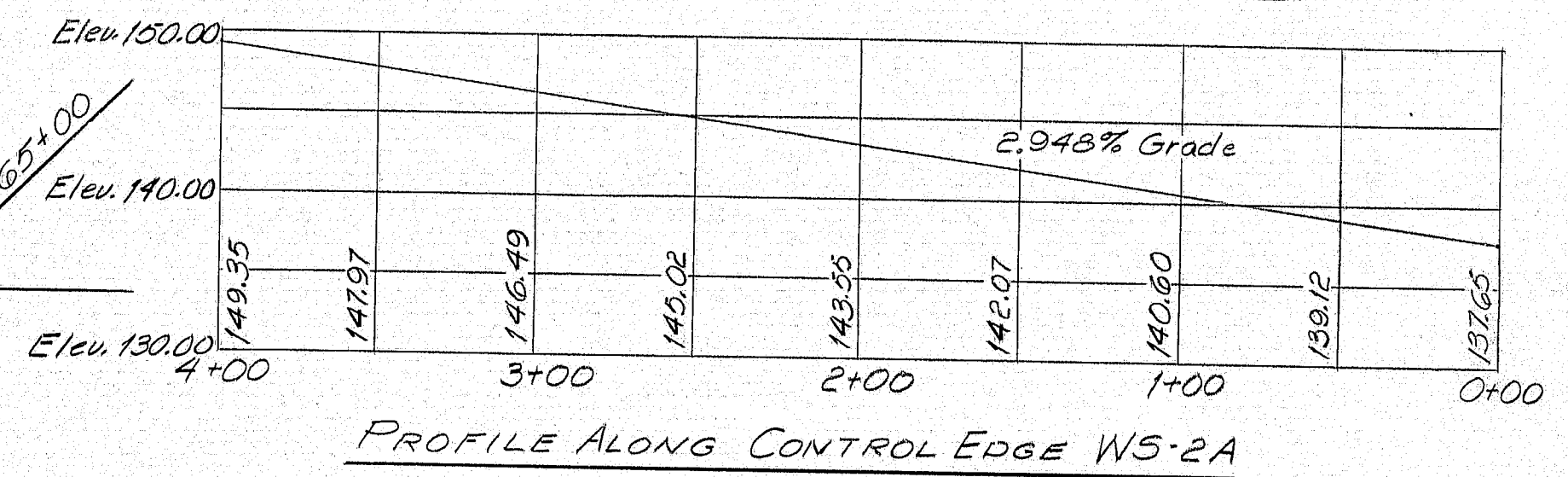
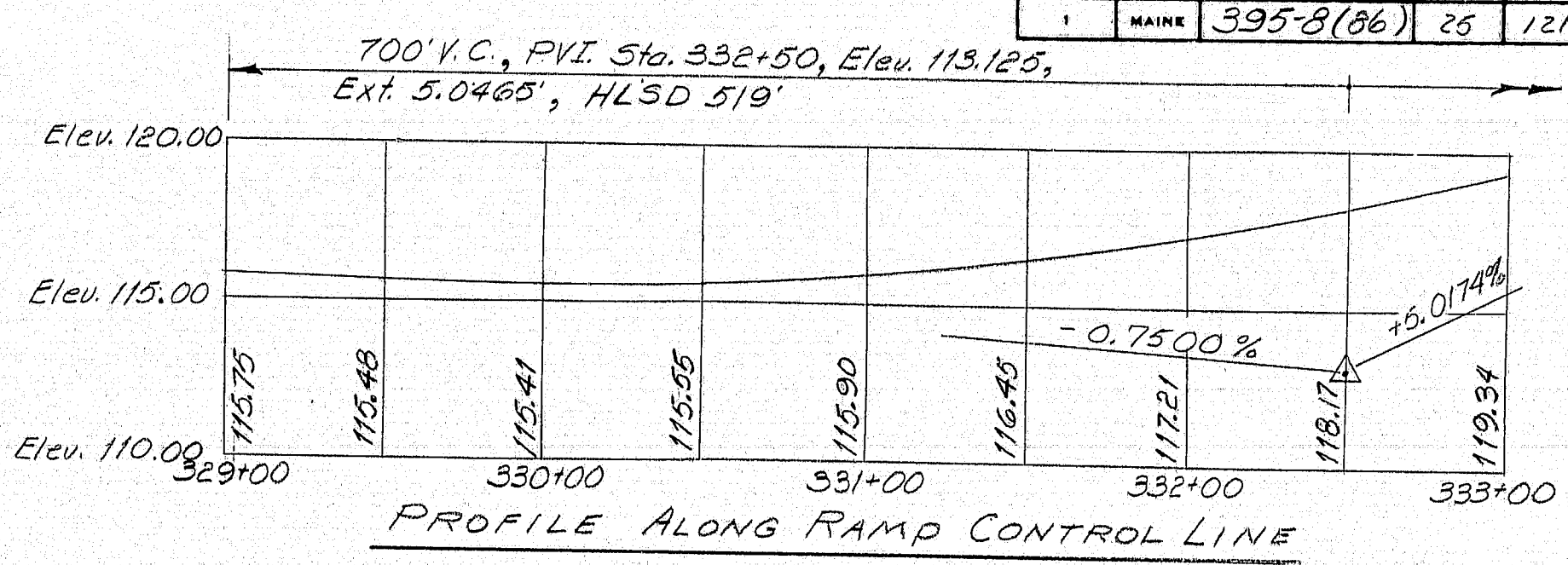
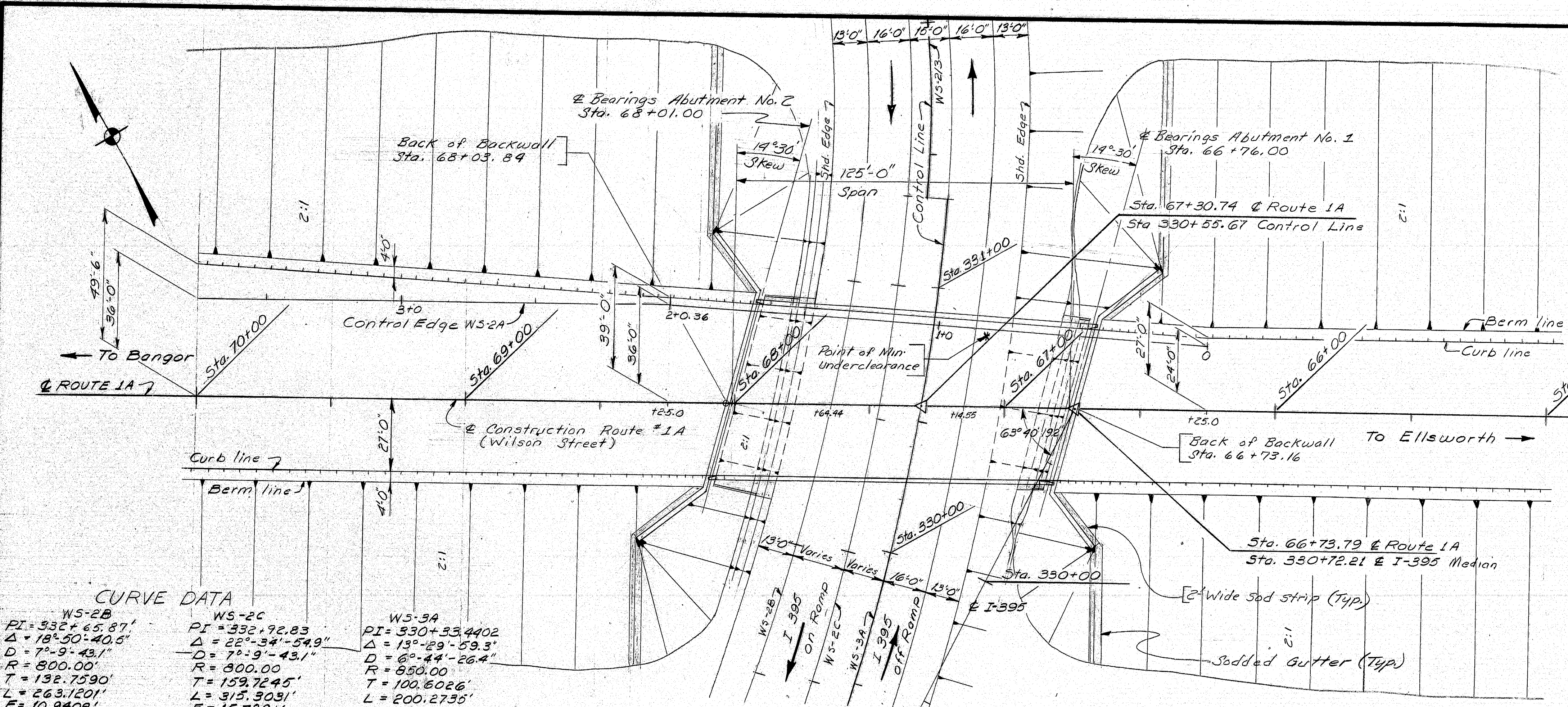


| F.W.A. REG. NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|--------------------|-------|----------------|-----------|--------------|
| 1 | MAINE | 395-8(86) | 25 | 121 |



CURVE DATA

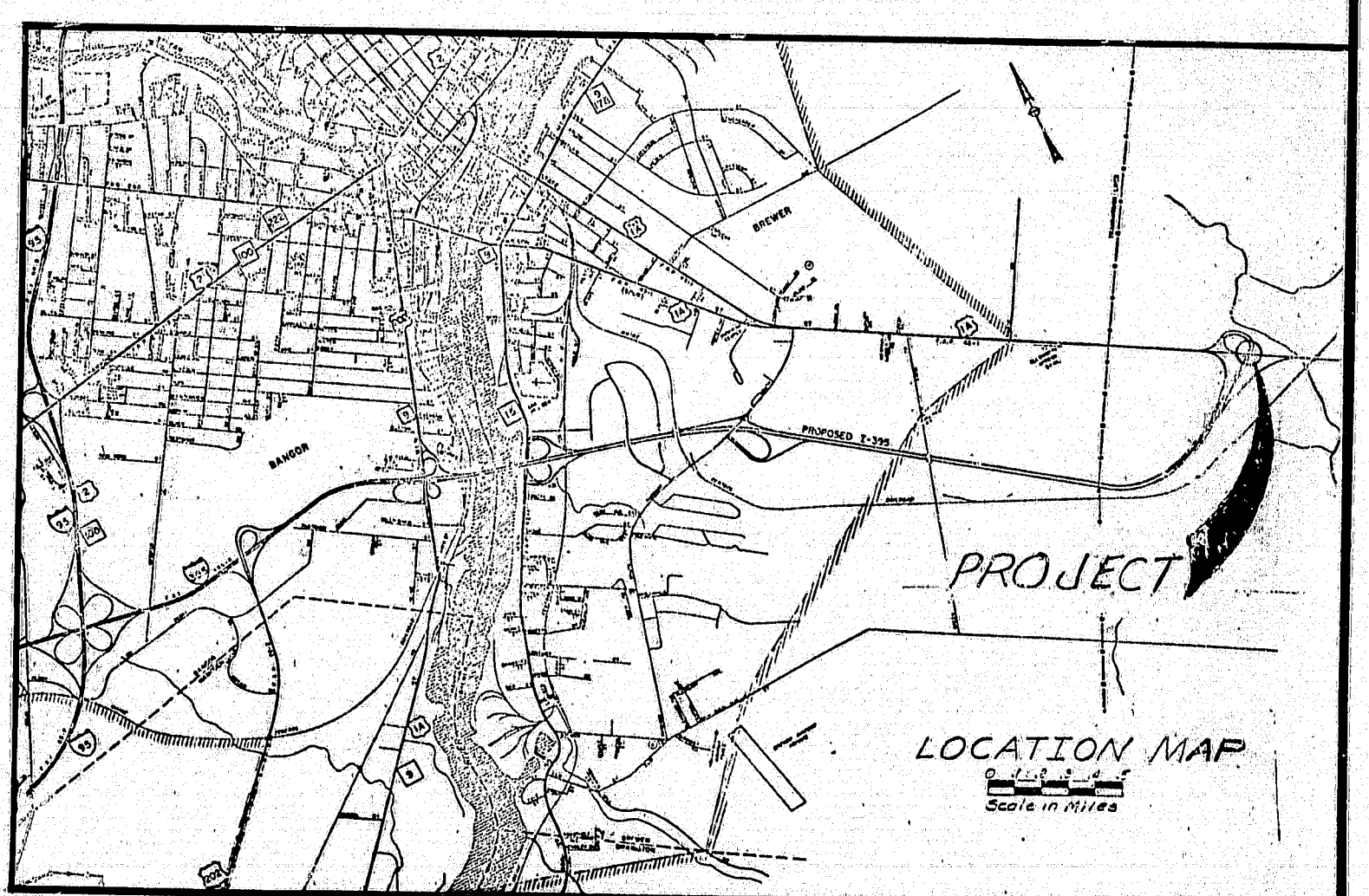
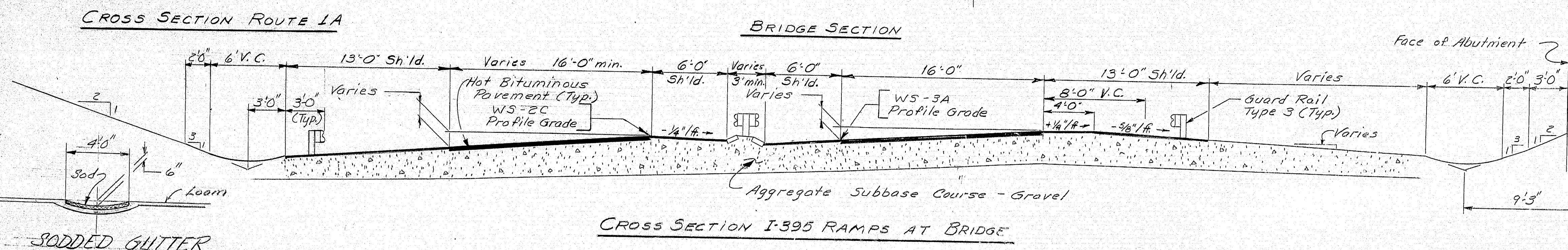
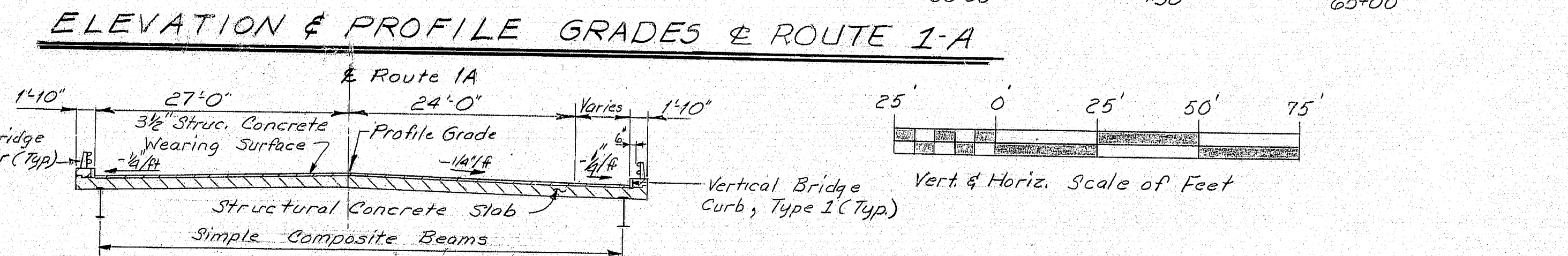
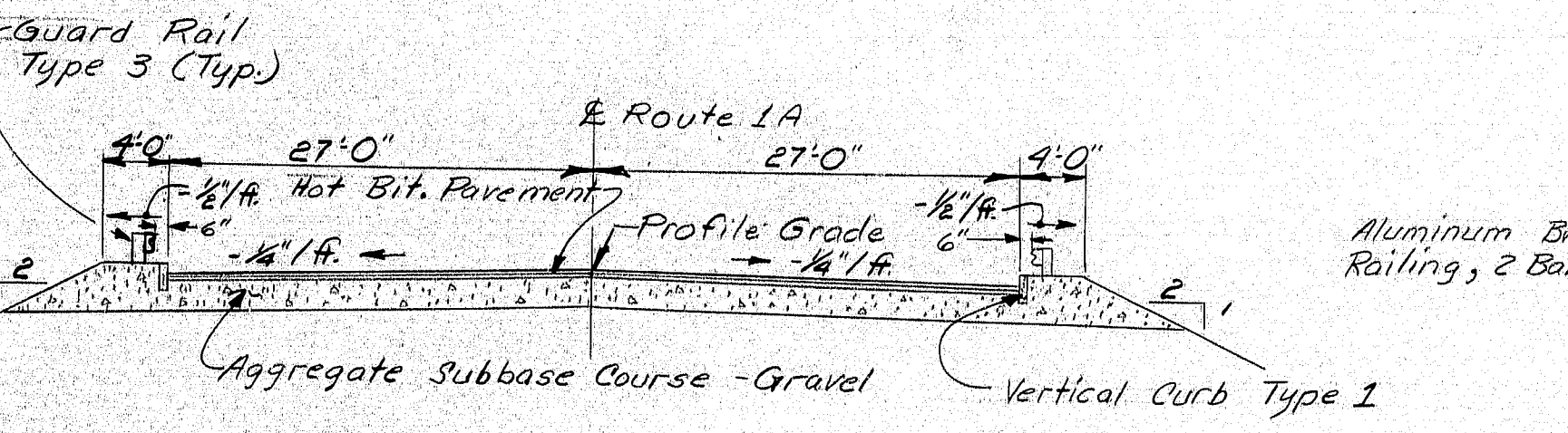
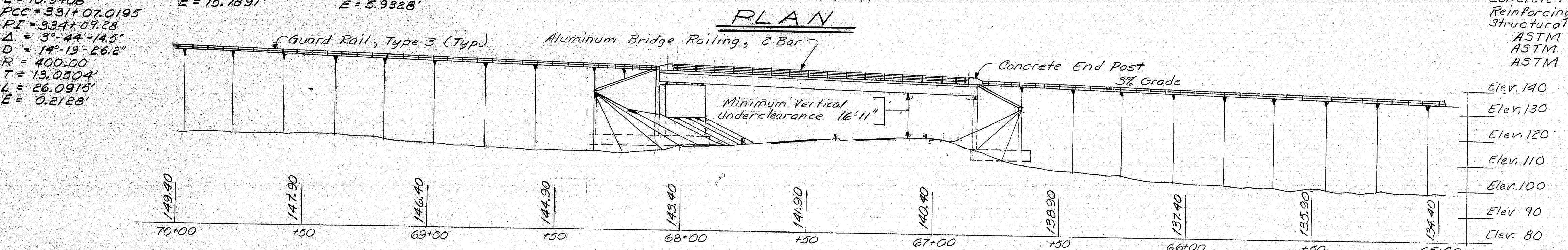
| WS-2B | WS-2C | WS-3A |
|--------------------|-------------------|-------------------|
| PI = 332+65.87' | PI = 332+92.83' | PI = 330+33.4402' |
| Δ = 18°-50'-40.0" | Δ = 22°-34'-54.9" | Δ = 13°-29'-59.3" |
| D = 7°-9'-43.1" | D = 7°-9'-43.1" | D = 6°-44'-26.4" |
| R = 800.00' | R = 800.00' | R = 800.00' |
| T = 132.7590' | T = 159.7645' | T = 100.8026' |
| L = 263.1201' | L = 315.3031' | L = 200.2755' |
| E = 10.9408' | E = 15.7831' | E = 5.9328' |
| PCC = 331+07.0195' | | |
| PI = 334+09.28' | | |
| Δ = 3°-44'-14.5" | | |
| D = 14°-13'-26.2" | | |
| R = 400.00' | | |
| T = 13.0504' | | |
| L = 26.0915' | | |
| E = 0.2128' | | |

TRAFFIC DATA

| | On Ramp | Off Ramp | Wilson St. |
|---------------|---------|----------|------------|
| AADT - (1983) | 3520 | 180 | 13200 |
| AADT - (1980) | 6170 | 330 | 25200 |
| DHV - (2003) | 926 | 49 | 2000 |
| D (%) | 15 | 15 | |
| T (%) | 7 | 7 | |
| V | 40 (ss) | 40 (ss) | |
| 18kip P85 | 258 | 14 | |

SPECIFICATIONS

- Design - AASHTO Standard Specifications for Highway Bridges, 1977 and Interim Specifications 1978, 1979, 1980 and 1981.
- Contract - State of Maine, Department of Transportation, Standard Specifications, Highways and Bridges, Revision of June 1981.
- Design Loading - Live Load - H 5 S 25 STRESS CYCLES 500,000
- Materials - Concrete: Structural Wearing Surface - Class AA All other - Class A
- Basic Allowable Stresses - Concrete: $f_c = 1200 \text{ psi}$, $n = 9$
- Reinforcing Steel: $f_s = 27,000 \text{ psi}$
- Structural Steel: ASTM A572 $f_s = 27,000 \text{ psi}$, ASTM A325 $f_v = 25,000 \text{ psi}$, ASTM A36 $f_s = 20,000 \text{ psi}$
- Reinforcing Steel: ASTM A615 Grade 60
- Structural Steel: Beam Flanges ASTM A572, High-Strength Bolts ASTM A325, All other ASTM A36



| PROJECT DESIGN ENGINEER | DATE |
|-------------------------|------|
| BY LAM | 11-8 |
| CHECKED DEW | 2-83 |
| REVISIONS | |
| FIELD CHANGES | |

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WILSON STREET
OVER
I-395
BREWER

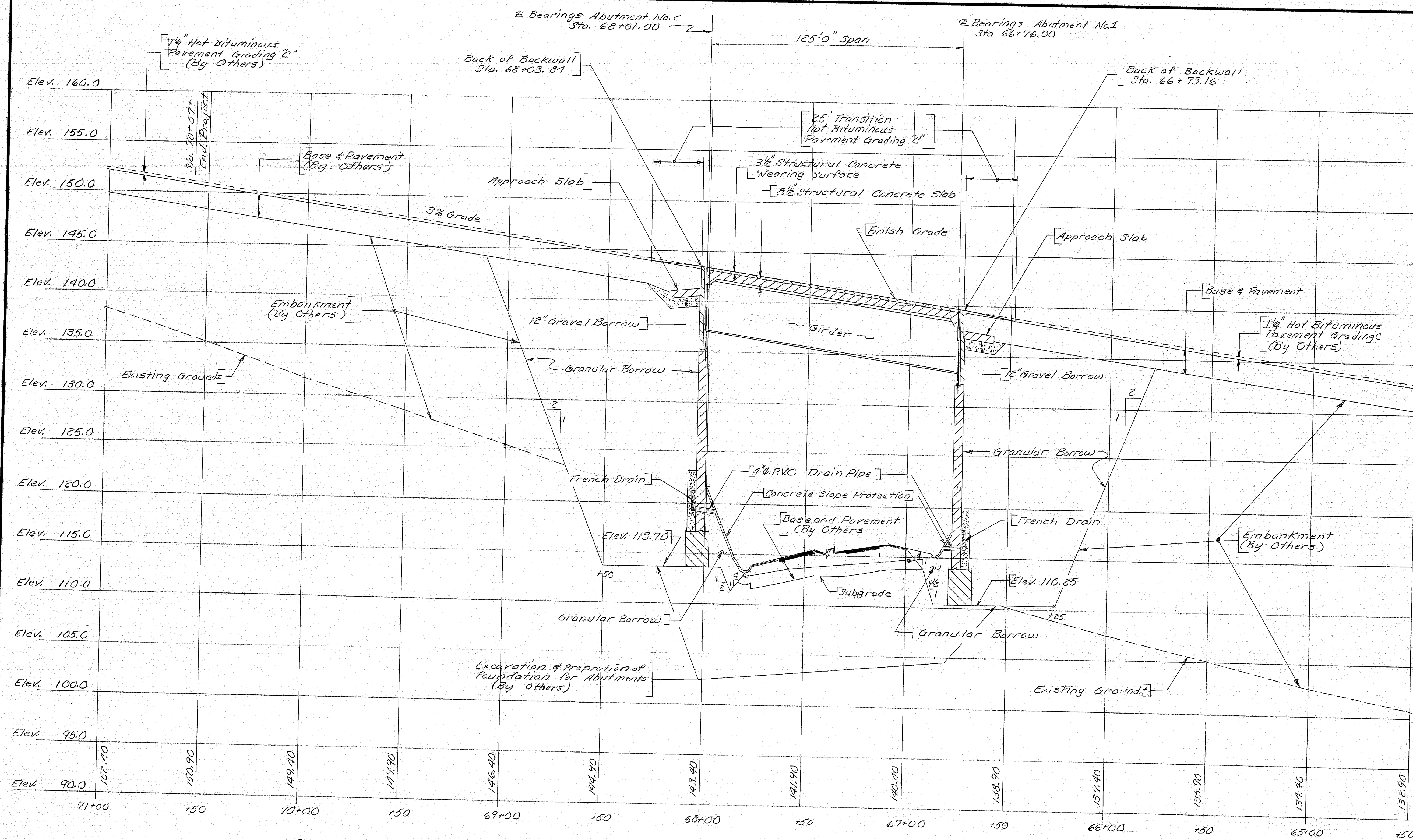
GENERAL PLAN

As Built
1984
2m

BEARING ABUTMENT NO. 2

SHEET 25 OF 121 AUGUSTA, MAINE

| F.H.W.A. SHEET NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|-----------------------|-------|----------------|-----------|-----------------|
| 1 | MAINE | 395-B (86) | 26 | 121 |



PROFILE & CONSTRUCTION ~ WILSON STREET ROUTE #1A

"As Built" 1984
Rm 2

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WILSON STREET
OVER
I-395
BREWER

PROFILE & CONSTRUCTION LIMITS

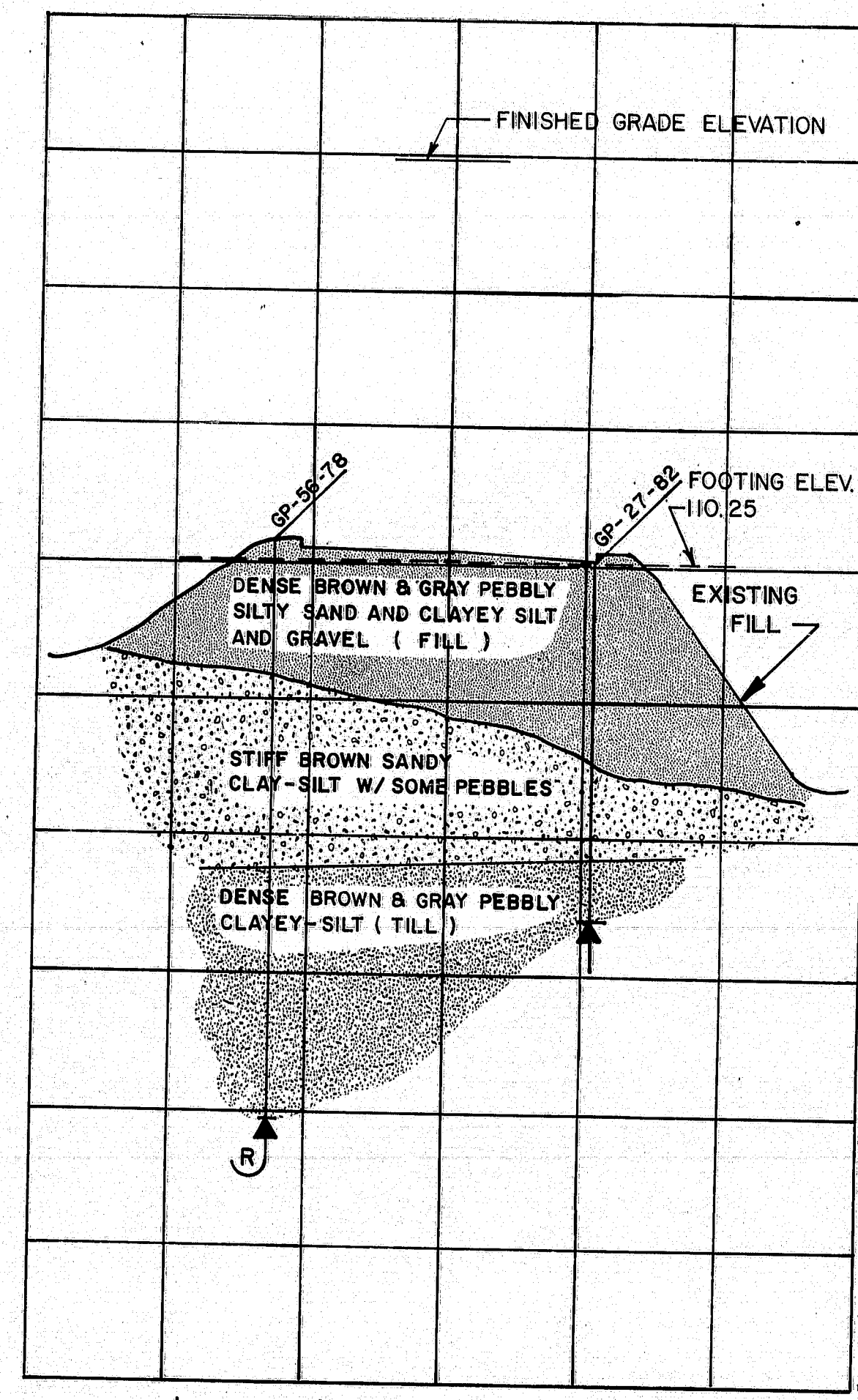
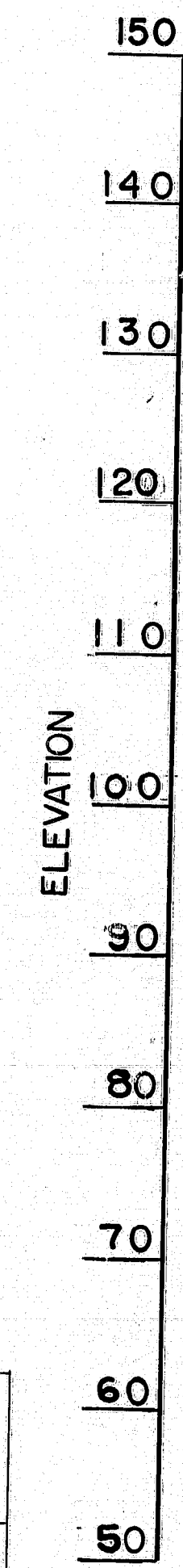
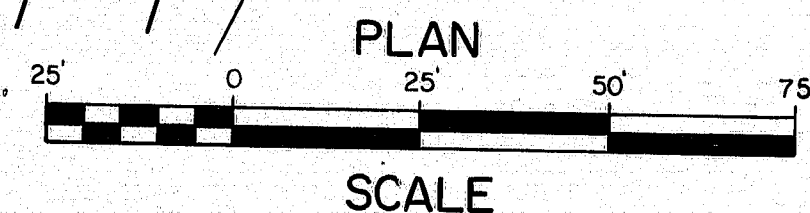
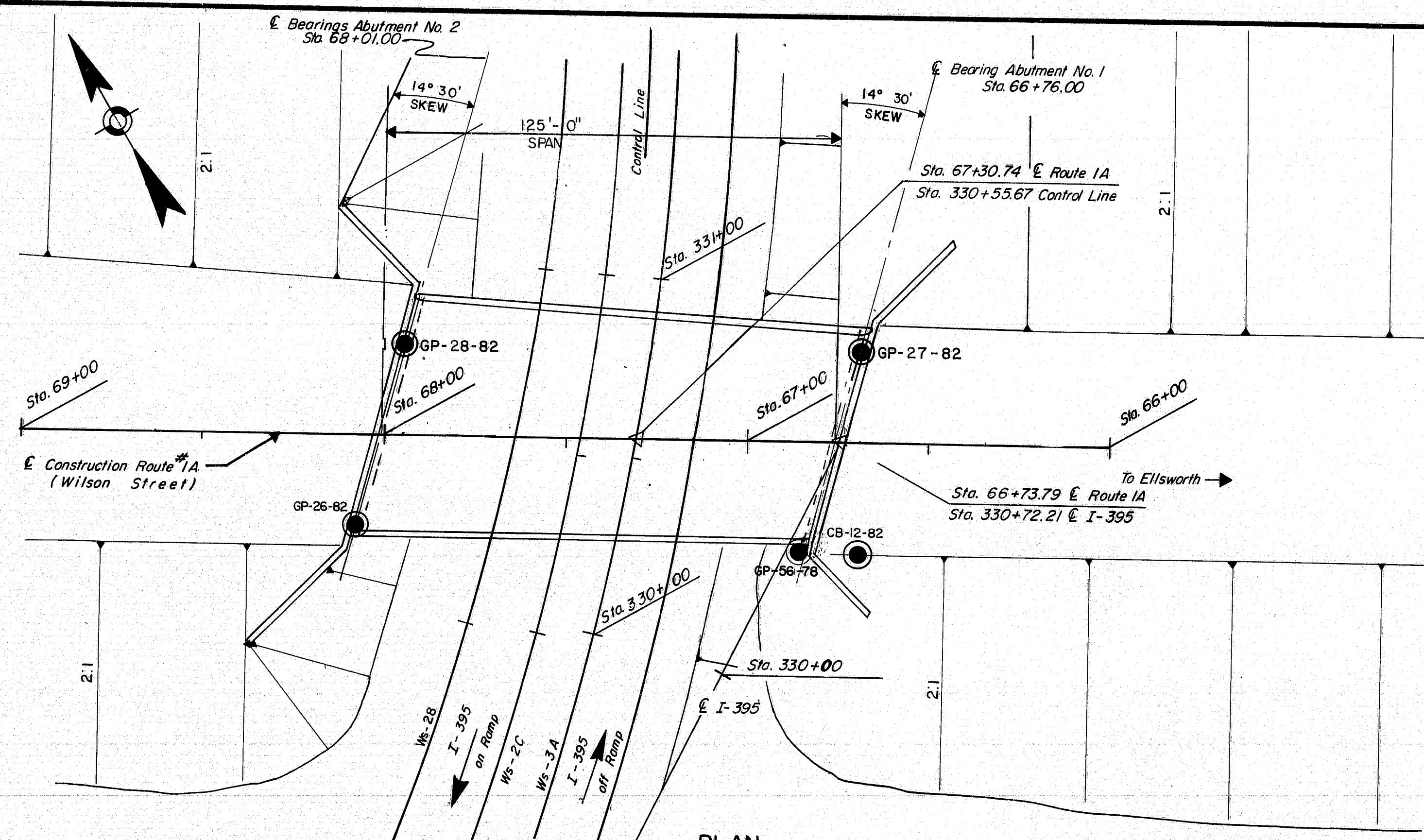
SHEET 26 OF 121 AUGUSTA, MAINE

102-59

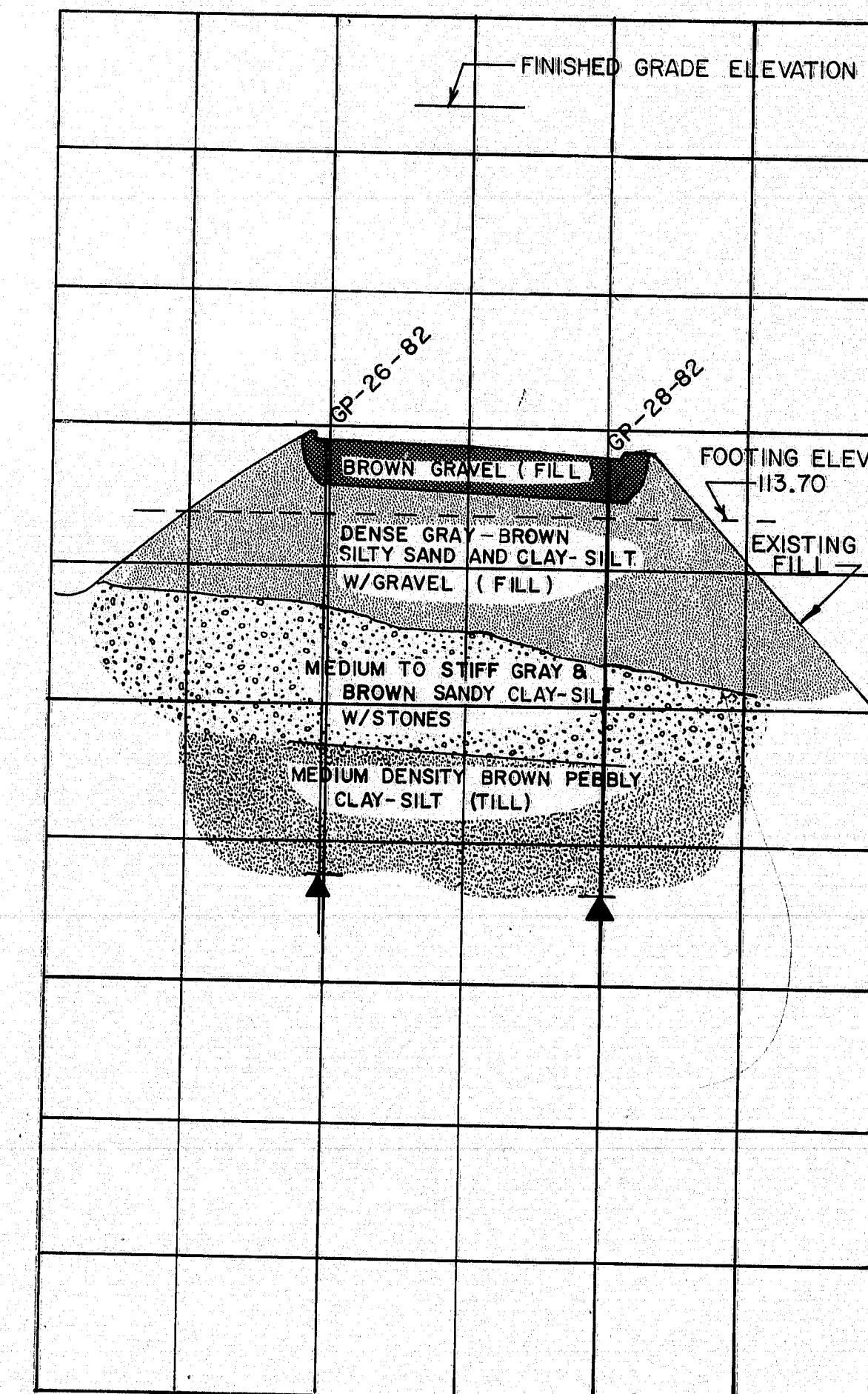
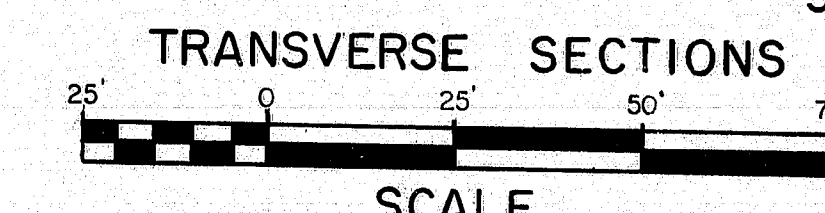
| PROJECT DESIGN ENGINEER | BY | DATE |
|-------------------------|-----------|-------|
| DESIGN - DETAILED | GOV. R.W. | 11-82 |
| REVISIONS | DEW | 12-83 |
| FIELD CHANGES | | |

BRUNING 44132 45710

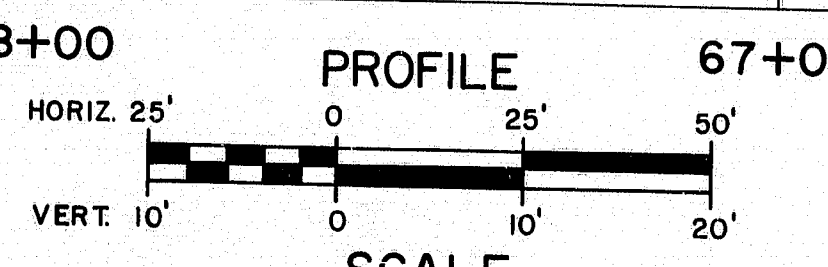
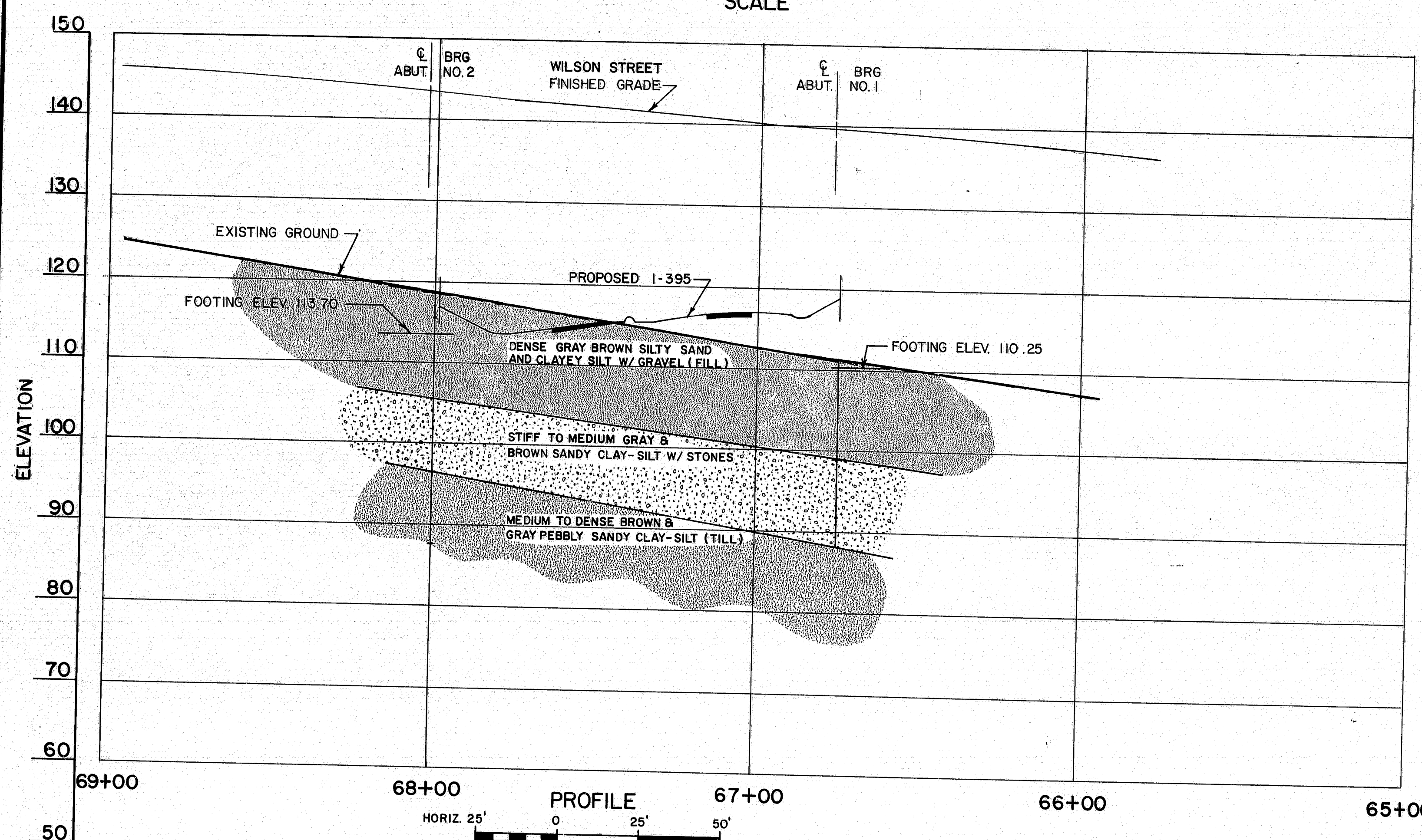
| F.R.W. REG. NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|--------------------|-------|----------------|--------------|-----------------|
| 1 | MAINE | 395-8 (86) | 87 | 121 |



STA. 66+74
(ABUT. NO. 1)



STA. 68+01
(ABUT. NO. 2)



| PROJECT DESIGN ENGINEER | BY | DATE |
|-------------------------|----|------|
| DESIGN - DETAILED | | |
| CHECKED | | |
| REVISIONS | | |
| FIELD CHANGES | | |

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WILSON STREET
OVER
I-395
IN THE TOWN OF
BREWER
PENOBSCOT COUNTY

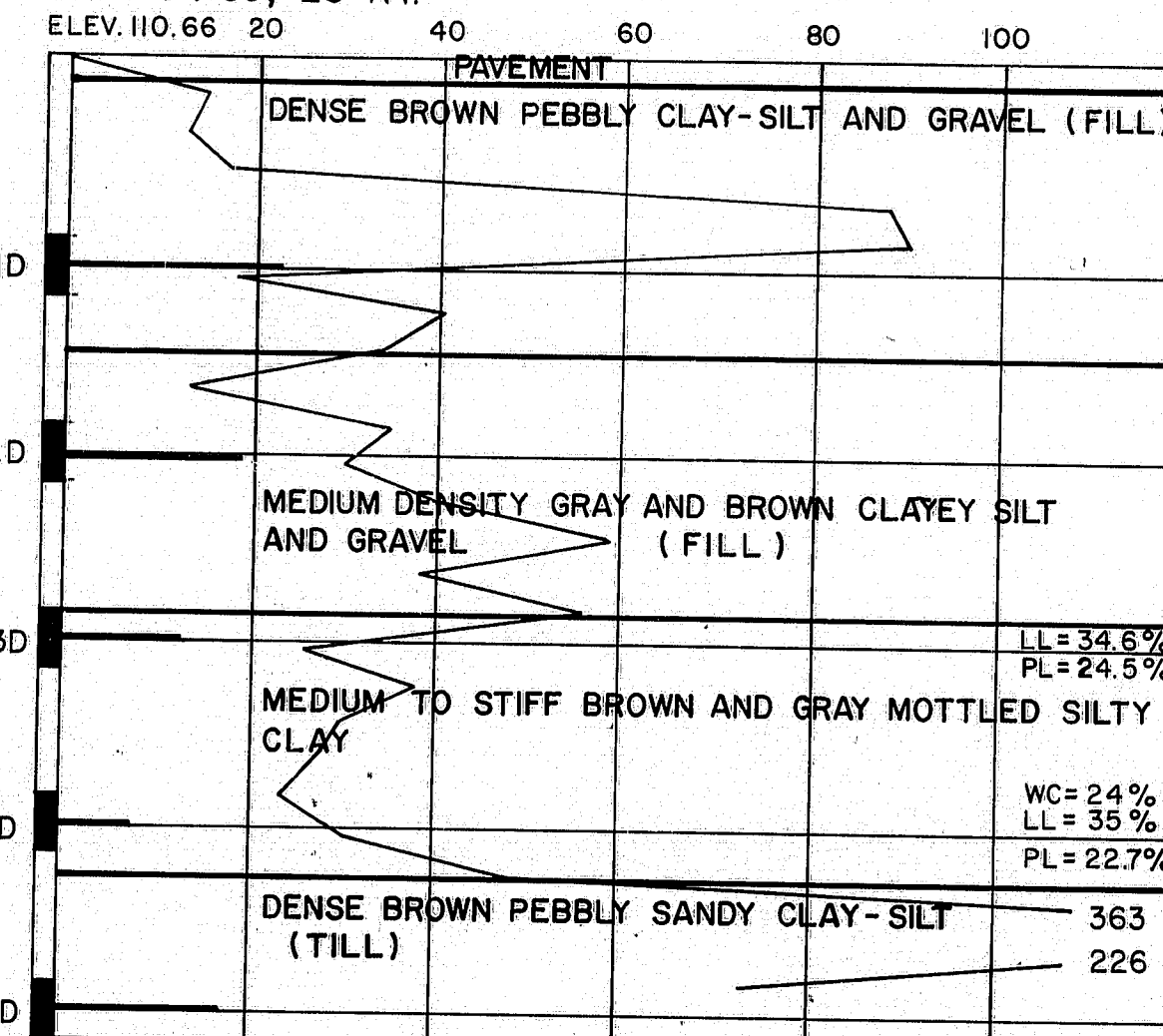
FOUNDATION SURVEY
SHEET 27 OF 121
AUGUSTA, MAINE

182-60

| F.R.W.A. NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|-----------------|-------|----------------|-----------|--------------|
| 1 | MAINE | 395-8 (86) | 28 | 121 |

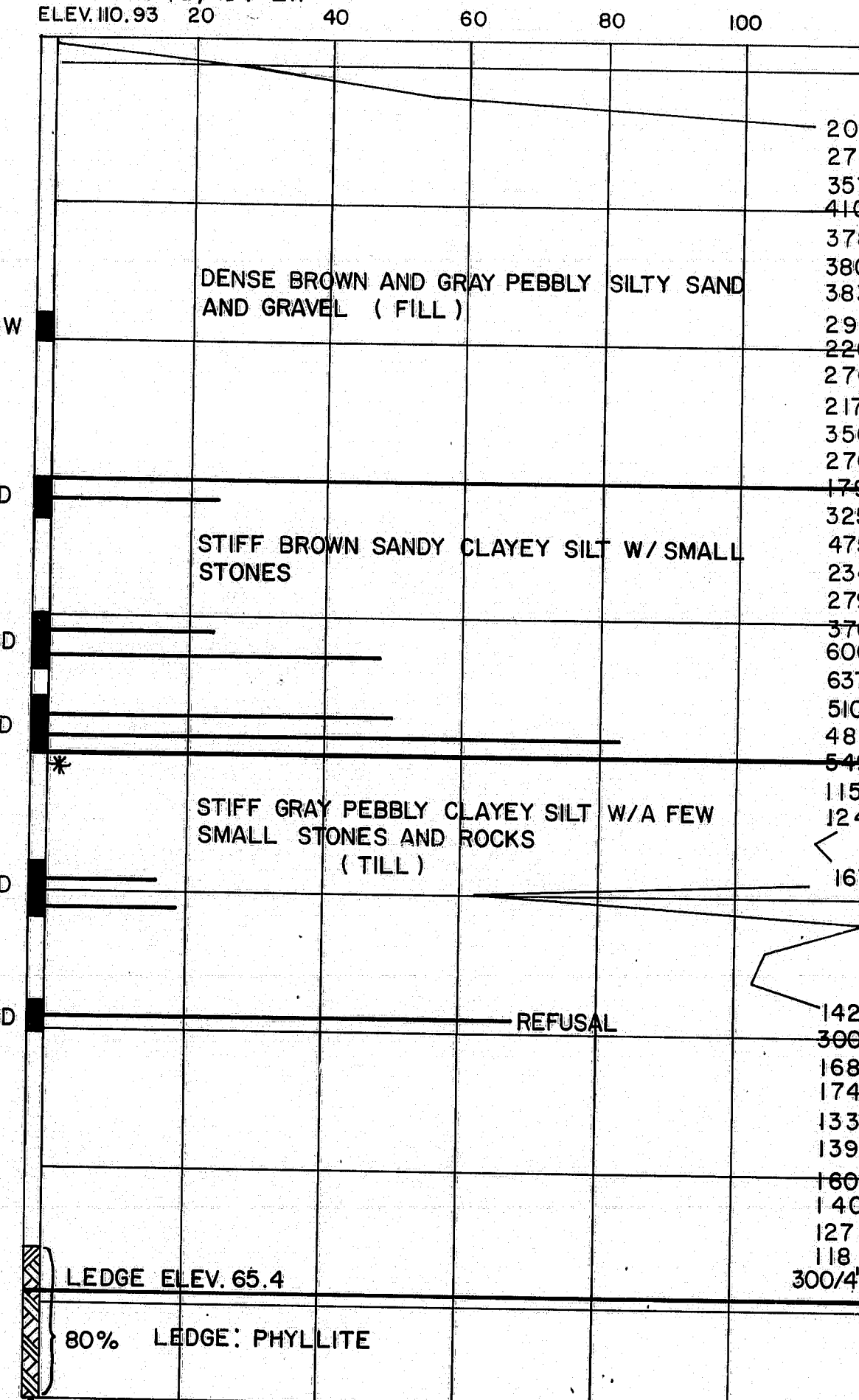
BORING GP-27-82

STA. 66+69, 25' RT.



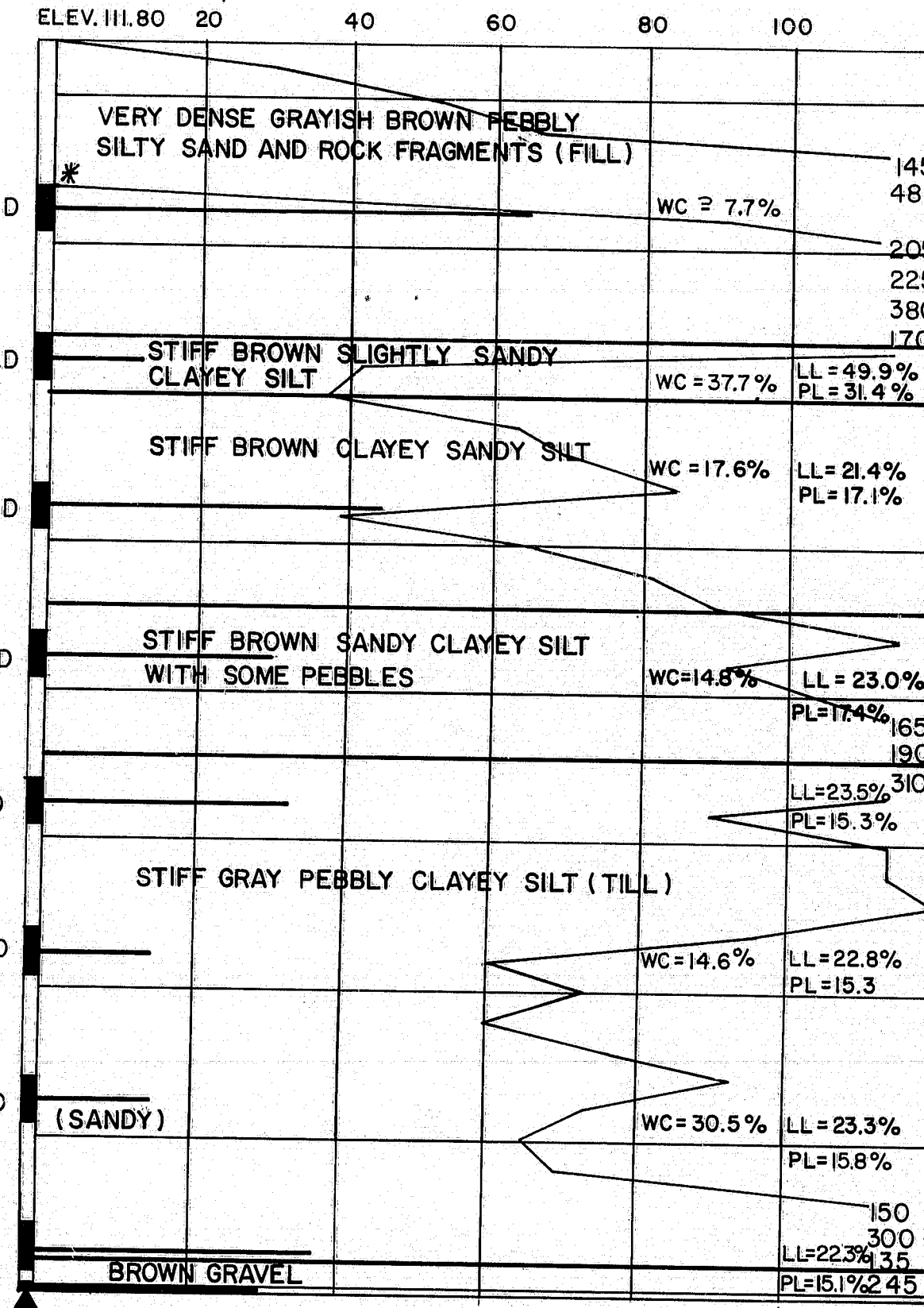
BORING CB-12-82

STA. 66+70, 30' LT.



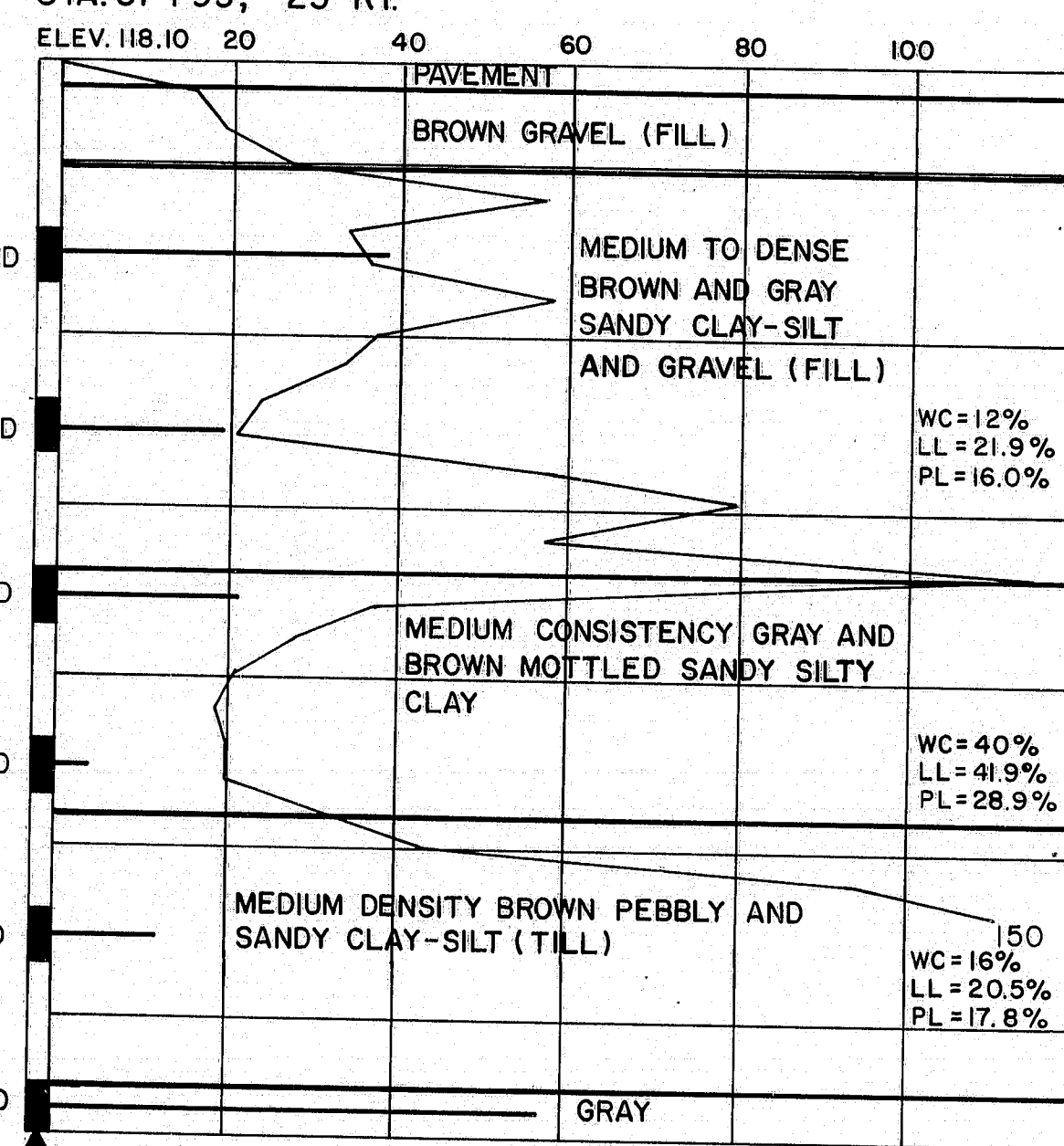
BORING GP-56-78 (TB-23)

STA. 66+83, 31' LT.



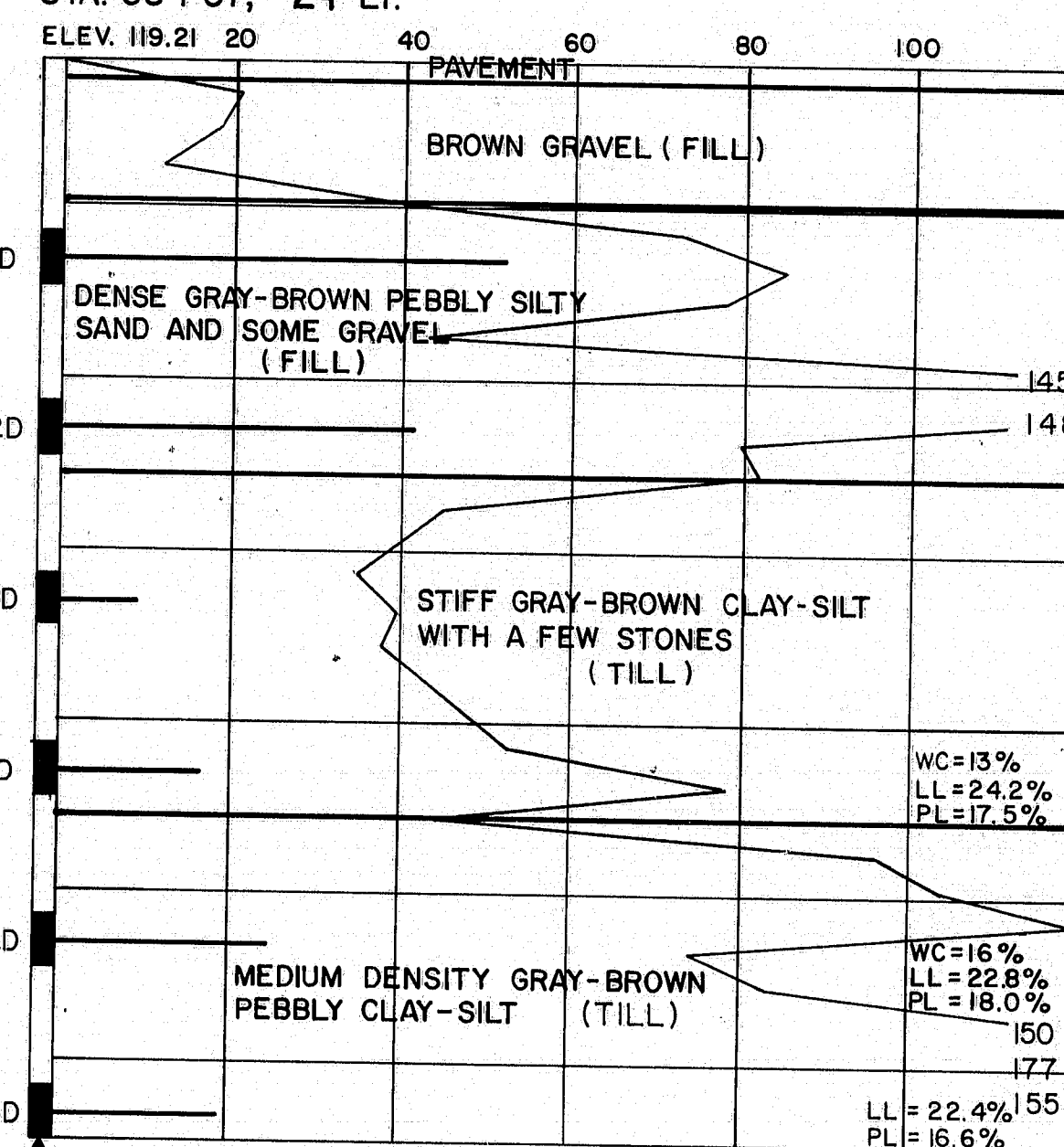
BORING GP-28-82

STA. 67+95, 25' RT.



BORING GP-26-82

STA. 68+07, 24' LT.



BORING NOTES

- All samples and vanes are made ahead of casing
- Number of blows required to drive extra heavy casing one foot with 400 ft. lbs. of energy per blows
- Location of sample or sample attempt
- Number and type of dry sample
- S & H Sampler #1290's
- Wash sample and number
- Unsuccessful sample attempt and type of sampler
- Number of blows required to drive spoon or tubing one foot with 350 ft. lbs. of energy per blow
- Bottom of boring (may not be bottom of soil strata)
- Refusal of drill rods or casing (may not be ledge)
- 71% Locations cored by diamond bit and percent recovery of rock

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
WILSON ST.
OVER
I-395
IN THE TOWN OF
BREWER
PENOBSCOT COUNTY
BORING DETAILS
SHEET 28 OF 121 AUGUSTA, MAINE

182-61

| F.W.A. REG. NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|--------------------|-------|----------------|-----------|-----------------|
| 1 | MAINE | 395-B (86) | 29 | 121 |

ABUTMENT NOTES

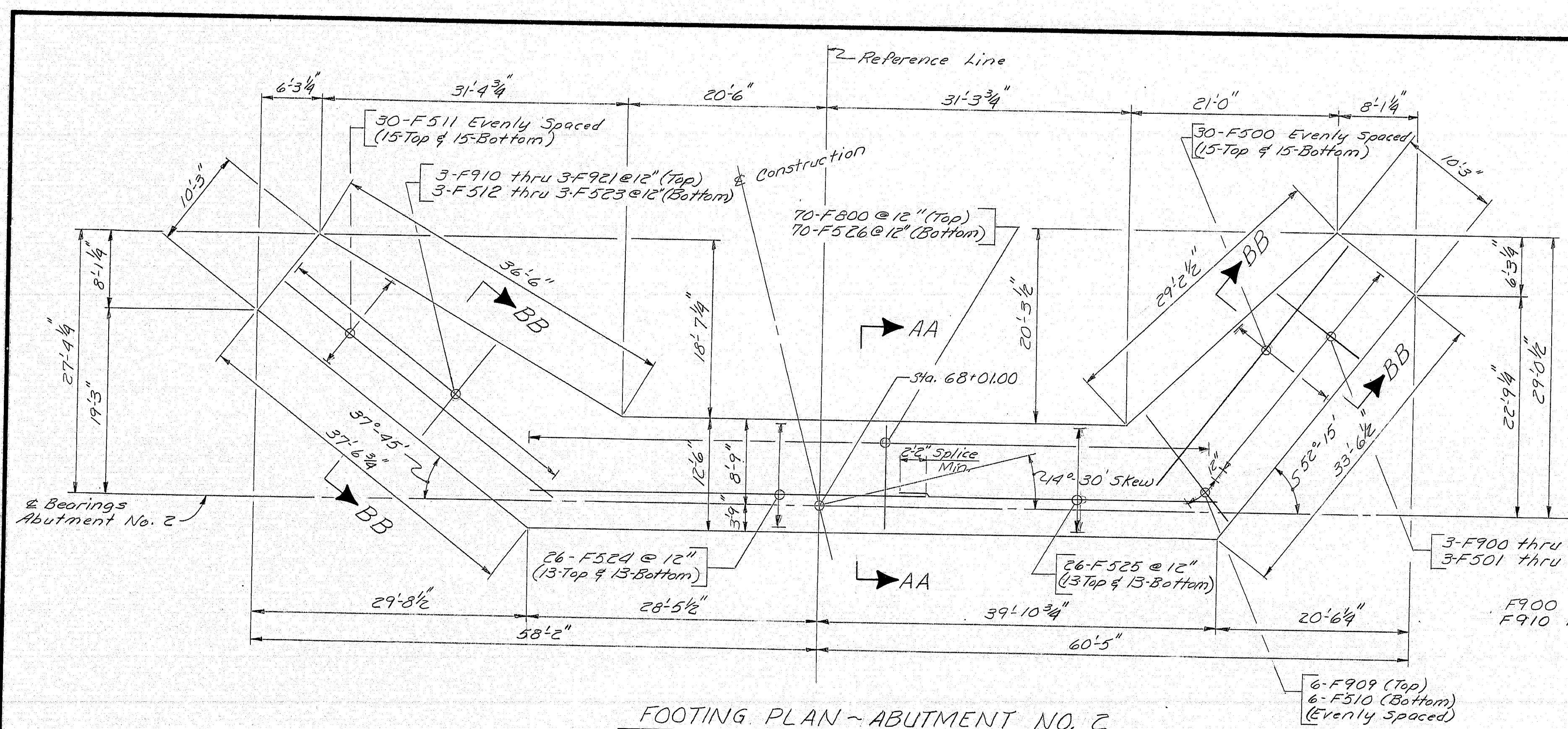
1. Reinforcing steel shall have 2 inches cover unless otherwise indicated.

2. Protective coating for concrete surfaces shall be applied to the following areas:

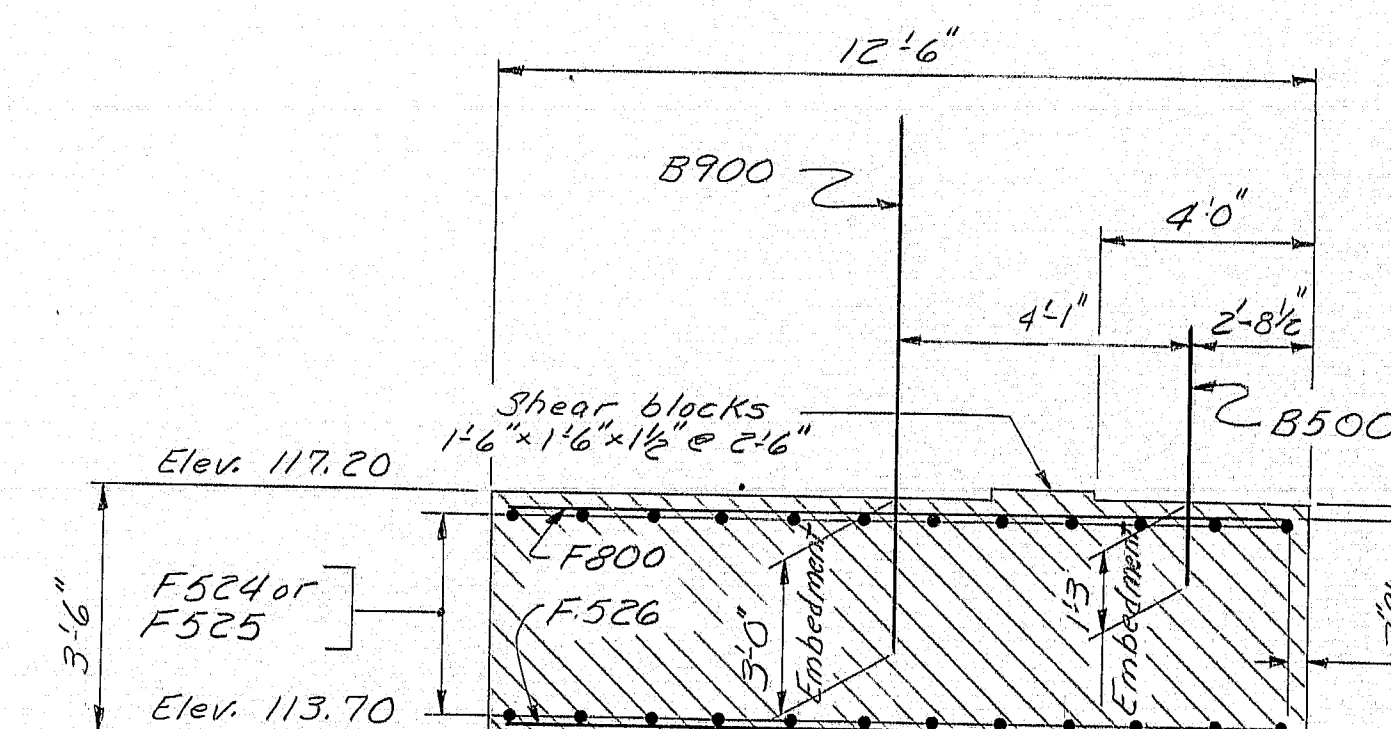
Top of concrete curbs.
Top of abutment backwalls and 1' below top of backwalls on the back side.

3. Place 4" diameter drains in breastwall and wings at 20 feet maximum spacing. Exact location to be determined by the Engineer in the field.

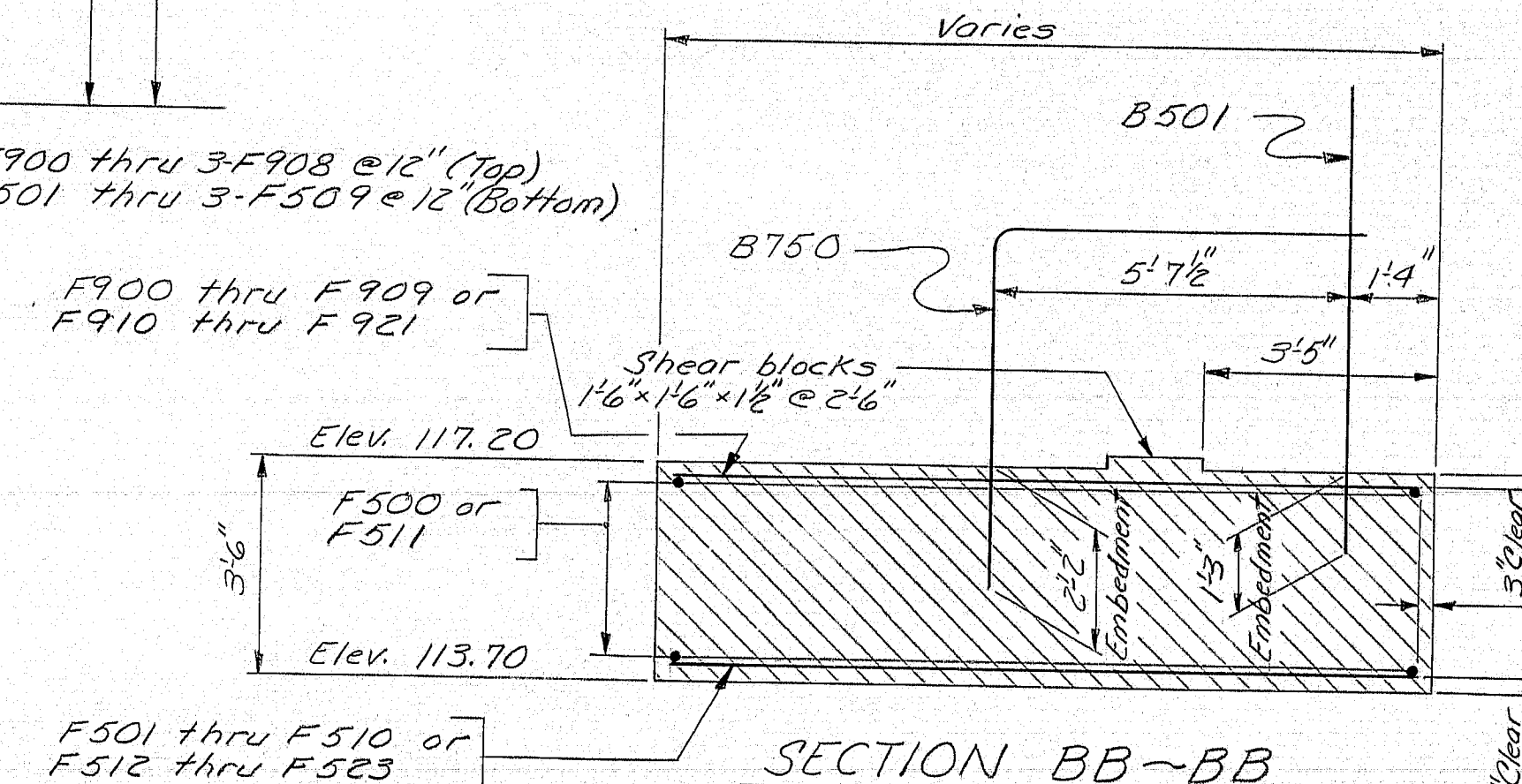
4. Maximum calculated footing pressures are:
Abutments 5.0 tons/square foot
Wings 4.0 tons/square foot.



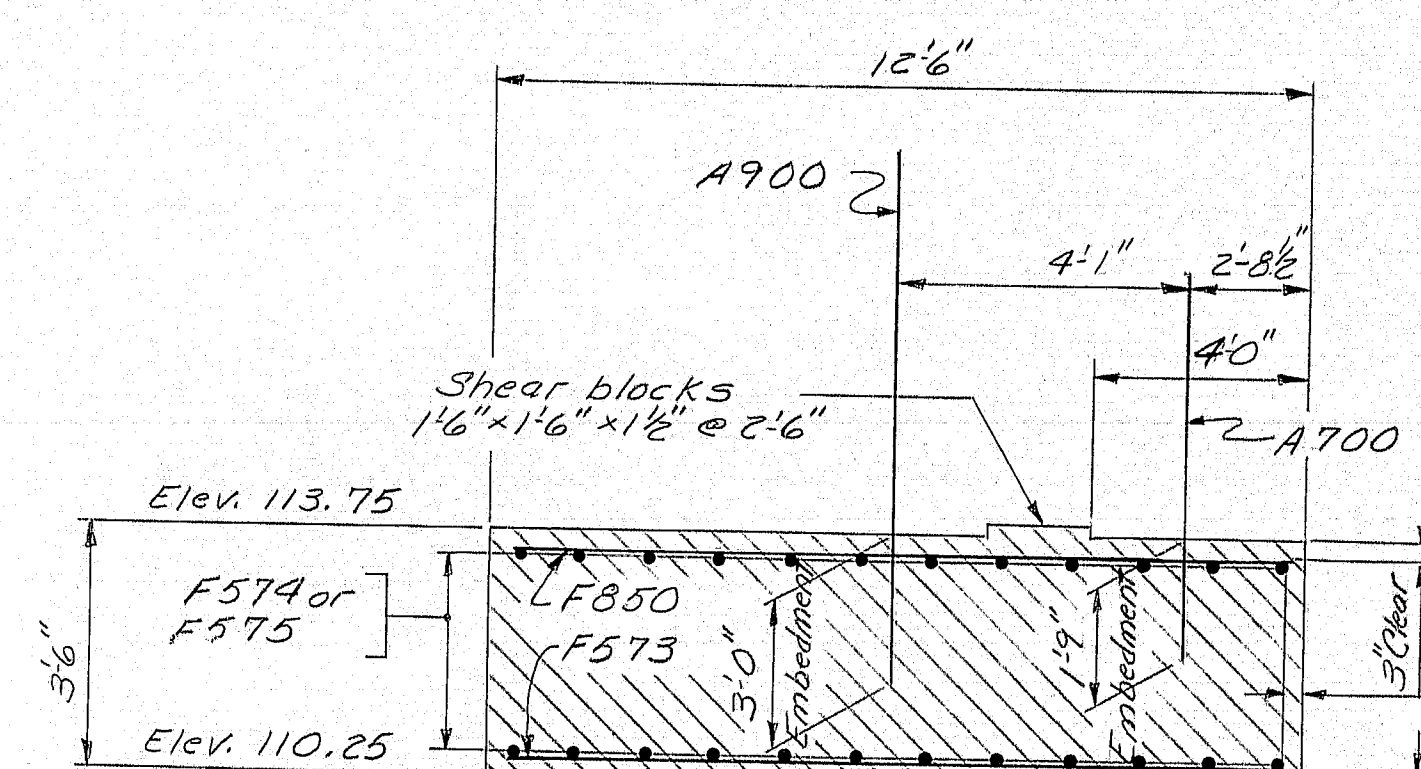
FOOTING PLAN - ABUTMENT NO. 2



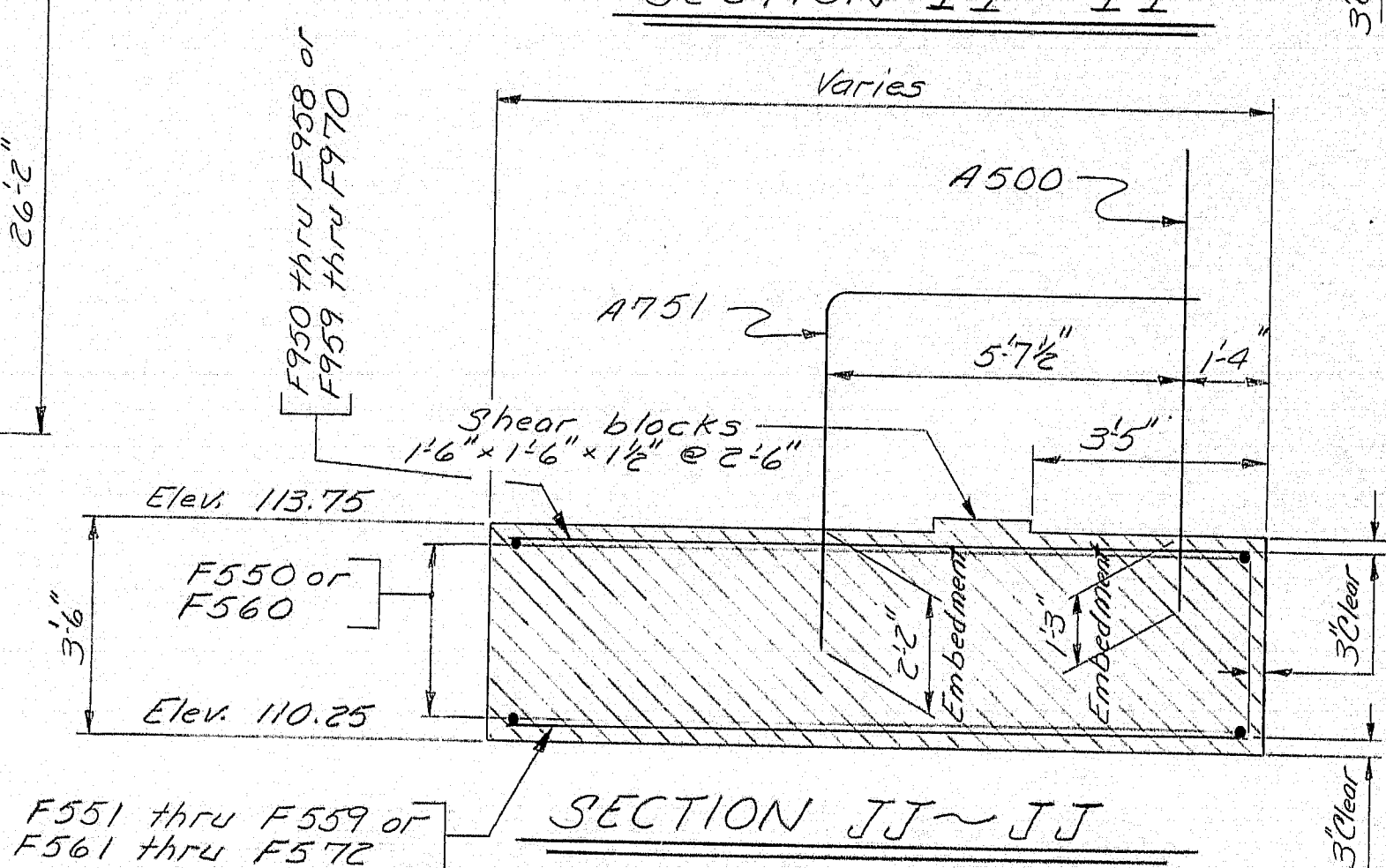
SECTION AA-AA



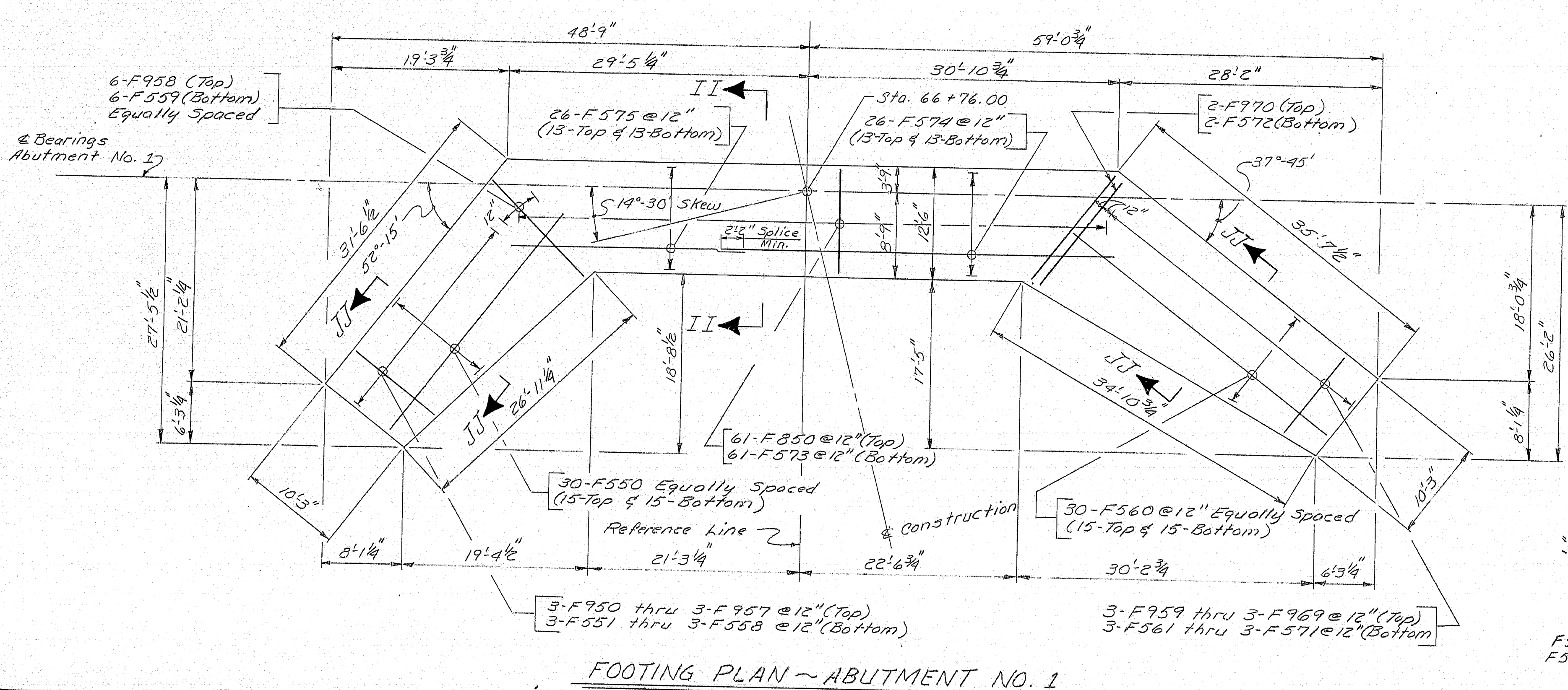
SECTION BB-BB



SECTION II-II



SECTION JJ-JJ



FOOTING PLAN - ABUTMENT NO. 1

| PROJECT ENGINEER | DATE |
|-------------------|------|
| DESIGN - DETAILED | 6-82 |
| CHECKED | 6-82 |
| REVISIONS | 2-82 |
| FIELD CHANGES | |

BRUNING 44-132-45710

AS 80.14 1984

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

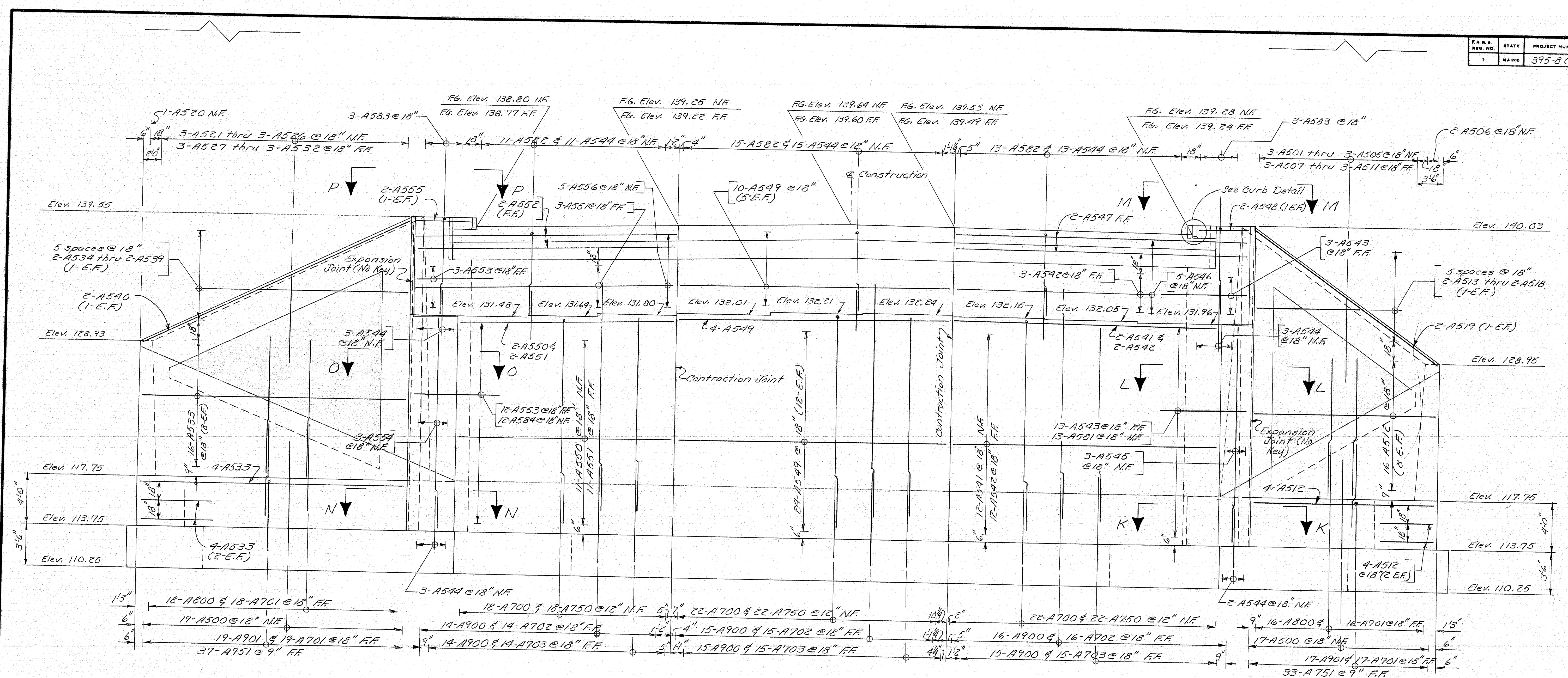
WILSON STREET
OVER
I-395
BREWER

ABUTMENT FOOTINGS

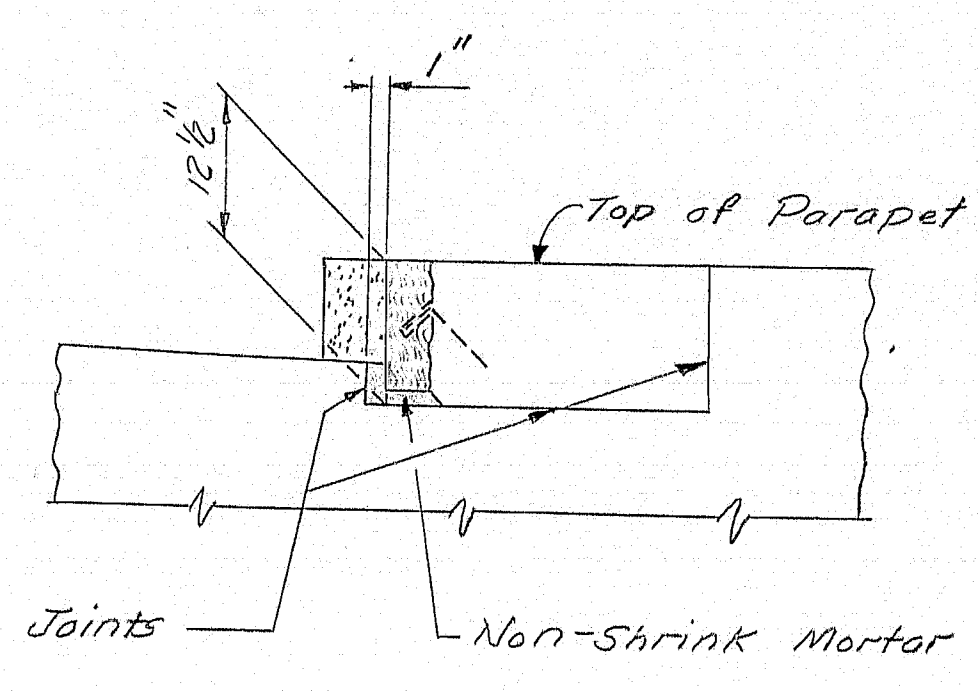
182-62

SHEET 29 OF 121 AUGUSTA, MAINE

| F.W.A. REV. NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|--------------------|-------|----------------|--------------|-----------------|
| 1 | MAINE | 395-B (86) | 31 | 121 |



ELEVATION ABUTMENT NO. 1



CURB DETAIL
For details not shown
see BD 126-B1, sheet #23.

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

| | |
|-------------------------|------|
| PROJECT DESIGN ENGINEER | DATE |
| CHECKED | 7-22 |
| REVISIONS | 2-83 |
| FIELD CHANGES | |

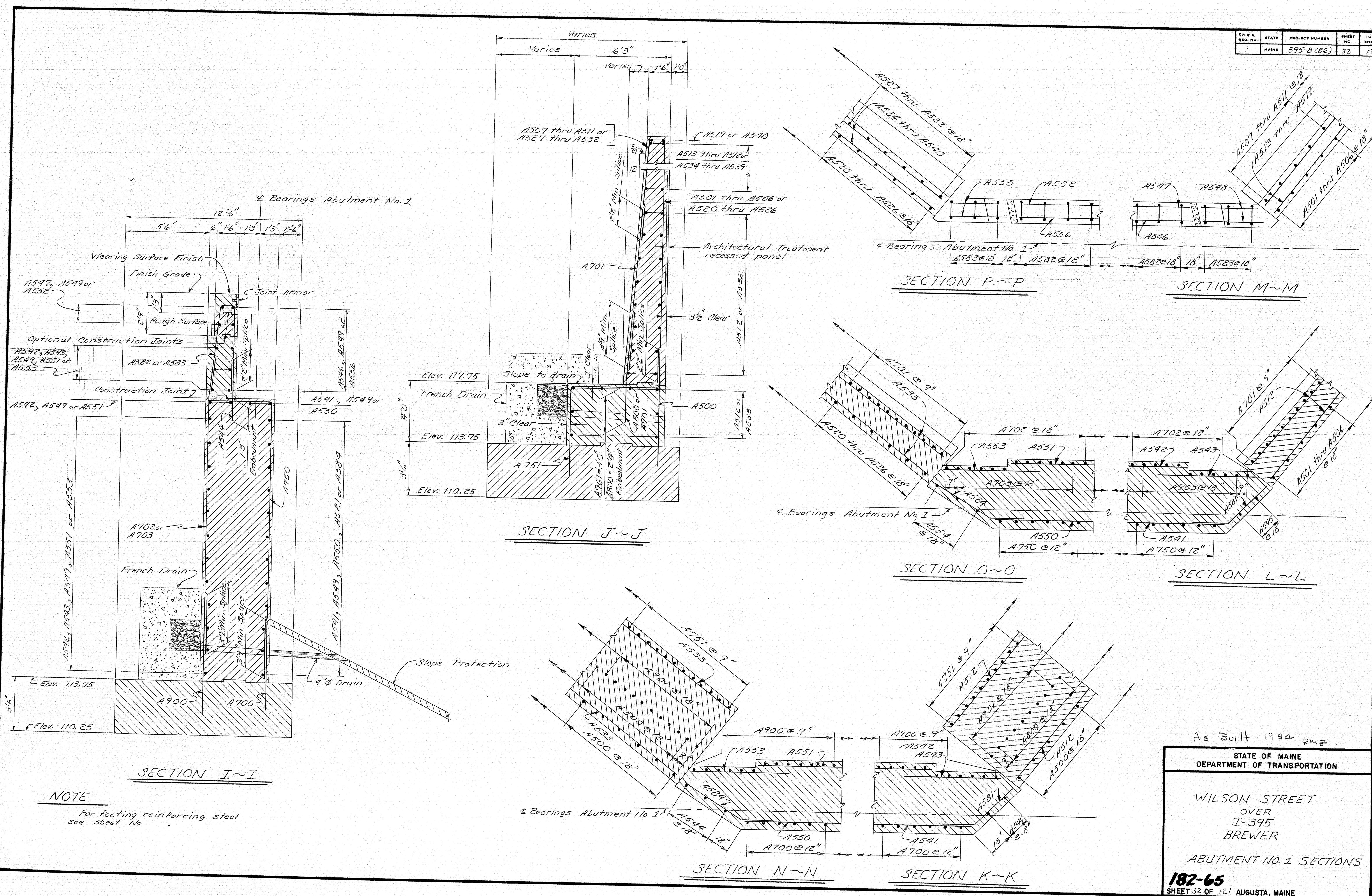
As Built 1984 Bmk
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WILSON STREET
OVER
I-395
BREWER

ELEVATION ~ ABUTMENT NO. 2
182-64
SHEET 31 OF 121 AUGUSTA, MAINE

BRUNING 44 152 45710

| F.R.W.A. SHEET NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|-----------------------|-------|----------------|--------------|-----------------|
| 1 | MAINE | 395-B (86) | 32 | 121 |



As Built 1984 R.M.F.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WILSON STREET
OVER
I-395
BREWER

ABUTMENT NO. 1 SECTIONS

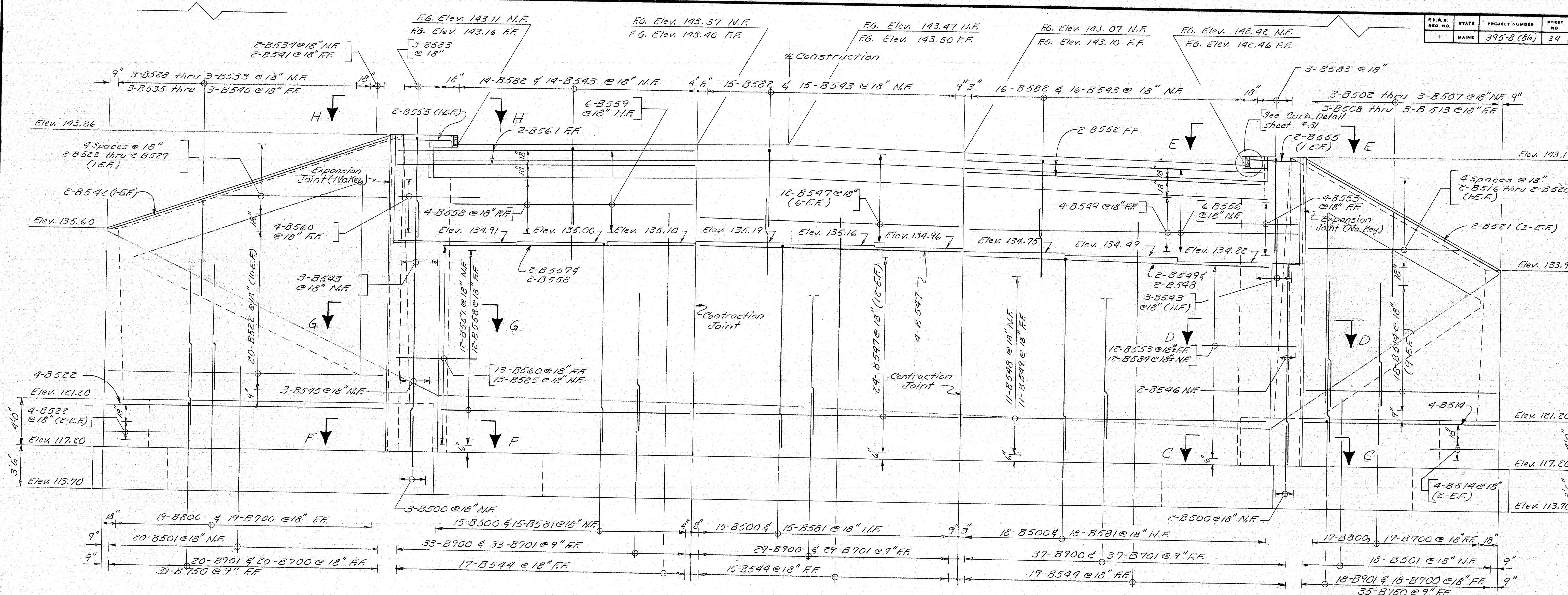
182-65

SHEET 32 OF 121 AUGUSTA, MAINE

| PROJECT DESIGN ENGINEER | DATE |
|-------------------------|------|
| DESIGN-DETAILED | 6-82 |
| RECORDED | 6-82 |
| FIELD CHANGES | 6-83 |

BRUNING 44-132-45710

| F.H.A. REQ. NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|--------------------|-------|----------------|--------------|-----------------|
| 1 | MAINE | 395-B (86) | 34 | 121 |



ELEVATION ABUTMENT NO. 2

SEE PROJECT RECORDS
for settlement this Abut
during Const.

~ LEGEND ~

NF = Near Face
FF = Far Face
EF = Each Face

| | | |
|-------------------------|-----|---------|
| PROJECT DESIGN ENGINEER | BY | DATE |
| DESIGN - DETAILED | SOI | 12/1/82 |
| CHECKED | DEM | 1/14/83 |
| REVISIONS | | |
| FIELD CHANGES | | |

HS BUILT 1984

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WILSON STREET
OVER
I-395
BREWER

ELEVATION-ABUTMENT NO. 2

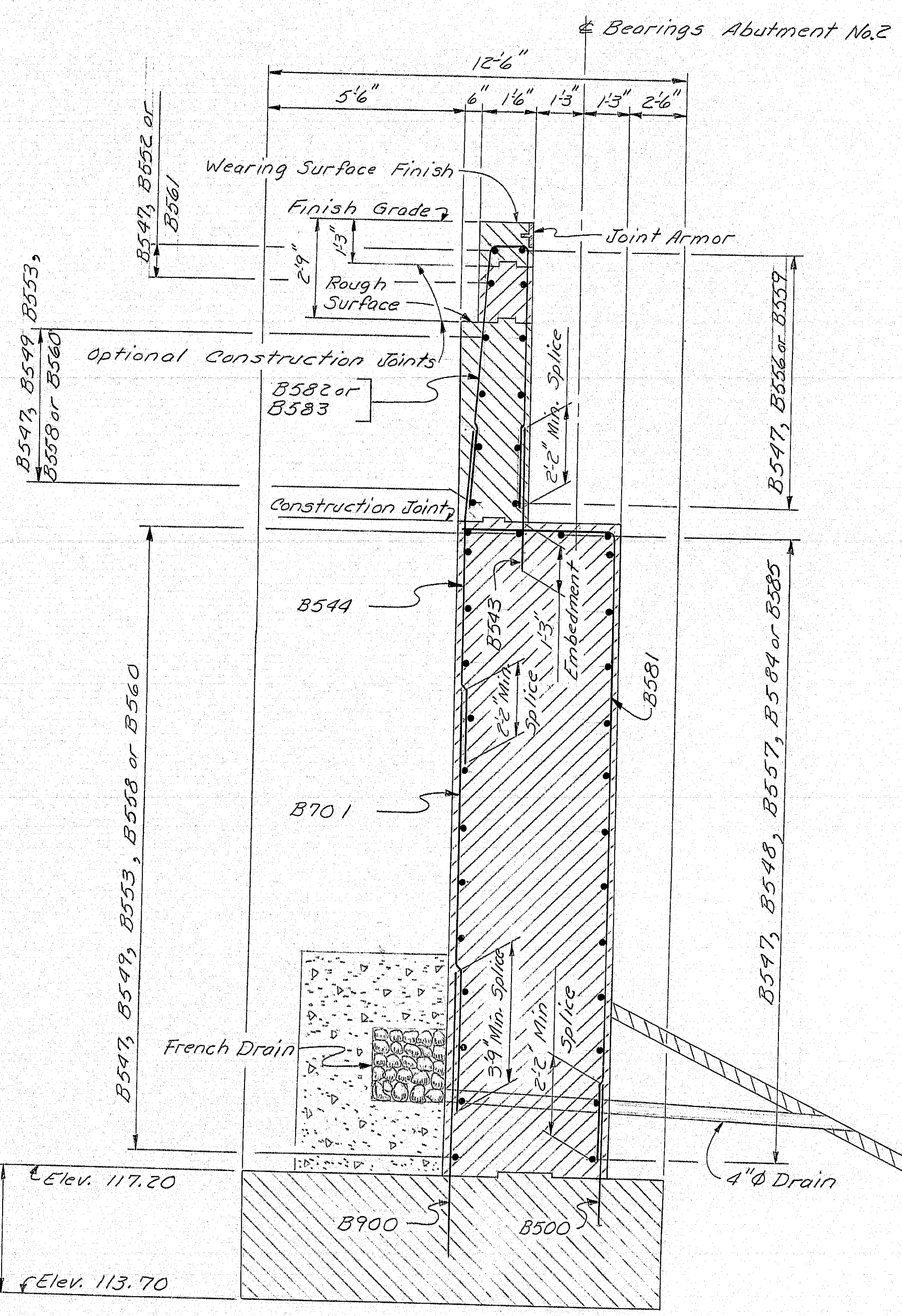
182-67

SHEET 34 OF 121 AUGUSTA, MAINE

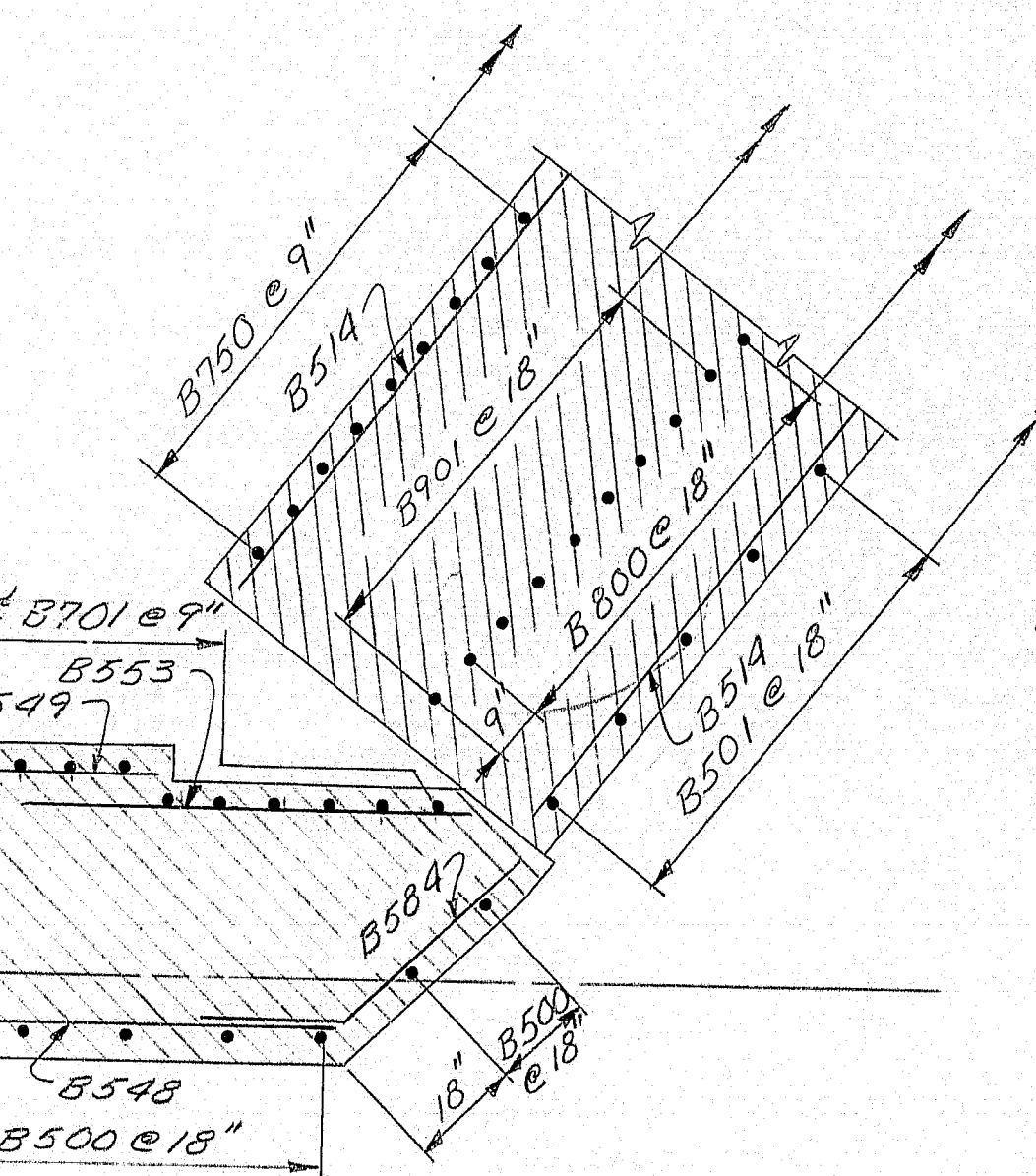
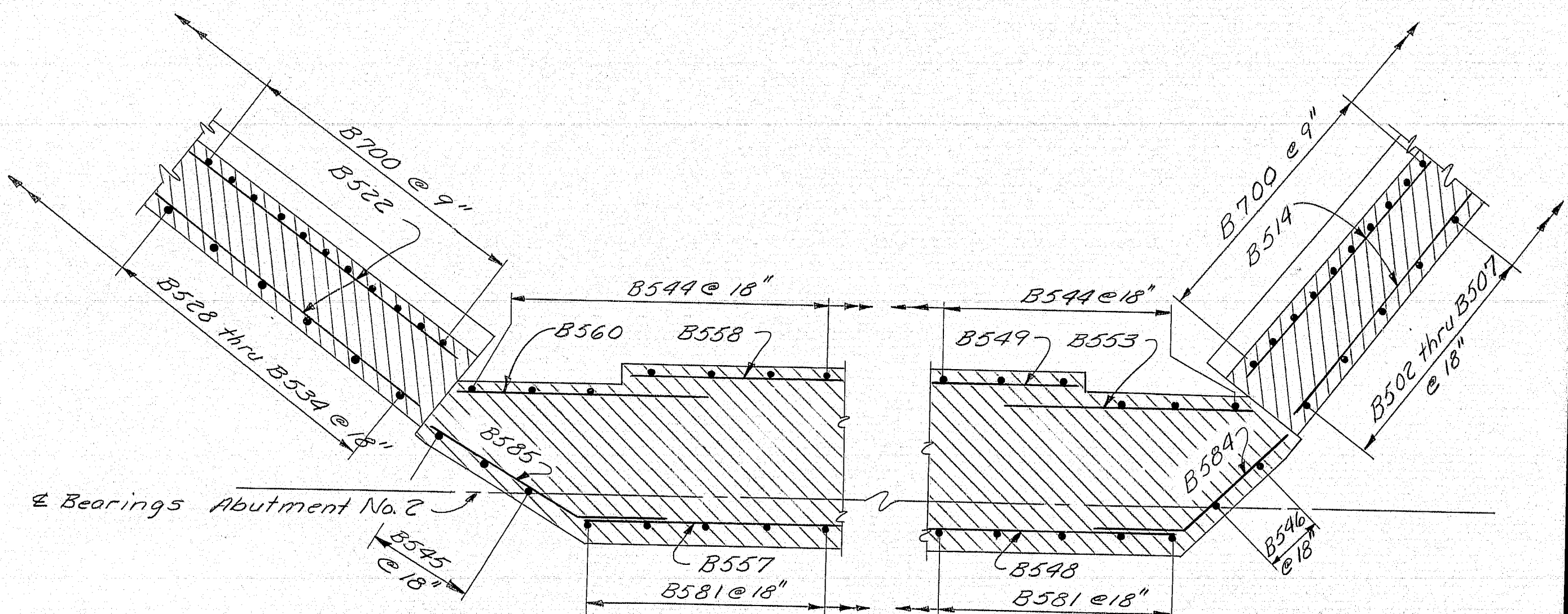
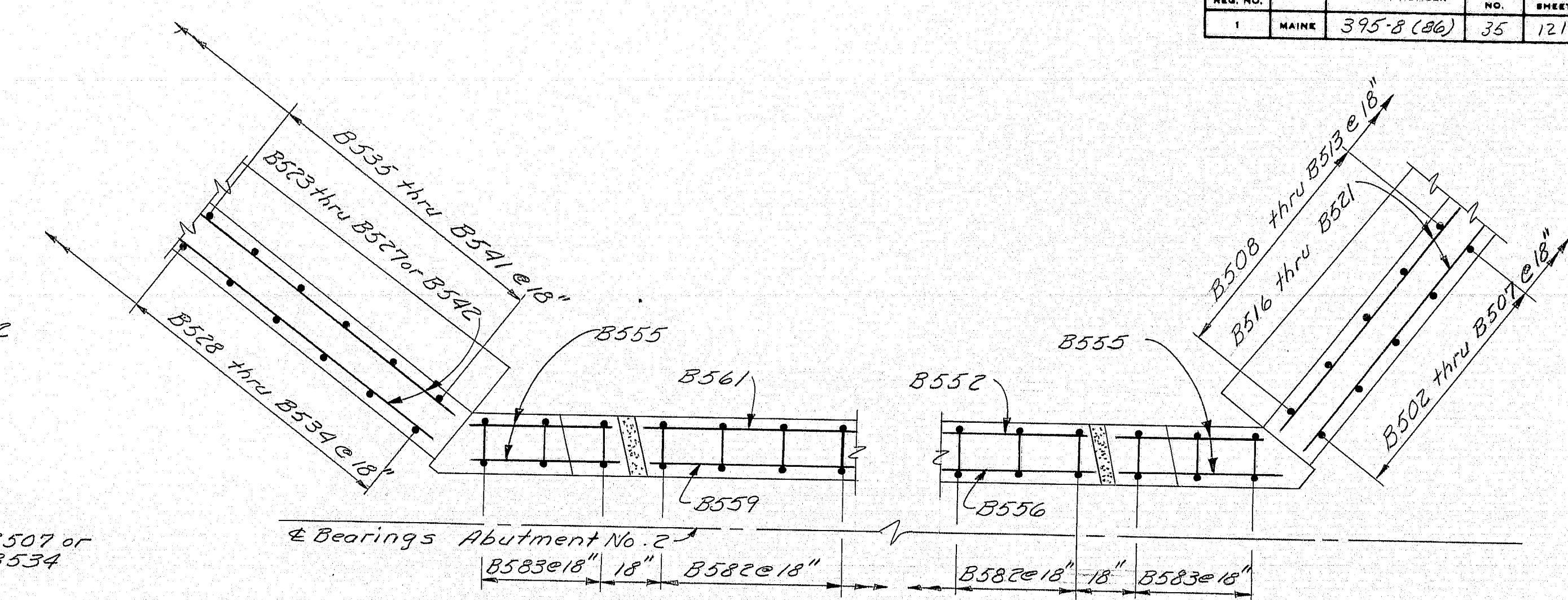
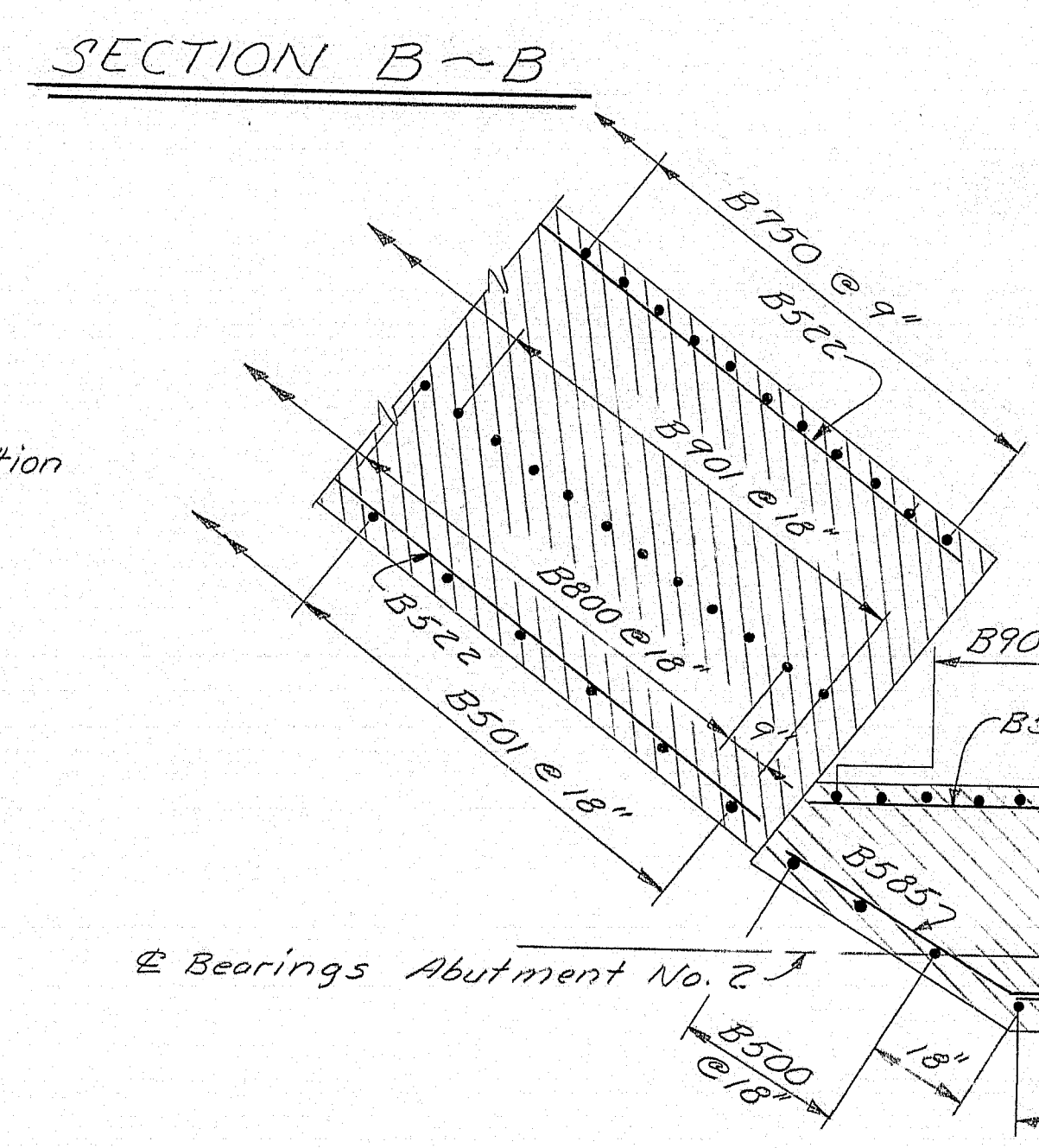
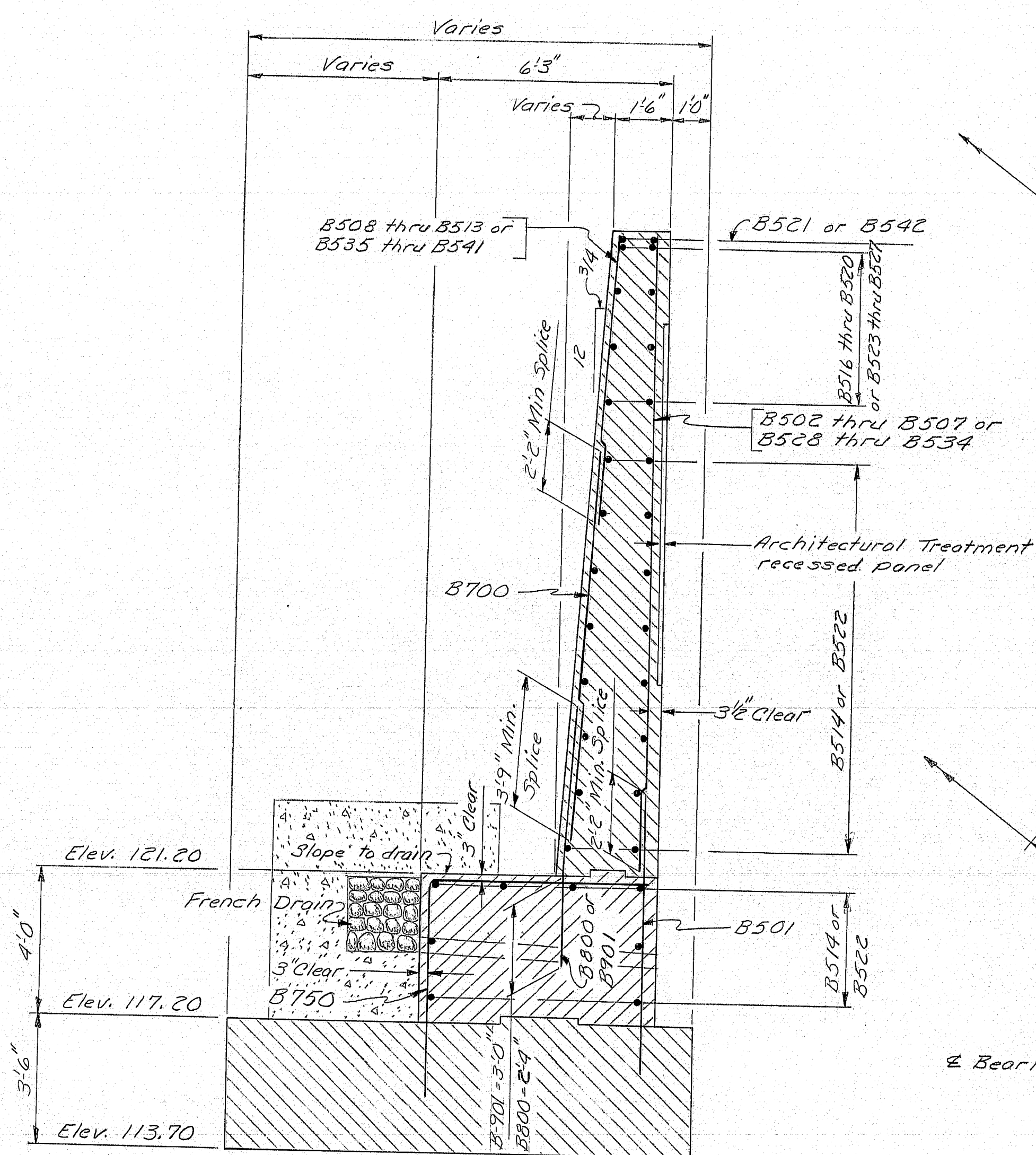
BRWING 44132 49710

| F.H.W.A. JOB NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|----------------|-----------|--------------|
| 1 | MAINE | 395-B (86) | 35 | 121 |

| | | |
|-------------------------|------|------|
| PROJECT DESIGN ENGINEER | BY | DATE |
| DESIGN - DETAILED | RYAN | 6-82 |
| CHECKED | DEW | LAW |
| REVISIONS | | |
| FIELD CHANGES | | |



NOTE
For footing reinforcing steel
see sheet No.



As Built 1984
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

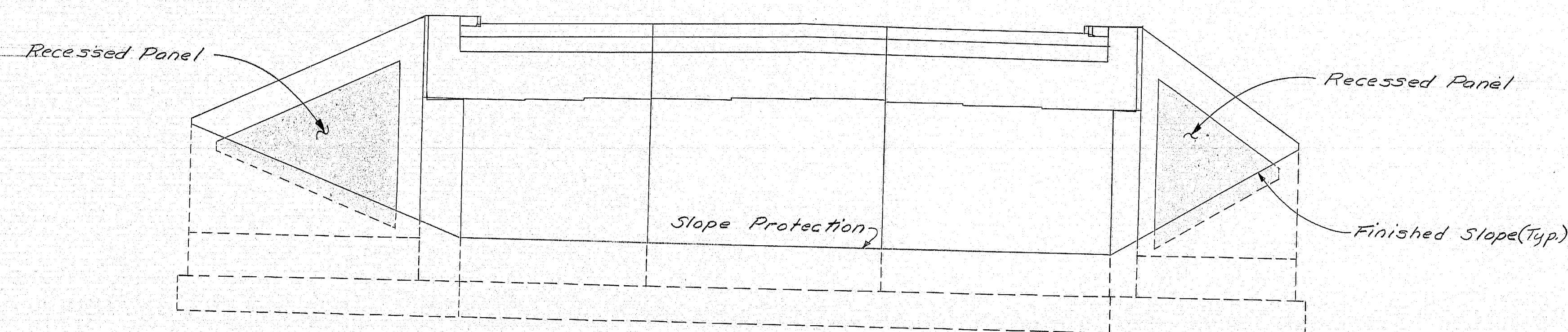
WILSON STREET
OVER
I-395
BREWER

ABUTMENT NO. 2 SECTIONS
182-68
SHEET 35 OF 121 AUGUSTA, MAINE

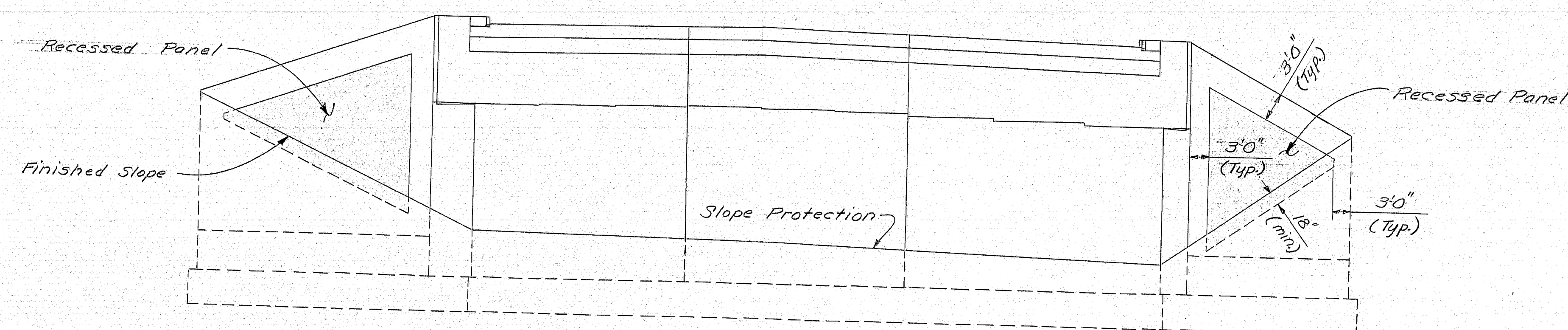
| P.R.W.A. SHEET NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|-----------------------|-------|----------------|--------------|-----------------|
| 1 | MAINE | 395-8 (26) | 36 | 121 |

GENERAL NOTES

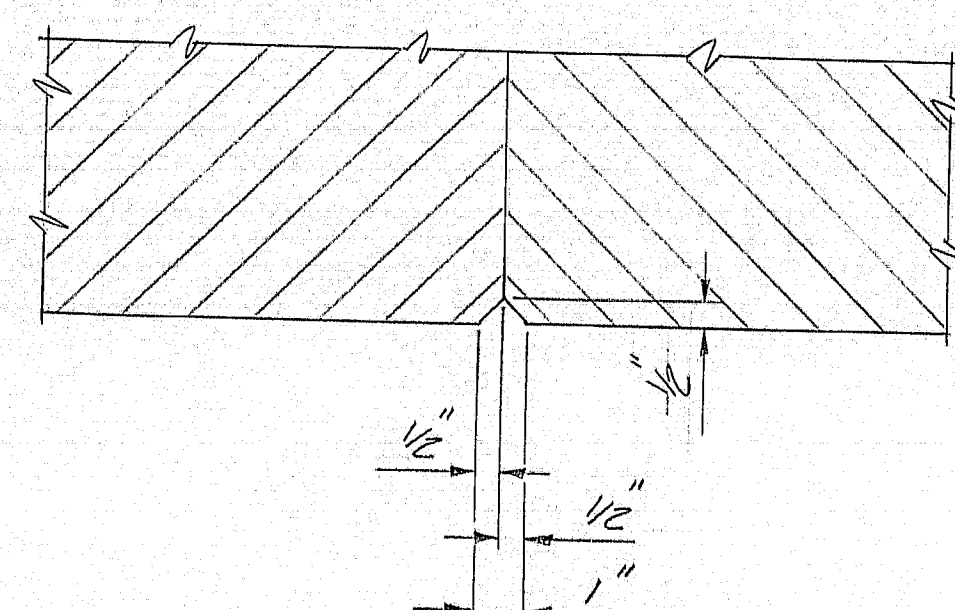
1. The recessed panels shall be carried to a minimum depth of 18 inches below the finish ground.
2. Special care shall be exercised so that form joints at the exposed face of concrete shall be tight.
3. No deduction in the concrete pay volume shall be made for the recess of the architectural treatment.



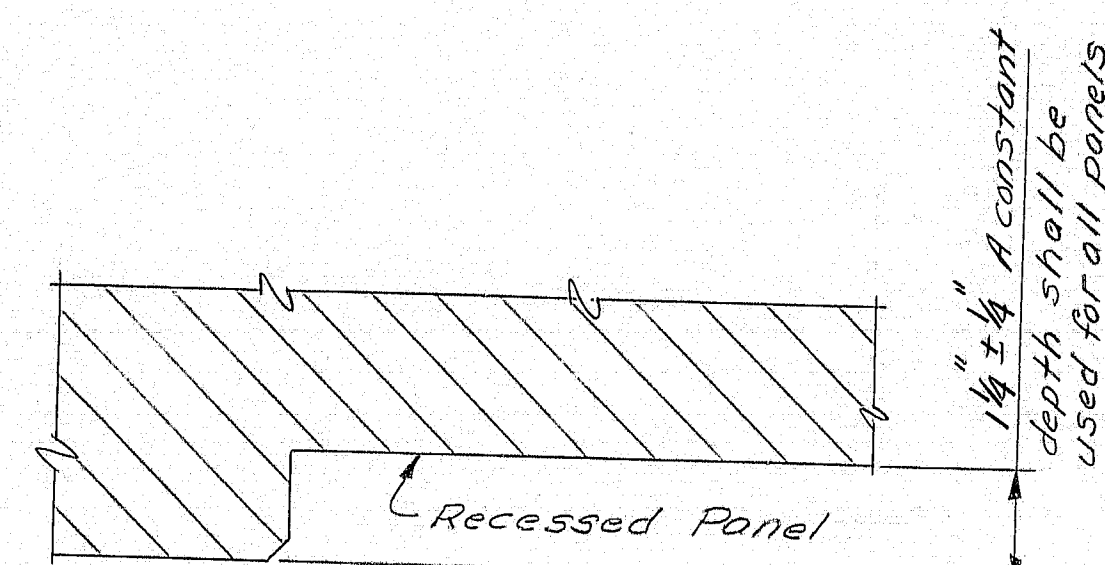
ELEVATION ABUTMENT NO. 1



ELEVATION ABUTMENT NO. 2



TYPICAL JOINT SECTION



TYPICAL PANEL DETAIL

| PROJECT DESIGN ENGINEER | BY | DATE |
|-------------------------|-----|-------|
| DESIGN - DETAILED | DEW | 10-82 |
| CHECKED | DEW | 2-83 |
| REVISIONS | | |
| FIELD CHANGES | | |

BRUNING 44-132 45110

A5 Built 1984

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WILSON STREET
OVER
I-395
BREWER

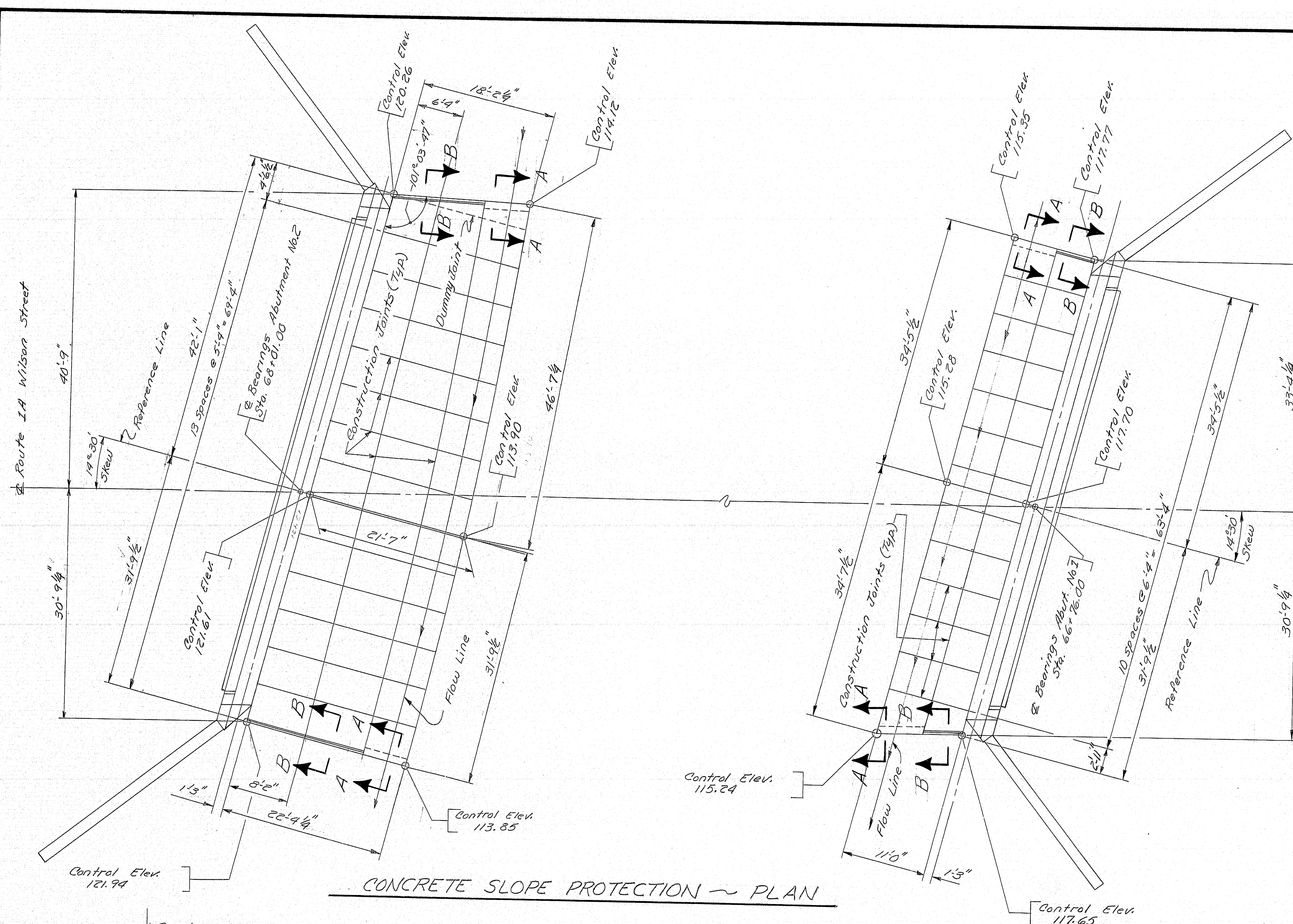
ARCHITECTURAL TREATMENT

182-69
SHEET 36 OF 121 AUGUSTA, MAINE

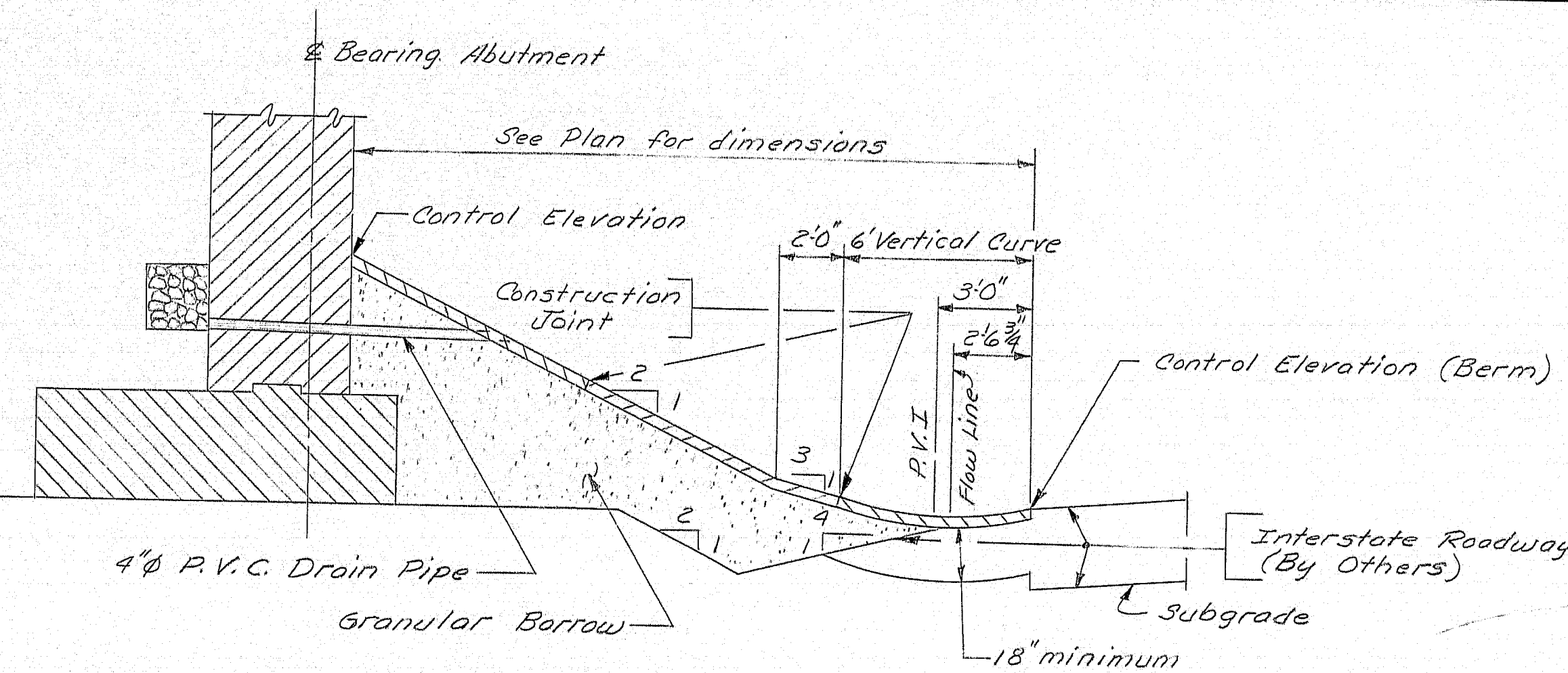
| F.W.A. REQ. NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|--------------------|-------|----------------|-----------|--------------|
| 1 | MAINE | 395-B(86) | 37 | 121 |

CONCRETE SLOPE PROTECTION NOTES

1. Steel mesh shall not pass through any construction joint.
2. Break the bond in construction joints by a method approved by the Engineer.
3. Portland Cement Concrete for slope protection shall be class Y.

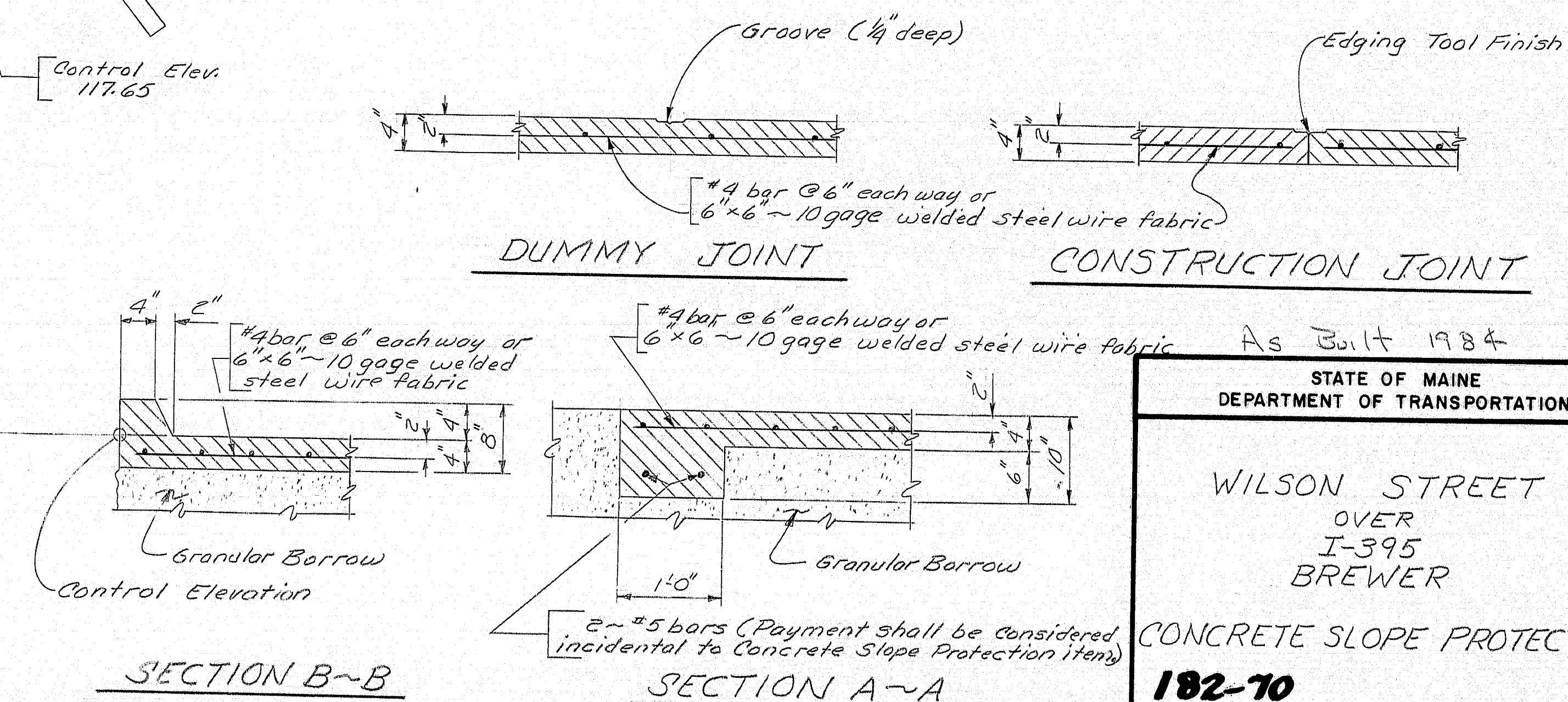


CONCRETE SLOPE PROTECTION ~ PLAN



TYPICAL SECTION
(All dimensions normal to abutment)

| Distance | Elevation | Remarks |
|----------|-----------|-----------|
| 0' | 0.0' | Berm |
| 1' | -0.2' | — |
| 2' | -0.31' | — |
| 2.5' | -0.32' | Flow Line |
| 3' | -0.31' | — |
| 3' | -0.75' | P.V.I. |
| 4' | -0.22' | — |
| 5' | -0.03' | — |
| 6' | +0.25' | R.K.T. |
| 7' | +0.583' | — |
| 8' | +0.916' | — |



DUMMY JOINT

CONSTRUCTION JOINT

SECTION B~B

SECTION A~A

As Built 1984
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WILSON STREET
OVER
I-395
BREWER

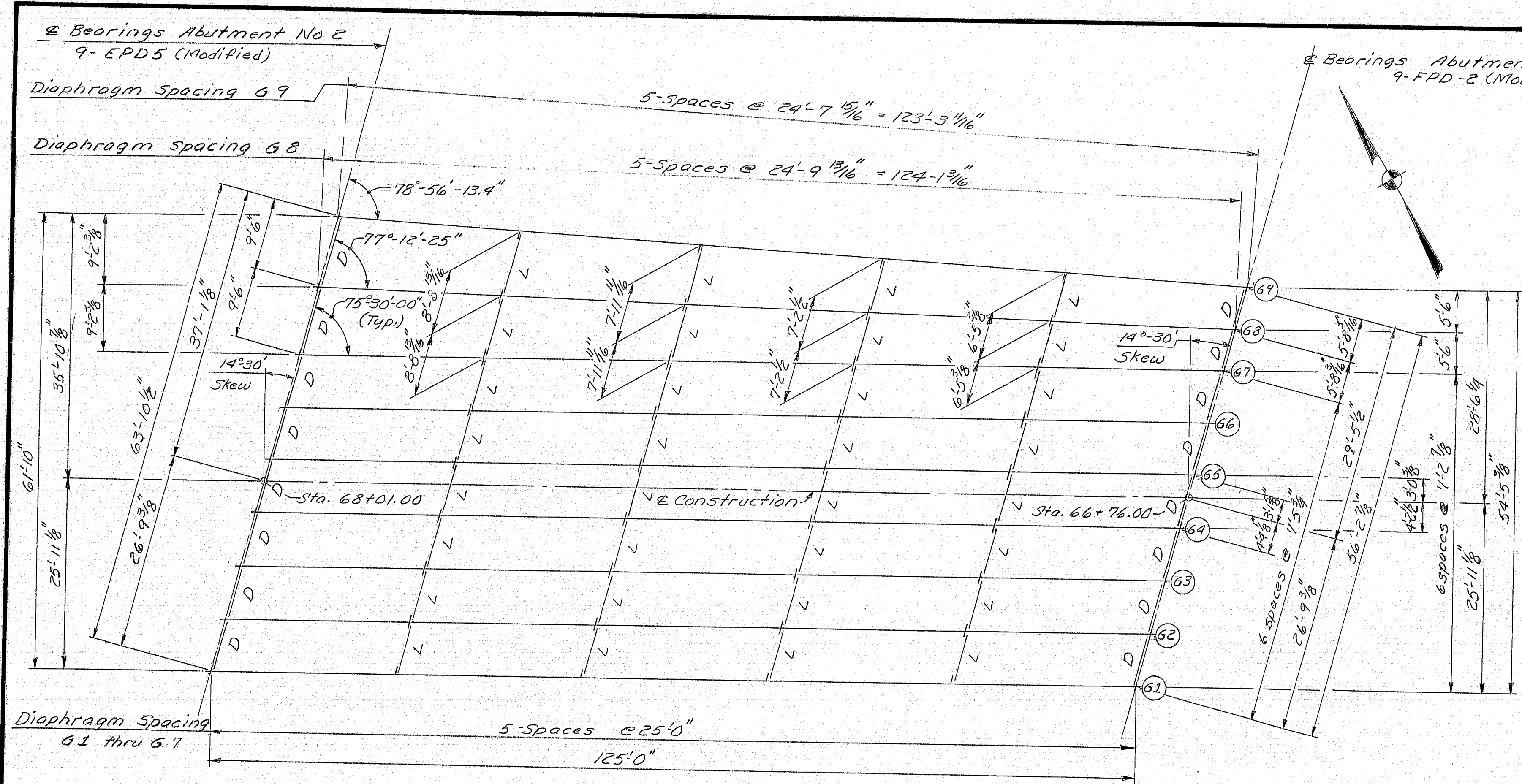
CONCRETE SLOPE PROTECTION
182-70
SHEET 37 OF 121 AUGUSTA, MAINE

| PROJECT DESIGN ENGINEER | BY | DATE |
|-------------------------|---------------|----------|
| DESIGN - DETAILED | G.O.T. R.V.N. | 10-22-83 |
| CHECKED | DEW | 2-83 |
| REVISIONS | | |
| FIELD CHANGES | | |

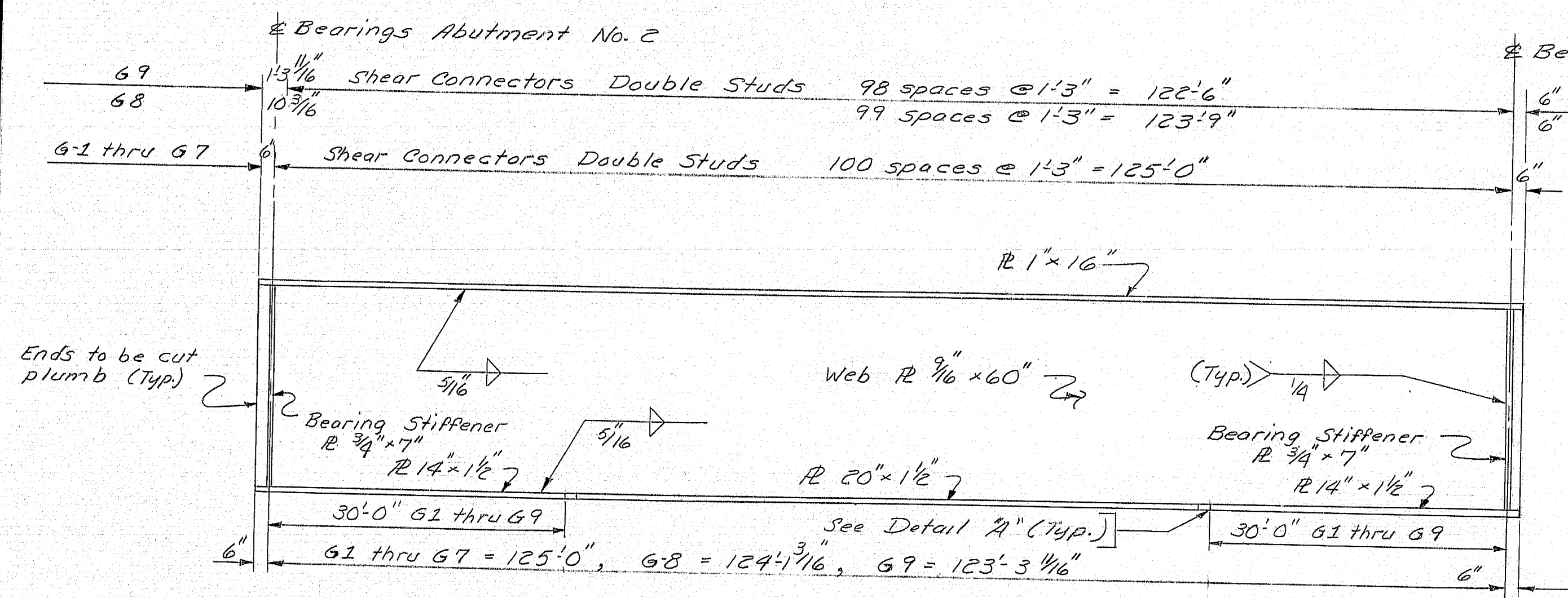
BRUNING 44-132-45710

| PROJECT DESIGN ENGINEER | DATE |
|-------------------------|---------------|
| 6.01 R. K. V. | 5-22 |
| CHECKED | REVISIONS |
| DEV. L. A. W. | 2-83 |
| PLANS | FIELD CHANGES |
| | |

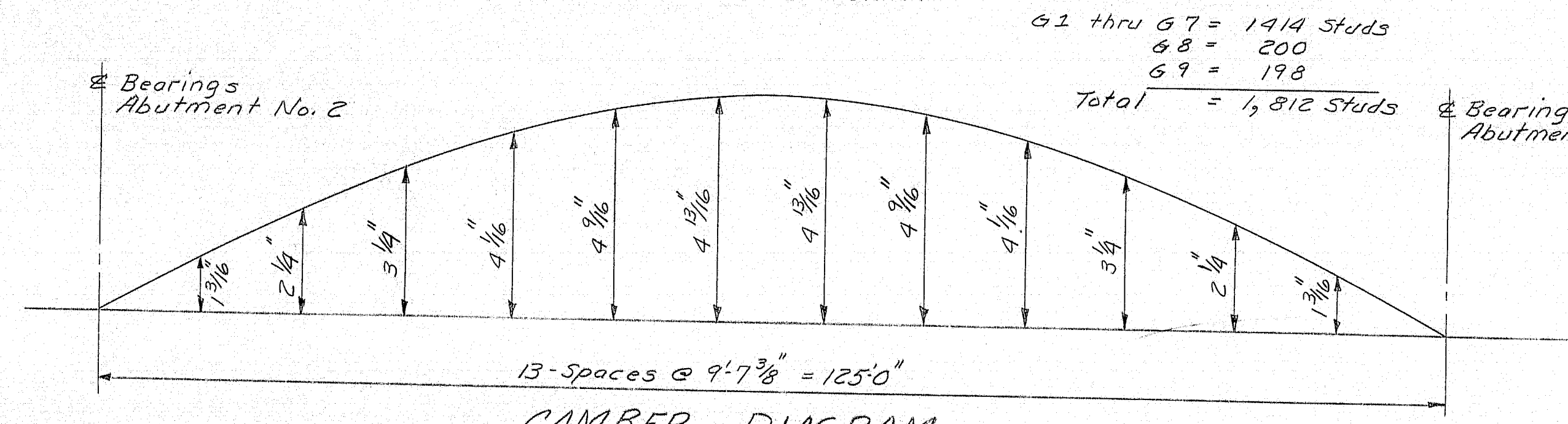
BRUNING 44-132 45710



FRAMING PLAN
Dimensions are Horizontal

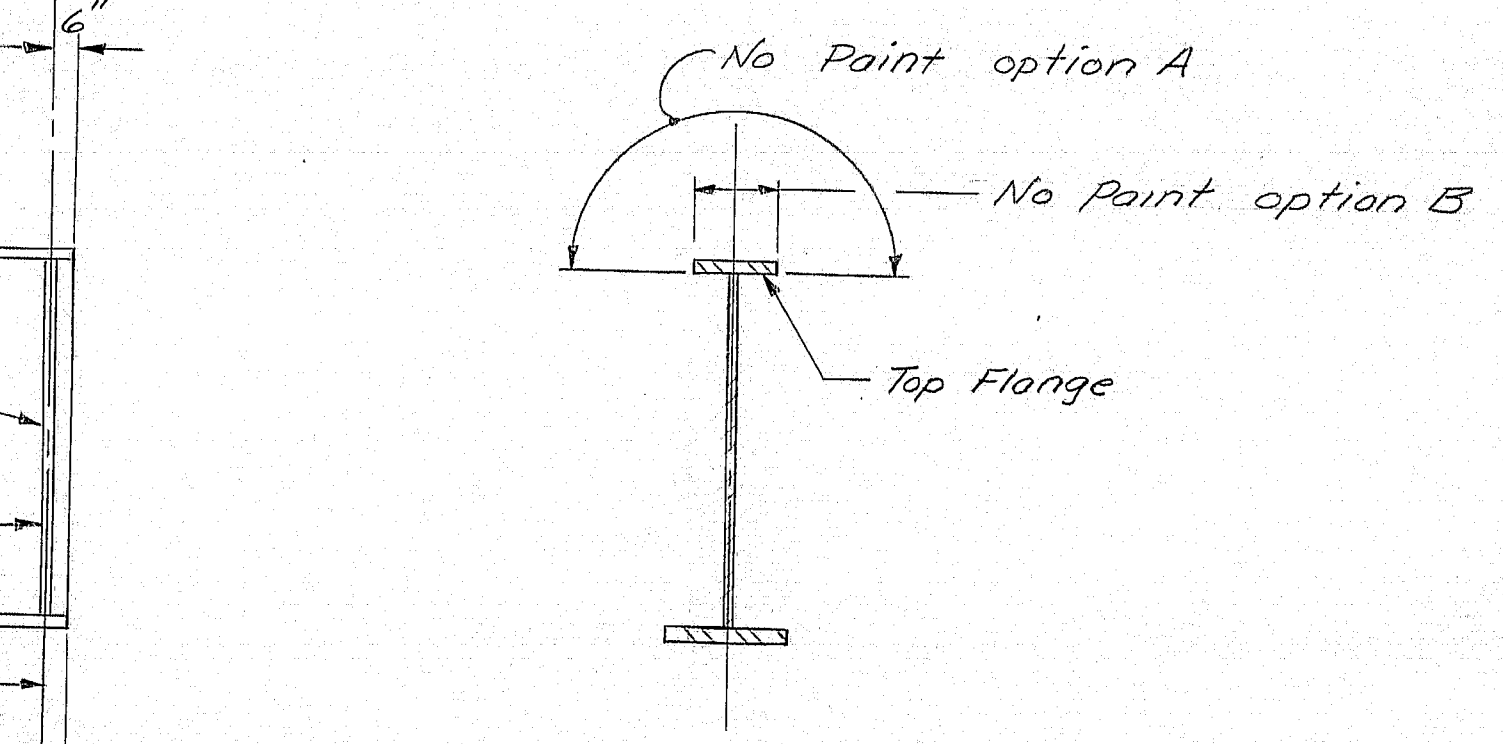


BEAM ELEVATION
Dimensions are Horizontal

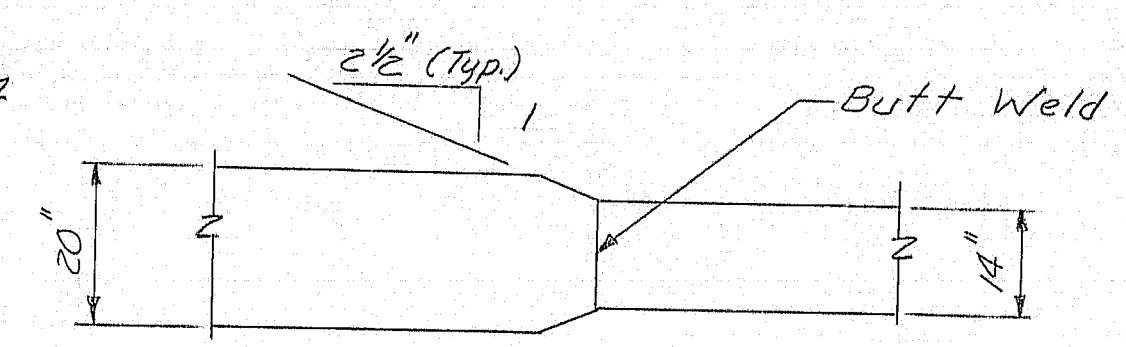


CAMBER DIAGRAM

Bearings Abutment No. 1



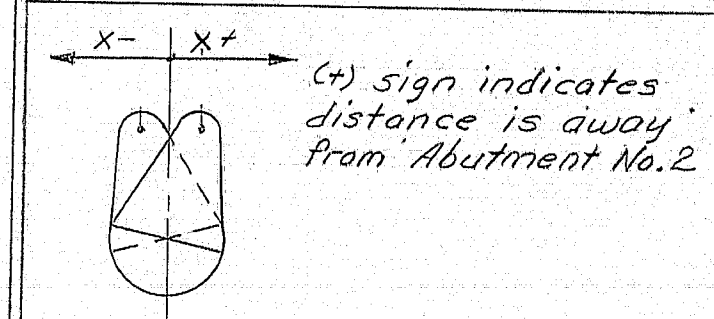
TYPICAL BEAM SECTIONS



DETAIL "A"

BEARING SETTING DATA

After erecting structural steel and before concrete slab is placed.



| Temp. Degrees F. & Setting | Abutment No. 2 |
|----------------------------|----------------|
| 120° | 0" |
| 105° | - 1/8" |
| 90° | + 1/16" |
| 75° | + 1/16" |
| 60° | + 3/8" |
| 45° | + 3/4" |
| 30° | + 7/8" |
| 15° | + 1 1/16" |
| 0° | + 1 3/16" |
| -15° | + 1 3/8" |
| -30° | + 1 1/2" |

STRUCTURAL STEEL NOTES

1. Camber ordinates, as shown, are computed to compensate for all dead load deflections and for the curvature of the finished grade profile.
2. No transverse butt weld splices will be allowed in the flange plates or web plates within 10' from the points of maximum positive moment.
3. Sections of flange plates or web plates between transverse shop splices shall be not less than 20 feet in length unless otherwise shown on the plans.
4. Butt weld splices in flanges shall be not less than one foot from transverse welds in the web plates.
5. Bearing stiffeners shall be plumb after erection and dead loading of the structure.
6. Cross-frame or diaphragm connection plates may be either plumb or normal to the top flange.
7. The Bearing Setting Data is to set bearings after erecting structural steel and before concrete slab is placed. It is anticipated that the bearings at Abutment No. 2 will move 3/4 inch away from the fixed bearings due to the placement of the superstructure concrete. No separate payment will be made for resetting bearings to the final position if an adjustment is required.
8. Bearing Pedestal Modifications:
Mark EPD-2 (Mod.) EPD-5 (Mod.)
Dimension C = 1'-1" Dimension C = 1'-1"
H = 9 1/4" H = 4 3/4"
D = 1'-11" D = 4 1/2"
J = 4 1/2"
D = 1'-11"
9. At the Contractor's option the bottom flange plates may be made full length of the same size as the center plates or the bottom flange may be made as shown on the plans.

BASIC ALLOWABLE STRESSES

| | | |
|--------------------------------------|----------------|-------------|
| Structural Steel: ASTM A572 Grade 50 | f _s | 27,000 psi. |
| ASTM A325 | f _y | 25,000 psi. |
| ASTM A36 | f _s | 20,000 psi. |

MATERIALS

Structural Steel: Beam Flanges ASTM A572 Grade 50
High Strength Bolts ASTM A325
All other ASTM A36 (Type 2)

As Built 1984

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

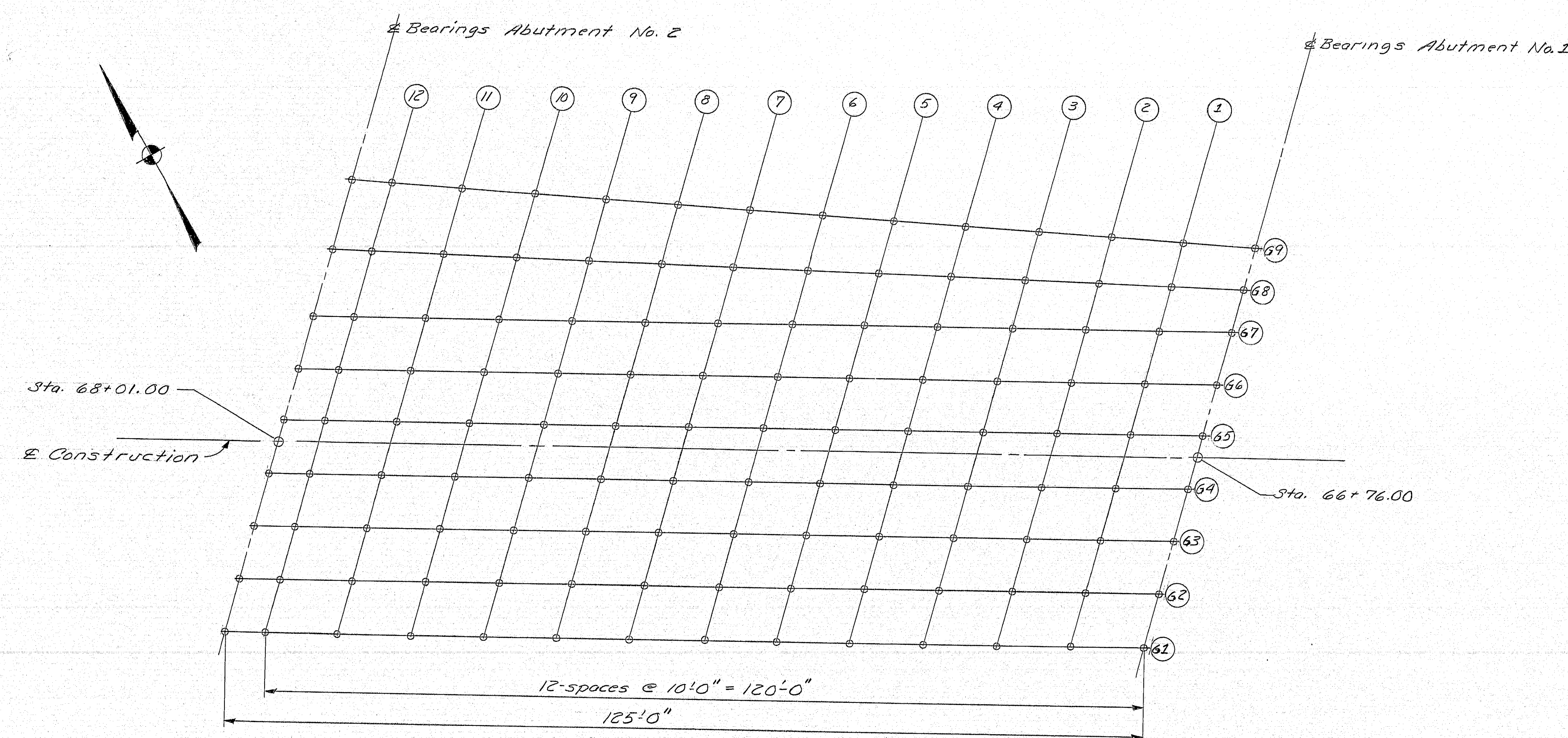
WILSON STREET
OVER
I-395
BREWER

STRUCTURAL STEEL

182-71

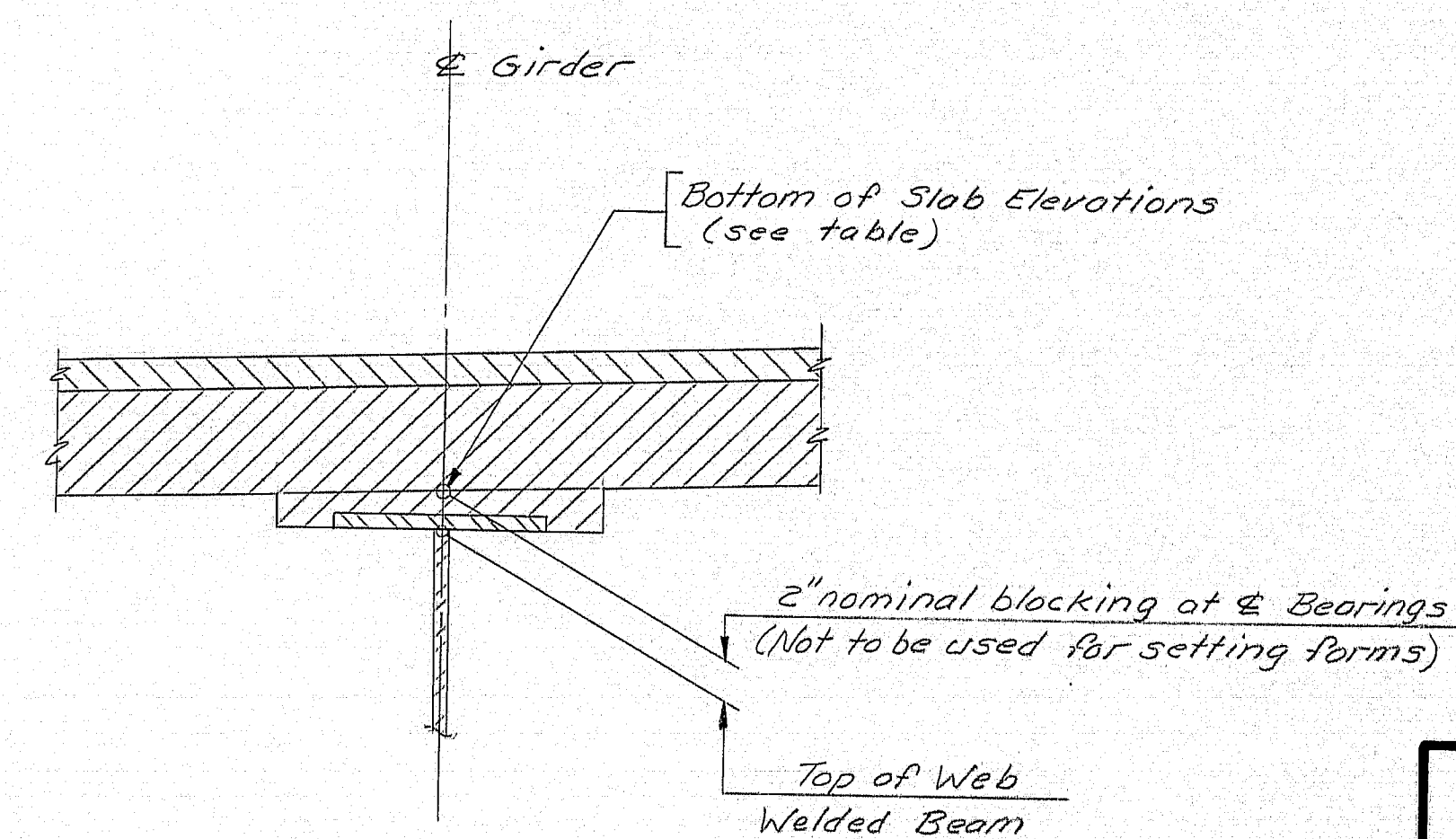
SHEET 38 OF 121 AUGUSTA, MAINE

| F.R.A. RES. NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|--------------------|-------|----------------|--------------|-----------------|
| 1 | MAINE | 395-8 (86) | 39 | 121 |



BLOCKING PLAN

| BOTTOM OF SLAB ELEVATIONS | | | | | | | | | | | | | | |
|---------------------------|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------------------|
| Points Girder | 2 Brigs Abut. #2 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 2 Brigs Abut. #1 |
| 61 | 142.09 | 141.98 | 141.76 | 141.53 | 141.29 | 141.04 | 140.76 | 140.47 | 140.15 | 139.82 | 139.47 | 139.10 | 138.72 | 138.34 |
| 62 | 142.18 | 142.08 | 141.86 | 141.63 | 141.39 | 141.13 | 140.86 | 140.56 | 140.25 | 139.91 | 139.56 | 139.19 | 138.82 | 138.43 |
| 63 | 142.28 | 142.17 | 141.95 | 141.72 | 141.48 | 141.23 | 140.95 | 140.66 | 140.34 | 140.01 | 139.66 | 139.29 | 138.91 | 138.53 |
| 64 | 142.37 | 142.27 | 142.05 | 141.82 | 141.58 | 141.32 | 141.05 | 140.75 | 140.44 | 140.10 | 139.75 | 139.38 | 139.01 | 138.62 |
| 65 | 142.34 | 142.24 | 142.02 | 141.79 | 141.55 | 141.29 | 141.01 | 140.72 | 140.40 | 140.07 | 139.72 | 139.35 | 138.98 | 138.59 |
| 66 | 142.14 | 142.03 | 141.81 | 141.58 | 141.34 | 141.08 | 140.81 | 140.51 | 140.20 | 139.86 | 139.51 | 139.15 | 138.77 | 138.39 |
| 67 | 141.93 | 141.82 | 141.60 | 141.37 | 141.13 | 140.88 | 140.60 | 140.31 | 139.99 | 139.66 | 139.30 | 138.94 | 138.56 | 138.18 |
| 68 | 141.67 | 141.58 | 141.37 | 141.15 | 140.92 | 140.67 | 140.40 | 140.11 | 139.80 | 139.48 | 139.13 | 138.77 | 138.40 | 138.02 |
| 69 | 141.40 | 141.34 | 141.13 | 140.92 | 140.69 | 140.45 | 140.19 | 139.91 | 139.61 | 139.29 | 138.95 | 138.60 | 138.24 | 137.86 |



BLOCKING DETAIL

As Built 1984

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WILSON STREET
OVER
I-395
BREWER

BLOCKING PLAN

182-72

SHEET 39 OF 121 AUGUSTA, MAINE

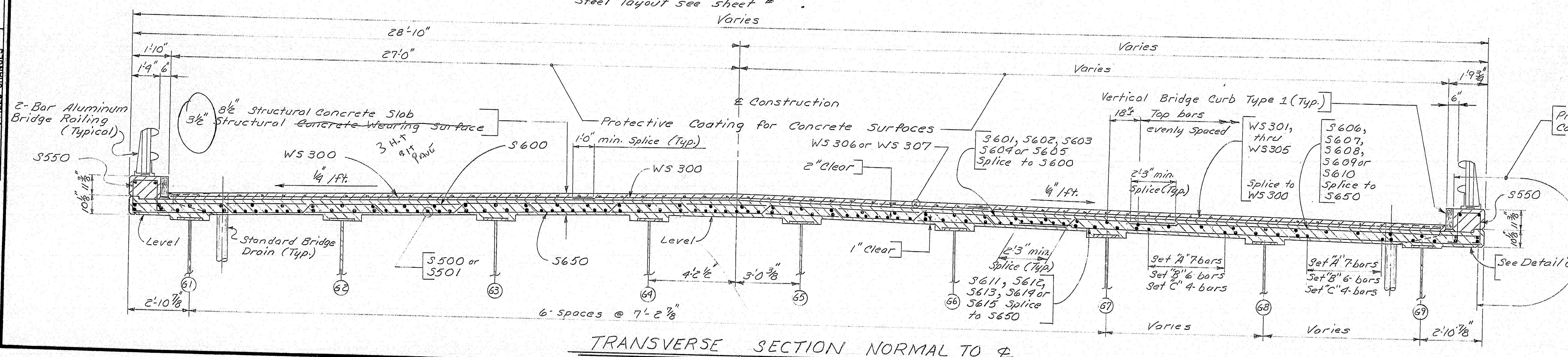
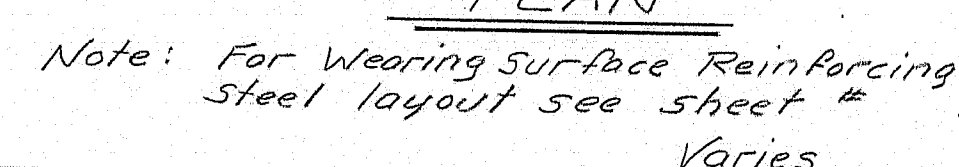
| PROJECT DESIGN ENGINEER | BY | DATE |
|-------------------------|-----|------|
| DESIGN - DETAILED | GOY | 8-82 |
| CHECKED | RLN | 8-82 |
| REVISIONS | DEW | 2-83 |
| FIELD CHANGES | | |

BRUNING 44132 45710

SUPERSTRUCTURE NOTES

-

DETAIL 'G'



Protective Coating for
Concrete Surfaces (Typ.)

CONCRETS CHANGED TO HOT TOP

AS BUILT 1984

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

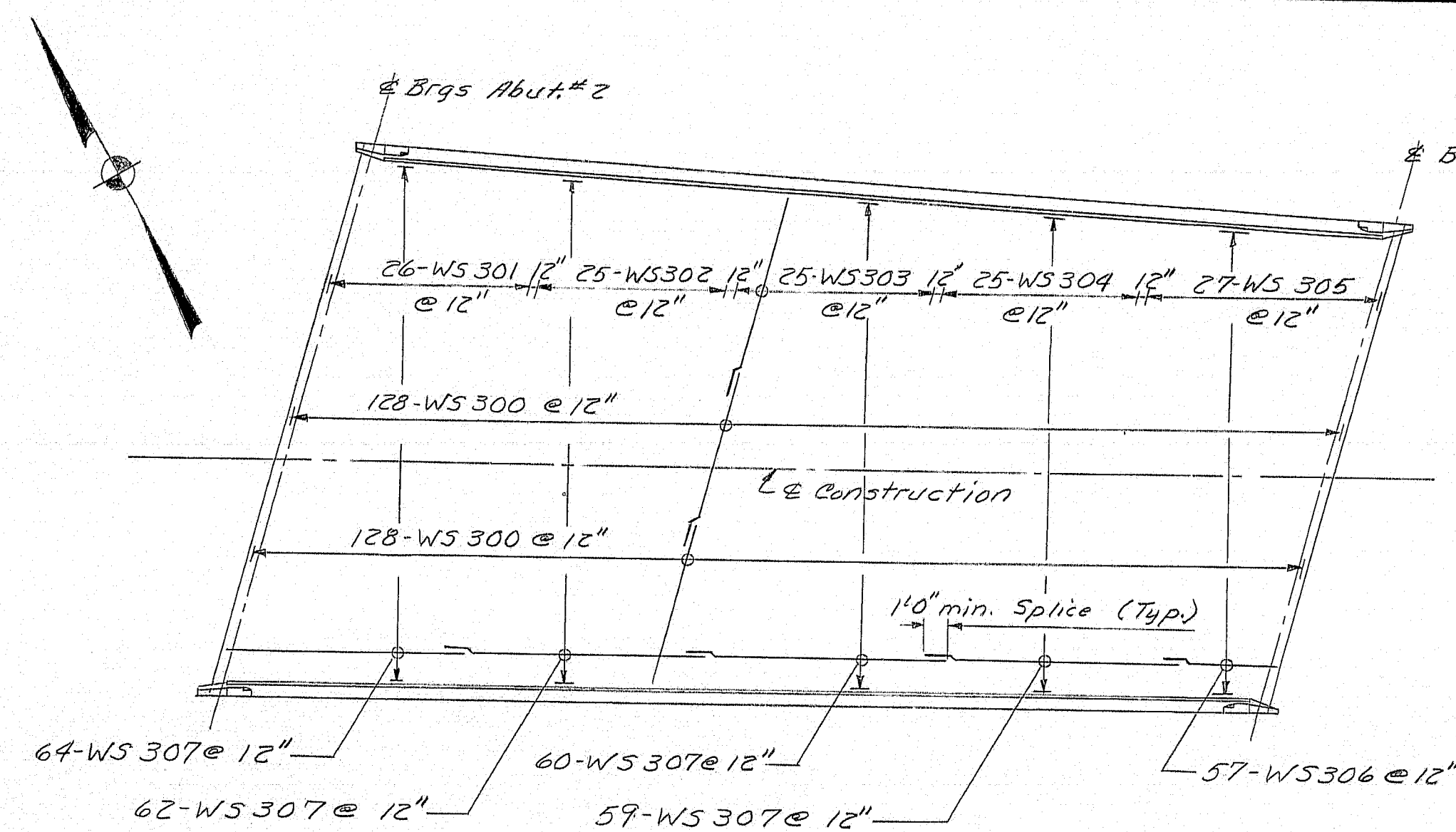
WILSON STREET
OVER
I-395
BFWER

SUPERSTRUCTURE

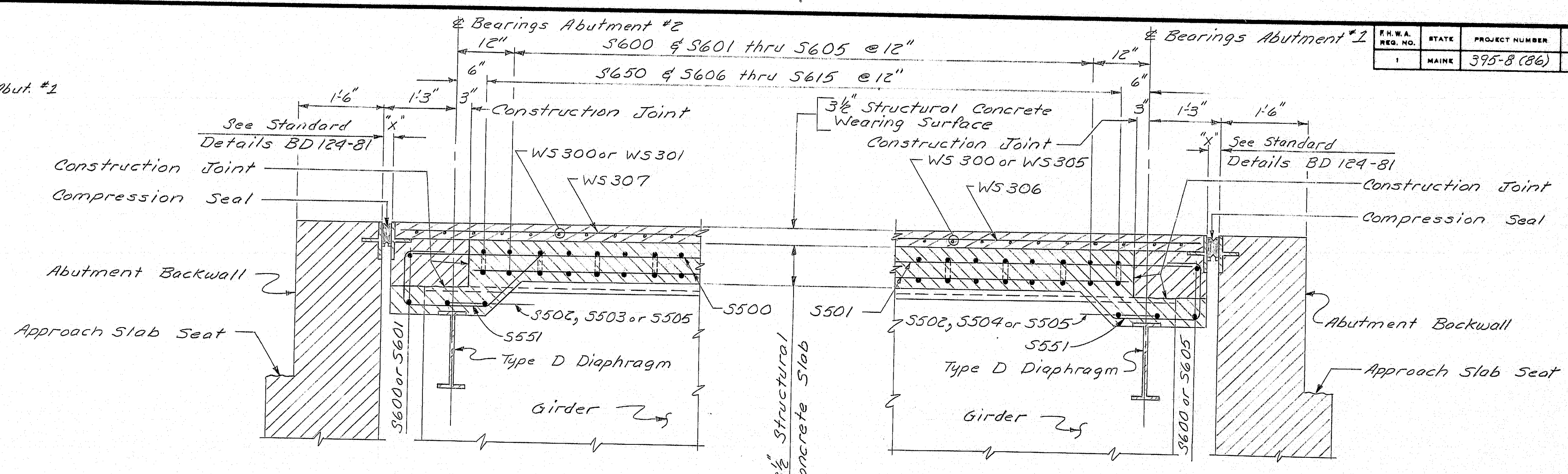
182-73

SHEET 40 OF 121 AUGUSTA, MAINE

| | | |
|-------------------------|---------------|------|
| PROJECT DESIGN ENGINEER | BY | DATE |
| DESIGN - DETAILED | G.O.T. R.V.N. | 4-82 |
| CHECKED | DEW | 2-83 |
| REVISIONS | 1. Add | |
| FIELD CHANGES | | |

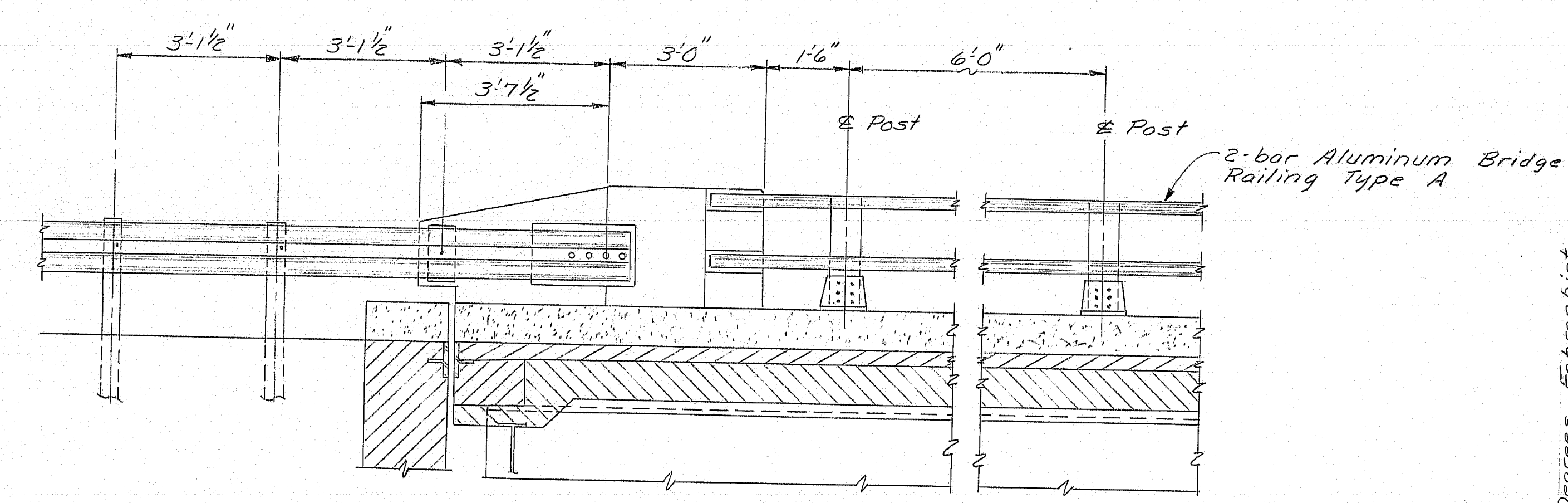


PLAN~WEARING SURFACE REINFORCING STEEL LAYOUT

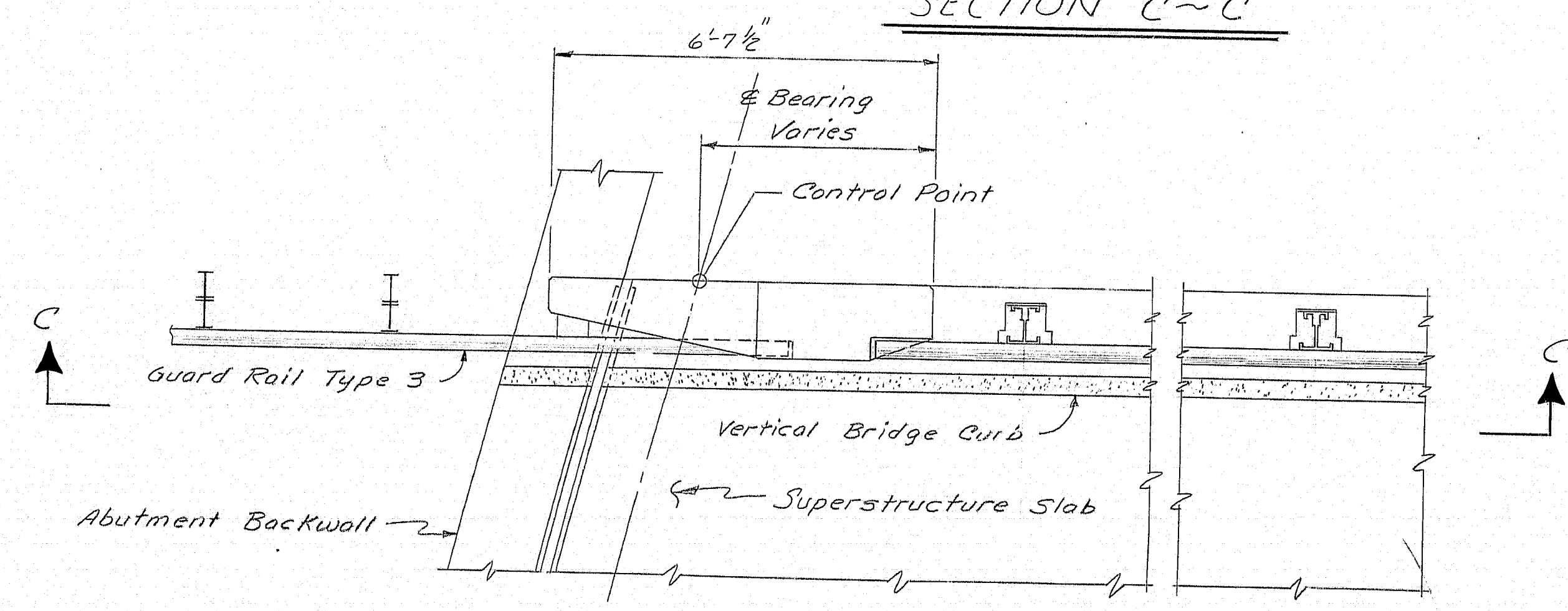


SECTION A~A

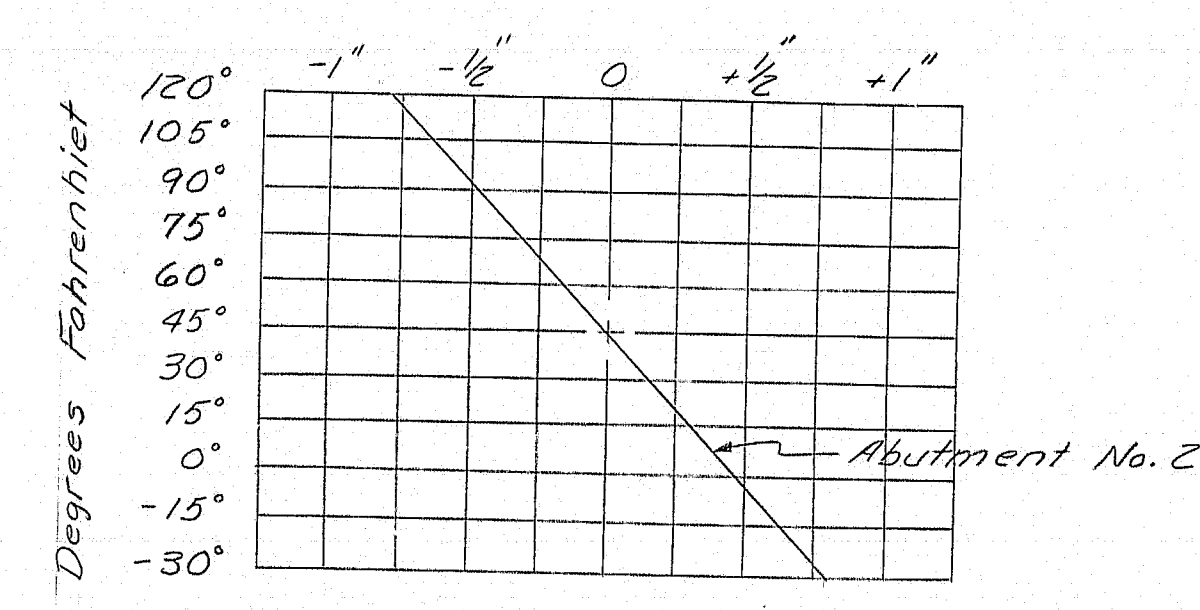
SECTION B~B



SECTION C~C

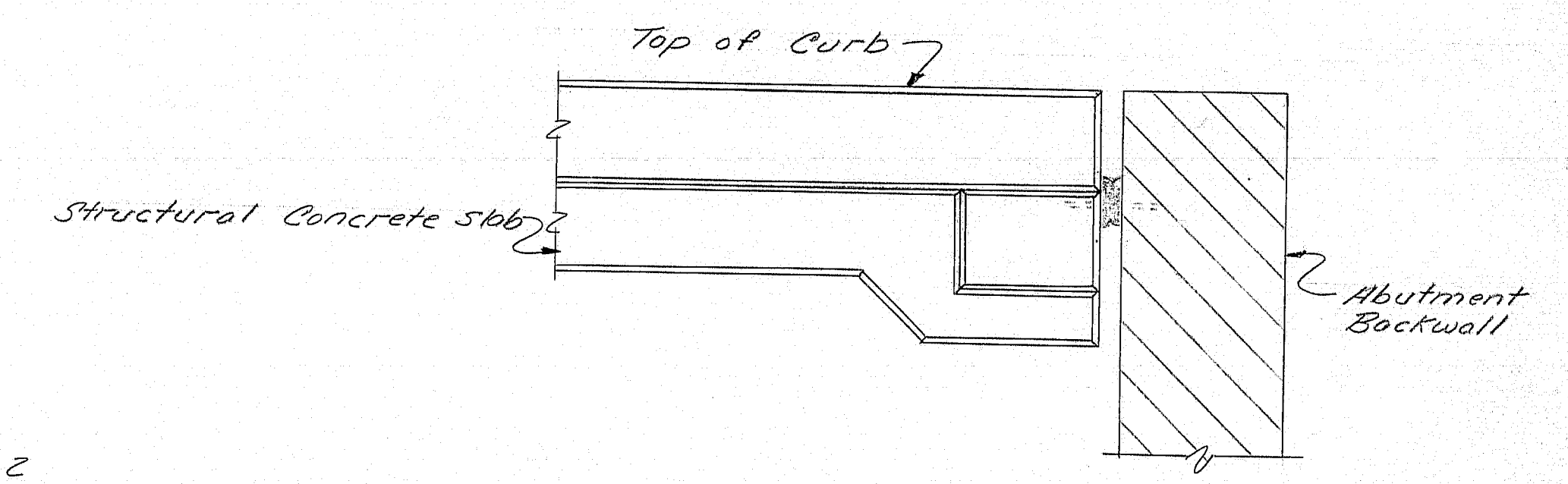


PLAN~TYPICAL END POST DETAIL



COMPRESSION SEAL ADJUSTMENT CHART

- 1---The seals to be furnished shall have a minimum Movement Rating of:
Abutment Number 1 = 1/2"
Abutment Number 2 = 1 3/8"
- 2---The seal shall be approved by the Engineer prior to fabrication of the joint armor.
- 3---The joint opening will vary depending on the dimensions of the seal selected by the Contractor. The joint opening shall be set according to the opening shown on the approved shop detail drawings.
- 4---It is anticipated that the slab and backwall concrete will be in place before the final adjustment to the joints is made and no allowance for movement due to dead load deflections is needed.
- 5---The Compression Seal adjustment chart shows the adjustment necessary to adjust the joint opening shown on the shop detail drawings for temperature other than 45°F. Adjustment is to be measured parallel to the centerline of construction.



DETAIL D~D
(Slab Fascia)

| | | |
|-------------------------|---------|------|
| PROJECT DESIGN ENGINEER | BY | DATE |
| DESIGN - DETAILED | GOI RYM | 8-82 |
| CHECKED | DEW LAM | 8-83 |
| REVISIONS | | |
| FIELD CHANGES | | |

BRUNING 44132 48710

AS BUILT 1984

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WILSON STREET
OVER
I-395
BREWER

SUPERSTRUCTURE DETAILS

182-74

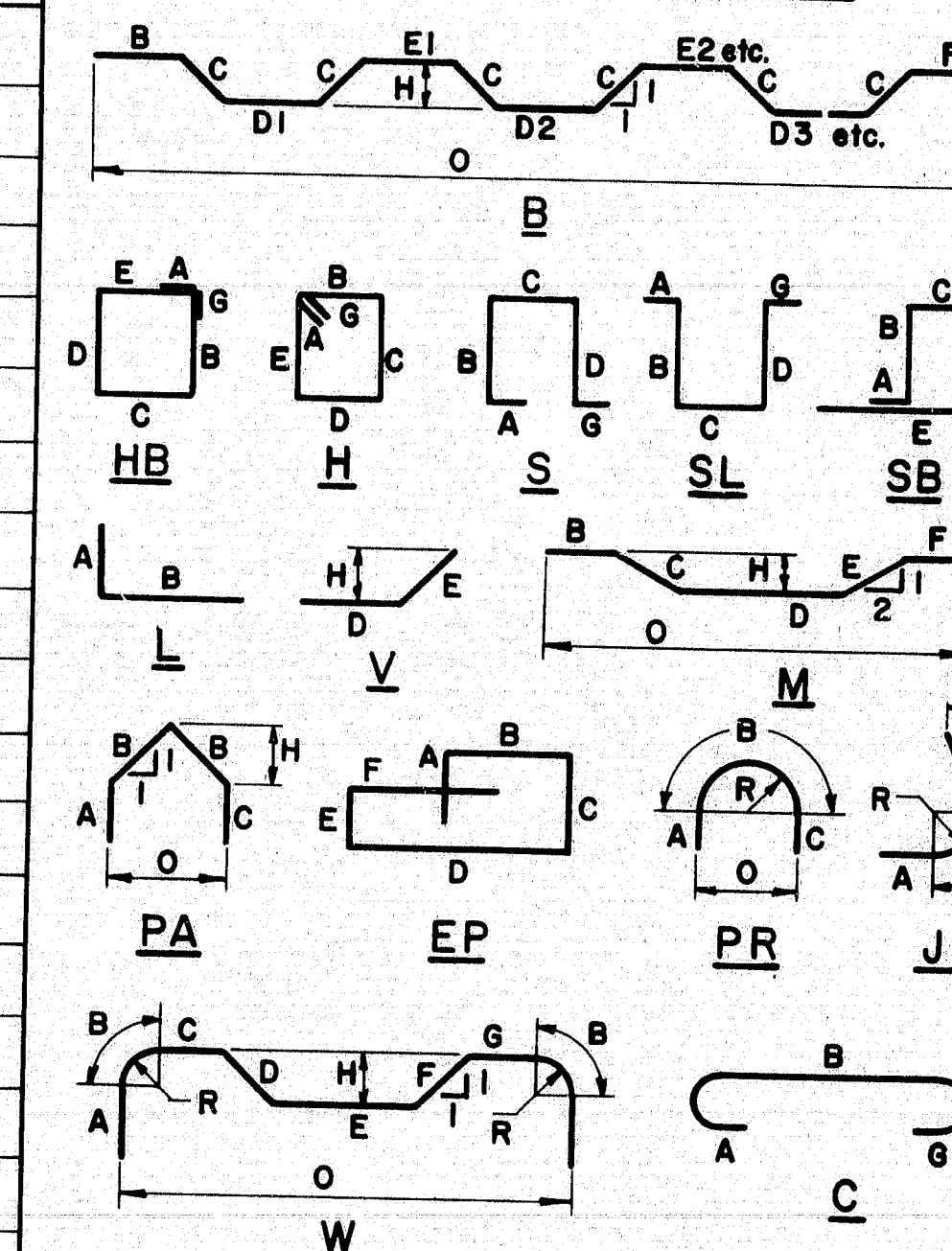
SHEET 41 OF 121 AUGUSTA, MAINE

REINFORCING STEEL SCHEDULE

| STRAIGHT BARS | | | | | | | | | | | | BENT BARS | | | | | | | | | | | | | | |
|----------------|-----|--------|-------------------|----------------|-----|--------|-------------------|----------------|-----|--------|-------------------|-----------|-----|--------|------|---|---|---|---|---|---|---|---|---|---|----------|
| MARK | NO. | LENGTH | LOCATION | MARK | NO. | LENGTH | LOCATION | MARK | NO. | LENGTH | LOCATION | MARK | NO. | LENGTH | TYPE | A | B | C | D | E | F | G | H | O | R | LOCATION |
| ABUTMENT NO. 2 | | | | F915 | 3 | 11'7" | Footng Abut. No.2 | F950 | 3 | 9'9" | Footng Abut. No.2 | | | | | | | | | | | | | | | |
| F500 | 30 | 31'9" | Footng Abut. No.2 | F916 | 3 | 12'0" | | F951 | 3 | 10'2" | | | | | | | | | | | | | | | | |
| F501 | 3 | 9'9" | | F917 | 3 | 12'4" | | F952 | 3 | 10'7" | | | | | | | | | | | | | | | | |
| F502 | 3 | 10'2" | | F918 | 3 | 12'9" | | F953 | 3 | 11'1" | | | | | | | | | | | | | | | | |
| F503 | 3 | 10'8" | | F919 | 3 | 13'1" | | F954 | 3 | 11'6" | | | | | | | | | | | | | | | | |
| F504 | 3 | 11'1" | | F920 | 3 | 13'6" | | F955 | 3 | 11'11" | | | | | | | | | | | | | | | | |
| F505 | 3 | 11'7" | | F921 | 3 | 13'10" | | F956 | 3 | 12'5" | | | | | | | | | | | | | | | | |
| F506 | 3 | 12'0" | | | | | | F957 | 3 | 12'10" | | | | | | | | | | | | | | | | |
| F507 | 3 | 12'6" | | | | | | F958 | 6 | 13'3" | | | | | | | | | | | | | | | | |
| F508 | 3 | 12'11" | | | | | | F959 | 3 | 9'9" | | | | | | | | | | | | | | | | |
| F509 | 3 | 13'4" | | | | | | F960 | 3 | 10'2" | | | | | | | | | | | | | | | | |
| F510 | 6 | 13'9" | | | | | | F961 | 3 | 10'7" | | | | | | | | | | | | | | | | |
| F511 | 30 | 35'6" | | | | | | F962 | 3 | 11'0" | | | | | | | | | | | | | | | | |
| F512 | 3 | 9'9" | | | | | | F963 | 3 | 11'5" | | | | | | | | | | | | | | | | |
| F513 | 3 | 10'1" | | | | | | F964 | 3 | 11'10" | | | | | | | | | | | | | | | | |
| F514 | 3 | 10'6" | | ABUTMENT NO. 1 | | | | F965 | 3 | 12'3" | | | | | | | | | | | | | | | | |
| F515 | 3 | 10'10" | | F550 | 30 | 29'9" | Footng Abut. No.2 | F966 | 3 | 12'8" | | | | | | | | | | | | | | | | |
| F516 | 3 | 11'3" | | F551 | 3 | 9'9" | | F967 | 3 | 13'1" | | | | | | | | | | | | | | | | |
| F517 | 3 | 11'7" | | F552 | 3 | 10'2" | | F968 | 3 | 13'6" | | | | | | | | | | | | | | | | |
| F518 | 3 | 12'0" | | F553 | 3 | 10'7" | | F969 | 3 | 13'11" | | | | | | | | | | | | | | | | |
| F519 | 3 | 12'4" | | F554 | 3 | 11'1" | | F970 | 2 | 14'4" | | | | | | | | | | | | | | | | |
| F520 | 3 | 12'9" | | F555 | 3 | 11'6" | | | | | | | | | | | | | | | | | | | | |
| F521 | 3 | 13'1" | | F556 | 3 | 11'11" | | | | | | | | | | | | | | | | | | | | |
| F522 | 3 | 13'6" | | F557 | 3 | 12'5" | | | | | | | | | | | | | | | | | | | | |
| F523 | 3 | 13'10" | | F558 | 3 | 12'10" | | | | | | | | | | | | | | | | | | | | |
| F524 | 26 | 40'0" | | F559 | 6 | 13'3" | | | | | | | | | | | | | | | | | | | | |
| F525 | 26 | 31'10" | | F560 | 30 | 33'6" | | | | | | | | | | | | | | | | | | | | |
| F526 | 70 | 12'0" | | F561 | 3 | 9'9" | | | | | | | | | | | | | | | | | | | | |
| | | | | F562 | 3 | 10'2" | | | | | | | | | | | | | | | | | | | | |
| | | | | F563 | 3 | 10'7" | | APPROACH SLABS | | | | | | | | | | | | | | | | | | |
| | | | | F564 | 3 | 11'0" | | | | | | | | | | | | | | | | | | | | |
| F800 | 70 | 12'0" | Footng Abut. No.2 | F565 | 3 | 11'5" | | AS400 | 32 | 29'7" | Abutment No.2 | | | | | | | | | | | | | | | |
| | | | | F566 | 3 | 11'10" | | AS401 | 32 | 30'0" | Abutment No.2 | | | | | | | | | | | | | | | |
| | | | | F567 | 3 | 12'3" | | AS402 | 16 | 8'6" | do | | | | | | | | | | | | | | | |
| F900 | 3 | 9'9" | Footng Abut. No.2 | F568 | 3 | 12'8" | | | | | | | | | | | | | | | | | | | | |
| F901 | 3 | 10'2" | | F569 | 3 | 13'1" | | | | | | | | | | | | | | | | | | | | |
| F902 | 3 | 10'8" | | F570 | 3 | 13'6" | | AS600 | 116 | 15'0" | Abutment No.2 | | | | | | | | | | | | | | | |
| F903 | 3 | 11'1" | | F571 | 3 | 13'11" | | AS601 | 132 | 15'0" | Abutment No.2 | | | | | | | | | | | | | | | |
| F904 | 3 | 11'7" | | F572 | 2 | 14'4" | | | | | | | | | | | | | | | | | | | | |
| F905 | 3 | 12'0" | | F573 | 61 | 12'0" | | | | | | | | | | | | | | | | | | | | |
| F906 | 3 | 12'6" | | F574 | 26 | 40'0" | | | | | | | | | | | | | | | | | | | | |
| F907 | 3 | 12'11" | | F575 | 26 | 24'3" | | | | | | | | | | | | | | | | | | | | |
| F908 | 3 | 13'4" | | | | | | | | | | | | | | | | | | | | | | | | |
| F909 | 6 | 13'9" | | | | | | | | | | | | | | | | | | | | | | | | |
| F910 | 3 | 9'9" | | | | | | | | | | | | | | | | | | | | | | | | |
| F911 | 3 | 10'1" | | F850 | 61 | 120" | Footng Abut. No.2 | | | | | | | | | | | | | | | | | | | |
| F912 | 3 | 10'6" | | | | | | | | | | | | | | | | | | | | | | | | |
| F913 | 3 | 10'10" | | | | | | | | | | | | | | | | | | | | | | | | |
| F914 | 3 | 11'3" | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | MARK | NO. | LENGTH | TYPE | A | B | C | D | E | F | G | H | O | R | LOCATION |

| FHWA NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|-------------|-------|----------------|-----------|--------------|
| 1 | MAINE | 395-B (86) | 42 | 121 |

TYPE-BENDING DIAGRAMS



All dimensions are out to out of reinf. bar

Bending details and hooks shall conform to the recommendations of ACI Standard 315-65.

Reinforcing Bar: ASTM A615 Grade 60

GENERAL NOTES

- First digit(s) following the letter of the Mark indicates size of reinf. bar.
Mark (A502) bar size - #5
Mark (P1001) bar size - #10
Mark (S603) bar size - #6
- Letter of Marks A, P & S locates bars of Abutments, Piers, and Superstructure parts respectively.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WILSON STREET
OVER
I-395
BREWER

REINFORCING STEEL SCHEDULE

182-75

SHEET 42 OF 121 AUGUSTA, MAINE

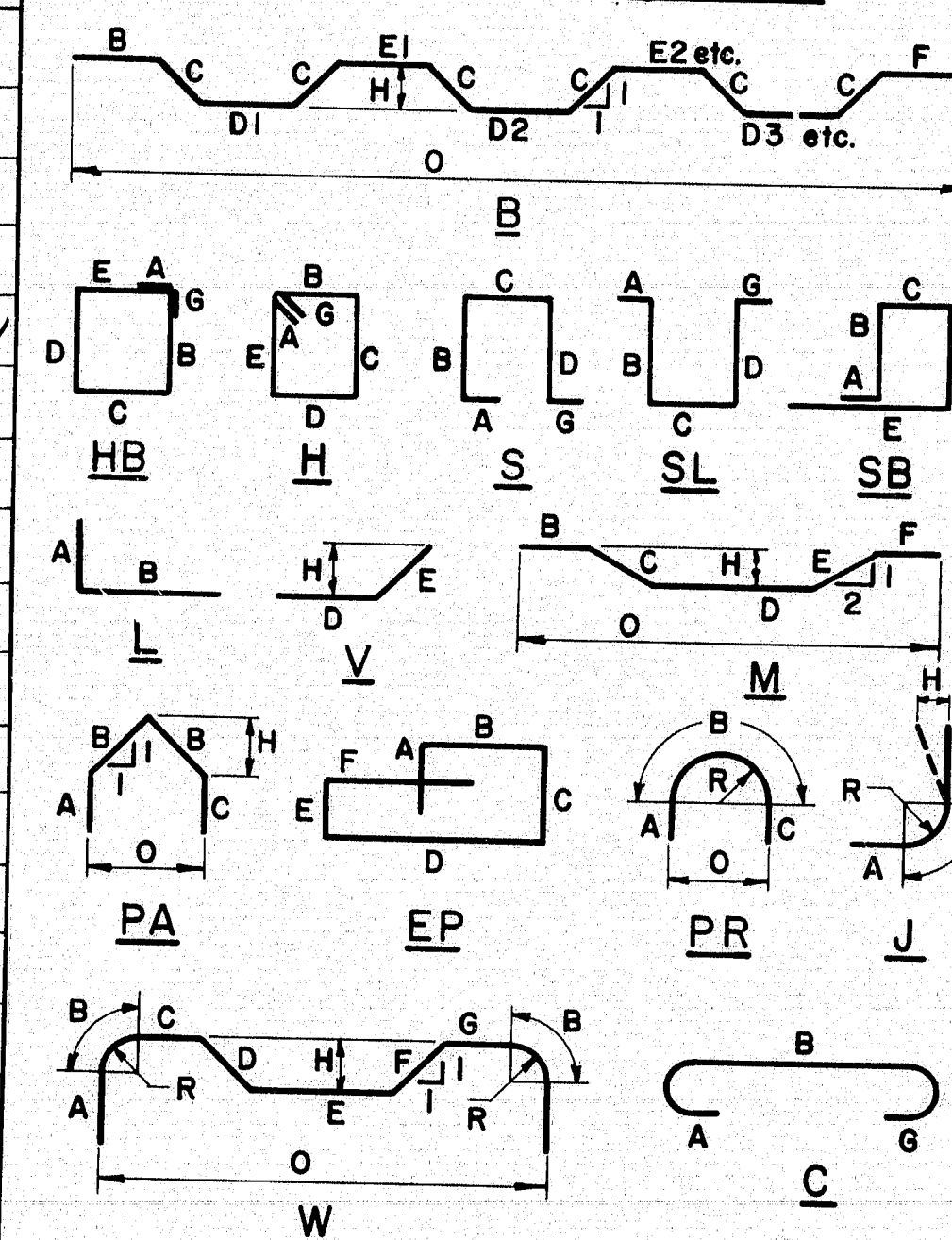
| DATE | BY | DESIGN - DETAIL | CHECKED | REVISIONS | FIELD CHANGES |
|-------|-----|-----------------|---------|-----------|---------------|
| 11-82 | RUN | | | | |
| 11-82 | CAW | | | | |
| 2-83 | | | | | |

PLANS

REINFORCING STEEL SCHEDULE

| STRAIGHT BARS | | | | BENT BARS | | | |
|----------------|-----|---------|-------------------|----------------|-----|---------|-------------------|
| MARK | NO. | LENGTH | LOCATION | MARK | NO. | LENGTH | LOCATION |
| ABUTMENT NO. 1 | | | | ABUTMENT NO. 1 | | | |
| A500 | 36 | 8'-10" | Dowel Wings | B527 | 2 | 3'-0" | Horiz. South Wing |
| A501 | 3 | 20'-7" | Vert. South Wing | B528 | 3 | 14'-6" | Vert. South Wing |
| A502 | 3 | 18'-7" | | B529 | 3 | 15'-8" | |
| A503 | 3 | 16'-7" | | B530 | 3 | 16'-10" | |
| A504 | 3 | 14'-7" | | B531 | 3 | 18'-2" | |
| A505 | 3 | 12'-7" | | B532 | 3 | 19'-4" | |
| A506 | 2 | 11'-2" | | B533 | 3 | 20'-6" | |
| A507 | 3 | 13'-1" | | B534 | 2 | 21'-10" | |
| A508 | 3 | 11'-1" | | B535 | 3 | 6'-2" | Horiz. South Wing |
| A509 | 3 | 9'-4" | | B536 | 3 | 7'-5" | |
| A510 | 3 | 7'-1" | | B537 | 3 | 8'-8" | |
| A511 | 3 | 5'-1" | | B538 | 3 | 9'-11" | |
| A512 | 24 | 24'-8" | Horiz. South Wing | B539 | 3 | 11'-2" | |
| A513 | 2 | 21'-2" | | B540 | 3 | 12'-4" | |
| A514 | 2 | 17'-11" | | B541 | 2 | 13'-3" | |
| A515 | 2 | 14'-6" | | B542 | 2 | 30'-10" | |
| A516 | 2 | 11'-2" | | B543 | 51 | 3'-10" | Dowel |
| A517 | 2 | 7'-9" | | B544 | 51 | 9'-0" | Vert. Backwall |
| A518 | 2 | 4'-4" | | B545 | 3 | 17'-4" | Vert. Breastwall |
| A519 | 2 | 27'-0" | | B546 | 2 | 16'-8" | do |
| A520 | 1 | 11'-2" | Vert. North Wing | B547 | 40 | 22'-1" | Horiz. Breastwall |
| A521 | 3 | 11'-9" | | B548 | 13 | 25'-7" | do |
| A522 | 3 | 13'-6" | | B549 | 17 | 23'-1" | do |
| A523 | 3 | 15'-3" | | B552 | 2 | 27'-5" | Horiz. Backwall |
| A524 | 3 | 16'-11" | | B553 | 16 | 6'-0" | do |
| A525 | 3 | 18'-7" | | B555 | 4 | 3'-8" | Horiz. Backwall |
| A526 | 3 | 20'-4" | | B556 | 6 | 28'-2" | do |
| A527 | 3 | 4'-1" | | B557 | 14 | 21'-1" | Horiz. Breastwall |
| A528 | 3 | 5'-9" | | B558 | 18 | 20'-3" | do |
| A529 | 3 | 7'-6" | | B559 | 6 | 25'-2" | Horiz. Backwall |
| A530 | 3 | 9'-2" | | B560 | 17 | 6'-0" | do |
| A531 | 3 | 10'-11" | | B561 | 2 | 24'-3" | do |
| A532 | 3 | 12'-7" | | | | | |
| A533 | 24 | 27'-8" | Horiz. North Wing | | | | |
| A534 | 2 | 23'-8" | | | | | |
| A535 | 2 | 19'-9" | | | | | |
| A536 | 2 | 15'-10" | | | | | |
| A537 | 2 | 11'-10" | | | | | |
| A538 | 2 | 7'-11" | | | | | |
| A539 | 2 | 3'-11" | | | | | |
| A540 | 2 | 29'-7" | | | | | |
| A541 | 14 | 21'-8" | Horiz. Breastwall | | | | |
| A542 | 17 | 18'-9" | | | | | |
| A543 | 16 | 6'-6" | | | | | |
| A544 | 50 | 3'-10" | Dowel Abutment | | | | |
| A545 | 3 | 18'-0" | Vert. Breastwall | | | | |
| A546 | 5 | 23'-10" | Horiz. Backwall | | | | |
| A547 | 2 | 22'-10" | do | | | | |
| ABUTMENT NO. 2 | | | | ABUTMENT NO. 2 | | | |
| B500 | 53 | 4'-6" | Dowel Abutment | B581 | 48 | 20'-11" | Vert. Breastwall |
| B501 | 38 | 8'-6" | Dowel North Wing | B582 | 45 | 16'-6" | Vert. Backwall |
| B502 | 3 | 12'-9" | Vert. North Wing | B583 | 6 | 18'-8" | do |
| B503 | 3 | 14'-3" | | B584 | 12 | 5'-6" | Horiz. Breastwall |
| B504 | 3 | 15'-9" | | B585 | 13 | 6'-6" | do |
| B505 | 3 | 17'-6" | | | | | |
| B506 | 3 | 19'-0" | | | | | |
| B507 | 3 | 20'-6" | | | | | |
| B508 | 3 | 4'-6" | | | | | |
| B509 | 3 | 6'-0" | | | | | |
| B510 | 3 | 7'-8" | | | | | |
| B511 | 3 | 9'-2" | | | | | |
| B512 | 3 | 10'-8" | | | | | |
| B513 | 3 | 12'-4" | | | | | |
| B514 | 26 | 26'-5" | Horiz. North Wing | | | | |
| B516 | 2 | 22'-4" | | | | | |
| B517 | 2 | 18'-0" | | | | | |
| B518 | 2 | 13'-4" | | | | | |
| B519 | 2 | 9'-0" | | | | | |
| B520 | 2 | 5'-0" | | | | | |
| B521 | 2 | 28'-2" | | | | | |
| B522 | 28 | 29'-8" | Horiz. South Wing | | | | |
| B523 | 2 | 24'-10" | | | | | |
| B524 | 2 | 19'-4" | | | | | |
| B525 | 2 | 13'-11" | | | | | |
| B526 | 2 | 8'-5" | | | | | |
| B700 | 74 | 10'-9" | Vert. Wings | | | | |
| B701 | 98 | 11'-6" | do | | | | |
| B800 | 36 | 6'-10" | Vert. Wings | | | | |
| B900 | 99 | 8'-6" | Dowel | | | | |
| B901 | 38 | 7'-6" | Vert. Wings | | | | |
| B750 | 74 | 11'-8" | L 5'-11" 5'-9" | | | | |

TYPE-BENDING DIAGRAMS



All dimensions are out to out of reinf. bar

Bending details and hooks shall conform to the recommendations of ACI Standard 315-65.

Reinforcing Bar: ASTM A615 Grade 60

GENERAL NOTES

- First digit(s) following the letter of the Mark indicates size of reinf. bar.
Mark (A502) bar size - #5
Mark (P1001) bar size - #10
Mark (S603) bar size - #6
- Letter of Marks A, P & S locates bars of Abutments, Piers, and Superstructure parts respectively.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WILSON STREET
OVER
I-395
BREWER

REINFORCING STEEL SCHEDULE

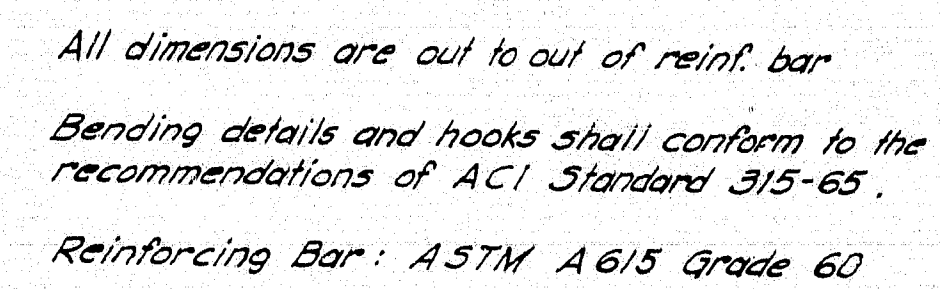
102-76

SHEET 43 OF 121 AUGUSTA, MAINE

DATE 11-82
BY R.V.N.
DESIGN - DETAIL
CHECKED L.A.W.
REVISIONS
FIELD CHANGES

[illegible]

TYPE - BENDING DIAGRAMS



GENERAL NOTES

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

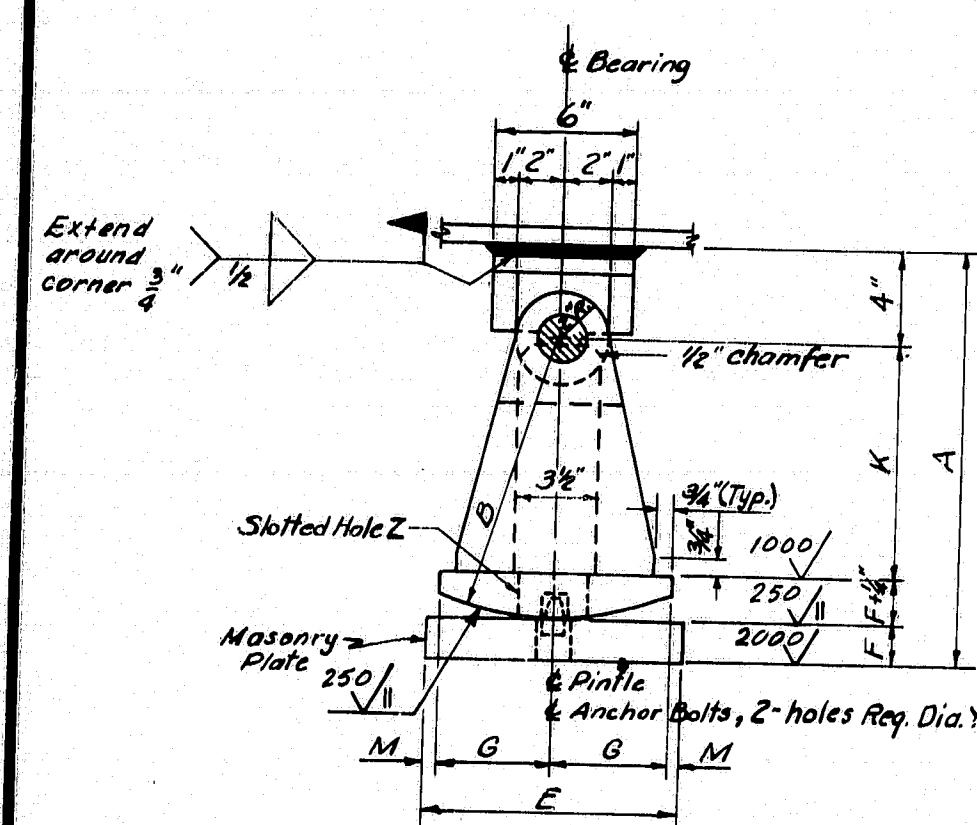
WILSON STREET
OVER
I-395
BREWER

REINFORCING STEEL SCHEDULE

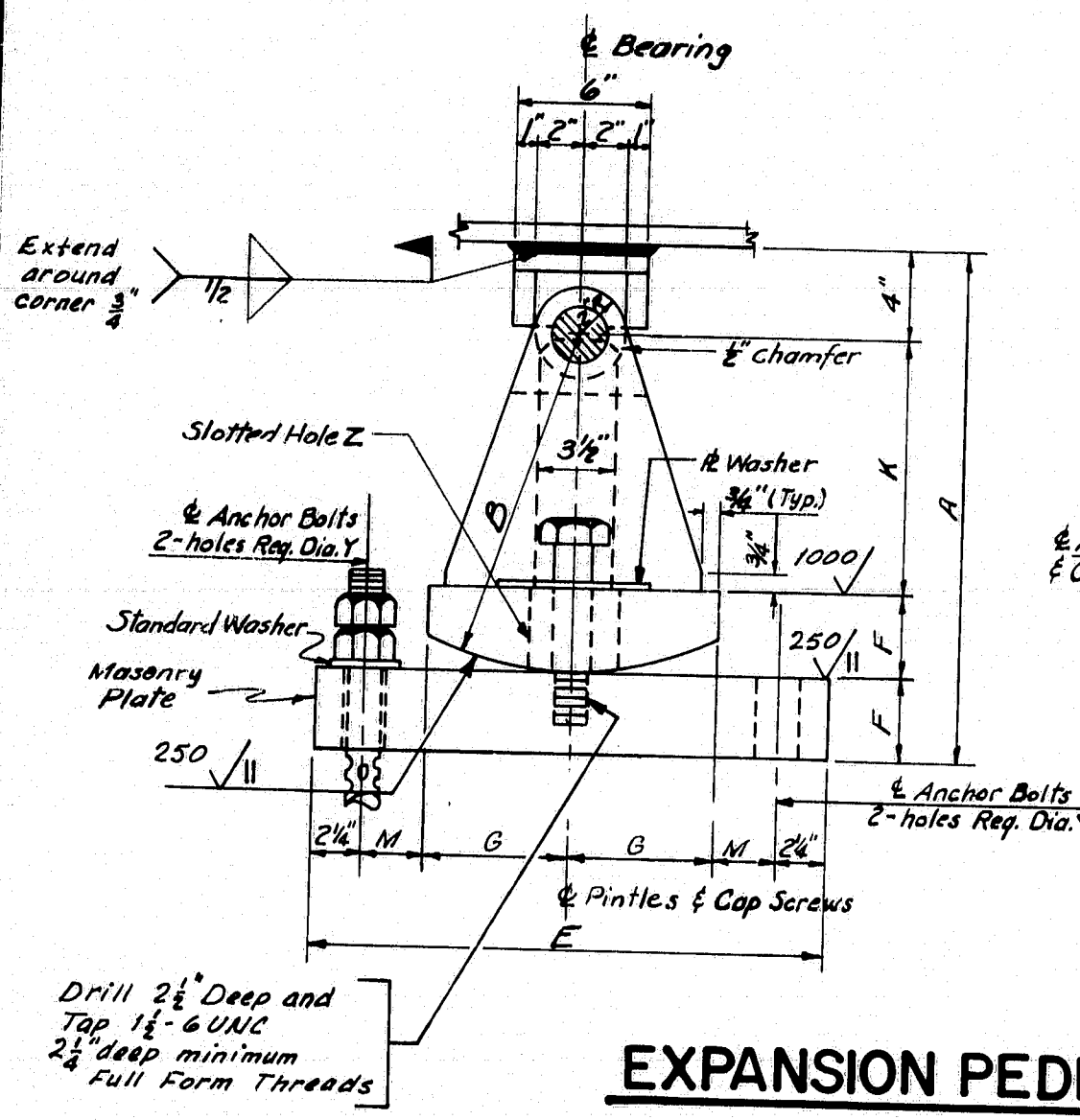
182-77

SHEET 44 OF 121 AUGUSTA, MAINE

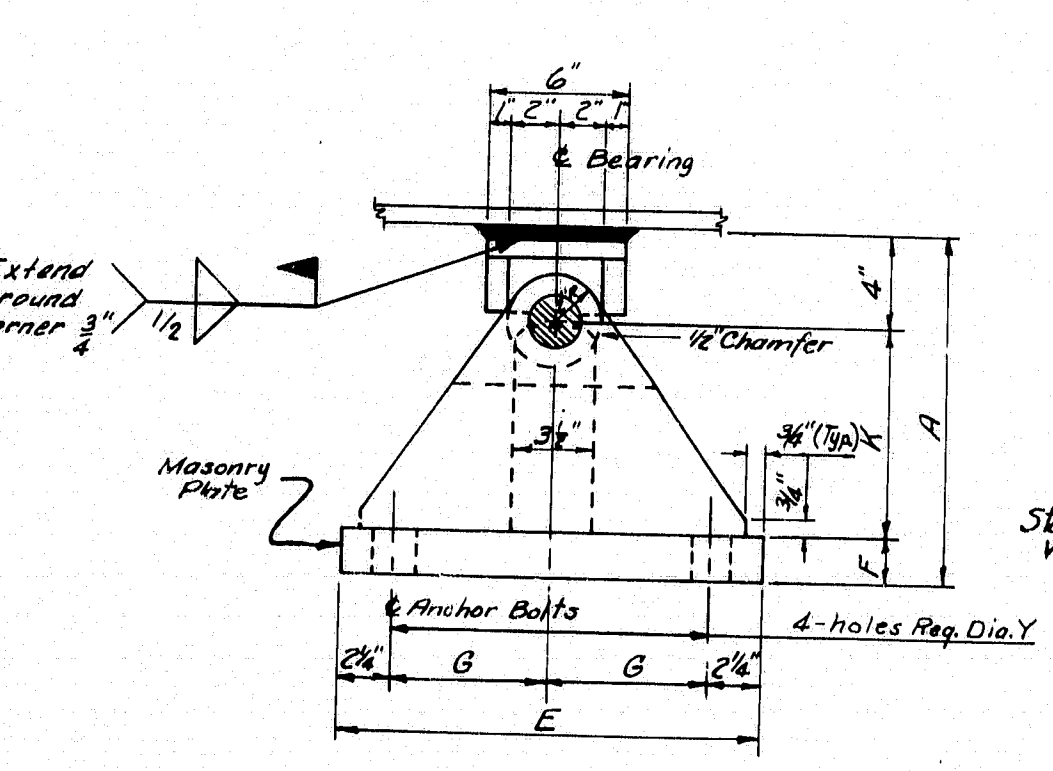
| | | | |
|-------|-----------------|------------|--------------|
| PLANS | DESIGN - DETAIL | BY | DATE |
| | CHECKED | <i>RVN</i> | <i>11-82</i> |
| | REVISIONS | <i>LAW</i> | <i>2-83</i> |
| | FIELD CHANGES | | |
| | | | |



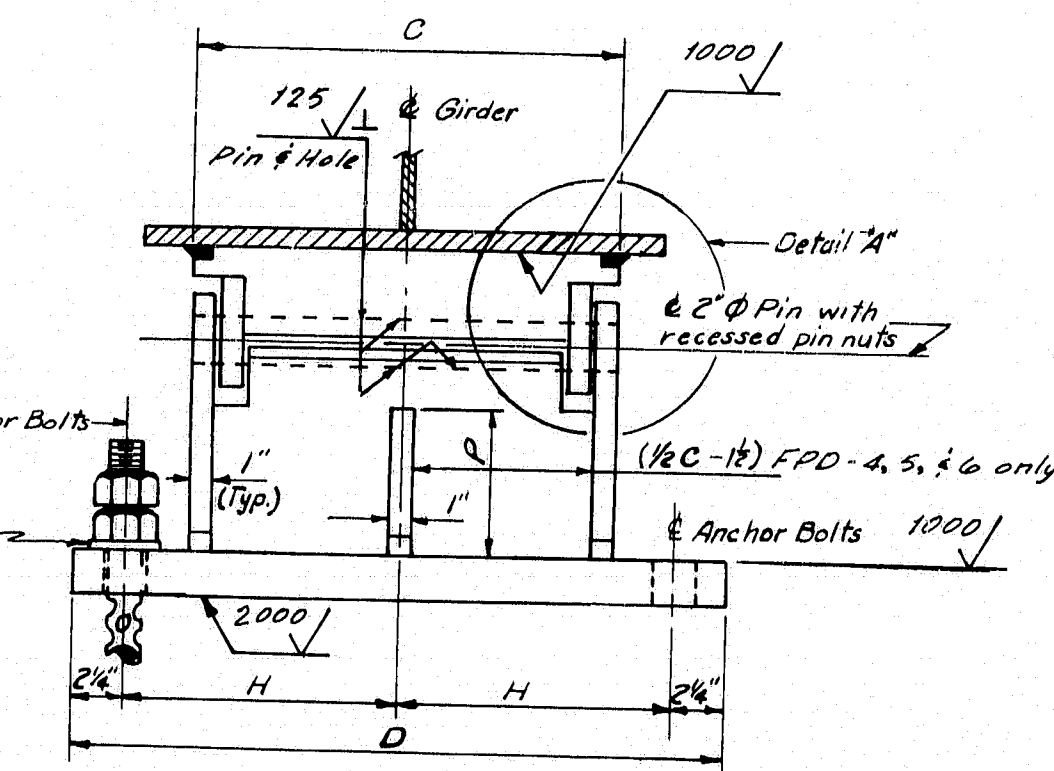
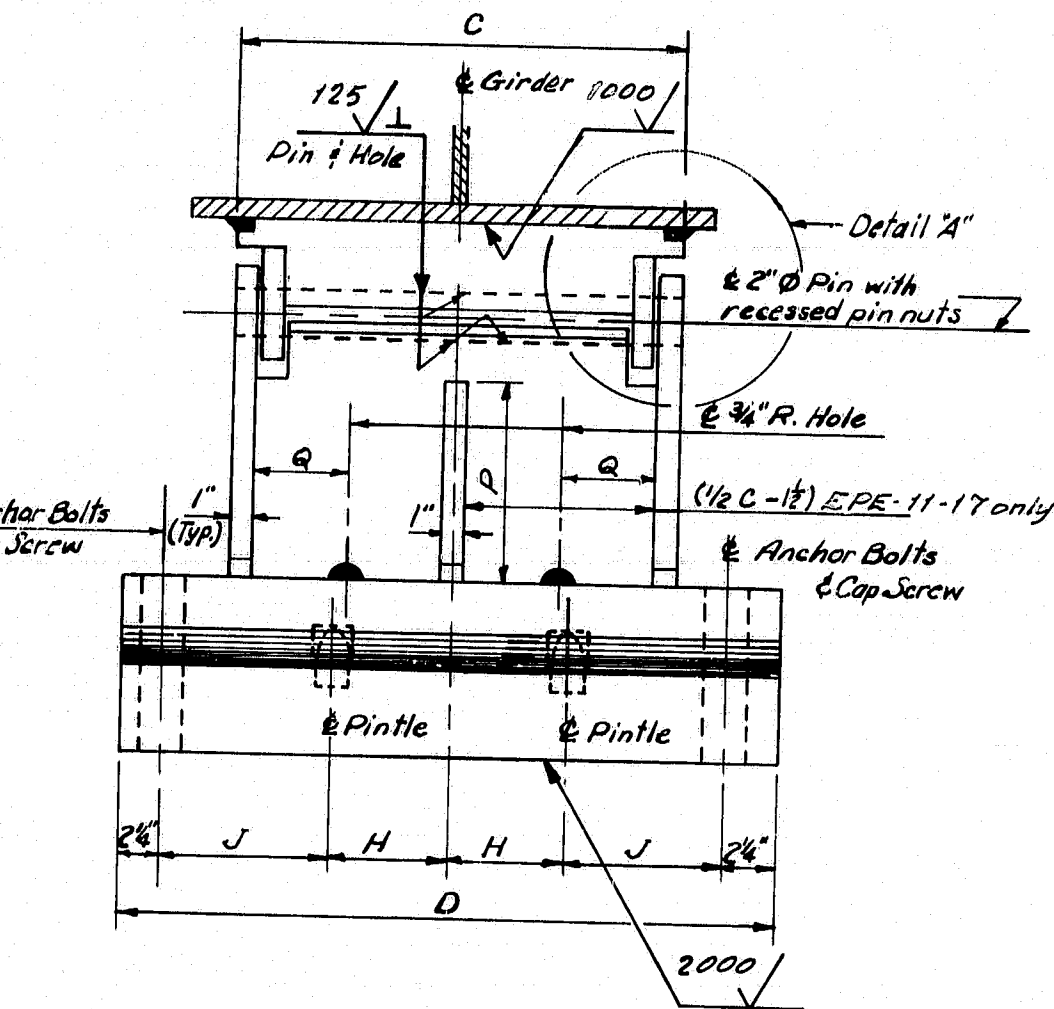
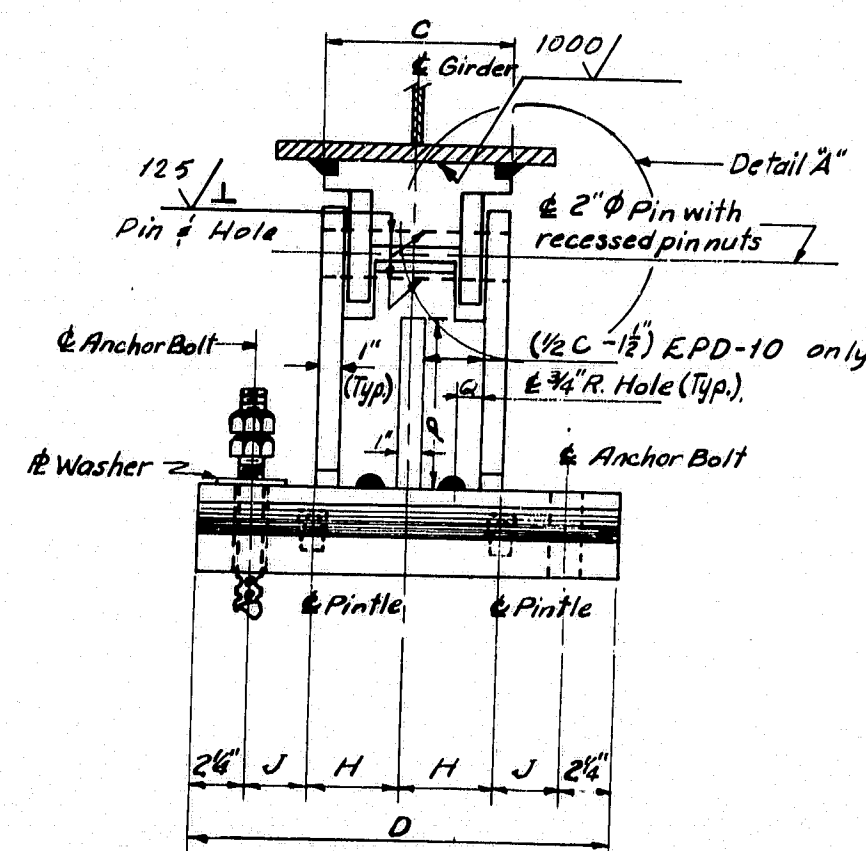
EXPANSION PEDESTAL — EPD



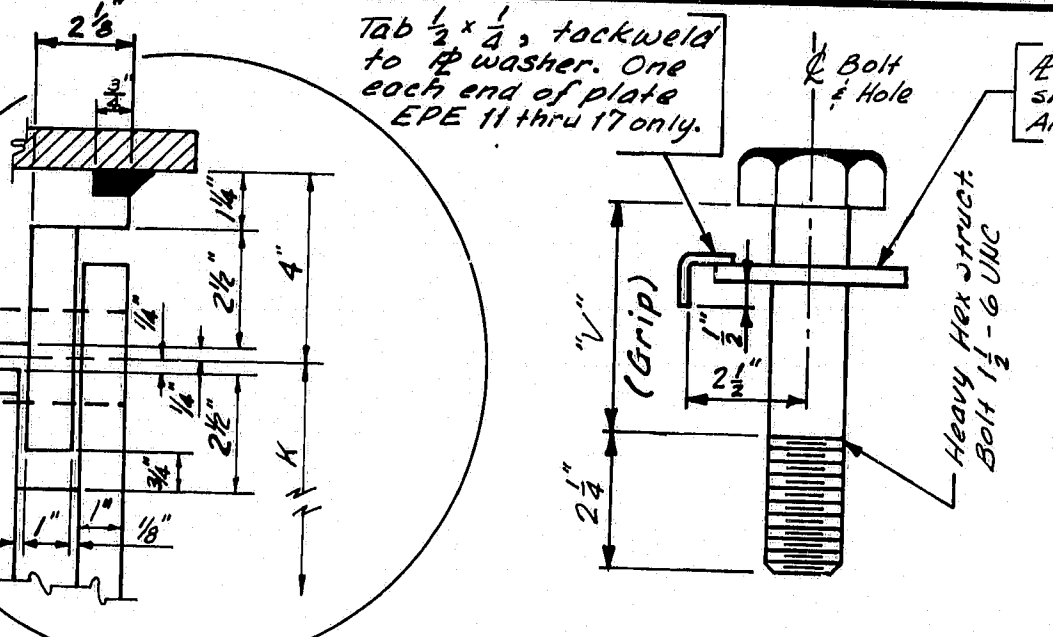
EXPANSION PEDESTAL — EPE



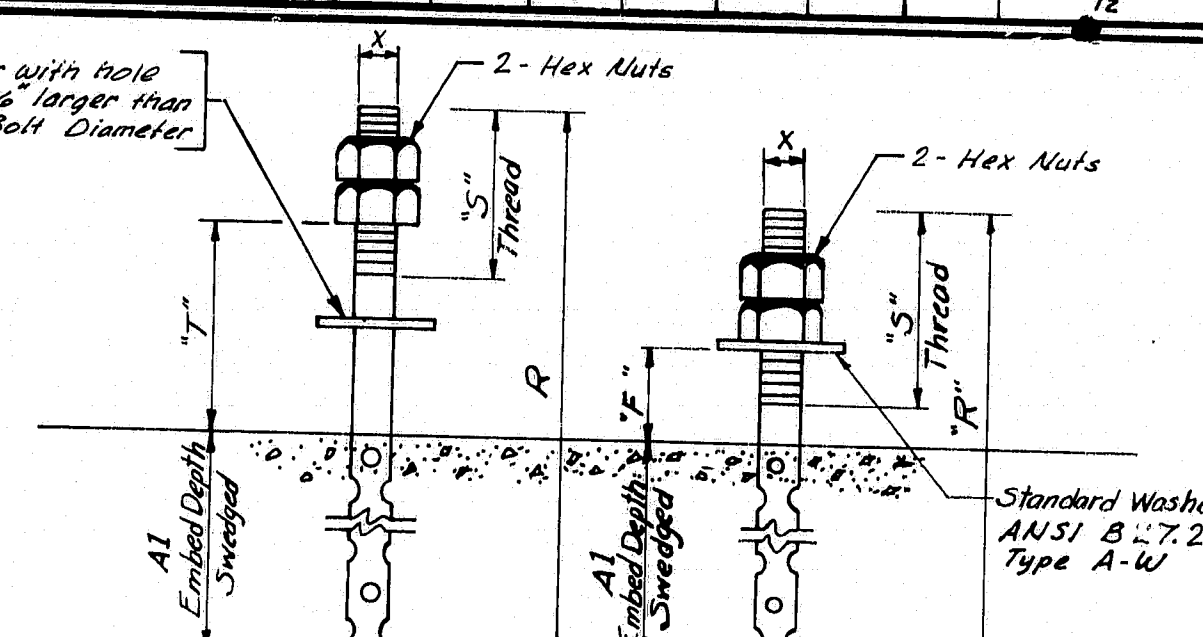
FIXED PEDESTAL — FPD



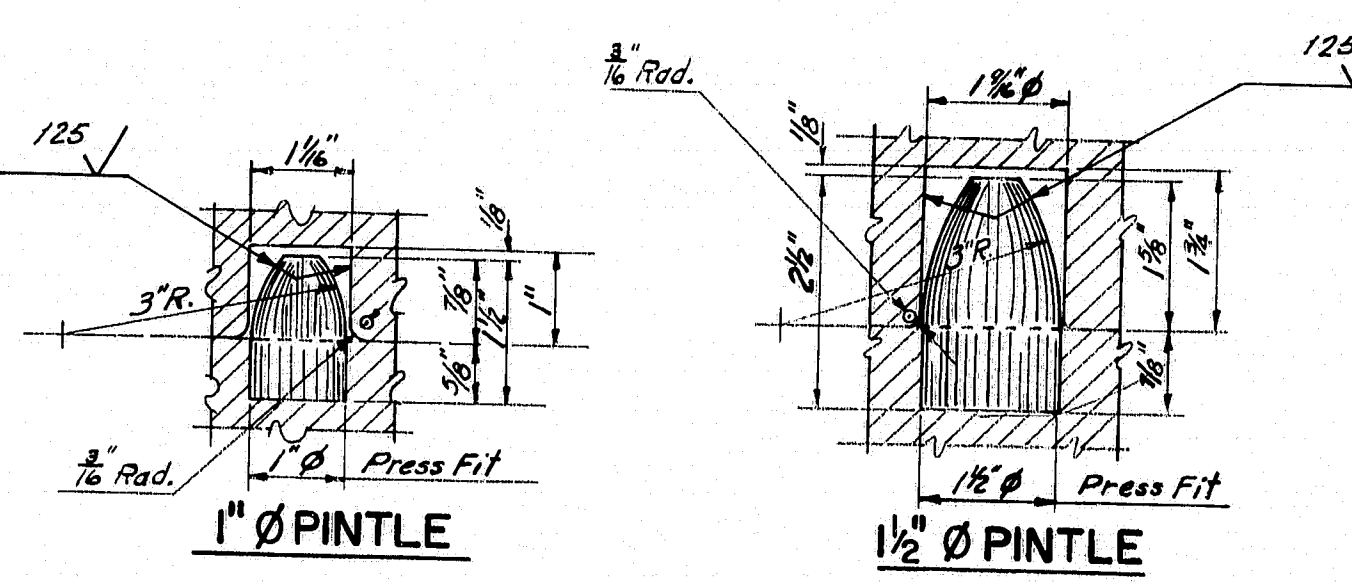
| MARK | LOAD | A | B | C | D | E | F | G | H | J | K | M | P | Q | R | S | T | V | X-Anchor Bolt Diameter | Y-Masonry Plate Hole Size | Number Anchor Bolts Required | Z-Slotted Hole for Anchor Bolts or Cap Screws | Washer Size for Anchor Bolts or Cap Screws | 41 Embedment Depth | MARK |
|--------|------|------------|-------|--------|--------|--------|--------|--------|-----------|---------|-----------|--------|---|----|------------|--------|--------|--------|------------------------|---------------------------|------------------------------|---|--|--------------------|--------|
| EPD-1 | 100* | 1'-2 1/2" | 9" | 8" | 1'-6" | 8" | 1 1/2" | 3 1/2" | 4" | 2 1/2" | 7" | 1 1/2" | - | 3" | 1'-4 1/2" | 3" | 4 1/2" | - | 1" | 1 1/8" | 2 | 3" x 1 1/8" | 3" x 5" x 1/4" | 10" | EPD-1 |
| EPD-2 | 100* | 1'-2 1/2" | 9" | 8" | 1'-6" | 9" | 1 1/2" | 4" | 4" | 2 1/2" | 7" | 1 1/2" | - | 3" | 1'-4 1/2" | 3" | 4 1/2" | - | 1" | 1 1/8" | 2 | 3" x 1 1/8" | 3" x 5" x 1/4" | 10" | EPD-2 |
| EPD-3 | 100* | 1'-2 1/2" | 9" | 8" | 1'-6" | 10" | 1 1/2" | 4 1/2" | 4" | 2 1/2" | 7" | 1 1/2" | - | 3" | 1'-4 1/2" | 3" | 4 1/2" | - | 1" | 1 1/8" | 2 | 3" x 1 1/8" | 3" x 5" x 1/4" | 10" | EPD-3 |
| EPD-4 | 100* | 1'-3 1/2" | 1'-0" | 8" | 1'-6" | 11" | 1 1/2" | 5" | 4" | 2 1/2" | 10" | 1 1/2" | - | 3" | 1'-5" | 3" | 4 1/2" | - | 1" | 1 1/8" | 2 | 3" x 1 1/8" | 3" x 5" x 1/4" | 10" | EPD-4 |
| EPD-5 | 200* | 1'-9 1/2" | 1'-3" | 10" | 1'-8" | 1'-0" | 2 1/2" | 5 1/2" | 4" | 3 1/2" | 1'-0 1/2" | 1 1/2" | - | 4" | 2'-0 1/2" | 4" | 6 1/2" | - | 1 1/2" | 1 1/8" | 2 | 4" x 1 1/8" | 4" x 7" x 1/4" | 1'-3" | EPD-5 |
| EPD-6 | 200* | 1'-9 1/2" | 1'-3" | 10" | 1'-8" | 1'-1" | 2 1/2" | 6" | 4" | 3 1/2" | 1'-0 1/2" | 1 1/2" | - | 4" | 2'-1" | 4" | 6 1/2" | - | 1 1/2" | 1 1/8" | 2 | 4" x 1 1/8" | 4" x 7" x 1/4" | 1'-3" | EPD-6 |
| EPD-7 | 200* | 1'-9 1/2" | 1'-3" | 10" | 1'-8" | 1'-2" | 2 1/2" | 6 1/2" | 4" | 3 1/2" | 1'-0 1/2" | 1 1/2" | - | 4" | 2'-1" | 4" | 6 1/2" | - | 1 1/2" | 1 1/8" | 2 | 4" x 1 1/8" | 4" x 7" x 1/4" | 1'-3" | EPD-7 |
| EPD-8 | 200* | 1'-10" | 1'-3" | 10" | 1'-8" | 1'-3" | 2 1/2" | 7" | 4" | 3 1/2" | 1'-0 1/2" | 1 1/2" | - | 4" | 2'-1" | 4" | 6 1/2" | - | 1 1/2" | 1 1/8" | 2 | 4" x 1 1/8" | 4" x 7" x 1/4" | 1'-3" | EPD-8 |
| EPD-9 | 300* | 1'-4 1/2" | 1'-3" | 1'-2" | 2'-0" | 1'-4" | 3" | 7 1/2" | 5" | 4 1/2" | 1'-0 1/2" | 1 1/2" | - | 6" | 2'-2 1/2" | 4" | 8" | - | 1 1/2" | 1 1/8" | 2 | 5" x 1 1/8" | 4" x 8" x 1/4" | 1'-3" | EPD-9 |
| EPD-10 | 400* | 1'-10 1/2" | 1'-3" | 1'-6" | 2'-4" | 1'-6" | 3 1/2" | 8 1/2" | 6" | 5 1/2" | 1'-1 1/2" | 1 1/2" | - | 6" | 2'-3" | 4" | 8 1/2" | - | 1 1/2" | 1 1/8" | 2 | 5" x 1 1/8" | 4" x 8" x 1/4" | 1'-3" | EPD-10 |
| EPE-1 | 200* | 1'-10" | 1'-3" | 10" | 1'-7" | 1'-6" | 3" | 4" | 4" | 3 1/2" | 1'-0" | 2 1/2" | - | 4" | 1'-10" | 4 1/2" | - | 3 1/2" | 1 1/8" | 4 | 3" x 1 1/8" | 3 1/2" x 4" x 1/4" | 1'-3" | EPE-1 | |
| EPE-2 | 200* | 1'-10" | 1'-3" | 11" | 1'-8" | 1'-9" | 3" | 5 1/2" | 4 1/2" | 3 1/2" | 1'-0" | 2 1/2" | - | 4" | 1'-10" | 4 1/2" | - | 4 1/2" | 1 1/8" | 4 | 3 1/2" x 1 1/8" | 3 1/2" x 5" x 1/4" | 1'-3" | EPE-2 | |
| EPE-3 | 200* | 1'-10" | 1'-3" | 11" | 1'-8" | 1'-10" | 3" | 6" | 4 1/2" | 3 1/2" | 1'-0" | 2 1/2" | - | 4" | 1'-10" | 4 1/2" | - | 4 1/2" | 1 1/8" | 4 | 3 1/2" x 1 1/8" | 3 1/2" x 5" x 1/4" | 1'-3" | EPE-3 | |
| EPE-4 | 200* | 1'-10" | 1'-3" | 11" | 1'-8" | 1'-11" | 3" | 6 1/2" | 4 1/2" | 3 1/2" | 1'-0" | 2 1/2" | - | 4" | 1'-10" | 4 1/2" | - | 4 1/2" | 1 1/8" | 4 | 3 1/2" x 1 1/8" | 3 1/2" x 5" x 1/4" | 1'-3" | EPE-4 | |
| EPE-5 | 200* | 1'-10" | 1'-3" | 11" | 1'-8" | 2'-0" | 3" | 7" | 4 1/2" | 3 1/2" | 1'-0" | 2 1/2" | - | 4" | 1'-10" | 4 1/2" | - | 4 1/2" | 1 1/8" | 4 | 3 1/2" x 1 1/8" | 3 1/2" x 5" x 1/4" | 1'-3" | EPE-5 | |
| EPE-6 | 300* | 1'-10 1/2" | 1'-3" | 1'-2" | 1'-11" | 1'-6" | 3" | 4" | 5" | 4 1/2" | 1'-0" | 2 1/2" | - | 6" | 1'-10" | 4 1/2" | - | 3 1/2" | 1 1/8" | 4 | 3" x 1 1/8" | 3 1/2" x 4" x 1/4" | 1'-3" | EPE-6 | |
| EPE-7 | 300* | 1'-10 1/2" | 1'-3" | 1'-2" | 1'-11" | 1'-8" | 3 1/2" | 5" | 5" | 4 1/2" | 1'-0" | 2 1/2" | - | 6" | 1'-10" | 4 1/2" | - | 3 1/2" | 1 1/8" | 4 | 3" x 1 1/8" | 3 1/2" x 4" x 1/4" | 1'-3" | EPE-7 | |
| EPE-8 | 300* | 1'-10 1/2" | 1'-3" | 1'-2" | 1'-11" | 1'-10" | 3 1/2" | 6" | 5" | 4 1/2" | 1'-0" | 2 1/2" | - | 6" | 1'-10" | 4 1/2" | - | 4 1/2" | 1 1/8" | 4 | 3" x 1 1/8" | 3 1/2" x 4" x 1/4" | 1'-3" | EPE-8 | |
| EPE-9 | 300* | 1'-10 1/2" | 1'-3" | 1'-2" | 1'-11" | 2'-0" | 3 1/2" | 7" | 5" | 4 1/2" | 1'-0" | 2 1/2" | - | 6" | 1'-10" | 4 1/2" | - | 4 1/2" | 1 1/8" | 4 | 3" x 1 1/8" | 3 1/2" x 4" x 1/4" | 1'-3" | EPE-9 | |
| EPE-10 | 300* | 1'-10 1/2" | 1'-3" | 1'-2" | 1'-11" | 2'-3" | 3 1/2" | 8" | 5" | 4 1/2" | 1'-0" | 2 1/2" | - | 6" | 1'-10" | 4 1/2" | - | 5" | 1 1/8" | 4 | 4" x 1 1/8" | 3 1/2" x 6" x 1/4" | 1'-3" | EPE-10 | |
| EPE-11 | 400* | 1'-10 1/2" | 1'-3" | 1'-7" | 2'-4" | 1'-7" | 3 1/2" | 8 1/2" | 5" | 4 1/2" | 1'-1 1/2" | 3 1/2" | - | 6" | 1'-10 1/2" | 4 1/2" | - | 6" | 1 1/8" | 4 | 5" x 1 1/8" | 3 1/2" x 6" x 1/4" | 1'-3" | EPE-11 | |
| EPE-12 | 400* | 1'-10 1/2" | 1'-3" | 1'-7" | 2'-4" | 1'-11" | 3 1/2" | 9" | 5" | 4 1/2" | 1'-1 1/2" | 3 1/2" | - | 6" | 1'-10 1/2" | 4 1/2" | - | 6" | 1 1/8" | 4 | 5" x 1 1/8" | 3 1/2" x 6" x 1/4" | 1'-3" | EPE-12 | |
| EPE-13 | 400* | 1'-11" | 1'-3" | 1'-7" | 2'-4" | 2'-4" | 4" | 9 1/2" | 5" | 6 1/2" | 1'-1" | 3 1/2" | - | 6" | 1'-11" | 4 1/2" | - | 6 1/2" | 1 1/8" | 4 | 6" x 1 1/8" | 3 1/2" x 8" x 1/4" | 1'-3" | EPE-13 | |
| EPE-14 | 600* | 2'-11 1/2" | 1'-6" | 1'-11" | 3'-0" | 1'-10" | 3 1/2" | 6" | 7" | 8 1/2" | 1'-2 1/2" | 3 1/2" | - | 8" | 1'-11" | 4 1/2" | - | 5" | 1 1/8" | 4 | 4" x 1 1/8" | 4" x 9" x 1/4" | 1'-3" | EPE-14 | |
| EPE-15 | 600* | 2'-2 1/2" | 1'-6" | 1'-11" | 3'-0" | 2'-5" | 4 1/2" | 9" | 7" | 8 1/2" | 1'-2 1/2" | 3 1/2" | - | 8" | 1'-11" | 4 1/2" | - | 5" | 1 1/8" | 4 | 4" x 1 1/8" | 4" x 9" x 1/4" | 1'-3" | EPE-15 | |
| EPE-16 | 800* | 2'-2" | 1'-6" | 2'-6" | 3'-10" | 1'-11" | 4" | 6 1/2" | 10" | 10 1/2" | 1'-2" | 3 1/2" | - | 8" | 1'-11" | 4 1/2" | - | 5 1/2" | 1 1/8" | 4 | 4" x 1 1/8" | 4" x 9" x 1/4" | 1'-3" | EPE-16 | |
| EPE-17 | 800* | 2'-2 1/2" | 1'-6" | 2'-6" | 3'-10" | 2'-5" | 4 1/2" | 9" | 10" | 10 1/2" | 1'-2 1/2" | 3 1/2" | - | 8" | 1'-11" | 4 1/2" | - | 5 1/2" | 1 1/8" | 4 | 4" x 1 1/8" | 4" x 9" x 1/4" | 1'-3" | EPE-17 | |
| FPD-1 | 100* | 1'-0" | - | 8" | 1'-6" | 9" | 2" | 2 1/2" | 6 1/2" | - | 6" | - | - | - | 1'-3" | 3 1/2" | - | - | 1" | 1 1/8" | 4 | - | Standard | 10" | FPD-1 |
| FPD-2 | 200* | 1'-0" | - | 10" | 1'-8" | 1'-2" | 2" | 4 1/2" | 7 1/2" | - | 6" | - | - | - | 1'-5" | 4" | - | - | 1 1/2" | 1 1/8" | 4 | - | Standard | 1'-3" | FPD-2 |
| FPD-3 | 300* | 1'-0" | - | 1'-2" | 2'-0" | 1'-4" | 2" | 3 1/2" | 9 1/2" | - | 6" | - | - | - | 1'-8" | 4" | - | - | 1 1/2" | 1 1/8" | 4 | - | Standard | 1'-3" | FPD-3 |
| FPD-4 | 400* | 1'-3" | - | 1'-6" | 2'-4" | 1'-6" | 2" | 6 1/2" | 11 1/2" | - | 9" | - | - | - | 1'-8" | 4" | - | - | 1 1/2" | 1 1/8" | 4 | - | Standard | 1'-3" | FPD-4 |
| FPD-5 | 600* | 1'-3" | - | 1'-11" | 3'-0" | 1'-10" | 3" | 8 1/2" | 1'-3 1/2" | - | 8" | - | - | - | 1'-9" | 4" | - | - | 1 1/2" | 1 1/8" | 4 | - | Standard | 1'-3" | FPD-5 |
| FPD-6 | 800* | 1'-3" | - | 2'-6" | 3'-10" | 1'-11" | 3" | 9 1/2" | 1'-8 1/2" | - | 8" | - | - | - | 1'-9" | 4" | - | - | 1 1/2" | 1 1/8" | 4 | - | Standard | 1'-3" | FPD-6 |



DETAIL "A" CAP SCREW DETAIL



ANCHOR BOLT DETAILS



PINTLE DETAILS

GENERAL NOTES
 At the location of bearing pedestals the concrete bridge seats shall be dressed one inch larger all around than size of masonry plates and to exact elevations shown on the plans. If dressed areas are below the surface of the surrounding bridge seat a small channel shall be cut to the edge of the bridge seat for drainage where required by the Engineer. Channels shall have a min. width of 2" and a min. slope of 1/8" per foot. No separate payment for this work will be made as it shall be considered incidental to contract items.
 Fabricate pedestals with 1/2" fillet welds. The diameter of the pin hole shall not exceed that of the pin by more than 1/16" inch.
 Pedestals EPD and EPE without center stiffeners have only one drainage hole. Pedestals FPD have no drainage holes.

A.S.T.M. STEEL CLASSIFICATION
 1. Charpy V-notch tests are not required for steel in bearing pedestals.
 2. When structural steel is specified to be unpainted, all steel including anchor bolts and 2" pins shall be A588 unpainted, except cap screws for EPE pedestals shall be A.S.T.M. A325, Type 3.
 3. When structural steel is specified to be painted, all steel including anchor bolts shall be A36, except the following: 2" pin A36, A668, Class D or A10B, Grade 1016-1030 inclusive; cap screws for EPE pedestals shall be A.S.T.M. A325, Type 1.

| REVISIONS | DATE |
|--|------|
| STATE OF MAINE DEPARTMENT OF TRANSPORTATION | |
| STANDARD DETAILS (BD 100-81) | |
| BEARING PEDESTALS | |

| F.R.D. No. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|------------|-------|----------------|-----------|--------------|
| 1 | MAINE | 395-B (86) | 18 | 121 |

FABRICATION NOTES

- 1.) All bolts shall be $\frac{7}{8}$ " H.S. Bolts. Hole sizes for bolts shall conform to Section 504.23 of the Standard Specifications, and edge-distances shall be $\frac{1}{2}$ " min. unless otherwise shown.
- 2.) Connection Plates and gusset plates shall have a minimum thickness of $\frac{3}{8}$ " and shall have sufficient width to provide erection clearances. For bearing stiffeners or intermediate stiffeners and for bent connection plates the plate size will be given on the design drawings.
- 3.) Connection Plates shall be fastened to web plates by fillet welds as shown. All fillet welds shall be the minimum size as specified in A.A.S.H.T.O. Standard Specifications for Highway Bridges, Art. 1.7.21, unless otherwise shown on design drawings.
- 4.) Connection Plates shall be $\frac{3}{8}$ " clear from flanges, except as indicated by notes 5 & 6.
- 5.) Connection Plates on welded beams and girders shall extend to the top flange in areas where the top flange is always in compression.
- 6.) Connection Plates shall extend to the bottom flange at points where lateral bracing is attached and on welded beams and girders in areas where the bottom flange is always in compression.
- 7.) When a connection plate is extended to a flange it shall fit within $\frac{1}{16}$ " except if the design drawings show it is to be welded.
- 8.) Bearing Stiffeners at end bearings shall extend to both top and bottom flanges and shall be welded to both flanges. Weld at bottom flange shall be a full penetration weld. Weld at top flange shall be a fillet weld both sides (see Note 3).
- 9.) Bearing Stiffeners at other than end bearings shall extend to both top and bottom flanges, shall be welded to the bottom flange with a full penetration weld and shall fit within $\frac{1}{16}$ " at top flange.
- 10.) Intermediate Stiffeners shall extend to both top and bottom flanges, shall be welded to the compression flange with a fillet weld on both sides (see Note 3) and shall fit within $\frac{1}{16}$ " at the tension flange.
- 11.) Use only those items called for on the design drawings. In case of conflict between these standard details and design drawings the design drawings shall be followed.
- 12.) All dimensions shown as " - ± 1 " are variable in order to allow a series of crossframes to have the same slopes and/or dimensions.
- 13.) All connection plates and stiffeners that are extended to a flange shall be clipped $\frac{3}{8}$ ", except as indicated by note 14.
- 14.) Bearing stiffeners at end bearings shall be clipped $\frac{1}{2}$ " at top and bottom. Bearing stiffeners at all other bearings shall be clipped $\frac{1}{2}$ " at the compression flange.
- 15.) For unpainted applications all steel for diaphragms and crossframes shall be A.S.T.M. - A588. For bridges specified to be painted the steel for diaphragms and connection plates shall be A.S.T.M. - A36, except other steel classifications may be used subject to the approval of the Engineer.

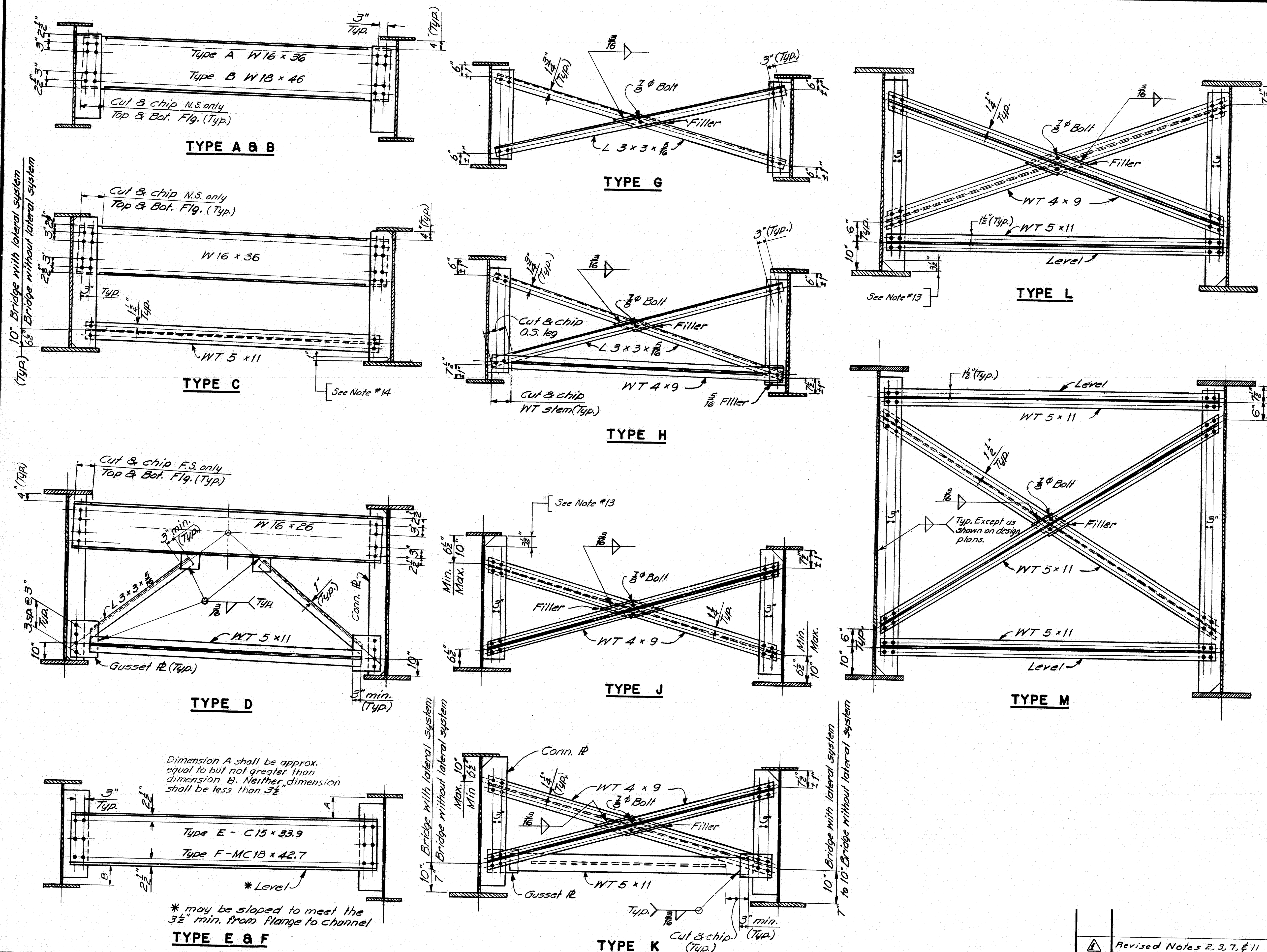
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS (BD 113-81) DIAPHRAGMS & CROSSFRAMES

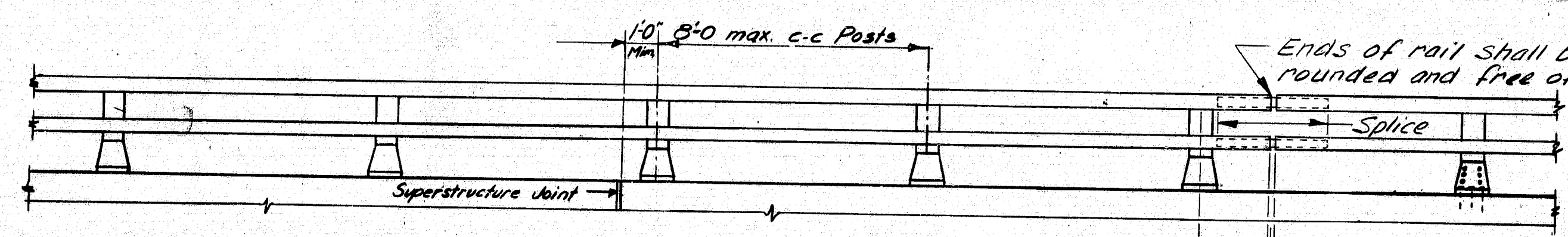
182-105

SHEET 18 OF 121 AUGUSTA, MAINE JUNE 1981

| REVISIONS | DATE |
|-----------------------------|------|
| Revised Notes 2, 3, 7, & 11 | 1-83 |

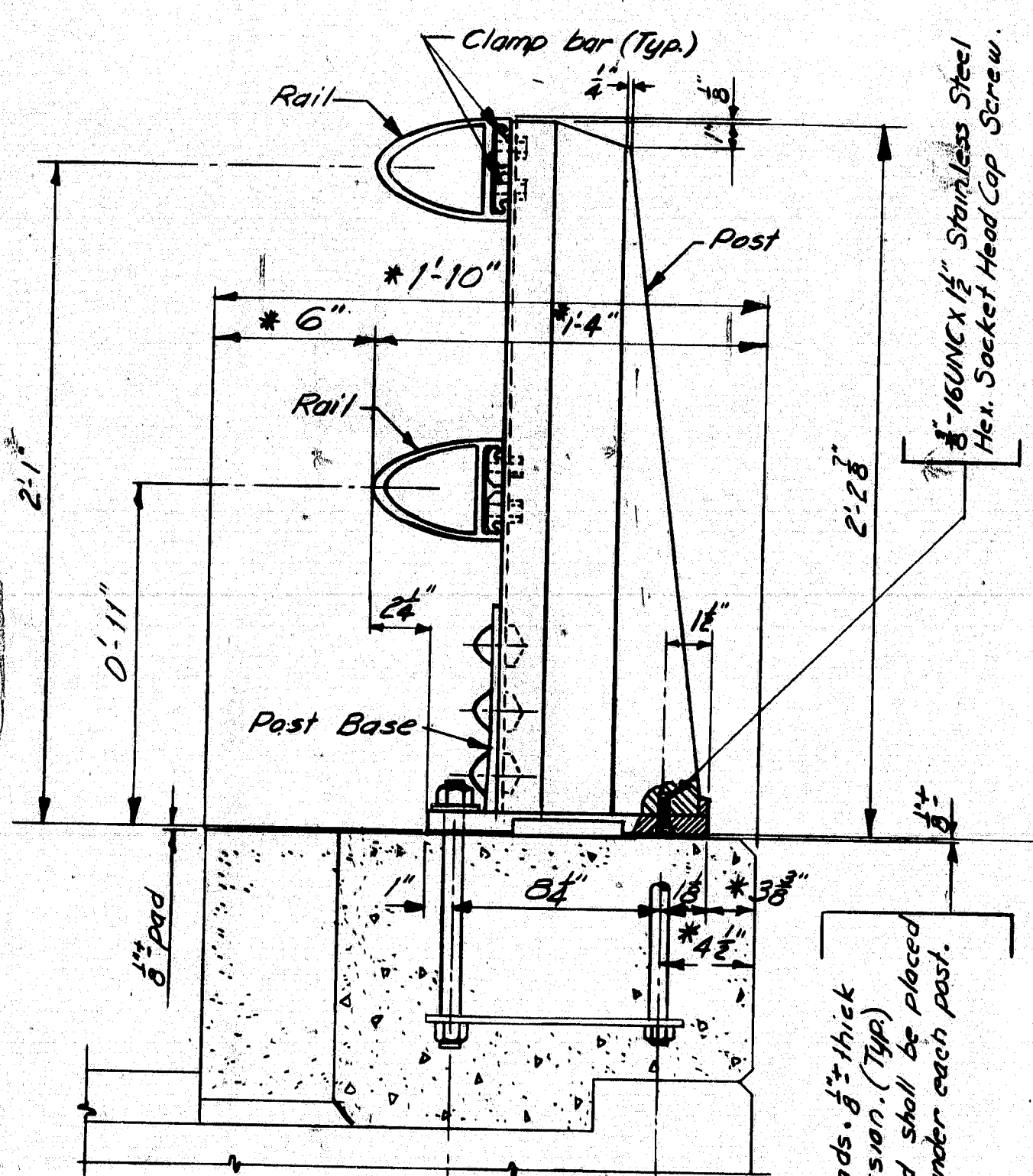


| DESIGN - CHECKED | DATE |
|------------------|------|
| REVISIONS | |
| BY | |
| PLANS | |



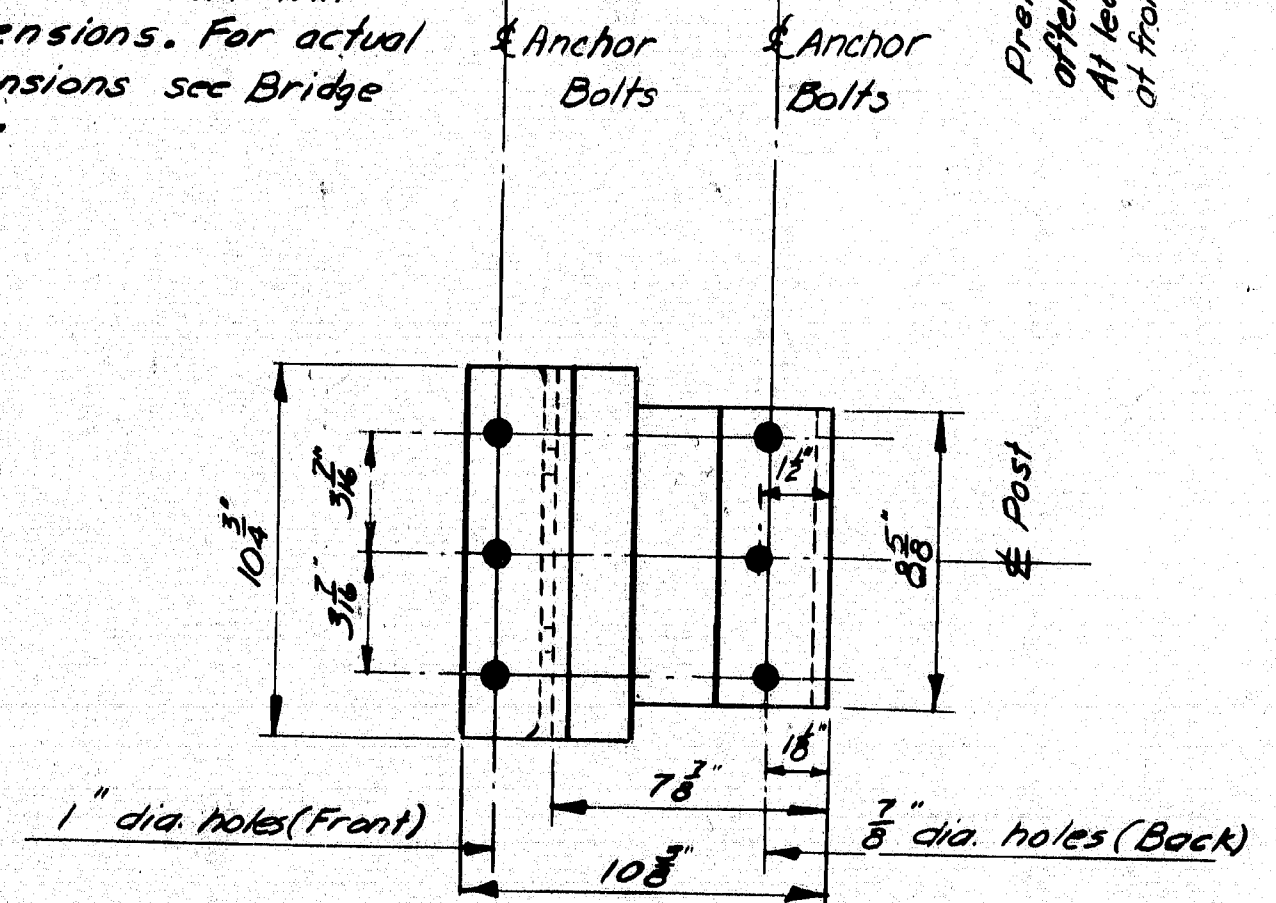
RAILING - ELEVATION

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

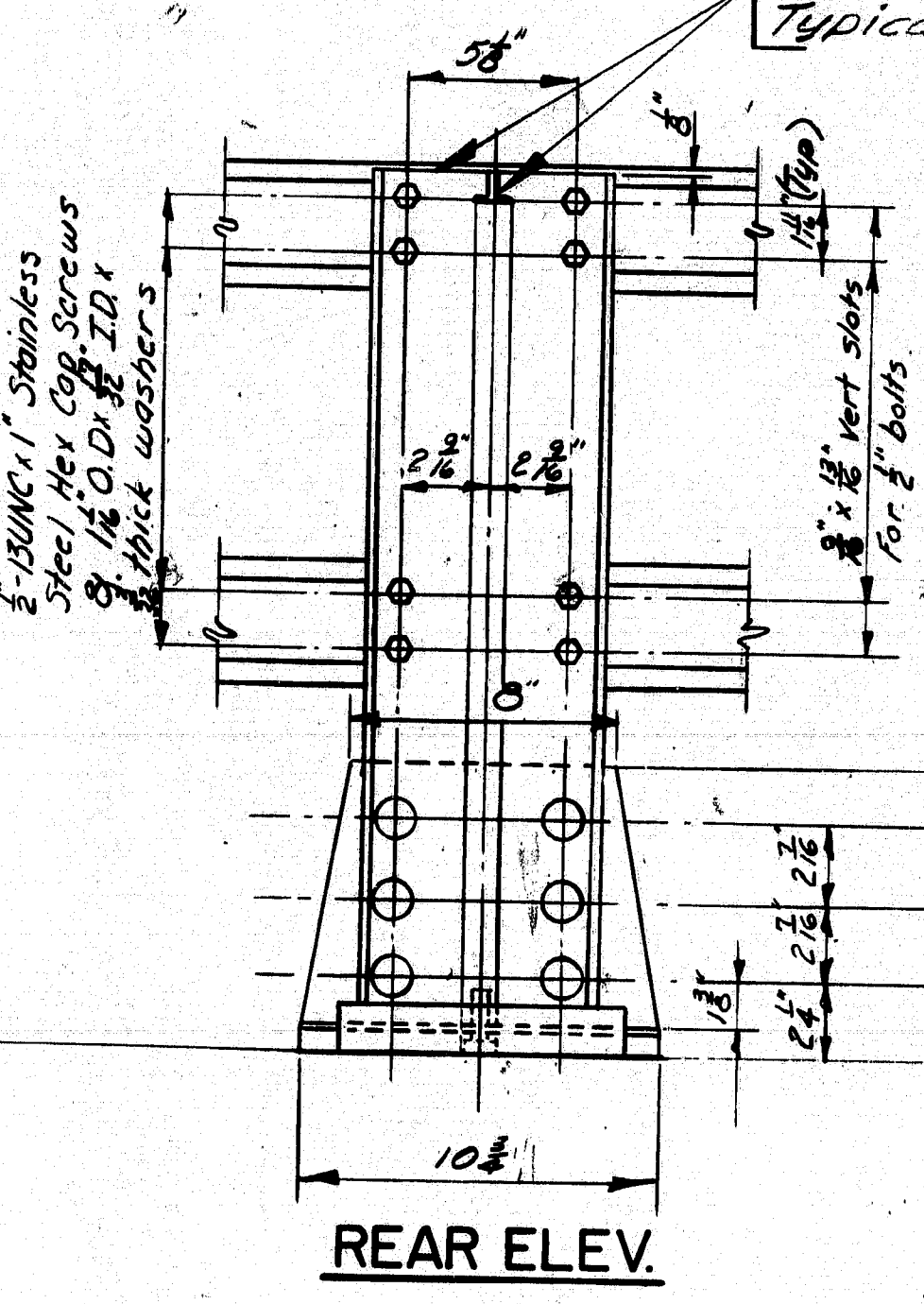


BRIDGE RAILING (Assembly)

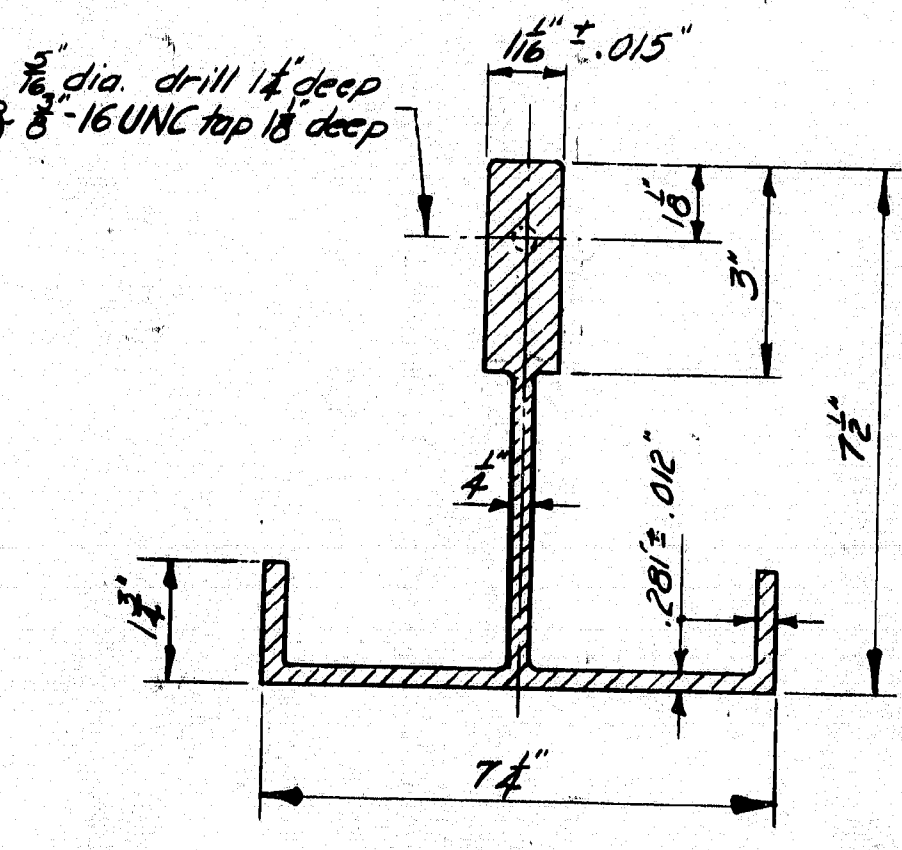
* Preferable minimum dimensions. For actual dimensions see Bridge Plan.



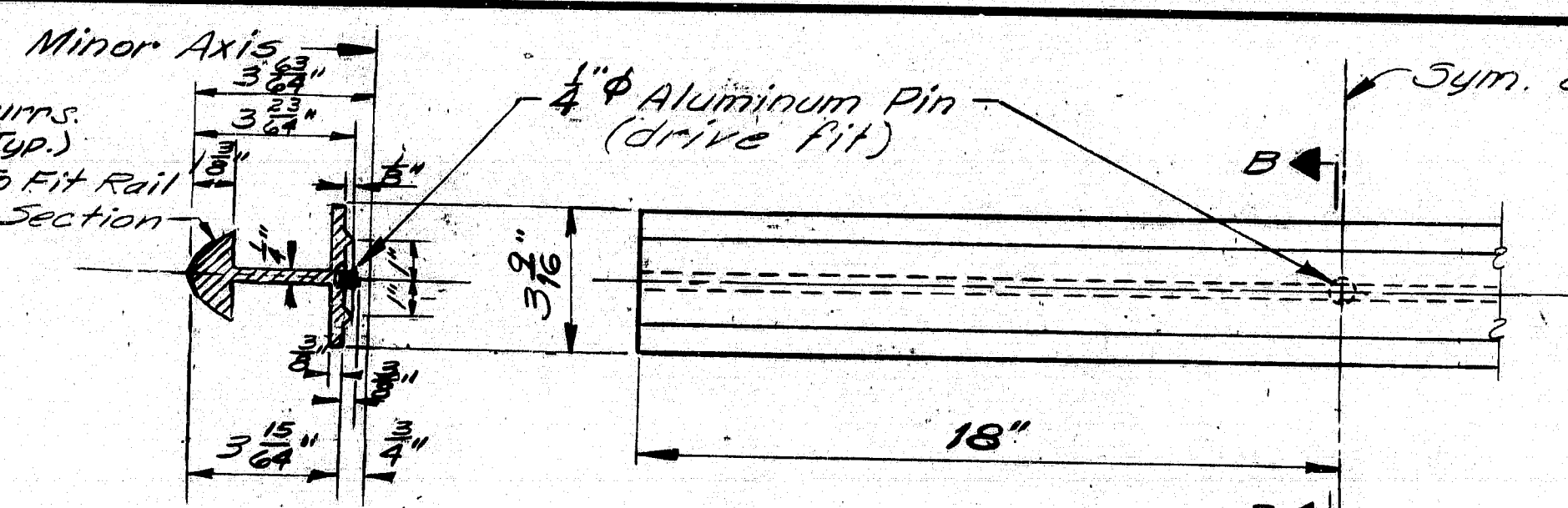
POST BASE (Bottom View)



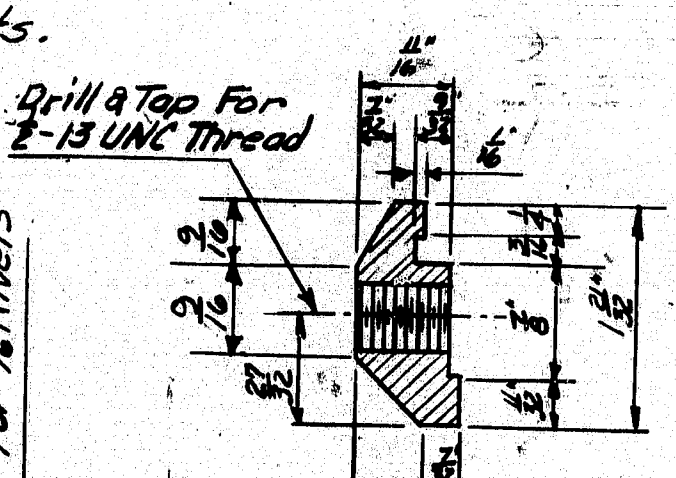
REAR ELEV.



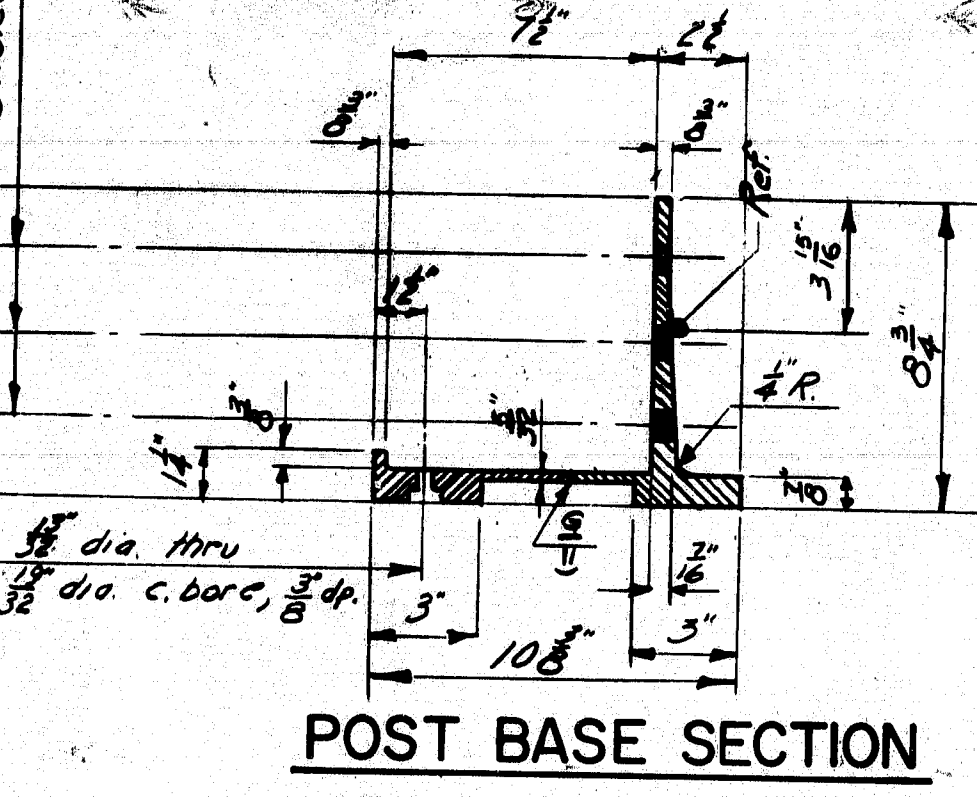
POST SECTION



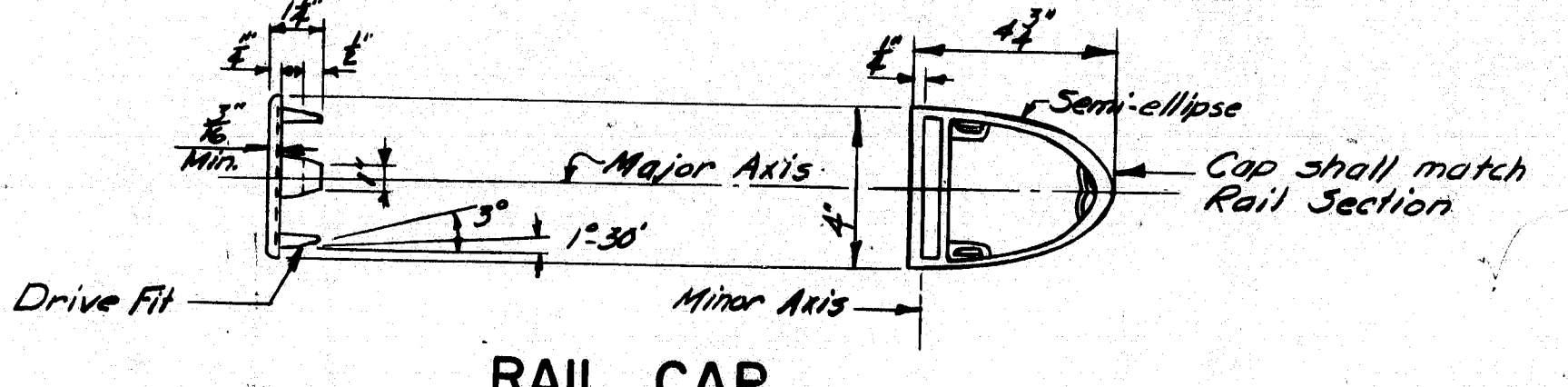
SECTION B-B



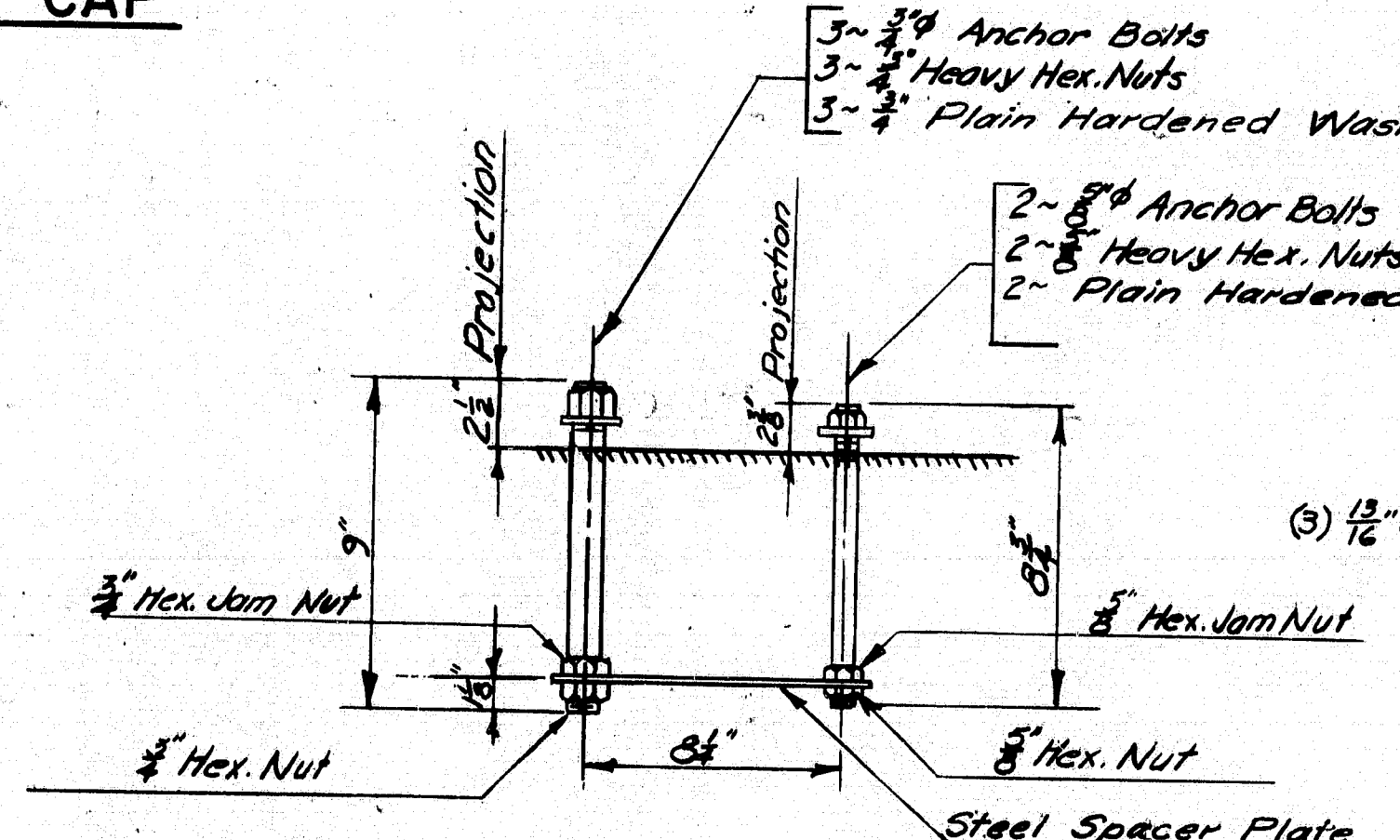
SECTION A-A



POST BASE SECTION



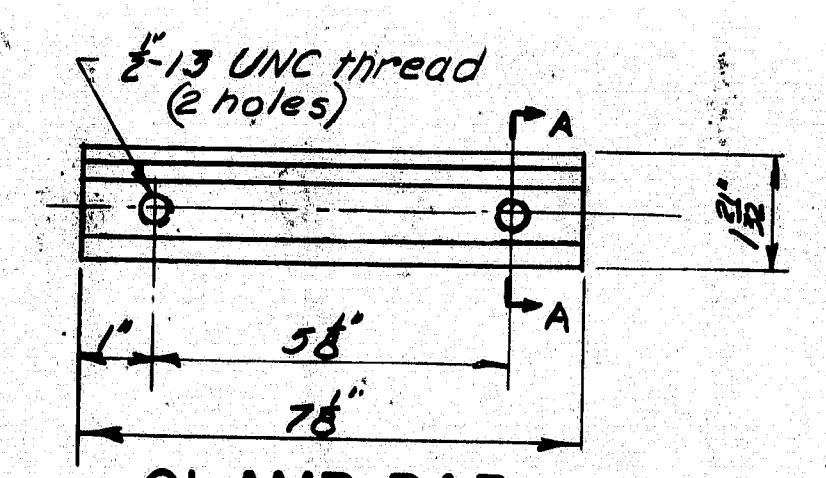
RAIL CAP



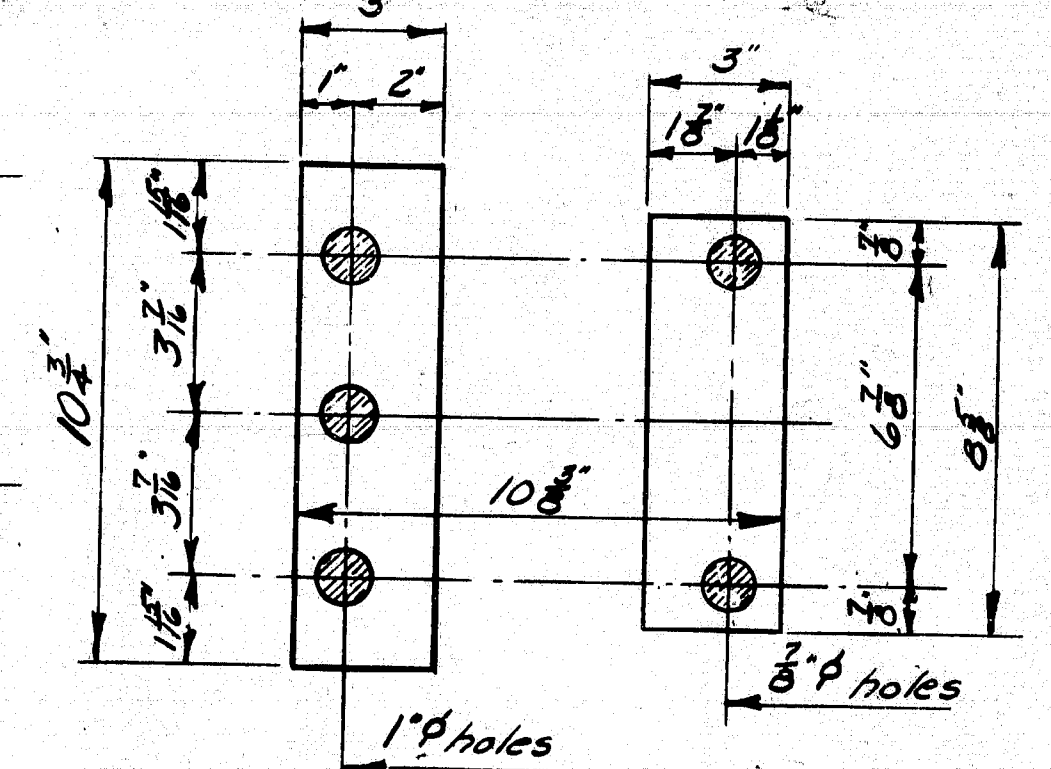
RAIL POST ANCHORAGE (Assembly)

Alternate splice bars may be substituted if approved by the Engineer.

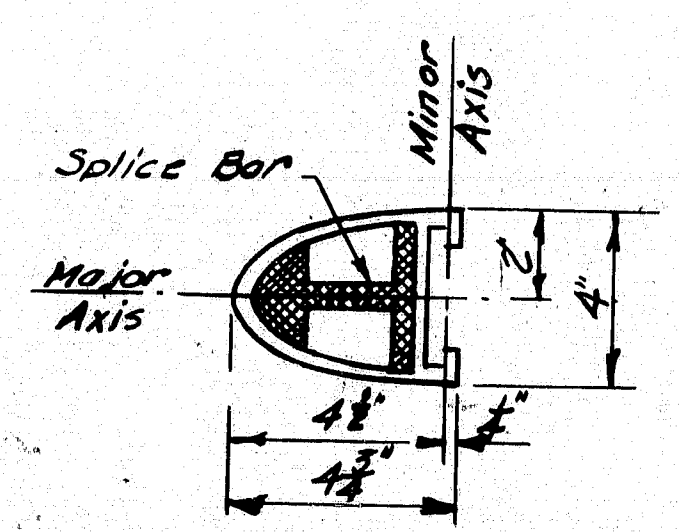
SPLICE BAR



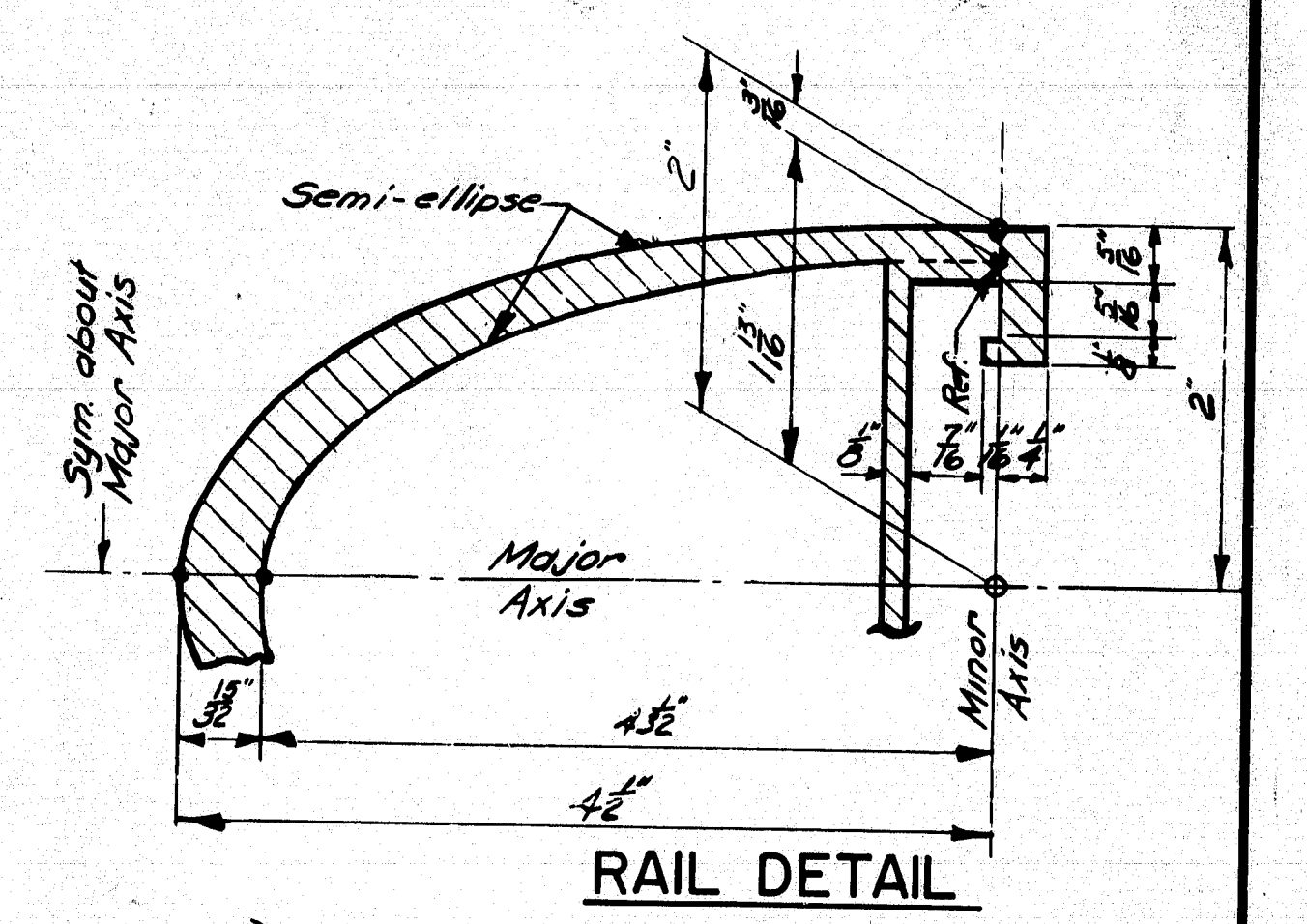
CLAMP BAR



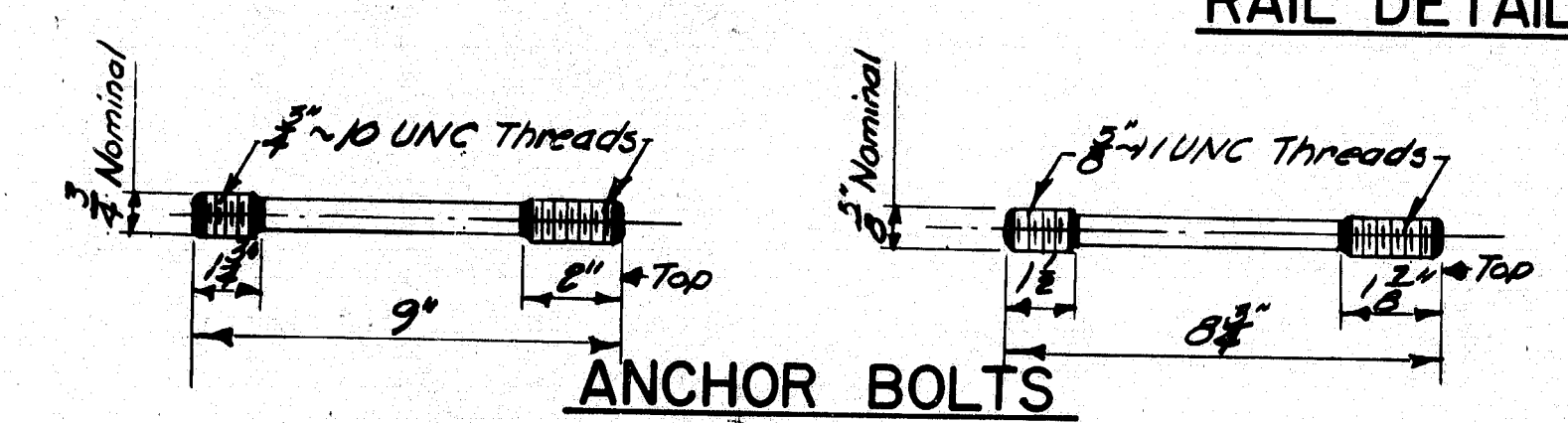
PREFORMED PADS



RAIL SECTION
See "Rail Detail"

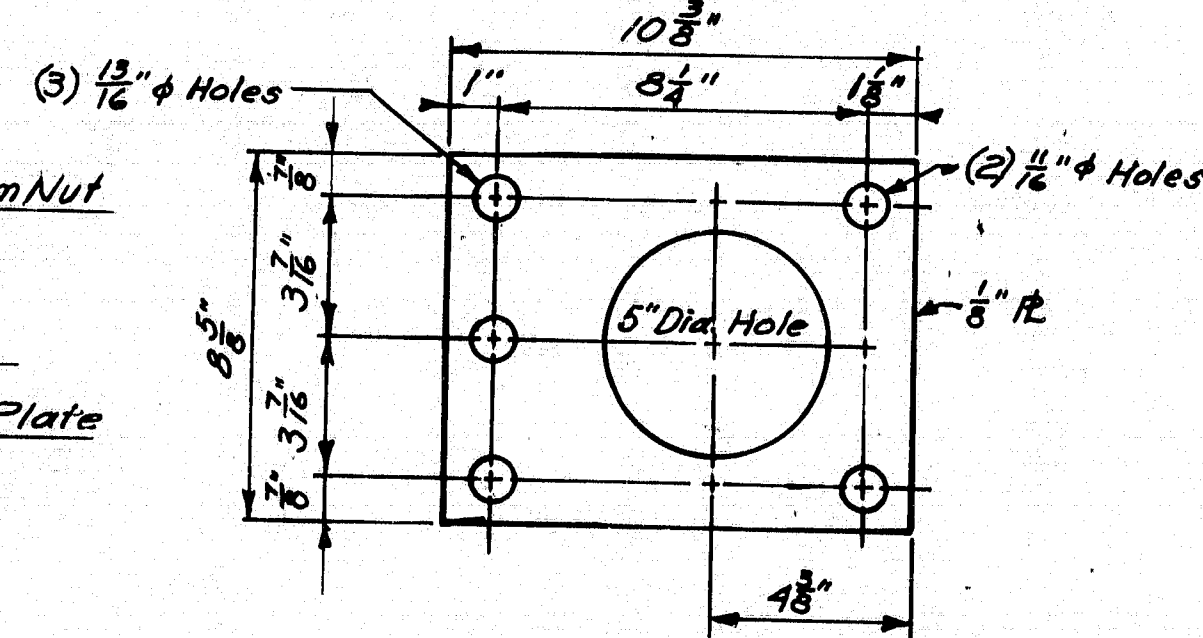


RAIL DETAIL



ANCHOR BOLTS

If cut threads are used body diameter shall be not less than nominal diameter.
If rolled threads are used body diameter shall be not less than pitch diameter of the threads.



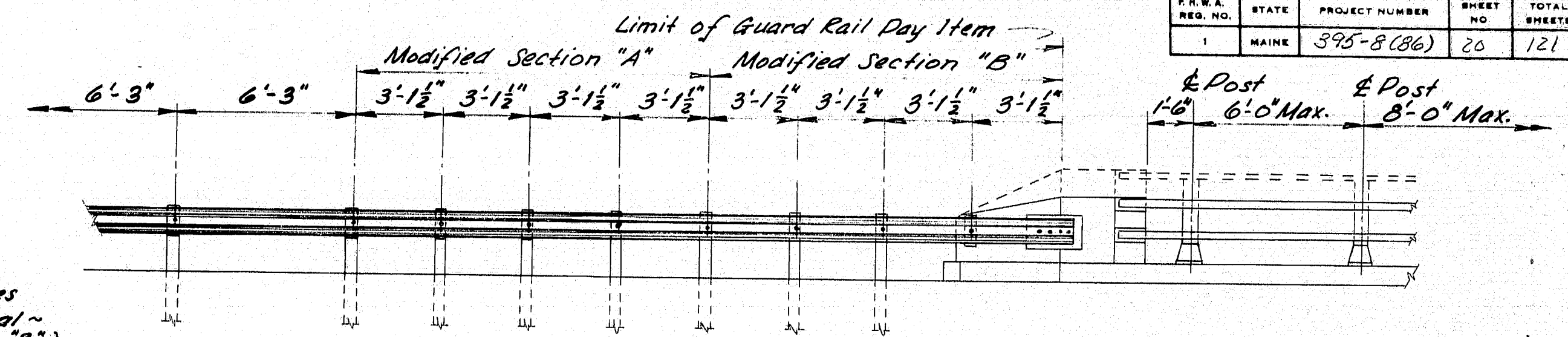
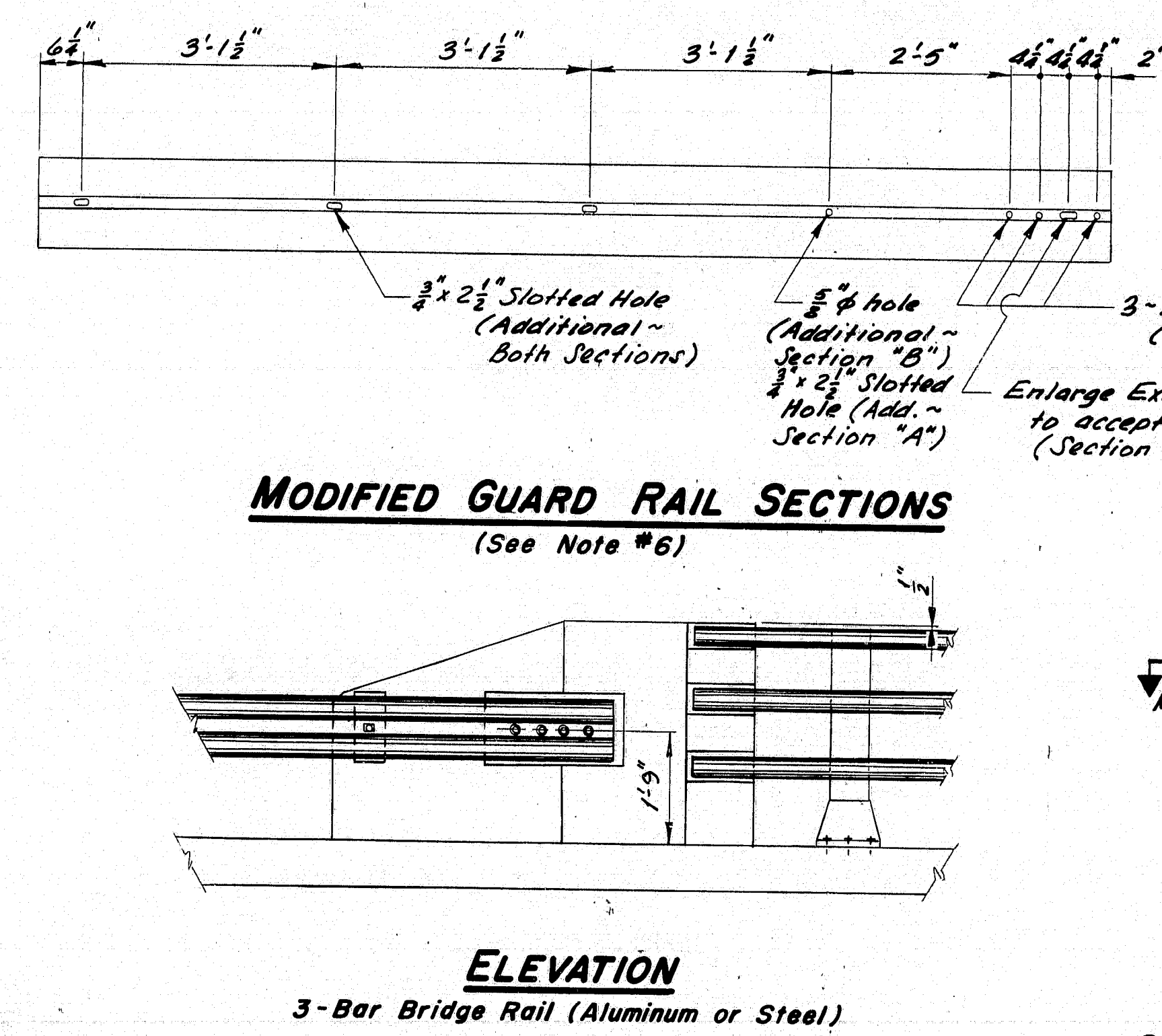
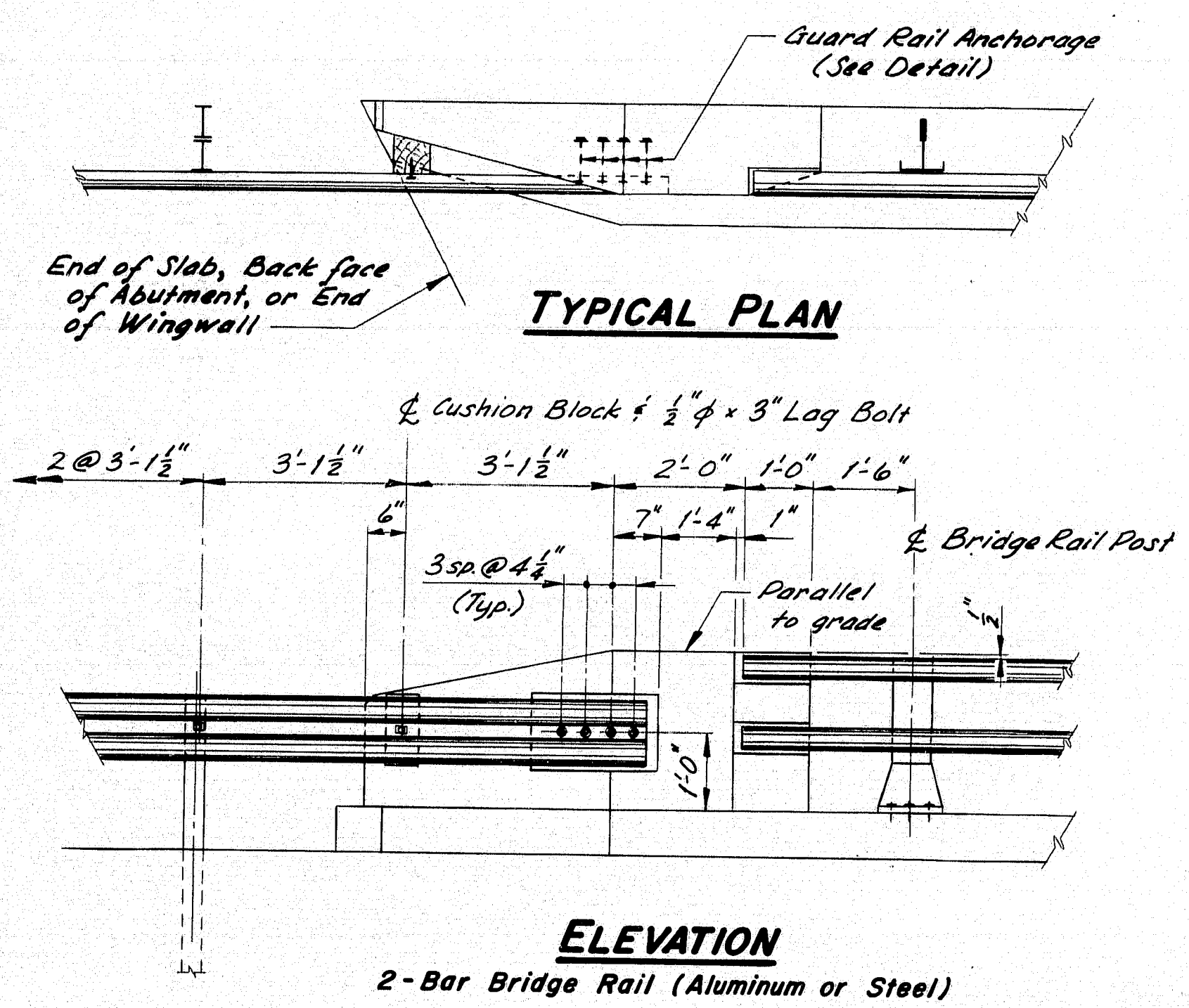
STEEL SPACER PLATE (For Anchorage)

| REVISIONS | | DATE |
|--|--|------|
| STATE OF MAINE DEPARTMENT OF TRANSPORTATION | | |
| STANDARD DETAILS (BD 114-81) | | |
| ALUMINUM BRIDGE RAILING 2-BAR (SEMI-ELLIPSE) | | |
| SHEET 19 OF 121 AUGUSTA, MAINE JUNE 1981 | | |

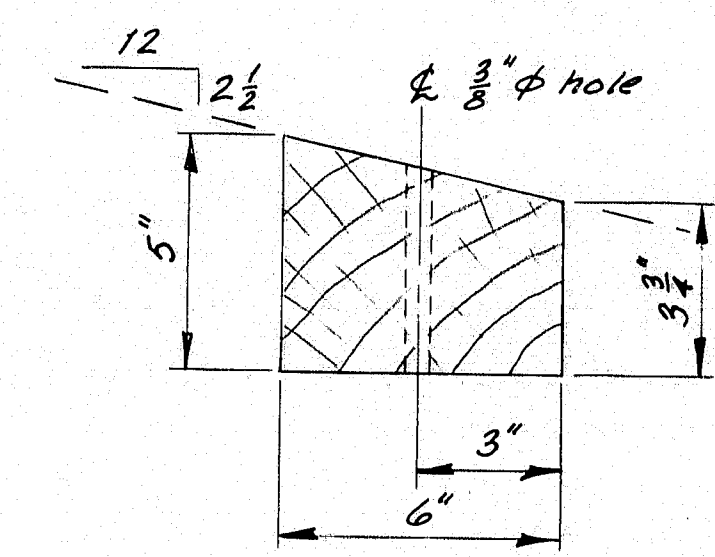
182-106

| DATE | BY | REVISION |
|---------|----------|----------|
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| 10/1/80 | K. K. K. | 4 |
| 10/1/80 | K. K. K. | 5 |
| 10/1/80 | K. K. K. | 6 |
| 10/1/80 | K. K. K. | 7 |
| 10/1/80 | K. K. K. | 8 |
| 10/1/80 | K. K. K. | 9 |
| 10/1/80 | K. K. K. | 10 |
| 10/1/80 | K. K. K. | 11 |
| 10/1/80 | K. K. K. | 12 |
| 10/1/80 | K. K. K. | 13 |
| 10/1/80 | K. K. K. | 14 |
| 10/1/80 | K. K. K. | 15 |
| 10/1/80 | K. K. K. | 16 |
| 10/1/80 | K. K. K. | 17 |
| 10/1/80 | K. K. K. | 18 |
| 10/1/80 | K. K. K. | 19 |
| 10/1/80 | K. K. K. | 20 |
| 10/1/80 | K. K. K. | 21 |
| 10/1/80 | K. K. K. | 22 |
| 10/1/80 | K. K. K. | 23 |
| 10/1/80 | K. K. K. | 24 |
| 10/1/80 | K. K. K. | 25 |
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| 10/1/80 | K. K. K. | 71 |
| 10/1/80 | K. K. K. | 72 |
| 10/1/80 | K. K. K. | 73 |
| 10/1/80 | K. K. K. | 74 |
| 10/1/80 | K. K. K. | 75 |
| 10/1/80 | K. K. K. | 76 |
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| 10/1/80 | K. K. K. | 79 |
| 10/1/80 | K. K. K. | 80 |
| 10/1/80 | K. K. K. | 81 |
| 10/1/80 | K. K. K. | 82 |
| 10/1/80 | K. K. K. | 83 |
| 10/1/80 | K. K. K. | 84 |
| 10/1/80 | K. K. K. | 85 |
| 10/1/80 | K. K. K. | 86 |
| 10/1/80 | K. K. K. | 87 |
| 10/1/80 | K. K. K. | 88 |
| 10/1/80 | K. K. K. | 89 |
| 10/1/80 | K. K. K. | 90 |
| 10/1/80 | K. K. K. | 91 |
| 10/1/80 | K. K. K. | 92 |
| 10/1/80 | K. K. K. | 93 |
| 10/1/80 | K. K. K. | 94 |
| 10/1/80 | K. K. K. | 95 |
| 10/1/80 | K. K. K. | 96 |
| 10/1/80 | K. K. K. | 97 |
| 10/1/80 | K. K. K. | 98 |
| 10/1/80 | K. K. K. | 99 |
| 10/1/80 | K. K. K. | 100 |

| F.R.W.A. NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|-----------------|-------|----------------|-----------|--------------|
| 1 | MAINE | 395-8 (36) | 20 | 121 |



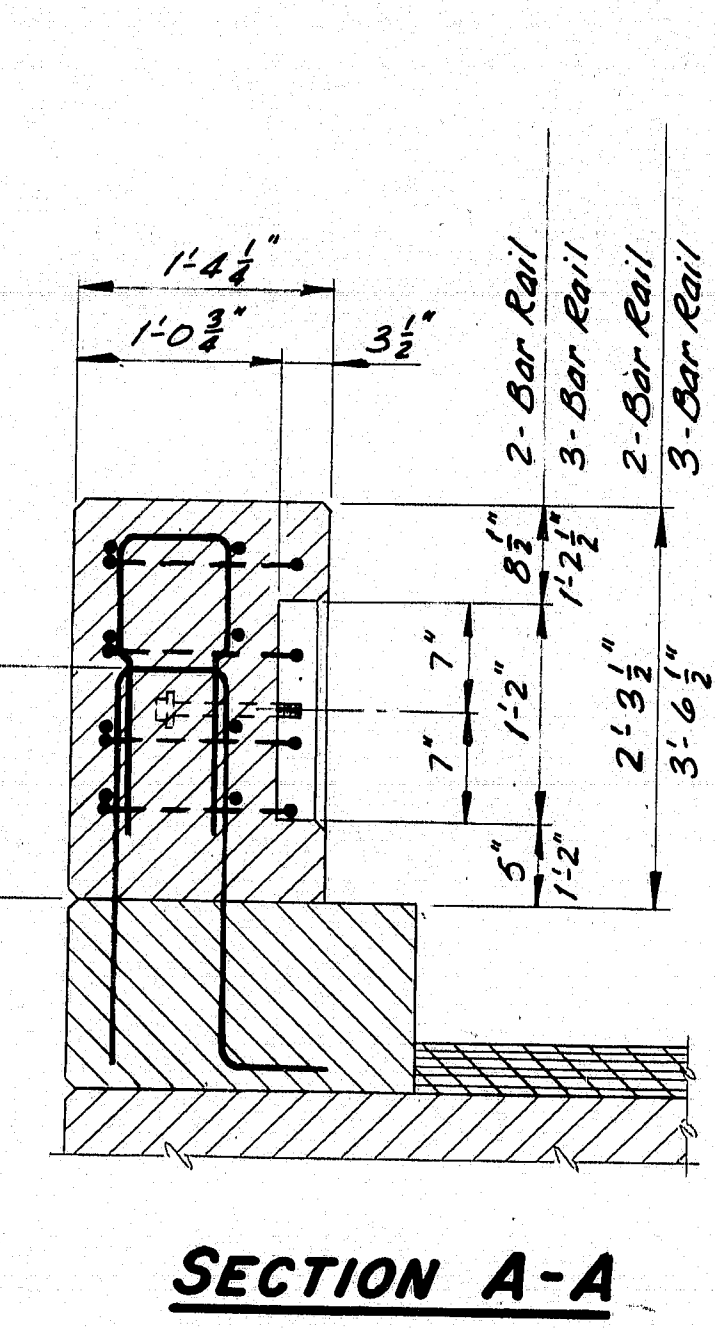
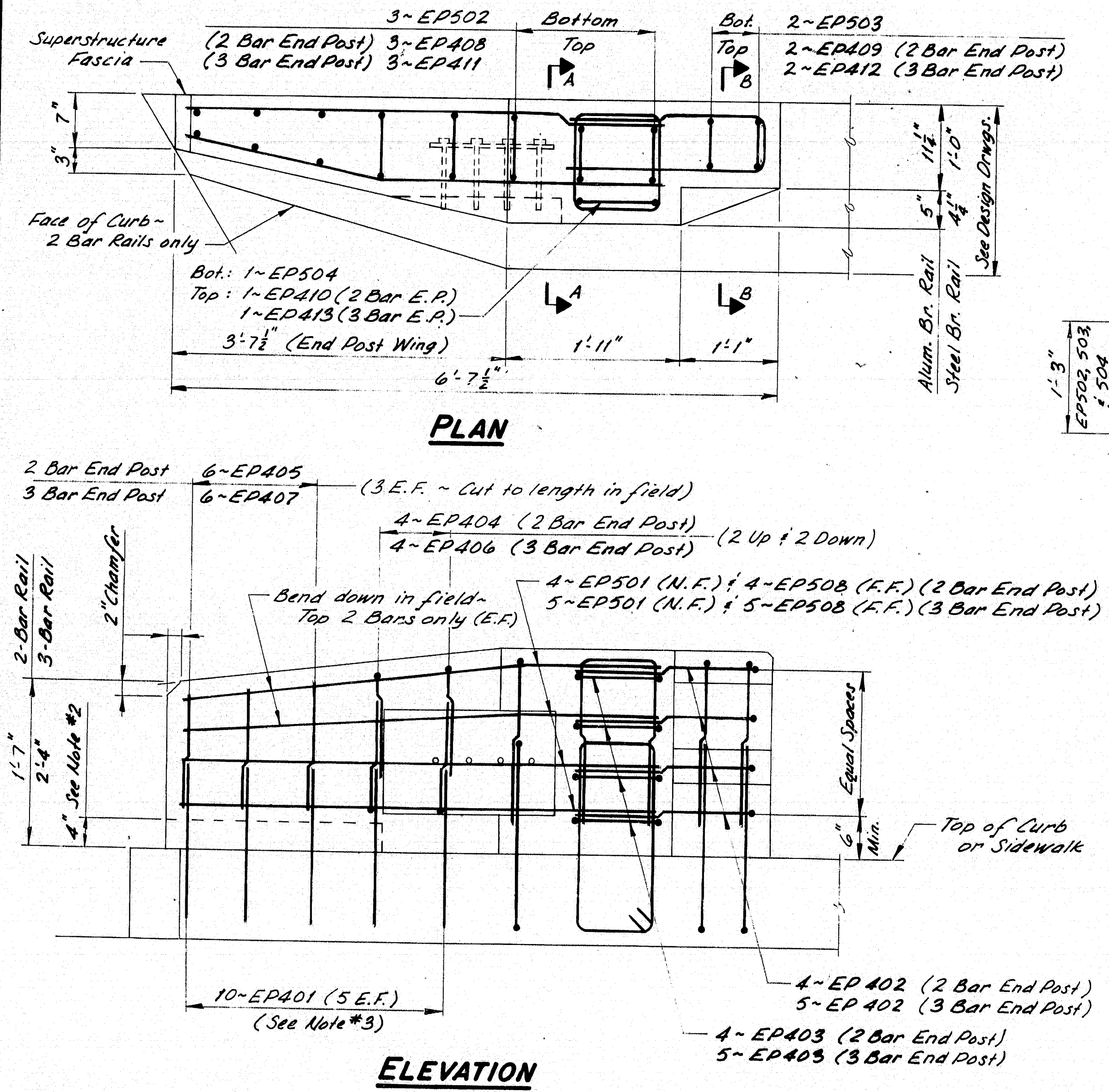
RAILING - ELEVATION



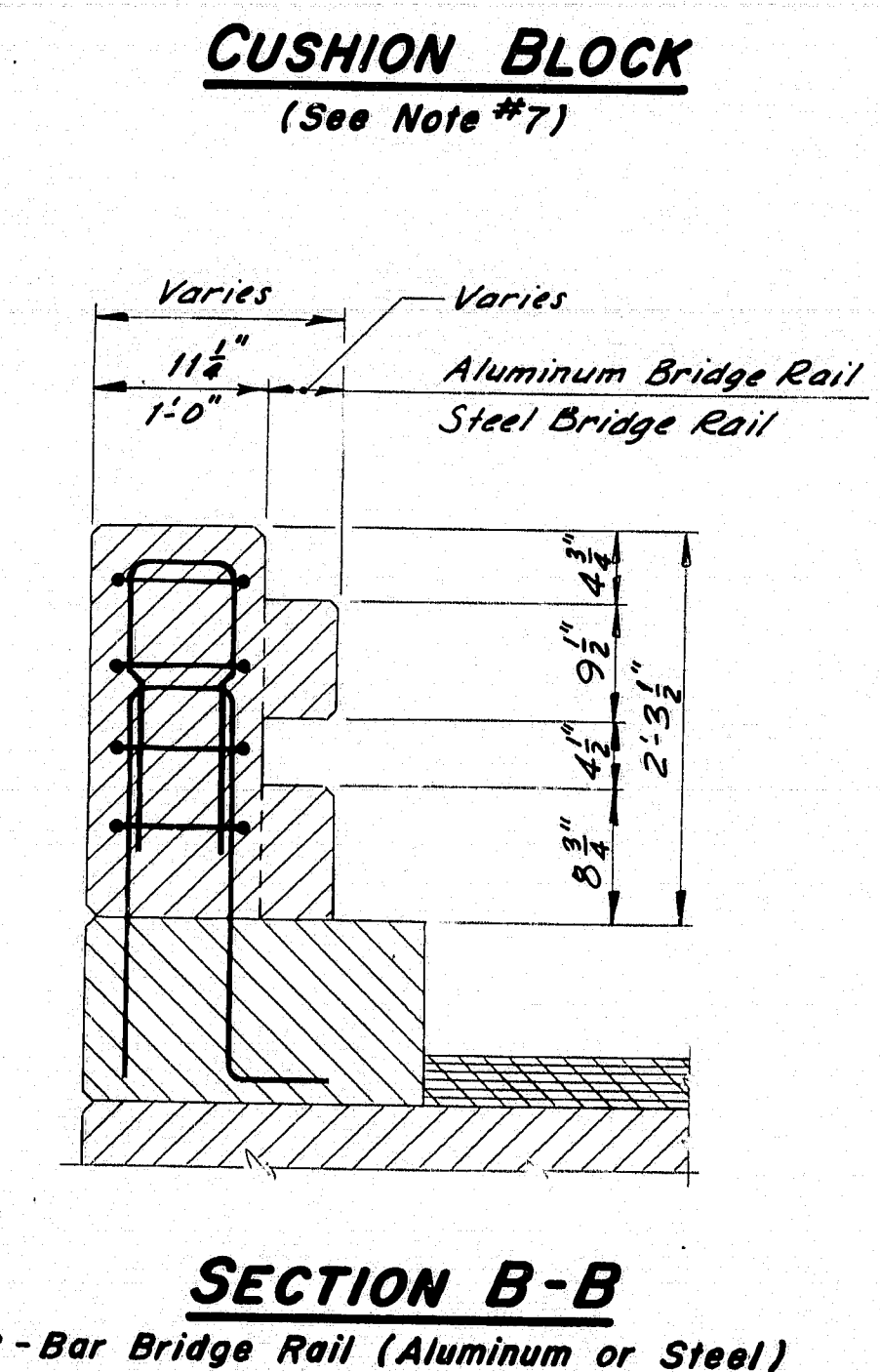
SECTION M-M

NOTES

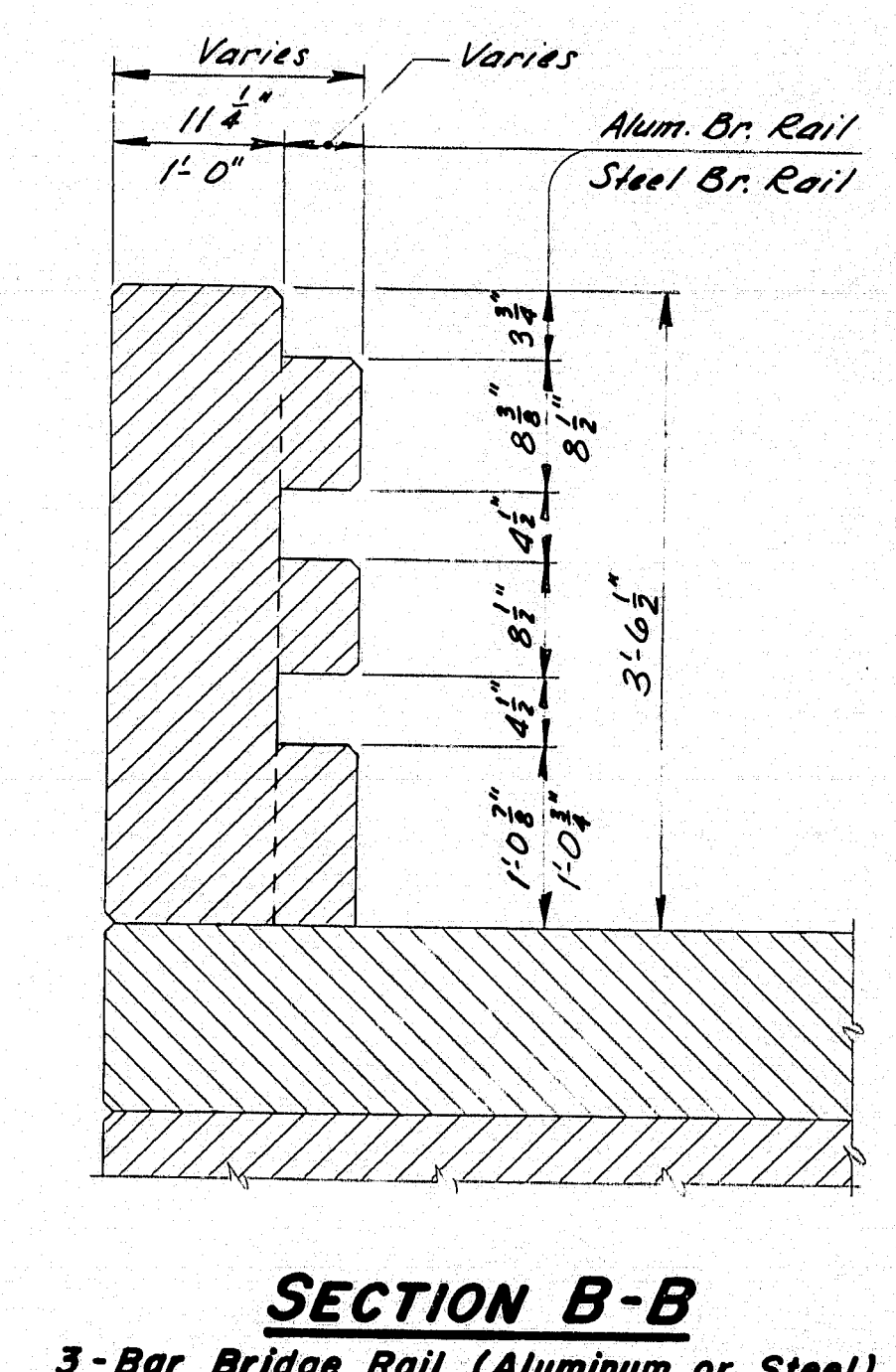
- For locations of End Posts on the structure, see Design Drawings.
- At times, an End Post Wing may be cantilevered for all or part of its length. For details, see Design Drawings.
- If an End Post Wing is cantilevered, bars EP401 to be omitted as needed.
- When End Post Wing is cantilevered more than 2'-0", all #5 bars shall be replaced by #7 bars.
- Nuts for 3/4" anchor bolts shall be incidental to Guard Rail Pay Items. Nuts shall conform to A.S.T.M. A563, Grade DH, galvanized in accordance with A.S.T.M. A153, or Grade C3, plain.
- Additional holes in the Modified Guard Rail Sections may be made by drilling, punching, or any other method that produces a neat, clean hole of the required size. Burning of holes will not be allowed.
- Cushion Block material shall be as specified for Wood Posts in Subsection 710.07 (a). Payment for Cushion Blocks and Lag Bolts shall be incidental to the Guard Rail Pay Items.
- Reinforcing Steel shall have 2" min. concrete cover.
- After installation of Guard Rail is complete, upset the thread on the anchor bolts in three places around each bolt, at the junction of the nut and the exposed thread, with a center punch or similar tool.
- Guard Rail Anchorage shall be incidental to the applicable concrete pay item.
- End Posts shall be constructed normal to grade unless otherwise shown on Design Drawings.



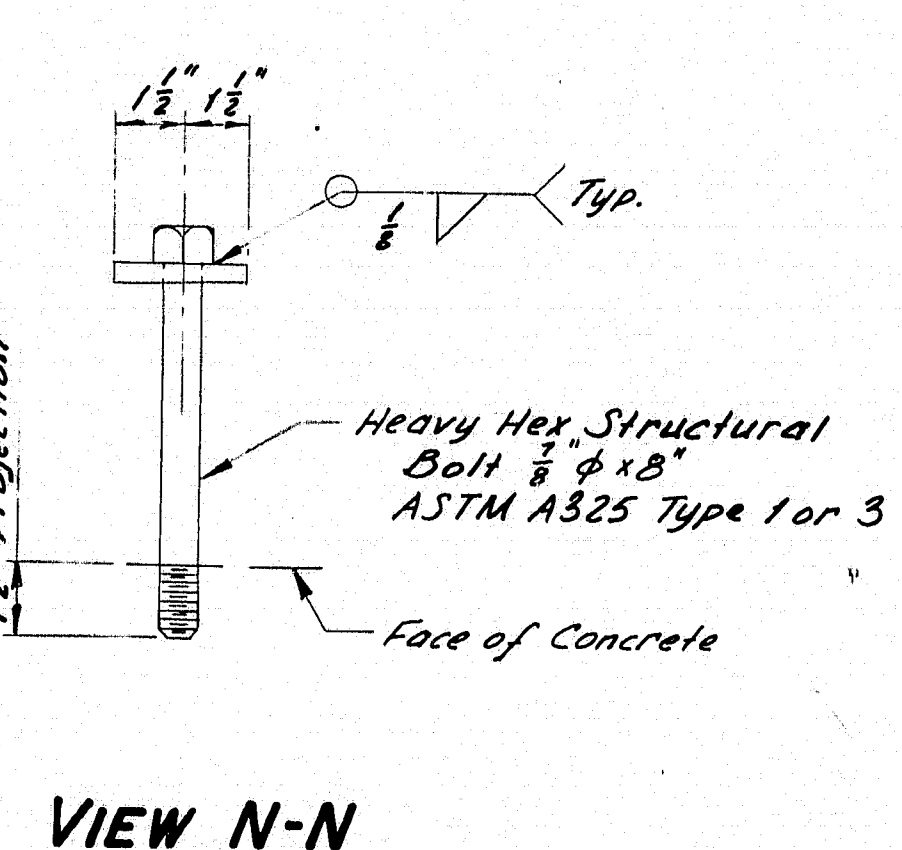
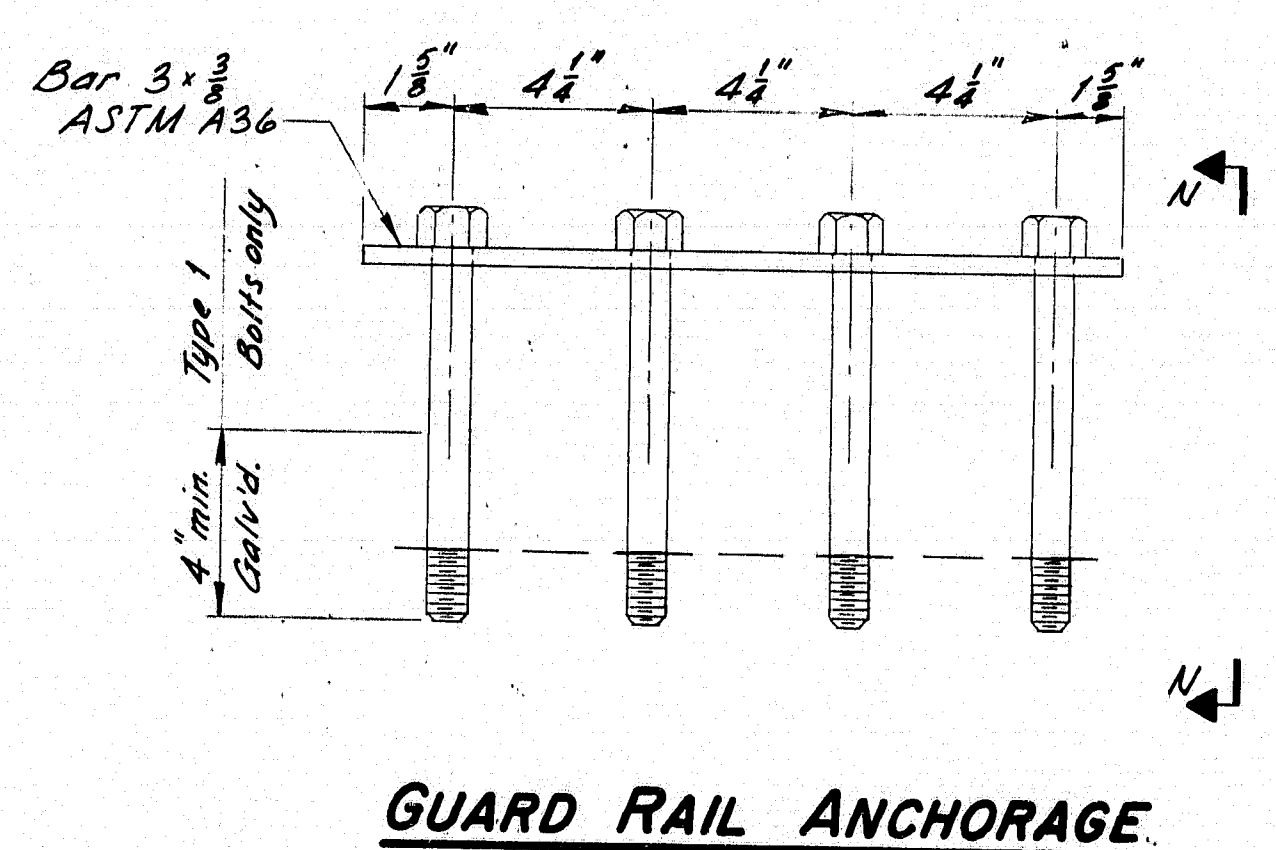
SECTION A-A



SECTION B-B



SECTION B-B



LEGEND

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
(BD 120-81)

CONCRETE END POSTS

182-101

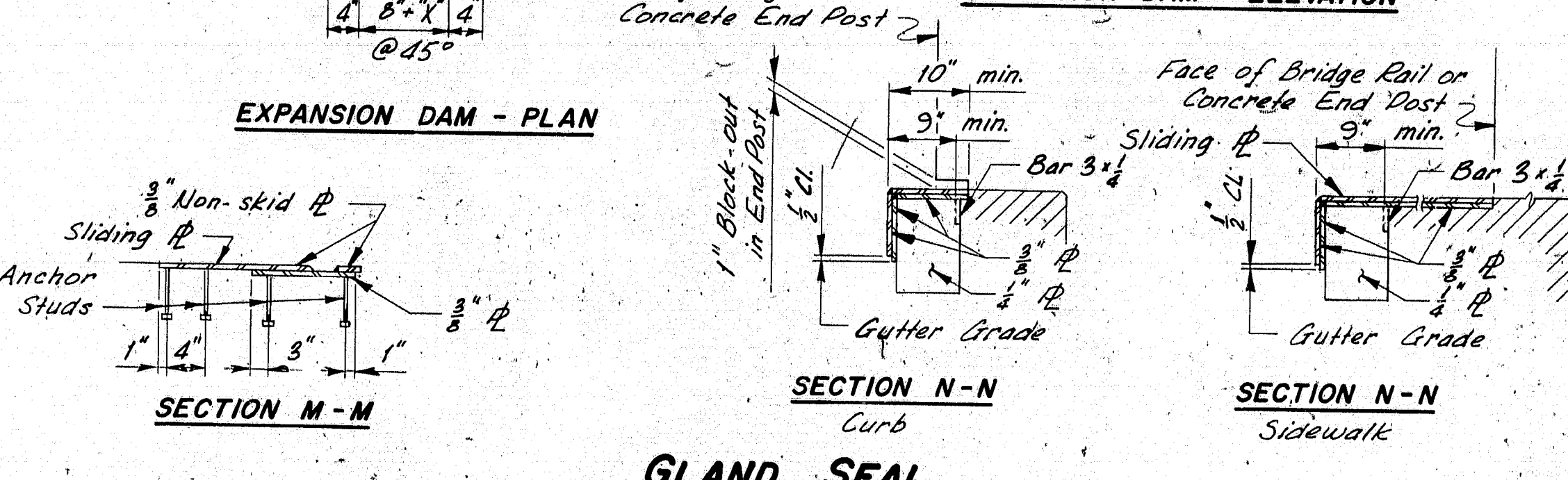
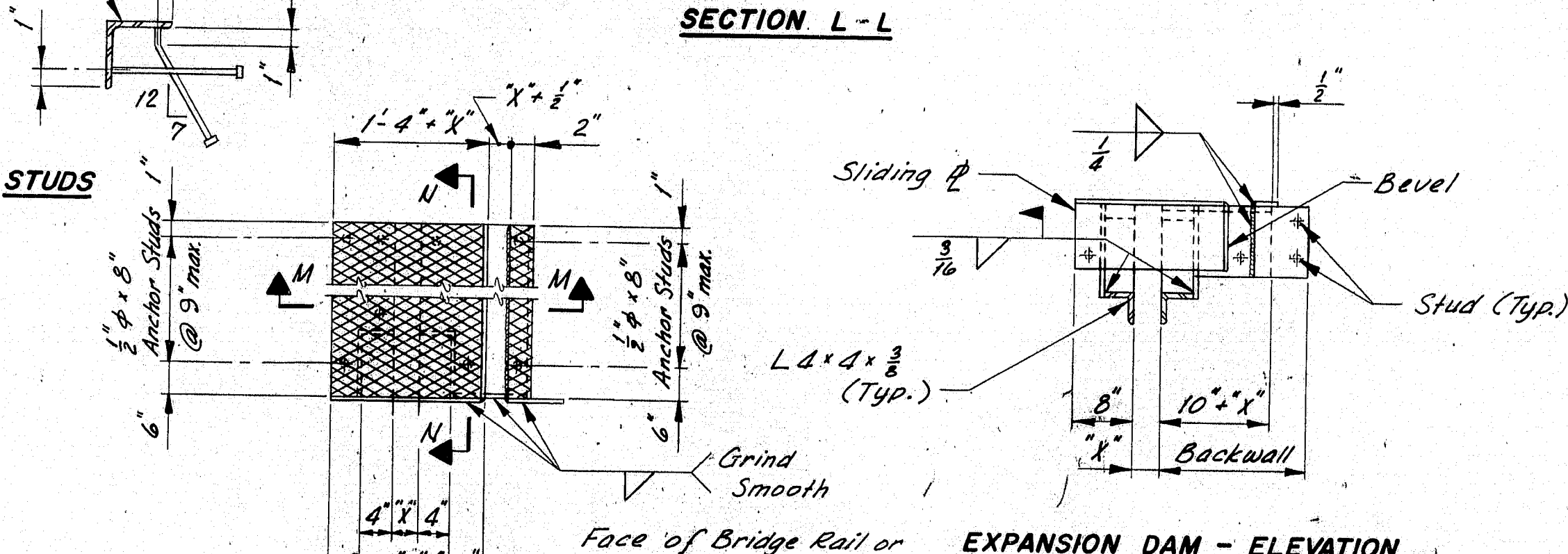
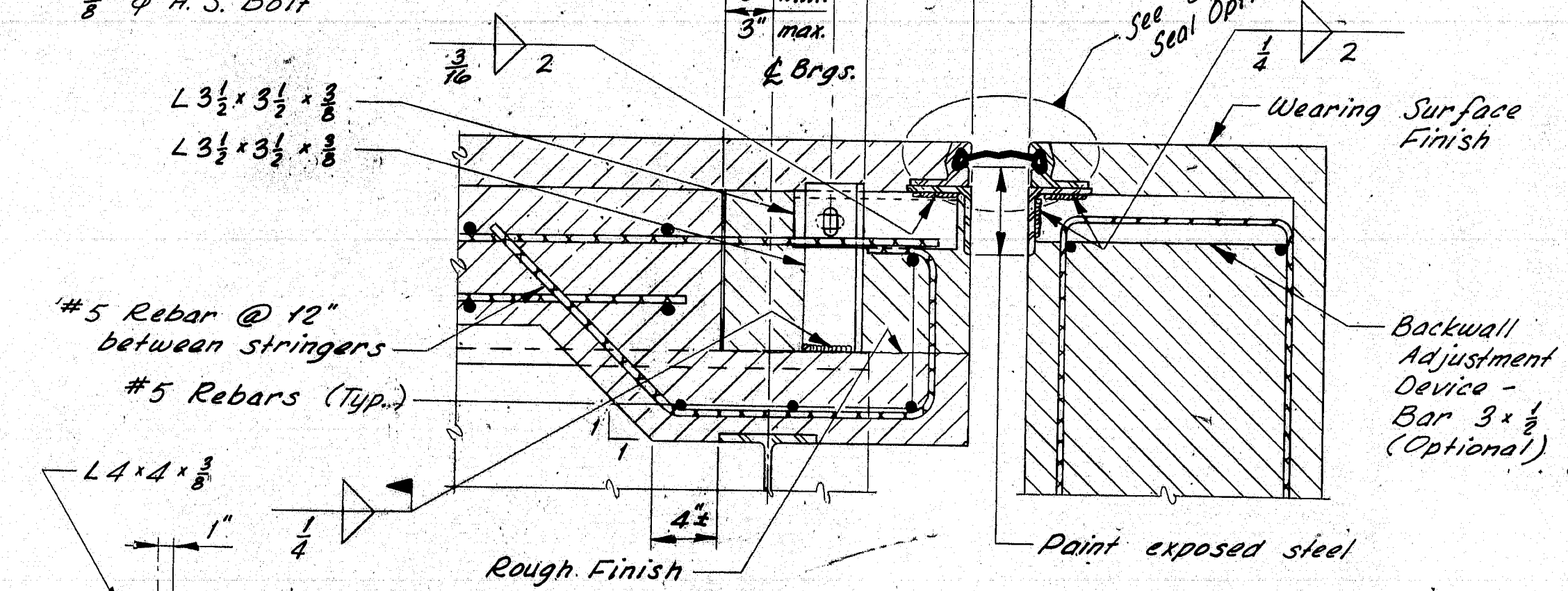
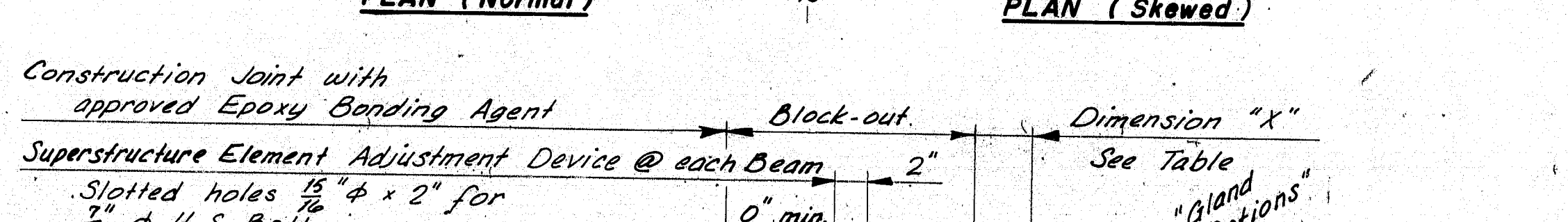
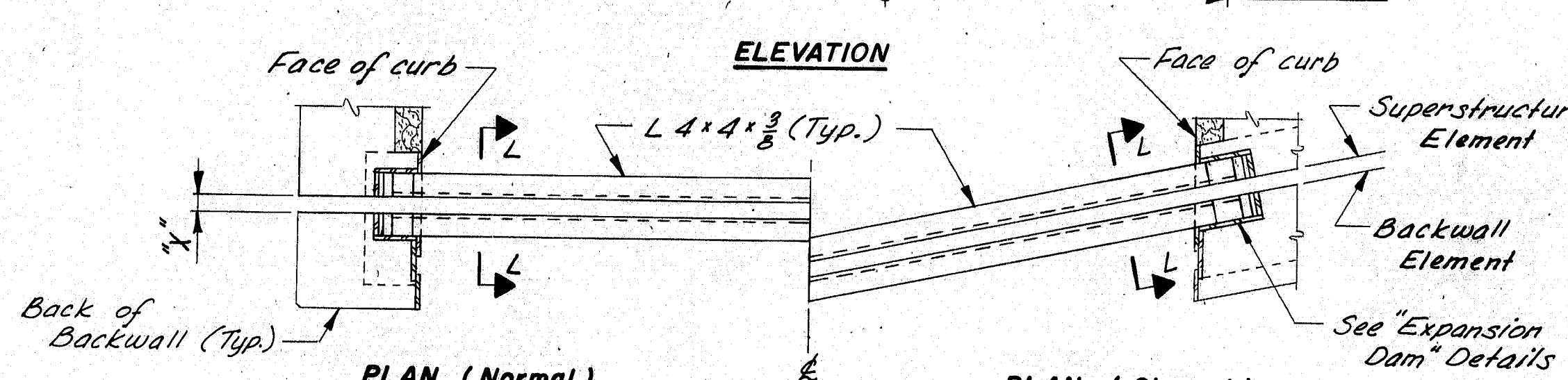
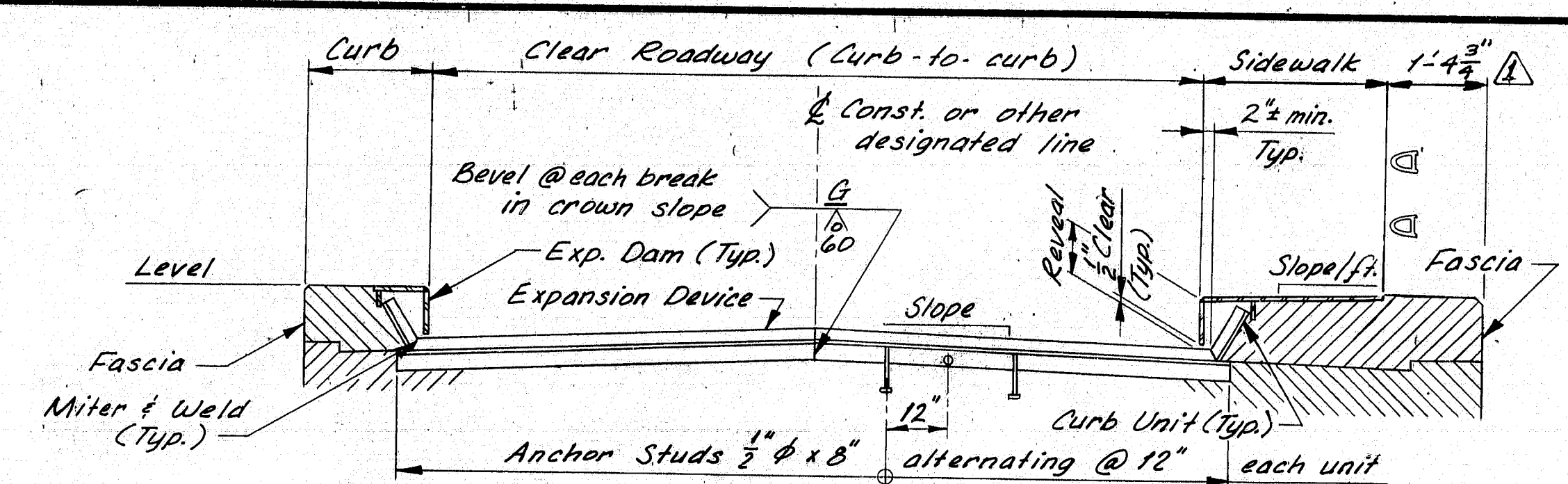
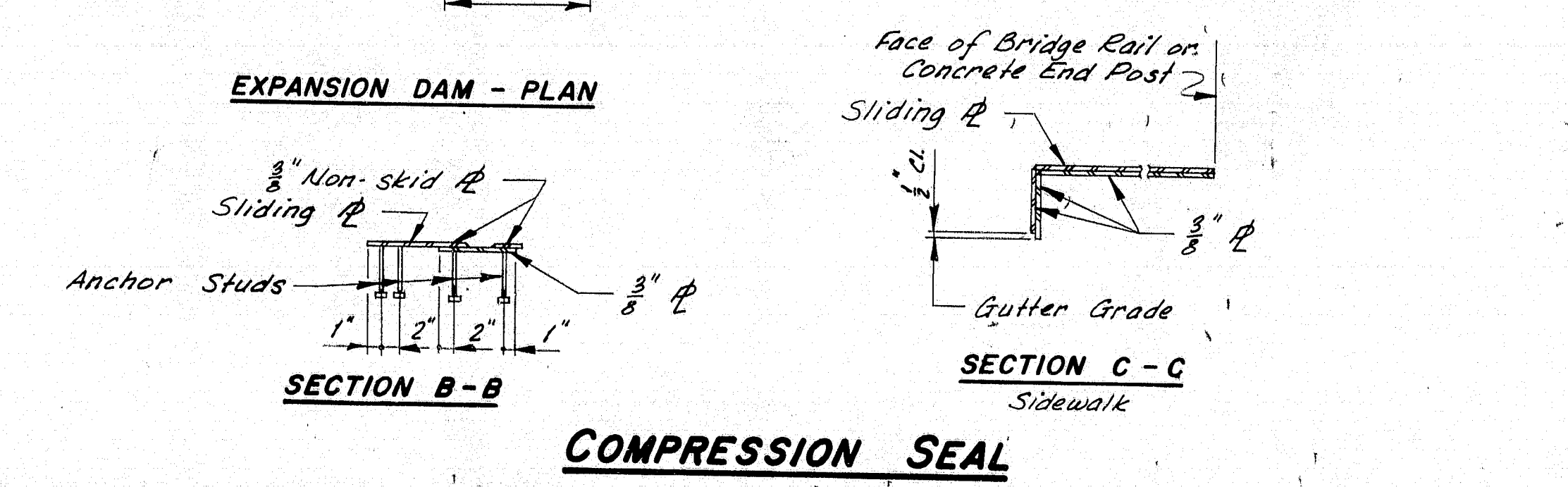
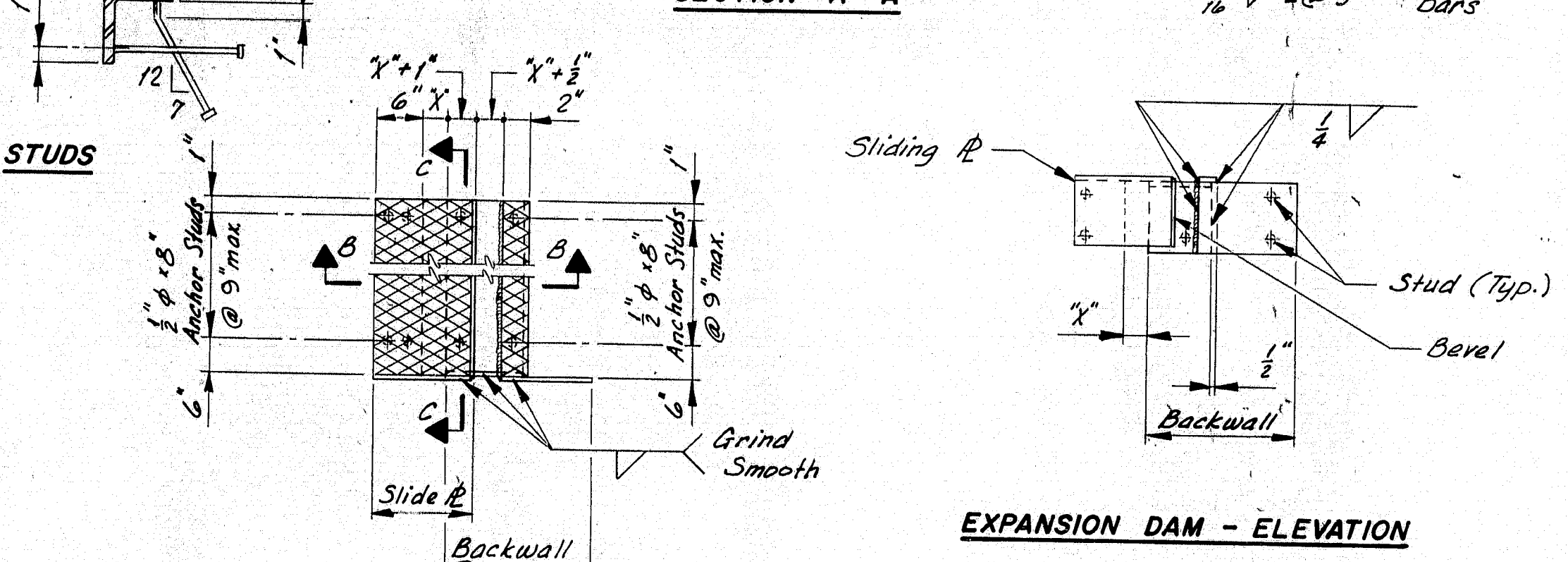
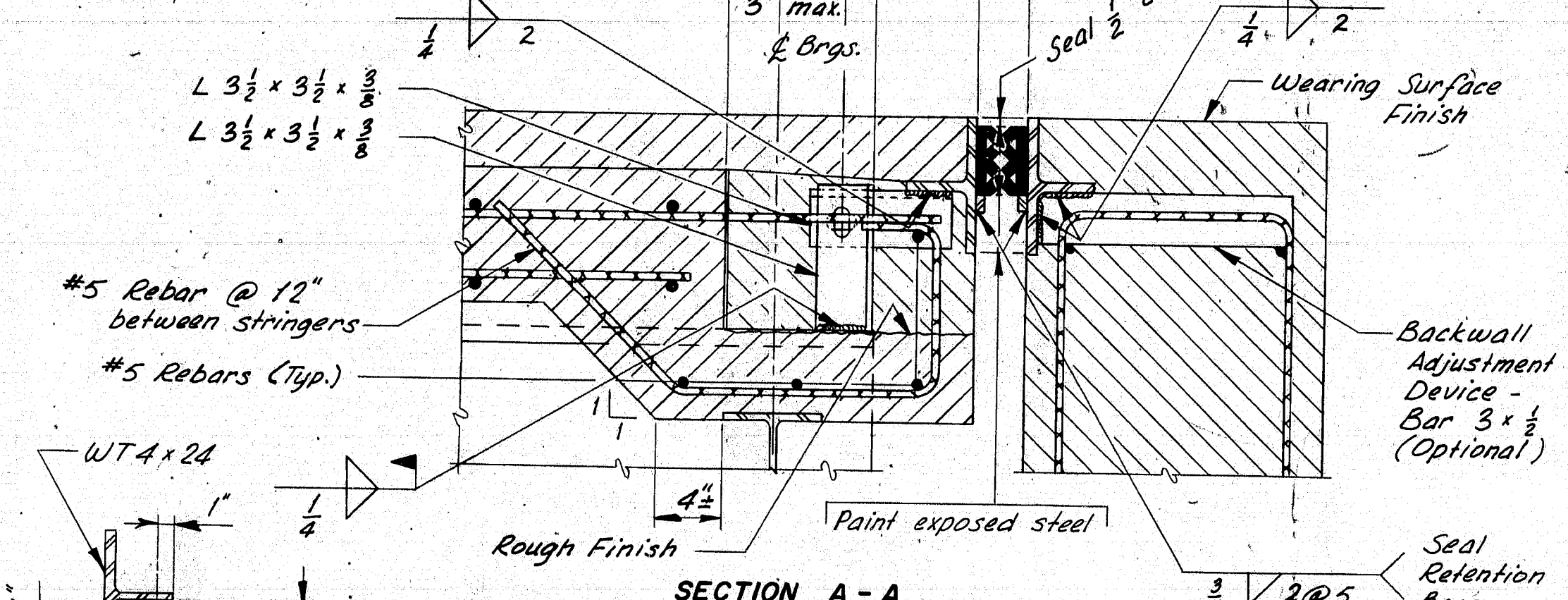
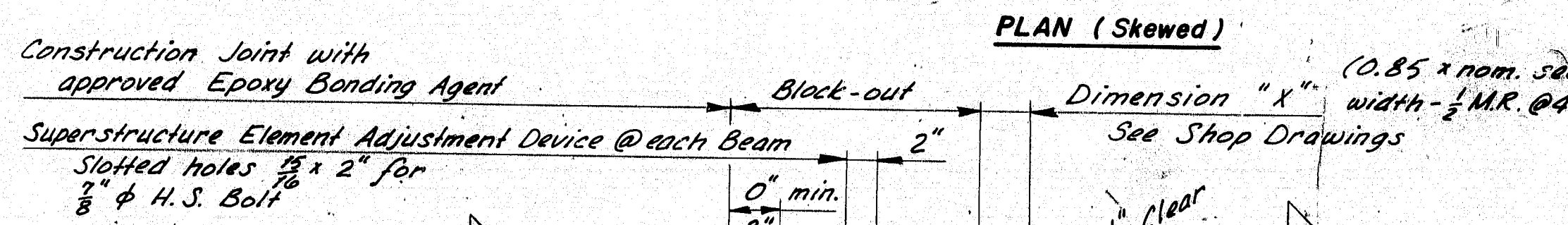
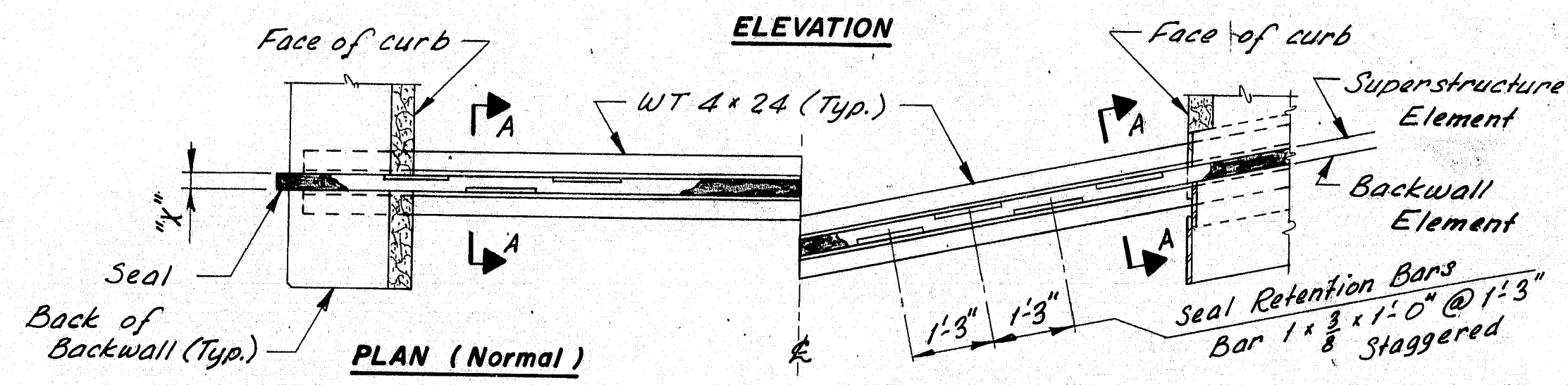
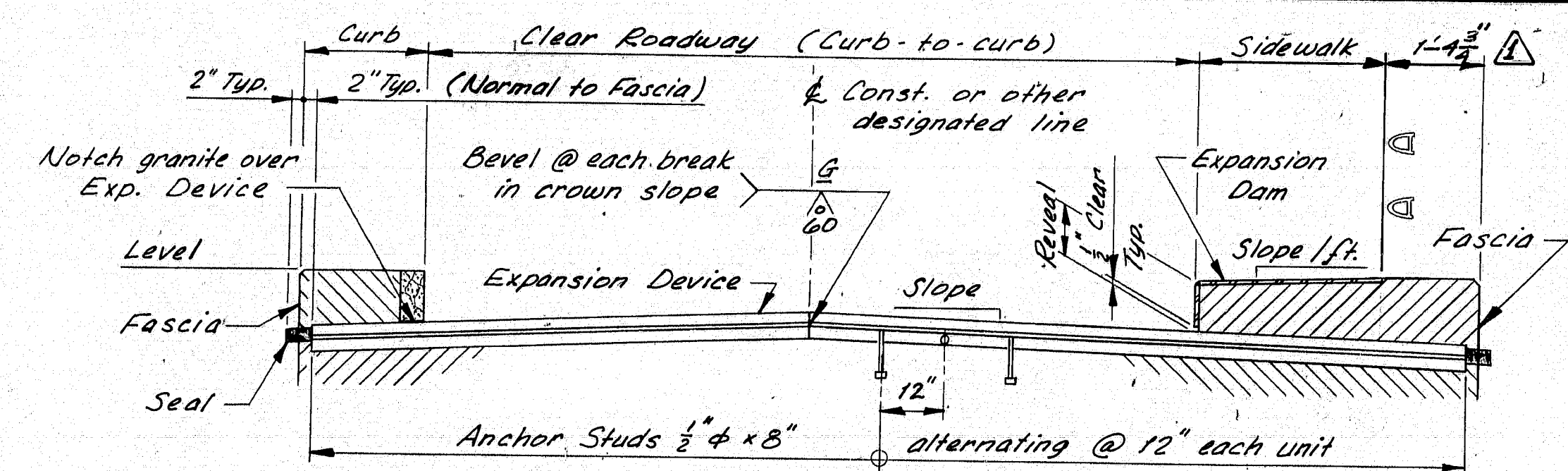
SHEET 20 OF 121 AUGUSTA, MAINE JUNE 1981

| PROJECT DESIGN ENGINEER | DATE |
|-------------------------|---------|
| DESIGN - DETAILED | 12/2/80 |
| CHECKED | |
| REVISIONS | |
| FIELD CHANGES | |

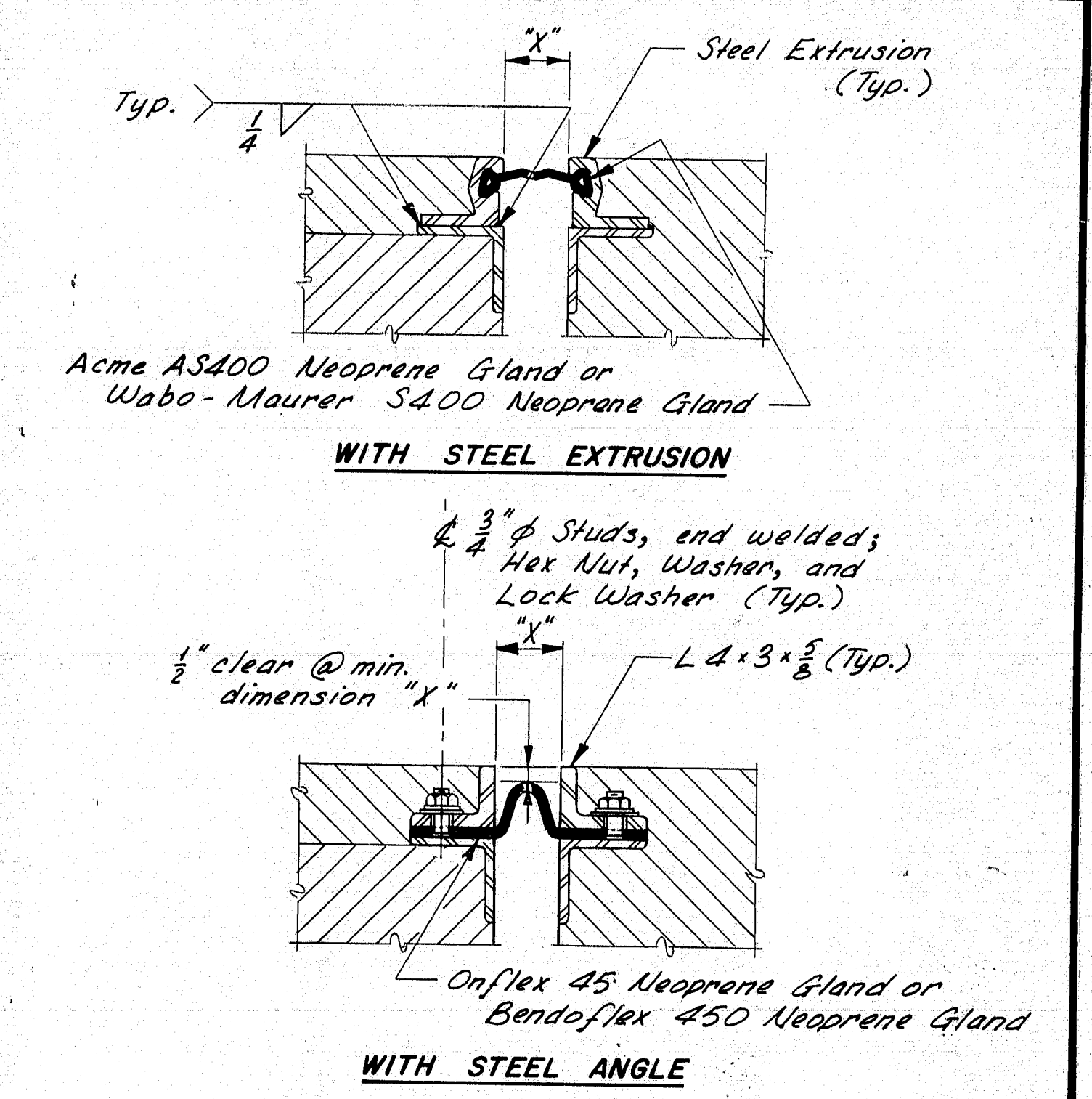
BRUNING 44-132-45710

| PROJECT DESIGN ENGINEER | DATE |
|-------------------------|---------|
| BY 12/1/81 | 12/1/81 |
| DESIGN - DETAIL | |
| REVISIONS | |
| FIELD CHANGES | |
| PLANS | |

BRUNING 44-132 45710



- NOTES:
- Each Expansion Device Unit consists of one pair of matching Elements and Expansion Dams as required. At joints over Piers, two Superstructure Elements shall be used.
 - Welding to reinforcing steel will be allowed in the top 1'-6" of the Abutment backwall.
 - See Design Drawings for dimensions, slopes, skews, and all other information necessary to fabricate and install the units. Expansion Devices shall be installed normal to grade.
 - The concrete in the Superstructure Adjustment Device Block-out may be placed with the Sidewalk, and Curb Concrete.



| GLAND SEAL SETTING TABLE | | | | | | | | | | | |
|---------------------------|---|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Total Movement Required * | Dim. "X" (Measured parallel to & of Roadway) TEMPERATURE (°F) | | | | | | | | | | |
| 1 1/2" | 120° | 105° | 90° | 75° | 60° | 45° | 30° | 15° | 0° | -15° | -30° |
| 2" | 1 1/8" | 1 1/4" | 1 1/2" | 1 3/4" | 1 7/8" | 2" | 2 1/8" | 2 1/4" | 2 1/2" | 2 3/4" | 3" |
| 2 1/2" | 1 3/8" | 1 1/2" | 1 3/4" | 1 7/8" | 2" | 2 1/8" | 2 1/4" | 2 1/2" | 2 3/4" | 3" | 3 1/8" |
| 3" | 1 1/2" | 1 3/4" | 1 7/8" | 2" | 2 1/8" | 2 1/4" | 2 1/2" | 2 3/4" | 3" | 3 1/8" | 3 1/4" |

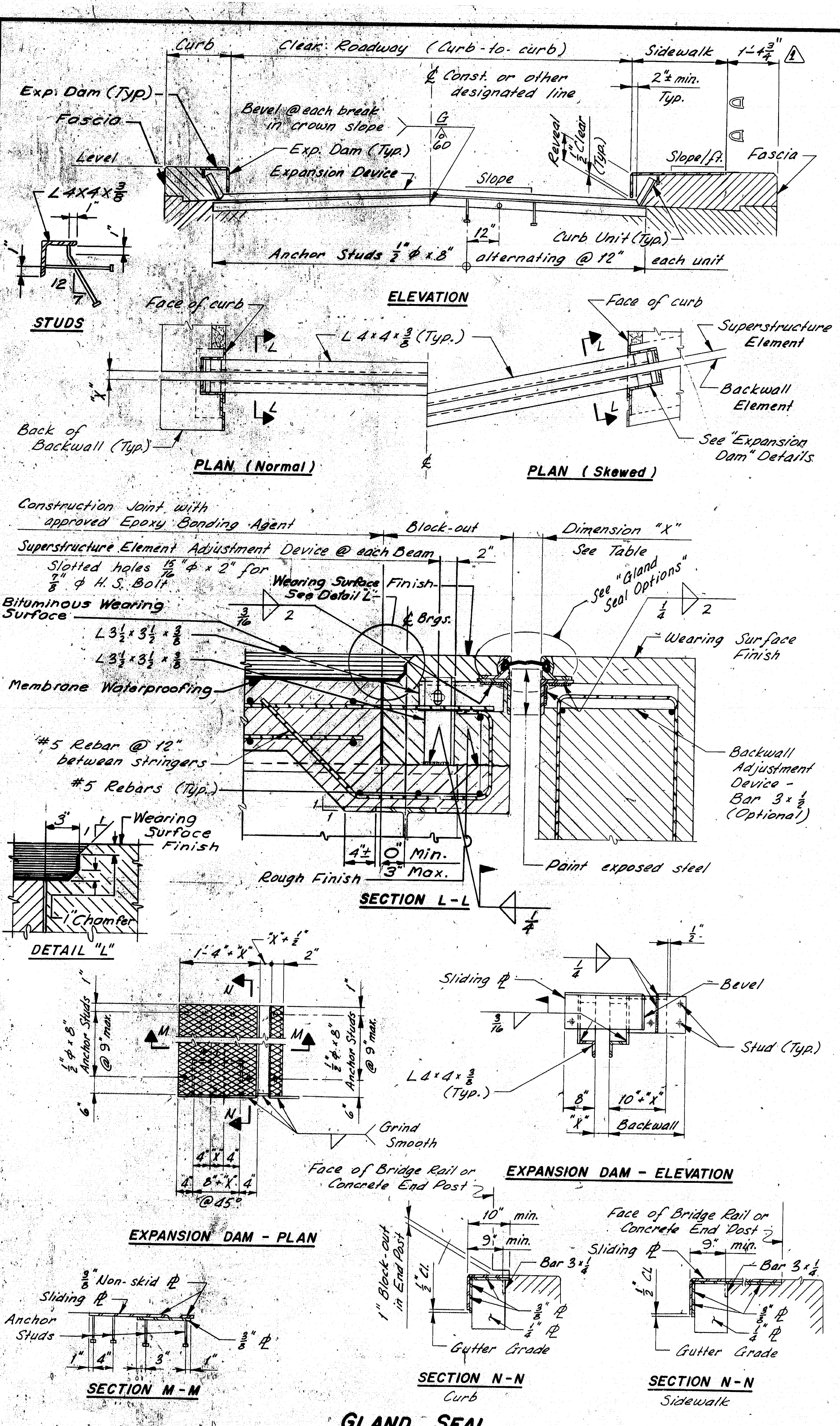
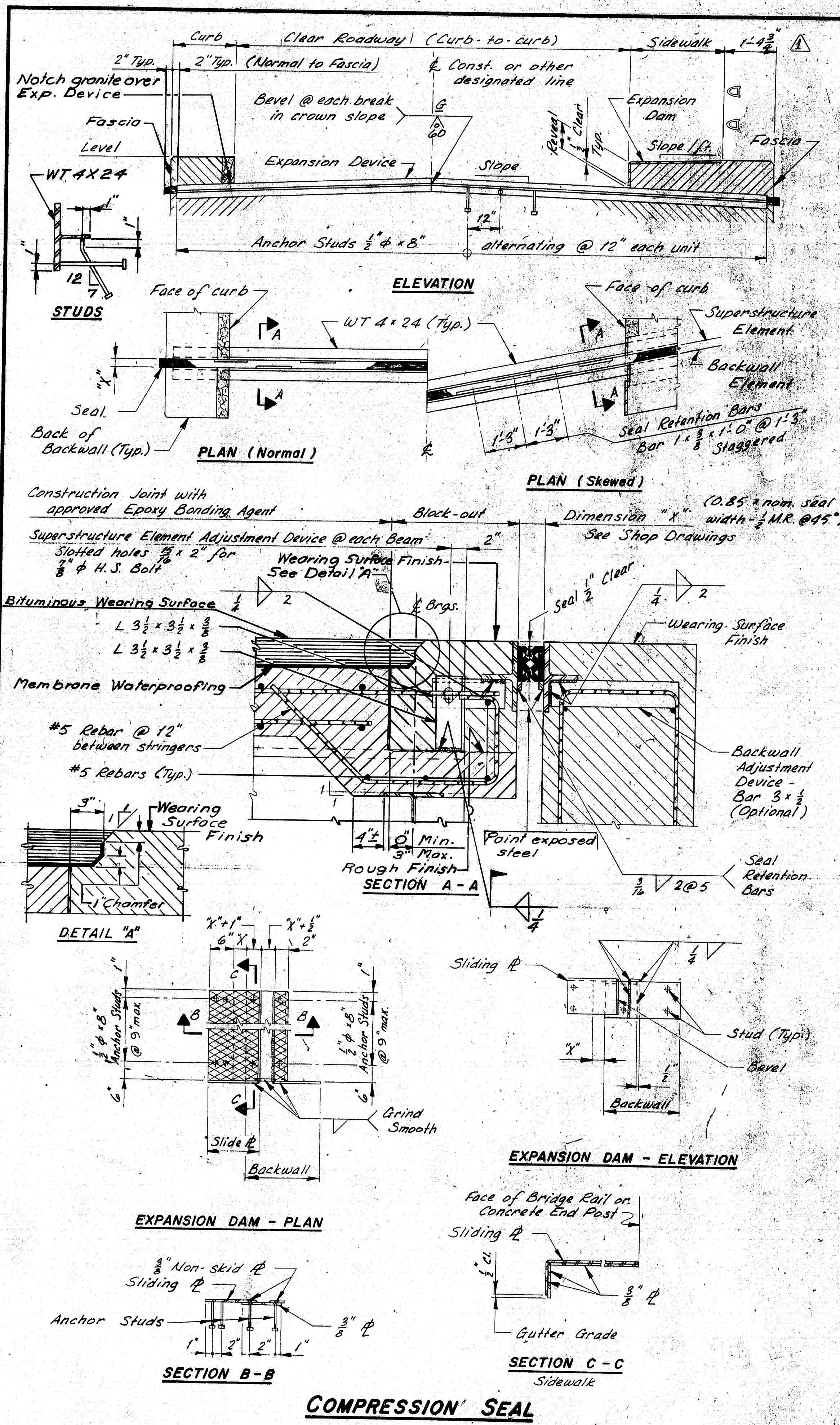
* Multiply expanding length of Superstructure, in feet, by .0125 in./ft. Max. Dimension "X" allowed = 3 1/2" @ -30°F

| REVISIONS | DATE | STATE OF MAINE DEPARTMENT OF TRANSPORTATION |
|---------------------|------|---|
| Revised Title Block | 7-82 | |
| Revised dimension | 1-83 | |
| Note #4 | 1-83 | |

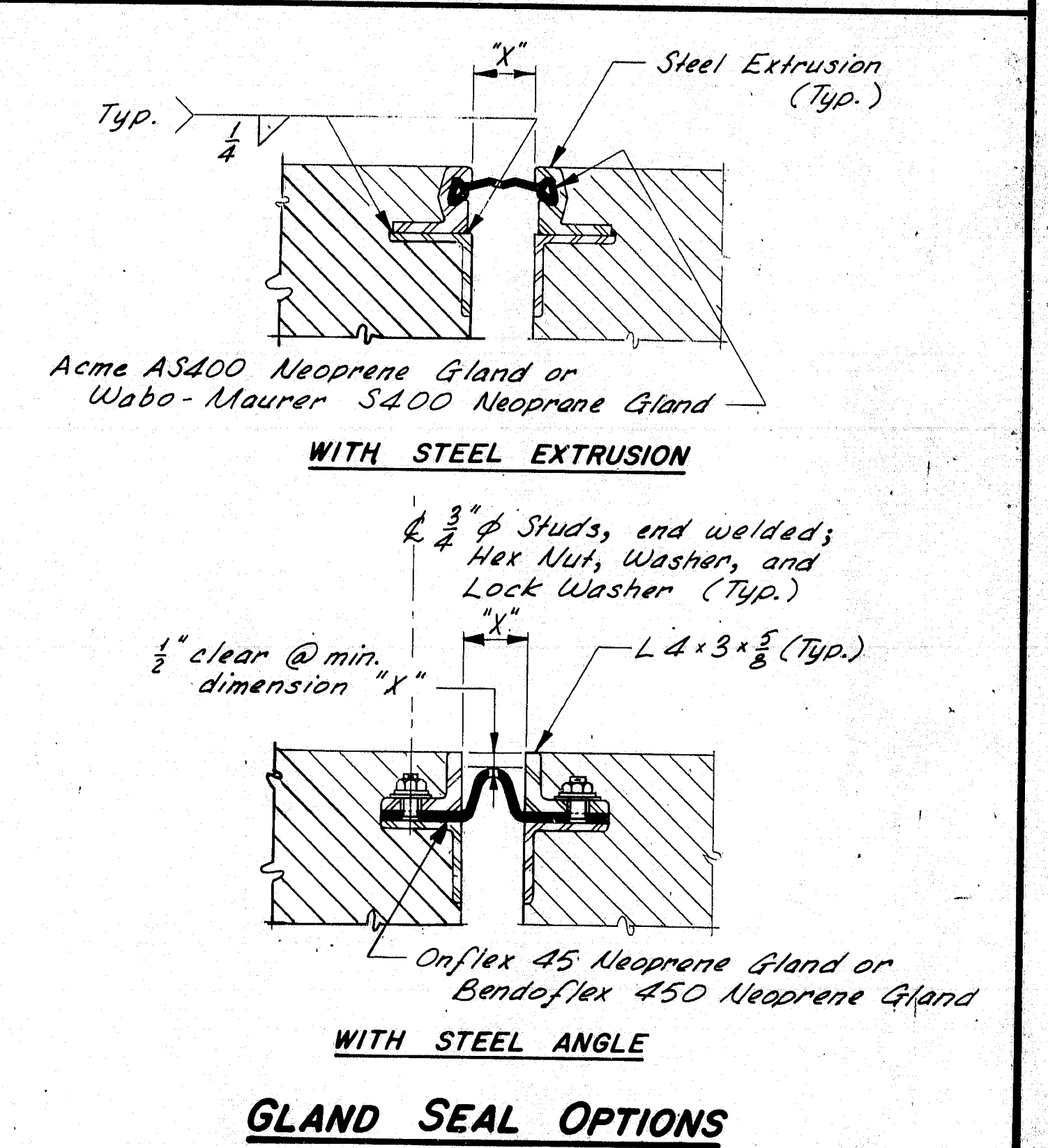
STANDARD DETAILS
(BD 124 - 81)
(FOR USE WITH STRUCTURAL CONCRETE WEARING SURFACE)

EXPANSION DEVICE
COMPRESSION SEAL
GLAND SEAL

| PROJECT DESIGN ENGINEER | DATE |
|-------------------------|---------|
| DESIGN - DETAILED | 10/1/82 |
| CHECKED | 10/1/82 |
| REVISIONS | |
| FIELD CHANGES | |



- NOTES:**
- Each Expansion Device Unit consists of one pair of matching Elements and Expansion Dams as required. At joints over Piers, two Superstructure Elements shall be used.
 - Welding to reinforcing steel will be allowed in the top 1'-6" of the Abutment backwall.
 - See Design Drawings for dimensions, slopes, skew, and all other information necessary to fabricate and install the units. Expansion Devices shall be installed normal to grade.
 - The concrete in the Superstructure Adjustment Device Block-out may be placed with the Sidewalk, and Curb Concrete.



| GLAND SEAL SETTING TABLE | |
|---------------------------|---|
| Total Movement Required * | Dim. "x" (Measured parallel to & of Roadway) TEMPERATURE (°F) |
| 1 1/2" | 120° 105° 90° 75° 60° 45° 30° 15° 0° -15° -30° |
| 2" | 1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2" |
| 2 1/2" | 1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2" |
| 3" | 1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2" |

* Multiply expanding length of Superstructure, in feet, by .0125 in 1 ft. Max. Dimension "x" allowed = 3 1/2" @ -30°F

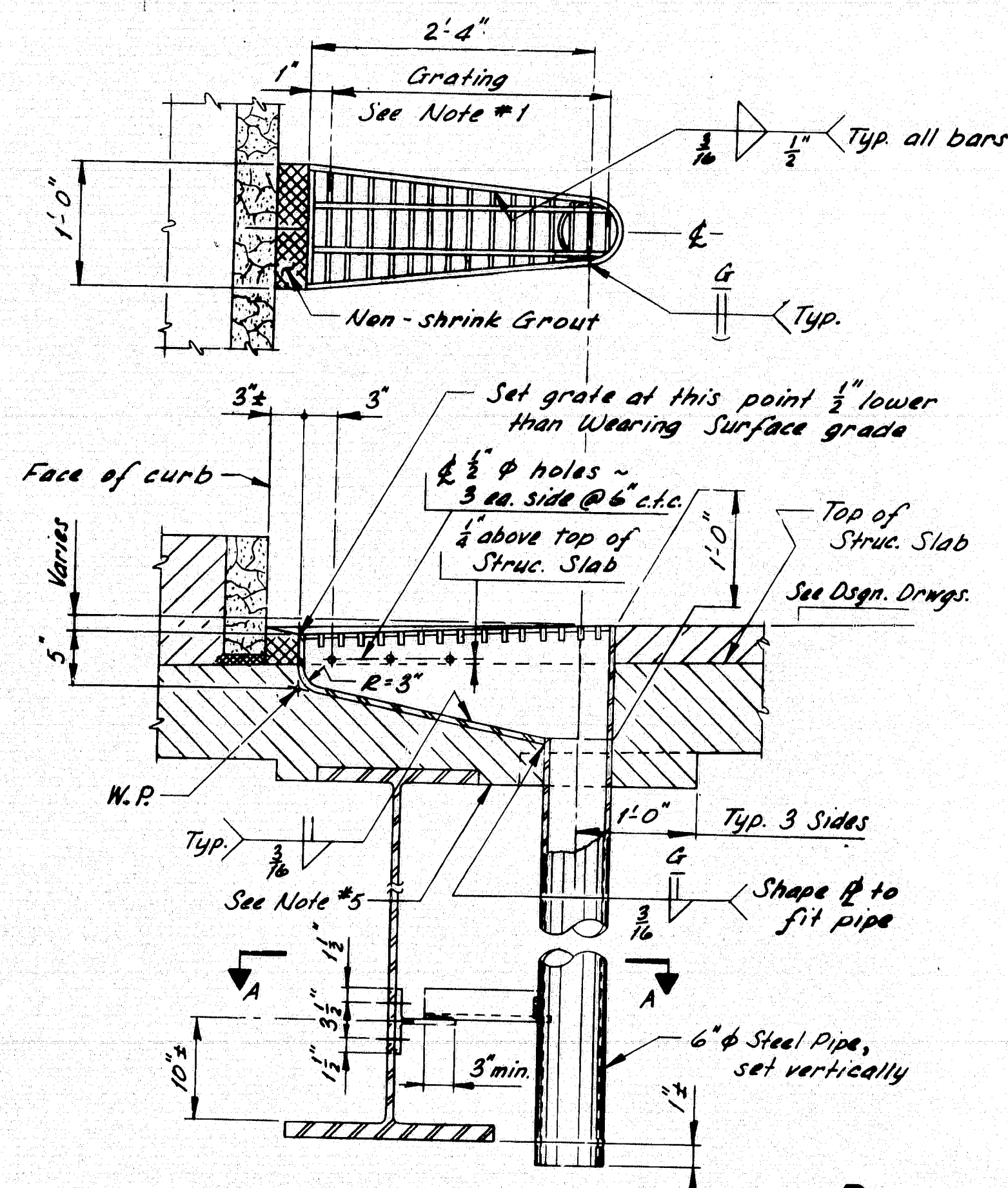
| REVISIONS | DATE |
|-------------------|------|
| General Revisions | 1-83 |

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

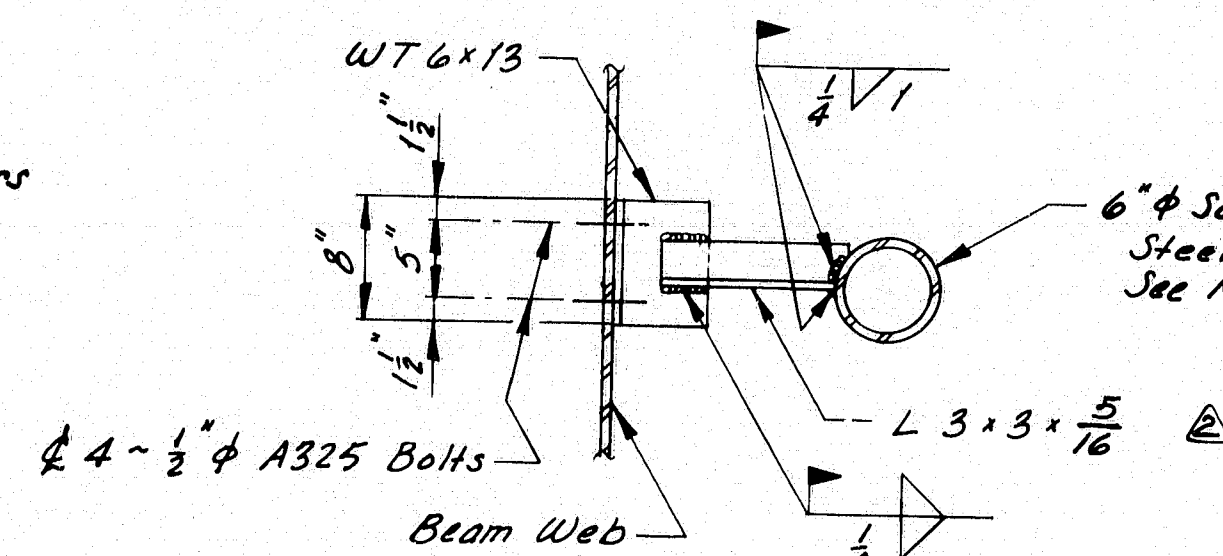
STANDARD DETAILS
(BD 125 - 82)
(FOR USE WITH BITUMINOUS WEARING SURFACE)
EXPANSION DEVICE
COMPRESSION SEAL
GLAND SEAL
182-109
SHEET 22 OF 121 AUGUSTA, MAINE AUGUST 1982

| PROJECT DESIGN ENGINEER | DATE |
|-------------------------|----------|
| DESIGN - DETAILED | 12/27/97 |
| DESIGNED | |
| REVISIONS | |
| FIELD CHANGES | |
| PLANS | |

BRUNING 44-132-457.0



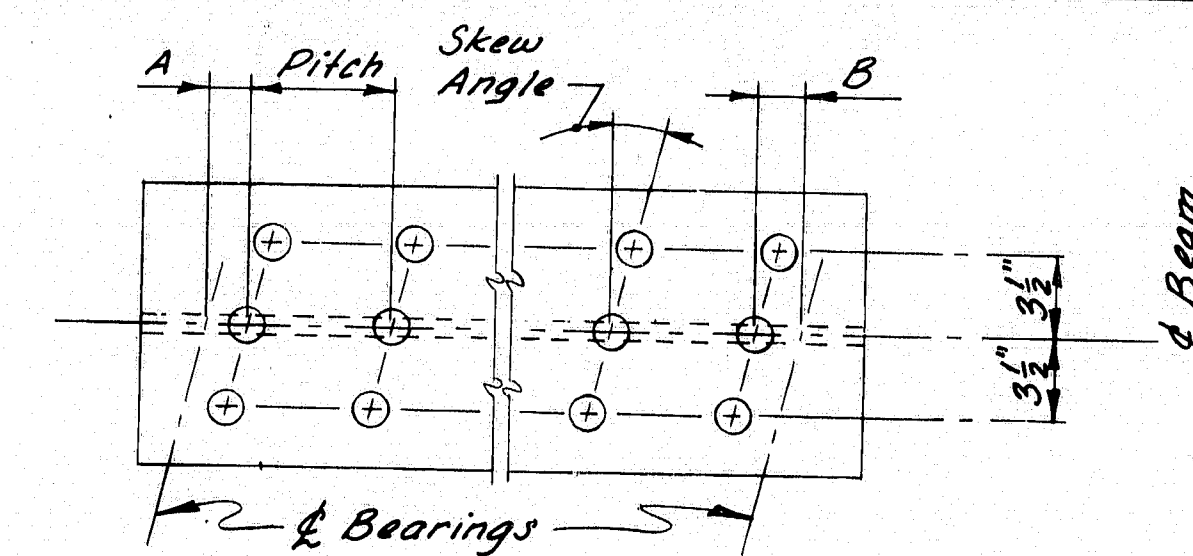
BRIDGE DRAIN



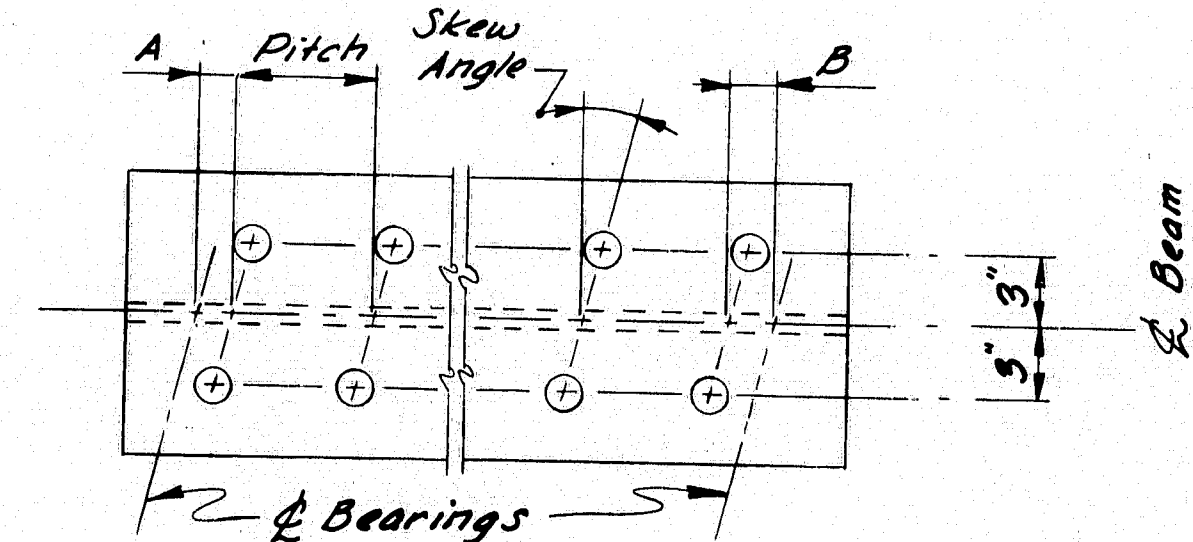
SECTION A-A

NOTES:

1. Grating shall be a commercial heavy-duty grating with $1\frac{1}{2} \times \frac{3}{4}$ bearing bars spaced at $2\frac{3}{4}$ c.t.c., and $\frac{3}{4}$ cross bars spaced at 4" c.t.c.
2. Plates shall be A.S.T.M. A36, $\frac{1}{4}$ " thick.
3. WT 6x13 shall be of the same material as the beam web.
4. At the option of the Contractor, the Bridge Drain may be modified to allow the use of T.S. 6x6x $\frac{1}{2}$ conforming to A.S.T.M. A501 or A.S.T.M. A500, Gr. "A", in place of the 6" steel pipe.
5. If the minimum thickness of concrete below the Drain is 2" or less, the haunch shall be extended as shown.
6. Painting will not be required when the structural steel is specified to be unpainted.
7. Payment for Bridge Drain shall be as specified under subsection 502.19 of the Standard Specifications.



TRIPLE STUDS

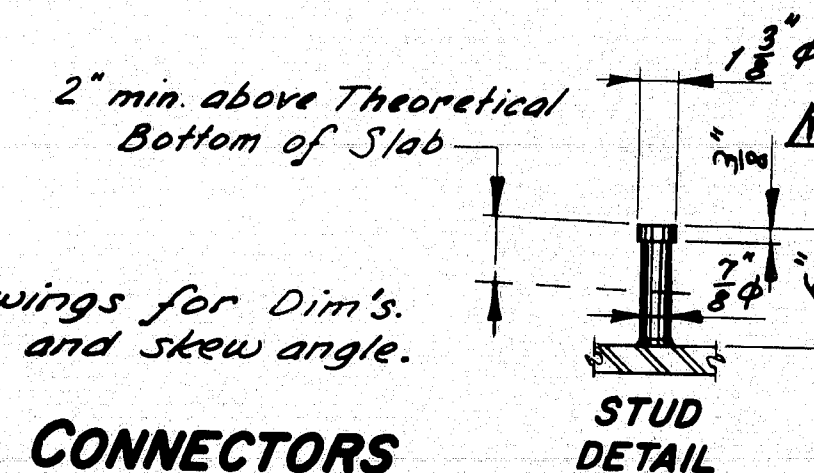


DOUBLE STUDS

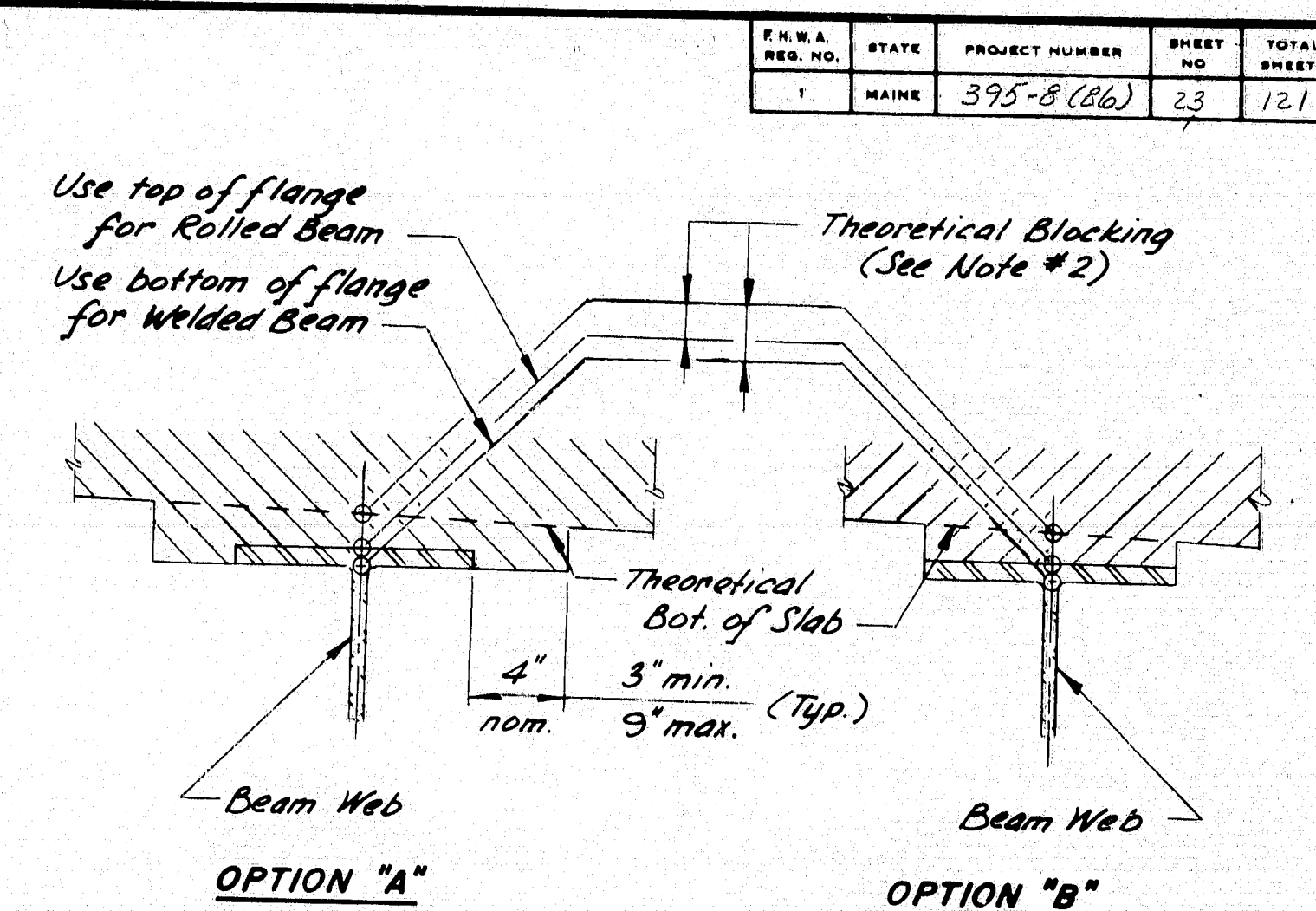
NOTE:

1. See Design Drawings for Dim's. "A" & "B", stud pitch, and skew angle.

SHEAR CONNECTORS



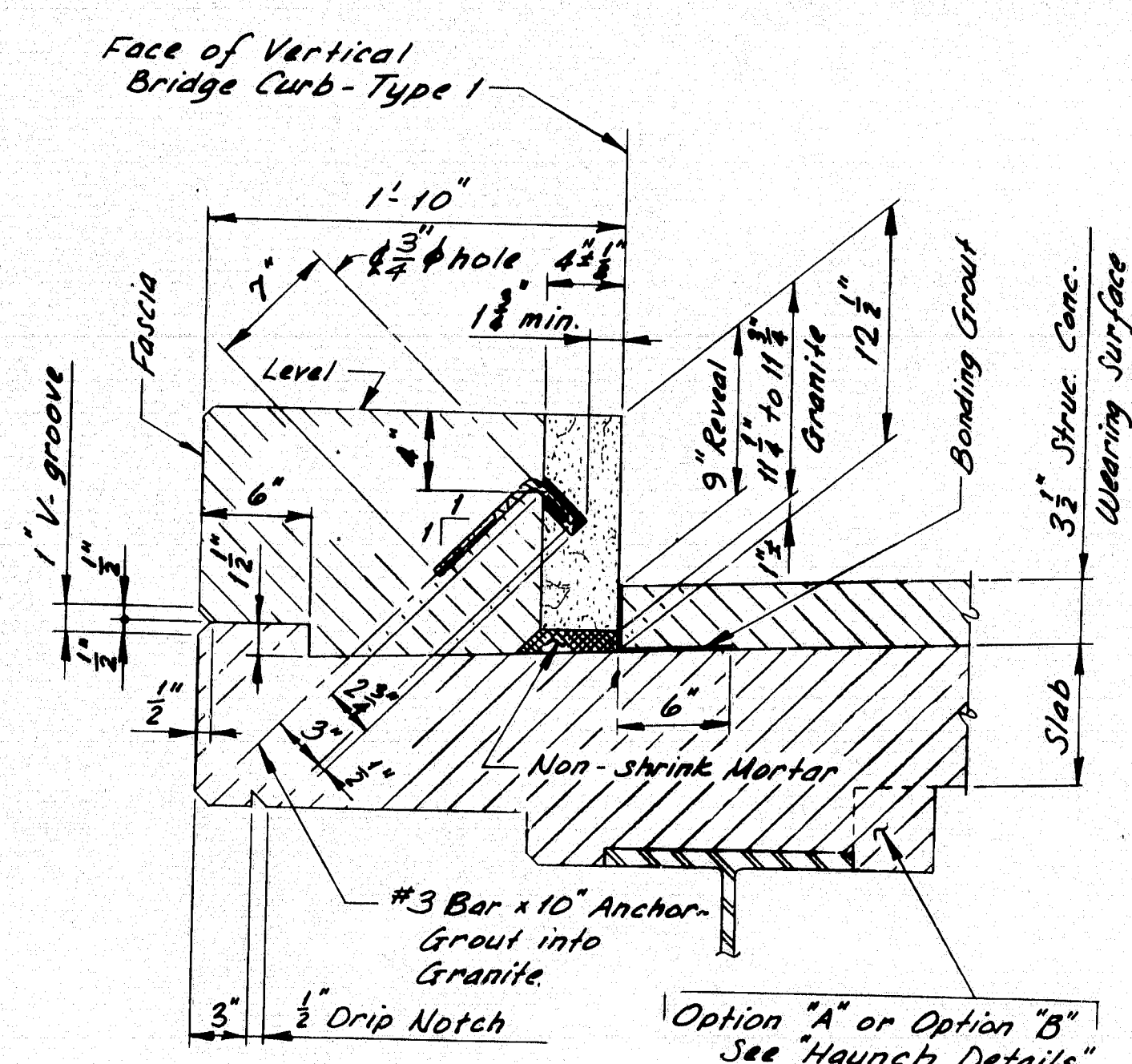
STUD DETAIL



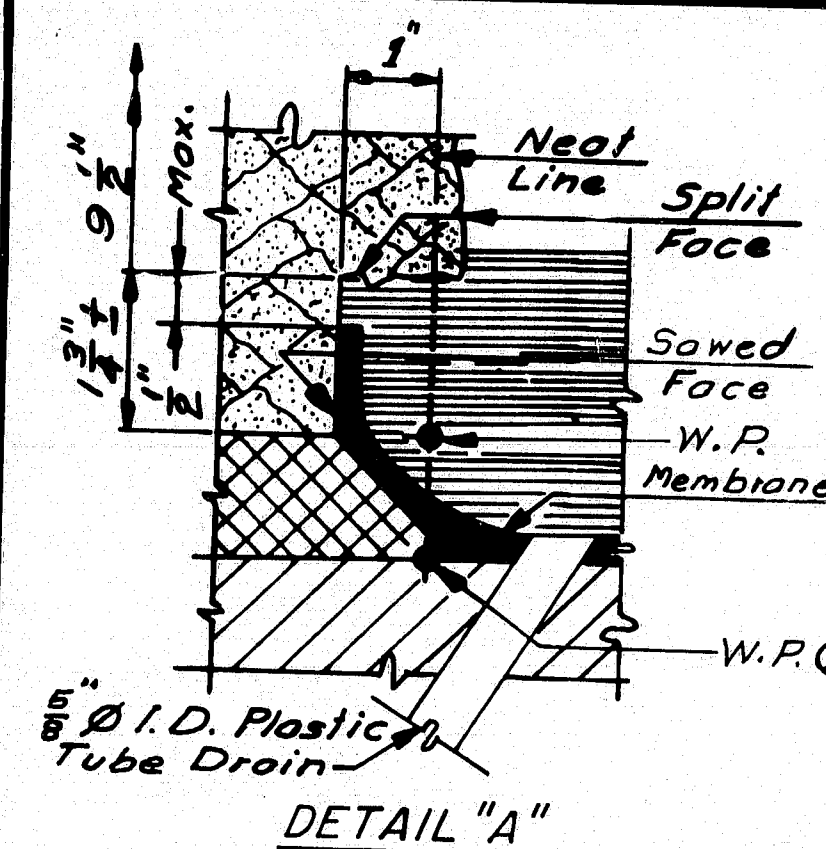
NOTE:

1. Haunch Option "A" or Option "B" may be used at the Contractor's discretion. Only one option shall be used on each structure, except that Option "A" must always be used on the fascia side of all fascia beams and on beams designed without shear connectors.
2. Theoretical Blocking shall be as indicated on Design Drawings.
3. Do not use Theoretical Blocking for setting of form-work.

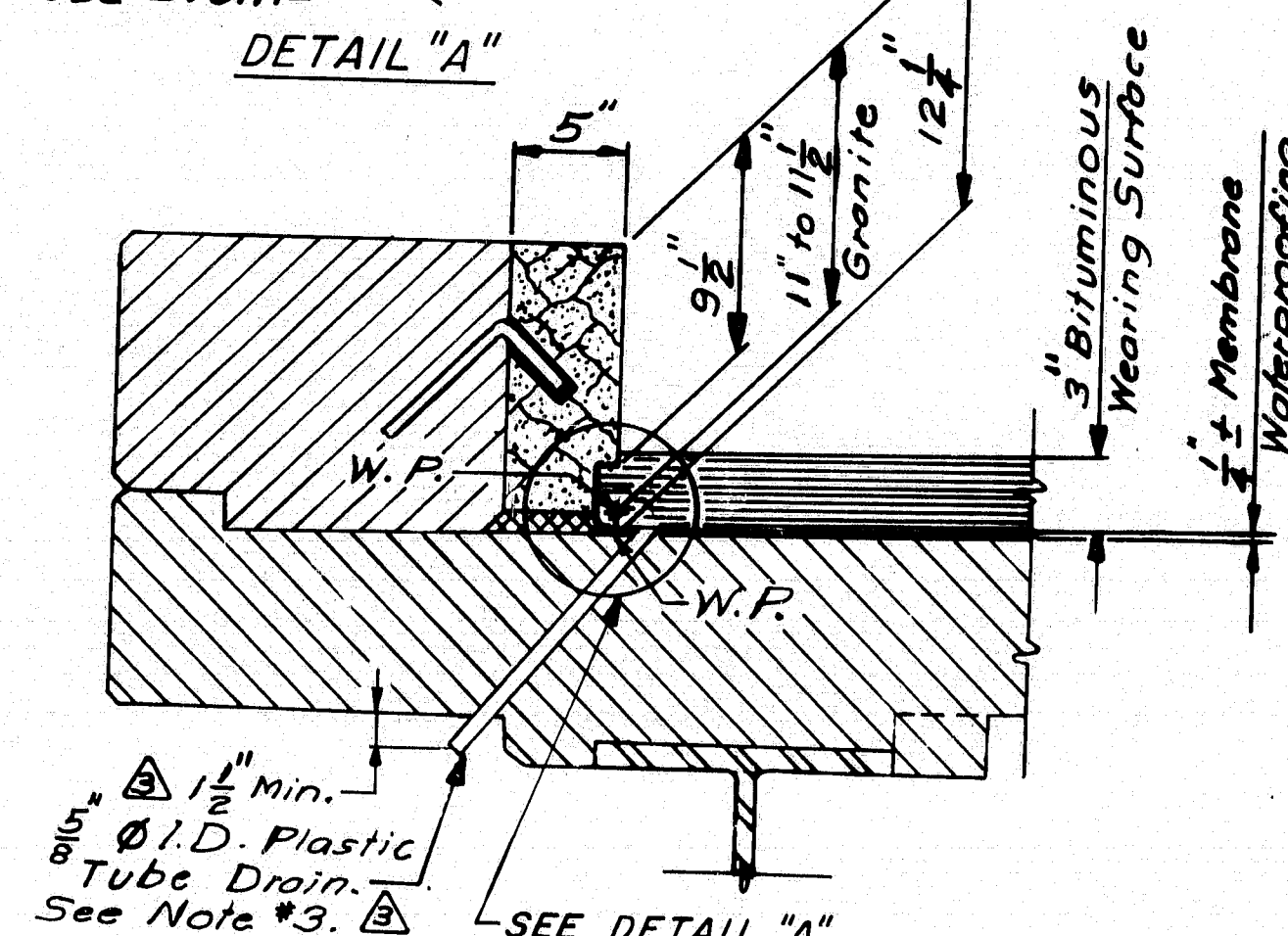
HAUNCH DETAILS



CURB SECTION
(STRUCTURAL CONCRETE WEARING SURFACE)



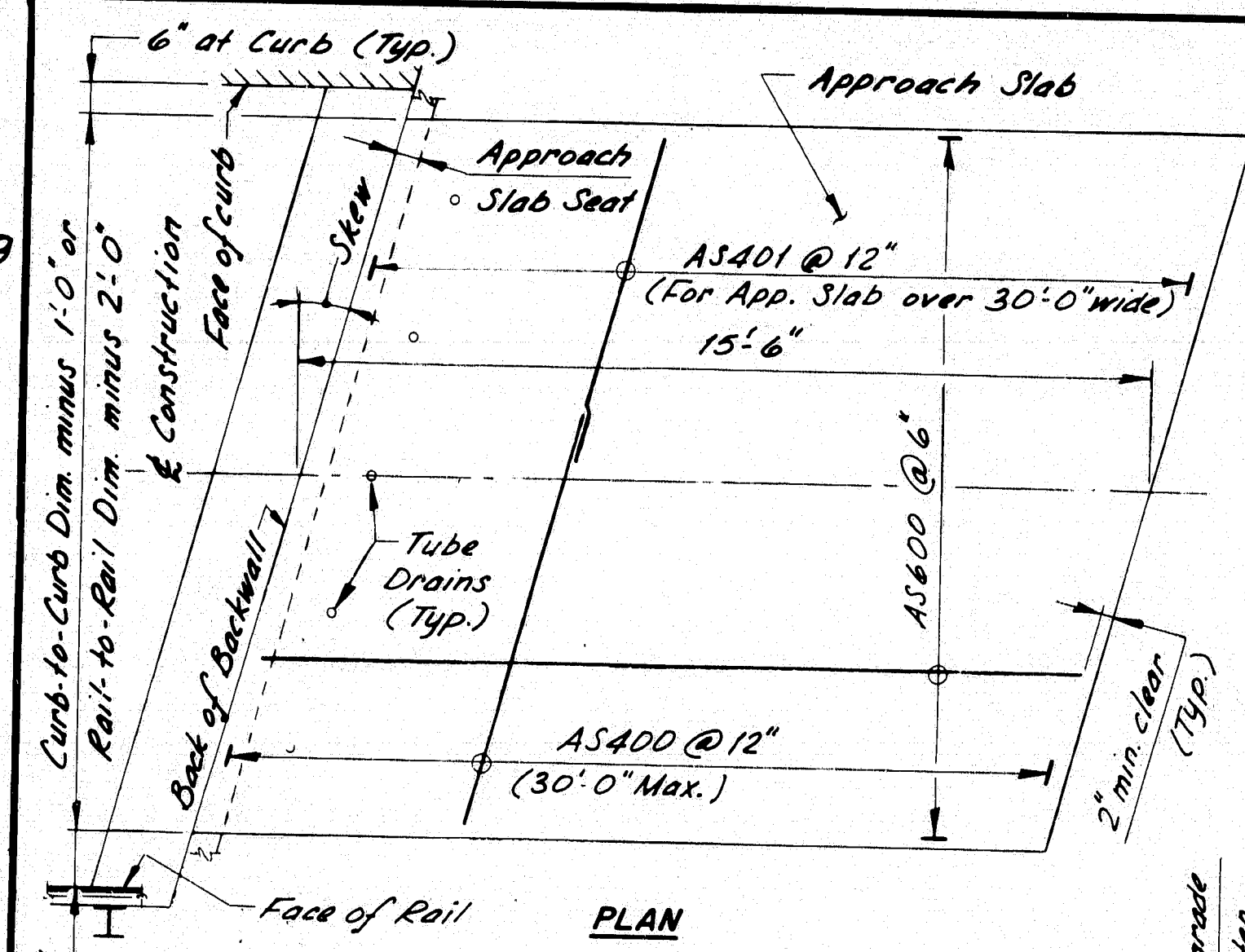
DETAIL "A"



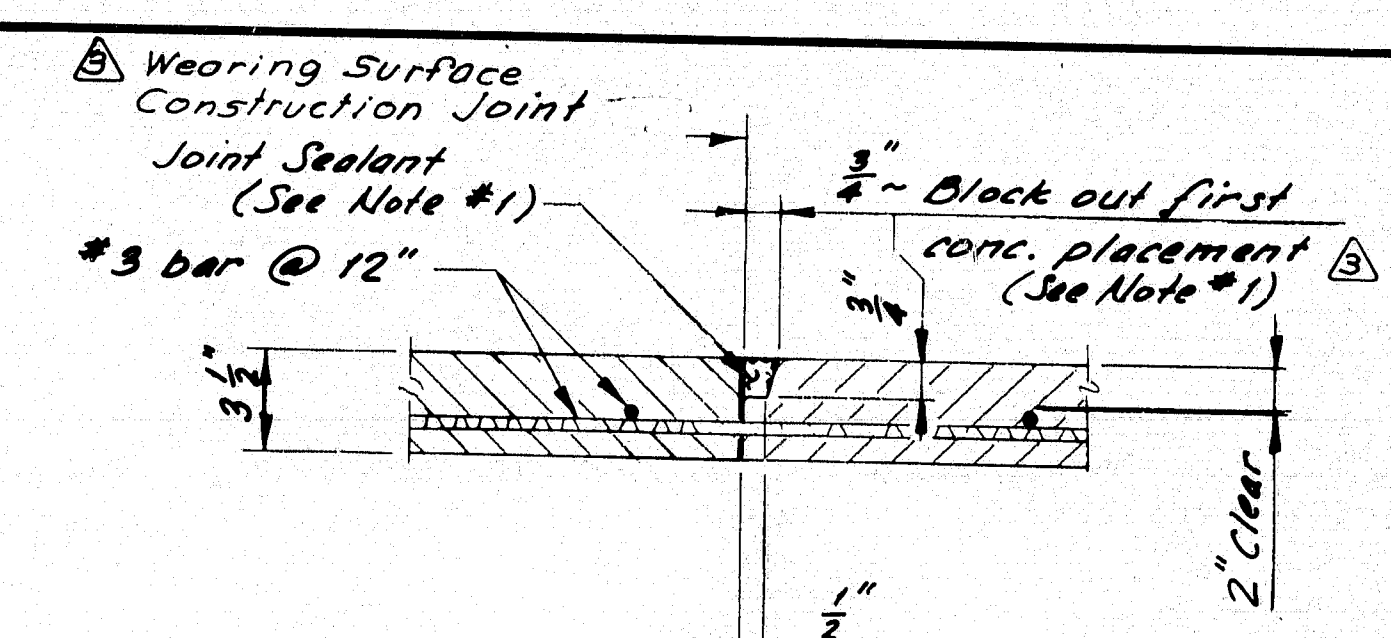
CURB SECTION
(BITUMINOUS WEARING SURFACE)

NOTES:

- 1) For dimensions not shown, see Curb Section (Structural Concrete Wearing Surface).
- 2) W.P. = Working Point.
- 3) Use drains at low points on slab behind expansion devices.



APPROACH SLAB



WEARING SURFACE DETAIL

NOTE:

1. Use Block-out and Sealant only at Wearing Surface Construction Joints over Structural Slab Construction Joints. At all other joints, brush joint with neat cement paste before making adjacent concrete placement.

STRUCTURAL CONCRETE WEARING SURFACE

| REVISIONS | DATE |
|--|-------|
| Revised Stud Detail | 3-86 |
| Added Curb Section | 7-82 |
| Added Plastic Tube Drain & modified Structural Concrete Wearing Surface. | 11-88 |
| Revise Curb Anchorage | 2-83 |

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

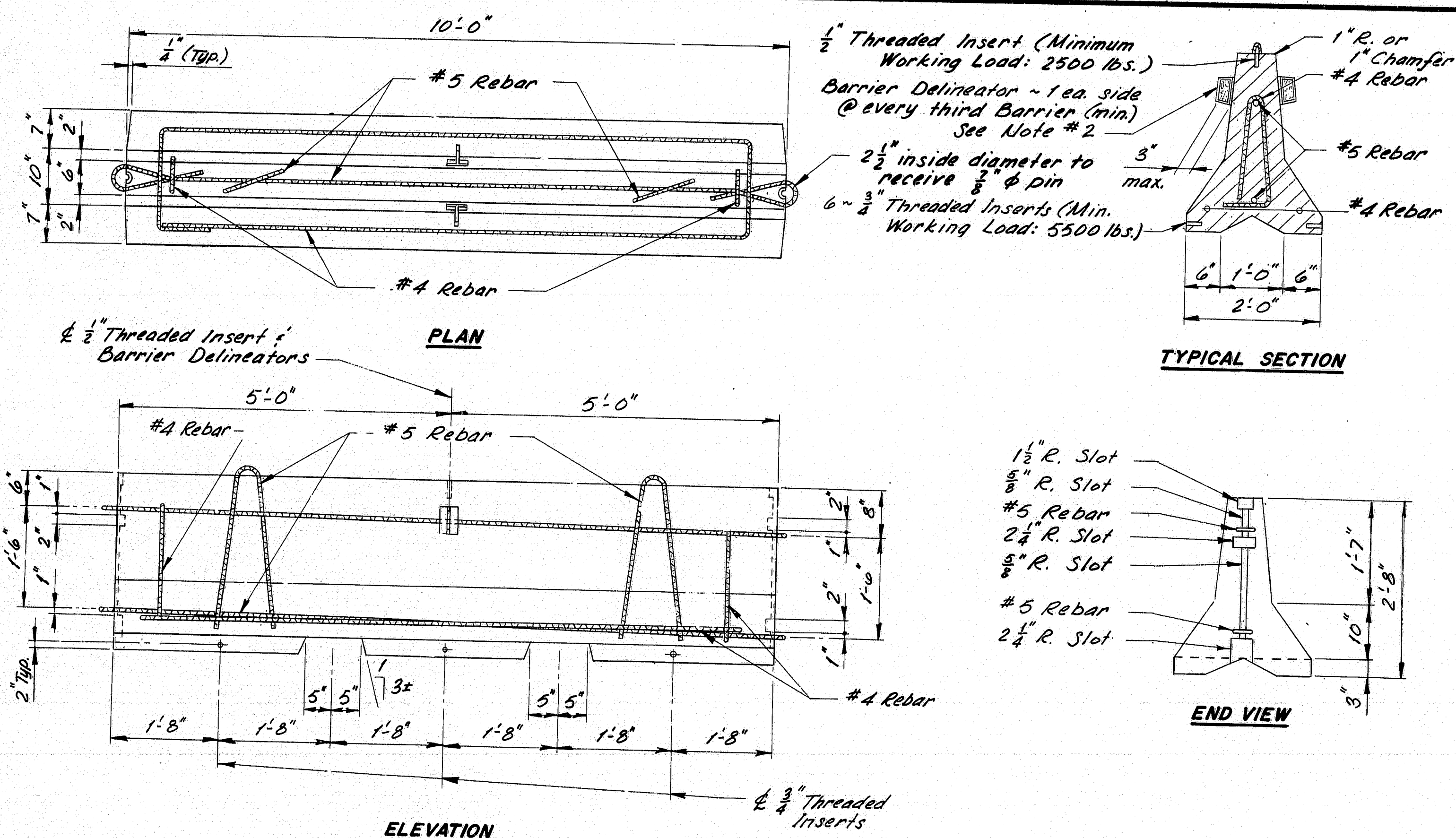
STANDARD DETAILS
(BD 126-81)

MISCELLANEOUS DETAILS
BRIDGE DRAIN - SHEAR CONNECTORS
STRUC. CONC. WEAR. SURFACE
CURB SECTION - APPROACH SLAB
HAUNCH DETAILS

SHEET 23 OF 121 AUGUSTA, MAINE JUNE 1991

182-110

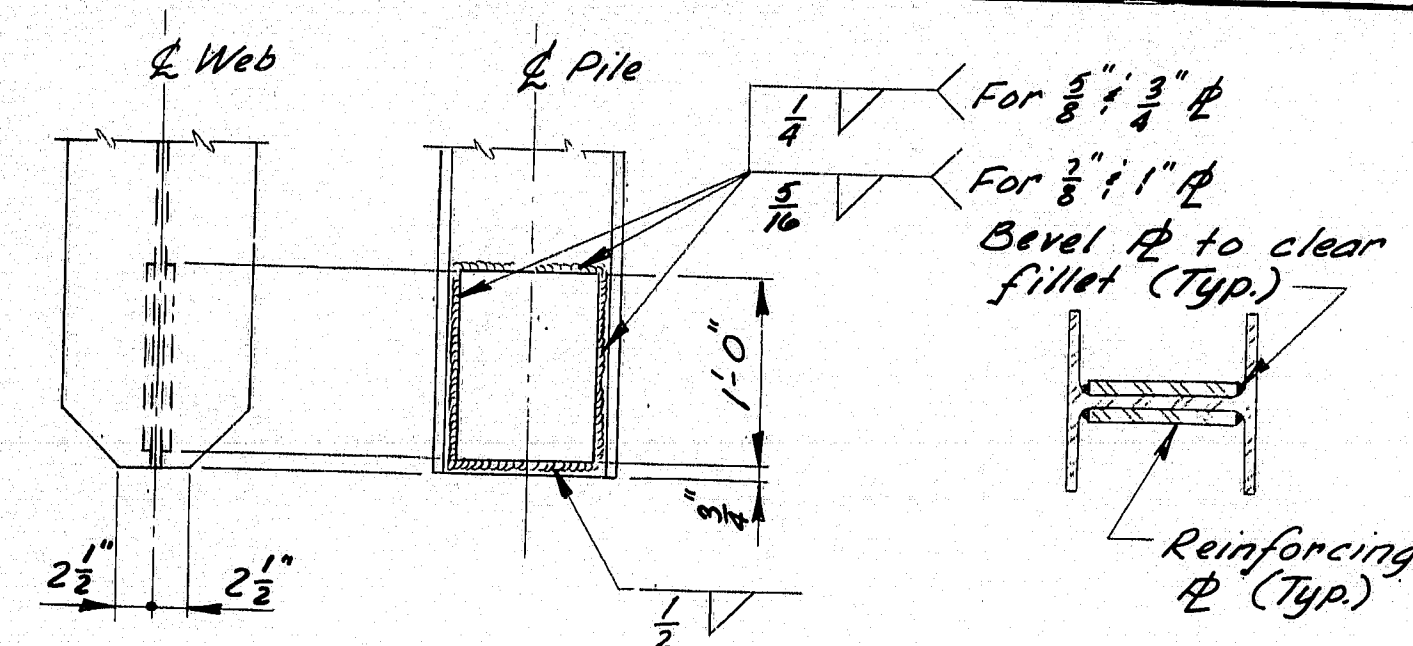
| F.H.W.A. REG. NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|----------------------|-------|----------------|-----------|-----------------|
| 1 | MAINE | 395-B (86) | 24 | 121 |



NOTES:

- The reinforcing steel, end connections, lifting arrangement, and sizes and locations of hold-down inserts are advisory only. It shall be the Contractor's responsibility to provide adequate reinforcing, end connections, lifting points, and hold-down arrangements.
- Barrier Delineators shall be bi-directional with a minimum effective reflex area of 8.0 square inches as approved by the Engineer. The Reflector shall preferably be of Methyl Methacrylate, and the Housing of Acrylonitrile Butadiene Styrene.

TEMPORARY CONCRETE BARRIER - TYPE 1

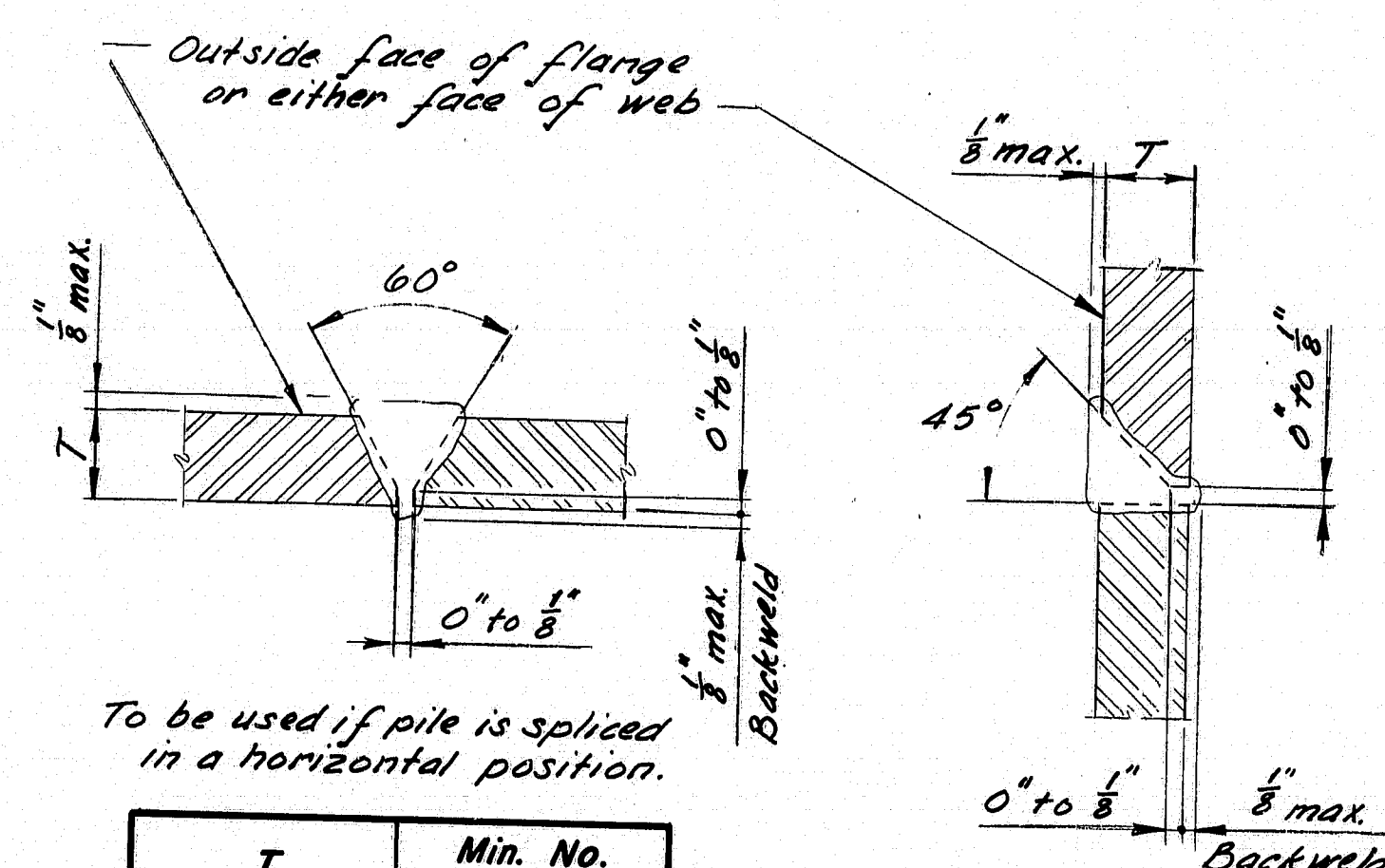


| Pile Size | Reinf. # Size |
|------------|--------------------|
| HP 10 x 42 | 8 #5 x 5" x 1'-0" |
| HP 10 x 57 | 8 #5 x 5" x 1'-0" |
| HP 12 x 53 | 10 #5 x 5" x 1'-0" |
| HP 12 x 63 | 10 #5 x 5" x 1'-0" |
| HP 12 x 74 | 10 #5 x 5" x 1'-0" |
| HP 14 x 73 | 12 #5 x 5" x 1'-0" |
| HP 14 x 89 | 12 #5 x 5" x 1'-0" |

NOTES:

- Alternate Pointed Reinforced Pile Tips may be used if they have at least the cross-sectional area of the pile tip shown and are approved by the Engineer.
- Plates may be shop or field welded.
- Use Manual Shielded Metal-Arc Process and 6010, 6011, or 6012 electrodes, unless a different process has been approved by the Engineer.
- Electrodes shall be dry when used, in accordance with the provisions of A.W.S. Spec. D.1.1, as amended by AASHTO.

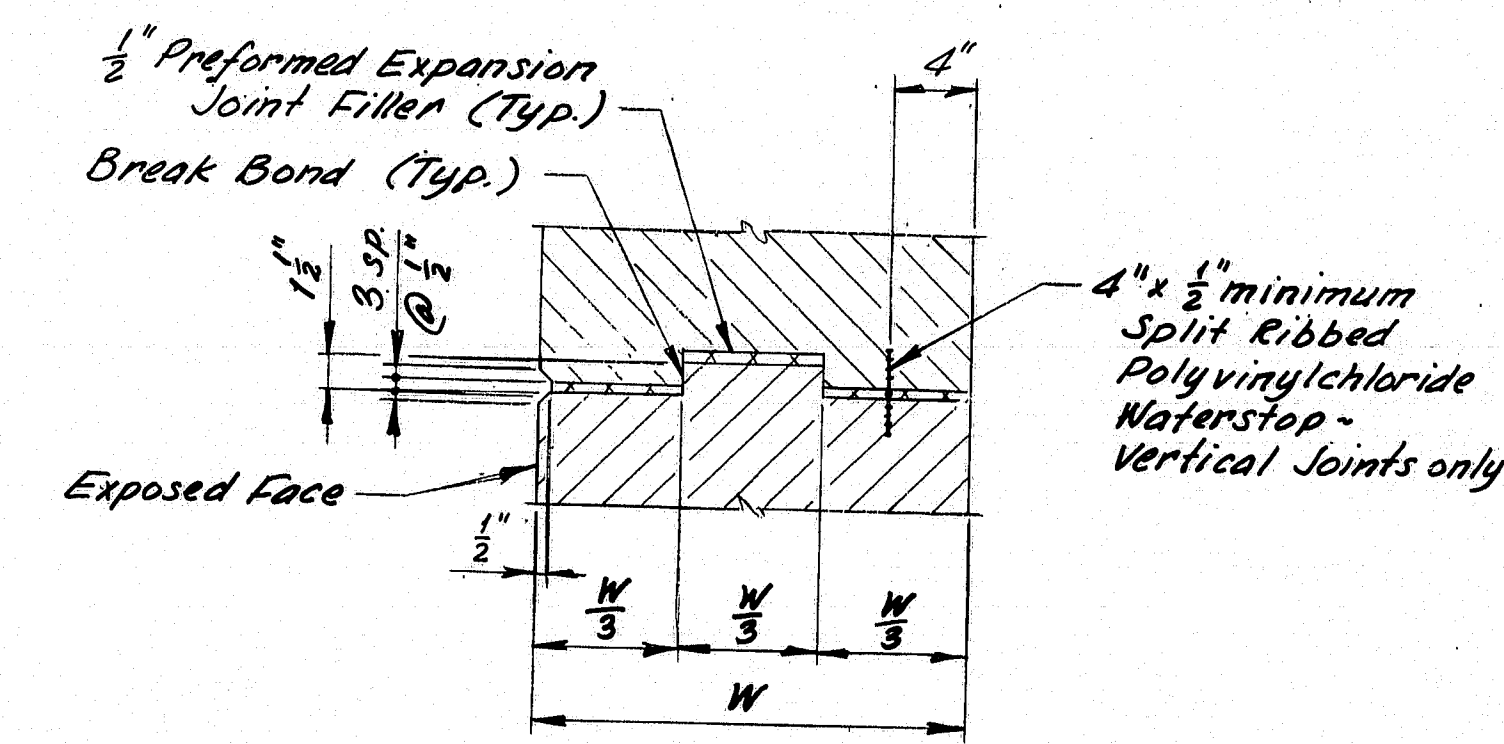
POINTED REINFORCED PILE TIP



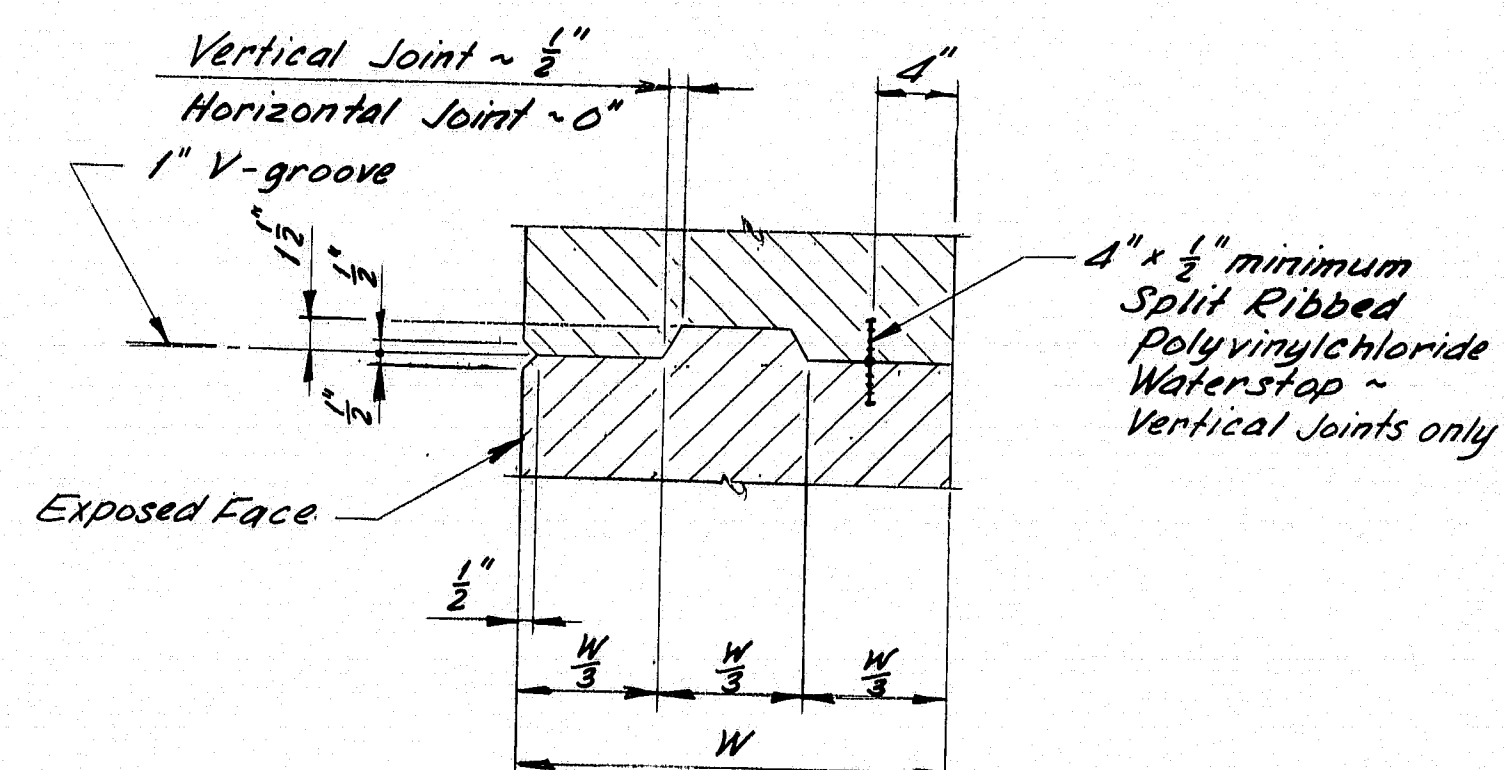
NOTES:

- All cutting shall be done with the use of a mechanical guide.
- Use Manual Shielded Metal-Arc Process and 6010, 6011, or 6012 electrodes, unless a different process has been approved by the Engineer.
- Electrodes shall be dry when used, in accordance with the provisions of A.W.S. Spec. D.1.1, as amended by AASHTO.
- Gouge root before welding second side.

PILE SPLICE

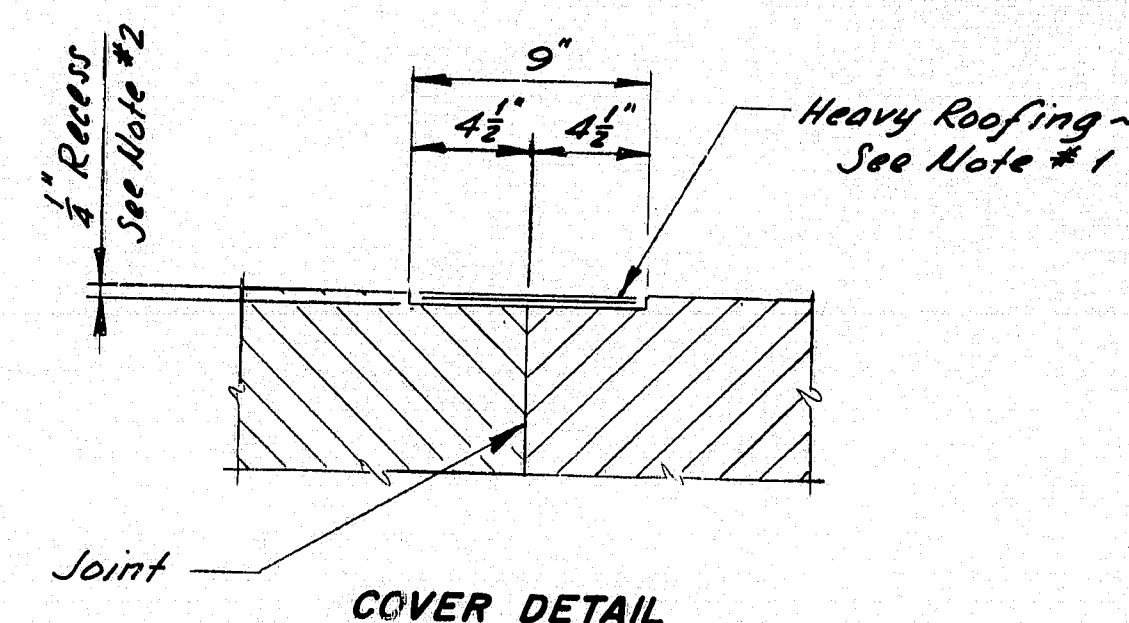


EXPANSION JOINT



CONSTRUCTION OR CONTRACTION JOINTS

CONCRETE JOINTS



NOTES:

- Where called for, cover horizontal and vertical construction, contraction, or expansion joints with two (2) 9" wide layers of heavy roofing felt. Coat the concrete and back of each layer as applied with plastic roofing cement.
- Recess the covered area 1/4" unless otherwise indicated on Design Drawings.

CONCRETE JOINT COVER

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

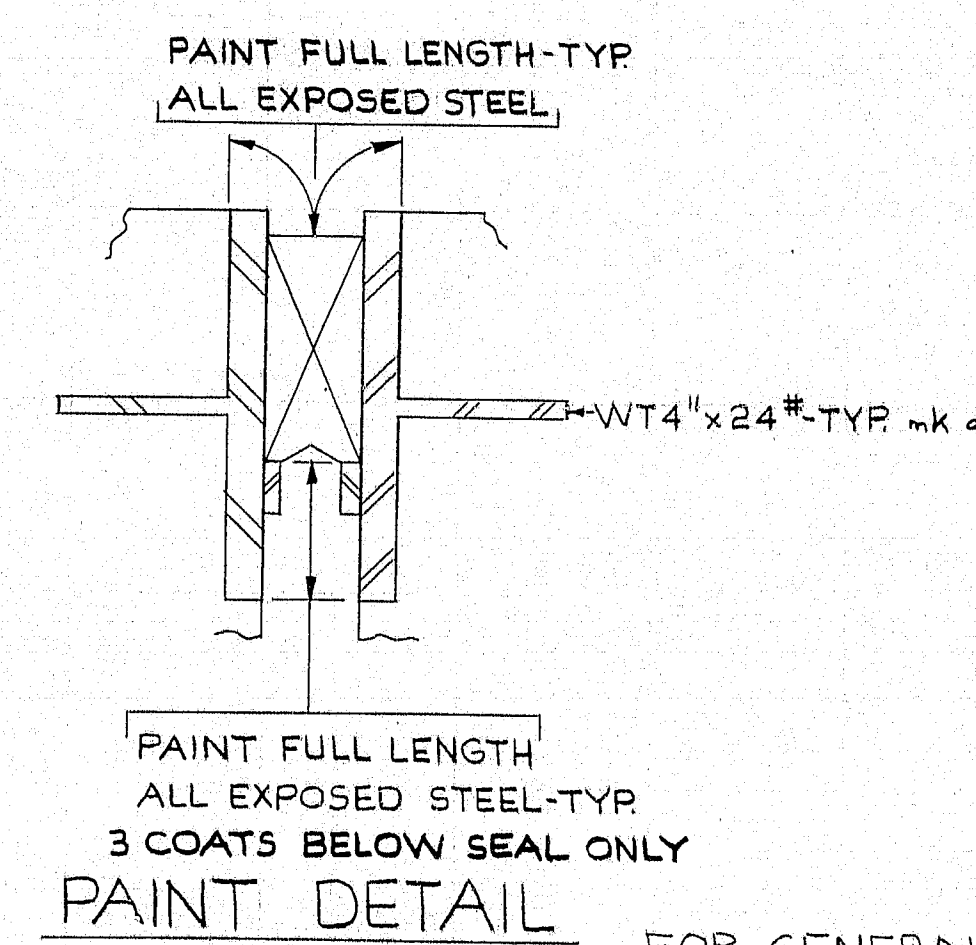
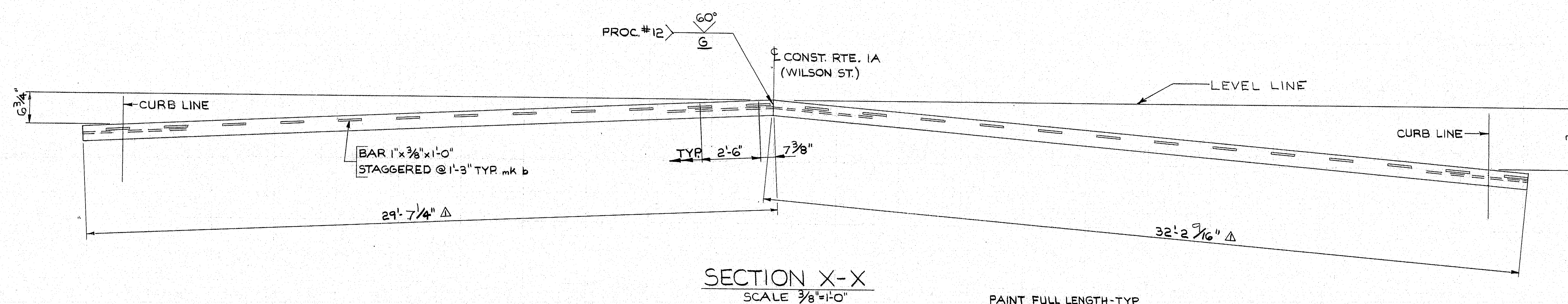
STANDARD DETAILS
(BD 127-81)

MISCELLANEOUS DETAILS

TEMP. CONC. BARRIER - TYPE 1
POINTED REINF. PILE TIP
PILE SPLICE - CONC. JOINTS
CONCRETE JOINT COVER

152-III

SHEET 24 OF 121 AUGUSTA, MAINE JUNE 1981



Br. # 1564

PAINT FULL LENGTH
ALL EXPOSED STEEL-TYP.
3 COATS BELOW SEAL ONLY
PAINT DETAIL



A. H. HARRIS & SONS, INC.
Concrete Construction Specialties

| | |
|-----------|---------|
| CHK'D. BY | DATE |
| WJ | 2/20/84 |

321 Ellis St.
New Britain, Con
(203) 225-7671

10 West Mill St
Medfield, Mass
(617) 359-7321

1. **Mano**
2. **Mark**
3. **1011**

heating Place
W. 5.410

55 Sicker Road
Atham, New York
(518) 725-0070

Griffin, P. P. 2000.

LC

EDUCATION

BREW

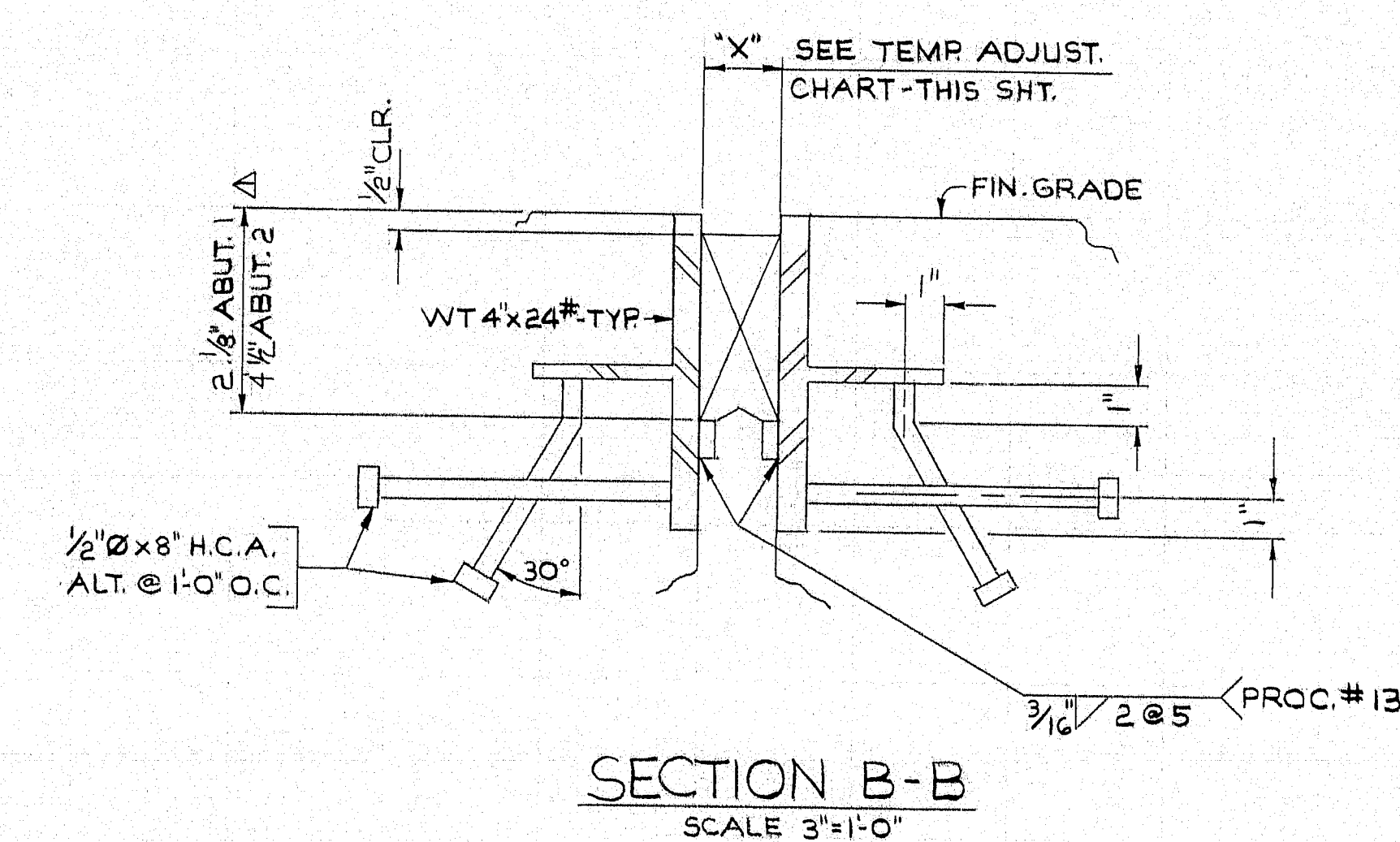
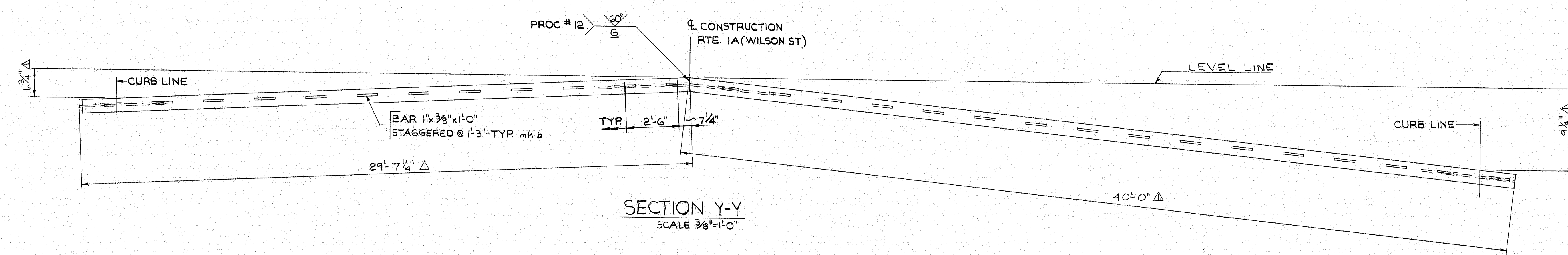
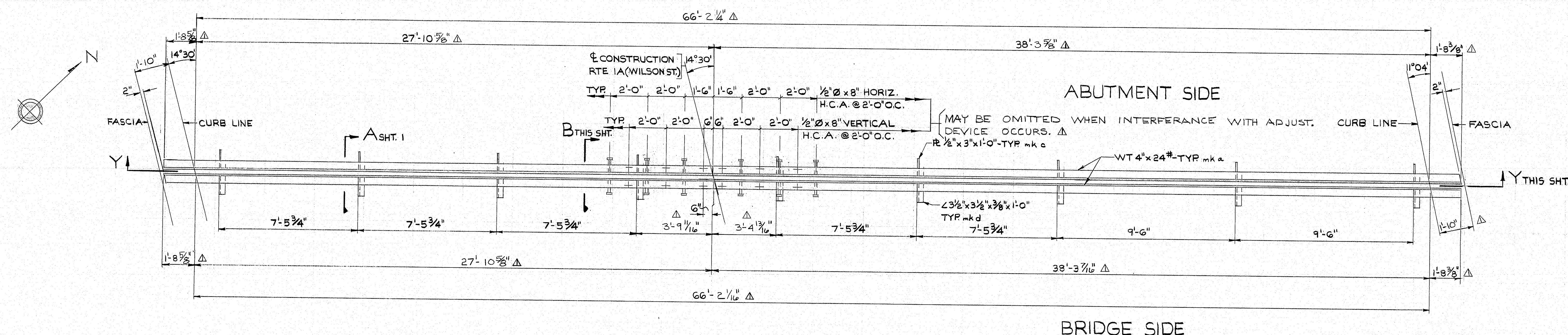
ER, MAINE

25.84.3

100

100

R90-225



| TEMP | ABUT. 1 | ABUT. 2 |
|------|---------|---------|
| -30° | 1 1/8" | 3 3/8" |
| -15° | | 3 3/16" |
| 0° | | 3 1/16" |
| 15° | | 2 7/8" |
| 30° | | 2 3/4" |
| 45° | 1 1/8" | 2 7/16" |
| 60° | | 2 3/8" |
| 75° | | 2 1/4" |
| 90° | | 2 1/16" |
| 105° | | 1 7/8" |
| 120° | 1 1/8" | 1 3/4" |

FOR GENERAL NOTES SEE SHEET 3.

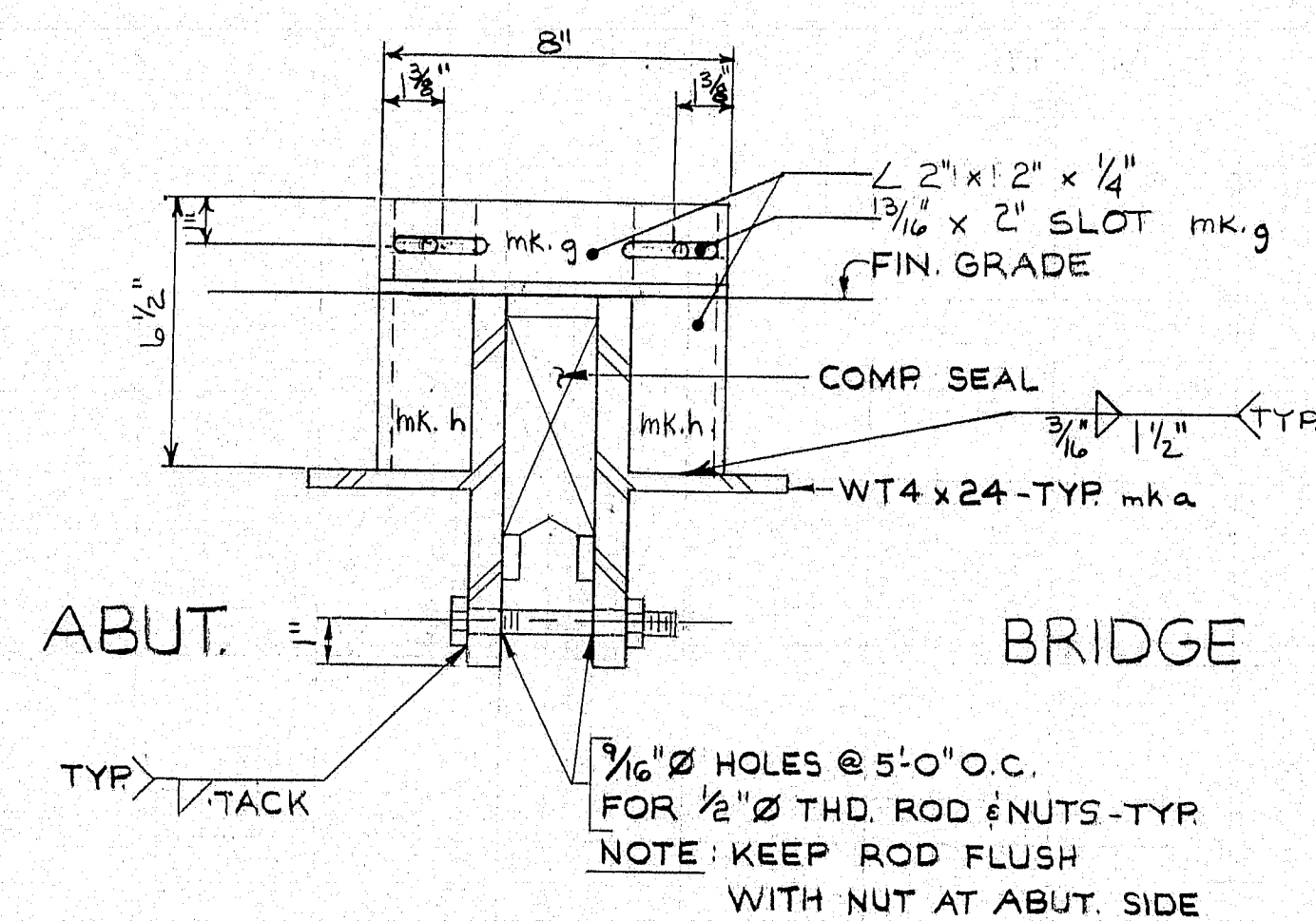
A. H. HARRIS & SONS, INC.
Concrete Construction Specialties

CHK'D. BY DATE
W J 2/20/84

321 Ellis St. New Britain, Conn. (203) 225-7671
19 West Mill St. Medford, Mass. (617) 359-7321
145 Manchester Place, New York, N.Y. 10022 (212) 695-5411
55 Sicker Road, Latham, New York (518) 785-3211
Griffin Rd., P.O. Box 462, South Plainfield, N.J. 07080 (908) 496-6333

R90-226

| Δ CHANGE PER MAINE D.O.T. BEB 3-26-84 | | | |
|--|-------------|---------|--------|
| MARK | DESCRIPTION | BY | DATE |
| REVISIONS | | | |
| TITLE ARMORED COMPRESSION JOINT AT ABUT. 2 | | | |
| FOR YANKEE CONSTRUCTION | | | |
| JOB RTE 1A (WILSON ST.) OVER I-395 | | | |
| NUMBER 395-8(86) STA. 68+01.00 | | | |
| LOCATION BREWER, MAINE | | | |
| DRAWN BY | DATE | LOG NO. | |
| BJS | 2-16-84 | ME-1(2) | 2 OF 3 |



SHIPPING DEVICE DETAIL Δ
SCALE 3/4"=1'-0"

BILL OF MATERIALS

| LINE | NO. PCS. | SHAPE | DESCRIPTION | SHOP BILL | | MARK | REMARKS |
|------|----------|----------|----------------------------|------------|------|------|------------|
| | | | | LENGTH FT. | IN. | | |
| 1 | - | └ | WT4 x 24 | 266 | L.F. | a | A-36 |
| 2 | - | BAR | 1" x 3/8" | 106 | L.F. | b | 1 |
| 3 | 18 | PL | 1/2" x 3" | 1 | 0 | c | |
| 4 | 18 | └ | 3 1/2" x 3 1/2" x 3/8" | 1 | 0 | d | |
| 5 | 9 | └ | 3 1/2" x 3 1/2" x 3/8" | 8 3/4 | | e | |
| 6 | 9 | └ | 3 1/2" x 3 1/2" x 3/8" | 8 3/4 | | f | 1 |
| 7 | 28 | └ | 2" x 2" x 1/4" | 8 | | g | A-36 |
| 8 | 266 | H.C.A. | 1/2" Ø | 8 | | - | 1015 |
| 9 | 18 | BOLT | 7/8" Ø W/NUT & FLAT WASHER | 2 | | - | A-325 T 1 |
| 10 | 28 | THD. ROD | 1/2" Ø W/2 NUTS EACH | 5 | | - | A-307 |
| 11 | 1 | - | PREFORMED COMPRESSION SEAL | 6.3 | L.F. | - | ACME J-162 |
| 12 | 1 | - | PREFORMED COMPRESSION SEAL | 71 | L.F. | - | ACME J-400 |
| 13 | 56 | └ | 2" x 2" x 1/4" | 6 1/2 | | h | A-36 |
| 14 | 56 | BOLT | 3/4" Ø W/NUT & FL. WASHER | 1 1/2 | | - | A-307 |

GENERAL NOTES

- * SEE WELDING PROCEDURES 1. FOR PROPER ELECTRODES.
- USE E7018, E7028, OR ER70S-3 ELECTRODES FOR SINGLE PASS WELDS.
- USE E8018-C3 OR ER80S-D2 ELECTRODES FOR MULTIPLE PASS FILLET & GROOVE WELDS.
- THE CONTRACTOR SHALL VERIFY DIMENSIONS TO INSURE ACCURACY OF EXPANSION JOINT PRIOR TO SHOP FABRICATION.
- ALL MATERIAL & WORKMANSHIP SHALL BE IN ACCORDANCE WITH MAINE D.O.T. STANDARD SPECS. AND THE SPECIAL PROVISIONS OF THIS PROJECT.
- ALL STEEL SHALL, PRIOR TO FABRICATION, BE CLEANED TO REMOVE ALL FOREIGN MATERIAL SO AS TO PROVIDE FOR PROPER BOND BETWEEN THE SEAL AND THE METAL SURFACE. (METHOD: SANDBLASTING PER SSPC-SP6)
- ALL STEEL TO BE A-36 UNLESS NOTED.
- PAINTING SHALL BE IN ACCORDANCE WITH MAINE D.O.T. STANDARD SPECIFICATIONS SECTIONS 504 AND 506 (1 COAT ABOVE SEAL, 3 COATS BELOW SEAL)
- PAYMENT LENGTH FOR ARMORED JOINTS SHALL BE 132'-0".

Δ CHANGE PER MAINE D.O.T. BEB 3-24-84

| MARK | DESCRIPTION | BY | DATE |
|-----------|-----------------------------------|---------|--------|
| REVISIONS | | | |
| TITLE | ARMORED COMPRESSION JOINT DETAILS | | |
| FOR | YANKEE CONSTRUCTION | | |
| JOB | RTE 1A (WILSON ST.) OVER I-395 | | |
| NUMBER | 395-8(86) STA. 66+76.00 | | |
| LOCATION | BREWER, MAINE | | |
| DRAWN BY | DATE | LOG NO. | 3 OF 3 |
| BJ5 | 2-16-84 | ME-1(a) | |



A. H. HARRIS & SONS, INC.
Concrete Construction Specialties

| CHK'D. BY | DATE |
|-----------|---------|
| W J | 2/20/84 |

321 Ellis St.
New Britain, Conn.
(203) 225-7671

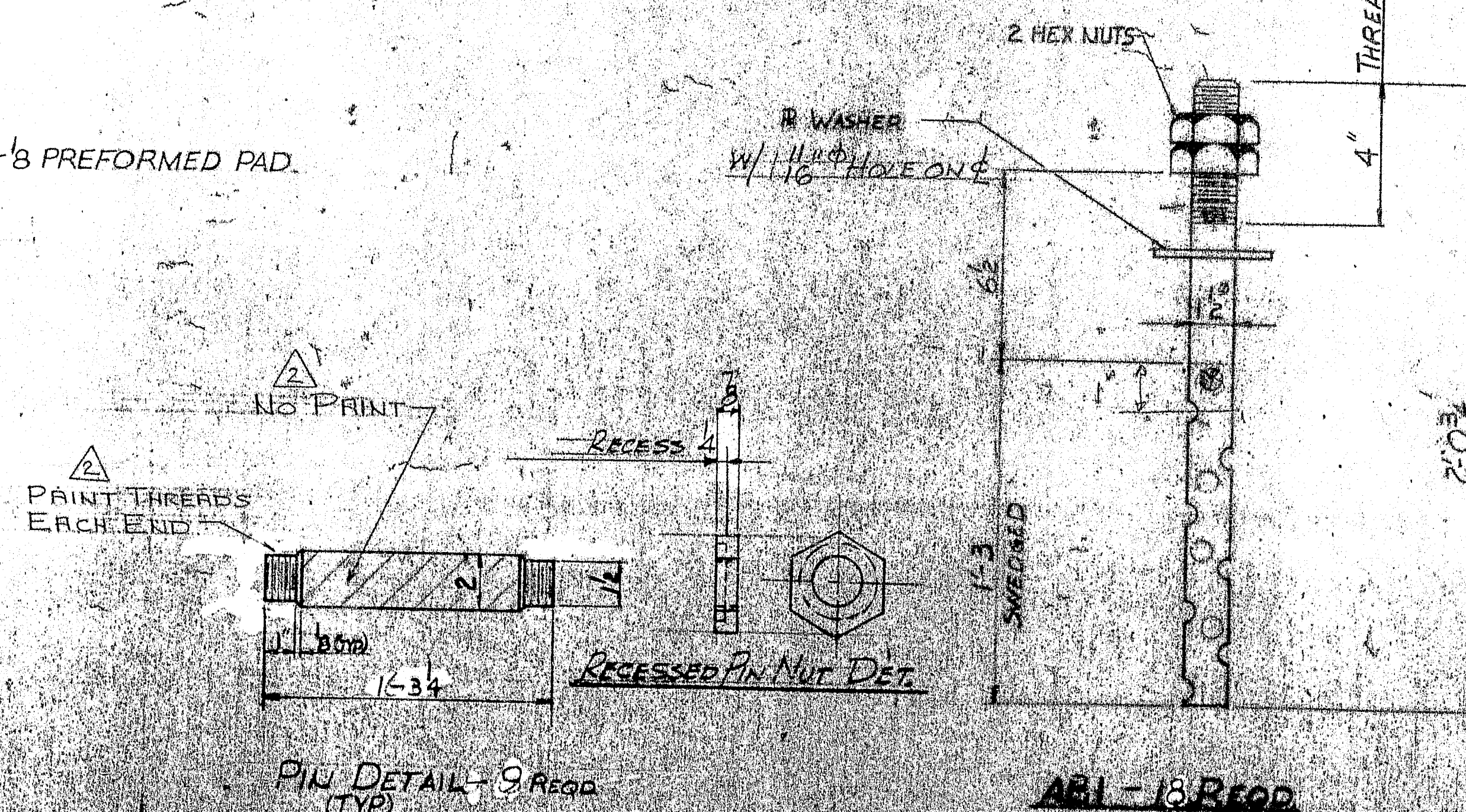
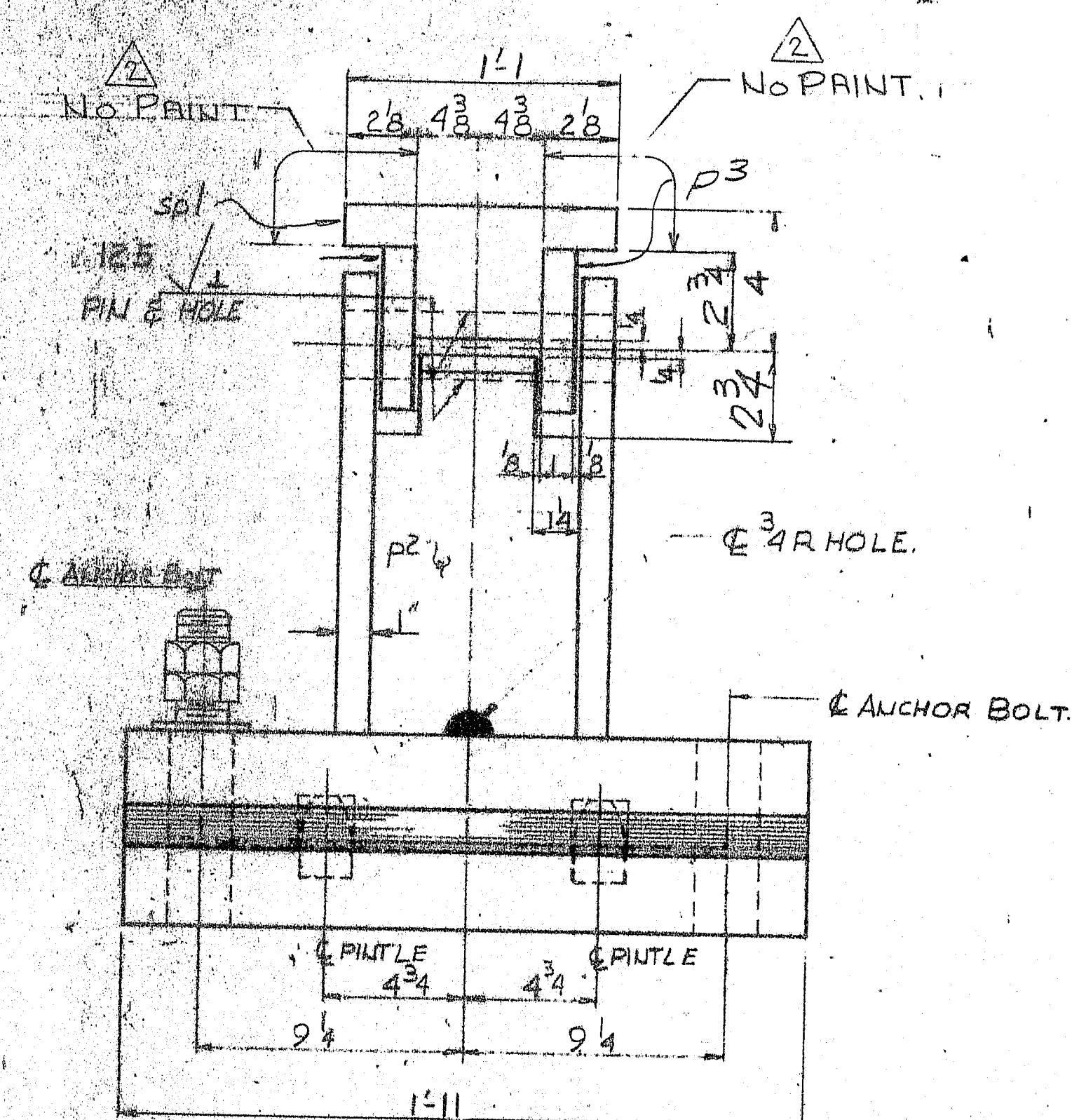
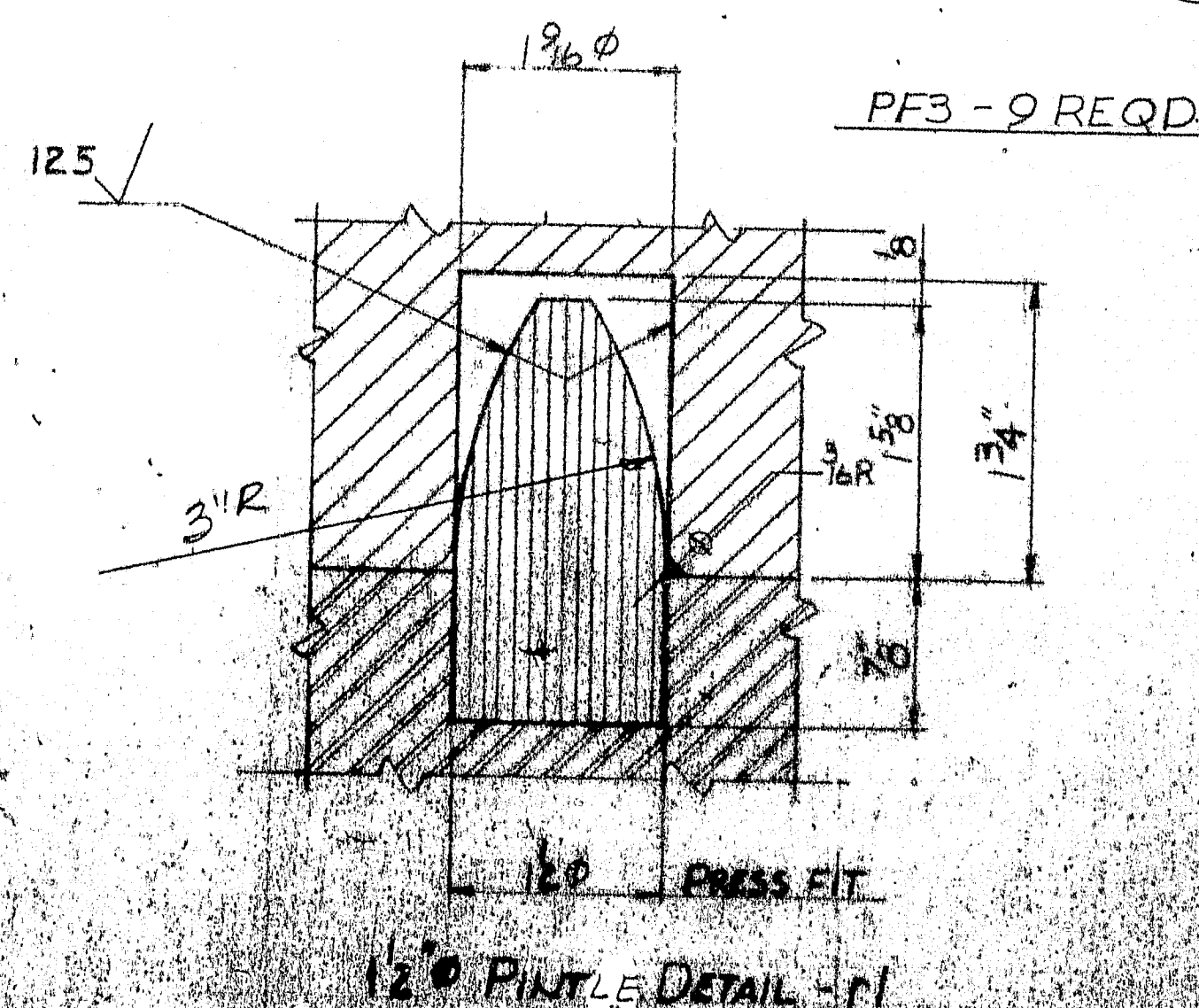
10 West Mill St.
Medford, Mass.
(617) 359-7321

155 Manchester Pl.
New Rochelle, N.Y.
(516) 261-4100

55 Slicker Road
Latham, N.Y.
(518) 785-4700

200 Main Rd., P.O. Box 462
Brewer, Maine
(207) 438-2501

R90-227



| SHIP | | BILL OF MATERIAL | | JOB NO. | QTY. NO. |
|------|-----|------------------|----------------------------------|------------------|---------------|
| MARK | NO. | MARK | SHAPE | LENGTH | REMARKS |
| EPD5 | 9 | | ASSY | | |
| | 9 | MP1 | R2 ¹ x 12 | 1 11 | |
| | 9 | RP1 | R2 ¹ x 11 | 1 11 | |
| | 18 | RI | R1 x 9 ² | 1 24 | |
| | 9 | P2 | R3 ¹ x 11 | 1 0 | |
| | 9 | | ROD 2 ¹ | 1 34 | |
| | 18 | | 1 ¹ RECESSED PIN NUTS | | |
| | 9 | SP1 | R3 ¹ x 6 | 1 1 | |
| | 18 | RI | ROD 1 ¹ | 0 2 ¹ | |
| | 18 | P3 | R2 ¹ x 4 | 4 4 | |
| ABI | 18 | | ROD 1 ¹ | 2 0 ¹ | |
| | 18 | | R4 x 7 | 4 | WASHER |
| | 36 | | 1 ¹ HEAVY HEX NUT | | AB25 |
| PF3 | 9 | | 12 x 8 | 1 11 | PREFORMED PAB |

ALL MATERIAL TO BE ASTM A36 - UNLESS NOTED

ALL MATERIAL (EXCEPT PINS & PIN HOLES) TO BE BLAST CLEANED TO SSPC-SP10

PROJECT NO. I-IG-395-B(86)

NOTES
1. SURFACES WITH 175 FINISH
TO BE COATED W/ NEVER SESS
AFTER SHOP COAT IS APPLIED.

2- REMAINDER TO HAVE 1 SHOP COAT OF
PAINT PER NOTE ON DWG #3
3- SHIP BEARINGS ASSEMBLED

△ ALL WELDS 2 CONT. FILLET
(PROCEDURE #101 1/2 OZ. OF FILL)
CUSTOMER ORDER NO. _____
REFERENCE DRAWING: BD 100-81
MILLER 1/8" U.I.
FIELD CONN. WELDED
PARTS SEEN Notes
EXPANSION BEARINGS ABOUT 7"

MEGQUIER & JONES CORP.
1166 BROADWAY
SOUTH PORTLAND, MAINE 04106

WILSON SE OVER I395

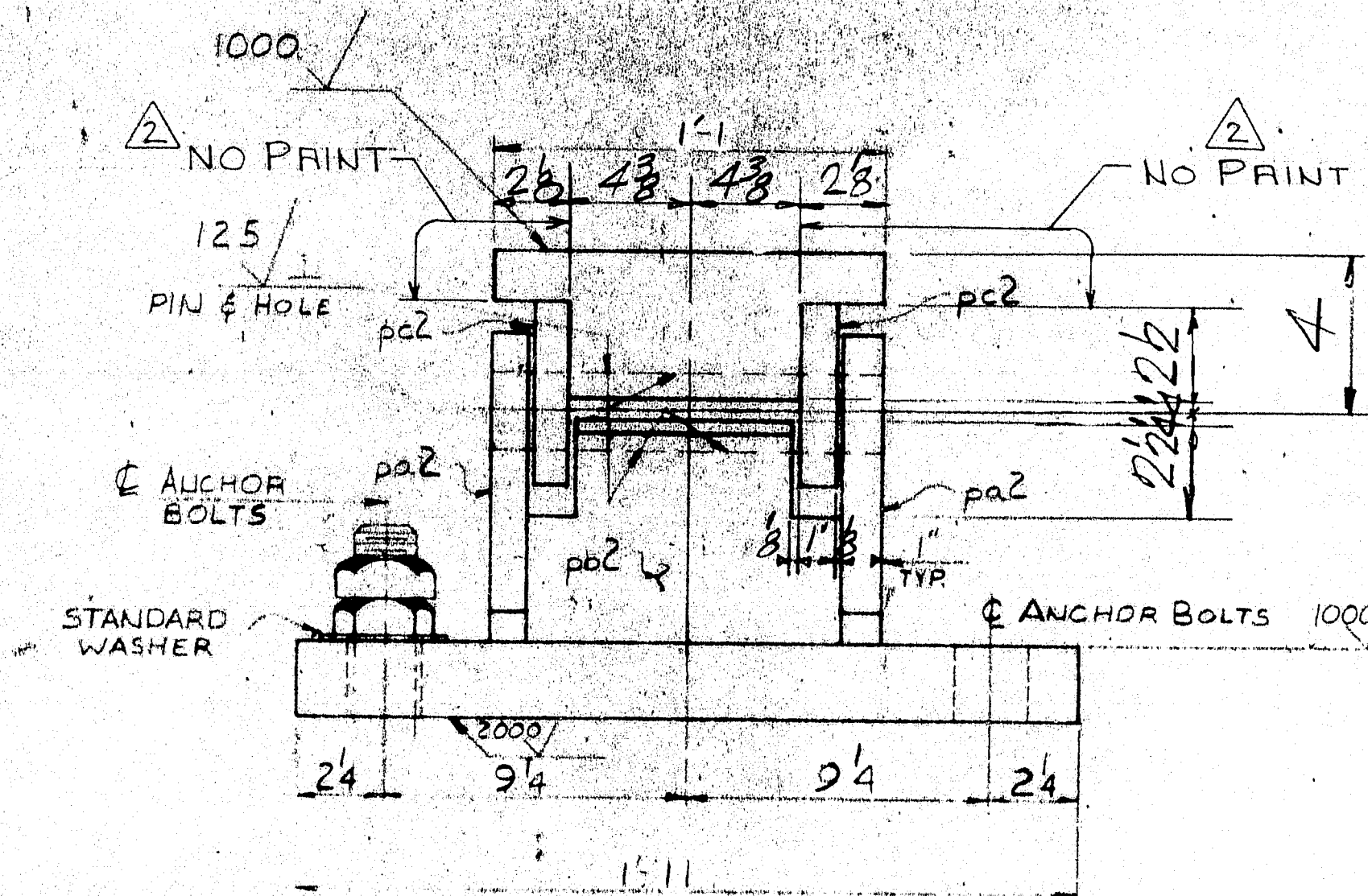
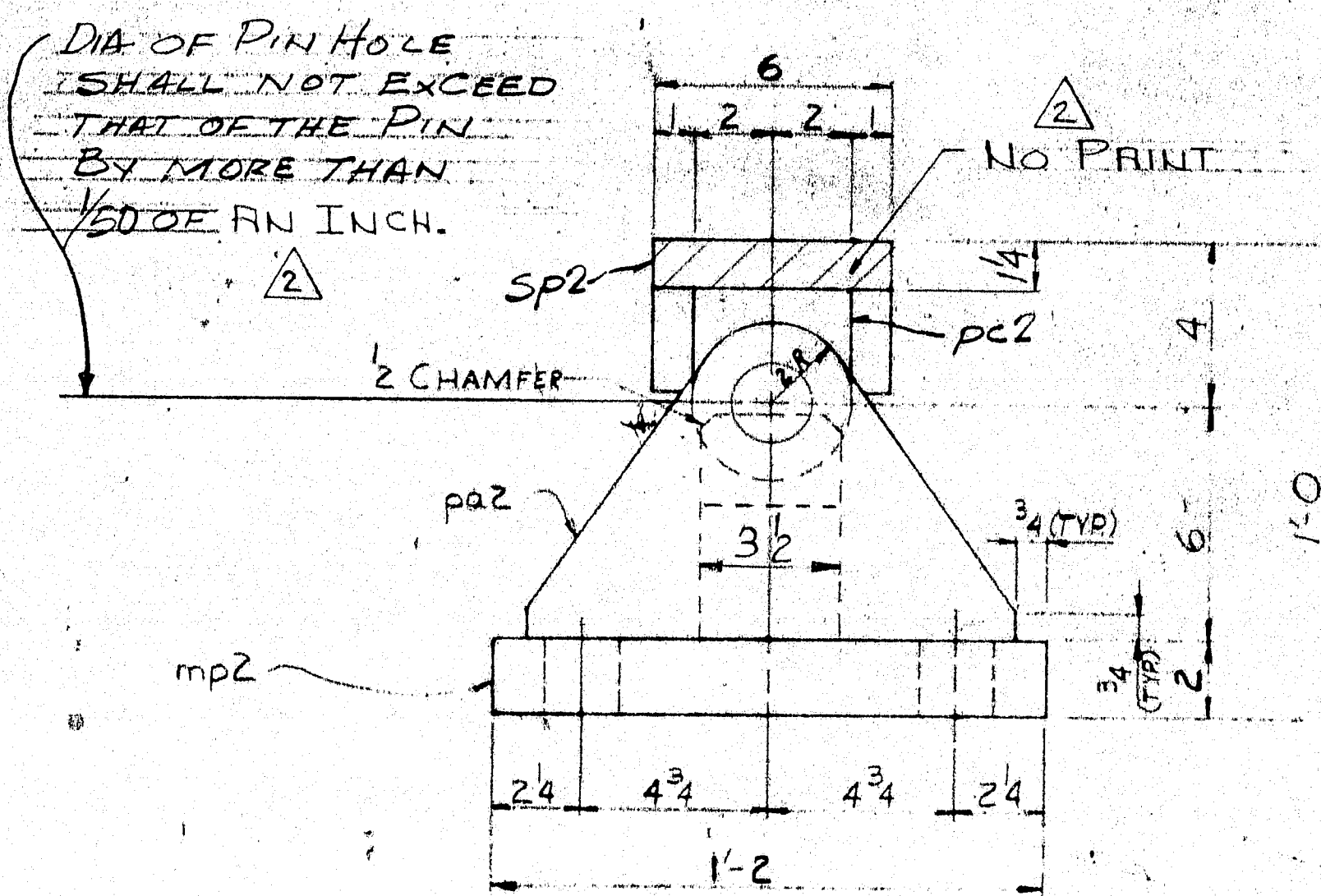
BREWER, ME

YANKEE CONSTR.

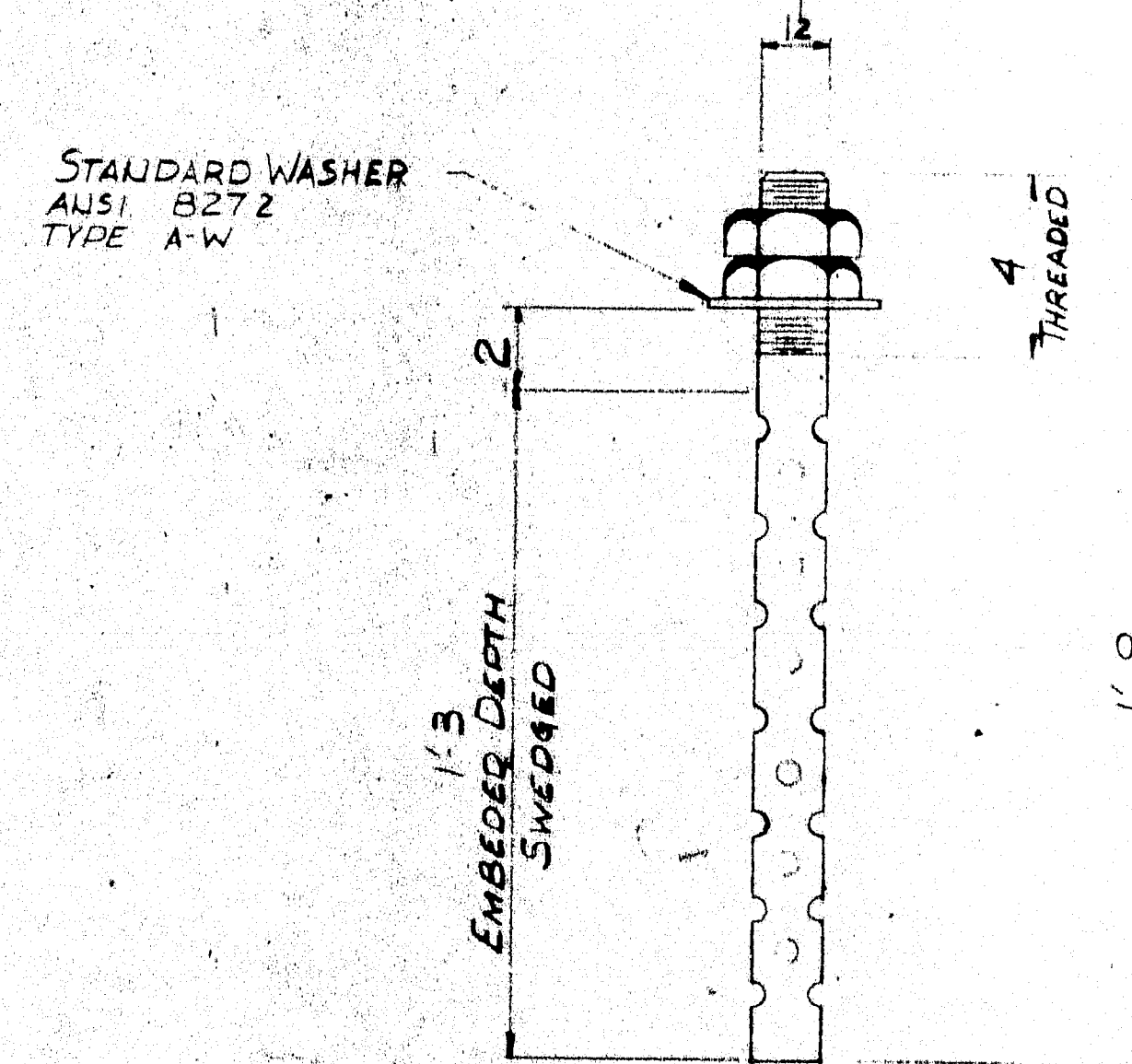
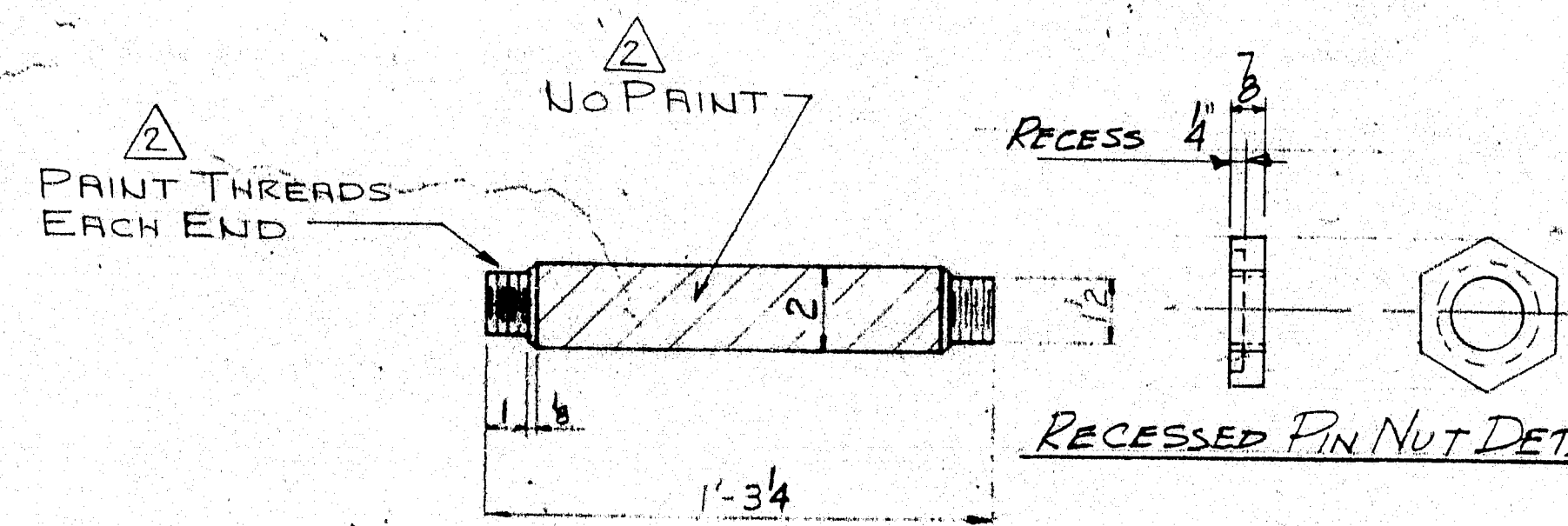
2. NAME DEPT OF

DWG NO. _____

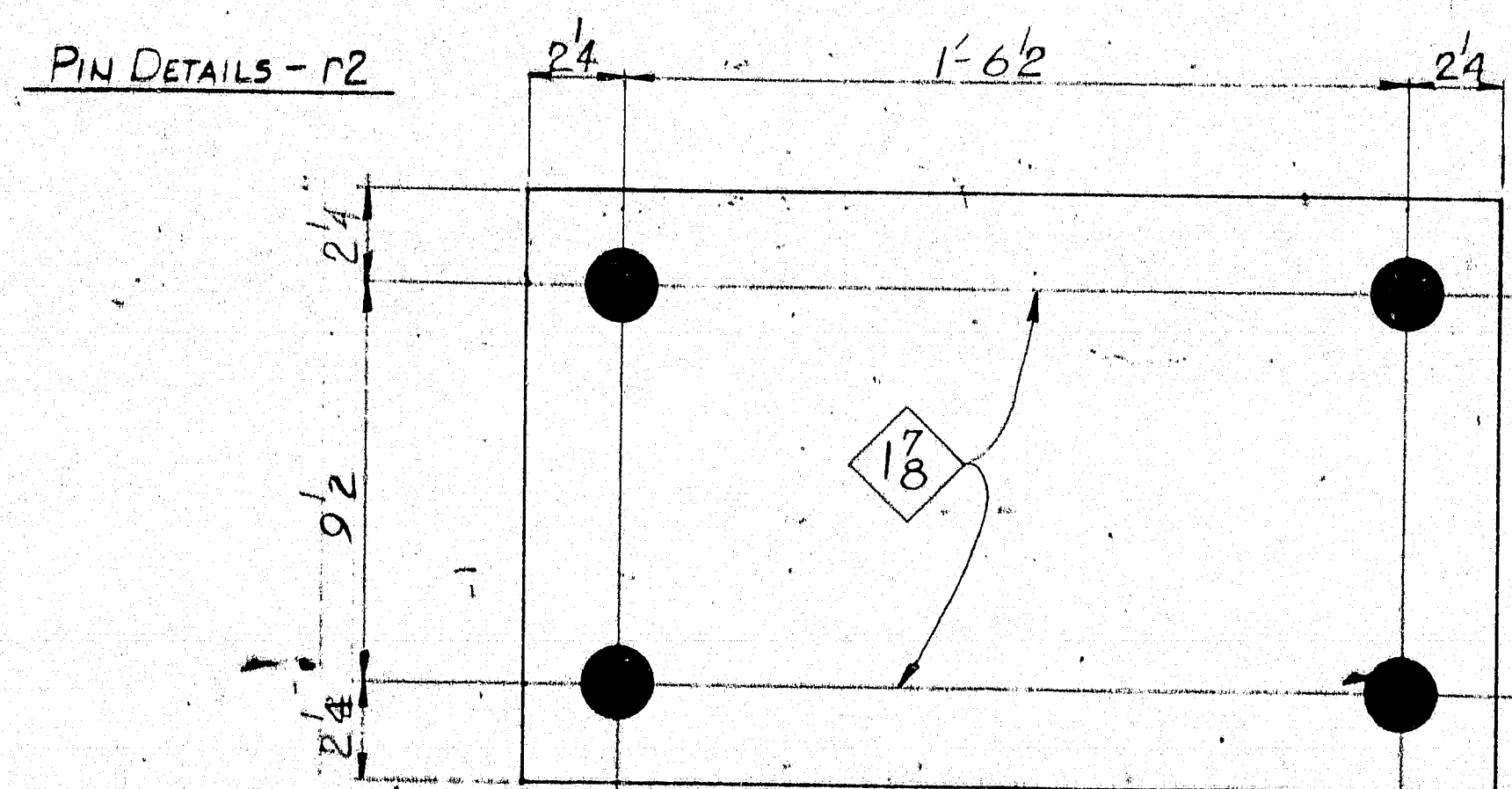
.....



FPD2 - 9 REQD



AB2 - 36 REQD



PF4 - 9 REQD

| SHIP BILL OF MATERIAL | | | | | | |
|-----------------------|-----|------|----------------------|--------|-------|---------------------------------|
| MARK | NO. | MARK | SHAPE | LENGTH | WT. | REMARKS |
| FPD2 | 9 | | ASSY | | | |
| | 9 | mp2 | R2 x 14 | 1 | 11 | |
| | 9 | sp2 | R3 x 6 | 1 | 11 | |
| | 18 | pa2 | R1 x 8 | 1 | 02 | |
| | 9 | pb2 | R3 x 5 1/4 | 0 | 11 | |
| | 18 | pc2 | R1 x 4 | 0 | 4 3/4 | |
| | 9 | rc2 | Rod 2" | 1 | 3 1/4 | |
| | 18 | | 1 1/2" RECESSED NUTS | | | |
| AB2 | 36 | | Rod 1 1/2" | 1 | 8 | SWEDGED |
| | 72 | | 1 1/2" NUTS | | | AB25 |
| | 36 | | 1 1/2" WASHER | | | (STANDARD ANSI B27.2) (TYPE AW) |
| PF4 | 9 | | 14 x 8" | 1 | 11 | PREFORMED PAD |

ALL MATERIAL TO BE ASTM-A36-UNLESS NOTED

ALL MATERIAL (EXCEPT PIN & PIN HOLES) TO BE BLAST CLEANED TO SSPC-SP10

PROJECT NO. I-IG-395-8(86)

NOTES
1- SURFACES WITH 125 FINISH TO BE COATED W/ NEVER SEEZ AFTER 125 FINISH IS APPLIED.

2- REMINDER TO HAVE 1 SHOP COPY OF PRINT PER NOTE #3.

3- SHIP BEARINGS ASSEMBLED

ALL WELDS 1/2 CONT. FILLET (PROCEDURE #101 & 102, OR FC101, RWP FC102)
CUSTOMER ORDER NO.:
REFERENCE DRAWINGS: BD-100-81
HOLES: 1/8" UN.
FIELD CONN: WELDED
PAINT: SEE NOTES

FIXED BEARINGS ABUT 1

MEGQUIER & JONES CORP.
118 BROADWAY
SOUTH PORTLAND, MAINE 04106

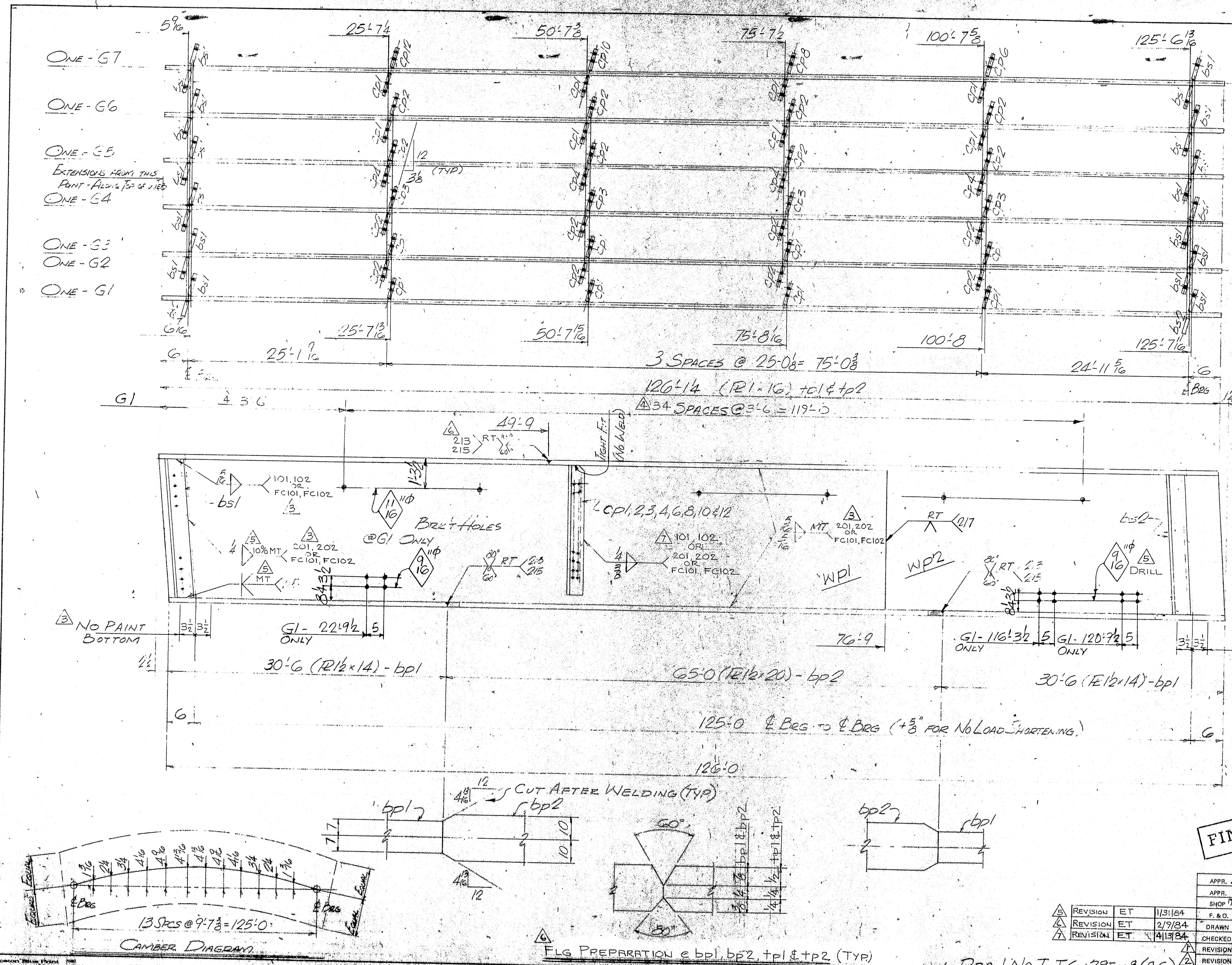
WILSON ST. OVER 1395
BREWER, ME

CUSTOMER: YANKEE CONSTR

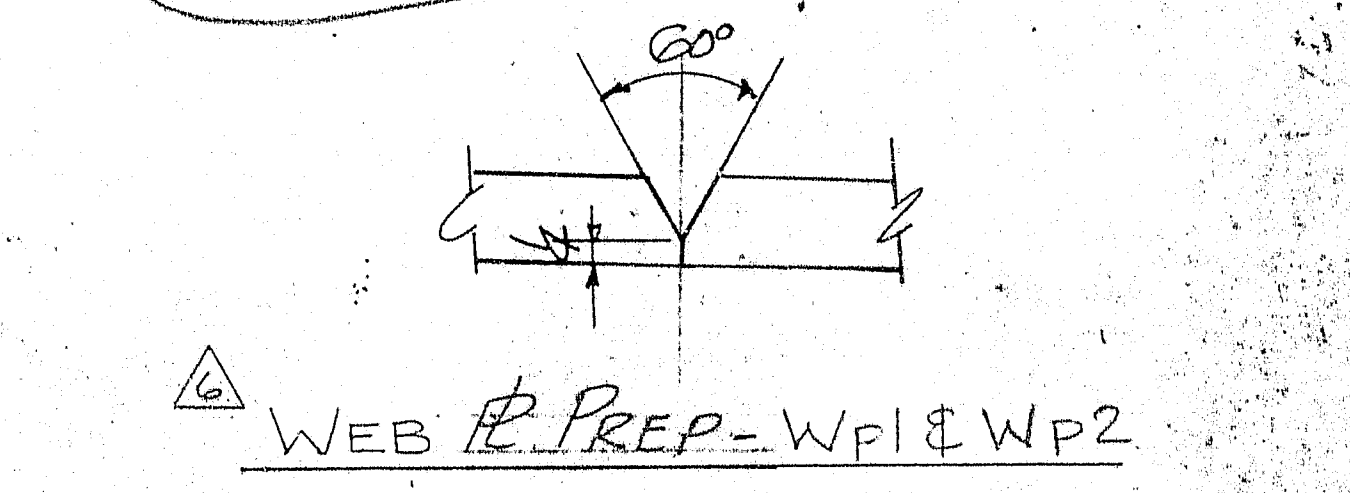
ARCHITECT: MAINE DEPT. OF TRANSPORTATION

| | | |
|----------|----------|----------|
| APPR. | 8/22/83 | 12/27/83 |
| CHKD. | 9/13/83 | 12/29/83 |
| SHOP | 10/11/83 | |
| F.O. | 2/17/84 | |
| DRAWN | CRL | 8-19-83 |
| CHECKED | JPE | |
| REVISION | ET | 12/29/83 |
| REVISION | ET | 1/16/84 |

R90-438



PRINT NOTE
 SHOT BLAST SSPC-SPI0
 BLAST PROFILE ~ 1.5 TO 3.0 MILS WITH AN
 ANGULAR PATTERN.
 PRIME COAT ~ TUME-ZINC #N90E-92
 3.0 TO 5.0 MILS DRY
 AREAS TO BE TOUCHED UP IN THE FIELD TO BE
 MASKED TO EXCLUDE MOISTURE. DO NOT
 USE LINSEED OIL OR SIMILAR COATINGS.



NO PAINT TOP FLG & EDGES
 NO PAINT BOTTOM
 FOR BOM. SEE DWG NO. 8

FINAL

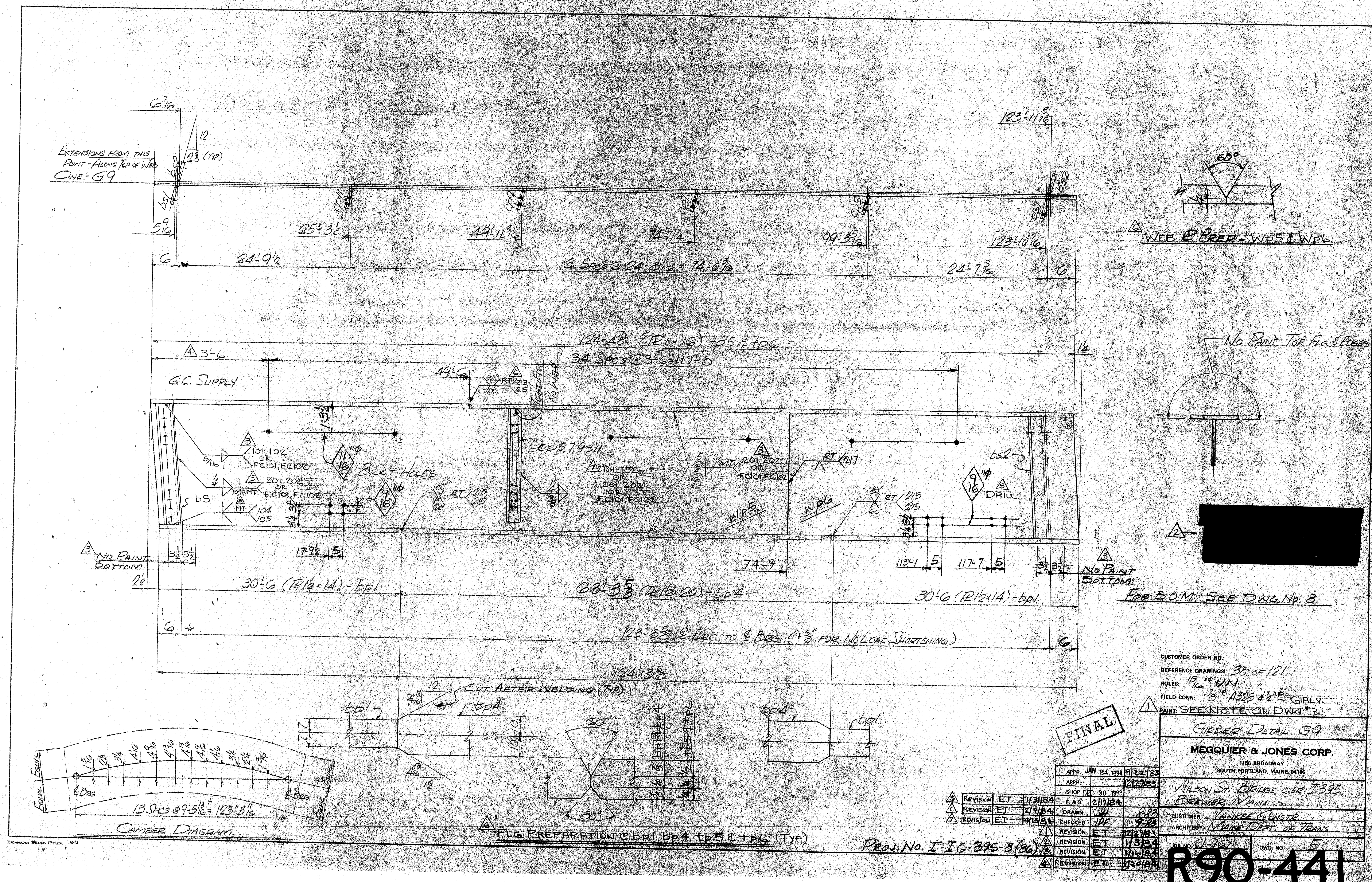
| | | | |
|----------|----|---------|----------------------|
| REVISION | ET | 1/31/84 | APP. JUN 24 1984 |
| REVISION | ET | 2/9/84 | SHOP DEC 30 1983 |
| REVISION | ET | 4/1/84 | F.B.O. 2/17/84 |
| REVISION | ET | 4/1/84 | DRAWN JH |
| REVISION | ET | 4/1/84 | CHECKED JH |
| REVISION | ET | 4/1/84 | REVISION ET 12/29/83 |
| REVISION | ET | 4/1/84 | REVISION ET 1/13/84 |
| REVISION | ET | 4/1/84 | REVISION ET 1/16/84 |
| REVISION | ET | 4/1/84 | REVISION ET 1/23/84 |

CUSTOMER ORDER NO.:
 REFERENCE DRAWINGS: 38 of 121
 HOLES: 15.00 UN.
 FIELD CORR: 6" ABS UNLESS NOTED (G1)
 PAINT: SEE NOTE ABOVE

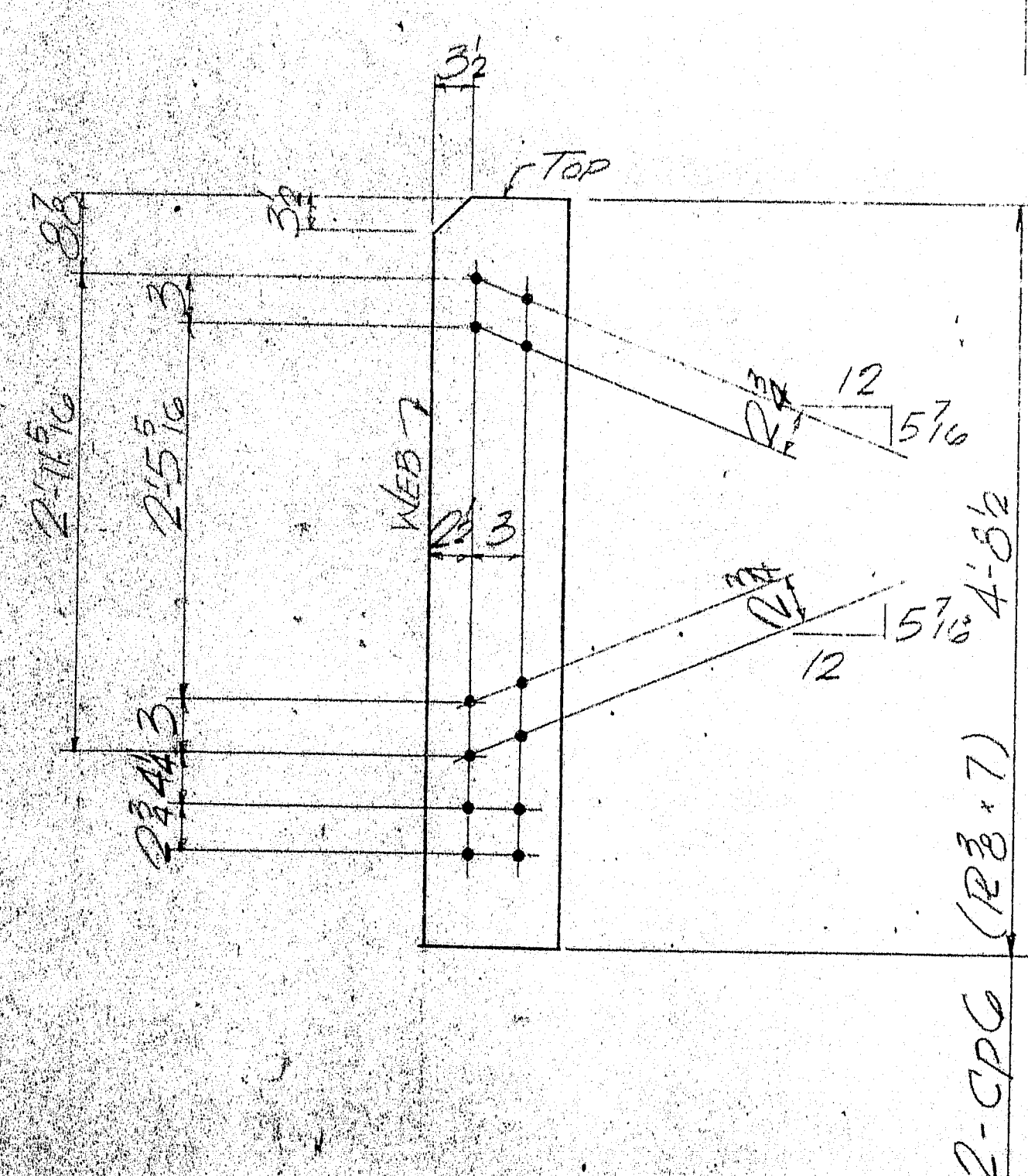
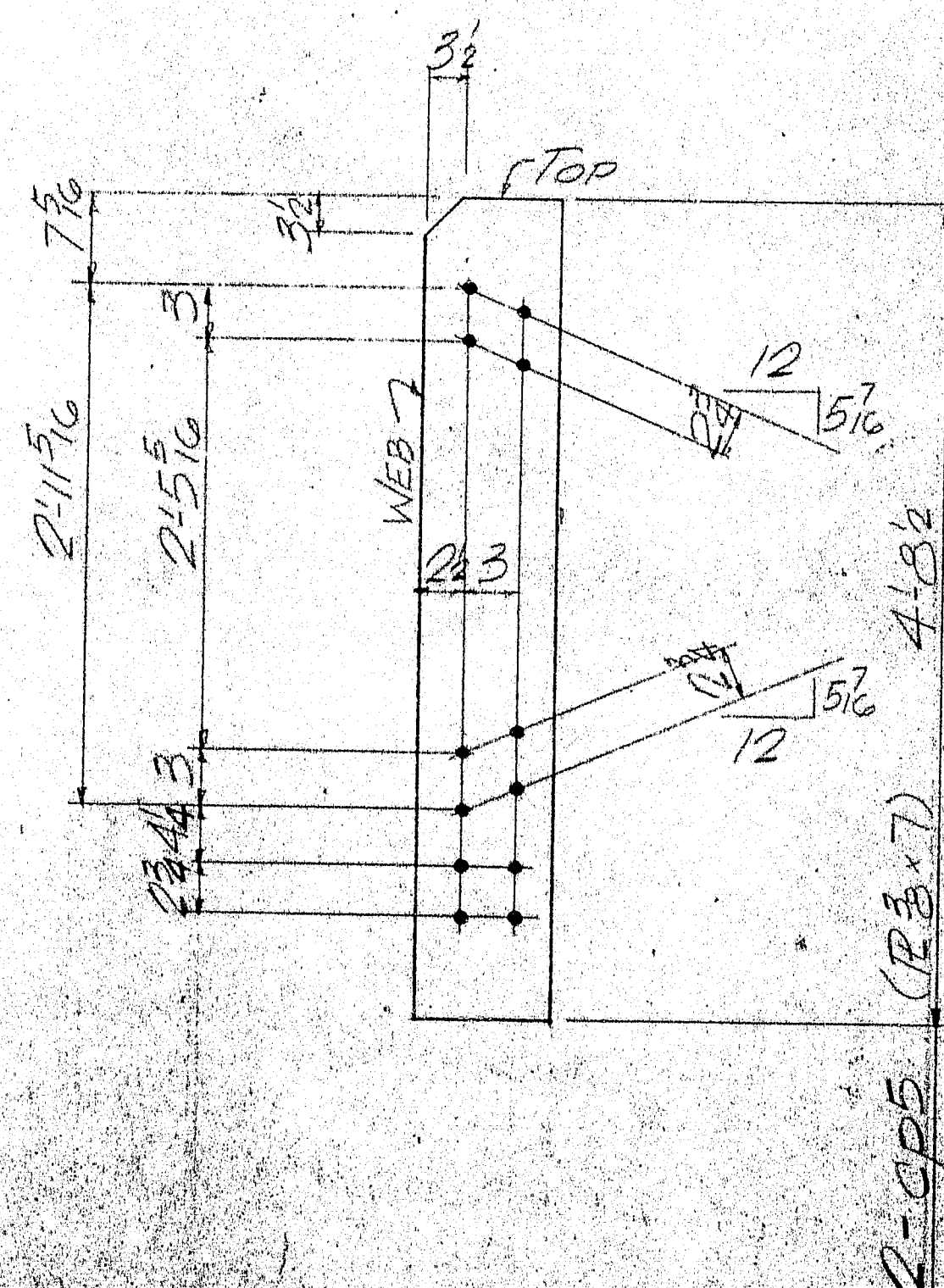
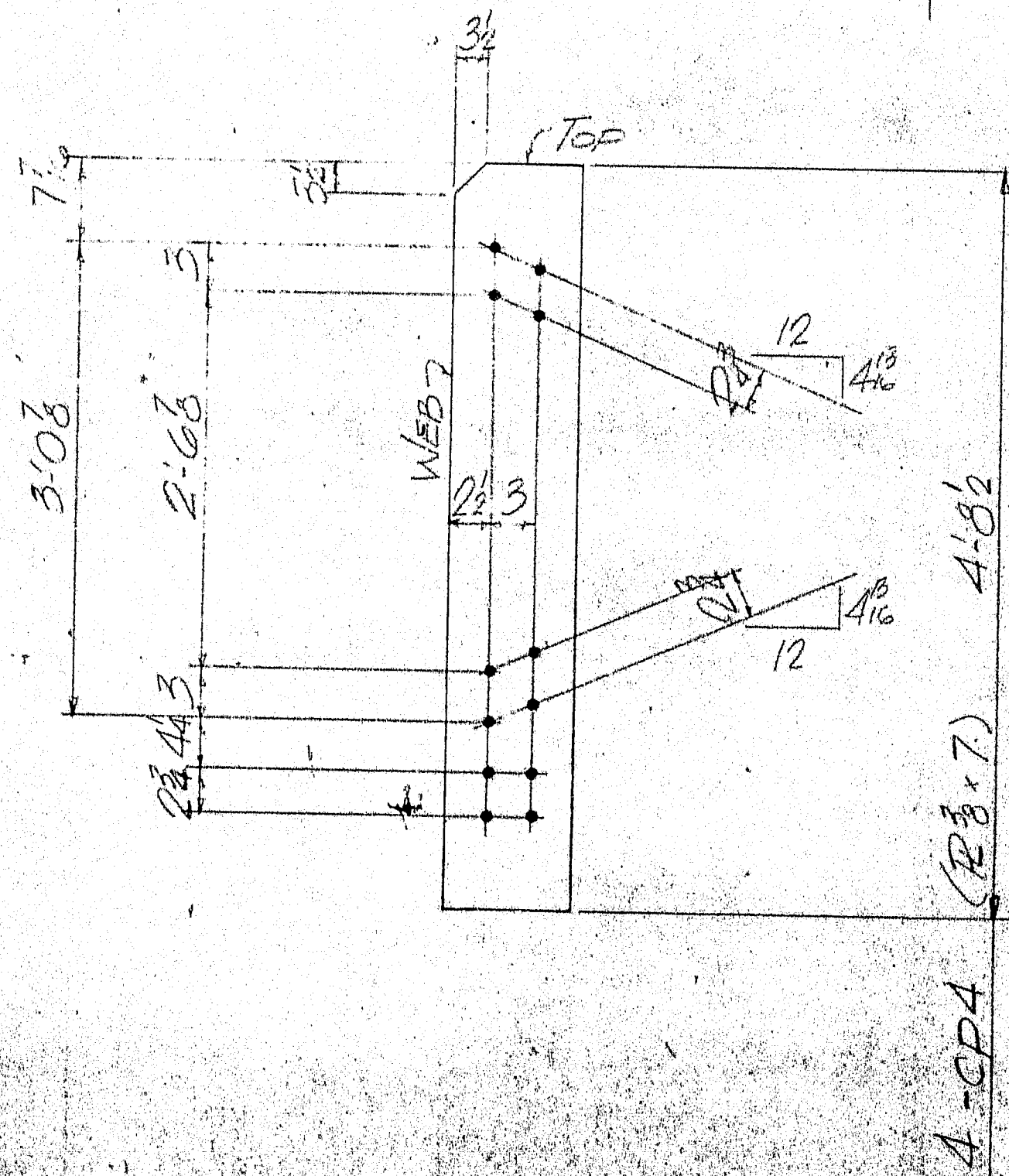
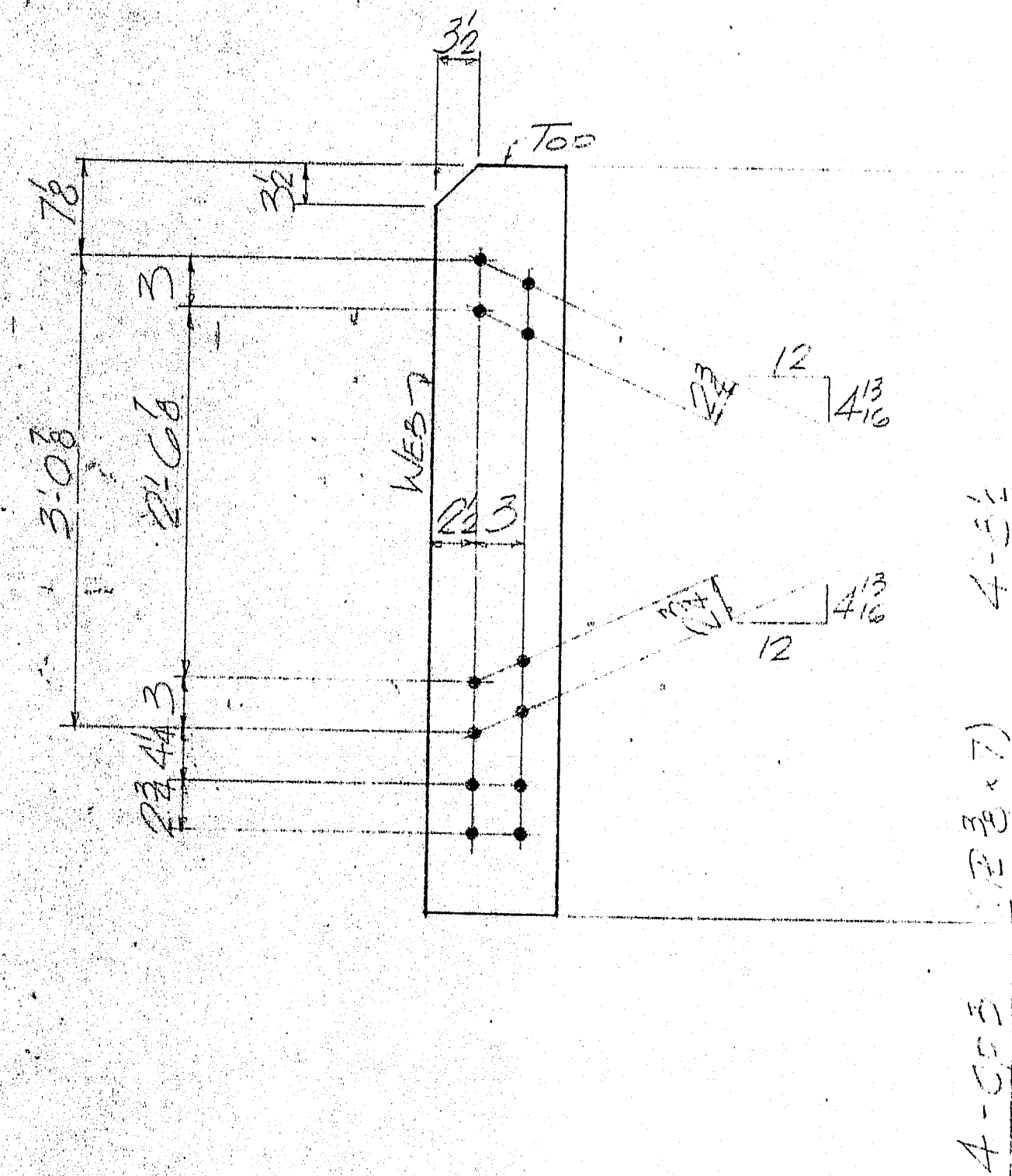
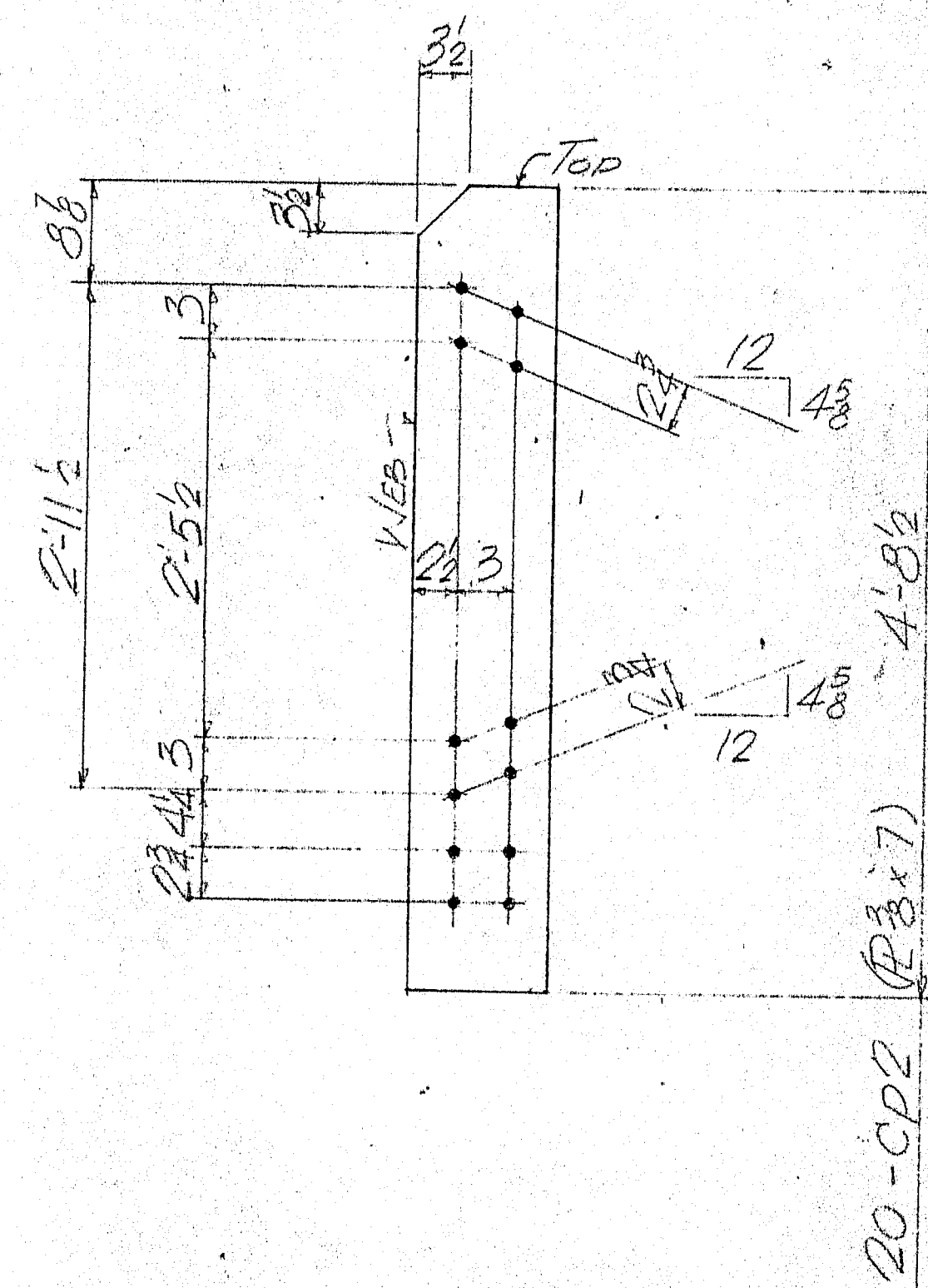
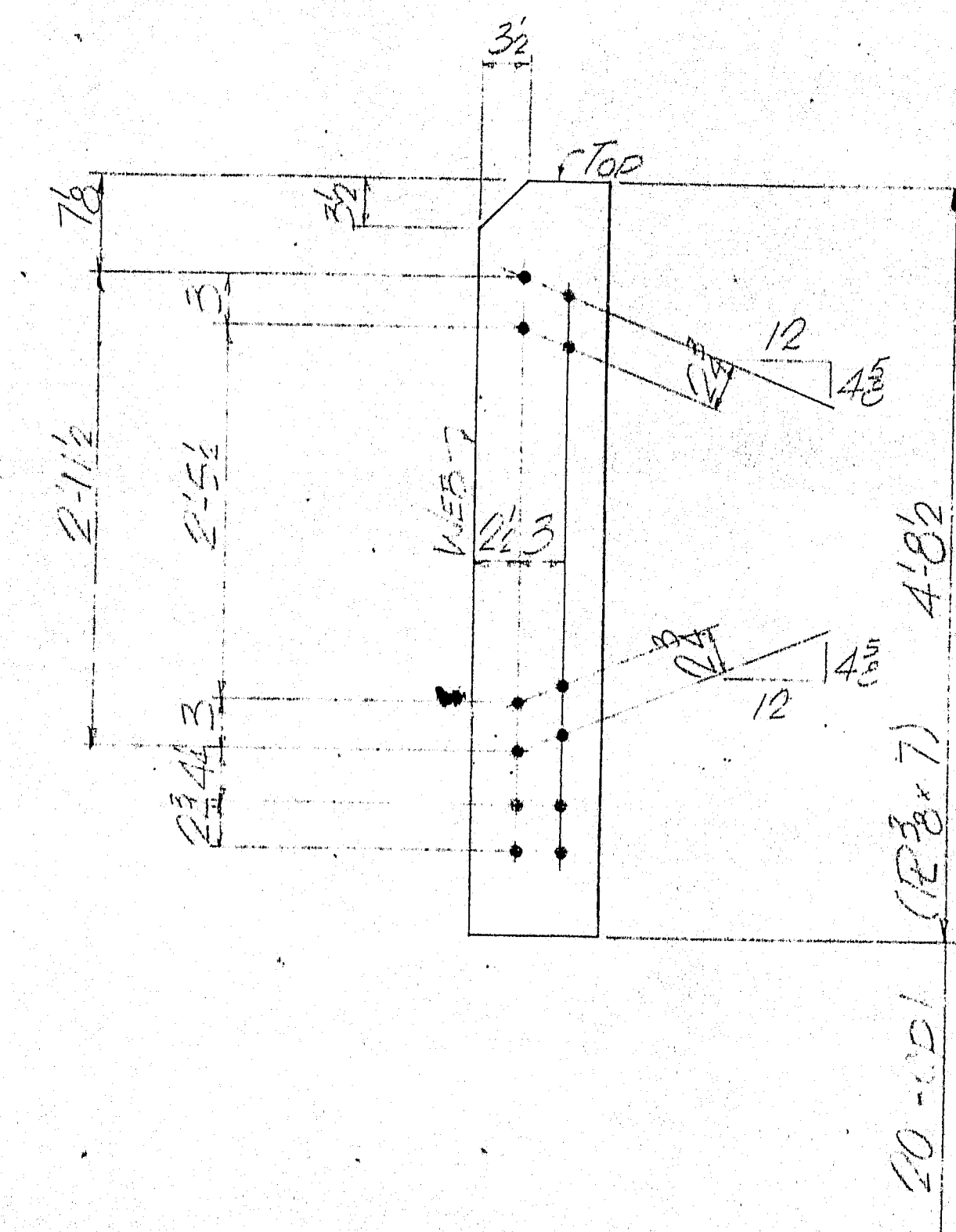
GIRDER DETAIL G1-G7
MEGUIER & JONES CORP.
 1156 BROADWAY
 SOUTH PORTLAND, MAINE 04106

WILSON ST BRIDGE OVER I-395
 BREWER, MAINE
 CUSTOMER: YANKEE CONSTRUCTION
 ARCHITECT: YANKEE CONSTRUCTION

PROJ. NO I-IG-395-8(86)
R90-439



R90-44



| SHIP | | BILL OF MATERIAL | | | | JOB NO. <u>I-161</u> | | DWG. NO. <u>16</u> | |
|------|-----|------------------|-------|--------|-----|----------------------|--|--------------------|--|
| MARK | NO. | MARK | SHAPE | LENGTH | WT. | REMARKS . | | | |
| | 20 | CP1 | R3x7 | 4.86 | | | | | |
| | 20 | CP2 | do | 4.86 | | | | | |
| | 4 | CP3 | do | 4.86 | | | | | |
| | 4 | CP4 | do | 4.86 | | | | | |
| | 2 | CP5 | do | 4.86 | | | | | |
| | 2 | CP6 | R3x7 | 4.86 | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
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CUSTOMER ORDER NO. _____

REFERENCE DRAWINGS: _____

HOLES: 15/16" Ø

FIELD CONN: 8" A325 UNLESS NOTED

PAINT: SEE NOTE ON DWG #3

CONNECTION PLATES

MEGQUIER & JONES CORP.

1158 BROADWAY

SOUTH PORTLAND, MAINE 04106

WILSON ST. BRIDGE / I-95

BREWER, MAINE

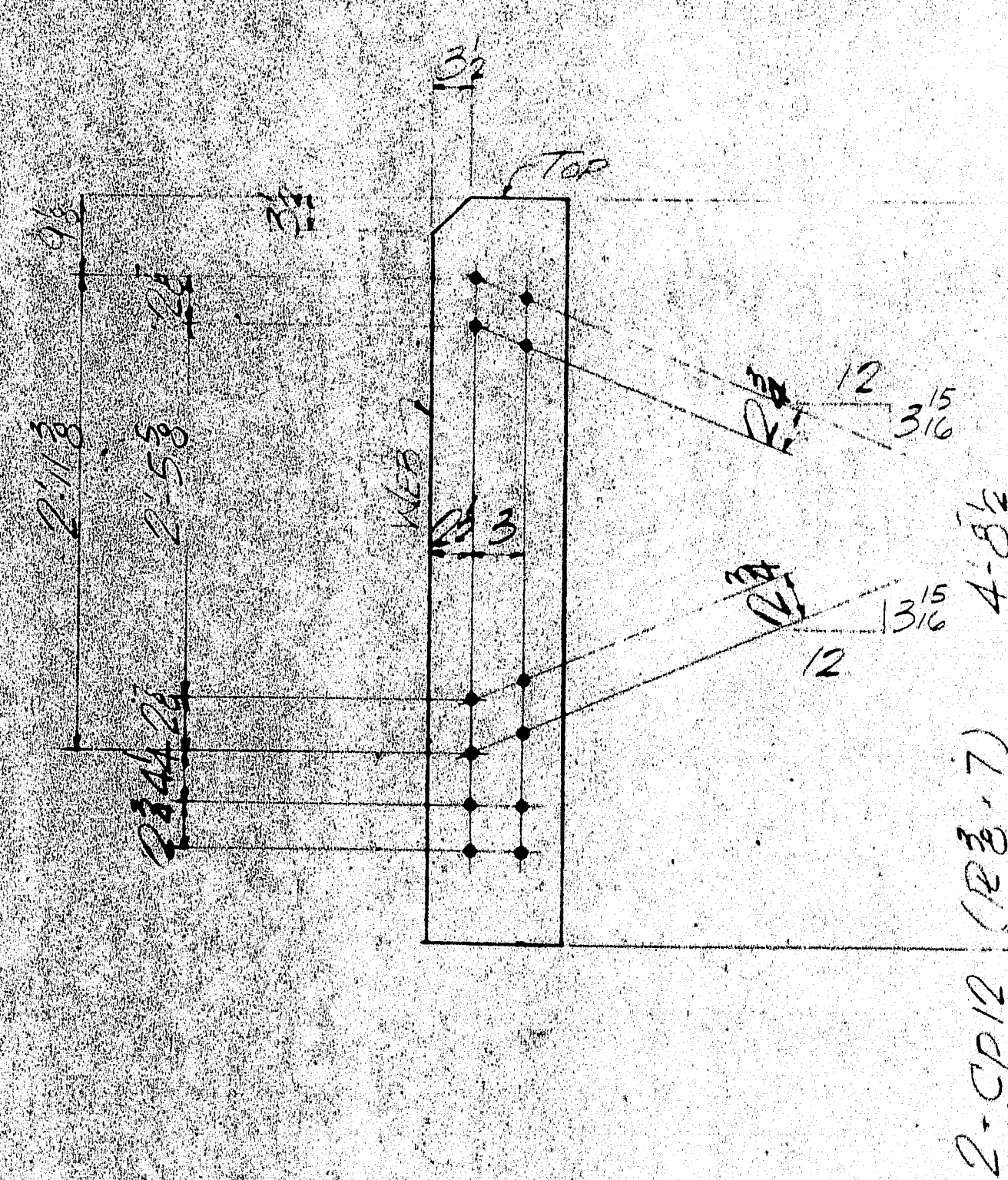
CUSTOMER: YANKEE CONSTR.

ARCHITECT: MAINE DEPT. OF TRAN.

PROJ. NO. 1-161

DWG. NO. 16

R90-442



CUSTOMER ORDER NO.: _____

REFERENCE DRAWINGS: _____

HOLES: 15/16" △ GRV.

FIELD CONN: 3" #4325 UNLESS NOTED

PAINT: SEE NOTE ON DWG #3

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FINAL

CONNECTION PLATES

MEGQUIER & JONES CORP.

1186 BROADWAY
SOUTH PORTLAND, MAINE 04106

WILSON ST. BRIDGE / I-395
BREWSTER, MAINE

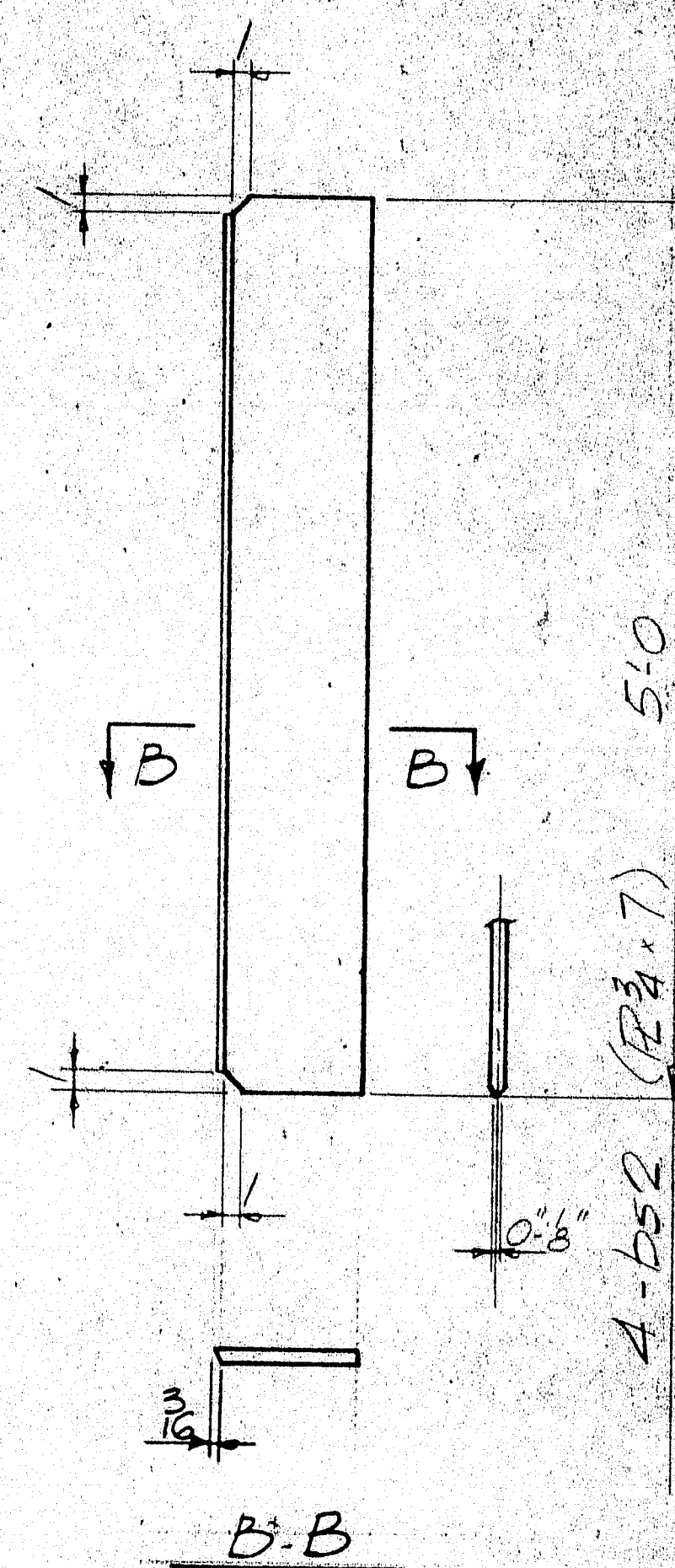
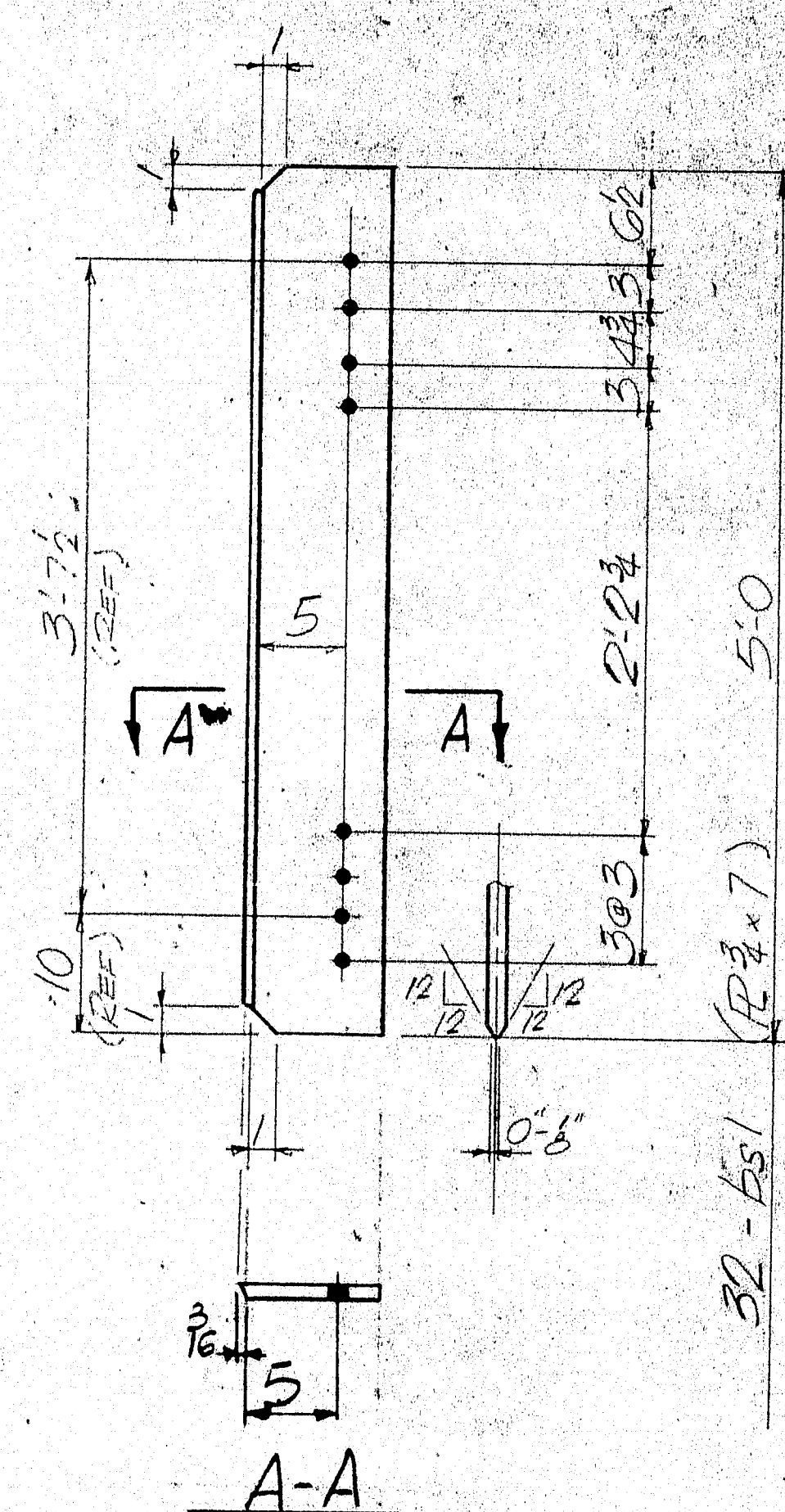
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| APPR. | | 12/29/83 | |
| SHOP | DEC 20 1983 | | |
| F. & O. | 2/17/84 | | |
| DRAWN | SW | EP | |
| CHECKED | JOE | EP | |
| REVISION | ET | 12/29/83 | |
| REVISION | ET | 1/13/84 | |
| REVISION | ET | 1/16/84 | |

CUSTOMER: YANKEE CONSTRUCTION

ARCHITECT: MAINE DEPT. OF TRANS.

NO. 1-161 DWG. NO. 7

FILE NO. 101 DWG. NO. 1
R90-443



| SHIP | | BILL OF MATERIAL | | JOB NO. J-161 | | DWG. NO. 8 | |
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CUSTOMER ORDER NO.:
REFERENCE DRAWINGS:
HOLES: 15/16"
FIELD CORR: B¹⁰ A325-TYPE 1 GALV.
PAINT: SEE NOTE ON DWG #3

BEARING STIFFENERS

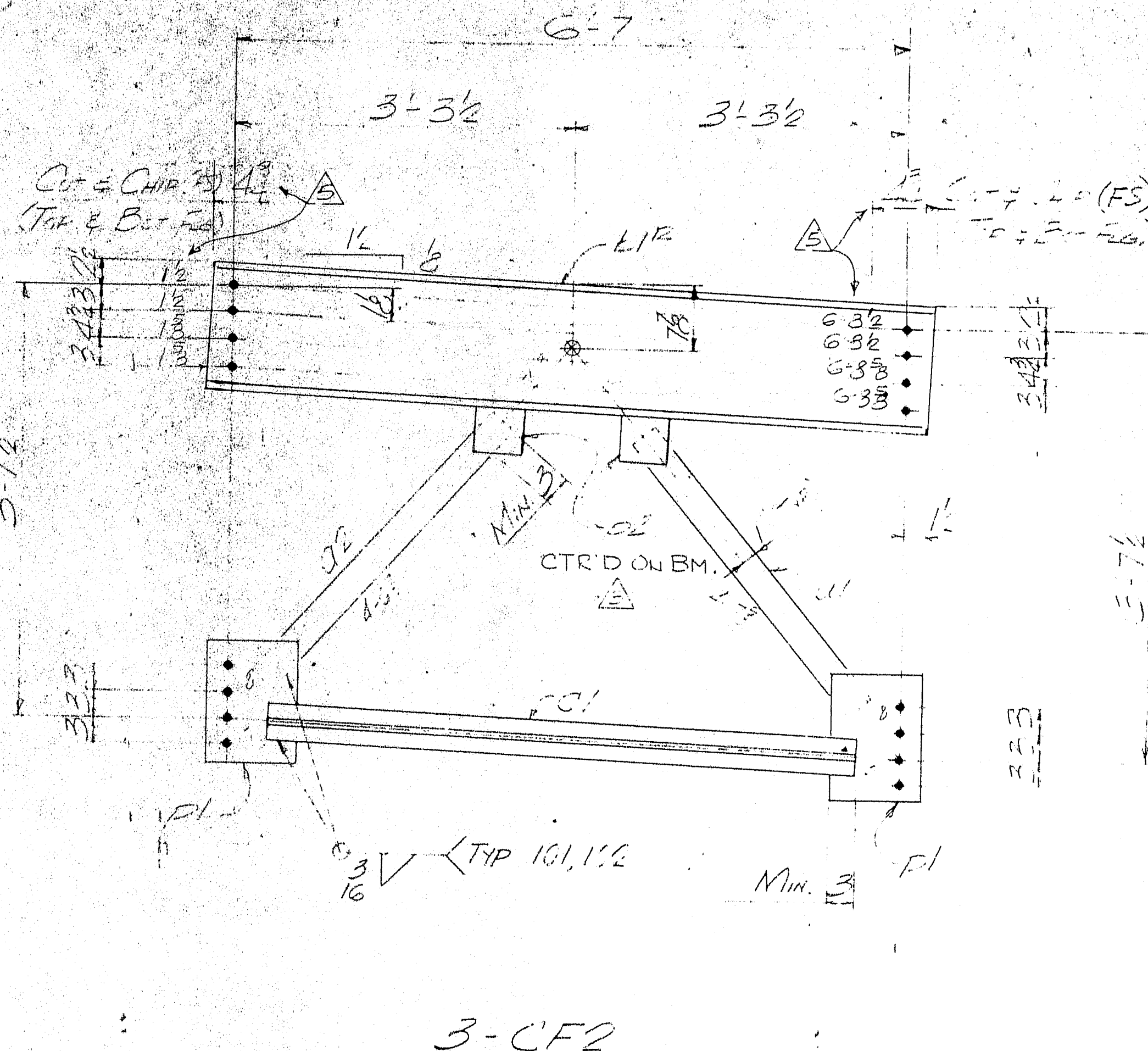
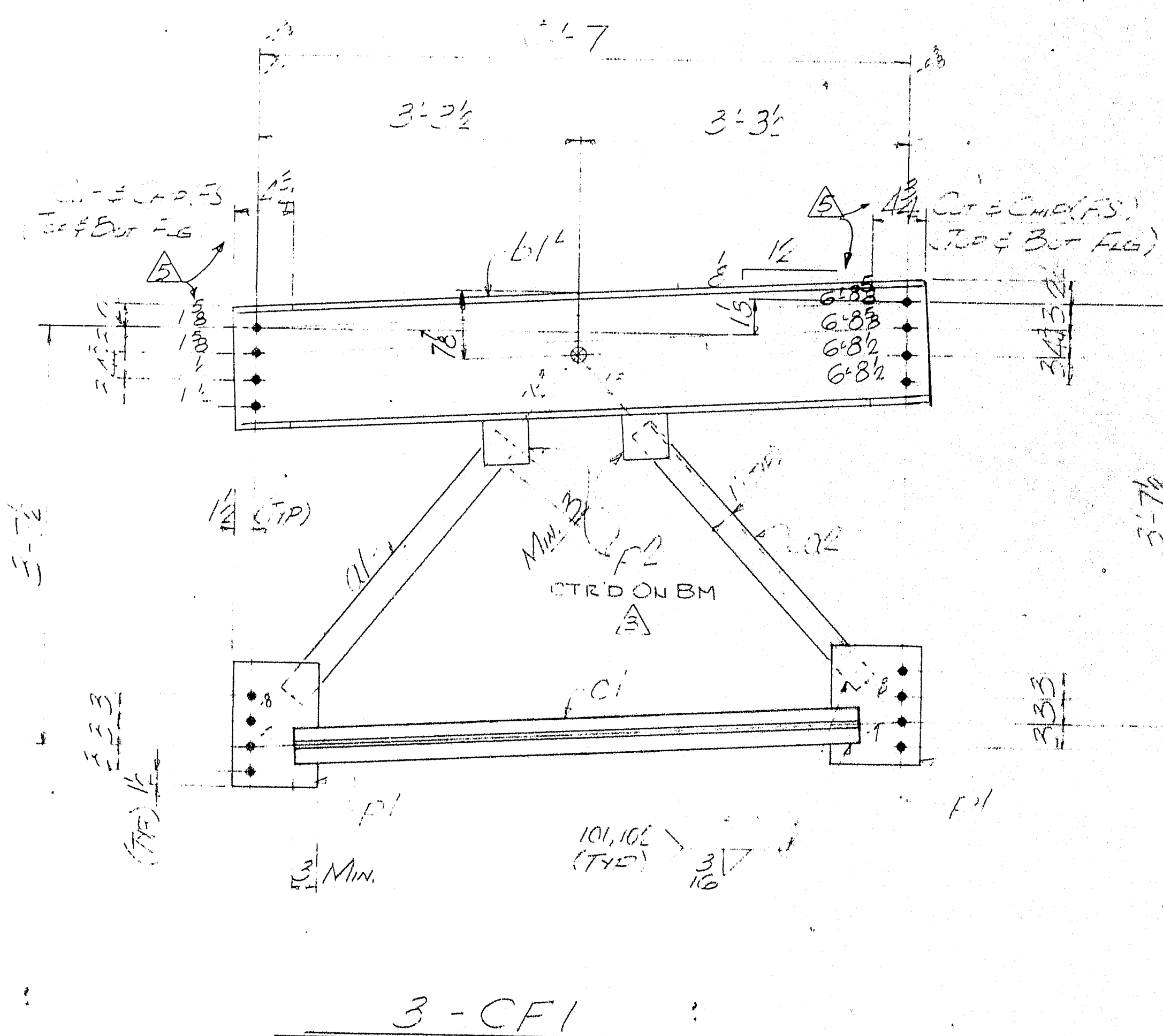
MEGQUIER & JONES CORP.
1156 BROADWAY
SOUTH PORTLAND, MAINE 04106

WILSON ST. BRIDGE / I 395
BREWSTER, MAINE

CUSTOMER: YANKEE CONSTR.
ARCHITECT: MAINE DEPT. OF TRANS.

APPR. JAN 24 1984 1/22/83
SHOP DEC 30 1983 12/27/83
F&O. 2/17/84
DRAWN: SH 2-83
CHECKED: JPE 2-83
REVISION: ET 12/27/83
REVISION: ET 1/3/84

R90-444



| SHIP | | BILL OF MATERIAL | | | JOB NO. | DWG. NO. |
|------|-----|------------------|--------------|--------|---------|----------|
| MARK | NO. | MARK | SHAPE | LENGTH | WT. | REMARKS |
| CF1 | 3 | | CROSS FRAMES | | | |
| CF2 | 3 | | CROSS FRAMES | - | | |
| | | 6 | 6 1/2 W16x26 | 6 | 104 | |
| | | 6 | C1 WT5x11 | 5 | 5 | |
| | | 6 | Q1 L3x3x3/8 | 2 | 9 | |
| | | 6 | Q2 L3x3x3/8 | 2 | 8 | |
| | | 12 | P1 P3x12 | 1 | 2 | |
| | | 12 | P2 P3x6x2 | 6 | 6 | |
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FINAL

CUSTOMER ORDER NO.
REFERENCE DRAWINGS:
HOLES: 15/16"
FIELD CONN: 3/8" A325-TYPE 1 GALV.
PAINT: SEE NOTE ON DWG #3.

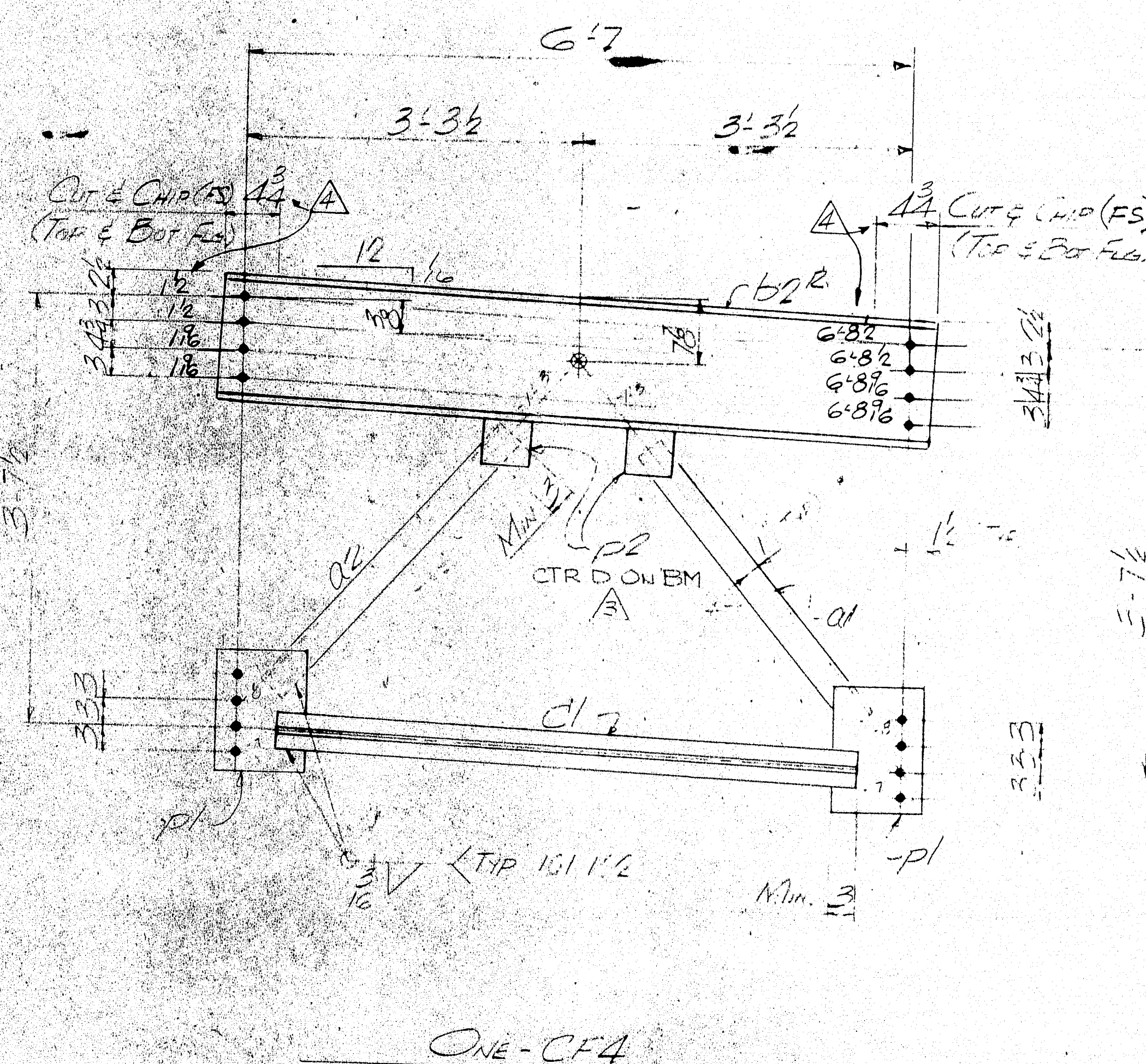
CROSS-FRAMES
MEGQUIER & JONES CORP.
1124 BROADWAY
SOUTH PORTLAND, MAINE 04106
WILSON ST. BRIDGE I-595
BREWER, MAINE
CUSTOMER: VANCE CORP.
ARCHITECT: VANCE CORP.

| | | |
|----------|-------------|----------|
| APPR. | JAN 24 1984 | 1/22/83 |
| APPR. | DEC 30 1983 | 12/29/83 |
| F.A.D. | 2/7/84 | |
| CHANN. | 2/7/84 | 2/25 |
| CHECKED | 2/7/84 | 2/25 |
| REVISION | ET | 12/29/83 |
| REVISION | ET | 1/3/84 |
| REVISION | ET | 1/17/84 |
| REVISION | ET | 1/22/84 |

REVISION ET 1/3/84

REV JPF 1/26/84

R90-445



FINAL

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| APPR. | 24 1984 | 7/26/84 |
| APPR. | | 12/29/84 |
| SHOP | DEC 30 1983 | |
| F. & O. | 2/17/84 | |
| DRAWN | JDF | 88 |
| CHECKED | JDF | 9-8 |
| REVISION | ET | 12/29/84 |
| REVISION | ET | 1/3/84 |
| REVISION | ET | 1/17/84 |
| REV | JDF | 1-28-84 |

CUSTOMER ORDER NO. _____
REFERENCE DRAWINGS: _____
HOLES: 15/16" ϕ _____
FIELD CONN: 7/8" ϕ A325-TYPE 1 GALV.
PAINT: SEE NOTE ON DWG #3

CROSS FRAMES

MEGQUIER & JONES CORP.

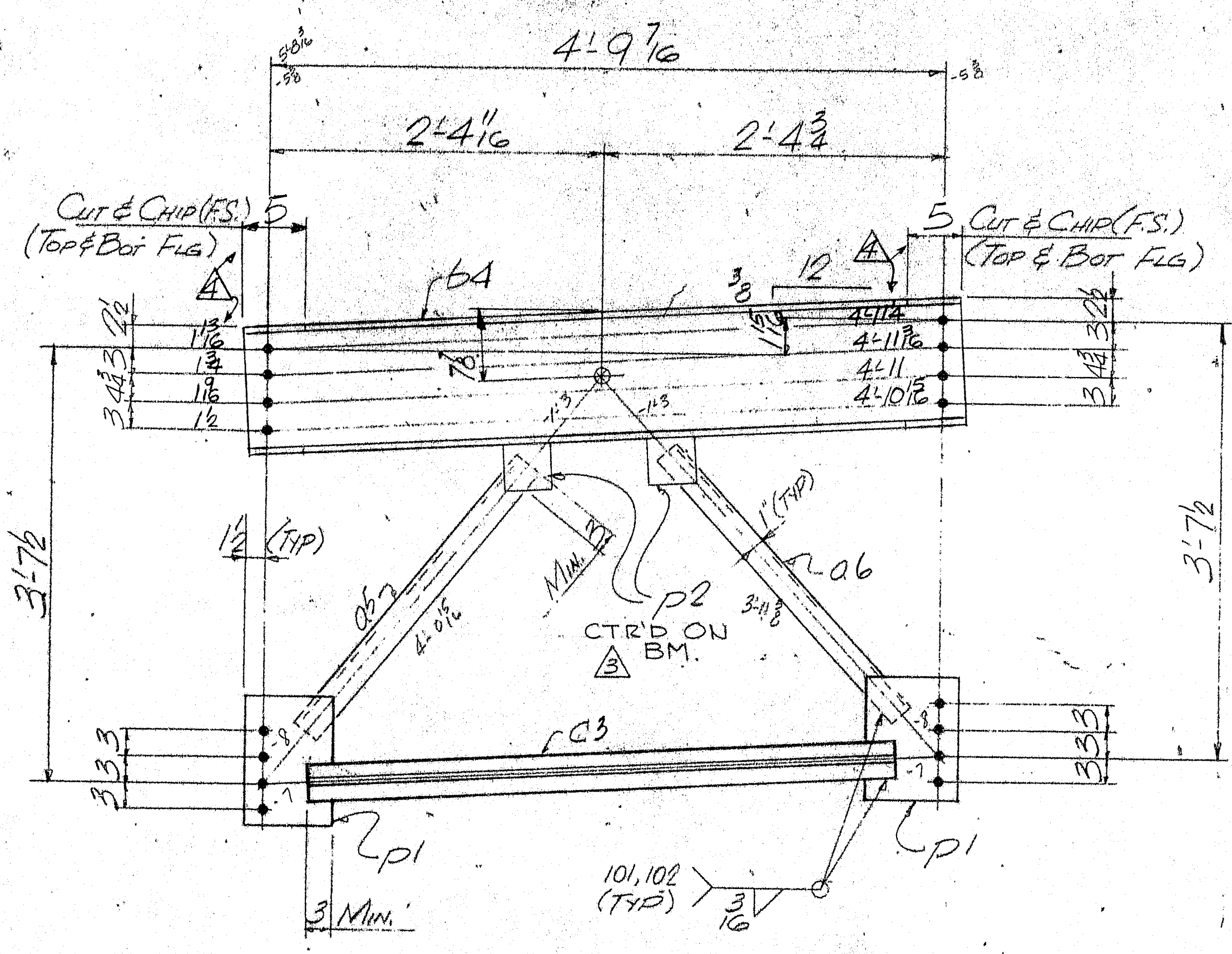
1156 BROADWAY
SOUTH PORTLAND, MAINE 04106

WILSON ST. BRIDGE / I-395
BREWER, MAINE

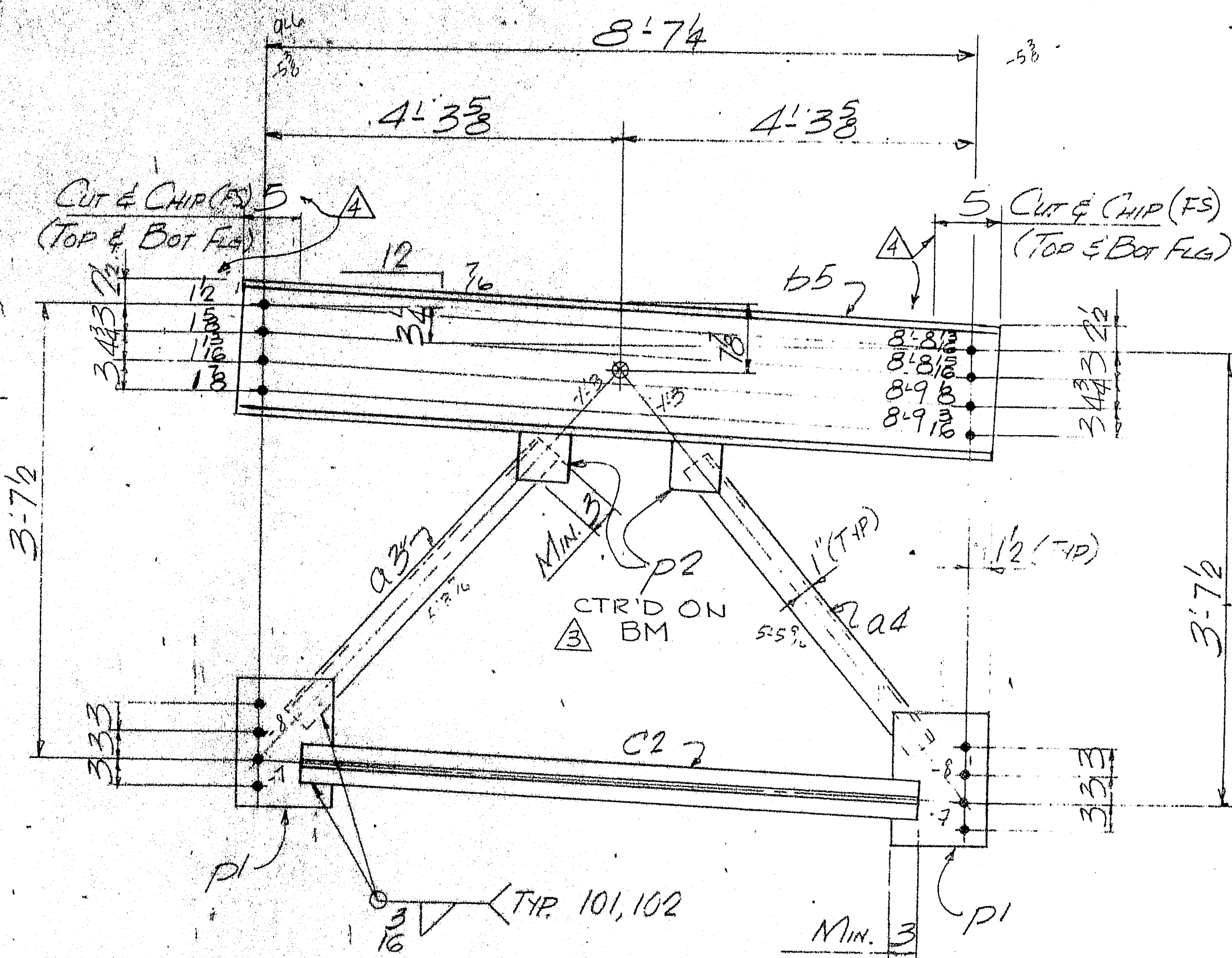
CUSTOMER VANKEE CONSTR.
ARCHITECT MAINE DEPT OF TRAN.

JOB NO. 1-161 DWG. NO. 10

R90-446



2-CF7



2-CF8

| SHIP | | BILL OF MATERIAL | | | | JOB NO. 1-161 | | DWG. NO. 12 | |
|------|-----|------------------|-----------|--------|-------|---------------|--|-------------|--|
| MARK | NO. | MARK | SHAPE | LENGTH | WT. | REMARKS | | | |
| CF7 | 2 | CROSSFRAME | | | | | | | |
| | 2 | b4 | W16x26 | 5 | 1 | | | | |
| | 2 | c3 | WT5x11 | 3 | 7 1/2 | | | | |
| | 2 | a5 | L3x3x5/16 | 2 | 2 | | | | |
| | 2 | a6 | L3x3x5/16 | 2 | 1 | | | | |
| | 4 | p1 | R3x12 | 1 | 2 | | | | |
| | 4 | p2 | R3x6 | 6 | 6 | | | | |
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FINAL

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| APPR. JES 24 DEC 31/83 | 3/22/83 |
| APPR. | 12/27/83 |
| SHOW DEC 30 1983 | |
| F&O 2/17/84 | |
| DRAWN | 4/23 |
| CHECKED | 9/23 |
| REVISION | ET 12/27/83 |
| REVISION | ET 1/9/84 |
| REVISION | ET 1/17/84 |
| REV | JFE 1-28-84 |

CUSTOMER ORDER NO.

REFERENCE DRAWINGS

HOLE 15 1/2"

FIELD CONN: 8" A325 TYPE 1 GRV

PAINT: SEE NOTE ON DWG #3

CROSSFRAMES

MEGQUIN & JONES CORP.

700 BRIDGWAY

SOUTH PORTLAND, MAINE 04106

WILSON ST. BRIDGE / I-395

PREPARED BY

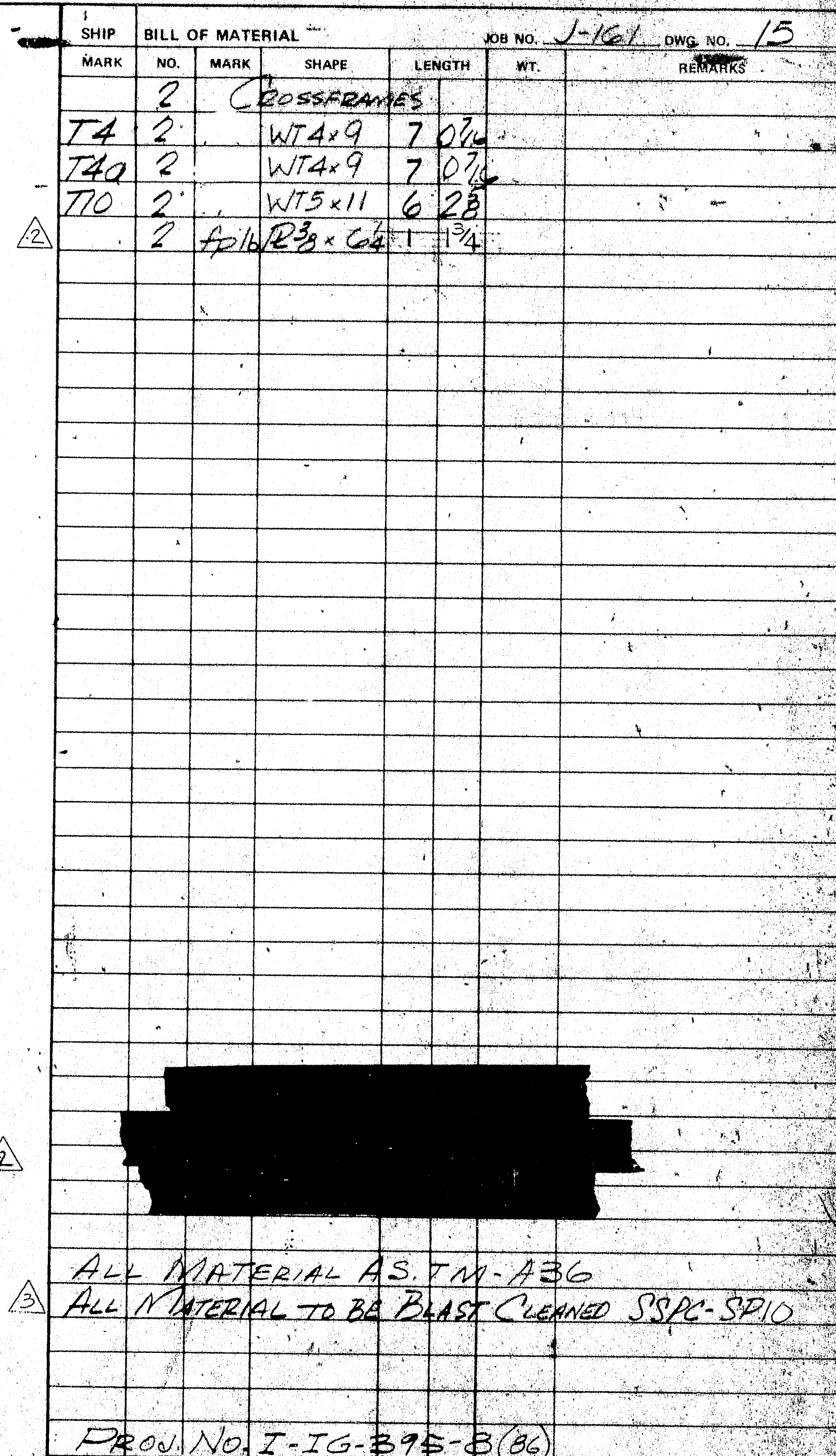
CUSTOMER

DATE

NO. 1-161

12

R90-448

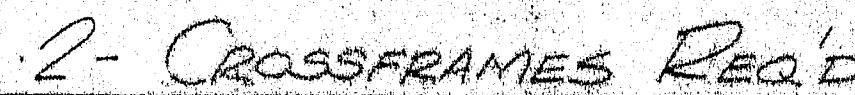


CUSTOMER ORDER NO. _____
REFERENCE DRAWINGS: *BD 113-81*
HOLE: *1 5/8"*
FIELD CONN: *6" A325-TYPE F GALV*
NOTE: SEE NOTE ON DWG. #3


FINAL


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|----|--|--|
| | CROSSFRAME | |
| | MEOQUIER & JONES CORP. | |
| | 1116 BROADWAY SOUTH PORTLAND, MAINE 04106 | |
| 78 | WILSON ST. BRIDGE / I-595 | |
| 83 | BREWSTER, MAINE | |
| 85 | CUSTOMER NAME: CUSTER | |
| 86 | A Maine Project of TRANS | |
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R90-451





FINAL






























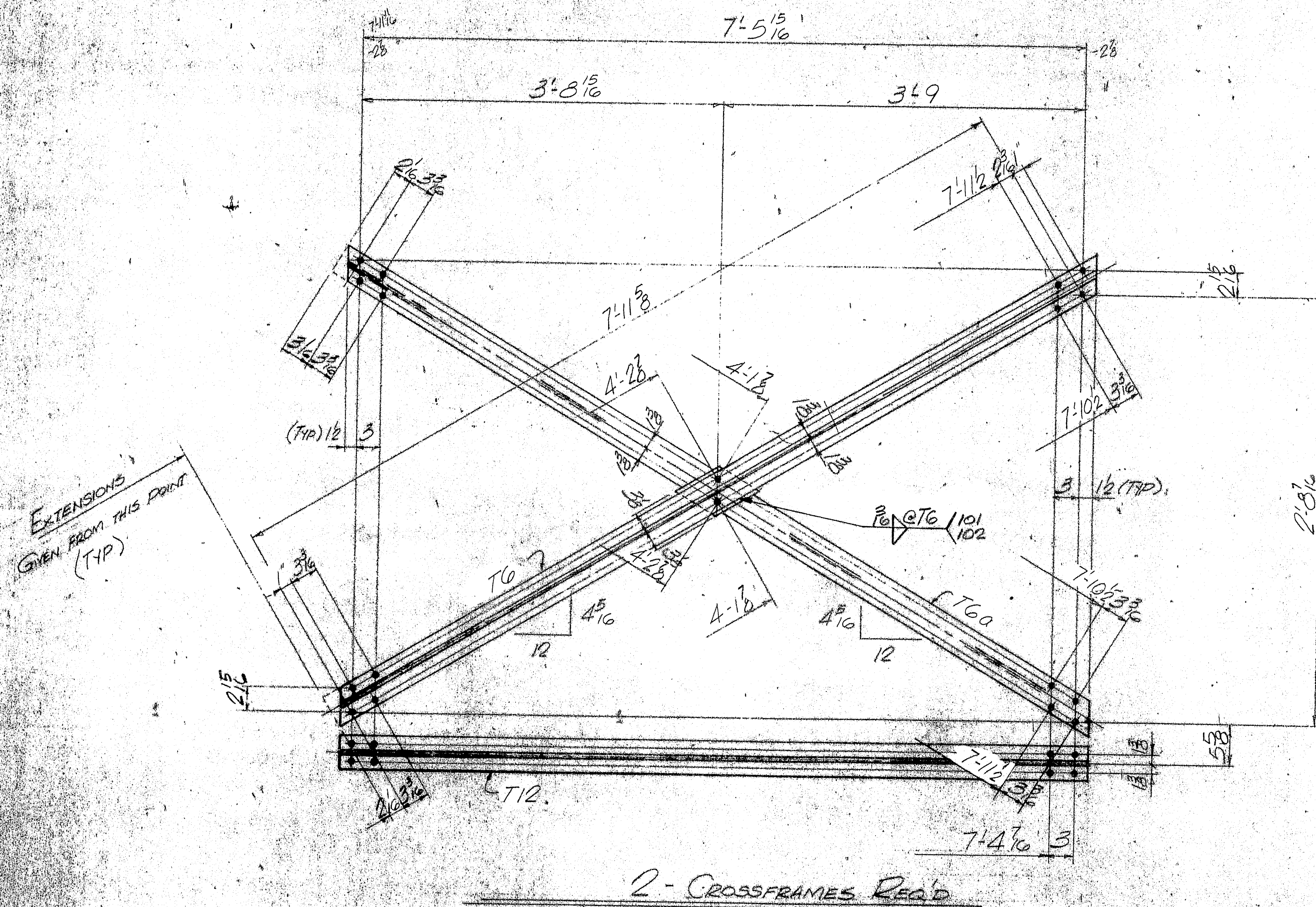






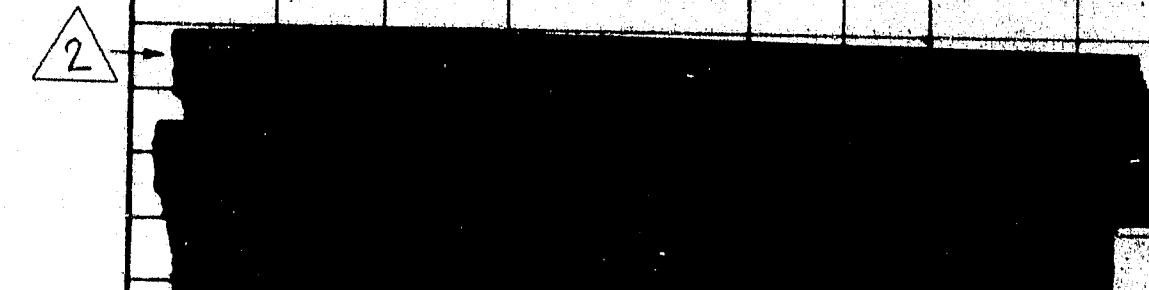


R90-452



2 - CROSSFRAMES REQ'D

| SHIP | | BILL OF MATERIAL | | | | JOB NO. J-161 | DWG. NO. 17 |
|------|-----|------------------|-------------|-----------|-----|---------------|-------------|
| MARK | NO. | MARK | SHAPE | LENGTH | WT. | REMARKS | |
| | 2 | | CROSSFRAMES | | | | |
| T6 | 2 | | WT 4x9 | 8' 4 1/2" | | | |
| T6a | 2 | | WT 4x9 | 8' 4 1/2" | | | |
| T12 | 2 | | WT 5x11 | 7' 8 1/2" | | | |
| | 2 | | FL 12x3x1/4 | 1' 5 1/2" | | | |



ALL MATERIAL * A STM-436
 ALL MATERIAL TO BE BLAST CLEANED SSPC-SP10

PROJ. NO. I-IG-595-8(36)

CUSTOMER ORDER NO. BD113-81
 REFERENCE DRAWING: 15-10
 FIELD CORR. 15-10
 SEE NOTE ON DWG #3

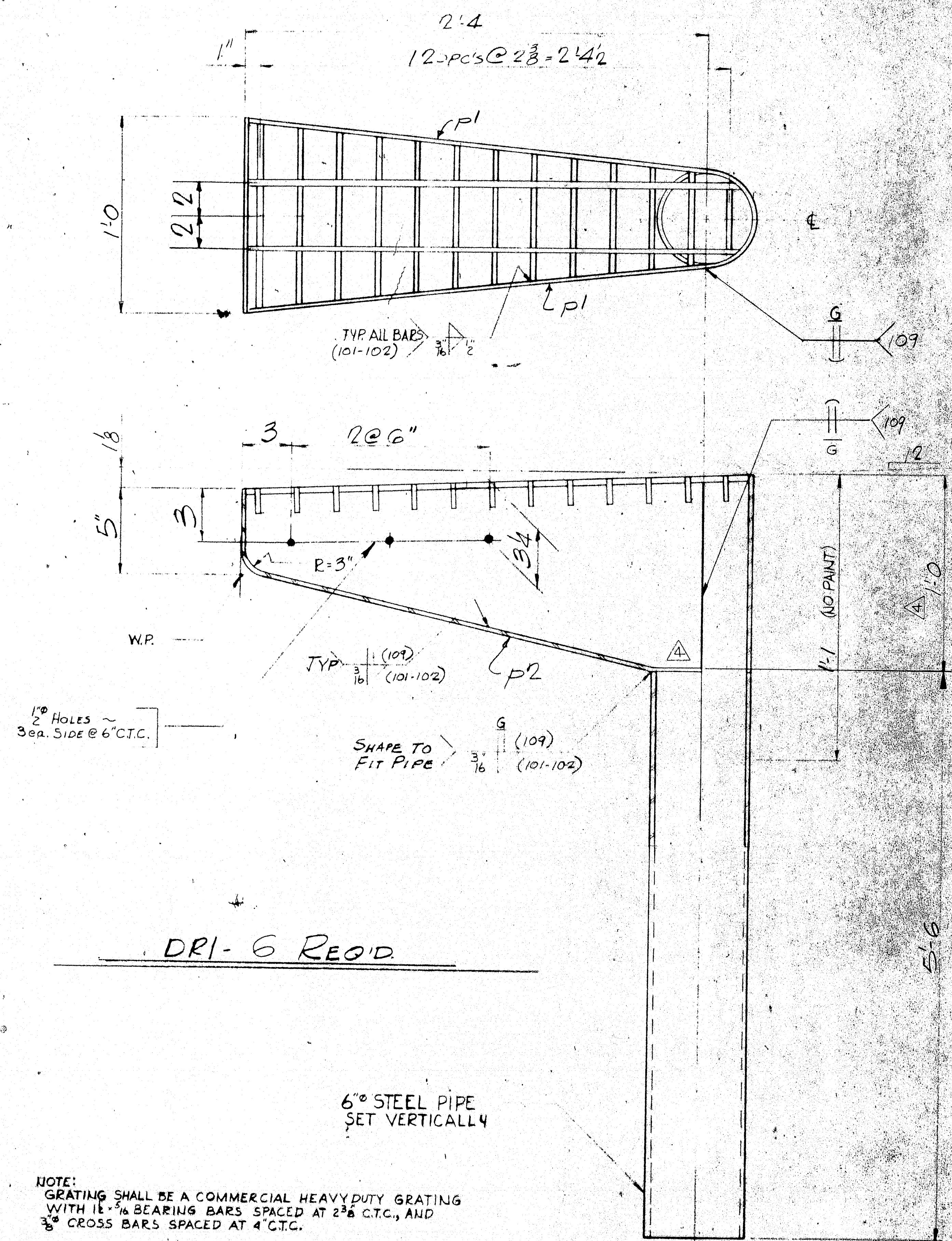
FINAL

CROSSFRAME
 MEGQUIER & JONES CORP.
 110 BROADWAY
 SOUTH PORTLAND, MAINE 04106
 WILSON ST. BRIDGE / 1595
 BRIDGE, MAINE
 DESIGNED BY: [Signature]
 CHECKED BY: [Signature]
 DATE: 11/18/84

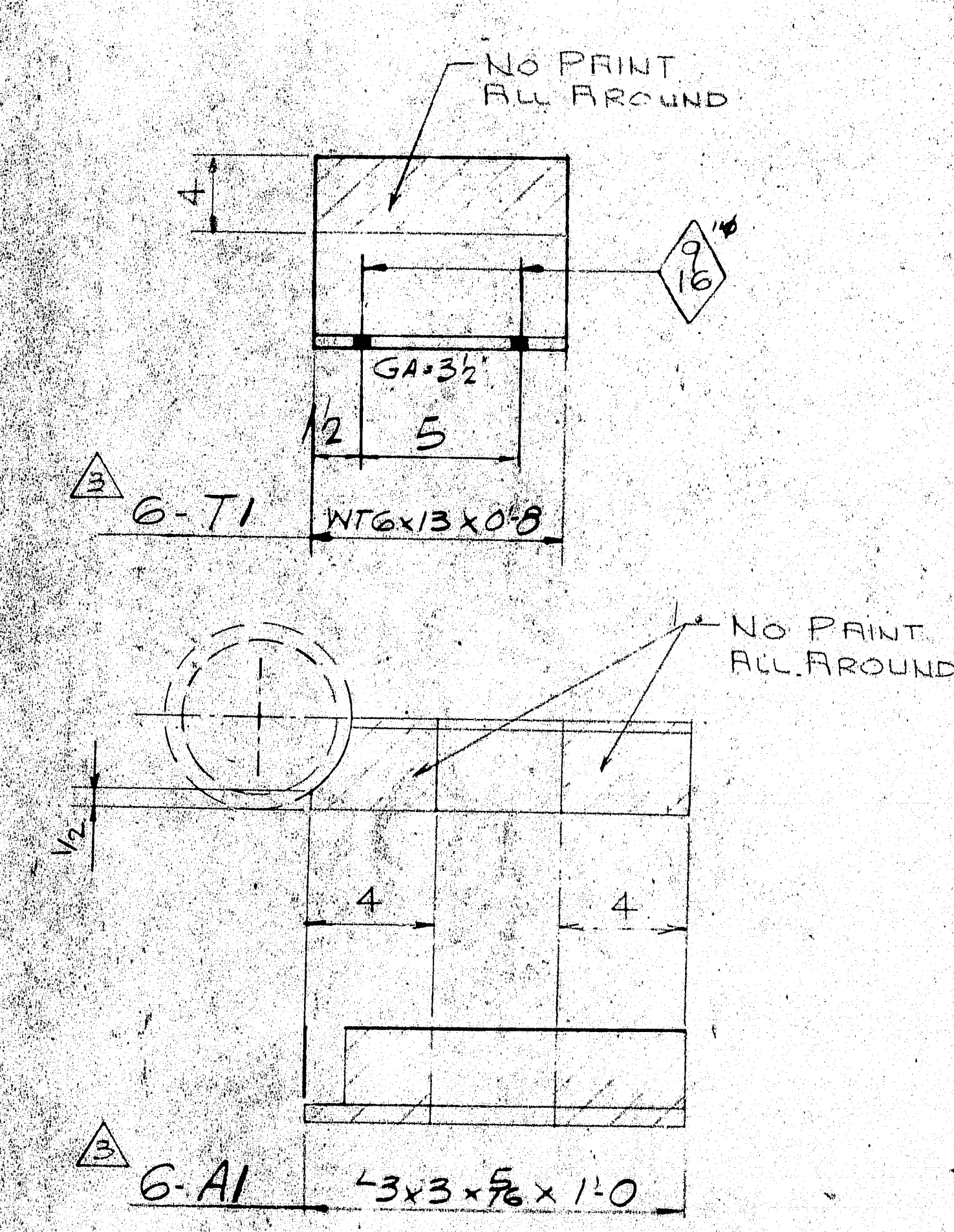
| | |
|---------|-------------|
| DATE | 11/18/84 |
| BY | [Signature] |
| CHECKED | [Signature] |
| DATE | 11/18/84 |
| BY | [Signature] |
| CHECKED | [Signature] |
| DATE | 11/18/84 |
| BY | [Signature] |
| CHECKED | [Signature] |

1-161 17

R90-454



NOTE:
GRATING SHALL BE A COMMERCIAL HEAVY DUTY GRATING
WITH 1/2" BEARING BARS SPACED AT 2" CTC., AND
3/8" CROSS BARS SPACED AT 4" CTC.



| SHIP | | BILL OF MATERIAL | | | JOB NO. J-161 | | DWG. NO. 19 | |
|------|---|------------------|-------------------|--------|---------------|---|-------------|--|
| MARK | NO. | MARK | SHAPE | LENGTH | WT. | REMARKS | | |
| 2 | DR1 | 6 | DRAINS | | | | | |
| | | 6 | SHOP 6" P.D. PIPE | 6 | 6 | SCH'D 40 - ASTM-A53 | | |
| | | 12 | P1 12" X 12" | 2 | 4 | L.I.O | | |
| 4 | | 6 | P2 DO | 2 | 9 | BEND-FIT | | |
| | | 6 | SHOP 31" WIDE | 1 | 0 | GRATING H.D. COMM. 12" X 12" BEARING BARS 25% 3/8" CROSS BARS 4" O.C. | | |
| | T1 | 6 | WTG X 13 | 8 | | NO PAINT | | |
| | A1 | 6 | 4 3/8 X 3 X 5/16 | 1 | 0 | NO FAB - NO PAINT | | |
| | FIELD | 26 | 1/2" BOLTS | 2 | | A325 - TYPE 1 GALV | | |
| | DO | 26 | 1/2" WASHERS | | | A325 - TYPE 1 GALV | | |
| 3 | ALL MATERIAL TO BE BLAST CLEANED TO SSPC-SP10 | | | | | | | |
| | ALL MATERIAL ASTM A36 - UNLESS NOTED | | | | | | | |
| | PROJ. NO. I-IG-375-B (36) | | | | | | | |

CUSTOMER ORDER NO.:

REFERENCE DRAWINGS:

HOLES: AS NOTED

FIELD CONN: 1/2" - A325 - TYPE 1 GALV.

PAINT: SEE NOTE ON DWG #3

BRIDGE DRAINS

MEGQUIER & JONES CORP.

1156 BROADWAY
SOUTH PORTLAND, MAINE 04106

WILSON ST. BRIDGE / TB95

BREWER, MAINE

CUSTOMER: **YANKEE CONSTRUCTION**

ARCHITECT: **MAINE DEPT. OF TRANS.**

NO. J-161 DWG. NO. 19

R90-455

APR 24 1984

APPR. 12/27/83

SHOP 12/27/83

F.O.D. 2/17/84

DRAWN JPF 9-83

CHECKED EJ 9-83

REVISION ET 12/27/83

REVISION ET 1/3/84

REVISION ET 1/17/84