B.P.R. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
		BU-026-2(1)	1	46

STATE OF MAINE

STATE HIGHWAY COMMISSION

PASSAGASSAWAUKEAG RIVER BRIDGE

IN THE CITY OF

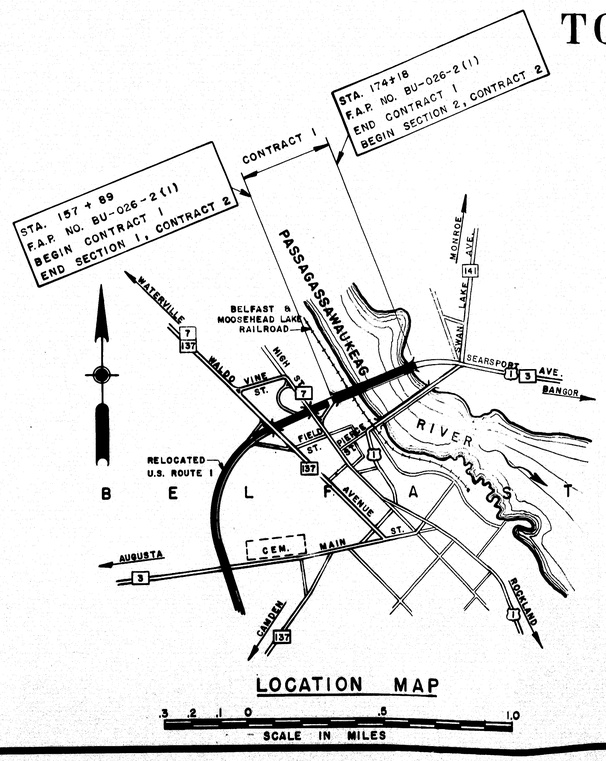
BELFAST

WALDO COUNTY

FEDERAL AID PROJECT NO. BU-026-2(1)

TOTAL LENGTH OF PROJECT 3.506 MILES

LENGTH OF CONTRACT 1 = 0.309 MILE



INDEX OF SHEETS

1	TITLE SHEET
2,2A,2B,2C	FOUNDATION SURVEY
3	ESTIMATE OF QUANTITIES
4	STANDARD DETAILS, CATCH BASINS
5-6	SURVEY
7	GENERAL PLAN & ELEVATION
8	CROSS SECTIONS
9	CROSS SECTIONS - TEMPORARY SLOPES
10-11	CROSS SECTIONS FOR EARTH EXCAVATION
12	AREA FOR EARTH EXCAVATION
13	APPROACH DETAILS
14	APPROACH DETAILS AT ABUTMENTS
15	ABUTMENT NO. 1
16	ABUTMENT NO. 2
17	REINFORCING STEEL DETAILS, ABUTMENTS
18	DRAINAGE WEST APPROACH
19	PIER FOUNDATIONS
20	PIERS
21	GENERAL LAYOUT WITH RAIL, LIGHT POST, & DRAIN SPACING
22	SLAB DETAILS, PANELS A & B
23	SLAB DETAILS, PANELS C, D, & E
24	SLAB DETAILS, PANELS F & G
25	SLAB DETAILS, PANELS H, I, & J
26	SLAB DETAILS, PANELS K & L
27	SLAB DETAILS, PANELS M & N
28	PARAPET TYPE RAIL DETAILS
29	BALUSTER TYPE RAIL DETAILS
30	LIGHTING DETAILS
31-32	BRIDGE DRAINAGE
33-34	REINFORCING STEEL SCHEDULE
35 thru 46	STRUCTURAL STEEL

TRAFFIC

A.D.T. 1962 7970

A.D.T. 1982 11,160

D.H.V. 1116

T 10%

D 60%

APPROVED:
MAINE STATE HIGHWAY COMMISSION

David H. Stevens
CHAIRMAN

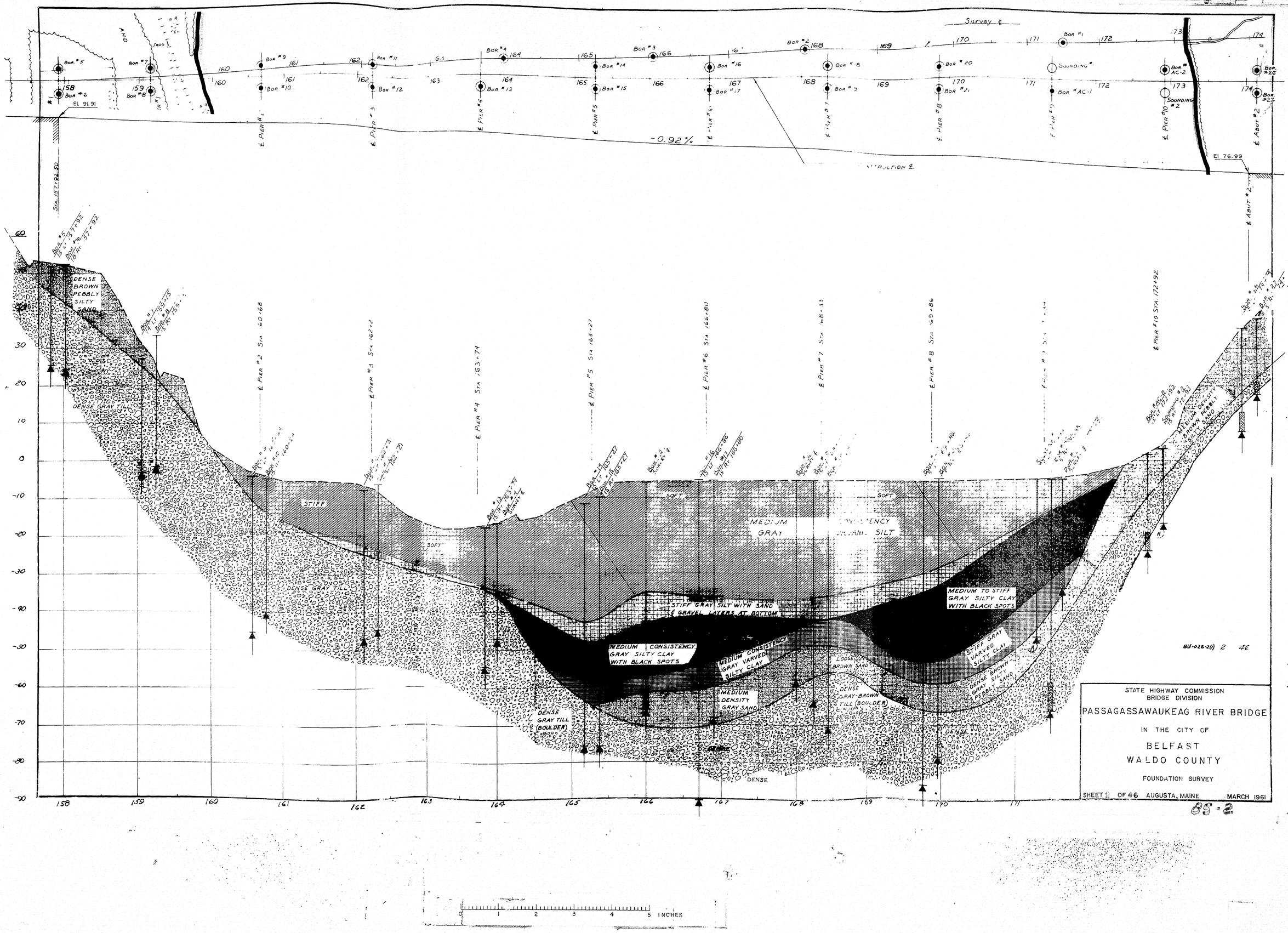
Leo Williamson
CHIEF ENGINEER DATE

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION 1

APPROVED:

DISTRICT ENGINEER DATE

0 1 2 3 4 5 INCHES



BU-026-2(1) 2 46

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PASSAGASSAWAUKEAG RIVER BRIDGE

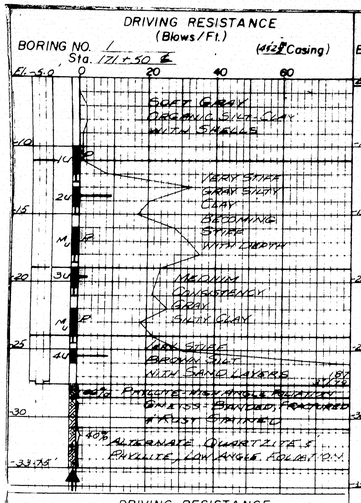
IN THE CITY OF

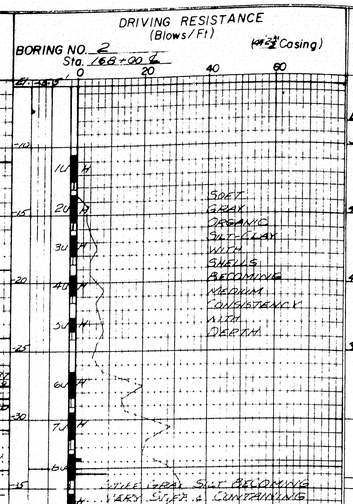
BELFAST
WALDO COUNTY

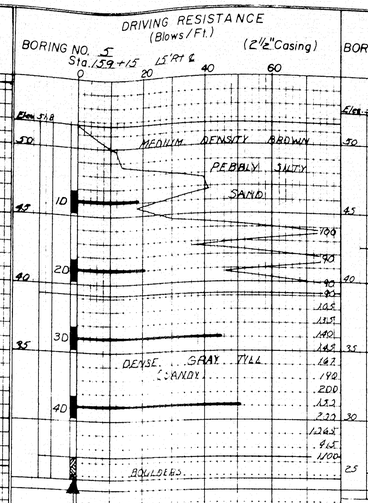
FOUNDATION SURVEY

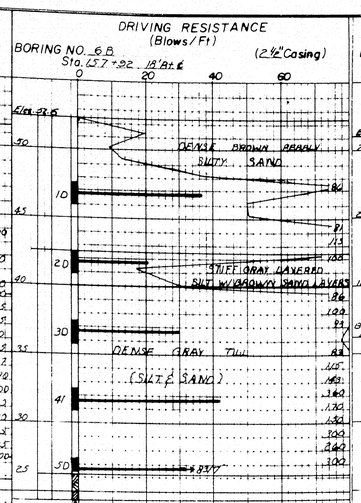
SHEET 2 OF 46 AUGUSTA, MAINE MARCH 1961

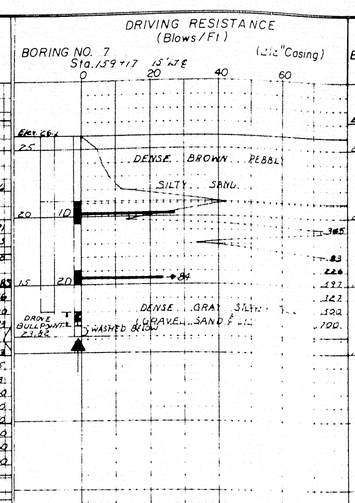
85-2

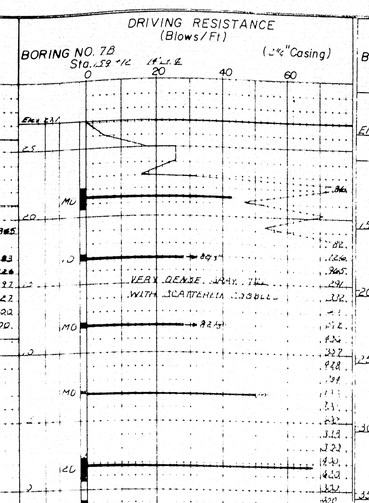


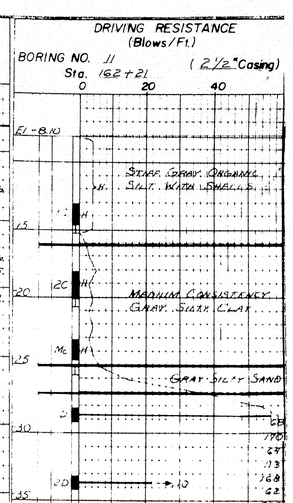


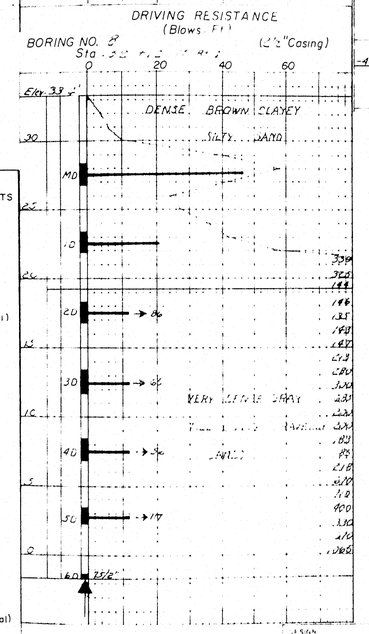


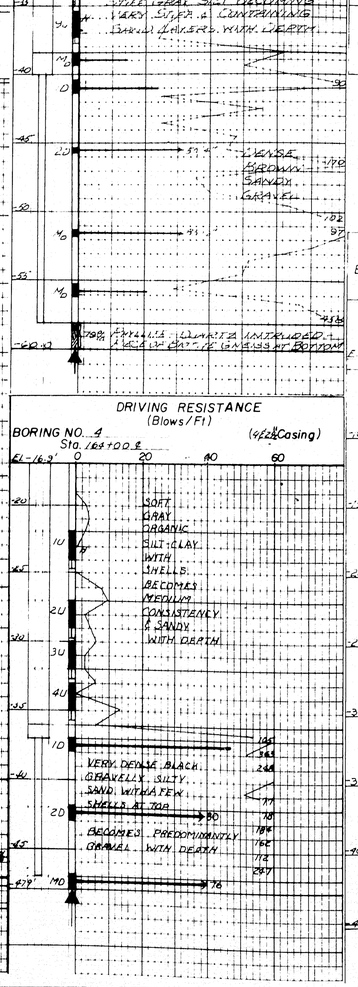


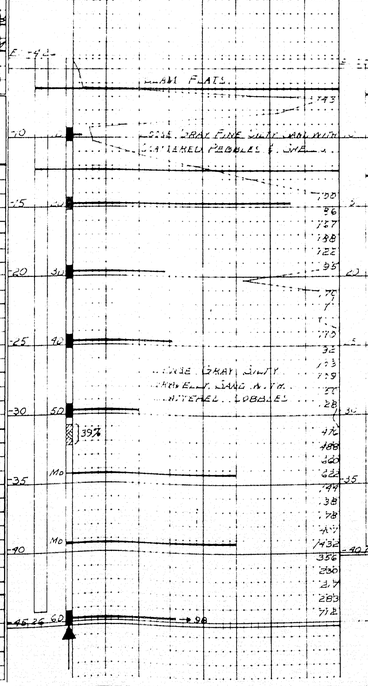


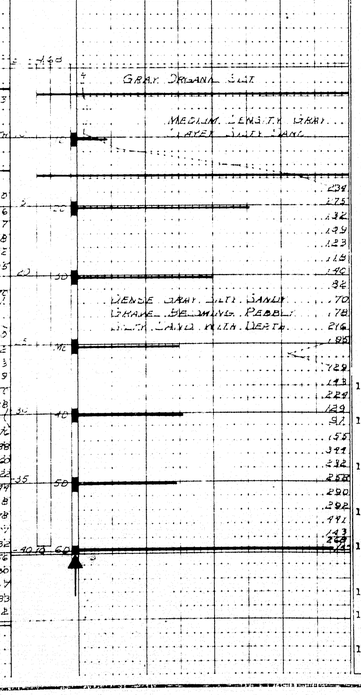












BORING NOTES

1. All samples and vanes are made ahead of casing.
2. Scales and casing size as noted on drawings.
3. Ground water table indicated thus:
4. Number of blows of 275# hammer falling 18 inches required to drive extra heavy casing one foot thus:
5. Location and designation of "dry" samples taken in S&H sampler #1290 indicated thus:
6. Location and designation of "dry" samples taken in 3" O.D. 16 ga. seamless tubing indicated thus:
7. Location and designation of "dry" samples taken in 3¼" O.D. 16 ga. seamless tubing indicated thus:
8. Location and designation of vane samples indicated thus:
9. Unsuccessful attempts to secure undisturbed sample indicated thus, followed by type of sampler:
10. Location of field vane test indicated thus:
11. Number of blows of 275# hammer falling 15" required to drive spoon or tubing one foot indicated thus:
12. Sampling spoon or seamless tubing driven by static weight of drill rods and 275# hammer indicated thus:
13. 3¼" O.D. "dry" samples taken with piston sampler.
14. Natural water contents, given as percent of dry weight are indicated thus:
15. Bottom of boring indicated thus:
16. Refusal of drill rods or casing indicated thus:
17. Percent recovery of rock core by diamond bit thus:

...TA SHEETS

...graphical)

...graphical)

...graphical

R

71%

R-1026(4) CA 46

JASON TRACT - SET A

BRIDGE NO
SURVEY
PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PASSAGASSAWAUKEAG RIVER BRIDGE

IN THE CITY OF

BELFAST

WALDO COUNTY

FOUNDATION SURVEY

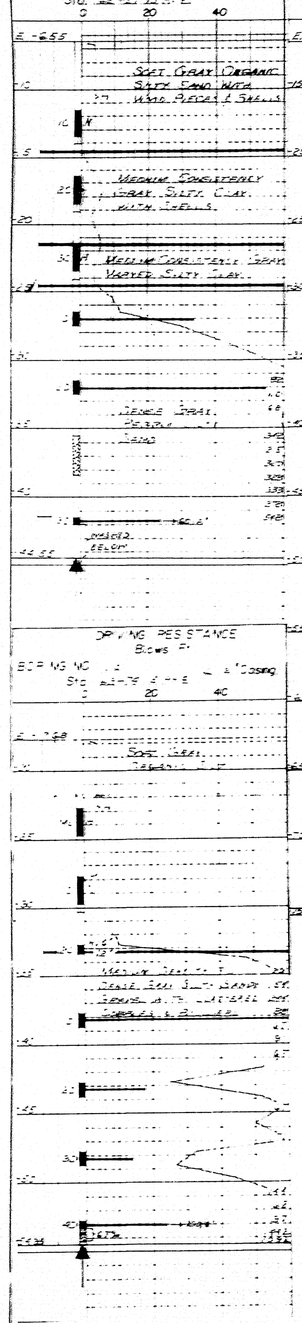
SHEET 2A OF 4 6 AUGUSTA, MAINE MARCH 1961

85-2A

0 1 2 3 4 5 INCHES

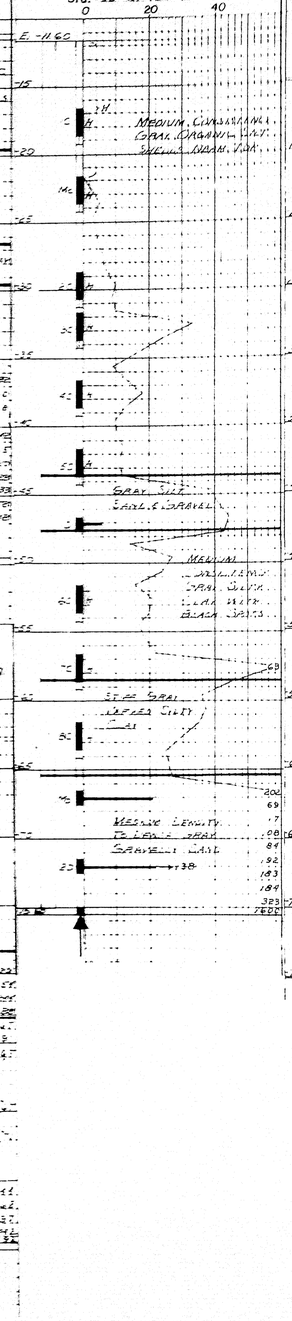
DRIVING RESISTANCE (Blows/Ft.)

BORING NO. 2 Sta. 22+2, 15' Rt ℄ (2½ "Casing)



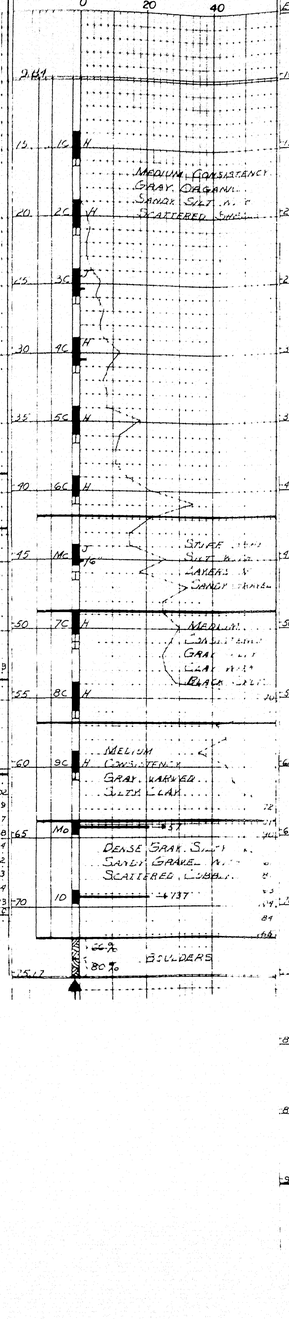
DRIVING RESISTANCE (Blows/Ft.)

BORING NO. 19 Sta. 65+21, 15' Lt ℄ (2½ "Casing)



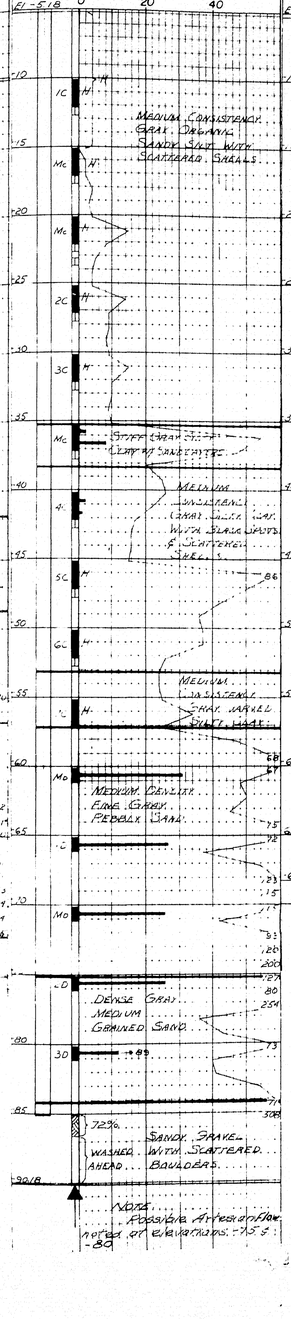
DRIVING RESISTANCE (Blows/Ft.)

BORING NO. 15 Sta. 165+27, 15' Rt ℄ (2½ "Casing)



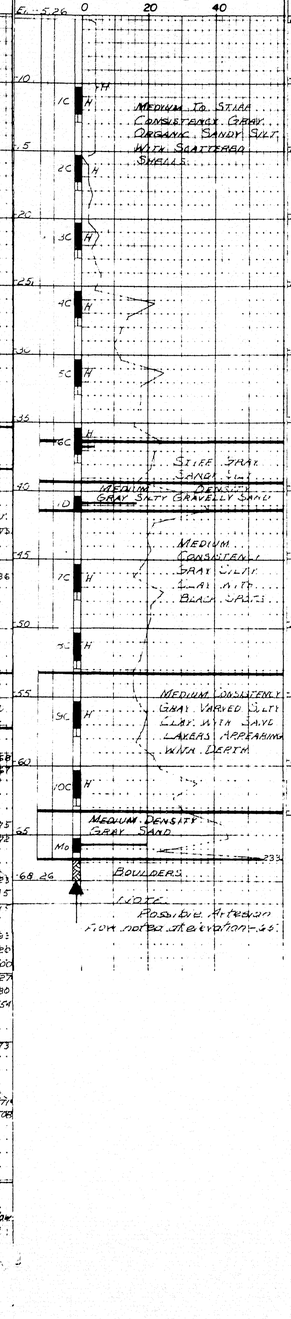
DRIVING RESISTANCE (Blows/Ft.)

BORING NO. 16 Sta. 166+80, 15' Lt ℄ (2½ "Casing)



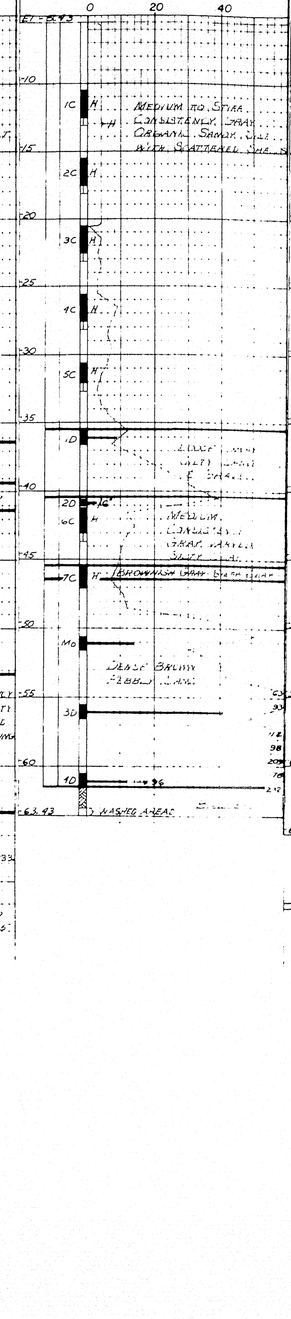
DRIVING RESISTANCE (Blows/Ft.)

BORING NO. 17 Sta. 167+80, 15' Rt ℄ (2½ "Casing)



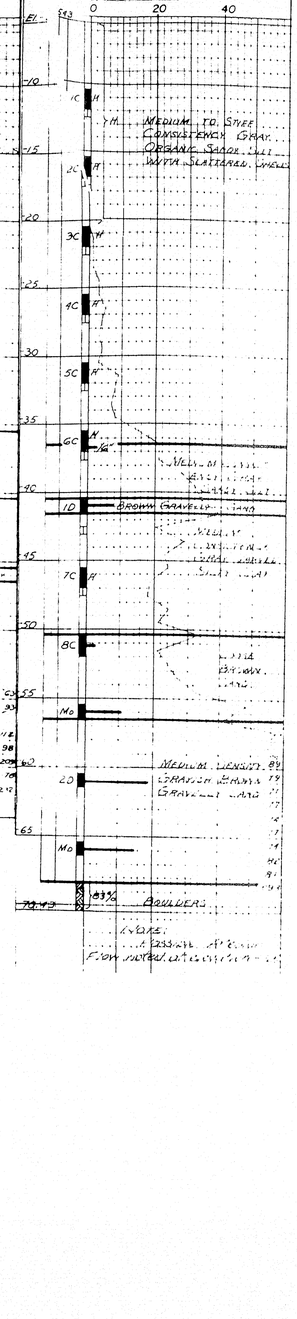
DRIVING RESISTANCE (Blows/Ft.)

BORING NO. 18 Sta. 168+33, 15' Lt ℄ (2½ "Casing)



DRIVING RESISTANCE (Blows/Ft.)

BORING NO. 19 Sta. 168+33, 15' Lt ℄ (2½ "Casing)



BORING NOTES — DETAIL SHEETS

1. All samples and vanes are made ahead of casing.
2. Scales and casing size as noted on drawings.
3. Ground water table indicated thus: (Graphical)
4. Number of blows of 275# hammer falling 18 inches required to drive extra heavy casing one foot thus: ID
5. Location and designation of "dry" samples taken in S&H sampler #1290a indicated thus: IC
6. Location and designation of "dry" samples taken in 2" O.D. 16 ga. seamless tubing indicated thus: IU
7. Location and designation of "dry" samples taken in 3" O.D. 16 ga. seamless tubing indicated thus: IW
8. Location and designation of wash samples indicated thus: Ms
9. Unsuccessful attempts to secure dry sample indicated thus, followed by type of sampler:
10. Location of field vane test indicated thus: (Graphical)
11. Number of blows of 275# hammer falling 15" required to drive spoon or tubing one foot indicated thus: H
12. Sampling spoon or seamless tubing driven by static weight of drill rods and 275# hammer indicated thus: P
13. 3" O.D. "dry" samples taken with piston sampler.
14. Natural water contents, given as percent of dry weight are indicated 31% thus: Graphical
15. Bottom of boring indicated thus:
16. Refusal of drill rods or casing indicated thus: R
17. Percent recovery of rock core by diamond bit thus: 71%

0 1 2 3 4 5 INCHES

BI-16-211 2B 46

DESIGN TRACE + DETAIL CHECK	BRIDGE NO SURVEY PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PASSAGASSAWAUKEAG RIVER BRIDGE

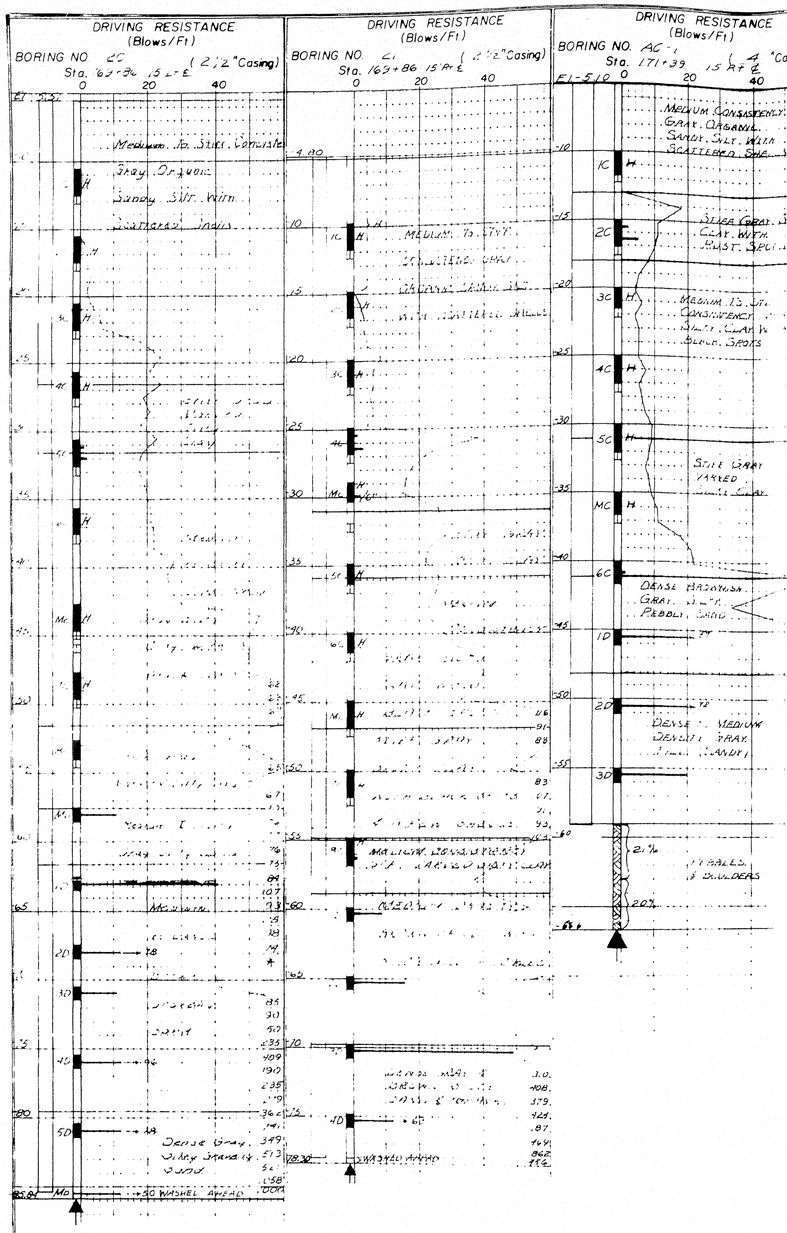
IN THE CITY OF

BELFAST
WALDO COUNTY

FOUNDATION SURVEY

SHEET 2B OF 46 AUGUSTA, MAINE MARCH, 1961

65-2B



DRIVING RESISTANCE (Blows/Ft.)
BORING NO. 2I
Sta. 169+86 15' Rt. ℄
(2½" Casing)
Medium to Stiff Consistency
Medium Dense Gray Silty Sand
Medium Dense Gray Silty Sand
Medium Dense Gray Silty Sand

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BU-026-2(1)	3	46

CONTRACT 1

ESTIMATE OF QUANTITIES

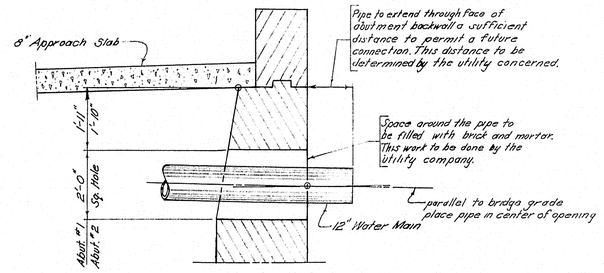
ITEM	DESCRIPTION	QUANTITY	UNIT
203-9	EARTH EXCAVATION	9,300	c.y.
204-10	STRUCTURAL EARTH EXCAVATION, DRAINAGE	100	c.y.
204-14	STRUCTURAL EARTH EXCAVATION, PIERS	1,900	c.y.
205-8	COMMON BORROW	9,500	c.y.
205-9	GRANULAR BORROW	16,800	c.y.
205-10	GRAVEL BORROW	250	c.y.
302-7	GRAVEL BASE COURSE, (IN PLACE MEASURE)	455	c.y.
308-5	OVERHAUL, (IN PLACE MEASURE)	1,400	yd. mi.
308-6	OVERHAUL, (PIT MEASURE)	52,000	yd. mi.
*404 29	BITUMINOUS CONCRETE SURFACE COURSE, TYPE "B"	595	tons
404-31	BITUMINOUS CONCRETE SURFACE COURSE, TYPE "B" (HAND PLACED)	65	tons
603-10	12-INCH REINFORCED CONCRETE PIPE, CLASS III	130	lin. ft.
605-16	CATCH BASINS, TYPE "C"	2	each
701-33	PORTLAND CEMENT CONCRETE, ABUTMENTS & RETAINING WALLS	560	c.y.
701-35	PORTLAND CEMENT CONCRETE, PIERS	3,840	c.y.
701-36	PORTLAND CEMENT CONCRETE, PIERS (PLACED UNDER WATER)	385	c.y.
701-40	PORTLAND CEMENT CONCRETE, ROADWAY & SIDEWALK SLABS ON STEEL BRIDGES	1,955	c.y.
701-47	PORTLAND CEMENT	10,150	bbls.
702-103	STRUCTURAL STEEL, FABRICATED & DELIVERED	3,498,000	lbs.
702-104	STRUCTURAL STEEL, ERECTION	3,498,000	lbs.
702-105	STRUCTURAL STEEL, FIELD PAINTING	3,498,000	lbs.
703-11	BRONZE BUSHINGS, DELIVERED	160	lbs.
703-12	BRONZE BUSHINGS, PLACING	160	lbs.
705-13	REINFORCING STEEL, DELIVERED	960,200	lbs.
705-14	REINFORCING STEEL, PLACING	960,200	lbs.
707-15	GRANITE MASONRY	280	c.y.
708-16	STEEL H-BEAM PILES 53 lbs. per ft.	2,650	lin. ft.
708-17	STEEL H-BEAM PILES 89 lbs. per ft.	11,600	lin. ft.
709-5	BRIDGE DRAINAGE		L.S.
803-7	COFFERDAMS, PIER 2		L.S.
803-8	COFFERDAMS, PIER 3		L.S.
803-9	COFFERDAMS, PIER 4		L.S.
803-10	COFFERDAMS, PIER 5		L.S.
803-11	COFFERDAMS, PIER 6		L.S.
803-12	COFFERDAMS, PIER 7		L.S.
803-13	COFFERDAMS, PIER 8		L.S.
803-14	COFFERDAMS, PIER 9		L.S.
803-15	COFFERDAMS, PIER 10		L.S.

ESTIMATE OF QUANTITIES (Continued)

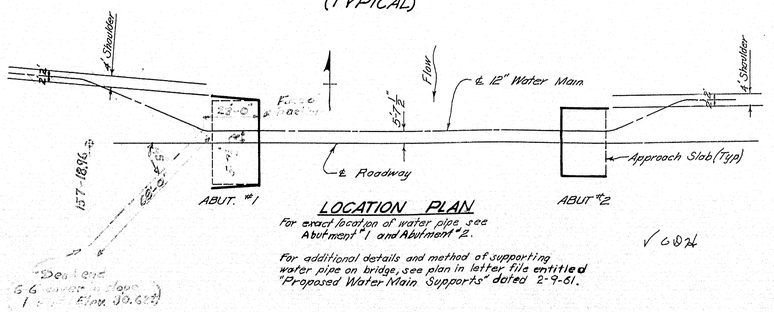
ITEM	DESCRIPTION	QUANTITY	UNIT
806-7A	ALUMINUM RAIL (2-BAR TYPE)	1,650	lin. ft.
806-7B	ALUMINUM RAIL (BALUSTER TYPE)	1,657	lin. ft.
*807-9	MEMBRANE WATERPROOFING	5,450	S.Y.
807-11	EPOXY RESIN SURFACE SEALANT	210	S.Y.
901-21	GRANITE BRIDGE CURB	3,400	lin. ft.
907-10	HAND LAID RIP-RAP	165	c.y.
908-9	LOAM BORROW	350	c.y.
910-13	SEEDING, METHOD NO. 2	27.3	units
912-7	HAY MULCH	3	tons
927-1A	LIGHTING SYSTEM		L.S.
927-1B	TWO (2) INCH CONDUIT	3,500	lin. ft.

V MCR

* NOT PART OF CONTRACT 1.

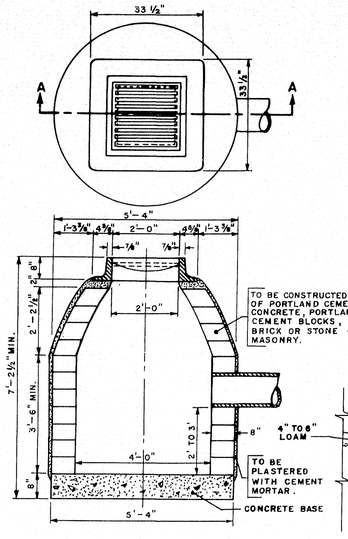


SECTION AT ABUTMENTS
(TYPICAL)

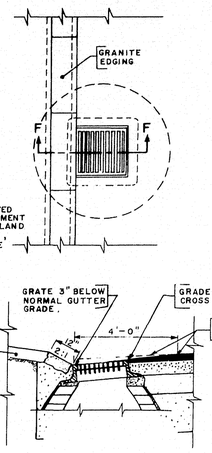

4' Shoulder
Flow
℄ 12" Water Main
4' Shoulder
Face of Pier
2'-6"
5'-7½"
15°
15°
15°

B.P.R. REGION NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	BU-026-2(1)	4	46

CATCH BASIN
TYPE "H"

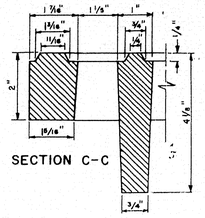


SECTION A-A

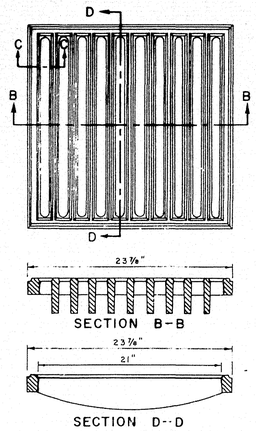


SECTION F-F

DETAIL OF CATCH BASIN IN GRANITE EDGING AREA



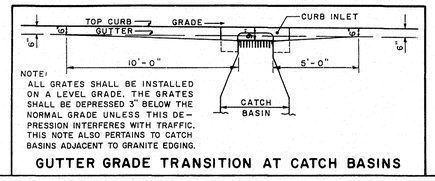
SECTION C-C



SECTION B-B

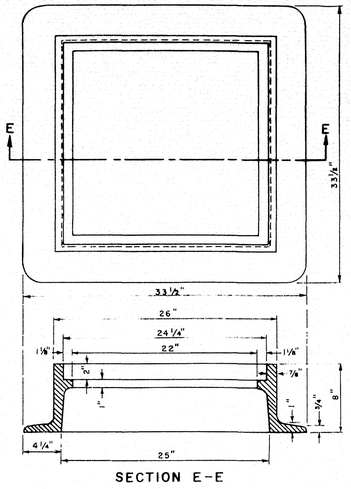
SECTION D--D

GRATE
(Weight ···· 219 lbs.)



NOTE:
ALL GRATES SHALL BE INSTALLED ON A LEVEL GRADE. THE GRATES SHALL BE DEPRESSED 3" BELOW THE NORMAL GRADE UNLESS THIS DEPRESSION INTERFERES WITH TRAFFIC. THIS NOTE ALSO PERTAINS TO CATCH BASINS ADJACENT TO GRANITE EDGING.

GUTTER GRADE TRANSITION AT CATCH BASINS

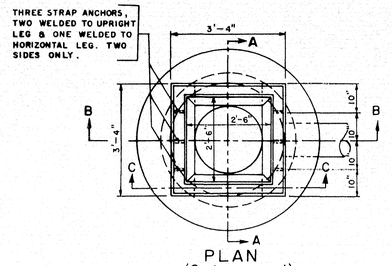


SECTION E-E

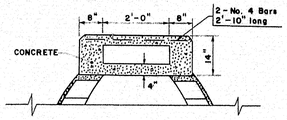
FRAME
(Weight ···· 295 lbs.)

Note: When this type of catch basin is used with sloped or straight curb, the curb on gutter line shall be cut to fit flange.

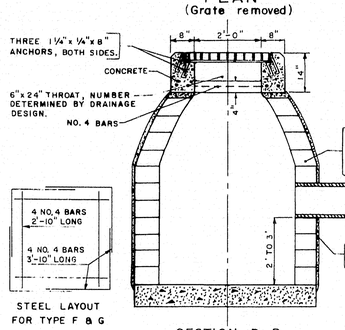
CATCH BASIN
TYPE "F"



PLAN
(Grate removed)

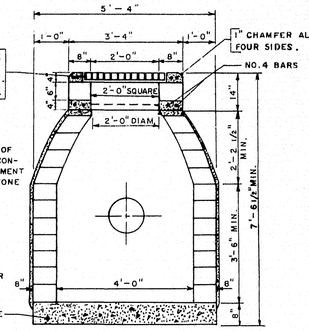


SECTION C-C



SECTION B-B

STEEL LAYOUT FOR TYPE F & G

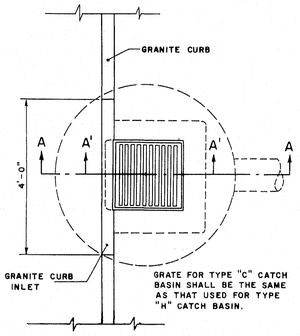


SECTION A-A

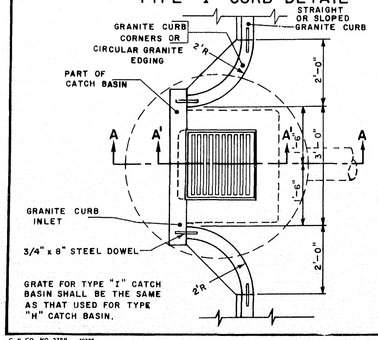
NOTE: TYPE "F" GRATE TO BE SAME AS TYPE "G"

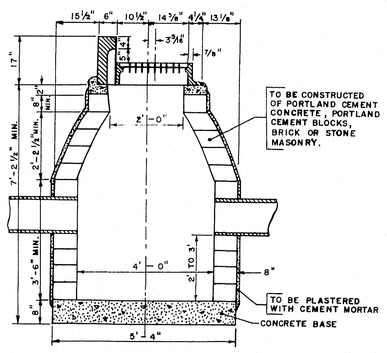
CATCH BASIN TYPE "C" AND "I"

TYPE "C" CURB DETAIL



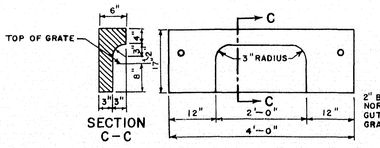
TYPE "I" CURB DETAIL





SECTION A-A

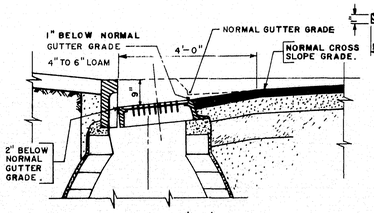
FOR DOWEL DETAILS SEE GRANITE CURB INLET - DOWEL DETAIL SHEET 3-60.



SECTION C-C

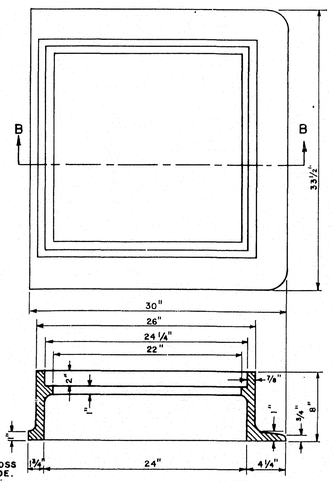
GRANITE CURB INLET

NOTE: INSTALL INLET AND OUTLET PIPES AT THE SAME ELEVATION.



SECTION A'-A'

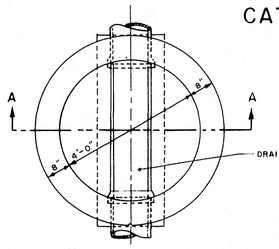
DETAIL OF CATCH BASIN IN SLOPED CURB AREA



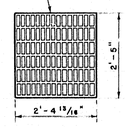
SECTION B-B

FRAME
(Weight ···· 264 lbs.)

CATCH BASIN
TYPE "G"



PLAN
(Grate and frame removed)



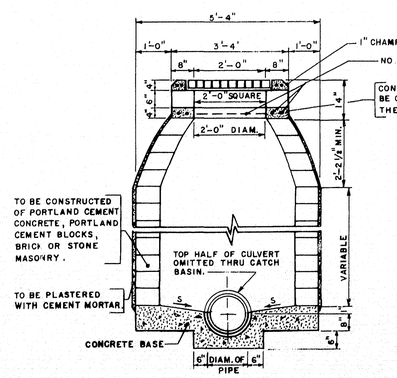
GRATE

GRATING SHALL BE IRVING TYPE XD WITH 3 1/2" x 1/4" BEARING BARS @ 1 3/4" x 1/4" CROSS BARS OR APPROVED EQUAL RATED FOR H-20 WHEEL LOADS.

FRAME & GRATE SHALL BE GALVANIZED AFTER FABRICATION.

GRATE FOR TYPE "G" CATCH BASIN SHALL BE THE SAME AS THAT USED FOR TYPE "F" CATCH BASIN.

GRATE WITH CAST IRON FRAME MAY BE USED IN LIEU OF CONCRETE AS SHOWN.



SECTION A-A

GENERAL NOTE:

1. ANY CATCH BASIN IN EXCESS OF 8' IN DEPTH SHALL HAVE STEPS SIMILAR TO THOSE DETAILED FOR MANHOLES
2. ALL PIPES INSTALLED THROUGH CATCH BASINS WALLS, EXCEPT TYPE "G", SHALL BE FLUSH WITH INSIDE WALL AND THIS WORK WILL BE INCIDENTAL TO CATCH BASINS.

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

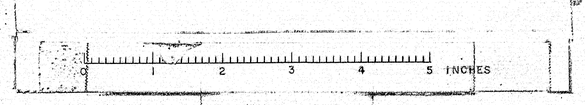
STANDARD DETAILS

CATCH BASINS

Sheet 4 of 46

1-60

85-4



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BU-026-2(1)	5	46

B.M. ~ USGS T18-1933 West end of present bridge El. 16.266

B.M. #16 ~ Vertical Spike in root of 24" Elm Sta. 158+60, 180'± left El. 27.18

EXISTING AERIAL

24" Elm

15.20'

"B" Line

13.38'

24" Elm

Sta 152+00

Belfast and Moosehead Lake Railroad

NEW POLE & GUY

Approx. Location N.E.T. & T. Cable

Sta 158+00 "A" Line = Sta 159+04.49 "B" Roadway (℄ Roadway)

26' min. clearance ℄ track to pier shaft.

21' min. clearance ℄ track to pier footing

Sta. 159+59 ℄ Main Line Track

Mean High Tide El. 5.2

Mean Low Tide El. -4.8

PASSAGASSAWAUKEAG RIVER

Match Line

"A" Line

2°-08'-51"

Due East

"B" Line ℄ Roadway

℄ Brg. - Abut. #1 Sta. 157+82.30

℄ Pier #1 Sta. 159+15

℄ Pier #2 Sta. 160+68

℄ Pier #3 Sta. 162+21

℄ Pier #4 Sta. 163+74

Shoe Factory Parking Lot

Sta. 159+47 ℄ Side Track

℄ TRACK

UNDERGROUND TEL. CABLE (By B&MRR)

Tel. Pole (To Be Removed)

30"± underground, N.E.T. & T. Cable

NEW POLE & GUY

EXISTING AERIAL

F.G. El. 91.91

F.G. El. 90.78

F.G. El. 89.38

F.G. El. 87.97

F.G. El. 86.56

Grade -0.92 %

PLAN

Scale: 1" = 30'

El. 76.0

Match Line

Ramp "D"

℄ Brg.-Abut. #1 Sta. 157+82.5 ℄ Roadway

℄ Roadway, "B" Line

P.I. 19+08

P.C. 6

P.T. 6+35.61 Ramp "D"

Ramp "D" Control Line, Face of Right Curb (South)

HORIZONTAL CURVE

P.C. = Sta. 4+88.08
P.I. = Sta. 5+62.15
P.T. = Sta. 6+35.61 Ramp "D" = Sta. 157+92.5 ℄ Roadway
R = 695.88'
D = 8°-14'-01"
Δ = 12°-08'-49" Rt.
T = 74.04'
L = 147.53'

VERTICAL CURVE

V.C. = 150'
P.I. = Sta. 5+50 El. 92.24
g1 = +0.965%
g2 = -0.849%
E = 0.340'

Granite Facing

Mean High Tide Elev. 5.2

Mean Low Tide Elev. -4.8

Approx. Stream Bed

Steel H-Piles Abuts. & Piers 2 thru 10. Typical

PROFILE ~ "B" LINE

Scales: Hor. 1" = 30', Vert. 1" = 10'

0 1 2 3 4 5 INCHES

C. D. CO., NO. 379 24637

DESIGN-
TRACE- G.M.C.
CHECK- A.B.P.

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PASSAGASSAWAUKEAG RIVER BRIDGE

IN THE CITY OF

BELFAST

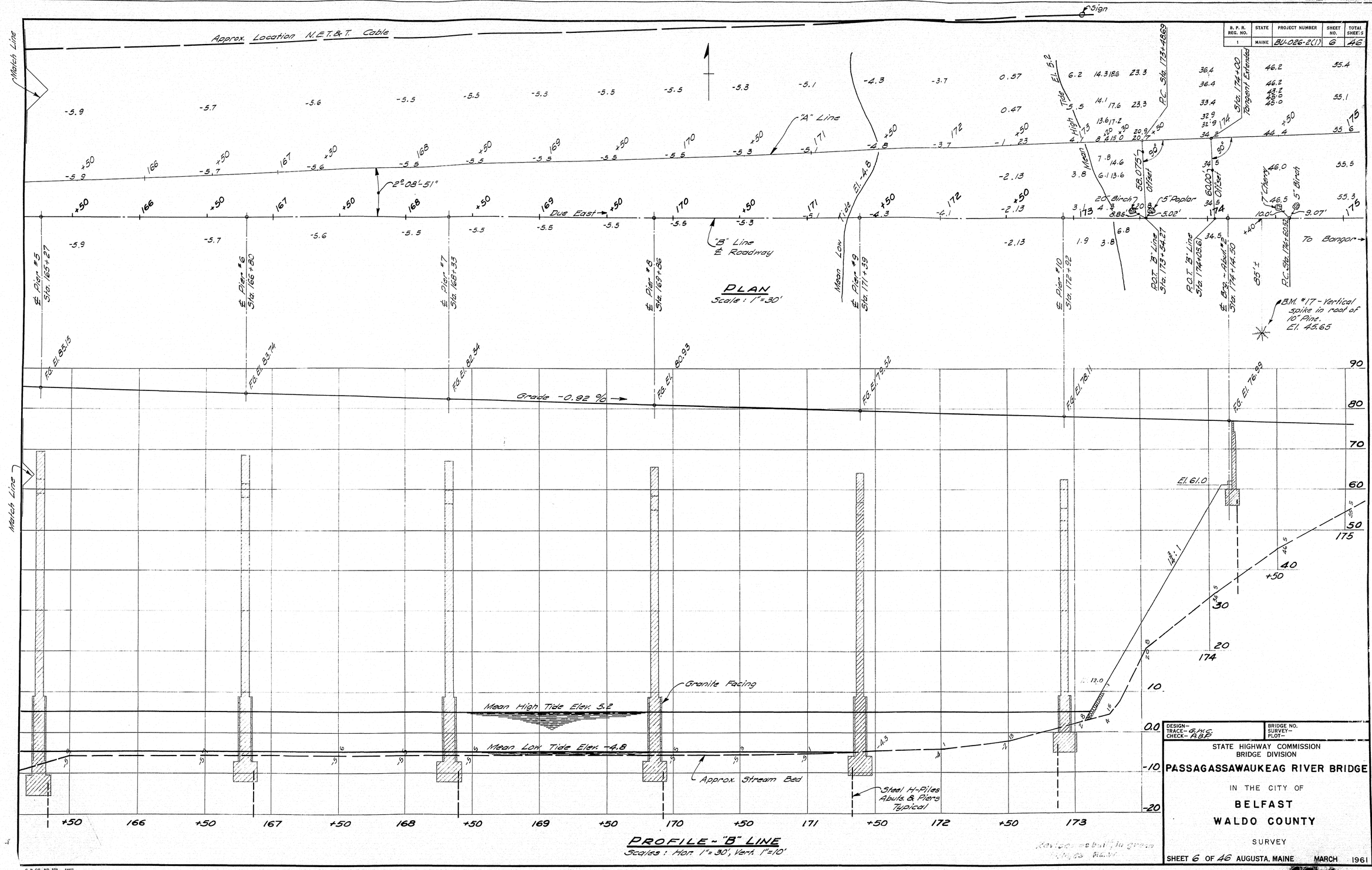
WALDO COUNTY

SURVEY

SHEET 5 OF 46 AUGUSTA, MAINE MARCH 1961

45

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BU-026-2(11)	6	46



PLAN
Scale : 1"=30'

PROFILE - "B" LINE
Scales : Hor. 1"=30', Vert. 1"=10'

DESIGN–
TRACE– G.M.C.
CHECK– A.B.P.

BRIDGE NO.
SURVEY–
PLOT–

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PASSAGASSAWAUKEAG RIVER BRIDGE

IN THE CITY OF

BELFAST

WALDO COUNTY

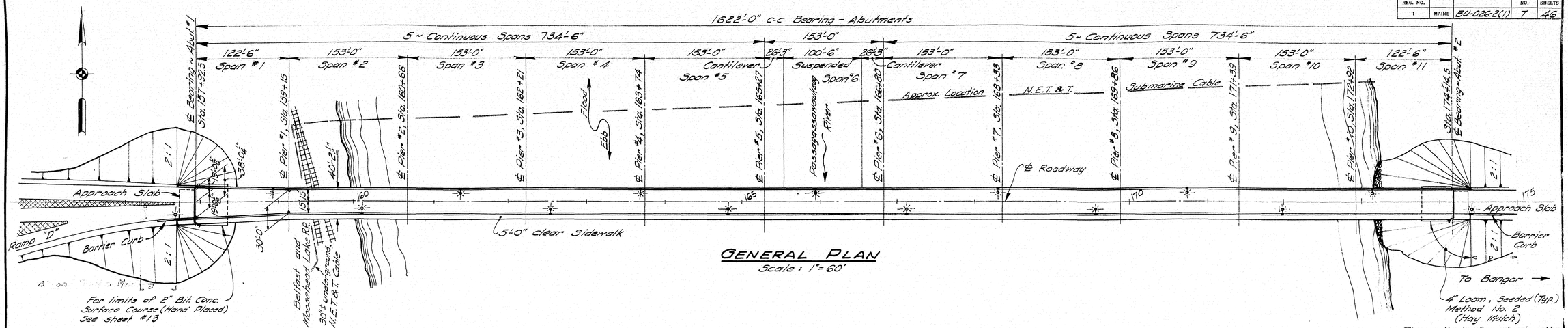
SURVEY

SHEET 6 OF 46 AUGUSTA, MAINE MARCH 1961

C. D. CO., NO. 370 24827

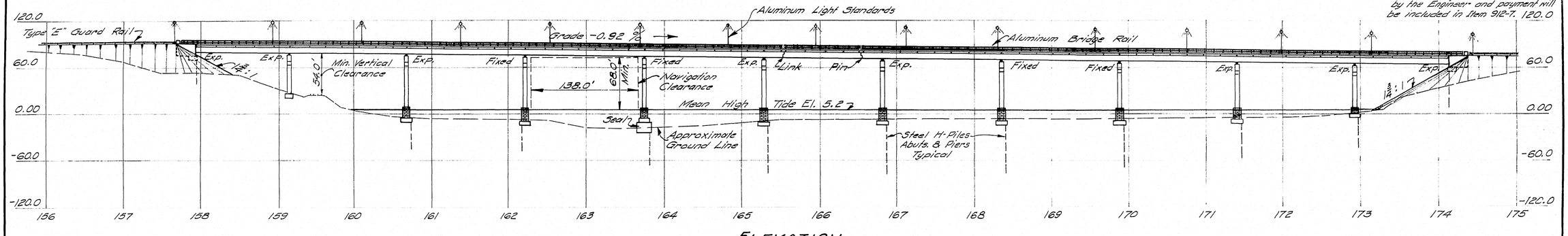
95-16

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BU-026-2(1)	7	46



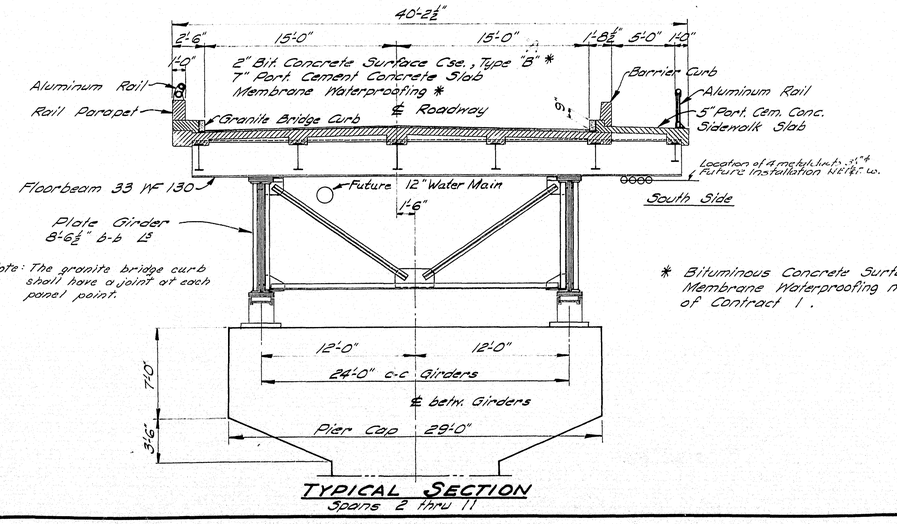
GENERAL PLAN

Scale: 1"= 60'



ELEVATION

Scale: Hor. & Vert. 1"= 60'



TYPICAL SECTION

Spans 2 thru 11

* Bituminous Concrete Surface and Membrane Waterproofing not a part of Contract 1.

DESIGN SPECIFICATIONS

A.A.S.H.O. STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES 1957.

LOADING = H20-S16-44

fs = 20,000 p.s.i. fc = 1200 p.s.i. n = 10 (REINFORCED CONCRETE)

fs (A7) = 18000 p.s.i.
fs (A36) = 20,000 p.s.i. } STRUCTURAL STEEL

CONTRACT SPECIFICATIONS

STATE OF MAINE, STATE HIGHWAY COMMISSION, STANDARD SPECIFICATIONS, REVISION OF JAN., 1956.

CONCRETE CLASSIFICATION

PLACED UNDER WATER _ _ _ _ _ _ _ CLASS "S"

ALL OTHER CONCRETE _ _ _ _ _ _ _ CLASS "A"

UTILITIES CONCERNED

Belfast Water District - Pipe Line under river 30 ft.± North of & parallel to North Side of present Bridge. (From Maintence Division of Belfast Water Dist.) At low tide an iron pin is visible on N.W. end of bridge.

New England Tel. & Tel. - Underground (30'±) and Submarine Cable as indicated in General Plan.

Belfast and Moosehead Lake Railroad

Central Maine Power Co.

City of Belfast

DESIGN- L.P. TRACE & DETAIL - GMC. CHECK- A.B.P.

BRIDGE NO. SURVEY- PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PASSAGASSAWAUKEAG RIVER BRIDGE

IN THE CITY OF

BELFAST

WALDO COUNTY

GENERAL PLAN & ELEVATION

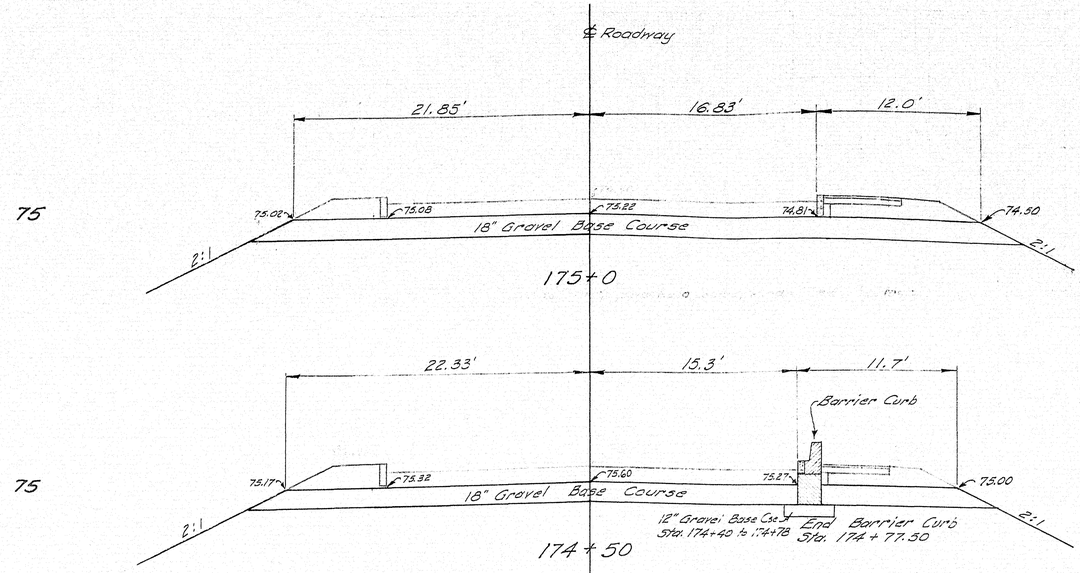
SHEET 7 OF 46 AUGUSTA, MAINE MARCH 1961

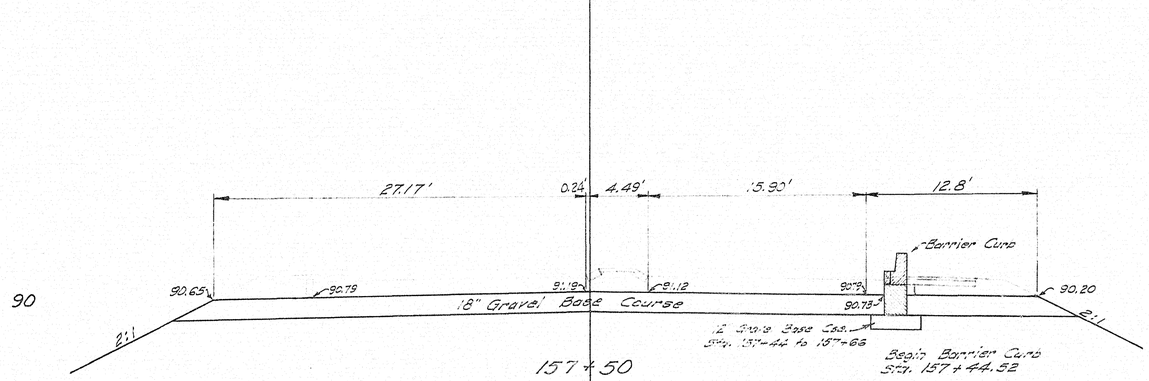
85-7

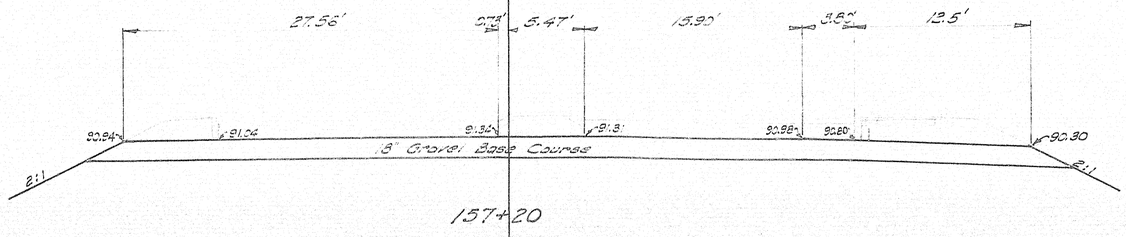
C. H. CO., NO. 379 24627

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BU-026-2(1)	8	46

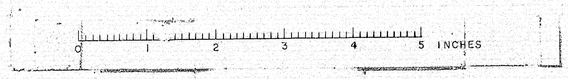


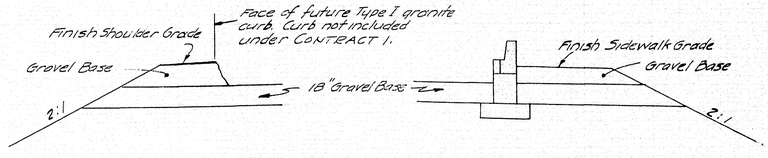




Note: - Gravel Base Course from Sta. 157+20 to Bridge and from Bridge to Sta. 175+0 is included under this Contract.

℄ Roadway





Construct embankment to finished shoulder and sidewalk grades at each side of roadway as indicated above. Typical section as indicated above extends from approximately Sta. 157+60 ahead to retaining walls at abut. no. 1, and from Sta. 174+45 back to retaining walls at abut. no. 2.

TRACE - G.M.C.	SECTIONS - F.A.P.
Check - O.L.P.	

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PASSAGASSAWAUKEAG RIVER BRIDGE

IN THE CITY OF

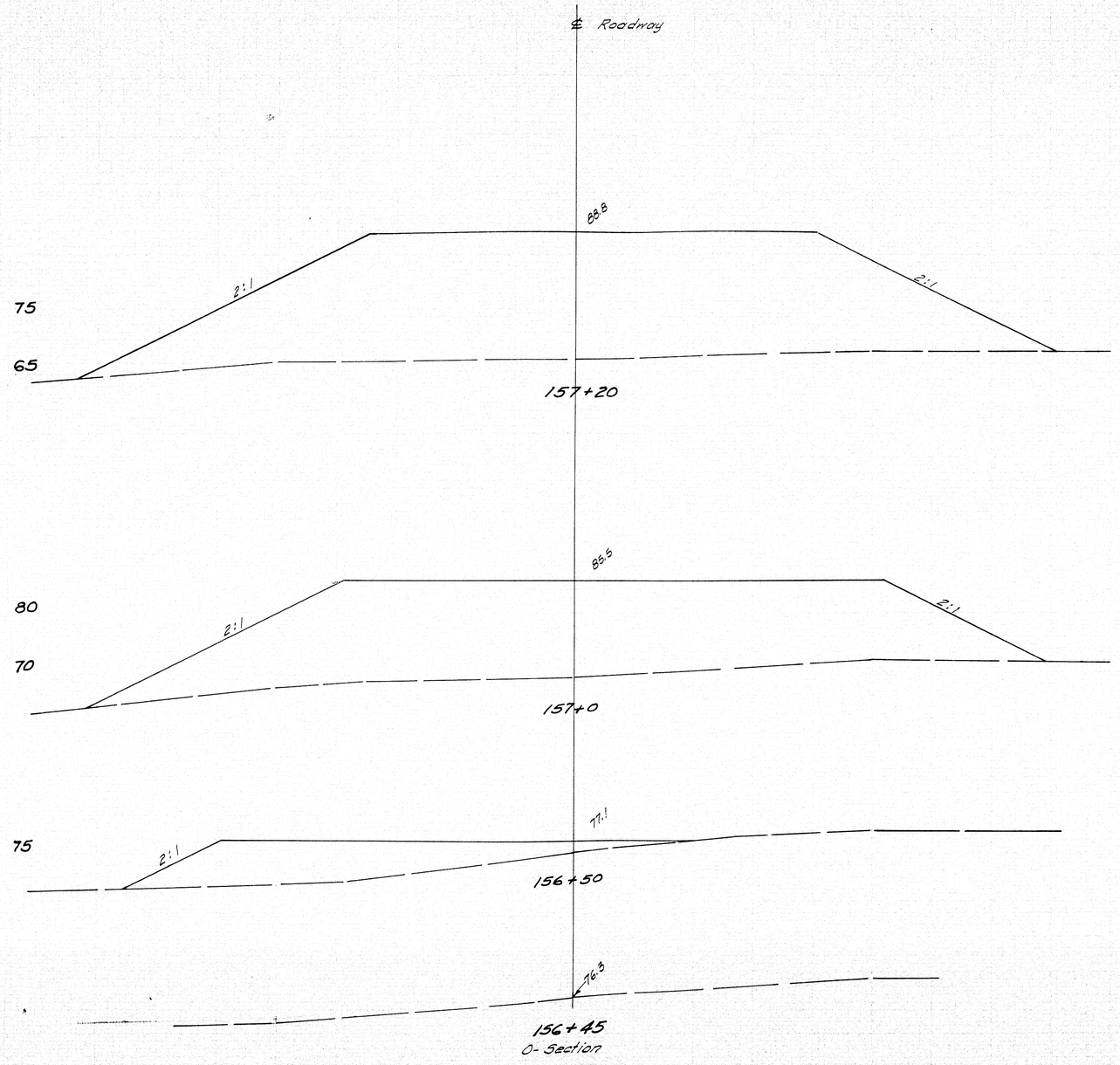
BELFAST

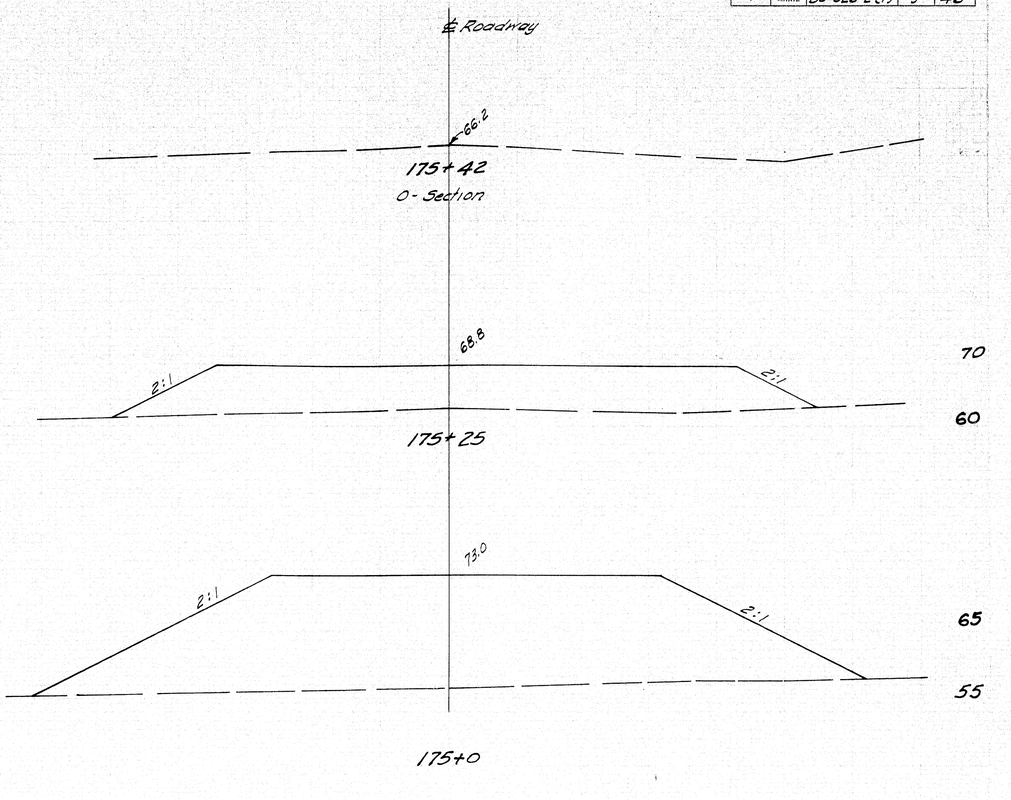
WALDO COUNTY

CROSS SECTIONS

SHEET 8 OF 46 AUGUSTA, MAINE MARCH 1961

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BU-026-2(1)	9	46





TRACE – GWC CHECK – [illegible]	SURVEY – FAP

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PASSAGASSAWAUKEAG RIVER BRIDGE

IN THE CITY OF

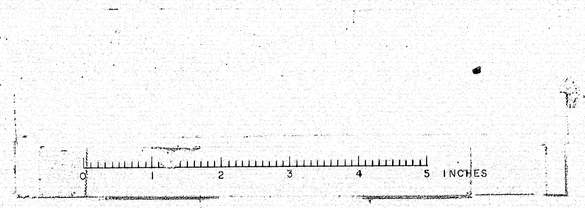
BELFAST

WALDO COUNTY

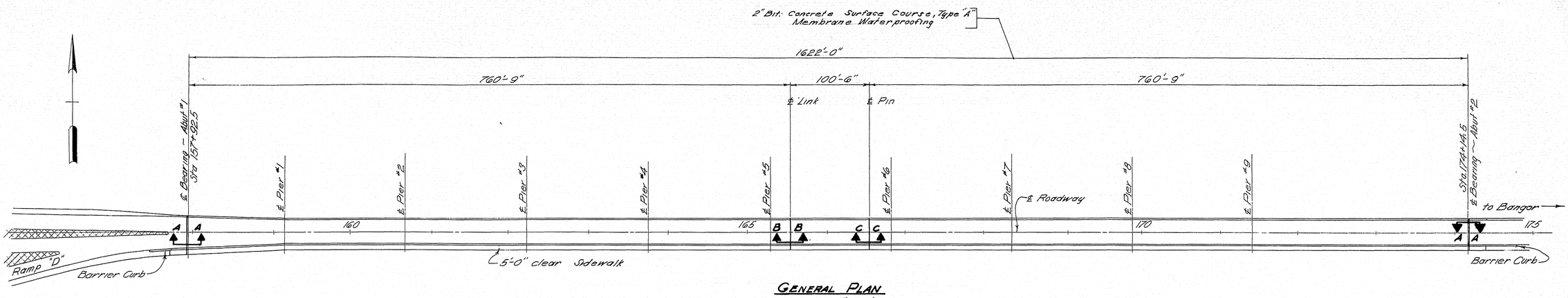
CROSS SECTIONS – TEMPORARY SLOPES

SHEET 9 OF 46 AUGUSTA, MAINE MARCH 1961

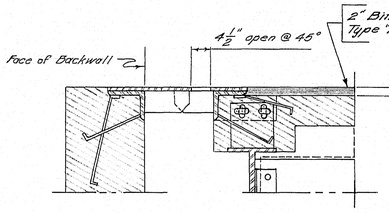
95-9



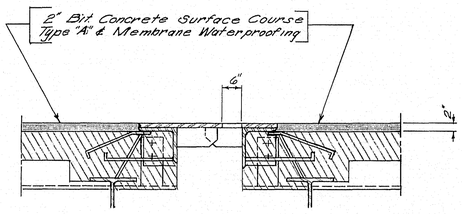
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BU-026-2(1)	79	237



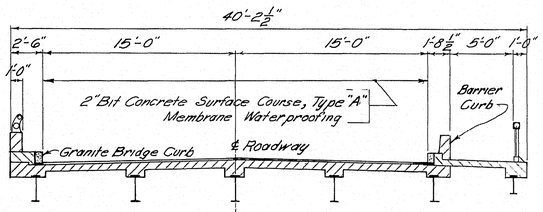
GENERAL PLAN
Scale: 1"=60'



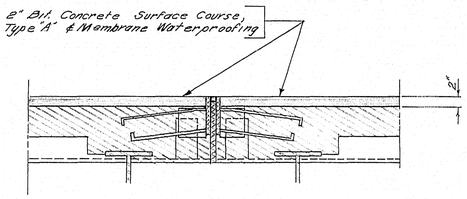
SECTION A-A



SECTION B-B



TYPICAL SECTION



SECTION C-C

NOTE:
Under this contract, the Membrane Waterproofing and Bituminous Concrete Surface Course, Type "A" shall be placed on the bridge as indicated above.

DESIGN–	BRIDGE NO.
TRACE– J.C.	SURVEY–
CHECK–	PLOT–

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PASSAGASSAWAUKEAG RIVER BRIDGE

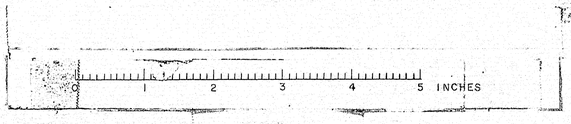
IN THE CITY OF

BELFAST
WALDO COUNTY

SHEET OF AUGUSTA, MAINE

M-1888

C. B. CO., NO. 370 24427



DRIVING RESISTANCE
(Blows/Ft.)

BORING NO. 1 Sta. 171+50 ℄ (4½"Casing)

El. +5.0

SOFT GRAY ORGANIC SILT-CLAY WITH SHELLS

VERY STIFF GRAY SILTY CLAY BECOMING STIFF WITH DEPTH

MEDIUM CONSISTENCY GRAY SILTY CLAY

SOFT GRAY SILTY CLAY WITH SHELLS LAYERS

Core Sample Recovered Shows Bedrock Consists Mostly of Fractured Quartzite & Phyllite, Some Graywacke

Alternate Quartzite & Phyllite, Low Angle Foliation

DRIVING RESISTANCE
(Blows/Ft.)

BORING NO. 2 Sta. 168+90 ℄ (4½"Casing)

El. +7.0

SOFT GRAY ORGANIC SILT-CLAY WITH SHELLS BECOMING MEDIUM CONSISTENCY WITH DEPTH

STIFF GRAY SILT BECOMING VERY STIFF & CONTINUOUS SAND LAYERS WITH DEPTH

DENSE BROWN SANDY GRAVEL

79% Phyllite - Quartz Interlaced Piece of Schistose Gneiss at Bottom

DRIVING RESISTANCE
(Blows/Ft.)

BORING NO. 3 Sta. 166+00 ℄ (4½"Casing)

El. +8.5

SOFT GRAY ORGANIC SILT-CLAY WITH SHELLS BECOMING MEDIUM CONSISTENCY WITH DEPTH

MED. DENSITY GRAY SILTY SAND BECOMING GRAVELLY WITH DEPTH

MEDIUM CONSISTENCY GRAY SILTY CLAY WITH A FEW SHELLS & BLACK SPECKS

BECOMES STIFF WITH DEPTH

MEDIUM DENSITY GRAY SAND

78% Phyllite with a High Angle of Foliation

17% Hornblende Gneiss (Piece on Top of Phyllite)

5% Vein Quartz

NOTE: Possible Slight Artesian Flow at Elevation -57.5

DRIVING RESISTANCE
(Blows/Ft)

BORING NO. 4 Sta. 164+00 ℄ (4½"Casing)

El. -16.9

SOFT GRAY ORGANIC SILT-CLAY WITH SHELLS BECOMES MEDIUM CONSISTENCY & SANDY WITH DEPTH

VERY DENSE BLACK GRAVELLY SILTY SAND WITH A FEW SHELLS AT 72'

BECOMES PREDOMINANTLY GRAVEL WITH DEPTH

DRIVING RESISTANCE
(Blows/Ft.)

BORING NO. 5 Sta. 159+15 15' Rt. ℄ (2½"Casing)

El. +7.6

MEDIUM DENSITY BROWN PEBBLY SILTY SAND

DENSE GRAY TILL (SANDY)

BOULDERS

DRIVING RESISTANCE
(Blows/Ft.)

BORING NO. 6B Sta. 157+92 18' Rt. ℄ (2½"Casing)

El. +7.5

DENSE BROWN PEBBLY SILTY SAND

STIFF GRAY LAYERED SILT W/BROWN SAND LAYERS

DENSE GRAY TILL (SILTY SAND)

DRIVING RESISTANCE
(Blows/Ft.)

BORING NO. 7 Sta. 159+17 15' Lt. ℄ (2½"Casing)

El. +6.4

DENSE BROWN PEBBLY SILTY SAND

DENSE GRAY STONEY TILL (GRAVEL, SAND & SILT)

DROVE BULL POINT 23.82

WASHED AHEAD

DRIVING RESISTANCE
(Blows/Ft.)

BORING NO. 7B Sta. 158+1C 14' Lt. ℄ (2½"Casing)

El. +6.1

VERY DENSE GRAY TILL WITH SCATTERED COBBLES

DROVE CASING AFTER DRIVING SAMPLE FROM EL. TO EL. ±

DRIVING RESISTANCE
(Blows/Ft.)

BORING NO. 8 Sta. 152 ± 15' Rt. ℄ (2½"Casing)

El. +3.4

DENSE BROWN CLAYEY SILTY SAND

VERY DENSE GRAY TILL, SILTY, GRAVELLY SAND)

DRIVING RESISTANCE
(Blows/Ft.)

BORING NO. 11 Sta. 162+21 (2½"Casing)

El. -8.10

STIFF GRAY ORGANIC SILT WITH SHELLS

MEDIUM CONSISTENCY GRAY SILTY CLAY

GRAY SILTY SAND

95%

WASHED AHEAD

-46.85

DRIVING RESISTANCE
(Blows/Ft.)

BORING NO. 9 Sta. 160+68 15' Rt. ℄ (2½"Casing)

El. +9.26

CLAM FLATS

LOOSE GRAY FINE SILTY SAND WITH SCATTERED PEBBLES & SHELLS

DENSE GRAY SILTY GRAVELLY SAND WITH SCATTERED COBBLES

39%

DRIVING RESISTANCE
(Blows/Ft.)

BORING NO. 10 Sta. 160+68 15' Rt. ℄ (2½"Casing)

El. -16.8

GRAY ORGANIC SILT

MEDIUM DENSITY GRAY LAYER SILTY SAND

DENSE GRAY SILTY SANDY GRAVEL BECOMING PEBBLY SILTY SAND WITH DEPTH

BORING NOTES

1. All samples and vanes are made ahead of casing.
2. Samples and casing size as noted on drawings.
3. Ground water table indicated thus: ▽
4. Number of blows of 275# hammer falling 18 inches required to drive extra heavy casing one foot thus: (Graphical)
5. Location and designation of "dry" samples taken in S&H sampler #1290 indicated thus: ID
6. Location and designation of "dry" samples taken in 2" O.D. 16 ga. seamless tubing indicated thus: IC
7. Location and designation of "dry" samples taken in 3⅜" O.D. 16 ga. seamless tubing indicated thus: IU
8. Location and designation of wash samples indicated thus: IW
9. Unsuccessful attempts to secure dry sample indicated thus, followed by type of sampler: MD
10. Location of field vane test indicated thus:
11. Number of blows of 275# hammer falling 15" required to drive spoon or tubing one foot indicated thus: (Graphical)
12. Sampling spoon or seamless tubing driven by static weight of drill rods and 275# hammer indicated thus: H
13. 3⅜" O.D. "dry" samples taken with piston sampler. P
14. Natural water contents, given as percent of dry weight are indicated thus: Graphical
15. Bottom of boring indicated thus:
16. Refusal of drill rods or casing indicated thus: R
17. Percent recovery of rock core by diamond bit thus: 71%

DETAIL SHEETS

BU-026(2) 2A 46

DESIGN	BRIDGE NO
TRACE + DETAIL	SURVEY
CHECK	PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PASSAGASSAWAUKEAG RIVER BRIDGE

IN THE CITY OF

BELFAST

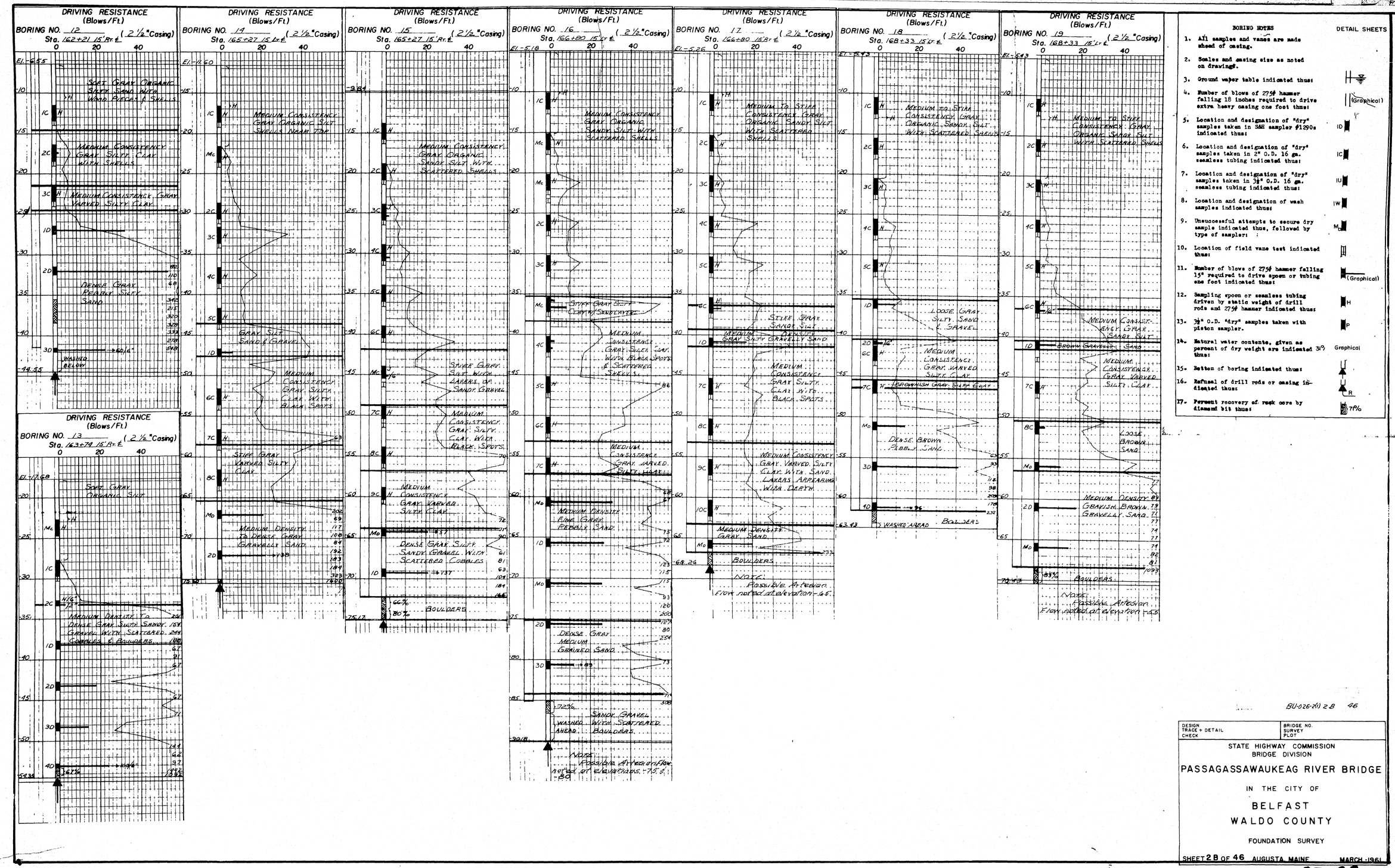
WALDO COUNTY

FOUNDATION SURVEY

SHEET 2A OF 46 AUGUSTA, MAINE MARCH 1961

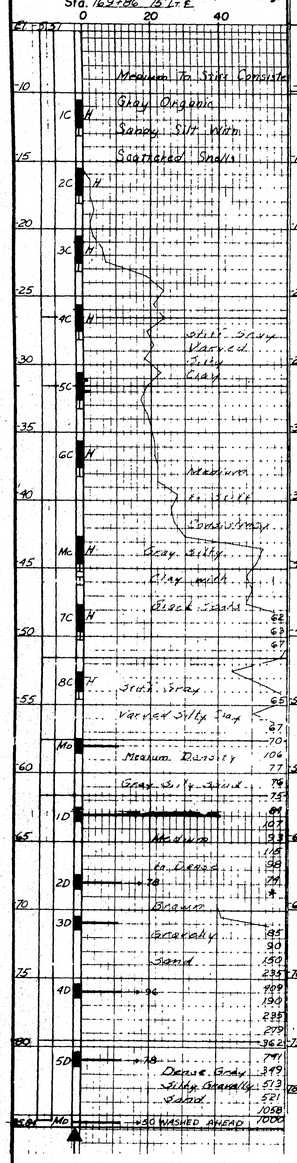
85-2A

0 1 2 3 4 5 INCHES


DRIVING RESISTANCE (Blows/Ft.)
BORING NO. 12
Sta. 162+21 15' Rt. ℄ (2½" Casing)
El. -6.55
Soft Gray Organic Silty Sand With Wood Pieces & Shells
Medium Consistency Gray Silty Clay With Shells
Medium Consistency Gray Varved Silty Clay
Dense Gray Peaty Silty Sand
Washed Below
DRIVING RESISTANCE (Blows/Ft.)
BORING NO. 13
Sta. 163+74 15' Rt. ℄ (2½" Casing)
El. -7.68
Soft Gray Organic Silt
Medium Density To Dense Gray Silty Sand With Scattered Gravel & Boulders
DRIVING RESISTANCE (Blows/Ft.)
BORING NO. 14
Sta. 165+27 15' Lt. ℄ (2½" Casing)
El. -11.60
Medium Consistency Gray Organic Silt Shells Near Top
Gray Silt Sand & Gravel
Medium Consistency Gray Silty Clay With Black Spots
Stiff Gray Varved Silty Clay
Medium Density To Dense Gray Gravelly Sand
DRIVING RESISTANCE (Blows/Ft.)
BORING NO. 15
Sta. 165+27 15' Rt. ℄ (2½" Casing)
Medium Consistency Gray Organic Sandy Silt With Scattered Shells
Stiff Gray Silty Clay W/ Sandlayers
Medium Consistency Gray Silty Clay With Black Spots & Scattered Shells
Stiff Gray Silty Clay With Layers Of Sandy Gravel
Medium Consistency Gray Silty Clay With Black Spots
Medium Consistency Gray Varved Silty Clay
Dense Gray Silty Sandy Gravel With Scattered Cobbles
66% Boulders
80% Boulders
DRIVING RESISTANCE (Blows/Ft.)
BORING NO. 16
Sta. 166+80 15' Rt. ℄ (2½" Casing)
El. -5.18
Medium Consistency Gray Organic Sandy Silt With Scattered Shells
Stiff Gray Silty Clay W/ Sandlayers
Medium Consistency Gray Silty Clay With Black Spots & Scattered Shells
Medium Consistency Gray Varved Silty Clay
Medium Density Fine Gray Peaty Sand
Dense Gray Medium Grained Sand
72% Sandy Gravel Washed With Scattered Ahead Boulders
Note: Possible Artesian flow noted at elevations +75.5 -80
DRIVING RESISTANCE (Blows/Ft.)
BORING NO. 17
Sta. 166+80 15' Rt. ℄ (2½" Casing)
El. -5.26
Medium To Stiff Consistency Gray Organic Sandy Silt With Scattered Shells
Stiff Gray Sandy Silt
Medium Density Gray Silty Gravelly Sand
Medium Consistency Gray Silty Clay With Black Spots
Medium Consistency Gray Varved Silty Clay With Sand Layers Appearing With Depth
Medium Density Gray Sand
Boulders
Note: Possible Artesian Flow noted at elevation -65.
DRIVING RESISTANCE (Blows/Ft.)
BORING NO. 18
Sta. 168+33 15' Lt. ℄ (2½" Casing)
El. -5.43
Medium To Stiff Consistency Gray Organic Sandy Silt With Scattered Shells
Loose Gray Silty Sand & Gravel
Medium Consistency Gray Varved Silty Clay
Brownish Gray Stiff Clay
Dense Brown Fine Sand
Washed Ahead
Boulders
DRIVING RESISTANCE (Blows/Ft.)
BORING NO. 19
Sta. 168+33 15' Lt. ℄ (2½" Casing)
El. -5.43
Medium To Stiff Consistency Gray Organic Sandy Silt With Scattered Shells
Medium Consistency Gray Sandy Silt
Brown Gravelly Sand
Medium Consistency Gray Varved Silty Clay
Loose Brown Sand
Medium Density Grayish Brown Gravelly Sand
83% Boulders
Note: Possible Artesian Flow noted at elevation +65
BORING NOTES
1. All samples and vanes are made ahead of casing.
2. Scales and casing size as noted on drawings.
3. Ground water table indicated thus:
4. Number of blows of 275# hammer falling 18 inches required to drive extra heavy casing one foot thus:
5. Location and designation of "dry" samples taken in S&H sampler @1290s indicated thus: ID
6. Location and designation of "dry" samples taken in 2" O.D. 16 ga. seamless tubing indicated thus: IC
7. Location and designation of "dry" samples taken in 3½" O.D. 16 ga. seamless tubing indicated thus: IU
8. Location and designation of wash samples indicated thus: IW
9. Unsuccessful attempts to secure dry sample indicated thus, followed by type of sampler: MD
10. Location of field vane test indicated thus:
11. Number of blows of 275# hammer falling 15" required to drive spoon or tubing one foot indicated thus: (Graphical)
12. Sampling spoon or seamless tubing driven by static weight of drill rods and 275# hammer indicated thus: H
13. 3½" O.D. "dry" samples taken with piston sampler. P
14. Natural water contents, given as percent of dry weight are indicated 34% thus: Graphical
15. Bottom of boring indicated thus:
16. Refusal of drill rods or casing indicated thus: R
17. Percent recovery of rock core by diamond bit thus: 71%
DETAIL SHEETS
(Graphical)
ID
IC
IU
IW
MD
(Graphical)
H
P
Graphical
R
71%
BU-026-20) 2 B 46
DESIGN
TRACE + DETAIL
CHECK
BRIDGE NO.
SURVEY
PLOT
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
PASSAGASSAWAUKEAG RIVER BRIDGE
IN THE CITY OF
BELFAST
WALDO COUNTY
FOUNDATION SURVEY
SHEET 2B OF 46 AUGUSTA, MAINE MARCH 1961
05-2B
0 1 2 3 4 5 INCHES

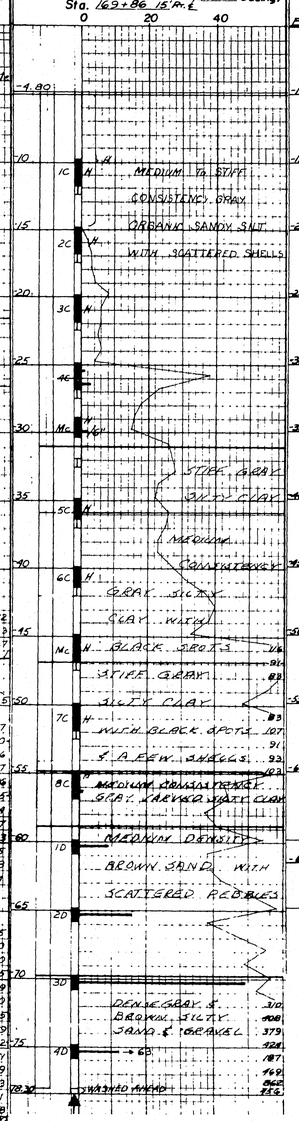
DRIVING RESISTANCE (Blows/Ft.)

BORING NO. 20 Sta. 169+86 15' Lt ℄ (2½" Casing)



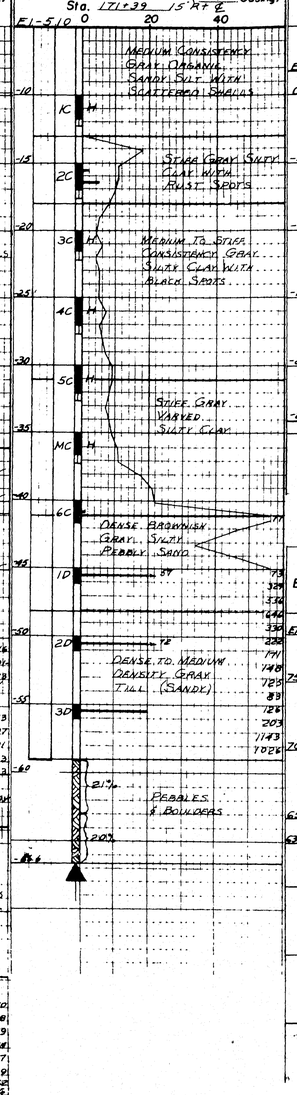
DRIVING RESISTANCE (Blows/Ft.)

BORING NO. 21 Sta. 169+86 15' Rt. ℄ (2½" Casing)



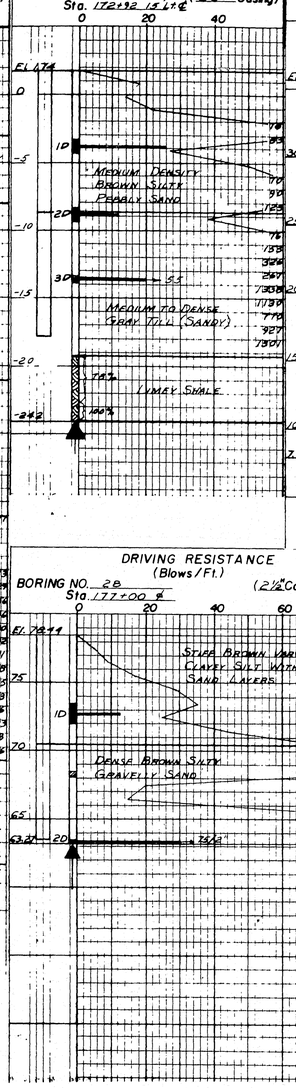
DRIVING RESISTANCE (Blows/Ft.)

BORING NO. AC-1 Sta. 171+39 15' Rt ℄ (4" Casing)



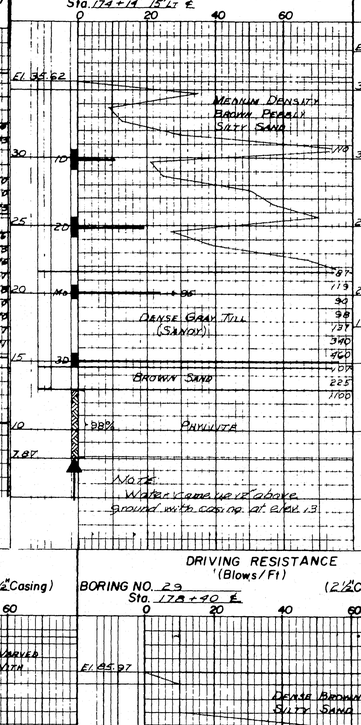
DRIVING RESISTANCE (Blows/Ft.)

BORING NO. AC-2 Sta. 172+92 15' Lt ℄ (2½" Casing)



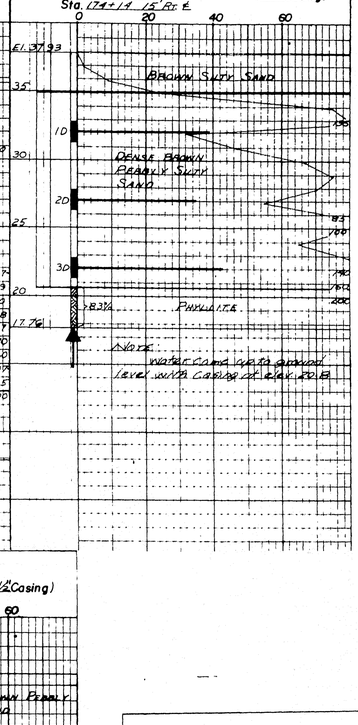
DRIVING RESISTANCE (Blows/Ft.)

BORING NO. 26 Sta. 174+14 15' Lt ℄ (2½" Casing)



DRIVING RESISTANCE (Blows/Ft.)

BORING NO. 27 Sta. 174+14 15' Rt ℄ (2½" Casing)

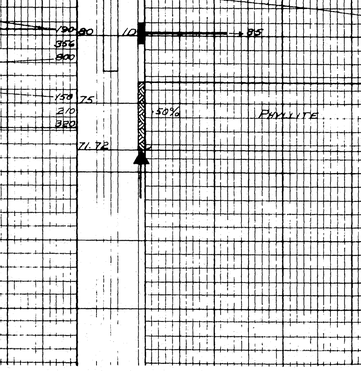


DRIVING RESISTANCE (Blows/Ft.)

BORING NO. 28 Sta. 177+00 ℄ (2½" Casing)

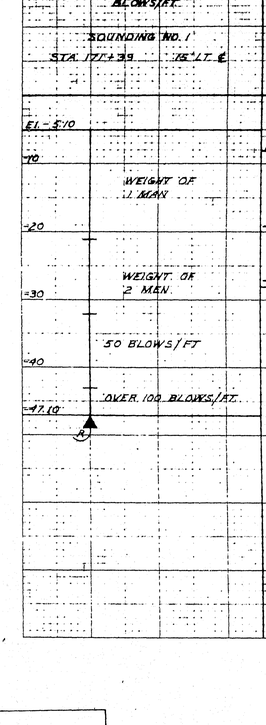
DRIVING RESISTANCE (Blows/Ft.)

BORING NO. 29 Sta. 178+40 ℄ (2½" Casing)



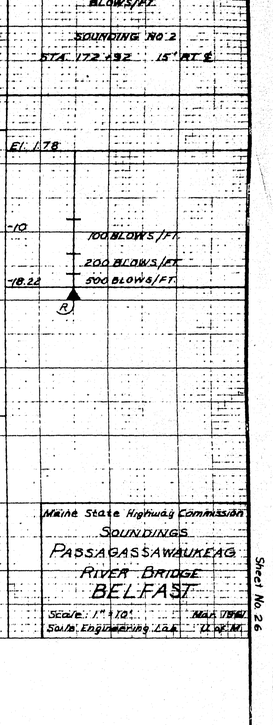
DRIVING RESISTANCE (Blows/Ft.)

SOUNDING NO. 1 Sta. 171+39 15' Lt ℄



DRIVING RESISTANCE (Blows/Ft.)

SOUNDING NO. 2 Sta. 172+92 15' Rt ℄



Maine State Highway Commission
SOUNDINGS
PASSAGASSAWAUKEAG RIVER BRIDGE
BELFAST
Scale: 1" = 10' MAR 1961
Soils Engineering Lab 11 of 14

Sheet No. 26

BORING NOTES

1. All samples and vanes are made ahead of casing.
2. Scales and casing size as noted on drawings.
3. Ground water table indicated thus:
4. Number of blows of 275# hammer falling 18 inches required to drive extra heavy casing one foot thus: (Graphical)
5. Location and designation of "dry" samples taken in 3&H sampler #1290 indicated thus: 1D
6. Location and designation of "dry" samples taken in 2" O.D. 16 ga. seamless tubing indicated thus: 1C
7. Location and designation of "dry" samples taken in 3½" O.D. 16 ga. seamless tubing indicated thus: 1U
8. Location and designation of wash samples indicated thus: 1W
9. Unsuccessful attempts to secure dry sample indicated thus, followed by type of sampler: MD
10. Location of field vane test indicated thus:
11. Number of blows of 275# hammer falling 15" required to drive spoon or tubing one foot indicated thus: (Graphical)
12. Sampling spoon or seamless tubing driven by static weight of drill rods and 275# hammer indicated thus: H
13. 3½" O.D. "dry" samples taken with piston sampler. P
14. Natural water contents, given as percent of dry weight are indicated 31% Graphical thus:
15. Bottom of boring indicated thus:
16. Refusal of drill rods or casing indicated thus: R
17. Percent recovery of rock core by diamond bit thus: 71%

DETAIL SHEETS

DESIGN	BRIDGE NO
TRACE + DETAIL	SURVEY
CHECK	PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PASSAGASSAWAUKEAG RIVER BRIDGE

IN THE CITY OF

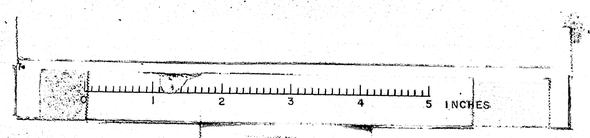
BELFAST

WALDO COUNTY

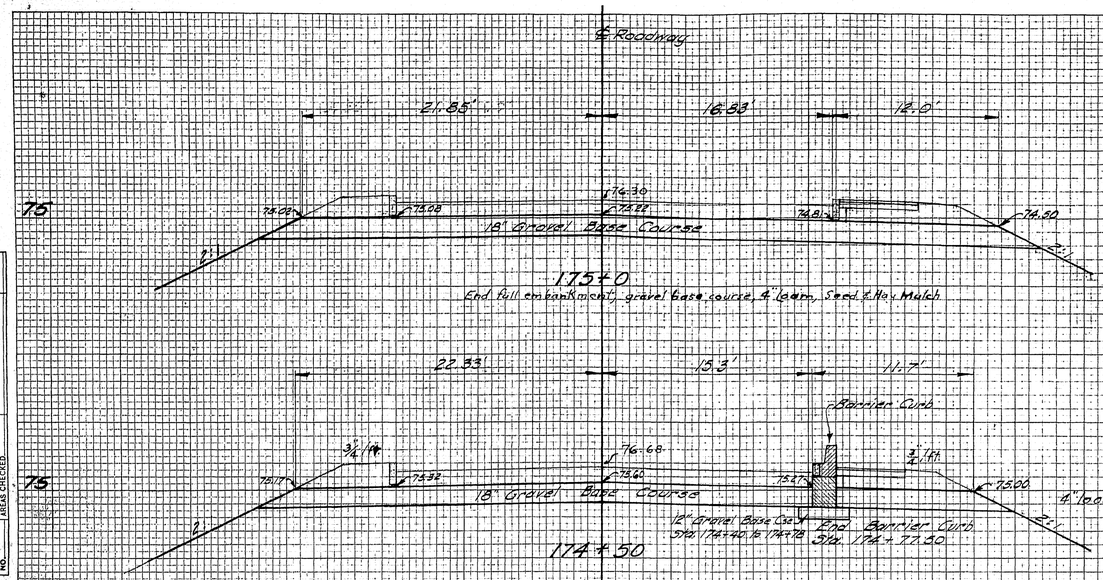
FOUNDATION SURVEY

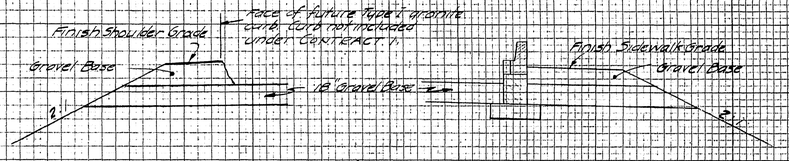
SHEET 2C OF 46 AUGUSTA, MAINE MARCH 1961

05-2C



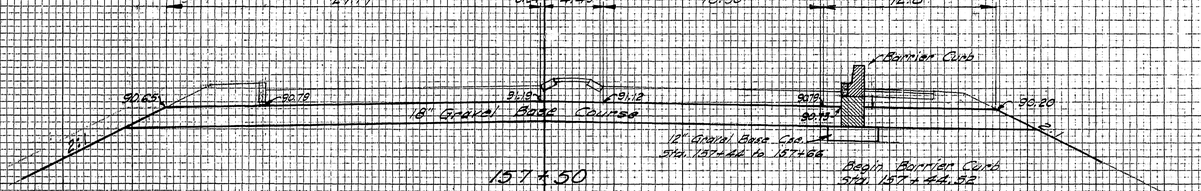
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BU-026-2(1)	8	46

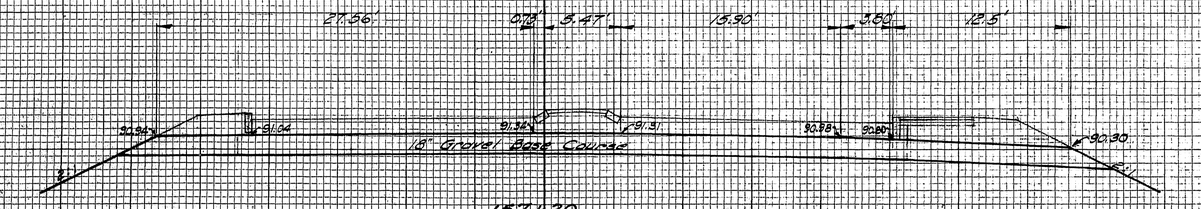




Construct embankment to finished shoulder and sidewalk grades at each side of roadway as indicated above. Typical section as indicated above extends from approximately Sta 157+00 ahead to retaining walls at abut. no.1 and from Sta 174+45 back to retaining walls at abut. no. 2. (See note Sheet (3)

4" Loam, Seed & Hay Mulch all slopes unless otherwise noted. (See letter 7/20/61





Note - Gravel Base Course from Sta. 157+20 to Bridge and from Bridge to Sta. 175+40 is included under this Contract.

℄ Roadway

Revised as built in green 10/13/63 P.R.W.

FINAL SURVEY — SURVEYED, PLOTTED, TEMPLATE, NOTE BOOK, NO., AREAS CHECKED, BY, DATE

ORIGINAL SURVEY — SURVEYED, PLOTTED, TEMPLATE, AREAS, NOTE BOOK, NO., AREAS CHECKED, BY, DATE

TRACE - G.W.C.
Check - R.E.P.

SECTIONS - F.A.P.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

PASSAGASSAWAUKEAG RIVER BRIDGE

IN THE CITY OF

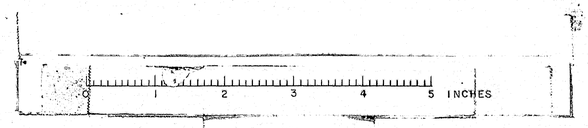
BELFAST

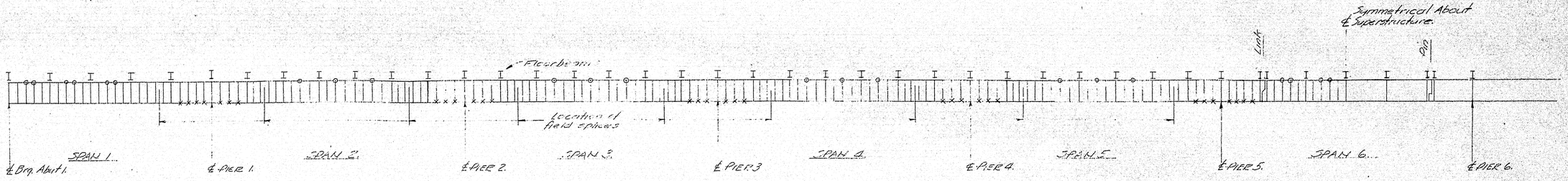
WALDO COUNTY

CROSS SECTIONS

SHEET 8 OF 46 AUGUSTA, MAINE MARCH 1961

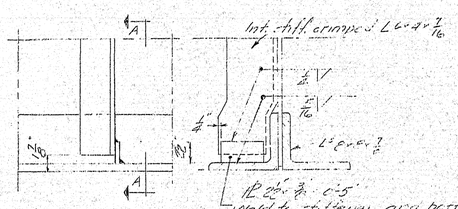
PLATE 3—CROSS SECTION O. F. N. & R. E.
CHARLES BRUNING COMPANY, INC.



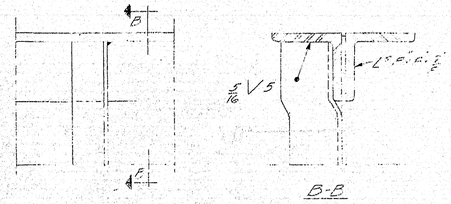


ELEVATION

Showing Location of Floorbeams ℄
Relative Location of Stiffeners.



A-A



B-B

DETAIL showing work to be done at points marked "X" in the above ELEVATION.
Furnish and install PL 2½ x ⅜ x 0'-5" as shown.
138 locations. (64 on each of two girders)

DETAIL showing work to be done at points marked "O" in the above ELEVATION.
Weld stiffener to top flange L as shown.
88 locations (44 on each of two girders)

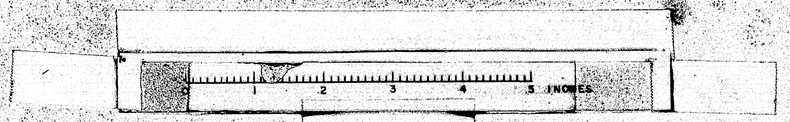
SPECIFICATIONS
STATE OF MAINE STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS REVISION OF JANUARY 1956 AND SUPPLEMENTAL SPECIFICATIONS DATED FEBRUARY 1960.

Plan by HE
Checked by MAR

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
PASSAGASSAWAUKEAG RIVER
BRIDGE
IN THE CITY OF
BELFAST
WALDO COUNTY

DETAILS SHOWING CONNECTIONS OF VERTICAL STIFFENERS TO FLANGES

Sheet 1 of 1 Augusta Me. July 1962



MATCH LINE FOR CONTINUATION SEE SHT. S26

WEST - G3, G4
EAST - G3A, G4A

ONE GIRDER G3
ONE GIRDER G4 (O.H.)
ONE GIRDER G3A
ONE GIRDER G4A (O.H.)

G3'-11¾ OUT / OUT

WORK THIS SHEET WITH SHEET S26

DRAWN	LMC	12-11-61
REVISION	2-14-62	WAG
REVISION		
REVISION		

GIRDERS G3, G4, G3A & G4A

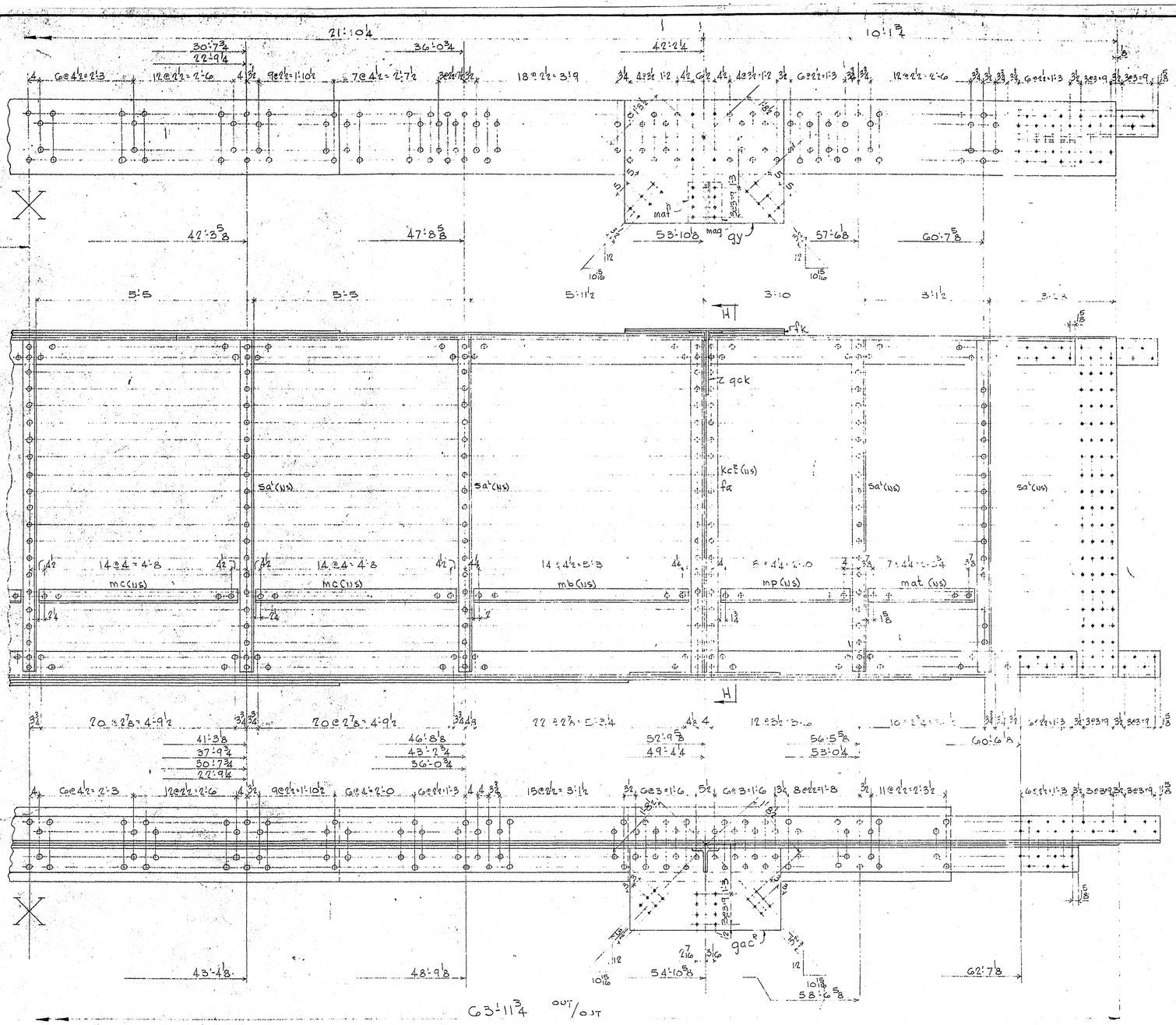
Bancroft & Martin Rolling Mills Company
South Portland, Maine

PASSAGASSAWAKEAG RIVER BRIDGE
BELFAST MAINE

CUSTOMER E.C. SWORDGRASS, INC.
DESIGNER MAINE S.H.C.

ORDER NO. Verbal DWG. NO. 61-133-S26

85-59



SHIP MARK	NO.	MARK	SHAPE	LENGTH		WT.	WT. OUT	WT. OVER	REMARKS
G3	1		GIRDER						
G4	1		Do						
G3A	1		Do						
G4A	1		Do						
	4		WEB PL 102 x ½	63	11¾				3.5%
	16		L 8 x 8 x ⅞	63	11¾				
	4		Con PL 22½ x ⅞	63	11¾				1.75%
	4		do	55	8¾				1.75%
	4		do	44	1½				1.75%
	4		do	40	3½				1.75%
	8		do	25	0¾				1.75%
	2	fp	PL 22½ x ¾	4	3¼				1.75%
	4	fk	PL 22½ x ⅞	3	10¾				1.75%
	2	qcb	PL 17½ x ⅜	1	10⅞				
	4	qcc	PL 18½ x ⅜	2	0⅜				
	4	qv	PL 3⅜ x ⅜	4	3¼				2.25%
	4	qw	do	4	1				2.25%
	4	qy	do	3	10¾				2.25%
	4	qaa²	PL 24⅜ x ⅝	3	9½				2.25% F1E
	4	qab²	do	3	9½				2.25% F1E
	4	qac²	do	3	8½				2.25% F1E
	8	fa	PL 8 x ⅞	7	2				1.75%
	8	kc²	L 7 x 4 x ½	8	4⅜				F2E
	8	kf²	L 8 x 8 x ⅞	8	4⅜				F2E
	8	kk²	L 7 x 4 x 9/16	8	4⅜				F2E
	4	fbb	PL 22½ x ⅞	4	3¼				1.75%
	40	sa²	L 6 x 4 x 7/16	8	3¾				F1E CRIMPED
	6	qck	PL 18½ x ⅜	1	10⅞				2.25%
	4	pb	PL 8 x ¾	8	4⅜				1.75% F2E
	8	pc	PL 24 x ⅞	7	2				1.75%
	8	kp	L 8 x 8 x ⅞	8	4⅜				F2E
	4	mb	L 6 x 4 x ⅜	5	7				
	8	mc		5	0½				
	4	md		3	8¼				
	12	mh		4	4½				
	4	mk		3	10½				
	4	mm		5	1				
	4	mat		2	9				
	4	mp		3	1½				
	4	maa	L 5 x 3½ x ½	1	0				
	4	mab	L 4 x 3½ x ½	1	0				
	4	mac²	L 6 x 3½ x ½	1	1½				
	4	mad²	L 4 x 3½ x ½	1	1½				
	4	maf	L 5 x 3½ x ½	1	0				
	4	mag	L 4 x 3½ x ½	1	0				
	4	pw	PL 8 x ¾	8	4¾				1.75% F2E
	4	mn	L 6 x 4 x ⅜	3	4½				

SHOP CONNECTIONS: ⅞ϕ RIVETS
FIELD CONNECTIONS: ⅞ϕ H.S. BOLTS
HOLES: 15/16ϕ
PAINT: PER STATE OF MAINE SPECS.
WORK THIS SHEET WITH SHEET S2ab
FOR SECTIONS SEE SHEET S10b

GIRDERS G3, G4, G3A & G4A

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

PASSAGASSAWAUKEAG RIVER BRIDGE
BELFAST, MAINE

CUSTOMER E. C. SNODGRASS INC.
DESIGNER MAINE S.H.C.

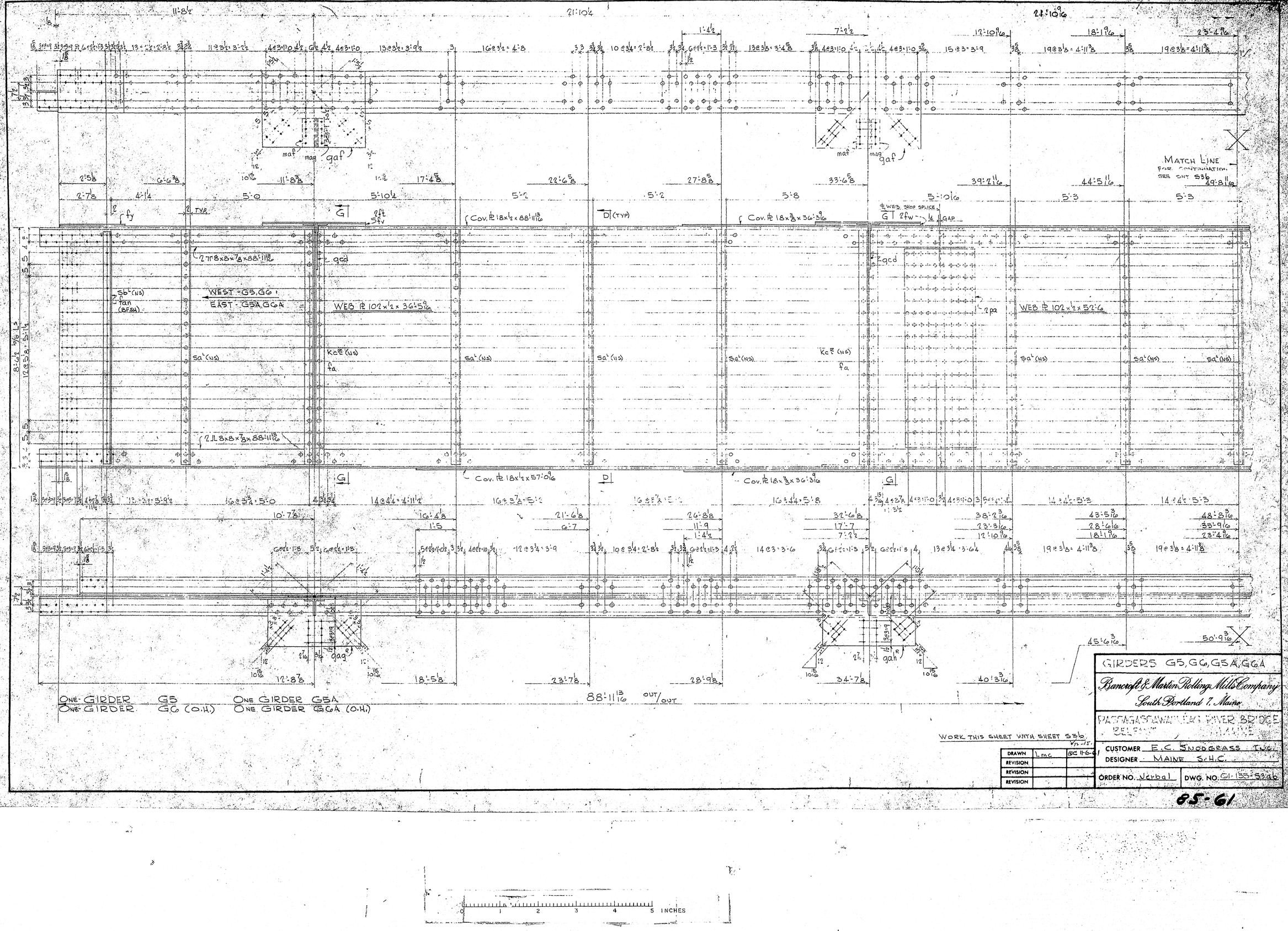
ORDER NO. Verbal | DWG. NO. G1-133-S2b

DRAWN	LMC	6-11-61
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REVISION		
REVISION		

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GIRDERS G5, GC, G5A, GCA

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

PASSAGASSAWAKEAG RIVER BRIDGE

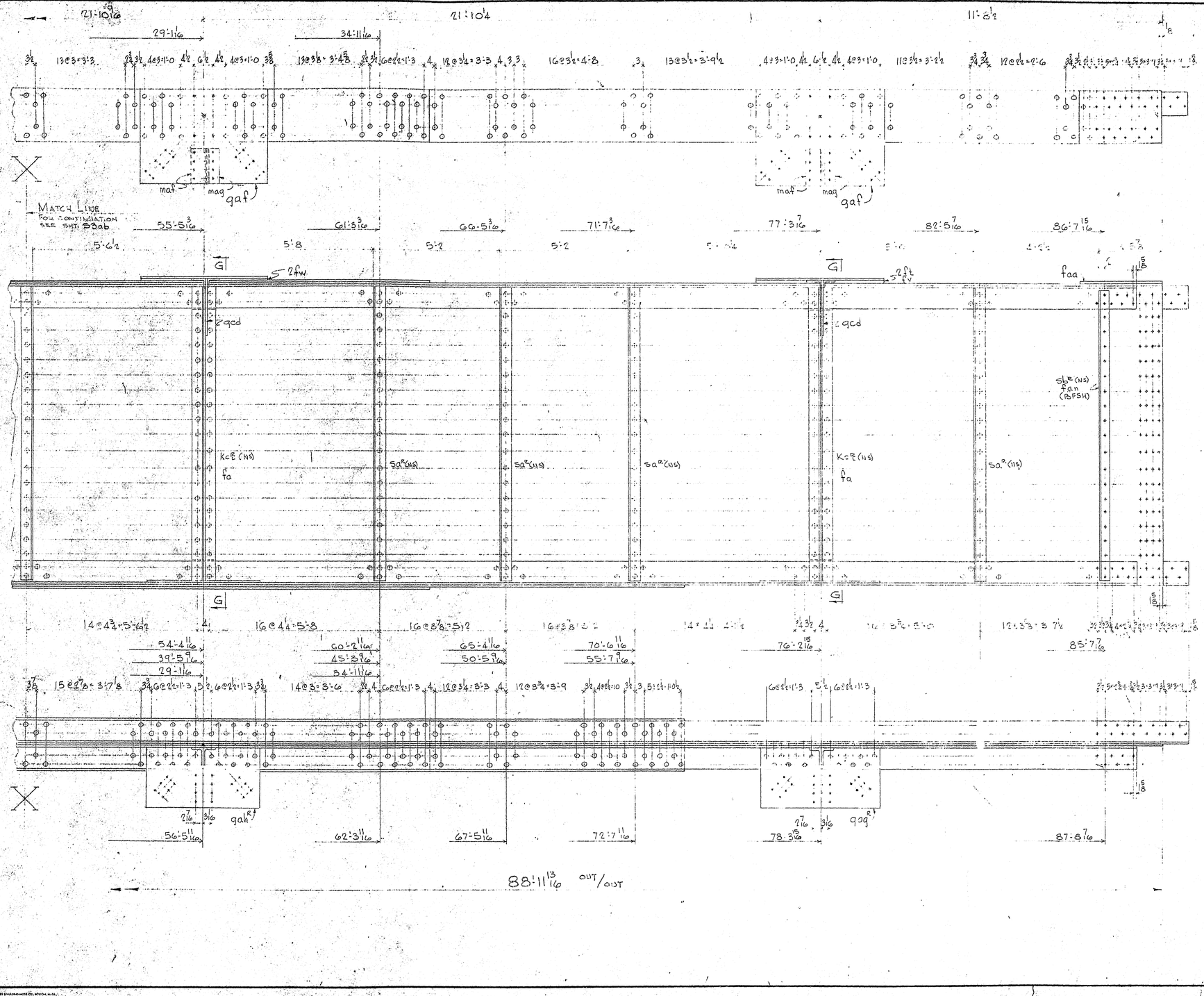
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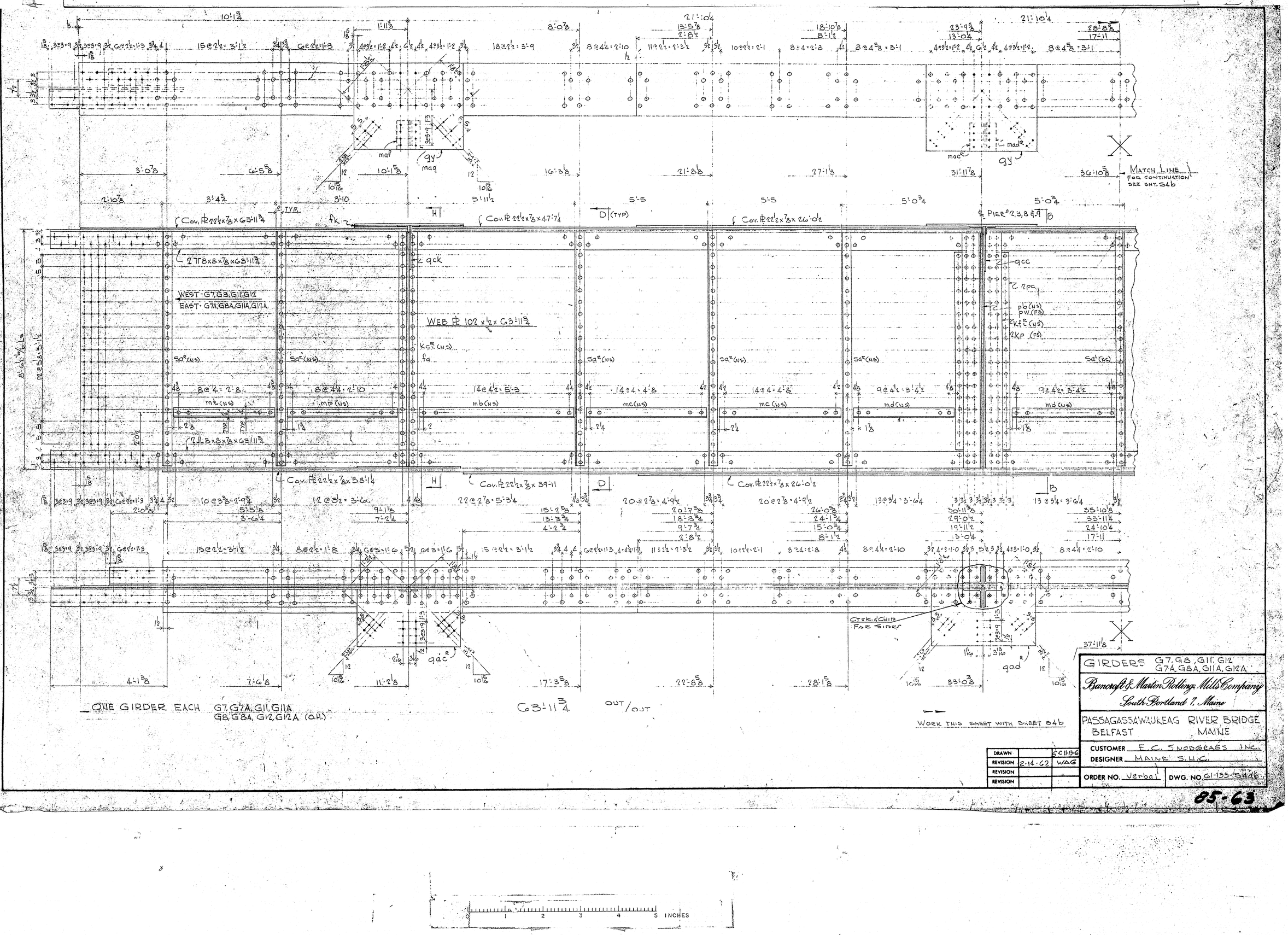
ORDER NO. Verbal DWG. NO. GI-155-53a6

DRAWN	L.M.C.	6C 11-6-61
REVISION		
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WORK THIS SHEET WITH SHEET 53b

65-61


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DRAWN			SC 11-13-62
REVISION	2-14-62		WAG
REVISION			
REVISION			

GIRDERS G7, G8, G11, G12
G7A, G8A, G11A, G12A

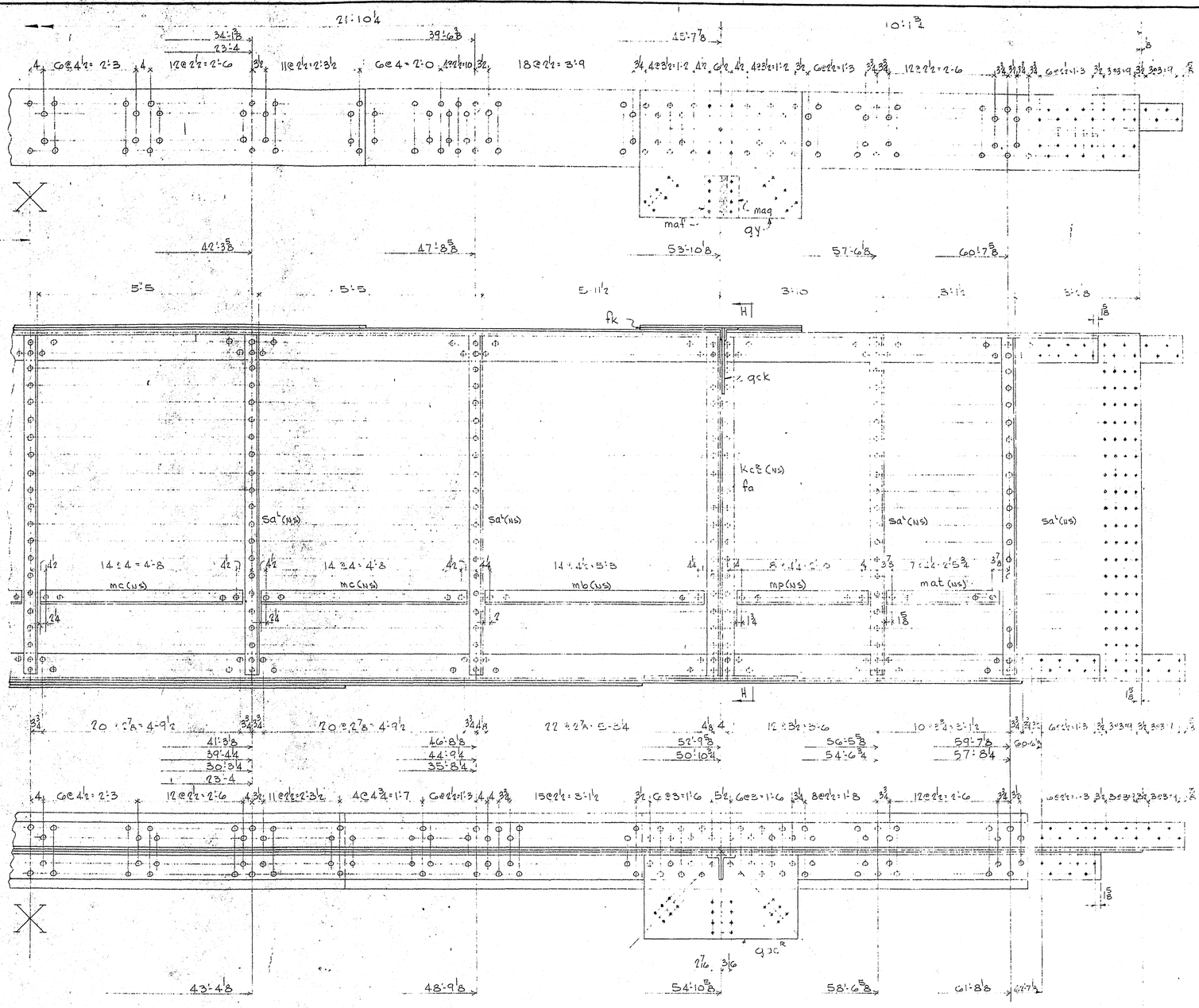
Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

PASSAGASSAWAUKEAG RIVER BRIDGE
BELFAST, MAINE

CUSTOMER E. C. SNODGRASS INC.
DESIGNER MAINE S.H.C.

ORDER NO. Verbal | DWG. NO. 61-133-S4a&b

05-63



SHIP MARK	NO.	MARK	SHAPE	LENGTH		WT.	WT. OUT	WT. OVER	REMARKS
G7 G7A	1 1		GIRDER						
G8 G8A	1 1		do						
G11 G11A	1 1		do						
G12 G12A	1 1		do						
	32		L 8x8x⅞	63	11¾				
	8		WEB PL 102"x½	63	11¾				3.5%
	8		Cov.PL 22½"x⅞	63	11¾				1.75%
	8		do	58	1¼				1.75%
	8		do	47	7¼				1.75%
	8		do	39	11				1.75%
	16		do	26	0½				1.75%
	8	pb	PL 8x¾	8	4⅜				1.75% F2E
	16	pc	PL 24x⅞	7	2				1.75%
	8	pw	PL 8x¾	8	4¾				1.75% F2E
	24	qy	PL 36¾"x⅜	3	10¾				2.25%
	16	qac℄	PL 21⅜"x⅜	3	8½				2.25% FIE
	8	qad	do	3	9½				2.25% FIE
	8	qcc	PL 18½"x⅜	1	0⅜				2.25%
	16	qck	do	1	10⅞				2.25%
	80	sa℄	L 6x4x7/16	8	3¾				FIE CRIMPED
	32	Kc℄	L 7x4x½	8	4⅜				F2E
	16	Kf℄	L 8x8x⅞	8	4⅜				do
	16	Kp	do	8	4¾				do
	16	fa	PL 8x⅞	7	2				1.75%
	16	fk	PL 22½"x⅞	3	10¾				1.75%
	16	mb	L 6x4x⅜	5	7				
	32	mc		5	0½				
	16	md		3	8¼				
	8	mat		2	9				
	16	mp		3	1½				
	8	mt		3	0¼				
	16	maf	L 5x3½x½	1	0				
	16	mag	L 4x3½x½	1	0				
	8	mac℄	L 6x3½x½	1	1½				
	8	mad℄	L 4x3½x½	1	1½				

SHOP CONNECTIONS: ⅞ϕ RIVETS
FIELD CONNECTIONS: ⅞ϕ H.S. BOLTS
HOLES: 13/16 ϕ
PAINT: AS PER STATE OF MAINE SPECS.
WORK THIS SHEET WITH SHEET S4ab
FOR SECTIONS SEE SHEET S10b

GIRDERS G7, G8, G11, G12
G7A, G8A, G11A, G12A

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

PASSAGASSAWAUKEAG RIVER BRIDGE
BELFAST MAINE

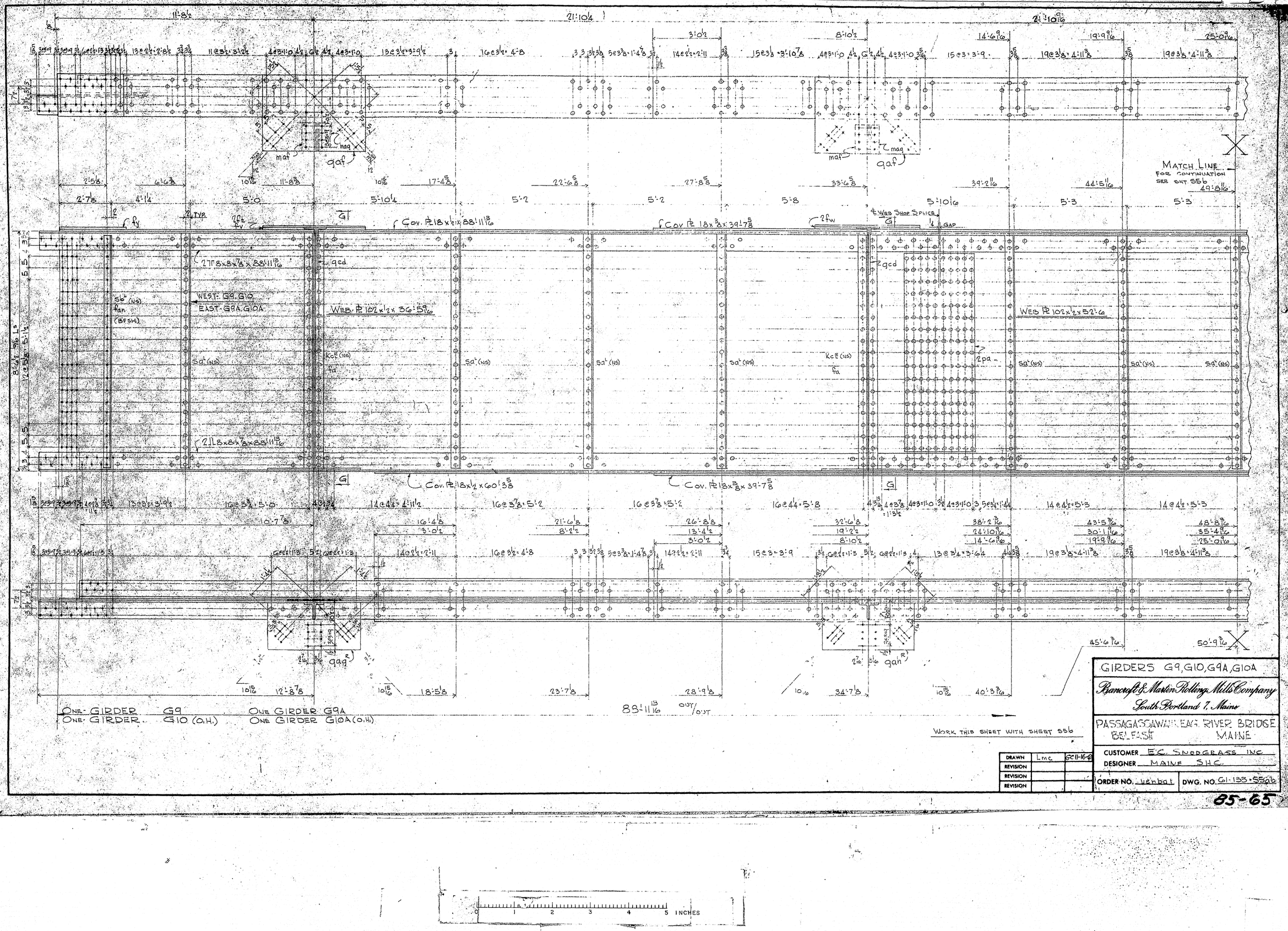
CUSTOMER E.C. SNODGRASS INC.
DESIGNER MAINE S.H.C.

ORDER NO. Verbal DWG. NO. 61-132-S4b

DRAWN	L.M.C.	12-13-61
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REVISION		

85-64

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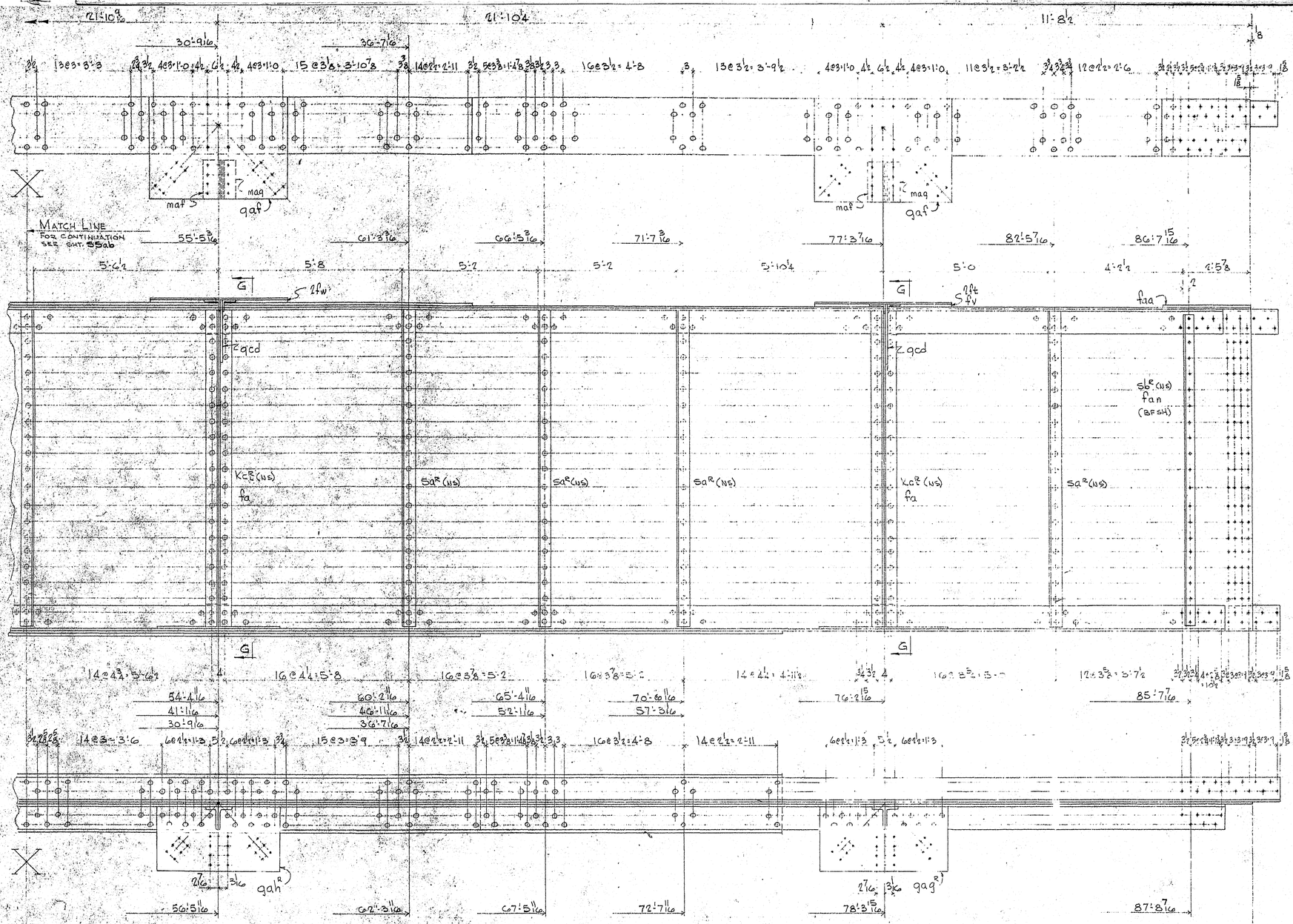


GIRDERS G9, G10, G9A, G10A		
Bancroft & Martin Rolling Mills Company, South Portland 7, Maine		
PASSAGASSAWAKEAG RIVER BRIDGE, BELFAST MAINE		
CUSTOMER E.C. SNODGRASS INC		
DESIGNER MAINE S.H.C.		
ORDER NO. verbal	DWG. NO. G1-133-55b	

DRAWN	LMC	6-11-62
REVISION		
REVISION		
REVISION		

WORK THIS SHEET WITH SHEET 55b

85-65



SHIP	BILL OF MATERIAL							DWG NO. 61-133-55b
MARK	NO.	MARK	SHAPE	LENGTH		WT.	WT. OUT	WT. OVER	REMARKS
G9	1		GIRDER						
G10	1		do						
G9A	1		do						
G10A	1		do						
	4		WEB PL 102 x 1/2	52	6				3.5%
	4		do	36	5 9/16				3.5%
	16		L 8 x 8 x 7/8	88	11 9/16				
	4		Cov PL 18 x 1/2	88	11 13/16				2%
	4		do	60	3 5/8				2%
	8		Cov PL 18 x 3/8	39	7 5/8				2.25%
	8	pa	PL 30 1/2 x 9/16	7	2				2%
	16	qaf	PL 32 x 3/8	3	6 1/2				2.25%
	8	qaq	PL 19 7/8 x 3/8	3	2 1/2				2.25% FIE
	8	qah	PL 21 7/8 x 3/8	3	2 1/2				2.25% FIE
	16	qad	PL 18 1/2 x 3/8	1	8 1/2				
	44	saE	L 6 x 4 x 7/16	8	3 3/4				FIE CRIMPED
	8	sbE	do	8	3 1/8				FIE do
	32	KcE	L 7 x 4 x 1/2	8	4 3/8				FIE
	16	fa	PL 8 x 7/8	7	2				1.75%
	16	ft	PL 18 x 3/4	3	6 1/2				1.75%
	8	fv	PL 18 x 5/8	3	6 1/2				2%
	16	fw	PL 18 x 7/8	3	6 1/2				1.75%
	4	fy	PL 18 x 3/8	3	4 3/8				2.25%
	4	faa	do	3	2 7/8				2.25%
	8	fan	PL 4 x 5/8	7	2				
	16	maf	L 5 x 3 1/2 x 1/2	1	0				
	16	mag	L 4 x 3 1/2 x 1/2	1	0				

SHOP CONNECTIONS: 7/8" RIVETS
FIELD CONNECTIONS: 7/8" H.S. BOLTS
HOLES: 15/16"
PAINT: AS PER STATE OF MAINE SPECS.
WORK THIS SHEET WITH SHEET 55ab
FOR SECTIONS SEE SHEET 51ab

GIRDERS G9, G10, G9A, G10A

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

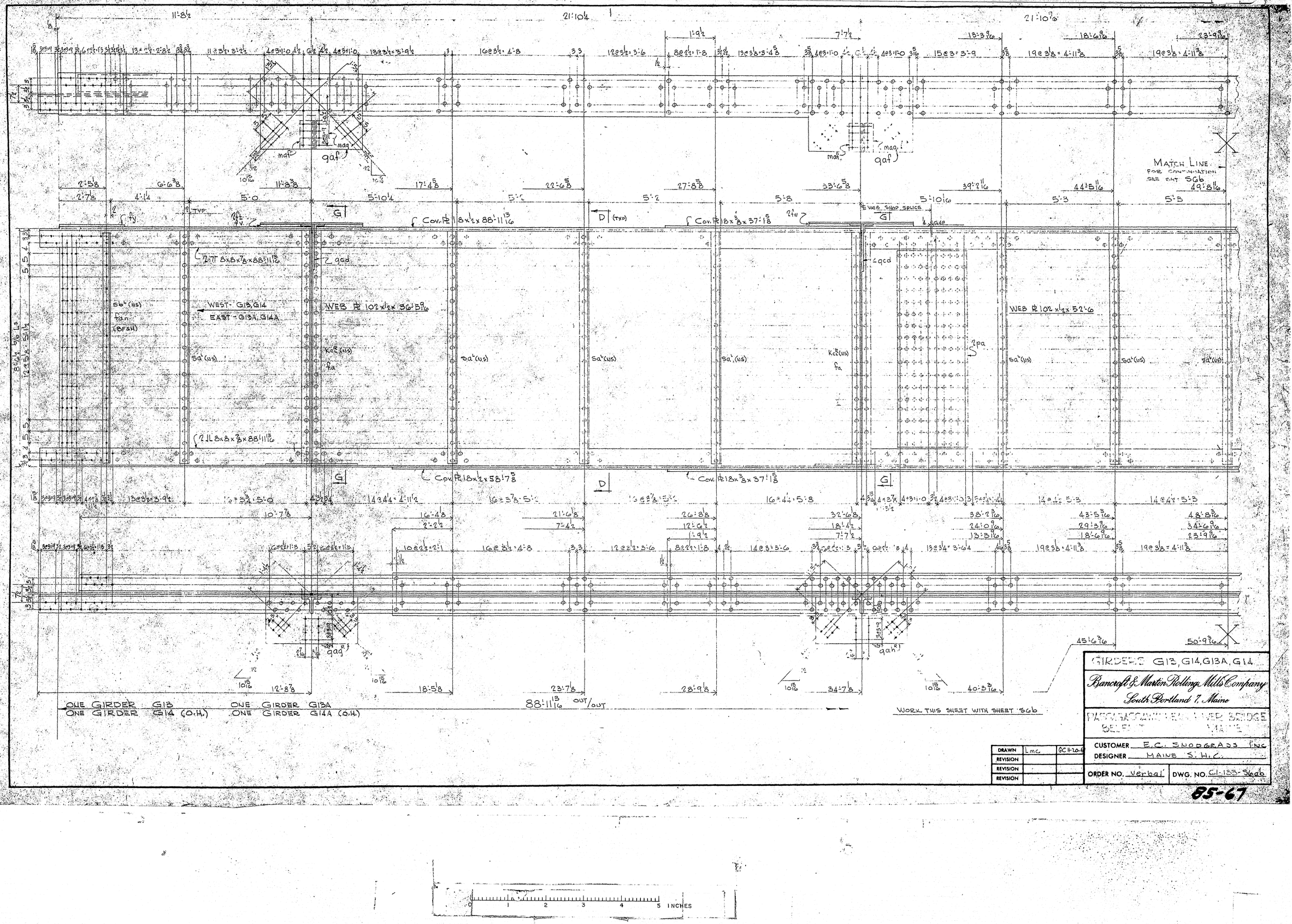
PASSAGASSAWAUKEAG RIVER BRIDGE
BELFAST MAINE

CUSTOMER E. C. SNODGRASS INC.
DESIGNER

ORDER NO. verbal | DWG. NO. 61-133-55b

DRAWN	L.M.C.	6/21/61
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REVISION		

05-66



GIRDERS G13, G14, G13A, G14

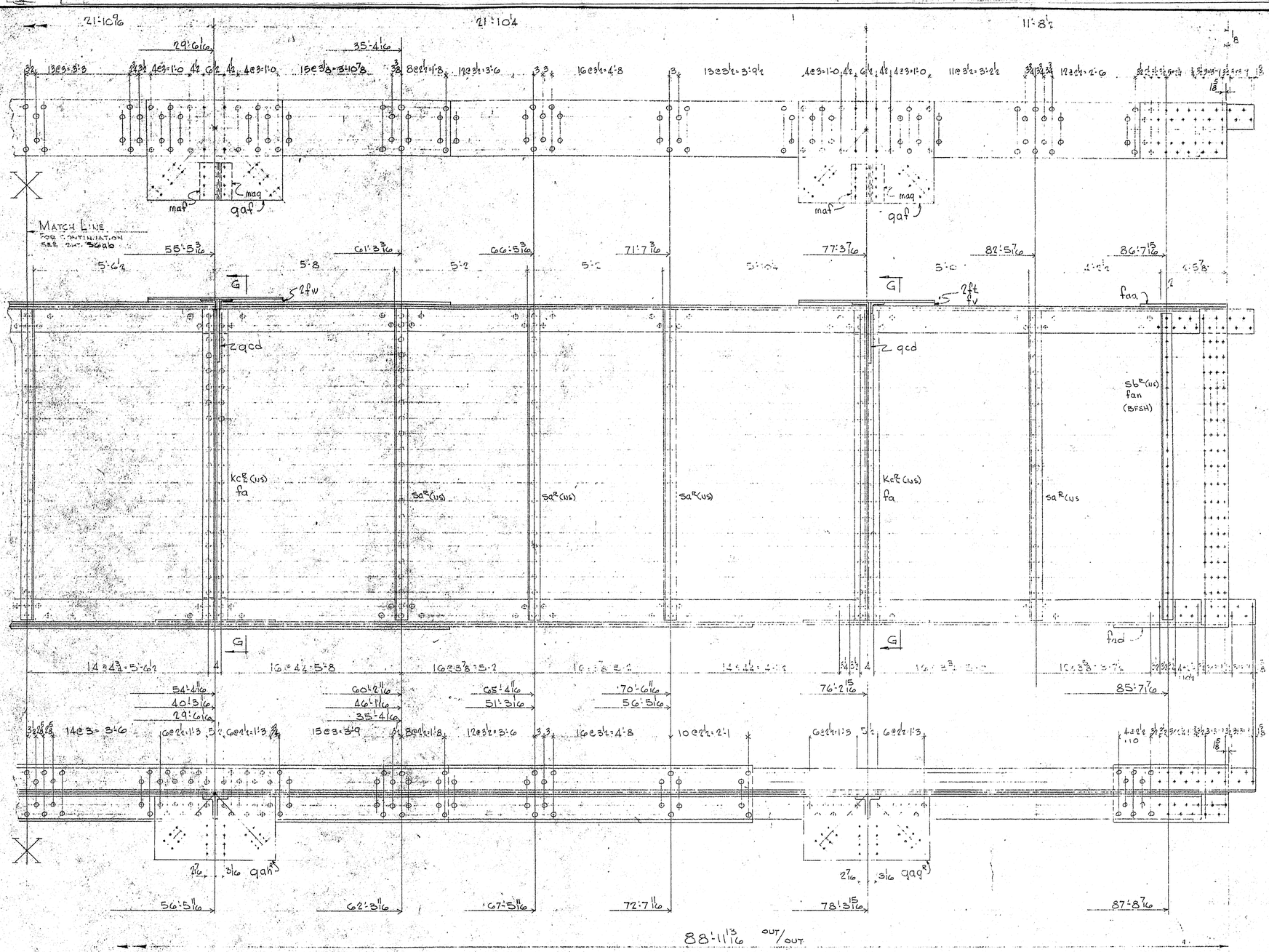
Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

PASSAGASSAWEAG[illegible] BRIDGE
SE[illegible] MAINE

DRAWN	Lmc	6C11-20-6
REVISION		
REVISION		
REVISION		

CUSTOMER E.C. SHODGRASS INC
DESIGNER MAINE S.H.C.
ORDER NO. Verbal DWG. NO. C1-133-Sg6b

85-67



SHIP MARK	NO.	MARK	BILL OF MATERIAL SHAPE	LENGTH	WT.	WT. OUT	WT. OVER	REMARKS
G13	1		GIRDER					
G14	1		do					
G13A	1		do					
G14A	1		do					
	4		WEB PL 102 x 1/2	52 6				3.5%
	4		do	36 5 9/16				3.5%
	16		L 8x8x7/8	88 11 13/16				
	4		Cov. PL 18x1/2	88 11 13/16				2%
	4		do	58 7 5/8				2%
	8		Cov. PL 18x3/8	37 1 1/8				2.25%
	8	pa	PL 30 1/2 x 9/16	7 2				9%
	16	gaf	PL 32x3/8	3 6 1/2				2.25%
	8	gaq^R	PL 19 7/8 x 3/8	3 2 1/2				2.25% FIE
	8	gah^R	PL 21 7/8 x 3/8	3 2 1/2				2.25% FIE
	16	qcd	PL 18 1/2 x 3/8	1 8 3/8				
	44	sa^R	L 7 1/2 x 4 x 7/16	8 3 3/4				FIE CRIMPED
	8	sb^R	do	8 3 1/8				"
	32	kc^R	L 7x4x1/2	8 4 3/8				FIE
	16	fa	PL 8x7/8	7 2				1.75%
	16	ft	PL 18x3/4	3 6 1/2				1.75%
	8	fv	PL 18x5/8	3 6 1/2				2%
	16	fw	PL 18x7/8	3 6 1/2				1.75%
	4	fy	PL 18x3/8	3 4 1/8				2.25%
	4	faa	do	3 2 7/8				2.25%
	4	fad	PL 18x7/8	3 10 3/8				1.75%
	8	fan	PL 4x5/8	7 2				
	16	maf	L 5x3 1/2 x 1/2	1 0				
	16	maq	L 4x3 1/2 x 1/2	1 0				

SHOP CONNECTIONS: 7/8" RIVETS
FIELD CONNECTIONS: 7/8" H.S. BOLTS
HOLES: 15/16"
PAINT: AS PER STATE OF MAINE SPECS,
WORK THIS SHEET WITH SHEET S6ab
FOR SECTIONS SEE SHEET S10b

GIRDERS G13, G14, G13A, G14A

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

PASSAGASSAWAKEAG RIVER BRIDGE
BELFAST MAINE

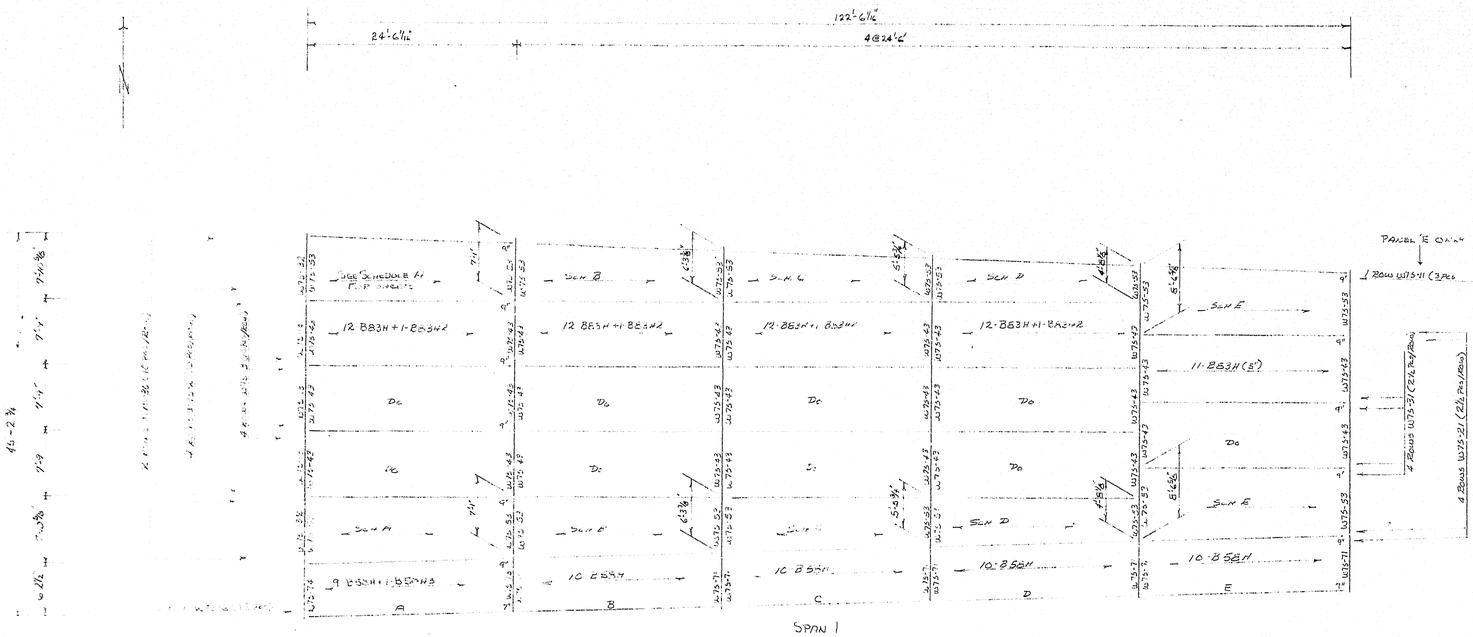
CUSTOMER E.C. SNODGRASS, INC.
DESIGNER MAINE S.H.C.

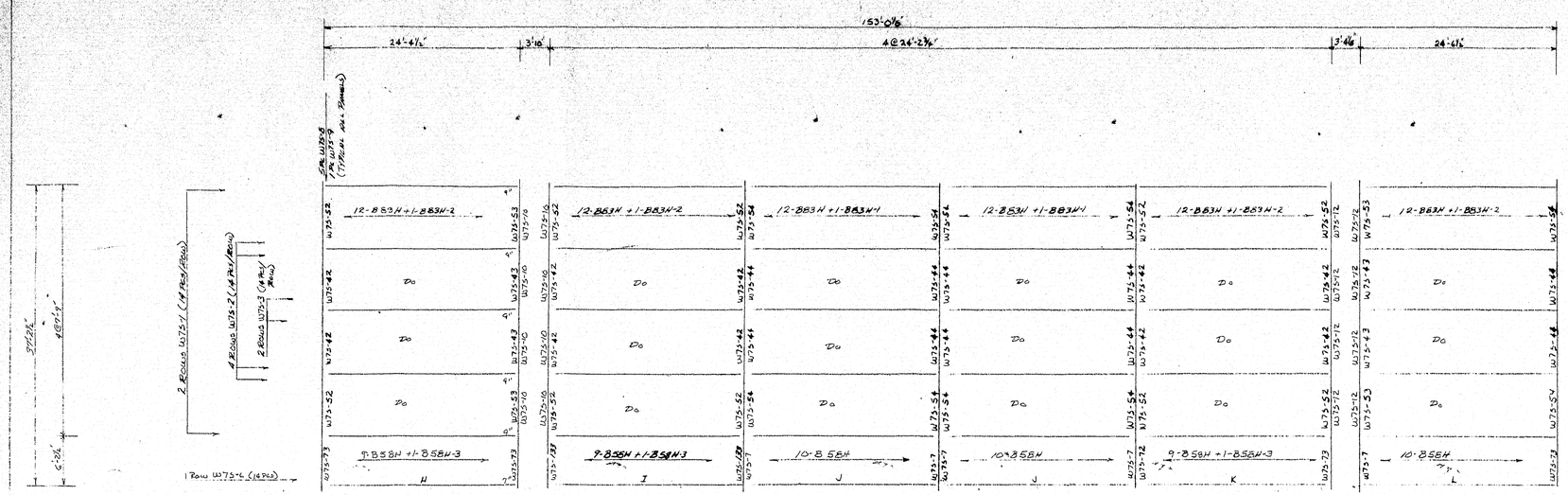
ORDER NO. verbal DWG. NO. C61-155-S6ab

DRAWN	LMC	6C 1/20/61
REVISION		
REVISION		
REVISION		

85-68

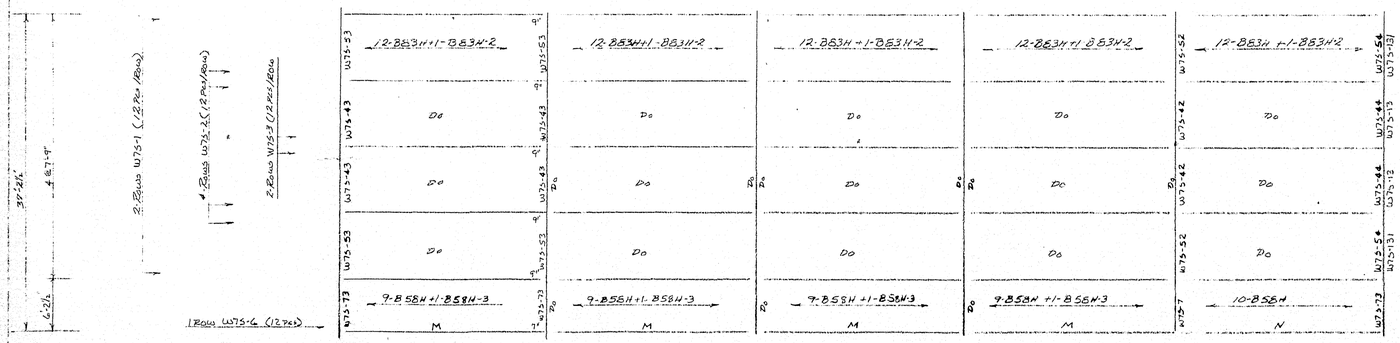
0 1 2 3 4 5 INCHES


122'-6 1/2"
24'-6 1/2"
4@24'-0"
12 B83H+1-B63H2
10 B58H
9 B58H+1-B50H3
SPAN 1
SEE SCHEDULE B
FOR DETAILS
PANEL 'E' ONLY
1 ROW W.75-11 (3 PCS.)
11-B63H(5')
4 ROWS W.75-31 (21 PCS./ROW)
4 ROWS W.75-21 (21 PCS./ROW)
40'-2 3/4"
37'-6"
4'-6"
4'-0"
4'-0"
4'-0



SPAN 6





SPAN 11

ERECTOR NOTE:
ON SIDEWALK SHEETS WHERE THREE (3) REINFORCATION SHEETS ARE CALLED FOR (B58H-3), A FULL SHEET WILL BE FURNISHED. DOUBLE LAP ONE CORRUGATION.

BILL OF MATERIAL (CONTINUED)

MARK	LENGTH	QUANTITY 1	2-5, 7-10	6	11	TOTAL	DESCRIPTION (A, B)	
W75-1	10'-0"		232	28	24	284	A=1⅛", B=2"	8GA
W75-2	10'-0"	40	464	56	48	608	A=3⅛", B=2"	8GA
W75-3	10'-0"	40	232	28	24	324	A=5⅛", B=2"	8GA
W75-11	10'-0"	3				3	A=2½", B=2"	8GA
W75-21	10'-0"	10				10	A=4⅛", B=2"	8GA
W75-30	10'-0"	20				20	A=2", B=2"	8GA
W75-31	10'-0"	10				10	A=6⅛", B=2"	8GA
W75-6	10'-0"	12	120	14	12	158	A=7½", B=2	8GA
~~W75-8~~	~~7'-0"~~					0	A=3", B=1"	14GA
W75-41	7'-0"					0	" B=2"	14GA
W75-42	7'-0"			10	2	12	" B=3¼	14GA
W75-43	7'-0"	28		4	16	48	" B=4"	14GA
W75-44	7'-0"		224	10	2	236	" B=5"	14GA
W75-5	7'-0"					0	A=1¼", B=1"	14GA
W75-51	7'-0"					0	" B=2"	14GA
W75-52	7'-0"			10	2	12	" B=3¼	14GA
W75-53	7'-0"	20		4	16	40	" B=4"	14GA
W75-54	7'-0"		224	10	2	236	" B=5"	14GA
W75-7	4'-8¼"		112	5	1	118	A=5¼", B=1"	14GA
W75-71	4'-8¼"	8				8	" B=2	14GA
W75-72	4'-8¼"			1		1	" B=3"	12GA
W75-73	4'-8¼"	1		4	9	14	" B=5	12GA
W75-74	4'-8¼"	1				1	" B=4"	12GA
W75-13	7'-9"	3			2	5	A=5", B=3¾"	12GA
W75-131	7'-9"				2	2	A=3", B=3¾	12GA
W75-132	7'-10⅛"	2				2	A=3", B=3¾	12GA
W75-133	4'-8¼"			2		2	A=5¼", B=4"	12GA
W75-10	7'-9"			8		8	A=6", B=9"	12GA
W75-12	7'-9"			8		8	A=6", B=3¾	10GA
W75-8	0'-9"	58	560	60	50	728	A=¾", B=1	22GA
W75-9	0'-7"	10	112	12	0	144	A=2¼, B=	22GA
W75-14	10'-0"			16		40	A=¾, B=¾	22GA
UFC-5"	25'	90				90	UNDERDECK CLOSURE ANGLE	
UFC 5¼	22'	500	4930	590	502	6520	SURFACE CLIPS	
UFC-7"	28'	100	1008	120	100	1330		
B58H-3	4'-10"	1		3	4	8	2" DEEP 7" PITCH 22GA 21' COVER	

ERECTOR NOTE: EXTRA FIELDS OF W75-14 & B-63H-1 HAVE A ZERO SHIFTED USE FOR MISC. FURNISH.

SEE SHEET 1 FOR NOTES.

PASSAGASSAWAUKEAG RIVER BRIDGE
BELFAST
WALDO COUNTY
MAINE
BU-026-2(1)

REV 5-4-62
REV 4-9-62

3-20-62 SHEET 2 OF 3

11935