

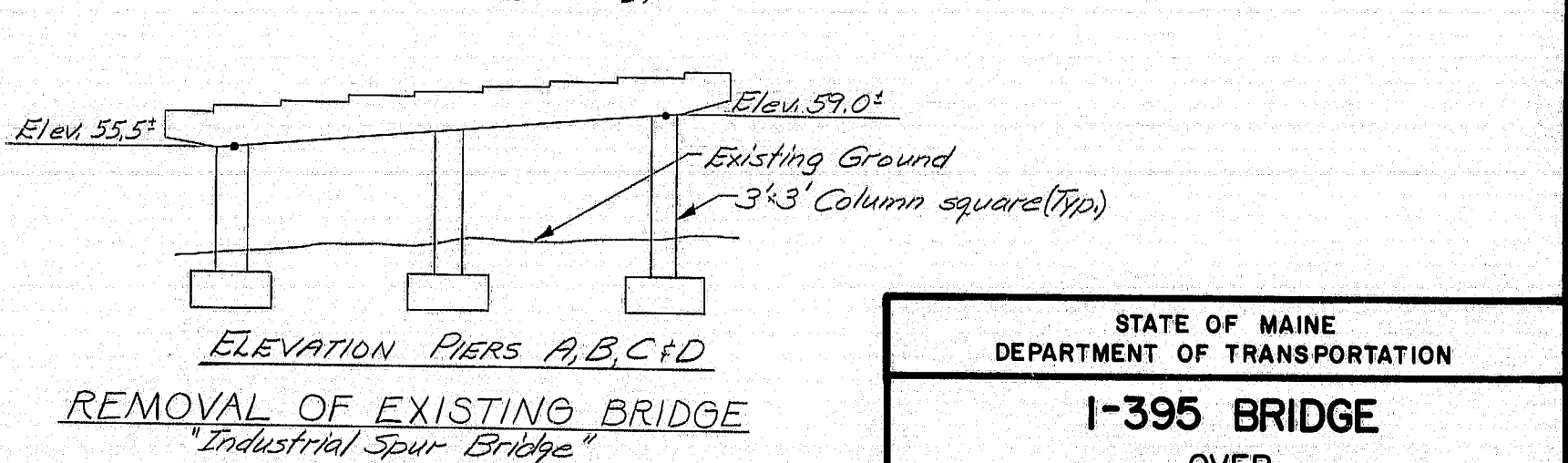
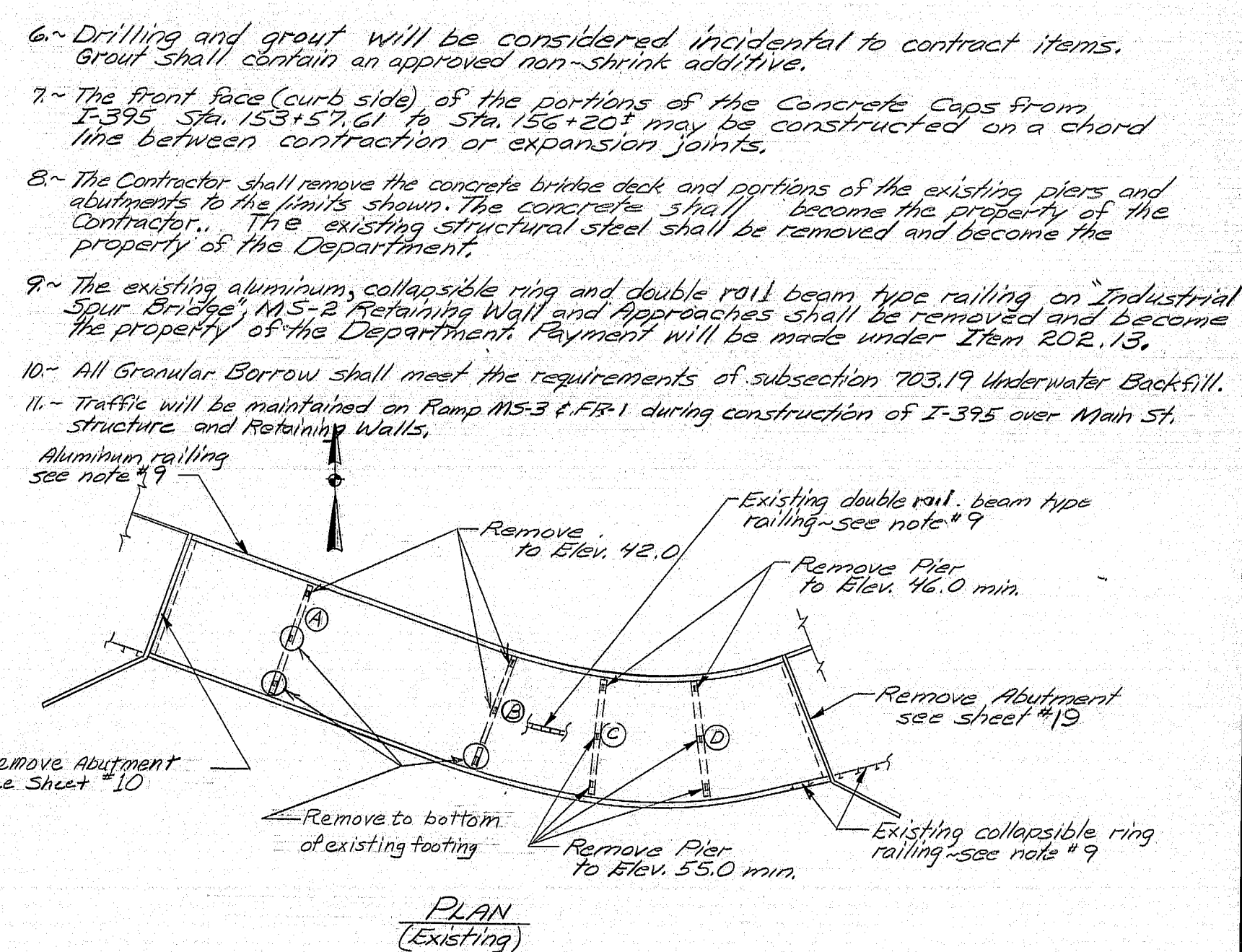
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAIL	1/1/68
REVISIONS	
FIELD CHANGES	
PLANS	

ESTIMATED QUANTITIES				
ITEM NO.	DESCRIPTION	QUANTITY		UNIT
		STEEL ALTERNATE	CONCRETE ALTERNATE	
202.12	Removing Existing Structural Concrete	40	40	C.Y.
202.13	Removing Existing Railings (Retained by Dept)	1474	1474	L.F.
202.13	Removing Existing Bridge			L.S.
203.25	Granular Borrow	8000	8000	C.Y.
203.28	Gravel Borrow	136	136	C.Y.
206.081	Structural Earth Exc. (Abutments, Ret. Walls, etc)	4300	4300	C.Y.
403.08	Hot Bituminous Pavement, Grading C	260	260	Ton
501.217	Steel H-Beam Piles (89 lbs./ft.)	580	580	L.F.
502.21	Structural Concrete, Abutments & Retaining Walls	4150	4150	C.Y.
502.25	Structural Concrete Superstructure Slabs			L.S.
502.260	Structural Concrete Roadway & Sidewalk Slabs on Steel Bridges			L.S.
502.310	Structural Concrete Approach Slabs			L.S.
503.12	Reinforcing Steel, Fabricated & Delivered	280,500	306,700	LBS.
503.13	Reinforcing Steel, Placing	280,500	306,700	LBS.
504.700	Structural Steel, Fabricated and Delivered			L.S.
504.710	Structural Steel, Erection			L.S.
505.080	Shear Connectors			L.S.
506.141	Field Painting New Structural Steel			L.S.
507.092	Aluminum Bridge Railing, 2 bar	865	865	L.F.
507.093	Aluminum Bridge Railing, 3 bar	612	612	L.F.
508.13	Membrane Waterproofing			L.S.
512.08	French Drain	820	820	L.F.
514.06	Curing Box for Concrete Cylinders			Each
515.21	Protective Coating for Concrete Surfaces			L.S.
518.21	Rehabilitation of Structural Concrete Substructure	500	500	S.F.
520.22	Expansion Device - Compression Seal	2	2	Each
523.0001	Elastomeric Bridge Bearing - Laminated (Type A)		16	Each
523.0002	Elastomeric Bridge Bearings - Laminated (Type B)		7	Each
523.0003	Elastomeric Bridge Bearing - Laminated (Type F)		7	Each
524.32	Permanent Concrete Barrier Type III	226	226	L.F.
535.61	Prestressed Structural Concrete I-Girders			L.S.
609.11	Vertical Curb Type I	131	131	L.F.
609.132	Vertical Bridge Curb - Type 1B	843	843	L.F.
609.133	Vertical Bridge Curb - Special	226	226	L.F.
609.17	Sloped Bridge Curb - Type 1	226	226	L.F.

ESTIMATED QUANTITIES				
ITEM NO.	DESCRIPTION	QUANTITY		UNIT
		STEEL ALTERNATE	CONCRETE ALTERNATE	
602.30	Filter Fabric - Woven	100	100	S.F.
639.18	Field Office Type A			Each
632.311	Type II Barricade	15	15	Each
652.33	Drum	5	5	Each
652.34	Cone	10	10	Each
652.35	Construction Signs	200	200	S.F.
652.361	Maintenance of Traffic Control Devices			L.S.
659.10	Mobilization			L.S.
660.21	On-the-Job Training (Bid)	1,000	1,000	M.H.

Estimate of Lump Sum Quantities				
502.25	Structural Concrete Superstructure Slabs	523	C.Y.	
502.260	Structural Concrete Roadway & Sidewalk Slabs on Steel Bridges	517	C.Y.	
502.310	Structural Concrete Approach Slabs	104	C.Y.	
504.700	Structural Steel, Fabricated and Delivered	436,950	LBS.	
504.710	Structural Steel, Erection	436,950	LBS.	
505.080	Shear Connectors	3,330	Each	
506.141	Field Painting New Structural Steel	436,950	Lbs.	
535.61	Prestressed Structural Concrete I-Girders	471	C.Y.	

- GENERAL BRIDGE NOTES**
- 1- The 4" drains in the existing walls shall be extended through the new concrete jacket.
 - 2- Where the new concrete wall sections are to be placed, 4" drains will be set at a maximum spacing of 20'-0". The exact locations of the drains will be as determined by the Engineer.
 - 3- Protective Coating for Concrete Surfaces shall be applied to the top of curbs. Payment will be made under Item 515.21.
 - 4- Where portions of the top of the existing walls are to be removed to a designated elevation the exposed face will be saw cut to a minimum of one half inch depth. Where new concrete caps or jackets are to be placed against existing concrete, the concrete surfaces shall be cleaned or shall be removed to a sound substrate as directed by the Engineer. Payment for the concrete removed will be made under Item 202.12.
 - 5- Where directed by the Engineer, exposed spalled or cracked concrete in the faces of existing walls to remain will be rehabilitated as provided for under Special Provision Section 518 except "Blister" Type Patches will not be allowed. Cracks extending beyond 2" from the existing face will be allowed to remain.
 - 6- Drilling and grout will be considered incidental to contract items. Grout shall contain an approved non-shrink additive.
 - 7- The front face (curb side) of the portions of the Concrete Caps from I-395 Sta. 153+57.61 to Sta. 156+20.5 may be constructed on a chord line between contraction or expansion joints.
 - 8- The Contractor shall remove the concrete bridge deck and portions of the existing piers and abutments to the limits shown. The concrete shall become the property of the Contractor. The existing structural steel shall be removed and become the property of the Department.
 - 9- The existing aluminum, collapsible ring and double rail beam, type railing on Industrial Spur Bridge, MS-3 Approach Wall and Approaches shall be removed and become the property of the Department. Payment will be made under Item 202.13.
 - 10- All Granular Borrow shall meet the requirements of subsection 703.19 Underwater Backfill.
 - 11- Traffic will be maintained on Ramp MS-3 & FR-1 during construction of I-395 over Main St. Structure and Retaining Walls.



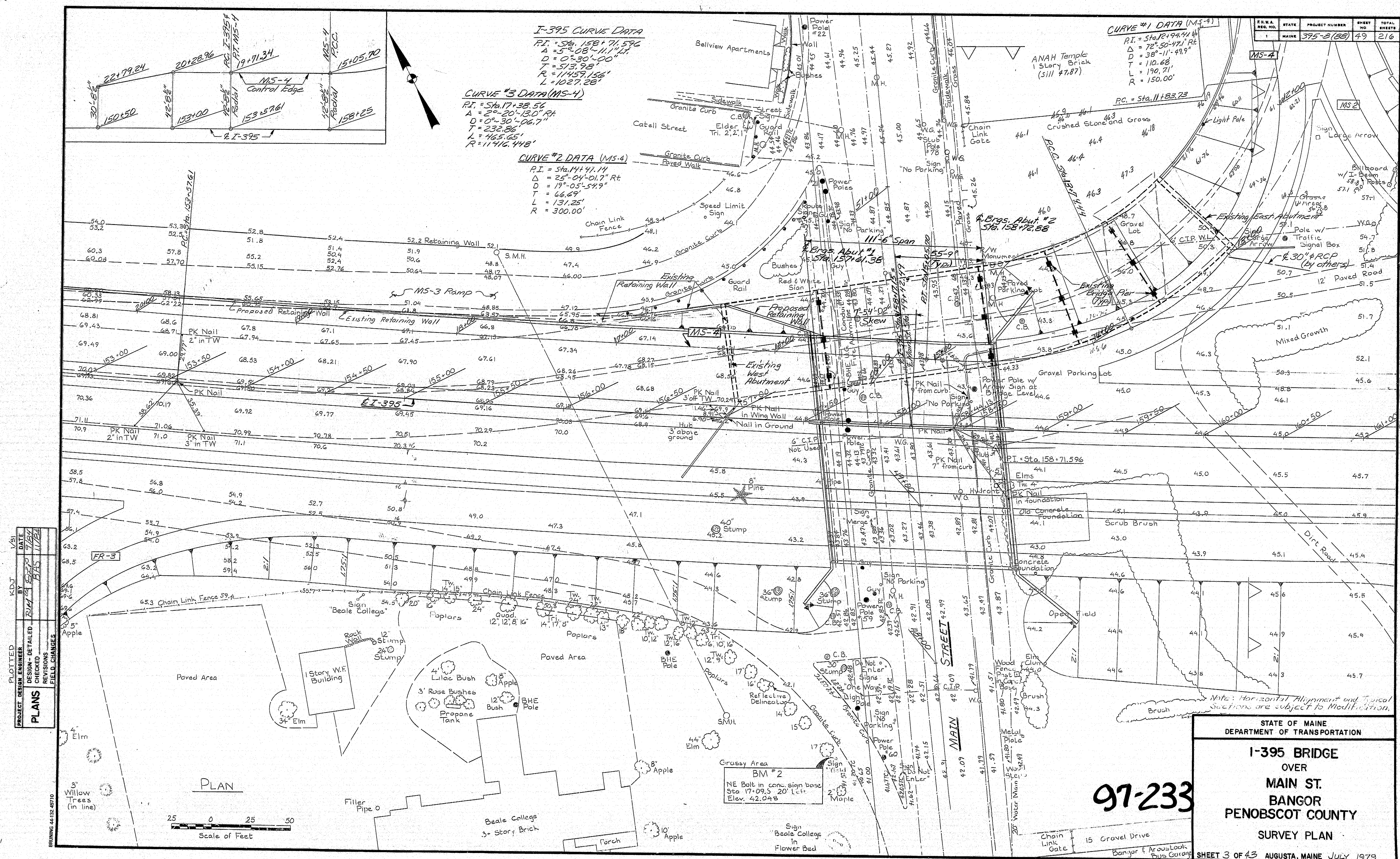
91-232

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**I-395 BRIDGE
OVER
MAIN ST.
BANGOR
PENOBSCOT COUNTY**

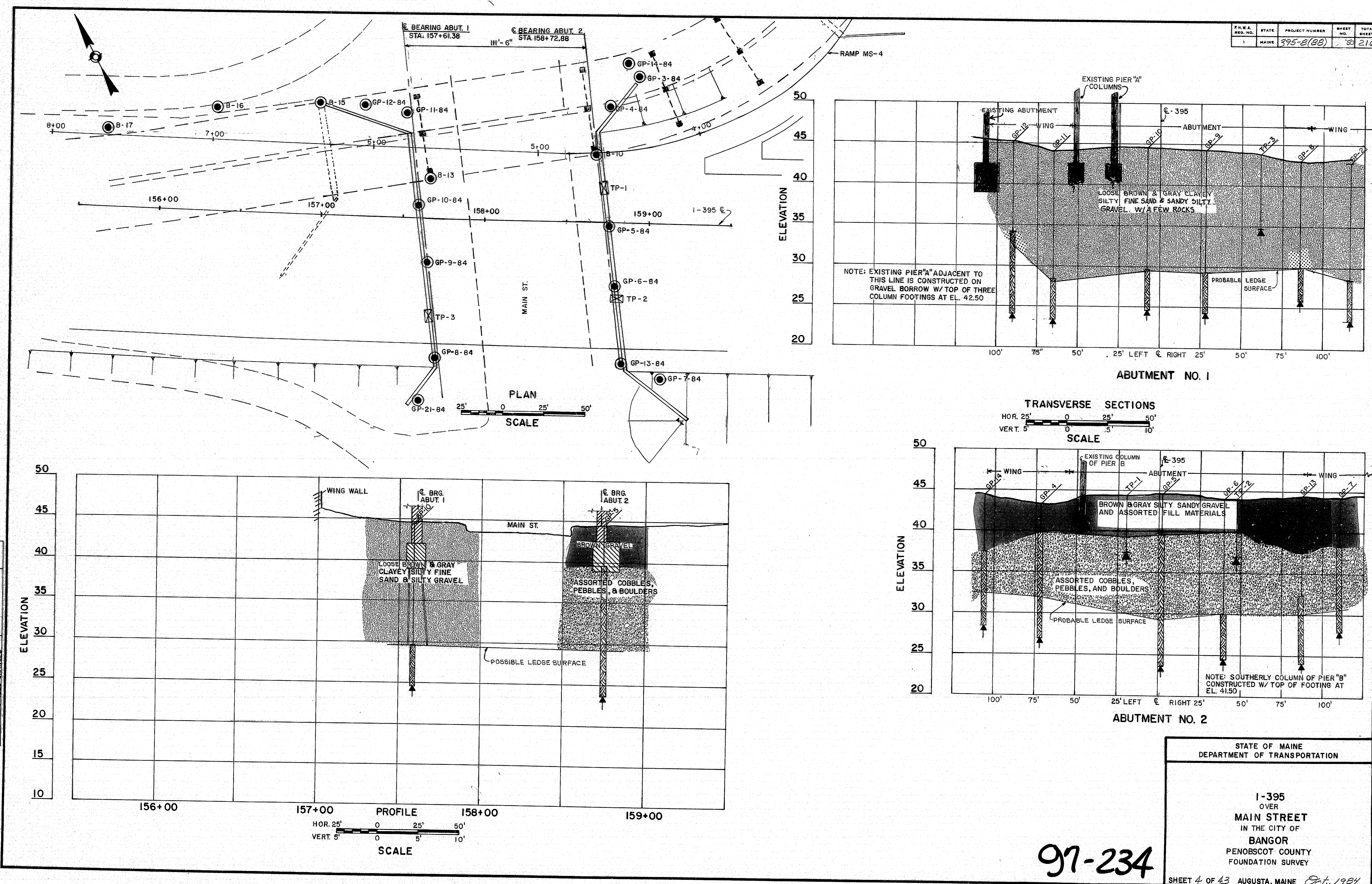
ESTIMATED QUANTITIES

SHEET 2 OF 43 AUGUSTA, MAINE Oct., 1954



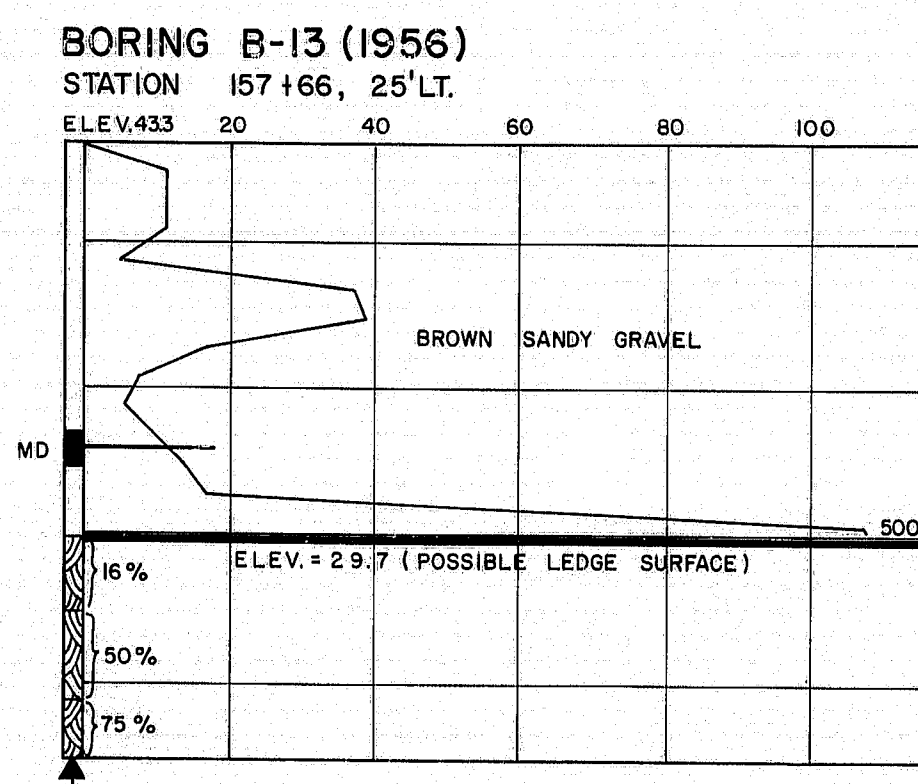
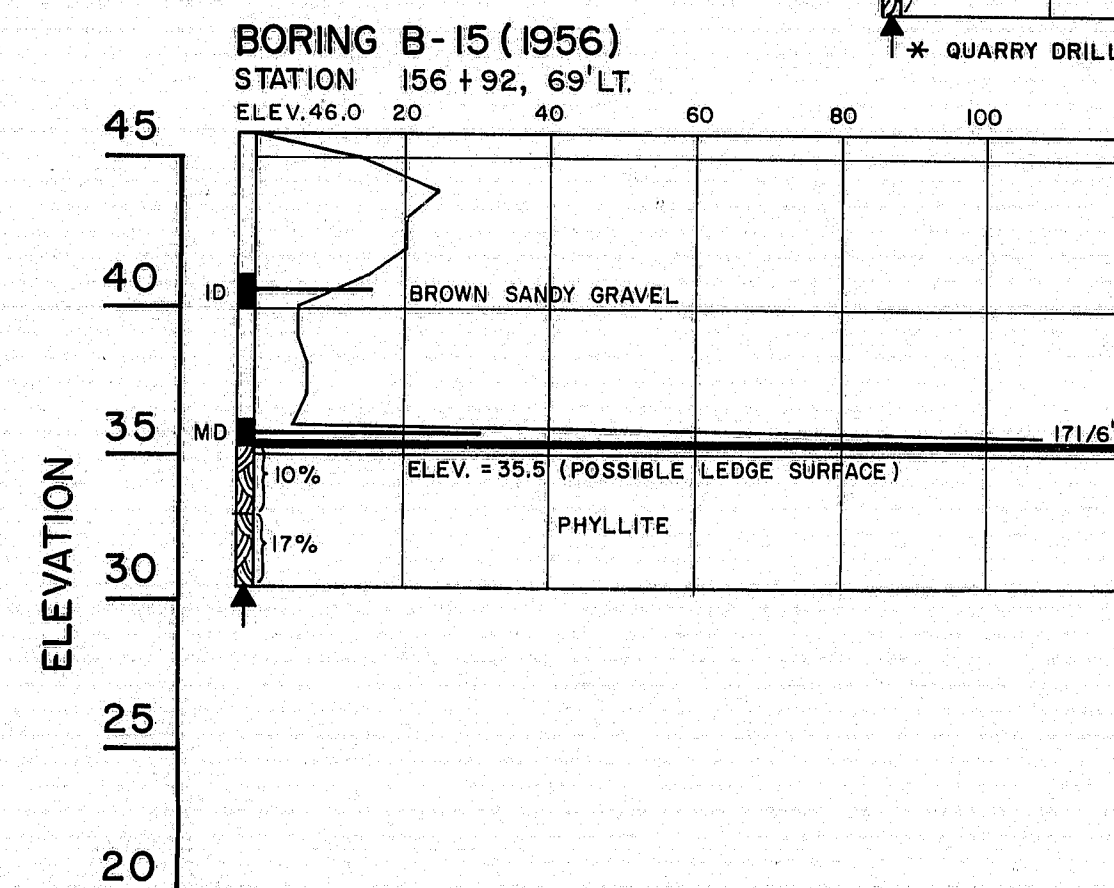
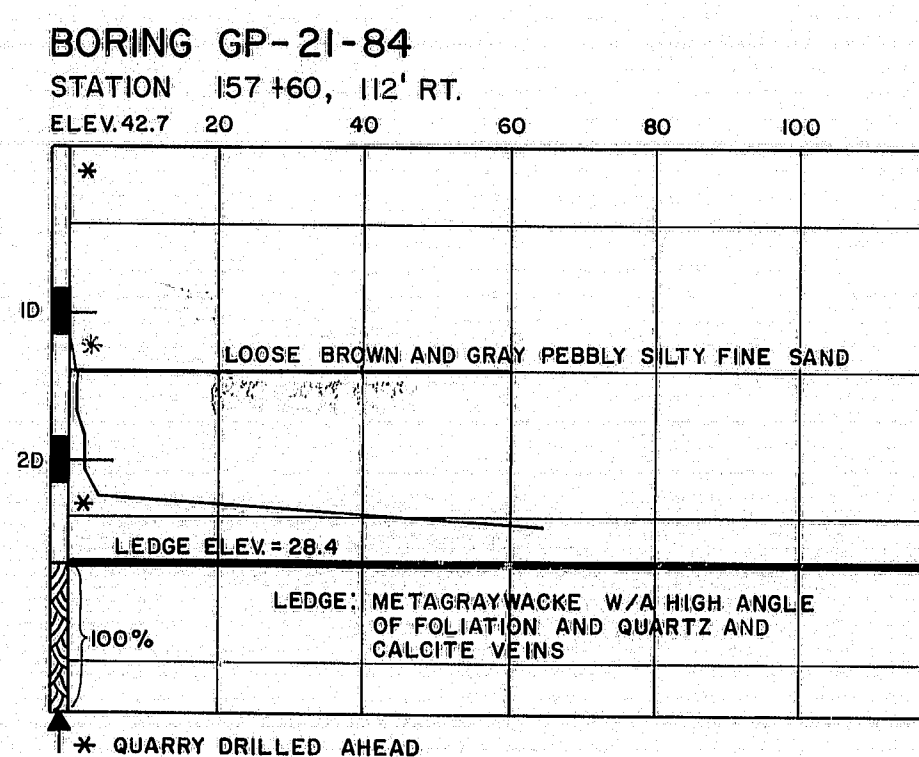
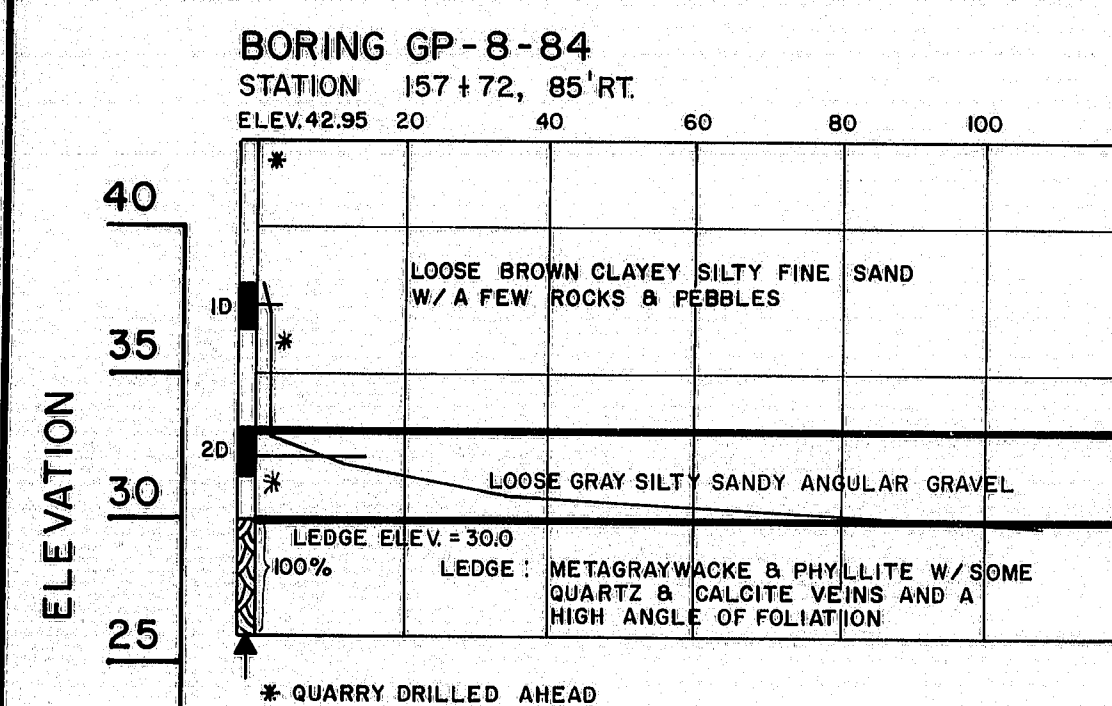
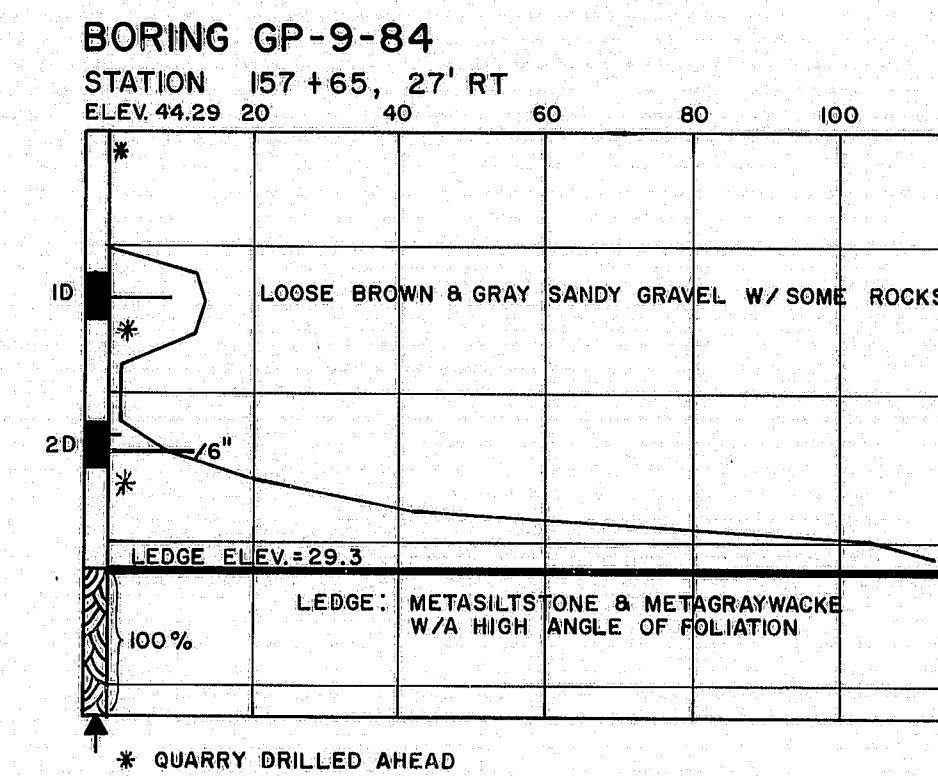
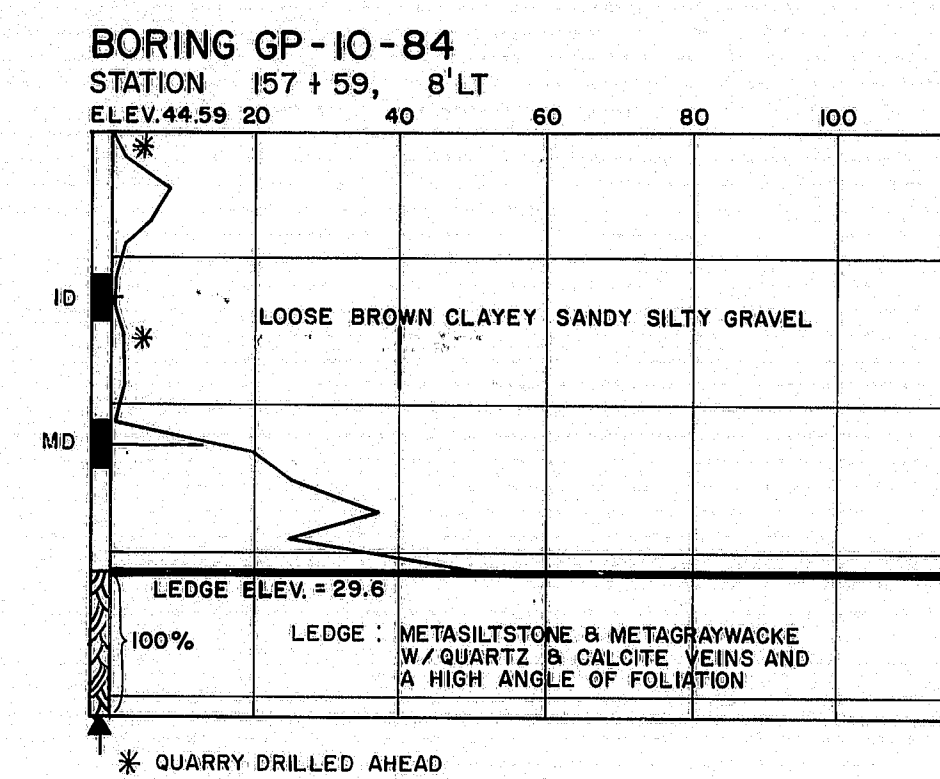
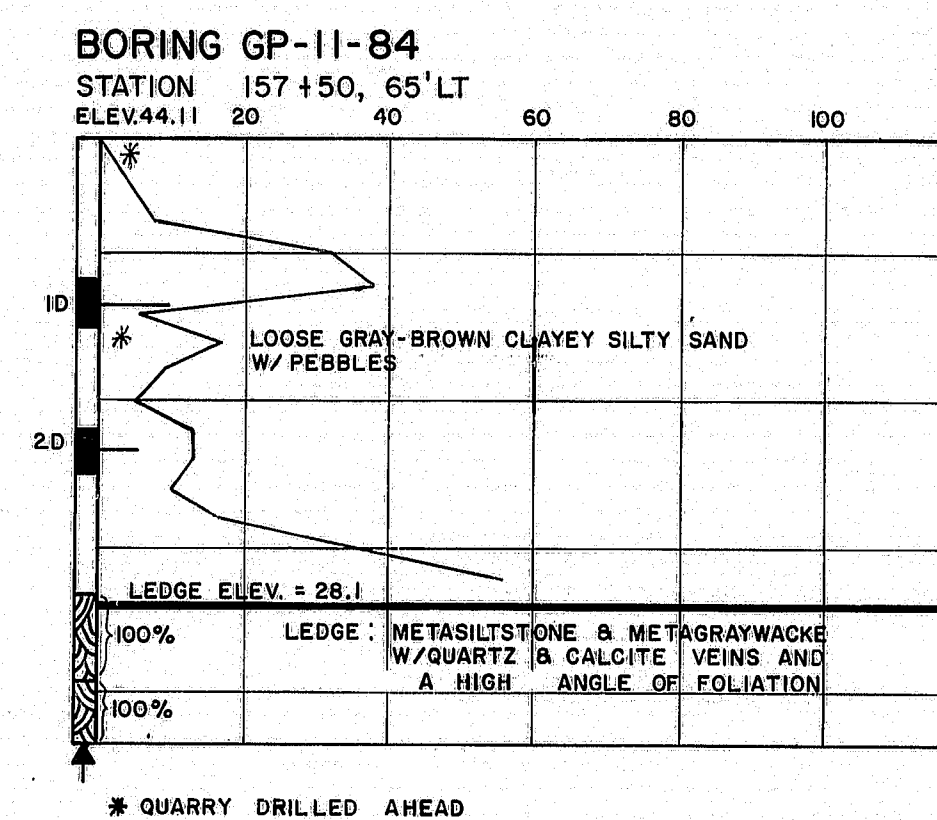
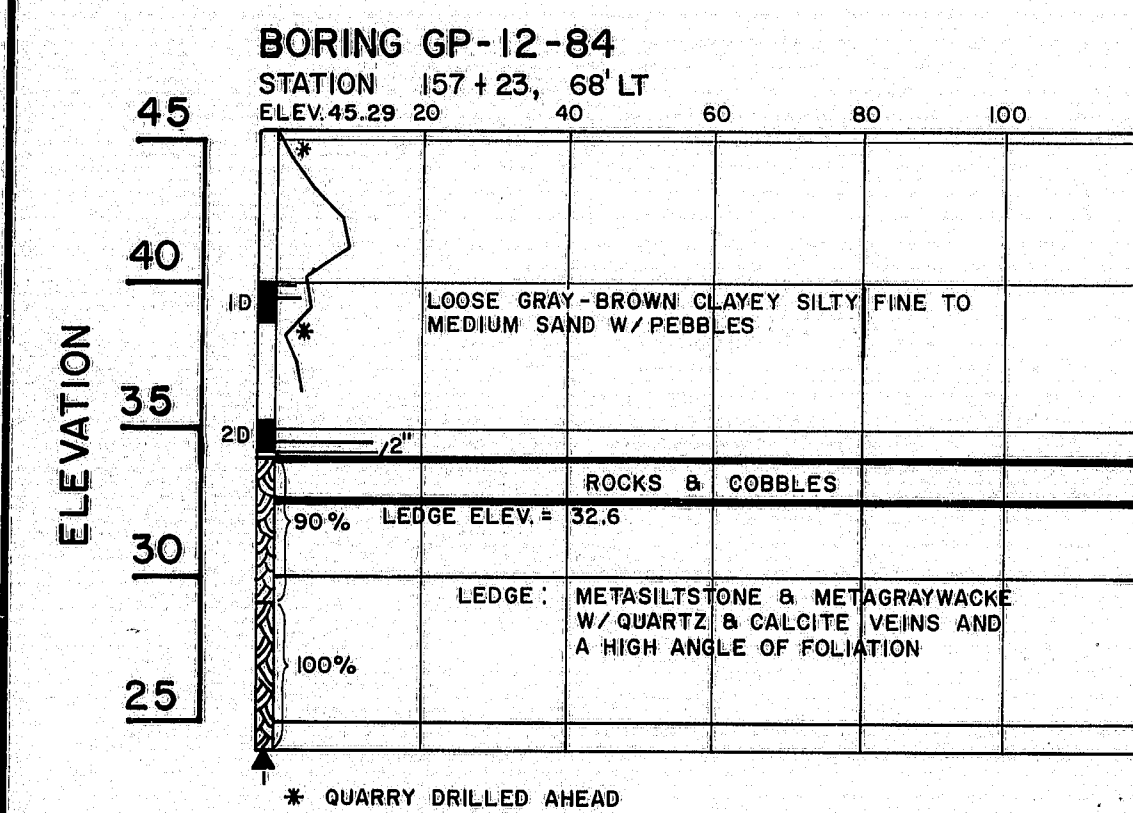
PROJECT DESIGN ENGINEER	DATE
CHECKED	BY
REVISIONS	
FIELD CHANGES	

PLANS



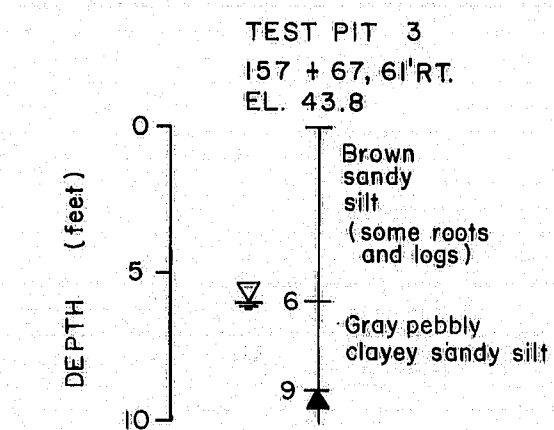
BORING DETAILS

F.R.N.A.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(22)	51	216



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
- S & H Sampler #1290's
- Unsuccessful sample attempt and type of sampler
- Number of blows required to drive spoon or tubing one foot with 350 ft. lbs. of energy per blow
- Bottom of boring (may not be bottom of soil strata)
- 75% Locations cored by diamond bit and percent recovery of rock



PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAIL	
REVISIONS	
FIELD CHANGES	

PLANS

BORING 44152-25710

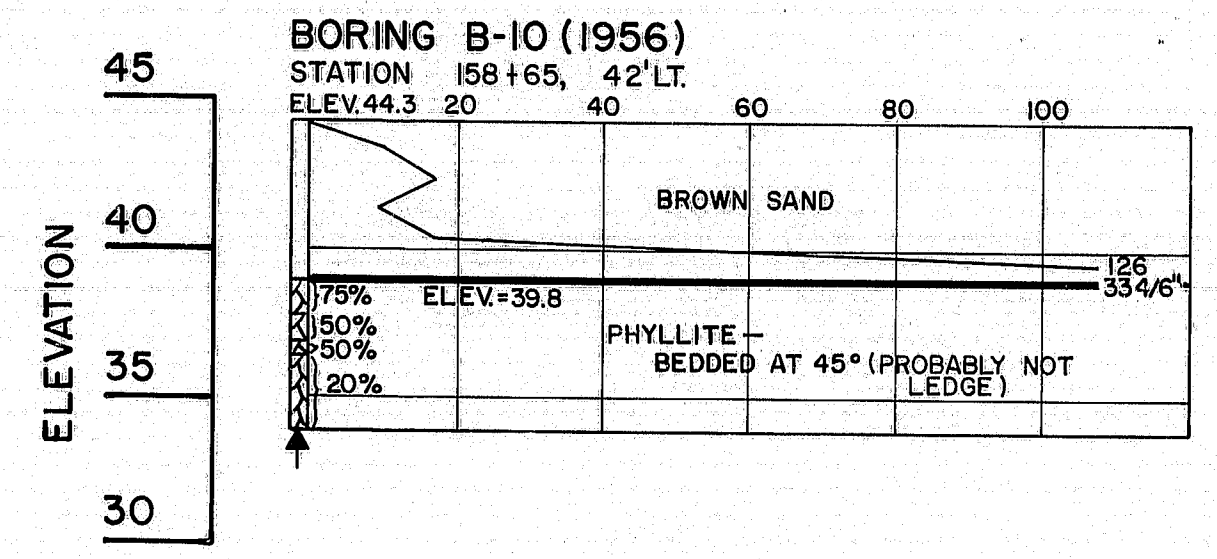
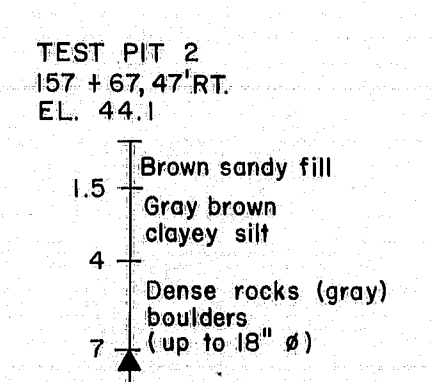
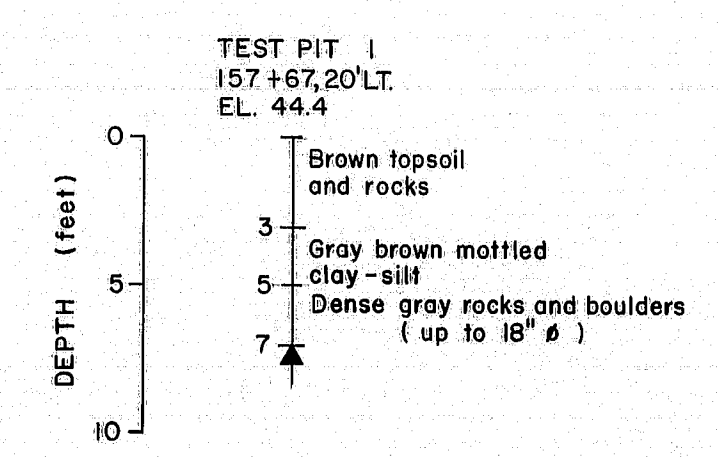
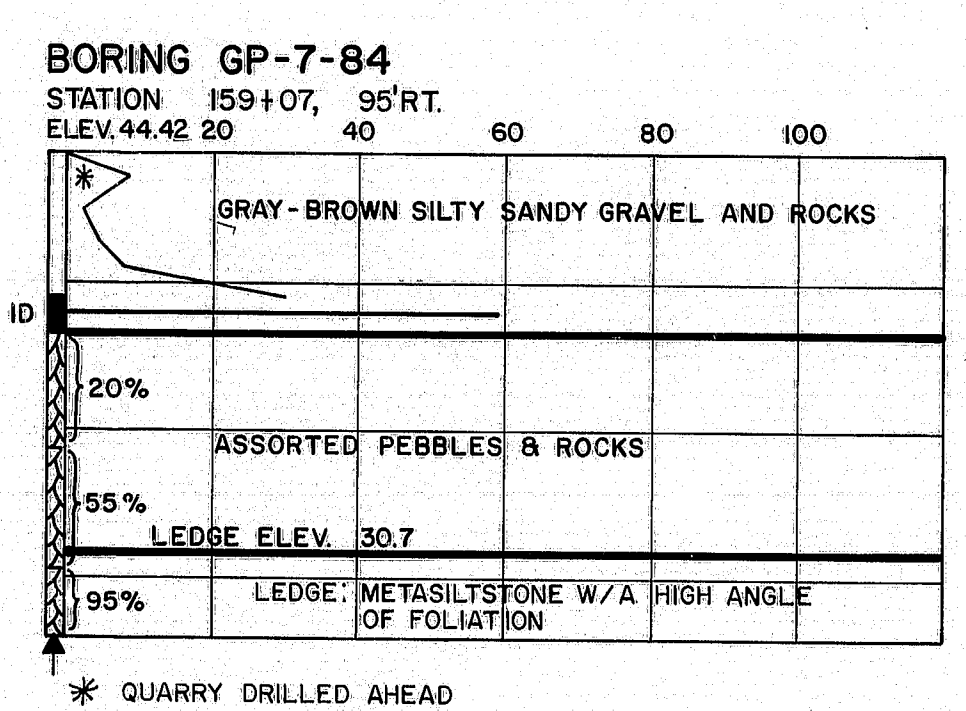
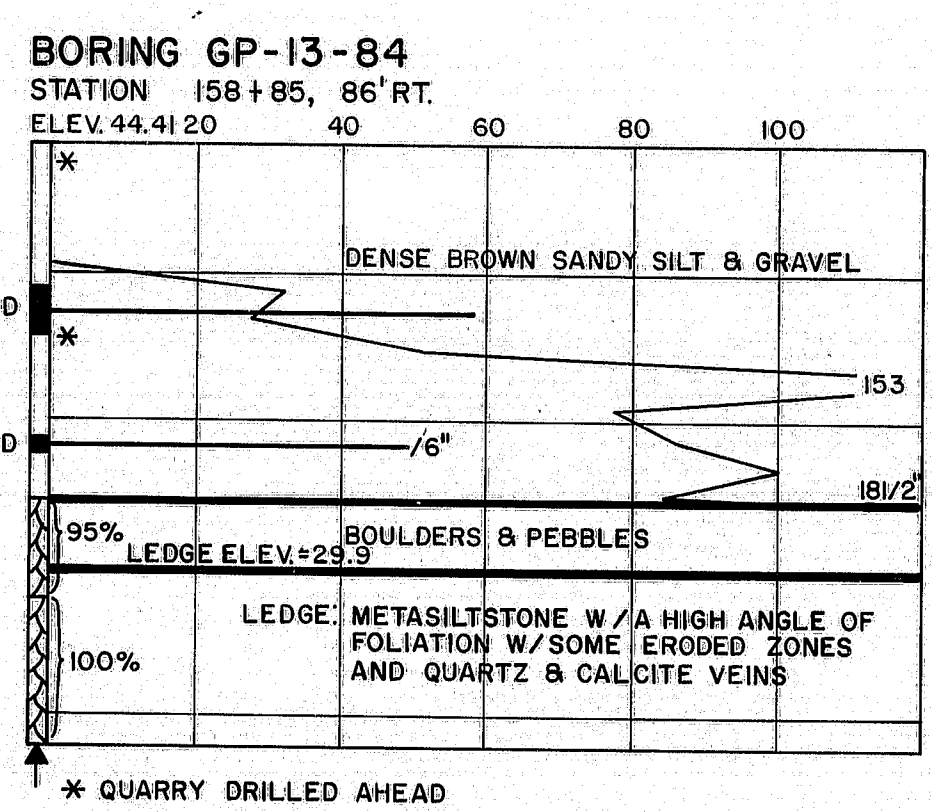
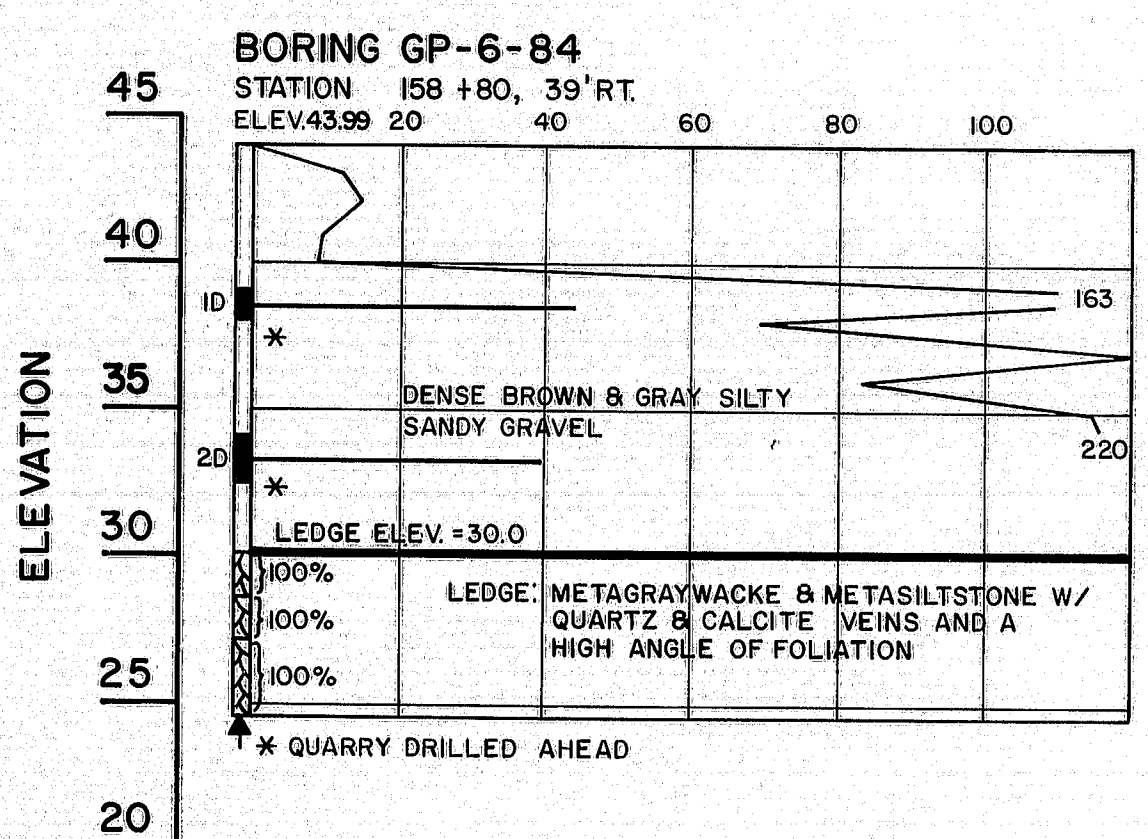
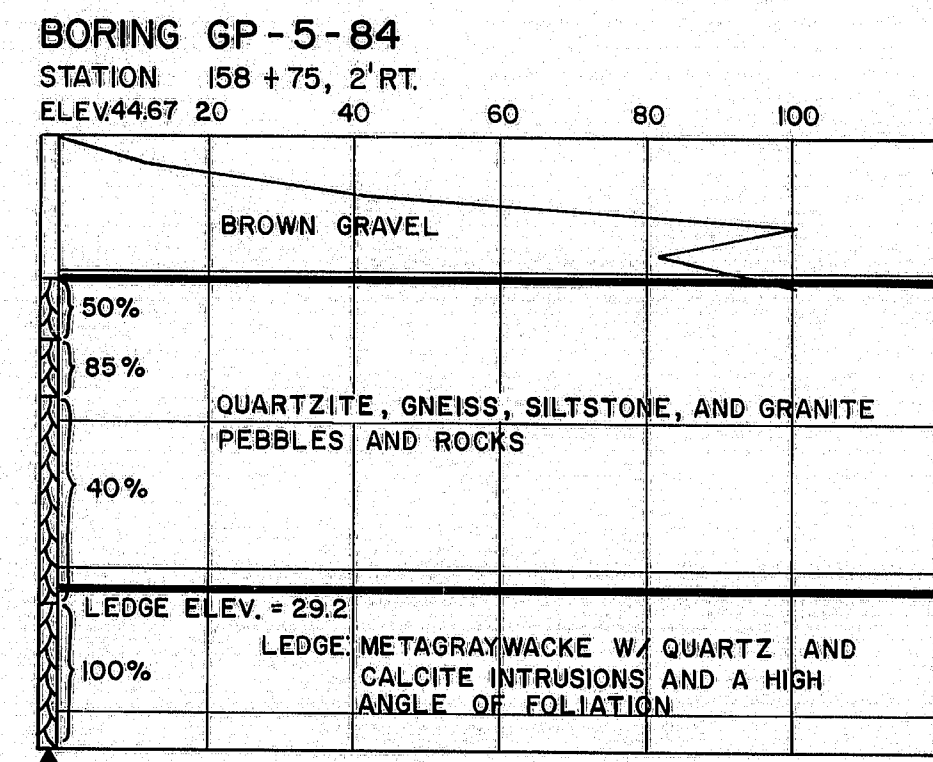
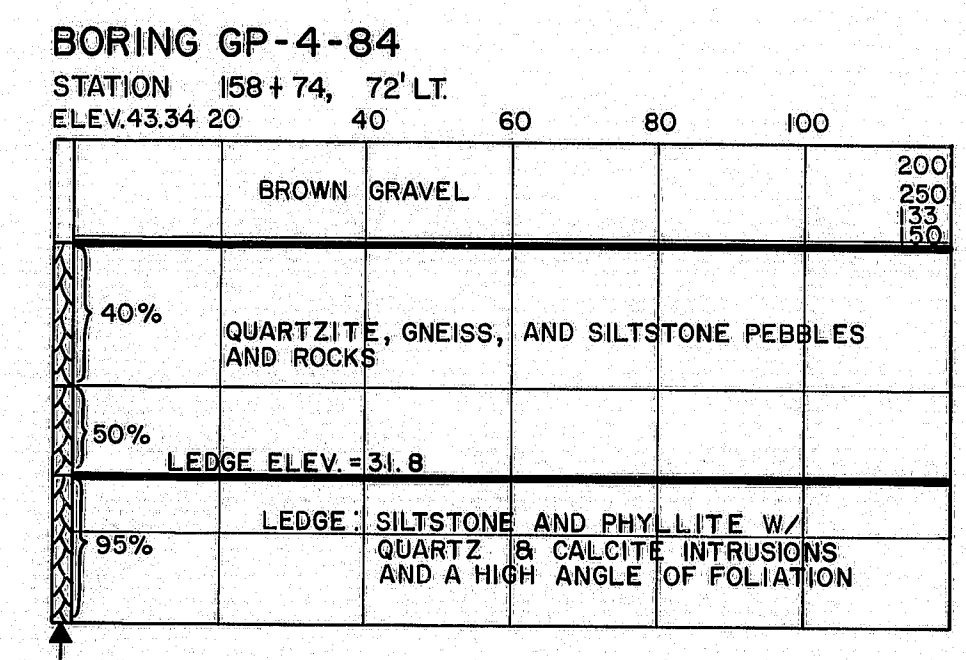
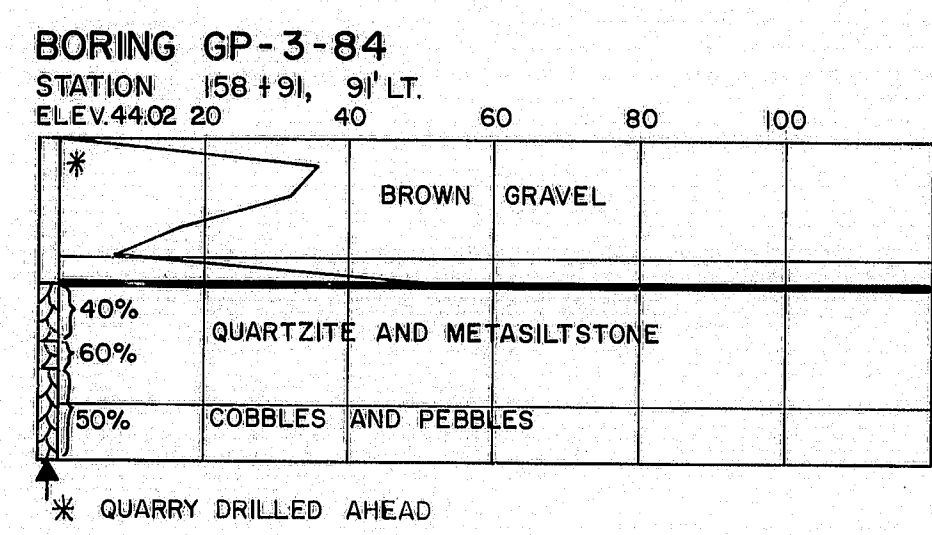
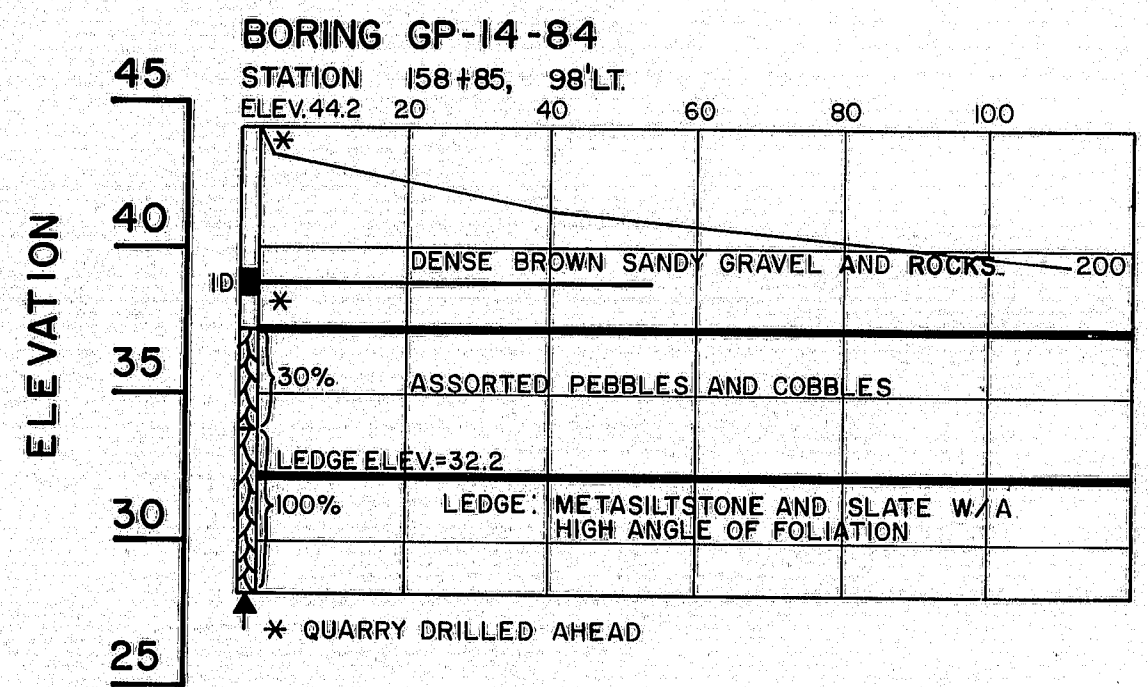
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395
OVER
MAIN STREET
IN THE CITY OF
BANGOR
PENOBSCOT COUNTY
BORING DETAILS

SHEET 5 OF 43 AUGUSTA, MAINE Oct., 1984

07-235

F.R.W.A.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B (BB)	52	210



PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAIL		
CHECKED		
FIELD CHARGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395
OVER
MAIN STREET
IN THE CITY OF
BANGOR
PENOBSCOT COUNTY
BORING DETAILS

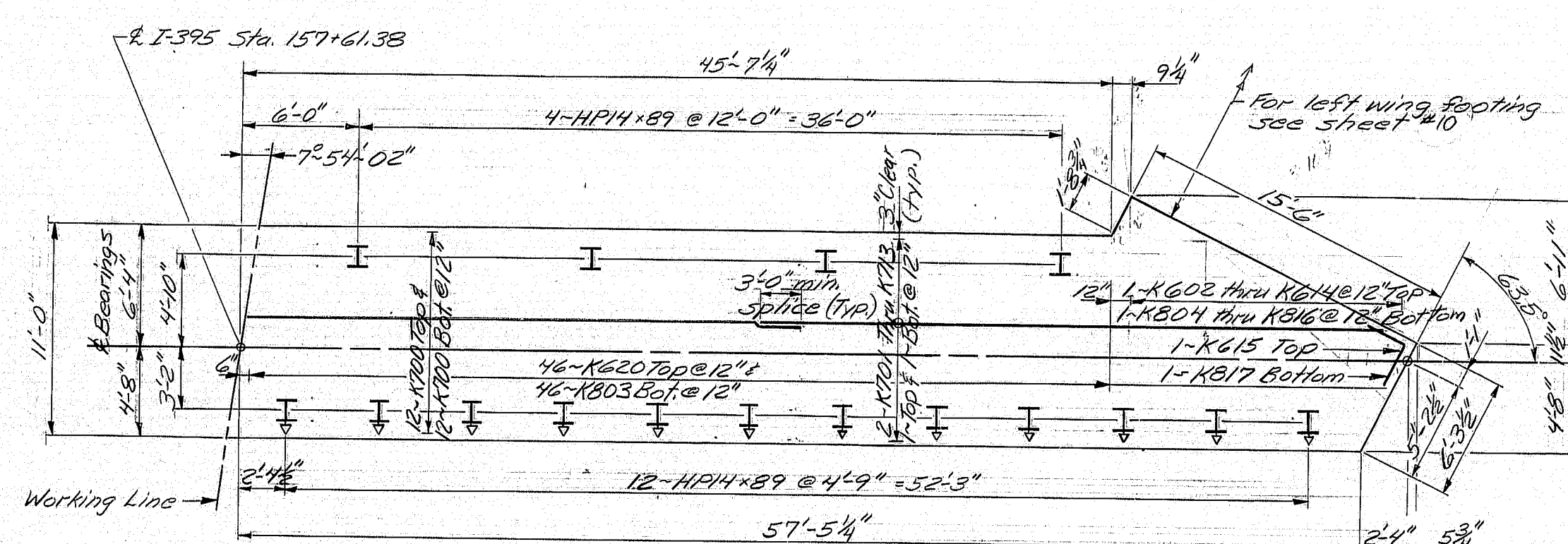
97-236

SHEET 6 OF 43 AUGUSTA, MAINE Oct., 1984

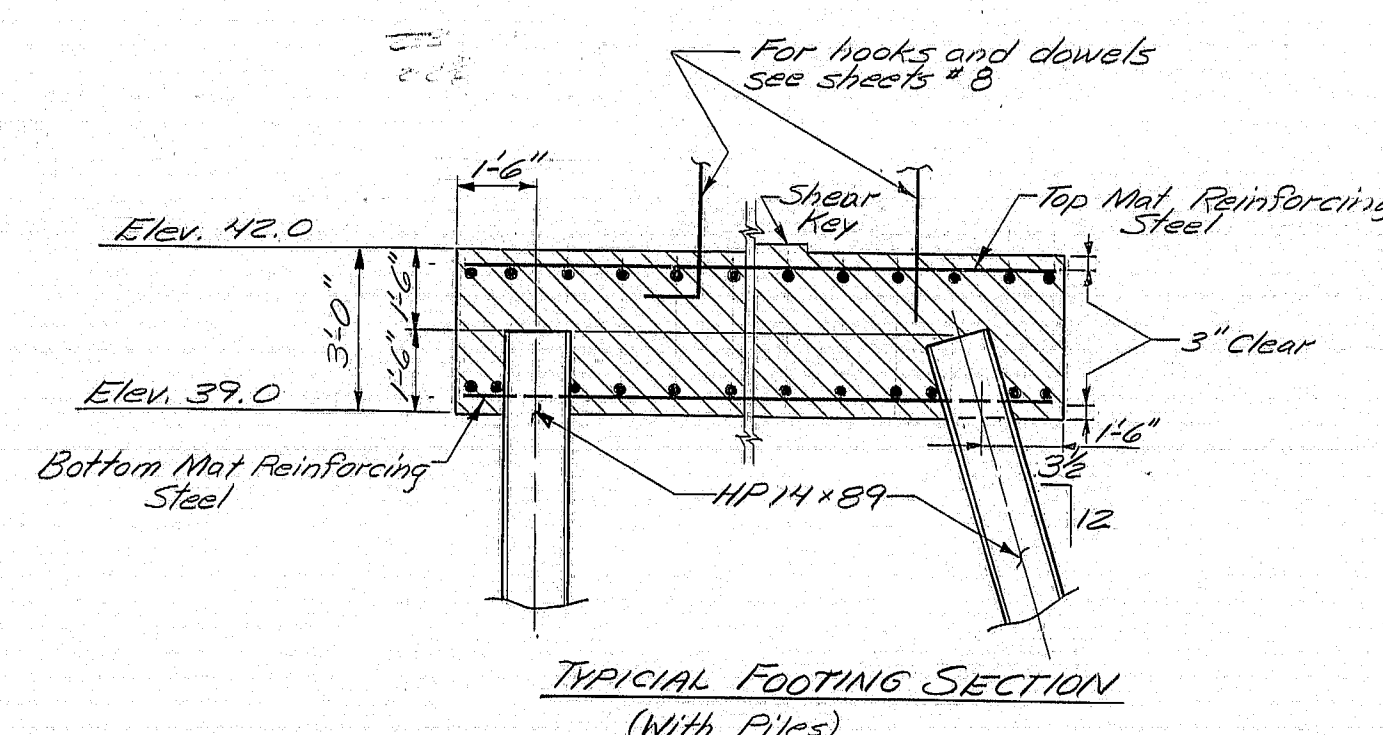
F.R.A.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B/28	53	218

PILE NOTES

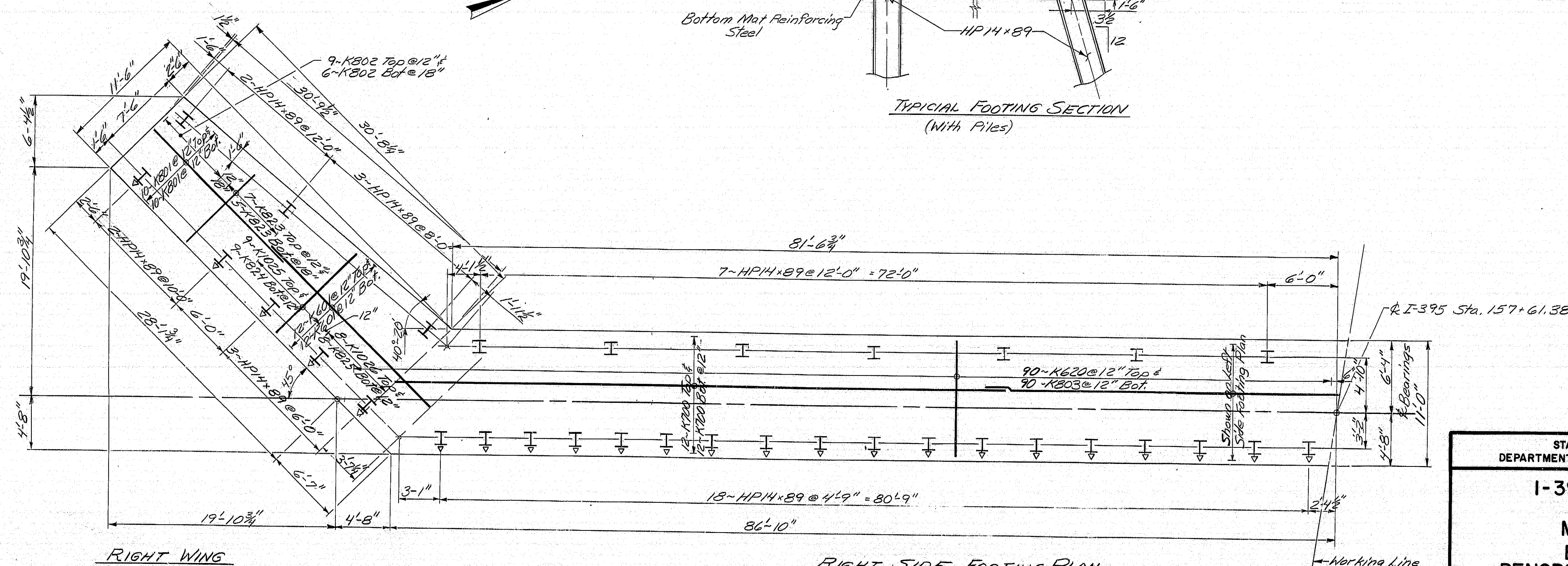
- 1-Piles marked thus H^* , shall be battered $3\frac{1}{2}$ inches per foot in the direction of the arrow.
- 2-Maximum calculated pile loads: 120 tons.
- 3-Estimate of piles required: Abutment Number 1 50-HP14x89 @ 10 feet
- 4-HP13x87 bearing piles may be substituted for HP14x89 bearing piles at the option of the Contractor.



LEFT SIDE FOOTING PLAN



TYPICAL FOOTING SECTION (With Piles)



RIGHT WING

RIGHT SIDE FOOTING PLAN

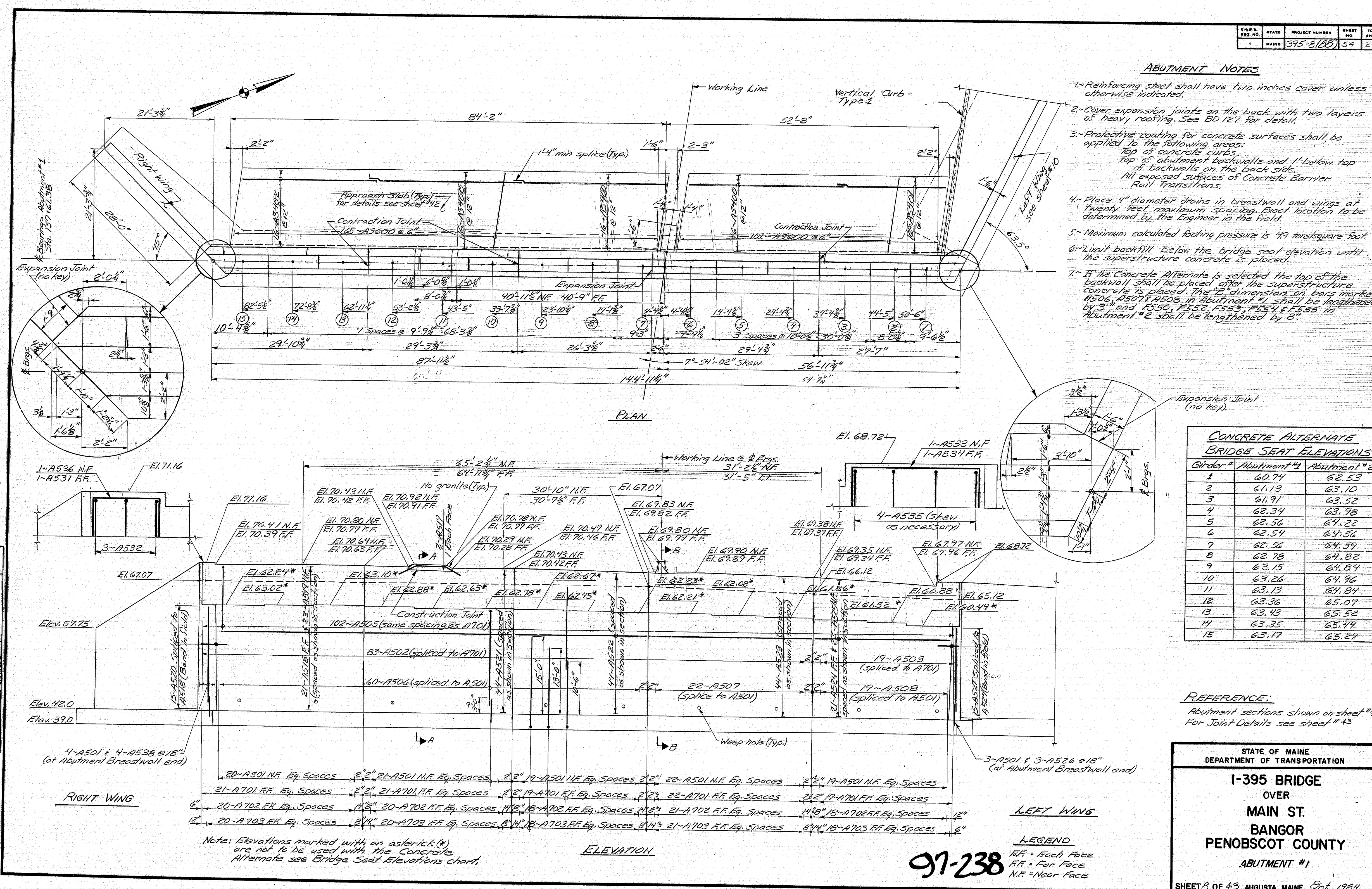
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAIL	7/27/84
CHECKED	10/11/84
FIELD CHANGES	

BROWN 44132 45701

97-237

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
1-395 BRIDGE OVER MAIN ST. BANGOR PENOBSCOT COUNTY
ABUTMENT #1 & RIGHT WING FOOTING DETAILS
SHEET 7 OF 43 AUGUSTA, MAINE Oct, 1984

PROJECT NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(83)	54	216

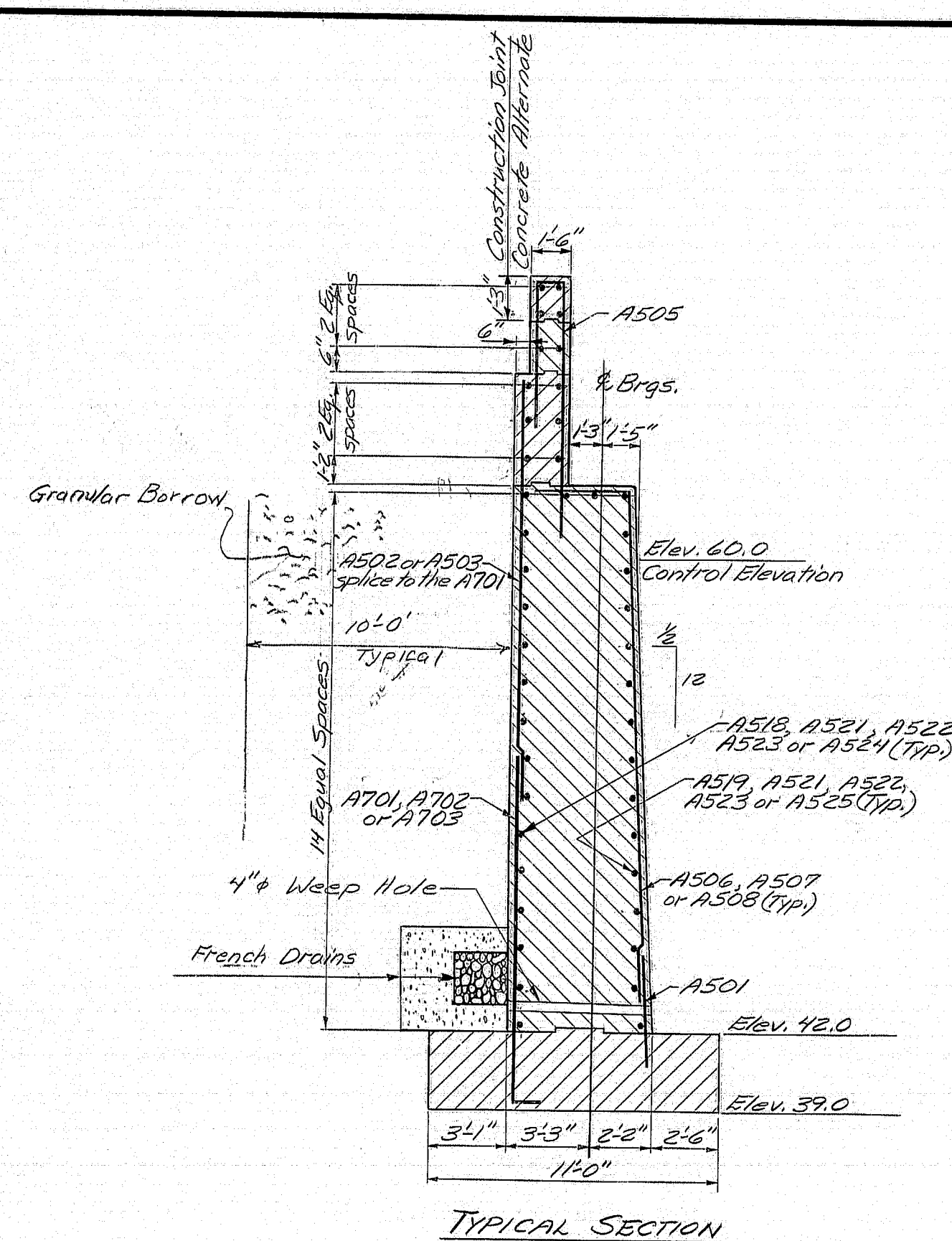


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
I-395 BRIDGE
OVER
MAIN ST.
BANGOR
PENOBSCOT COUNTY
ABUTMENT #1

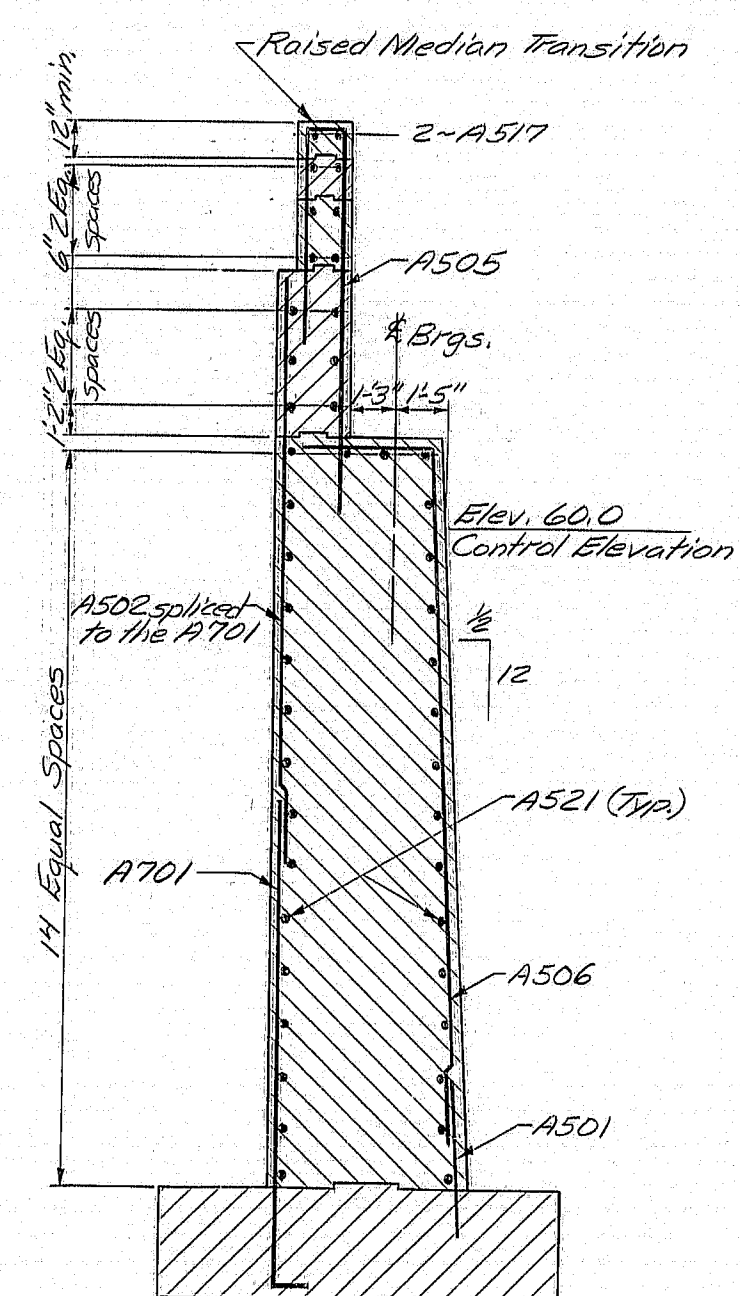
SHEET 5 OF 43 AUGUSTA, MAINE Oct. 1984

PROJECT	DESIGN ENGINEER	BY	DATE
DESIGN - DETAIL	W.H.L.	W.H.L.	7/8/84
REVISIONS			
FIELD CHANGES			

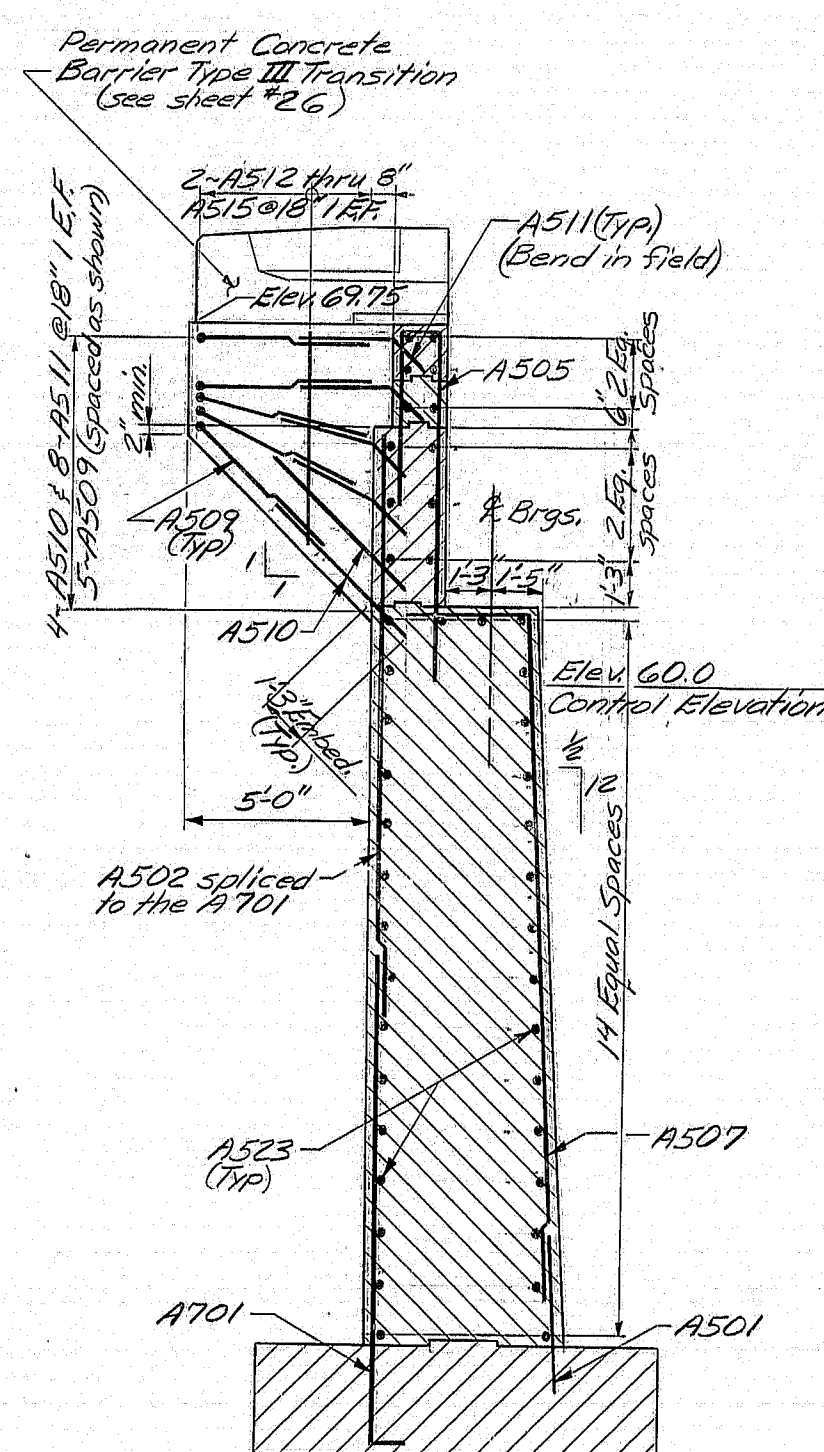
REVISION 44-132-46701



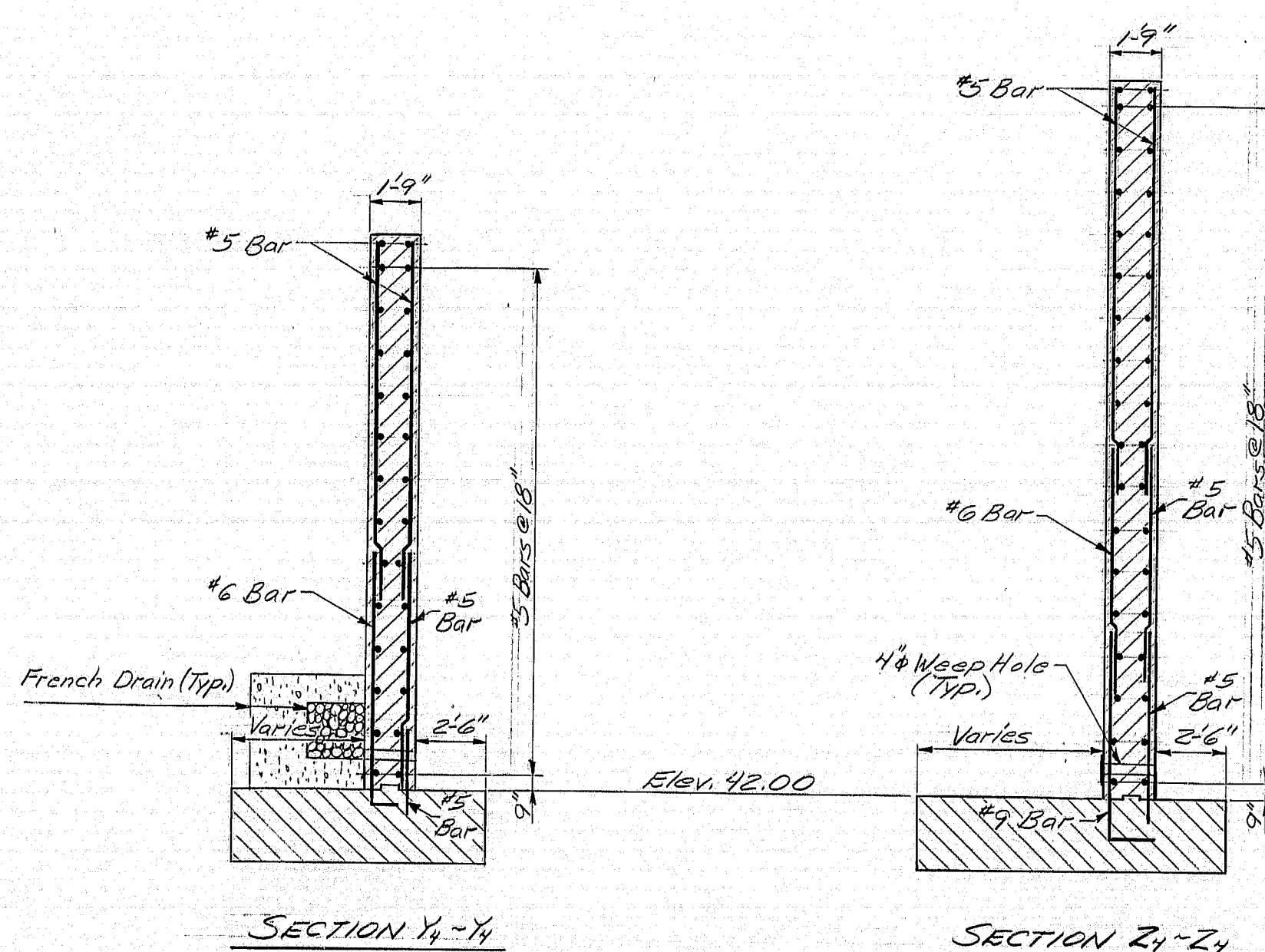
TYPICAL SECTION



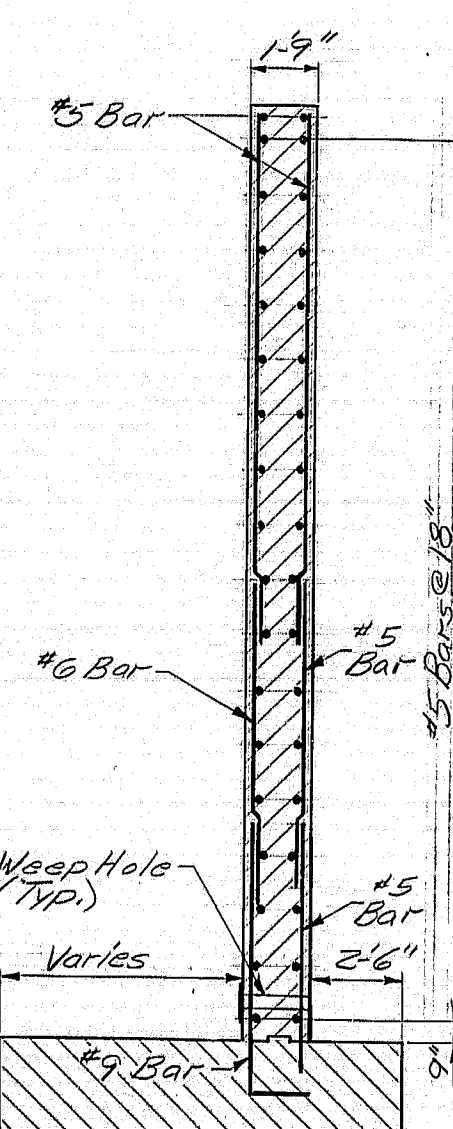
SECTION A-A



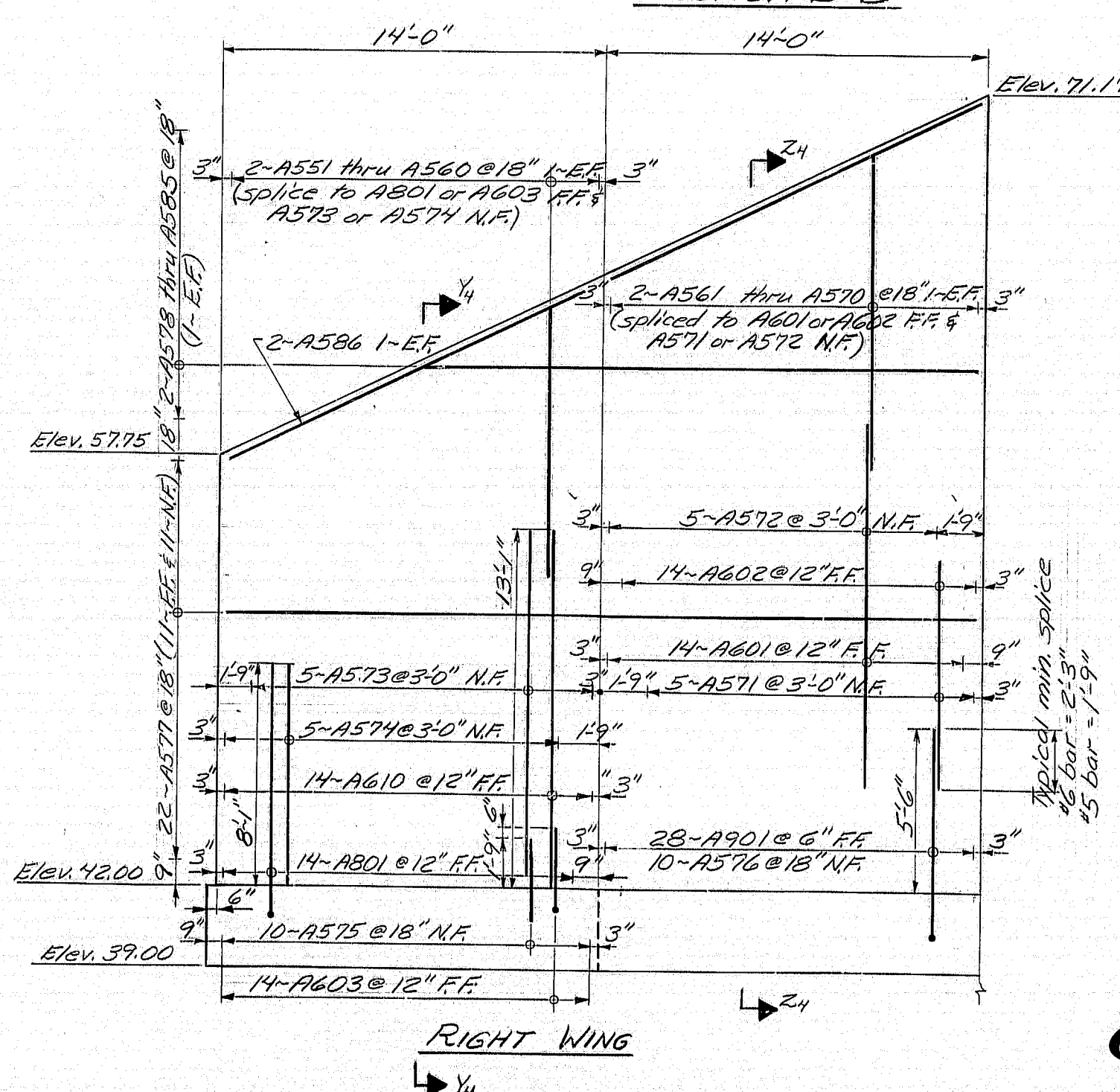
SECTION B-B



SECTION Y1-Y1



SECTION Z1-Z1



RIGHT WING

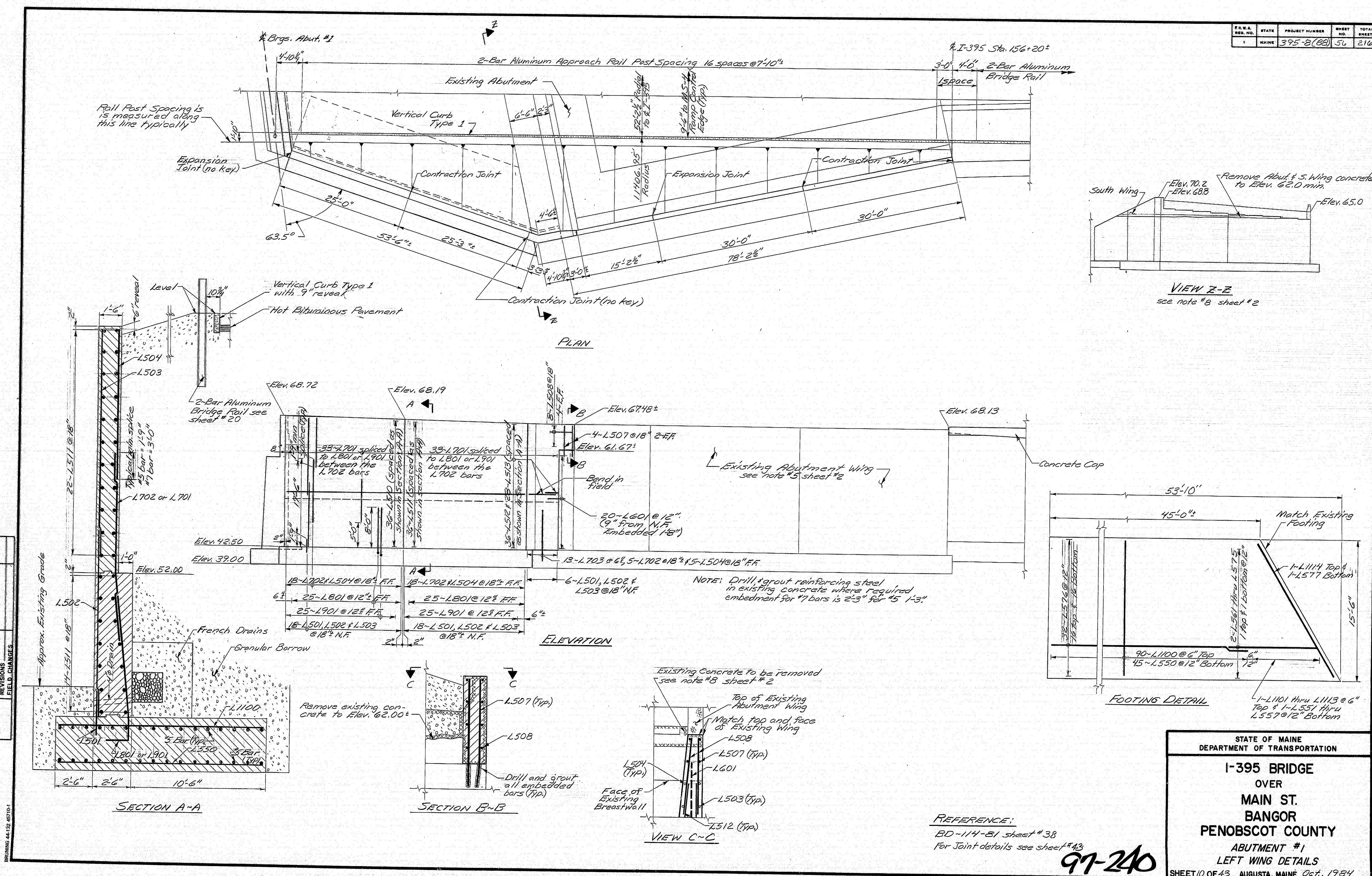
F.B.A.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	975-8(88)	53	216

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
1-395 BRIDGE
OVER
MAIN ST.
BANGOR
PENOBSCOT COUNTY
ABUTMENT #1
DETAILS

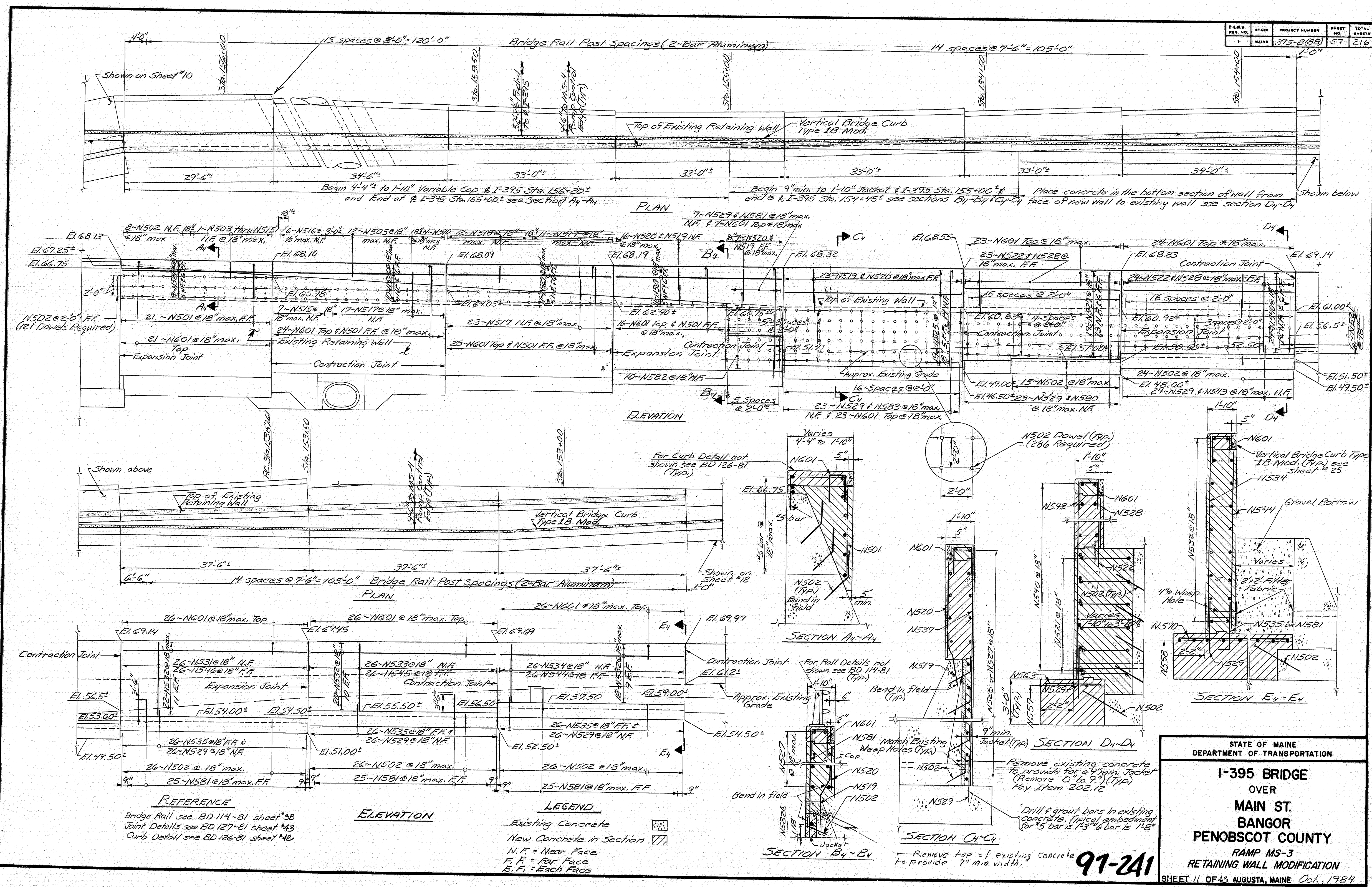
SHEET 2 OF 43 AUGUSTA, MAINE Oct 1, 1984

97-239

PROJECT	ENGINEER	DATE
MAINE	BY	1984
PLANS	CHECKED	1984
REVISIONS	FIELD CHANGES	



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

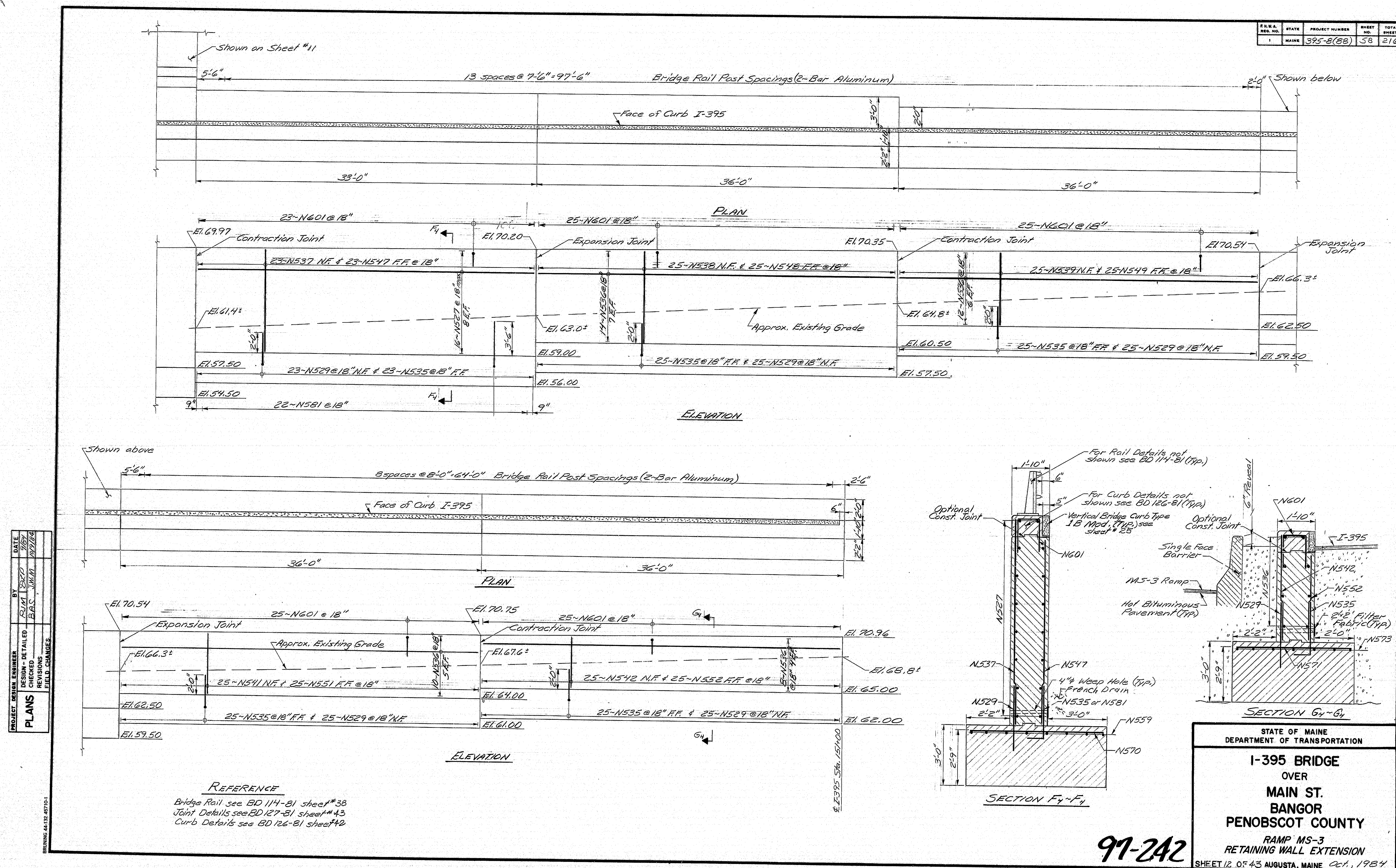


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**I-395 BRIDGE
OVER
MAIN ST.
BANGOR
PENOBSCOT COUNTY**

RAMP MS-3
RETAINING WALL MODIFICATION

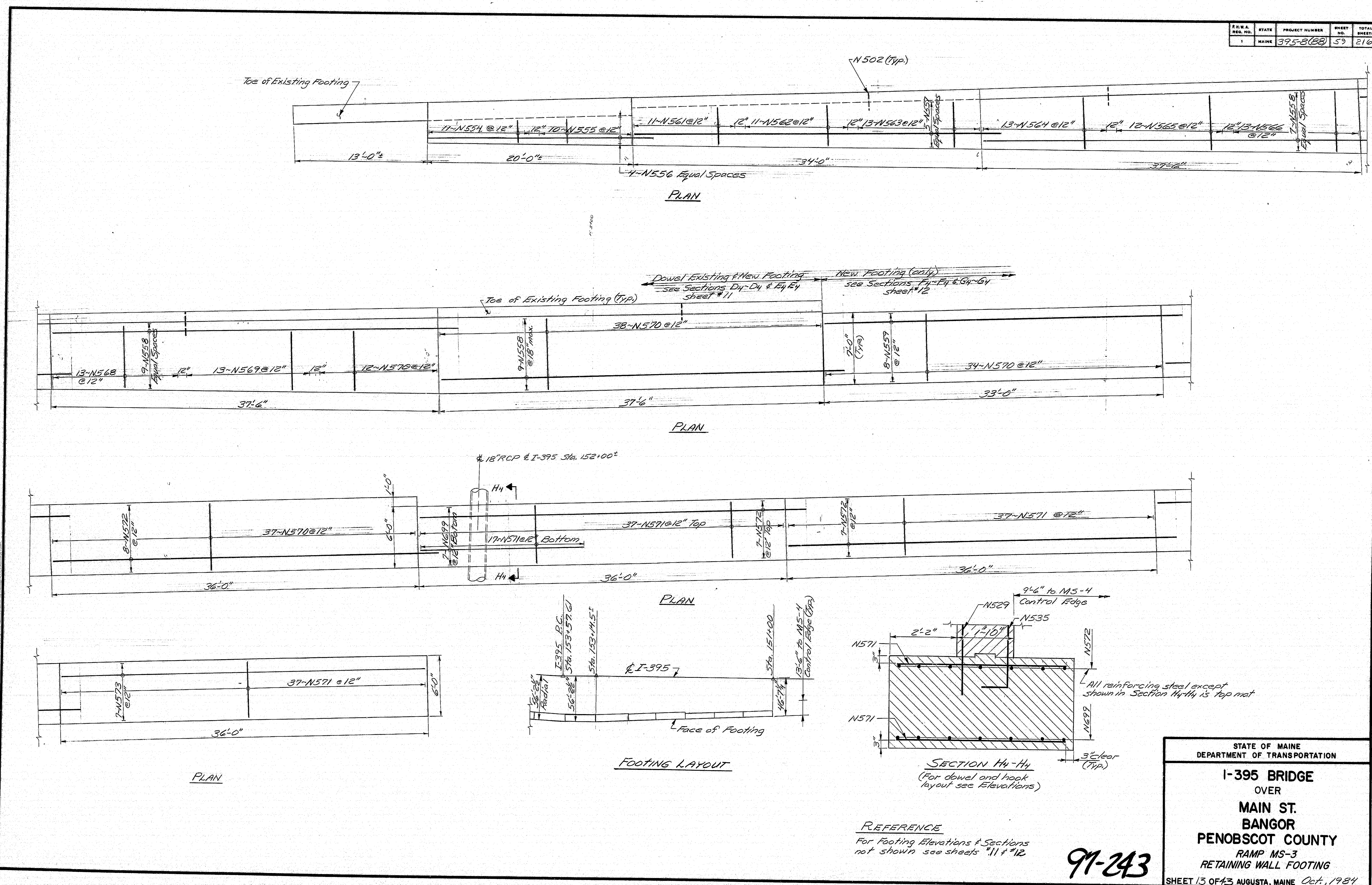
SHEET 11 OF 43 AUGUSTA, MAINE Oct., 1984

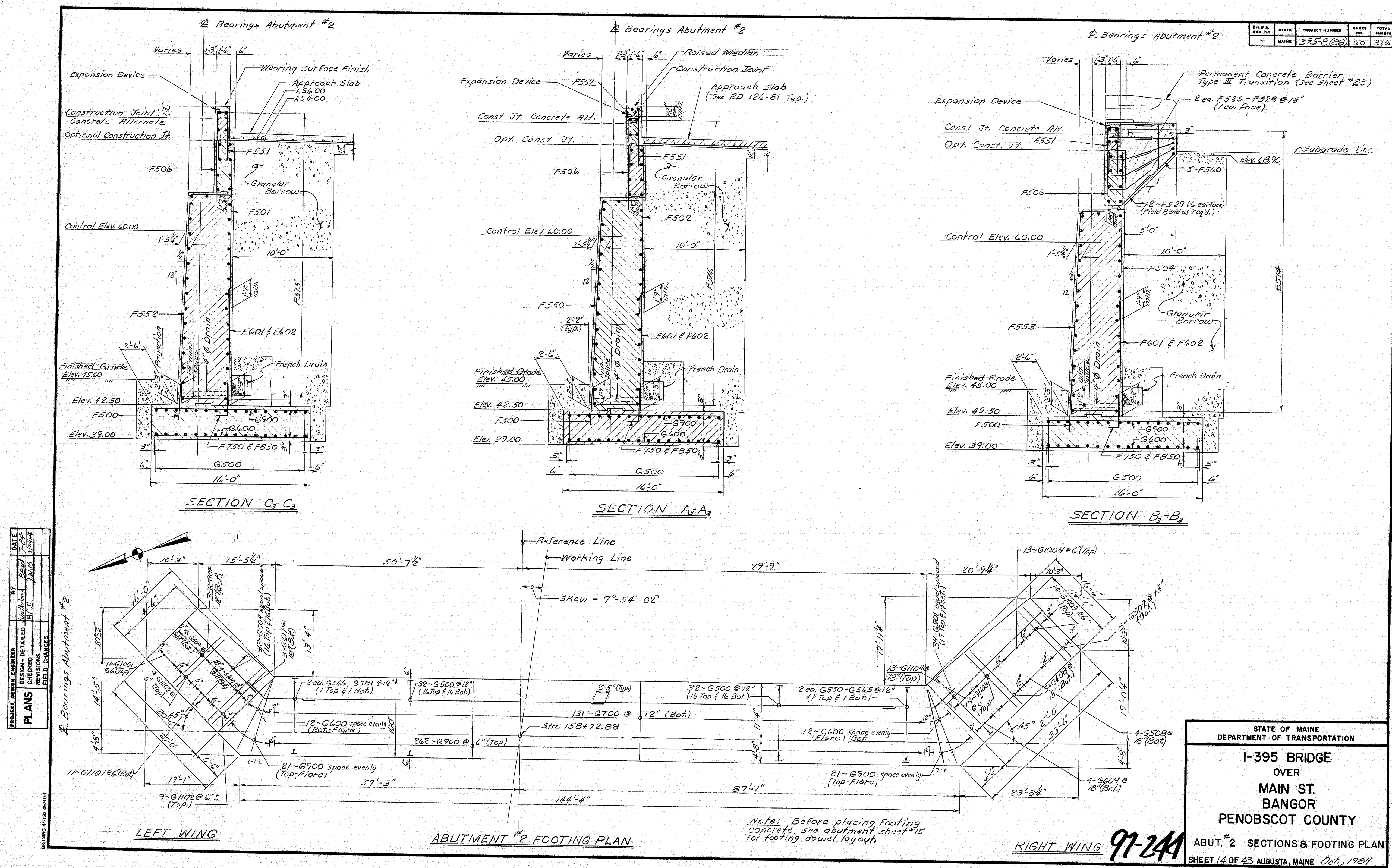


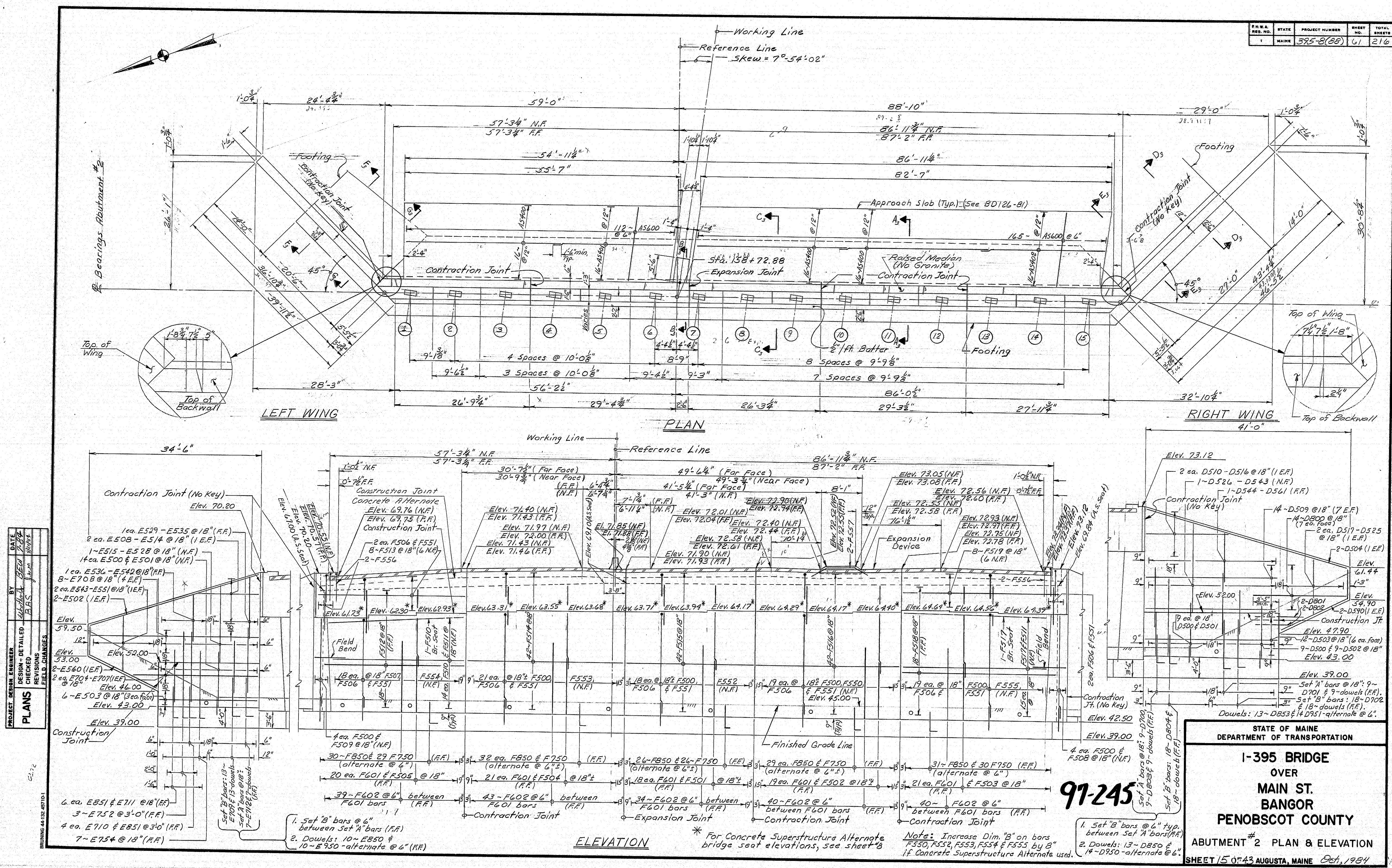
97-242

PROJECT DESIGN ENGINEER	DATE
BY	10/20/84
DESIGN DETAIL	DATE
REVISIONS	REVISIONS
FIELD CHANGES	FIELD CHANGES

REVISION 44-132 47101







DATE	BY	CHKD	APP'D	REVISION	TOTAL
1	MAINE	5325-8(88)	61	216	

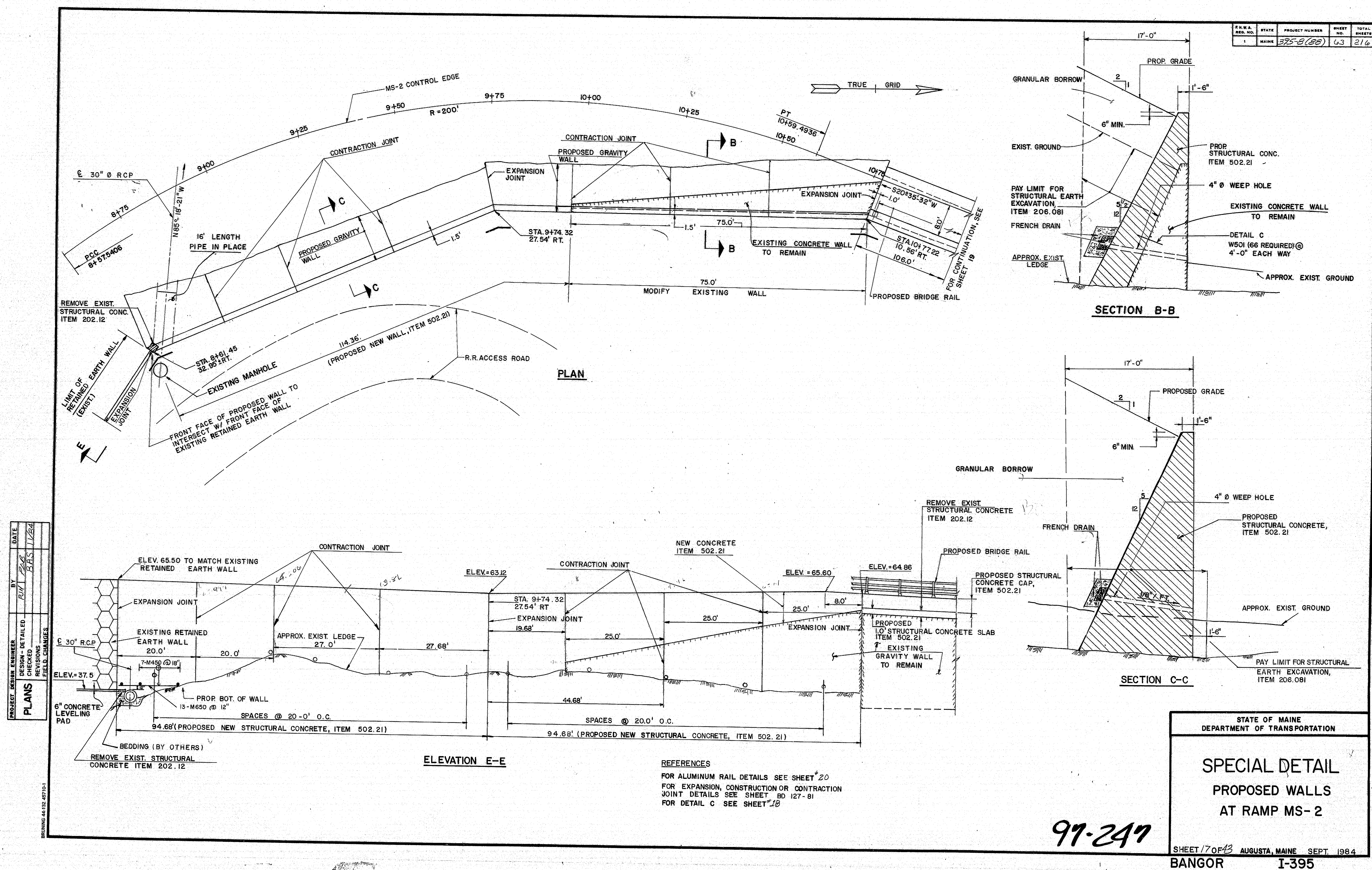
REVISION	DATE	BY	CHKD	APP'D
1	10/1/88	MAINE	5325-8(88)	61
2	10/1/88	MAINE	5325-8(88)	61
3	10/1/88	MAINE	5325-8(88)	61
4	10/1/88	MAINE	5325-8(88)	61
5	10/1/88	MAINE	5325-8(88)	61
6	10/1/88	MAINE	5325-8(88)	61
7	10/1/88	MAINE	5325-8(88)	61
8	10/1/88	MAINE	5325-8(88)	61
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10	10/1/88	MAINE	5325-8(88)	61

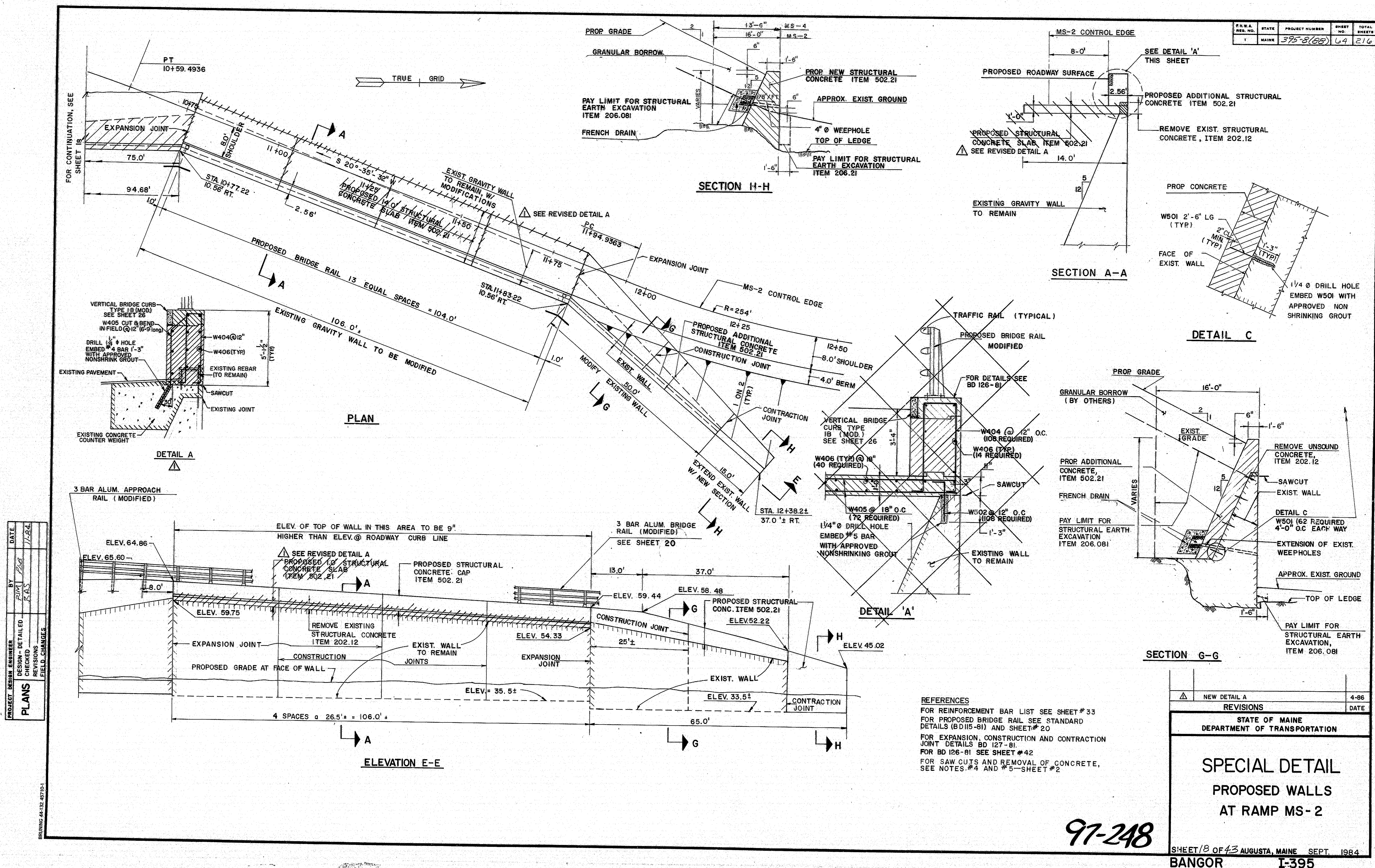
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**I-395 BRIDGE
OVER
MAIN ST.
BANGOR
PENOBSCOT COUNTY**

ABUTMENT #2 PLAN & ELEVATION

SHEET 15 OF 43 AUGUSTA, MAINE Oct, 1984

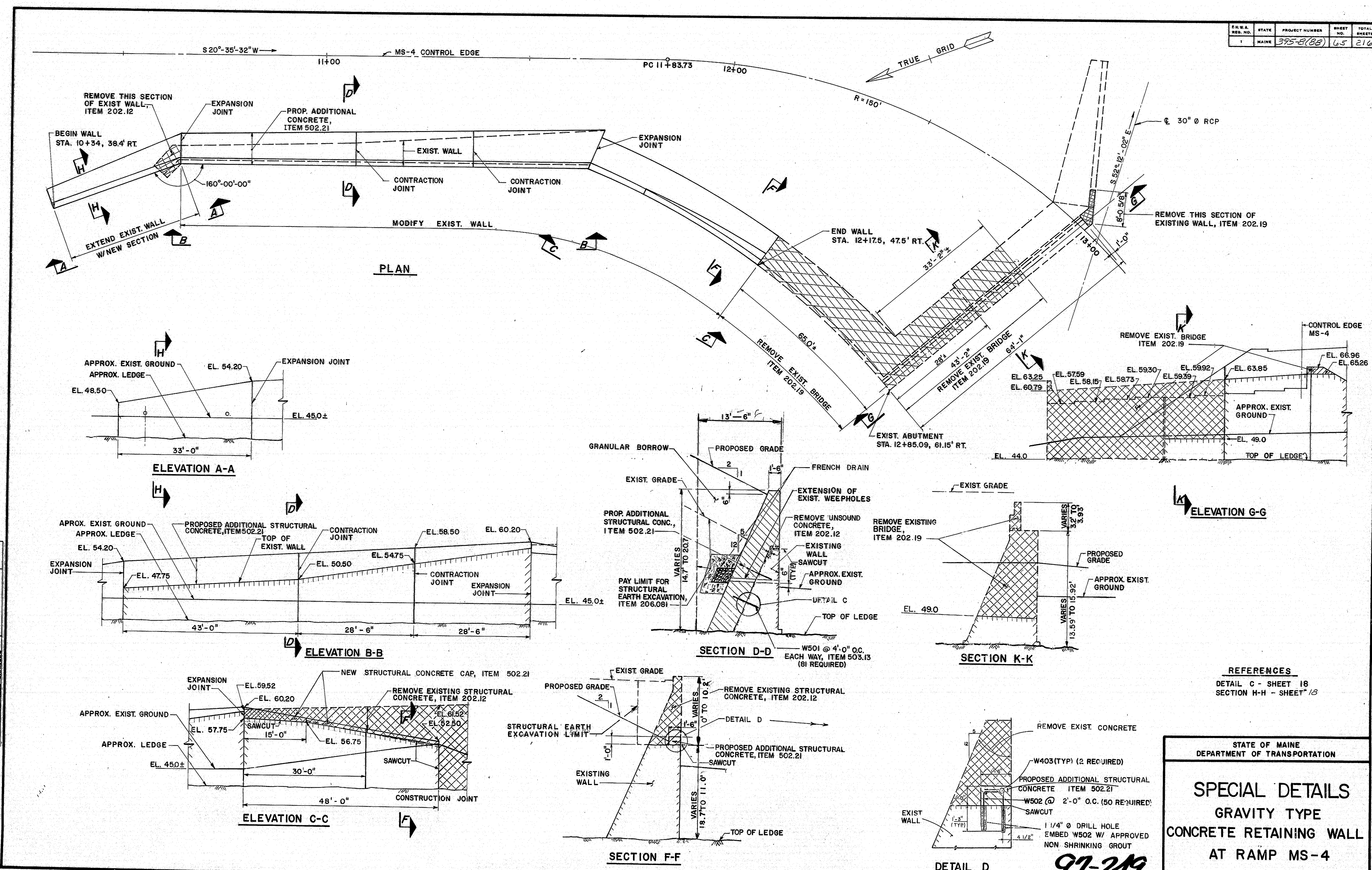




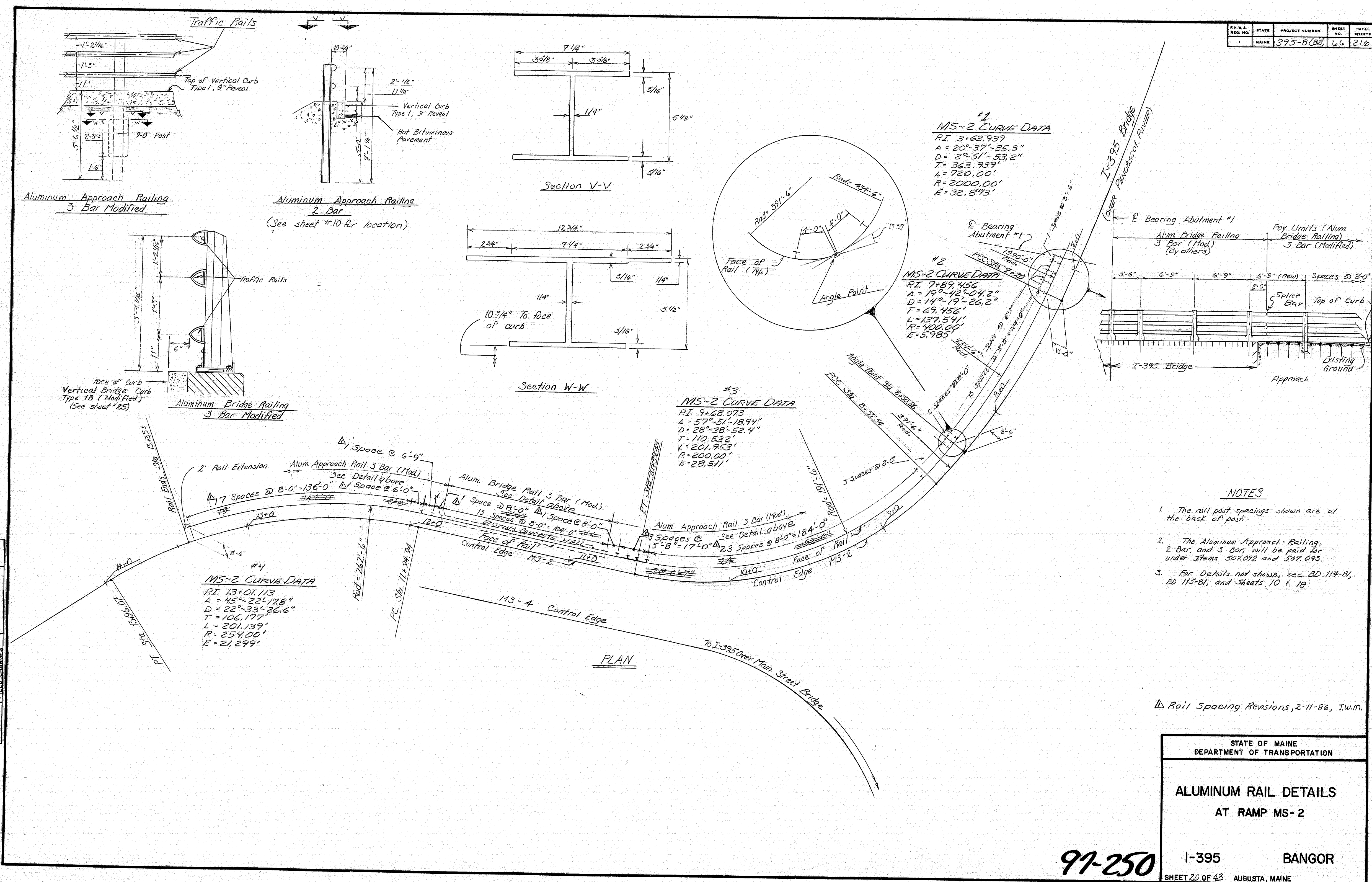
97-248

SHEET 18 OF 43 AUGUSTA, MAINE SEPT 1984
BANGOR I-395

PROJECT NAME	DATE
DESIGN	11/84
CHECKED	11/84
REVISIONS	
FIELD CHANGES	
PLANS	



PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	11-84
CHECKED	
REVISIONS	
PLANS	
BRUNING 44132 42710	



AREA	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(68)	67	216

BASIC DESIGN STRESSES

STRUCTURAL STEEL: A572
 A36
 A325

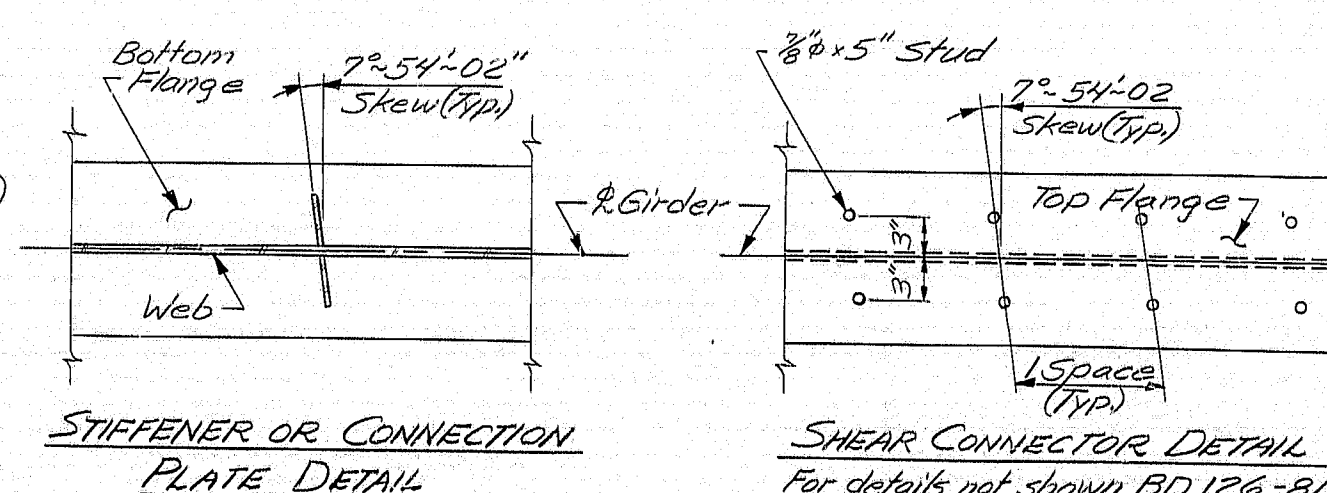
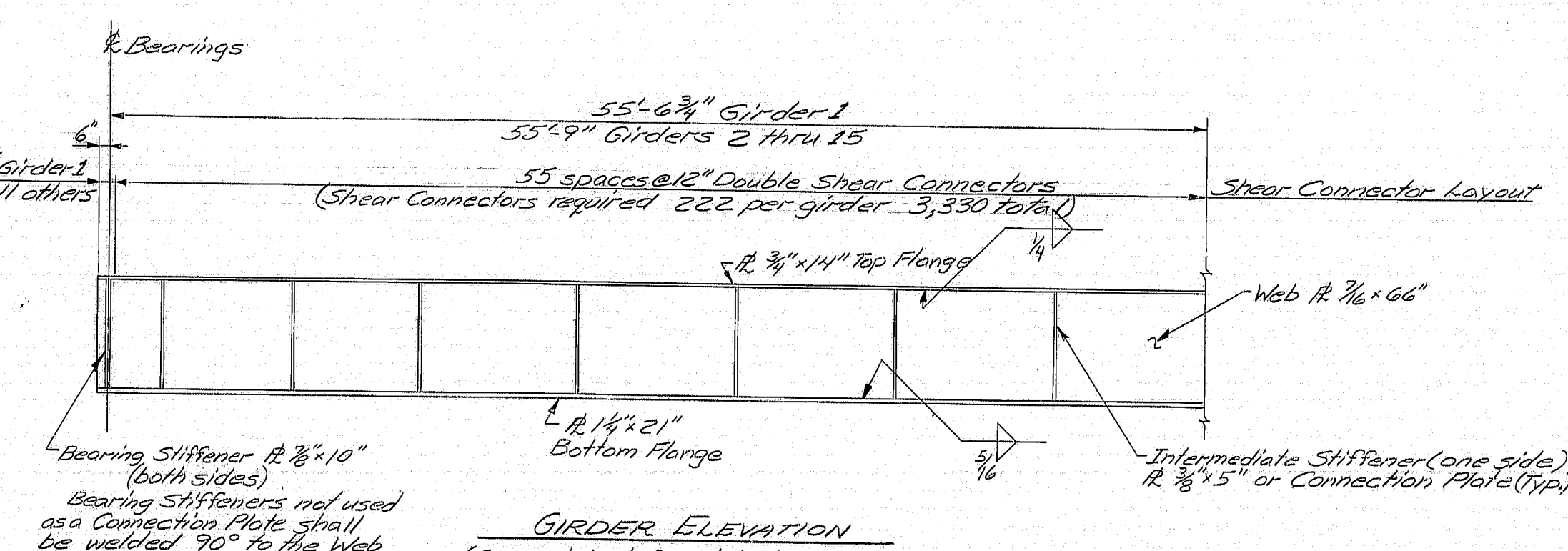
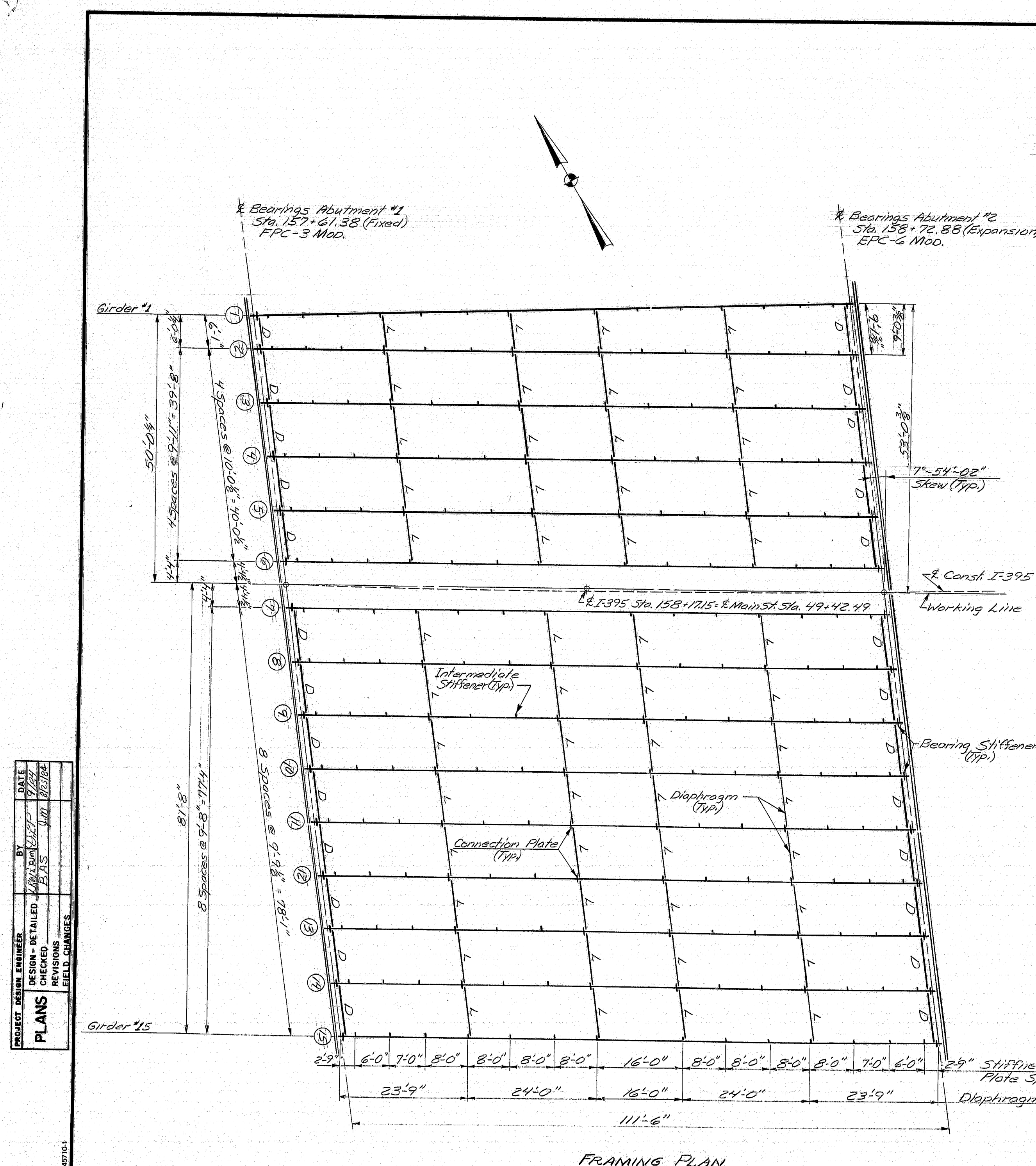
$F_y = 50,000 \text{ psi}$
 $F_u = 58,000 \text{ psi}$
 $F_u = 25,000 \text{ psi}$

MATERIALS

STRUCTURAL STEEL: Flanges ASTM A572
 All other material (except as otherwise noted) ASTM A36
 High strength Bolts ASTM A325

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 splice will be allowed in the flange plates or web plates within 10' from the point of maximum positive moment.
3. Sections of flange plates or web plates between transverse shop splices shall be not less than 20' in length unless otherwise shown on the plans.
4. Butt weld splices in flanges shall be not less than one foot from transverse welds in the web plates.
5. Bearing stiffeners shall be plumb after erection and dead loading of the structure. 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. The Expansion Pedestal Setting Chart indicates the required final position of the bearings. It is anticipated that the bearings at Abutment 2 will move 5" 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.

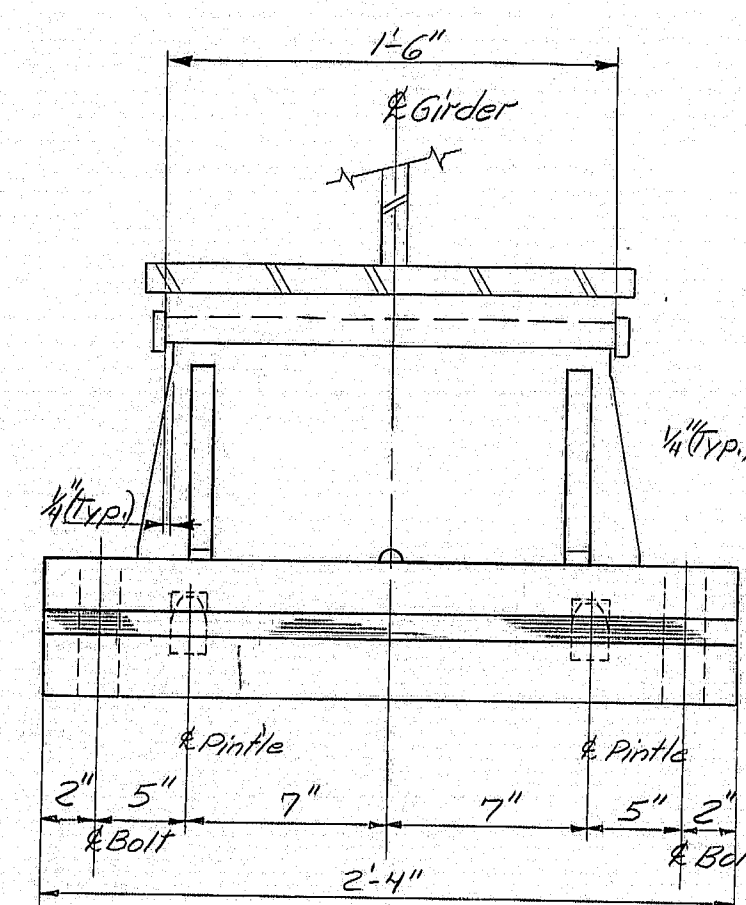


REFERENCE:
 BD 113-81 sheet #37
 BD 126-81 sheet #42

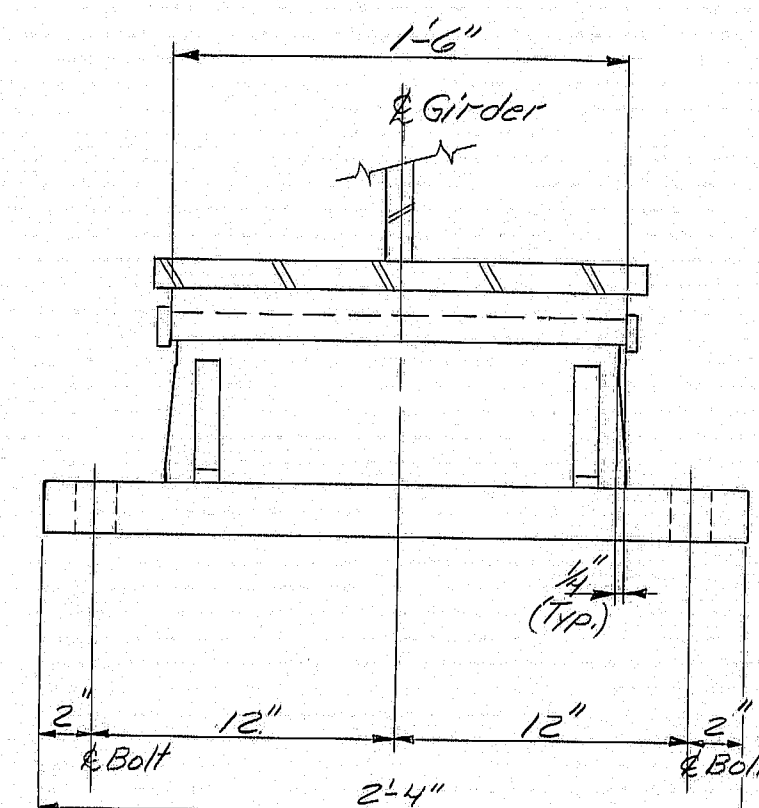
STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 1-395 BRIDGE
 OVER
 MAIN ST.
 BANGOR
 PENOBSCOT COUNTY
 FRAMING PLAN
 (STEEL ALTERNATE)
 SHEET 21 OF 43 AUGUSTA, MAINE Oct., 1984

97-251

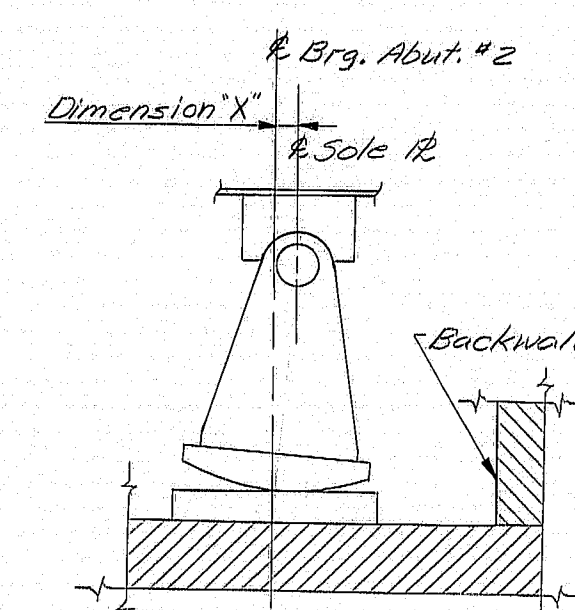
PROJECT DESIGN ENGINEER	DATE
DESIGN - CHECKED	DATE
REVISIONS	DATE
FIELD CHANGES	DATE
PLANS	



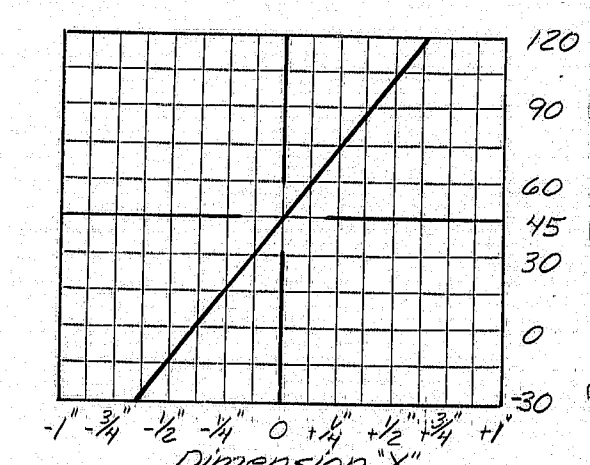
*EPC-6 MODIFIED AT ABUTMENT #2
For details not shown see BD 101-B1



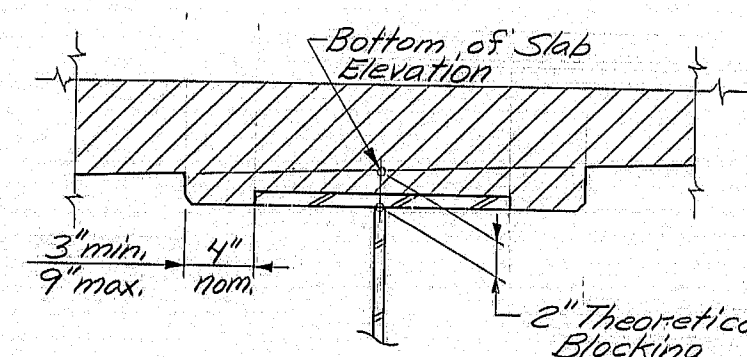
*EPC-3 MODIFIED AT ABUTMENT #1
For details not shown see BD 101-B1



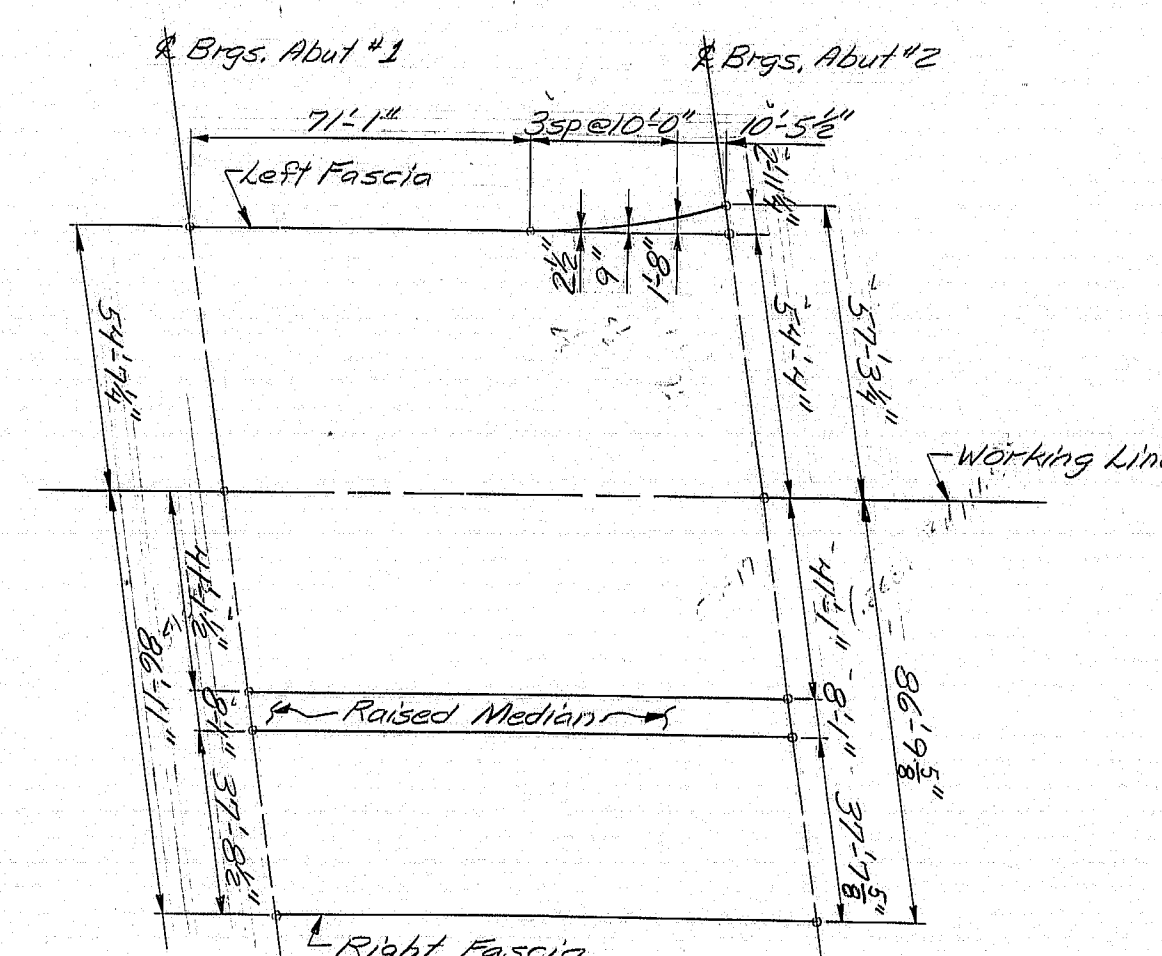
*EXPANSION PEDESTAL SETTING CHART



NOTE
Details on this sheet marked with an asterisk (*) are for the Steel Alternate. For Concrete Alternate bearings see sheet #26, haunch detail see sheet #28, 29 and for bottom of slab elevations and camber see sheet #27 note #12.

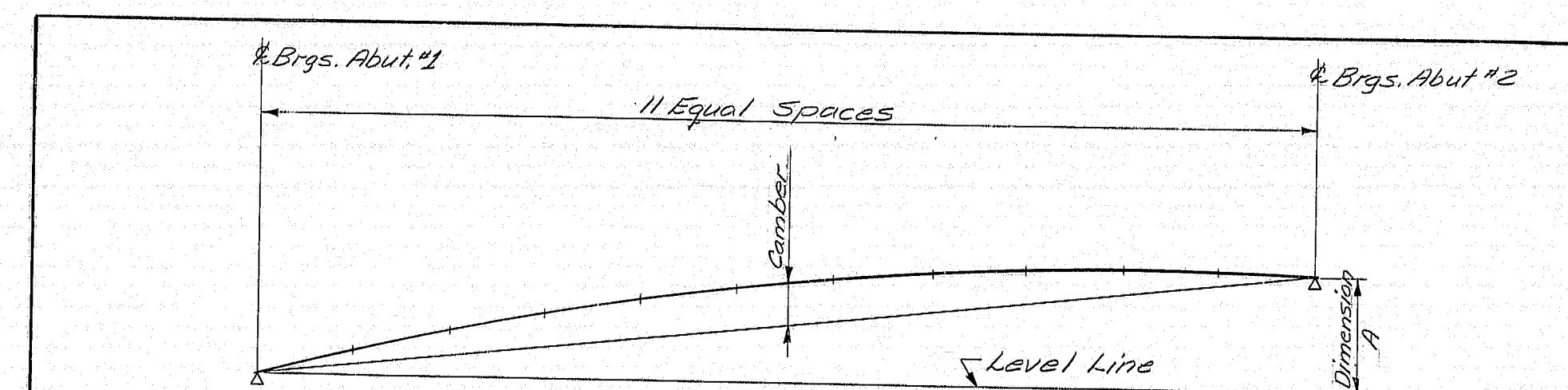


*HAUNCH DETAIL
See BD 126-B1



SUPERSTRUCTURE LAYOUT
(Right Fascia and Raised Median are to be built on a chord)

*BOTTOM OF SLAB ELEVATIONS															
Girder Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	67.09	67.29	67.48	67.66	67.84	68.01	68.15	68.29	68.42	68.56	68.71	68.86	68.99	69.14	69.29
2	67.18	67.37	67.56	67.74	67.92	68.10	68.24	68.38	68.51	68.65	68.79	68.93	69.07	69.21	69.35
3	68.12	68.31	68.50	68.68	68.86	69.04	69.18	69.32	69.45	69.59	69.73	69.87	70.00	70.14	70.28
4	68.46	68.65	68.84	69.02	69.20	69.38	69.52	69.66	69.79	69.93	70.07	70.21	70.34	70.48	70.62
5	68.68	68.87	69.05	69.23	69.41	69.59	69.73	69.87	70.00	70.14	70.28	70.42	70.55	70.69	70.83
6	68.81	69.00	69.18	69.36	69.54	69.72	69.86	70.00	70.13	70.27	70.41	70.54	70.68	70.82	70.96
7	68.83	69.02	69.20	69.38	69.56	69.74	69.88	70.02	70.15	70.29	70.43	70.57	70.70	70.84	70.98
8	69.05	69.24	69.42	69.60	69.78	69.96	70.10	70.24	70.37	70.51	70.65	70.79	70.92	71.06	71.20
9	69.27	69.46	69.64	69.82	70.00	70.18	70.32	70.46	70.59	70.73	70.87	71.00	71.14	71.28	71.42
10	69.38	69.57	69.75	69.93	70.11	70.29	70.43	70.57	70.70	70.84	70.98	71.12	71.26	71.40	71.54
11	69.25	69.44	69.62	69.80	69.98	70.16	70.30	70.44	70.57	70.71	70.85	70.99	71.13	71.27	71.41
12	69.18	69.37	69.55	69.73	69.91	70.09	70.23	70.37	70.50	70.64	70.78	70.92	71.06	71.20	71.34
13	69.10	69.29	69.47	69.65	69.83	70.01	70.15	70.29	70.42	70.56	70.70	70.84	70.98	71.12	71.26
14	69.62	69.81	70.00	70.18	70.36	70.54	70.68	70.82	70.96	71.10	71.24	71.38	71.52	71.66	71.80
15	69.74	69.93	70.11	70.29	70.47	70.65	70.79	70.93	71.07	71.21	71.35	71.49	71.63	71.77	71.91



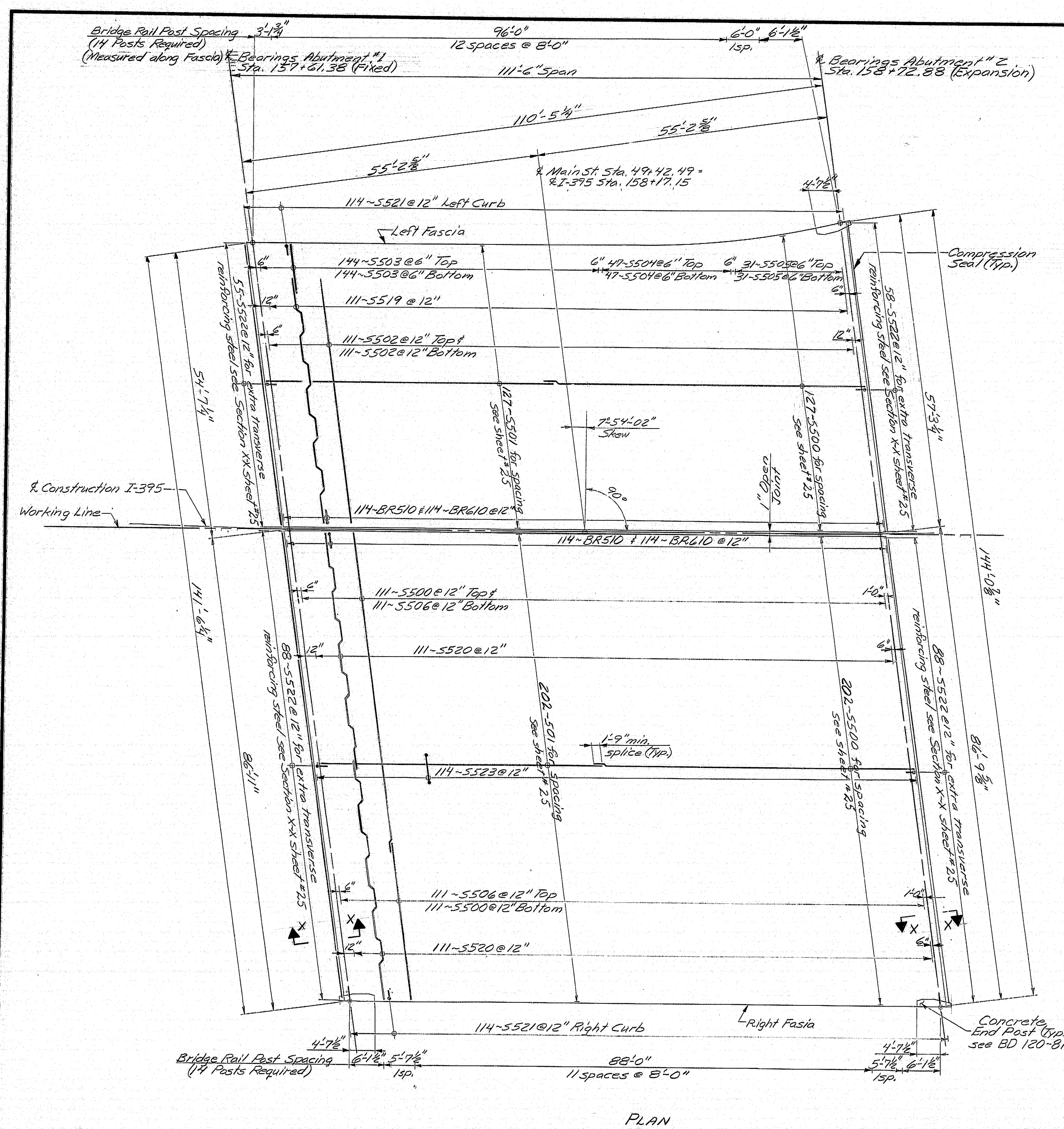
*CAMBER DIAGRAM														
Girder	Distance	Abut. 1	10.10	20.20	30.31	40.41	50.51	60.61	70.72	80.82	90.92	101.02	Abut. 2	Dimension A
1	Camber	0"	1/4"	1/2"	1 1/2"	1 3/4"	1 5/8"	1 1/2"	1 1/4"	1 1/4"	1 1/2"	1 1/2"	0"	1.9.6
Girders 2	Distance	Abut. 1	10.10	20.21	30.31	40.55	60.52	70.95	81.09	91.23	101.36	Abut. 2	Dimension A	
3	Camber	0"	1/4"	1 1/2"	1 3/4"	2"	2"	1 3/8"	1 1/2"	1 1/2"	1 1/2"	0"	1.11.3	
Girders 4-15	Distance	Abut. 1	10.14	20.21	30.31	40.55	60.62	70.95	81.09	91.23	101.36	Abut. 2	Dimension A	
	Camber	0"	3/4"	1 1/2"	2 1/4"	2 3/8"	2 1/2"	2 3/8"	2 1/2"	2 1/2"	2 1/2"	0"	2.12.3	

REFERENCE:
BD 101-B1 sheet # 36
BD 126-B1 sheet # 42

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
I-395 BRIDGE
OVER
MAIN ST.
BANGOR
PENOBSCOT COUNTY
BEARING PEDESTALS,
BLOCKING & CAMBER DETAILS
SHEET 22 OF 43 AUGUSTA, MAINE Oct. 1984

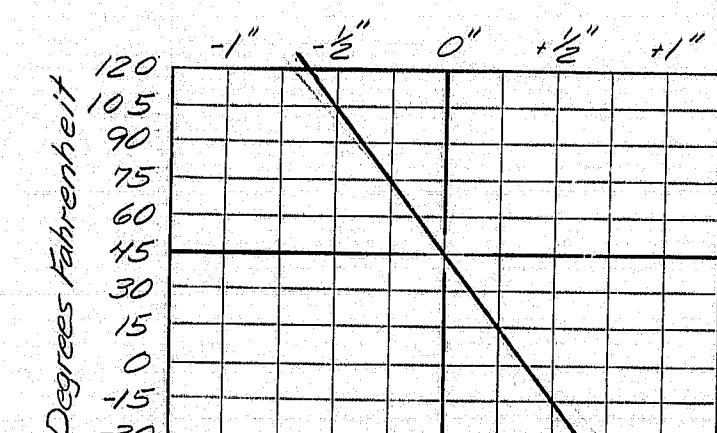
97-252

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAIL	7/28/84
CHECKED	WAS
FIELD CHANGES	
PLANS	



PLAN

- SUPERSTRUCTURE NOTES**
- 1- Form a 1" V-groove on the fascias at the horizontal joint between the curb and slab, and at the horizontal construction joint in the return wing.
 - 2- Reinforcing steel shall have a minimum cover of 2" unless otherwise indicated.
 - 3- The superstructure slab concrete shall be placed continuously and shall be kept plastic until the entire span has been placed.
 - 4- Mortar for bedding and joints in the granite curb shall contain an approved non-shrink additive.
 - 5- Protective coating for concrete surfaces shall be applied to the following areas:
Top of concrete curb, raised median and ends of the slab.
Fascia down to the slab notch.
All exposed surfaces of concrete and posts and concrete barrier.
 - 6- The seals to be furnished shall have a minimum Movement Rating of:
Abutment Number 1 = .50"
Abutment Number 2 = 1.375"
 - 7- The seal shall be approved by the Engineer prior to fabrication of the joint armor.
 - 8- 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.
 - 9- It is anticipated that the slab and backwall concrete will be in place before the final adjustment to the joint is made and no allowance for movement due to dead load deflections is needed.
 - 10- 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.
 - 11- The entire compression seal assembly, from left fascia to right fascia, for each abutment, will be paid for under Item 520.22.

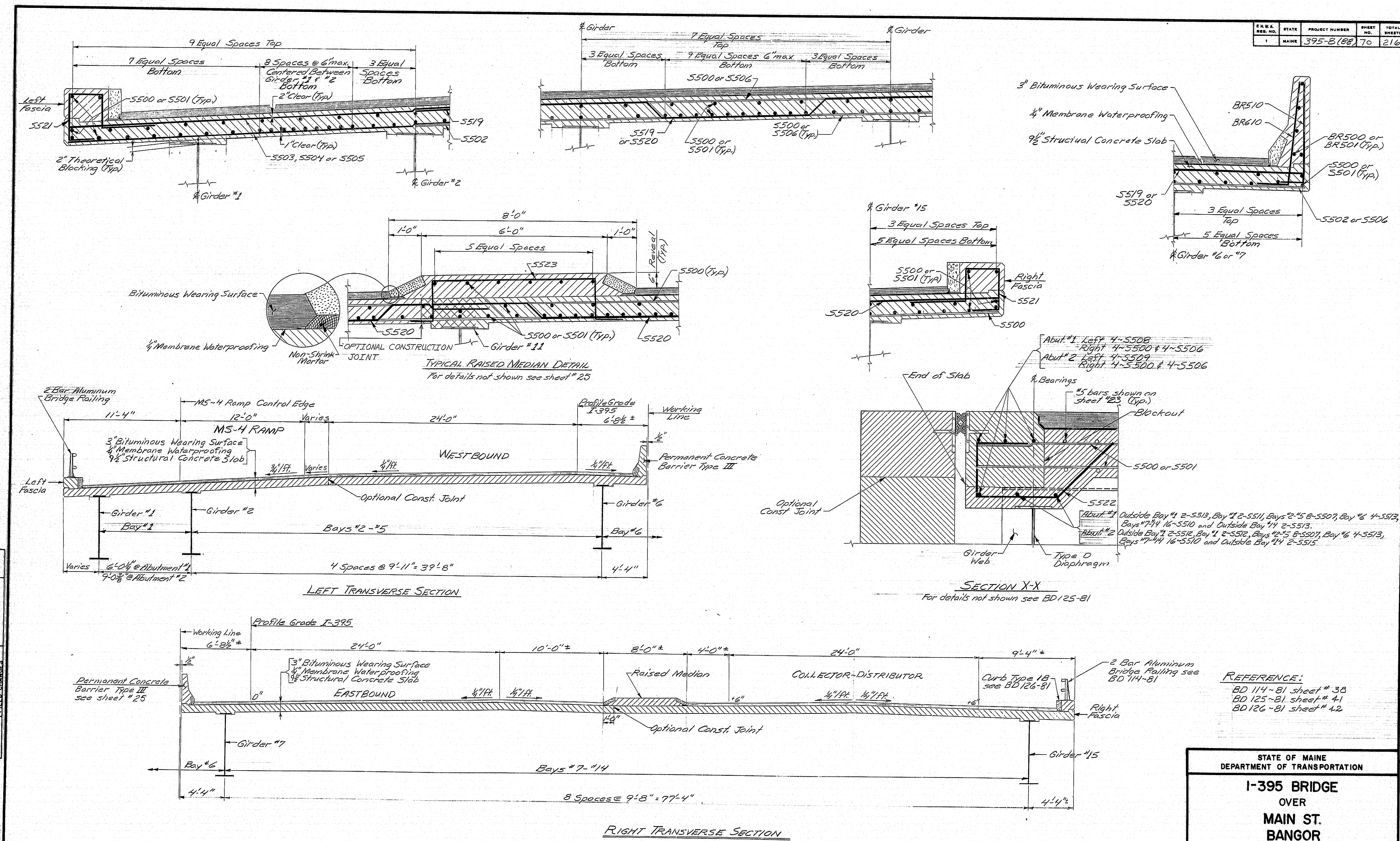


COMPRESSION SEAL
ADJUSTMENT CHART
@ ABUTMENT #2 ONLY

REFERENCE:
BD 120-81 sheet #40
Superstructure Layout Sheet #22
97-253

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
I-395 BRIDGE OVER MAIN ST. BANGOR PENOBSCOT COUNTY SUPERSTRUCTURE SLAB (STEEL ALTERNATE)
SHEET 23 OF 43 AUGUSTA, MAINE Oct., 1984

PROJECT DESIGN ENGINEER	DATE
DESIGN-DRAWN	10/1/84
CHECKED	10/1/84
REVISIONS	
FIELD CHANGES	
PLANS	

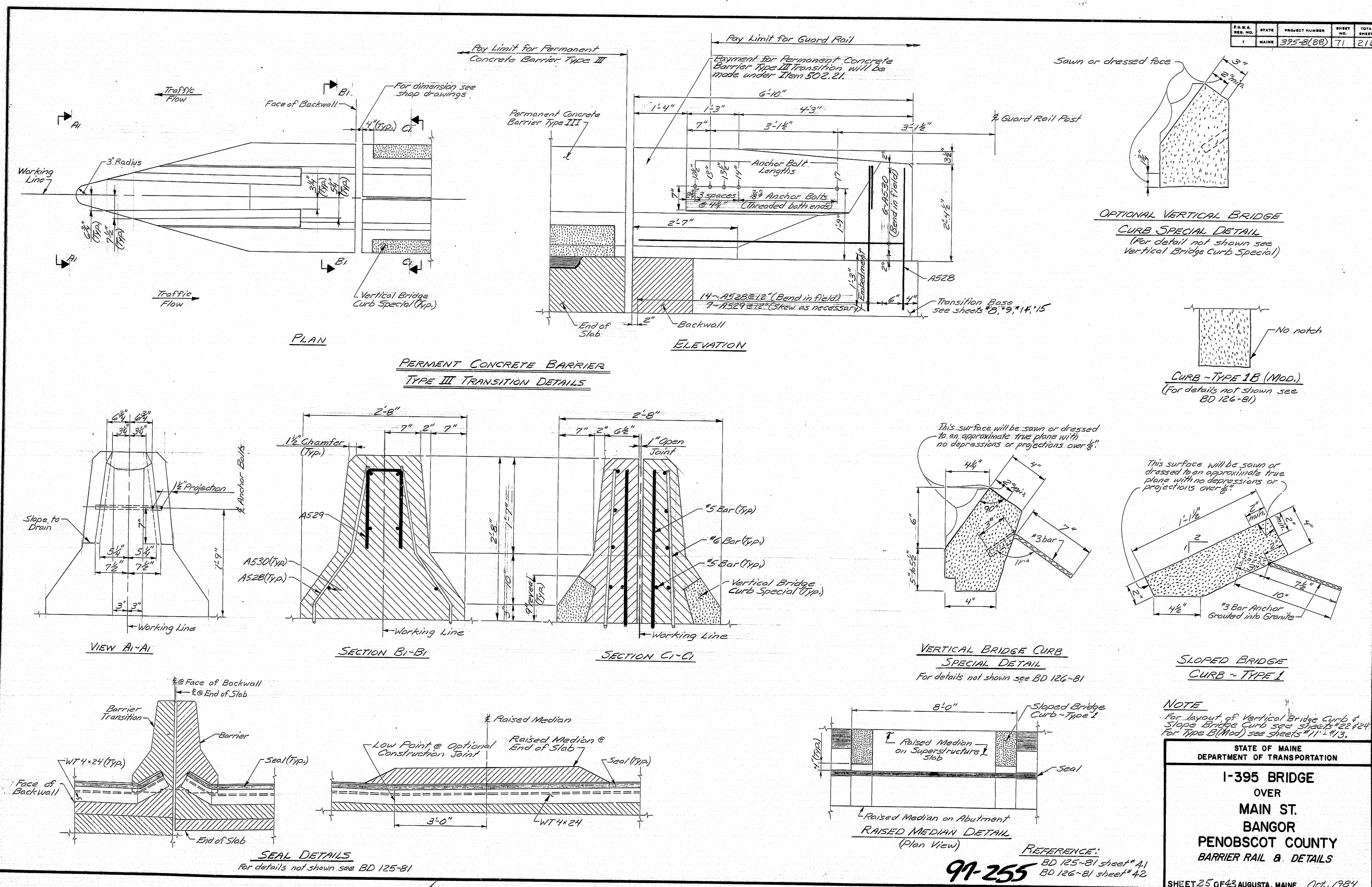


REFERENCE:
 BD 114-81 sheet # 38
 BD 125-81 sheet # 41
 BD 126-81 sheet # 42

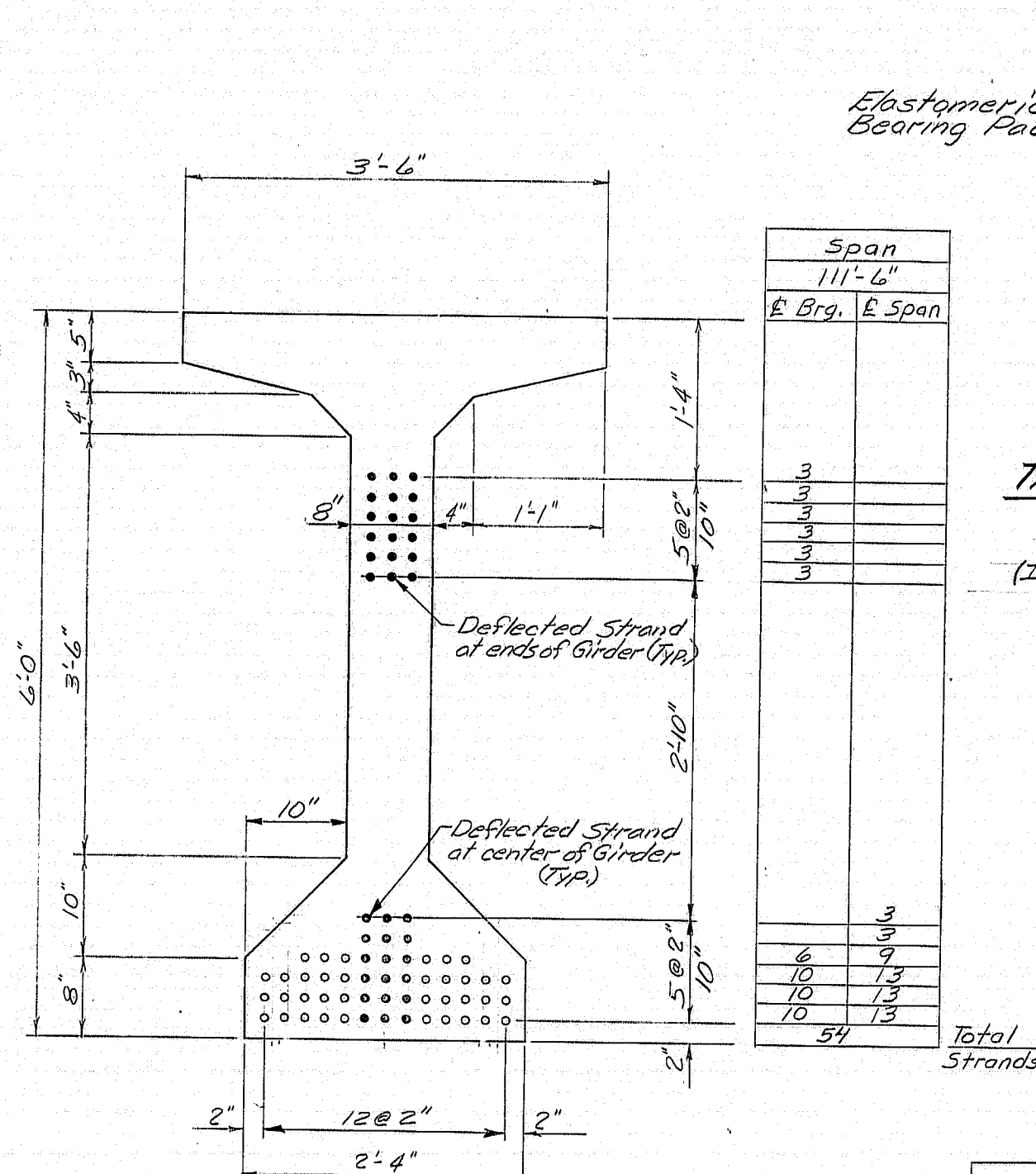
STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 I-395 BRIDGE
 OVER
 MAIN ST.
 BANGOR
 PENOBSCOT COUNTY
 SUPERSTRUCTURE DETAILS
 (STEEL ALTERNATE)
 SHEET 24 OF 43 AUGUSTA, MAINE Oct. 1984

97-254

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	RJM/DRP	7-84
	REVISIONS	BAS	11M 8/2/84
	FIELD CHANGES		



F.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(88)	72	216



CONCRETE GIRDER NOTES

- 1- At transfer of prestress the sequence of release shall be: (a) the deflected strands, (b) the deflected strands, and (c) the straight strands. Any alternate procedure shall meet with the approval of the Engineer.
- 2- Should the camber of the Prestressed I-Girder be greater than 2.3" upward at the center of the span, acting under Dead Load, the Engineer shall require seal elevations and the thickness of the blocking shall be adjusted as directed by the Engineer.
- 3- The girders shall be maintained in an upright position and shall be lifted by the ends of the girders. The ends of the girders. Attention is directed to the increased difficulty of lifting girders with one hook. The contractor's proposed lifting method shall be given careful consideration before being submitted on shop drawing for approval. The use of the lifting purposes will not be permitted.

MATERIALS

CONCRETE: Cast-in-Place : Breastwall & Pooling... Class
Allothers... Class
Precast... Class A Mod.

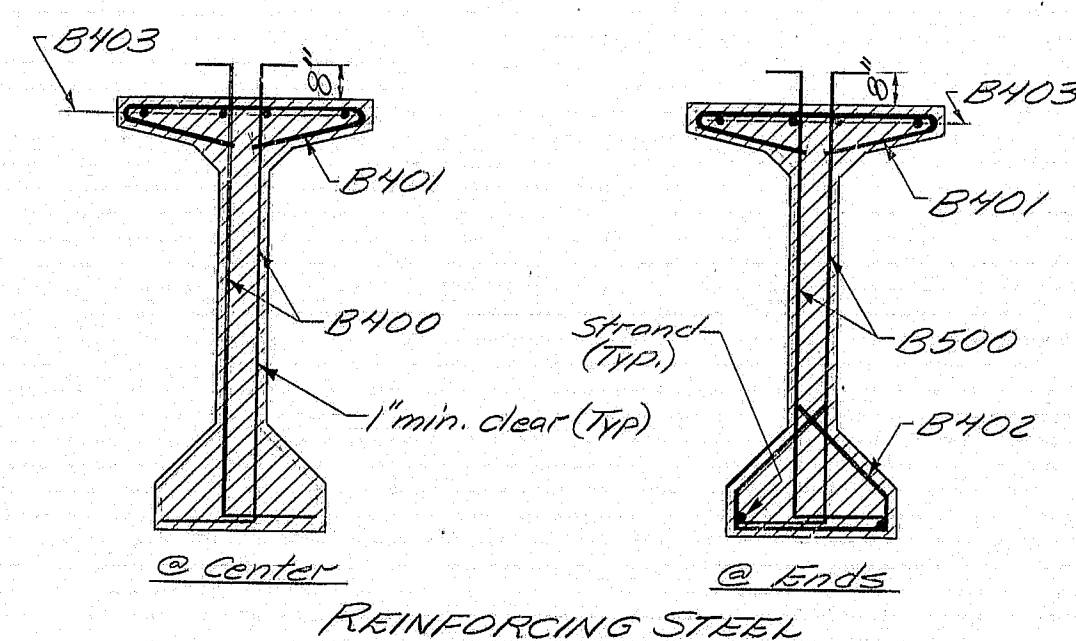
REINFORCING STEEL: ASTM A615 Grade 60

BASIC ALLOWABLE STRESSES

CONCRETE: Class B... $f_c = 3000 \text{ psi}$
Class A... $f_c = 3500 \text{ psi}$
Class A Mod. $f_c = 5500 \text{ psi}$ $f_{ci} = 4500 \text{ psi}$

REINFORCING STEEL: $f_y = 60000 \text{ psi}$

PRESTRESSED STEEL: 6# Strands
 $f_s = 270000 \text{ psi}$ $P' = 3/14 \text{ kip/strand}$



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

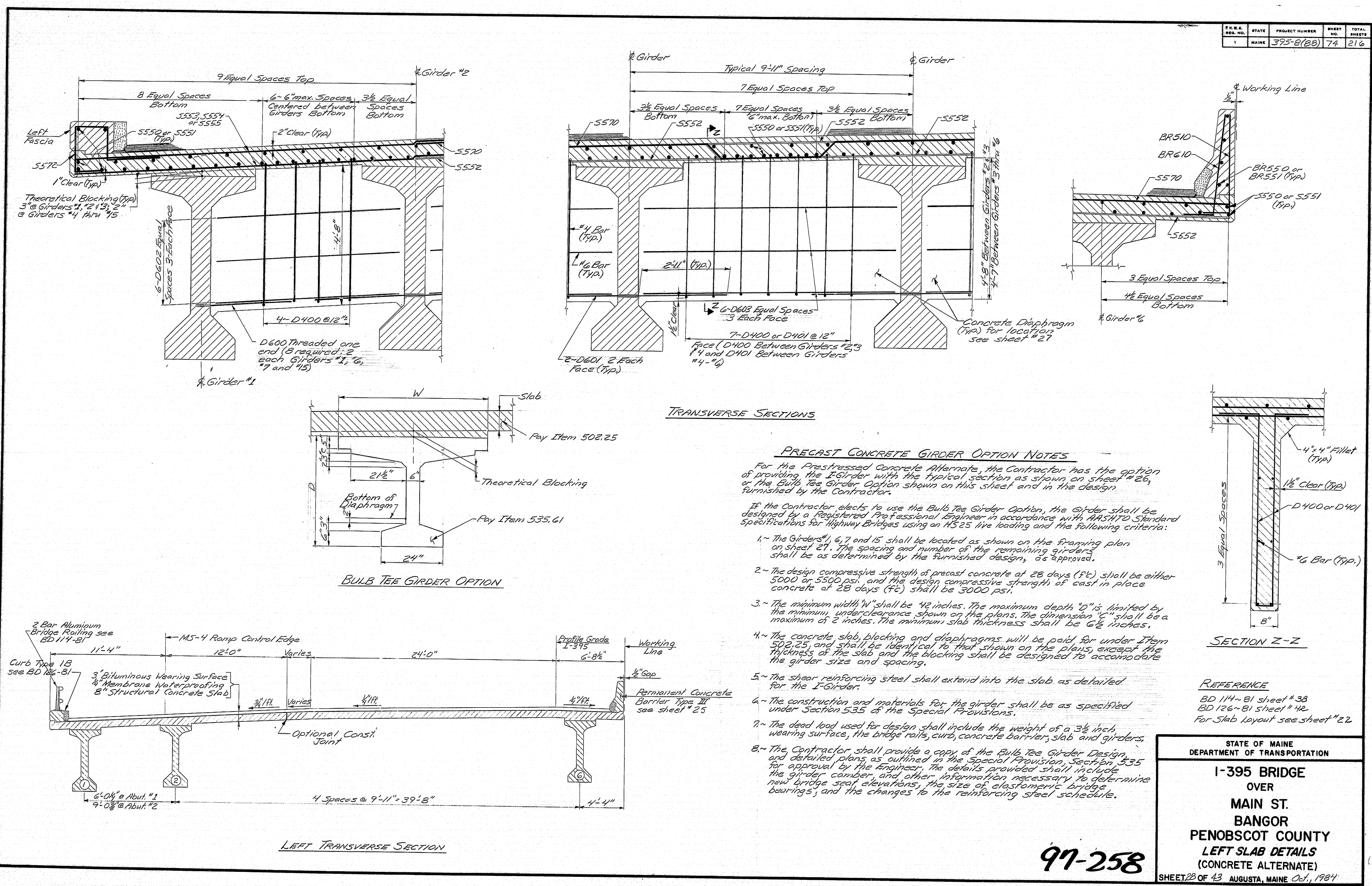
I-395 BRIDGE
OVER
MAIN ST.
BANGOR
PENOBSCOT COUNTY

GIRDER DETAILS
(CONCRETE ALTERNATE)

SHEET 26 OF 43 AUGUSTA, MAINE Oct. 1984

97-256

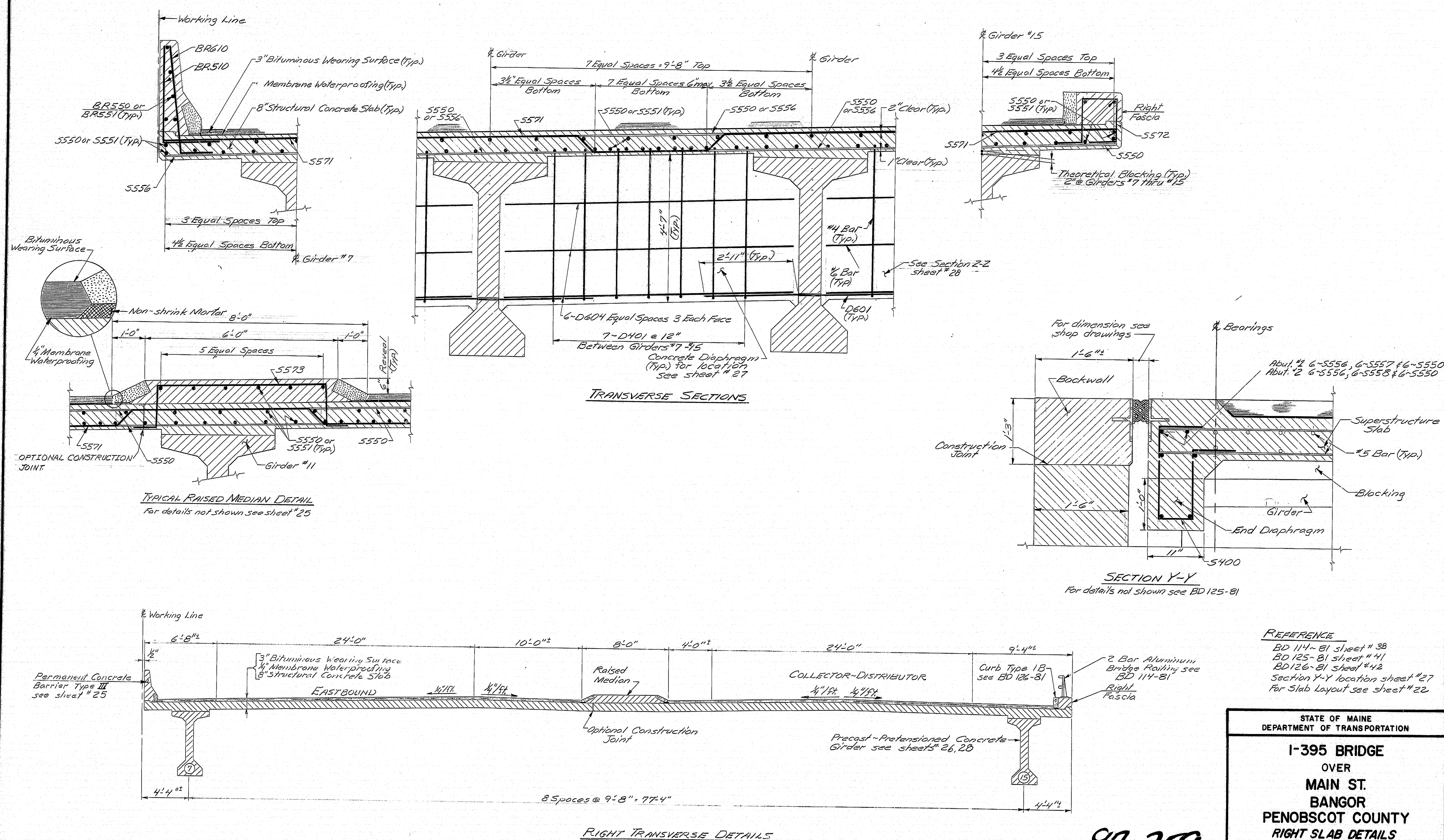
PROJECT NO.	395-B(88)	DATE	9/1/84
DESIGNER	W.M.	CHECKED	J.M.
REVISIONS		BY	DATE
1		W.M.	9/1/84
2		J.M.	9/1/84
3		J.M.	9/1/84
4		J.M.	9/1/84
5		J.M.	9/1/84
6		J.M.	9/1/84
7		J.M.	9/1/84
8		J.M.	9/1/84
9		J.M.	9/1/84
10		J.M.	9/1/84
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12		J.M.	9/1/84
13		J.M.	9/1/84
14		J.M.	9/1/84
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16		J.M.	9/1/84
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21		J.M.	9/1/84
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24		J.M.	9/1/84
25		J.M.	9/1/84
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31		J.M.	9/1/84
32		J.M.	9/1/84
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39		J.M.	9/1/84
40		J.M.	9/1/84
41		J.M.	9/1/84
42		J.M.	9/1/84
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44		J.M.	9/1/84
45		J.M.	9/1/84
46		J.M.	9/1/84
47		J.M.	9/1/84
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49		J.M.	9/1/84
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53		J.M.	9/1/84
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97		J.M.	9/1/84
98		J.M.	9/1/84
99		J.M.	9/1/84
100		J.M.	9/1/84



97-258

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
I-395 BRIDGE OVER MAIN ST. BANGOR PENOBSCOT COUNTY LEFT SLAB DETAILS (CONCRETE ALTERNATE)
SHEET 28 OF 43 AUGUSTA, MAINE Oct., 1984

F.R.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	97-259	75	216



97-259

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 FOOTING</u>				<u>RIGHT WING FOOTING (CONT.)</u>				<u>RIGHT WING (CONT.)</u>				<u>ABUTMENT FOOTING</u>															
K602	1	3'-8"	Transverse	K825	8	10'-4"	Transverse	A570	2	18'-5"	Vertical	K615	1	7'-0"	L	3'-6"	3'-6"										Left End Top
K603	1	6'-2"		K1025	9	9'-10"	Transverse	A571	5	8'-7"		K617	1	8'-0"	L	4'-0"	4'-0"										Left End Bottom
K604	1	6'-11"		K1026	8	10'-4"	Transverse	A572	5	13'-7"																	
K605	1	7'-5"						A573	5	13'-1"																	
K606	1	7'-11"						A574	5	8'-1"	Vertical																
K607	1	8'-5"						A575	10	3'-0"	Dowels	<u>ABUTMENT</u>															
K608	1	8'-11"						A576	10	6'-9"	Dowels	A505	102	14'-8"	S	~	4'-3"	1'-2"	9'-3"							Top of Back	
K609	1	9'-5"		<u>ABUTMENT</u>				A577	22	27'-8"	Horizontal	A506	60	23'-11"	L	3'-11"	20'-0"									Bridge Seat	
K610	1	9'-11"		A501	108	4'-0"	Dowels	A578	2	24'-4"		A507	22	23'-7"	L	3'-11"	19'-8"									Bridge Seat	
K611	1	10'-5"		A502	83	16'-2"	Vertical	A579	2	21'-3"		A508	19	22'-3"	L	3'-11"	13'-4"									Bridge Seat	
K612	1	10'-11"		A503	19	15'-3"	Vertical	A580	2	18'-1"		A509	5	10'-10"	S	~	4'-3"	2'-4"	4'-3"							Barrier Transition	
K613	1	11'-5"		A510	4	5'-0"	Barrier Transition Base	A581	2	14'-4"		A517	2	11'-8"	M	~	3'-0"	5'-8"	3'-0"							Raised Median	
K614	1	11'-11"		A511	8	4'-3"		A582	2	11'-10"																	
K620	136	10'-6"	Transverse	A512	2	2'-7"		A583	2	8'-8"		A531	1	5'-6"	S		1'-9"	2'-0"	1'-9"							Right Parapet	
K700	48	60'-0"	Longitudinal	A513	2	4'-1"		A584	2	5'-6"		A532	3	4'-8"	S	~	1'-9"	1'-2"	1'-9"							Right Parapet	
K701	2	17'-4"		A514	2	5'-7"		A585	2	2'-5"	Horizontal	A533	1	7'-11"	S	~	1'-9"	4'-5"	1'-9"							Left Parapet	
K702	2	19'-0"		A515	2	7'-1"	Barrier Transition Base	A586	2	30'-8"	Top of Wing	A534	1	6'-10"	S	~	1'-9"	3'-4"	1'-9"							Left Parapet	
K703	2	22'-11"		A518	21	29'-8"	Horizontal	A601	14	14'-1"	Vertical	A535	4	4'-8"	S	~	1'-9"	1'-2"	1'-9"							Left Parapet	
K704	2	25'-11"		A519	23	27'-4"	Horizontal	A602	14	9'-1"	Vertical	A536	1	6'-8"	S	~	1'-9"	3'-2"	1'-9"							Right Parapet	
K705	2	28'-11"		A520	15	7'-0"	End of Abut (South)	A610	14	13'-1"	Vertical																
K706	2	31'-11"		A521	44	25'-11"	Horizontal																				
K707	2	33'-7"		A522	44	25'-11"						A701	102	12'-8"	L	1'-2"	11'-6"									Feetling hook bar	
K708	2	34'-11"		A523																							

FWWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(BB)	76	216

Figure 1 consists of 18 diagrams labeled B through S, illustrating various types of structural members and their connections. The diagrams show different cross-sections, internal forces, and boundary conditions. Some diagrams include labels like 'B', 'C', 'D', 'E', 'F', 'G', 'H', 'I', 'J', 'K', 'L', 'M', 'N', 'O', 'P', 'Q', 'R', 'S' and 'E2 etc.'

- B**: A horizontal member with a complex cross-section showing internal forces (B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S) and a label 'E2 etc.'.
- C**: A horizontal member with a complex cross-section showing internal forces (B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S) and a label 'E2 etc.'.
- D**: A horizontal member with a complex cross-section showing internal forces (B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S) and a label 'E2 etc.'.
- E**: A horizontal member with a complex cross-section showing internal forces (B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S) and a label 'E2 etc.'.
- F**: A horizontal member with a complex cross-section showing internal forces (B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S) and a label 'E2 etc.'.
- G**: A horizontal member with a complex cross-section showing internal forces (B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S) and a label 'E2 etc.'.
- H**: A horizontal member with a complex cross-section showing internal forces (B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S) and a label 'E2 etc.'.
- I**: A horizontal member with a complex cross-section showing internal forces (B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S) and a label 'E2 etc.'.
- J**: A horizontal member with a complex cross-section showing internal forces (B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S) and a label 'E2 etc.'.
- K**: A horizontal member with a complex cross-section showing internal forces (B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S) and a label 'E2 etc.'.
- L**: A horizontal member with a complex cross-section showing internal forces (B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S) and a label 'E2 etc.'.
- M**: A horizontal member with a complex cross-section showing internal forces (B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S) and a label 'E2 etc.'.
- N**: A horizontal member with a complex cross-section showing internal forces (B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S) and a label 'E2 etc.'.
- O**: A horizontal member with a complex cross-section showing internal forces (B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S) and a label 'E2 etc.'.
- P**: A horizontal member with a complex cross-section showing internal forces (B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S) and a label 'E2 etc.'.
- Q**: A horizontal member with a complex cross-section showing internal forces (B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S) and a label 'E2 etc.'.
- R**: A horizontal member with a complex cross-section showing internal forces (B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S) and a label 'E2 etc.'.
- S**: A horizontal member with a complex cross-section showing internal forces (B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S) and a label 'E2 etc.'.

All dimensions are out to out of reinf. bar
Bending details and hooks shall conform to
the recommendations of the current revision
of ACI Standard 318. Δ
Reinforcing Bar: ASTM A615 Grade 60

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. Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

⚠	New Bent Bar Type SJ	9-26-8
⚠	Revised ACI Standard	5-12-8
REVISIONS		DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**I-395 BRIDGE
OVER
MAIN ST.
BANGOR
PENOBSCOT COUNTY**

**ABUTMENT #1 & RIGHT WING
REINFORCING STEEL SCHEDULE**

SHEET 30 OF 43 AUGUSTA, MAINE Oct, 198

DESIGN - DETAIL
CHECKED
REVISIONS
PLANS

DATE
BY
REVISED
DATE

REINFORCING STEEL SCHEDULE																			
STRAIGHT BARS										BENT BARS									
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H
RIGHT WING (ABUT. #2)										RIGHT WING (ABUT. #2)									
D500	18	3'-3"	Dowels	D550	1	10'-11"	Vert.	E524	1	13'-8"									
D501	9	10'-9"	Vertical	D551	1	10'-6"		E525	1	13'-3"									
D502	9	10'-9"	do	D552	1	10'-1"		E526	1	12'-9"									
D503	12	26'-8"	Horiz.	D553	1	10'-8"		E527	1	12'-3"									
D504	2	42'-3"	Top of Wing	D554	1	10'-3"		E528	1	11'-10"									
				D555	1	9'-10"		E529	1	12'-7"									
D509	14	26'-0"	Horiz.	D556	1	9'-4"		E530	1	12'-2"									
D510	2	2'-2"		D557	1	9'-0"		E531	1	11'-8"									
D511	2	7'-7"		D558	1	8'-6"		E532	1	11'-3"									
D512	2	12'-10"		D559	1	8'-1"		E533	1	10'-9"									
D513	2	18'-4"		D560	1	7'-8"		E534	1	10'-3"									
D514	2	23'-4"		D561	1	7'-2"	Vert.	E535	1	9'-10"									
D515	2	28'-8"	Horiz.					E536	1	10'-4"									
D516	2	33'-11"	Horiz.					E537	1	9'-11"									
D517	2	7'-2"	Vert.	D700	9	12'-0"	Vertical	E538	1	9'-5"									
D518	2	8'-4"		D701	9	13'-0"	do	E539	1	9'-0"									
D519	2	9'-6"		D702	18	9'-4"	do	E540	1	8'-6"									
D520	2	10'-8"						E541	1	8'-0"									
D521	2	11'-10"						E542	1	7'-7"	Vert.								
D522	2	13'-1"		D800	14	17'-3"	Horiz.	E543	2	7'-0"	Horiz.								
D523	2	14'-3"		D801	2	9'-6"	do	E544	2	8'-2"									
D524	2	15'-5"		D802	2	6'-6"	do	E545	2	9'-5"									
D525	2	16'-7"		D803	9	8'-6"	Vert.	E546	2	10'-7"									
D526	1	20'-9"		D804	18	14'-10"	Vert.	E547	2	11'-10"									
D527	1	20'-3"						E548	2	13'-1"									
D528	1	19'-10"						E549	2	14'-3"									
D529	1	19'-5"						E550	2	15'-6"									
D530	1	19'-0"		LEFT WING (ABUT. #2)															
D531	1	18'-7"		E500	14	3'-3"	Dowels	E551	2	16'-8"	Horiz.								
D532	1	18'-2"		E501	14	10'-9"	Vert.												
D533	1	17'-9"		E502	2	35'-10"	Top of Wall												
D534	1	17'-4"		E503	6	20'-2"	Horiz.	E704	2	32'-6"	Horiz.								
D535	1	16'-11"		E508	2	3'-9"	Horiz.	E705	2	29'-6"									
D536	1	16'-5"		E509	2	8'-10"	Horiz.	E706	2	26'-6"									
D537	1	16'-0"		E510	2	13'-8"		E707	2	23'-6"									
D538	1	15'-7"		E511	2	18'-6"		E708	8	34'-2"	Horiz.								
D539	1	15'-2"		E512	2	23'-4"		E709	13	10'-4"	Vert.								
D540	1	14'-9"		E513	2	28'-2"		E710	4	13'-6"									
D541	1	14'-4"		E514	2	33'-0"	Horiz.	E711	6	9'-10"									
D542	1	13'-11"		E515	1	17'-10"	Vert.	E712	7	13'-0"	Vert.								
D543	1	13'-5"		E516	1	17'-5"													
D544	1	13'-6"		E517	1	16'-11"													
D545	1	13'-1"		E518	1	16'-6"													
D546	1	12'-8"		E519	1	16'-0"													
D547	1	12'-3"		E520	1	15'-6"													
D548	1	11'-9"		E521	1	15'-1"													
D549	1	11'-4"	Vert.	E522	1	14'-7"													
				E523	1	14'-2"	Vert.												

FWMA REV. NO.	STATE MAINE	PROJECT NUMBER 395-8(28)	SHEET NO. 77	TOTAL SHEETS 216
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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 the current revision of ACI Standard 318.
Reinforcing Bar: ASTM A615 Grade 60

GENERAL NOTES

- First digit(s) following the letter of the Mark indicates size of reinf. bar.
Mark (A502) bar size - #5
Mark (P1001) bar size - #10
Mark (S603) bar size - #6
- Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

New Bent Bar Type S7	9-26-83
Revised ACI Standard	5-12-83
REVISIONS	DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

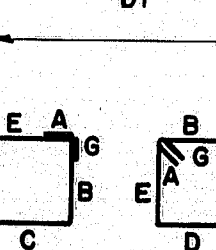
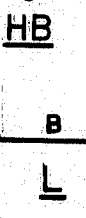

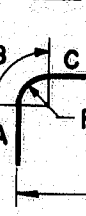
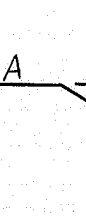

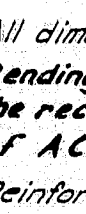
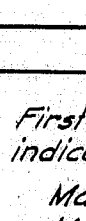
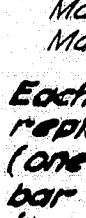






I-395 BRIDGE
OVER
MAIN ST.
BANGOR
PENOBSCOT COUNTY
REINFORCING STEEL SCHEDULE
ABUTMENT #2 - WINGS
SHEET 31 OF 43 AUGUSTA, MAINE Oct., 1984

97-261

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 #2</u>				<u>FOOTING - ABUT. #2</u>				<u>BARRIER TRANSITION</u>				<u>ABUTMENT #2</u>															
F500	84	3'-9"	Dowels	G500	64	60'-0"	Longitudinal	F525	2	2'-10"	Vertical	F550	19	25'-6"	A	4'-0"	21'-6"										
F501	18	16'-11"	Vertical	G501	34	26'-9"	Longitudinal	F526	2	4'-4"		F551	99	10'-8"	S	-	4'-9"	1'-2"	4'-9"						0'-10'		
F502	19	17'-2"						F527	2	5'-10"		F552	18	25'-0"	A	4'-0"	21'-0"									0'-10"	
F503	21	17'-5"						F528	2	7'-4"	Vertical	F553	21	24'-7"	A	4'-0"	20'-7"									0'-10"	
F504	21	16'-8"		G504	32	20'-3"	Longitudinal	F529	12	4'-6"	Horiz.	F554	18	23'-11"	A	4'-0"	19'-1"									0'-9"	
F505	20	16'-3"	Vertical									F555	19	25'-8"	A	4'-0"	21'-8"									0'-10"	
F506	99	7'-1"	Vertical Backwall									F556	4	12'-0"	S	-	5'-5"	1'-2"	5'-5"								
F507	18	4'-6"	Dowels	G507	5	14'-0"	Transverse					F557	2	9'-7"	M	-	2'-0"	5'-7"	2'-0"	-				1'-0"			
F508	4	21'-3"	Vertical	G508	4	14'-6"						F560	5	11'-4"	S	-	4'-6"	2'-4"	4'-6"								
F509	4	18'-7"	Vertical	G509	4	14'-0"						<u>FOOTING - ABUT. #2</u>															
F510	15	26'-6"	Horiz.	G510	4	14'-4"	Transverse					G550	2	12'-3"	V											2'-3"	
F511	29	7'-9"										G551	2	13'-2"	V				9'-6"	3'-8"						2'-7"	
F512	18	29'-0"		G608	5	15'-0"	Transverse					G552	2	14'-0"	V				10'-0"	4'-0"						2'-10"	
F513	8	29'-10"		G609	4	15'-6"						G553	2	14'-10"	V				10'-5"	4'-5"						3'-2"	
F514	42	31'-8"		G610	4	14'-9"						G554	2	15'-7"	V				10'-10"	4'-9"						3'-4"	
F515	42	26'-1"		G611	3	15'-11"	Transverse					G555	2	16'-6"	V				11'-4"	5'-2"						3'-8"	
F516	42	29'-0"										G556	2	17'-3"	V				11'-9"	5'-6"						3'-10"	
F517	16	27'-8"		G700	155	15'-6"	Transverse					G557	2	18'-2"	V				12'-3"	5'-11"						4'-2"	
F518	18	30'-2"										G558	2	19'-1"	V				12'-9"	6'-4"						4'-6"	
F519	8	30'-9"	Horiz.	G900	304	15'-6"	Transverse					G559	2	19'-10"	V				13'-2"	6'-8"						4'-9"	
												G560	2	20'-8"	V				13'-8"	7'-0"						5'-0"	
				G1001	11	14'-0"	Transverse					G561	2	21'-6"	V				14'-1"	7'-5"						5'-3"	
				G1002	9	14'-5"	do					G562	2	22'-5"	V				14'-2"	7'-10"							

FHWA REG. NO. 1	STATE MAINE	PROJECT NUMBER 395-B(88)	SHEET 78	TOTAL 216
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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 the current revision
 of ACI Standard 318. **△**
 Reinforcing Bar: A515M 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. Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.	

△ New Bent Bar Type SJ

△ Revised ACI Standard

REVISIONS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
MAIN ST.
BANGOR
PENOBSCOT COUNTY

REINFORCING STEEL SCHEDULE
ABUT #2-BREASTWALL & FOOTING

SHEET 32 OF 42 AUGUSTA, MAINE Oct. 1984

9-86/83

5-12-83

DATE

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>LEFT WING FOOTING</u>				<u>LEFT WING</u>				<u>MS-3 RETAINING WALL</u>				<u>LEFT WING</u>														
L550	45	15'-0"	Transverse	L501	42	3'-3"	Dowels	N538	25	9'-6"	Near Face															
L551	1	14'-0"	↑	L502	42	12'-6"	Vertical	N539	25	7'-8"	Near Face	L801	50	10'-6"	L	1'-4"	9'-2"									Dowels
L552	1	12'-0"		L503	42	15'-3"	Vertical	N540	24	33'-8"	Horizontal	L901	50	11'-2"	L	1'-7"	9'-7"									Dowels
L553	1	10'-0"		L504	41	10'-4"	Vertical	N541	25	6'-4"	Near Face															
L554	1	8'-1"		L507	4	6'-11"	Vertical	N542	25	5'-7"	Near Face	<u>MS-3 RETAINING WALL</u>														
L555	1	6'-1"		L508	8	5'-0"	Horizontal	N543	24	16'-2"	Near Face	N521	6	5'-10"	S	~	1'-3"	3'-4"	1'-3"				~			Section Dy
L556	1	4'-2"	↓	L510	36	24'-8"	↑	N544	26	10'-11"	Far Face	N535	201	3'-8"	L	10"	2'-0"									Footing
L557	1	2'-2"	Transverse	L511	36	24'-0"	↓	N545	26	12'-8"	↑	N581	97	5'-2"	L	10"	4'-4"									Footing
				L512	36	7'-3"		N546	26	13'-10"		N601	362	6'-3"	S	~	2'-7"	1'-1"	2'-7"				~			Top of Wall
				L513	28	3'-6"	Horizontal	N547	23	9'-9"																
				L601	20	3'-0"	Dowels	N548	25	8'-5"																
L561	2	3'-0"	Longitudinal	L701	66	8'-9"	Vertical	N549	25	6'-7"																
L562	2	3'-8"	↑	L702	41	12'-6"	Vertical	N551	25	5'-3"	↓	<u>MS-2 RETAINING WALL</u>														
L563	2	4'-2"		L703	13	16'-0"	Vertical	N552	25	4'-6"	Far Face	N404	108	11'-7"	S	6"	4'-9"	1'-1"	4'-9"							Embedded
L564	2	4'-8"		<u>MS-3 RETAINING WALL</u>				N580	23	17'-4"	Near Face	N502	108	2'-10"	L	10	2'-0"									Embedded
L565	2	5'-2"		N501	84	6'-2"	Far Face	N581	7	20'-0"	Near Face															
L566	2	5'-8"		N502	532	2'-6"	Dowels & M.F.	N582	10	9'-8"	Near Face	<u>MS-4 RETAINING WALL</u>														
L567	2	6'-2"		N503	1	2'-6"	Near Face	N583	23	19'-0"	Near Face	N502	50	2'-10"	L	10"	2'-0"									Embedded
L568	2	6'-8"		N504	1	2'-7"	↑																			
L569	2	7'-2"		N505	13	2'-8"																				
L570	2	7'-8"		N506	1	2'-9"																				
L571	2	8'-2"		N507	1	2'-10"																				
L572	2	8'-8"		N508	1	2'-10"																				
L573	2	9'-3"		N509	1	2'-11"																				
L574	2	9'-9"		N510	5	3'-0"		<u>MS-3 RETAINING WALL FOOTING</u>				STRAIGHT BARS														
L575	2	10'-3"	↓	N511	1	3'-1"		N534	11	1'-8"	Transverse	MARK NO. LENGTH LOCATION														
L576	32	44'-0"	Longitudinal	N512	1	3'-2"		N555	10	2'-1"	Transverse	<u>MS-2 RETAINING WALL</u>														
L577	1	17'-4"	Transverse	N513	1	3'-3"		N556	4	2'-6"	Longitudinal	N450	7	12'-0"	Over pipe											
L1100	90	15'-0"	↑	N514	1	3'-4"		N557	5	35'-6"	Longitudinal	N600	13	10'-0"	Over pipe											
L1101	1	14'-0"		N515	8	3'-5"		N558	25	39'-0"	Longitudinal	N405	72	13'-6"	Slab											
L1102	1	13'-0"		N516	6	2'-2"		N559	8	34'-6"	Longitudinal	N406	54	52'-11"	Slab											
L1103	1	12'-0"		N517	40	3'-11"		N561	11	2'-6"	Transverse	N501	128	2'-6"	Dowels											
L1104	1	11'-0"		N518	12	3'-0"		N562	11	3'-4"	↑	<u>MS-4 RETAINING WALL</u>														
L1105	1	10'-0"		N519	57	4'-8"	↓	N563	13	3'-8"		N403	2	32'-6"	Horizontal											
L1106	1	9'-0"		N520	46	5'-2"	Near Face	N564	13	3'-10"		N501	81	2'-6"	Dowels											
L1107	1	8'-1"		N522	47	3'-8"	Dowels	N565	12	4'-7"																
L1108	1	7'-4"		N524	9	29'-2"	Horizontal	N566	13	5'-0"																
L1109	1	6'-1"		N525	9	22'-0"	Horizontal	N568	13	5'-5"																
L1110	1	5'-2"		N526	10	34'-2"	Horizontal	N569	13	6'-0"																
L1111	1	4'-2"		N527	67	32'-8"	Horizontal	N570	121	6'-6"	↓															
L1112	1	3'-2"		N528	47	7'-6"	Far Face	N571	128	5'-6"	Transverse															
L1113	1	2'-2"	↓	N529	278	3'-6"	Dowels	N572	22	37'-6"	Longitudinal															
L1114	1	17'-4"	Longitudinal	N531	26	14'-11"	Vertical	N573	7	35'-6"	Longitudinal															
				N532	60	37'-2"	Horizontal	N699	7	16'-0"	Long. Bot. Mat															
				N533	26	13'-9"	Vertical																			
				N534	26	12'-0"	Vertical																			
				N536	44	35'-8"	Horizontal																			
				N537	23	10'-9"	Vertical																			
												MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
97-26																										

FWMA SER. NO.	STATE MAINE	PROJECT NUMBER 395-8(22)	SHEET NO. 79	TOTAL SHEETS 216
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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 the current revision of ACI Standard 318.1.

Reinforcing Bar: ASTM A615 Grade 60

GENERAL NOTES

- First digit(s) following the letter of the Mark indicates size of reinf. bar.
Mark (A502) bar size - #5
Mark (P1001) bar size - #10
Mark (S603) bar size - #6
- Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

New Bent Bar Type SJ Revised ACI Standard	9-26-83 5-12-83
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REVISIONS

NO.	DATE	DESCRIPTION
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE

**MAIN ST.
BANGOR
PENOBSCOT COUNTY**

LEFT WING & RAMPS MS-2, MS-3 & MS-4 RETAINING WALLS

SHEET 33 OF 43 AUGUSTA, MAINE Oct, 1984

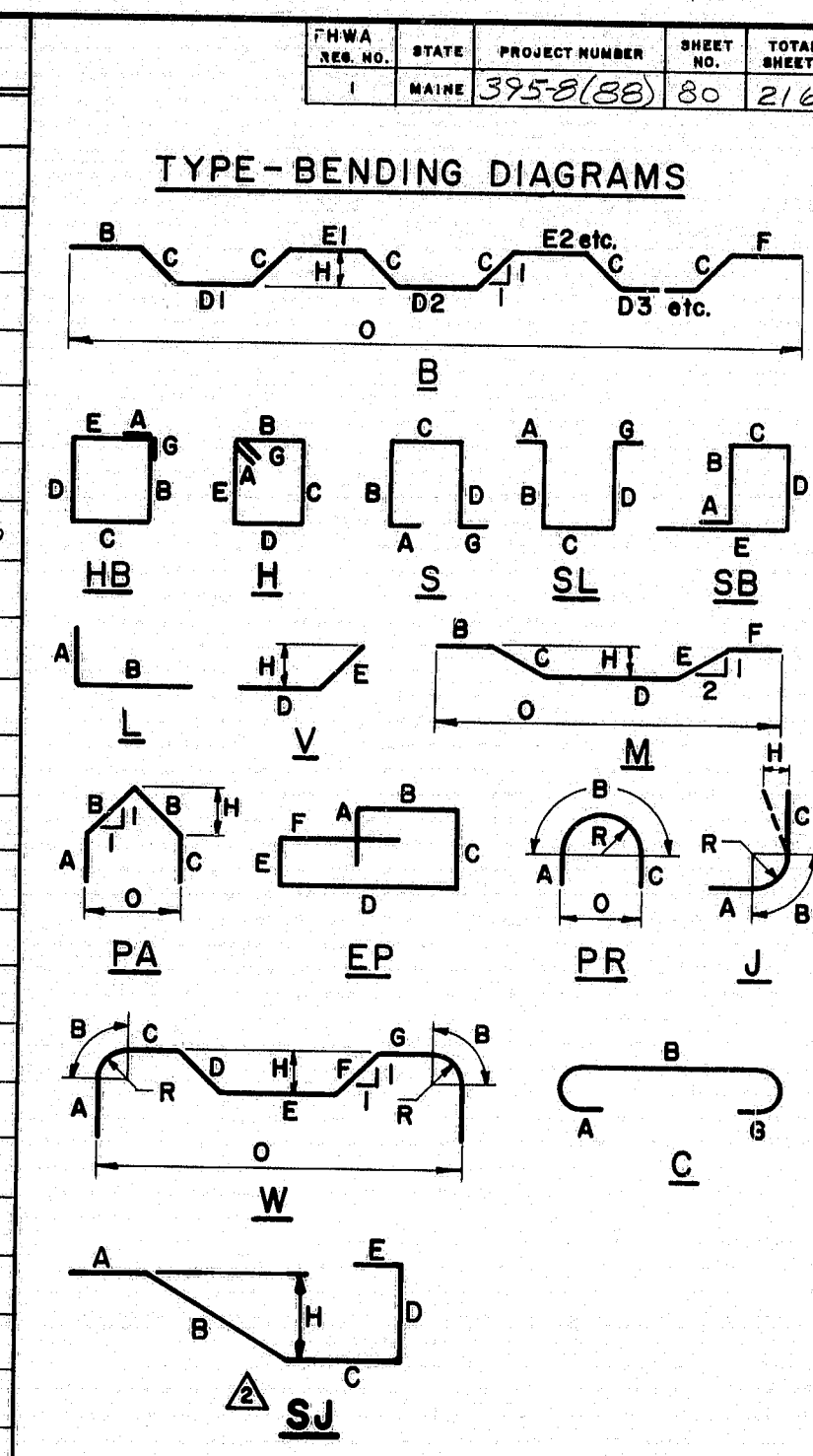
97-263


REINFORCING STEEL SCHEDULE																									
STRAIGHT BARS				BENT BARS																					
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION			
<u>SUPERSTRUCTURE SLAB</u>				<u>END POST</u>				<u>BARRIER RAIL</u>				<u>SUPERSTRUCTURE SLAB</u>													
5500	559	60'-0"	Slab & Curb	EP401	18	1'-10"	End Post Dowels	BR500	8	60'-0"	Barrier Rail	5519	141	46'-0"	B	-	2'-11"	9'-4"	4'-9"	4'-2"	6'-3"	-	6'-2"	44'-2"	Slab
5501	329	55'-3"	Longitudinal	EP405	12	1'-5"	End Post	BR501	8	55'-3"	Barrier Rail	5520	222	45'-11"	B	-	6'-2"	9'-4"	4'-9"	4'-2"	6'-3"	-	6'-2"	44'-4"	Slab
5502	222	44'-3"	Transverse	EP308	12	4'-0"	End Post					5521	228	5'-10"	S	10"	1'-6"	1'-1"	1'-6"	-	-	10"		Curb	
5503	288	11'-9"	Transverse									5522	289	4'-2"	SJ	~	1'-3"	1'-3"	10"	10"			9"	End of Slab	
5504	94	13'-4"	Transverse									5523	114	9'-6"	SL	10"	1'-3"	5'-3"	1'-3"			10"		Revised Median	
5505	62	14'-8"	Transverse									<u>END POST</u>													
5506	230	28'-4"	Transverse									EP402	12	4'-9"	S	-	2'-11"	7"	2'-11"			-		End Post	
5507	16	9'-7"	End of Slab									EP403	12	4'-8"	H	4"	1'-0"	1'-0"	1'-0"	1'-0"		4"			
5508	4	54'-3"	End of Slab									EP404	12	3'-11"	S	-	1'-3"	7"	1'-3"			-			
5509	4	56'-11"	End of Slab									EP408	9	4'-3"	S	-	1'-0"	7"	1'-0"			-			
5510	32	9'-4"	End of Slab									EP409	6	4'-2"	S	-	1'-10"	6"	1'-0"			-			
5511	2	5'-7"	End of Slab									EP410	3	4'-6"	S	-	1'-10"	10"	1'-0"			-			
5512	2	8'-7"	End of Slab									EP501	12	5'-5"	V				3'-0"	2'-3"		4"			
5513	12	4'-0"	End of Slab									EP502	9	4'-11"	S	-	1'-11"	7"	1'-11"			6"			
5514	2	3'-5"	End of Slab									EP303	6	4'-10"	S	-	1'-11"	6"	1'-11"			6"			
5515	2	3'-9"	End of Slab									EP304	3	6'-4"	H	5"	1'-11"	10"	1'-11"	10"		5"		End Post	
												<u>BARRIER RAIL</u>													
												BR510	228	4'-3"	L	10"	3'-5"							Barrier Rail	
												BR610	228	4'-5"	L	1'-0"	3'-5"							Barrier Rail	

Reinforcing Bars marked with an asterisk(*)
 shall not be included for payment under
 Items 502.12 & 502.13. Payment will be
 considered incidental to Item 502.31.

97-264

Reinforcing Bars marked with an asterick(*) shall not be included for payment under Items 502.12 & 502.13. Payment will be considered incidental to Item 526.31.





*All dimensions are out to out of reinf. bar
Bending details and hooks shall conform to
the recommendations of the current revision
of ACI Standard 318. *

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. Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

	New Bent Bar Type SJ	9-26-83
	Revised ACI Standard	5-12-83
REVISIONS		DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
 OVER
 MAIN ST.
 BANGOR
 PENOBSCOT COUNTY
 REINFORCING STEEL SCHEDULE
 (STEEL ALTERNATE)
 SHEET 34 OF 43 AUGUSTA, MAINE

[illegible]

Reinforcing Bars marked with an asterick(*) shall not be included for payment under Items 502.12 & 502.13, Payment will be considered incidental to Item 526.31.

7HW4 SER. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
I	MAINE	375-B (65)	81	210

TYPE-BENDING DIAGRAMS

The diagrams illustrate various wire bending techniques:

- B**: A series of bends labeled B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.
- HB**: A bend labeled H, B.
- H**: A bend labeled H.
- S**: A bend labeled S.
- SL**: A bend labeled S, L.
- SB**: A bend labeled S, B.
- L**: A bend labeled L.
- V**: A bend labeled V.
- PA**: A bend labeled P, A.
- EP**: A bend labeled E, P.
- PR**: A bend labeled P, R.
- J**: A bend labeled J.
- W**: A bend labeled W.
- C**: A bend labeled C.
- U**: A bend labeled U.
- CL**: A bend labeled C, L.
- F**: A bend labeled F.

CS
All dimensions are out to out of reinf. bar
Bending details and hooks shall conform to
the recommendations of the current revision
of ACI Standard 318. Δ
Reinforcing Bar: ASTM A615 Grade 60

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. Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

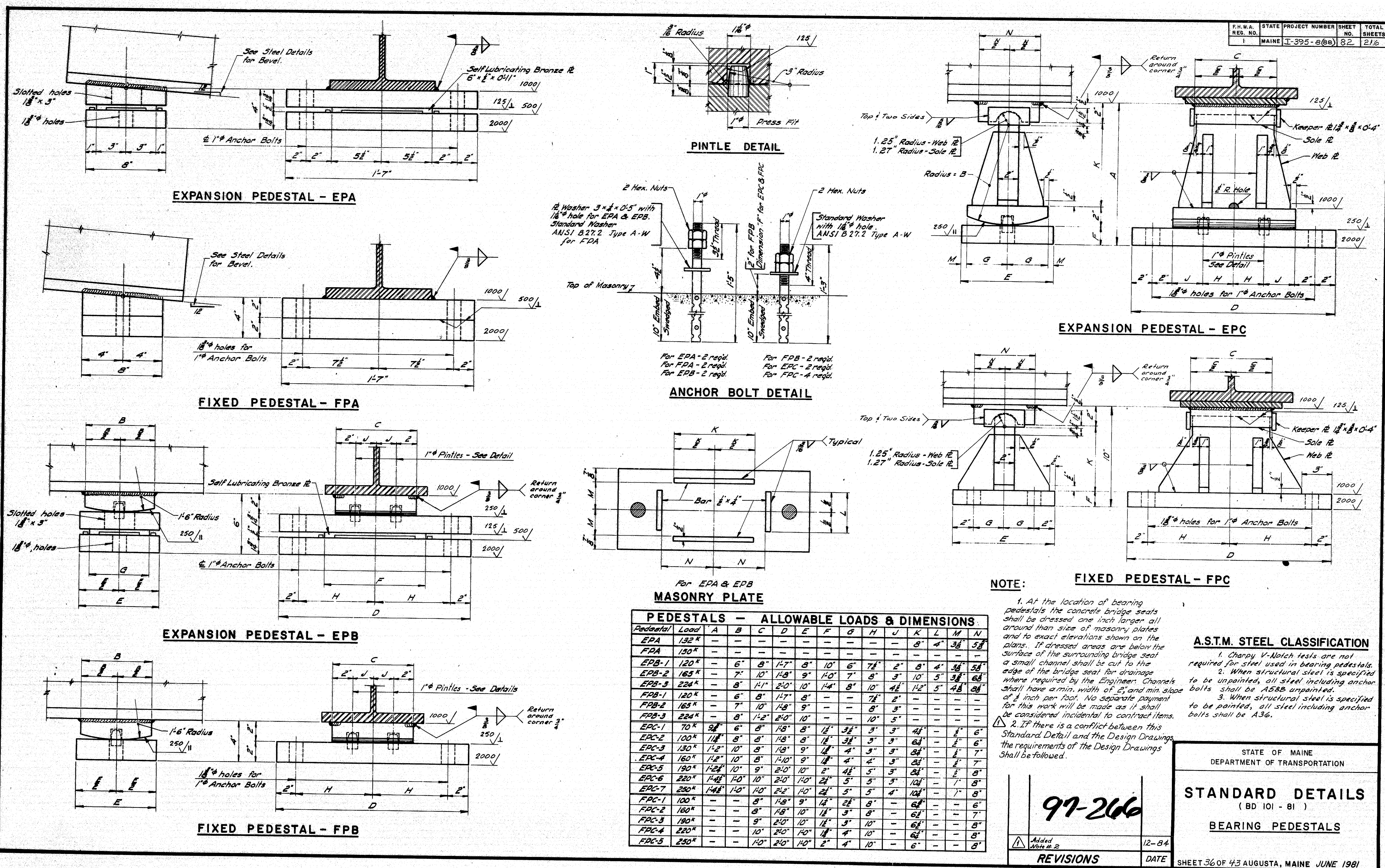
△ NEW BENT BAR TYPE SJ	9-26-83
△ Revised ACI Standard	5-12-83
REVISIONS	DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

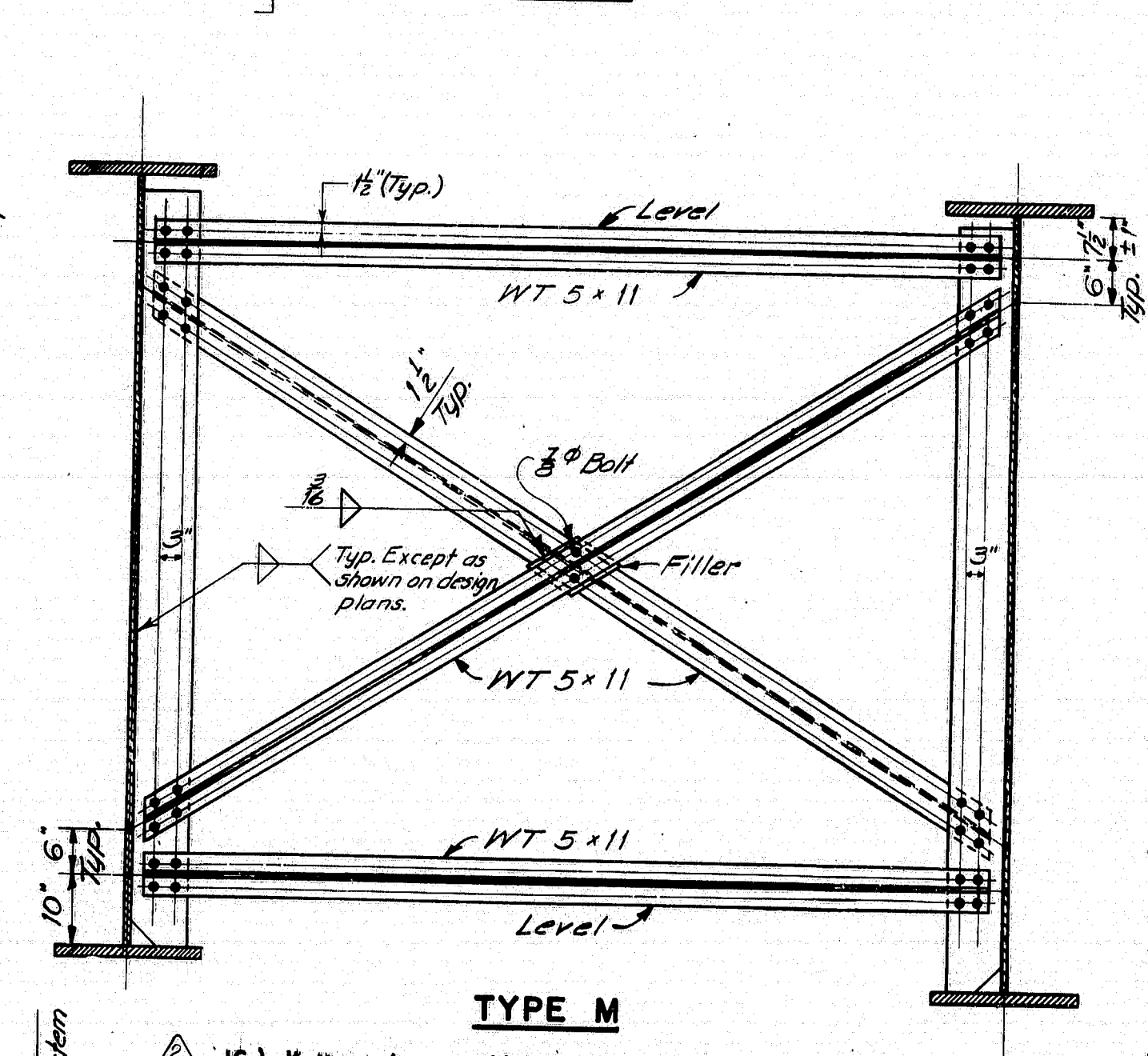
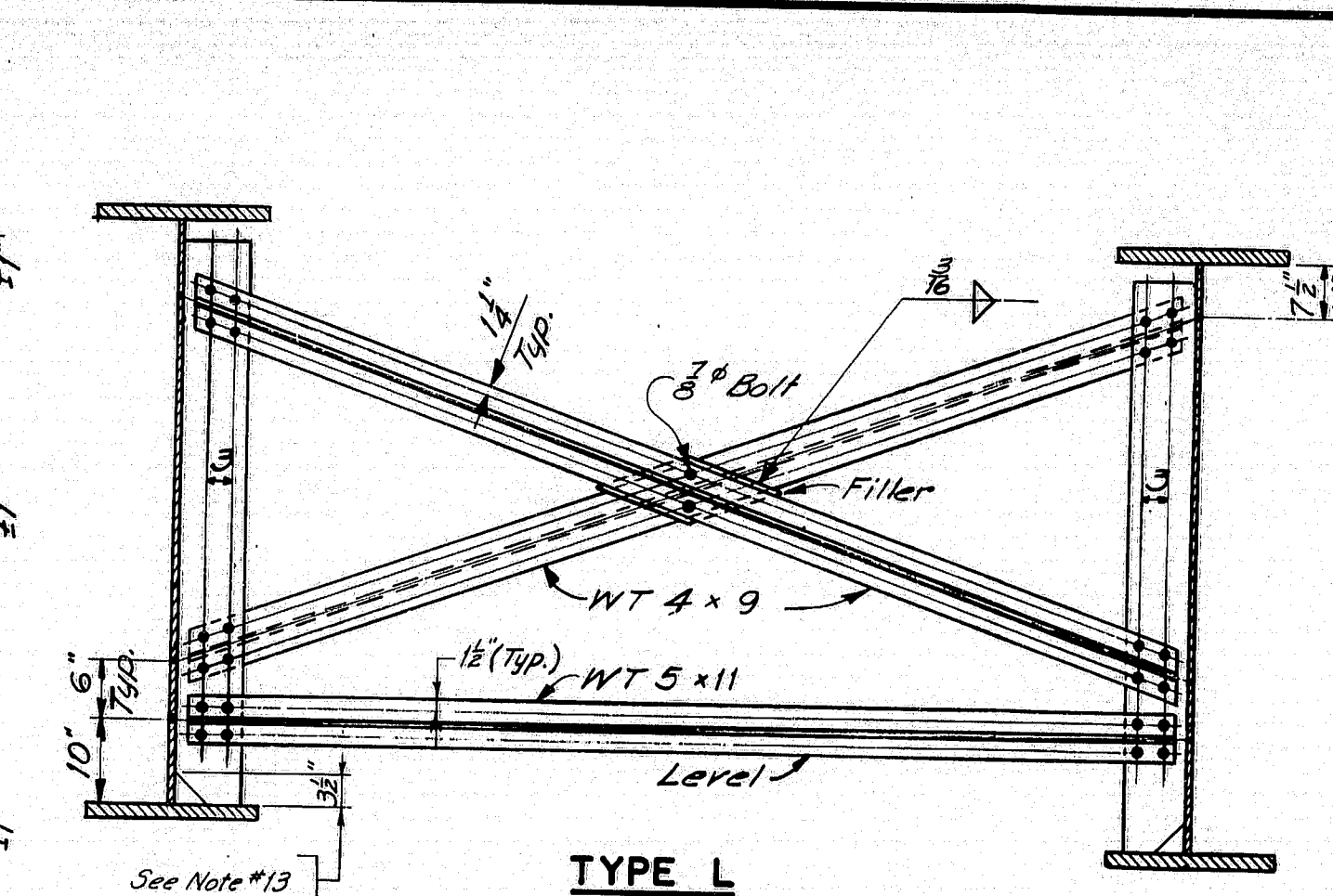
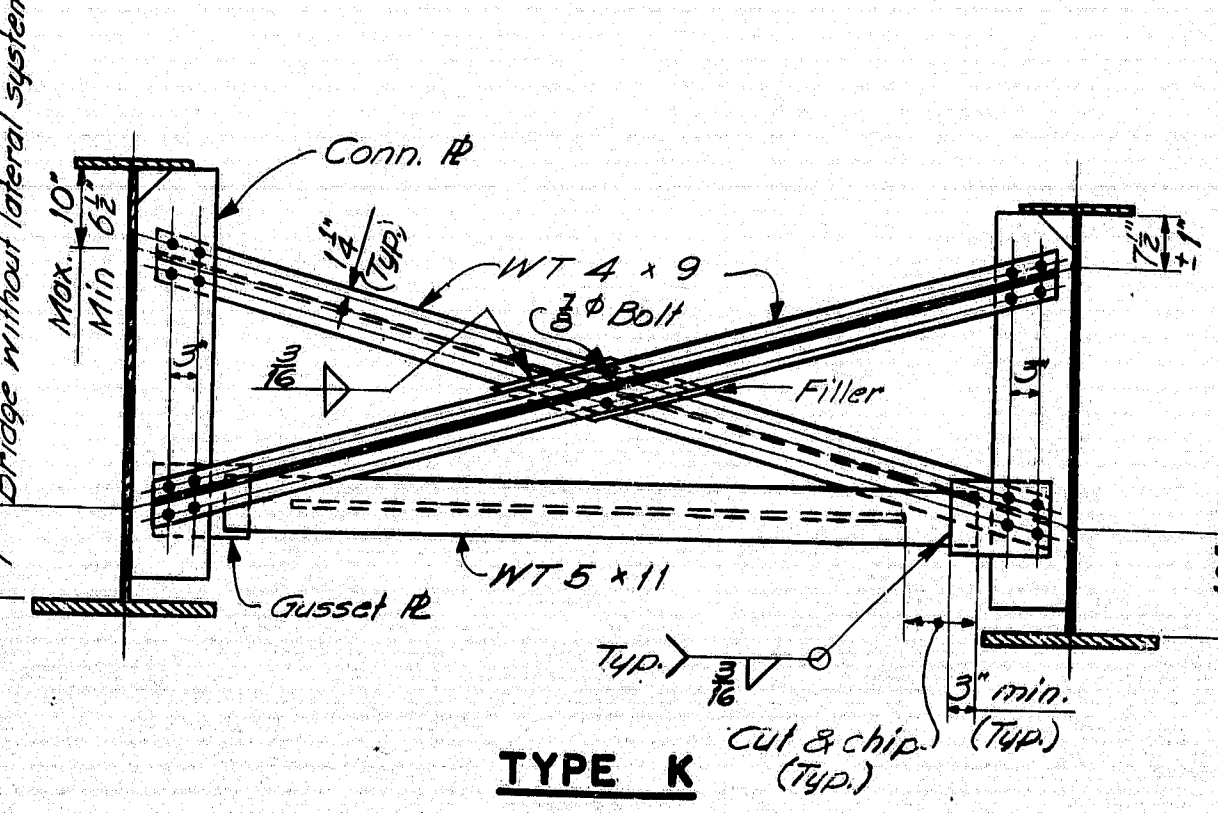
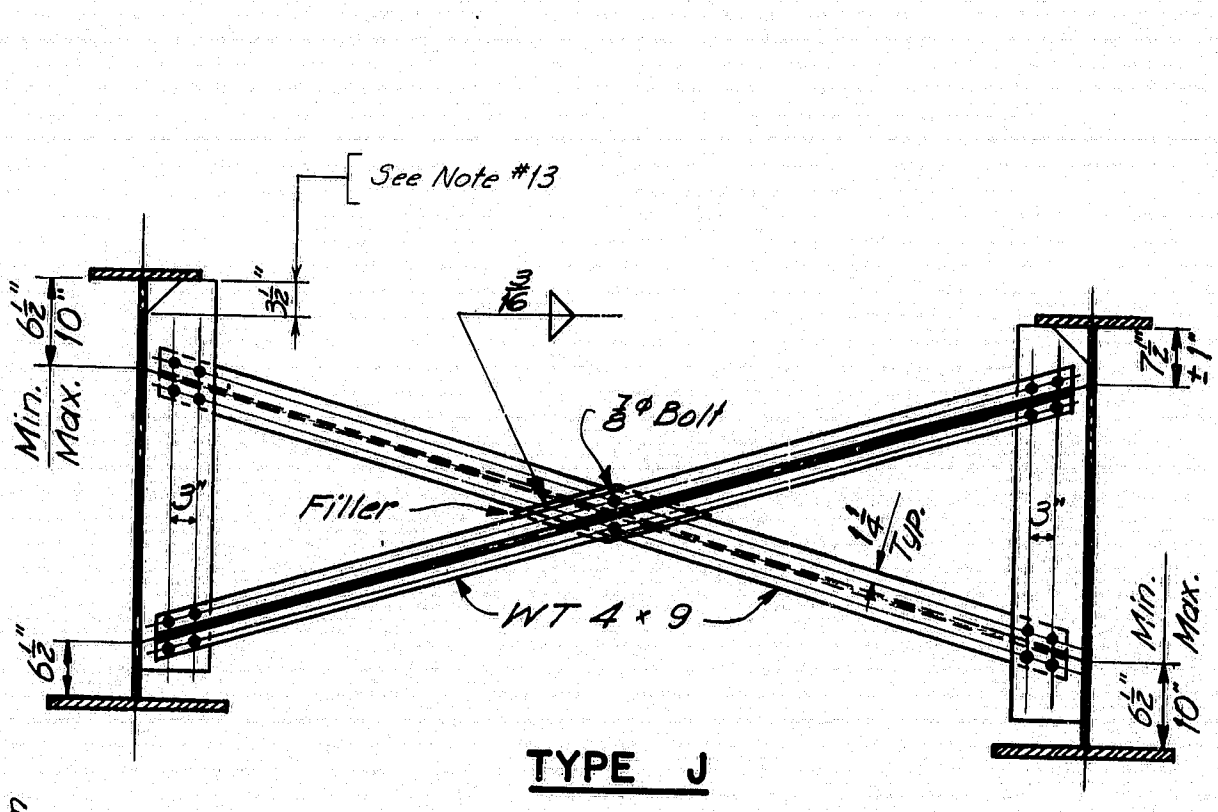
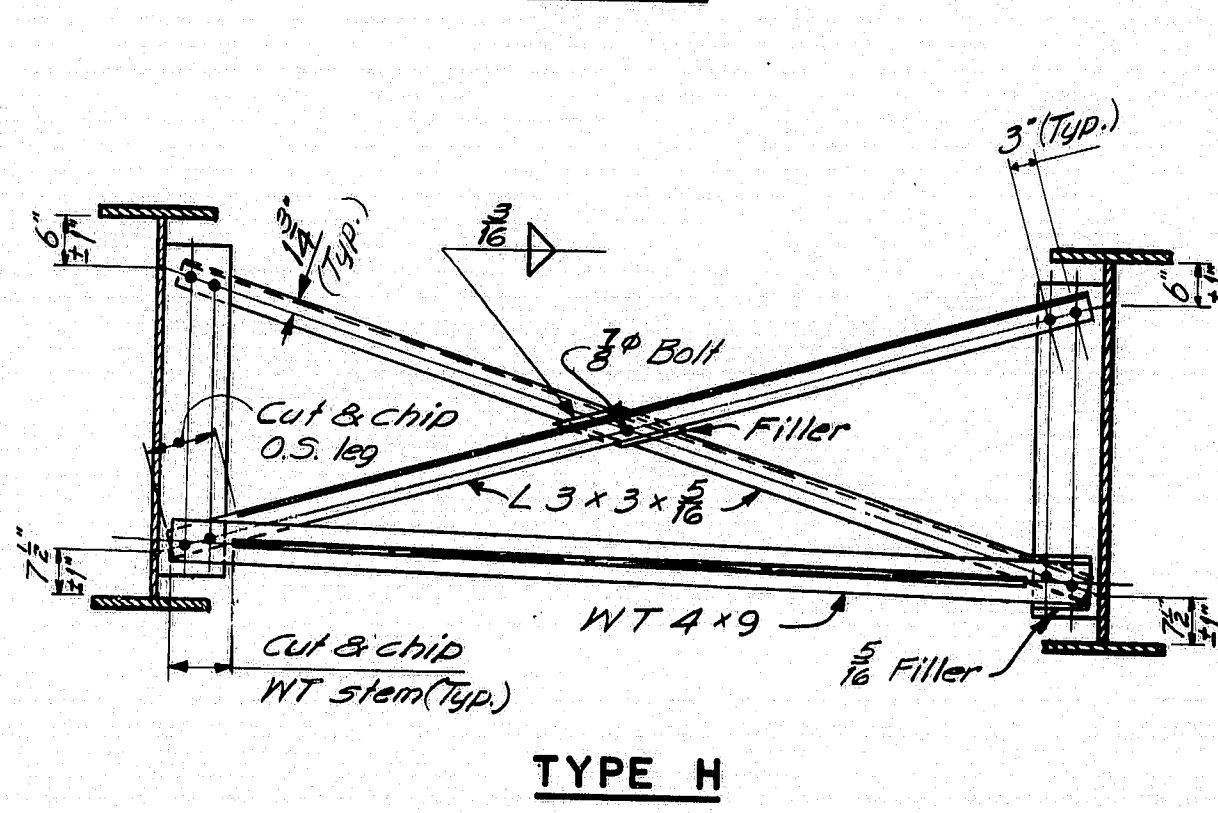
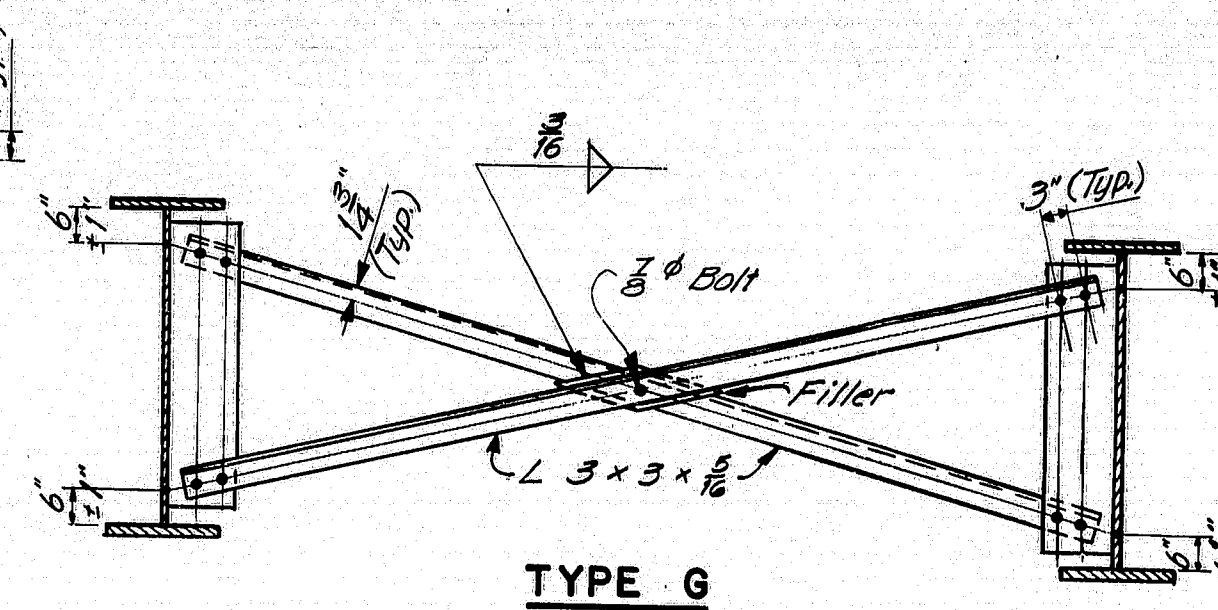
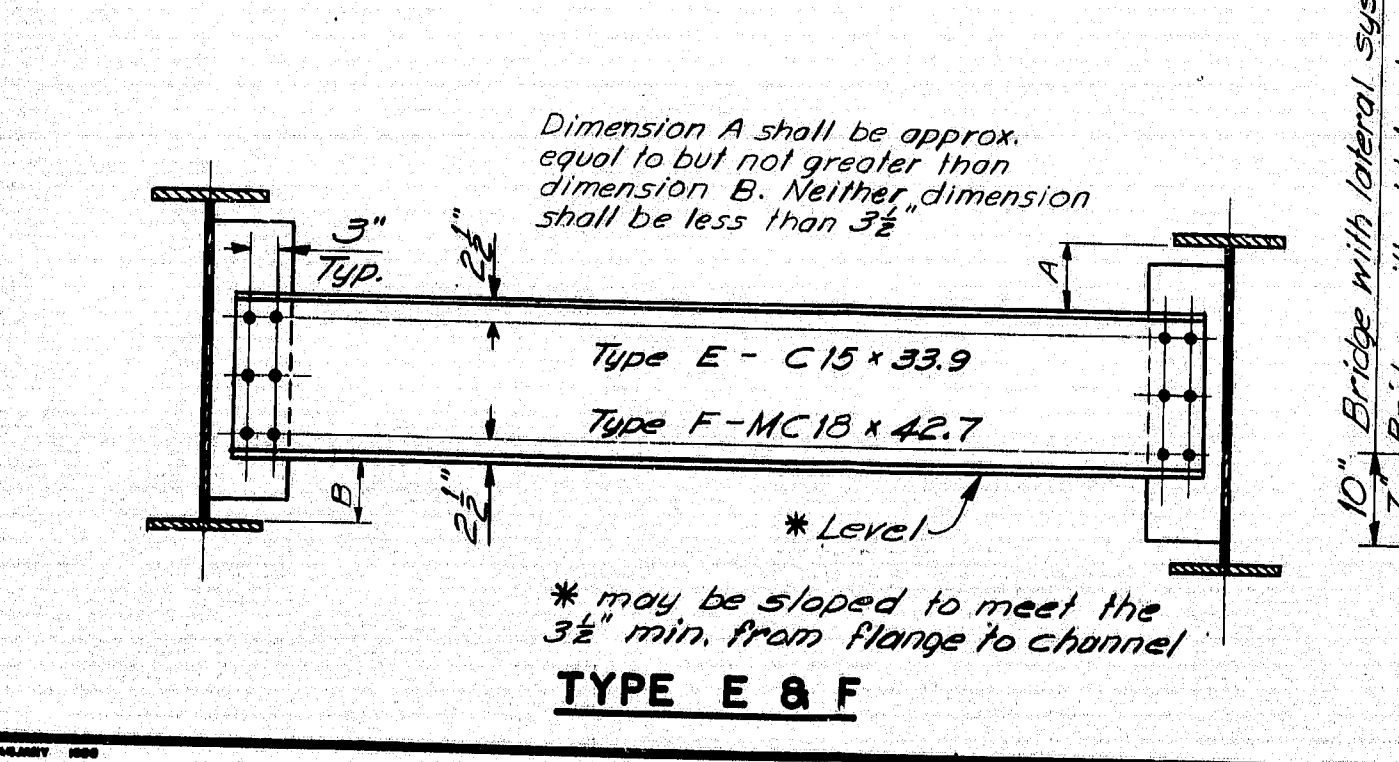
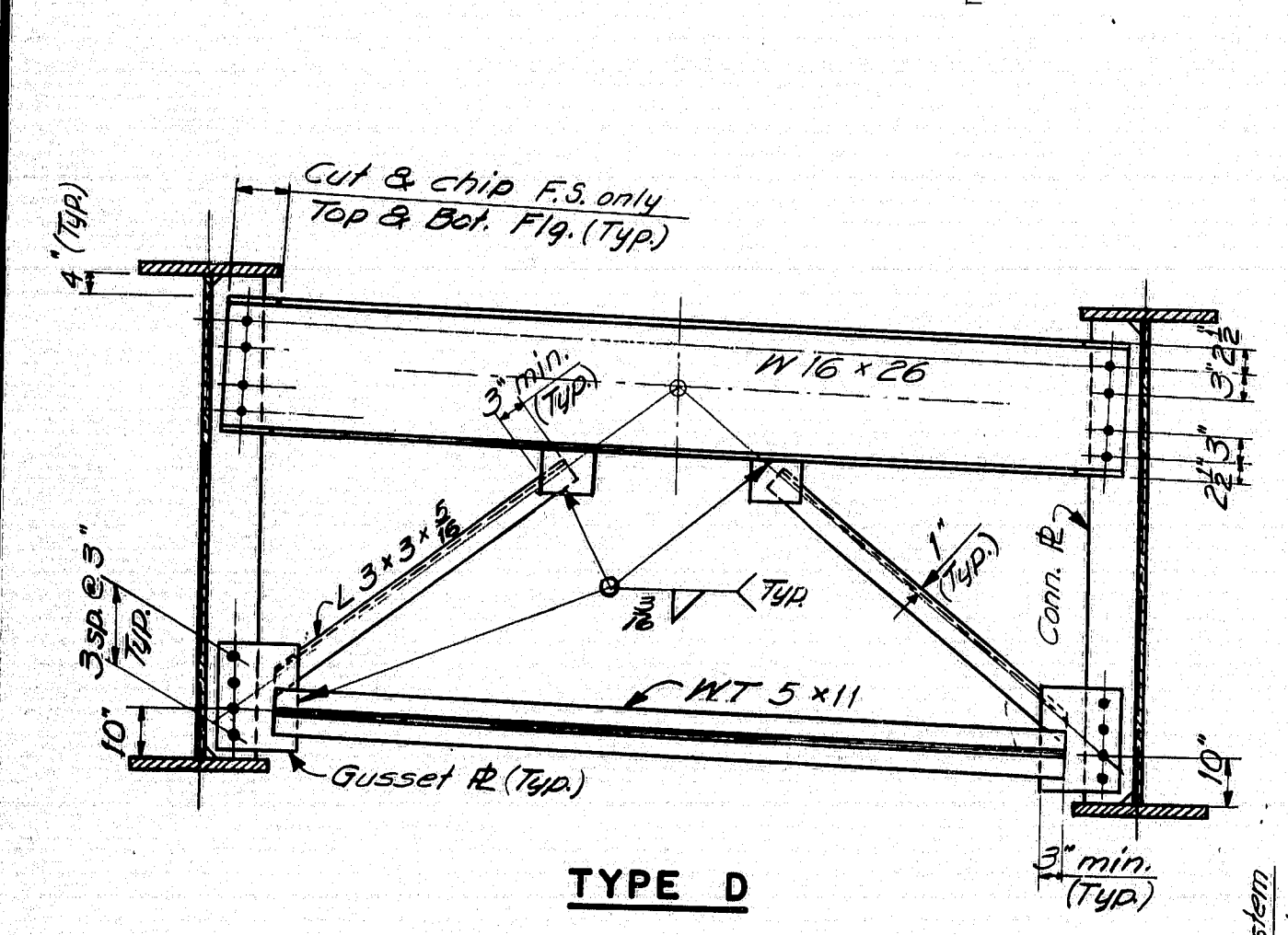
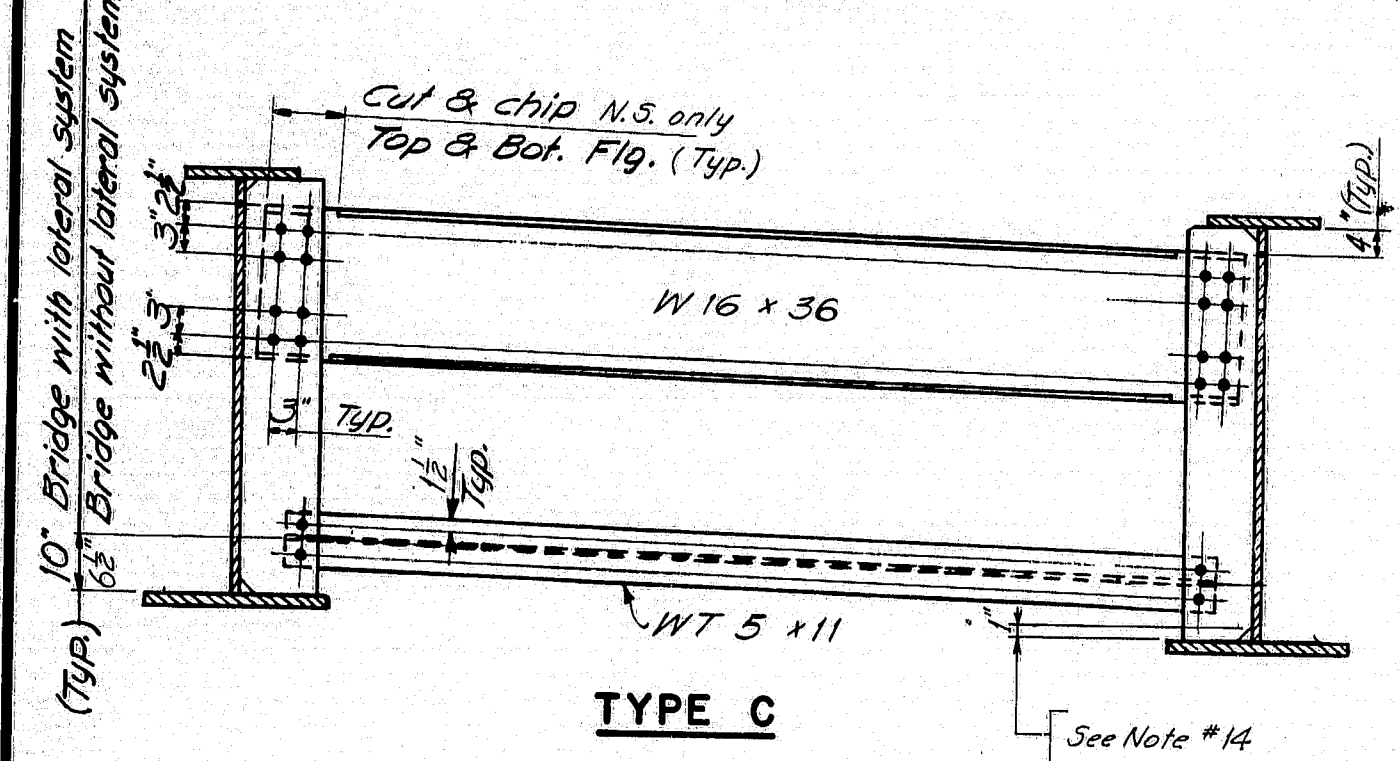
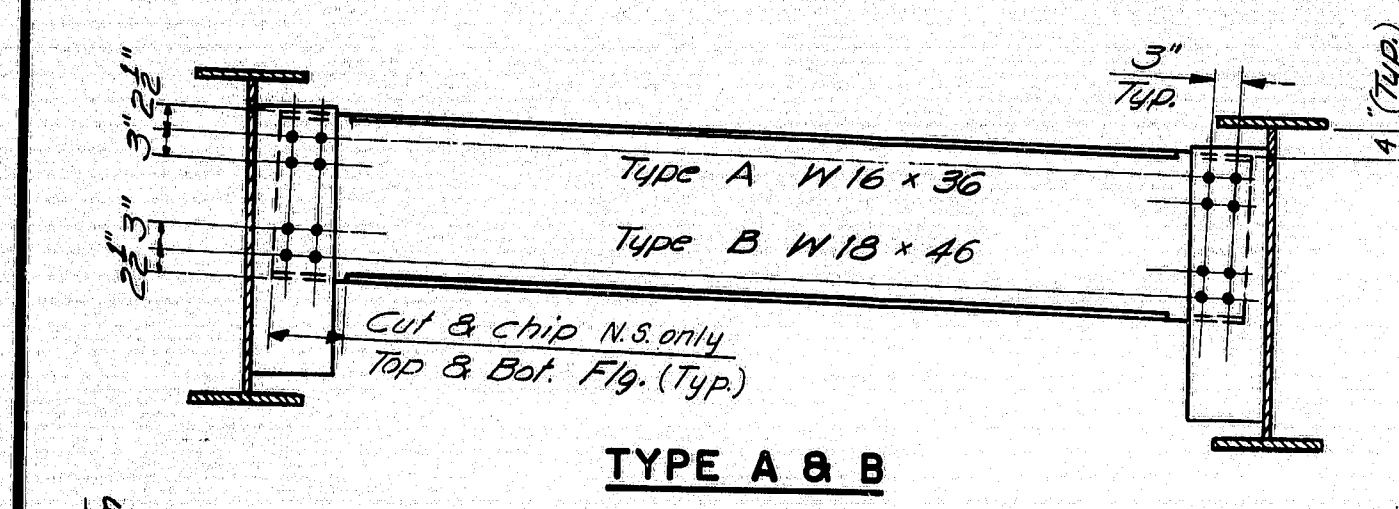
**I-395 BRIDGE
OVER
MAIN ST.
BANGOR
PENOBSCOT COUNTY
REINFORCING STEEL SCHEDULE
(CONCRETE ALTERNATE)**

SHEET 35 OF 43 AUGUSTA, MAINE Oct., 1984

97-265



DATE	BY
DESIGN - DETAIL	
REVISION	
FIELD CHANGES	
PLANS	



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 1/8" 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" of 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" 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 1/4" at top and bottom. Bearing stiffeners at all other bearings shall be clipped 1/4" 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.

16.) If there is a conflict between this Standard Detail and the Design Drawings, the requirements of the Design Drawings shall be followed.

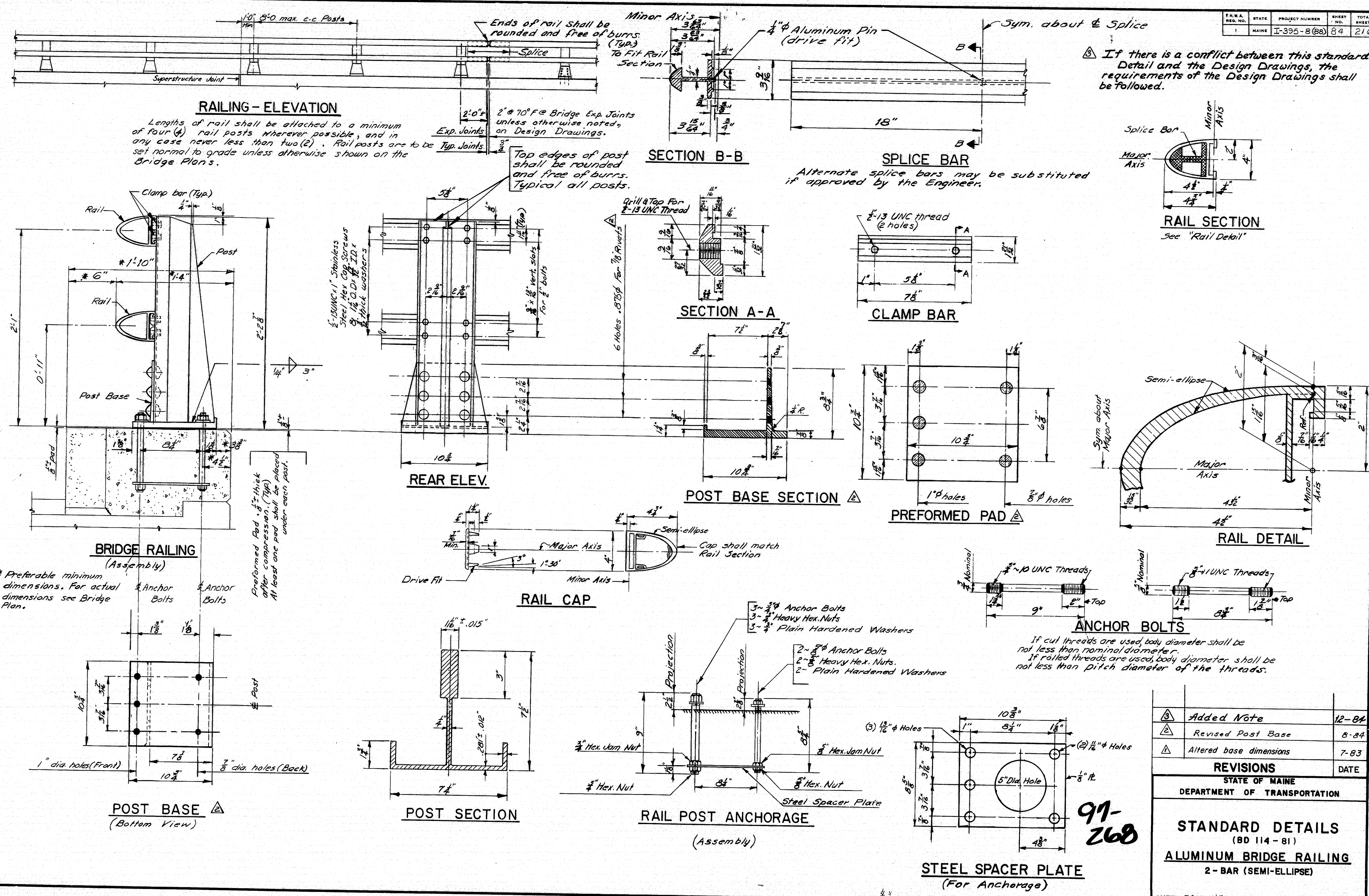
97-267

REVISIONS	DATE
Added Note # 76	12-84
Revised notes 2, 3, 7, & 11	1-85

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
(BD 113-81)
DIAPHRAGMS & CROSSFRAMES

SHEET 27 OF 43 AUGUSTA, MAINE JUNE 1981



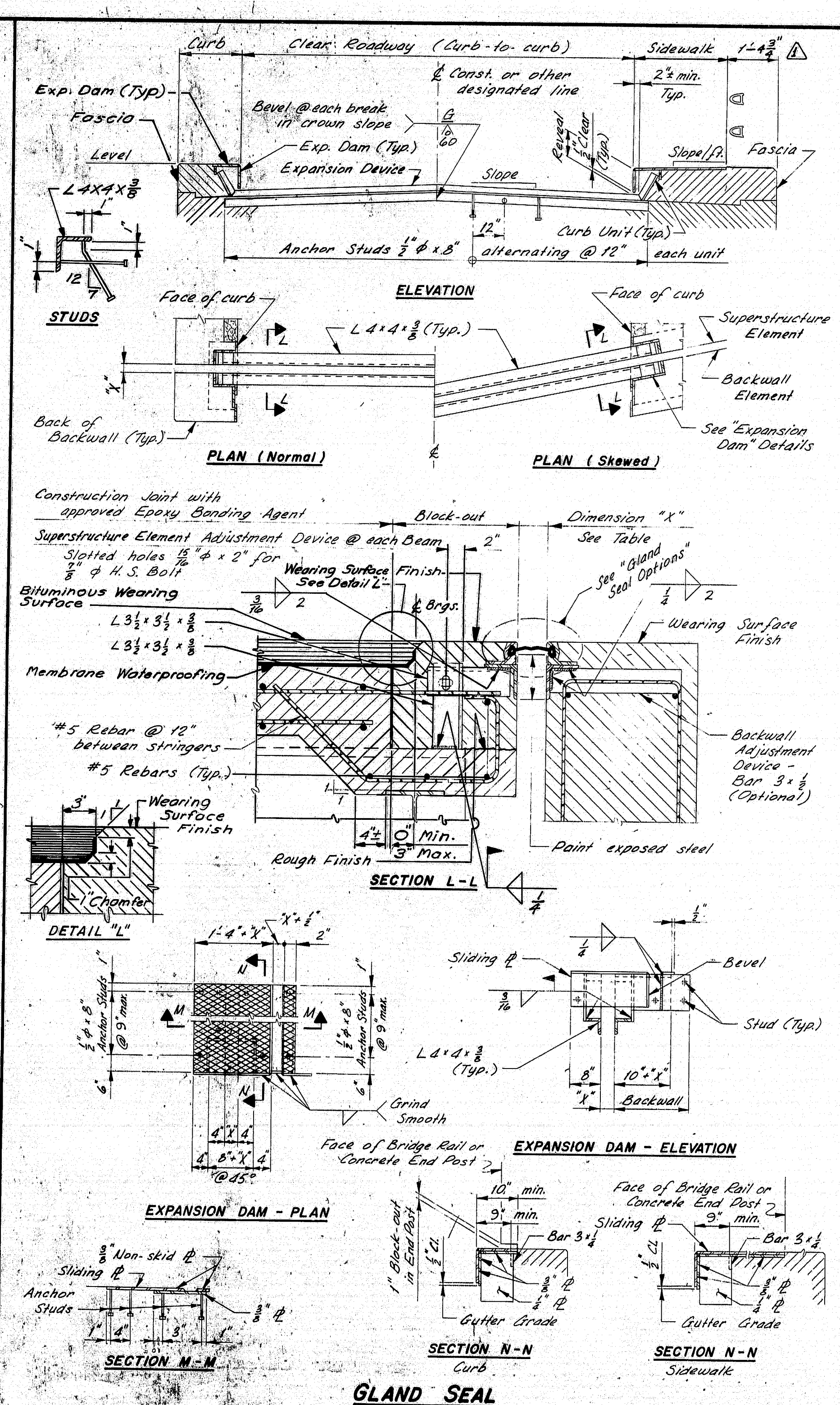
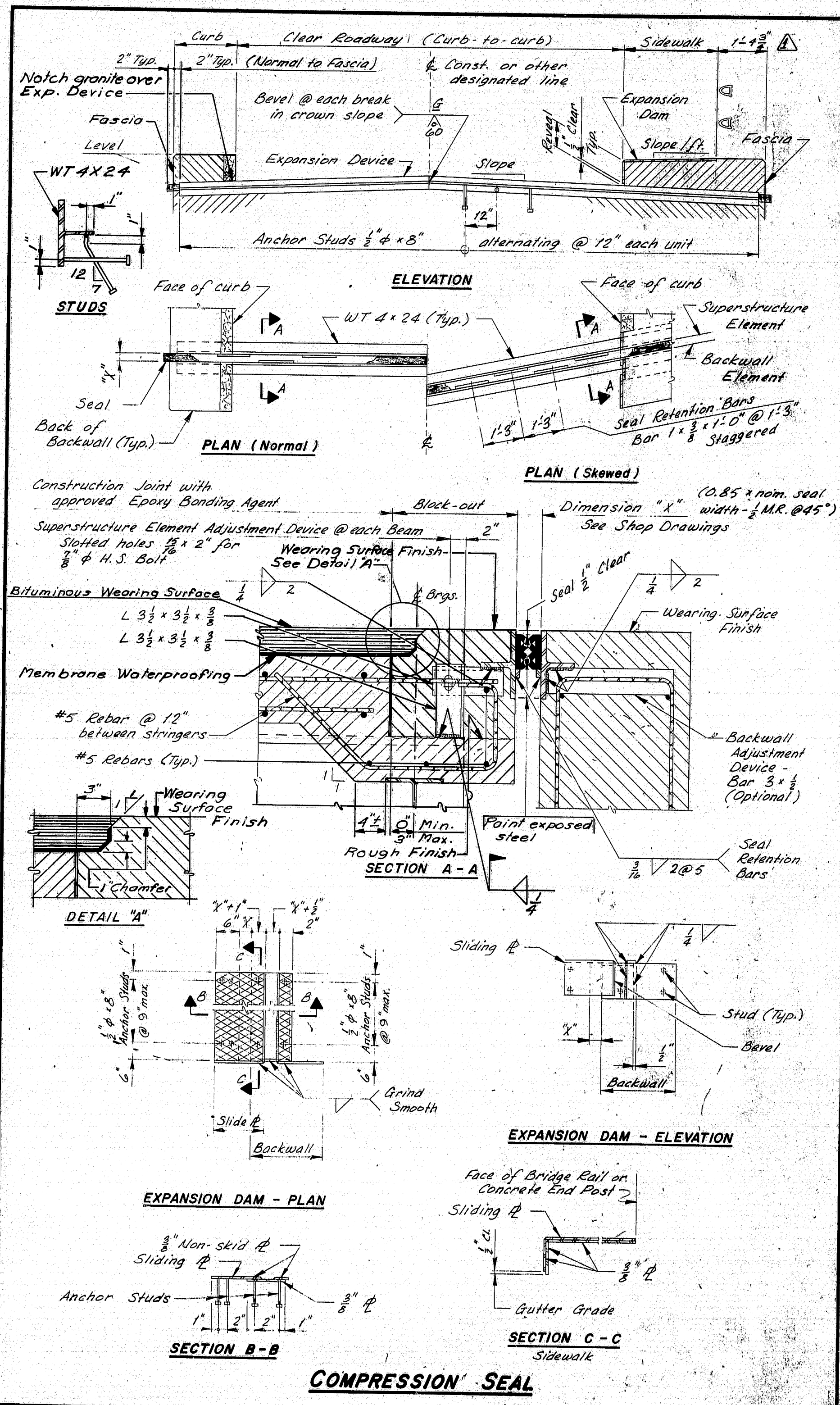
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	I-395-8(88)	84	216

△ If there is a conflict between this standard Detail and the Design Drawings, the requirements of the Design Drawings shall be followed.

PLANS	DESIGN - DETAIL	CHECKED	DATE

△ Added Note	12-84
△ Revised Post Base	8-84
△ Altered base dimensions	7-83
REVISIONS	DATE
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
STANDARD DETAILS (BD 114 - 81)	
ALUMINUM BRIDGE RAILING 2 - BAR (SEMI-ELLIPSE)	
SHEET 84 OF 43 AUGUSTA, MAINE	JUNE 1981

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAIL	12/1/82
CHECKED	
REVISIONS	
PLAN	
DETAIL	



NOTES:

- Each Expansion Device Unit consists of one pair of matching Elements and Expansion Dams as required. At Joints over Diers, 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.
- If there is a conflict between this Standard Detail and the Design Drawings, the requirements of the Design Drawings shall be followed.

WITH STEEL EXTRUSION

WITH STEEL ANGLE

GLAND SEAL SETTING TABLE

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

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

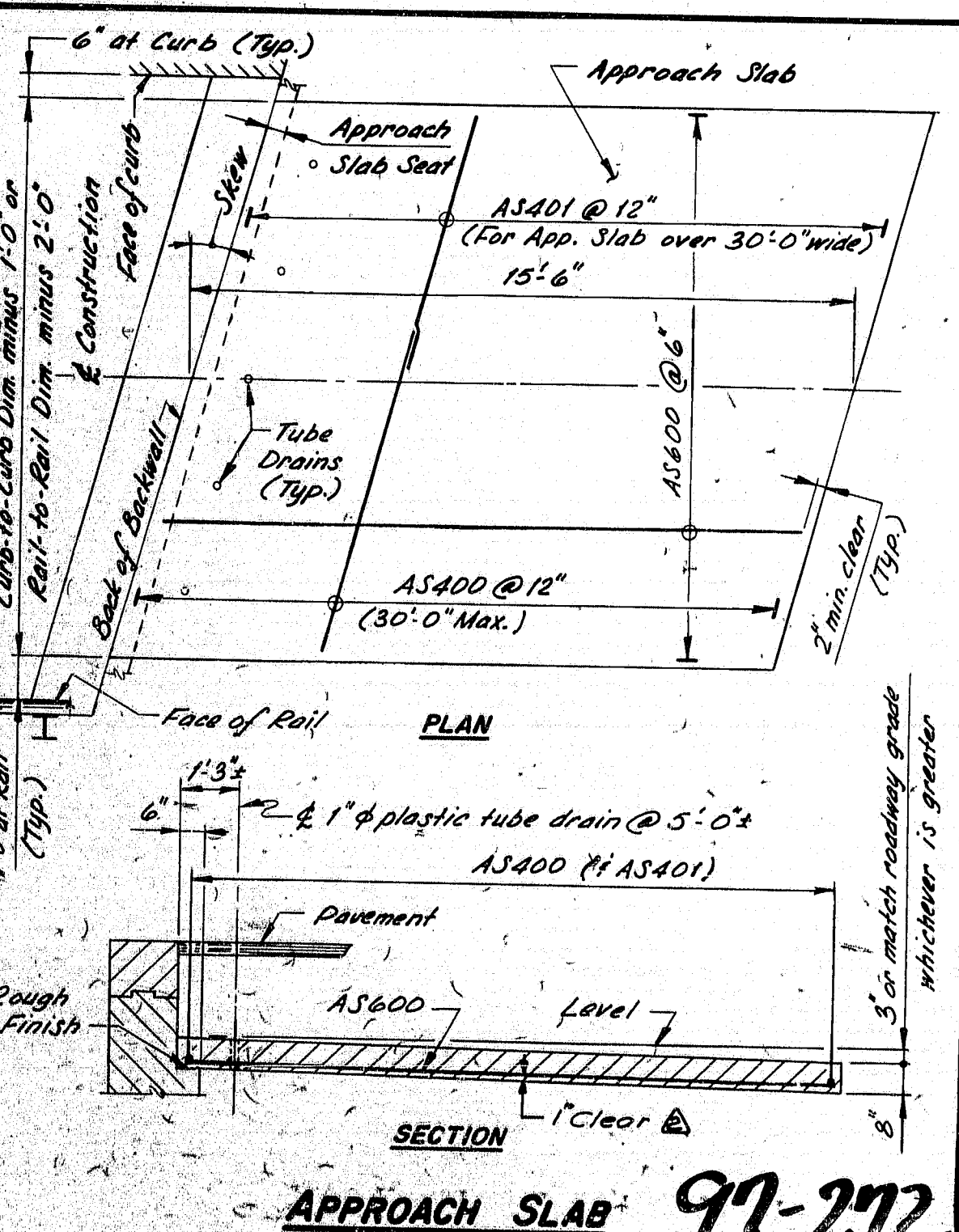
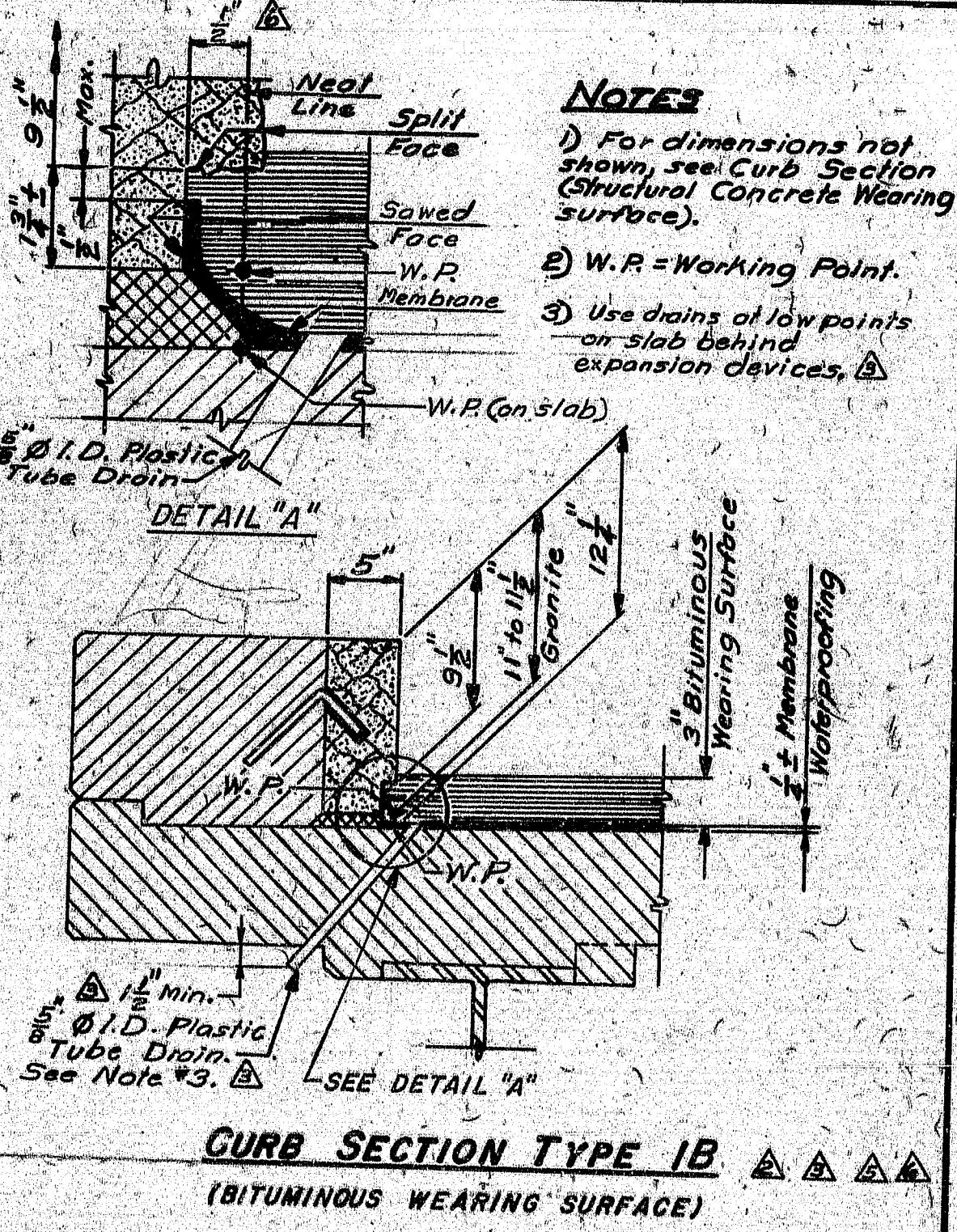
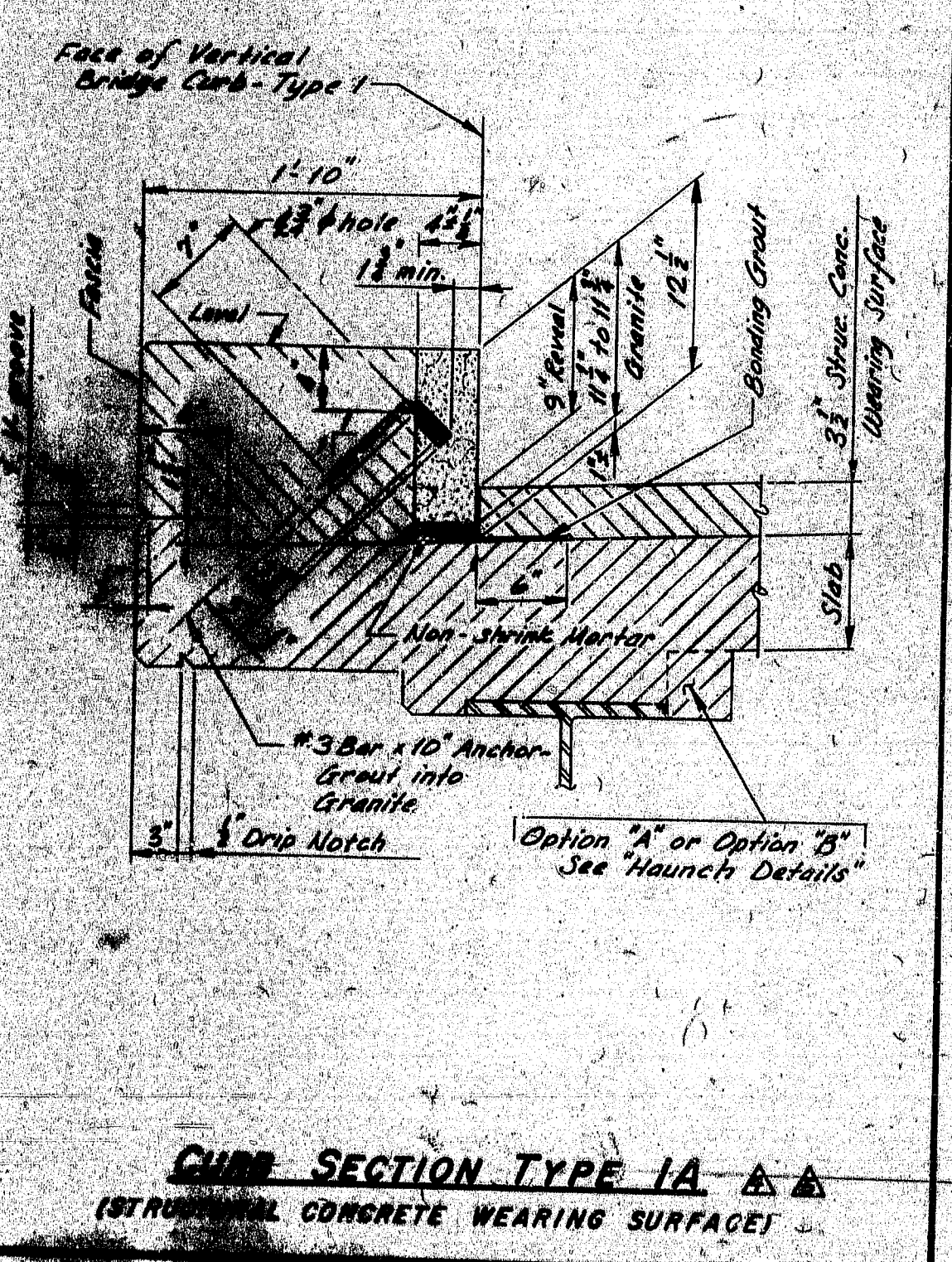
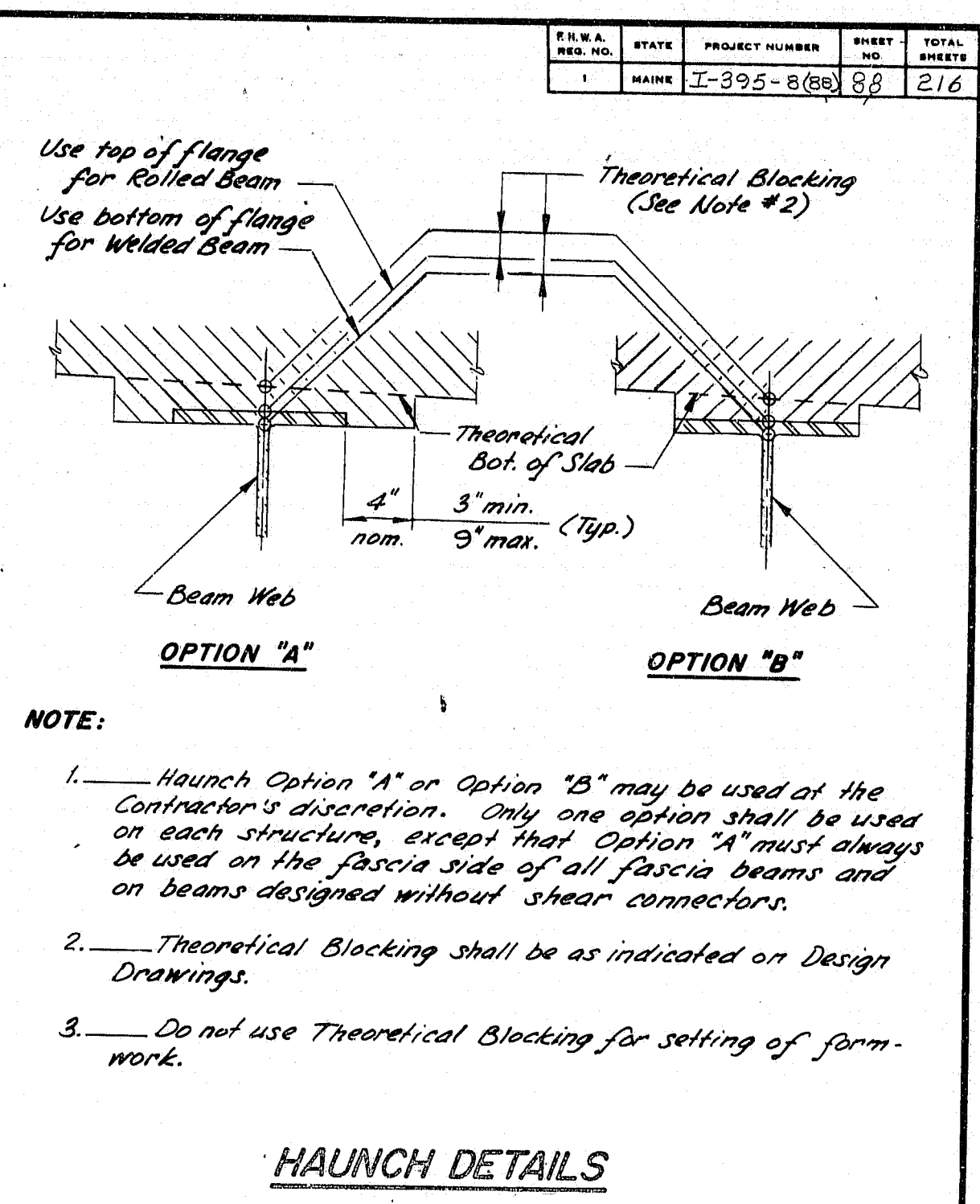
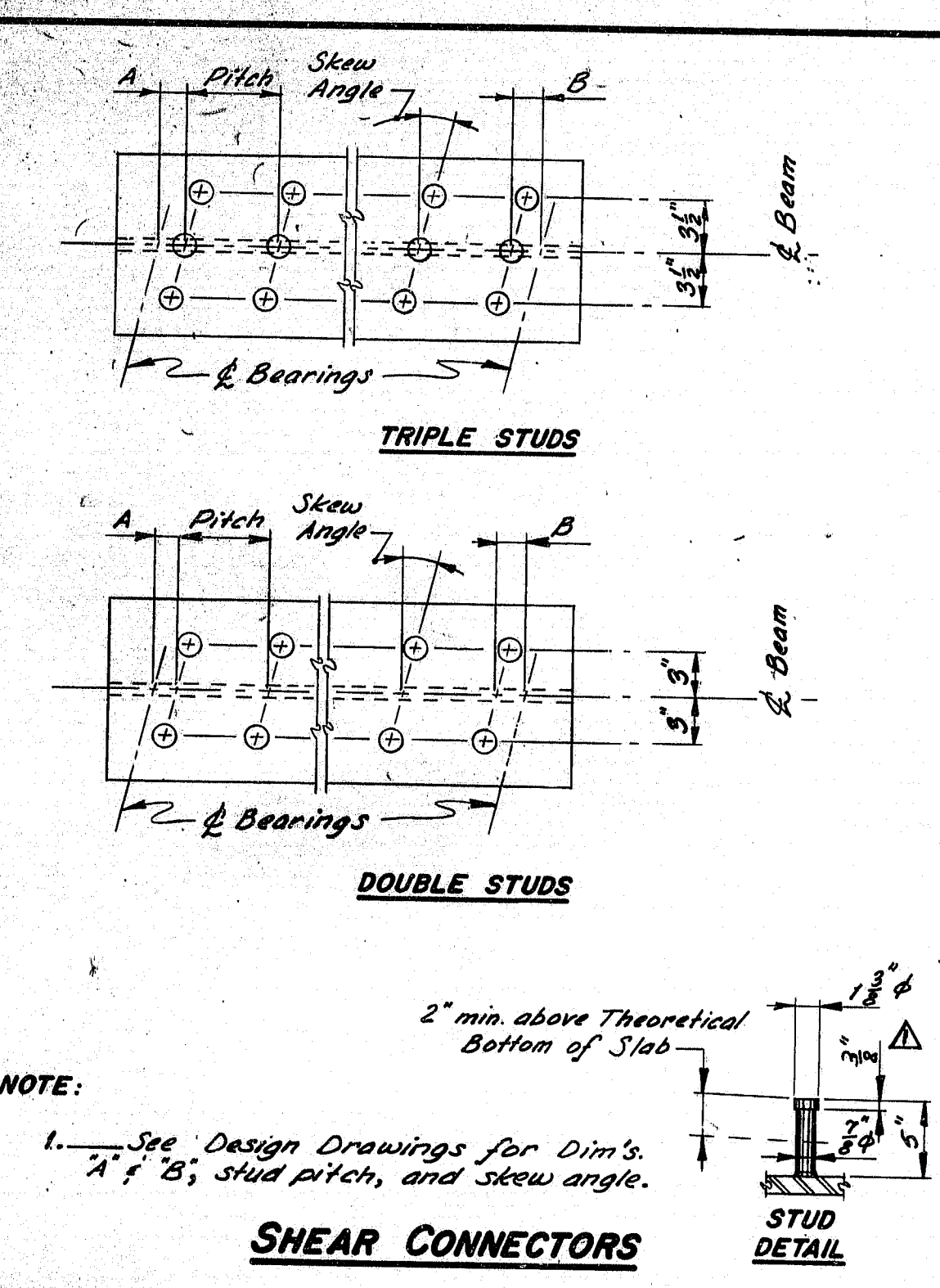
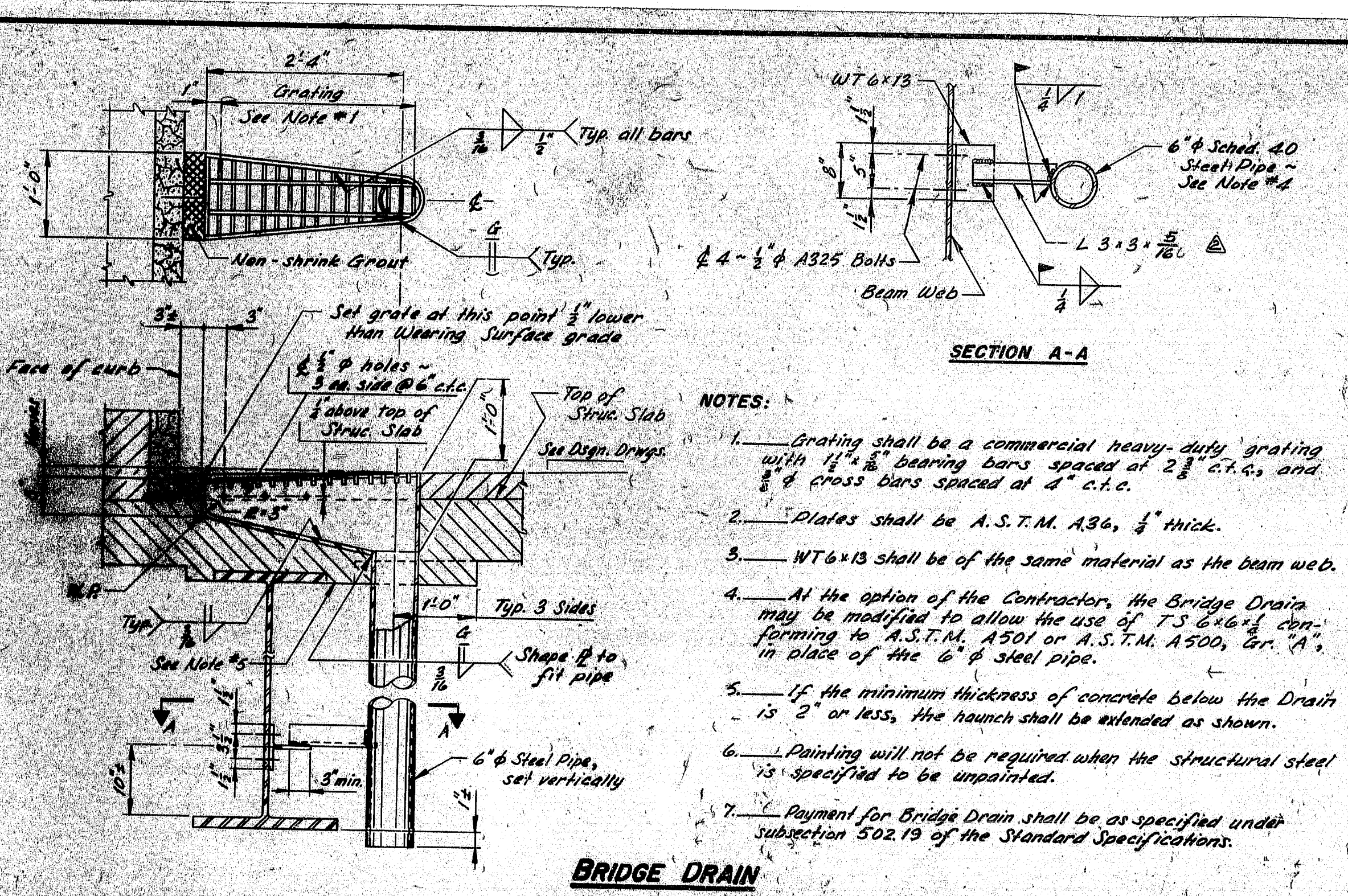
REVISIONS

REVISIONS	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
General Revision	1-83	
Added Note	1-85	

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

97-271

SHEET 41 OF 43 AUGUSTA, MAINE AUGUST 1982



STRUCTURAL CONCRETE WEARING SURFACE

NOTE:

- Use Black-out and Sealant only at Wearing Surface Construction Joints over Structural Slab Construction Joints. At all other joints, brush joint with neat cement paste before making adjacent concrete placement.
- If there is a conflict between this Standard Detail and the Design Drawings, the requirements of the Design Drawings shall be followed.

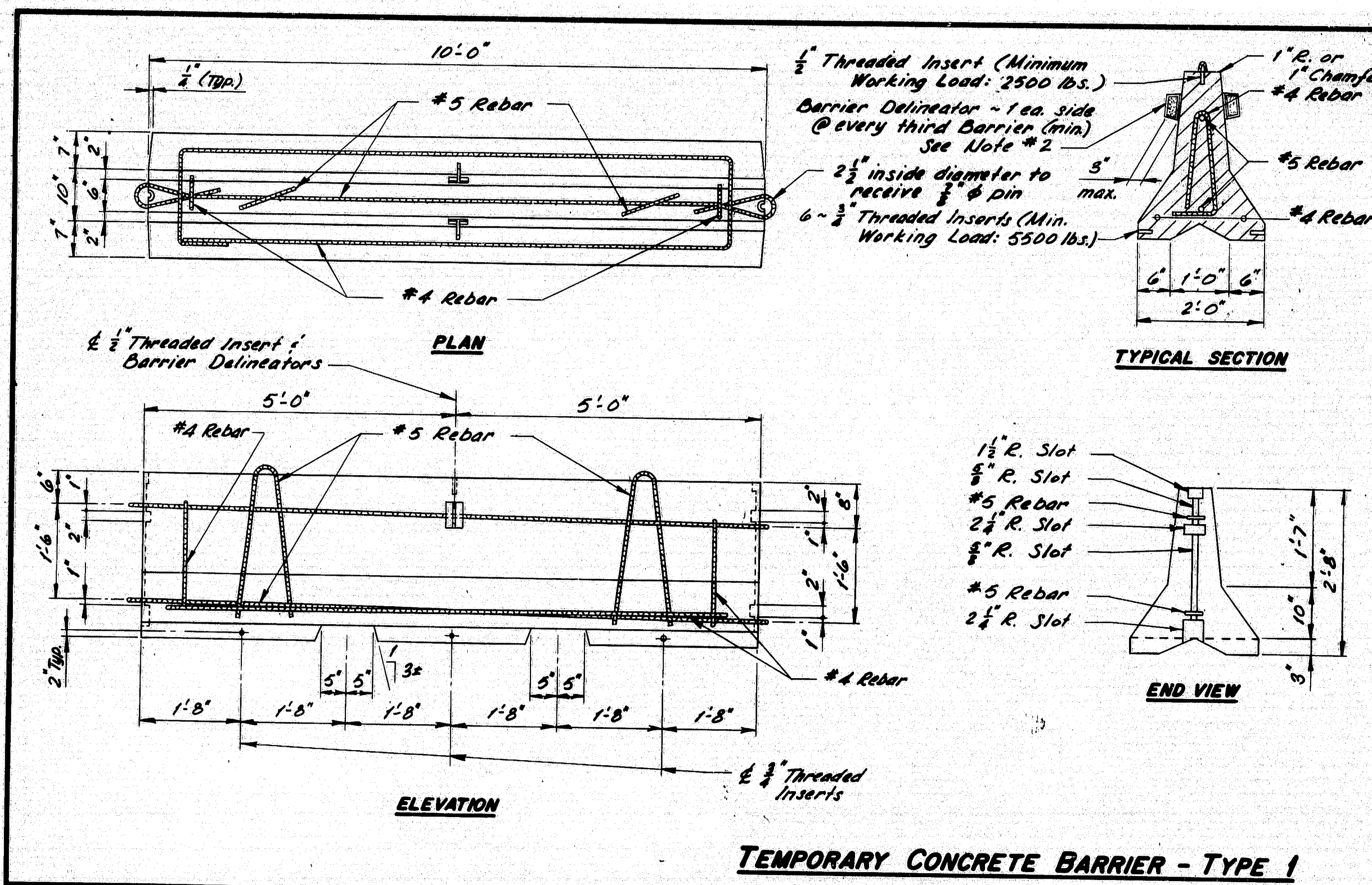
REVISIONS	DATE
Revised Stud Detail	5-82
Added Curb Section	7-82
Added Plastic Tube Drain & modified Structural Concrete Wearing Surface	11-82
Revised Curb Anchorage	2-83
Revised Curb Title	6-83
Revised Curb Type 1B	11-83
Added Note	1-83

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
(BD 126-81)

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

SHEET 42 OF 43 AUGUSTA, MAINE JUNE 1981



NOTES:

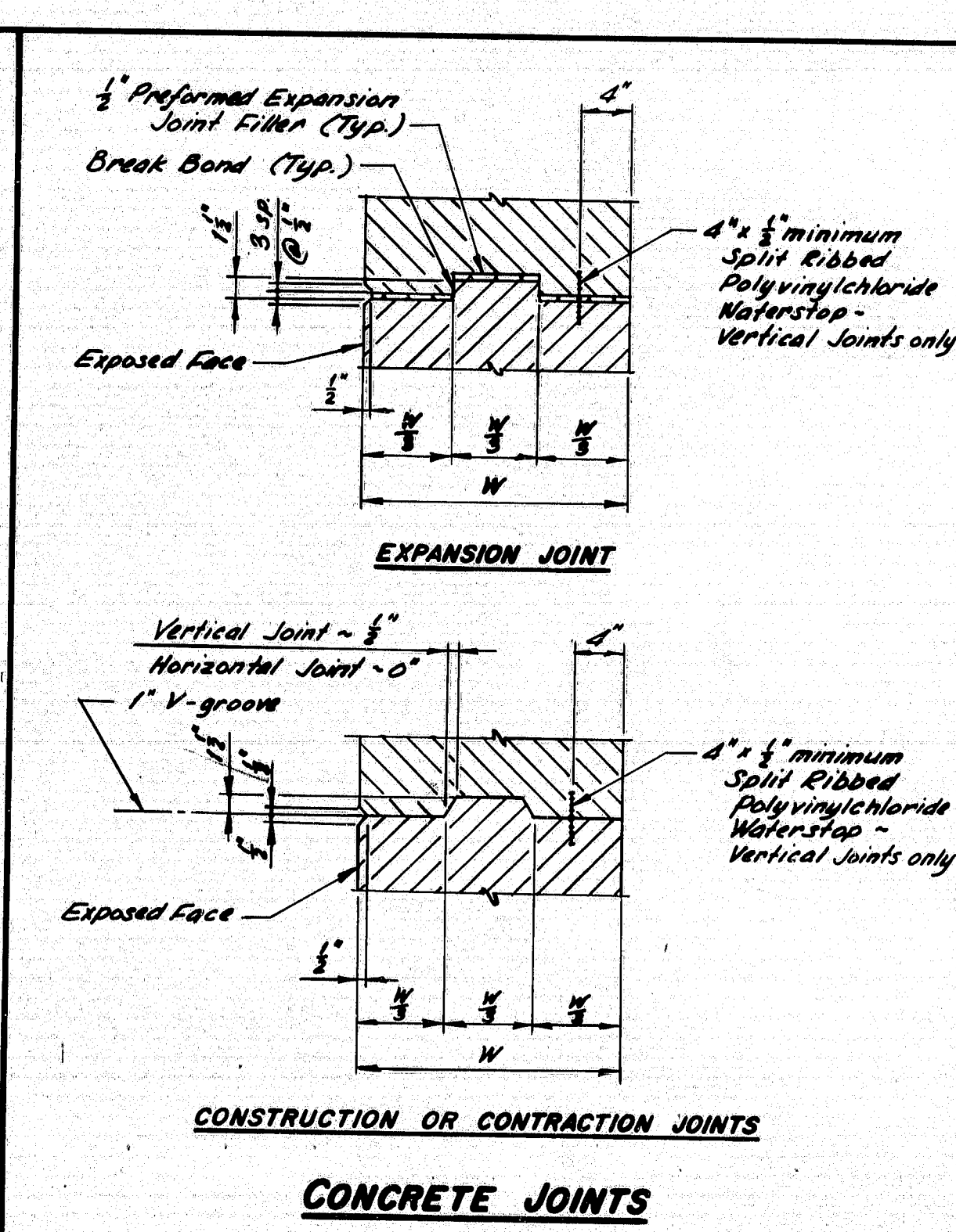
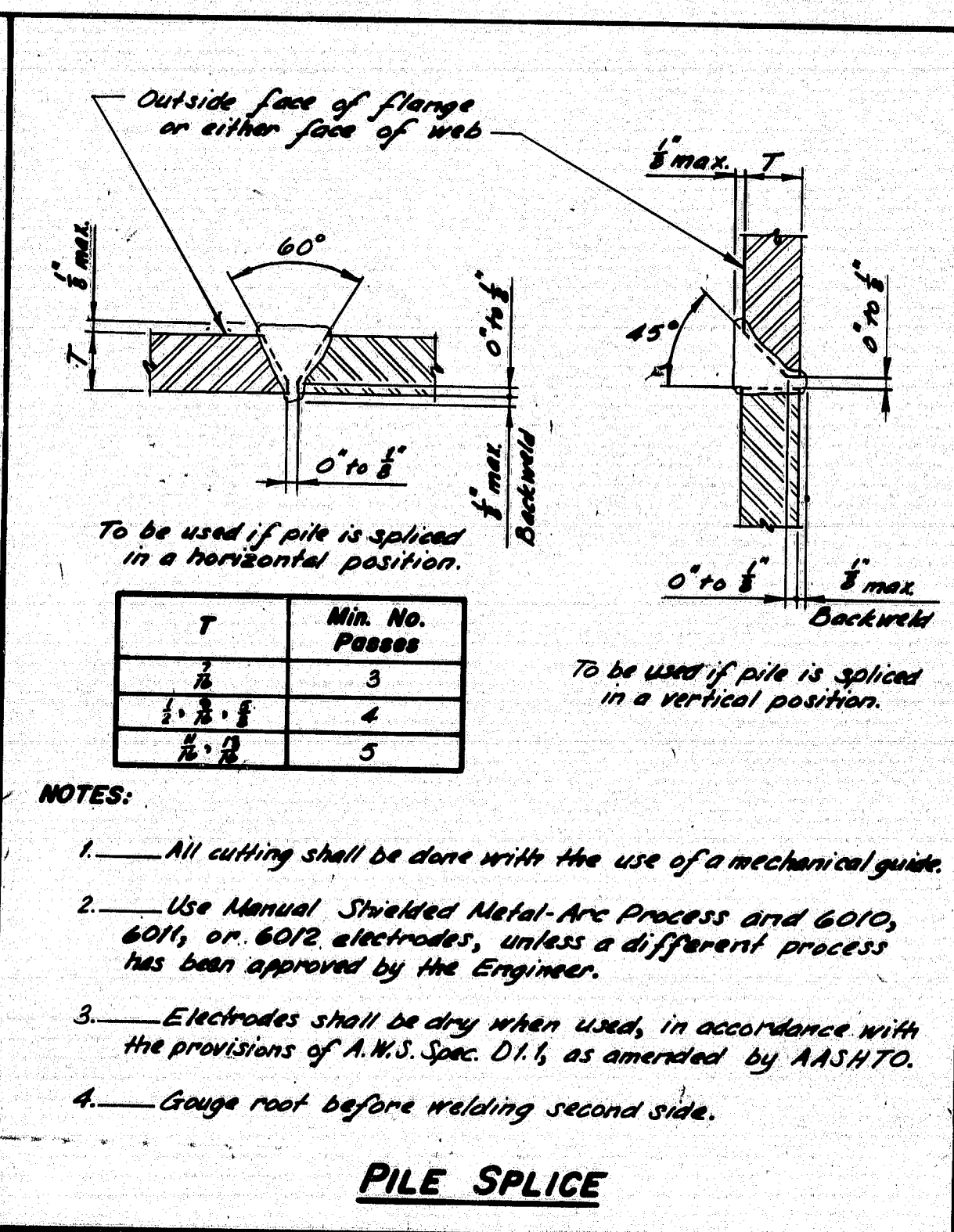
- The reinforcing steel, end connections, lifting arrangement, and sizes and locations of hold-down inserts are advisory only. It shall be the Contractor's responsibility to provide adequate reinforcing, and connections, lifting points, and hold-down arrangements.
- Barrier Delineators shall be bi-directional 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.

POINTED REINFORCED PILE TIP

Pile Size	Reinf. R Size	Pile Size	Reinf. R Size
HP 10x42	8 3/4" x 3/8" x 1'-0"	HP 13x60	11 1/2" x 3/4" x 1'-0"
HP 10x57	8 3/4" x 3/8" x 1'-0"	HP 13x73	11 1/2" x 3/4" x 1'-0"
HP 12x53	10 3/4" x 3/8" x 1'-0"	HP 13x87	11 1/2" x 1" x 1'-0"
HP 12x63	10 3/4" x 3/8" x 1'-0"	HP 14x73	12 1/2" x 3/4" x 1'-0"
HP 12x74	10 3/4" x 3/8" x 1'-0"	HP 14x89	12 1/2" x 1" 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.N.S. Spec. D1.1, as amended by AASHTO.



CONCRETE JOINT COVER

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.

NOTE: If there is a conflict between this Standard Detail and the Design Drawings, the requirements of the Design Drawings shall be followed.

REVISIONS	DATE
ADDED NOTE	1-85
Added 13 HP's	7-83

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

97-273

REVISIONS

DATE

SHEET 42 OF 43 AUGUSTA, MAINE JUNE 1981