
2			
3			
4			
5			
6			
7			
8			
9			
10			

STANDARD DETAILS
GUARD RAILS, ANCHOR
ASSEMBLIES, PLATE
WASHERS and STANDARD
FITTINGS

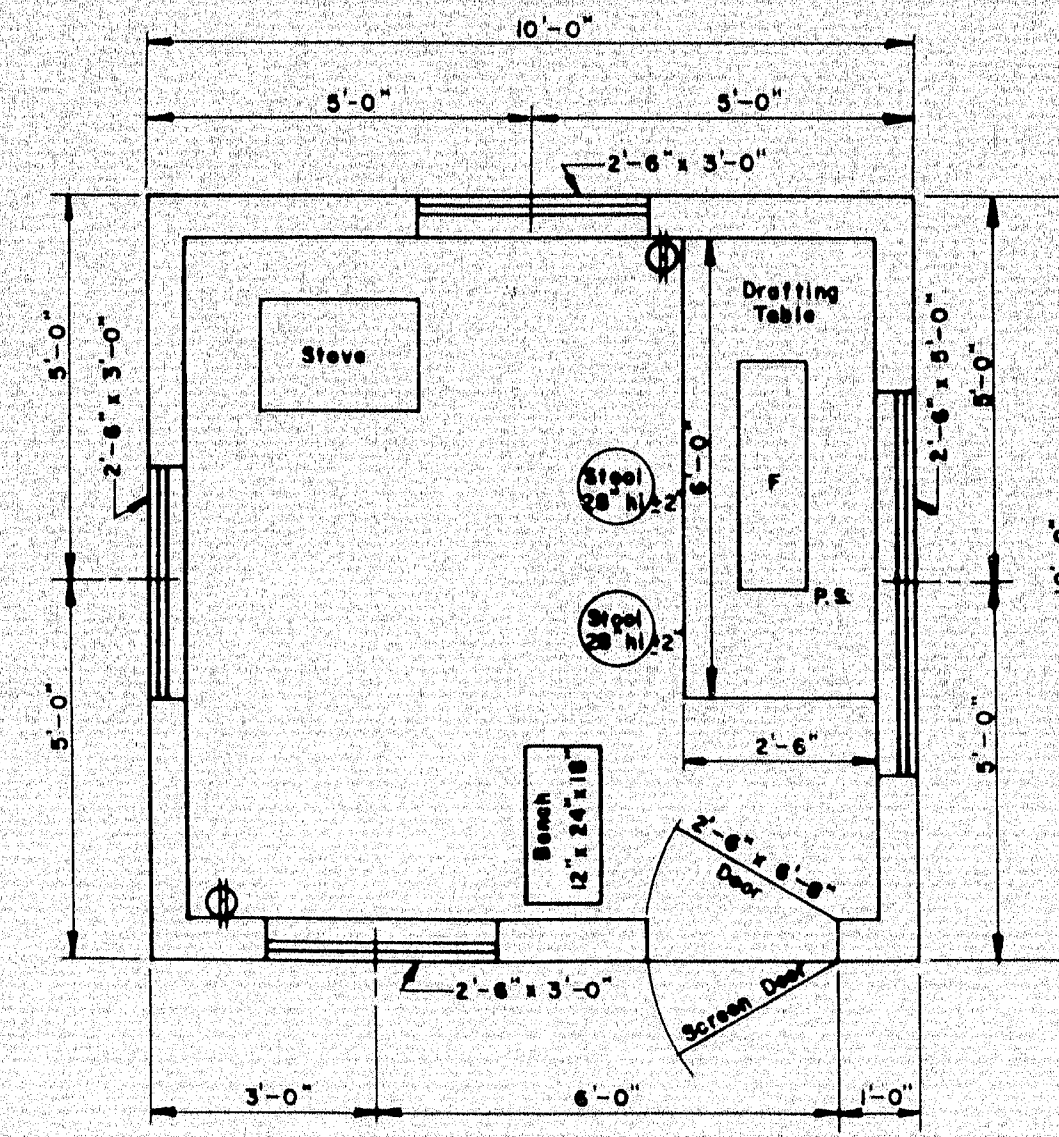




FLOOR PLAN
TYPE "A"

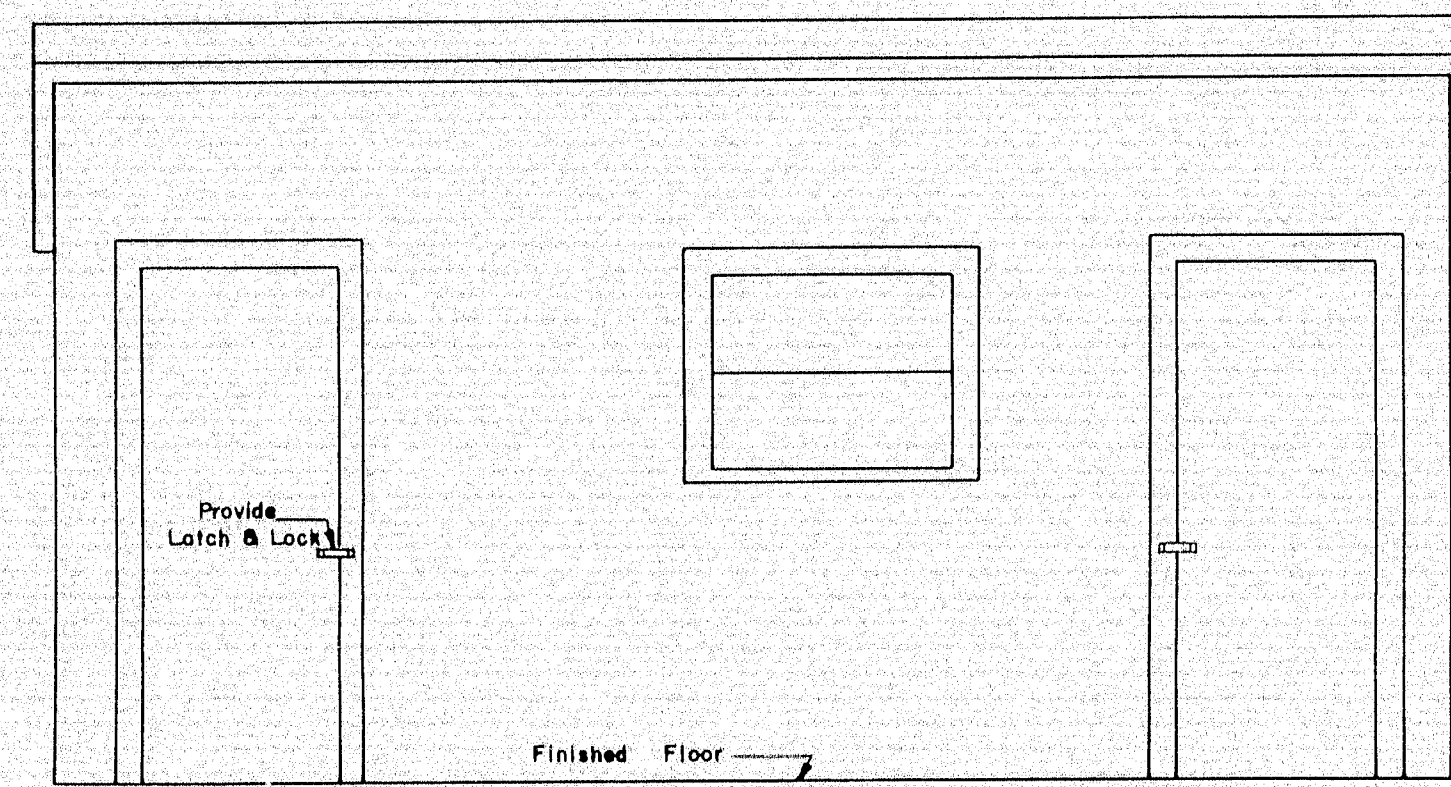


FLOOR PLAN
TYPE "B"

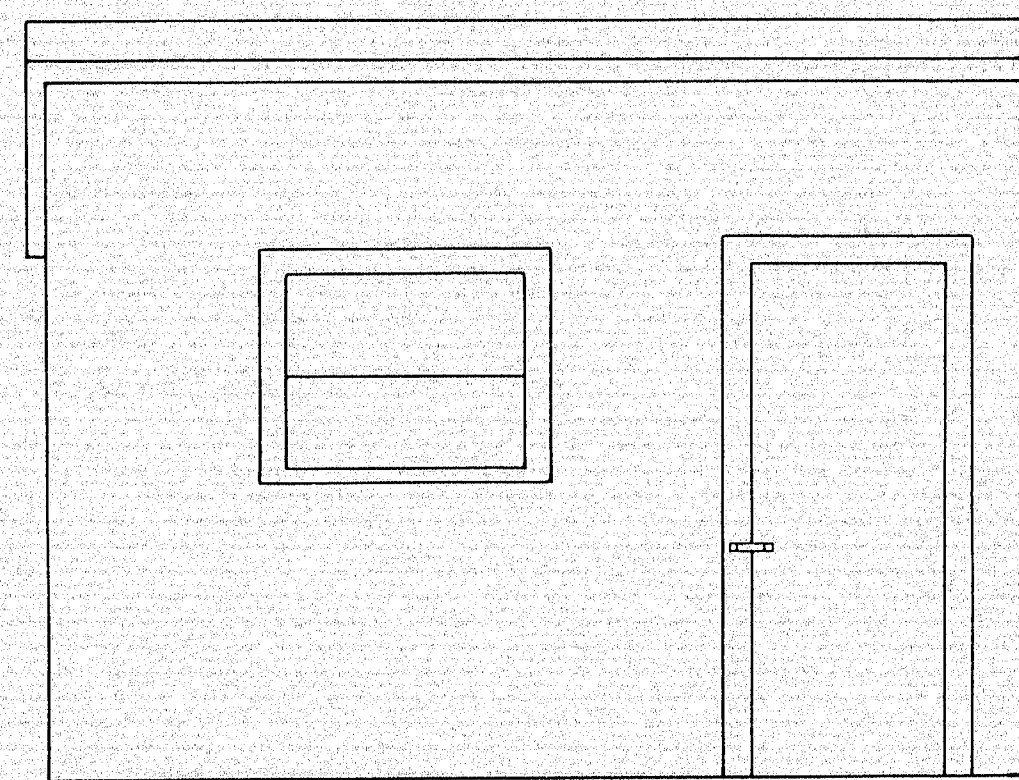


FLOOR PLAN
TYPE "C"

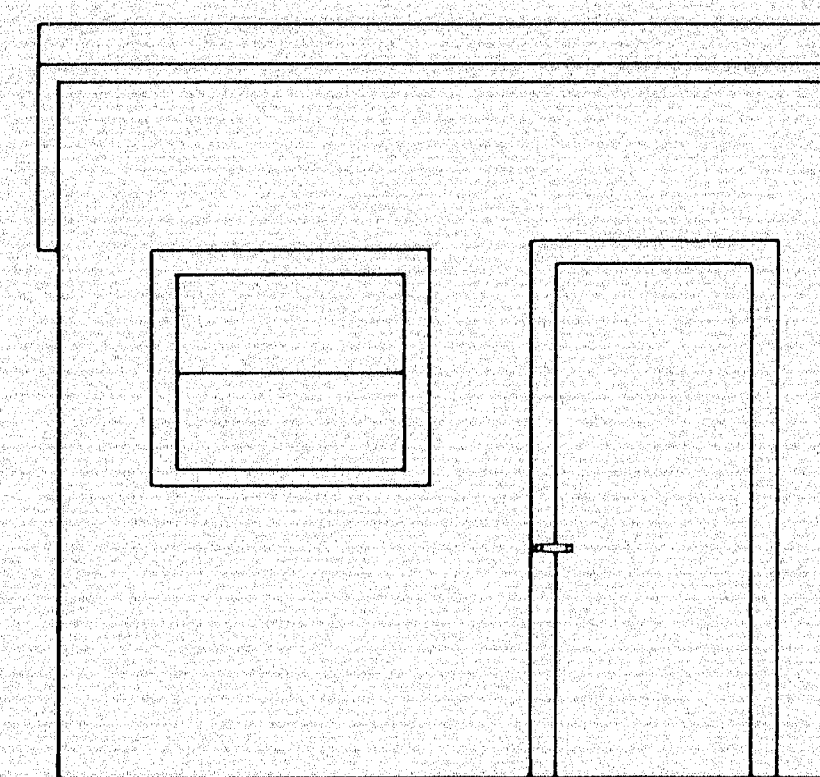
- GENERAL NOTES**
- Drafting table shall be 3'-4" high at front edge and placed 2" from studs to allow prints to hang down behind table when in use.
 - Shelves under desk shall be constructed to receive 11 1/2" x 14" x 25" transfiles.
 - Windows shall be double hung.
 - Stovepipe shall not be in direct 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:
 - Straight back chairs for types A and B
 - Bench for types A, B & C
 - Stool for type A
 - 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.



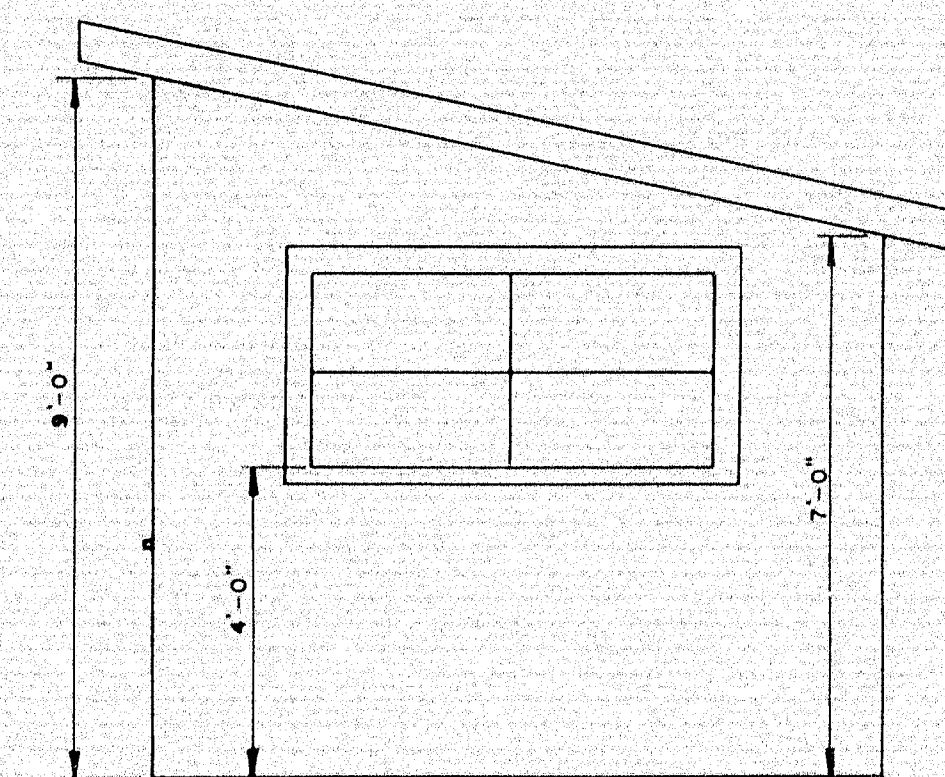
FRONT ELEVATION
TYPE "A"



FRONT ELEVATION
TYPE "B"



FRONT ELEVATION
TYPE "C"



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

REVISIONS		MAINE STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
		STANDARD DETAILS	
		FIELD OFFICES TESTING LABORATORY	

AUG. 1965

101-261

