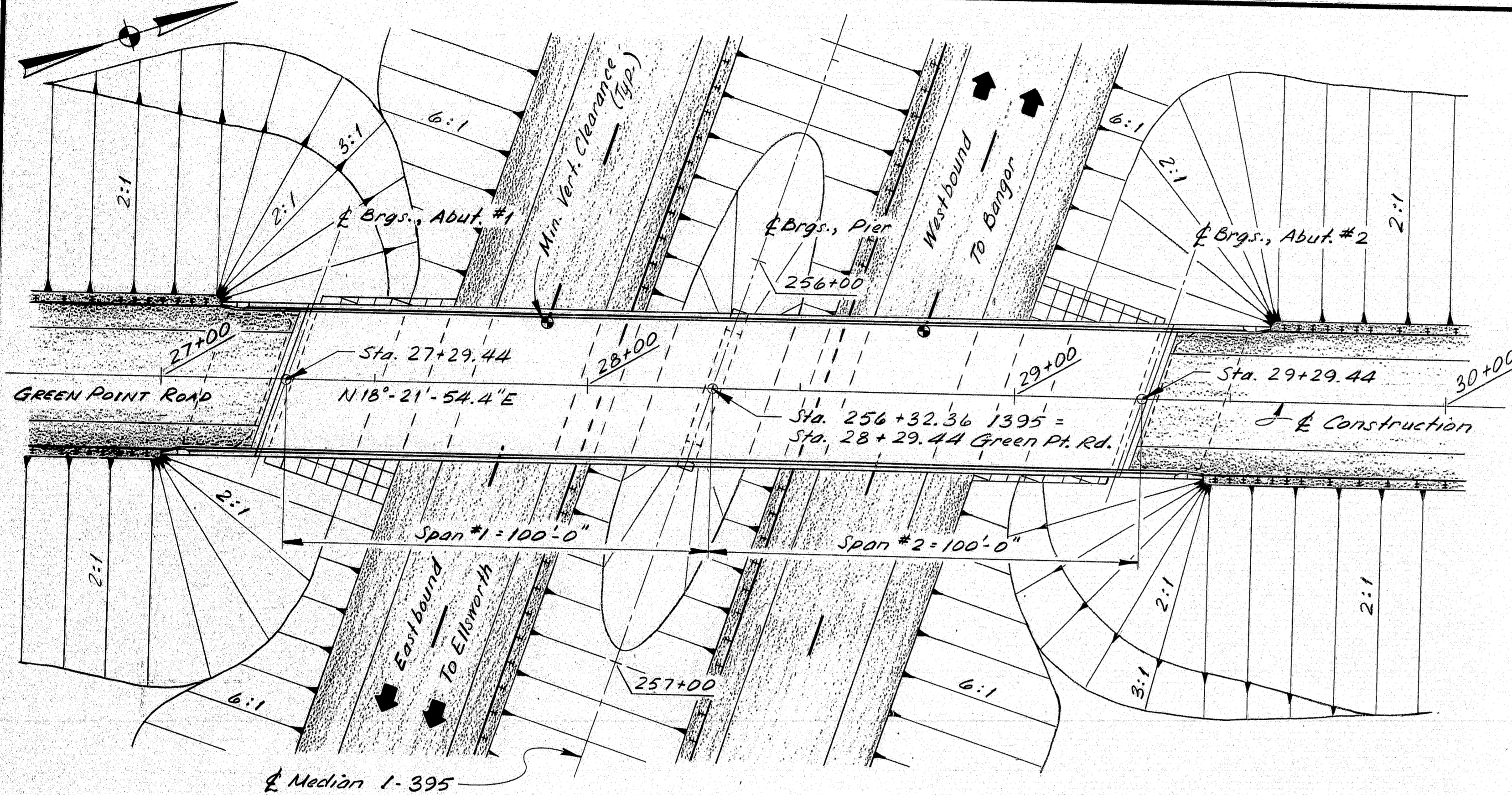


182-146-171 B&H 1563

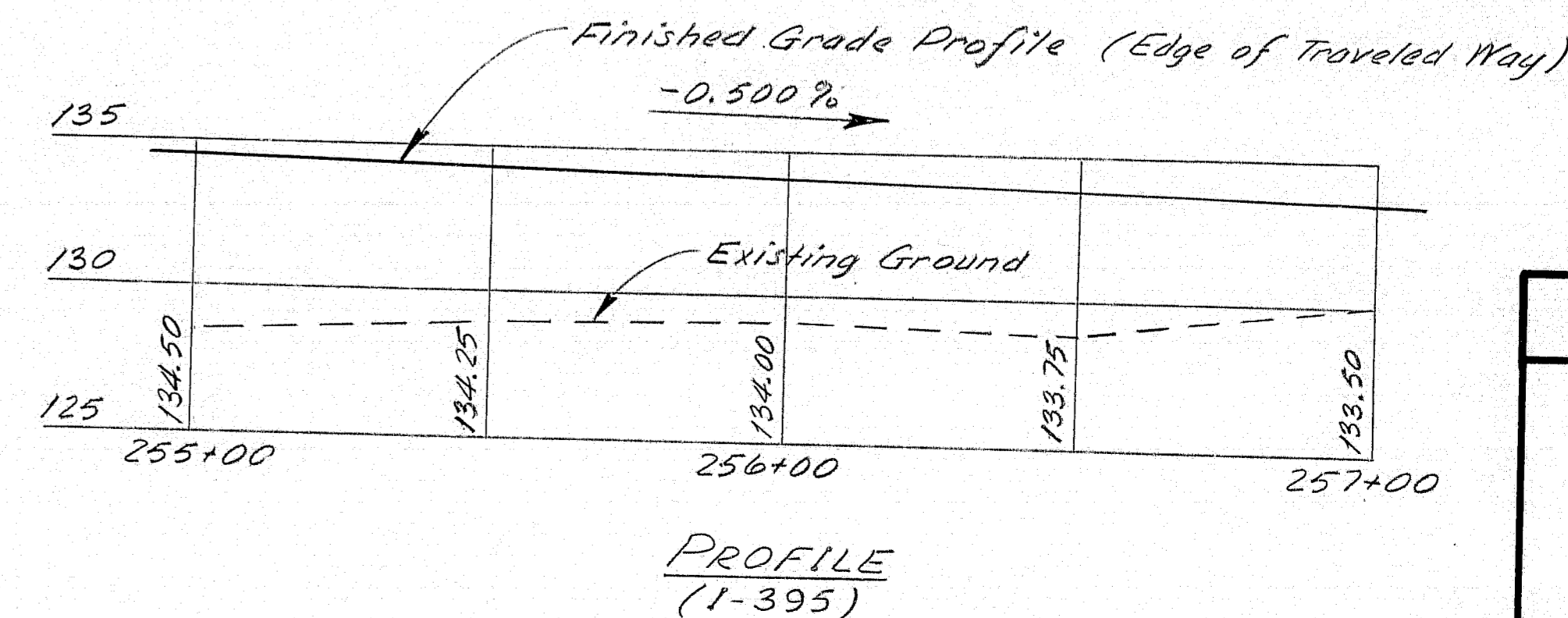
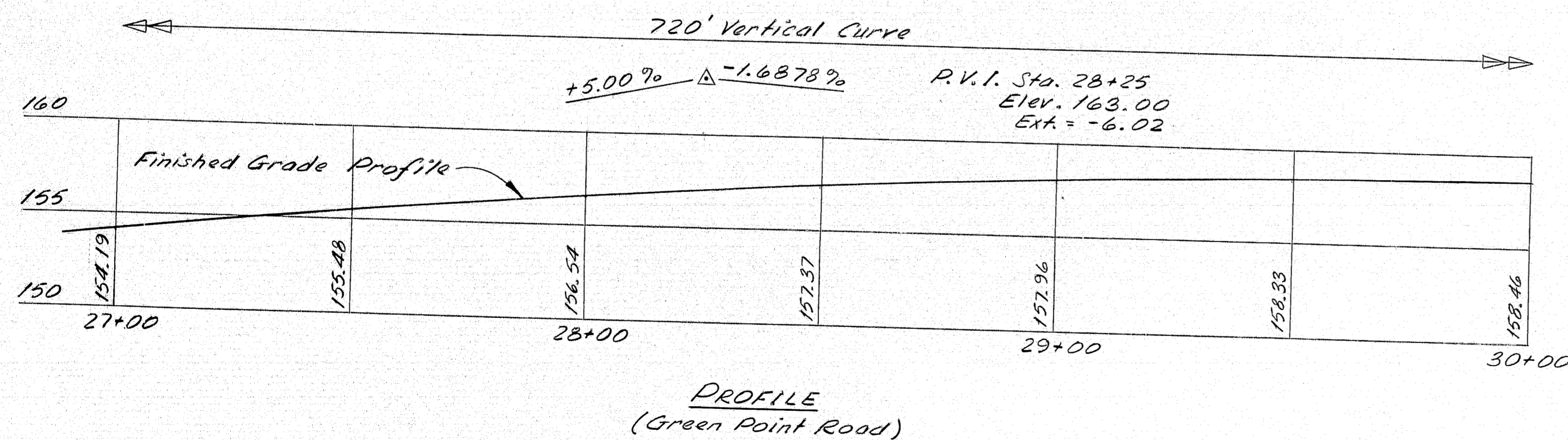
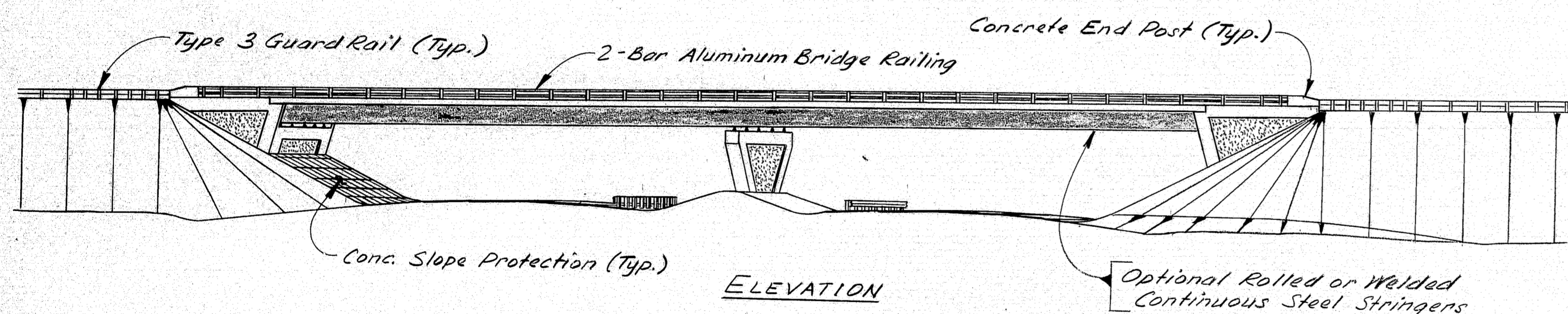
GREEN POINT ROAD OVER  
I-95 - BREWER  
STEEL ACT

1



MINIMUM VERTICAL CLEARANCE:  
 1-395 E.B. = 17'-0"  
 1-395 W.B. = 18'-3"

GENERAL PLAN  
 20 0 20 40  
 Scale of Feet



### SPECIFICATIONS

DESIGN: 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 Stress Cycles: 500,000

### INDEX OF SHEETS

GENERAL PLAN	1
ABUTMENT FOOTINGS	2
ABUTMENT No. 1	3
ABUT. No. 1 WINGS	4
ABUTMENT No. 2	5
ABUT. No. 2 WINGS	6
PIER	7
RECESSED PANEL DETAILS	8
STRUCTURAL STEEL (ROLLED BEAM OPTION)	9
STRUCTURAL STEEL (WELDED BEAM OPTION)	10-11
SUPERSTRUCTURE	12
CONCRETE SLOPE PROTECTION	13
REINFORCING STEEL SCHEDULE	14-15

### BRIDGE STANDARD DETAILS

BD 100-81...BEARING PEDESTALS
BD 101-81...BEARING PEDESTALS
BD 103-81...BEAM SPLICES (ROLLED BEAMS)
BD 113-81...DIAPHRAGMS AND CROSSFRAMES
BD 114-81...ALUMINUM BRIDGE RAILING:
2-BAR SEMI-ELLIPSE
BD 120-81...CONCRETE END POSTS
BD 125-82...EXPANSION DEVICE:
COMPRESSION SEAL
BD 126-81...BRIDGE DRAINS, SHEAR CON-
NECTORS, HAUNCH DETAILS,
CURB SECTION TYPE 1-B, AND
APPROACH SLAB
BD 127-81...PILE DETAILS, CONCRETE JOINTS

### MATERIALS

CONCRETE:..... Class "A"  
 REINFORCING STEEL: ASTM A615,  
 Grade 60  
 STRUCTURAL STEEL:  
 All Material (except as noted).....  
 ASTM A572  
 High Strength Bolts.....ASTM A325,  
 Type 1

### MINIMUM ULTIMATE YIELD STRENGTHS

ASTM A572.....F<sub>y</sub> = 50,000 psi  
 ASTM A36.....F<sub>y</sub> = 36,000 psi

### BASIC ALLOWABLE STRESSES

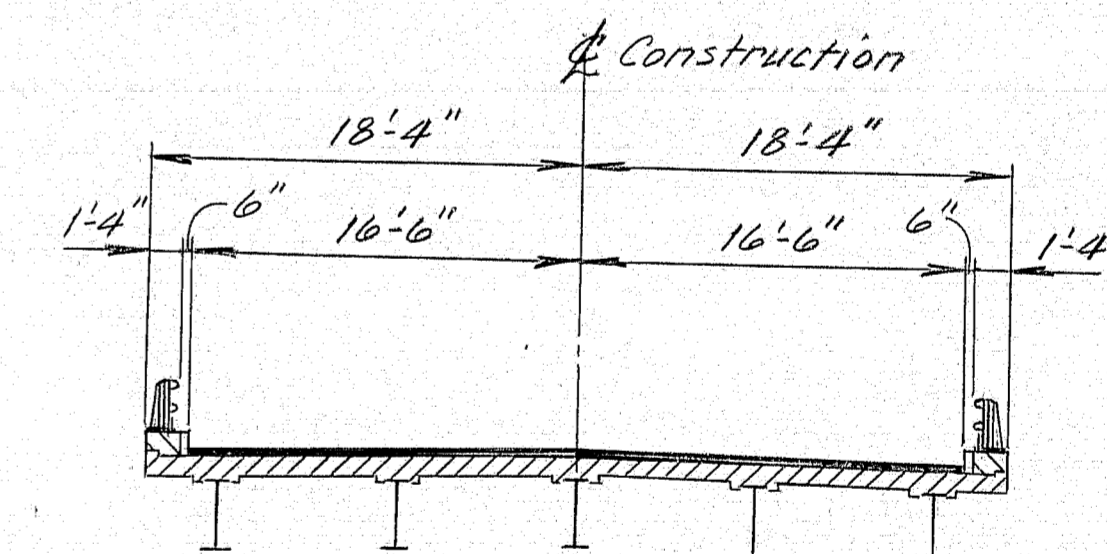
ASTM A325.....f<sub>v</sub> = 33,000 psi

### TRAFFIC DATA (G.P.R.)

AADT (1983)	1080
AADT (2003)	1290
DHV	129
T (%)	6
D (%)	55
18 KIP P2.5	16

### TRAFFIC DATA (1-395)

AADT (1983)	7000
AADT (2003)	13,000
DHV	1950
T (%)	7
D (%)	55
18 KIP P2.5	244



### TRANSVERSE SECTION

Revised "As Built" 1984

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION

GREEN POINT ROAD  
 OVER  
 INTERSTATE 395

BREWER  
 PENOBSCOT COUNTY  
 GENERAL PLAN

183-146

SHEET 1 OF 15 AUGUSTA, MAINE

Structural Steel Alternate

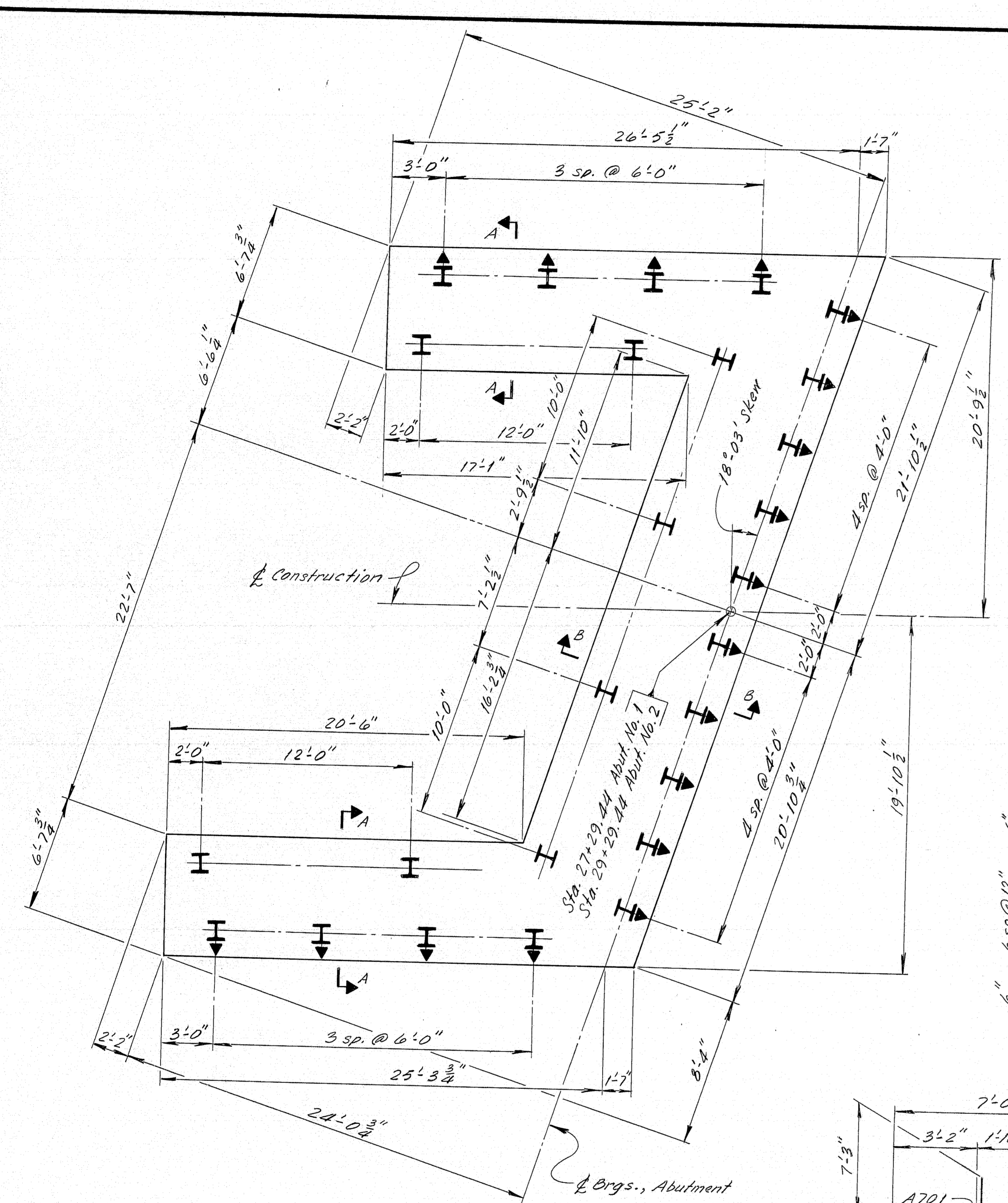
F.H.W.A.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-395-8(87)176	22	84

### PILE NOTES

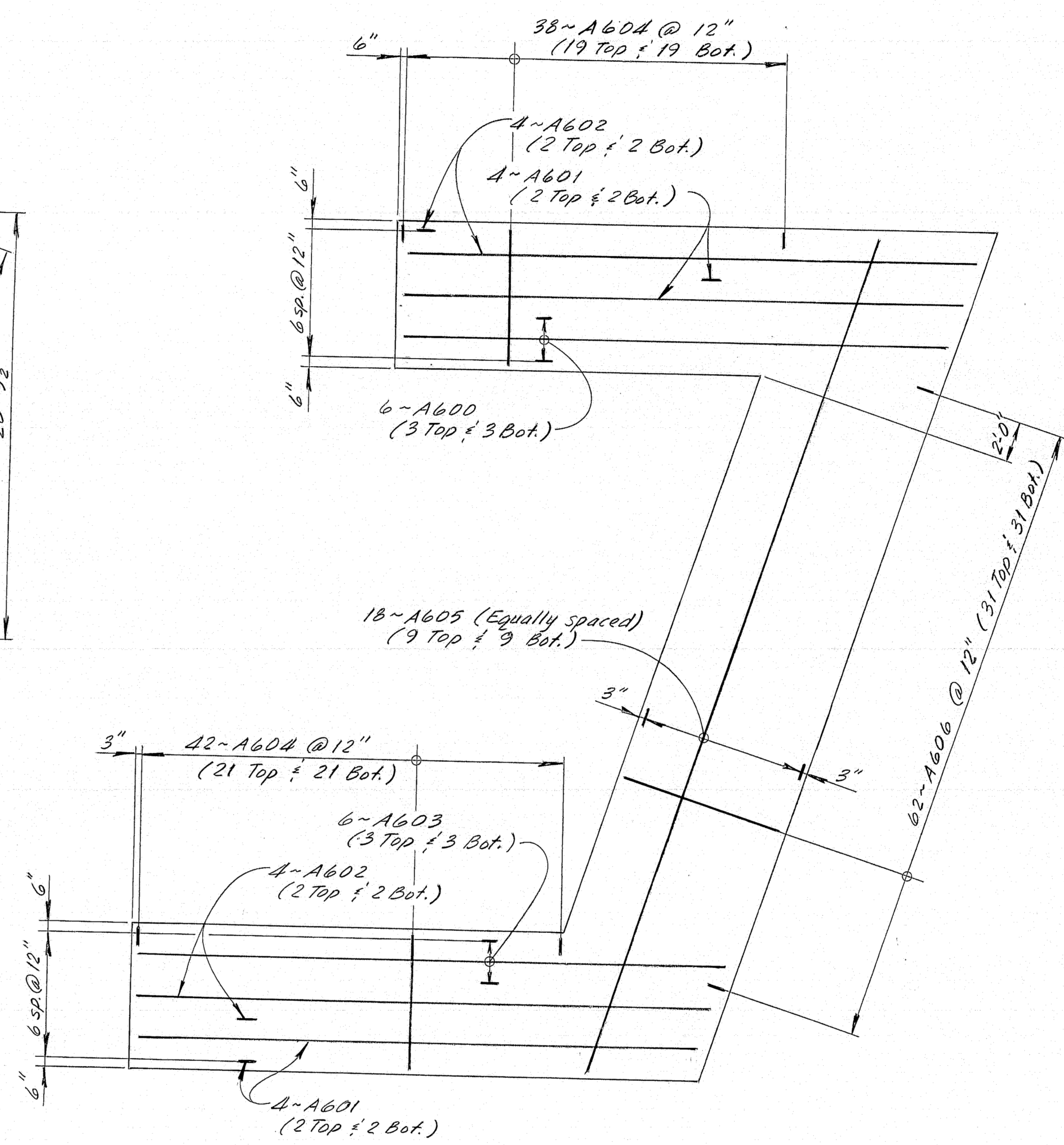
- Piles marked thus  $\nabla$  shall be battered  $3\frac{1}{2}$ " per foot in the direction of the arrow.
- Maximum calculated pile loads:  
Abutment No. 1 } 71 Tons  
Abutment No. 2 }
- Estimate of piles required:  
Abutment No. 1  
26 ~ HP12 x 53 @ 30 feet  
Abutment No. 2  
26 ~ HP12 x 53 @ 32 feet

### FOOTING NOTES

- Reinforcing steel shall have 2" minimum concrete cover.

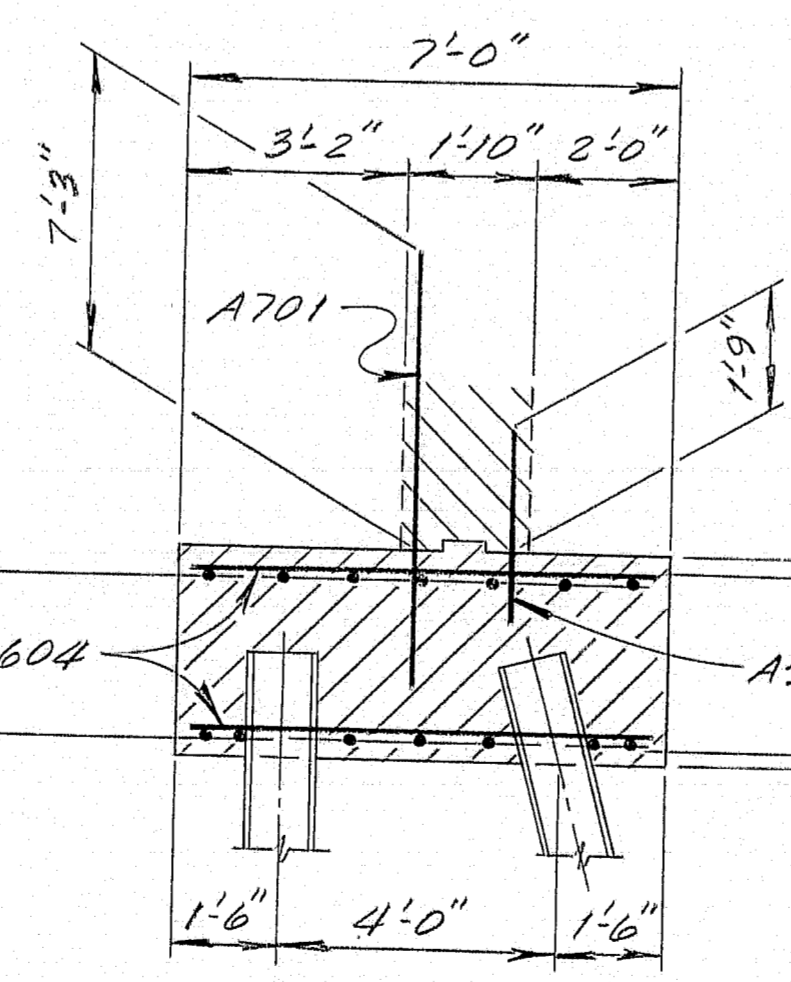


FOOTING PLAN



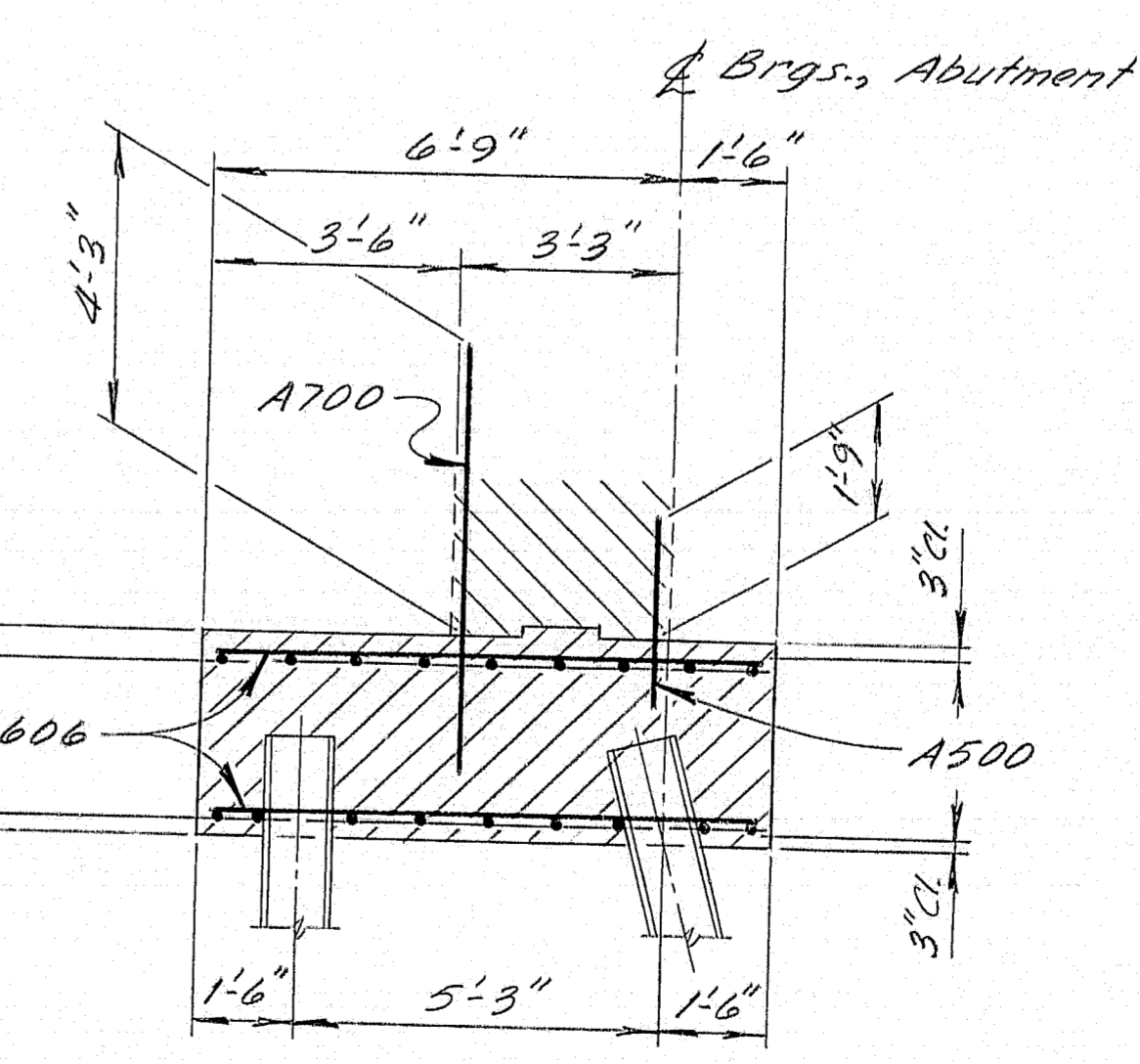
REINFORCING PLAN

A600 thru A602 or  
A601 thru A603



SECTION A-A

Abut. No. 1 Elev. 136.50  
Abut. No. 2 Elev. 139.00  
A605  
Abut. No. 1 Elev. 133.50  
Abut. No. 2 Elev. 136.00



SECTION B-B

As Built 1984

Note:  
Abutment No. 1 shown ~  
Rotate 180° for Abutment  
No. 2  
In all cases, substitute "B" bars  
for "A" bars in Abutment  
No. 2 Footing:  
A600 = B600  
A601 = B601, etc.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

GREEN POINT ROAD  
OVER  
INTERSTATE 395

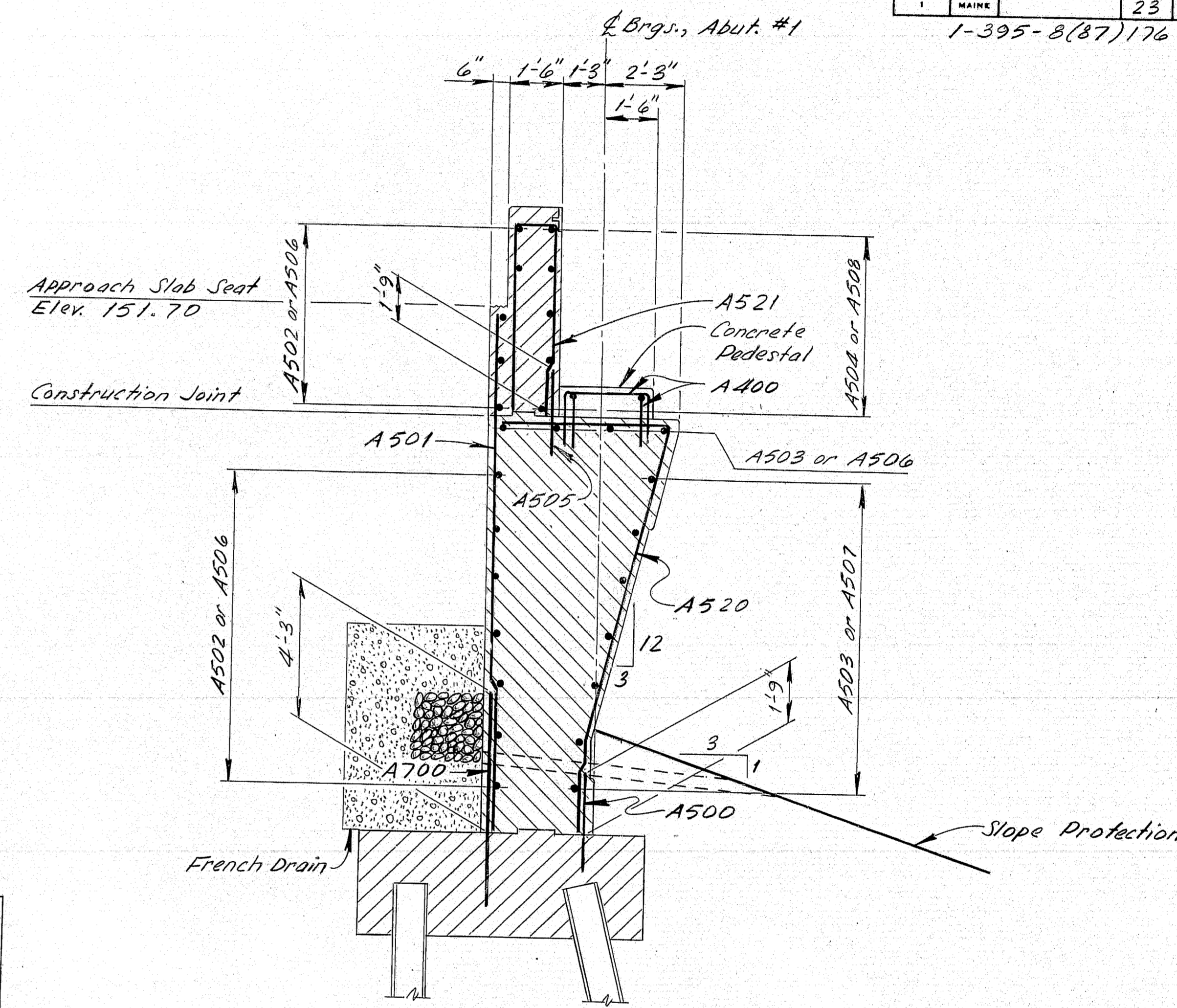
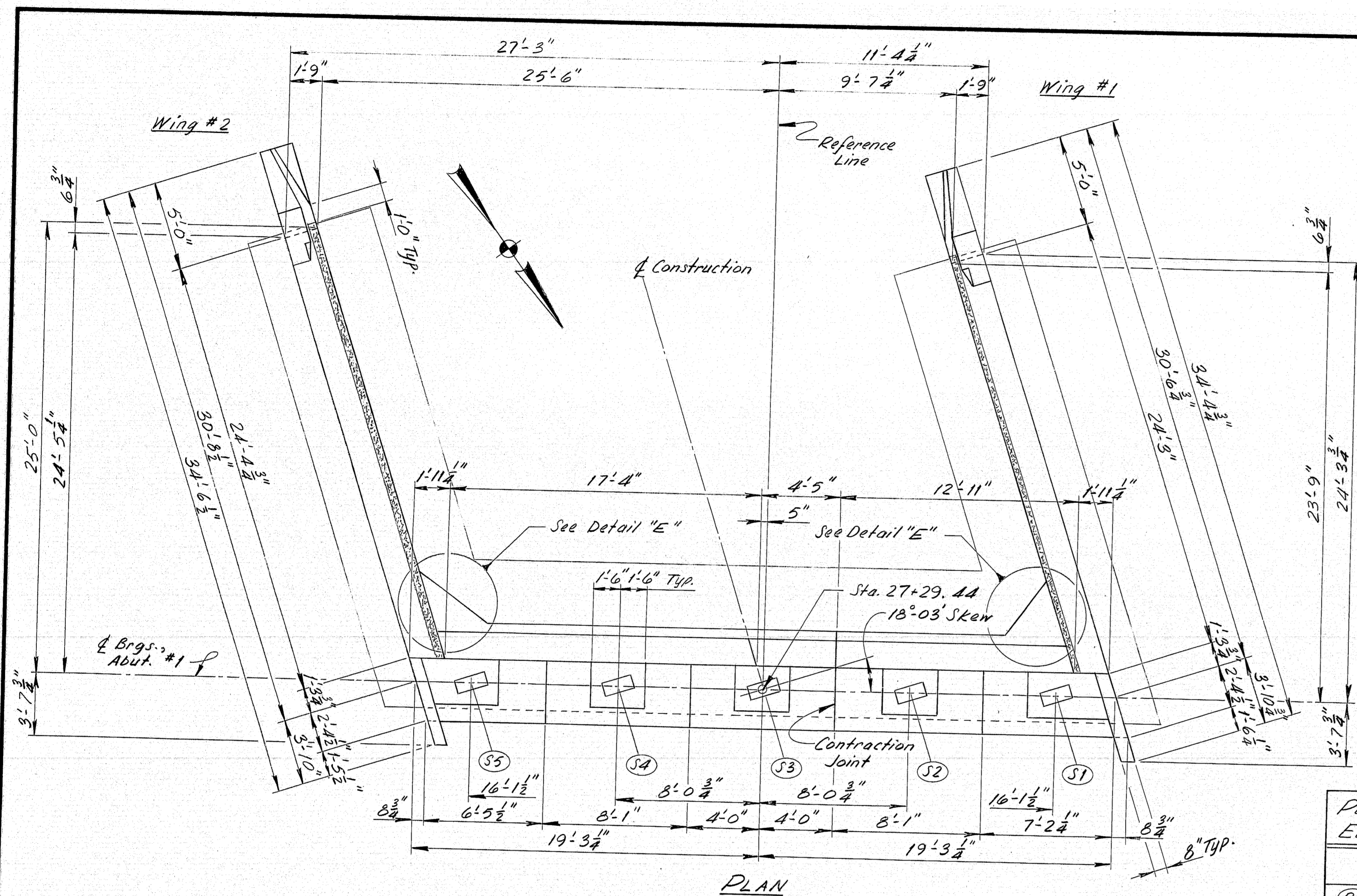
BREWER  
PENOBSCOT COUNTY  
ABUTMENT FOOTINGS

SHEET 2 OF 15 AUGUSTA, MAINE  
Structural Steel Alternate

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	W. C. BROWN	12/23/83
CHECKED	W. C. BROWN	12/23/83
REVISIONS		
FIELD CHANGES		

183-147

P.W.A.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-395-8(87)176	23	84



PEDESTAL ELEVATIONS	
	ROLLED STEEL BEAM
(P1)	149.48
(P2)	149.58
(P3)	149.68
(P4)	149.45
(P5)	149.23

BRIDGE SEAT ELEVATIONS	
	Both Options
(B1)	148.35
(B2)	148.45
(B3)	148.55
(B4)	148.32
(B5)	148.10

- ABUTMENT NOTES**
- Reinforcing Steel shall have 2" minimum cover unless otherwise noted.
  - Protective Coating for Concrete Surfaces shall be applied to tops of concrete curbs, top of Abutment backwalls and one foot below top of back-wall on the back side, and all exposed surfaces of Concrete End Posts.
  - Place 4" drains in Breastwall and Wings at 20' O" maximum spacing. Exact location to be determined in the field by the Engineer.
  - The concrete pedestals as detailed are for use with the rolled beam option only. If the welded beam option is selected, the concrete pedestals shall be omitted.

#### SYMBOLS

- New Concrete (Plan or Elevation)
- New Concrete (Section)
- Granite Curb

Revised As Built 1984  
EMZ

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

GREEN POINT ROAD  
OVER  
INTERSTATE 395

BREWER  
PENOBSCOT COUNTY  
ABUTMENT No. 1

SHEET 3 OF 15 AUGUSTA, MAINE

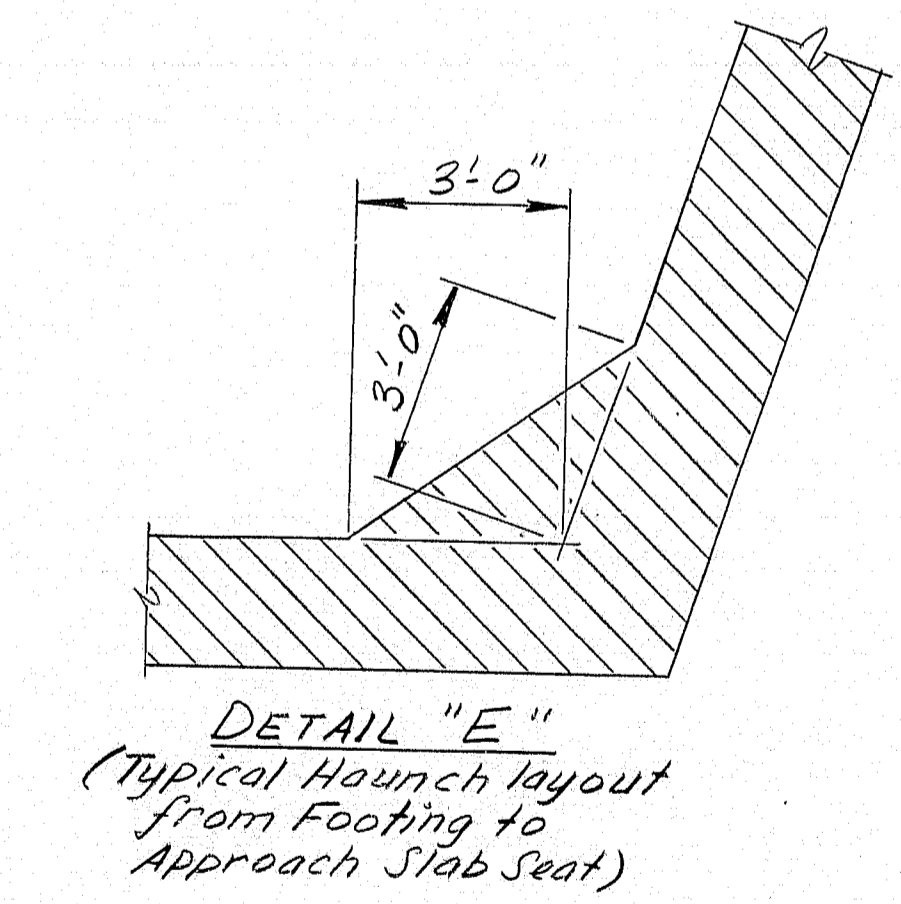
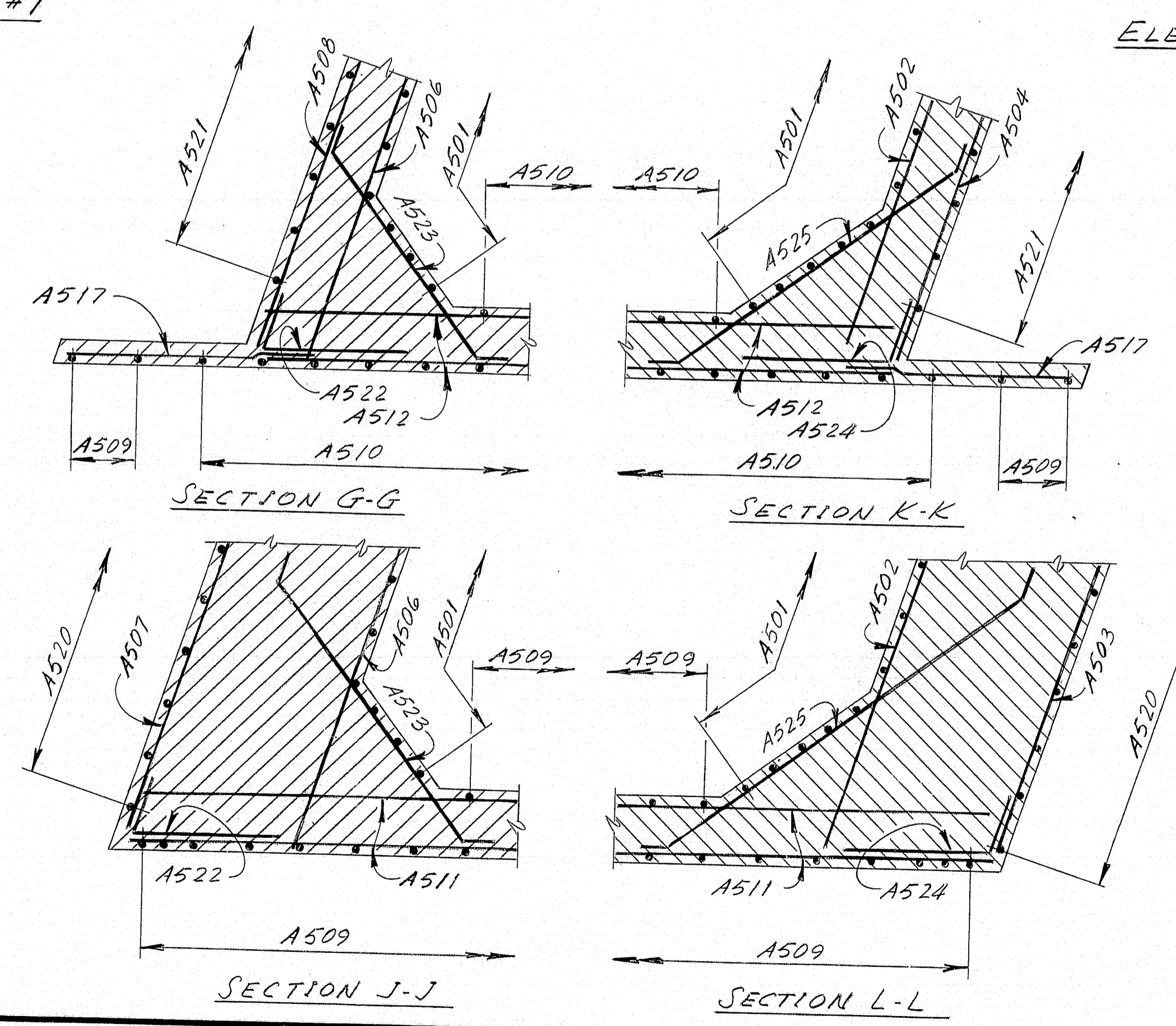
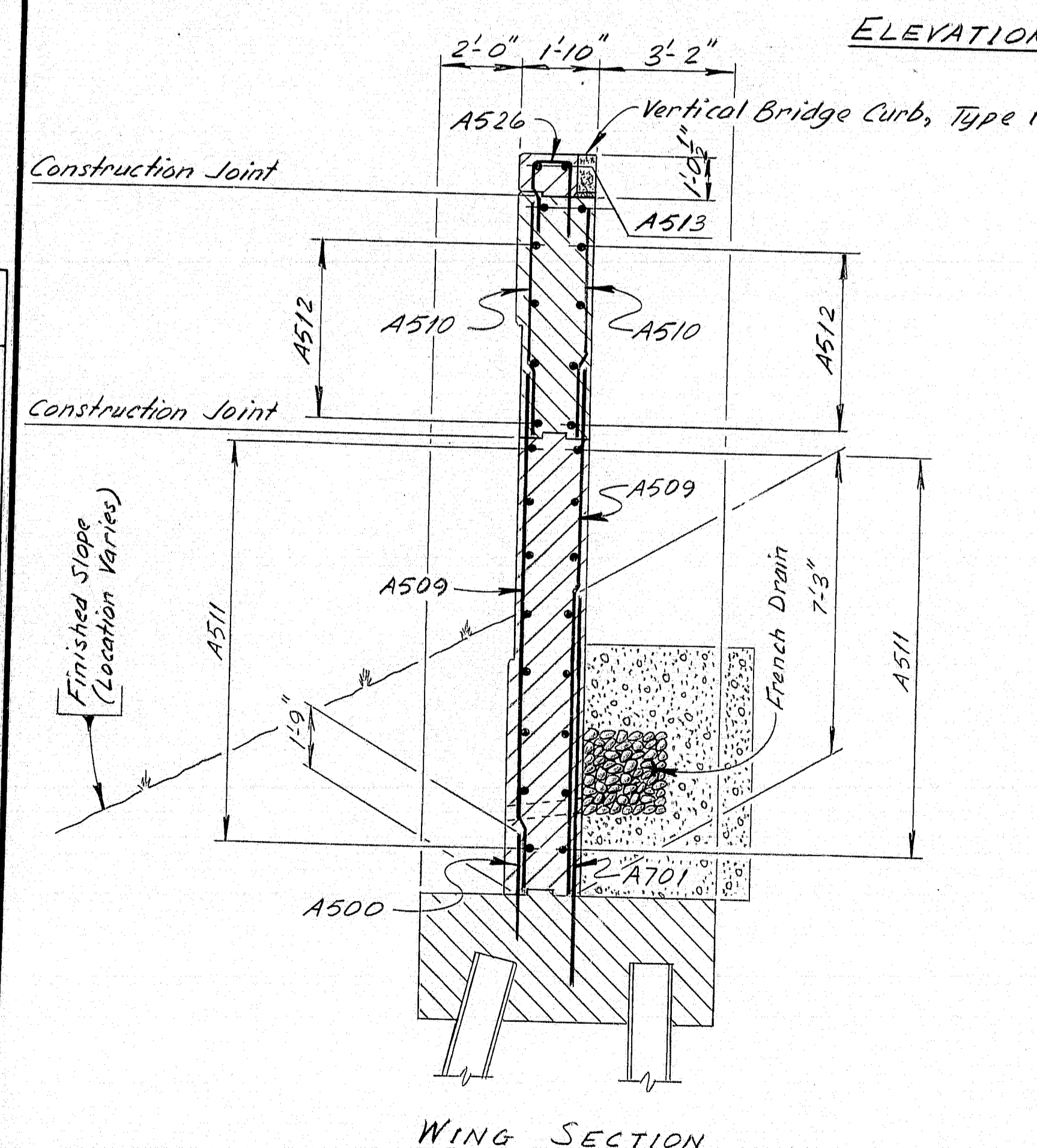
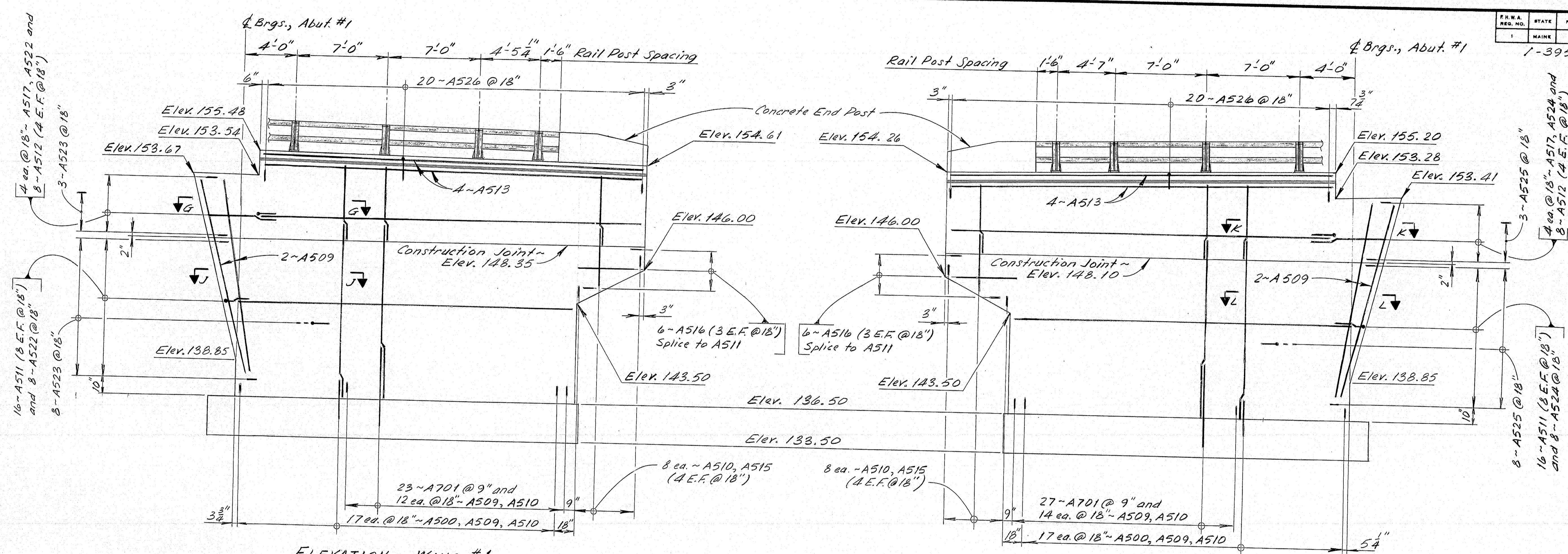
Structural Steel Alternate

183-148

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	10/27/82
CHECKED	11/2/82
REVISIONS	
FIELD SOURCES	

BRUNING 44-132-45710

F.H.W.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-395-8(87)176	24	84



PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	12/1/82
CHECKED	12/1/82
REVISIONS	
FIELD CHANGES	

**SYMBOLS**

□ New Concrete (Plan or Elevation)

▨ New Concrete (Section)

"A" BUILT 1984 RMZ

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

GREEN POINT ROAD  
OVER  
INTERSTATE 395

BREWER  
PENOBSCOT COUNTY

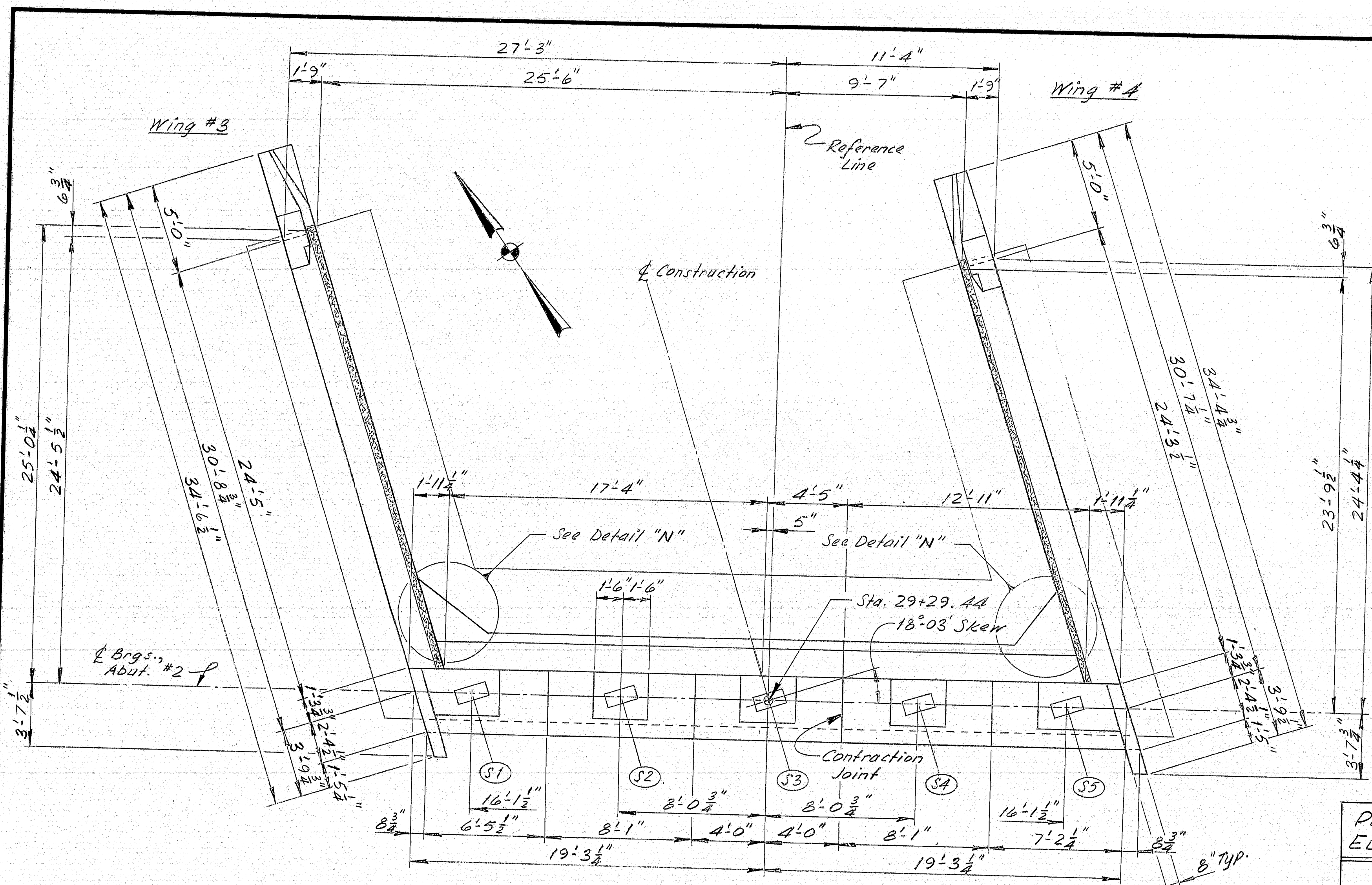
ABUTMENT No. 1 WINGS AND DETAILS

SHEET 4 OF 15 AUGUSTA, MAINE

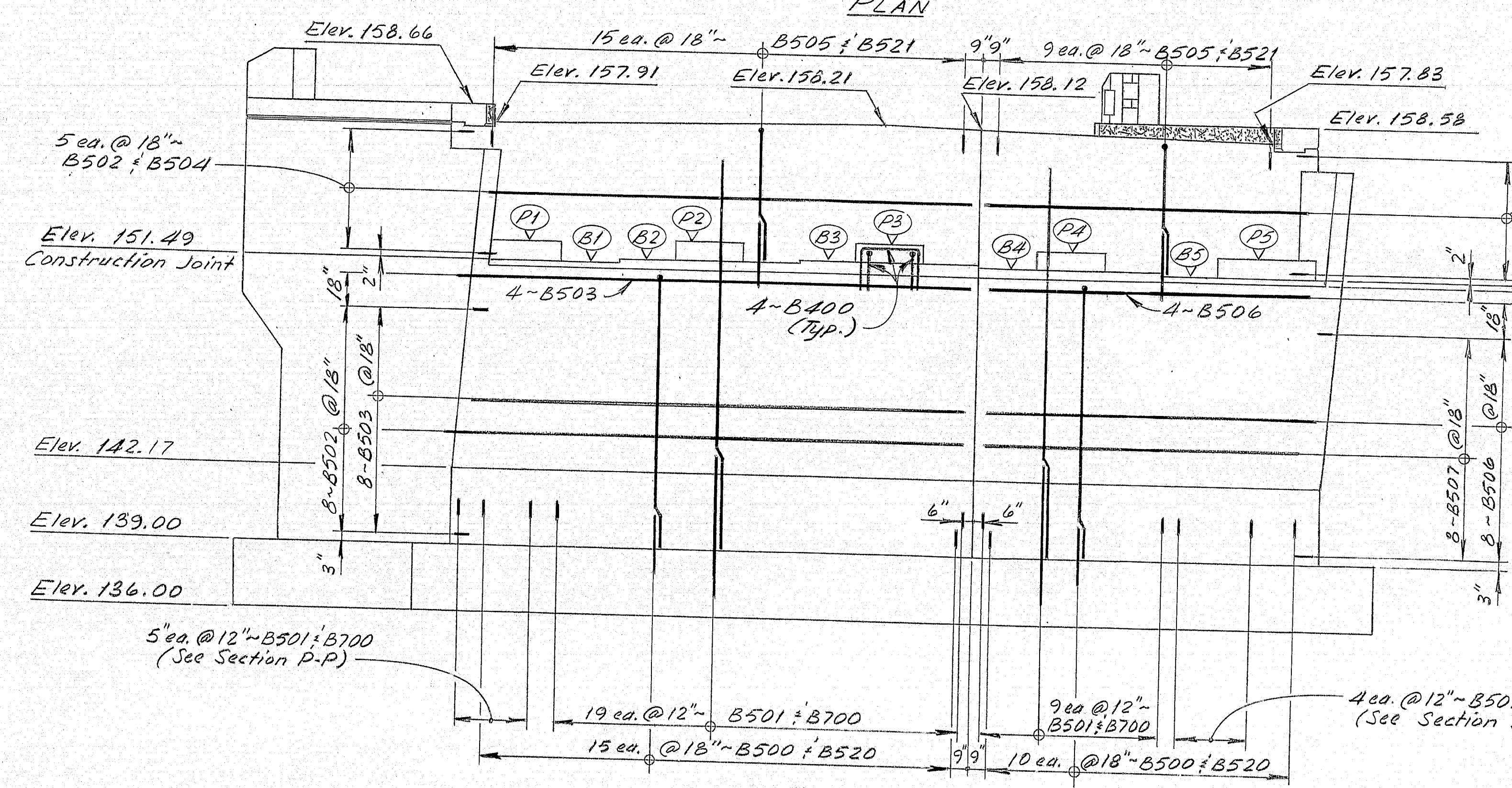
Structural Steel Alternate

**183-149**

F.H.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-395-8(87)176	25	84



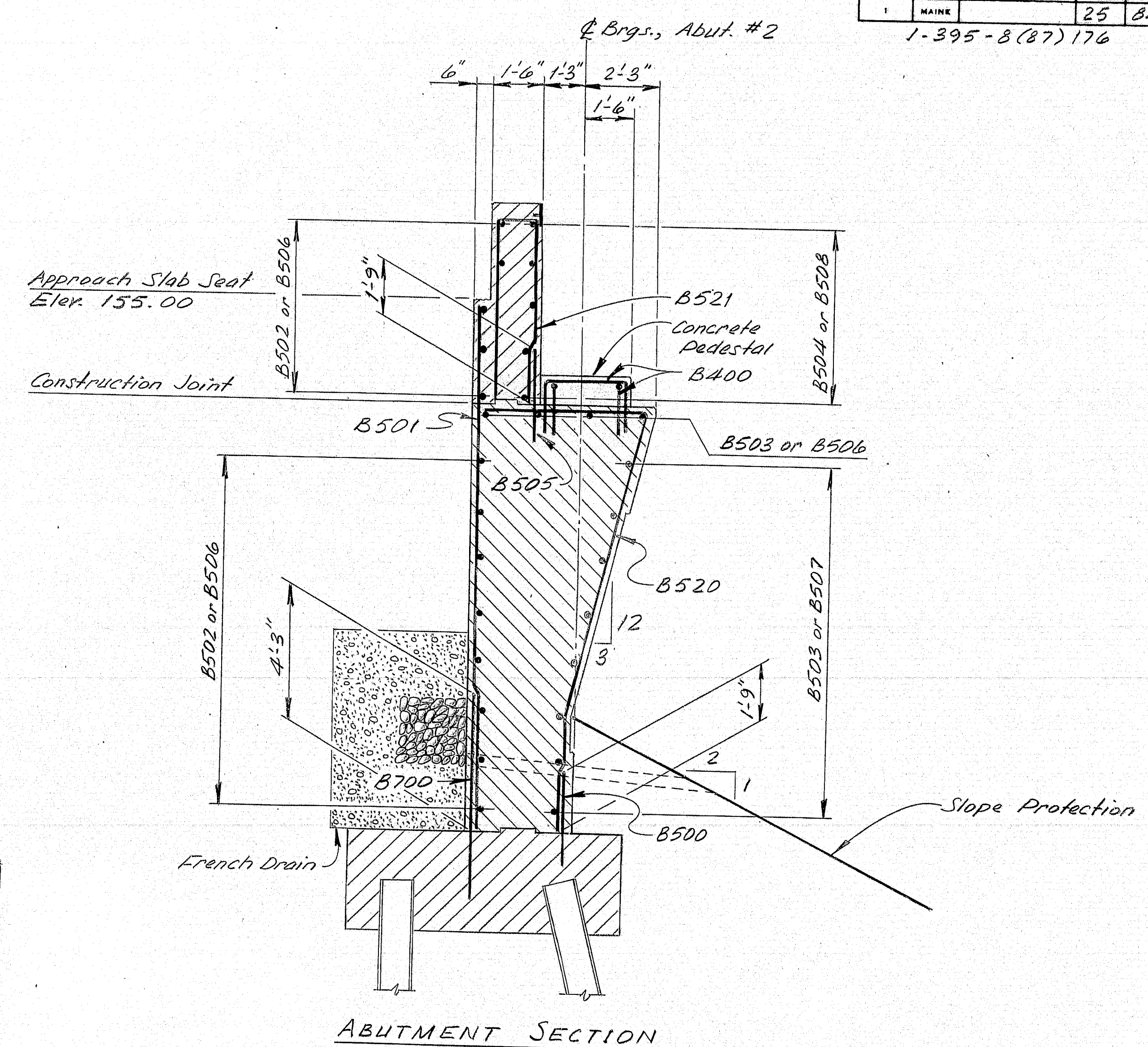
PLAN



ELEVATION

PEDESTAL ELEVATIONS	
	ROLLED STEEL BEAM
(P1)	152.62
(P2)	152.76
(P3)	152.91
(P4)	152.73
(P5)	152.55

BRIDGE SEAT ELEVATIONS	
	Both Options
(B1)	151.49
(B2)	151.63
(B3)	151.78
(B4)	151.60
(B5)	151.42



ABUTMENT SECTION

- SYMBOLS
- New Concrete (Plan or Elevation)
  - New Concrete (Section)
  - Granite Curb

As Built 1984 E.M.F.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

GREEN POINT ROAD  
OVER  
INTERSTATE 395

BREWER  
PENOBSCOT COUNTY

ABUTMENT No. 2

183-150

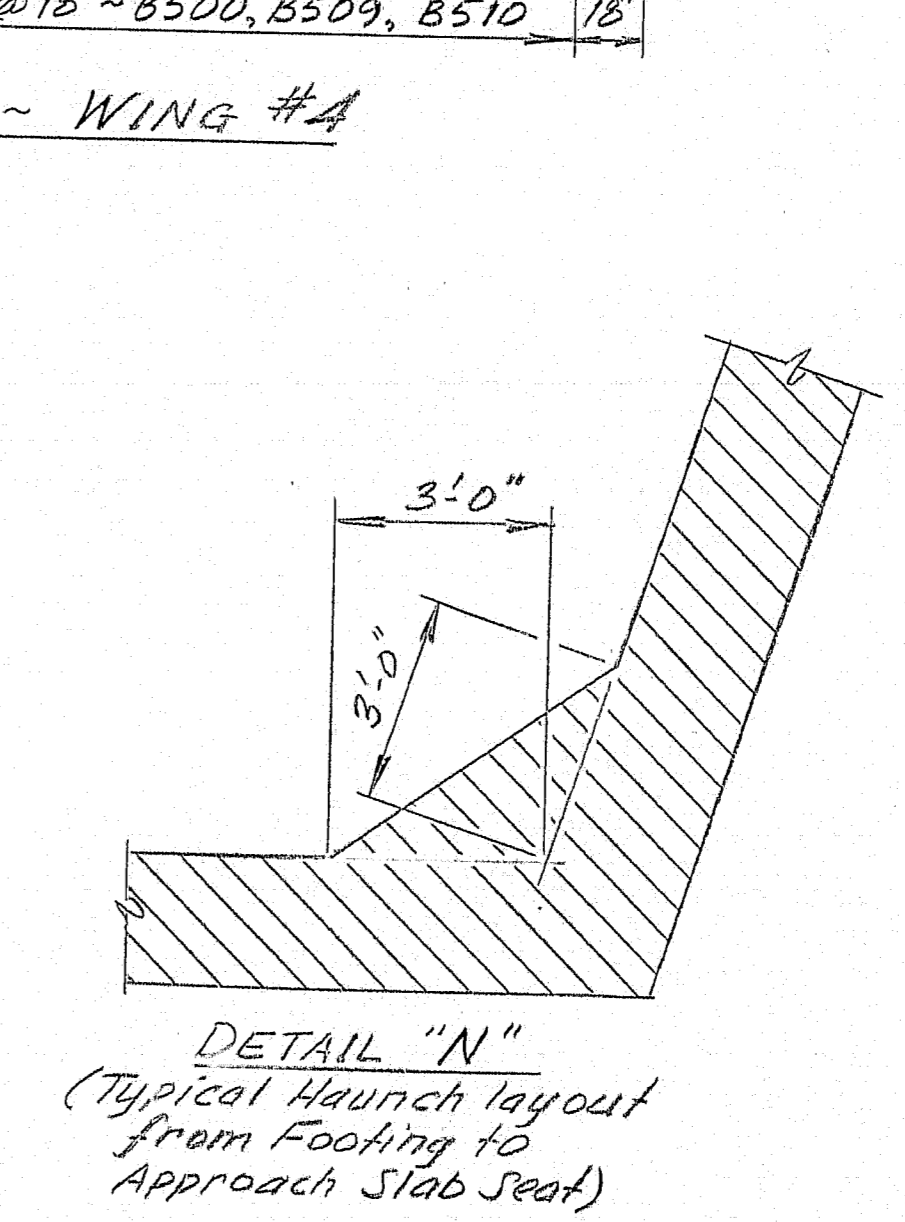
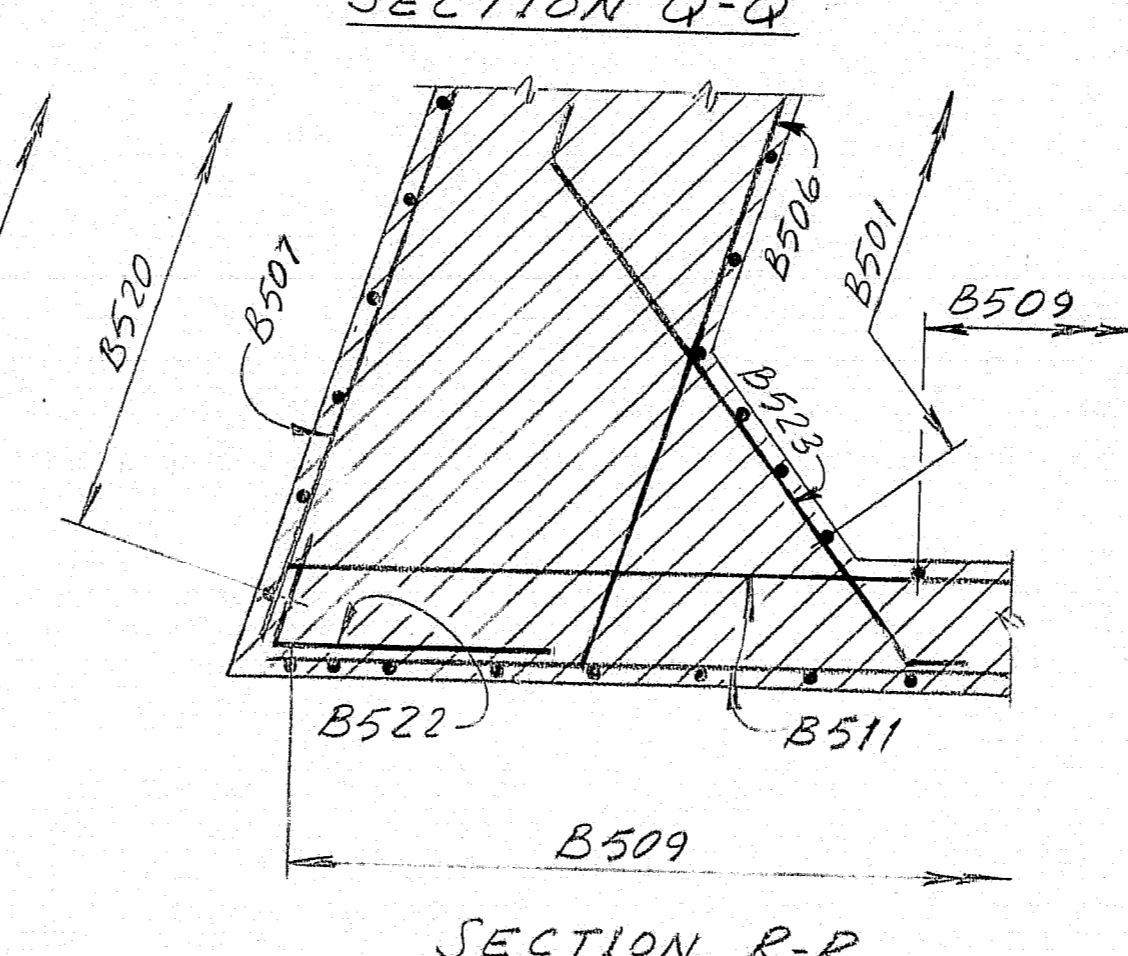
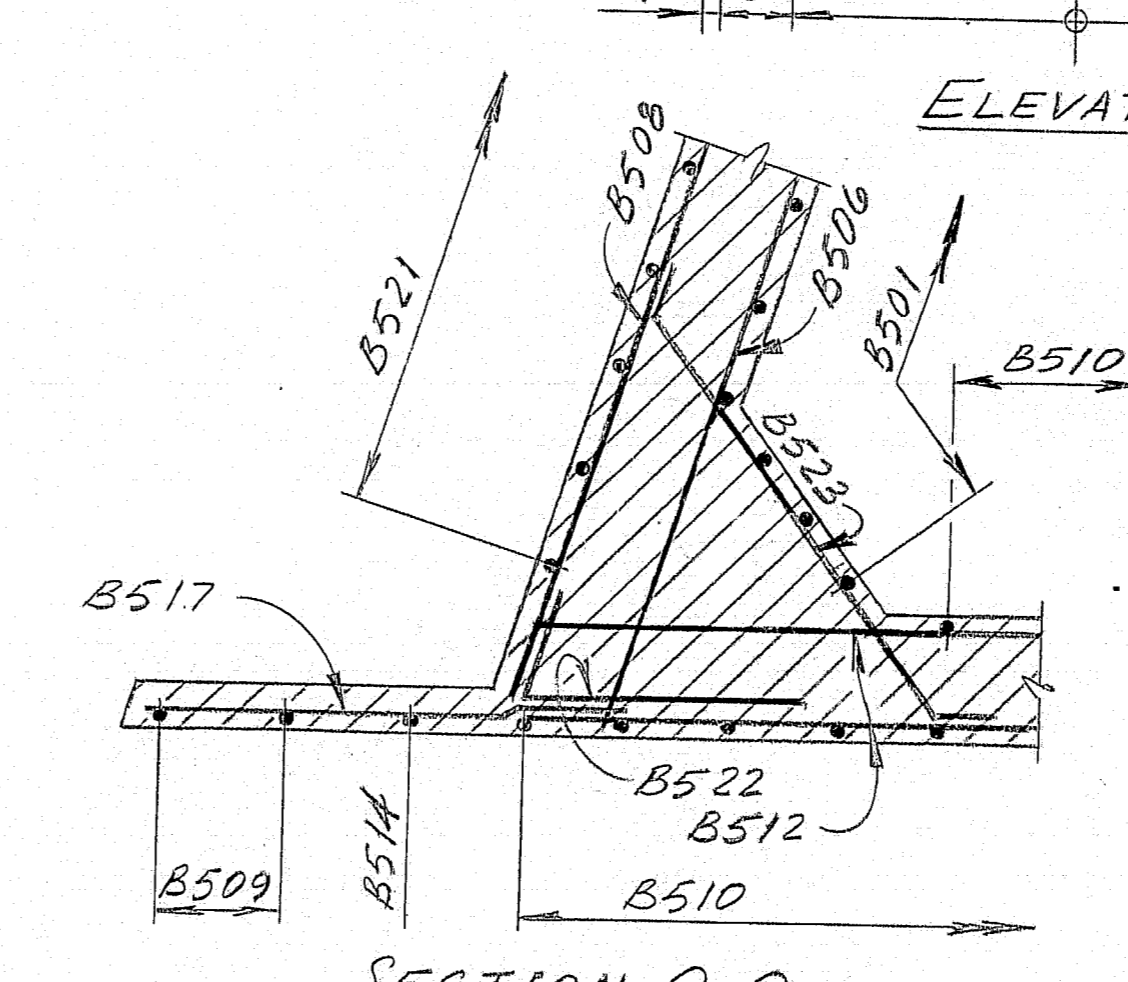
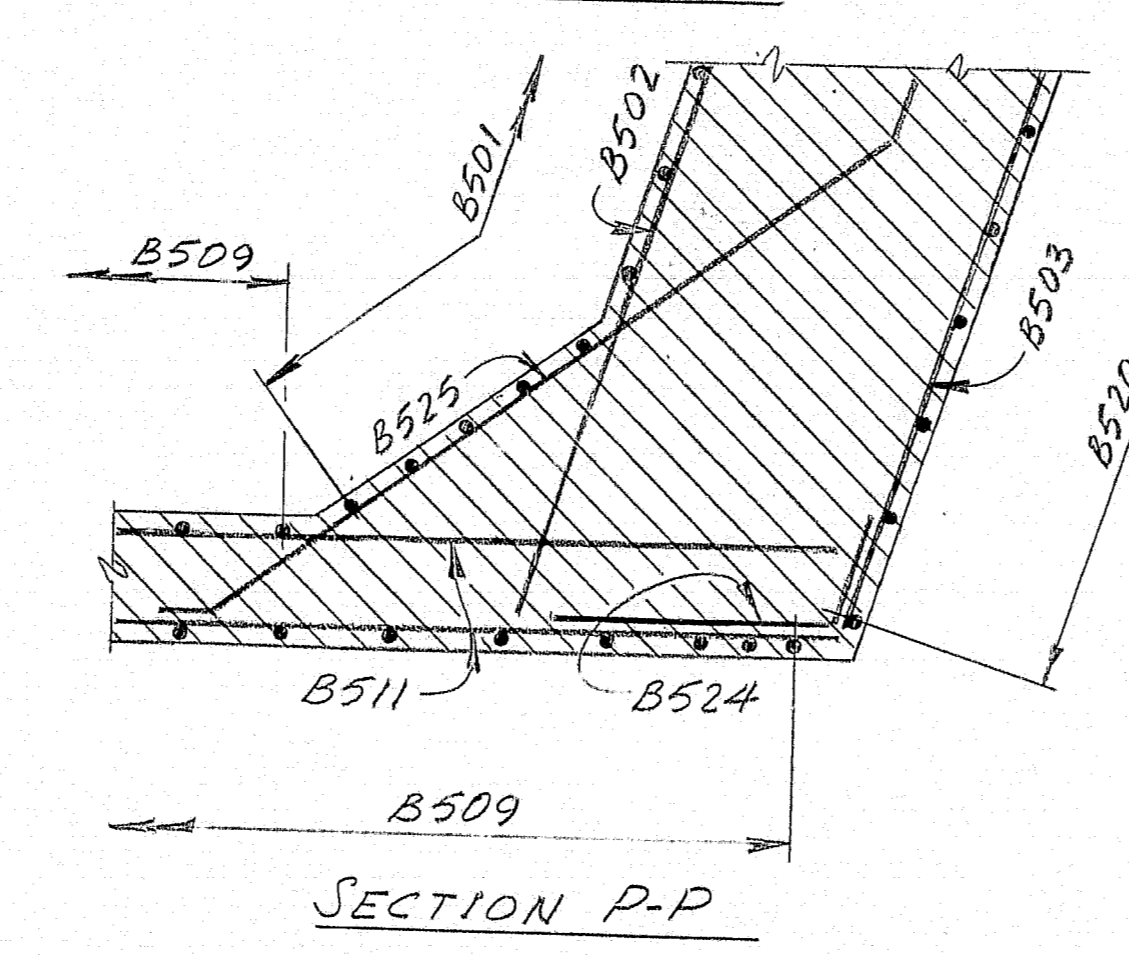
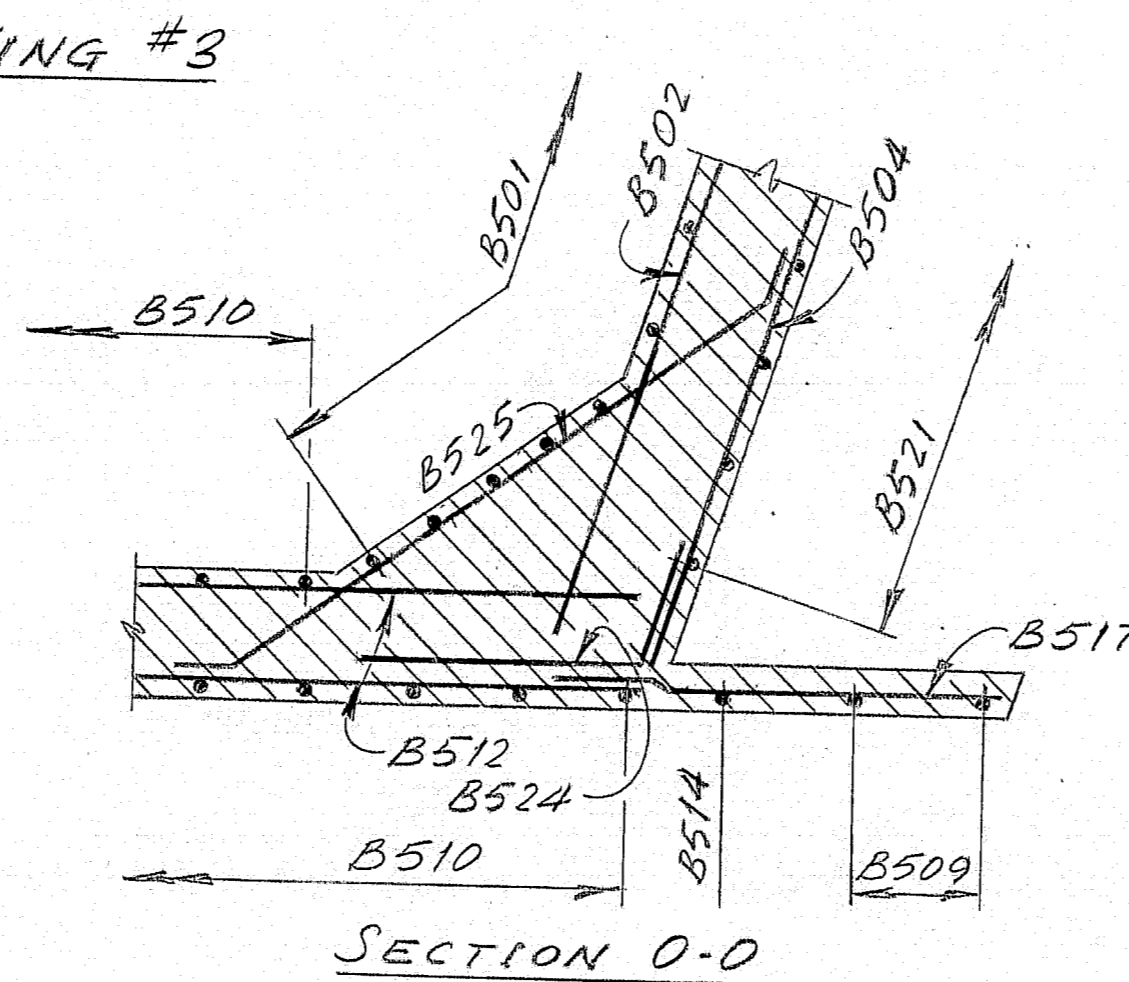
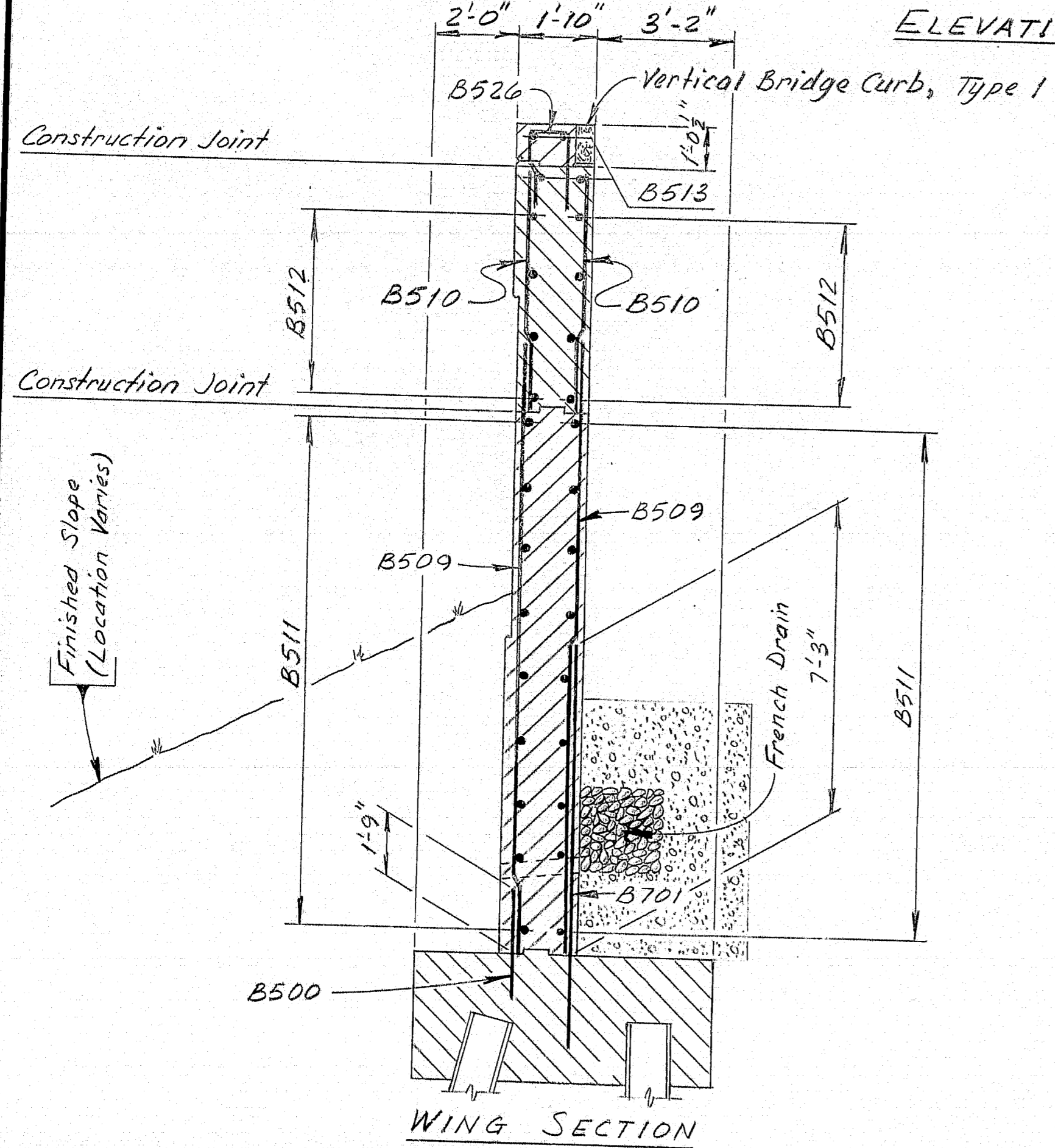
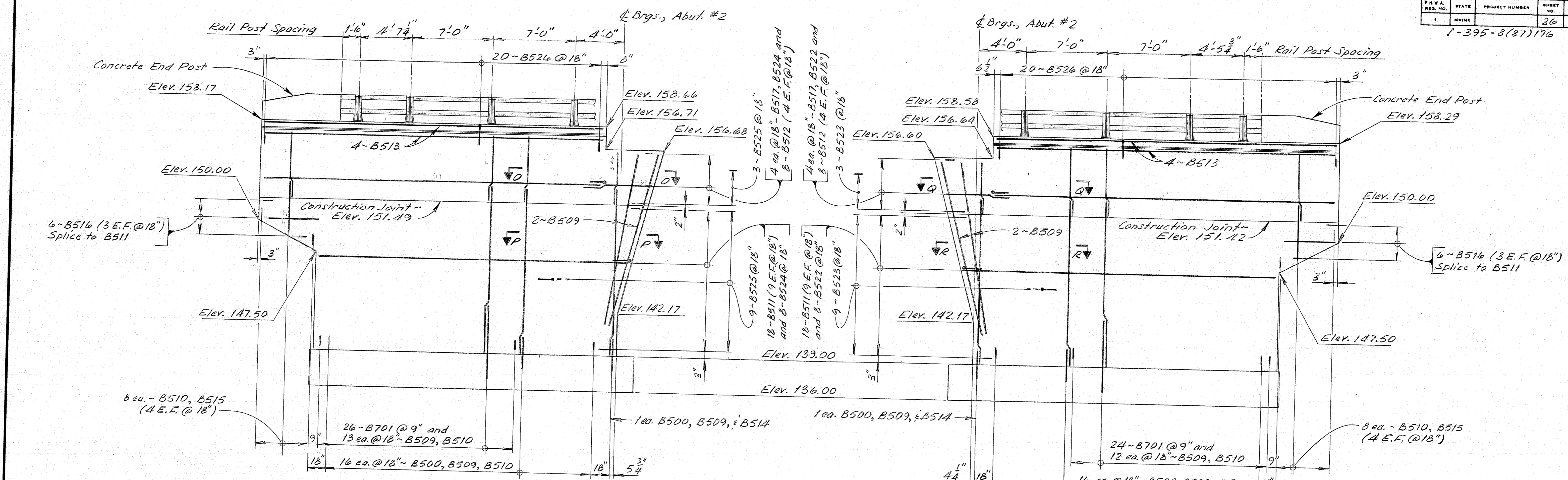
SHEET 5 OF 15 AUGUSTA, MAINE

Structural Steel Alternate

PROJECT DESIGN ENGINEER	DATE
DESIGN: D. D. D.	12/1/82
CHECKED: D. D. D.	12/1/82
REVISIONS:	
FIELD CHANGES:	

BRUNING 44-132-45710

F.W.A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-395-8(87)176	26	84



**SYMBOLS**

□ New Concrete (Plan or Elevation)

▨ New Concrete (Section)

As Built 1984 R.M.J.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

GREEN POINT ROAD  
OVER  
INTERSTATE 395

BREWER  
PENOBSCOT COUNTY

ABUTMENT No. 2 WINGS AND DETAILS

SHEET 6 OF 15 AUGUSTA, MAINE

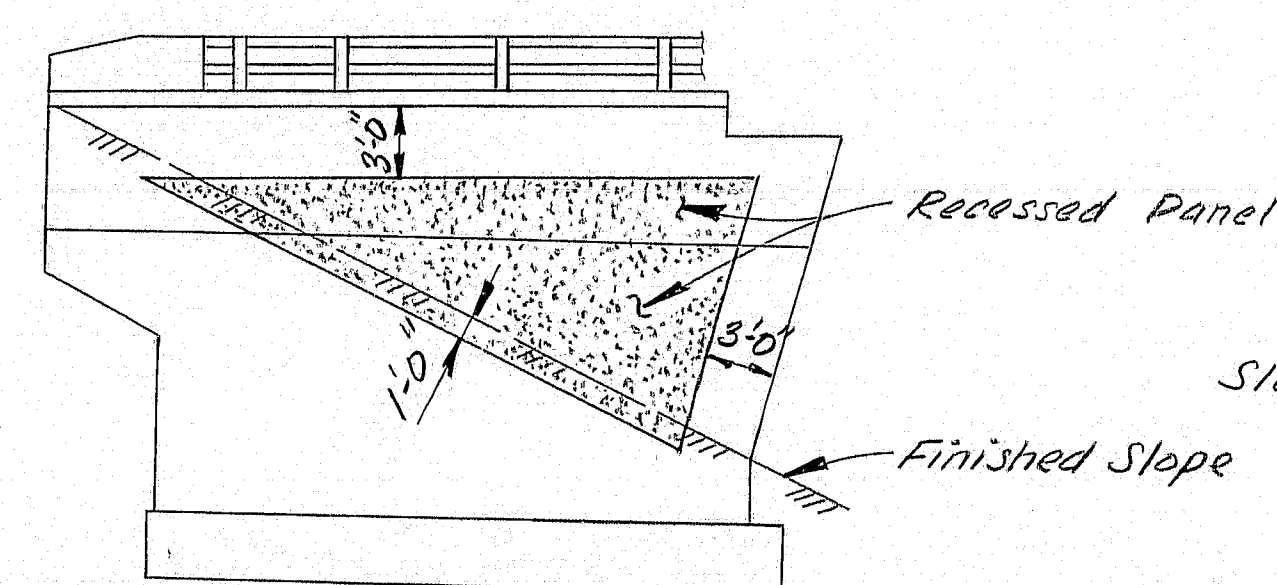
Structural Steel Alternate

183-151

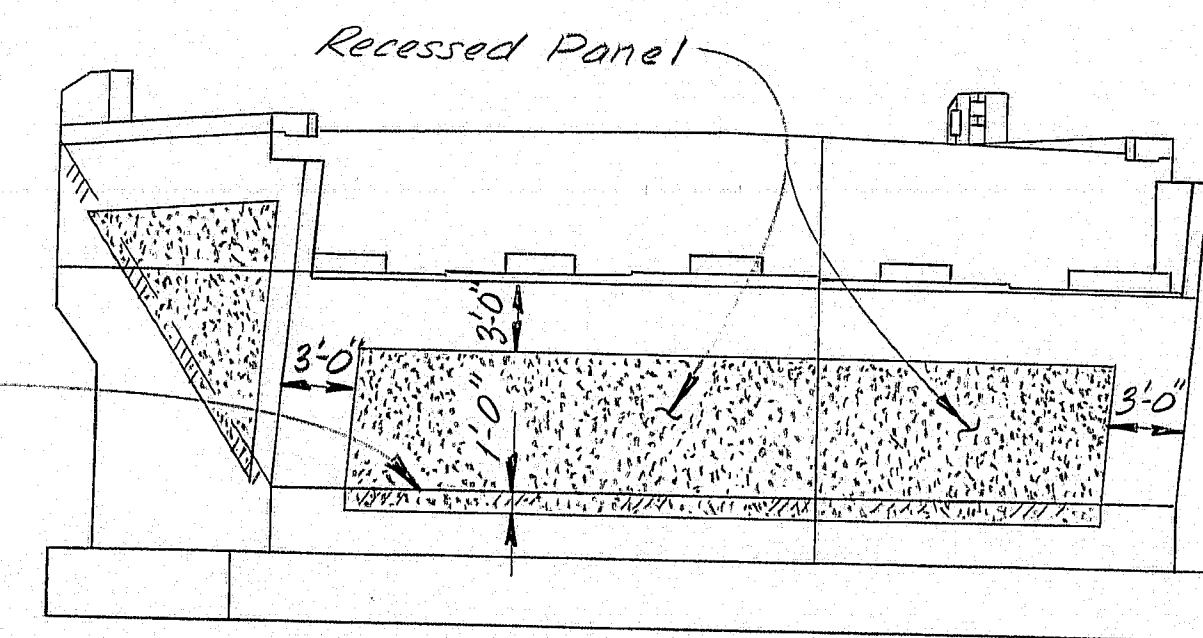
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	Lee, D. D. D. D. D.	12/1/83
CHECKED	Reed	
REVISIONS		
FIELD CHANGES		

BRIDGE 44-122-25710

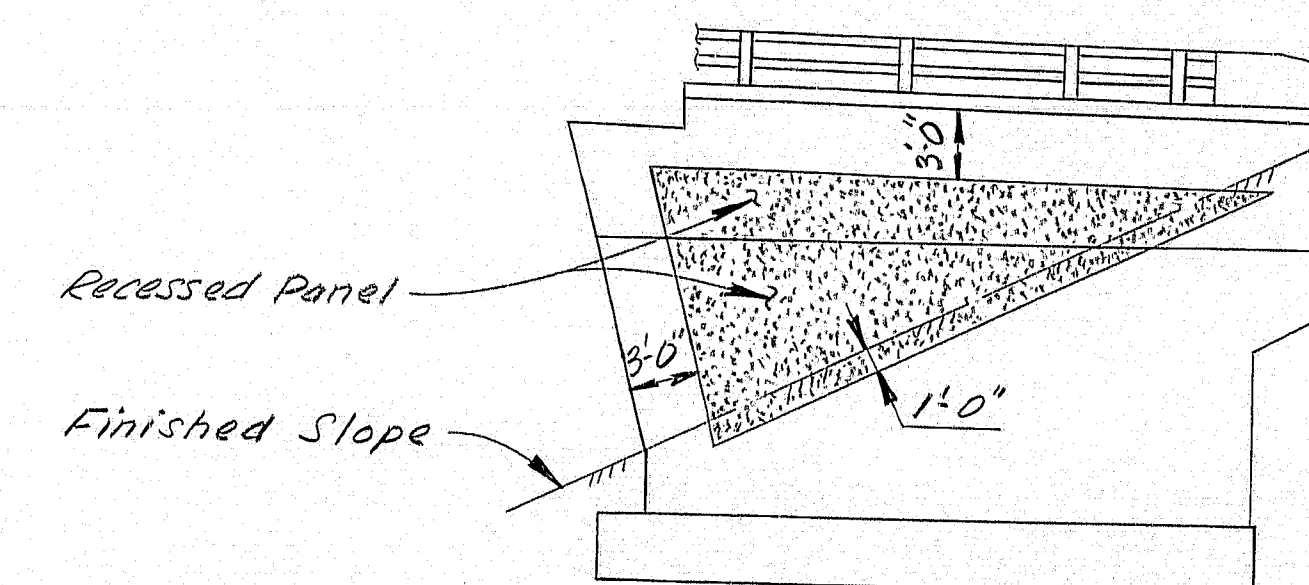




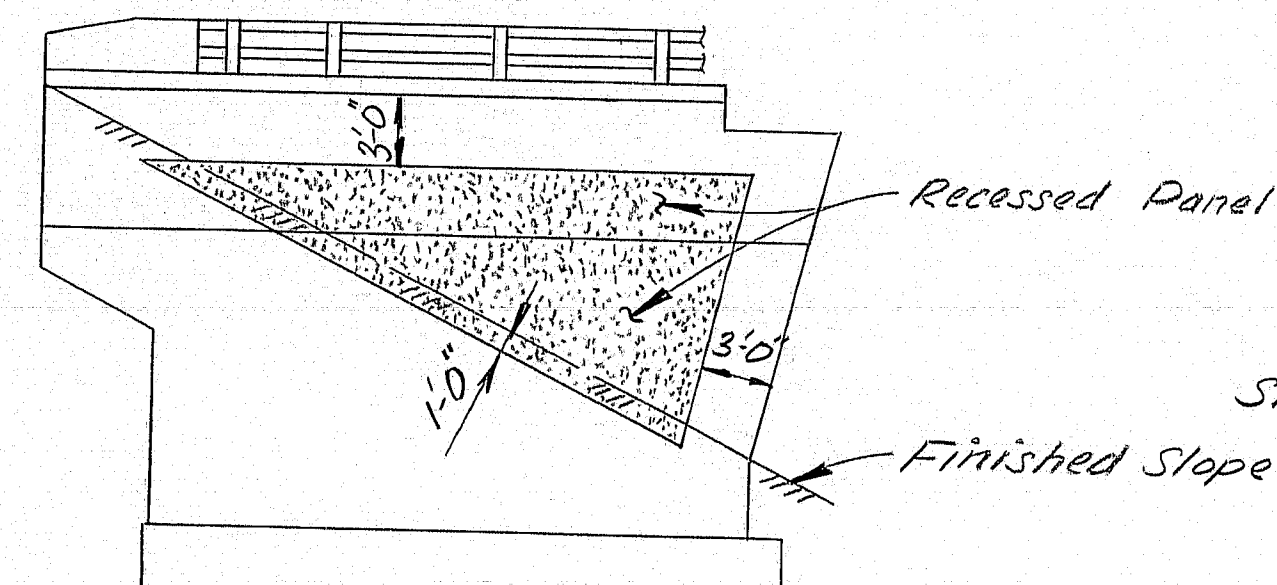
ELEVATION ~ RIGHT WING



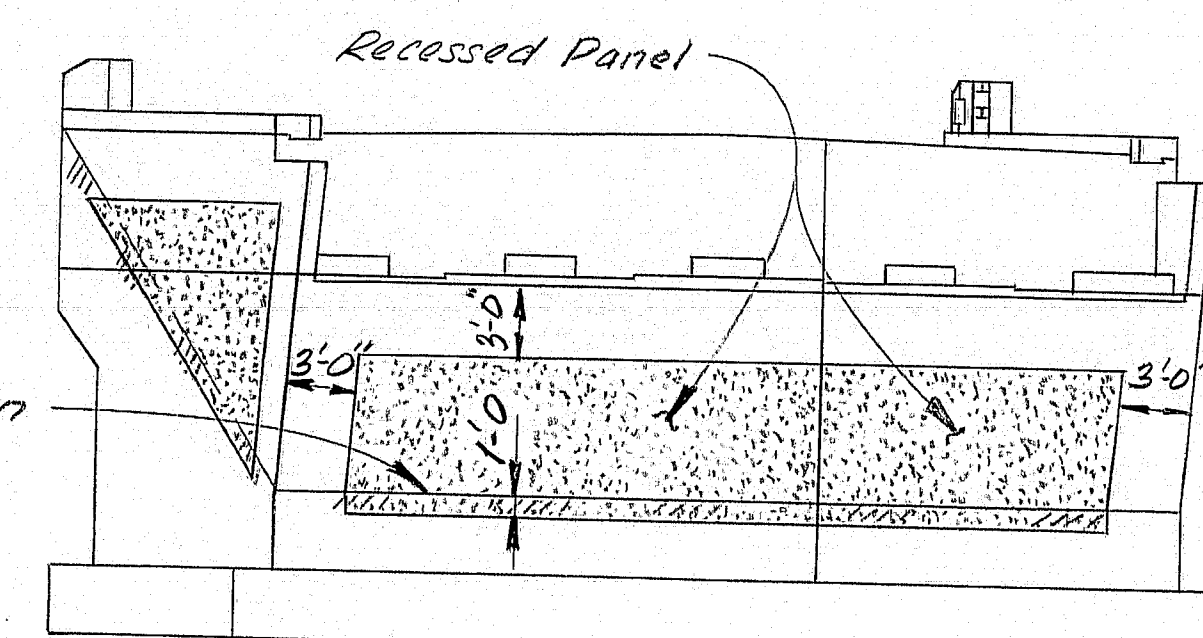
ELEVATION ~ ABUTMENT No. 1



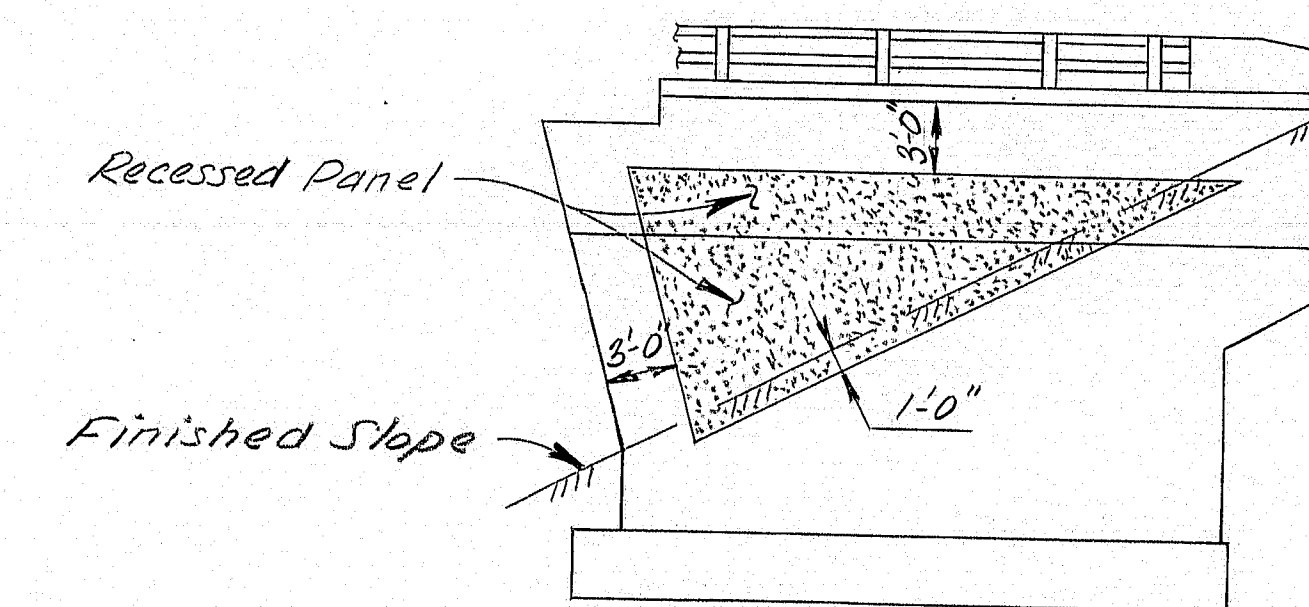
ELEVATION ~ LEFT WING



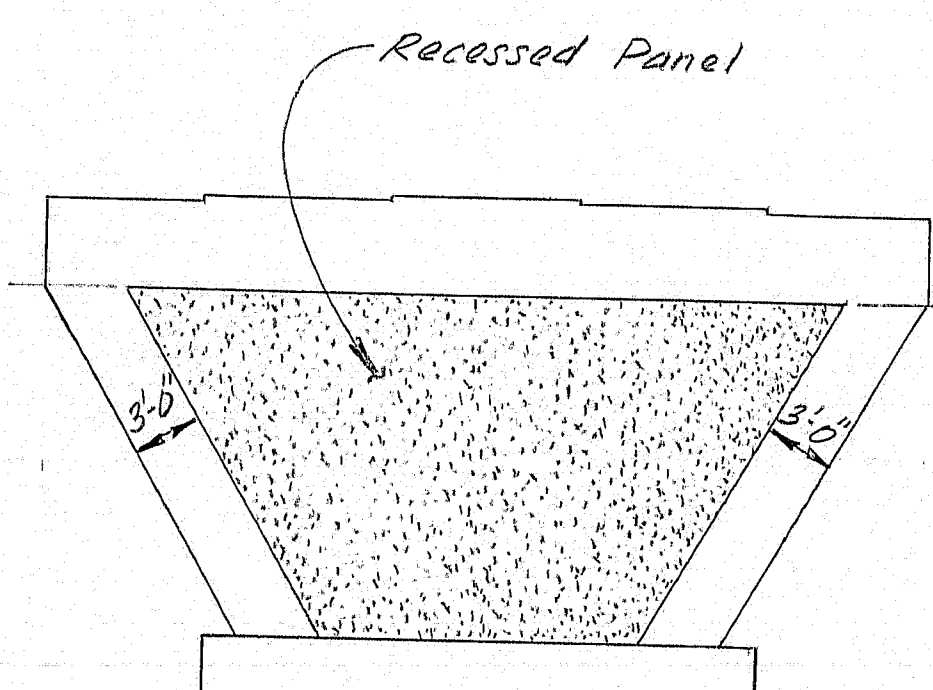
ELEVATION ~ LEFT WING



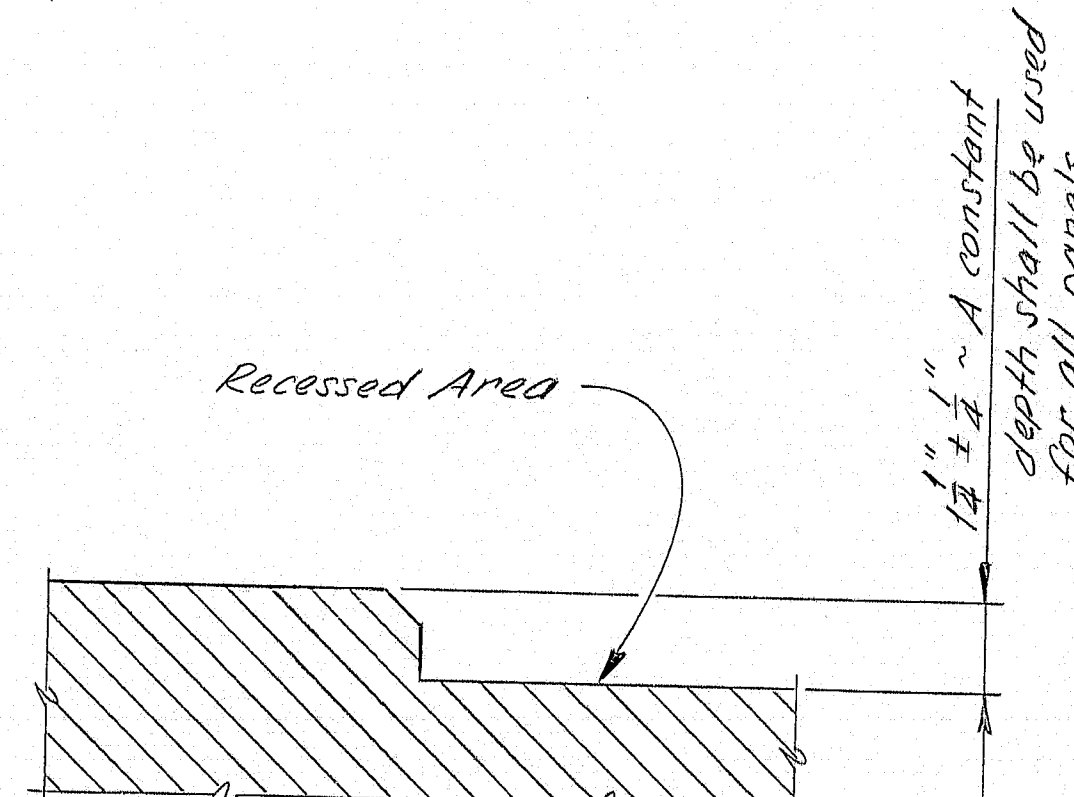
ELEVATION ~ ABUTMENT No. 2



ELEVATION ~ RIGHT WING



ELEVATION ~ PIER  
(Typ. for both sides)



RECESS DETAIL

RECESSED PANEL NOTES

1. Special care shall be exercised so that form joints at the exposed face of concrete shall be tight.
2. To insure a consistent surface texture, concrete aggregate shall be from the same source and portland cement from the same manufacturer throughout placement of the exposed substructure.
3. All fins and projections in the exposed face of concrete shall be removed and all holes patched to create a surface of uniform texture.
4. No deductions in the concrete pay volumes shall be made for the recessed panels.

As Built 1984 RME

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

GREEN POINT ROAD  
OVER  
INTERSTATE 395

BREWER  
PENOBSCOT COUNTY  
RECESSED PANEL DETAILS

SHEET 8 OF 15 AUGUSTA, MAINE

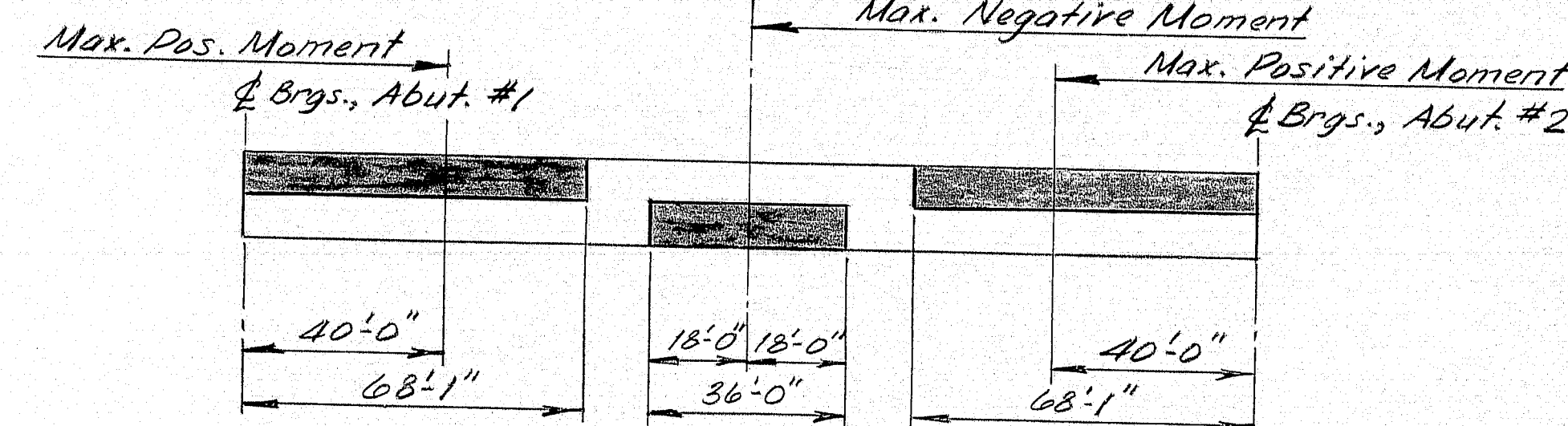
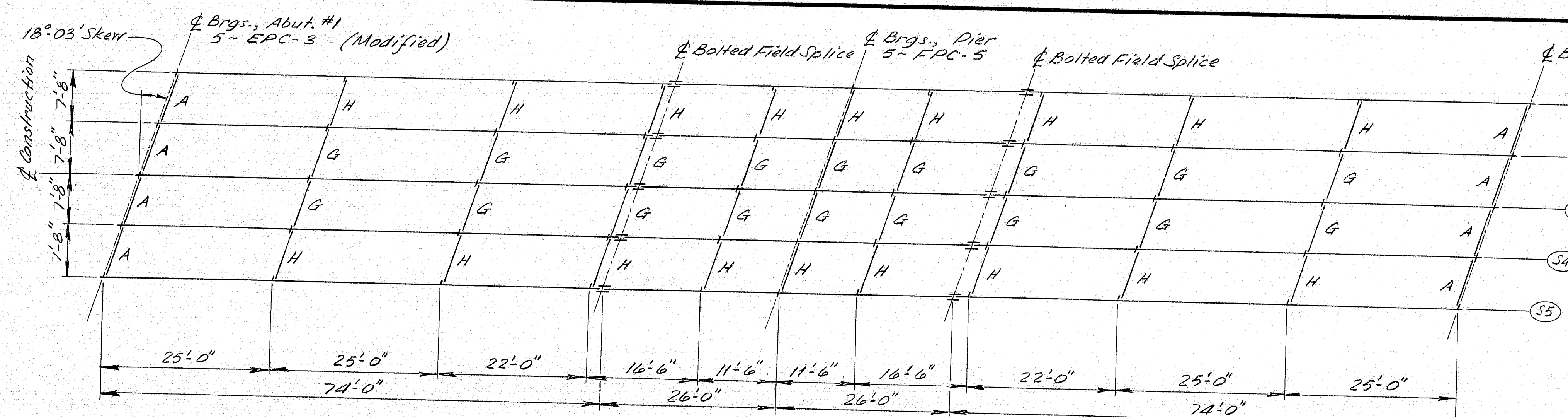
Structural Steel Alternate

183-153

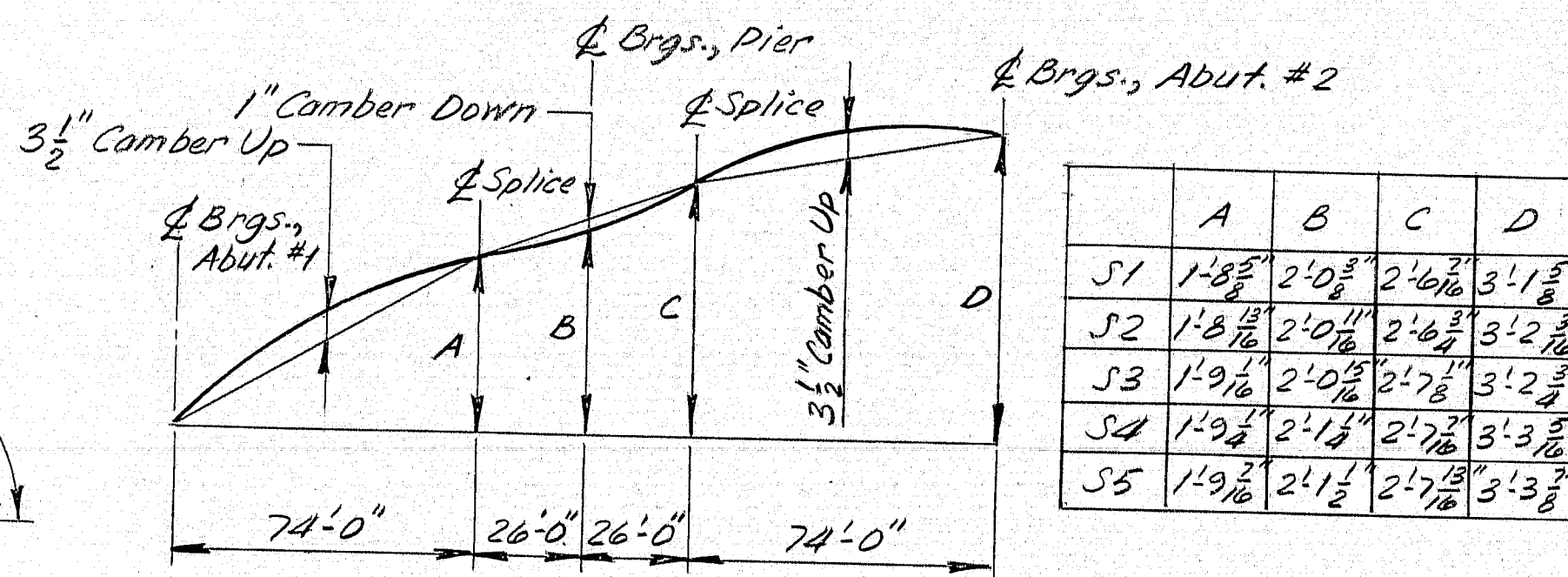
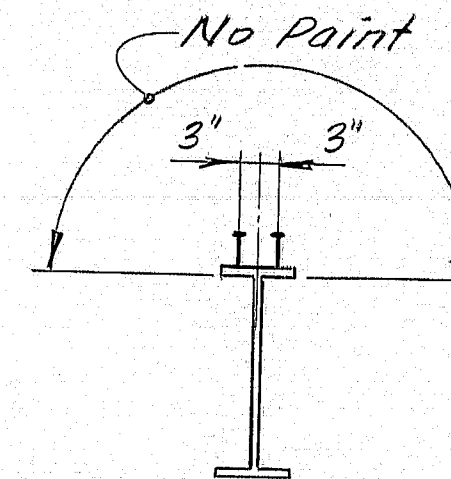
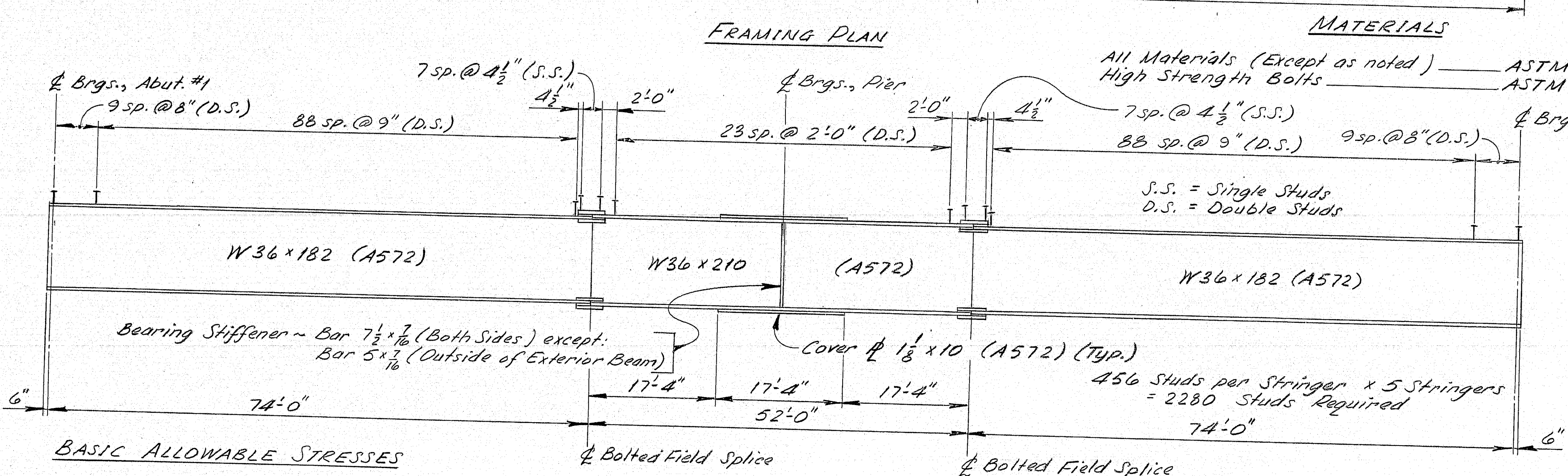
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	02/82
CHECKED	02/82
REVISIONS	12/83
FIELD CHANGES	

BRUNING 44-132-45710

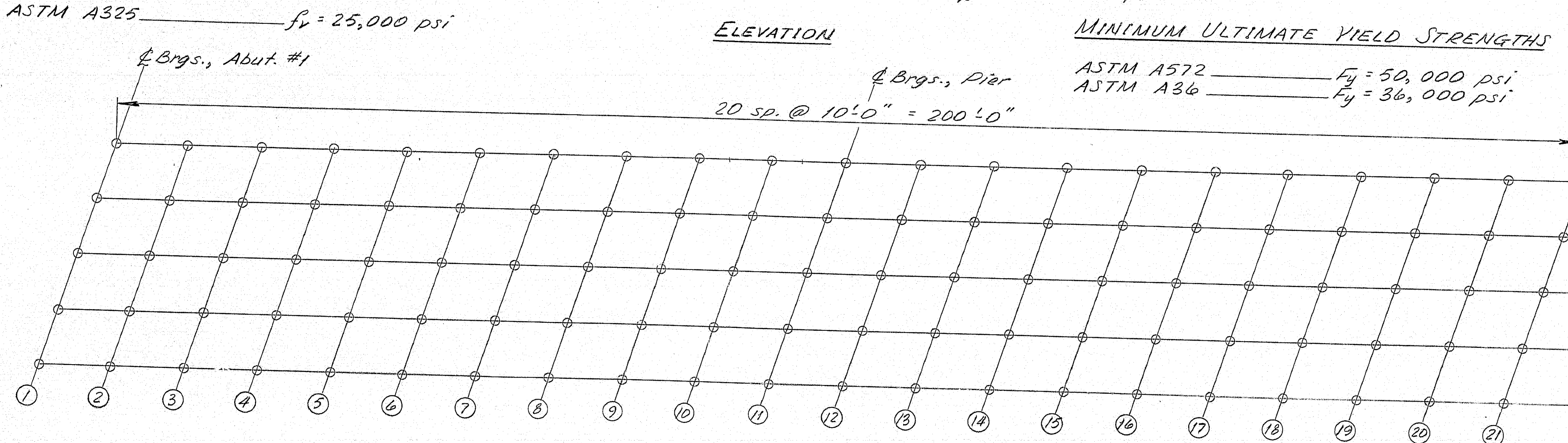
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE		29	84



Note: Shaded areas are always in compression; others are in tension or have stress reversal.



	A	B	C	D
S1	$1 \cdot 8 \frac{5}{8}$	$2 \cdot 0 \frac{3}{8}$	$2 \cdot 6 \frac{2}{16}$	$3 \cdot 1 \frac{5}{8}$
S2	$1 \cdot 8 \frac{13}{16}$	$2 \cdot 0 \frac{11}{16}$	$2 \cdot 6 \frac{3}{4}$	$3 \cdot 2 \frac{3}{16}$
S3	$1 \cdot 9 \frac{1}{16}$	$2 \cdot 0 \frac{5}{16}$	$2 \cdot 7 \frac{1}{8}$	$3 \cdot 2 \frac{3}{4}$
S4	$1 \cdot 9 \frac{1}{4}$	$2 \cdot 1 \frac{1}{2}$	$2 \cdot 7 \frac{1}{16}$	$3 \cdot 3 \frac{5}{16}$
S5	$1 \cdot 9 \frac{2}{16}$	$2 \cdot 1 \frac{1}{2}$	$2 \cdot 7 \frac{13}{16}$	$3 \cdot 3 \frac{7}{8}$

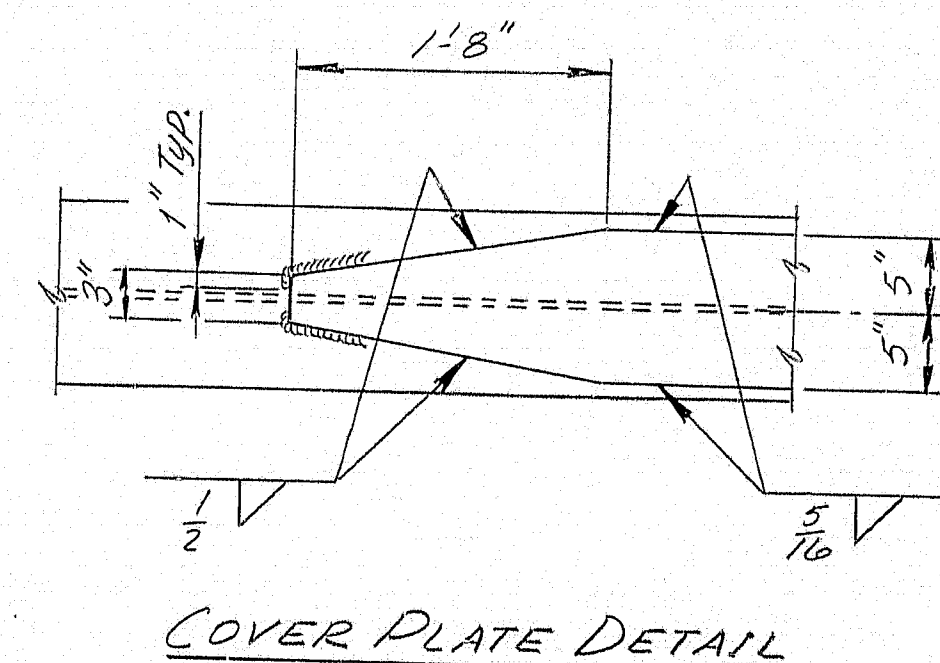


	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Stringer 1	153.80	154.14	154.45	154.72	154.96	155.16	155.32	155.45	155.57	155.69	155.84	156.00	156.20	156.39	156.57	156.73	156.84	156.92	156.96	156.96	156.94
Stringer 2	153.90	154.24	154.55	154.83	155.07	155.27	155.43	155.56	155.68	155.81	155.96	156.13	156.32	156.52	156.70	156.86	156.98	157.06	157.10	157.10	157.08
Stringer 3	154.00	154.33	154.65	154.93	155.17	155.37	155.54	155.68	155.80	155.93	156.08	156.25	156.45	156.64	156.83	156.99	157.11	157.19	157.23	157.24	157.23
Stringer 4	153.77	154.11	154.43	154.71	154.96	155.16	155.33	155.47	155.59	155.72	155.87	156.05	156.25	156.45	156.64	156.80	156.92	157.01	157.05	157.06	157.05
Stringer 5	153.55	153.89	154.21	154.50	154.74	154.95	155.12	155.26	155.39	155.52	155.67	155.85	156.05	156.26	156.45	156.61	156.74	156.82	156.87	156.88	156.87

**EPC-3 BEARING MODIFICATIONS**

C	D	H	J
9"	1'-9"	3 1/4"	3 1/4"

Anchor Bolt Mod.,  
EPC-3 and EPC-5:  
1 1/4"  $\phi$  x 17" long with  
10" Swaged Embed.



Note: The Bearing Setting Chart indicates the required final position of the bearings. It is anticipated that the bearings of the Abutments will move  $\frac{1}{2}$ " away from the fixed bearings due to placement of the superstructure concrete. No separate payment will be made for resetting bearings to the final position if an adjustment is required.

late: The Bearing Selfing Chart indicates the required final position of the bearings. It is anticipated that the bearings at the abutments will move  $16''$  over  $16''$ .

## 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. Bearing stiffeners shall be plumb after erection and dead loading of the structure.
3. Cross-frame or diaphragm connection plates may be either plumb or normal to the top flange.
4. Filler plates may be A36 steel and mill tests for filler plate material will not be required.
5. Theoretical blocking shall be  $1\frac{1}{2}$ " nom. at  $\frac{1}{4}$  Brgs., Abutments and Piers.

As Buil 1984 Rmz

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

GREEN POINT ROAD  
OVER  
INTERSTATE 395

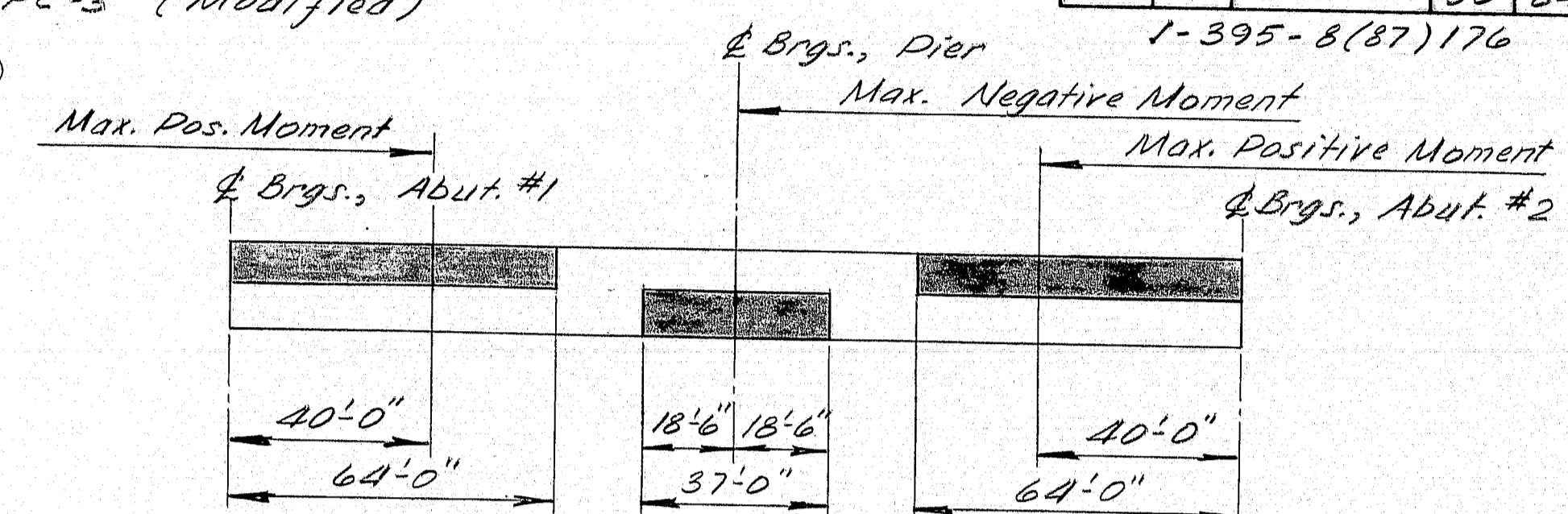
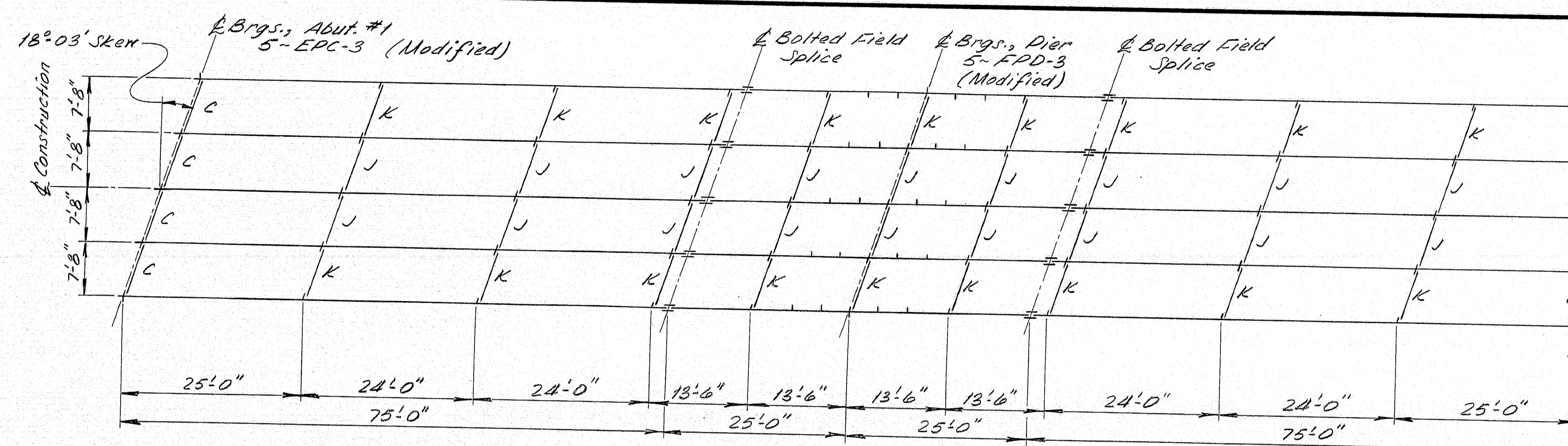
BREWER  
PENOBSCOT COUNTY  
STRUCTURAL STEEL  
(Rolled Beam Option)

SHEET 9 OF 15 AUGUSTA, MAINE

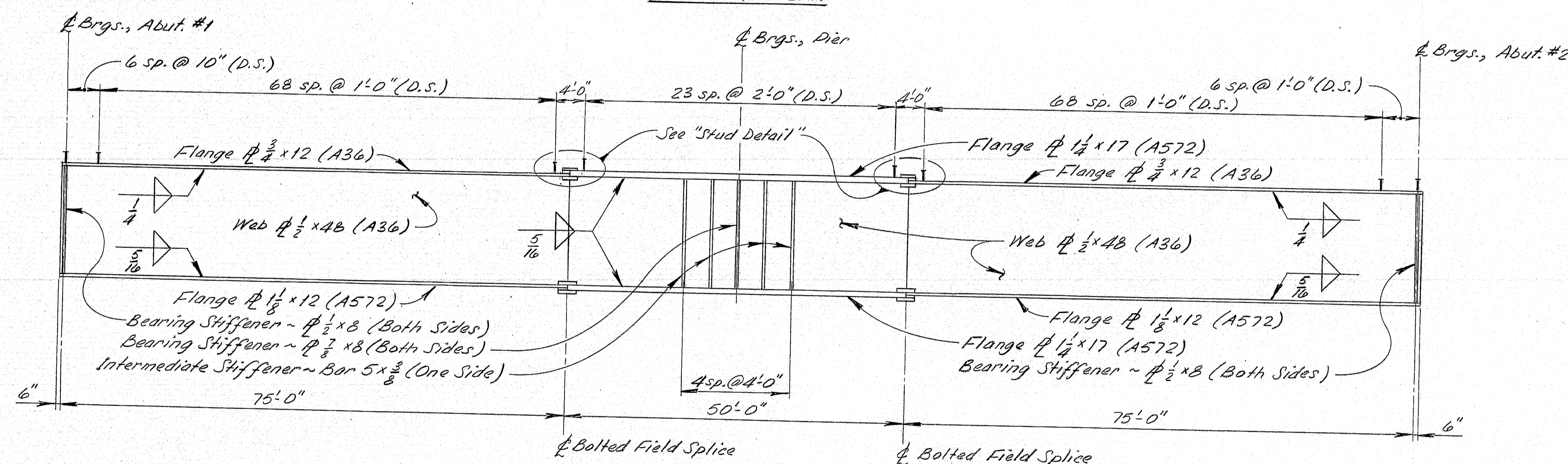
**183-154** Structural Steel Alternate

PLANS	PROJECT DESIGN ENGINEER	BY	DATE
	DESIGN - DETAILED	<i>M. B. Baxand</i>	<i>2. November</i>
	CHECKED	<i>G. Baxand</i>	<i>12/1/53</i>
	REVISIONS		
	FIELD CHANGES		

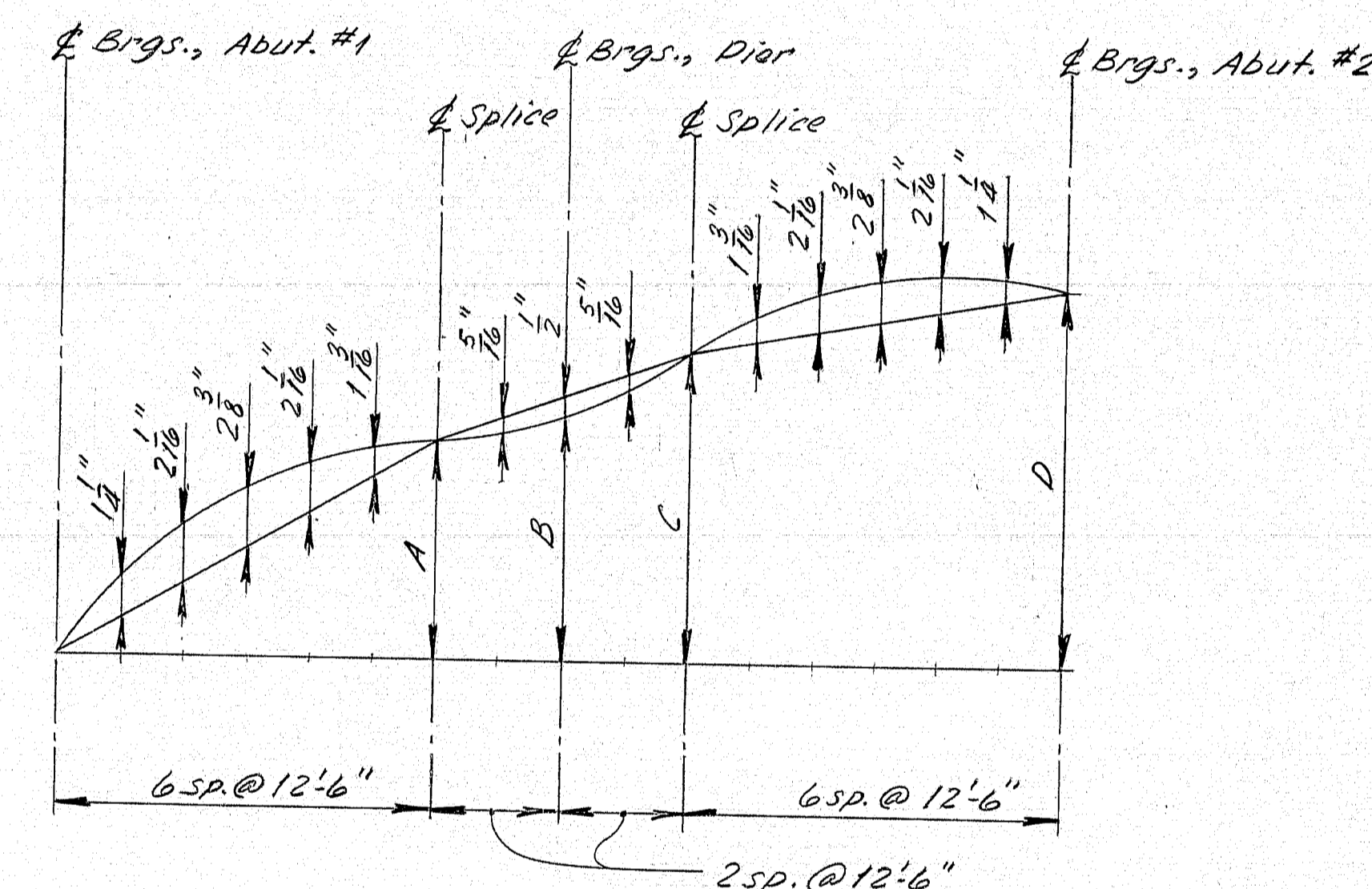
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE		30	82



Note: Shaded areas are always in compression; others are in tension or have stress reversal.

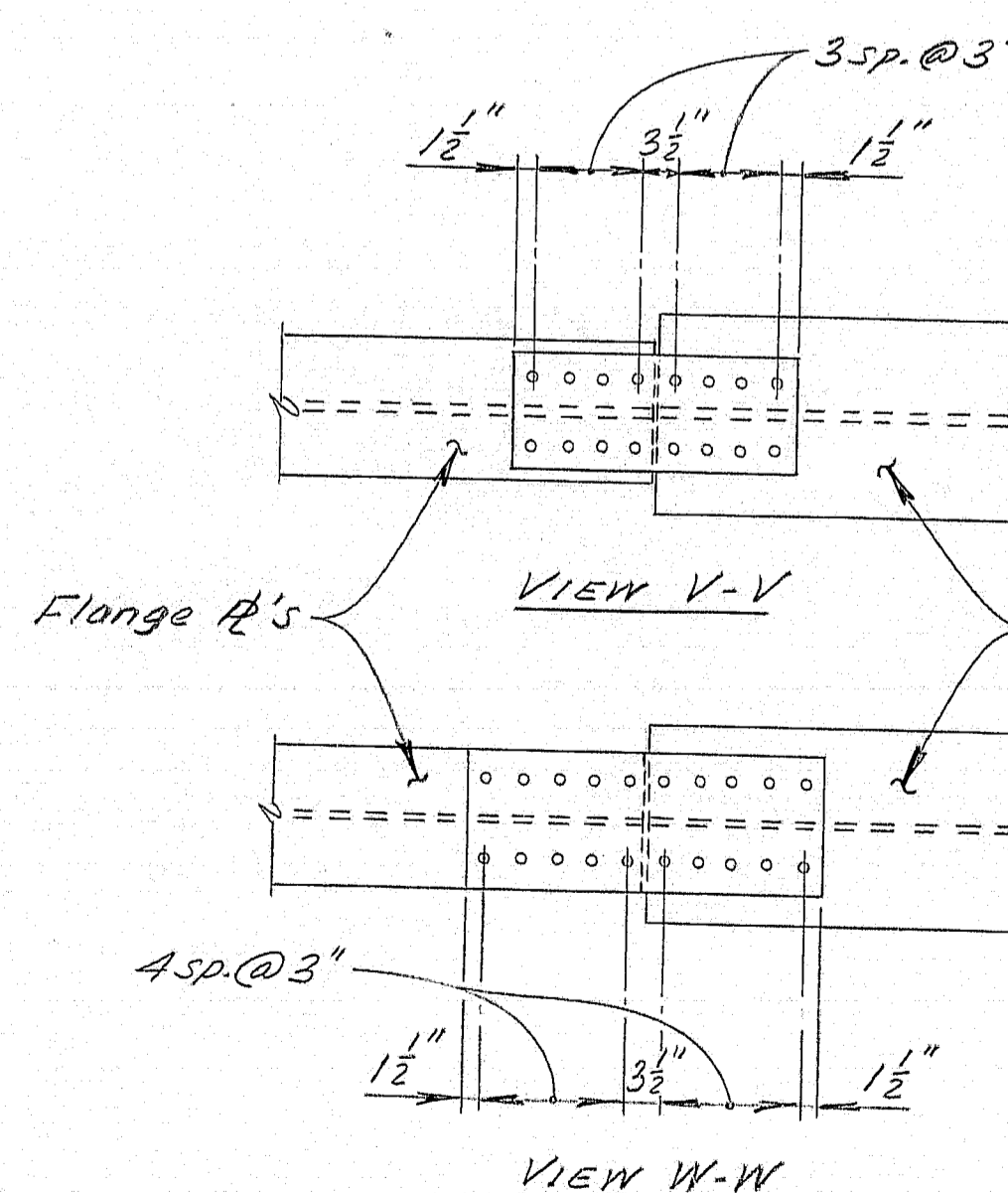
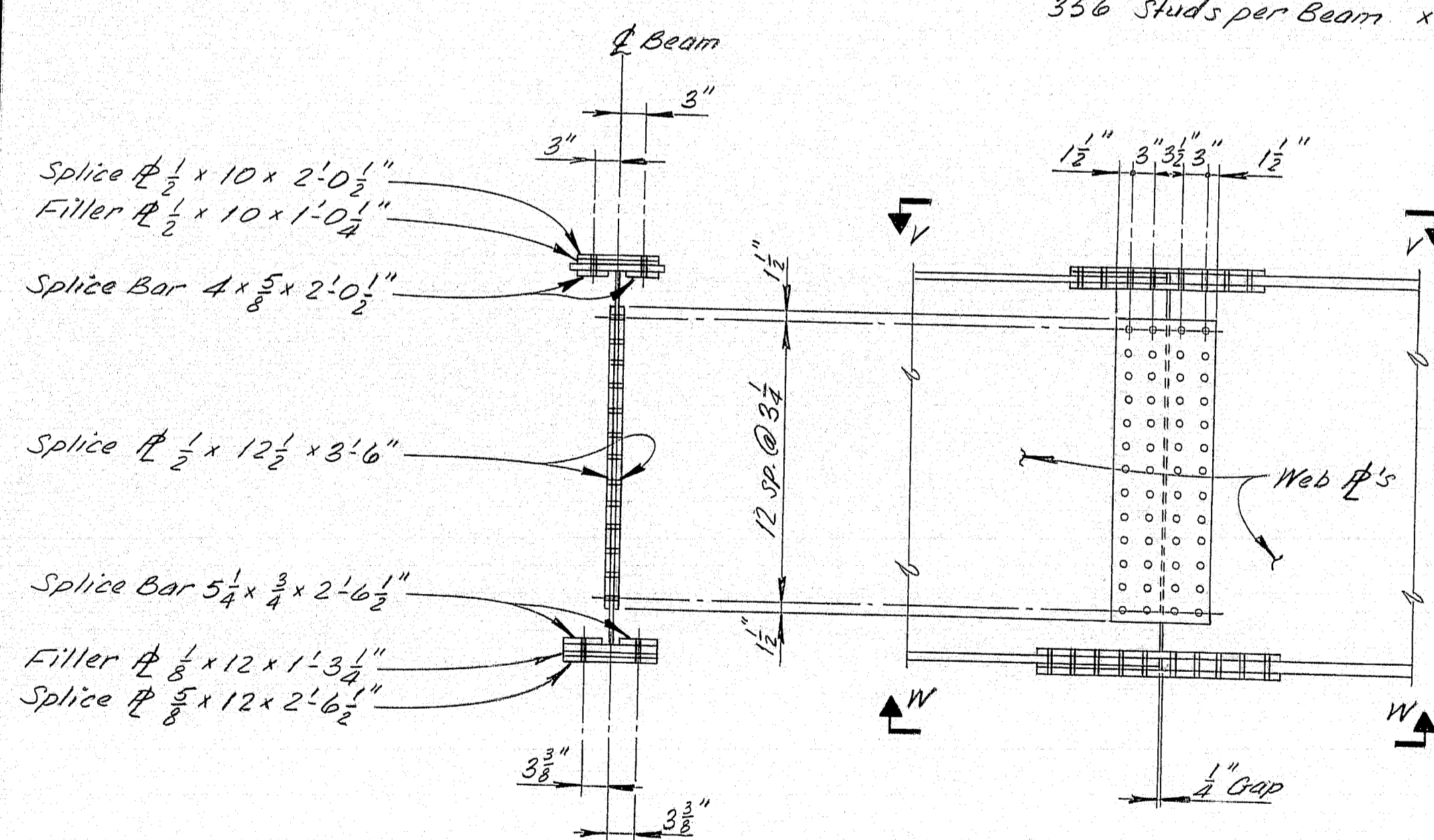


ELEVATION  
356 Studs per Beam x 5 Beams = 1780 Studs

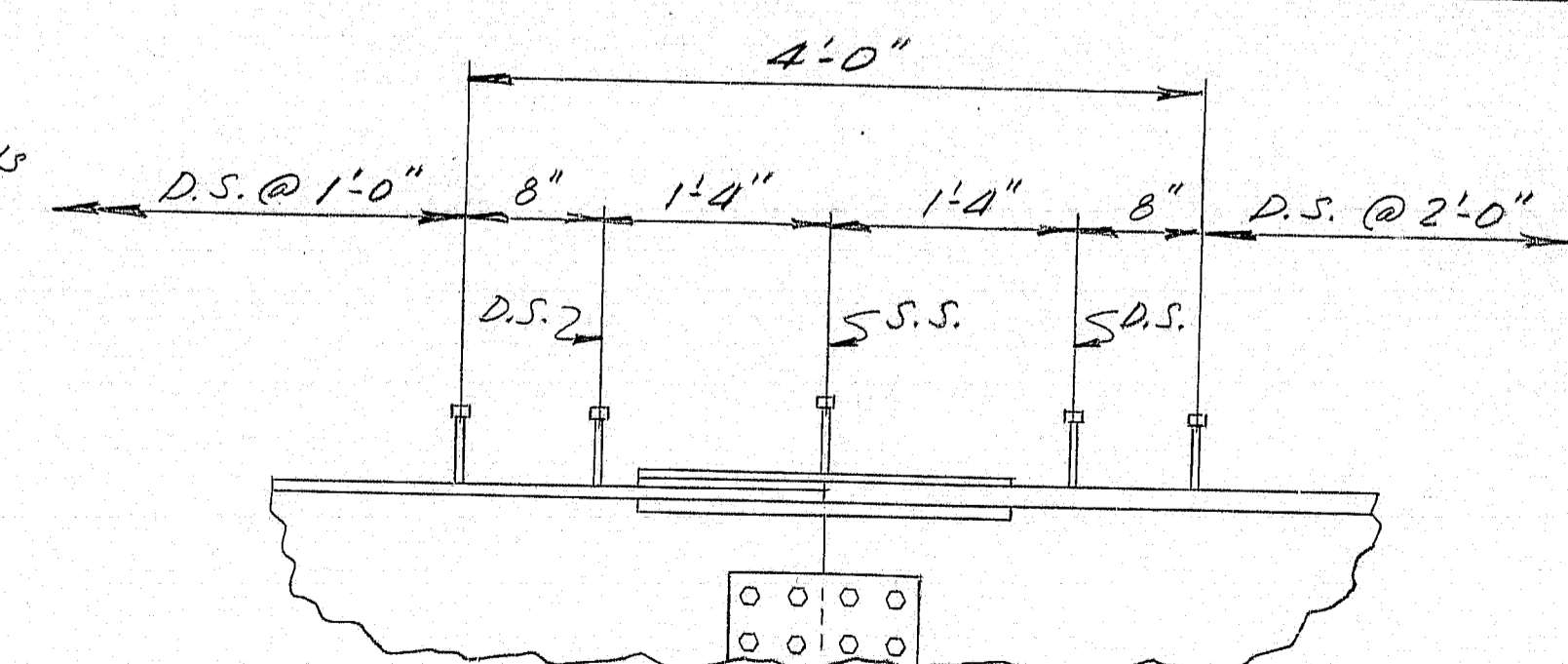


BEARING PEDESTAL MODIFICATIONS				
	C	D	H	J
EPC-3	10"	1'-10"	3'-1"	3'-2"
FPD-3	1'-3"	2'-1"	10'-4"	—
EPC-3 Anchor Bolt Mod.: 1 1/4" $\phi$ x 17" long with 10" Smeared Embedment)				

	A	B	C	D
S1	$1'8\frac{3}{16}"$	$2'0\frac{1}{8}"$	$2'5\frac{9}{16}"$	3'1'
S2	$1'8\frac{3}{8}"$	$2'0\frac{1}{16}"$	$2'5\frac{15}{16}"$	3'2'
S3	$1'8\frac{9}{16}"$	$2'0\frac{15}{16}"$	$2'6\frac{5}{8}"$	3'2'
S4	$1'8\frac{3}{8}"$	$2'1\frac{1}{4}"$	$2'6\frac{5}{8}"$	3'3'
S5	$1'9"$	$2'1\frac{1}{2}"$	$2'7"$	3'3'



Note: All field splice connections shall be made with  $\frac{7}{8}$ "  $\phi$  ASTM A325, Type 1 High Strength Bolts. Holes shall be  $\frac{15}{16}$ "  $\phi$ .



STUD DETAIL  
S.S. = Single Studs  
D.S. = Double Studs

**183-155**

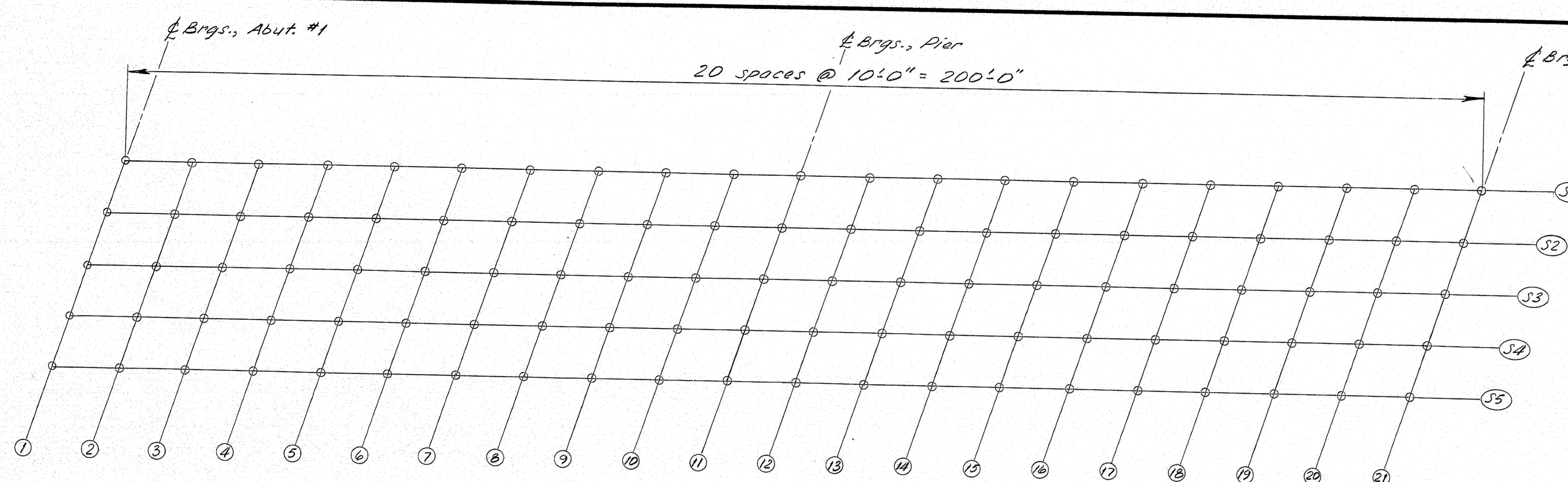
THIS OPTION NOT USED BY 2

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

GREEN POINT ROAD  
OVER  
INTERSTATE 395

BREWER  
PENOBSCOT COUNTY  
STRUCTURAL STEEL  
(Welded Beam Option)

SHEET 10 OF 15 AUGUSTA, MAINE  
Structural Steel Alternate



BLOCKING LAYOUT

BOTTOM OF SLAB ELEVATIONS																					
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
S1	153.80	154.10	154.38	154.64	154.87	155.07	155.24	155.40	155.54	155.69	155.83	156.00	156.17	156.34	156.50	156.64	156.75	156.84	156.89	156.92	156.94
S2	153.90	154.20	154.48	154.74	154.97	155.18	155.35	155.51	155.66	155.80	155.95	156.12	156.30	156.47	156.63	156.77	156.88	156.97	157.03	157.07	157.08
S3	154.00	154.30	154.59	154.85	155.08	155.29	155.47	155.63	155.77	155.92	156.07	156.24	156.42	156.59	156.76	156.90	157.02	157.11	157.17	157.21	157.23
S4	153.77	154.08	154.37	154.63	154.87	155.07	155.26	155.42	155.57	155.72	155.87	156.05	156.22	156.40	156.57	156.71	156.83	156.92	156.99	157.03	157.05
S5	153.55	153.86	154.15	154.41	154.65	154.86	155.05	155.21	155.36	155.51	155.67	155.85	156.03	156.21	156.37	156.52	156.64	156.74	156.80	156.85	156.87

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 ten 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 not be less than 20 feet in length unless otherwise shown on the plans.
4. Butt weld splices in flanges shall be not less than one foot from transverse welds in the web plates.
5. Bearing stiffeners shall be plumb after erection and dead loading of the structure. 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 A36 steel and mill tests for filler plate material will not be required.

MINIMUM ULTIMATE YIELD STRENGTHS

ASTM A572 \_\_\_\_\_  $F_y = 50,000$  psi  
 ASTM A36 \_\_\_\_\_  $F_y = 36,000$  psi

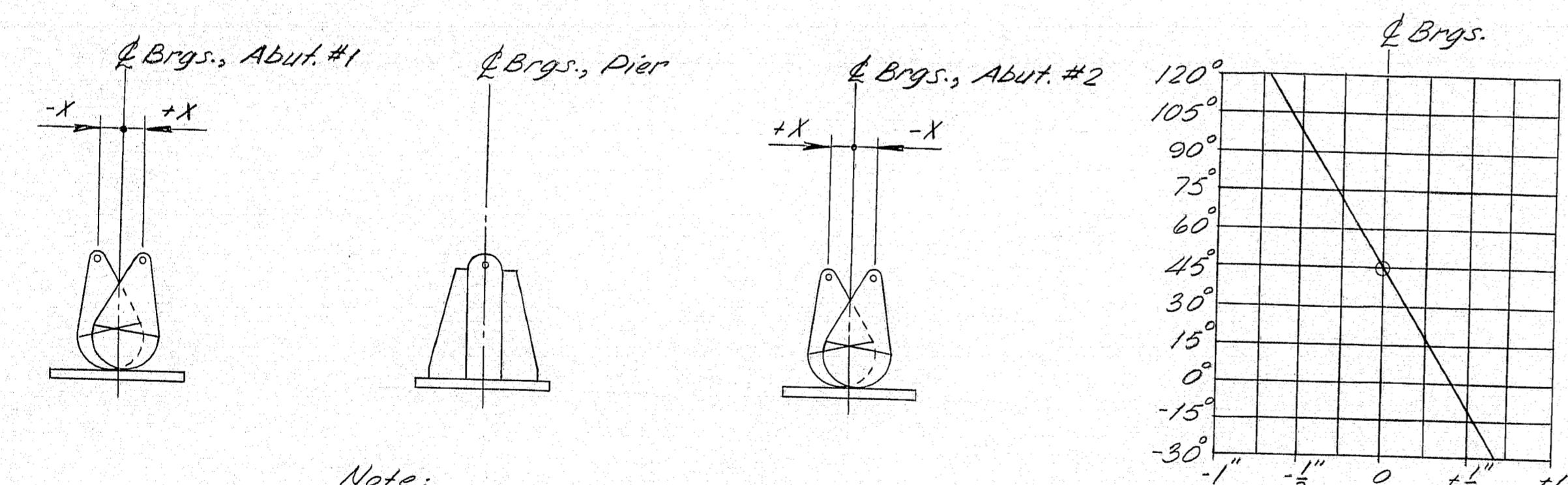
BASIC ALLOWABLE STRESSES

ASTM A325 \_\_\_\_\_  $F_r = 33,000$  psi

MATERIALS

All Material  
 (Except as otherwise noted) — ASTM A572  
 High Strength Bolts — ASTM A325,  
 Type 1

Note: Theoretical Blocking shall be  $2\frac{1}{2}$ " nominal at Brgs., Abutments and Pier.



Note:  
 The Bearing Setting Chart indicates the required final position of the bearings. It is anticipated that the bearings at the Abutments will move  $\frac{3}{16}$ " away from the fixed bearings due to placement of the Superstructure concrete. No separate payment will be made for resetting bearings to the final position if an adjustment is required.

BEARING SETTING DIAGRAM AND CHART

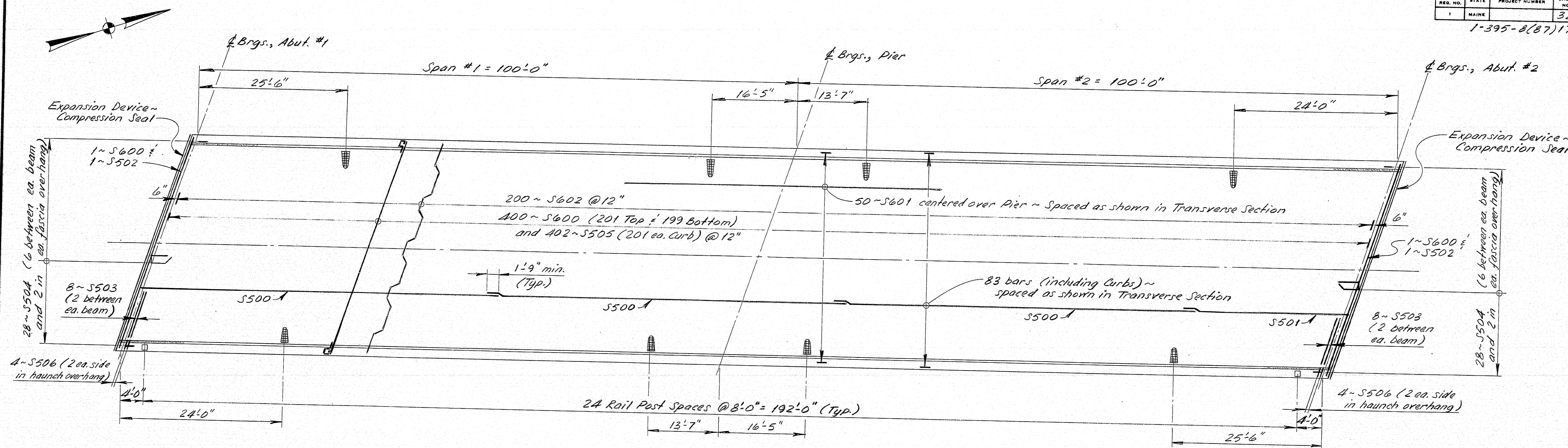
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	10/1/84	10/1/84
CHECKED	10/1/84	10/1/84
REVISIONS		
FIELD CHANGES		

As Built 1984 RMZ

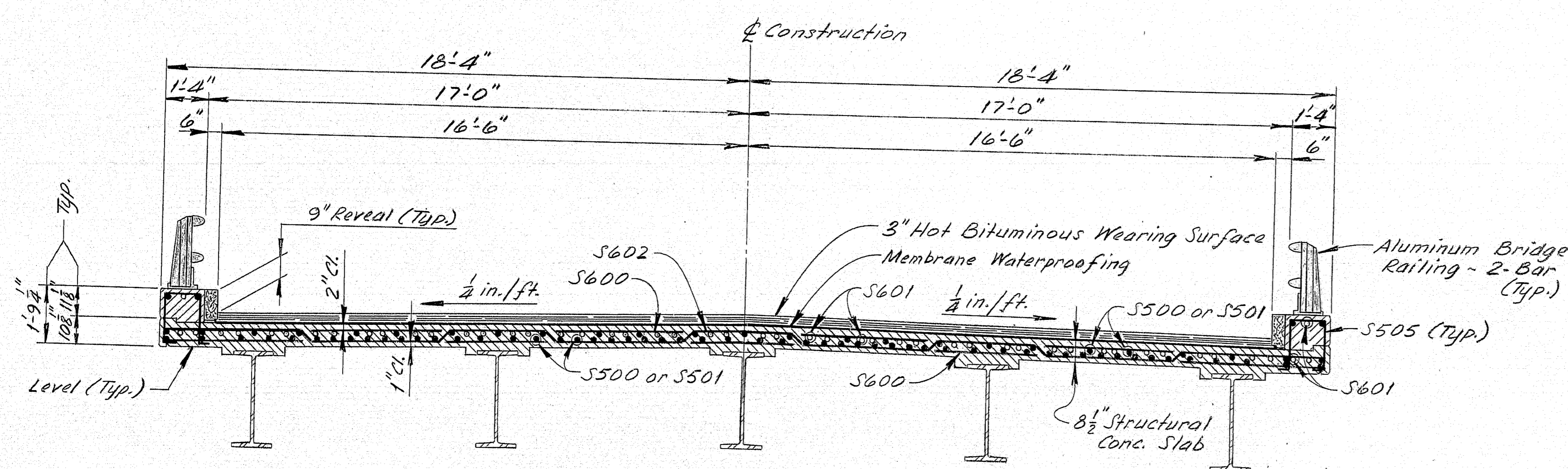
STATE OF MAINE DEPARTMENT OF TRANSPORTATION
GREEN POINT ROAD OVER INTERSTATE 395
BREWER PENOBSCOT COUNTY STRUCTURAL STEEL (Welded Beam Option)
SHEET 11 OF 15 AUGUSTA, MAINE

Structural Steel Alternate

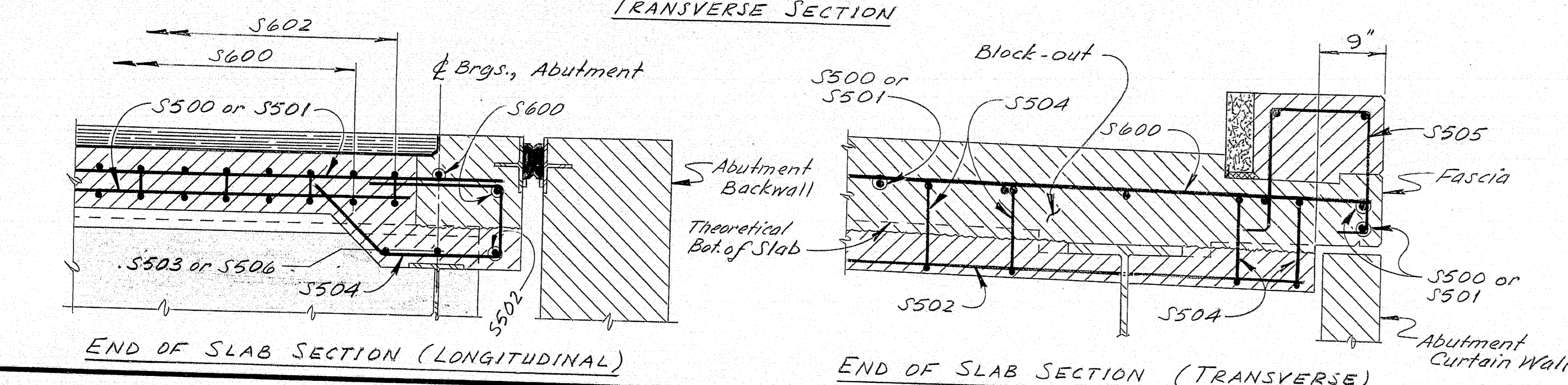
183-156



SUPERSTRUCTURE PLAN



TRANSVERSE SECTION



END OF SLAB SECTION (LONGITUDINAL)

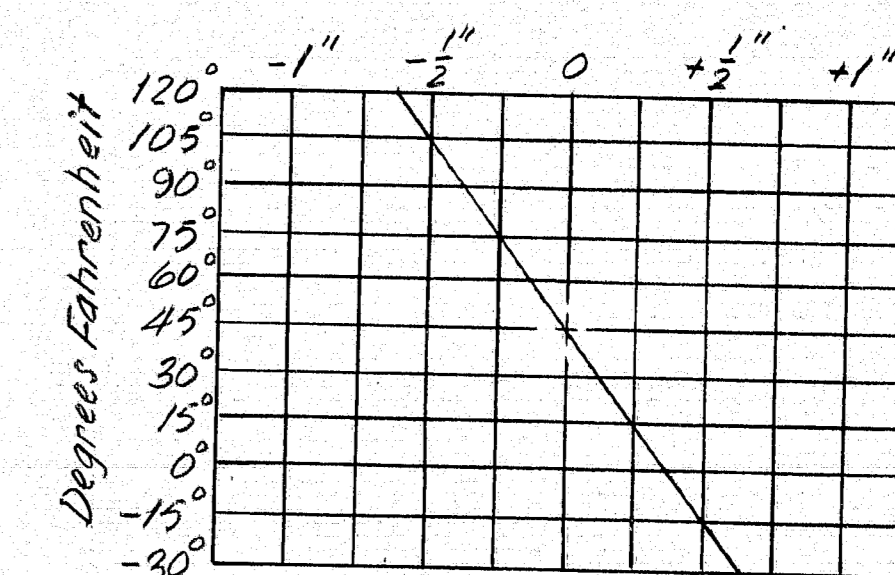
END OF SLAB SECTION (TRANSVERSE)

SUPERSTRUCTURE NOTES

- Form a 1" V-groove on the fascias at the horizontal joint between the curb and slab.
- Reinforcing steel shall have a minimum cover of 2" unless otherwise noted.
- Adjust reinforcing steel to fit around the drains in a manner approved by the Engineer. Do not cut transverse reinforcing bars.
- The Superstructure slab concrete shall be placed in one continuous operation and shall be kept plastic until the entire Superstructure slab has been placed.
- 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 tops of concrete curbs and fascias down to the drip notch.

COMPRESSION SEAL NOTES

- The seals to be furnished shall have a minimum movement rating of 1.25".
- The seal shall be approved by the Engineer prior to fabrication of the joint armor.
- 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.
- 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.
- The Compression Seal Adjustment Chart shows the adjustment necessary to set 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.



COMPRESSION SEAL ADJUSTMENT CHART

SYMBOLS

- New Concrete (Plan or Elevation)
- New Concrete (Section)
- Hot Bituminous Prmt.
- Granite Curb

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

GREEN POINT ROAD  
OVER  
INTERSTATE 395

BREWER  
PENOBSCOT COUNTY  
SUPERSTRUCTURE

SHEET 12 OF 15 AUGUSTA, MAINE  
Structural Steel Alternate

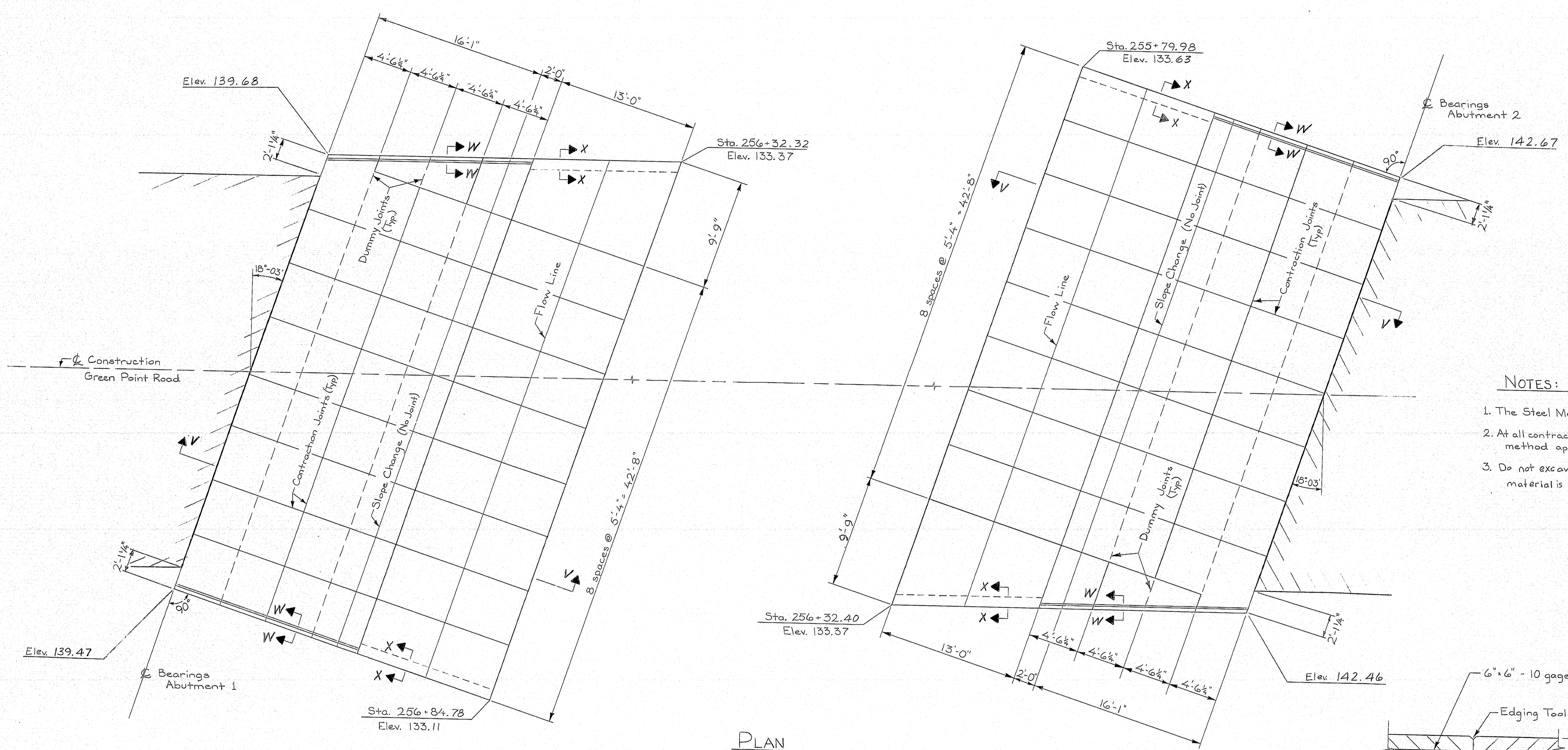
183-157

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	12/8/83
CHECKED	
REVISIONS	
FIELD CHANGES	

BRUNING 44-132 45710

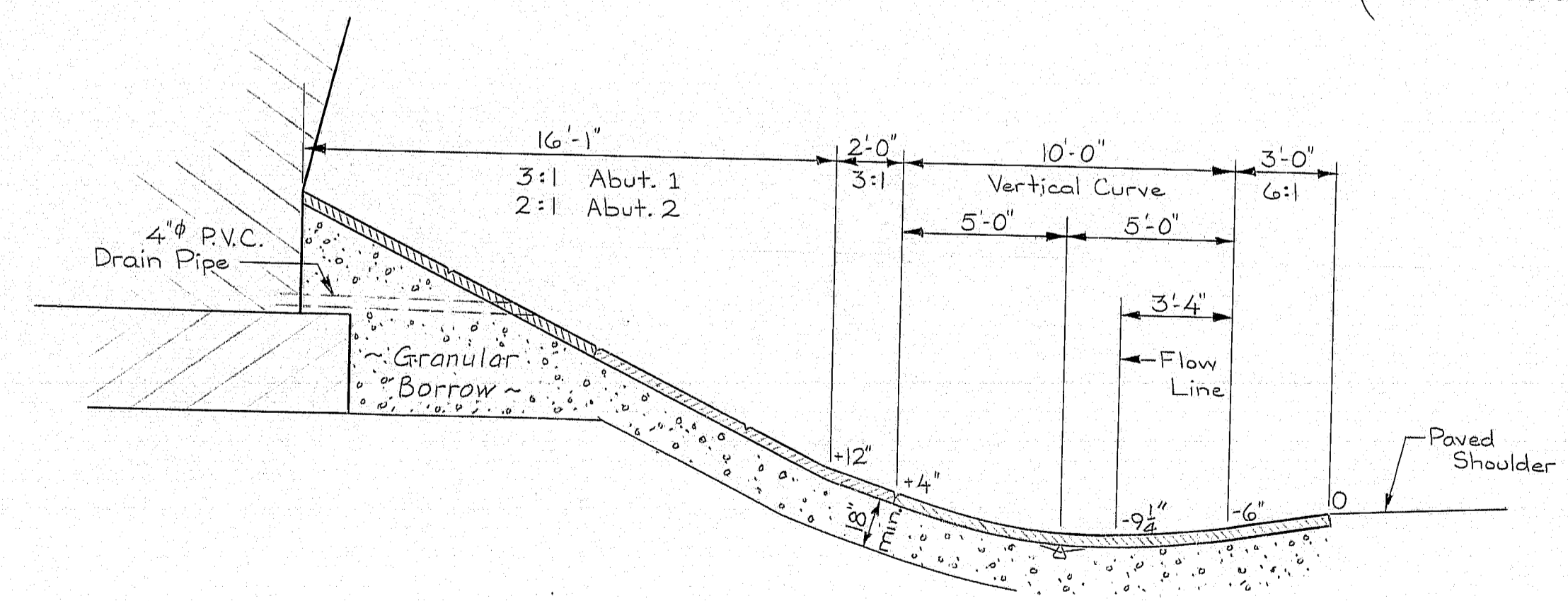
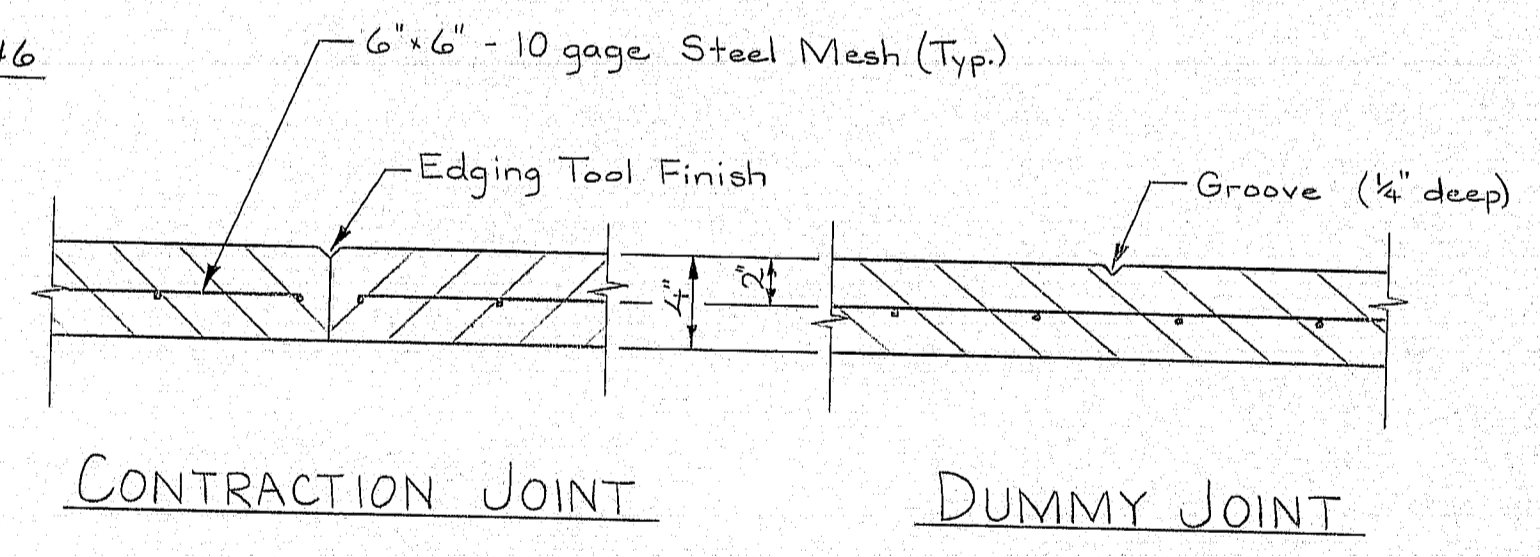
F.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE		33	84

1-395-8(87)176

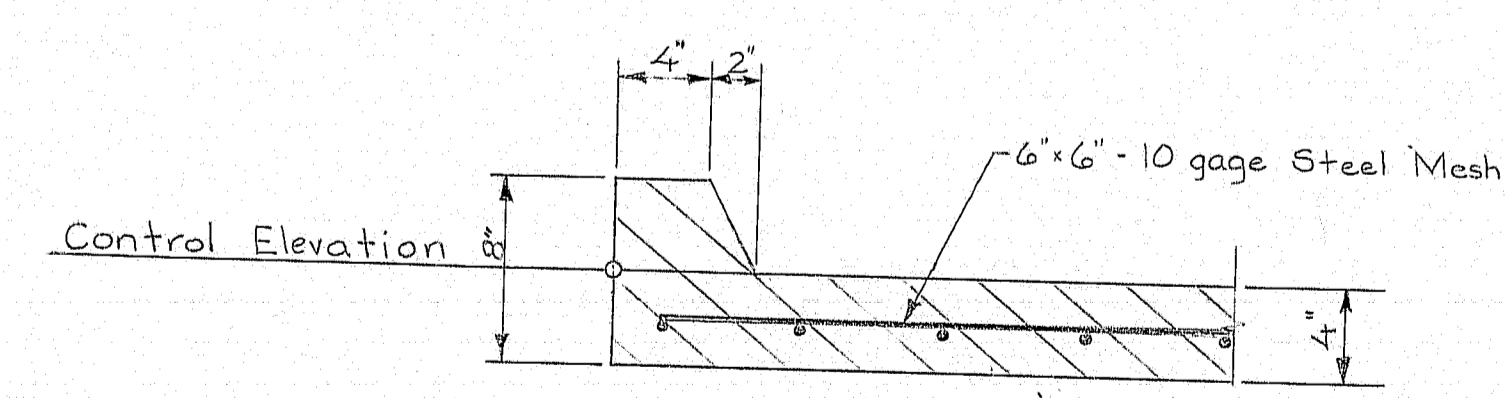


NOTES:

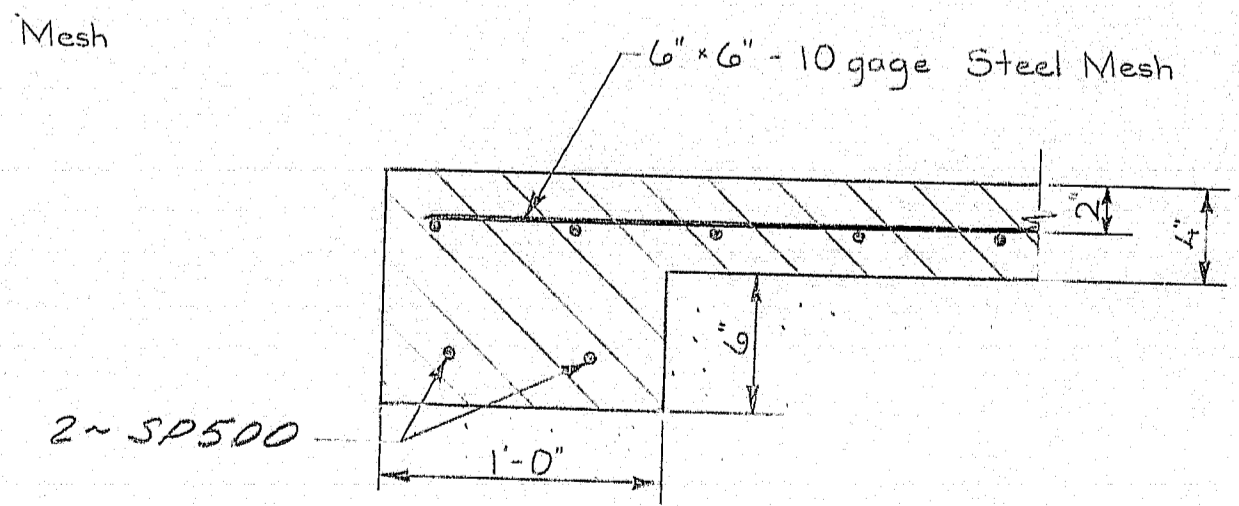
1. The Steel Mesh shall not pass through any contraction joints.
2. At all contraction joints, break band between sections by a method approved by the engineer.
3. Do not excavate for granular borrow where the existing material is found suitable in the opinion of the engineer.



SECTION V-V



SECTION W-W



SECTION X-X

183-158

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	5/82
CHECKED	12/83
REVISIONS	
FIELD CHANGES	

As Built 1984 RMZ

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

GREEN POINT ROAD  
OVER  
INTERSTATE 395

BREWER  
PENOBSCOT COUNTY

CONCRETE SLOPE PROTECTION

SHEET 13 OF 15 AUGUSTA, MAINE

Structural Steel Alternate

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				PIER				ABUTMENT NO. 1														
A500	59	2'-9"	Dowels	B500	59	2'-9"	Dowels	P500	24	21'-0"	Horizontal	A400	20	6'-0"	S	0	1'-8"	2'-8"	1'-8"	—	—	0	—	—	—	Pedestals
A501	37	15'-0"	Vertical - Abutment	B501	37	15'-10"	Vertical - Abutment	P501	4	16'-0"	Vertical	A520	25	16'-8"	A	5'-1"	9'-3"	2'-4"	—	—	—	9'-0"	2'-3"	11'-4"	—	Vertical - Abutment
A502	12	23'-10"	Horiz. - Abutment	B502	13	23'-10"	Horiz. - Abutment	P502	4	14'-3"	↑	A521	24	12'-10"	S	0	5'-10"	1'-2"	5'-10"	—	—	0	—	—	—	Vertical - Abutment
A503	11	22'-2"	Horiz. - Abutment	B503	12	22'-2"	Horiz. - Abutment	P503	4	13'-4"	↑	A522	12	7'-11"	L	—	—	—	4'-0"	3'-11"	—	—	3'-9"	—	—	Corners
A504	5	23'-4"	Horiz. - Abutment	B504	5	23'-4"	Horiz. - Abutment	P504	4	10'-10"	↑	A523	11	11'-9"	D	1'-9"	8'-3"	1'-9"	—	—	—	—	1'-5"	—	—	Haunches
A505	24	3'-3"	Vertical - Backwall	B505	24	3'-2"	Vertical - Backwall	P505	4	9'-2"	↑	A524	12	6'-6"	V	—	—	—	4'-0"	2'-6"	—	—	2'-4 1/2"	—	—	Corners
A506	16	13'-10"	Horiz. - Abutment	B506	17	13'-10"	Horiz. - Abutment	P506	4	7'-5"	↑	A525	11	11'-9"	D	1'-9"	8'-3"	1'-9"	—	—	—	—	1'-0"	—	—	Haunches
A507	7	14'-10"	Horiz. - Abutment	B507	8	14'-10"	Horiz. - Abutment	P507	4	5'-8"	↓	A526	40	8'-7"	S	0	3'-9"	1'-1"	3'-9"	—	—	0	—	—	—	Top of Wing
A508	5	14'-5"	Horiz. - Abutment	B508	5	14'-5"	Horiz. - Abutment	P508	4	4'-0"	Vertical															
A509	64	13'-7"	Vertical - Wing	B509	63	14'-3"	Vertical - Wing	P509	2	2'-6"	Horizontal															
A510	76	5'-0"	Vertical - Wing	B510	73	5'-6"	Vertical - Wing																			
A511	32	24'-8"	Horizontal - Wing	B511	36	24'-8"	Horizontal - Wing	P600	48	5'-6"	Footing															
A512	16	28'-6"	Horizontal - Wing	B512	16	28'-4"	Horizontal - Wing	P601	14	23'-0"	Footing															
A513	8	28'-4"	Horizontal - Wing	B513	8	28'-4"	Horizontal - Wing																			
				B514	2	5'-0"	Vertical - Wing	P700	42	4'-9"	Dowels	ABUTMENT NO. 2														
A515	16	6'-5"	Vertical - Wing	B515	16	5'-9"	Vertical - Wing	P701	42	17'-4"	Vertical	B400	20	6'-0"	S	0	1'-8"	2'-8"	1'-8"	—	—	0	—	—	—	Pedestals
A516	12	6'-7"	Horizontal - Wing	B516	12	6'-7"	Horizontal - Wing					B520	25	17'-6"	A	5'-1"	9'-3"	3'-2"	—	—	—	9'-0"	2'-3"	12'-6"	—	Vertical - Abutment
A517	8	6'-10"	Curtain Wall	B517	8	6'-10"	Curtain Wall					B521	24	12'-10"	S	0	5'-10"	1'-2"	5'-10"	—	—	0	—	—	—	Vertical - Abutment
												B522	13	7'-4"	L	—	—	—	4'-8"	2'-8"	—	—	2'-4 1/2"	—	—	Corners
A600	6	25'-7"	Footing	B600	6	25'-7"	Footing					B523	12	11'-9"	D	1'-9"	8'-3"	1'-9"	—	—	—	—	1'-5"	—	—	Haunches
A601	8	26'-7"	↑	B601	8	26'-																				

**TYPE-BENDING DIAGRAMS**

The diagrams illustrate various bending moment distributions for different structural shapes and loading conditions:

- HB**: Bending moment diagram for a horizontal beam with a point load.
- H**: Bending moment diagram for a horizontal beam with a point load.
- S**: Bending moment diagram for a horizontal beam with a point load.
- SL**: Bending moment diagram for a horizontal beam with a point load.
- SB**: Bending moment diagram for a horizontal beam with a point load.
- L**: Bending moment diagram for a horizontal beam with a point load.
- V**: Bending moment diagram for a horizontal beam with a point load.
- M**: Bending moment diagram for a horizontal beam with a point load.
- PA**: Bending moment diagram for a horizontal beam with a point load.
- EP**: Bending moment diagram for a horizontal beam with a point load.
- PR**: Bending moment diagram for a horizontal beam with a point load.
- J**: Bending moment diagram for a horizontal beam with a point load.
- W**: Bending moment diagram for a horizontal beam with a point load.
- C**: Bending moment diagram for a horizontal beam with a point load.
- D**: Bending moment diagram for a horizontal beam with a point load.
- A**: Bending moment diagram for a horizontal beam with a point load.

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. Letter of Marks A, P & S locates bars of Abutments, Piers, and Superstructure parts respectively.

As Built 1984 emf

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

GREEN POINT ROAD  
OVER  
INTERSTATE 395

BREWER  
PENOBSCOT COUNTY  
REINFORCING STEEL SCHEDULE

SHEET 14 OF 15      AUGUSTA, MAINE

**183-159**

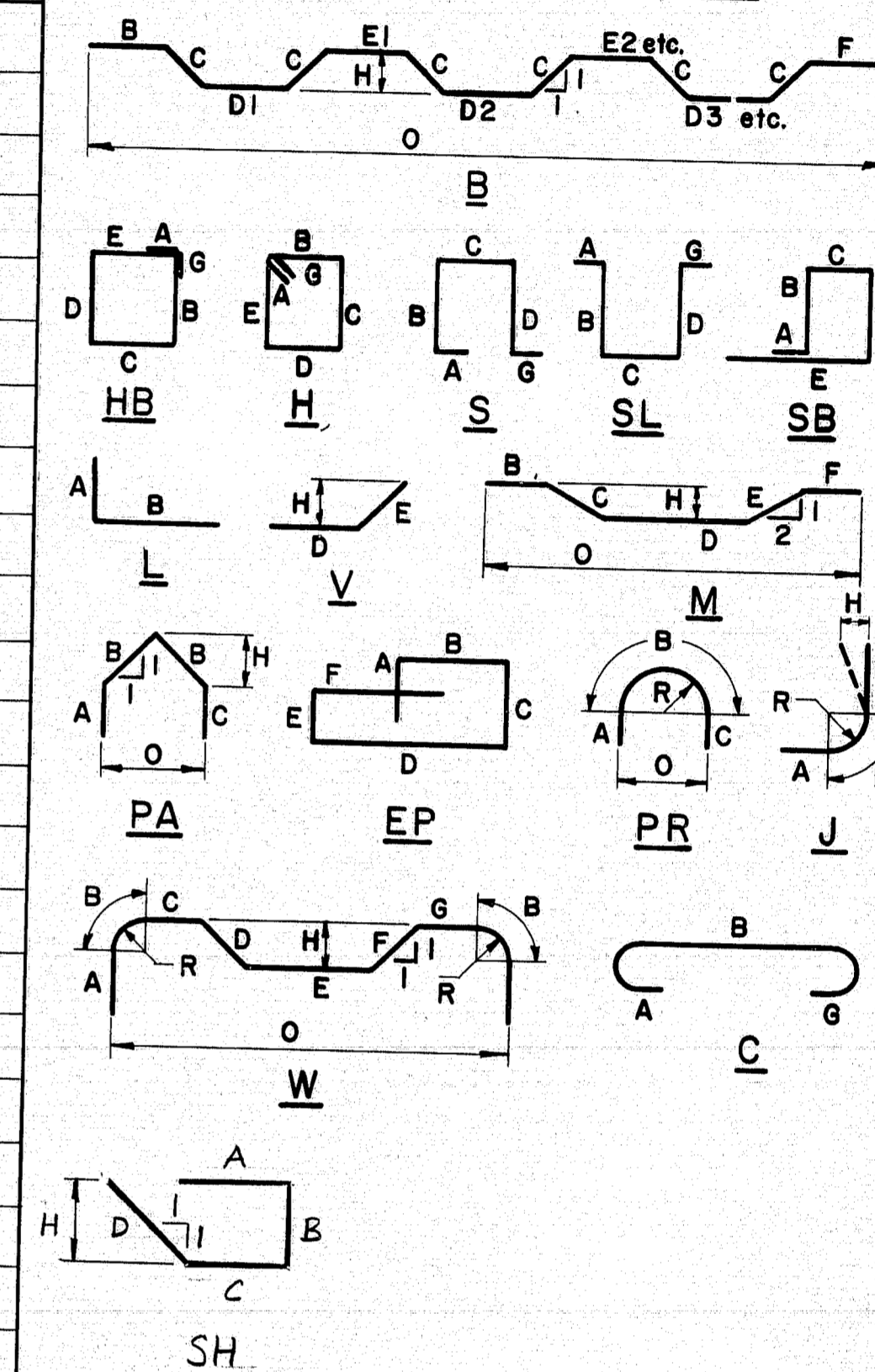
DESIGN - DETAIL	BY	DATE
CHECKED	J.E. Ruppel b. Damstra	Dec. '83
REVISIONS	Bump	12/83
FIELD CHANGES		

# REINFORCING STEEL SCHEDULE

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	
SUPERSTRUCTURE				APPROACH SLAB				END POST				SUPERSTRUCTURE															
S500	249	60'-0"	Longitudinal	AS400	32	20'-0"	Transverse	EP401	32	1'-10"	Dowels	S504	56	5'-4"	SH	1'-9"	0'-11"	1'-4"	1'-4"	—	—	—	—	0'-11"	—	—	Haunch
S501	83	28'-5"	Longitudinal	AS401	32	15'-0"	Transverse	EP405	16	1'-5"	Vertical	S505	402	5'-5"	S	0'-9"	1'-5"	1'-1"	1'-5"	—	—	—	—	0'-9"	—	—	Curb
S502	2	36'-8"	Haunch	AS600	128	15'-0"	Longitudinal	EP508	16	4'-0"	Vertical	S602	200	43'-1"	B	—	4'-8"	7'-3/4"	3'-9"	3'-5"	4'-8"	—	—	0'-5 1/2"	38'-2"	—	Transverse
S503	16	7'-8"	Haunch																						x 8	x 4	x 3
S506	8	1'-10"	Haunch																								
S600	402	38'-2"	Transverse																								
S601	50	60'-0"	Longitudinal																								

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(87)	35	84

## 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

- 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.

As Built 1984 12m3

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION

GREEN POINT ROAD  
 OVER  
 INTERSTATE 395

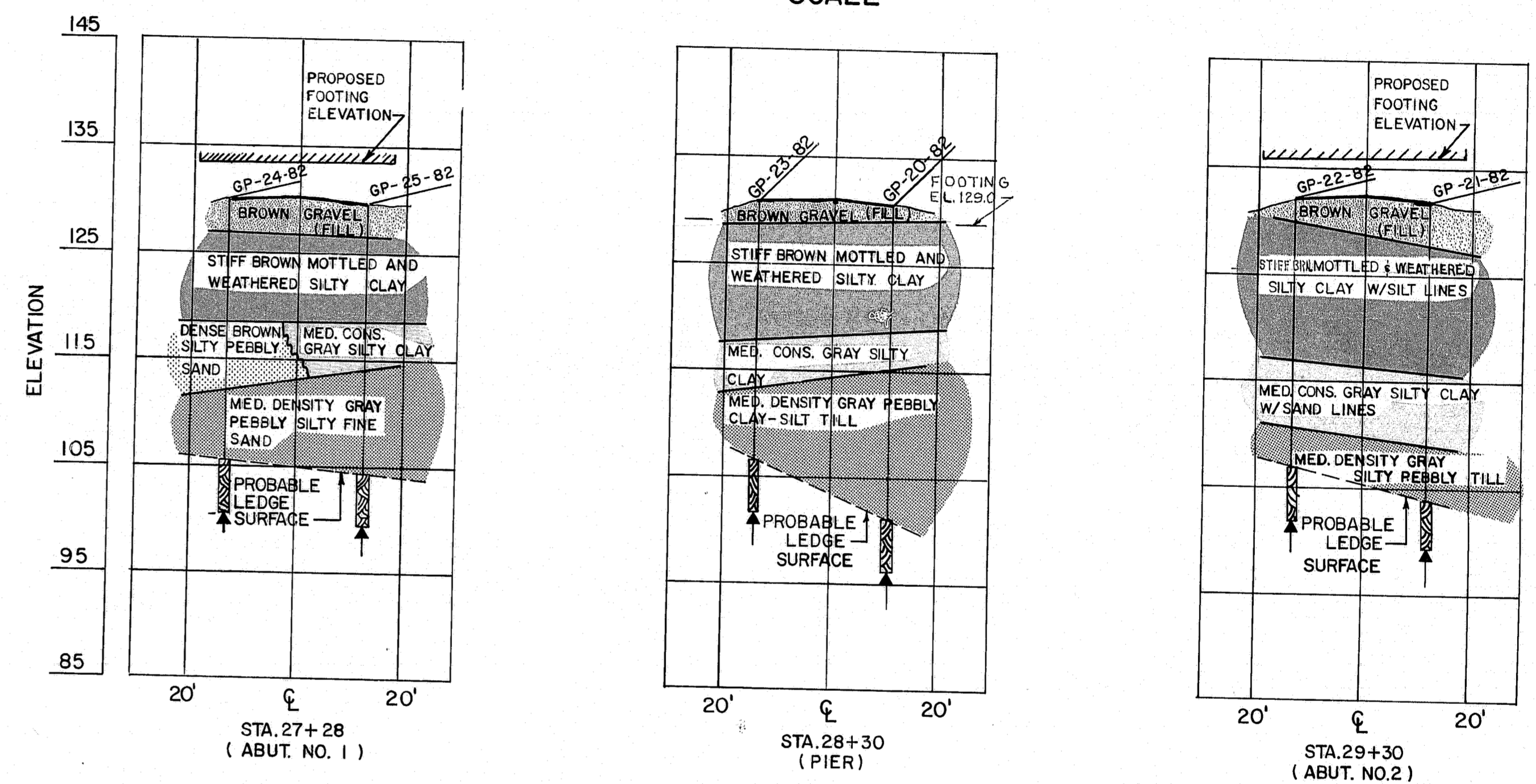
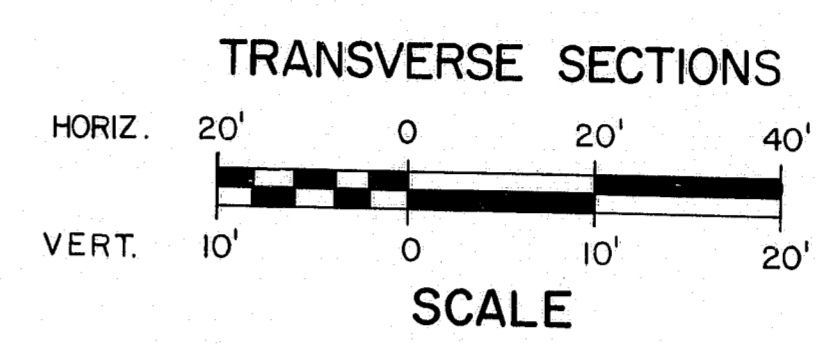
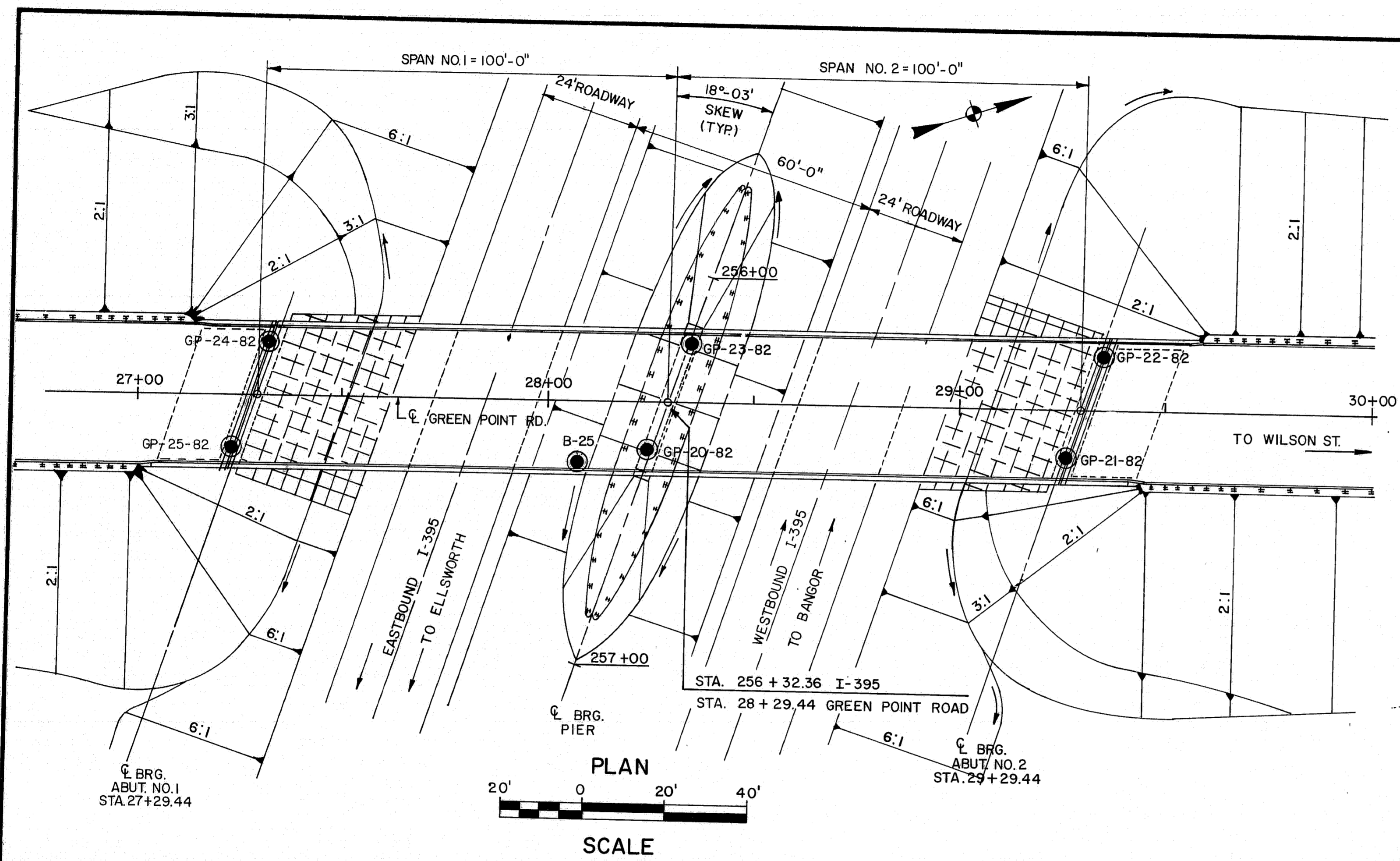
BREWER  
 PENOBSCOT COUNTY  
 REINFORCING STEEL SCHEDULE

SHEET 15 OF 15 AUGUSTA, MAINE

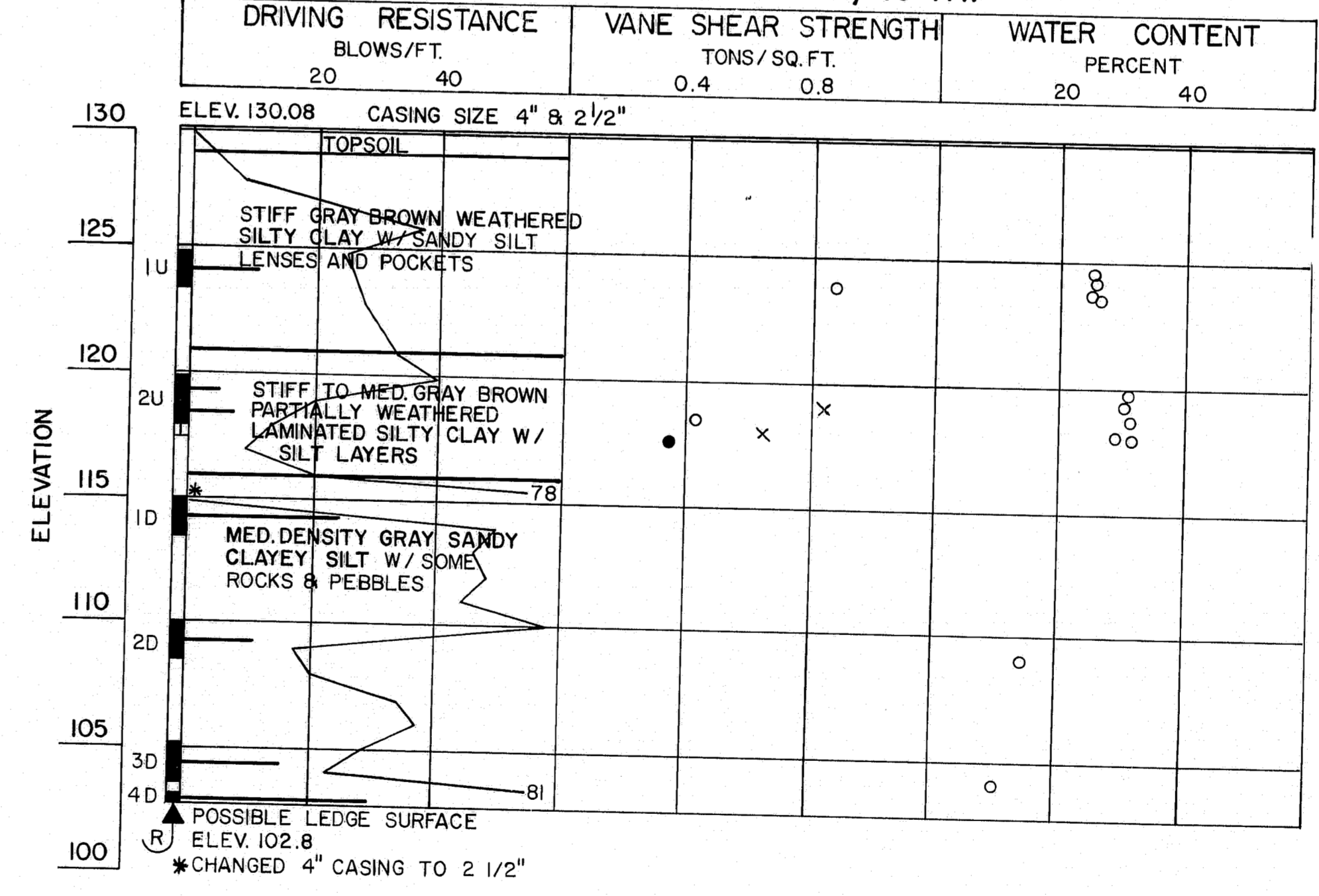
183-160

DATE	BY	DESIGN - DETAIL	CHECKED	REVISIONS	FIELD CHANGES
12/83	LE BARNARD D. DORRIS				

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-395-8(79)	66	84



BORING GP-59-78(B-25) STA. 28+08, 15' RT.



BORING NOTES

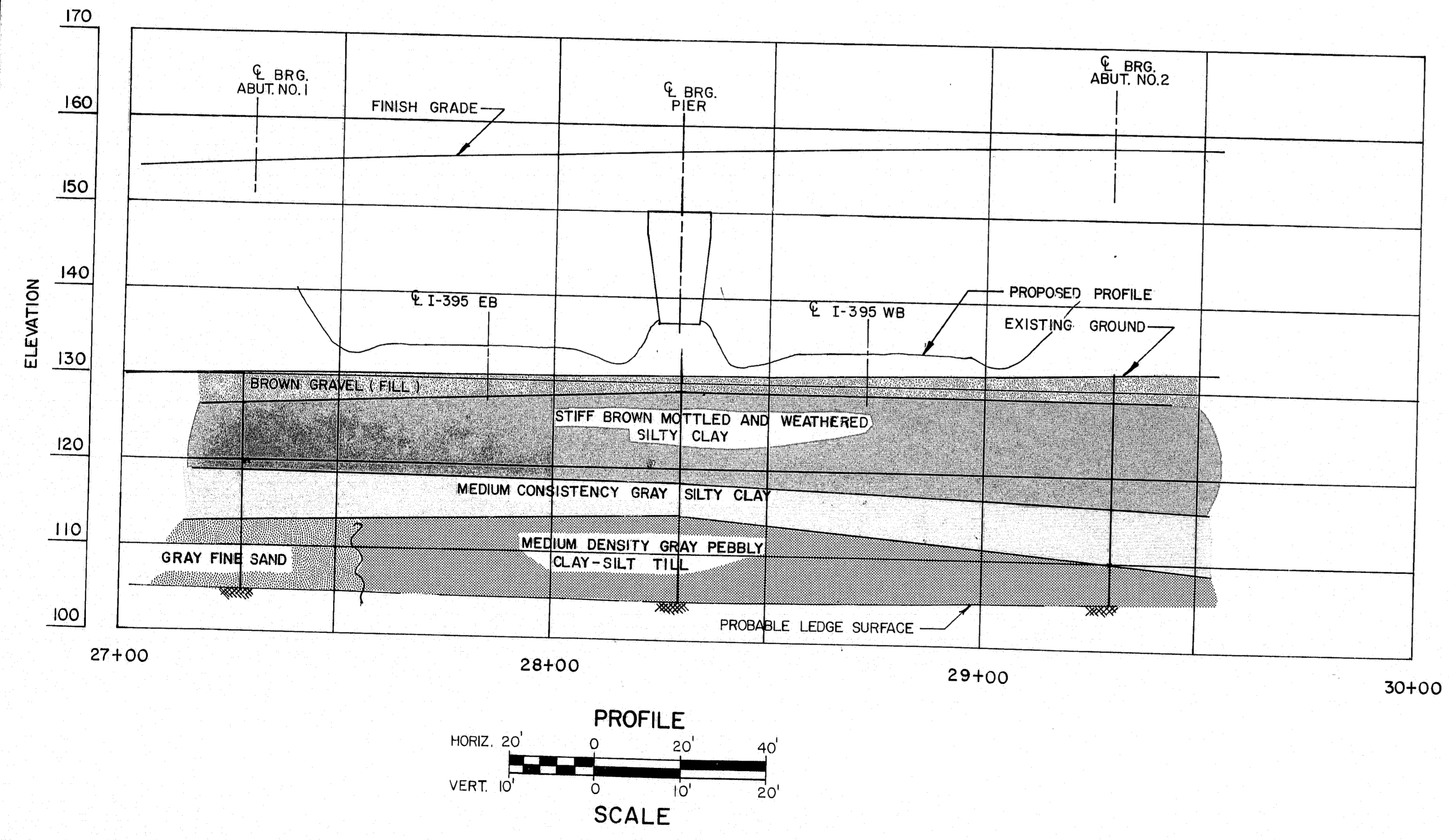
All samples and vane are made ahead of casing  
 Number of blows required to drive extra heavy casing  
 one foot with 400 ft. lbs. of energy per blow  
 Location of sample or sample attempt  
 Number and type of dry sample  
 S & H Sampler #1290's  
 3/2" O.D. 16 ga. seamless tubing  
 Unsuccessful sample attempt and type of sampler  
 Number of blows required to drive spoon or tubing one  
 foot with 350 ft. lb. of energy per blow  
 Field vane test  
 Refusal of drill rods or casing (may not be ledge)

SHEAR NOTES

Field vane shear strengths  
 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



PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

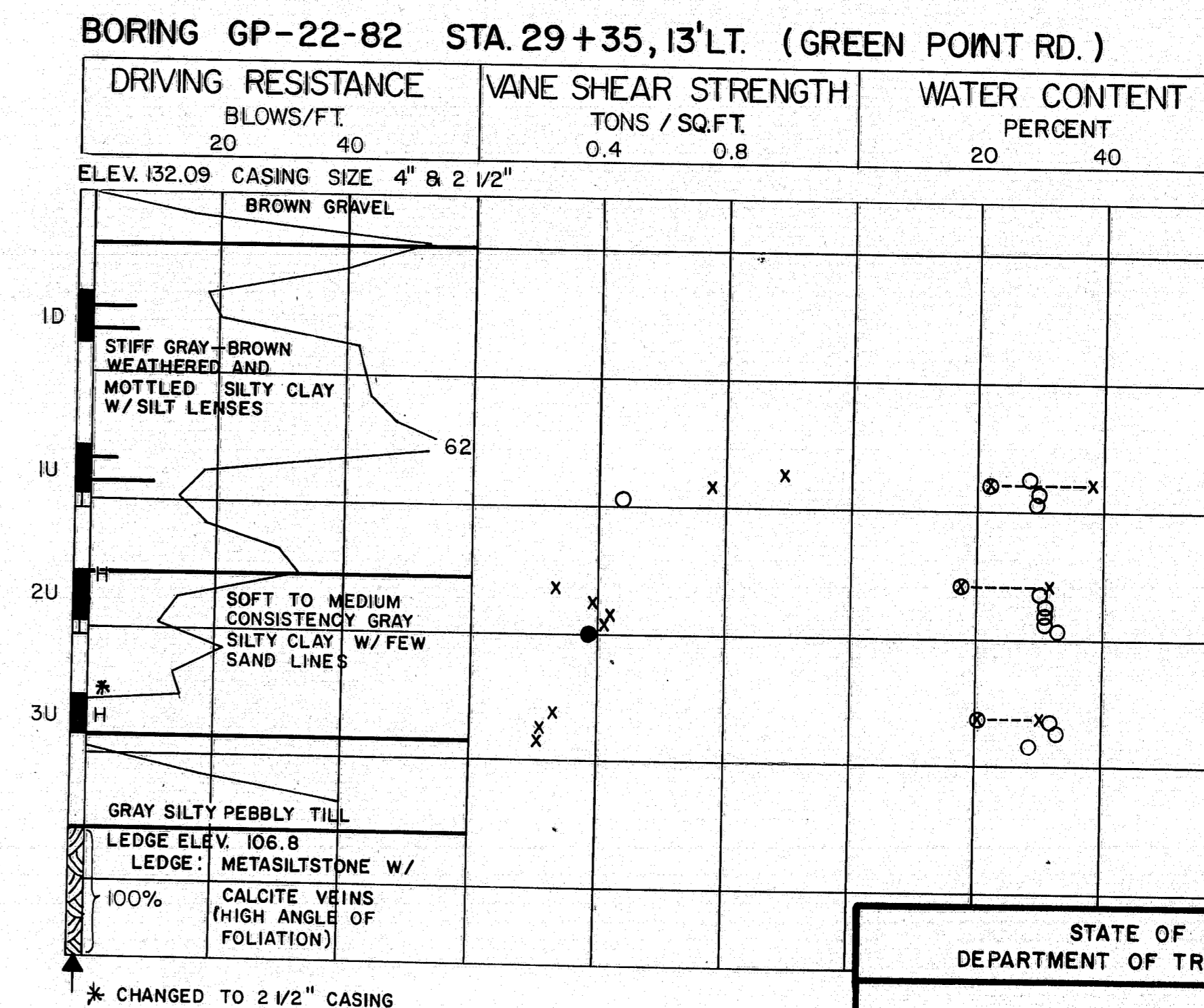
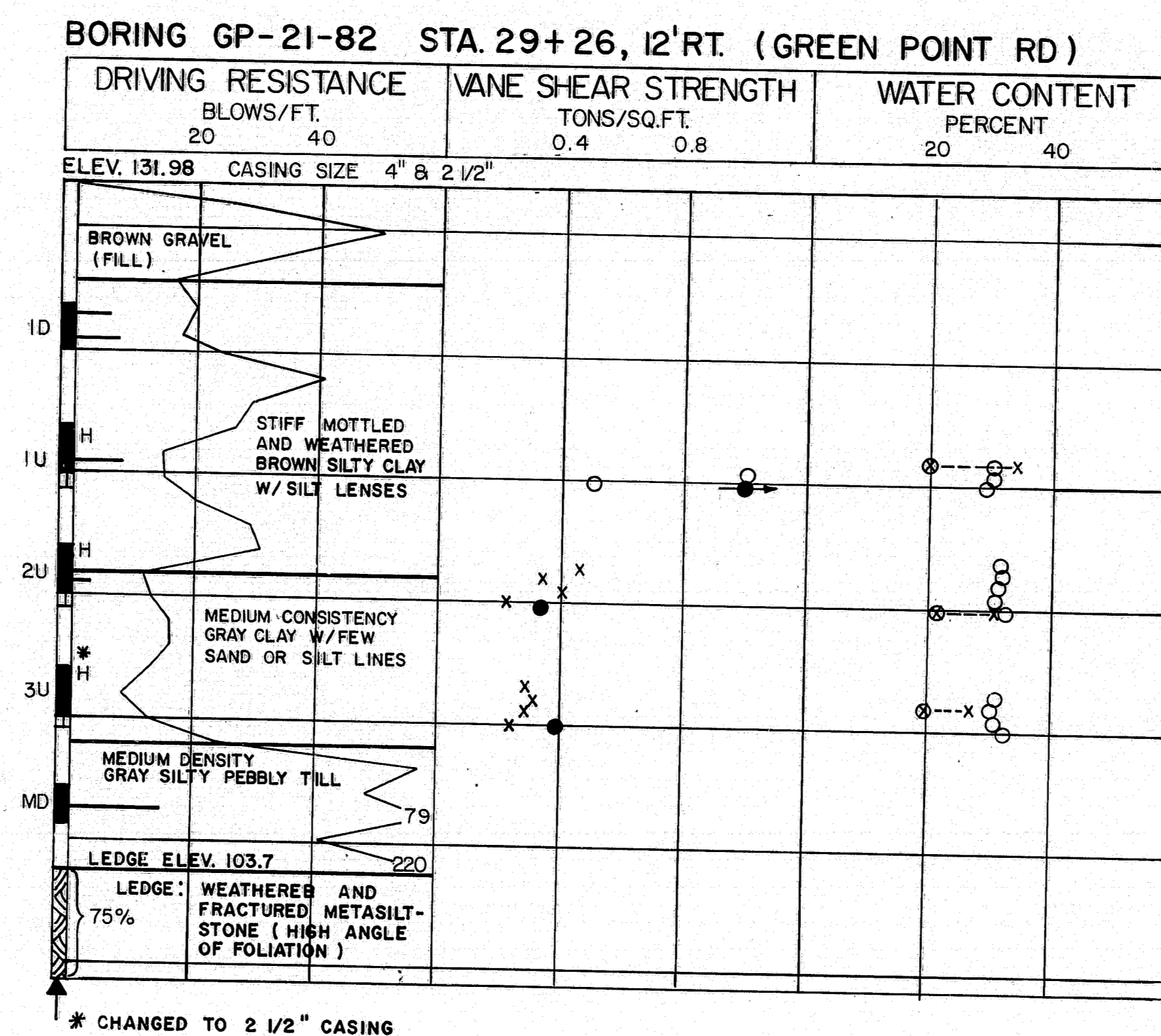
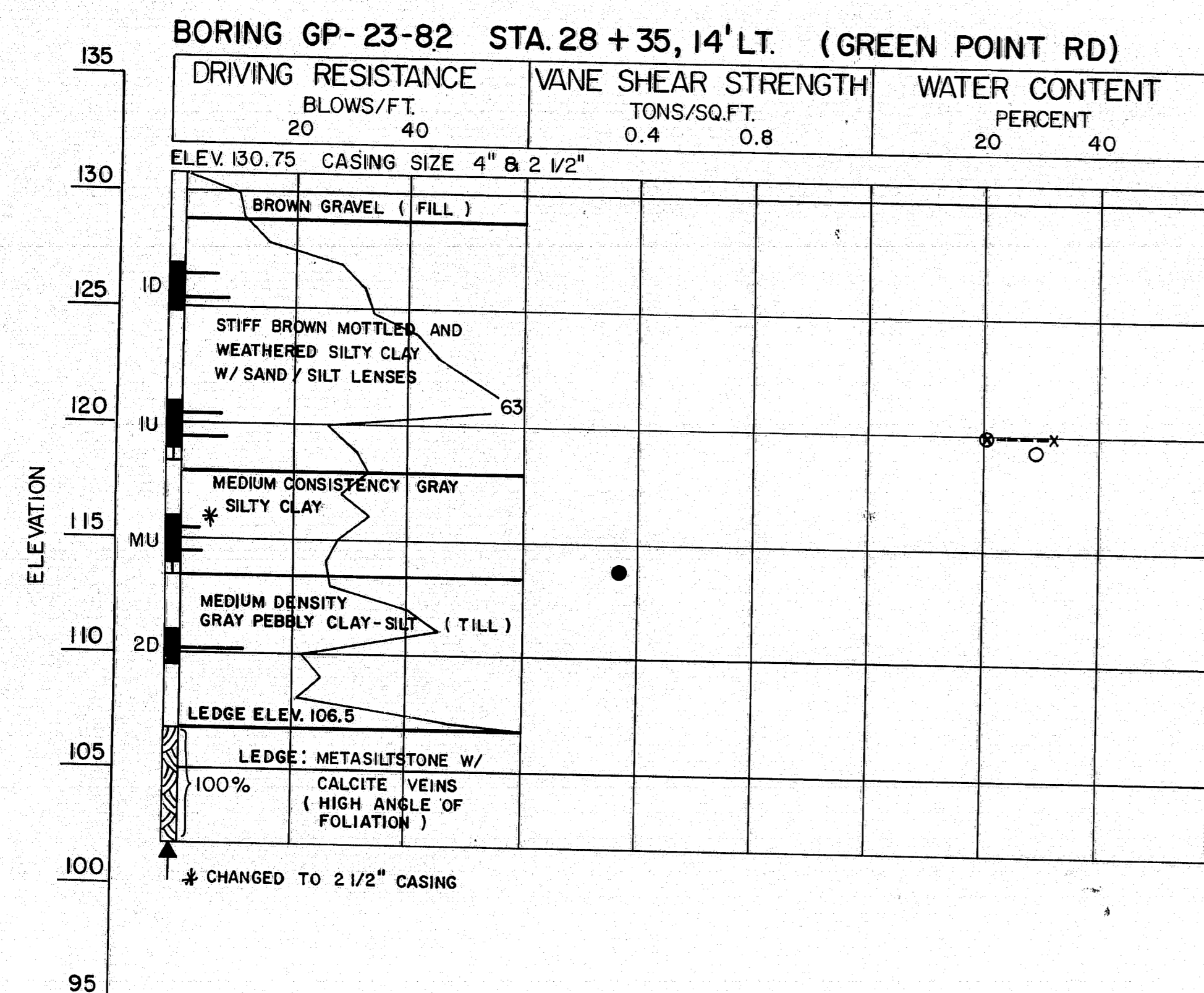
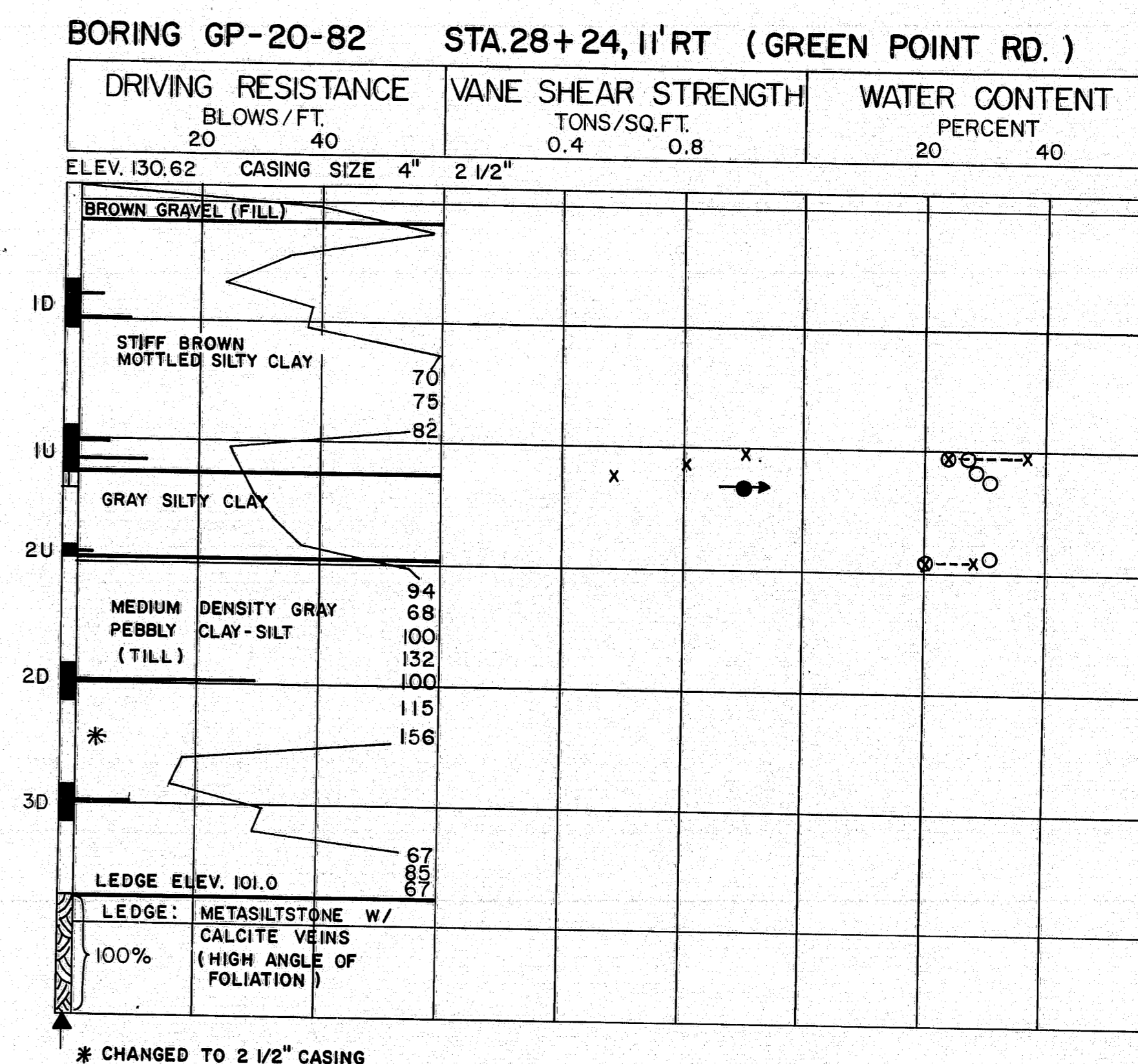
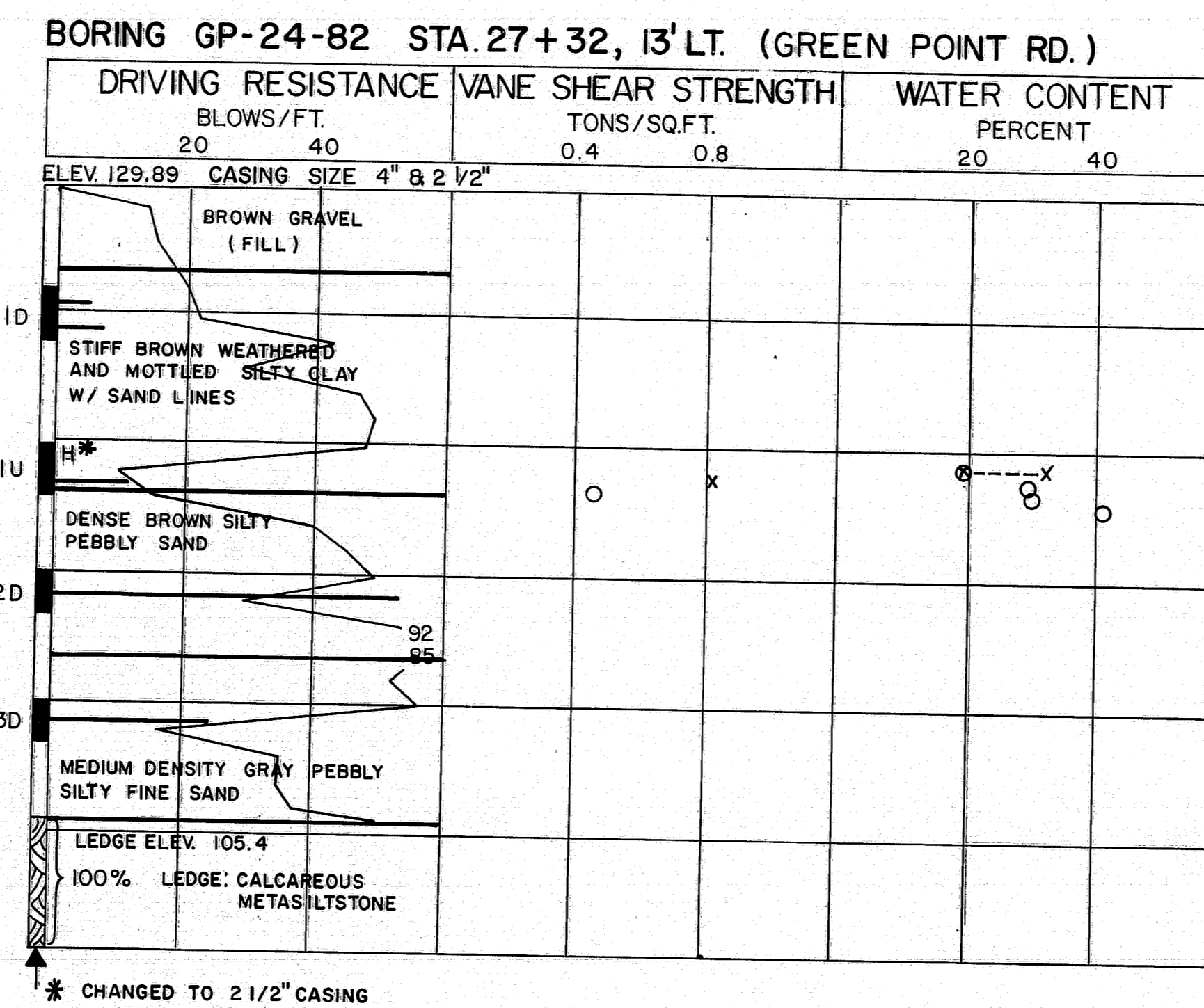
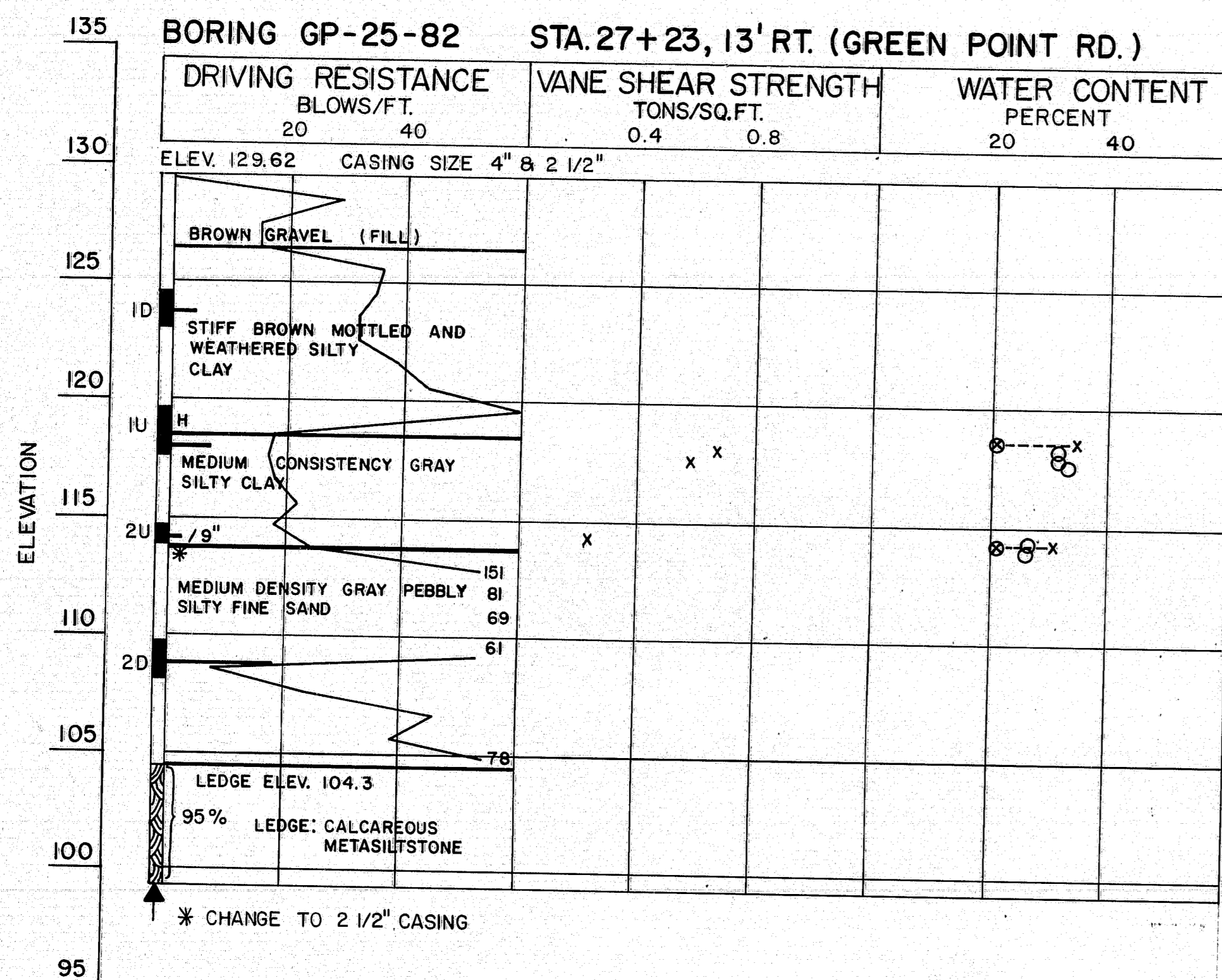
STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION

GREEN POINT ROAD  
 OVER  
 I-395  
 IN THE TOWN OF  
 BREWER  
 PENOBSCOT COUNTY  
 FOUNDATION SURVEY

183-161

SHEET OF AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8 (79)	67	84



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

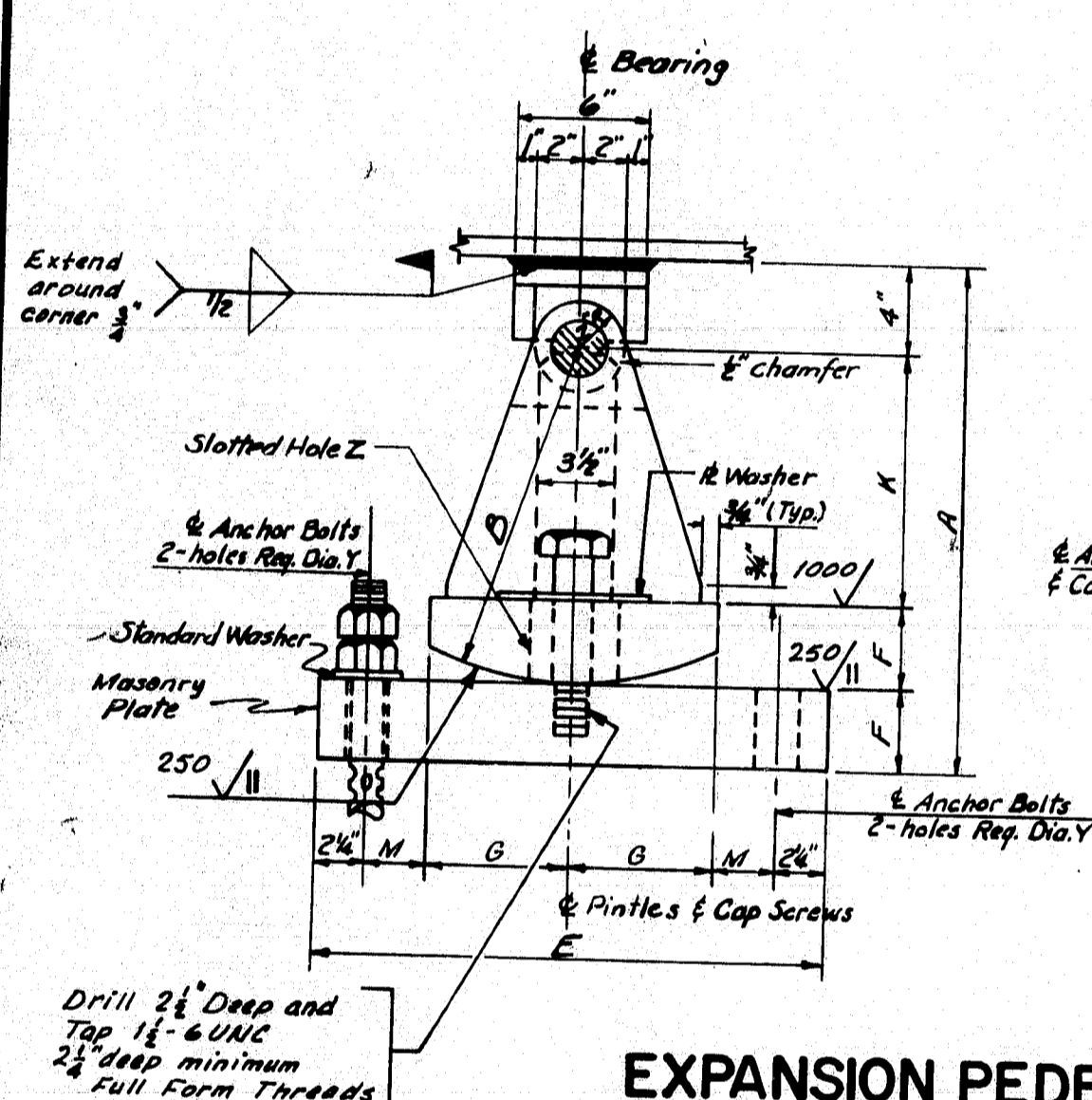
BORING 44-132-45710

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

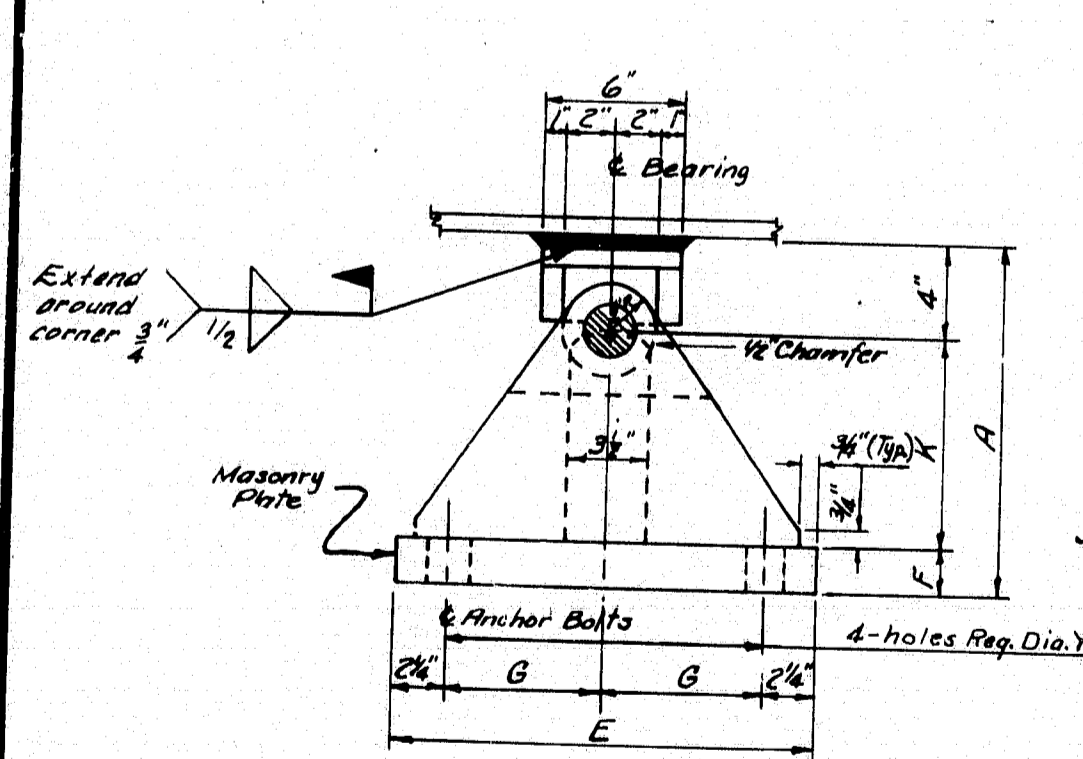
GREEN POINT ROAD  
OVER  
1-395  
IN THE TOWN OF  
BREWER  
PENOBSCOT COUNTY

BORING DETAILS  
SHEET OF AUGUSTA, MAINE

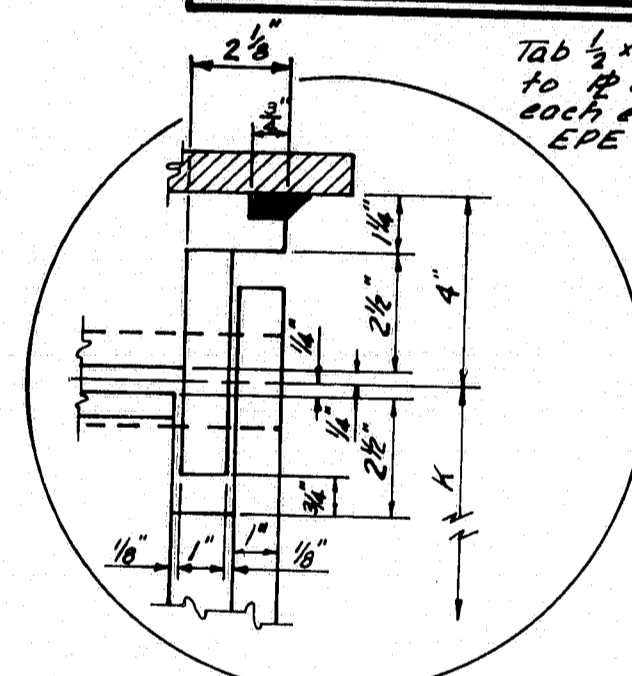
183-162

[illegible]

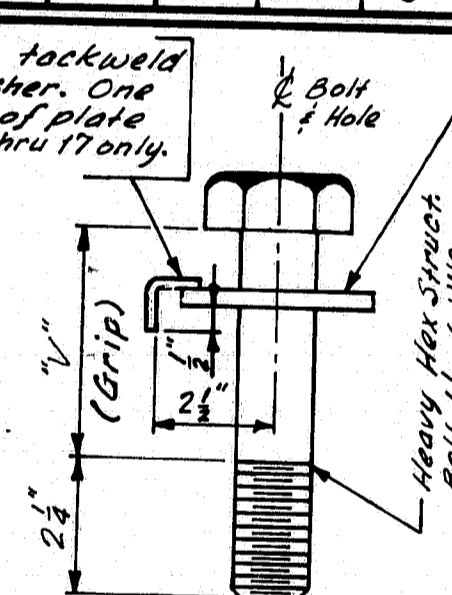
The diagram illustrates a structural connection between a girder and a column. The top view shows a girder with a 125 mm flange and a 1000 mm web, connected to a column with a 200 mm diameter. The connection is secured with 2" diameter pins with recessed pin nuts and 3/4" diameter holes. The side view shows the girder's web and flange, with dimensions for the pin spacing (1" and 2") and the overall width (3000 mm). The bottom view shows the girder's flange and web, with dimensions for the pin spacing (2", J, H, J, 2") and the overall width (3000 mm). The drawing is labeled with various dimensions and notes, including "Detail 'A'", "2" Ø Pin with recessed pin nuts", "3/4" Ø Hole", "1" (ØP)", "1/4 C - H) E.P.D. 11-17 only", "Anchor Bolts & Cap Screw", "Pin", "Pin", "Bolt Dia Y", and "3000".

[illegible]

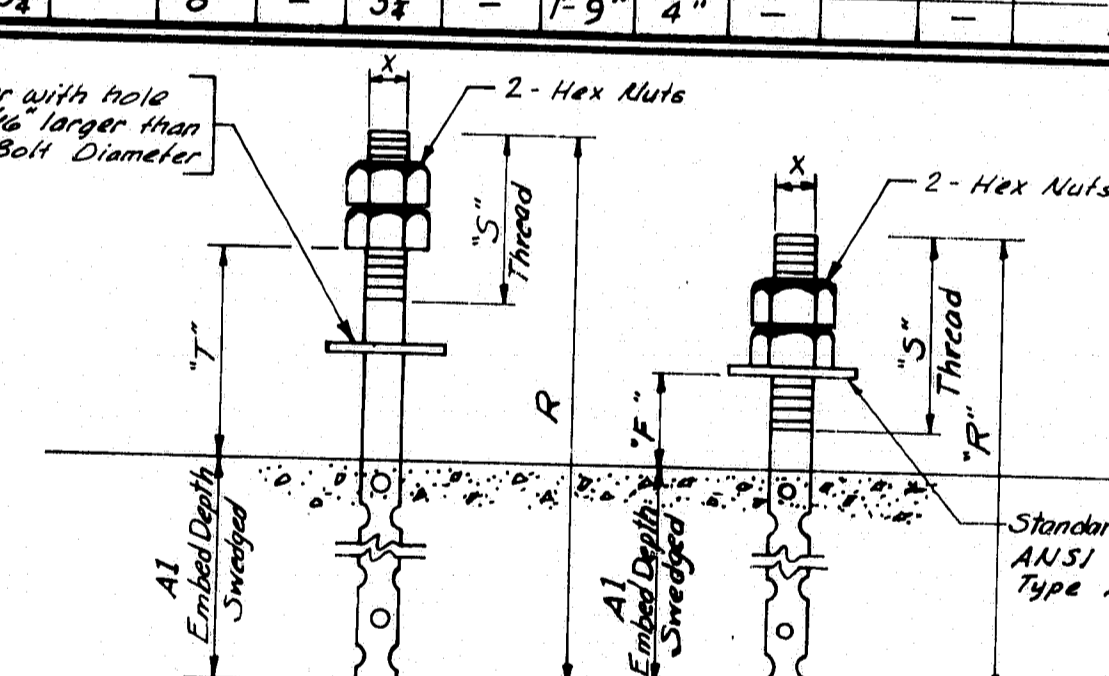
MARK	LOAD	A	B	C	D	E	F	G	H	J	K	M	P	Q	R	S	T	V	X-Anchor Bolt Diameter	Y-Masonry Plate Hole Size	Number Anchor Bolts Required	Z-Slotted Hole for Anchor Bolts or Cap Screws	Washer Size for Anchor Bolts or Cap Screws	41 Embedment Depth	MARK
EPD-1	100 <sup>K</sup>	1'-2 3/4"	9"	8"	1'-6"	8"	1 1/2"	3 1/2"	4"	2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



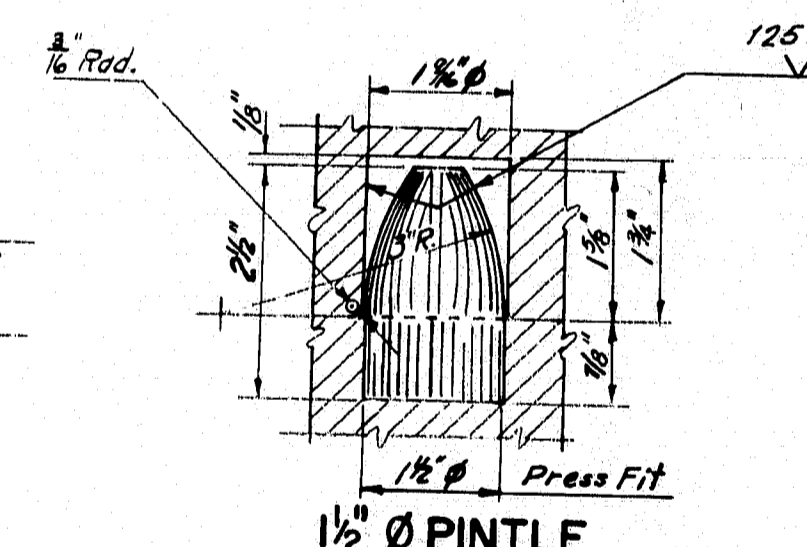
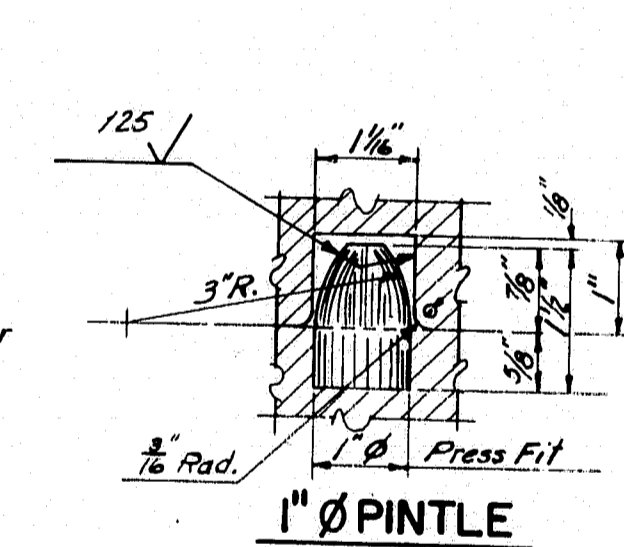
### CAP SCREW DETAIL



*EFD Series* *EPE & FPD Series*  
**ANCHOR BOLT DETAILS**



## PINTLE DETAILS



## GENERAL NOTES

At the location of bearing pedestals the concrete bridge seats shall be dressed one inch larger, all around, in size of masonry pilotes and to exact elevation shown on the plans. If dressed areas are below the surface of the surrounding bridge seat a small channel will be cut/bledge of the bridge seat for drainage where required by the Engineer. Channels shall have a min. width of 2" and a min. slope of 1/4 inch per foot. No separate payment for this work will be made as it shall be considered incidental to contract items.

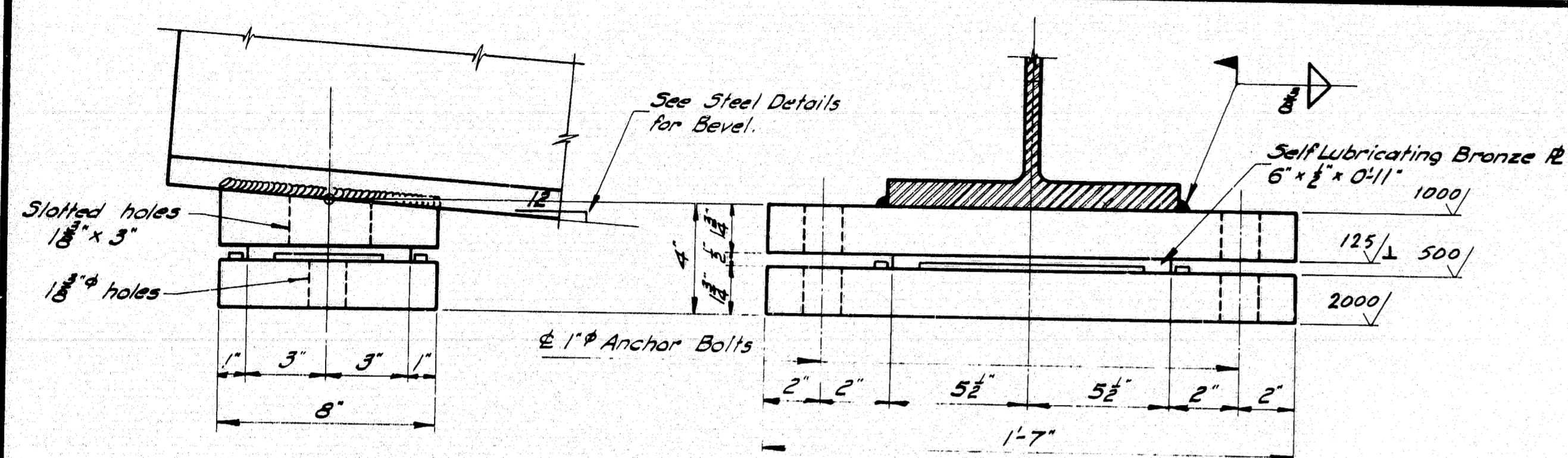
Fabricate pedestals with 3/4" fillet welds. The diameter of the pin hole shall not exceed that of the pin by more than 10 inch.

Pedestals EPD and EPE without center stiffeners have only one drainage hole. Pedestals FPD have no drainage holes.

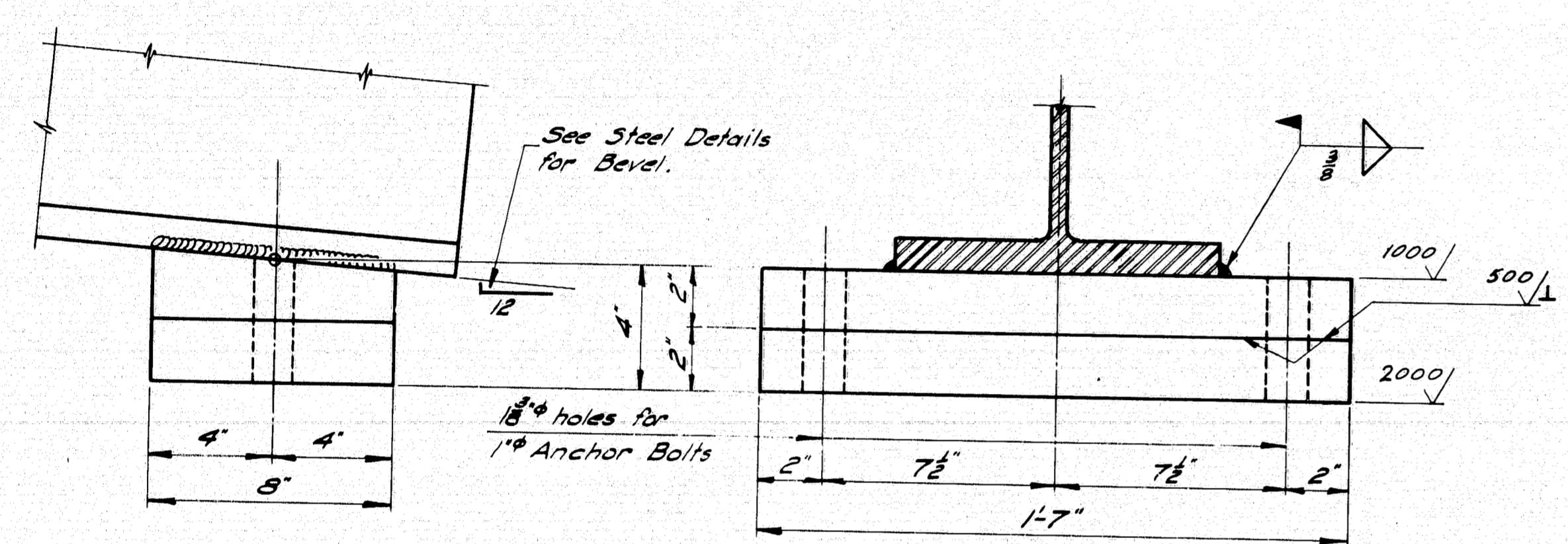
### MINIMUM STEEL CLASSIFICATION

1. Chordy 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"  $\phi$  pipe 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"  $\phi$  pin - A36, A668, Class D or A108, Grade 106 - 1030 inclusive; cap screws for EPE pedestals shall be A.S.T.M. A325, Type 1.

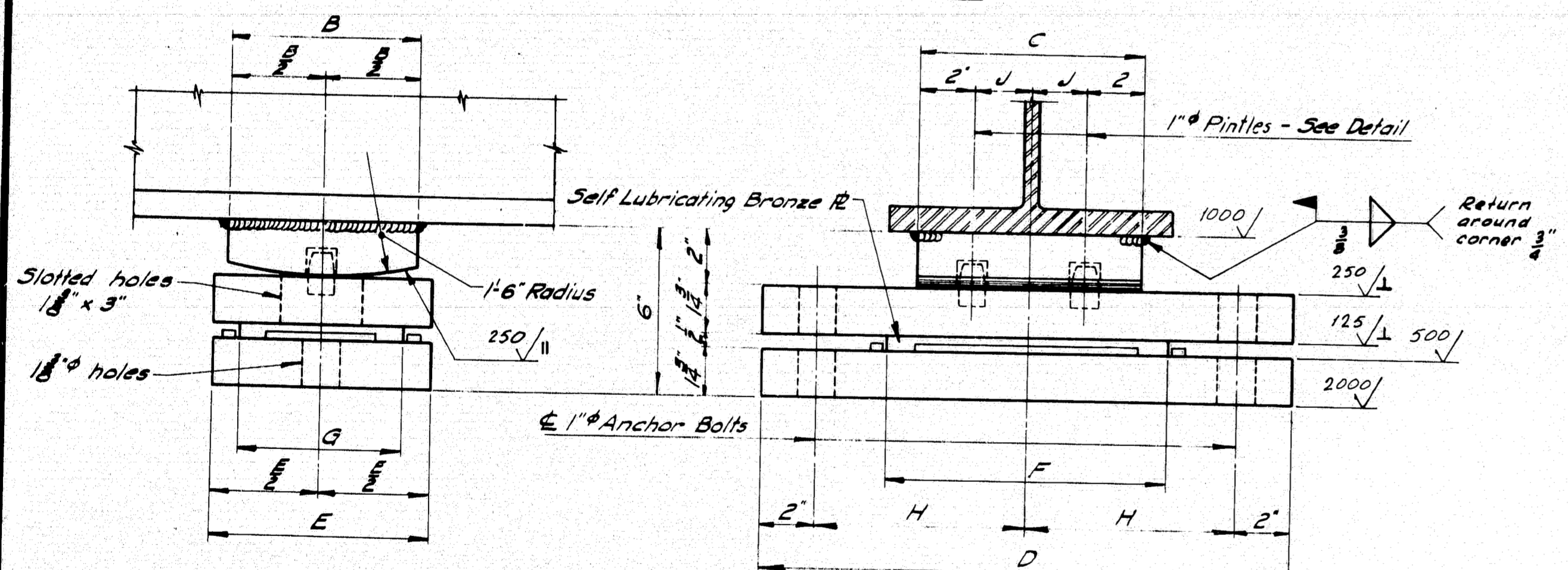
**183-163**



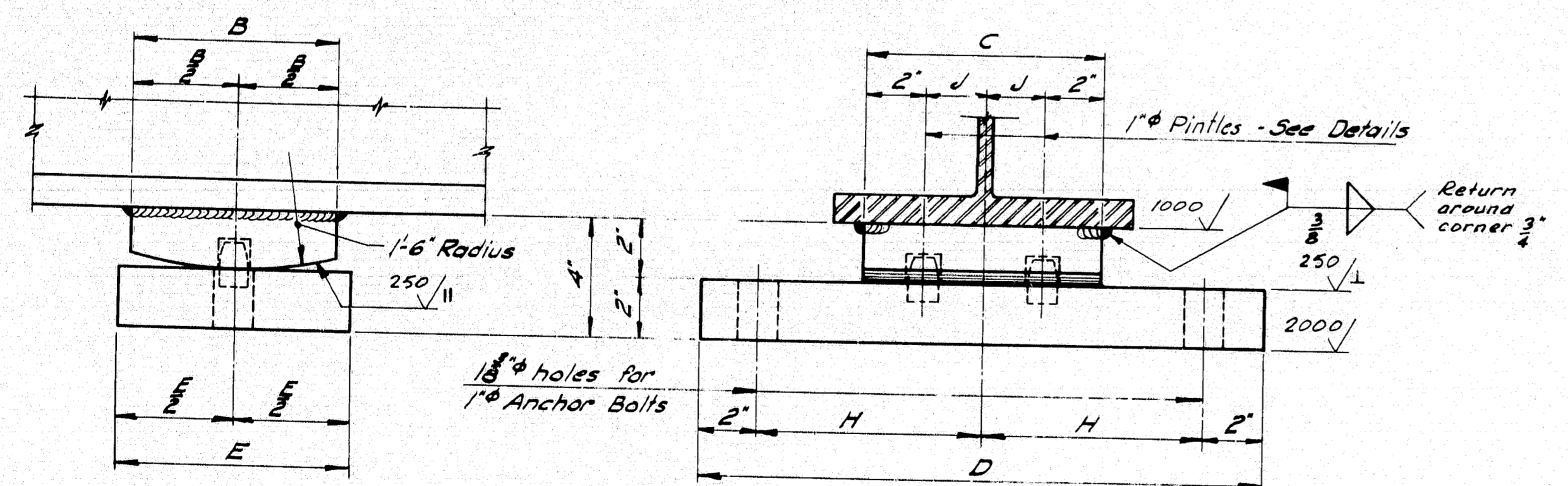
EXPANSION PEDESTAL - EPA



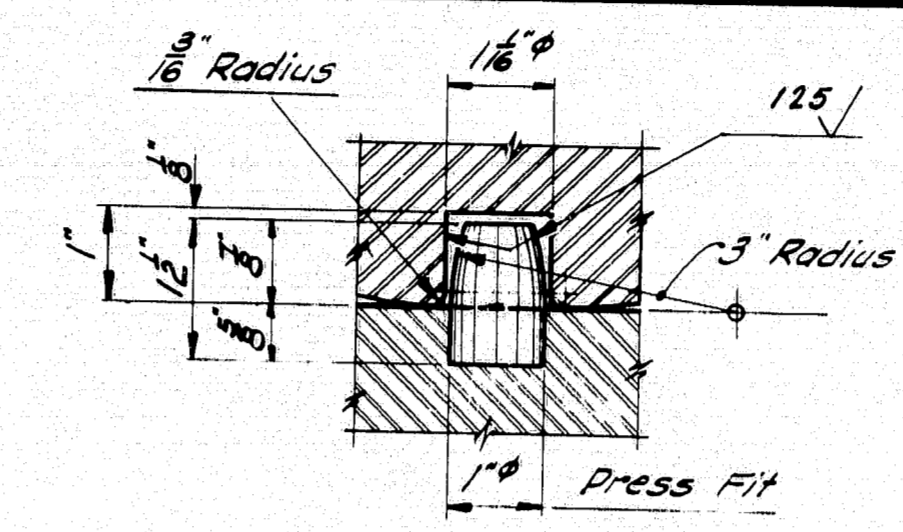
FIXED PEDESTAL - FPA



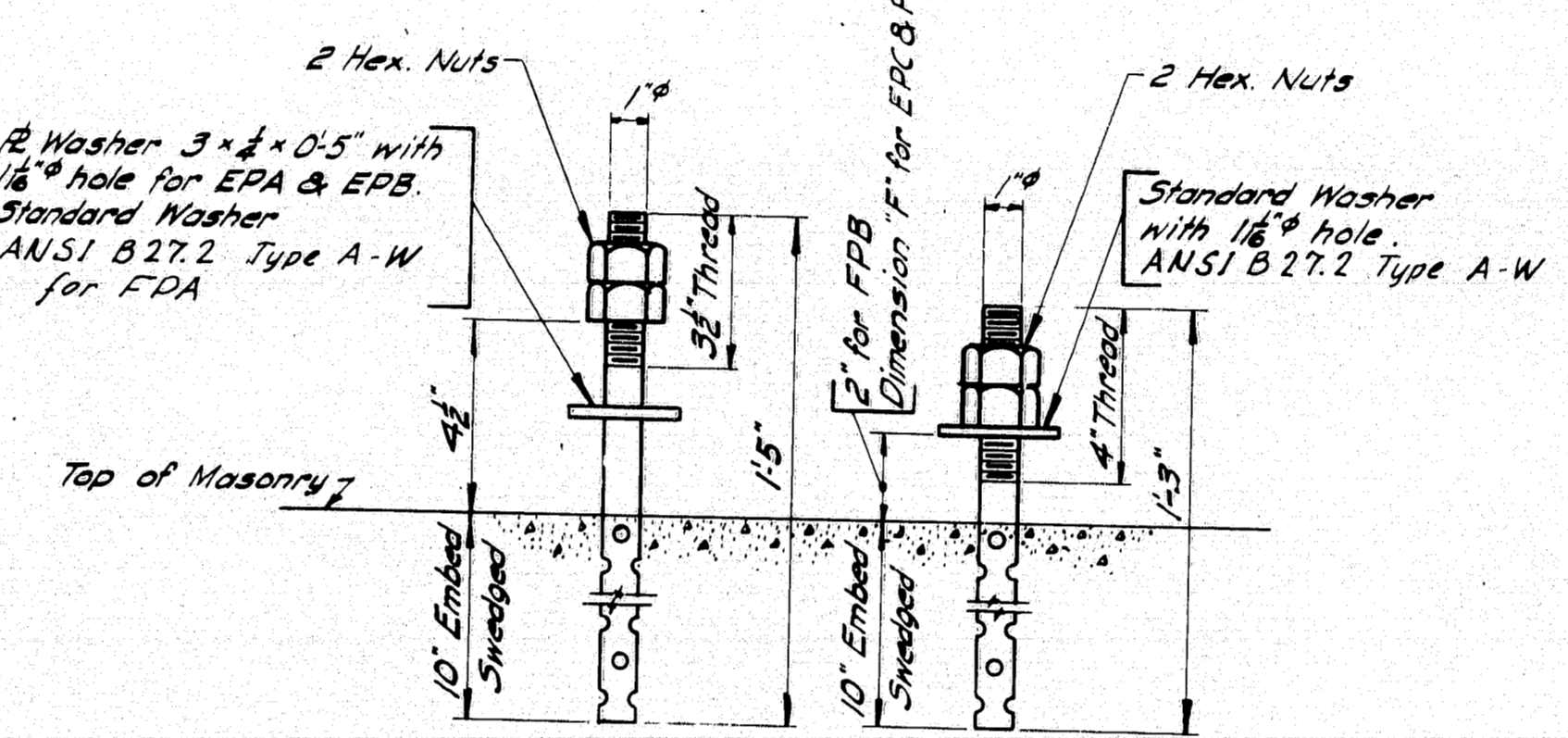
EXPANSION PEDESTAL - EPB



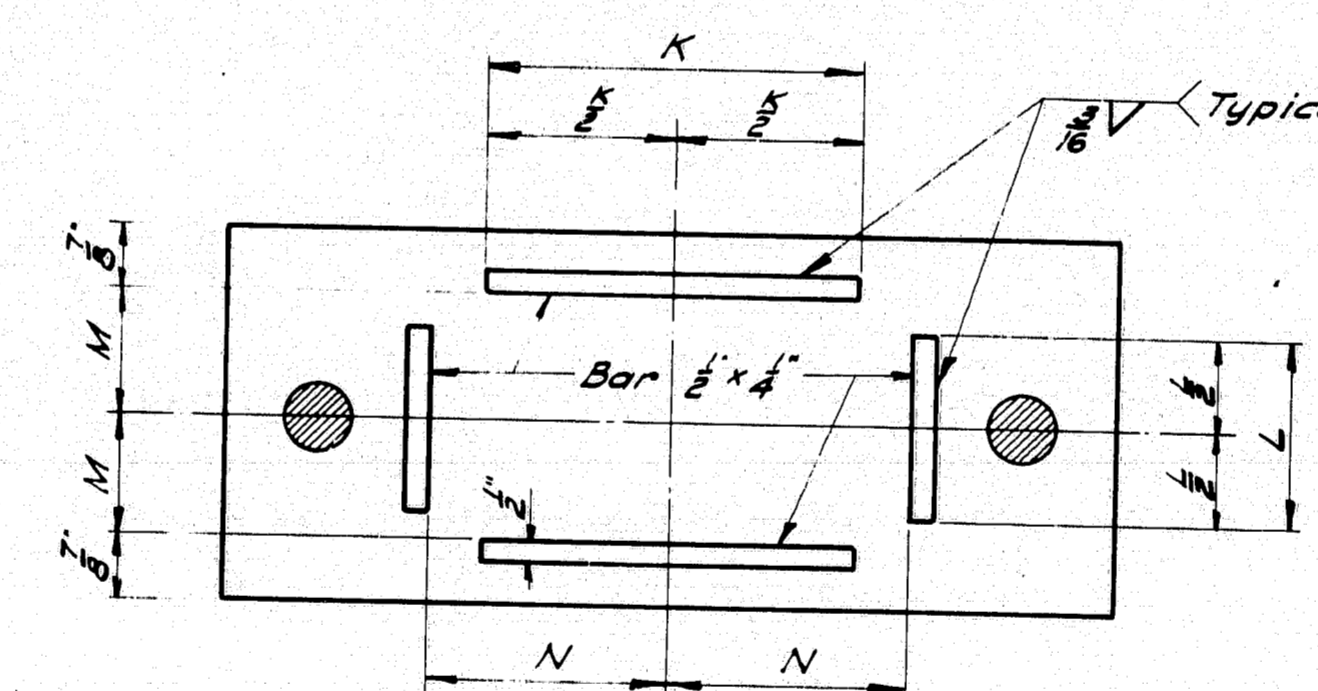
FIXED PEDESTAL - FPB



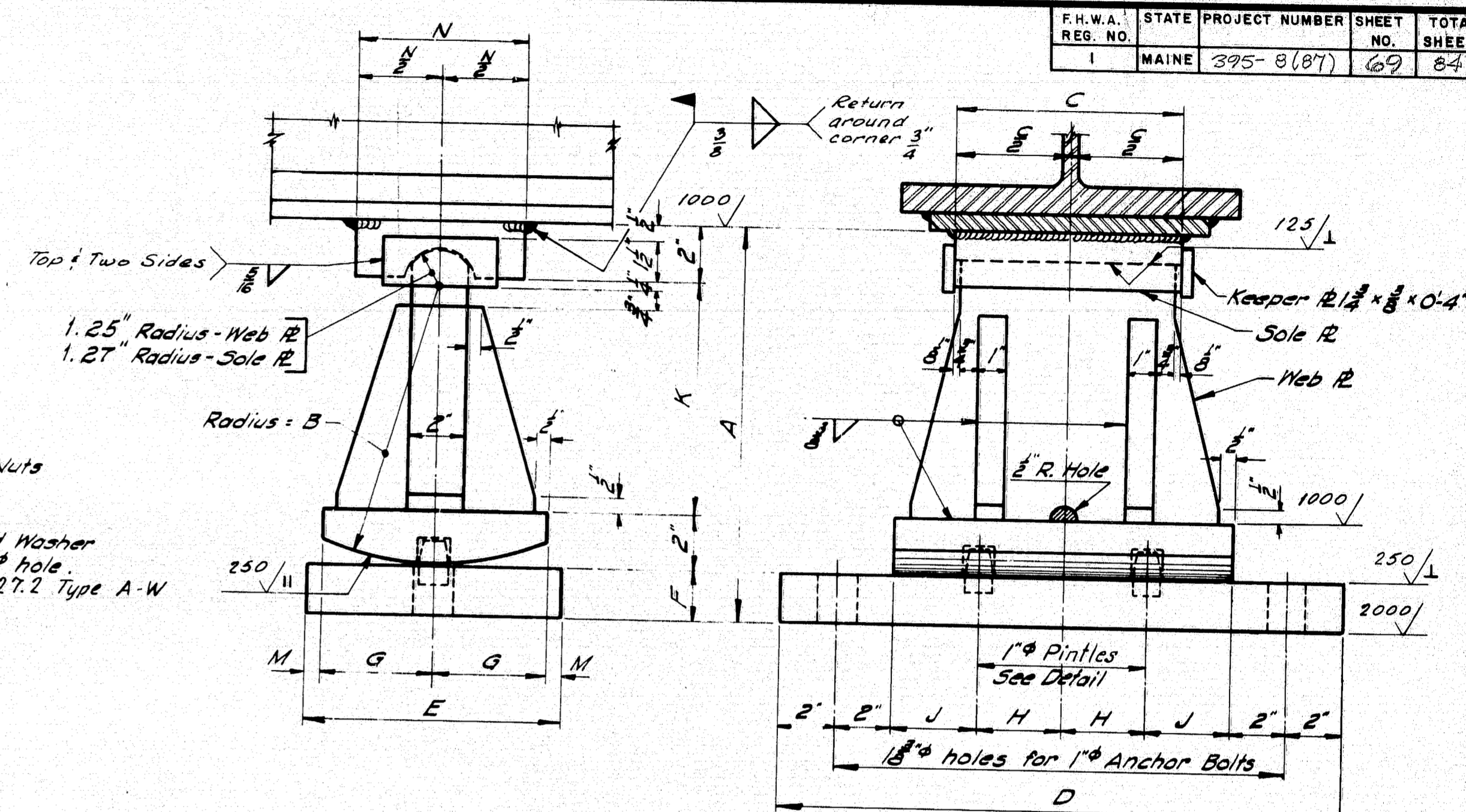
PINTLE DETAIL



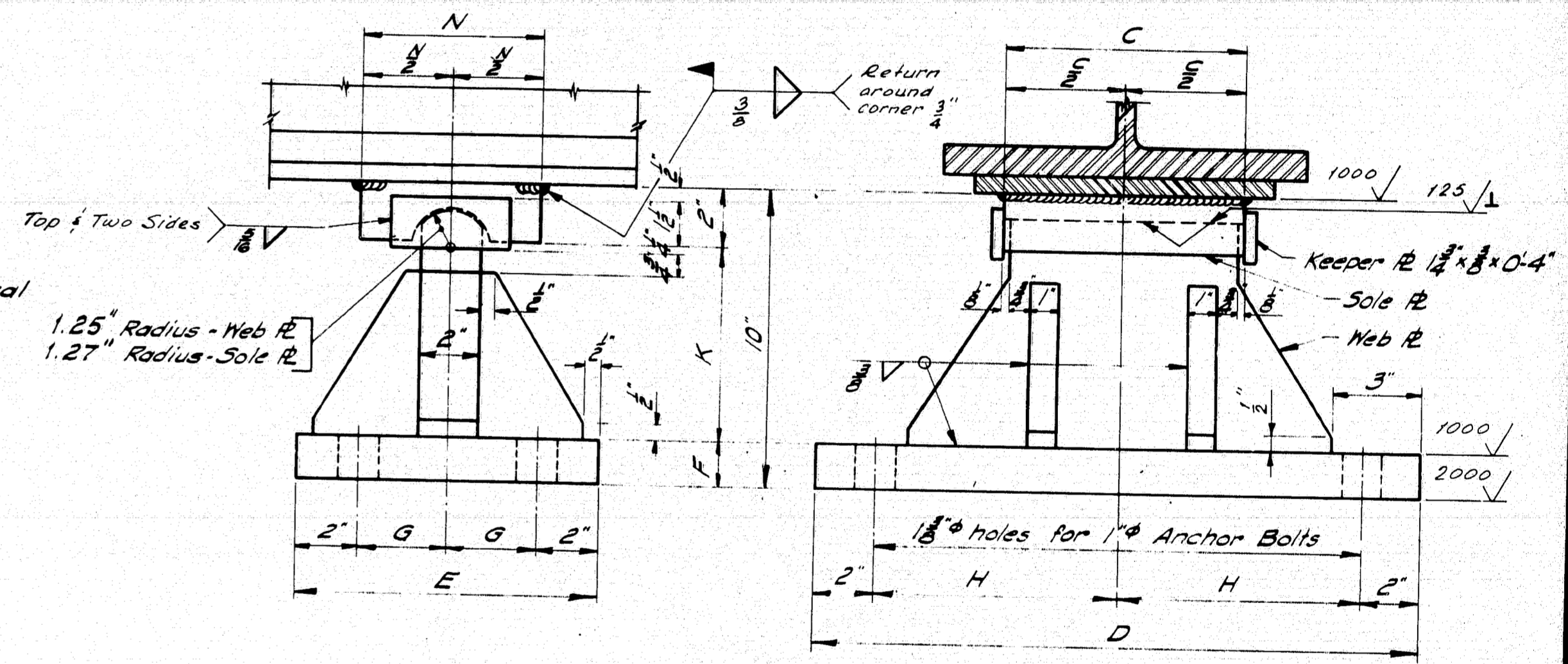
ANCHOR BOLT DETAIL



MASONRY PLATE



EXPANSION PEDESTAL - EPC



FIXED PEDESTAL - FPC

PEDESTALS — ALLOWABLE LOADS & DIMENSIONS.														
Pedestal	Load	A	B	C	D	E	F	G	H	J	K	L	M	N
EPA	132*	—	—	—	—	—	—	—	—	—	8"	4"	3 1/2"	5 1/2"
FPA	130*	—	—	—	—	—	—	—	—	—	—	—	—	—
EPB-1	120*	—	6"	8"	1-7"	8"	10"	6"	7 1/2"	2"	8"	4"	3 1/2"	5 1/2"
EPB-2	165*	—	7"	10"	1-8"	9"	1-0"	7"	8"	3"	10"	5"	3 1/2"	6 1/2"
EPB-3	224*	—	8"	1-1"	2-0"	10"	1-4"	8"	10"	4 1/2"	1-2"	5"	4 1/2"	8 1/2"
FPB-1	120*	—	6"	8"	1-7"	8"	—	—	7 1/2"	2"	—	—	—	—
FPB-2	165*	—	7"	10"	1-8"	9"	—	—	8"	3"	—	—	—	—
FPB-3	224*	—	8"	1-2"	2-0"	10"	—	—	10"	5"	—	—	—	—
EPC-1	70*	9 1/2"	6"	8"	1-8"	8"	1 1/2"	3 1/2"	3"	3"	4 1/2"	—	1"	6"
EPC-2	100*	11 1/2"	8"	8"	1-8"	8"	1 1/2"	3 1/2"	3"	3"	6 1/2"	—	1"	6"
EPC-3	130*	12"	10"	8"	1-8"	9"	1 1/2"	4"	3"	3"	8 1/2"	—	1"	7"
EPC-4	160*	12"	10"	8"	1-10"	9"	1 1/2"	4"	4"	3"	8 1/2"	—	1"	7"
EPC-5	190*	12 1/2"	10"	9"	2-0"	10"	2"	4 1/2"	5"	3"	8 1/2"	—	1"	8"
EPC-6	220*	14 1/2"	1-0"	10"	2-0"	1-0"	2 1/2"	5"	5"	3"	10 1/2"	—	1"	8"
EPC-7	250*	14 1/2"	1-0"	1-0"	2-0"	1-0"	2 1/2"	5"	5"	4"	10 1/2"	—	1"	8"
FPC-1	100*	—	—	8"	1-8"	9"	1 1/2"	3 1/2"	3"	—	6 1/2"	—	—	6"
FPC-2	160*	—	—	8"	1-8"	10"	1 1/2"	3"	3"	—	6 1/2"	—	—	7"
FPC-3	190*	—	—	9"	2-0"	10"	1 1/2"	3"	10"	—	6 1/2"	—	—	8"
FPC-4	220*	—	—	10"	2-0"	1-0"	2 1/2"	4"	10"	—	6 1/2"	—	—	8"
FPC-5	250*	—	—	1-0"	2-0"	1-0"	2"	4"	10"	—	6 1/2"	—	—	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 and to exact elevations shown on the plans. If dressed areas are on 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" 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

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

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS  
(BD 101 - 81)

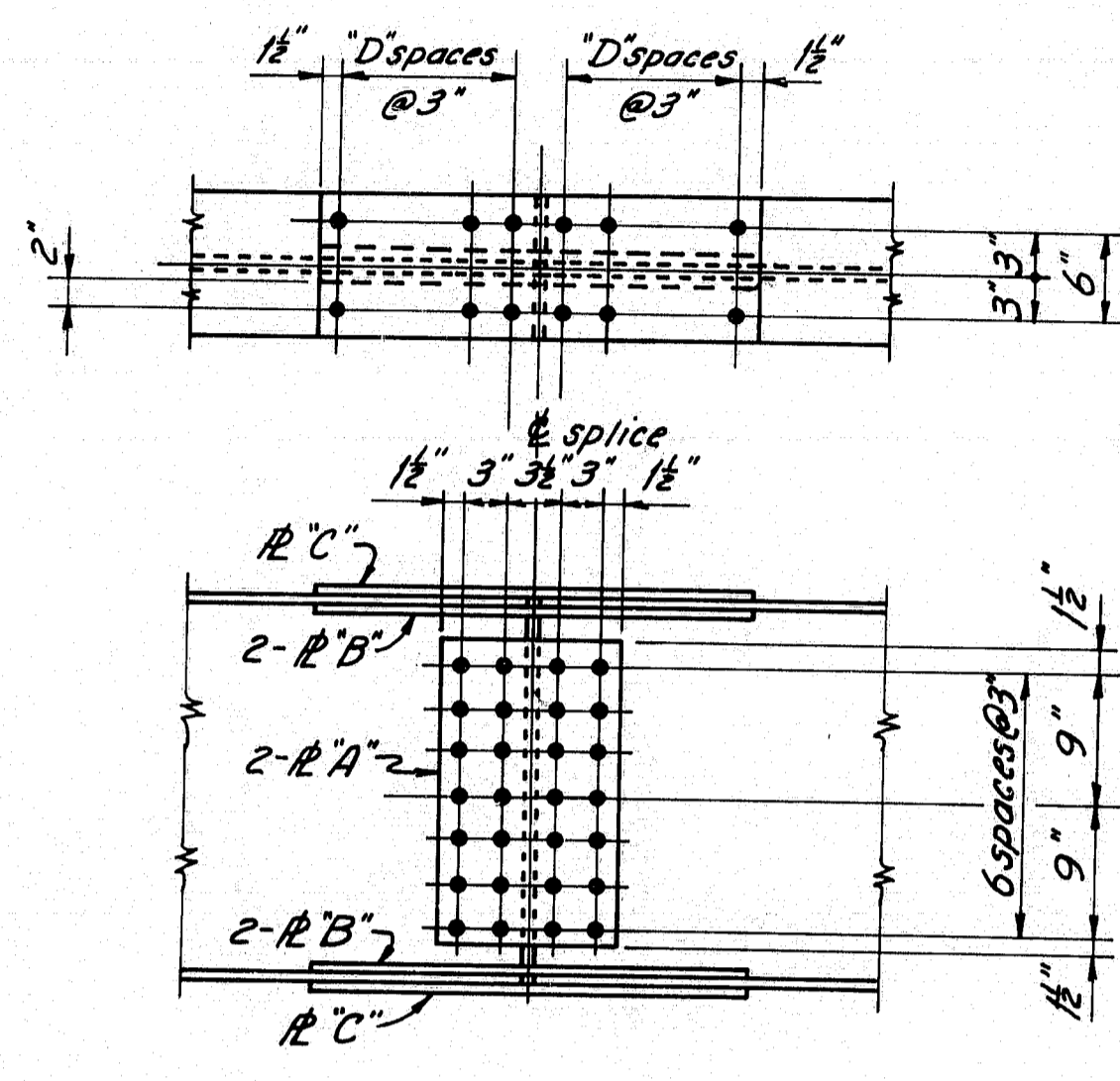
BEARING PEDESTALS

REVISIONS  
DATE

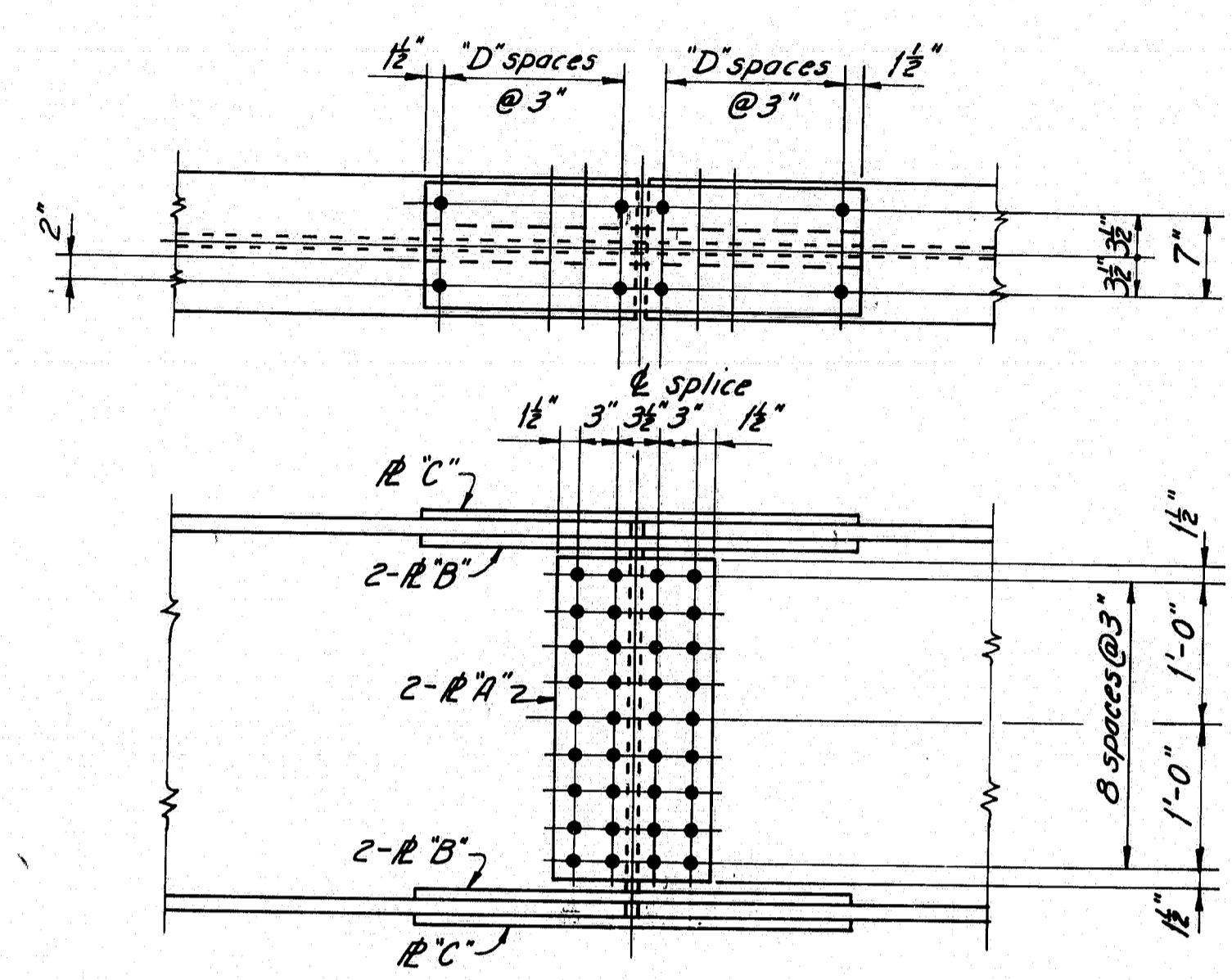
SHEET OF AUGUSTA, MAINE JUNE 1981

183-164

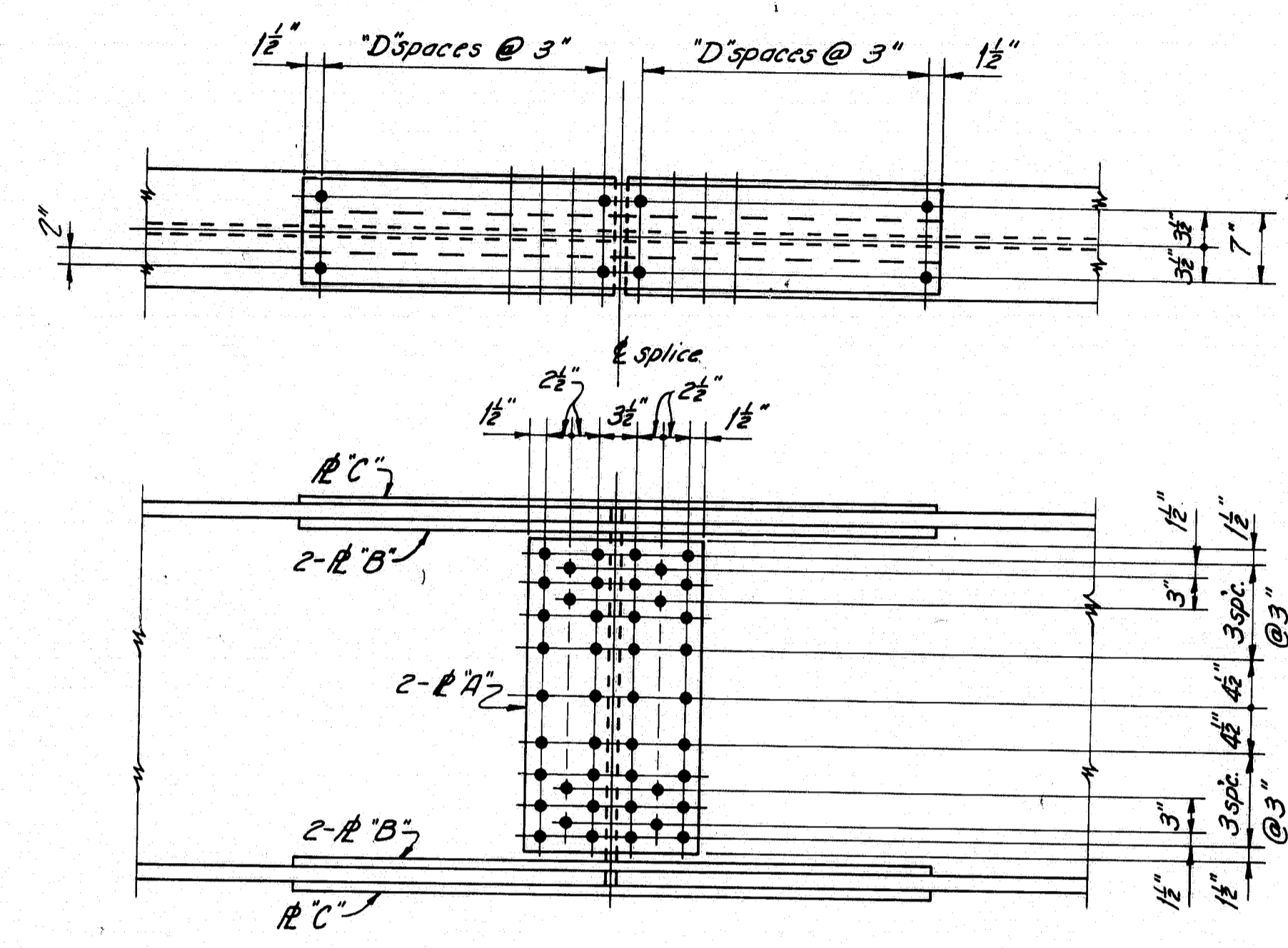
F.H.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(87)	70	84



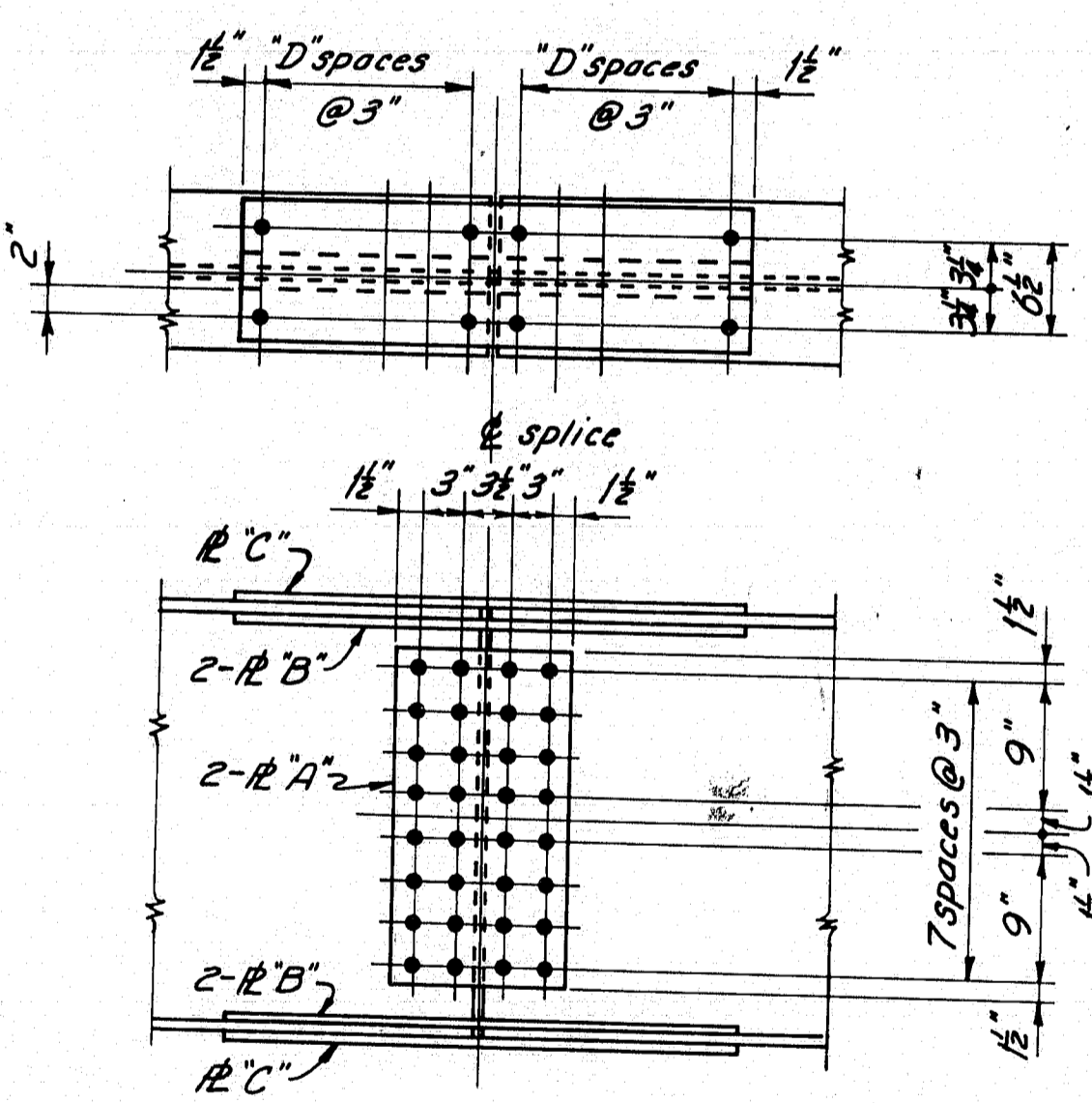
W27 x 84, 94, 102, 114



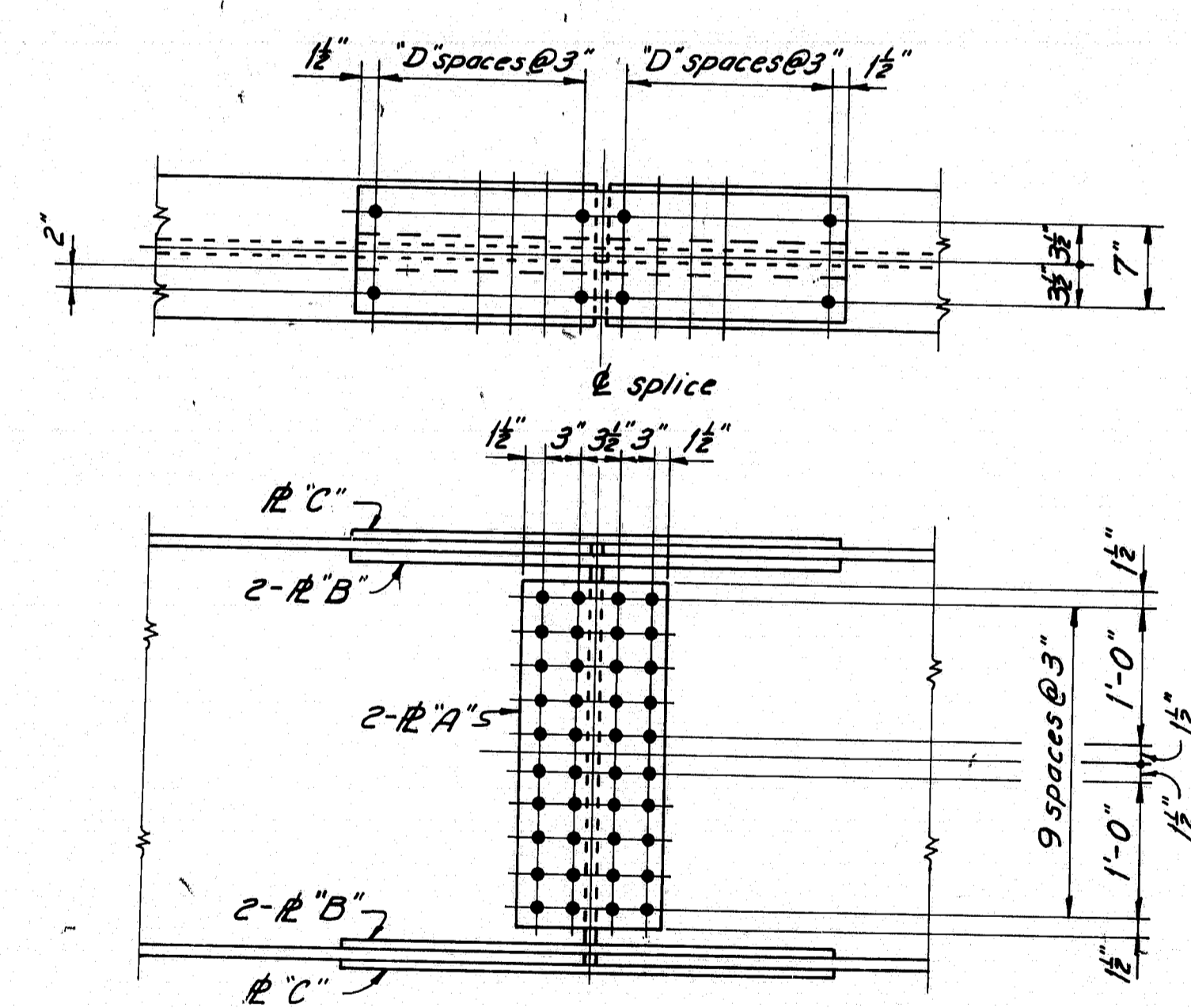
W33 x 118, 130, 141, 152



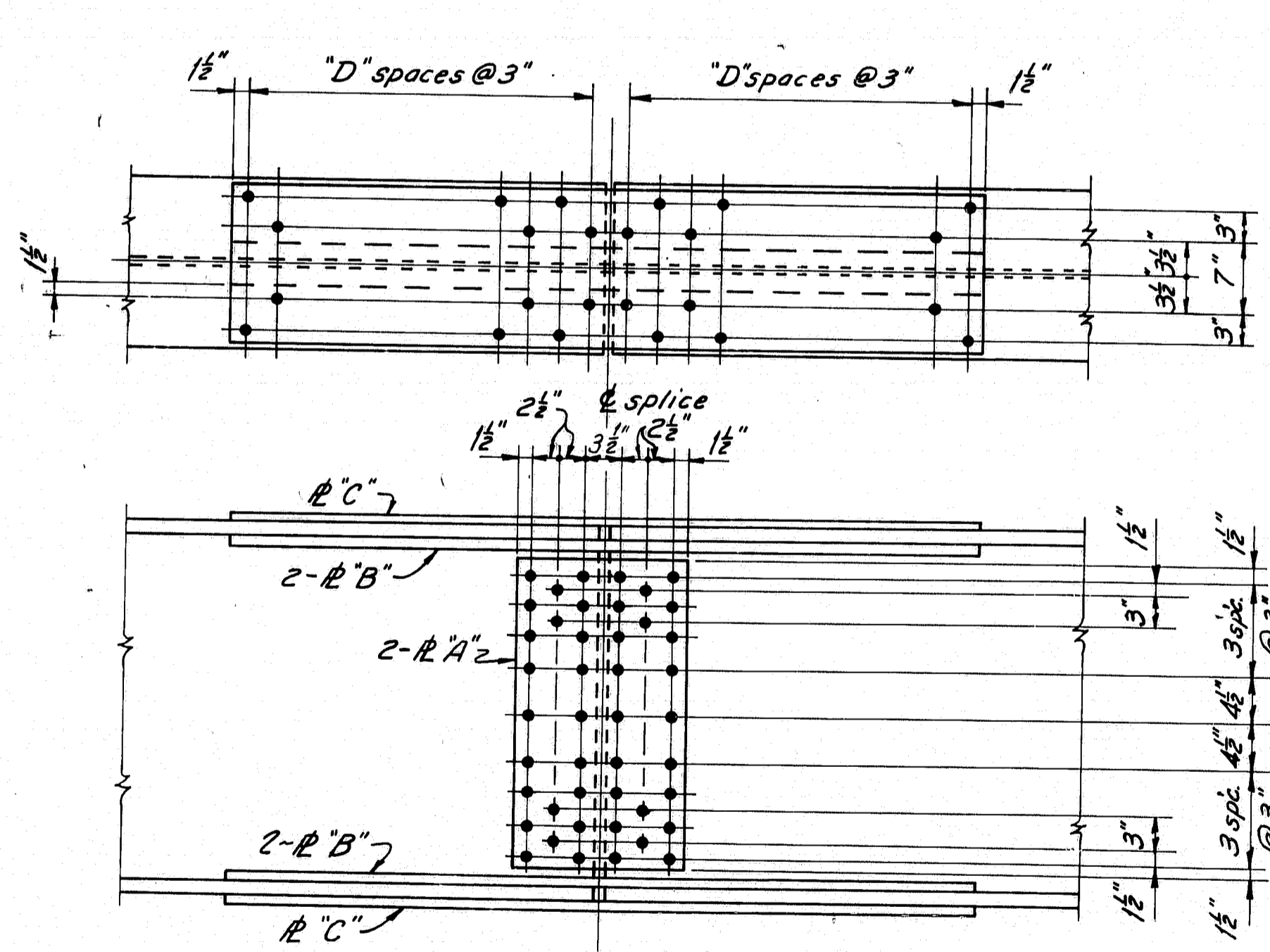
W36 x 182, 194, 210



W30 x 99, 108, 116, 124, 132



W36 x 135, 150, 160, 170



W36 x 230, 245, 260, 280, 300

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

- 1.) Splice connections shall be made with 7/8" Ø ASTM A325 high tensile strength bolts. Holes shall be 15/16" Ø.
- 2.) 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.
- 3.) 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.
- 4.) For material specifications and details not shown, refer to design drawings.

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

General Notes 3 & 4	1-83
REVISIONS	DATE

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

**STANDARD DETAILS**  
(BD 103 - 81)

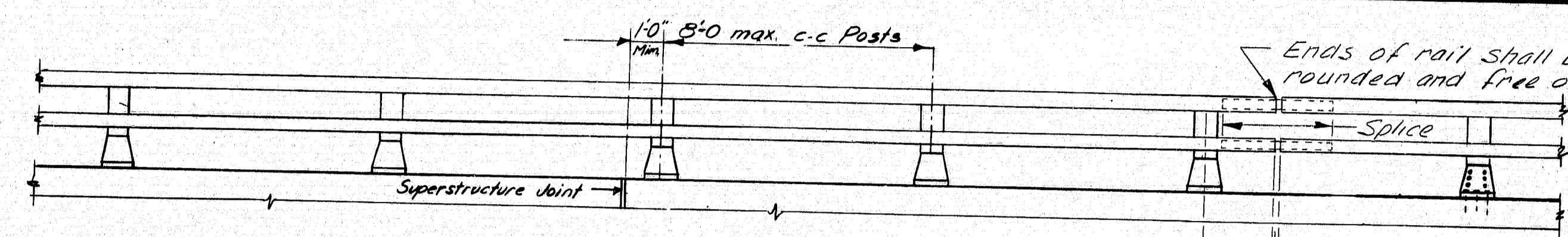
**BEAM SPLICES**  
ROLLED BEAMS

**183-165**

183-165  
SHEET OF AUGUSTA, MAINE JUNE 1981

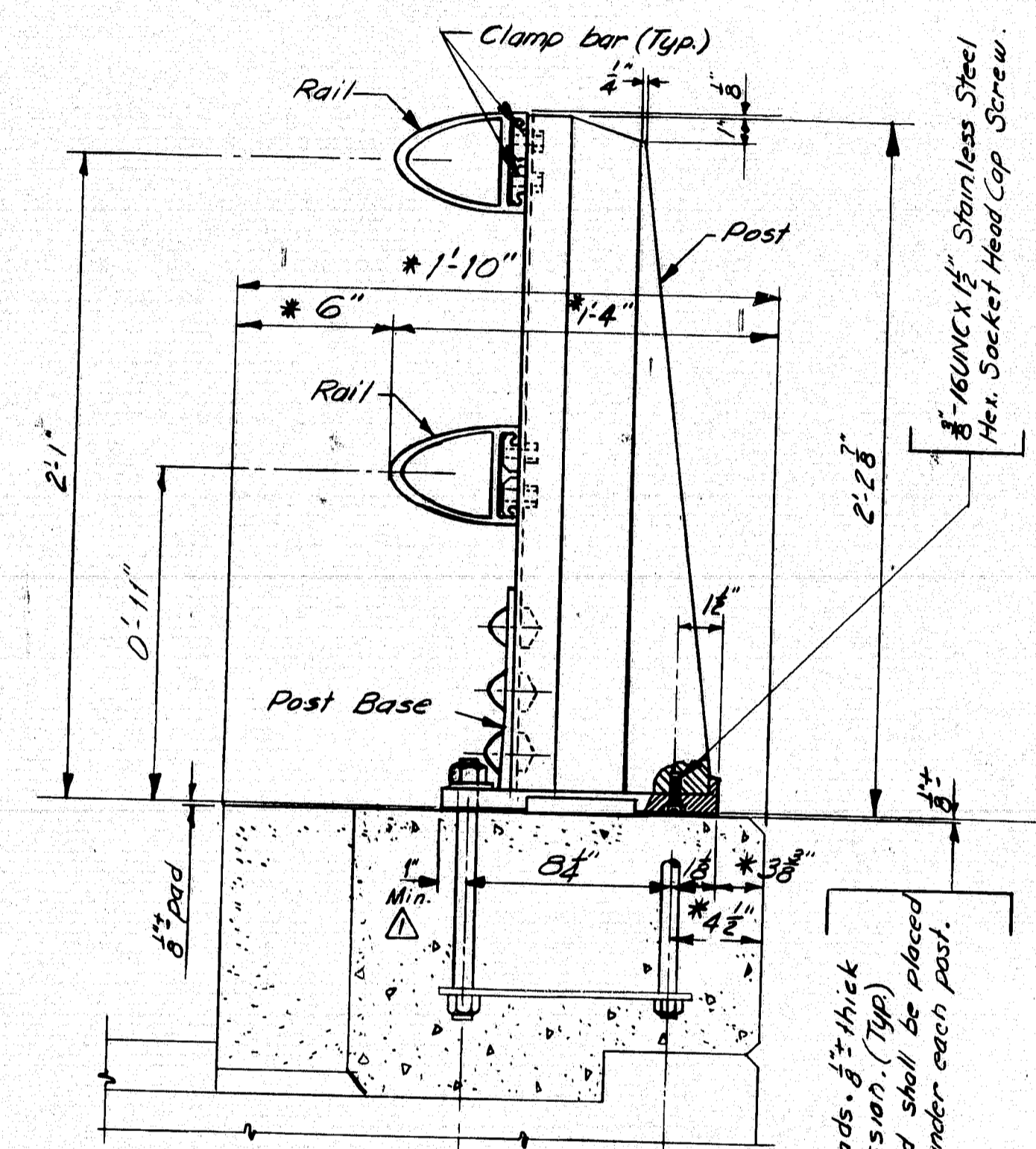


F.R.W. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(87)	72	84



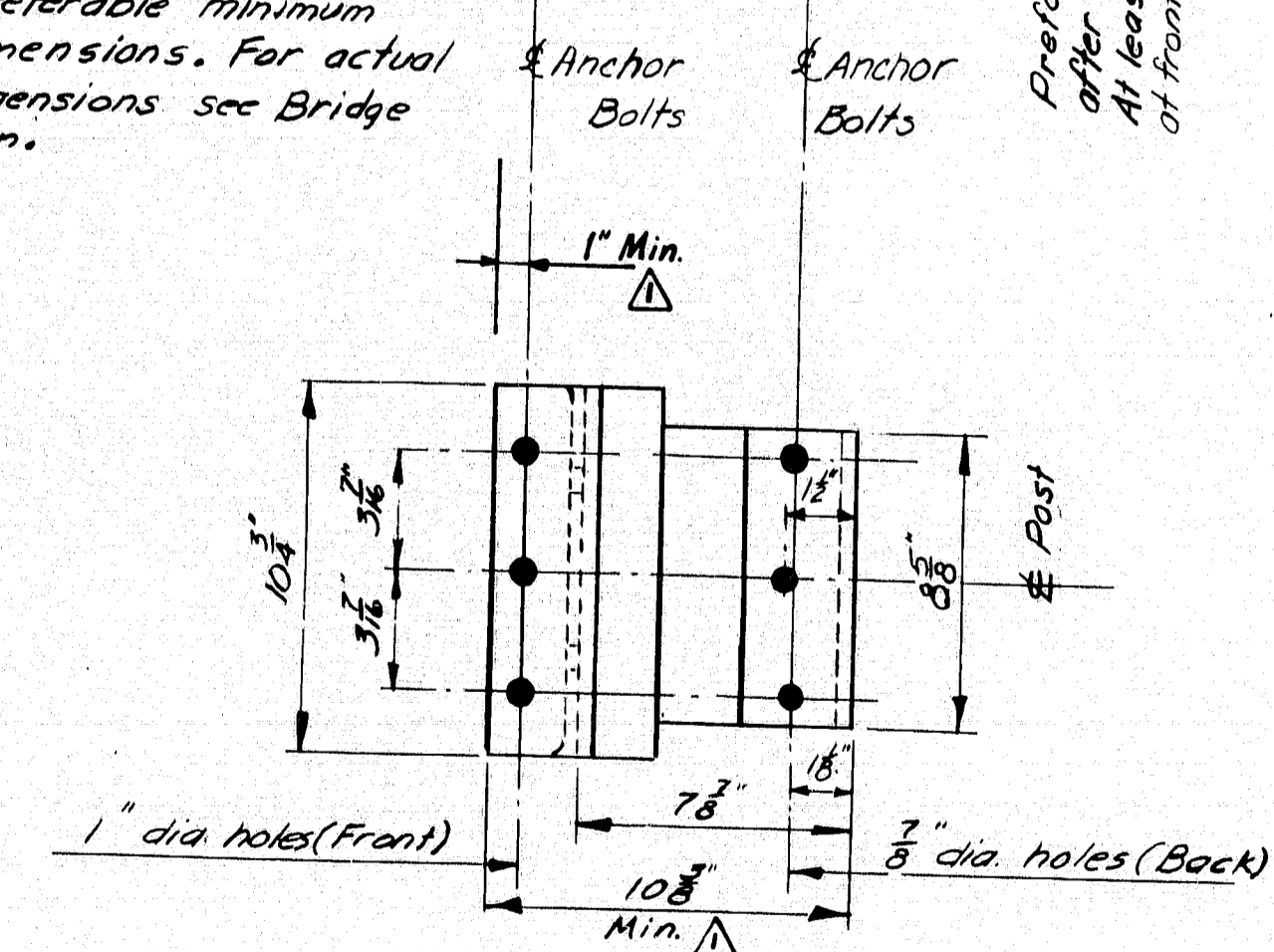
**RAILING - ELEVATION**

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

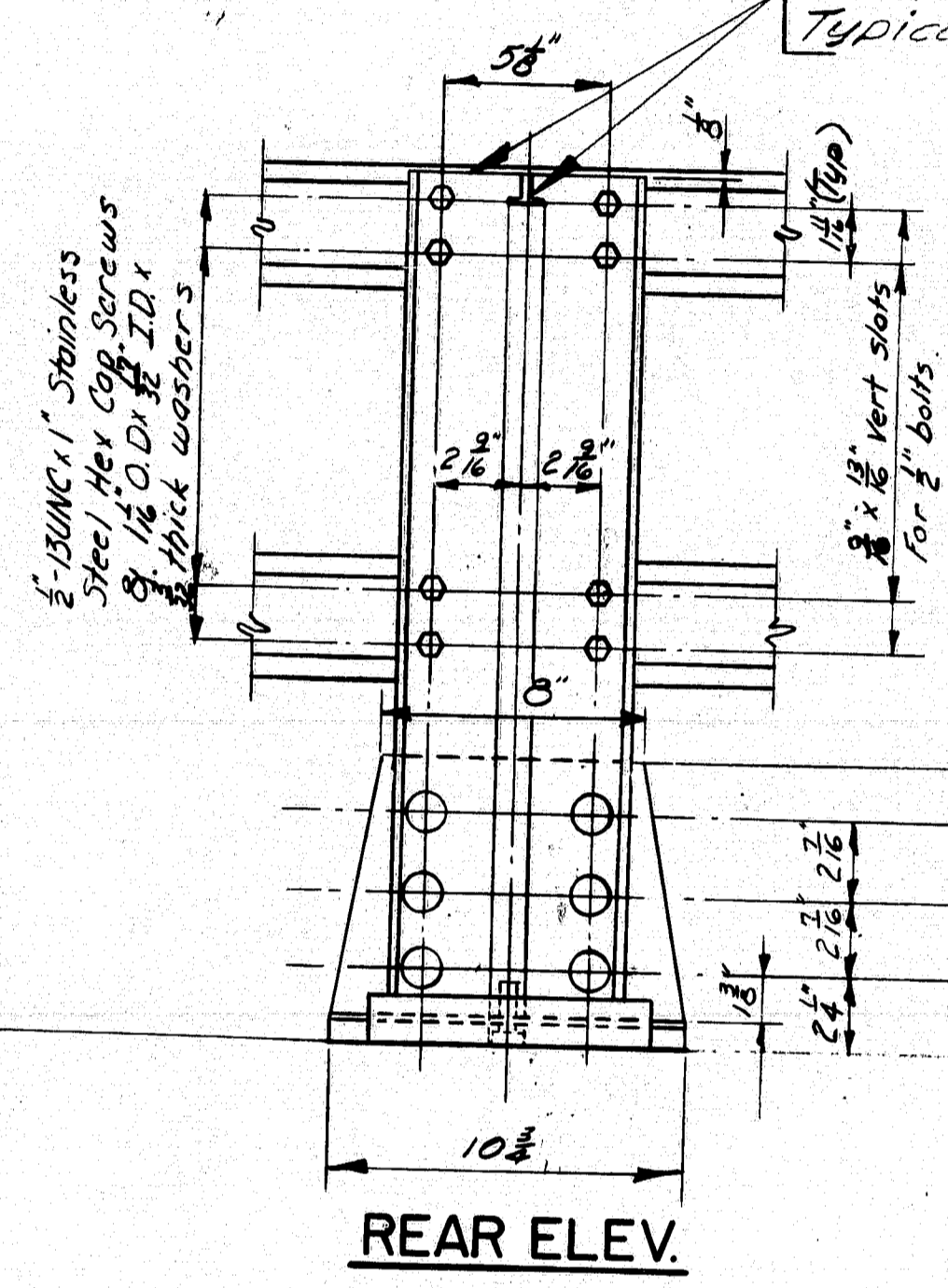


**BRIDGE RAILING (Assembly)**

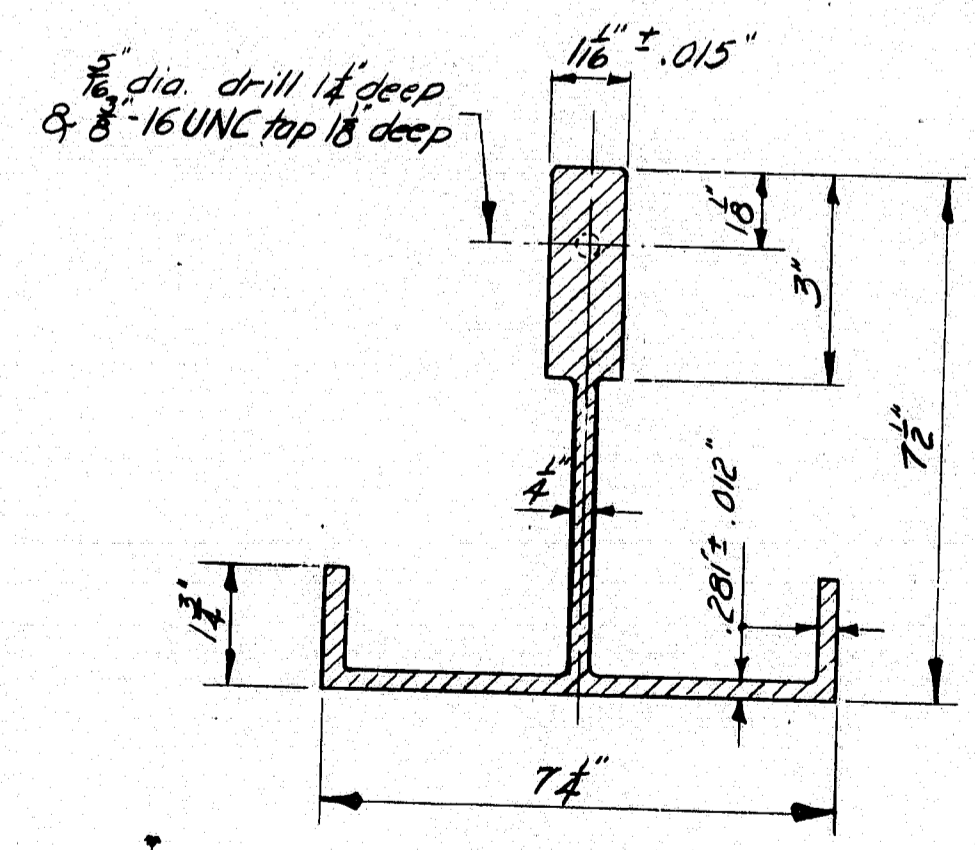
\* Preferable minimum dimensions. For actual dimensions see Bridge Plan.



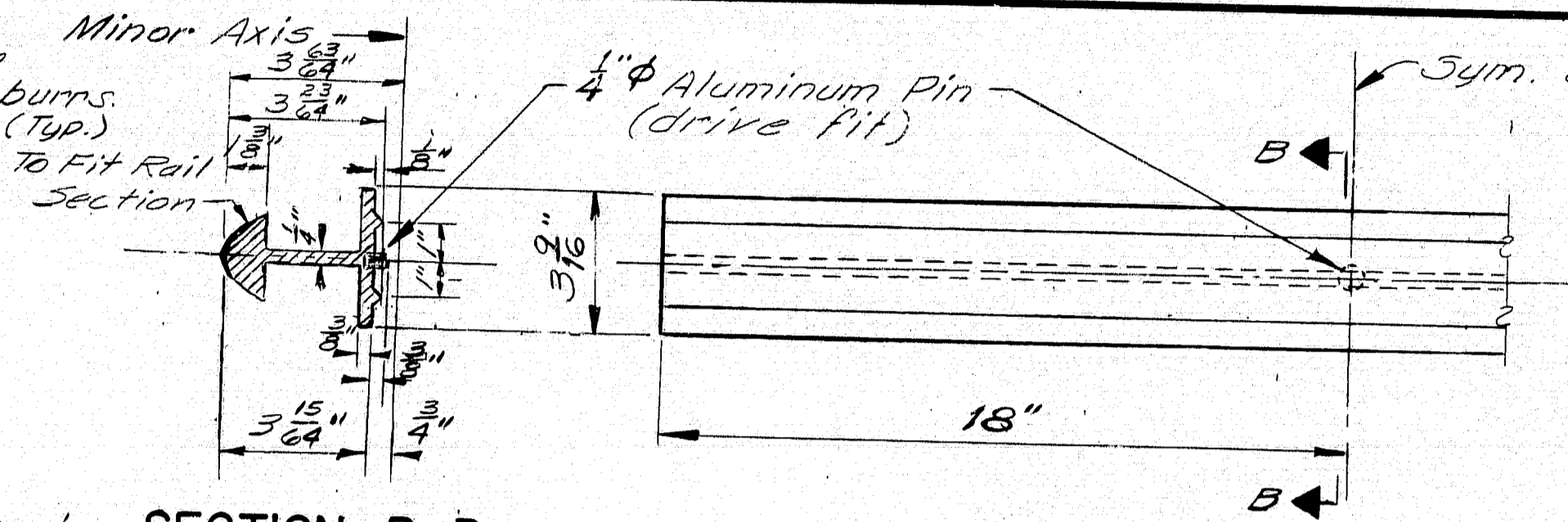
**POST BASE (Bottom View)**



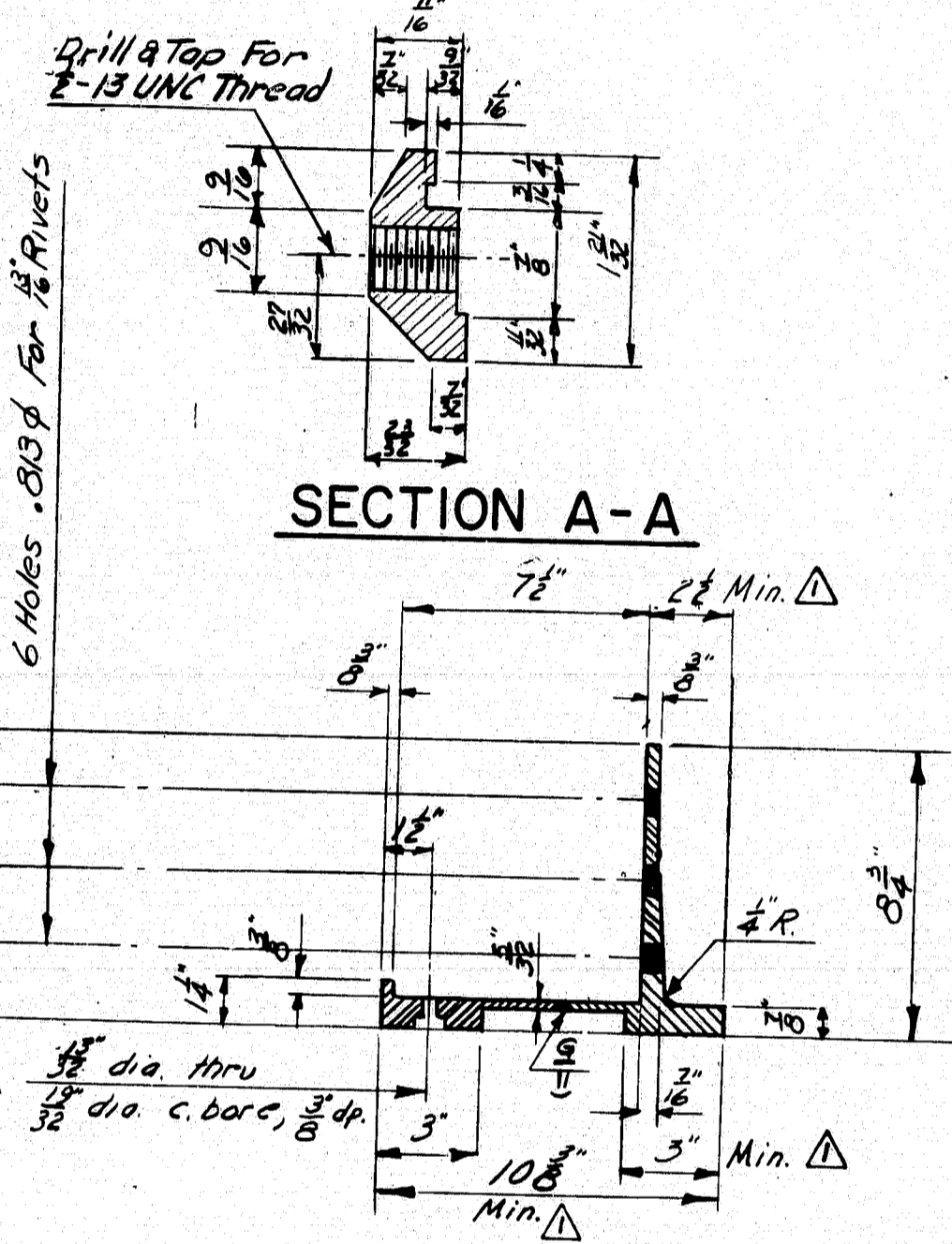
**REAR ELEV.**



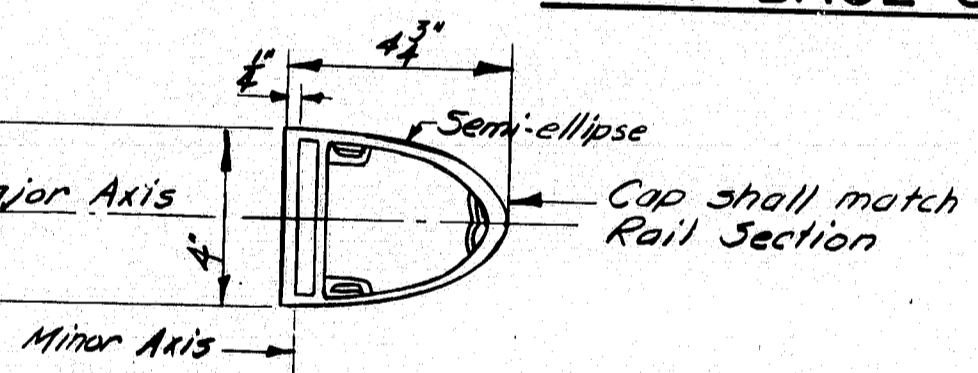
**POST SECTION**



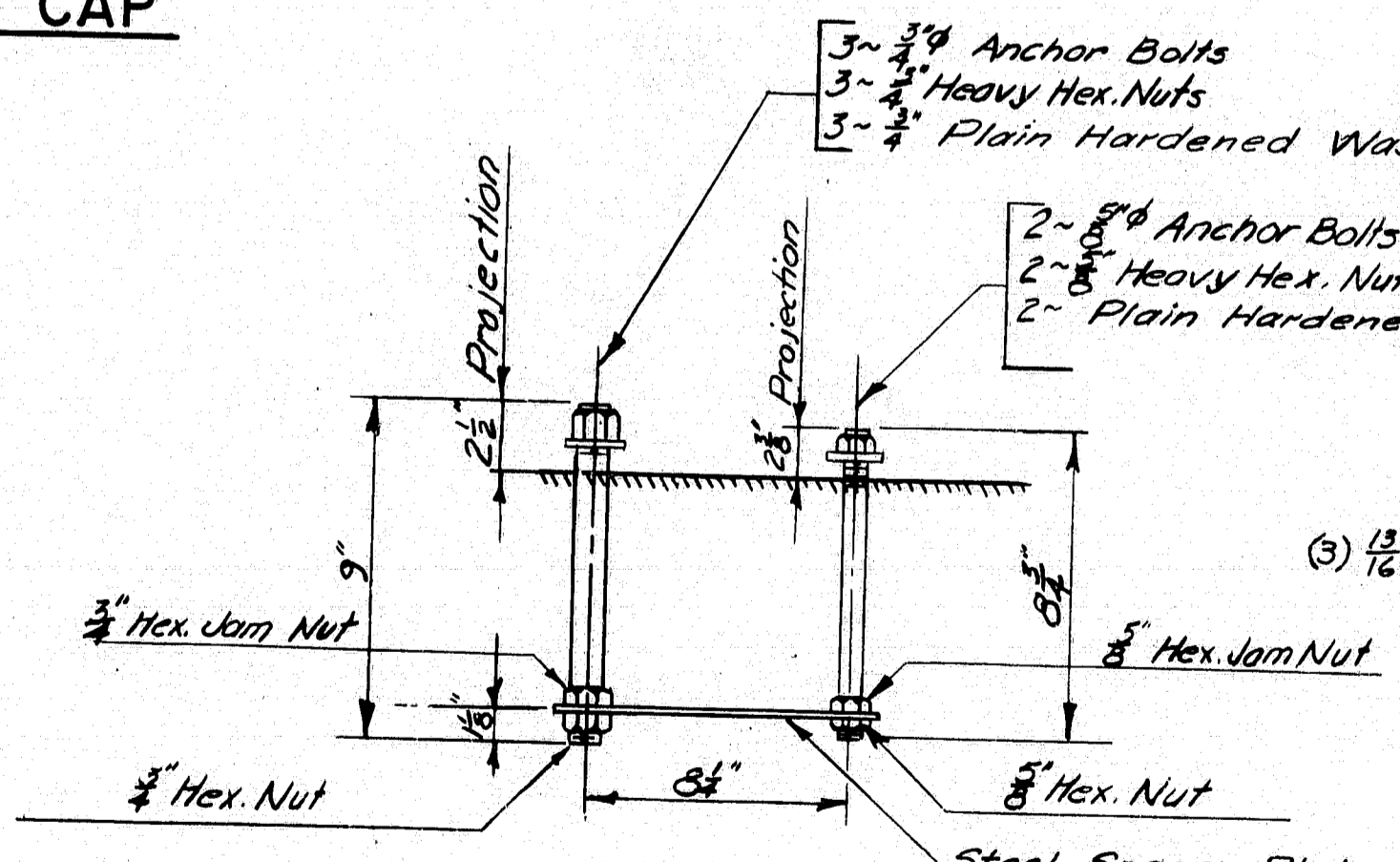
**SECTION B-B**



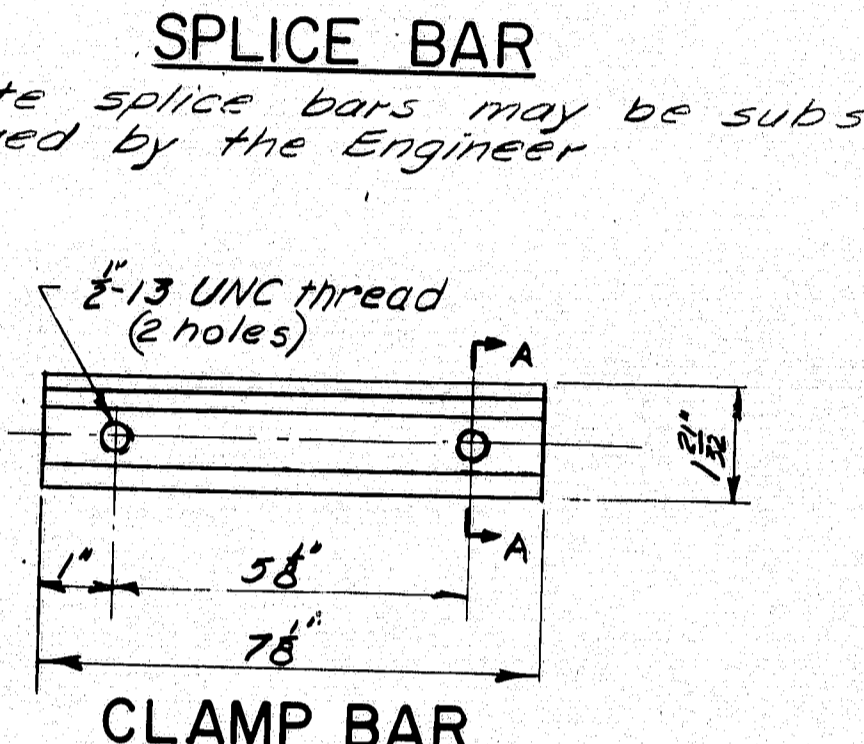
**SECTION A-A**



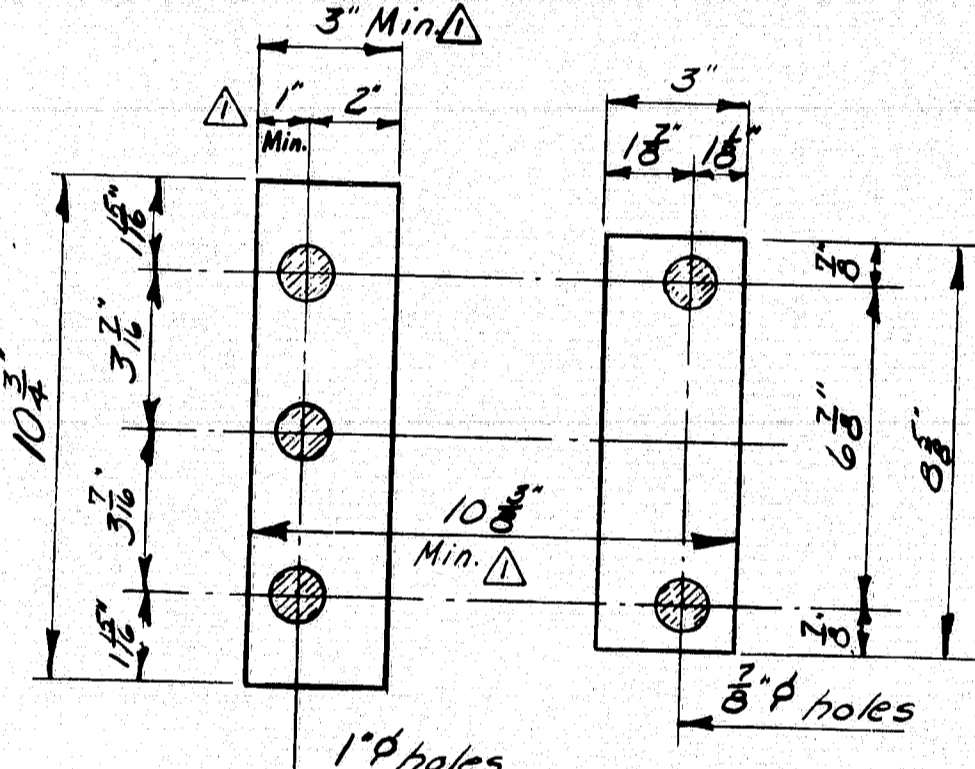
**RAIL CAP**



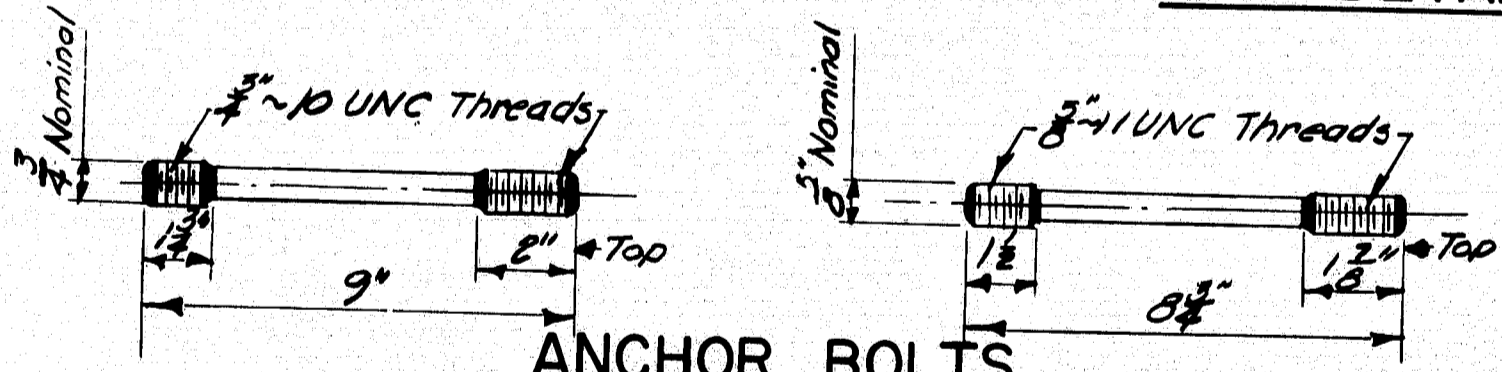
**RAIL POST ANCHORAGE (Assembly)**



**CLAMP BAR**

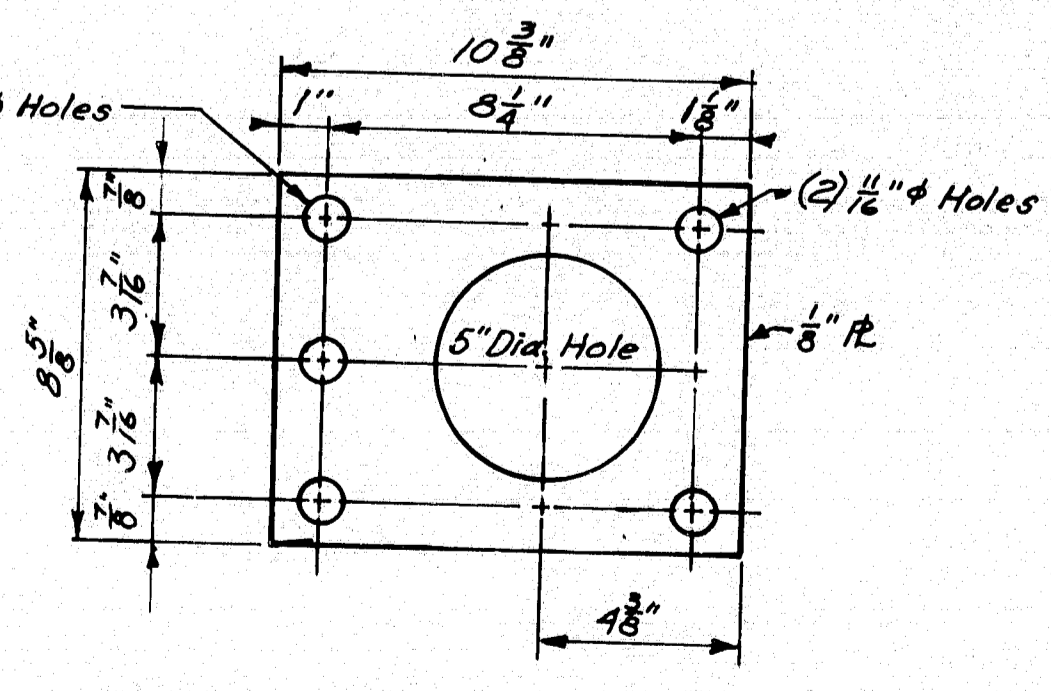


**PREFORMED PADS**

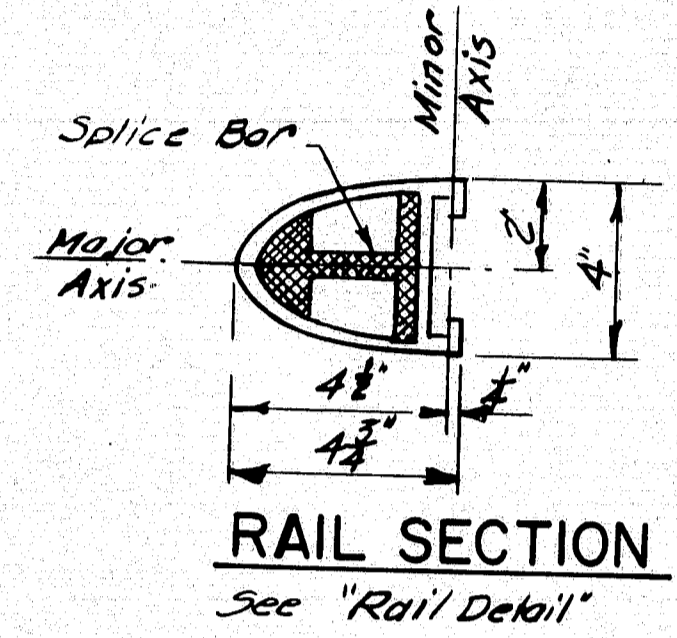


**ANCHOR BOLTS**

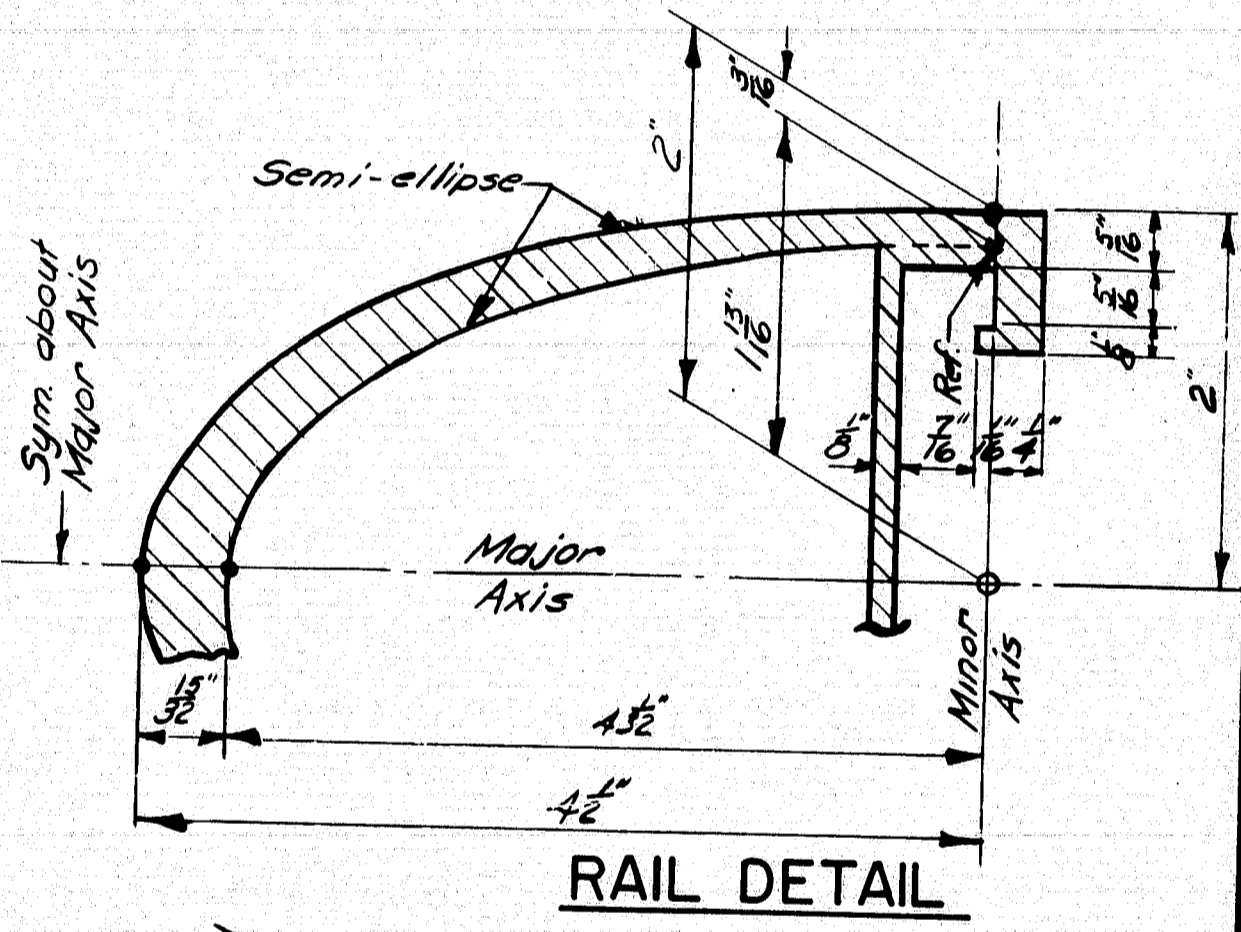
If cut threads are used, body diameter shall be not less than nominal diameter.  
If rolled threads are used, body diameter shall be not less than pitch diameter of the threads.



**STEEL SPACER PLATE (For Anchorage)**



**RAIL SECTION**  
See "Rail Detail"

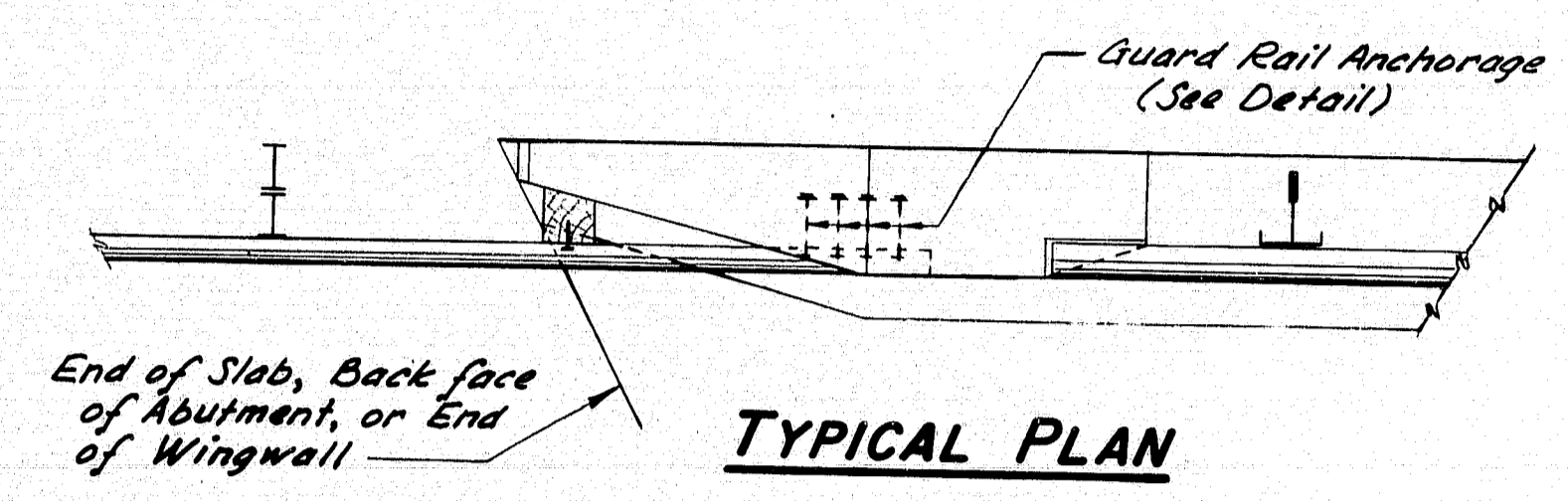


**RAIL DETAIL**

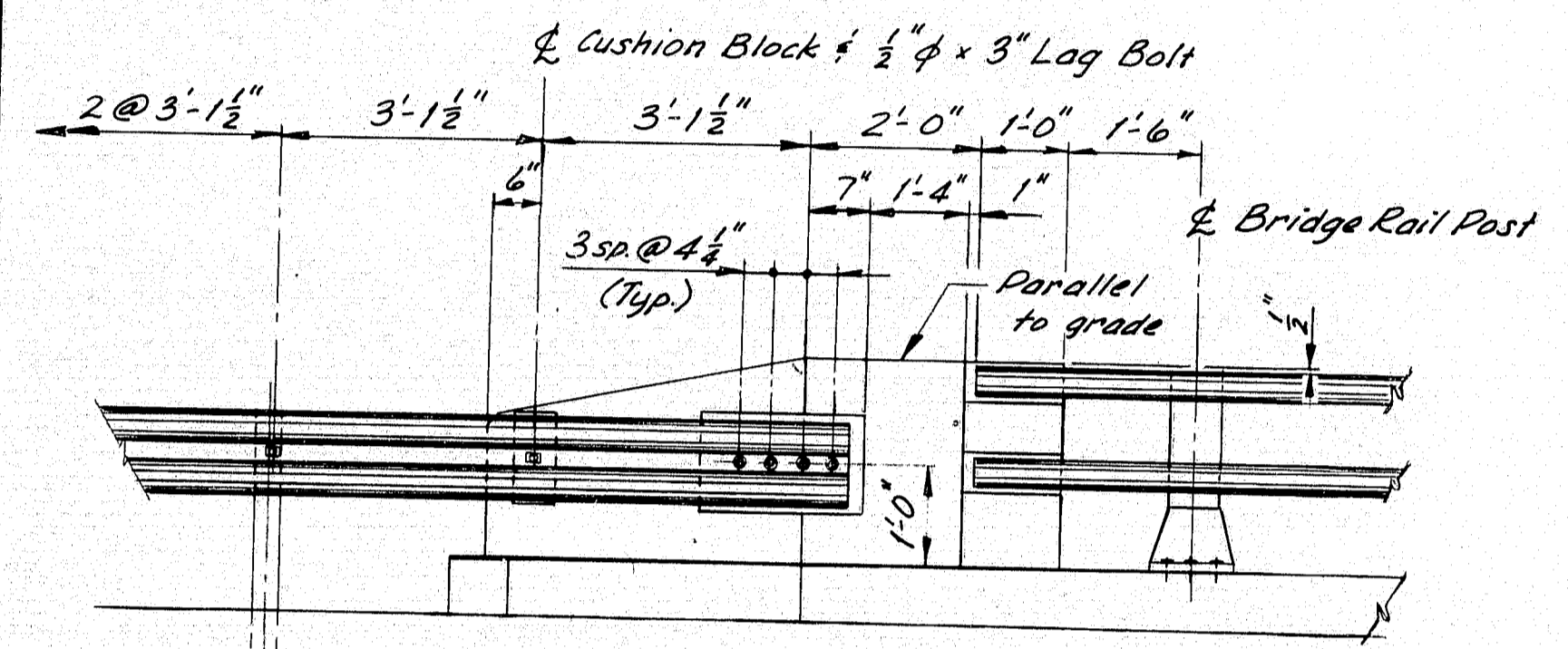
Altered base dimensions	7-83
<b>REVISIONS</b>	DATE
STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
<b>STANDARD DETAILS</b>	
(80 114-81)	
<b>ALUMINUM BRIDGE RAILING</b>	
2 - BAR (SEMI-ELLIPSE)	
<b>103-167</b>	
SHEET OF	AUGUSTA, MAINE JUNE 1981

DESIGN - DETAILED	BY	DATE
CHECKED	K. Leach	Jan. 1979
REVISIONS		
FIELD CHANGES		
<b>PLANS</b>		

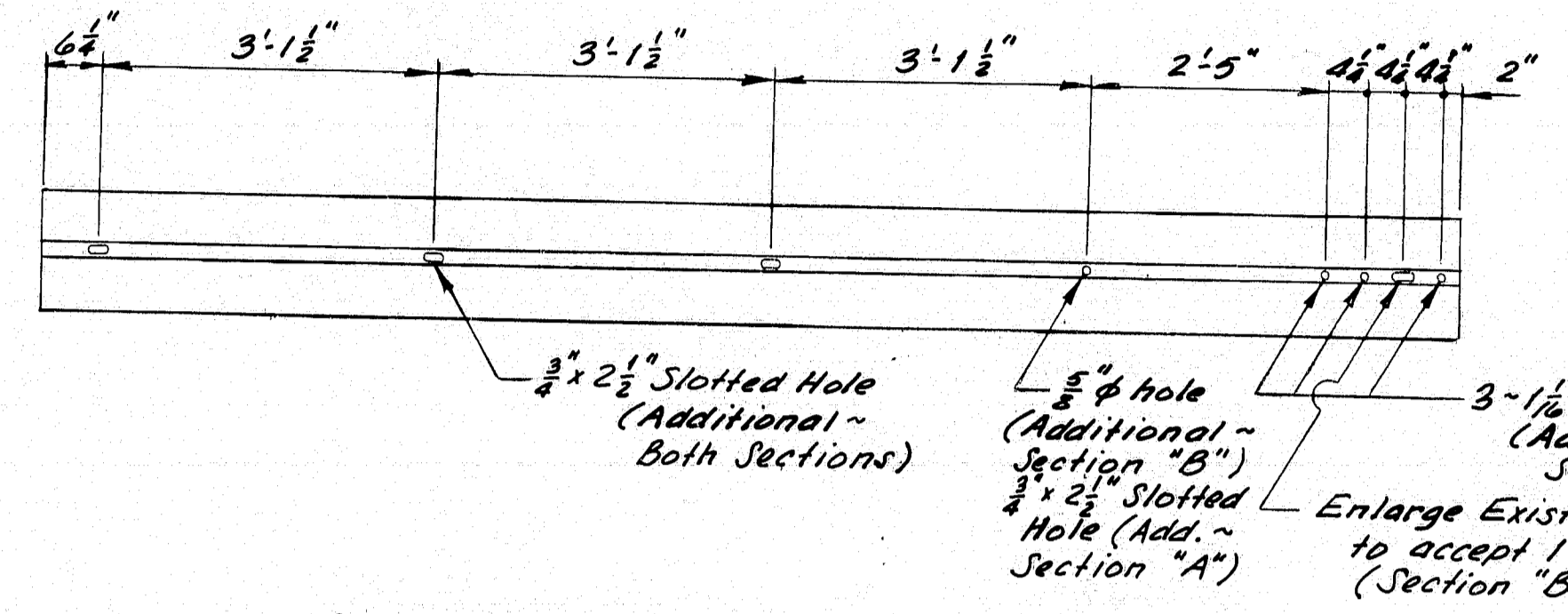
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(87)	73	84



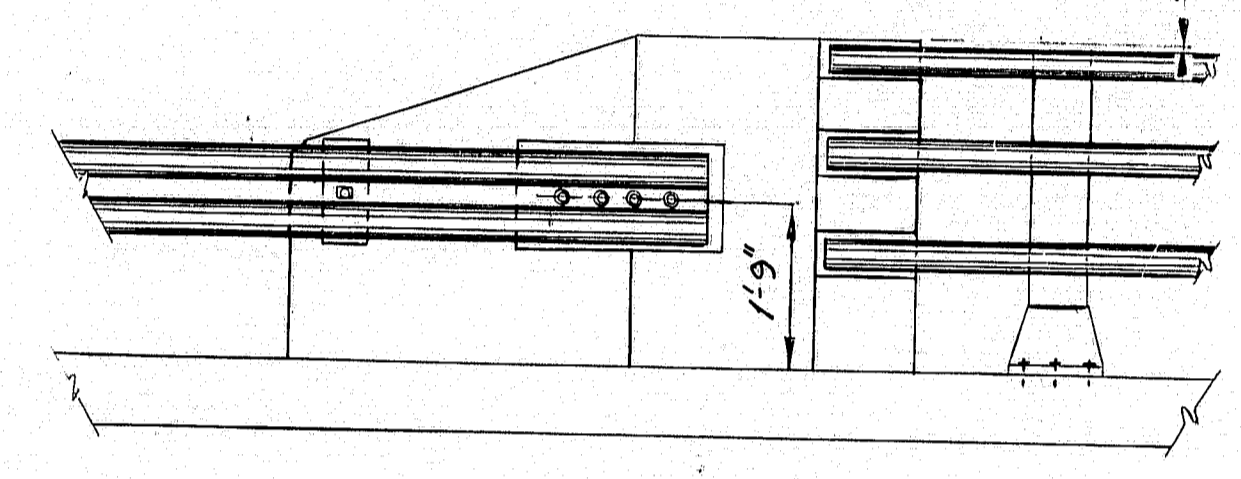
**TYPICAL PLAN**



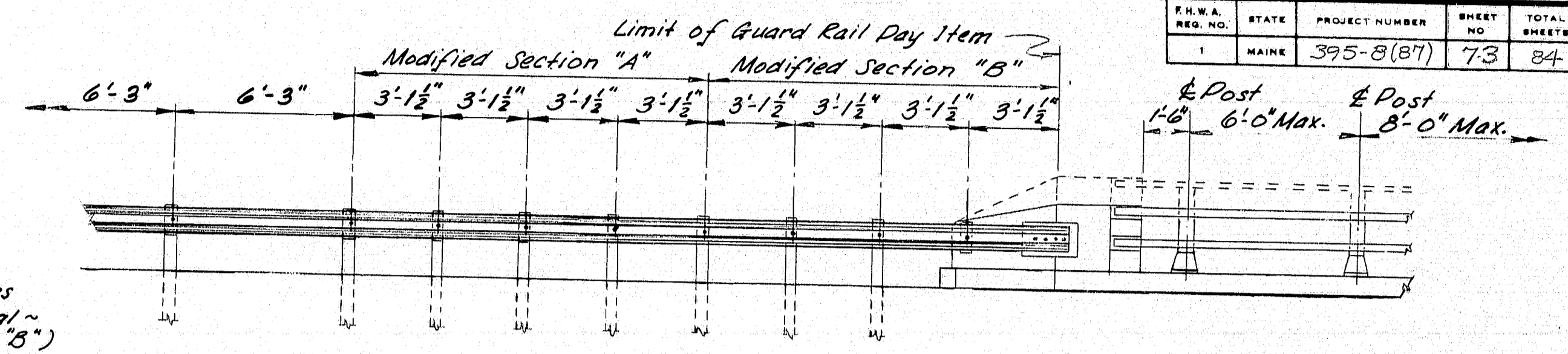
**ELEVATION**  
2-Bar Bridge Rail (Aluminum or Steel)



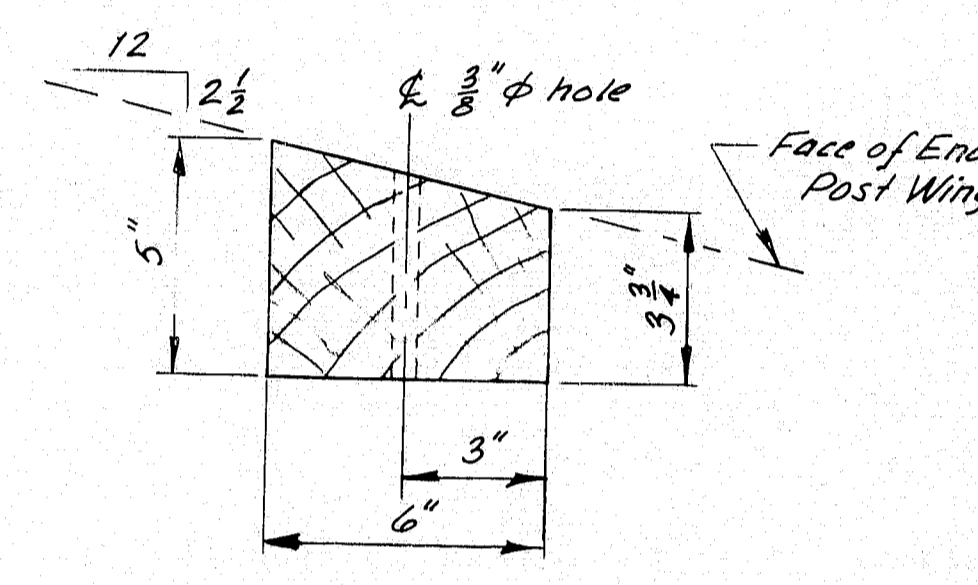
**MODIFIED GUARD RAIL SECTIONS**  
(See Note #6)



**ELEVATION**  
3-Bar Bridge Rail (Aluminum or Steel)

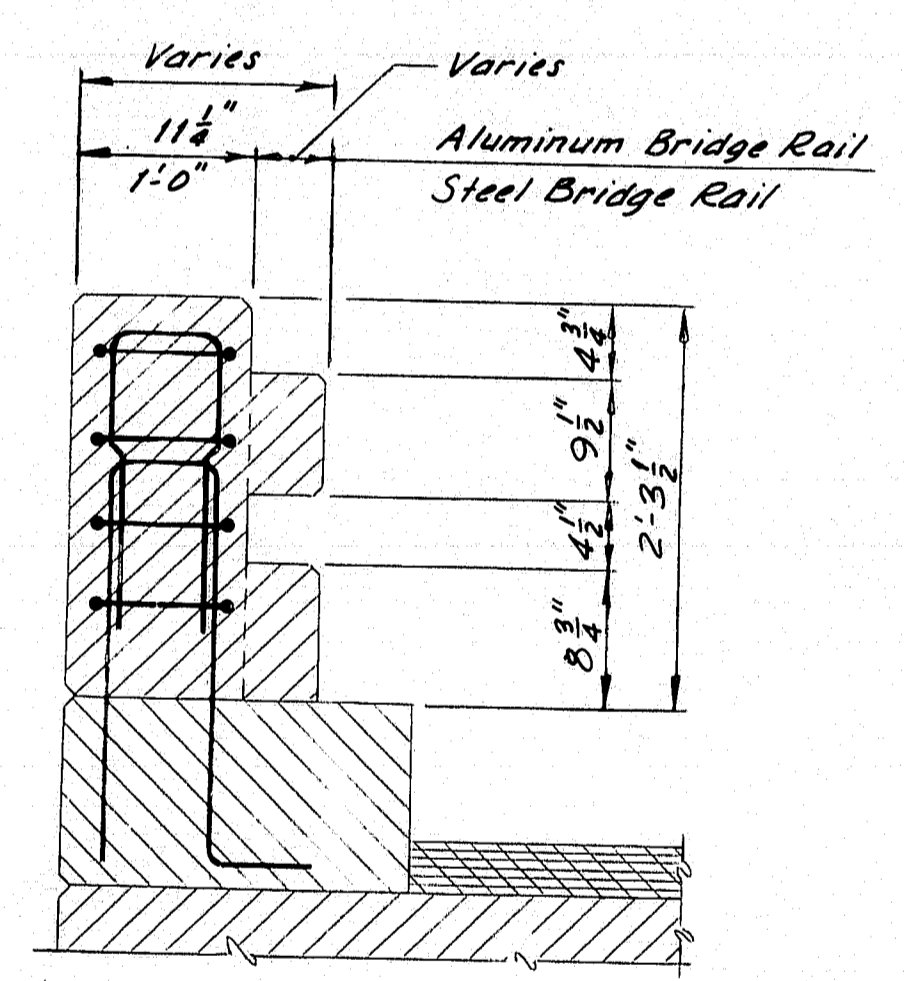


**RAILING - ELEVATION**



**SECTION M-M**

**CUSHION BLOCK**  
(See Note #7)



**SECTION A-A**

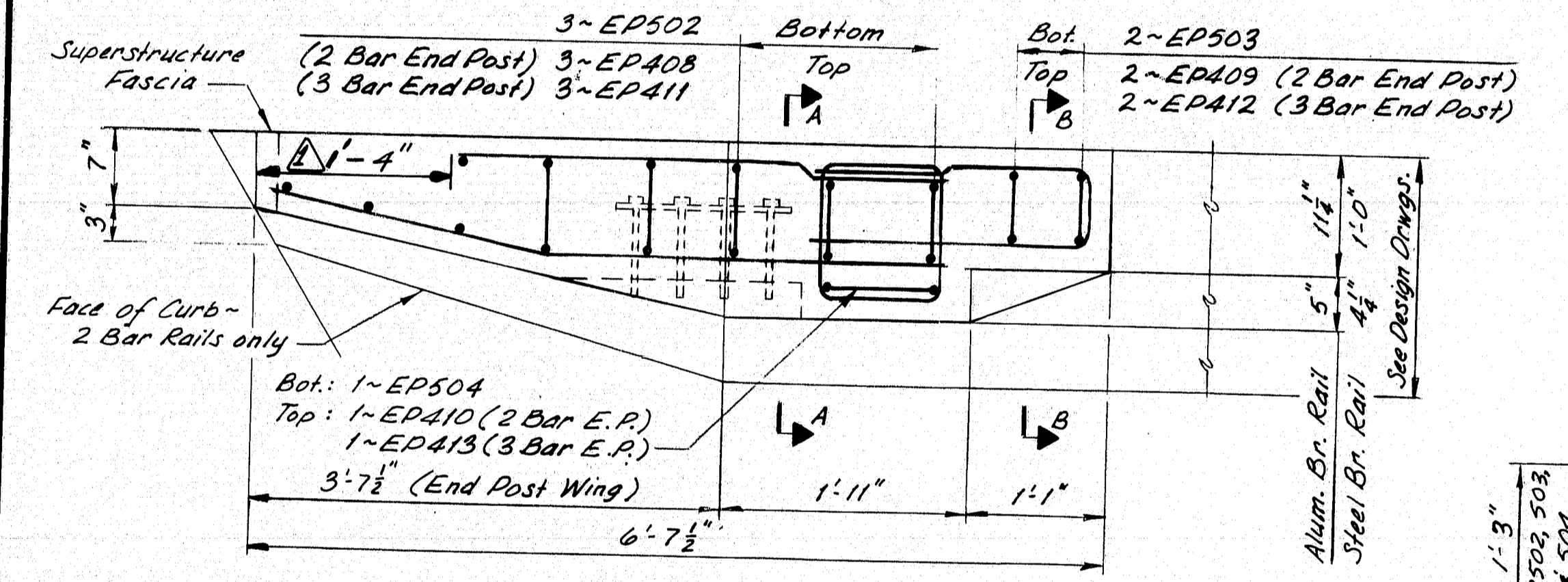
**SECTION B-B**  
2-Bar Bridge Rail (Aluminum or Steel)

**SECTION B-B**  
3-Bar Bridge Rail (Aluminum or Steel)

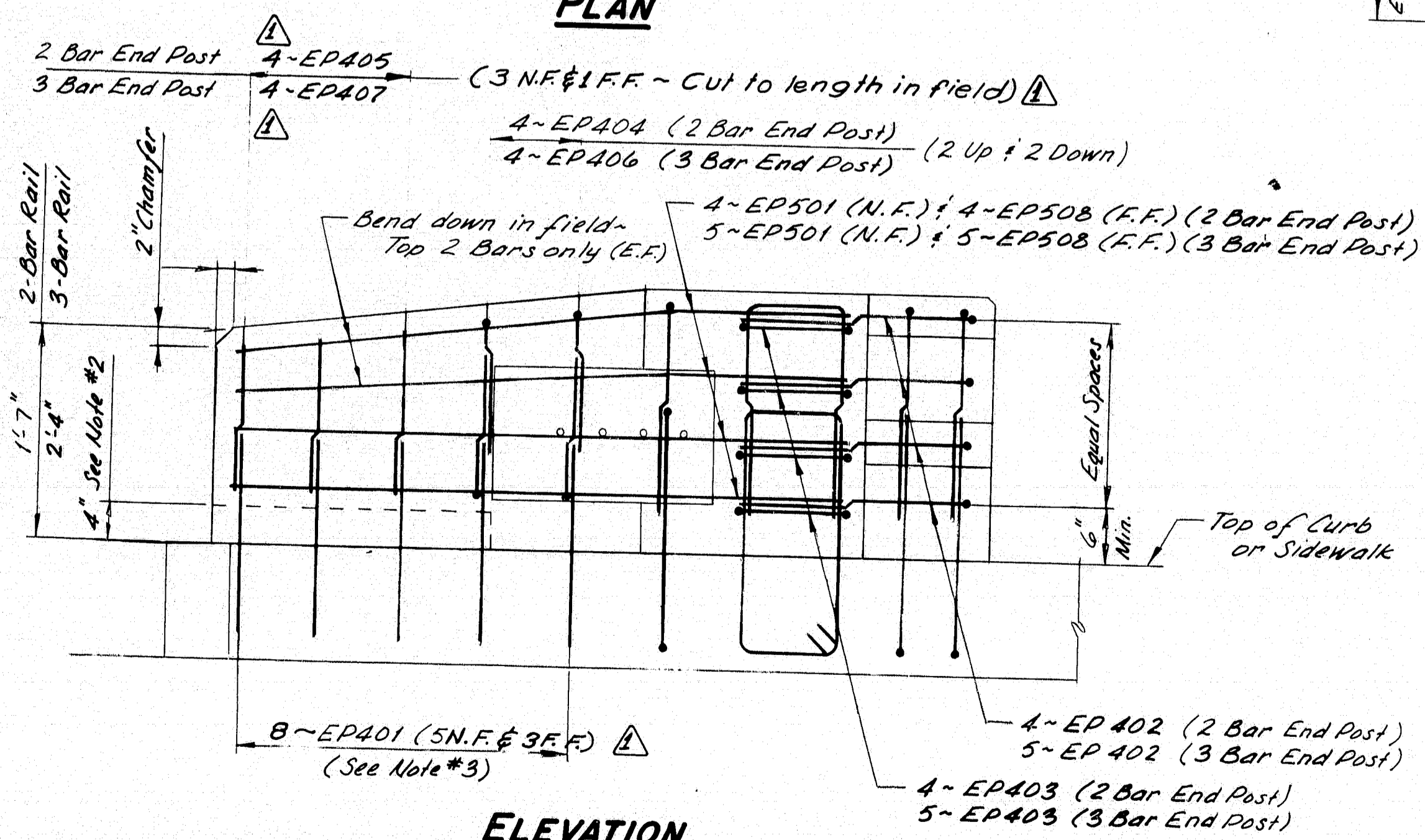
**LEGEND**

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

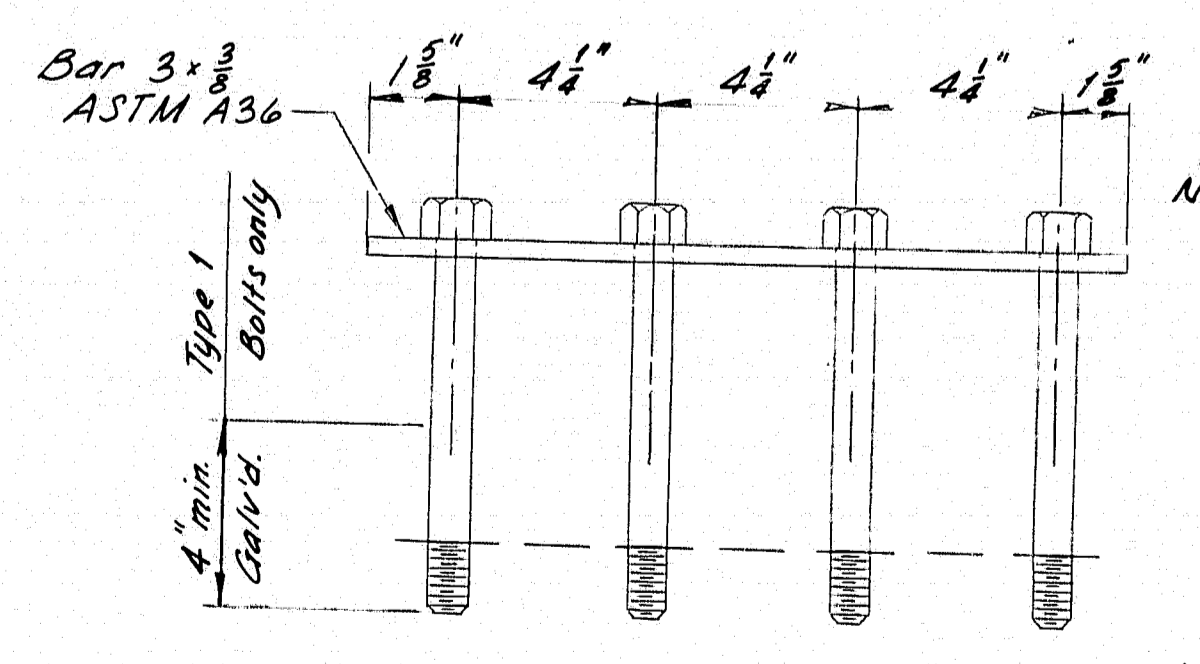
- NOTES**
- For locations of End Posts on the structure, see Design Drawings.
  - At times, an End Post Wing may be cantilevered for all or part of its length. For details, see Design Drawings.
  - If an End Post Wing is cantilevered, bars EP401 to be omitted as needed.
  - When End Post Wing is cantilevered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



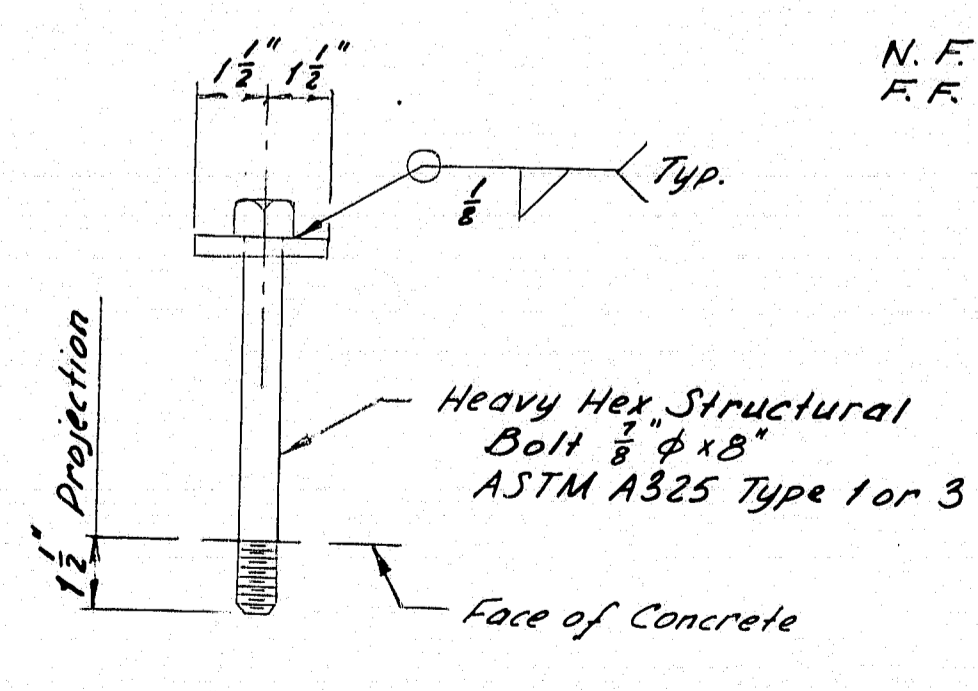
**PLAN**



**ELEVATION**



**GUARD RAIL ANCHORAGE**



**VIEW N-N**

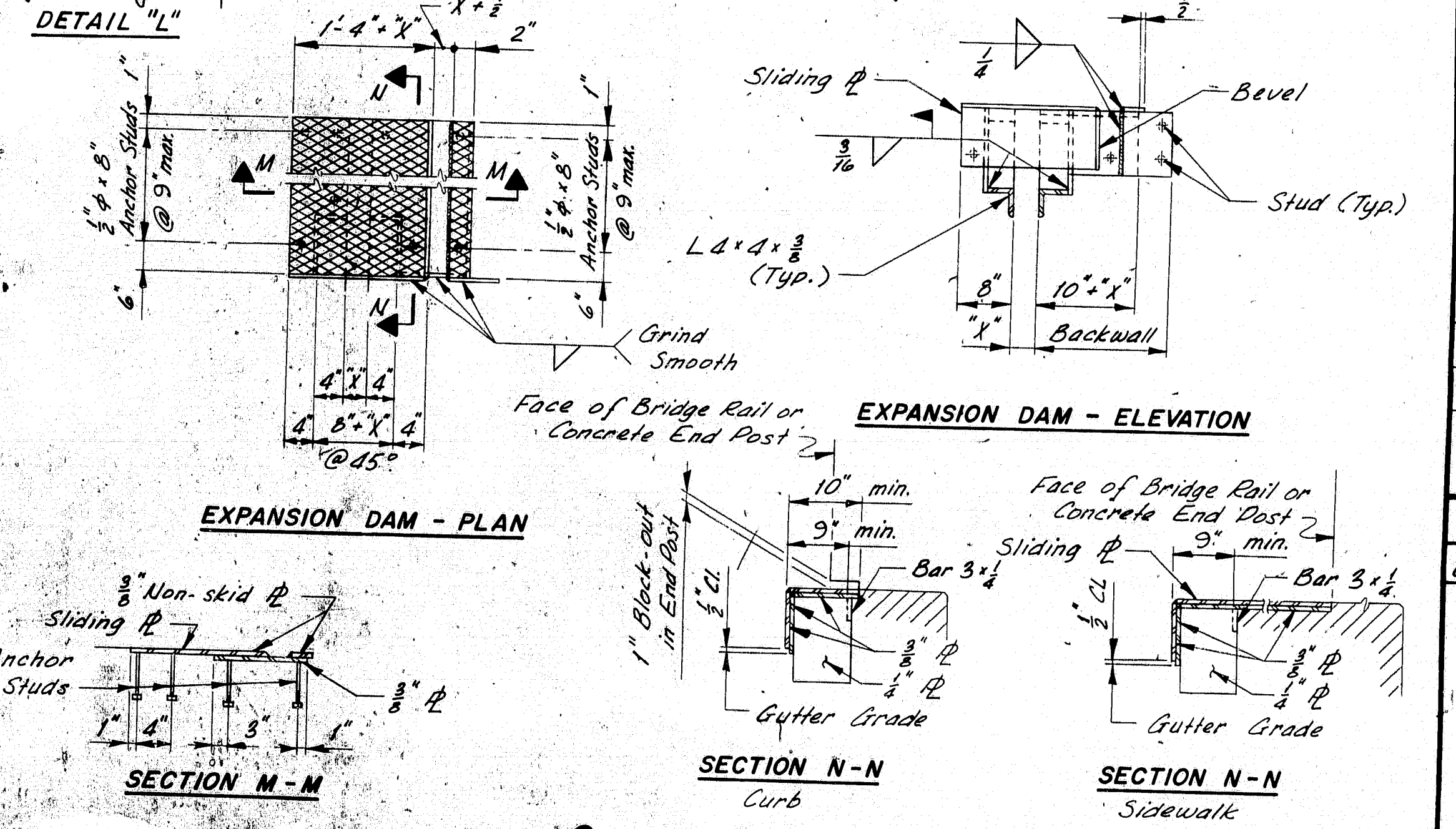
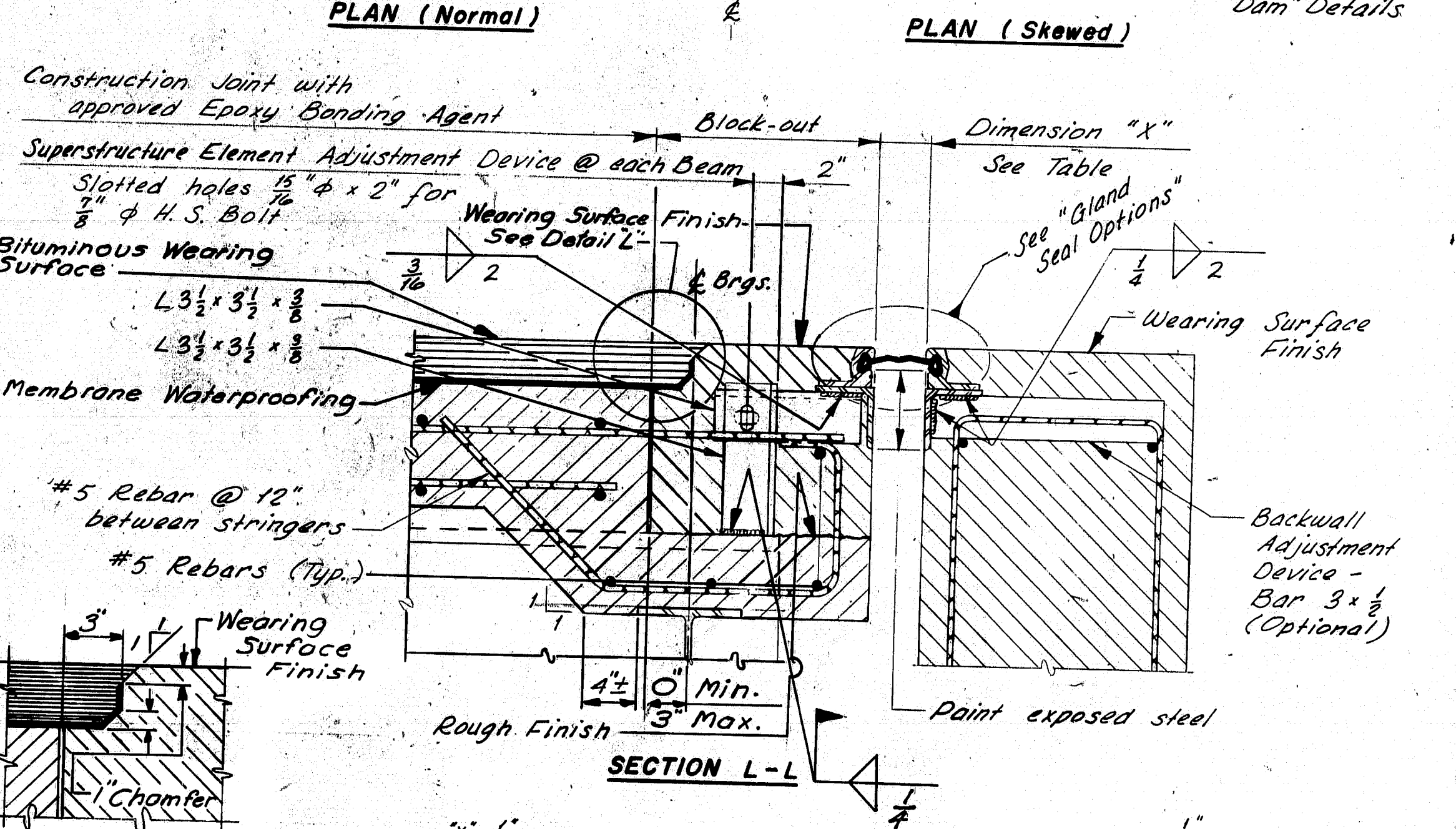
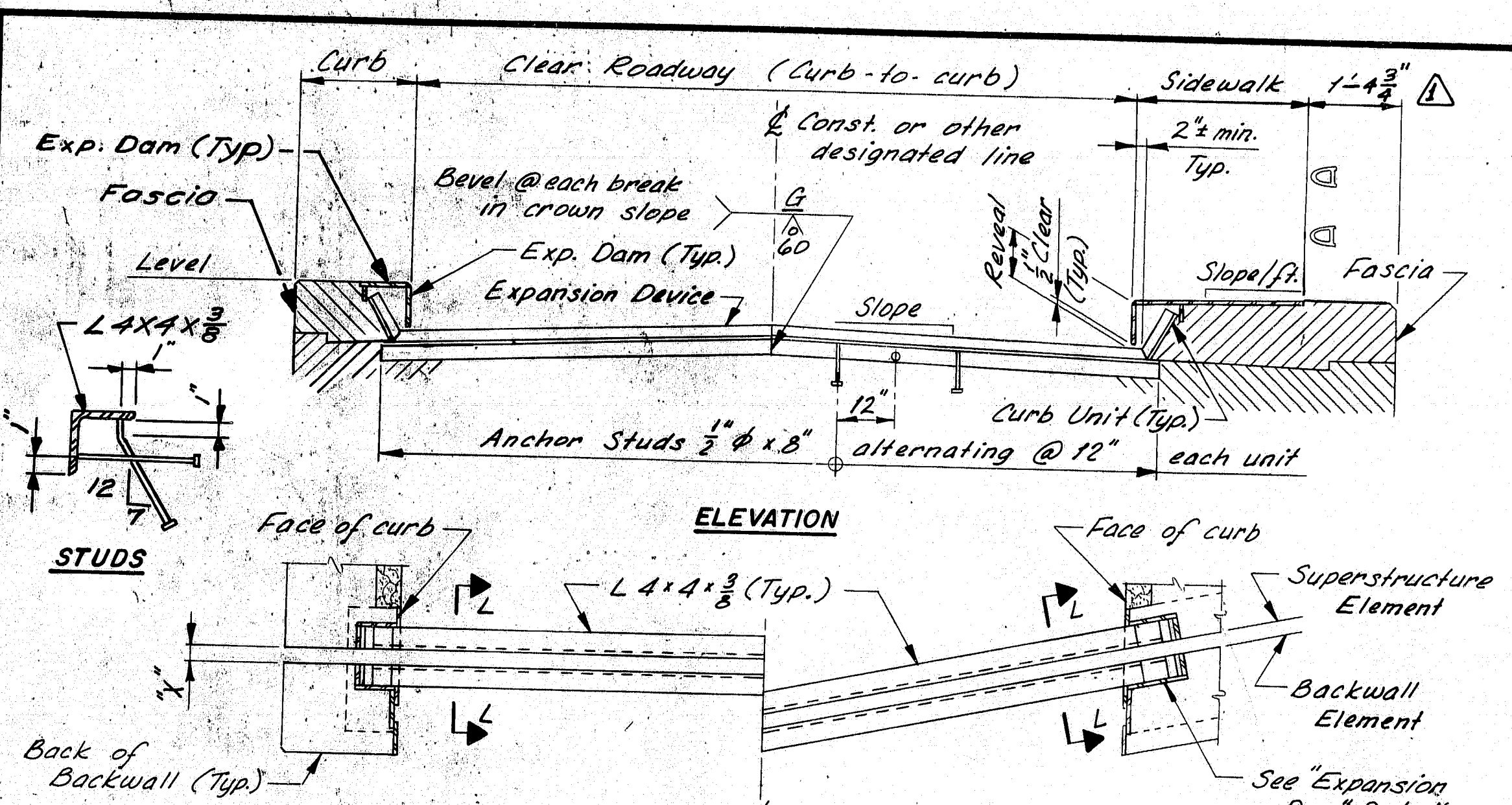
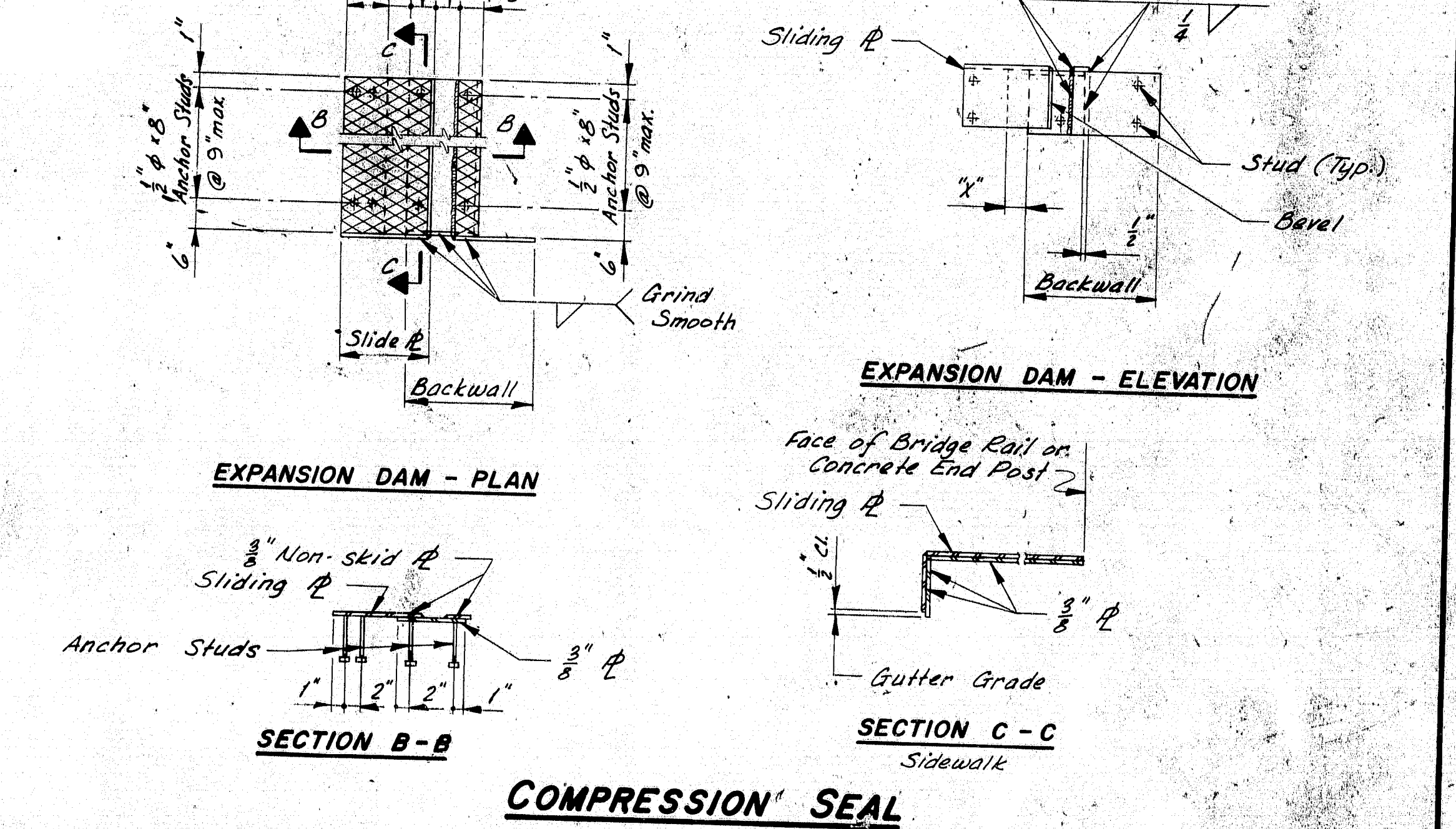
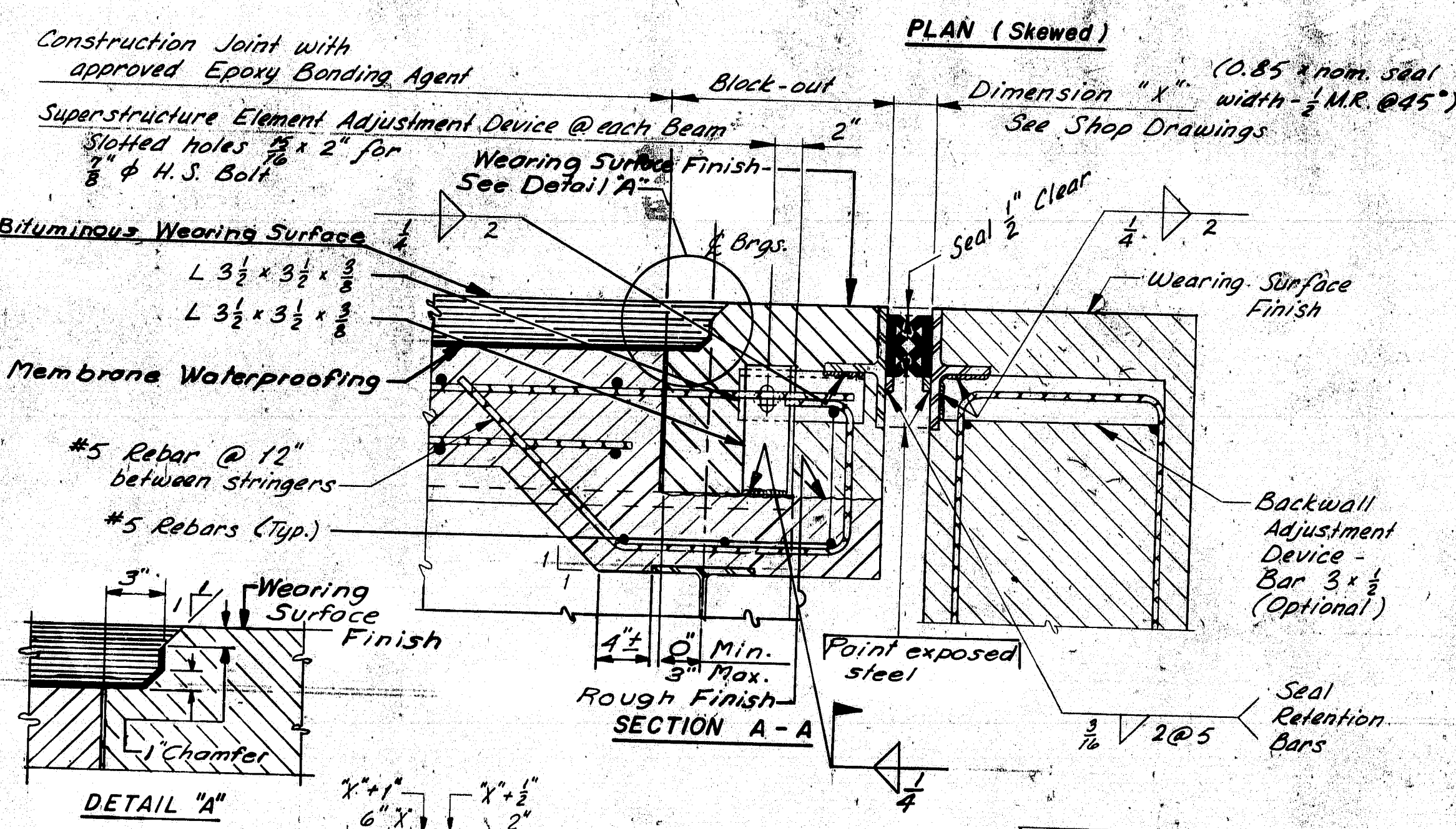
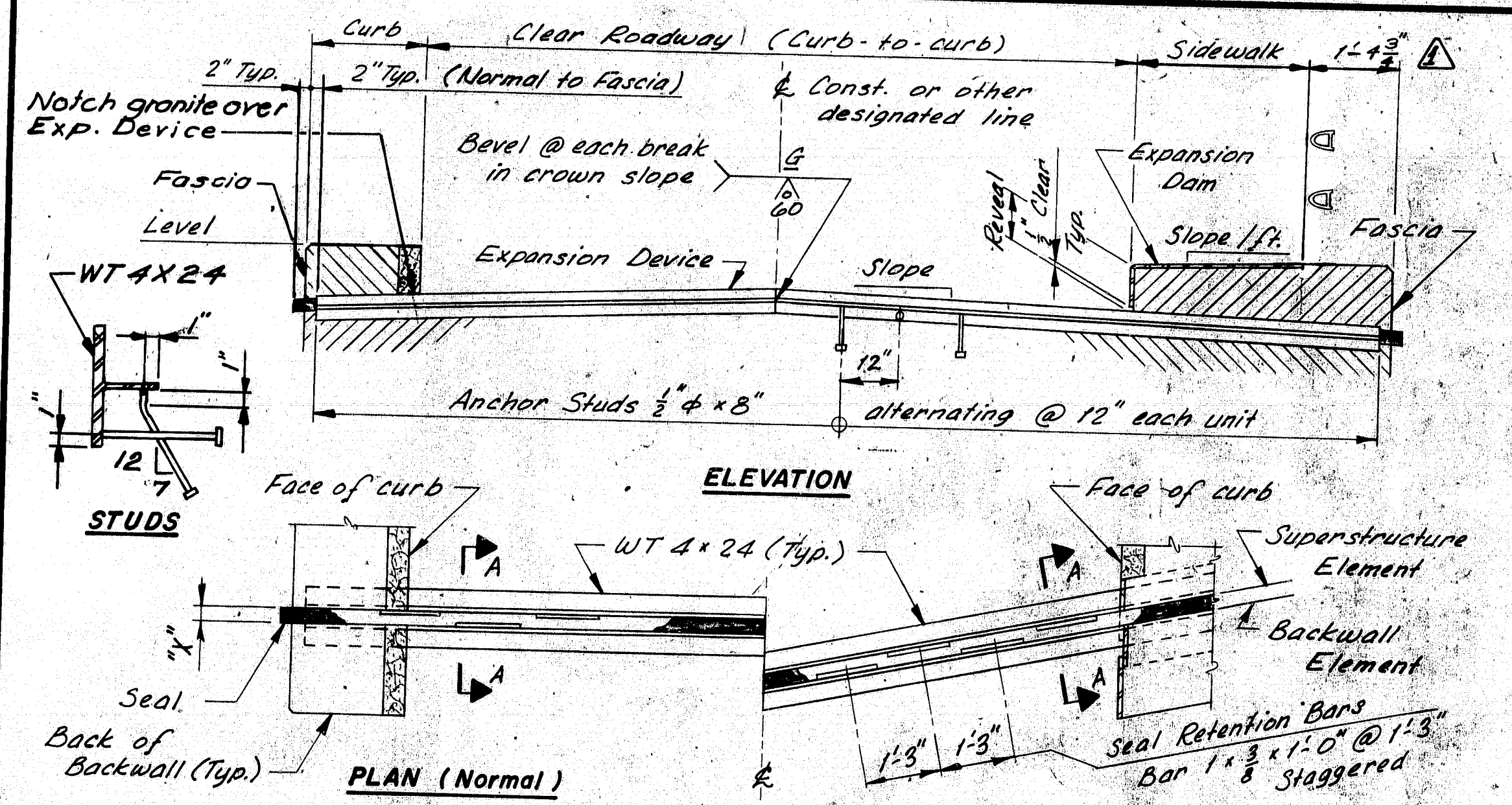
REVISIONS	DATE
General Revisions 1-83	

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
<b>STANDARD DETAILS</b> (BD 120 - 81)
<b>CONCRETE END POSTS</b> <b>183-168</b>
SHEET OF AUGUSTA, MAINE JUNE 1981

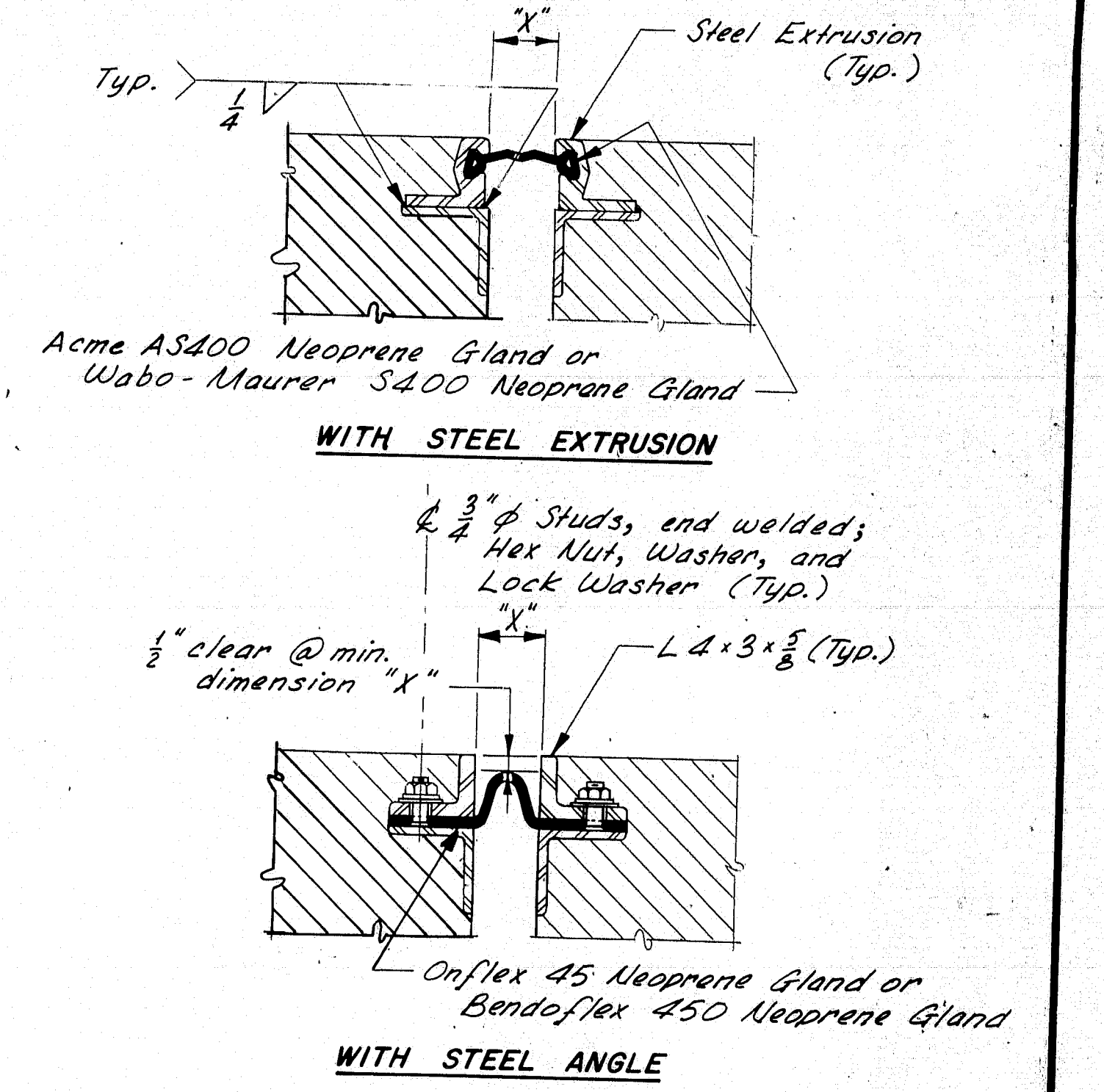
PROJECT DESIGN ENGINEER	DATE
BY	12/28/80
DESIGN - DETAIL	
CHECKED	
REVISIONS	
FIELD CHANGES	
<b>PLANS</b>	

BRUNING 44132-42710

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	12/1/81
CHECKED	12/1/81
REVISIONS	
FIELD CHANGES	



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



## GLAND SEAL OPTIONS

### 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 $\frac{1}{2}$ "	1"	1 $\frac{1}{8}$ "	1 $\frac{1}{4}$ "	1 $\frac{1}{2}$ "	1 $\frac{3}{8}$ "	1 $\frac{1}{2}$ "	1 $\frac{1}{2}$ "	2"	2 $\frac{1}{2}$ "	2 $\frac{3}{8}$ "	2 $\frac{1}{2}$ "	
2"	2"	2"	1 $\frac{1}{8}$ "	1 $\frac{1}{2}$ "	1 $\frac{3}{8}$ "	1 $\frac{1}{2}$ "	2"	2 $\frac{1}{2}$ "	2 $\frac{3}{8}$ "	2 $\frac{1}{2}$ "	2 $\frac{1}{2}$ "	
2 $\frac{1}{2}$ "	2 $\frac{1}{2}$ "	2 $\frac{1}{2}$ "	1"	1 $\frac{1}{2}$ "	1 $\frac{1}{2}$ "	1 $\frac{1}{2}$ "	2"	2 $\frac{1}{2}$ "	2 $\frac{3}{8}$ "	2 $\frac{1}{2}$ "	2 $\frac{1}{2}$ "	
3"	3"	3"	2 $\frac{1}{8}$ "	2 $\frac{1}{2}$ "	2"	2"	2 $\frac{1}{2}$ "	2 $\frac{1}{2}$ "	2 $\frac{3}{8}$ "	2 $\frac{1}{2}$ "	2 $\frac{1}{2}$ "	

Multiply expanding length of Superstructure, in feet, by .0125 in./ft.

Max. Dimension "X" allowed = 3  $\frac{1}{2}$ " @ -30°F

REVISIONS

DATE

STATE OF MAINE

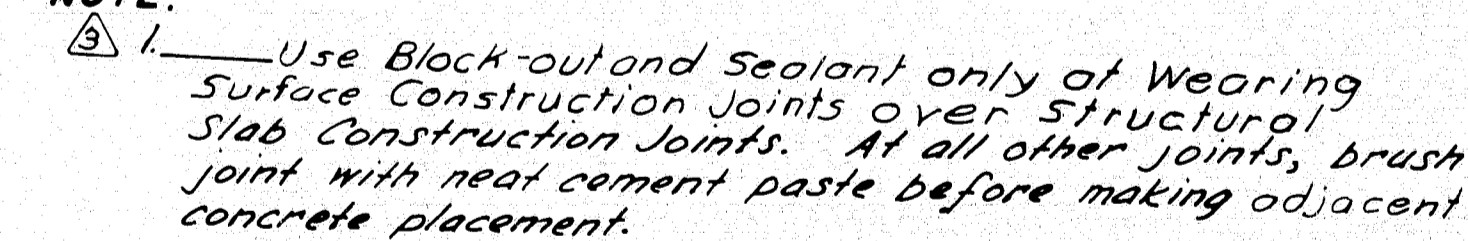
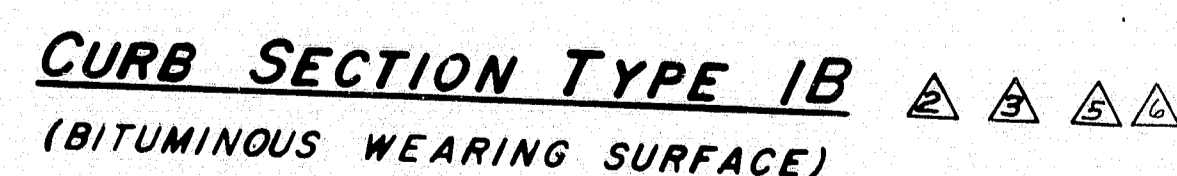
REVISIONS	DATE
General Revisions	1-83

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

**STANDARD DETAILS**  
(BD 125 - 82)  
(FOR USE WITH BITUMINOUS WEARING SURFACE)

**EXPANSION DEVICE**  
COMPRESSION SEAL  
GLAND SEAL

**103-169**  
SHEET OF AUGUSTA, MAINE AUGUST 1982



**STRUCTURAL CONCRETE**   
**WEARING SURFACE**

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

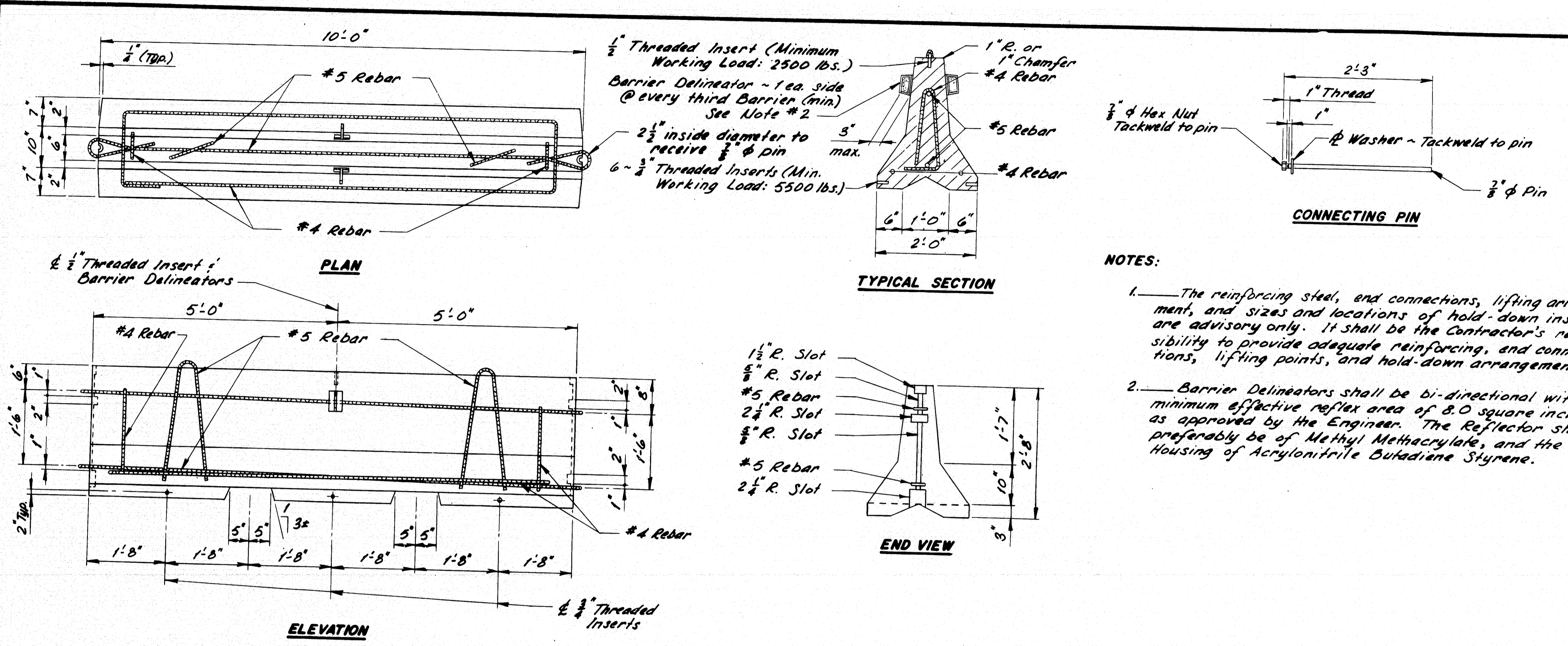
**STANDARD DETAILS**  
(BD 126 - 81)

MISCELLANEOUS DETAILS

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

SHEET OF AUGUSTA, MAINE JUNE 1981

<b>PLANS</b>	PROJECT DESIGN ENGINEER	BY	DATE
	DESIGN - DETAILED	<i>P. Dargatzis</i>	<i>Oct '81</i>
	CHECKED		
	REVISIONS		
	FIELD CHANGES		



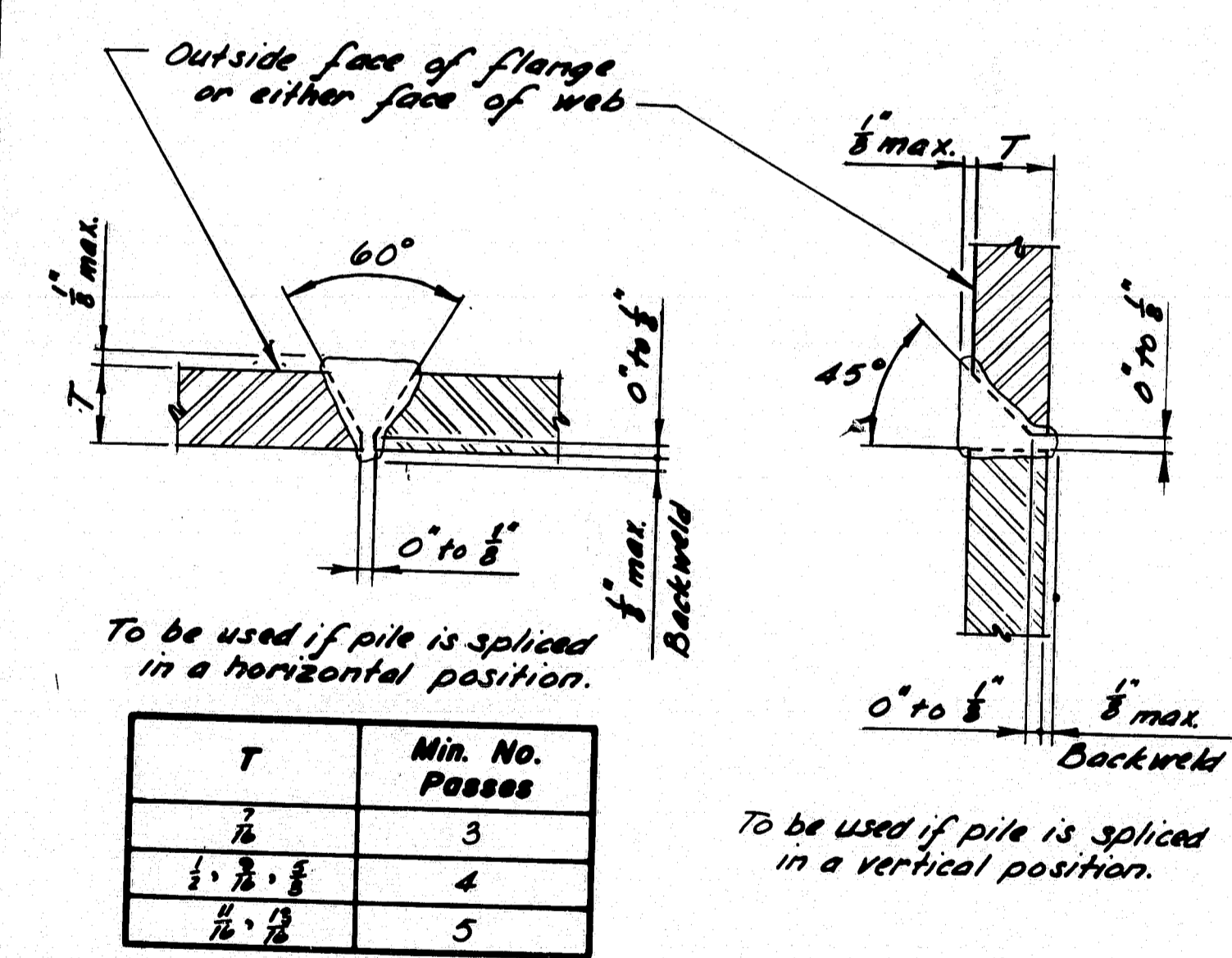
- NOTES:**
- The reinforcing steel, and connections, lifting arrangement, and sizes and locations of hold-down inserts are advisory only. It shall be the Contractor's responsibility to provide adequate reinforcing, and connections, lifting points, and hold-down arrangements.
  - Barrier Delineators shall 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. $\phi$ Size	Pile Size	Reinf. $\phi$ Size
HP 10x42	8 $\frac{3}{8}$ " x $\frac{5}{8}$ " x 1'-0"	HP 13x60 $\Delta$	11 $\frac{1}{2}$ " x $\frac{3}{4}$ " x 1'-0"
HP 10x57	8 $\frac{3}{8}$ " x $\frac{7}{8}$ " x 1'-0"	HP 13x73 $\Delta$	11 $\frac{1}{2}$ " x $\frac{7}{8}$ " x 1'-0"
HP 12x53	10 $\frac{3}{4}$ " x $\frac{5}{8}$ " x 1'-0"	HP 13x87 $\Delta$	11 $\frac{1}{2}$ " x 1" x 1'-0"
HP 12x63	10 $\frac{3}{4}$ " x $\frac{3}{4}$ " x 1'-0"	HP 14x73	12 $\frac{1}{2}$ " x $\frac{7}{8}$ " x 1'-0"
HP 12x74	10 $\frac{3}{4}$ " x $\frac{7}{8}$ " x 1'-0"	HP 14x89	12 $\frac{1}{2}$ " x 1" x 1'-0"

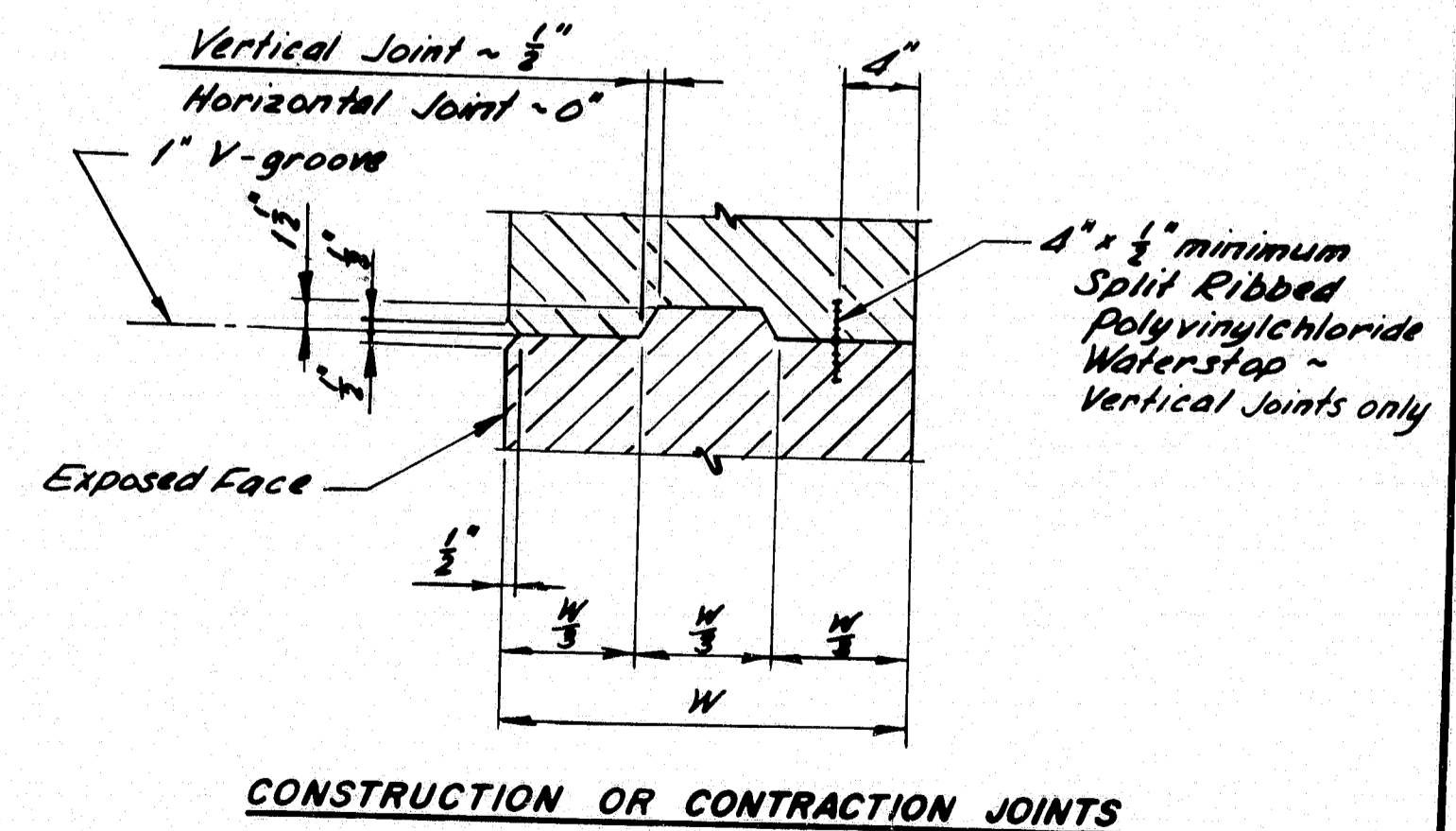
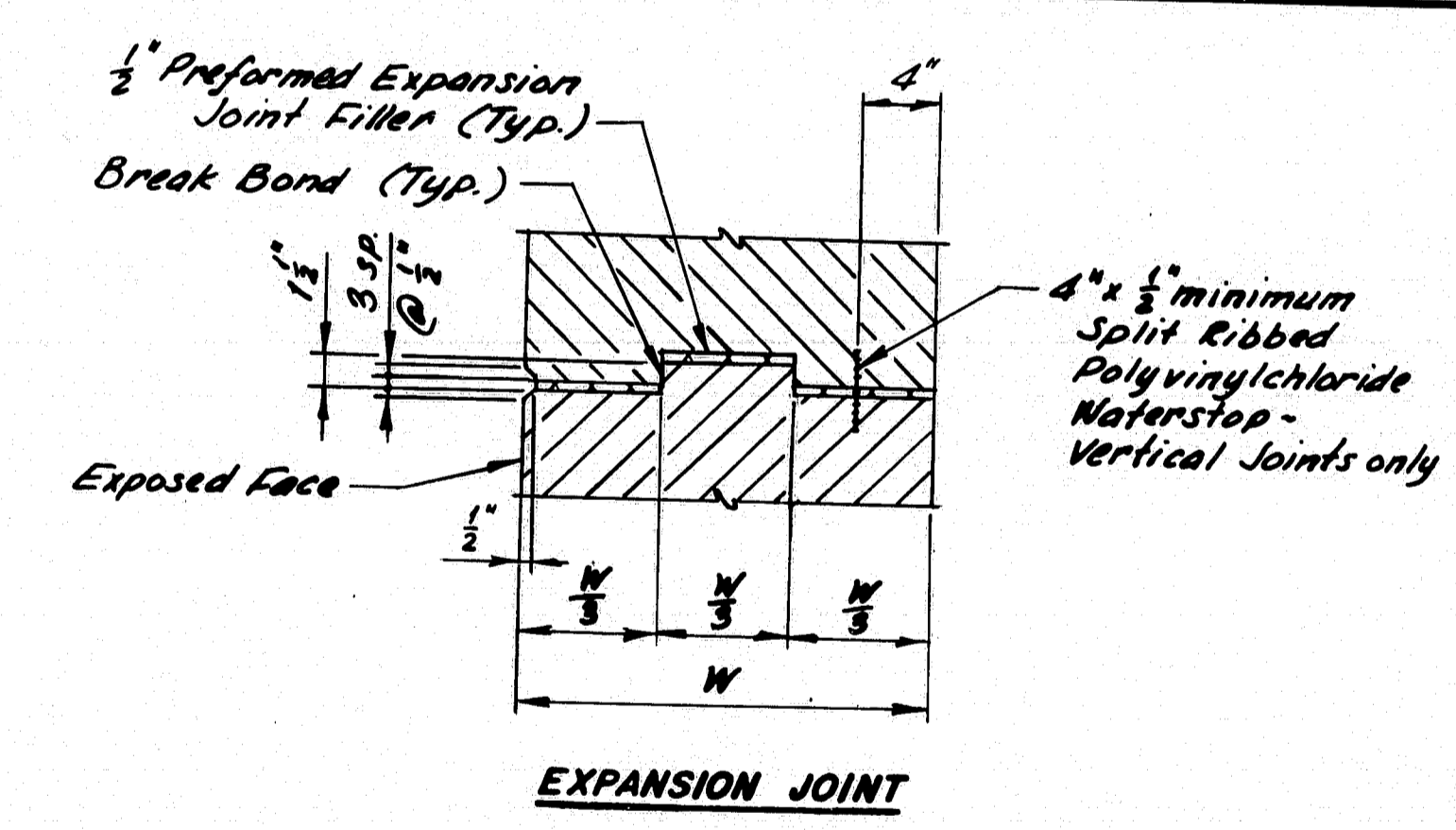
- NOTES:**
- Alternate Pointed Reinforced Pile Tips may be used if they have at least the cross-sectional area of the pile tip shown and are approved by the Engineer.
  - Plates may be shop or field welded.
  - Use Manual Shielded Metal-Arc Process and 6010, 6011, or 6012 electrodes, unless a different process has been approved by the Engineer.
  - Electrodes shall be dry when used, in accordance with the provisions of A.W.S. Spec. D1.1, as amended by AASHTO.

### POINTED REINFORCED PILE TIP

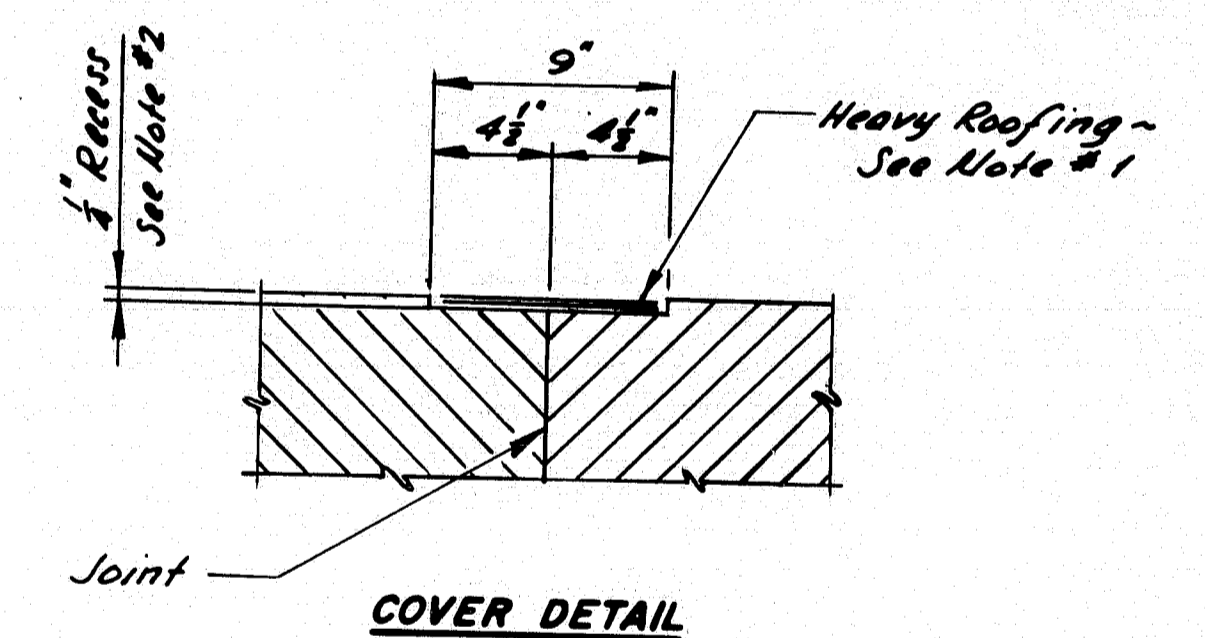


- NOTES:**
- All cutting shall be done with the use of a mechanical guide.
  - Use Manual Shielded Metal-Arc Process and 6010, 6011, or 6012 electrodes, unless a different process has been approved by the Engineer.
  - Electrodes shall be dry when used, in accordance with the provisions of A.W.S. Spec. D1.1, as amended by AASHTO.
  - Gouge 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  $\frac{1}{4}$ " unless otherwise indicated on Design Drawings.

### CONCRETE JOINT COVER

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

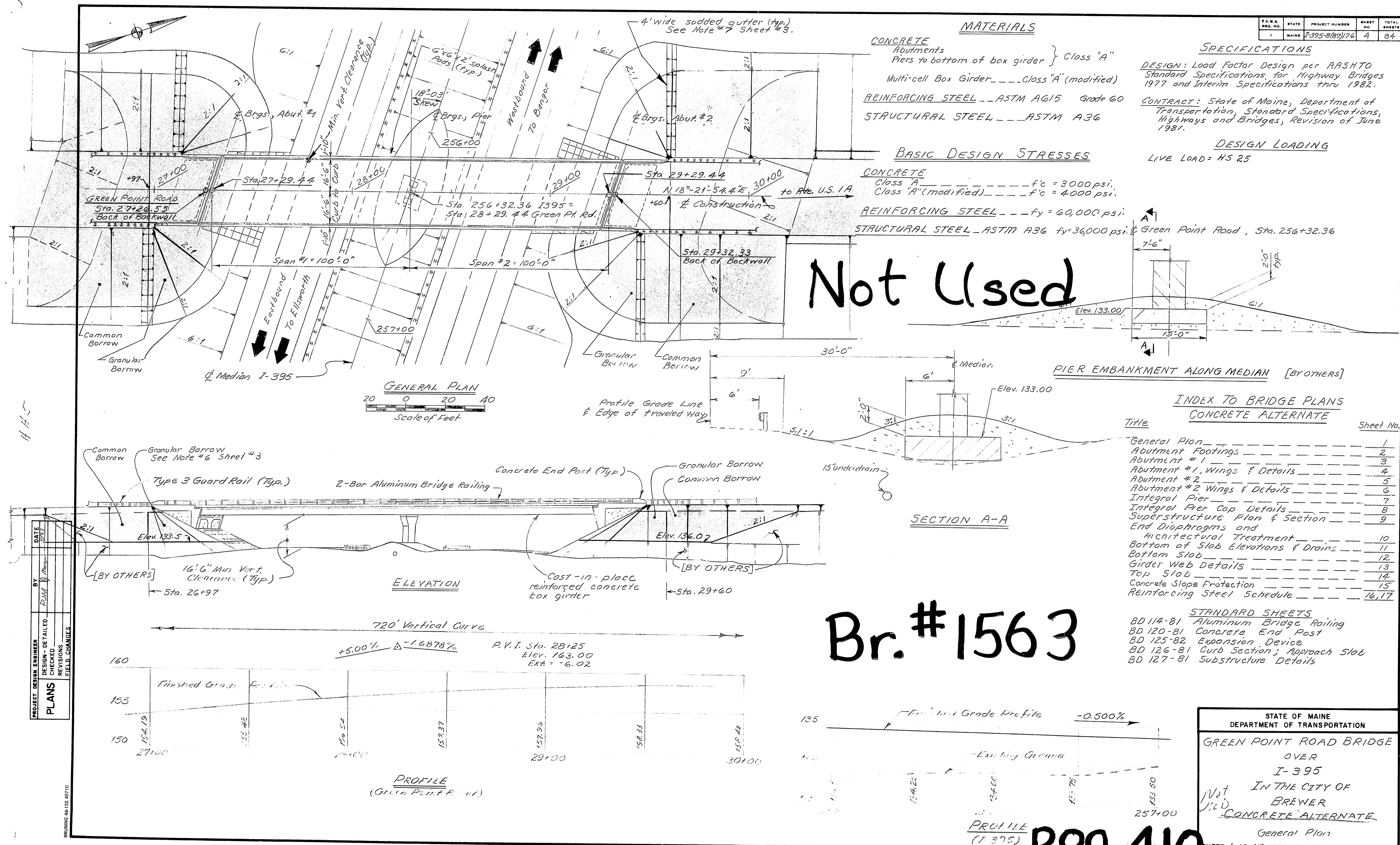
**STANDARD DETAILS**  
(BD 127-81)

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

$\Delta$  Added 13 HP's  
REVISIONS Date

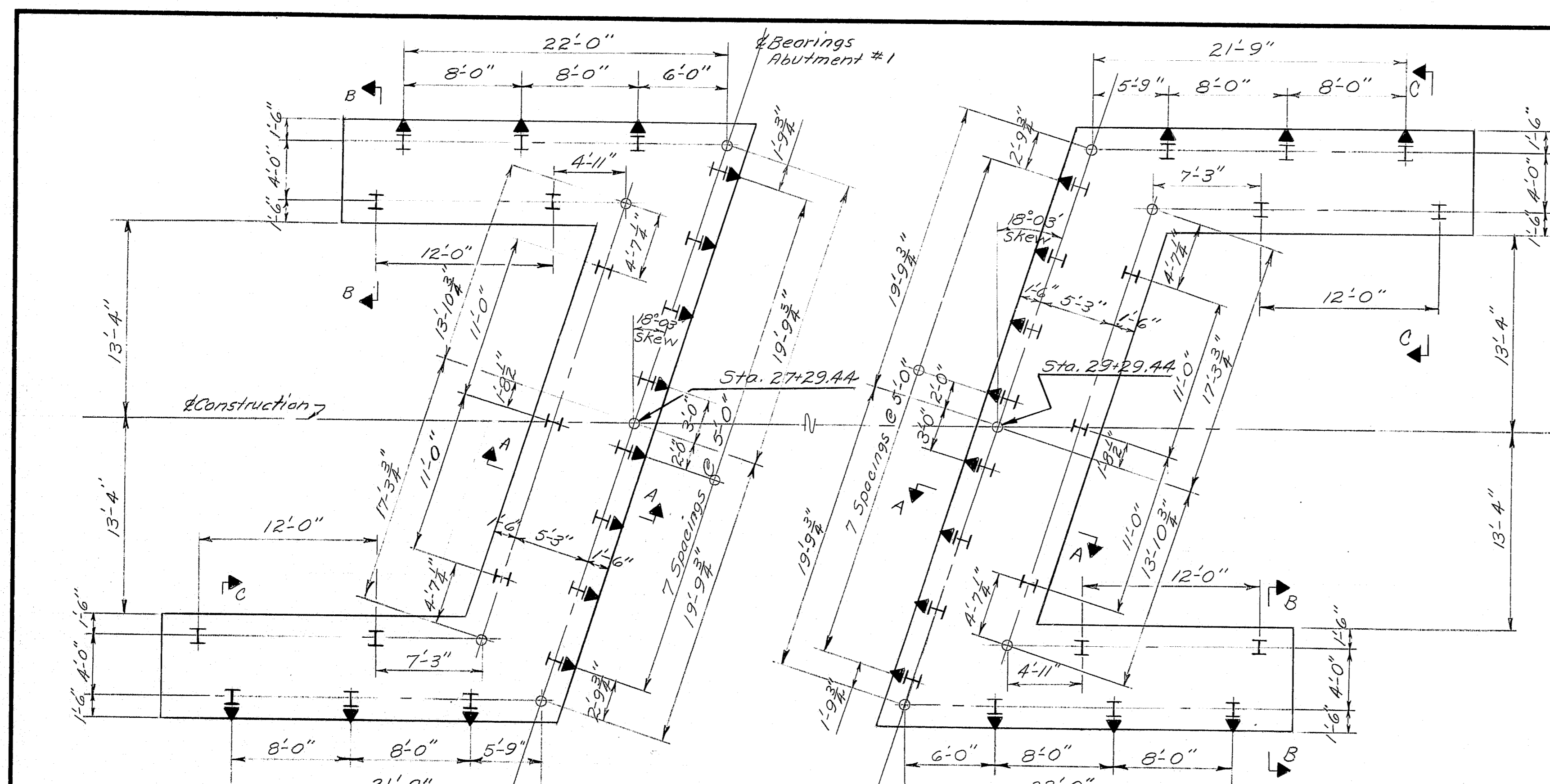
SHEET OF AUGUSTA, MAINE JUNE 1981

183-171

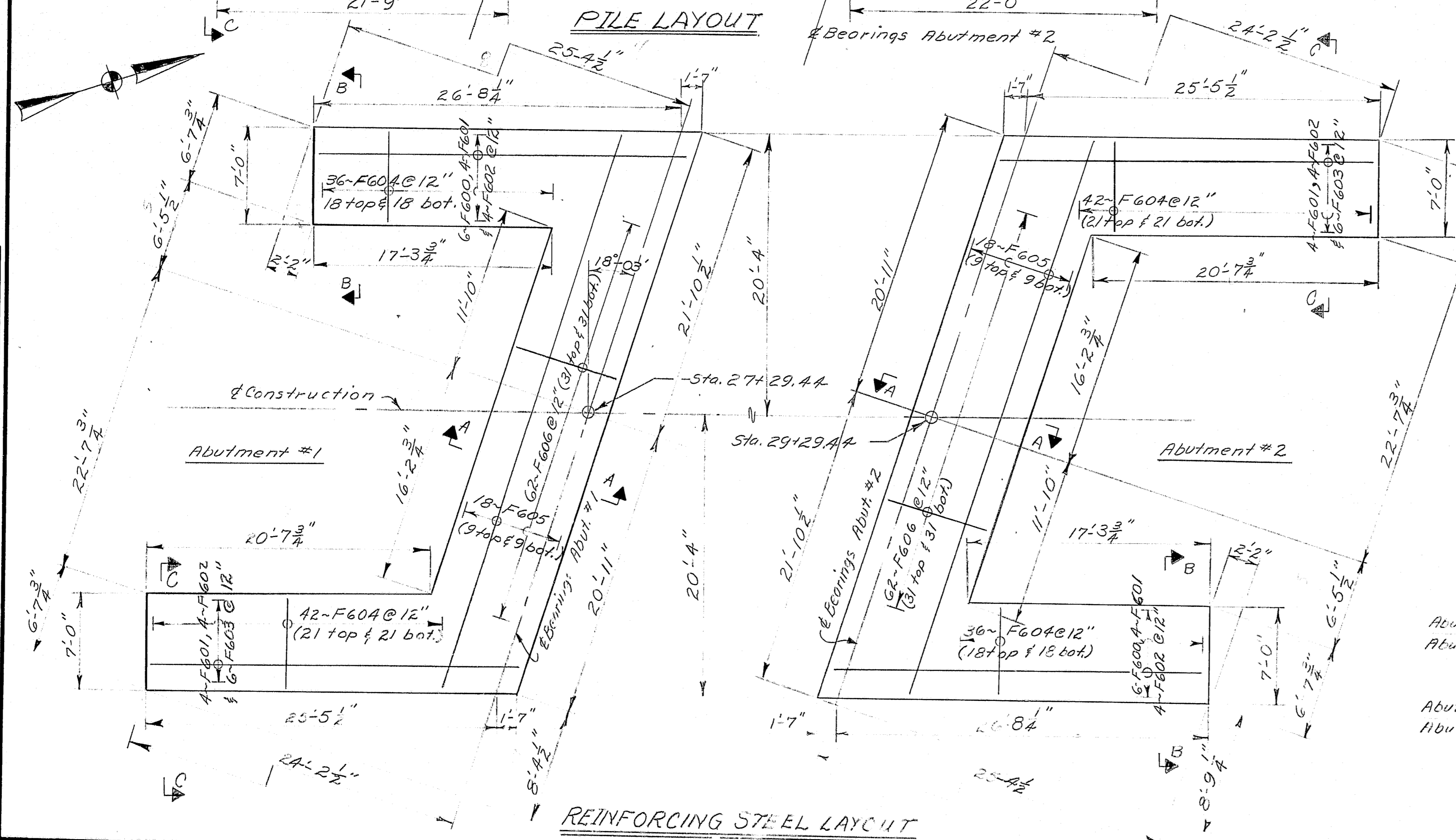


PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	RJM	07/20/82
CHECKED		
FIELD CHANGES		
PLANS		

BRUNING 44-132-22710



PILE LAYOUT

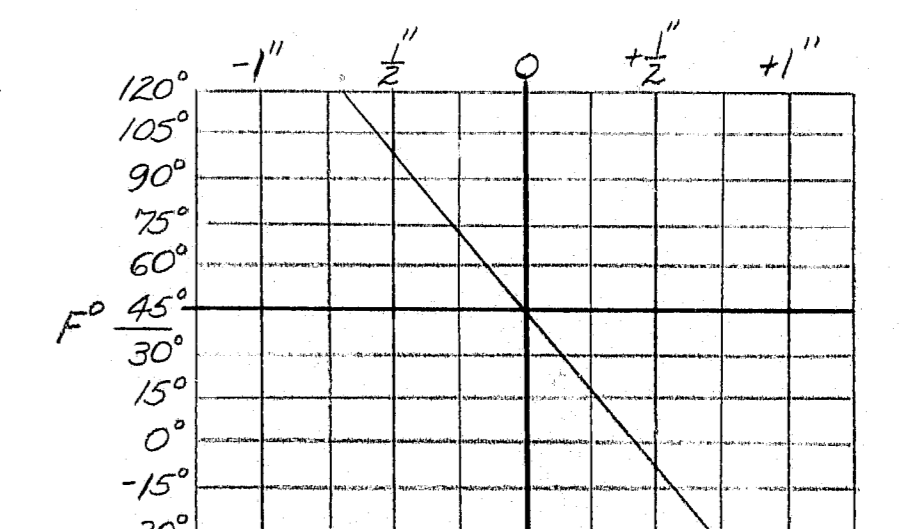


REINFORCING STEEL LAYOUT

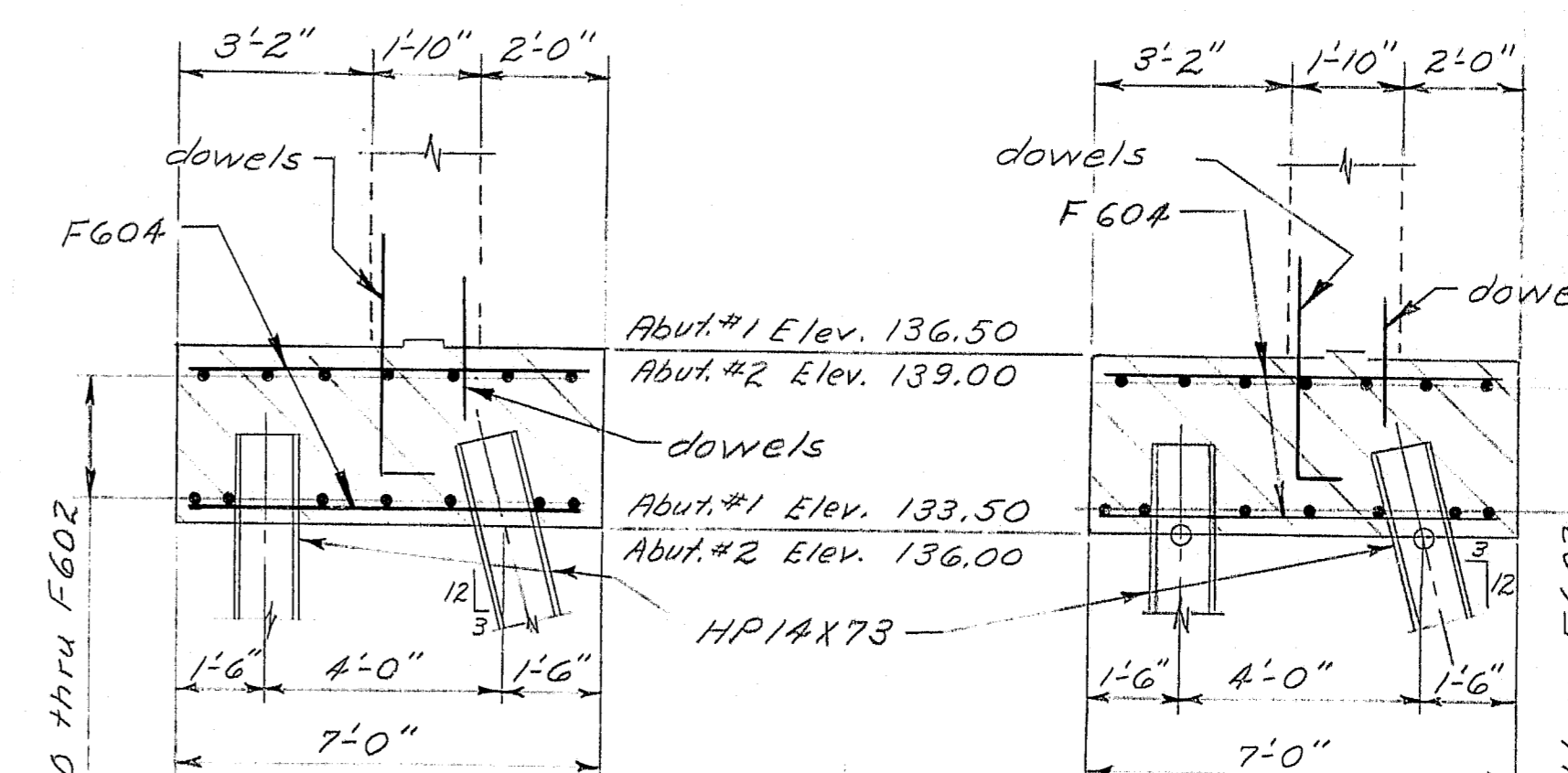
### COMPRESSION SEAL NOTES

- 1) The seals to be furnished shall have a minimum Movement Rating of 0.58 inches at 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 deflections is needed.
- 5) The Compression Seal Adjustment Chart shows the adjustment necessary to adjust the joint opening shown on the shop detail drawings for temperatures other than 45°F. Adjustment is to be measured parallel to the centerline of construction.

- ### PILE NOTES
- 1) Piles marked thus  $\nabla$  shall be battered 3 inch per foot in the direction of the arrow.
  - 2) Maximum calculated pile load: 99.4 tons.
  - 3) Estimate of piles required:  
Abutment #1 - 21-HP14X73 @ 30 feet  
Abutment #2 - 21-HP14X73 @ 32 feet

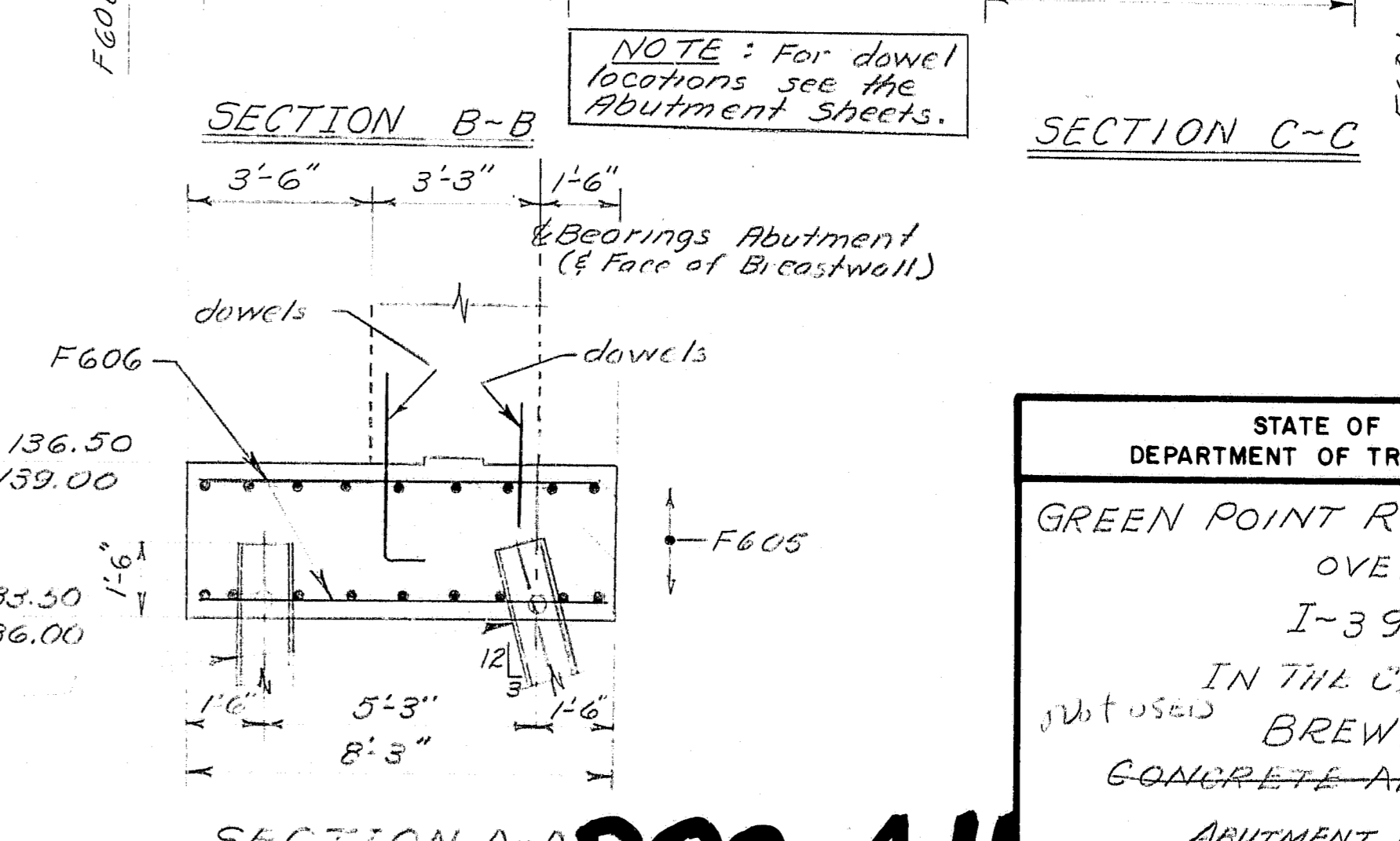


COMPRESSION SEAL ADJUSTMENT CHART



SECTION B-B

SECTION C-C

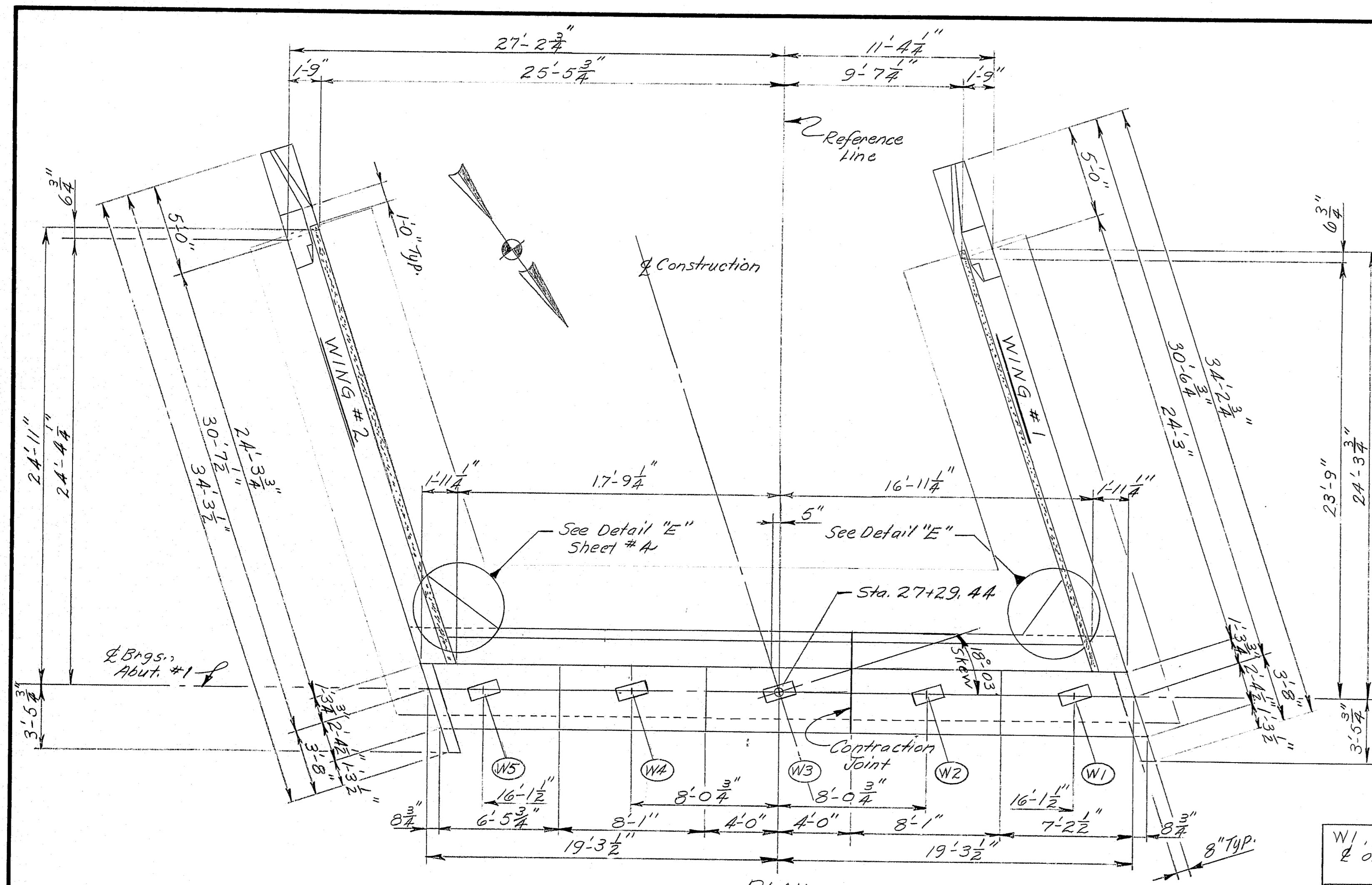


SECTION A-A

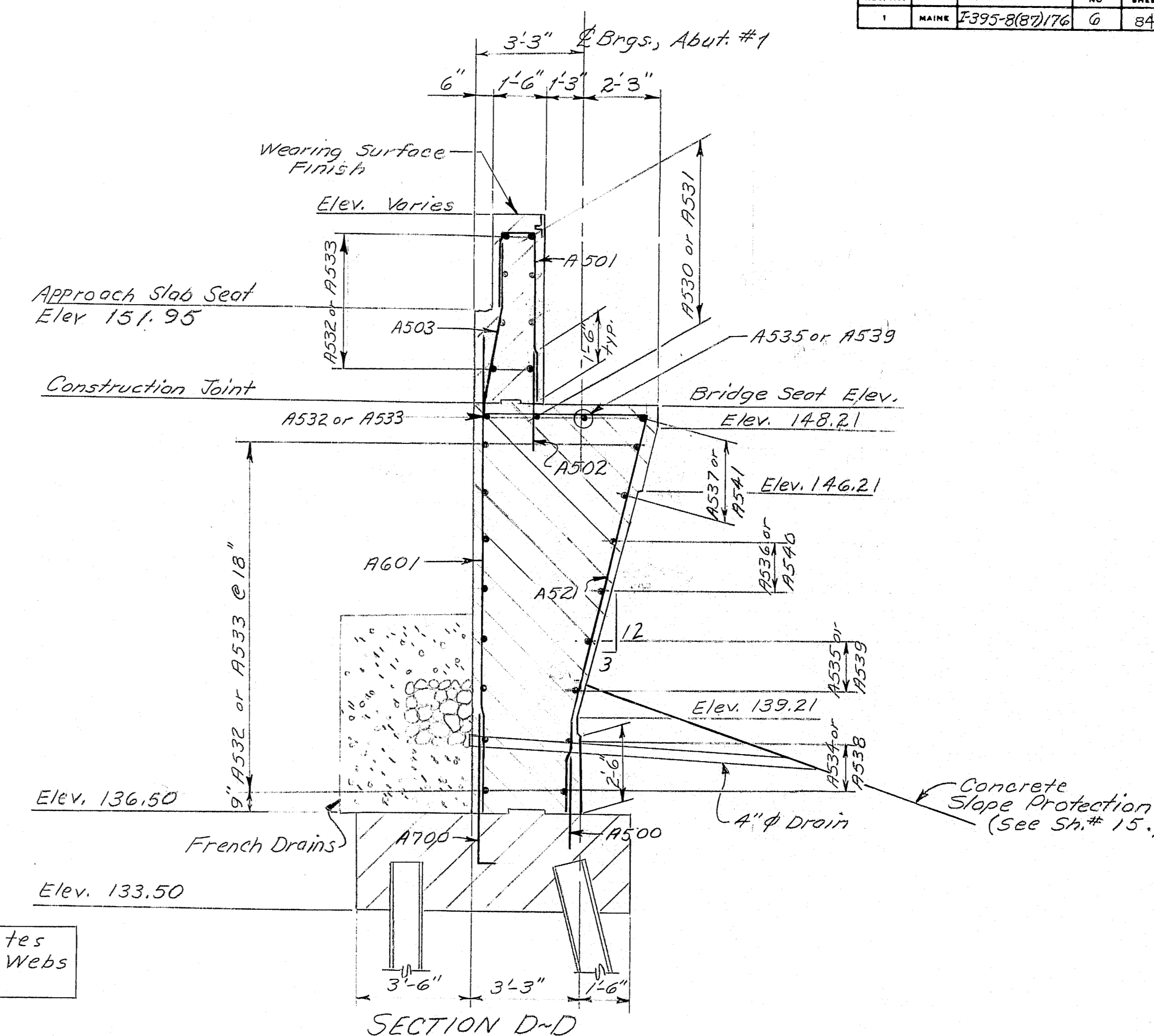
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
GREEN POINT ROAD BRIDGE  
OVER  
I-395  
IN THE CITY OF  
BREWER  
CONCRETE ALTERNATE  
ABUTMENT FOOTINGS  
SHEET 2 OF 17 AUGUSTA, MAINE

R89-411

F.R.A.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(87)176	6	84



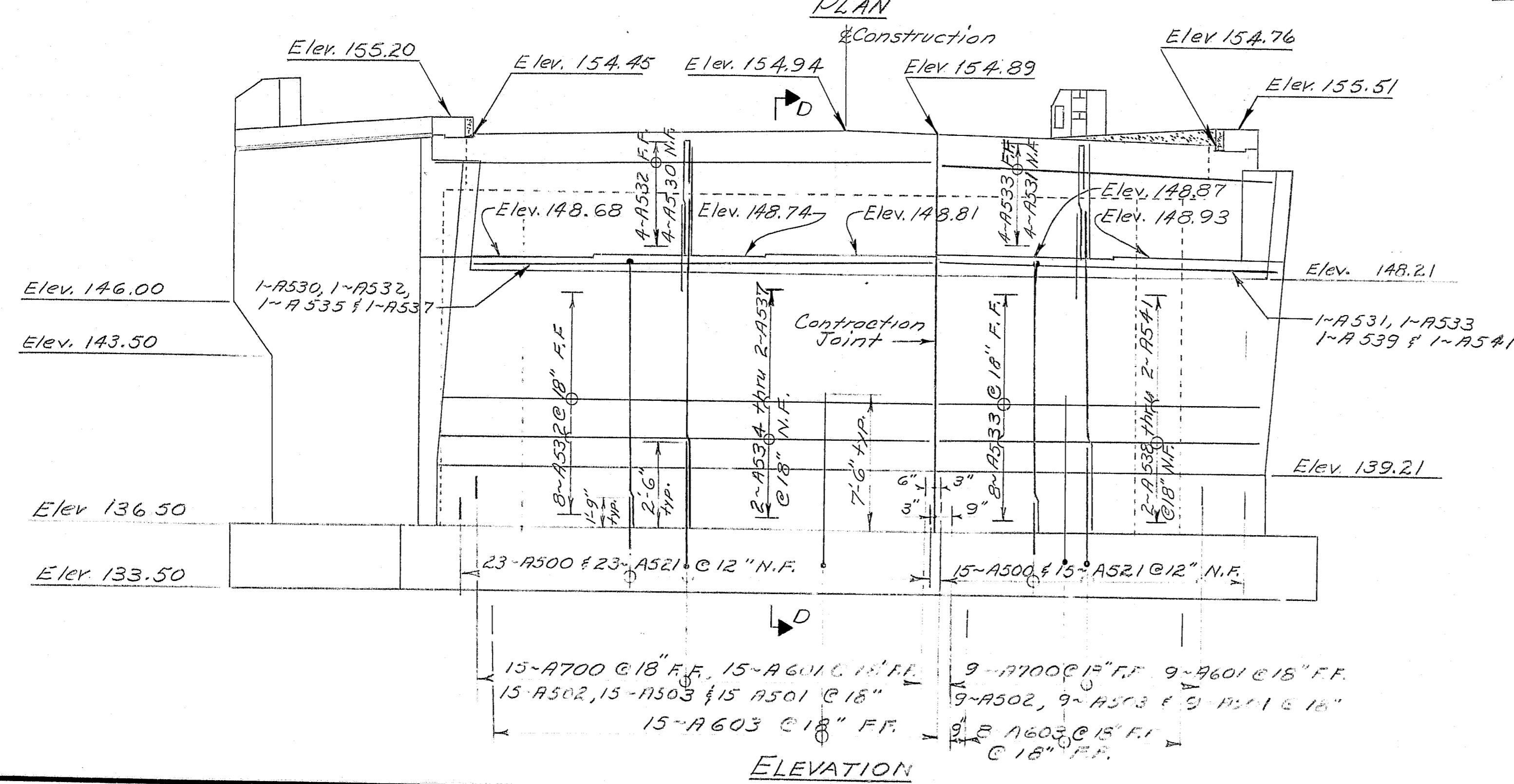
W1, etc. indicates  
2 of Girder Webs  
typical



### ABUTMENT NOTES

1. Reinforcing Steel shall have 2" minimum cover unless otherwise noted.
2. Protective Coating for Concrete Surfaces shall be applied to tops of concrete curbs, top of Abutment backwalls and one foot below top of back-wall on the back side, and all exposed surfaces of concrete end posts.
3. Place 4" φ drains in Breastwall and Wings at 20'-0" maximum spacing. Exact location to be determined in the field by the Engineer.
4. Payment for concrete end posts will be made under Item 502.21.
5. Abutment reinforcing steel splices shall be as follows unless otherwise shown on the plans:

Bar Size	Minimum splice
#5	1'-9"
#6	2'-3"
#7	3'-0"
#8	3'-11"
6. Granular borrow shall meet the requirements of subsection 703.19, material for underwater backfill.
7. Sodded gutters shall be constructed after paving and shoulder work is completed, where it is apparent that runoff will cause continual erosion.



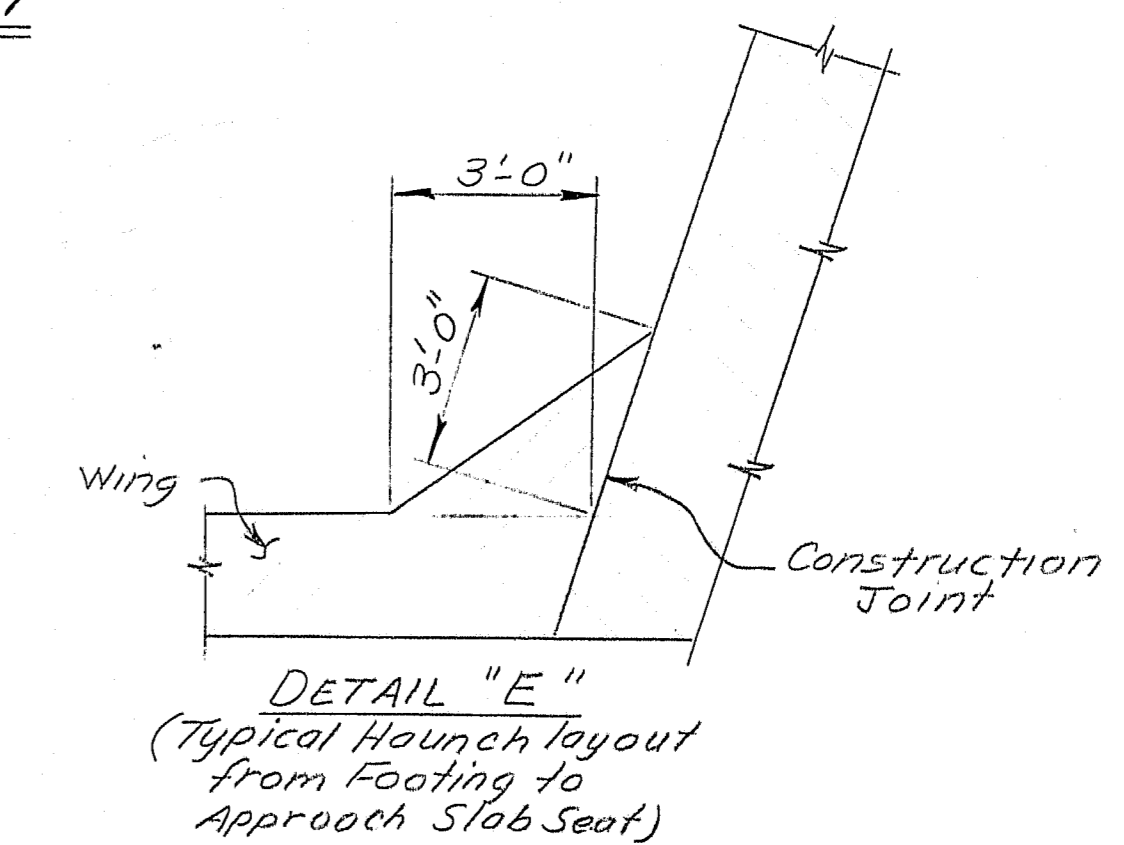
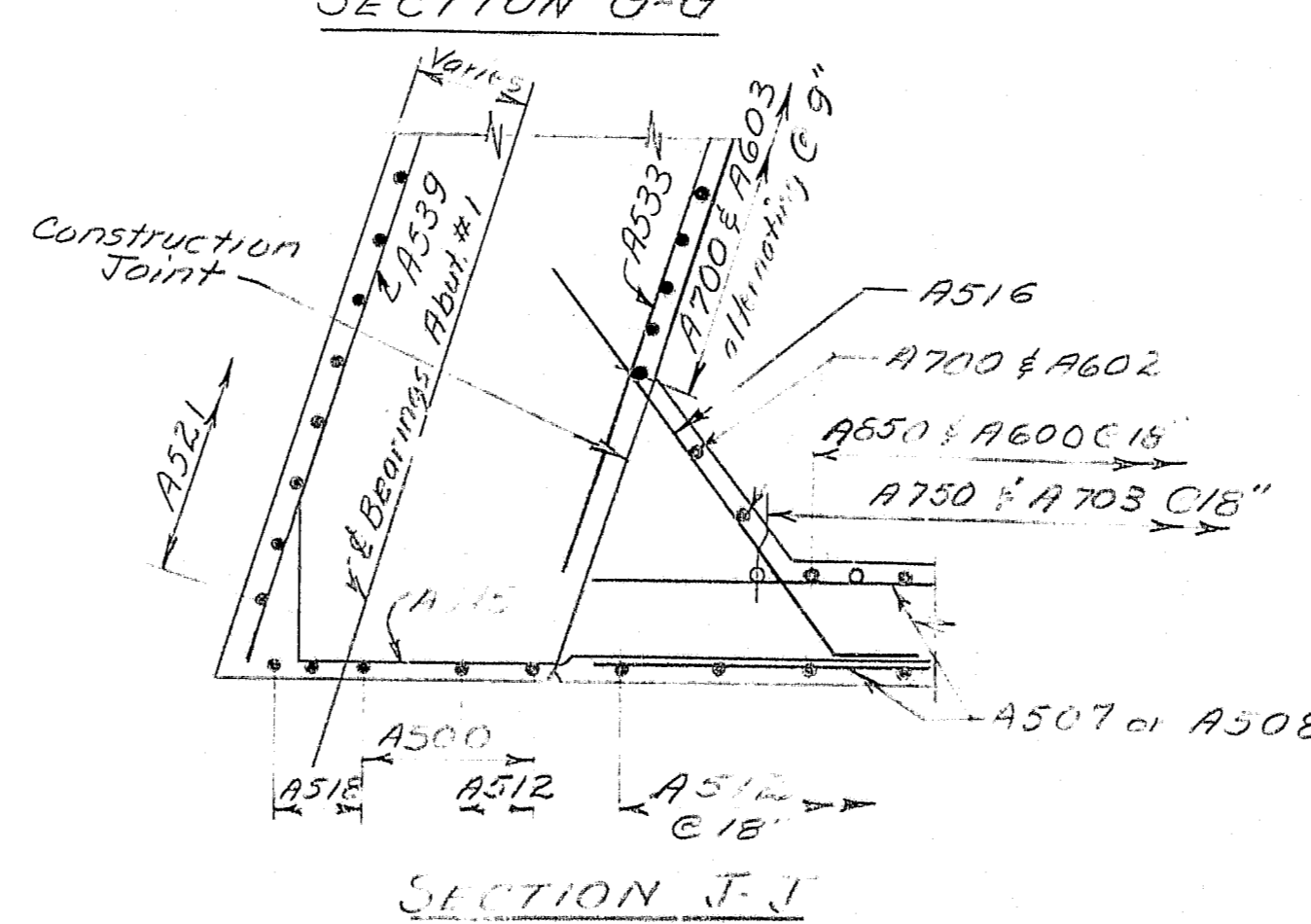
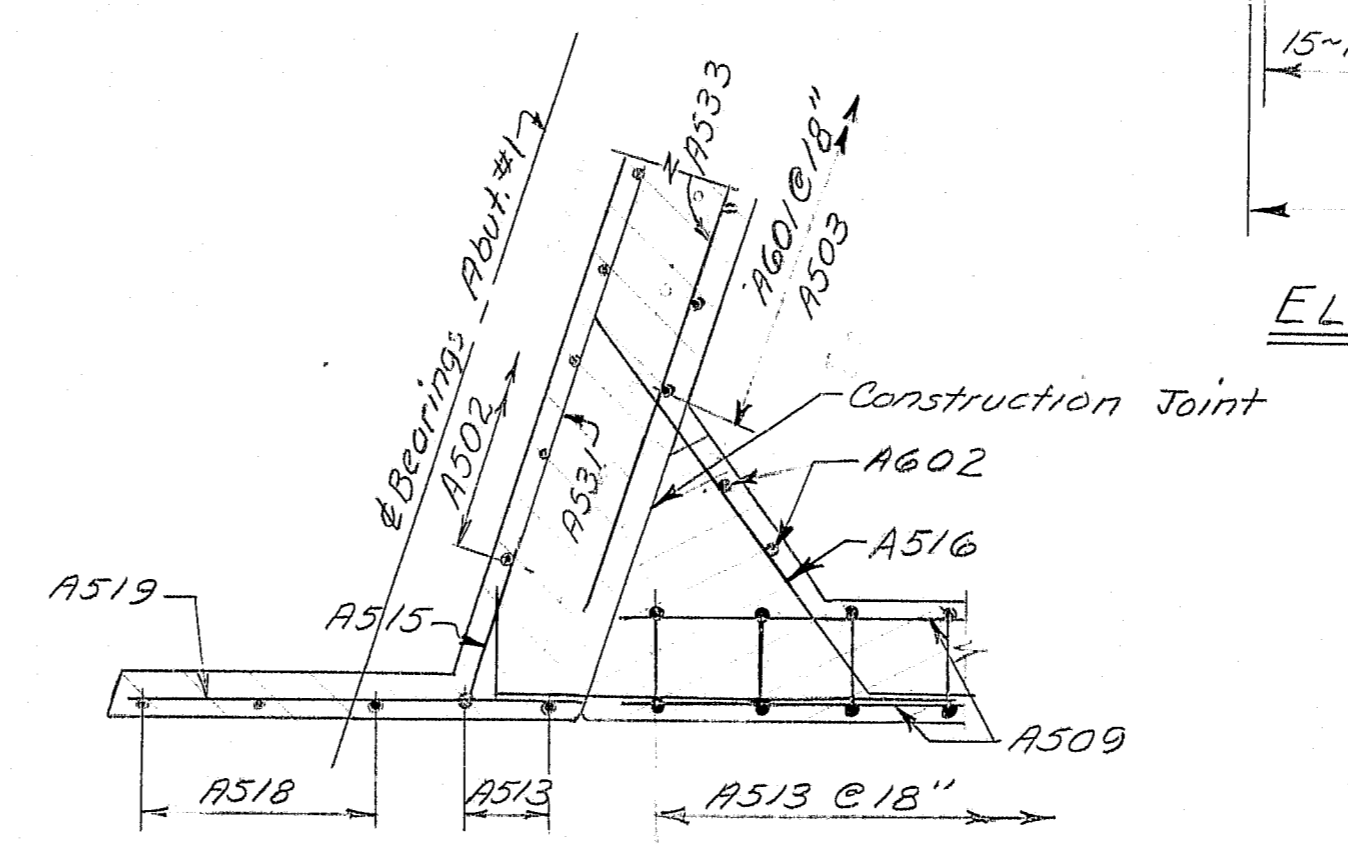
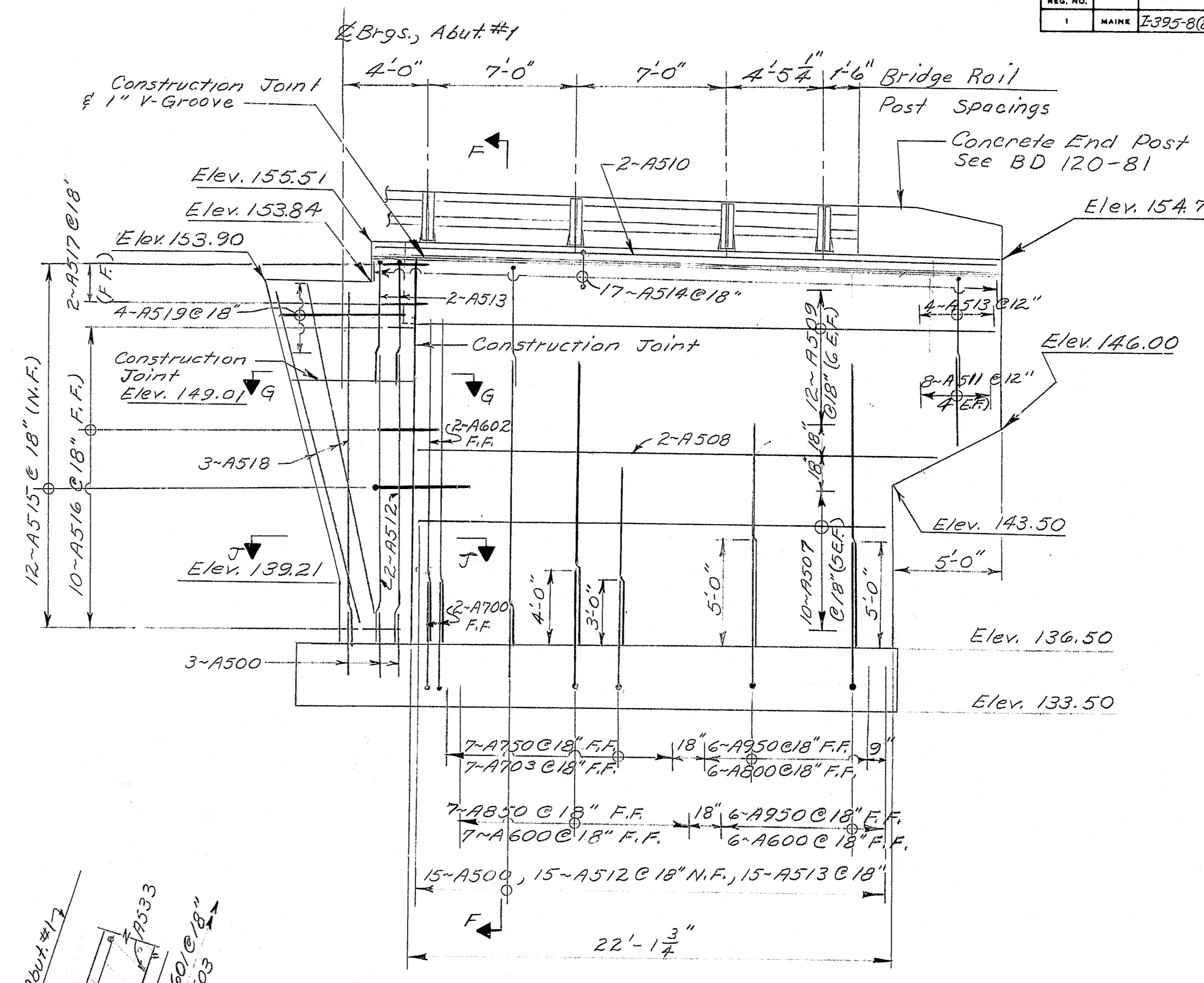
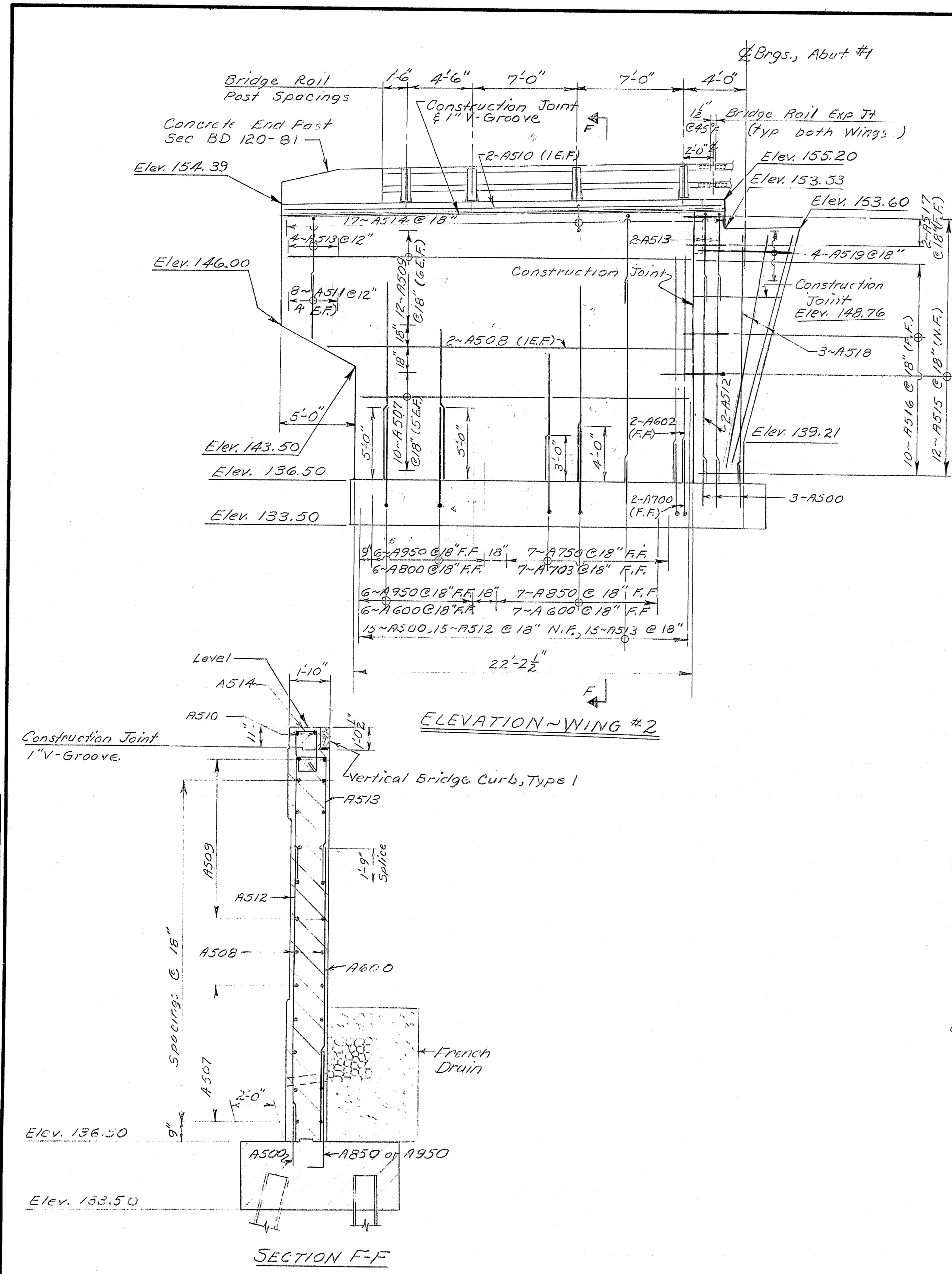
ELEVATION

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

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
GREEN POINT ROAD BRIDGE  
OVER  
I-395  
IN THE CITY OF  
BREWER  
CONCRETE ALTERNATE  
ABUTMENT No. 1  
SHEET 3 OF 17 AUGUSTA, MAINE

R89-412

F.R.A.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	7-395-8(87)176	7	84



PROJECT DESIGN ENGINEER	DATE
BY	5/13
DESIGN - DETAILED	RJM
CHECKED	5/13
REVISIONS	
FIELD CHANGES	
<b>PLANS</b>	

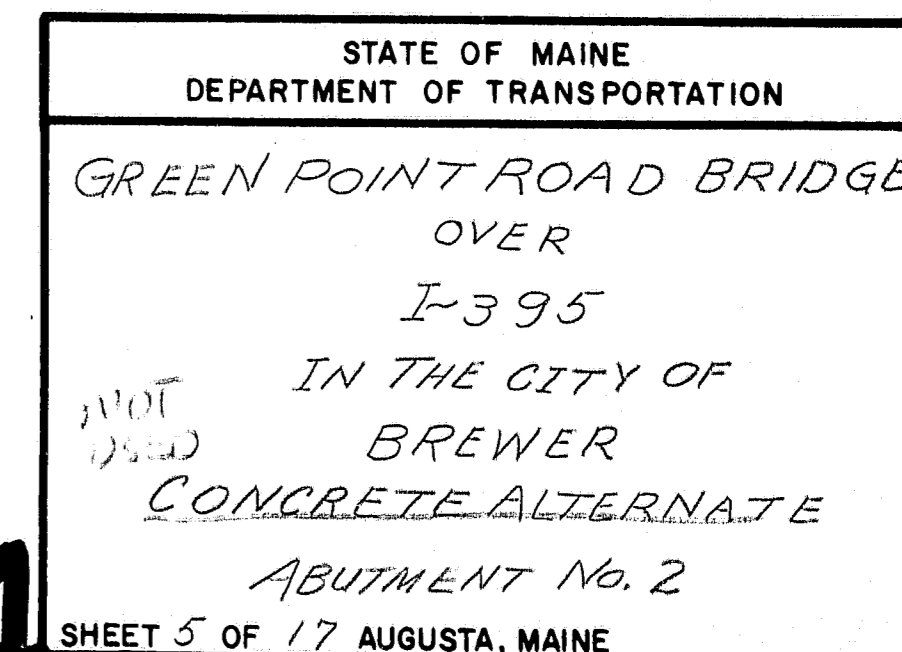
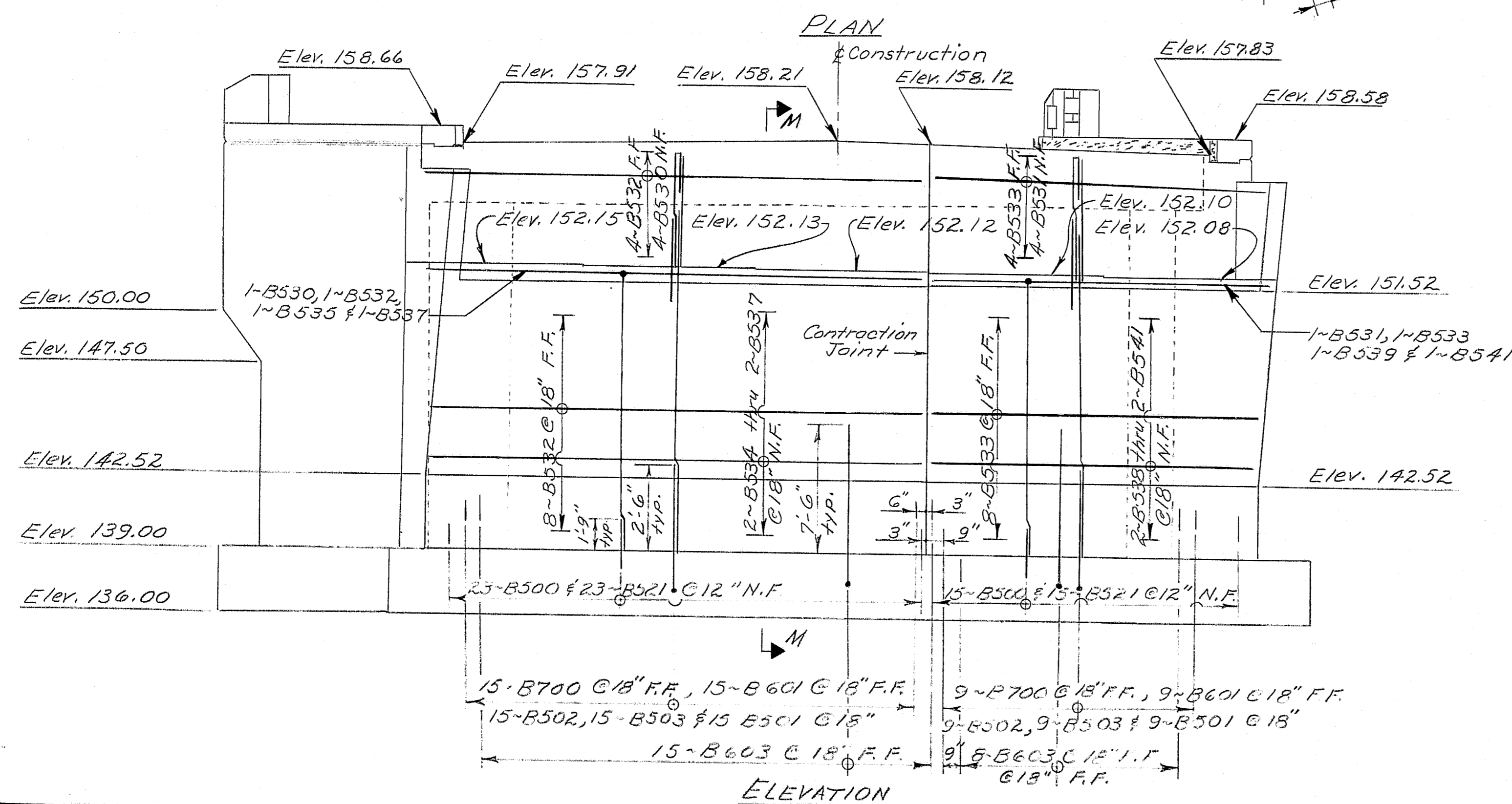
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

GREEN POINT ROAD BRIDGE  
OVER  
I-395  
IN THE CITY OF  
BREWER  
CONCRETE ALTERNATE  
ABUTMENT No. 1 WINGS AND DETAILS  
SHEET 4 OF 17 AUGUSTA, MAINE

R89-413

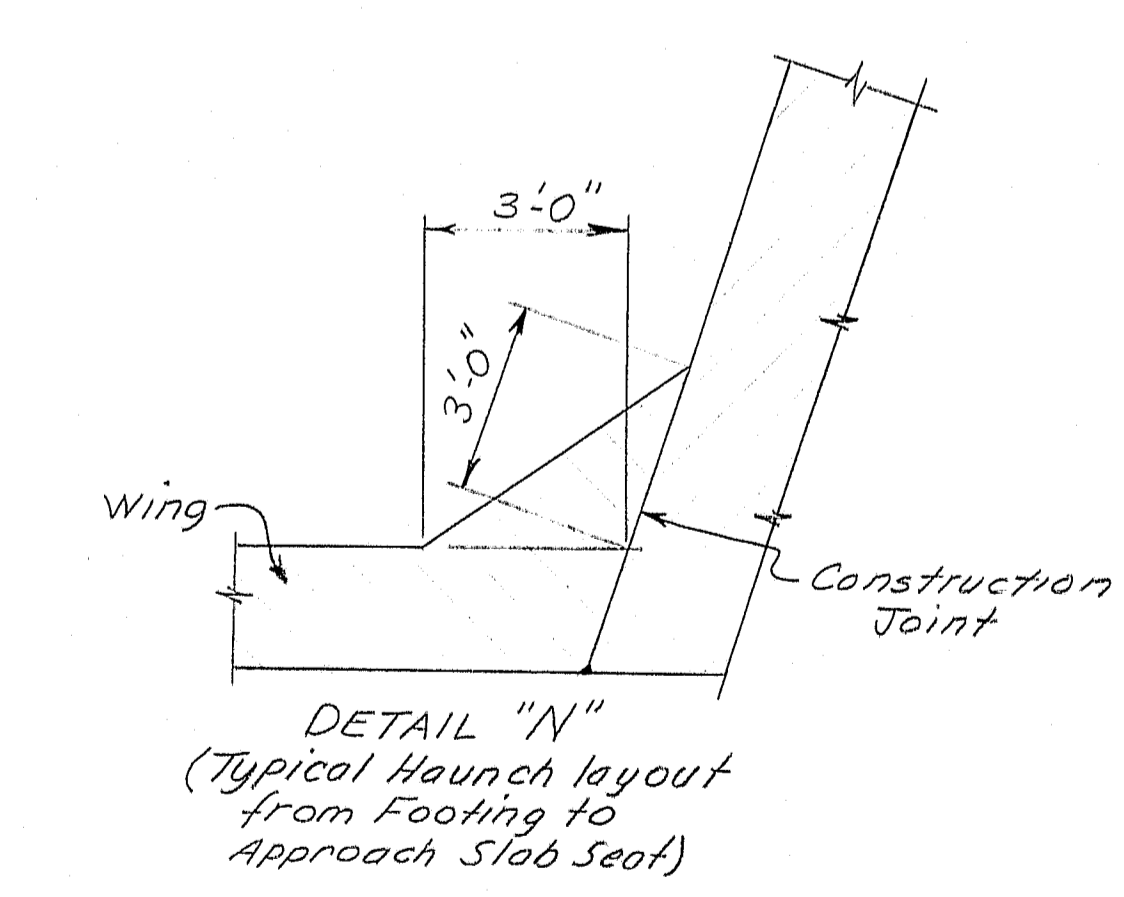
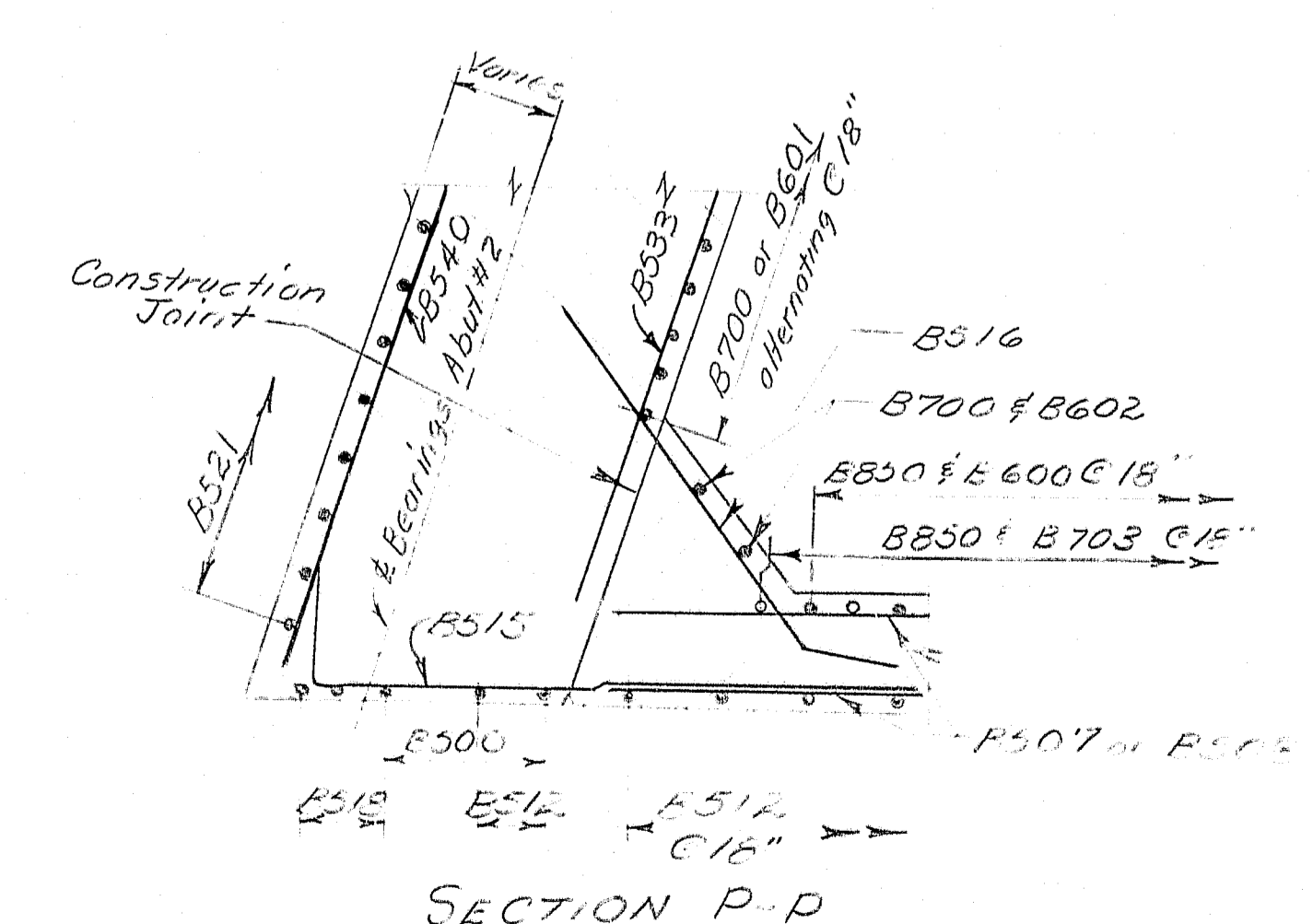
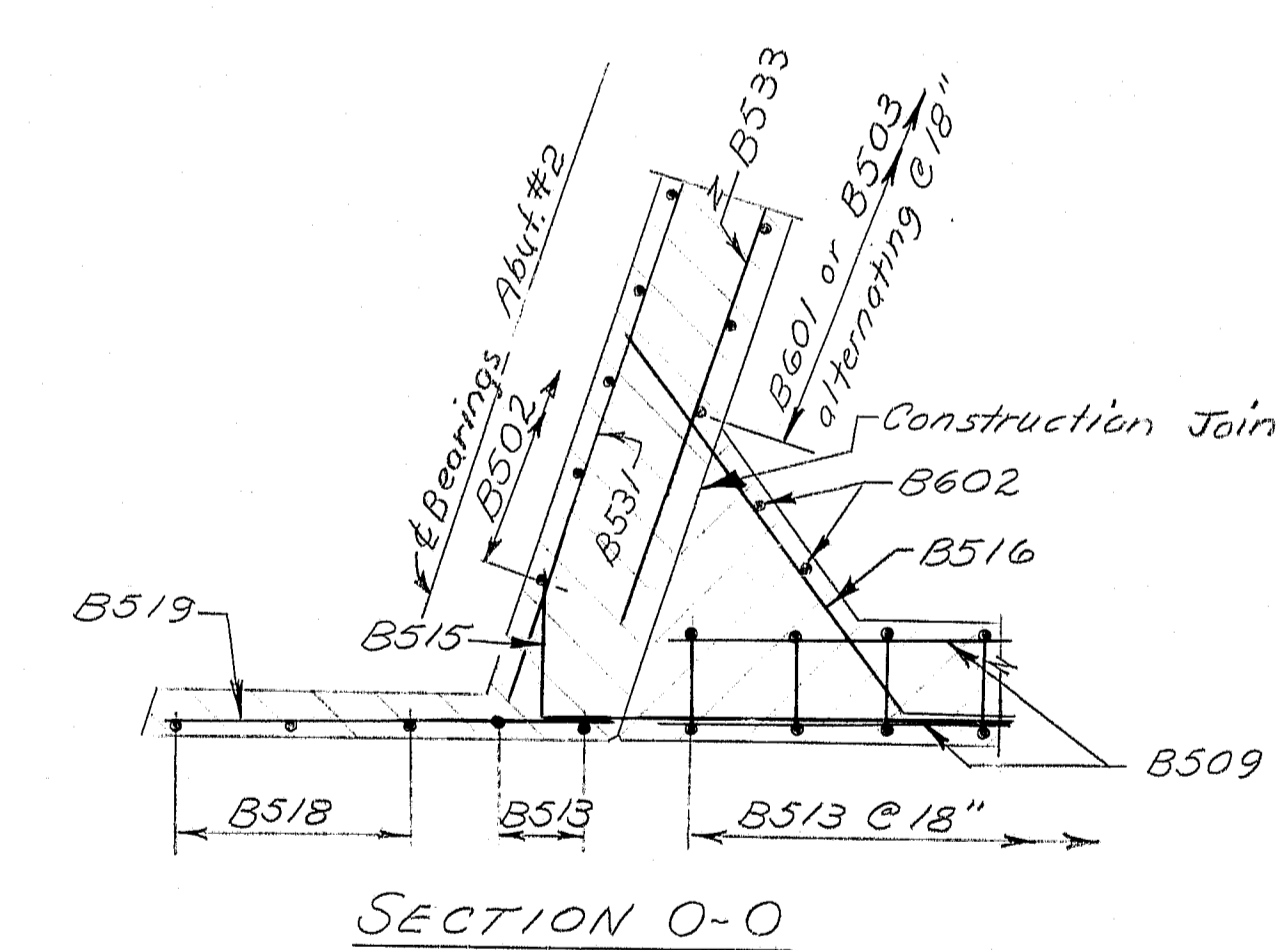
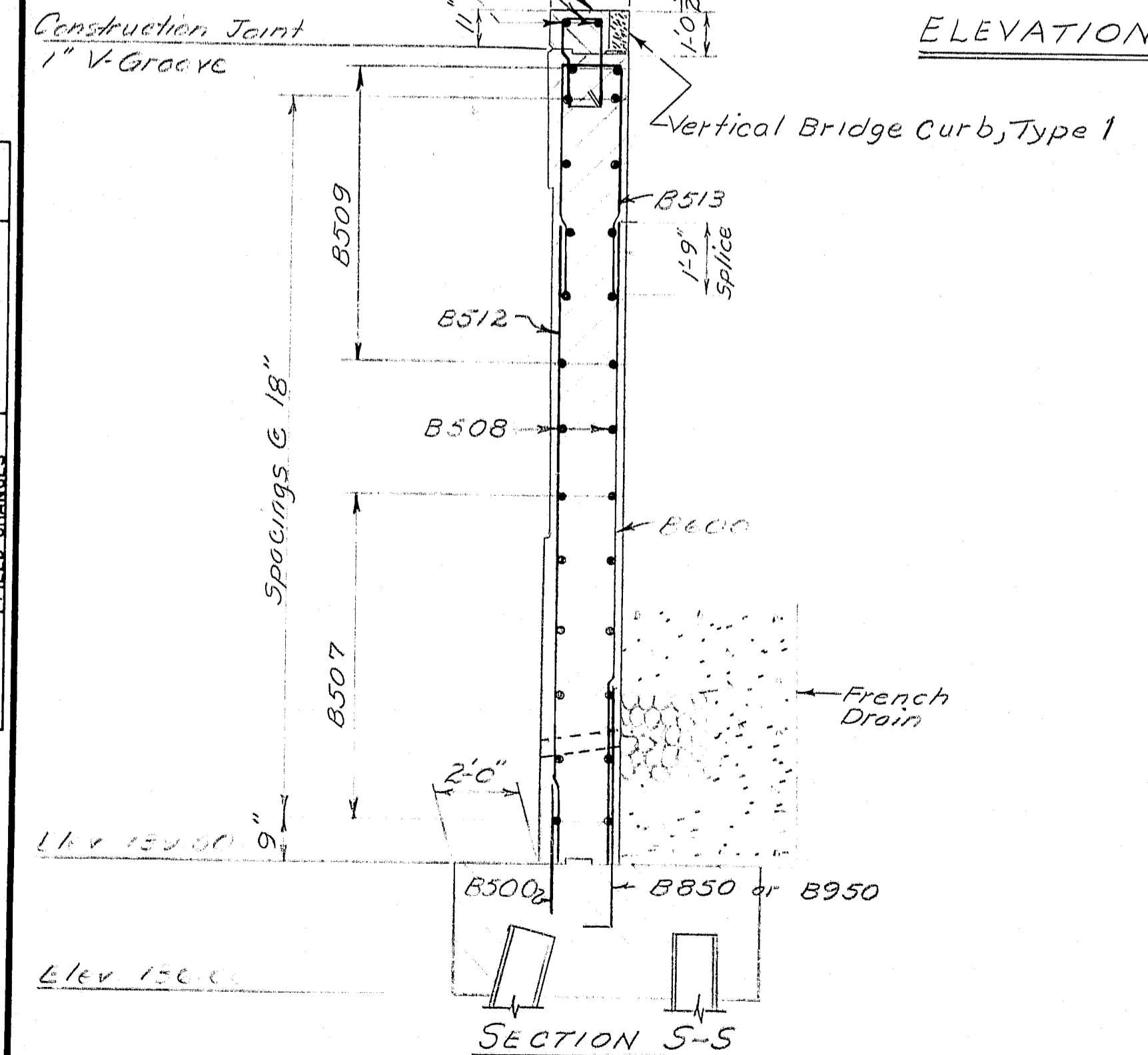
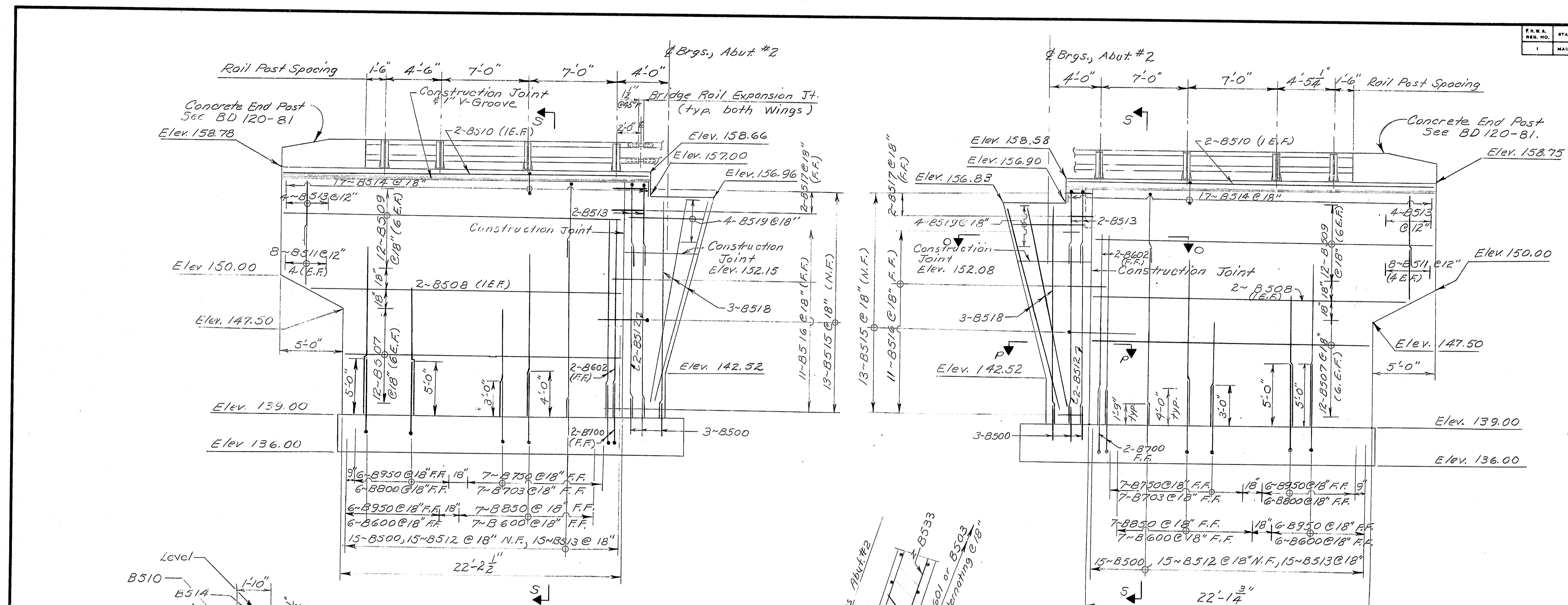
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	<i>PLM</i>	<i>9 March 5/83</i>
CHECKED		
REVISIONS		
FIELD CHANGES		

**PLANS**



~~R89-414~~

F.A.R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-395-B(87)176	9	84



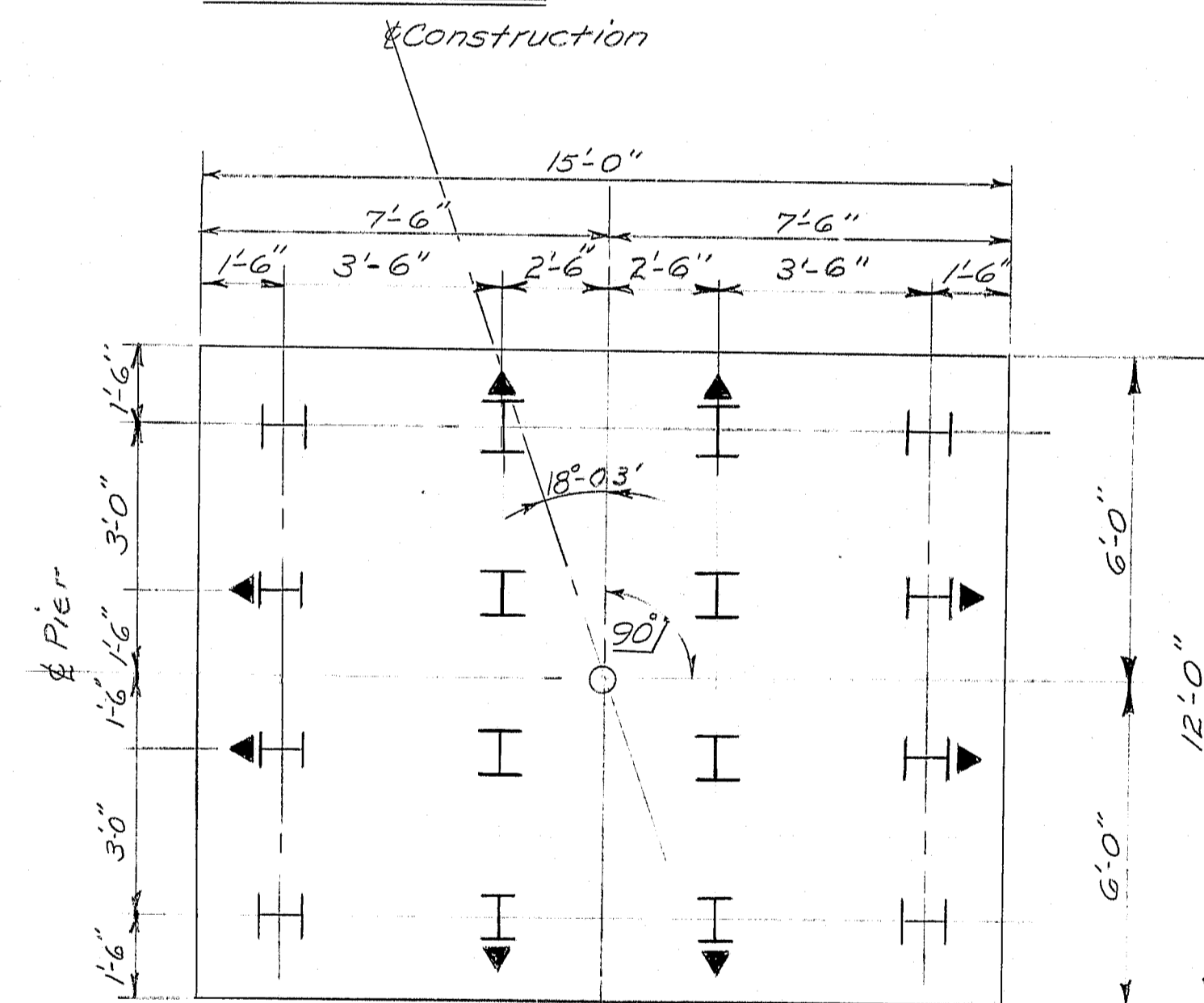
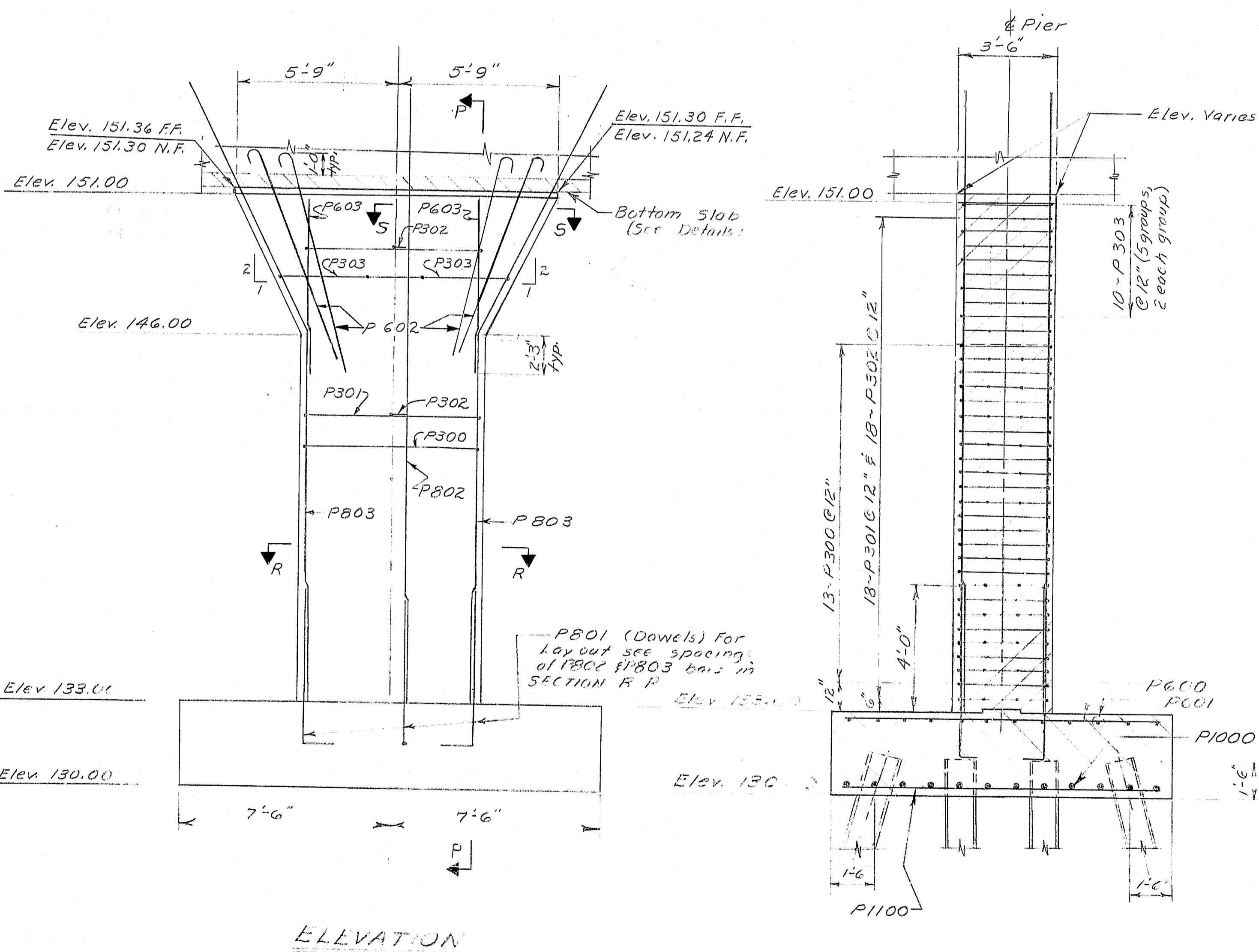
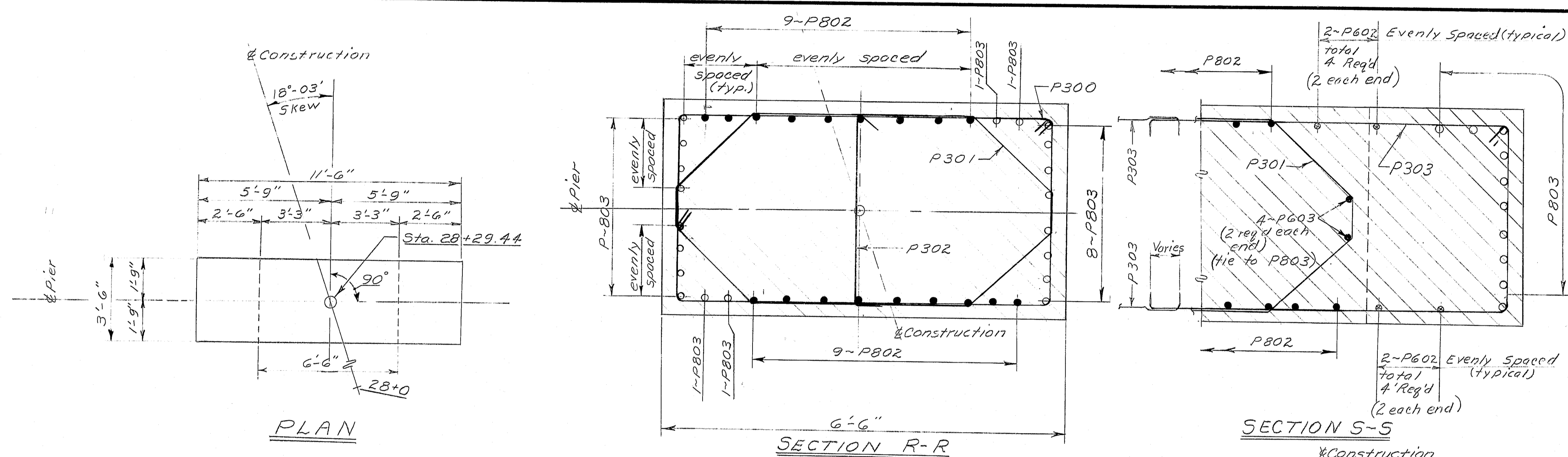
R.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOT. SHEETS
1	MAINE	F325-8 (87)176	10	84

# PILE NOTES

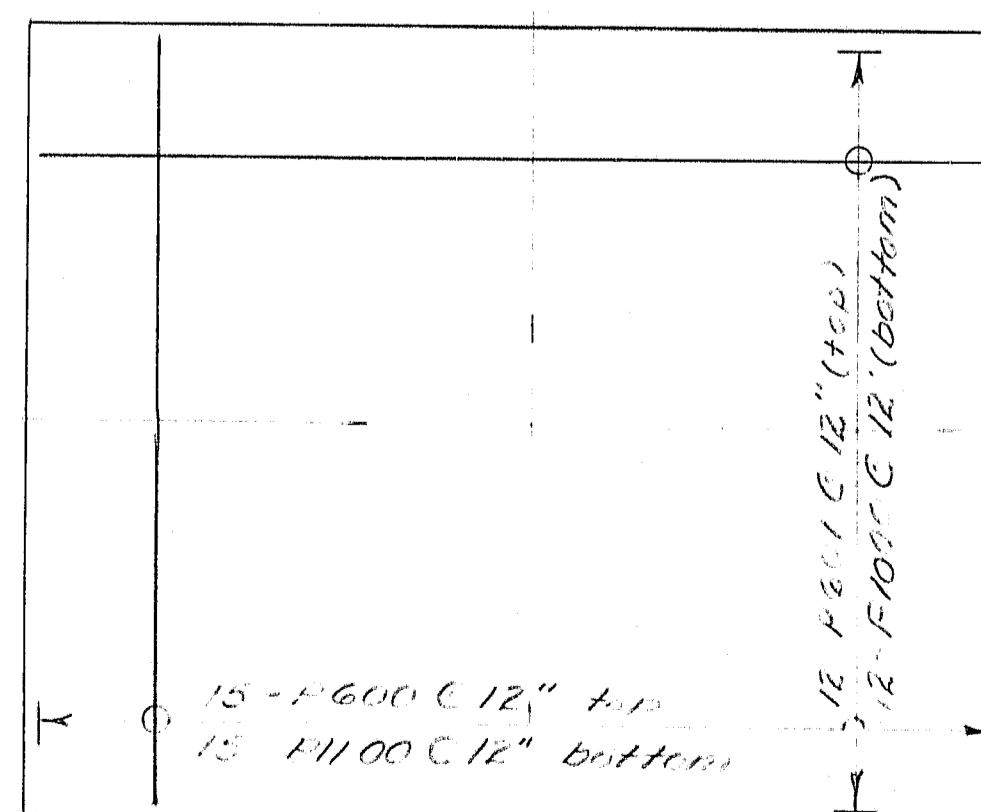
- 1.) Piles mortared thus  $\Rightarrow$  Shall be battered 3 inches per foot in the direction of the arrow.
- 2.) Maximum calculated pile loads: 131 tons.
- 3.) Estimate of piles required at pier:  $HP14 \times 89$   
16 required @ 30 feet long = 480 L.F. TOTAL

PIER NOTES

- 1.) Reinforcing Steel shall have 3 inches minimum cover unless otherwise indicated.



PIER FOOTING - PILE LAYOUT



PIER FOOTING - REINFORCING STEEL

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

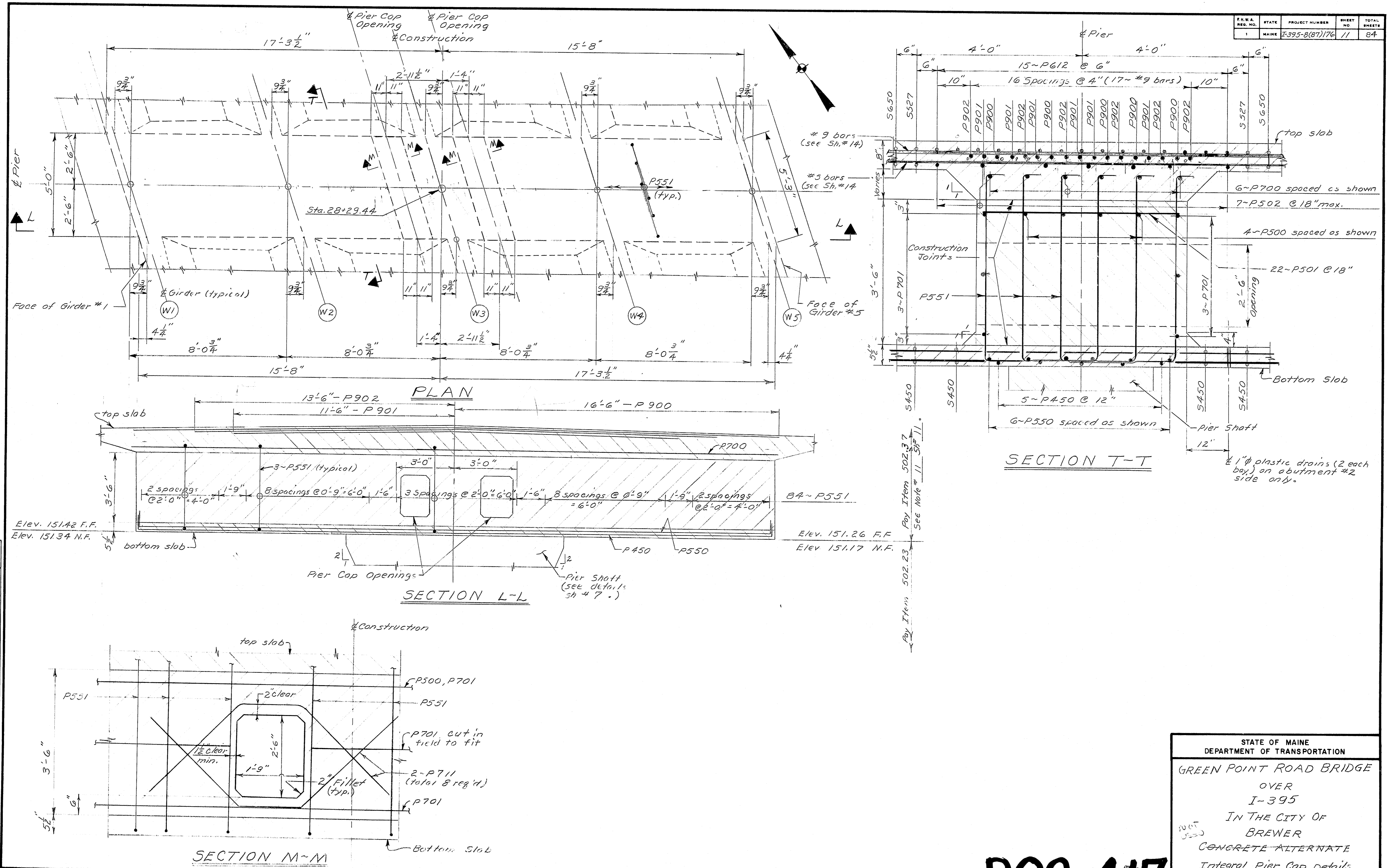
GREEN POINT ROAD BRIDGE

OVER  
IN ~ 395  
IN THE CITY OF  
BREWER  
~~CONCRETE ALTERNATE~~  
Integral Pier

SHEET 7 OF 17 AUGUSTA, MAINE

R89-416

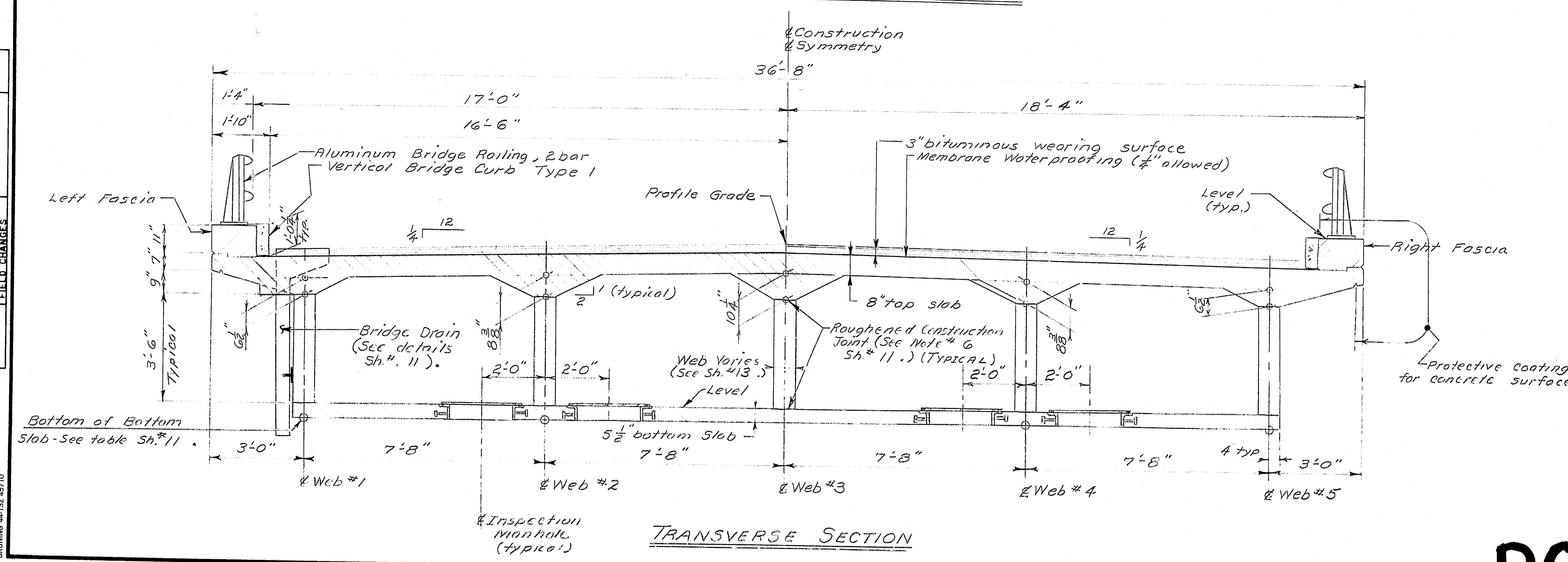
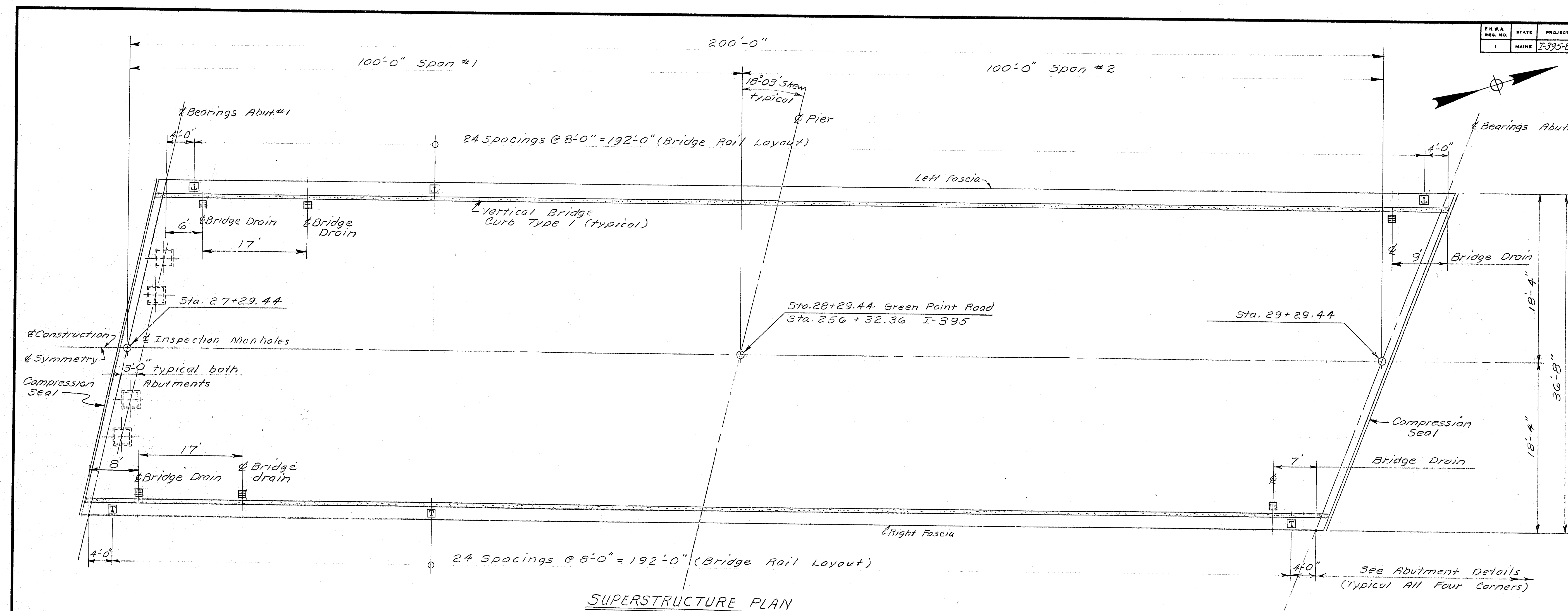
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	7/11/83
CHECKED	
REVISIONS	
FIELD CHANGES	



R89-417

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
GREEN POINT ROAD BRIDGE OVER I-395 IN THE CITY OF BREWER CONCRETE ALTERNATE Integral Pier Cap Details SHEET 8 OF 17 AUGUSTA, MAINE

F.R.W.A.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-395-8(82)176	12	84

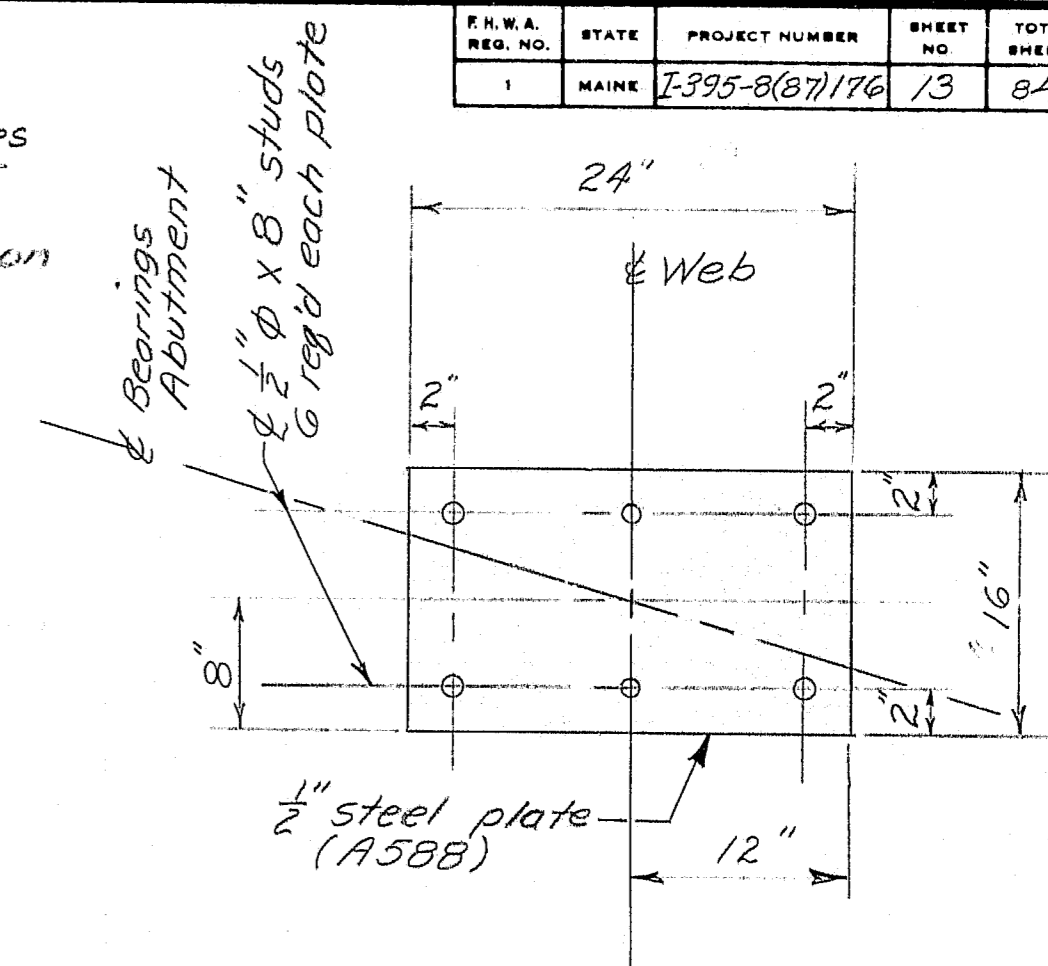
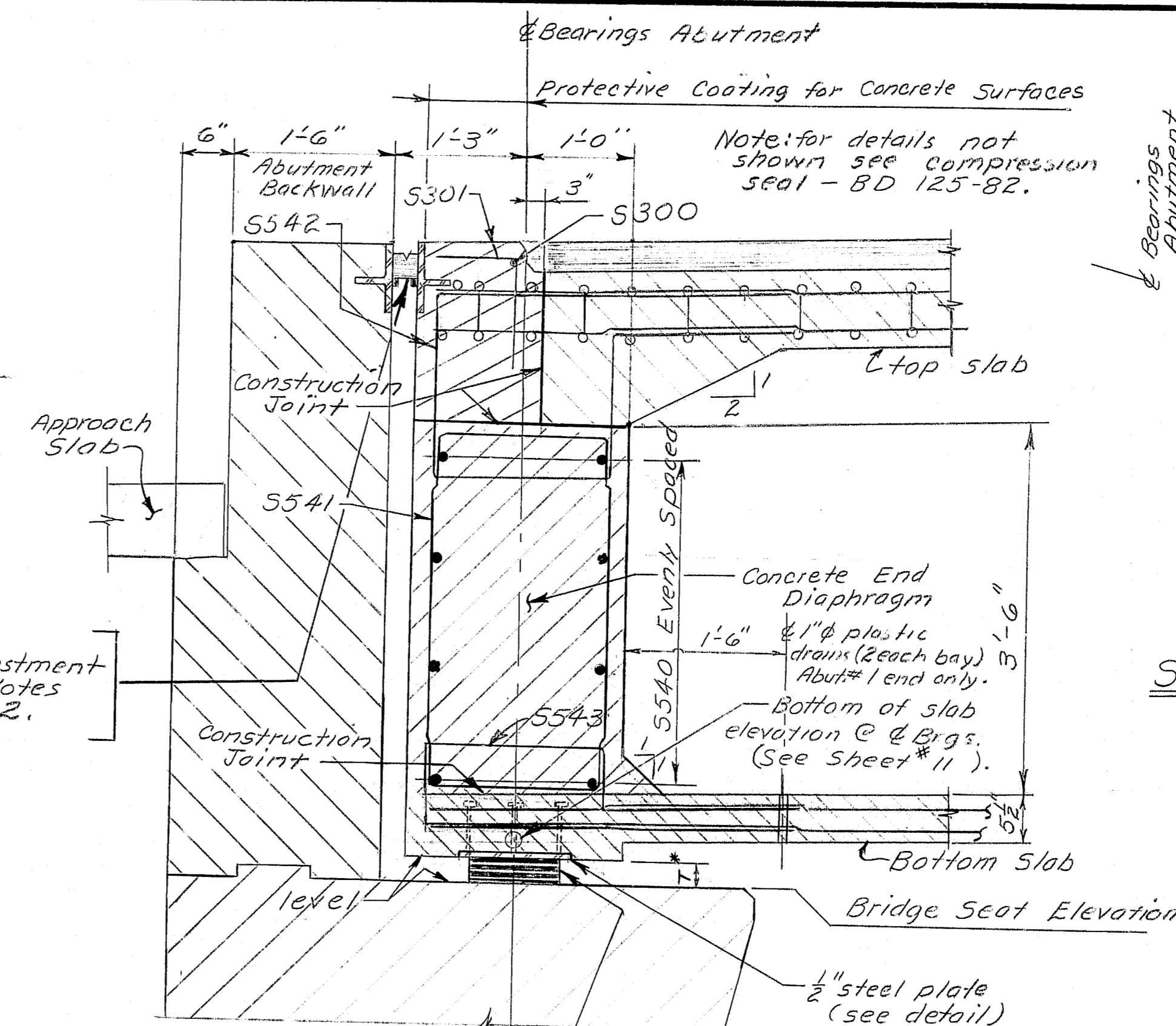
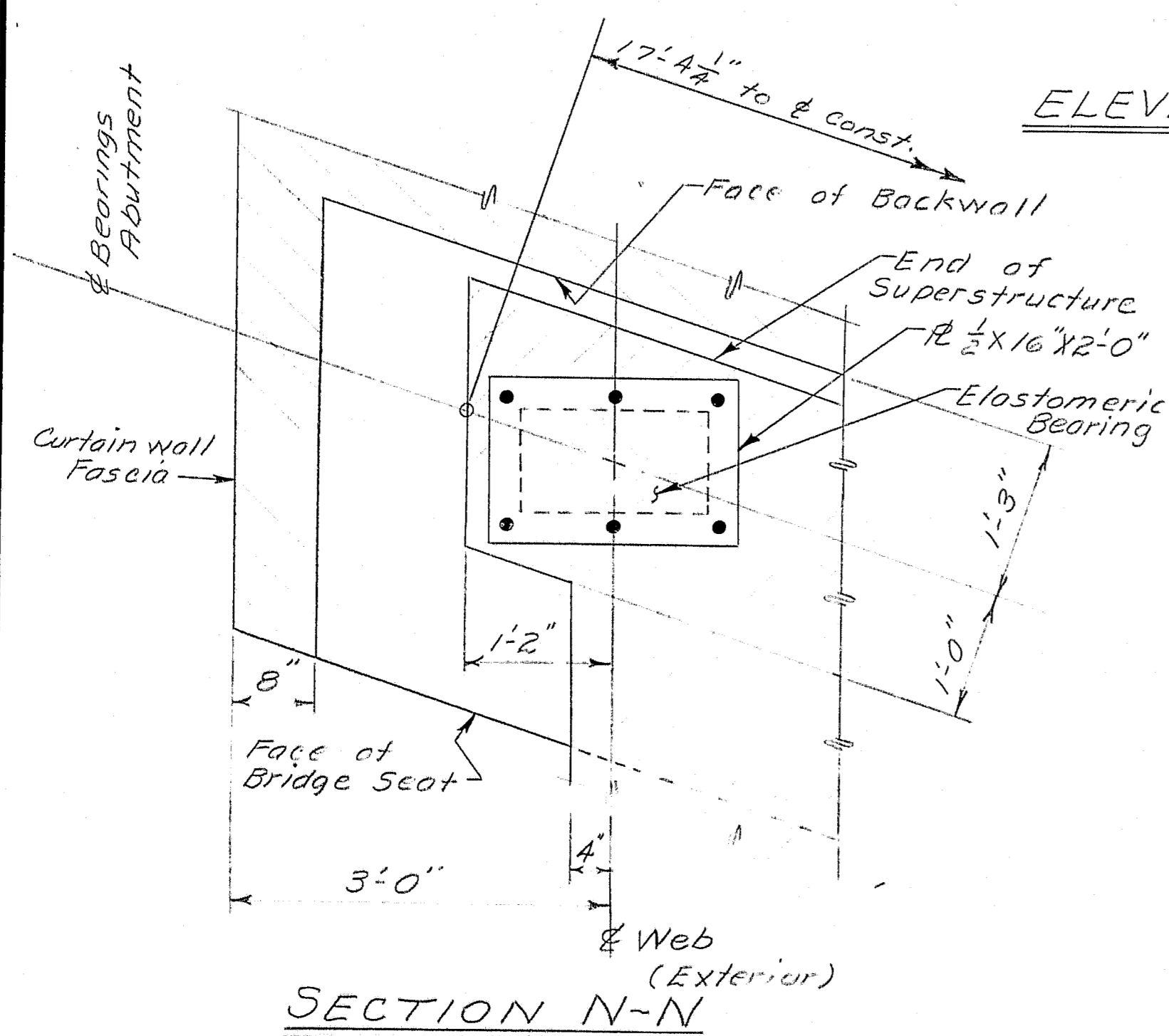
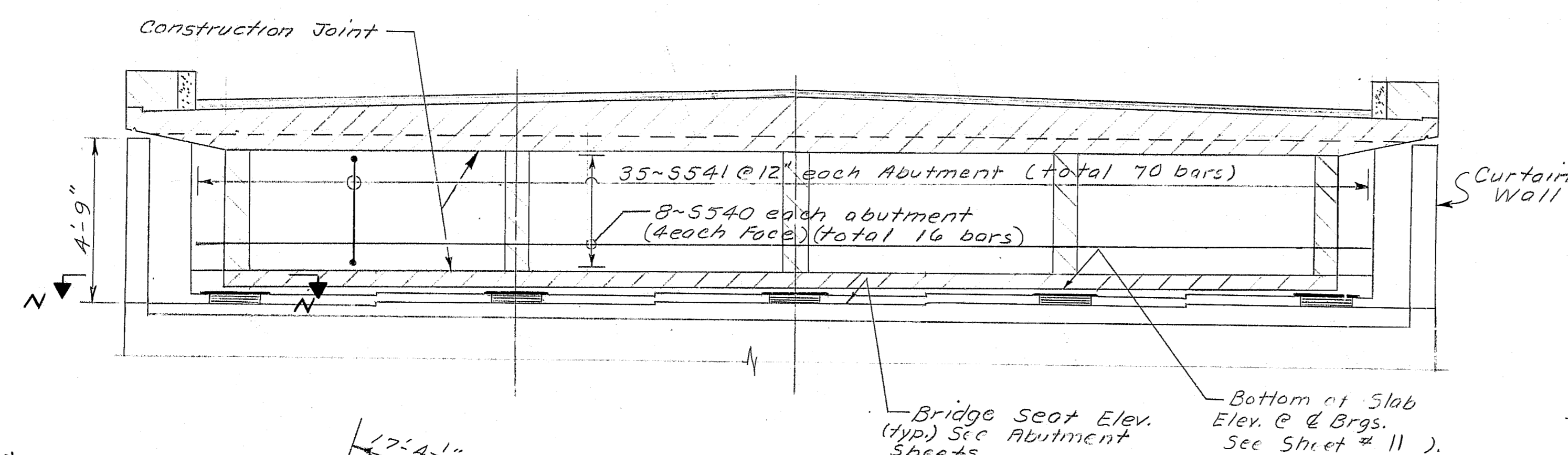
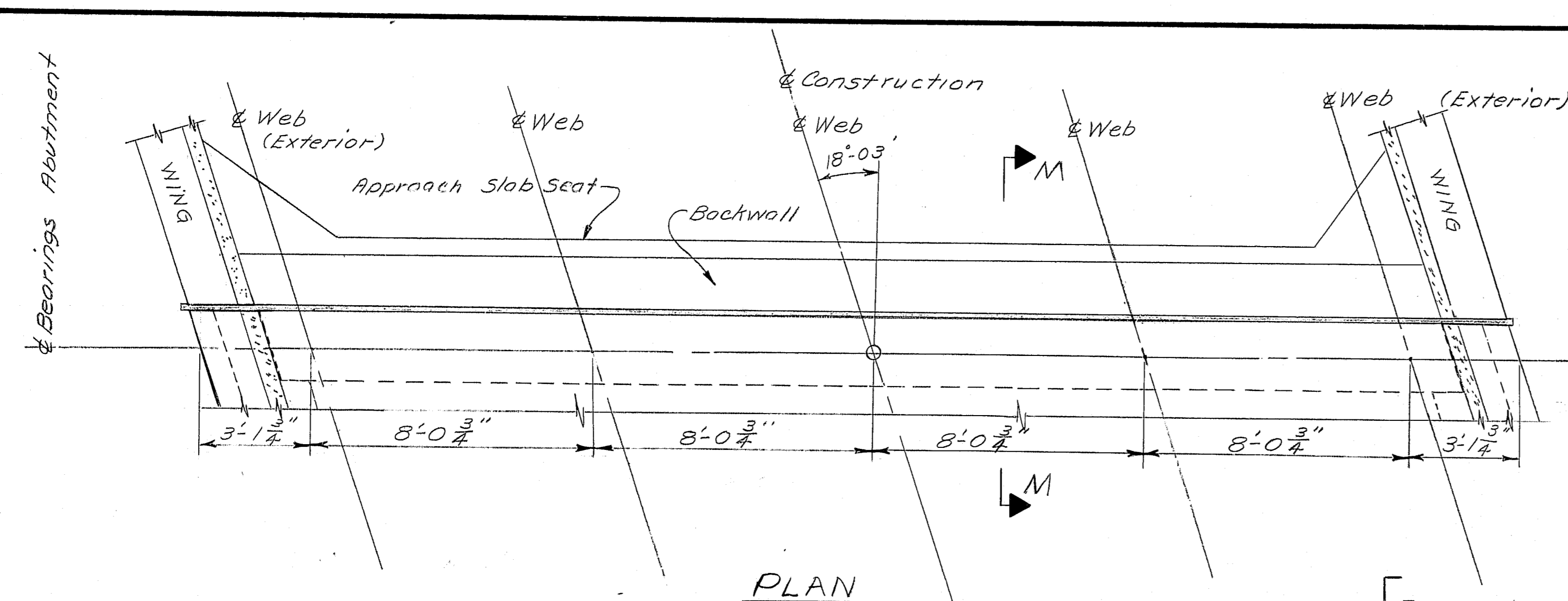


STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
GREEN POINT ROAD BRIDGE  
OVER  
I-395  
IN THE CITY OF  
BREWER  
CONCRETE ALTERNATE  
Superstructure Plan & Section  
SHEET 9 OF 17 AUGUSTA, MAINE

R89-418

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	PJM	5/73
CHECKED		
REVISIONS		
FIELD CHANGES		

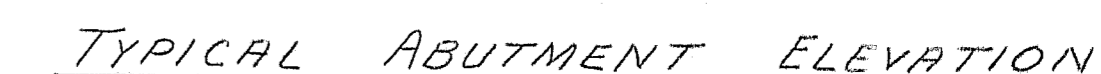
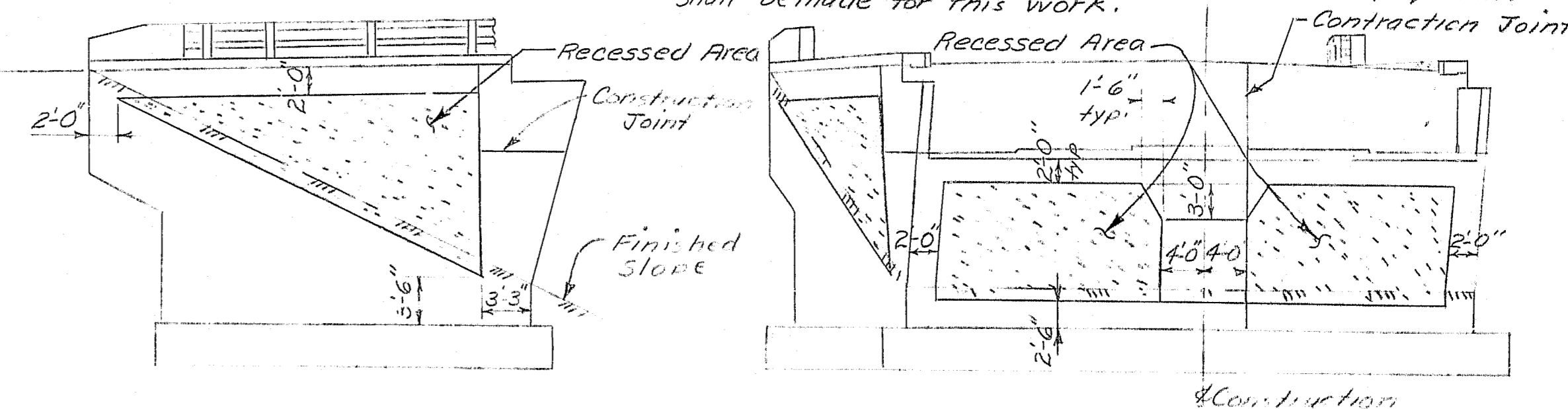
BRIDGE 44132-45710



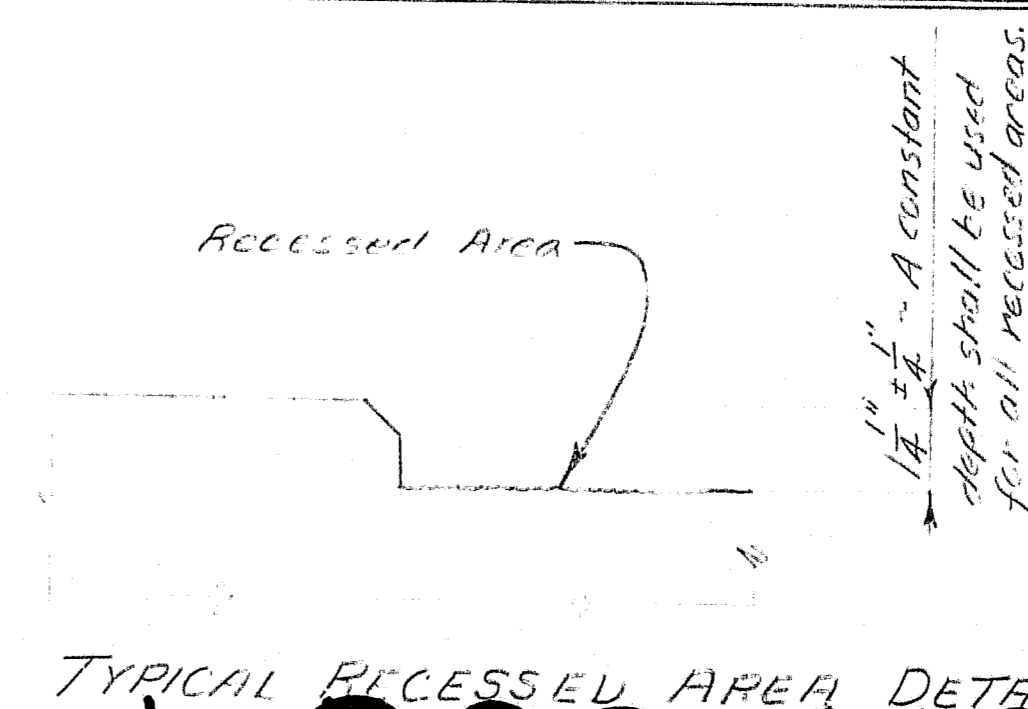
$T^*$  - The full thickness of the elastomeric bearing chosen. ( $2\frac{1}{2}$ " maximum)

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 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. This channel shall be 2" wide (min.) and have a slope of 1" in 4". No separate payment shall be made for this work.



## ARCHITECTURAL TREATMENT- ABUTMENTS



PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	<i>RM</i>	
CHECKED		
REVISIONS		
FIELD CHANGES		

# PLANS

BRUNING 44-132 45710

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-395-8(87)176	13	84

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

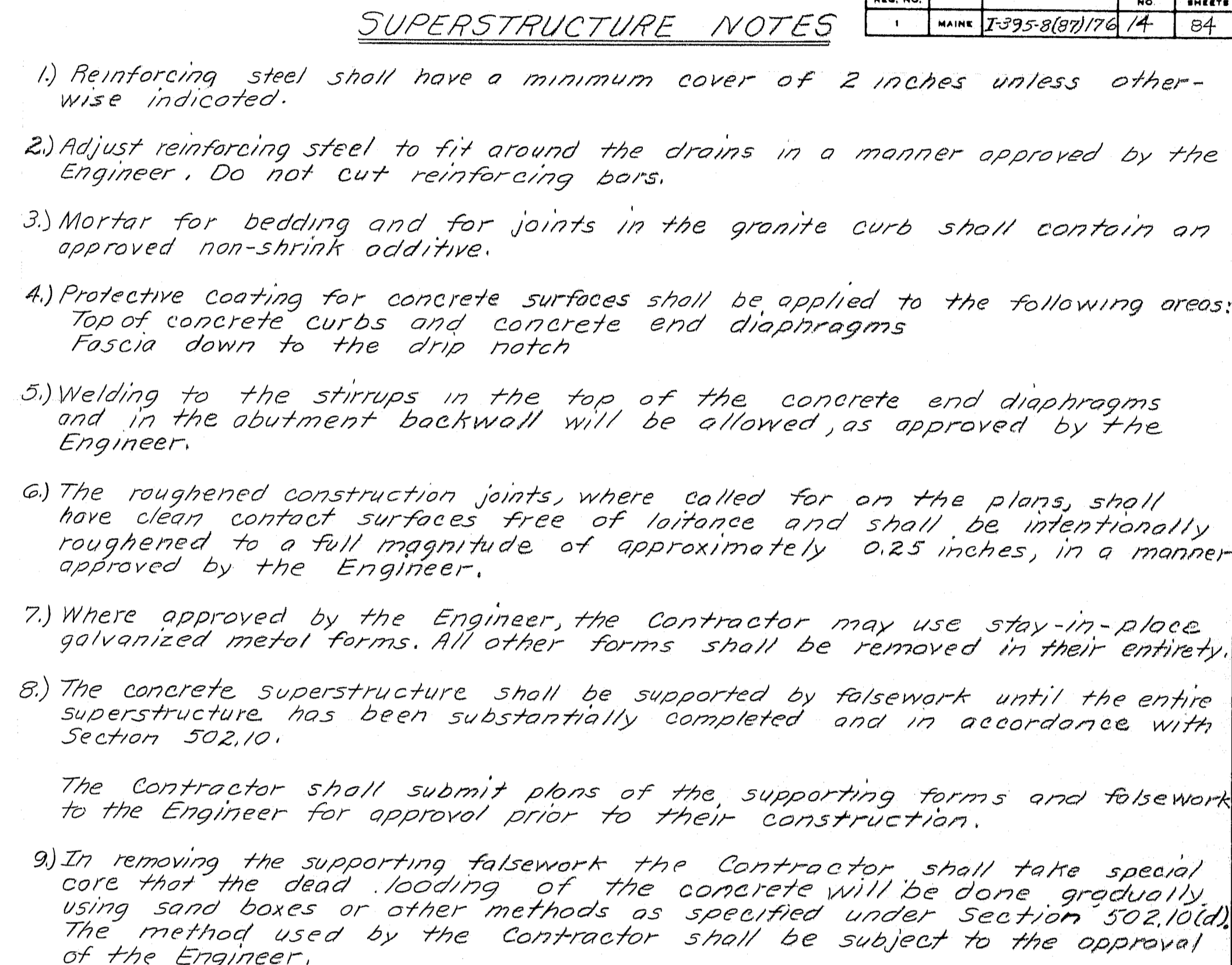
GLEN POINT ROAD BRIDGE

OVER  
I-395

IN THE CITY OF  
BREWER

CONCRETE ALTERNATE  
End Diaphragms &  
Architectural Treatment

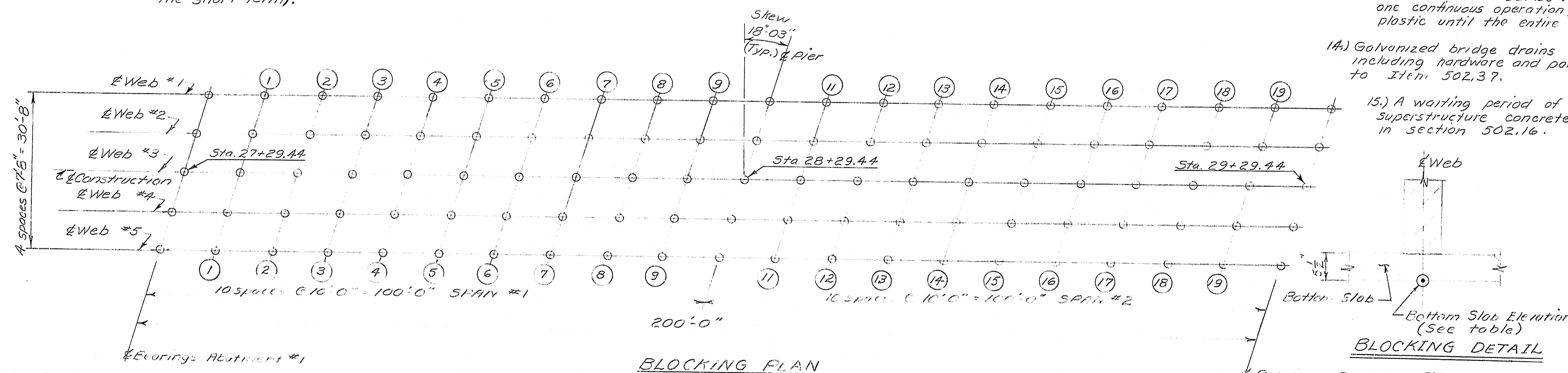
SHEET 10 OF 17 AUGUSTA, MAINE



	↳ Brgs About #1	1	2	3	4	5	6	7	8	9	↳ Pier	11	12	13	14	15	16	17	18	19	↳ Brgs About #
Web #1	149.34	149.72	150.06	150.36	150.62	150.82	150.97	151.08	151.17	151.27	151.38	151.58	151.80	152.03	152.22	152.38	152.50	152.56	152.56	152.54	152.46
Web #2	149.28	149.66	150.00	150.31	150.56	150.77	150.92	151.04	151.13	151.22	151.34	151.54	151.77	151.99	152.19	152.36	152.47	152.53	152.54	152.52	152.44
Web #3	149.22	149.60	149.94	150.25	150.51	150.71	150.87	150.99	151.09	151.18	151.30	151.50	151.73	151.96	152.16	152.33	152.45	152.51	152.52	152.50	152.44
Web #4	149.15	149.54	149.88	150.19	150.46	150.66	150.82	150.94	151.04	151.14	151.26	151.47	151.70	151.93	152.13	152.30	152.42	152.49	152.50	152.48	152.44
Web #5	149.09	149.47	149.82	150.14	150.40	150.61	150.77	150.90	150.99	151.09	151.21	151.43	151.66	151.89	152.10	152.27	152.39	152.46	152.48	152.46	152.44

NOTE: The bottom of slab elevations, as shown, have been adjusted to compensate for dead load deflections, both immediate and long term shrinkage and creep. (long term taken as twice the short term).

BOTTOM OF SLAB ELEVATIONS



BLOCKING DETAIL

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

GREEN POINT ROAD BRIDGE

OVER  
J-395

IN THE CITY OF  
BREWER

CONCRETE-ALTERNATE

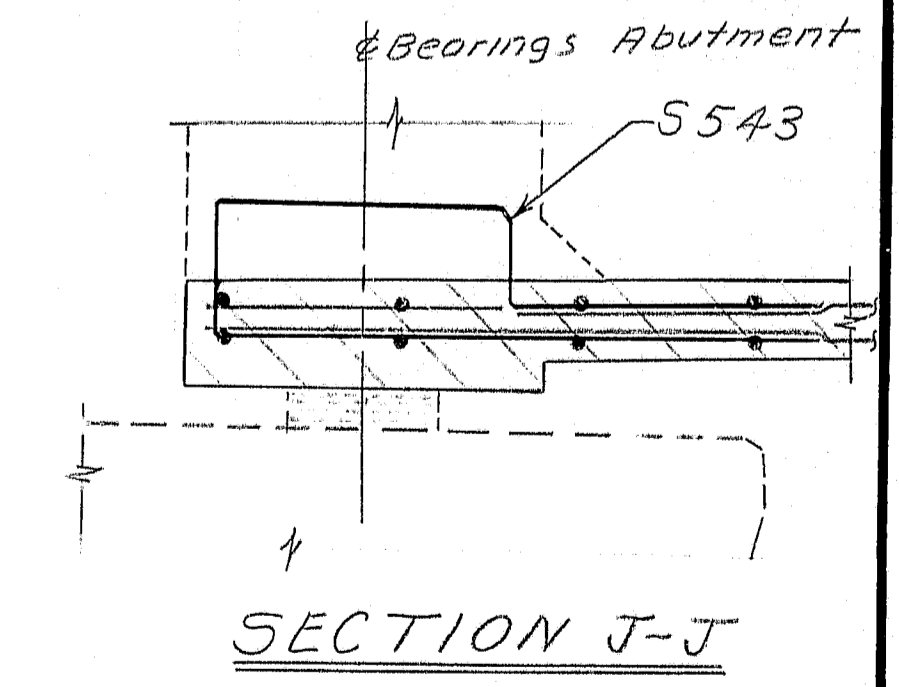
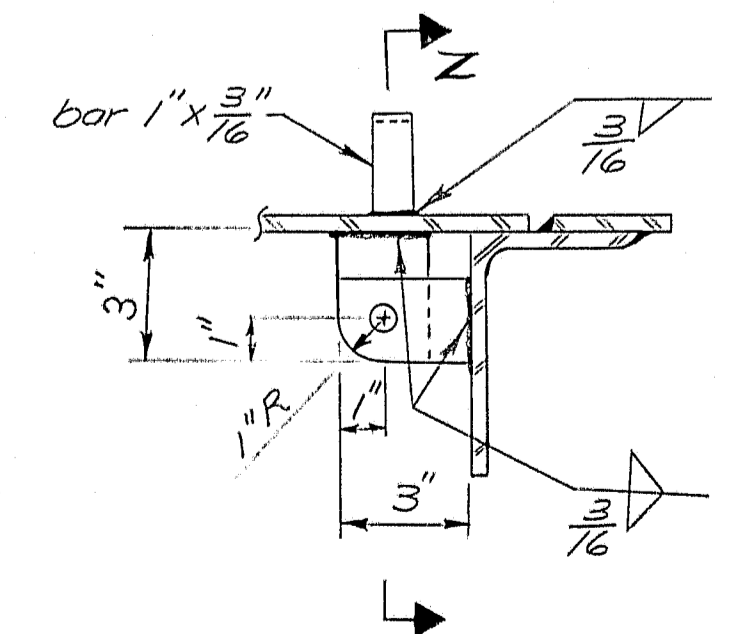
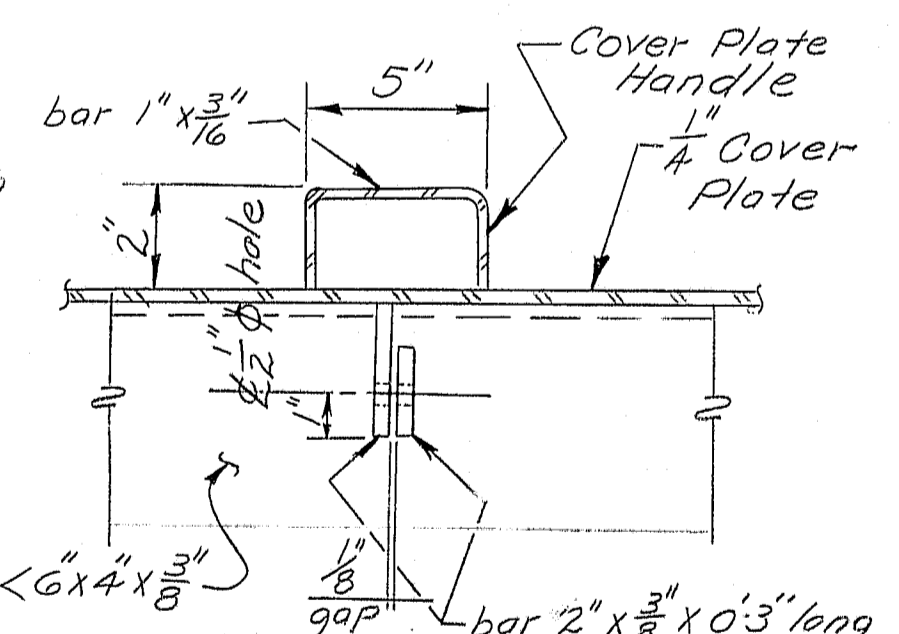
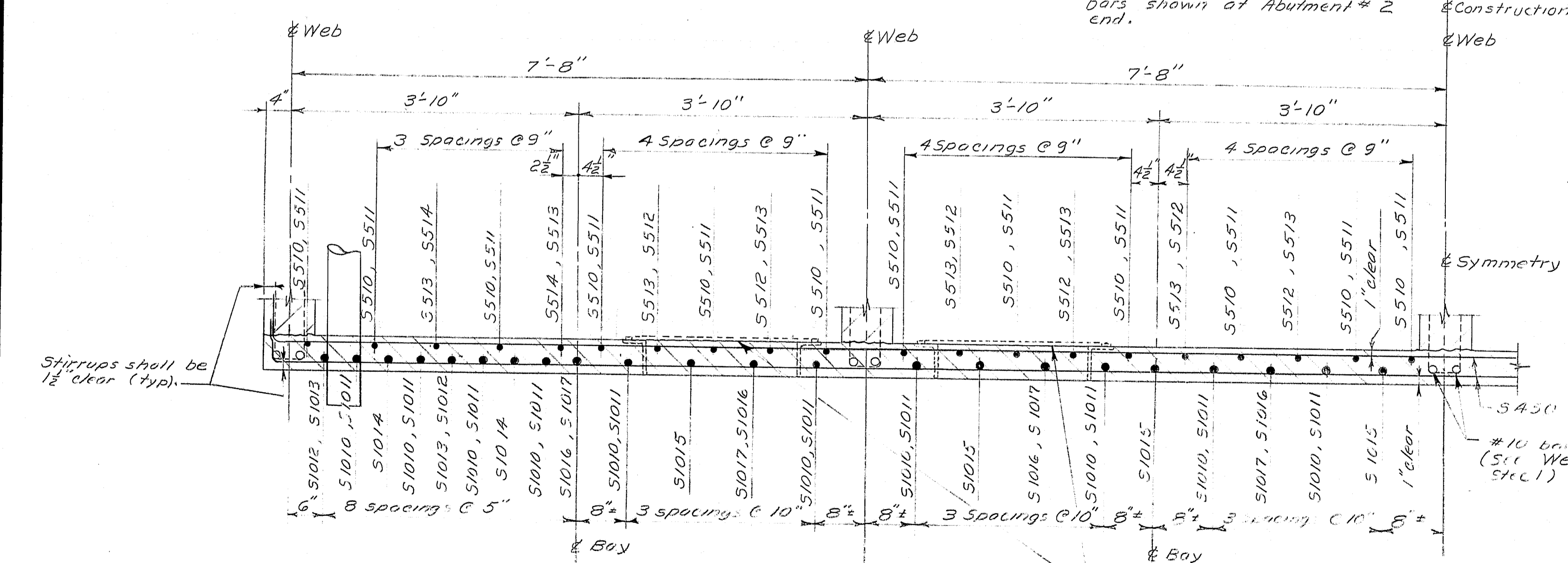
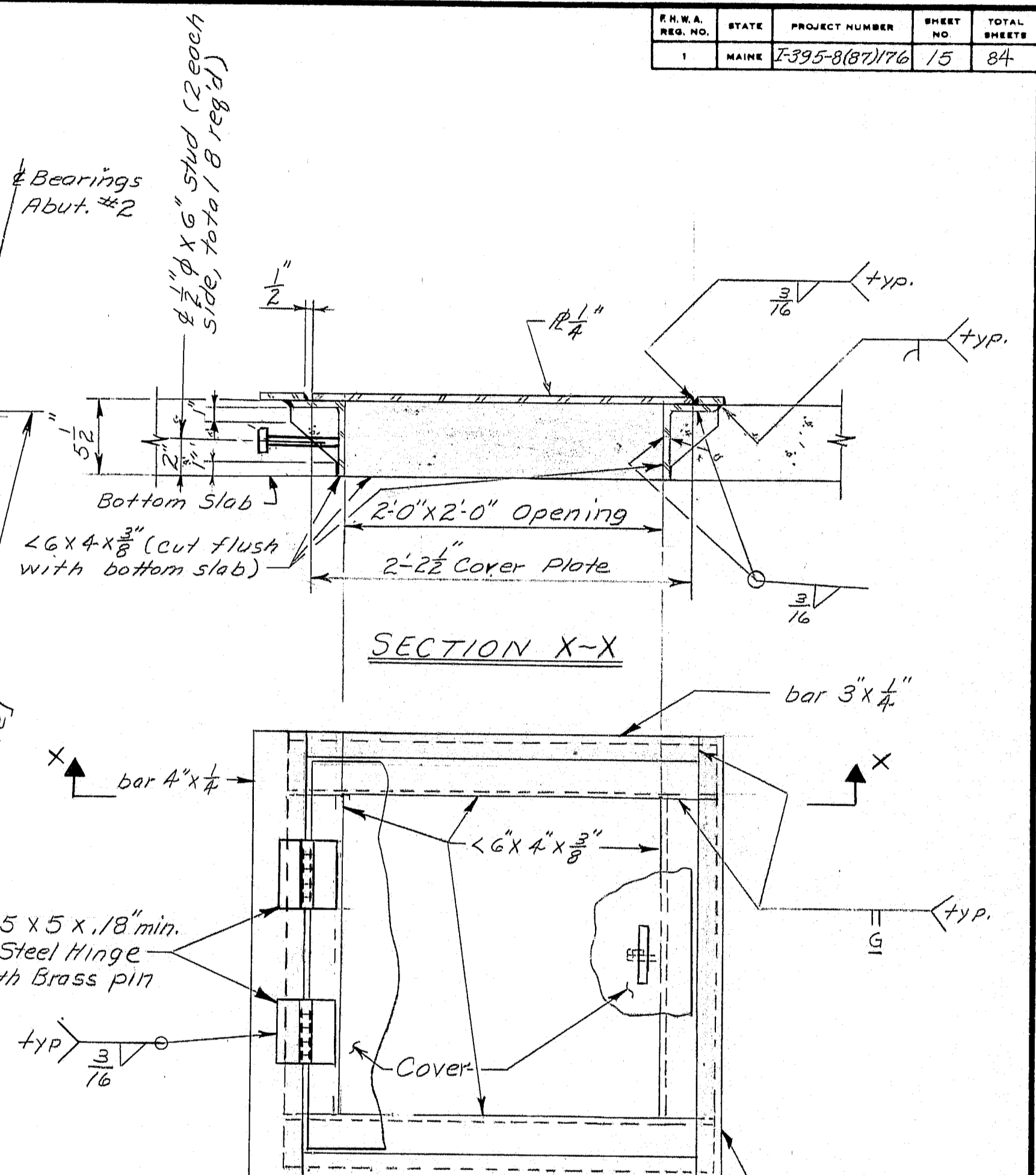
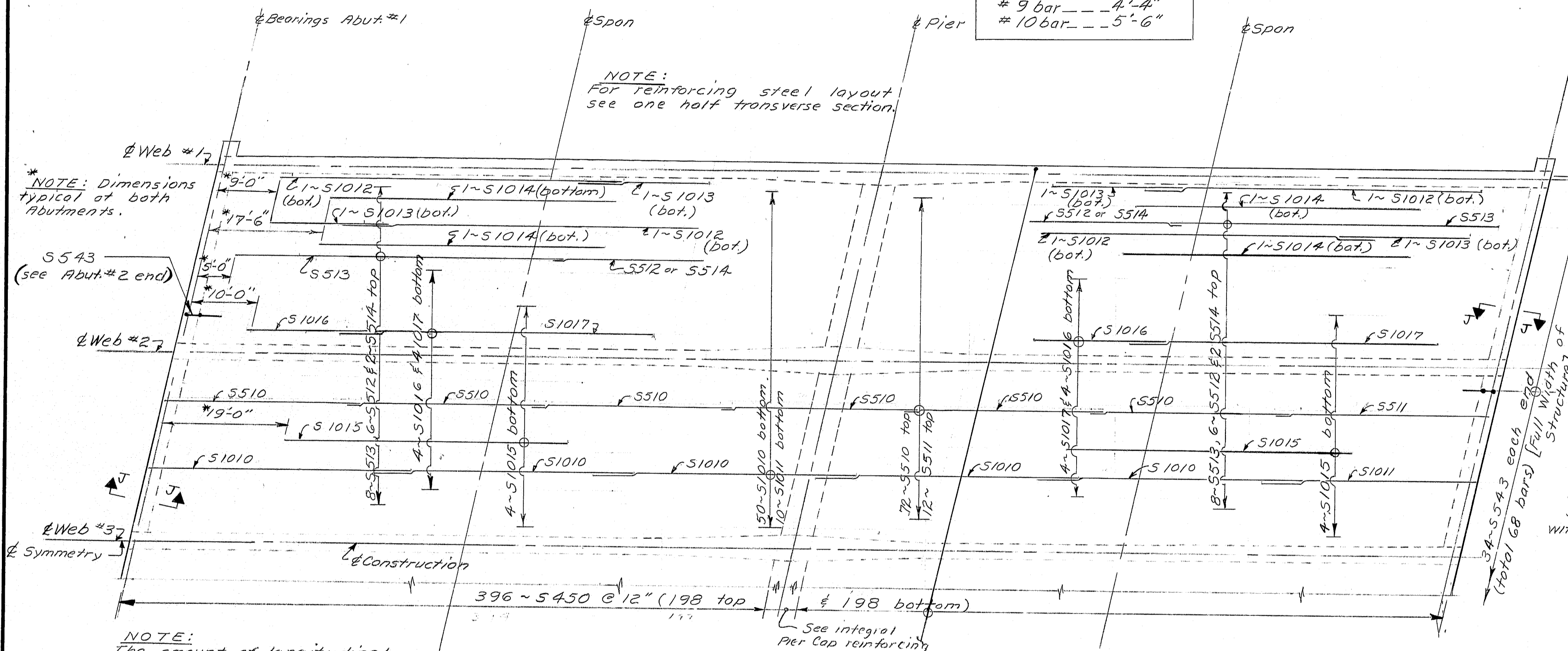
Bottom of slab Elevation: 6 1/2' 0"

SHEET 11 OF 17 AUGUSTA, MAINE

**R89-420**

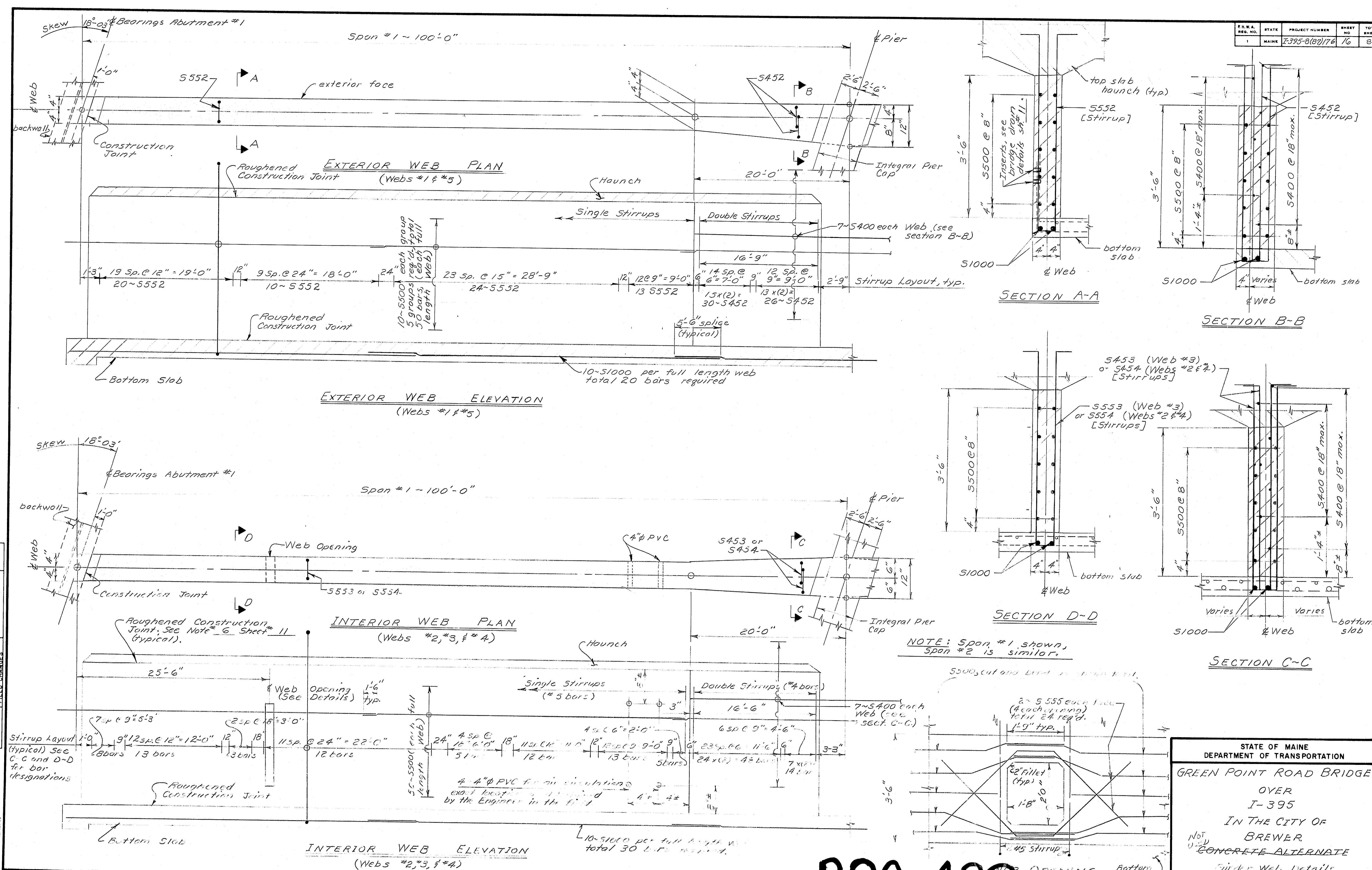
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	I-395-8(87)176	15	84

TABLE OF SPLICES	
(For $f'_c = 4000 \text{ psi}$ )	
#4 bar	1'-3"
#5 bar	1'-6"
#9 bar	4'-4"
#10 bar	5'-6"



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
GREEN POINT ROAD BRIDGE  
OVER  
I-395  
IN THE CITY OF  
BREWER  
CONCRETE ALTERNATE  
Bottom Slab  
SHEET 12 OF 17 AUGUSTA, MAINE

R89-421



STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	I-395-B(81)176	17	84

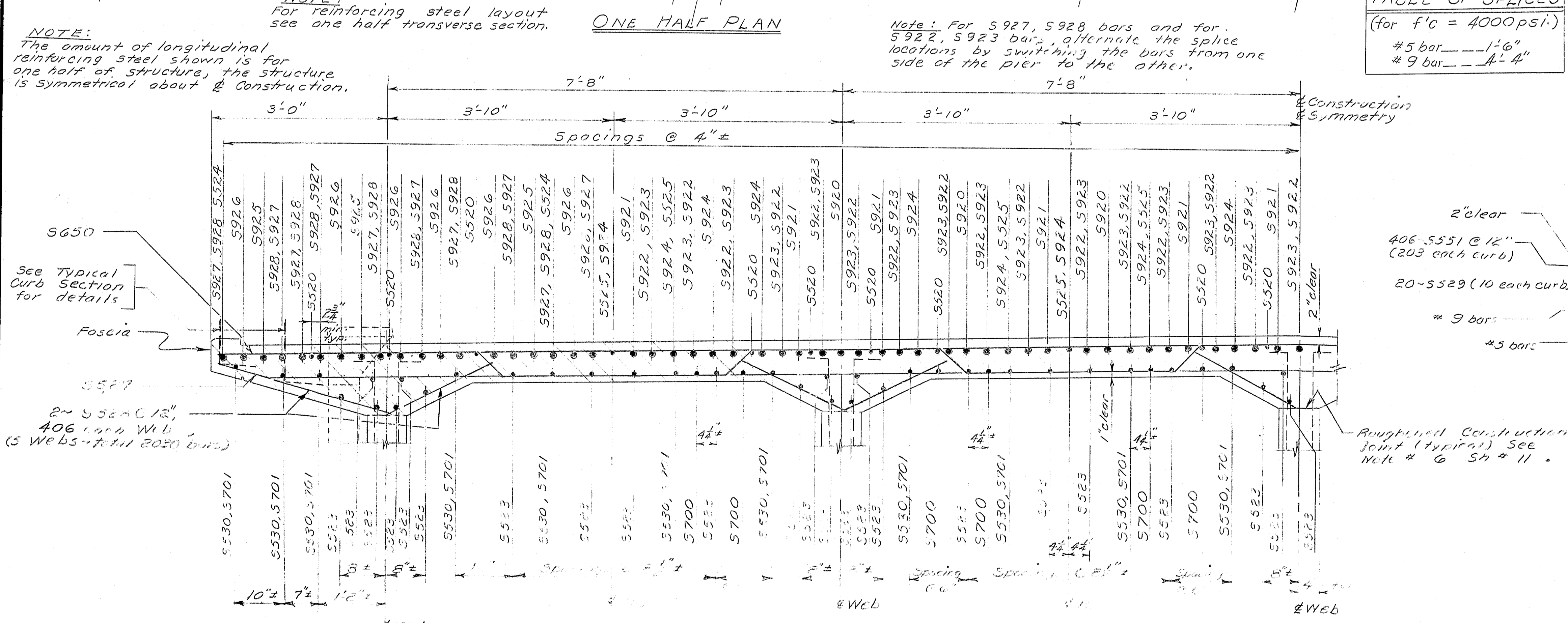
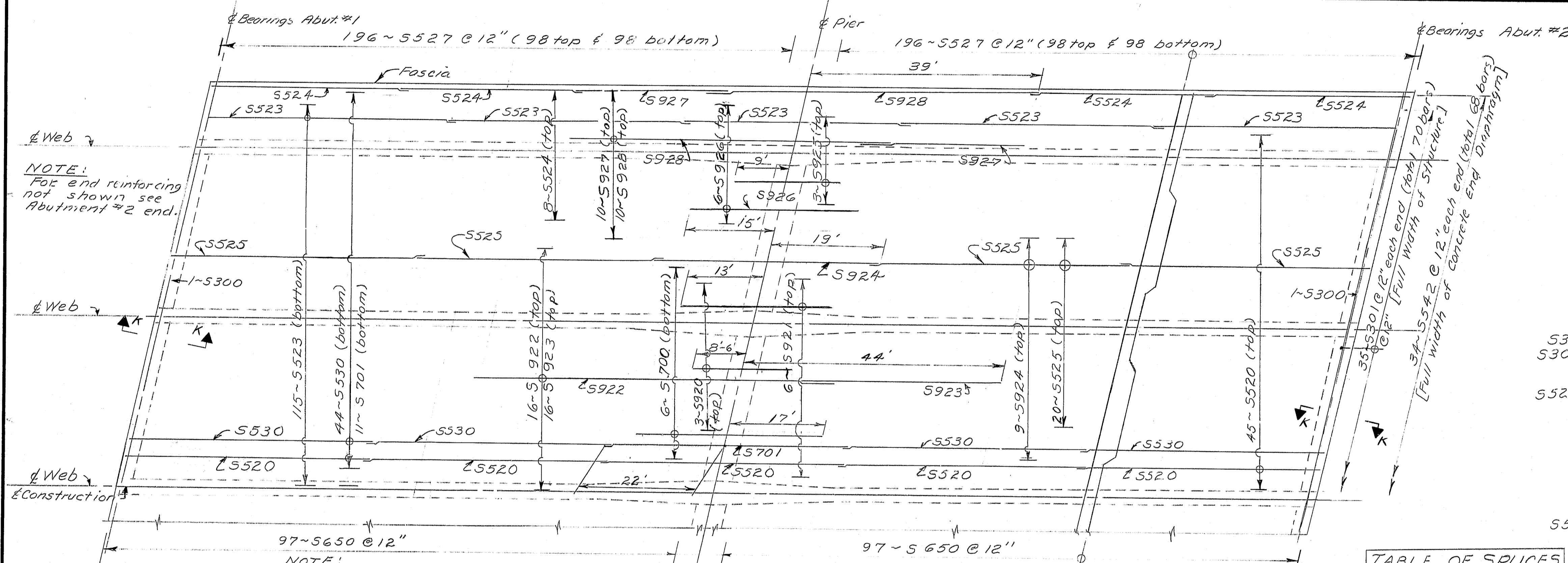
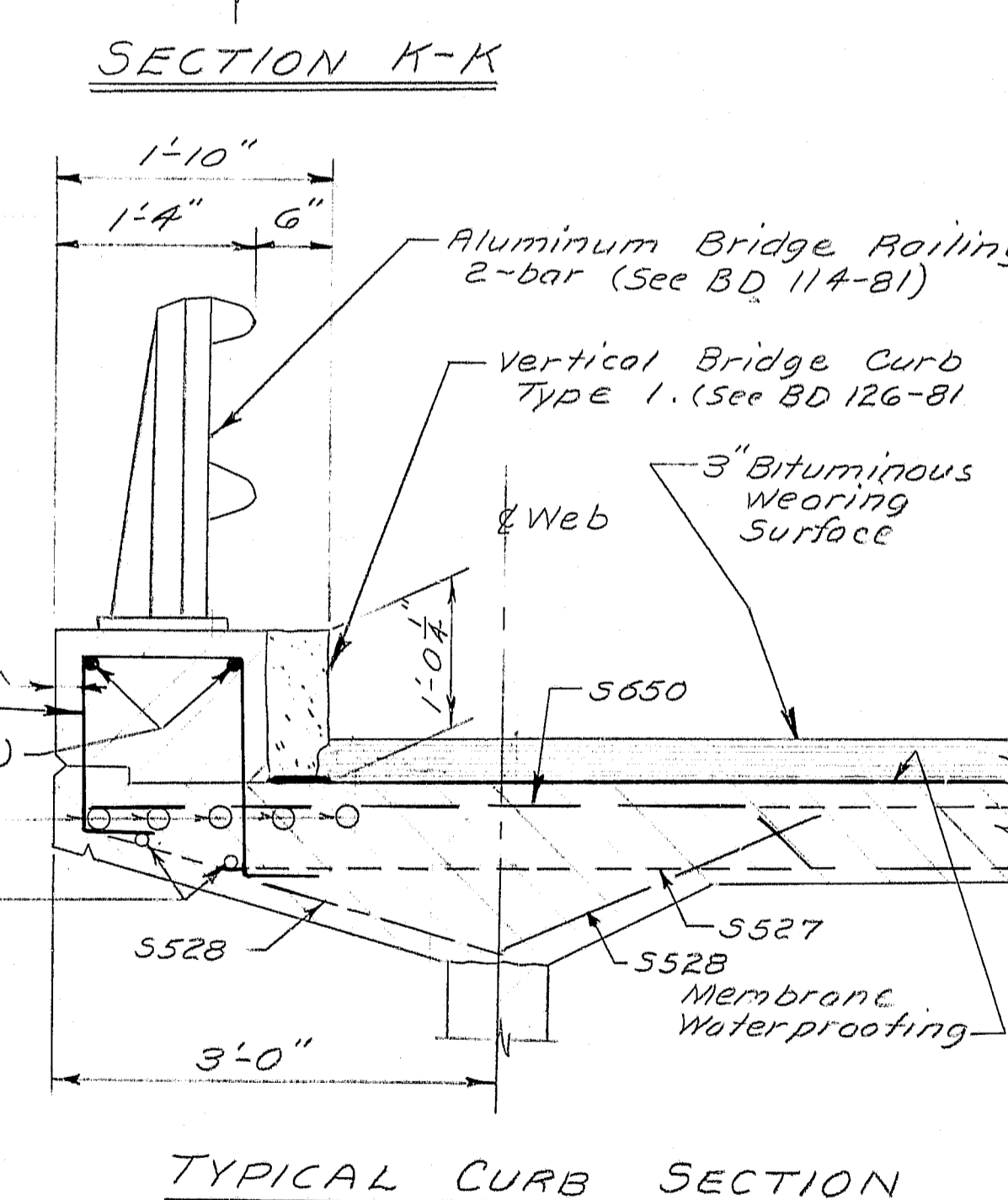


TABLE OF SPLICES  
(for  $f'_c = 4000 \text{ psi}$ )

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

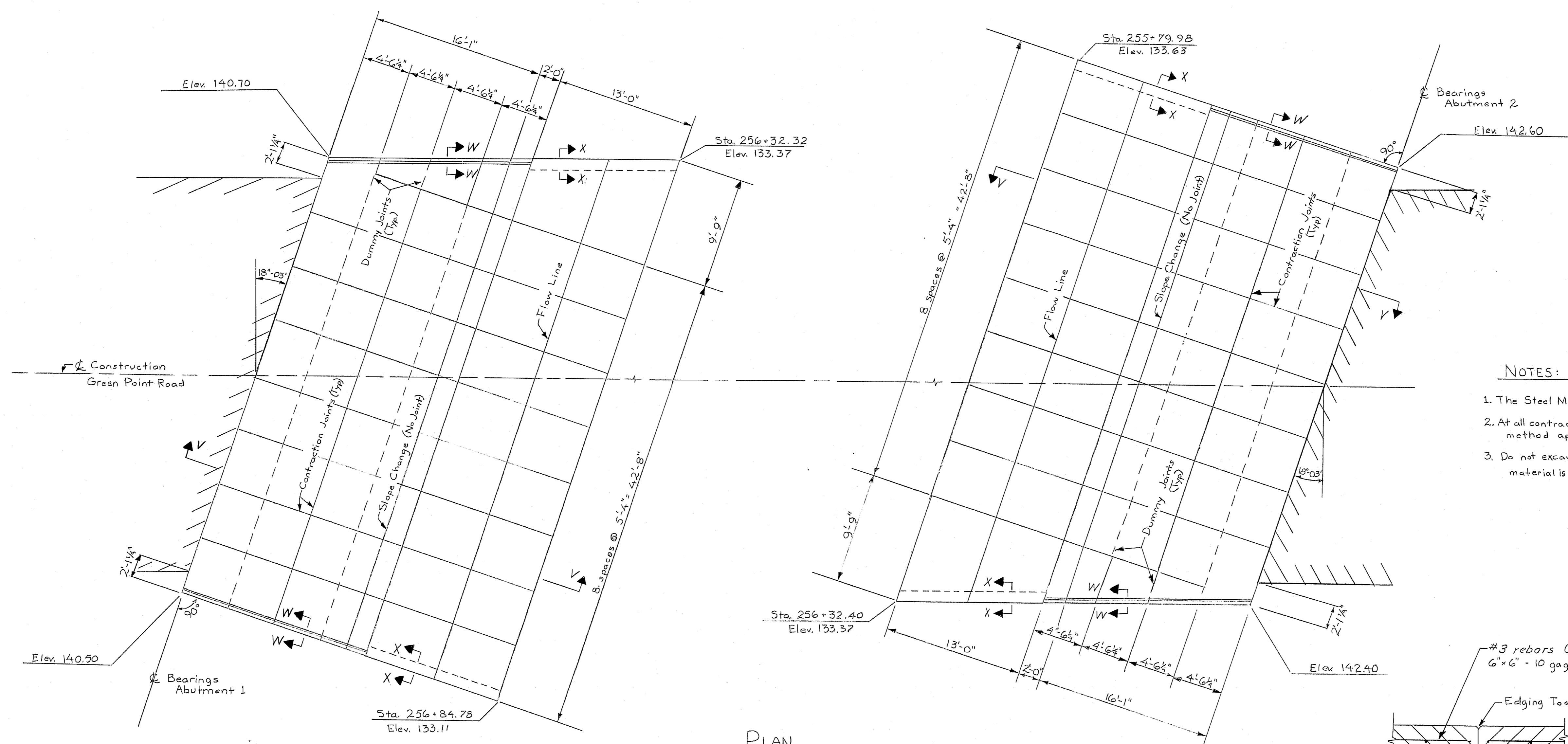


PROJECT DESIGN ENGINEER	DATE
BY [Signature]	5/7/23
DESIGN - CHECKED	REVISIONS
PLANS	FIELD CHANGES

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
GREEN POINT ROAD BRIDGE  
OVER  
I-395  
IN THE CITY OF  
BREWER  
CONCRETE ALTERNATE  
Top 5106  
SHEET 14 OF 17 AUGUSTA, MAINE

R89-423

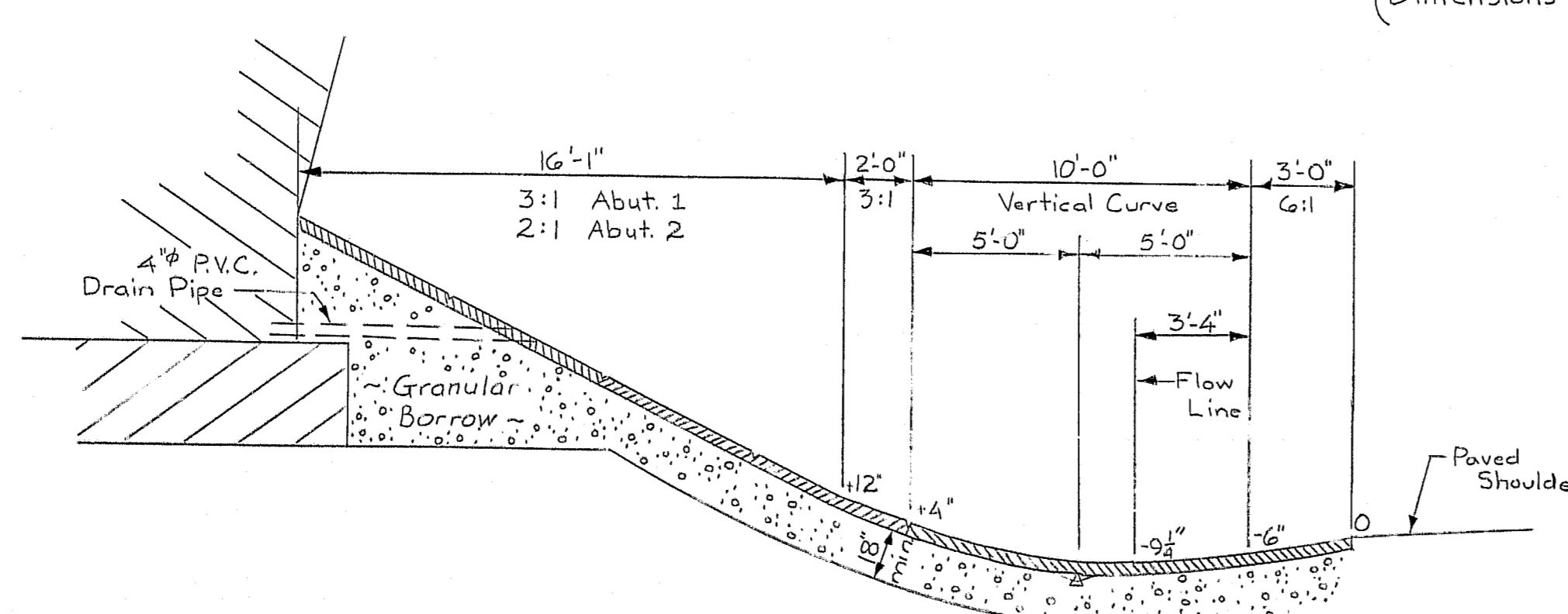
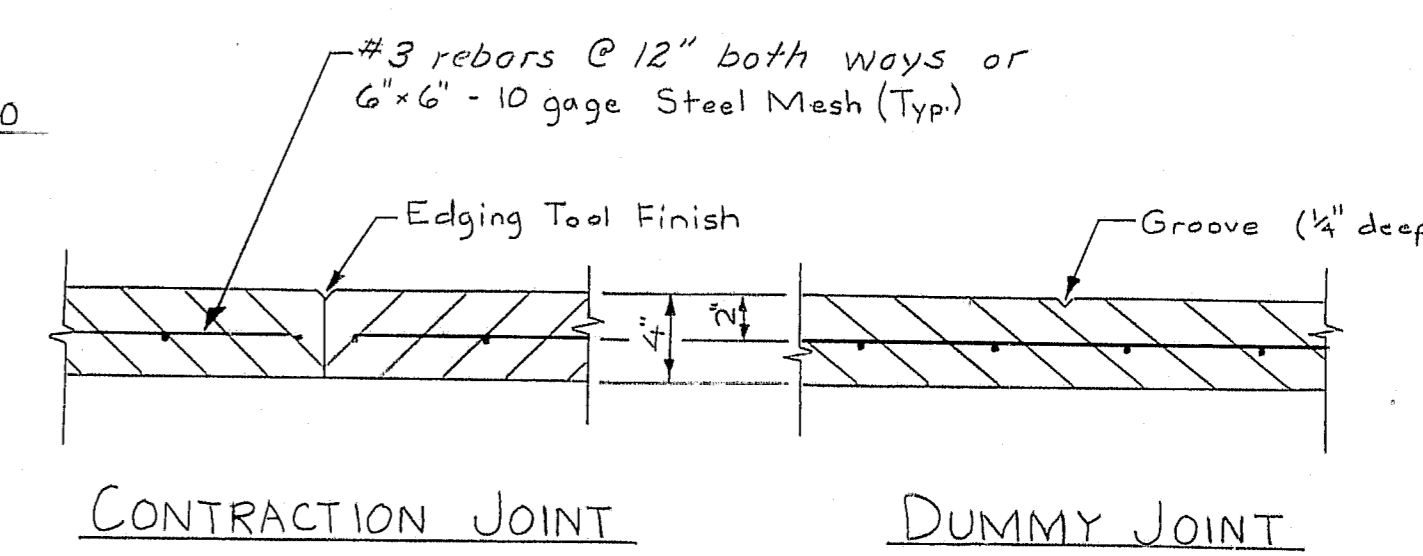
F.H.W.A. NO. 1	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1395-8(22)76	18	84



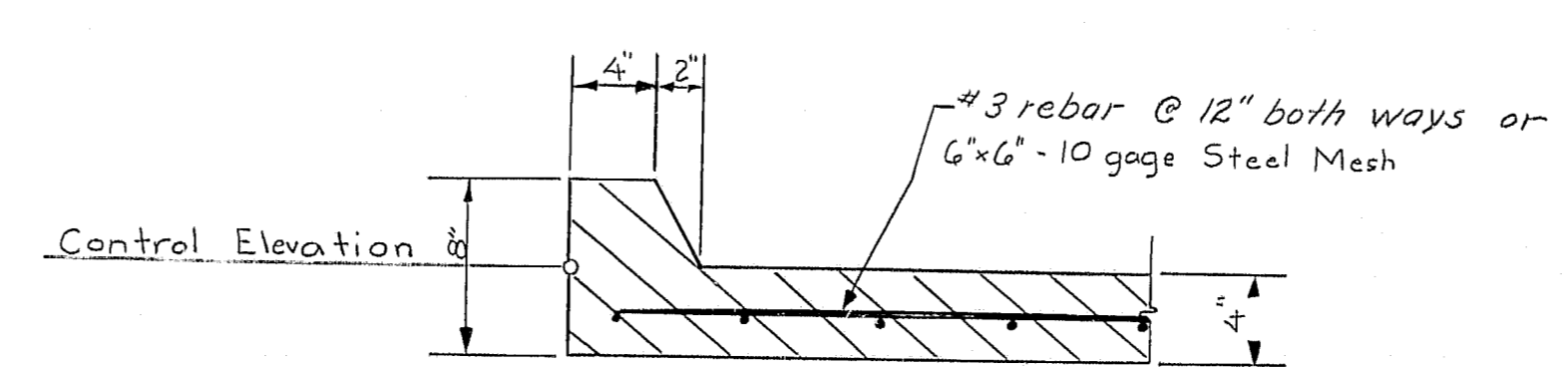
PLAN  
(Dimensions are Horizontal)

NOTES:

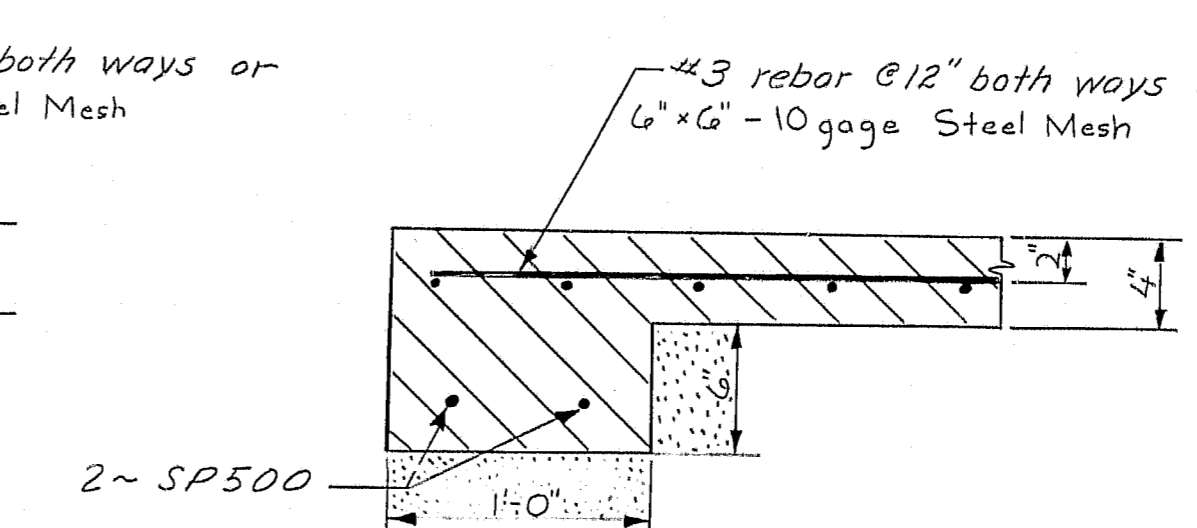
1. The Steel Mesh shall not pass through any contraction joints
2. At all contraction joints, break bond between sections by a method approved by the engineer.
3. Do not excavate for granular borrow where the existing material is found suitable in the opinion of the engineer.



SECTION V-V



SECTION W-W



SECTION X-X

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
GREEN POINT ROAD OVER I-395 IN THE CITY OF BREWER CONCRETE ALTERNATE CONCRETE SLOPE PROTECTION	
SHEET 15 OF 17 AUGUSTA, MAINE	

R89-424

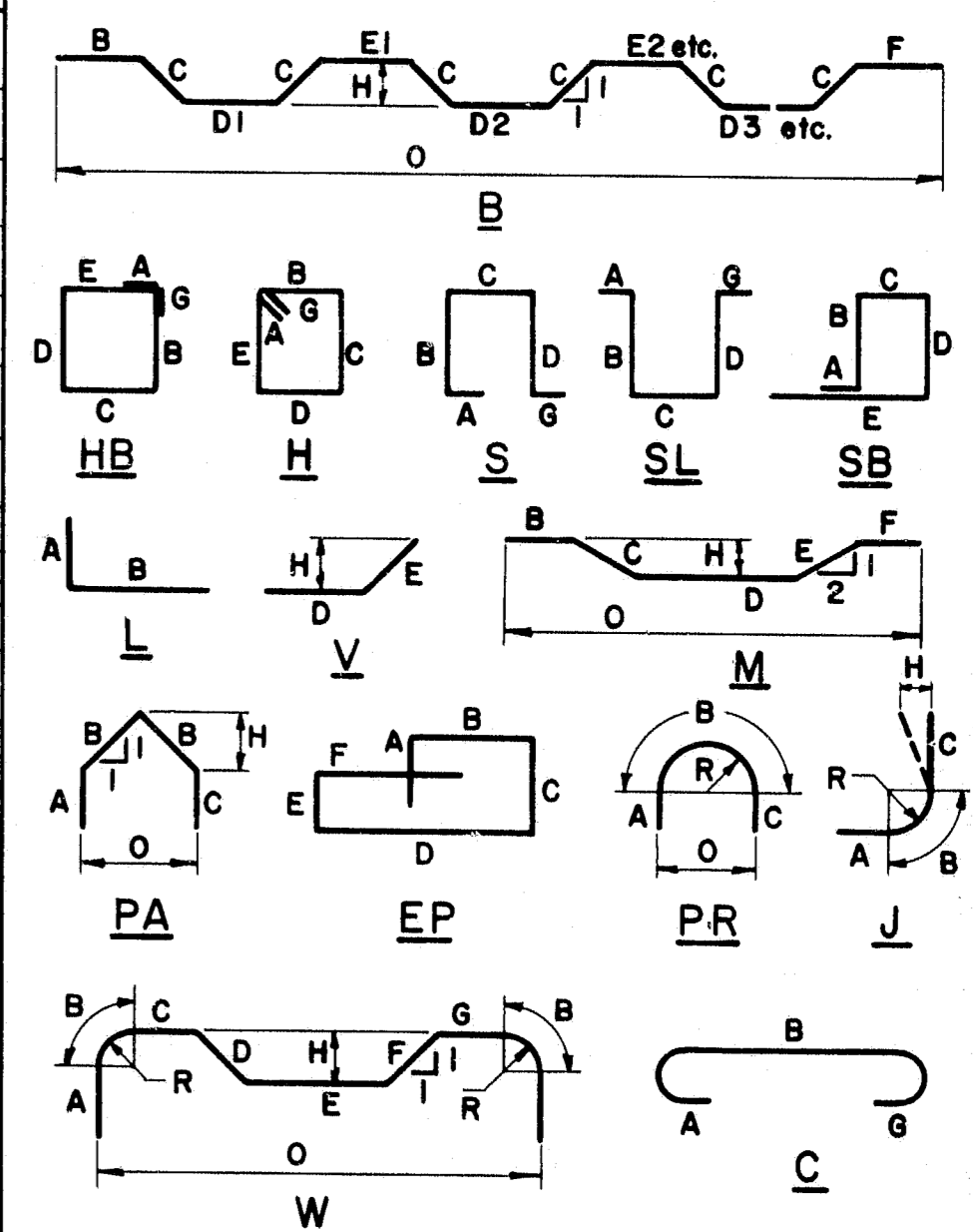
PROJECT DESIGN ENGINEER	DATE
BY K.D.P.	7/83
DESIGN-DETAILED	CHECKED
REVISIONS	FIELD CHANGES
PLANS	

BRUNING 44-132 45710-1

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 FOOTINGS				A600	26	14'-3"	Vert. Wings F.F					ABUTMENT #1																										
				A601	24	14'-6"	Vert. backwall F.F.					A501	24	9'-0"	S			2'-4	1'-2"	5'-6"								Vert., backwall										
F600	12	25'-3	longi., wings	A602	4	15'-3"	Vert. Haunch F.F.					A503	24	5'-0"	V					2'-0"	3'-0"				0'-6"			Vert., backwall F.F.										
F601	16	26'-3	longi., wings																																			
F602	16	27'-3	longi., wings	A703	14	8'-6"	Wings F.F. Vert					A513	42	11'-4"	S	—	5'-0"	1'-4"	5'-0"			—					Vertical Wings											
				A800	12	10'-0"	Wings F.F. Vert					A514	34	7'-6"	H	0'-5"	1'-1"	2'-3"	1'-1"	2'-3"			0'-5"				Vertical Wings											
F603	12	25'-0"	longi. wings									A515	24	7'-0"	L	1'-3"	5'-9"										Horiz. Backwall											
F604	156	6'-6"	transv. wings	ABUTMENT #2								A516	20	8'-6"	V					7'-0"	1'-6"				1'-1"		Horiz., bk wall, haunch											
F605	36	42'-3"	longi.									A521	38	17'-2"	A	5'-0"	9'-4"	2'-11"						2'-3"			Vert. breastwall N.F.											
F606	124	7'-9"	transv.	B500	74	3'-0"	dowels					A603	23	9'-6"	L	1'-0"	8'-6"										dowel, backwall, F.F.											
				B502	24	2'-9"	Vert., backwall, N.F.	APPROACH SLABS												A700	24	4'-9"	L	1'-2"	3'-7"							dowel, backwall F.F.						
								A5400	32	20'-0"	transverse	A750	14	5'-3"	L	1'-2"	4'-1"										dowel, wings, F.F.											
ABUTMENT #1				B507	24	22'-0"	Horiz., Wings, E.F.	B5401	32	15'-0"	"	A850	14	6'-7"	L	1'-4"	5'-3"										dowel, wings, F.F.											
				B508	4	24'-6"	"					A950	24	8'-3"	L	1'-7"	6'-8"										dowel, wings, F.F.											
A500	74	3'-0"	dowels	B509	24	27'-0"	"					ABUTMENT #2																										
A502	24	2'-9"	Vert. backwall N.F.	B510	4	29'-0"	Horiz., Wings, top					B501	24	9'-0"	S			2'-4	1'-2"	5'-6"							Vert., backwall											
												B503	24	5'-0"	V					2'-0"	3'-0"				0'-6"			Vert., backwall F.F.										
				B511	16	7'-0"	Vert., Wings, butterfly					B513	42	11'-4"	S	—	5'-0"	1'-4"	5'-0"			—					Vert. Wings											
A507	20	22'-0"	Horiz., wings E.F.	B512	34	15'-0"	Vert., Wings N.F.					B514	34	7'-6"	H	0'-5"	1'-1"	2'-3"	1'-1"	2'-3"			0'-5"				Vert. Wings											
A508	4	24'-6"	"									B515	26	7'-0"	L	1'-3"	5'-9"										Horiz. backwall											
A509	24	27'-0"	"									B516	22	8'-6"	V					7'-0"	1'-6"				1'-1"		Horiz., bk wall, haunch											
A510	4	29'-0"	Horiz., Wings, top	B517	4	4'-0"	Horiz., Wings, F.F.					B521	38	17'-10"	A	5'-0"	9'-2"	3'-8"						2'-3"			Vert breastwall N.F.											
A511	16	7'-0"	Vert., Wings, butterfly	B518	6	17'-8"	Horiz. Curtain wall					B603	23	9'-6"	L	1'-0"	8'-6"										dowel, backwall, F.F.											
A512	34	14'-3"	Vert., wings, N.F.	B519	8	6'-0"	Horiz. Curtain wall					B700	24	4'-9"	L	1'-2"	3'-7"										dowel, backwall, F.F.											
				B530	5	23'-4"	Horiz., backwall, etc.																															
				B531	5	14'-6"	Horiz., bridge seat					B750	14	5'-3"	L	1'-2"	4'-1"										dowel, wings, F.F.											
A517	4	4'-0"	Horiz., Wings, F.F.	B532	13	23'-9"	Horiz., backwall, F.F.					B850	14	6'-7"	L	1'-4"	5'-3"										dowel, wings, F.F.											
A518	6	16'-9"	Vert., Curtain wall	B533	13	14'-1"	Horiz., backwall F.F.					B950	24	8'-3"	L	1'-7"	6'-8"										dowel, wings, F.F.											
A519	8	6'-0"	Horiz., curtain wall																																			
				B534	2	23'-0"	Horiz., breastwall, N.F.	END POSTS												END POSTS																		
				B535	3	22'-10"	"					EP402	16	4'-9"	S			2'-1"	0'-7"	2'-1"							End Post											
A530	5	23'-4"	Horiz. backwall N.F.	B536	2	22'-6"	"					EP403	16	4'-9"	H	0'-4"	1'-0"	1'-0"	1'-0"	1'-0"			0'-4"				"											
A531	5	14'-6"	Horiz. bridge seat	B537	3	22'-3"	"					EP404	16	3'-1"	S			1'-3"	0'-7"	1'-3"							"											
A532	13	21'-9"	Horiz breastwall, etc.																																			
				B538	2	15'-0"	Horiz., breastwall, N.F.					EP408	12	4'-3"	S			1'-10"	0'-7"	1'-10"							End Post											
A533	13	13'-0"	Horiz., backwall, F.F.	B539	3	15'-2"	"					EP409	8	4'-2"	S			1'-10"	0'-6"	1'-10"							"											
A534	2	23'-0"	Horiz., breastwall, N.F.	B540	2	15'-6"	"					EP410	4	4'-6"	S			1'-10"	0'-10"	1'-10"							"											
A535	3	22'-10"	"	B541	3	15'-9"	"																															
												EP501	16	5'-3"	V					3'-0"	2'-3"				0'-4"		End Post											
A536	2	22'-6"	Horiz., breastwall, N.F.									EP502	12	4'-11"	S			1'-11"	0'-7"	1'-11"				0'-6"			"											
A537	3	22'-3"	"	B600	26	15'-3"	Vert., Wings, F.F					EP503	8	4'-10"	S			1'-11"	0'-6"	1'-11"				0'-6"			"											
A538	2	15'-0"	"	B601	24	15'-6"	Vert., backwall, F.F.					EP504	4	6'-5"	H	0'-5"	1'-11"	0'-10"	1'-11"	0'-10"				0'-5"			"											
				B602	4	15'-10"	Vert., Haunch F.F																															
A539	3	15'-2"	Horiz., breastwall N.F.																																			
A540	2	15'-6"	"	B703	14	8'-6"	Wings, F.F. Vert																															
A541	3	15'-9"	"	B800	12	10'-0"	Wings, F.F. Vert																															

F.H.W.A.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	MAINE	I-395-B(20)76	19	84

# 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 the 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
- Letter of Marks A, P & S locates bars of Abutments, Piers, and Superstructure parts respectively.

Revised ACI Standard 5-12-83

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

GREEN POINT ROAD BRIDGE

OVER  
I-395

IN THE CITY OF  
BREWER

CONCRETE-ALTERNATE

Reinforcing Steel Schedule  
SHEET 16 OF 17 AUGUSTA, MAINE

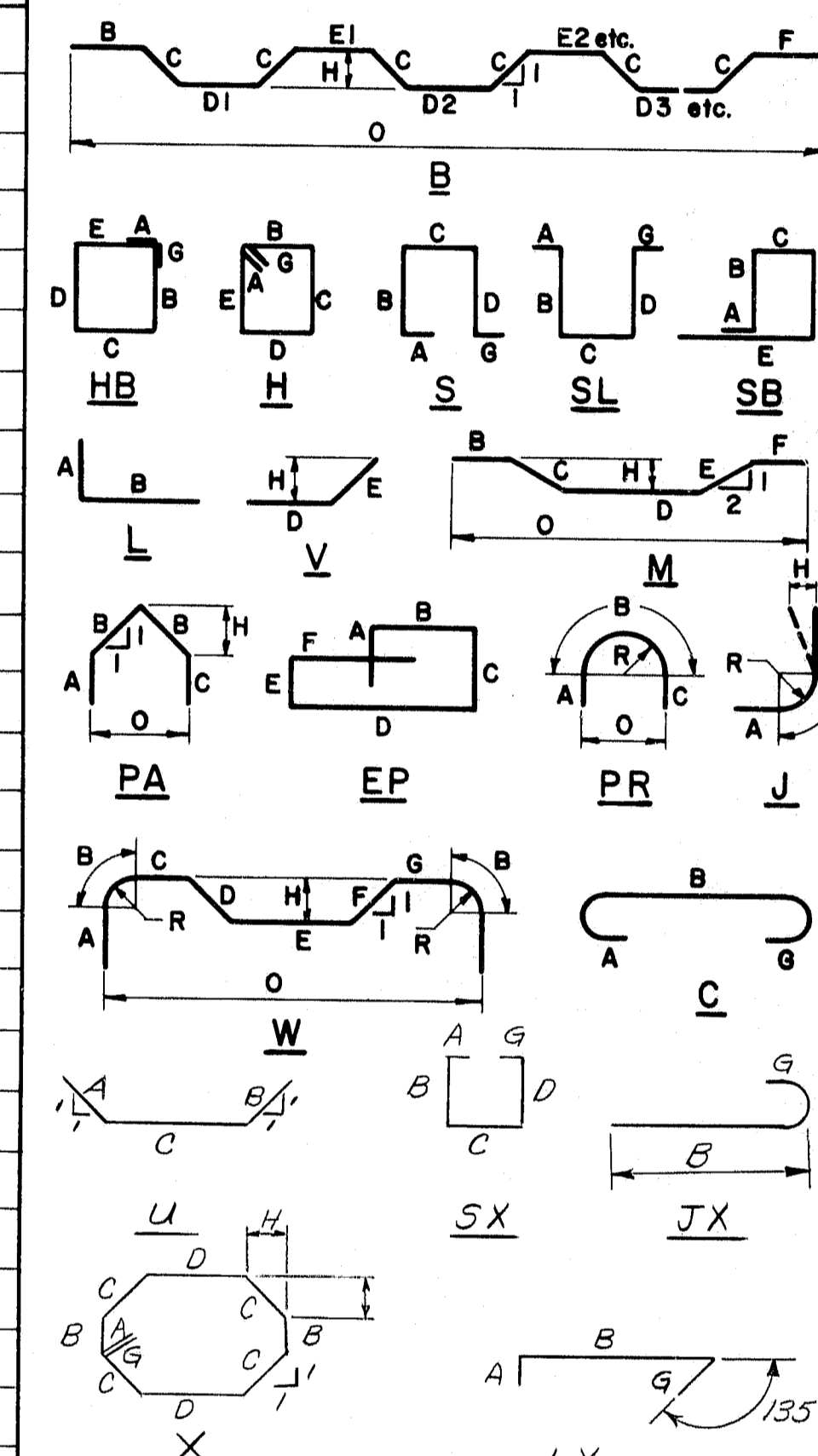
R89-425

FWA JOB NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	2-395-8(27)76	20	84

# 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
PIER				BOTTOM SLAB				TOP SLAB & END DIAPHRAGM				PIER														
P600	15	11'-6"	top footing	5510	144	30'-0"	longi., top	5300	2	38'-2"	end of slab	P300	13	18'-8"	H	0'-4"	3'-0"	6'-0"	3'-0"	6'-0"		0'-4"				horiz., shaft
P601	12	14'-6"	top footing	5511	24	31'-6"	longi., top					P301	18	16'-4"	X	0'-6"	0'-8"	1'-8"	3'-8"		0'-6"	1'-2"				horiz., shaft
P603	4	7'-3"	shaft vert.	5512	24	23'-0"	longi., top	5520	90	42'-0"	longi., top	P302	18	4'-0"	LX	0'-6"	3'-0"				0'-6"					horiz., shaft
				5513	32	50'-0"	longi., top	5523	230	42'-0"	longi., bottom	P303	10	16'-4"	SX	0'-8"	6'-0"	3'-0"	6'-0"		0'-8"					horiz., shaft
P802	18	21'-3"	shaft vert.	5514	8	40'-0"	longi., top	5524	16	32'-6"	longi., top	P602	8	9'-0"	JX		8'-4"				0'-8"					vert. shaft
P1000	12	14'-6"	bottom footing	51010	100	40'-0"	longi., bottom	5525	40	43'-6"	longi., top															
P1100	15	11'-6"	bottom footing	51011	20	30'-0"	longi., bottom	5527	392	38'-2"	transv., top	P801	38	6'-7"	L	1'-4"	5'-3"									dowel
				51012	8	60'-0"	longi., bottom	5528	2030	2'-3"	transv. Web haunch	P803	20	23'-1"	V				13'-1"	10'-0"		4'-6"				vert., shaft
				51013	8	13'-0"	longi., bottom	5529	20	42'-6"	longi., curbs	INTEGRAL PIER CAP														
INTEGRAL PIER CAP				51014	8	46'-0"	longi., bottom	5530	88	42'-3"	longi., bottom	P450	5	34'-7"	SL		1'-0"	32'-7"	1'-0"							longi.
P500	4	32'-7"	longitudinal	51015	16	43'-0"	longi., bottom	5540	16	34'-3"	end diaphragm	P550	6	34'-7"	SL		1'-0"	32'-7"	1'-0"							longi.
P501	22	4'-8"	transverse	51016	16	20'-0"	longi., bottom	5700	12	34'-0"	longi., bott.	P551	84	12'-4"	S	0'-5"	4'-5"	2'-8"	4'-5"		0'-5"					vert.
P502	7	38'-3"	longitudinal	51017	16	48'-0"	longi., bottom	5701	22	44'-0"	longi., bott.	P711	8	8'-0"	U	3'-0"	2'-0"	3'-0"								horiz. @ Opening
P612	15	38'-3"	longitudinal					5920	6	17'-0"	longi., top	BOTTOM SLAB														
P700	6	33'-0"	longi.					5921	12	26'-0"	longi., top															
P701	6	32'-7"	longi.					5922	32	60'-0"	longi., top															
				GIRDER WEBS																						
P900	5	33'-0"	longi.	5400	35	40'-0"	longi., over pier	5923	32	33'-0"	longi., top	5450	396	34'-7"	SL		1'-0"	32'-7"	1'-0"							transverse
P901	6	23'-0"	longi.	5500	250	43'-6"	longitudinal	5924	18	38'-0"	longi., top	5453	68	8'-6"	SB	1'-9"	0'-10"	1'-8"	1'-0"	3'-3"						end of slab
P902	6	27'-0"	longi.	51000	50	44'-10"	longi. bottom slab	5925	6	18'-0"	longi., top															
								5926	12	30'-0"	longi., top	GIRDER WEBS														
								5927	20	27'-0"	longi., top	5452	224	10'-9"	SL	0'-5"	4'-9"	0'-5"	4'-9"		0'-5"					vert. web #1 #45
								5928	20	56'-0"	longi., top	5453	248	11'-1"	SL	0'-5"	4'-11"	0'-5"	4'-11"		0'-5"					vert. web #2 #44
												5454	124	11'-5"	SL	0'-5"	5'-1"	0'-5"	5'-1"		0'-5"					vert. web #3
												5552	268	10'-9"	SL	0'-5"	4'-9"	0'-5"			0'-5"					vert. web #1 #45
												5553	284	11'-1"	SL	0'-5"	4'-11"	0'-5"			0'-5"					vert. web #2 #44
												5554	142	11'-5"	SL	0'-5"	5'-1"	0'-5"			0'-5"					vert. web #3
												5555	24	8'-0"	U	3'-6"	1'-0"	3'-6"								web openings
								TOP SLAB & END DIAPHRAGM																		
								5301	68	1'-6"	L	0'-9"	0'-9"													vert. end of slab
								5541	70	11'-0"	H	0'-6"	1'-8"	3'-4"	1'-8"	3'-4"				0'-6"						end diaphragm
								5542		10'-0"	SB	1'-9"	1'-2"	1'-8"	1'-6"	3'-8"										end of slab
								5551	406	5'-8"	S	1'-6"	1'-2"	1'-0"	1'-6"						0'-6"					curb, transv.
												5630	194	39'-7"	B		4'-9"	0'-7"	3'-8"	5'-7"	4'-9"	0'-5"	38'-3"			transverse
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION												

## 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 the 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
- Letter of Marks A, P & S locates bars of Abutments, Piers, and Superstructure parts respectively.

Revised ACI Standard 5-12-83

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

GREEN POINT ROAD BRIDGE

OVER

I-395

IN THE CITY OF

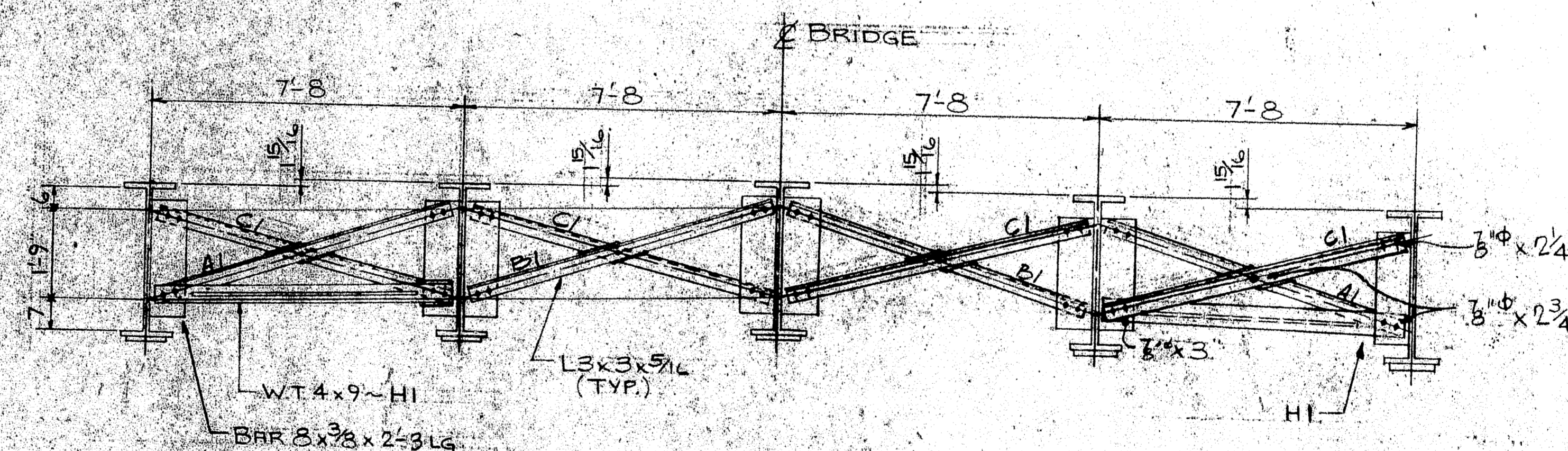
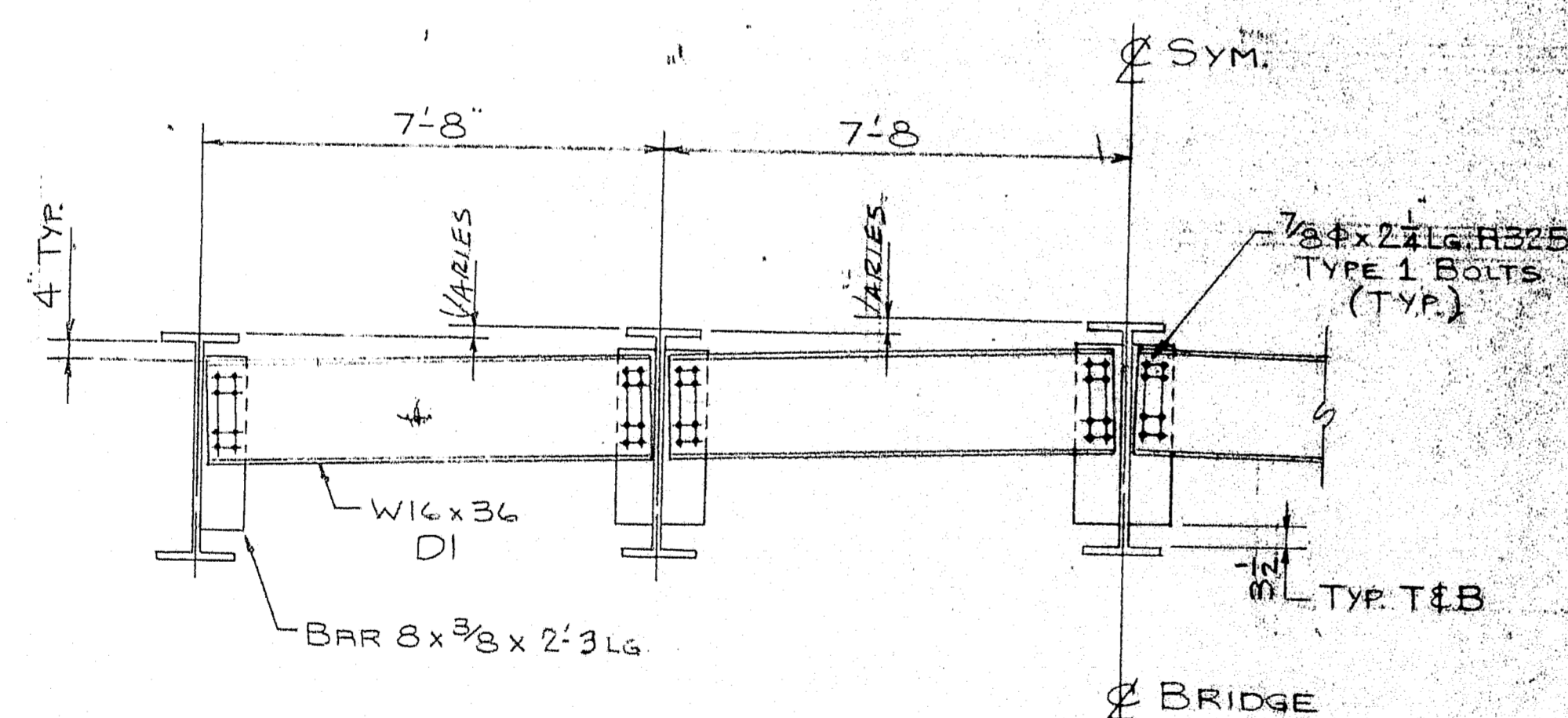
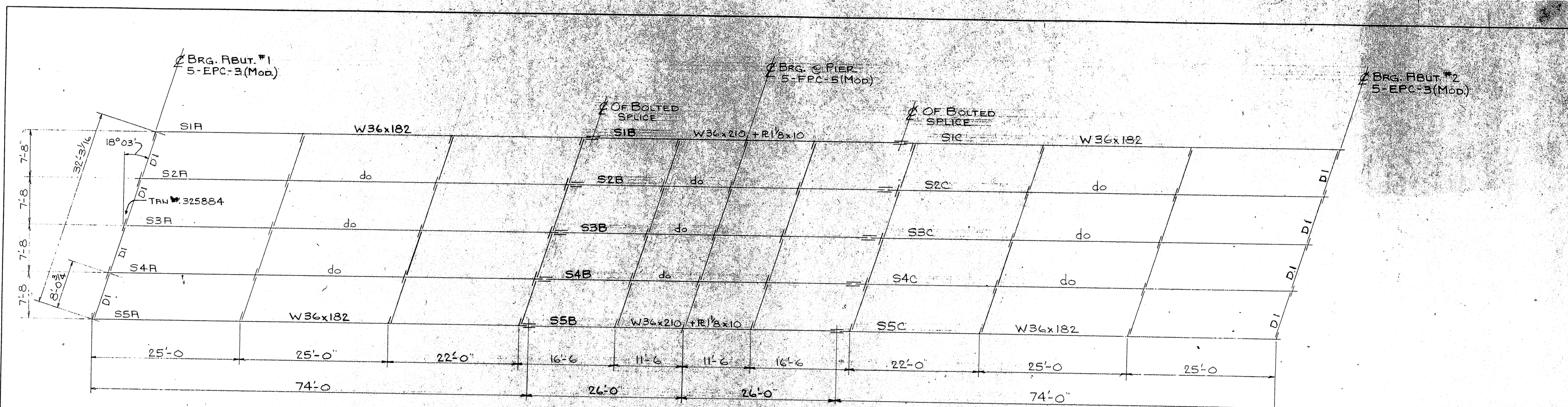
BREWER

CONCRETE ALTERNATE

Reinforcing Steel Schedule

SHEET 17 OF 17 AUGUSTA, MAINE

R89-426



Br.# 1563

FORM BRACKET HOLES ARE TO BE FILLED W/ 1/2" CARTRIDGE BOLTS HELD ON OUTSIDE

Prov No: I375-B(87)-176

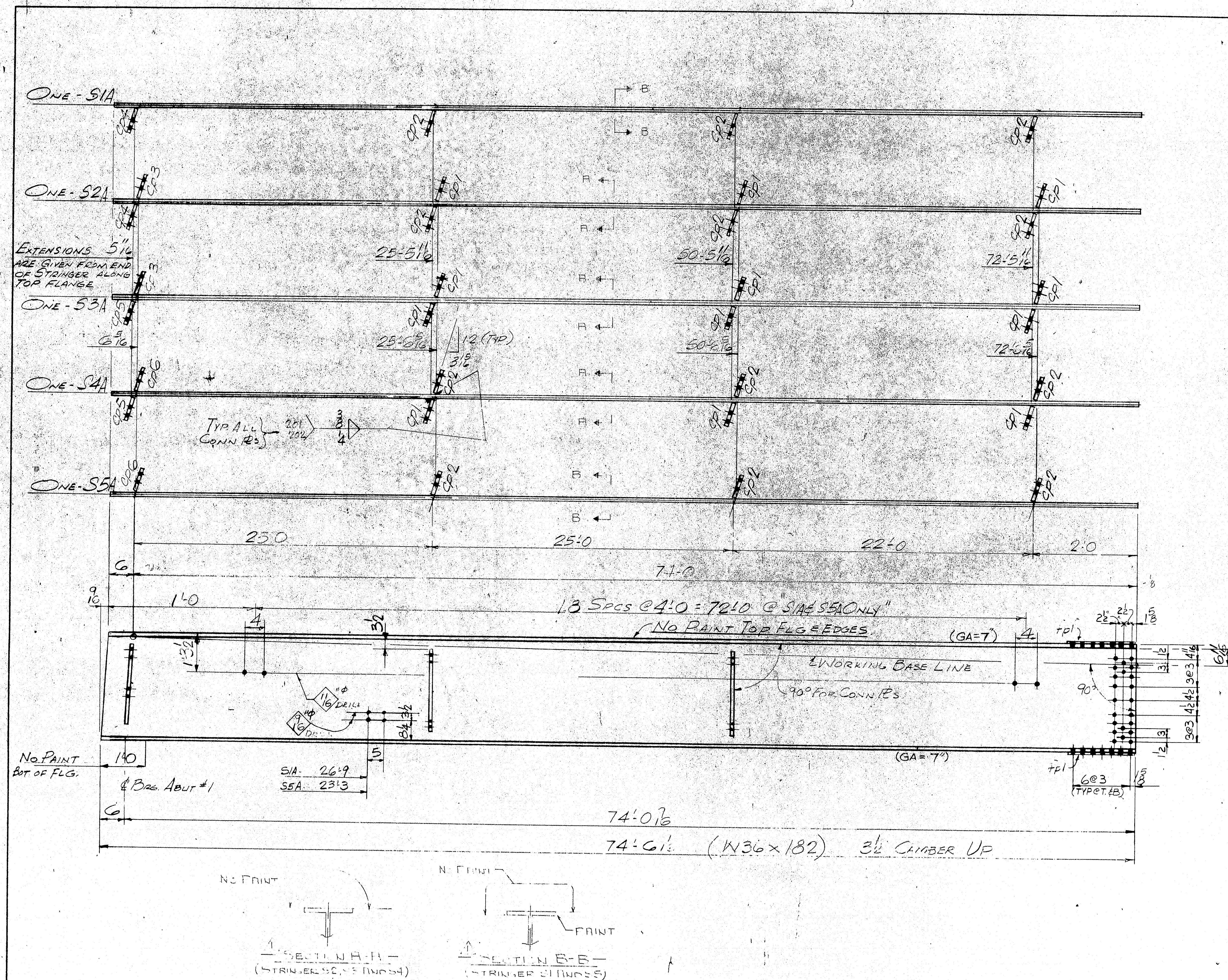
CUSTOMER ORDER NO.	
REFERENCE DRAWINGS	
HOLES	
FIELD CONN.	3" A225-TYPE 1
PAIN	ONE 5/8" BANG LEAD 3/16" CHROMIUM PAIN
FRAMING PLAN	
MEGQUIER & JONES CORP.	
1185 BROADWAY	
SOUTH PORTLAND, MAINE 04106	
GREEN POINT ROAD OVERPASS/TSR	
BREWER	MAINE
CUSTOMER	H.J. SODERSON, INC.
ARCHITECT	MAINE D.O.R.

APPR.	5-10-84
APPD.	
SHOP	6/13/84
F.A.O.	6/16/84
DRAWN	FWP
CHECKED	DUPE
REVISION	
REVISION	
REVISION	

R90-404

R90-405





SHIP		BILL OF MATERIAL		JOB NO. J-45		DWG. NO. 3	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS	
S1A	1		W36x182	74'-0 3/4		A572 CAMBER-3 1/2	
S2A	1			74'-0 3/4		CVN	
S3A	1			74'-0 3/4			
S4A	1			74'-0 3/4			
S5A	1		W36x182	74'-0 3/4		A572 CAMBER-3 1/2	
				10 fpl R 7/8 x 11	1 9	A36 WIRE FOR SHORING	
				12 cp1 R 3/8 x 8	2 3	A36	
				12 cp2	2 3		
				2 cp3	2 3		
				2 cp4	2 3		
				2 cp5	2 3		
				2 cp6 R 3/8 x 8	2 3	A36	

Proj No. I-395-B(87)-176  
ITEM NO. 504.70 STRUCTURAL STEEL

BLAST CLEAN ~ SP6 (COMM)

CUSTOMER ORDER NO.  
REFERENCE DRAWINGS:  
HOLES 15/16" UN  
FIELD CONN. A325-TYPE 1

PAINT ONE 1/2" BASIC LEAD SILICO CHROMATE PRIMER  
STRINGER DETAILS

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

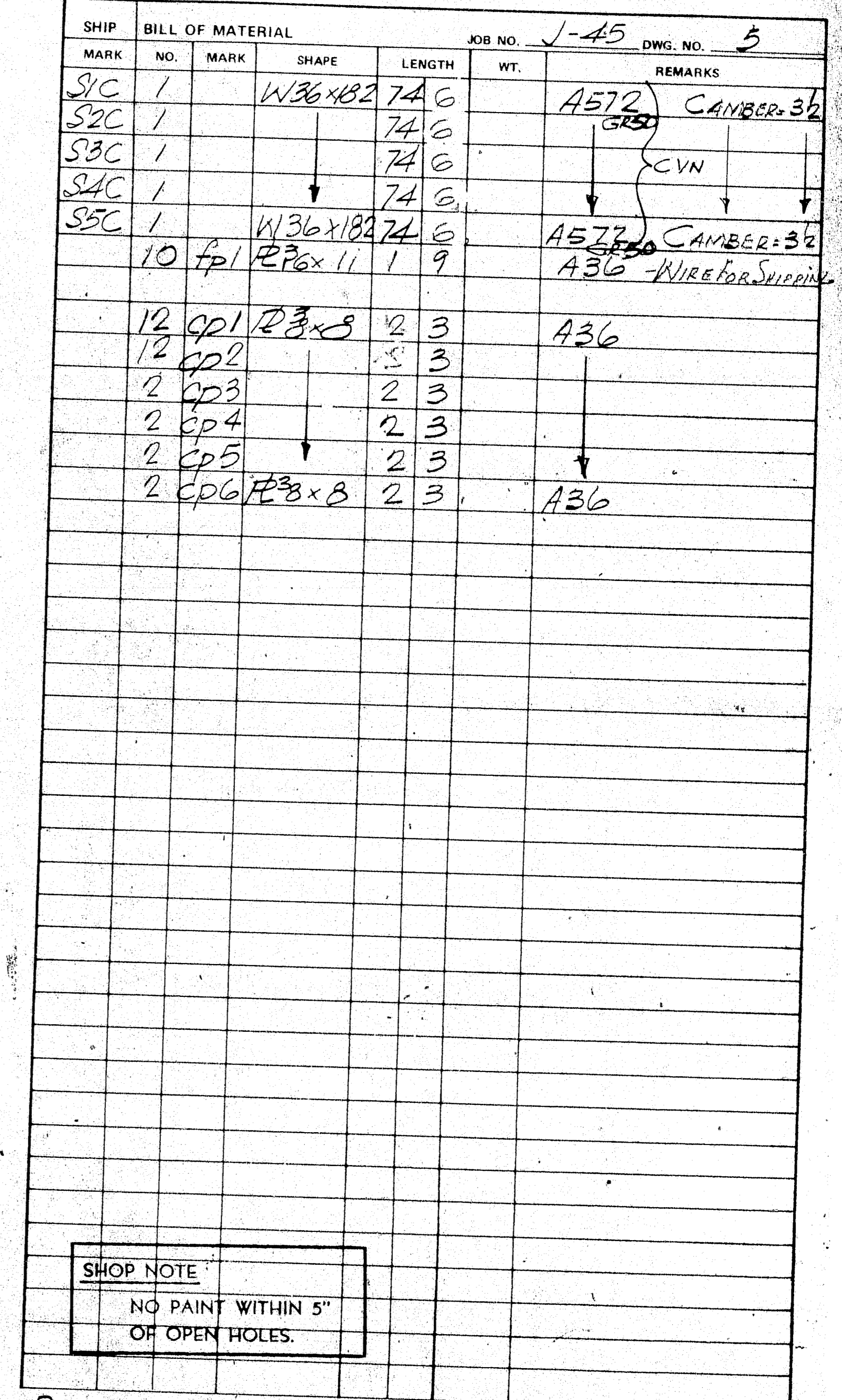
GREEN POINT ROAD OVERPASS/I-395  
BREWER MAINE

CUSTOMER: H. J. SOCKBESON, INC.  
ARCHITECT: MAINE DOT

JOB NO. J-45 DWG. NO. 3

R90-407

R90-408

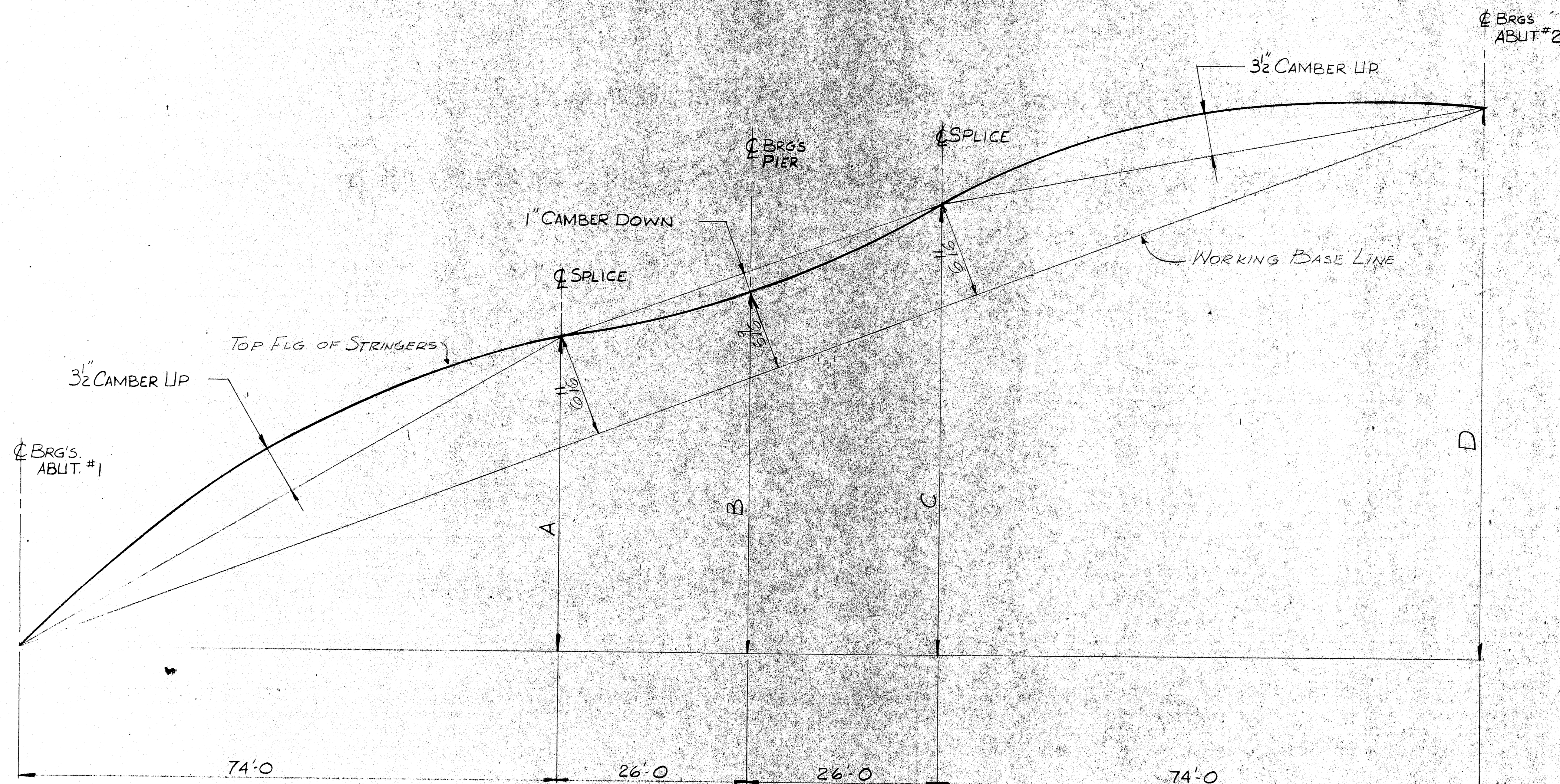


BEA-400

APPR.	5-10-84	
APPR.	6/13/84	
SHOP	6/13/84	
F. & O	6/26/84	
DRAWN	JPF	4-84
CHECKED	DEJ.	
REVISION	ET	7/10/84
REVISION		
REVISION		

J-45  
 R90-409  
 5  
 DWG. NO.

	A	B	C	D
S1	1'-8 <sup>5</sup> / <sub>8</sub>	2'-0 <sup>3</sup> / <sub>8</sub>	2'-6 <sup>7</sup> / <sub>16</sub>	3'-1 <sup>5</sup> / <sub>8</sub>
S2	1'-8 <sup>3</sup> / <sub>16</sub>	2'-0 <sup>1</sup> / <sub>16</sub>	2'-6 <sup>3</sup> / <sub>16</sub>	3'-2 <sup>3</sup> / <sub>16</sub>
S3	1'-9 <sup>1</sup> / <sub>16</sub>	2'-0 <sup>5</sup> / <sub>16</sub>	2'-7 <sup>8</sup> / <sub>16</sub>	3'-2 <sup>3</sup> / <sub>16</sub>
S4	1'-9 <sup>1</sup> / <sub>16</sub>	2'-1 <sup>1</sup> / <sub>4</sub>	2'-7 <sup>1</sup> / <sub>16</sub>	3'-3 <sup>5</sup> / <sub>16</sub>
S5	1'-9 <sup>7</sup> / <sub>16</sub>	2'-1 <sup>1</sup> / <sub>2</sub>	2'-7 <sup>13</sup> / <sub>16</sub>	3'-3 <sup>7</sup> / <sub>8</sub>



PROJ. NO I-395-8(87)-176  
ITEM NO. 504-70 STRUCTURAL  
STEEL

CUSTOMER ORDER NO.:  
REFERENCE DRAWINGS:  
HOLES:  
FIELD CONN.:  
PAINT:

CAMBER ASSEMBLY DIAGRAM

MEGQUIER & JONES CORP.

1158 BROADWAY  
SOUTH PORTLAND, MAINE 04106

GREEN POINT ROAD OVERPASS/138  
BREWER MAINE

CUSTOMER: H.J. SOCKEESON, INC.

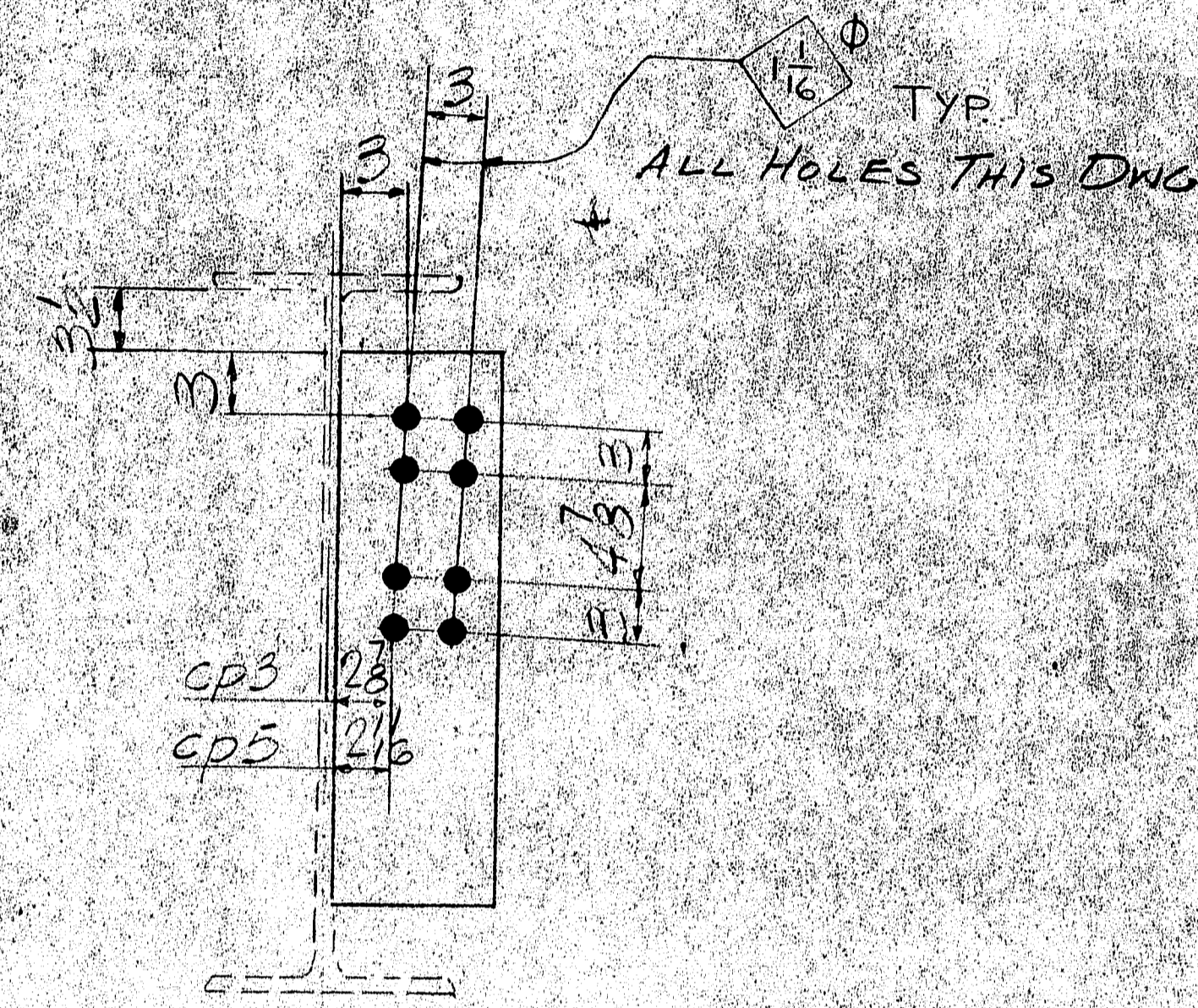
ARCHITECT: MAINE D.O.T.

JOB NO. J-45

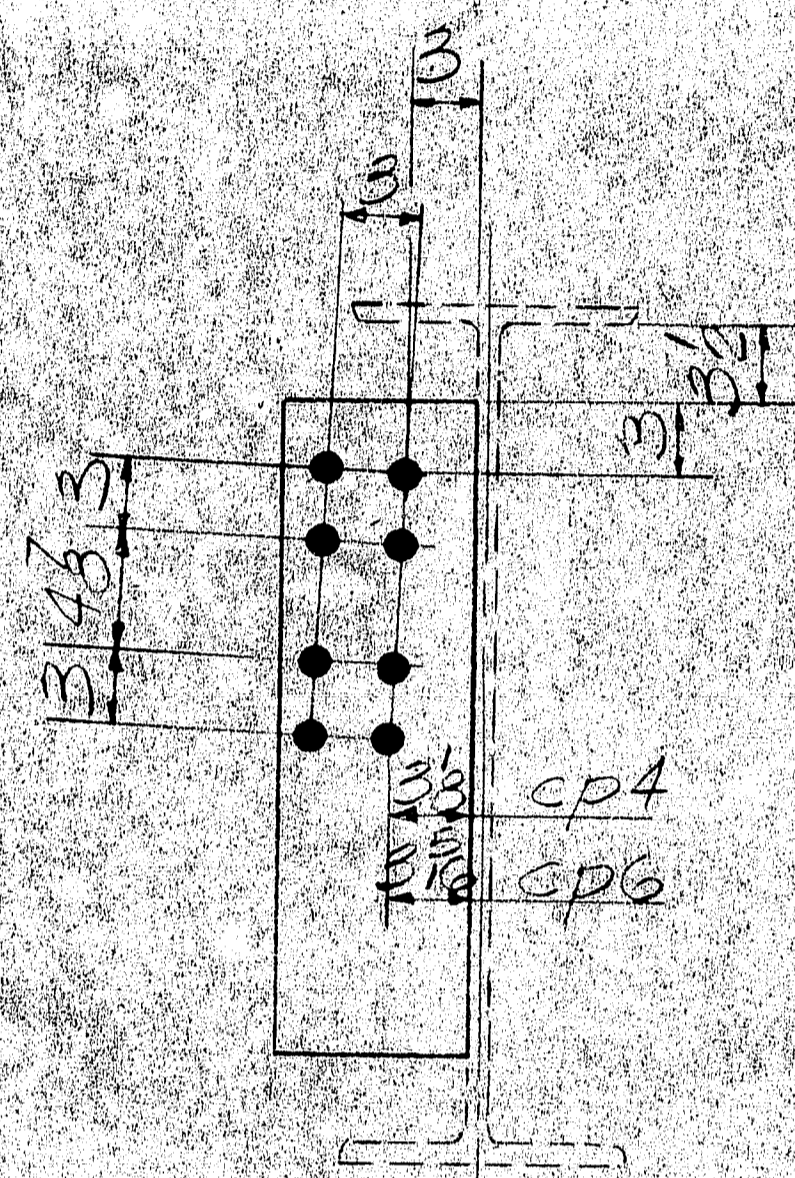
DWG. NO. 6

APPR.	5-10-84
SHOP	6/13/84
F.O.	6/24/84
DRAWN	CRT
CHECKED	UPF
REVISION	
REVISION	

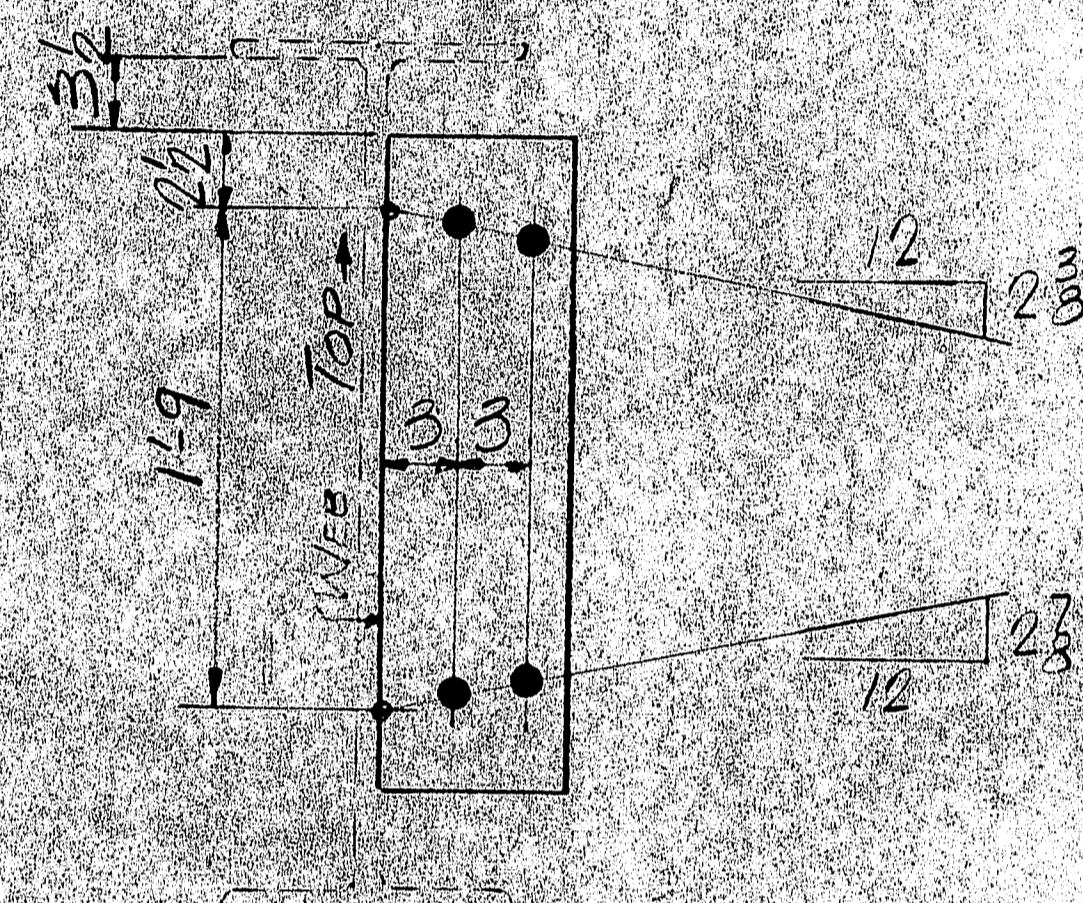
R90-410



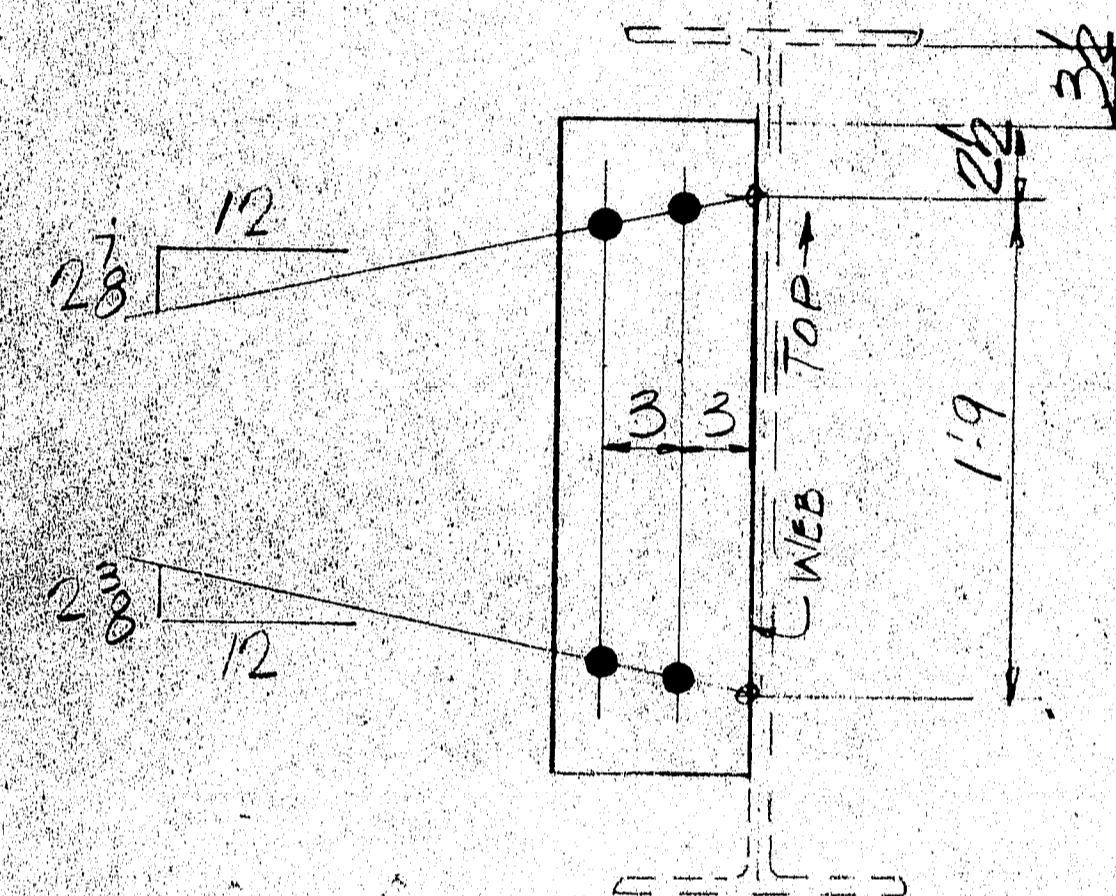
cp3-4 REQ'D  
cp5-4 REQ'D



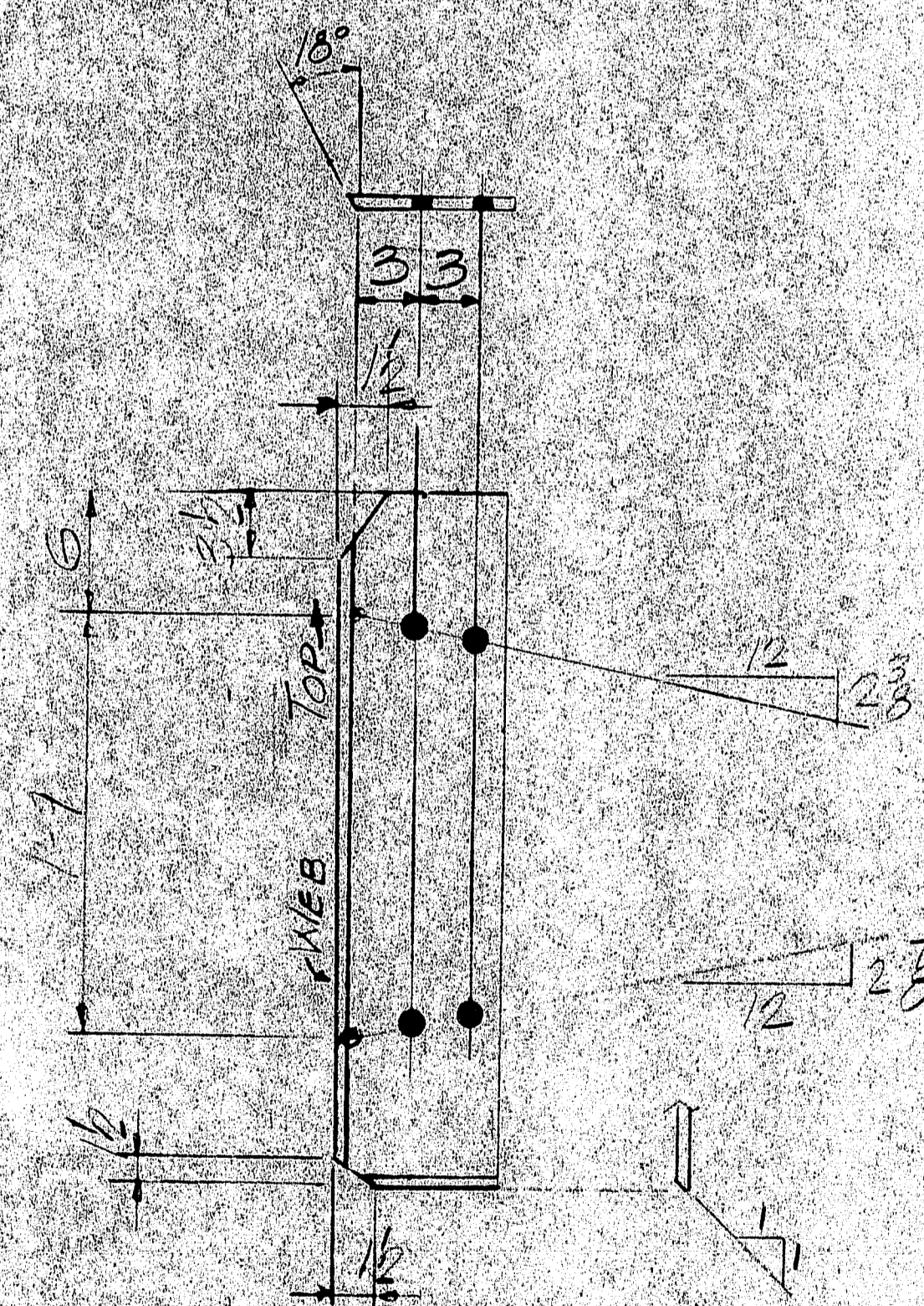
cp4-4 REQ'D  
cp6-4 REQ'D



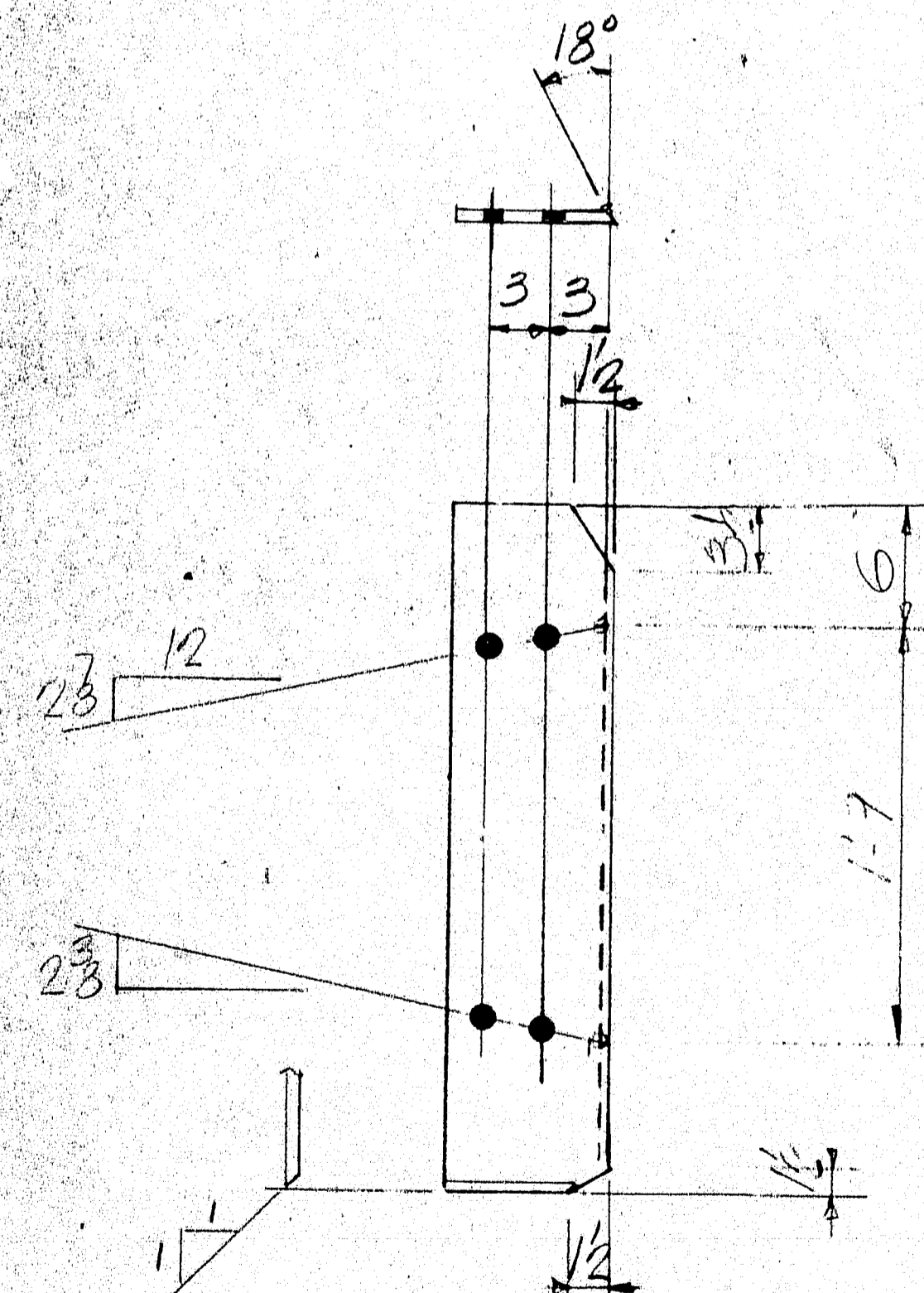
cp2-32 REQ'D



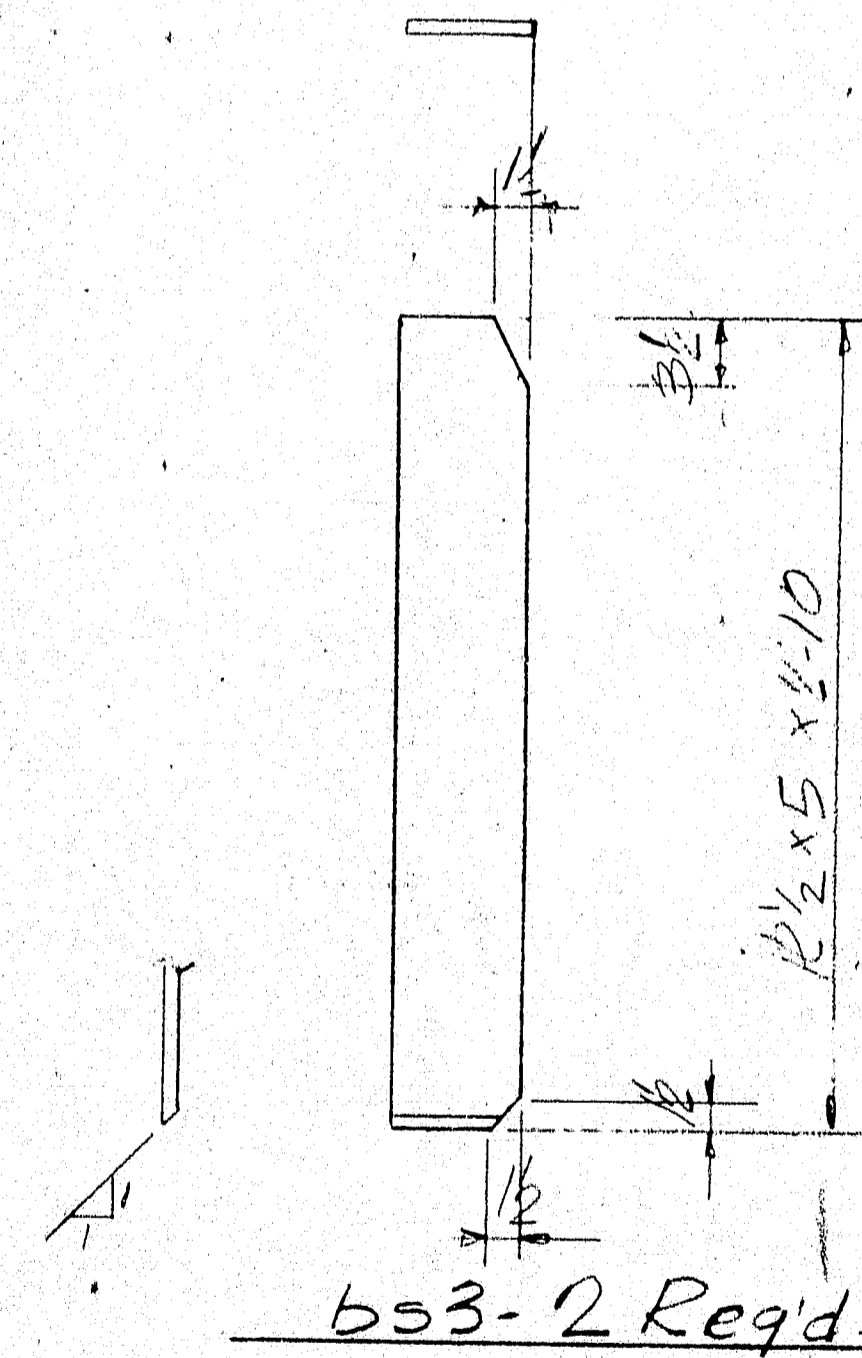
cp1-32 REQ'D



bs3-4 REQ'D



bs1-4 REQ'D



bs3-2 REQ'D

SHOP NOTE  
NO PAINT WITHIN 5"  
OF OPEN HOLES.

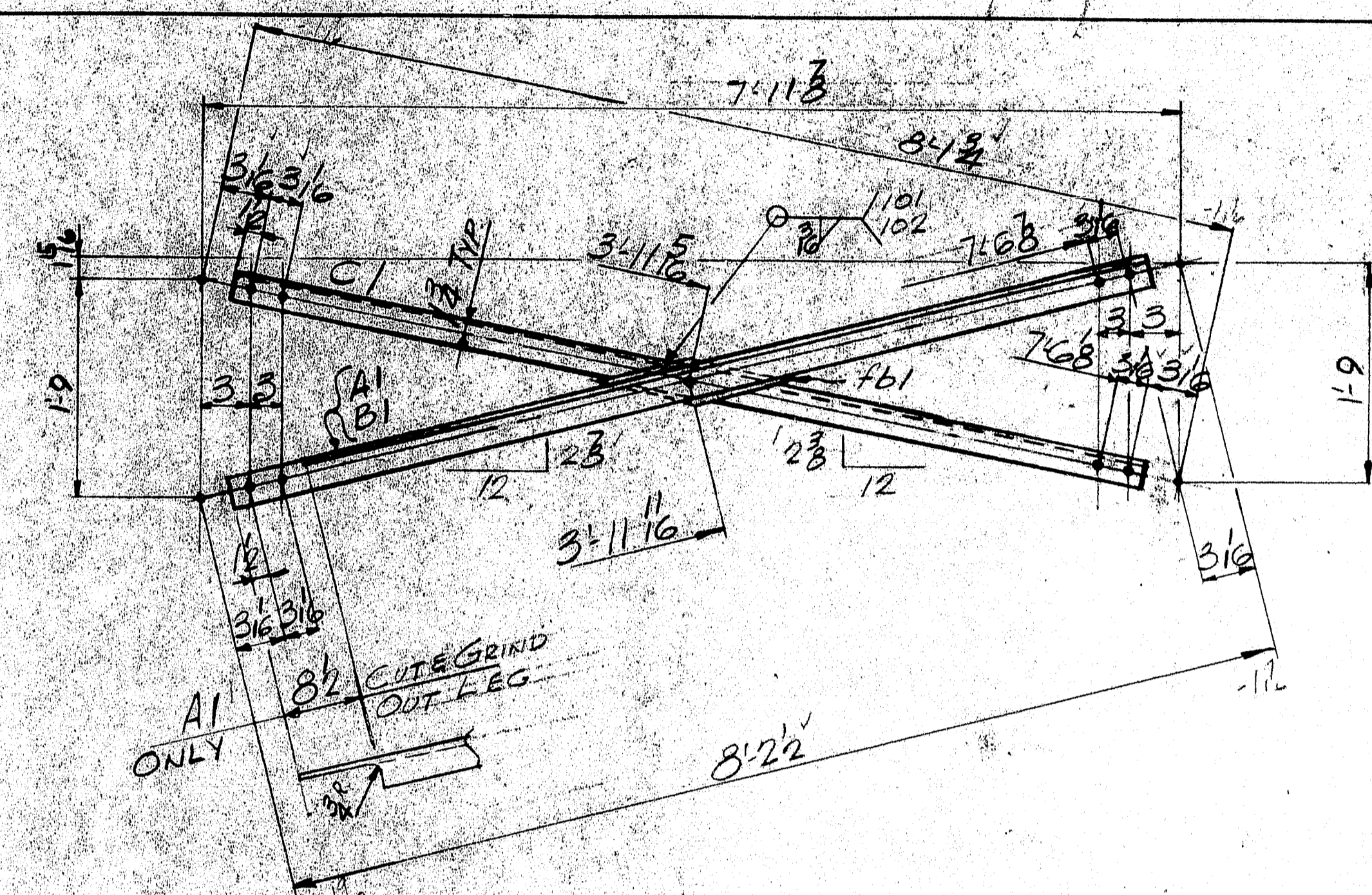
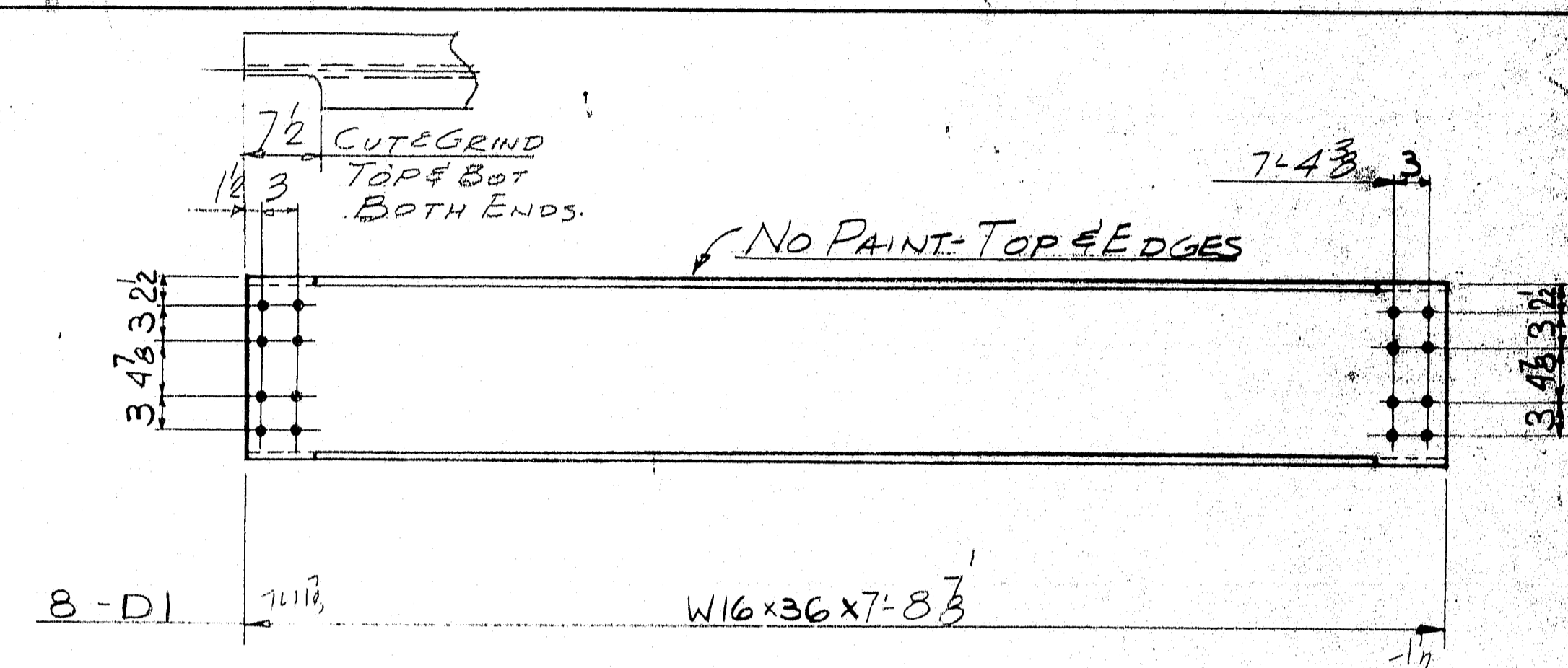
CUSTOMER ORDER NO.:  
REFERENCE DRAWINGS:  
HOLES: 1/16" Φ  
FIELD CONN: 8" Φ A325-TYPE 1  
PAINT: ONE 96 BASIC LEAD SILICO CHROMATE PRIMER  
DETAILS - CONN RS & BEARING STIFFS

MEGQUIER & JONES CORP.  
1156 BROADWAY  
SOUTH PORTLAND, MAINE 04106  
GREEN POINT ROAD OVERPASS / I-395  
BREWER MAINE  
CUSTOMER: H.J. SOCKBESON, INC.  
ARCHITECT: MAINE D.O.T.  
JOB NO. 4-45  
DWG. NO. 7

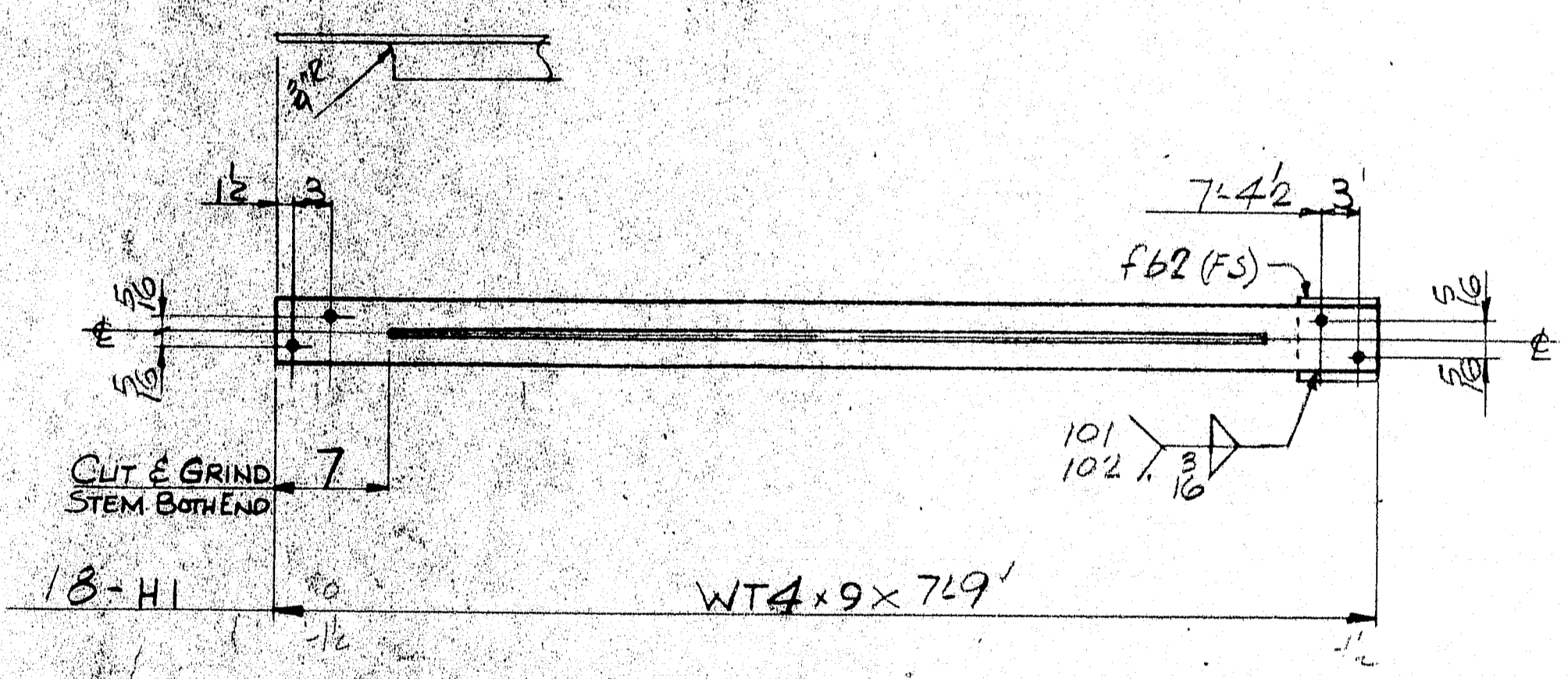
APPR.	5-10-84
APPR.	6-13-84
SHOP	6-13-84
P.S.O.	6-26-84
DRAWN	JPF 4.84
CHECKED	EJ
REVISION	
REVISION	

ITEM No. 504.70 - STRUCTURAL STEEL  
PROJECT No. I-395-8 (87) 176

R90-411



A1-18 REQ'D.  
B1-18 REQ'D.  
C1-36 REQ'D.



SHIP		BILL OF MATERIAL			JOB NO. 4-45		DWG. NO. 8	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS		
A1	18		2x3x $\frac{5}{16}$	7' 11 $\frac{3}{8}$ "	✓			
B1	18		Do	7' 11 $\frac{3}{8}$ "	✓			
C1	36		Do	7' 10 $\frac{3}{4}$ "	✓			
	36	fb1	Bar 3x3 $\frac{3}{8}$	1' 6"		L.O.		
D1	8		W16x36	7' 8 $\frac{3}{8}$ "	✓			
H1	18		WT4x9	7' 9"	✓			
	18	fb2	Bar 6x $\frac{7}{16}$	6"				

PROJ NO. F395-8(87)-176  
ITEM NO. 504.70 STRUCTURAL STEEL  
BLAST CLEAN ~ SP6 (COMM.)

ALL STEEL A36

CUSTOMER ORDER NO.:  
REFERENCE DRAWINGS:  
HOLES: 15/16" U.N.  
FIELD CONN: 3" A325-TYPE 1  
PAINT: ONE 5/16" BASIC LEAD SILICO CHROMATE PRIMER  
DIAPHRAGM CROSSFRAME DETAILS

MEGQUIER & JONES CORP.  
1156 BROADWAY  
SOUTH PORTLAND, MAINE 04106  
GREEN POINT ROAD OVERPASS/I-395  
BREWER, MAINE  
CUSTOMER: MAINE DOT  
ARCHITECT: MAINE DOT

APPR.	5-10-84
APPR.	6-13-84
SHOP	6-13-84
F.R.O.	6-26-84
DRAWN	CRT
CHECKED	JUP
REVISION	
REVISION	

PROJ NO. 45  
DWG. NO. 8  
R90-412