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Creek Bridge, Lovell

GENERAL NOTE: *AW 3354*

REGARDANCE OF THIS DRAWING FOR APPROVAL DOES NOT CONSTITUTE ACCEPTANCE OF CUSTOMER'S ORDER BY REPUBLIC STEEL CORPORATION.

THIS DRAWING TO BE USED IN JOINING MEMBERS BOLD UNDER THIS CONTRACT ONLY.

THE ARCHITECT DOES NOT CHECK DIMENSIONS AT PLAC AS REPUBLIC STEEL CORPORATION ASSUMES RESPONSIBILITY FOR GENERAL BUILDING DIMENSIONS.

THIS DRAWING IS LOANED WITH THE EXPRESSED AGREEMENT THAT THE DRAWING AND INFORMATION THEREIN CONTAINED HEREIN ARE TO BE USED ONLY FOR THE PROJECT AND FOR THE BUILDING SPECIFICALLY IDENTIFIED ON THE DRAWING. NO PARTS HEREOF ARE TO BE REPRODUCED, COPIED, REPRODUCED, OR OTHERWISE USED FOR ANY OTHER PROJECT OR BUILDING WITHOUT THE WRITTEN CONSENT OF REPUBLIC STEEL CORPORATION.

APPROVAL OF THIS DRAWING BY THE ARCHITECT OR ENGINEER SHALL CONSTITUTE A FINAL INTERPRETATION OF ALL OTHERS.

THE ACCEPTANCE OF THIS DRAWING WILL BE CONSTRUED AS AN ACCEPTANCE OF THE FOREGOING AGREEMENT.

DEVELOPED PLAN ——— INSIDE VIEW

5 GAGE (.165") TOP PLATE

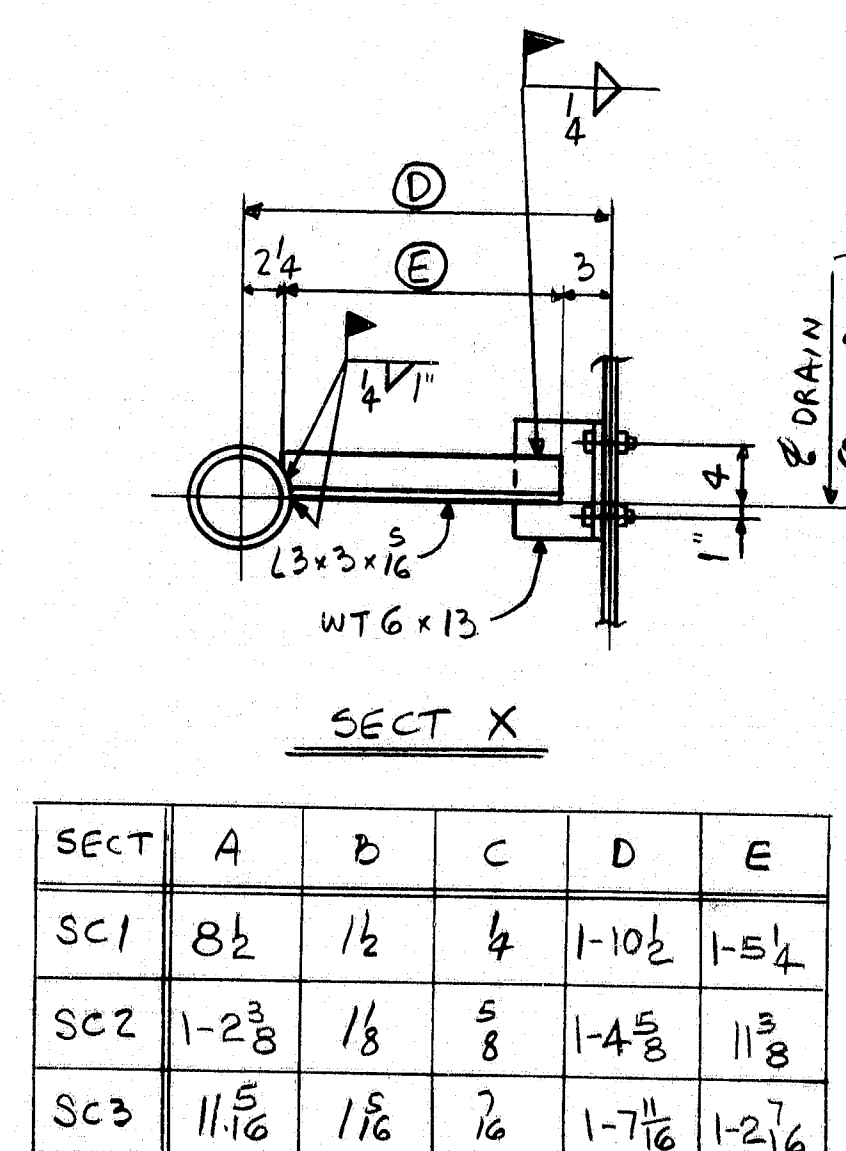
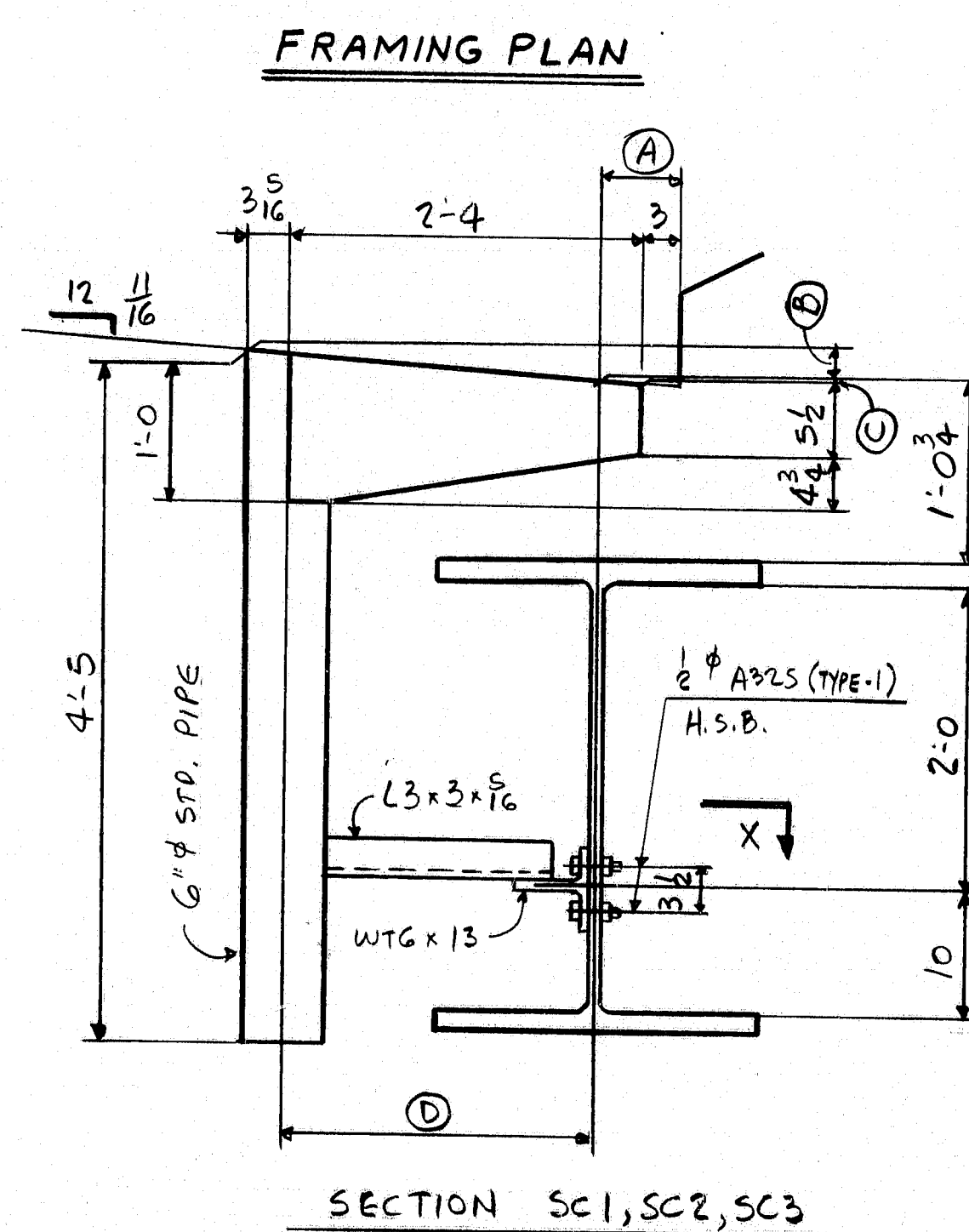
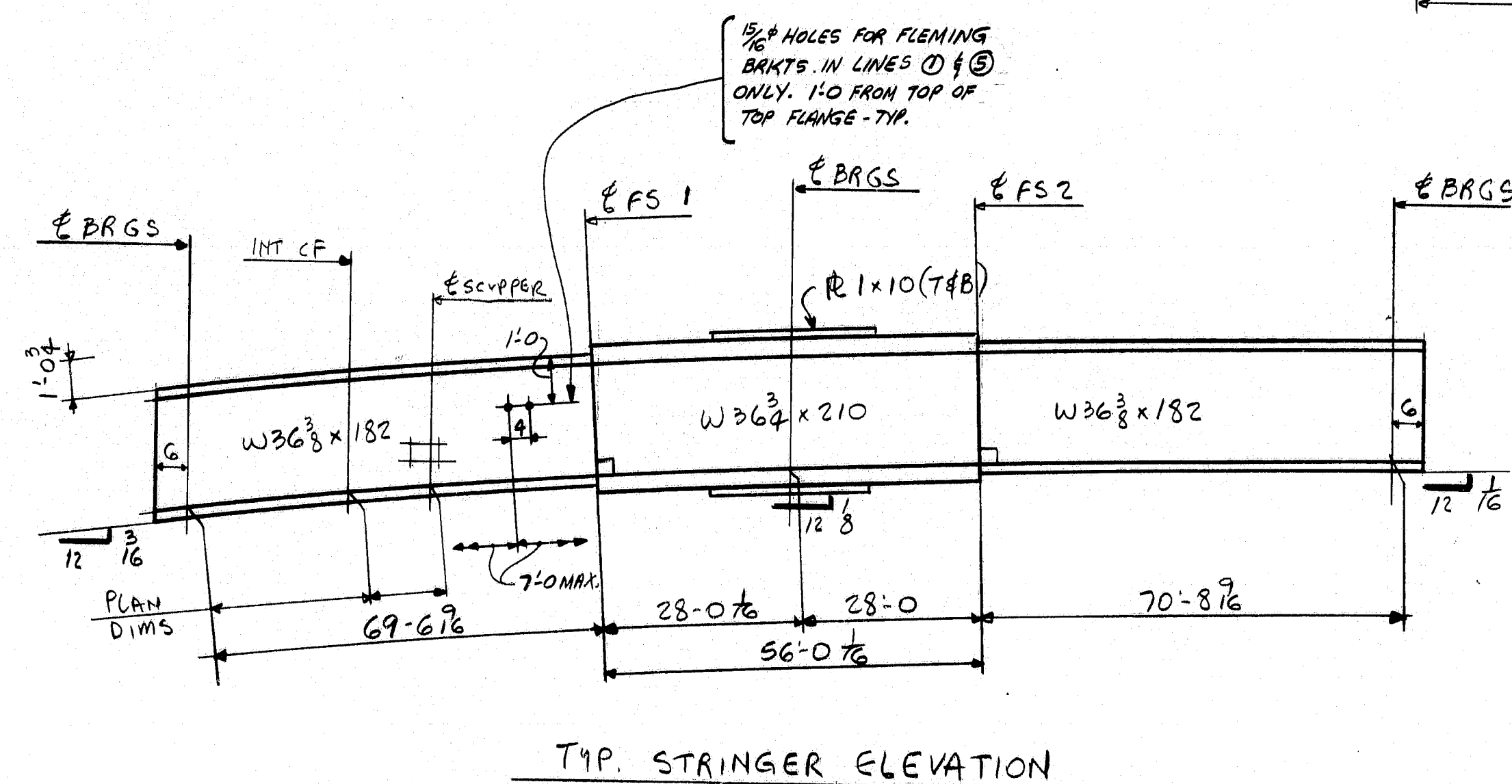
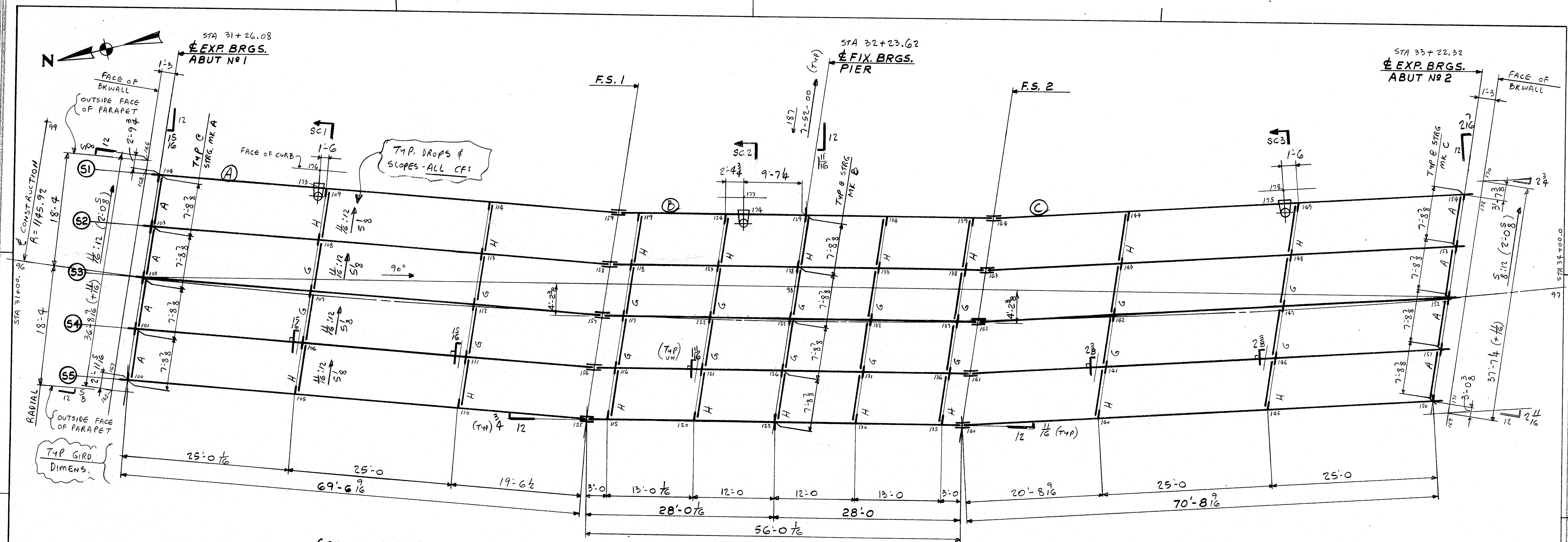
5 GAGE (.215") BOTTOM & CORNER PLATE

PLAIN GALVANIZED

① ——— STRUCTURE ———

Br. # 3582

R88-58



NOTES:

- 1) ALL LONG. DIMS SLOPING ALONG BOT. OF WF.
- 2) ALL TRANSV. DIMS ARE HORIZ.
- 3) ALL ENDS, BRGS & CFs ARE VERTICAL.
- 4) ALL F.S. ARE NORMAL TO RIGHT F.S. CHORD.
- 5) → DENOTES DROP OR SLOPE (ARROW POINTS TO LOW END).
- 6) FOR LAYOUTS SEE SHT. E3.

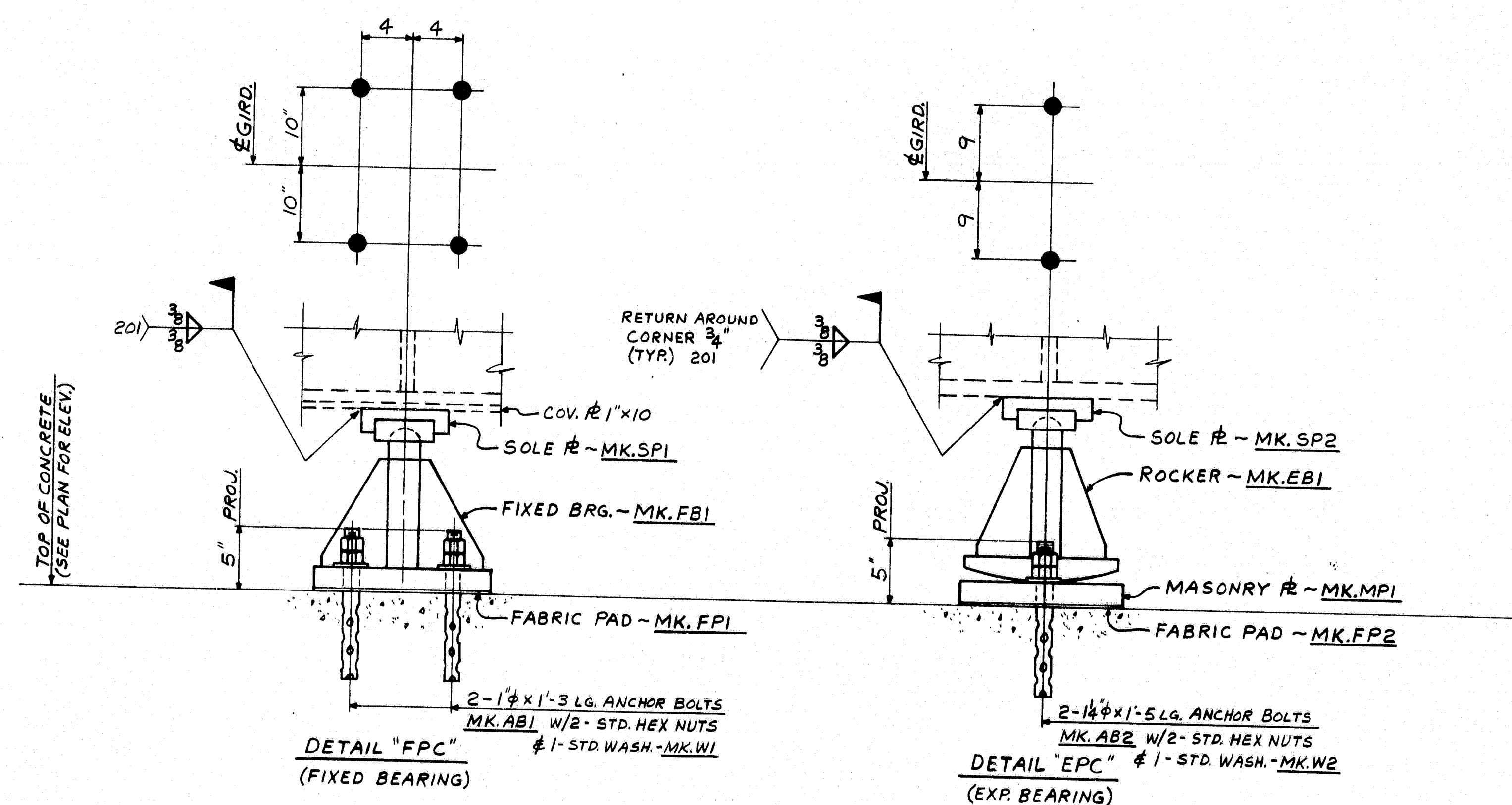
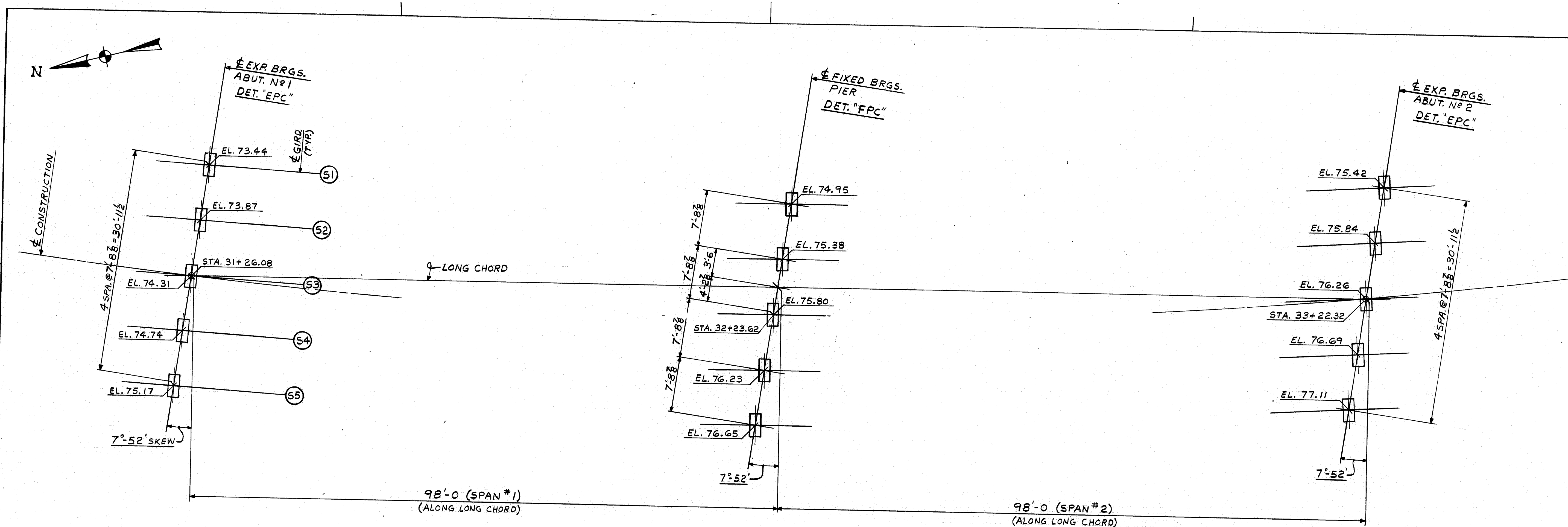
IT. NO. 504.70	BR. NO.	PROJ. NO. I-395-B(85)176
FOR APPROVAL		FOR FILES & FIELD
CALC. PLAN		
APPROVED:	PRINT DIST.	
3	12/27/83	APP.
2	2-2-84	FAB.
25	1-27-84	F&F.
Pancroft & Martin Inc. South Portland, Maine 04106		
JOB: INDUSTRIAL PARK ROAD OVER I-395 BREWER, PENOBSCOT COUNTY, MAINE		
CUSTOMER: REED & REED DESIGNER: STATE OF MAINE DEPT. OF TRANS.		
REV. Δ	CHECKED 11/19/83	FK
	DRAWN 11/18/83	LT
ORDER NO.	JOB NO. 3-27	DRAWING NO. W-1
		REV. Δ

PS 96-178

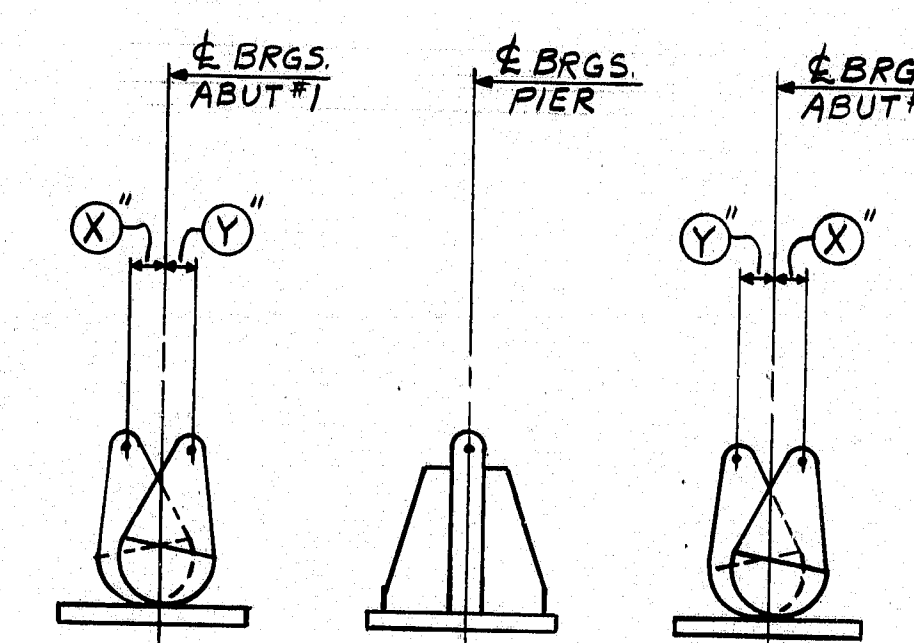
RUN 903

R88-61

905-01



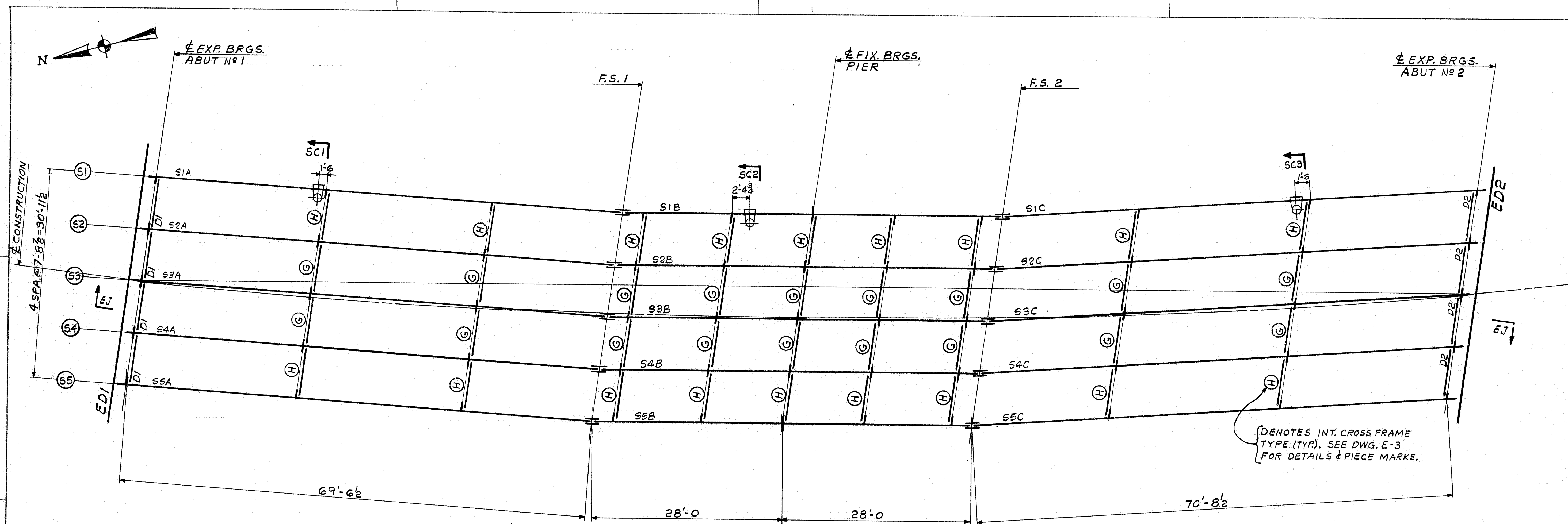
TEMP. °F	*X	*Y
+105	1/2	-
+90	3/8	-
+75	1/4	-
+60	1/8	-
+45	0	0
+30	-	1/8
+15	-	1/4
0	-	3/8
-15	-	1/2



BEARING SETTING DETAIL
 * ADJUST X OR Y DIMENSION 1/4"
 TOWARD THE FIXED BRGS.
 FOR D.L. CAMBER
 (AT TIME OF ERECTION)

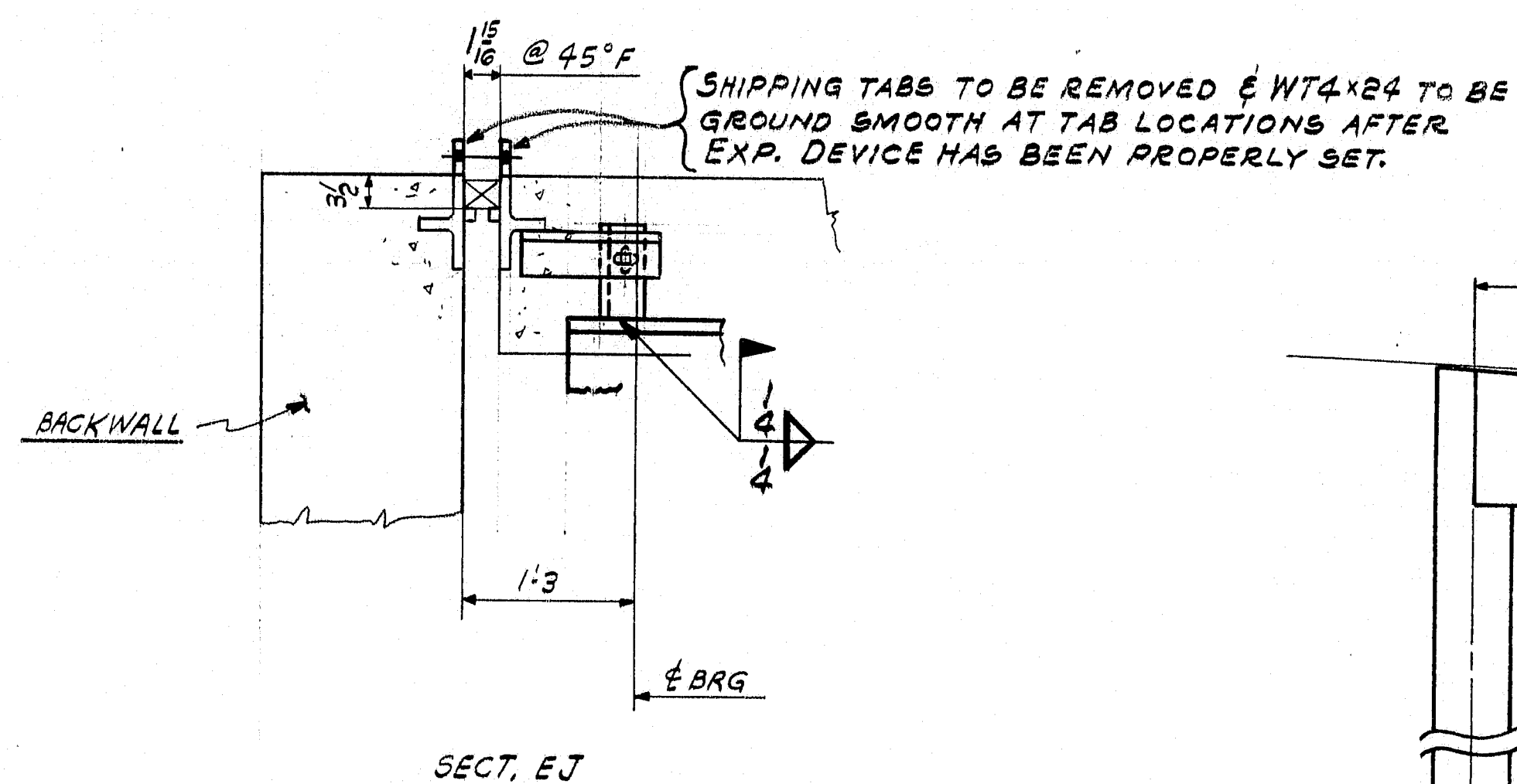
IT. NO. 504.70		BR. NO.		PROJ. NO. I-395-B(85)176	
FOR APPROVAL		FOR FILES & FIELD			
ANCHOR BOLT PLAN					
APPROVED:		PRINT DIST.			
3	12/28/83	APP.			
8	2-2-84	FAB.			
2S	1-27-84	F&F			
DESIGNED BY: Bancroft & Martin Inc.		JOB: INDUSTRIAL PARK ROAD OVER I-395			
DRAWN BY: South Portland, Maine 04106		BREWER, PENOBSCOT COUNTY, MAINE			
CHECKED BY: REED & REED		CUSTOMER: REED & REED			
DESIGNER: STATE OF MAINE DEPT. OF TRANS.					
ORDER NO.	JOB NO.	DRAWING NO.	REV.		
12-21-83	3-27	E-1	△		
DRAWN	11-15-83	RLA			

R88-62

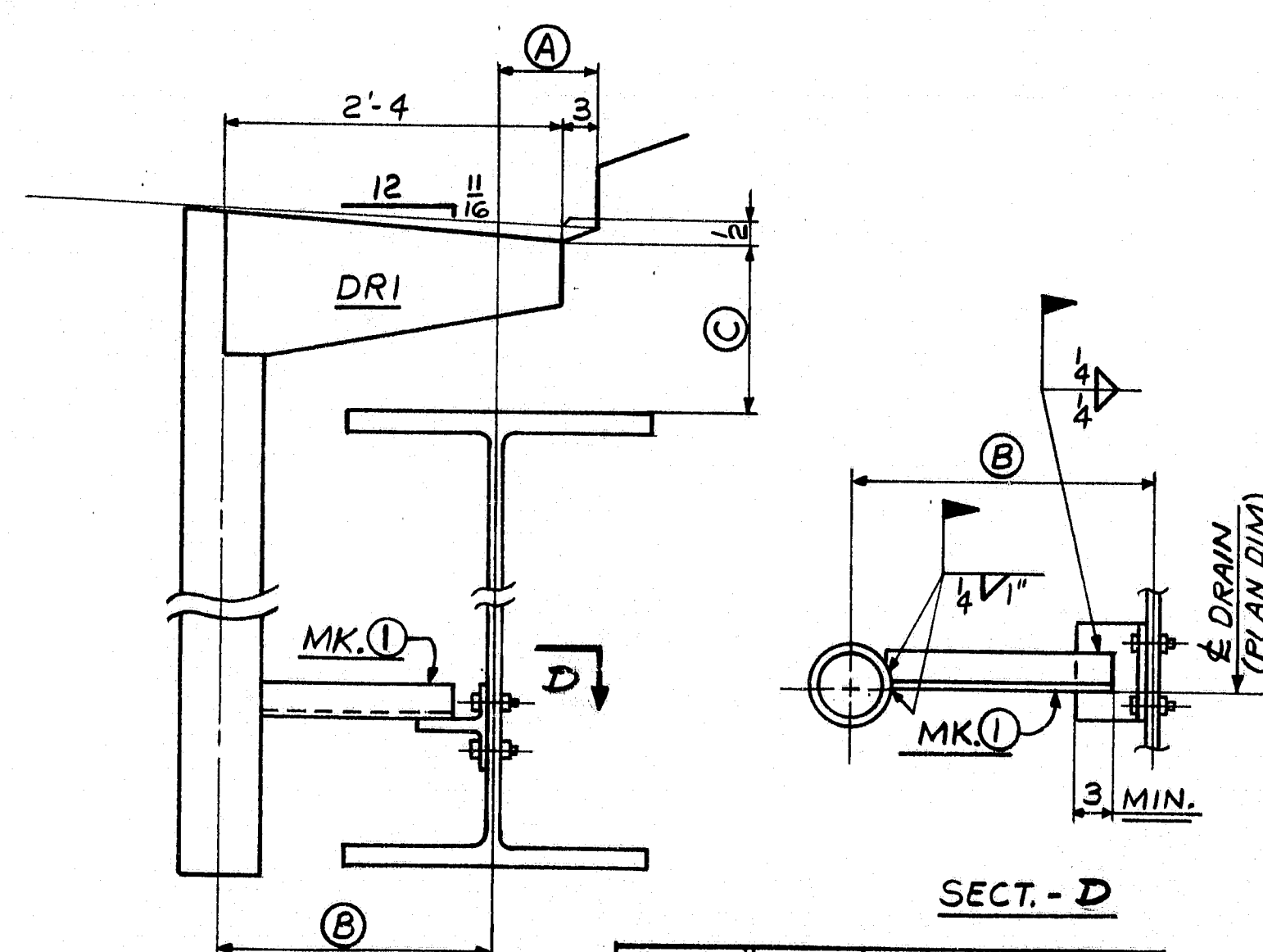


(DENOTES INT. CROSS FRAME TYPE (TYR). SEE DWG. E-3 FOR DETAILS & PIECE MARKS.)

FRAMING PLAN



SECT. EJ



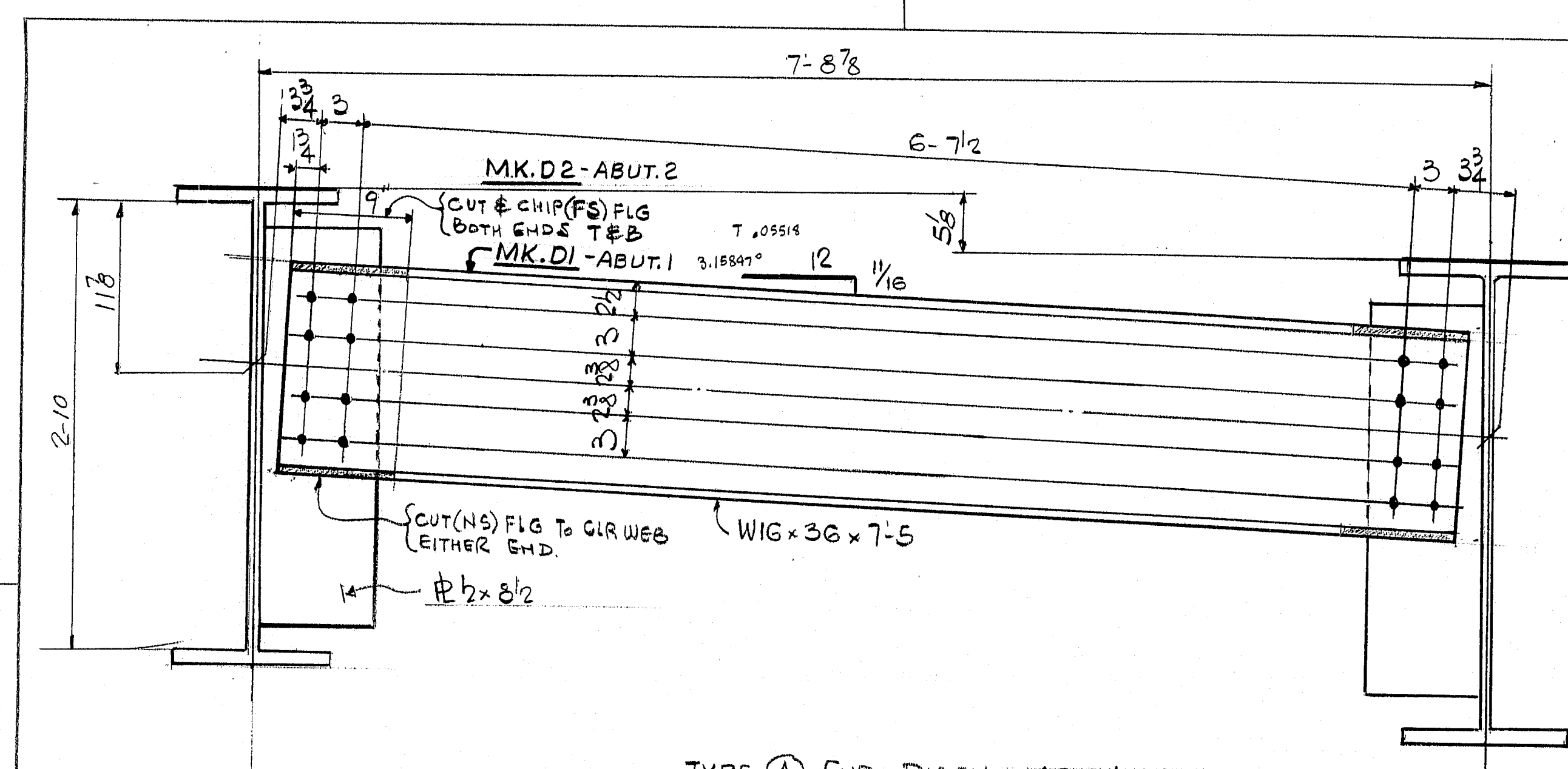
SECT. - D

PLAN SECT.	A	B	C	D
SC1	8 1/2	1'-10 1/2	1'-0	A1
SC2	1'-2 3/8	1'-4 5/8	11 5/8	A2
SC3	11 5/16	1'-7 1/16	11 3/16	A3

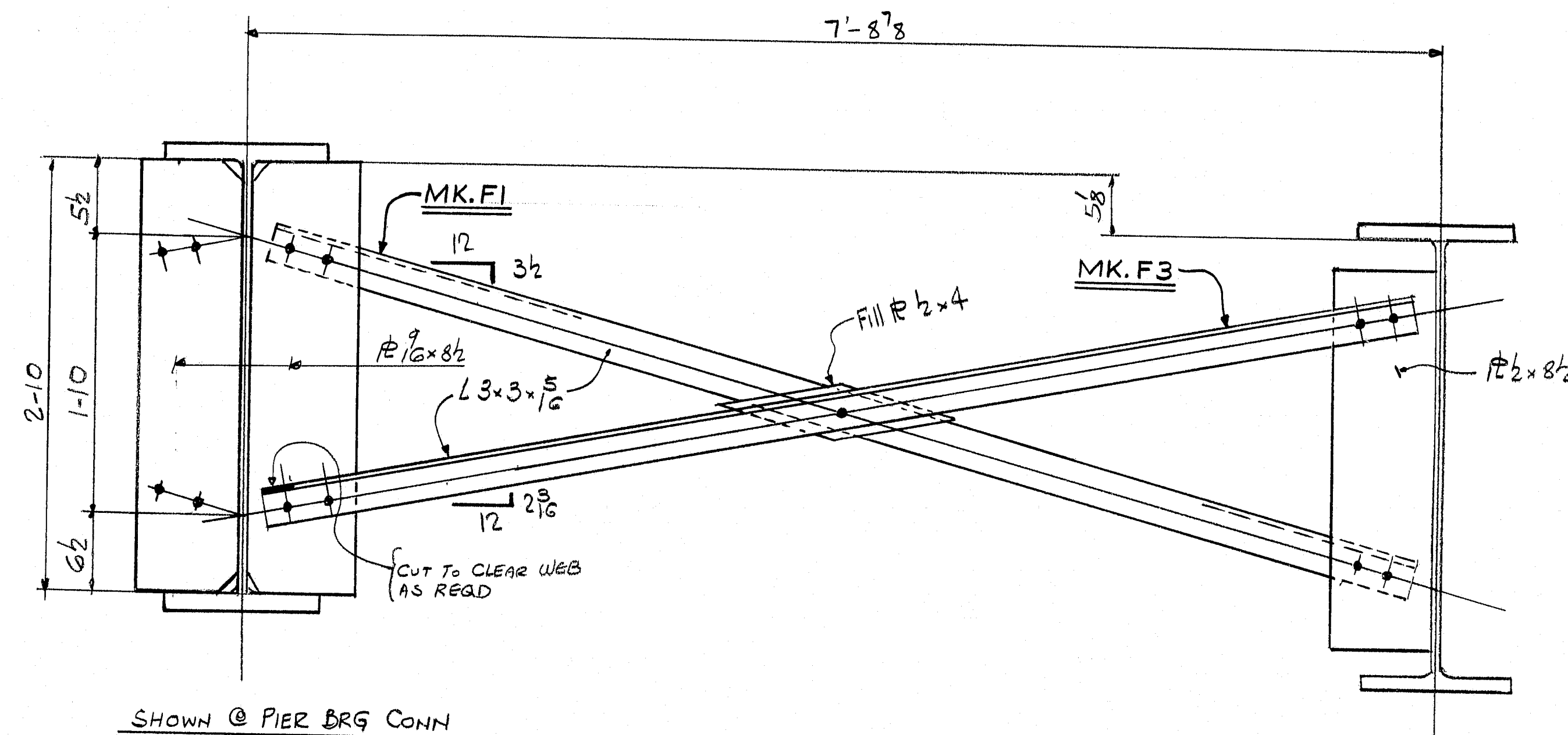
FORM BRACKET HOLES
FORM BRACKET HOLES ARE TO BE PLUGGED WITH 5/8" x 1 1/2" CARRIAGE BOLTS. HEADS ARE TO BE ON OUTSIDE. HOLES TO BE COMPLETELY COVERED.

IT. NO. 504.70		BR. NO.		PROJ. NO. I-395-B(85)176	
FOR APPROVAL		FOR FILES & FIELD			
FRAMING PLAN					
APPROVED:		PRINT DIST. 3 12-28-83 APP. 8 2-2-84 FAB. 2S 1-27-84 F&F.			
JOB: Bancroft & Martin Inc. South Portland, Maine 04106		INDUSTRIAL PARK ROAD OVER I-395 BREWER, PENOBSCOT COUNTY, MAINE			
CUSTOMER: REED & REED		DESIGNER: STATE OF MAINE DEPT. OF TRANS.			
CHECKED	12-22-83	OK	ORDER NO.	JOB NO.	DRAWING NO.
DRAWN	11-15-83	RLA		3-27	E-2

R88-63

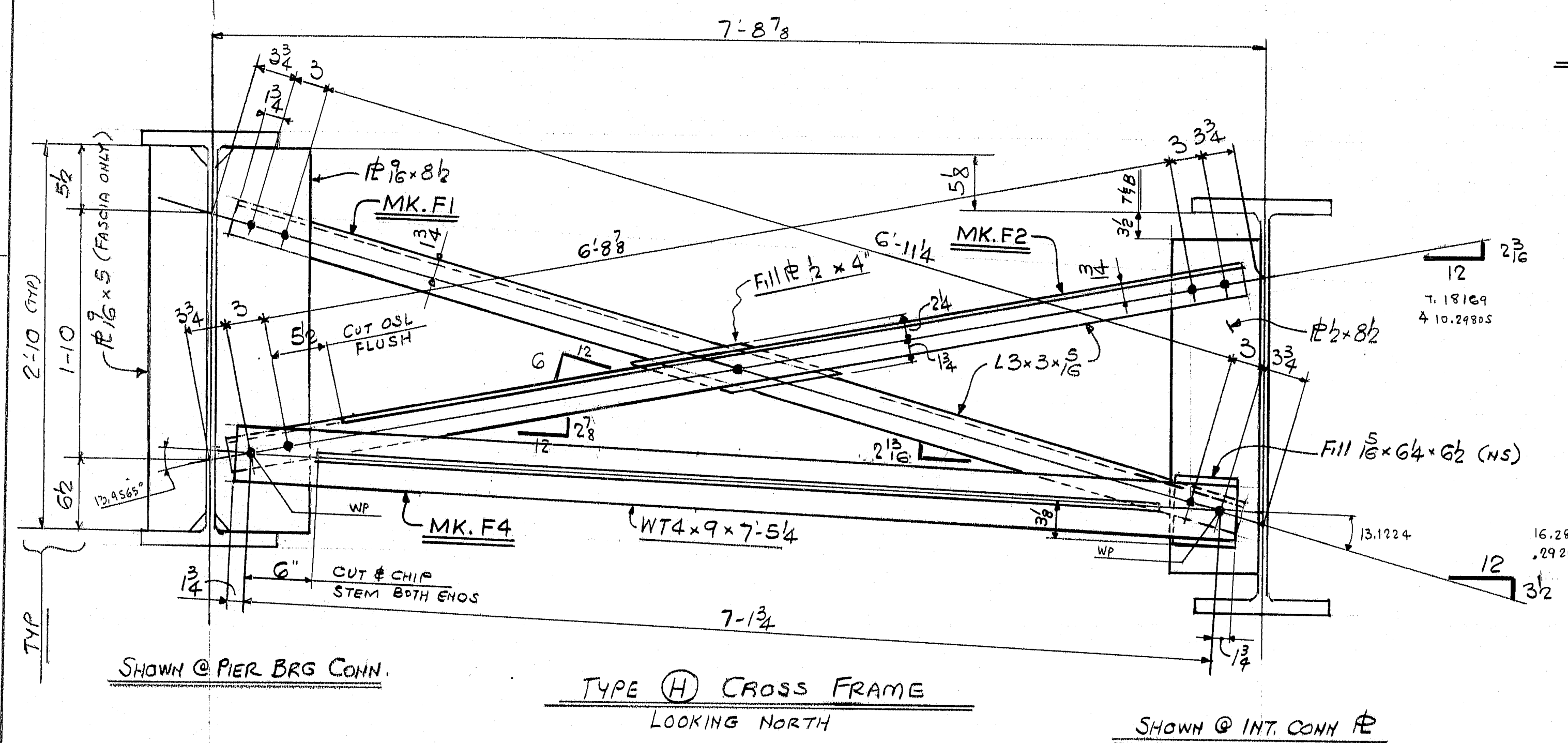


TYPE (A) END DIAPH - ABUT. 1 SHOWN



TYPE (G) CROSS FRAME
DIMENSIONS NOT SHOWN SAME AS TYPE (H)
LOOKING NORTH

SHOWN @ INT CONN R



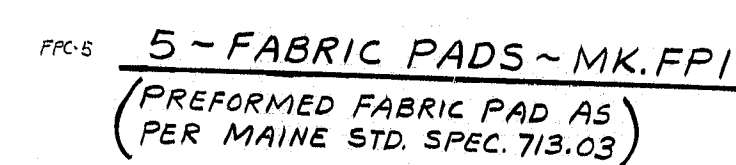
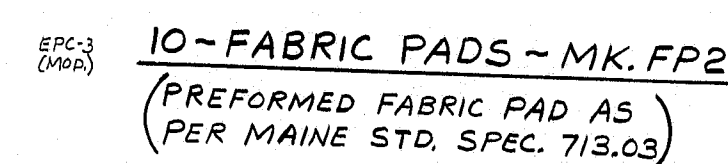
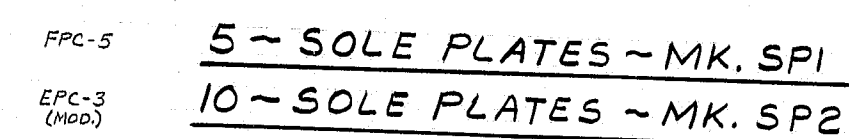
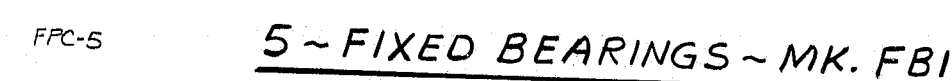
TYPE (H) CROSS FRAME
LOOKING NORTH

SHOWN @ INT. CONN R

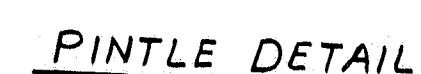
NOTES
MATERIAL: ASTM A36
CONN: 3/8" HS 14, 15/16" HOLES

IT. NO. 504.70	BR. NO.	PROJ. NO. 1395-8(85) 176
FOR APPROVAL		FOR FILES & FIELD
CROSS FRAME & DIAPHRAGM LAYOUTS		
APPROVED:		
PRINT DIST.	Bancroft & Martin Inc.	
3 12-26-83 APP.	South Portland, Maine 04106	
8 2-2-84 FAB.	JOB: INDUSTRIAL PARK ROAD OVER I-395	
25 1-27-84 F&F.	BREWER, PENOBSCOT COUNTY, MAINE	
CUSTOMER: REED & REED		
DESIGNER: STATE OF MAINE, DEPT. OF TRANSP.		
REV. Δ	ORDER NO.	JOB NO.
CHECKED 11-28-83 FK	905-04	3-27
DRAWN 11-24-83 WJG		E-3

R88-64



FPC-
EPC-
(MOD.)



1. (*) DENOTES SURFACE TO RECEIVE ONE COAT OF BOILED LINSEED OIL.
2. FINISHED SURFACES (¹²⁵/₂) OF FBI, EBI, SPI & SP2 TO RECEIVE ONE SHOPCOAT OF "NEVER SEIZ" LUBRICANT.
3. MASONRY PLATES MPI & BEARING SURFACE OF ROCKERS EBI TO RECEIVE 2-SHOP COATS OF PAINT.

ALL CONNECTIONS DETAILED ON THIS DRAWING
REPRESENT BANCROFT & MARTIN INC. STANDARDS.
IN APPROVING THIS DRAWING FOR FABRICATION
THE ARCHITECT AND/OR ENGINEER ASSUMES THE
RESPONSIBILITY FOR THE STRUCTURAL INTEGRITY
OF ALL CONNECTIONS SHOWN.

IT. NO.	504.70	BR. NO.		PROJ. NO. I-395-8(85)174
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STEEL: ASTM. ☒ A36 ☒ A572 GR ☐ A588 GR ☐ Unless Noted ☐

WELDING ELECTRODE: ☐ E70 ☒ See Welding Proc. ☐ None ☐

SHOP CONN: ☐ Bolted ☒ Welded ☐ None ☐

FIELD CONN: ☐ Bolted ☒ Welded ☐ None ☐

HOLES: ☐ 13/16 ☐ 15/16 ☒ A.S. Noted ☐ None ☐

PAINT: ☐ None ☒ Shopcoat ☐ Galv. After Fab. ☒ As Noted ☐

SPECIAL PAINT: —

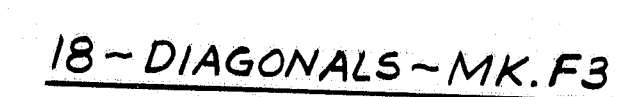
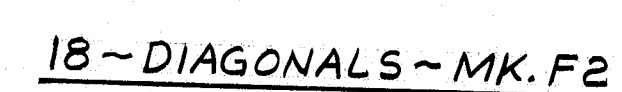
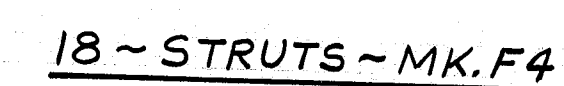
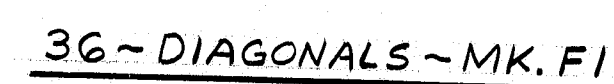
SPECIAL CLEANING: ☒ Blast Clean ☐ None ☐ SSPC-SP6

APPROVED:		
PRINT DIST.		
3p	12-27-83	APP.
8	1-2-84	FAB.
2S	1-27-84	F&F.
8	2-16-84	F&P.
REV. A	2-16-84	JCM
CHECKED	12-21-83	GK
DRAWN	11-16-83	R/LA

Bancroft & Martin Inc. South Portland, Maine 04106			
JOB: INDUSTRIAL PARK ROAD OVER I-395 BREWER, PENOBSCOT COUNTY, MAINE			
CUSTOMER: REED & REED			
DESIGNER: STATE OF MAINE DEPT. OF TRANS.			
ORDER NO.	JOB NO.	DRAWING NO.	REV.
	3-27	51-1	A

905-07

~~R88-65~~

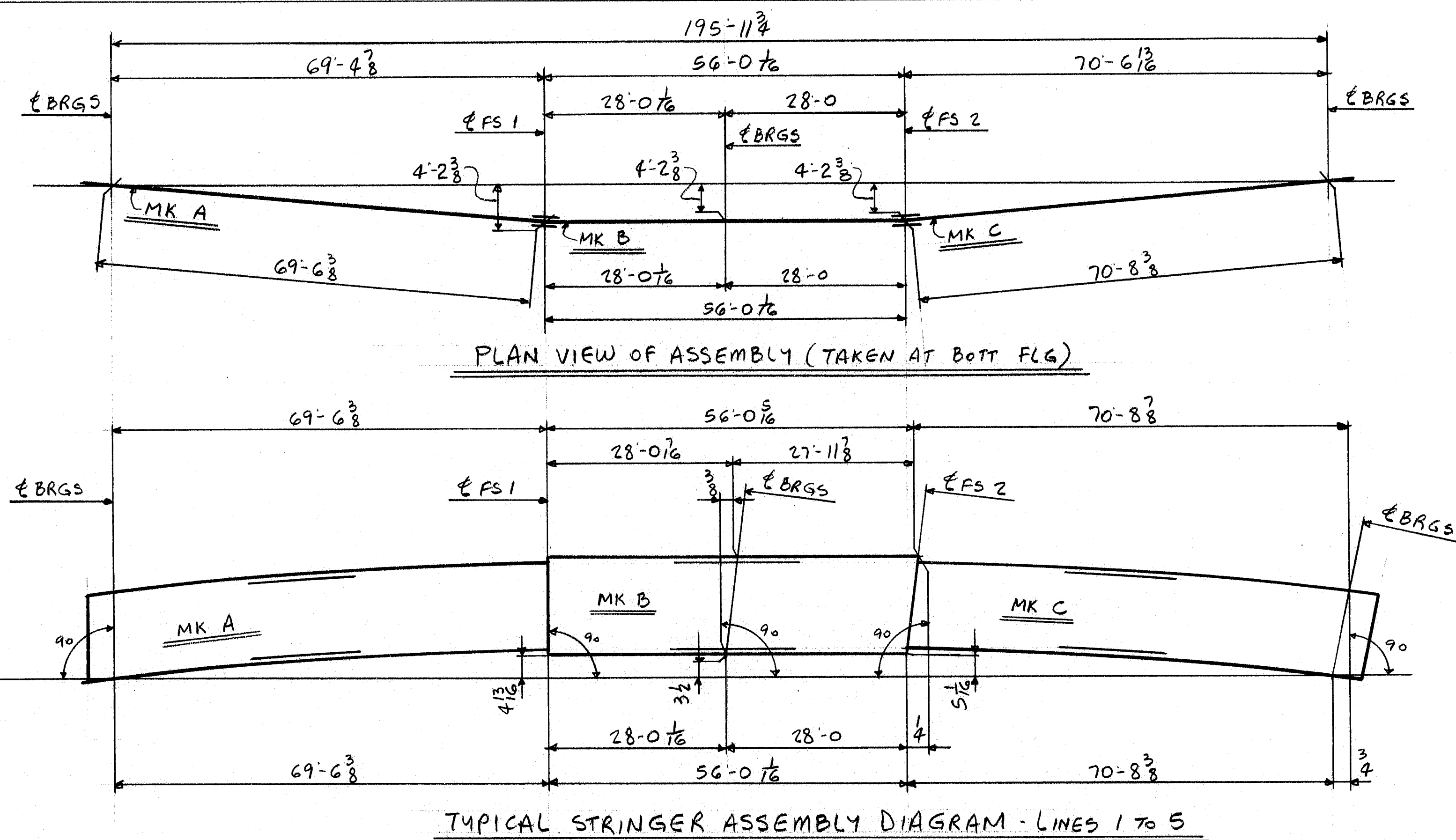


ALL CONNECTIONS DETAILED ON THIS DRAWING REPRESENT BANCROFT & MARTIN INC. STANDARD. IN APPROVING THIS DRAWING FOR FABRICATION, THE ARCHITECT AND/OR ENGINEER ASSUMES THE RESPONSIBILITY FOR THE STRUCTURAL INTEGRITY OF ALL CONNECTIONS SHOWN.

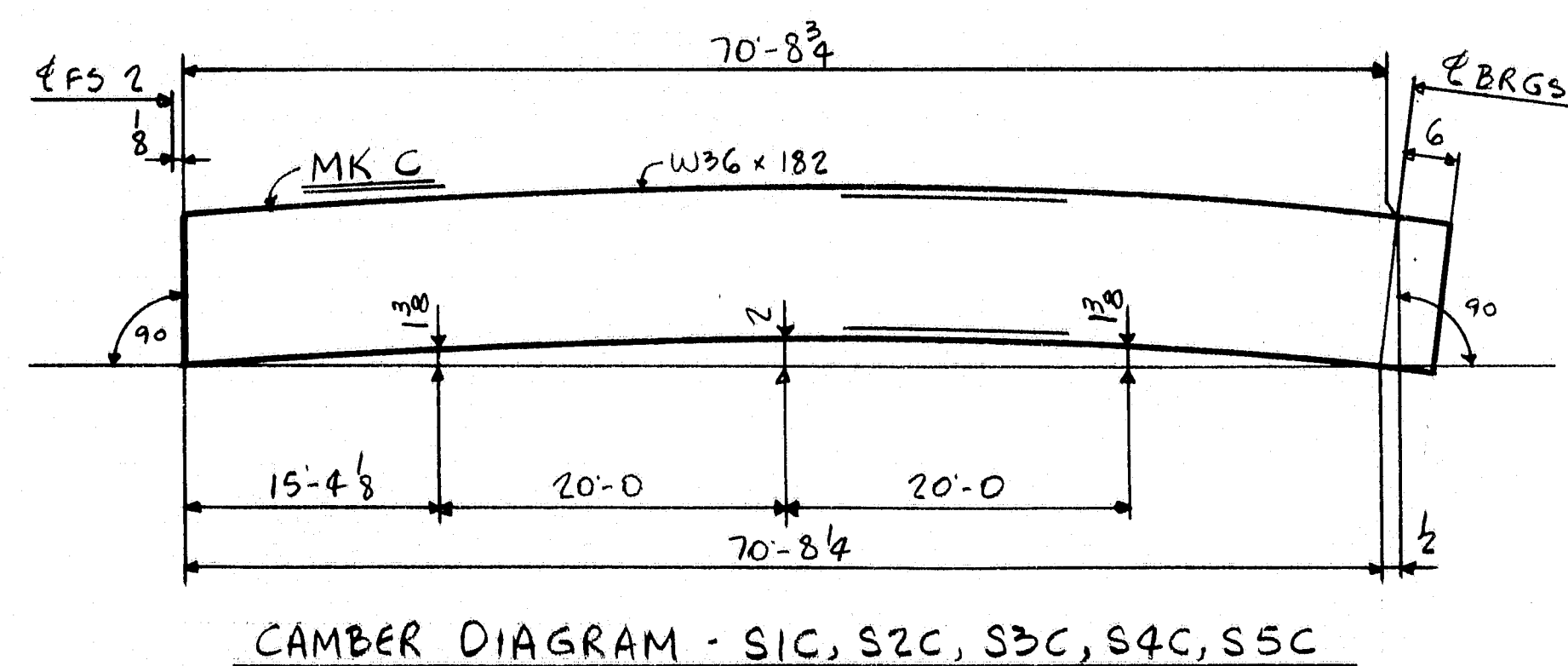
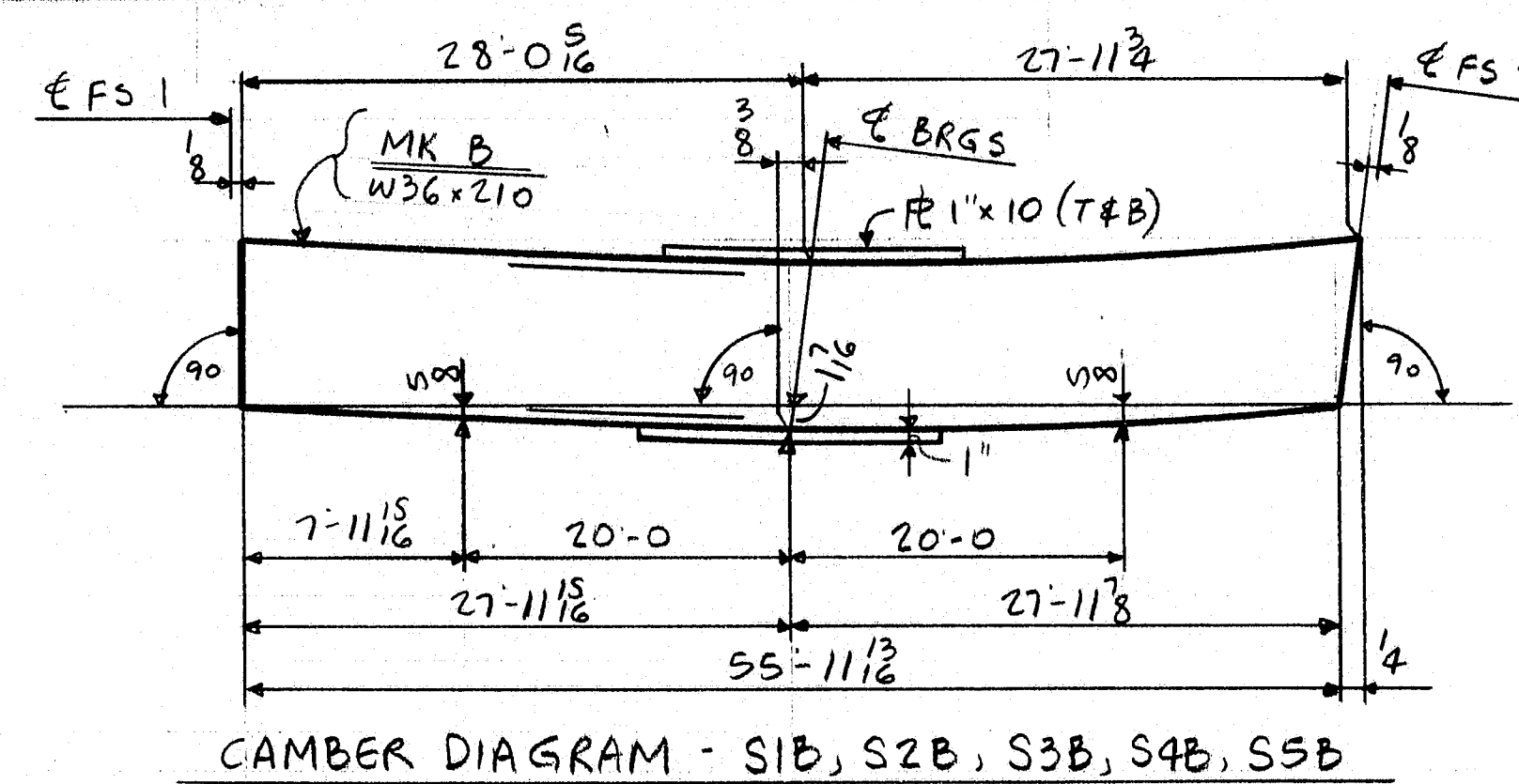
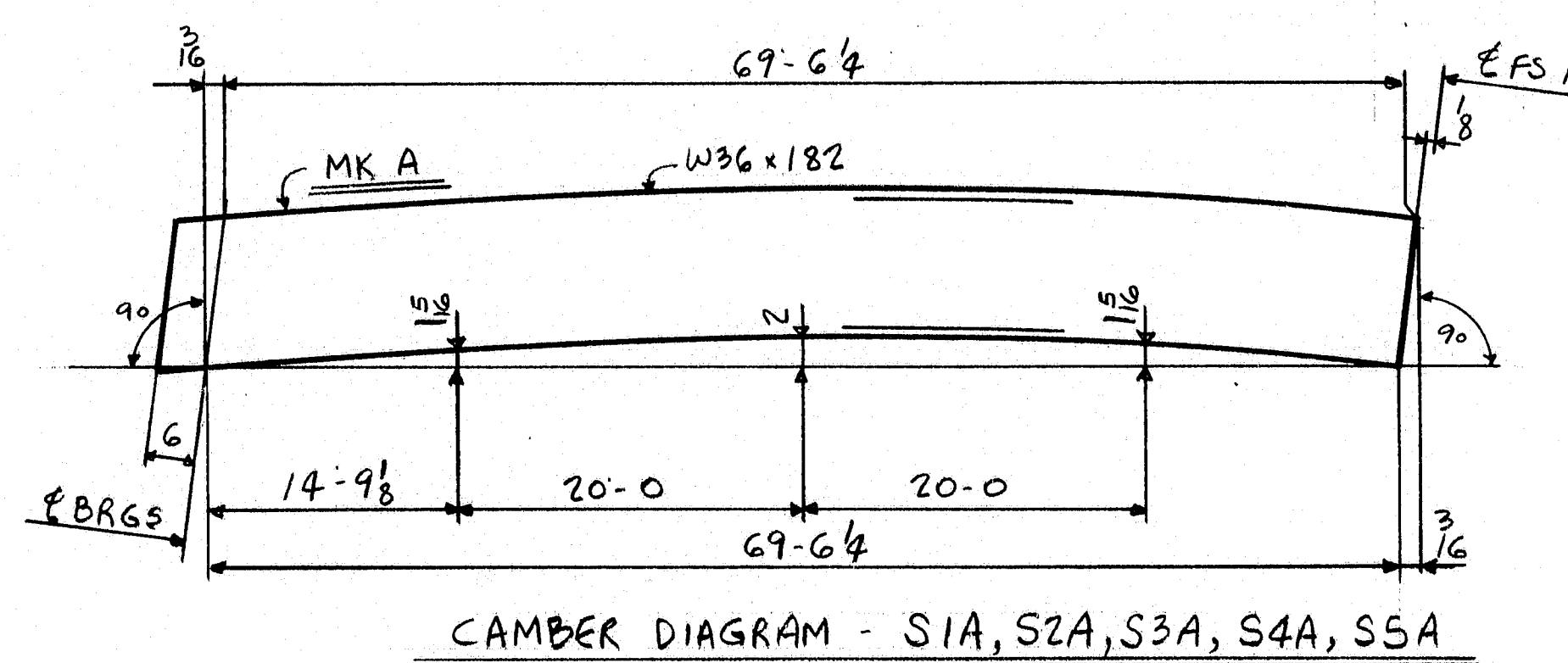
SHIP			BILL OF MATERIAL			JOB NO.		DRAWING NO.		REV
						3-27		53-1		△
MARK	NO.	MARK	SHAPE	LENGTH	WT.	ITEM QTY	WT	REMARKS		
			CROSSFRAME	PARTS						
F1	36		L3x3x $\frac{5}{16}$	7	8 $\frac{3}{8}$	PRO. STAINL. 15 @ $\frac{1}{2}$ " x 3"	3/L	1677	M.S.D CUTS 3/M	
	36	P1	R $\frac{5}{8}$ x4	1	4 $\frac{1}{2}$	RES. AC 20#	3/6	346		
F2	18		L3x3x $\frac{5}{16}$	7	6 $\frac{3}{8}$	FRAM 3 L ROUVE	3/M	827		
F3	18		L3x3x $\frac{5}{16}$	7	6 $\frac{3}{8}$	FRAM 3 L ROUVE	3/M	827		
F4	18		WT 4x9	7	54	PRO. STAINL. 15 @ $\frac{1}{2}$ " x 3"	3/K	1205		
	18	P2	R $\frac{5}{8}$ x64	0	G2	RES. 10' x 2 x 3'	3/N	b5		
								4967	#	
IT. NO. 504.70 BR. NO. PROJ. NO. I-395-B(85)176										
FOR APPROVAL					FOR FILES & FIELD					
STEEL: ASTM. <input checked="" type="checkbox"/> A36 <input type="checkbox"/> A572 GR1 <input type="checkbox"/> A588 GR1 <input type="checkbox"/> Unless Noted <input type="checkbox"/>										
WELDING ELECTRODE: <input type="checkbox"/> E70 <input checked="" type="checkbox"/> Welded <input type="checkbox"/> None See Welding Proc. <input type="checkbox"/> None <input type="checkbox"/>										
SHOP CONN: <input type="checkbox"/> Bolted <input checked="" type="checkbox"/> Welded <input type="checkbox"/> None										
FIELD CONN: <input checked="" type="checkbox"/> Bolted <input type="checkbox"/> Welded <input type="checkbox"/> None										
HOLES: <input type="checkbox"/> 13/16 <input checked="" type="checkbox"/> 15/16 <input type="checkbox"/> Unless Noted <input type="checkbox"/> None										
PAINT: <input type="checkbox"/> None <input checked="" type="checkbox"/> Shopcoat <input type="checkbox"/> Galv. After Fab. <input checked="" type="checkbox"/> As Noted										
SPECIAL PAINT: —										
SPECIAL CLEANING: <input checked="" type="checkbox"/> Blast Clean <input type="checkbox"/> None SSPC-SP6										
CROSSFRAME PARTS										
APPROVED:			Bancroft & Martin Inc <i>South Portland, Maine 04106</i> JOB: INDUSTRIAL PARK ROAD OVER I-395 BREWER, PENOBSCOT COUNTY, MAINE CUSTOMER: REED & REED DESIGNER: STATE OF MAINE DEPT. OF TRANS ORDER NO. JOB NO. DRAWING NO. REV.							
PRINT DIST.										
3 12-27-83 APP. B 2-2-84 FAB. RS 1-27-84 F&F.										
REV. △										
CHECKED			18-22-83 GK							
DRAWN			12-13-83 RLA							
			3-27 53-1 △							

905-13

~~R88-66~~

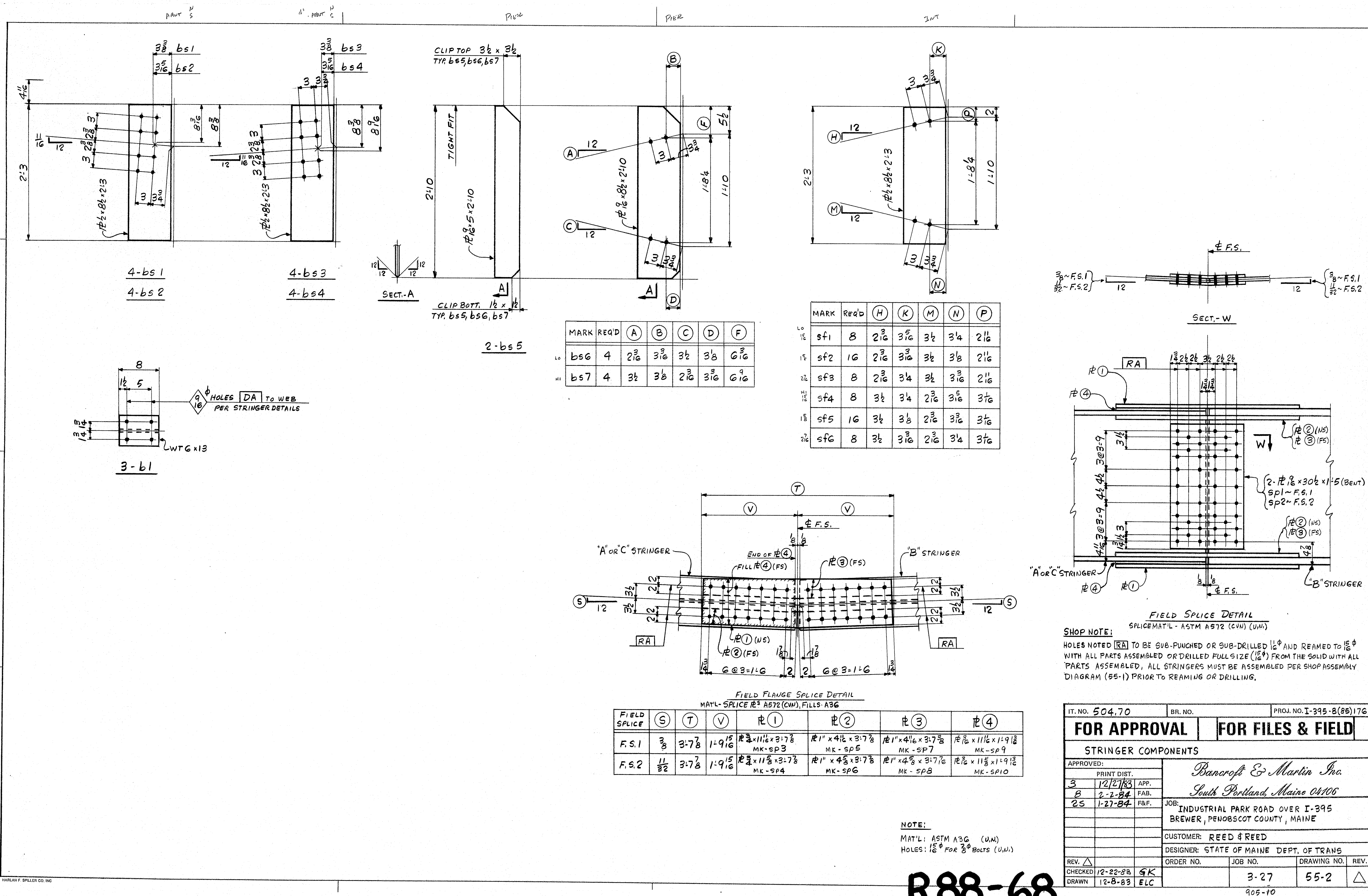


LINE	MK A	MK B	MK C
1	S1A	S1B	S1C
2	S2A	S2B	S2C
3	S3A	S3B	S3C
4	S4A	S4B	S4C
5	S5A	S5B	S5C

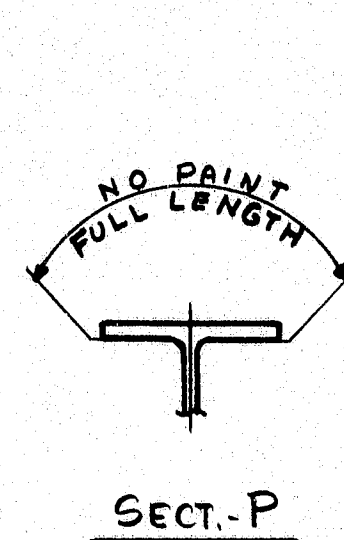
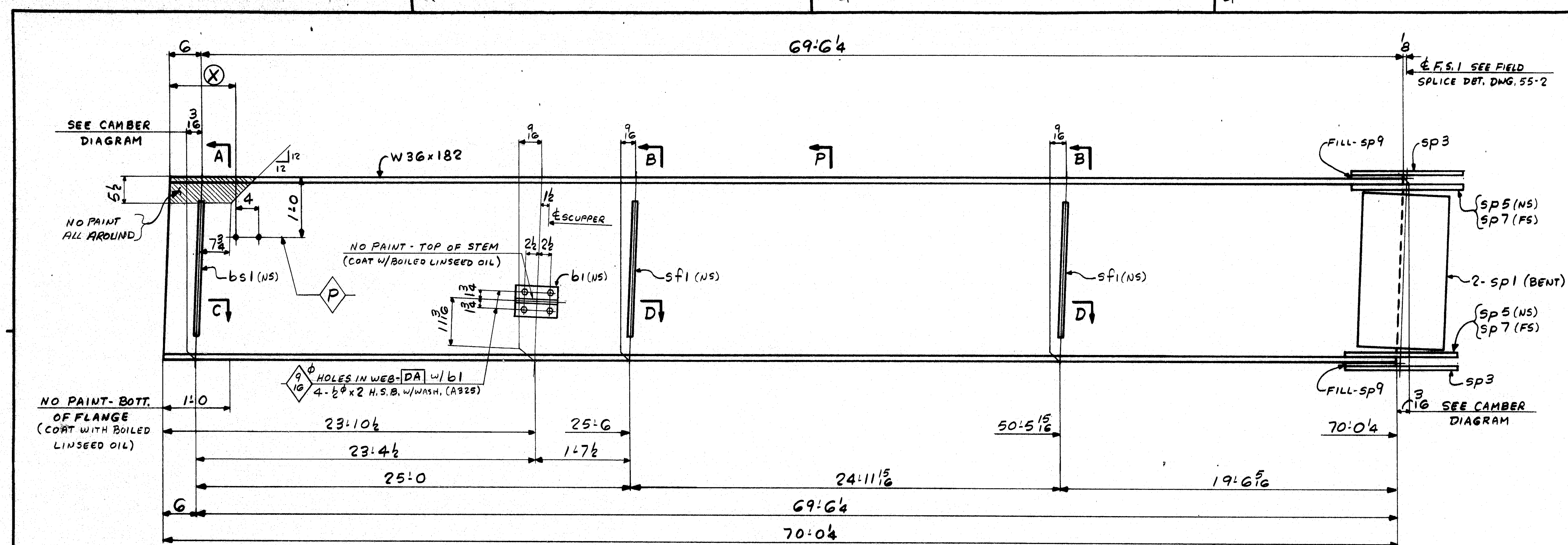


IT. NO. 504.70		BR. NO.		PROJ. NO. I-395-8(85)176	
FOR APPROVAL		FOR FILES & FIELD			
SHOP ASSEMBLY & CAMBER DIAGRAMS					
APPROVED:		Bancroft & Martin Inc.			
PRINT DIST.		South Portland, Maine 04106			
3 12/27/83		APP.			
B 2-2-84		FAB.			
25 1-27-84		F&F.			
JOB: INDUSTRIAL PARK ROAD OVER I-395					
BREWER, PENOBSCOT COUNTY, MAINE					
CUSTOMER: REED & REED					
DESIGNER: STATE OF MAINE, DEPT. OF TRANS.					
REV. Δ		ORDER NO.		JOB NO.	
CHECKED 11-29-83 FK		3-27		DRAWING NO. 55-1	
DRAWN 11-29-83 LT				REV. Δ	

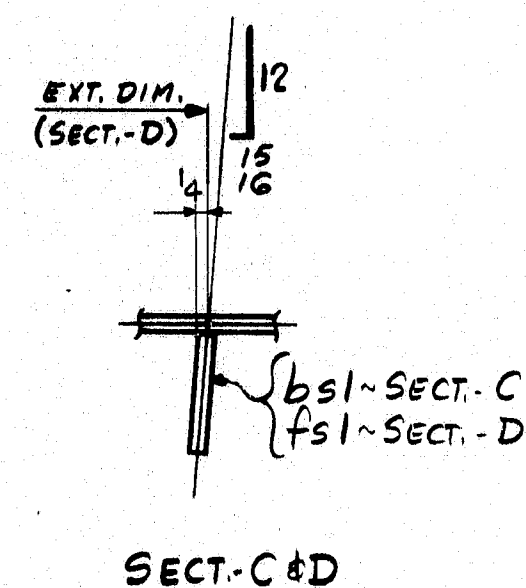
R88-67



R.88-68



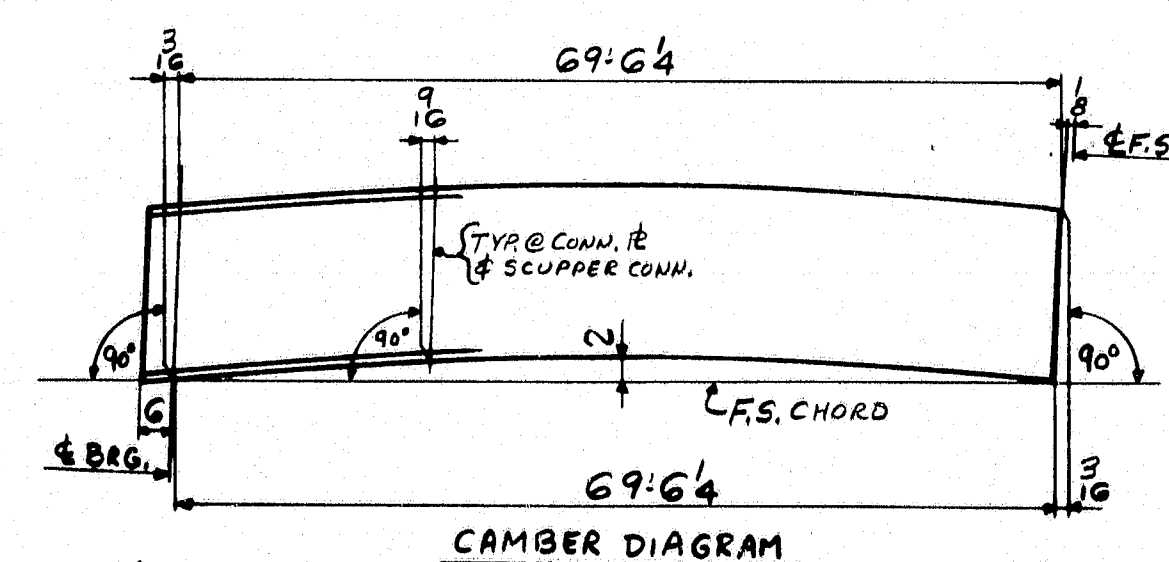
SECT-A



SECT-B

ONE-STRINGER - SIA
 FOR STRINGER STANDARD DETAILS SEE DWG. 55-2
 FOR SHOP ASSY & CAMBER DIAGRAMS SEE DWG. 55-1
 FOR FIELD SPICE DETAILS INCL. FLG. END CUT SEE DWG. 55-2
 NO PAINT WITHIN 2" OF OPEN HOLES UNLESS NOTED

NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
1	bsl	W36x182	70	0.6	1/2" x 1/2" x 1/2"
2	sf1	W36x182	2	3	1/2" x 1/2" x 1/2"
2	sp1	W36x182	1	5	1/2" x 1/2" x 1/2"
2	sp3	W36x182	3	7	1/2" x 1/2" x 1/2"
2	sp5	W36x182	3	7	1/2" x 1/2" x 1/2"
2	sp7	W36x182	3	7	1/2" x 1/2" x 1/2"
2	sp9	W36x182	1	9	1/2" x 1/2" x 1/2"
1	bsl	WT 6x13	0	8	1/2" x 1/2" x 1/2"
4	bsl	WT 6x13	0	2	1/2" x 1/2" x 1/2"
4	bsl	WT 6x13	0	2	1/2" x 1/2" x 1/2"

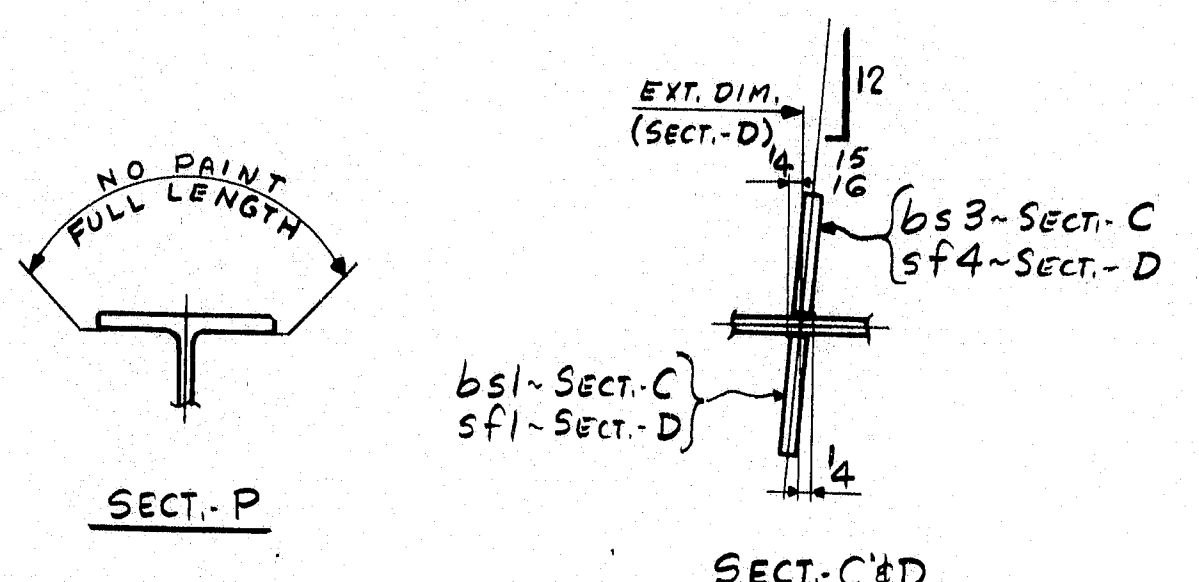
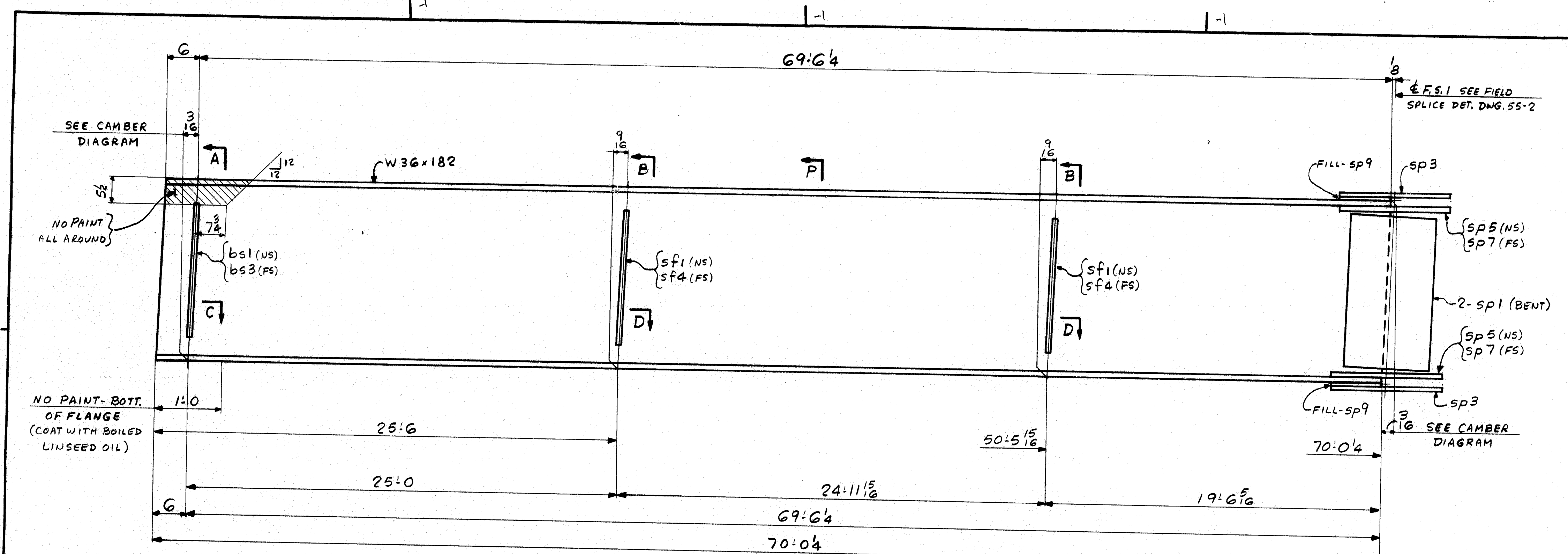


ALL CONNECTIONS DETAILED ON THIS DRAWING
 REPRESENT BANCROFT & MARTIN INC. STANDARDS.
 IN APPROVING THIS DRAWING FOR FABRICATION,
 THE ARCHITECT AND/OR ENGINEER ASSUMES THE
 RESPONSIBILITY FOR THE STRUCTURAL INTEGRITY
 OF ALL CONNECTIONS SHOWN.

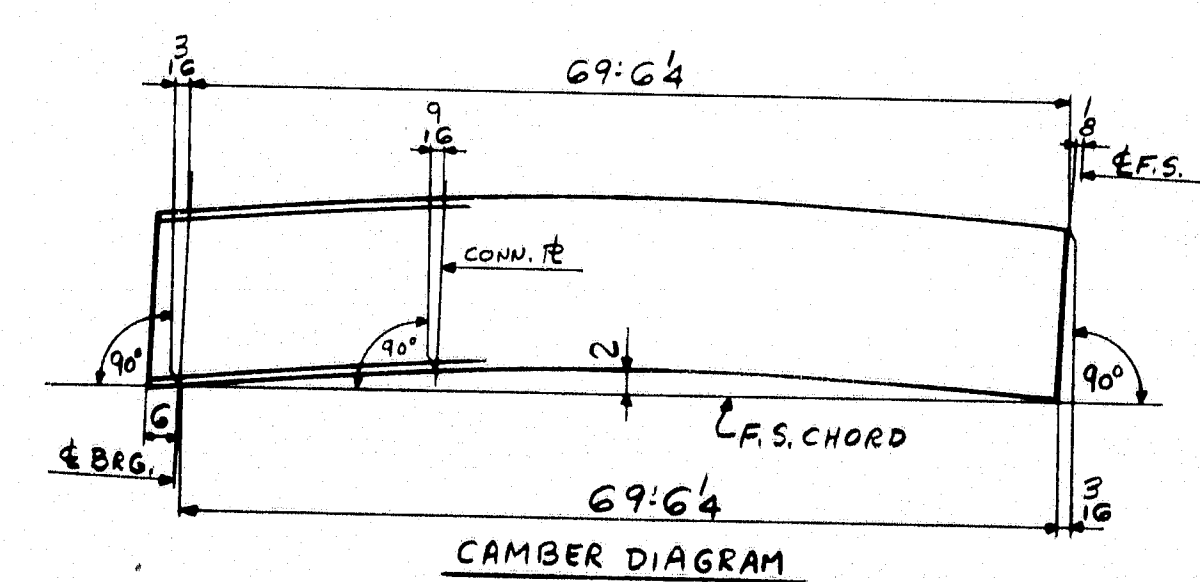
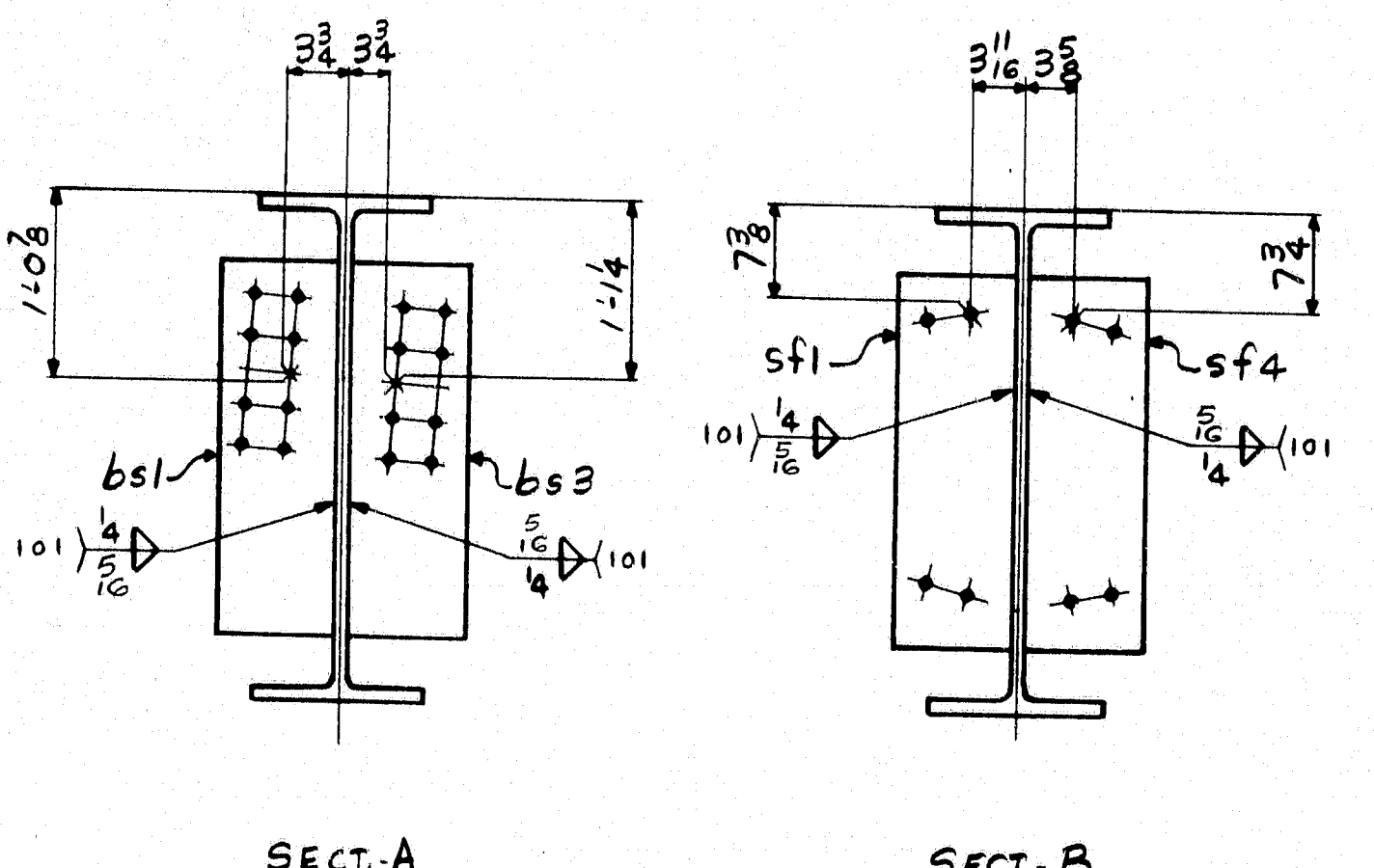
SHIP		BILL OF MATERIAL		JOB NO.		DRAWING NO.		REV.	
				3-27		55-3			
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS			
			STRINGER						
SIA	1		W36x182	70	0.6	1/2" x 1/2" x 1/2"	A572	CVN	
	1	bsl	W36x182	2	3	1/2" x 1/2" x 1/2"			
	2	sf1	W36x182	2	3	1/2" x 1/2" x 1/2"			
	2	sp1	W36x182	1	5	1/2" x 1/2" x 1/2"			
	2	sp3	W36x182	3	7	1/2" x 1/2" x 1/2"			
	2	sp5	W36x182	3	7	1/2" x 1/2" x 1/2"			
	2	sp7	W36x182	3	7	1/2" x 1/2" x 1/2"			
	2	sp9	W36x182	1	9	1/2" x 1/2" x 1/2"			
	1	bsl	WT 6x13	0	8	1/2" x 1/2" x 1/2"			
	4	bsl	WT 6x13	0	2	1/2" x 1/2" x 1/2"			
	4	bsl	WT 6x13	0	2	1/2" x 1/2" x 1/2"			

IT. NO. 504.70		BR. NO.		PROJ. NO. I-395-8(5)176	
FOR APPROVAL					
FOR FILES & FIELD					
STEEL: ASTM. <input checked="" type="checkbox"/> A36 <input type="checkbox"/> A572 GR <input type="checkbox"/> A588 GR <input type="checkbox"/> Unless Noted					
WELDING ELECTRODE: <input type="checkbox"/> E70 <input checked="" type="checkbox"/> See Welding Proc. <input type="checkbox"/> None					
SHOP CONN: <input checked="" type="checkbox"/> Bolted <input checked="" type="checkbox"/> Welded <input type="checkbox"/> None					
FIELD CONN: <input checked="" type="checkbox"/> Bolted <input checked="" type="checkbox"/> Welded <input type="checkbox"/> None					
HOLES: <input type="checkbox"/> 13/16 <input checked="" type="checkbox"/> 15/16 <input type="checkbox"/> Unless Noted <input type="checkbox"/> None					
PAINT: <input type="checkbox"/> None <input checked="" type="checkbox"/> Shopcoat <input type="checkbox"/> Galv. After Fab. <input checked="" type="checkbox"/> As Noted					
SPECIAL PAINT: <input type="checkbox"/> None <input checked="" type="checkbox"/> SSFC-SP6					
SPECIAL CLEANING: <input checked="" type="checkbox"/> Blast Clean <input type="checkbox"/> None					
STRINGER - SIA					
APPROVED:					
PRINT DIST.					
3p 12/27/83 APP.					
B 2-2-84 FAB.					
2S 1-27-84 F&F.					
BANCROFT & MARTIN Inc. South Portland, Maine 04106					
JOB: INDUSTRIAL PARK ROAD OVER I-395 BREWER, PENOBSCOT COUNTY, MAINE					
CUSTOMER: REED & REED					
DESIGNER: STATE OF MAINE DEPT. OF TRANS.					
ORDER NO. JOB NO. DRAWING NO. REV.					
3-27 55-3					
905-10					

R88-69

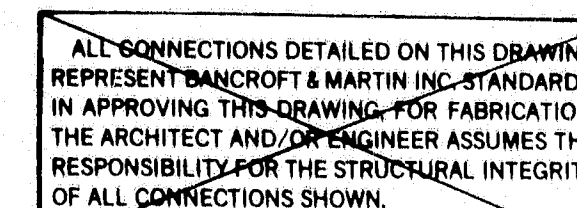


ONE - STRINGER - S2A
 ONE - STRINGER - S3A
 ONE - STRINGER - S4A
 FOR STRINGER STANDARD DETAILS SEE DWG. 55-2
 FOR SHOP ASSY & CAMBER DIAGRAMS SEE DWG. 55-1
 FOR FIELD SPLICE DETAILS INCL. FLG. END CUT SEE DWG. 55-2
 NO PAINT WITHIN 2" OF OPEN HOLES



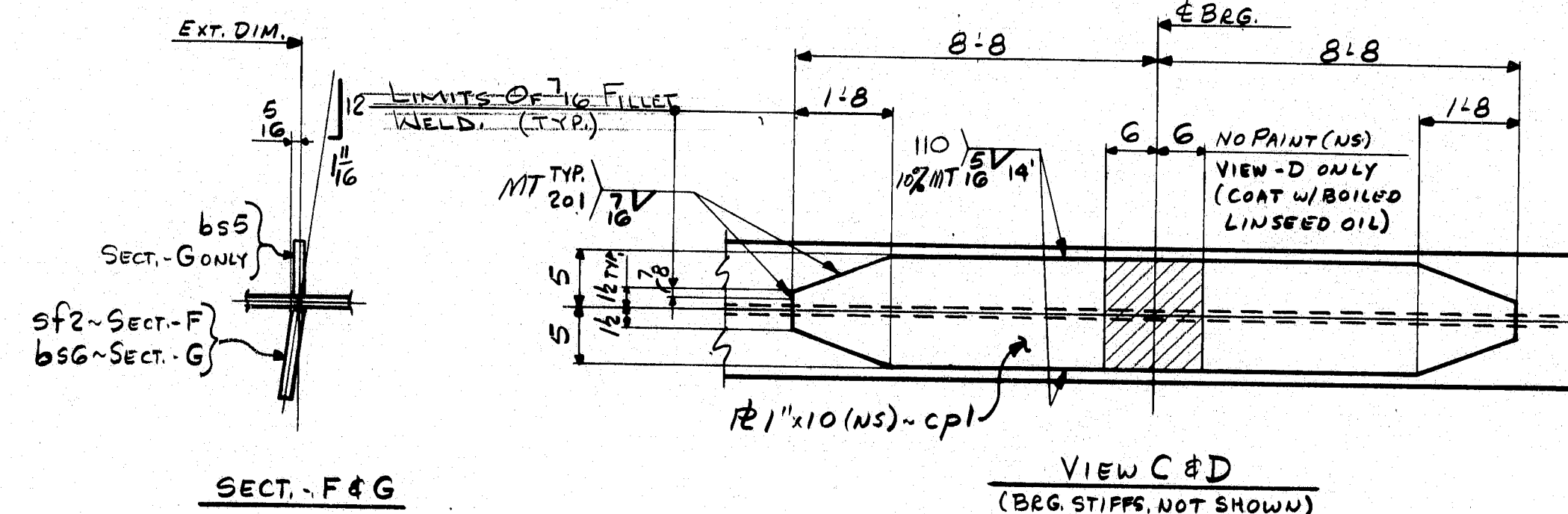
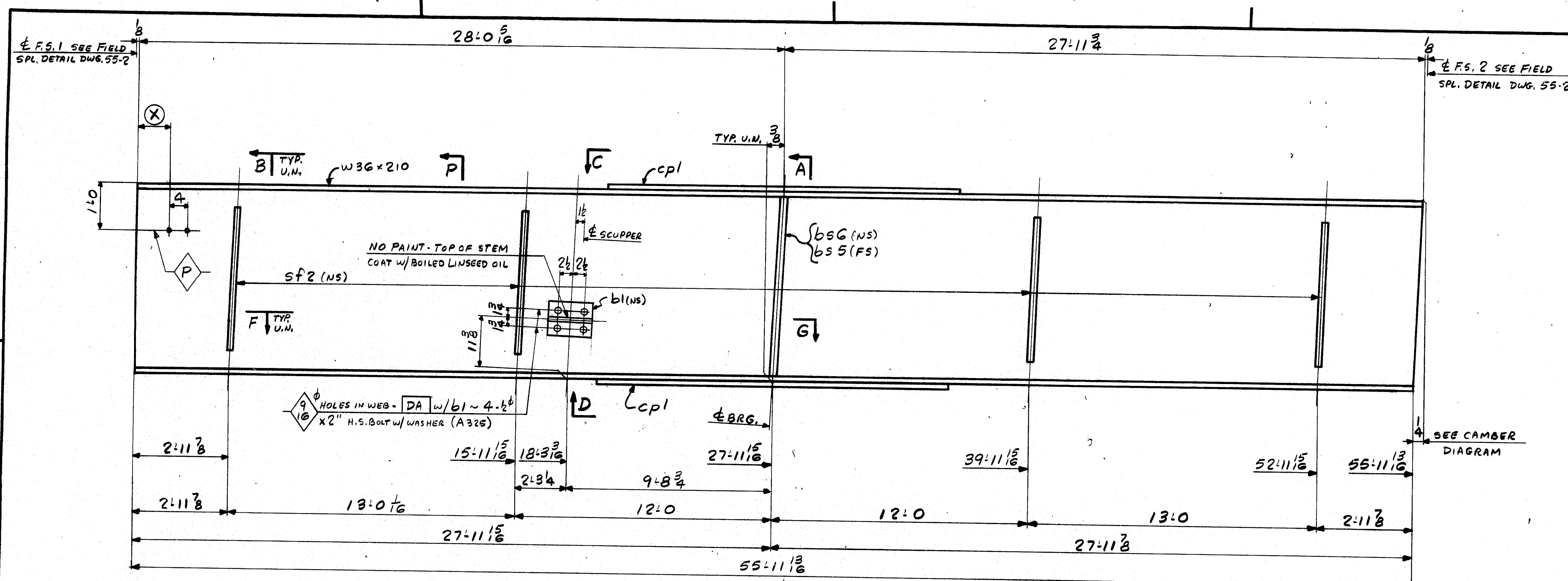
SHIP		BILL OF MATERIAL			JOB NO.		DRAWING NO.		REV.
					3-27		55-4		△
MARK	NO.	MARK	SHAPE	LENGTH	WT.	ITEM NO.	WT.	REMARKS	
STRINGERS									
S2A	1		W36x182	70	016	89.57115	2/B	12744	A572 CVN
S3A	1		W36x182	70	016	73.0	2/B	12744	A572 CVN
S4A	1		W36x182	70	016	70.4"	2/B	12744	A572 CVN
	3	b51	1/2x8 1/2	2	3	1.54443	3/D	98	
	3	b53	1/2x8 1/2	2	3	1.0	3/D	98	
	6	sf1	1/2x8 1/2	2	3	1.94	3/D	195	
	6	sf4	1/2x8 1/2	2	3	2.40	3/D	195	
	6	sp1	1/2x30 1/2	1	5	1.22x117.5	2/H	496	A588 BENT CVN
	6	sp3	1/2x11 1/2	3	7 1/2	1.65.5" 23x24.5" 1.19.5"	2/I	654	A588 CVN
	6	sp5	1" x4 1/2	3	7 1/2	1.65.5" 23x24.5" 1.19.5"	2/I	350	A572
	6	sp7	1" x4 1/2	3	7 1/2	1.65.5" 23x24.5" 1.19.5"	2/I	346	A572
	6	sp9	1/2x11 1/2	1	9 1/2	1.65.5" 23x24.5" 1.19.5"	3/B	81	
							49.745#		

R88-70

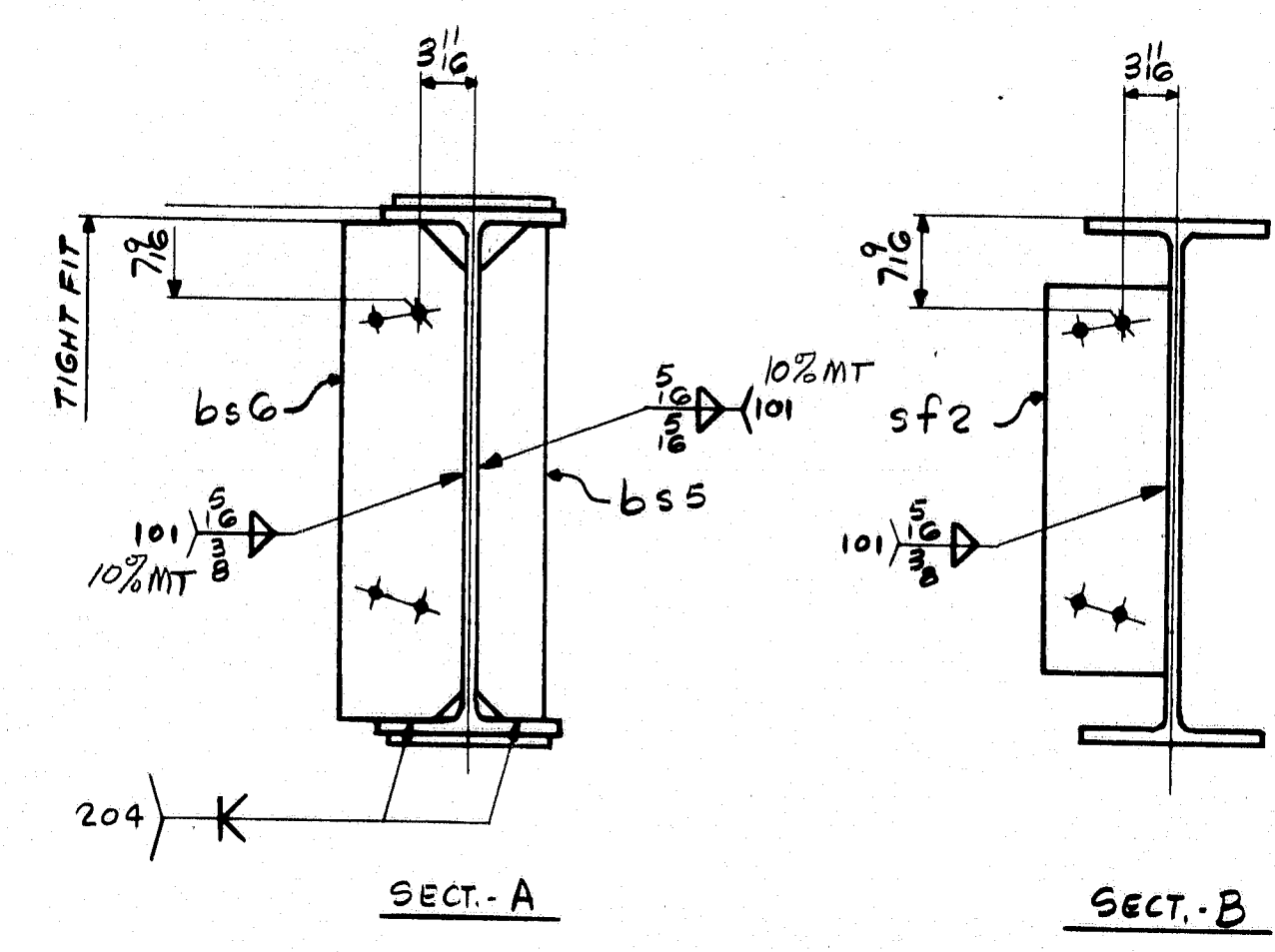


SHIP		BILL OF MATERIAL				JOB NO.		DRAWING NO.		REV
						3-27		55-5		△
MARK	NO.	MARK	SHAPE	LENGTH	WT.	ITEM NO.	WT	REMARKS		
			STRINGER							
SSA	1		W 36 x 182	70	076	12' 7 1/4"	2/B	12744	A572	CVN
	1	b53	1/2 x 8 1/2	2	3	12' 7 1/4" x 3/8"	3/B	33		
	2	sf4	1/2 x 8 1/2	2	3	12' 7 1/4" x 3/8"	3/D	b5		
	2	sp1	1/2 x 30 1/2	1	5	12' 7 1/4" x 3/8"	2/H	1b5	A588	BENT CVN
	2	sp3	1/2 x 11 1/2	3	7 1/2	12' 7 1/4" x 3/8"	2/I	218	A588	CVN
	2	sp5	1/2 x 4 1/2	3	7 1/2	12' 7 1/4" x 3/8"	2/J	117	A572	
	2	sp7	1/2 x 4 1/2	3	7 1/2	12' 7 1/4" x 3/8"	2/I	115	A572	
	2	sp9	1/2 x 11 1/2	1	9 1/2	12' 7 1/4" x 3/8"	3/B	27		
								13,484	#	

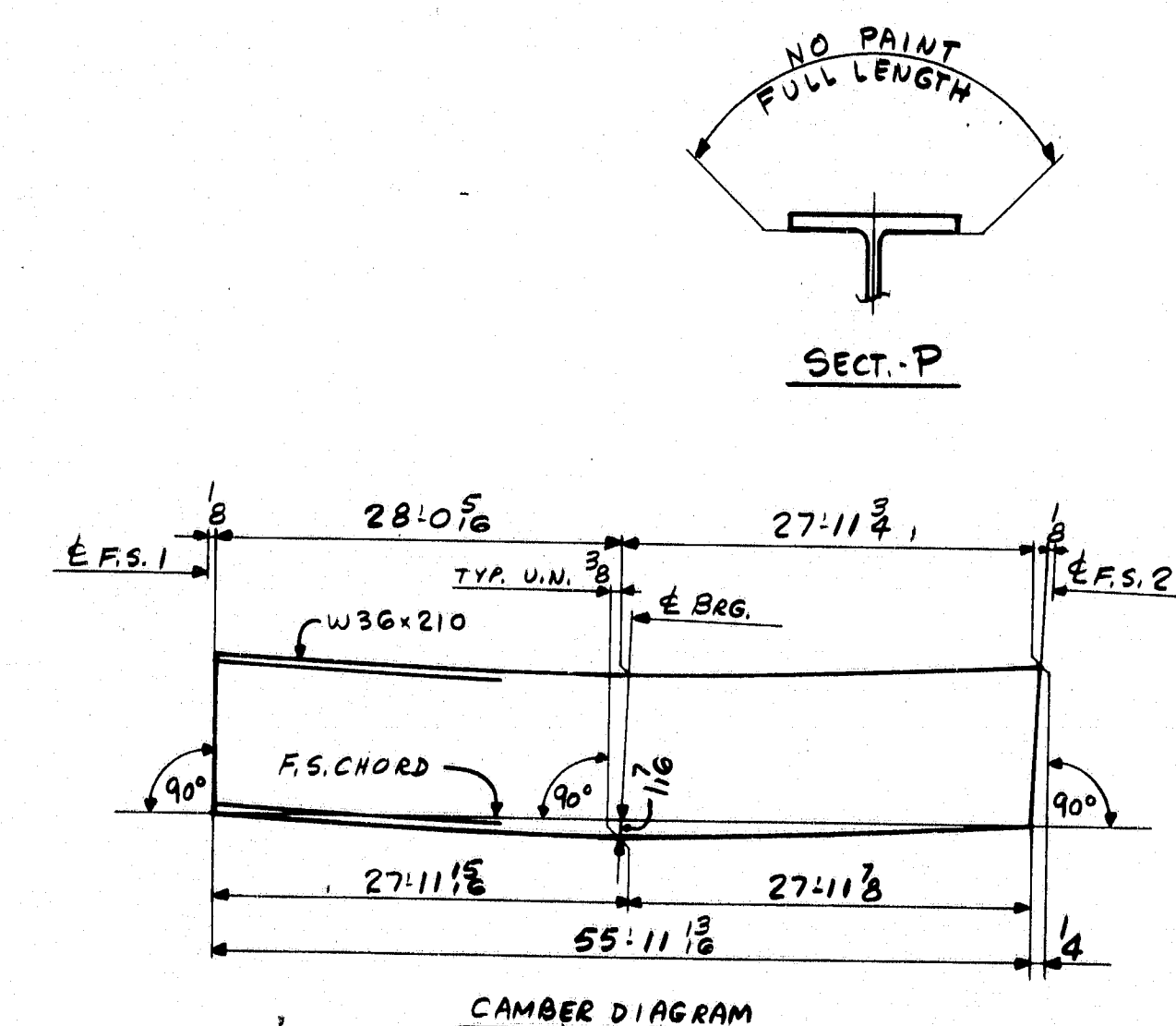
IT. NO. 504.70		BR. NO.	PROJ. NO. I-395-B(85)176
FOR APPROVAL		FOR FILES & FIELD	
STEEL: ASTM. <input checked="" type="checkbox"/> A36 <input type="checkbox"/> A572 GR1 <input type="checkbox"/> A588 GR1 <input checked="" type="checkbox"/> Unless Noted <input type="checkbox"/>			
WELDING ELECTRODE: <input type="checkbox"/> E70 <input checked="" type="checkbox"/> See Welding Proc. <input type="checkbox"/> None <input type="checkbox"/>			
SHOP CONN: <input type="checkbox"/> Bolted <input checked="" type="checkbox"/> Welded <input type="checkbox"/> None			
FIELD CONN: <input checked="" type="checkbox"/> Bolted <input checked="" type="checkbox"/> Welded <input type="checkbox"/> None			
HOLES: <input type="checkbox"/> 13/16 <input checked="" type="checkbox"/> 15/16 <input type="checkbox"/> Unless Noted <input type="checkbox"/> None			
PAINT: <input type="checkbox"/> None <input checked="" type="checkbox"/> Shopcoat <input type="checkbox"/> Galv. After Fab. <input checked="" type="checkbox"/> As Noted			
SPECIAL PAINT:			
SPECIAL CLEANING: <input checked="" type="checkbox"/> Blast Clean <input type="checkbox"/> None SSPC-SP6			
STRINGER - SSA			
APPROVED: 3p 12-27-83 APP. b 2-2-84 FAB. 2S 1-27-84 F&F.		Bancroft & Martin Inc South Portland, Maine 04106 JOB: INDUSTRIAL PARK ROAD OVER I-395 BREWER, FENOBSBOT COUNTY, MAINE CUSTOMER: REED & REED DESIGNER: STATE OF MAINE DEPT. OF TRANS. ORDER NO. JOB NO. DRAWING NO. REV. 3-27 55-5	



ONE - STRINGER - S1B
 FOR STRINGER STANDARD DETAILS SEE DWG. 55-2
 FOR SHOP ASSY & CAMBER DIAGRAMS SEE DWG. 55-1
 FOR FIELD SPICE DETAILS INCL. FLG. ENDCUTS SEE DWG. 55-2
 NO PAINT WITHIN 2" OF OPEN HOLES UNLESS NOTED



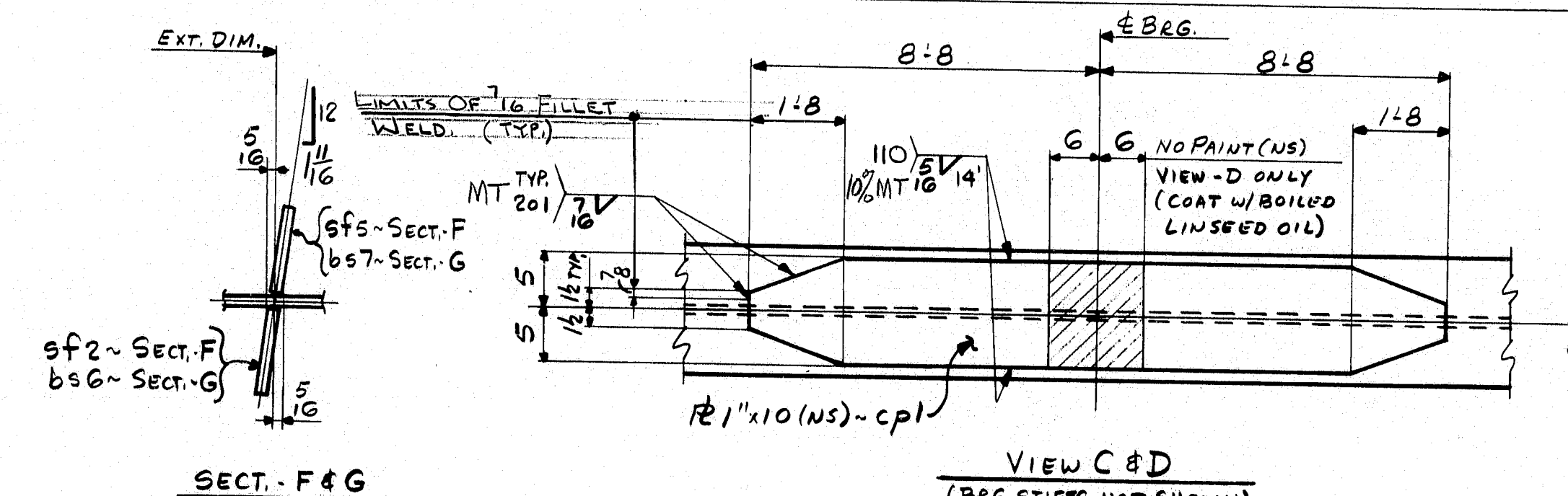
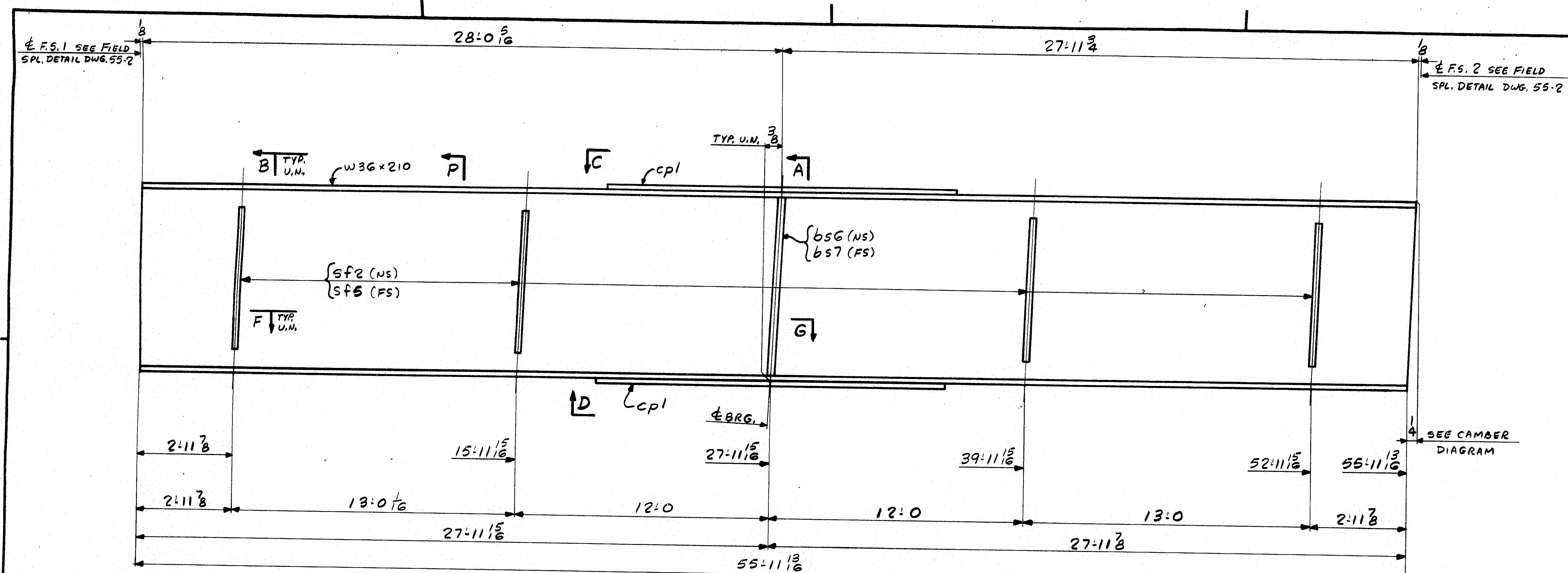
1'-2
8'-2
15'-2
22'-2
29'-2
36'-2
43'-2
50'-2
54'-6



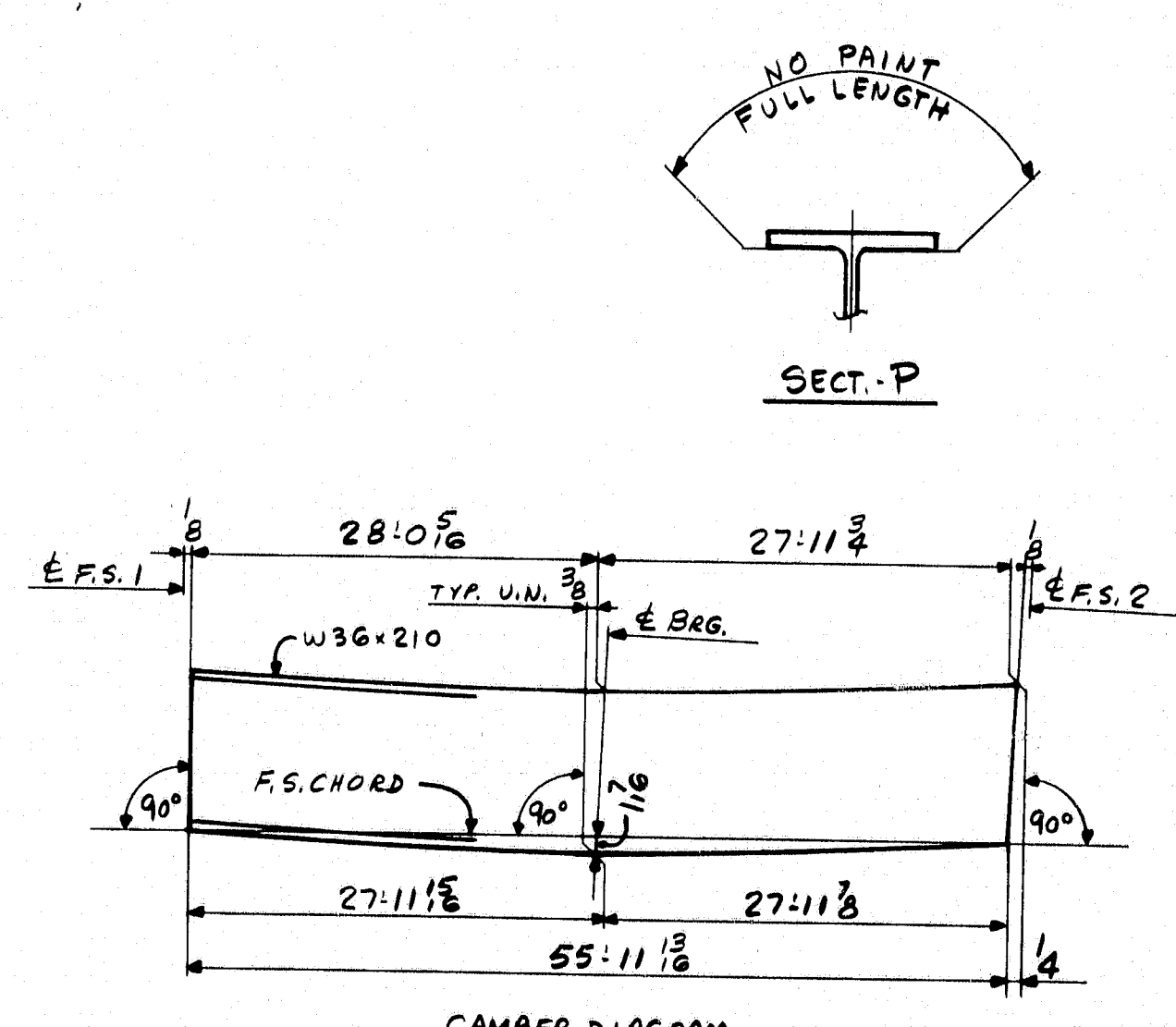
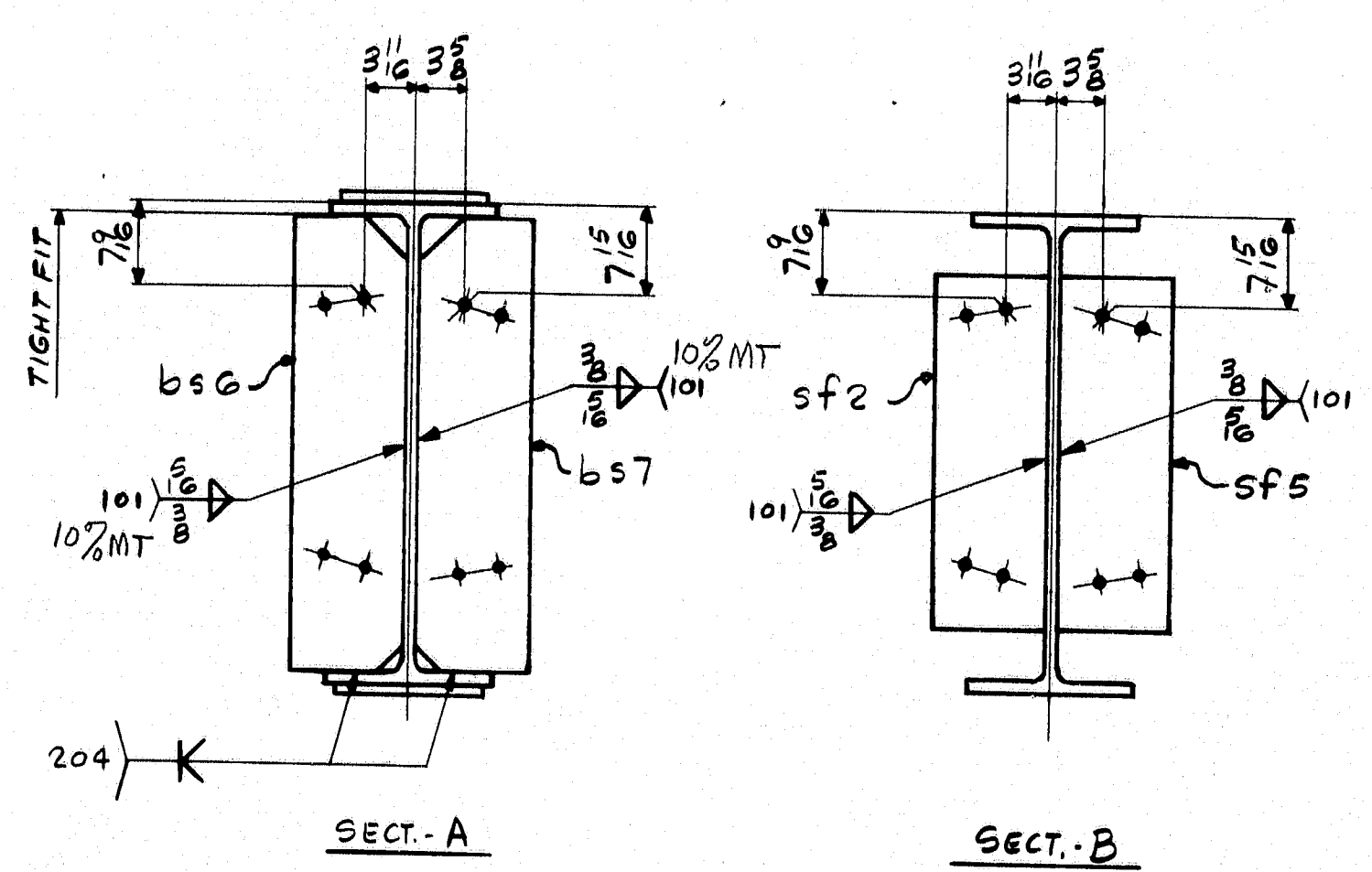
SHIP		BILL OF MATERIAL		JOB NO.		DRAWING NO.		REV.	
				3-27		55-6			
MARK	NO.	MARK	SHAPE	LENGTH	WT.	WT.	WT.	REMARKS	
STRINGER									
S1B	1		W36x210	56	0 1/2	3/4	1175	AS72	CVN
	2	cpl	R 1" x 10	17	4	2/3	1100	AS72	CVN
	1	b5G	R 1/2 x 8 1/2	2	10	3/4	46	FIE	
	1	b5S	R 1/2 x 5	2	10	3/4	27	FIE	
	4	sf2	R 1/2 x 8 1/2	2	3	3/4	130		
	1	b1	WT 6 x 13	0	8	3/4	9		
	4		2" H.S. BOLT	0	2	4/4	1	W/H.H. NUT	AS72
	4		2" HD FLAT WASHER			4/4			
							13072	#	

IT. NO. 504.70		BR. NO.		PROJ. NO. I-395-8(85)176	
FOR APPROVAL FOR FILES & FIELD					
STEEL: ASTM. <input checked="" type="checkbox"/> A36 <input type="checkbox"/> A572 GRL <input type="checkbox"/> A588 GRL <input checked="" type="checkbox"/> Unless Noted					
WELDING ELECTRODE: <input type="checkbox"/> E70 <input checked="" type="checkbox"/> See Welding Proc. <input type="checkbox"/> None					
SHOP CONN: <input checked="" type="checkbox"/> Bolted <input checked="" type="checkbox"/> Welded <input type="checkbox"/> None					
FIELD CONN: <input checked="" type="checkbox"/> Bolted <input checked="" type="checkbox"/> Welded <input type="checkbox"/> None					
HOLES: <input type="checkbox"/> 13/16 <input checked="" type="checkbox"/> 15/16 <input type="checkbox"/> Unless Noted <input type="checkbox"/> None					
PAINT: <input type="checkbox"/> None <input checked="" type="checkbox"/> Shopcoat <input type="checkbox"/> Galv. After Fab. <input checked="" type="checkbox"/> As Noted					
SPECIAL PAINT: <input type="checkbox"/> None <input checked="" type="checkbox"/> Blast Clean <input type="checkbox"/> None <input type="checkbox"/> SSPC-SP6					
SPECIAL CLEANING: <input checked="" type="checkbox"/> Blast Clean <input type="checkbox"/> None <input type="checkbox"/> SSPC-SP6					
STRINGER - S1B					
APPROVED: PRINT DIST. 3 12/27/83 APP. 8 2-2-84 FAB. 25 1-27-84 F&F.					
Bancroft & Martin Inc. South Portland, Maine 04106					
JOB: INDUSTRIAL PARK ROAD OVER I-395 BREWER, PENOBSCOT COUNTY, MAINE					
CUSTOMER: REED & REED					
DESIGNER: STATE OF MAINE DEPT. OF TRANS.					
ORDER NO. JOB NO. DRAWING NO. 55-6					
REV. CHECKED 12-22-83 GK DRAWN 12-12-83 ELC					

R88-72

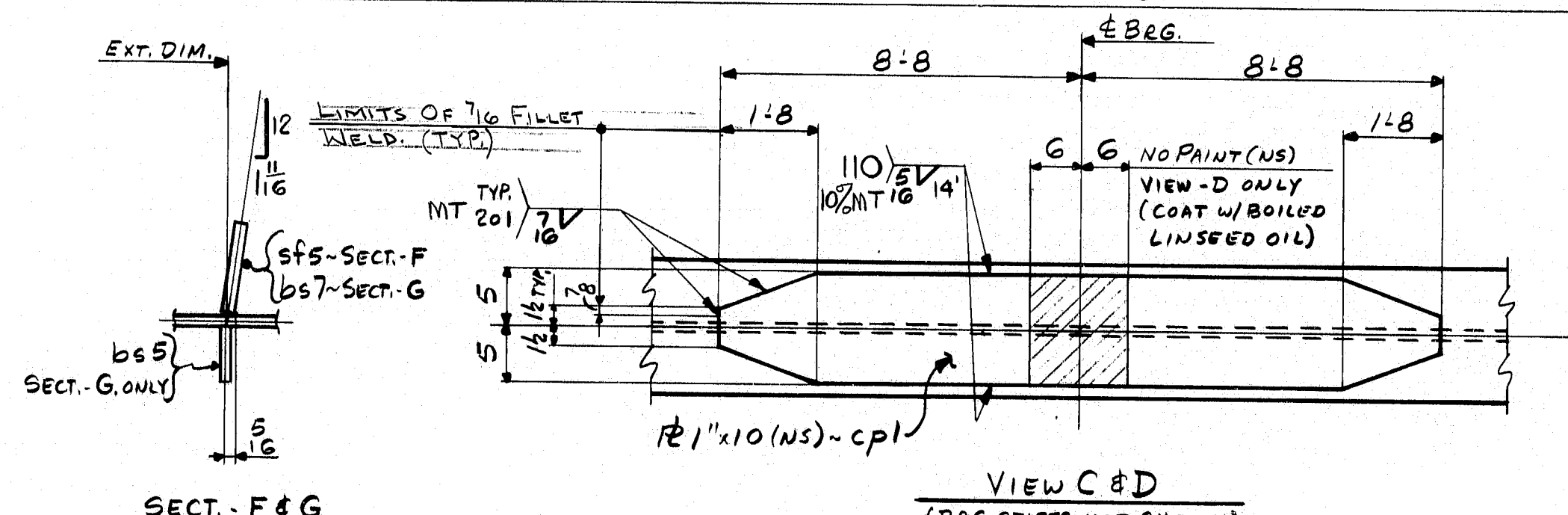
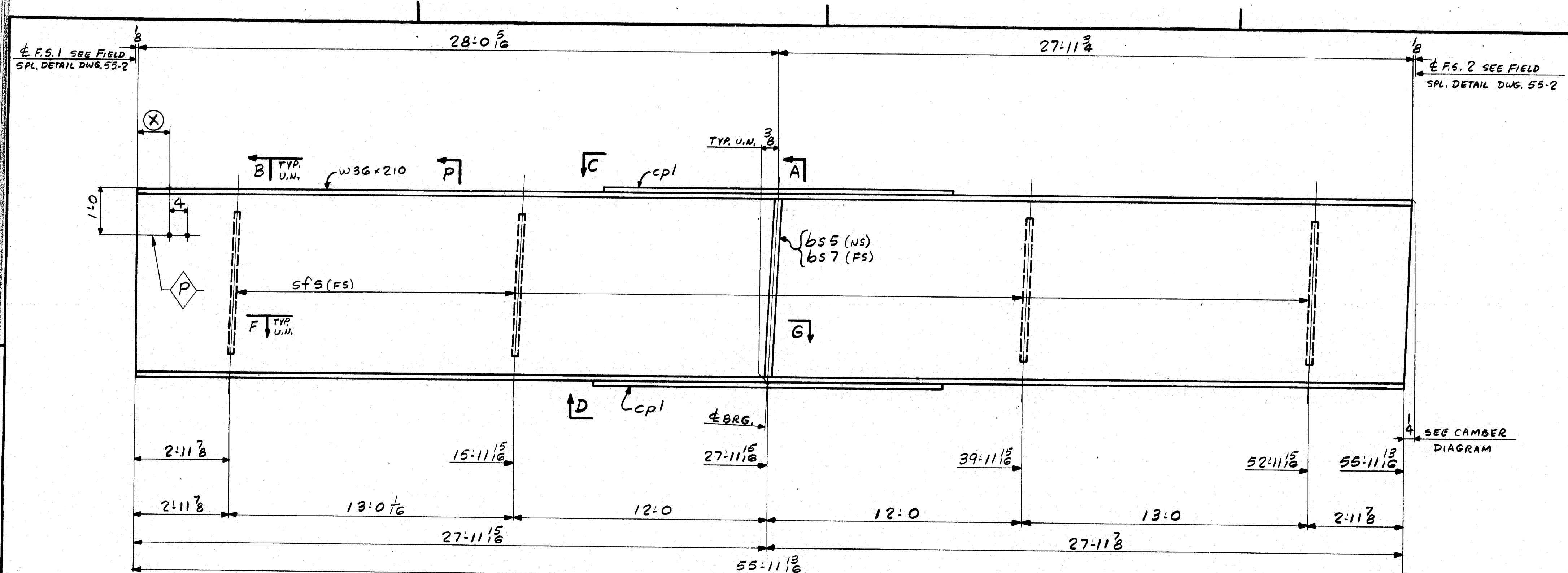


ONE - STRINGER - S2B
 ONE - STRINGER - S3B
 ONE - STRINGER - S4B
 ALIKE UNTIL REAMED
 FOR STRINGER STANDARD DETAILS SEE DWG. 55-2
 FOR SHOP ASSY & CAMBER DIAGRAMS SEE DWG. 55-1
 FOR FIELD SPICE DETAILS INCL. FLG. ENDCUTS SEE DWG. 55-2
 NO PAINT WITHIN 2" OF OPEN HOLES

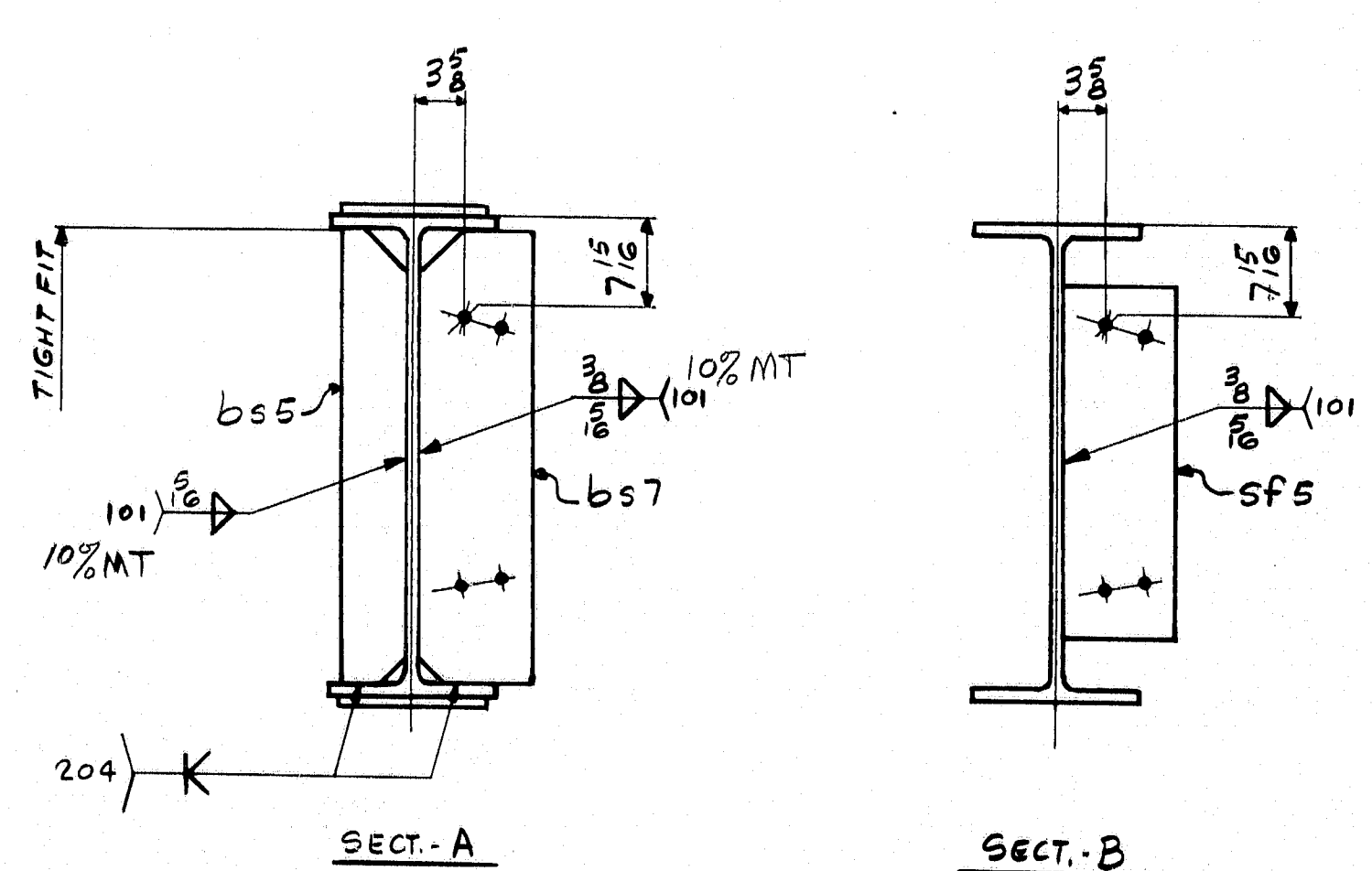


SHIP		BILL OF MATERIAL			JOB NO.		DRAWING NO.		REV.	
					3-27		55-7		△	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	ITEM NO.	WT.	REMARKS		
STRINGERS										
S2B	1		W36 x 210	56	0.16	2/C	11.759	A572	CVN	
S3B	1		W36 x 210	56	0.16	2/C	11.759	A572	CVN	
S4B	1		W36 x 210	56	0.16	2/C	11.759	A572	CVN	
	6	CP1	1" x 10	17	4	2/F	3.300	A572	CVN	
	3	bs6	1/2" x 8 1/2	2	10	3/E	1.38	FIE		
	3	bs7	1/2" x 8 1/2	2	10	3/E	1.38	FIE		
	12	sf2	1/2" x 8 1/2	2	3	3/D	3.90			
	12	sf5	1/2" x 8 1/2	2	3	3/D	3.90			
							39	633	#	

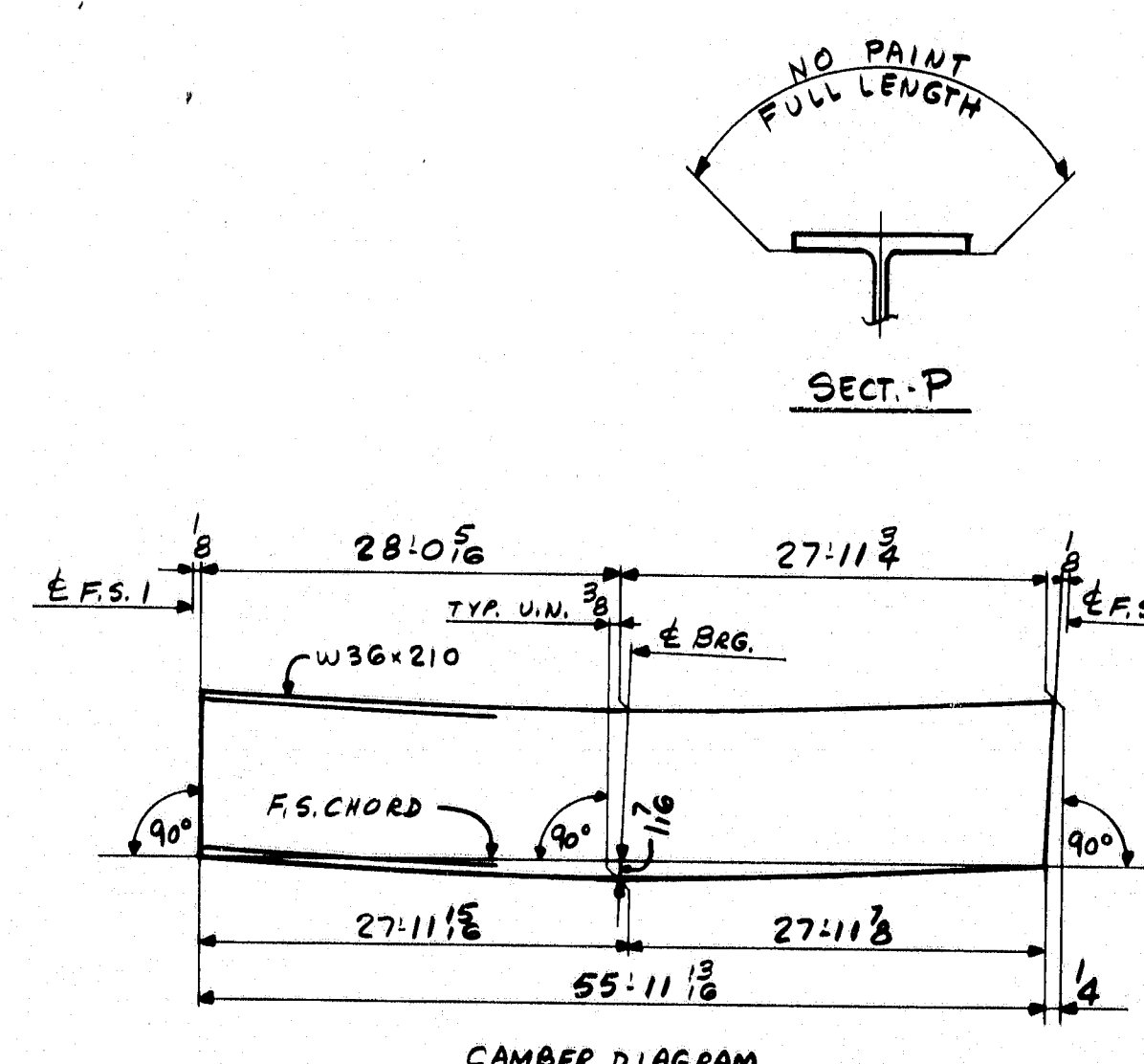
R88-73



ONE - STRINGER - 55B
 FOR STRINGER STANDARD DETAILS SEE DWG. 55-2
 FOR SHOP ASSY & CAMBER DIAGRAMS SEE DWG. 55-1
 FOR FIELD SPICE DETAILS INCL. FLG. END CUTS SEE DWG. 55-2
 NO PAINT WITHIN 2" OF OPEN HOLES UNLESS NOTED



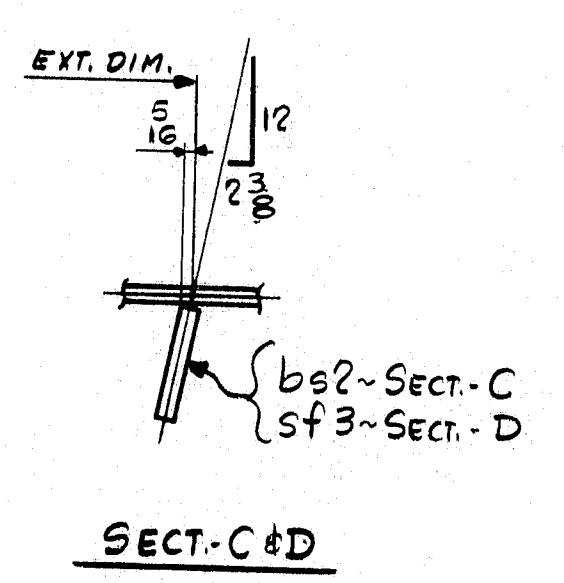
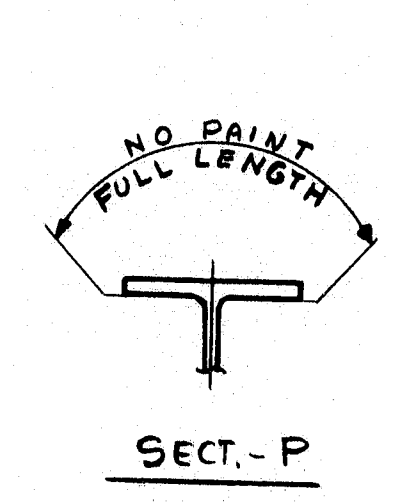
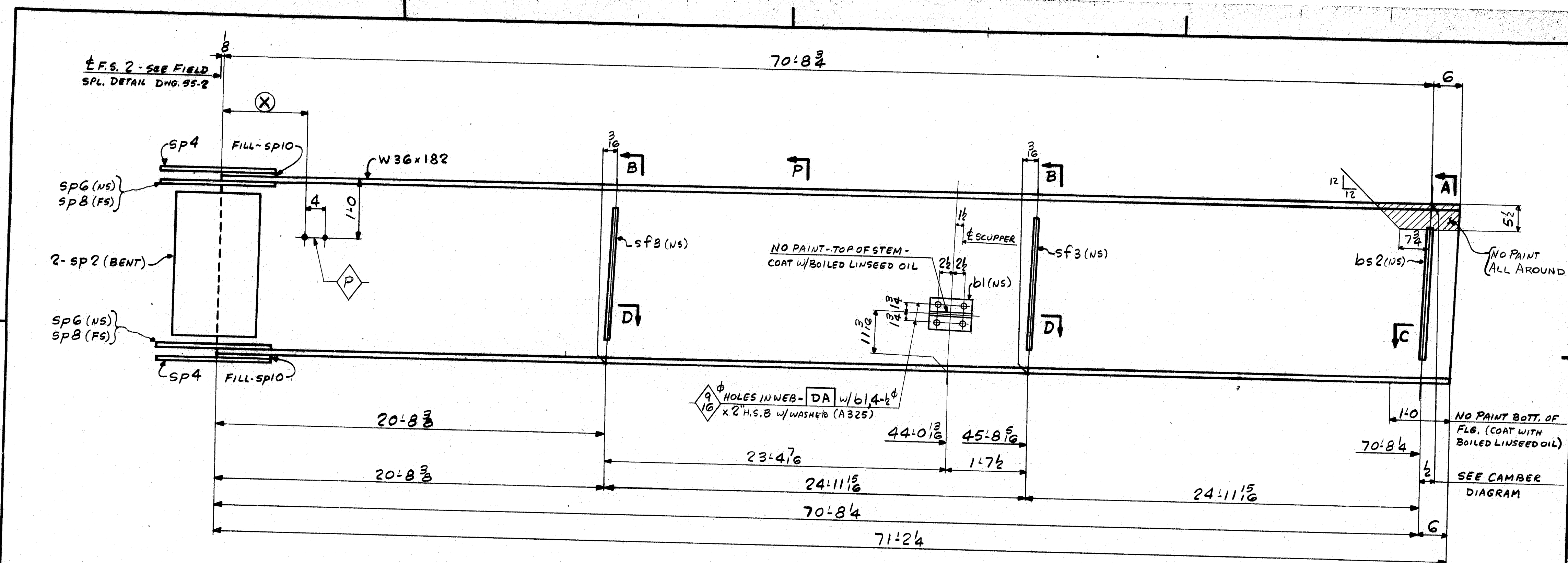
1'-2
8'-2
15'-2
22'-2
29'-2
36'-2
43'-2
50'-2
54'-6



SHIP		BILL OF MATERIAL		JOB NO.		DRAWING NO.		REV.
				3-27		55-8		
MARK	NO.	MARK	SHAPE	LENGTH	WT.	WT.	WT.	REMARKS
			STRINGER					
55B	1		W36x210	56	0.16	117.5	117.5	AS72 CVN
	2	cpl	1"x10	17	4	110	110	AS72 CVN
	1	b57	1/2"x8	2	10	10	10	46 FIE
	1	b55	1/2"x5	2	10	10	10	27 FIE
	4	sf5	1/2"x8	2	3	130	130	130
								13062#

IT. NO. 504.70		BR. NO.		PROJ. NO. I-395-8(85)176	
FOR APPROVAL			FOR FILES & FIELD		
STEEL: ASTM. <input checked="" type="checkbox"/> A36 <input type="checkbox"/> A572 GR1 <input type="checkbox"/> A588 GR1 <input checked="" type="checkbox"/> Unless Noted					
WELDING ELECTRODE: <input type="checkbox"/> E70 <input checked="" type="checkbox"/> See Welding Proc. <input type="checkbox"/> None					
SHOP CONN: <input type="checkbox"/> Bolted <input checked="" type="checkbox"/> Welded <input type="checkbox"/> None					
FIELD CONN: <input checked="" type="checkbox"/> Bolted <input checked="" type="checkbox"/> Welded <input type="checkbox"/> None					
HOLES: <input type="checkbox"/> 13/16 <input checked="" type="checkbox"/> 15/16 <input type="checkbox"/> Unless Noted <input type="checkbox"/> None					
PAINT: <input type="checkbox"/> None <input checked="" type="checkbox"/> Shopcoat <input type="checkbox"/> Galv. After Fab. <input checked="" type="checkbox"/> As Noted					
SPECIAL PAINT: <input type="checkbox"/> None <input checked="" type="checkbox"/> SSPC-SP6					
SPECIAL CLEANING: <input checked="" type="checkbox"/> Blast Clean <input type="checkbox"/> None					
STRINGER - 55B					
APPROVED: PRINT DIST. 3 12-27-83 APP. 8 2-2-84 FAB. 25 1-27-84 F&F.					
Bancroft & Martin Inc. South Portland, Maine 04106 JOB: INDUSTRIAL PARK ROAD OVER I-395 BREWER, PENOBSCOT COUNTY, MAINE CUSTOMER: REED & REED DESIGNER: STATE OF MAINE DEPT. OF TRANS.					
REV. Δ		CHECKED 12-22-83 G/K		DRAWN 12-12-83 ELC	
		3-27		55-8	
		905-10			

R88-74



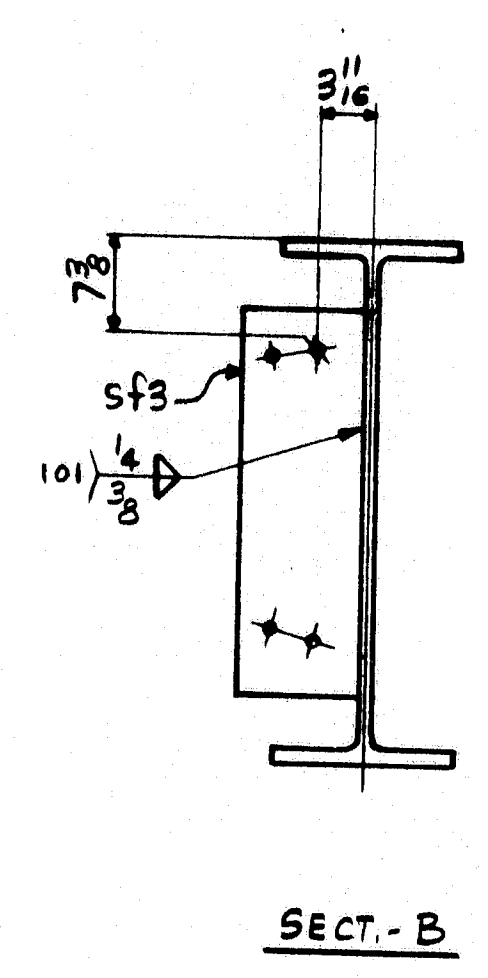
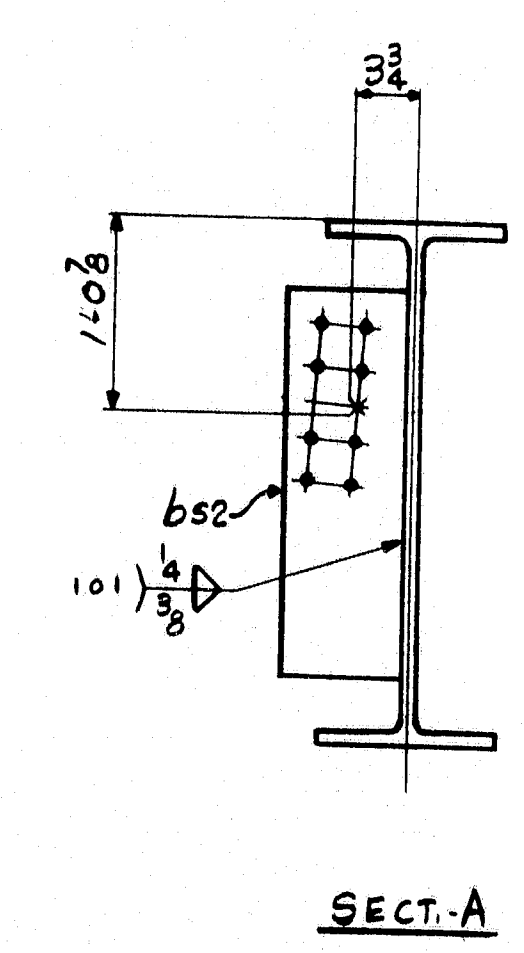
ONE - STRINGER - SIC

FOR STRINGER STANDARD DETAILS SEE DWG. 55-2

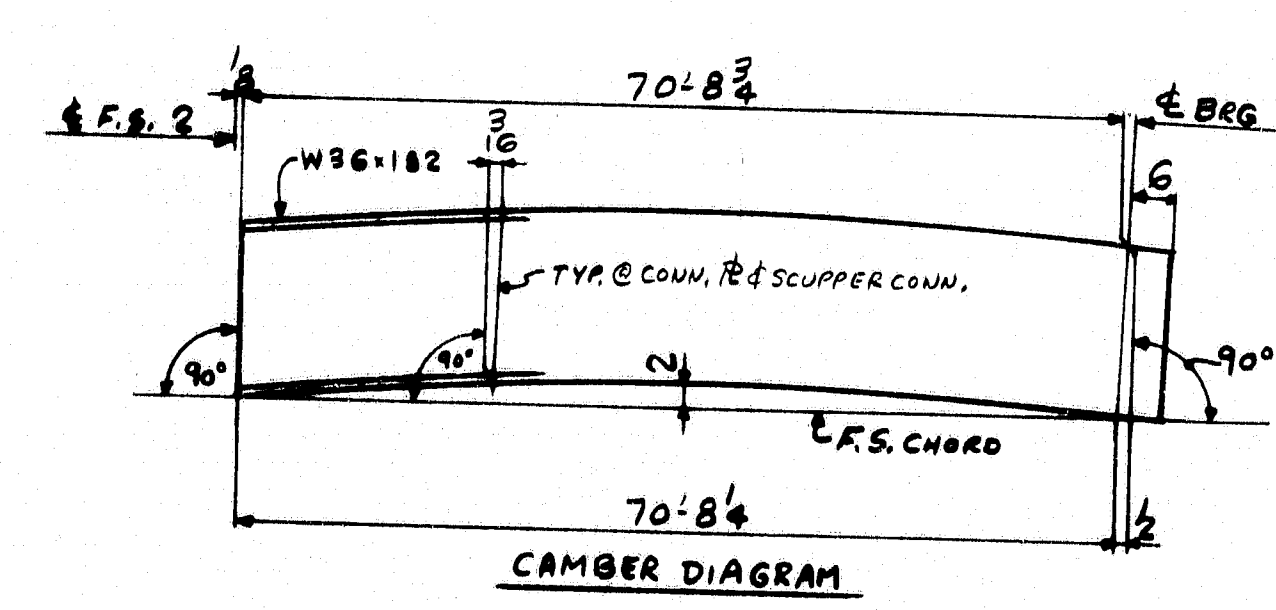
FOR SHOP ASSY & CAMBER DIAGRAMS SEE DWG. 55-1

FOR FIELD SPICE DETAILS INCL. FLG. END CUT SEE DWG. 55-2

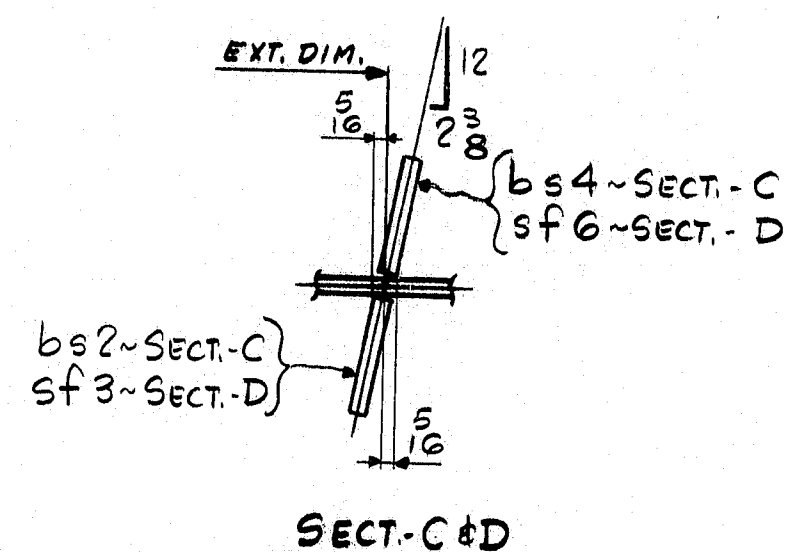
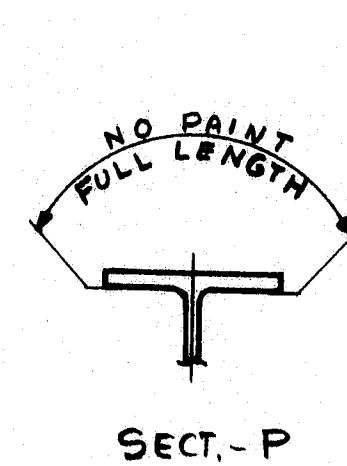
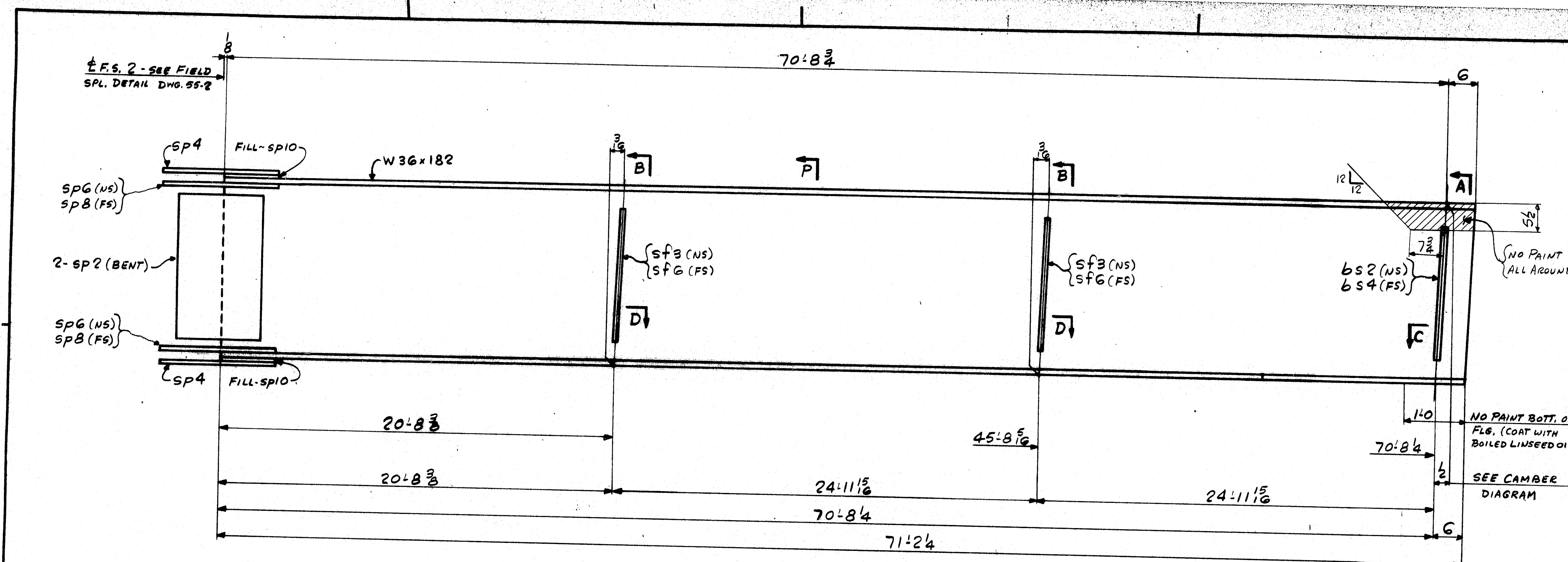
NO PAINT WITHIN 2" OF OPEN HOLES UNLESS NOTED (P)



MARK	NO.	MARK	SHAPE	LENGTH	WT.	REV.	REMARKS
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2	3						
3	4						
4	5						
5	6						
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99	100						



SHP		BILL OF MATERIAL			JOB NO.		DRAWING NO.		REV.	
					3-27		55-9		△	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REV.	WT.	REMARKS		
			STRINGER							
SIC	1		W 36 x 182	71' 2 3/4"	12,240		2/D 12,240	AS72 CVN		
	1	b82	1/2" x 8 1/2"	2' 3"	109 1/2		3/D 33			
	2	sf3	1/2" x 8 1/2"	2' 3"	109 1/2 x 240		3/D 65			
	2	sp2	1/2" x 30 1/2"	1' 5"	125-178 3/4 x 178 3/4		2/H 115	AS88 BENT CVN		
	2	sp4	1/2" x 11 1/2"	3' 7 1/8"	445.50 23 1/2 x 11 1/2		3/I 217	AS88 CVN		
	2	sp6	1" x 4 1/2"	3' 7 1/8"	270 25 1/2 x 19 1/2		2/J 116	AS72		
	2	sp8	1" x 4 1/2"	3' 7 1/8"	270 25 1/2 x 19 1/2		2/J 114	AS72		
	2	sp10	1/2" x 11 1/2"	1' 9 1/8"	125-178 3/4 x 178 3/4		3/B 27			
	1	b1	WT 6 x 13	0' 8"	255.10 25" x 8"		3/H 9			
	4		3/4" H.S. BOLT	0' 2"	1 NP		4/Q 1	4/H.M.WT A325 TYPE I		
	4		1/2" HD. FLAT WASHER		2274K		4/R -	↓		
							13 707	#		

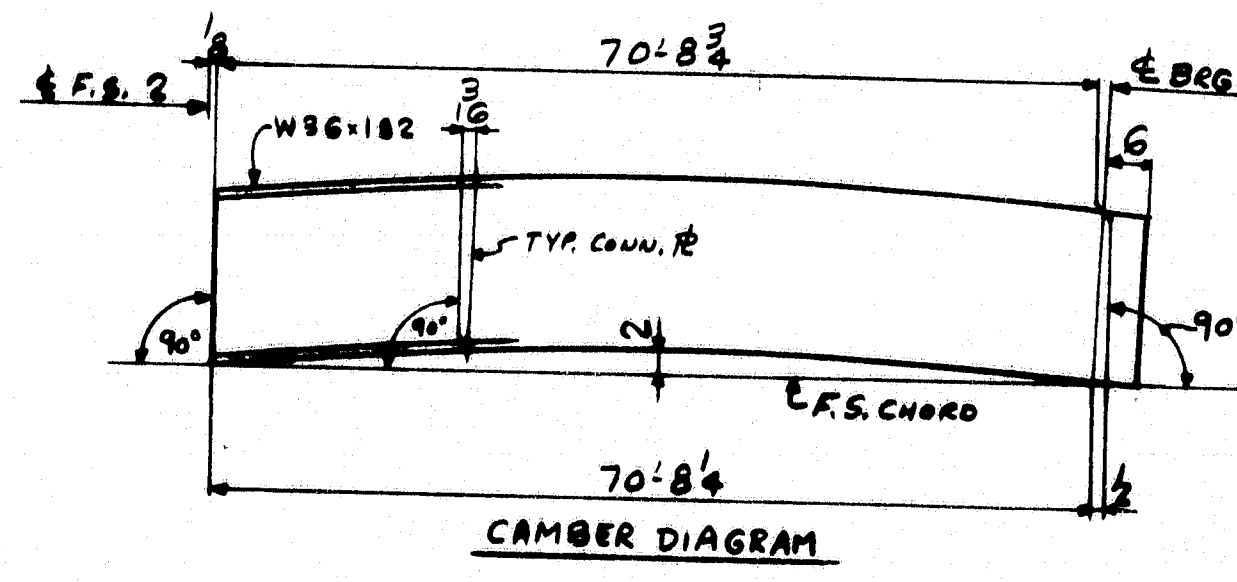
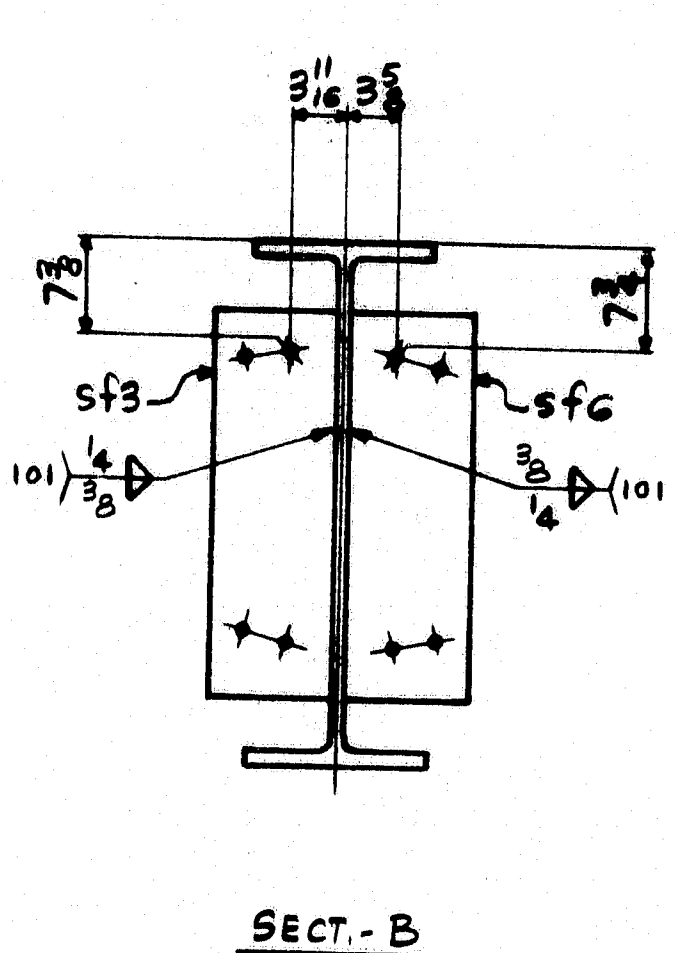
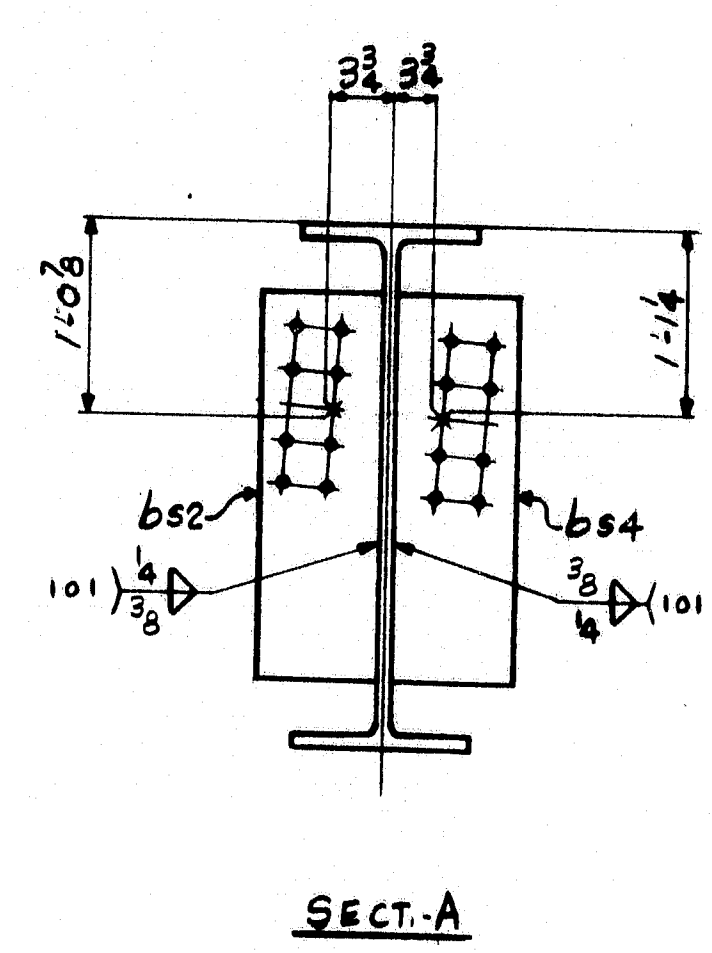


ONE - STRINGER - S2C
 ONE - STRINGER - S3C
 ONE - STRINGER - S4C

ALIKE UNTIL REAMED

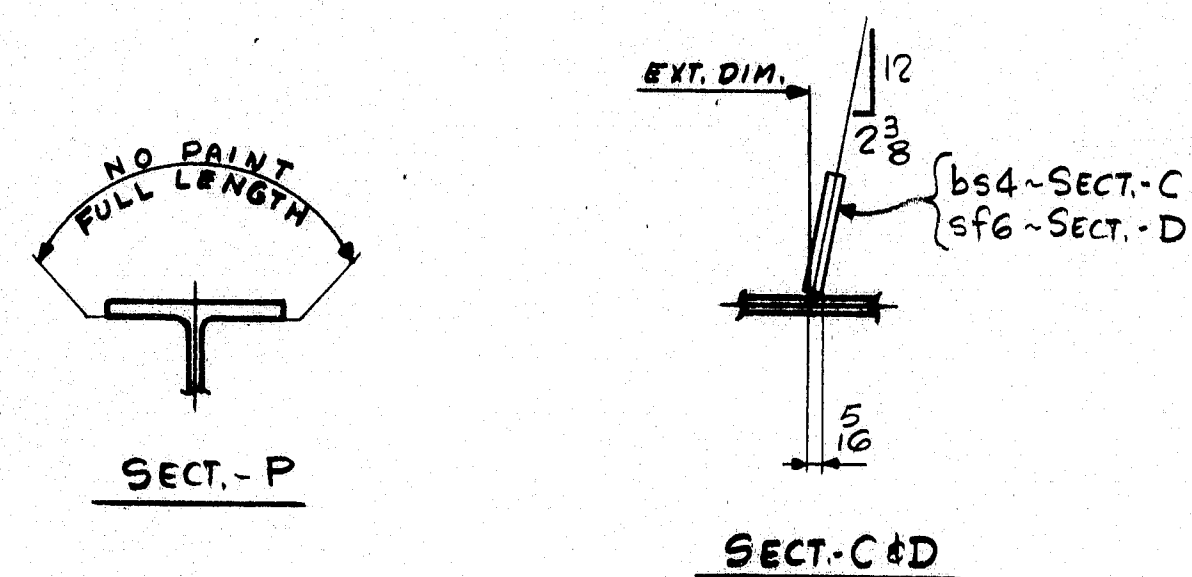
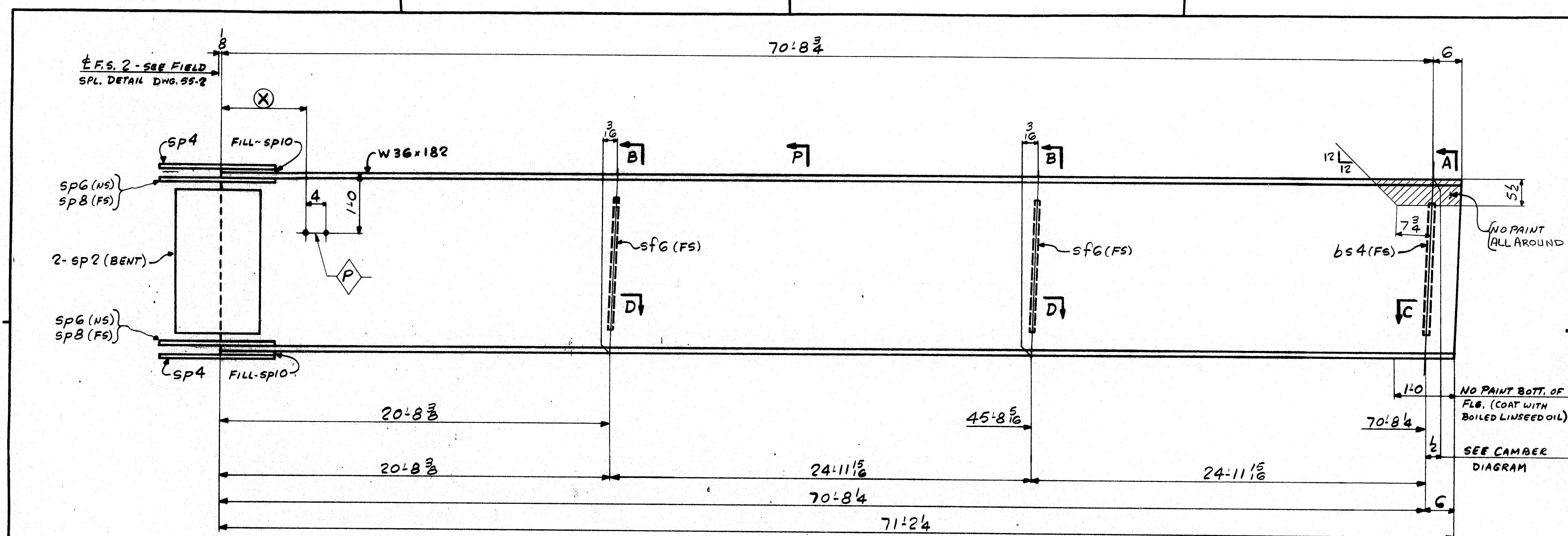
FOR STRINGER STANDARD DETAILS SEE DWG. 55-2
 FOR SHOP ASSY & CAMBER DIAGRAMS SEE DWG. 55-1
 FOR FIELD SPLICE DETAILS INCL. FLG. END CUT SEE DWG. 55-2

NO PAINT WITHIN 2" OF OPEN HOLES

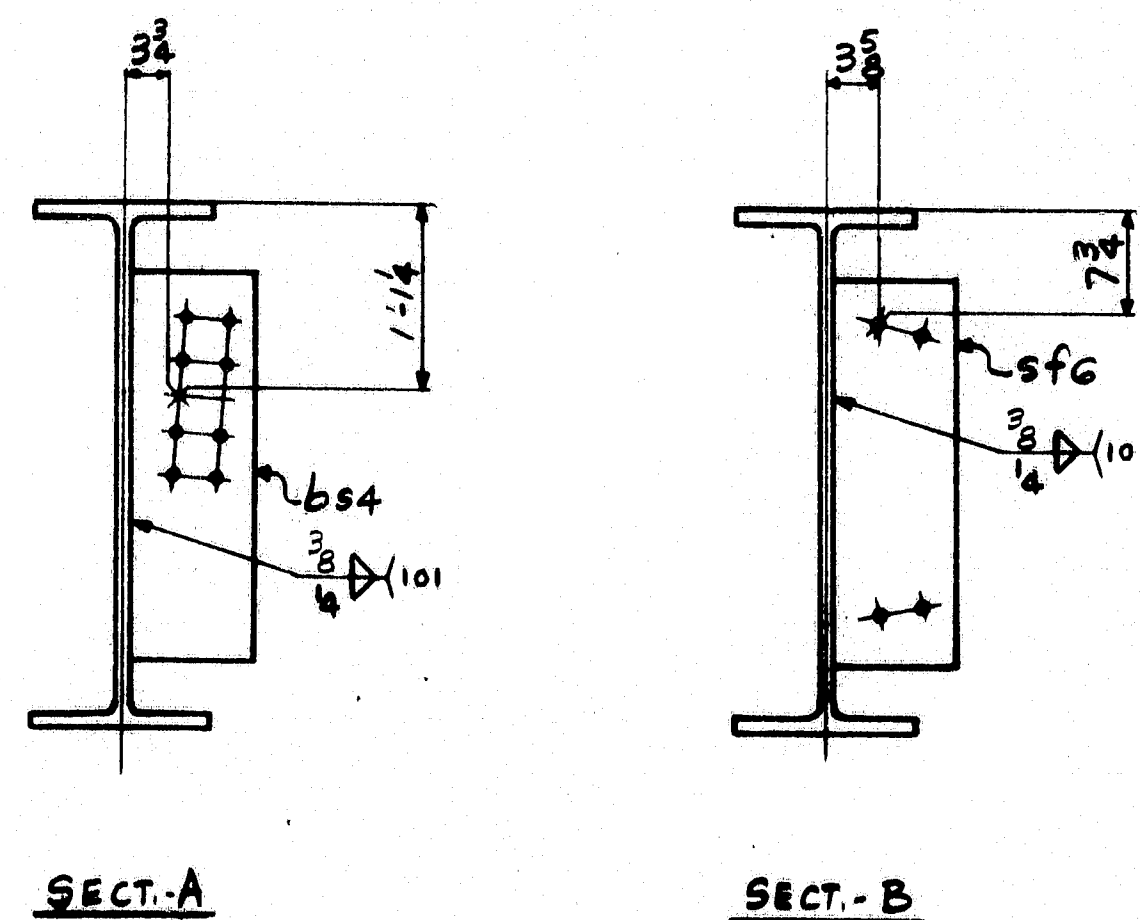


ALL CONNECTIONS DETAILED ON THIS DRAWING REPRESENT BANCROFT & MARTIN INC. STANDARDS. IN APPROVING THIS DRAWING FOR FABRICATION, THE ARCHITECT AND/OR ENGINEER ASSUMES THE RESPONSIBILITY FOR THE STRUCTURAL INTEGRITY OF ALL CONNECTIONS SHOWN.

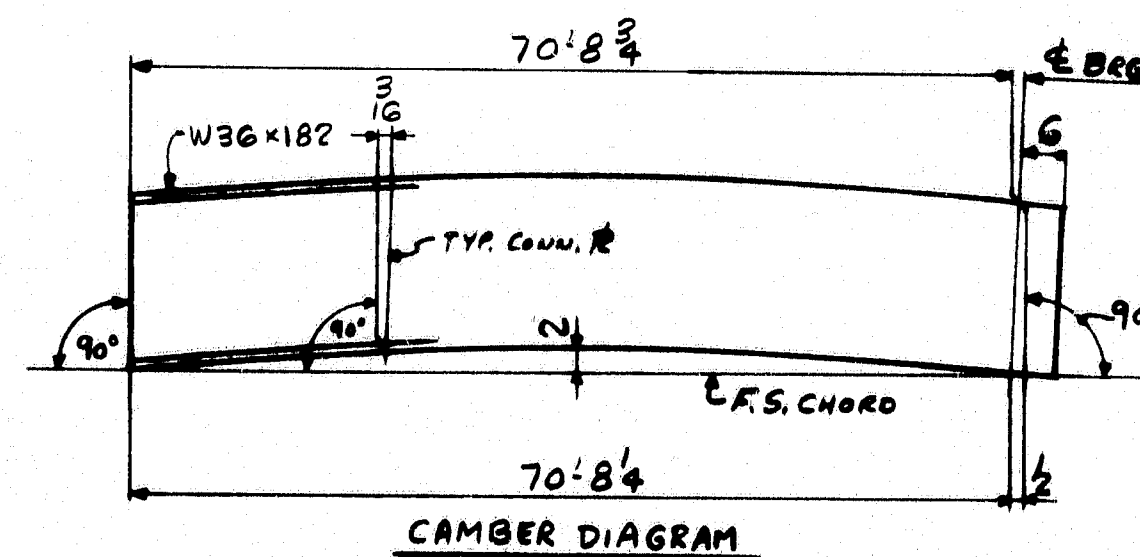
SHIP		BILL OF MATERIAL		JOB NO.		DRAWING NO.		REV.	
				3-27		55-10		A	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	WT.	WT.	REMARKS	
STRINGERS									
S2C	1		W 36x182	71' 2 3/4"	2 3/4"	2 3/4"	2 3/4"	AS72	CVN
S3C	1		W 36x182	71' 2 3/4"	2 3/4"	2 3/4"	2 3/4"	AS72	CVN
S4C	1		W 36x182	71' 2 3/4"	2 3/4"	2 3/4"	2 3/4"	AS72	CVN
			bs2	2 x 8 1/2	2 3/4"	2 3/4"	2 3/4"		
			bs4	2 x 8 1/2	2 3/4"	2 3/4"	2 3/4"		
			sf3	2 x 8 1/2	2 3/4"	2 3/4"	2 3/4"		
			sf6	2 x 8 1/2	2 3/4"	2 3/4"	2 3/4"		
			bs2	2 x 30 1/2	1 5/8"	1 5/8"	1 5/8"	AS88	BENT
			bs4	2 x 11 1/2	3 7/8"	3 7/8"	3 7/8"	AS88	CVN
			bs6	1" x 4 1/2	3 7/8"	3 7/8"	3 7/8"	AS72	
			bs8	1" x 4 1/2	3 7/8"	3 7/8"	3 7/8"	AS72	
			bs10	1" x 11 1/2	1 9/16"	1 9/16"	1 9/16"		
IT. NO. 504.70 BR. NO. PROJ. NO. I-395-B(89)176									
FOR APPROVAL FOR FILES & FIELD									
STEEL: ASTM <input checked="" type="checkbox"/> A36 <input type="checkbox"/> A572 GR1 <input type="checkbox"/> A572 GR2 <input type="checkbox"/> A572 GR3 <input type="checkbox"/> A572 GR4 <input type="checkbox"/> A572 GR5 <input type="checkbox"/> A572 GR6 <input type="checkbox"/> A572 GR7 <input type="checkbox"/> A572 GR8 <input type="checkbox"/> A572 GR9 <input type="checkbox"/> A572 GR10 <input type="checkbox"/> A572 GR11 <input type="checkbox"/> A572 GR12 <input type="checkbox"/> A572 GR13 <input type="checkbox"/> A572 GR14 <input type="checkbox"/> A572 GR15 <input type="checkbox"/> A572 GR16 <input type="checkbox"/> A572 GR17 <input type="checkbox"/> A572 GR18 <input type="checkbox"/> A572 GR19 <input type="checkbox"/> A572 GR20 <input type="checkbox"/> A572 GR21 <input type="checkbox"/> A572 GR22 <input type="checkbox"/> A572 GR23 <input type="checkbox"/> A572 GR24 <input type="checkbox"/> A572 GR25 <input type="checkbox"/> A572 GR26 <input type="checkbox"/> A572 GR27 <input 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ONE - STRINGER - S5C
 FOR STRINGER STANDARD DETAILS SEE DWG. 55-2
 FOR SHOP ASSY & CAMBER DIAGRAMS SEE DWG. 55-1
 FOR FIELD SPLICE DETAILS INCL. FLG. END CUT SEE DWG. 55-2
 NO PAINT WITHIN 2" OF OPEN HOLES UNLESS NOTED \diamond



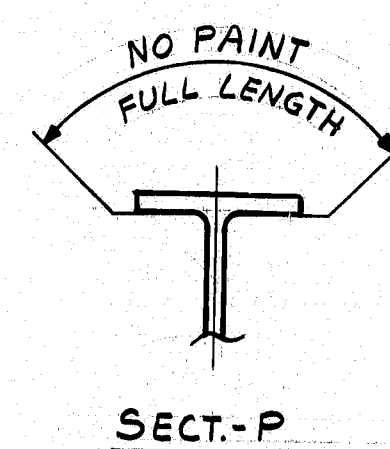
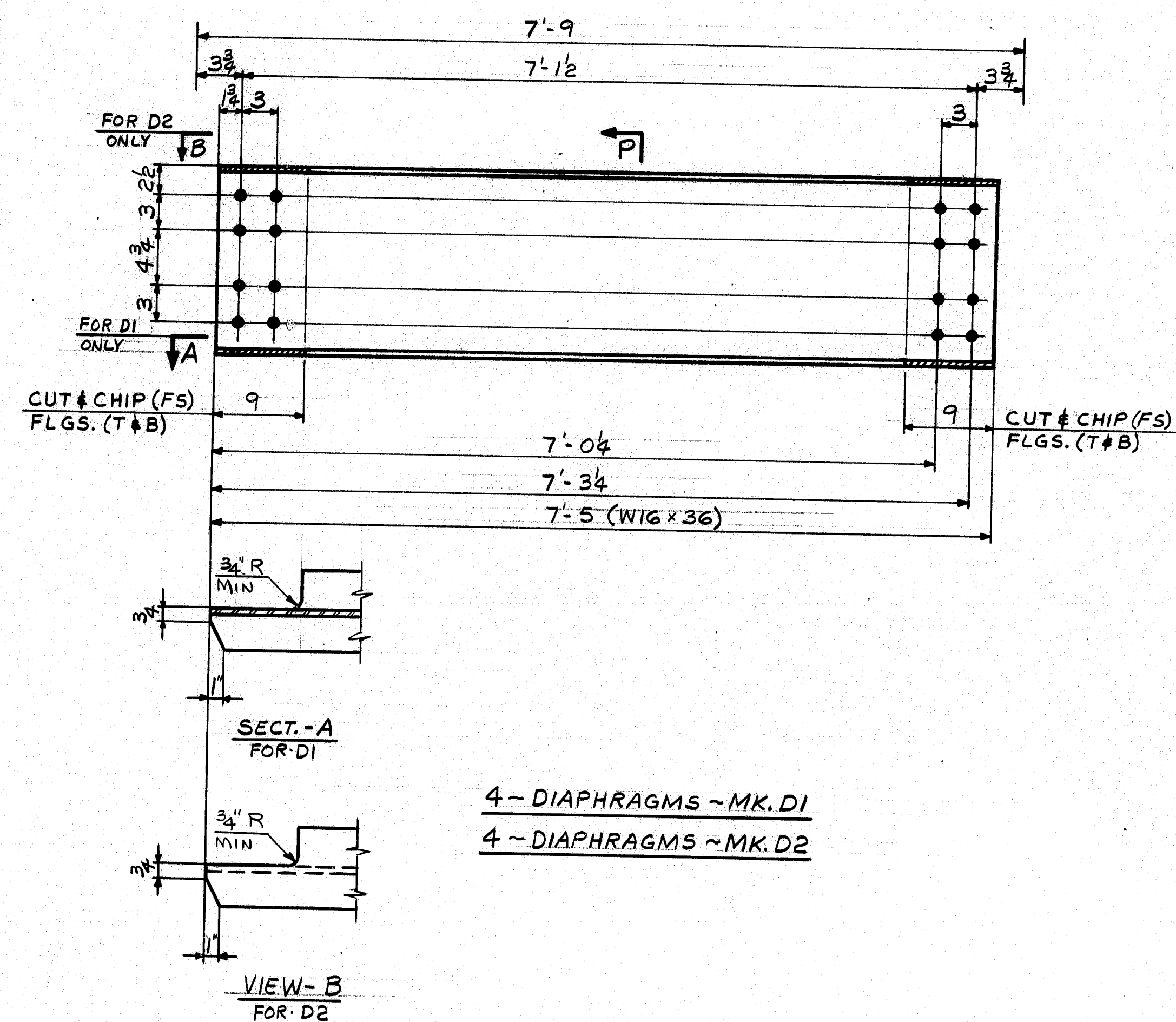
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15-2	
22-2	
29-2	
36-2	
43-2	
50-2	
57-2	
64-2	
69-10 3/4	



ALL CONNECTIONS DETAILED ON THIS DRAWING REPRESENT BANCROFT & MARTIN INC. STANDARDS. IN APPROVING THIS DRAWING FOR FABRICATION, THE ARCHITECT AND/OR ENGINEER ASSUMES THE RESPONSIBILITY FOR THE STRUCTURAL INTEGRITY OF ALL CONNECTIONS SHOWN.

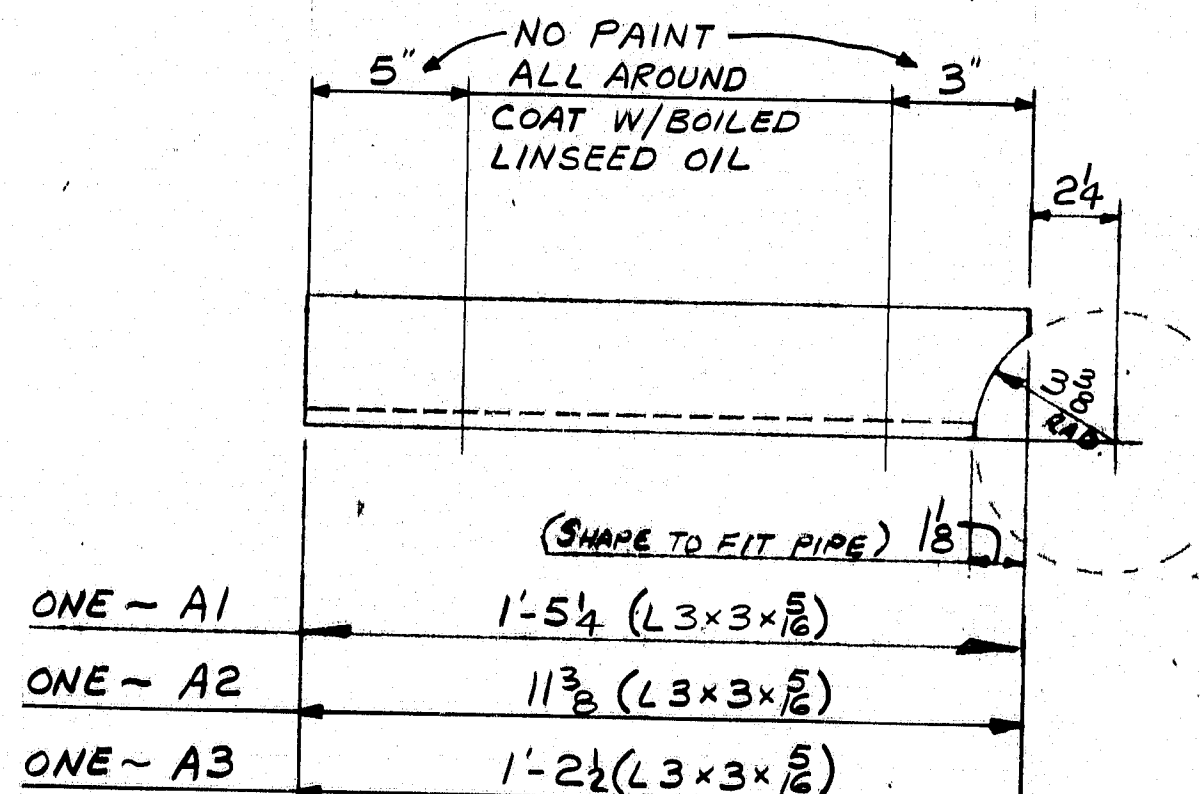
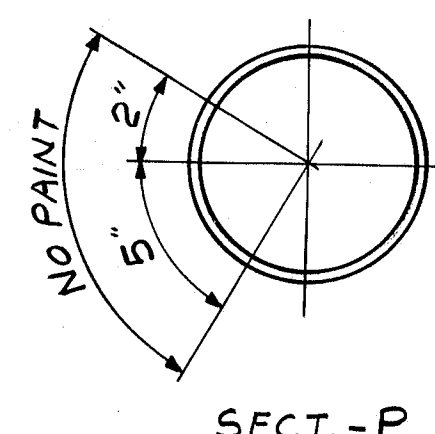
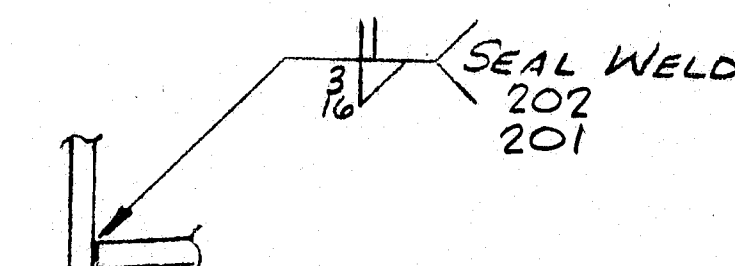
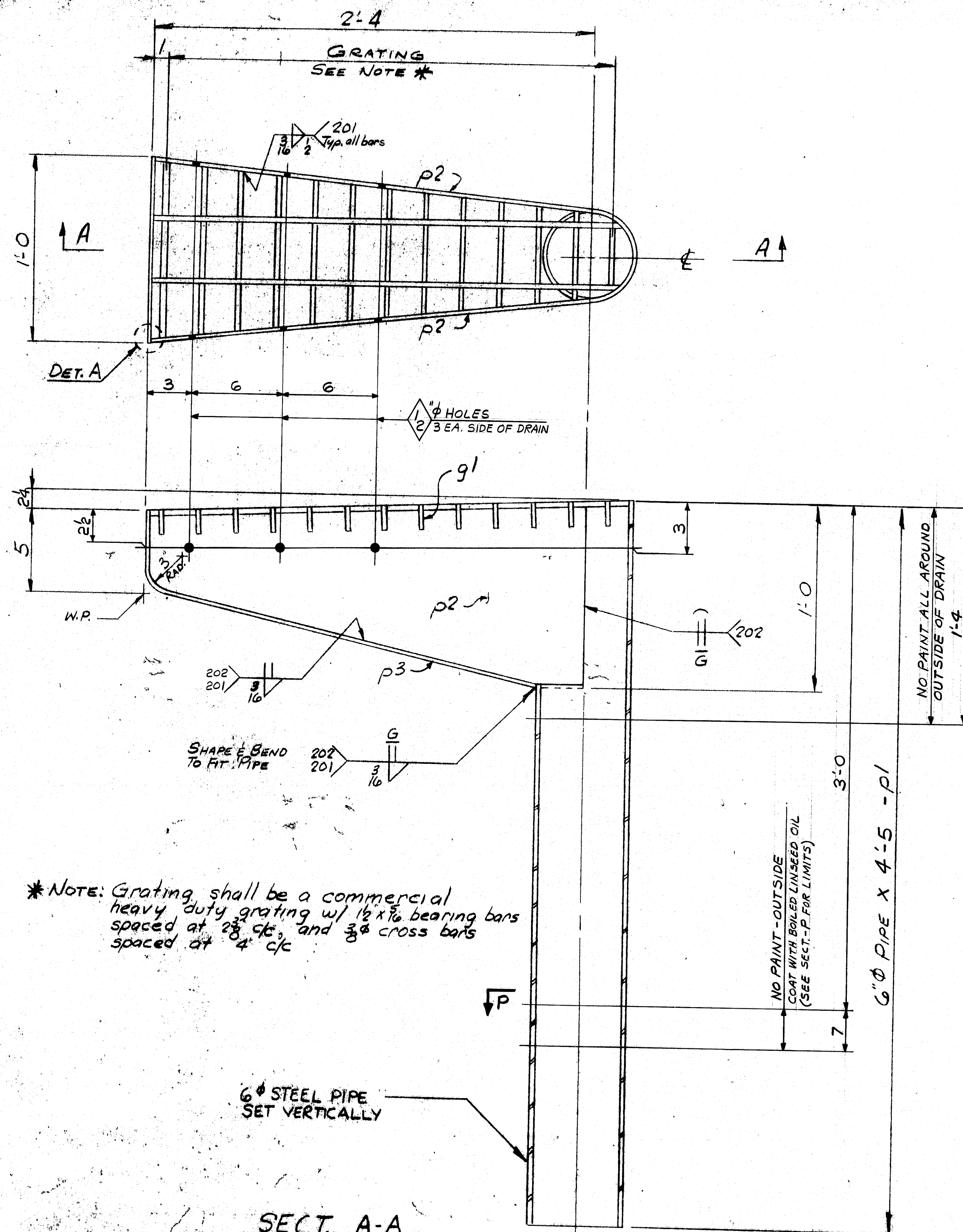
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				3-27		55-11			
MARK	NO.	MARK	SHAPE	LENGTH	WT.	ITEM NO.	WT.	REMARKS	
STRINGER									
S5C	1		W 36 x 182	71	2 3/4	1071/6	2/D	12760	A572 CVN
	1	bs4	1/2 x 8 1/2	2	3	1071/6	3/D	33	
	2	sf6	1/2 x 8 1/2	2	3	1071/6	3/D	65	
	2	sp2	1/2 x 30 1/2	1	5	1071/6	2/H	165	A588 BENT CVN
	2	sp4	3/4 x 11 1/2	3	7 3/8	1071/6	2/I	217	A588 CVN
	2	sp6	1" x 4 1/2	3	7 3/8	1071/6	2/J	116	A572
	2	sp8	1" x 4 1/2	3	7 3/8	1071/6	2/J	114	A572
	2	sp10	1 1/2 x 11 1/2	1	9 1/2	1071/6	2/B	27	
							13.677 #		
IT. NO. 504.70 BR. NO. PROJ. NO. I-395-8(85)176									
FOR APPROVAL					FOR FILES & FIELD				
STEEL: ASTM. <input checked="" type="checkbox"/> A36 <input type="checkbox"/> A572 GR1 <input type="checkbox"/> A588 GR1 <input type="checkbox"/> Unless Noted									
WELDING ELECTRODE: <input type="checkbox"/> E70 <input checked="" type="checkbox"/> See Welding Proc. <input type="checkbox"/> None									
SHOP CONN: <input type="checkbox"/> Bolted <input checked="" type="checkbox"/> Welded <input type="checkbox"/> None									
FIELD CONN: <input checked="" type="checkbox"/> Bolted <input checked="" type="checkbox"/> Welded <input type="checkbox"/> None									
HOLES: <input type="checkbox"/> 13/16 <input type="checkbox"/> 1 1/8 <input type="checkbox"/> Unless Noted <input type="checkbox"/> None									
PAINT: <input type="checkbox"/> None <input checked="" type="checkbox"/> Shopcoat <input type="checkbox"/> Galv. After Fab. <input checked="" type="checkbox"/> As Noted									
SPECIAL PAINT: <input type="checkbox"/> None <input checked="" type="checkbox"/> SS-PC-SP6									
SPECIAL CLEANING: <input checked="" type="checkbox"/> Blast Clean <input type="checkbox"/> None									
STRINGER - S5C									
APPROVED: <input type="checkbox"/> PRINT DIST. <input type="checkbox"/> APP. <input type="checkbox"/> FAB. <input type="checkbox"/> P&F.									
BANCROFT & MARTIN Inc. South Portland, Maine 04106									
JOB: INDUSTRIAL PARK ROAD OVER I-395 BREWER, PENOBSCOT COUNTY, MAINE									
CUSTOMER: REED & REED									
DESIGNER: STATE OF MAINE DEPT. OF TRANS.									
ORDER NO. JOB NO. DRAWING NO. REV.									
3-27 55-11									
905-10									

R88-77



R88-78

SHIP						BILL OF MATERIAL		JOB NO.	DRAWING NO.	REV.																							
MARK	NO.	MARK	SHAPE	LENGTH	WT.	PURCH QTY	W/T																										
			DIAPHRAGM	MS																													
D1	4		W 16 x 36	7	5	0' 10"	3/4	1068																									
D2	4		W 16 x 36	7	5	0' 10"	3/4	1068																									
									2136 #																								
<div style="display: flex; justify-content: space-between;"> IT. NO. 504.70 BR. NO. PROJ. NO. I-395-B(85)176 </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> <div style="border: 1px solid black; padding: 5px;">FOR APPROVAL</div> <div style="border: 1px solid black; padding: 5px;">FOR FILES & FIELD</div> </div> <p>STEEL: ASTM. <input checked="" type="checkbox"/> A36 <input type="checkbox"/> A572 GR <input type="checkbox"/> A588 GR <input type="checkbox"/> Unless Noted <input type="checkbox"/></p> <p>WELDING ELECTRODE: <input type="checkbox"/> E70 <input type="checkbox"/> See Welding Proc. <input checked="" type="checkbox"/> None <input type="checkbox"/></p> <p>SHOP CONN: <input type="checkbox"/> Bolted <input type="checkbox"/> Welded <input checked="" type="checkbox"/> None <input type="checkbox"/></p> <p>FIELD CONN: <input checked="" type="checkbox"/> Bolted <input type="checkbox"/> Welded <input type="checkbox"/> None <input type="checkbox"/></p> <p>HOLES: <input type="checkbox"/> 13/16 <input checked="" type="checkbox"/> 15/16 <input type="checkbox"/> <input type="checkbox"/> Unless Noted <input type="checkbox"/> None</p> <p>PAINT: <input type="checkbox"/> None <input checked="" type="checkbox"/> Shopcoat <input type="checkbox"/> Galv. After Fab. <input checked="" type="checkbox"/> As Noted</p> <p>SPECIAL PAINT: —</p> <p>SPECIAL CLEANING: <input checked="" type="checkbox"/> Blast Clean <input type="checkbox"/> None SSPC - SP6</p> <hr/> <p style="text-align: center;">DIAPHRAGMS</p> <div style="display: flex;"> <div style="flex: 1; border: 1px solid black; padding: 5px;"> <p>APPROVED:</p> <table border="1" style="width: 100%;"> <tr> <th>PRINT DIST.</th> <th>APP.</th> </tr> <tr> <td>3 12/27/83</td> <td>FAB.</td> </tr> <tr> <td>B 1-1-84</td> <td>F&B.</td> </tr> <tr> <td>2S 1-27-84</td> <td>F&F.</td> </tr> </table> </div> <div style="flex: 2; padding-left: 10px;"> <p style="font-size: 1.2em; font-family: cursive;">Barcroft & Martin Inc</p> <p style="font-size: 1.2em; font-family: cursive;">South Portland Maine 04106</p> <p>JOB: INDUSTRIAL PARK ROAD OVER I-395 BREWER, PENOBSBOT COUNTY, MAINE</p> <p>CUSTOMER: REED & REED</p> <p>DESIGNER: STATE OF MAINE DEPT. OF TRANS.</p> </div> </div> <div style="margin-top: 10px;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>REV. Δ</th> <th>ORDER NO.</th> <th>JOB NO.</th> <th>DRAWING NO.</th> <th>REV.</th> </tr> <tr> <td>CHECKED 12-22-83 GK</td> <td></td> <td>3-27</td> <td>56-1</td> <td>Δ</td> </tr> <tr> <td>DRAWN 12-13-83 RLA</td> <td></td> <td></td> <td></td> <td></td> </tr> </table> </div>											PRINT DIST.	APP.	3 12/27/83	FAB.	B 1-1-84	F&B.	2S 1-27-84	F&F.	REV. Δ	ORDER NO.	JOB NO.	DRAWING NO.	REV.	CHECKED 12-22-83 GK		3-27	56-1	Δ	DRAWN 12-13-83 RLA				
PRINT DIST.	APP.																																
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REV. Δ	ORDER NO.	JOB NO.	DRAWING NO.	REV.																													
CHECKED 12-22-83 GK		3-27	56-1	Δ																													
DRAWN 12-13-83 RLA																																	



* Note: Grating shall be a commercial heavy duty grating w/ 12x16 bearing bars spaced at 28 c/c, and 3" cross bars spaced at 4" c/c

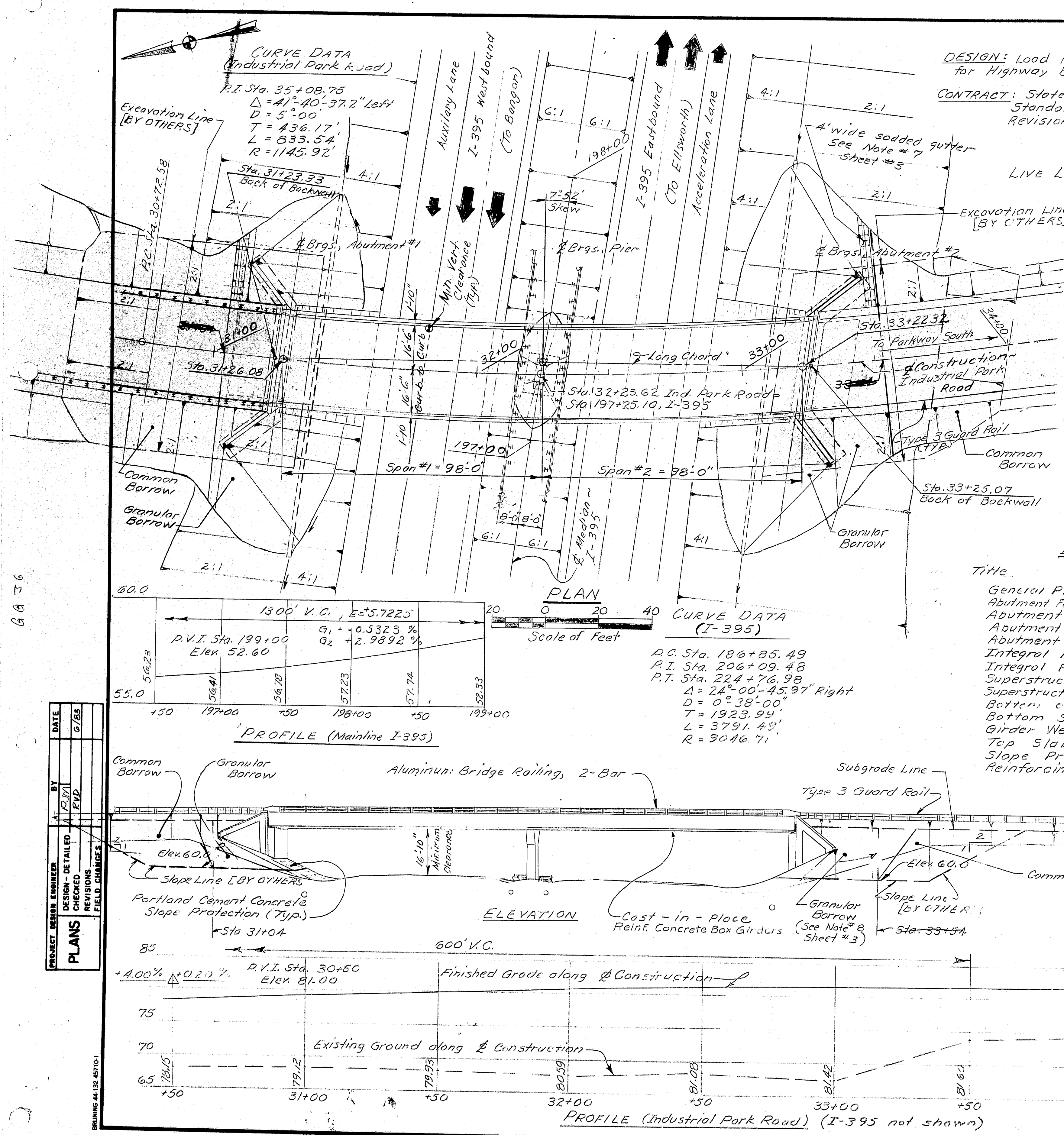
6" STEEL PIPE SET VERTICALLY

SECT. A-A

DRAIN - DRI

SHIP		BILL OF MATERIAL		JOB NO.		DRAWING NO.		REV.	
DRI 3		ASSY		3-27		59-1		△	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	WT.	WT.	WT.	REMARKS
3	p1		6" STD. PIPE	4	5	3.22	4	251	A53, SCHED. 40
6	p2		12x12	2	38	1.10	4	142	L.O. CUT
3	p3		12x12	2	9	1.10	4	84	L.O. CUT
3	g1		GRATING 12x12	2	7	1.10	4	74	12x12 BEARING BARS 28" C/C
A1	1		L3x3x3/8	1	54	1.10	4	9	
A2	1			0	113	1.10	4	6	
A3	1			1	22	1.10	4	7	
573#									
IT. NO. 504-70 BR. NO. PROJ. NO. I-395-8(85)176									
FOR APPROVAL FOR FILES & FIELD									
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WELDING ELECTRODE: <input type="checkbox"/> E70 <input checked="" type="checkbox"/> See Welding Proc. <input type="checkbox"/> None									
SHOP CONN: <input type="checkbox"/> Bolted <input checked="" type="checkbox"/> Welded <input type="checkbox"/> None									
FIELD CONN: <input type="checkbox"/> Bolted <input checked="" type="checkbox"/> Welded <input type="checkbox"/> None									
HOLES: <input type="checkbox"/> 13/16 <input type="checkbox"/> 15/16 <input type="checkbox"/> Unless Noted <input type="checkbox"/> None AS NOTED									
PAINT: <input type="checkbox"/> None <input checked="" type="checkbox"/> Shopcoat <input type="checkbox"/> Galv. After Fab. <input checked="" type="checkbox"/> As Noted									
SPECIAL PAINT: <input type="checkbox"/> None <input checked="" type="checkbox"/> Shopcoat <input type="checkbox"/> Galv. After Fab. <input checked="" type="checkbox"/> As Noted									
SPECIAL CLEANING: <input checked="" type="checkbox"/> Blast Clean <input type="checkbox"/> None SSPC-SP6									
DRAIN - DRI									
APPROVED: PRINT DIST. <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 12/27/83 APP. <input type="checkbox"/> 2 <input type="checkbox"/> 2-2-84 FAB. <input type="checkbox"/> 25 <input type="checkbox"/> 1-27-84 F&F.									
Bancroft & Martin Inc. South Portland, Maine 04106									
JOB: INDUSTRIAL PARK ROAD OVER I-395 BREWER, PENOBSCOT COUNTY MAINE									
CUSTOMER: REED & REED									
DESIGNER: STATE OF MAINE DEPT. OF TRANS.									
ORDER NO. <input type="checkbox"/> 3-27 <input type="checkbox"/> 59-1 <input type="checkbox"/> △									
REV. <input type="checkbox"/> 12-22-83 GK <input type="checkbox"/> 12-14-83 RLA									

R88-79



SPECIFICATIONS

DESIGN: Load Factor Design per AASHTO Standard Specifications for Highway Bridges 1977 and Interim Specifications thru 1982.
CONTRACT: State of Maine, Department of Transportation, Standard Specifications, Highways and Bridges, Revision of June 1981.

DESIGN LOADING

LIVE LOAD = HS 25

MATERIALS

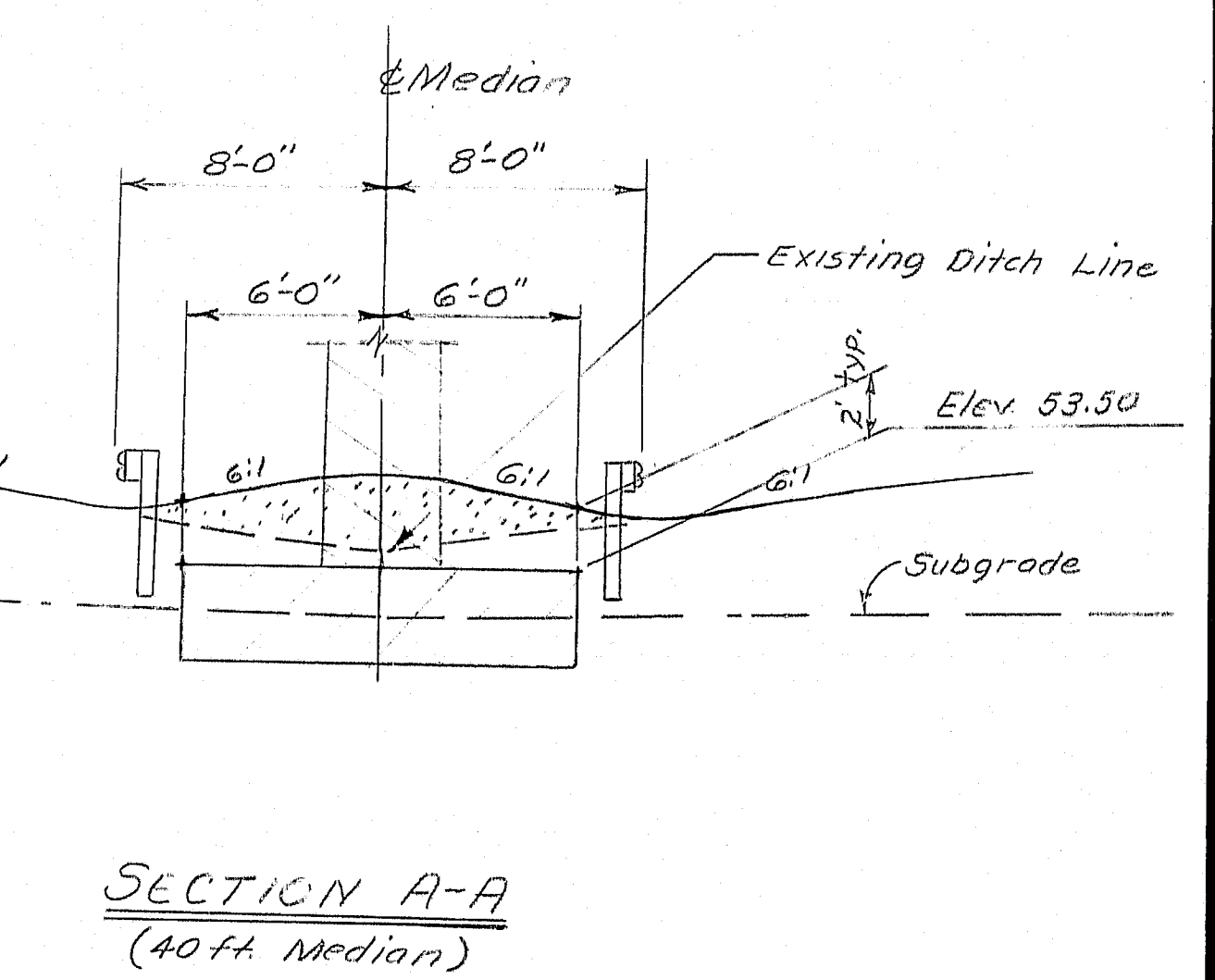
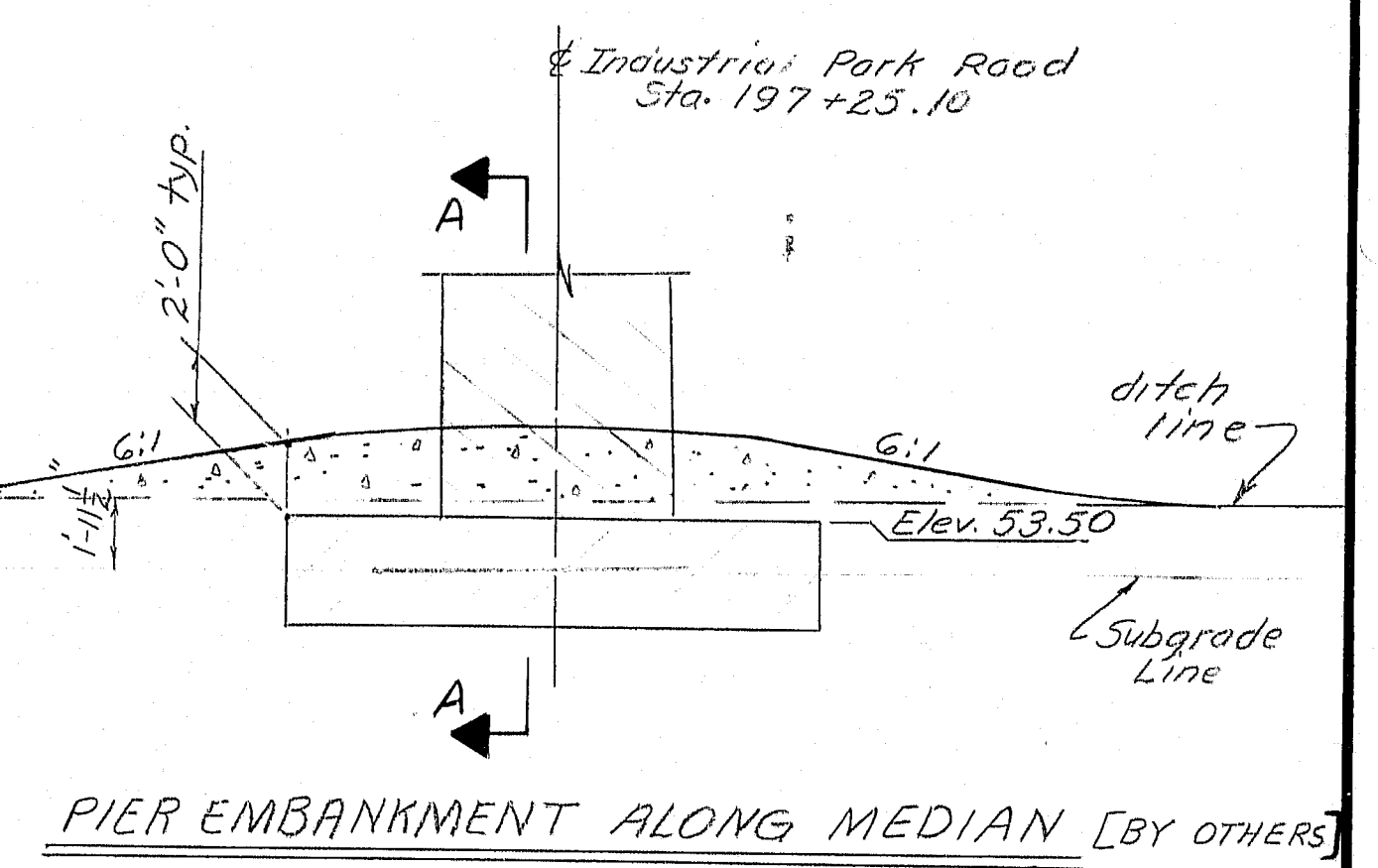
- Concrete
 Abutments
 Piers to bottom of Box Girder } Class "A"
 Multi-cell Box Girders ----- Class "A" (modified)
- Reinforcing Steel ----- ASTM A615 Grade 60
- Structural Steel ----- ASTM A36

BASIC DESIGN STRESSES

- Concrete
 Class "A" ----- $f'_c = 3000$ psi.
 Class "A" (modified) ----- $f'_c = 4000$ psi.
- Reinforcing Steel ----- $f_y = 60,000$ psi.
- Structural Steel - ASTM A36 - $f_y = 36,000$ psi.

INDEX TO BRIDGE PLANS

Title	Sheet No.
General Plan	1
Abutment Footings and Pile Layout	2
Abutment Notes and Details	3
Abutment #1	4
Abutment #2	5
Integral Pier	6
Integral Pier Cap Details	7
Superstructure Plan and Section	8
Superstructure End Diaphragms	9
Bottom of Slab Elevations, drains, etc.	10
Bottom Slab	11
Girder Web Details	12
Top Slab	13
Slope Protection	14
Reinforcing Steel Schedule	15, 16



Conc. Alt.
(Not Used)

STANDARD SHEETS

BD 114-81	Aluminum Bridge Railing
BD 120-81	Concrete End Post
BD 125-82	Expansion Device
BD 126-81	Curb Section; Approach Slab
BD 127-81	Substructure Details

THIS ALT NOT USED

Br. #1560

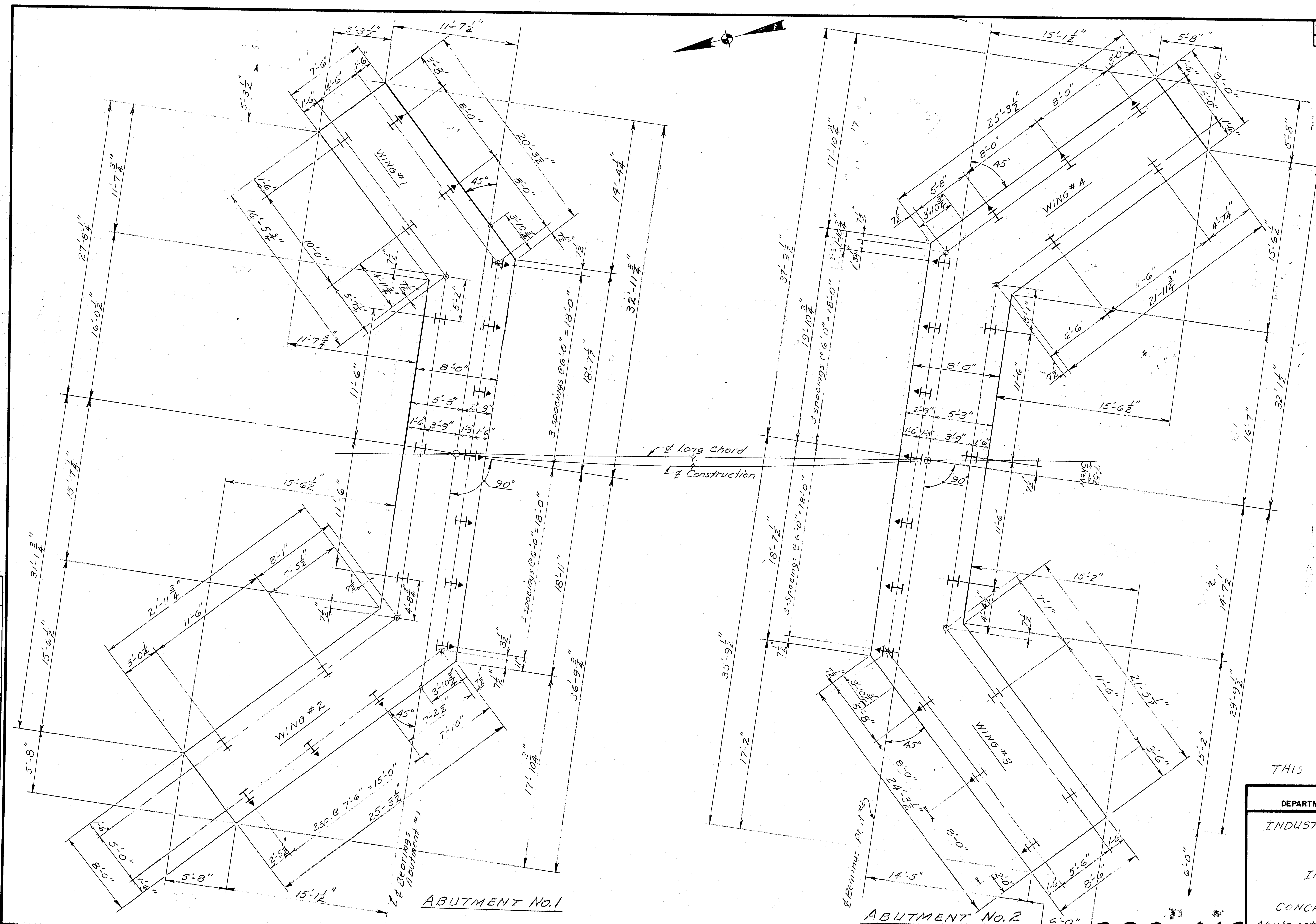
R88-418

STATE OF MAINE DEPARTMENT OF TRANSPORTATION INDUSTRIAL PARK ROAD OVER I-395 IN THE CITY OF BREWER CONCRETE ALTERNATE General Plan SHEET 1 OF 16 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAIL	6/83
CHECKED	
REVISIONS	
FIELD CHANGES	

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	RJM	8/83
CHECKED	RJD	
REVISIONS		
FIELD CHANGES		

BRUNING 44-52-47(1)



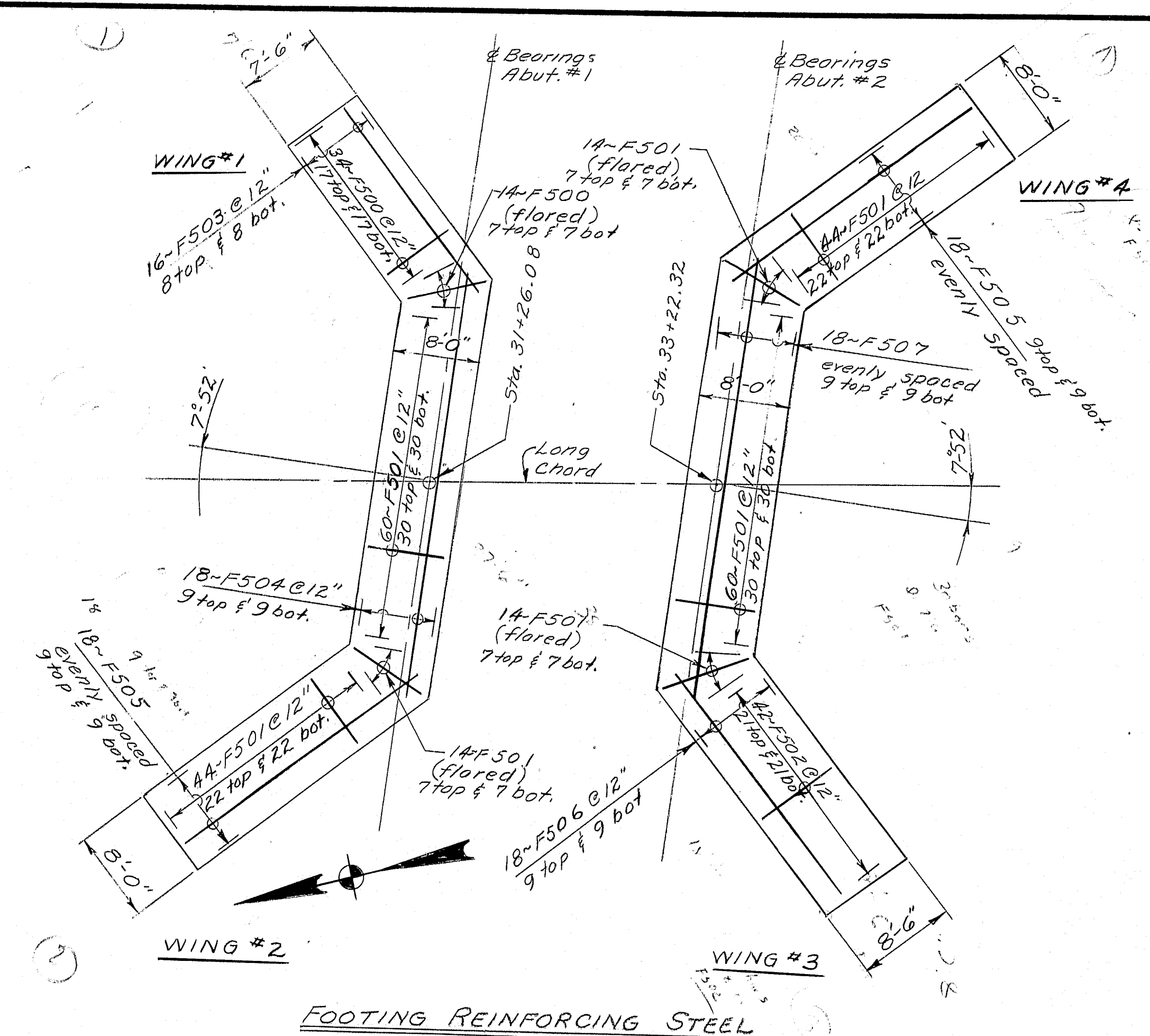
F.W.A. REL. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	7-395-B(85)176	5	66

THIS ALT. NOT USED
RJM

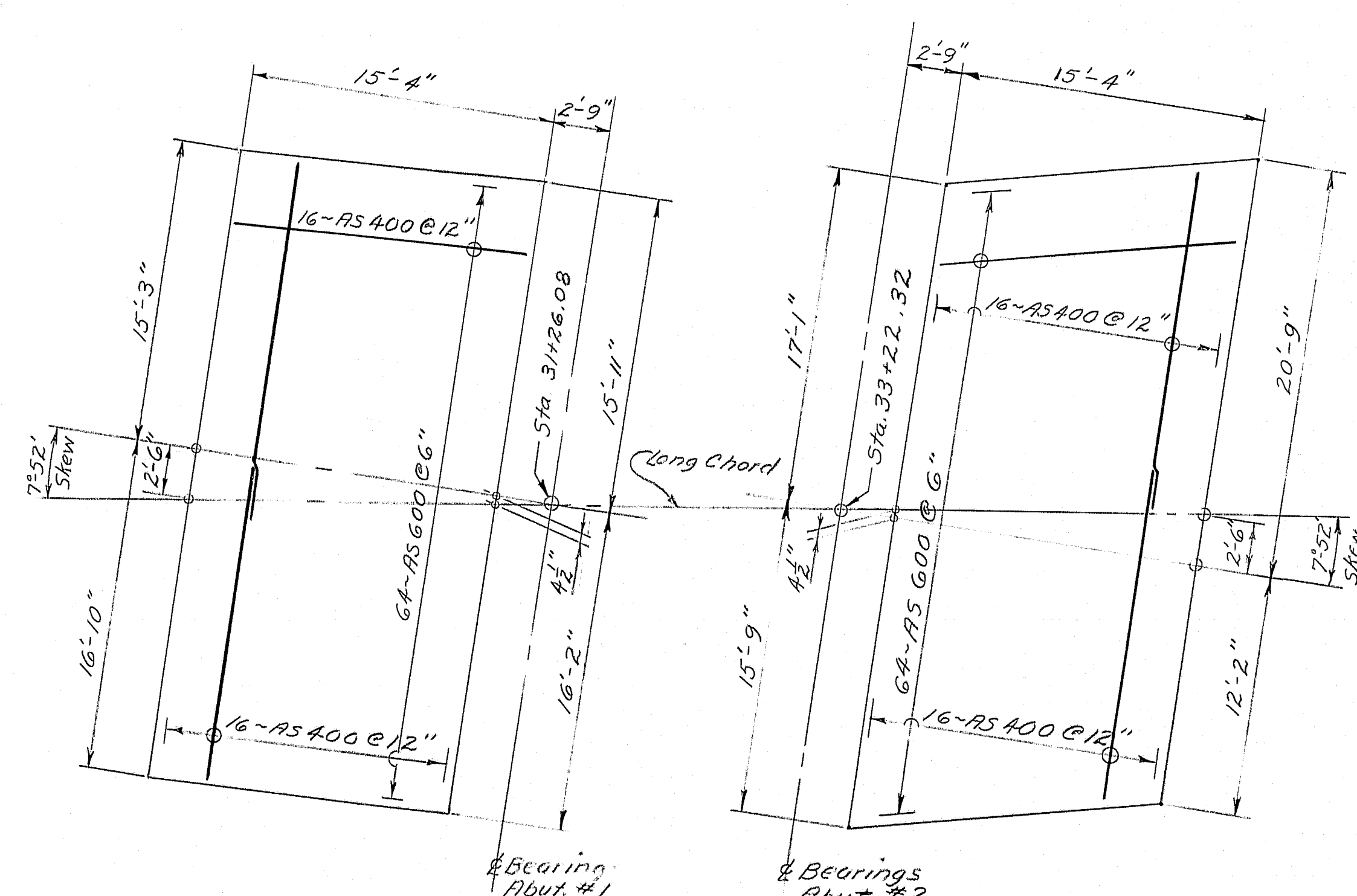
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INDUSTRIAL PARK ROAD
OVER
I-395
IN THE CITY OF
BREWER
CONCRETE ALTERNATE
Abutment Footings & Pile Layout
SHEET 2 OF 16 AUGUSTA, MAINE

R88-419

F.R.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-395-B(5)/176	6	66



FOOTING REINFORCING STEEL



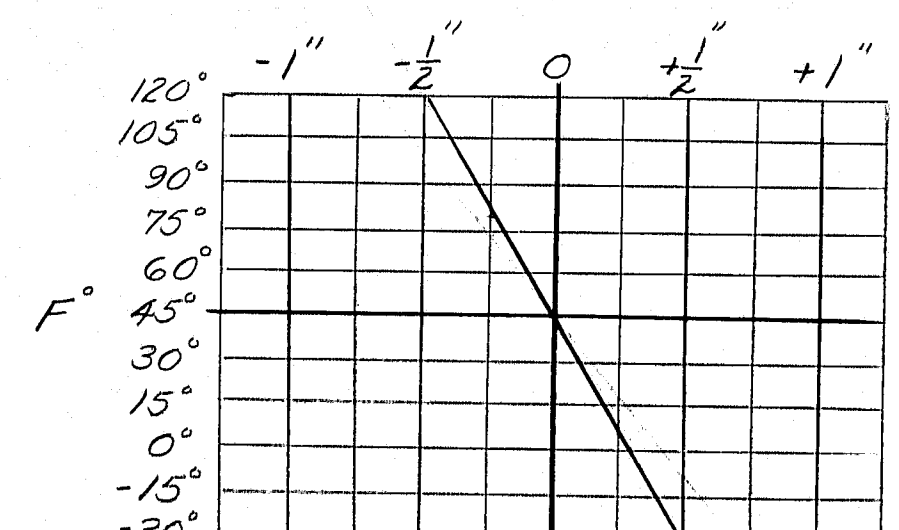
APPROACH SLABS

RECESSED AREA NOTES

- 1) Special care shall be exercised so that form joints at the exposed face of concrete shall be kept tight.
- 2) In the recessed areas, all fins and projections in the concrete shall be removed and all holes patched to create a surface of uniform texture.

ABUTMENT NOTES

- 1) Reinforcing steel shall have 2 inches minimum cover unless otherwise noted, except footing reinforcing shall have 3 inches minimum cover.
- 2) Protective coating for concrete surfaces shall be applied to the following areas:
 - Face and top of concrete curbs
 - Top of backwall to 1'-0" below finished grade on back
- 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) Piles marked thus \rightarrow shall be battered 3 inches per foot in the direction of the arrow.
- 5) Maximum calculated pile loads: 98.2 tons
- 6) Estimate of piles required:
 - Abutment #1 - 19 HP 14X73 @ 56 feet
 - Abutment #2 - 20 HP 14X73 @ 49 feet
- 7) Sodded gutters shall be constructed after paving and shoulder work is completed, where it is apparent that runoff will cause continual erosion.
- 8) Granular borrow shall meet the requirements of subsection 703.19, material for under-water backfill.



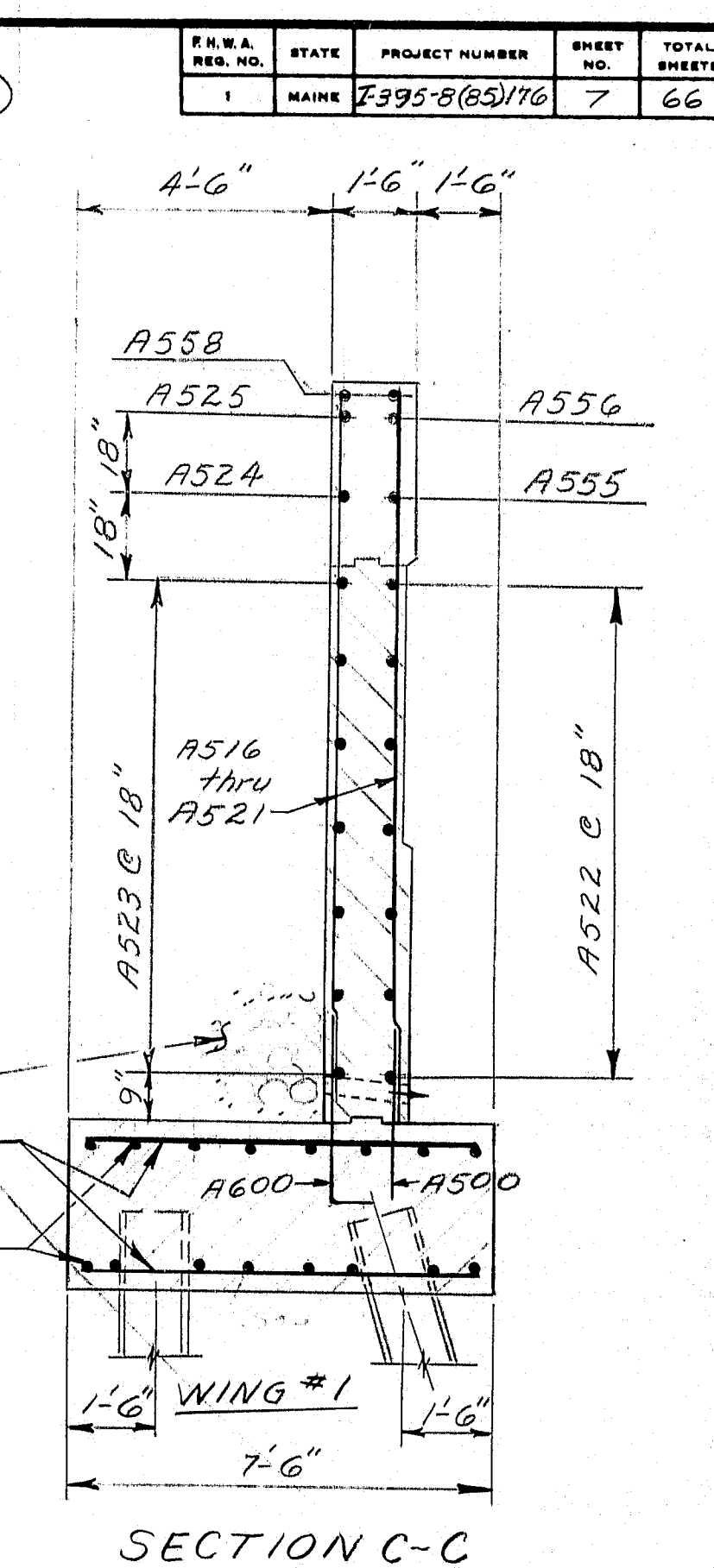
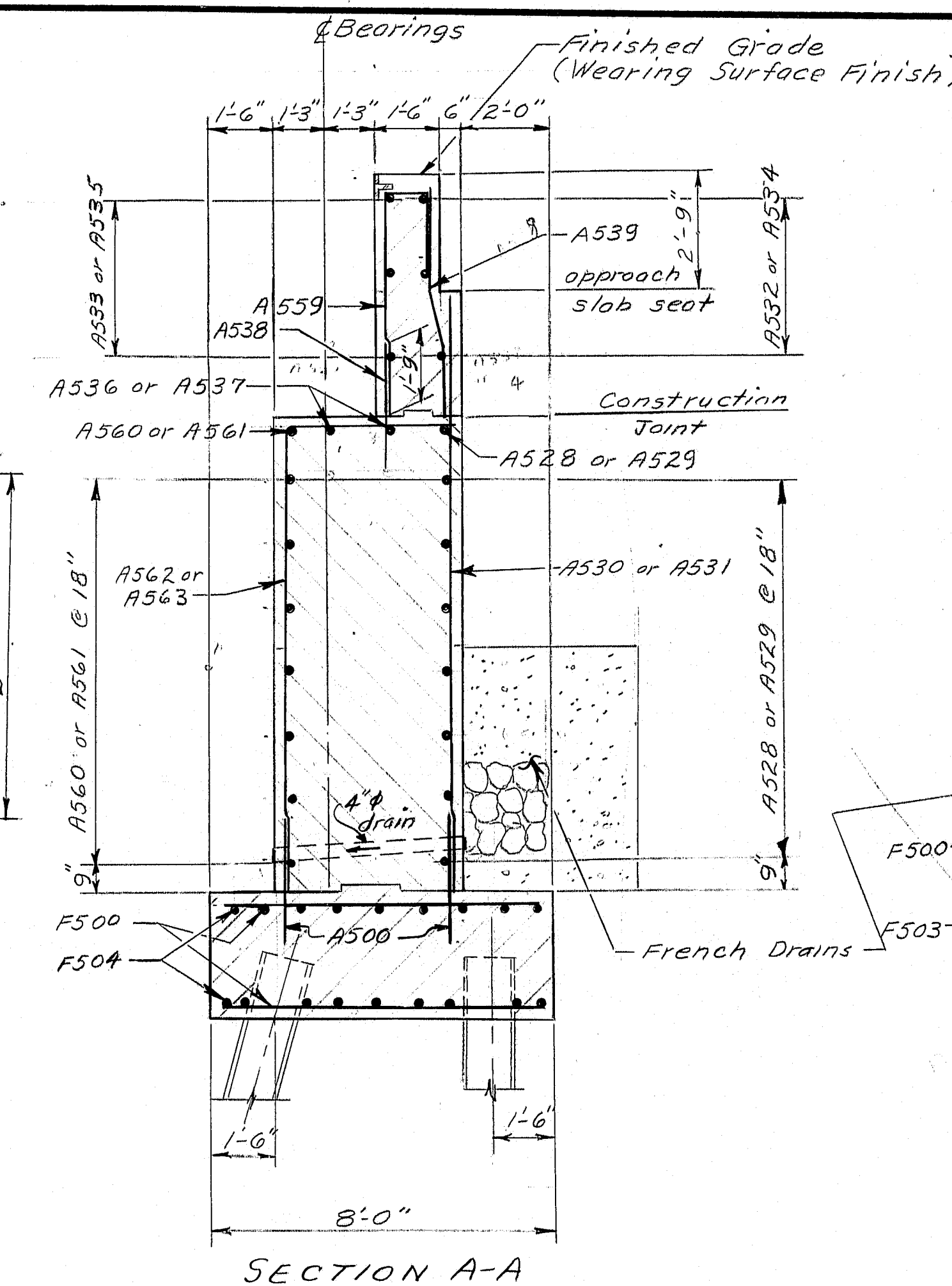
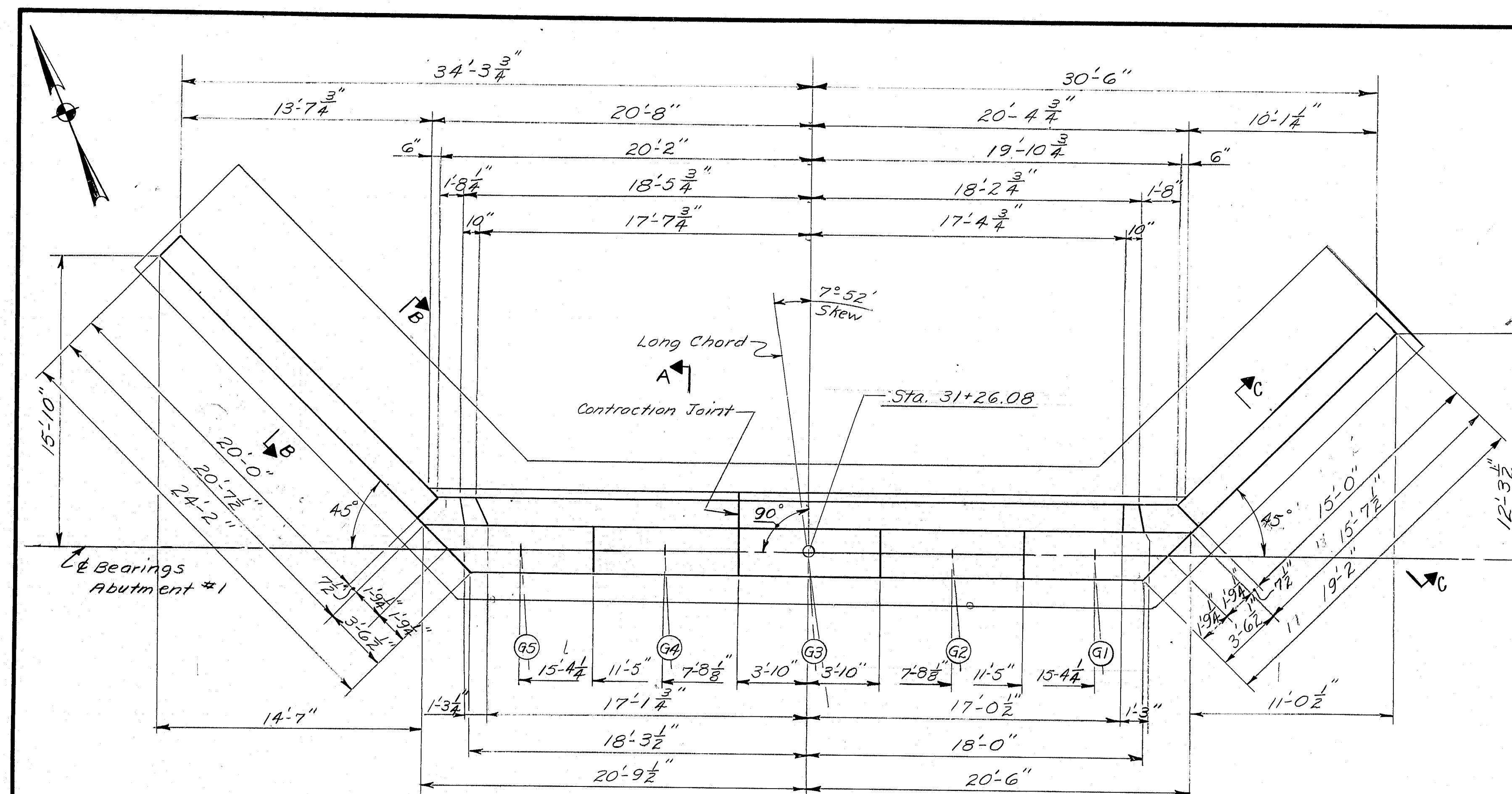
COMPRESSION SEAL ADJUSTMENT CHART

- 1) The seals to be furnished shall have a minimum Movement Rating of 0.56 inch for both abutments.
- 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 deflection is needed.
- 5) The Compression Seal adjustment chart shows the adjustment necessary to adjust the joint opening shown on the shop detail drawings for temperatures other than 45 F. Adjustment is to be measured parallel to the centerline of construction.

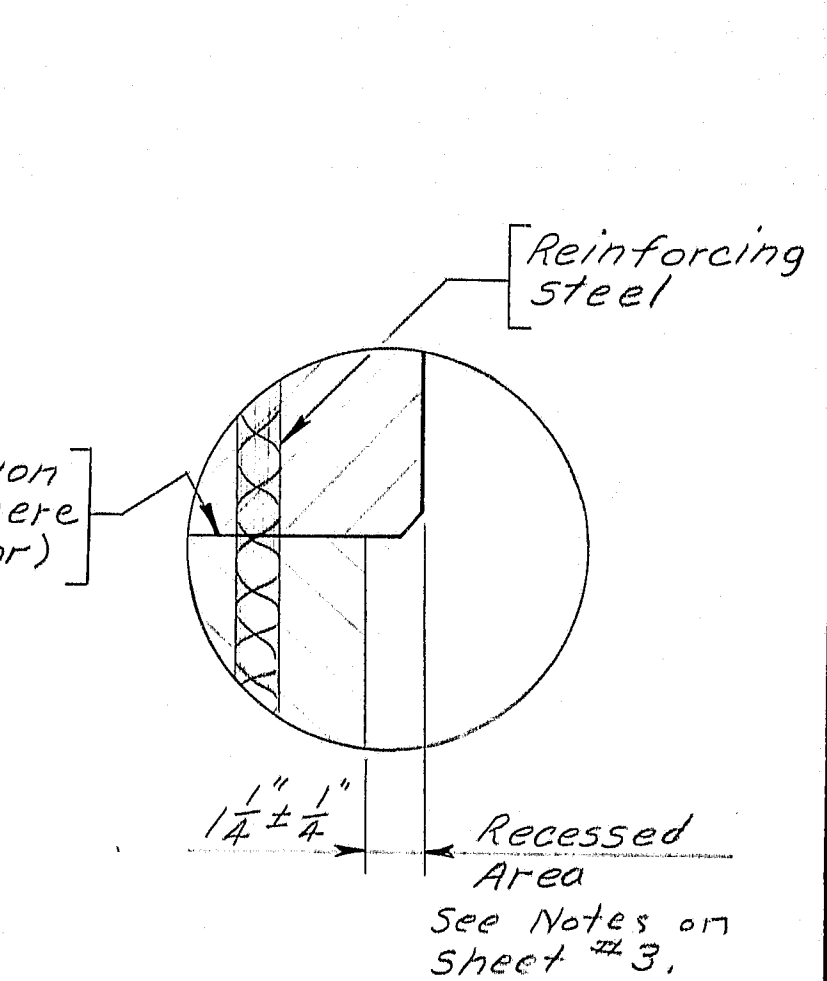
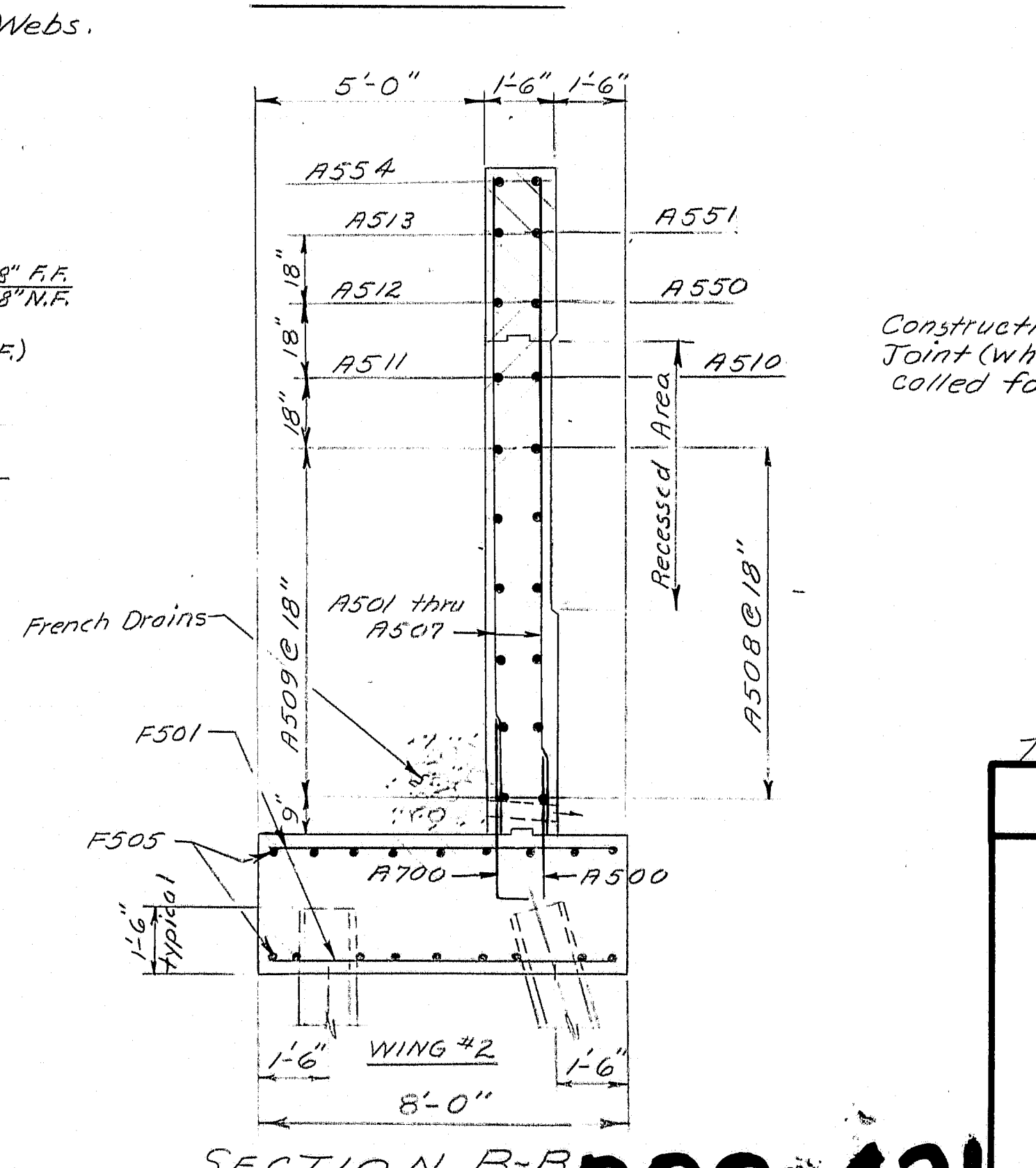
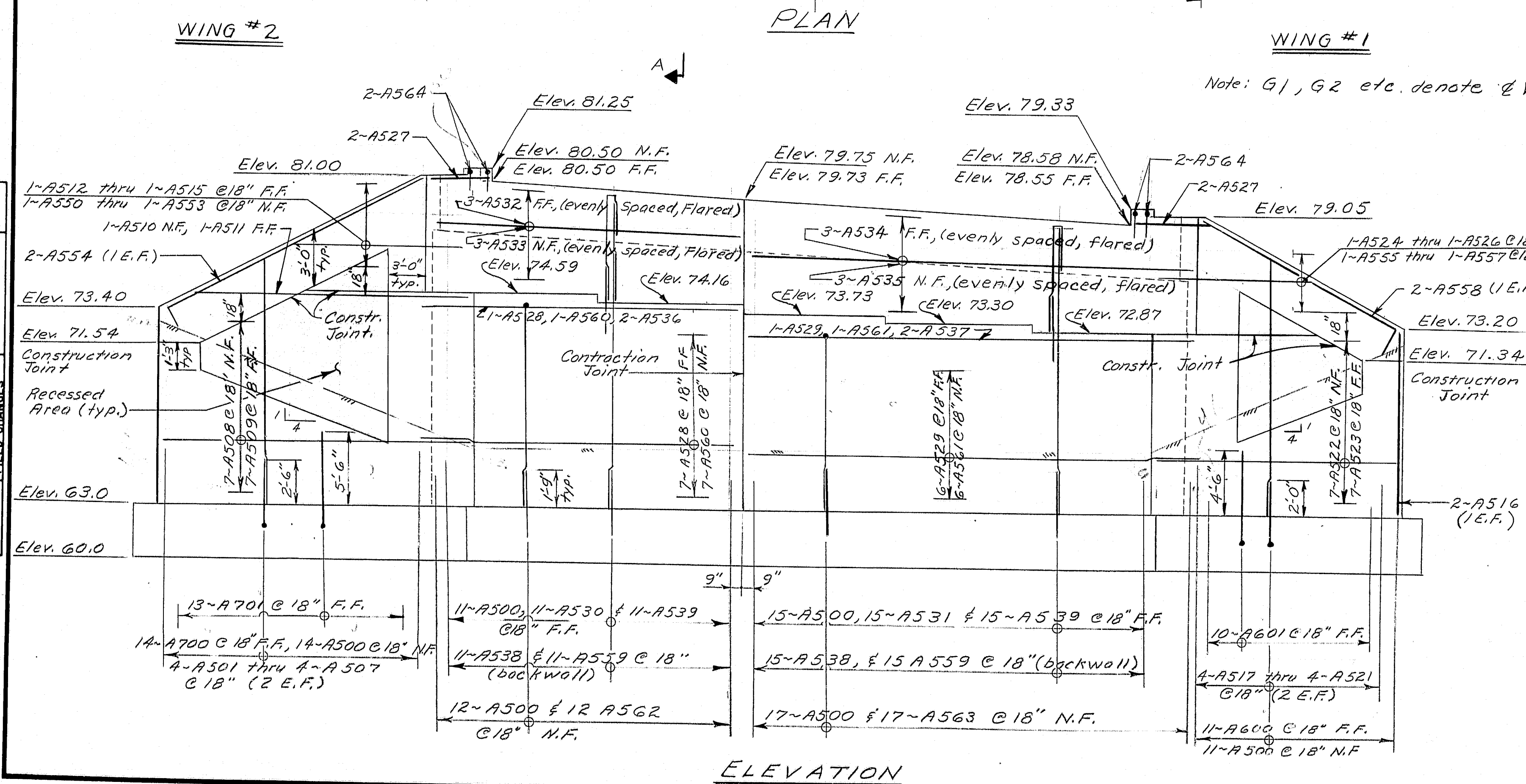
THIS ALT NOT USED

STATE OF MAINE DEPARTMENT OF TRANSPORTATION INDUSTRIAL PARK ROAD OVER I-395 IN THE CITY OF BREWER CONCRETE ALTERNATE Abutment Notes & Details SHEET 3 OF 16 AUGUSTA, MAINE

R88-420



F.W.A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F395-B(65)116	7	66



THIS ALT. NOT USED RM7

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION


INDUSTRIAL PARK ROAD
OVER
I-395
IN THE CITY OF
BREWER
CONCRETE ALTERNATE
Abutment #1

SHEET 4 OF 16 AUGUSTA, MAINE

P88-421

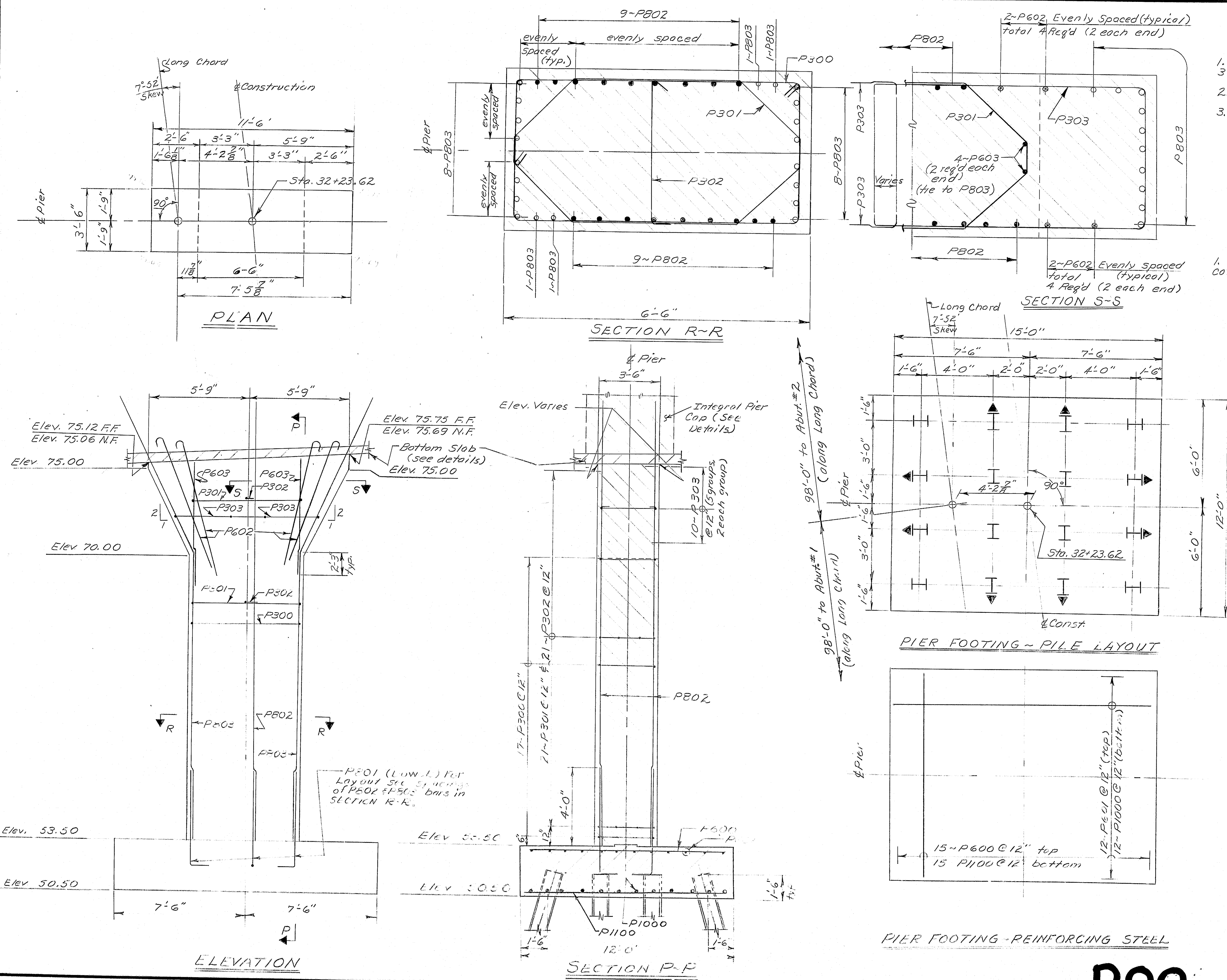
F.R.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-395-8(20)/76	9	66

PILE NOTES

1. Piles marked thus  shall be battered 3 inches per foot in the direction of the arrow.
2. Maximum calculated pile loads: 131 tons.
3. Estimate of piles required at pier: HP14x89
16 required @ 47' feet long = 752 L.F. TOTAL

PIER NOTES

1. Reinforcing steel shall have 3 inches minimum cover unless otherwise indicated.



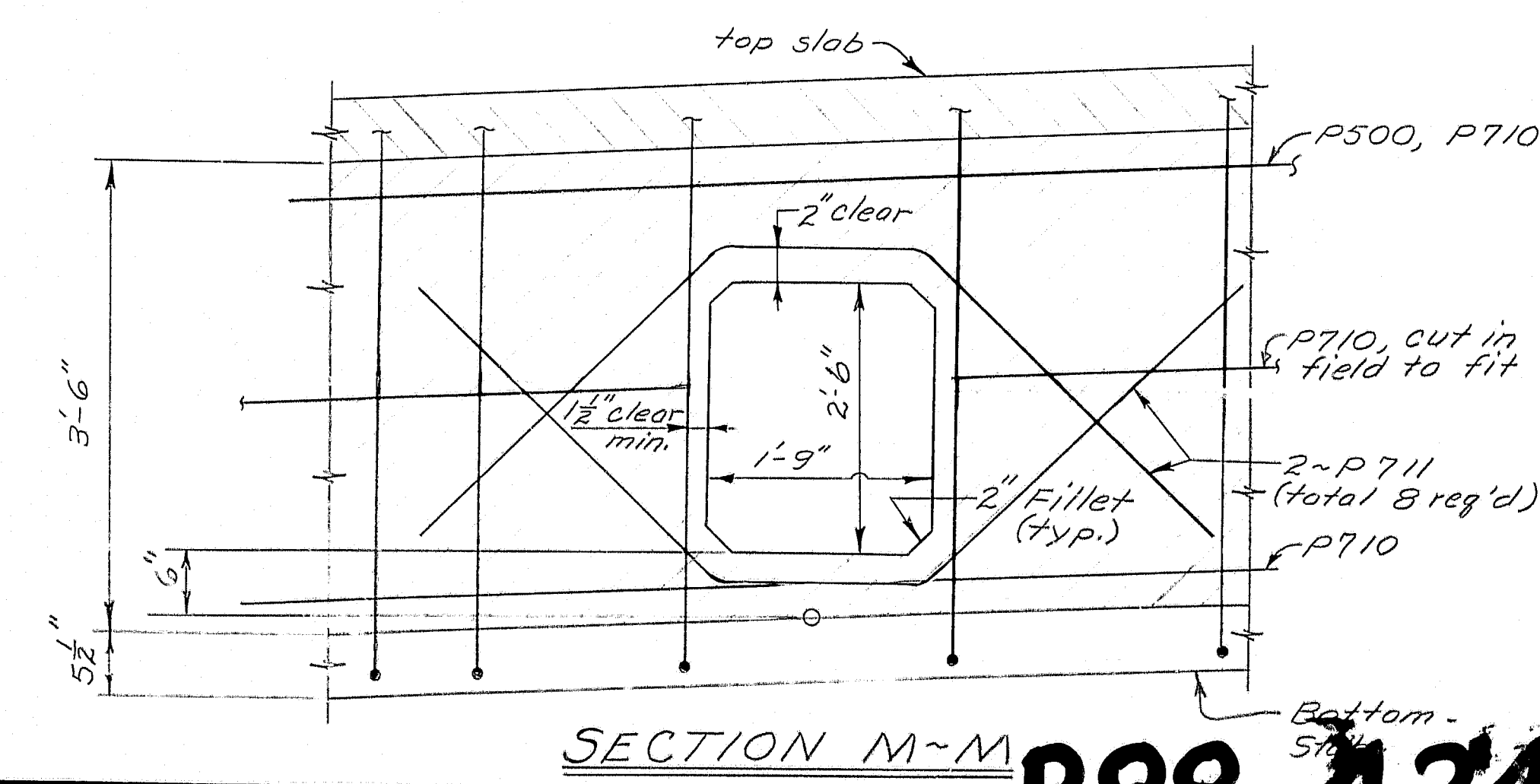
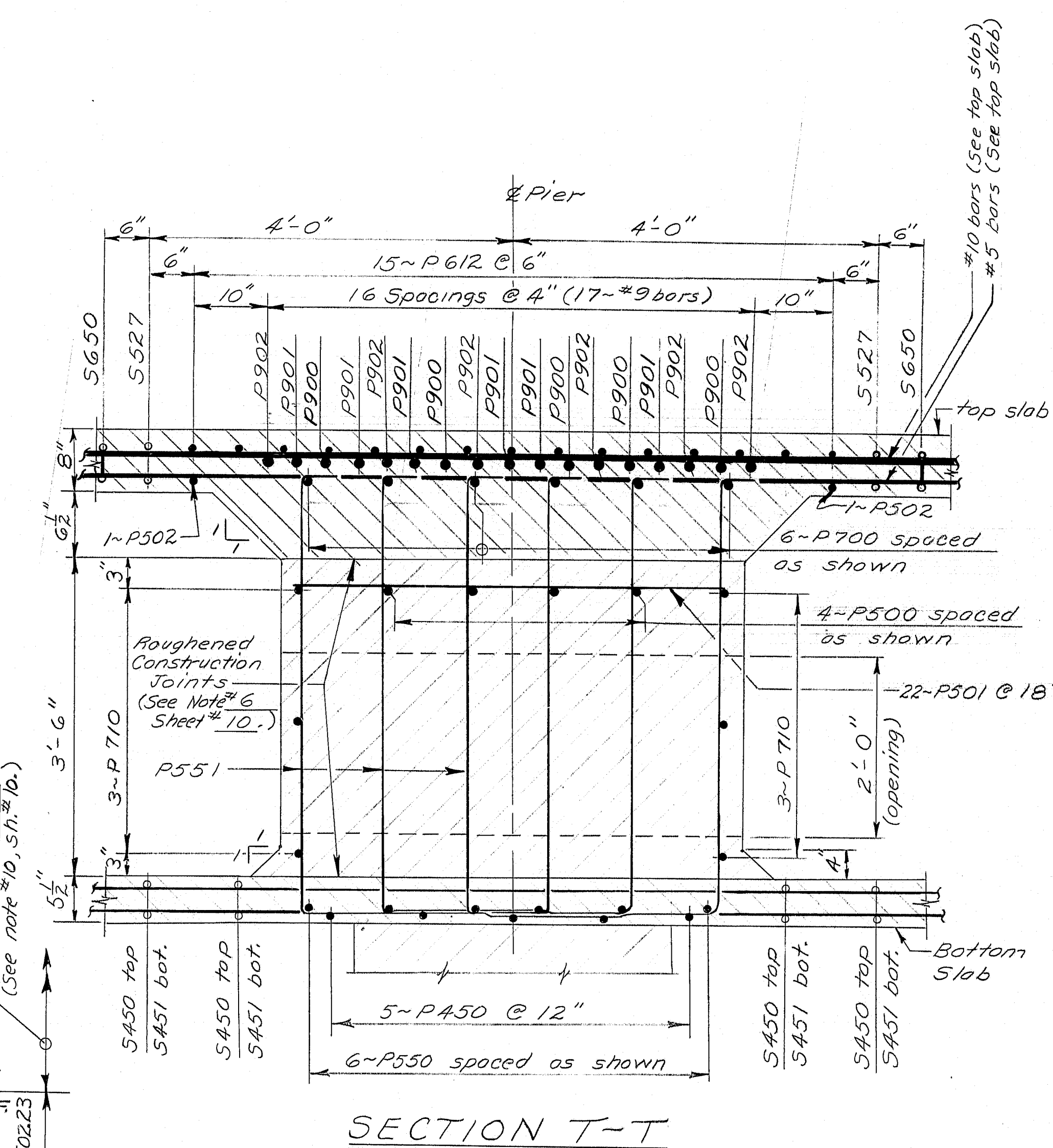
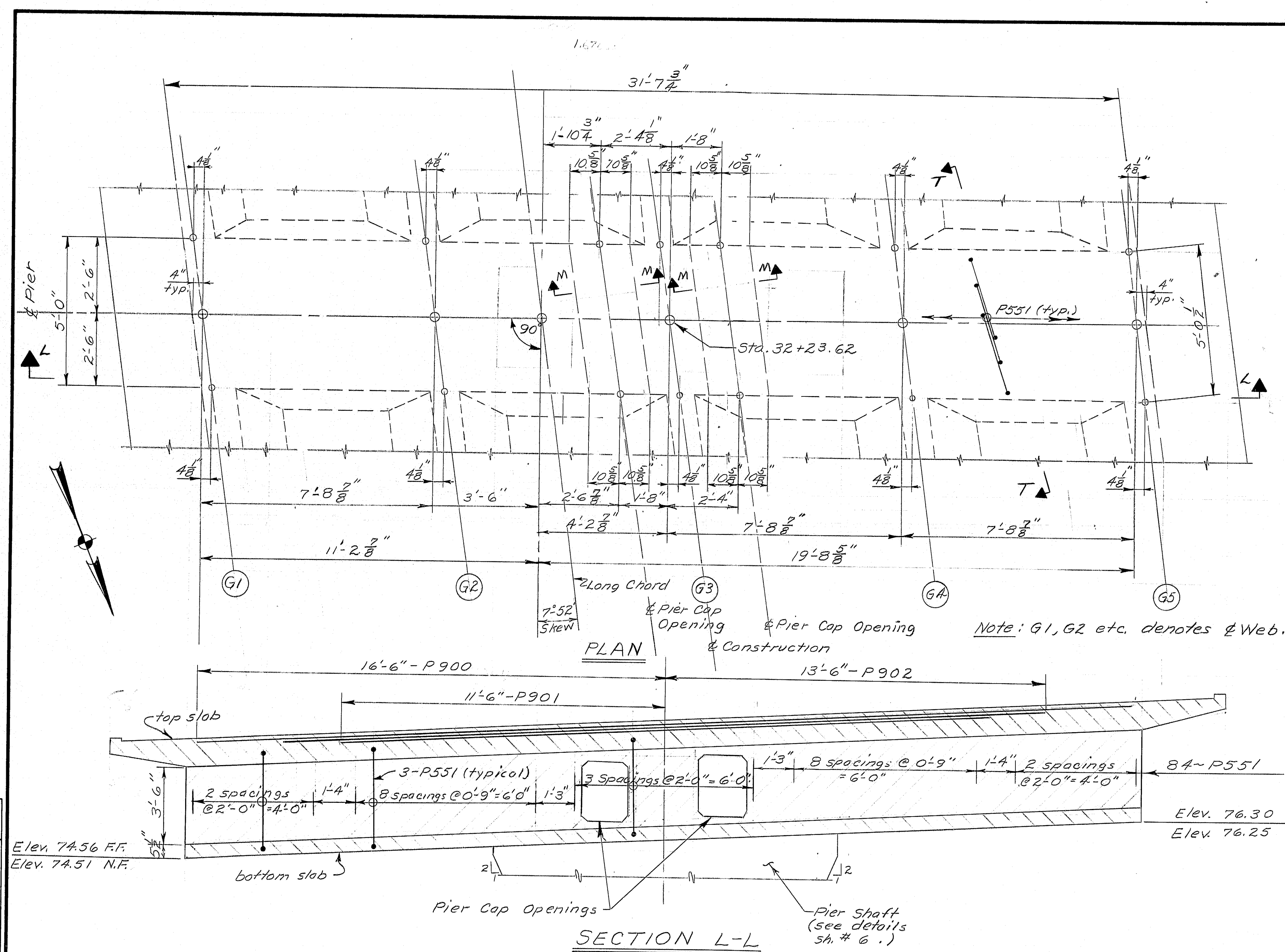
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	7/24/76
CHECKED	6/83
REVISIONS	
FIELD CHANGES	

THIS ALT. NOT USED

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INDUSTRIAL PARK ROAD
OVER
I-395
IN THE CITY OF
BREWER
CONCRETE ALTERNATE
Integral Pier
SHEET 6 OF 16 AUGUSTA, MAINE

R88-423

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	T-395-8(85)/76	10	6



PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED	<i>RJM</i>	<i>Jan. 1983</i>
	CHECKED	<i>RVD</i>	<i>2/83</i>
	REVISIONS		
	FIELD CHANGES		

THIS A.C.T. NOT USED ANY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

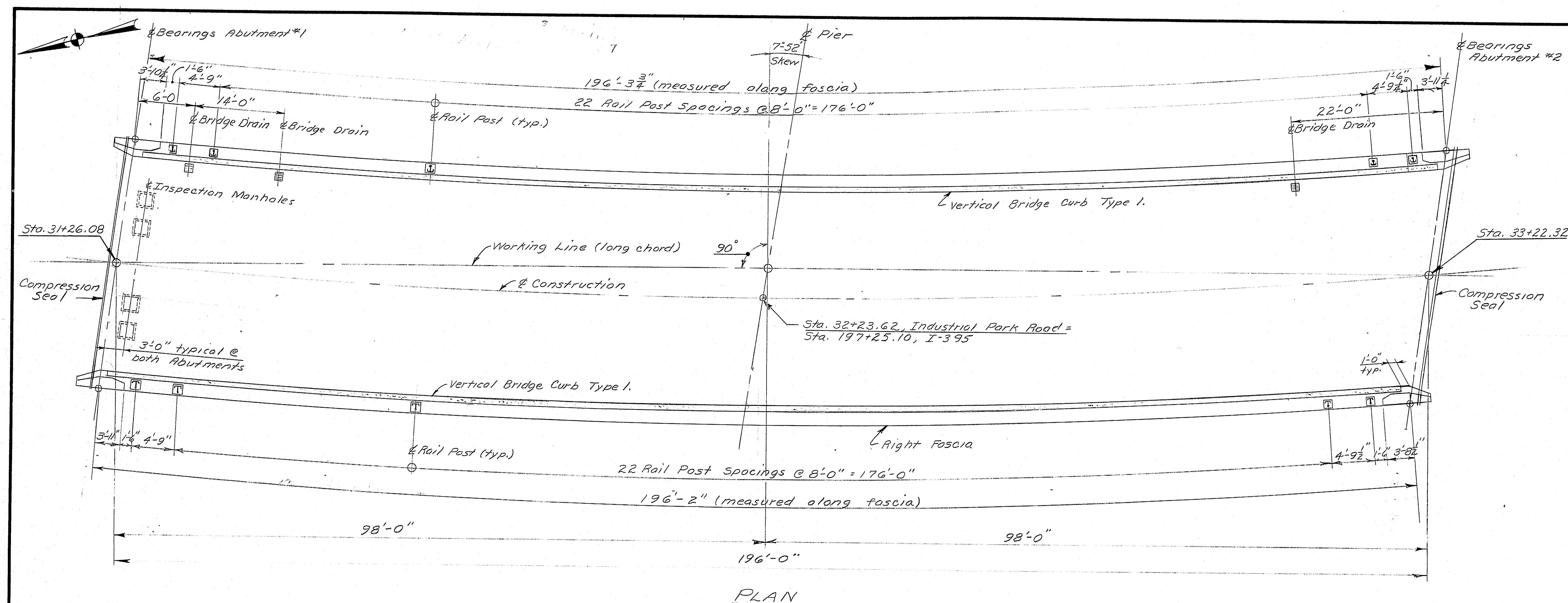
INDUSTRIAL PARK ROAD
OVER
I-395
IN THE CITY OF
BREWER
CONCRETE ALTERNATE
Integral Pier Cap Details

SHEET 7 OF 16 AUGUSTA, MAINE

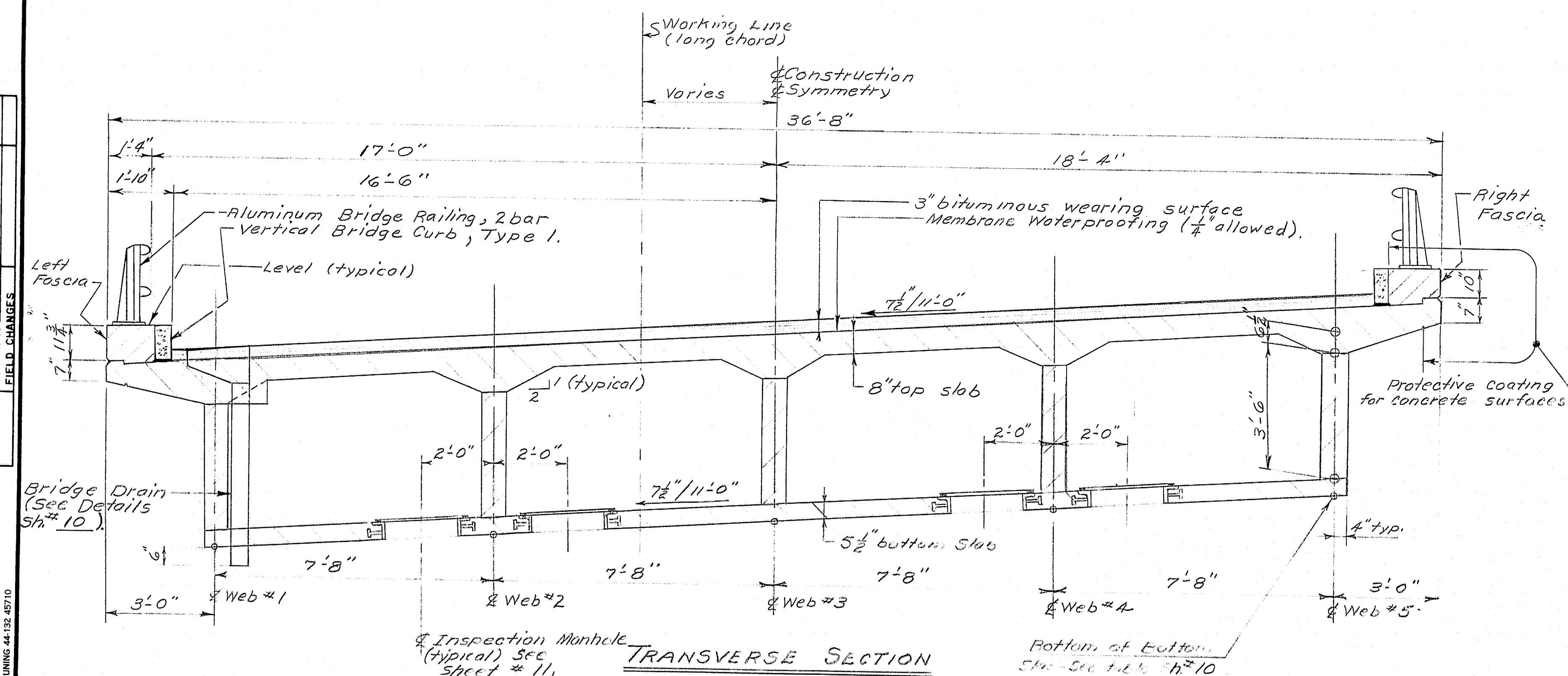
M ~~R88-424~~ Bottom -
Stalk

F.R.M.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F395-8(85)/176	11	66

CURVE DATA
(Industrial Park Road)
P.I. Sta. 35+08.75
 $\Delta = 41^\circ 40' 37.2''$ Left
 $D = 5^\circ 00'$
 $T = 436.17'$
 $L = 833.54'$
 $R = 1145.92'$



PLAN



TRANSVERSE SECTION

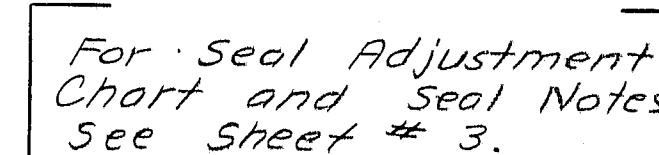
PROJECT DESIGN ENGINEER	DATE
BY	5/83
DESIGN DETAIL	END
CHECKED	
REVISIONS	
FIELD CHANGES	

THIS ALT. NOT USED BY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INDUSTRIAL PARK ROAD
OVER
INTERSTATE ROUTE I-395
IN THE CITY OF
BREWER
CONCRETE ALTERNATE
Superstructure Plan & Section
SHEET 8 OF 16 AUGUSTA, MAINE

R88-425

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	<i>RJM</i>	<i>5/12/83</i>
	REVISIONS	<i>RVD</i>	<i>6/83</i>
	FIELD CHANGES		

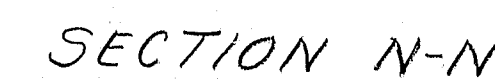


Protective Coating for Concrete Surfaces

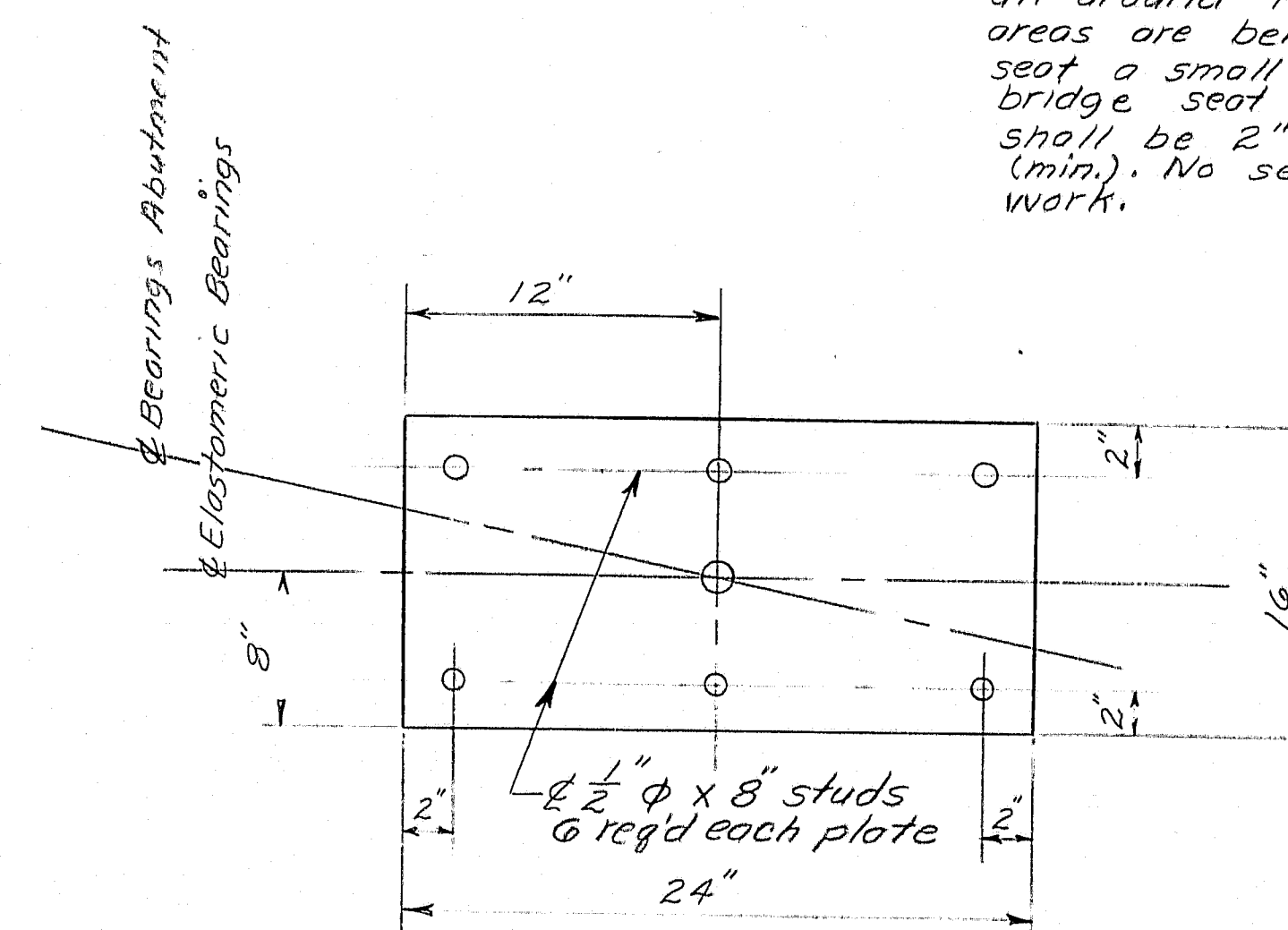
4 1" ϕ plastic
drains (2 ea
bay) (Abut.
end only).



Note: Elastomeric bearing dimensions are minimum. Laminated bearings of other dimensions may be used subject to the approval of the Engineer.



At the location of the elastomeric bearings the concrete bridge seats shall be dressed one inch larger all around than the elastomeric bearing. 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 where required by the Engineer. The channel shall be 2" wide (min.) and have a slope of $\frac{1}{2}$ " ft. (min.). No separate payment shall be made for this work.



THIS ALT. NOT USED
RM 2

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

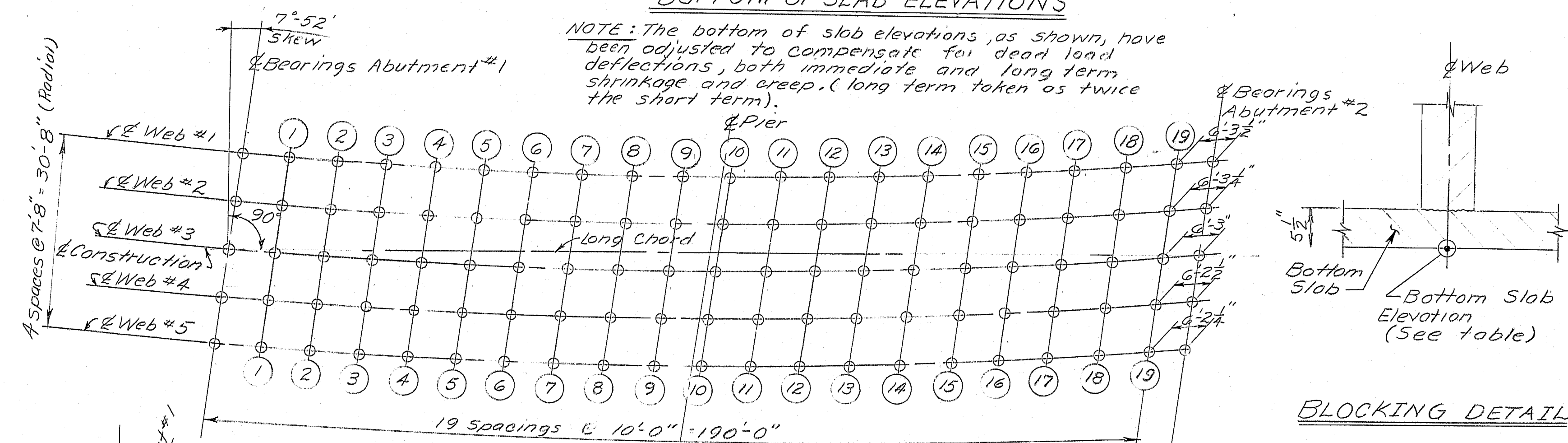
INDUSTRIAL PARK ROAD
OVER
I-395
IN THE CITY OF
BREWER
CONCRETE ALTERNATE
Superstructure End Diaphragms

SHEET 9 OF 16 AUGUSTA, MAINE

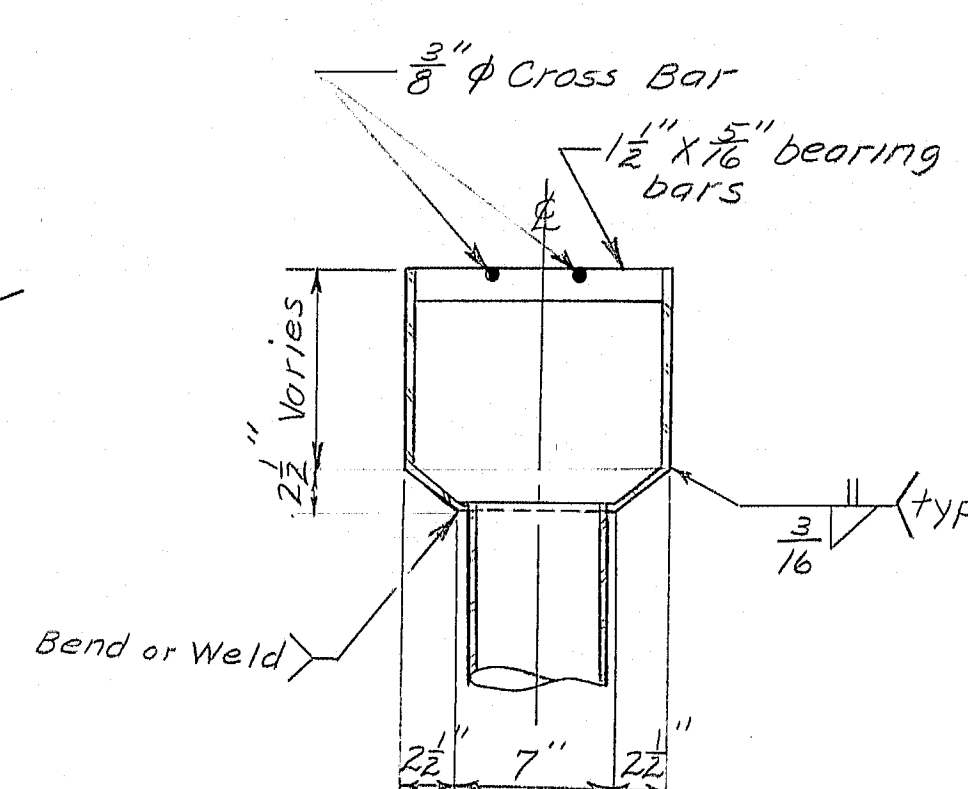
~~R88-426~~

	# Brgs. Abut. #1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	# Brgs. Abut. #2
Web #1	73.27	73.56	73.81	74.04	74.22	74.35	74.42	74.48	74.50	74.52	74.58	74.74	74.90	75.07	75.21	75.33	75.40	75.42	75.38	75.32	75.23
Web #2	73.70	73.99	74.24	74.47	74.65	74.77	74.85	74.90	74.93	74.94	75.00	75.16	75.33	75.49	75.64	75.76	75.83	75.85	75.81	75.76	75.65
Web #3	74.13	74.42	74.67	74.90	75.08	75.20	75.28	75.33	75.35	75.37	75.43	75.59	75.75	75.92	76.06	76.18	76.26	76.27	76.23	76.18	76.08
Web #4	74.56	74.84	75.10	75.32	75.50	75.62	75.70	75.75	75.78	75.79	75.86	76.01	76.18	76.34	76.49	76.61	76.68	76.70	76.66	76.61	76.51
Web #5	74.99	75.27	75.52	75.75	75.93	76.05	76.13	76.18	76.20	76.22	76.28	76.44	76.60	76.77	76.91	77.04	77.11	77.13	77.09	77.04	76.94

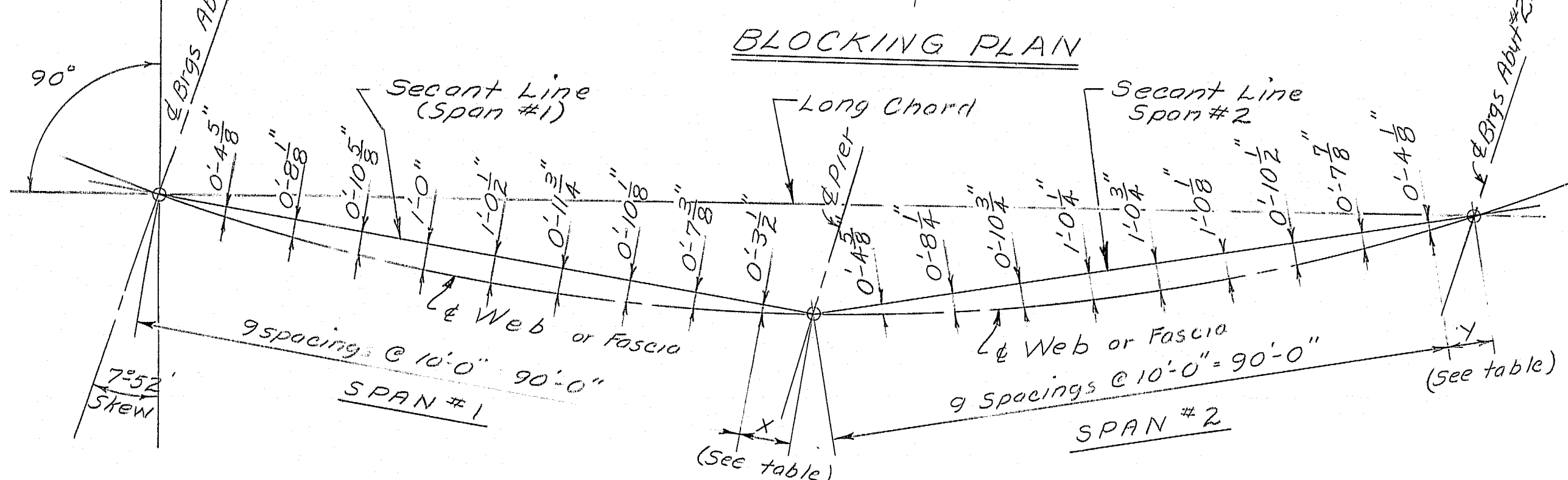
BOTTOM OF SLAB ELEVATIONS



BLOCKING DETAIL

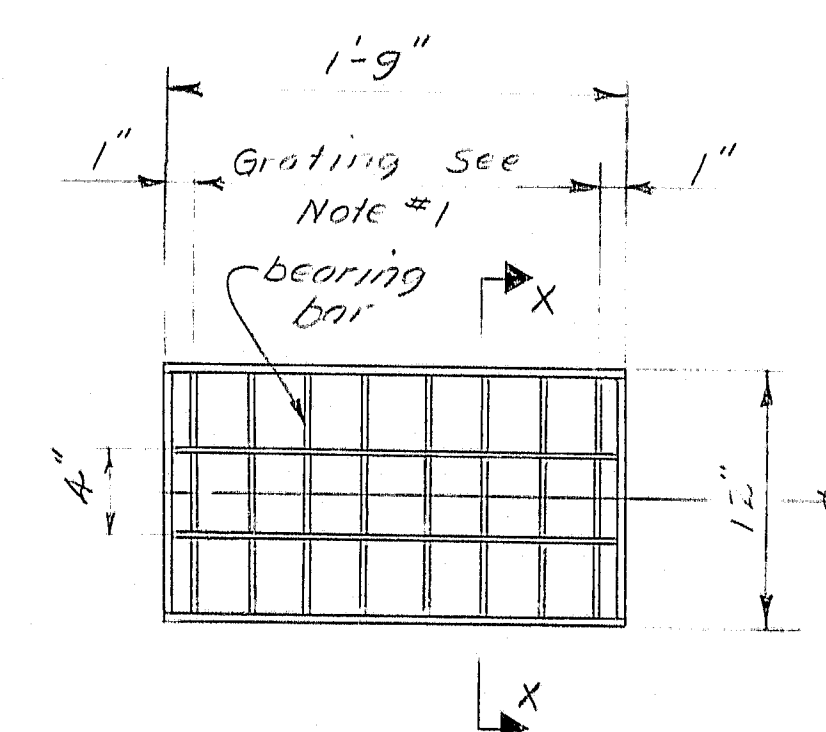


SECTION X-X



TYPICAL GIRDER AND FASCIA LAYOUT

	X	Y
Left Fascia	7'-6 1/4"	8'-8 3/4"
Girder #1	7'-6 1/4"	8'-8 1/2"
Girder #2	7'-6 1/4"	8'-8 1/4"
Girder #3	7'-6 1/4"	8'-8 1/2"
Girder #4	7'-6 1/4"	8'-7 3/4"
Girder #5	7'-6 1/4"	8'-7 1/2"
Right Fascia	7'-6 1/4"	8'-7 1/2"



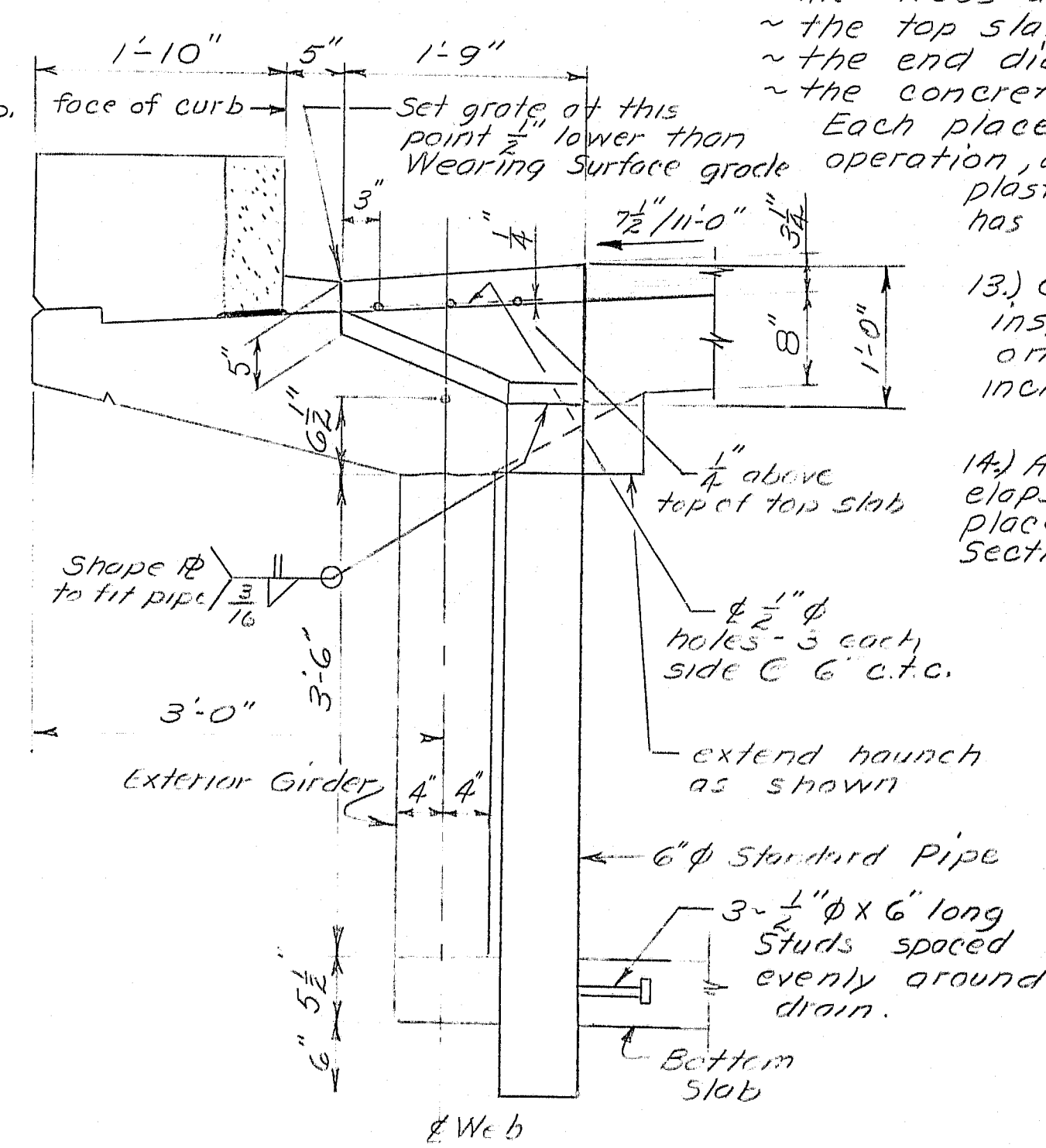
NOTES

- Grating shall be a commercial heavy duty grating with 1/2" x 3/8" bearing bars spaced at 2 1/2" c.t.c., and 3/8" x 1/2" cross bars spaced at 4" c.t.c.
- Plates shall be ASTM A 36, 1/4" thick.

SUPERSTRUCTURE NOTES

F.R.M.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	E395-8(05)176	13	66

- Reinforcing steel shall have a minimum cover of 2 inches unless otherwise indicated.
- Adjust reinforcing steel to fit around the drains in a manner approved by the Engineer. Do not cut reinforcing bars.
- Mortar, for bedding and for joints in the granite curb shall contain an approved non-shrink additive.
- Protective coating for concrete surfaces shall be applied to the following areas: Top of concrete curbs and end diaphragms; Fascias down to the drip notch; Concrete end posts.
- Welding to the stirrups in the top of the concrete end diaphragms and in the abutment backwall will be allowed, as approved by the Engineer.
- The roughened construction joints, where called for on the plans, shall have clean contact surfaces free of laitance and shall be intentionally roughened to a full magnitude of approximately 0.25 inch, in a manner approved by the Engineer.
- Where approved by the Engineer, the Contractor may use stay-in-place galvanized metal forms. All other forms shall be removed in their entirety.
- The concrete superstructure shall be supported by falsework until the entire superstructure has been substantially completed and in accordance with Section 502.10. The Contractor shall submit plans of the supporting forms and falsework to the Engineer for approval prior to their construction.
- In removing the supporting falsework, the Contractor shall take special care that the dead loading of the concrete will be done gradually using sand boxes or other methods as specified under section 502.10(d). The method used by the Contractor shall be subject to the approval of the Engineer.
- Payment for superstructure concrete will be made to the bottom of bottom slab under Item 502.37. Such payment will include the integral pier cap and the concrete end diaphragms.
- The 1/2 inch steel plate and stud anchors at the abutment ends will be considered incidental to Item 502.37.
- The superstructure concrete shall be constructed in placements as follows:
 - the bottom slab
 - the webs and integral pier cap
 - the top slab and haunches
 - the end diaphragms
 - the concrete curbs
 Each placement shall be made in continuous operation and the concrete shall be kept plastic until the entire placement has been completed.
- Galvanized bridge drains and the inspection manholes, as shown on the plans, will be considered incidental to Item 502.37.
- A waiting period of 7 days shall elapse between Superstructure Concrete placements and as specified in Section 502.16.



BRIDGE DRAIN

THIS H.C.T. NOT USED HERE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

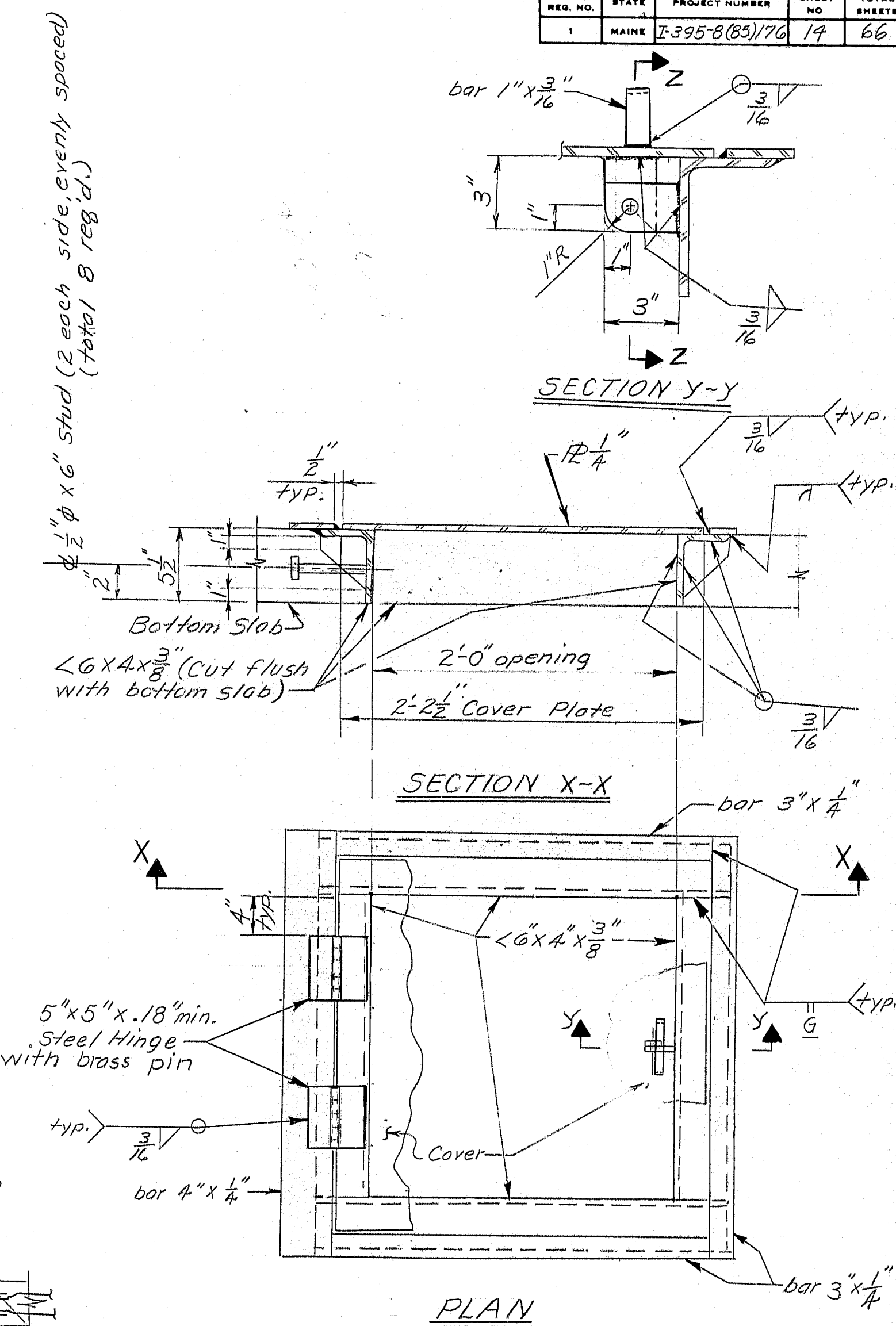
INDUSTRIAL PARK ROAD
OVER
INTERSTATE ROUTE I-395
IN THE CITY OF
BREWER
CONCRETE ALTERNATE

Bottom of Slab Elevation: 75.00

SHEET 13 OF 16 AUGUSTA, MAINE

R88-427

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-395-8(85)/76	14	66

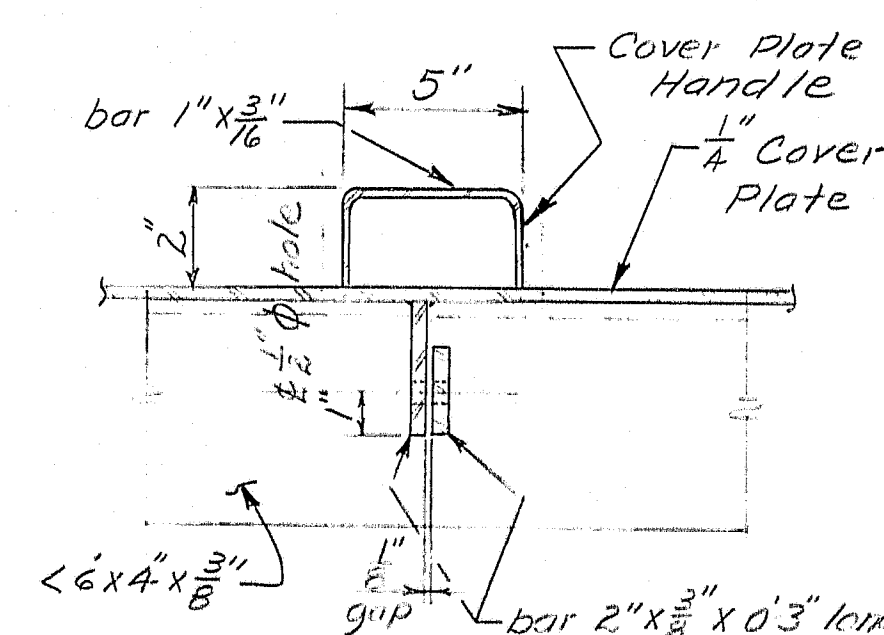


ONE HALF PLAN



INSPECTION MANHOLE

NOTE: The inspection manhole assembly shall be hot-dipped galvanized after fabrication.



THIS ALT NOT USED RMZ

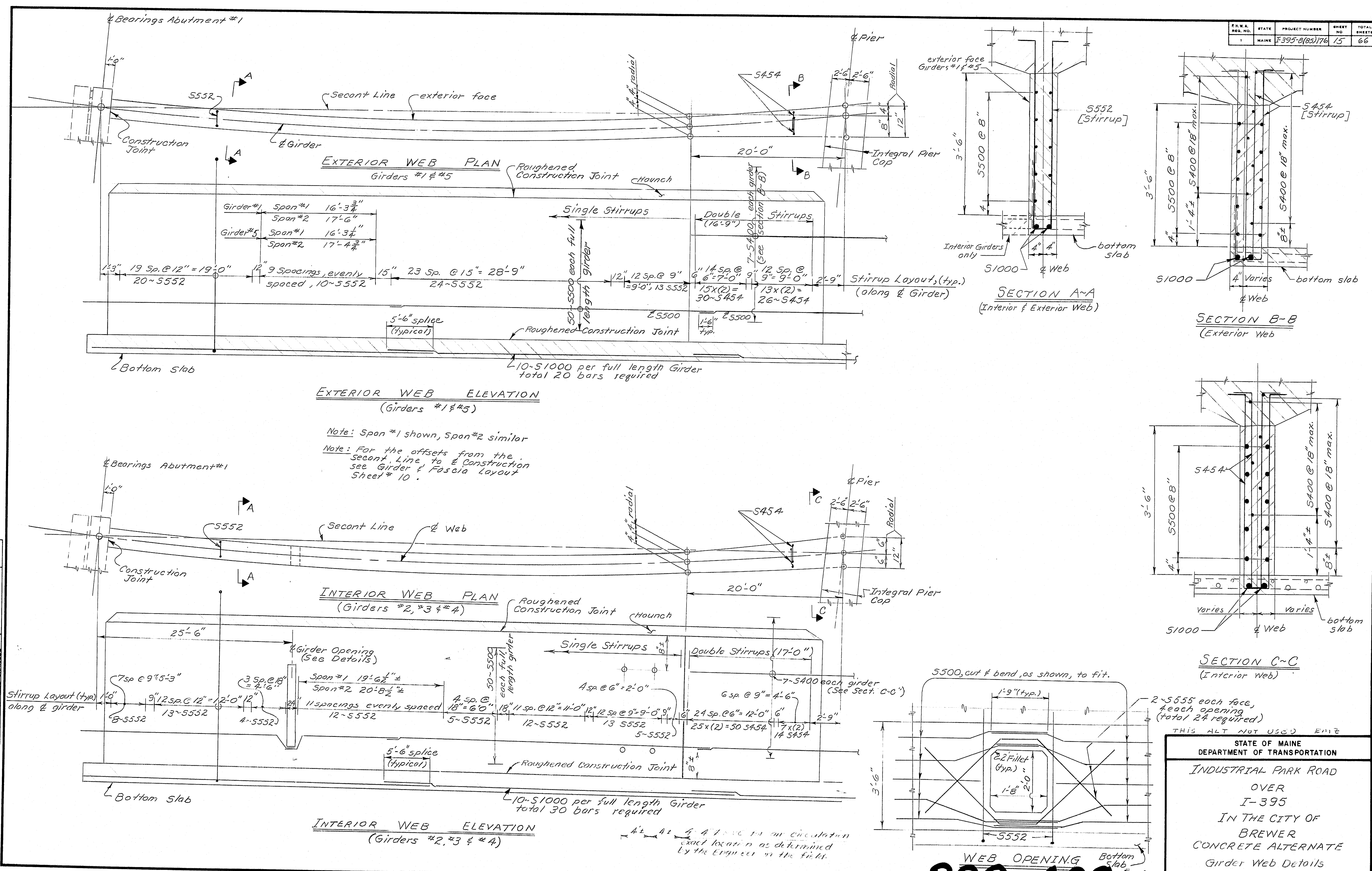
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INDUSTRIAL PARK ROAD
OVER
INTERSTATE ROUTE I395
IN THE CITY OF
BREWER
CONCRETE ALTERNATE
Bottom Slab

SHEET 11 OF 16 AUGUSTA, MAINE

R88-428

F.P.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F395-8(85)176	15	66



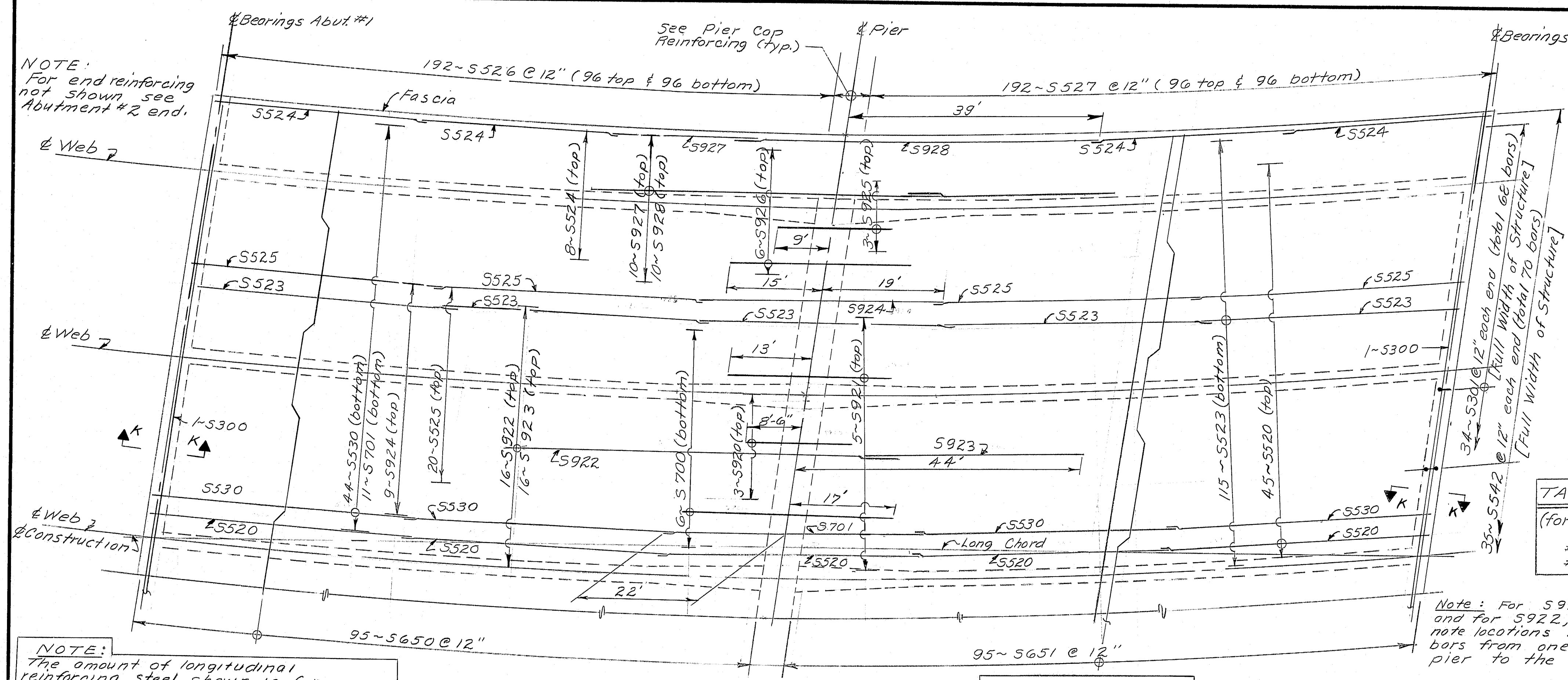
PROJECT DESIGN ENGINEER	DATE
BY	3/1/83
DESIGN - DETAILED	3/1/83
CHECKED	5/83
REVISIONS	
FIELD CHANGES	

R88-429

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INDUSTRIAL PARK ROAD
OVER
I-395
IN THE CITY OF
BREWER
CONCRETE ALTERNATE
Girder Web Details
SHEET 12 OF 16 AUGUSTA, MAINE

F.R.D. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-395-8(23)/76	16	66

NOTE:
For end reinforcing not shown see Abutment #2 end.



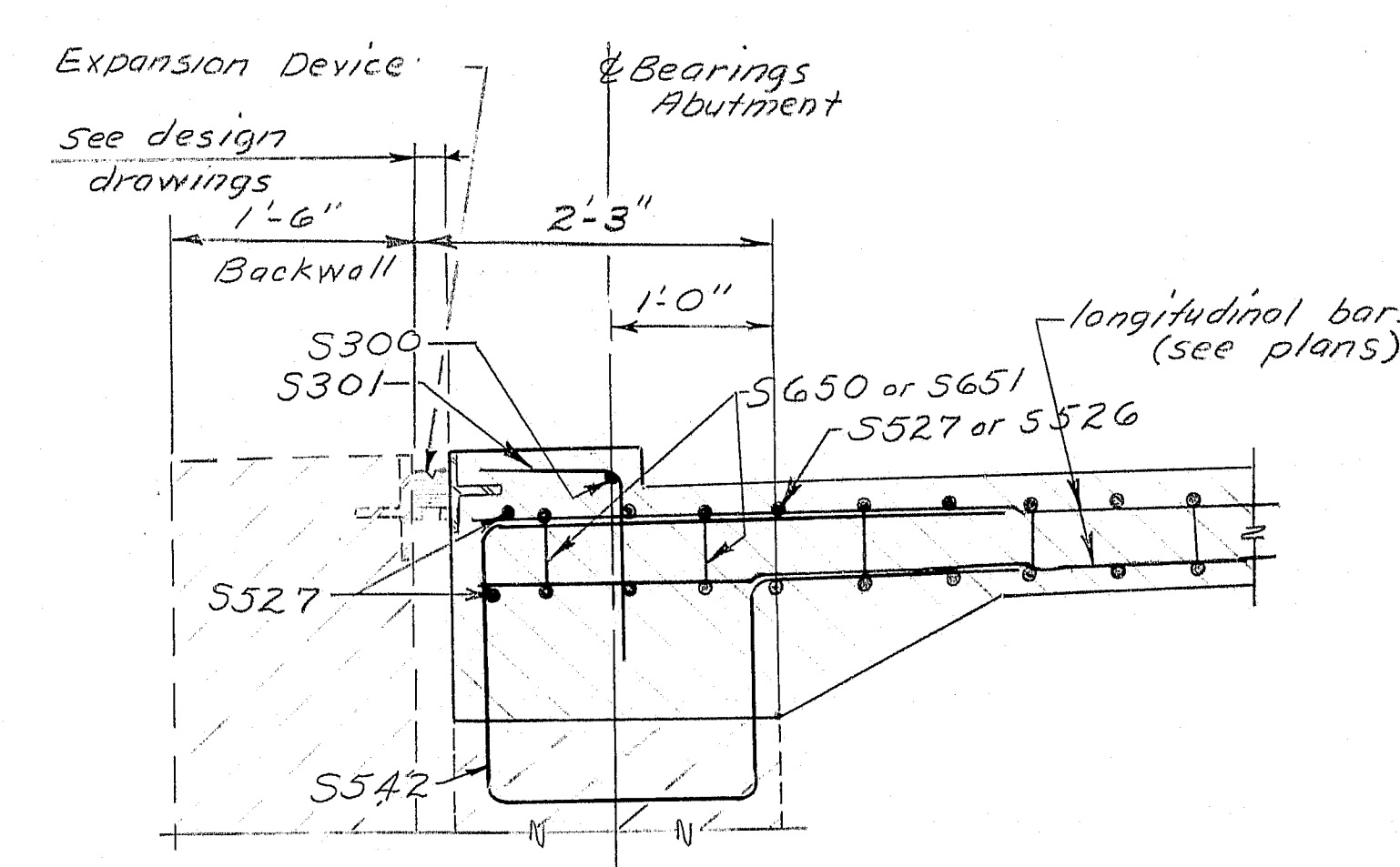
NOTE:
The amount of longitudinal reinforcing steel shown is for one half of top slab, the reinforcing is symmetrical about centerline.

For fascia offsets see sheet # 10.

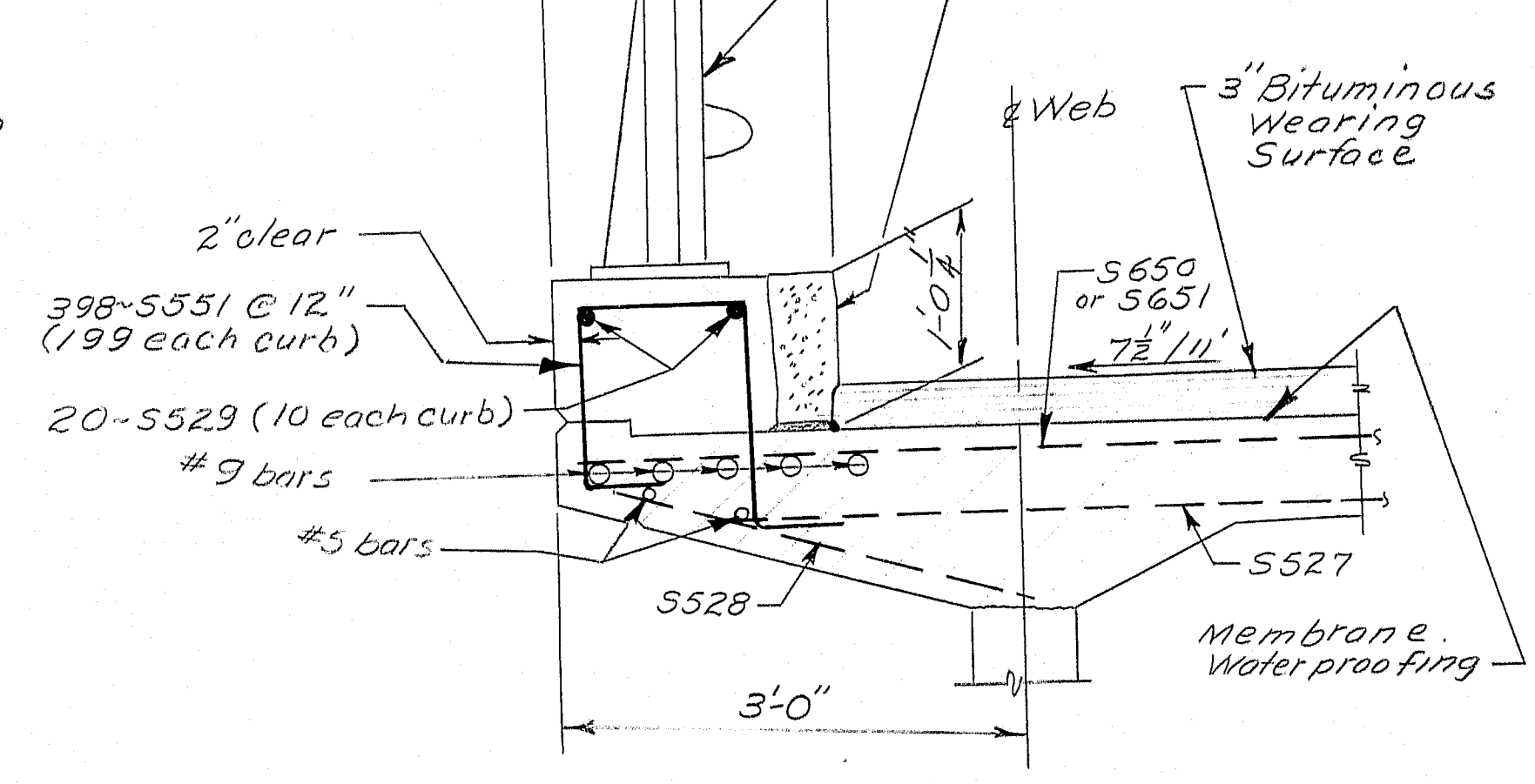
TABLE OF SPLICES
(for f'c = 4000 psi.)

#5 bar	1'-6"
#9 bar	4'-4"

Note: For S927, S928 bars and for S922, S923 bars, alternate locations by switching the bars from one side of the pier to the other.

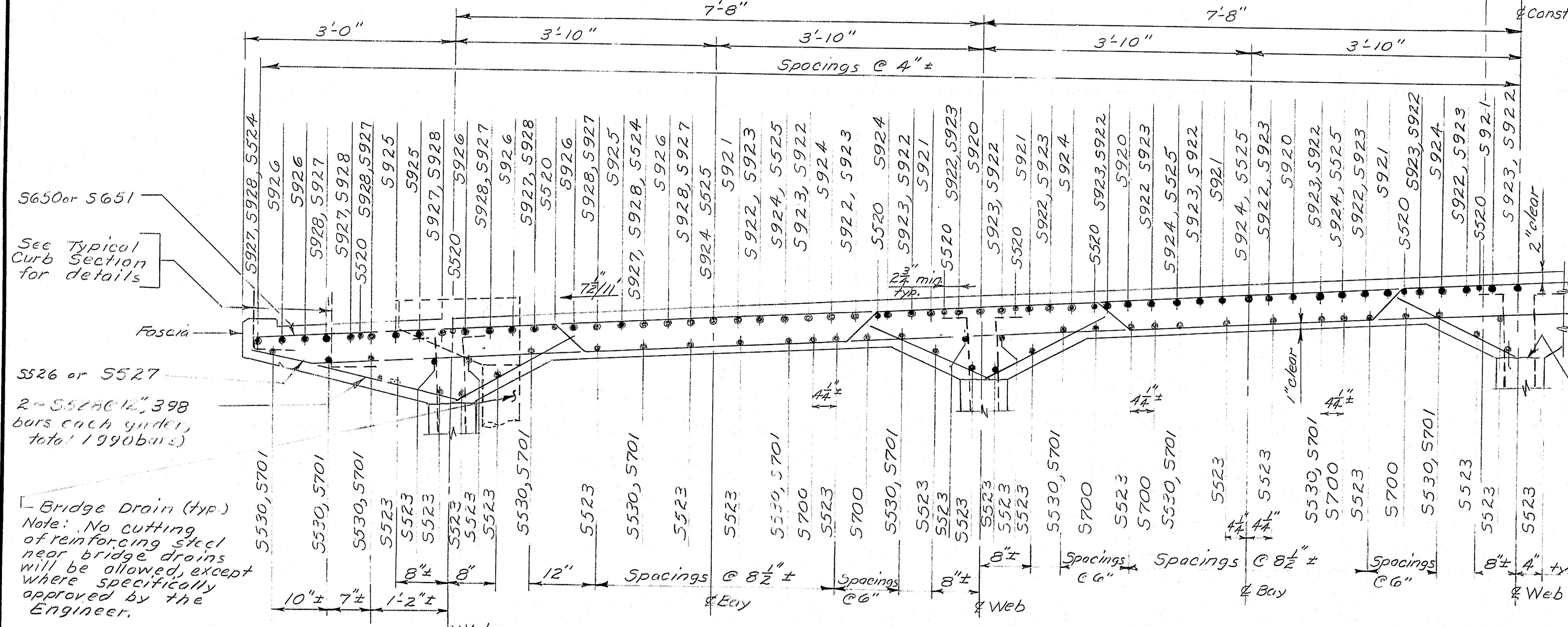


SECTION K-K



TYPICAL CURB SECTION

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	7/21/83
CHECKED	7/28/83
REVISIONS	
BY	DATE
PLANS	



Bridge Drain (typ.)
Note: No cutting of reinforcing steel near bridge drains will be allowed, except where specifically approved by the Engineer.

Roughened Construction Joint (typical) See Note # 6 Sh # 10.

THIS ALT NOT USED R112

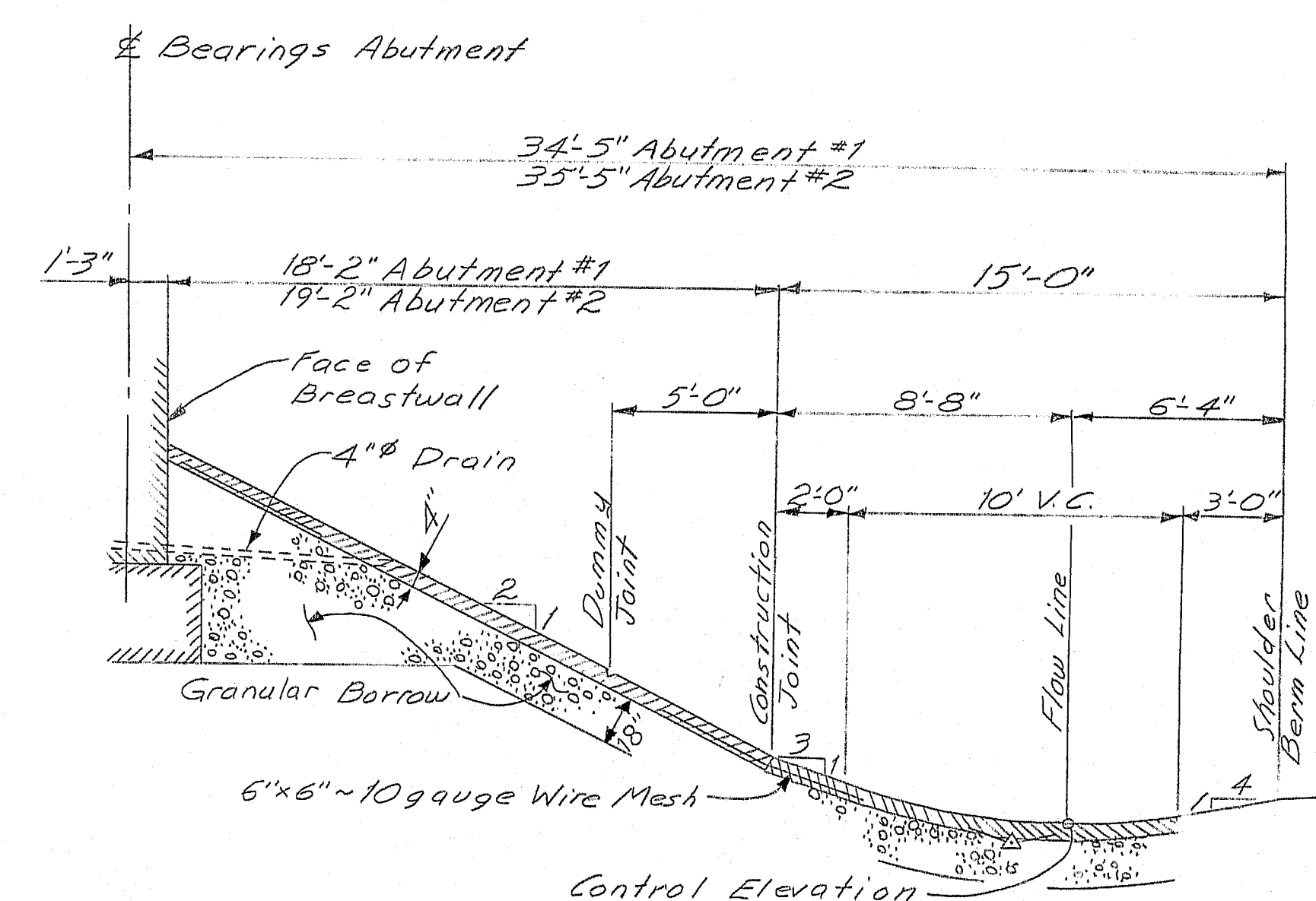
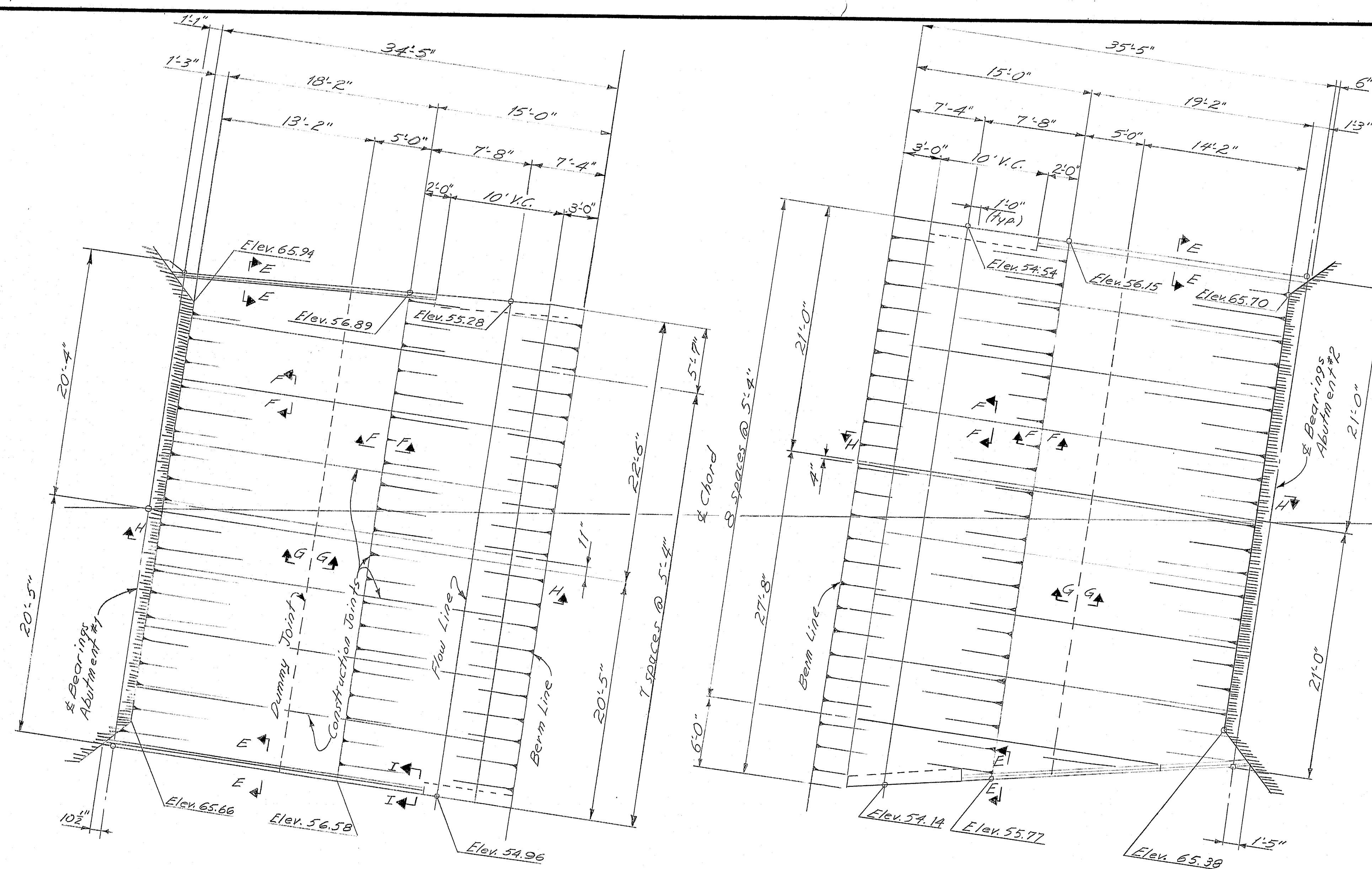
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INDUSTRIAL PARK ROAD
OVER
I-395
IN THE CITY OF
BREWER
CONCRETE ALTERNATE
Top Slab

SHEET 13 OF 16 AUGUSTA, MAINE

R88-430

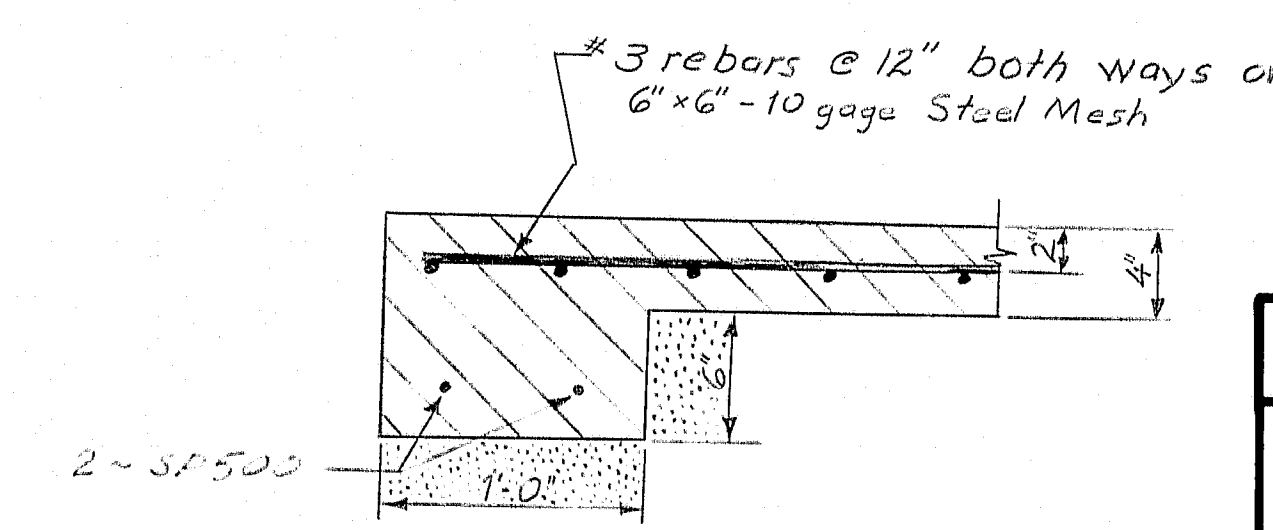
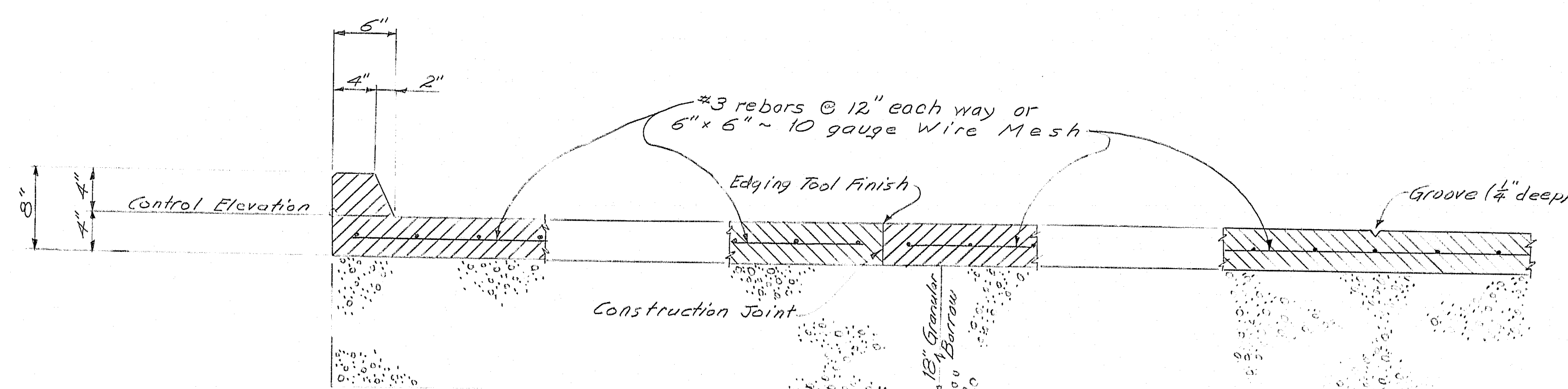
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEET
1	MAINE	I-395-8(85)176	17	66



SECTION H-H

NOTES

1. The Steel Mesh shall not pass through any contraction joints.
2. At all contraction joints, break bond between sections by a method approved by the engineer.
3. Do not excavate for granular borrow where the existing material is found suitable in the opinion of the engineer.



THIS ALT. NOT USED RMZ

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

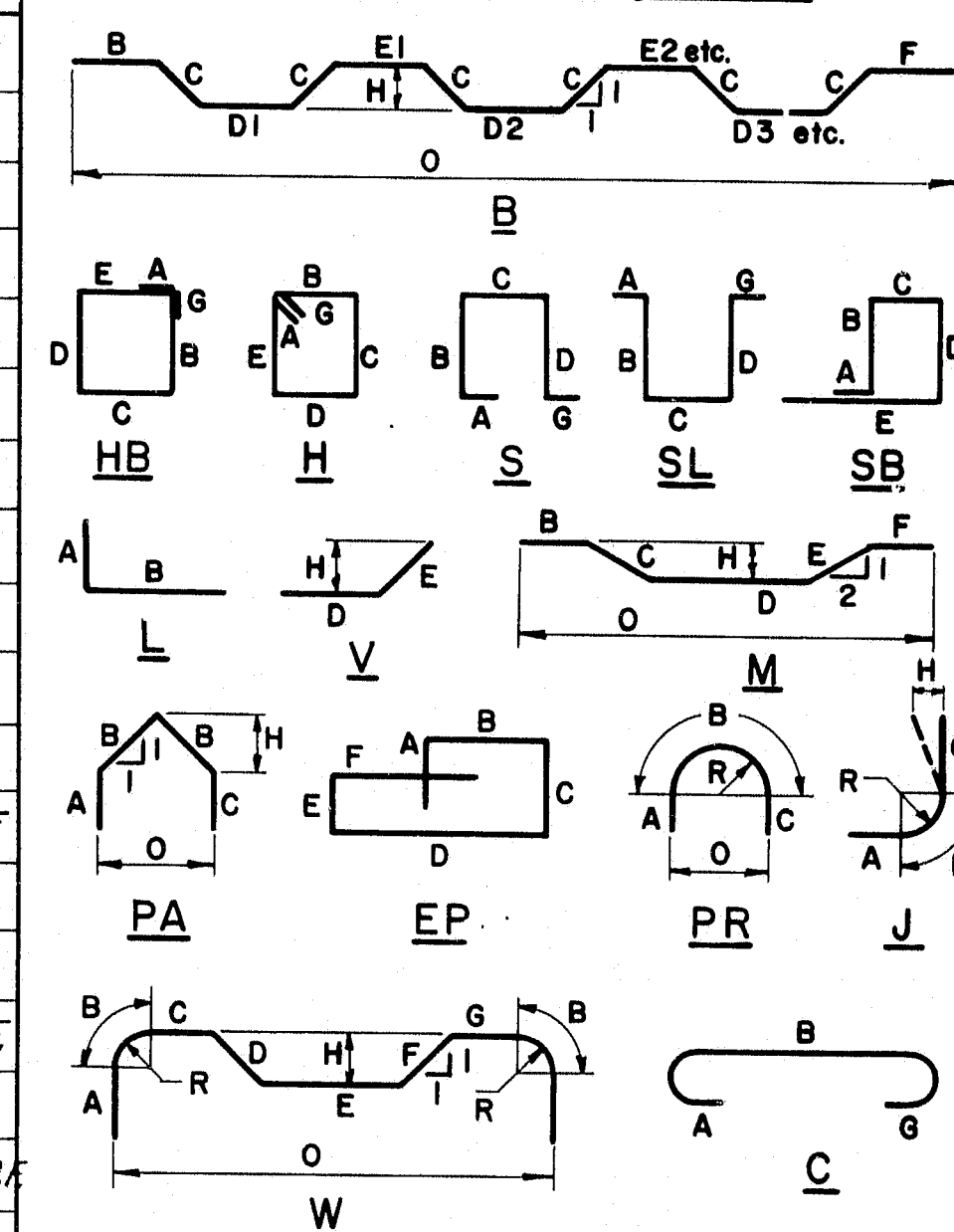
INDUSTRIAL PARK ROAD
OVER
I-395
IN THE CITY OF
BREWER
CONCRETE ALTERNATE

CONCRETE SLOPE PROTECTION
SHEET 14 OF 16 AUGUSTA, MAINE

R88-431

REINFORCING STEEL SCHEDULE																										
STRAIGHT BARS													BENT BARS													
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
		<u>ABUTMENT</u>	<u>FOOTINGS</u>	A527	4	3'-3"	Horiz., Parapet, E.F.	B523	8	22'-9"	Horiz., N.F., wing #3															
				A528	7	18'-9"	Horiz., F.F.	B524	8	20'-10"	Horiz., F.F., wing #3															
F500	48	7'-0"	Wing #1 transv.	A529	6	25'-3"	" "	B525	1	20'-3"	Horiz., N.F., wing #3	A600	11	4'-0"	L	1'-0"	3'-0"									Wing #1, F.F., Vert.
F501	250	7'-6"	Transverse					B526	1	18'-0"	Horiz., F.F., wing #3	A601	10	6'-6"	L	1'-0"	5'-6"									" " "
F502	42	8'-0"	Wing #3 transv.	A530	11	13'-10"	Vert., F.F.					A700	14	4'-9"	L	1'-2"	3'-7"									Wing #2, F.F., Ver.
F503	16	20'-0"	Wing #1 longi.	A531	15	12'-8"	Vert., F.F.	B527	1	14'-8"	Horiz., F.F., wing #3	A701	13	7'-10"	L	1'-2"	6'-8"									" " "
				A532	3	17'-10"	Horiz., F.F., B'wall	B528	1	11'-0"	" " " "	A550	1	15'-8"	V				13'-8"	2'-0"					1'-5"	Wing #2, Horiz., N.F.
F504	18	37'-6"	Abut. #1 longi.	A533	3	16'-8"	Horiz., N.F., B'wall	B529	1	7'-4" ₂₅	" " " "	A551	1	11'-11"	V				9'-11"	2'-0"					1'-5"	" " "
F505	36	25'-0"	Wing #2, #4, longi.					B530	1	3'-11"	" " " "	A552	1	8'-1"	V				6'-1"	2'-0"					1'-5"	" " "
F506	18	24'-0"	Wing #3 longi.	A534	3	25'-3"	Horiz., F.F., B'wall					A553	1	5'-7"	V				2'-3"	2'-0"					1'-5"	" " "
F507	18	38'-6"	Abut. #2 longi.	A535	3	24'-1"	Horiz., N.F., B'wall	B531	4	3'-3"	Wing Parapets, E.F.	A554	2	22'-9"	L	1'-9"	21'-0"									Wing #2, Horiz., E.F.
				A536	2	15'-4"	Horiz., Br., Seat	B532	8	19'-2"	Breastwall, F.F., Horiz.	A555	1	14'-1"	V				12'-1"	2'-0"					1'-5"	Wing #1, Horiz., N.F.
				A537	2	22'-9"	Horiz., Br., Seat	B533	9	25'-8"	" " "	A556	1	10'-2"	V				8'-2"	2'-0"					1'-5"	" " "
		<u>ABUTMENT #1</u>										A557	1	6'-3"	V				4'-3"	2'-0"					1'-5"	" " "
				A538	26	3'-0"	Vert., Backwall	B534	4	18'-8"	Backwall, F.F., Horiz.	A558	2	17'-9"	L	1'-9"	16'-0"									Wing #1, Horiz., E.F.
A500	80	3'-0"	Dowels	A539	26	5'-4"	Vert., Backwall	B535	4	17'-8"	Backwall, N.F., Horiz.	A559	26	8'-6"	S		5'-4"	1'-2"	2'-0"							Vert., backwall
A501	4	10'-1"	Wing #2, Vert., E.F.					B536	4	25'-0"	Backwall, F.F., Horiz.	A560	8	16'-4"	V				14'-4"	2'-0"					1'-5"	Horiz., breastwa
A502	4	11'-4"	" " "					B537	4	24'-0"	Backwall, N.F., Horiz.	A561	7	23'-7"	V				21'-7"	2'-0"					1'-5"	" " "
A503	4	12'-6"	" " "			<u>ABUTMENT #2</u>						A562	12	15'-2"	L	11'-0"	4'-2"									Vert., breastwa
								B538	2	16'-4"	Bridge Seat Horiz.	A563	17	13'-10"	L	9'-8"	4'-2"									" " "
A504	4	13'-8"	Wing #2, Vert., E.F.	B500	57	3'-0"	Dowels	B539	2	22'-10"	" " "	A564	4	4'-8"	S		1'-9"	1'-2"	1'-9"							Vert., Parap

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 A 615 Grade 60

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.

THIS ALT. NOT USED PM3
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INDUSTRIAL PARK ROAD
OVER
I-395
IN THE CITY OF
BREWER
CONCRETE ALTERNATE
Reinforcing Steel Schedule
SHEET 15 OF 16 AUGUSTA, MAINE

R88-432

PLANS	DESIGN - DETAIL	BY	DATE
	CHECKED	<i>RJM</i>	
	REVISIONS	<i>RVD</i>	<i>6/83</i>
	FIELD CHANGES		

REINFORCING STEEL SCHEDULE																													
STRAIGHT BARS													BENT BARS																
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION			
	<u>PIER SHAFT</u>				<u>TOP SLAB</u>				<u>END DIAPHRAGM</u>				<u>PIER SHAFT</u>																
P600	15	11'-6"	Footing transv.	S300	2	36'-4"	longi., Abuts.	S540	8	32'-10"	Horiz., Ab. #1	P300	17	18'-8"	H	0'-4"	3'-0"	6'-0"	3'-0"	6'-0"			0'-4"				Horiz. Shaft		
P601	12	14'-6"	Footing longi.	S520	90	40'-10"	longi., Tops	S544	8	33'-8"	Horiz., Ab. #2	P301	21	16'-0"	X	0'-4"	(2x) 0'-8"	(4x) 1'-8"	(2x) 3'-8"				0'-4"	1'-2"			" "		
P603	4	7'-3"	Vertical Shaft	S523	230	40'-10"	longi., Bottom					P302	21	4'-0"	LX	0'-6"	3'-0"						0'-6"				" "		
P802	18	25'-0"	Shaft Vert.	S524	16	31'-6"	longi., Top					P303	10	16'-4"	SX	0'-8"	6'-0"	3'-0"	6'-0"				0'-8"				" "		
P1000	12	14'-6"	Bot. ftg. longi.	S525	40	42'-0"	" "		<u>END POSTS</u>			P602	8	9'-0"	JX		8'-4"						0'-8"				Vertical, Shaft		
P1100	15	11'-6"	Bot. ftg. transv.					EP401	24	1'-10"	End post dowels	P801	38	6'-7"	L	1'-4"	5'-3"										Dowel		
								EP405	16	1'-5"	End post	P803	20	26'-6"	V				16'-6"	10'-0"				4'-6"			Vertical, Shaft		
				S526	192	36'-4"	Transverse	EP508	16	4'-0"	"					<u>INTEGRAL PIER CAP</u>													
	<u>INTEGRAL PIER CAP</u>			S527	192	36'-9"	"					P450	5	33'-3"	SL	—	1'-0"	31'-3"	1'-0"			—					Longitudinal		
				S528	1990	2'-3"	"					P550	6	33'-3"	SL	—	1'-0"	31'-3"	1'-0"			—					Longitudinal		
P500	4	31'-3"	Longi.	S529	20	40'-10"	longi., Curb					P551	84	12'-4"	S	0'-5"	4'-5"	2'-8"	4'-5"				0'-5"				Vertical		
P501	22	4'-8"	Transverse	S530	88	40'-0"	longi., bottom					P711	8	8'-0"	U		3'-0"	2'-0"	3'-0"								At pier cap openings		
P502	2	36'-8"	Longi.																										
				S700	12	34'-0"	longi., bottom									<u>BOTTOM SLAB</u>													
P612	15	36'-8"	Longi.	S701	22	44'-0"	" "					S450	194	13'-0"	L	1'-0"	12'-0"										Transverse		
P700	6	36'-0"	Longi.									S451	194	17'-0"	L	1'-0"	16'-0"										"		
P710	6	31'-3"	Longi.	S920	6	17'-0"	longi., top					S452	194	22'-6"	L	1'-0"	21'-6"										"		
P900	5	33'-0"	Longi., top of cap	S921	12	26'-0"	" "					S453	194	18'-6"	L	1'-0"	17'-6"										"		
P901	6	23'-0"	" " " "	S922	32	60'-0"	" "					S543	70	8'-9"	SB	2'-0"	0'-8"	1'-8"	0'-11"	3'-6"							End of Slab		
P902	6	27'-0"	" " " "	S923	32	32'-0"	" "									<u>GIRDER WEB</u>													
				S924	18	38'-0"	longi. top					S454	224	10'-4"	SL	0'-5"	4'-6 1/2"	0'-5"	4'-6 1/2"			0'-5"					Vertical		
	<u>BOTTOM SLAB</u>			S925	6	18'-0"	" "					S552	674	10'-4"	SL	0'-5"	4'-6 1/2"	0'-5"	4'-6 1/2"			0'-5"					"		
				S926	12	30'-0"	" "					S555	24	8'-0"	U	3'-6"	1'-0"	3'-6"									At girder openings		
S510	168	29'-8"	Longi., top	S927	20	27'-0"	" "									<u>TOP SLAB</u>													
S512	24	23'-0"	" "	S928	20	55'-0"	" "					S301	68	1'-6"	L	0'-9"	0'-9"										End of Slab		
S513	32	50'-0"	" "									S542	70	9'-8"	SB	1'-9"	1'-2"	1'-8"	1'-6"	3'-8"							" " "		
S514	8	40'-0"	" "									S551	398	5'-2"	S	1'-0"	1'-2"	1'-0"	1'-6"			0'-6"					Curbs		
S1010	120	37'-8"	Longi., bottom									S650	95	37'-8"	B		4'-6"	(8x) 0'-7"	(4x) 3'-6"	(3x) 3'-4"	4'-6"		0'-5"	36'-4"			Transverse		
S1012	8	60'-0"	" "									S651	95	38'-1"	B		4'-7"	(8x) 0'-7"	(4x) 3'-6"	(3x) 3'-5"	4'-7"		0'-5"	36'-9"			"		
S1013	8	12'-2"	" "													<u>END DIAPHRAGM</u>													
S1014	8	46'-0"	" "									S541	68	11'-0"	H	0'-6"	1'-8"	3'-4"	1'-8"	3'-4"	0'-6"						Vertical		
S1015	16	43'-0"	" "													<u>END POSTS</u>													
S1016	16	20'-0"	" "									EP402	16	4'-9"	S	—	2'-1"	0'-7"	2'-1"			—					Endpost		
S1017	16	47'-0"	" "									EP403	16	4'-9"	H	0'-4"	1'-0"	1'-0"	1'-0"	1'-0"	0'-4"						"		
												EP404	16	3'-1"	S	—	1'-3"	0'-7"	1'-3"			—					"		
S400	35	40'-0"	Longi. over Pier									EP408	12	4'-3"	S	—	1'-10"	0'-7"	1'-10"			—					"		
S500	250	41'-0"	Longi.									EP409	8	4'-2"	S	—	1'-10"	0'-6"	1'-10"			—					"		
S1000	50	44'-0"	Longi., bottom									EP410	4	4'-6"	S	—	1'-10"	0'-10"	1'-10"			—					"		
												EP501	16	5'-3"	V				3'-0"	2'-3"			0'-4"				"		
												EP502	12	4'-11"	S	—	1'-11"	0'-7"	1'-11"				0'-6"				"		
												EP503	8	4'-10"	S	—	1'-11"	0'-6"	1'-11"				0'-6"				"		
												EP504	4	6'-5"	H	0'-5"	1'-11"	0'-10"	1'-11"	0'-10"	0'-5"						"		
												MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION			

FWA NO. 1	STATE MAINE	PROJECT NUMBER F-395-8(83)176	SHEET NO. 19	TOTAL SHEETS 66
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TYPE-BENDING DIAGRAMS

All dimensions are out to out of reinf. bar
Bending details and hooks shall conform to the recommendations of 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 (A 502) bar size - #5
Mark (P 1001) bar size - #10
Mark (S 603) bar size - #6
- Letter of Marks A, P & S locates bars of Abutments, Piers, and Superstructure parts respectively.

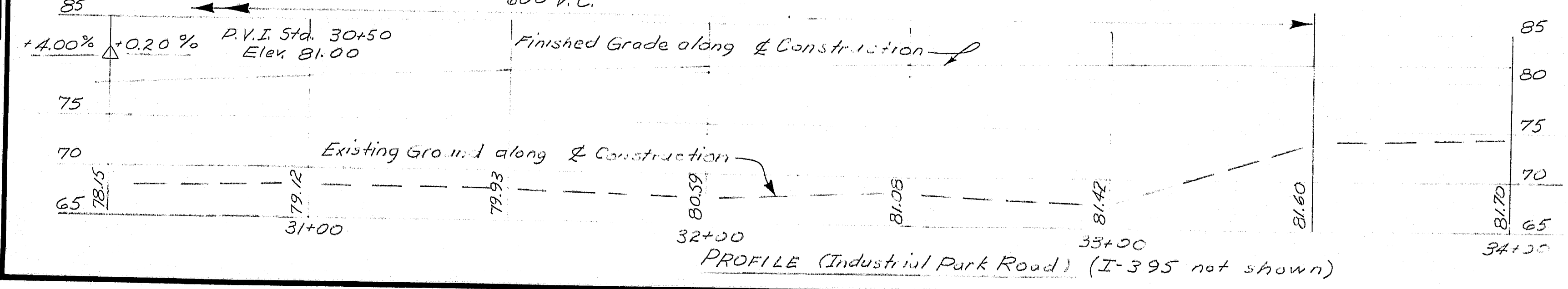
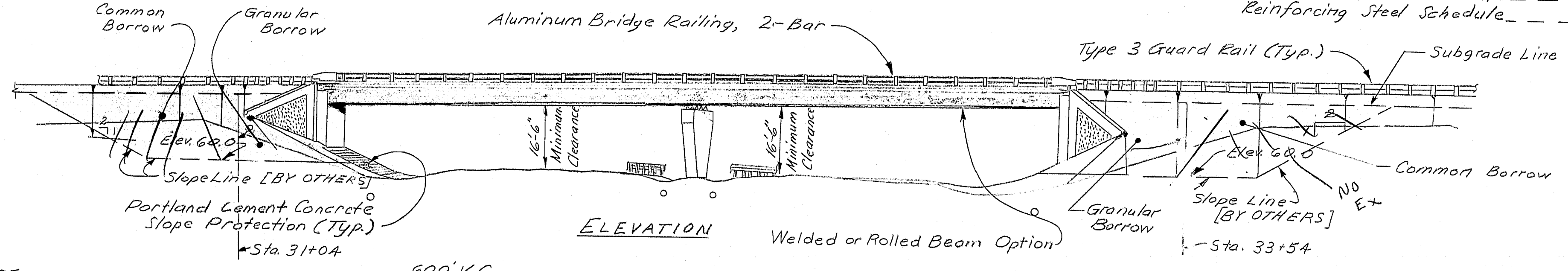
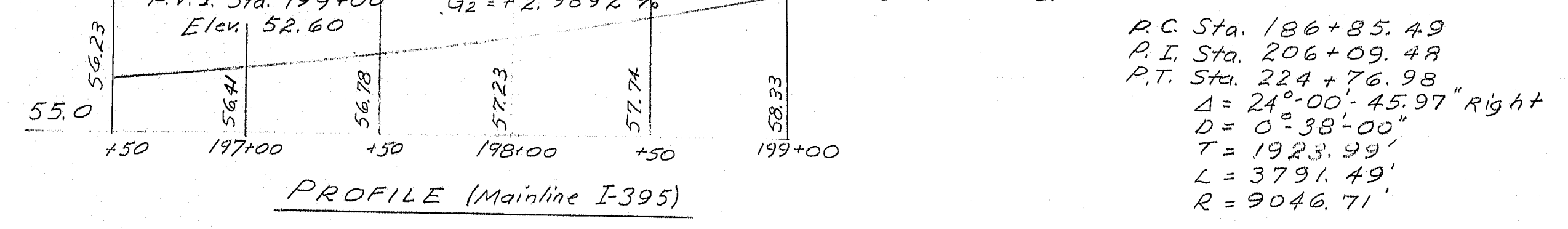
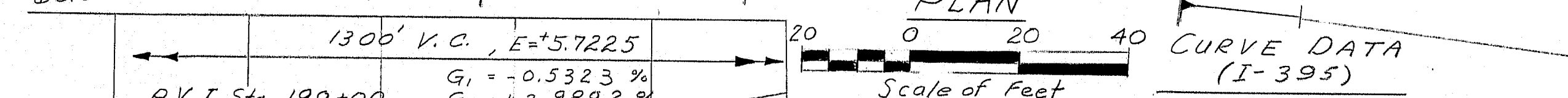
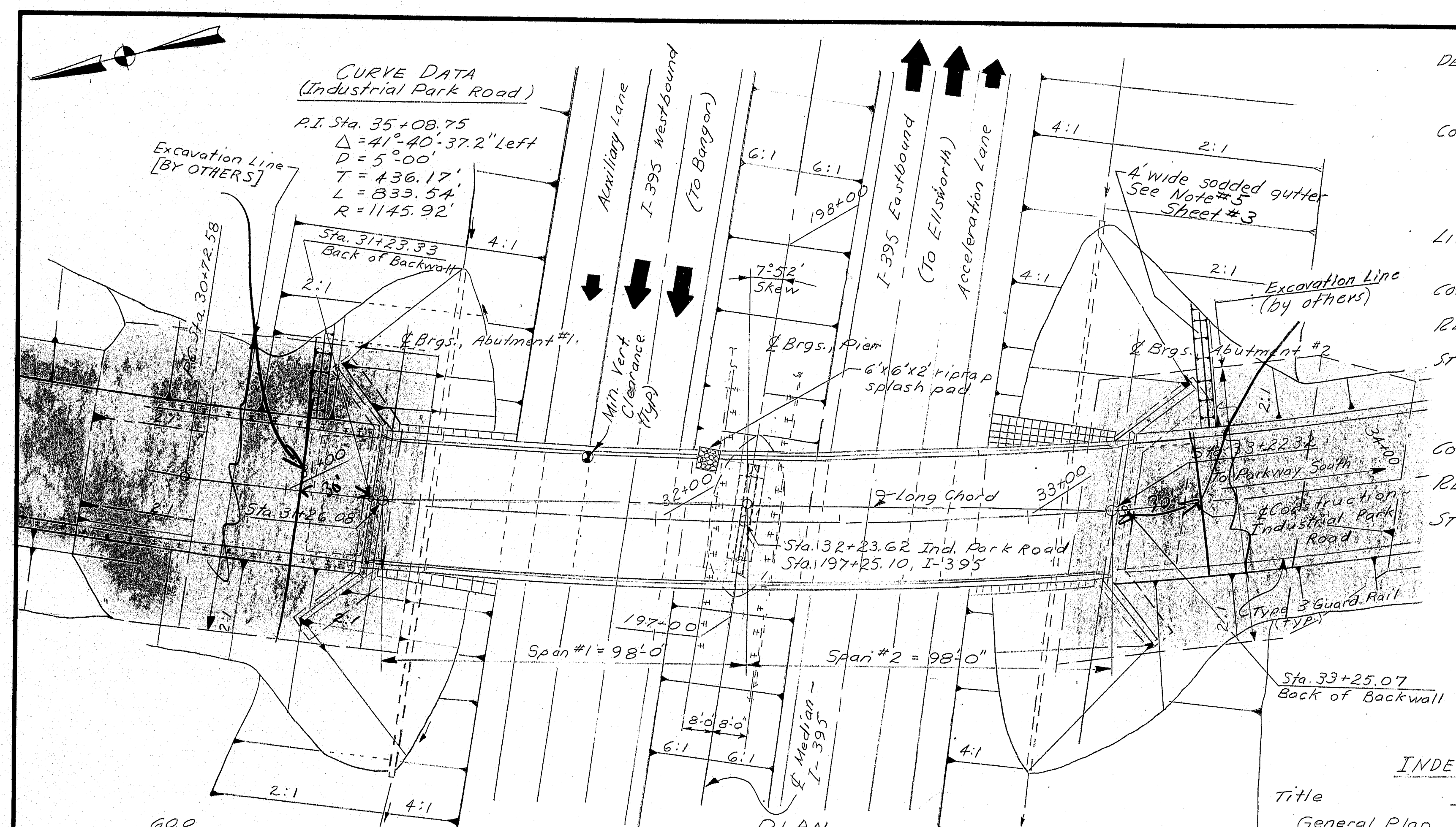
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INDUSTRIAL PARK ROAD
OVER
I-395
IN THE CITY OF
BREWER
CONCRETE ALTERNATE
Reinforcing Steel Schedule
SHEET 16 OF 16 AUGUSTA, MAINE

R88-433

F.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(85)176	20	66



SPECIFICATIONS
 DESIGN..... Load Factor Design per AASHTO Standard Specifications for Highway Bridges 1977 and Interim Specifications thru 1982.

CONTRACT..... State of Maine Department of Transportation, Standard Specifications, Highways and Bridges, Revision of June 1981.

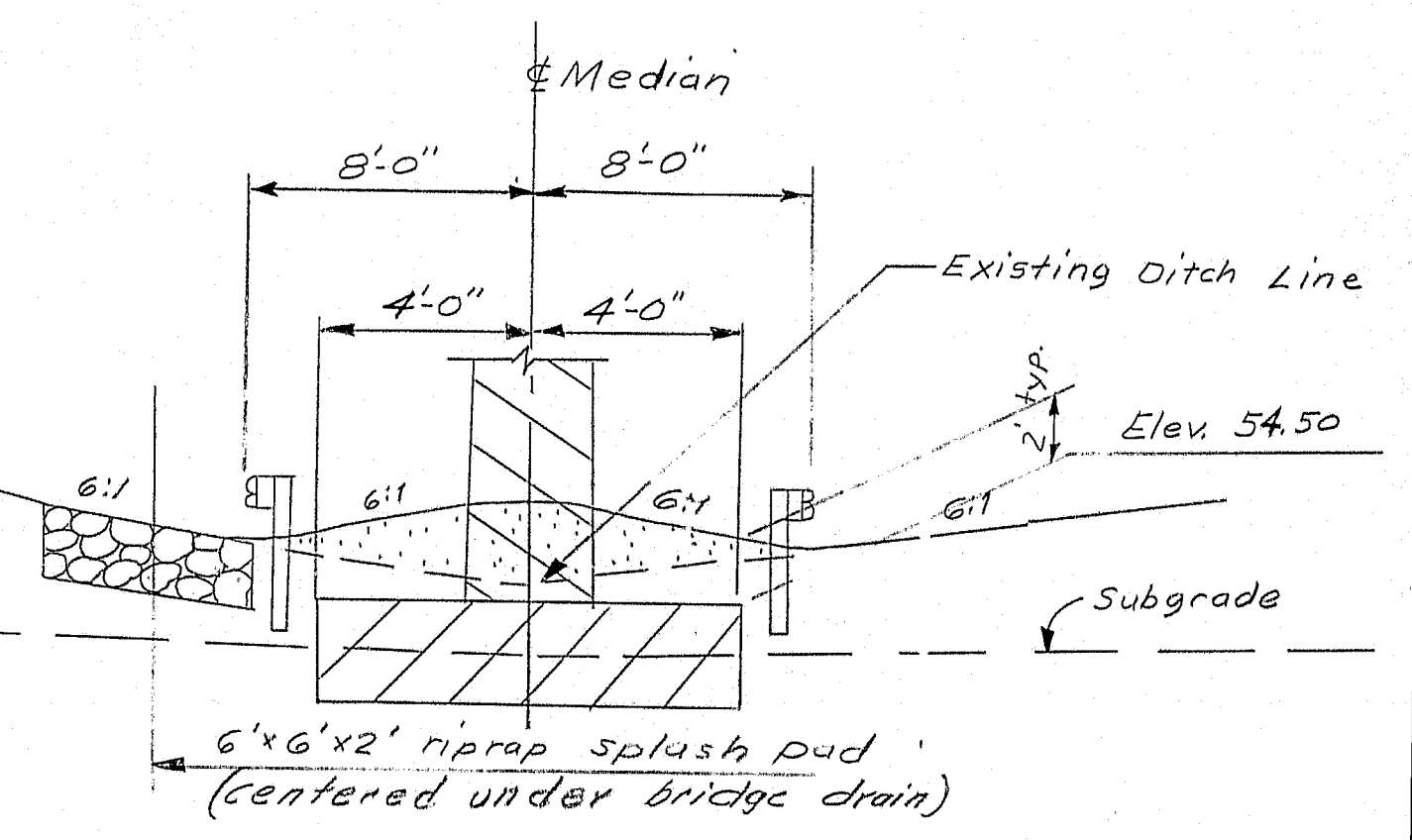
DESIGN LOADING
 LIVE LOAD..... HS 20-44 Stress Cycles 500,000

MATERIALS
 CONCRETE..... Class "A"
 REINFORCING STEEL..... ASTM A615 Grade 60
 STRUCTURAL STEEL..... ASTM A36
 High Strength Bolts ASTM A325, Type 1

BASIC DESIGN STRESSES
 CONCRETE..... $f'_c = 3,000$ psi.
 REINFORCING STEEL..... $f_y = 60,000$ psi.
 STRUCTURAL STEEL..... ASTM A36... $f_y = 36,000$ psi.
 ASTM A325... $f_u = 25,000$ psi.

INDEX TO BRIDGE PLANS

Title	Sheet No.
General Plan	1
Abutment Footings and Pile Layout	2
Abutment #1	3
Abutment #2	4
Pier	5
Structural Steel (Rolled Beam Option)	6
Structural Steel (Welded Beam Option)	7
Bottom of Slab Elevations (Welded Beam Option)	8
Superstructure	9
Concrete Slope Protection	10
Reinforcing Steel Schedule	11 & 12



STANDARD SHEETS

BD 100-81	Bearing Pedestals
BD 101-81	Bearing Pedestals
BD 103-81	Beam Splices
BD 113-81	Diaphragms and Crossframes
BD 114-81	Aluminum Bridge Railing
BD 120-81	Concrete End Post
BD 125-82	Expansion Device
BD 126-81	Bridge Truss, Shear Connectors;
BD 127-81	Curt Section; Approach Slab
	Substructure Details

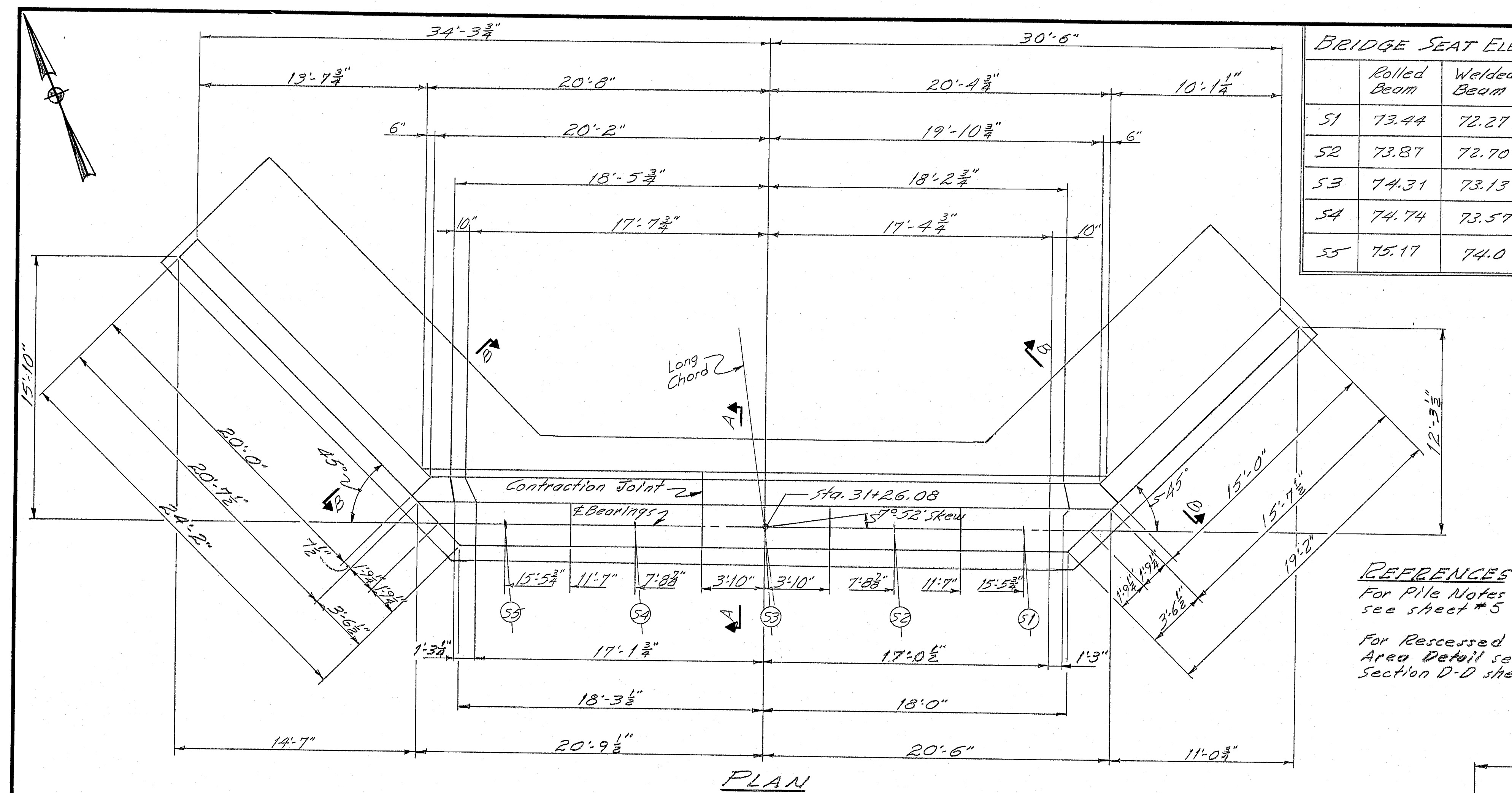
As Built 1984 emj

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

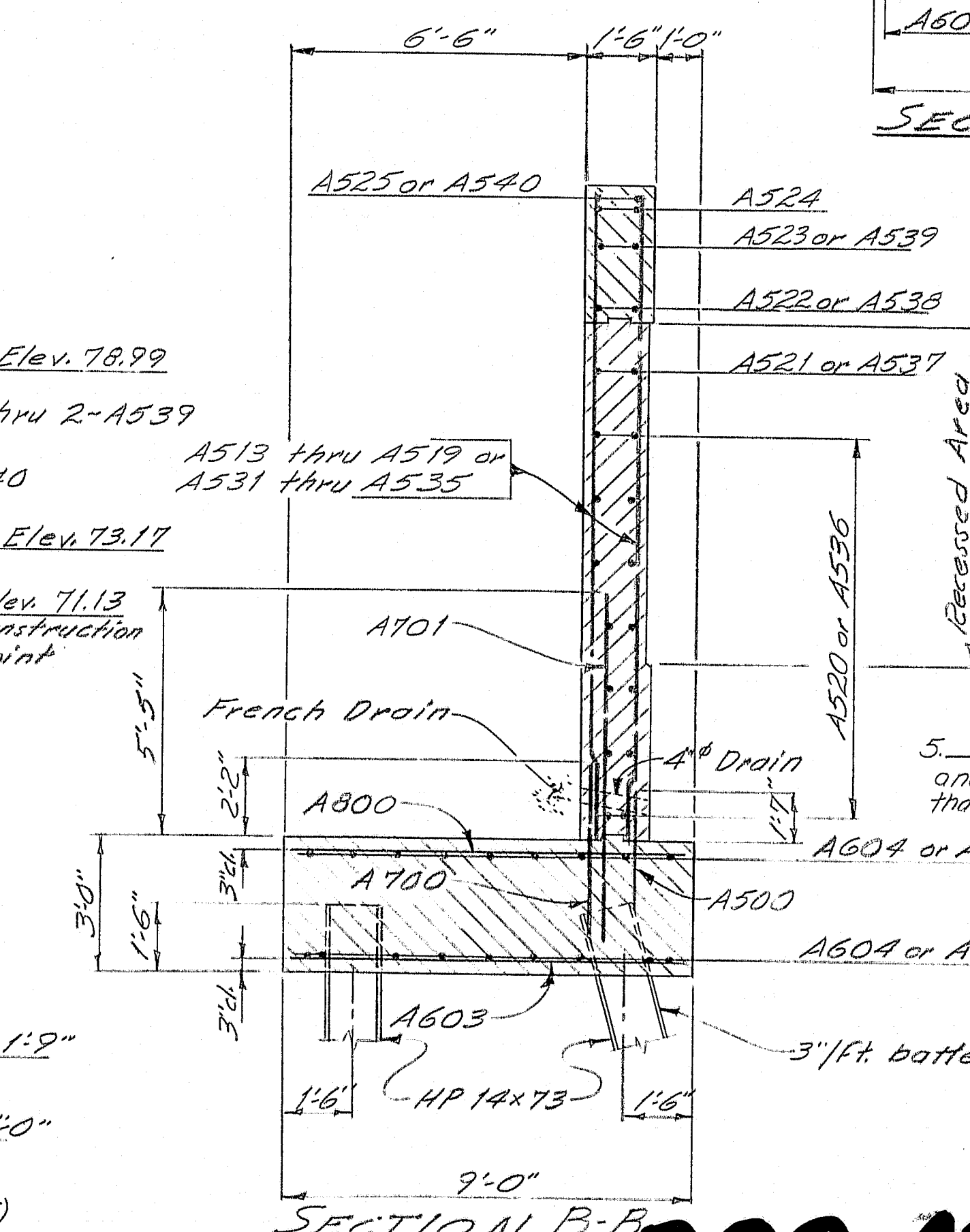
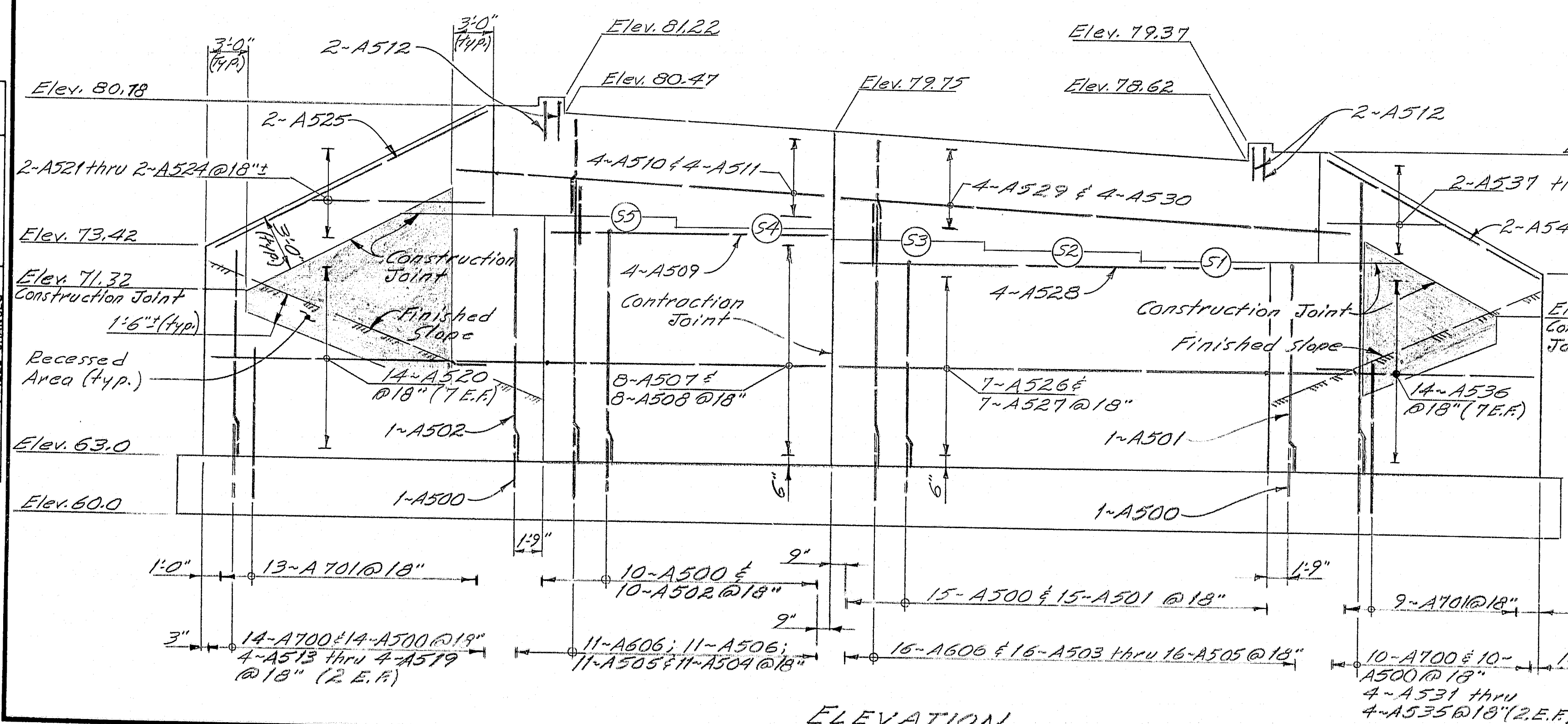
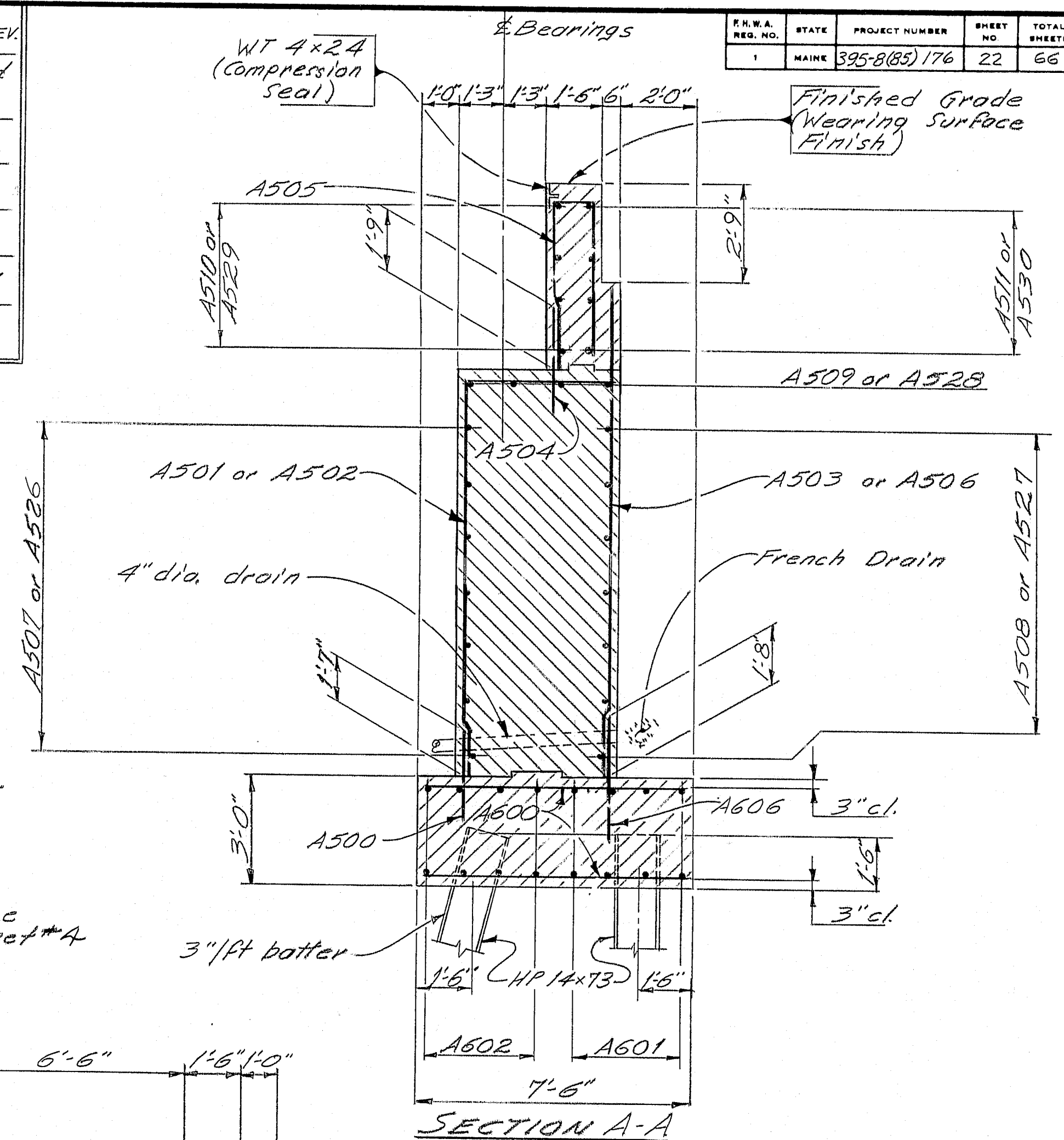
INDUSTRIAL PARK ROAD
OVER
I-395
IN THE CITY OF
BREWER
STEEL ALTERNATE
General Plan

SHEET 1 OF 12 AUGUSTA, MAINE

R88-434

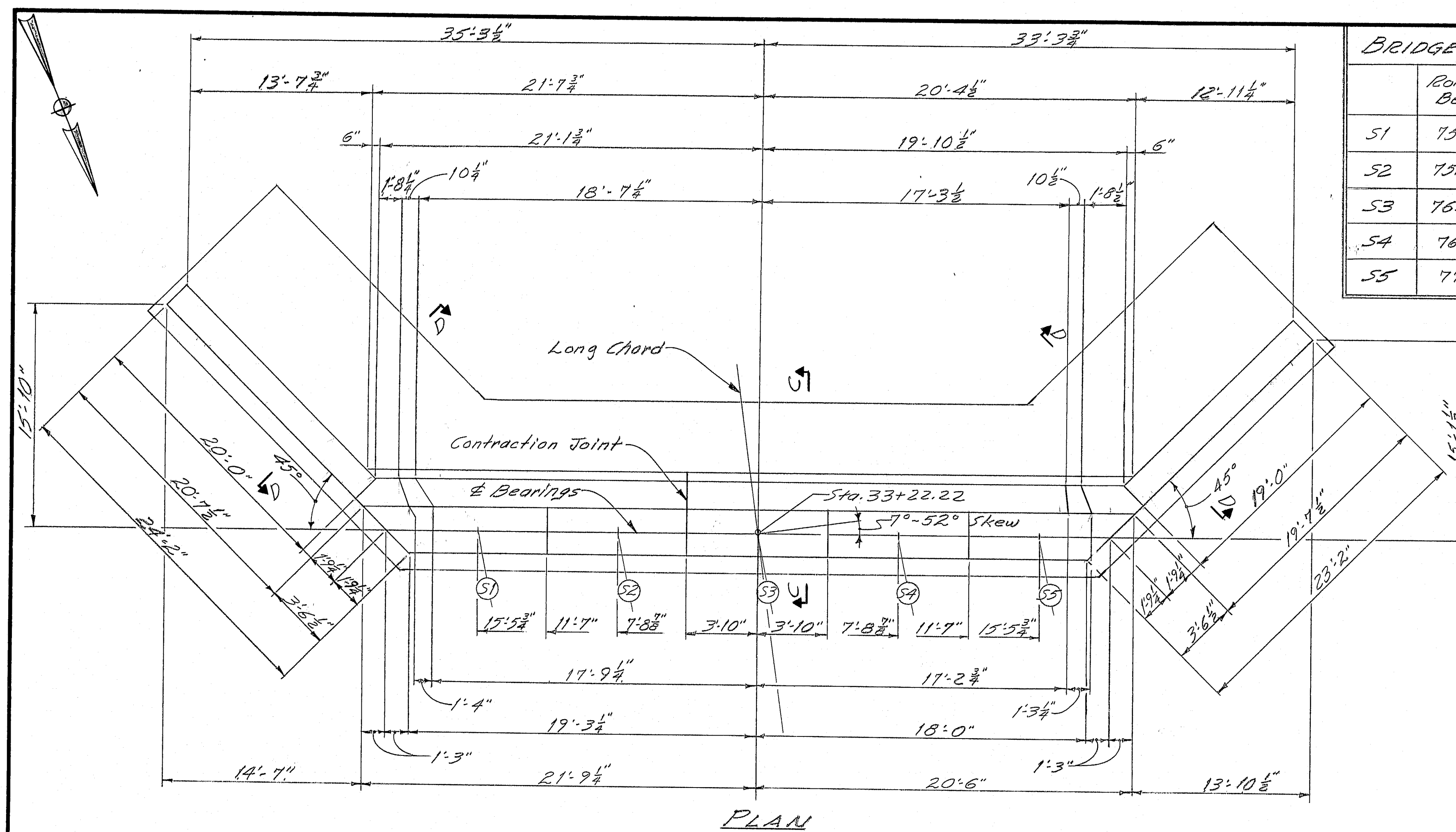


BRIDGE SEAT EL		
	Roller Beam	Welded Beam
S1	73.44	72.27
S2	73.87	72.70
S3	74.31	73.13
S4	74.74	73.57
S5	75.17	74.0



- ## 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:
 - Face & Top of concrete curbs
 - Top of backwall to 1'-0" below finished grade on back.
 3. Place 4 inch diameter drain in breastwall and wings of 20 feet maximum spacing. Exact location to be determined by the Engineer.
 4. Granular borrow shall meet the requirements of subsection 703.19 material for underwater backfill.
- Saddled gutters shall be constructed after paving a shoulder work is completed, where it is apparent that runoff will cause continual erosion.

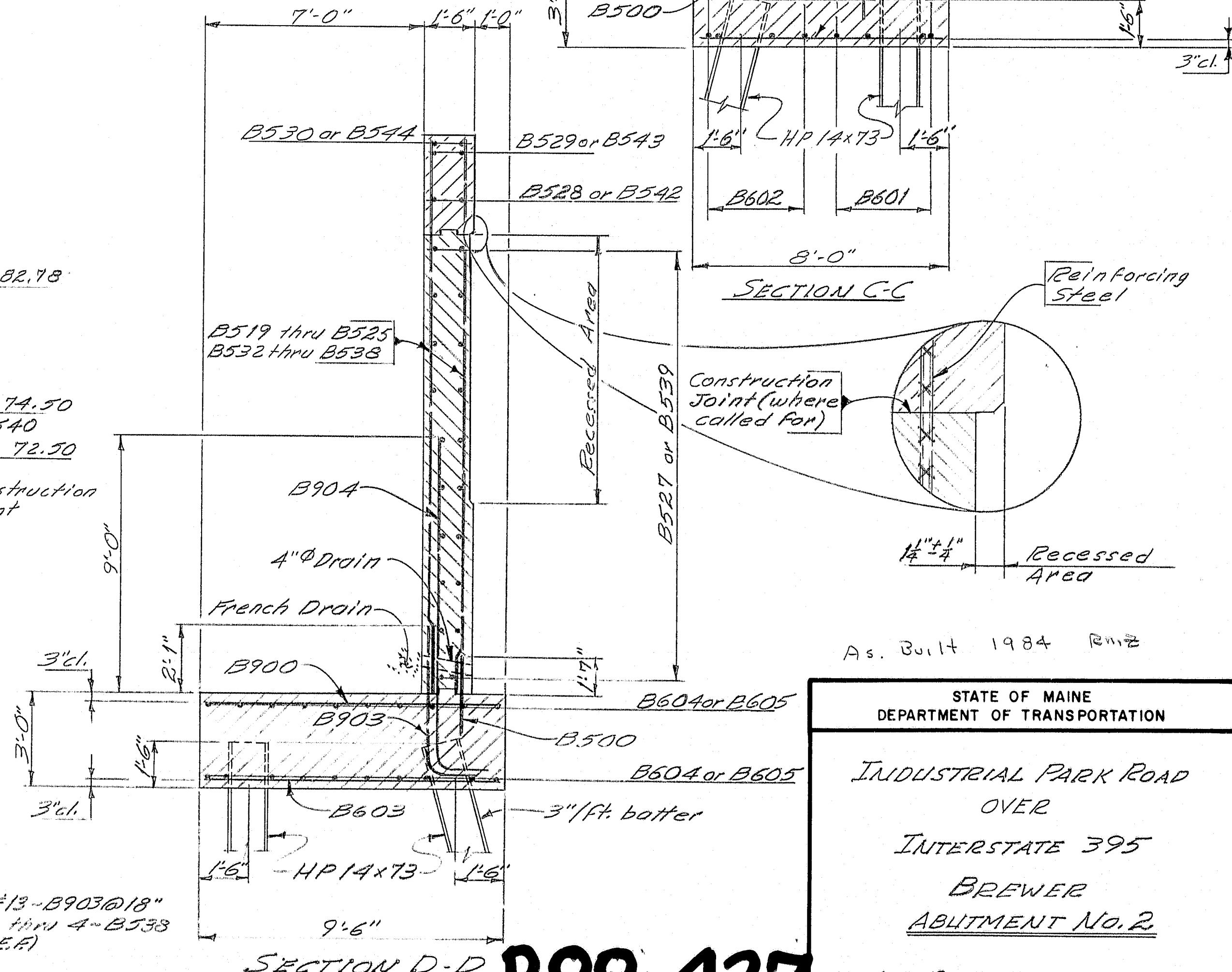
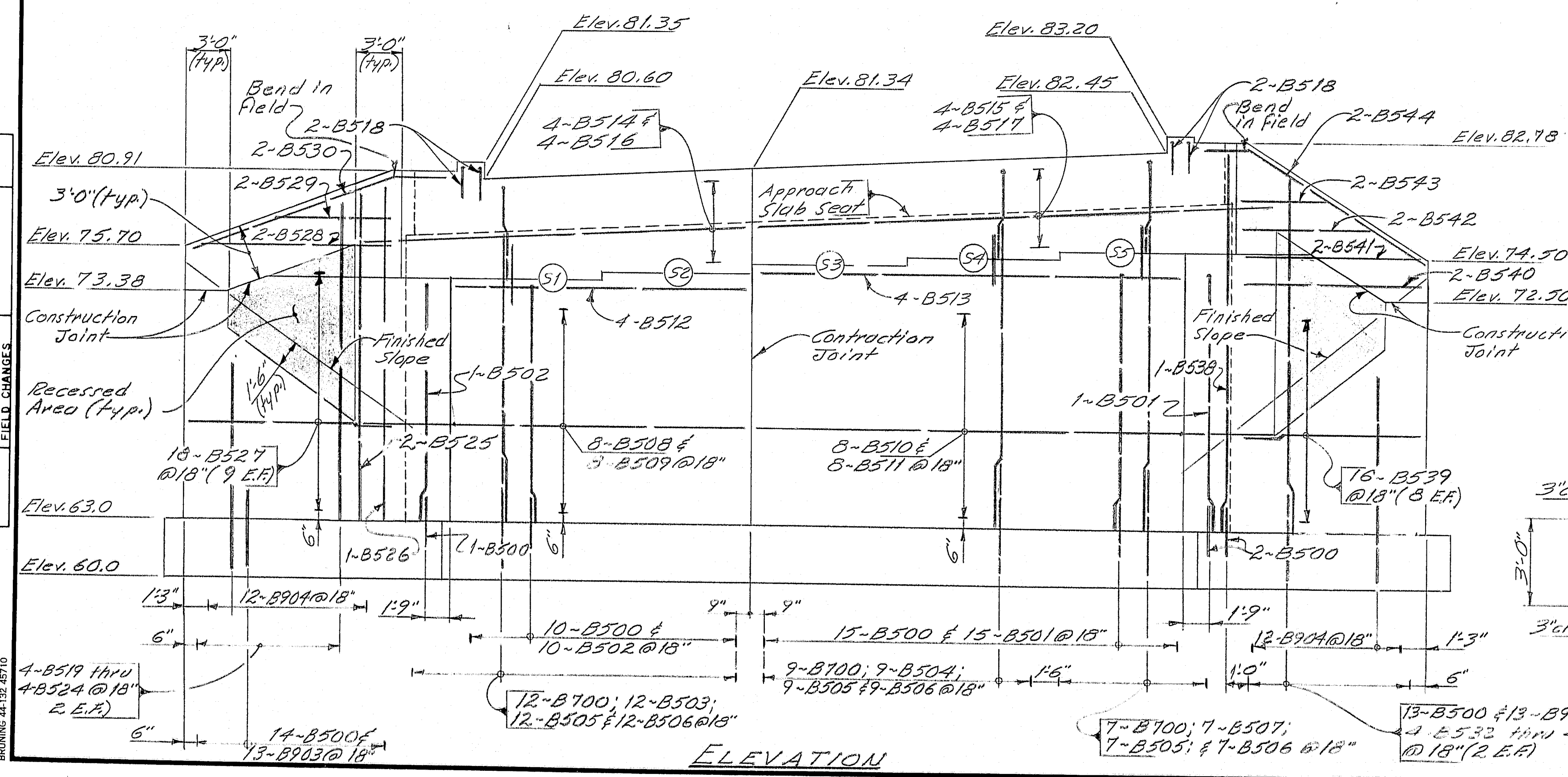
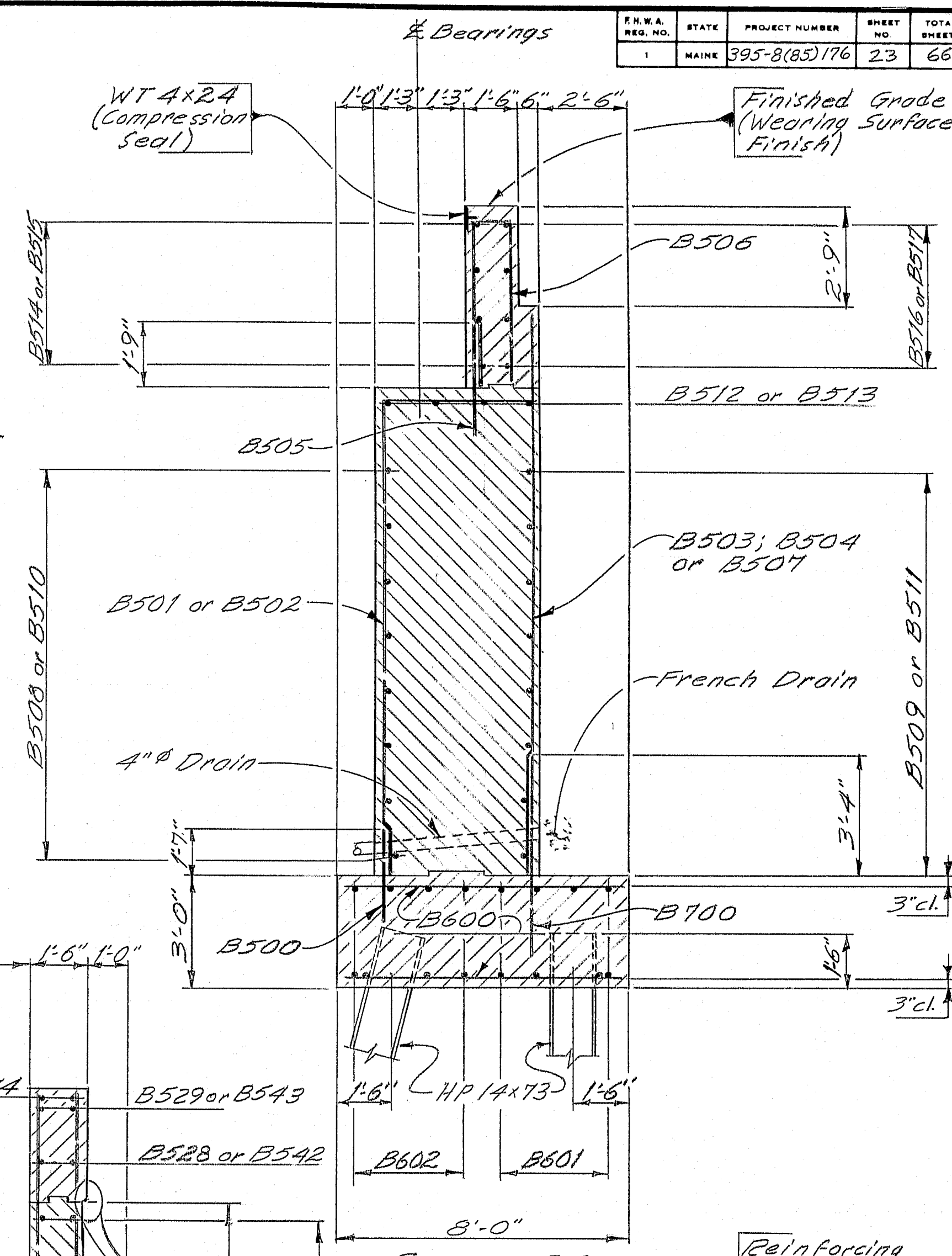
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
As Built Aug 1984
INDUSTRIAL PARK ROAD
OVER
INTERSTATE 395
BREWER
ABUTMENT No. 1



BRIDGE SEAT ELEV.

	Rolled Beam	Welded Beam
S1	75.42	74.24
S2	75.84	74.67
S3	76.26	75.09
S4	76.69	75.51
S5	77.11	75.93

REFERENCES
 For Abutment Notes see sheet # 3
 For Pile Notes see sheet # 5



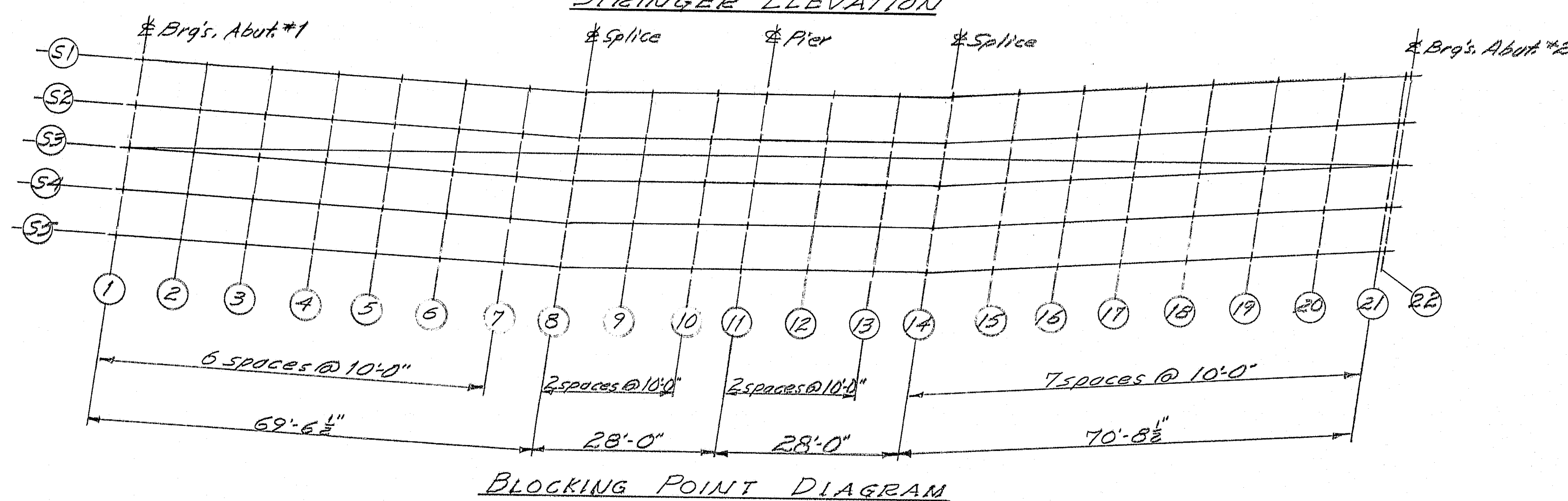
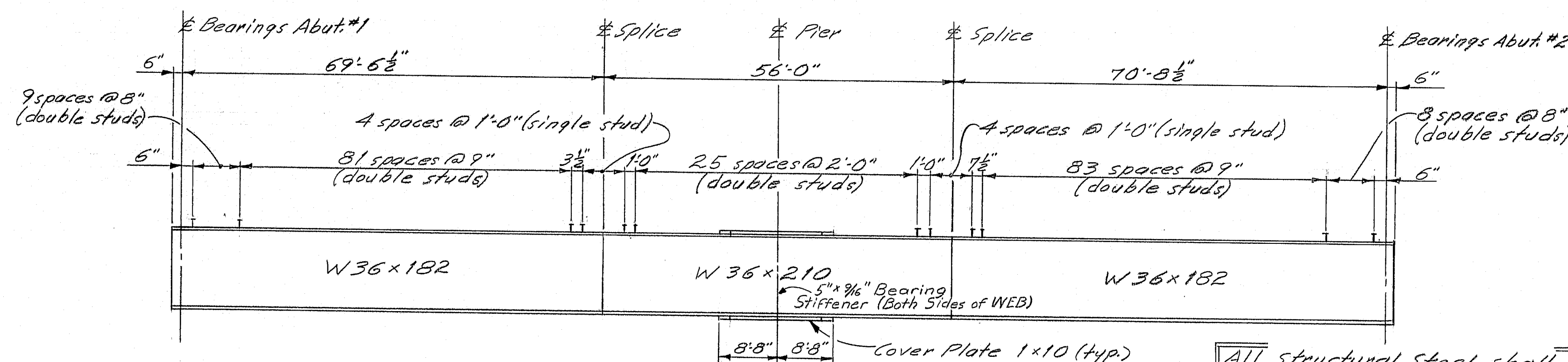
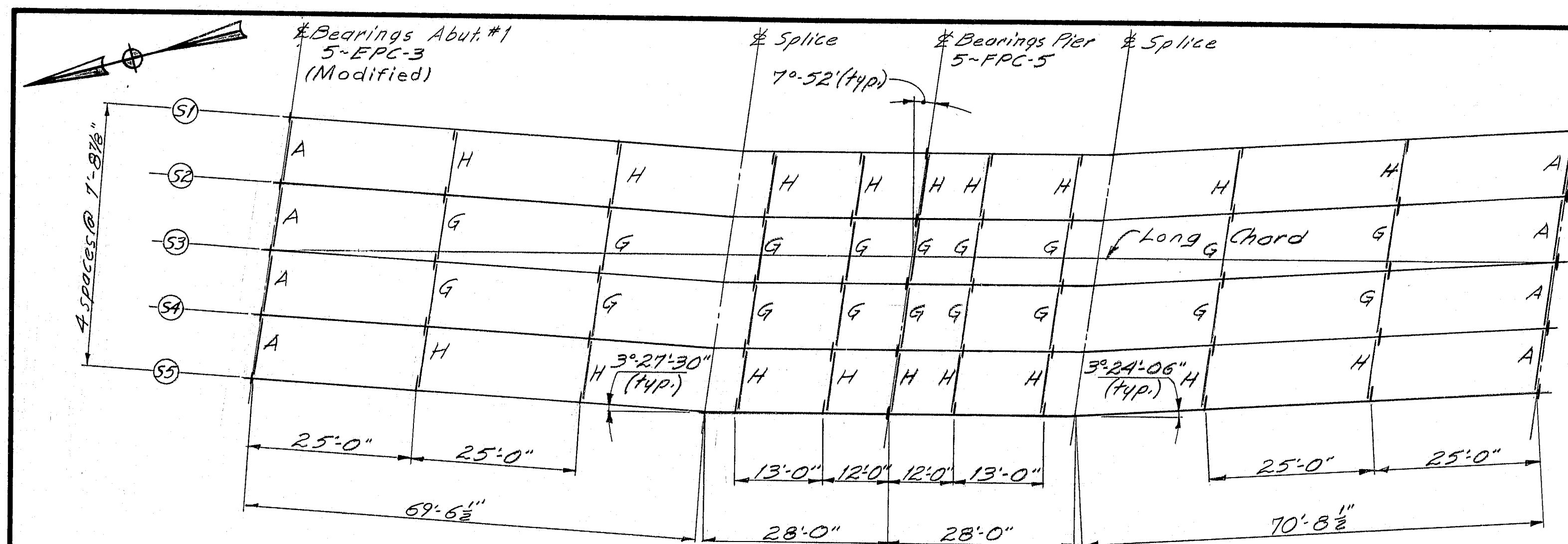
As. Built 1984 RMB

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

INDUSTRIAL PARK ROAD
 OVER
 INTERSTATE 395
 BREWER
 ABUTMENT No. 2

SHEET 4 OF 12 AUGUSTA, MAINE

R88-437



BOTTOM OF SLAB ELEVATIONS

Points	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
51	77.16	77.99	78.20	78.39	78.55	78.68	78.78	78.87	78.92	78.98	79.05	79.17	79.32	79.44	79.56	79.66	79.73	79.77	79.79	79.77	79.74	79.74
52	78.19	78.42	78.63	78.82	78.98	79.11	79.21	79.29	79.34	79.41	79.48	79.60	79.74	79.87	79.98	80.09	80.15	80.20	80.21	80.19	80.16	80.16
53	78.63	78.85	79.06	79.25	79.41	79.54	79.64	79.72	79.77	79.83	79.90	80.02	80.17	80.29	80.41	80.51	80.58	80.62	80.63	80.62	80.59	80.58
54	79.06	79.28	79.49	79.68	79.84	79.96	80.07	80.15	80.20	80.26	80.33	80.45	80.59	80.71	80.83	80.93	81.00	81.04	81.05	81.04	81.01	81.01
55	79.49	79.72	79.93	80.11	80.27	80.39	80.49	80.58	80.62	80.68	80.75	80.87	81.02	81.14	81.25	81.35	81.42	81.46	81.48	81.46	81.43	81.43

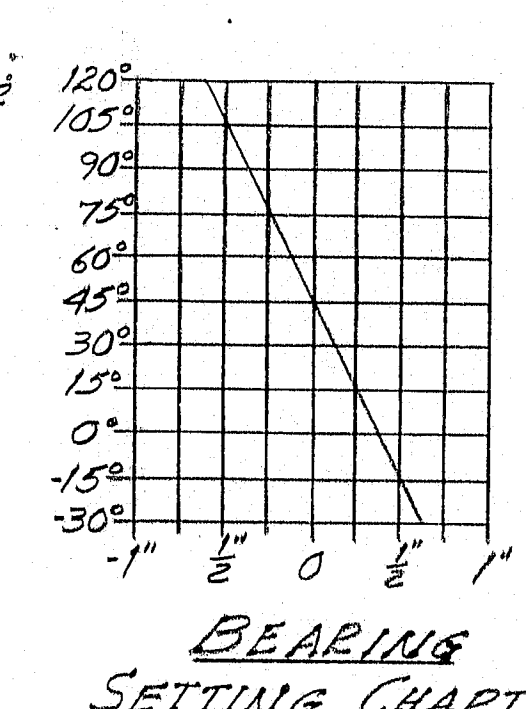
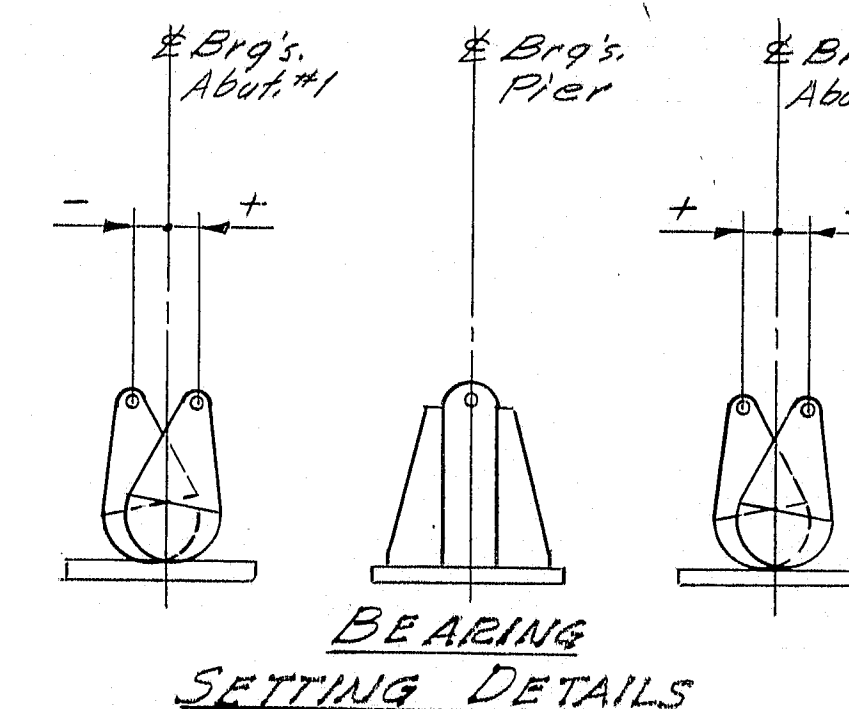
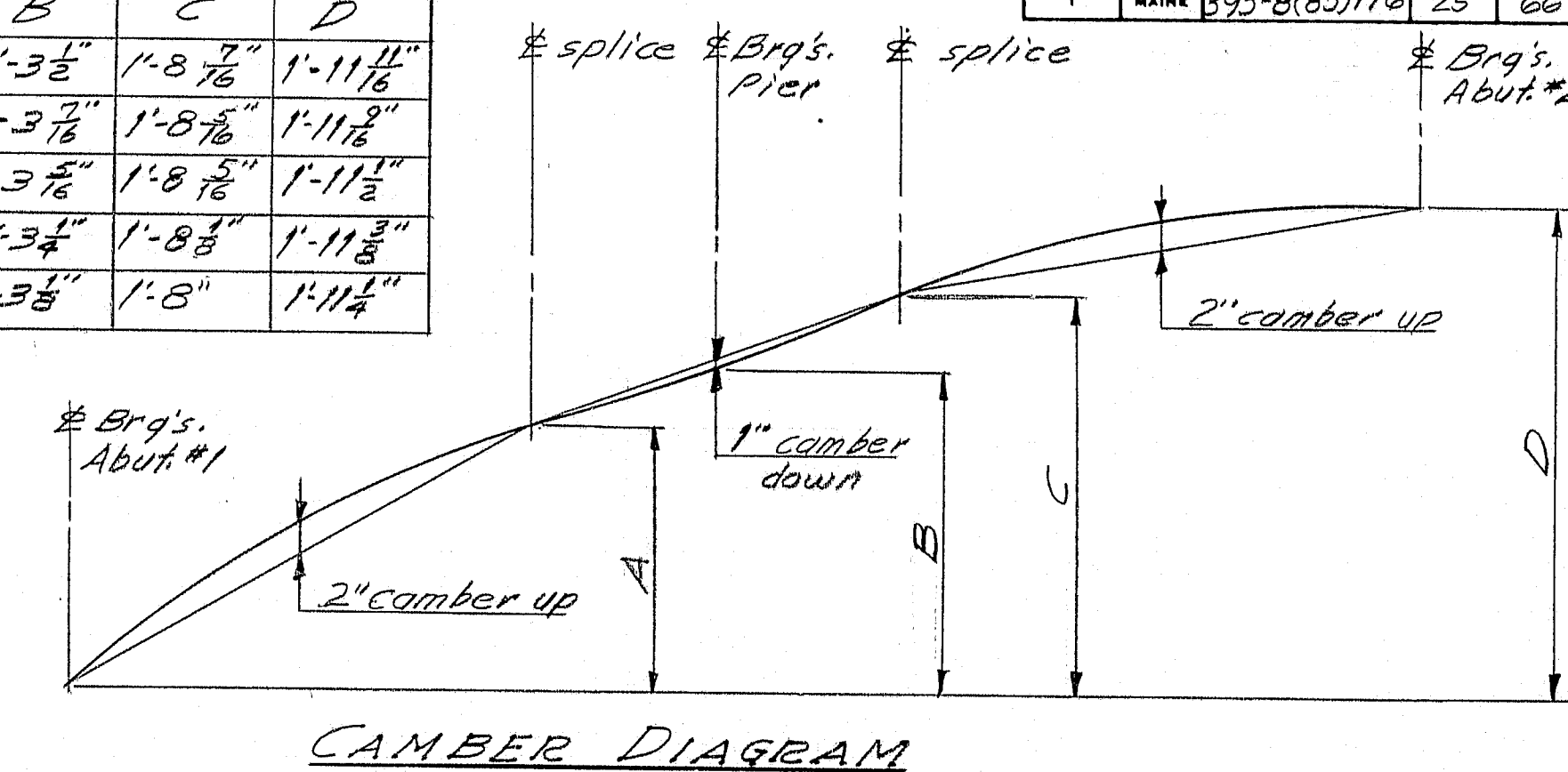
CAMBER TABLE

	A	B	C	D
51	1'-1 1/2"	1'-3 1/2"	1'-8 7/8"	1'-11 1/2"
52	1'-1 1/2"	1'-3 1/2"	1'-8 7/8"	1'-11 1/2"
53	1'-1 1/2"	1'-3 1/2"	1'-8 7/8"	1'-11 1/2"
54	1'-1 1/2"	1'-3 1/2"	1'-8 7/8"	1'-11 1/2"
55	1'-1 1/2"	1'-3 1/2"	1'-8 7/8"	1'-11 1/2"

MODIFIED EPC-3

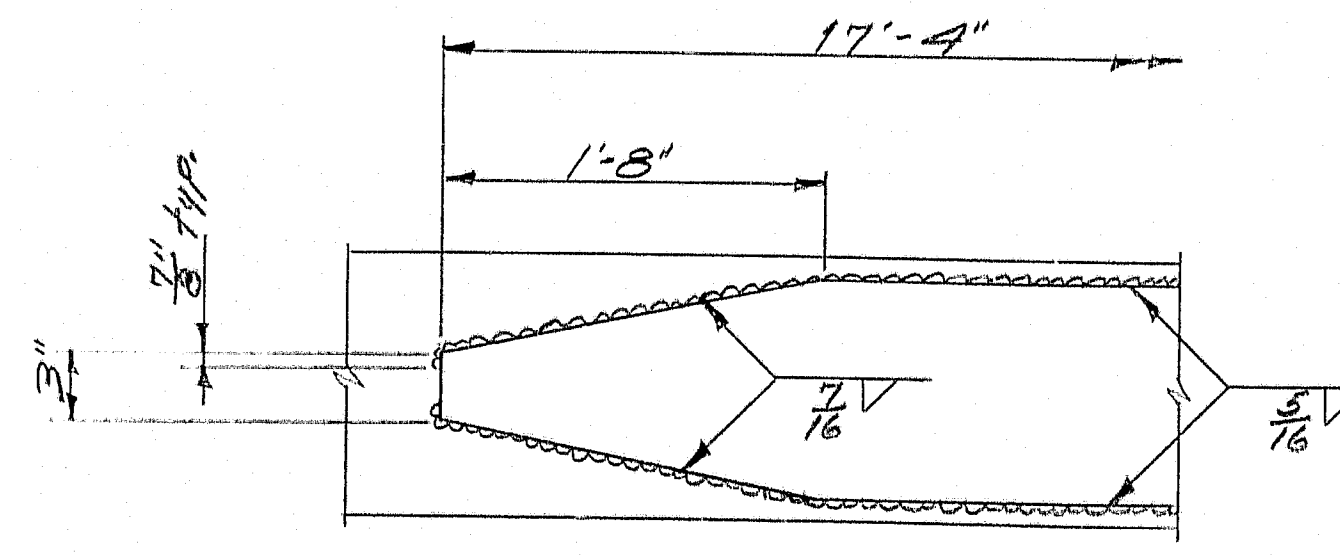
C	D	H	J
10"	1'-10"	3 1/2"	3 1/2"

Note: Anchor bolts shall be 1 1/2" dia with 12" embedment (20 req'd)



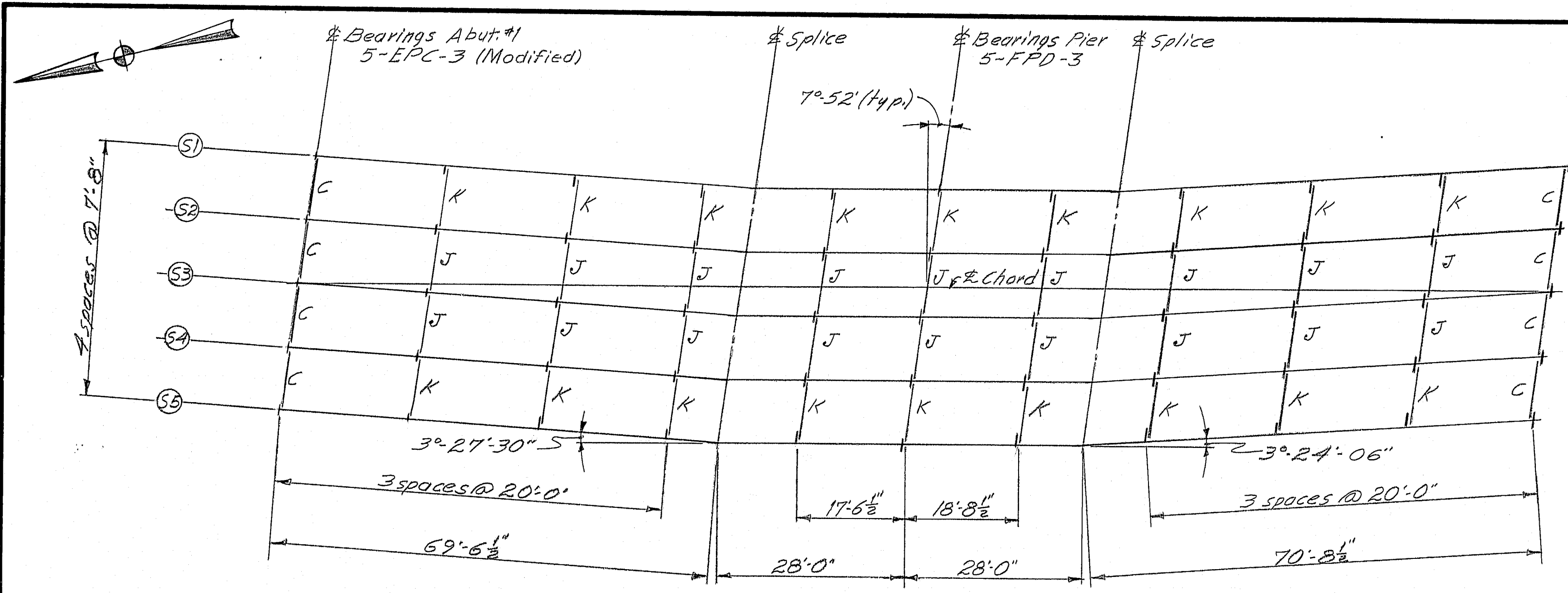
- NOTES
- Camber ordinates, as shown, are computed to compensate for dead load deflections and for the curvature of the finished grade profile.
 - Bearing stiffeners shall be plumb after erection and dead loading of the structure.
 - Cross-frame or diaphragm connection plates may be either plumb or normal to the top flange.
 - Filler plates may be ASTM A36 steel and mill tests for filler plate material will not be required.
 - The theoretical blocking of the 2 bearings Abut. 1, and Pier shall be 2 inches (not to be used for formwork).

ULTIMATE STRENGTH
Structural Steel:
ASTM A572 $F_y = 50,000$ psi
ASTM A36 $F_y = 36,000$ psi
ASTM A325 $F_t = 25,000$ psi



R88-439

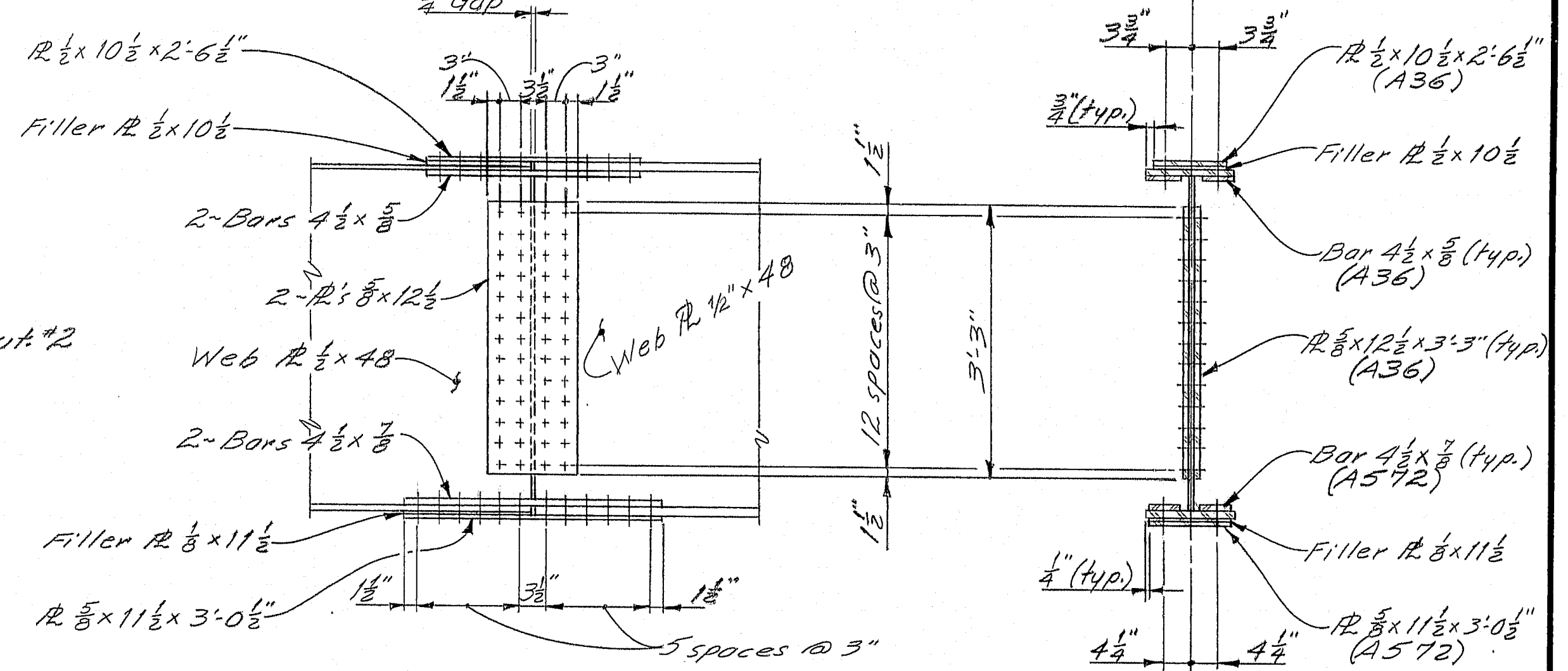
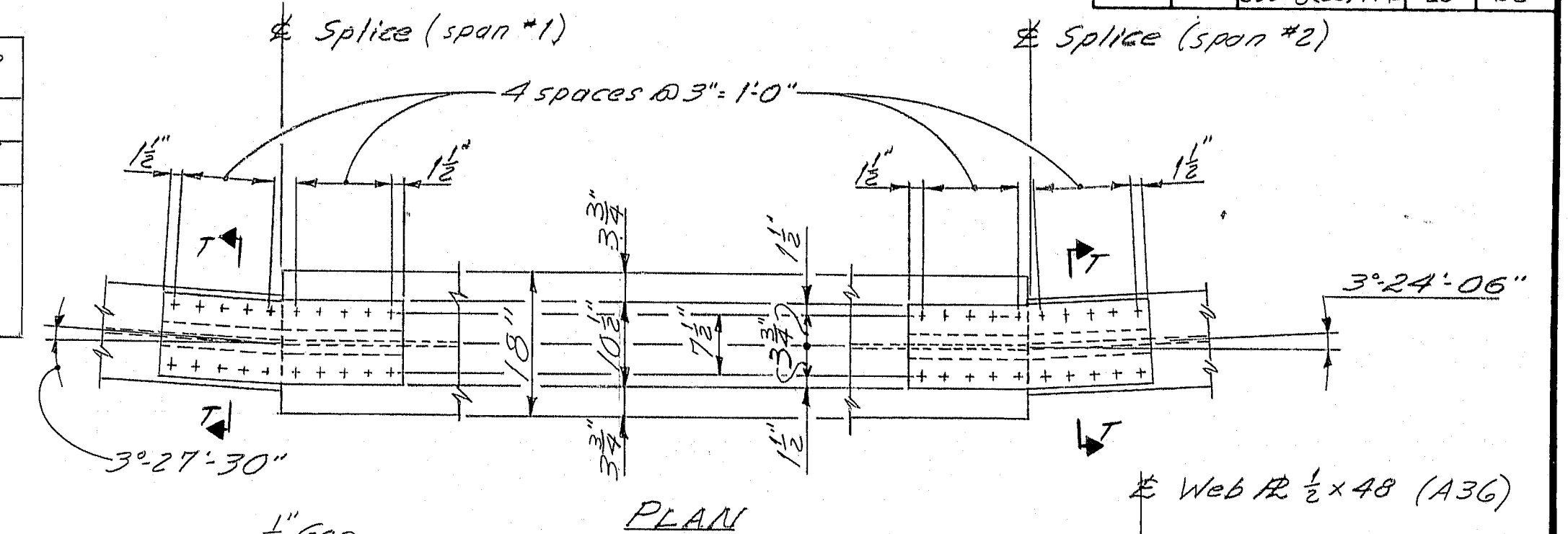
PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
395-8(85)176	26	66



MODIFIED EPC-3

C	D	H	J
10"	1'10"	3 1/2"	3 1/2"

Note: Anchor bolts shall be 1 1/2" dia with 12" embedment (20 req'd.)



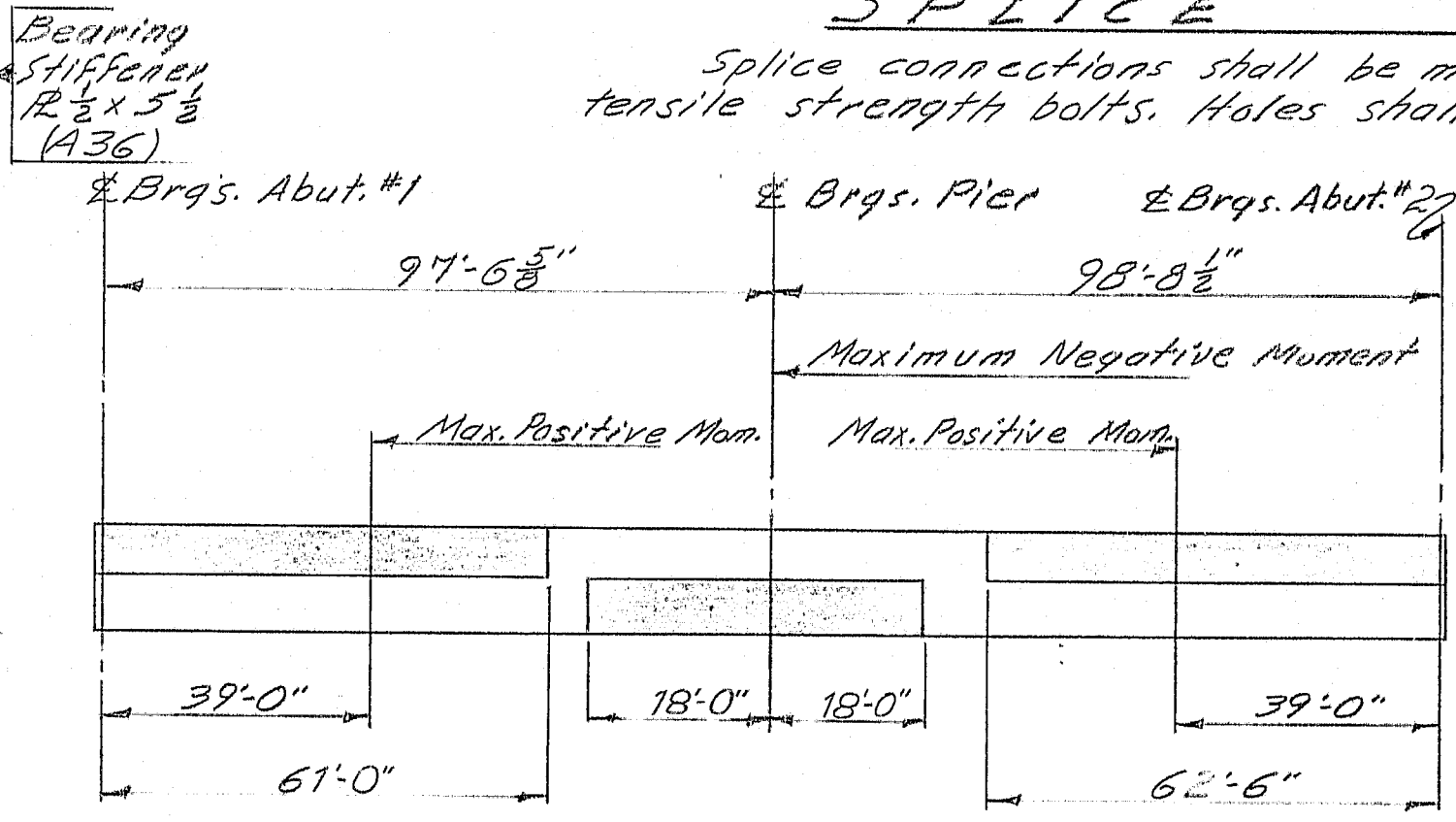
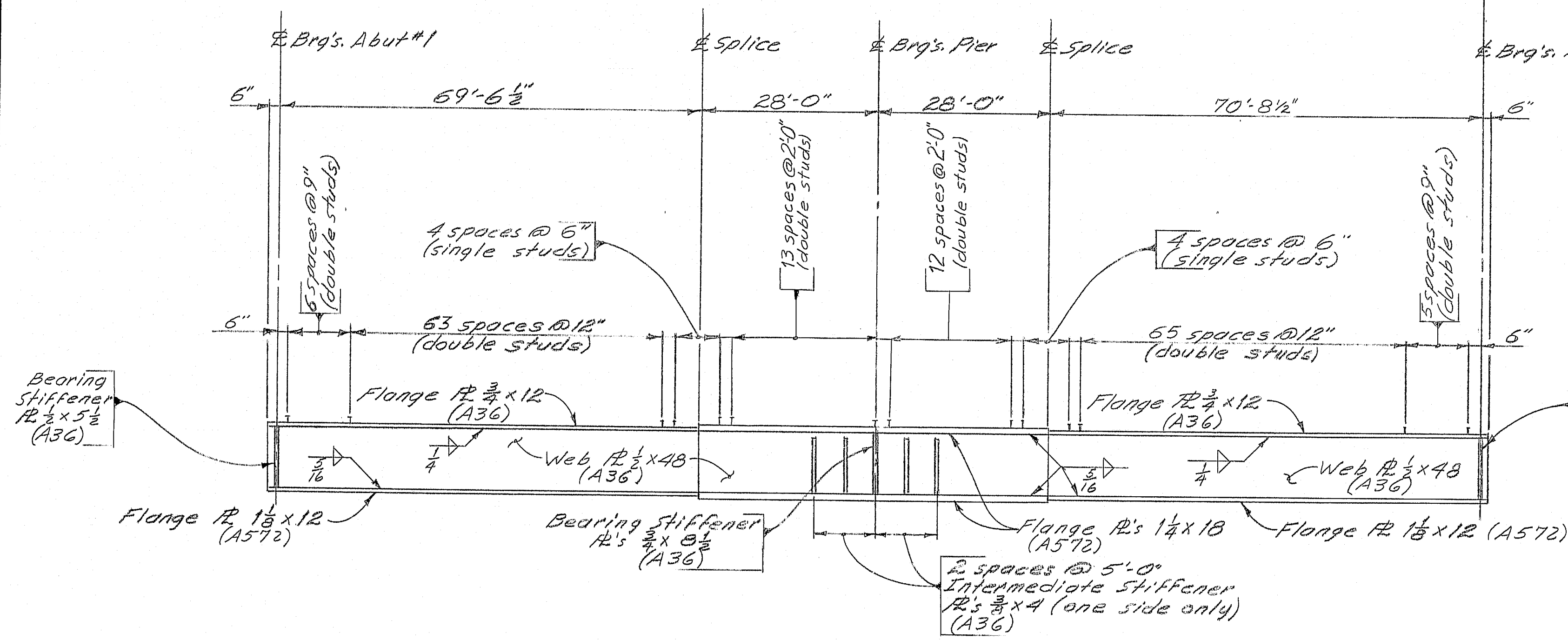
SECTION FT

SPLICE DETAIL

Splice connections shall be made with 3/8" dia ASTM A325 high tensile strength bolts. Holes shall be 1/8" dia. Splice plates shall be ASTM A572.

REFERENCES

For structural steel notes see sheet #8
For bottom of slab elevations see sheet #8



NOTE: Shaded areas are always in compression, other areas are in tension or have stress reversal.

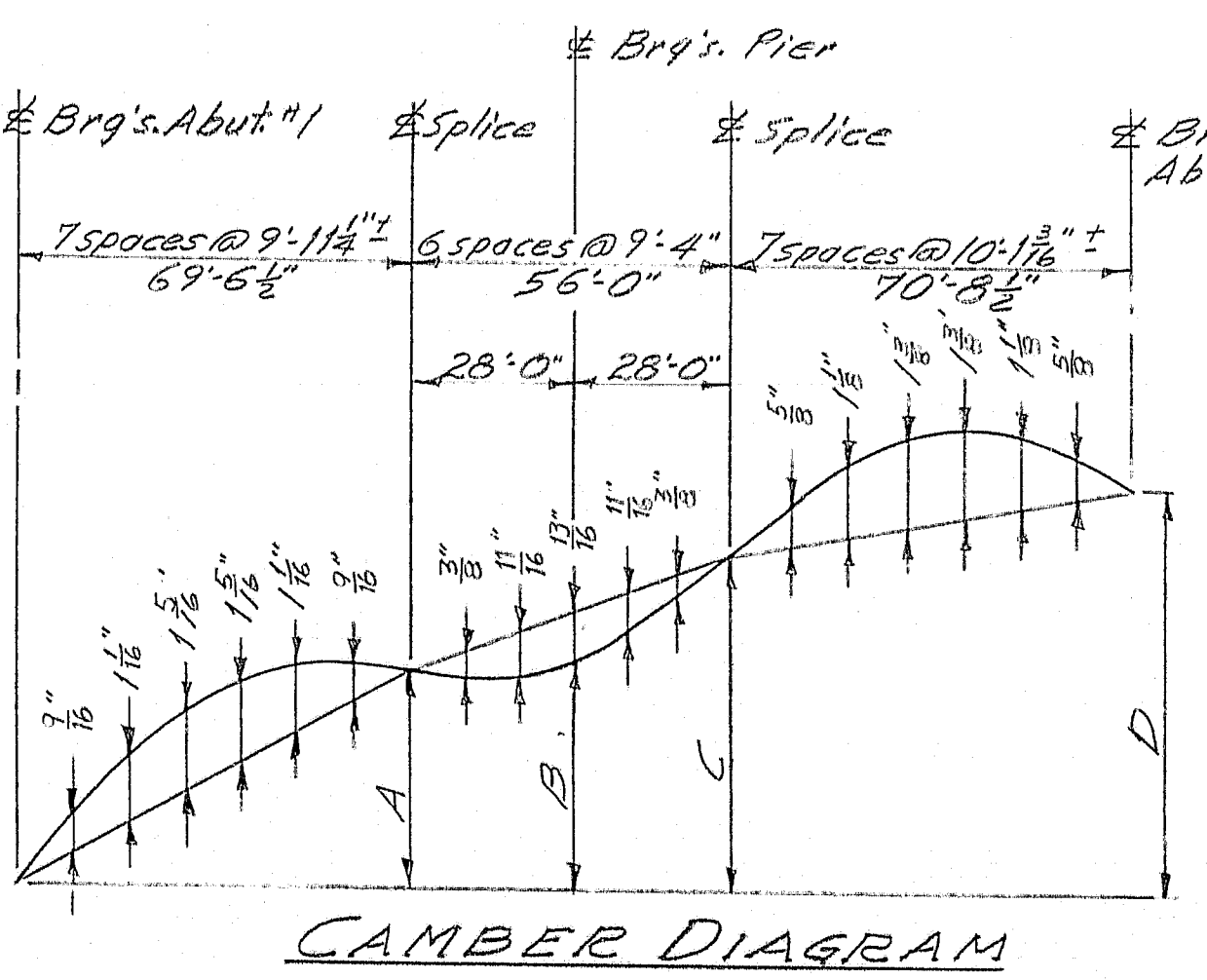
NOTE: The Bearing Setting Chart indicates the final position of the bearing. It is anticipated that the bearings at the abutments will move 1/8" inch away from the fixed bearings due to the placement of the superstructure concrete. No separate payment will be made for resetting bearings to the final position if an adjustment is required.

CAMBER TABLE

	A	B	C	D
51	1'0 3/8"	1'3 1/2"	1'7 3/4"	1'11 1/2"
52	1'0 1/8"	1'3 1/8"	1'7 1/8"	1'11 3/8"
53	1'0 3/4"	1'3 3/8"	1'7 1/2"	1'11 3/8"
54	1'0 1/8"	1'3 1/4"	1'7 1/8"	1'11 3/8"
55	1'0 5/8"	1'3 3/8"	1'7 1/8"	1'11 3/4"

BEARING SETTING CHART

Temp. F	Abut. #1	Pier	Abut. #2
0	-3/8"		-3/8"
15	-1/4"		-1/4"
30	-1/8"		-1/8"
45	0		0
60	1/8"		1/8"
75	1/4"		1/4"
90	3/8"		3/8"



PROJECT DESIGN ENGINEER	DATE
R.W.M.	11/82
DESIGN - CHECKED	BY
J.E. BARTON	
REVISIONS	FIELD CHANGES

USED Billed 30 min
As 30 min 10 min 2 min

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

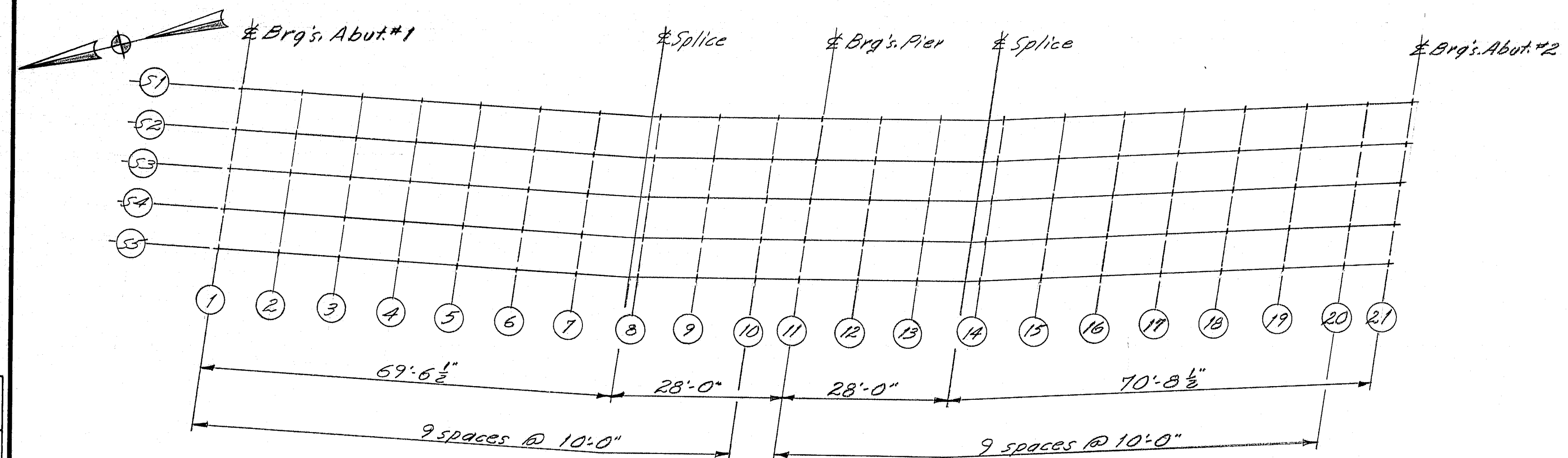
INDUSTRIAL PARK ROAD
OVER
INTERSTATE 395

BREWER
STRUCTURAL STEEL
(Welded Beam)

SHEET 7 OF 12 AUGUSTA, MAINE

R88-440

F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(85)1176	27	66



BLOCKING POINT DIAGRAM

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
S1	77.76	77.96	78.15	78.31	78.48	78.61	78.73	78.83	78.91	78.98	79.05	79.11	79.30	79.42	79.52	79.60	79.65	79.71	79.73	79.74	79.74
S2	78.19	78.39	78.58	78.75	78.89	79.04	79.15	79.26	79.33	79.40	79.47	79.59	79.72	79.84	79.94	80.02	80.07	80.13	80.15	80.16	80.16
S3	78.62	78.82	79.01	79.18	79.32	79.47	79.58	79.69	79.75	79.83	79.90	80.01	80.14	80.21	80.36	80.43	80.51	80.55	80.58	80.59	80.59
S4	79.06	79.25	79.44	79.61	79.76	79.88	80.01	80.11	80.18	80.26	80.32	80.44	80.57	80.69	80.79	80.87	80.93	80.98	81.00	81.01	81.01
S5	79.49	79.69	79.87	80.04	80.19	80.32	80.44	80.54	80.61	80.69	80.75	80.86	80.99	81.12	81.21	81.29	81.34	81.40	81.42	81.43	81.43

BOTTOM OF SLAB ELEVATIONS

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 feet from the points of maximum negative moment or maximum positive moment.
3. Sections of Flange plates or web plates between transverse shop splices or between a transverse shop splice and a field splice shall be not less than 20 feet in length unless otherwise shown on the plans.
4. Butt weld splices in Flanges shall not be 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. Intermediate web stiffeners may be either plumb or normal to the top flange.
6. Cross-Frame or diaphragm connection plates may be either plumb or normal to the top flange.
7. Filler plates may be ASTM A588 (A36) steel and mill tests for filler plate material will not be required.

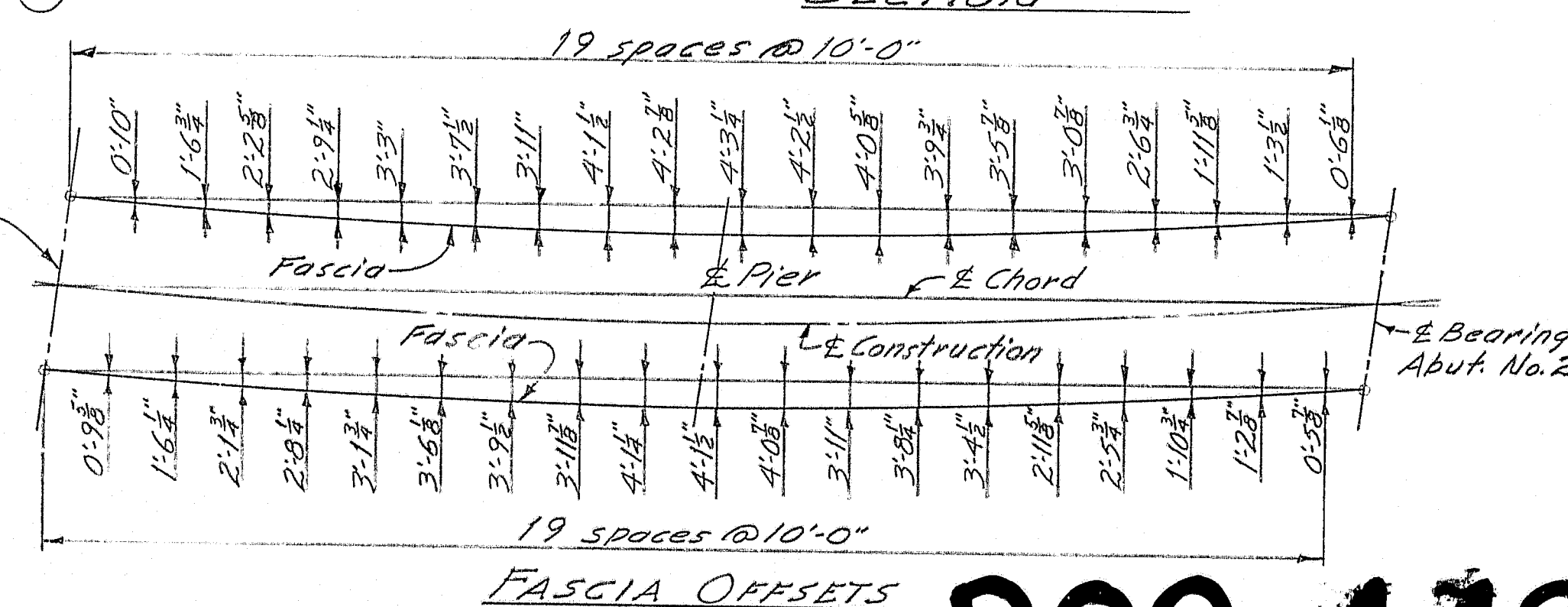
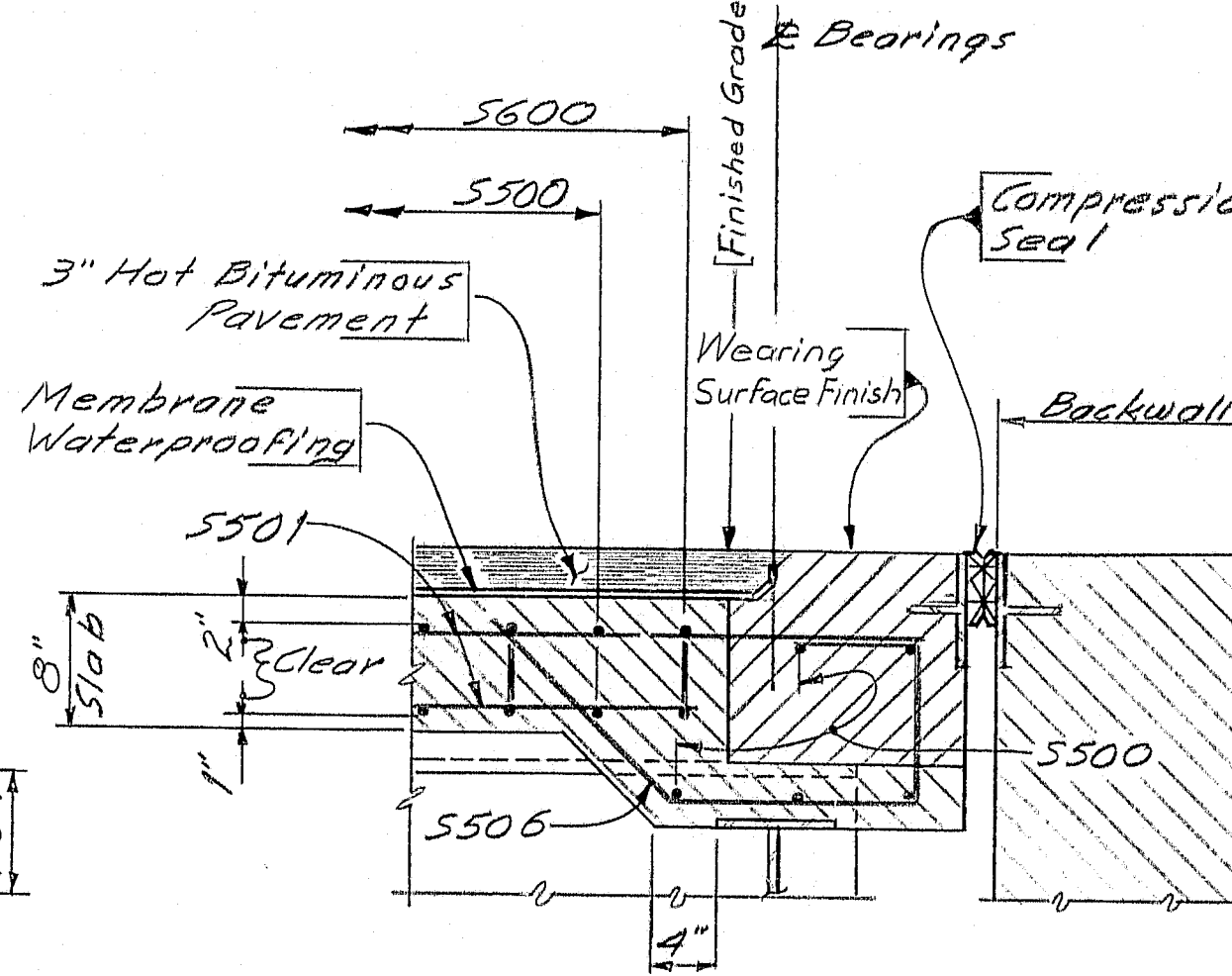
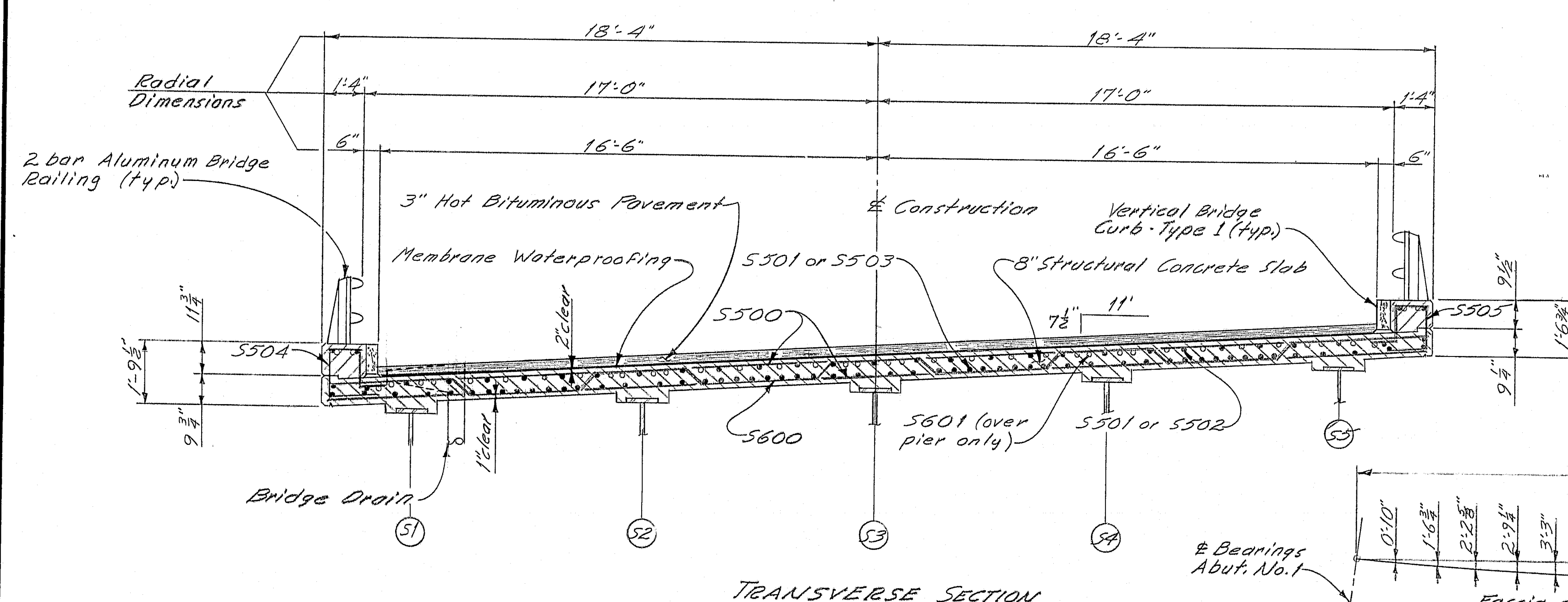
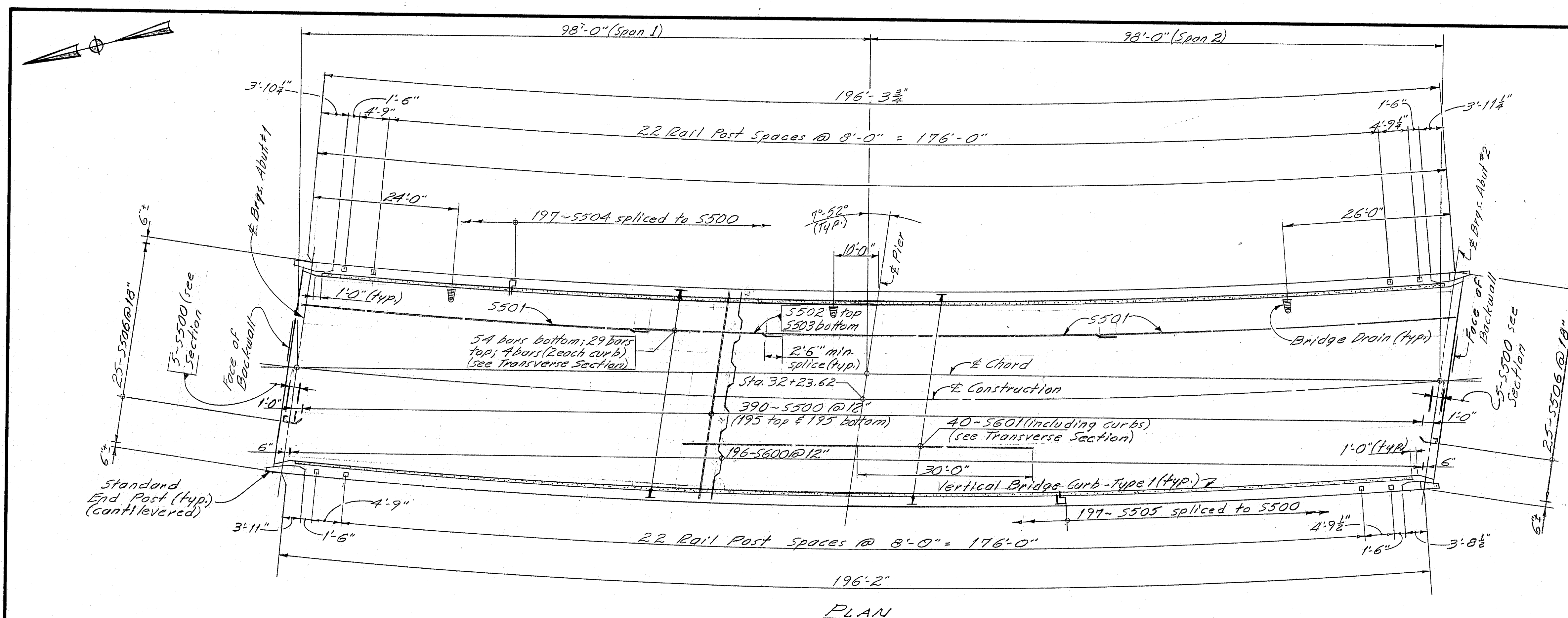
ULTIMATE STRENGTH

Structural Steel:
 ASTM A572 $F_y = 50,000 \text{ p.s.i.}$
 ASTM A36 $F_y = 36,000 \text{ p.s.i.}$
 ASTM A325 $F_y = 25,000 \text{ p.s.i.}$
 As Built 1984 Rmz

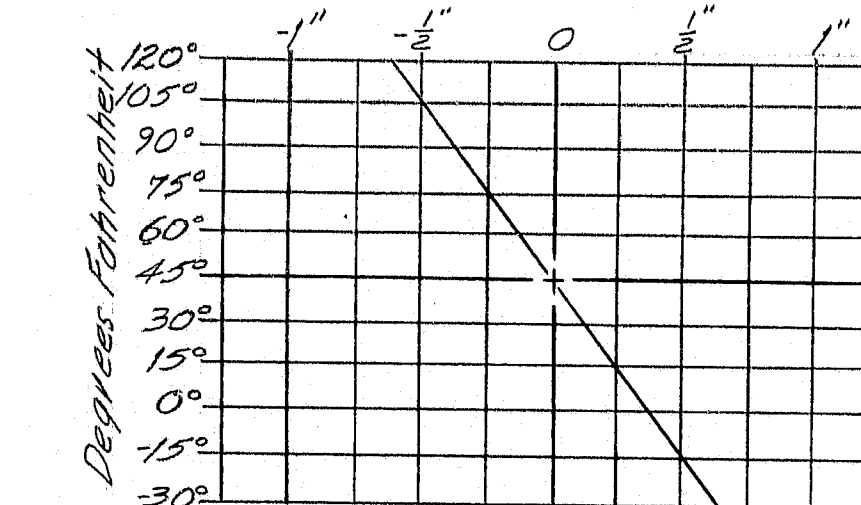
STATE OF MAINE DEPARTMENT OF TRANSPORTATION
INDUSTRIAL PARK ROAD OVER INTERSTATE 395 BREWER BOTTOM OF SLAB ELEVATIONS (Welded Beam)
SHEET 8 OF 12 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	RUM	7/22
CHECKED	J.E. Buxton	8/83
REVISIONS		
FIELD CHANGES		

R88-441



F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEET
1	MAINE	395-8(85)176	28	66



- COMPRESSION SEAL
ADJUSTMENT CHART
NOTES:
1. The seals to be furnished shall have a minimum Movement Rating of $1\frac{1}{2}$ inches at each abutment.
 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 drawing. For temperatures other than 45°F adjustment is to be measured parallel to the centerline of construction.

- ## **SUPERSTRUCTURE NOTES**
1. Form a 1" V-groove on the fascia of the horizontal joint between the curb and the slab
 2. Reinforcing steel shall have a minimum cover of 2" unless otherwise indicated.
 3. Adjust reinforcing steel to fit around drains in a manner approved by the Engineer. Do not cut transverse reinforcing bars.
 4. The superstructure slab concrete shall be placed in one continuous operation and the concrete shall be kept plastic one complete span behind the span being placed.
 5. Mortar for bedding and for joints in the granite curb shall contain an approved non-shrink additive.
 6. Protective coating for concrete surfaces shall be applied to the following areas:
 - Top of concrete curbs,
 - Fascia down to drip notch,
 - All exposed surfaces of concrete and roots.
 - Top and back of backwall to within 1'-0" of finished grade.

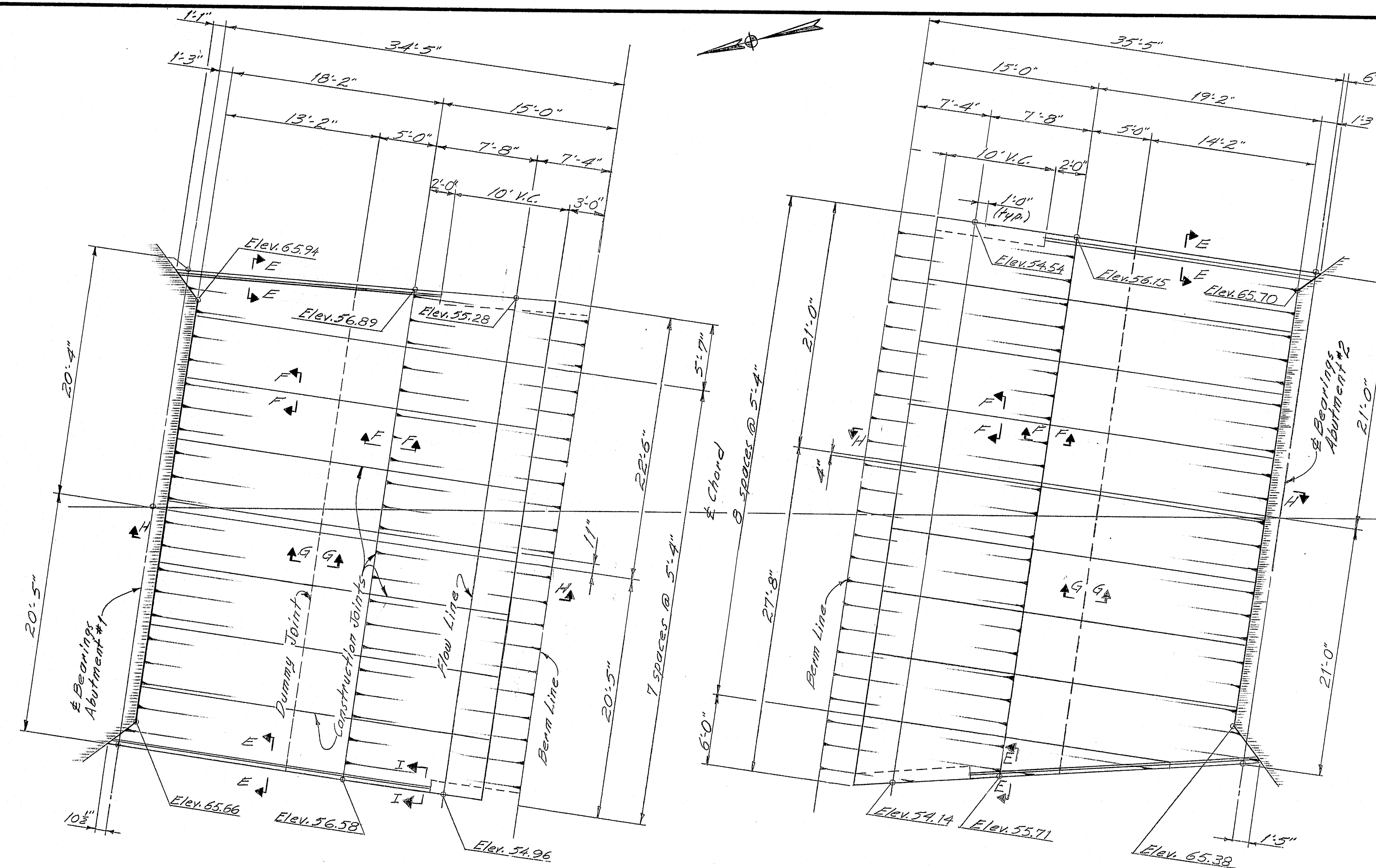
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INDUSTRIAL PARK ROAD
As Built
1934 emb OVER
INTERSTATE 395
BREWSTER
SUPERSTRUCTURE

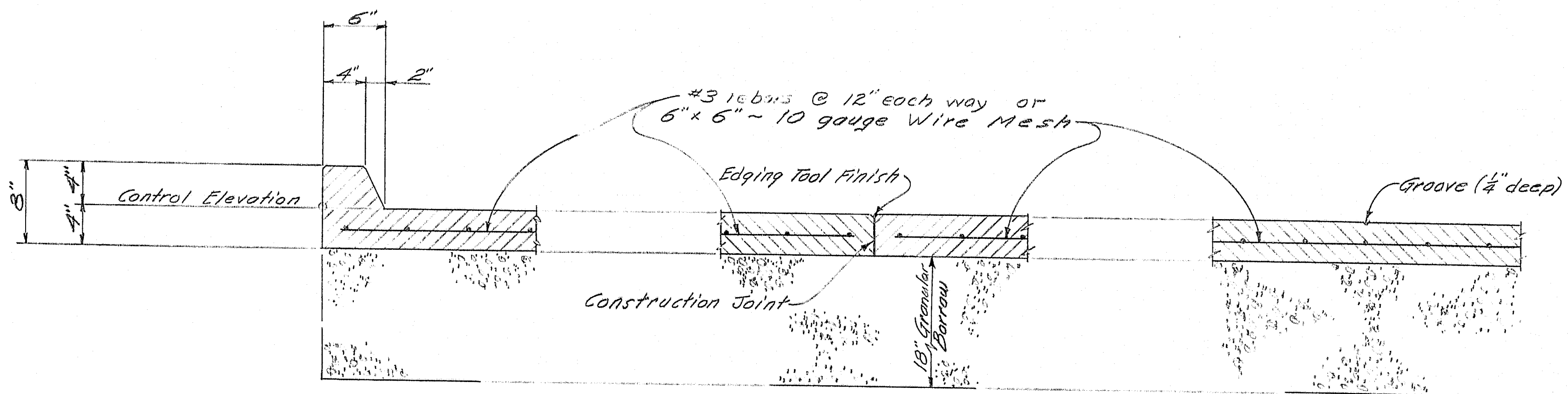
SHEET 9 OF 12 AUGUSTA, MAINE

R88-442

F.R.W.A. DES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(85)176	29	66



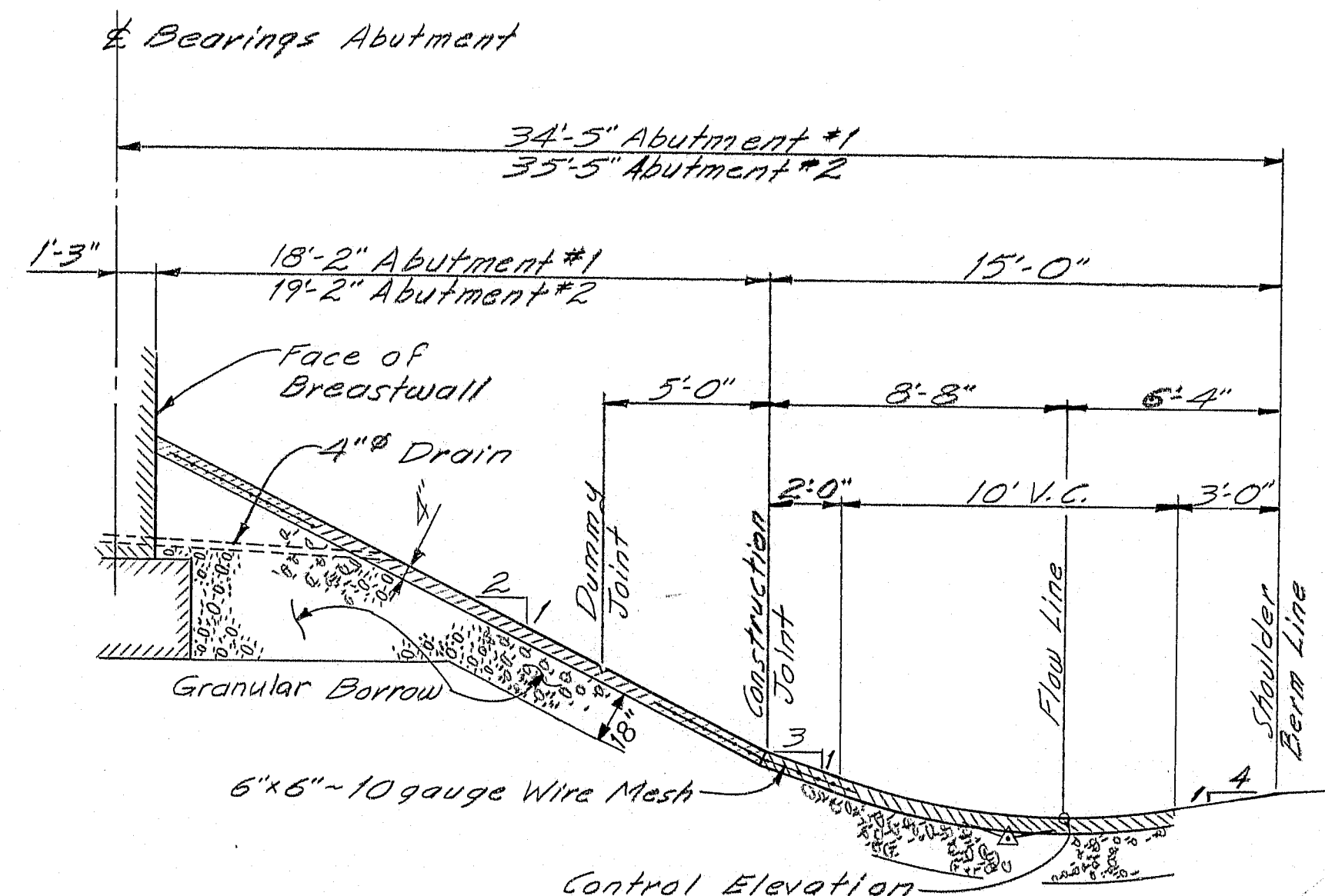
PLAN



SECTION E-E

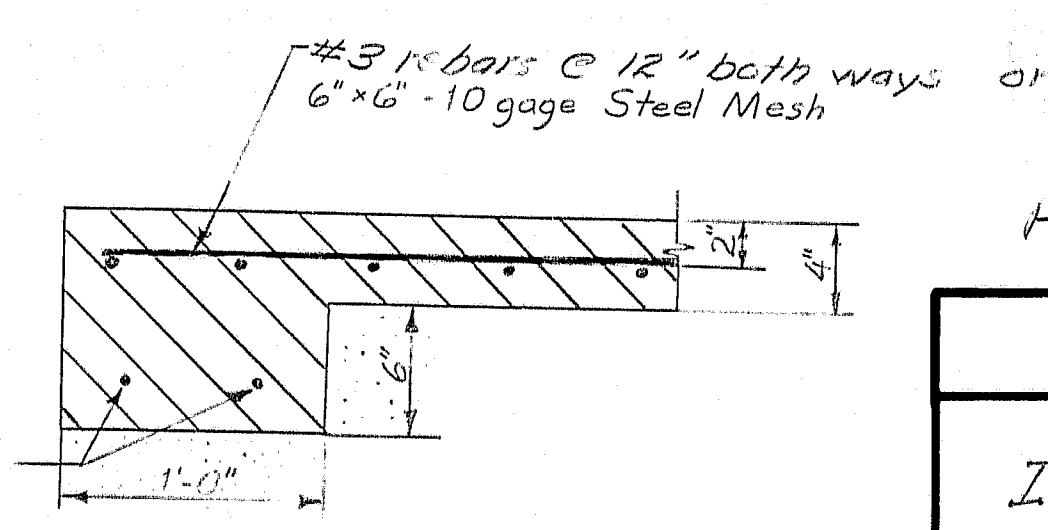
SECTION F-F
Typical at all
Construction Joints

SECTION G-G



SECTION H-H

- NOTES:
- The Steel Mesh shall not pass through any construction joints.
 - At all construction joints, break band between sections by a method approved by the Engineer.
 - Do not excavate for granular borrow where the existing material is found suitable in the opinion of the Engineer.



SECTION I-I

As Built 1984
Bmz

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INDUSTRIAL PARK ROAD
OVER
INTERSTATE 395
BREWER
CONCRETE SLOPE PROTECTION

SHEET 10 OF 12 AUGUSTA, MAINE

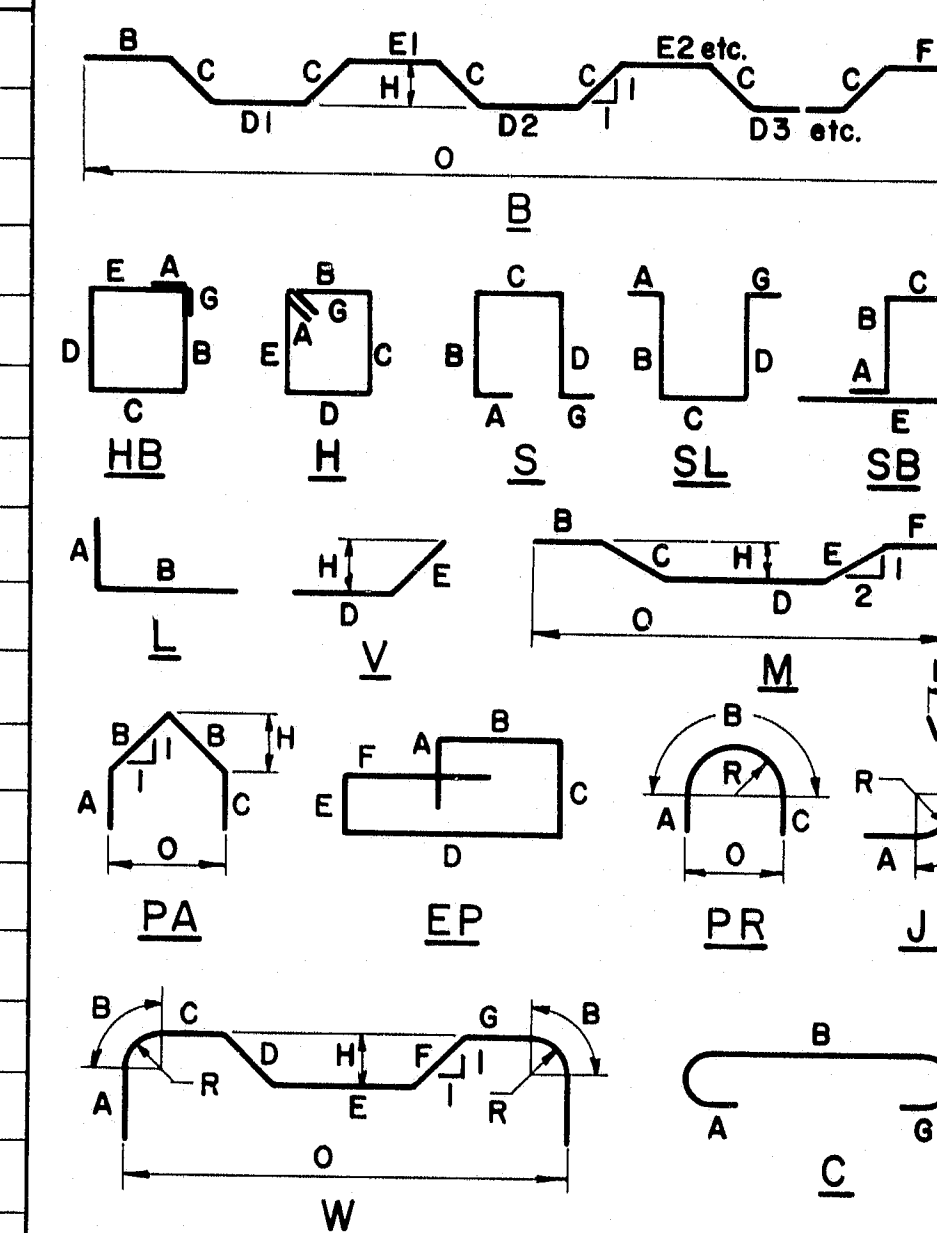
R88-443

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	RUM	12-92
CHECKED	J.E. Buxton	9/93
REVISIONS		
FIELD CHANGES		

BRUNING 44-132-45710

REINFORCING STEEL SCHEDULE																												
STRAIGHT BARS												BENT BARS																
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION		
ABUTMENT No. 1				ABUTMENT No. 2				ABUTMENT No. 1																				
A500	51	2'-10"	Dowel	B500	55	2'-10"	Dowel					*A501	16	14'-5"	L	4'-2"	10'-3"	—	—	—	—	—	—	—	—	—	Breastwall	
A503	16	12'-6"	Breastwall	B503	12	14'-6"	Breastwall					**A501	16	13'-2"	L	4'-2"	9'-0"	—	—	—	—	—	—	—	—	—	Breastwall	
A504	27	3'-0"	Dowel	B504	9	15'-3"	Breastwall					*A502	11	15'-9"	L	4'-2"	11'-7"	—	—	—	—	—	—	—	—	—	Breastwall	
A506	11	13'-9"	Breastwall	B505	28	3'-0"	Dowel					**A502	11	14'-5"	L	4'-2"	10'-3"	—	—	—	—	—	—	—	—	—	Breastwall	
A509	4	18'-0"	Bridge Seat	B507	7	16'-0"	Breastwall					*A505	27	10'-2"	S	0	4'-6"	1'-2"	4'-6"	—	—	0	—	—	—	—	Backwall	
A513	4	10'-3"	West Wing	B512	4	15'-3"	Bridge Seat					**A505	27	12'-6"	S	0	5'-8"	1'-2"	5'-8"	—	—	0	—	—	—	—	Backwall	
A514	4	11'-3"	West Wing	B513	1	21'-8"	Bridge Seat					A507	8	20'-2"	V	—	—	—	14'-2"	6'-0"	—	—	—	—	—	Breastwall		
A515	4	12'-6"	West Wing	B519		12'-2"	East Wing					A508	8	18'-7"	V	—	—	—	16'-9"	2'-2"	—	—	—	—	—	Breastwall		
A516	4	13'-6"	West Wing	B520		13'-0"						A510	4	19'-3"	V	—	—	—	16'-9"	2'-6"	—	—	—	—	—	Backwall		
A517	4	14'-6"	West Wing	B521		13'-8"						A511	4	18'-5"	V	—	—	—	16'-3"	2'-2"	—	—	—	—	—	Backwall		
A518	4	15'-6"	West Wing	B522		14'-8"						A512	4	4'-2"	S	0	1'-6"	1'-2"	1'-6"	—	—	0	—	—	—	Curbs		
A519	4	16'-8"	West Wing	B523	1	15'-8"						A526	7	27'-6"	V	—	—	—	21'-6"	6'-0"	—	—	—	—	—	Breastwall		
A520	14	19'-6"	West Wing	B524	4	16'-6"						A527	7	26'-2"	V	—	—	—	24'-3"	2'-2"	—	—	—	—	—	Breastwall		
A521	2	18'-0"	West Wing	B525	2	17'-4"						A529	4	26'-6"	V	—	—	—	24'-0"	2'-6"	—	—	—	—	—	Backwall		
A522	2	13'-9"	West Wing	B526	1	17'-8"						A530	4	25'-9"	V	—	—	—	23'-7"	2'-2"	—	—	—	—	—	Backwall		
A523	2	9'-10"	West Wing	B527	18	20'-0"																						
A524	2	5'-6"	West Wing	B528	2	14'-0"																						
A525	2	21'-0"	West Wing	B529	2	7'-9"																						
A528	4	21'-7"	Bridge Seat	B530	2	22'-0"	East Wing					ABUTMENT No. 2																
A531	4	10'-5"	East Wing									*B501	16	17'-3"	L	4'-2"	13'-1"	—	—	—	—	—	—	—	—	—	Breastwall	
A532	4	11'-6"	East Wing	B532	2	11'-8"	West Wing					**B501	16	16'-1"	L	4'-2"	11'-11"	—	—	—	—	—	—	—	—	—	Breastwall	
A533	4	12'-8"	East Wing	B533	1</																							

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

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.

* indicates rolled beam option

~~** indicates welded beam option~~

As 30/11 1984 emz

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INDUSTRIAL PARK ROAD
OVER
INTERSTATE 395
BREWER

REINFORCING STEEL SCHEDULE

SHEET // OF 12 AUGUSTA, MAINE

R88-444

[illegible]

TYPE-BENDING DIAGRAMS

The diagrams illustrate the following types of bending:

- B**: Continuous beam with multiple supports and loads.
- C**: L-shaped cross-section with a horizontal load.
- D**: Square cross-section with a horizontal load.
- E**: Square cross-section with a horizontal load.
- F**: Square cross-section with a horizontal load.
- G**: Square cross-section with a horizontal load.
- H**: Square cross-section with a horizontal load.
- I**: Square cross-section with a horizontal load.
- J**: Square cross-section with a horizontal load.
- K**: Square cross-section with a horizontal load.
- L**: Square cross-section with a horizontal load.
- M**: Square cross-section with a horizontal load.
- N**: Square cross-section with a horizontal load.
- O**: Square cross-section with a horizontal load.
- P**: Square cross-section with a horizontal load.
- Q**: Square cross-section with a horizontal load.
- R**: Square cross-section with a horizontal load.
- S**: Square cross-section with a horizontal load.
- T**: Square cross-section with a horizontal load.
- U**: Square cross-section with a horizontal load.
- V**: Square cross-section with a horizontal load.
- W**: Square cross-section with a horizontal load.
- X**: Square cross-section with a horizontal load.
- Y**: Square cross-section with a horizontal load.
- Z**: Square cross-section with a horizontal load.

GENERAL NOTES

- * indicates rolled beam option
** indicates welded beam option

As Built 1984 Rm2

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INDUSTRIAL PARK ROAD
OVER
INTERSTATE 395
BREWER

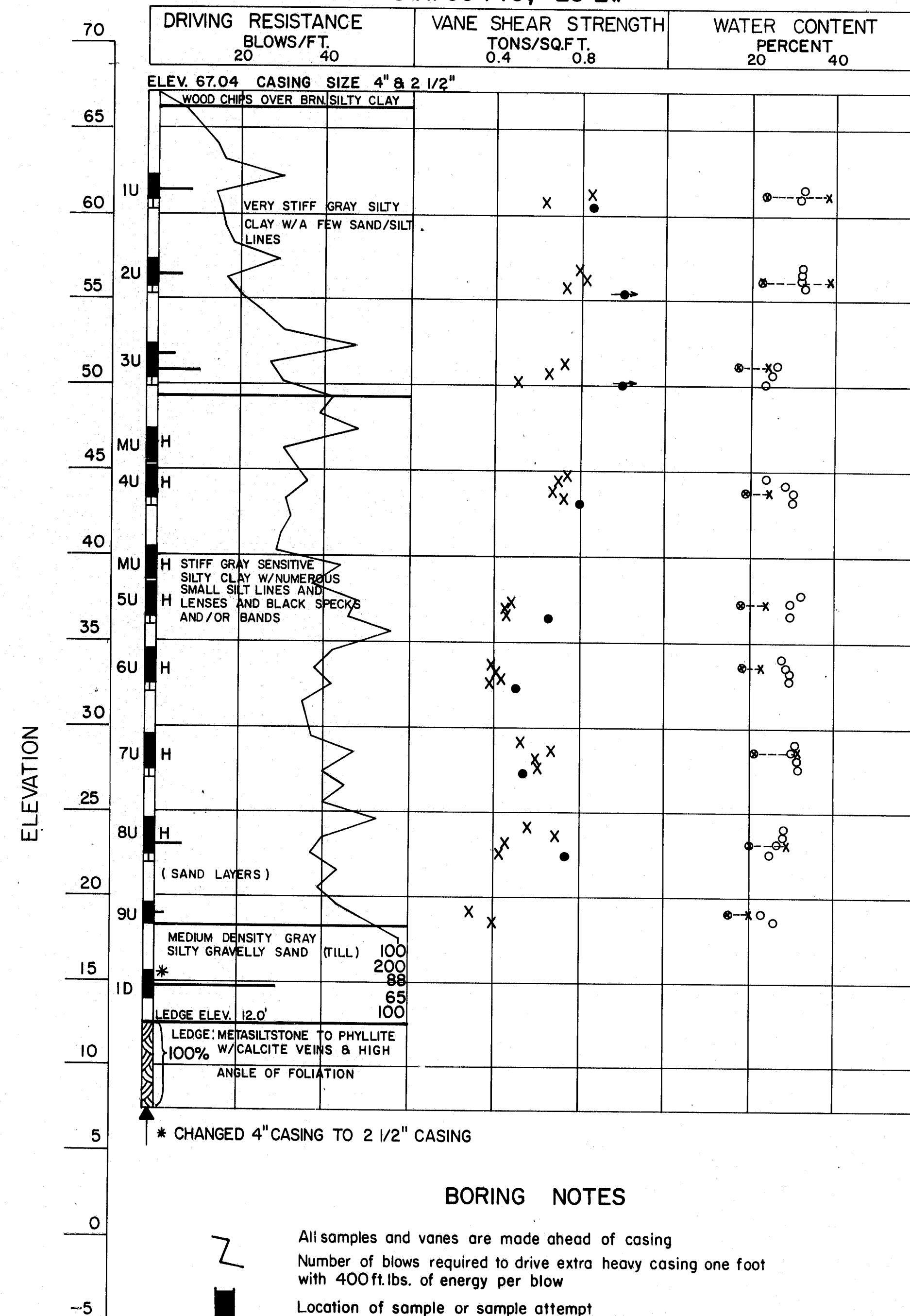
REINFORCING STEEL SCHEDULE

SHEET 12 OF 12 AUGUSTA, MAINE

PLANS	DESIGN - DETAIL	BY	DATE
	CHECKED		
	REVISIONS	J.E. GUSTAFSON	8/83
	FILED		

R88-445

BORING GP-60-80 STA. 30+75, 26' LT.

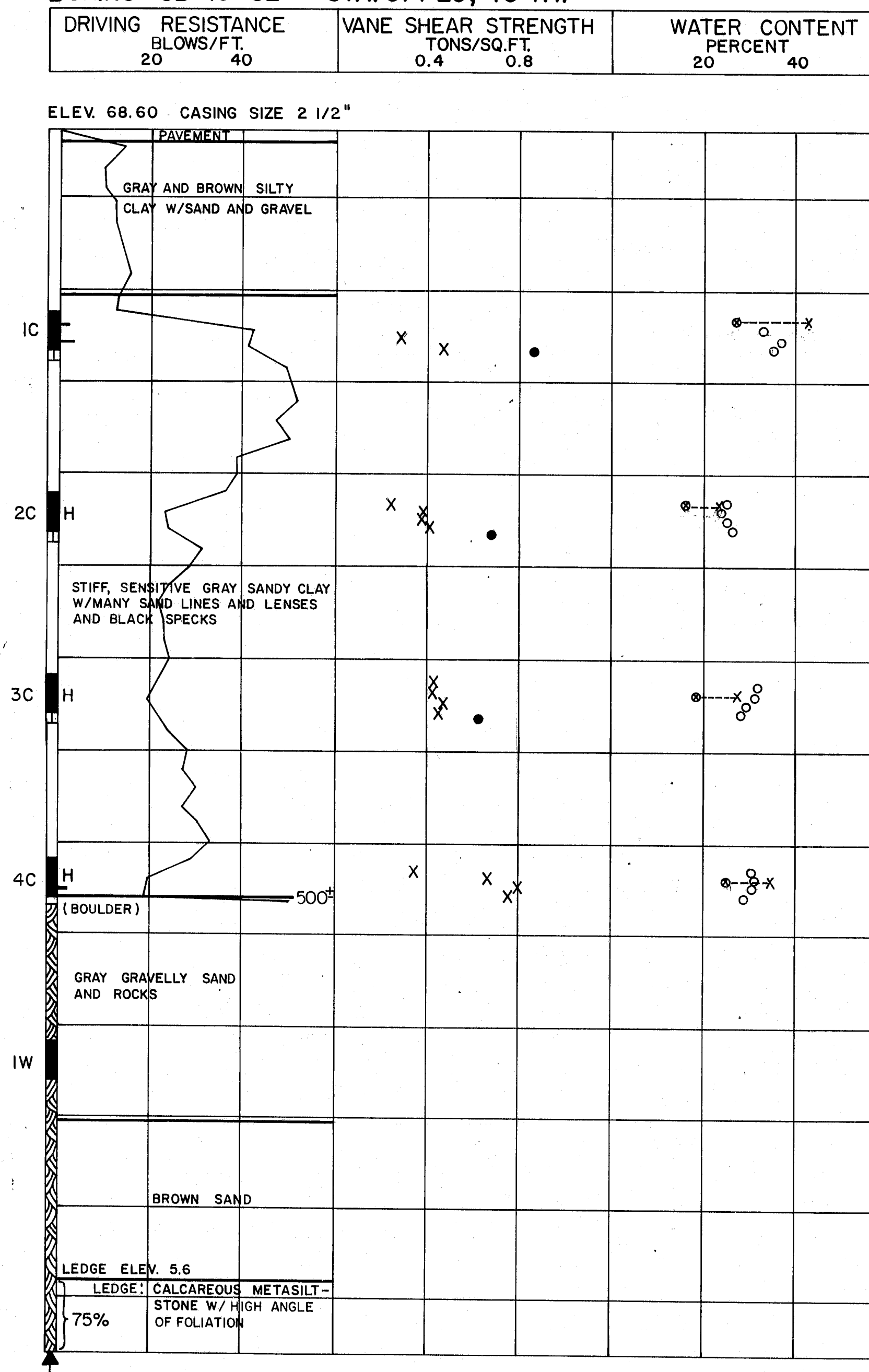


* CHANGED 4" CASING TO 2 1/2" CASING

BORING NOTES

- All samples and vane are made ahead of casing
- Number of blows required to drive extra heavy casing one foot with 400 ft. lbs. of energy per blow
- Location of sample or sample attempt
- Number and type of dry sample
- ID S & H Sampler #1290's
- IC 2" O.D. 16 ga. seamless tubing
- IU 3 1/2" O.D. 16 ga. seamless tubing
- IW Wash sample and number
- MD Unsuccessful sample attempt and type of sampler
- Number of blows required to drive spoon or tubing one foot with 350 ft. lbs. of energy per blow
- H Sampling spoon or seamless tubing driven by static weight of drill rods and hammer
- Field vane test
- Bottom of boring (may not be bottom of soil strata)
- 71% Locations cored by diamond bit and percent recovery of rock

BORING CB-19-82 STA. 31+25, 16' RT.



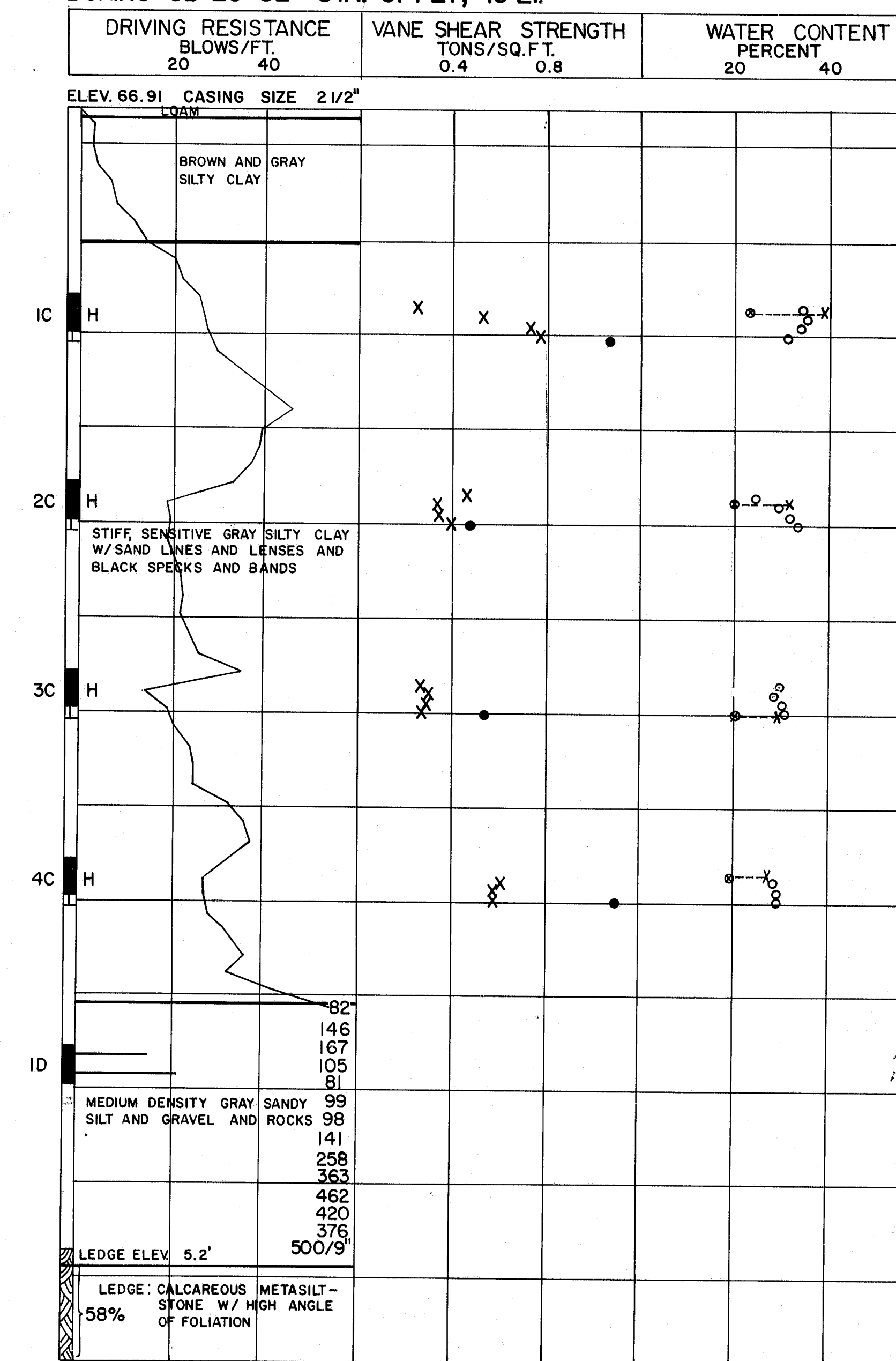
SHEAR NOTES

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

WATER CONTENT NOTES

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

BORING CB-20-82 STA. 31+27, 19' LT.



F.R.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(25)	47	66

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

BORING 44-132-4770

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

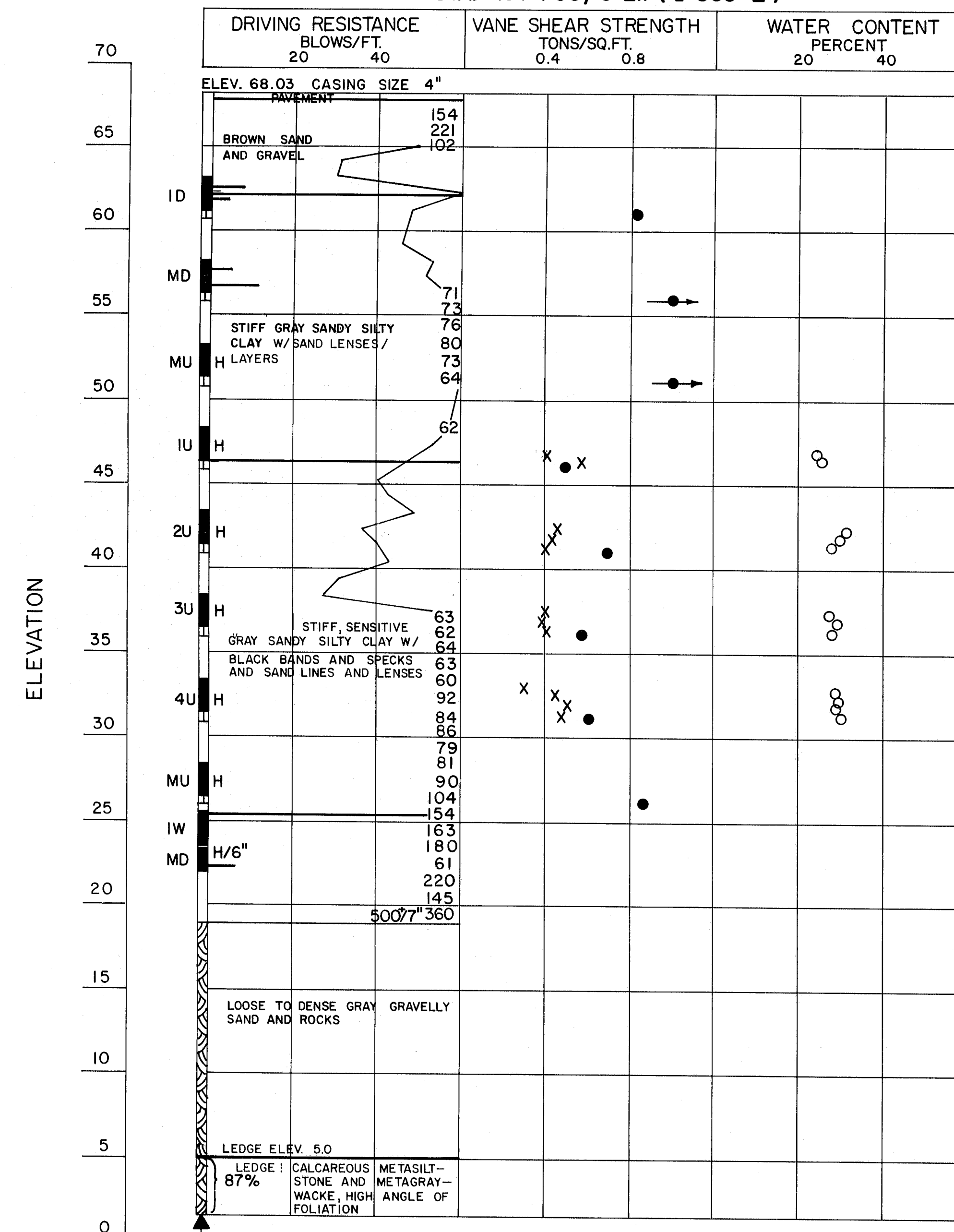
INDUSTRIAL PARK ROAD
OVER
I-395
IN THE TOWN OF
BREWER
PENOBSCOT COUNTY
BORING DETAILS

SHEET OF AUGUSTA, MAINE

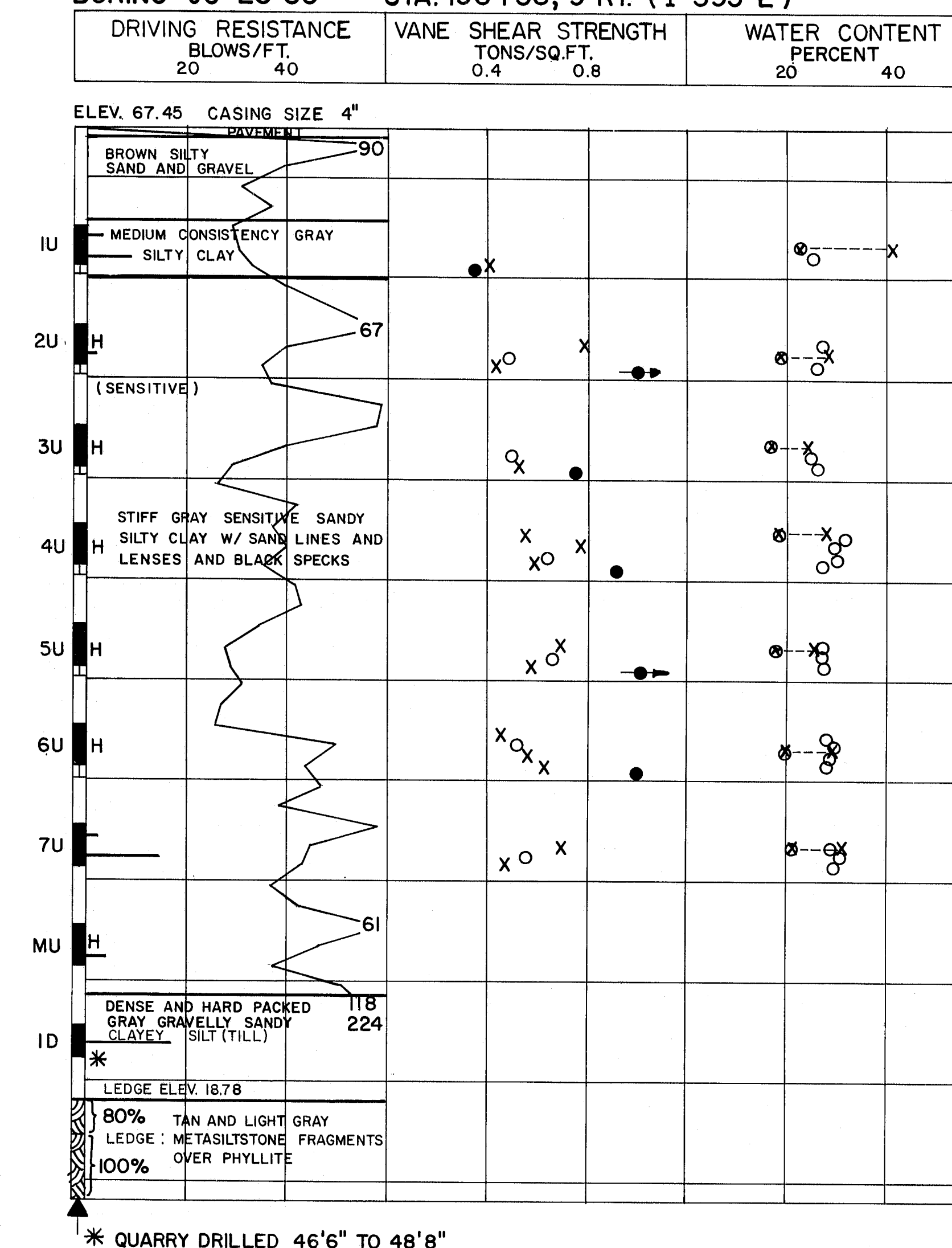
R88-446

F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8 (85)	48	66

BORING CB-18-82 STA. 197+30, 3' LT. (I-395)



BORING JC-28-80 STA. 196+58, 9' RT. (I-395)



* QUARRY DRILLED 46'6" TO 48'8"

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

BORING 44 132 45710

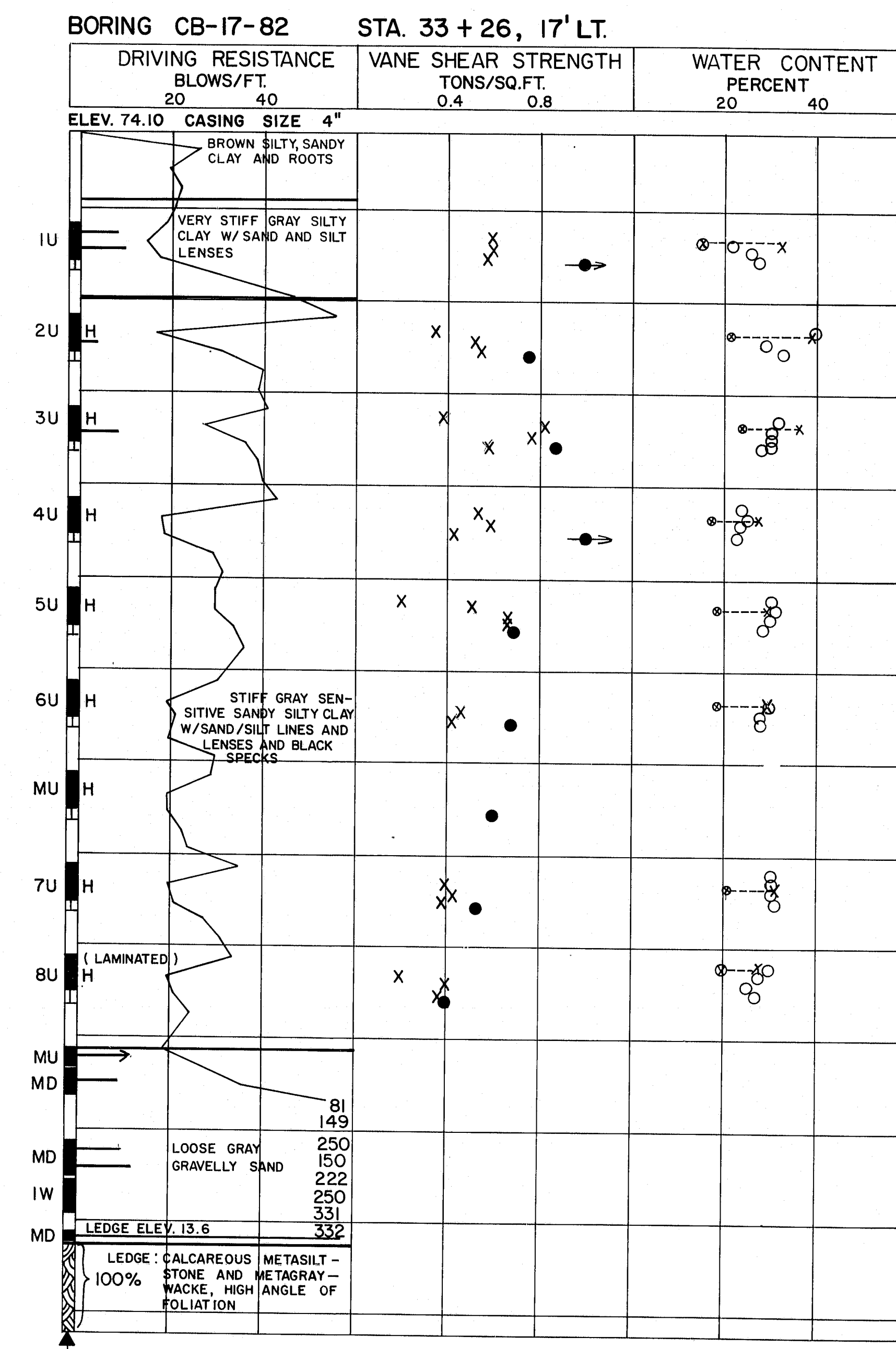
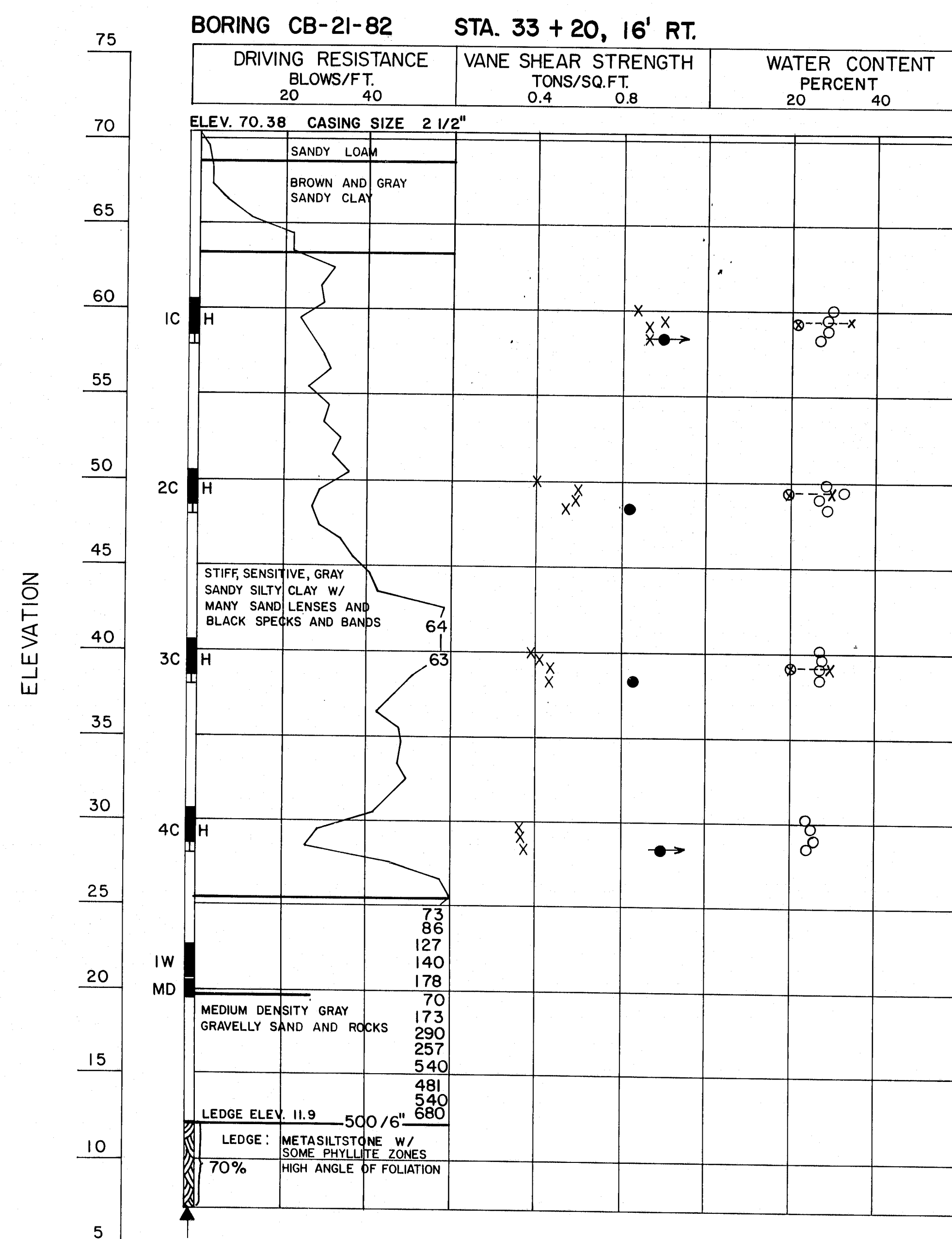
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INDUSTRIAL PARK ROAD
OVER
I-395
IN THE TOWN OF
BREWER
PENOBSCOT COUNTY
BORING DETAILS

SHEET OF AUGUSTA, MAINE

R88-447

F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(85)	49	66

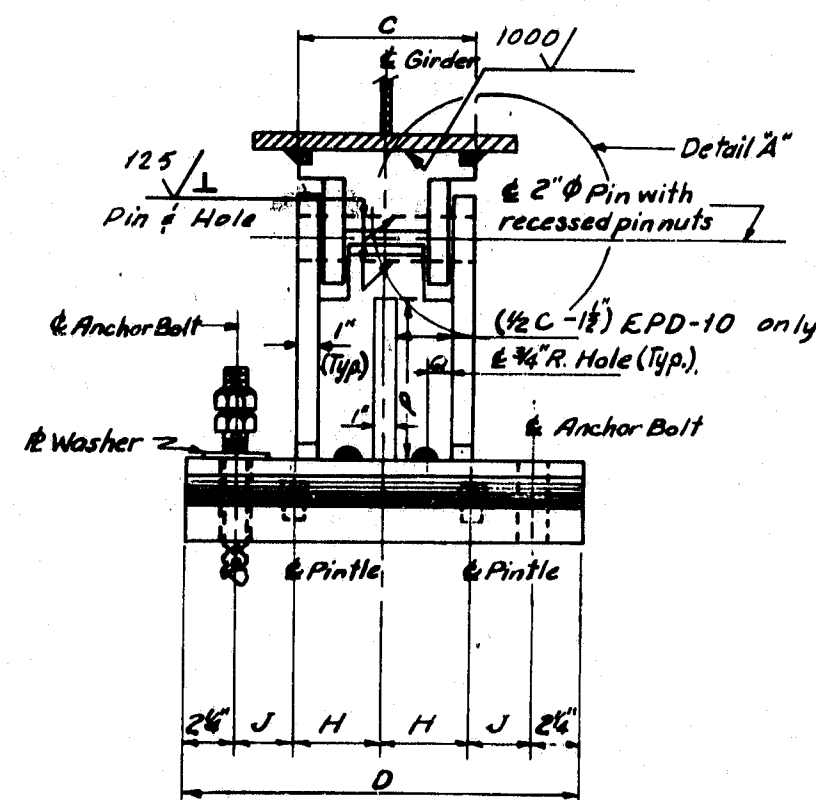


PROJECT DESIGN ENGINEER	BY	DATE
PLANS		
DESIGN		
DETAILS		
CHECKED		
REVISIONS		
FIELD CHANGES		

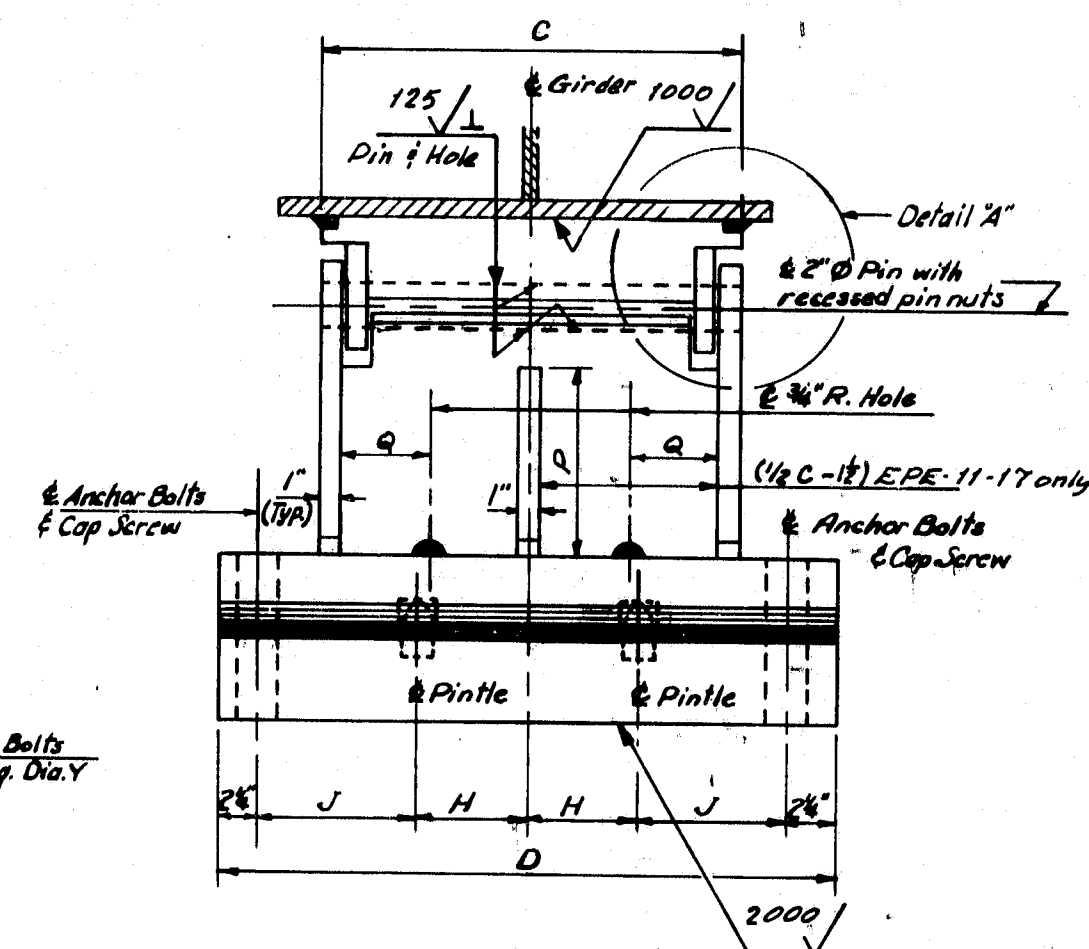
BORING 44132-45710

R88-448

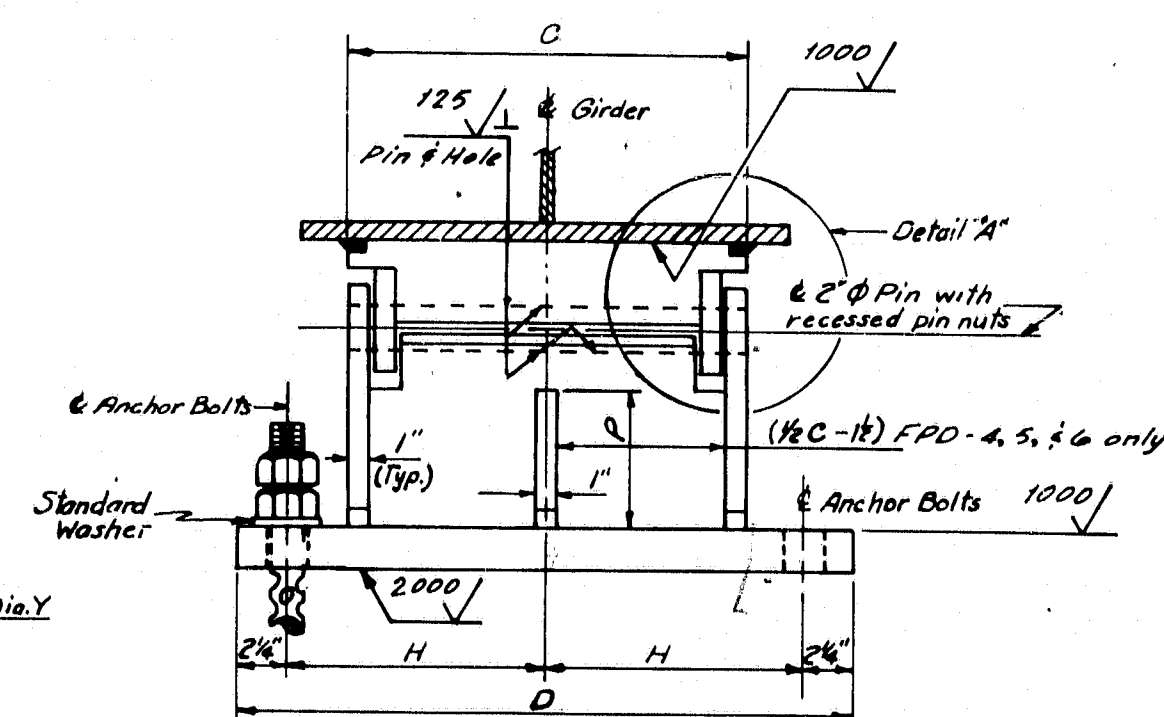
STATE OF MAINE DEPARTMENT OF TRANSPORTATION
INDUSTRIAL PARK ROAD OVER I-395 IN THE TOWN OF BREWER PENOBSCOT COUNTY BORING DETAILS
SHEET OF AUGUSTA, MAINE



EXPANSION PEDESTAL — EPD

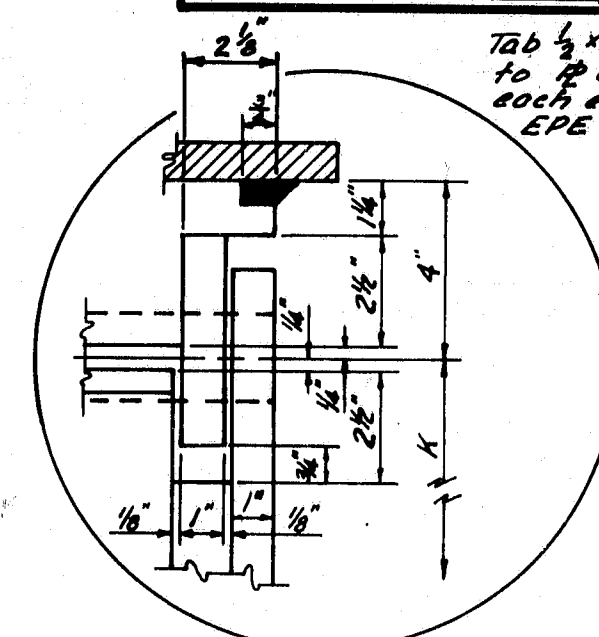


EXPANSION PEDESTAL — EPE

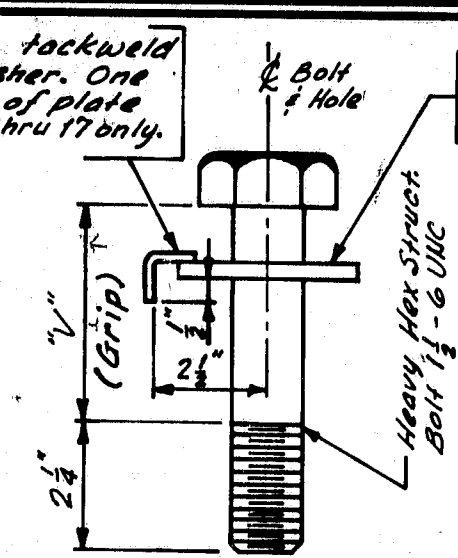


FIXED PEDESTAL — FPD

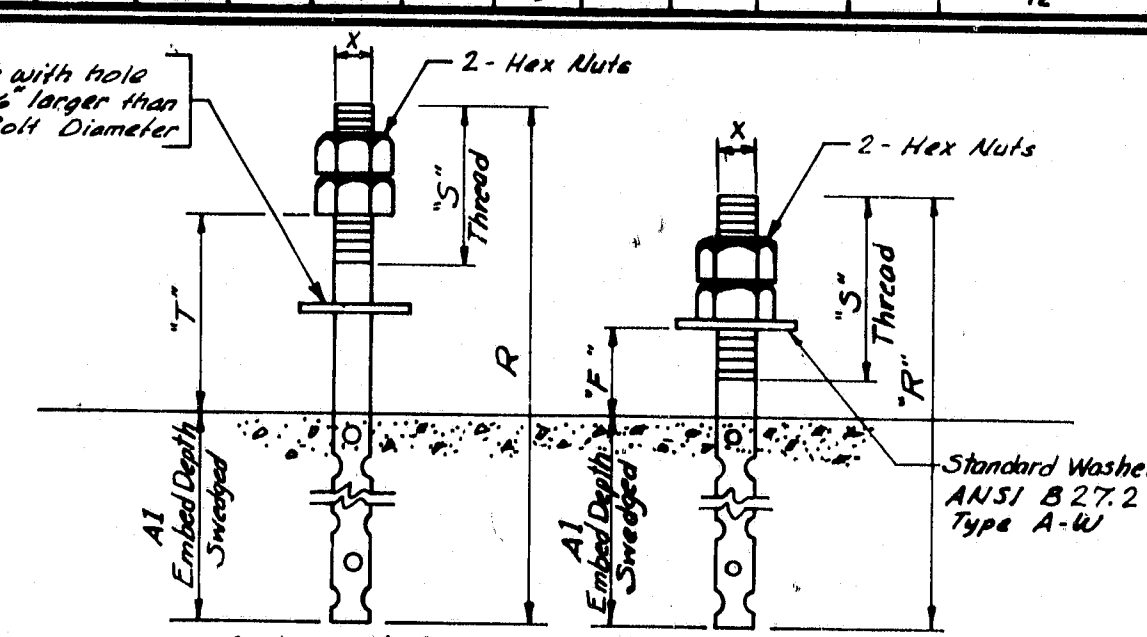
MARK	LOAD	A	B	C	D	E	F	G	H	J	K	M	P	Q	R	S	T	V	X-Anchor Bolt Diameter	Y-Masonry Plate Hole Size	Number Anchor Bolts Required	Z-Slotted Hole for Anchor Bolts or Cap Screws	Washer Size for Anchor Bolts or Cap Screws	A1 Embedment Depth	MARK
EPD-1	100*	1'-2 3/4"	9"	8"	1'-6"	8"	1 1/2"	3 1/2"	4"	2 1/2"	7"	4 1/2"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



DETAIL "A"



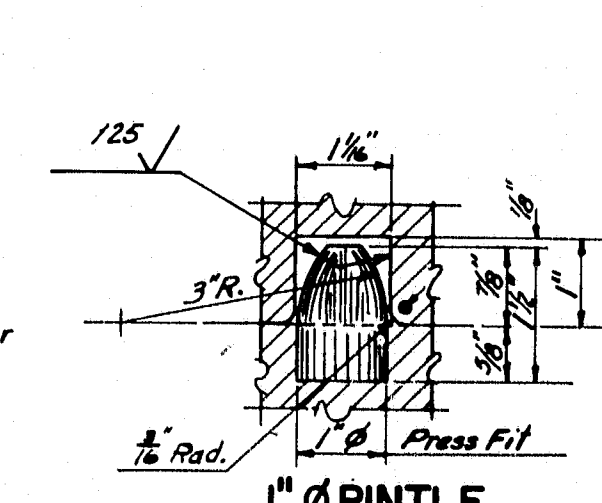
CAP SCREW DETAIL



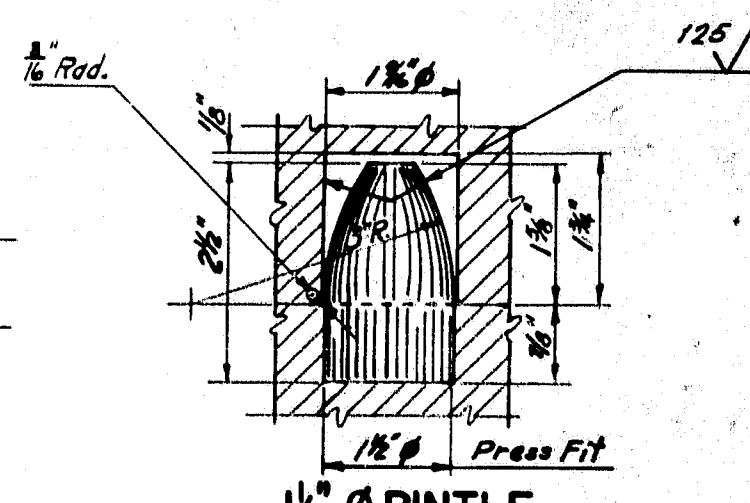
Anchor Bolt for
EPD Series

Anchor Bolt for
EPE & FPD Series

ANCHOR BOLT DETAILS



PINTLE DETAILS



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

GENERAL NOTES

GENERAL NOTES

At the location of bearing pedestals the concrete bridge seats shall be dressed one inch larger on all around than size of masonry plates and to exact elevations shown on the plans. If dressed area is below the surface of the surrounding bridge seat a channel shall be cut in ledge of the bridge seat for drainage where required by the Engineer. Channels shall be a min. width of 2" and a min. slope of 4 inch per foot. No separate payment for this work will be made as it shall be considered incidental to contract items.

Fabricate pedestals with $\frac{1}{2}$ " fillet welds. The diameter of the pin hole shall not exceed that of the pin by more than $\frac{1}{8}$ 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

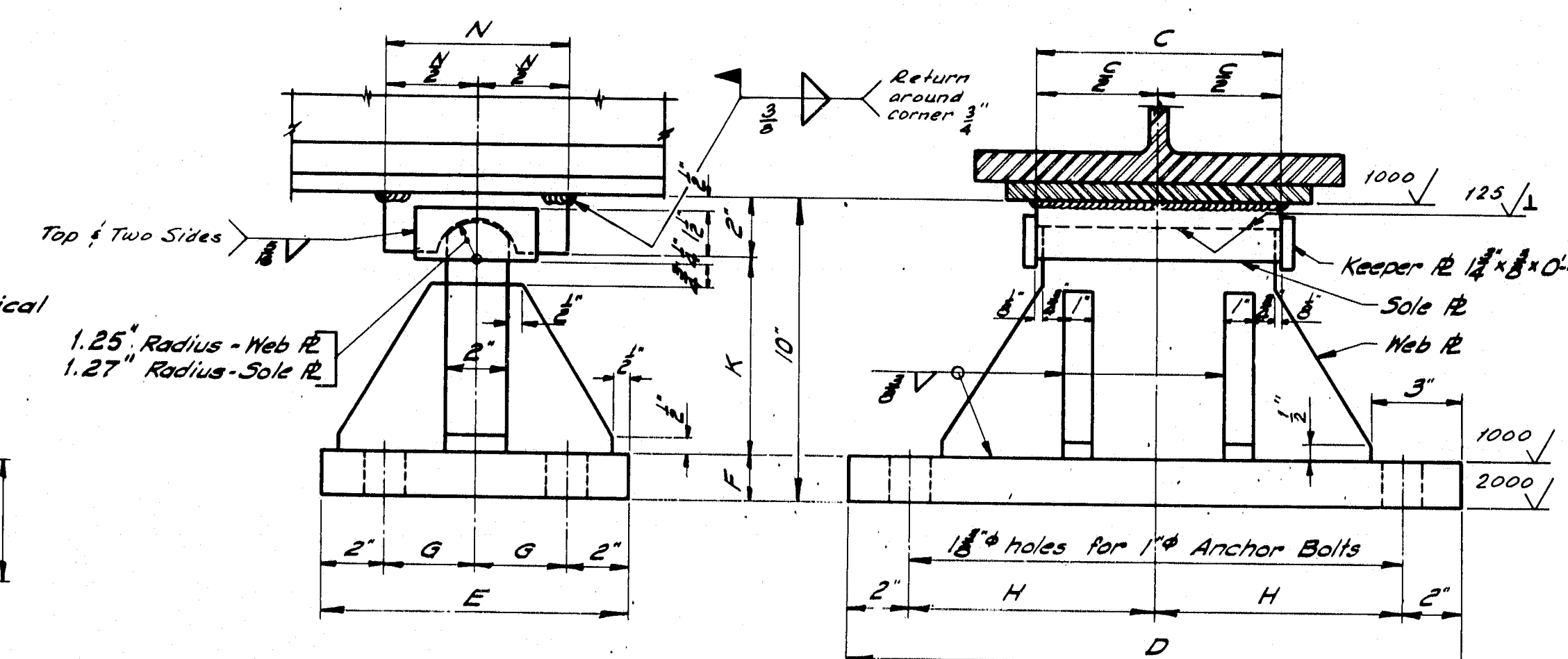
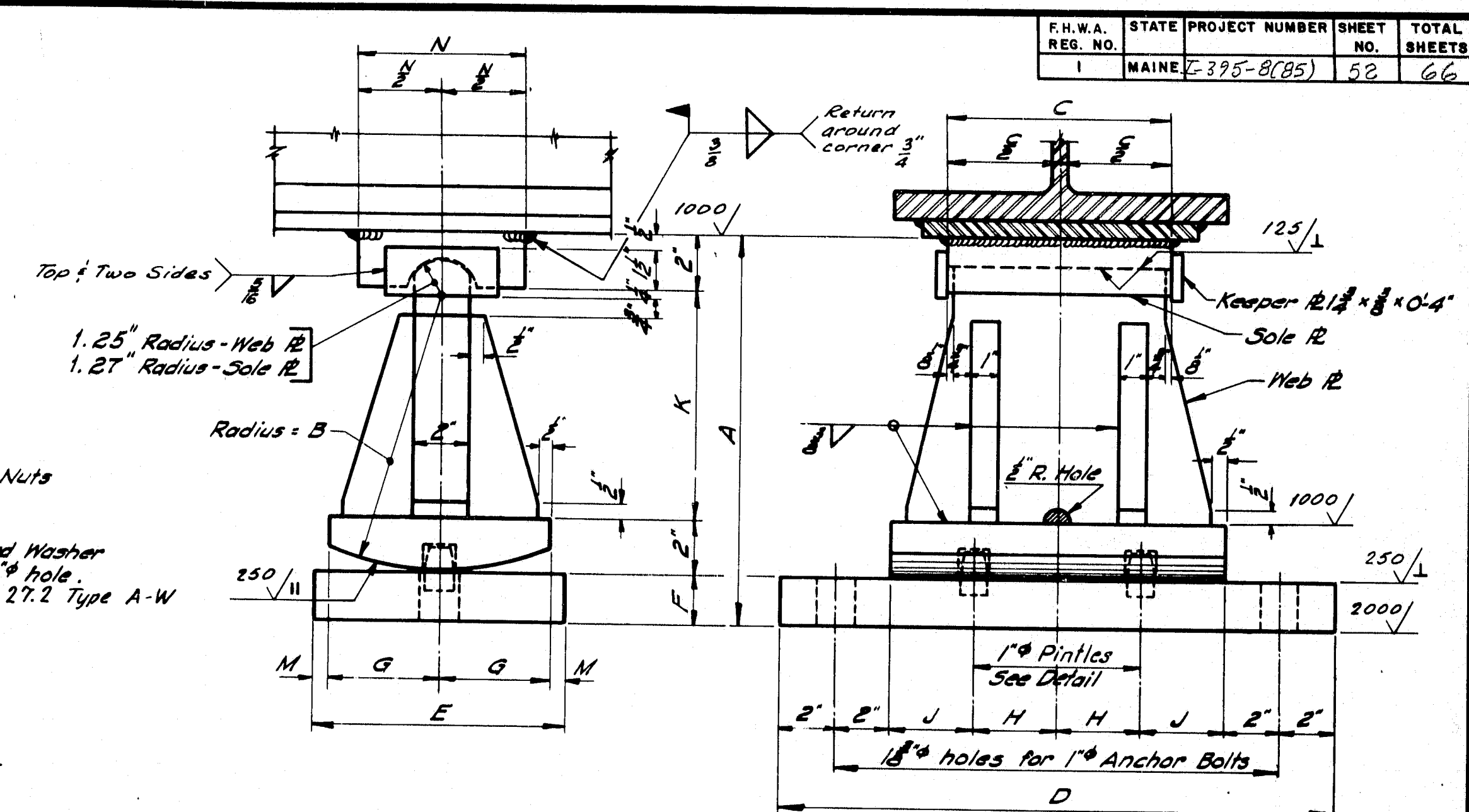
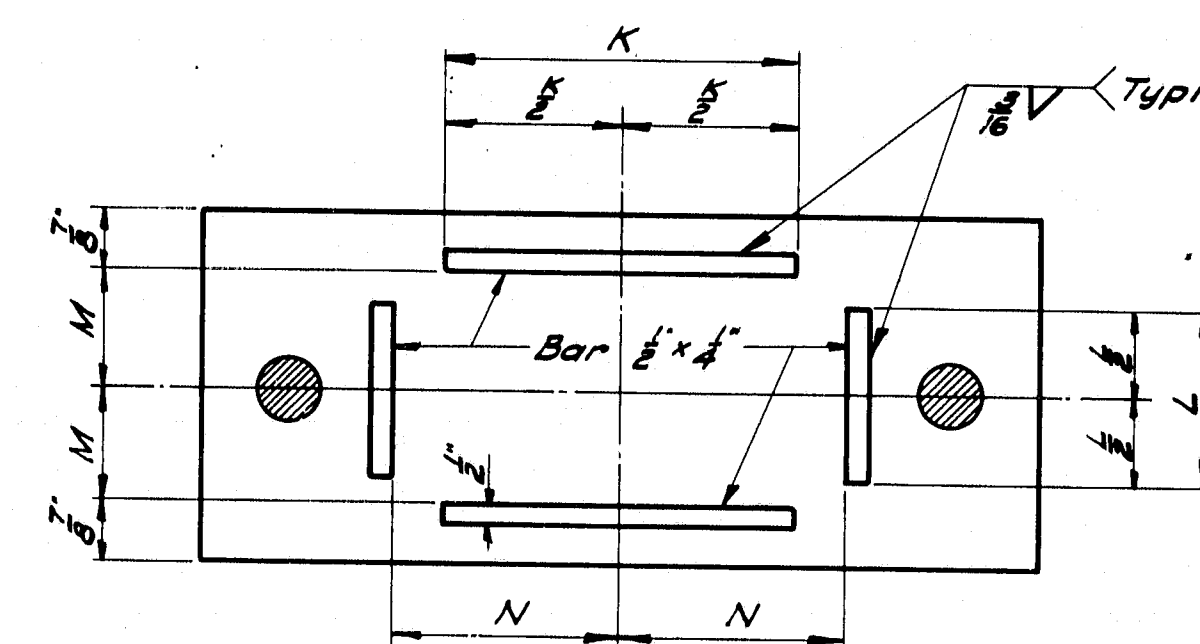
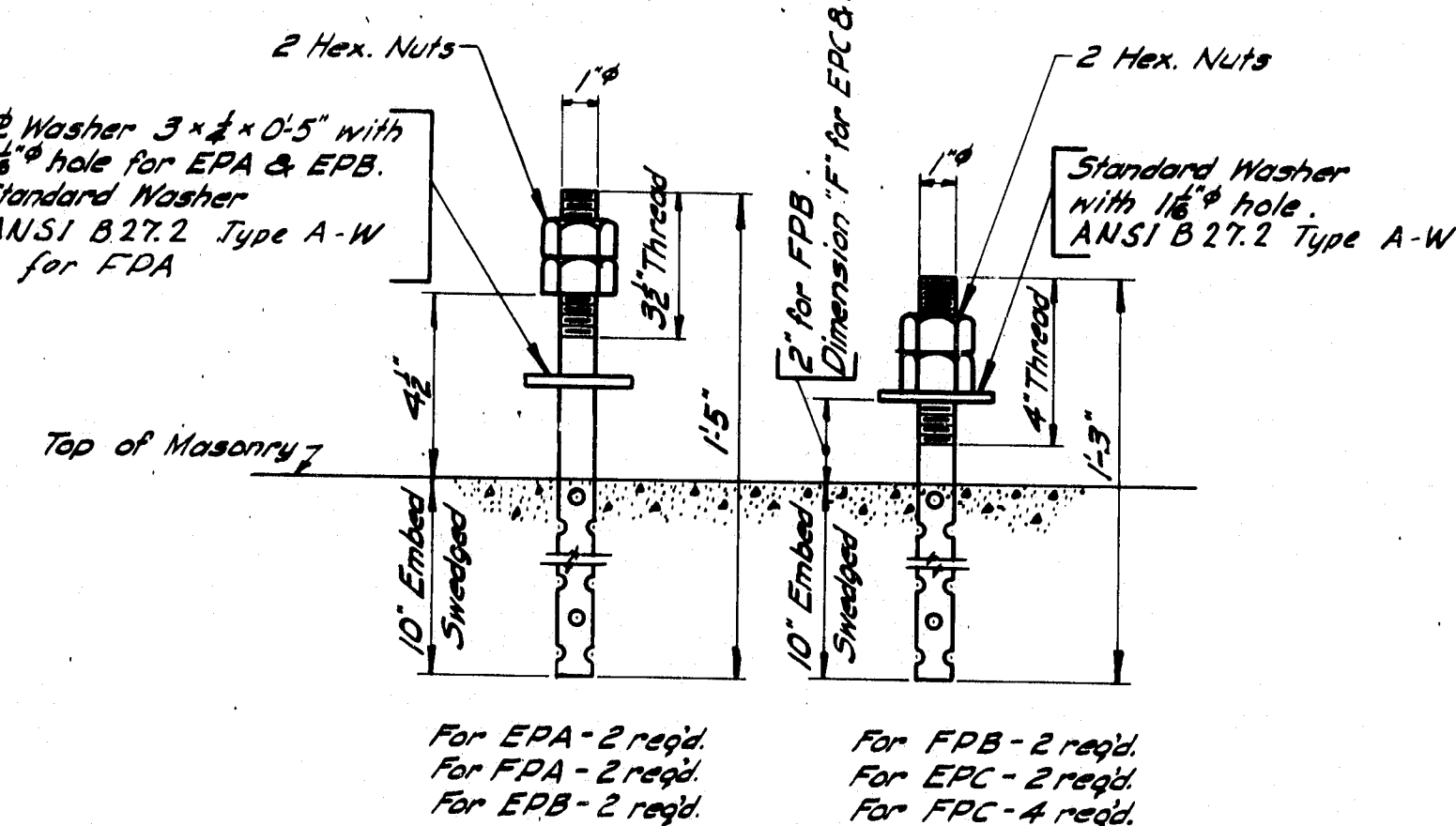
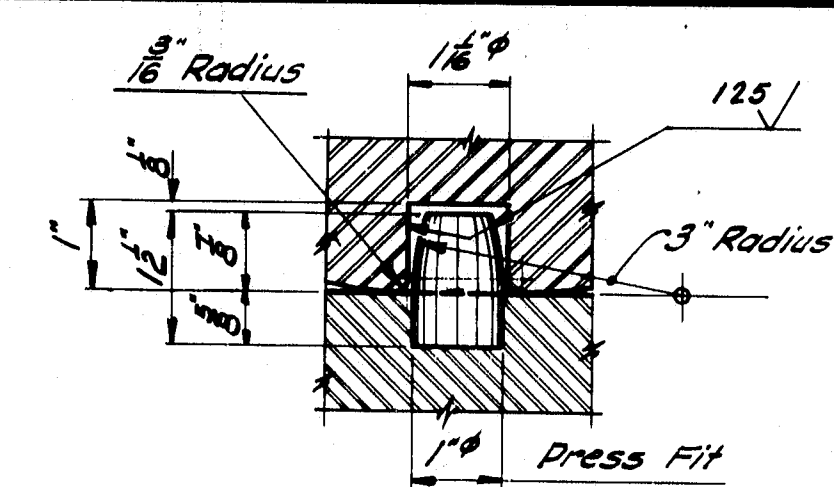
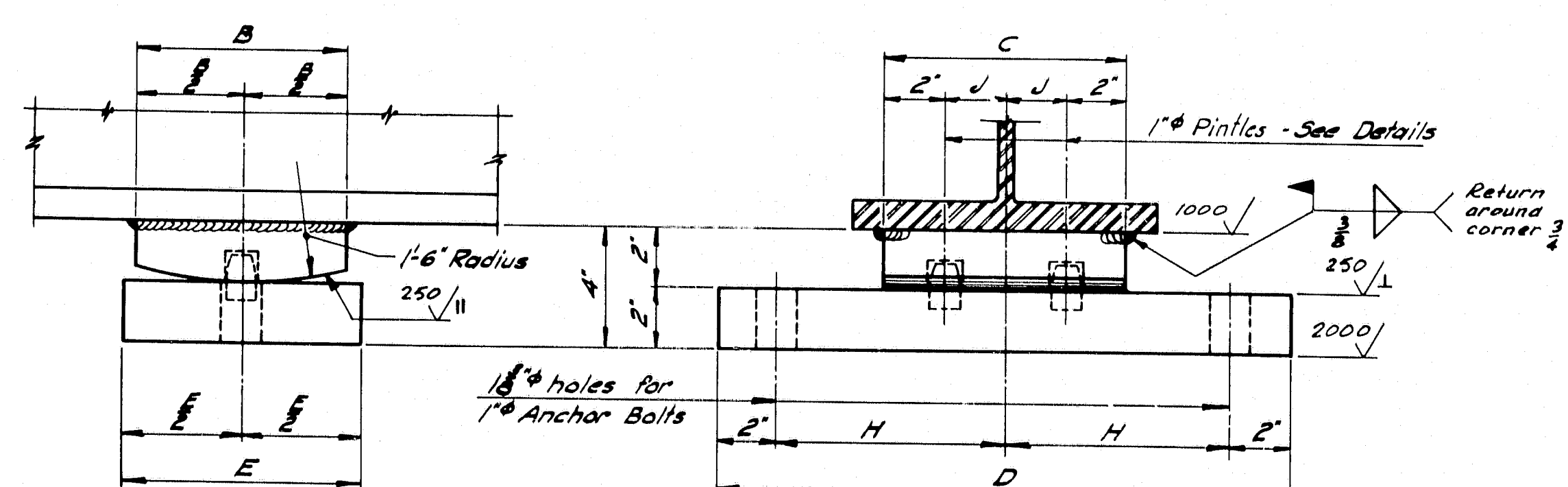
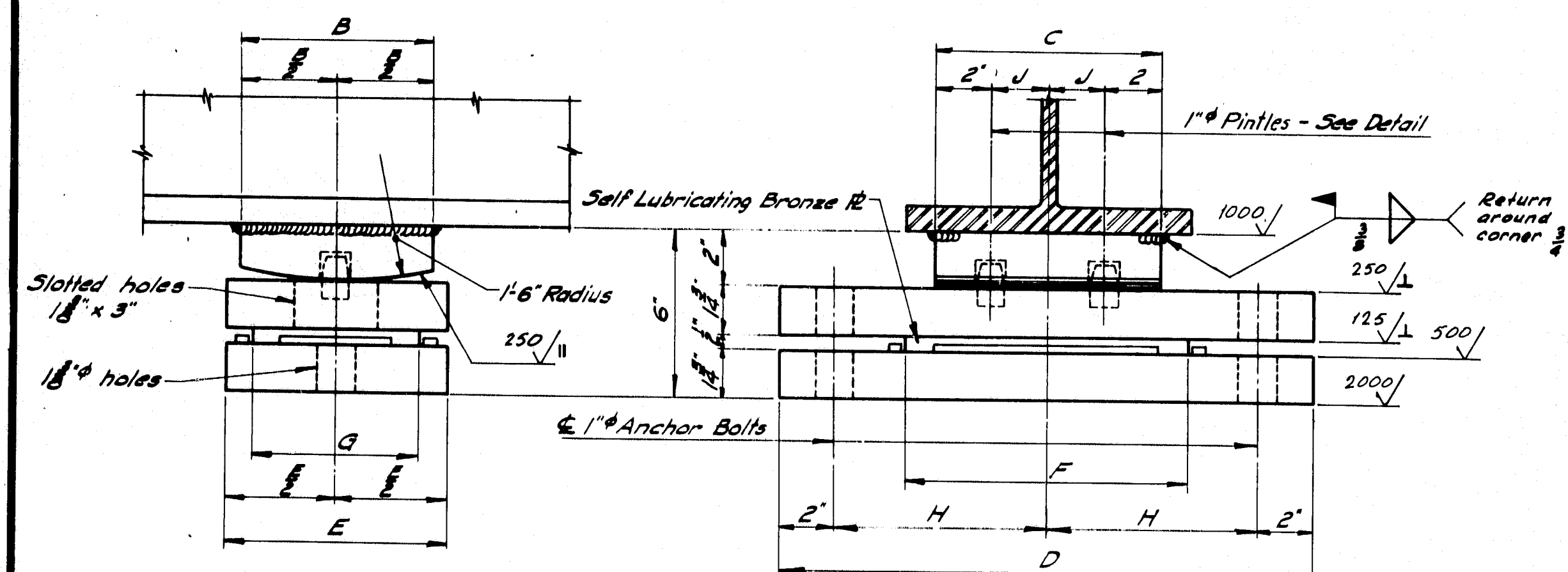
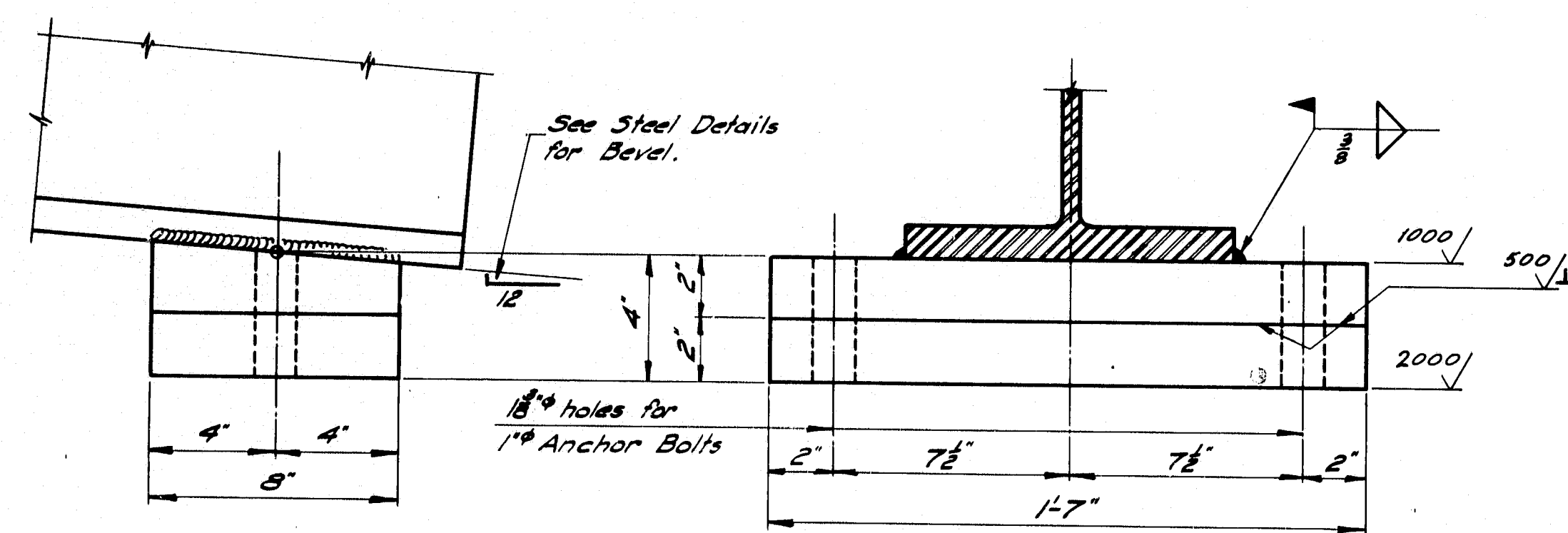
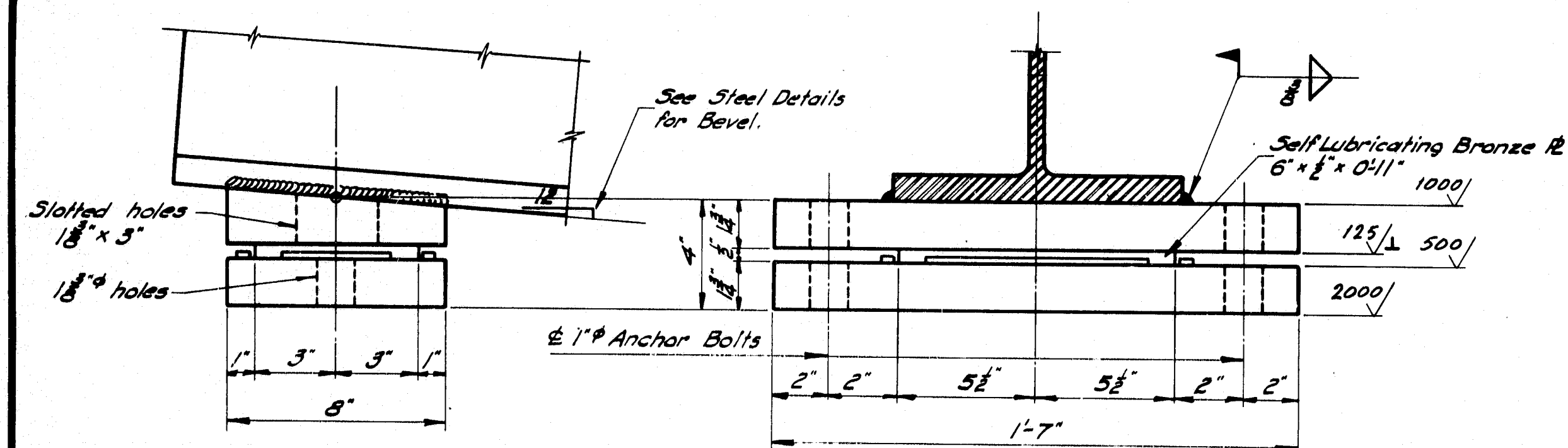
1. Charpy V-notch tests are not required for steel in bearing pedestals.

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, A660, A688, A502 or A108, Grade 1016-1030 inclusive; cap screws for EPE pedestals shall be A.S.T.M. A325, Type 1.

<i>A2 Bullif 1984 0212</i>	
<u>REVISONS</u>	DATED
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
STANDARD DETAILS (BD 100-81)	
<u>BEARING PEDESTALS</u>	
SHEET OF	AUGUSTA, MAINE JUNE 1984

~~R88-450~~



PEDESTALS — ALLOWABLE LOADS & DIMENSIONS:														
<i>Pedestal</i>	<i>Load</i>	A	B	C	D	E	F	G	H	J	K	L	M	N
EPA	132 ^K	—	—	—	—	—	—	—	—	—	8"	4"	36"	53"
FPA	150 ^K	—	—	—	—	—	—	—	—	—	—	—	—	—
EPB-1	120 ^K	—	6"	8"	14"	8"	10"	6"	7 1/2"	2"	3"	4"	36"	53"
EPB-2	165 ^K	—	7"	10"	14 1/2"	9"	14"	7"	8"	3"	10"	5"	36"	66"
EPB-3	224 ^K	—	8"	14"	20"	10"	14 1/2"	8"	10"	4 1/2"	14 1/2"	5"	48"	66"
FEB-1	120 ^K	—	6"	8"	14"	8"	—	7 1/2"	2"	—	—	—	—	—
FEB-2	165 ^K	—	7"	10"	14 1/2"	9"	—	8"	3"	—	—	—	—	—
FEB-3	224 ^K	—	8"	14"	20"	10"	—	10"	5"	—	—	—	—	—
EPG-1	70 ^K	3 1/2"	6"	6"	10"	8"	1 1/2"	3 1/2"	3"	3"	4 1/2"	—	1 1/2"	6"
EPG-2	100 ^K	1 1/2"	8"	8"	14"	8"	1 1/2"	3 1/2"	3"	3"	6 1/2"	—	1 1/2"	6"
EPG-3	130 ^K	1 1/2"	10"	8"	18"	9"	1 1/2"	4"	3"	3"	8 1/2"	—	1 1/2"	7"
EPG-4	160 ^K	1 1/2"	10"	8"	21"	9"	1 1/2"	4"	4"	3"	8 1/2"	—	1 1/2"	7"
EPG-5	190 ^K	1 1/2"	10"	9"	24"	10"	2"	4 1/2"	5"	3"	10 1/2"	—	1 1/2"	8"
EPG-6	220 ^K	1 1/2"	14"	10"	20"	10"	2 1/2"	5"	5"	3"	10 1/2"	—	1 1/2"	8"
EPG-7	250 ^K	1 1/2"	14"	14"	24"	10"	2 1/2"	5"	5"	4"	10 1/2"	—	1 1/2"	8"
FPG-1	100 ^K	—	—	8"	14"	9"	1 1/2"	2 1/2"	8"	—	—	—	—	6"
FPG-2	160 ^K	—	—	8"	18"	10"	1 1/2"	3"	8"	—	—	—	—	7"
FPG-3	190 ^K	—	—	9"	21"	10"	1 1/2"	3"	10"	—	—	—	—	7"
FPG-4	220 ^K	—	—	10"	24"	10"	1 1/2"	4"	10"	—	—	—	—	8"
FPG-5	250 ^K	—	—	10"	24"	14"	2"	4"	10"	—	—	—	—	8"

NOTE: At the location of bearing pedestals the concrete bridge seats shall be dressed one inch larger all around than size of masonry plates along to exact elevations shown on the plans. 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 min. slope of 1/8 inch per foot. No separate payment for this work will be made as it shall be considered incidental to contract items.

A.S.T.M. STEEL CLASSIFICATION

1. Charpy V-Notch tests are not required for steel used in bearing pedestals.
2. When structural steel is specified to be unpainted, all steel including anchor bolts shall be A588 unpainted.
3. When structural steel is specified to be painted, all steel including anchor bolts shall be A36.

As B, 1/1984 K11, 2

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

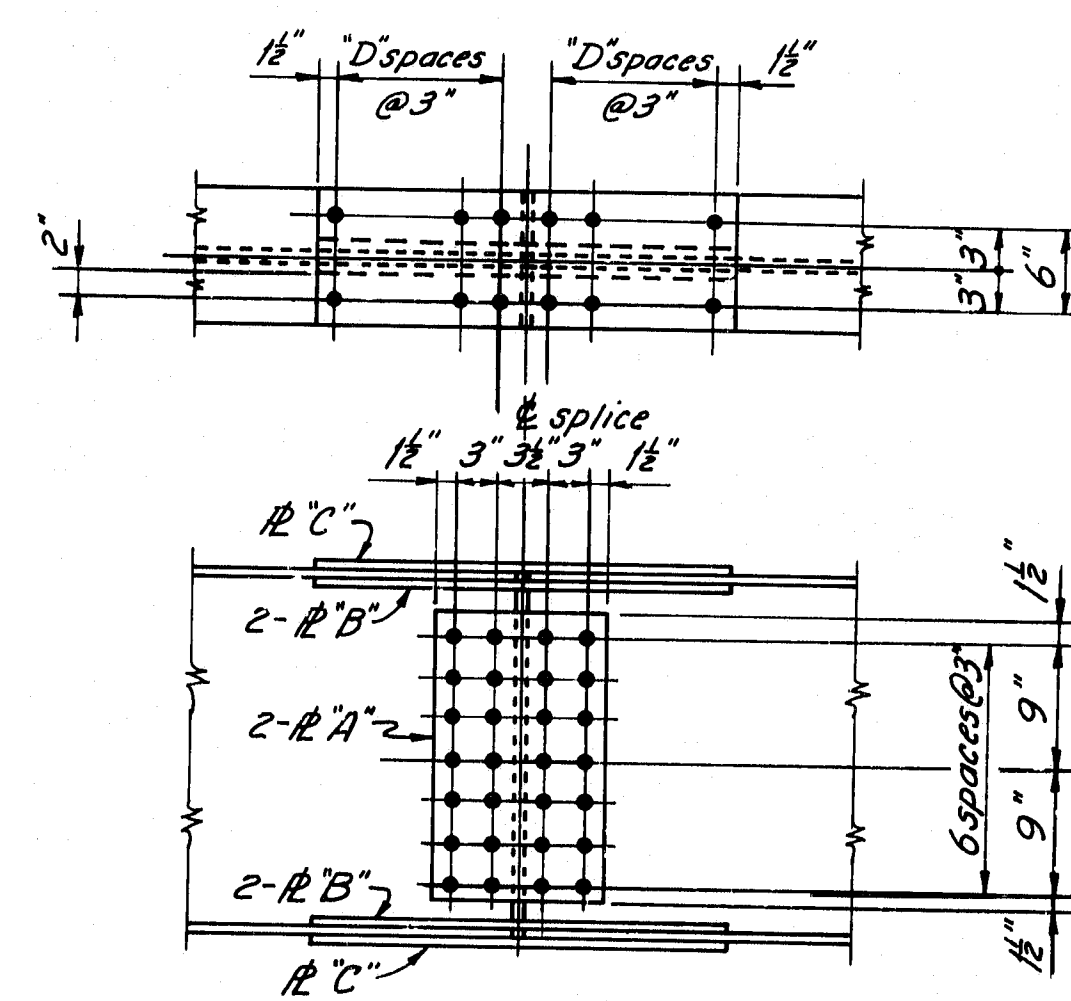
STANDARD DETAILS

(BD 101 - 81)

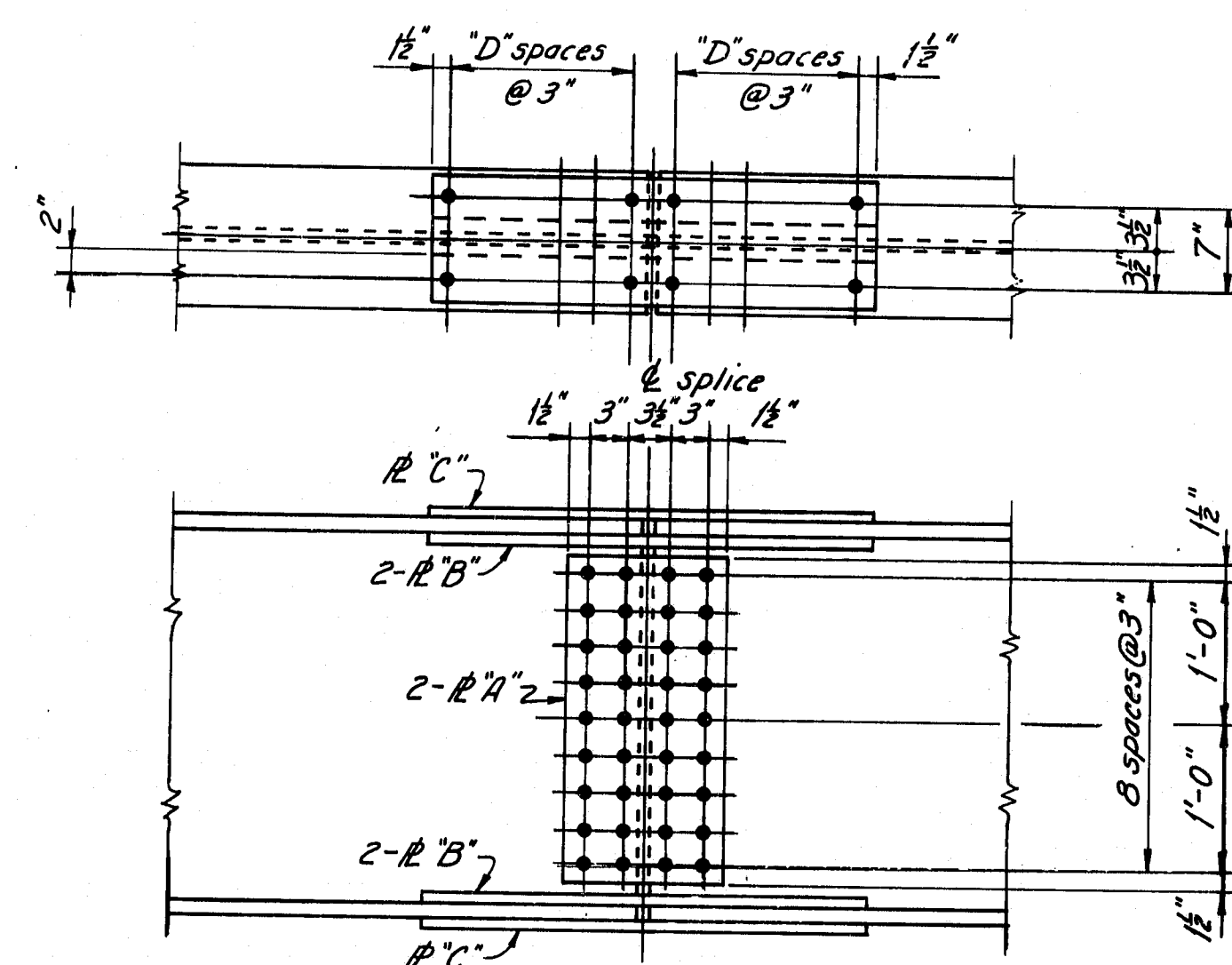
BEARING PEDESTALS

REVISIONS DATE SHEET OF AUGUSTA, MAINE JUNE 1981

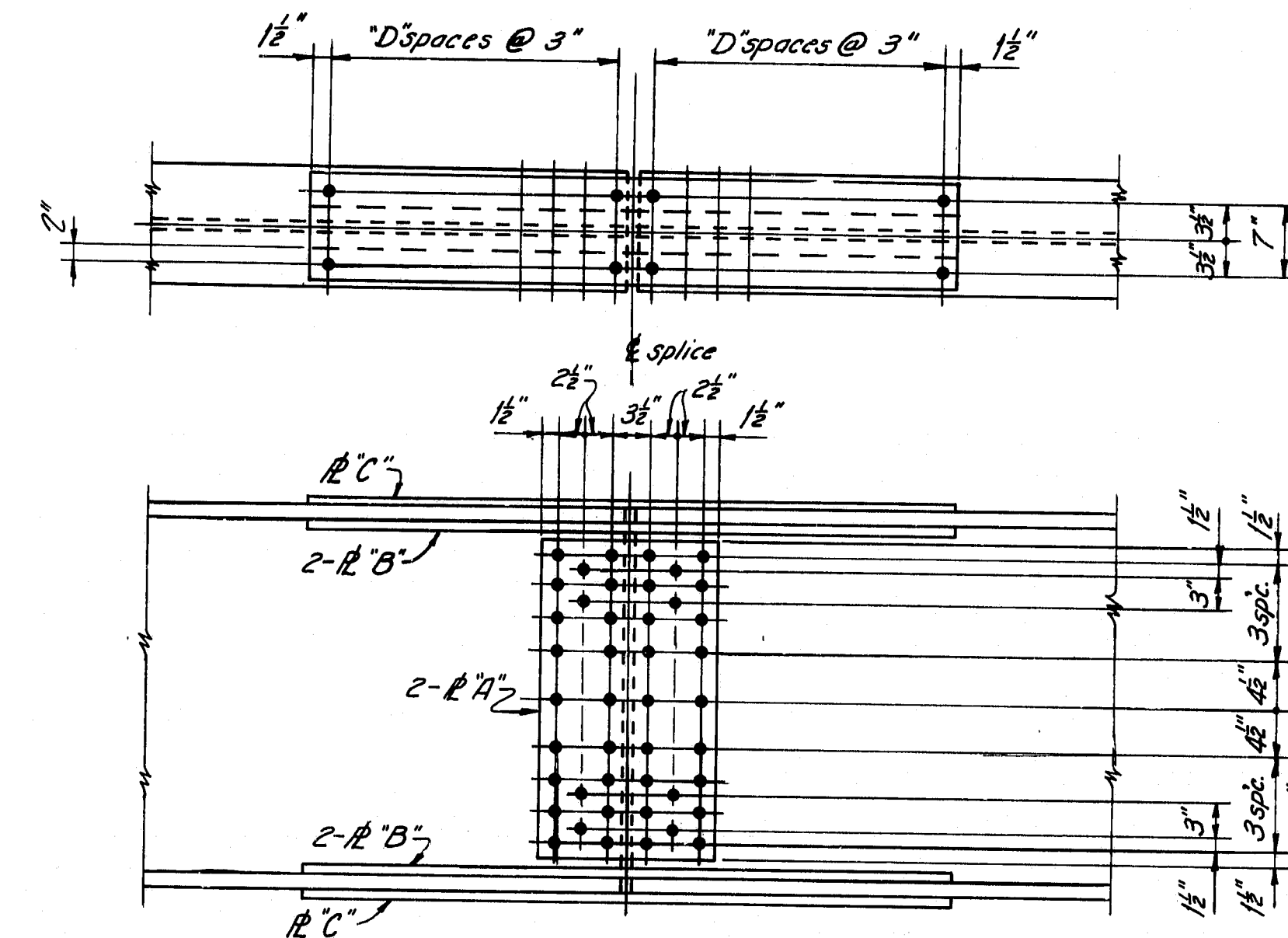
F.W.M. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	Z-395-8(89)	53	66



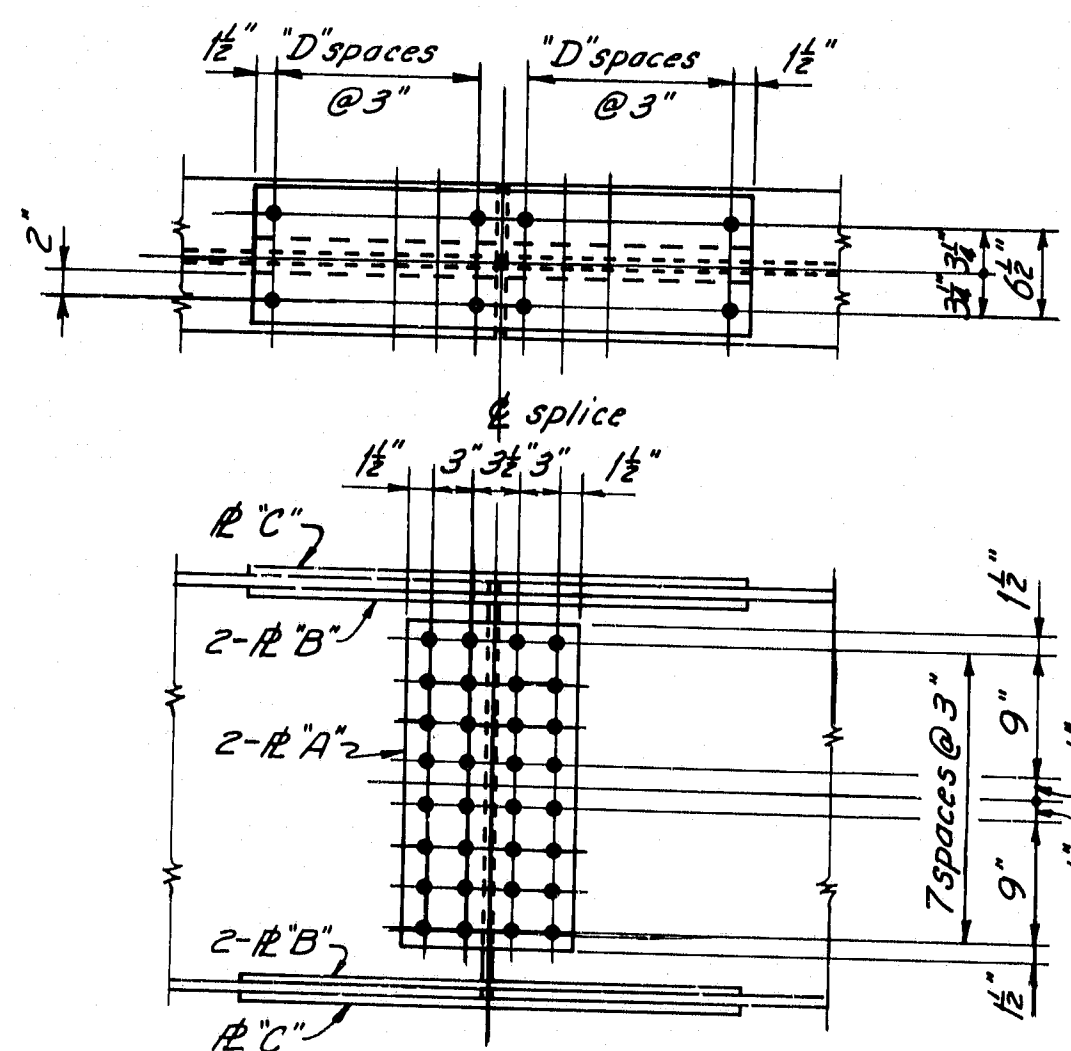
W27 x 84, 94, 102, 114



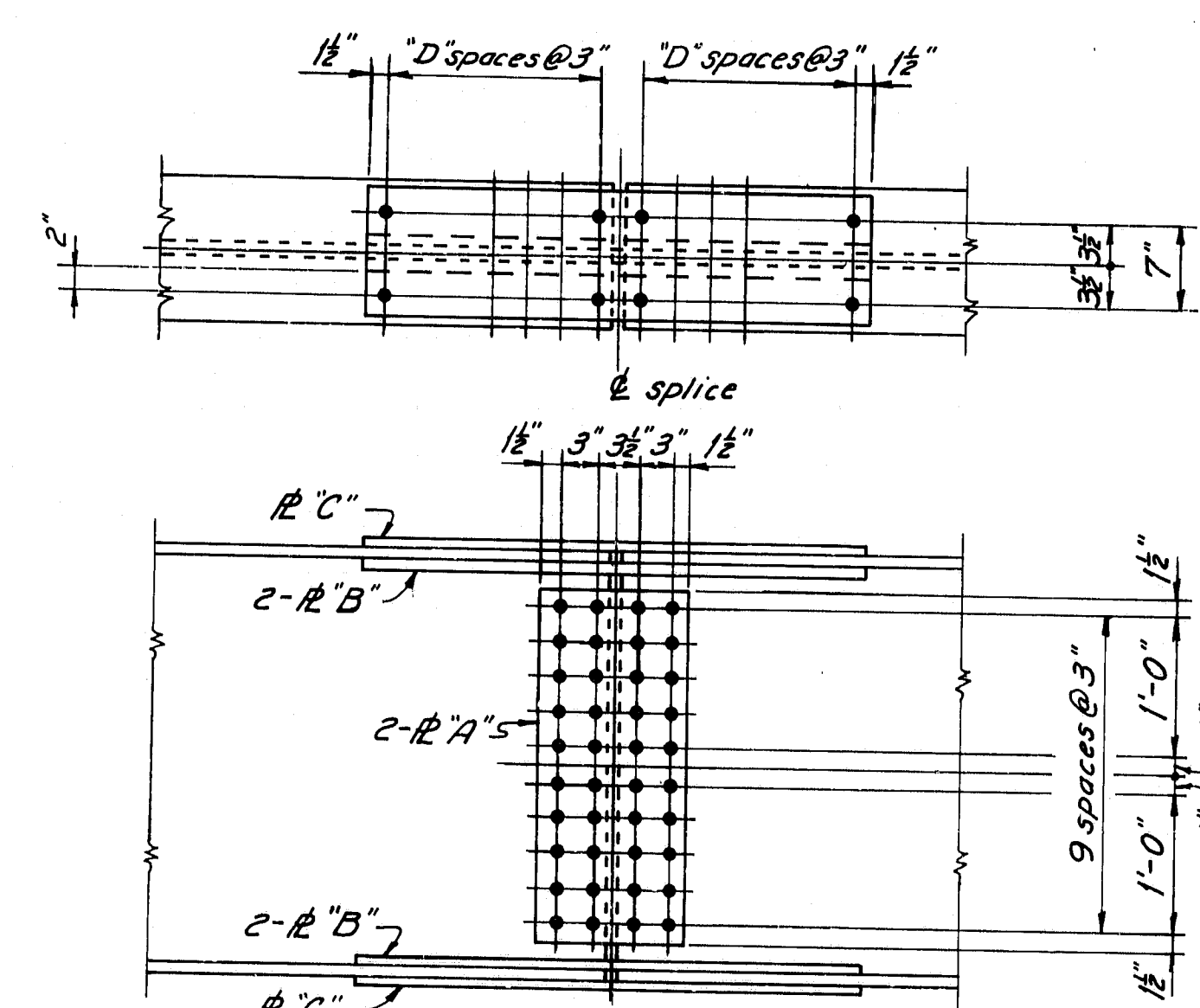
W33 x 118, 130, 141, 152



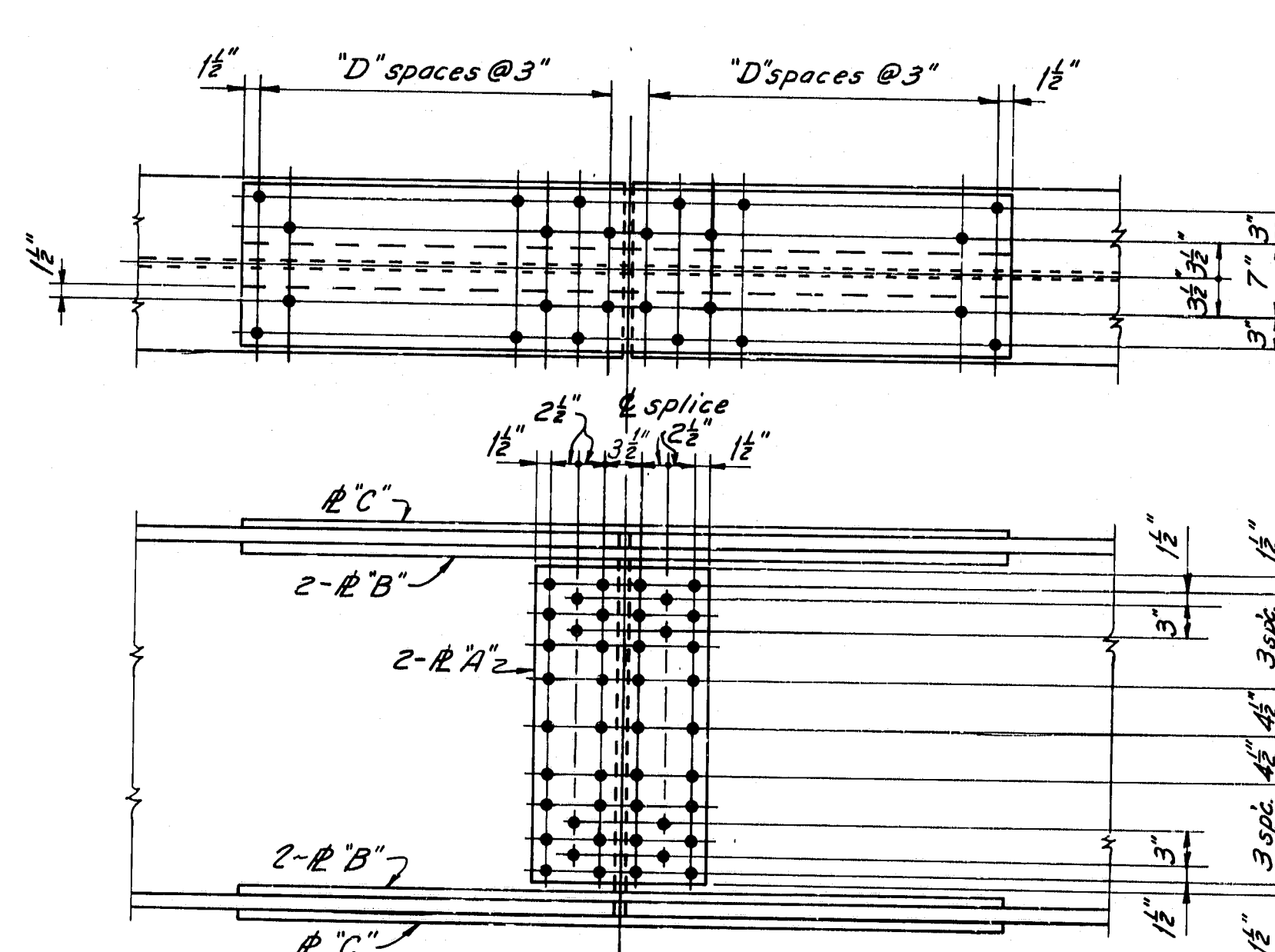
W36 x 182, 194, 210



W30 x 99, 108, 116, 124, 132



W36 x 135, 150, 160, 170



W36 x 230, 245, 260, 280, 300

SPlice PLATES AND FLANGE HOLES				
BEAM	PLATE A	PLATE B	PLATE C	"D"
W 27 x 84	12 1/2 x 1/2	4 x 1/2	10 x 1/2	3
x 94	12 1/2 x 1/2	4 x 1/2	10 x 1/2	3
x 102	12 1/2 x 1/2	4 x 1/2	10 x 1/2	3
x 114	12 1/2 x 1/2	4 x 1/2	10 x 1/2	4
W 30 x 99	12 1/2 x 1/2	4 x 1/2	10 x 1/2	3
x 108	12 1/2 x 1/2	4 x 1/2	10 x 1/2	3
x 116	12 1/2 x 1/2	4 x 1/2	10 x 1/2	3
x 124	12 1/2 x 1/2	4 x 1/2	10 x 1/2	4
x 132	12 1/2 x 1/2	4 x 1/2	10 x 1/2	4
W 33 x 118	12 1/2 x 1/2	4 x 1/2	11 x 1/2	3
x 130	12 1/2 x 1/2	4 x 1/2	11 x 1/2	4
x 141	12 1/2 x 1/2	4 x 1/2	11 x 1/2	4
x 152	12 1/2 x 1/2	4 x 1/2	11 x 1/2	5
W 36 x 135	12 1/2 x 1/2	4 x 1/2	11 x 1/2	4
x 150	12 1/2 x 1/2	4 x 1/2	11 x 1/2	5
x 160	12 1/2 x 1/2	4 x 1/2	11 x 1/2	5
x 170	12 1/2 x 1/2	4 x 1/2	11 x 1/2	6
x 182	16 1/2 x 1/2	4 x 1/2	11 x 1/2	6
x 194	16 1/2 x 1/2	4 x 1/2	11 x 1/2	6
x 210	16 1/2 x 1/2	4 x 1/2	11 x 1/2	7
x 230	16 1/2 x 1/2	6 x 1/2	16 x 1/2	9
x 245	16 1/2 x 1/2	6 x 1/2	16 x 1/2	9
x 260	16 1/2 x 1/2	6 x 1/2	16 x 1/2	11
x 280	16 1/2 x 1/2	6 x 1/2	16 x 1/2	11
x 300	16 1/2 x 1/2	6 x 1/2	16 x 1/2	13

GENERAL NOTES

- Splice connections shall be made with 7/8" ASTM A325 high tensile strength bolts. Holes shall be 15/16".
- Web and flange filler plates shall be used as required when splicing beams of different sizes. Filler plates of 1/16" or less in thickness are not required.
- If beams of different sizes are to be spliced, use splice details shown for the smaller of the beams being spliced unless otherwise directed by design drawings.
- For material specifications and details not shown, refer to design drawings.

PROJECT DESIGN ENGINEER	DATE
BY	
DESIGN - DETAIL	
REVISIONS	
FIELD CHANGES	

NO. 30114 1984 Rm 2

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
(BD 103 - 81)

BEAM SPLICES
ROLLED BEAMS

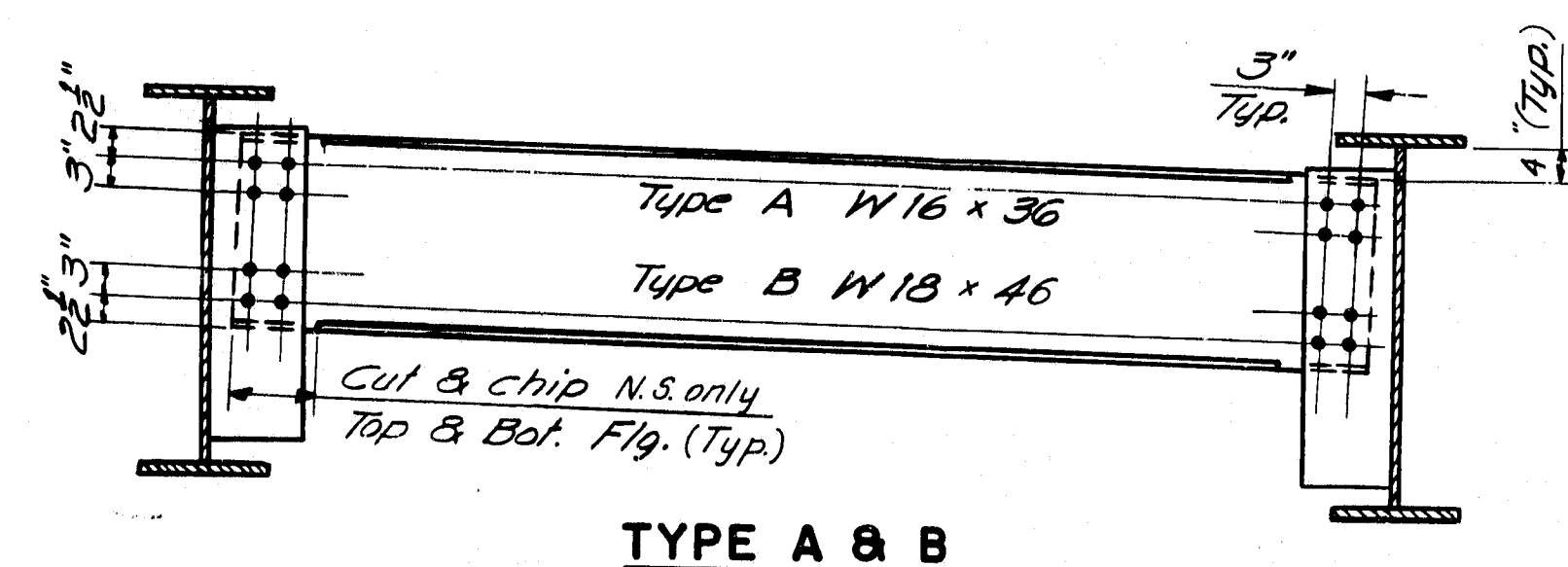
General Notes 3 & 4

REVISIONS

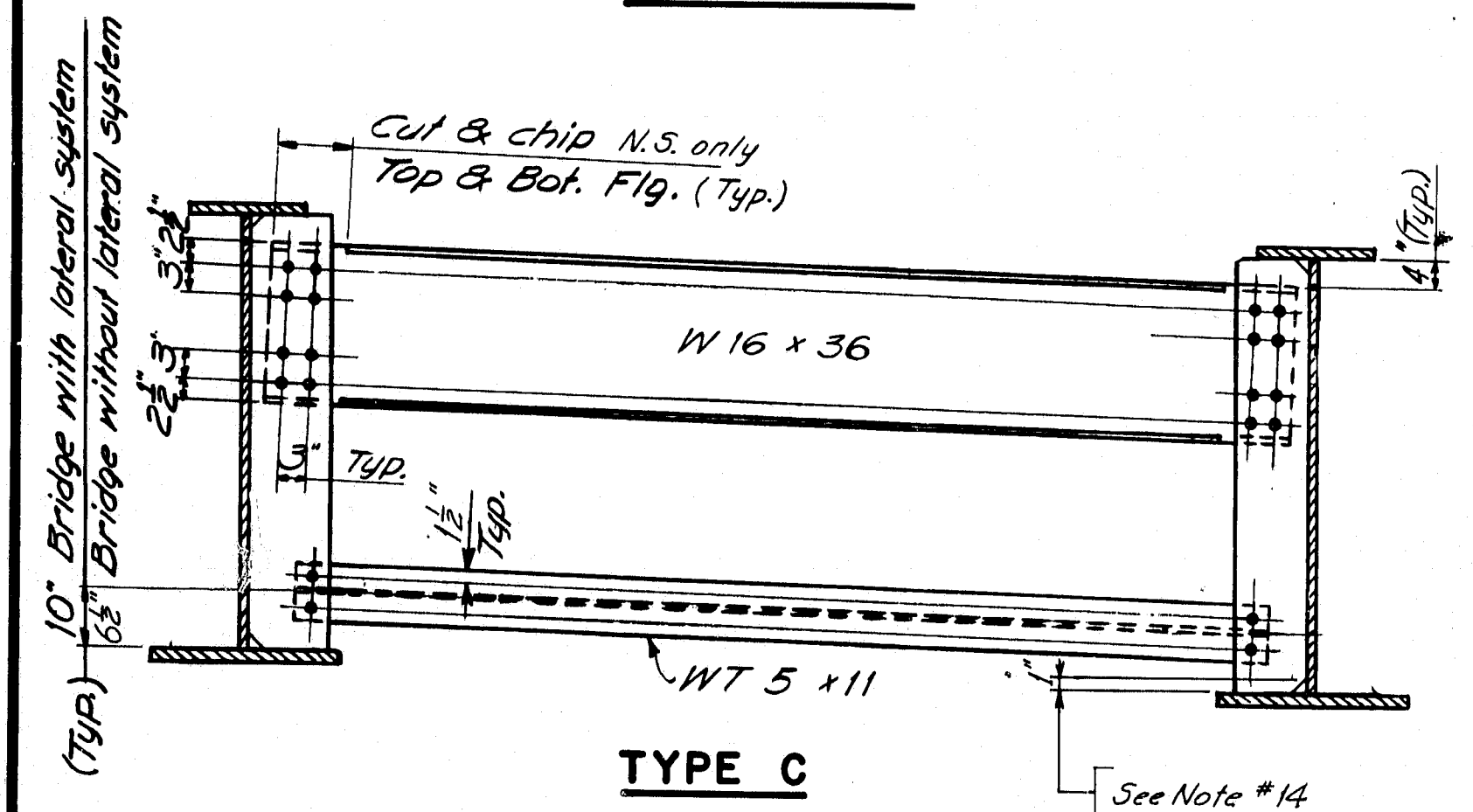
DATE SHEET OF AUGUSTA, MAINE JUNE 1981

R88-452

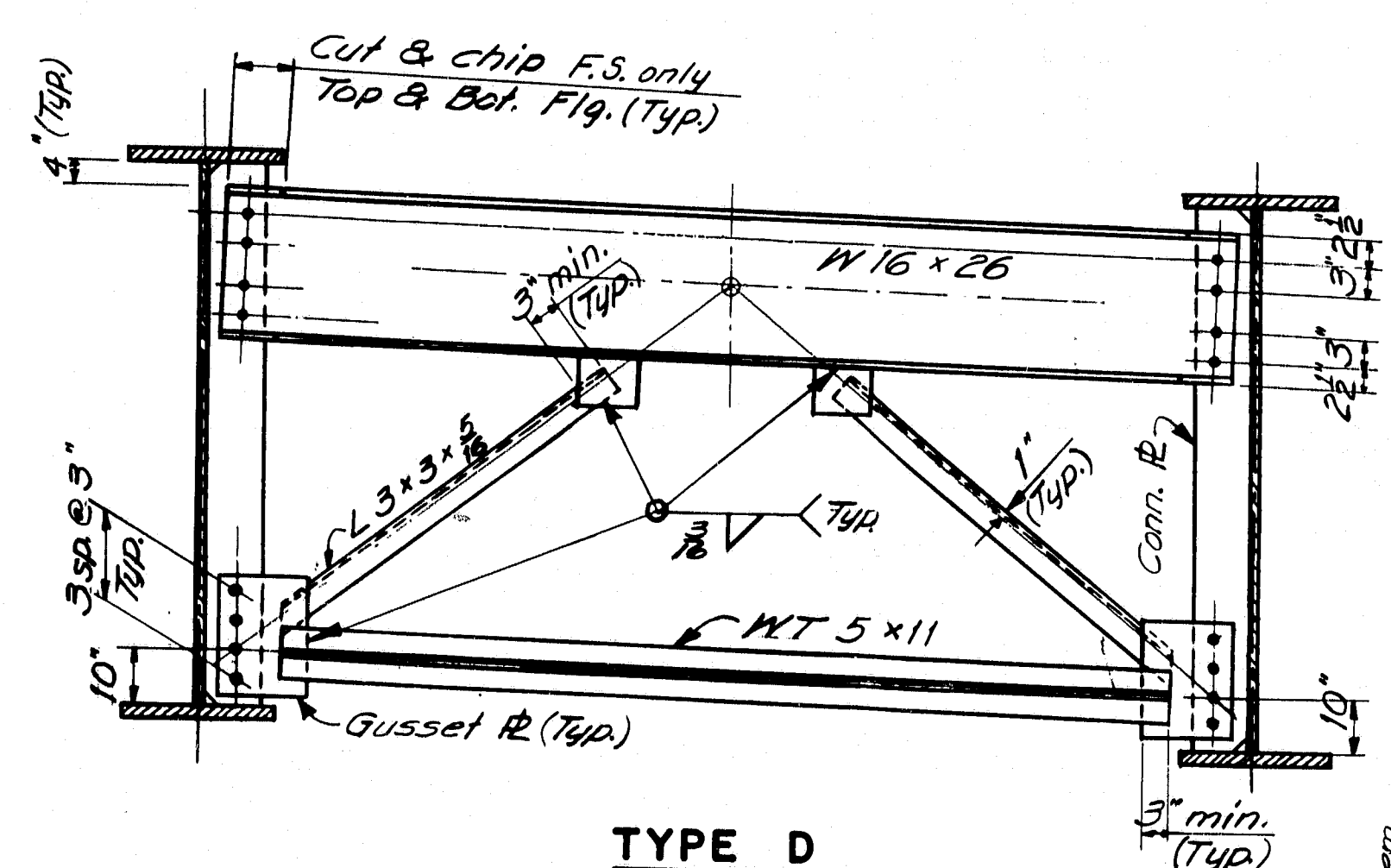
F.R.A. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	7-395-9 (85)	54	56



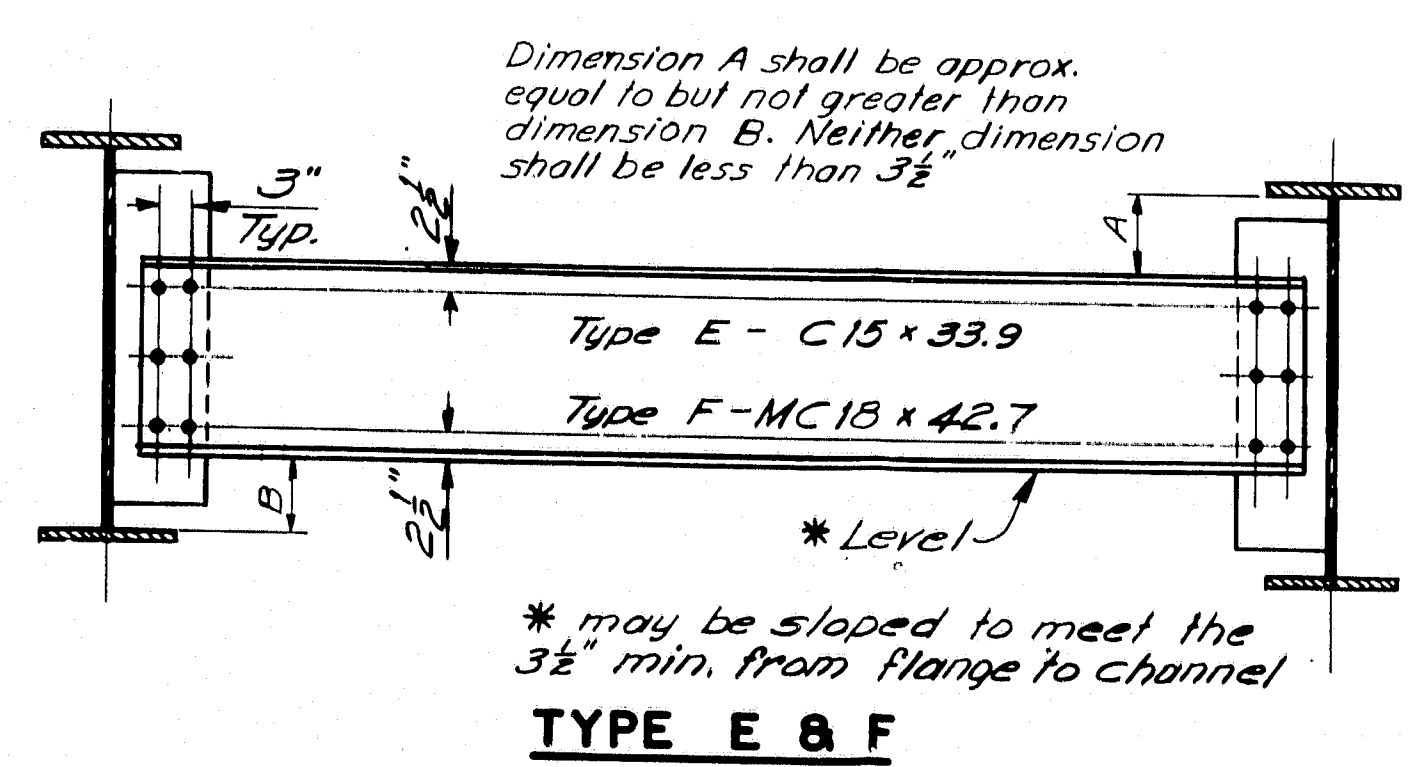
TYPE A & B



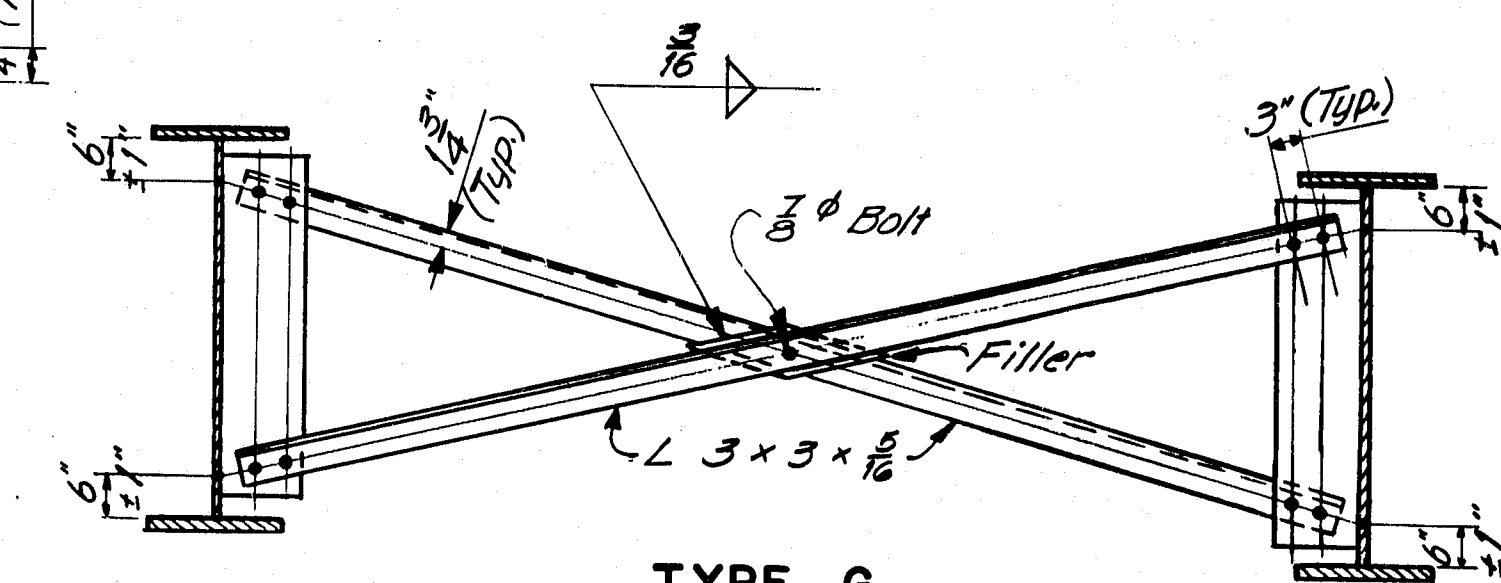
TYPE C



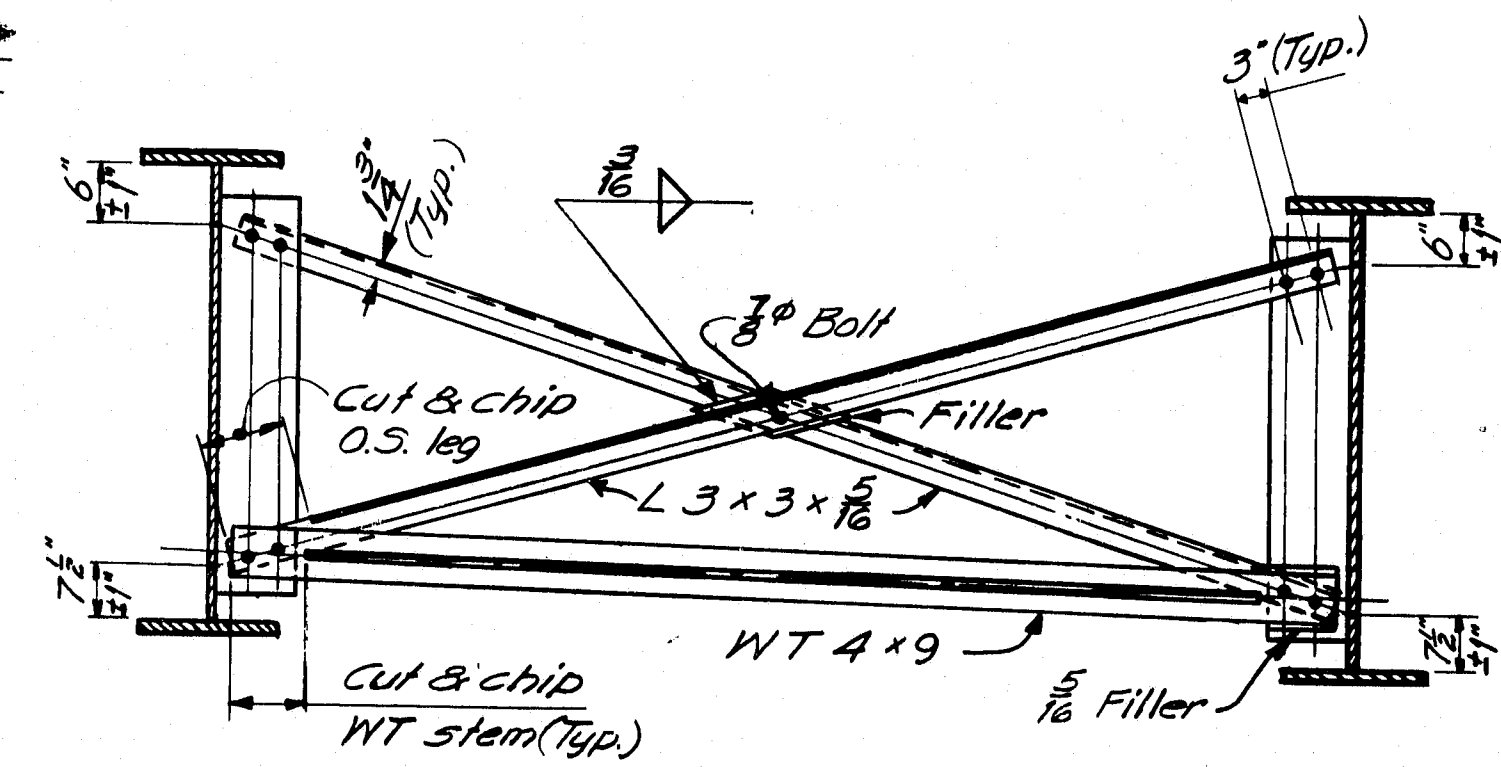
TYPE D



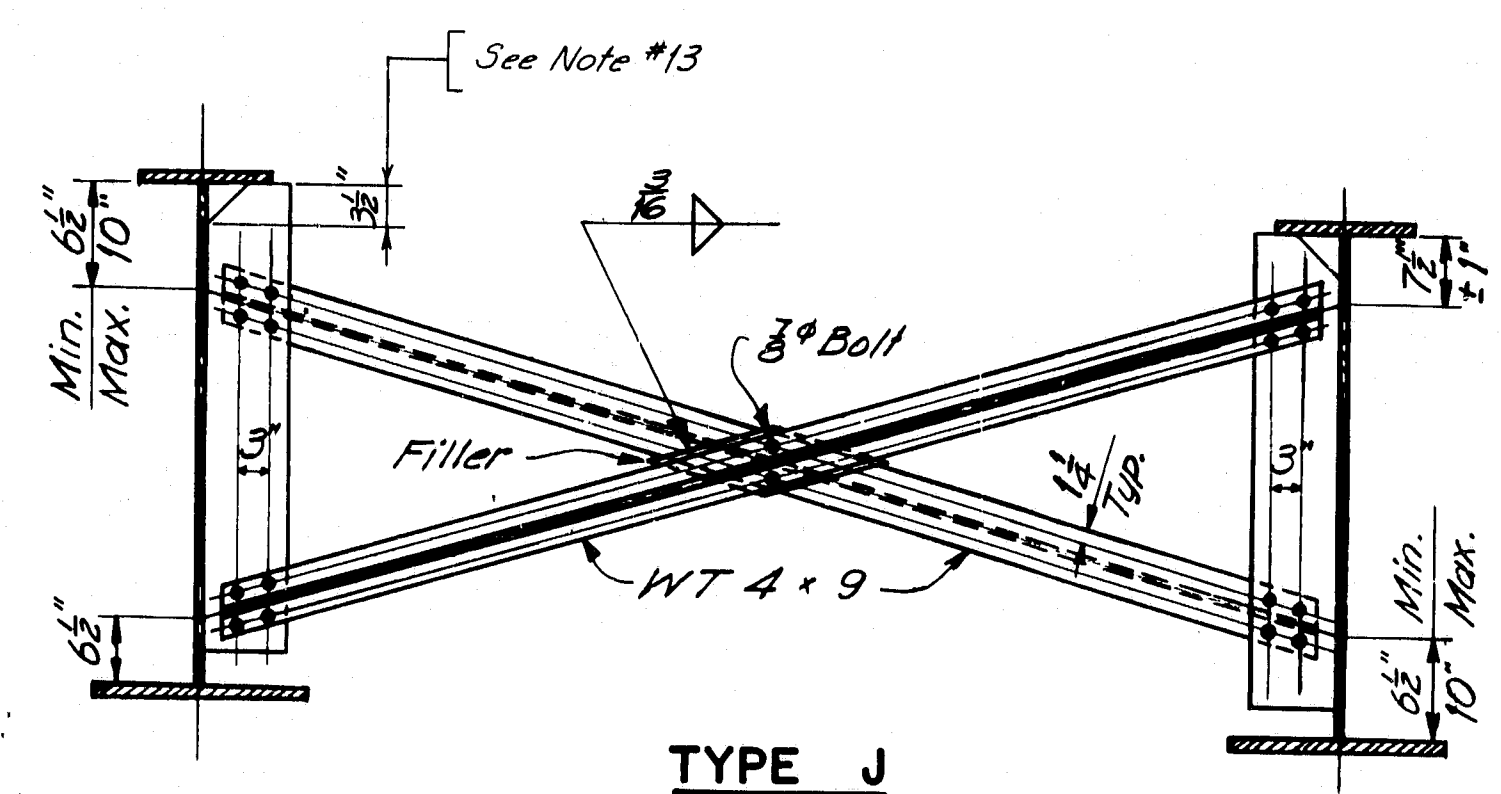
TYPE E & F



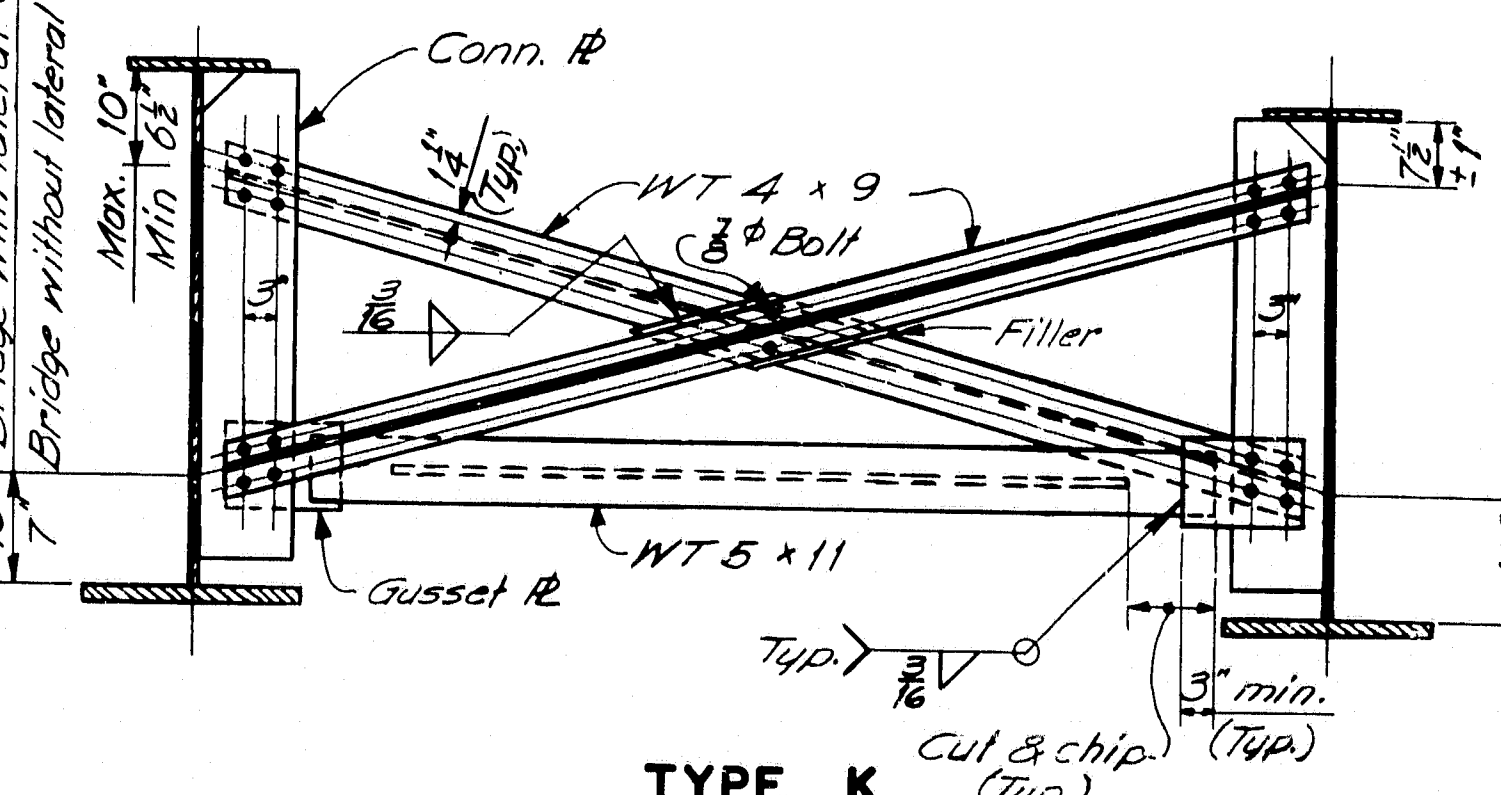
TYPE G



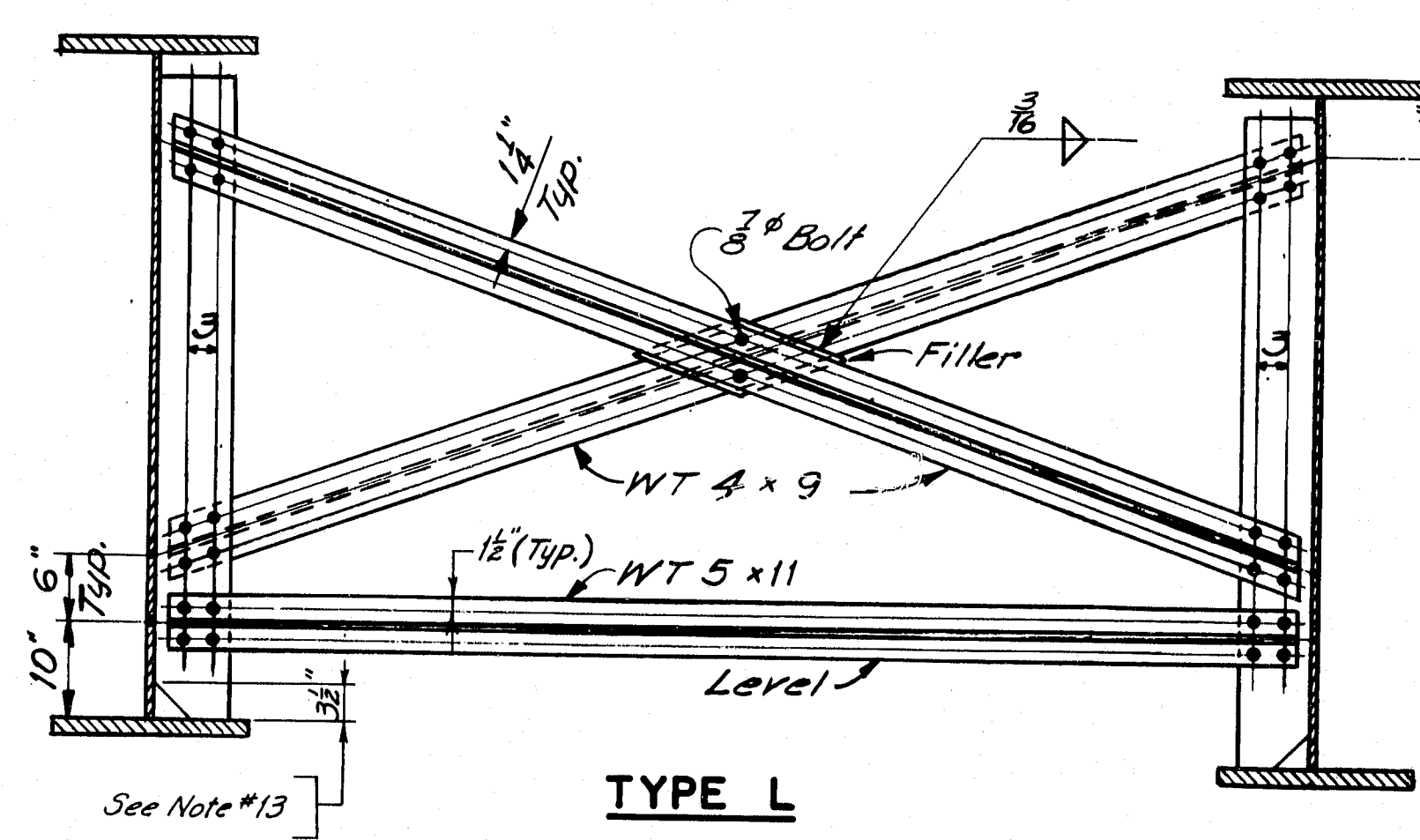
TYPE H



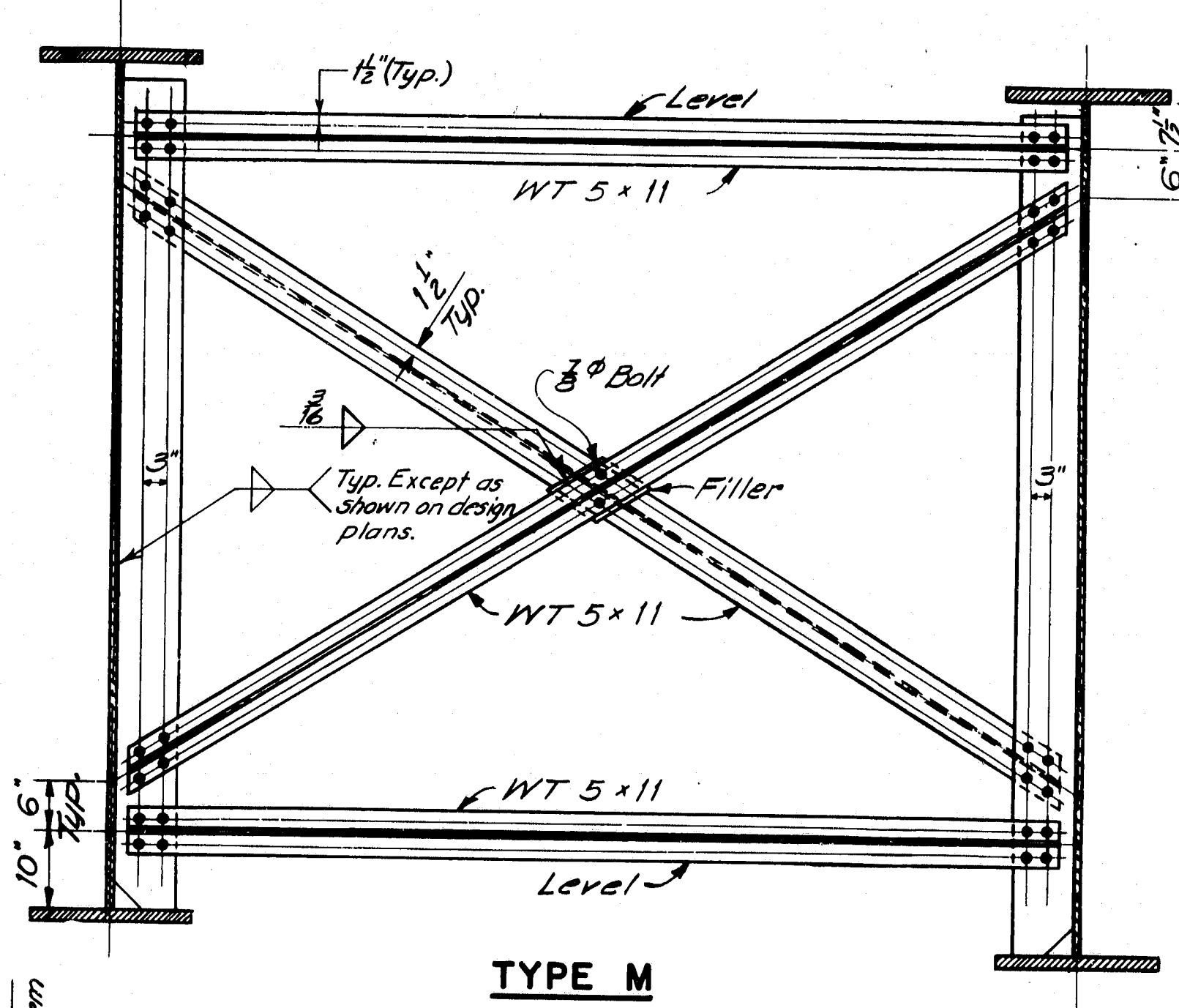
TYPE J



TYPE K



TYPE L



TYPE M

FABRICATION NOTES

- 1.) All bolts shall be 7/8" H.S. Bolts. Hole sizes for bolts shall conform to Section 504.23 of the Standard Specifications, and edge-distances shall be 1 1/2" min. unless otherwise shown.
- 2.) Connection Plates and gusset plates shall have a minimum thickness of 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 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 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 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 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 " - ± 1/8" 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 3/8", except as indicated by note 14.
- 14.) Bearing stiffeners at end bearings shall be clipped 1/2" at top and bottom. Bearing stiffeners at all other bearings shall be clipped 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**

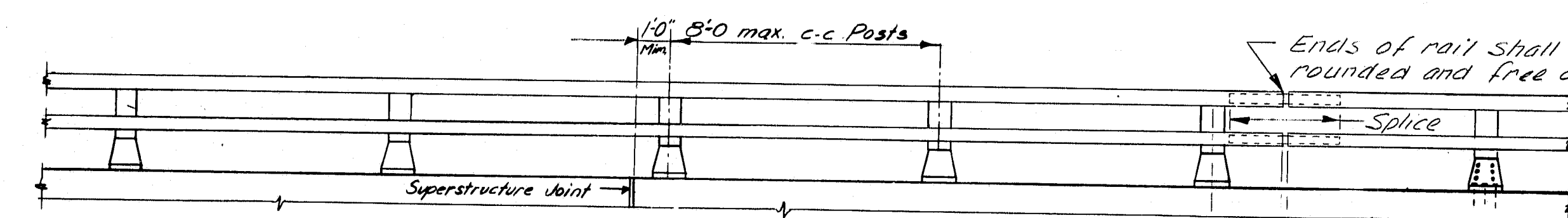
REVISED	DATE
Revised notes 2, 3, 7, & 11	1-83

R88-453

DATE	BY
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

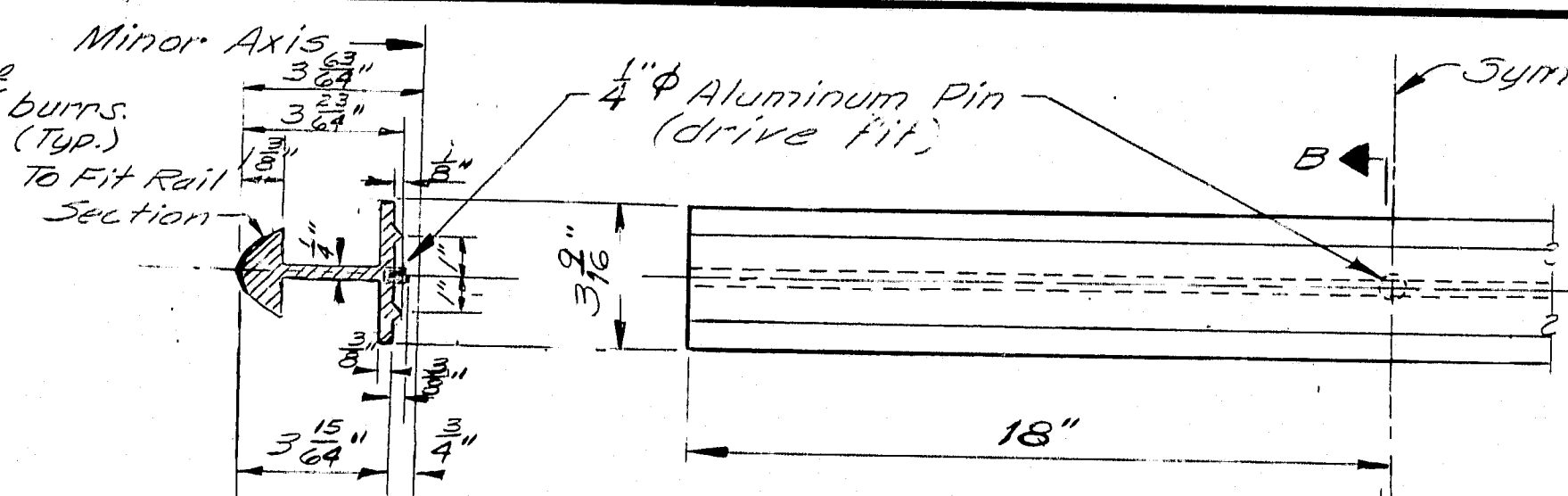
PLANS

F.R.W.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	6-395-B(85)	55	66



RAILING - ELEVATION

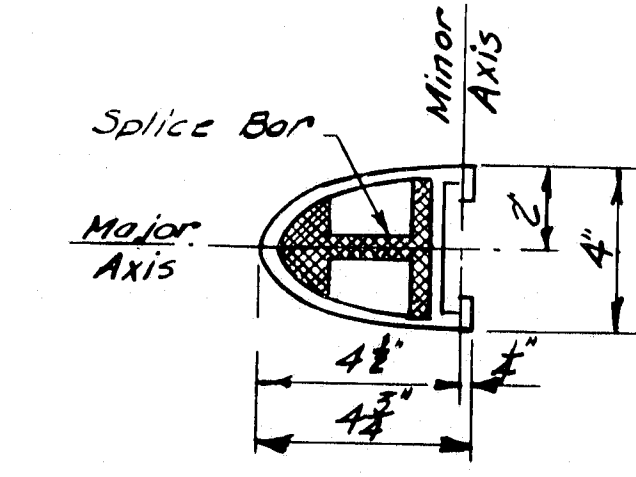
Lengths of rail shall be attached to a minimum of four (4) rail posts wherever possible, and in any case never less than two (2). Rail posts are to be typical joints set normal to grade unless otherwise shown on the Bridge Plans.



SECTION B-B

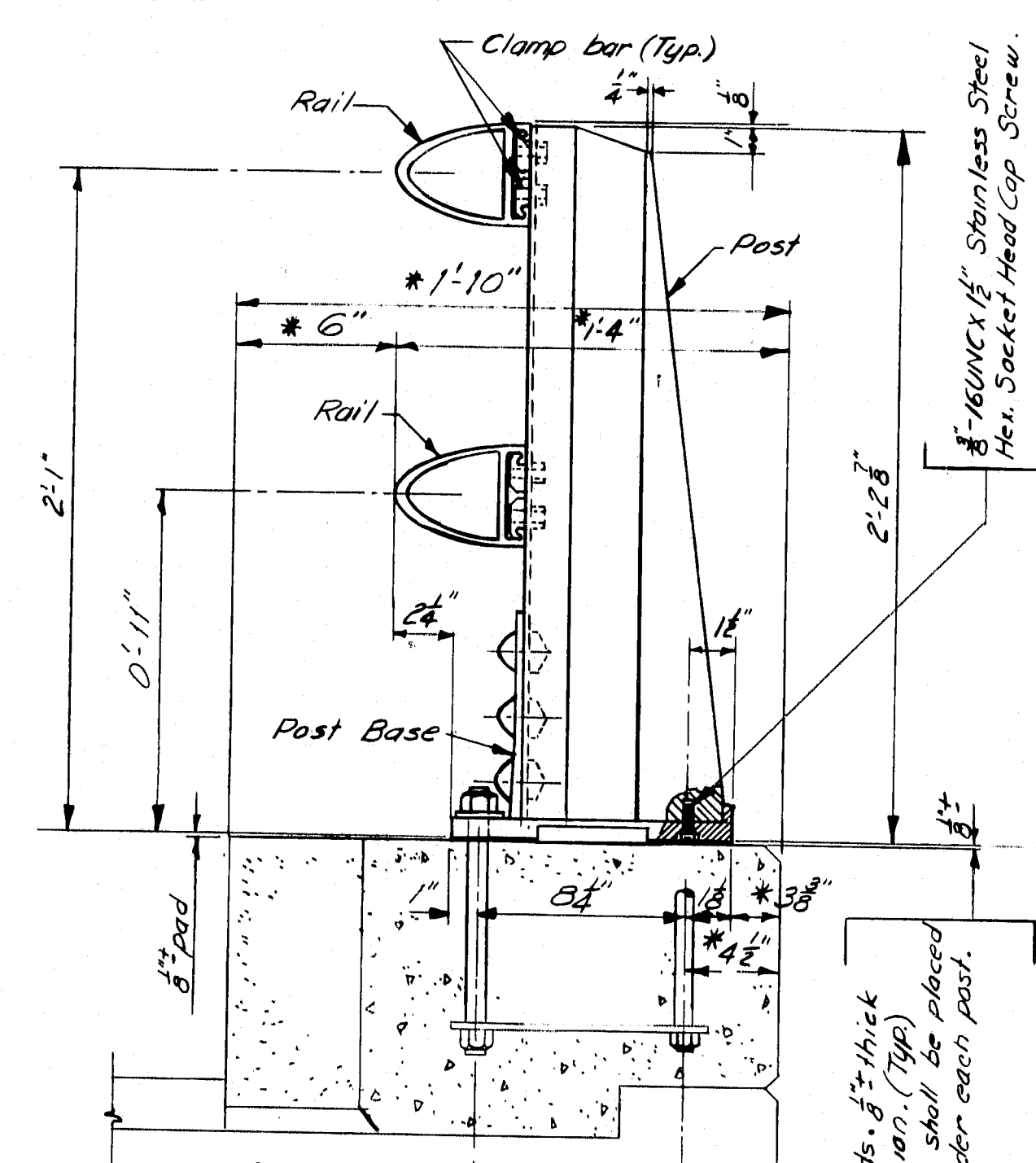
SPLICE BAR

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



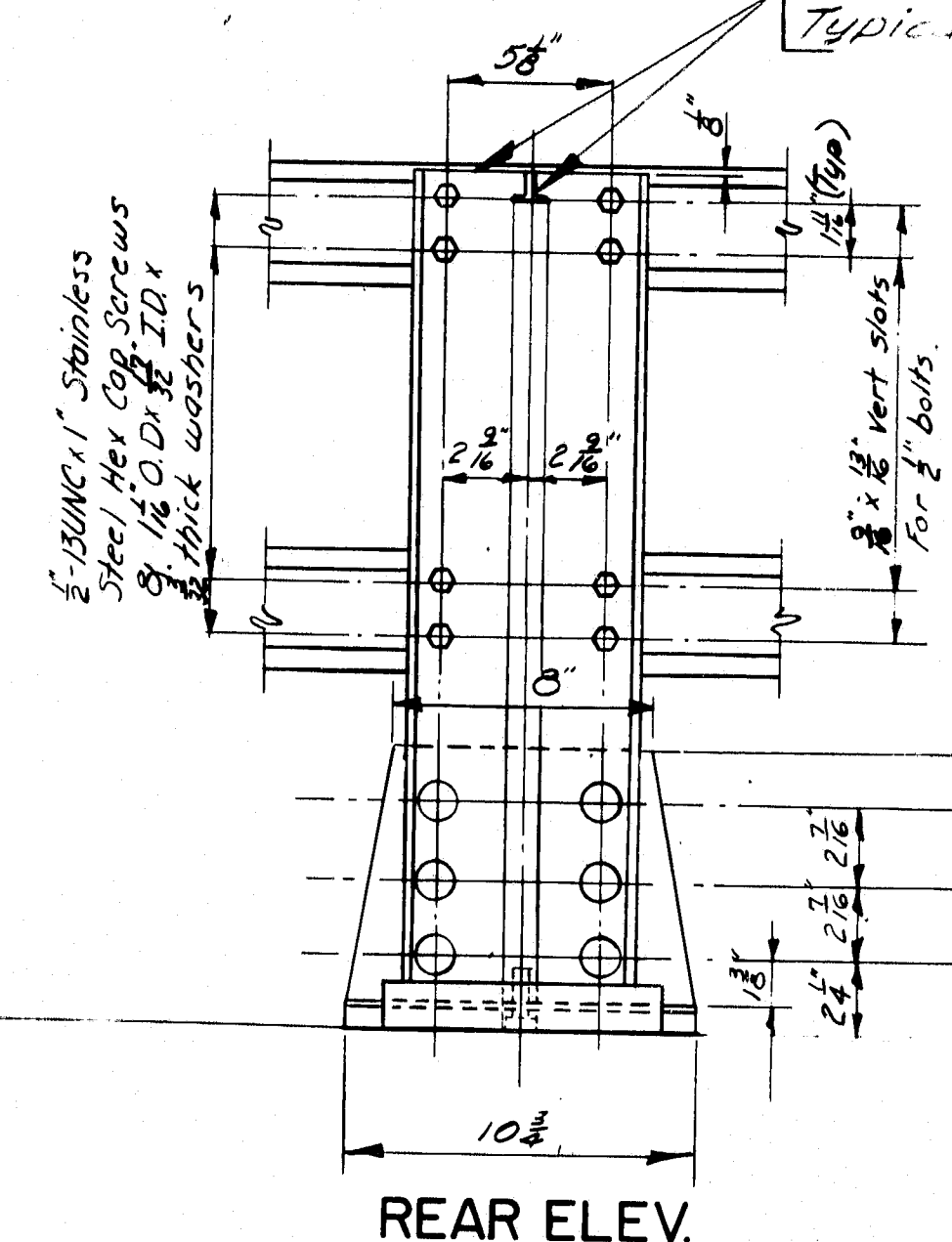
RAIL SECTION

See 'Rail Detail'

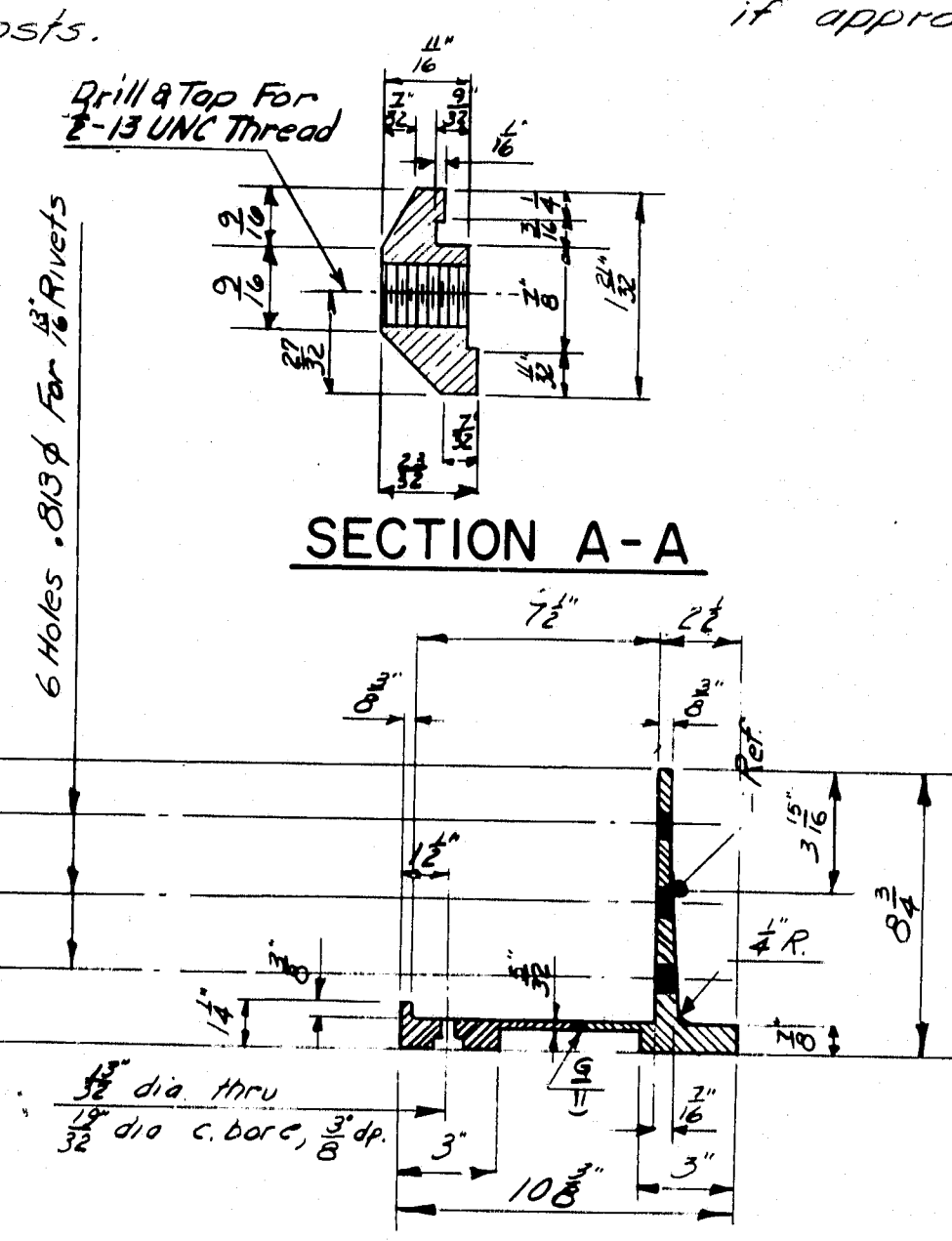


BRIDGE RAILING (Assembly)

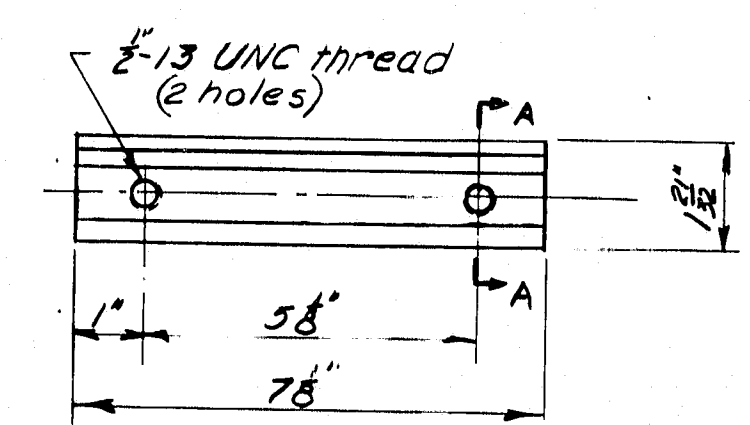
* Preferable minimum dimensions. For actual dimensions see Bridge Plan.



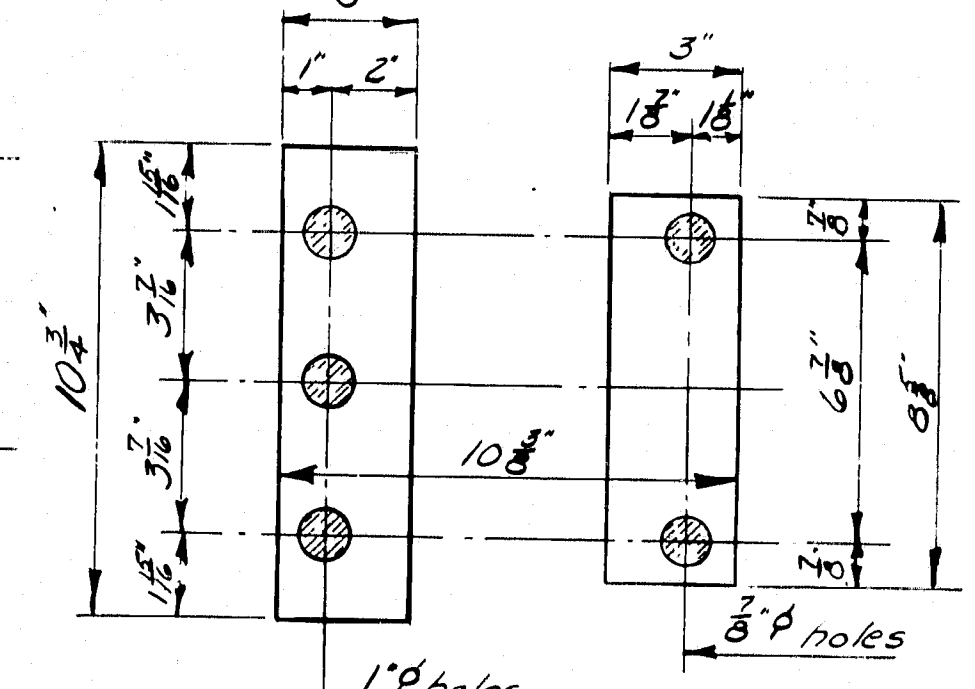
REAR ELEV.



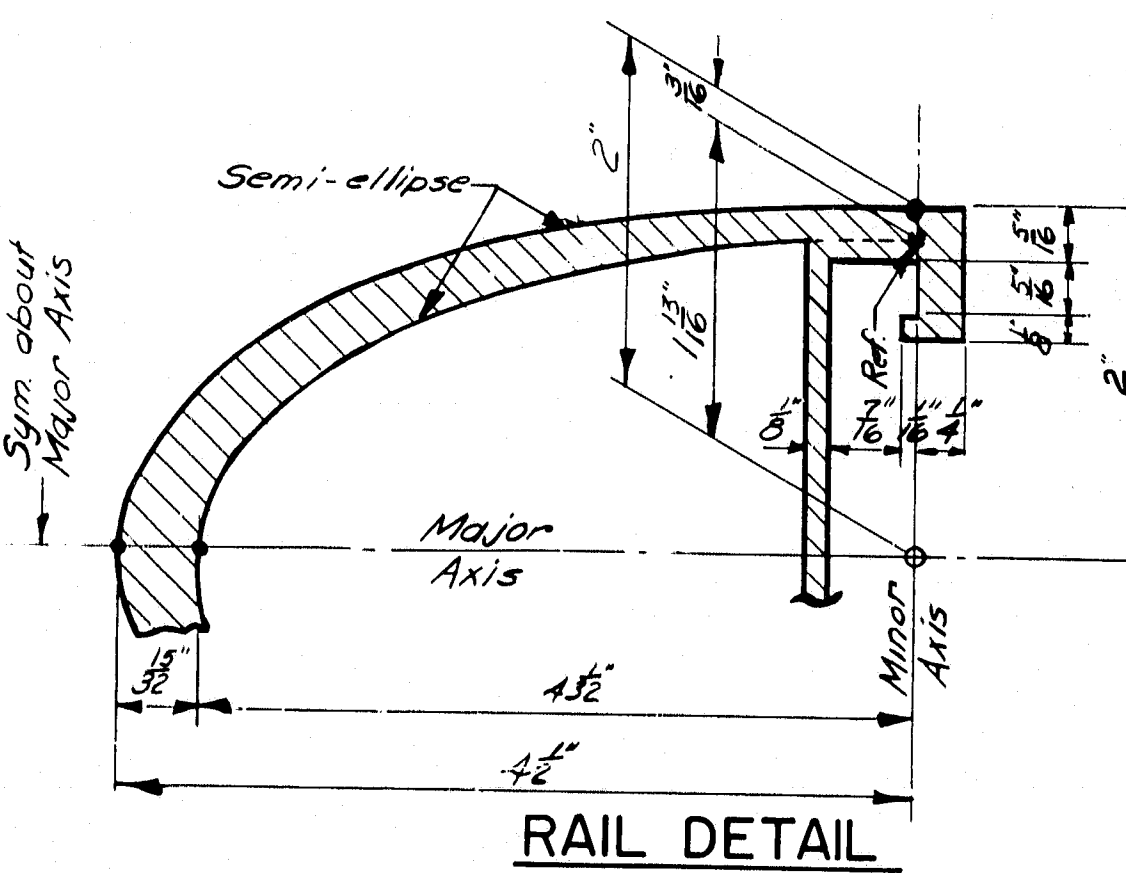
POST BASE SECTION



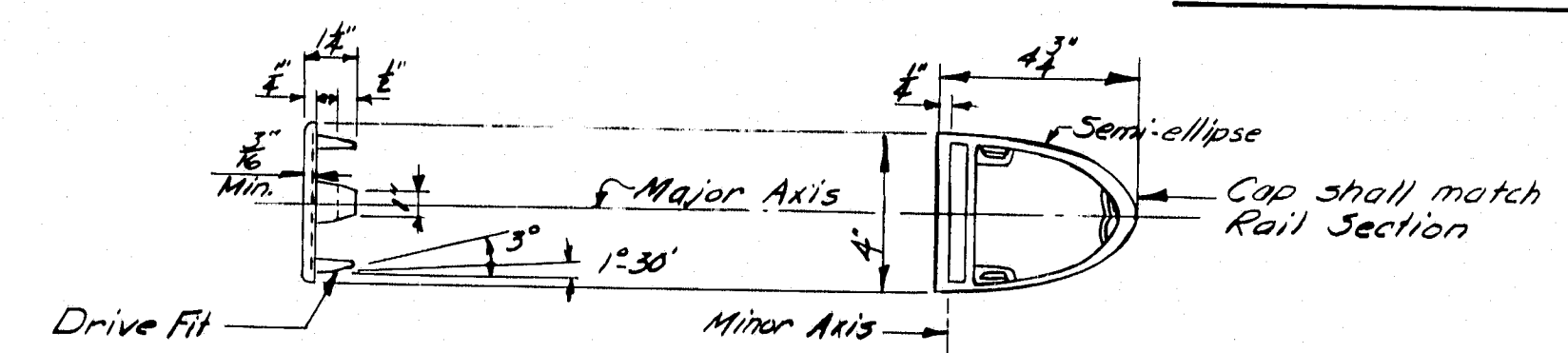
CLAMP BAR



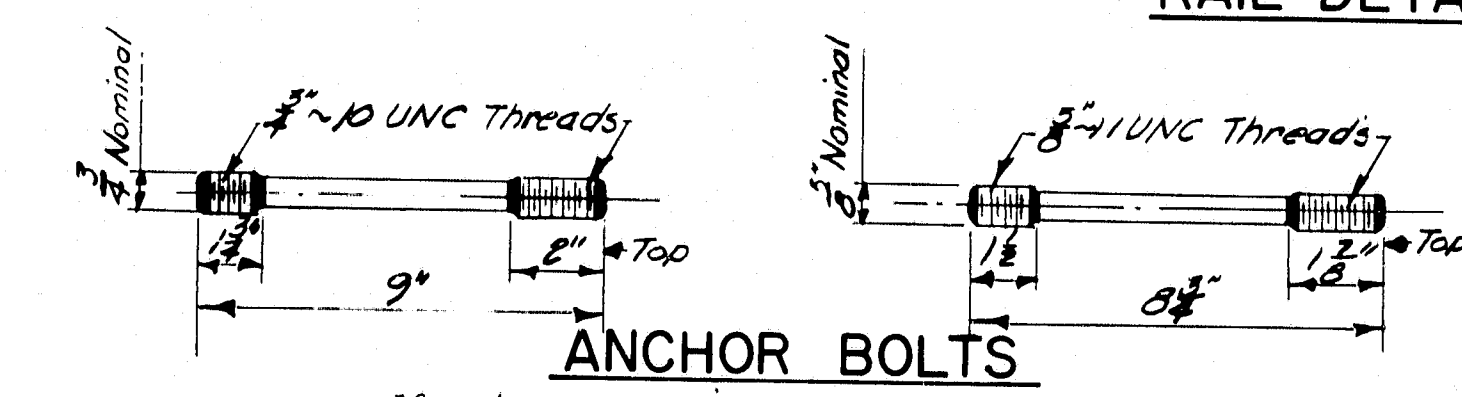
PREFORMED PADS



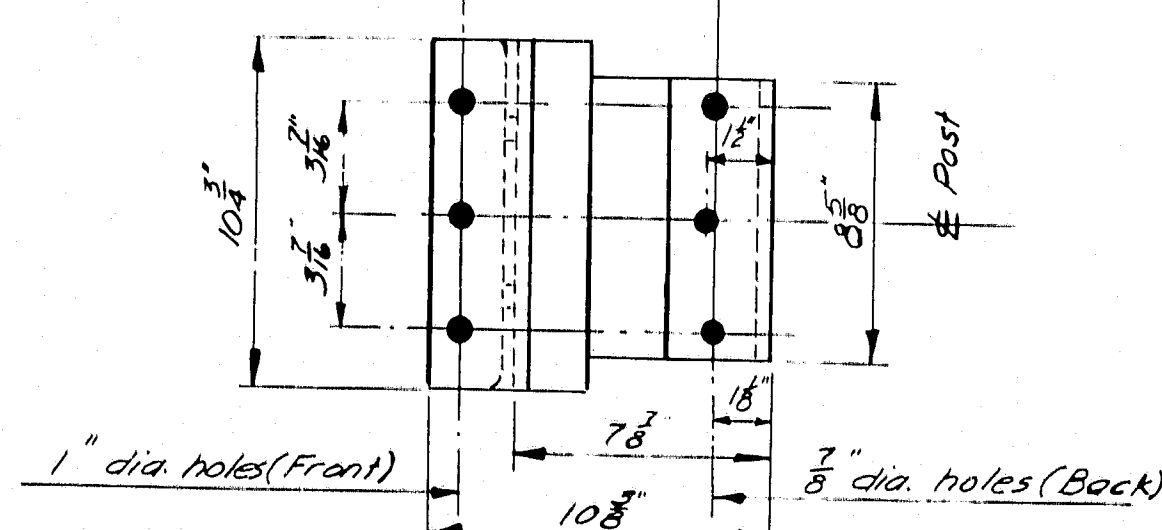
RAIL DETAIL



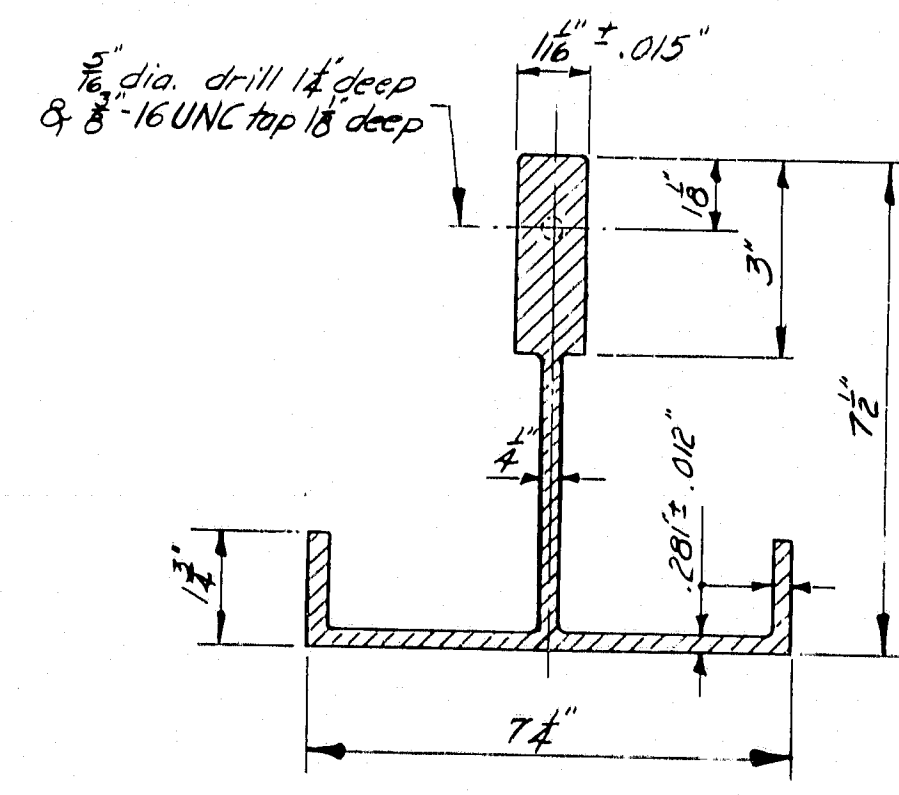
RAIL CAP



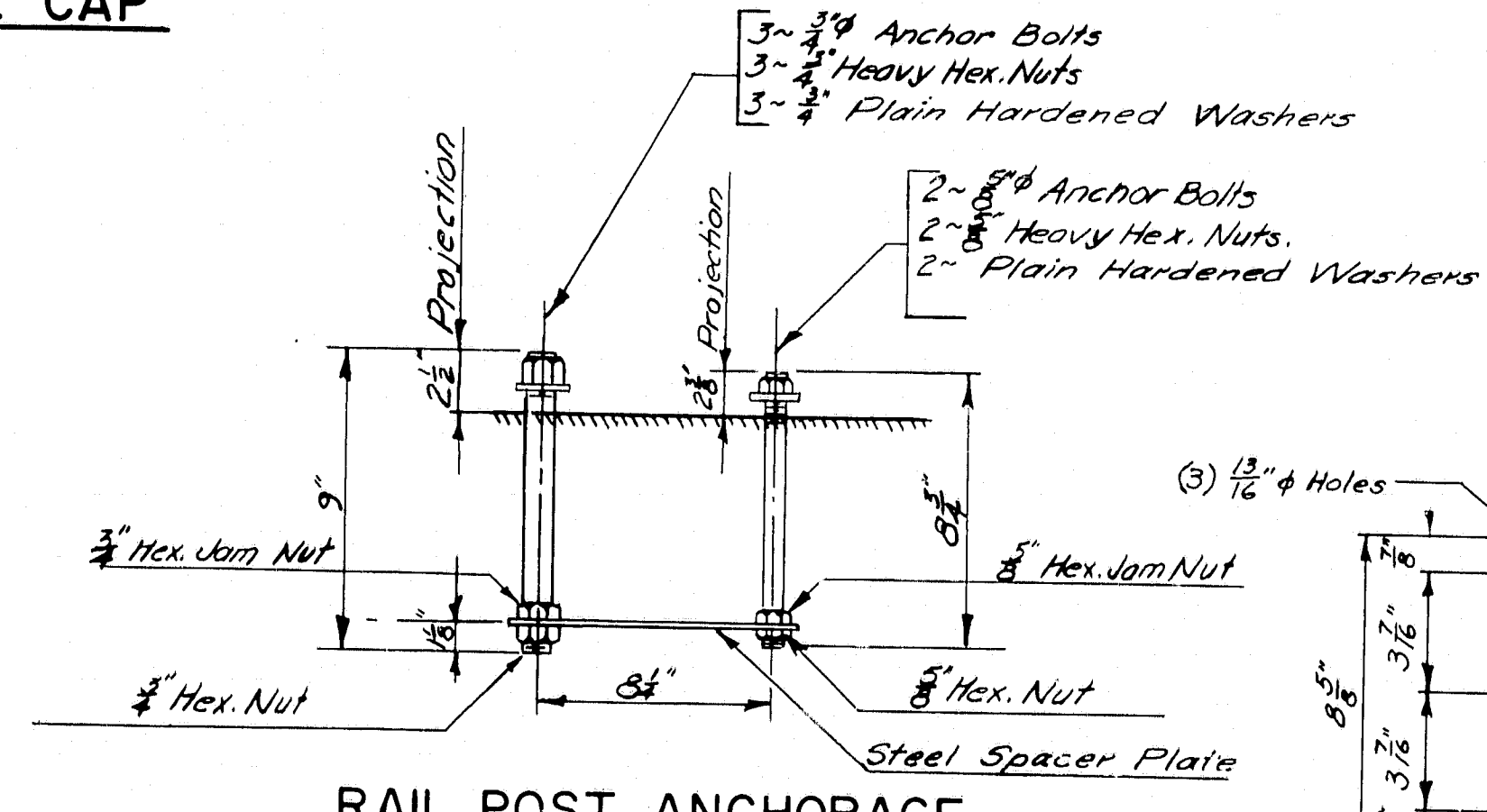
ANCHOR BOLTS



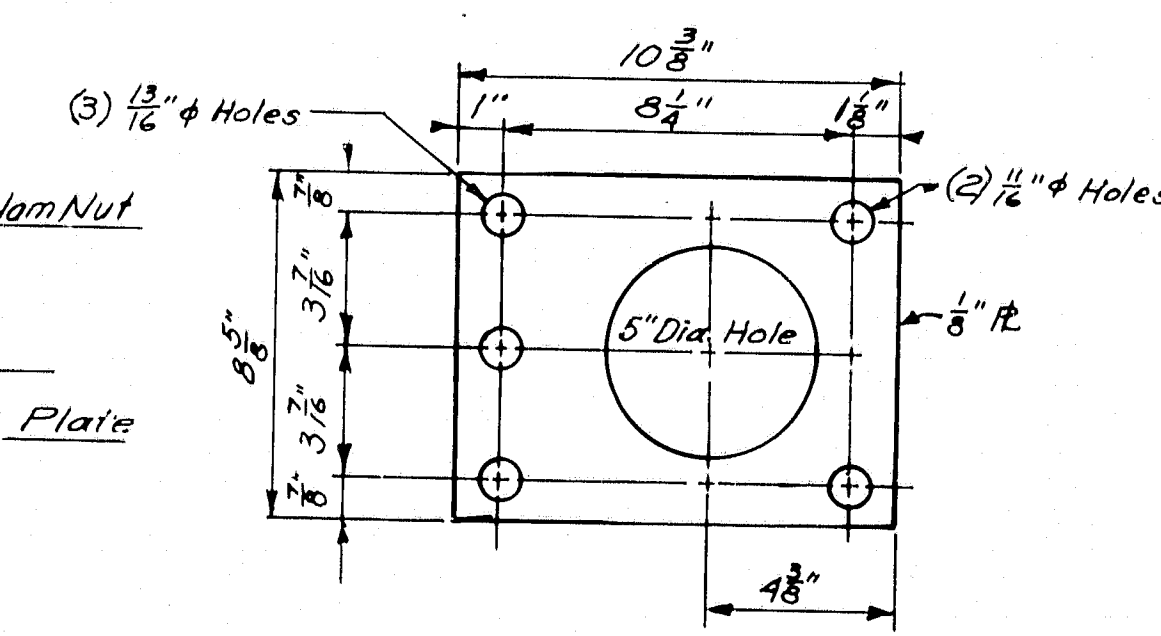
POST BASE (Bottom View)



POST SECTION



RAIL POST ANCHORAGE (Assembly)

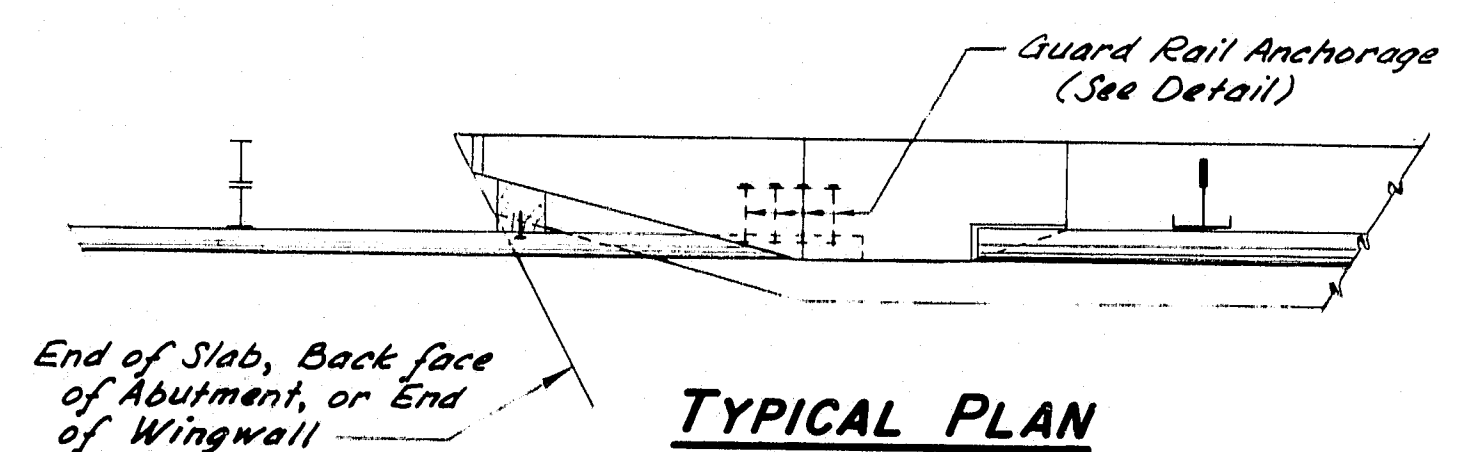


STEEL SPACER PLATE

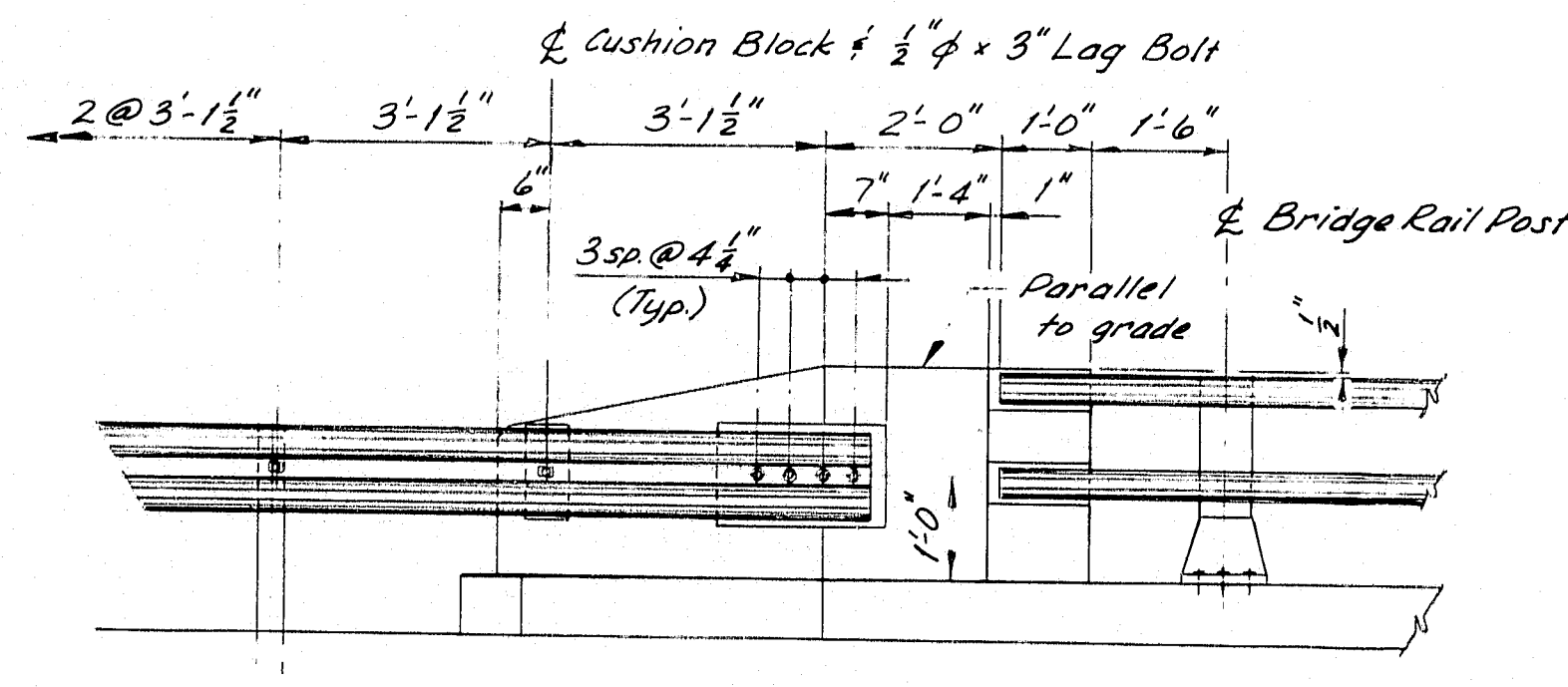
REVISIONS		DATE
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
STANDARD DETAILS (BD 114 - 81)		
ALUMINUM BRIDGE RAILING 2 - BAR (SEMI-ELLIPSE)		
SHEET OF		AUGUSTA, MAINE JUNE 1981

R88-454

FORM NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	7-335-8(85)	56	66

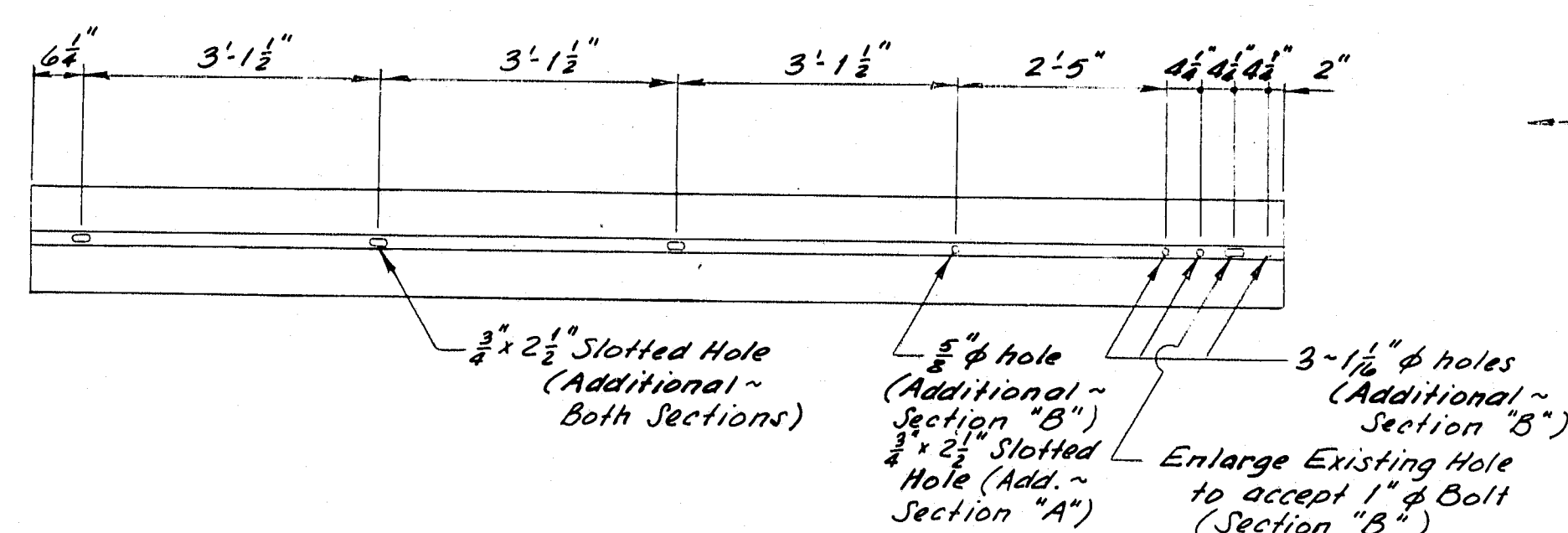


TYPICAL PLAN

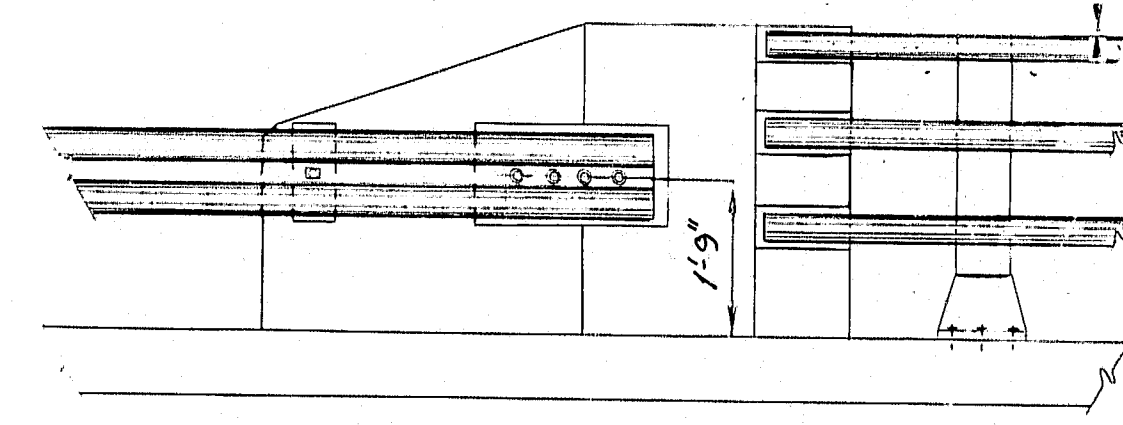


ELEVATION

2-Bar Bridge Rail (Aluminum or Steel)

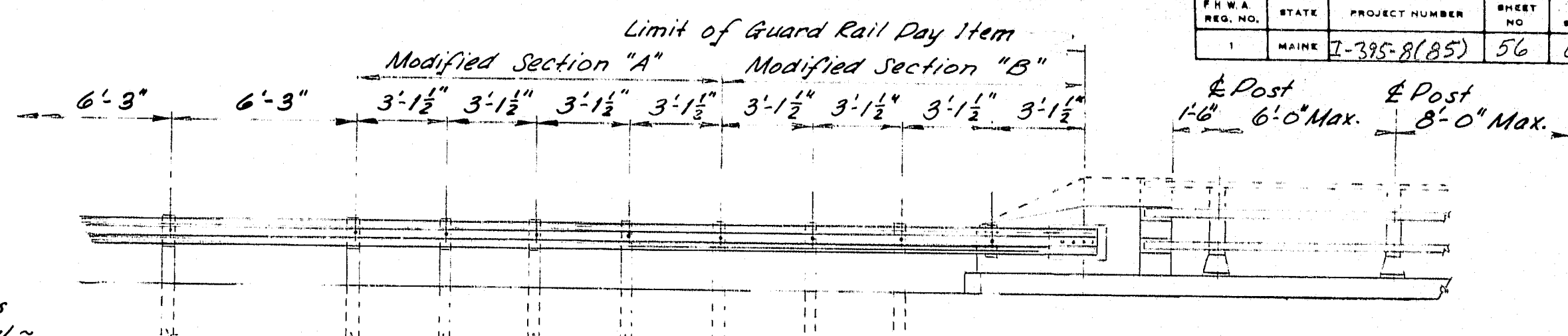


MODIFIED GUARD RAIL SECTIONS
(See Note #6)

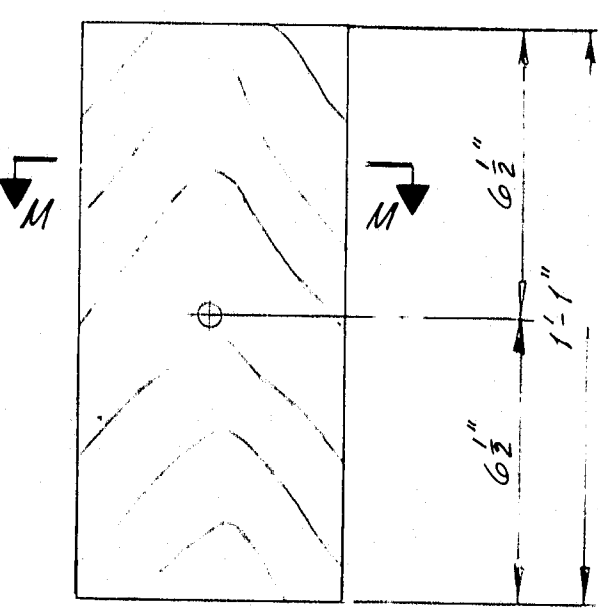


ELEVATION

3-Bar Bridge Rail (Aluminum or Steel)

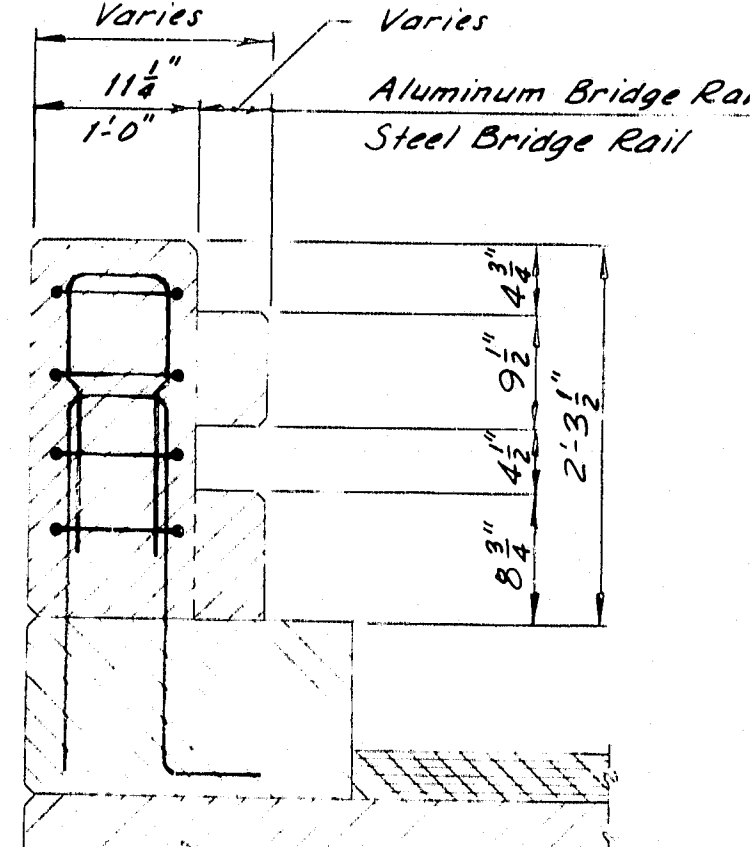


RAILING - ELEVATION



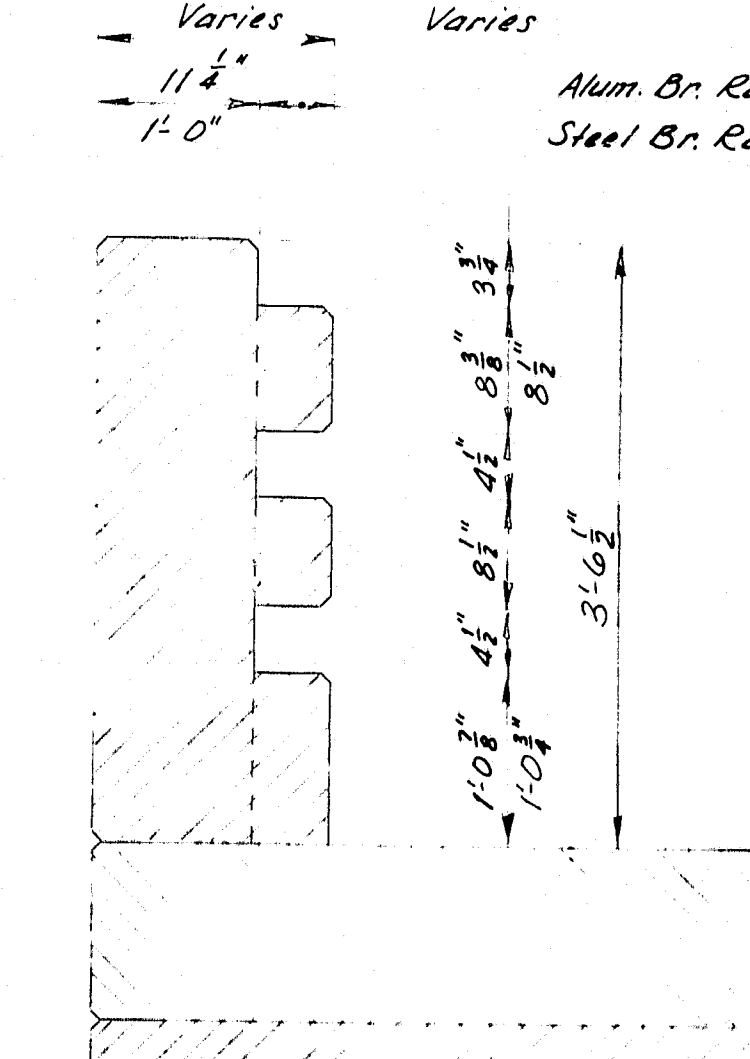
SECTION M-M

CUSHION BLOCK
(See Note #7)



SECTION B-B

2-Bar Bridge Rail (Aluminum or Steel)

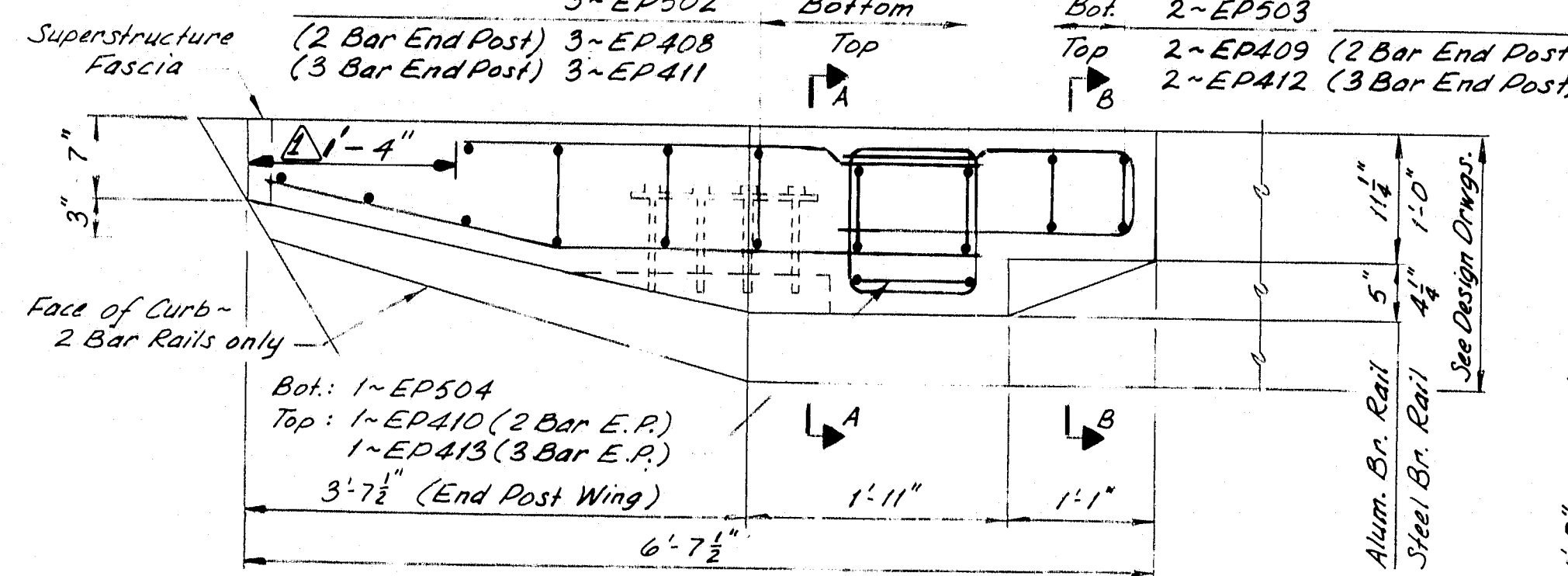


SECTION B-B

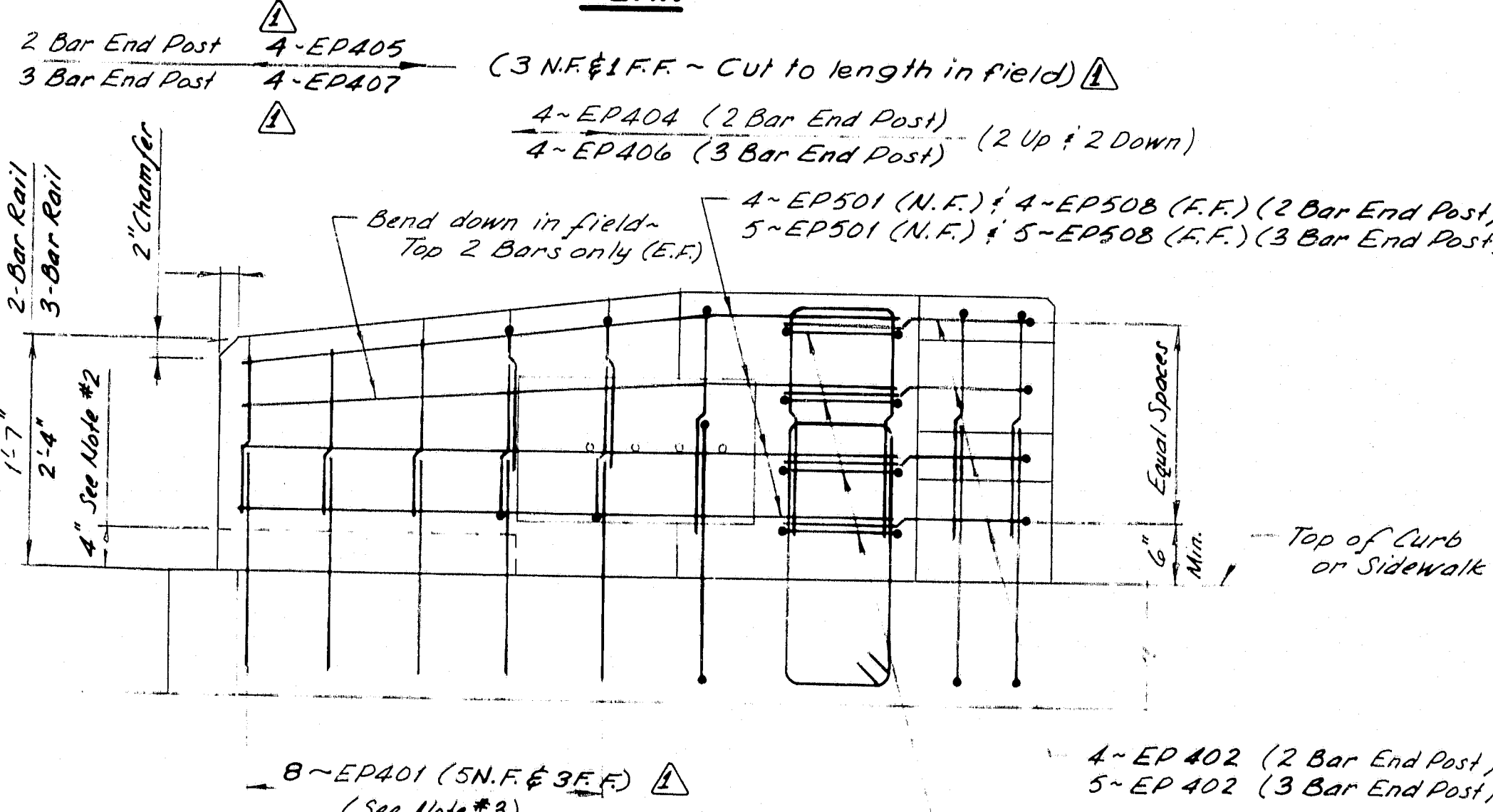
3-Bar Bridge Rail (Aluminum or Steel)

LEGEND

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

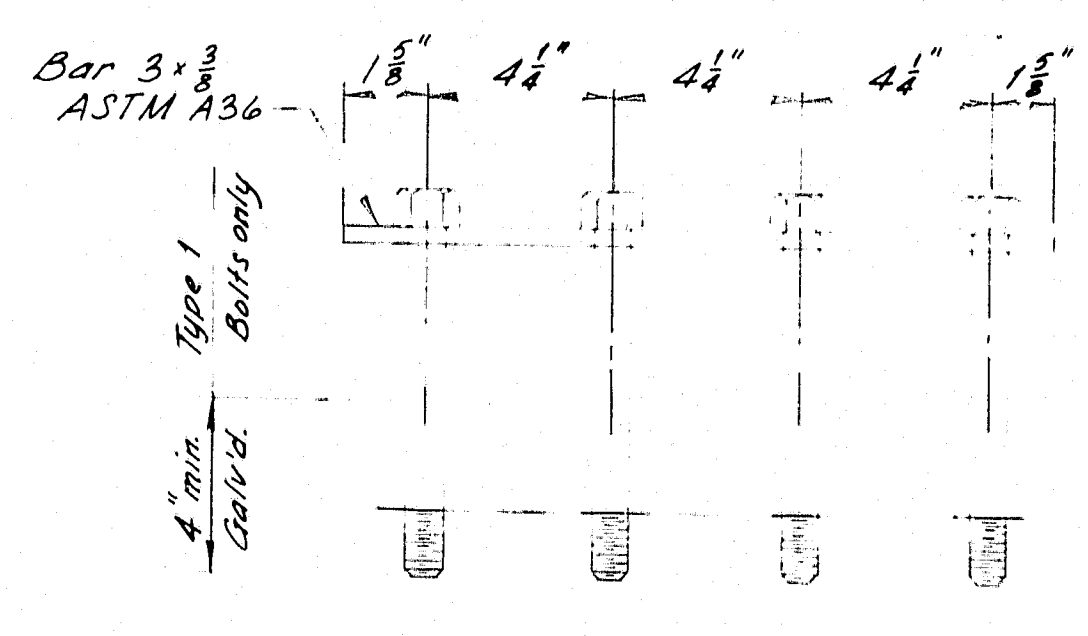


PLAN

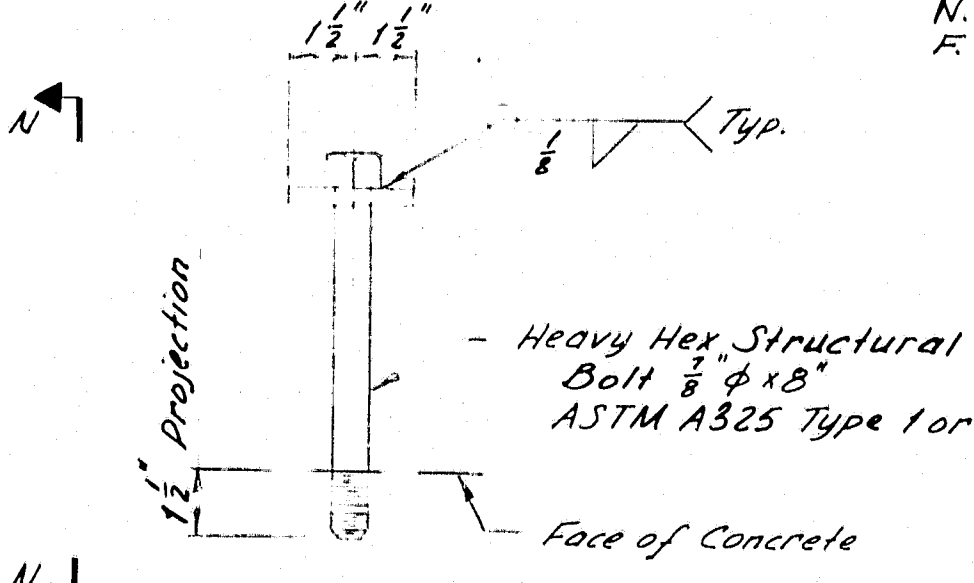


ELEVATION

SECTION A-A



GUARD RAIL ANCHORAGE



VIEW N-N

- 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 EP201 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 $\frac{3}{4}$ " anchor bolts shall be incidental to Guard Rail Pay Items. Nuts shall conform to ASTM A563, Grade DH, galvanized in accordance with ASTM 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.

REVISIONS

General Revisions 1-83

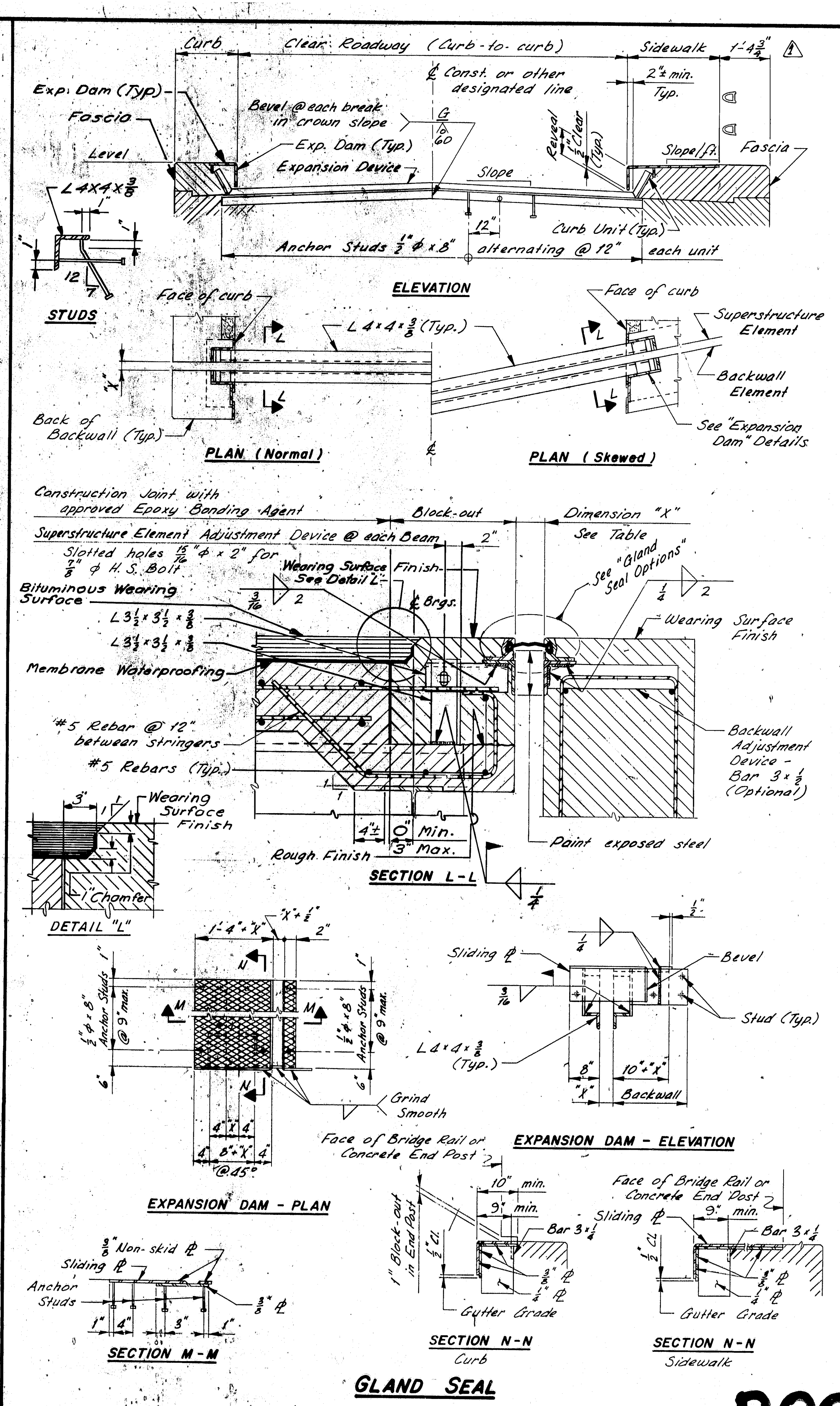
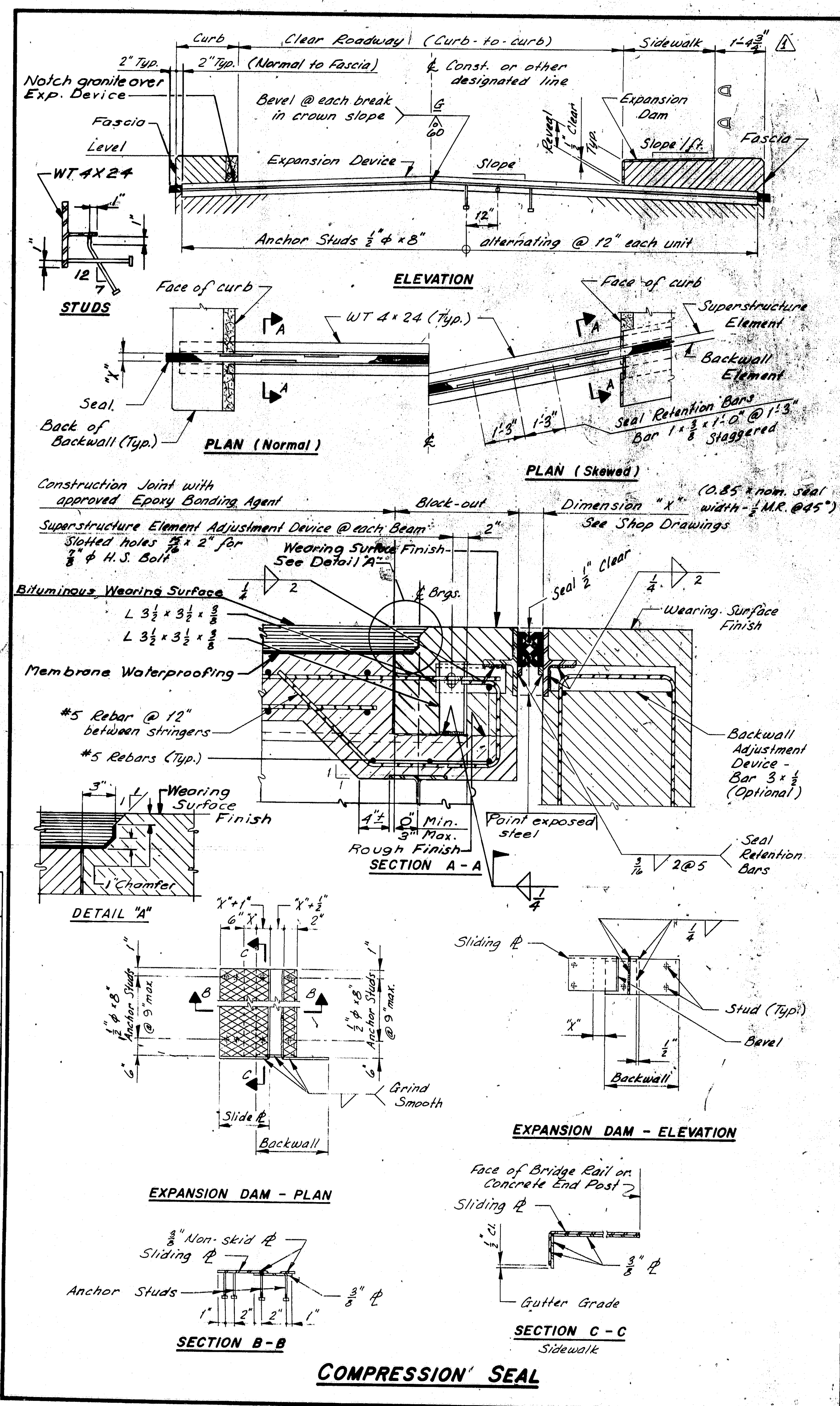
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
(BD 120-81)

CONCRETE END POSTS

SHEET OF AUGUSTA, MAINE JUNE 1981

R88-455



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 OPTIONS

WITH STEEL EXTRUSION

WITH STEEL ANGLE

GLAND SEAL SETTING TABLE

Total Movement Required *	Dim. "X" (Measured parallel to $\frac{1}{2}$ of Roadway) TEMPERATURE (°F)											
	120°	105°	90°	75°	60°	45°	30°	15°	0°	-15°	-30°	
1 1/2"	1"	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"	2 7/8"	
2"	1 1/4"	1 3/4"	2"	2 1/8"	2 1/4"	2 3/8"	2 1/2"	2 5/8"	2 3/4"	2 7/8"	3"	
2 1/2"	1 3/4"	2 1/8"	2 1/4"	2 3/8"	2 1/2"	2 5/8"	2 3/4"	2 7/8"	3"	3 1/8"	3 1/4"	
3"	2"	2 1/4"	2 3/8"	2 1/2"	2 5/8"	2 3/4"	2 7/8"	3"	3 1/8"	3 1/4"	3 1/2"	

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

REVISIONS

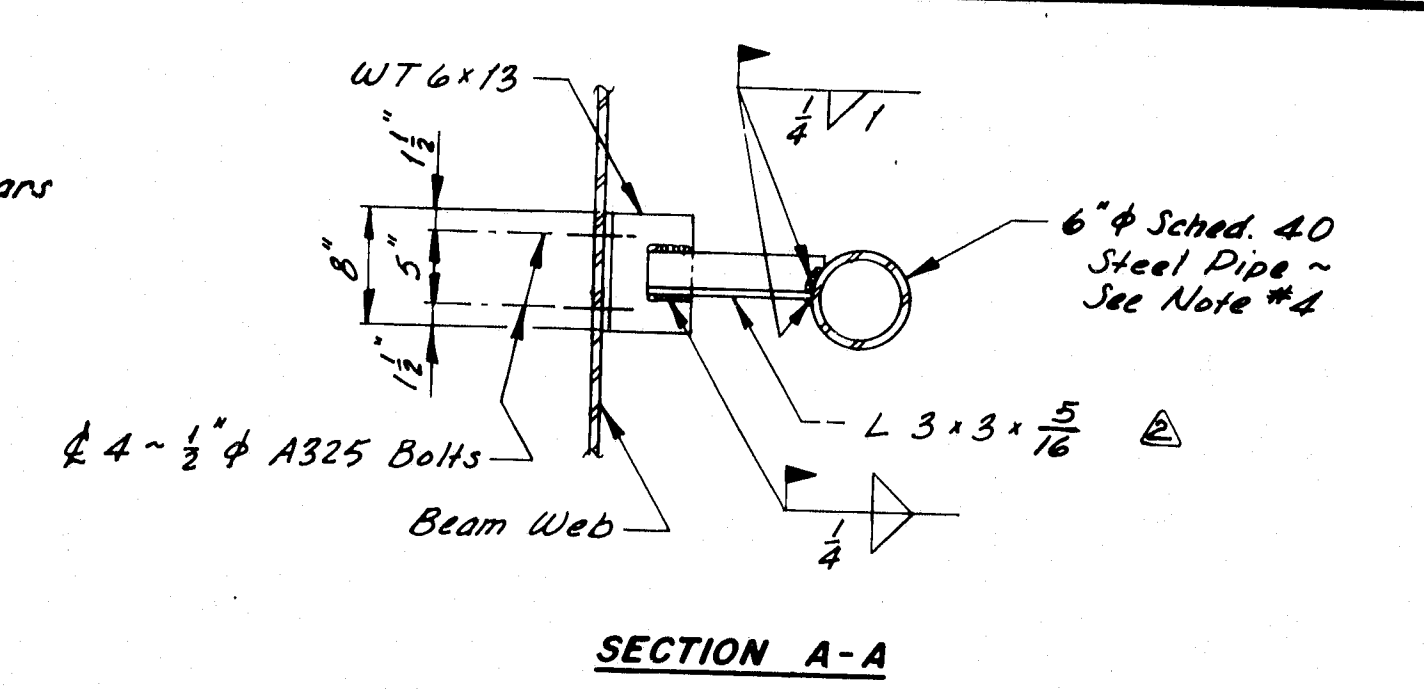
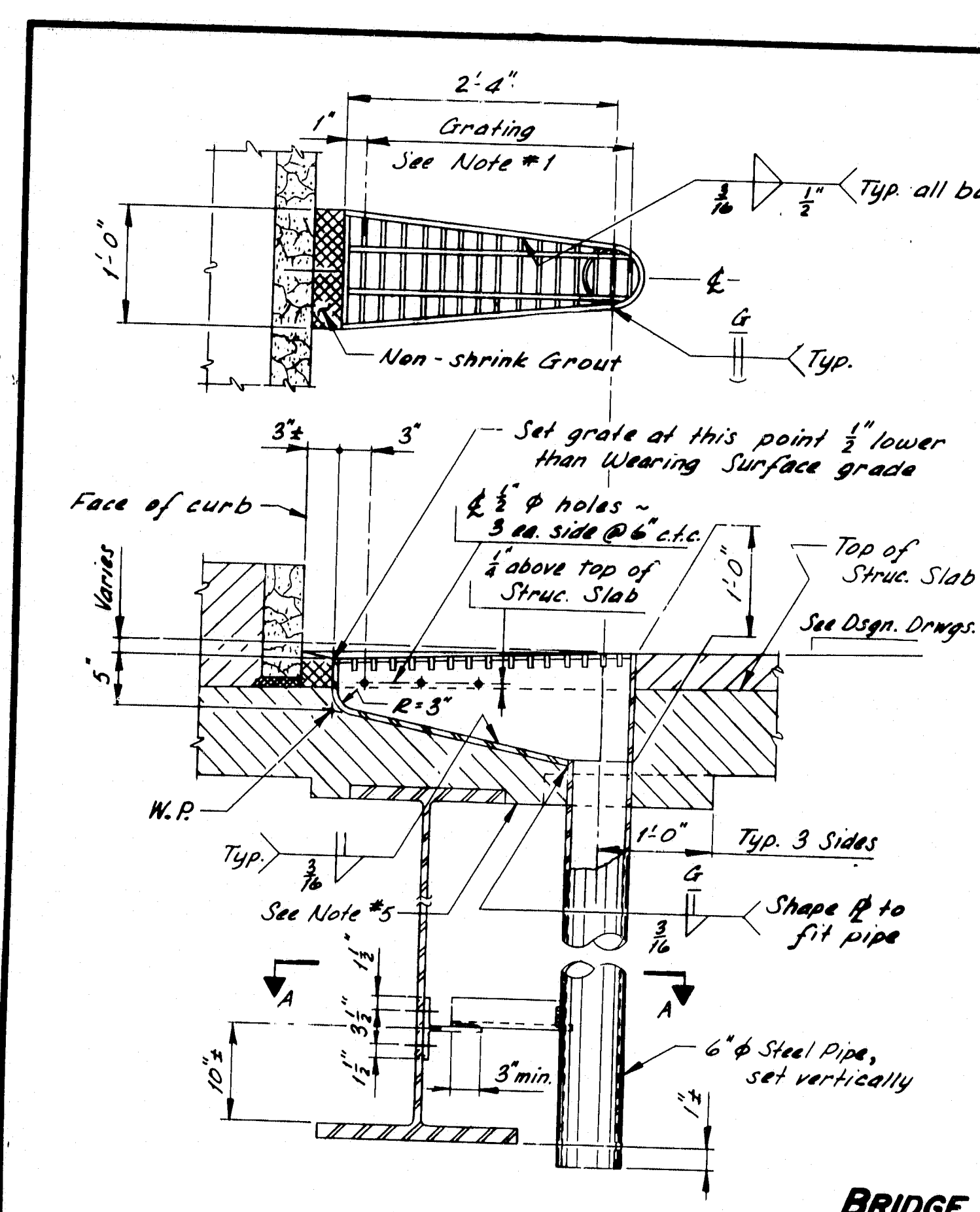
REVISIONS	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
General Revisions	1-83	

STANDARD DETAILS
(BD 125 - 82)
(FOR USE WITH BITUMINOUS WEARING SURFACE)
EXPANSION DEVICE
COMPRESSION SEAL
GLAND SEAL

SHEET OF AUGUSTA, MAINE AUGUST 1982

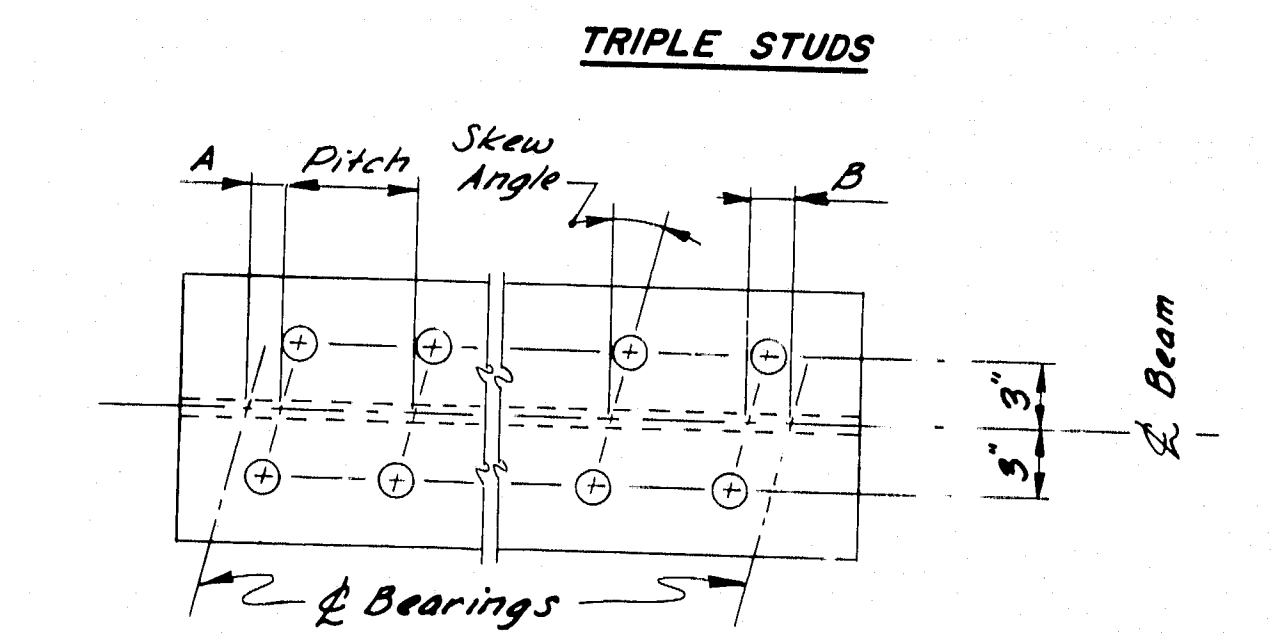
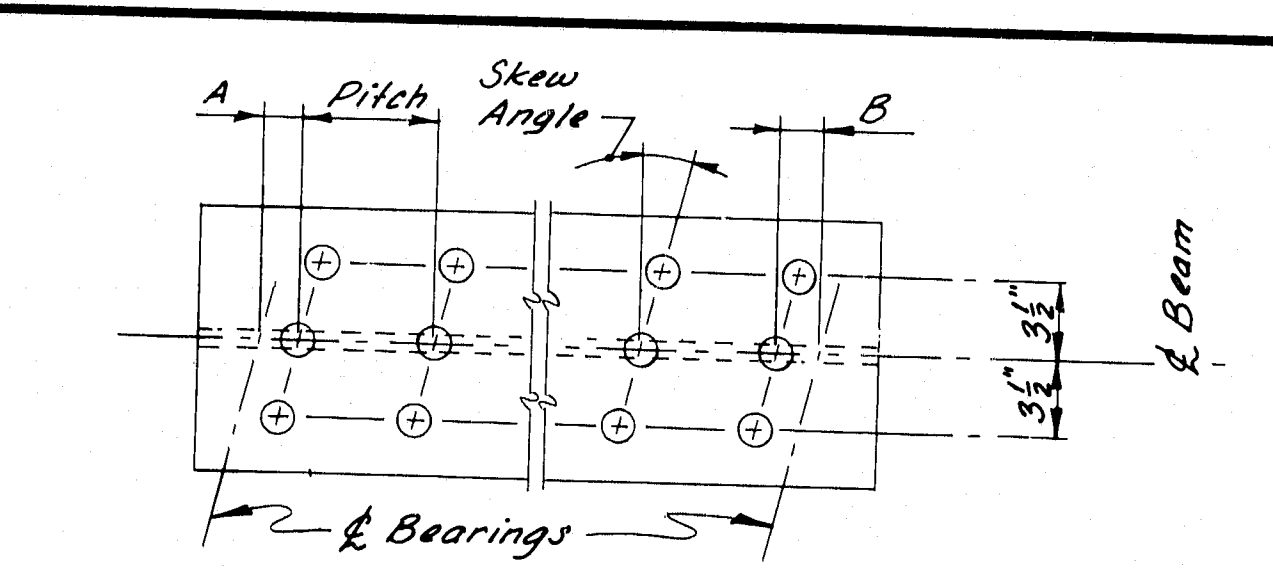
R88-456

F.R.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	E-895-B(85)	58	66



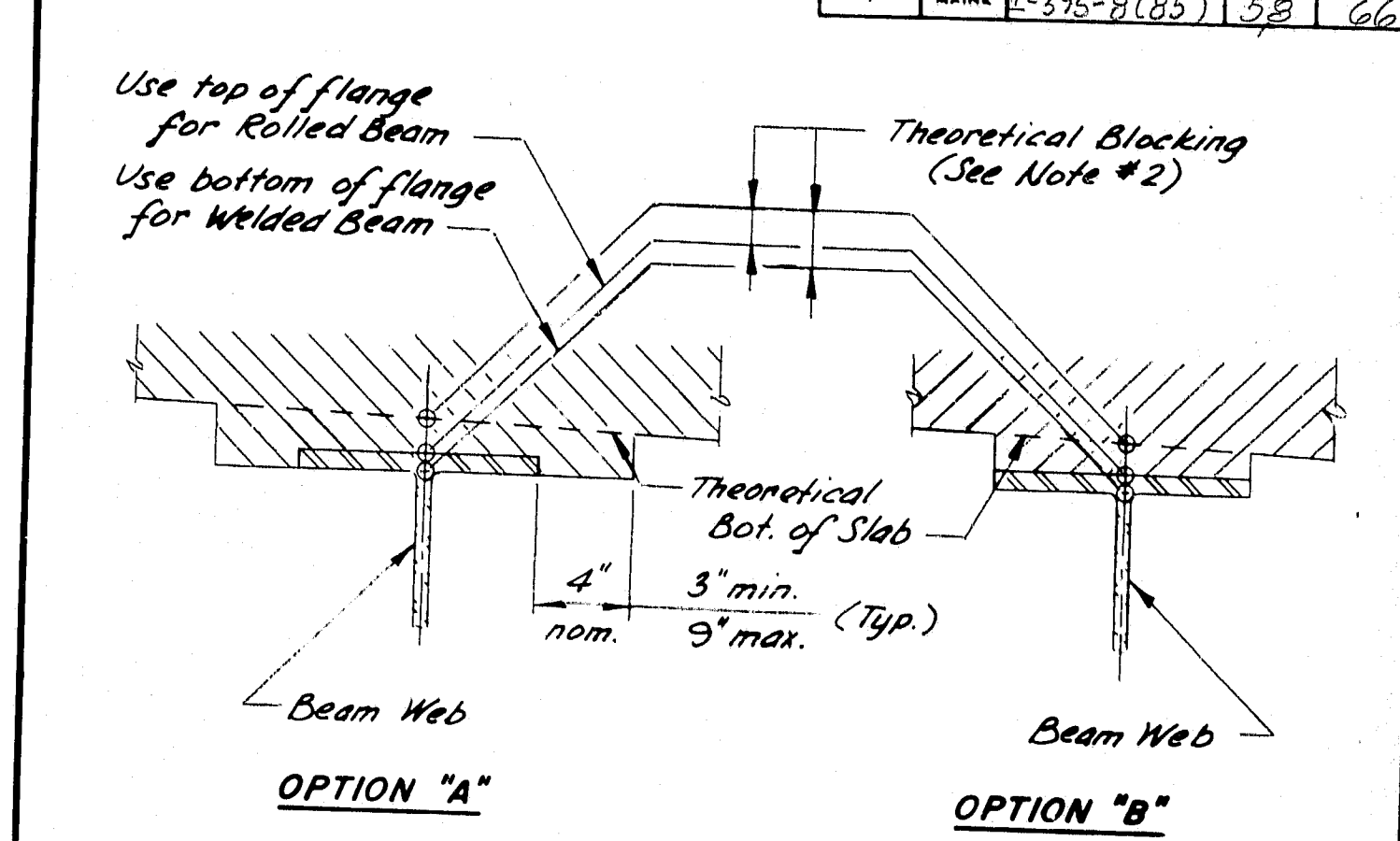
- NOTES:**
- Grating shall be a commercial heavy-duty grating with $1\frac{1}{2} \times \frac{3}{4}$ bearing bars spaced at 2" c.t.c., and $\frac{3}{4}$ cross bars spaced at 4" c.t.c.
 - Plates shall be A.S.T.M. A36, $\frac{1}{4}$ " thick.
 - WT 6x13 shall be of the same material as the beam web.
 -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

BRIDGE DRAIN



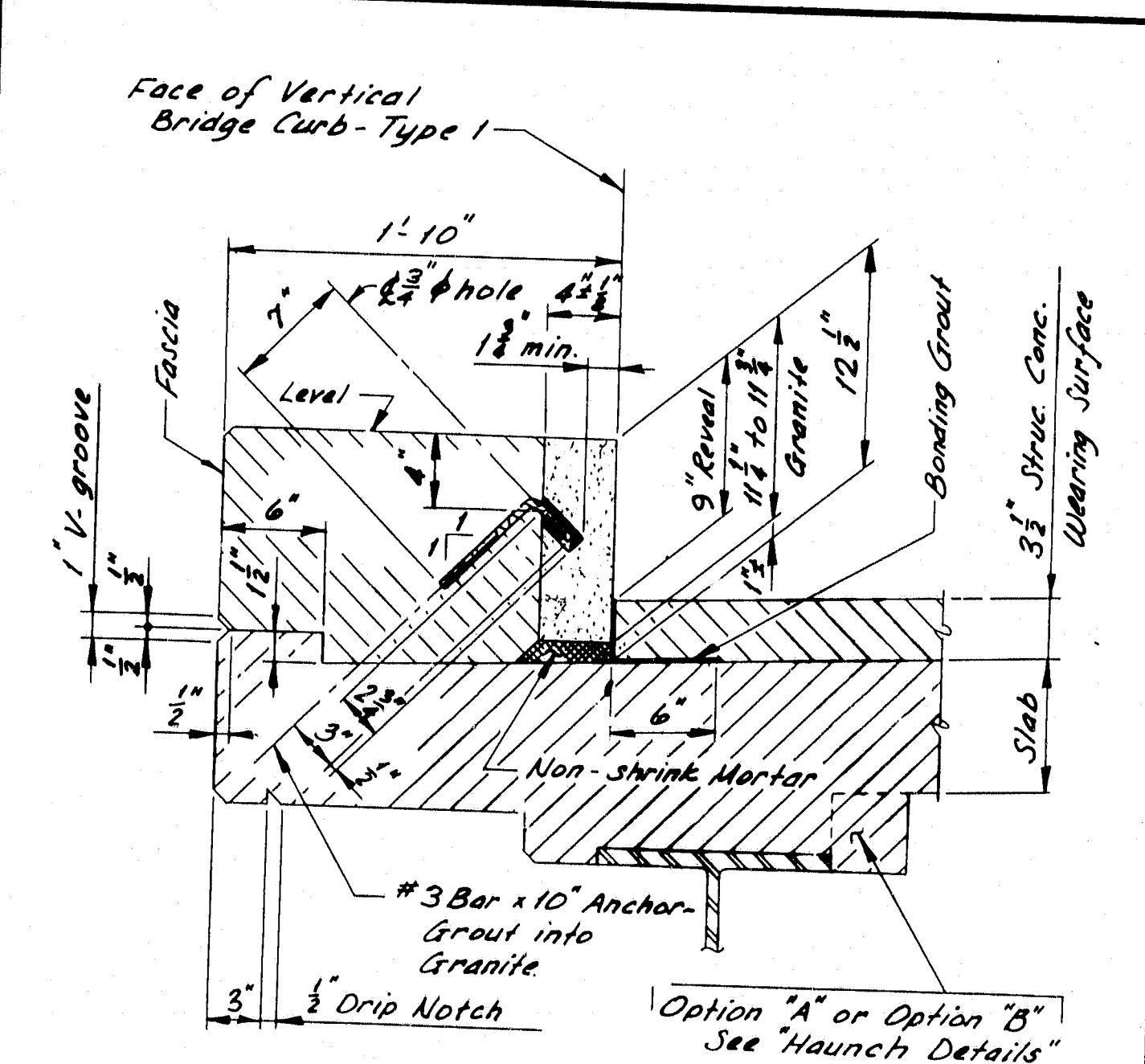
- NOTE:**
- See Design Drawings for Dim's. "A", "B", stud pitch, and skew angle.

SHEAR CONNECTORS

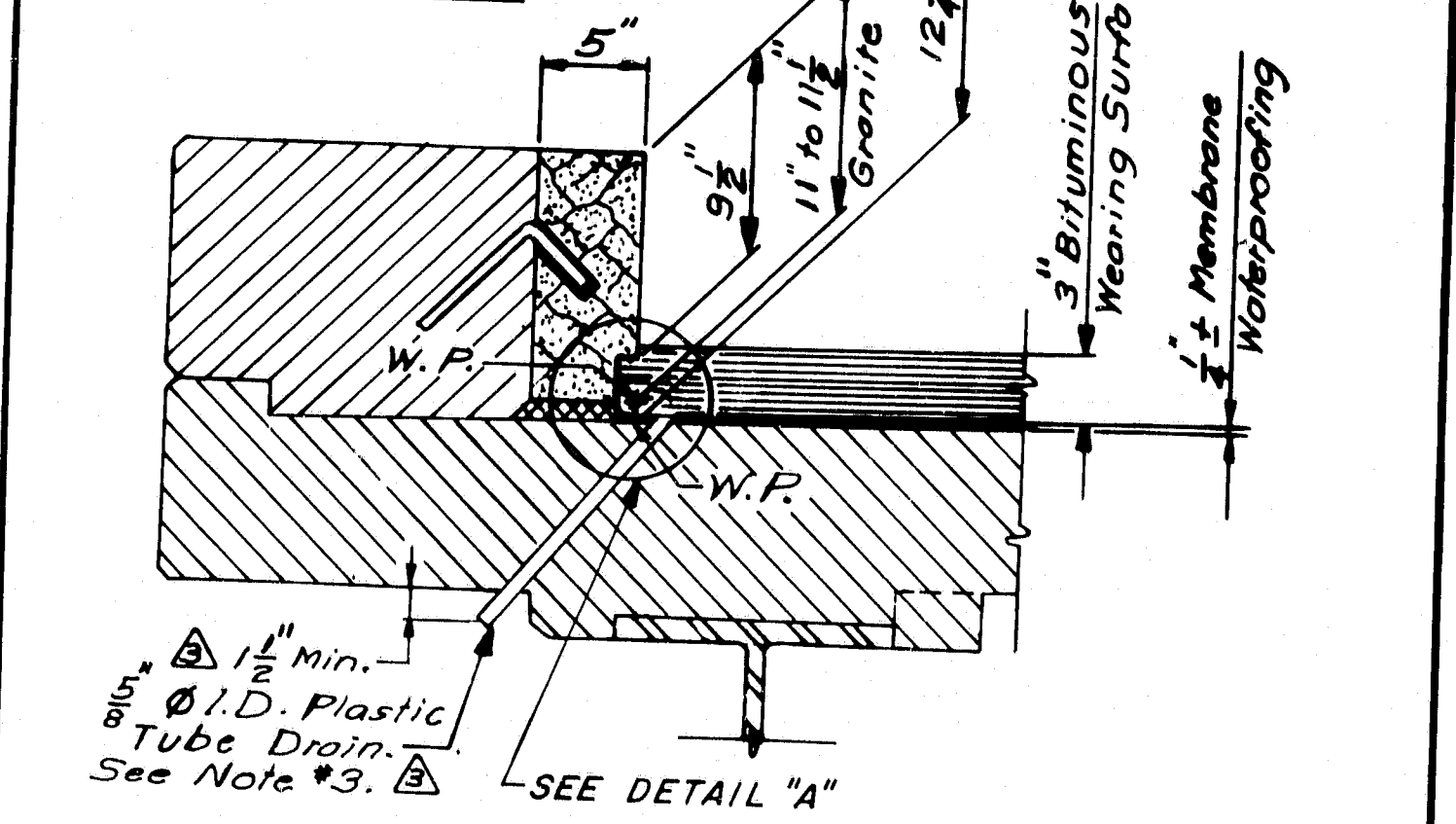
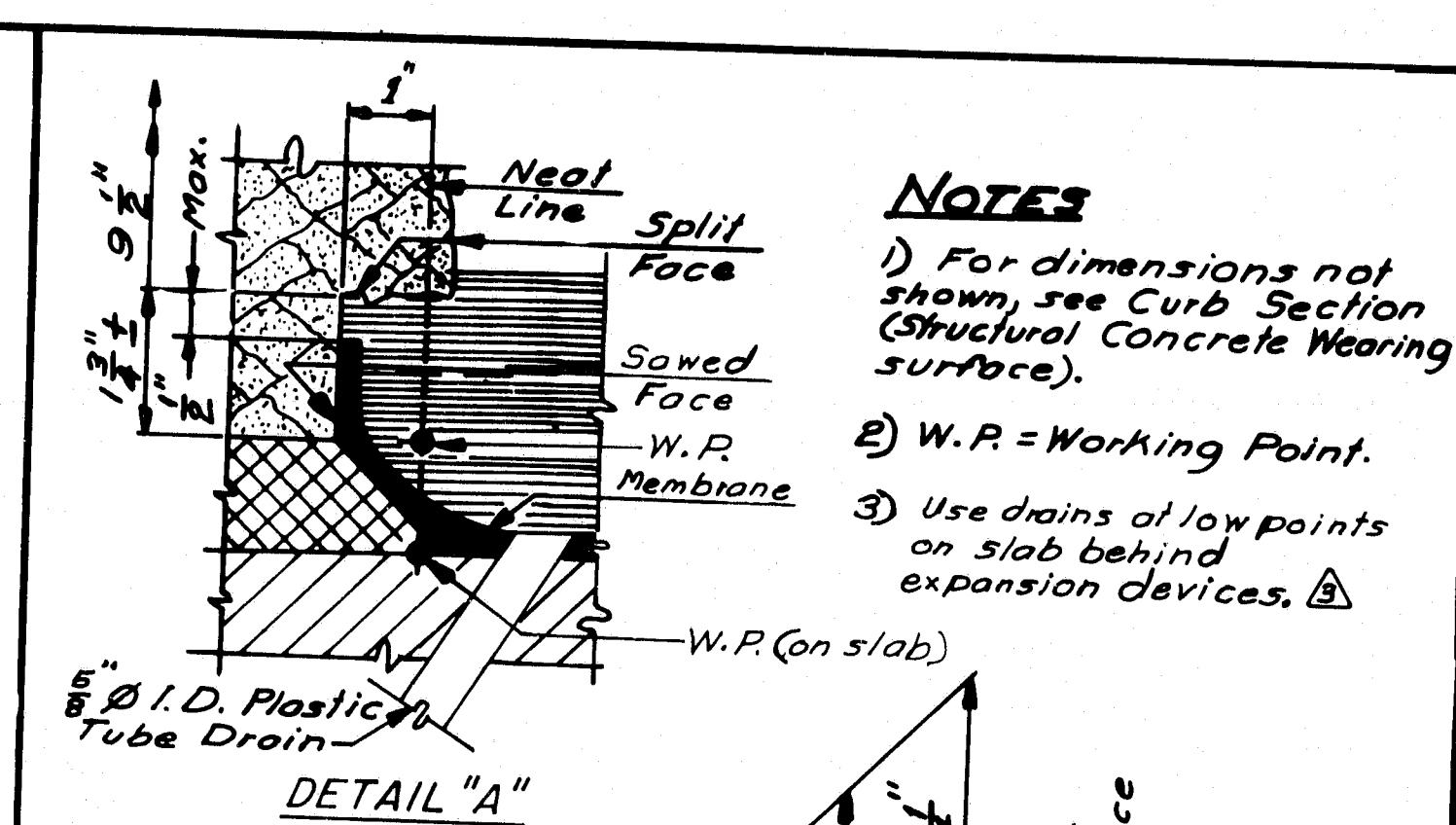


- NOTE:**
- Haunch Option "A" or Option "B" may be used at the Contractor's discretion. Only one option shall be used on each structure, except that Option "A" must always be used on the fascia side of all fascia beams and on beams designed without shear connectors.
 - Theoretical Blocking shall be as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

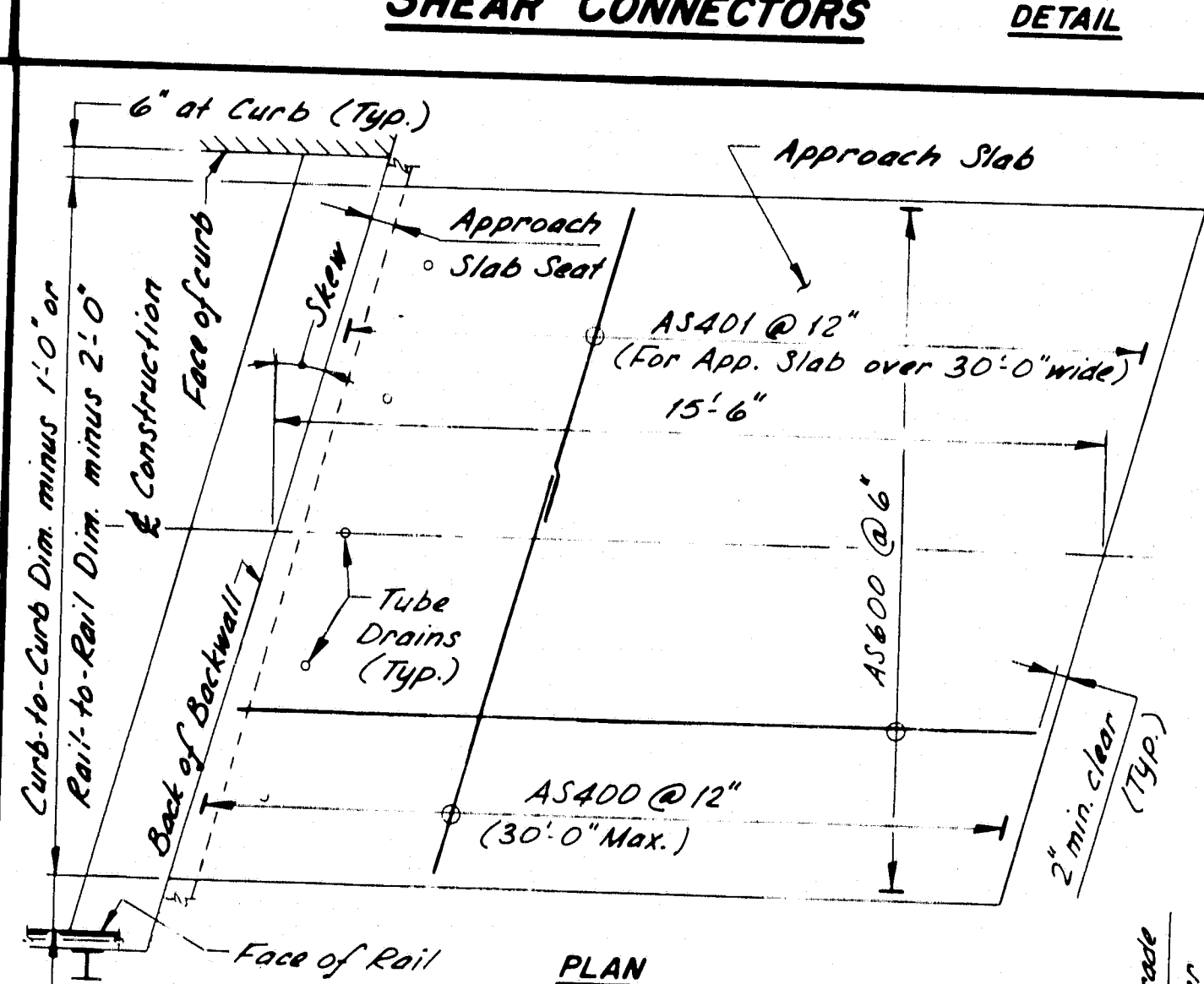
HAUNCH DETAILS



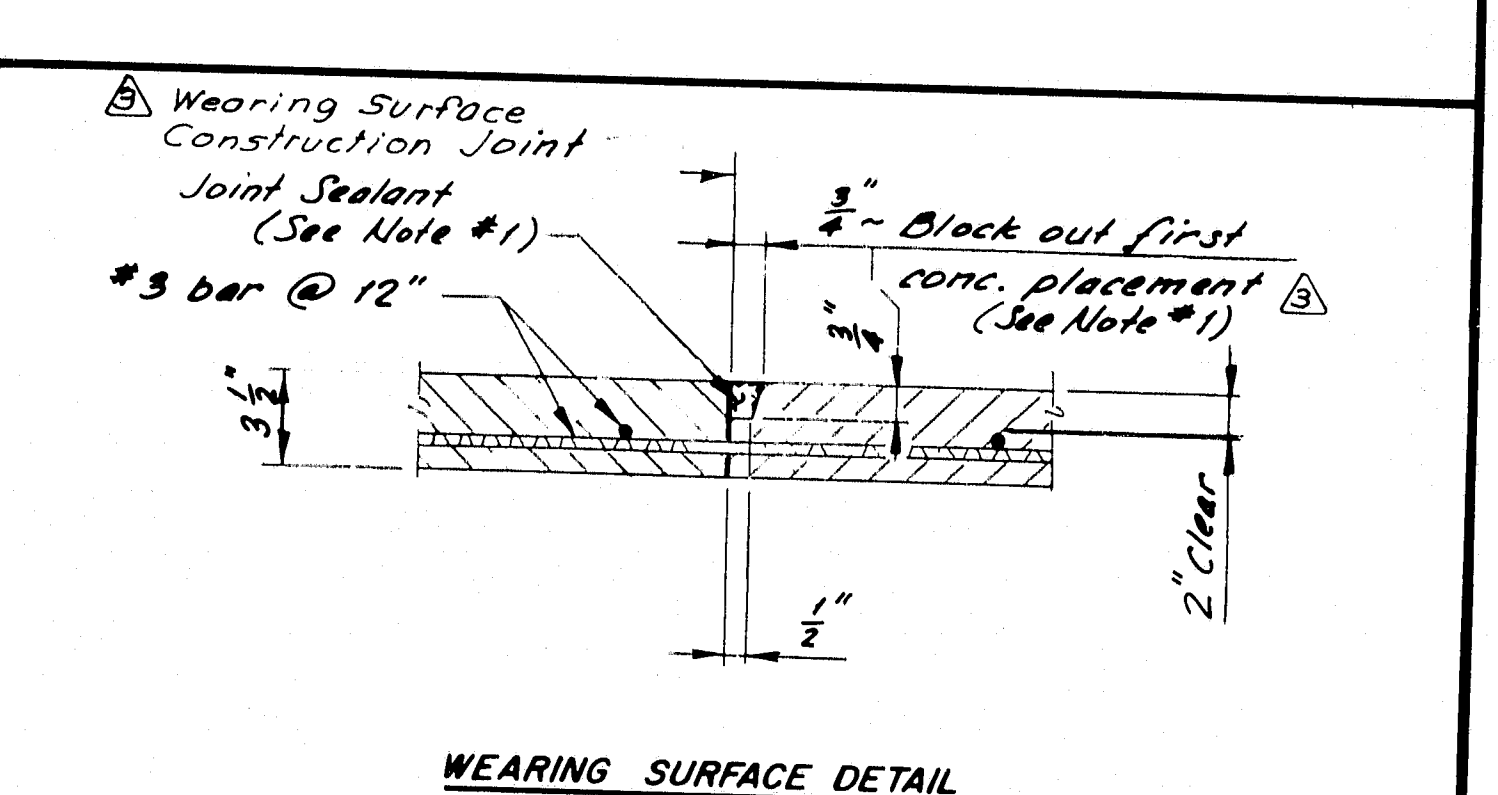
CURB SECTION
(STRUCTURAL CONCRETE WEARING SURFACE)



CURB SECTION
(BITUMINOUS WEARING SURFACE)



APPROACH SLAB



- NOTE:**
- Use Block-out and Sealant only of 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	3-82
Added Curb Section	7-82
Added Plastic Tube Drain & modified Structural Concrete Wearing Surface.	11-82
Revise Curb Anchorage	2-83

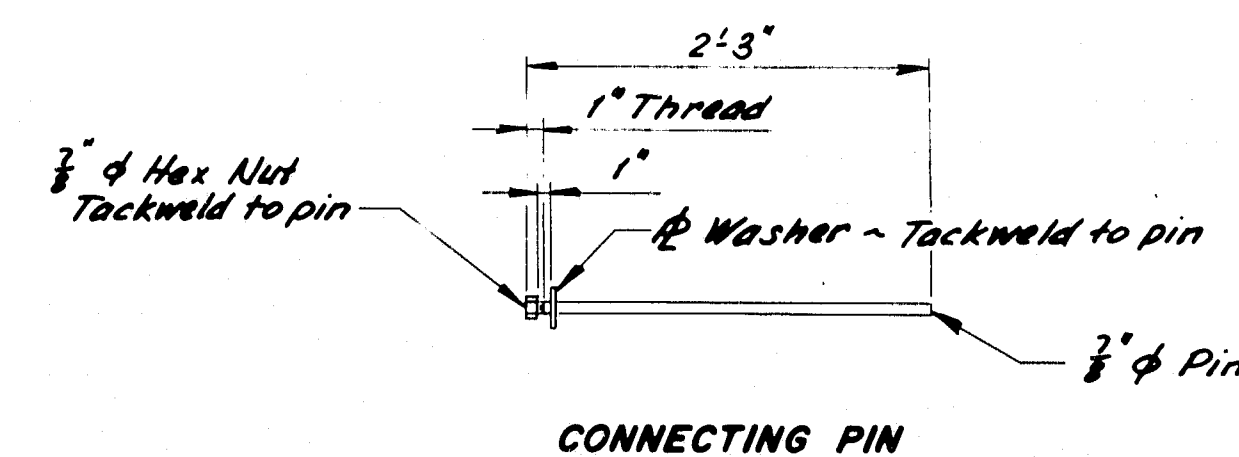
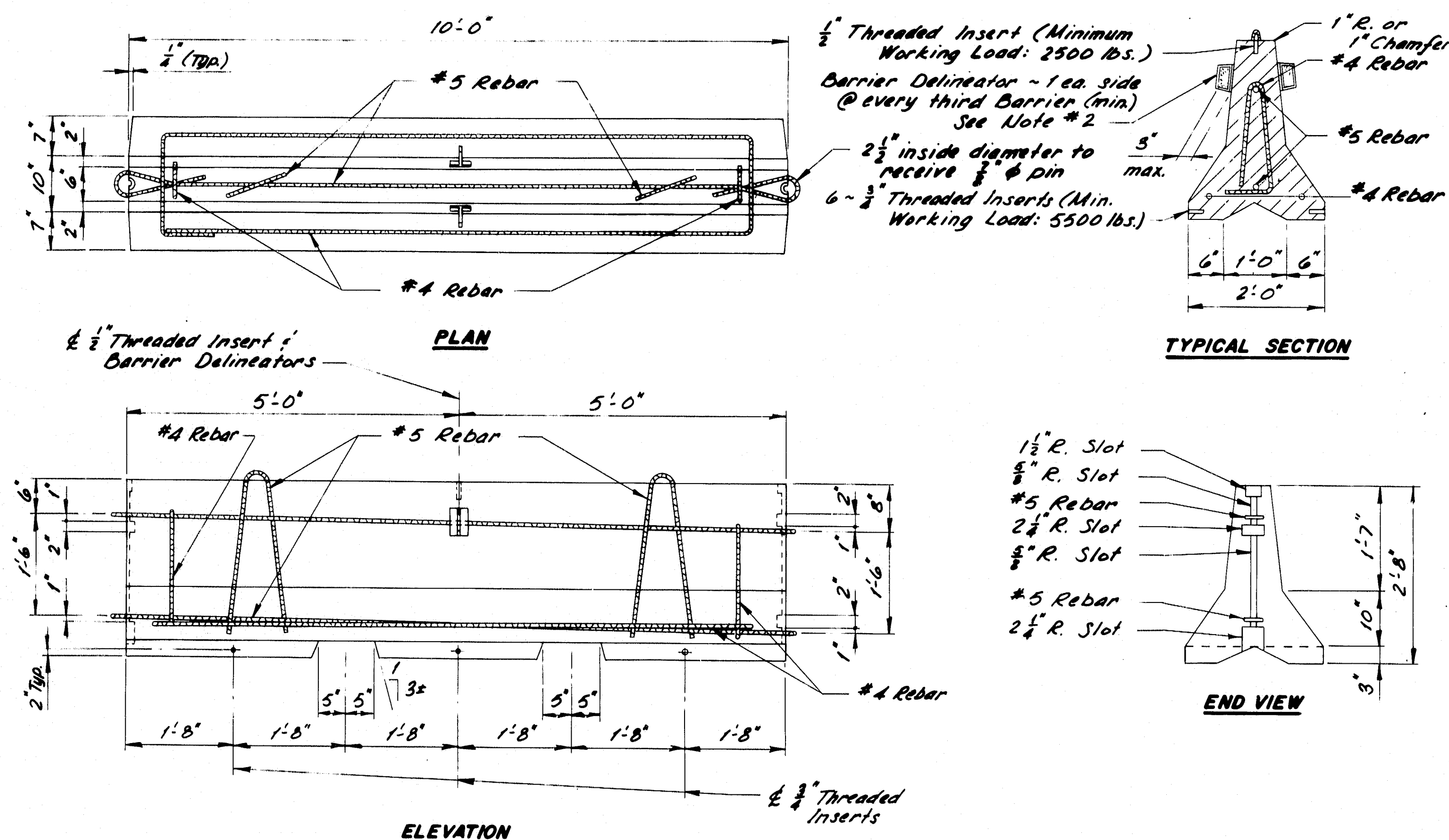
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
(BD 126-81)

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

R88-457

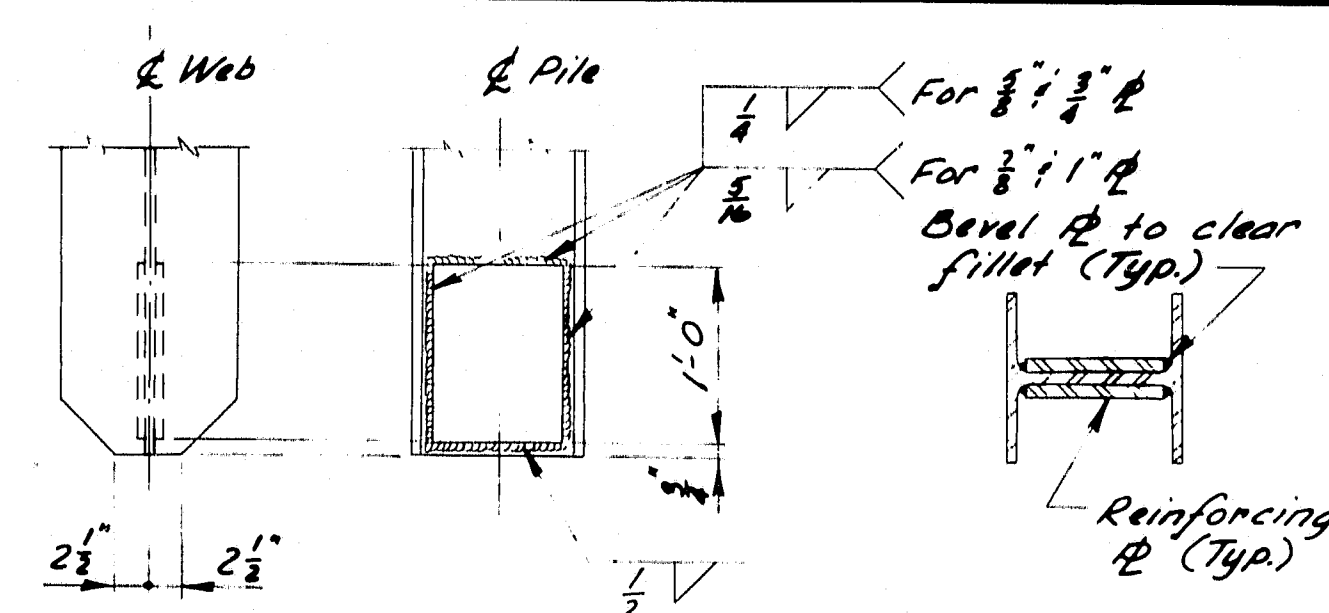
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	1-395-8(85)	59	66



NOTES:

- The reinforcing steel, and 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, and 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

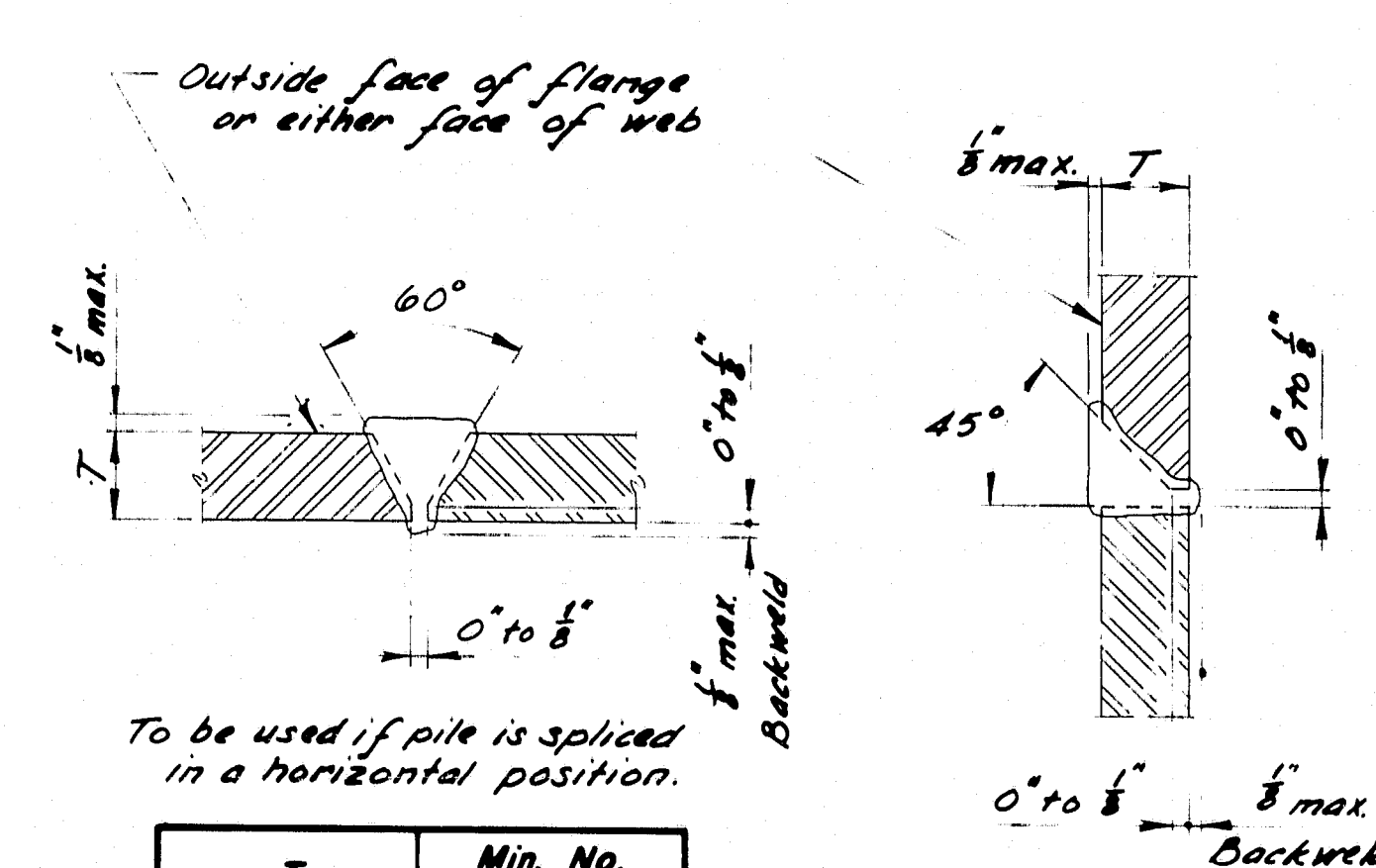


Pile Size	Reinf. Size
HP 10 x 42	8 3/8" x 5/8" x 1'-0"
HP 10 x 57	8 3/8" x 5/8" x 1'-0"
HP 12 x 53	10 3/8" x 5/8" x 1'-0"
HP 12 x 63	10 3/8" x 5/8" x 1'-0"
HP 12 x 74	10 3/8" x 5/8" x 1'-0"
HP 14 x 73	12 3/8" x 5/8" x 1'-0"
HP 14 x 89	12 3/8" x 5/8" x 1'-0"

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. D1.1, as amended by AASHTO.

POINTED REINFORCED PILE TIP

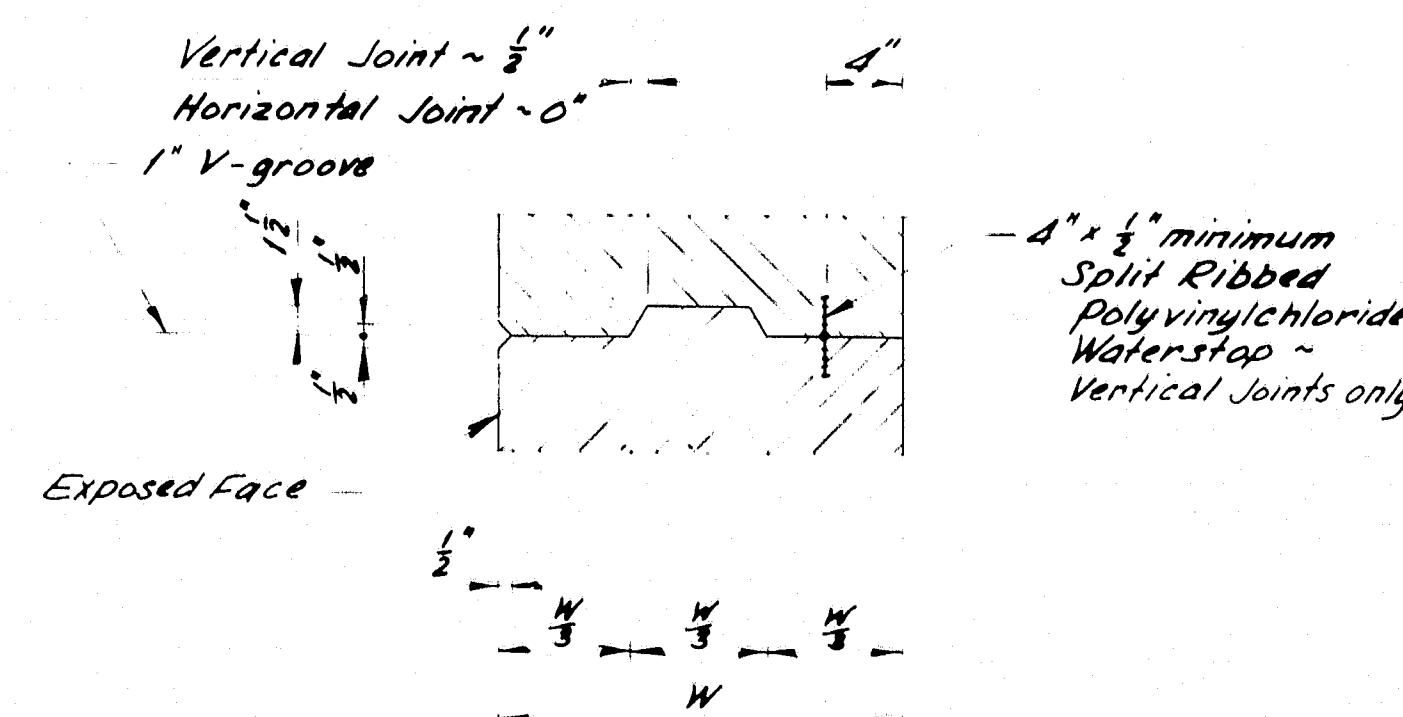
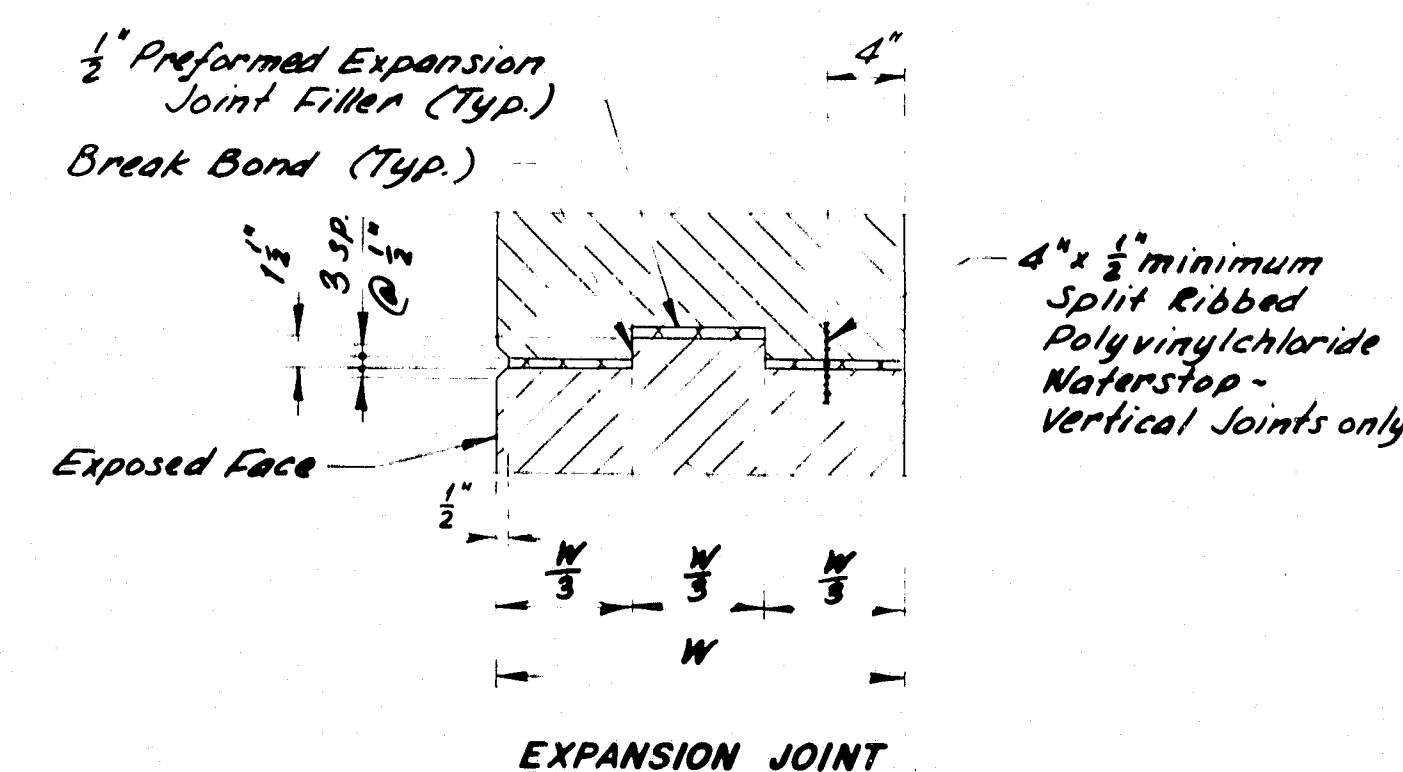


T	Min. No. Passes
1/2"	3
3/4"	4
1"	5

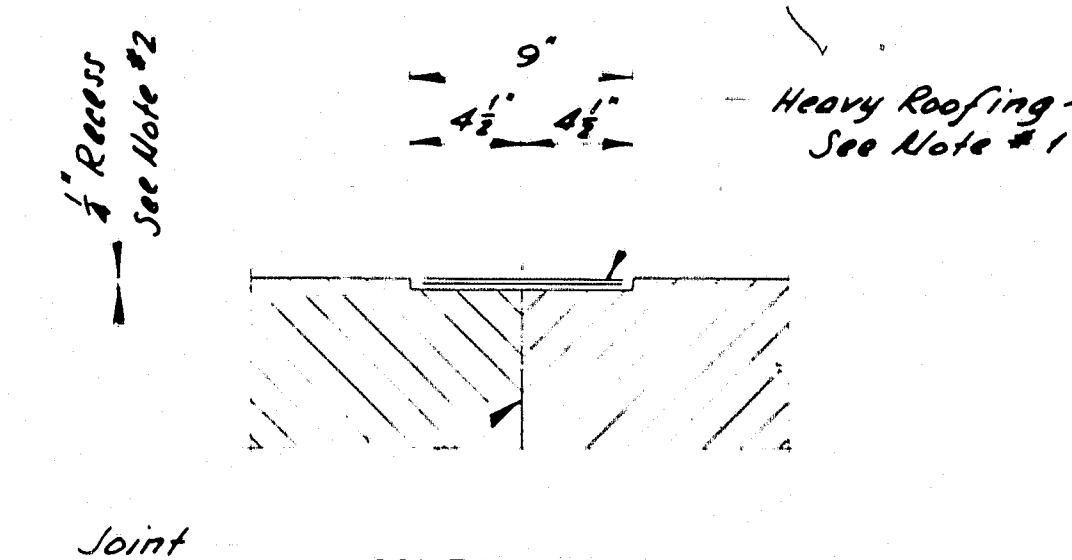
NOTES:

- 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. D1.1, as amended by AASHTO.
- Gauge root before welding second side.

PILE SPLICE



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

SHEET OF AUGUSTA, MAINE JUNE 1981

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