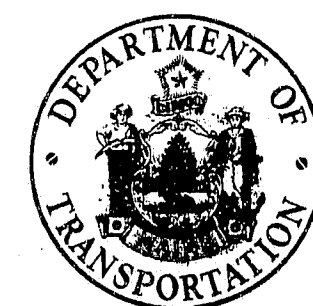


STATE OF MAINE DEPARTMENT OF TRANSPORTATION



CONTRACT 4,5,8 6
PLANS FOR STEEL ALTERNATE

I-395 BRIDGE

OVER

PENOBSCOT RIVER

BANGOR ~ BREWER

PENOBSCOT COUNTY

PROJECT NO. I-IG-395-8(82)176

PROJECT LENGTH 0.322 MILES

CONVENTIONAL SIGNS

COUNTY LINES	TRAVELLED WAY - PROPOSED
TOWN LINES	UNDERGROUND UTILITIES - EXISTING
PROPERTY LINES	UNDERGROUND UTILITIES - PROPOSED
R/W LINES - EXISTING	RAILROAD - SINGLE TRACK
R/W LINES - NEW - ACCESS CONTROL	RAILROAD - DOUBLE TRACK
R/W LINES - NEW - NO ACCESS CONTROL	UTILITY POLE - EXISTING
CULVERT - EXISTING	UTILITY POLE - JOINT OCCUPANCY
CULVERT - PROPOSED	PROPOSED UTILITY POLE - TEMPORARY
CURBING - EXISTING	PROPOSED UTILITY POLE - PERMANENT
CURBING - PROPOSED	TREES
TRAVELLED WAY - EXISTING	WOODS

CONTRACT DESCRIPTIONS

CONCRETE ALTERNATE (refer to Plans for Concrete Alternate)

CONTRACT 1 - SUBSTRUCTURE

CONTRACT 2 - SUPERSTRUCTURE

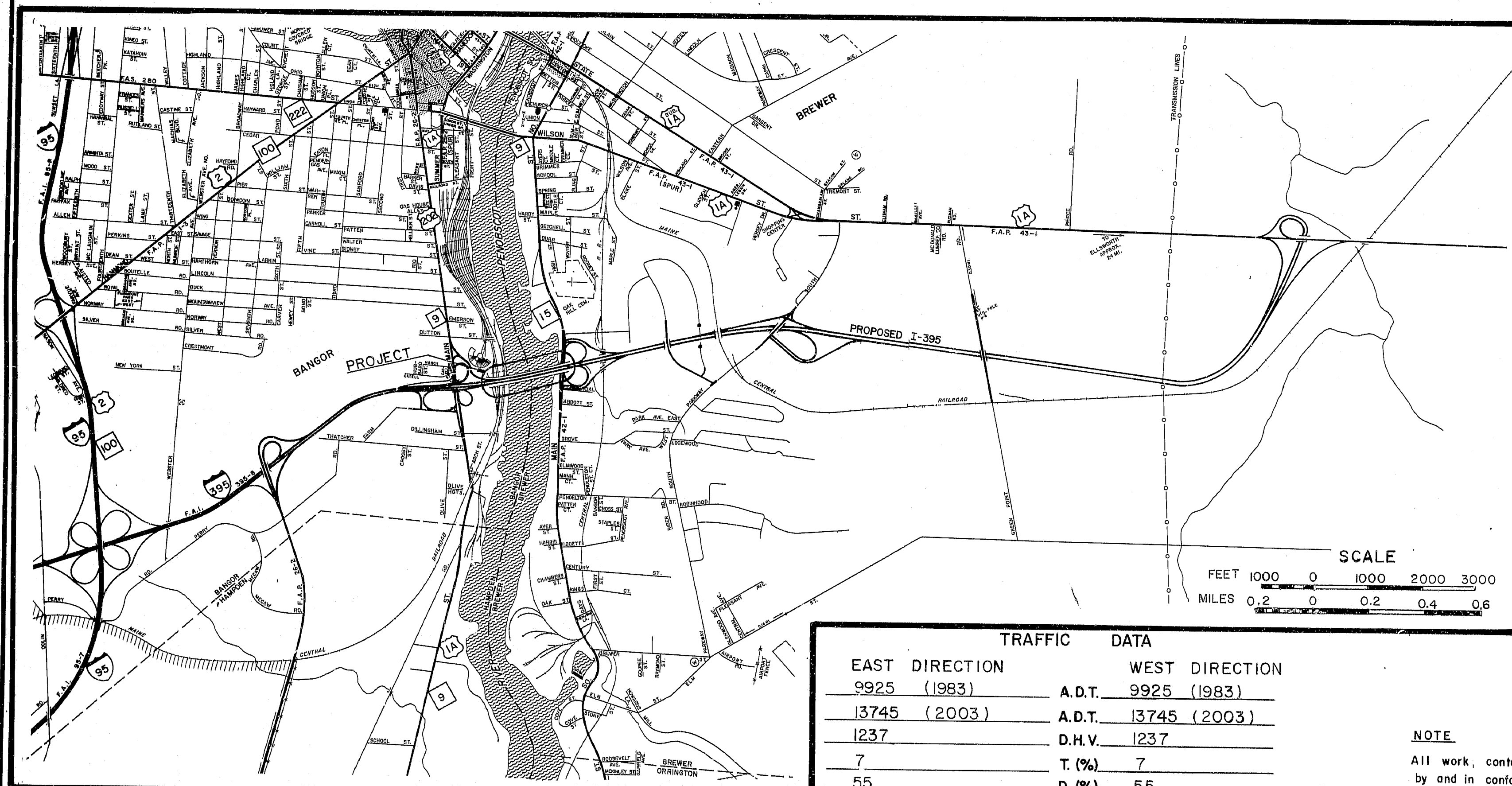
CONTRACT 3 - COMBINED SUBSTRUCTURE AND SUPERSTRUCTURE
STEEL ALTERNATE

CONTRACT 4 - BANGOR SPANS (Substructure and Superstructure)

CONTRACT 5 - BREWER SPANS (Substructure and Superstructure)

CONTRACT 6 - COMBINED BANGOR AND BREWER SPANS

NOTE - It is the intent to award either Contracts 1 and 2 or Contract 3 for the Concrete Alternate; or Contracts 4 and 5 or Contract 6 for the Steel Alternate.



A PORTION OF PENOBSCOT COUNTY

TRAFFIC DATA			
EAST DIRECTION		WEST DIRECTION	
9925 (1983)	A.D.T.	9925 (1983)	
13745 (2003)	A.D.T.	13745 (2003)	
1237	D.H.V.	1237	
7	T. (%)	7	
55	D. (%)	55	
60	V.	60	
N.A.	P.S.D. (%)	N.A.	
527	18 KIPS	527	

NOTE

All work contemplated under this contract to be governed by and in conformity with the STANDARD SPECIFICATIONS (revision of June 1981) and supplementals thereto, except as modified on the plans and in the special provisions.

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APPROVED:

107-125

COAST GUARD PERMIT NO. 2-83a-1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

DATE

COMMISSIONER

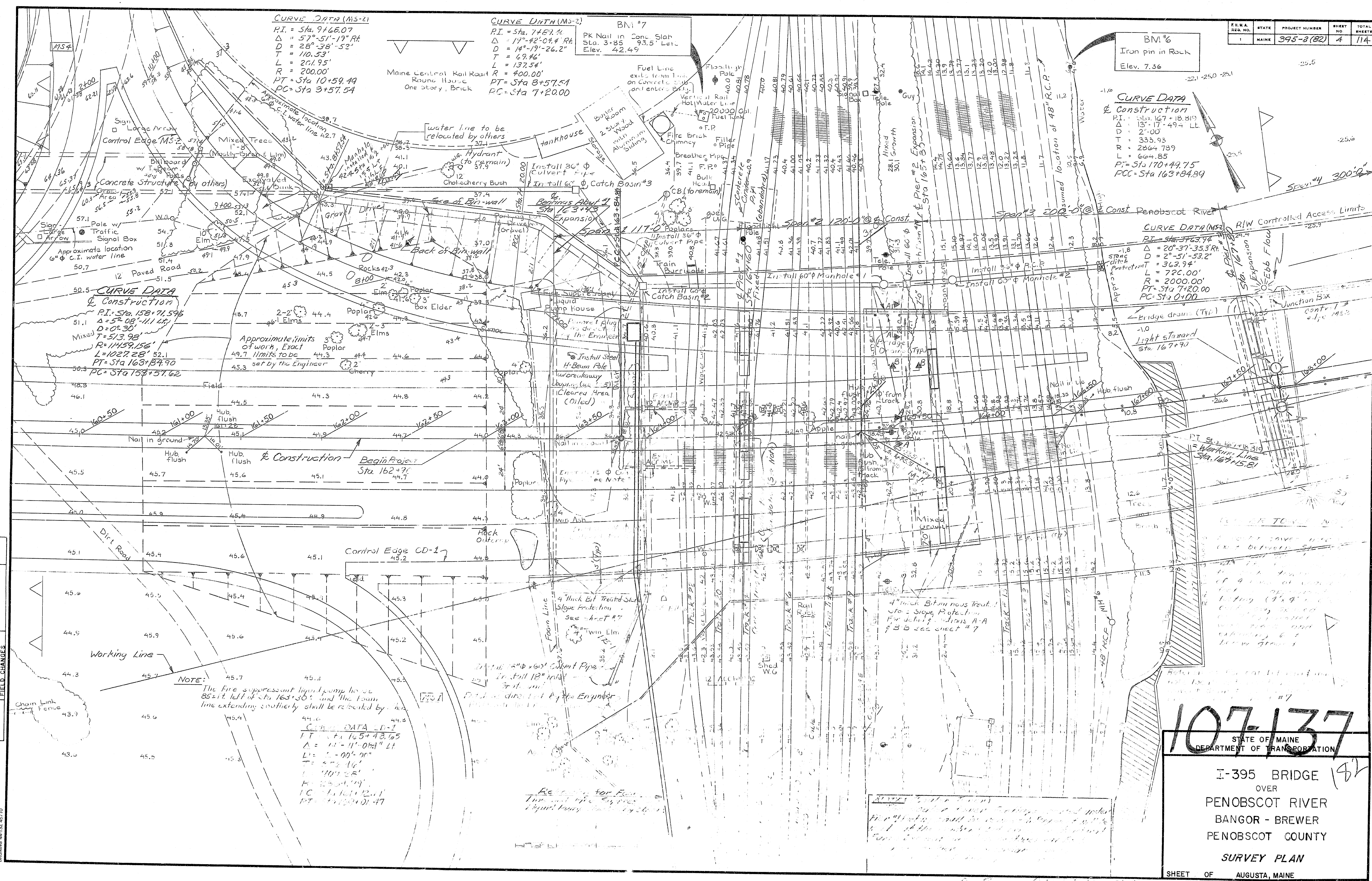
CHIEF ENGINEER

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION I

APPROVED:

DIVISION ADMINISTRATOR DATE

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	395-2(82)	4	114



PROJECT DESIGN ENGINEER	DATE
BY	11/1/82
REVISIONS	
FIELD CHANGES	

107-137

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY

SURVEY PLAN

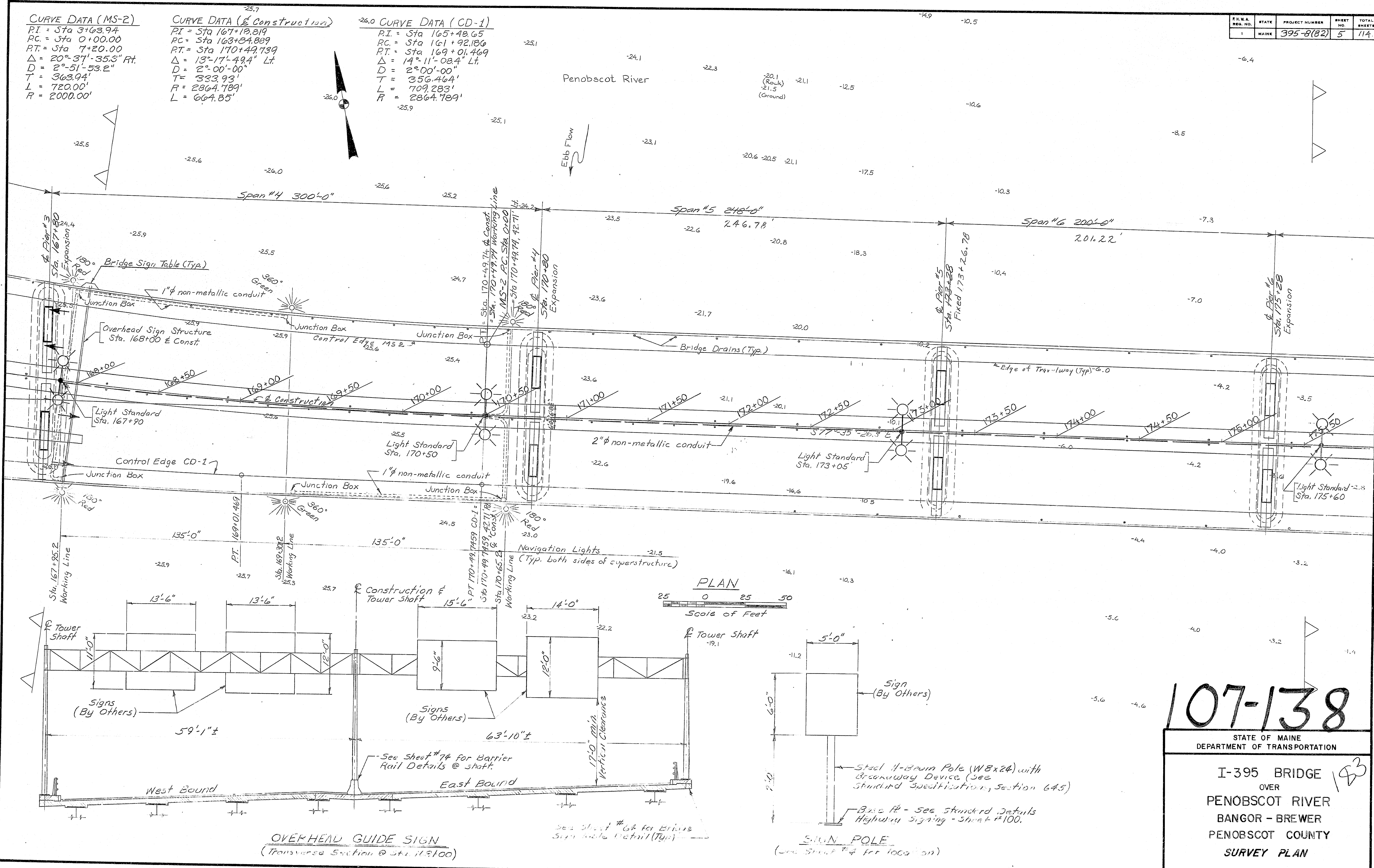
SHEET OF AUGUSTA, MAINE

CURVE DATA (MS-2)
 PI = Sta 3+63.94
 PC = Sta 0+00.00
 PT = Sta 7+20.00
 Δ = 20° 37' 35.3" Rt.
 D = 2° 51' 53.2"
 T = 363.94'
 L = 720.00'
 R = 2000.00'

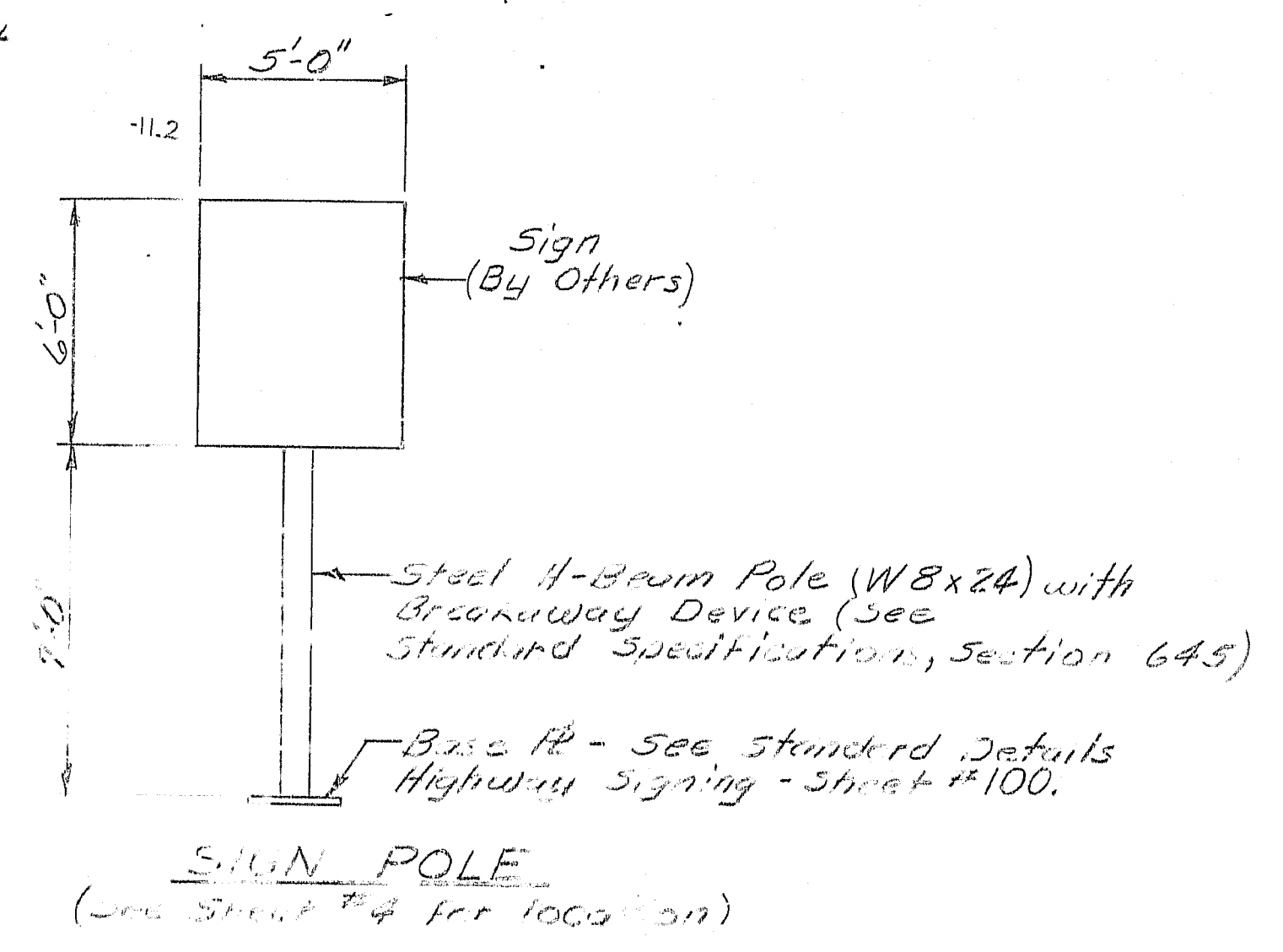
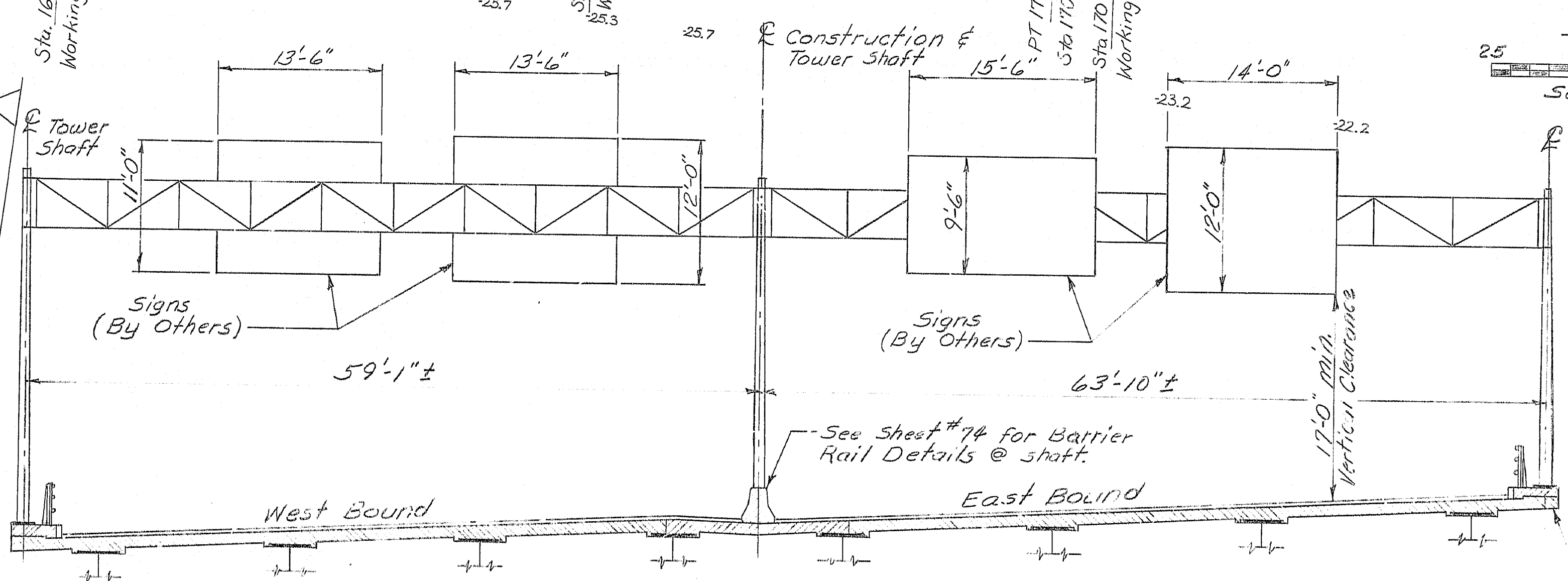
CURVE DATA (Construction)
 PI = Sta 167+18.819
 PC = Sta 163+84.889
 PT = Sta 170+49.739
 Δ = 13° 17' 49.4" Lt.
 D = 2° 00' 00"
 T = 333.93'
 L = 2864.789'
 R = 664.85'

CURVE DATA (CD-1)
 PI = Sta 165+48.65
 PC = Sta 161+92.186
 PT = Sta 169+01.469
 Δ = 14° 11' 08.4" Lt.
 D = 2° 00' 00"
 T = 356.464'
 L = 709.283'
 R = 2864.789'

F.S.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	5	114



PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAIL	10/22
REVISION	10/22
FIELD CHANGES	



107-138

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
 OVER
 PENOBSCOT RIVER
 BANGOR - BREWER
 PENOBSCOT COUNTY
 SURVEY PLAN

SHEET 5 OF 5 AUGUSTA, MAINE

STATE	PROJECT NUMBER	SHEET	TOTAL SHEETS
MAINE	395-8(82)	6	114

SOUTH MAIN ST. CURVE DATA
 $\Delta = 25^\circ 03' 21.1''$ Lt.
 $D = 3^\circ 00' 00''$
 $T = 424.38'$
 $L = 835.20'$
 $R = 1909.86'$
 $PC = 217+43.93$
 $PT = 225+79.12$

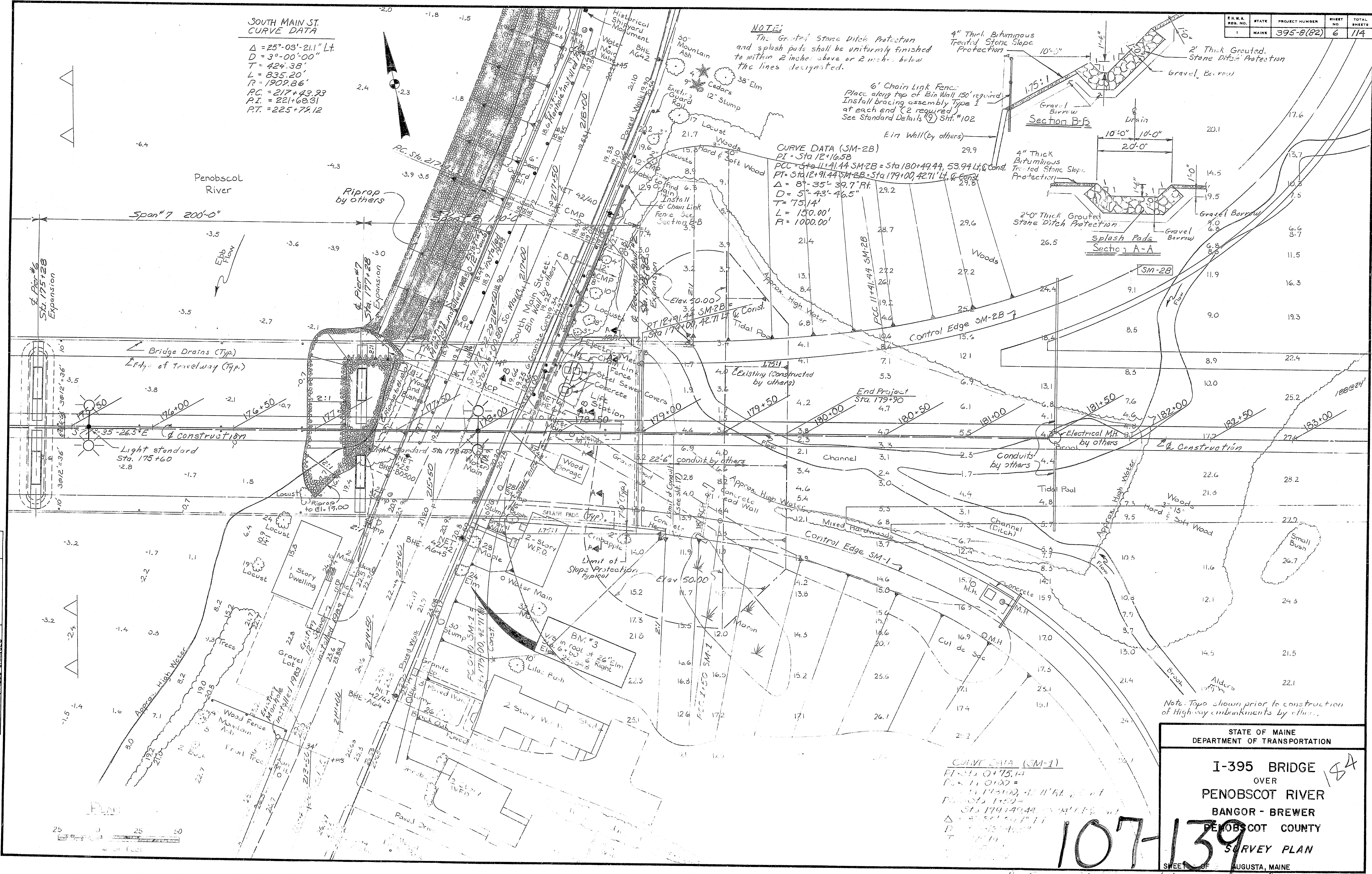
NOTES:
 The Grouted Stone Ditch Protection and splash pads shall be uniformly finished to within 2 inches above or 2 inches below the lines designated.

4" Thick Bituminous Treated Stone Slope Protection
 6' Chain Link Fence
 Place along top of Bin Wall 150' required. Install bracing assembly Type 1 at each end (2 required). See Standard Details (9) Sht. #102

CURVE DATA (SM-2B)
 $PI = Sta 12+16.58$
 $PCC = Sta 11+41.44$ SM-2B = Sta 180+49.44, 53.94 Lf. Const.
 $PT = Sta 12+91.44$ SM-2B = Sta 179+00, 42.71 Lf. Const.
 $\Delta = 8^\circ 35' 39.7''$ Rt.
 $D = 5^\circ 43' 46.5''$
 $T = 75.14'$
 $L = 150.00'$
 $R = 1000.00'$

Section B-B

Section A-A



PROJECT DESIGN ENGINEER	DATE
BY	1/15/92
CHECKED	1/15/92
REVISIONS	1/15/92
FIELD CHANGES	1/15/92

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

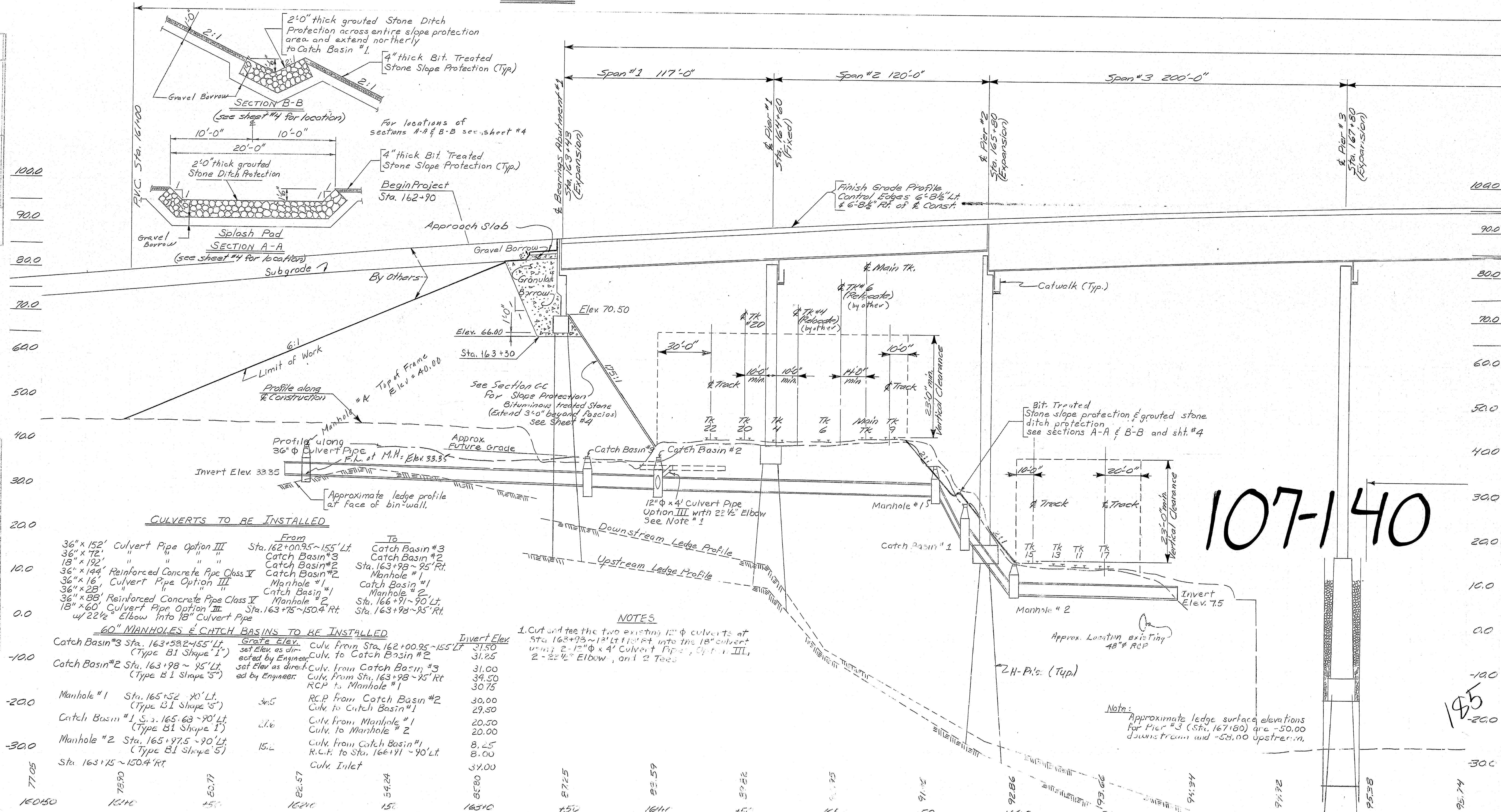
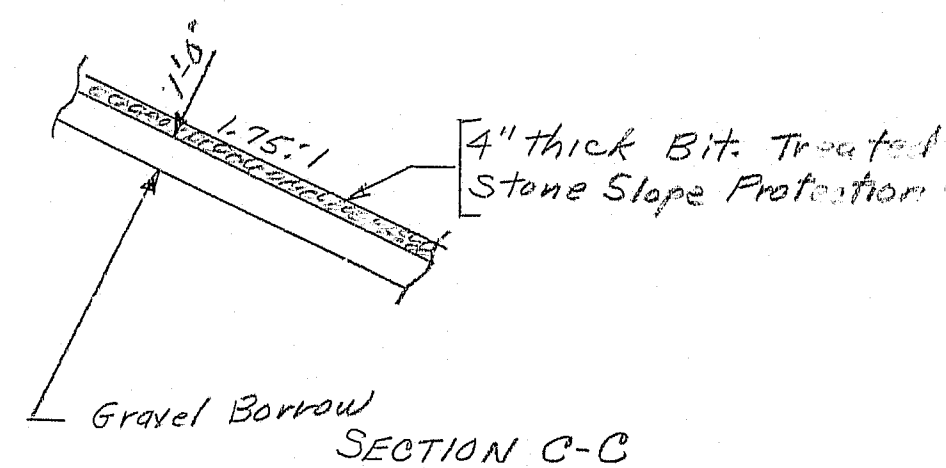
I-395 BRIDGE
 OVER
PENOBSCOT RIVER
 BANGOR - BREWER
 PENOBSCOT COUNTY
SURVEY PLAN

107-139

SHEET 6 OF 114
 AUGUSTA, MAINE

NOTE:

The grouted Stone Ditch Protection and splash pads shall be uniformly finished to within 2 inches above or 2 inches below the lines designated.



PLAN
STATION
100.0
90.0
80.0
70.0
60.0
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-990.0
-1000.0

SECTION A-A
SECTION B-B
SECTION C-C

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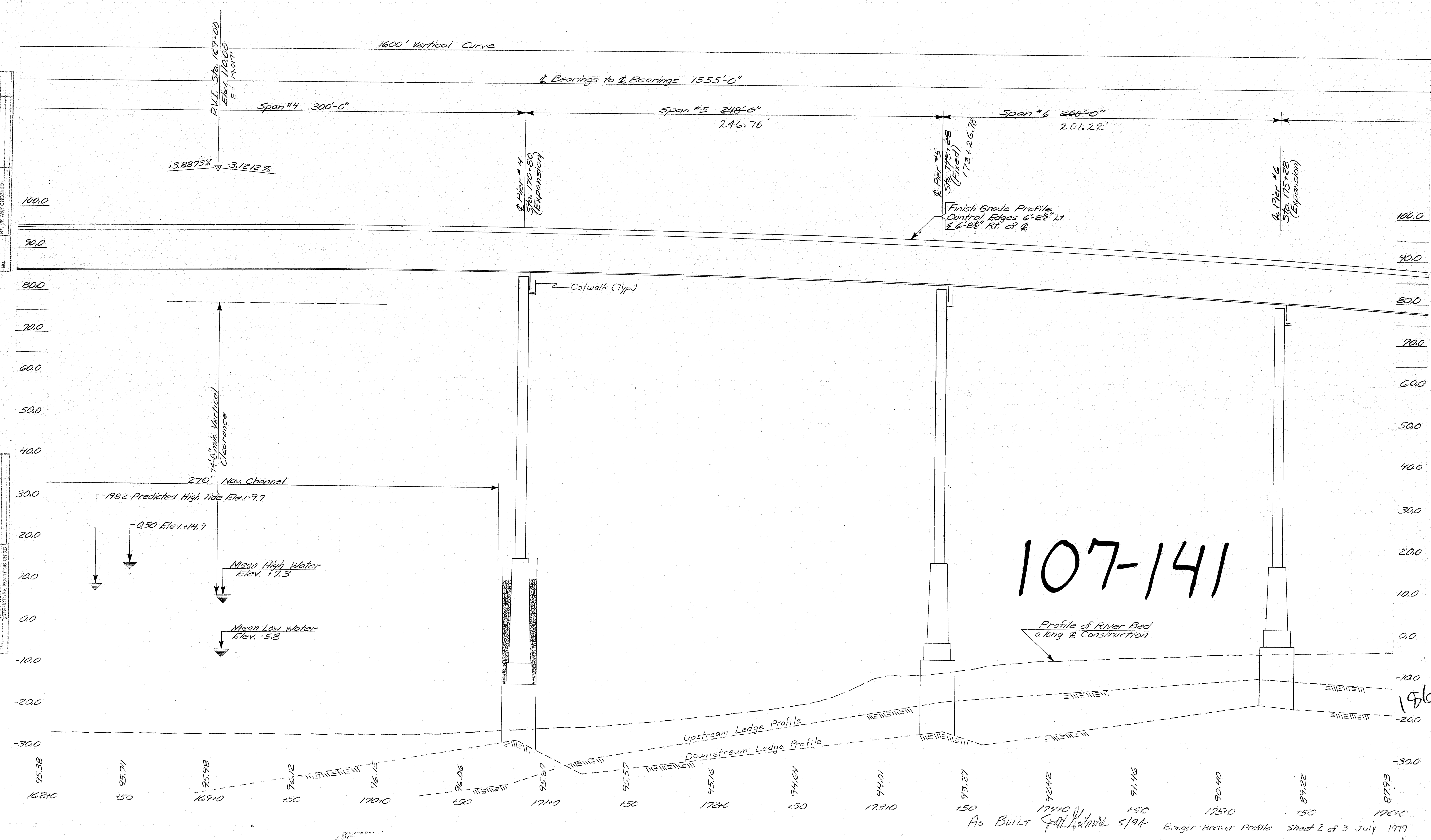
107-140

107-140

DATE	BY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
3/95	8/82	8	114	

DATE	BY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
3/95	8/82	8	114	

DATE	BY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
3/95	8/82	8	114	



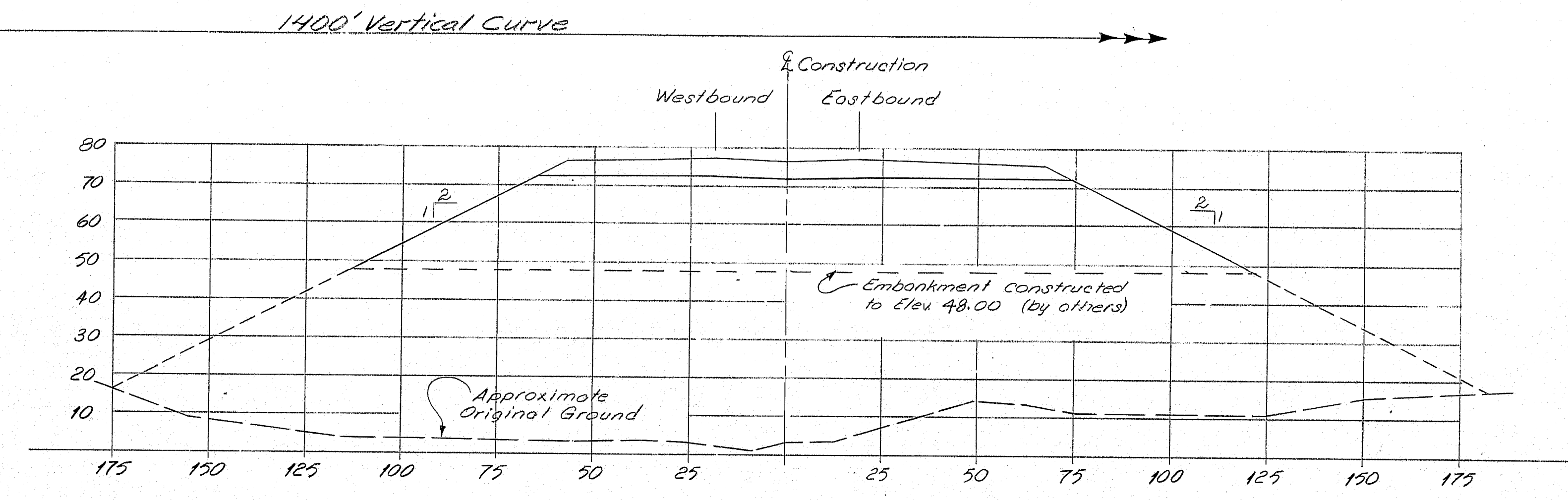
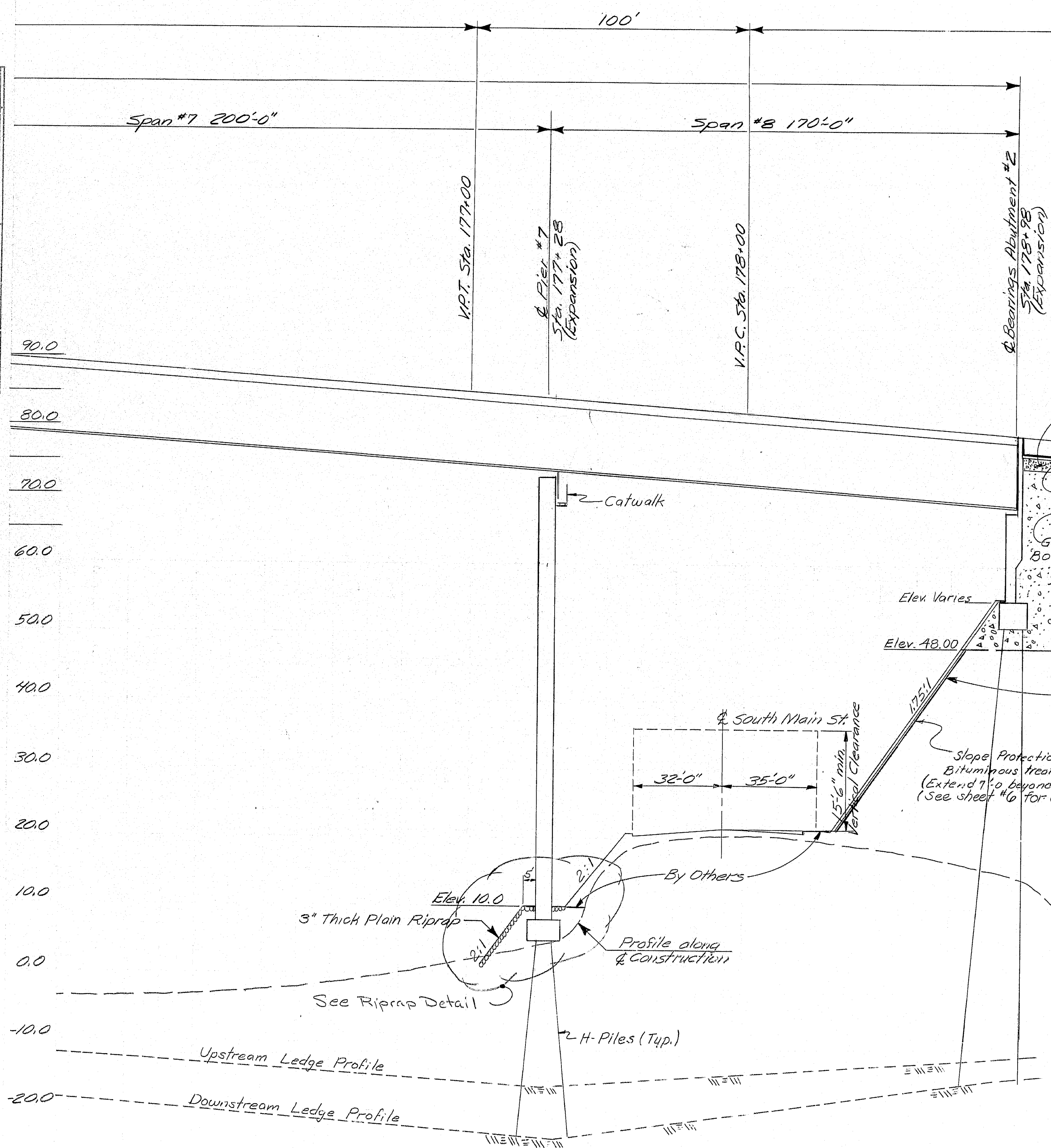
107-141

Profile of River Bed along & Construction

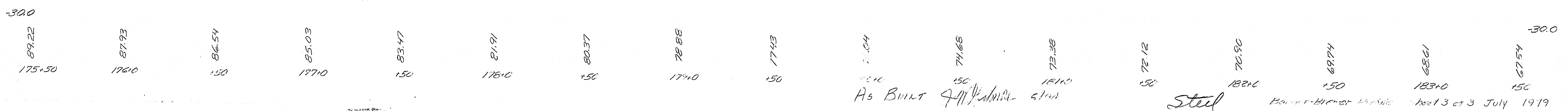
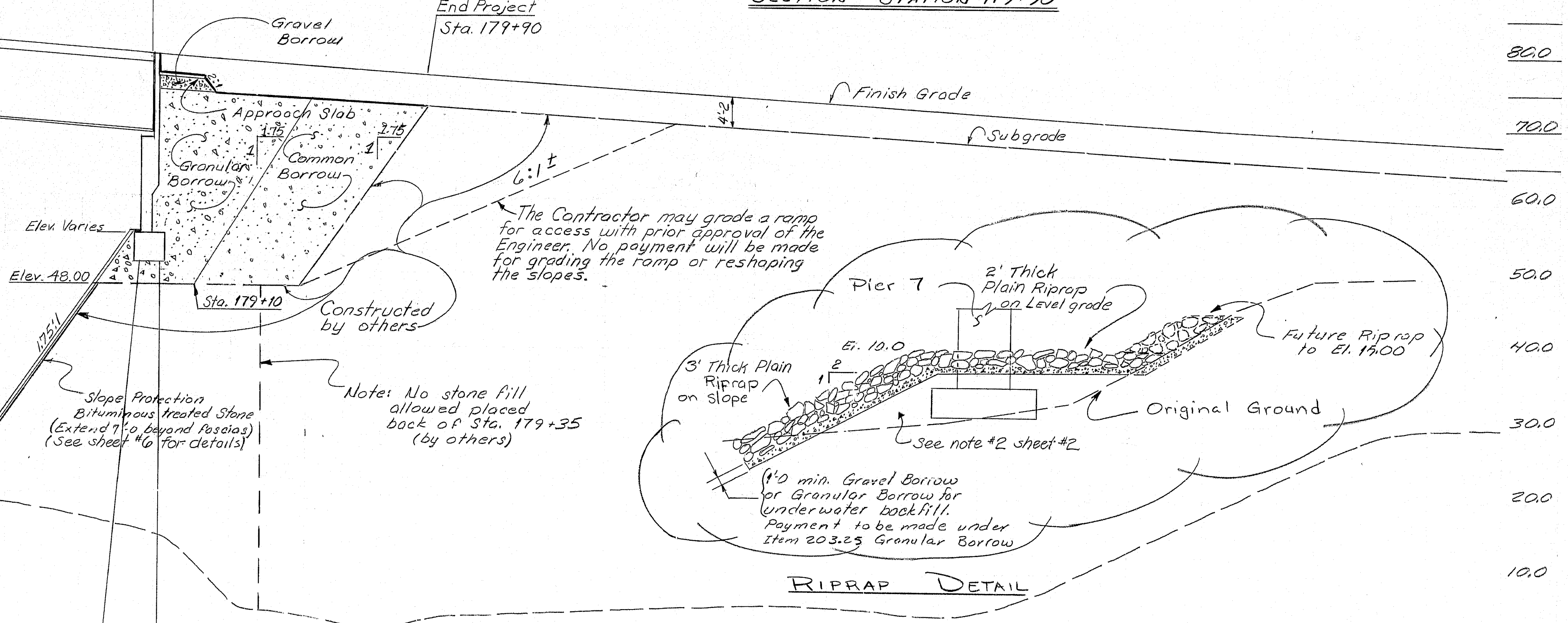
As BUILT 5/94 Ringer Brewer Profile Sheet 2 of 3 July 1979

DATE	BY	REVISION
1/27/74	10-43	

DATE	BY	REVISION
1/27/74	10-43	



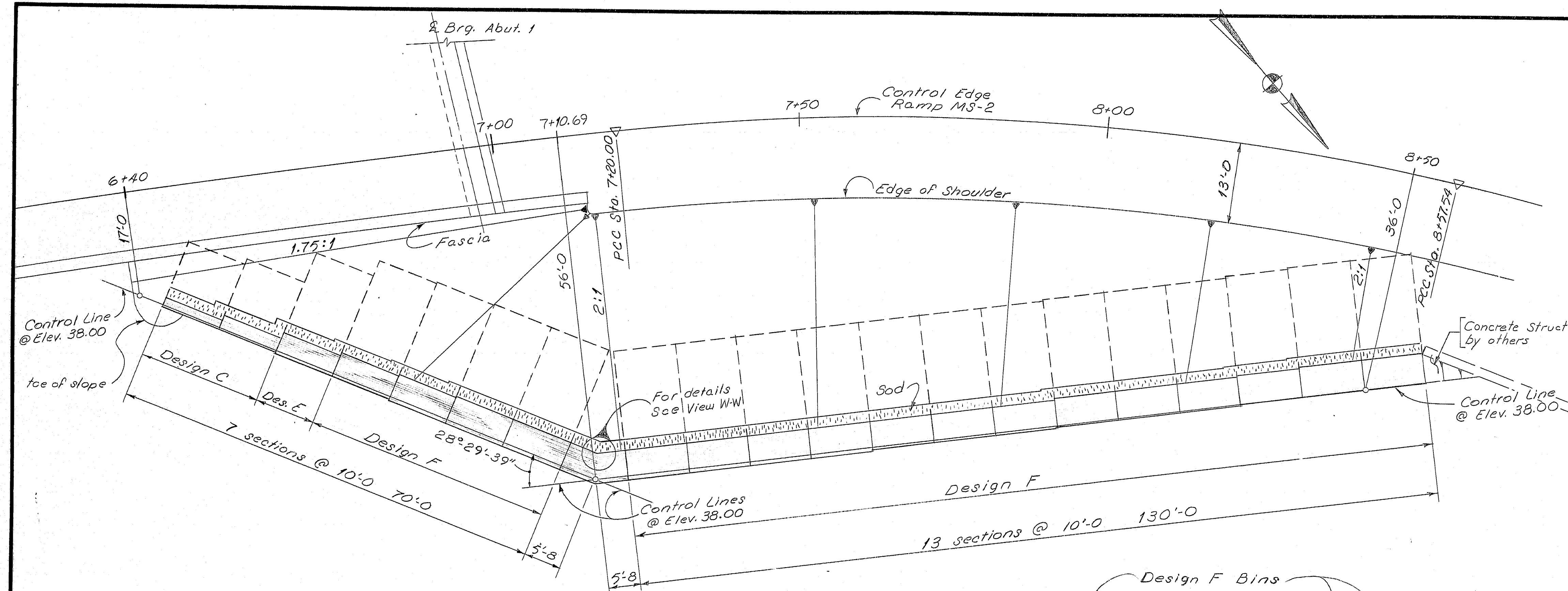
SECTION - STATION 179+50



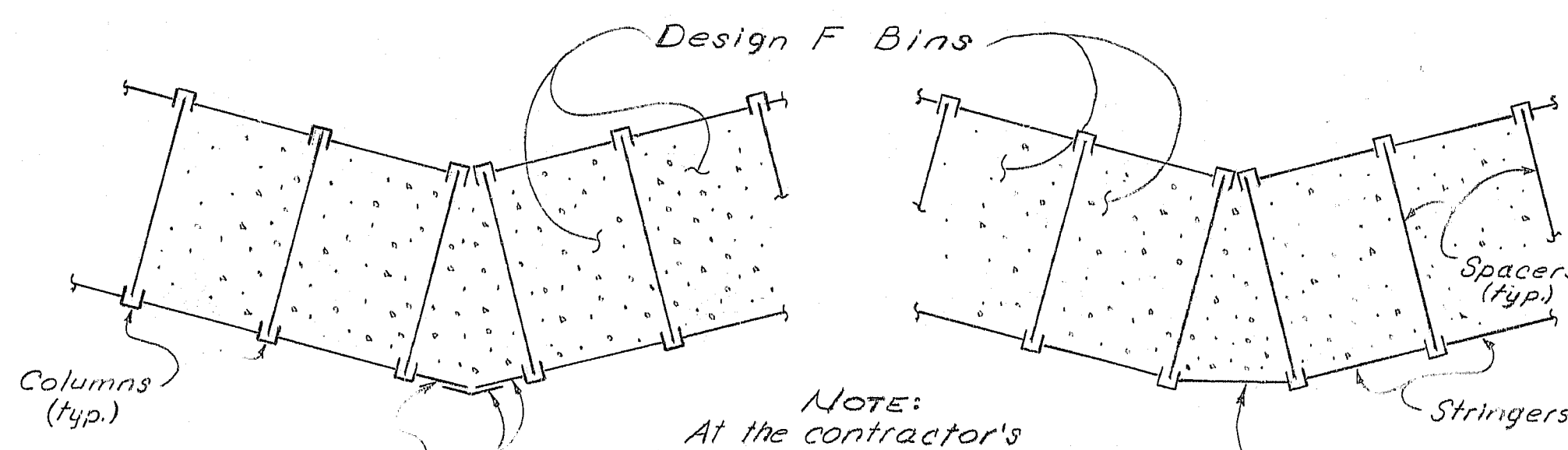
107-142

As BUILT 7/11/74 Steel

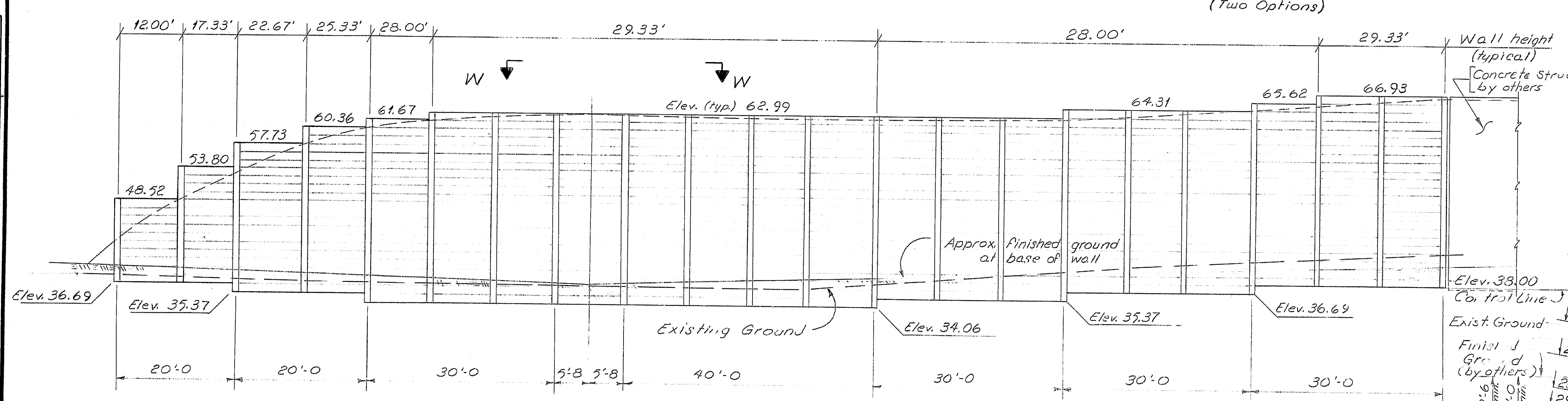
FEED NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(82)	10	114



PLAN

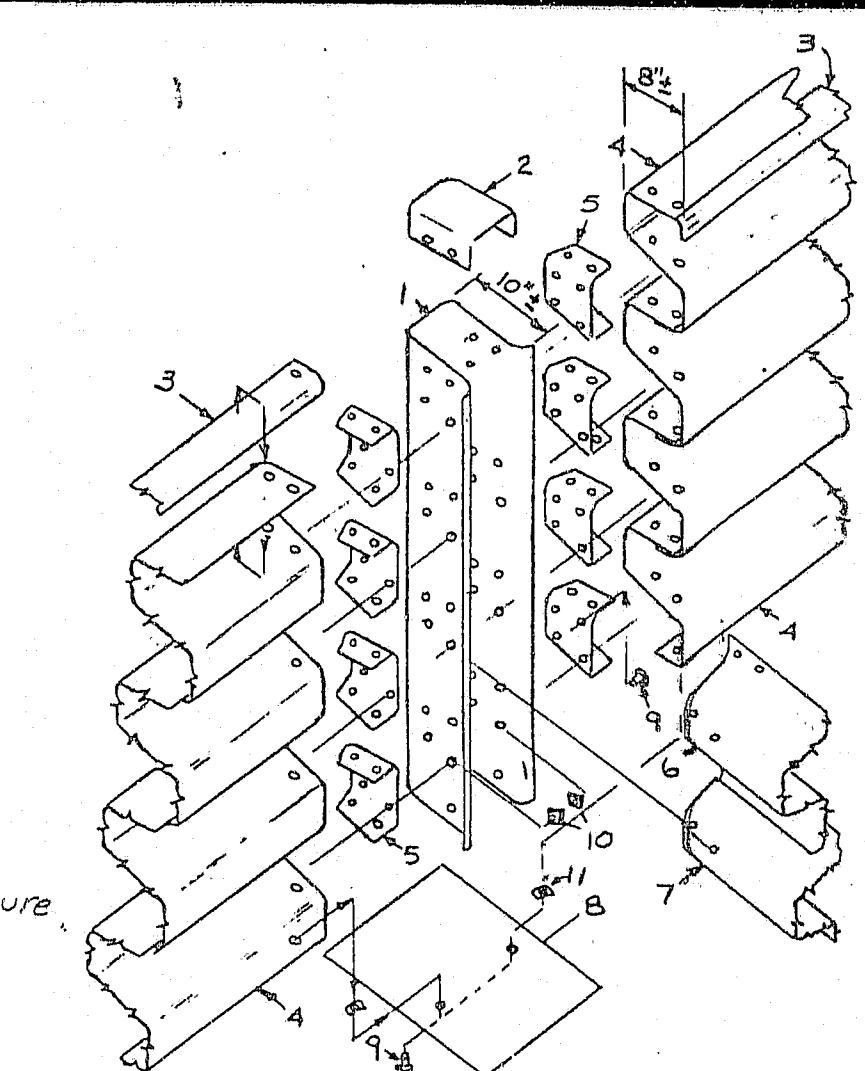


VIEW W-W
(Two Options)



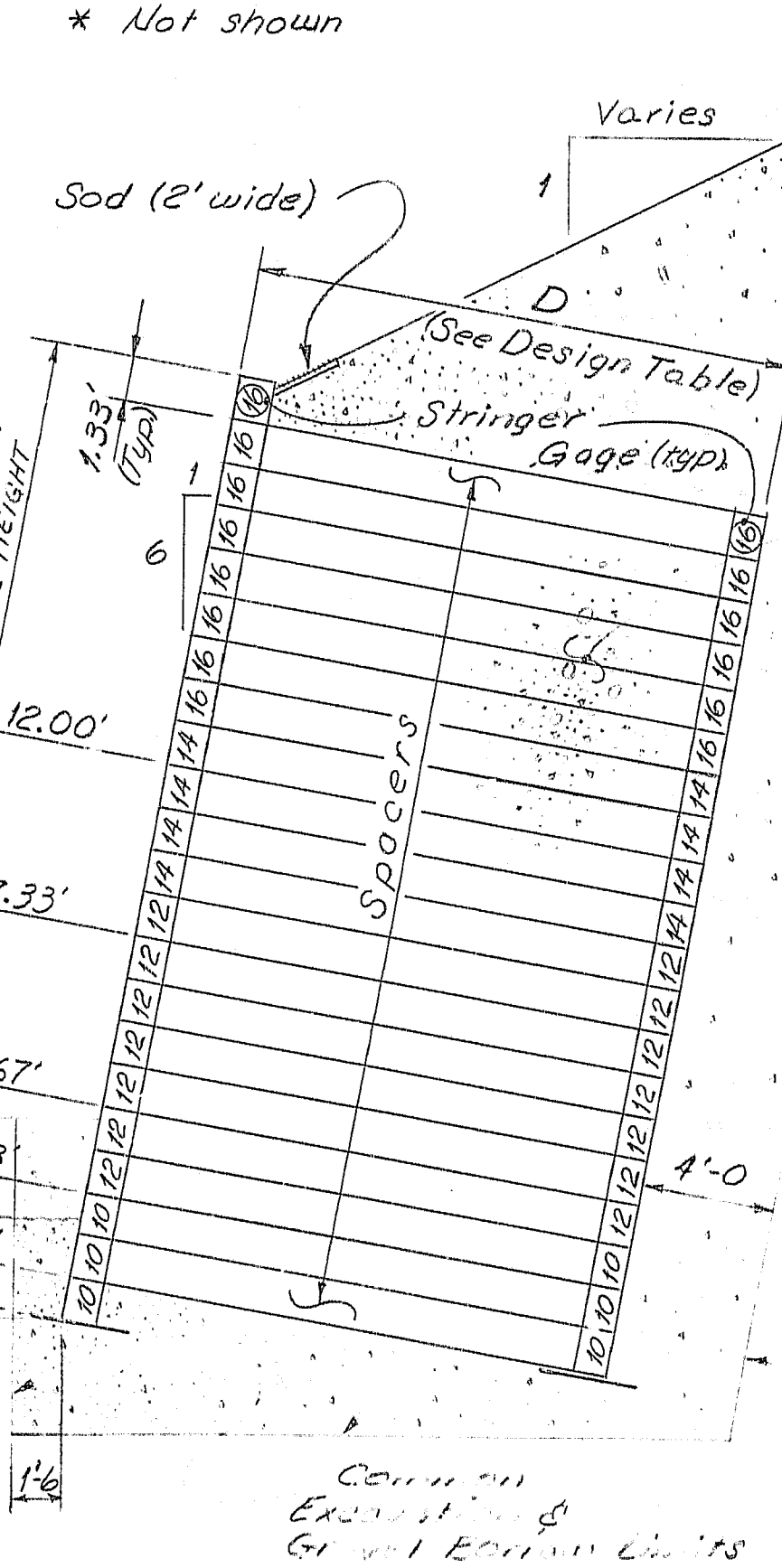
ELEVATION

NOTE: All Elevations are to Front Face of Bin Wall.



BIN WALL DETAIL
(EXPLODED VIEW)

PARTS LIST			
Unit	Name	Gage	Description
1	Column	8	Vertical member connecting all other units.
2	Column Cap	12	Cover for front column.
3	Stringer Stiffener	8	Top flange protector.
4	Stringer	see typ. section	Horizontal longitudinal member in front and rear walls.
5	Connecting Panel	8	Connector for attaching stringers to columns.
6	Spacer	see des. table	Transverse members that separate the front and rear columns.
7	Bottom Spacer		Special bottom transverse member.
8	Base Plate	1	Installation plate on which the column rests.
*	Column Splice	10	Connects columns for higher walls.
*	Split Column	8	Connects rear stringer of thinner wall to spacers of thicker wall.
9	1 1/2" x 8" bolts		
10	3/8" nuts		
11	3/8" spring nuts		



TYPICAL SECTION
(For all Designs)

Design Table			
Design	D dimension	Spacer Length	Spacer Gage
C	9.9'	9.6'	14
E	14.3'	14.0'	12
F	16.5'	16.2'	12

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY

BIN WALL DETAILS

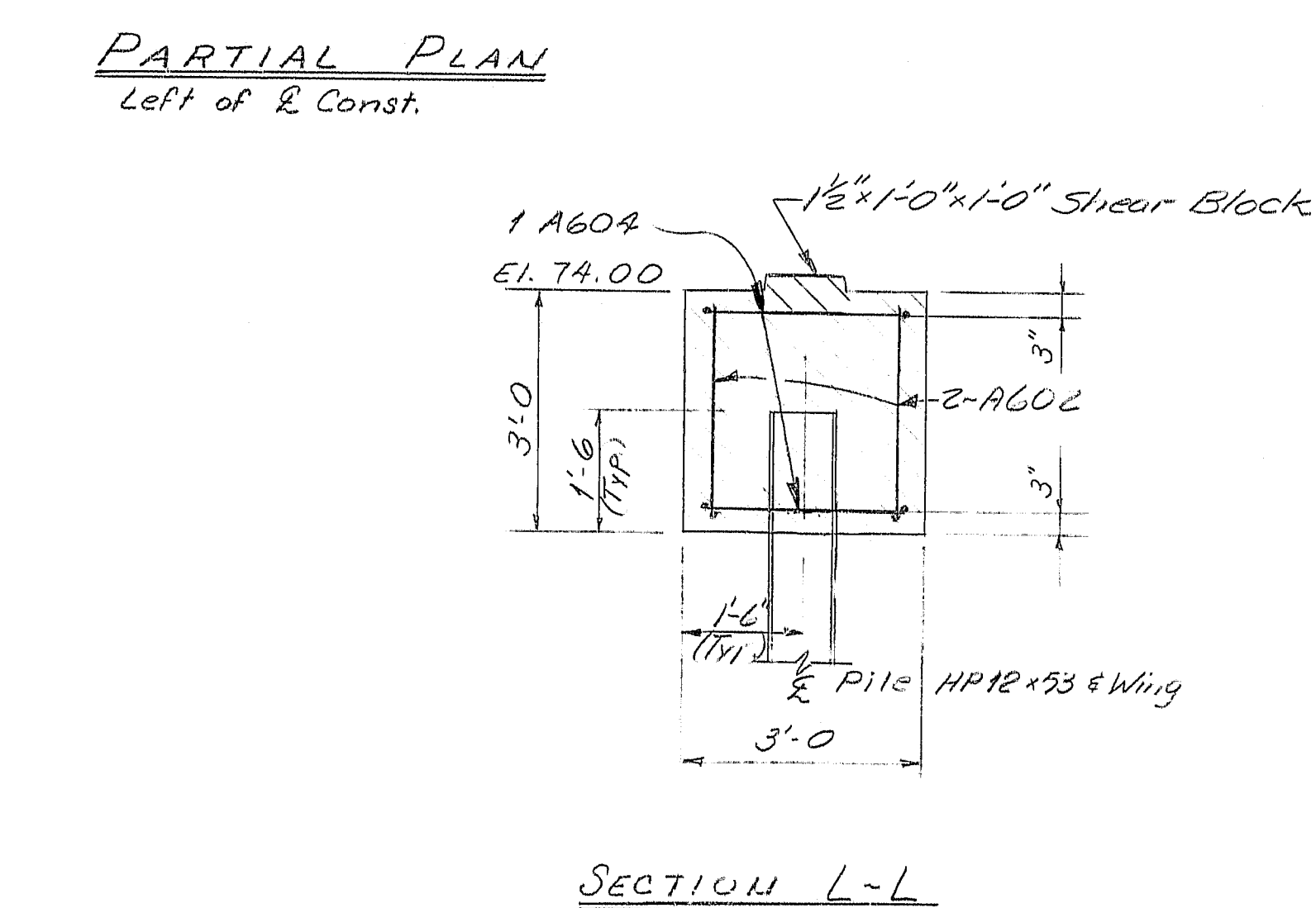
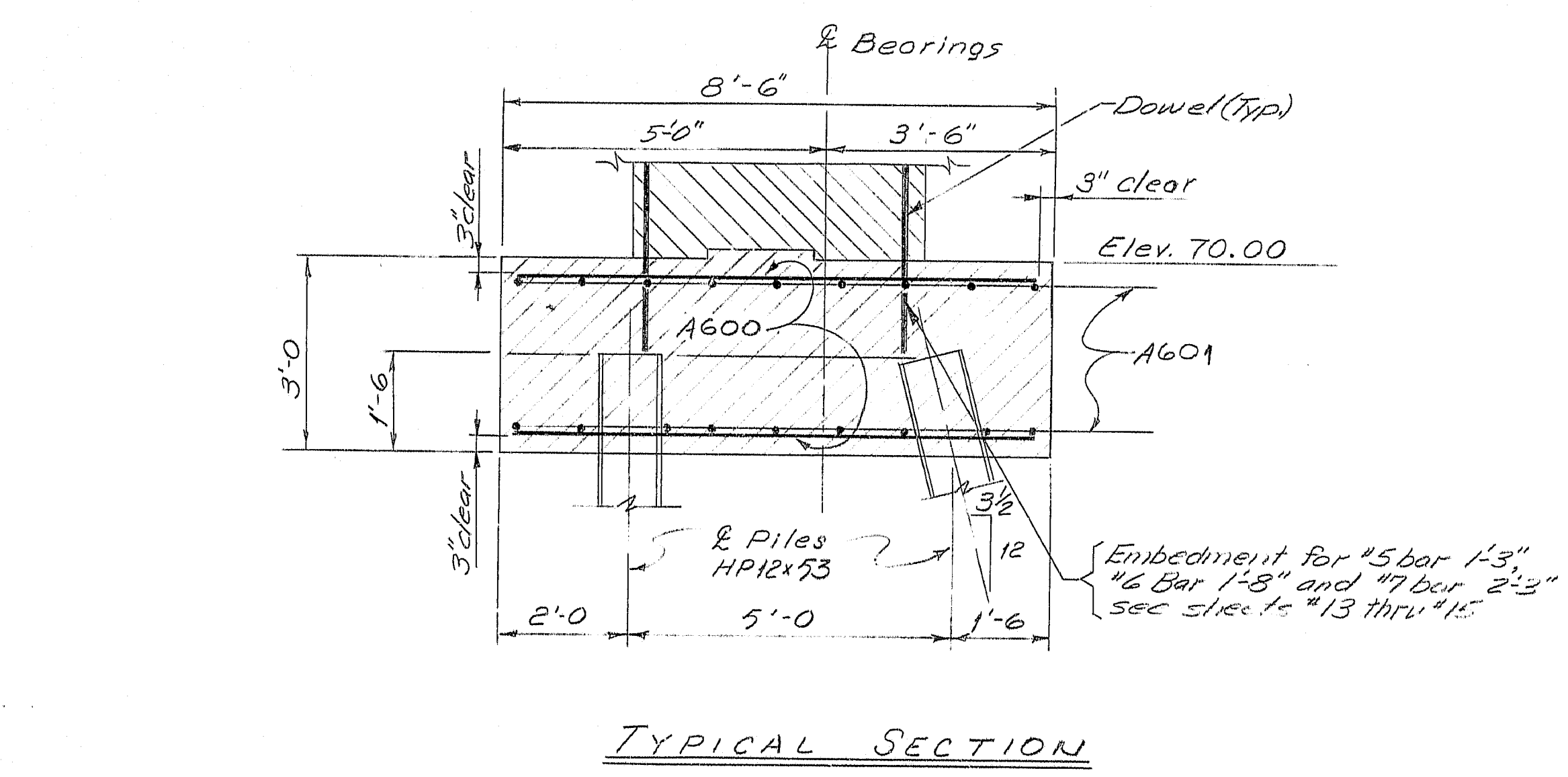
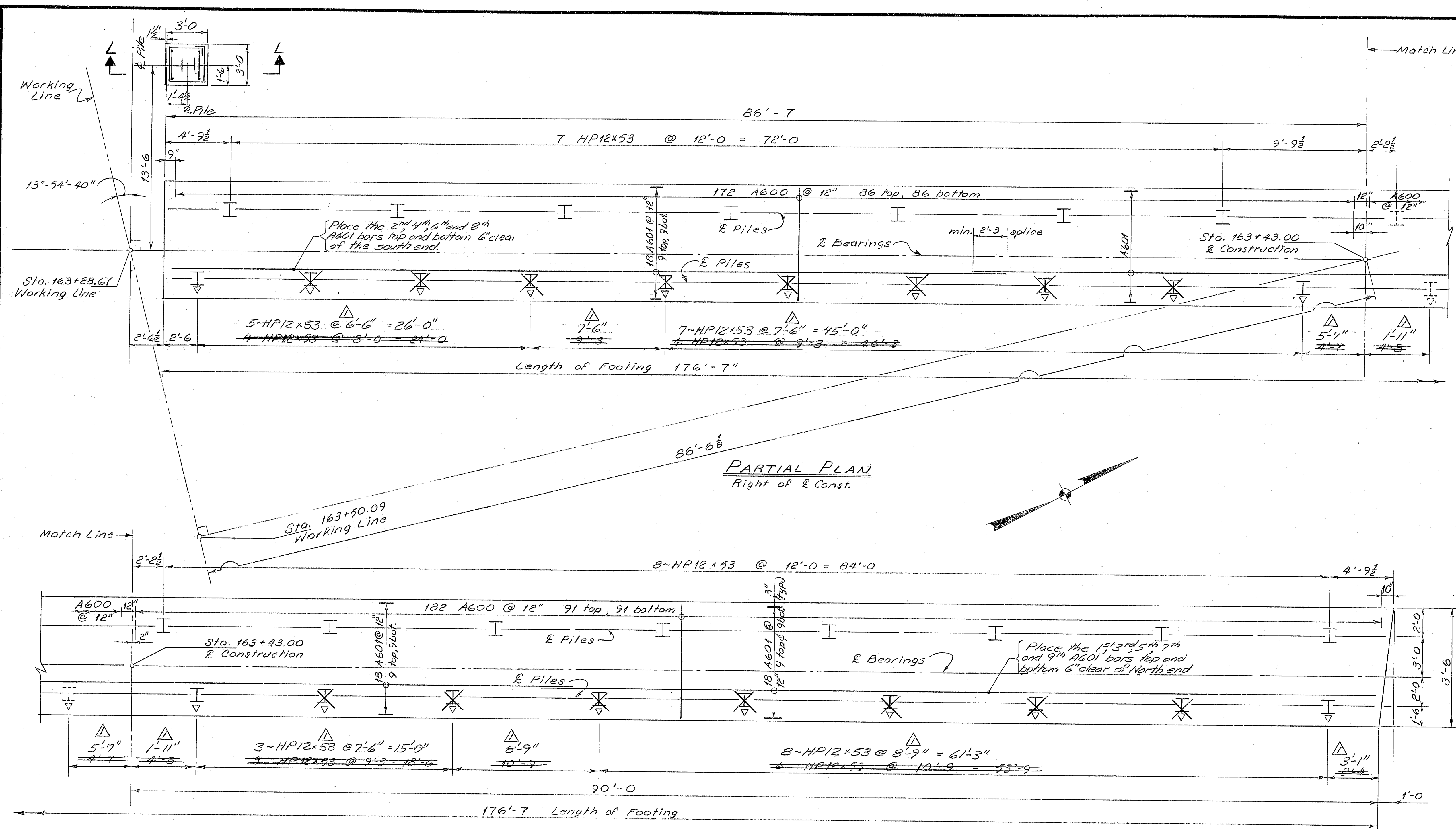
AUGUSTA, MAINE Sept. 1982

107-143

PROJECT DESIGN ENGINEER	GLENN
DESIGN - CHECKED	DAVID
CHECKED	DAVID
REVISIONS	DAVID
FIELD CHANGES	DAVID

BUILDING 44-132 457101

F.R.W.A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	12	114



ABUT. ~ PILE NOTES

- The pile layout shown is for 15,000 p.s.i. See note #7.
- Piles marked thus HD shall be battered 3/8 inches per foot in the direction of the arrow.
- Pile Design Loads:

Abut. 1 HP12x53	15,000 p.s.i.	12,000 p.s.i.
	116 Tons	93 Tons
Abut. 2 HP14x73	161 Tons	129 Tons
- HP13x73 bearing piles may be substituted for HP14x73 bearing piles at the option of the Contractor. In either case payment will be made under Item 501.216 for the piles and Item 501.236 for the load tests.
- Estimate of piles required:

Abut. 1	HP12x53	48' long	= 1,680 ft.
Abut. 2	HP14x73	64' long	= 1,536 ft.
- | PILE SIZE | REINF. P. SIZE |
|-----------|---------------------|
| HP 12x53 | 10 #4 x 76" x 1'-0" |
| HP 13x73 | 11 #4 x 1" x 1'-0" |
| HP 14x73 | 12 #4 x 1" x 1'-0" |
- POINTED REINFORCED PILE TIP
(For details not shown see Standard Details BD 127-81 sheet #110)
- A new pile layout will be furnished by the Engineer in the event a load test fails. In any case the size of the pile to be used will not change.
- H-Piles shall meet the requirements of ASTM A 36.

107-145

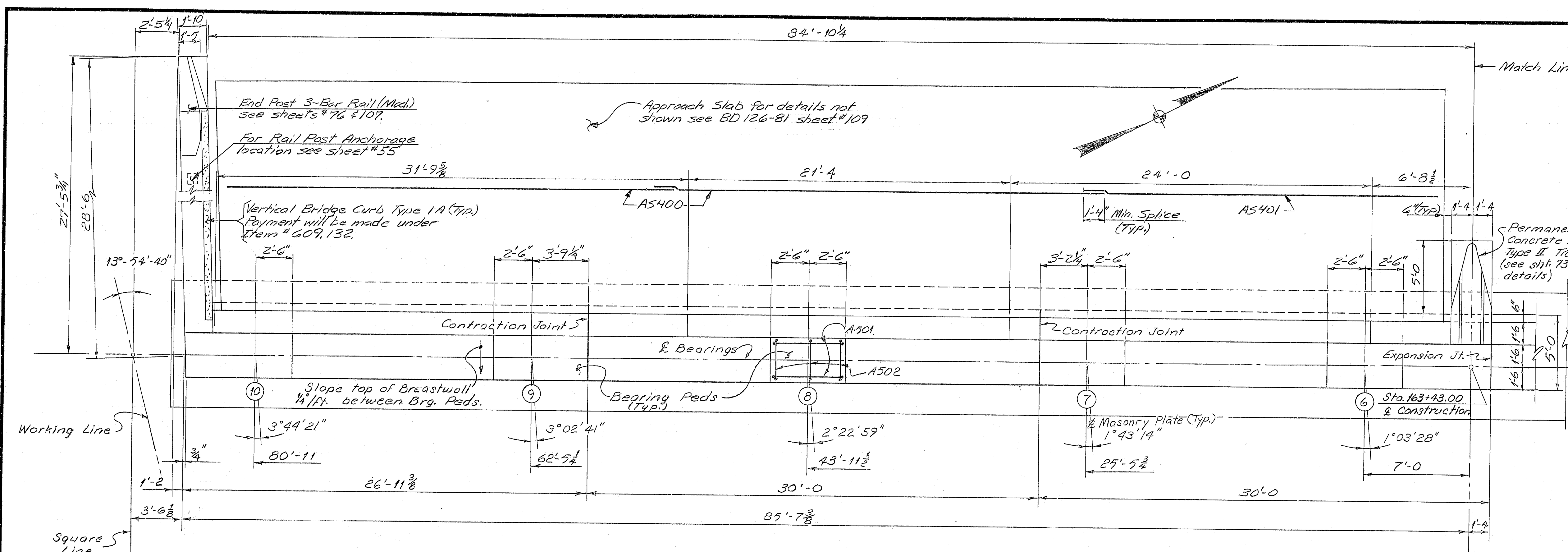
Revision	1	Pile Spacing re-vised for 15,000 p.s.i.	Date 11-5-84
STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
I-395 BRIDGE OVER PENOBSCOT RIVER BANGOR - BREWER PENOBSCOT COUNTY			
ABUTMENT 1 FOOTING			
AUGUSTA, MAINE 5-17 1983			

PROJECT DESIGN ENGINEER	DATE
BY WBD DMD	
CHECKED BAS JMD	
REVISIONS	
FIELD CHANGES	

BRIDGE 44122 (7/1)

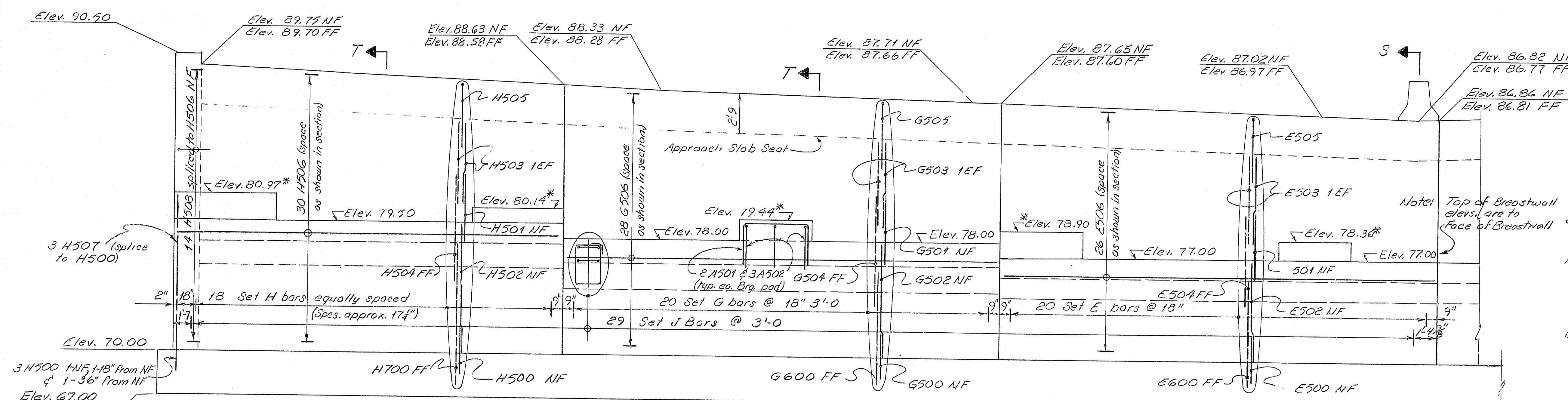
As BUILT 11/1/84 S.C.C.

F.R.D. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(22)	13	114



ABUTMENT 1 PARTIAL PLAN
Right of & Const.

- ABUTMENT NOTES
1. Reinforcing steel shall have two inches cover unless otherwise indicated.
 2. Cover the expansion joints on the back with two layers of heavy roofing. See BD 127 for details.
 3. Protective coating for concrete surfaces shall be applied to the following areas:
Top of face of concrete curbs.
Top of abutment backwalls and 1' below the top of backwalls on the back side.
All exposed surfaces of Concrete End Post and Permanent Concrete Barrier Type II Transition (see sht. 73 for details)
 4. Place 4" diameter drains in breastwall and wings at 20 feet maximum spacing. Exact location to be determined by the Engineer in the field. See Note #10.
 5. Payment for all concrete in the end posts shall be made under Item 502.21 Structural Concrete, Abutts. & Retaining Walls.
 6. Care shall be exercised in constructing embankments around abutment wingwalls to insure that the material being placed in front of the wings is kept at the same elevation or higher than the material behind the wing and that the material in front of the wings is thoroughly compacted.
 7. 2" diameter galvanized or PVC ducts shall be installed in all wings as shown on sheets 113 and 118. No separate payment will be made for the ducts or plugging the ends of the ducts. All cost for labor, equipment & materials required to install the ducts will be considered incidental to Item 502.21 Structural Concrete Abutments & Retaining Walls.
 8. Do not backfill Abutment #1 above Elev. 85.00 and Abutment #2 above Elev. 75.50 before the superstructure slab is placed.



ABUTMENT 1 PARTIAL ELEVATION
Right of & Construction

* Adjust Bridge Seat Elevations as required to match design heights see note #2 sheet #29.

Legend
NF Near Face
FF Far Face
ET End Face

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
ABUTMENT 1 PLAN & ELEVATION
SHEET OF AUGUSTA, MAINE Sept. 1953

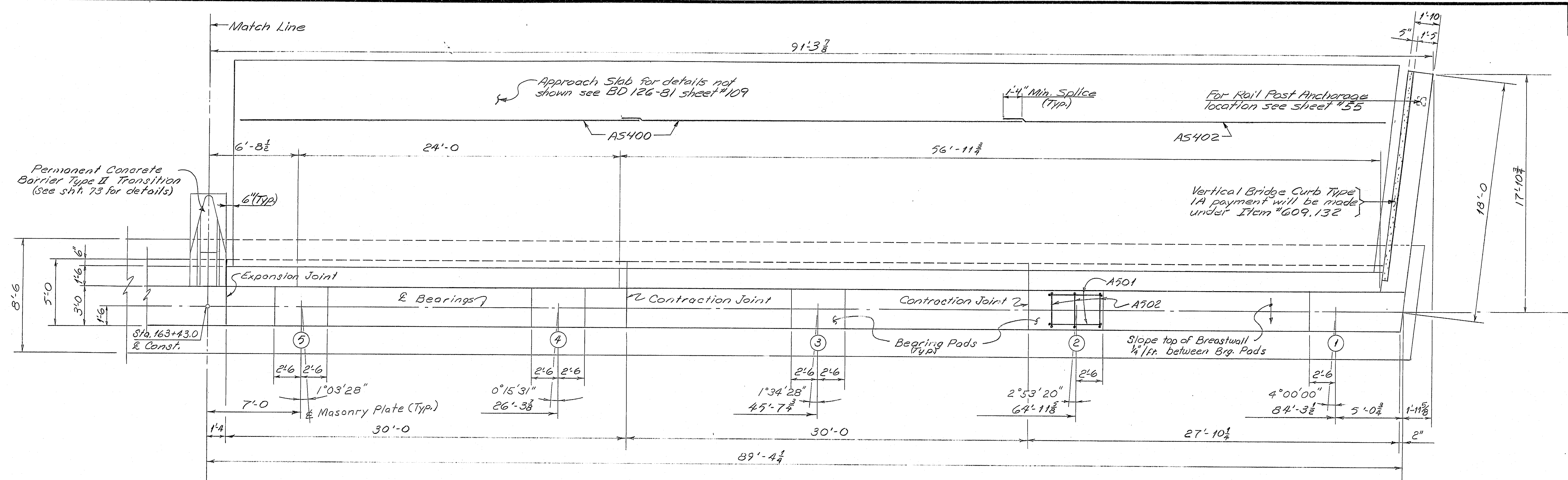
PROJECT DESIGN ENGINEER: R. J. B. DATE: 10-28-1953
DESIGN - CHECKED: J. W. B. 10/23/53
REVISIONS: BAS T. W. M. 10/23/53
FIELD CHANGES: 1 Re-bars 10-28-1953

BRUNING 44-22-27151

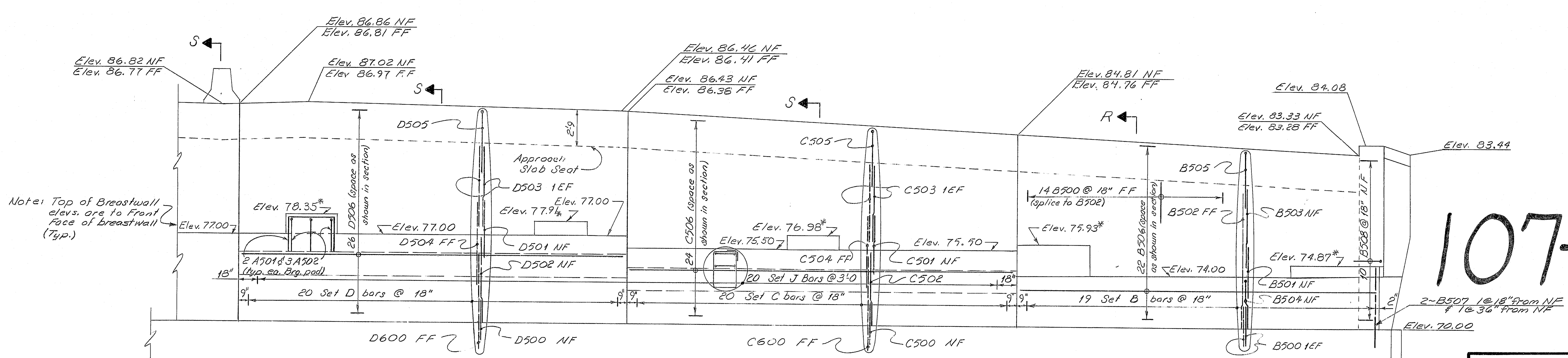
107-146

As Built Jan 1954

F.R.W.A.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	14	114



ABUTMENT 1 PARTIAL PLAN
Left of R Const.



ABUTMENT 1 PARTIAL ELEVATION
Left of R Construction

- Set D Bars
- 1 D500
 - 1 D501
 - 1 D502
 - 2 D503
 - 1 D504
 - 1 D505
 - 1 D600

- Set C Bars
- 1 C500
 - 1 C501
 - 1 C502
 - 2 C503
 - 1 C504
 - 1 C505
 - 1 C600

- Set B Bars
- 2 B500
 - 1 B501
 - 1 B502
 - 1 B503
 - 1 B504
 - 1 B505

*Adjust Bridge Seat Elevations as required to match bearing heights see note #2 sheet #37.

107-147

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE 192
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY

ABUTMENT 1 PLAN & ELEVATION

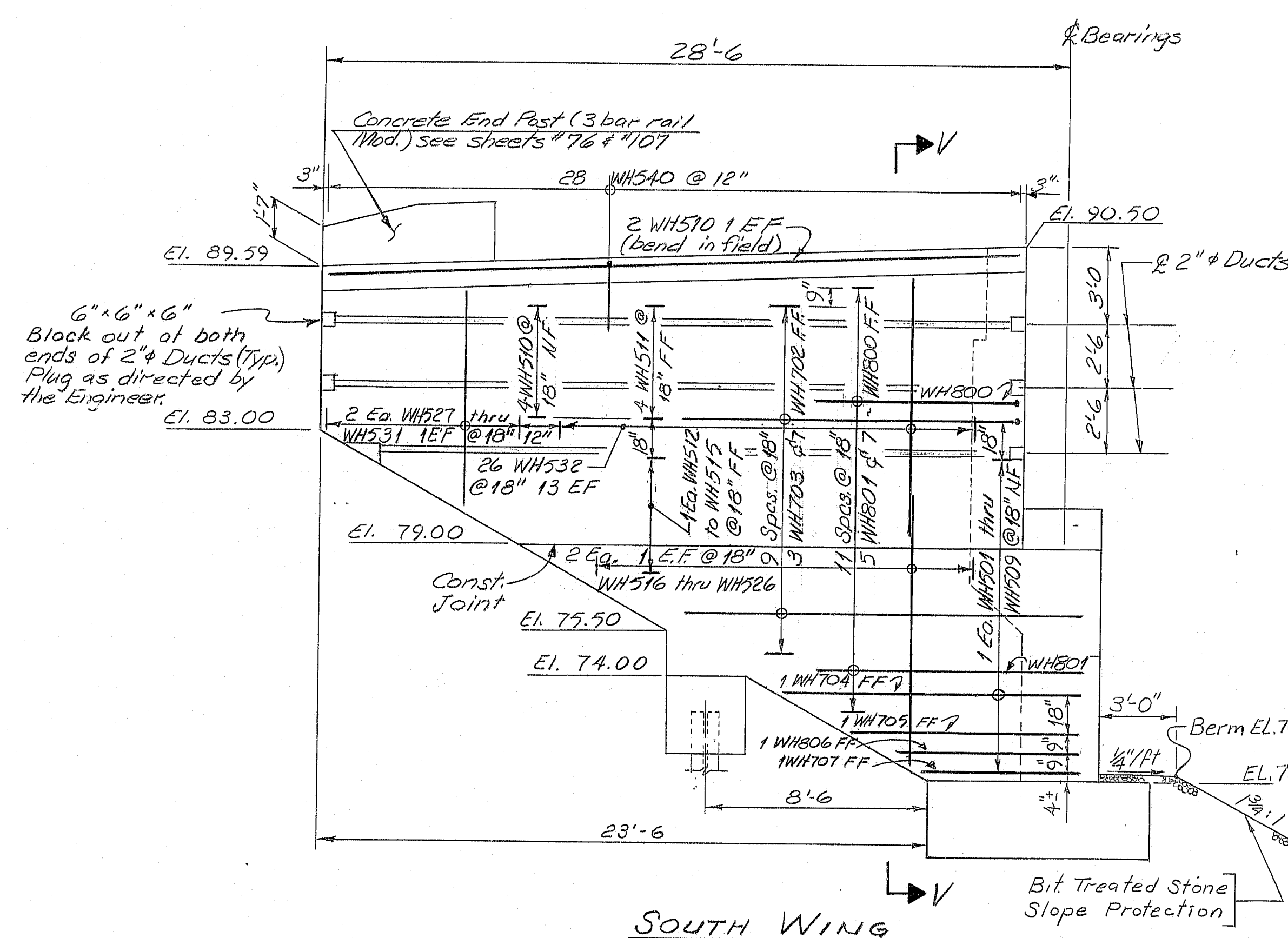
AUGUSTA, MAINE Sept. 1983

As Built 5/11/94 Steel

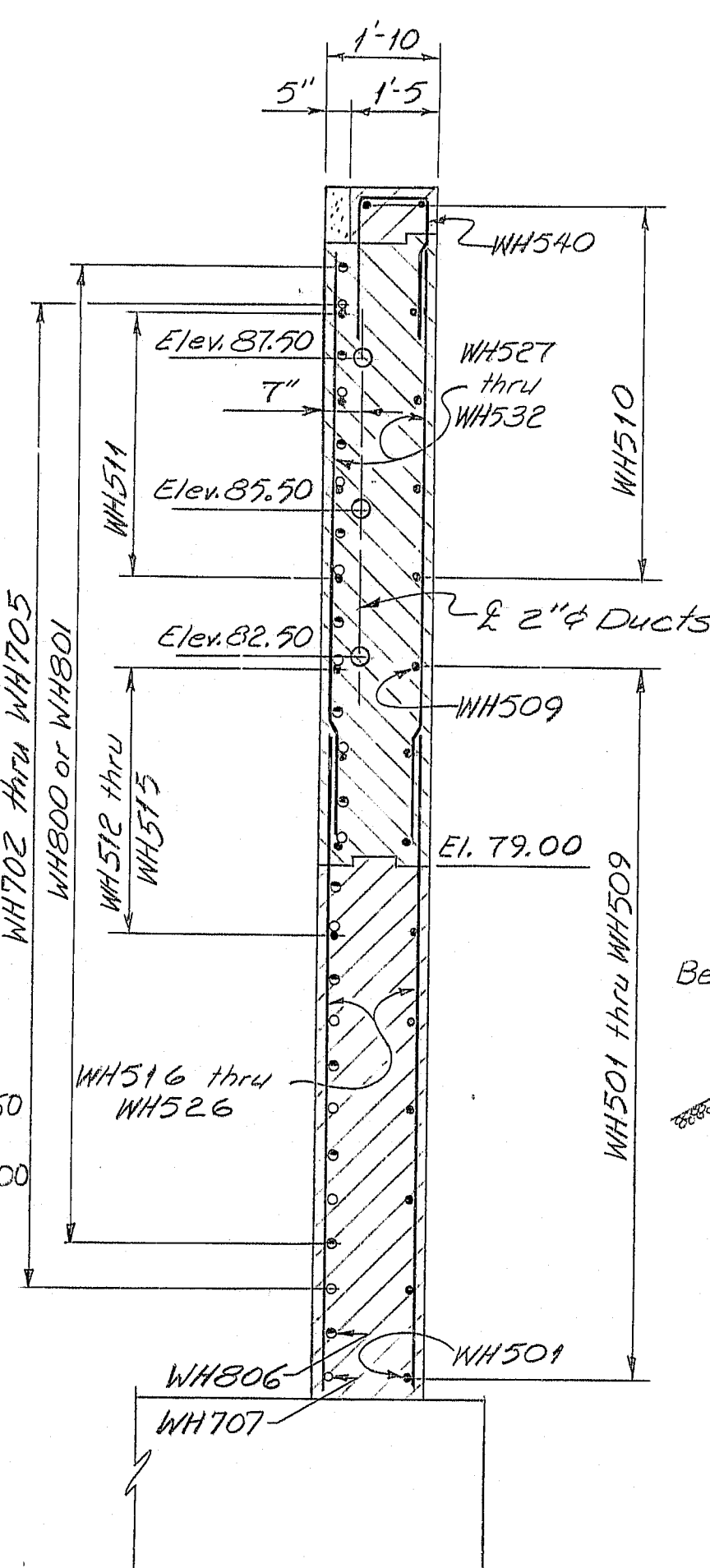
PROJECT DESIGN ENGINEER: J. G. G. BY DATE
DESIGN-DETAILED: J. G. G. 1/83
CHECKED: J. G. G. 1/83
PLANS
FIELD CHANGES

BRUNING 44132 45716-1

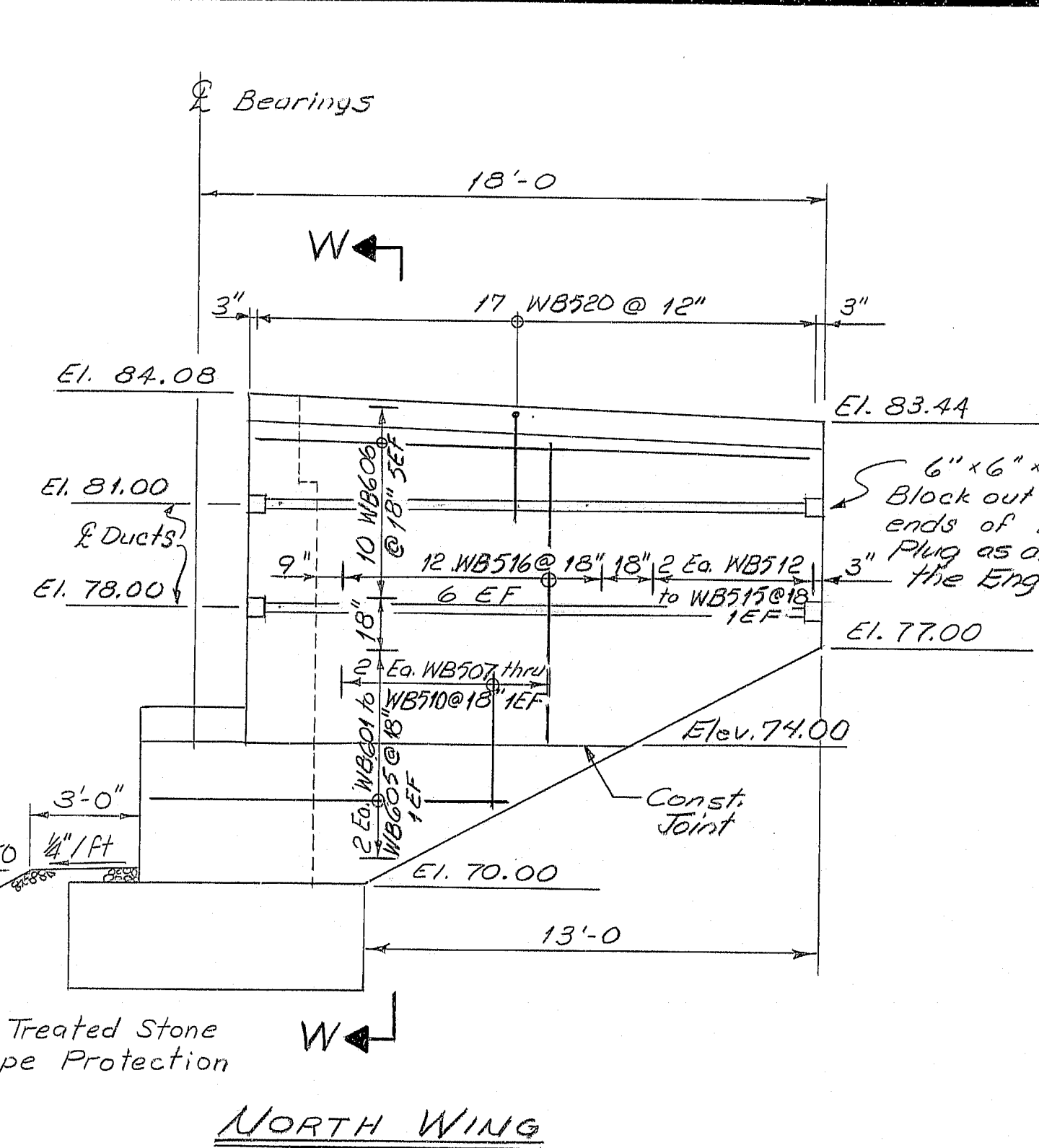
FILE NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	15	114



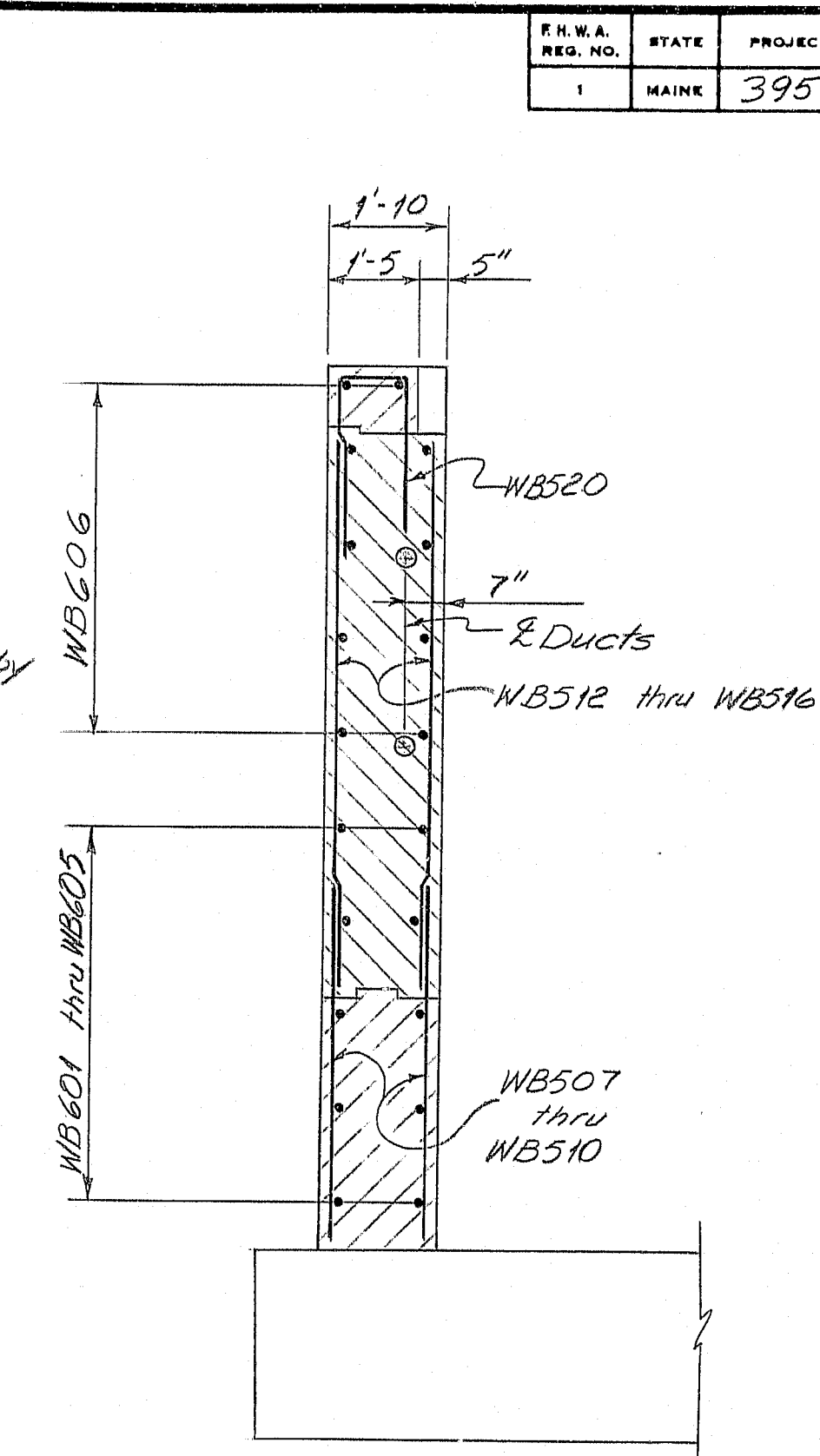
SOUTH WING



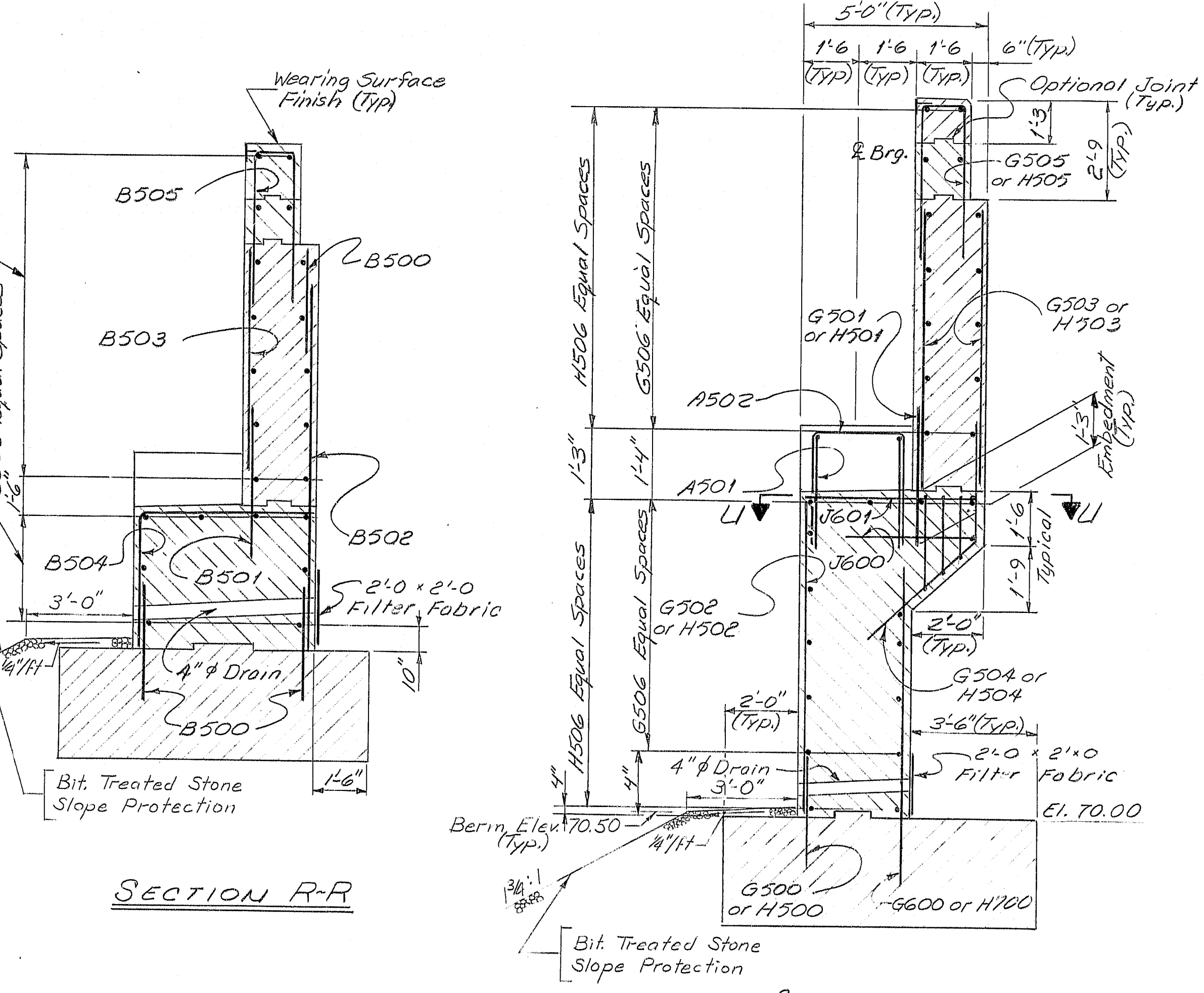
SECTION V-V



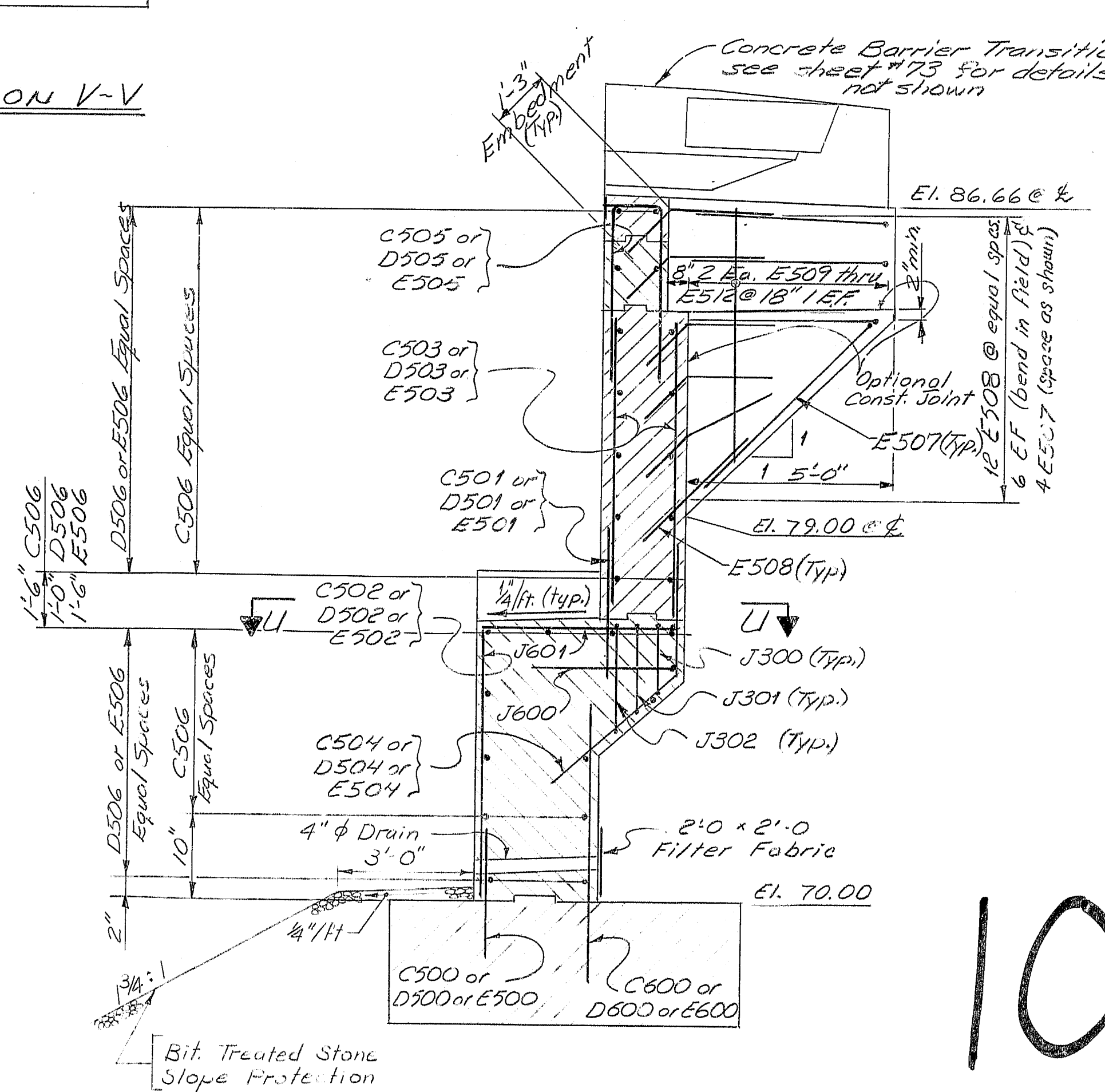
NORTH WING



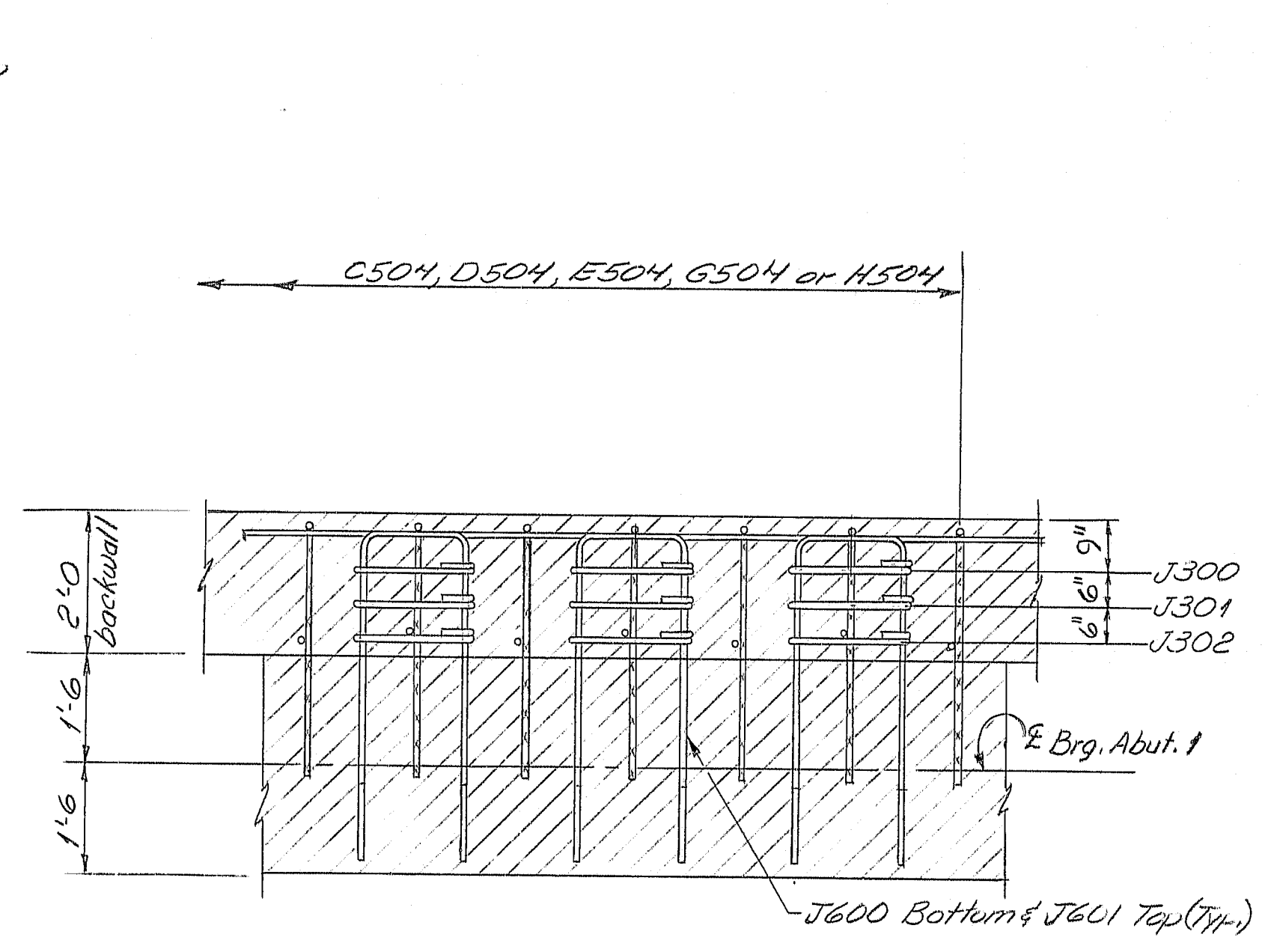
SECTION W-W



SECTION R-R



SECTION S-S



SECTION U-U

SECTIONS T-T

PROJECT DESIGN ENGINEER	DATE
WBD	4/23
CHECKED	REVISIONS
WBD	1
FIELD CHANGES	

107-148

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

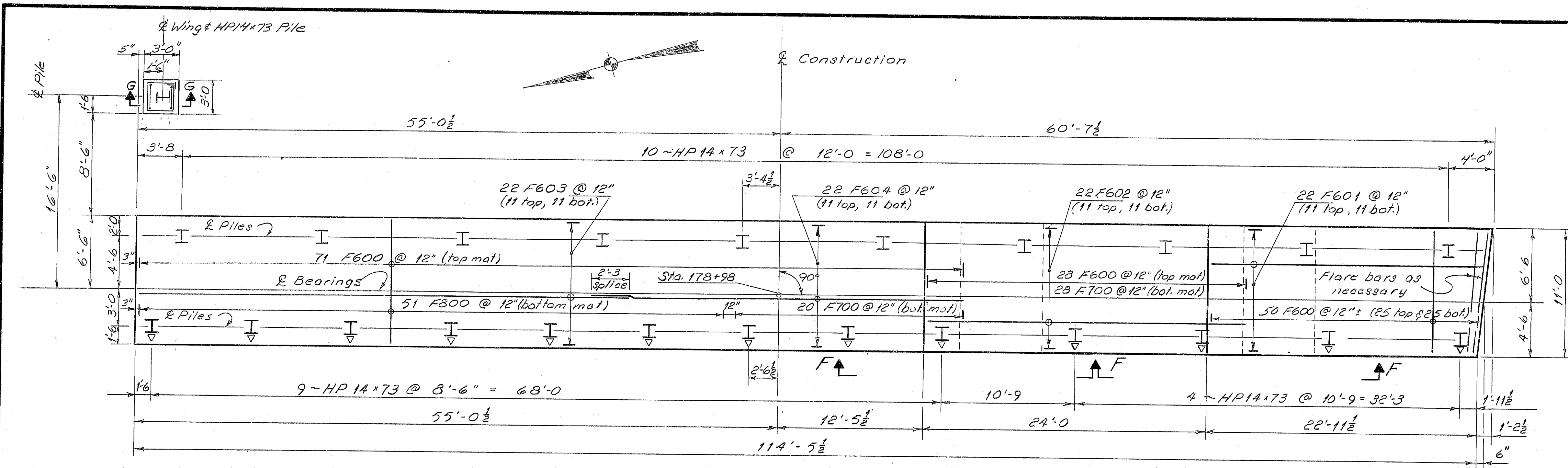
I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY

ABUTMENT I DETAILS

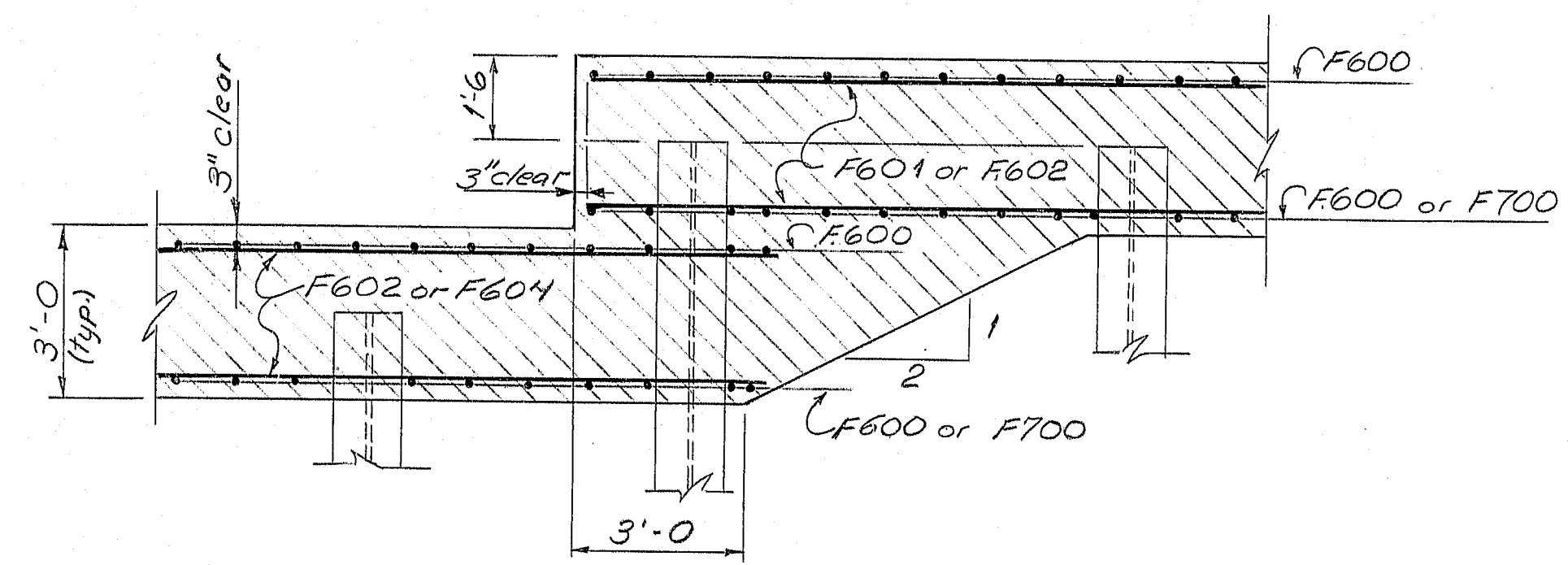
AUGUSTA, MAINE Sept. 1982

As BUILT 4/11/1984 5/94 stec

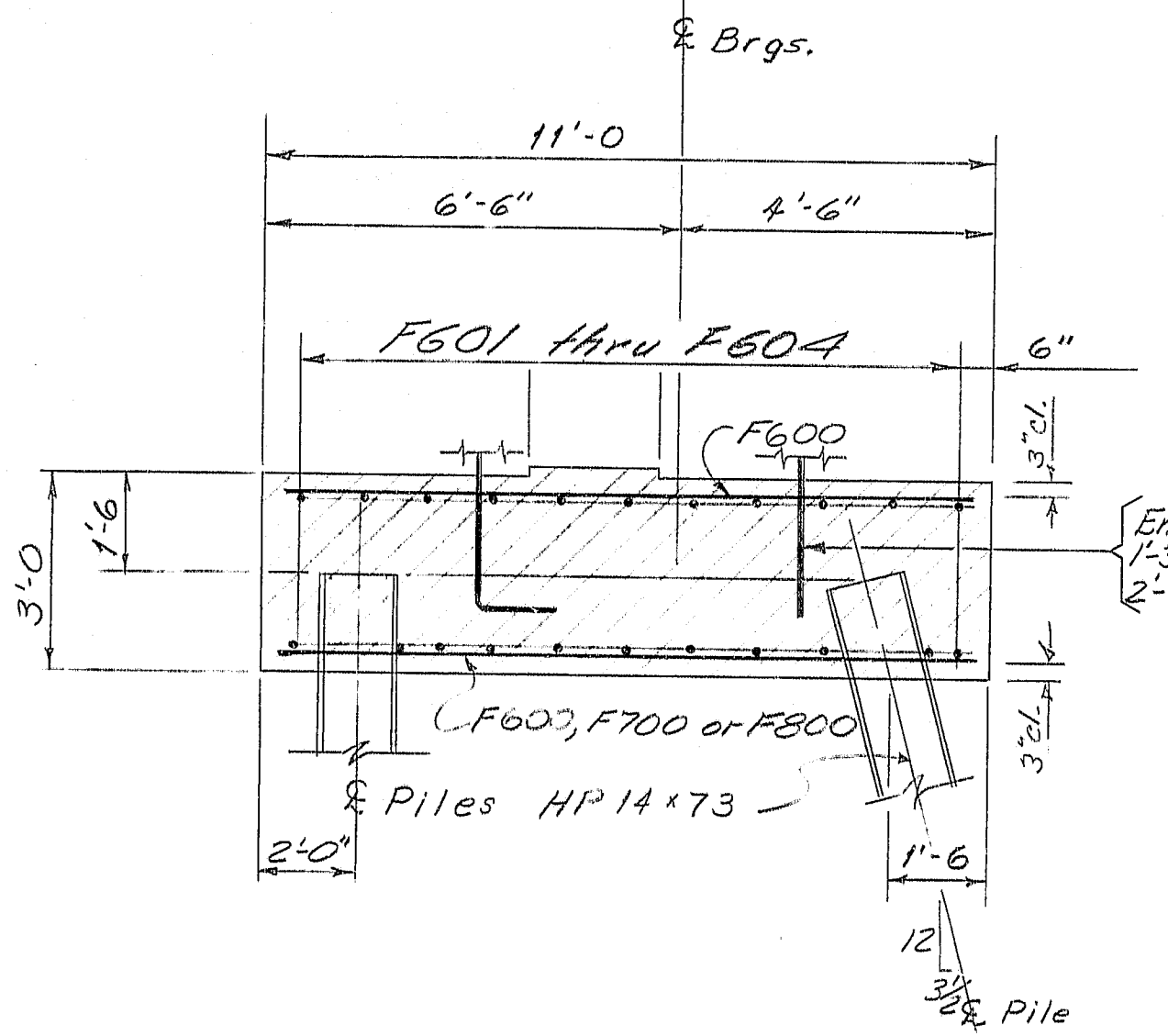
F.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(82)	16	114



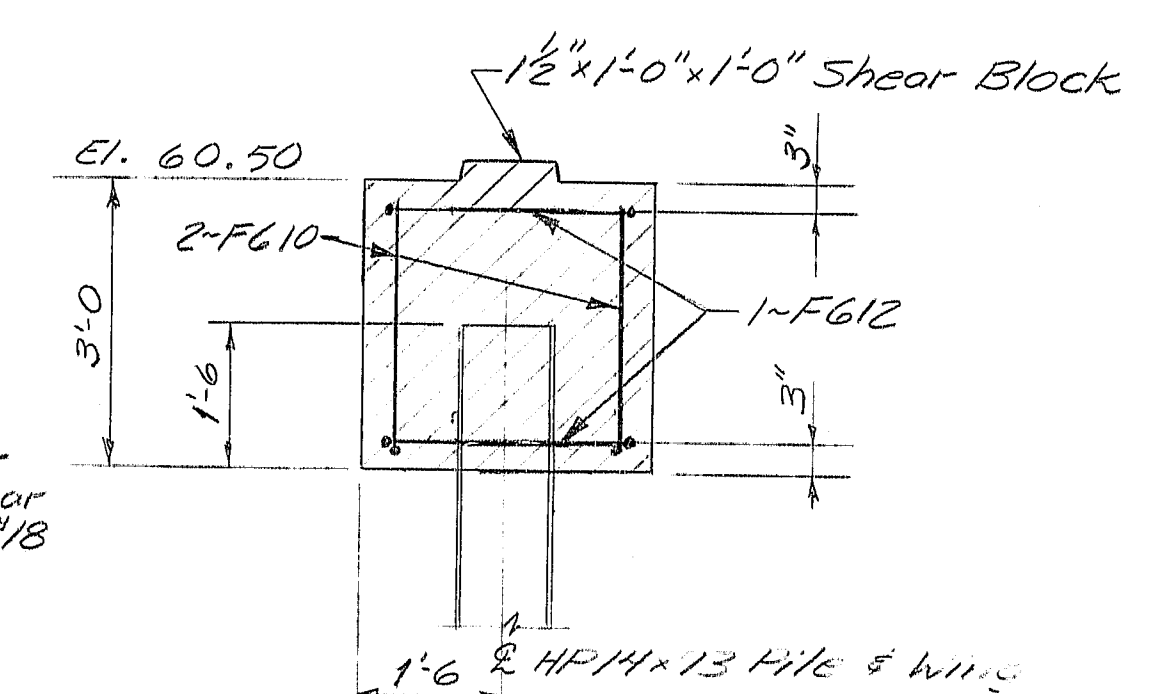
FOOTING PLAN



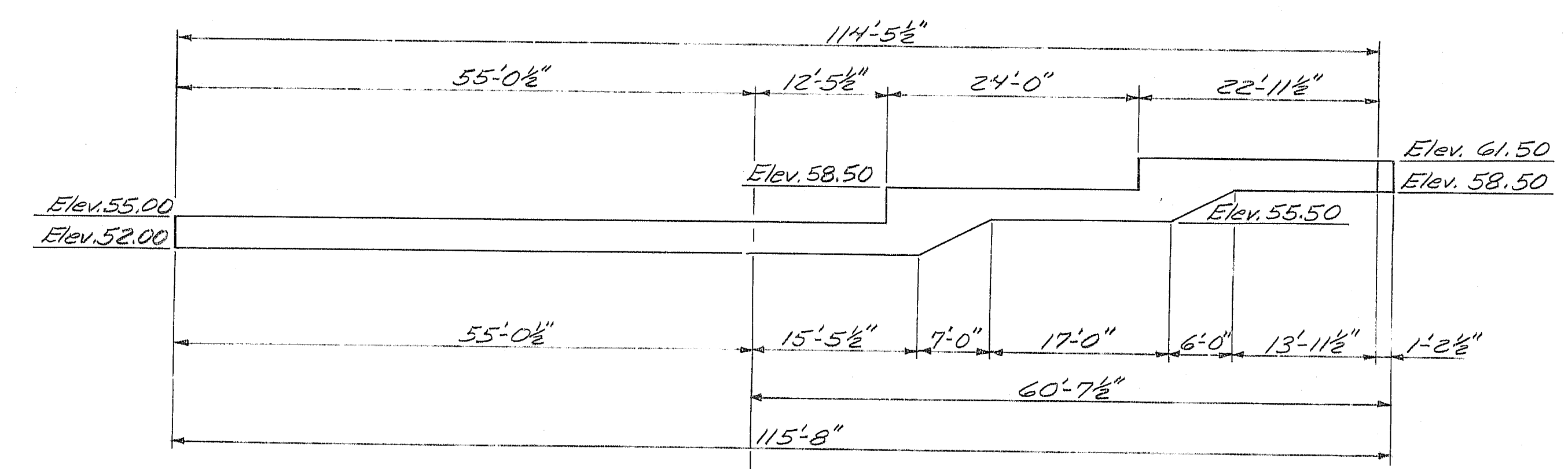
VIEW FF



TYPICAL FOOTING SECTION



SECTION G-G



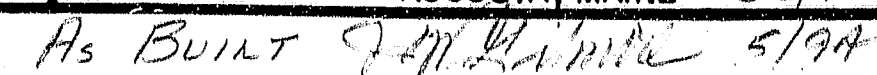
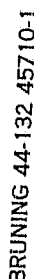
ELEVATION

107-149
REFERENCE:
Pile Notes - see sheet 12

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
ABUTMENT 2 FOOTING
AUGUSTA, MAINE Sept 1984
As BUILT 7/11/94

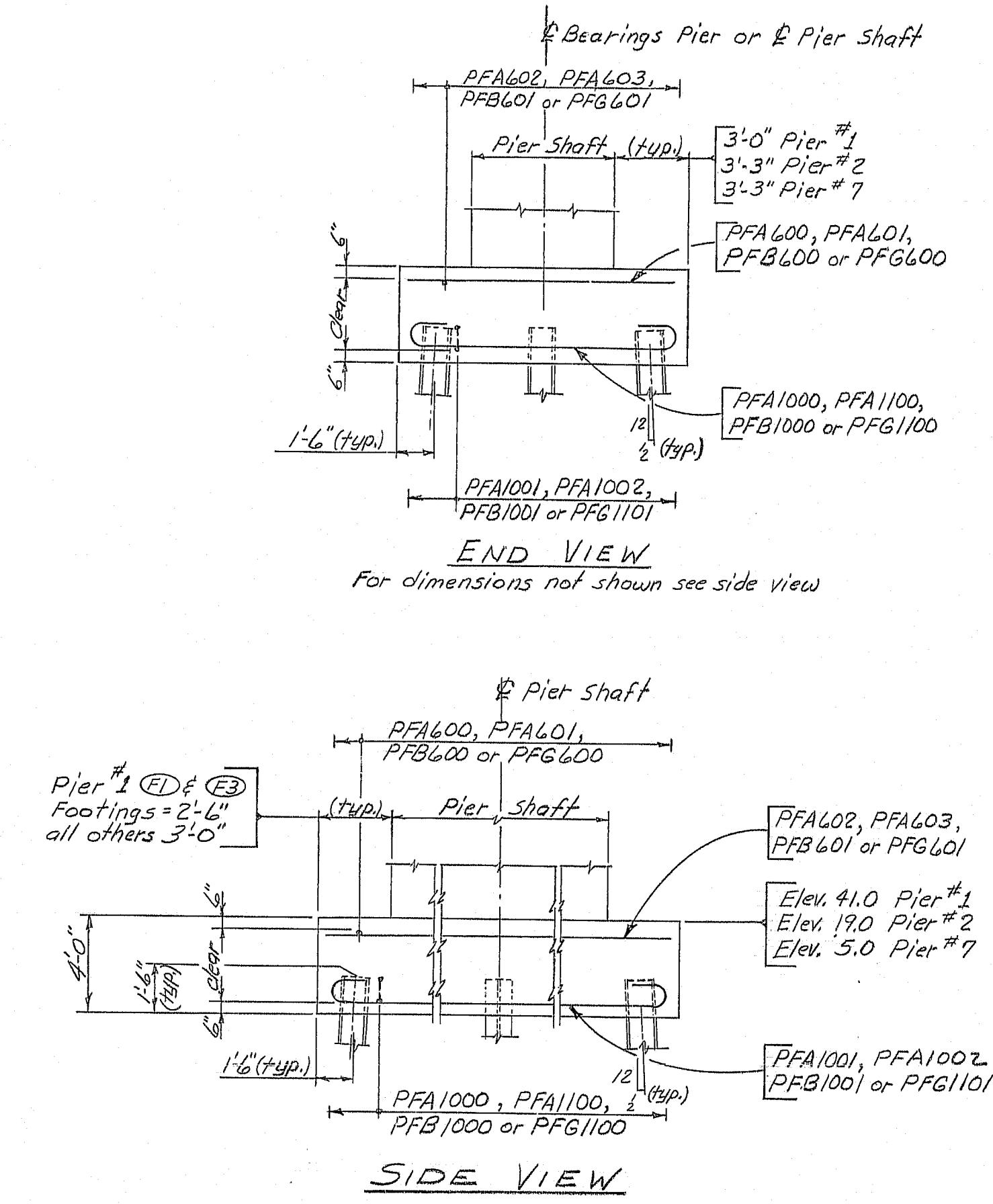
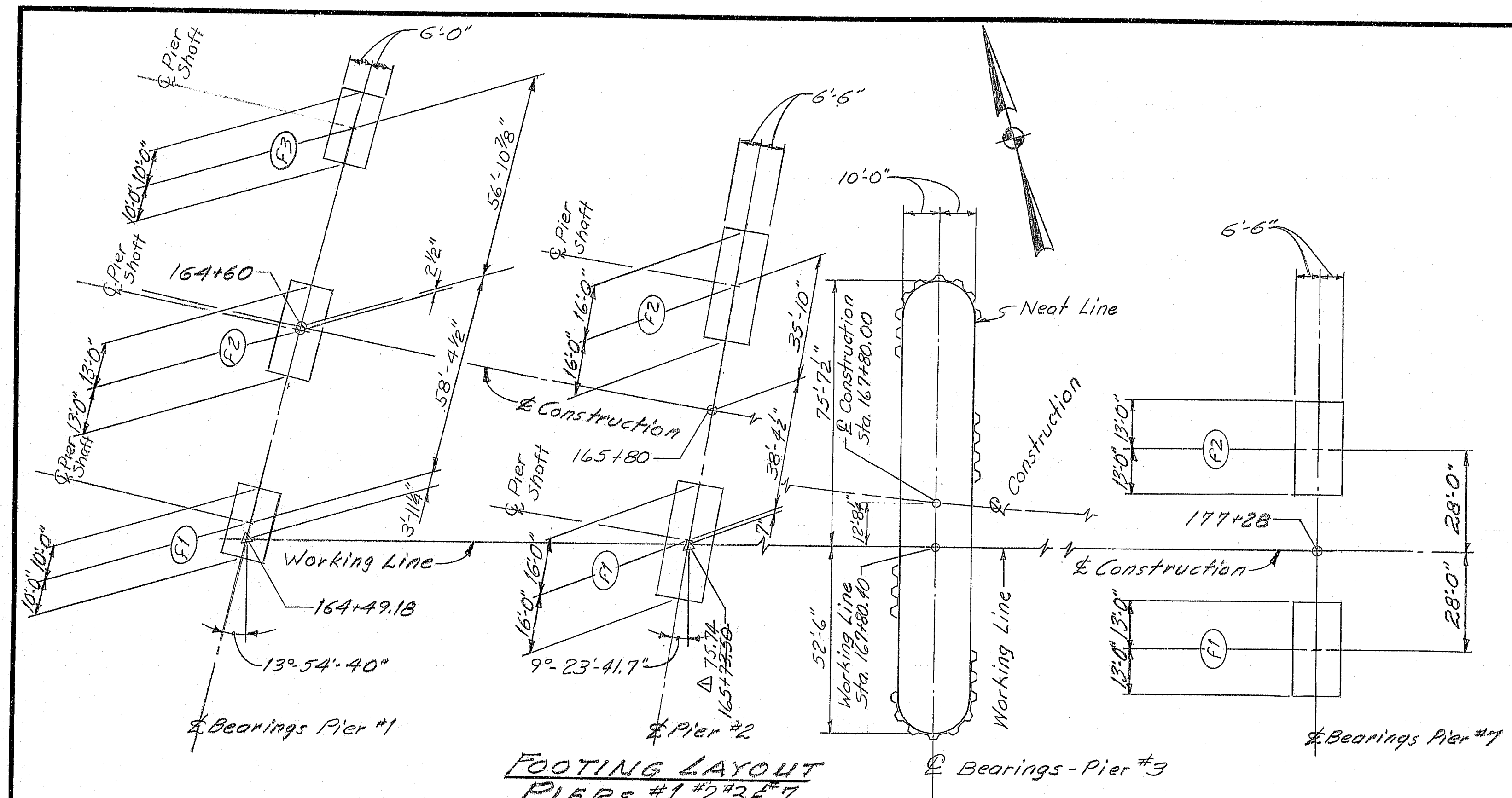
PROJECT DESIGN ENGINEER: J. K. L. BY: J. K. L. DATE: 8-83
DESIGN - DETAIL: J. K. L. CHECKED: J. K. L. REVISIONS: J. K. L. 10/83
PLANS
12-6-83 10-28-83 RT4

BRUNING 44132 457101



As BUILT 9/11/94

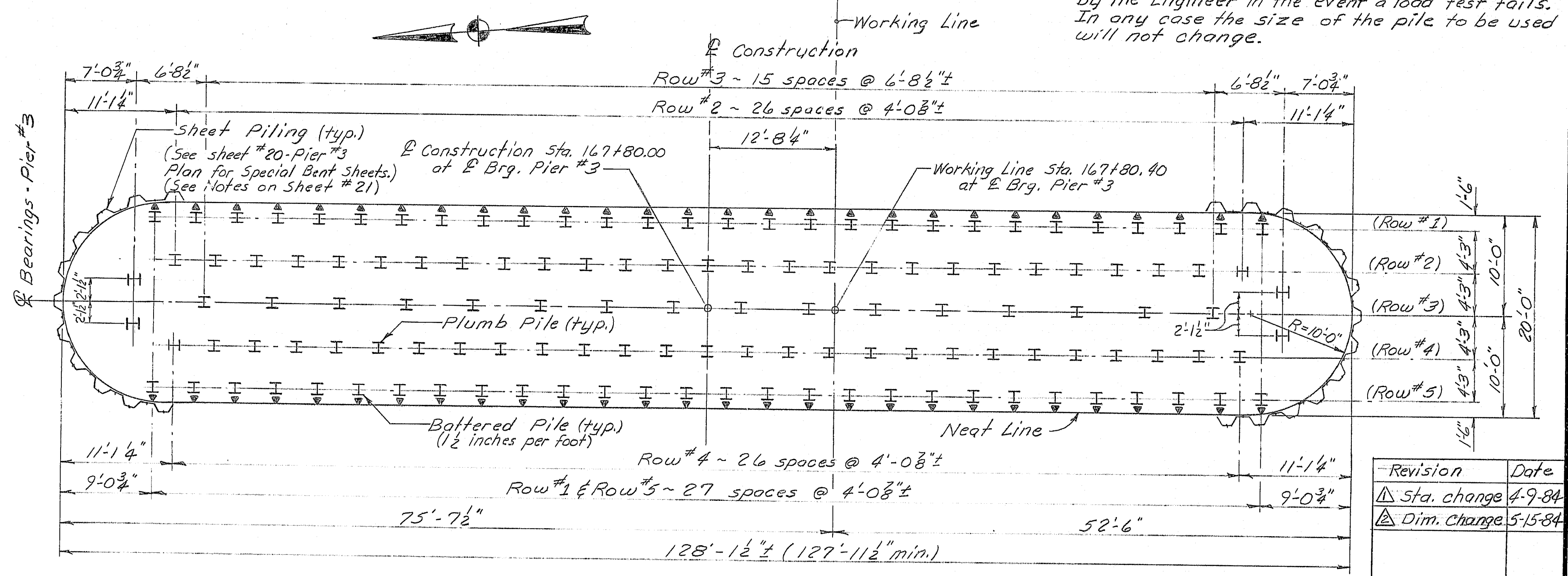
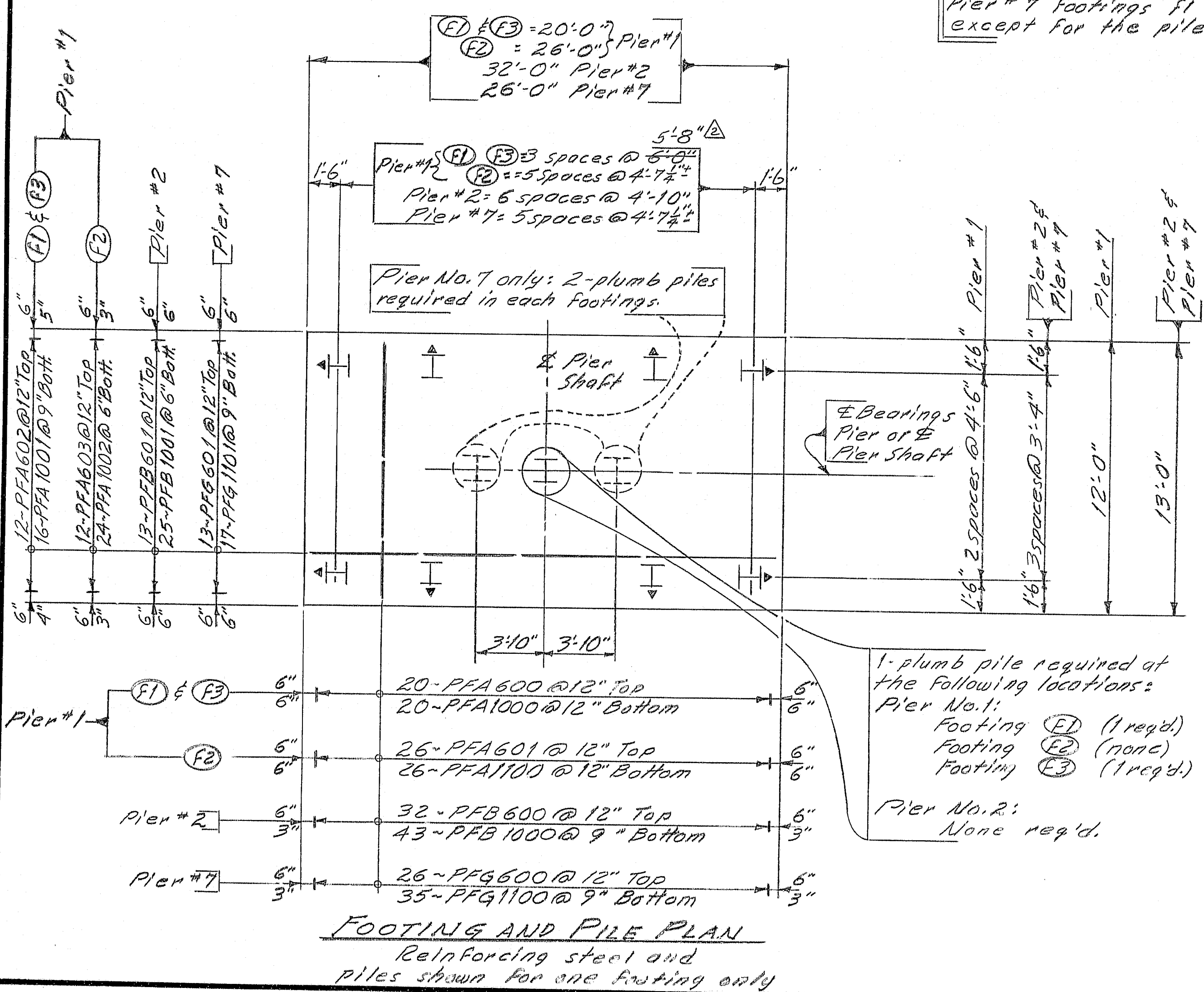
F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(22)	19	114



PIER-PILE NOTES

- The pile layout shown is for 13,000 p.s.f. See note #8.
- Piles marked thus, shall be battered 3/4 inch per foot in the direction of the arrow, except 12 inches per foot for Pier #3.
- Pile Design Loads:
15,000^{lbs}/sq.in. 12,000^{lbs}/sq.in.
HP 14x89 196 tons 157 tons
- HP 13x87 bearing piles may be substituted for HP 14x89 bearing piles at the option of the Contractor. In either case payment will be made under Item 501.217 for the piles and Item 501.237 for the load tests.
- Estimate of piles required:
Pier #1:
F1 = 11 - HP 14x89 @ 25' = 275 ft.
F2 = 14 - HP 14x89 @ 28' = 392 ft.
F3 = 11 - HP 14x89 @ 30' = 330 ft.
Pier #2:
F1 = 18 - HP 14x89 @ 42' = 756 ft.
F2 = 18 - HP 14x89 @ 45' = 828 ft.
Pier #3:
130 - HP 14x102 @ 46.5' = 6045 ft.
(Allowable load 7000^{lbs}/sq.in. - Design Load 135 tons)
Pier #7:
F1 = 18 - HP 14x89 @ 28' = 504 ft.
F2 = 18 - HP 14x89 @ 22' = 396 ft.

6. A new pile layout will be furnished by the Engineer in the event a load test fails. In any case the size of the pile to be used will not change.



PIER #3 - SEAL AND PILE PLAN

(Piles extend into Distribution Slab, See Pier #3 Elevation, Sht. #20 & 21.)

PILE SIZE	REINFORCED PILE SIZE
HP 14x89	12 1/2" x 1 1/4" x 1'-0"
HP 13x87	11 1/2" x 1 1/4" x 1'-0"
HP 14x102	12 1/2" x 1 1/4" x 1'-0"

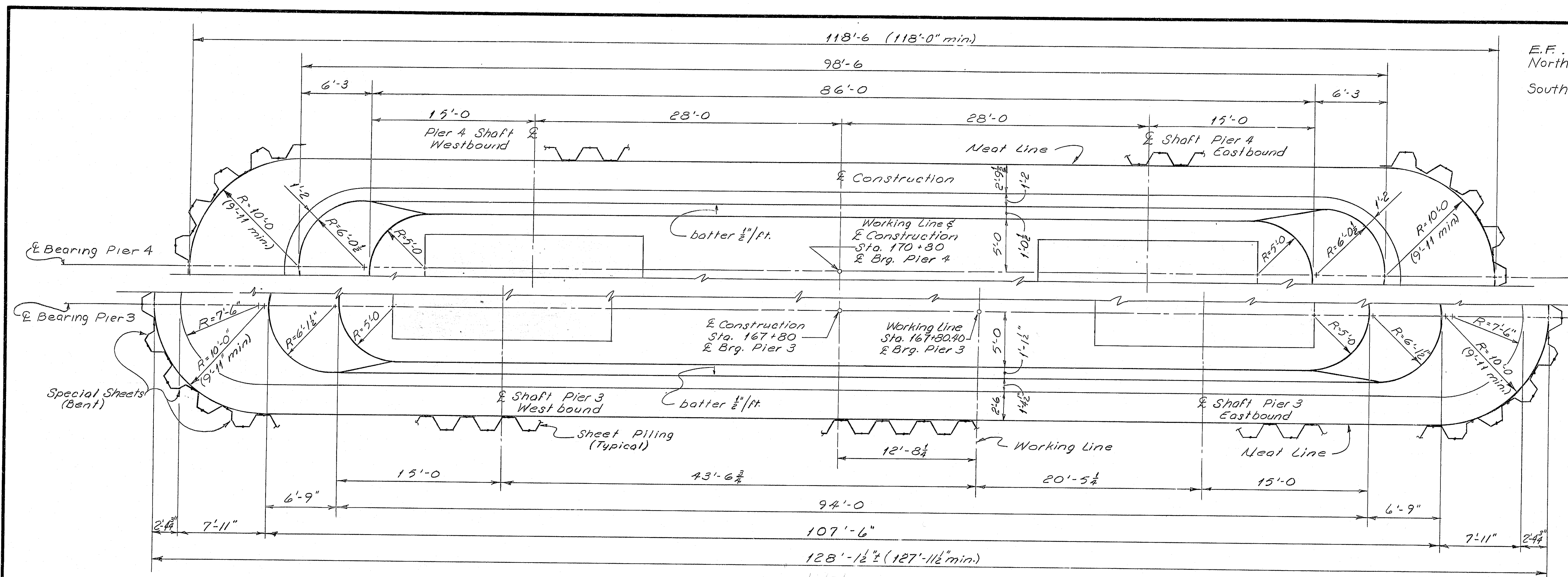
For details not shown see standard detail sheet BD127-81

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
I-395 BRIDGE OVER PENOBSCOT RIVER BANGOR - BREWER PENOBSCOT COUNTY PIER FOOTING - PIERS 1, 2, 3 & 7 AUGUSTA, MAINE Sept. 1983	

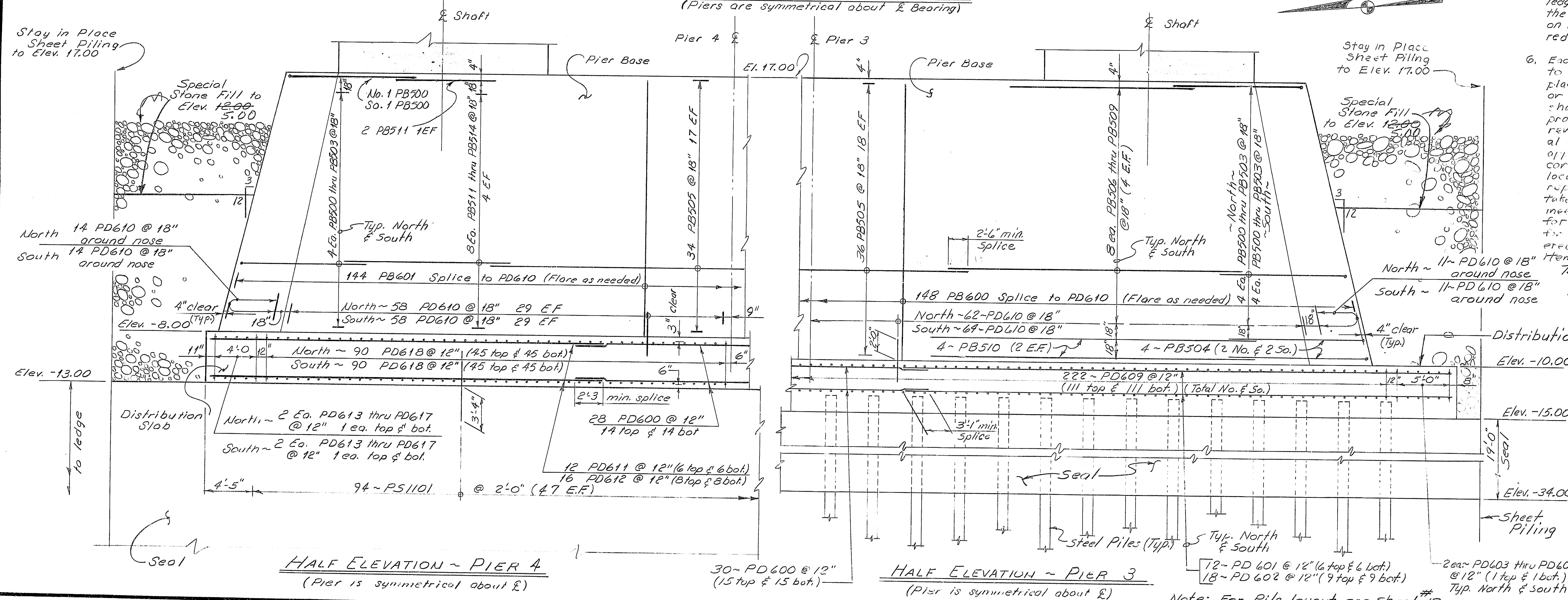
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	12-2-82
REVISION	11-5-82
FIELD CHANGES	

107-152

As BUILT



PARTIAL PLAN - PIER 3 & PIER 4
(Piers are symmetrical about E Bearing)



LEGEND
E.F. Each Face
North North of Pier &
South South of Pier &
..... Portion of Base

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	395-8(82)	20	114

REFERENCES
1. For general pier notes see sheet 35

PIER FOUNDATION NOTES

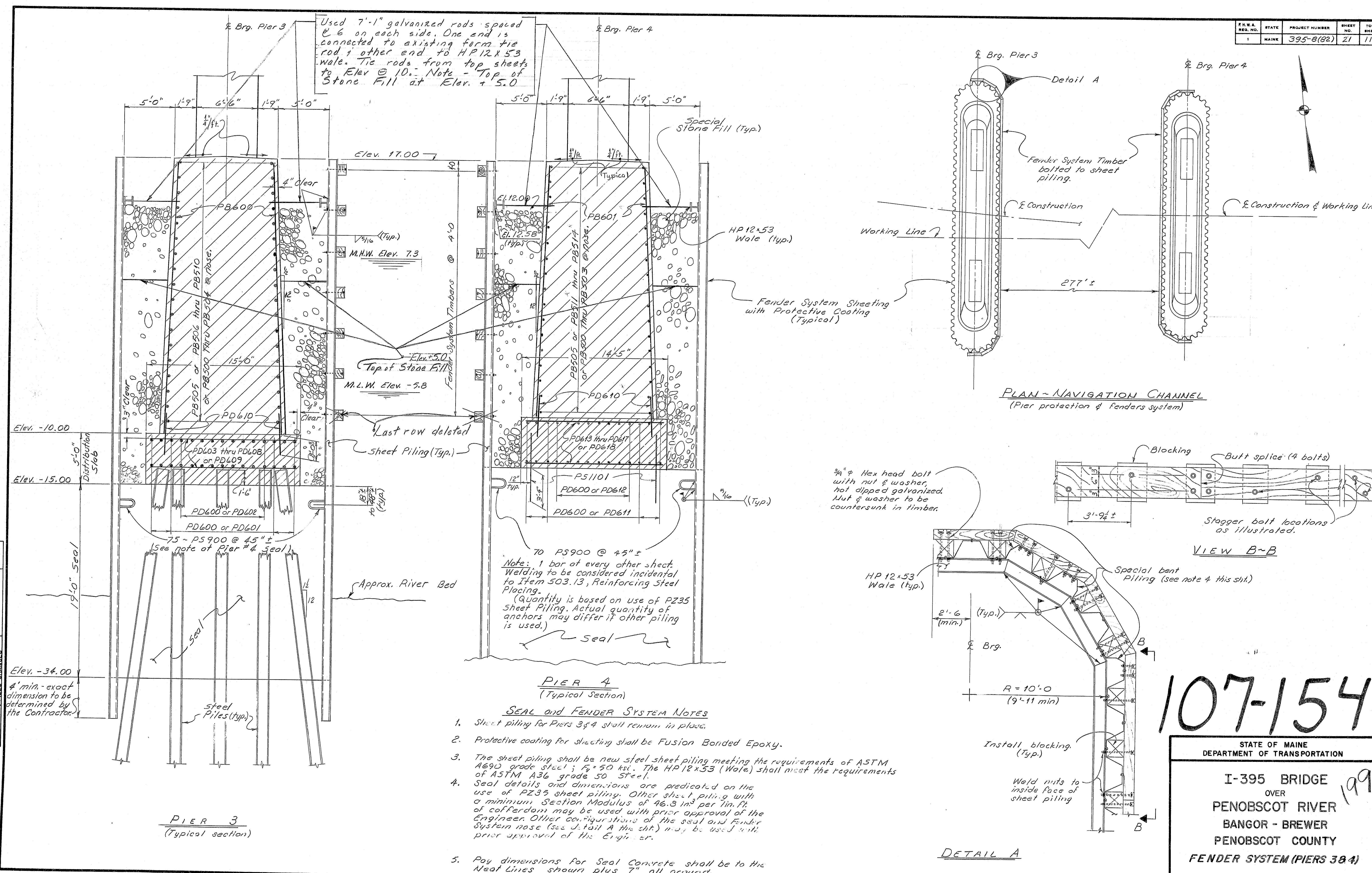
- The cofferdam shall be vented at Elev -6.0 until unwatering begins and shall be vented at elevation 10.0 during unwatering. Permanent vents shall be provided in Pier 3 and Pier 4 at Elev -6.0 after unwatering is complete.
- Pre-excavation will be allowed to facilitate seating the cofferdam sheets, however no extra payment will be made for excavation or backfilling.
- If it is necessary to excavate for piers below the elevation shown in the table of "APPROXIMATE LOW LEDGE ELEVATIONS", payment will be at 1 1/2 times the contract unit price for the item classification applying where the extra depth is required.
- If the average elevation of more than 25% of the area of the excavation is more than 3' below the elevation shown in the table of "APPROXIMATE LOW LEDGE ELEVATIONS", and at the Contractor's request, the entire cost of the cofferdam will be paid for in accordance with Subsection 109.04 instead of at the contract lump sum price.
- The elevations of the top of the seals for Piers 3, 4, & 6 have been established to provide for a water surface at the time the cofferdam is pumped of Elevation 10.0, considering only the buoyant weight of the seal. The buoyant weight of the seal for Piers 3, 4, & 6 is calculated using the average interpolated ledge elevation at a point 3/4 of the distance from the low end of ledge profile to the high end of the ledge profile. If the ledge elevations found in the field are found to be higher than shown on the foundation plans, a redesign or a reduced pumped head may be required.
- Each seal shall be cored in at least two places to insure that the seal was satisfactorily placed without voids. In the event that voids or other defects are found, the Contractor shall take corrective action in a manner approved by the Engineer. For each core that reveals a void or other defect, two additional cores shall be taken unless otherwise approved by the Engineer. One additional core shall be taken in approximately the same location as the original core and after the repairs are made. The other core shall be taken in an area to be determined by the Engineer. No separate payment will be made for coring or for repairing defects. The cost for coring and making repairs will be considered to be incidental to related contract items.
- The method of placing dowels in the concrete seal shall be approved by the Engineer.

PIER	ELEVATION
4	-38.0
5	-25.0
6	-18.0

107-153
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
1-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
PIER BASES (PIERS 3 & 4)
AUGUSTA, MAINE Sept. 1983

PROJECT DESIGN ENGINEER	DATE
BY	7/83
DESIGN - DETAIL	7/83
CHECKED	7/83
REVISIONS	7/83
FIELD SURVING	7/83

F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(32)	21	114



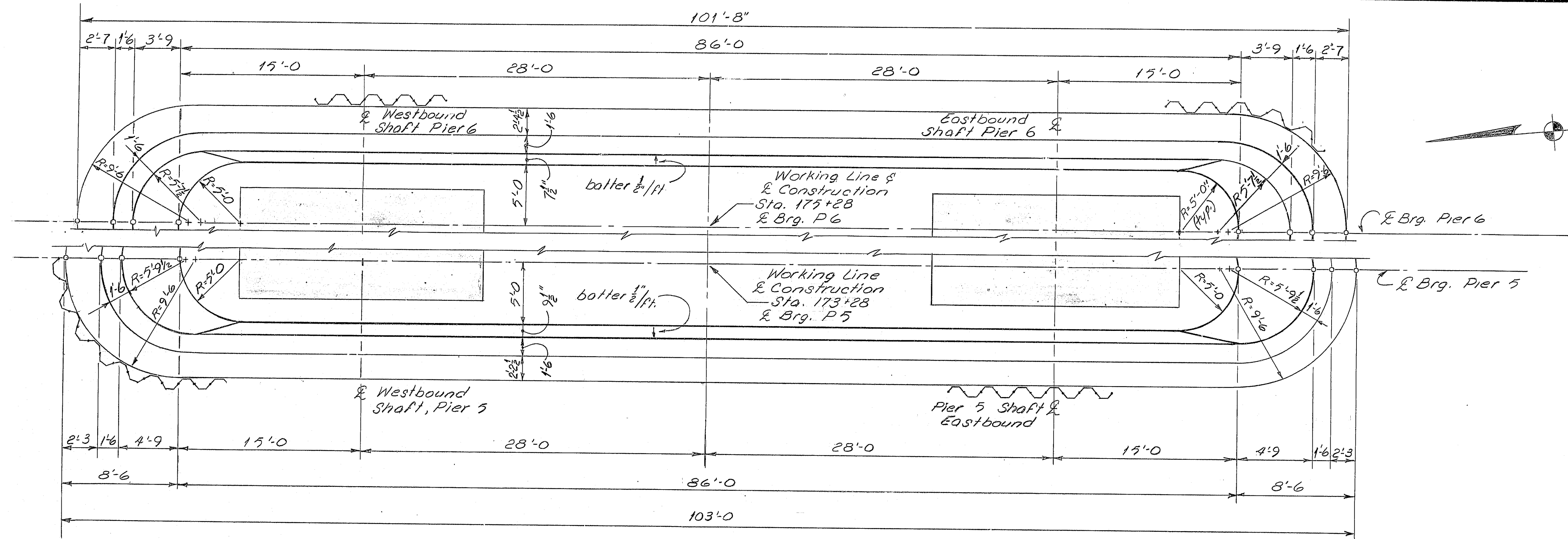
107-154

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
FENDER SYSTEM (PIERS 3 & 4)

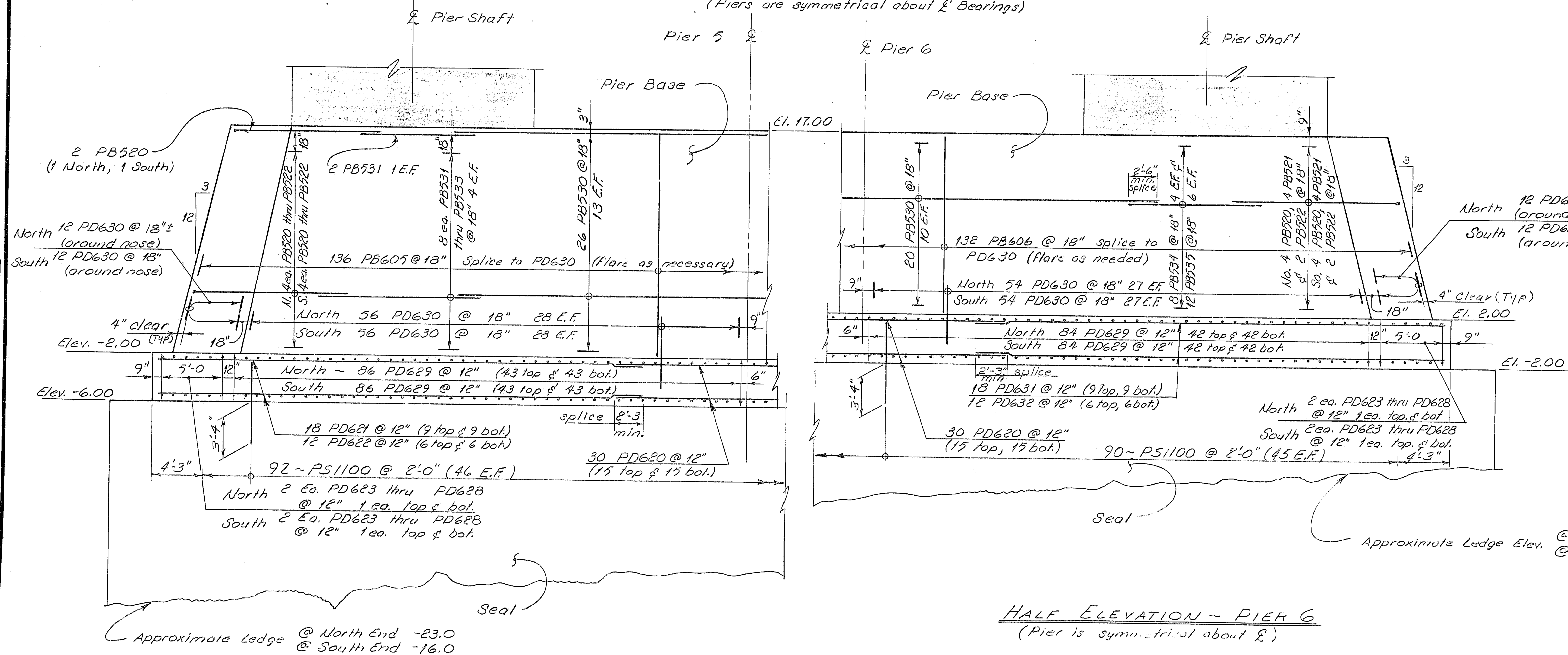
AUGUSTA, MAINE Sept. 1983

As BUILT 9/21/84

F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	22	114

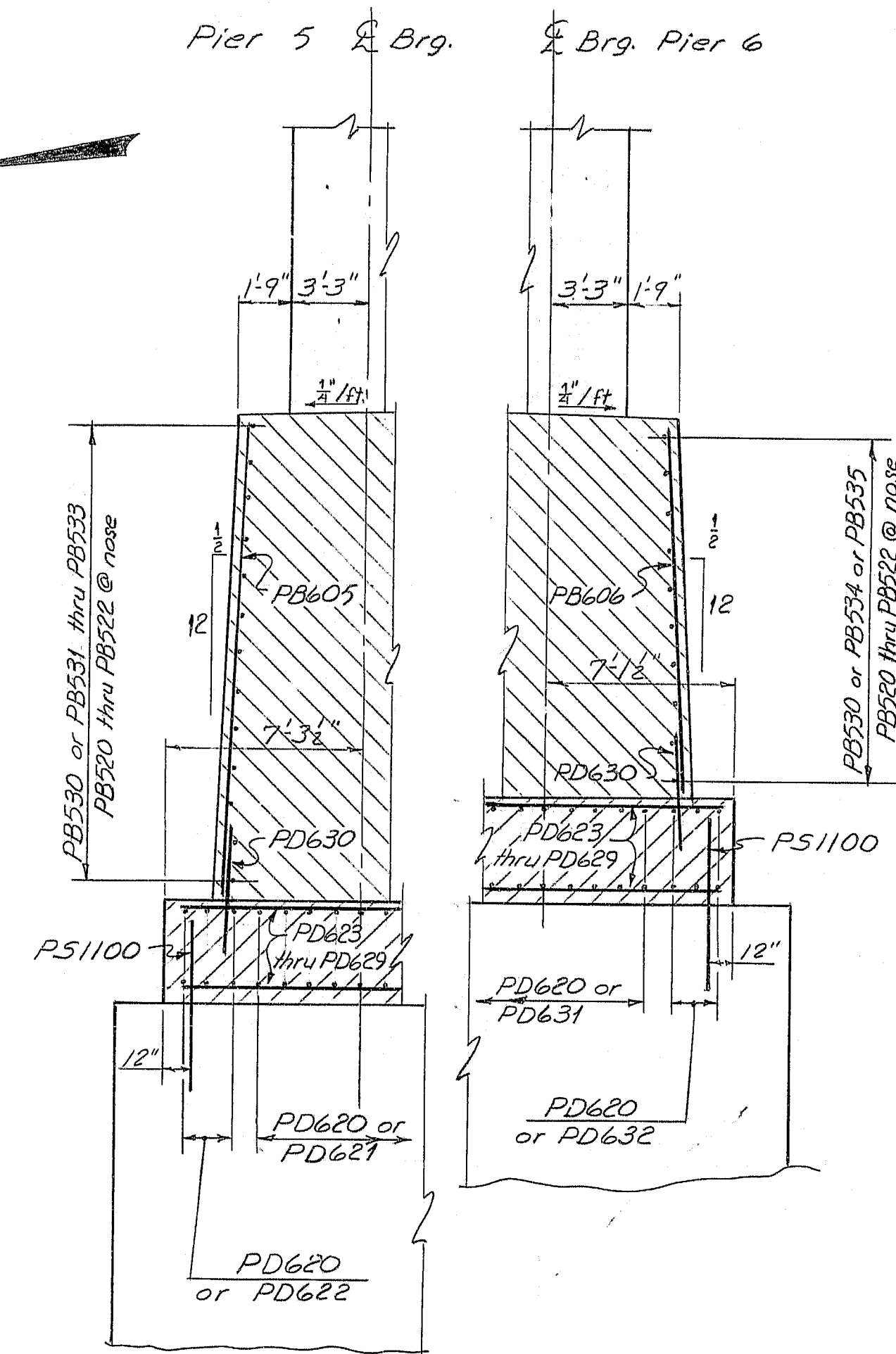


PARTIAL PLAN - PIERS 5 & 6
(Piers are symmetrical about \bar{x} Bearings)



HALF ELEVATION - PIER 5
(Pier is symmetrical about \bar{x})

HALF ELEVATION - PIER 6
(Pier is symmetrical about \bar{x})



TYPICAL HALF SECTIONS
(Piers are symmetrical about \bar{x} Brg.)

REFERENCES

1. For general pier notes: see sheet 35

107-155

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY

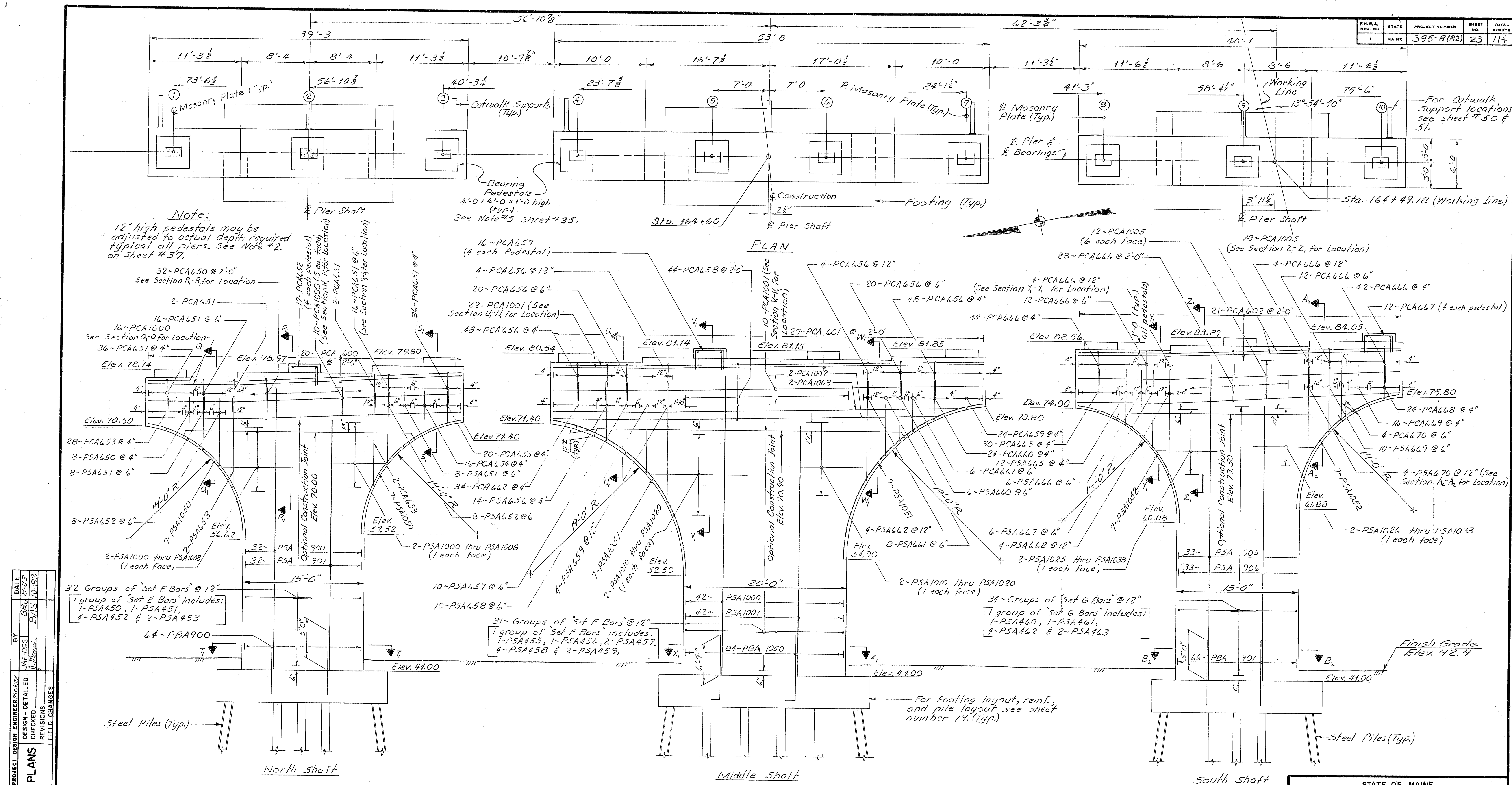
PIER BASES (PIERS 5 & 6)

AUGUSTA, MAINE Sept. 1983

LEGEND
C.F. Each Face
North Portion of Pier &
South Portion of Pier &
South South of Pier &

PROJECT DESIGN ENGINEER	DATE
BY	10/23
DESIGN - DETAIL	10/23
CHECKED	10/23
REVISIONS	
FIELD CHANGES	

BRINING 44-132 45710-1



F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	23	114

Note:
12" high pedestals may be
adjusted to actual depth required
typical all piers. See Note #2
on Sheet #37.

ELEVATION
(Pier #1)

REFERENCE:

1. For general pier notes see sheet 35
2. See Note #2 on sheet 37

107-156

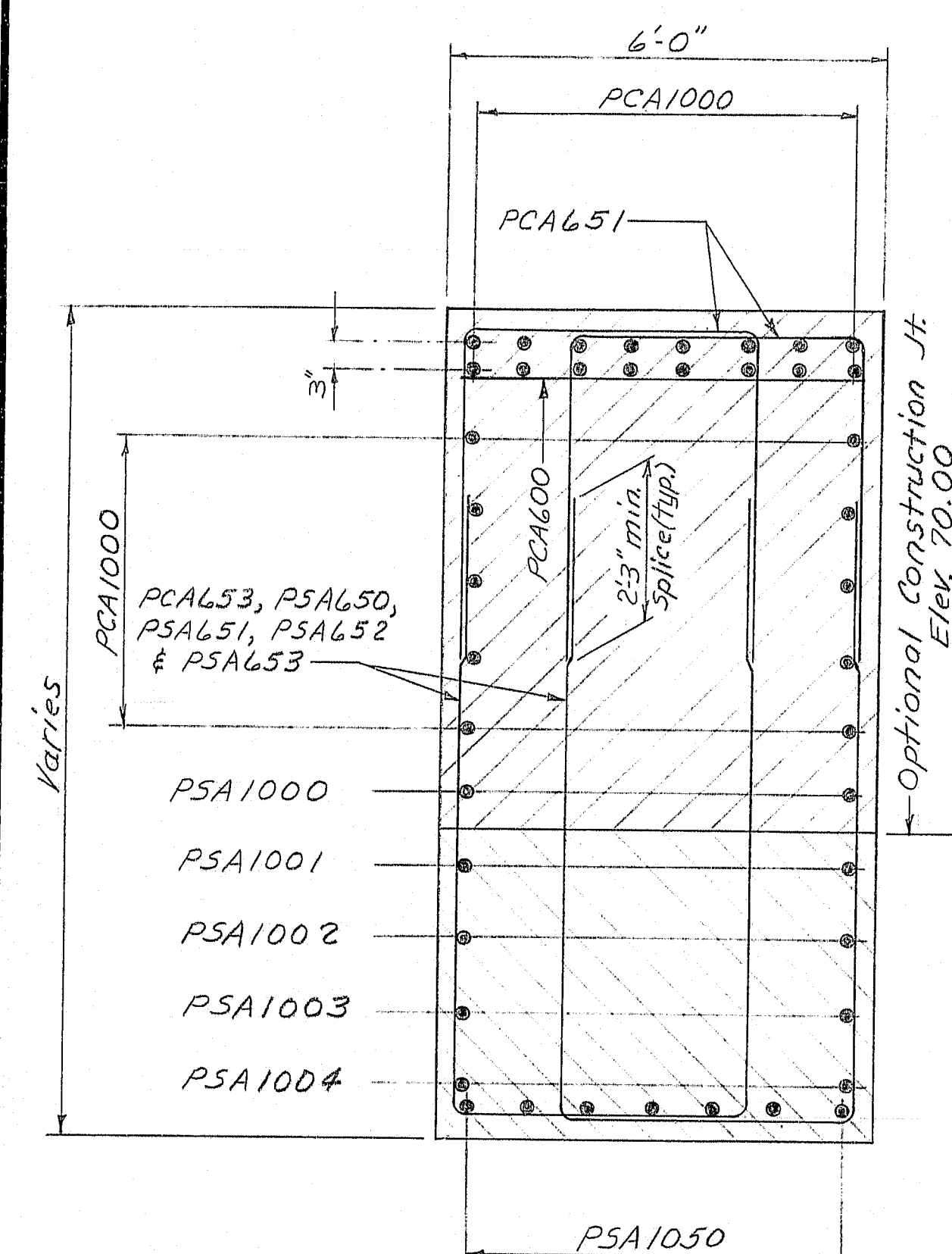
As BUILT JAN 1961 - 5000

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

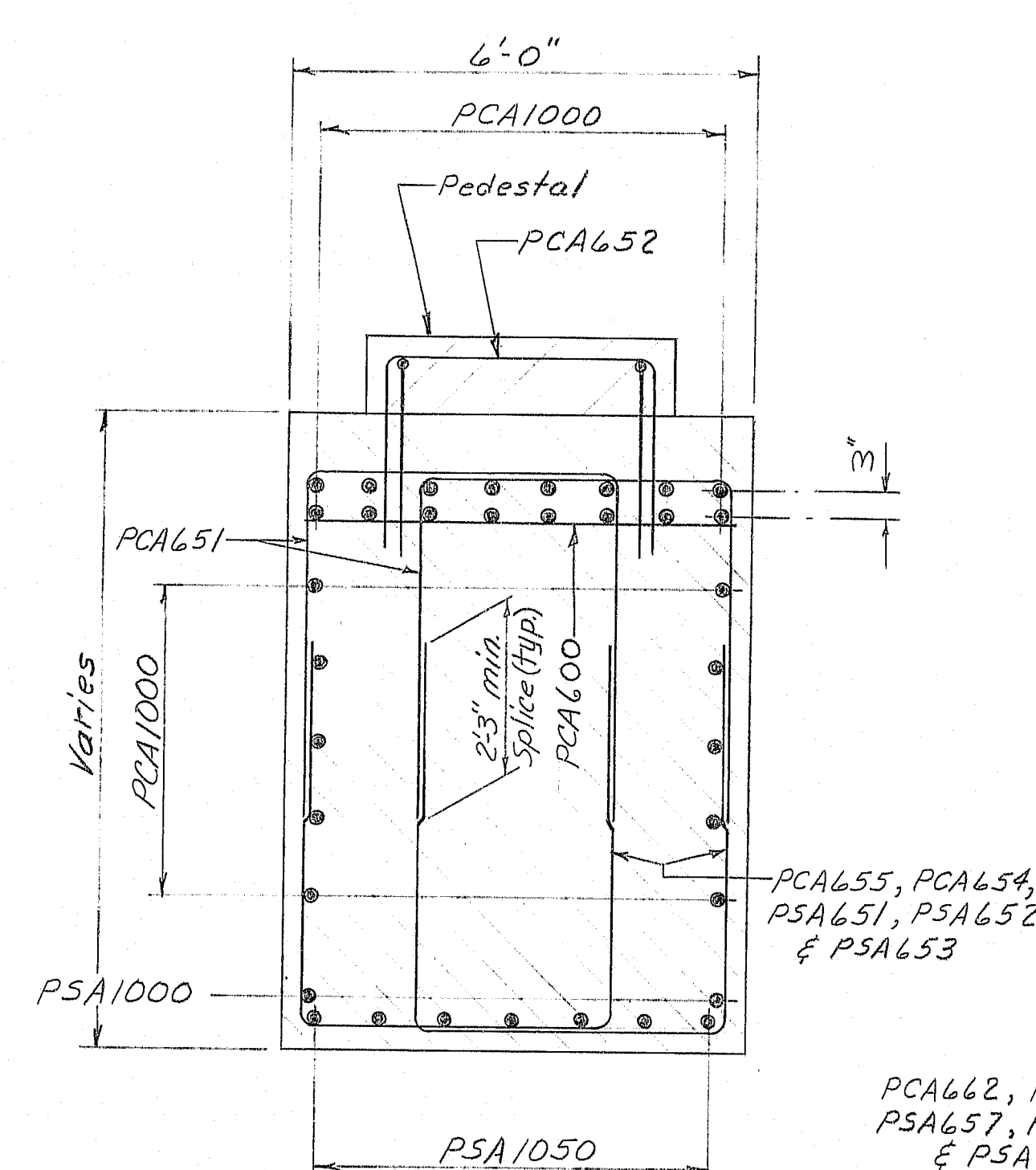
I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
PIER #1 SHAFT

AUGUSTA, MAINE Sept. 1983

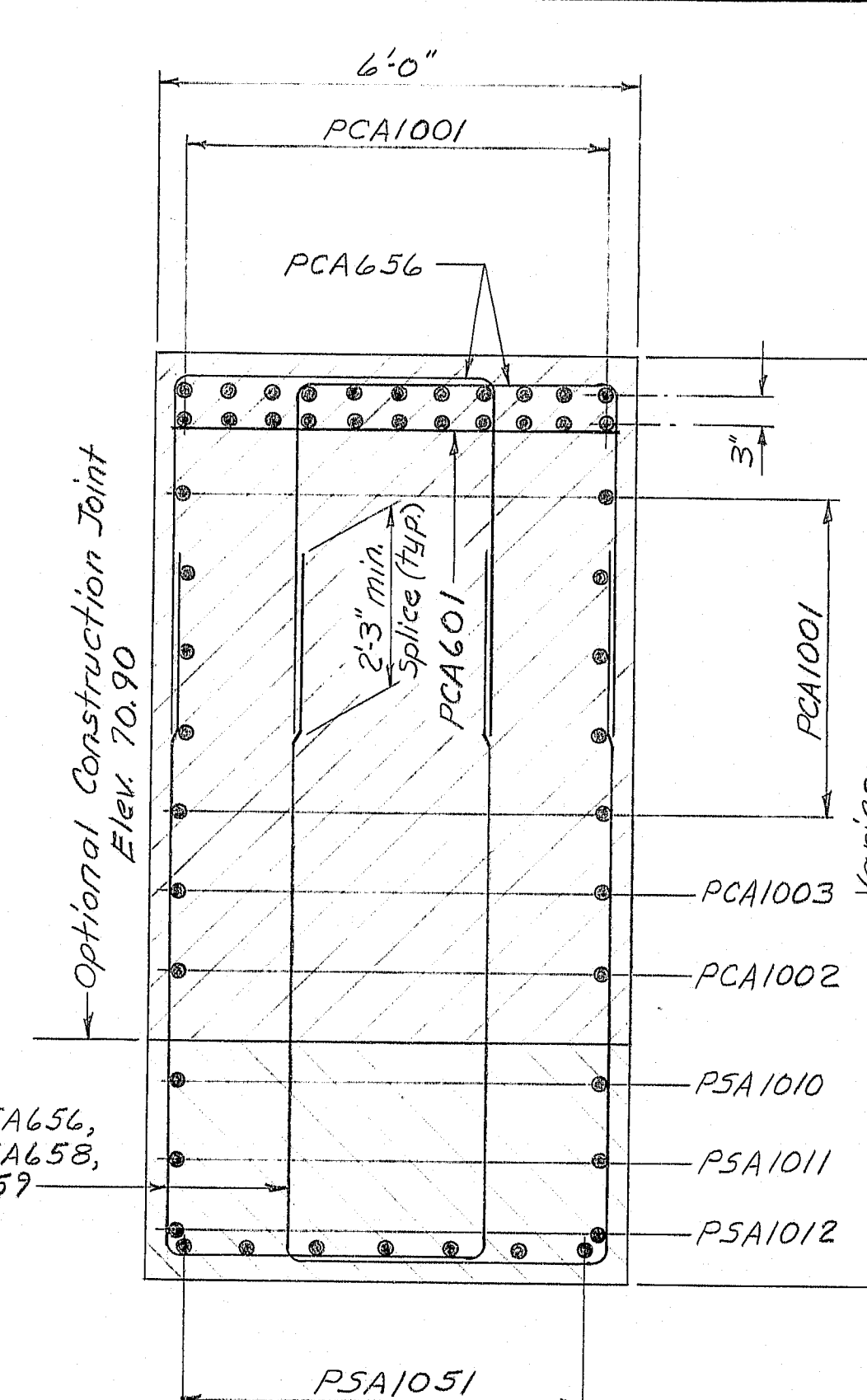
F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	24	114



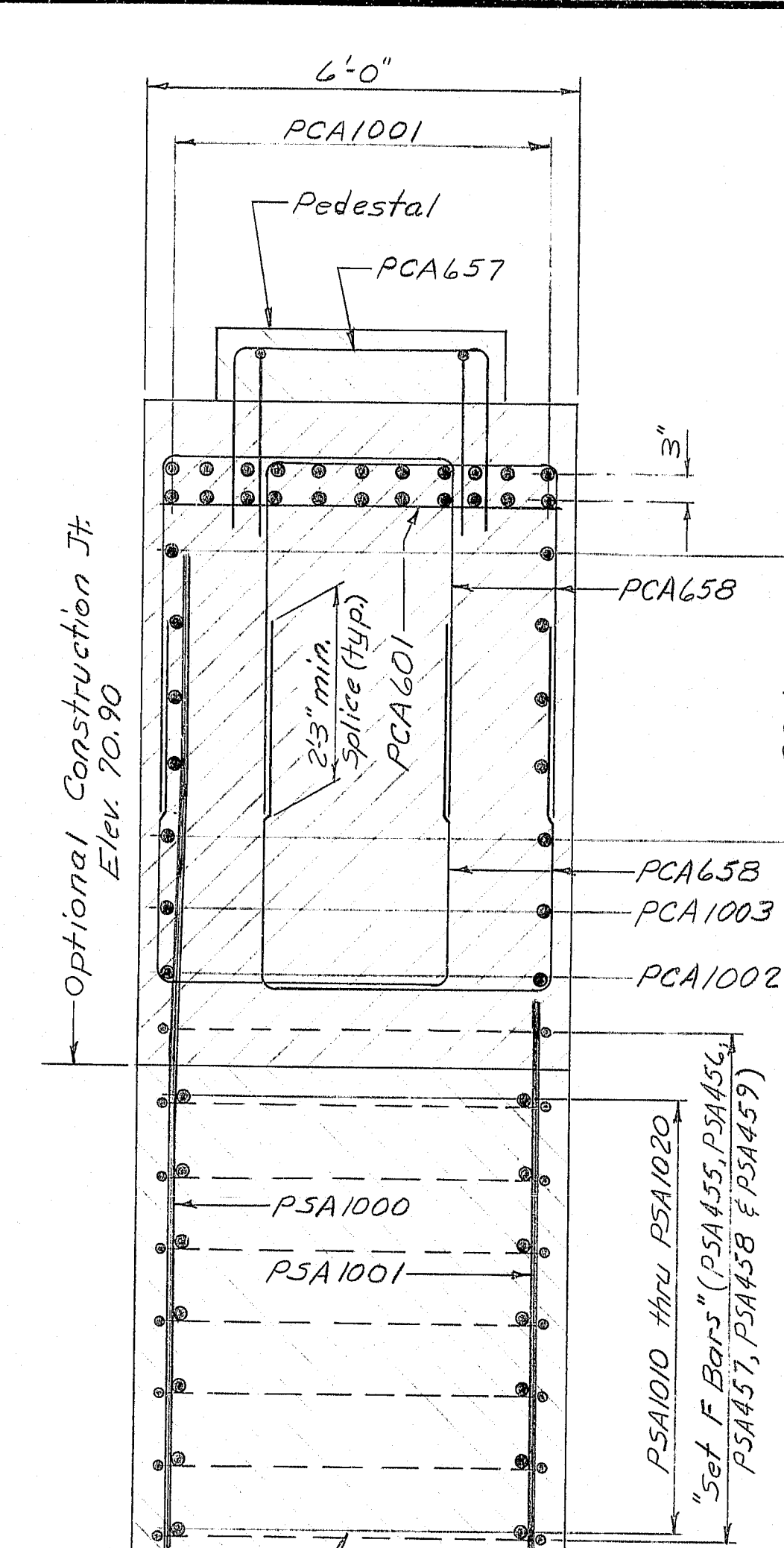
SECTION Q-Q



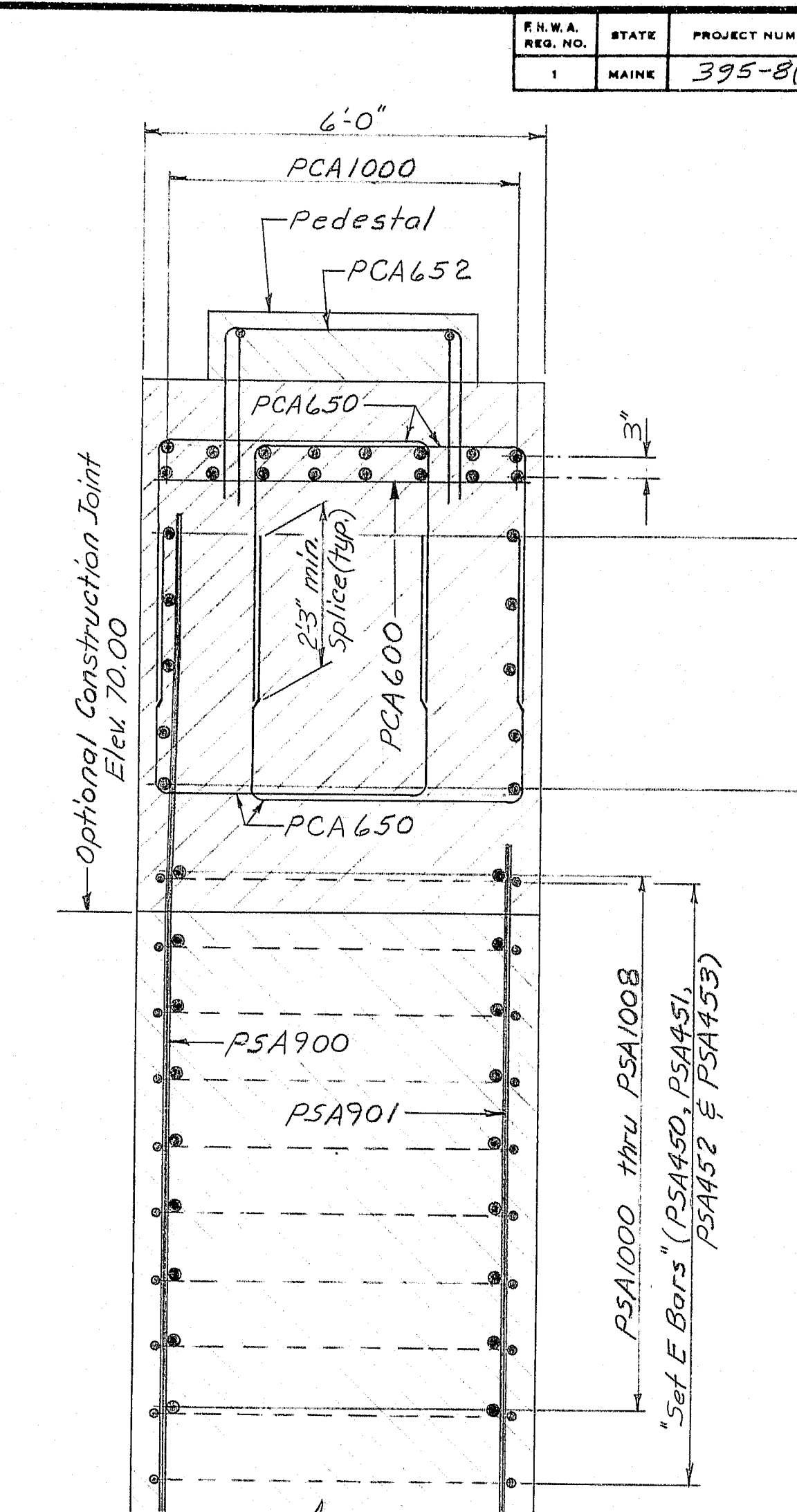
SECTION S-S



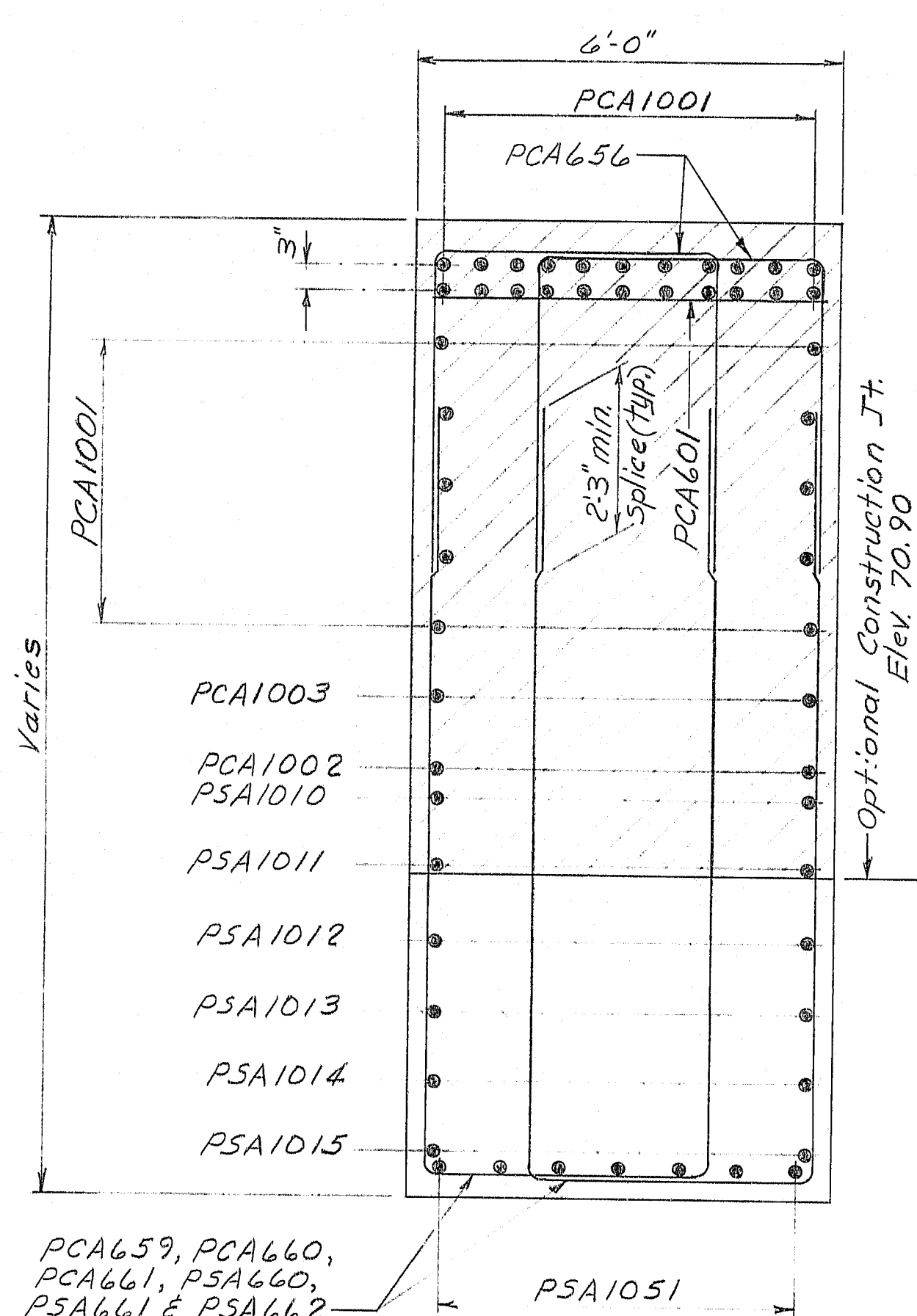
SECTION U-U



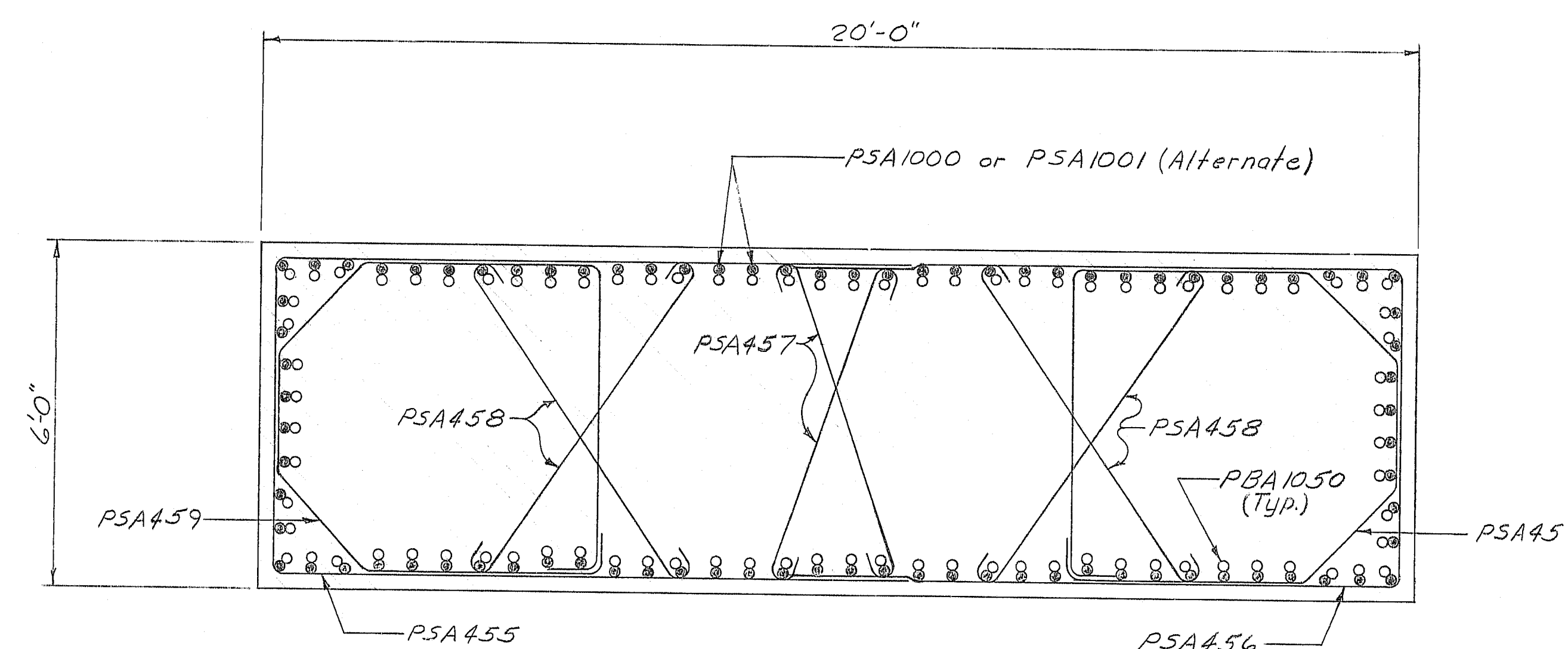
SECTION V-V



SECTION R-R



SECTION W-W



SECTION X-X

- REFERENCES
1. For general pier notes, see sheet 35
 2. See Note #2, on sheet 37

107-157

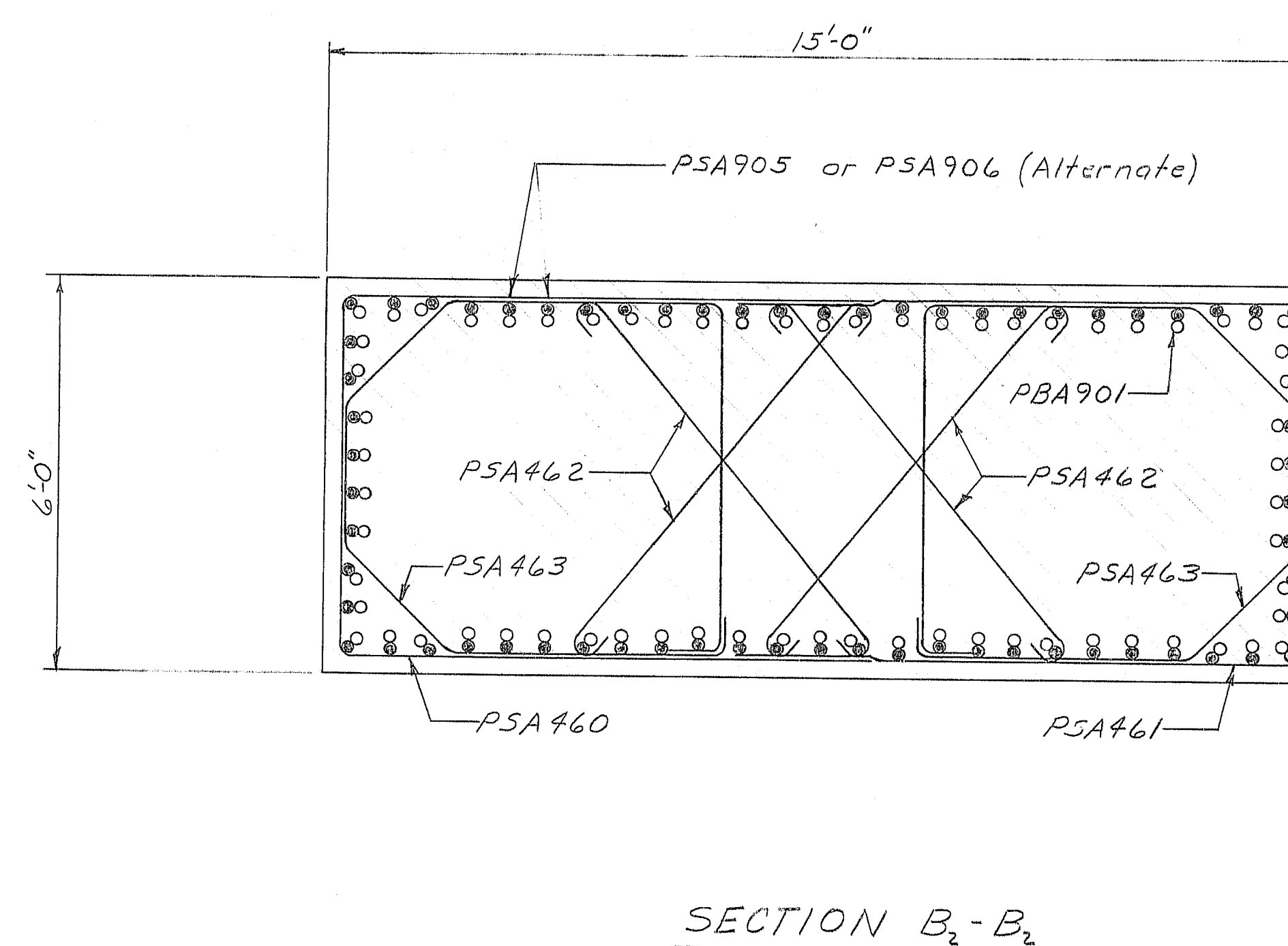
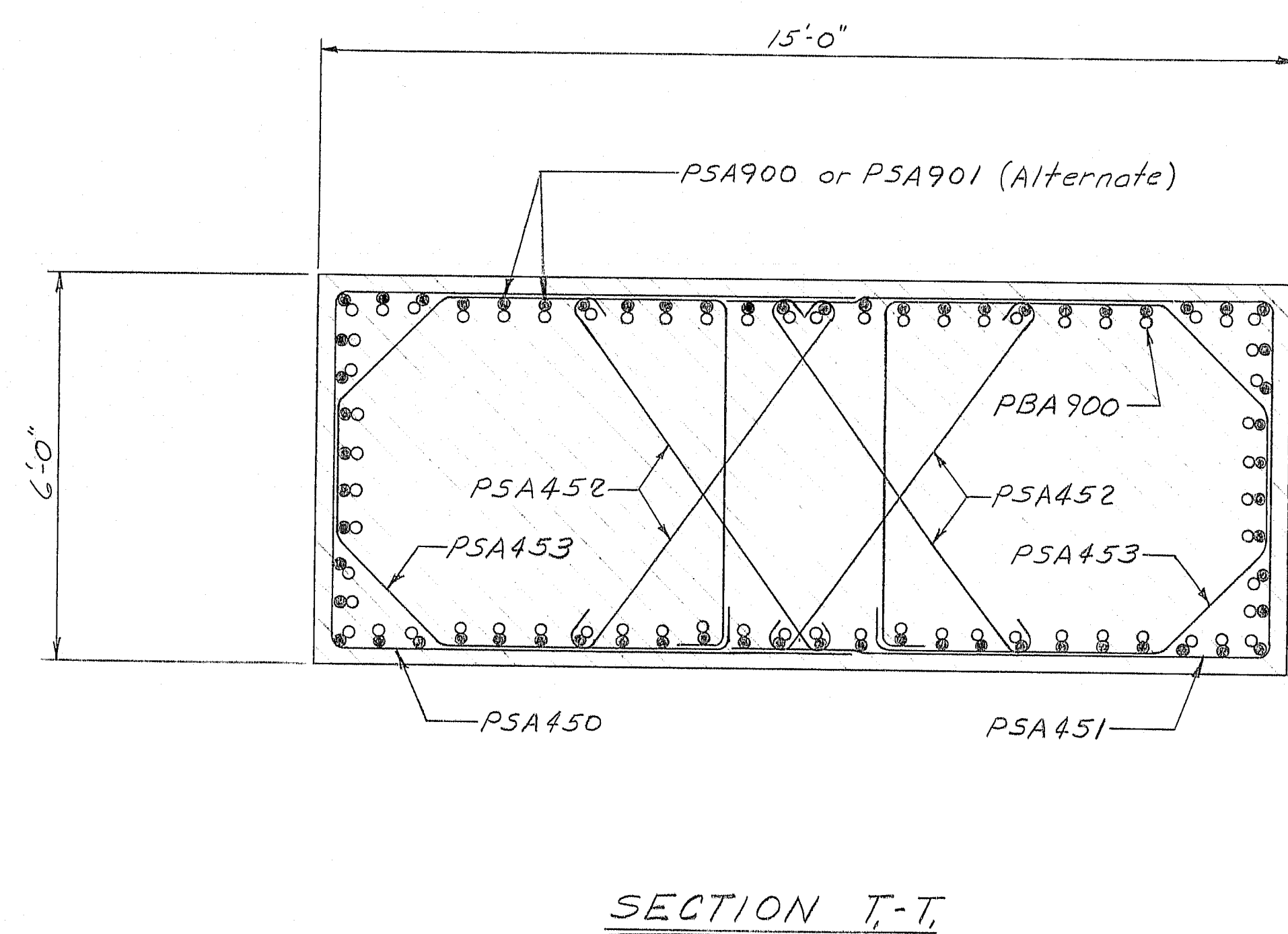
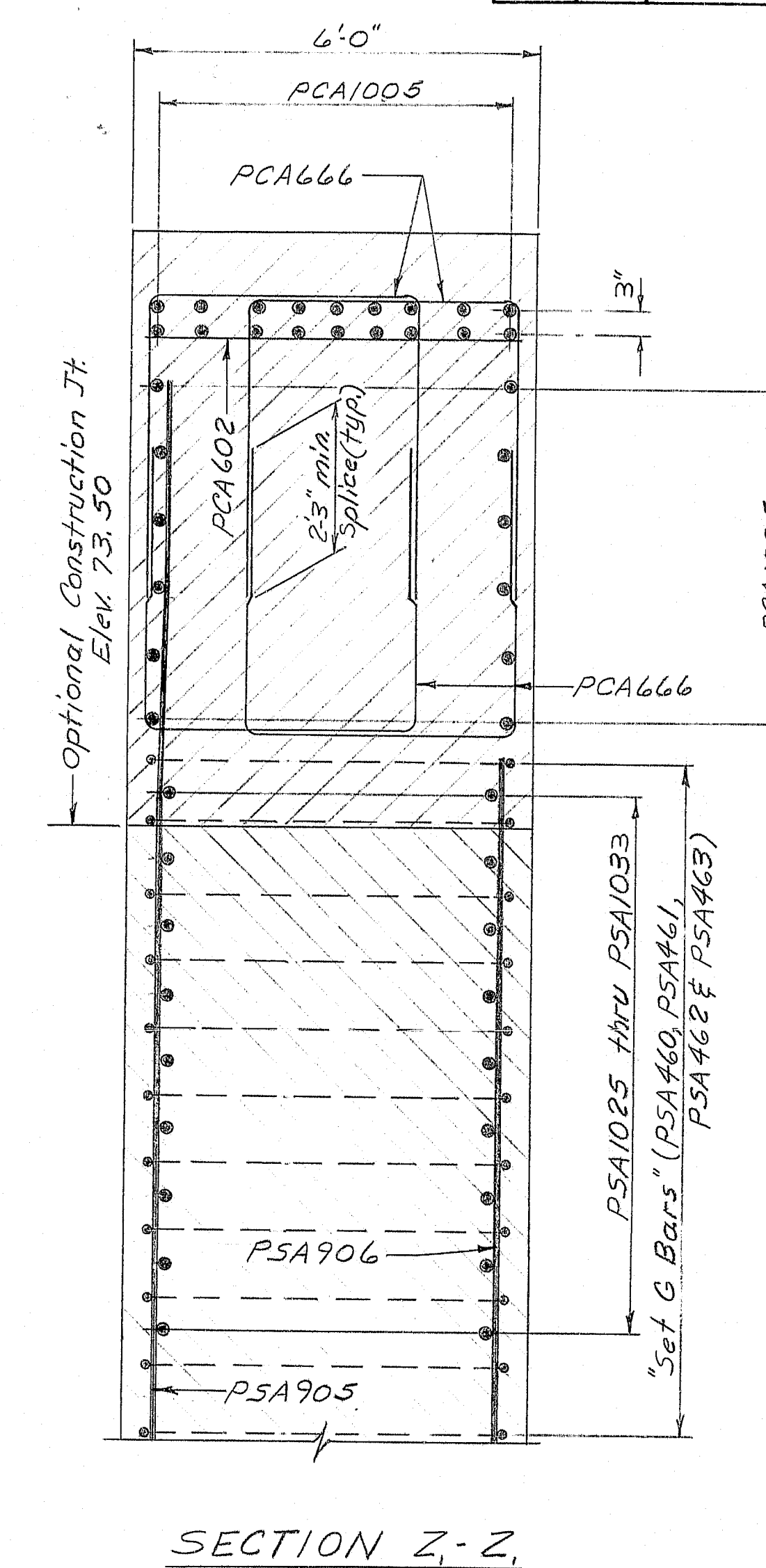
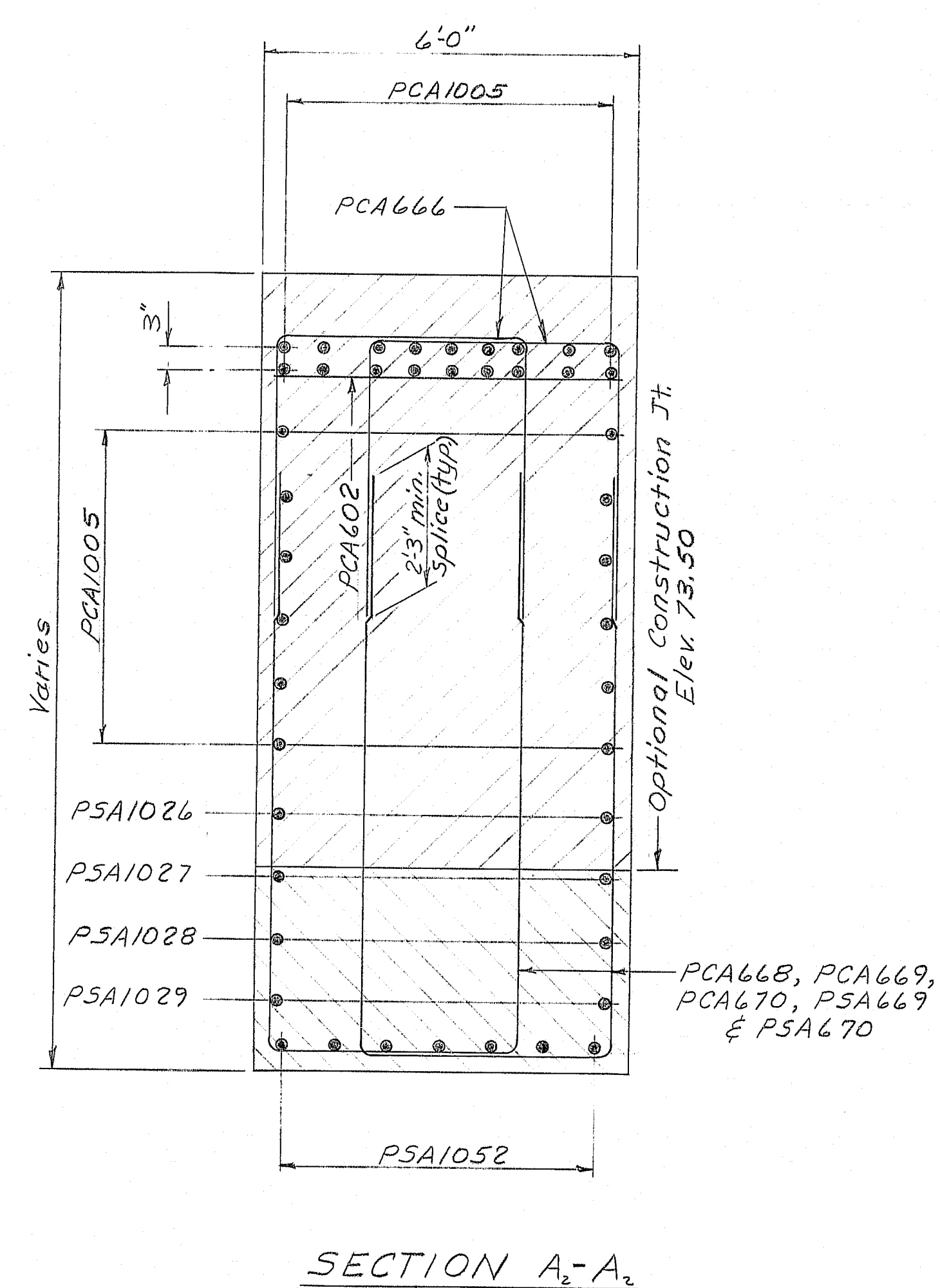
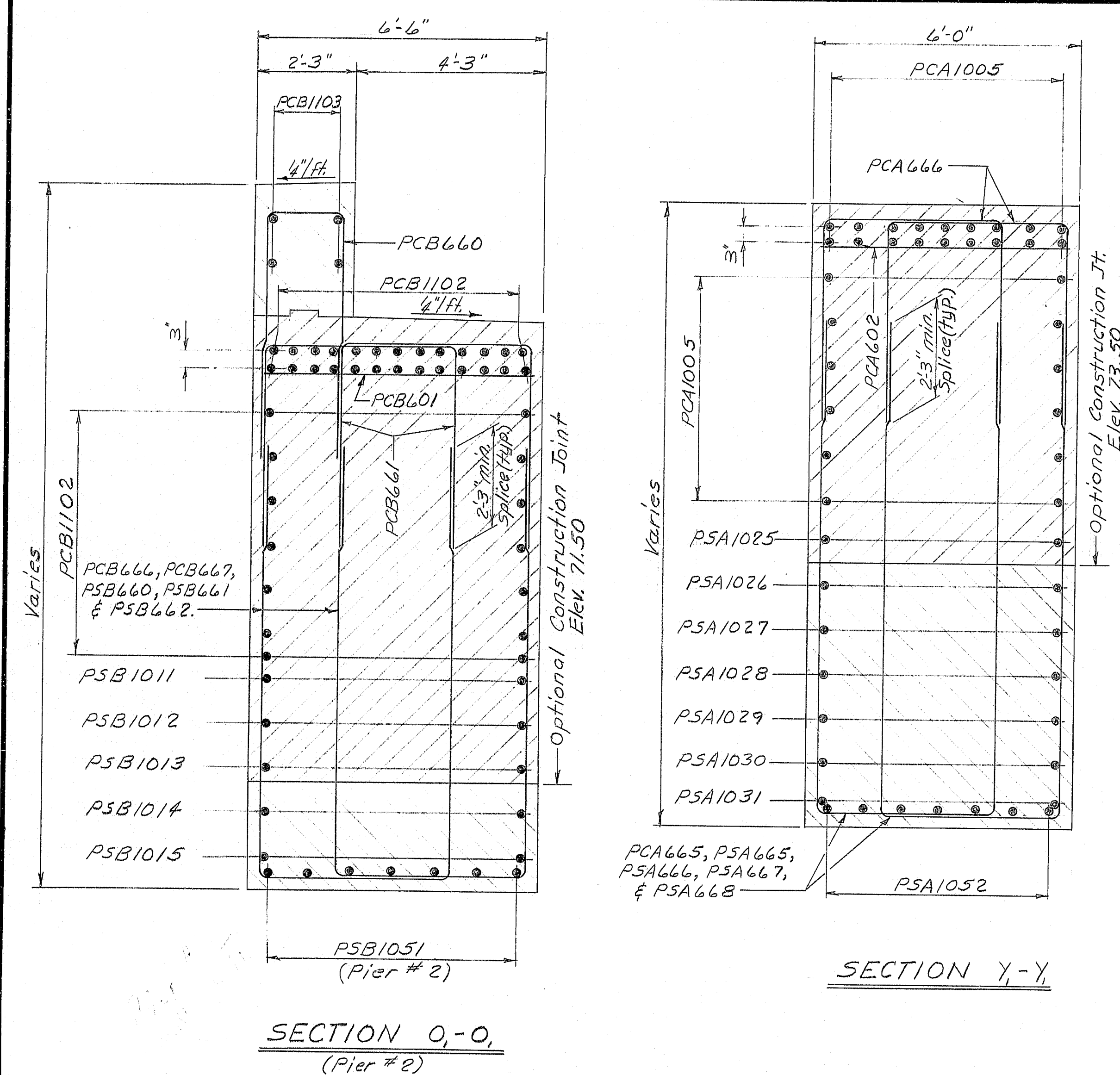
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
PIER 1 SECTIONS

AUGUSTA, MAINE Sept. 1983

As Built

F.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(B2)	26	114



- REFERENCES**
- For general pier notes see sheet 35
 - See Note #2 on sheet 37

107-159

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
PIERS 1 & 2 SECTIONS

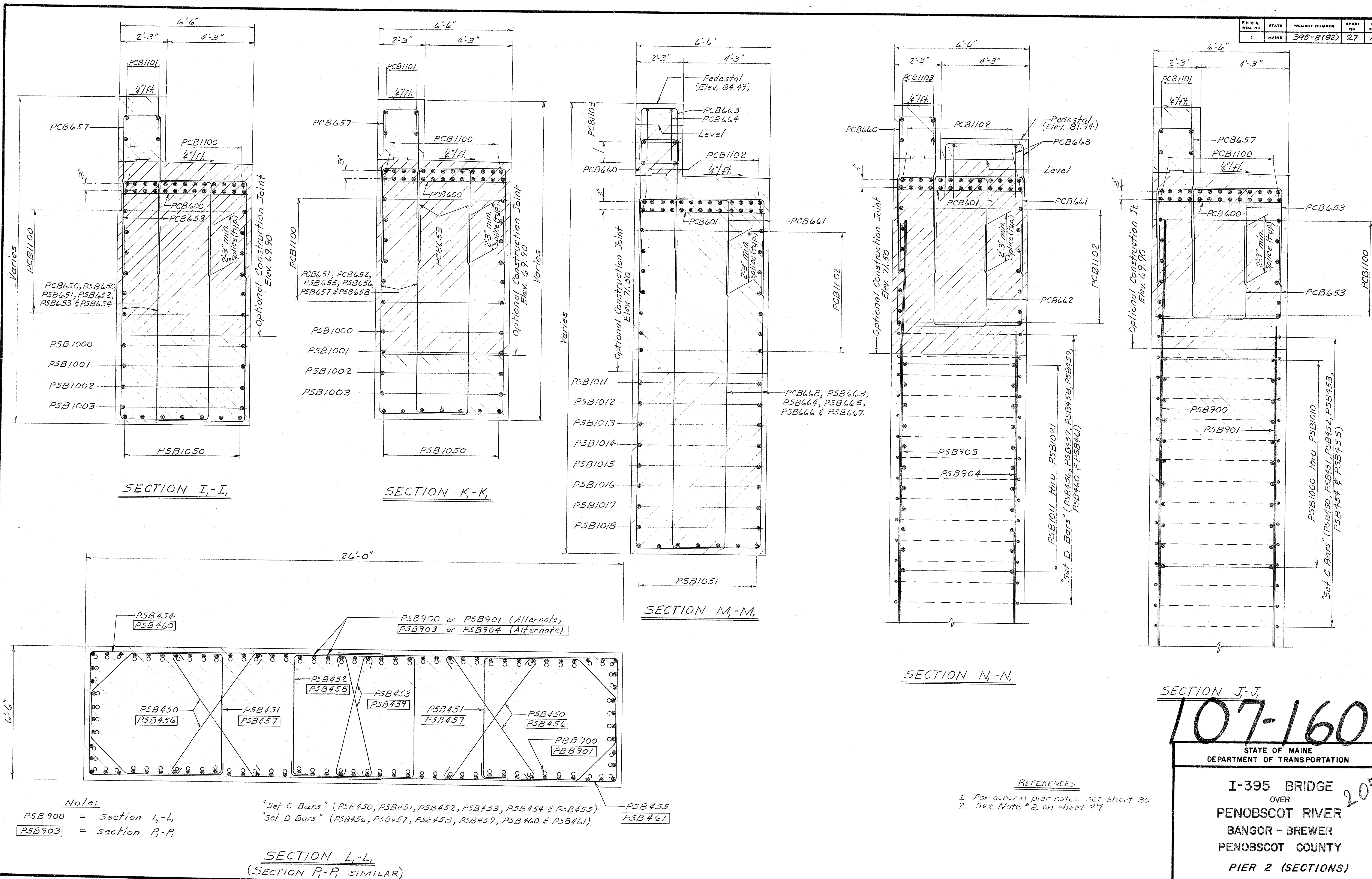
AUGUSTA, MAINE Sept. 1983

As Built PAY PERMITS SHOWN

PROJECT DESIGN ENGINEER	DATE
BY	09/18/83
CHECKED	09/18/83
REVISIONS	
FIELD CHANGES	
PLANS	

BRIDGING 44132, REV101

F.R.M.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	345-8(82)	27	114



107-160

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

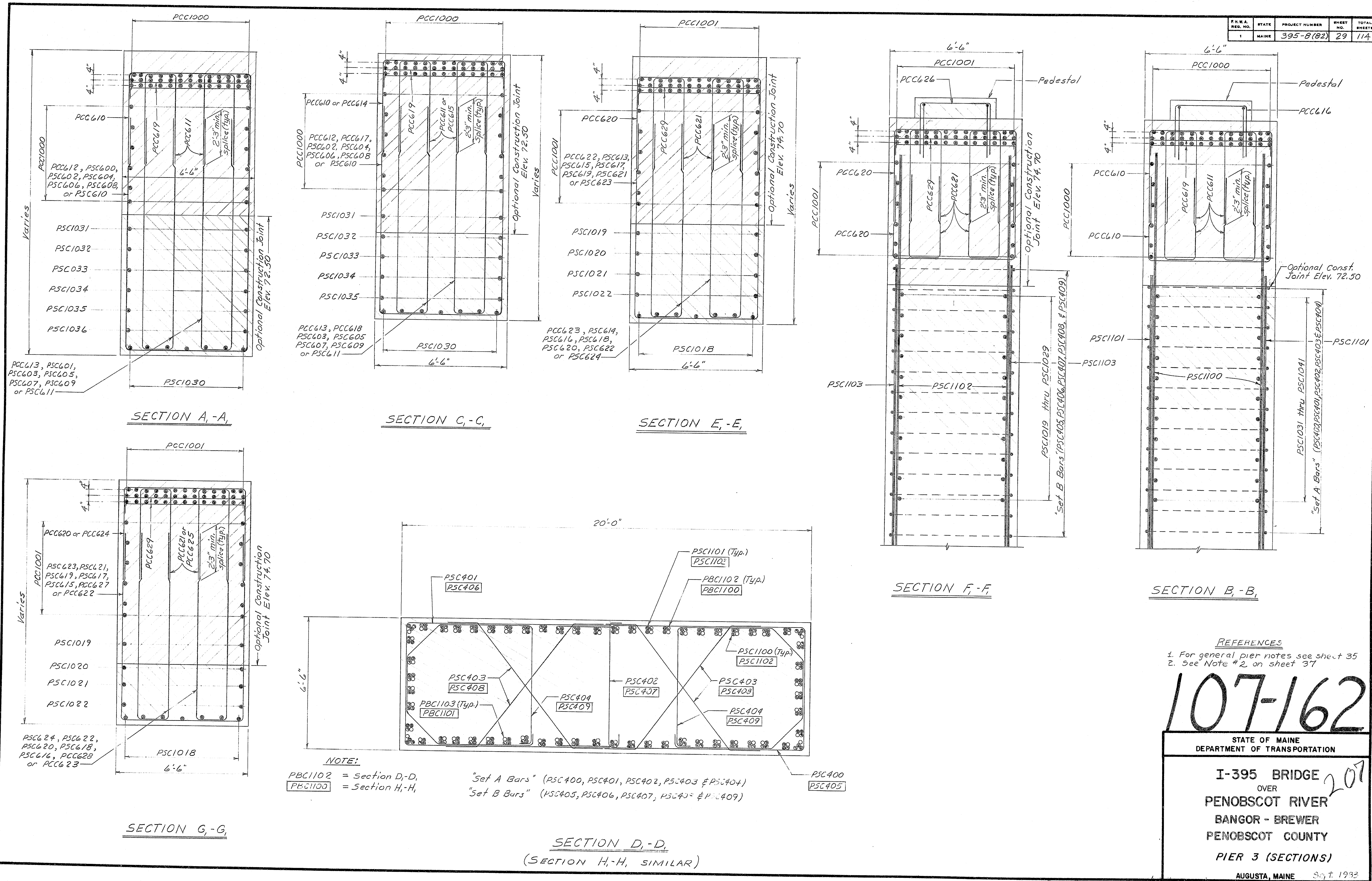
I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
PIER 2 (SECTIONS)

AUGUSTA, MAINE Sept. 1983

As Built 4/11/84

205

F.R.W.A.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(82)	29	114



REFERENCES

1. For general pier notes see sheet 35
2. See Note #2 on sheet 37

107-162

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

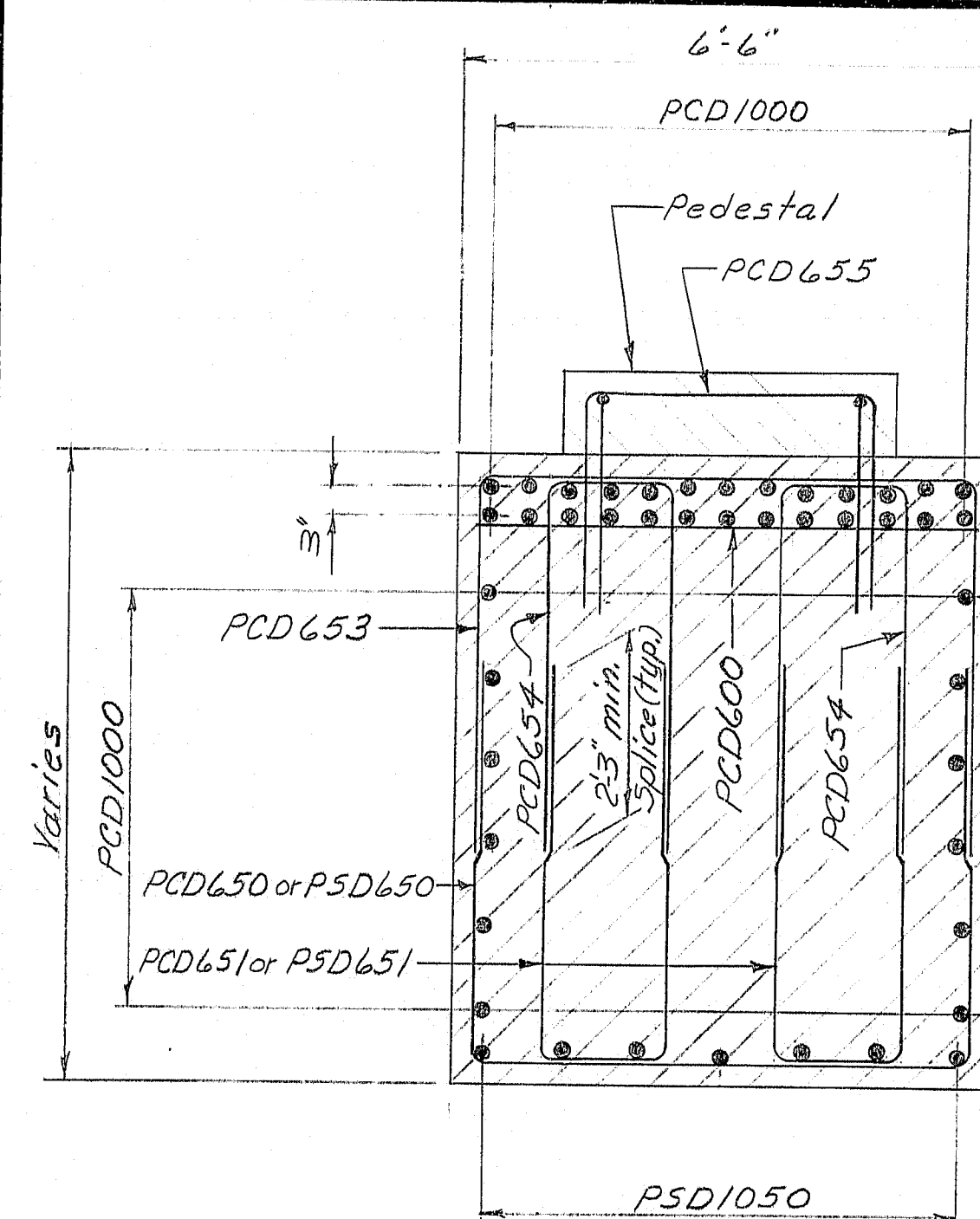
I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
PIER 3 (SECTIONS)

AUGUSTA, MAINE Sept. 1993

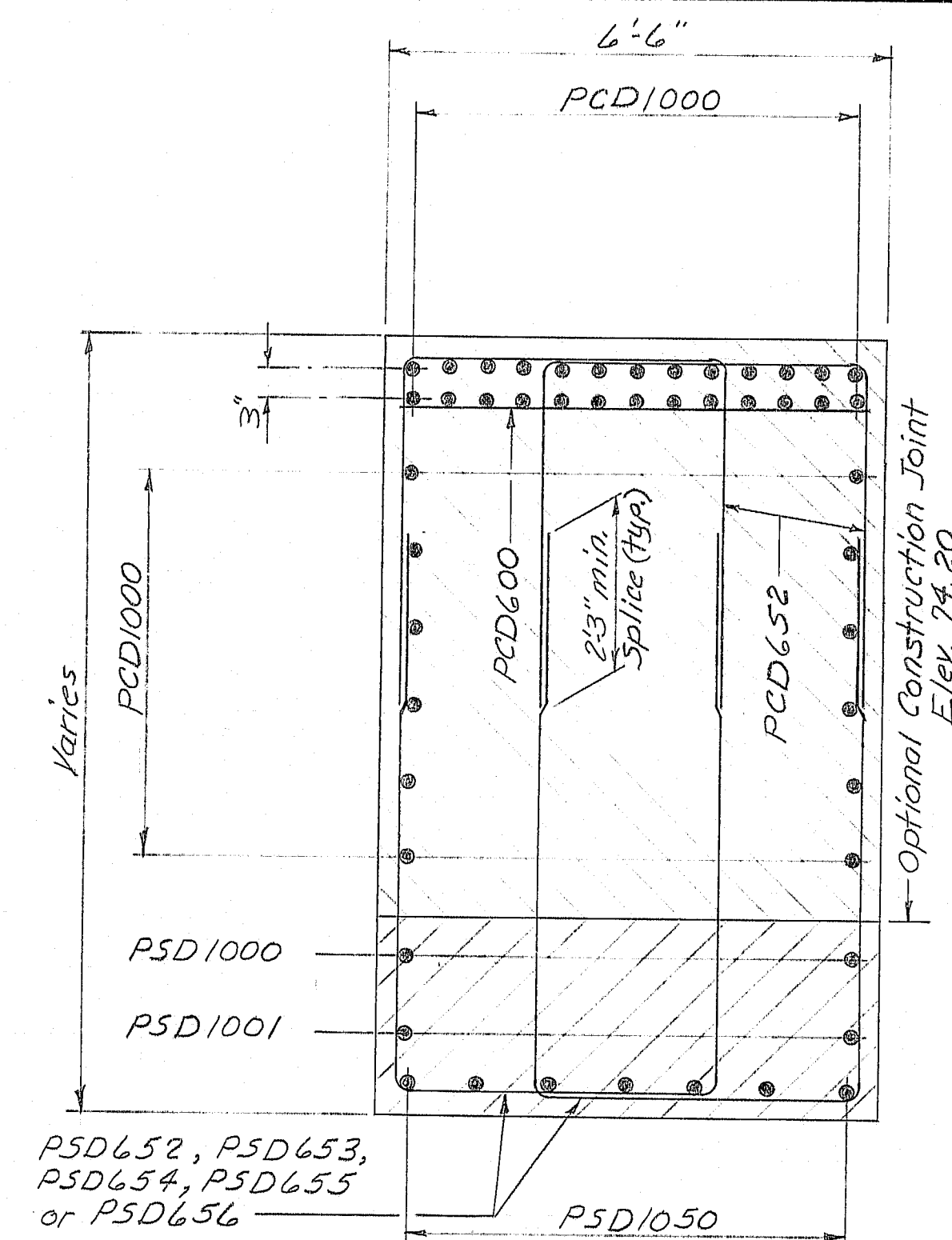
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAIL	8/20/83
REVISION	8/20/83
FIELD CHANGES	

BRUNING 44132 457161

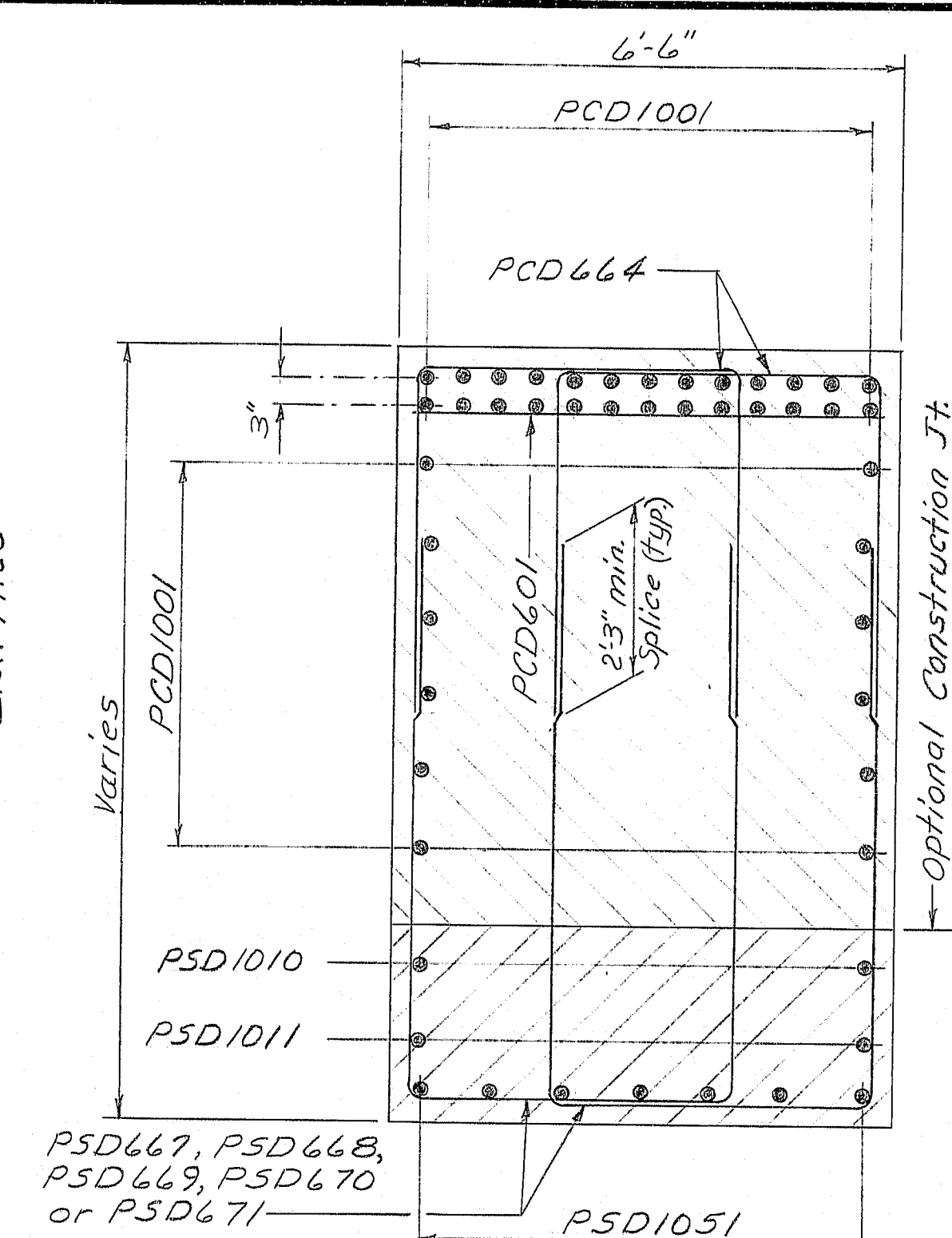
F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	37	114



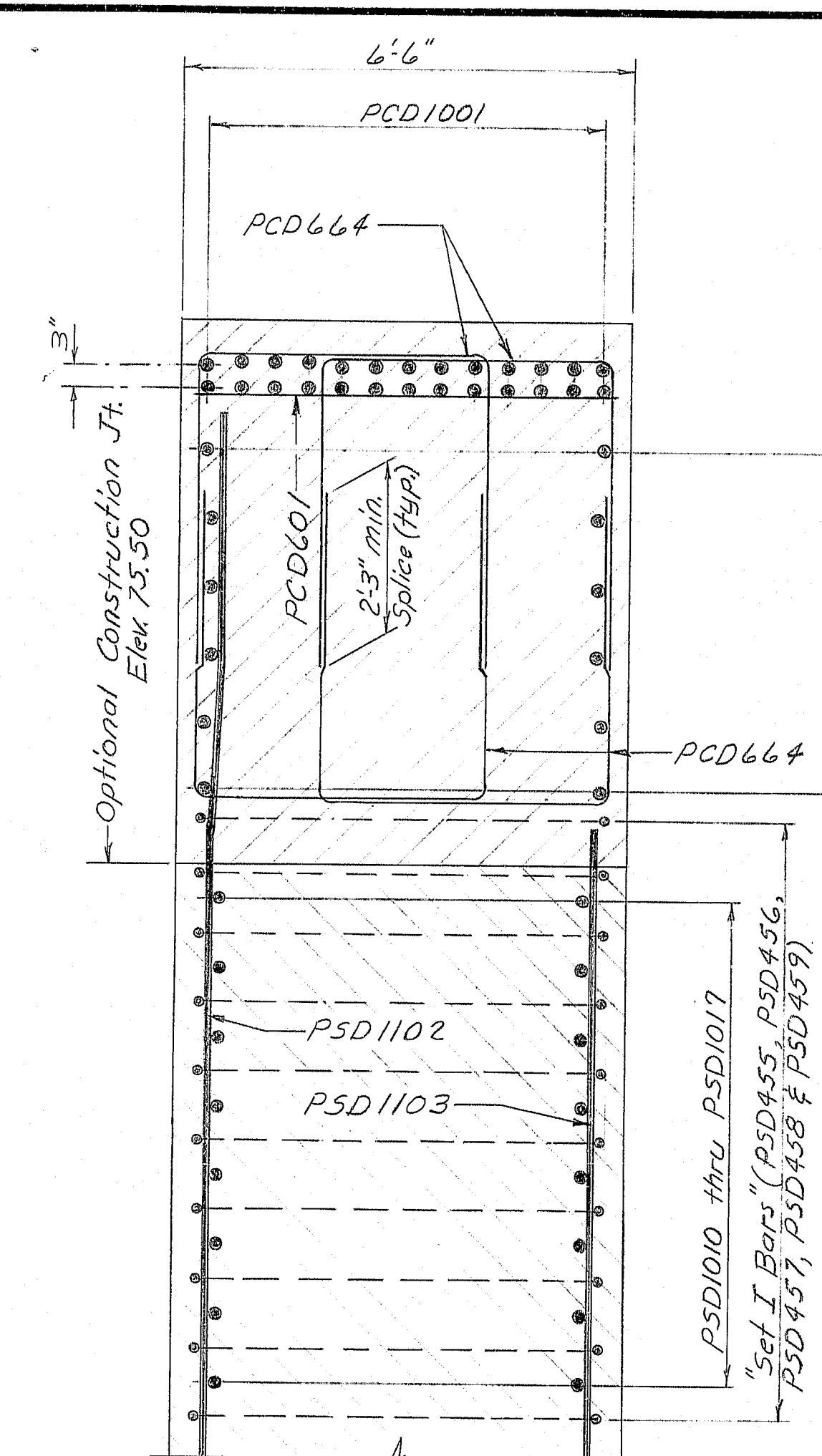
SECTION C-C



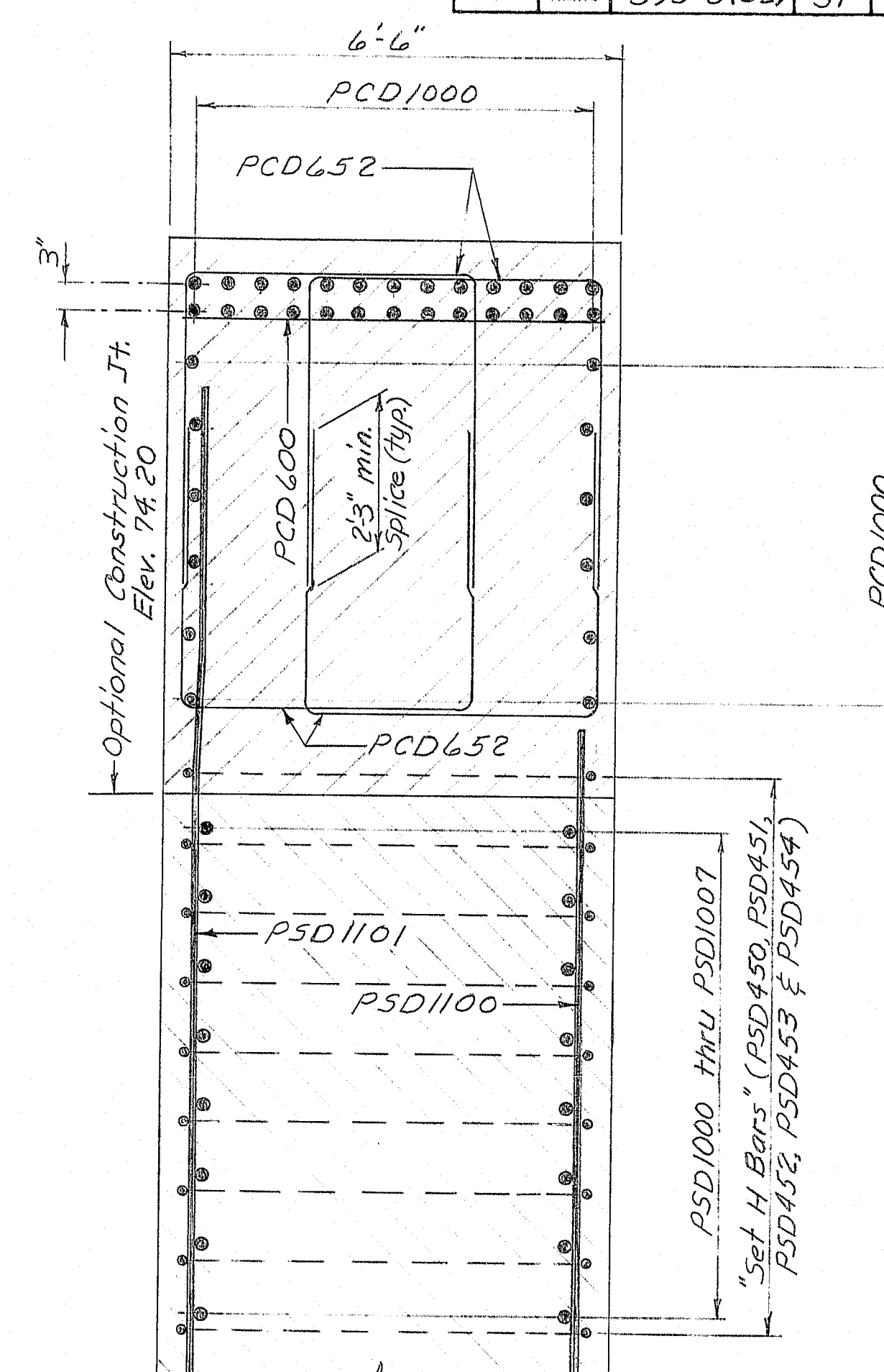
SECTION D-D



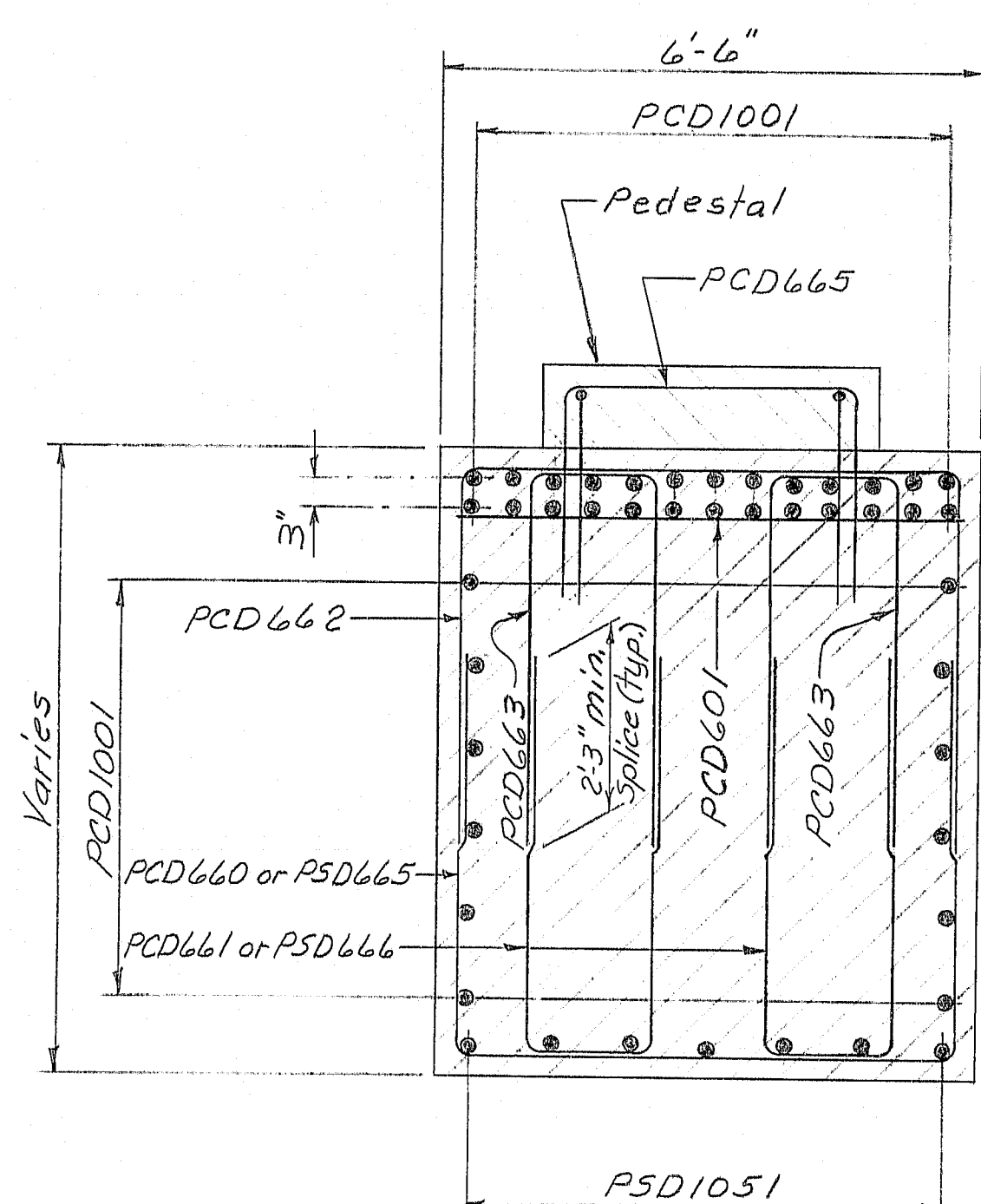
SECTION H-H



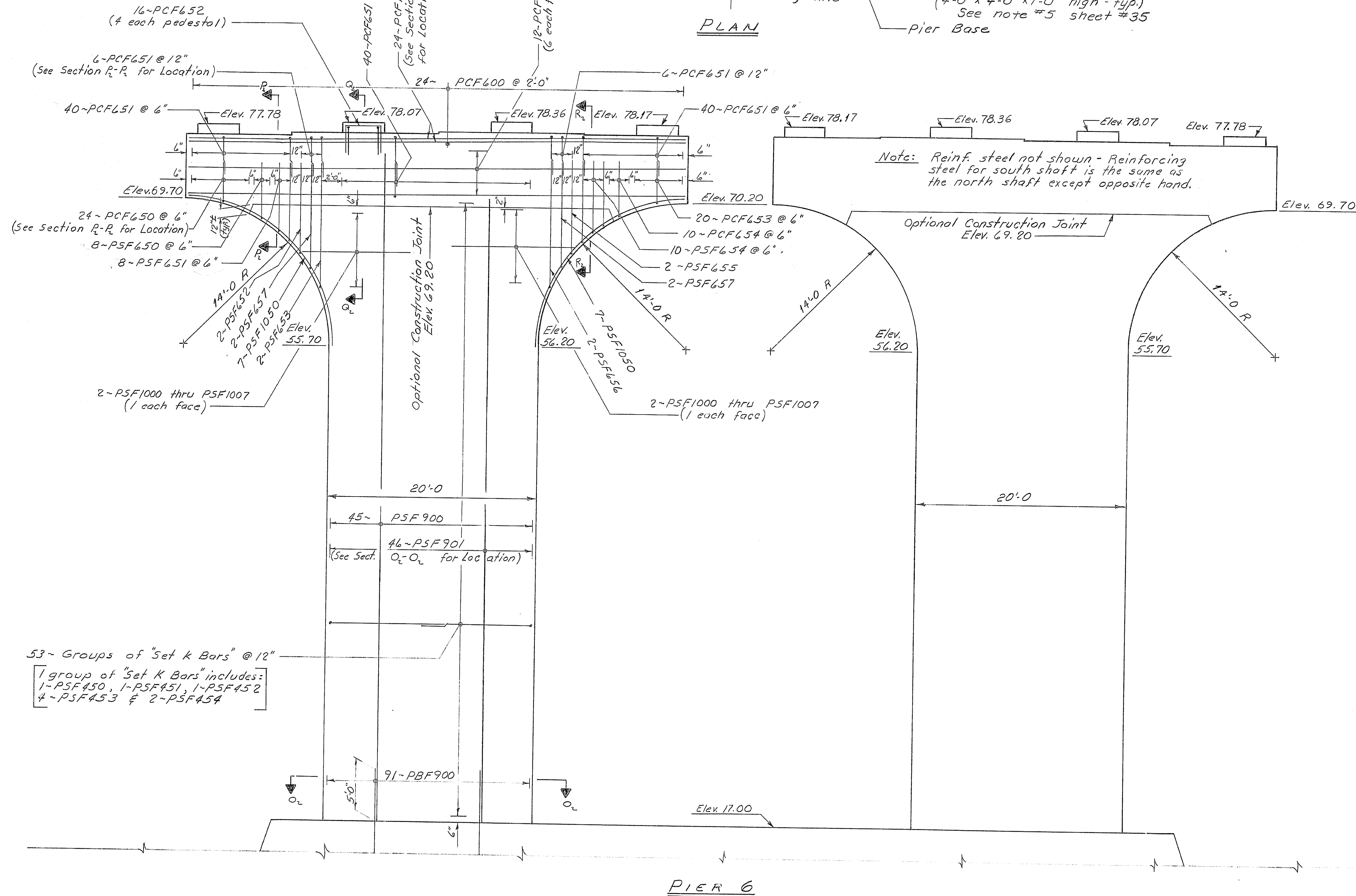
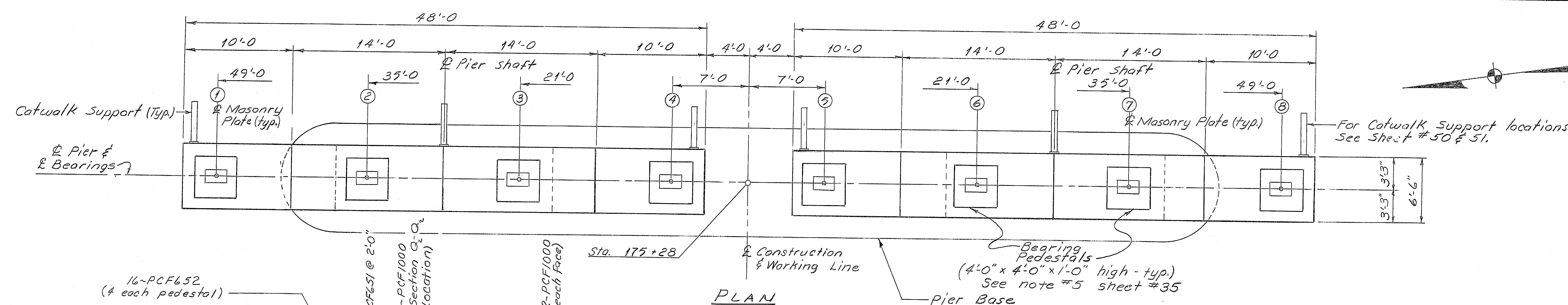
SECTION I-I



SECTION E-E



F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	33	114



- REFERENCES
1. For general pier notes see sheet 35
 2. See Note #2 on sheet 37

107-166

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY

PIER 6 SHAFT

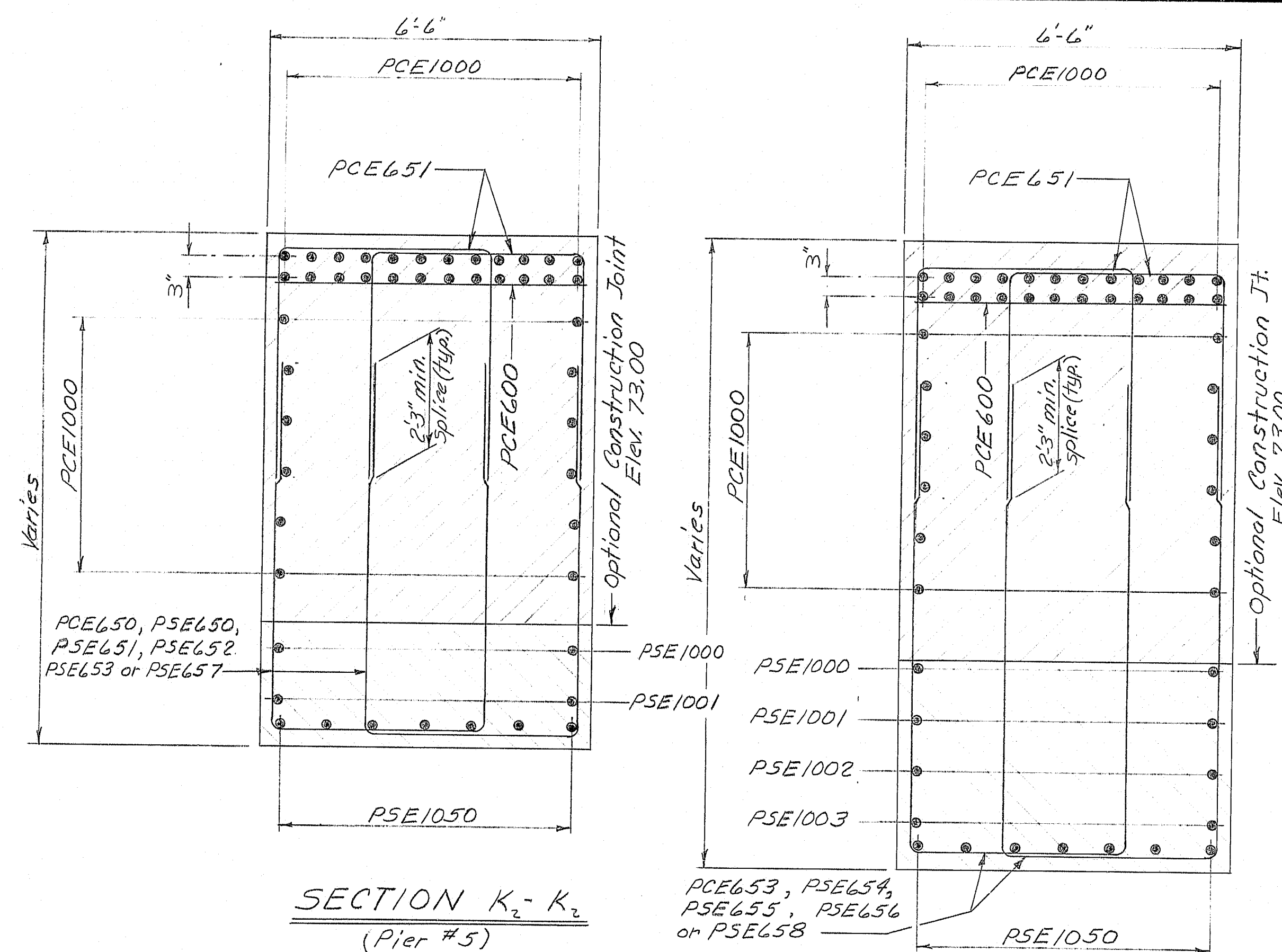
AUGUSTA, MAINE Sept. 1993

PROJECT DESIGN ENGINEER	DATE
BY	8/20/89
DESIGN - DETAILED	8/20/89
CHECKED	8/20/89
FIELD CHANGES	

BUILDING 44132 45710.1

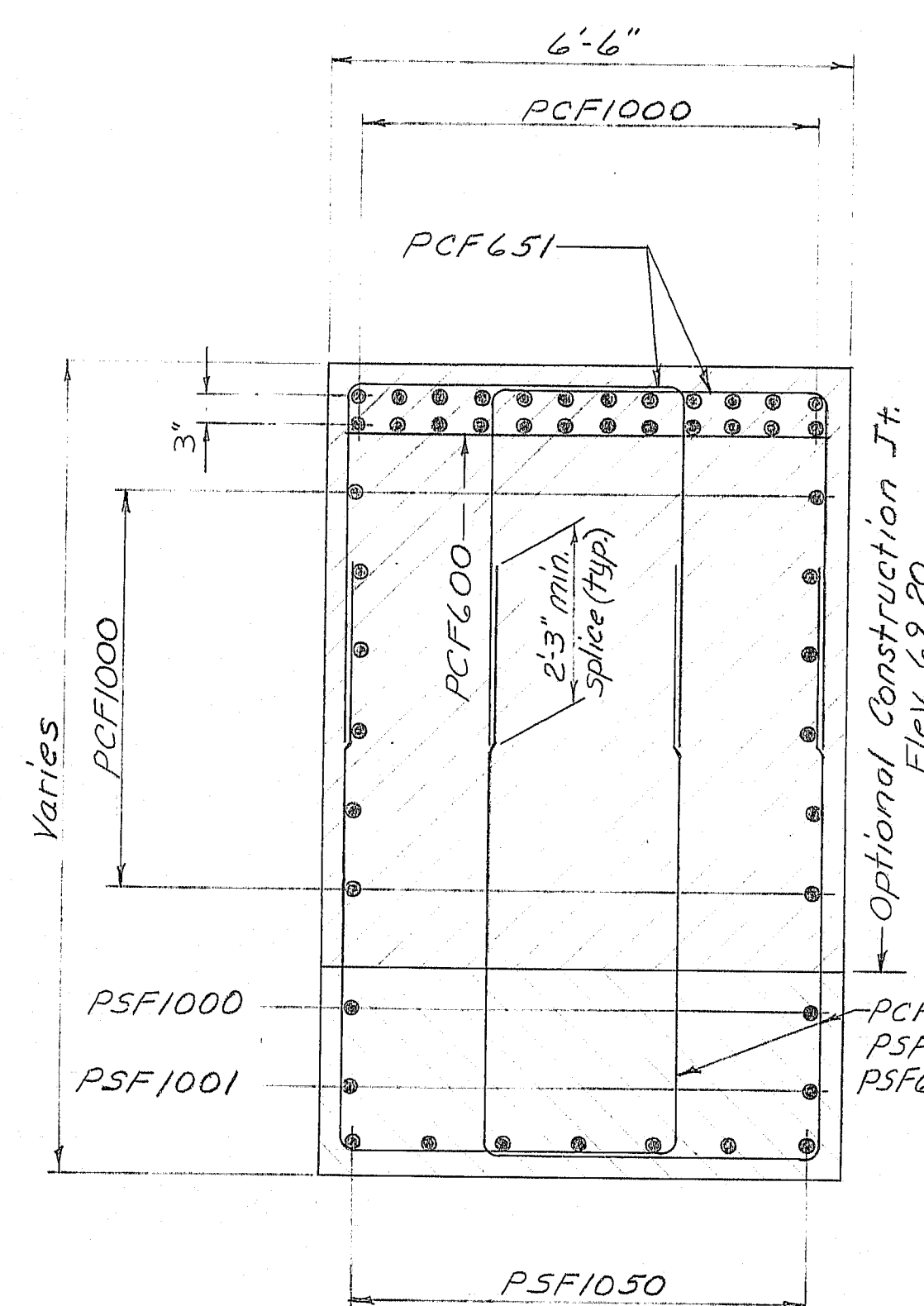
As BUILT 5/11/94 S/PA S/PA

F.R.W.A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	34	114

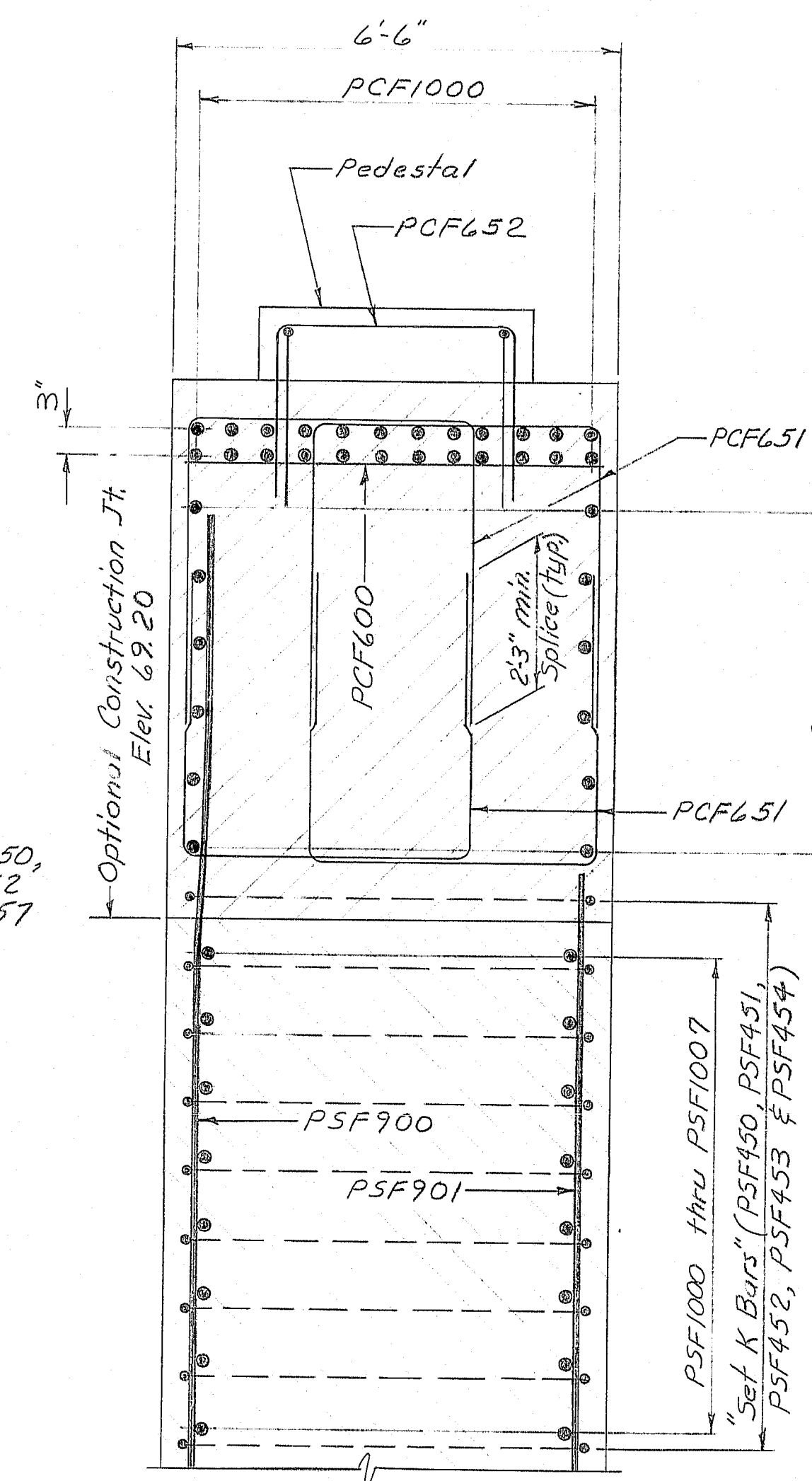


SECTION K-K₂
(Pier #5)

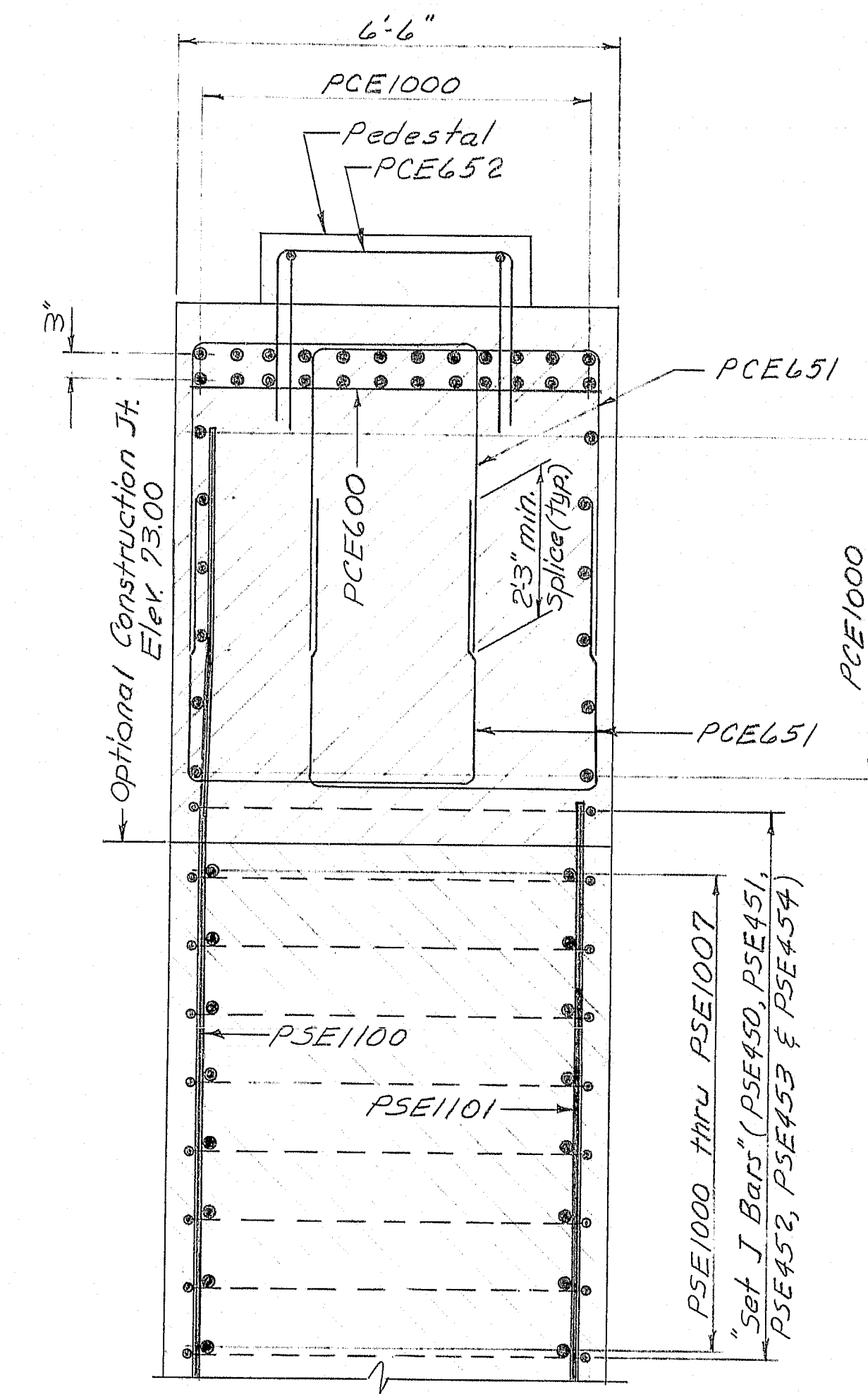
SECTION M-M₂
(Pier #5)



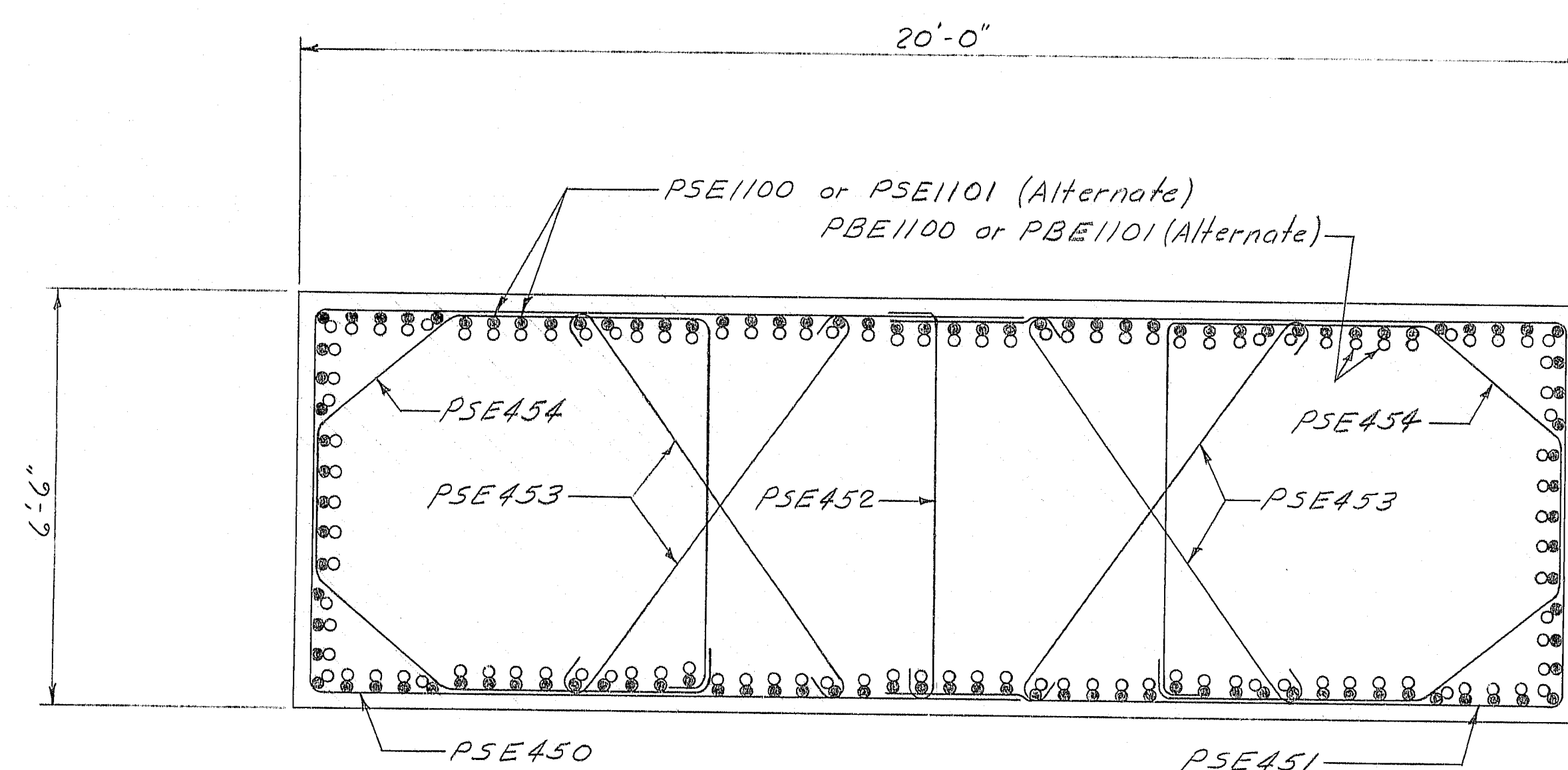
SECTION P-P₂
(Pier #6)



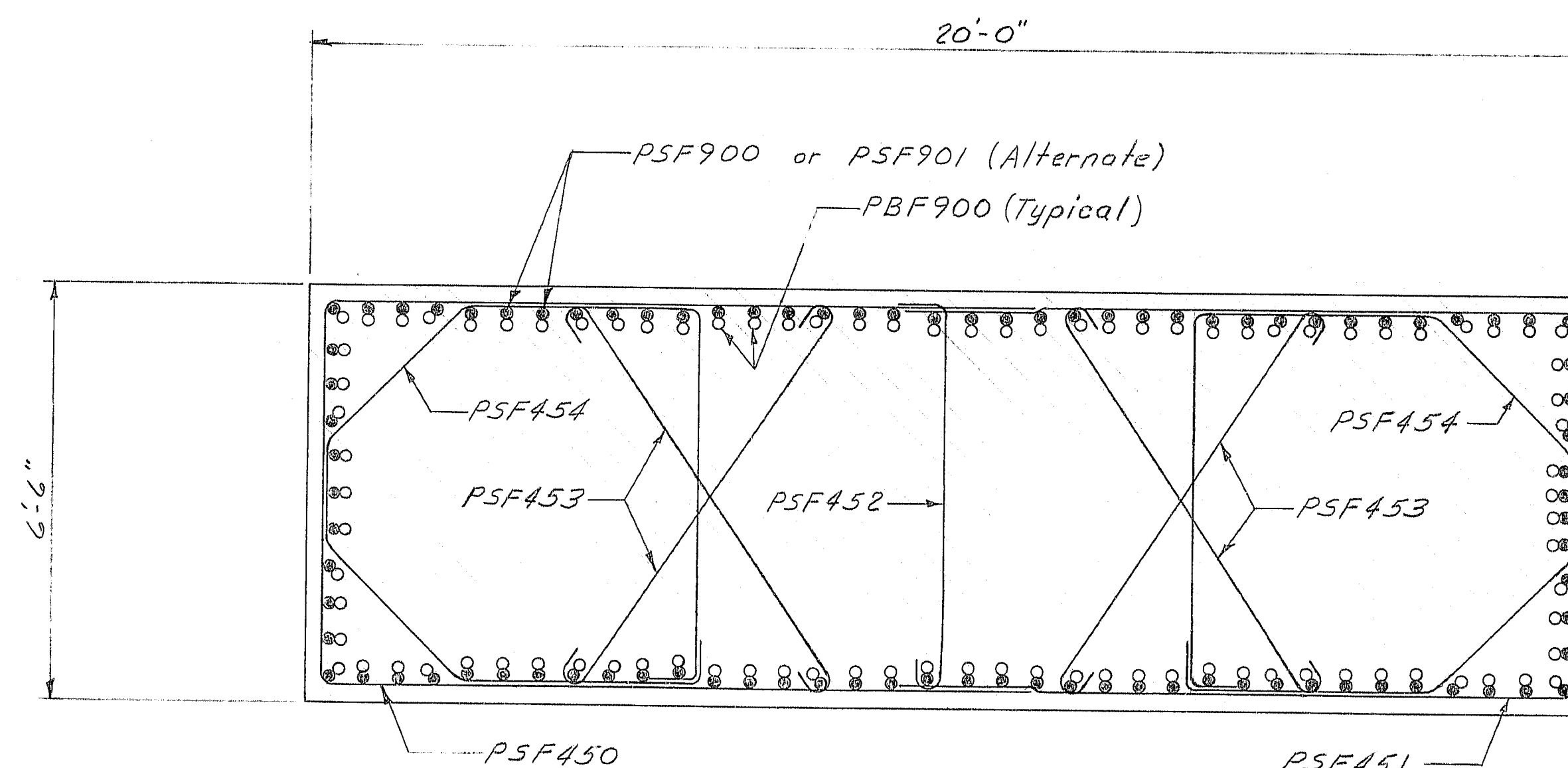
SECTION Q-Q₂
(Pier #6)



SECTION L-L₂
(Pier #5)



SECTION N-N₂
(Pier #5)



SECTION O-O₂
(Pier #6)

REFERENCES

1. For general pier notes see sheet 35
2. See Note #2 on sheet 37

107-167

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
PIER 5 & PIER 6

AUGUSTA, MAINE Sept. 1993

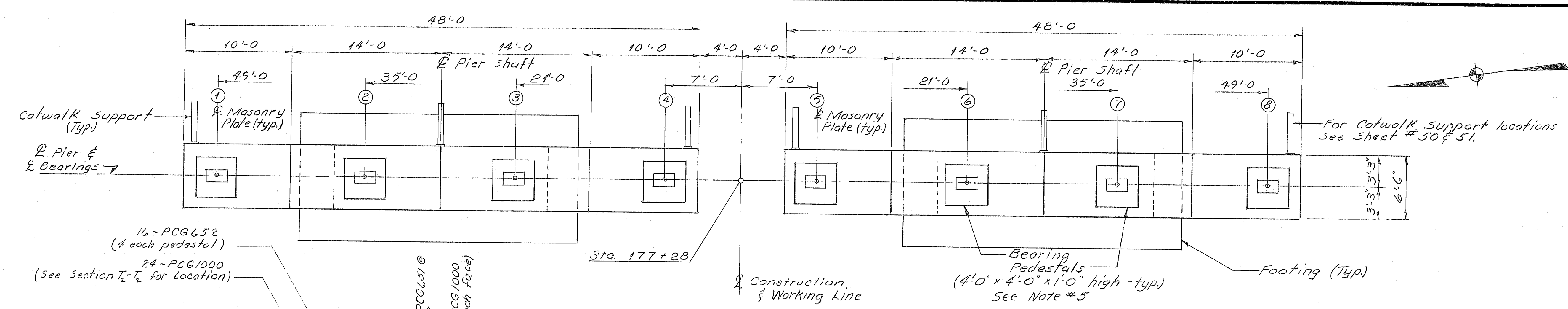
As Built

Steel

PROJECT DESIGN ENGINEER	DATE
BY	10/18/93
CHECKED	10/18/93
REVISIONS	
FIELD CHANGES	

BRUNING 44-132-58710-1

F.R.W.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(2)	35	114



PLAN

GENERAL PIER NOTES

1. Reinforcing steel shall have 3 inches minimum cover unless otherwise indicated.
2. Place reinforcing steel in pier shafts to clear bearing anchor bolts.
3. At the Contractor's option splices may be eliminated in the vertical shaft reinforcing steel. Construction joints will be allowed in pier bases at the bottom of the embedded length of vertical shaft reinforcing steel.
4. Pier 2 reinforcing steel bars numbered PCB 1100 and PCB 1102 may be fabricated with one splice per bar. The splice shall be made with a butt weld or otherwise connected by an approved positive connection. The Contractor shall demonstrate to the satisfaction of the Engineer that the splice is capable of developing 125% of the yield strength of the bar. The splice shall be staggered and located 4' from the center of the bar. No separate payment will be made for the splices. The cost of splices will be considered to be incidental to Items 503.12 and 503.13.
5. The 12 inch high bearing pedestals shall be adjusted to match the bearing heights (H), see note # 2 sheet # 37.

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAIL	8-8-82
CHECKED	8-10-82
REVISIONS	
FIELD CHANGES	

BRUNING 44-132 45710-1

107-168

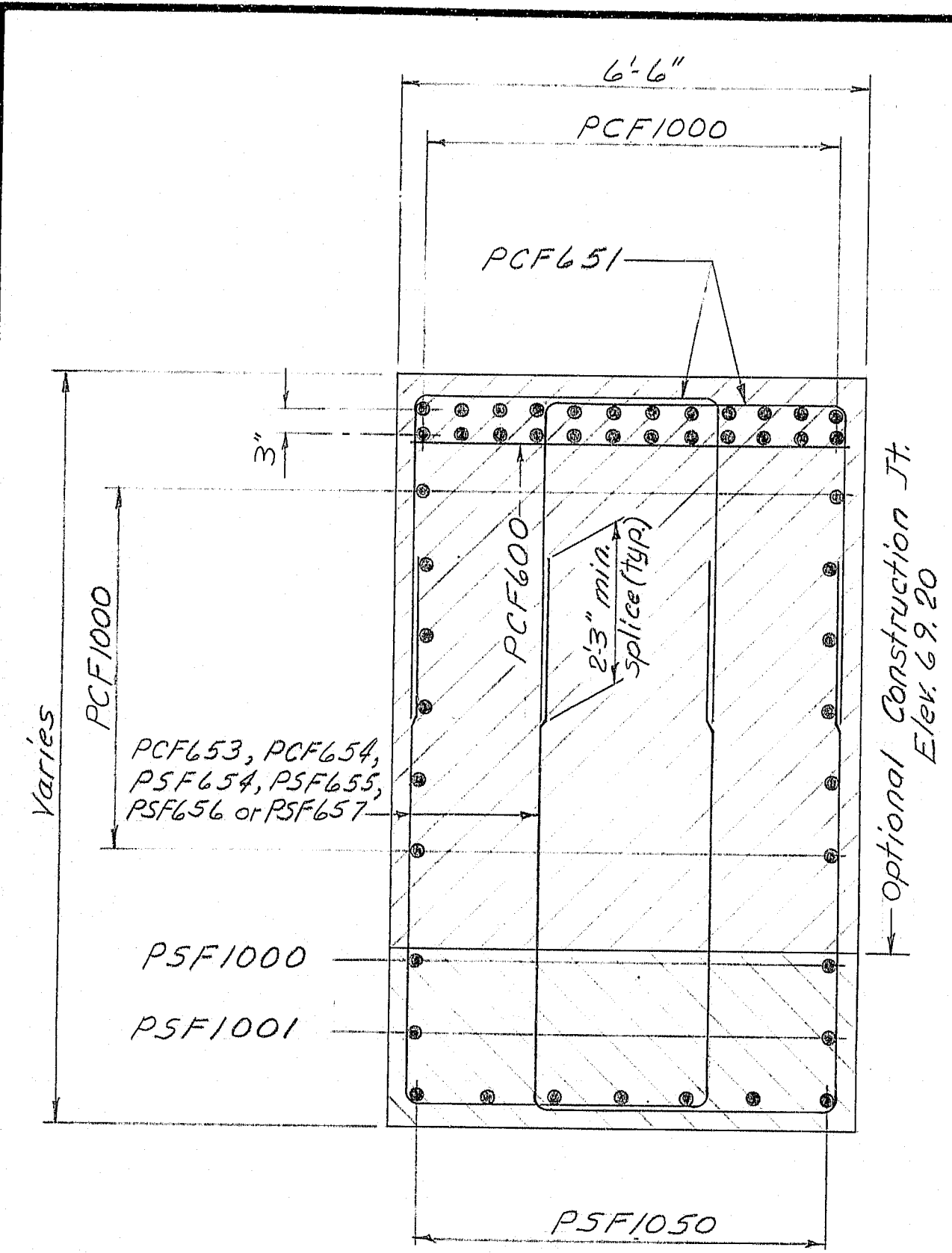
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE 213
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY

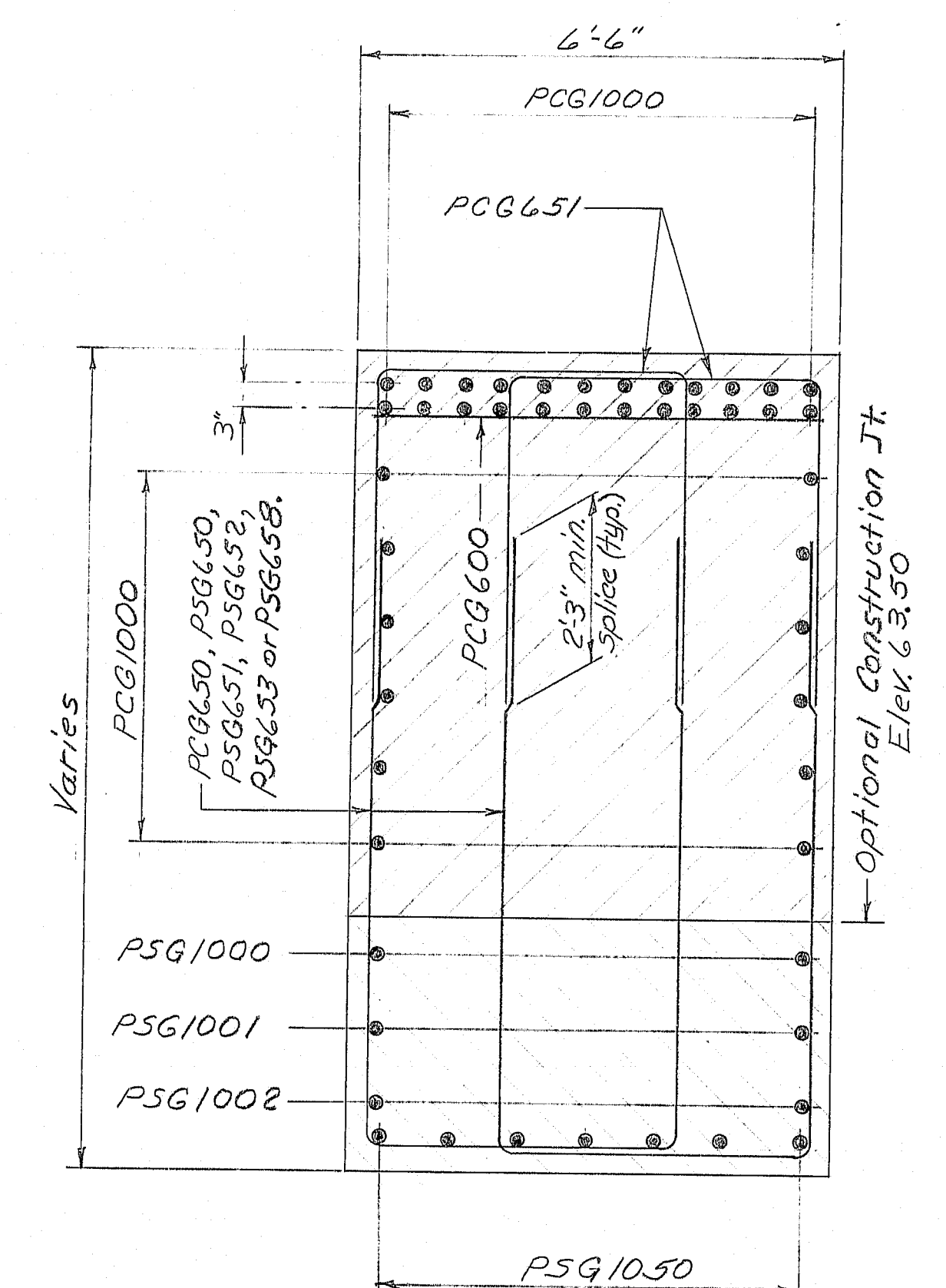
PIER 7 SHAFT
AUGUSTA, MAINE Sept. 1983

H. Bunt Mill. 5/14 Steel

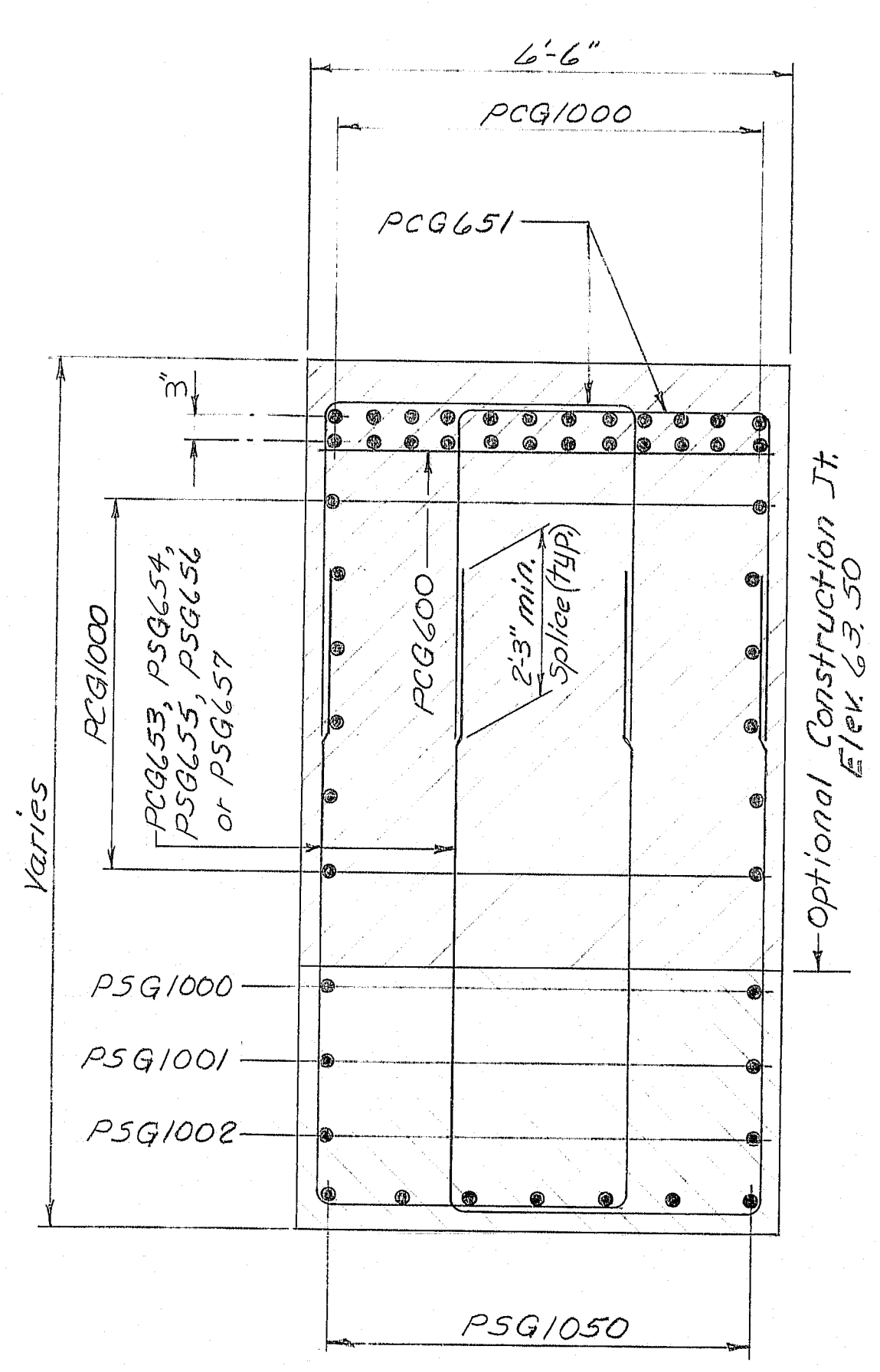
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	36	112



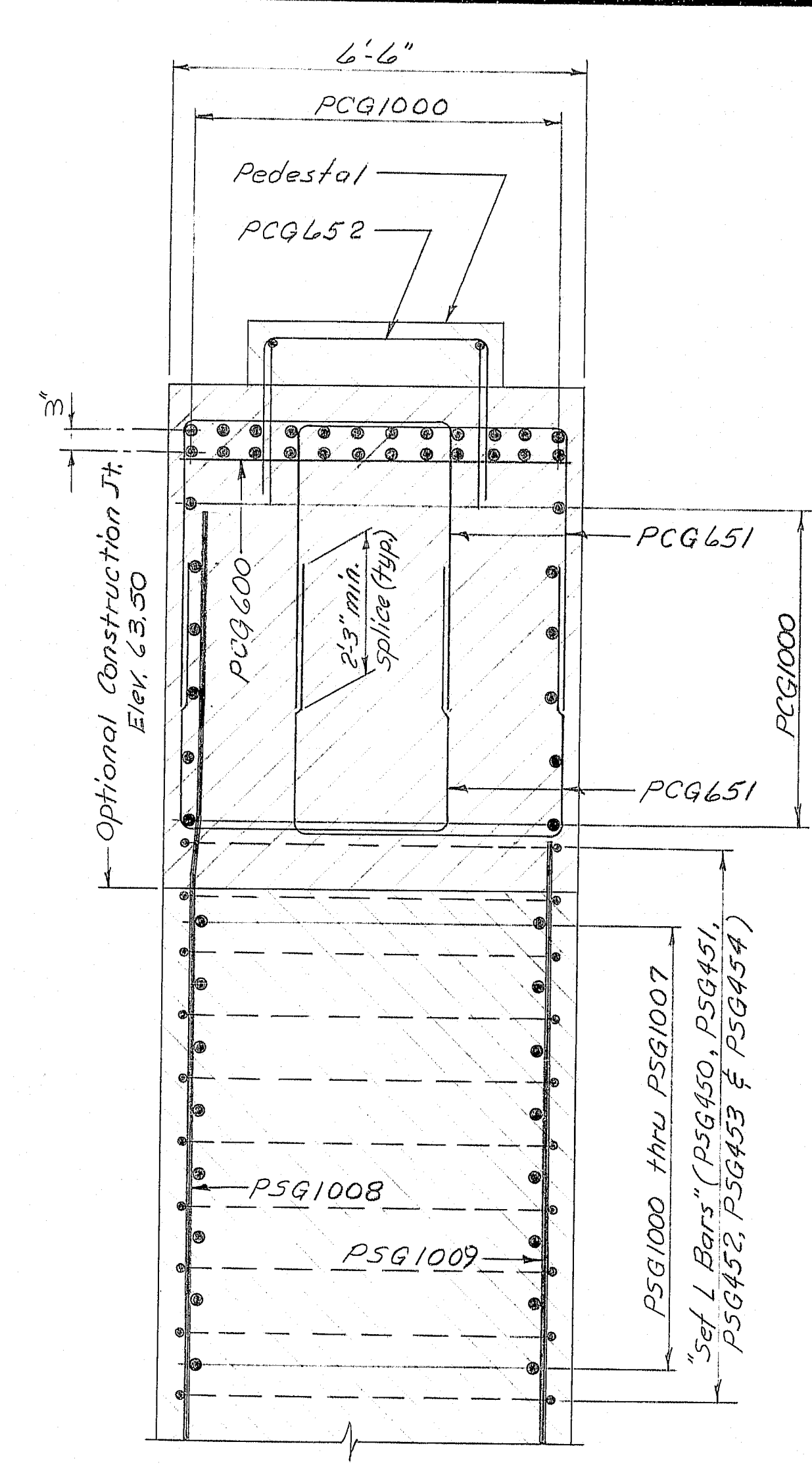
SECTION R₂-R₂
(Pier #6)



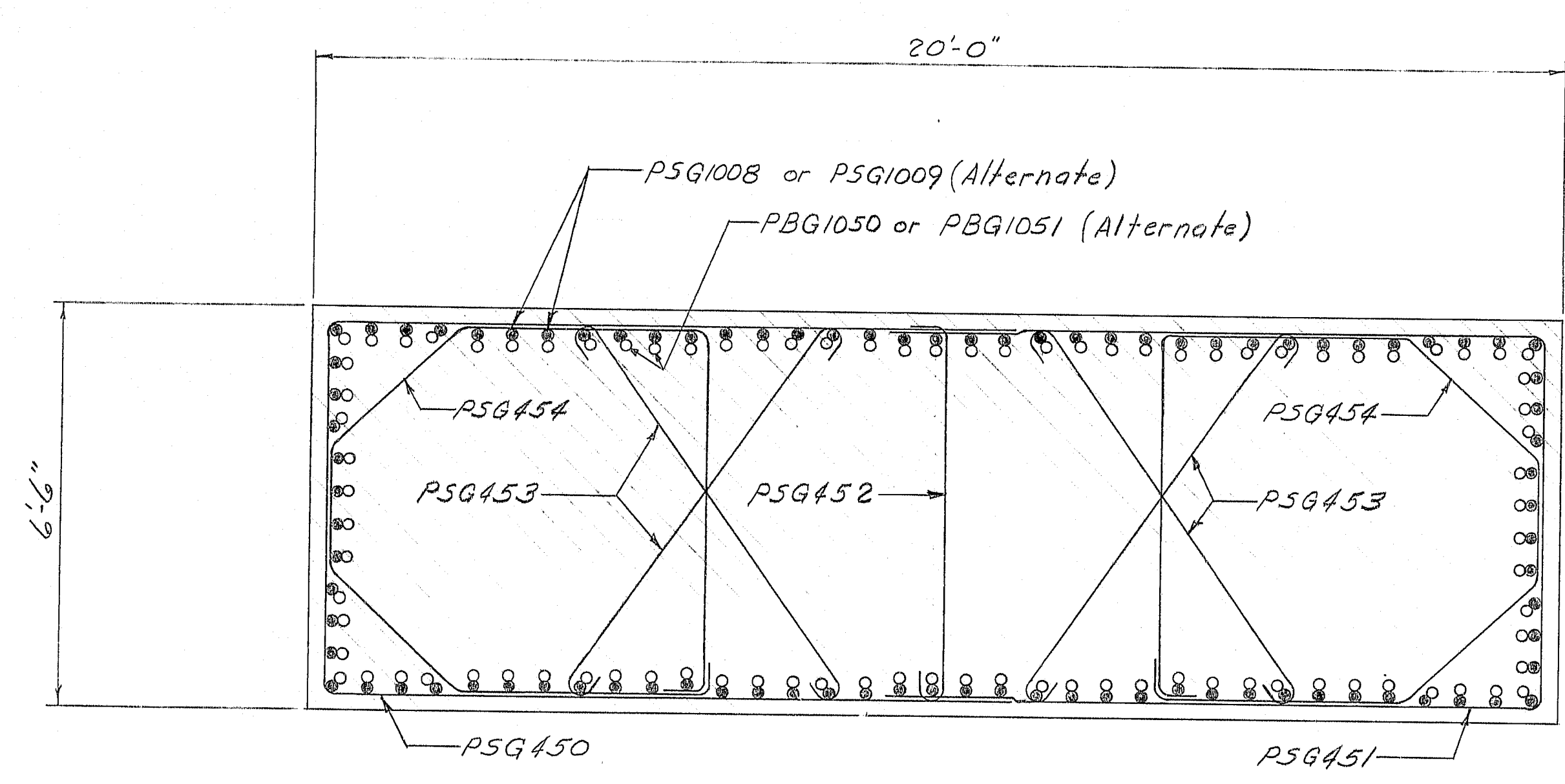
SECTION S₂-S₂
(Pier #7)



SECTION U₂-U₂
(Pier #7)



SECTION T₂-T₂
(Pier #7)



SECTION V₂-V₂
(Pier #7)

REFERENCE:

1. For general pier notes: see sheet 35
2. See Note #2 on sheet 37

107-169

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE 21A
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
PIERS 6 & 7 SECTIONS

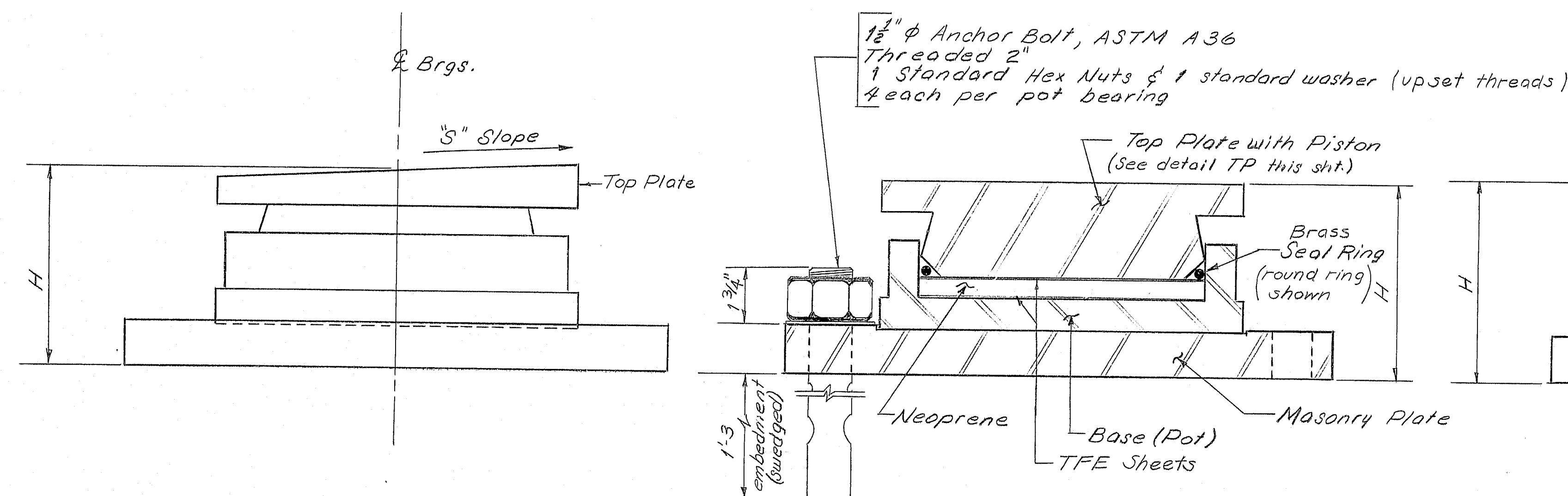
AUGUSTA, MAINE Sept. 1983

As BUILT 2/11/84 5/11/84 Steel

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

BRUNING 44-132 457101

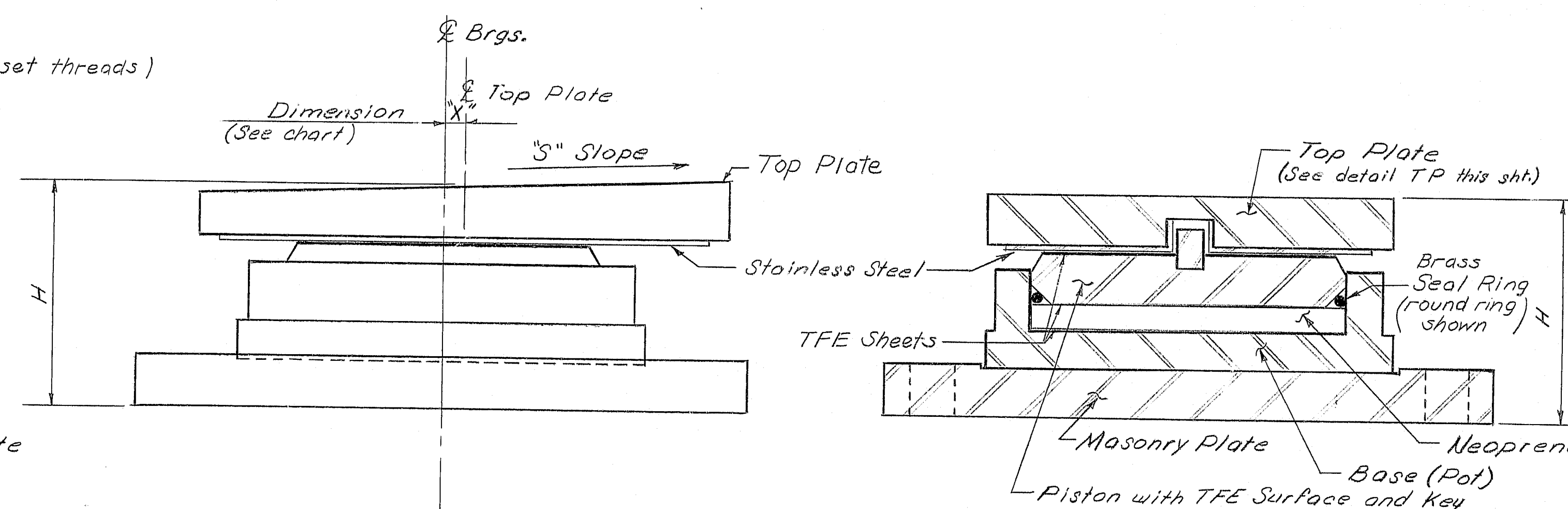
F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	37	114



ELEVATION

SECTION

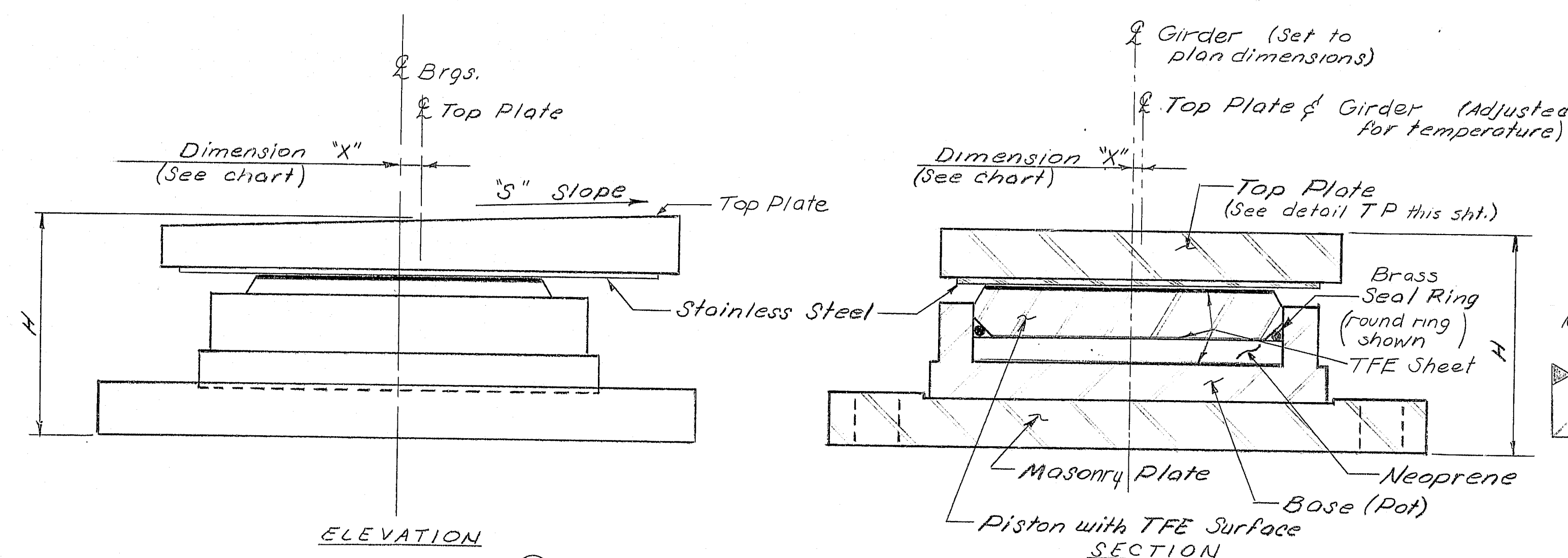
FIXED POT BEARING



ELEVATION

SECTION

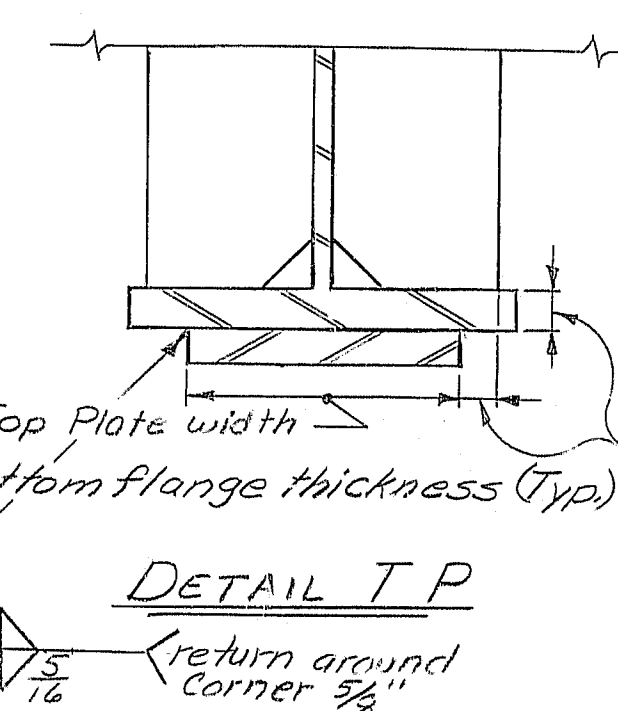
GUIDED POT BEARING



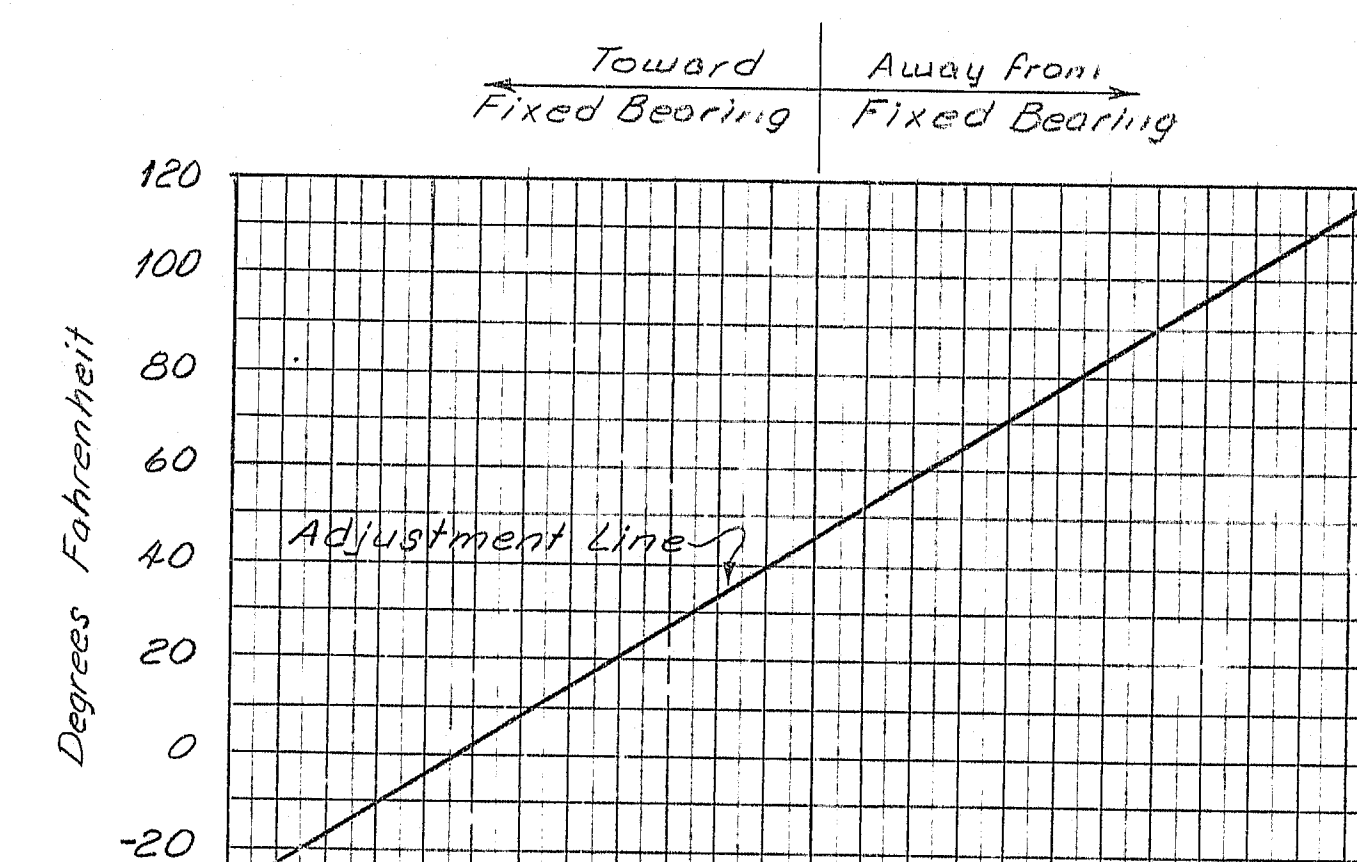
ELEVATION

SECTION

NON GUIDED POT BEARING



DETAIL T.P.



- LEGEND**
- (N) Non Guided (Top Pl. is free to move in any direction)
 - (G) Guided (Top Pl. is free to move longitudinally with bridge only)
 - (G) Guided (Top Pl. is free to move transversely to bridge only)
 - (Fxd) Fixed (No movement in any direction)

* Adjust linearly for other widths.

POT BEARING NOTES

- Each Pot Bearing at Pier 2 Span 3 shall have a minimum hold down capacity of 45 kips.
- Dimension "H" is an estimate used to compute bridge seat elevations. The actual "H" used shall be given on the approved shop drawings and the bridge seat elevations shall be adjusted accordingly.
- The "S" slope is in the direction of the stationing (Abut. 1 to Abut. 2). A plus (+) slope is upward and a minus (-) slope is downward.
- The bearing shall be aligned with the Masonry plates shown on the Abutment & Pier Plan sheets.

- At the location of pot bearings, the concrete bridge seats shall be dressed 1" larger all around than size of masonry plates and to exact elevations required (see note #2). If dressed areas are below the surface of the bridge seat for drainage where required by the Engineer, Channels shall have a min. width of 2" and min. slope of 1/4". No separate payment for this work will be made as it shall be considered incidental to contract items.

6. Configurations & dimensions other than shown may be accepted subject to the approval of the Engineer.

POT BEARING DATA

Location	Abutment 1	Pier 1 (Fixed)	Pier 2, Span 2	Pier 2, Span 3	Pier 3	Pier 4	Pier 5 (Fixed)	Pier 6	Pier 7	Abutment 2
Girder Numbers	1, 3, 5, 6, 8, 9, 10, 4, 7	1, 2, 3, 5, 6, 8, 9, 10, 4, 7	1, 2, 3, 5, 6, 8, 9, 10, 4, 7	1, 2, 3, 5, 6, 7, 8, 4, 5	1, 2, 3, 5, 6, 7, 8, 4, 5	1, 2, 3, 5, 6, 7, 8, 4, 5	1, 2, 3, 5, 6, 7, 8, 4, 5	1, 2, 3, 5, 6, 7, 8, 4, 5	1, 2, 3, 5, 6, 7, 8, 4, 5	1, 2, 3, 5, 6, 7, 8, 4, 5
"S" Slope (%)	+2.6, +2.4, +2.3, +2.7, +2.6, +2.2, +2.5	+2.7, +2.6, +2.4, +2.5, +2.2, +2.4	+2.7, +2.5, +2.3, +2.2, +2.1, +2.3, +1.3, +1.2, +1.1, +0.9, +0.8, +0.7, +1.0, +0.9, +0.8, +0.7, +0.4, +0.3, +0.2, +0.1, 0.0, -0.4, -0.6, -0.8, -0.3, -0.3	-1.2, -1.4, -1.5, -1.6, -1.4	-2.4, -2.4, -2.3, -2.9, -2.8, -2.8, -2.9, -2.9					
Bearing Type (See Legend)	(N)	(G)	(Fxd)	(N)	(G)	(N)	(G)	(Fxd)	(N)	(G)
Minimum Transverse Movement (inches)	0.75	0.75	0.75	0.75	0.75	0.50	0.50	0.50	0.50	0.50
Rating (inches)	1.50		1.50	9.00	6.50	3.00	0.50	0.50	0.50	0.50
"H" Height (inches)	5 3/8	8	5 1/2	6 1/2	10 1/8	9 3/4	8 3/4	2.50	5.00	7.00
Reactions (kips)	356	892	301	520	1715	1420	1061	992	1022	369

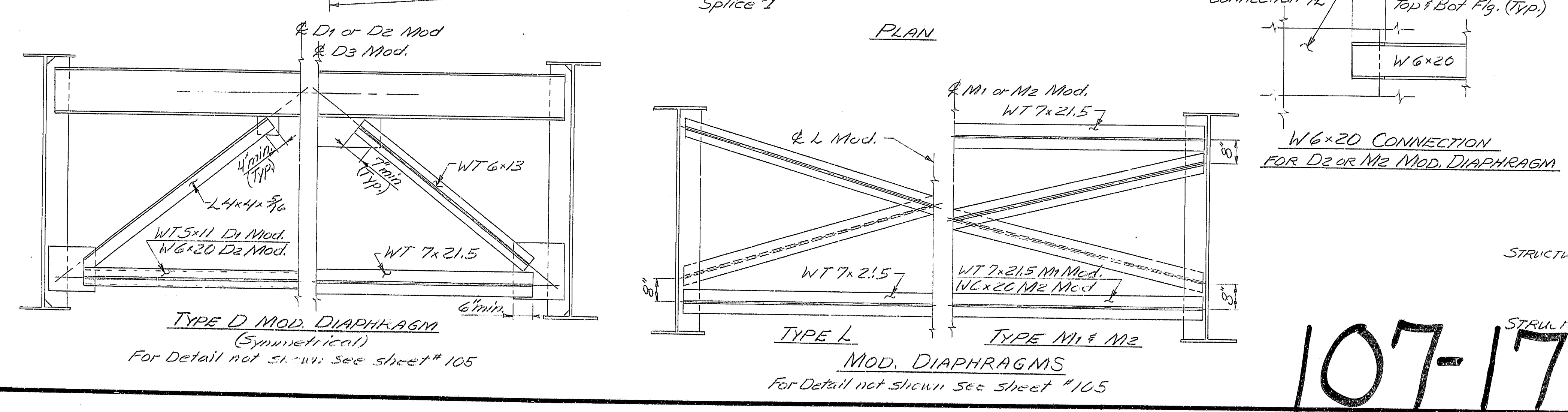
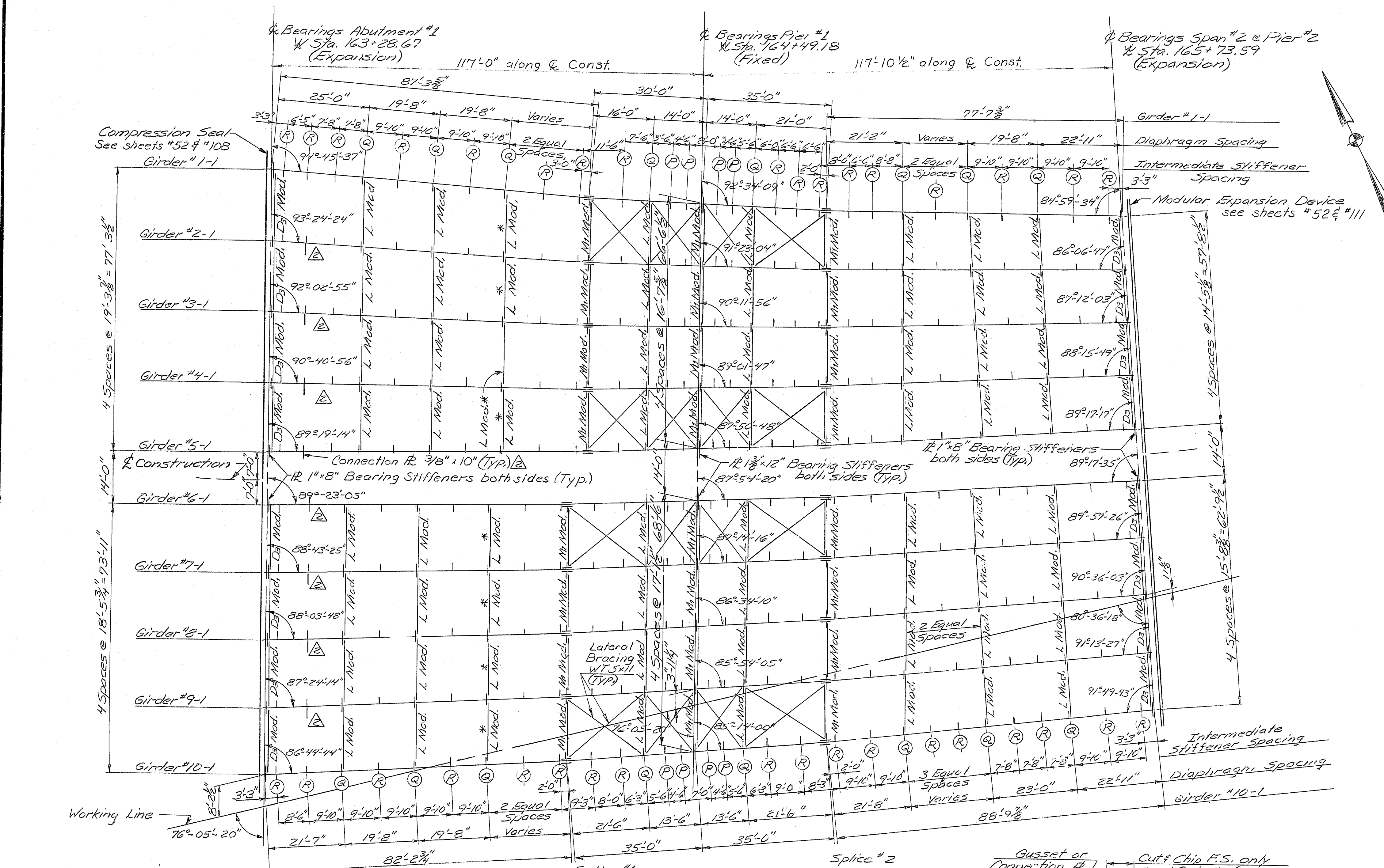
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE 215
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
POT BEARING DETAILS

AUGUSTA, MAINE Sept 1983

By BLINT J.A. 5194

107-170



STRUCTURAL STEEL NOTES

1. ~ Camber of girders, as shown, are compensated to compensate for all dead load deflections and for the curvature of the finished grade profile.
 2. ~ No transverse butt weld splices will be allowed in the flange plates or web plates within 10' from the points of maximum negative moment or maximum positive moment.
 3. ~ Sections of flange plates or web plates between transverse shop splices or between a transverse shop splice and a field splice shall be not less than 20 feet in length unless otherwise shown on the plans.
 4. ~ Butt weld splices in flanges shall 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 shall be ASTM A588 steel and mill tests for filler plate material will not be required.
 8. ~ All splice plates and bolts for splice to shall be furnished, and installed under Contract⁴⁴. If awarded, splice plate holes shall be drilled in the field to match the negative moment girders over Pier⁵ unless otherwise approved by the Engineer. Splice plates may be oversized and edge distances may be increased in the girders if approved by the Engineer. After the girders to facilitate the fitting of girders and splices is considered, to be incidental to Item 504.700 Structural Steel Fabrication & Delivery and Item 504.710 Structural Steel Erection under Contract⁴⁴.
 9. ~ Lateral bracing members connected to one end to a girder erected under Contract⁴⁴ and connected to the other end to a girder erected under Contract⁴⁴ shall be fabricated, delivered and erected under Contract⁴⁴. All connecting angles shall be fabricated, delivered and erected by the same Contractor supplying the girders to which they are attached.
 10. ~ Filler weld sizes for plates over 3/4" thickness shall be 5/16" unless otherwise noted.
 11. ~ At locations marked with an asterisk (*) the designated diaphragms shall be changed, Type L or M Mod to a Ds Mod, M2 Mod, to a Ds Mod, and M to a D Mod, as required to accommodate the Contractor's deck placement sequence. No extra compensation will be allowed for any diaphragms so substituted and any extra cost shall be considered incidental to the contract item. See note "5 sheet" for slab construction sequence, for slab haunch detail see sheet #61.
 12. ~ All connection plates shall extend to both the top & bottom flanges, except at splice plates.
 13. ~ A 1 inch diameter hand hold bar shall be installed along the inside of exterior girder webs and along both sides of interior girder webs from the first intermediate diaphragm in span 1 to the last intermediate diaphragm in span 8. Hand hold bars will not be required in the bay where the catwalk is located. The bars shall be installed in 1/8" holes drilled in the stiffeners and connection plates; see Hand Hold Detail on sheet #49. Payment will be considered incidental to Items 504.700 and 504.710.
- | <u>INTERMEDIATE STIFFENERS</u> | |
|--------------------------------|------------|
| One side only | |
| Type | Plate Size |
| | |
14. ~ A hand hold bar shall be installed on Girder 6-1 and Girder 5-2 in the bay where the catwalk is located.

INTERMEDIATE STIFFENERS	
One side only	
Type	Plate Size
P	$\frac{3}{16} \times 6"$
R	$\frac{3}{16} \times 5"$
Q	$\frac{3}{16} \times 7"$

Revision	Description	Date
①	Note 414	7-3-84
②	7- $\frac{3}{4}$ " \times 10" Connection Plates	7-3-84

BASIC DESIGN STRESSES
STRUCTURAL STEEL: ASTM A588
ASTM A36
 $F_y = 50,000 \text{ psi}$
 $F_v = 25,000 \text{ psi}$

MATERIALS

2: All materials (Except as otherwise noted)
High Strength Bolts

ASTM 588 (unpainted)
ASTM 325-
Type 3

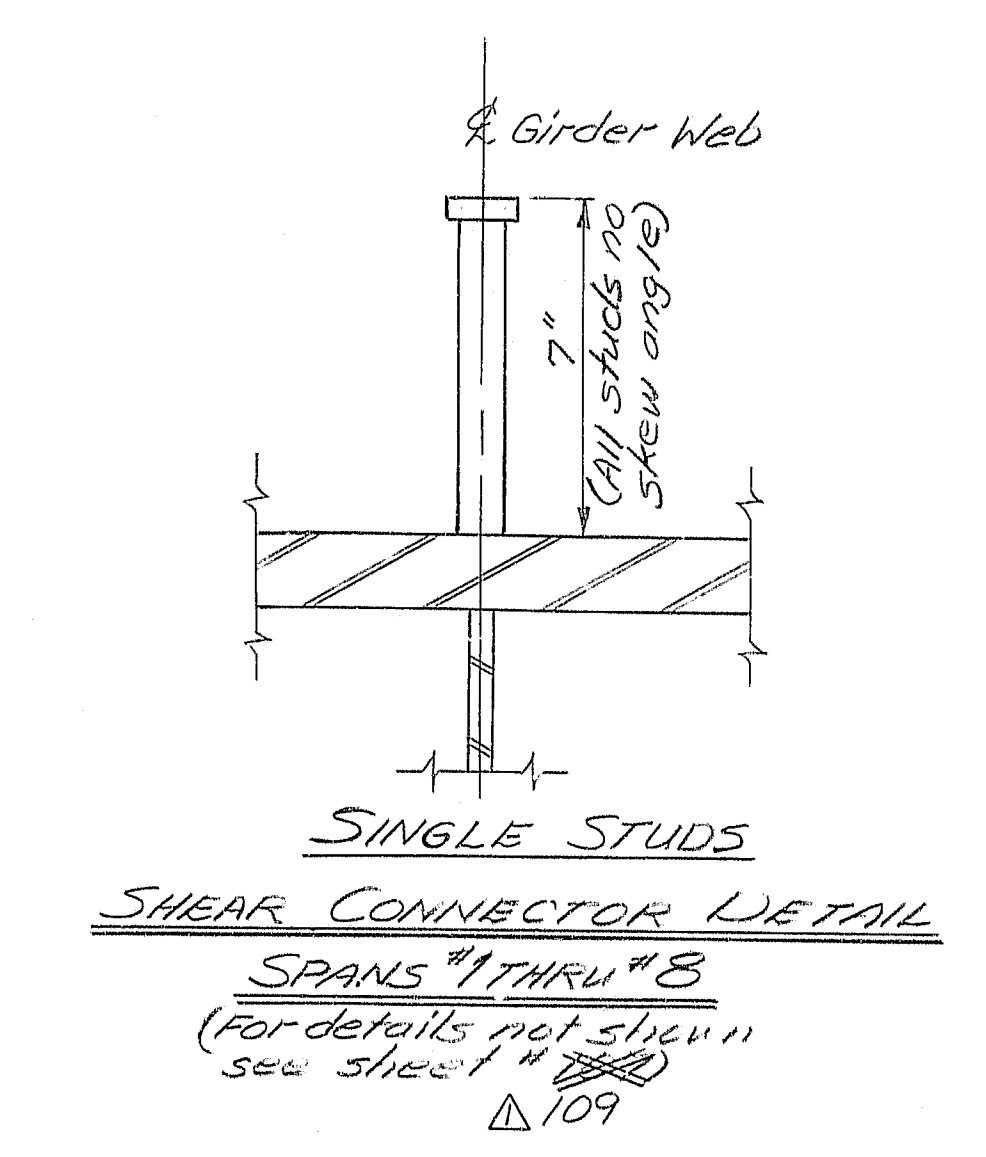
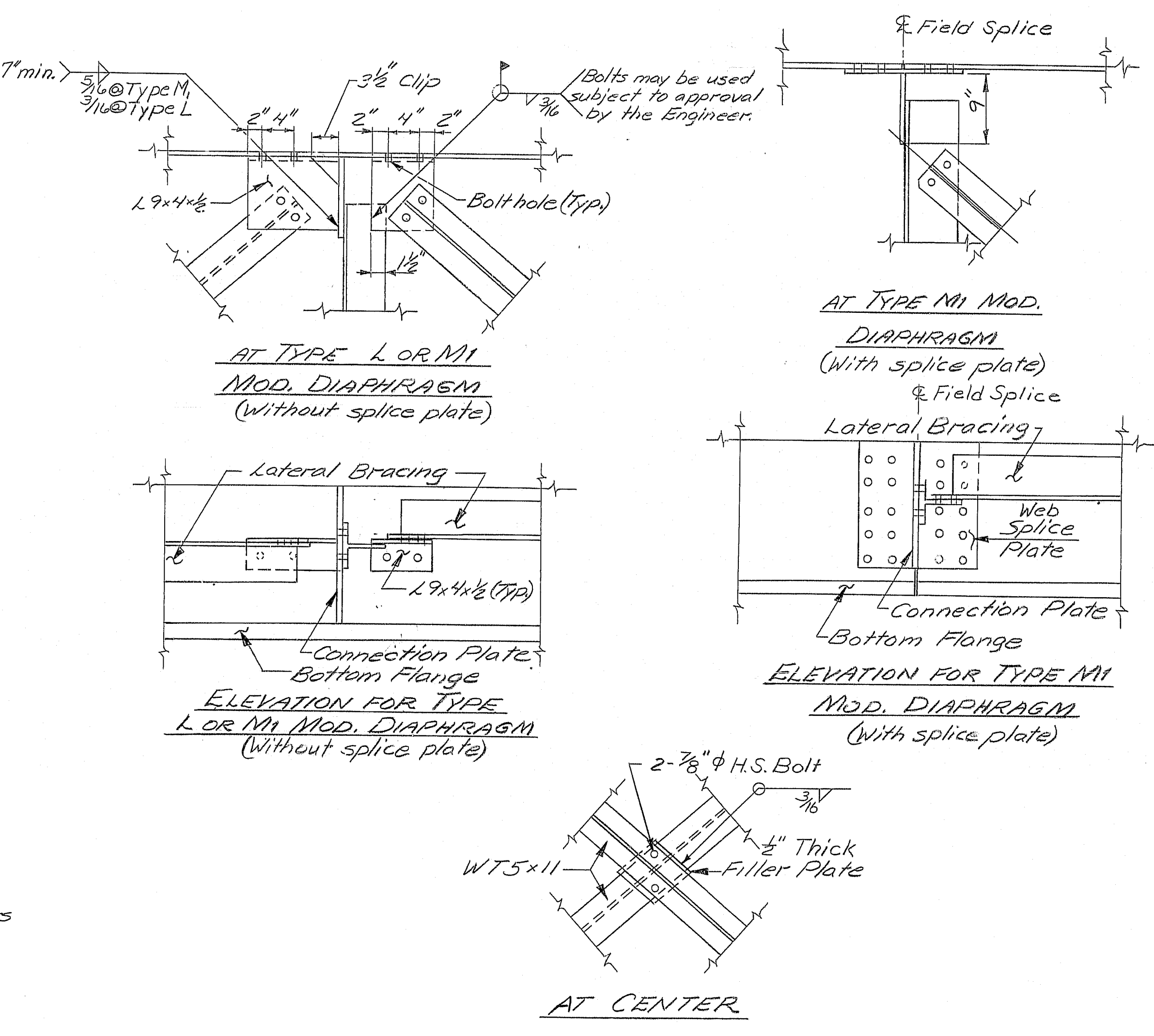
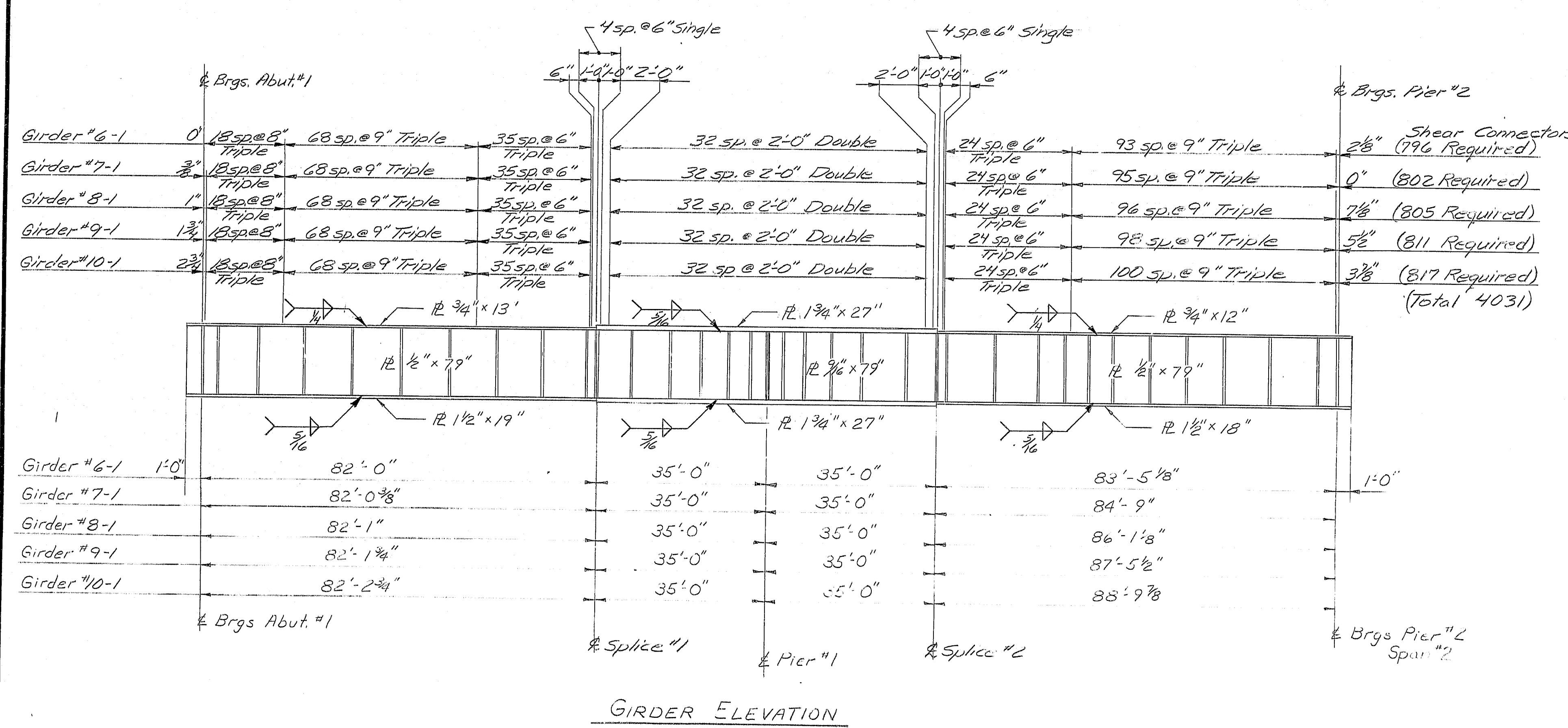
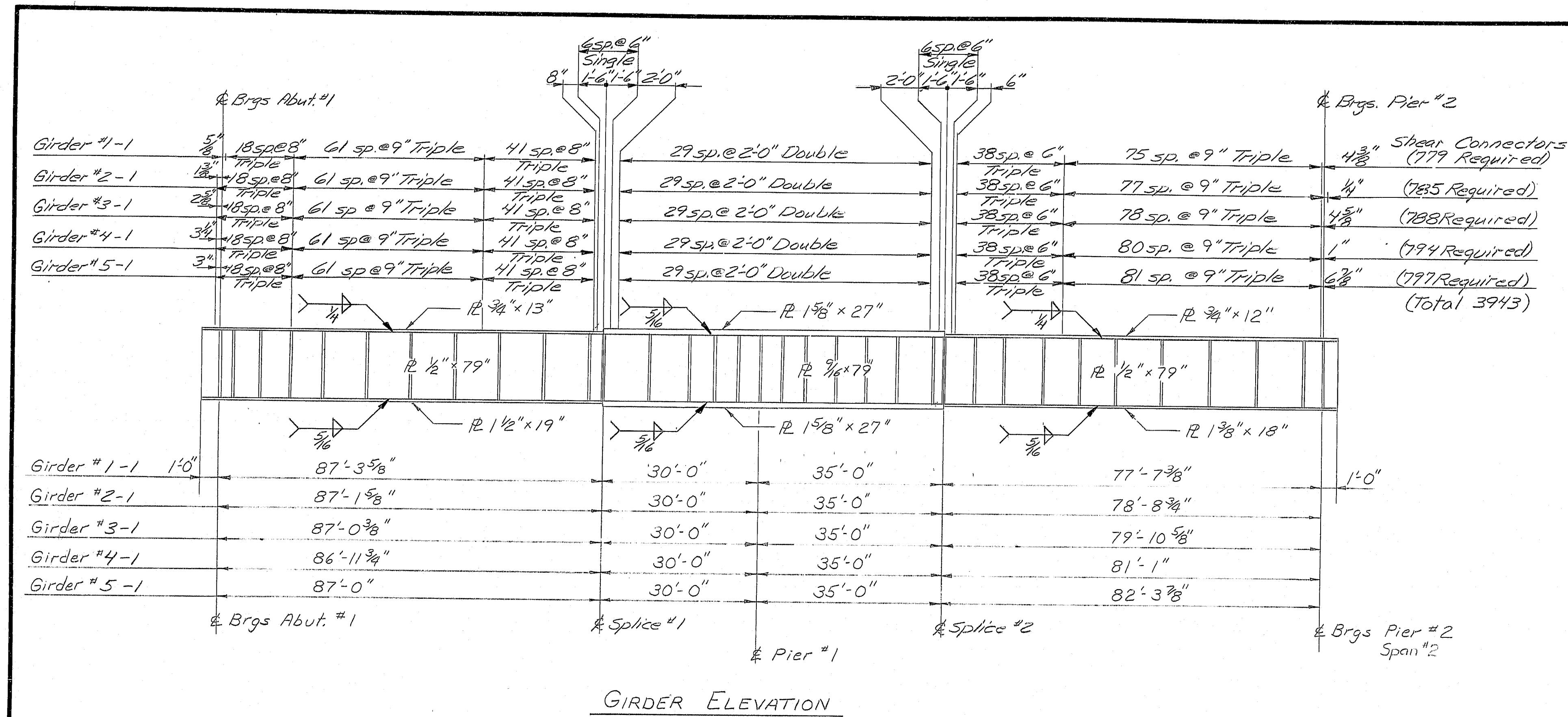
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
FRAMING PLAN
(SPANS 182)
AUGUSTA, MAINE

107-171

As Built *F.H. Kohnke* 5/14 *5/14*

F.R.A.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B (B2)	39	114



107-172

REVISIONS	DATE
Δ Addendum #4	1-16-84

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE 217
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
GIRDER ELEVATIONS
(SPANS 1 & 2)
AUGUSTA, MAINE Sept. 1983

As BUILT Fall 1984 Steel

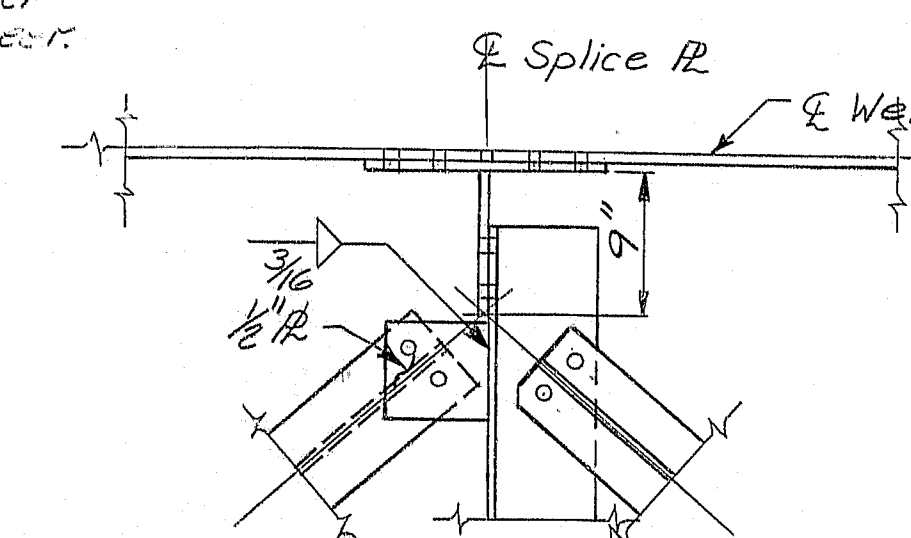
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAIL	4-83
REVISIONS	1/13
FIELD CHANGES	
PLANS	

BRUNING 44132 257101

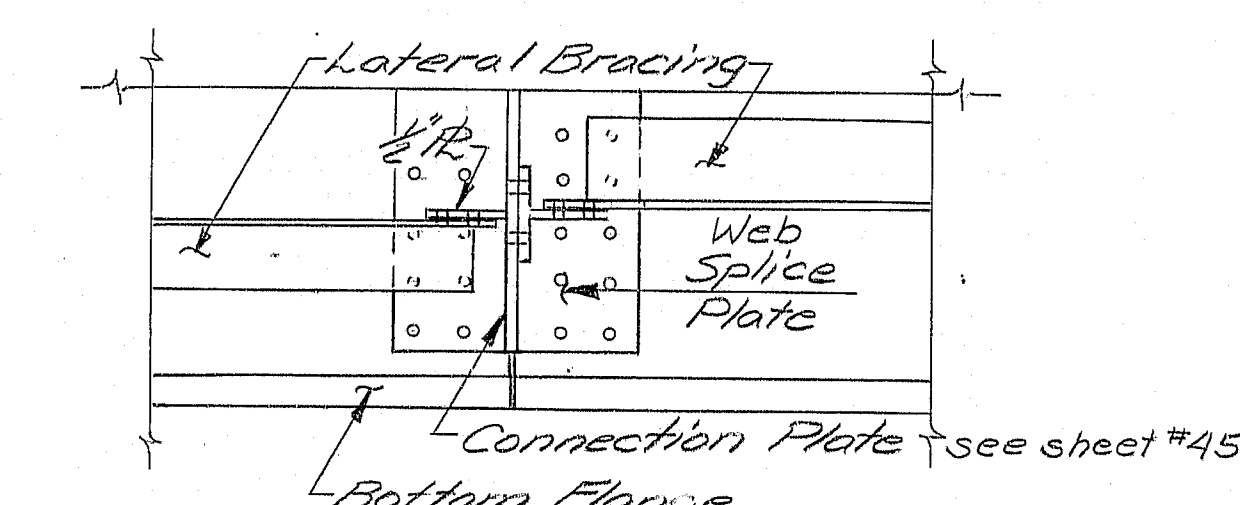
Hand-drawn structural layout of a bridge deck. The layout shows eight girders, labeled Girder #1-2 through Girder #8-2, spaced at 20'-10 3/4" (62'-8 1/4" total). The deck width is 108'-10 1/4". The layout includes various dimensions for stiffener spacing, including 25'-0", 75'-0", and 108'-6" along the centerline. It also shows dimensions for intermediate stiffener spacing, such as 10'-6", 10'-6", and 7'-4". The layout includes a note about the use of modular expansion devices and a note about the use of bearing stiffeners. The layout is oriented with a north arrow pointing towards the top right.

Key dimensions and labels include:

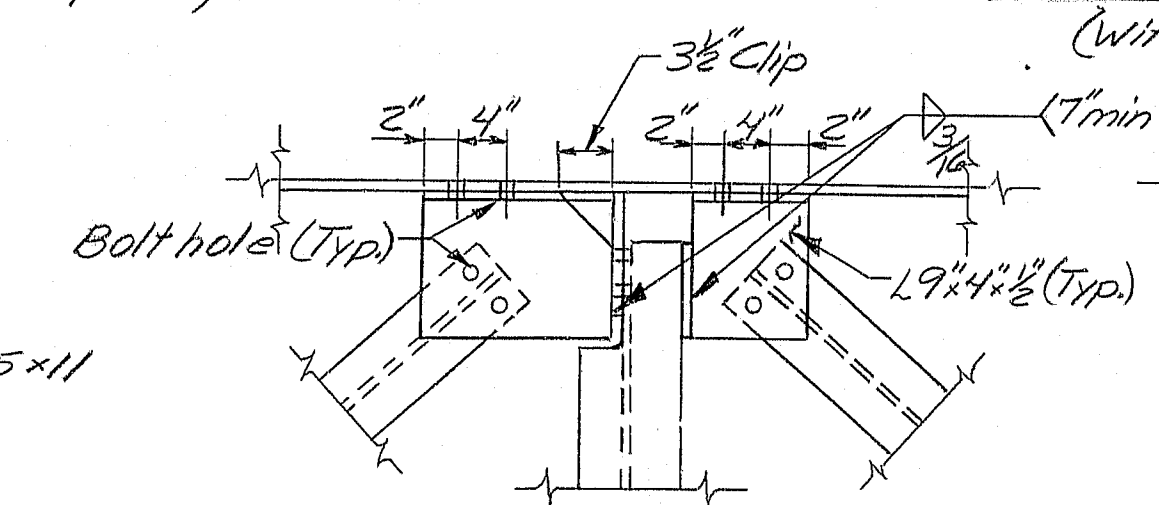
- Span:** 108'-10 1/4"
- Girder Spacing:** 20'-10 3/4" (62'-8 1/4" total)
- Stiffener Spacing:** 25'-0", 75'-0", 108'-6" along C.C. Const.
- Intermediate Stiffener Spacing:** 10'-6", 10'-6", 7'-4", 7'-4", 7'-4", 7'-4", 7'-4", 7'-4"
- Labels:** Girder #1-2, Girder #2-2, Girder #3-2, Girder #4-2, Girder #5-2, Girder #6-2, Girder #7-2, Girder #8-2, Splice #3, Splice #4, Working Line, Modular Expansion Device, Bearings Span #3 Pier #2 (Expansion), Bearings Pier #3 (Expansion), Girder #1-2, Diaphragm Spacing, Intermediate Stiffener Spacing, see bearing stiffener detail.



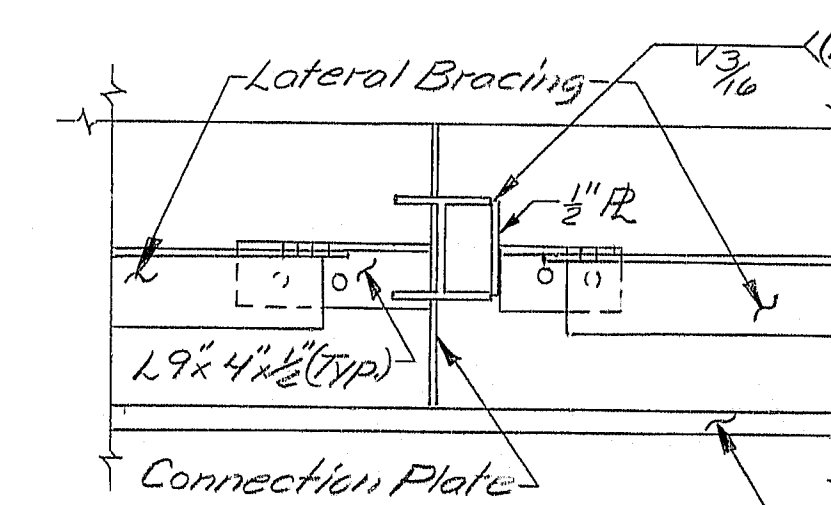
AT TYPE MI MOD.
DIAPHRAGM
(With splice plate)



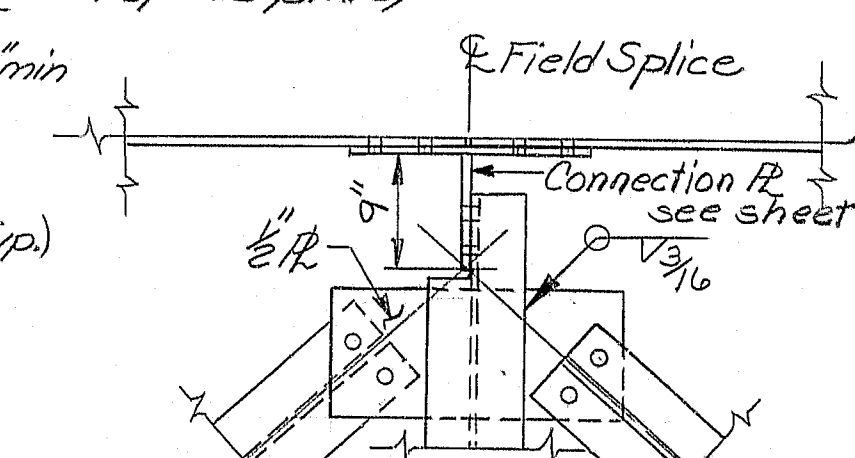
ELEVATION FOR TYPE M1
MOD. DIAPHRAGM
(with splice plate)



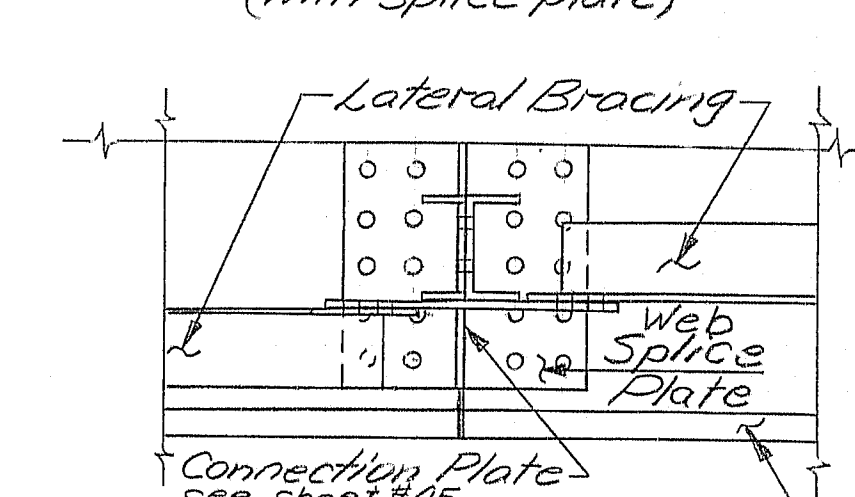
AT TYPE D2 OR M2
MOD. DIAPHRAGM
(Without splice plate)



ELEVATION FOR TYPE Dc
OR M2 MOD. DIAPHRAGM
(without splice plate)

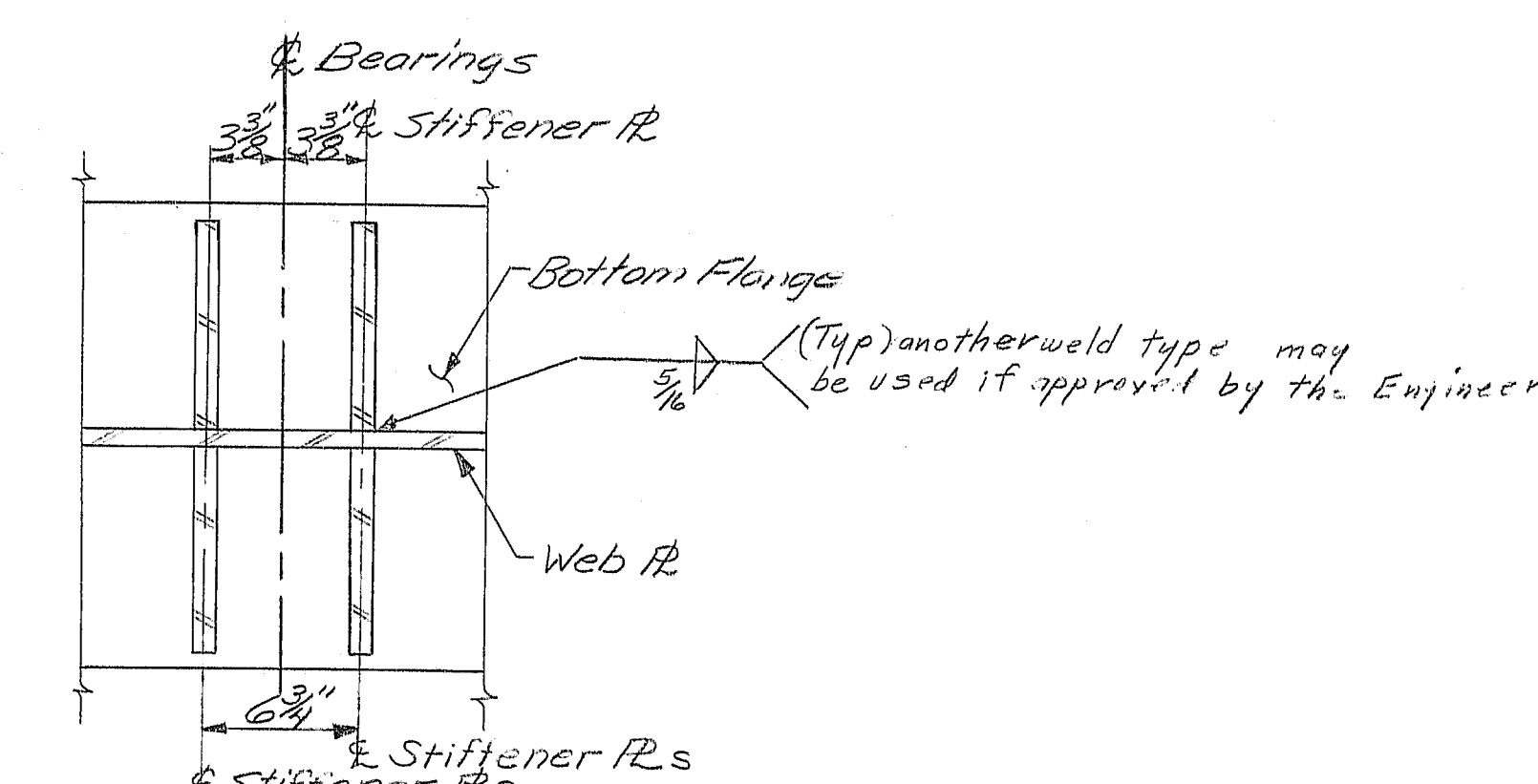


AT TYPE D2 or M2
MOD. DIAPHRAGM
(with splice plate)

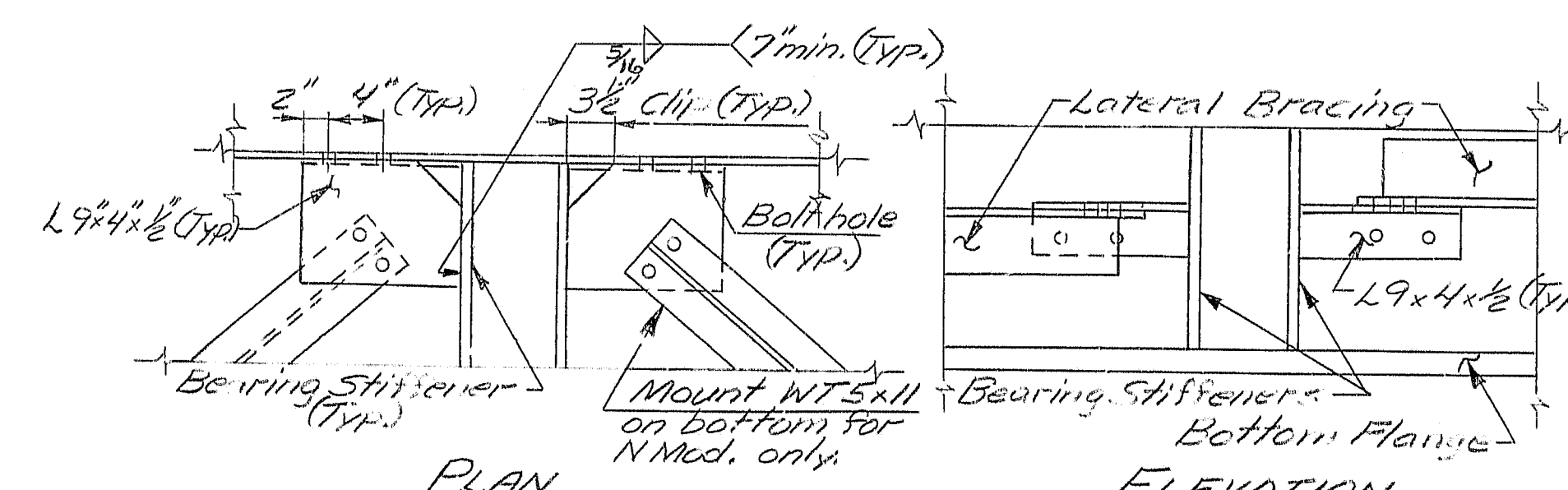


ELEVATION FOR TYPE D2
OR M2 MOD. DIAPHRAGM
(with splice plate)

BEARING STIFFENERS	
SPANS #3 THRU #8	
(Double stiffener plates both sides of web (L))	
Location	Plate Size
Pier #2	1 1/2" x 12"
Pier #3	1 1/2" x 19"
Pier #4	1 1/2" x 15"
Pier #5	1 1/2" x 12"
Pier #6	1" x 10"
Pier #7	1" x 10"
Abut. #2	1" x 9"



BEARING STIFFENER
DETAIL
(Attach Type D1, D2 or D3 Mod.
Diaphragms @ Pier #2 & Abut #2
on interior most stiffener)



PLAN ELEVATION
AT TYPE D₂, N₁, K N MOL. DIAPHRAGM AT PIERS
LATERAL BRACING CONNECTIONS SPANS #3 THRU #8

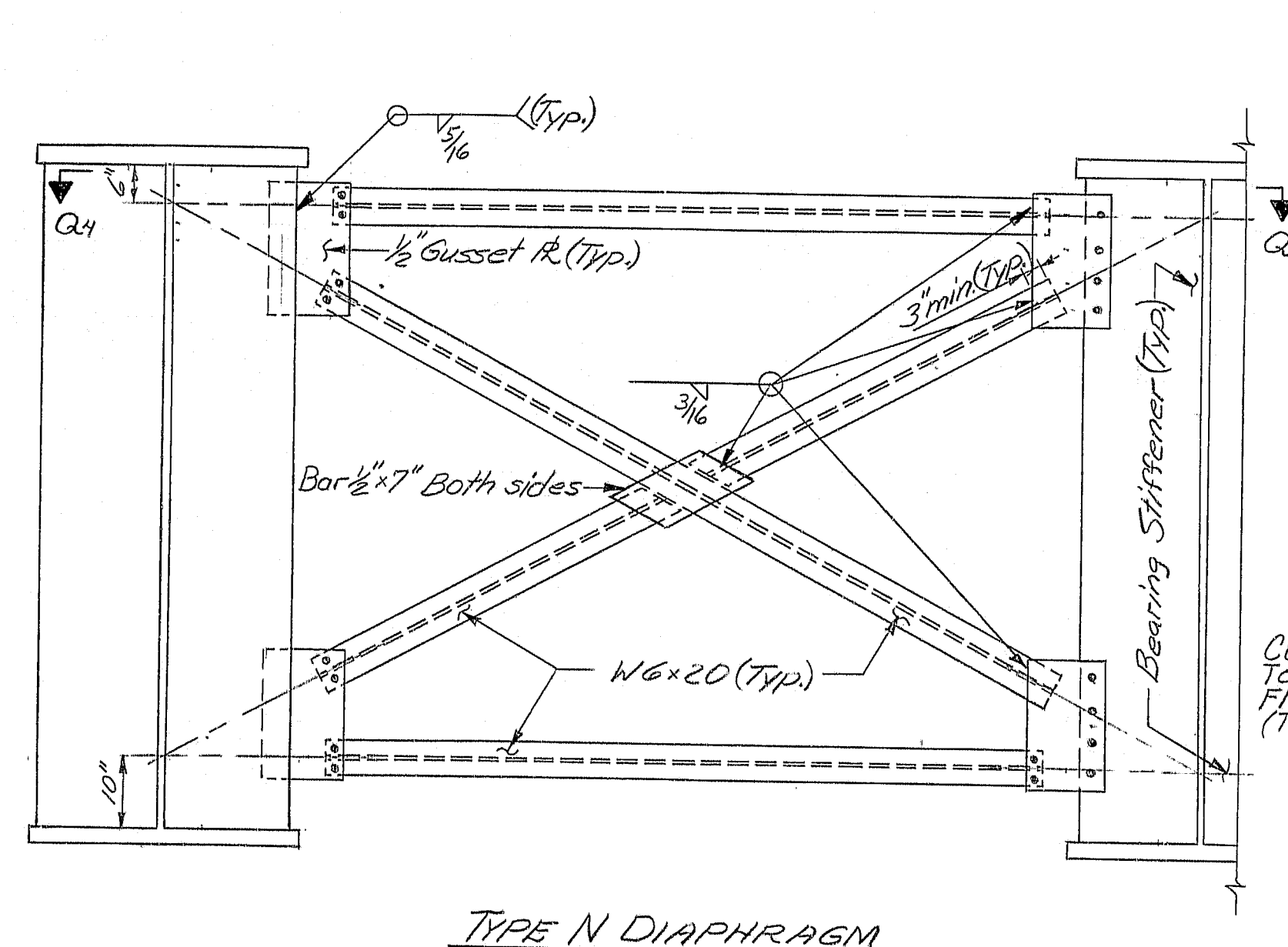
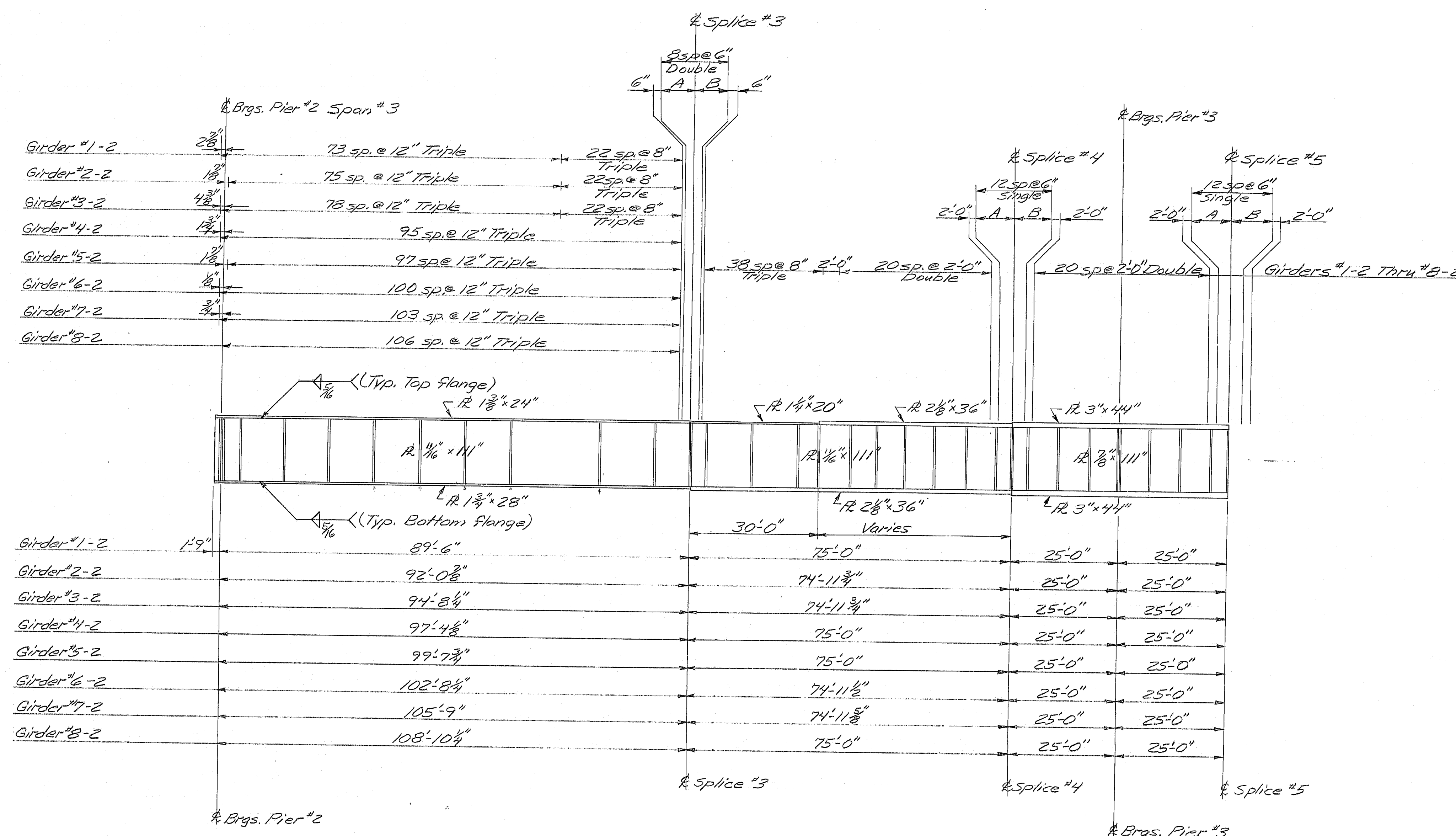
107-173

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

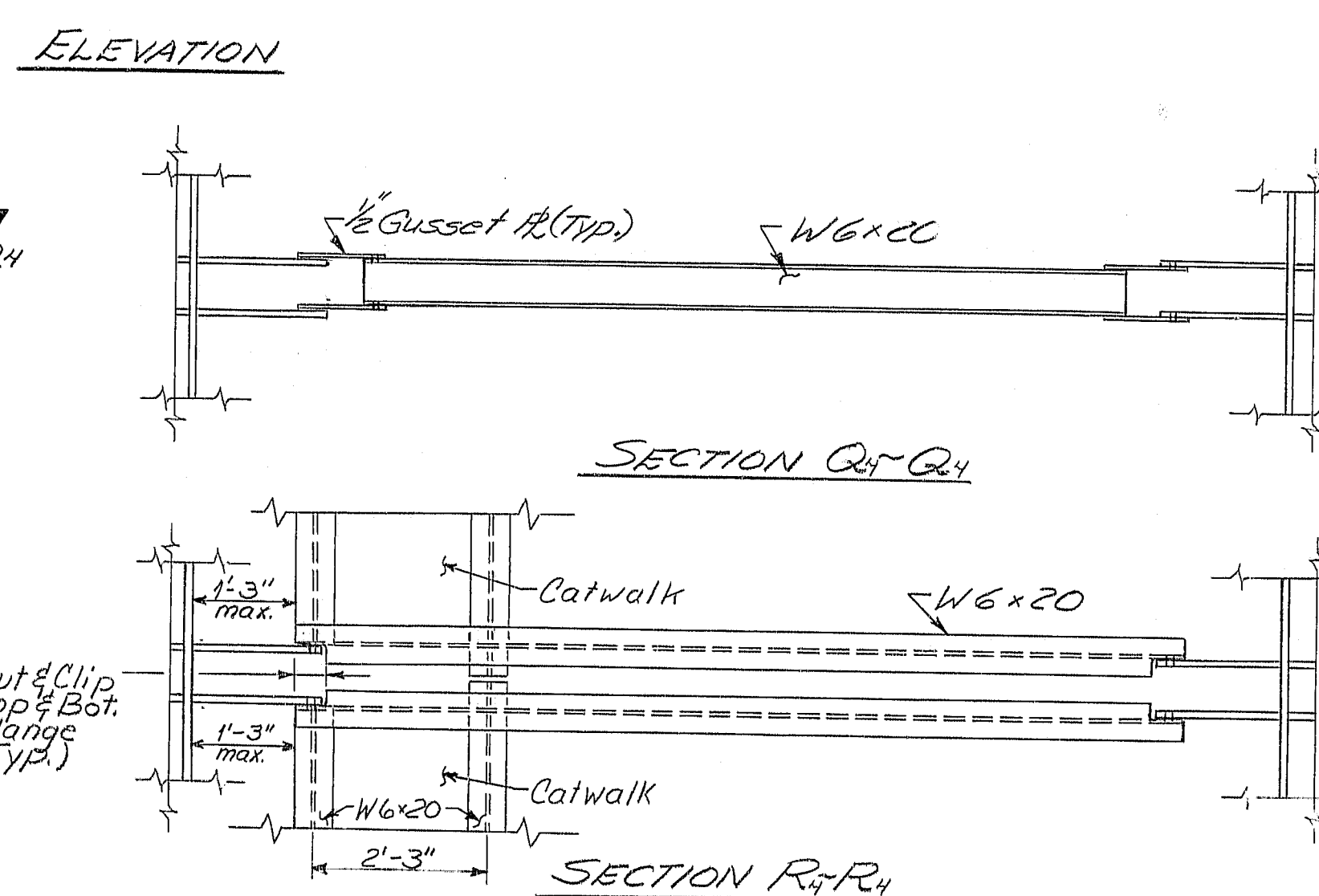
I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
FRAMING PLAN
(SPAN 3)
AUGUSTA, MAINE

H. BENT J.M. L. & Co Stee

Location	Splice #3		Splice #4		Splice #5		Splice #6	
	A	B	A	B	A	B	A	B
Girder #1-2	1'-6"	2'-5"	2'-8"	3'-3"	2'-8"	3'-3"	6"	1'-5"
Girder #2-2	1'-9"	2'-3"	2'-0 $\frac{3}{4}$ "	3'-1 $\frac{1}{4}$ "	2'-10 $\frac{3}{4}$ "	3'-1 $\frac{1}{4}$ "	8 $\frac{5}{8}$ "	1'-3"
Girder #3-2	1'-10 $\frac{3}{4}$ "	2'-1 $\frac{1}{8}$ "	3'-0 $\frac{3}{4}$ "	2'-1 $\frac{1}{8}$ "	3'-0 $\frac{3}{4}$ "	2'-11 $\frac{5}{8}$ "	10 $\frac{1}{4}$ "	1'-1 $\frac{1}{2}$ "
Girder #4-2	1'-11 $\frac{1}{8}$ "	2'-0 $\frac{1}{8}$ "	3'-1 $\frac{1}{8}$ "	2'-10 $\frac{1}{8}$ "	3'-1 $\frac{1}{8}$ "	2'-10 $\frac{1}{8}$ "	11 $\frac{3}{8}$ "	1'-0"
Girder #5-2	1'-11 $\frac{3}{8}$ "	2'-0 $\frac{1}{8}$ "	3'-1 $\frac{1}{8}$ "	2'-10 $\frac{1}{8}$ "	3'-1 $\frac{1}{8}$ "	2'-10 $\frac{1}{8}$ "	11 $\frac{3}{8}$ "	1'-0"
Girder #6-2	2'-2 $\frac{3}{4}$ "	1'-9 $\frac{3}{4}$ "	3'-3 $\frac{3}{4}$ "	2'-8 $\frac{3}{4}$ "	3'-3 $\frac{3}{4}$ "	2'-8 $\frac{3}{4}$ "	1'-1 $\frac{1}{2}$ "	10"
Girder #7-2	2'-3 $\frac{3}{4}$ "	1'-8 $\frac{3}{4}$ "	3'-5 $\frac{3}{4}$ "	2'-6 $\frac{3}{4}$ "	3'-5 $\frac{3}{4}$ "	2'-6 $\frac{3}{4}$ "	1'-3"	9"
Girder #8-2	2'-4 $\frac{1}{4}$ "	1'-7 $\frac{3}{4}$ "	3'-6 $\frac{1}{4}$ "	2'-5 $\frac{3}{4}$ "	3'-6 $\frac{1}{4}$ "	2'-5 $\frac{3}{4}$ "	1'-4 $\frac{1}{4}$ "	7 $\frac{3}{4}$ "

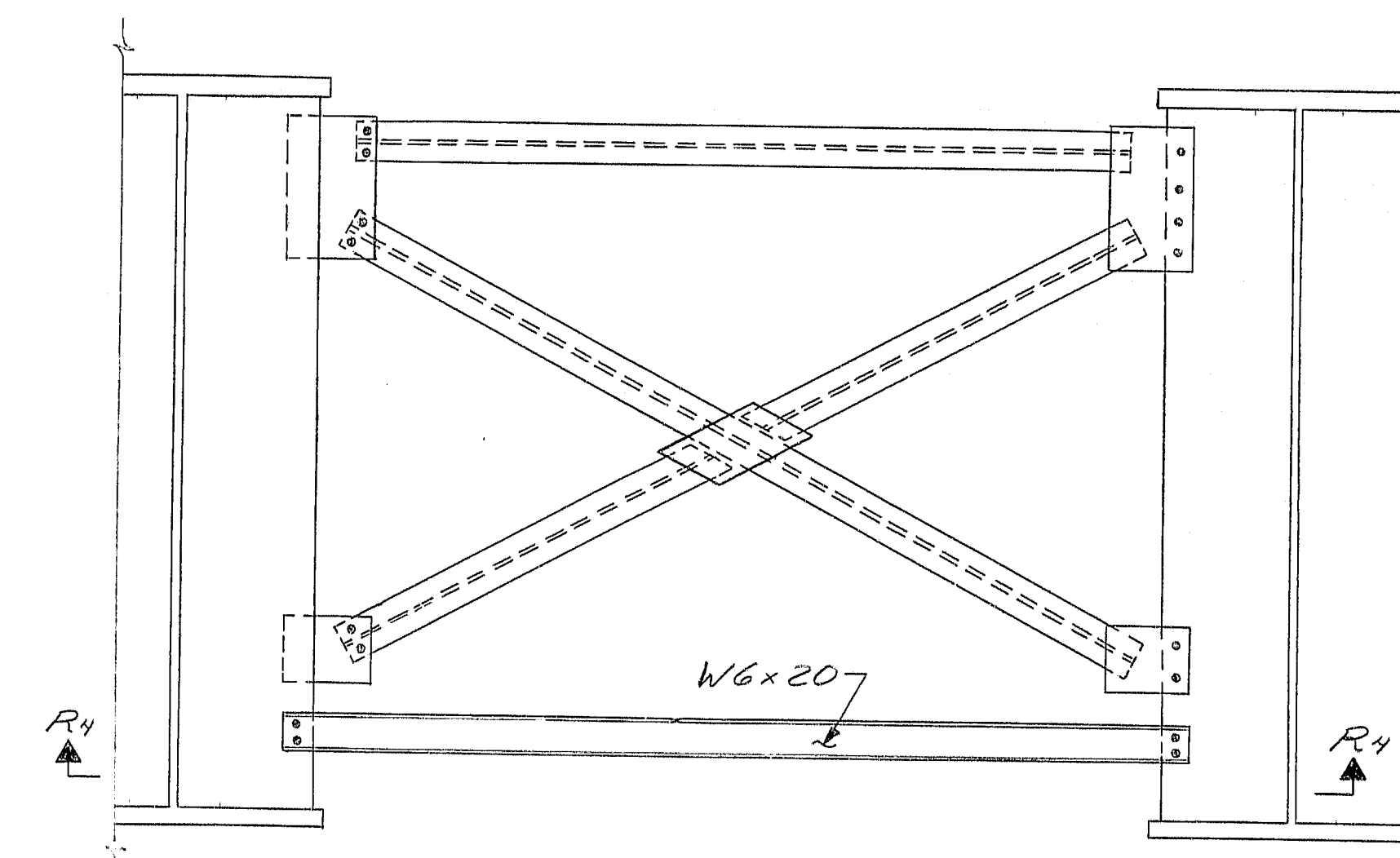


TYPE N DIAPHRAGM



SECTION Q4

SECTION R₄-R₄



TYPE N MOD. DIAPHRAGM
(For details not shown see Type N
Diaphragm this sheet.)

107-174

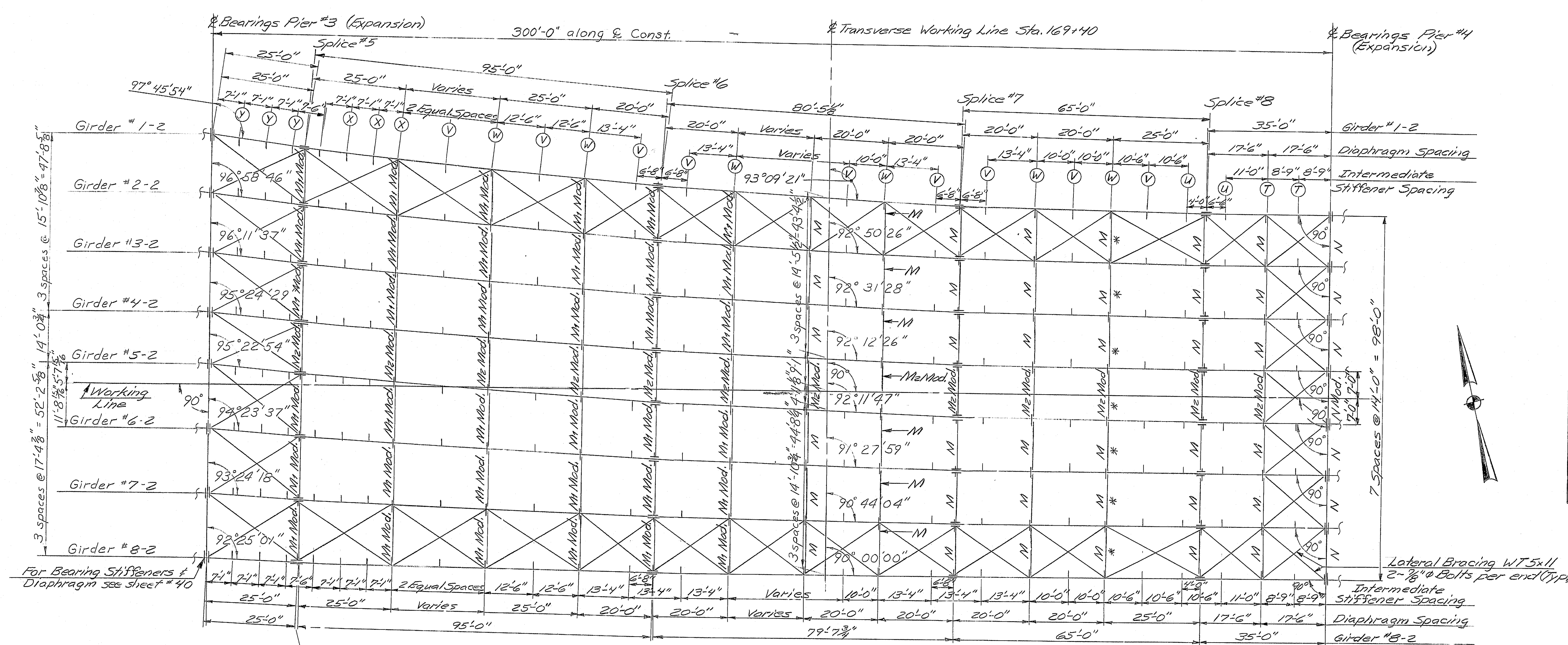
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
GIRDER ELEVATIONS

(SPAN 3)
AUGUSTA, MAINE Sept. 1933

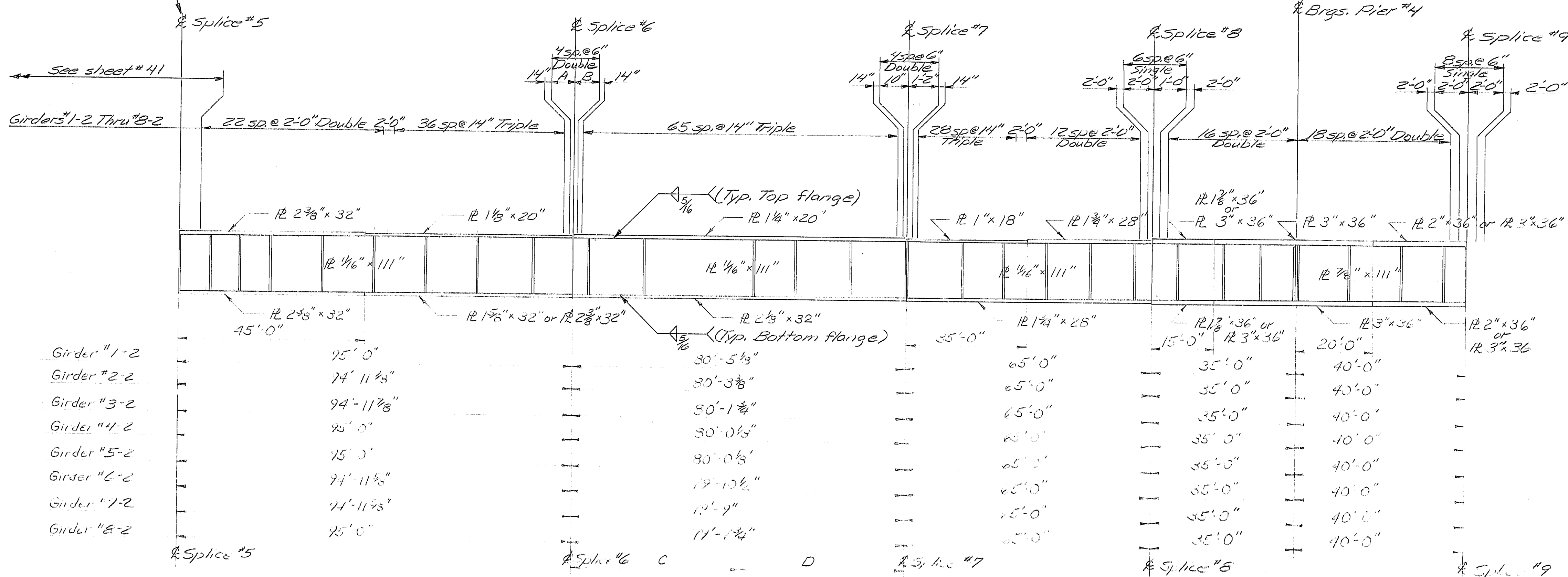
AUGUSTA, MAINE SEP
 Hs BUILT J.M. Edmunds 5194

F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	42	114



	C	D
Girder #1-2	40'-9"	39'-8 1/2"
Girder #2-2	40'-7 1/2"	39'-7 3/8"
Girder #3-2	40'-6"	39'-7 3/8"
Girder #4-2	40'-4 1/2"	39'-7 3/8"
Girder #5-2	40'-4 1/2"	39'-7 3/8"
Girder #6-2	40'-3 1/2"	39'-7 3/8"
Girder #7-2	40'-1 3/8"	39'-7 1/4"
Girder #8-2	40'-0 1/2"	39'-7 1/4"

PLAN



INTERMEDIATE STIFFENERS	
Type	Plate Size
T	3/8" x 7"
U	3/8" x 6"
V	1/2" x 5"
W	1/2" x 7"
X	3/8" x 7"
Y	3/4" x 8"

107-175

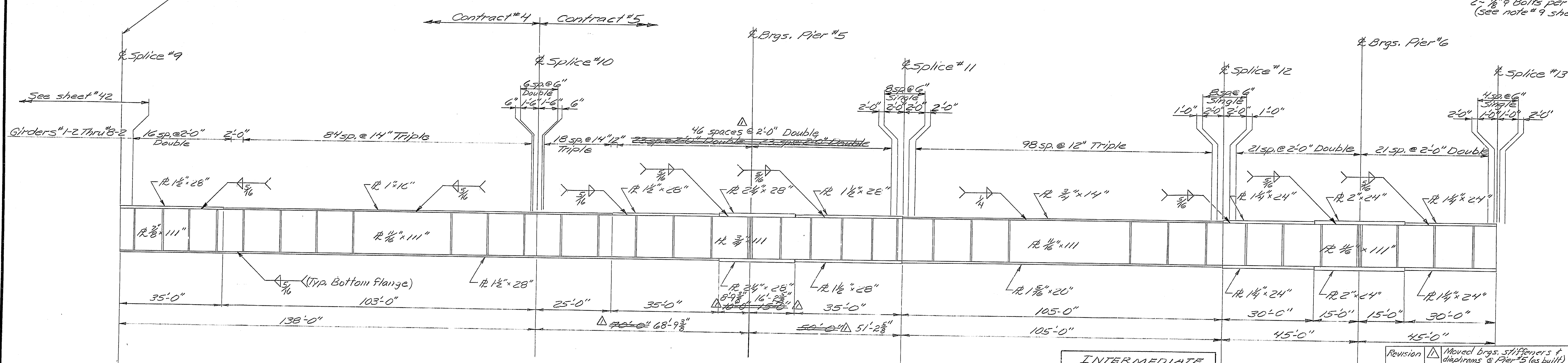
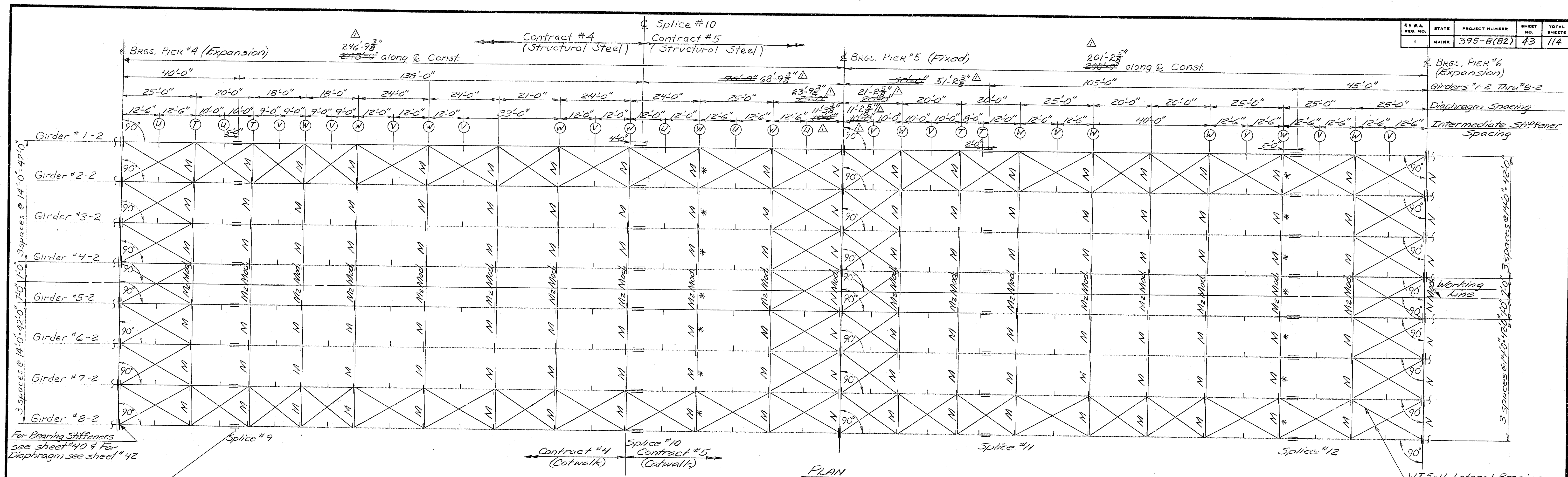
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
FRAMING PLAN & GIRDER ELEVATIONS
(SPAN 4)
AUGUSTA, MAINE Sept. 1933

PROJECT DESIGN ENGINEER <i>Pickett</i>		BY	DATE
DESIGN - DETAILED		<i>SPA</i>	<i>JAF</i>
CHECKED		<i>12/22/18 JMM</i>	<i>4-23</i>
REVISIONS			
FIELD CHANGES			

BRIDGE 44-22-2710-1

A. Point of View from S.W. Side

F.H.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(82)	43	114



ELEVATION

INTERMEDIATE STIFFENERS	
One side only	
Type	Plate size
T	3/8" x 7"
U	3/8" x 1"
V	1/2" x 5"
W	1/2" x 7"

Revision: Moved brgs. stiffeners & diaphragms to Pier #5 (as built) Date 1-9-85

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE 221
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
FRAMING PLAN & GIRDER ELEVATIONS
(SPANS 5 & 6)
AUGUSTA, MAINE Sept 1982

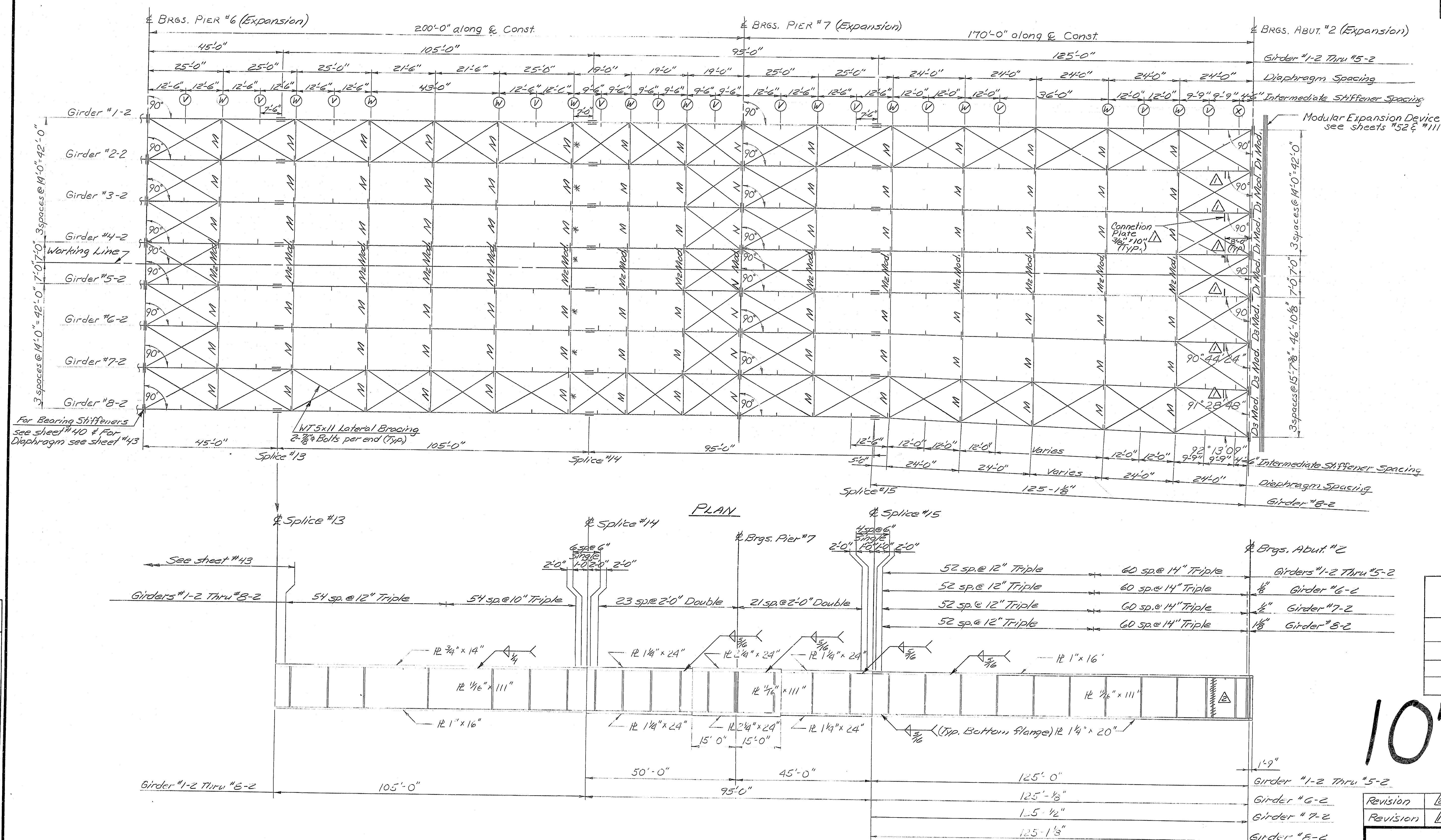
107-176

As Built Plan for Steel

PROJECT DESIGN ENGINEER	DATE
SP4 JAF	4-83
CHECKED	PLM JMM
REVISIONS	10/83
FIELD CHANGES	


BRIDGE 107-176

R.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEET
1	MAINE	395-8(82)	44	114



INTERMEDIATE <u>STIFFENERS</u> One side only	
Type	Plate Size
V	$\frac{1}{2}'' \times 5''$
W	$\frac{1}{8}'' \times 7''$
X	$\frac{5}{8}'' \times 7''$

107-177

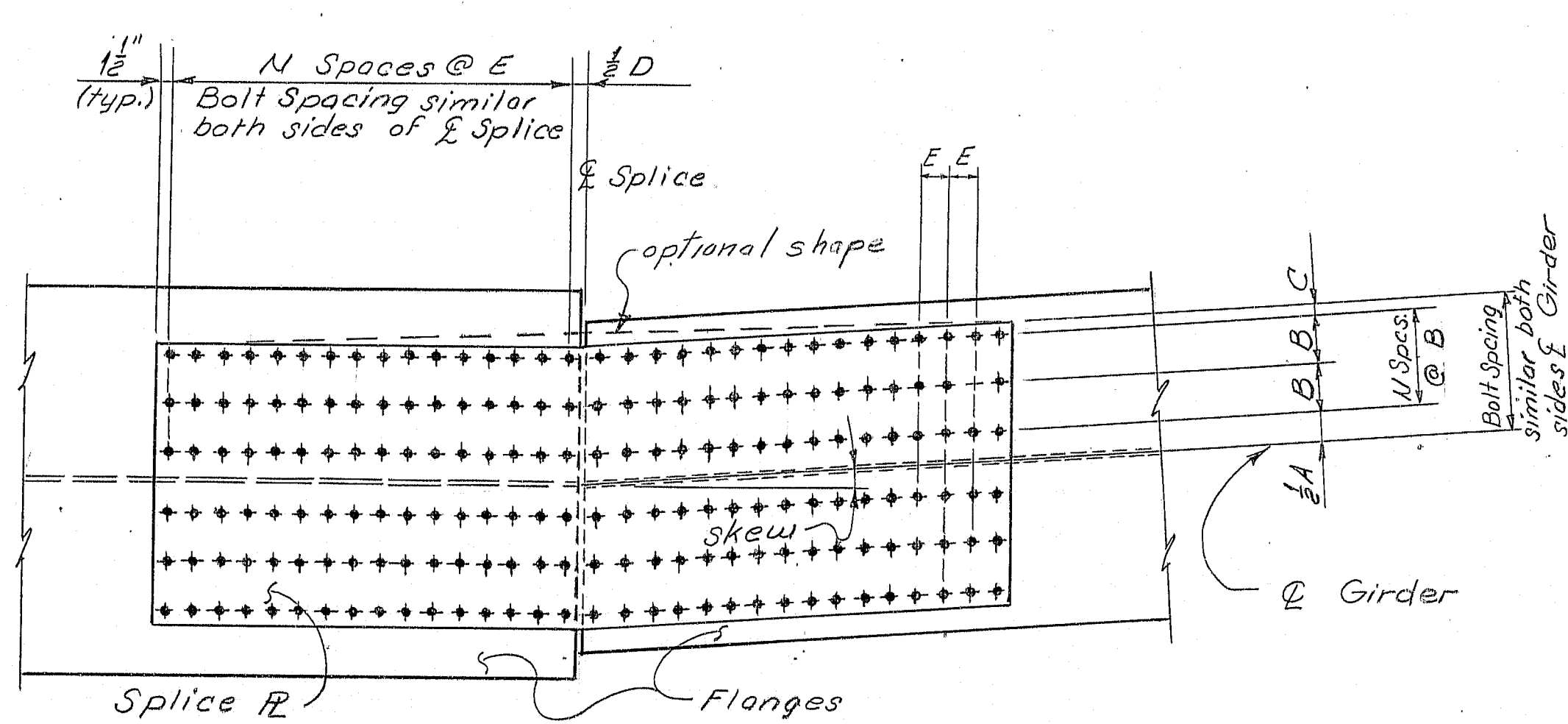
Revision		Location Stiffener	Date 7-98
Revision		5-3/8"x10" Conn. Plate	Date 7-3-84

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

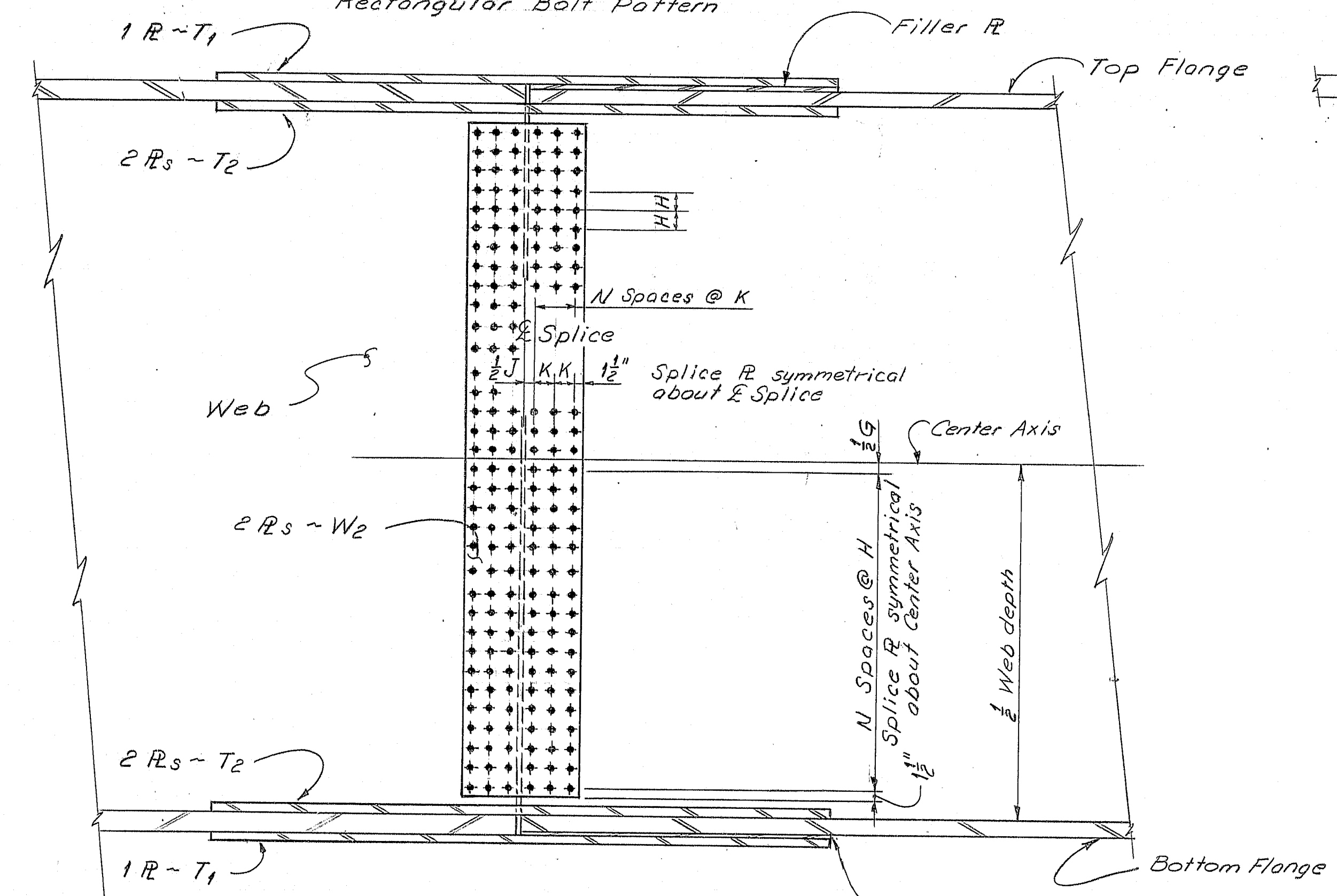
I-395 BRIDGE 222
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
FRAMING PLAN & GIRDER ELEVATIONS
(SPANS 7 & 8)
AUGUSTA, MAINE Sept 1982

As Bunt ~~will~~ ^{is} ~~not~~ ^{not} ~~still~~ ^{still}

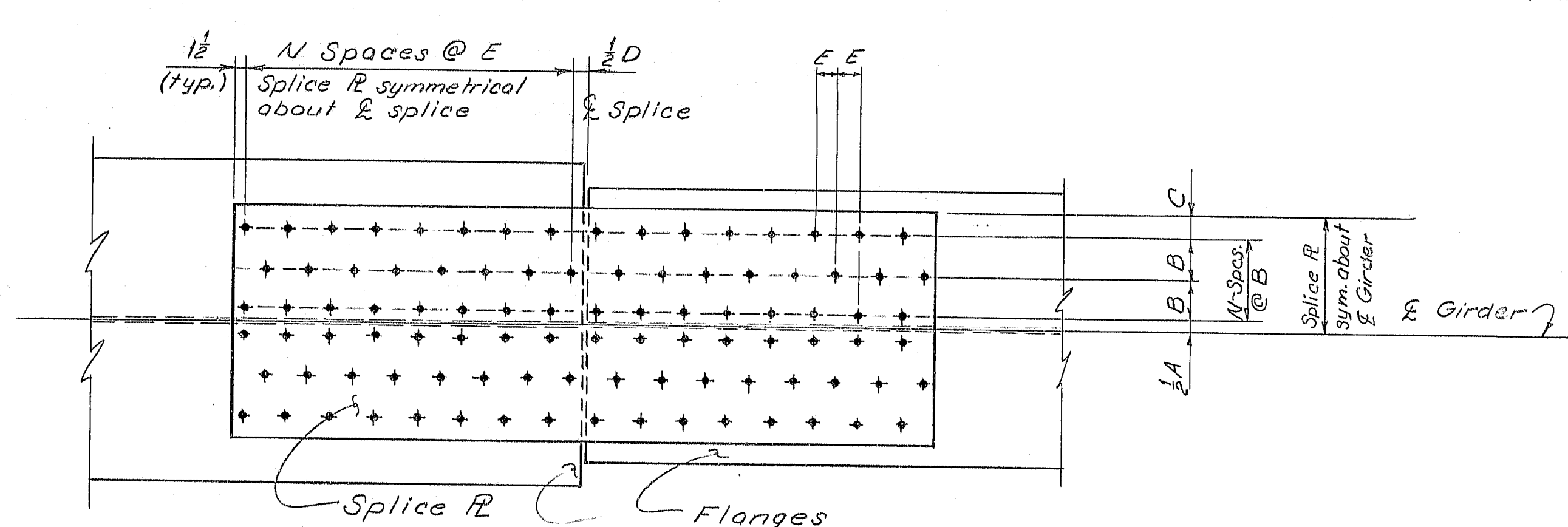
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	395-8(22)	45	114



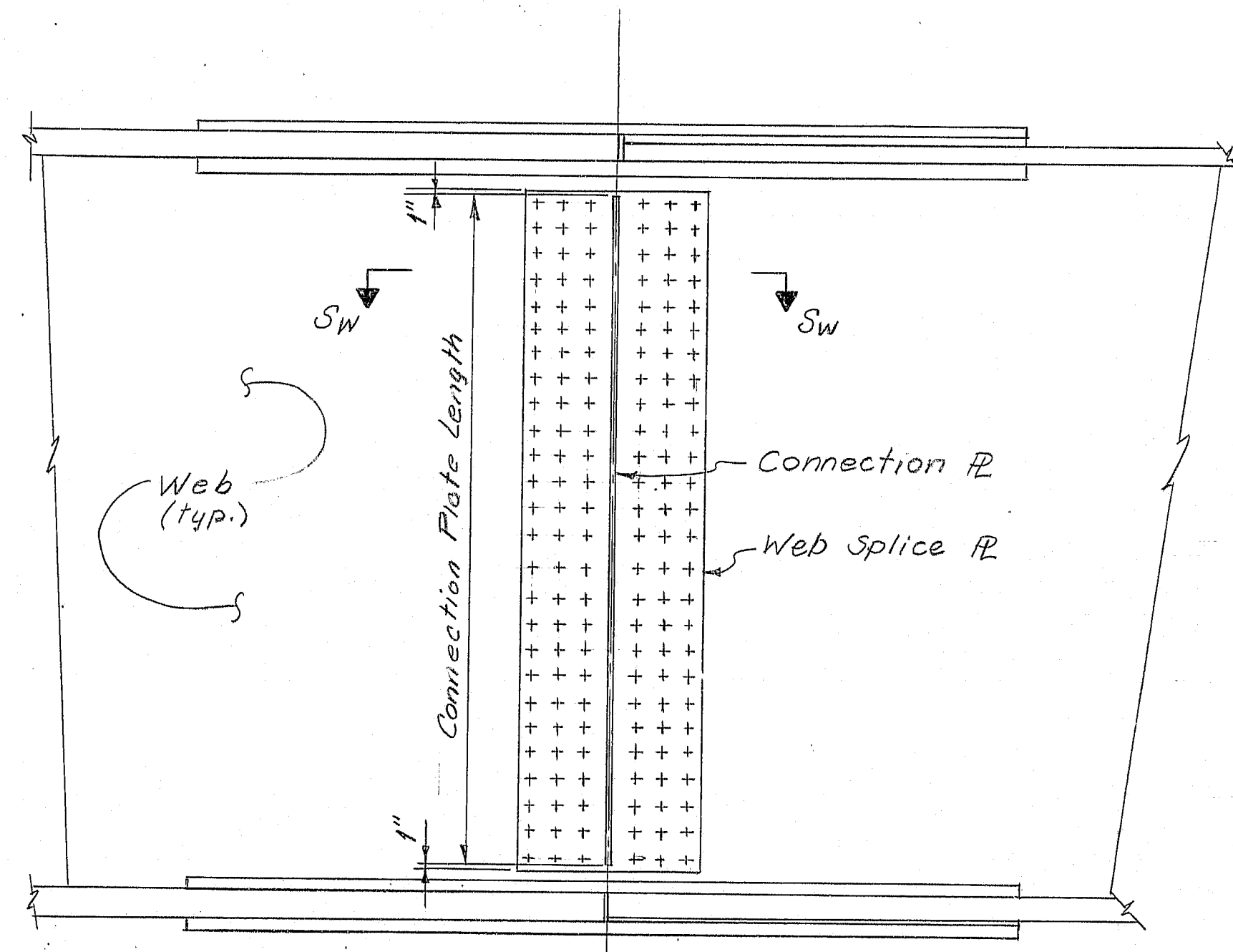
TYPE R FLANGE SPlice
Rectangular Bolt Pattern



WEB SPlice



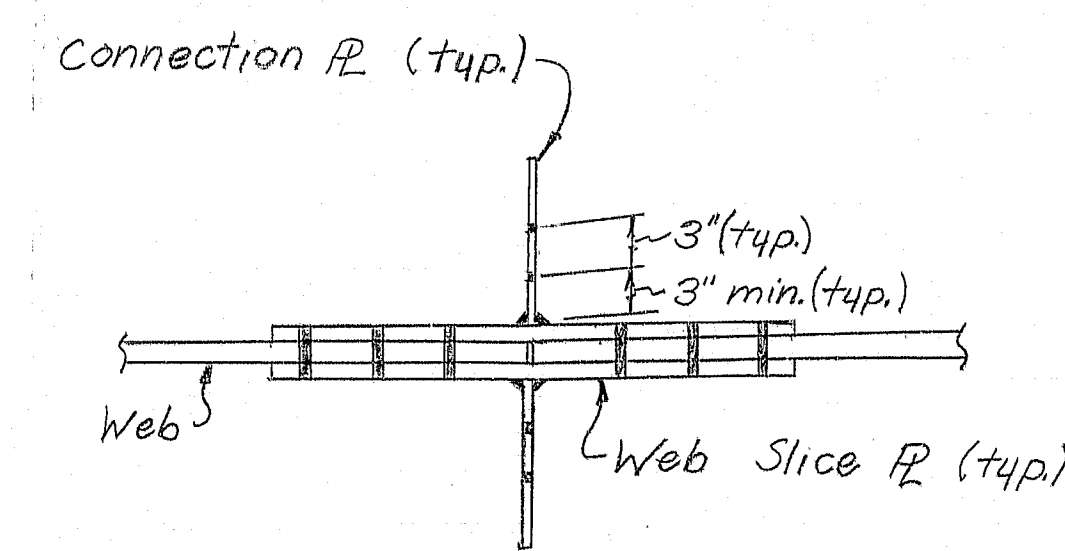
TYPE S FLANGE SPlice
Staggered Bolt Pattern
(Skew not shown)



CONNECTION R DETAIL
(Splices 1 thru 8)
(Cross - Frame not shown)

FIELD SPlice NOTES

1. Splice connections shall be made with $\frac{3}{8}$ " ϕ ASTM A325 high tensile strength bolts. Holes shall be $\frac{1}{8}$ " ϕ .
2. Web and Flange Filler plates shall be used as required when splicing Girders of different sizes. Filler plates of $\frac{1}{4}$ " or less in thickness are not required.
3. For material specifications and details not shown refer to sheets 38 thru 44 of 112.



SECTION SW-SW

SPlice SCHEDULE																											
Span Number	Splice Number	TOP FLANGE										WEB						BOTTOM FLANGE									
		Type	A	N Spaces @ B	C	D	N Spaces @ E	T ₁	T ₂	G	N Spaces @ H	J	N Spaces @ K	W ₂	Type	A	N Spaces @ B	C	D	N Spaces @ E	T ₁	T ₂					
1	1	R	7"	Single bolt row	2"	3 1/2"	4 @ 3"	1 1/2" x 11"	2" x 4"	0	9 @ 4"	6"	1 @ 3"	1 1/2" x 15"	S	6"	1 @ 3"	2 1/2"	3 1/2"	7 @ 2"	3 1/2" x 17"	1" x 8"					
2	2	R	7"	Single bolt row	2"	3 1/2"	4 @ 3"	1 1/2" x 11"	2" x 4"	0	9 @ 4"	6"	1 @ 3"	1 1/2" x 15"	S	6"	1 @ 3"	2 1/2"	3 1/2"	7 @ 2"	3 1/2" x 17"	1" x 8"					
3	3	S	9"	1 @ 3"	1 1/2"	3 1/2"	9 @ 3"	3 1/2" x 18"	3" x 6"	0	13 @ 4"	6"	2 @ 3"	1 1/2" x 21"	S	7"	3 @ 3"	1 1/2"	3 1/2"	13 @ 3"	1 1/2" x 28"	1 1/2" x 12"					
	4	R	7"	2 @ 5 1/2"	1 1/2"	3 1/2"	11 @ 3"	1 1/2" x 32"	1 1/2" x 14"	3 1/2"	14 @ 3 1/2"	6"	2 @ 3"	1 1/2" x 21"	Same as Top Flange												
4	5	R	7"	2 @ 5 1/2"	1 1/2"	3 1/2"	11 @ 3"	1 1/2" x 32"	1 1/2" x 14"	3 1/2"	14 @ 3 1/2"	6"	2 @ 3"	1 1/2" x 21"	Same as Top Flange												
	6	S	9"	1 @ 3"	1 1/2"	3 1/2"	9 @ 3"	3 1/2" x 18"	3" x 6"	0	17 @ 3"	6"	2 @ 3"	1 1/2" x 21"	S	7"	3 @ 3"	1 1/2"	3 1/2"	13 @ 3"	1 1/2" x 28"	1 1/2" x 12"					
	7	S	9"	1 @ 3"	1 1/2"	3 1/2"	9 @ 3"	3 1/2" x 18"	3" x 6"	0	17 @ 3"	6"	2 @ 3"	1 1/2" x 21"	S	7"	3 @ 3"	1 1/2"	3 1/2"	13 @ 3"	1 1/2" x 28"	1 1/2" x 12"					
5	8	S	7"	3 @ 3"	1 1/2"	3 1/2"	9 @ 3"	3 1/2" x 28"	1" x 12"	4"	12 @ 4"	6"	2 @ 3"	1 1/2" x 21"	Same as Top Flange												
	9	S	7"	3 @ 3"	1 1/2"	3 1/2"	9 @ 3"	3 1/2" x 28"	1" x 12"	4"	12 @ 4"	3 1/2"	2 @ 3"	1 1/2" x 18 1/2"	Same as Top Flange												
6	10	S	7"	1 @ 3"	1 1/2"	3 1/2"	3 @ 4"	1 1/2" x 16"	3" x 6"	0	17 @ 3"	3 1/2"	1 @ 3"	1 1/2" x 18 1/2"	S	7"	3 @ 3"	1 1/2"	3 1/2"	5 @ 3"	3 1/2" x 28"	1" x 12"					
	11	R	7"	Single bolt row	2"	3 1/2"	3 @ 3"	1 1/2" x 11"	2" x 4"	0"	13 @ 4"	3 1/2"	1 @ 3"	1 1/2" x 12 1/2"	S	6"	1 @ 3"	2 1/2"	3 1/2"	6 @ 2"	1 1/2" x 19"	3 1/2" x 8"					
7	12	R	7"	Single bolt row	2"	3 1/2"	3 @ 3"	1 1/2" x 11"	2" x 4"	0"	13 @ 4"	3 1/2"	1 @ 3"	1 1/2" x 12 1/2"	S	6"	1 @ 3"	2 1/2"	3 1/2"	6 @ 2"	1 1/2" x 19"	3 1/2" x 8"					
	13	R	7"	Single bolt row	2"	3 1/2"	3 @ 3"	1 1/2" x 11"	2" x 4"	4 1/2"	11 @ 4 1/2"	3 1/2"	1 @ 3"	1 1/2" x 12 1/2"	S	6"	1 @ 3"	1 1/2"	3 1/2"	4 @ 2"	3 1/2" x 15"	3" x 6"					
8	14	R	7"	Single bolt row	2"	3 1/2"	3 @ 3"	1 1/2" x 11"	2" x 4"	4 1/2"	11 @ 4 1/2"	3 1/2"	1 @ 3"	1 1/2" x 12 1/2"	S	6"	1 @ 3"	1 1/2"	3 1/2"	4 @ 2"	3 1/2" x 15"	3" x 6"					
	15	S	6"	1 @ 3"	1 1/2"	3 1/2"	4 @ 2"	1 1/2" x 15"	3" x 6"	4 1/2"	11 @ 4 1/2"	3 1/2"	1 @ 3"	1 1/2" x 12 1/2"	S	8"	1 @ 3"	2 1/2"	3 1/2"	6 @ 2"	1 1/2" x 19"	3 1/2" x 8"					

SPlice SKEW CHART											
Girder Number	Splice Number										
	1	2	3	4	5	6	7	8	9 thru 14	15	
1	2°-11'	2°-5'	2°-24'	1°-47'	2°-7'	2°-30'	2°-2'	1°-7'			
2	2°-1'	2°-1'	2°-5'	1°-37'	1°-51'	2°-17'	1°-56'	0°-55'			
3	1°-51'	1°-55'	1°-51'	1°-28'	1°-36'	2°-4'	1°-49'	0°-42'			
4	1°-39'	1°-49'	1°-40'	1°-19'	1°-21'	1°-51'	1°-43'	0°-29'			
5	1°-29'	1°-39'	1°-41'	1°-19'	1°-20'	1°-51'	1°-42'	0°-29'			
6	1°-29'	1°-43'	1°-46'	1°-13'	1°-17'	1°-38'	1°-19'	0°-9'			
7	1°-29'	1°-43'	1°-54'	1°-7'	1°-19'	1°-25'	0°-56'	-0°-12'			
8	1°-30'	1°-41'	2°-5'	1°-1'	1°-12'	1°-13'	0°-33'	-0°-33'			
9	1°-30'	1°-39'									
10	1°-31'	1°-35'									

Note: Girders are numbered from left to right.
Station Ahead
Girders
Positive Skew
Negative Skew (-)

107-178

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY

SPlices

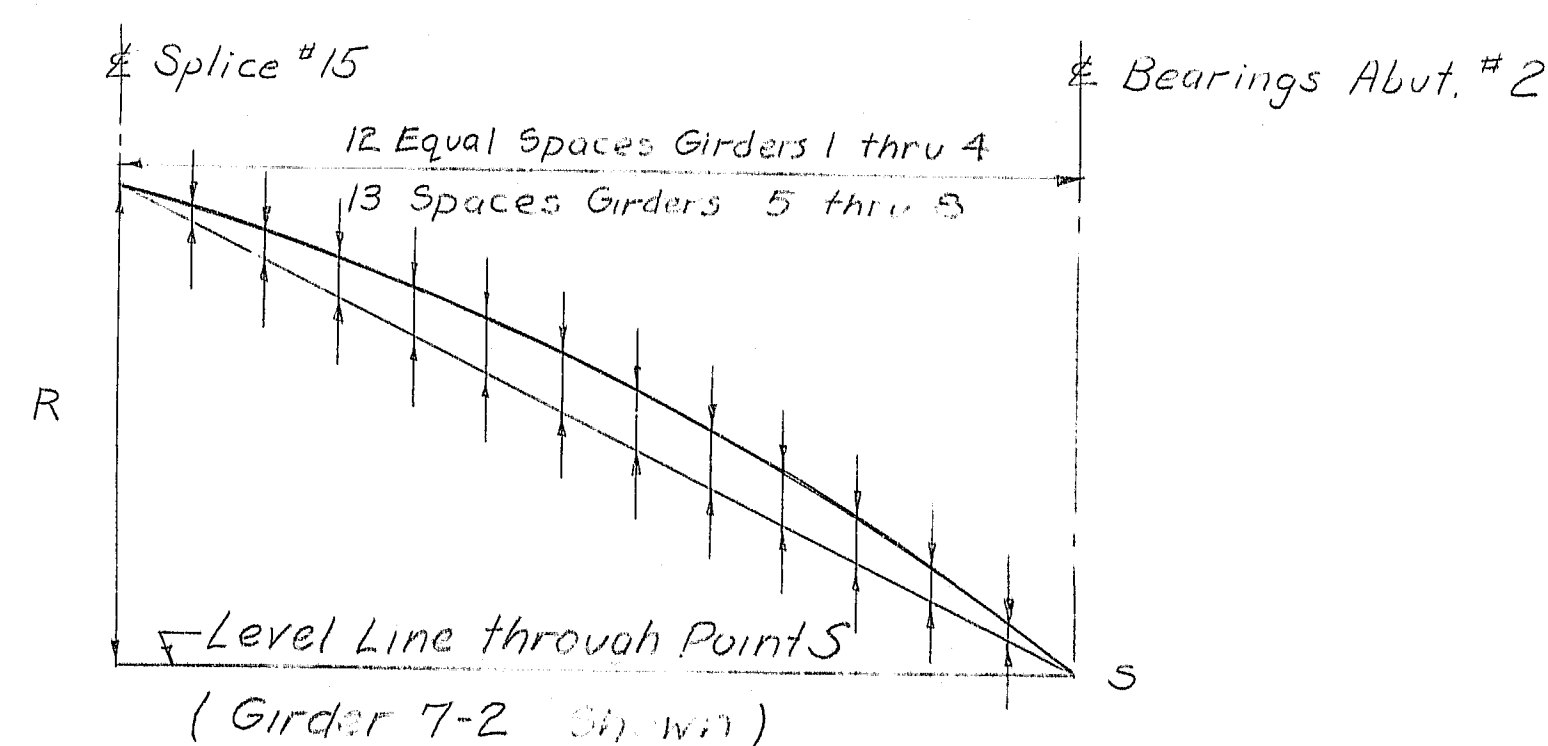
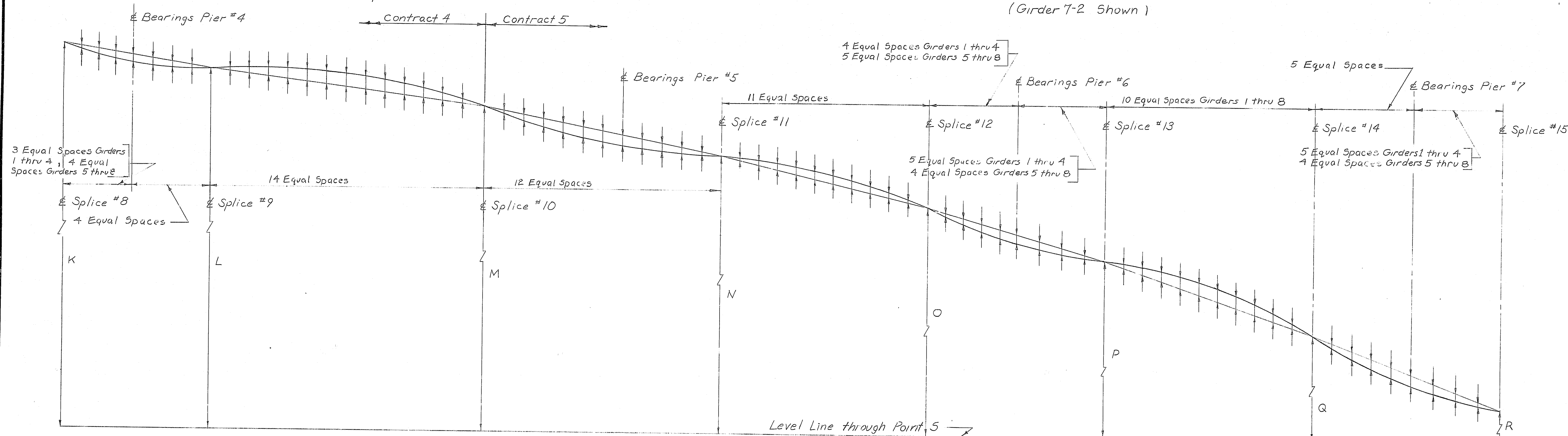
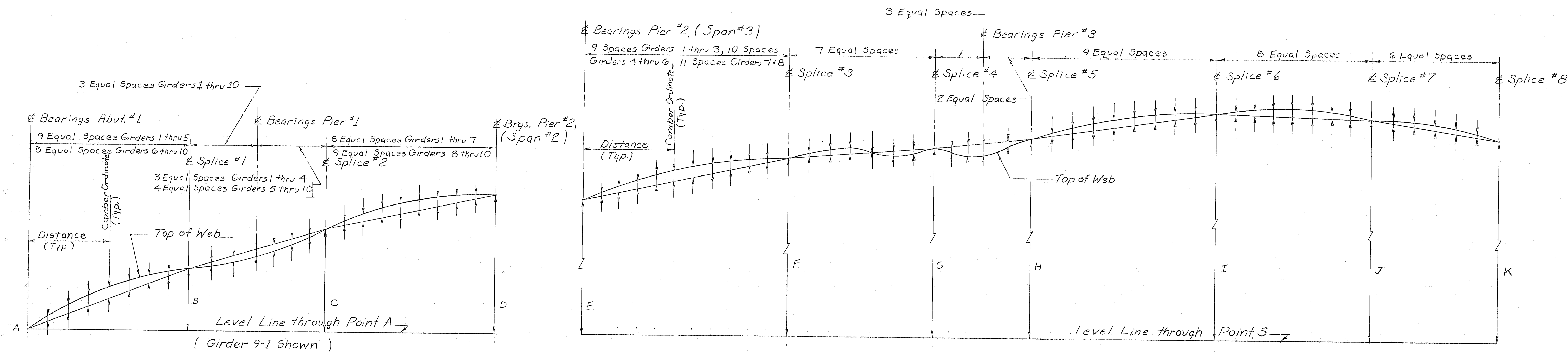
AUGUSTA, MAINE Sept. 1983

As BUILT

PROJECT DESIGN ENGINEER	DATE
SAV/PAV/DA/B	10/73
PLANS	REVISIONS
DESIGN DETAIL	PLAN 1992
CHECKED	
FIELD CHANGES	

BRUNING 44-132-12710-1

F.R.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-0(22)	46	174



CAMBER DIAGRAM

NOTES

1. Camber ordinates, as shown, are computed for all dead load deflection and for the curvature of the finished grade profile.
2. For Camber Ordinates and Distances see Sheet 47, 48, & 49.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE 224
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
CAMBER DIAGRAM

AUGUSTA, MAINE Sept. 1932

107-179

As Point 741.411111 5704

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	7/25
REVISIONS	
FIELD CHANGES	

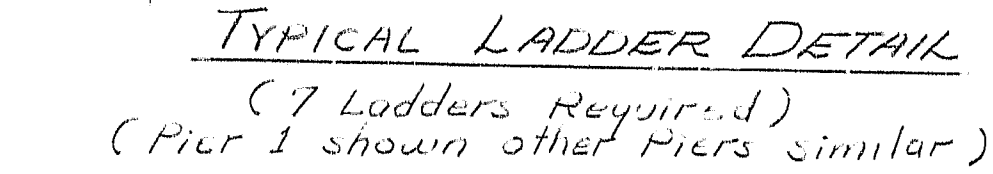
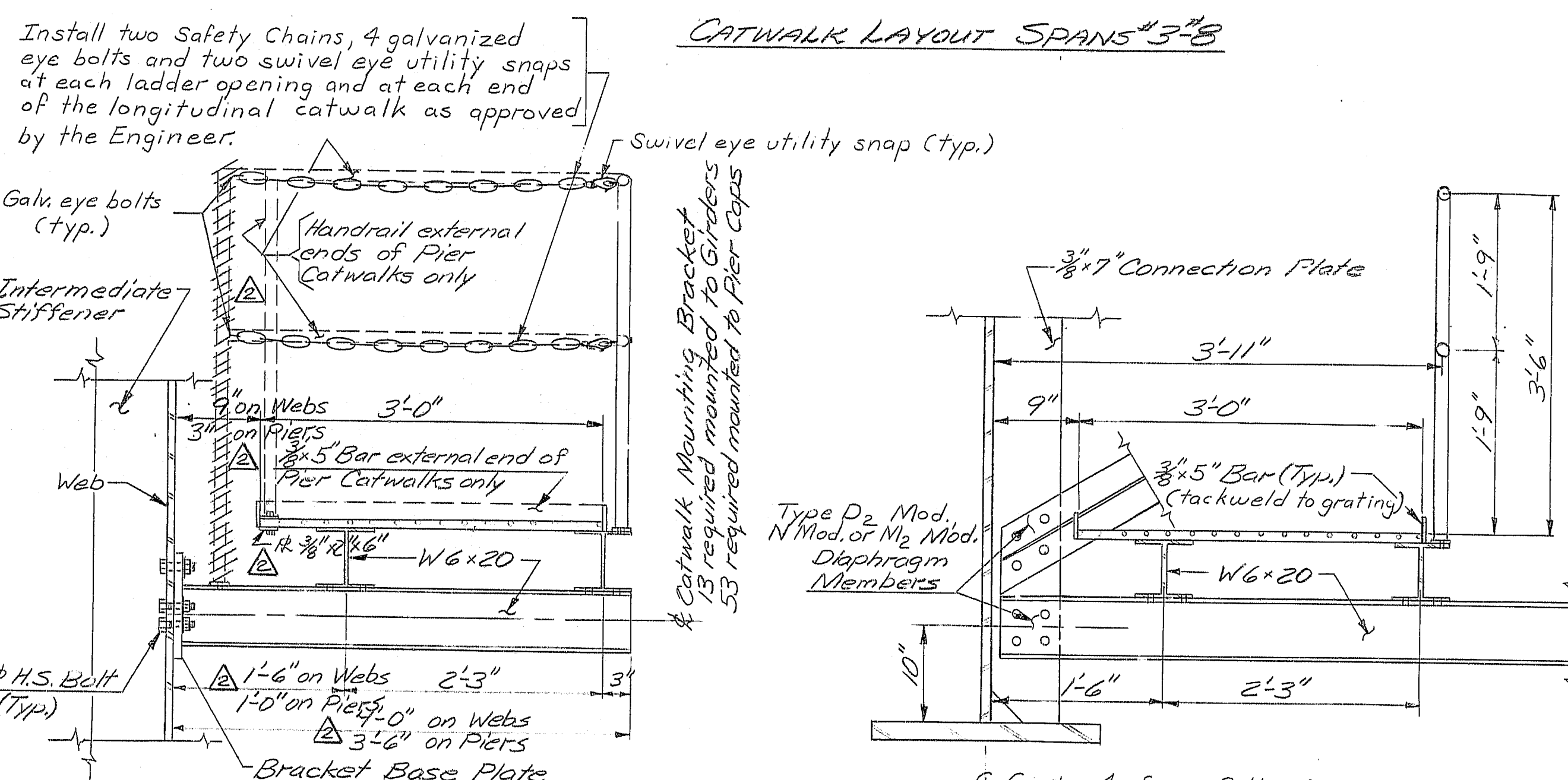
BRUNING 44-132 45710-1

		A		Splice #1										B		Splice #2										C		Splice #3										D		Splice #4										E		Splice #5										F		Splice #6										G		Splice #7										H		Splice #8										I		Splice #9										J		Splice #10										K		Splice #11										L		Splice #12										M		Splice #13										N		Splice #14										O		Splice #15										P		Splice #16										Q		Splice #17										R		Splice #18										S		Splice #19										T		Splice #20										U		Splice #21										V		Splice #22										W		Splice #23										X		Splice #24										Y		Splice #25										Z		Splice #26										AA		Splice #27										AB		Splice #28										AC		Splice #29										AD		Splice #30										AE		Splice #31										AF		Splice #32										AG		Splice #33										AH		Splice #34										AI		Splice #35										AJ		Splice #36										AK		Splice #37										AL		Splice #38										AM		Splice #39										AN		Splice #40										AO		Splice #41										AP		Splice #42										AQ		Splice #43										AR		Splice #44										AS		Splice #45										AT		Splice #46										AU		Splice #47										AV		Splice #48										AW		Splice #49										AX		Splice #50										AY		Splice #51										AZ		Splice #52										BA		Splice #53										BB		Splice #54										BC		Splice #55										BD		Splice #56										BE		Splice #57										BF		Splice #58										BG		Splice #59										BH		Splice #60										BI		Splice #61										BJ		Splice #62										BK		Splice #63										BL		Splice #64										BM		Splice #65										BN		Splice #66										BO		Splice #67										BP		Splice #68										BQ		Splice #69										BR		Splice #70										BS		Splice #71										BT		Splice #72										BU		Splice #73										BV		Splice #74										BW		Splice #75										BX		Splice #76										BY		Splice #77										BZ		Splice #78										CA		Splice #79										CB		Splice #80										CC		Splice #81										CD		Splice #82										CE		Splice #83										CF		Splice #84										CG		Splice #85										CH		Splice #86										CI		Splice #87										CJ		Splice #88										CK		Splice #89										CL		Splice #90										CM		Splice #91										CN		Splice #92										CO		Splice #93										CP		Splice #94										CQ		Splice #95										CR		Splice #96										CS		Splice #97										CT		Splice #98										CU		Splice #99										CV		Splice #100										CW		Splice #101										CX		Splice #102										CY		Splice #103										CZ		Splice #104										DA		Splice #105										DB		Splice #106
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1-2	Distance Camber	16'-5 1/8" 0"	10.83 3/16"	21.67 3/8"	32.50 3/8"	43.33 1/4"	54.17 1/8"	65.00 0"	16'-1 3/4" 0"	11.67 -3/8"	23.33 -1 1/16"	35.00 -1 1/16"	46.67 -1 1/16"	58.33 -1 1/16"	70.00 -1 1/16"	81.67 -1 1/16"	93.33 -1 1/16"	105.00 -1 1/16"	116.67 -1 1/16"	128.33 -1 1/16"	140.00 -1 1/16"	151.67 -1 1/16"	163.33 -1 1/16"	175.00 -1 1/16"	186.67 -1 1/16"	198.33 -1 1/16"	210.00 -1 1/16"	221.67 -1 1/16"	233.33 -1 1/16"	245.00 -1 1/16"	256.67 -1 1/16"	268.33 -1 1/16"	280.00 -1 1/16"	291.67 -1 1/16"	303.33 -1 1/16"	315.00 -1 1/16"	326.67 -1 1/16"	338.33 -1 1/16"	350.00 -1 1/16"	361.67 -1 1/16"	373.33 -1 1/16"	385.00 -1 1/16"	396.67 -1 1/16"	408.33 -1 1/16"	420.00 -1 1/16"	431.67 -1 1/16"	443.33 -1 1/16"	455.00 -1 1/16"	466.67 -1 1/16"	478.33 -1 1/16"	490.00 -1 1/16"	501.67 -1 1/16"	513.33 -1 1/16"	525.00 -1 1/16"	536.67 -1 1/16"	548.33 -1 1/16"	560.00 -1 1/16"	571.67 -1 1/16"	583.33 -1 1/16"	595.00 -1 1/16"	606.67 -1 1/16"	618.33 -1 1/16"	630.00 -1 1/16"	641.67 -1 1/16"	653.33 -1 1/16"	665.00 -1 1/16"	676.67 -1 1/16"	688.33 -1 1/16"	700.00 -1 1/16"	711.67 -1 1/16"	723.33 -1 1/16"	735.00 -1 1/16"	746.67 -1 1/16"	758.33 -1 1/16"	770.00 -1 1/16"	781.67 -1 1/16"	793.33 -1 1/16"	805.00 -1 1/16"	816.67 -1 1/16"	828.33 -1 1/16"	840.00 -1 1/16"	851.67 -1 1/16"	863.33 -1 1/16"	875.00 -1 1/16"	886.67 -1 1/16"	898.33 -1 1/16"	910.00 -1 1/16"	921.67 -1 1/16"	933.33 -1 1/16"	945.00 -1 1/16"	956.67 -1 1/16"	968.33 -1 1/16"	980.00 -1 1/16"	991.67 -1 1/16"	1003.33 -1 1/16"	1015.00 -1 1/16"	1026.67 -1 1/16"	1038.33 -1 1/16"	1050.00 -1 1/16"	1061.67 -1 1/16"	1073.33 -1 1/16"	1085.00 -1 1/16"	1096.67 -1 1/16"	1108.33 -1 1/16"	1120.00 -1 1/16"	1131.67 -1 1/16"	1143.33 -1 1/16"	1155.00 -1 1/16"	1166.67 -1 1/16"	1178.33 -1 1/16"	1190.00 -1 1/16"	1201.67 -1 1/16"	1213.33 -1 1/16"	1225.00 -1 1/16"	1236.67 -1 1/16"	1248.33 -1 1/16"	1260.00 -1 1/16"	1271.67 -1 1/16"	1283.33 -1 1/16"	1295.00 -1 1/16"	1306.67 -1 1/16"	1318.33 -1 1/16"	1330.00 -1 1/16"	1341.67 -1 1/16"	1353.33 -1 1/16"	1365.00 -1 1/16"	1376.67 -1 1/16"	1388.33 -1 1/16"	1400.00 -1 1/16"	1411.67 -1 1/16"	1423.33 -1 1/16"	1435.00 -1 1/16"	1446.67 -1 1/16"	1458.33 -1 1/16"	1470.00 -1 1/16"	1481.67 -1 1/16"	1493.33 -1 1/16"	1505.00 -1 1/16"	1516.67 -1 1/16"	1528.33 -1 1/16"	1540.00 -1 1/16"	1551.67 -1 1/16"	1563.33 -1 1/16"	1575.00 -1 1/16"	1586.67 -1 1/16"	1598.33 -1 1/16"	1610.00 -1 1/16"	1621.67 -1 1/16"	1633.33 -1 1/16"	1645.00 -1 1/16"	1656.67 -1 1/16"	1668.33 -1 1/16"	1680.00 -1 1/16"	1691.67 -1 1/16"	1703.33 -1 1/16"	1715.00 -1 1/16"	1726.67 -1 1/16"	1738.33 -1 1/16"	1750.00 -1 1/16"	1761.67 -1 1/16"	1773.33 -1 1/16"	1785.00 -1 1/16"	1796.67 -1 1/16"	1808.33 -1 1/16"	1820.00 -1 1/16"	1831.67 -1 1/16"	1843.33 -1 1/16"	1855.00 -1 1/16"	1866.67 -1 1/16"	1878.33 -1 1/16"	1890.00 -1 1/16"	1901.67 -1 1/16"	1913.33 -1 1/16"	1925.00 -1 1/16"	1936.67 -1 1/16"	1948.33 -1 1/16"	1960.00 -1 1/16"	1971.67 -1 1/16"	1983.33 -1 1/16"	1995.00 -1 1/16"	2006.67 -1 1/16"	2018.33 -1 1/16"	2030.00 -1 1/16"	2041.67 -1 1/16"	2053.33 -1 1/16"	2065.00 -1 1/16"	2076.67 -1 1/16"	2088.33 -1 1/16"	2100.00 -1 1/16"	2111.67 -1 1/16"	2123.33 -1 1/16"	2135.00 -1 1/16"	2146.67 -1 1/16"	2158.33 -1 1/16"	2170.00 -1 1/16"	2181.67 -1 1/16"	2193.33 -1 1/16"	2205.00 -1 1/16"	2216.67 -1 1/16"	2228.33 -1 1/16"	2240.00 -1 1/16"	2251.67 -1 1/16"	2263.33 -1 1/16"	2275.00 -1 1/16"	2286.67 -1 1/16"	2298.33 -1 1/16"	2310.00 -1 1/16"	2321.67 -1 1/16"	2333.33 -1 1/16"	2345.00 -1 1/16"	2356.67 -1 1/16"	2368.33 -1 1/16"	2380.00 -1 1/16"	2391.67 -1 1/16"	2403.33 -1 1/16"	2415.00 -1 1/16"	2426.67 -1 1/16"	2438.33 -1 1/16"	2450.00 -1 1/16"	2461.67 -1 1/16"	2473.33 -1 1/16"	2485.00 -1 1/16"	2496.67 -1 1/16"	2508.33 -1 1/16"	2520.00 -1 1/16"	2531.67 -1 1/16"	2543.33 -1 1/16"	2555.00 -1 1/16"	2566.67 -1 1/16"	2578.33 -1 1/16"	2590.00 -1 1/16"	2601.67 -1 1/16"	2613.33 -1 1/16"	2625.00 -1 1/16"	2636.67 -1 1/16"	2648.33 -1 1/16"	2660.00 -1 1/16"	2671.67 -1 1/16"	2683.33 -1 1/16"	2695.00 -1 1/16"	2706.67 -1 1/16"	2718.33 -1 1/16"	2730.00 -1 1/16"	2741.67 -1 1/16"	2753.33 -1 1/16"	2765.00 -1 1/16"	2776.67 -1 1/16"	2788.33 -1 1/16"	2800.00 -1 1/16"	2811.67 -1 1/16"	2823.33 -1 1/16"	2835.00 -1 1/16"	2846.67 -1 1/16"	2858.33 -1 1/16"	2870.00 -1 1/16"	2881.67 -1 1/16"	2893.33 -1 1/16"	2905.00 -1 1/16"	2916.67 -1 1/16"	2928.33 -1 1/16"	2940.00 -1 1/16"	2951.67 -1 1/16"	2963.33 -1 1/16"	2975.00 -1 1/16"	2986.67 -1 1/16"	2998.33 -1 1/16"	3010.00 -1 1/16"	3021.67 -1 1/16"	3033.33 -1 1/16"	3045.00 -1 1/16"	3056.67 -1 1/16"	3068.33 -1 1/16"	3080.00 -1 1/16"	3091.67 -1 1/16"	3103.33 -1 1/16"	3115.00 -1 1/16"	3126.67 -1 1/16"	3138.33 -1 1/16"	3150.00 -1 1/16"	3161.67 -1 1/16"	3173.33 -1 1/16"	3185.00 -1 1/16"	3196.67 -1 1/16"	3208.33 -1 1/16"	3220.00 -1 1/16"	3231.67 -1 1/16"	3243.33 -1 1/16"	3255.00 -1 1/16"	3266.67 -1 1/16"	3278.33 -1 1/16"	3290.00 -1 1/16"	3301.67 -1 1/16"	3313.33 -1 1/16"	3325.00 -1 1/16"	3336.67 -1 1/16"	3348.33 -1 1/16"	3360.00 -1 1/16"	3371.67 -1 1/16"	3383.33 -1 1/16"	3395.00 -1 1/16"	3406.67 -1 1/16"	3418.33 -1 1/16"	3430.00 -1 1/16"	3441.67 -1 1/16"	3453.33 -1 1/16"	3465.00 -1 1/16"	3476.67 -1 1/16"	3488.33 -1 1/16"	3500.00 -1 1/16"	3511.67 -1 1/16"	3523.33 -1 1/16"	3535.00 -1 1/16"	3546.67 -1 1/16"	3558.33 -1 1/16"	3570.00 -1 1/16"	3581.67 -1 1/16"	3593.33 -1 1/16"	3605.00 -1 1/16"	3616.67 -1 1/16"	3628.33 -1 1/16"	3640.00 -1 1/16"	3651.67 -1 1/16"	3663.33 -1 1/16"	3675.00 -1 1/16"	3686.67 -1 1/16"	3698.33 -1 1/16"	3710.00 -1 1/16"	3721.67 -1 1/16"	3733.33 -1 1/16"	3745.00 -1 1/16"	3756.67 -1 1/16"	3768.33 -1 1/16"	3780.00 -1 1/16"	3791.67 -1 1/16"	3803.33 -1 1/16"	3815.00 -1 1/16"	3826.67 -1 1/16"	3838.33 -1 1/16"	3850.00 -1 1/16"	3861.67 -1 1/16"	3873.33 -1 1/16"	3885.00 -1 1/16"	3896.67 -1 1/16"	3908.33 -1 1/16"	3920.00 -1 1/16"	3931.67 -1 1/16"	3943.33 -1 1/16"	3955.00 -1 1/16"	3966.67 -1 1/16"	3978.33 -1 1/16"	3990.00 -1 1/16"	4001.67 -1 1/16"	4013.33 -1 1/16"	4025.00 -1 1/16"	4036.67 -1 1/16"	4048.33 -1 1/16"	4060.00 -1 1/16"	4071.67 -1 1/16"	4083.33 -1 1/16"	4095.00 -1 1/16"	4106.67 -1 1/16"	4118.33 -1 1/16"	4130.00 -1 1/16"	4141.67 -1 1/16"	4153.33 -1 1/16"	4165.00 -1 1/16"	4176.67 -1 1/16"	4188.33 -1 1/16"	4200.00 -1 1/16"	4211.67 -1 1/16"	4223.33 -1 1/16"	4235.00 -1 1/16"	4246.67 -1 1/16"	4258.33 -1 1/16"	4270.00 -1 1/16"	4281.67 -1 1/16"	4293.33 -1 1/16"	4305.00 -1 1/16"	4316.67 -1 1/16"	4328.33 -1 1/16"	4340.00 -1 1/16"	4351.67 -1 1/16"	4363.33 -1 1/16"	4375.00 -1 1/16"	4386.67 -1 1/16"	4398.33 -1 1/16"	4410.00 -1 1/16"	4421.67 -1 1/16"	4433.33 -1 1/16"	4445.00 -1 1/16"	4456.67 -1 1/16"	4468.33 -1 1/16"	4480.00 -1 1/16"	4491.67 -1 1/16"	4503.33 -1 1/16"	4515.00 -1 1/16"	4526.67 -1 1/16"	4538.33 -1 1/16"	4550.00 -1 1/16"	4561.67 -1 1/16"	4573.33 -1 1/16"	4585.00 -1 1/16"	4596.67 -1 1/16"	4608.33 -1 1/16"	4620.00 -1 1/16"	4631.67 -1 1/16"	4643.33 -1 1/16"	4655.00 -1 1/16"	4666.67 -1 1/16"	4678.33 -1 1/16"	4690.00 -1 1/16"	4701.67 -1 1/16"	4713.33 -1 1/16"	4725.00 -1 1/16"	4736.67 -1 1/16"	4748.33 -1 1/16"	4760.00 -1 1/16"	4771.67 -1 1/16"	4783.33 -1 1/16"	4795.00 -1 1/16"	4806.67 -1 1/16"	4818.33 -1 1/16"	4830.00 -1 1/16"	4841.67 -1 1/16"	4853.33 -1 1/16"	4865.00 -1 1/16"	4876.67 -1 1/16"	4888.33 -1 1/16"	4900.00 -1 1/16"	4911.67 -1 1/16"	4923.33 -1 1/16"	4935.00 -1 1/16"	4946.67 -1 1/16"	4958.33 -1 1/16"	4970.00 -1 1/16"	4981.67 -1 1/16"	4993.33 -1 1/16"	5005.00 -1 1/16"	5016.67 -1 1/16"	5028.33 -1 1/16"	5040.00 -1 1/16"	5051.67 -1 1/16"	5063.33 -1 1/16"	5075.00 -1 1/16"	5086.67 -1 1/16"	5098.33 -1 1/16"	5110.00 -1 1/16"	5121.67 -1 1/16"	5133.33 -1 1/16"	5145.00 -1 1/16"	5156.67 -1 1/16"	5168.33 -1 1/16"	5180.00 -1 1/16"	5191.67 -1 1/16"	5203.33 -1 1/16"	5215.00 -1 1/16"	5226.67 -1 1/16"	5238.33 -1 1/16"	5250.00 -1 1/16"	5261.67 -1 1/16"	5273.33 -1 1/16"	5285.00 -1 1/16"	5296.67 -1 1/16"	5308.33 -1 1/16"	5320.00 -1 1/16"	5331.67 -1 1/16"	5343.33 -1 1/16"	5355.00 -1 1/16"	5366.67 -1 1/16"	5378.33 -1 1/16"	5390.00 -1 1/16"	5401.67 -1 1/16"	5413.33 -1 1/16"	5425.00 -1 1/16"	5436.67 -1 1/16"	5448.33 -1 1/16"	5460.00 -1 1/16"	5471.67 -1 1/16"	5483.33 -1 1/16"	5495.00 -1 1/16"	5506.67 -1 1/16"	5518.33 -1 1/16"	5530.00 -1 1/16"	5541.67 -1 1/16"	5553.33 -1 1/16"	5565.00 -1 1/16"	5576.67 -1 1/16"	5588.33 -1 1/16"	5600.00 -1 1/16"	5611.67 -1 1/16"	5623.33 -1 1/16"	5635.00 -1 1/16"	5646.67 -1 1/16"	5658.33 -1 1/16"	5670.00 -1 1/16"	5681.67 -1 1/16"	5693.33 -1 1/16"	5705.00 -1 1/16"	5716.67 -1 1/16"	5728.33 -1 1/16"	5740.00 -1 1/16"	5751.67 -1 1/16"	5763.33 -1 1/16"	5775.00 -1 1/16"	5786.67 -1 1/16"	5798.33 -1 1/16"	5810.00 -1 1/16"	5821.67 -1 1/16"	5833.33 -1 1/16"	5845.00 -1 1/16"	5856.67 -1 1/16"	5868.33 -1 1/16"	5880.00 -1 1/16"	5891.67 -1 1/16"	5903.33 -1 1/16"	5915.00 -1 1/16"	5926.67 -1 1/16"	5938.33 -1 1/16"	5950.00 -1 1/16"	5961.67 -1 1/16"	5973.33 -1 1/16"	5985.00 -1 1/16"	5996.67 -1 1/16"	6008.33 -1 1/16"	6020.00 -1 1/16"	6031.67 -1 1/16"	6043.33 -1 1/16"	6055.00 -1 1/16"	6066.67 -1 1/16"	6078.33 -1 1/16"	6090.00 -1 1/16"	6101.67 -1 1/16"	6113.33 -1 1/16"	6125.00 -1 1/16"	6136.67 -1 1/16"	6148.33 -1 1/16"	6160.00 -1 1/16"	6171.67 -1 1/16"	6183.33 -1 1/16"	6195.00 -1 1/16"	6206.67 -1 1/16"	6218.33 -1 1/16"	6230.00 -1 1/16"	6241.67 -1 1/16"	6253.33 -1 1/16"	6265.00 -1 1/16"	6276.67 -1 1/16"	6288.33 -1 1/16"	6300.00 -1 1/16"	6311.67 -1 1/16"	6323.33 -1 1/16"	6335.00 -1 1/16"	6346.67 -1 1/16"	6358.33 -1 1/16"	6370.00 -1 1/16"	6381.67 -1 1/16"	6393.33 -1 1/16"	6405.00 -1 1/16"	6416.67 -1 1/16"	6428.33 -1 1/16"	6440.00 -1 1/16"	6451.67 -1 1/16"	6463.33 -1 1/16"	6475.00 -1 1/16"	6486.67 -1 1/16"	6498.33 -1 1/16"	6510.00 -1 1/16"	6521.67 -1 1/16"	6533.33 -1 1/16"	6545.00 -1 1/16"	6556.67 -1 1/16"	6568.33 -1 1/16"	6580.00 -1 1/16"	6591.67 -1 1/16"	6603.33 -1 1/16"	6615.00 -1 1/16"	6626.67 -1 1/16"	6638.33 -1 1/16"	6650.00 -1 1/16"	6661.67 -1 1/16"	6673.33 -1 1/16"	6685.00 -1 1/16"	6696.67 -1 1/16"	6708.33 -1 1/16"	6720.00 -1 1/16"	6731.67 -1 1/16"	6743.33 -1 1/16"	6755.00 -1 1/16"	6766.


Revision	△	Moved Catwalk & Ladder closer to pier cap	7-3-84
Revision	△	Altered Catwalk @ Pier #2	5-2-84



107-183

CATWALK NOTES

1. ~ All catwalk materials not attached to the piers shall conform to ASTM A588. All other materials shall be galvanized ASTM A36 steel unless otherwise noted.
2. ~ Transverse Catwalk Units will be fabricated Full length as shown on the plans.
3. ~ For Limits of contract 4f5 see sheet #43.
4. ~ The Longitudinal Catwalk shall be installed full length in the center bay between steel girders, with transverse catwalk along each side of each pier cap.
5. ~ The grating may be attached by another method if approved by the Engineer.
6. ~ Left walkway used without be connected to the right

Revision		Moved Catwalk & ladder closer to pier cap	7-3-84
Revision		Altered Catwalk @ Pier "2"	5-2-84

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

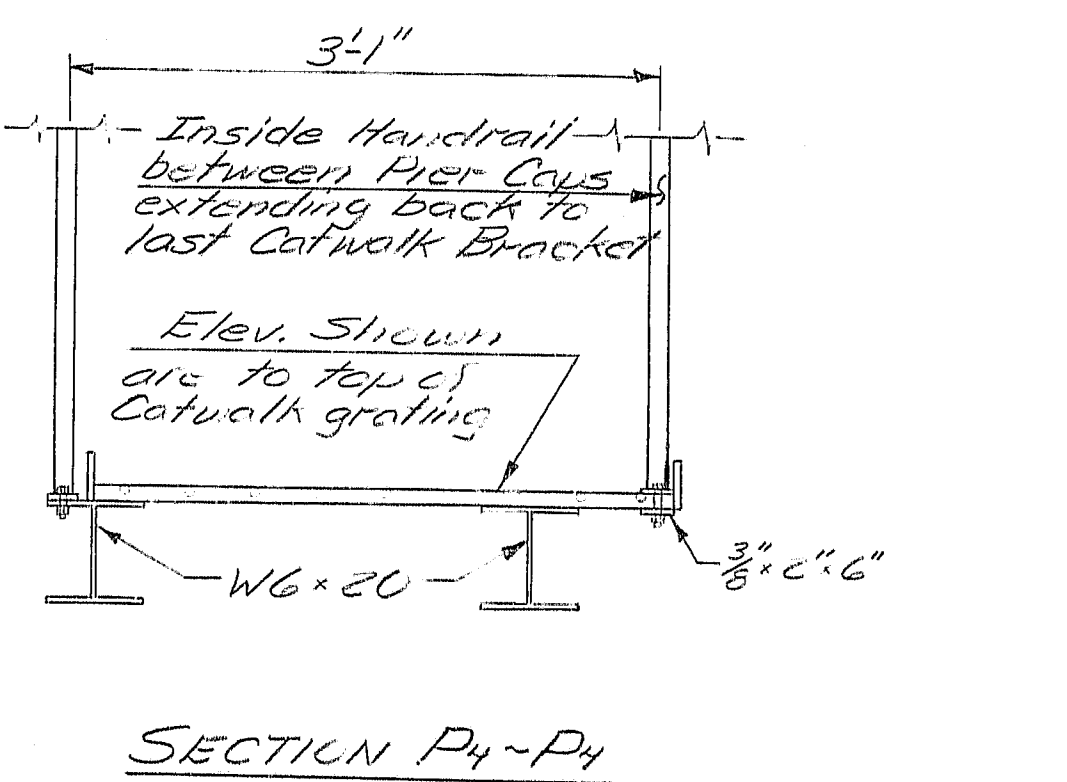
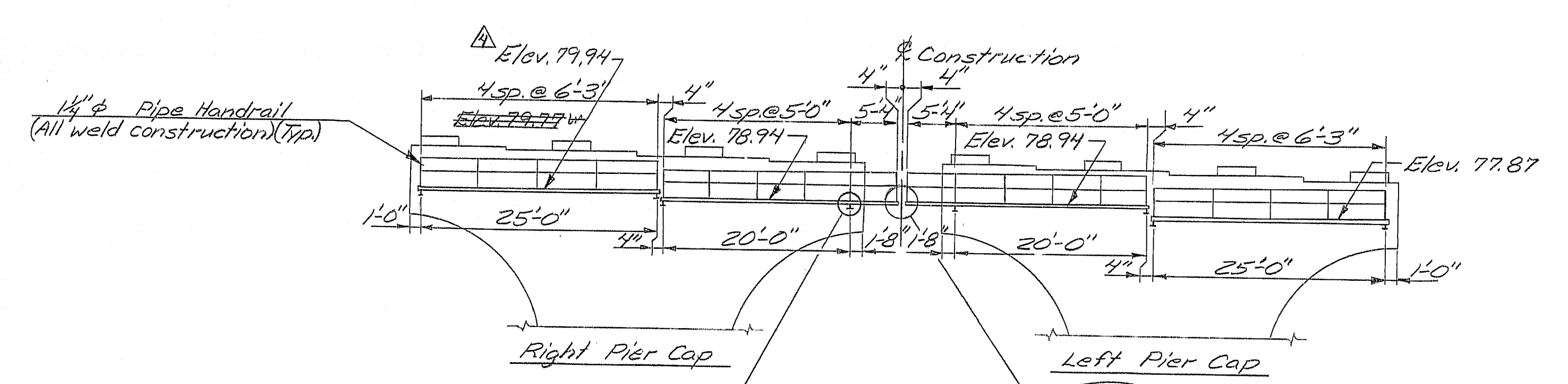
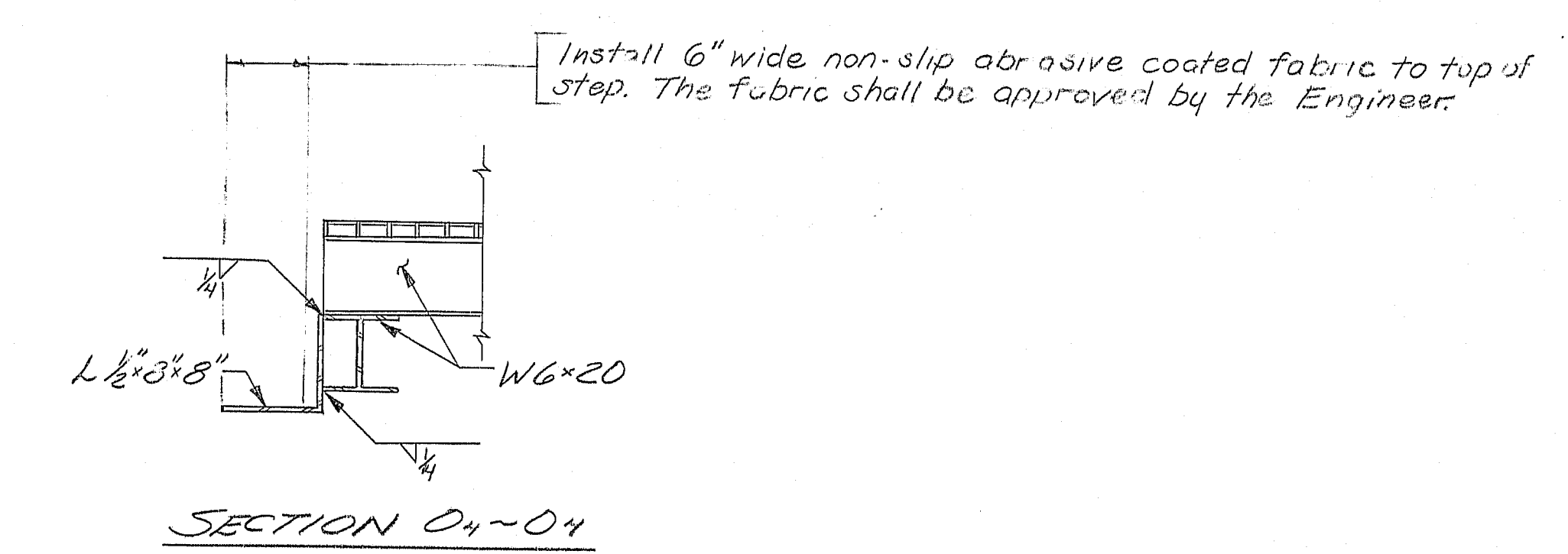
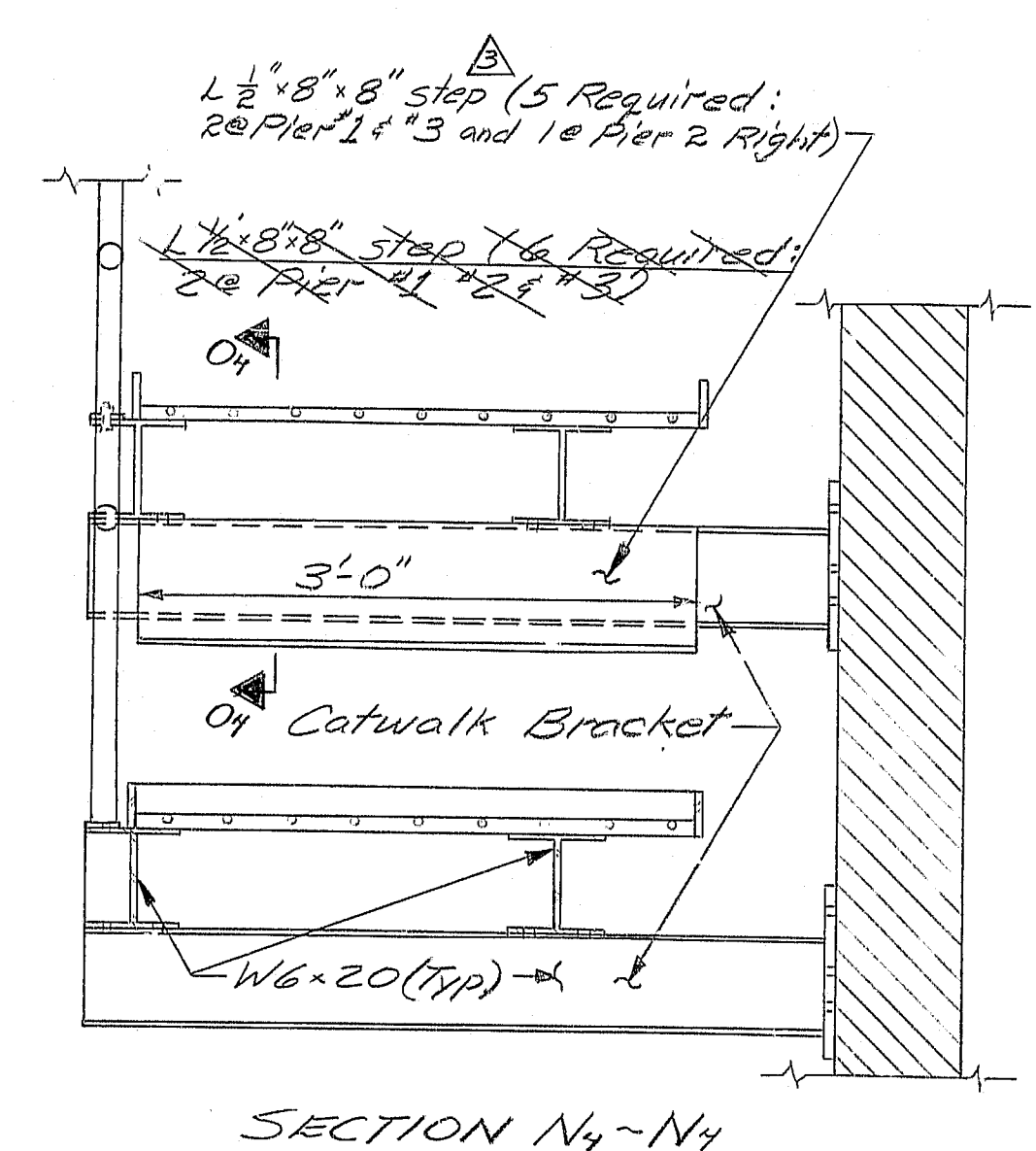
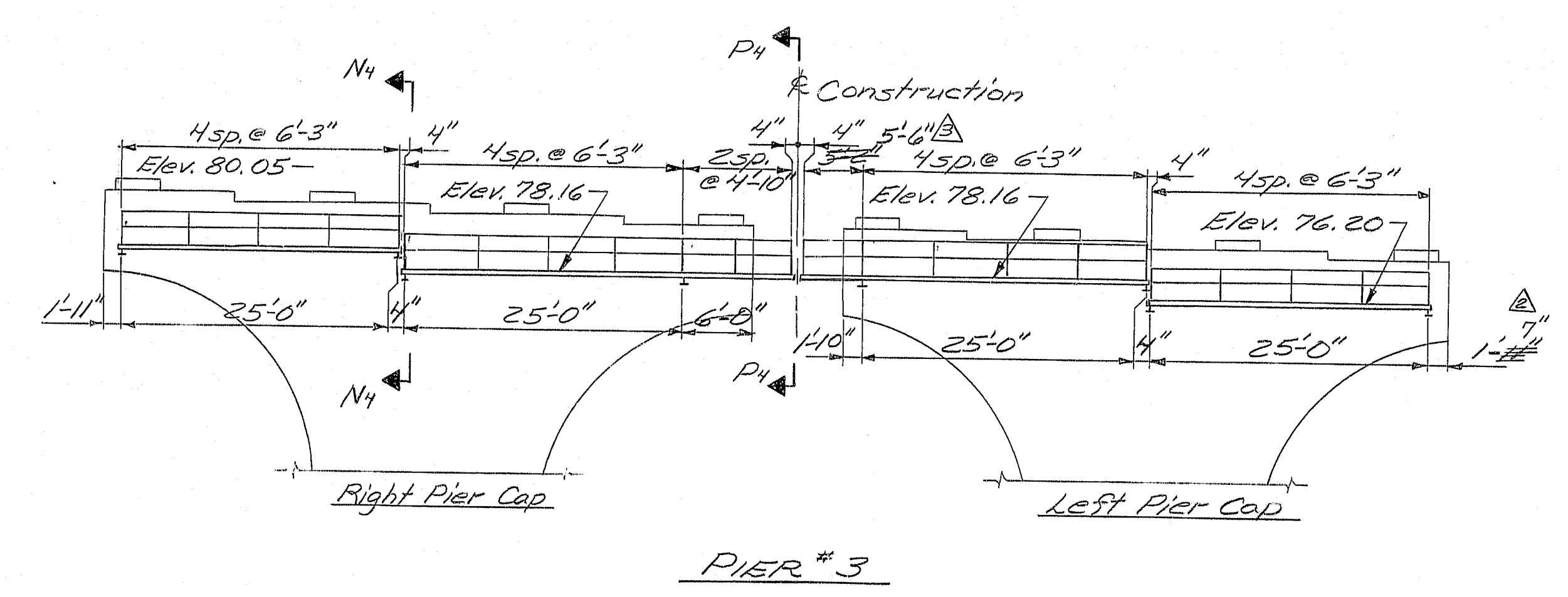
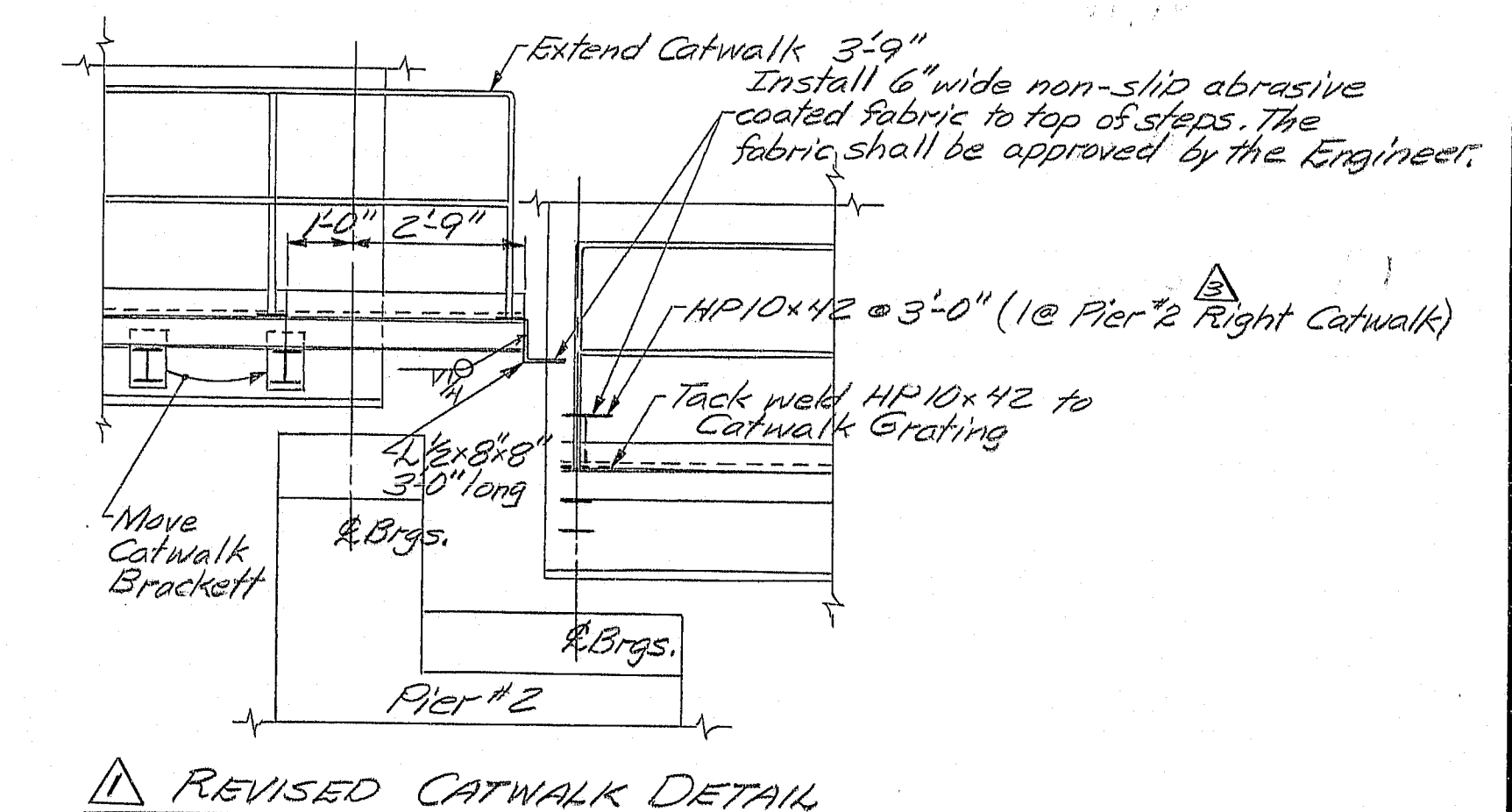
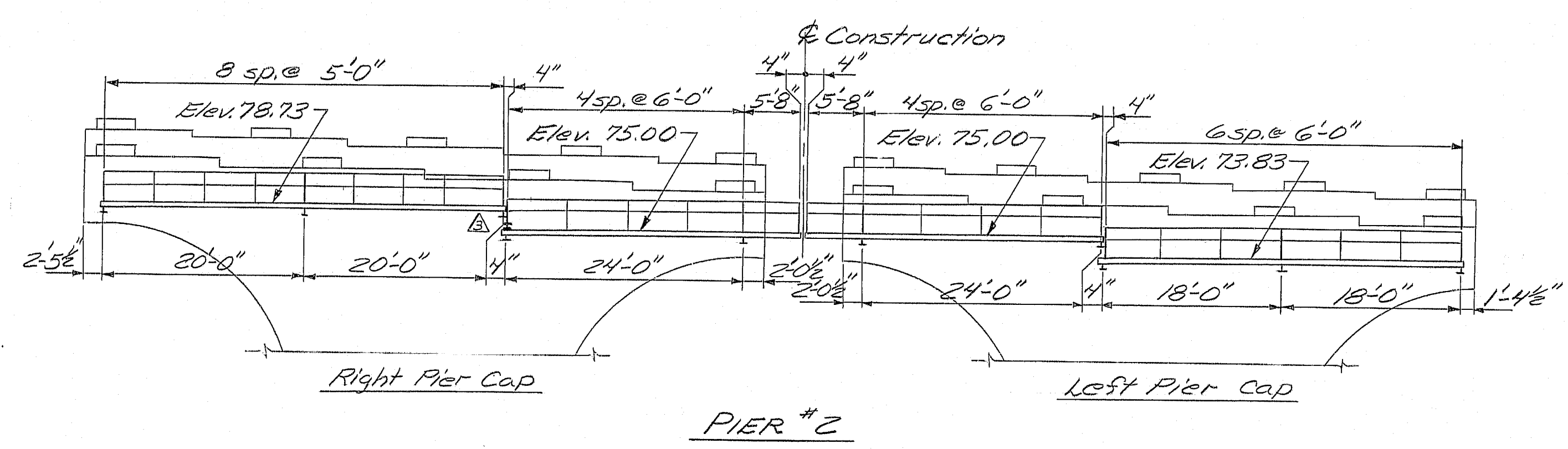
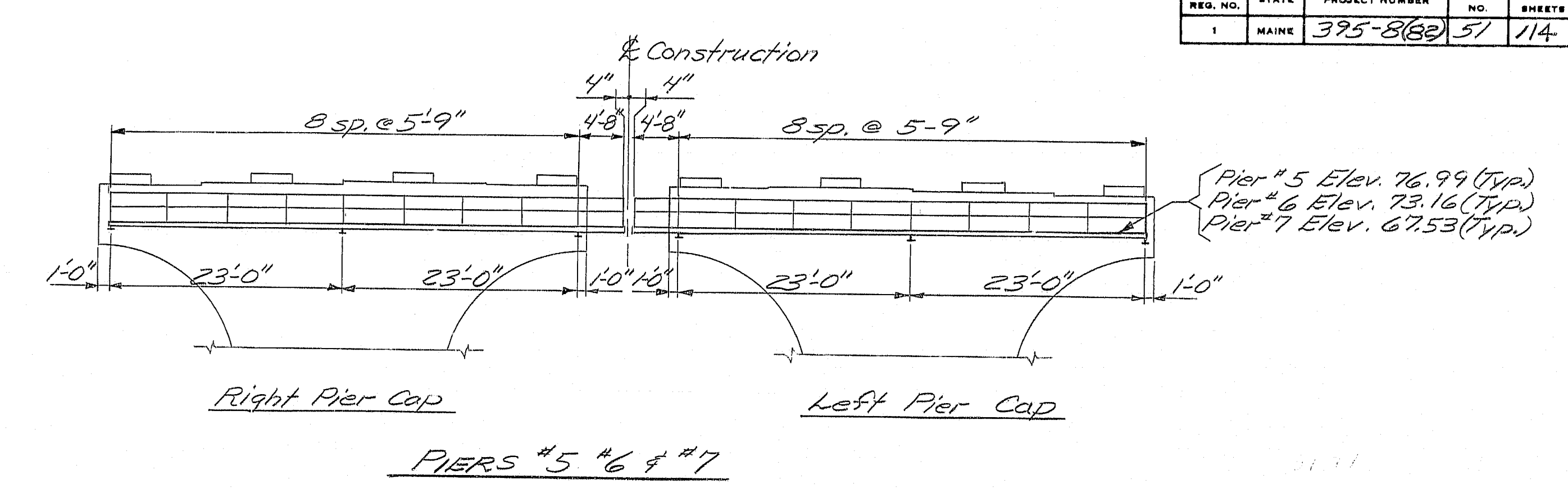
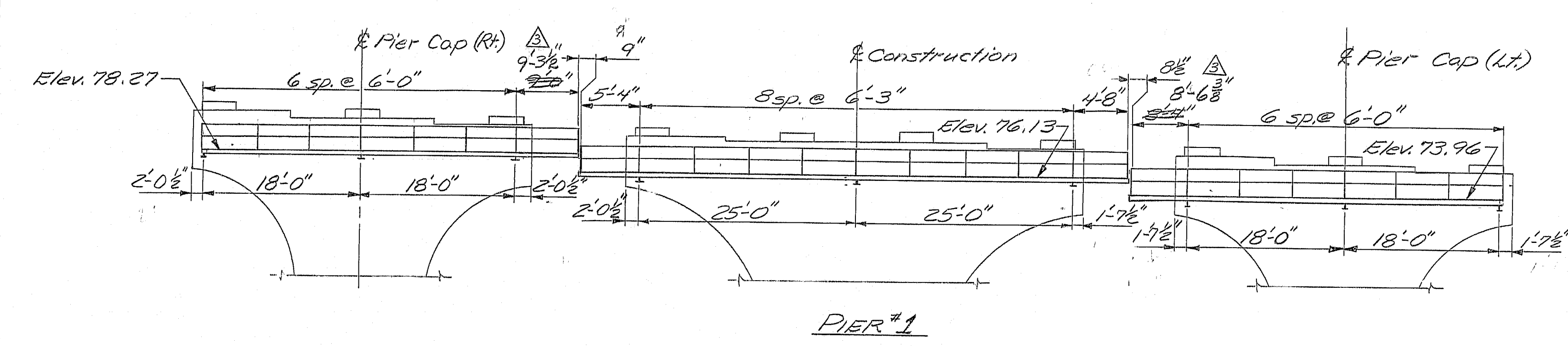
I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY

CATWALK

AUGUSTA, MAINE Sept. 1933

As Built *W.M. L. 5/20 Steel*

F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	375-2(82)	57	114



PROJECT DESIGN ENGINEER	DATE
BY	10/18/83
CHECKED	10/18/83
REVISIONS	10/18/83
FIELD CHANGES	10/18/83

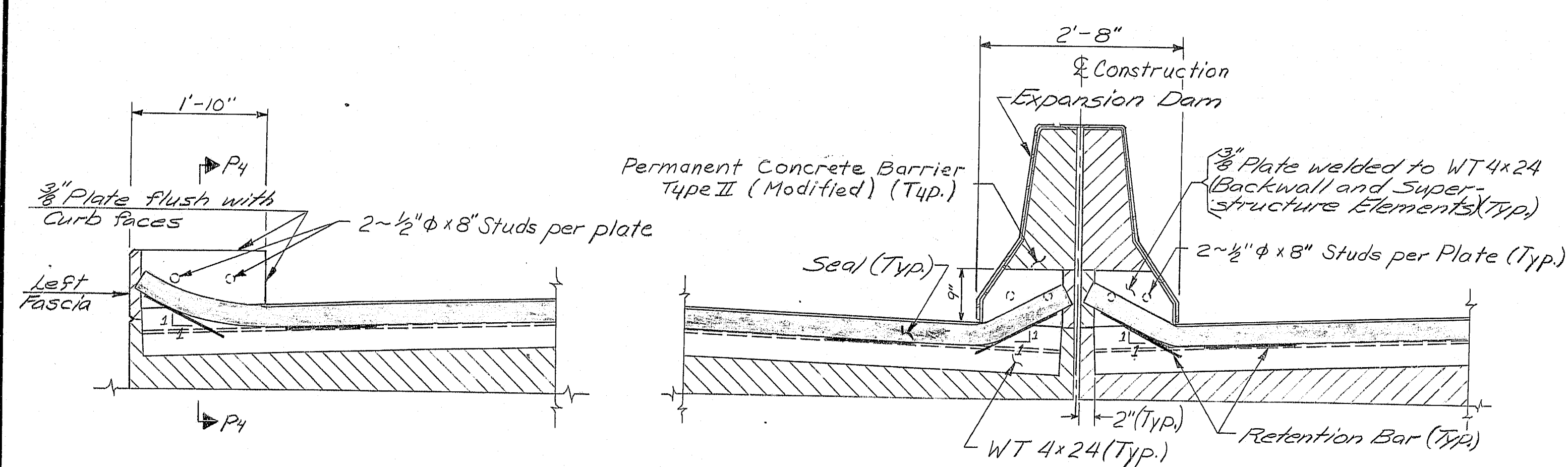
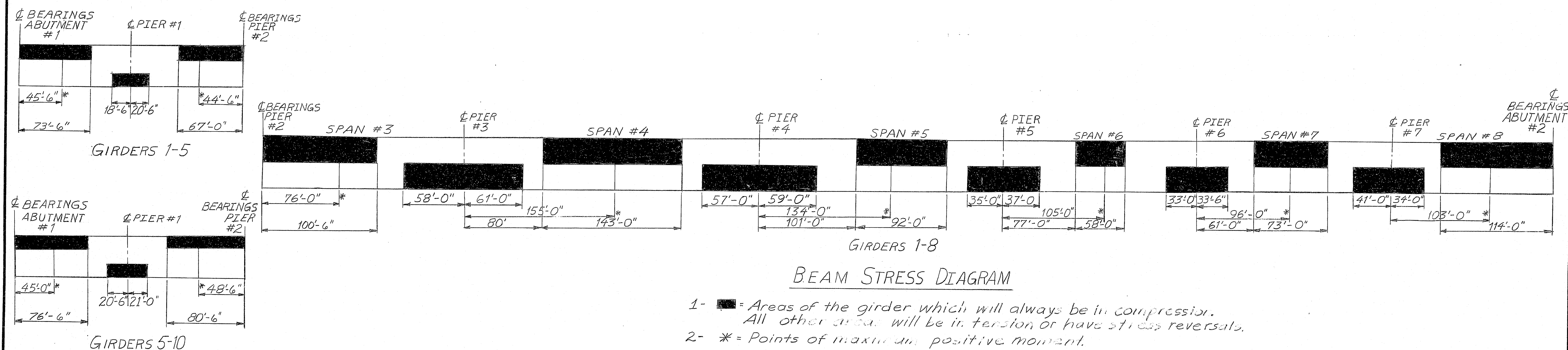
107-184

Revision	Description	Date
1	Elev. of Pier #4 Right	1-17-85
2	Section N1-N4 steps, dimensions & Piers #1, #2, #3	1-17-85
3	Add HP10x12 to Pier #2	8-13-84
4	Pier #3	5-2-84
5	Catwalk Detail	5-2-84

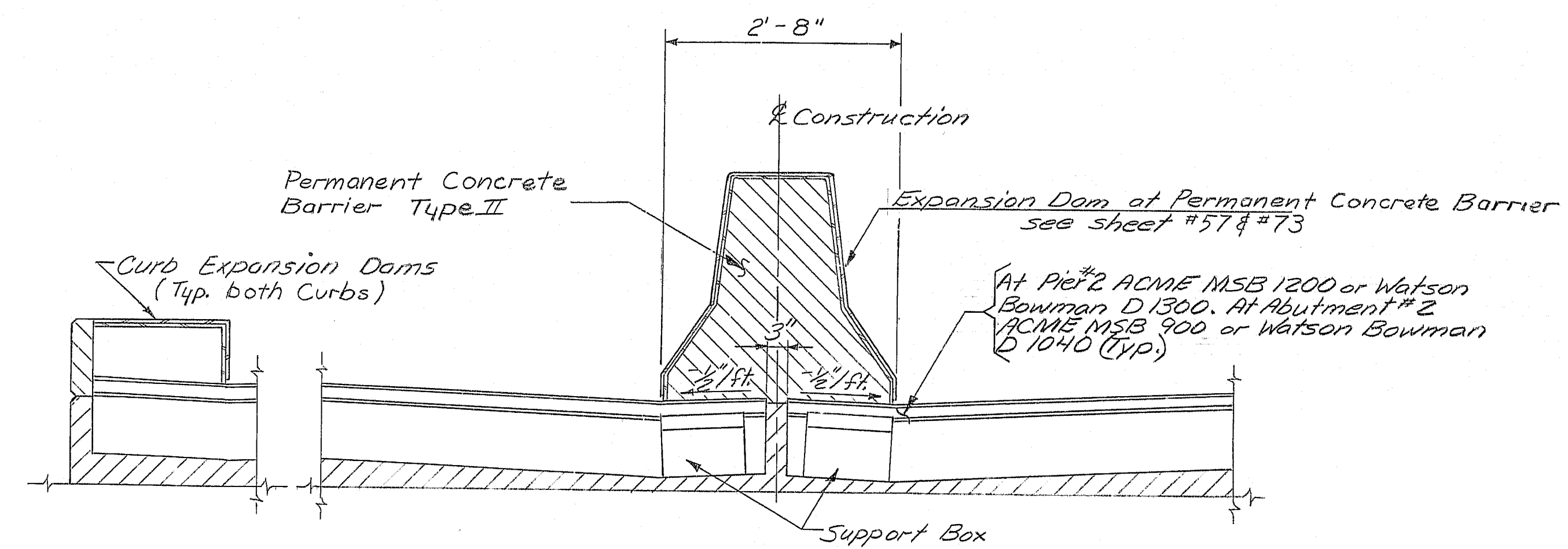
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
CATWALK
AUGUSTA, MAINE Sept. 1983

As Built 7/11/84 5/9A Steel

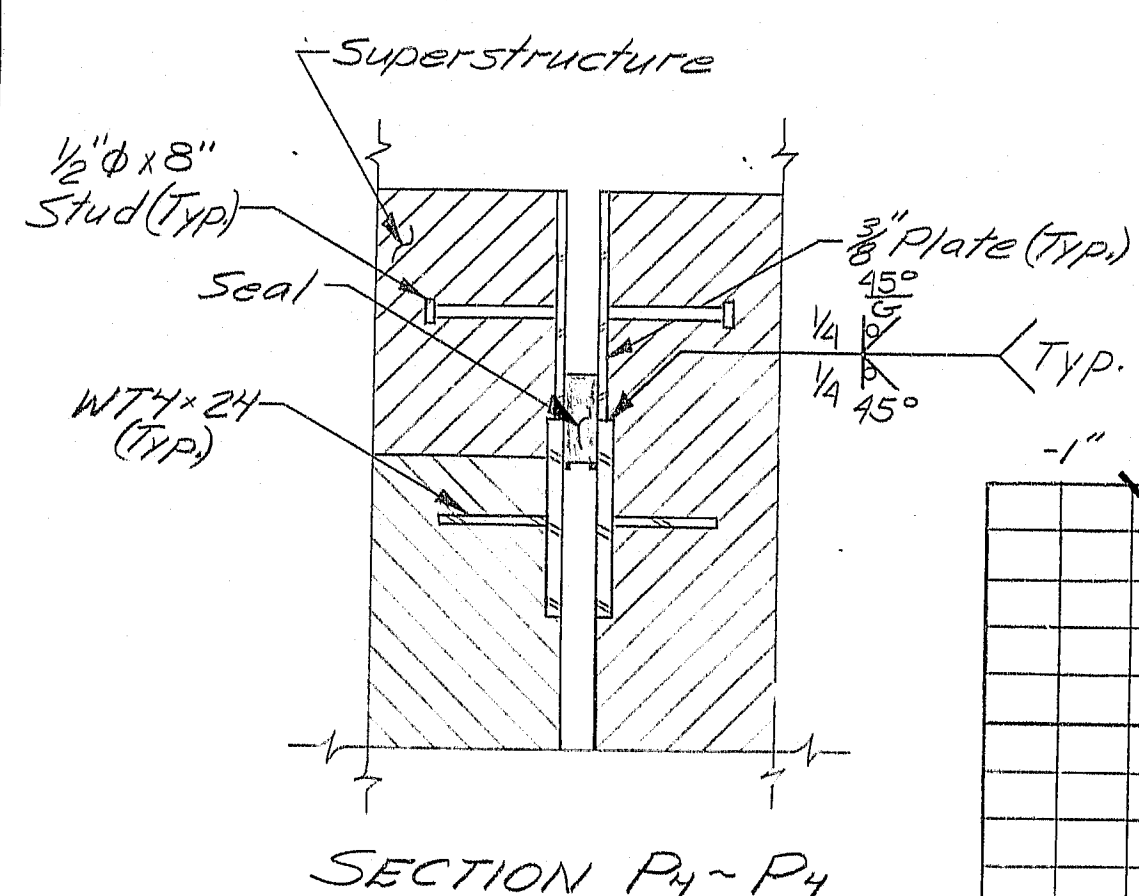
F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	52	114



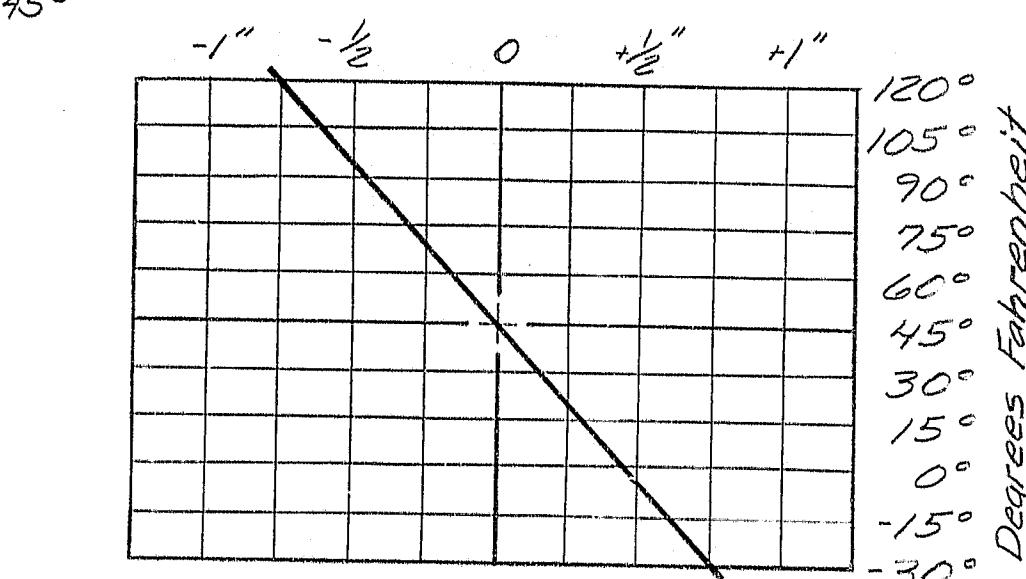
COMPRESSION SEAL ELEVATION
For details not shown see sheets #57, #73 & #108



MODULAR EXPANSION DEVICE
For details not shown see sheet #111



SECTION P4-P4



COMPRESSION SEAL ADJUSTMENT CHART

- COMPRESSION SEAL NOTES**
- 1- The seal to be furnished shall have a minimum Movement Rating of 1/8" at Abutment #1.
 - 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 joint 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.
 - 6- The entire compression seal assembly from Right Fascia to Left Fascia at Abut. 1 will be paid for under the lump sum Item 520.22.

- MODULAR EXPANSION DEVICE NOTES**
- 1- The entire Modular Expansion Device assembly from right fascia to left fascia at Pier 2 will be paid for under the lump sum Item 522.0601.
 - 2- The entire Modular Expansion Device assembly from right fascia to left fascia at Abut. 2 will be paid for under the lump sum Item 522.0602.

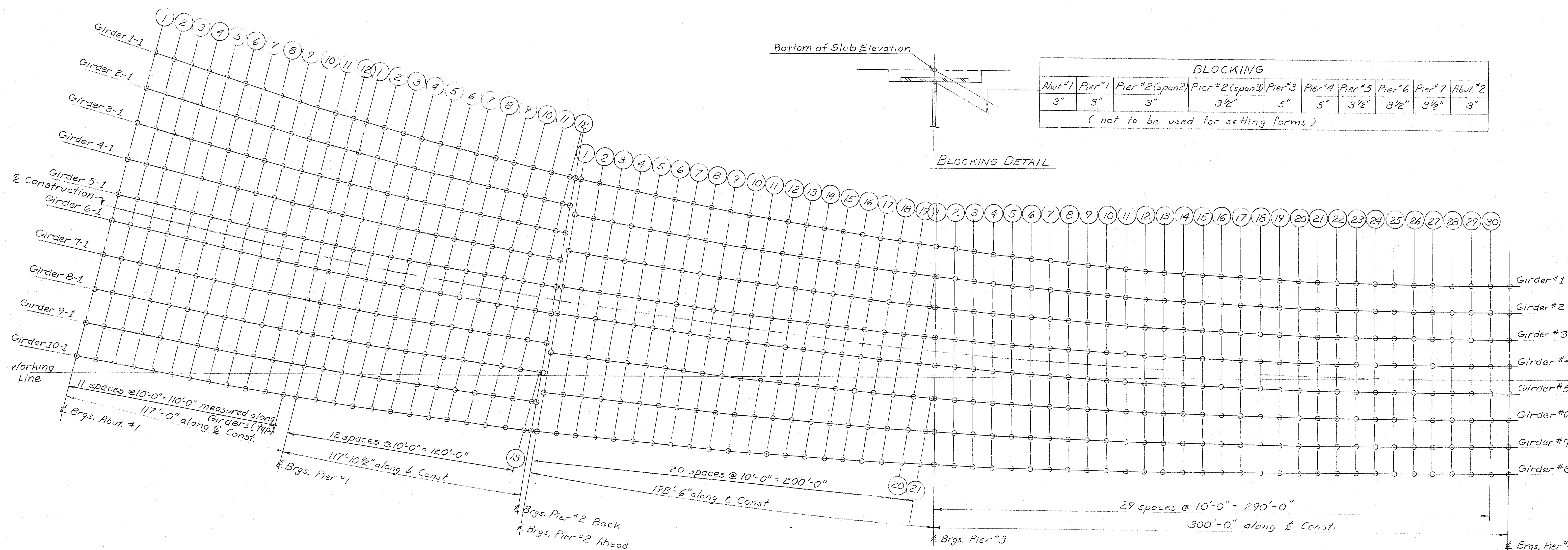
PROJECT DESIGN ENGINEER	DATE
6-83	10/83
DESIGN - CHECKED	DATE
10/83	10/83
REVISIONS	DATE
10/83	10/83
PLANS	DATE
10/83	10/83

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
I-395 BRIDGE OVER PENOBSCOT RIVER BANGOR - BREWER PENOBSCOT COUNTY BEAM STRESS DIAGRAM AUGUSTA, MAINE Sept. 1983

107-185

As Built

F.R.M.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	53	114



BOTTOM OF SLAB ELEVATIONS																																												
Span points	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		
	£Abol.	+10	+20	+30	+40	+50	+60	+70	+80	+90	+100	+110	£Per1	+10	+20	+30	+40	+50	+60	+70	+80	+90	+100	+110	+120	£Per2 BACK	£Per2 AHEAD	+10	+20	+30	+40	+50	+60	+70	+80	+90	+100	+110	+120	+130	+140	+150		
Girders	1	82.30	82.70	83.07	83.43	83.76	84.17	84.53	84.85	85.12	85.39	85.68	85.95	86.24	86.56	86.84	87.14	87.45	87.70	87.94	88.15	88.35	88.55	88.74	88.94	89.15	89.24	89.24	89.19	89.13	89.06	88.98	88.89	88.79	88.68	88.56	88.43	88.29	88.14	87.97	87.78	87.57	87.32	87.04
	2	83.36	84.14	84.09	84.42	84.74	85.02	85.31	85.55	85.74	85.90	86.04	86.24	86.41	86.56	86.71	86.84	86.96	87.07	87.17	87.25	87.32	87.38	87.44	87.49	87.54	87.58	87.62	87.65	87.67	87.68	87.69	87.69	87.68	87.66	87.63	87.59	87.54	87.48	87.41	87.32	87.23	87.14	
	3	84.41	84.77	85.10	85.42	85.71	85.99	86.24	86.47	86.69	86.90	87.04	87.19	87.34	87.46	87.56	87.64	87.71	87.77	87.82	87.86	87.89	87.91	87.92	87.93	87.93	87.92	87.90	87.87	87.83	87.78	87.72	87.65	87.57	87.48	87.38	87.27	87.14	86.99	86.82	86.62	86.39	86.12	
	4	85.34	85.67	85.98	86.28	86.55	86.81	87.05	87.26	87.47	87.66	87.85	88.04	88.21	88.35	88.48	88.59	88.68	88.75	88.80	88.84	88.87	88.89	88.90	88.90	88.89	88.87	88.84	88.79	88.73	88.65	88.56	88.46	88.34	88.20	88.04	87.86	87.66	87.44	87.19	86.92	86.61	86.27	85.90
	5	86.14	86.42	86.64	86.75	86.74	86.71	86.66	86.59	86.50	86.39	86.24	86.09	85.92	85.73	85.52	85.29	85.04	84.77	84.48	84.17	83.84	83.48	83.09	82.67	82.22	81.74	81.23	80.69	80.12	79.52	78.89	78.22	77.51	76.76	75.97	75.14	74.27	73.36	72.41	71.42	70.39	69.32	68.12
	6	86.74	86.82	86.84	86.75	86.54	86.31	86.05	85.76	85.44	85.09	84.71	84.30	83.87	83.41	82.92	82.40	81.85	81.27	80.66	80.02	79.35	78.65	77.92	77.16	76.37	75.55	74.70	73.82	72.91	71.97	71.00	70.00	68.97	67.91	66.82	65.70	64.55	63.37	62.15	60.89	59.59	58.24	
	7	86.83	86.68	86.42	86.05	85.56	84.95	84.22	83.38	82.43	81.37	80.20	78.92	77.53	76.03	74.42	72.70	70.87	68.93	66.88	64.72	62.45	60.07	57.58	54.98	52.27	49.45	46.52	43.48	40.33	37.07	33.70	30.22	26.63	22.93	19.12	15.20	11.17	7.03	2.78	-1.47	-5.71		
	8	86.87	86.12	84.61	82.24	79.06	75.09	70.34	64.81	58.50	51.41	43.54	34.90	25.48	15.28	4.30	-6.45	-16.83	-25.84	-33.48	-39.75	-44.65	-48.18	-50.45	-51.46	-51.21	-49.69	-46.90	-42.84	-37.51	-30.91	-23.04	-13.90	-3.48	7.12	17.14	26.59	35.37	43.48	50.92	57.77	63.99		
	9	86.81	84.95	82.22	78.61	74.16	67.88	60.79	52.89	44.18	34.66	24.34	13.22	1.30	-10.42	-21.68	-32.39	-42.54	-52.13	-61.15	-69.59	-77.35	-84.43	-90.82	-96.51	-101.50	-105.88	-109.54	-112.48	-114.70	-116.10	-116.58	-116.14	-114.78	-112.49	-109.28	-105.14	-100.07	-94.07	-87.13	-79.34	-70.77		
	10	86.10	83.71	80.14	74.38	66.48	56.44	44.27	30.05	13.78	-5.54	-26.76	-56.94	-95.07	-141.14	-195.14	-256.05	-322.86	-394.56	-470.04	-548.29	-628.30	-709.06	-790.56	-872.78	-955.61	-1038.94	-1122.76	-1206.96	-1291.52	-1376.43	-1461.58	-1546.96	-1632.56	-1718.37	-1804.38	-1890.58	-1976.96	-2063.51	-2150.21	-2237.04	-2323.99	-2411.10	
Span points	16	+150	+160	+170	+180	+190	+200	£Per3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30						
	1	91.24	91.37	91.50	91.63			91.77	91.90	92.05	92.21	92.36	92.52	92.68	92.84	92.99	93.12	93.25	93.37	93.47	93.55	93.62	93.68	93.74	93.79	93.84	93.89	93.94	93.97	94.01	94.04	94.06	94.08	94.09	94.10	94.11	94.12	94.13	94.14	94.15	94.16	94.17		
	2	91.96	92.08	92.21	92.33	92.46		92.49	92.62	92.77	92.91	93.06	93.21	93.35	93.52	93.66	93.79	93.92	94.03	94.13	94.20	94.26	94.32	94.38	94.44	94.49	94.54	94.59	94.64	94.68	94.72	94.76	94.79	94.82	94.85	94.88	94.91	94.94	94.97	95.00	95.03	95.06		
	3	92.70	92.81	92.92	93.03	93.16		93.21	93.32	93.44	93.55	93.70	93.83	93.94	94.08	94.18	94.25	94.31	94.37	94.43	94.48	94.54	94.59	94.64	94.69	94.74	94.79	94.84	94.89	94.94	94.98	95.02	95.06	95.09	95.12	95.15	95.18	95.21	95.24	95.27	95.30	95.33	95.36	
	4	93.43	93.53	93.63	93.74	93.85		93.94	94.06	94.16	94.31	94.45	94.60	94.74	94.90	95.01	95.14	95.27	95.38	95.48	95.57	95.66	95.74	95.82	95.89	95.96	96.03	96.10	96.17	96.24	96.30	96.36	96.41	96.46	96.51	96.56	96.61	96.66	96.71	96.76	96.81	96.86	96.91	
	5	93.51	93.59	93.68	93.77	93.87		93.93	94.08	94.21	94.32	94.46	94.60	94.74	94.98	95.09	95.22	95.34	95.44	95.54	95.63	95.72	95.80	95.88	95.96	96.04	96.12	96.20	96.28	96.36	96.43	96.50	96.57	96.64	96.71	96.78	96.85	96.92	96.99	97.06	97.13	97.20	97.27	
	6	94.33	94.39	94.48	94.56	94.65		94.75	94.92	95.10	95.27	95.43	95.58	95.74	95.95	96.11	96.25	96.38	96.50	96.61	96.72	96.82	96.91	97.00	97.09	97.18	97.26	97.35	97.43	97.51	97.59	97.67	97.75	97.83	97.91	97.99	98.07	98.15	98.23	98.31	98.39	98.47		
	7	95.16	95.23	95.29	95.36	95.44		95.52	95.66	95.79	95.96	96.17	96.37	96.57	96.78	96.96	97.14	97.31	97.47	97.62	97.76	97.89	98.02	98.15	98.28	98.40	98.52	98.64	98.76	98.88	99.00	99.11	99.22	99.33	99.44	99.55	99.66	99.77	99.88	99.99	100.10	100.21	100.32	100.43
	8	95.99	96.05	96.10	96.17	96.22		96.29	96.37	96.44	96.54	96.63	96.74	96.85	96.96	97.08	97.19	97.30	97.41	97.51	97.61	97.71	97.81	97.91	98.01	98.11	98.21	98.31	98.41	98.51	98.61	98.71	98.81	98.91	99.01	99.11	99.21	99.31	99.41	99.51	99.61	99.71	99.81	99.91
	Girders	1	91.24	91.37	91.50	91.63			91.77	91.90	92.05	92.21	92.36	92.52	92.68	92.84	92.99	93.12	93.25	93.37	93.47	93.55	93.62	93.68	93.74	93.79	93.84	93.89	93.94	93.97	94.01	94.04	94.06	94.08	94.09	94.10	94.11	94.12	94.13	94.14	94.15	94.16	94.17	
2		91.96	92.08	92.21	92.33	92.46		92.49	92.62	92.77	92.91	93.06	93.21	93.35	93.52	93.66	93.79	93.92	94.03	94.13	94.20	94.26	94.32	94.38	94.44	94.49	94.54	94.59	94.64	94.68	94.72	94.76	94.79	94.82	94.85	94.88	94.91	94.94	94.97	95.00	95.03	95.06		
3		92.70	92.81	92.92	93.03	93.16		93.21	93.32	93.44	93.55	93.70	93.83	93.94	94.08	94.18	94.25	94.31	94.37	94.43	94.48	94.54	94.59	94.64	94.69	94.74	94.79	94.84	94.89	94.94	94.98	95.02	95.06	95.09	95.12	95.15	95.18	95.21	95.24	95.27	95.30	95.33	95.36	
4		93.43	93.53	93.63	93.74	93.85		93.94	94.06	94.16	94.31	94.45	94.60	94.74	94.90	95.01	95.14	95.27	95.38	95.48	95.57	95.66	95.74	95.82	95.89	95.96	96.03	96.10	96.17	96.24	96.30	96.36	96.41	96.46	96.51	96.56	96.61	96.66	96.71	96.76	96.81	96.86	96.91	
5		93.51	93.59	93.68	93.77	93.87		93.93	94.08	94.21	94.32	94.46	94.60	94.74	94.98	95.09	95.22	95.34	95.44	95.54	95.63	95.72	95.80	95.88	95.96	96.04	96.12	96.20	96.28	96.36	96.43	96.50	96.57	96.64	96.71	96.78	96.85	96.92	96.99	97.06	97.13	97.20	97.27	
6		94.33	94.39	94.48	94.56	94.65		94.75	94.92	95.10	95.27	95.43	95.58	95.74	95.95	96.11	96.25	96.38	96.50	96.61	96.72	96.82	96.91	97.00	97.09	97.18	97.26	97.35	97.43	97.51	97.59	97.67	97.75	97.83	97.91	97.99	98.07	98.15	98.23	98.31	98.39	98.47		
7		95.16	95.23	95.29	95.36	95.44		95.52	95.66	95.79	95.96	96.17	96.37	96.57	96.78	96.96	97.14	97.31	97.47	97.62	97.76	97.89	98.02	98.15	98.28	98.40	98.52	98.64	98.76	98.88	99.00	99.11	99.22	99.33	99.44	99.55	99.66	99.77	99.88	99.99	100.10	100.21	100.32	100.43
8		95.99	96.05	96.10	96.17	96.22		96.29	96.37	96.44	96.54	96.63	96.74	96.85	96.96	97.08	97.19	97.30	97.41	97.51	97.61	97.71	97.81	97.91	98.01	98.11	98.21	98.31	98.41	98.51	98.61	98.71	98.81	98.91	99.01	99.11	99.21	99.31	99.41	99.51	99.61	99.71	99.81	99.91
9		96.82	96.87	96.92	96.97	97.02		97.07	97.12	97.17	97.22	97.27	97.32	97.37	97.42	97.47	97.52	97.57	97.62	97.67	97.72	97.77	97.82	97.87	97.92	97.97	98.02	98.07	98.12	98.17	98.22	98.27	98.32	98.37	98.42									

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

BRIDGE 107-186

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

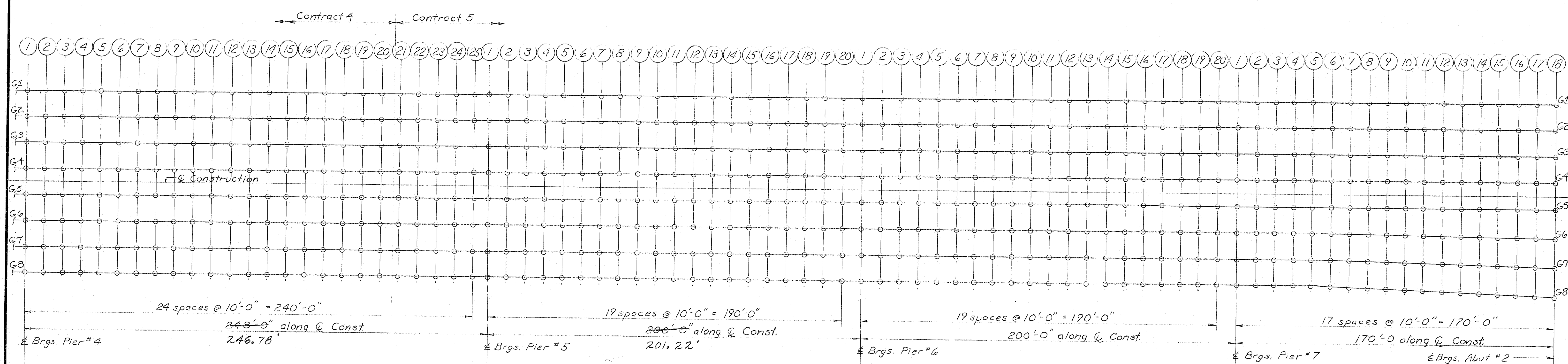
I-395 BRIDGE 231
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY

BLOCKING TABLE

AUGUSTA, MAINE Sept. 1923

107-186

For BENT 491. 10/11/23 - 1/19/24



BOTTOM OF SLAB ELEVATIONS

		BOTTOM OF SLAB ELEVATIONS																																											
Span points		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16			
Girders	1	93.49	93.51	93.53	93.57	93.62	93.66	93.71	93.76	93.77	93.78	93.76	93.74	93.67	93.60	93.51	93.40	93.29	93.14	92.99	92.83	92.66	92.49	92.32	92.16	92.04	91.89	91.74	91.60	91.46	91.31	91.16	91.01	90.84	90.67	90.49	90.29	90.09	89.86	89.63	89.39				
	2	93.92	93.92	93.93	93.95	93.98	94.01	94.04	94.07	94.07	94.08	94.07	94.05	94.03	93.96	93.89	93.80	93.69	93.58	93.44	93.28	93.12	92.95	92.78	92.61	92.45	92.33	92.18	92.03	91.89	91.75	91.60	91.46	91.30	91.14	90.96	90.78	90.58	90.37	90.15	89.92	89.69			
	3	94.35	94.34	94.34	94.34	94.34	94.34	94.35	94.36	94.37	94.38	94.38	94.37	94.35	94.32	94.26	94.18	94.09	93.99	93.87	93.73	93.57	93.41	93.24	93.07	92.91	92.74	92.62	92.47	92.32	92.18	92.04	91.89	91.75	91.60	91.46	91.31	91.14	90.96	90.78	90.58	90.37	90.15	89.92	89.69
	4	94.77	94.70	94.65	94.60	94.56	94.53	94.50	94.46	94.43	94.39	94.34	94.28	94.21	94.13	94.04	93.93	93.81	93.68	93.53	93.38	93.22	93.05	92.88	92.71	92.55	92.43	92.27	92.13	91.98	91.84	91.70	91.55	91.39	91.23	91.06	90.87	90.68	90.47	90.25	90.02	89.78			
	5	94.78	94.71	94.66	94.61	94.57	94.54	94.50	94.47	94.43	94.39	94.34	94.28	94.21	94.13	94.03	93.93	93.81	93.67	93.52	93.38	93.21	93.05	92.88	92.71	92.55	92.43	92.27	92.13	91.99	91.85	91.70	91.56	91.40	91.24	91.06	90.88	90.68	90.48	90.26	90.03	89.79			
	6	95.13	95.03	94.94	94.89	94.84	94.80	94.76	94.72	94.67	94.62	94.57	94.50	94.43	94.34	94.24	94.13	94.01	93.88	93.73	93.58	93.41	93.24	93.07	92.91	92.74	92.62	92.47	92.32	92.18	92.04	91.90	91.75	91.60	91.44	91.28	91.08	90.88	90.67	90.45	90.22	89.98			
	7	95.44	95.32	95.20	95.10	95.00	94.91	94.82	94.73	94.66	94.57	94.48	94.38	94.27	94.17	94.05	93.92	93.78	93.62	93.47	93.31	93.14	92.96	92.78	92.61	92.45	92.33	92.18	92.03	91.89	91.75	91.61	91.46	91.31	91.14	90.97	90.78	90.59	90.38	90.16	89.93	89.69			
	8	95.76	95.60	95.46	95.31	95.16	95.02	94.88	94.74	94.63	94.52	94.39	94.26	94.12	93.99	93.86	93.71	93.54	93.37	93.21	93.04	92.86	92.68	92.49	92.32	92.16	92.04	91.89	91.74	91.60	91.46	91.32	91.17	91.01	90.85	90.68	90.49	90.30	90.09	89.87	89.64	89.40			
Span points		17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		
Girders	1	89.15	89.90	89.66	89.41	89.18	87.95	87.72	87.50	87.28	87.06	86.83	86.59	86.34	86.07	85.79	85.50	85.20	84.89	84.56	84.23	83.90	83.56	83.22	82.90	82.59	82.28	81.99	81.71	81.43	81.15	80.87	80.59	80.30	80.01	79.70	79.39	79.07	78.74	78.41	78.06	77.72	77.37		
	2	89.44	89.20	88.95	88.71	88.47	88.24	88.01	87.79	87.57	87.35	87.12	86.88	86.63	86.36	86.09	85.80	85.49	85.18	84.85	84.52	84.19	83.85	83.51	83.19	82.88	82.57	82.28	81.99	81.72	81.44	81.16	80.88	80.59	80.30	80.00	79.68	79.36	79.03	78.70	78.35	78.01	77.66		
	3	89.73	89.49	89.24	89.00	88.76	88.53	88.31	88.09	87.87	87.64	87.41	87.17	86.92	86.65	86.38	86.09	85.78	85.47	85.15	84.81	84.48	84.14	83.81	83.48	83.17	82.86	82.57	82.29	82.01	81.73	81.45	81.17	80.88	80.59	80.30	80.00	79.68	79.36	79.03	78.70	78.35	78.01	77.66	
	4	89.54	89.29	89.04	88.80	88.57	88.33	88.11	87.89	87.67	87.45	87.21	86.97	86.72	86.46	86.18	85.89	85.59	85.27	84.94	84.61	84.28	83.94	83.60	83.28	82.97	82.67	82.38	82.09	81.81	81.54	81.26	80.98	80.69	80.39	80.09	79.78	79.46	79.13	78.79	78.45	78.10	77.75		
	5	89.74	89.49	89.24	89.00	88.76	88.53	88.30	88.08	87.86	87.63	87.40	87.16	86.91	86.65	86.37	86.08	85.78	85.47	85.14	84.81	84.47	84.13	83.80	83.47	83.17	82.87	82.58	82.29	82.03	81.76	81.48	81.20	80.91	80.62	80.31	80.00	79.67	79.33	78.99	78.63	78.28	77.92		
	6	89.16	88.91	88.66	88.42	88.18	87.95	87.72	87.50	87.28	87.06	86.83	86.59	86.34	86.07	85.79	85.50	85.20	84.89	84.56	84.23	83.90	83.56	83.22	82.90	82.59	82.28	81.99	81.71	81.43	81.15	80.87	80.59	80.30	80.01	79.70	79.39	79.07	78.74	78.41	78.06	77.72	77.37		
	7	89.45	89.20	88.95	88.71	88.47	88.24	88.01	87.79	87.57	87.34	87.11	86.87	86.62	86.36	86.08	85.79	85.49	85.17	84.85	84.52	84.18	83.84	83.51	83.18	82.88	82.58	82.29	82.01	81.73	81.45	81.17	80.89	80.61	80.31	80.01	79.70	79.39	79.07	78.74	78.41	78.06	77.72		
	8	89.16	88.91	88.66	88.42	88.18	87.95	87.72	87.50	87.28	87.06	86.83	86.59	86.34	86.07	85.79	85.50	85.20	84.89	84.56	84.23	83.90	83.56	83.22	82.90	82.59	82.28	81.99	81.71	81.43	81.15	80.87	80.59	80.30	80.01	79.70	79.39	79.07	78.74	78.41	78.06	77.72	77.37		

PROJECT DESIGN ENGINEER: *[Signature]*
 CHECKED: *[Signature]*
 DATE: 7-83
 REVISIONS:
 FIELD CHANGES:

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
 OVER
PENOBSCOT RIVER
 BANGOR - BREWER
 PENOBSCOT COUNTY

BLOCKING TABLE

AUGUSTA, MAINE Sept. 1983

As Built *[Signature]* 5/94

107-187

F.R.D. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	55	114

REFERENCES
F.C. = @ Face of Curb

LONGITUDINAL CURB REINFORCING STEEL		
Location	Left Curb	Right Curb
Span #1	3-C500 & 3-C501	3-C500 & 3-C503
@ Pier #1	3-C800 & 3-C801	3-C800 & 3-C802
Span #2	3-C500 & 3-C502	3-C500 & 3-C504
Span #3	3-C500 & 3-C506	6-C500 & 3-C507
@ Pier #3	6-C800 & 3-C803	6-C800 & 3-C803
Span #4	6-C500 & 3-C508	6-C500 & 3-C508
@ Pier #4	6-C800 & 3-C804	6-C800 & 3-C804
Span #5	6-C500	6-C500
@ Pier #5	3-C806 & 3-C805	3-C805 & 3-C806
Span #6	3-C500 & 3-C510	3-C500 & 3-C510
@ Pier #6	3-C806 & 3-C809	3-C806 & 3-C809
Span #7	3-C500 & 3-C511	3-C500 & 3-C511
@ Pier #7	3-C806 & 3-C807	3-C806 & 3-C807
Span #8	6-C500 & 3-C512	6-C500 & 3-C512

PERMANENT CONCRETE BARRIER TYPE II MOD. OR PERMANENT CONCRETE BARRIER TYPE II LONGITUDINAL REINFORCING STEEL	
Location	Bar Quantity & Number
Spans #1 & #2	40-BR525 & 10-BR526
Span #3 - #5	96-BR525
@ Pier #5 to Abut #2	80-BR525 & 8-BR533

Adjust Reinforcing Steel around the light and sign housings as directed by the Engineer in the field.

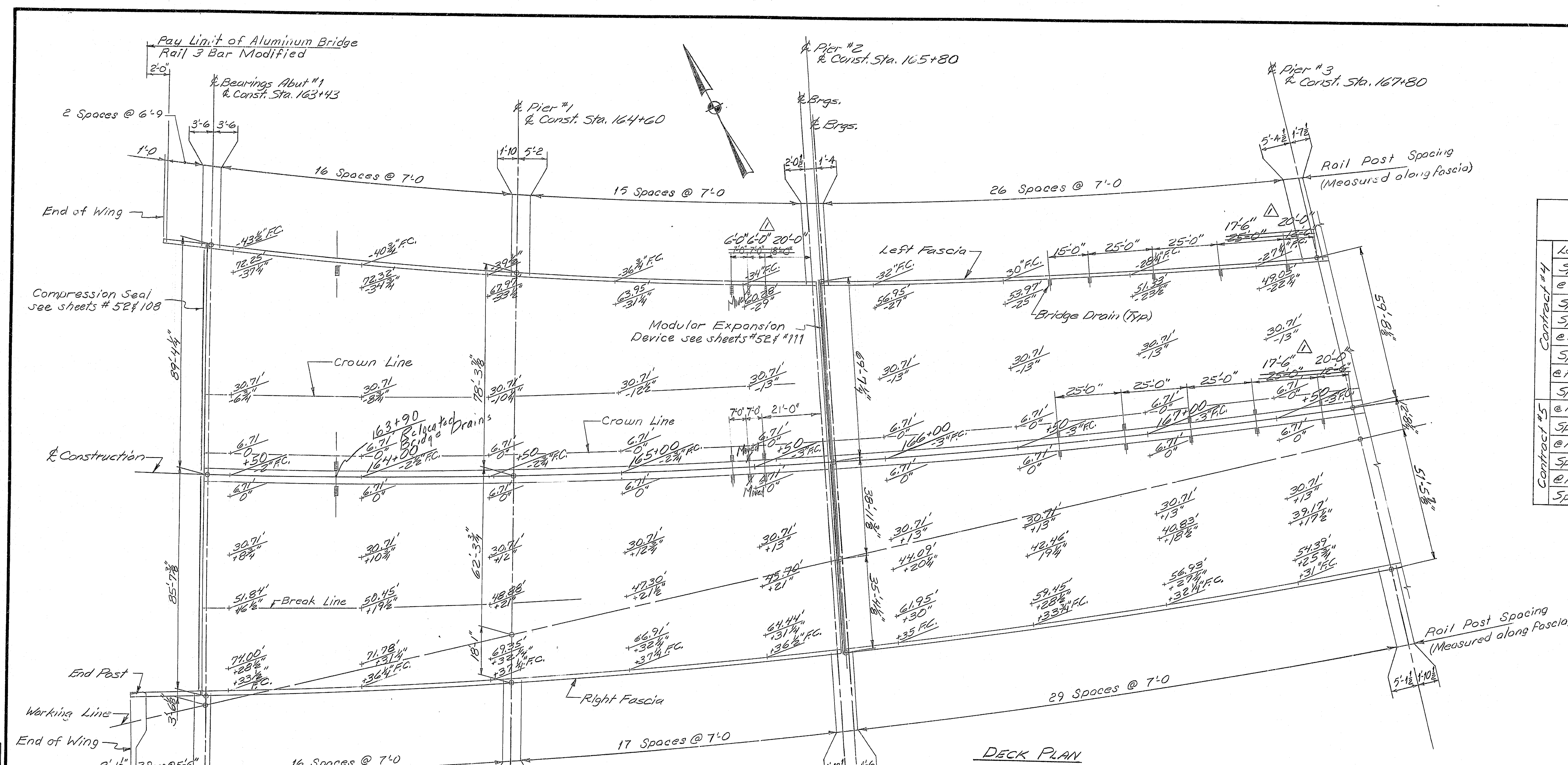
NOTE: Do not use the figures in the two charts above to compute Item 503.12 & 503.13 quantities.

REINFORCING STEEL Minimum Lap Splice Length		
Bar Size	Bar Spacing	
#5	6" or Greater	Less than 2"
#6	1'-9"	2'-2"
#7	2'-3"	2'-9"
#8	3'-0"	3'-9"

Revision 11 Drain Spacing Date 7-3-84
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
DECK PLANS SPANS 1,2,3

AUGUSTA, MAINE 5-11

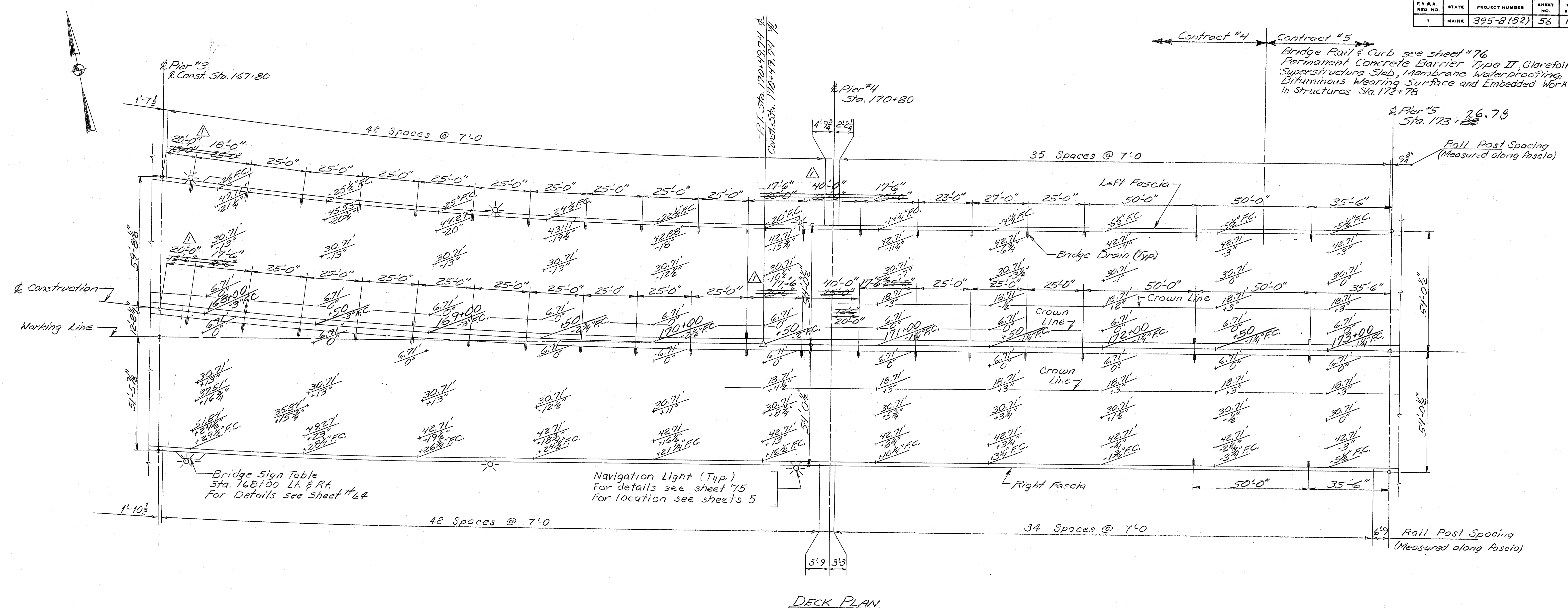


- Form a 1" V-groove on the fascias at the horizontal joint between the curb and slab.
 - Reinforcing steel shall have a minimum cover of 2" unless otherwise indicated.
 - Adjust reinforcing steel to fit around the drains in a manner approved by the Engineer. Do not cut transverse reinforcing bars.
 - Payment for Vertical Bridge Curb - Special shall be made under Item 609.133.
- CONCRETE SLAB PLACEMENT OPTIONS**
- 5A~ For spans 1 and 2, the concrete may be placed continuously from Abutment 1 to Pier 2, or may be placed in two successive placements, the first of which ending at the steel diaphragm marked with an asterisk (*) on Sheet 33. Each placement shall be kept plastic one complete span behind the placement. A minimum of 5 days shall elapse between successive partial placements.
- 5B~ For spans 3 thru 8, the superstructure concrete may be placed in one, or three stages. (See optional longitudinal joints on Sheet 53 thru 62.)
- If the Contractor elects to construct the three stages from the first stage placed between the optional joints. In addition to the diaphragm in the center bay (between Gullies 4 and 5), shall not be placed until after completion of both Stages 1 and 2. Stage 3 shall not be placed until completion of Stages 1 and 2. With the above exception, the Contractor shall be responsible for the placement of concrete starting at Pier 2 and extending to the Pier 3. On the same day, be placed in successive placements starting at Pier 2. Each successive placement shall start at the previously placed section, and shall end at the location of a steel diaphragm marked with an asterisk (*) on Sheets 40 thru 44. For each placement, the concrete shall be kept plastic one complete span behind the span being placed. A minimum of 5 days shall elapse between successive partial placements.
6. Bituminous wearing surface shall not be placed until the deck is placed for the entire bridge, except spans 1 & 2 may be surfaced before the deck is placed in spans 3 thru 8. Curb concrete and Permanent Concrete Barrier concrete may be placed in spans 3 thru 8, after the deck concrete has been placed and cured to the approval of the Engineer. Stage 3 deck concrete shall not be placed until all Stage 1 and Stage 2 concrete has been placed.
7. Mortar for bedding and for joints in the granite curb shall contain an approved non-brink additive.
8. Protective coating for concrete surfaces shall be applied to the following areas:
Top of concrete curbs.
Fascia down to the drip notch.
All exposed surfaces of Permanent Concrete Barrier Type II.
Curb walls between the curb and the deck.
Adjust the reinforcing steel in area of the Light Standard Housing and Sign Support Housing as directed by the Engineer.

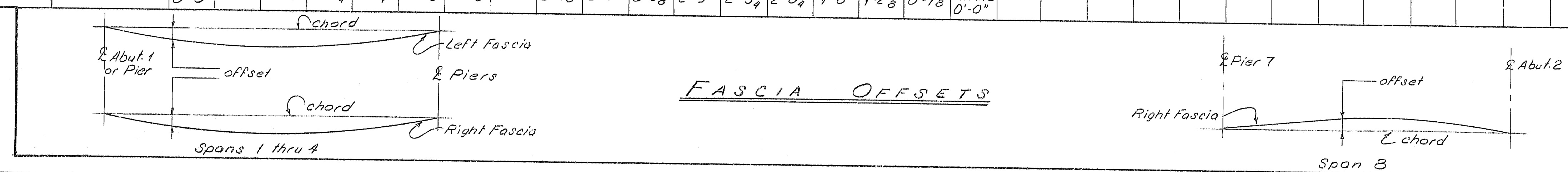
PROJECT DESIGN ENGINEER	DATE
BY: M.E.P.	5/83
CHECKED: J.M.P.	7/83
REVISIONS	
FIELD CHANGES	

107-188

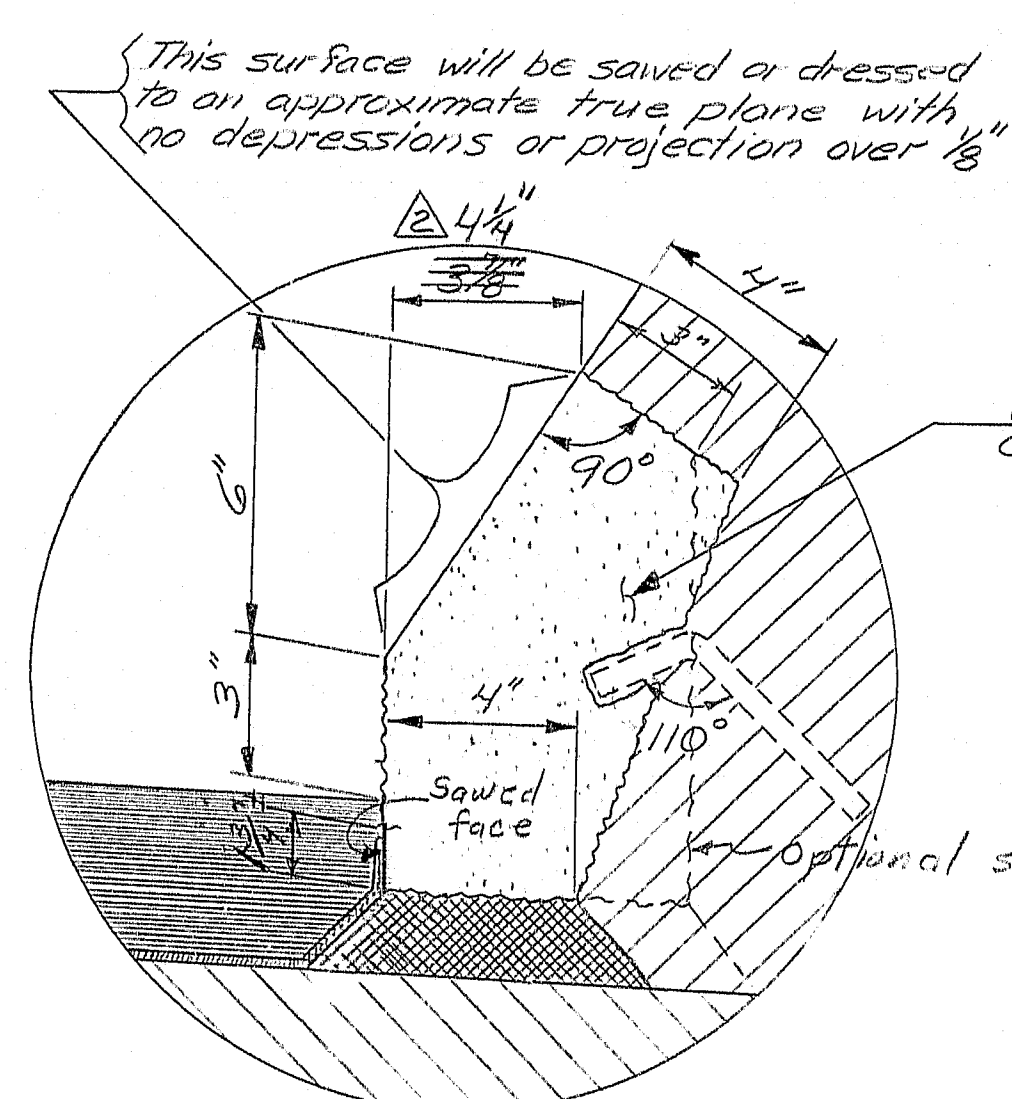
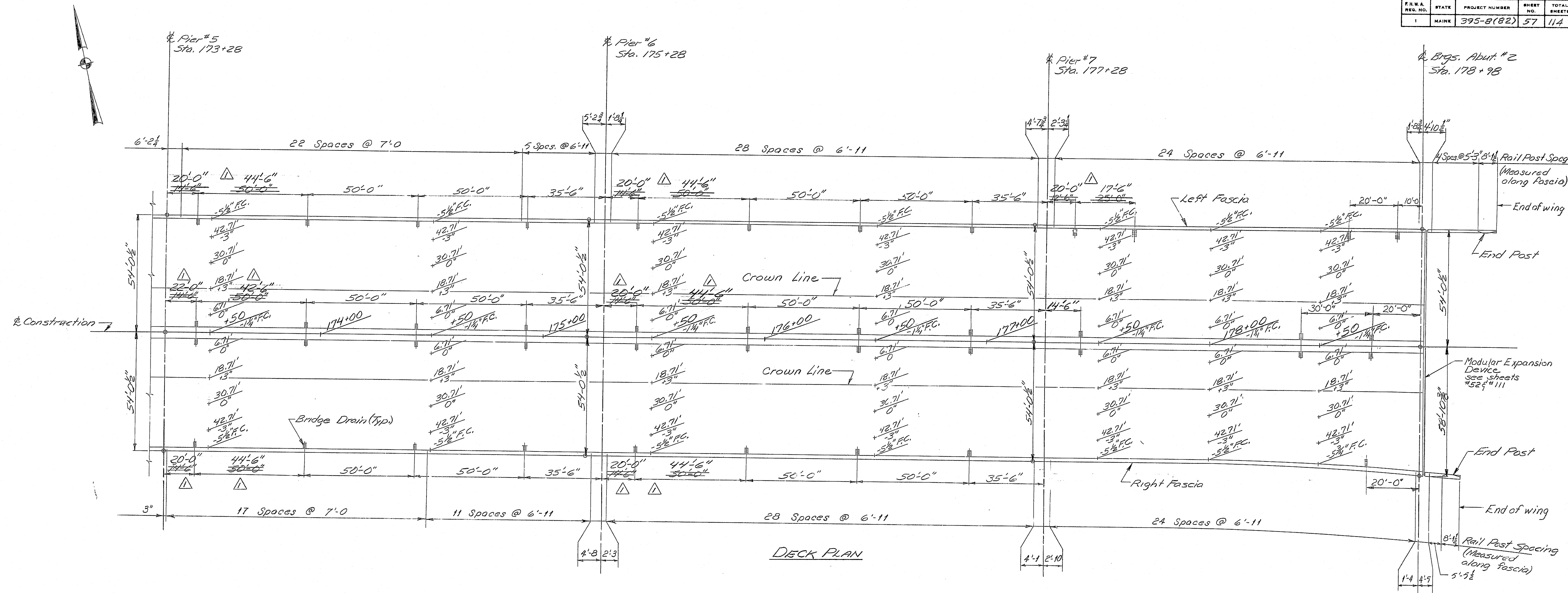
H. P. HUNT



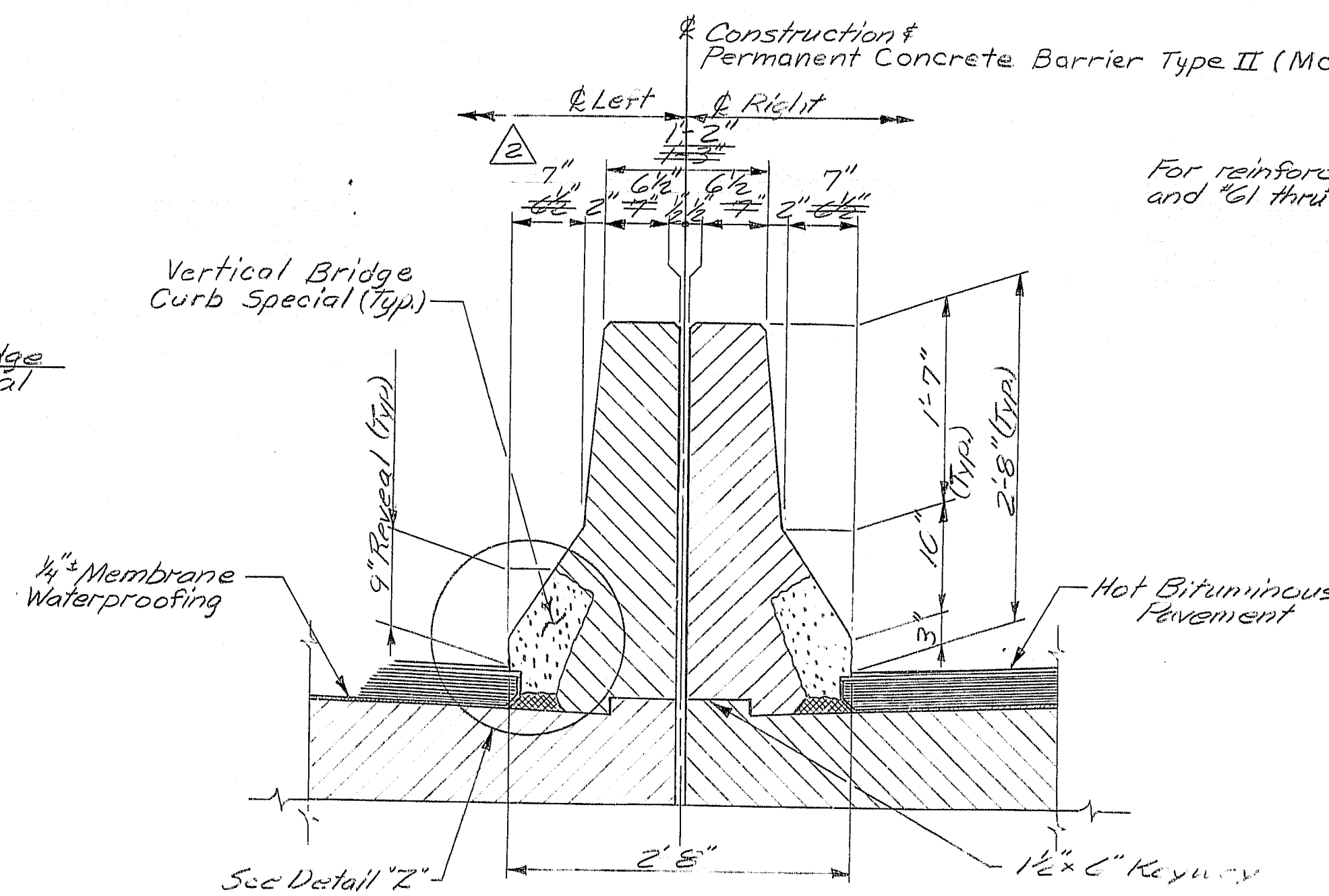
LEFT FASCIA	300'-2"	Span 4	$\frac{EP3}{0'-0"} \times 0.8 \frac{1}{4}$	$2'0 \frac{1}{4}$	$2'7 \frac{1}{8}$	$3'1 \frac{1}{8}$	3'-7	4'-0	$4'4 \frac{1}{2}$	$4'8 \frac{3}{8}$	$4'11 \frac{1}{8}$	$5'2 \frac{1}{2}$	$5'4 \frac{1}{4}$	$5'5 \frac{5}{8}$	$5'6 \frac{1}{2}$	$5'6 \frac{3}{4}$	$5'6 \frac{1}{2}$	$5'5 \frac{1}{2}$	$5'3 \frac{1}{2}$	$5'1 \frac{1}{2}$	$4'10 \frac{1}{8}$	$4'7 \frac{1}{2}$	$4'3 \frac{1}{2}$	$3'10 \frac{3}{8}$	$3'5 \frac{3}{8}$	$2'11 \frac{1}{8}$	$2'5 \frac{1}{2}$	$1'10 \frac{1}{2}$	$1'2 \frac{1}{4}$	$0'7 \frac{1}{2}$	$\frac{EP1}{0'-0"}$			
	190'-1 1/2"	Span 3	$\frac{EP2}{0'-0"} \times 0.5 \frac{1}{2}$	$0'10 \frac{1}{2}$	$1'2 \frac{1}{2}$	$1'6 \frac{1}{2}$	$1'9 \frac{1}{2}$	$1'11 \frac{1}{2}$	$2'1 \frac{1}{2}$	$2'2 \frac{1}{2}$	$2'3 \frac{1}{2}$	$2'3 \frac{1}{2}$	$2'1 \frac{1}{2}$	$1'11 \frac{1}{2}$	$1'9 \frac{1}{2}$	$1'6 \frac{1}{2}$	$1'2 \frac{1}{2}$	$0'10 \frac{1}{2}$	$0'7 \frac{1}{2}$	$\frac{EP3}{0'-0"}$														
	114'-4"	Span 2	$\frac{EP1}{0'-0"} \times 0.3 \frac{1}{2}$	$0'5 \frac{1}{2}$	$0'7 \frac{1}{2}$	0'-9	$0'9 \frac{1}{2}$	$0'9 \frac{1}{2}$	$0'8 \frac{1}{2}$	$0'6 \frac{1}{2}$	$0'4 \frac{1}{2}$	$0'1 \frac{1}{2}$	$\frac{EP2}{0'-0"}$																					
	117-3 3/4"	Span 1	$\frac{EAbut1}{0'-0"} \times 0.3 \frac{1}{2}$	$0'5 \frac{1}{2}$	$0'7 \frac{1}{2}$	$0'9 \frac{1}{2}$	$0'10 \frac{1}{2}$	$0'10 \frac{1}{2}$	0'-10	0'-9	$0'7 \frac{1}{2}$	$0'5 \frac{1}{2}$	$0'2 \frac{1}{2}$	$\frac{EP1}{0'-0"}$																				
	Overall chord length	Location along chord	$\frac{E}{10}$	+10	+20	+30	+40	+50	+60	+70	+80	+90	+100	+110	+120	+130	+140	+150	+160	+170	+180	+190	+200	+210	+220	+230	+240	+250	+260	+270	+280	+290	$\frac{E}{10}$	
RIGHT FASCIA	117-2 1/2"	Span 1	$\frac{EAbut1}{0'-0"} \times 0.2 \frac{1}{2}$	0'-4	$0'5 \frac{1}{2}$	$0'6 \frac{1}{2}$	0'-7	$0'7 \frac{1}{2}$	$0'6 \frac{1}{2}$	$0'6 \frac{1}{2}$	$0'5 \frac{1}{2}$	$0'3 \frac{1}{2}$	$0'1 \frac{1}{2}$	$\frac{EP1}{0'-0"}$																				
	126'-4"	Span 2	$\frac{EP1}{0'-0"} \times 0.2 \frac{1}{2}$	$0'4 \frac{1}{2}$	0'-6	$0'7 \frac{1}{2}$	0'-8	$0'8 \frac{1}{2}$	$0'8 \frac{1}{2}$	$0'7 \frac{1}{2}$	$0'6 \frac{1}{2}$	$0'5 \frac{1}{2}$	$0'3 \frac{1}{2}$	$0'1 \frac{1}{2}$	$\frac{EP2}{0'-0"}$																			
	211'-1"	Span 3	$\frac{EP2}{0'-0"} \times 0'4 \frac{1}{2}$	0'-8	$0'11 \frac{1}{2}$	$1'2 \frac{1}{4}$	$1'4 \frac{1}{2}$	$1'6 \frac{1}{2}$	$1'8 \frac{1}{2}$	$1'9 \frac{1}{2}$	$1'10 \frac{1}{2}$	$1'11 \frac{1}{2}$	$1'11 \frac{1}{2}$	$1'10 \frac{1}{2}$	$1'10$	$1'8 \frac{1}{2}$	$1'7 \frac{1}{2}$	1'-5	$1'2 \frac{1}{2}$	$0'1 \frac{1}{2}$	$0'8 \frac{1}{2}$	$0'4 \frac{1}{2}$	$\frac{EP3}{0'-0"}$											
	299-7 3/4"	Span 4	$\frac{EP3}{0'-0"} \times 0'3 \frac{1}{2}$	$0'7 \frac{1}{2}$	$0'10 \frac{1}{2}$	$1'0 \frac{1}{2}$	1'-3	$1'4 \frac{1}{2}$	$1'6$	$1'6 \frac{1}{2}$	$1'7 \frac{1}{2}$	$1'7 \frac{1}{2}$	$1'7 \frac{1}{2}$	$1'6 \frac{1}{2}$	$1'5 \frac{1}{2}$	$1'4 \frac{1}{2}$	$1'3 \frac{1}{2}$	$1'2 \frac{1}{2}$	$1'1 \frac{1}{2}$	$1'0 \frac{1}{2}$	$0'11 \frac{1}{2}$	$0'10 \frac{1}{2}$	$0'9 \frac{1}{2}$		$0'8 \frac{1}{2}$	$0'7 \frac{1}{2}$	$0'6 \frac{1}{2}$	$0'5 \frac{1}{2}$	0'-4"	0'-3	0'-2	0'-1	$\frac{EP4}{0'-0"}$	
	170-0 3/4"	Span 8	$\frac{EP7}{0'-0"} \times 0'3 \frac{3}{8}$	$0'6 \frac{3}{8}$	$0'10 \frac{1}{2}$	$1'1 \frac{1}{2}$	$1'5 \frac{1}{2}$	$1'8 \frac{1}{2}$	2'-0	$2'3 \frac{1}{2}$	2'-5	$2'5 \frac{1}{2}$	2'-5	$2'3 \frac{1}{2}$	$2'0 \frac{1}{2}$	1'-8	$1'2 \frac{1}{2}$	$0'7 \frac{1}{2}$	$\frac{EAbut2}{0'-0"}$															



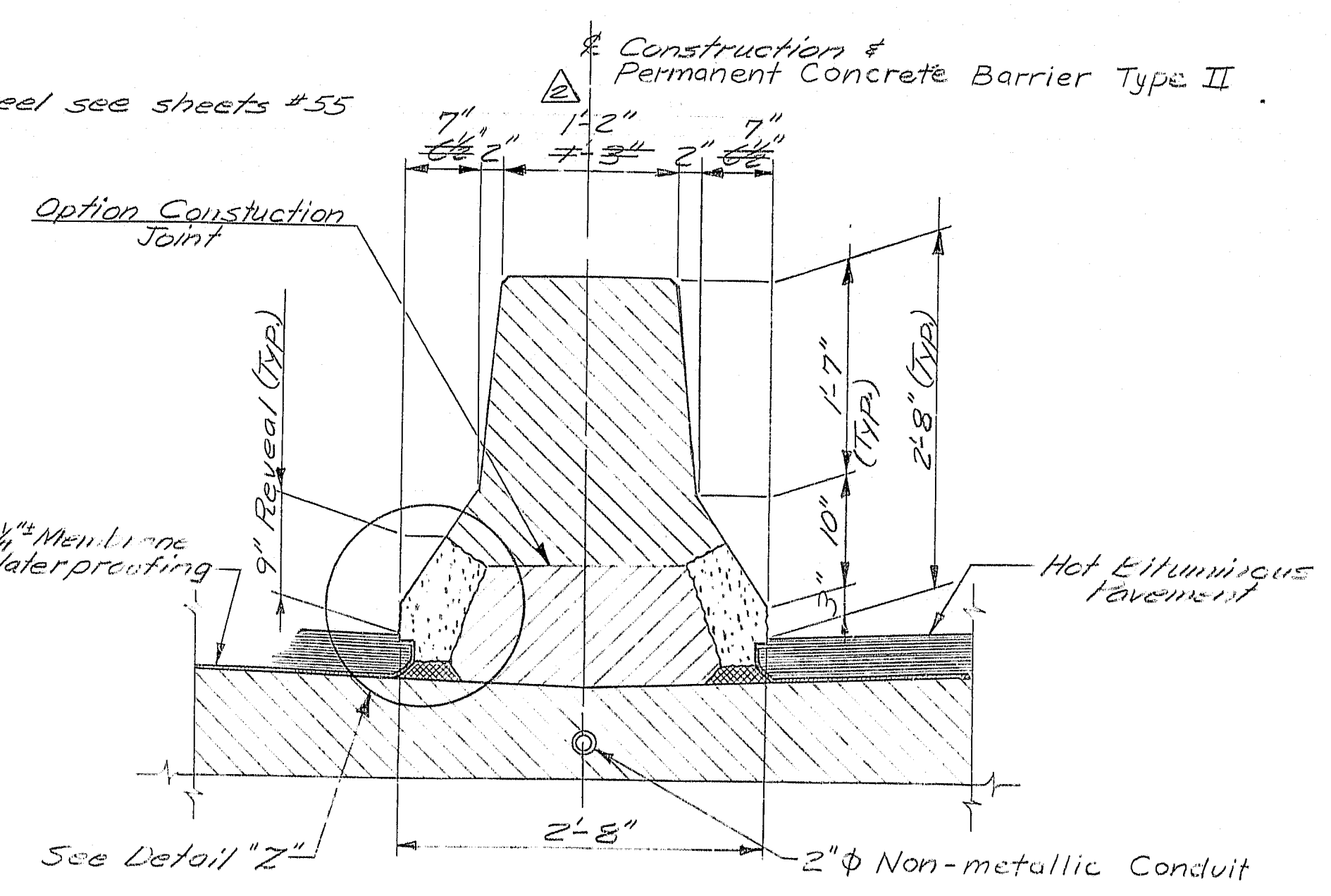
F.H.W.A. PROJ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(82)	57	114



DETAIL "Z"
For details not shown, see
BD 126-81 Curb Section
Vertical Bridge Curb Special



PERMANENT CONCRETE BARRIER TYPE II (MODIFIED) DETAIL
Spans #1 & #2
Payment for Permanent Concrete Barrier Type II (Modified) shall
be made under Item 526.31



PERMANENT CONCRETE BARRIER TYPE II DETAIL
Spans #3 thru #8

107-190

Revision	Barrier Rail Shape	Date 7-3-84
Revision	Drain Spacing	Date 7-3-84

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
DECK PLANS SPANS 6, 7 & 8
AUGUSTA, MAINE Sept. 1984

As Built *[Signature]*

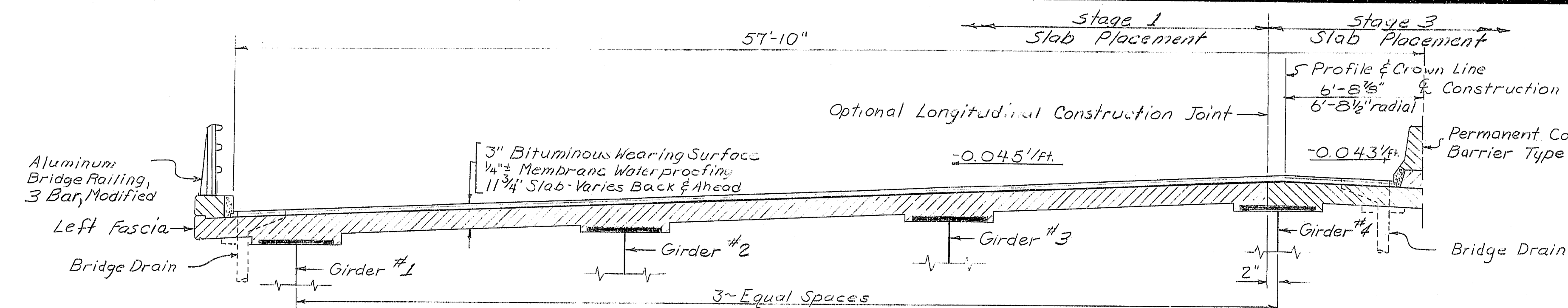
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	38	114

NOTES

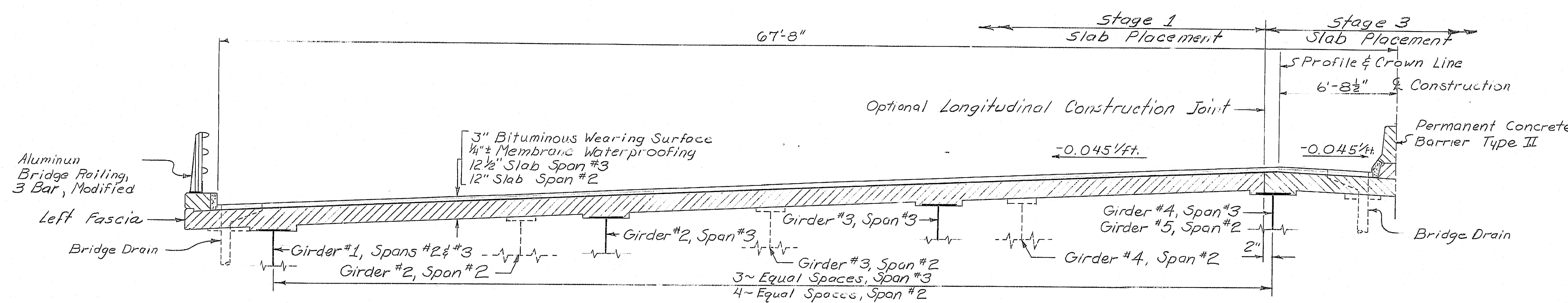
1. Reinforcing steel not shown.
2. All dimensions and slopes are along ϕ of Bearings unless otherwise noted.

REFERENCES

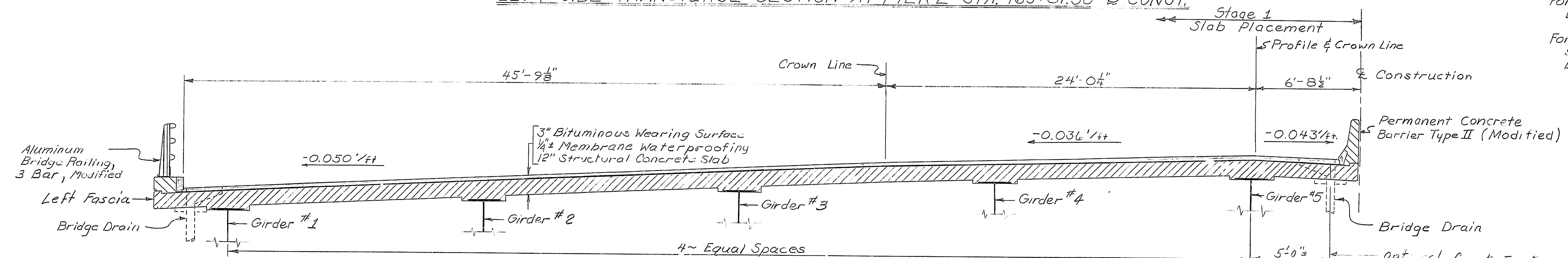
- For drain details see sheet # 76.
For reinforcing steel layout see sheets # 61 thru # 72.
For Permanent Concrete Barrier Type II and Type II (Modified) Details see sheets # 57, 73, & 74.
For curb detail see standard detail BD 126-81, sheet # 109.
For aluminum bridge railing 3 bar modified see sheet # 76 and standard details BD 115-81, sheet # 10a.



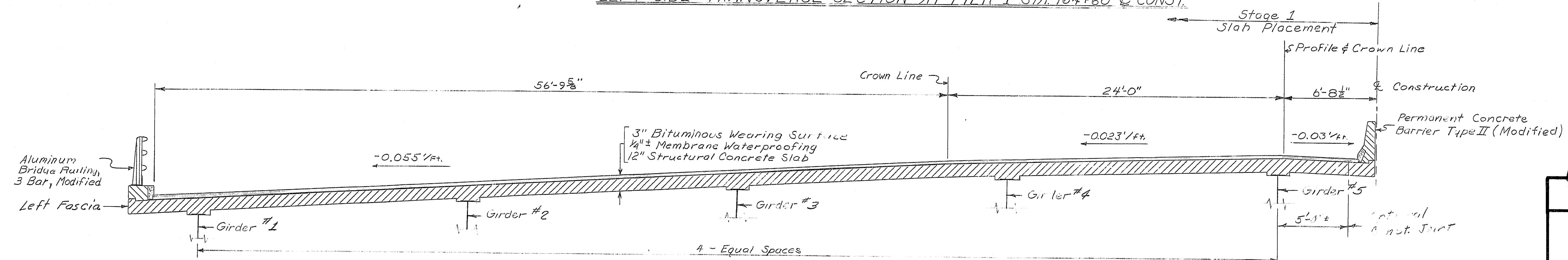
LEFT SIDE TRANSVERSE SECTION AT PIER 3 STA. 167+80 & CONST.



LEFT SIDE TRANSVERSE SECTION AT PIER 2 STA. 165+81.50 & CONST.



LEFT SIDE TRANSVERSE SECTION AT PIER 1 STA. 164+60 & CONST.



LEFT SIDE TRANSVERSE SECTION AT ABUT. 1 STA. 163+45 & CONST.

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

107-191

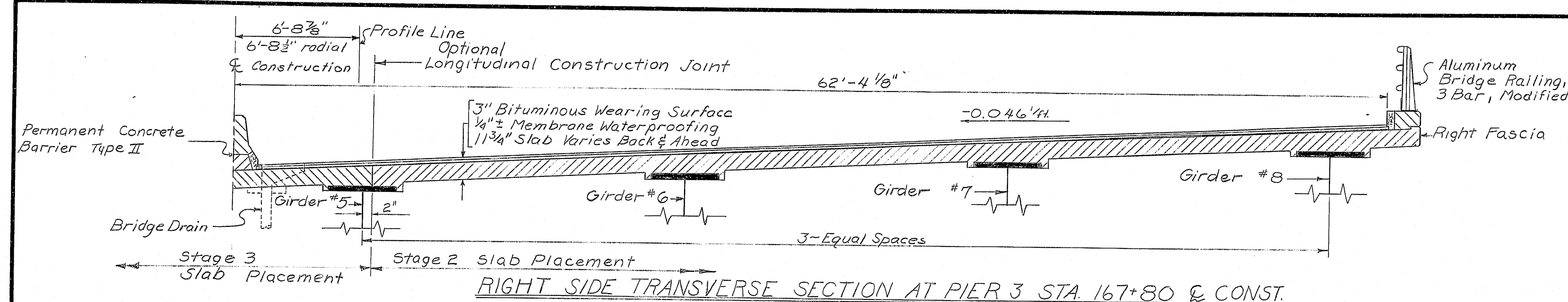
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE 236
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
TRANSVERSE SECTIONS
at SUPPORTS

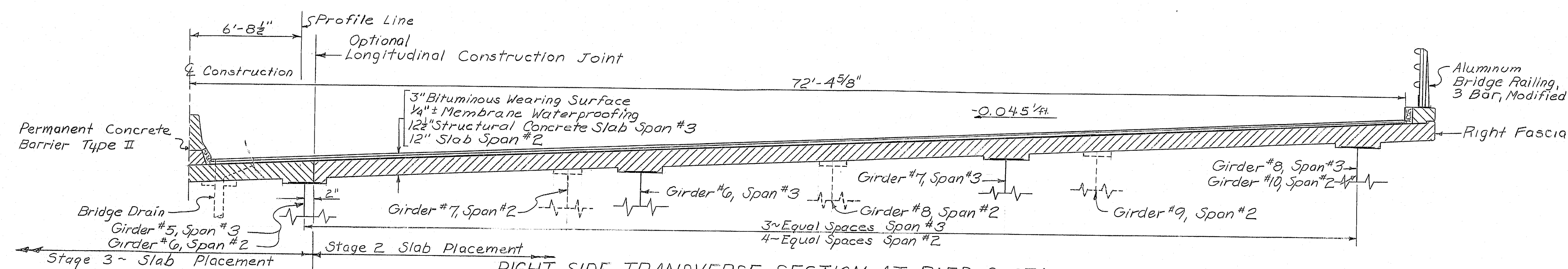
AUGUSTA, MAINE 5-17-1983

As BUILT

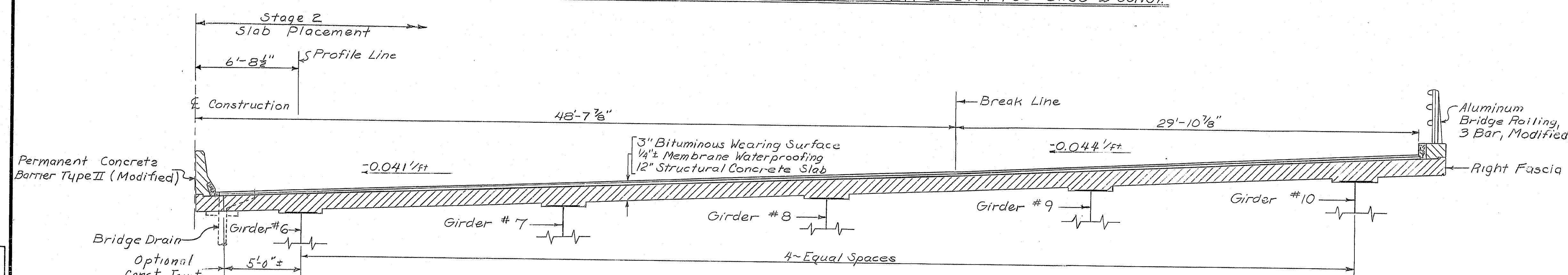
F.R.W.A.	STATE	PROJECT NUMBER	SHEET	TOTAL
1	MAINE	395-8(02)	59	114



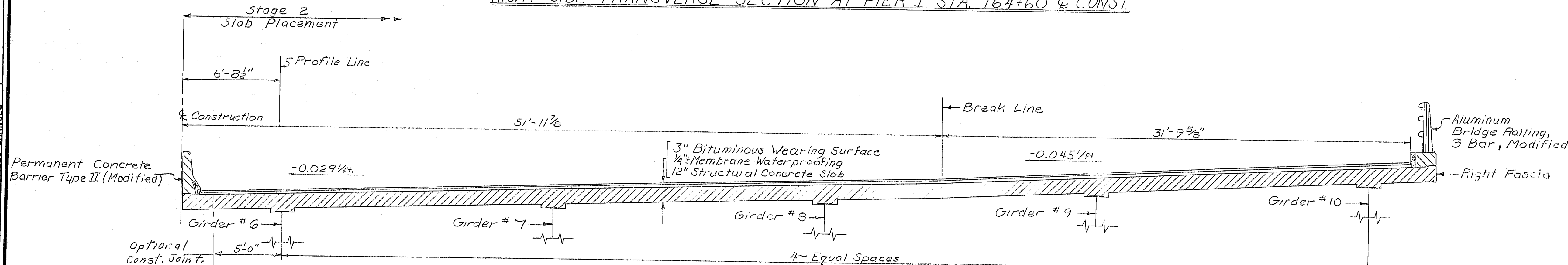
RIGHT SIDE TRANSVERSE SECTION AT PIER 3 STA. 167+80 & CONST.



RIGHT SIDE TRANSVERSE SECTION AT PIER 2 STA. 165+81.50 & CONST.



RIGHT SIDE TRANSVERSE SECTION AT PIER 1 STA. 164+60 & CONST.



RIGHT SIDE TRANSVERSE SECTION AT ABUT. 1 STA. 163+45 & CONST.

NOTES
1. All dimensions and slopes are along
& Bearings unless otherwise noted.

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	7/83
REVISIONS	10/83
FIELD CHANGES	

107-192

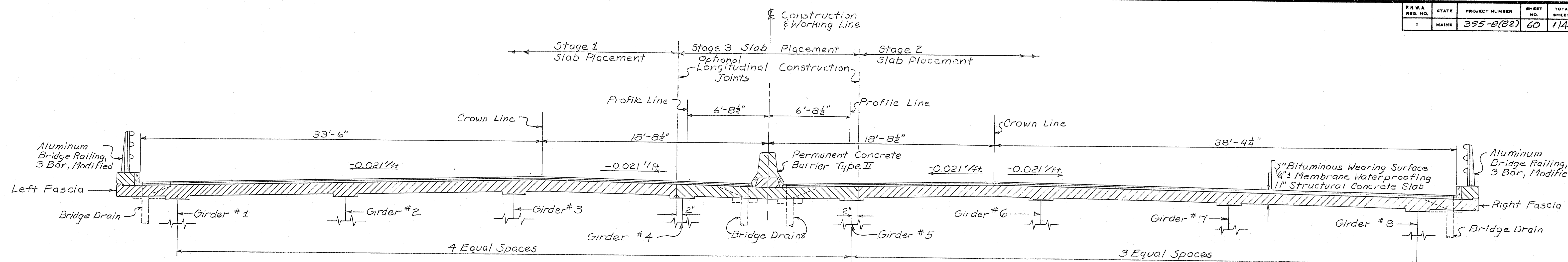
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
TRANSVERSE SECTIONS
at SUPPORTS

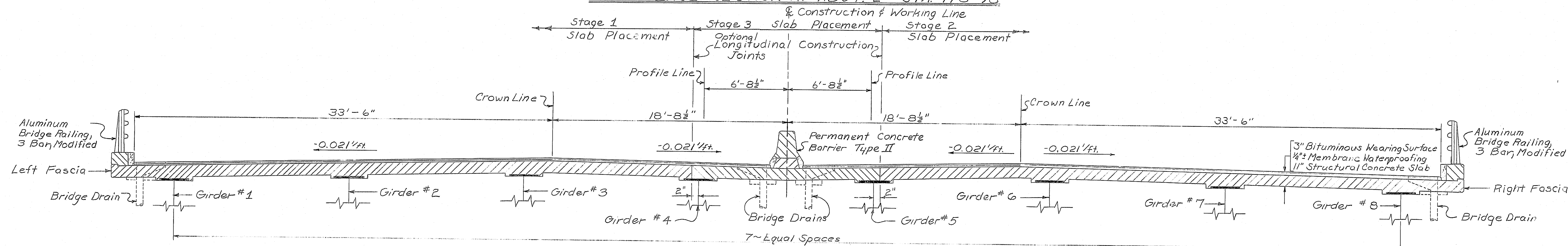
AUGUSTA, MAINE Sept. 1983

110 BUILT 1971, 1974, 1975, 1976

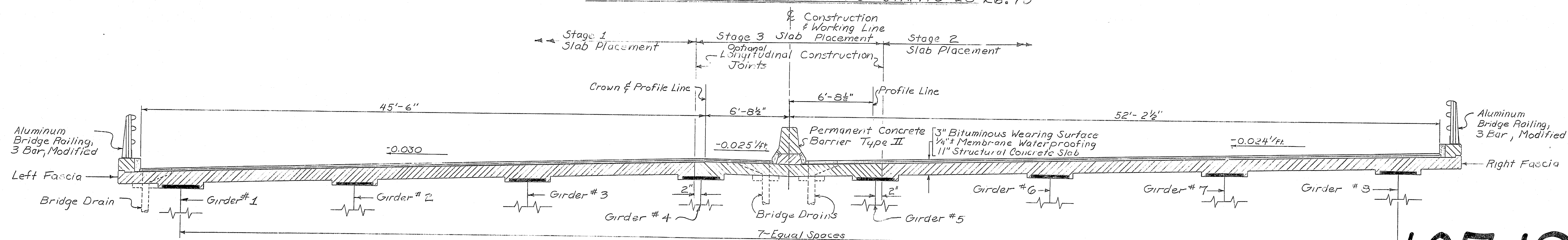
F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	60	114



TRANSVERSE SECTION AT ABUT. 2 STA. 178+98



TRANSVERSE SECTION AT PIER 5 STA. 173+28 26.78



TRANSVERSE SECTION AT PIER 4 STA. 170+80

PROJECT DESIGN ENGINEER	DATE
CAG	7/83
DESIGN - CHECKED	NER
REVISIONS	10/83
FIELD CHANGES	
PLANS	

BRUNING 44.132 (2/7/83)

107-193

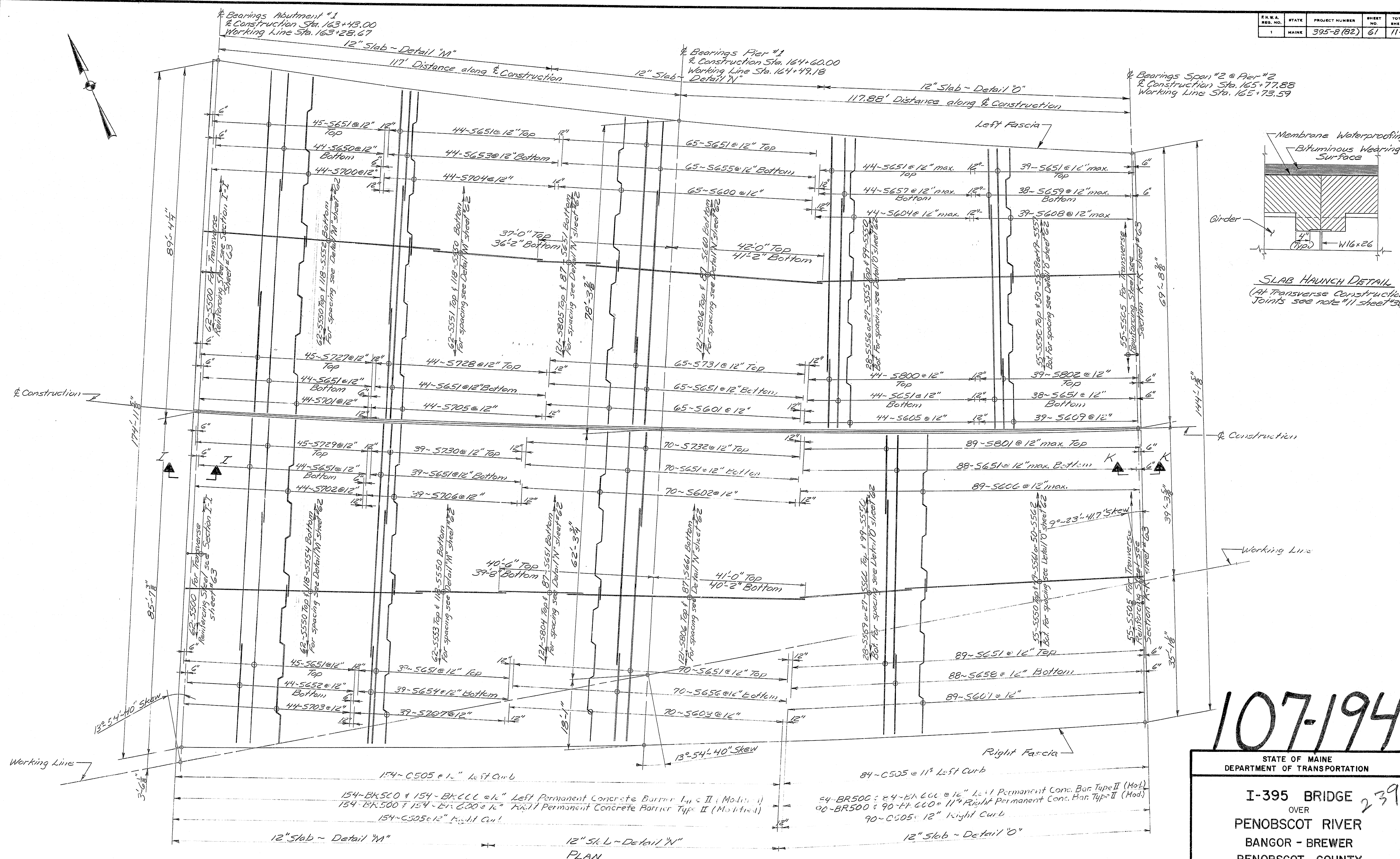
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY

TRANSVERSE SECTIONS
at SUPPORTS
AUGUSTA, MAINE Sept. 1982

A-2 Built from 51/4\"/>

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOT. SHEETS
1	MAINE	395-8(82)	61	114



PROJECT DESIGN ENGINEER <i>W. K. K.</i>	DATE
DESIGN - DETAILED	4/83
CHECKED	<i>L. P. J. W.</i>
REVISIONS	9/83
FIELD CHANGES	

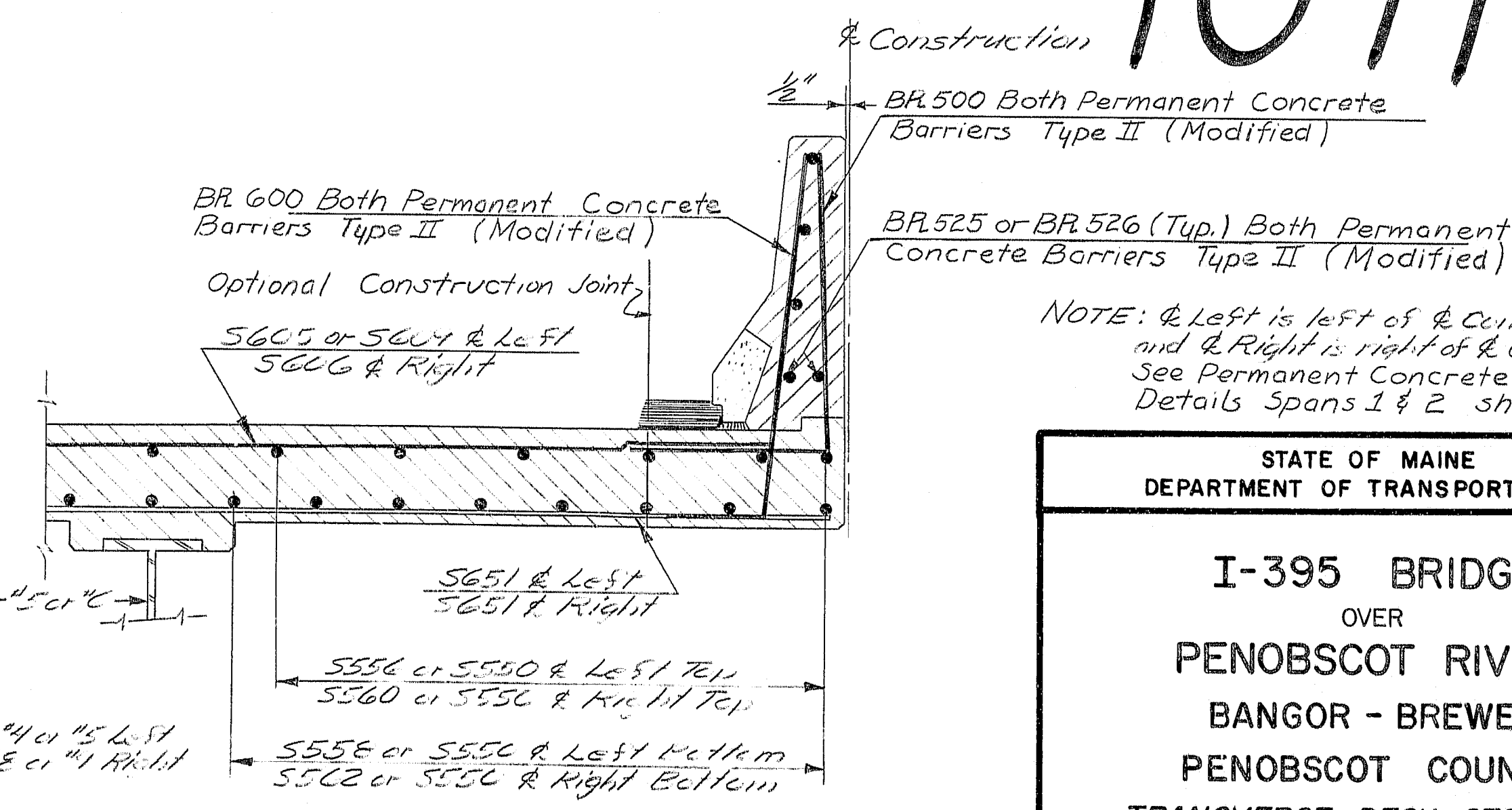
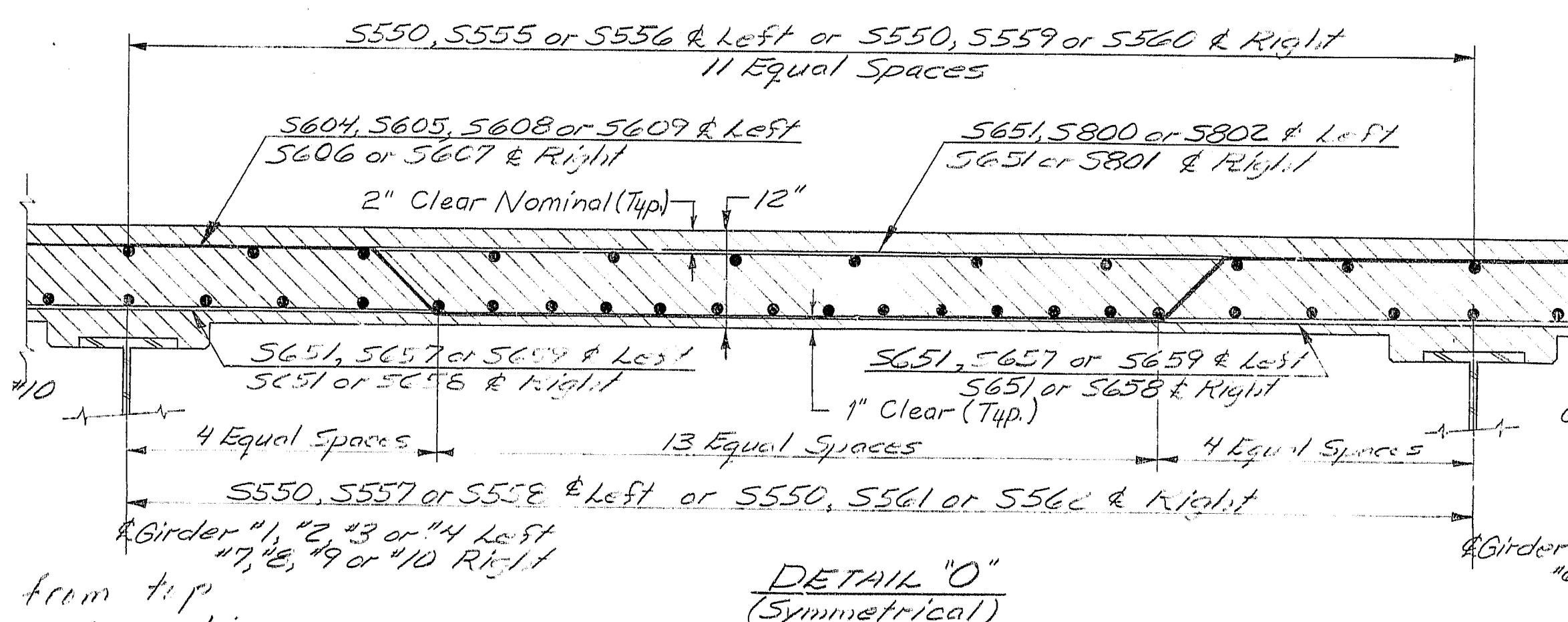
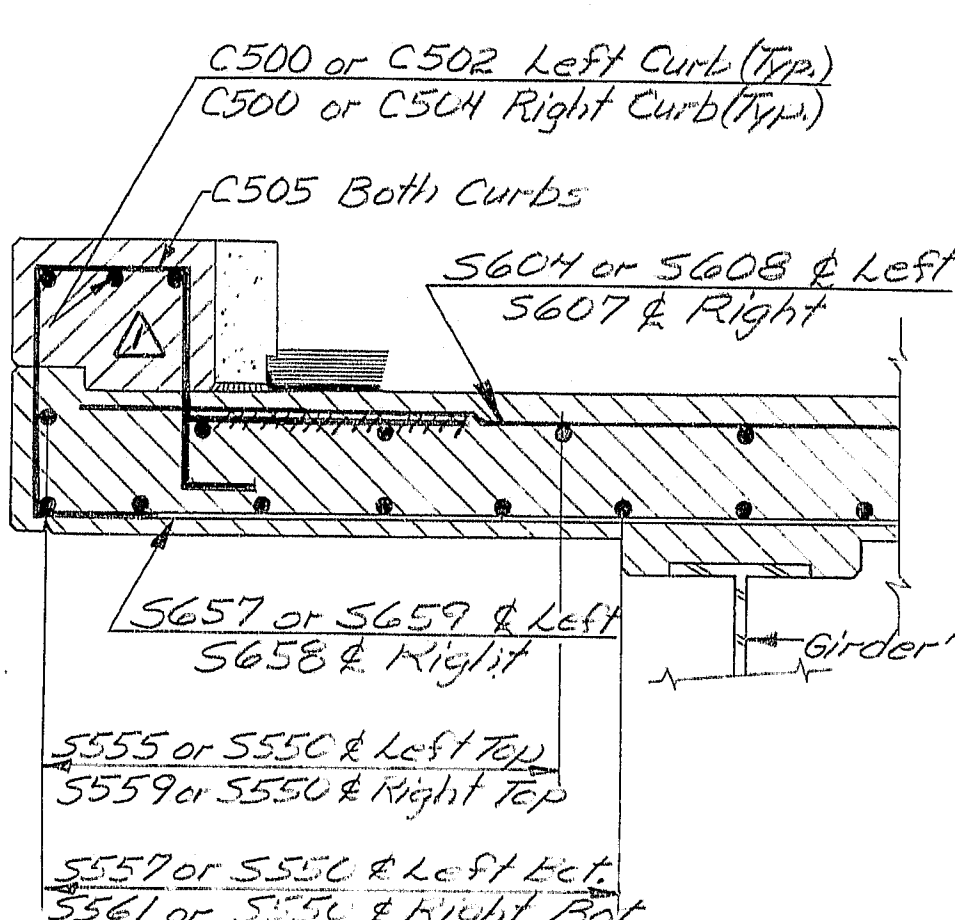
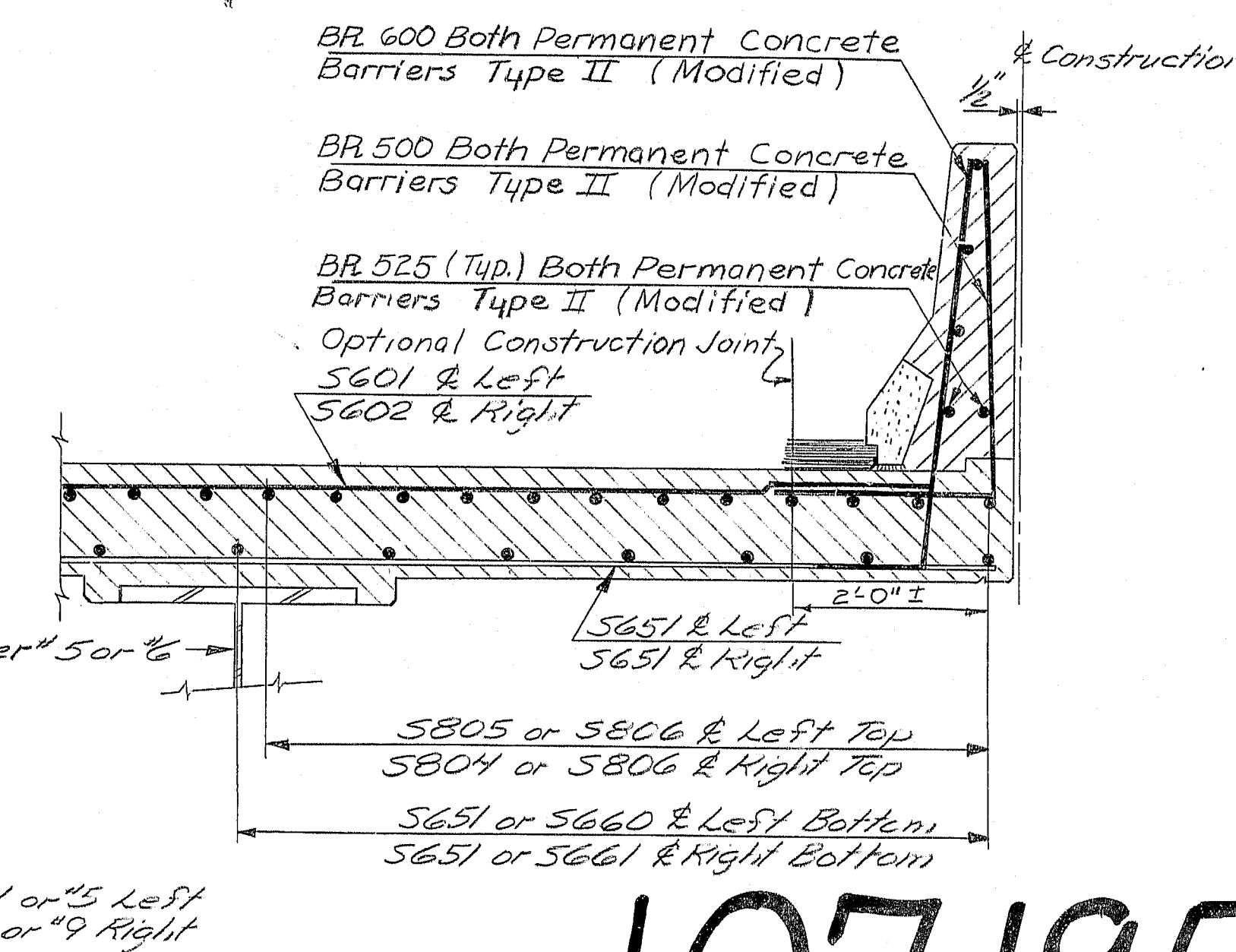
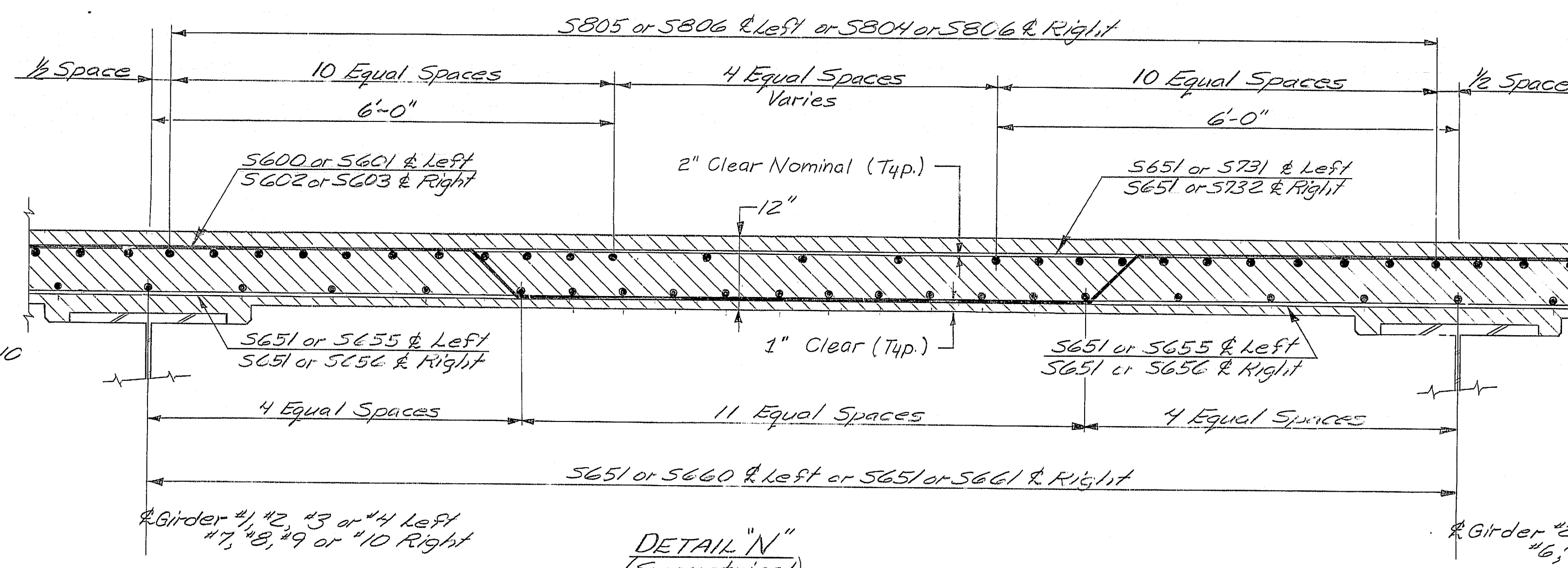
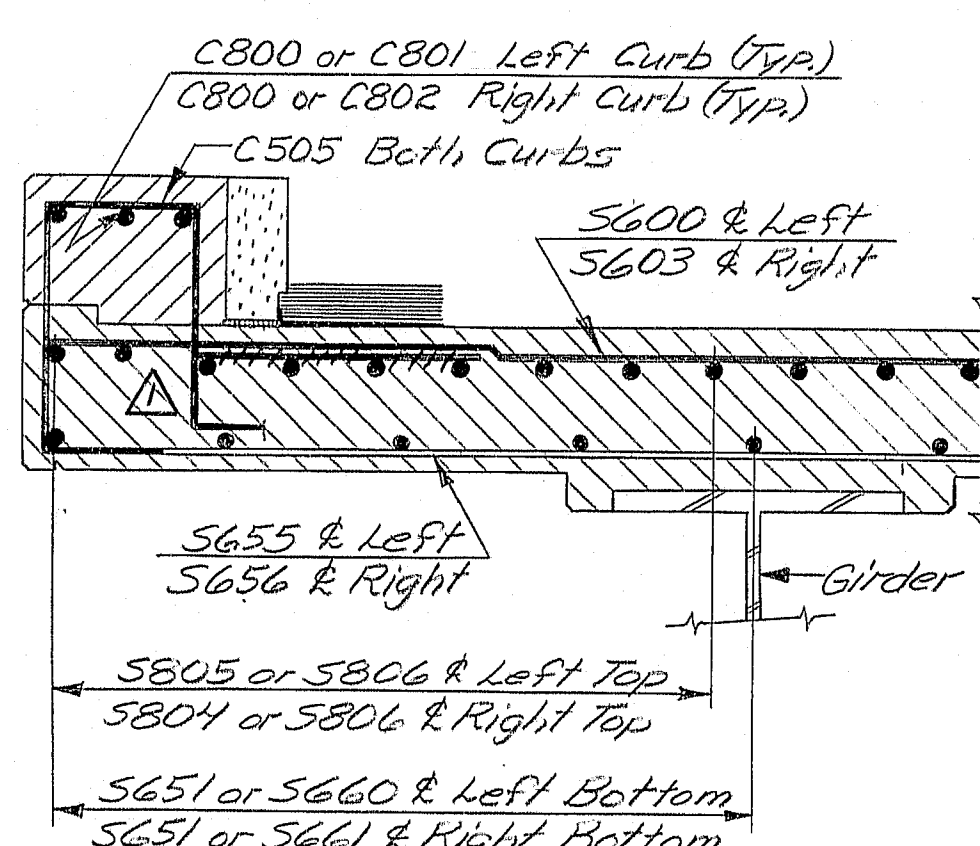
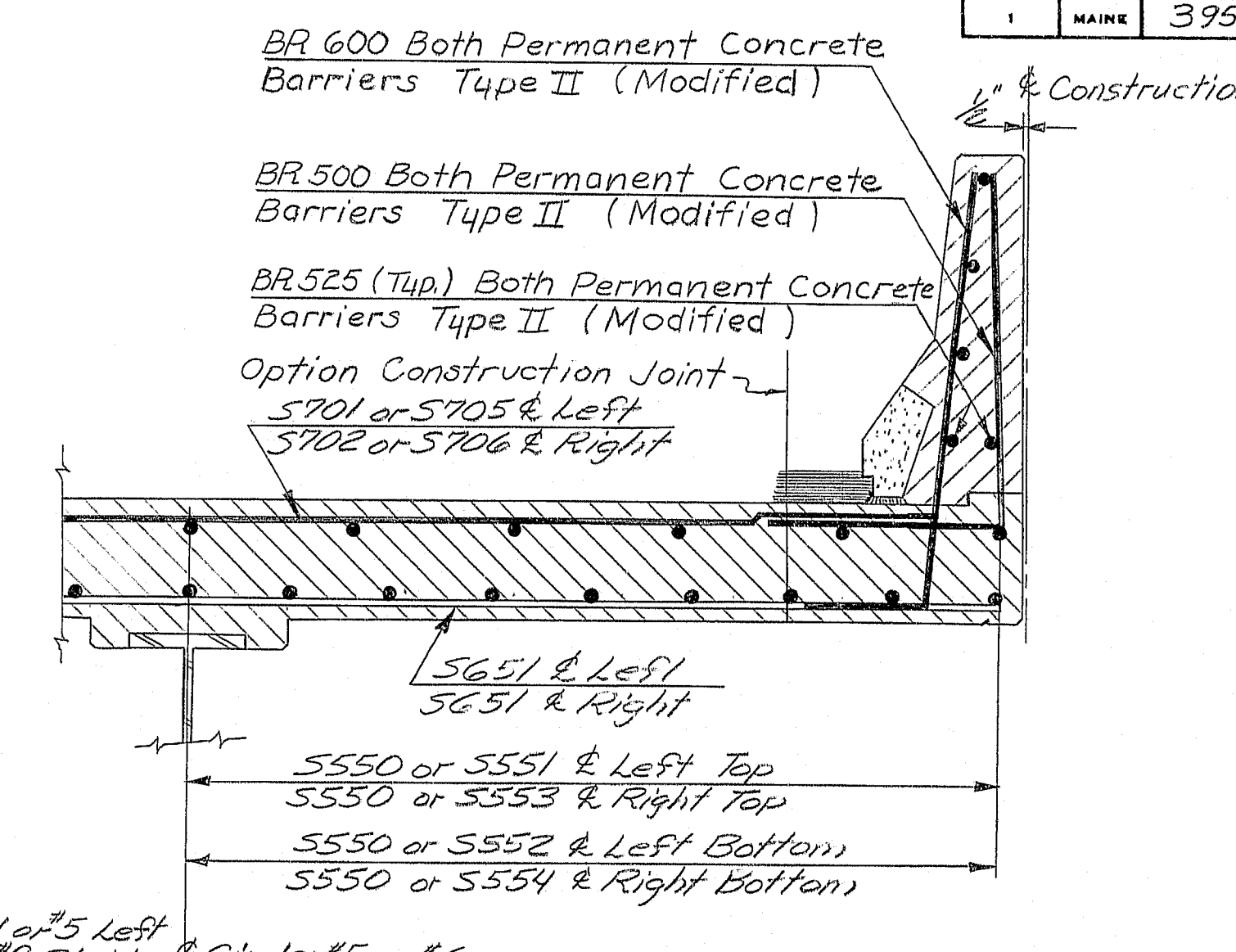
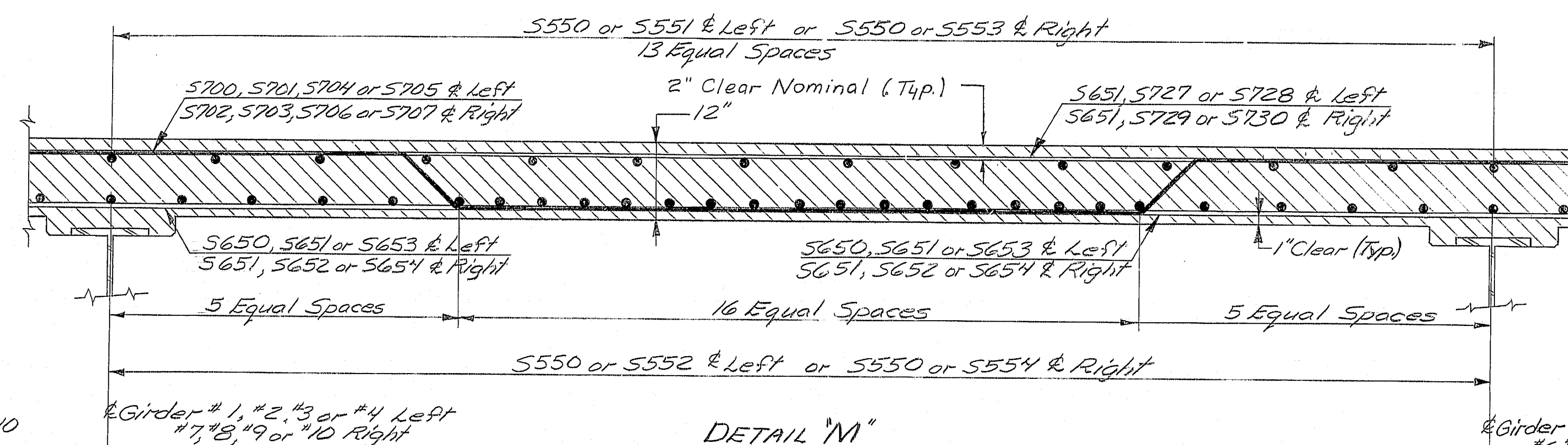
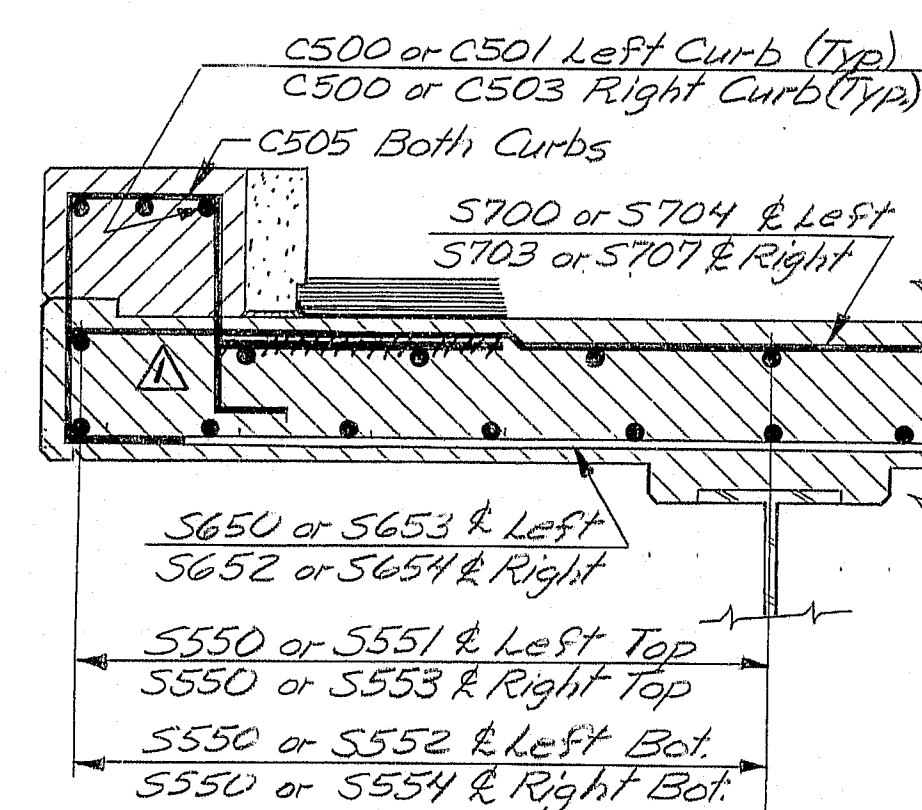
107-194

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE 239
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
DECK REBAR LAYOUT
(SPANS 1 & 2)
AUGUSTA, MAINE Sept 1995

As BUILT All Lumber and Steel

F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	62	114



Note: C505 Bar 2" Clearance kept from tip of curb to reinf. Chairs used to hold reinf.

NOTE: & Left is left of & Construction and & Right is right of & Construction. See Permanent Concrete Barrier Details Spans 1 & 2 sheet #57

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
I-395 BRIDGE 240
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
TRANSVERSE DECK SECTION
(SPANS 1 & 2)
AUGUSTA, MAINE Sept 1993

Revision C505 Date 7-3-84

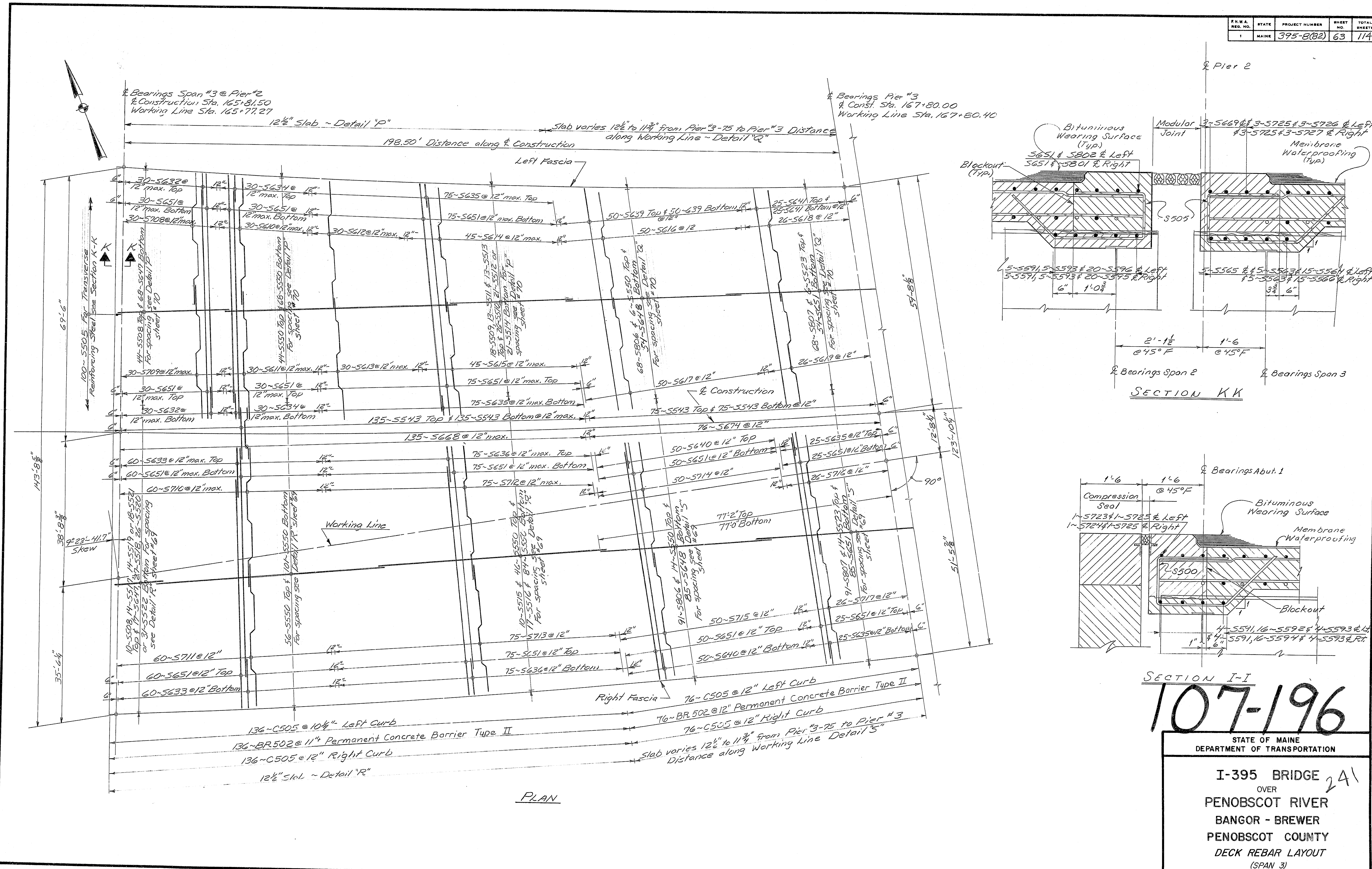
As BUILT 7/11/94 594-57-21

107-195

PROJECT DESIGN ENGINEER	DATE
NEA	7/83
CHECKED	12/83
REVISIONS	
FIELD CHANGES	
PLANS	

BRUNING 44132 2/7/01

F.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(82)	63	114



PROJECT DESIGN ENGINEER	DATE
BY	1/7/82
DESIGN - DETAILED	1/7/82
CHECKED	2/24/82
REVISIONS	1/1/83
FIELD CHANGES	

107-196

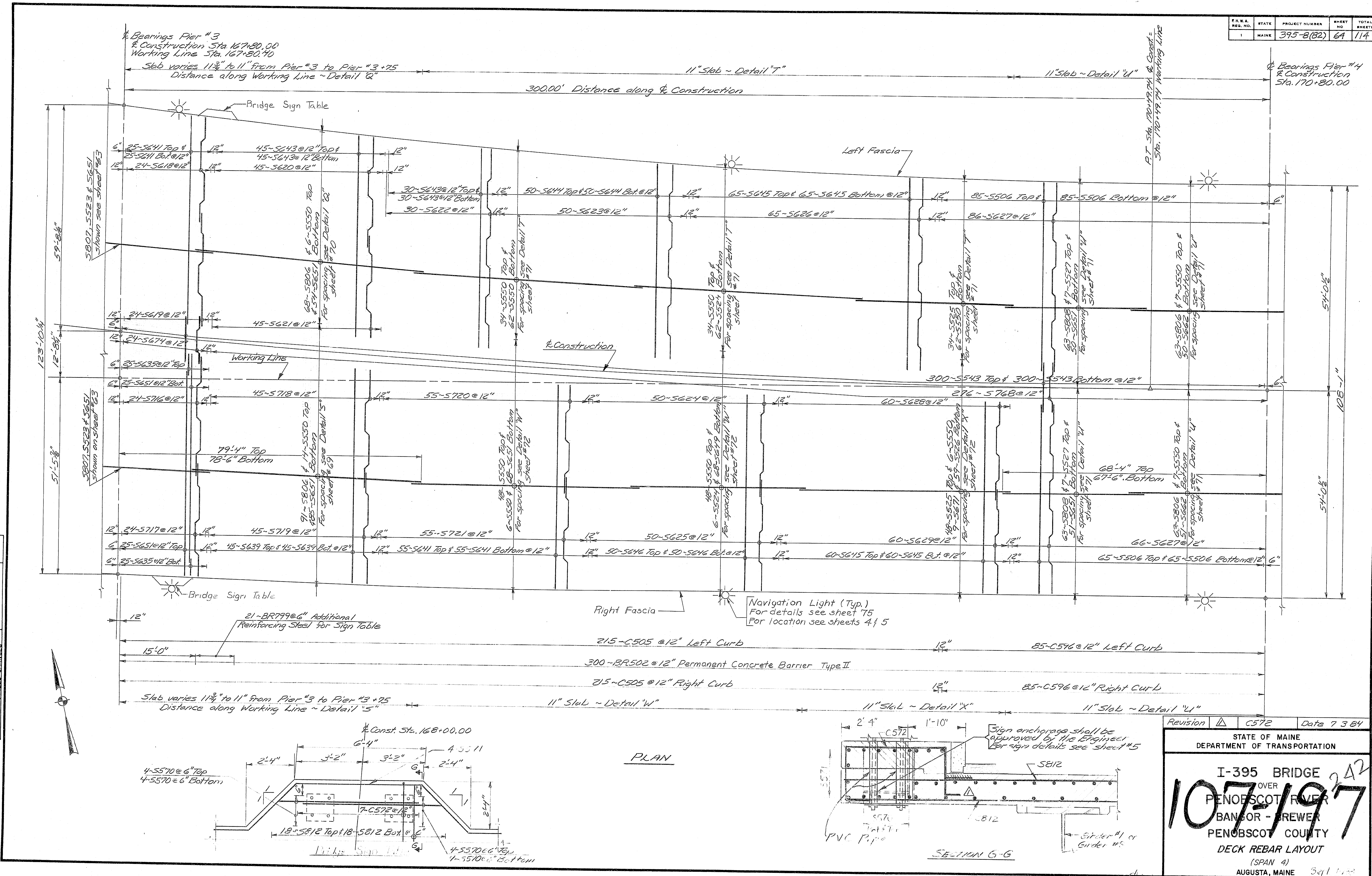
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
DECK REBAR LAYOUT
(SPAN 3)
AUGUSTA, MAINE Sept 1982

As BUILT Jan. 1984 519A Steel

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	10/10/87
REVISIONS	10/10/87
FIELD CHANGES	

BRIDGE 44132-4570



F.R.A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	64	114

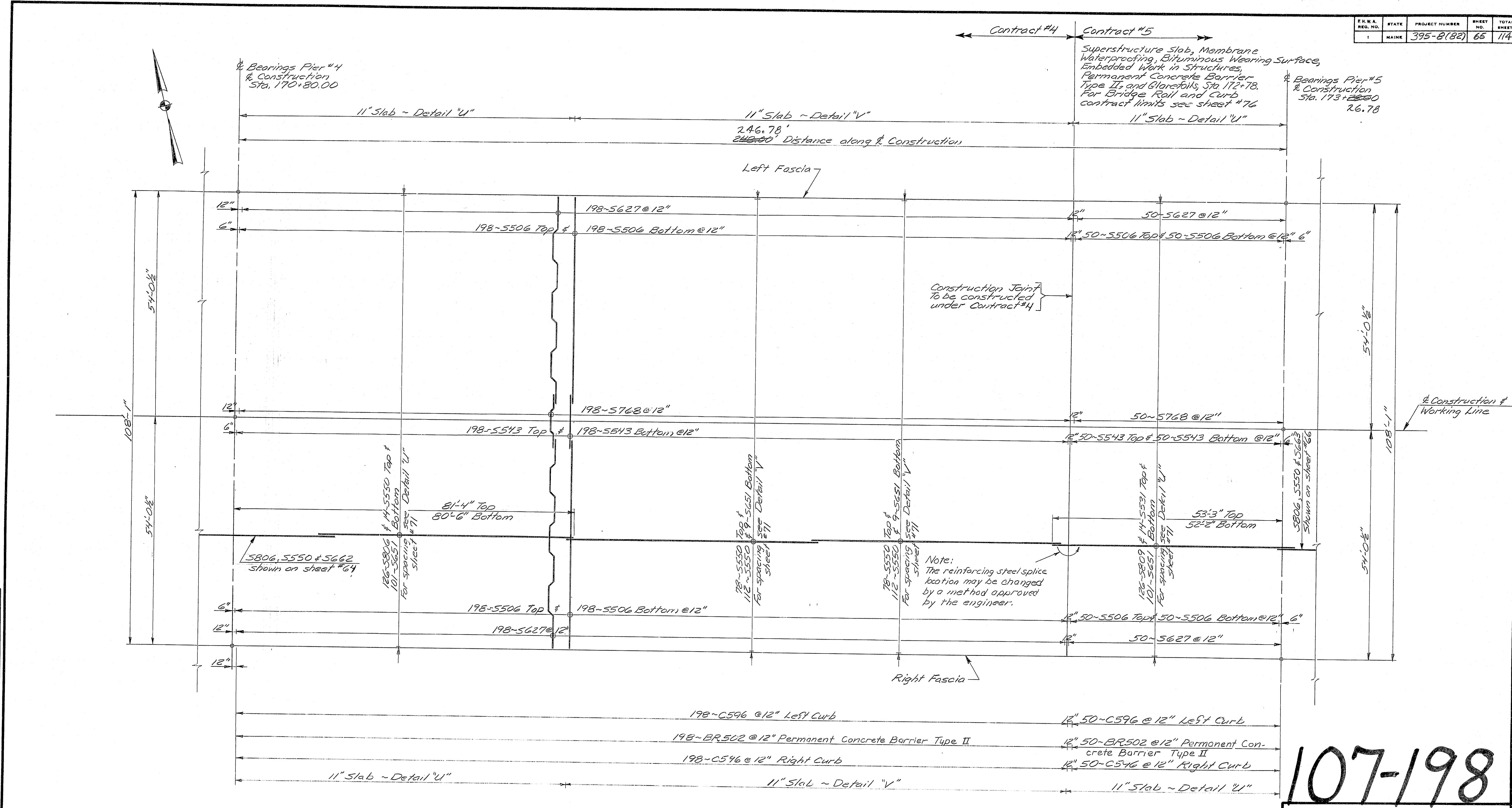
Revision Δ C572 Date 7/3/84

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
DECK REBAR LAYOUT
(SPAN 4)
AUGUSTA, MAINE Sept 1, 1987

A-Print of 10/10/87

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	65	114



PLAN

107-198

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
I-395 BRIDGE 243
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
DECK REBAR LAYOUT
(SPAN 5)
AUGUSTA, MAINE Sept. 1983

As Built - 7/11/84 - J. H. M. S. / J. H. M. S.

PROJECT DESIGN ENGINEER	DATE
BY: M.E.R.	1/83
CHECKED: J.S.M.	1/83
REVISIONS:	
FIELD CHANGES:	

BRUNING 44-132-6710-1

PROJECT	DESIGN ENGINEER	BY	DATE
PLANS	DESIGN - DETAILED	M.E.R. <i>DEW</i>	4/63
	CHECKED	LRW (J. Mear)	9/6/63
	REVISIONS		
	FIELD CHANGES		

107-199

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
DECK REBAR LAYOUT

(SPAN 6)
AUGUSTA, MAINE Sept. 1933

As BUILT J.M. [unclear] 5/24 [unclear]

Construction
Working Line

BRUNING 44-132 45710-1

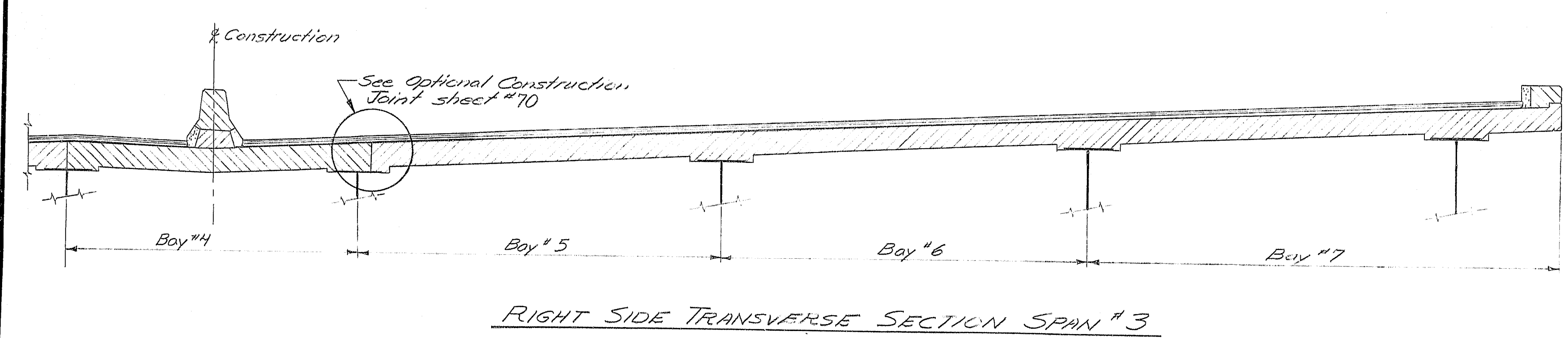
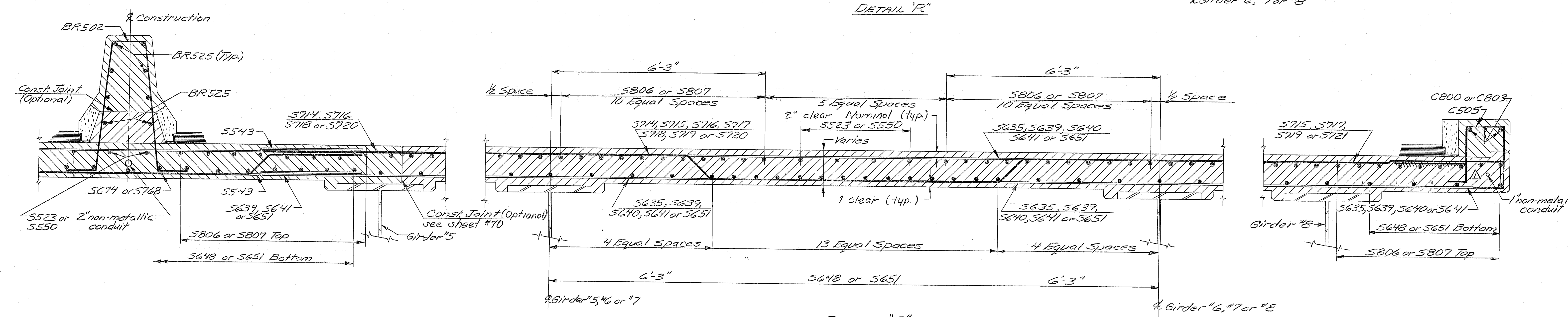
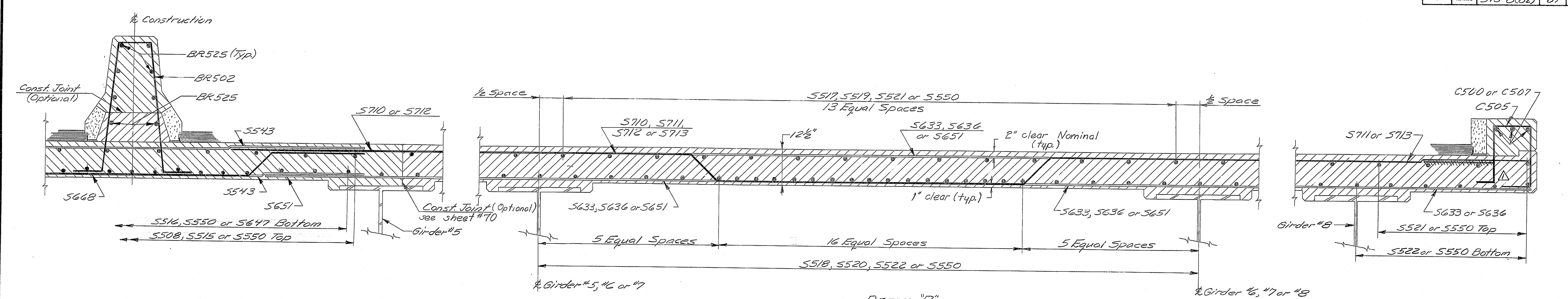
⚠ Revision, Re bars, 12-5-84

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE 246
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
DECK REBAR LAYOUT
(SPAN 8)
AUGUSTA, MAINE Sept 11/93

As BUILT FOR J. J. J. 5/97 Steel

F.R.M.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(82)	69	114



LONGITUDINAL REINFORCING STEEL									
Pier #2 to Pier #3 - 75'									
Top Mat					Bottom Mat				
Location	Mark	Length	No.		Location	Mark	Length	No.	
Bay #4	S508	30'-0"	10		Bay #4	S547	30'-0"	17	
	S550	60'-0"	10			S550	60'-0"	17	
	S515	39'-9"	10			S516	40'-5"	17	
Bay #5	S517	12'-9"	14		Bay #5	S518	13'-7"	27	
	S550	60'-0"	28			S550	60'-0"	54	
	S519	15'-11"	14			S520	16'-9"	26	
Bay #6	S550	60'-0"	28		Bay #6	S550	60'-0"	54	
	S517	12'-9"	14			S518	13'-7"	27	
	S519	15'-11"	14			S520	16'-9"	26	
Bay #7	S550	60'-0"	28		Bay #7	S550	60'-0"	54	
	S517	12'-9"	14			S518	13'-7"	27	
	S519	15'-11"	14			S520	16'-9"	26	

Do not use this schedule to compute items 50.3.12 or 50.3.13 quantities.

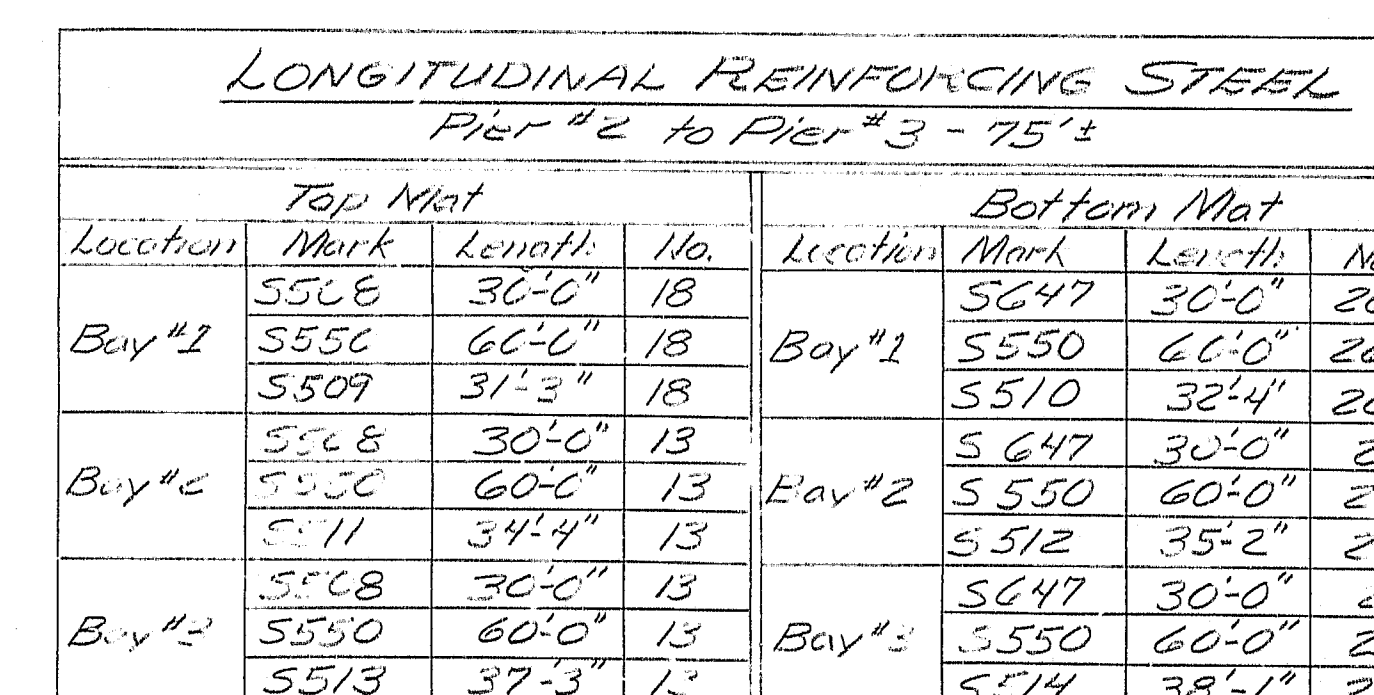
107-202

Revision	Revised C505	Date 7-3-84
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
I-395 BRIDGE OVER PENOBSCOT RIVER BANGOR - BREWER PENOBSCOT COUNTY TRANSVERSE DECK SECTIONS (SPAN 3 RIGHT) AUGUSTA, MAINE Sept. 1983		

As BUILT from original steel

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	4/83
CHECKED	4/83
REVISIONS	1/8/83
FIELD SURVEYS	

BRUNING 44132 457161



107-203

Revision	Δ	C505	Date	7-3-84
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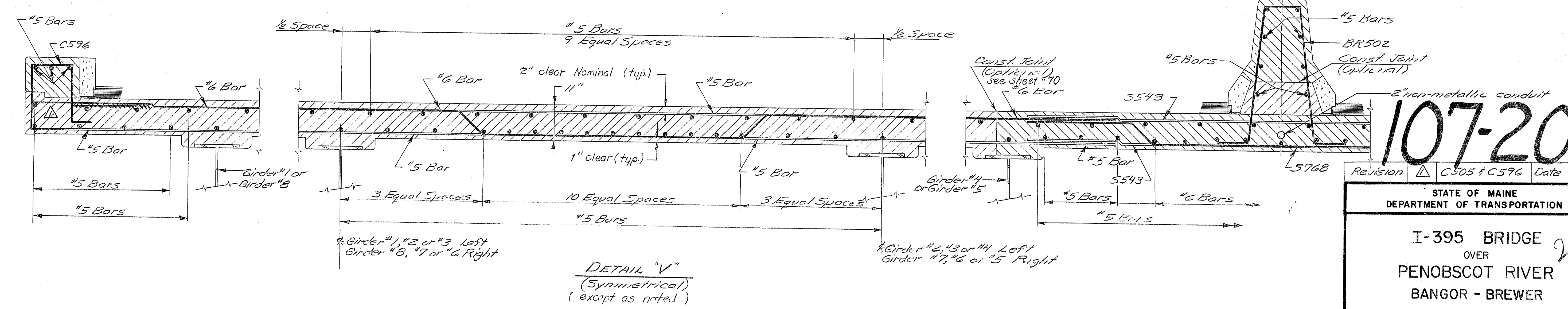
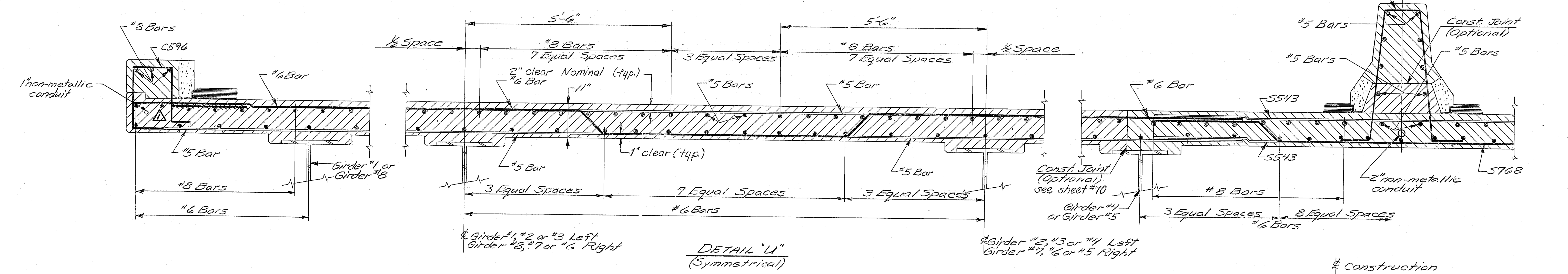
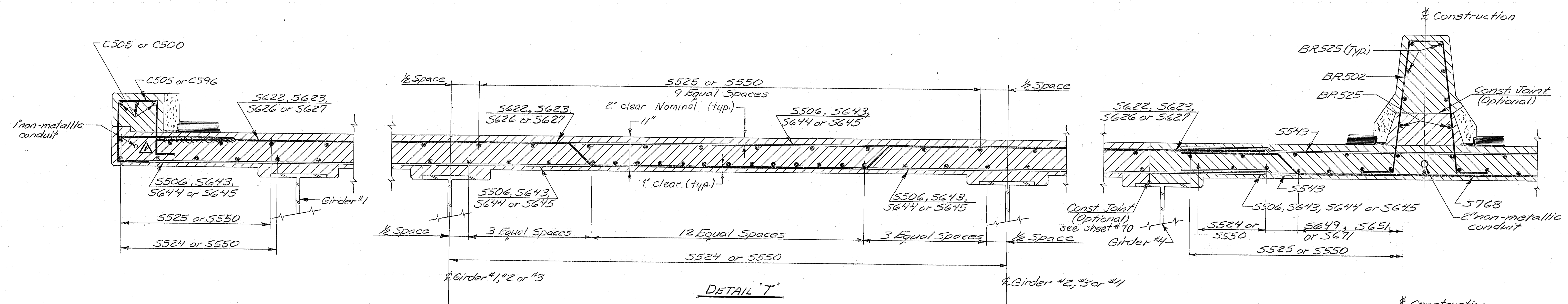
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I 395 BRIDGE 2A8
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
TRANSVERSE DECK SECTIONS

(SPAN 3 LEFT)
AUGUSTA, MAINE Sept. 1933

AUGUSTA, MA
 HS BUILT IN MAHAR 5/90 - 5

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(82)	71	114



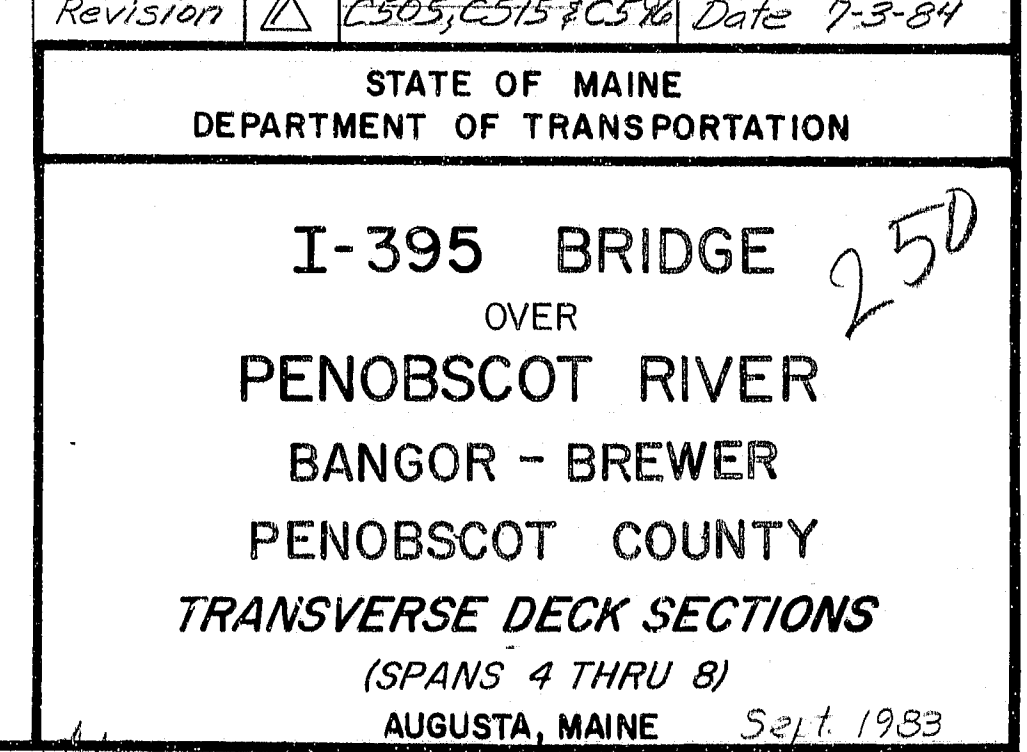
PROJECT DESIGN ENGINEER	DATE
BY	10/1/82
CHECKED	10/1/82
REVISIONS	10/1/82
FIELD CHANGES	10/1/82

107-204

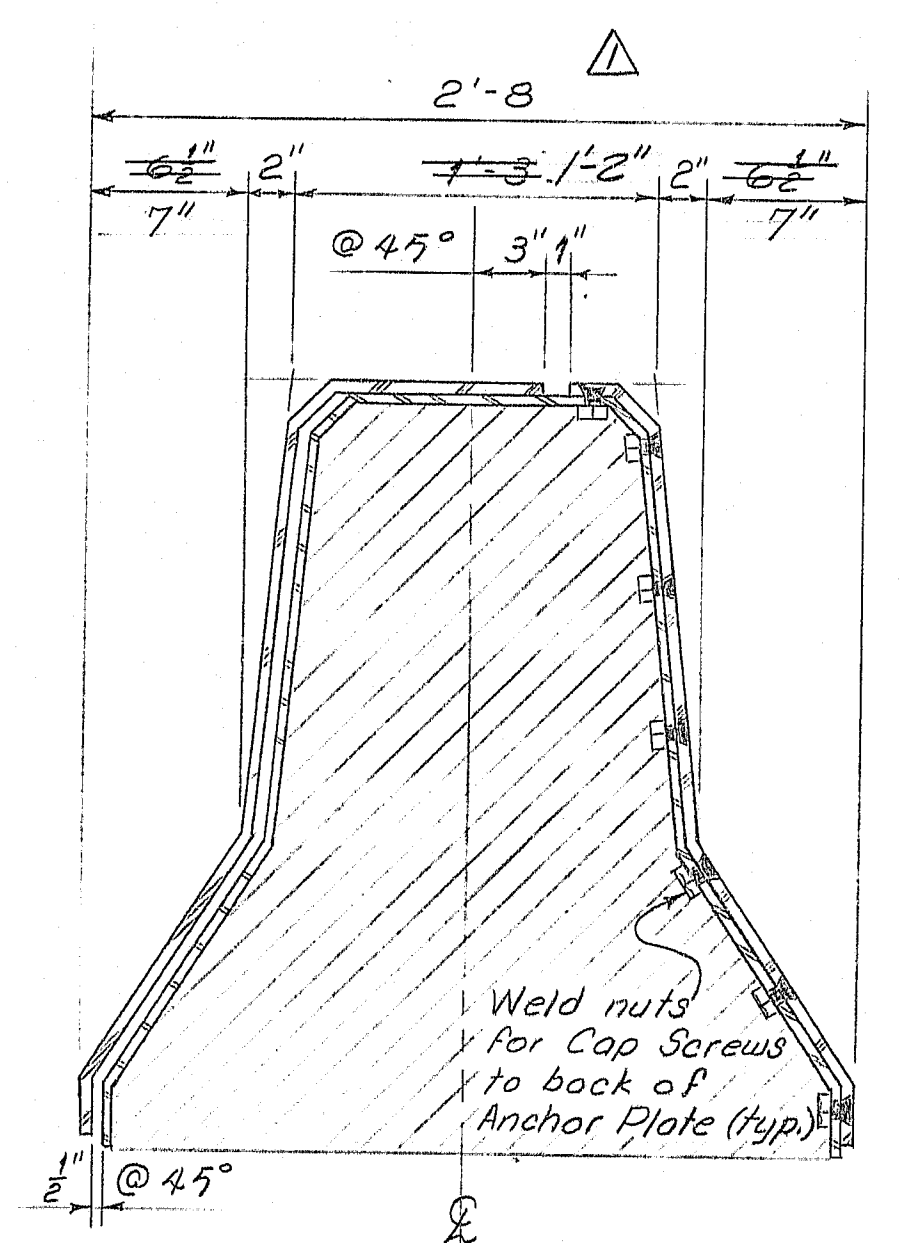
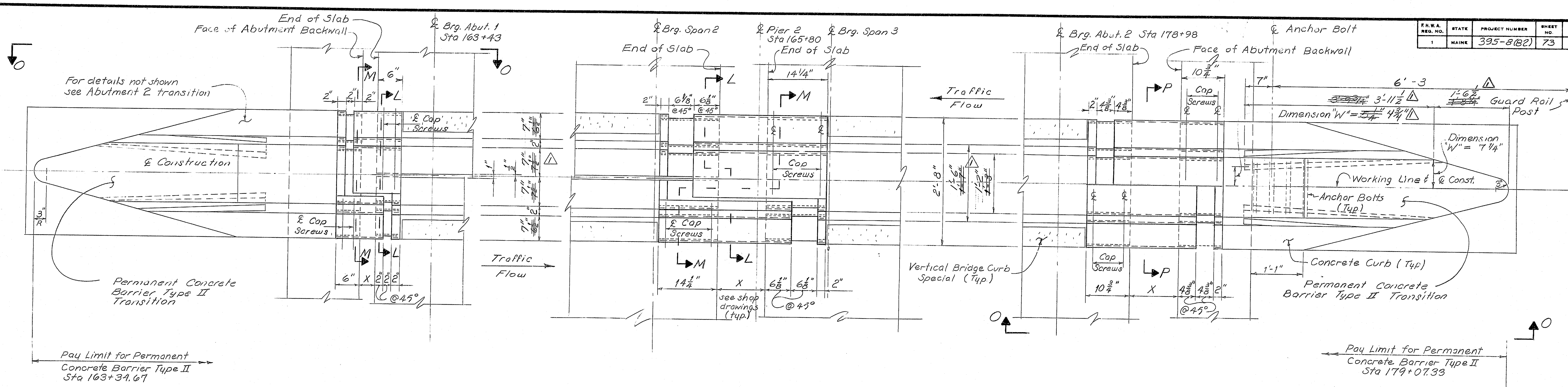
Revision	C505 & C596	Date	7-384
STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
I-395 BRIDGE 249 OVER PENOBSCOT RIVER BANGOR - BREWER PENOBSCOT COUNTY TRANSVERSE DECK SECTIONS (SPANS 4 THRU 8) AUGUSTA, MAINE Sept. 1933			

As Built J.M. Williams Sept. 5, 2001

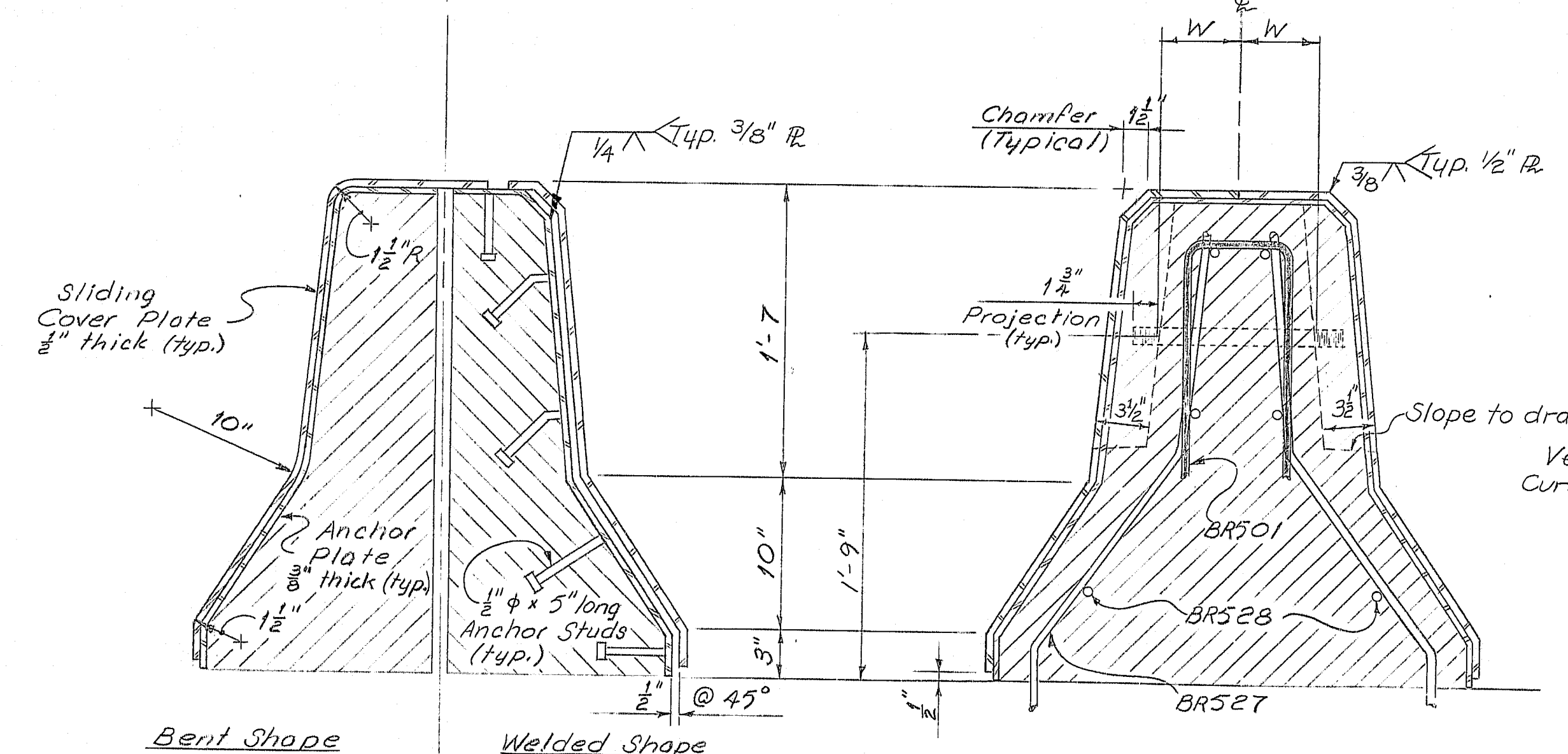
107-205



F.R.W.	STATE	PROJECT NUMBER	SHEET	TOTAL
1	MAINE	395-8(82)	73	114



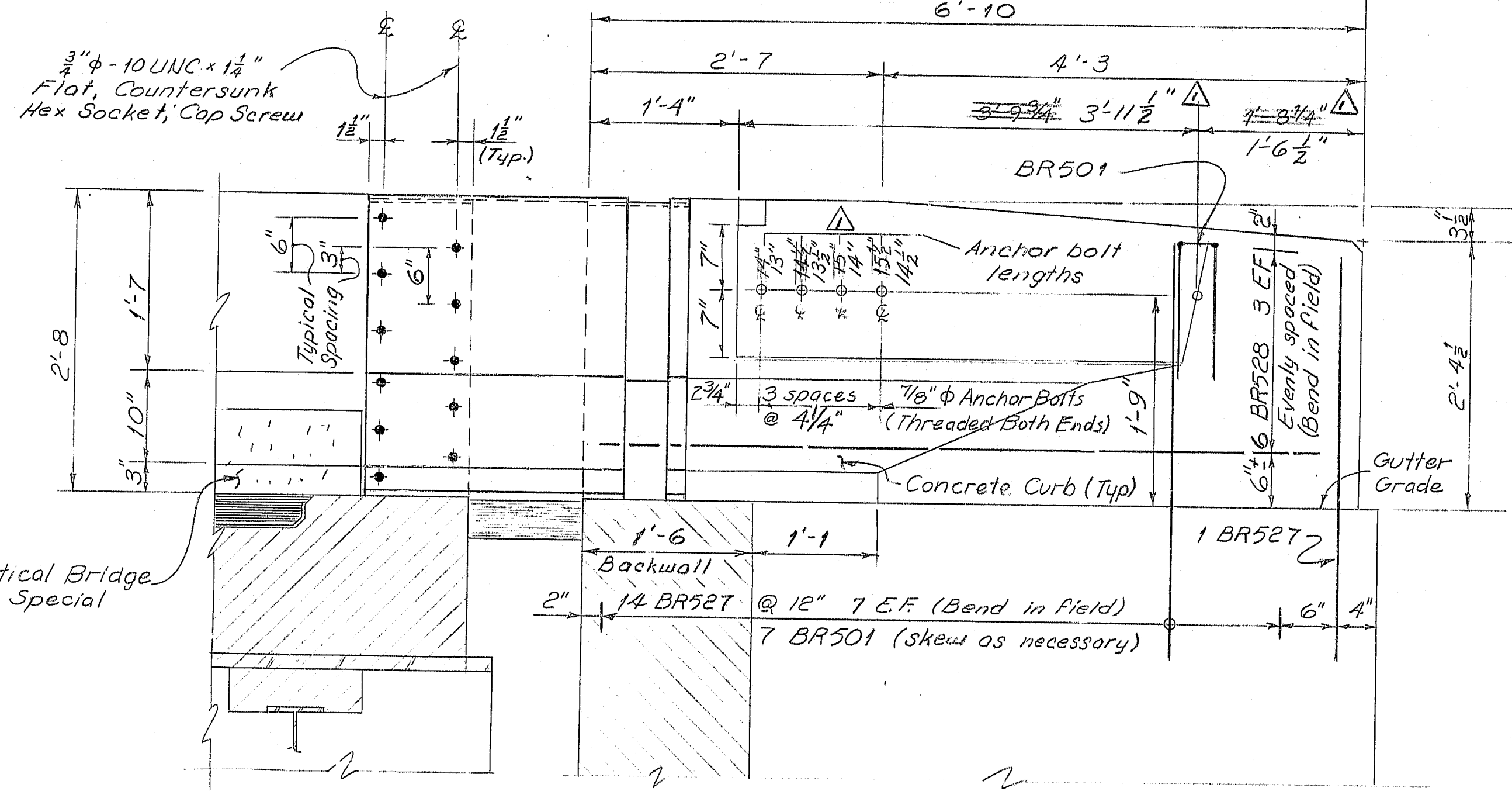
SECTION M-M



Bent Shape

Welded Shape

SECTION P-P



VIEW O-O

NOTES

1. All Plates may be fabricated by welding and/or bending. If Plates are bent they shall be fabricated to the radii shown.
2. Fabricated sets of Plates shall be shop assembled to verify proper fit.
3. Weld J tails are as shown on Standard Details sheet "III".
4. Refer to Standard Details sheet "III" for stud locations.
5. Refer to sheets 77, 81, 83, 89 for Perm. Conc. Barr. Type II rail forcing steel.
6. The expansion dams, light standard housings, & sign support housings shall be 5'-0" x 136" galvanized in accordance with ASTM A123. Bolts & cap screws shall be 1/2" diameter minimum & shall conform to Section 713.002.
7. Payment for first washing and installing of the Permanent Concrete Barrier Type II will be considered incidental to Item 520.22, 520.0001 & 520.0002.
8. Sign supp. of housings fabricated and installed will be considered incidental to Item 520.31.

References: See sheet #57 for details & sections of Permanent Concrete Barrier & Vertical Bridge Curb Special.

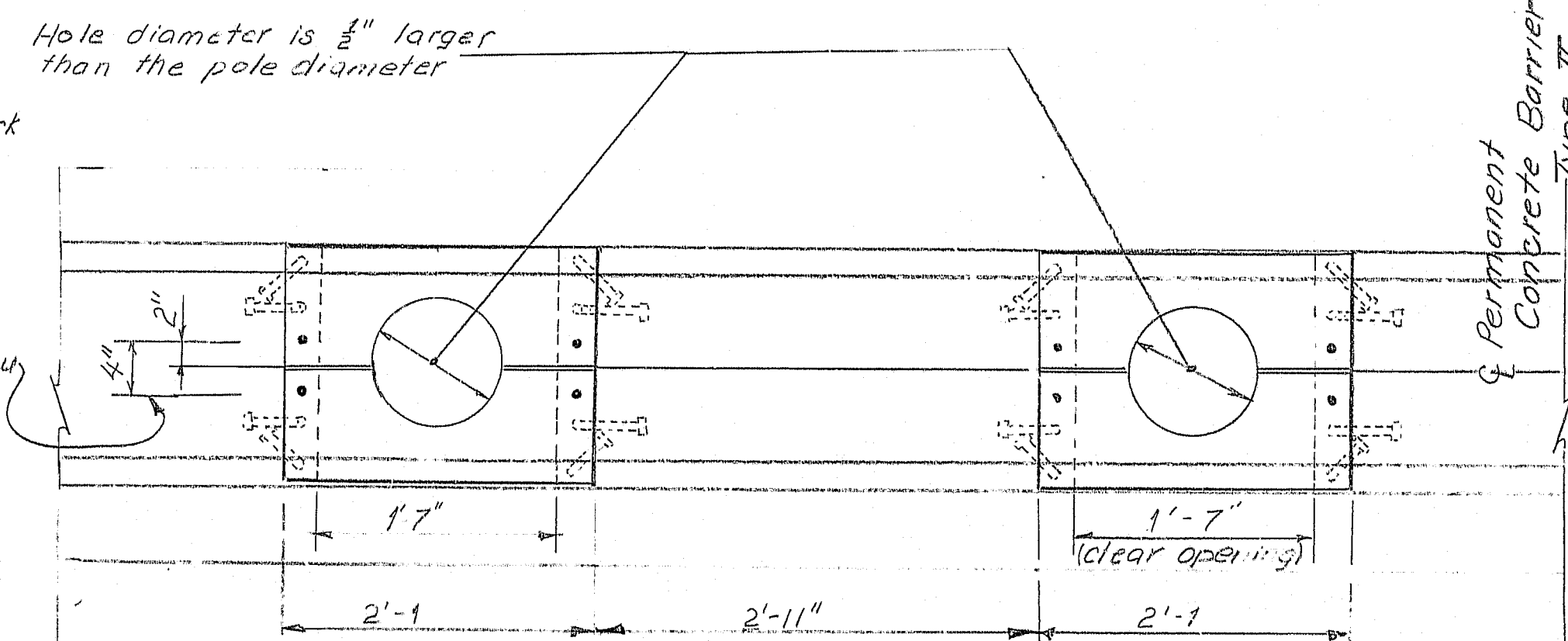
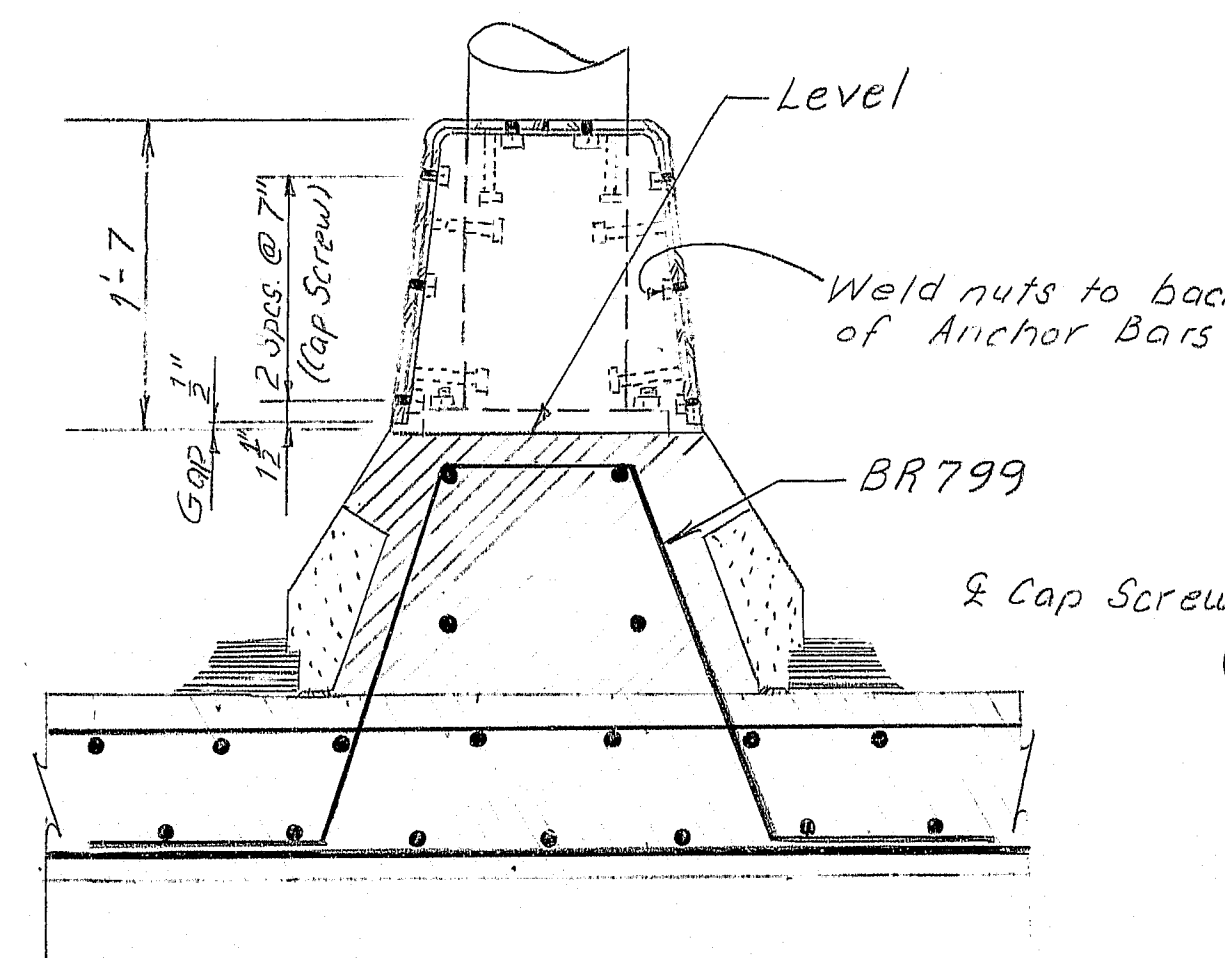
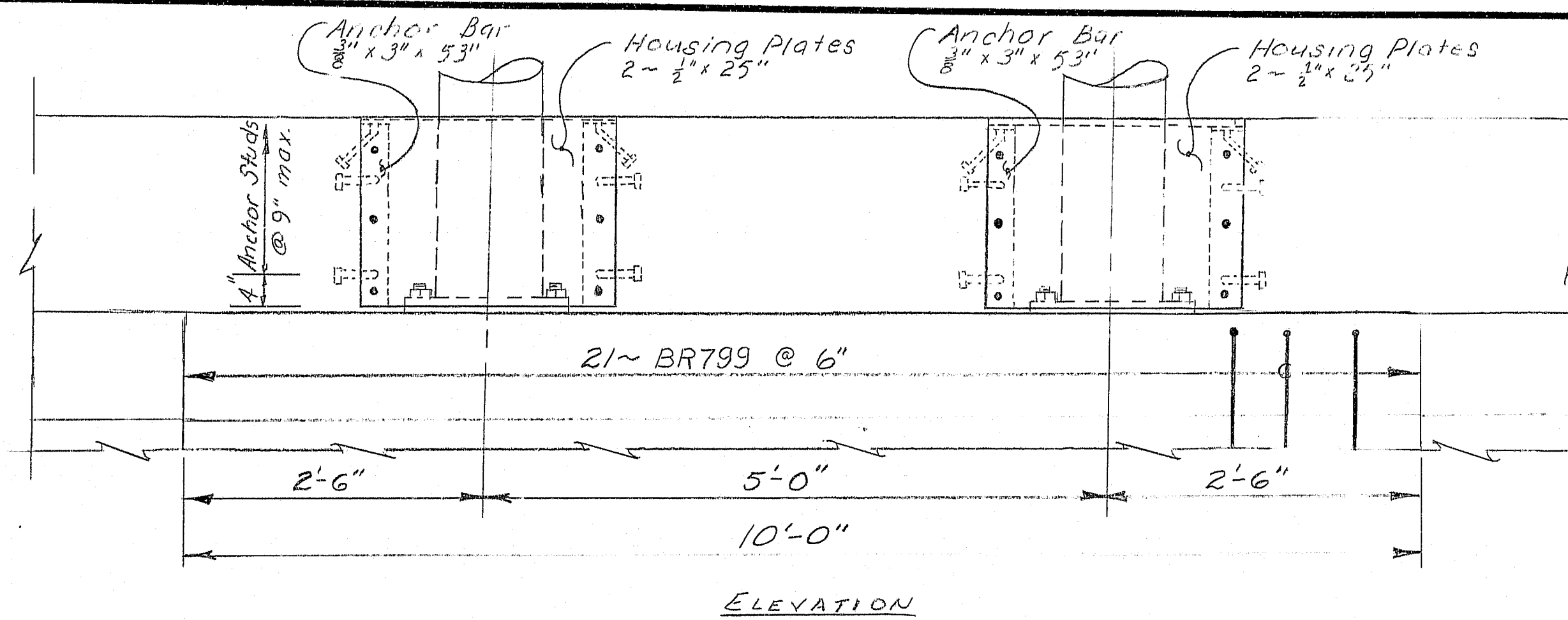
107-206

Revision	Barrier Shape	Date 7-3-84
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
I-395 BRIDGE OVER PENOBSCOT RIVER BANGOR - BREWER PENOBSCOT COUNTY PERMANENT CONCRETE BARRIER TYPE II AUGUSTA, MAINE Sept 1982		

As BUILT SHOWN ON SHEET

PROJECT DESIGN ENGINEER	DATE
BY	10/23
DESIGN CHECKED	10/23
CHECKED	10/23
REVISIONS	
FIELD CHANGES	

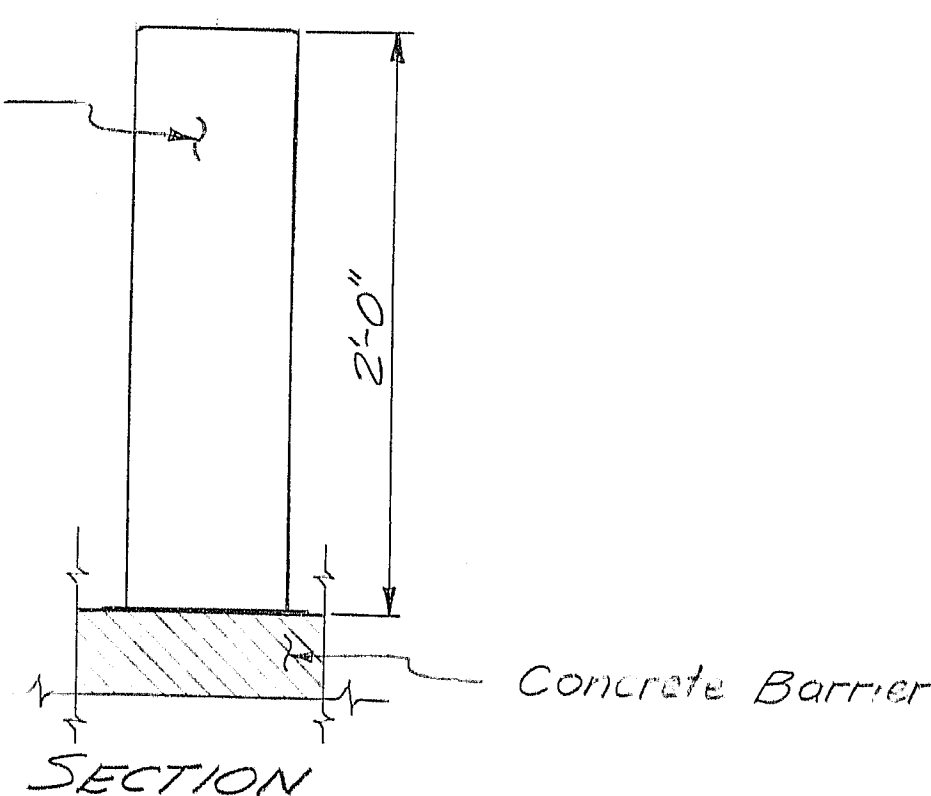
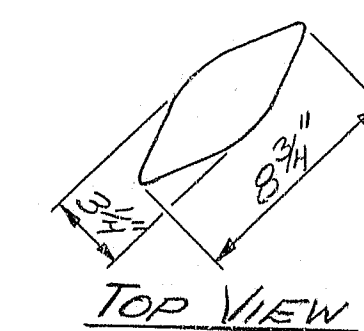
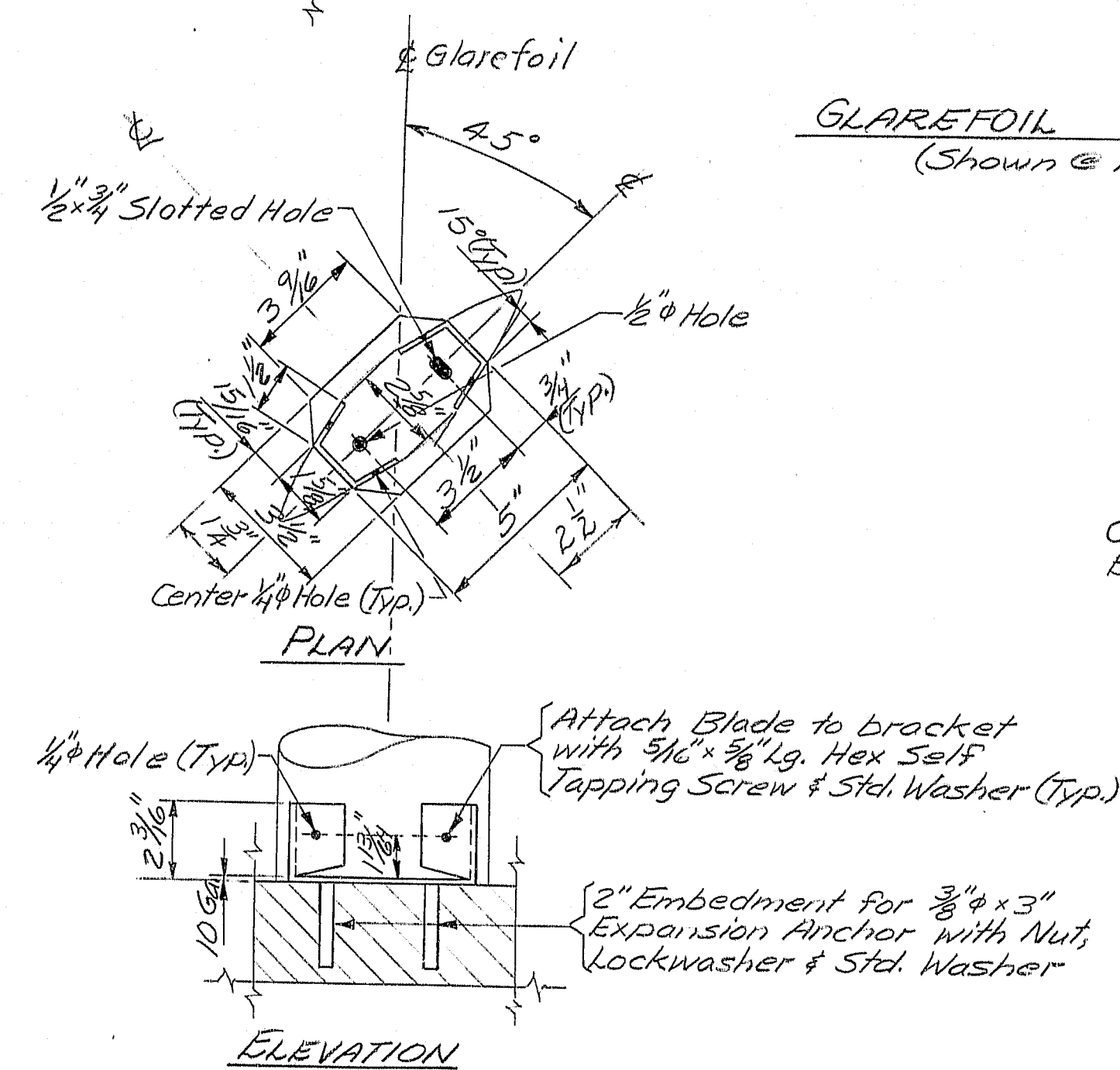
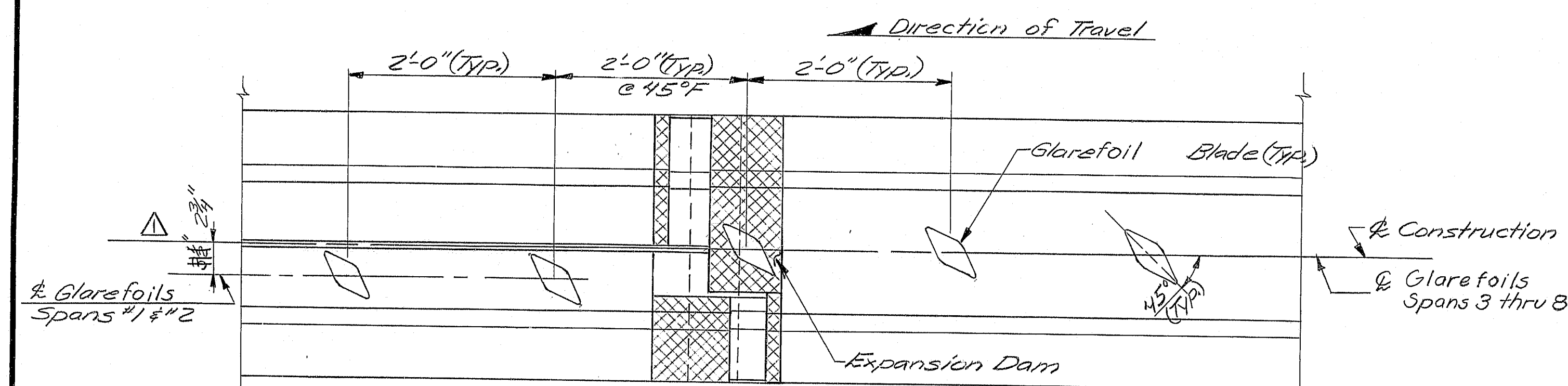
BRUNING 44132 45710-1



F.R.E.A.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(82)	74	114

SIGN SUPPORT HOUSING

See Permanent Concrete Barrier Type II Notes Sheet # 73.



GLAREFOIL NOTES:

- 1~ Attach Glarefoil to expansion dams and transitions by a method approved by the Engineer.
- 2~ Adjust the 2'-0" spacing to clear Light Standard Base Cover and sign supports as directed by the Engineer.
- 3~ Begin Glarefoils at Sta 162+38.5
End Glarefoils at Sta 179+05.5
- 4~ Install Amber Demountable ReflectORIZED Delineators, meeting the requirements of section 719.06, mounted on the Glarefoil Blades. Delineators are to be attached to the Glarefoils by pop riveting it thru the Glarefoils. Space the Delineators at 100 ft intervals in each of westbound and eastbound lanes. Payment will be considered incidental to Item 662.30 Glarefoils.

107-207

Revision Δ Glarefoil Location Date 7-2-81

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE 252
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
BARRIER RAIL DETAILS

AUGUSTA, MAINE Sept. 1933

As Built 9/11/33 Steel

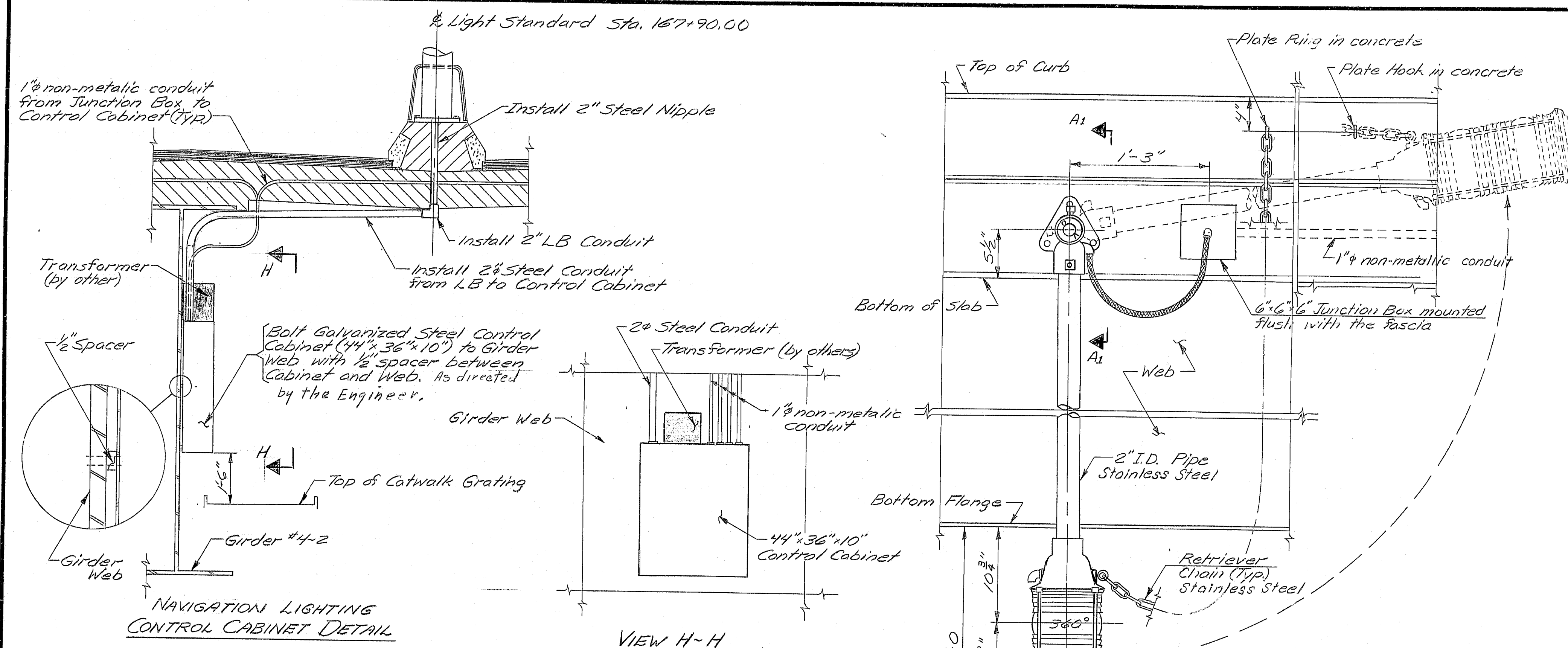
PROJECT DESIGN ENGINEER	DATE
BY J. W. B. 10/23	
CHECKED	
REVISIONS	
FIELD CHANGES	

BRUNING 44-132 (27) 1-1

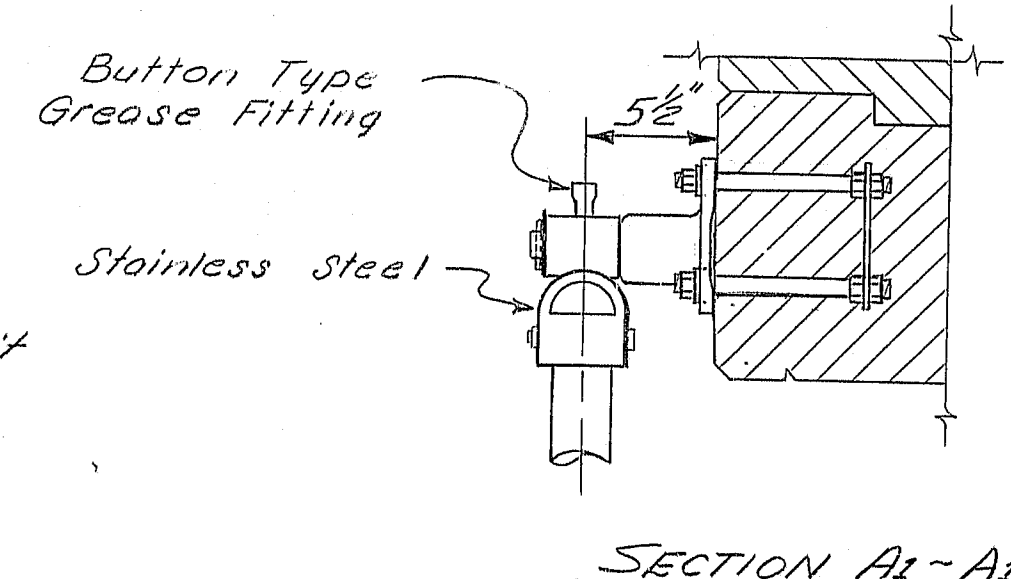
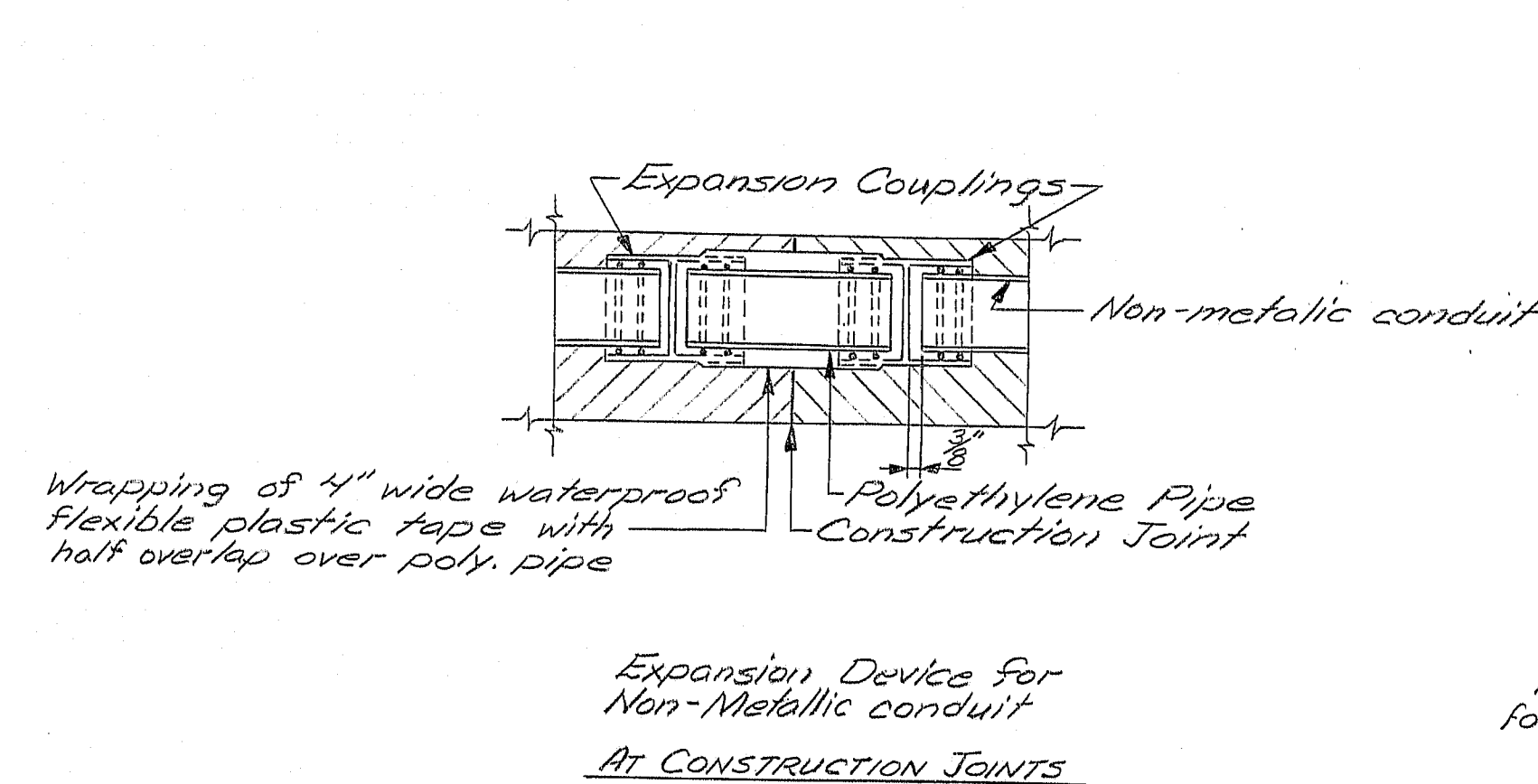
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOT SHE
1	MAINE	395-8(82)	75	111

NOTES

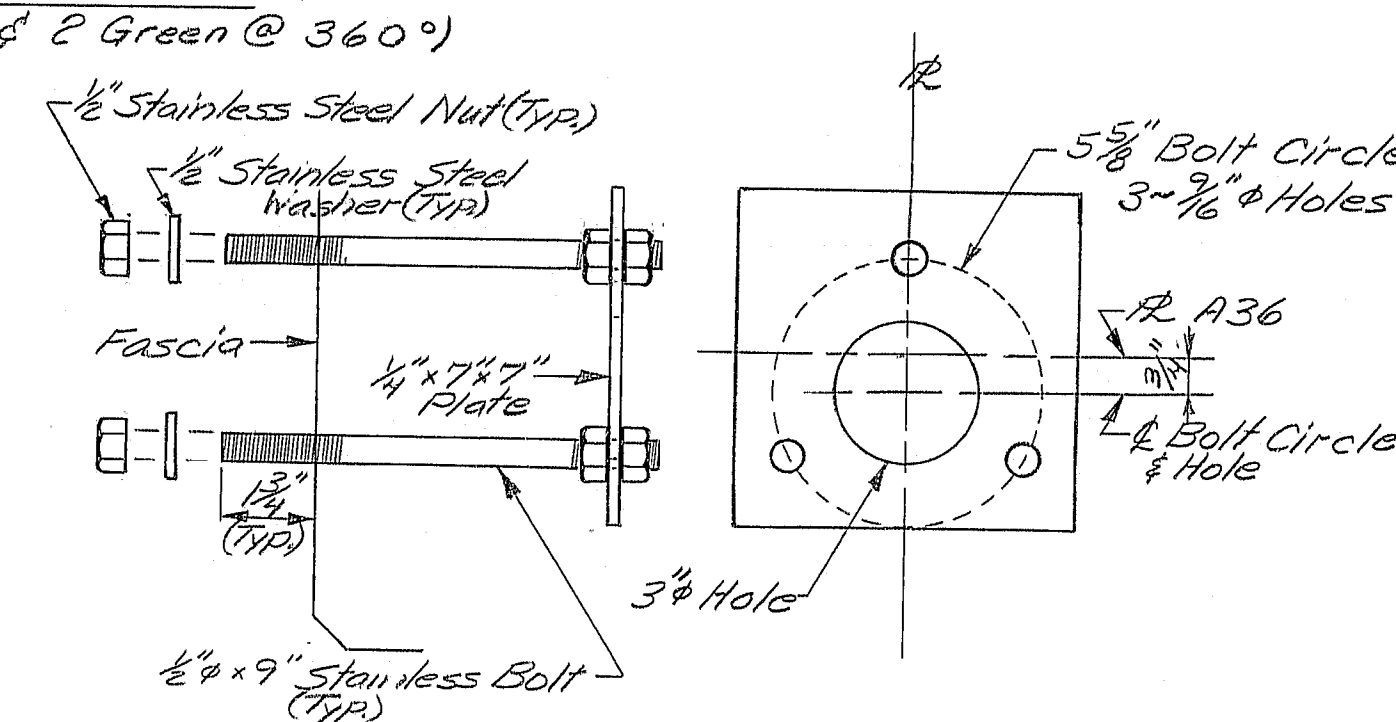
- 1.) No separate payment will be made for ECK 200 flexible coupling, support cable, 2" metallic conduit and related hardware. The cost will be considered incidental to Item 638.01 Embedded Work in Structures.
- 2.) For location & layout of Navigation Lights see sheet "5."
- 3.) Conduits embedded in the concrete superstructure shall have drain TEEs at low points.
- 4.) Light Standard Housing furnished and installed will be considered incidental to Item 326.31.



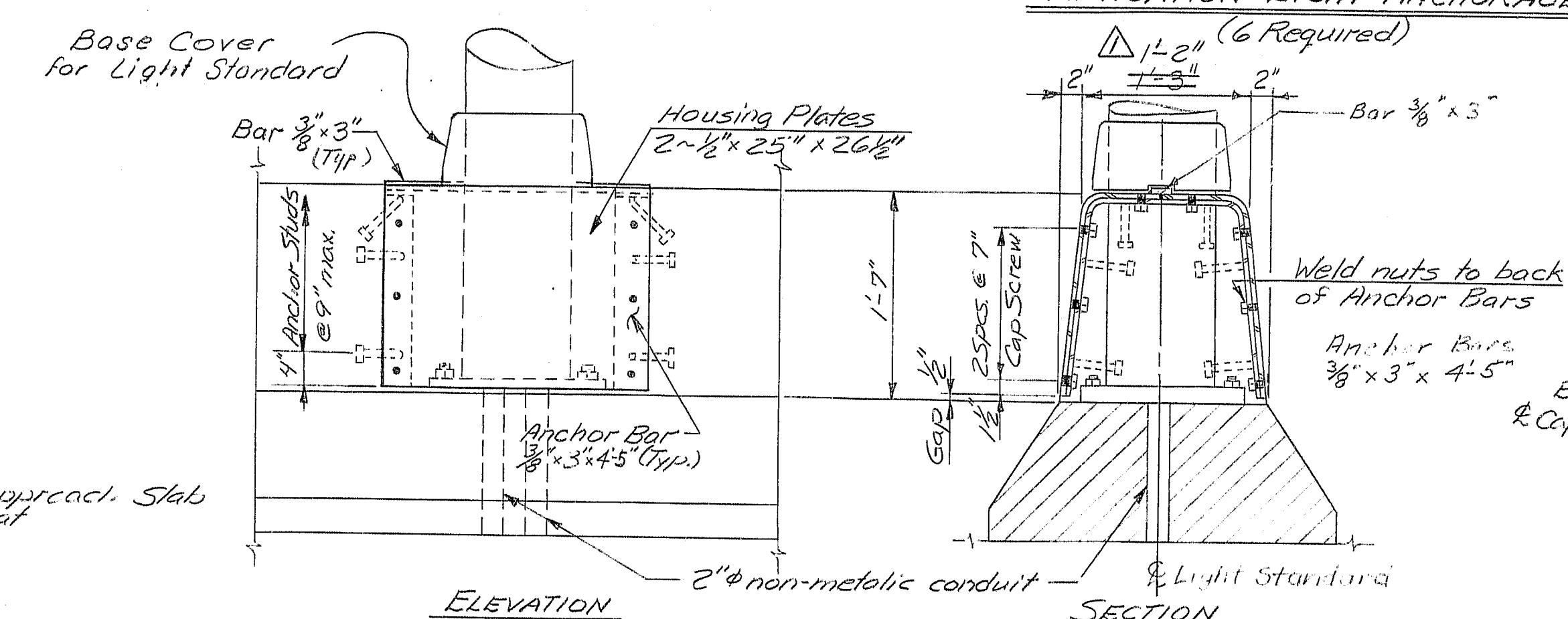
NAVIGATION LIGHT DETAIL
(6 Required 4 Red @ 180° & 2 Green @ 360°)



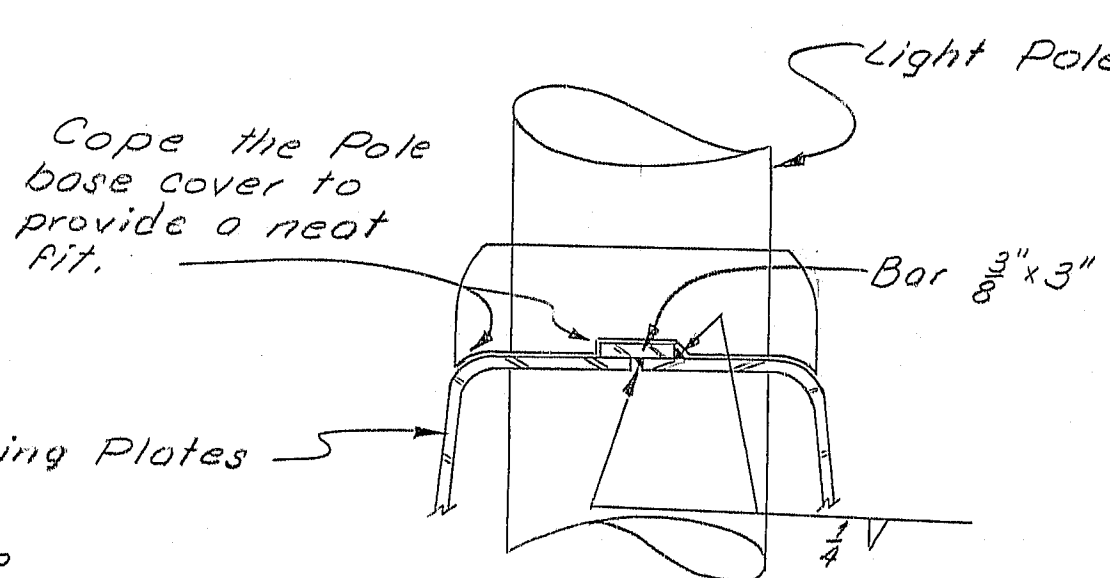
SECTION A₁ - A₁



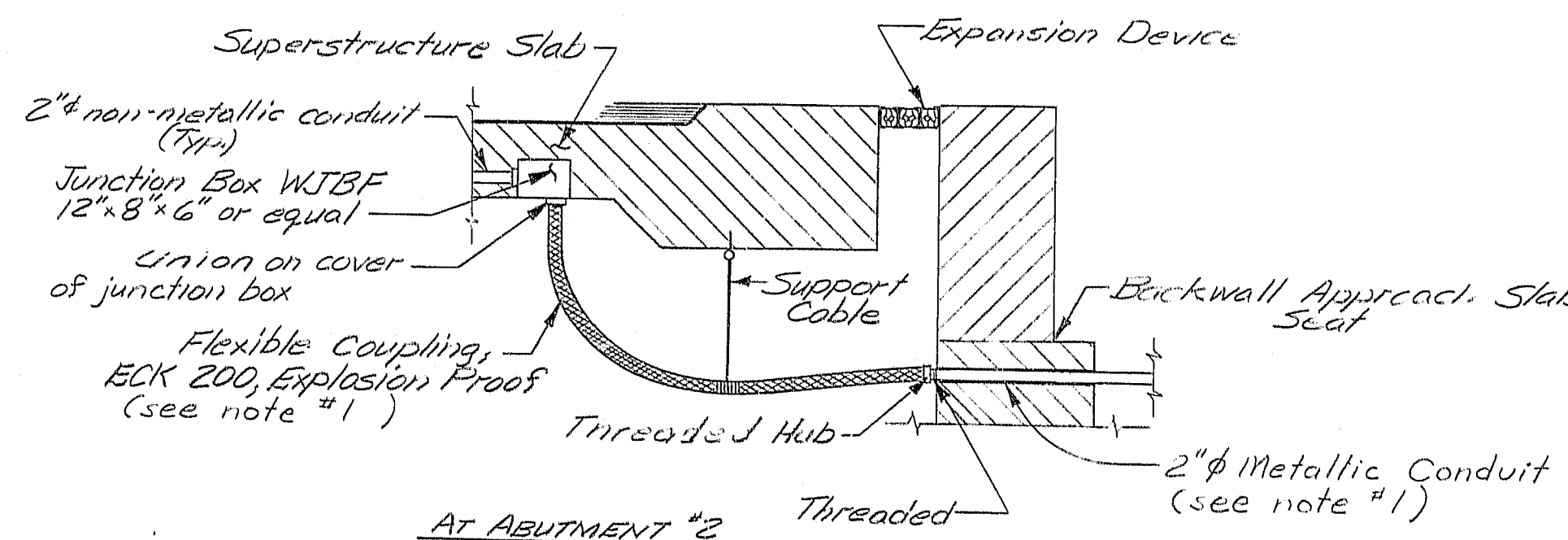
NAVIGATION LIGHT ANCHORAGE



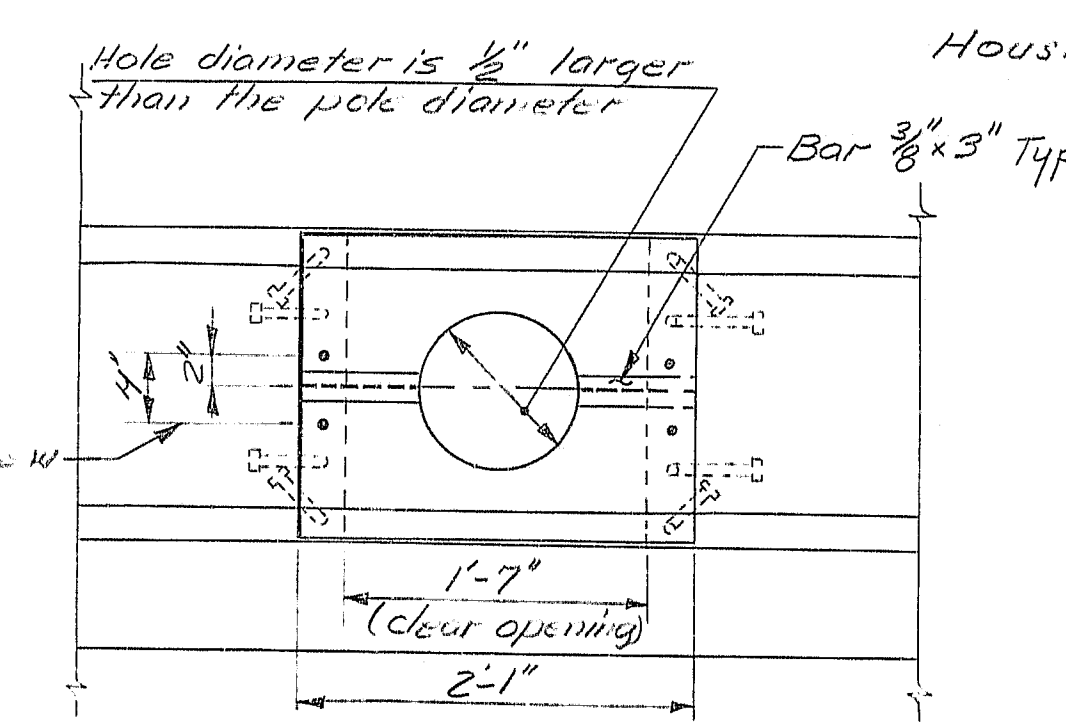
LIGHT STANDARD HOUSING
(5- required)
See notes on sheet # 73



BASE COVER DETAIL
(5~required)



AT ABUTMENT "2" Threaded—
CONDUIT SYSTEM



PLAN

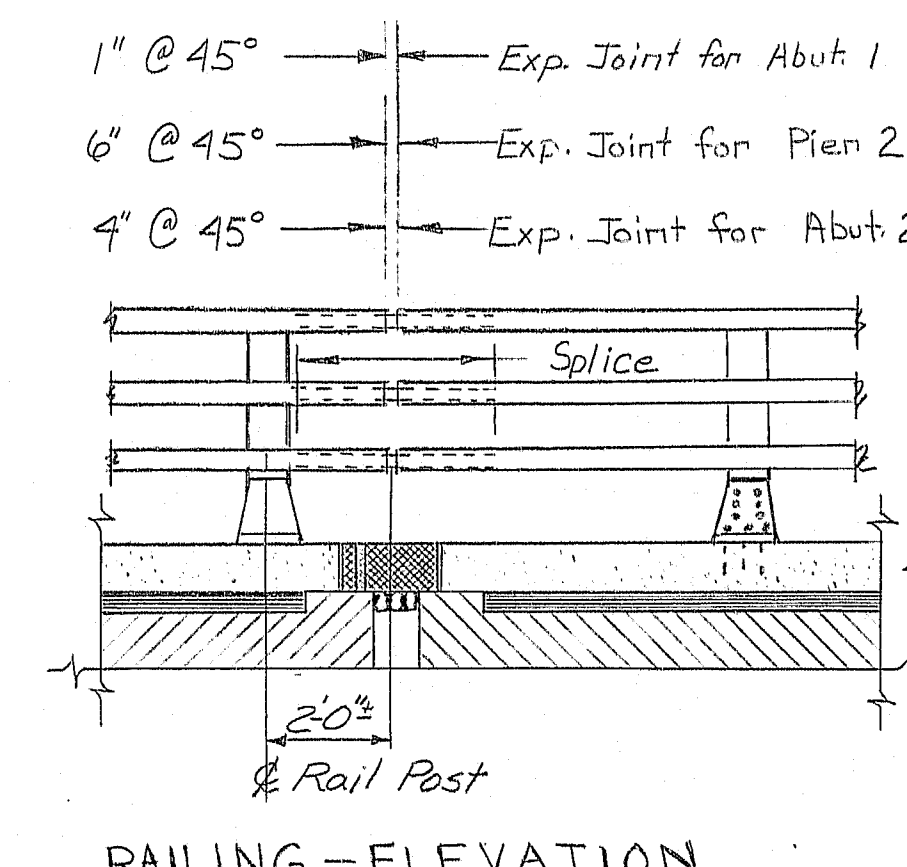
107-208

Revision	①	Light Std. Housing Shape	Date: 7-3-8
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE 257
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
NAVIGATION LIGHTING
& EMBEDDED WORK IN STRUCTURE
AUGUSTA, MAINE Sept. 1983

As BUILT JAN 1974 5/9A

[illegible]

BRIDGE RAIL NOTES

1. For Details not shown see sheet #106.
2. Payment will be made under Item 504093, Aluminum Bridge Railing 3 Bar.
3. Maximum post spacing 7'-0" center to center.
4. For Rail Post Layout see sheets #55 thru #57.

1. Grating shall be a commercial heavy-duty grating with 1 $\frac{1}{2}$ " x $\frac{5}{16}$ " bearing bars spaced at 2 $\frac{3}{8}$ " c.t.c. and $\frac{3}{8}$ " x cross bars spaced at 4" c.t.c.
2. Plates shall be A.S.T.M. A36, $\frac{1}{4}$ " thick.
3. WTGX13 @ L3X3 x $\frac{5}{16}$ shall be A588 steel.
4. At the option of the Contractor, the Bridge Drain may be modified to allow the use of TS 6x6x $\frac{1}{2}$ conforming to A.S.T.M. A501 or A.S.T.M. A500, Gr. "A", in place of the 6" ϕ steel pipe.
5. If the minimum thickness of concrete below the Drain is 2" or less, the haunch shall be extended as shown.
6. Painting will not be required.
7. Payment for Bridge Drain shall be as specified under subsection 50.2.19 of the Standard Specifications.

Contract #4

Contract #5

2'-0"

Left Bridge Rail Post Sta. 172+78.19

Right Bridge Rail Post Sta. 172+79.25

Aluminum Bridge Railing (Type)

Granite Curb

Bituminous Wearing Surface

Superstructure Concrete Slab

1'-6"

Contract #4

Contract #5

Slab Joint Sta. 172+78

Contract #4

Contract #5

Curb Joint Sta. 172+76.50

END POST NOTE: Set approach guardrail anchorage 1'-0" above top of curb as shown in Elev. View (2-Bar-Bridge rail) and section AA on BD 120-81, sheet #107.

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY

DRAINS AND RAIL DETAILS


AUGUSTA, MAINE Sept. 1983

107-209

As BUILT 7/11/1911 51A Street



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
FOOTING				Set G bars				WH529	2	7'-1"	South Wing Vertical	A602	2	7'-10"	S	—	2'-8"	2'-6"	2'-8"							Footing
A600	354	8'-0"		G500	20	3'-0"	Dowels	WH530	2	8'-0"	↑	A604	2	10'-8"	HB	6"	2'-8"	2'-8"	2'-8"	2'-8"			6"			Footing
A601	54	60'-0"		G501	20	4'-0"	Dowels	WH531	2	8'-11"	↓	B504	19	8'-6"	L	3'-10"	4'-8"									Breastwall
				G502	20	7'-9"	Breastwall	WH532	26	9'-8"	South Wing Vertical	B505	19	9'-1"	S	—	4'-0"	1'-1"	4'-0"							Backwall
				G503	40	6'-7"	Backwall	END POST				B508	10	3'-6"	L	1'-9"	1'-9"									Abut. to Wing
				G506	28	29'-8"	Horizontal	EP401	8	1'-10"	End Post Dowels	C504	20	8'-0"	V				4'-0"	4'-0"				2'-7 1/2"		Haunch
				G600	20	7'-5"	Dowels	EP407	4	2'-0"	End Post	C505	20	9'-1"	S	—	4'-0"	1'-1"	4'-0"							Backwall
ABUTMENT								EP508	5	4'-0"	End Post	D504	20	8'-0"	V				4'-0"	4'-0"				2'-7 1/2"		Haunch
			Set B bars					Concrete Barrier				D505	20	9'-1"	S	—	4'-0"	1'-1"	4'-0"							Backwall
B500	52	3'-0"	Dowels					BR527	14	5'-0"	Vertical	E504	20	8'-0"	V				4'-0"	4'-0"				2'-7 1/2"		Haunch
B501	19	4'-8"	Dowels					BR528	6	6'-6"	Horizontal	E505	20	9'-1"	S	—	4'-0"	1'-1"	4'-0"							Backwall
B502	19	10'-5"	Backwall	Set H bars								E507	4	11'-7"	S	—	4'-8"	2'-3"	4'-8"							Con. Barrier Base
B503	19	6'-4"	Backwall	H500	18	3'-0"	Dowels	AS400	64	30'-0"	Approach Slab	G504	20	8'-0"	V				4'-0"	4'-0"				2'-7 1/2"		Haunch
B506	22	27'-6"	Horizontal bars	H501	18	4'-2"	Dowels	APPROACH SLAB				G505	20	9'-1"	S	—	4'-0"	1'-1"	4'-0"							Backwall
B507	2	6'-1"	End of South Wing	H502	18	9'-3"	Breastwall	AS401	16	25'-0"	↑	H504	18	8'-0"	V				4'-0"	4'-0"				2'-7 1/2"		Haunch
				H503	36	6'-2"	Backwall	AS402	16	29'-6"	↓	H505	18	9'-1"	S	—	4'-0"	1'-1"	4'-0"							Backwall
				H506	30	26'-9"	Horizontal bars	AS600	340	15'-0"	Approach Slab	H508	14	3'-6"	L	1'-9"	1'-9"									S. Wing & Backwall
				H507	3	10'-9"	South End Breastwall					EP402	5	4'-9"	S	—	2'-4"	0'-7"	2'-1"							End Post
Set C bars				H700	18	9'-9"	Dowels	South Wing				EP403	5	4'-9"	H	0'-4"	1'-0"	1'-0"	1'-0"	1'-0"			0'-4"			↑
C500	20	3'-0"	Dowels	WH501	1	6'-7"	Horizontal	WH703	3	16'-2"	South Wing Horiz.	EP406	4	3'-11"	S	—	1'-8"	0'-7"	1'-8"							
C501	20	4'-8"	Dowels	WH502	1	9'-3"	↑	WH704	1	11'-10"	↑	EP411	3	6'-9"	S	—	3'-4"	0'-7"	3'-1"							
C502	20	5'-4"	Breastwall	WH503	1	11'-10"		WH705	1	9'-3"	↑	EP412	2	6'-8"	S	—	3'-1"	0'-6"	3'-1"							

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	77	114

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

GENERAL NOTES

1. First digit(s) following the letter of the Mark indicates size of reinf. bar.
Mark (A 502) bar size - #5
Mark (P 1001) bar size - #10
Mark (S 603) bar size - #6
2. Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

	Revised BR501 Shape	7-3-84
	Revised ACI Standard	5-12-83
REVISIONS		DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY

ABUTMENT 1

AUGUSTA, MAINE Sept. 1933

As Built *John L. ...*

REINFORCING STEEL SCHEDULE

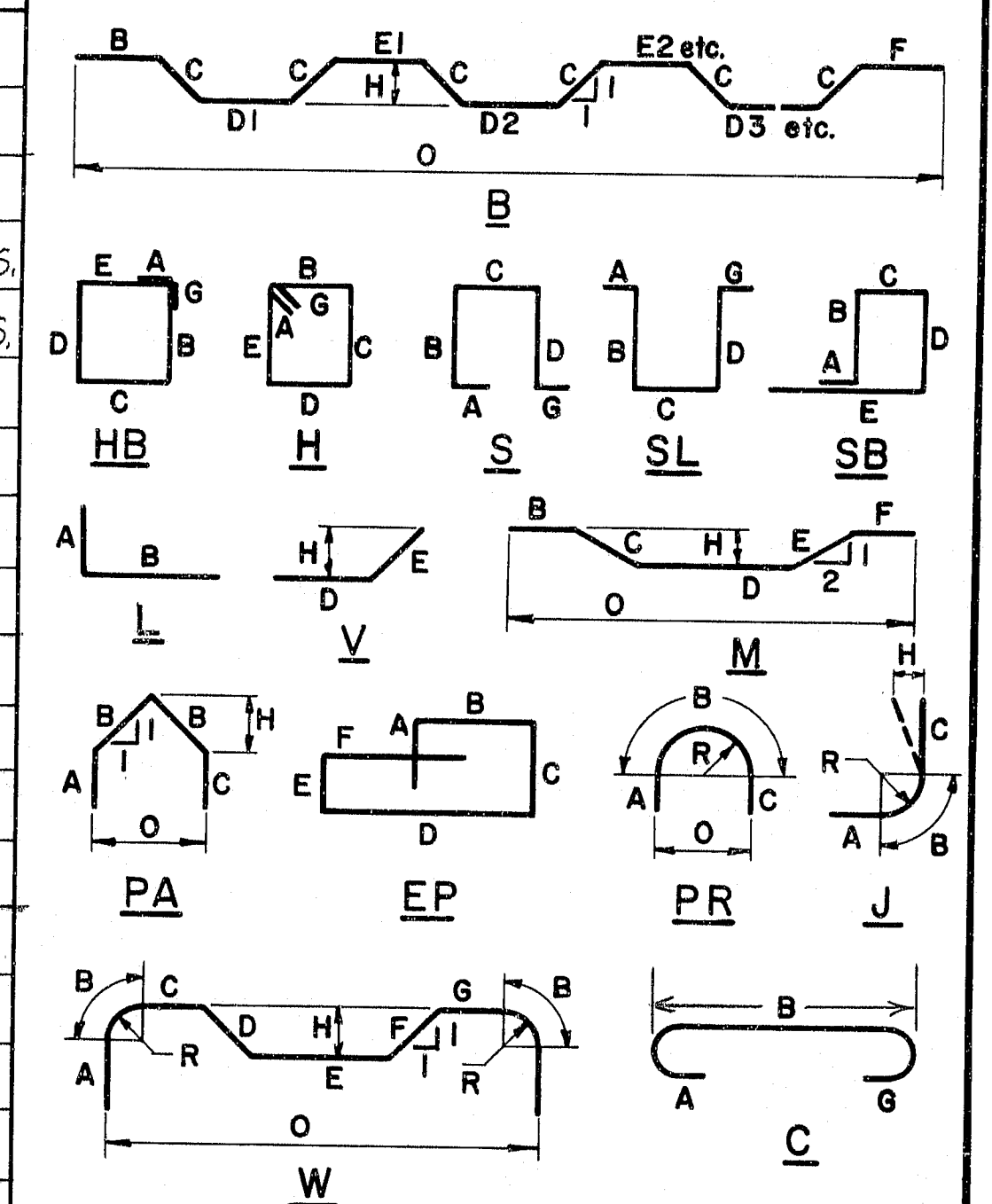
STRAIGHT BARS										BENT BARS																
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
		FOOTING		WL516	2	13'-6"	North Wing (Vert.)					EP402	10	4'-9"	S	—	2'-1"	0'-7"	2'-1"							End Post
				WL517	5	14'-3"	North Wing (Horiz.)	WM501	8	7'-10"	South Wing (Horiz.)	EP403	10	4'-9"	H	0'-4"	1'-0"	1'-0"	1'-0"	1'-0"		0'-4"				
F600	149	10'-6"	Transverse	WL518	26	11'-3"	North Wing (Vert.)	WM502	2	6'-0"		EP406	8	3'-11"	S	—	1'-8"	0'-7"	1'-8"							
F601	22	22'-6"	Longitudinal	WL519	6	31'-2"	North Wing (Horiz.)	WM503	2	8'-7"		EP411	6	6'-9"	S	—	3'-1"	0'-7"	3'-1"							
F602	22	27'-0"	"	WL522	1	7'-11"		WM504	2	11'-2"		EP412	4	6'-8"	S	—	3'-1"	0'-6"	3'-1"							
F603	22	30'-0"	"	WL523	1	9'-9"		WM505	2	13'-8"		EP413	2	7'-0"	S	—	3'-1"	0'-10"	3'-1"							
F604	22	42'-9"	"	WL524	1	12'-0"		WM506	10	15'-2"	South Wing (Horiz.)	EP501	10	5'-3"	V				3'-0"	2'-0"			0'-4"			
				WL525	1	14'-11"		WM507	2	5'-4"	South Wing (Vert.)	EP502	6	4'-11"	S	—	1'-11"	0'-7"	1'-11"				0'-6"			
F700	48	10'-6"	Transverse	WL526	1	19'-5"		WM508	2	6'-3"		EP503	4	4'-10"	S	—	1'-11"	0'-6"	1'-11"				0'-6"			
F800	51	10'-6"	"	WL527	1	20'-7"		WM509	2	7'-1"		EP504	2	6'-5"	H	0'-5"	1'-11"	0'-10"	1'-11"				0'-5"			End Post
				WL528	1	22'-11"		WM510	2	8'-0"																
				WL529	1	25'-4"		WM511	2	8'-11"		P511	77	11'-6"	S	—	5'-2"	1'-2"	5'-2"							Backwall
				WL530	1	23'-6"		WM512	2	9'-10"		L502	44	15'-4"	V				10'-10"	4'-6"			3'-8"			Backwall
				WL531	1	25'-11"		WM513	2	10'-11"		L506	5	12'-10"	S	—	5'-3"	2'-4"	5'-3"							Concrete Barrier
				WL532	1	28'-4"		WM514	2	11'-8"		L800	44	6'-6"	L	1'-4"	5'-2"									Footings
M500	62	3'-3"	Dowels	WL533	1	30'-7"	North Wing (Horiz.)	WM515	2	16'-2"	South Wing (Vert.)	R301	28	7'-4"	HB	6"	1'-7"	1'-7"	1'-7"	1'-7"		6"				Haunch
M501	19	13'-10"	Backwall	WL534	2	2'-3"	North Wing (Vert.)	WM516	2	6'-0"	Curtain Wall	R302	28	8'-0"	HB	6"	1'-11"	1'-7"	1'-11"	1'-7"		6"				
M503	6	4'-9"	Breastwall	WL535	2	3'-3"						R303	28	8'-8"	HB	6"	2'-3"	1'-7"	2'-3"	1'-7"		6"				
M504	4	4'-0"	" "	WL536	2	4'-3"		EP401	16	1'-10"	End Post Dowels	R304	28	9'-4"	HB	6"	2'-7"	1'-7"	2'-7"	1'-7"		6"				
M505	3	7'-10"	" "	WL537	2	5'-3"		EP407	8	2'-0"	End Post	R600	28	9'-4"	S	—	3'-11"	1'-6"	3'-11"							
M506	29	26'-5"	Horizontal	WL538	2	7'-6"		EP508	10	4'-0"	End Post	R800	28	13'-0"	S	—	5'-9"	1'-6"	5'-9"							Haunch
				WL539	2	7'-6"																				
N500	39	3'-3"	Dowels	WL540	2	7'-9"																				
N501	13	7'-3"	Breastwall	WL541	2	8'-7"						F500	24	10'-8"	S	—	3'-0"	4'-8"	3'-0"							Bearing Pedesta
N502	13	5'-6"	" "	WL542	2	9'-5"						F501	24	9'-11"	S	—	3'-0"	3'-11"	3'-0"							" "
N504	4	10'-0"	Horizontal	WL543	2	10'-4"						M502	19	10'-3"	L	4'-4"	5'-11"									Backwall
N505	33	29'-8"	Horizontal	WL544	2	11'-2"						M507	13	4'-6"	L	2'-3"	2'-3"									End of South Wing
				WL545	2	12'-0"						N503	13	15'-4"	V				10'-10"	4'-6"			3'-8"			Backwall
L500	107	3'-3"	Dowels	WL546	2	13'-4"	North Wing (Vert.)					WL520	32	7'-1"	S	—	3'-0"	1'-1"	3'-0"							Top of North Wing
L501	45	7'-3"	Breastwall																							
L503	45	10'-9"	" "	WL548	2	4'-10"	North Wing (Vert.)					WL901	2	10'-11"	L	1'-7"	9'-9"									North Wing (Horiz.)
L504	74	27'-8"	Horizontal	WL549	2	5'-10"						WL902	3	13'-7"	L	1'-7"	12'-0"									
L505	1	10'-10"	End of Breastwall	WL550	2	6'-10"						WL903	1	16'-6"	L	1'-7"	14'-11"									
L507	2	2'-7"	Concrete Barrier	WL551	2	7'-10"						WL904	1	20'-11"	L	1'-7"	19'-9"									
L508	2	4'-1'		WL552	2	8'-10"						WL905	1	22'-2"	L	1'-7"	20'-7"									
L509	2	5'-7"		WL553	2	9'-9"						WL906	8	13'-1"	L	1'-7"	11'-6"									
L510	2	7'-1"	Concrete Barrier	WL554	2	10'-9"	North Wing (Vert.)					WL907	8	20'-4"	L	1'-7"	18'-9"									
P510	77	9'-6"	Backwall									WL908	5	15'-1"	L	1'-7"	13'-6"									North Wing (Horiz.)
				WL556	1	4'-2"	North Wing (Horiz.)					WL909	2	24'-6"	L	1'-7"	22'-11"									" " "
				WL557	1	6'-7"						WM520	16	7'-1"	S	—	3'-0"	1'-1"	3'-0"							
AS400	32	30'-0"	Approach Slab	WL558	1	9'-0"						F610	2	7'-10"	S	—	2'-8"	2'-6"	2'-8"							Footings
AS401	16	27'-5"		WL559	1	11'-4"	North Wing (Horiz.)					F612	2	10'-8"	HB	6"	2'-8"	2'-8"	2'-5"	2'-5"		6"				
AS402	16	27'-9"																								
AS600	214	15'-0"	Approach Slab																							

REINFORCING STEEL SCHEDULE

STRAIGHT BARS				BENT BARS			
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION
FOOTINGS				FOOTINGS			
PIER #1				PIER #1			
PFA600	40	11'-8"	20f1 & 20f3	PFA1000	40	14'-4"	20f1 & 20f3 Ftg.
PFA601	26	11'-8"	f2	PFA1001	32	22'-4"	16f1 & 16f3 Ftg.
PFA602	24	17'-8"	12f1 & 12f3	PFA1002	24	28'-4"	f2 Ftg.
PFA603	12	25'-8"	f2	PFA1100	26	14'-8"	f2 Ftg.
PIER #2				PIER #2			
PFB600	64	12'-8"	32 each	PFB1000	86	15'-4"	43 each Ftg.
PFB601	26	31'-8"	13 each	PFB1001	50	34'-4"	25 each Ftg.
PIER #7				PIER #7			
PFG600	52	12'-8"	26 each	PFG1100	70	15'-8"	35 each Ftg.
PFG601	26	25'-8"	13 each	PFG1101	34	28'-8"	17 each Ftg.
DISTRIBUTION SLABS				BASES			
PIERS #3 & #4				PIERS #3 & #4			
PD600	58	60'-0"	30 Pier 3 & 28 Pier 4	PB600	148	26'-8"	Pier 3
PD601	24	32'-6"	Pier 3	PB601	144	24'-8"	Pier 4
PD602	36	34'-5"	↑	PB502	16	30'-0"	PR
PD603	4	4'-11"	↑	PB503	16	30'-0"	PR
PD604	4	8'-9"	↑	PB504	4	29'-8"	PR
PD605	4	11'-0"	↑	PB505	70	60'-0"	36 Pier 3 & 34 Pier 4
PD606	4	12'-4"	↑	PB506	16	10'-10"	Pier 3
PD607	4	13'-4"	↑	PB507	16	12'-5"	↑
PD608	4	14'-0"	↓	PB508	16	14'-2"	↑
PD609	222	14'-6"	Pier 3	PB509	16	15'-10"	↓
PD610	292	4'-0"	148 Pier 3 & 144 Pier 4	PB510	8	16'-10"	Pier 3
PS1101	94	6'-8"	Pier 4	PB511	10	9'-6"	Pier 4
PIERS #5 & #6				PB512	8	12'-6"	↑
PD620	60	60'-0"	30 Pier 5 & 30 Pier 6	PB513	8	16'-0"	↓
PD621	18	40'-3"	Pier 5	PB514	8	21'-4"	Pier 4
PD622	12	36'-3"	Pier 5	PB605	136	18'-8"	Pier 5
PD623	8	5'-5"	4 Pier 5 & 4 Pier 6	PB606	132	14'-8"	Pier 6
PD624	8	8'-5"	↑	PB530	46	60'-0"	26 Pier 5 & 20 Pier 6
PD625	8	10'-4"	↑	PB531	10	9'-4"	Pier 5
PD626	8	11'-9"	↑	PR532	8	12'-7"	Pier 5
PD627	8	12'-8"	4 Pier 5 & 4 Pier 6	PB533	8	15'-10"	Pier 5
PD628	8	13'-3"	4 Pier 5 & 4 Pier 6	PB534	8	10'-11"	Pier 6
PD629	340	13'-7"	172 Pier 5 & 168 Pier 6	PB535	12	13'-10"	Pier 6
PS1100	182	6'-8"	92 Pier 5 & 90 Pier 6				

FWA	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(82)	79	114

TYPE-BENDING DIAGRAMS



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

GENERAL NOTES

- First digit(s) following the letter of the Mark indicates size of reinf. bar.
Mark (A 502) bar size - #5
Mark (P 1001) bar size - #10
Mark (S 603) bar size - #6
- Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

Δ Revised ACI Standard	5-12-83
REVISIONS	DATE
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
PIER FOOTINGS 1,2,87
PIER BASES 3,4,5,86

SHEET OF AUGUSTA, MAINE

107-212

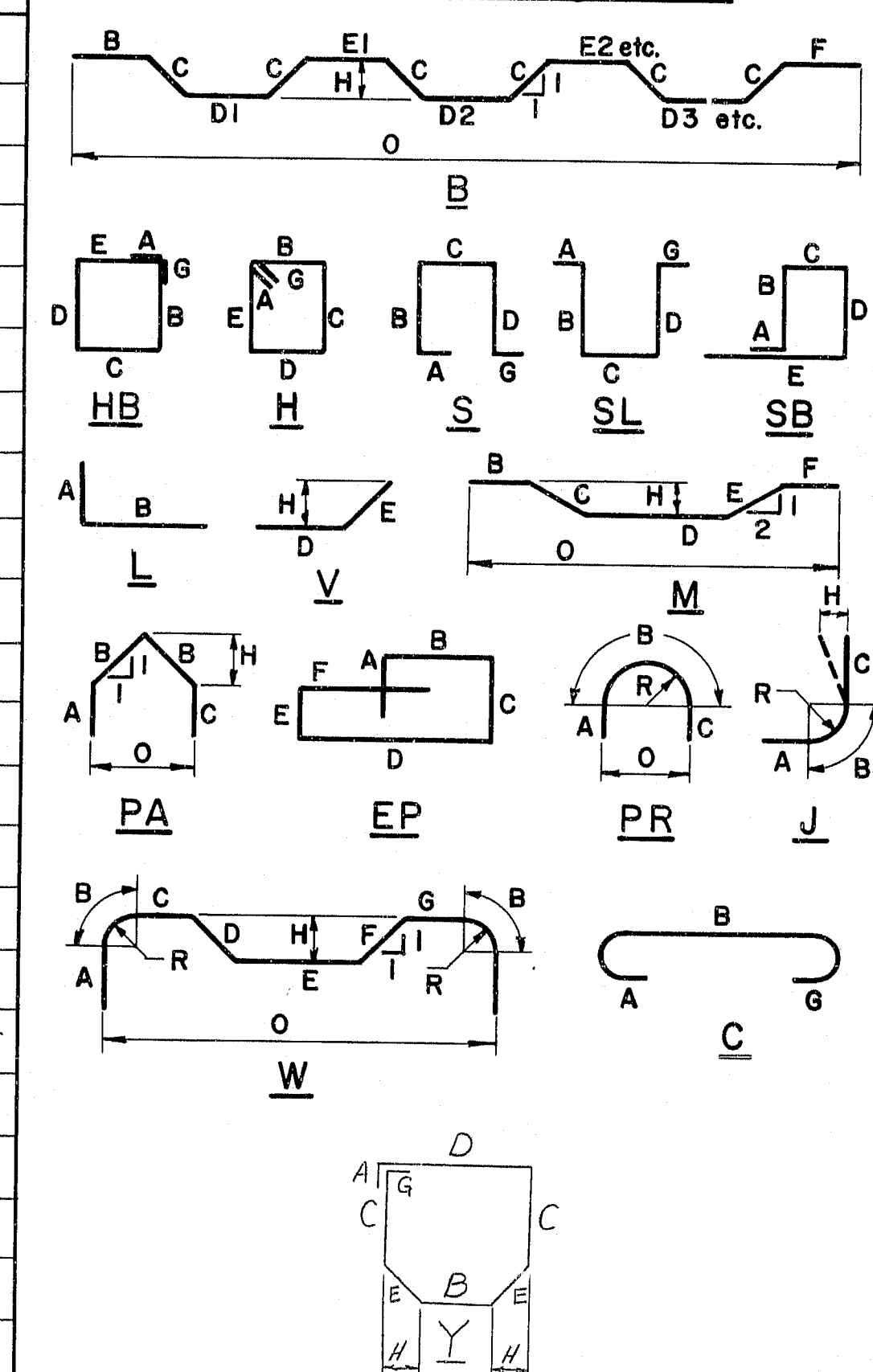
As Built - 9/11/84

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					
		NORTH SHAFT				MIDDLE SHAFT				SOUTH SHAFT								MIDDLE SHAFT													
		Pier Shaft				Pier Shaft				Pier Shaft								Pier Shaft													
PSA1000	4	16'-4"	Horiz. Bars	PSA1010	4	18'-3"	Horiz. Bars	PSA1025	2	17'-2"	Horiz. Bars	PSA656	14	20'-2"	S	—	8'-1"	4'-0"	8'-1"	—	—	—	—	—	—	—	Stirrups "U"				
PSA1001	4	13'-11"	↑	PSA1011	4	16'-4"	↑	PSA1026	4	13'-11"	↑	PSA657	10	24'-0"	S	—	10'-0"	4'-0"	10'-0"	—	—	—	—	—	—	—	↑				
PSA1002	4	12'-8"		PSA1012	4	14'-8"		PSA1027	4	12'-8"		PSA658	10	29'-4"	S	—	12'-8"	4'-0"	12'-8"	—	—	—	—	—	—	—					
PSA1003	4	11'-5"		PSA1013	4	13'-5"		PSA1028	4	11'-5"		PSA659	4	35'-8"	S	—	15'-10"	4'-0"	15'-10"	—	—	—	—	—	—	—					
PSA1004	4	10'-4"		PSA1014	4	12'-3"		PSA1029	4	10'-4"		PSA660	6	21'-2"	S	—	8'-7"	4'-0"	8'-7"	—	—	—	—	—	—	—					
PSA1005	4	9'-6"	↓	PSA1015	4	11'-4"	↓	PSA1030	4	9'-6"	↓	PSA661	8	25'-6"	S	—	10'-9"	4'-0"	10'-9"	—	—	—	—	—	—	—	↓				
PSA1006	4	8'-8"		PSA1016	4	10'-5"		PSA1031	4	8'-8"		PSA662	4	31'-8"	S	—	13'-10"	4'-0"	13'-10"	—	—	—	—	—	—	—					
PSA1007	4	8'-2"		PSA1017	4	9'-9"		PSA1032	4	8'-2"		PSA455	31	27'-6"	S	—	11'-0"	5'-6"	11'-0"	—	—	—	—	—	—	—		Stirrups "U"			
PSA1008	4	7'-8"		Horiz. Bars	PSA1018	4		9'-2"	Horiz. Bars	PSA456		31	26'-6"	S	—	10'-6"	5'-6"	10'-6"	—	—	—	—	—	—	—	—		—	Ties		
			↓	PSA1019	4	8'-7"	↓					PSA457	62	6'-10"	C	0'-6"	5'-10"	—	—	—	—	—	0'-6"	—	—	↓					
PSA900	32	35'-0"		Vert. Shaft	PSA1020	4		8'-0"	Horiz. Bars	PSA905	33	39'-0"	Vert. Shaft	PSA458	124	7'-7"	C	0'-6"	6'-7"	—	—	—	—	—	0'-6"		—	—			
PSA901	32	30'-0"		Vert. Shaft						PSA906	33	33'-6"	Vert. Shaft	PSA459	62	21'-8"	Y	0'-8"	2'-2"	3'-11"	5'-6"	2'-5"	—	0'-8"	1'-8"		—	—	Ties		
PBA900	64	8'-8"		Dowels	PSA1000	42		37'-0"	Vert. Shaft					PSA1051	14	23'-0"	J	—	28'-0"	—	—	—	—	—	—		—	—	Curved Bar		
				PSA1001	42	30'-11"	Vert. Shaft	PBA901	66	8'-8"	Dowels	PBA1050	84	11'-2"	L	1'-10"	9'-4"	—	—	—	—	—	—	—	—	Dowels					
		Pier Cap				Pier Cap				Pier Cap								Pier Cap													
PCA600	20	5'-6"	Support Bars			Pier Cap				Pier Cap								Pier Cap													
PCA1000	26	38'-9"	Long. Bars	PCA601	27	5'-6"	Support Bars	PCA602	21	5'-6"	Support Bars	PCA662	34	17'-8"	S	—	6'-10"	4'-0"	6'-10"	—	—	—	—	—	—	—	Stirrups "U"				
				PCA1001	32	53'-2"	Long. Bars	PCA1005	30	39'-7"	Long. Bars	PCA666	144	13'-0"	S	—	4'-6"	4'-0"	4'-6"	—	—	—	—	—	—	—	Stirrups "U"				
				PCA1002	2	47'-6"	Long. Bars					PCA657	16	8'-6"	S	—	2'-6"	3'-6"	2'-6"	—	—	—	—	—	—	—	Pedestals				
				PCA1003	2	50'-4"	Long. Bars					PCA658	44	14'-0"	S	—	5'-0"	4'-0"	5'-0"	—	—	—	—	—	—	—	Stirrups				
												PCA659	24	13'-8"	S	—	4'-10"	4'-0"	4'-10"	—	—	—	—	—	—	—	Stirrups "U"				
												PCA660	24	17'-4"	S	—	6'-8"	4'-0"	6'-8"	—	—	—	—	—	—	—	↑				
												PCA661	6	18'-8"	S	—	7'-4"	4'-0"	7'-4"	—	—	—	—	—	—	—	Stirrups "U"				
BENT BARS																															
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION		
						NORTH SHAFT																									
						Pier Shaft																									
PSA650	8	16'-4"	S	—	6'-2"	4'-0"	6'-2"	—	—	—	—	—	—	Stirrups "U"	PSA665	12	19'-2"	S	—	7'-7"	4'-0"	7'-7"	—	—	—	—	—	—	Stirrups "U"		
PSA651	16	19'-8"	S	—	7'-10"	4'-0"	7'-10"	—	—	—	—	—	—	↑	PSA666	6	21'-10"	S	—	8'-11"	4'-0"	8'-11"	—	—	—	—	—	—	↑		
PSA652	16	24'-8"	S	—	10'-4"	4'-0"	10'-4"	—	—	—	—	—	—		PSA667	6	25'-4"	S	—	10'-8"	4'-0"	10'-8"	—	—	—	—	—	—			
PSA653	4	28'-6"	S	—	12'-3"	4'-0"	12'-3"	—	—	—	—	—	—	↓	PSA668	4	33'-0"	S	—	14'-6"	4'-0"	14'-6"	—	—	—	—	—	—	↓		
PSA450	32	21'-6"	S	—	8'-0"	5'-6"	8'-0"	—	—	—	—	—	—		Ties	PSA669	10	23'-4"	S	—	9'-8"	4'-0"	9'-8"	—	—	—	—	—		—	
PSA451	32	22'-6"	S	—	8'-6"	5'-6"	8'-6"	—	—	—	—	—	—	↓	PSA670	4	31'-0"	S	—	13'-6"	4'-0"	13'-6"	—	—	—	—	—	—	Stirrups "U"		
PSA452	128	7'-8"	C	0'-6"	6'-8"	—	—	—	—	0'-6"	—	—	—		PSA460	34	21'-6"	S	—	8'-0"	5'-6"	8'-0"	—	—	—	—	—	—	Ties		
PSA453	64	22'-0"	Y	0'-8"	2'-0"	4'-2"	5'-6"	2'-5"	—	0'-8"	1'-9"	—	—	Ties	PSA461	34	22'-0"	S	—	8'-6"	5'-6"	8'-6"	—	—	—	—	—	—	do		
						X2	X2							↓	PSA462	136	8'-0"	C	0'-6"	7'-0"	—	—	—	—	0'-6"	—	—	do			
PSA1050	14	19'-10"	J	—	19'-10"	—	—	—	—	—	—	—	—		14'-4"	Curved Bar	PSA1052	14	20'-10"	J	—	20'-10"	—	—	—	—	—	—	14'-4"	Curved Bar	
						Pier Cap																									
PCA650	32	11'-10"	S	—	3'-11"	4'-0"	3'-11"	—	—	—	—	—	—	Stirrups "U"	PCA665	30	16'-6"	S	—	6'-3"	4'-0"	6'-3"	—	—	—	—	—	—	Stirrups "U"		
PCA651	108	13'-0"	S	—	4'-6"	4'-0"	4'-6"	—	—	—	—	—	—	Stirrups "U"	PCA666	144	13'-0"	S	—	4'-6"	4'-0"	4'-6"	—	—	—	—	—	—	Stirrups "U"		
PCA652	12	8'-6"	S	—	2'-6"	3'-6"	2'-6"	—	—	—	—	—	—	Pedestals	PCA667	12	8'-6"	S	—	2'-6"	3'-6"	2'-6"	—	—	—	—	—	—	Pedestals		
PCA653	28	14'-10"	S	—	5'-5"	4'-0"	5'-5"	—	—	—	—	—	—	Stirrups "U"	PCA668	24	14'-0"	S	—	5'-0"	4'-0"	5'-0"	—	—	—	—	—	—	Stirrups "U"		
PCA654	16	17'-2"	S	—	6'-7"	4'-0"	6'-7"	—	—	—	—	—	—	Stirrups "U"	PCA669	16	16'-8"	S	—	6'-4"	4'-0"	6'-4"	—	—	—	—	—	—	Stirrups "U"		
PCA655	20	15'-0"	S	—	5'-6"	4'-0"	5'-6"	—	—	—	—	—	—	Stirrups "U"	PCA670	4	18'-1"	S	—	7'-0"	4'-0"	7'-0"	—	—	—	—	—	—	Stirrups "U"		
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION		

FWA	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	80	114

TYPE-BENDING DIAGRAMS



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

- GENERAL NOTES**
- First digit(s) following the letter of the Mark indicates size of reinf. bar.
Mark (A 502) bar size - #5
Mark (P 1001) bar size - #10
Mark (S 603) bar size - #6
 - Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

107-213
 Δ Revised ACI Standard 5-12-83

REVISIONS	DATE
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
I-395 BRIDGE OVER PENOBSCOT RIVER BANGOR - BREWER PENOBSCOT COUNTY	
PIER 1	
AUGUSTA, MAINE Sept 1982	

DESIGN - DETAIL
CHECKED
FIELD CHANGES
PLANS

As Built Reinforcing Steel

REINFORCING STEEL SCHEDULE



STRAIGHT BARS				BENT BARS			
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION
NORTH PIER SHAFT				SOUTH PIER SHAFT			
PSB1000	4	18'-3"	Horiz. Bars	PSB1011	4	18'-3"	Horiz. Bars
PSB1001	4	16'-4"		PSB1012	4	16'-4"	
PSB1002	4	14'-8"		PSB1013	4	14'-8"	
PSB1003	4	13'-5"		PSB1014	4	13'-5"	
PSB1004	4	12'-3"		PSB1015	4	12'-3"	
PSB1005	4	11'-4"		PSB1016	4	11'-4"	
PSB1006	4	10'-5"		PSB1017	4	10'-5"	
PSB1007	4	9'-9"		PSB1018	4	9'-9"	
PSB1008	4	9'-2"		PSB1019	4	9'-2"	
PSB1009	4	8'-7"		PSB1020	4	8'-7"	
PSB1010	4	8'-0"	Horiz. Bars	PSB1021	4	8'-0"	Horiz. Bars
NORTH PIER CAP				SOUTH PIER CAP			
PCB1100	38	63'-3"	Long. Bars	PCB1101	4	63'-3"	Long. Bars
PCB1101	4	63'-3"	Long. Bars	PCB1102	40	68'-4"	Long. Bars
PCB1102	32	6'-0"	Support Bars	PCB1103	4	68'-4"	Long. Bars
PCB1103	35	6'-0"	Support Bars	PCB1104	35	6'-0"	Support Bars
PSB450	208	8'-3"	C	PSB451	104	23'-9"	Y
PSB452	52	24'-8"	HB	PSB453	104	7'-2"	C
PSB453	104	7'-2"	C	PSB454	52	34'-0"	S
PSB454	52	34'-0"	S	PSB455	52	33'-0"	S
PSB455	52	33'-0"	S	PSB456	14	30'-0"	J
PSB456	14	30'-0"	J	PSB457	104	23'-9"	Y
PSB457	104	23'-9"	Y	PSB458	6	24'-3"	S
PSB458	6	24'-3"	S	PSB459	4	29'-3"	S
PSB459	4	29'-3"	S	PSB460	4	35'-9"	S
PSB460	4	35'-9"	S	PSB461	8	18'-9"	S
PSB461	8	18'-9"	S	PSB462	10	21'-9"	S
PSB462	10	21'-9"	S	PSB463	10	26'-1"	S
PSB463	10	26'-1"	S	PSB464	4	30'-11"	S
PSB464	4	30'-11"	S	PSB465	4	38'-5"	S
PSB465	4	38'-5"	S	PSB466	216	8'-3"	C
PSB466	216	8'-3"	C	PSB467	54	24'-8"	HB
PSB467	54	24'-8"	HB	PSB468	108	7'-2"	C
PSB468	108	7'-2"	C	PSB469	54	34'-0"	S
PSB469	54	34'-0"	S	PSB470	54	33'-0"	S
PSB470	54	33'-0"	S	PSB471	14	30'-0"	J
PSB471	14	30'-0"	J	PSB472	108	23'-7"	Y
PSB472	108	23'-7"	Y	PSB473	6	24'-3"	S
PSB473	6	24'-3"	S	PSB474	4	29'-3"	S
PSB474	4	29'-3"	S	PSB475	4	35'-9"	S
PSB475	4	35'-9"	S	PSB476	8	18'-9"	S
PSB476	8	18'-9"	S	PSB477	10	21'-9"	S
PSB477	10	21'-9"	S	PSB478	10	26'-1"	S
PSB478	10	26'-1"	S	PSB479	4	30'-11"	S
PSB479	4	30'-11"	S	PSB480	4	38'-5"	S
PSB480	4	38'-5"	S	PSB481	216	8'-3"	C
PSB481	216	8'-3"	C	PSB482	54	24'-8"	HB
PSB482	54	24'-8"	HB	PSB483	108	7'-2"	C
PSB483	108	7'-2"	C	PSB484	54	34'-0"	S
PSB484	54	34'-0"	S	PSB485	54	33'-0"	S
PSB485	54	33'-0"	S	PSB486	14	30'-0"	J
PSB486	14	30'-0"	J	PSB487	108	23'-7"	Y
PSB487	108	23'-7"	Y	PSB488	6	24'-3"	S
PSB488	6	24'-3"	S	PSB489	4	29'-3"	S
PSB489	4	29'-3"	S	PSB490	4	35'-9"	S
PSB490	4	35'-9"	S	PSB491	8	18'-9"	S
PSB491	8	18'-9"	S	PSB492	10	21'-9"	S
PSB492	10	21'-9"	S	PSB493	10	26'-1"	S
PSB493	10	26'-1"	S	PSB494	4	30'-11"	S
PSB494	4	30'-11"	S	PSB495	4	38'-5"	S
PSB495	4	38'-5"	S	PSB496	216	8'-3"	C
PSB496	216	8'-3"	C	PSB497	54	24'-8"	HB
PSB497	54	24'-8"	HB	PSB498	108	7'-2"	C
PSB498	108	7'-2"	C	PSB499	54	34'-0"	S
PSB499	54	34'-0"	S	PSB500	54	33'-0"	S
PSB500	54	33'-0"	S	PSB501	14	30'-0"	J
PSB501	14	30'-0"	J	PSB502	108	23'-7"	Y
PSB502	108	23'-7"	Y	PSB503	6	24'-3"	S
PSB503	6	24'-3"	S	PSB504	4	29'-3"	S
PSB504	4	29'-3"	S	PSB505	4	35'-9"	S
PSB505	4	35'-9"	S	PSB506	8	18'-9"	S
PSB506	8	18'-9"	S	PSB507	10	21'-9"	S
PSB507	10	21'-9"	S	PSB508	10	26'-1"	S
PSB508	10	26'-1"	S	PSB509	4	30'-11"	S
PSB509	4	30'-11"	S	PSB510	4	38'-5"	S
PSB510	4	38'-5"	S	PSB511	216	8'-3"	C
PSB511	216	8'-3"	C	PSB512	54	24'-8"	HB
PSB512	54	24'-8"	HB	PSB513	108	7'-2"	C
PSB513	108	7'-2"	C	PSB514	54	34'-0"	S
PSB514	54	34'-0"	S	PSB515	54	33'-0"	S
PSB515	54	33'-0"	S	PSB516	14	30'-0"	J
PSB516	14	30'-0"	J	PSB517	108	23'-7"	Y
PSB517	108	23'-7"	Y	PSB518	6	24'-3"	S
PSB518	6	24'-3"	S	PSB519	4	29'-3"	S
PSB519	4	29'-3"	S	PSB520	4	35'-9"	S
PSB520	4	35'-9"	S	PSB521	8	18'-9"	S
PSB521	8	18'-9"	S	PSB522	10	21'-9"	S
PSB522	10	21'-9"	S	PSB523	10	26'-1"	S
PSB523	10	26'-1"	S	PSB524	4	30'-11"	S
PSB524	4	30'-11"	S	PSB525	4	38'-5"	S
PSB525	4	38'-5"	S	PSB526	216	8'-3"	C
PSB526	216	8'-3"	C	PSB527	54	24'-8"	HB
PSB527	54	24'-8"	HB	PSB528	108	7'-2"	C
PSB528	108	7'-2"	C	PSB529	54	34'-0"	S
PSB529	54	34'-0"	S	PSB530	54	33'-0"	S
PSB530	54	33'-0"	S	PSB531	14	30'-0"	J
PSB531	14	30'-0"	J	PSB532	108	23'-7"	Y
PSB532	108	23'-7"	Y	PSB533	6	24'-3"	S
PSB533	6	24'-3"	S	PSB534	4	29'-3"	S
PSB534	4	29'-3"	S	PSB535	4	35'-9"	S
PSB535	4	35'-9"	S	PSB536	8	18'-9"	S
PSB536	8	18'-9"	S	PSB537	10	21'-9"	S
PSB537	10	21'-9"	S	PSB538	10	26'-1"	S
PSB538	10	26'-1"	S	PSB539	4	30'-11"	S
PSB539	4	30'-11"	S	PSB540	4	38'-5"	S
PSB540	4	38'-5"	S	PSB541	216	8'-3"	C
PSB541	216	8'-3"	C	PSB542	54	24'-8"	HB
PSB542	54	24'-8"	HB	PSB543	108	7'-2"	C
PSB543	108	7'-2"	C	PSB544	54	34'-0"	S
PSB544	54	34'-0"	S	PSB545	54	33'-0"	S
PSB545	54	33'-0"	S	PSB546	14	30'-0"	J
PSB546	14	30'-0"	J	PSB547	108	23'-7"	Y
PSB547	108	23'-7"	Y	PSB548	6	24'-3"	S
PSB548	6	24'-3"	S	PSB549	4	29'-3"	S
PSB549	4	29'-3"	S	PSB550	4	35'-9"	S
PSB550	4	35'-9"	S	PSB551	8	18'-9"	S
PSB551	8	18'-9"	S	PSB552	10	21'-9"	S
PSB552	10	21'-9"	S	PSB553	10	26'-1"	S
PSB553	10	26'-1"	S	PSB554	4	30'-11"	S
PSB554	4	30'-11"	S	PSB555	4	38'-5"	S
PSB555	4	38'-5"	S	PSB556	216	8'-3"	C
PSB556	216	8'-3"	C	PSB557	54	24'-8"	HB
PSB557	54	24'-8"	HB	PSB558	108	7'-2"	C
PSB558	108	7'-2"	C	PSB559	54	34'-0"	S
PSB559	54	34'-0"	S	PSB560	54	33'-0"	S
PSB560	54	33'-0"	S	PSB561	14	30'-0"	J
PSB561	14	30'-0"	J	PSB562	108	23'-7"	Y
PSB562	108	23'-7"	Y	PSB563	6	24'-3"	S
PSB563	6	24'-3"	S	PSB564	4	29'-3"	S
PSB564	4	29'-3"	S	PSB565	4	35'-9"	S
PSB565	4	35'-9"	S	PSB566	8	18'-9"	S
PSB566	8	18'-9"	S	PSB567	10	21'-9"	S
PSB567	10	21'-9"	S	PSB568	10	26'-1"	S
PSB568	10	26'-1"	S	PSB569	4	30'-11"	S
PSB569	4	30'-11"	S	PSB570	4	38'-5"	S
PSB570	4	38'-5"	S	PSB571	216	8'-3"	C
PSB571	216	8'-3"	C	PSB572	54	24'-8"	HB
PSB572	54	24'-8"	HB	PSB573	108	7'-2"	C
PSB573	108	7'-2"	C	PSB574	54	34'-0"	S
PSB574	54	34'-0"	S	PSB575	54	33'-0"	S
PSB575	54	33'-0"	S	PSB576	14	30'-0"	J
PSB576	14	30'-0"	J	PSB577	108	23'-7"	Y
PSB577	108	23'-7"	Y	PSB578	6	24'-3"	S
PSB578	6	24'-3"	S	PSB579	4	29'-3"	S
PSB579	4	29'-3"	S	PSB580	4	35'-9"	S
PSB580	4	35'-9"	S	PSB581	8	18'-9"	S
PSB581	8	18'-9"	S	PSB582	10	21'-9"	S
PSB582	10	21'-9"	S	PSB583	10	26'-1"	S
PSB583	10	26'-1"	S	PSB584	4	30'-11"	S
PSB584	4	30'-11"	S	PSB585	4	38'-5"	S
PSB585	4	38'-5"	S	PSB586	216	8'-3"	C
PSB586	216	8'-3"	C	PSB587	54	24'-8"	HB
PSB587	54	24'-8"	HB	PSB588	108	7'-2"	C
PSB588	108	7'-2"	C	PSB589	54	34'-0"	S
PSB589	54	34'-0"	S	PSB590	54	33'-0"	S
PSB590	54	33'-0"	S	PSB591	14	30'-0"	J
PSB591	14	30'-0"	J	PSB592	108	23'-7"	Y
PSB592	108	23'-7"	Y	PSB593	6	24'-3"	S
PSB593	6	24'-3"	S	PSB594	4	29'-3"	S
PSB594	4	29'-3"	S	PSB595	4	35'-9"	S
PSB595	4	35'-9"	S	PSB596	8	18'-9"	S
PSB596	8	18'-9"	S	PSB597	10	21'-9"	S
PSB597	10	21'-9"	S	PSB598	10	26'-1"	S
PSB598	10	26'-1"	S	PSB599	4	30'-11"	S
PSB599	4	30'-11"	S	PSB600	4	38'-5"	S
PSB600	4	38'-5"	S	PSB601	216	8'-3"	C
PSB601	216	8'-3"	C	PSB602	54	24'-8"	HB
PSB602	54	24'-8"	HB	PSB603	108	7'-2"	C
PSB603	108	7'-2"	C	PSB604	54	34'-0"	S
PSB604	54	34'-0"	S	PSB605	54	33'-0"	S
PSB605	54	33'-0"	S	PSB606	14	30'-0"	J
PSB606	14	30'-0"	J	PSB607	108	23'-7"	Y
PSB607	108	23'-7"	Y	PSB608	6	24'-3"	S
PSB608	6	24'-3"	S	PSB609	4	29'-3"	S
PSB609	4	29'-3"	S	PSB610	4	35'-9"	S
PSB610	4	35'-9"	S	PSB611	8	18'-9"	S
PSB611	8	18'-9"	S	PSB612	10	21'-9"	S
PSB612	10						

REINFORCING STEEL SCHEDULE																						
STRAIGHT BARS								BENT BARS														
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
		Pier Shaft			Pier Cap										Pier Shaft							
PSC1000	60	60'	Vert. Shaft																			
PSC1001	60	56'	Vert. Shaft																			
				PCC1000	51	53'-3"	Long. Bars															
PBC1002	60	13'-5"	Dowels																			
PBC1003	60	15'-5"	Dowels																			
PSC1038	4	9'-9"	Horiz. Bars																			
PSC1039	4	9'-2"																				
PSC1040	4	8'-7"																				
PSC1041	4	8'-0"	Horiz. Bars																			
								PSC400	56	30'-0"	S	-	12'-0"	6'-0"	12'-0"	-	-	-	-	-	-	Ties
								PSC401	56	25'-0"	S	-	9'-6"	6'-0"	9'-6"	-	-	-	-	-	-	Ties
								PSC402	56	7'-3"	JL	0'-7"	6'-0"	-	-	-	-	0'-8"	0'-5"	-	-	Ties
								PSC403	224	10'-9"	X	1'-6"	7'-9"	1'-6"	-	-	-	-	1'-2"	-	-	Ties
								PSC404	112	23'-9"	Y	0'-8"	2'-9"	4'-6"	6'-0"	2'-4"	-	0'-8"	1'-7 1/2"	-	-	Ties
														x2		x2						
								PSC1030	14	28'-0"	J	-	28'-0"	-	-	-	-	-	-	-	19'-4"	Curved Bar
								PSC1031	4	18'-3"	N	-	10'-3" #10	4'-11"	6'-1"	-	-	-	4'-3 3/4"	-	-	Horiz. Bars
								PSC1032	4	16'-4"	N	-	9'-11" #10			-	-	-		-		
								PSC1033	4	14'-8"	N	-	8'-3" #10			-	-	-		-		
								PSC1034	4	13'-5"	N	-	7'-6" #10			-	-	-		-		
								PSC1035	4	12'-3"	N	-	5'-11" #10			-	-	-		-		
								PSC1036	4	11'-4"	N	-	4'-11" #10			-	-	-		-		
								PSC1037	4	10'-5"	N	-	4'-0" #10	1'-11"	6'-1"	-	-	-	3'-4"	-	-	
								PSC1038	4	9'-9"	N	-	3'-4"			-	-	-		-	-	
								PSC1039	4	9'-2"	N	-	2'-9"			-	-	-		-	-	
								PSC1040	4	8'-7"	N	-	2'-2"			-	-	-		-	-	
								PSC1041	4	8'-0"	N	-	1'-7"	4"	6'-1"	-	-	-	4'-4"	-	-	
								PCC610	70	15'-0"	S	-	4'-6"	6'-0"	4'-6"	-	-	-	-	-	-	Stirrups "7"
								PCC6														

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
I	MAINE	395-8(82)	82	114

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

1. First digit(s) following the letter of the Mark indicates size of reinf. bar.
Mark (A 502) bar size - #5
Mark (P 1001) bar size - #10
Mark (S 603) bar size - #6
2. Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

	<i>Revised bars PSC1030 thru PSC1041</i>	<i>6-25-84</i>
	<i>Revised ACI Standard</i>	<i>5-12-83</i>
REVISIONS		DATE

10/7/215

260

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE

OVER

PENOBSCOT RIVER

BANGOR - BREWER

PENOBSCOT COUNTY

PIER 3 NORTH SIDE

AUGUSTA, MAINE Sept. 1984

As BUILT *5/2 Steel*

REINFORCING STEEL SCHEDULE																						
STRAIGHT BARS				BENT BARS																		
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
		Pier Shaft				Pier Cap																
PSC1102	60	60'	Vert. Shaft					PSC613	6	20'-0"	S	-	7'-0"	6'-0"	7'-0"	-	-	-	-	-	-	Stirrups "U"
PSC1103	60	58'-9"	Vert. Shaft					PSC614	12	15'-6"	S	-	7'-0"	1'-6"	7'-0"	-	-	-	-	-	-	
PSC1100	60	13'-5"	Dowels					PSC615	10	23'-6"	S	-	8'-9"	6'-0"	8'-9"	-	-	-	-	-	-	
PSC1101	60	17'-5"	Dowels	PCC1001	51	57'-9"	Long. Bars	PSC616	20	19'-0"	S	-	8'-9"	1'-6"	8'-9"	-	-	-	-	-	-	
PSC1026	4	9'-9"	Horiz. Bars					PSC617	10	28'-6"	S	-	11'-3"	6'-0"	11'-3"	-	-	-	-	-	-	
PSC1027	4	9'-2"						PSC618	20	24'-0"	S	-	11'-3"	1'-6"	11'-3"	-	-	-	-	-	-	
PSC1028	4	8'-7"						PSC619	6	32'-8"	S	-	13'-4"	6'-0"	13'-4"	-	-	-	-	-	-	
PSC1029	4	8'-0"	Horiz. Bars					PSC620	12	28'-2"	S	-	13'-4"	1'-6"	13'-4"	-	-	-	-	-	-	
								PSC621	4	36'-4"	S	-	15'-2"	6'-0"	15'-2"	-	-	-	-	-	-	
								PSC622	8	31'-10"	S	-	15'-2"	1'-6"	15'-2"	-	-	-	-	-	-	
								PSC623	8	38'-8"	S	-	16'-4"	6'-0"	16'-4"	-	-	-	-	-	-	
								PSC624	16	34'-2"	S	-	16'-4"	1'-6"	16'-4"	-	-	-	-	-	-	Stirrups "U"
								PSC405	58	30'-0"	S	-	12'-0"	6'-0"	12'-0"	-	-	-	-	-	-	Ties
								PSC406	58	25'-0"	S	-	9'-6"	6'-0"	9'-6"	-	-	-	-	-	-	
								PSC407	58	7'-3"	JL	0'-7"	6'-0"	-	-	-	-	0'-8"	0'-5"	-	-	
								PSC408	232	10'-9"	X	1'-6"	7'-9"	1'-6"	-	-	-	-	1'-2"	-	-	
								PSC409	116	23'-9"	Y	0'-8"	2'-9"	4'-6"	6'-0"	2'-4"	-	0'-8"	1'-7 1/2"	-	-	Ties
														X2	X2							
								PSC1018	14	30'-3"	J	-	30'-3"	-	-	-	-	-	-	-	19'-4"	Curved Bar
								PSC1019	4	18'-3"	N	-	18'-3"	6'-1"	-	-	-	-	4'-1/2"	-	-	Horiz. Bars
								PSC1020	4	16'-4"	N	-	16'-4"	-	-	-	-	-	-	-	-	
								PSC1021	4	14'-8"	N	-	14'-8"	-	-	-	-	-	-	-	-	

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-0(82)	83	114

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

GENERAL NOTES

1. First digit(s) following the letter of the Mark indicates size of reinf. bar.
Mark (A 502) bar size - #5
Mark (P 1001) bar size - #10
Mark (S 603) bar size - #6
2. Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

2	Revised Bars PSC 1019 thru PSC 1029	6-25-84
1	Revised ACI Standard	5-12-83

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

1-395 BRIDGE 2
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
PIER 3 SOUTH SIDE

AUGUSTA, MAINE Sept. 1983

	EDUCATION		AUGUST
As BUILT J.W. Lumber s/A Steel			

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
			NORTH PIER SHAFT				NORTH PIER CAP	PSD1102	50	60'-0"	Vert. Shaft															
								PSD1103	50	59'-0"	Vert. Shaft															
PSD1000	4	14'-2"	Horiz. Bars	PCD1000	38	47'-6"	Long. Bars					PCD650	12	17'-4"	S	—	5'-8"	6'-0"	5'-8"							
PSD1001	4	12'-8"	↑									PCD651	24	12'-10"	S	—	5'-8"	1'-6"	5'-8"							
PSD1002	4	11'-5"		PCD600	24	6'-0"	Support Bars	PBD1102	50	18'-5"	Dowels	PCD652	34	13'-2"	S	—	4'-6"	4'-2"	4'-6"							
PSD1003	4	10'-4"						PBD1103	50	13'-5"	Dowels	PCD653	28	15'-0"	S	—	4'-6"	6'-0"	4'-6"							
PSD1004	4	9'-6"										PCD654	56	10'-6"	S	—	4'-6"	1'-6"	4'-6"							
PSD1005	4	8'-8"										PCD655	16	8'-6"	S	—	2'-6"	3'-6"	2'-6"							
PSD1006	4	8'-2"	↓									PCD656	14	17'-6"	S	—	5'-9"	6'-0"	5'-9"							
PSD1007	4	7'-8"	Horiz. Bars				SOUTH PIER SHAFT				SOUTH PIER CAP	PCD657	23	13'-0"	S	—	5'-9"	1'-6"	5'-9"							
				PSD1010	4	14'-2"	Horiz. Bars	PCD1001	38	47'-6"	Long. Bars	PCD658	6	17'-6"	S	—	6'-8"	4'-2"	6'-8"							
				PSD1011	4	12'-8"	↑																			
				PSD1012	4	11'-5"																				
PSD1100	50	58'-3"	Vert. Shaft	PSD1013	4	17'-4"		PCD601	24	6'-0"	Support Bars															
PSD1101	50	60'-0"	Vert. Shaft	PSD1014	4	9'-6"	↓					PSD665	2	18'-2"	S	—	6'-1"	6'-0"	6'-1"							
				PSD1015	4	8'-3"						PSD666	4	13'-3"	S	—	6'-1"	1'-6"	6'-1"							
				PSD1016	4	8'-2"						PSD667	8	16'-4"	S	—	7'-7"	4'-2"	7'-7"							
PBD1100	50	13'-5"	Dowels	PSD1017	4	7'-8"	Horiz. Bars					PSD668	3	23'-6"	S	—	9'-8"	4'-2"	9'-8"							
PBD1101	50	16'-5"	Dowels									PSD669	2	26'-4"	S	—	11'-1"	4'-2"	11'-1"							
												PSD670	2	30'-4"	S	—	13'-1"	4'-2"	13'-1"							
												PSD671	2	35'-8"	S	—	15'-9"	4'-2"	15'-9"							
												PSD672	8	19'-0"	S	—	7'-5"	4'-2"	7'-5"							
												PSD673	3	23'-1"	S	—	9'-8"	4'-2"	9'-8"							

[illegible]

GENERAL NOTES

1. First digit(s) following the letter of the Mark indicates size of reinf bar.
Mark (A 502) bar size - #5
Mark (P 1001) bar size - #10
Mark (S 603) bar size - #6
2. Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

107-217

Revised ACI Standard	5-12-
REVISIONS	DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
PIER 4

AUGUSTA, MAINE Sept. 1933

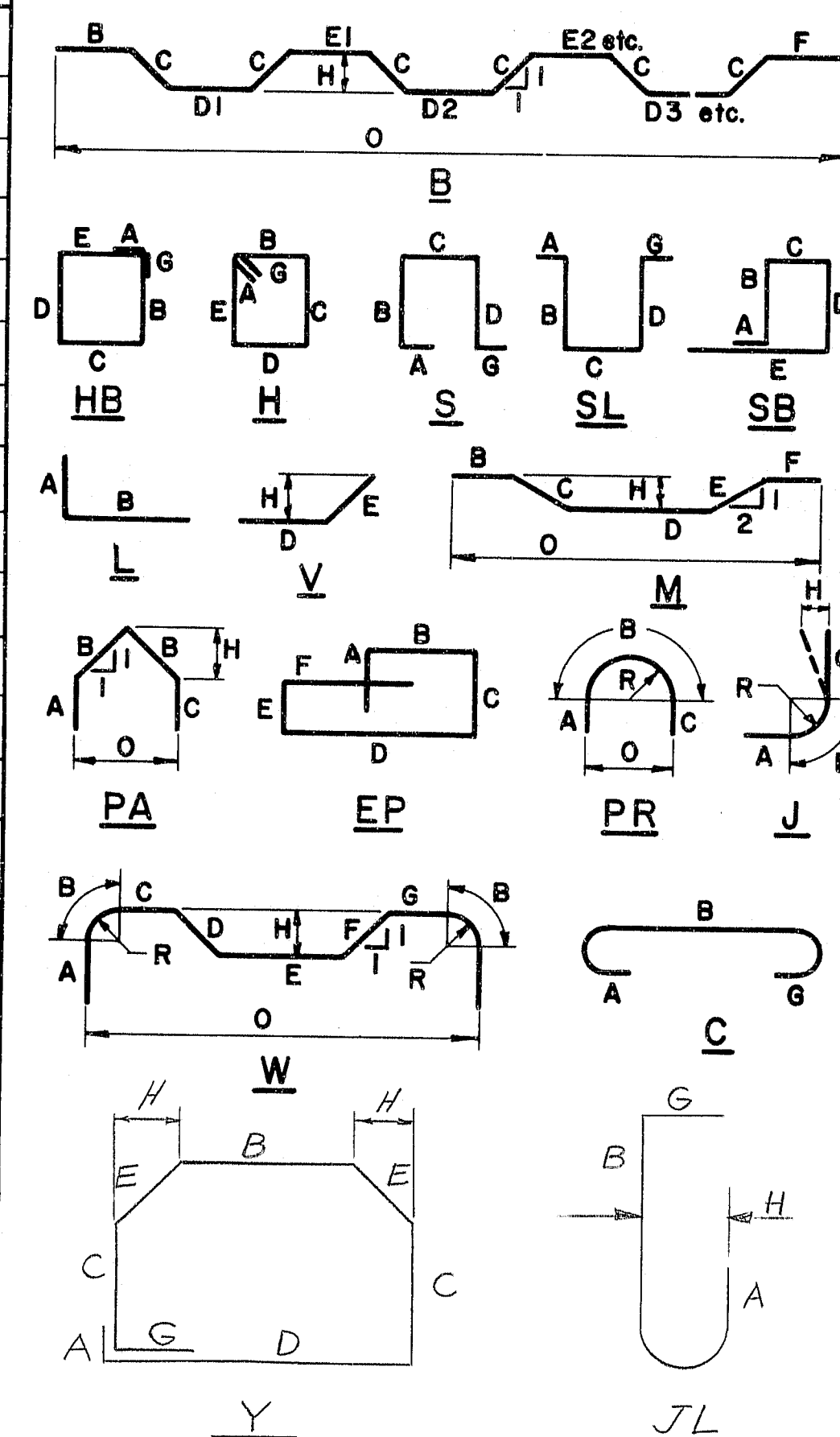
As BUILT J.M. Hanna 5/25/51

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 SHAFT				PIER CAP												PIER SHAFT										
PSE1000	8	14'-2"	Horiz. Bars	PCE1000	72	47'-6"	Long. Bars					PSE650	20	18'-4"	S	—	7'-1"	4'-2"	7'-1"							Stirrups "L"	
PSE1001	8	12'-8"	↑									PSE651	12	21'-0"	S	—	8'-5"	4'-2"	8'-5"							↑	
PSE1002	8	11'-5"											PSE652	4	23'-6"	S	—	9'-8"	4'-2"	9'-8"							
PSE1003	8	10'-4"			PCE600	48	6'-0"	Support Bars					PSE653	4	30'-4"	S	—	13'-1"	4'-2"	13'-1"							
PSE1004	8	9'-6"											PSE654	24	21'-0"	S	—	8'-5"	4'-2"	8'-5"							
PSE1005	8	8'-8"	↓									PSE655	4	23'-2"	S	—	9'-6"	4'-2"	9'-6"							↓	
PSE1006	8	8'-2"											PSE656	4	29'-10"	S	—	12'-10"	4'-2"	12'-10"							
PSE1007	8	7'-8"		Horiz. Bars									PSE657	4	26'-4"	S	—	11'-1"	4'-2"	11'-1"							Stirrups "L"
													PSE658	4	26'-2"	S	—	11'-0"	4'-2"	11'-0"							do
																										Stirrups "L"	
PSE1100	110	60'-0"	Vert. Shaft									PSE450	114	28'-0"	S	—	11'-0"	6'-0"	11'-0"							Ties	
PSE1101	110	56'-6"	Vert. Shaft									PSE451	114	27'-0"	S	—	10'-6"	6'-0"	10'-6"							↑	
												PSE452	114	7'-2"	JL	0'-6"	6'-0"					0'-8"	0'-4"				
												PSE453	456	8'-4"	C	0'-6"	7'-4"					0'-6"					
PBE1100	110	15'-5"	Dowels									PSE454	228	23'-5"	Y	0'-8"	2'-3"	4'-0"	6'-0"	2'-11"			0'-8"	1'-10 1/2"		Ties	
PBE1101	110	13'-5"	Dowels														x2		x2								
												PSE1050	28	22'-3"	J	—	22'-3"	—							14'-4"	Curved Bar	
																					</						

FWA	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	MAINE	395-8(88)	85	114

TYPE-BENDING DIAGRAMS



All dimensions are out to out of reinf. bar.
Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318.1.
Reinforcing Bar: ASTM A615 Grade 60

GENERAL NOTES

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

Revised ACI Standard	DATE
5-12-83	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
PIER 5
AUGUSTA, MAINE Sept. 1983

107-218

As Point of View for Steel

DATE	5/92
BY	NER
CHECKED	DB
DESIGN - DETAIL	BAS
REVISIONS	
FIELD CHANGES	
PLANS	

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 #6 SHAFT				PIER #6 CAP									PIER #6 SHAFT															
PSF1000	8	14'-2"	Horiz. Bars	PCF1000	72	47'-6"	Long. Bars					PSF650	16	17'-10"	S	—	6'-10"	4'-2"	6'-10"									Stirrups "L"	
PSF1001	8	12'-8"	↑									PSF651	16	21'-0"	S	—	8'-5"	4'-2"	8'-5"									↑	
PSF1002	8	11'-5"											PSF652	4	23'-6"	S	—	9'-8"	4'-2"	9'-8"									
PSF1003	8	10'-4"			PCF600	48	6'-0"	Support Bars					PSF653	4	30'-4"	S	—	13'-1"	4'-2"	13'-1"									
PSF1004	8	9'-6"											PSF654	20	20'-10"	S	—	8'-4"	4'-2"	8'-4"									
PSF1005	8	8'-8"	↓									PSF655	4	23'-4"	S	—	9'-7"	4'-2"	9'-7"									↓	
PSF1006	8	8'-2"											PSF656	4	30'-2"	S	—	13'-0"	4'-2"	13'-0"									Stirrups "L"
PSF1007	8	7'-8"		Horiz. Bars									PSF657	8	26'-4"	S	—	11'-1"	4'-2"	11'-1"									do
													PSF450	106	28'-0"	S	—	11'-0"	6'-0"	11'-0"									Ties
PSF900	90	58'-0"	Vert. Shaft									PSF451	106	27'-0"	S	—	10'-6"	6'-0"	10'-6"									↑	
PSF901	92	53'-0"	Vert. Shaft									PSF452	106	7'-2"	JL	0'-6"	6'-0"						0'-8"	0'-4"			Ties		
												PSF453	424	8'-2"	C	0'-6"	7'-2"						0'-6"				↓		
												PSF454	212	22'-9"	Y	0'-8"	1'-9"	3'-9"	6'-0"	3'-1"			0'-8"	2'-1/2"				Ties	
																		x2		x2									
PBF900	182	8'-8"	Dowels									PSF1050	28	22'-3"	J	—	22'-3"	—								14'-4"	Curved Bar		

FHWA REC. NO. 1	STATE MAINE	PROJECT NUMBER 395-8(82)	SHEET NO. 86	TOTAL SHEETS 114
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TYPE-BENDING DIAGRAMS

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

GENERAL NOTES

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

107-219

Revised ACI Standard 5-12-83

REVISIONS

NO.	DATE	DESCRIPTION
1	5-12-83	Revised ACI Standard

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
PIERS 6 & 7
AUGUSTA, MAINE Sept. 1933

As Built Fall 1933

REINFORCING STEEL SCHEDULE																							
STRAIGHT BARS										BENT BARS													
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
<u>SLAB</u>				<u>PERMANENT CONCRETE BARRIER TYPE II (MODIFIED)</u>				<u>SLAB</u>															
S550	668	60'-0"	Slab	*BR525	40	60'-0"	Longitudinal	S500	124	6'-4"	A	—	1'-9"	1'-3"	1'-7"	1'-9"							End of Slab (Butt.)
S551	62	24'-9"	Span #1 (Lt.)	*BR526	10	6'-0"	"	S505	110	6'-10"	A	—	1'-9"	1'-3"	2'-1"	1'-9"							End of Slab (Pier)
S552	118	25'-7"	" " "					S600	65	40'-6"	B	—	7'-10"	1'-1" (4x)	7'-9" (2x)	7'-5"	5'-5"			0'-9"	39'-2"		Span #1 & #2 (Lt.)
S553	62	21'-5"	Span #1 (Rt.)					S601	65	42'-2"	↑	—	5'-5"	↑	7'-9" (2x)	7'-5"	9'-6"		↑	40'-10"			" " "
S554	118	22'-3"	" " "					S602	70	43'-6"	—	—	10'-3"	8'-0" (2x)	7'-6"	5'-5"					42'-2"		Span #1 & #2 (Rt.)
S555	27	17'-6"	Span #2 (Lt.)					S603	70	41'-2"	—	—	5'-5"	8'-0" (2x)	7'-6"	7'-11"					39'-10"		" " " "
S556	28	20'-6"	" " "					S604	44	38'-3"	—	—	7'-4"	7'-6" (2x)	6'-8"	5'-1"					36'-11"		Span #2 (Lt.)
S557	49	18'-4"	" " "	<u>CURB</u>				S605	44	40'-9"	—	—	5'-1"	7'-6" (2x)	6'-6"	9'-10"					39'-5"		" " "
S558	50	21'-4"	" " "	C500	12	60'-0"	Spans #1 & #2	S606	89	41'-8"	—	—	9'-9"	7'-9" (2x)	6'-10"	5'-3"					40'-4"		Span #2 (Rt.)
S559	28	27'-9"	Span #2 (Rt.)	C501	3	24'-9"	Span #1 (Lt.)	S607	89	39'-5"	—	—	5'-3"	7'-9" (2x)	6'-10"	7'-6"					38'-11"		" " "
S560	27	24'-9"	" " "	C502	3	14'-9"	Span #2 (Lt.)	S608	39	37'-3"	↓	—	7'-5"	7'-2" (2x)	6'-2"	5'-0"			↓	35'-11"			Span #2 (Lt.)
S561	49	28'-9"	" " "	C503	3	21'-5"	Span #1 (Rt.)	S609	39	39'-3"	B	—	5'-0"	1'-1" (4x)	7'-2" (2x)	6'-2"	9'-5"		0'-9"	37'-11"			" " "
S562	50	25'-7"	" " "	C504	3	27'-6"	Span #2 (Rt.)																
S591	18	4'-3"	End of Slab	C800	6	60'-0"	Over Pier #1	S700	44	44'-10"	B	—	7'-7"	1'-1" (4x)	9'-5" (2x)	8'-5"	5'-8"		0'-9"	43'-6"			Span #1 (Lt.)
S592	16	19'-0"	" " "	C801	3	22'-10"	Over Pier #1 (Lt.)	S701	44	47'-4"	↑	—	5'-8"	↑	9'-5" (2x)	8'-5"	10'-11"		↑	46'-0"			" " "
S593	18	6'-5"	" " "	C802	3	25'-4"	Over Pier (Rt.)	S702	44	45'-11"	—	—	10'-3"	8'-11" (2x)	7'-11"	5'-7"					44'-7"		Span #1 (Rt.)
S594	16	18'-0"	" " "					S703	44	44'-1"	—	—	5'-7"	↑	7'-11"	8'-5"					42'-9"		" " "
S595	20	15'-3"	" " "					S704	44	43'-4"	—	—	7'-9"	↓	7'-10"	5'-7"					42'-0"		Span #1 (Lt.)
S596	20	14'-0"	" " "					S705	44	45'-1"	—	—	5'-7"	8'-11" (2x)	7'-10"	9'-6"					43'-9"		" " "
S650	44	31'-2"																					

TYPE-BENDING DIAGRAMS



The diagrams illustrate various types of bending in structural members, including beams, frames, and cantilevers, under different loading conditions and support configurations. The labels (HB, H, S, SL, SB, L, V, M, PA, EP, PR, J, C, W, A) likely refer to specific types of bending or loading conditions.

All dimensions are out to out of reinf. bar

Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318 Δ

Reinforcing Bar: ASTM A615 Grade 60

1. First digit(s) following the letter of the Mark indicates size of reinf. bar.
Mark (A 502) bar size - #5
Mark (D 1001) bar size - #10
Mark (S 603) bar size - #6
2. Each truss bar, Type B, may be replaced by two (2) straight bars of the same size as the bottom of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

	Revised C505	7-3-81
	Revised ACI Standards	5-12-83
	REVISION	DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

(SPANS 1 & 2)
AUGUSTA, MAINE Sept. 1988

As BUILT for Y. Girder 5th St. & 1st St.

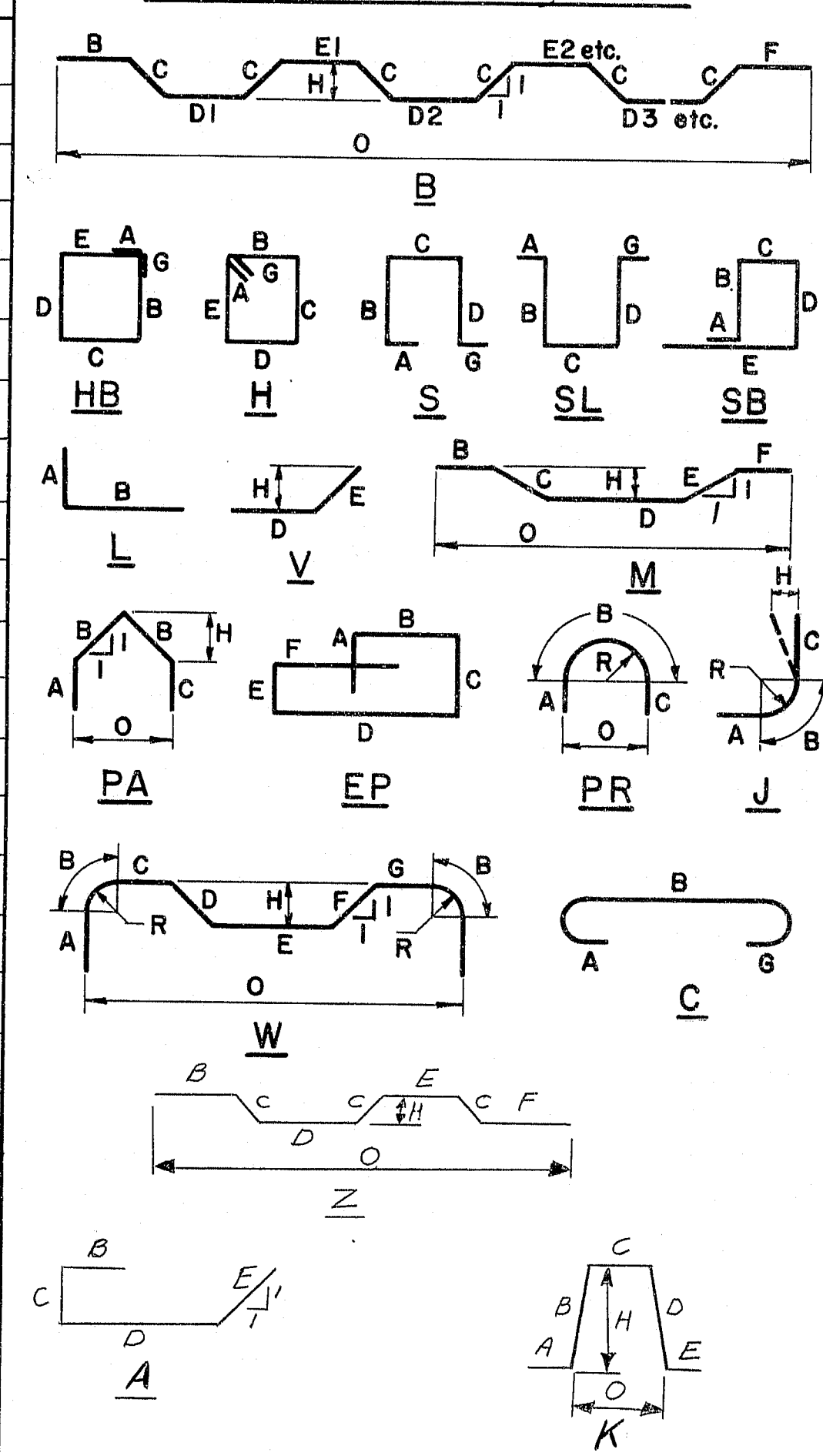
REINFORCING STEEL SCHEDULE

SUPERSTRUCTURE SLAB				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						
S506	1092	49'-3"	Spans #3-#5	S651	1306	60'-0"	Spans #3-#5					SUPERSTRUCTURE SLAB																				
S508	54	30'-0"	Span #3 (Lt. & Rt.)									S505	100	6'-10"	A	—	1'-9"	1'-3"	2'-1"	1'-9"	—	—	—	—	—	—	End of Slab					
S509	18	31'-3"	Span #3 (Lt.)									S571	8	17'-2"	M	—	2'-2"	3'-3 1/2"	6'-3"	3'-3 1/2"	2'-2"	—	2'-4"	15'-3"	—	—	Sign Table					
S510	26	32'-4"	Span #3 (Lt.)	S662	101	32'-6"	Over Pier #4 (Lt. & Rt.)					S610	30	34'-4"	Z	—	8'-3 1/2"	1'-1 1/2"	8'-9"	8'-0"	5'-11"	—	9 1/2"	33'-4"	—	—	Span #3 (Lt.)					
S511	13	34'-4"	Span #3 (Lt.)									S611	30	33'-3"	Z	—	7'-2 1/2"	1'-1 1/2"	8'-9"	8'-0"	5'-11"	—	9 1/2"	32'-3"	—	—	Span #3 (Lt.)					
S512	21	35'-2"	Span #3 (Lt.)	S669	3	14'-0"	End of Slab (Lt.)					S612	30	33'-10"	Z	—	8'-5 1/2"	1'-1 1/2"	8'-6"	7'-8"	5'-10"	—	9 1/2"	32'-10"	—	—	Span #3 (Lt.)					
S513	13	37'-3"	Span #3 (Lt.)	S671	9	57'-0"	Span #4 (Lt. & Rt.)					S613	30	32'-7"	Z	—	7'-2 1/2"	1'-1 1/2"	8'-6"	7'-8"	5'-10"	—	9 1/2"	31'-7"	—	—	Span #3 (Lt.)					
S514	21	38'-1"	Span #3 (Lt.)									S614	45	33'-6"	Z	—	8'-6 1/2"	1'-1 1/2"	8'-3"	7'-6"	5'-10"	—	9 1/2"	32'-6"	—	—	Span #3 (Lt.)					
S515	10	39'-7"	Span #3 (Rt.)	S725	6	60'-0"	End of Slab (Lt. & Rt.)					S615	45	31'-8"	Z	—	6'-8"	1'-1 1/2"	8'-3"	7'-6"	5'-10"	—	9 1/2"	30'-8"	—	—	Span #3 (Lt.)					
S516	17	40'-5"	Span #3 (Rt.)	S726	3	9'-3"	End of Slab (Lt.)					S616	50	31'-9"	Z	—	8'-2"	1'-1"	7'-9"	7'-4"	5'-3"	—	9"	30'-9"	—	—	Span #3 (Lt.)					
S517	14	12'-9"	Span #3 (Rt.)	S727	3	13'-0"	End of Slab (Rt.)					S617	50	30'-5"	Z	—	6'-10"	1'-1"	7'-9"	7'-4"	5'-3"	—	9"	29'-5"	—	—	Span #3 (Lt.)					
S518	27	13'-7"	Span #3 (Rt.)	S806	570	60'-0"	Over Piers #3 & #4					S618	50	30'-6"	Z	—	8'-0 1/2"	1'-0"	7'-3"	7'-3"	4'-11"	—	8 1/2"	29'-7"	—	—	Span #3 & #4 (Lt.)					
S519	14	15'-11"	Span #3 (Rt.)	S807	159	44'-10"	Over Pier #3					S619	50	29'-3"	Z	—	6'-9 1/2"	1'-0"	7'-3"	7'-3"	4'-11"	—	8 1/2"	28'-4"	—	—	Span #3 & #4 (Lt.)					
S520	26	16'-9"	Span #3 (Rt.)	S808	126	37'-8"	Over Pier #4					S620	45	28'-10"	Z	—	7'-0"	11"	7'-1"	7'-1"	4'-11"	—	8"	28'-1"	—	—	Span #4 (Lt.)					
S521	18	19'-11"	Span #3 (Rt.)	S812	72	10'-0"	Sign Table					S621	45	28'-1"	Z	—	6'-3"	11"	7'-1"	7'-1"	4'-11"	—	8"	27'-4"	—	—	Span #4 (Lt.)					
S522	31	21'-9"	Span #3 (Rt.)									S622	30	54'-3"	B	—	7'-7"	11"	7'-1"	6'-8"	6'-11"	—	8"	52'-9"	—	—	Span #4 (Lt.)					
S523	20	40'-0"	Over Pier #3 (Lt. & Rt.)	PERMANENT CONCRETE BARRIER TYPE II & CURB								S623	50	52'-6"	B	—	7'-5"	11"	6'-11"	6'-5"	6'-0"	—	8"	51'-0"	—	—	Span #4 (Lt.)					
S524	68	41'-0"	Span #4 (Lt. & Rt.)	* BR525	96	60'-0"	Spans #3-#5					S624	50	27'-7"	Z	—	6'-2"	11"	7'-2"	6'-9"	4'-9"	—	8"	26'-10"	—	—	Span #4 (Rt.)					
S525	82	39'-4"	Span #4 (Lt. & Rt.)	C500	33	60'-0"	Spans #3-#5 (Lt. & Rt.)					S625	50	28'-6"	Z	—	7'-1"	11"	7'-2"	6'-9"	4'-9"	—	8"	27'-9"	—	—	Span #4 (Rt.)					
S526	59	56'-0"	Span #4 (Rt.)	C506	3	57'-9"	Span #3 (Lt.)					S626	65	51'-5"	B	—	7'-3"	11"	6'-9"	6'-3"	5'-11"	—	8"	49'-11"	—	—	Span #4 (Lt.)					
S527	14	33'-2"	Over Pier #4 (Lt. & Rt.)	C507	3	18'-9"	Span #3 (Rt.)					S627	548	50'-11"	B	—	7'-11"	11"	6'-8"	6'-0"	5'-6"	—	8"	49'-5"	—	—	Spans #4 & #5 (Lt. & Rt.)					
				C508	6	38'-0"	Span #4 (Lt. & Rt.)					S628	60	27'-9"	Z	—	6'-8"	11"	6'-10"	6'-3"	5'-3"	—	8"	27'-0"	—	—	Span #4 (Rt.)					
				C800	24	60'-0"	Over Piers #3 & #4 (Lt. & Rt.)					S629	60	28'-6"	Z	—	7'-5"	11"	6'-10"	6'-3"	5'-3"	—	8"	27'-9"	—	—	Span #4 (Rt.)					
				C803	6	45'-0"	Over Pier #3 (Lt. & Rt.)					S638	135	14'-7"	B	—	3'-0"	1'-1 1/2"	6'-4"	—	3'-0"	—	9 1/2"	13'-11"	—	—	Span #3 (Lt.)					
S543	1416	13'-8"	Spans #3-#5	C804	6	37'-8"	Over Pier #4 (Lt. & Rt.)					S674	100	14'-4"	B	—	3'-0"	1'-0"	6'-4"	—	3'-0"	—	8 1/2"	13'-9"	—	—	Span #3 & #4 (Lt.)					
S550	1147	60'-0"	Spans #3-#5									S708	30	35'-10"	Z	—	8'-8"	1'-1 1/2"	9'-0"	8'-3"	6'-6 1/2"	—	9 1/2"	34'-10"	—	—	Span #3 (Lt.)					
S563	10	4'-8"	End of Slab (Lt. & Rt.)									S709	30	34'-9"	Z	—	7'-7"	1'-1 1/2"	9'-0"	8'-3"	6'-6 1/2"	—	9 1/2"	33'-9"	—	—	Span #3 (Lt.)					
S564	15	18'-9"	End of Slab (Lt.)									S710	60	37'-5"	Z	—	8'-3"	1'-1 1/2"	9'-9"	9'-0"	7'-0 1/2"	—	9 1/2"	36'-5"	—	—	Span #3 (Rt.)					
S565	5	13'-8"	End of Slab (Lt.)									S711	60	38'-1"	Z	—	8'-11"	1'-1 1/2"	9'-9"	9'-0"	7'-0 1/2"	—	9 1/2"	37'-1"	—	—	Span #3 (Rt.)					
S566	15	20'-6"	End of Slab (Rt.)									S712	75	35'-9"	Z	—	7'-9 1/2"	1'-1 1/2"	9'-3"	8'-7"	6'-9"	—	9 1/2"	34'-9"	—	—	Span #3 (Rt.)					
S570	32	7'-0"	Sign Table									S713	75	36'-2"	Z	—	8'-2 1/2"	1'-1 1/2"	9'-3"	8'-7"	6'-9"	—	9 1/2"	35'-2"	—	—	Span #3 (Rt.)					
S632	60	8'-4"	Span #3 (Lt.)									S714	50	33'-11"	Z	—	7'-0"	1'-1"	8'-9"	8'-5"	6'-6"	—	9"	32'-11"	—	—	Span #3 (Rt.)					
S633	120	13'-1"	Span #3 (Rt.)									S715	50	34'-5"	Z	—	7'-6"	1'-1"	8'-9"	8'-5"	6'-6"	—	9"	33'-5"	—	—	Span #3 (Rt.)					
S634	60	6'-6"	Span #3 (Lt.)									S716	50	32'-5"	Z	—	7'-6"	1'-0"	8'-3"	8'-0"	5'-8"	—	8 1/2"	31'-6 1/2"	—	—	Span #3 & #4 (Rt.)					
S635	250	6'-0"	Spans #3 & #4 (Lt.)									S717	50	32'-10"	Z	—	7'-11"	1'-0"	8'-3"	8'-0"	5'-8"	—	8 1/2"	31'-11 1/2"	—	—	Span #3 & #4 (Rt.)					
S636	150	10'-9"	Span #3 (Rt.)									S718	45	31'-0"	Z	—	7'-3"	11"	7'-9"	7'-9"	5'-6"	—	8"	30'-3"	—	—	Span #4 (Rt.)					
												S719	45	31'-10"	Z	—	8'-1"	11"	7'-9"	7'-9"	5'-6"	—	8"	31'-1"	—	—	Span #4 (Rt.)					
S639	190	58'-8"	Span #3 (Lt.) & #4 (Lt. & Rt.)									S720	55	29'-11"	Z	—	7'-2"	11"	7'-6"	7'-0"	5'-6"	—	8"	29'-2"	—	—	Span #4 (Rt.)					
S640	100	7'-0"	Span #3 (Rt.)									S721	55	29'-11"	Z	—	7'-2"	11"	7'-6"	7'-0"	5'-6"	—	8"	29'-2"	—	—	Span #4 (Rt.)					
S641	210	56'-9"	Span #3 (Lt.) & #4 (Lt. & Rt.)									S728	4'-4	14'-4"	B	—	3'-0"	11"	6'-6"	—	3'-0"	—	8"	13'-10"	—	—	Spans #4 & #5 (Lt.)					
S643	150	54'-8"	Span #4 (Lt.)																													
S644	100	52'-4"	Span #4 (Lt.)																													
S645	250	51'-9"	Span #4 (Lt. & Rt.)																													
S646	100	53'-5"	Span #4 (Rt.)																													
S647	85	30'-0"	Span #3 (Lt. & Rt.)																													
S648	139	40'-0"	Over Pier #3 (Lt. & Rt.)																													
S649	68	46'-0"	Span #4 (Rt.)																													
								Reinforcing steel bars marked with an asterisk (*) shall not be included for payment under Items 502.12 & 502.13. Payment will be considered incidental to Item 526.31.								PERMANENT CONCRETE BARRIER TYPE II & CURB																
												* BR622	710	8'-10"	K	6'-10"	3'-6"	1'-10"	3'-6"	6'-10"	—	—	3'-6"	1'-9"	—	—	Span #3-#5					
												* BR999	21	8'-9"	K	2'-3"	1'-7"	1'-7"	2'-3"	—	—	—	1'-7"	1'-9"	—	—	Sign table					
												C505	854	3'-11"	S	6'-10"	1'-6"	1'-1"	1'-6"	1'-6"	—	—	—	—	—	—	Span #3 & #4 (Lt. & Rt.)					
												C572	14	8'-5"	S	6'-10"	1'-5"	3'-6"	1'-6"	1'-6"	—	—	—	—	—	—	Sign table					
												C576	566	5'-11"	S	6'-10"	1'-6"	1'-1"	1'-6"	1'-6"	—	—	—	—	—	—	Span #4 & #5 (Lt. & Rt.)					
												MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION						

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

PERMANENT CONCRETE BARRIER TYPE II & CURB																								
* BR525	710	8'-10"	K	6"	3'-6"	10"	3'-6"	6"	—	—	3'-6"	1'-9"	—	Span #3-#5										
* BR799	21	8'-9"	K	2'-3"	1'-7"	12"	1'-7"	2'-3"	—	—	1'-7"	1'-9"	—	Sign table										
C505	854	5'-11"	S	6"	1'-6"	1'-1"	12"	—	—	6"	—	—	—	Span #3 & #4 (Lt. & Rt.)										
C572	14	5'-11"	S	6"	1'-5"	3'-6"	12"	—	—	6"	—	—	—	Sign table										
C576	566	5'-11"	S	6"	1'-6"	1'-1"	12"	—	—	6"	—	—	—	Span #4 & #5 (Lt. & Rt.)										
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 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 (A 502) bar size - #5
Mark (P 1001) bar size - #10
Mark (S 603) bar size - #6
- Each truss bar, Type Bar-Z may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

107-221

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
SUPERSTRUCTURE SPANS 3-5

AUGUSTA, MAINE Sept 1983

As Built with 5/8" steel

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														SUPERSTRUCTURE													
5506	2284	49'-3"	Spans #5-8 (Lt & Rt)									5505	78	6'-10"	A	-	1'-9"	1'-3"	2'-1"	1'-9"							End of Slab Abut. #2
5531	14	53'-3"	Over Pier #5 (Lt & Rt)									5627	1142	50'-11"	B	-	7'-11"	11"	6'-8"	6'-0"	5'-6"	-	8"	49'-5"			Spans #5-8
5533	78	36'-9"	Span #6 (Lt & Rt)									5630	98	27'-10"	Z	-	6'-6"	11"	7'-1"	6'-5"	5'-1"	-	8"	27'-1"			Span #8 (Rt.)
5535	14	40'-5"	Over Pier #6 (Lt & Rt)									5631	98	27'-7"	Z	-	6'-3"	11"	7'-1"	6'-5"	5'-1"	-	8"	26'-10"			Span #8 (Rt.)
5537	78	39'-9"	Span #7 (Lt & Rt)									5768	620	14'-4"	B	-	3'-0"	11"	6'-6"	-	3'-0"	-	8"	13'-10"			Spans #5-8 (Lt)
5538	112	41'-6"	Span #7 (Lt & Rt)									PERMANENT CONCRETE BARRIER TYPE II															
5539	14	47'-6"	Over Pier #7 (Lt & Rt)									BR502	621	8'-10"	K	6"	3'-6"	10"	3'-6"	6"							Spans #5-8 (Lt)
5541	78	6'-9"	Span #8 (Lt & Rt)									CURB															
5542	59	7'-6"	Span #8 (Lt & Rt)									C505	99	5'-1"	S	6"	1'-6"	1'-1"	1'-6"	-	-	6"					Span #8 (Rt.)
5543	1240	13'-8"	Spans #5-8 (Lt)									C596	1143	5'-1"	S	6"	1'-6"	1'-1"	1'-6"	-	-	6"					Spans #5-8 (Lt & Rt)
5550	696	60'-0"	Span #5-8 (Lt & Rt)																								
5563	12	4'-8"	End of Slab (Lt & Rt)																								
5565	24	13'-8"	End of Slab (Lt & Rt)																								
5567	18	15'-3"	End of Slab (Rt.)																								
5643	199	54'-8"	Span #8 (Rt.)																								
5651	439	60'-0"	Spans #5-8 (Lt & Rt)																								
5663	101	54'-3"	Over Pier #5 (Lt & Rt)																								
5664	101	39'-3"	Over Pier #6 (Lt & Rt)																								
5665	101	46'-3"	Over Pier #7 (Lt & Rt)																								
5667	59	9'-3"	Span #8 (Lt & Rt)																								
5669	3	13'-8"	End of Slab (Lt)																								
5670	3	49'-0"	End of Slab (Rt.)																								
5673	9	39'-9"	Span #6 (Lt)																								
5674	9	42'-9"	Span #7 (Lt)																								
5806	378	60'-0"	Over Pier #5-7 (Lt & Rt)																								
5809	126	56'-8"	Over Pier #5 (Lt & Rt)																								
5810	126	42'-8"	Over Pier #6 (Lt & Rt)																								
5811	126	49'-8"	Over Pier #7 (Lt & Rt)																								
PERMANENT CONCRETE BARRIER TYPE II																											
BR525	80	60'-0"	Spans #5-8																								
BR533	8	42'-6"	Abut. #2 end																								
CURB																											
C500	24	60'-0"	Spans #6-8																								
C510	6	37'-0"	Span #6 (Lt & Rt)																								
C511	6	40'-0"	Span #7 (Lt & Rt)																								
C512	6	7'-0"	Span #8 (Lt & Rt)																								
C803	6	56'-8"	Over Pier #1 (Lt & Rt)																								
C806	18	60'-0"	Over Pier #5-7																								
C807	6	49'-8"	Over Pier #7 (Lt & Rt)																								
C809	6	42'-8"	Over Pier #6 (Lt & Rt)																								
														107-222													

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

THWA REV. NO. 1	STATE MAINE	PROJECT NUMBER 395-8(82)	SHEET NO. 89	TOTAL SHEETS 114
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TYPE-BENDING DIAGRAMS

All dimensions are out to out of reinf. bar.
Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318-81.
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 (P100) bar size - #10
Mark (S603) bar size - #6
- Each truss bar, Type Bar2, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

Revised 5542, 5643	12-5-84
CONTRACT #5	
Revised BR502, C505, FC596	7-3-84
Revised ACI Standards	5-12-83
REVISION	DATE

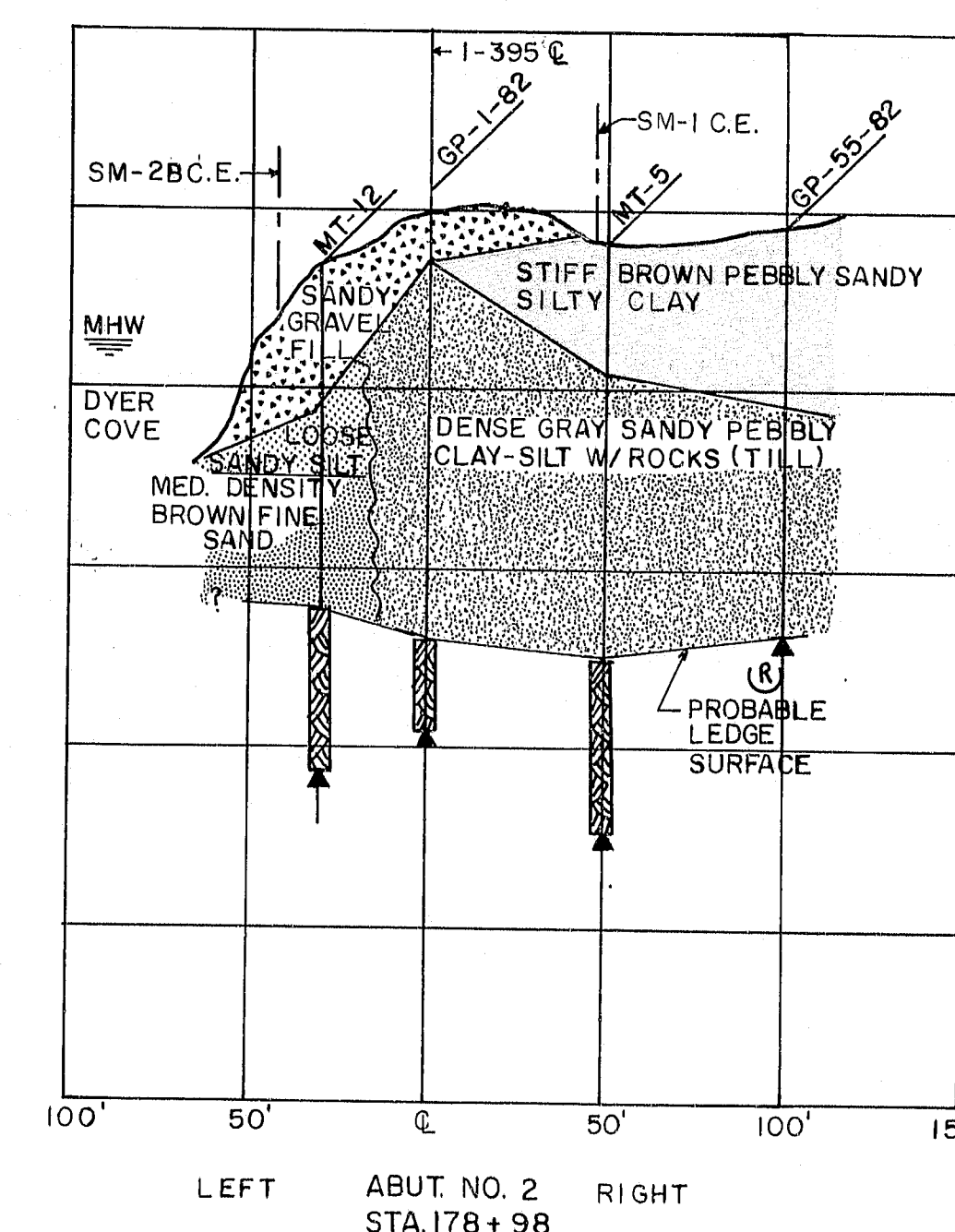
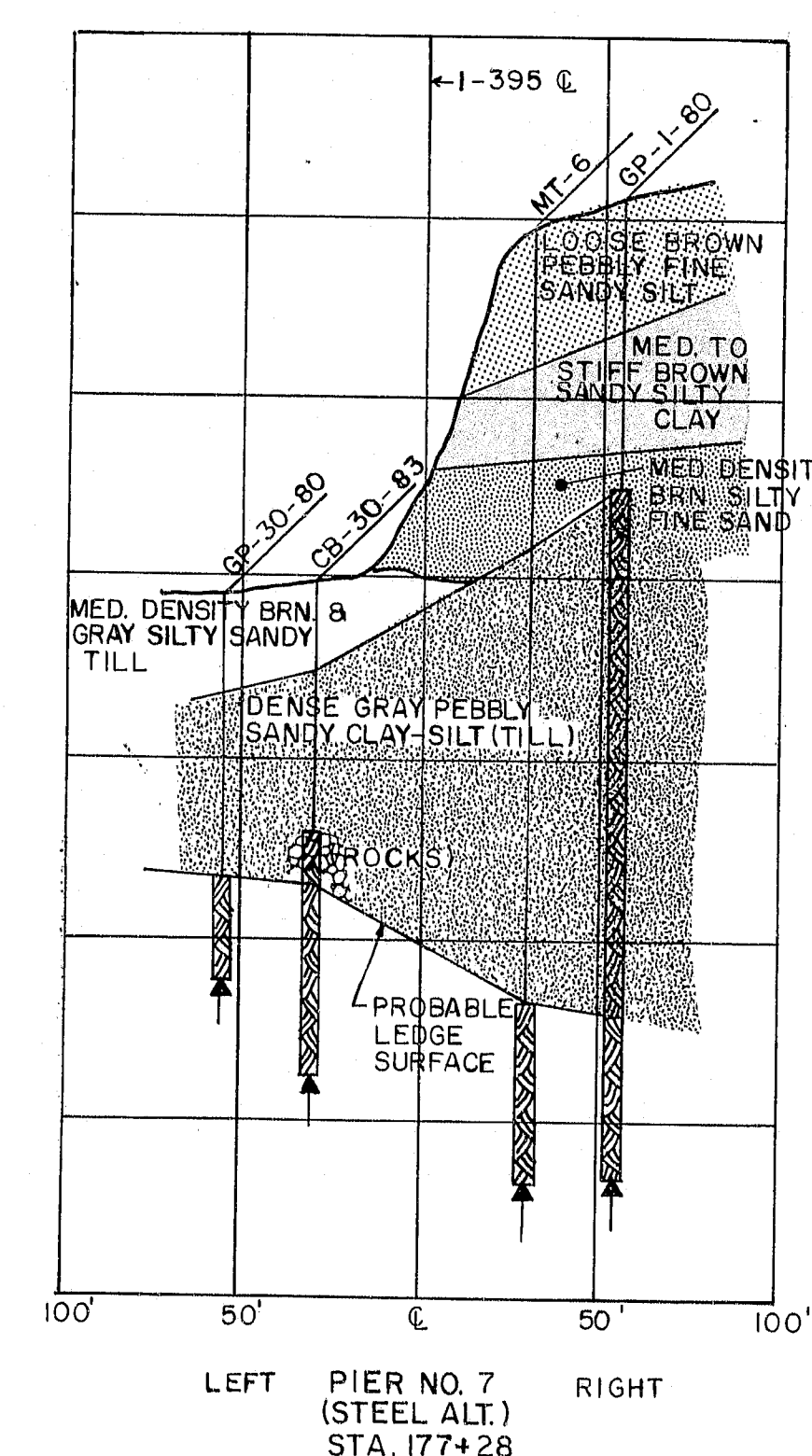
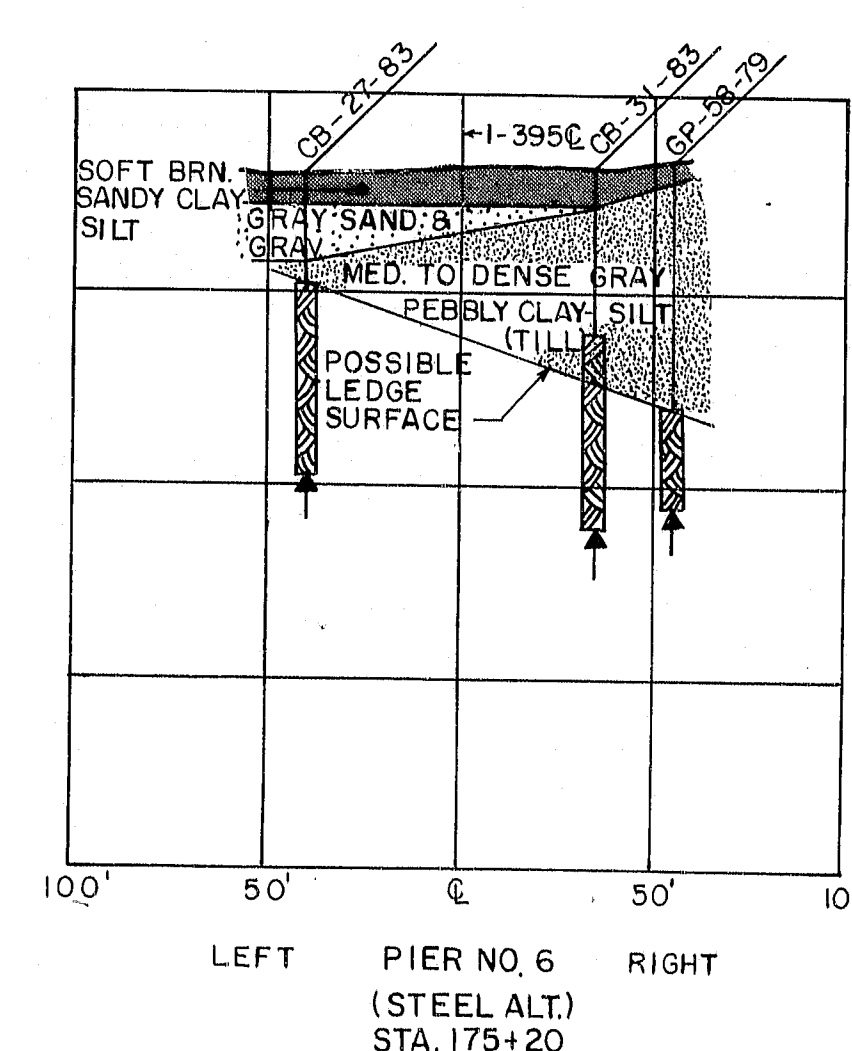
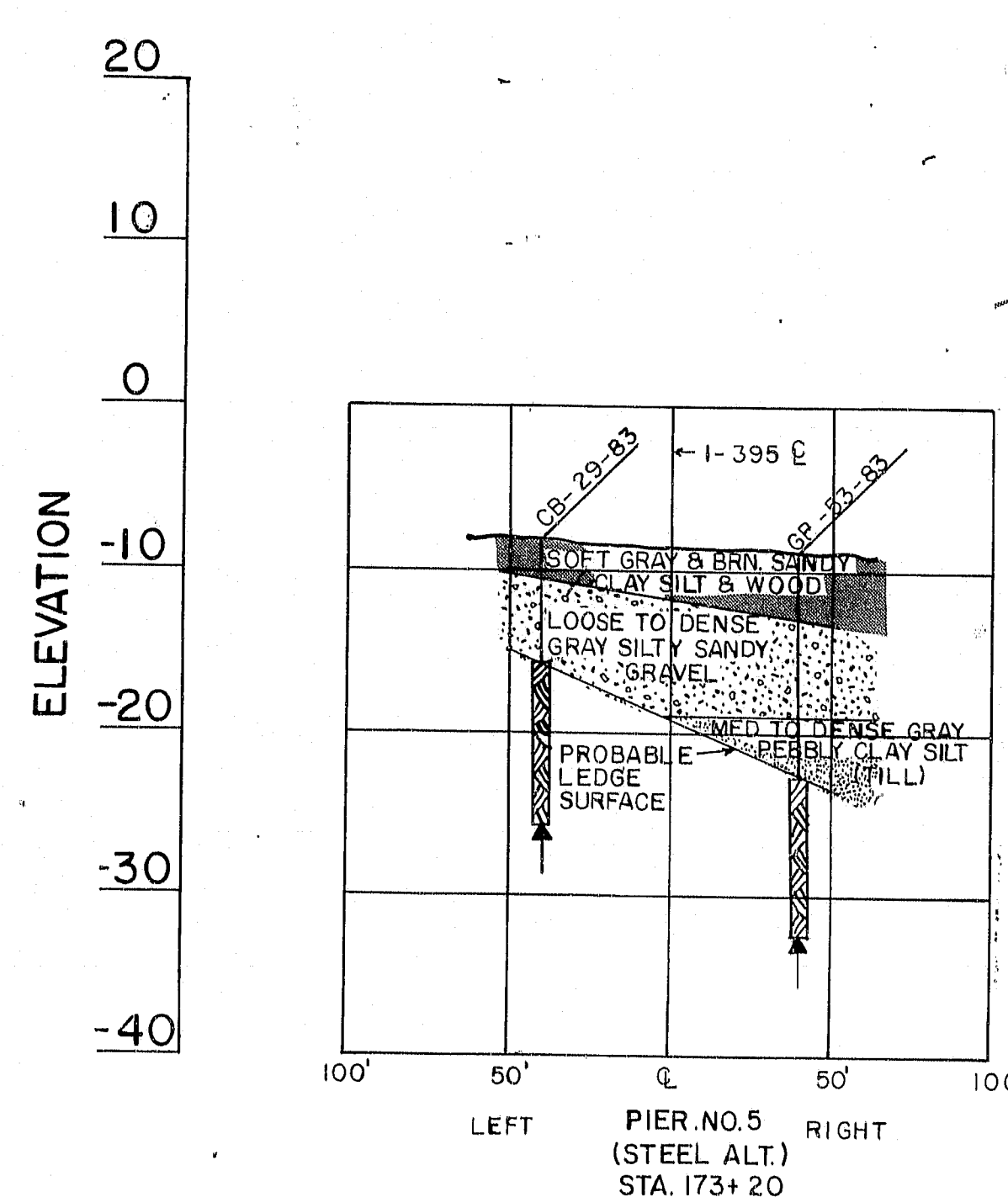
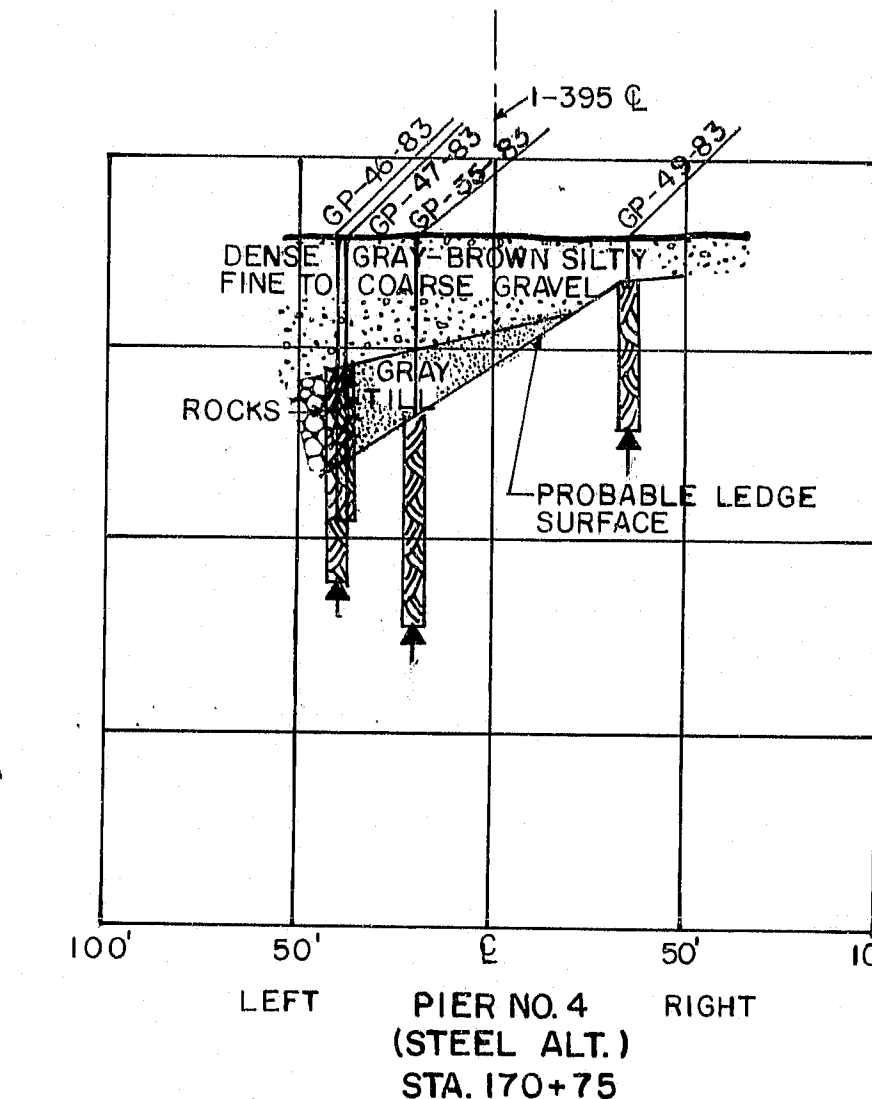
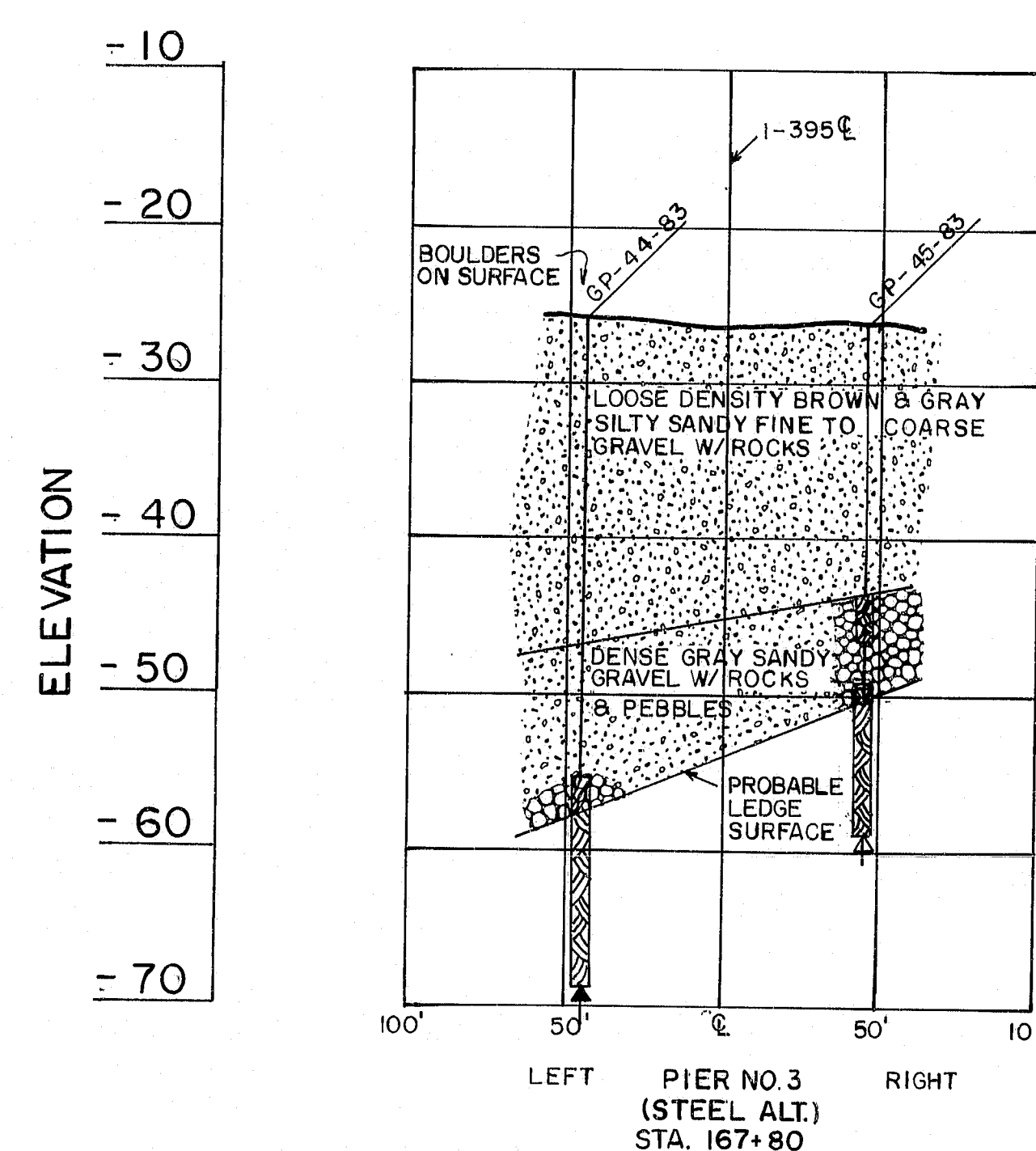
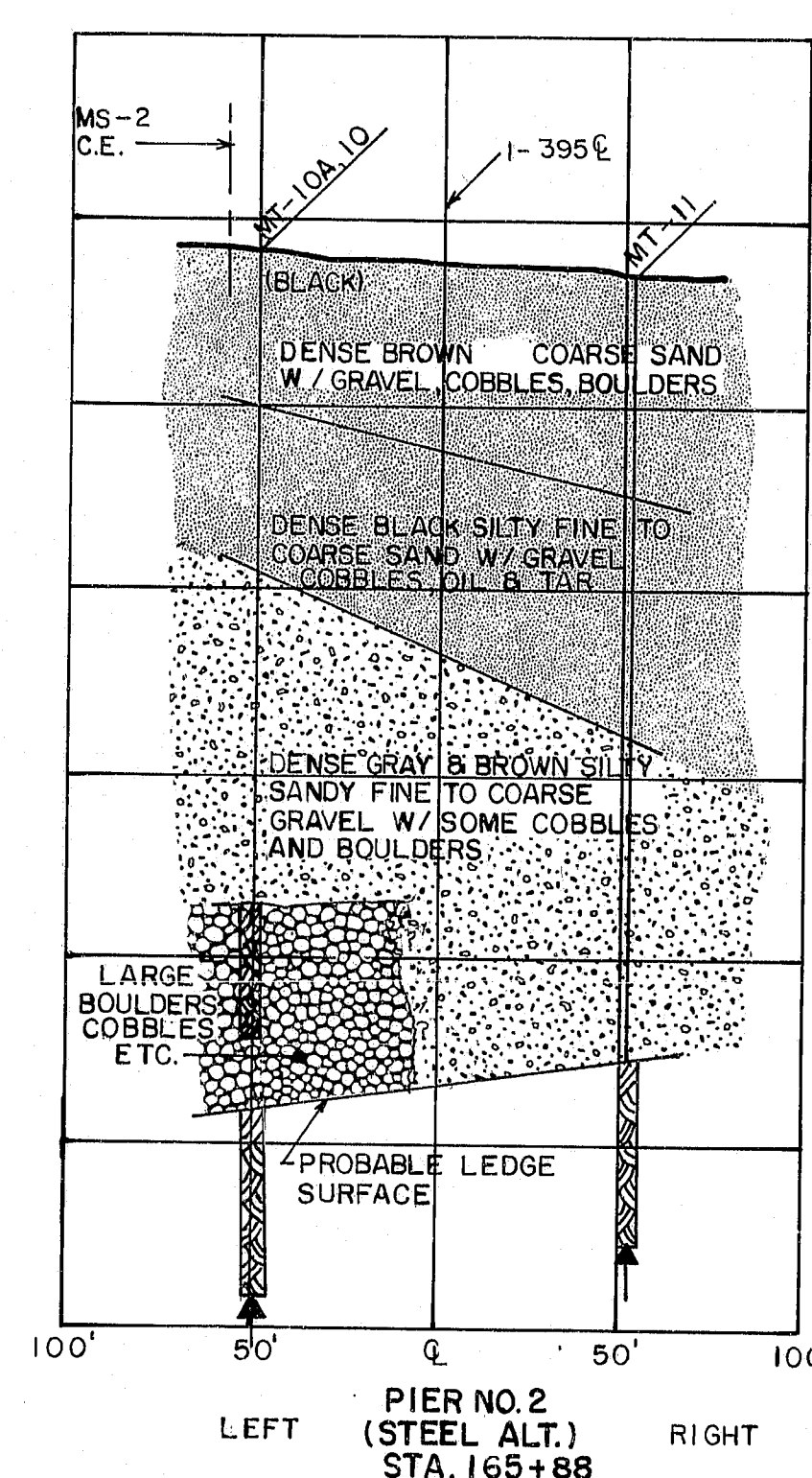
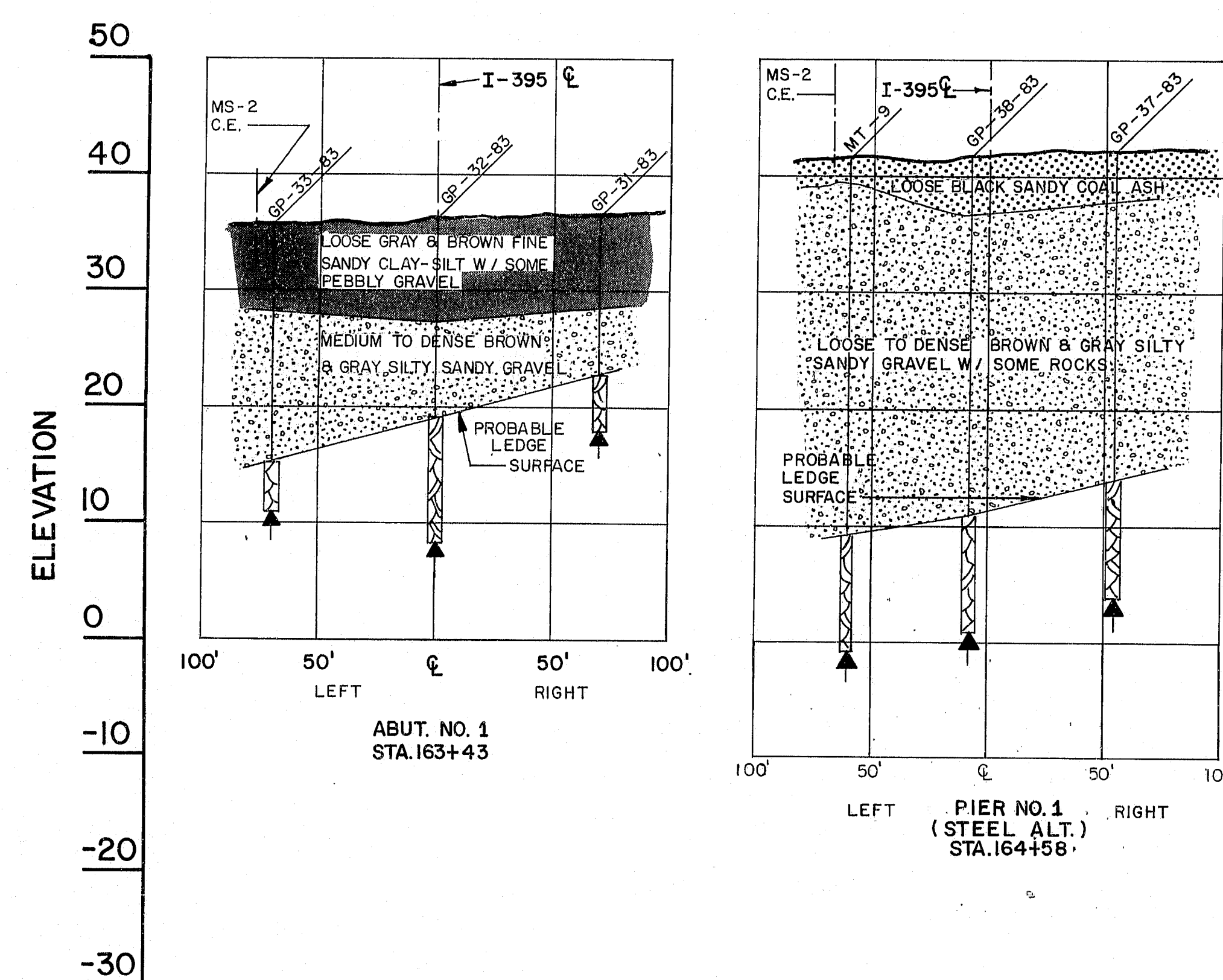
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
SUPERSTRUCTURE
(SPANS 5 THRU 8)
AUGUSTA, MAINE, Sept. 1983

107-222

As Built from Maine Steel

F.R.D. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	91	114



AUGER BORINGS ALONG 36" RCP (Sta 163+98, 95' Lt. to Sta 166+50, 89' Lt.)		
BORING NUMBER	DEPTH	SOIL CONSISTENCY
MT-13	0' to 6'	Sand and Gravel
"	6' to 10'	Rocks and Gravel (slow grinding)
MT-14	0' to 6'	Gravelly Sand
"	6' to 10'	Cobbles and Sand (slow grinding)
MT-15	0' to 10'	Gravelly Sand (loose)
"	"	(Wood and brick pieces in lower 1')
MT-16	0' to 6'	Gravelly Sand
"	6' to 10'	Gravel and Sand (grinding on cobbles)
MT-17	0' to 6'	Gravelly Sand and Coal Ash
"	6' to 15'	Gravel and Sand w/ Cobbles (slow grinding)
MT-18	0' to 4'	Loose Sand and Coal Ash
"	4' to 15'	Sandy Gravel w/ Cobbles (slow grinding last 3')
MT-19	0' to 15'	Sandy Gravel (grinding full depth)
MT-20	0' to 10'	Loose Brown Silty Sand
MT-21	0' to 8'	Loose Gravelly Sand (few stones at 6' and a little wet)

107-224

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
I-395 BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR AND BREWER
PENOBSCOT COUNTY
TRANSVERSE SECTIONS-STEEL ALT.
AUGUSTA, MAINE

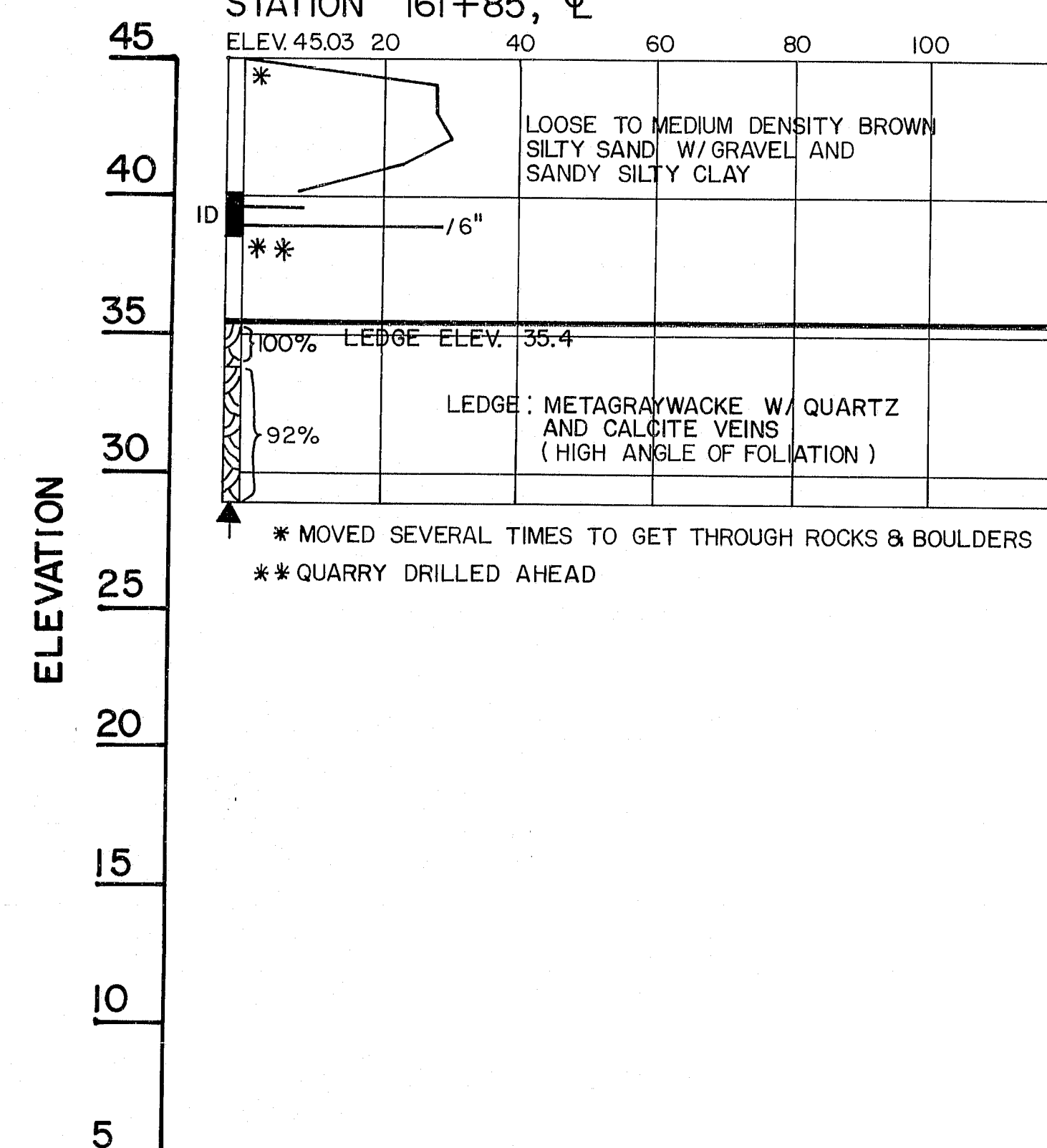
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED		
REVISIONS		
FIELD CHANGES		

BORING 44132-45710

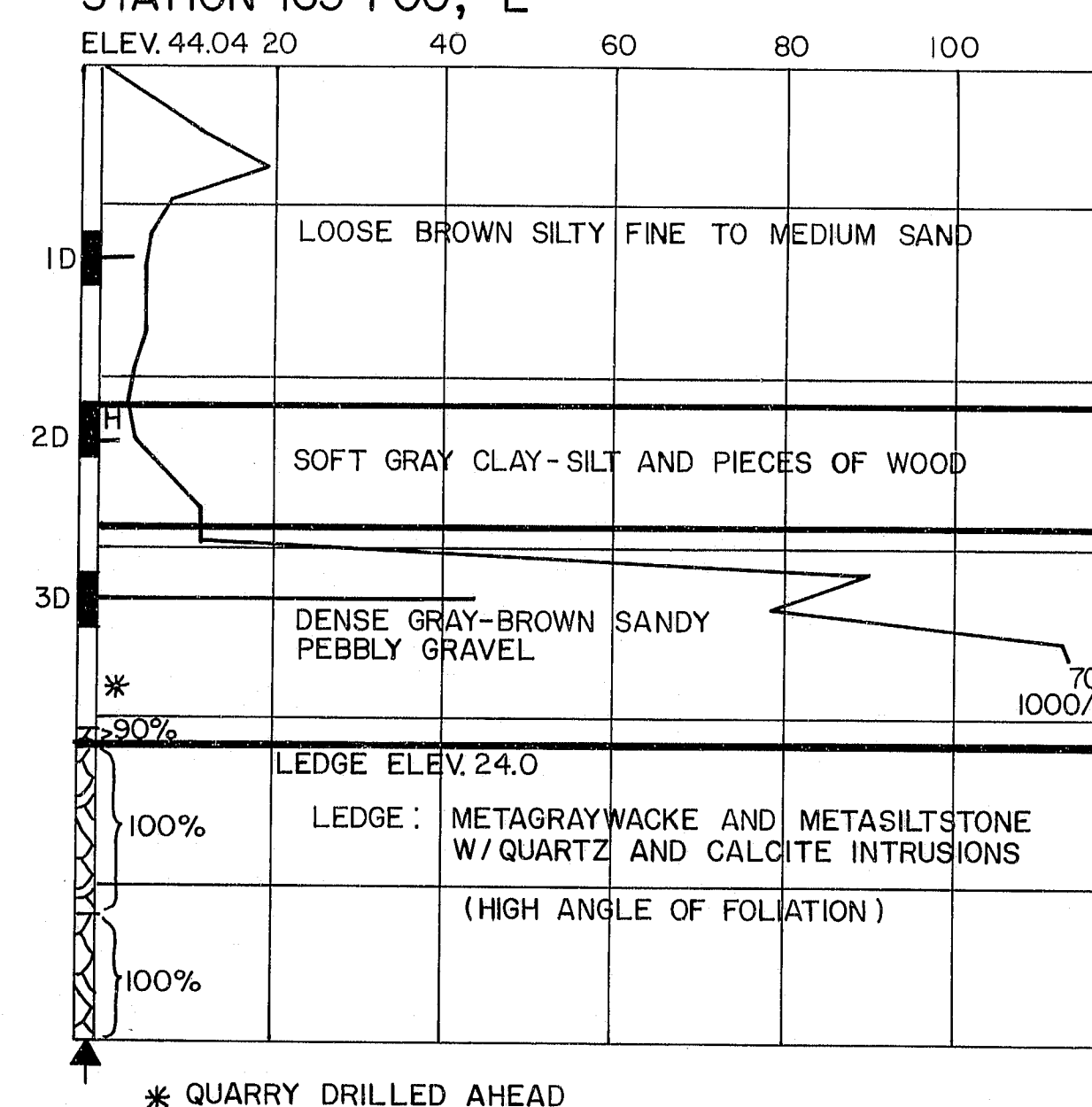
F.R.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	92	114

BORING DETAILS

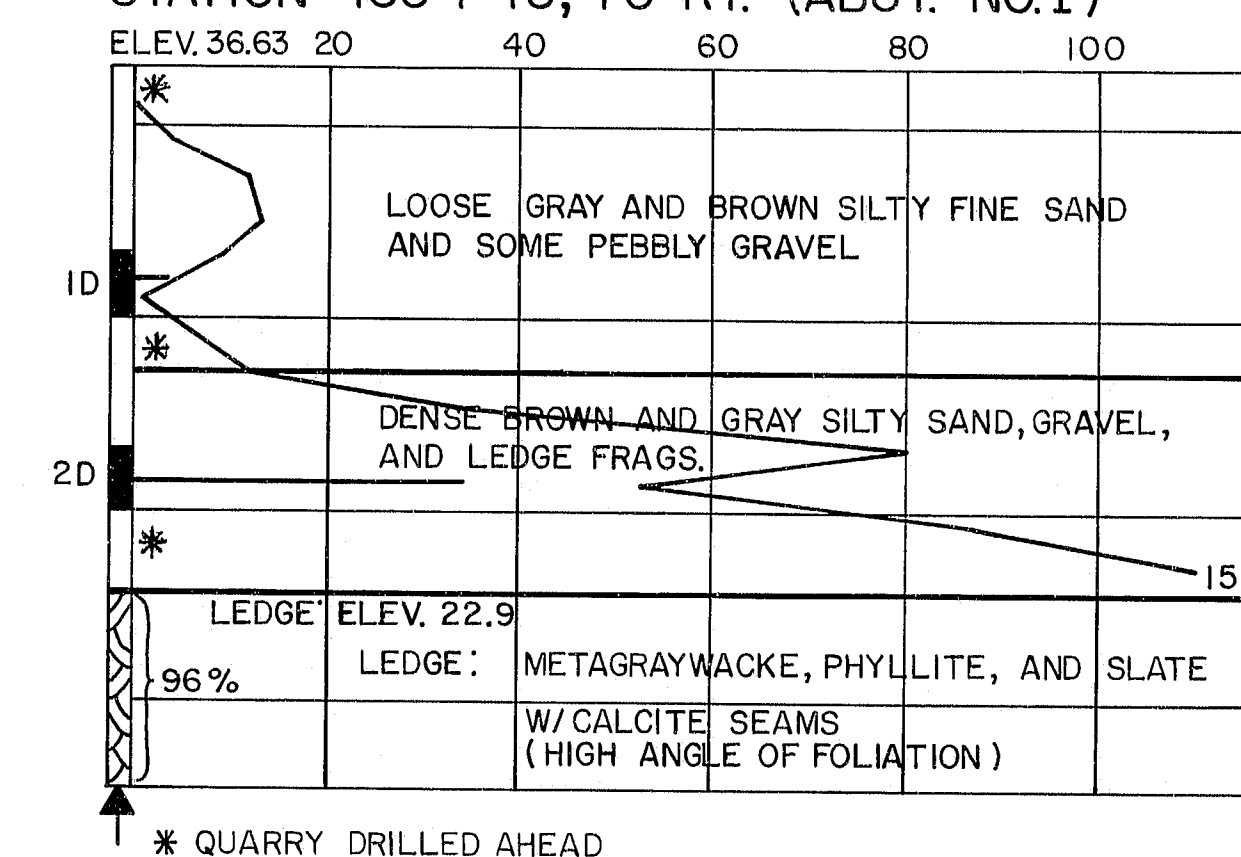
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STATION 161+85, $\frac{1}{2}$



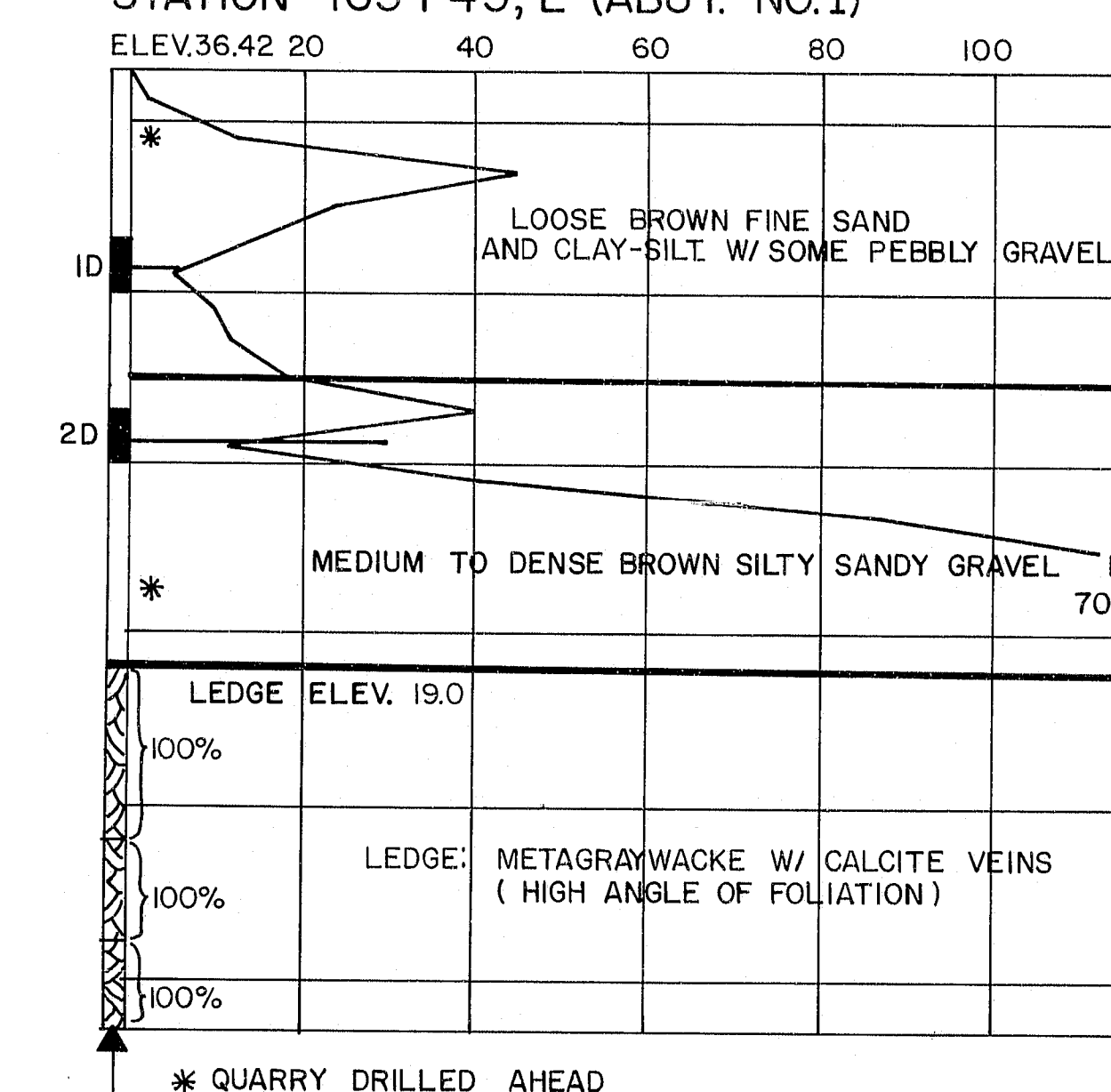
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STATION 163+00, $\frac{1}{2}$



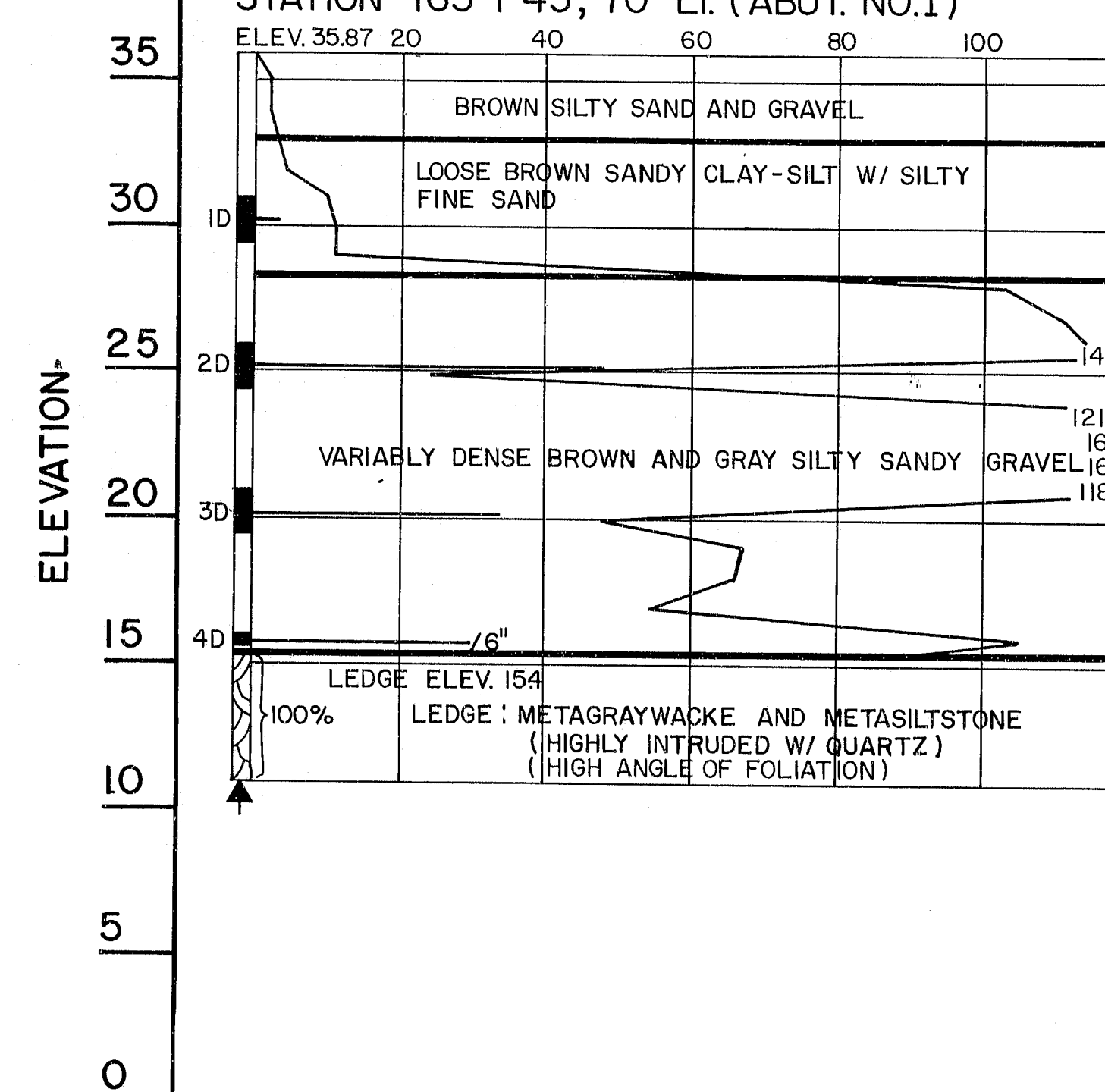
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STATION 163+43, 70' RT. (ABUT. NO.1)



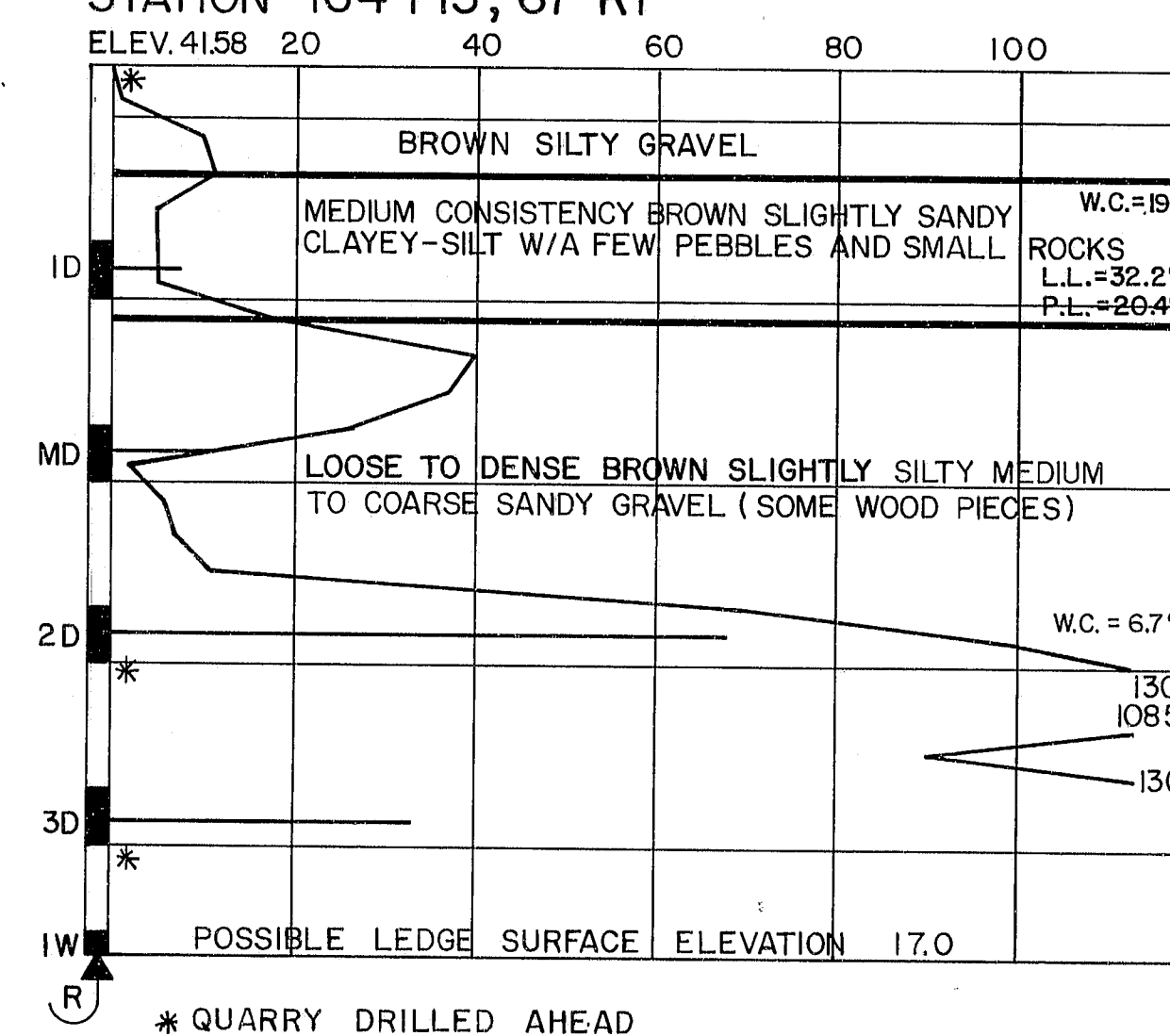
BORING GP-32-83
STATION 163+43, $\frac{1}{2}$ (ABUT. NO.1)



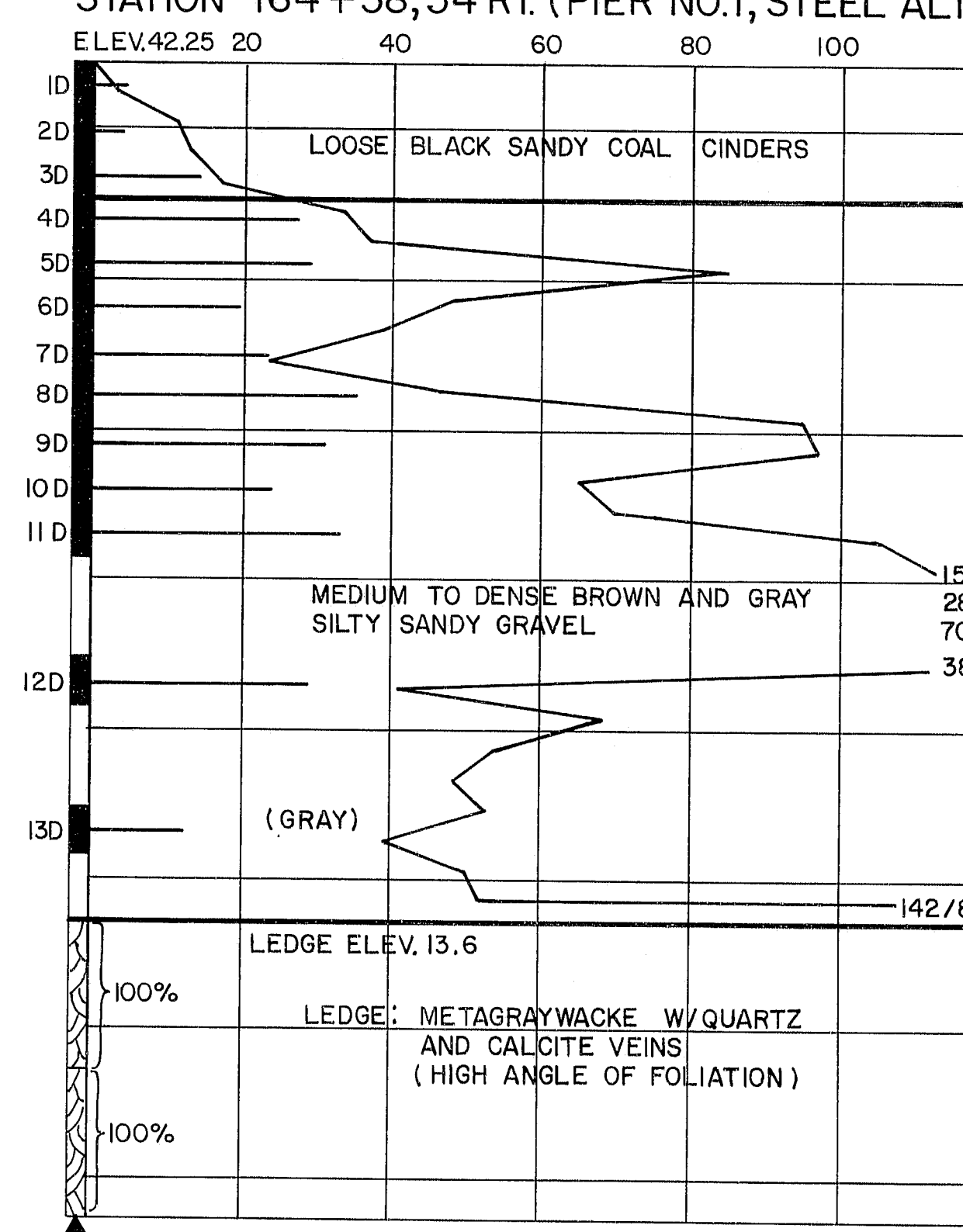
BORING GP-33-83
STATION 163+43, 70' LT. (ABUT. NO.1)



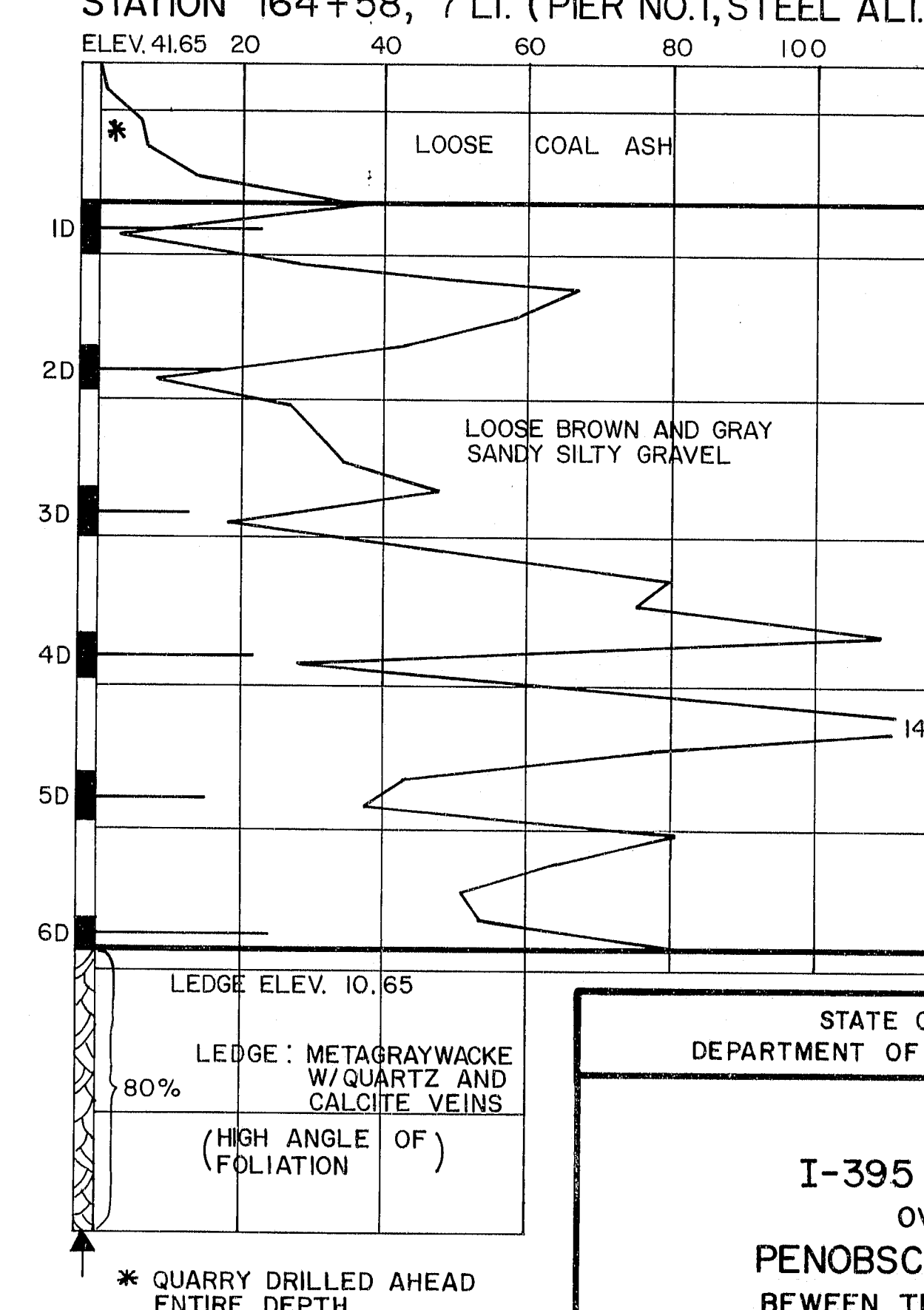
BORING GP-51-78 (B-1)
STATION 164+13, 67' RT



BORING GP-37-83
STATION 164+58, 54' RT. (PIER NO.1, STEEL ALT.)



BORING GP-38-83
STATION 164+58, 7' LT. (PIER NO.1, STEEL ALT.)



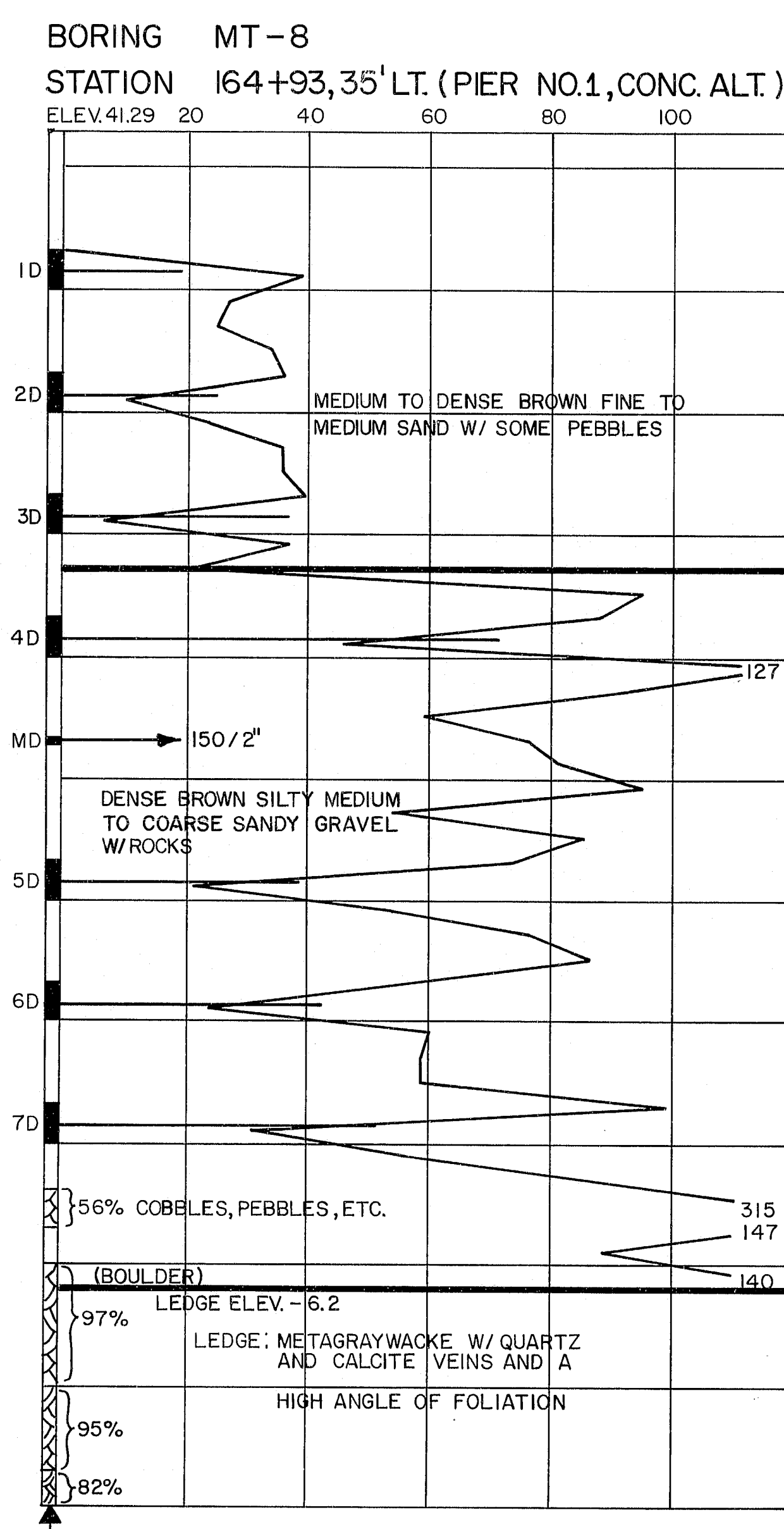
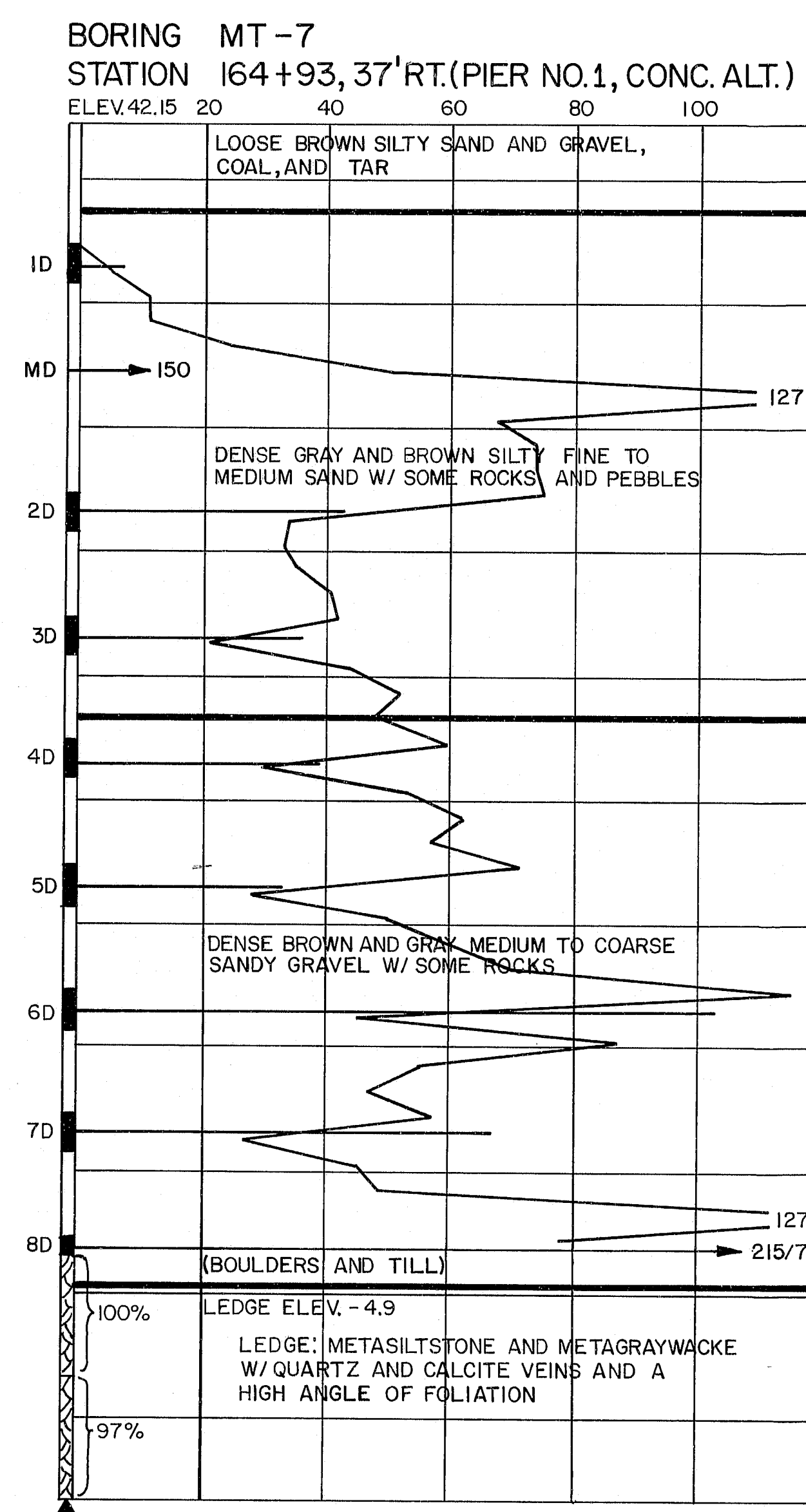
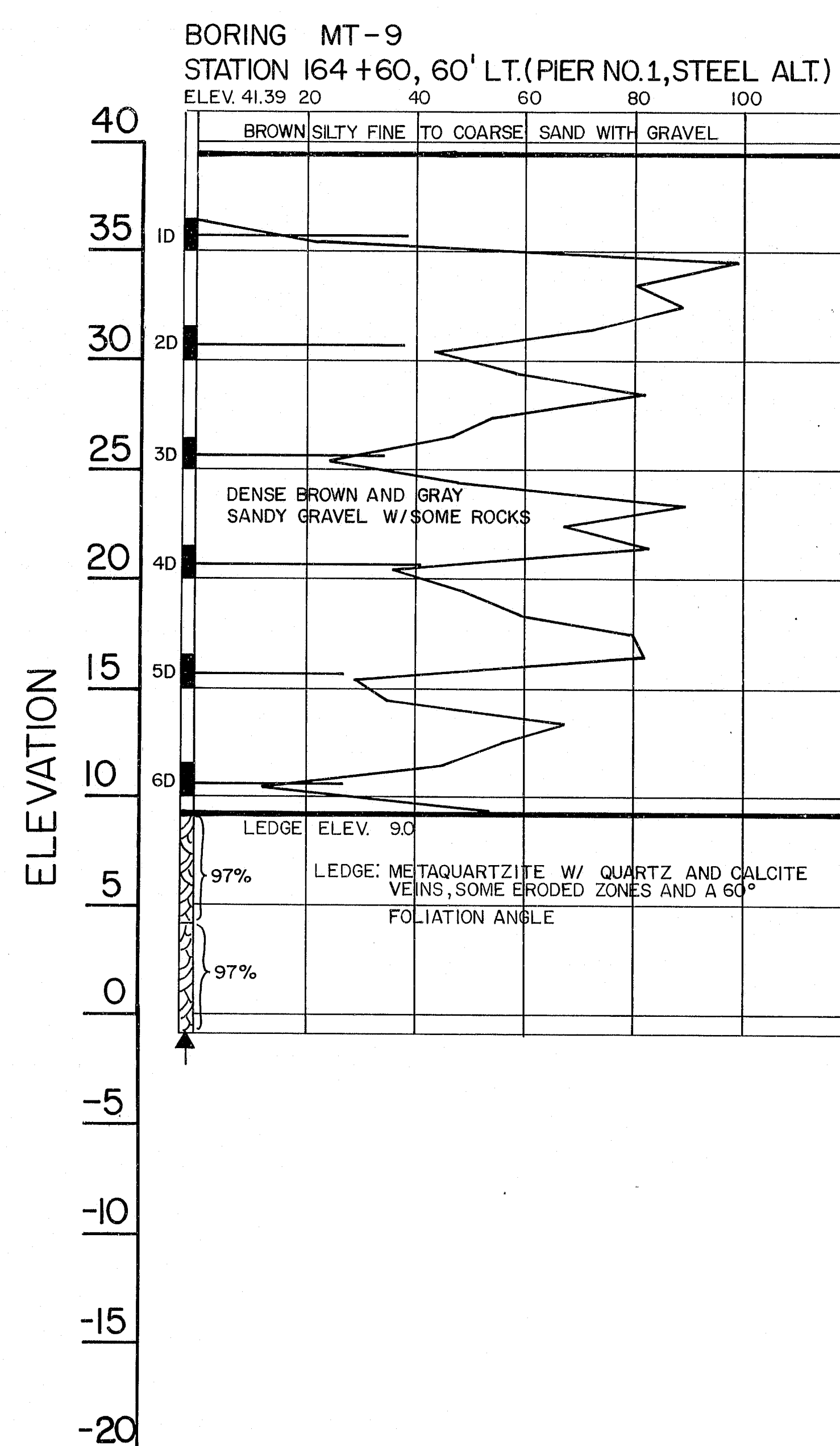
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE 270
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR AND BREWER
PENOBSCOT COUNTY
BORING DETAILS
AUGUSTA, MAINE

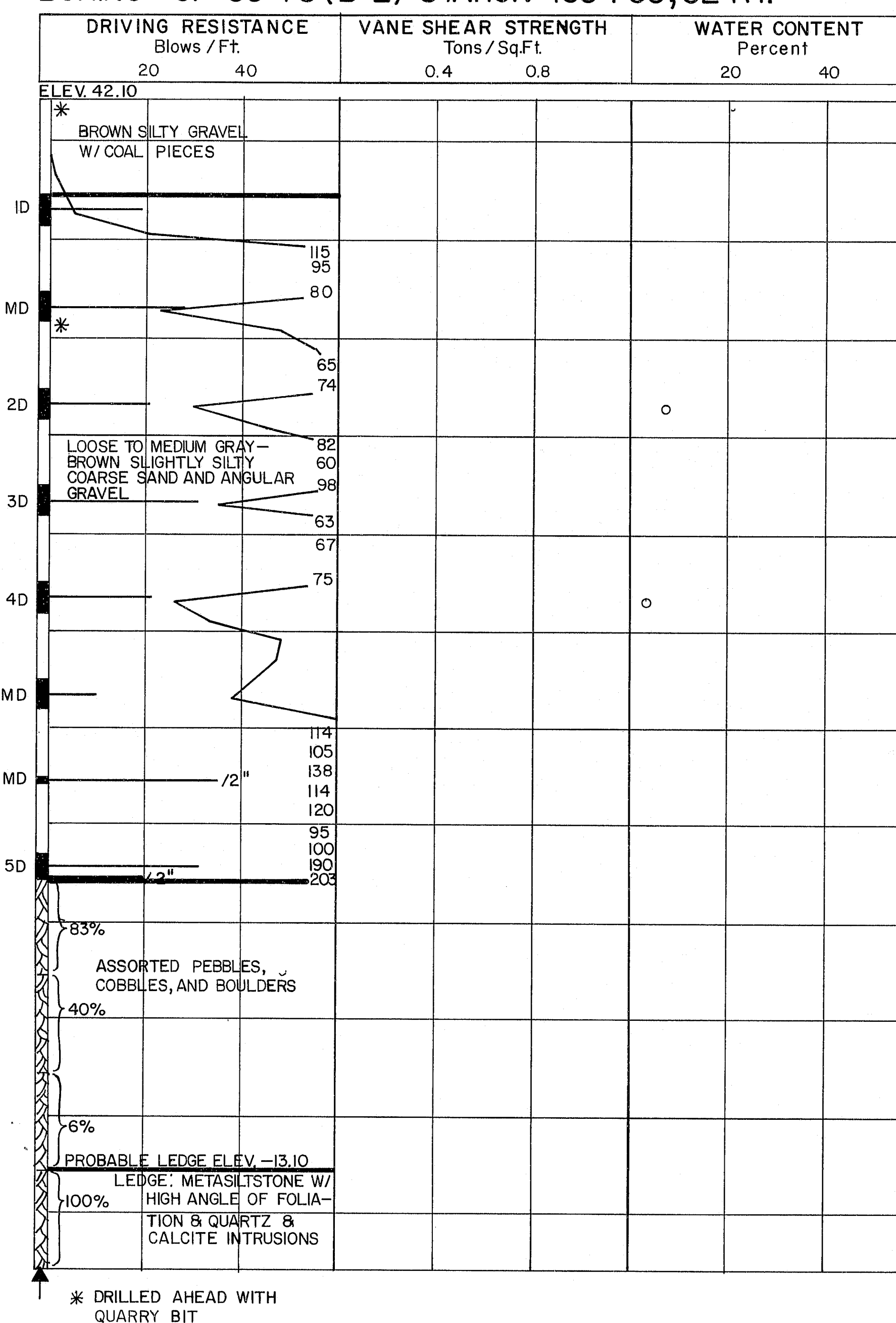
107-225

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

BORING 44/12/87/10



BORING GP-53-78 (B-2) STATION 165+35, 62' RT.



NOTE: "MT" BORINGS MADE W/ 2 3/8" CASING

107-226

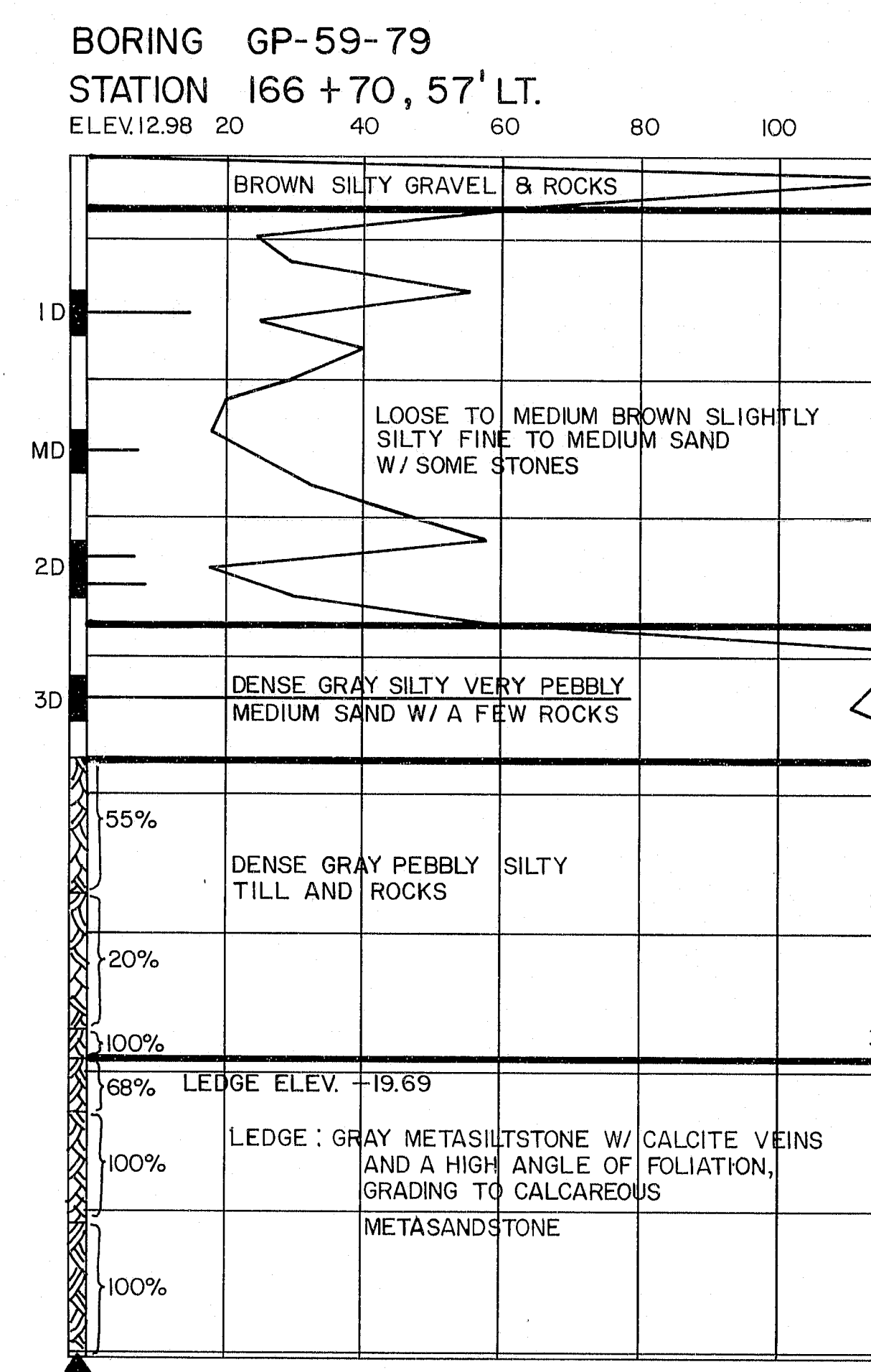
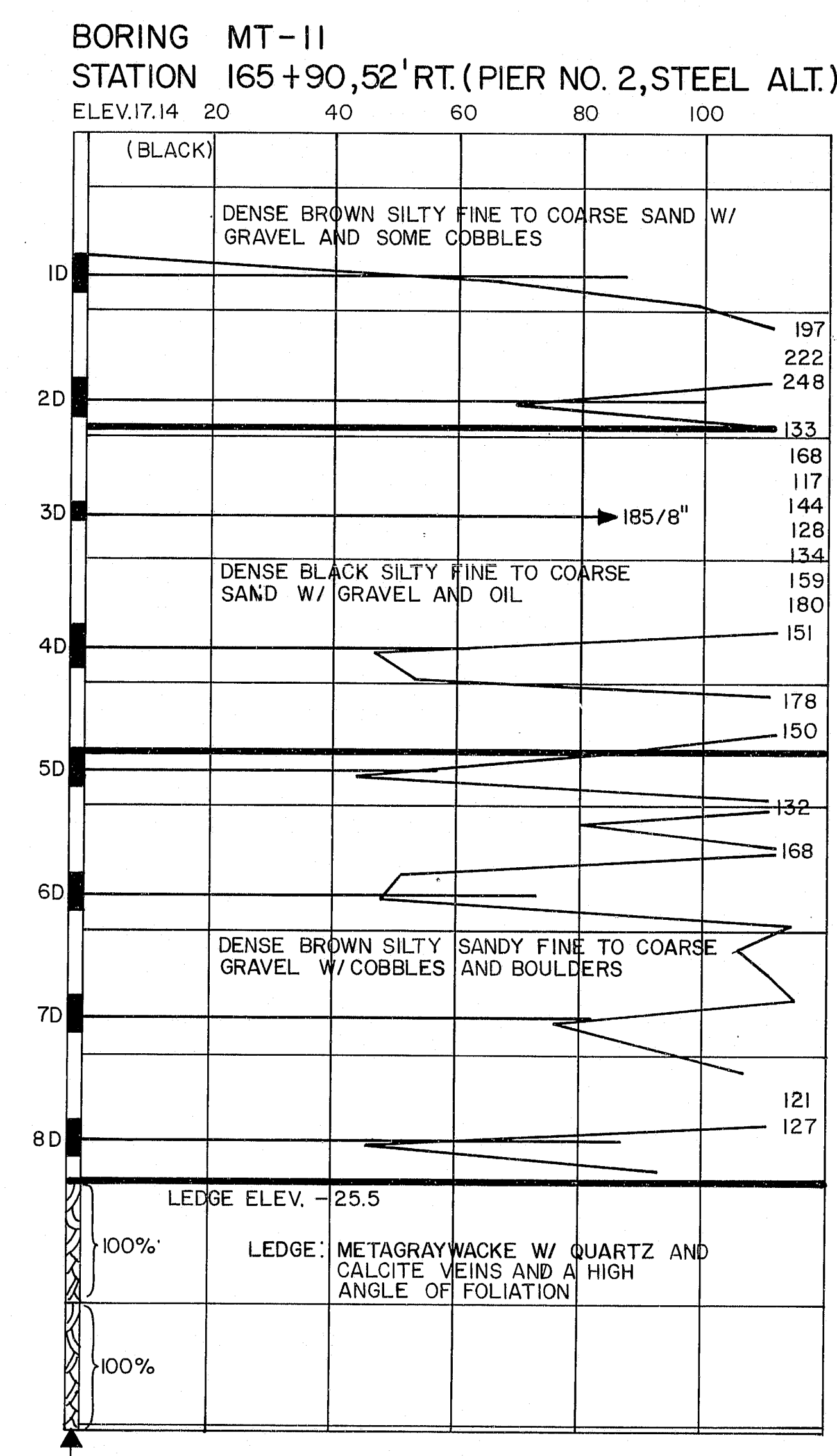
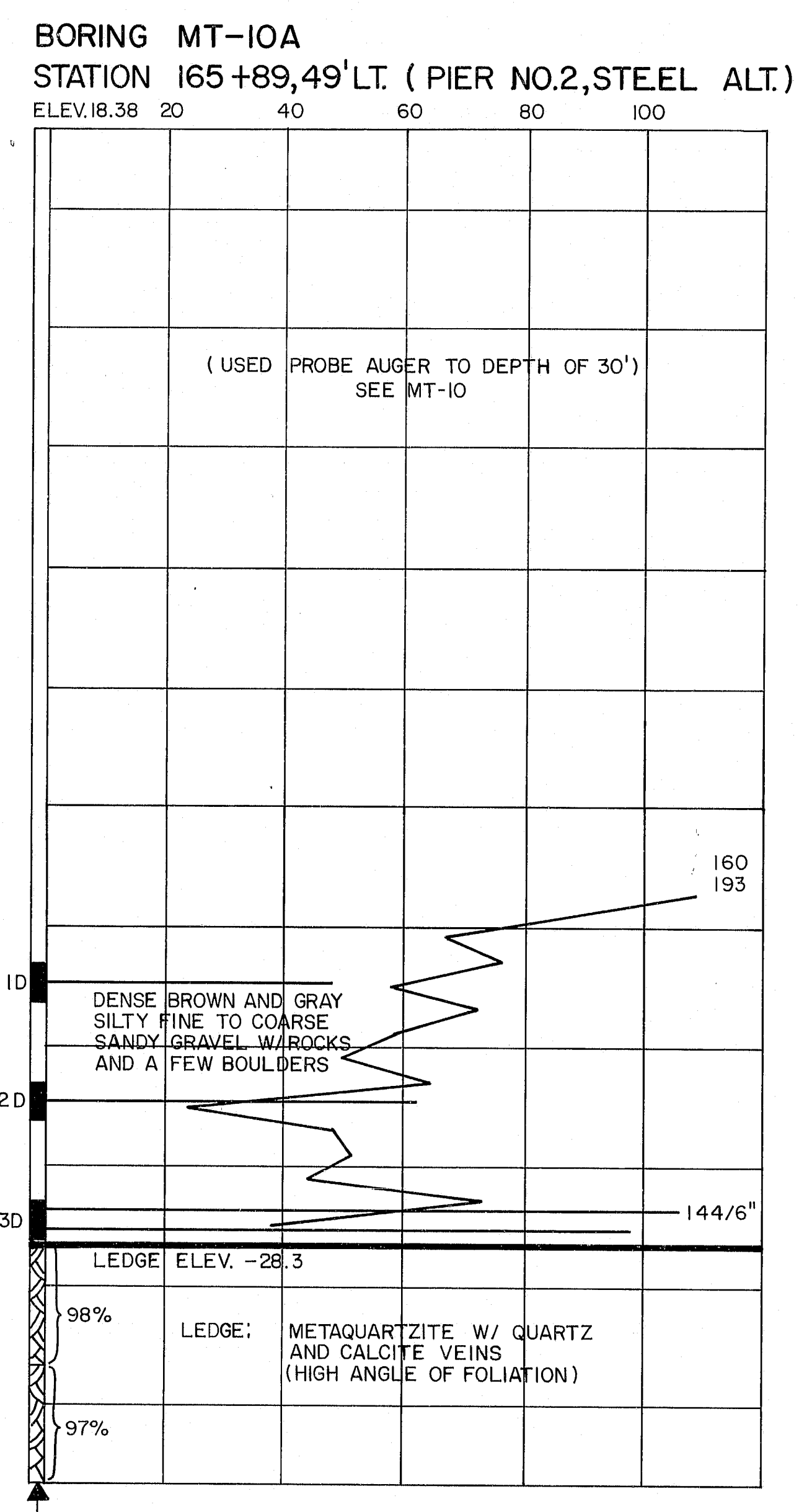
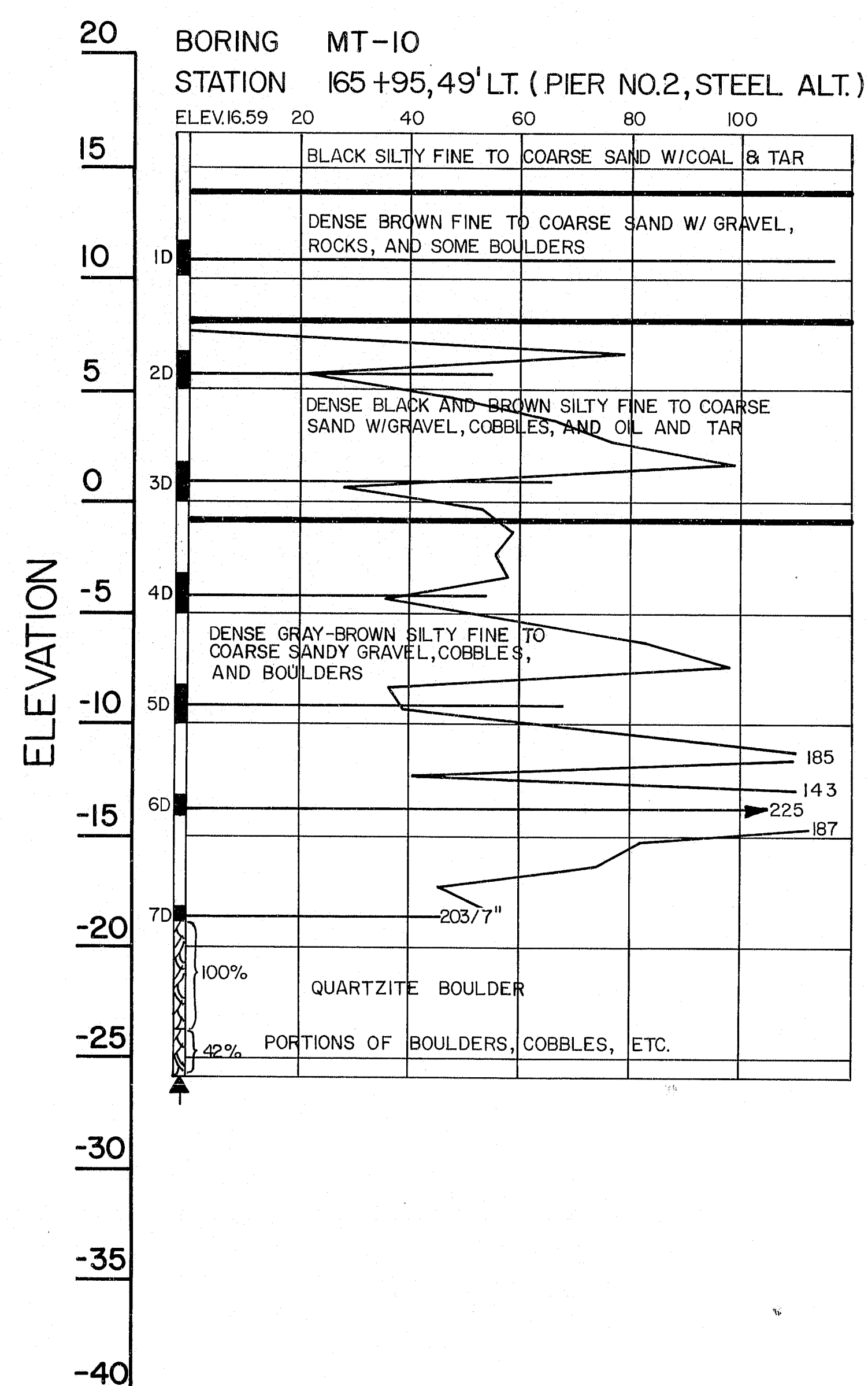
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE 271
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR AND BREWER
PENOBSCOT COUNTY
BORING DETAILS
AUGUSTA, MAINE

PROJECT DESIGN ENGINEER
DESIGN-DETAILED
REVISIONS
FIELD CHANGES
PLANS

BORING 44-132-45710

F.R.W.A.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	94	114



NOTE: "MT" BORINGS MADE WITH 2 3/8" CASING

107-227

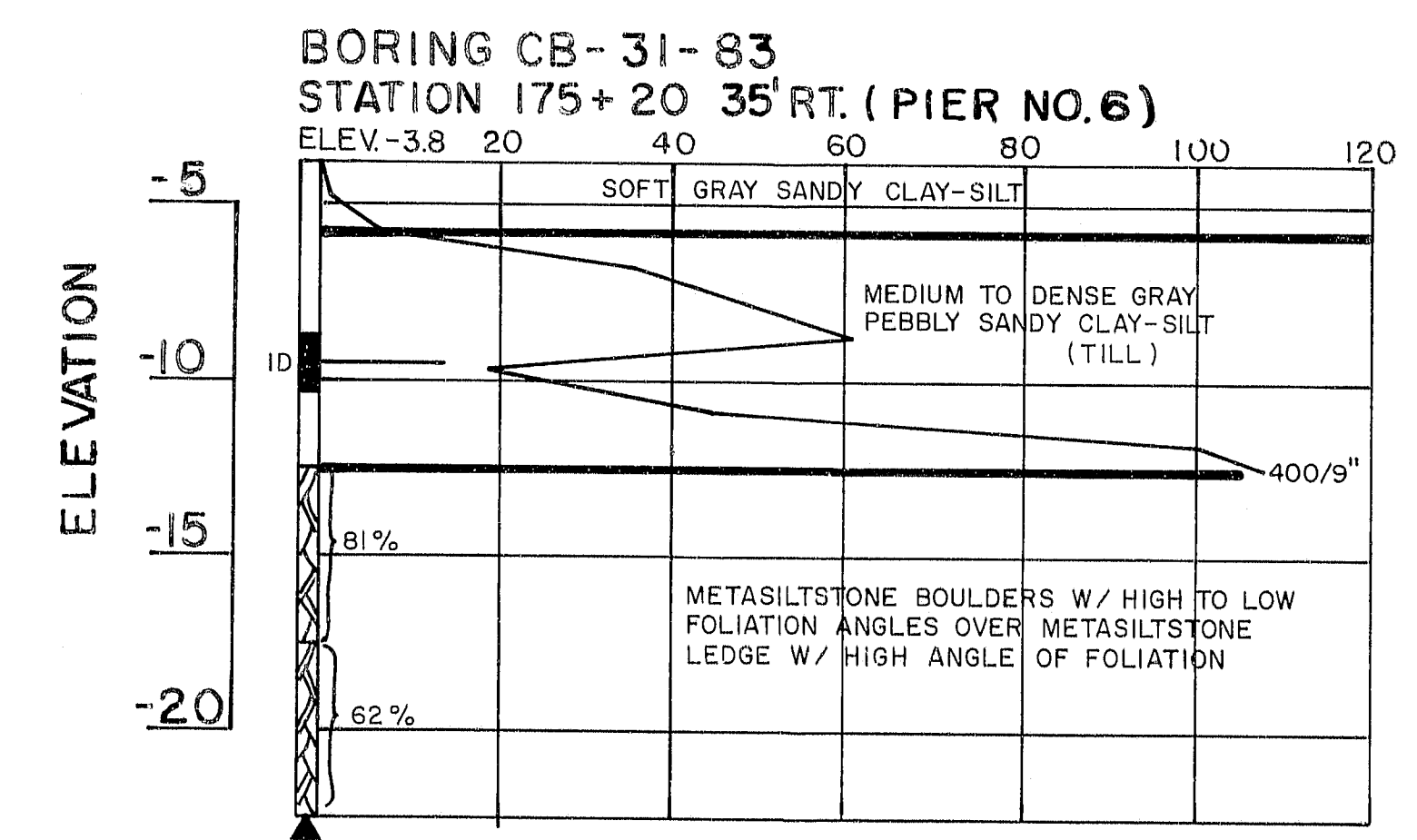
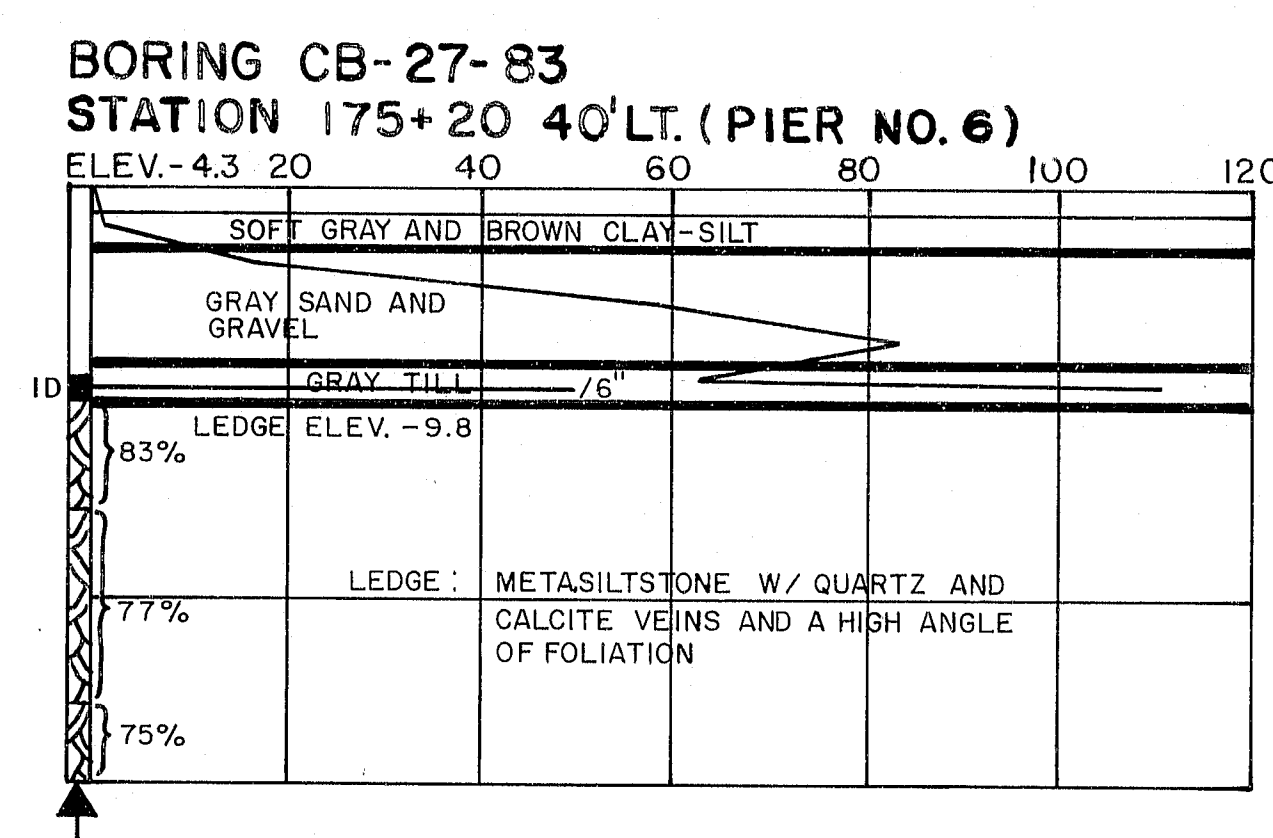
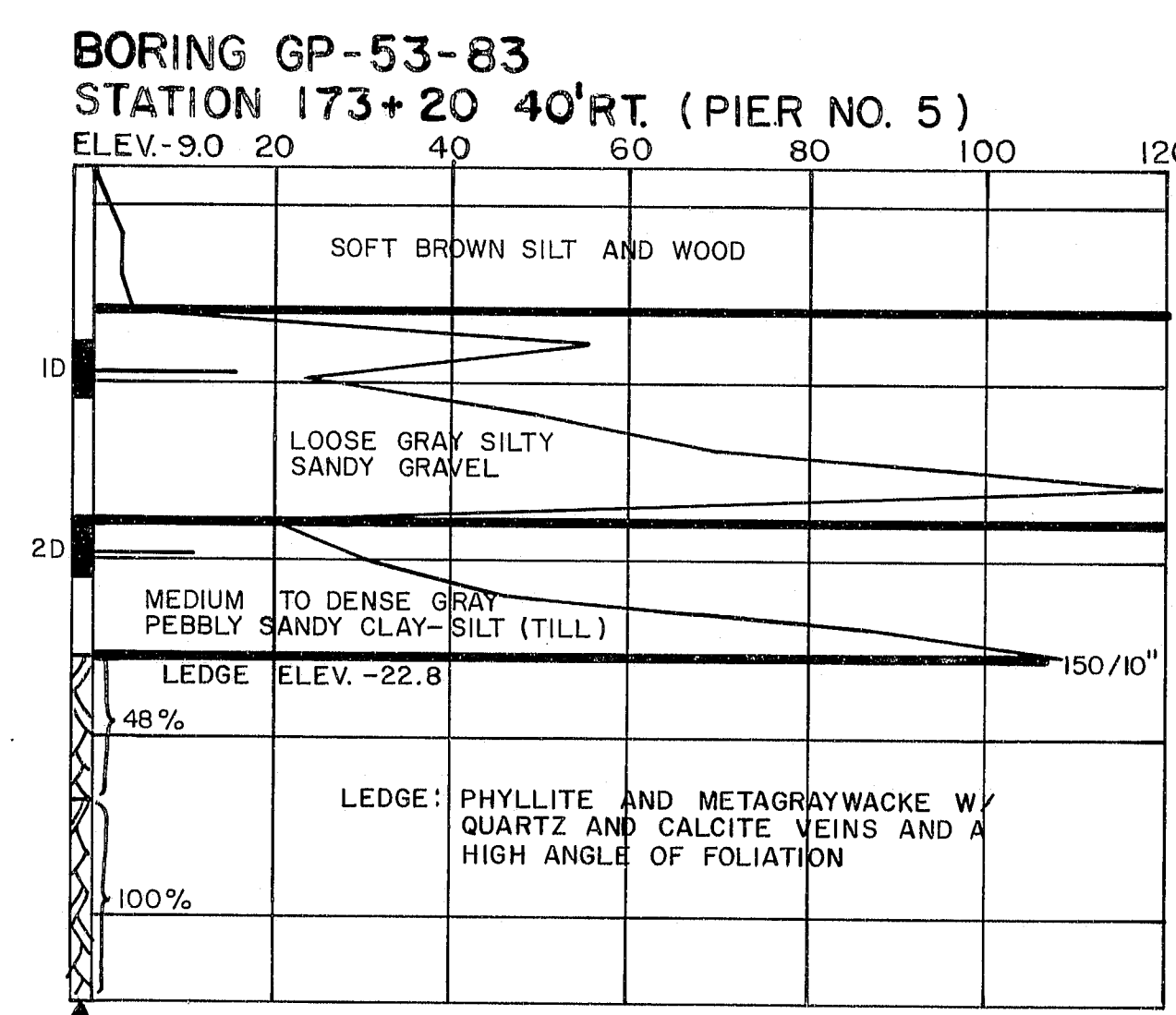
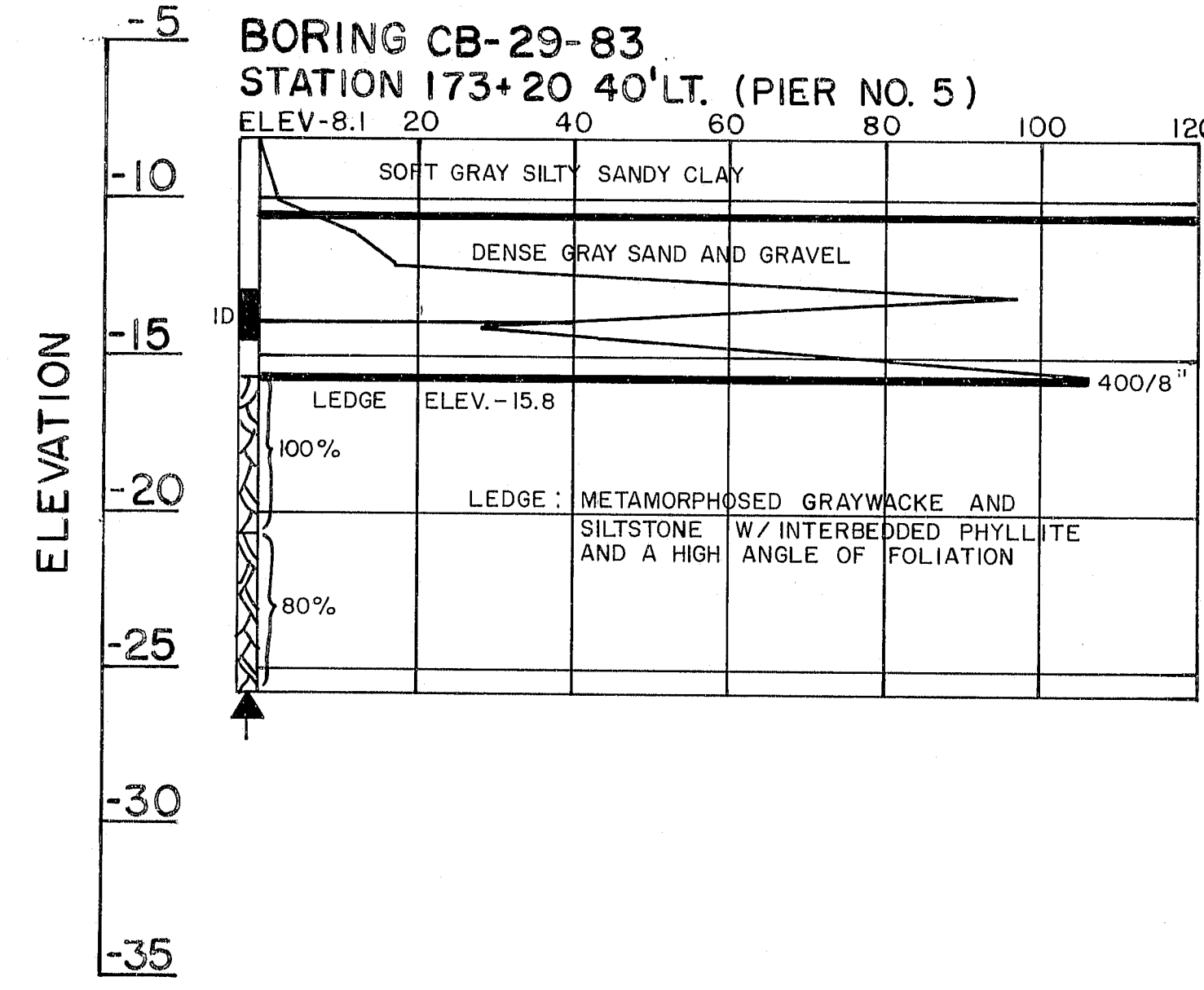
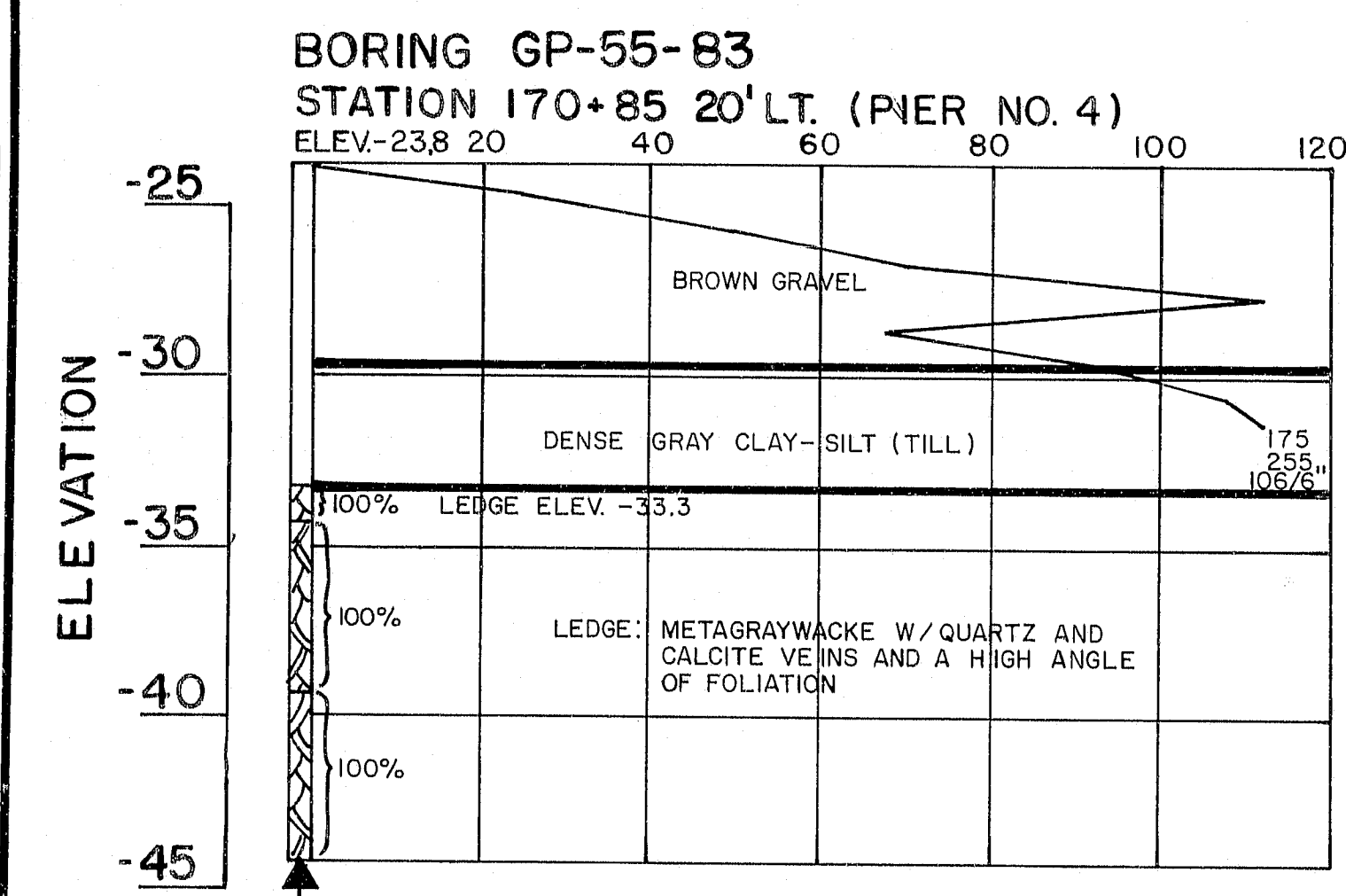
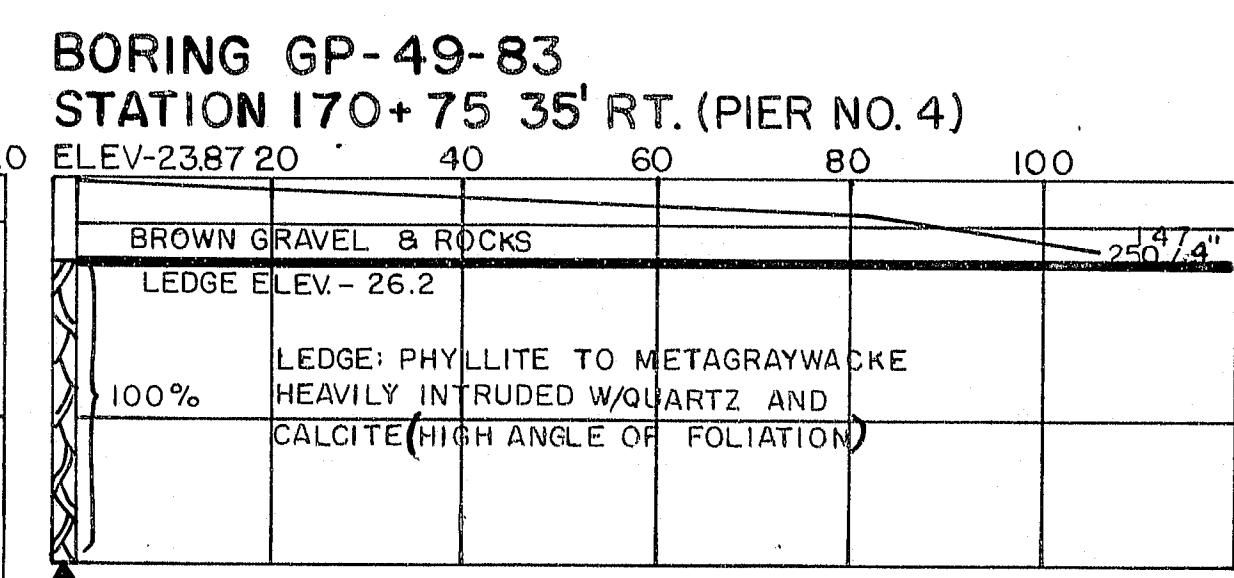
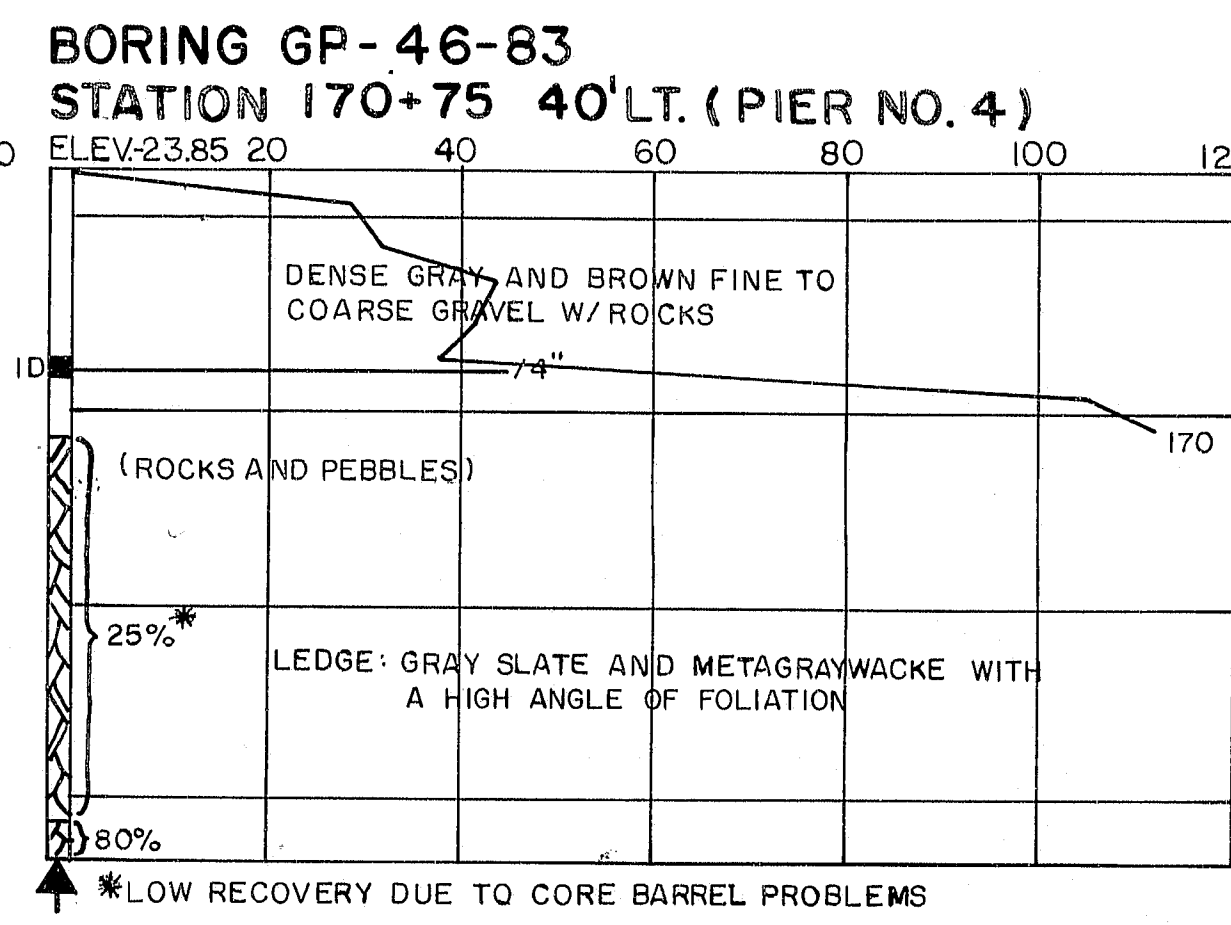
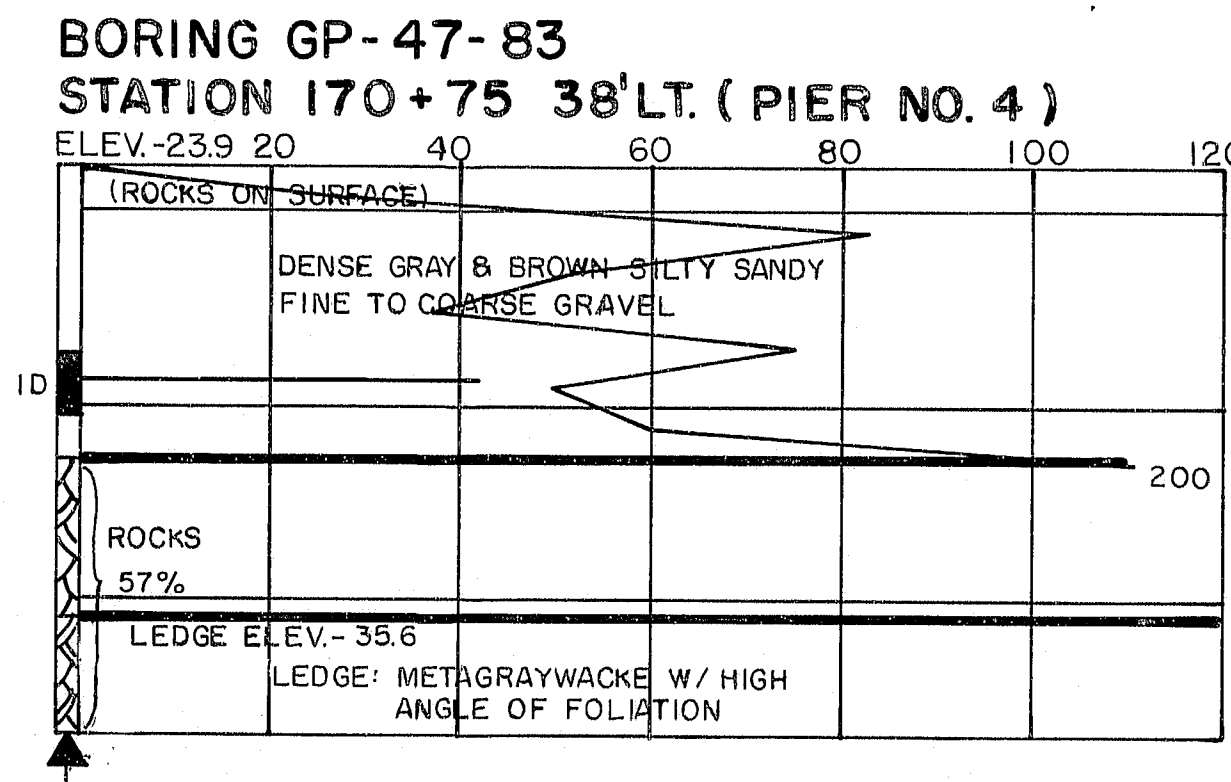
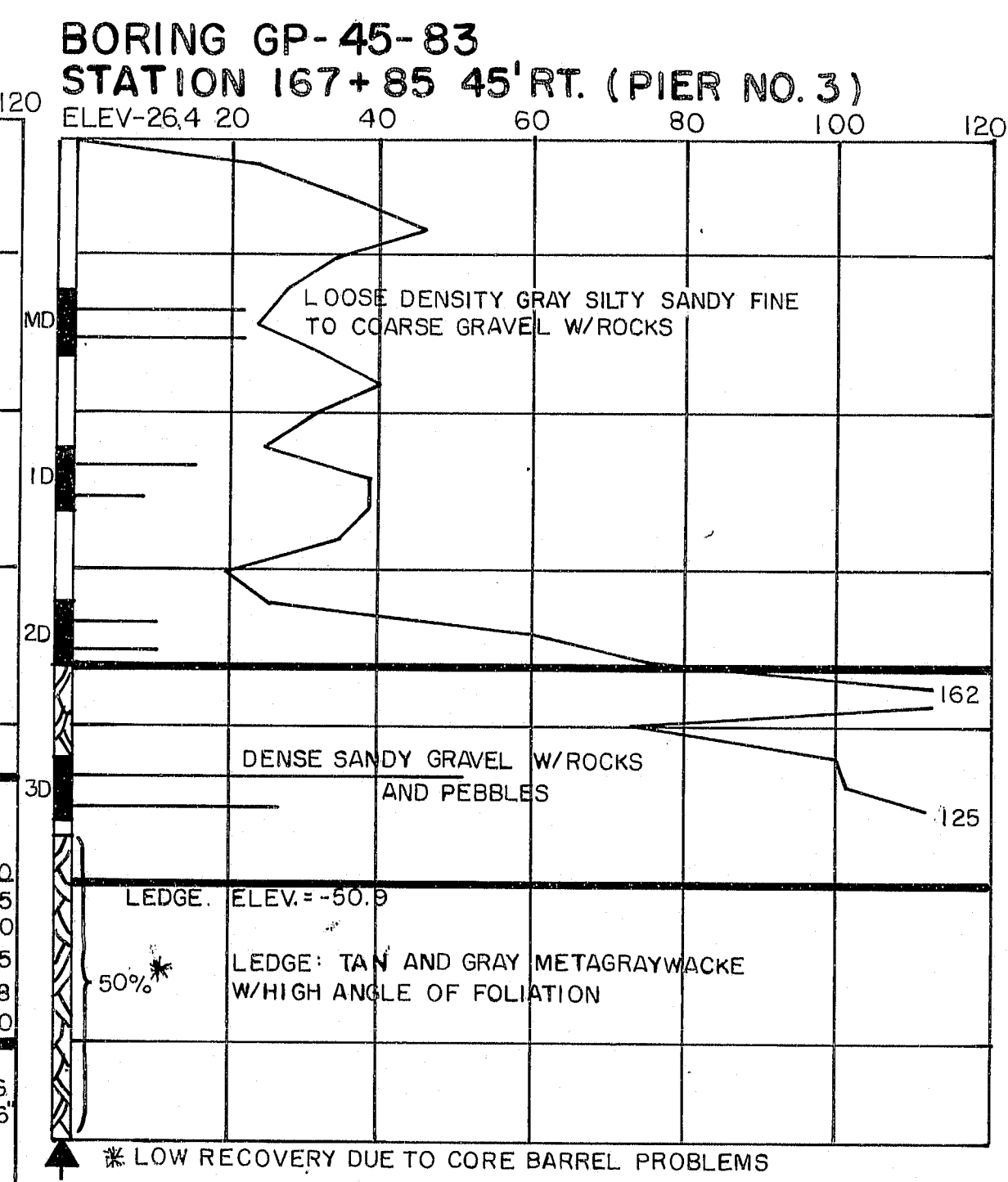
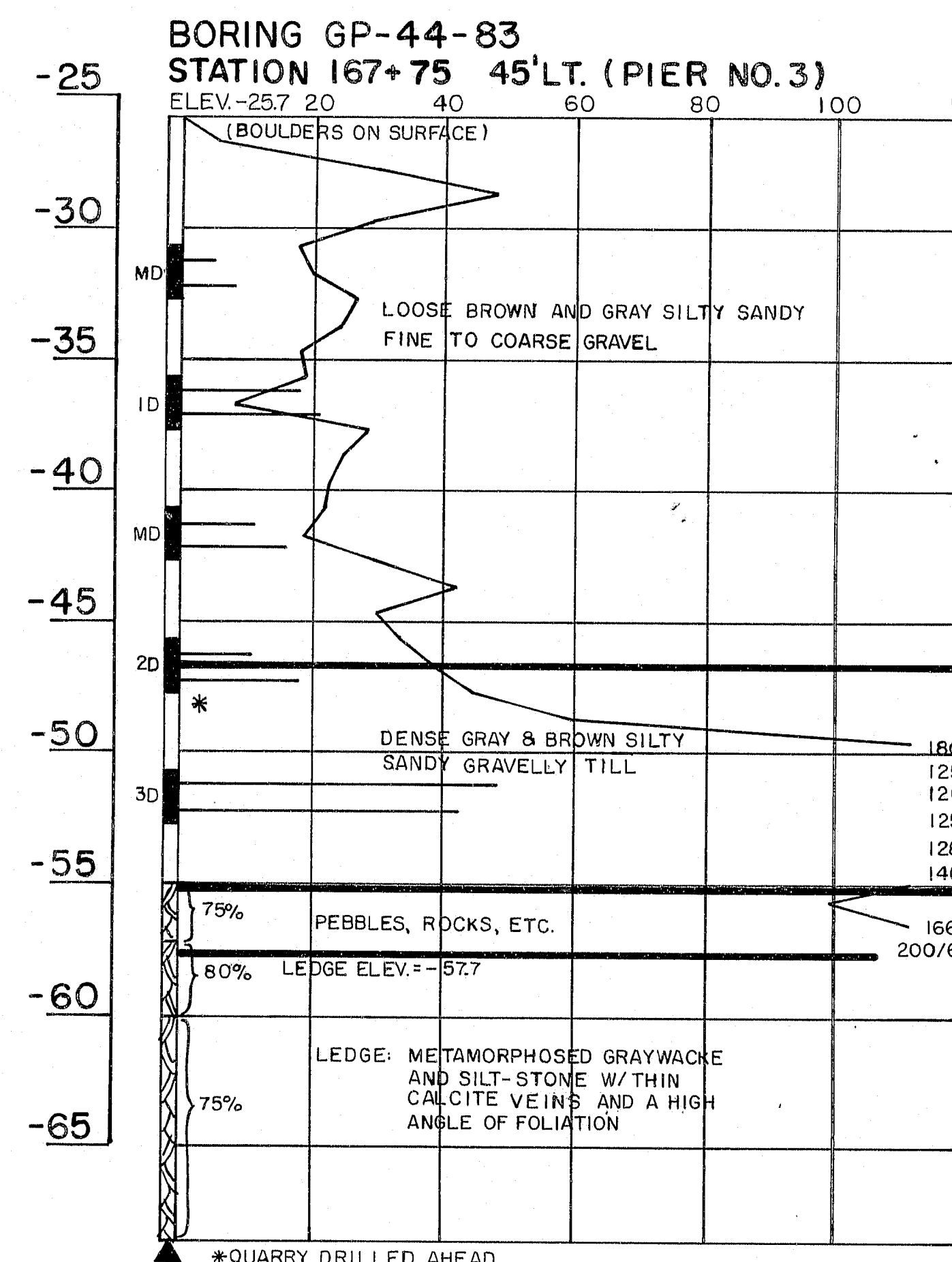
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR AND BREWER
PENOBSCOT COUNTY
BORING DETAILS-STEEL ALTERNATE
AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	DATE
BY	
DESIGN - DETAILED	
REVISIONS	
FIELD CHANGES	

BORING 44132.45710

F.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	95	114



PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
FIELD CHANGES	
PLANS	

BORING 44-132-45710

107-228

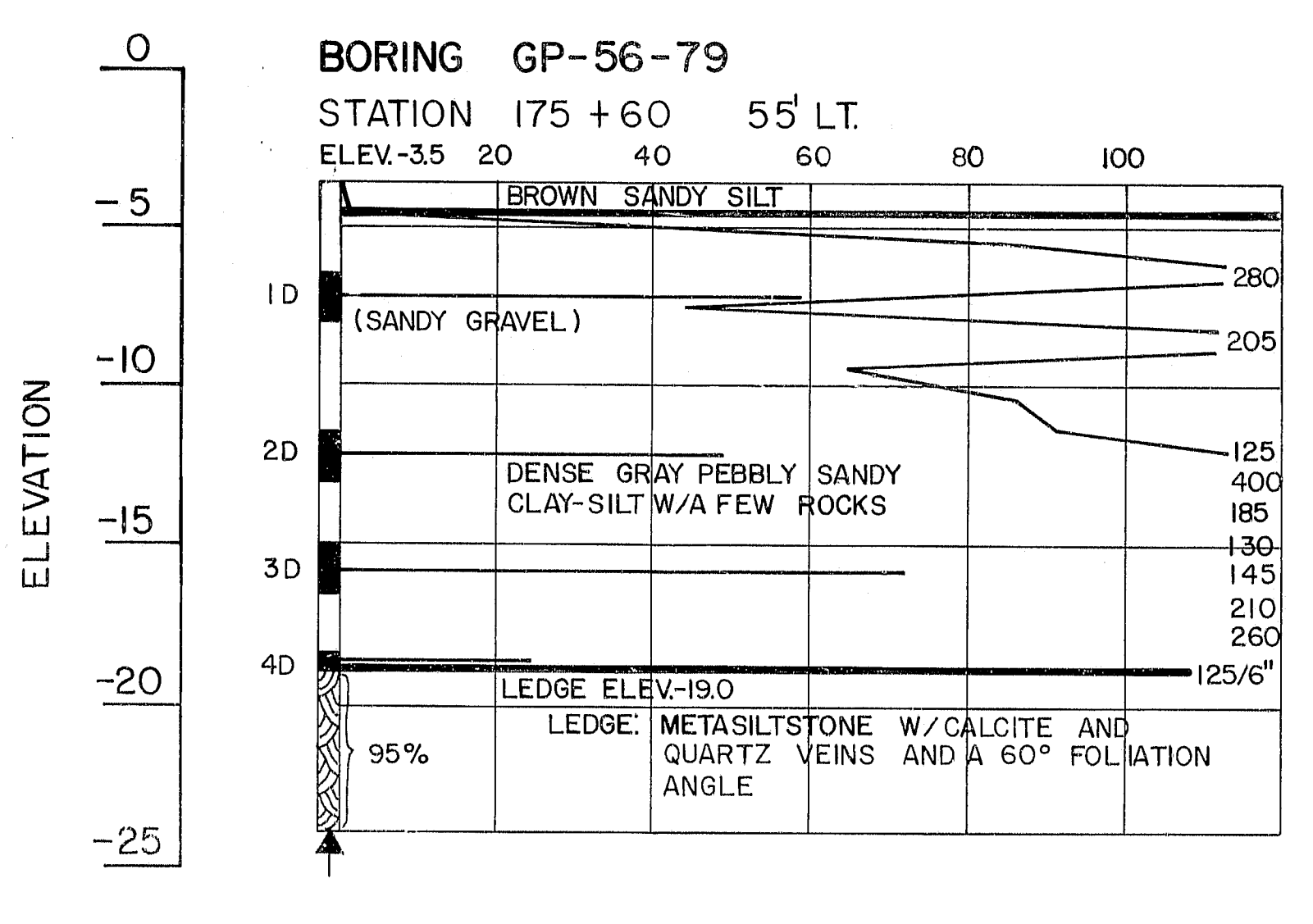
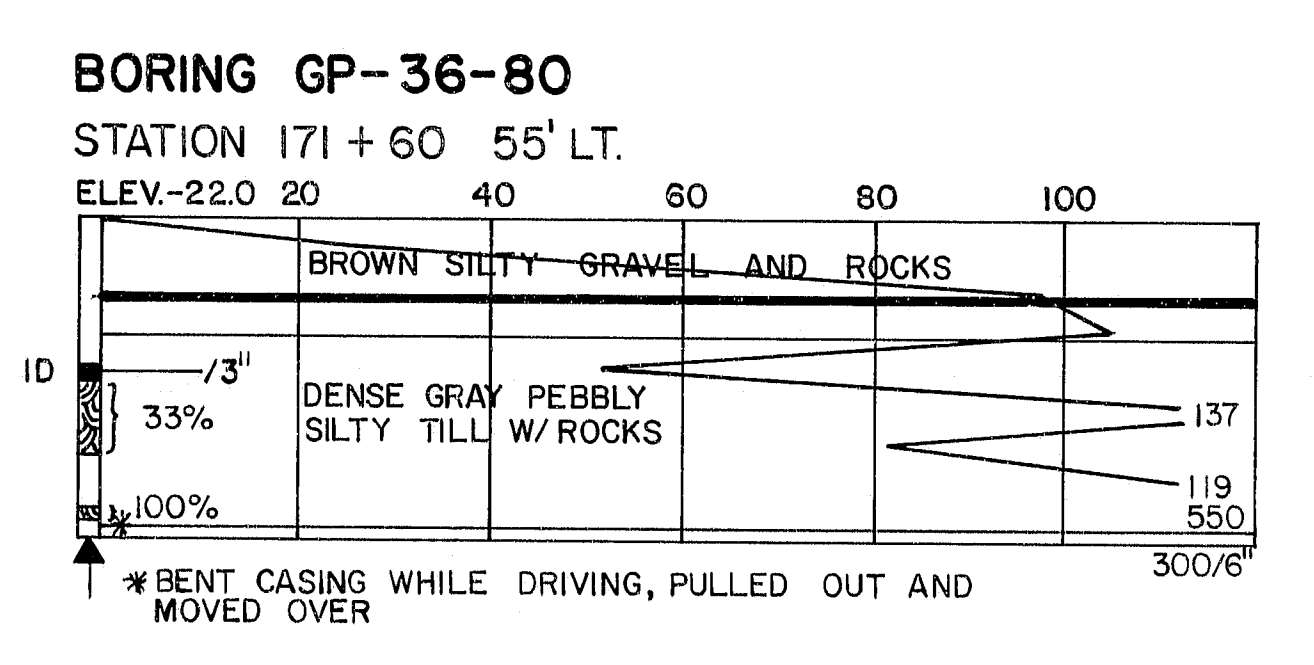
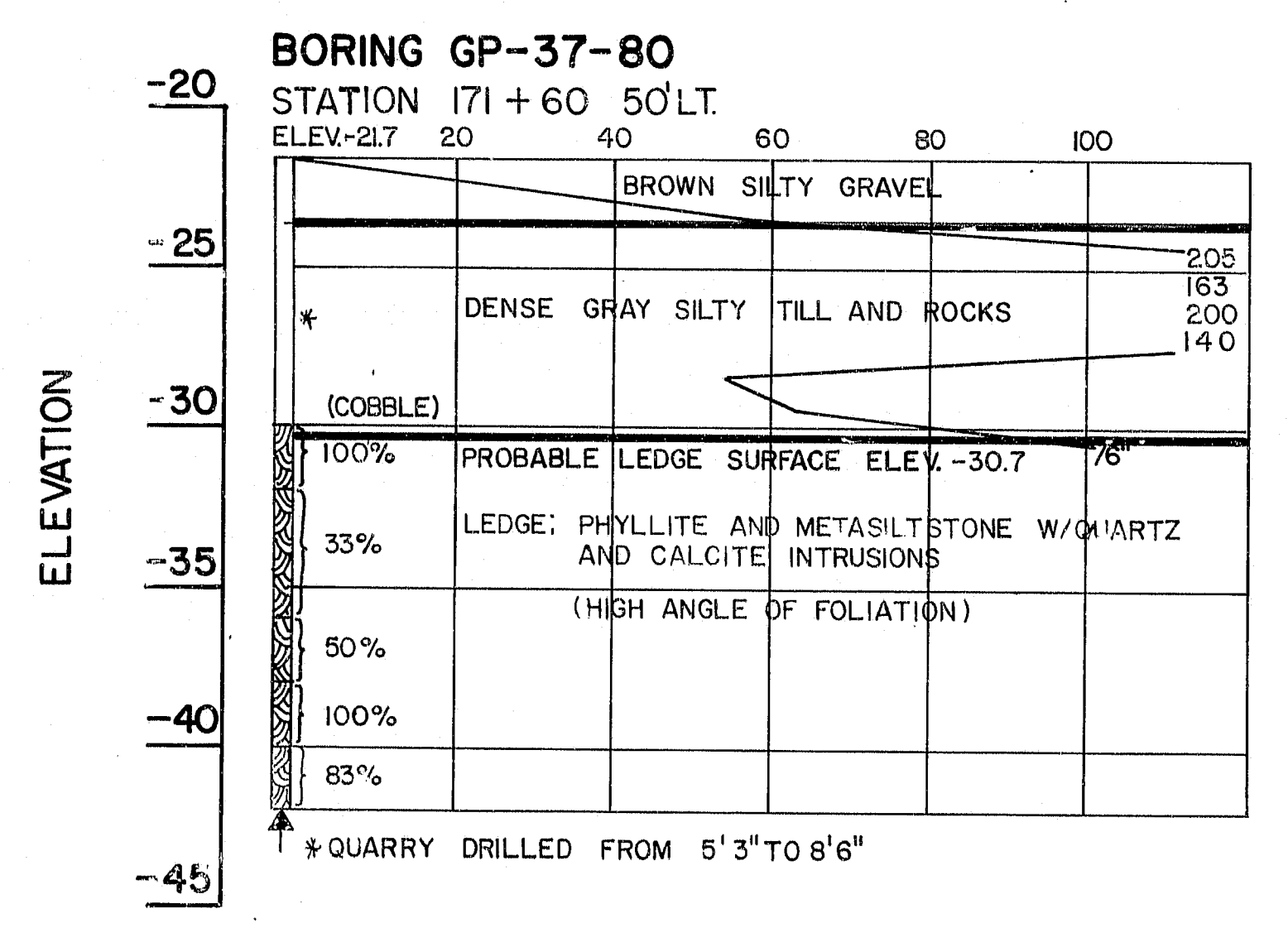
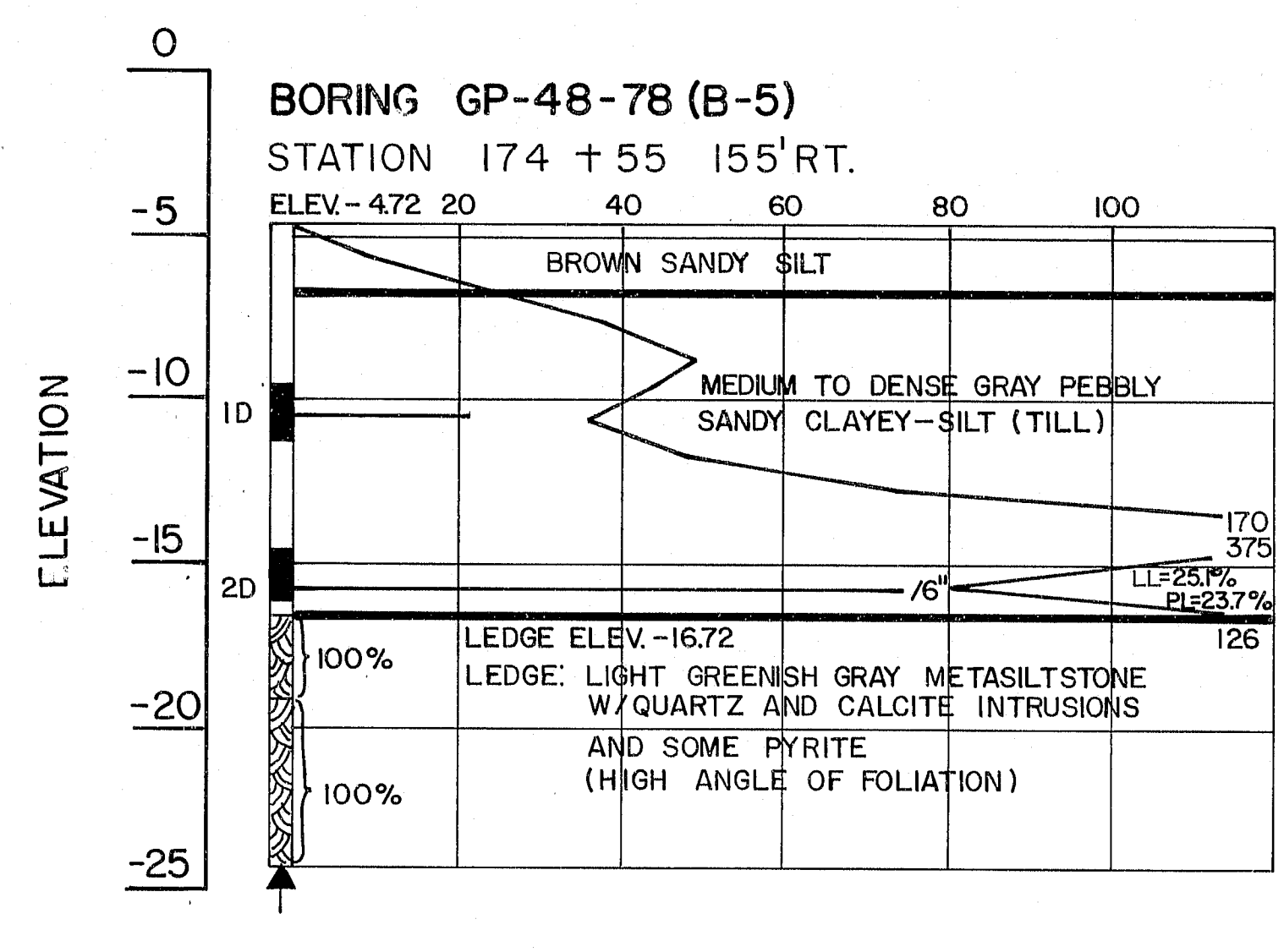
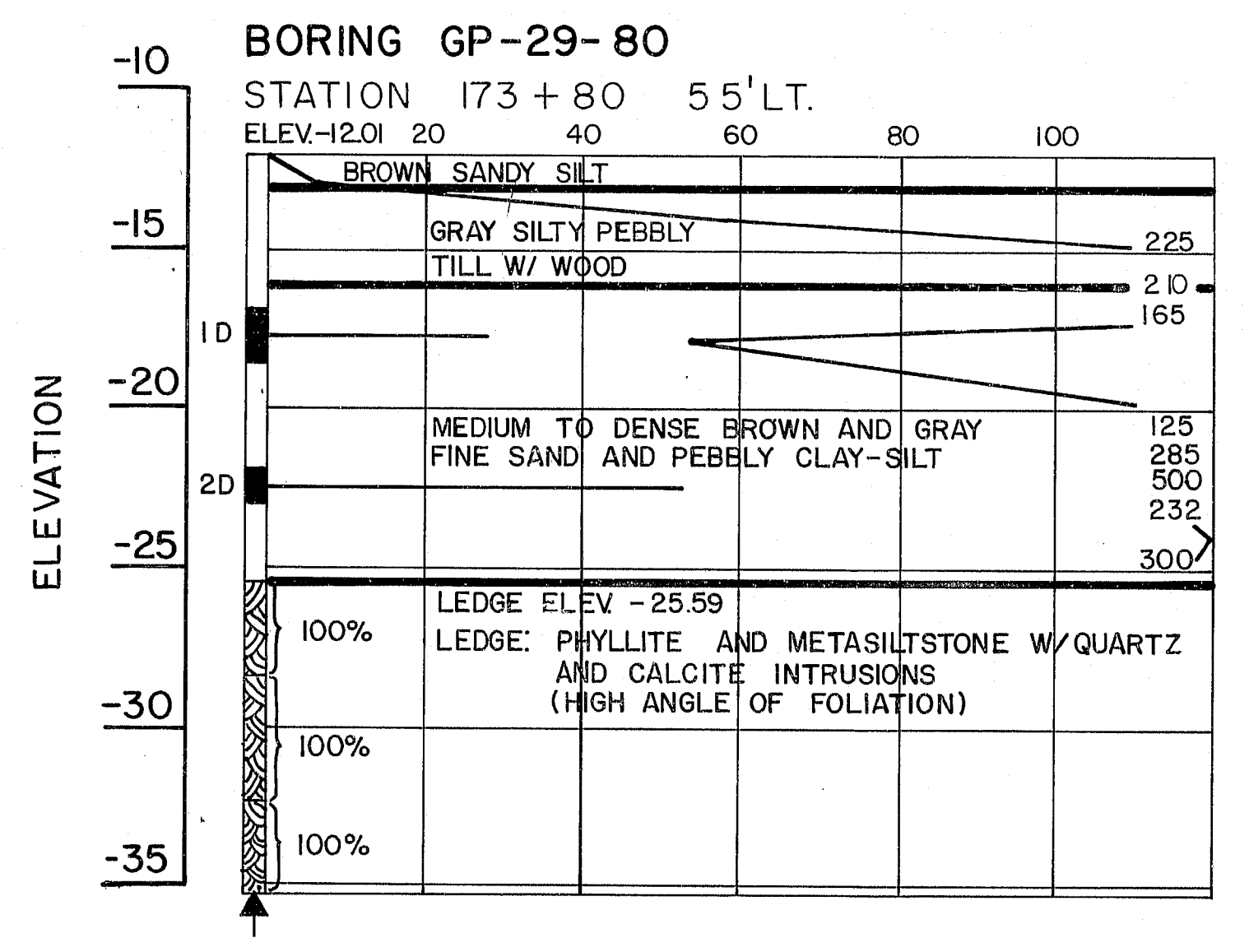
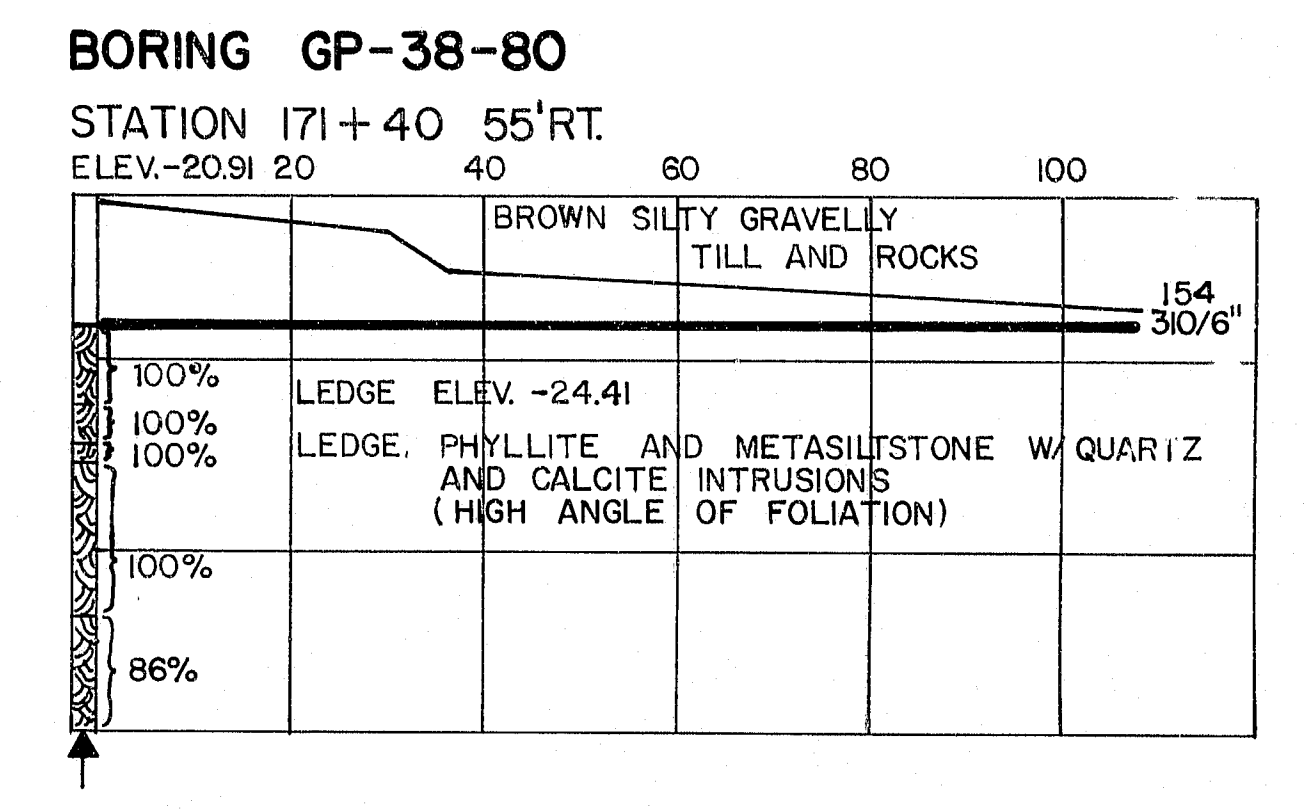
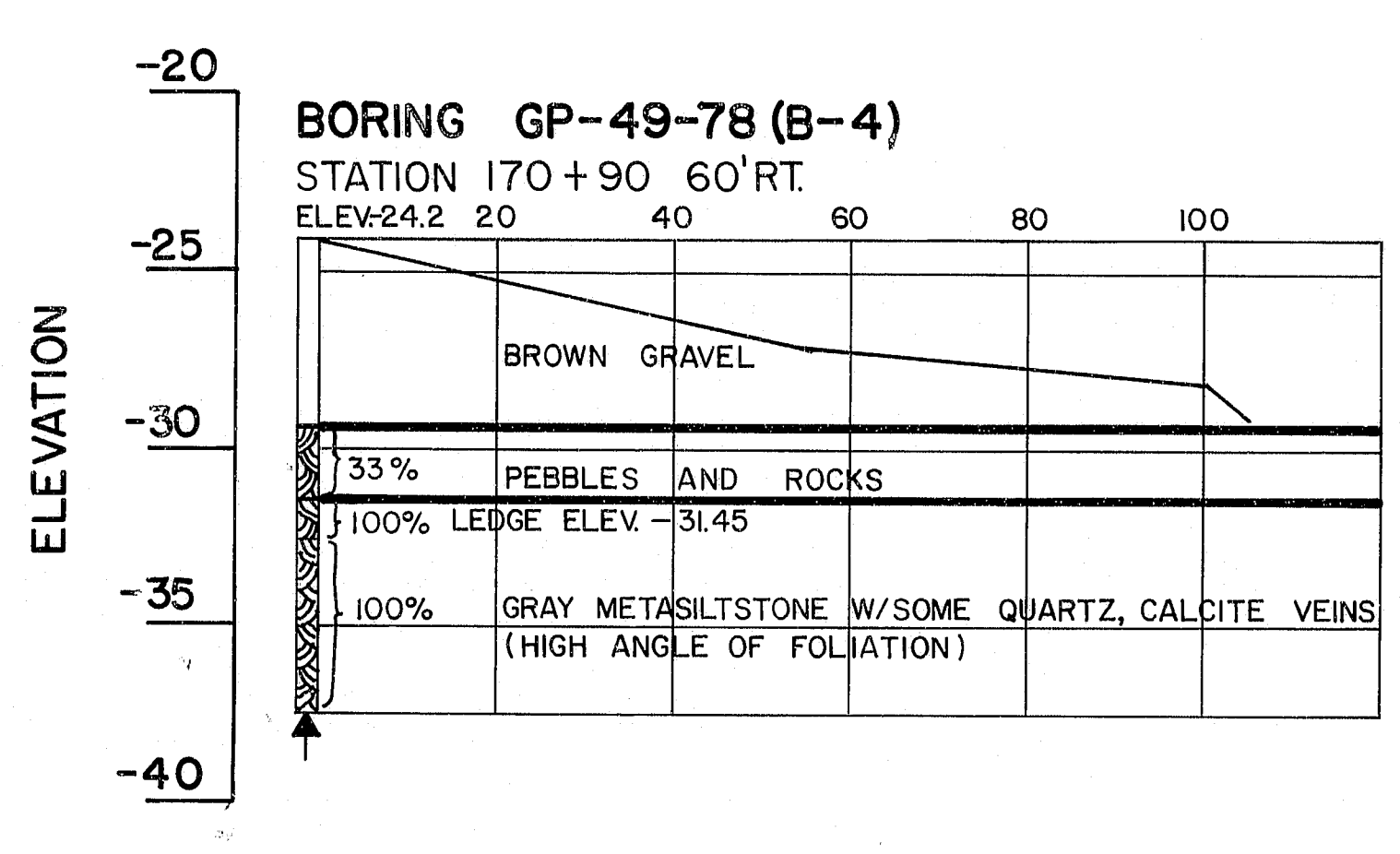
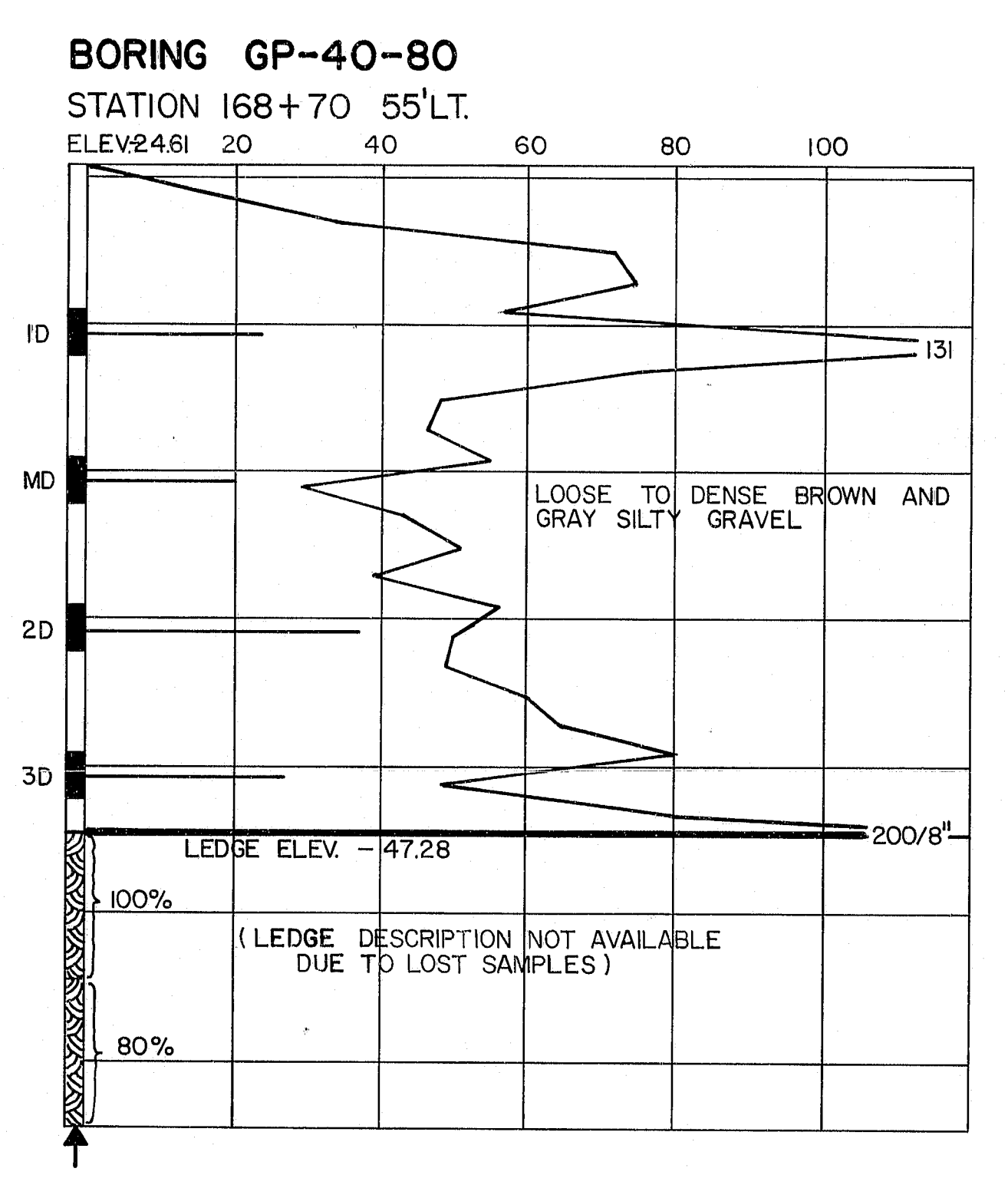
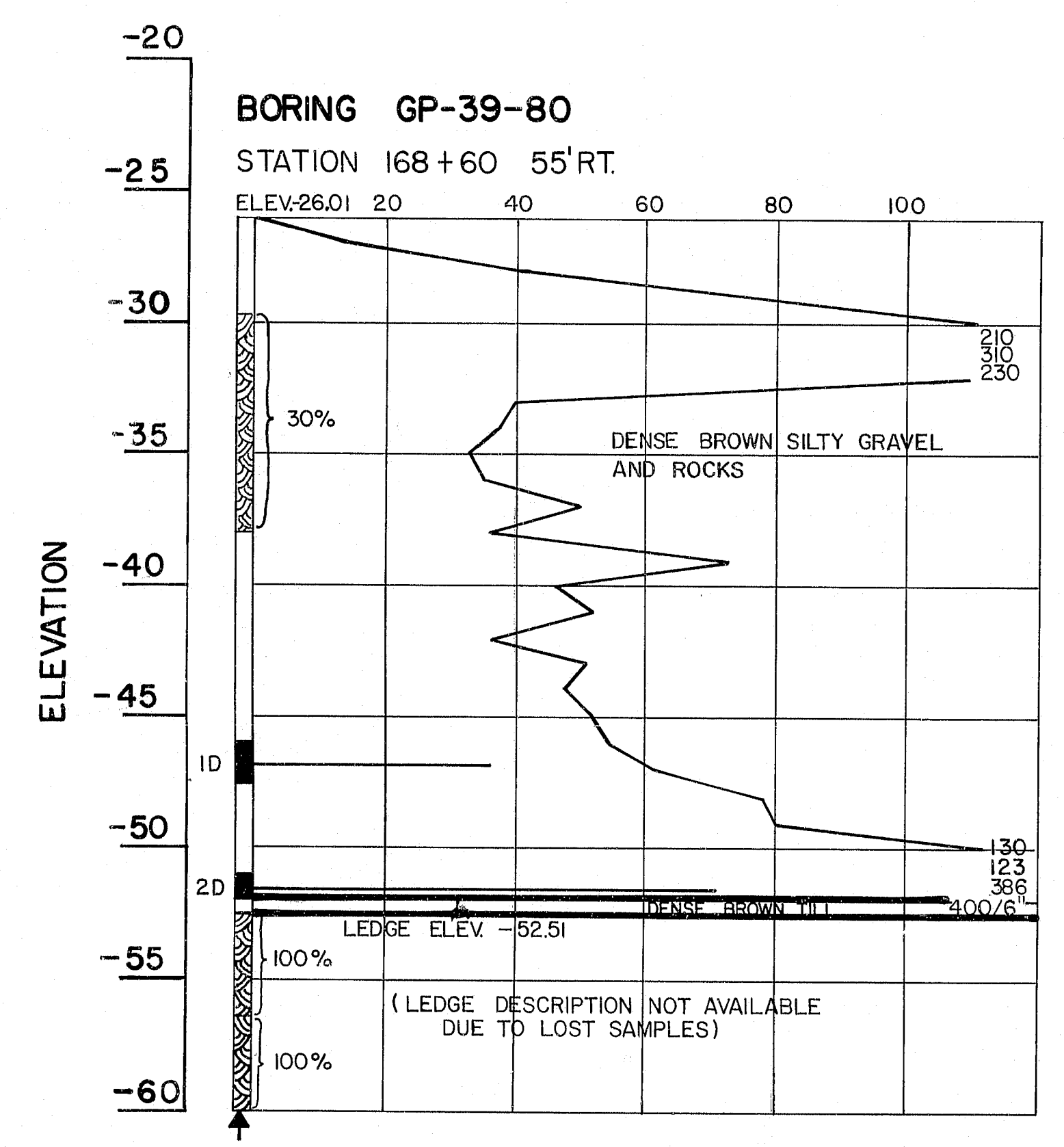
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR AND BREWER
PENOBSCOT COUNTY
BORING DETAILS - STEEL ALTERNATE

AUGUSTA, MAINE

F.R.A. RES. NO.	STATE	PROJECT NUMBER	SHEET	TOTAL SHEETS
1	MAINE	1 395-8 (82)	96	114

BORING DETAILS



107-229

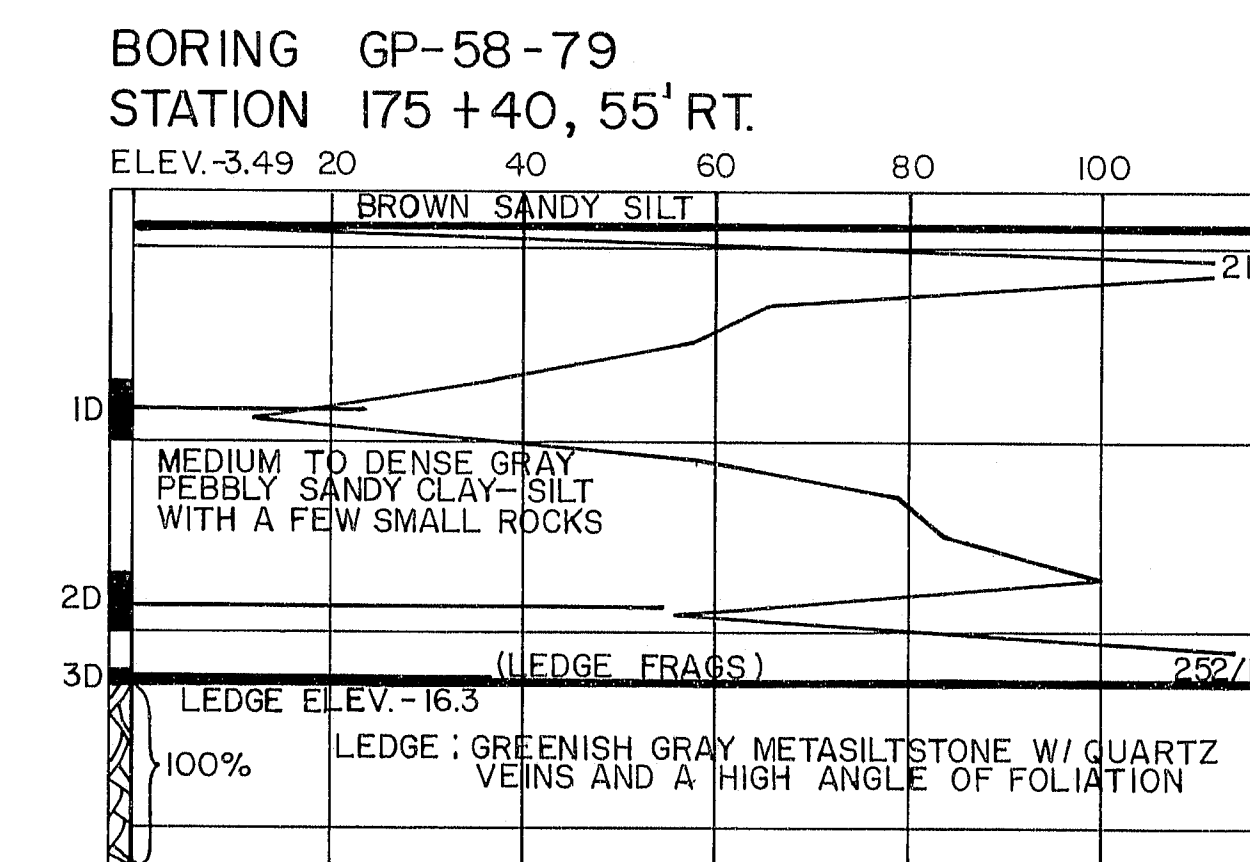
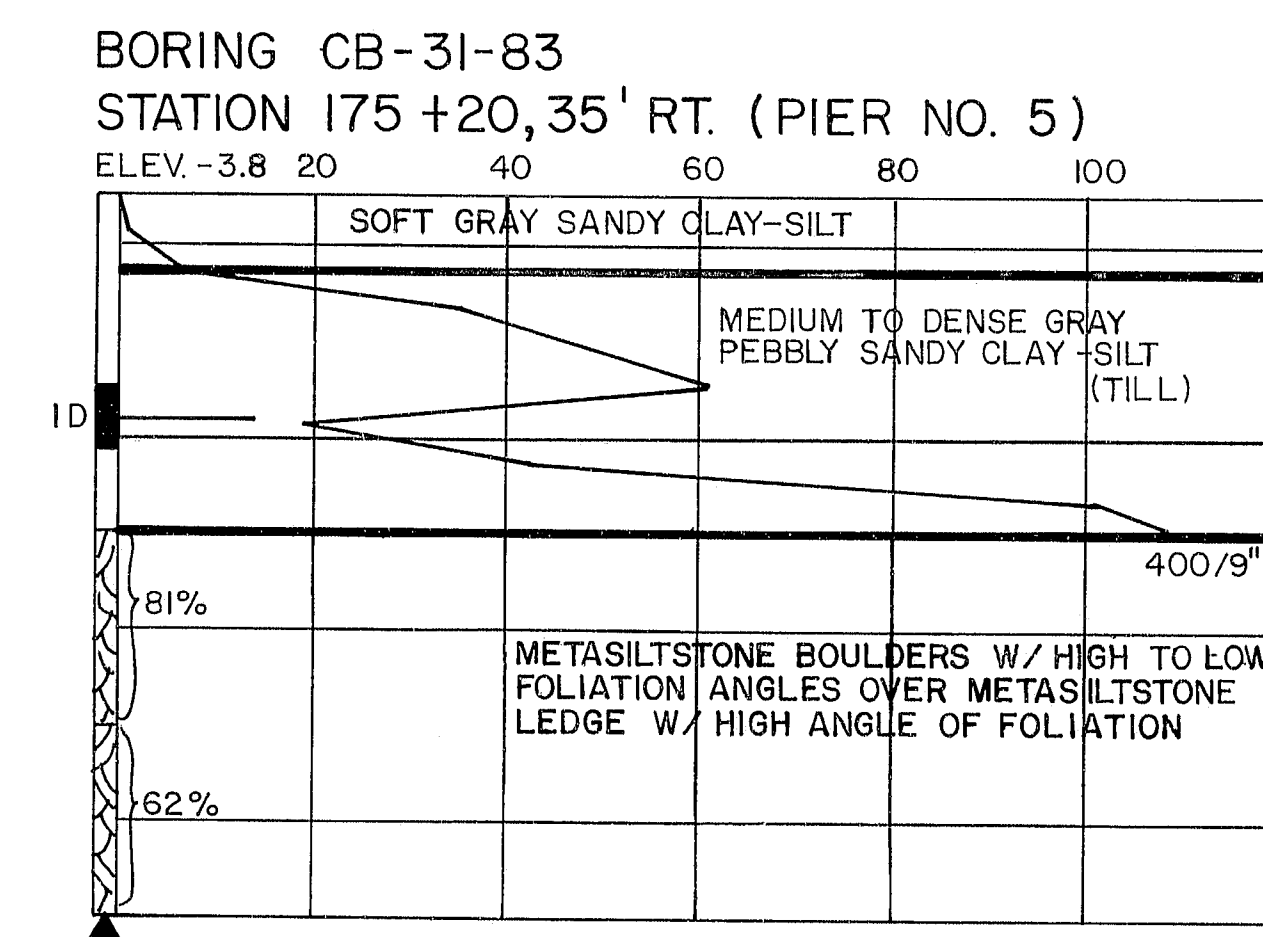
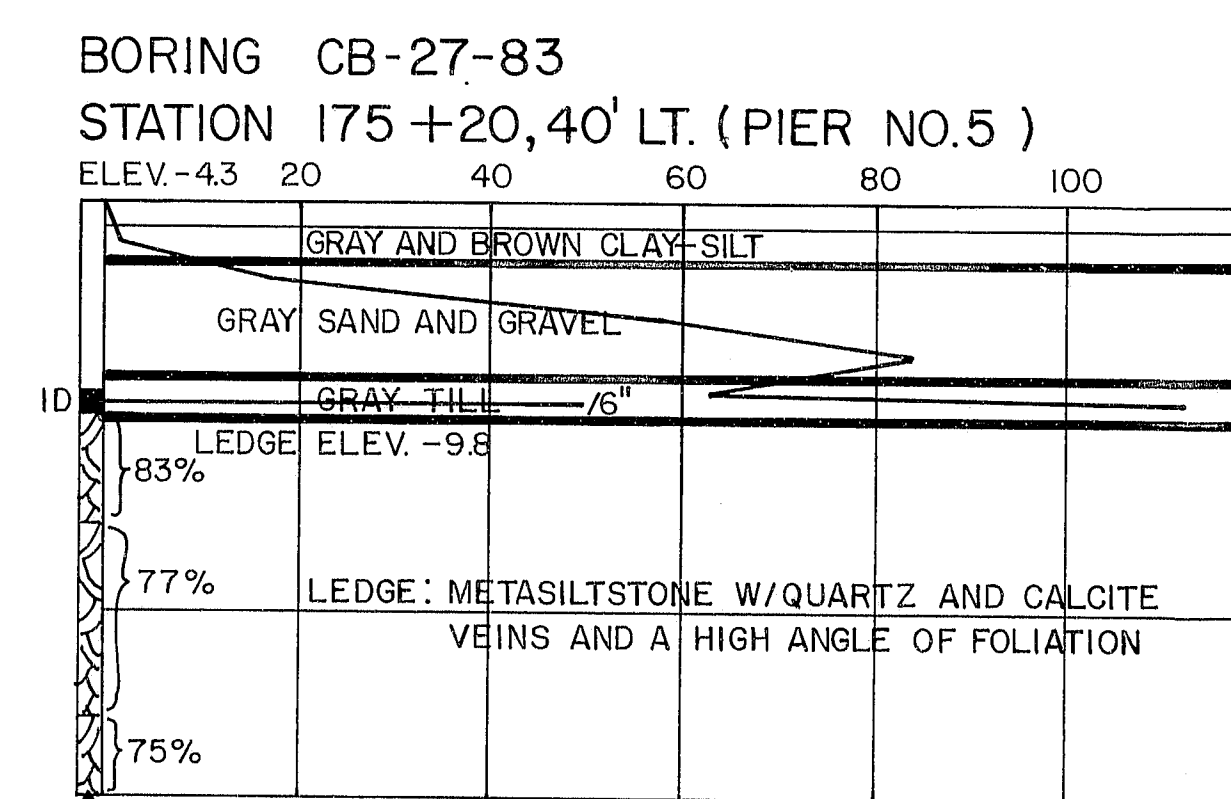
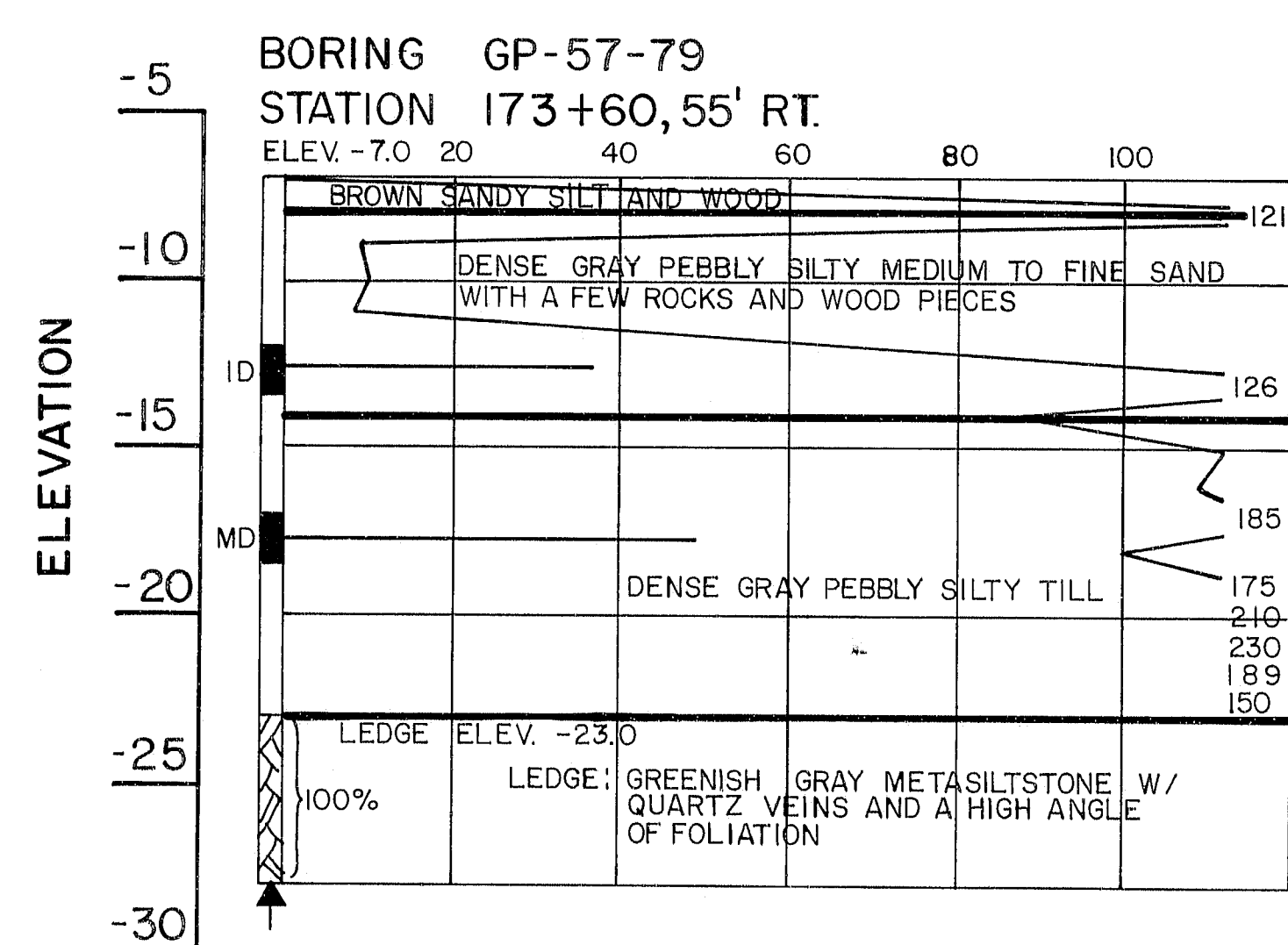
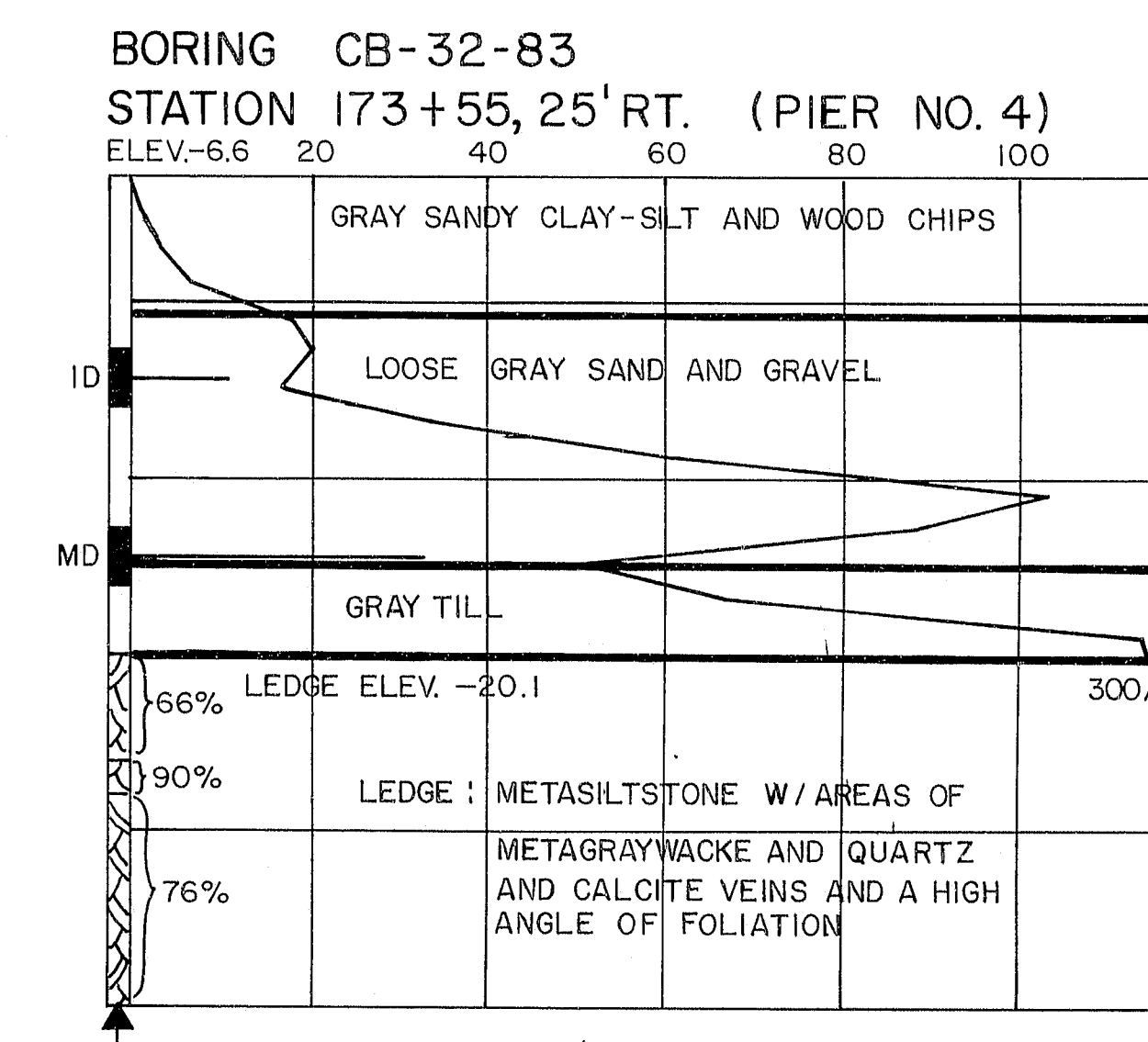
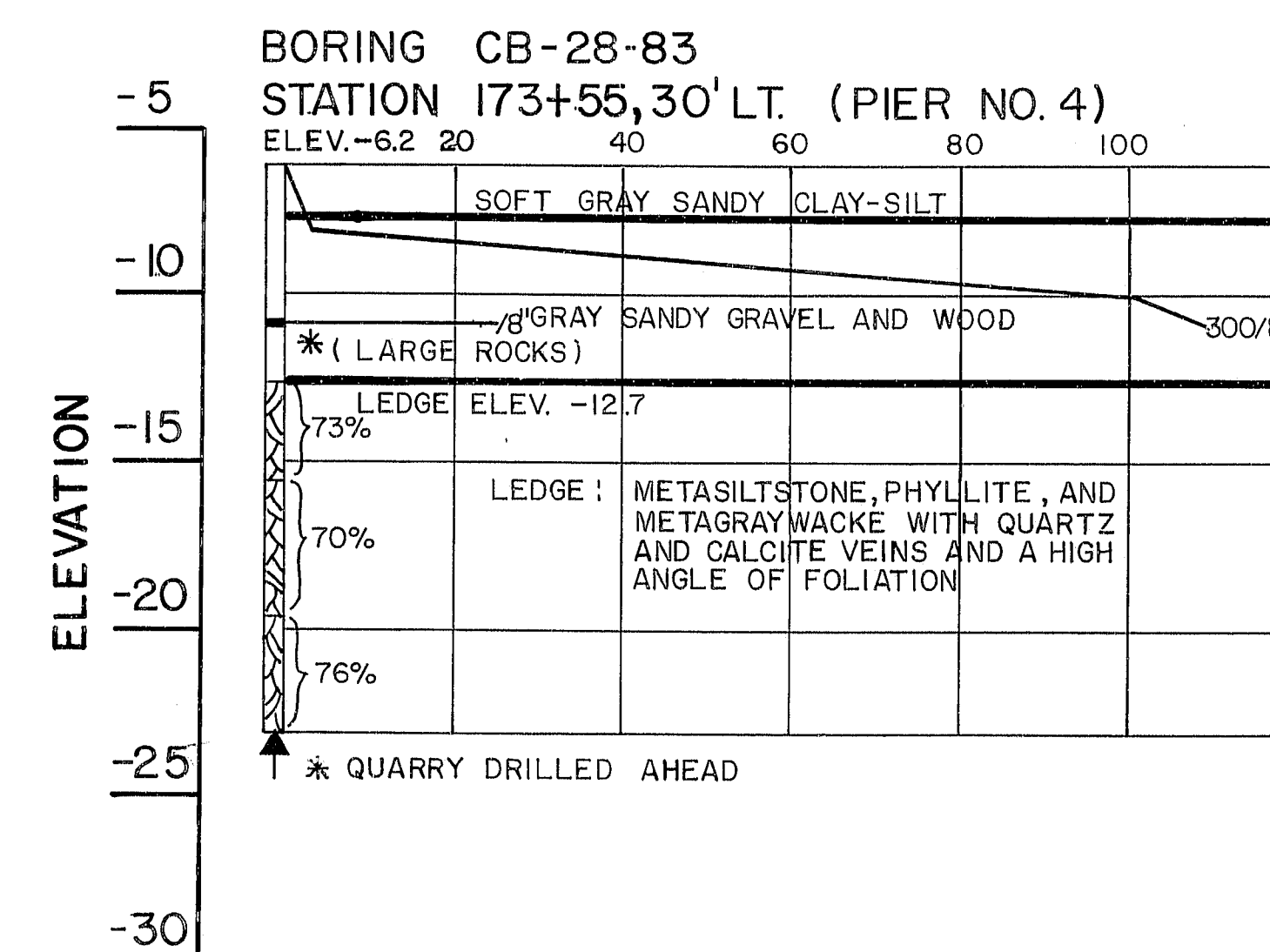
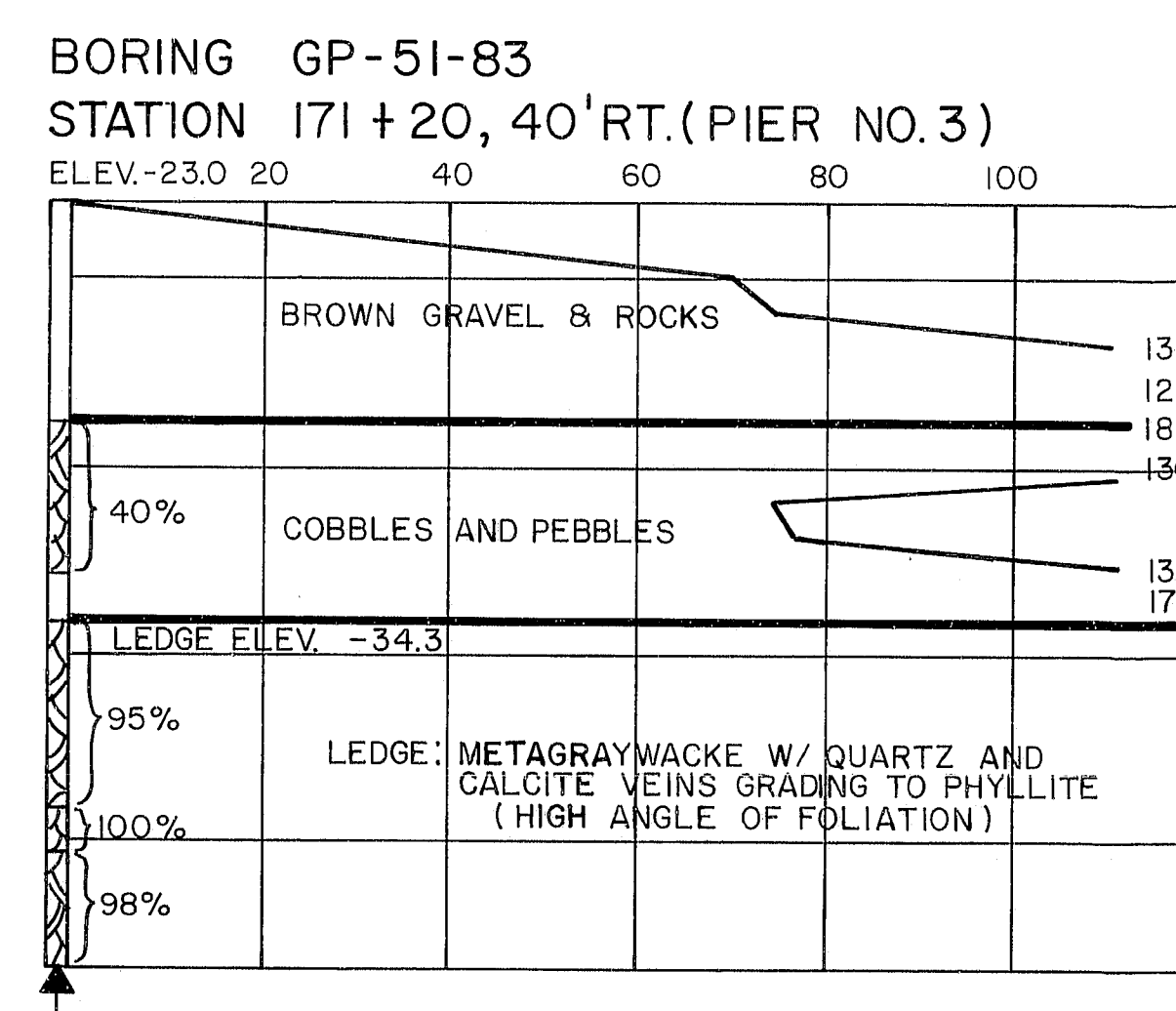
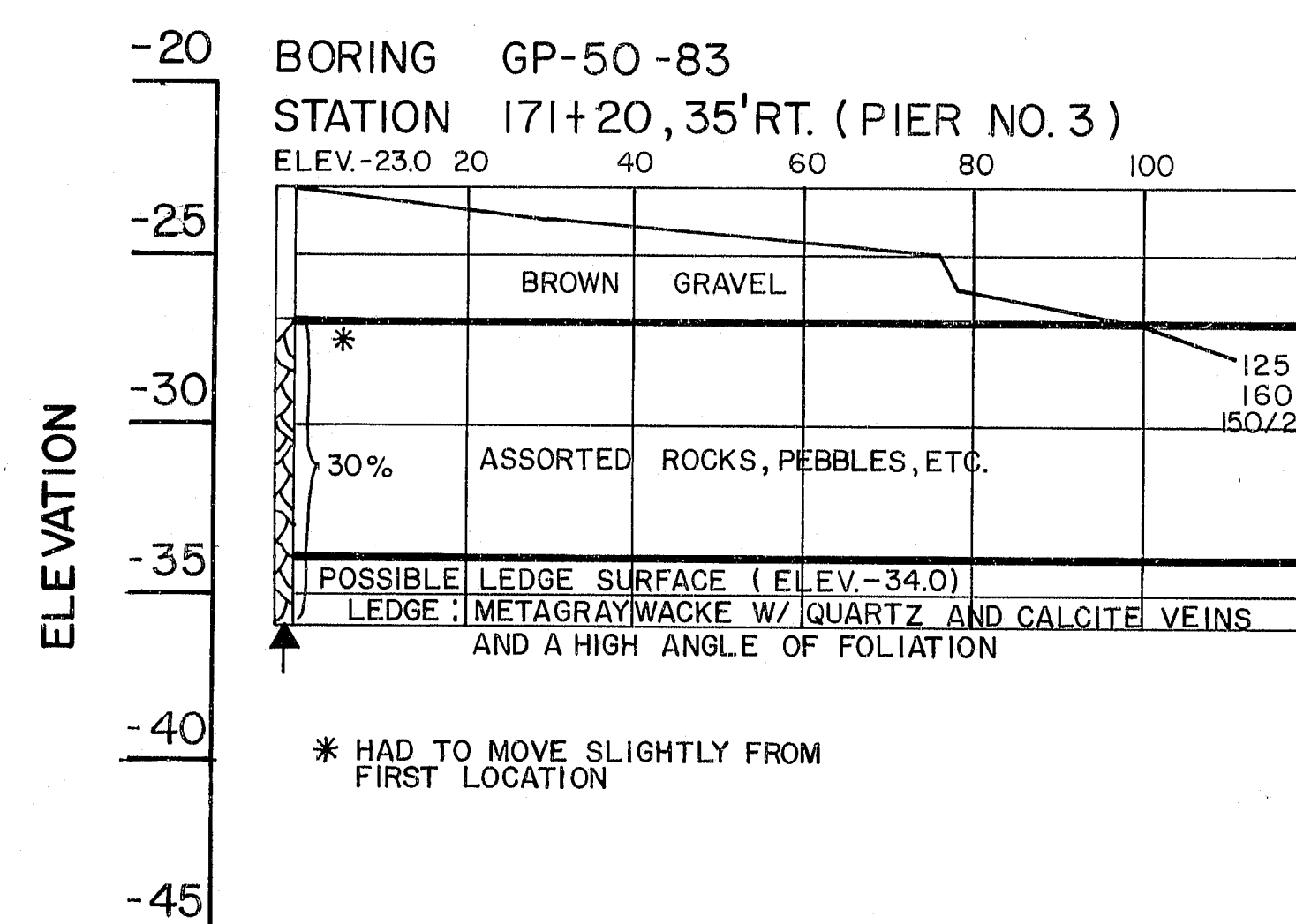
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE TOWNS OF
BANGOR AND BREWER
PENOBSCOT COUNTY
BORING DETAILS
AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	DATE
BY	
DESIGN - DETAILED	
RECORDS	
FIELD CHANGES	
PLANS	

BORING 44132 45710

F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	97	114



PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
REVISIONS	
FIELD CHANGES	
PLANS	

BORING 44132-45710

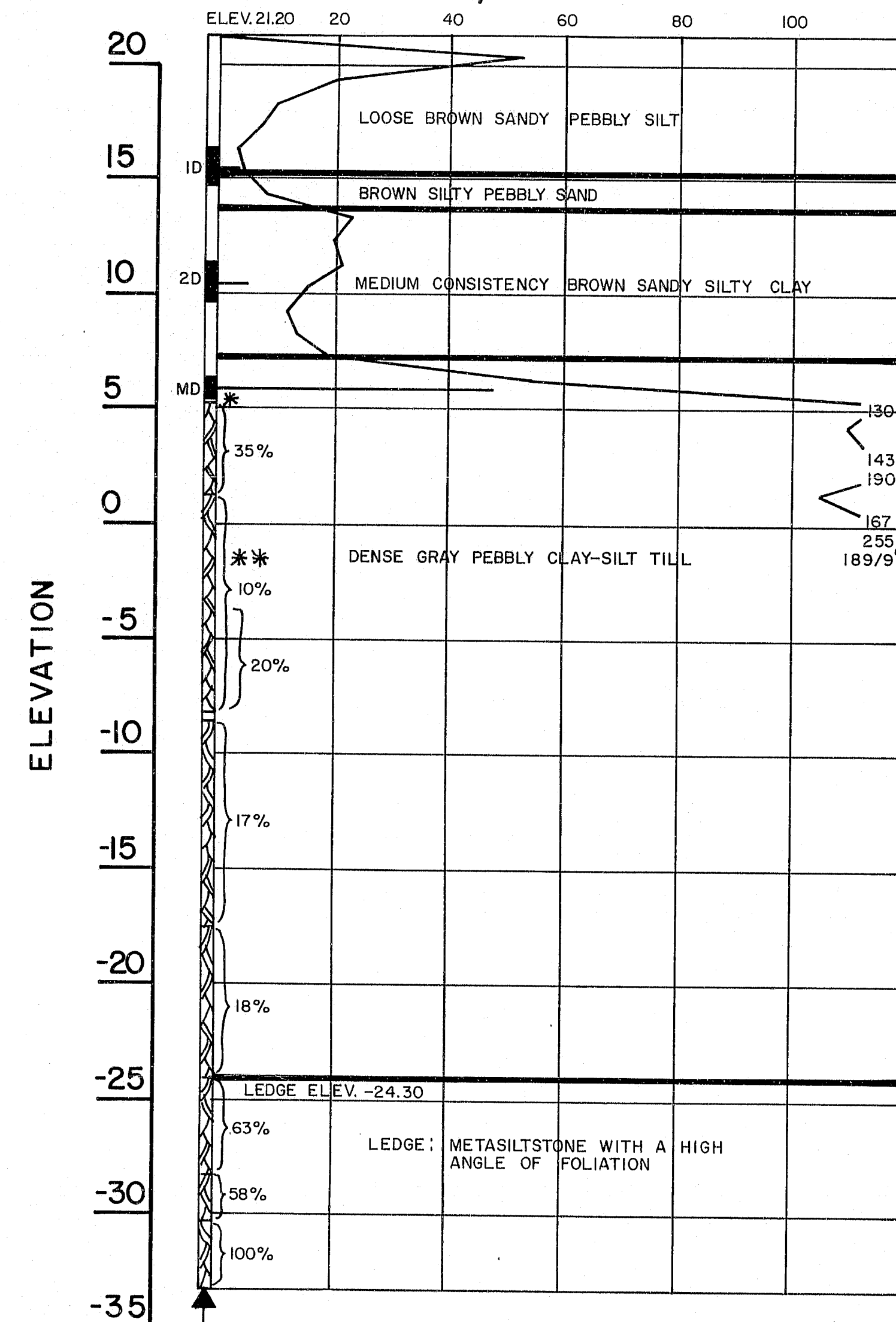
107-230

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE 275
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR AND BREWER
PENOBSCOT COUNTY
BORING DETAILS - CONCRETE ALTERNATE
AUGUSTA, MAINE

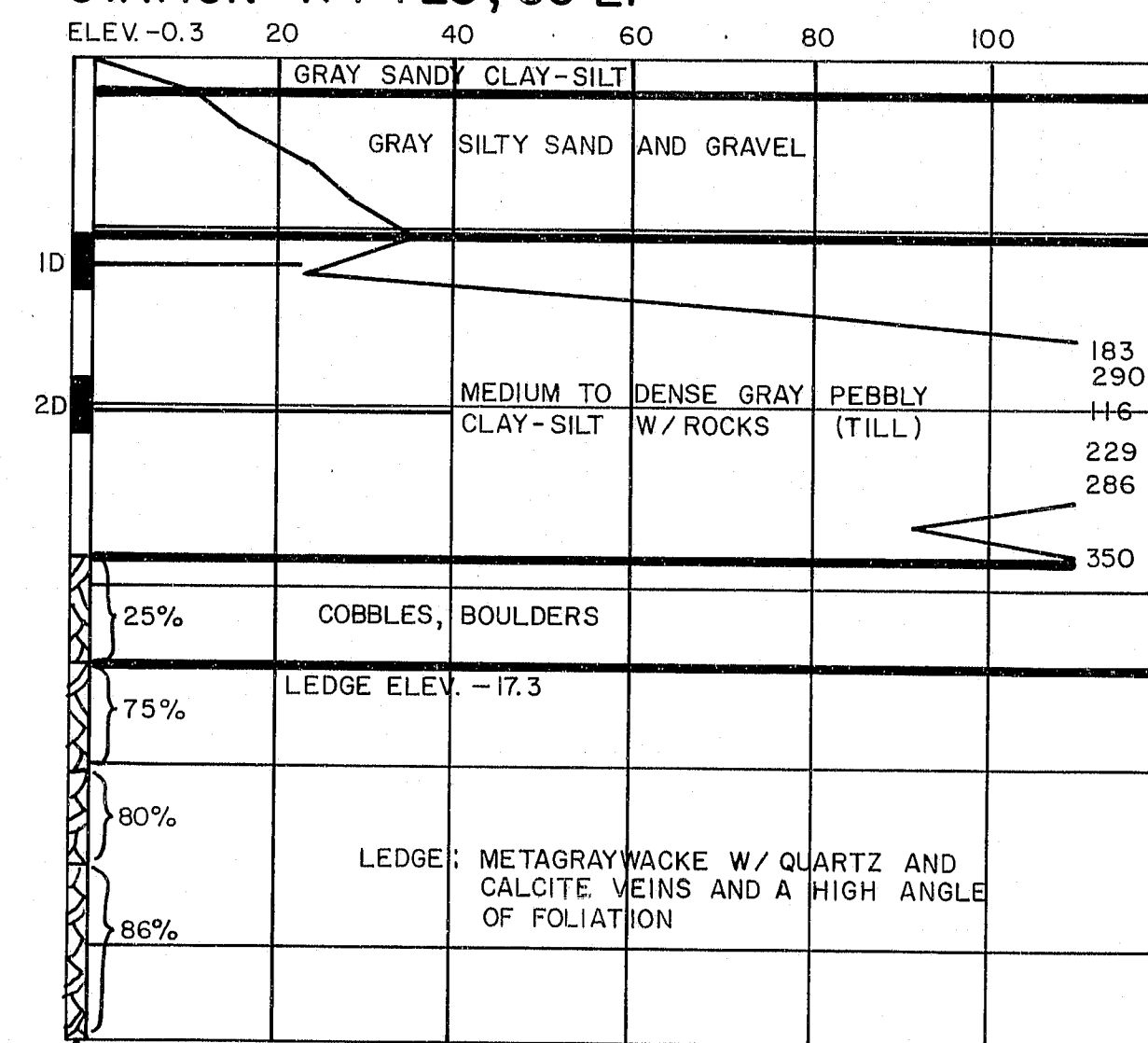
F.R.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(22)	98	114

BORING GP-1-80
STATION 177+20, 55' RT.

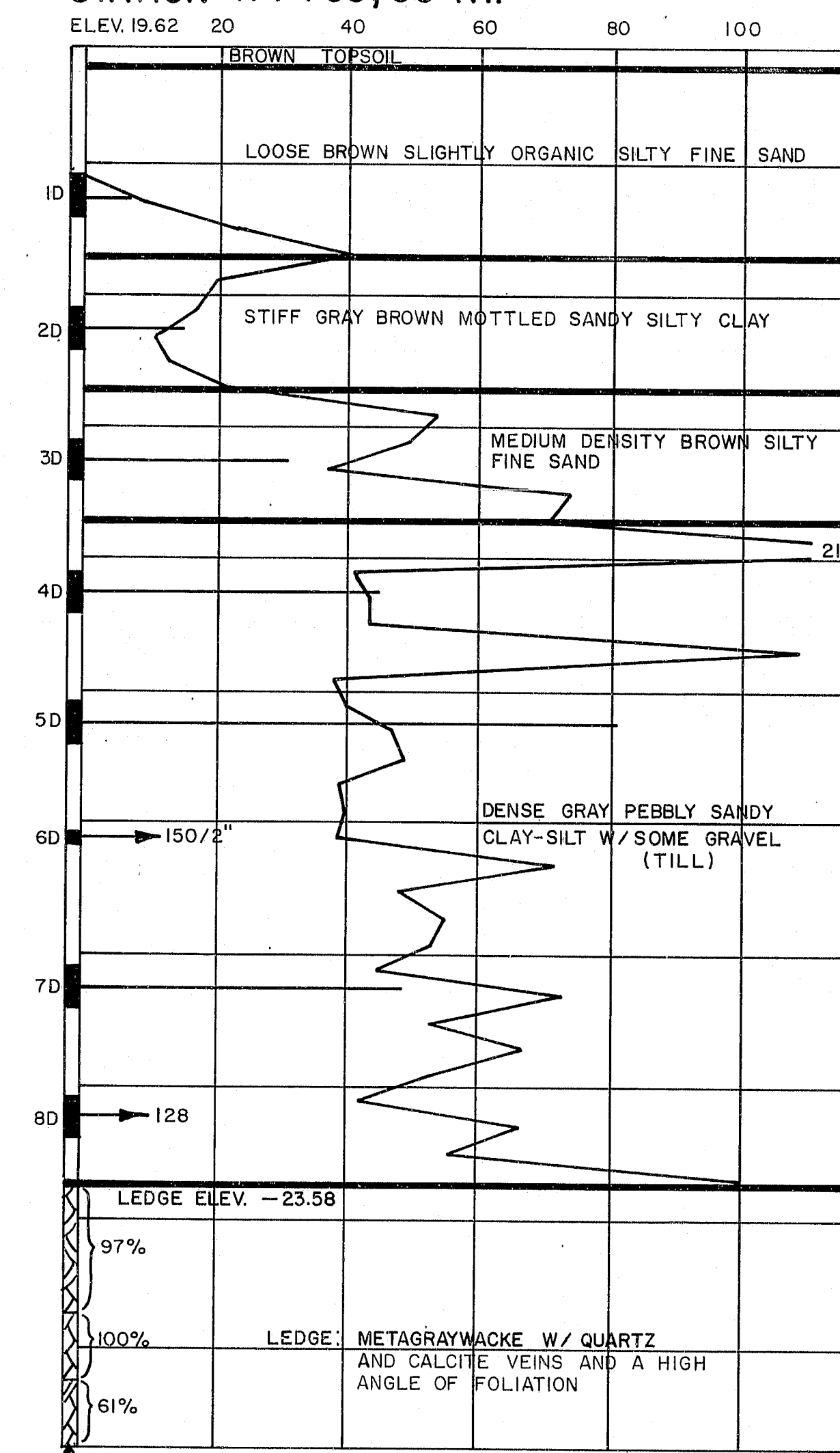


* BENT CASING, PULLED OUT AND MOVED 2' AHEAD, QUARRY DRILLED AHEAD TO 16'
** BENT CASING, PULLED BACK AND THEN QUARRY DRILLED AHEAD TO 25'

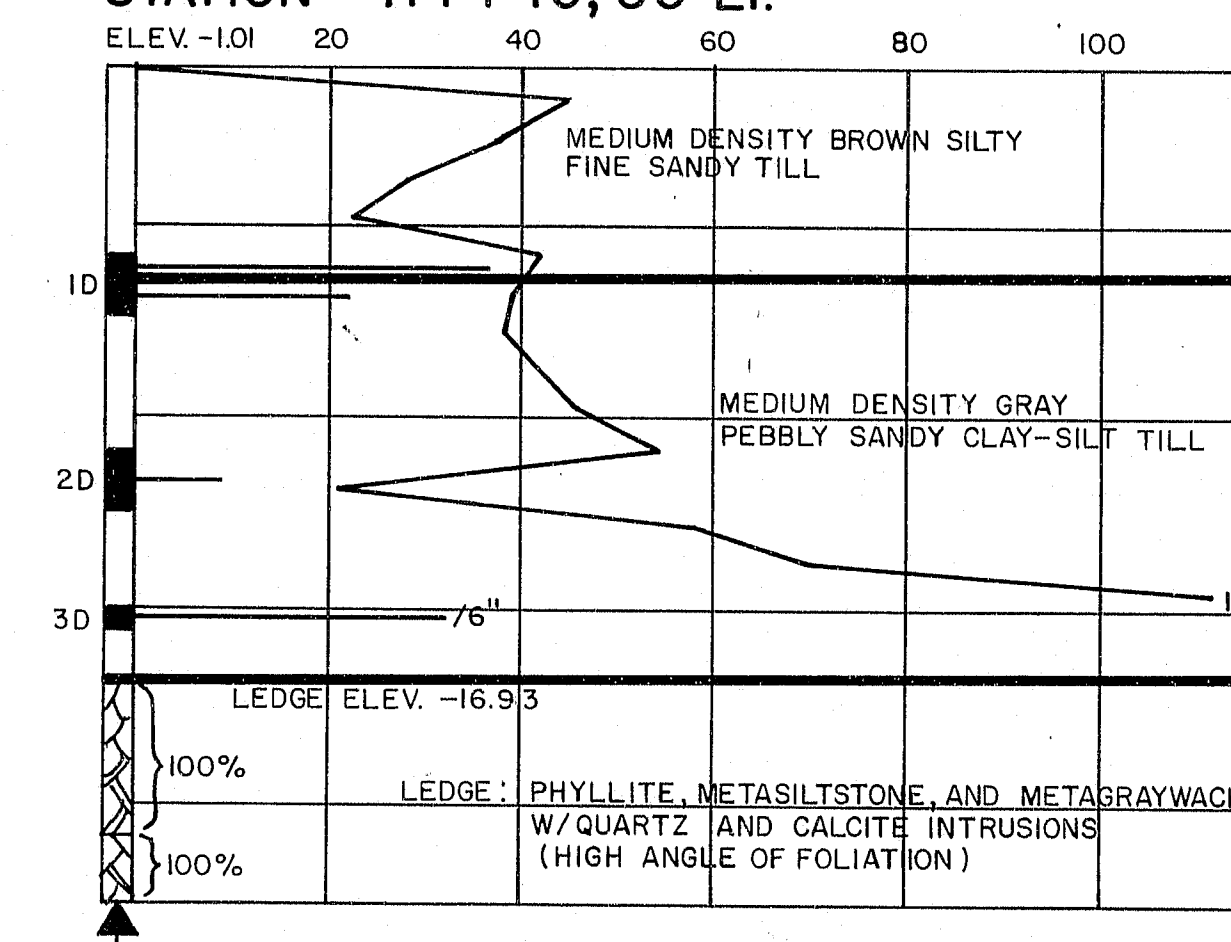
BORING CB-30-83
STATION 177+28, 30' LT



BORING MT-6
STATION 177+35, 30' RT.



BORING GP-30-80
STATION 177+40, 55' LT.



107-231

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

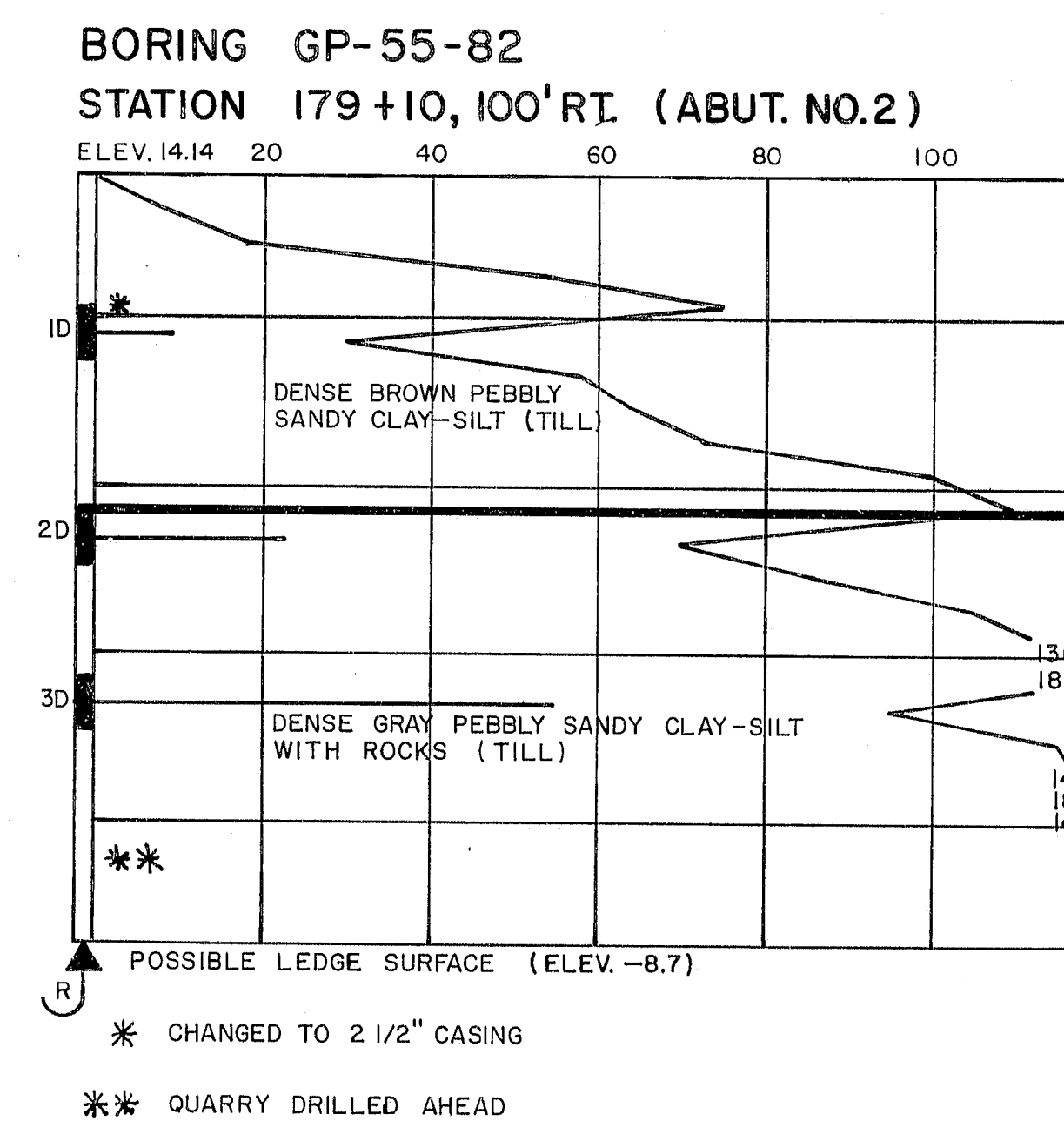
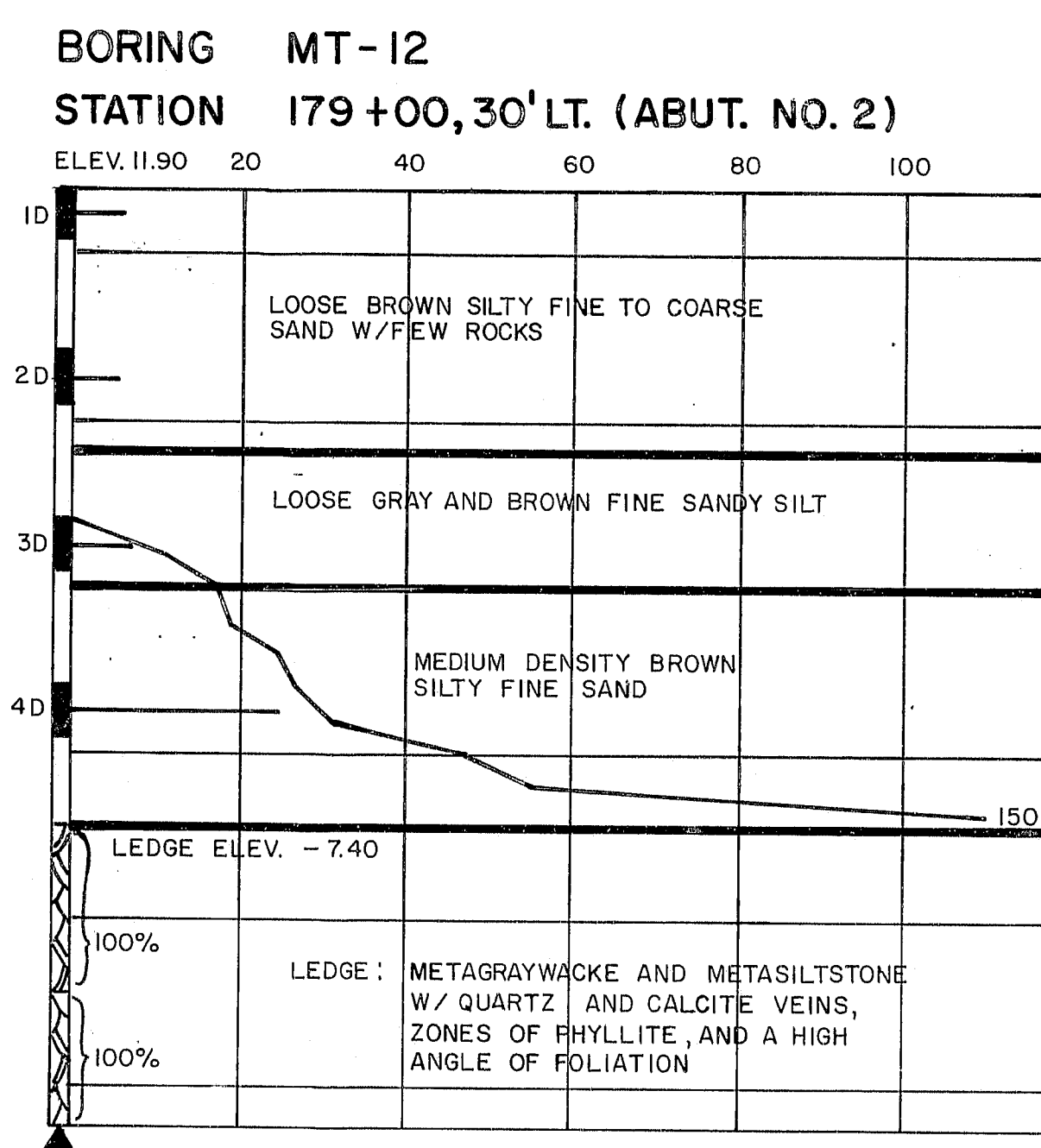
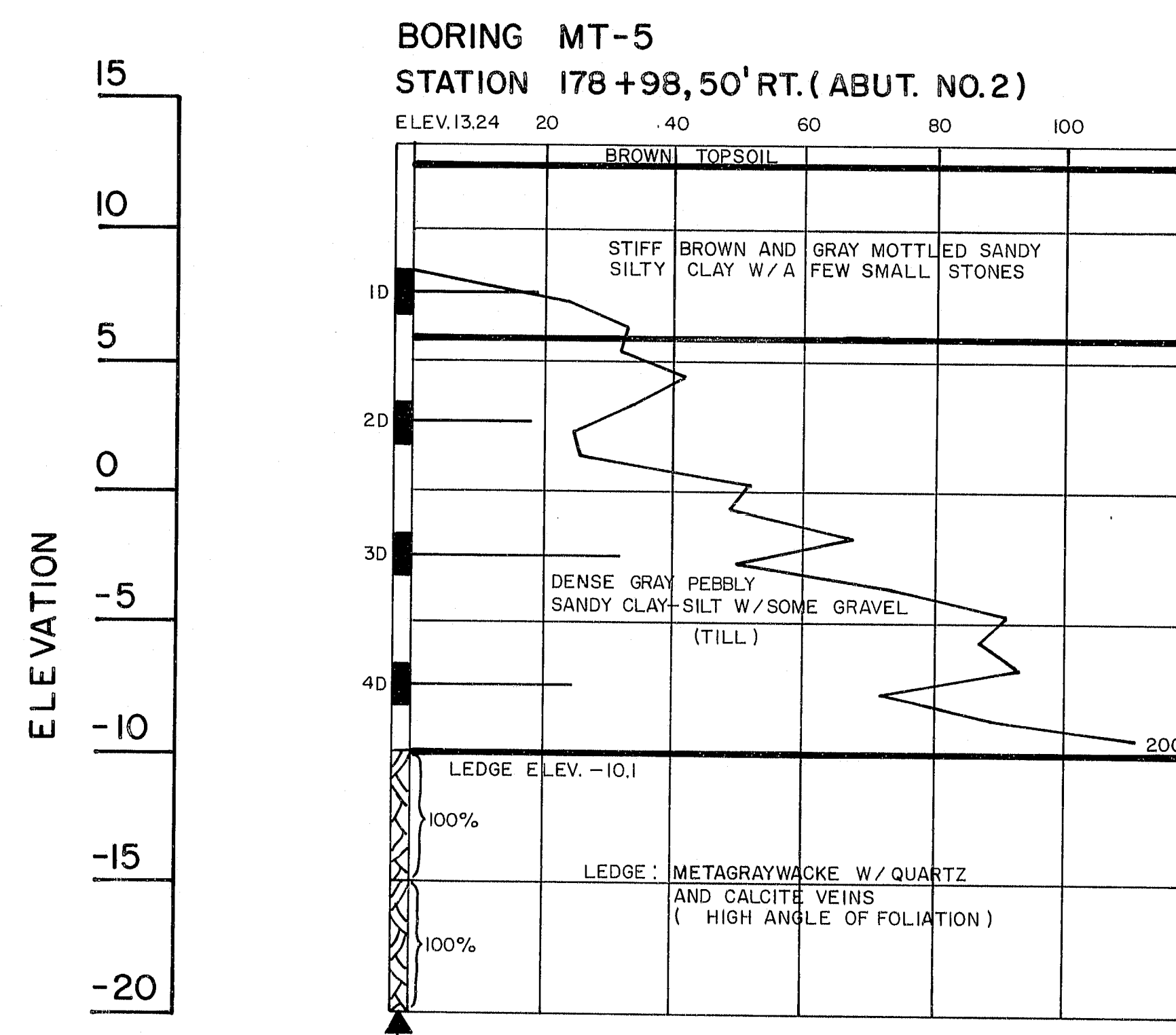
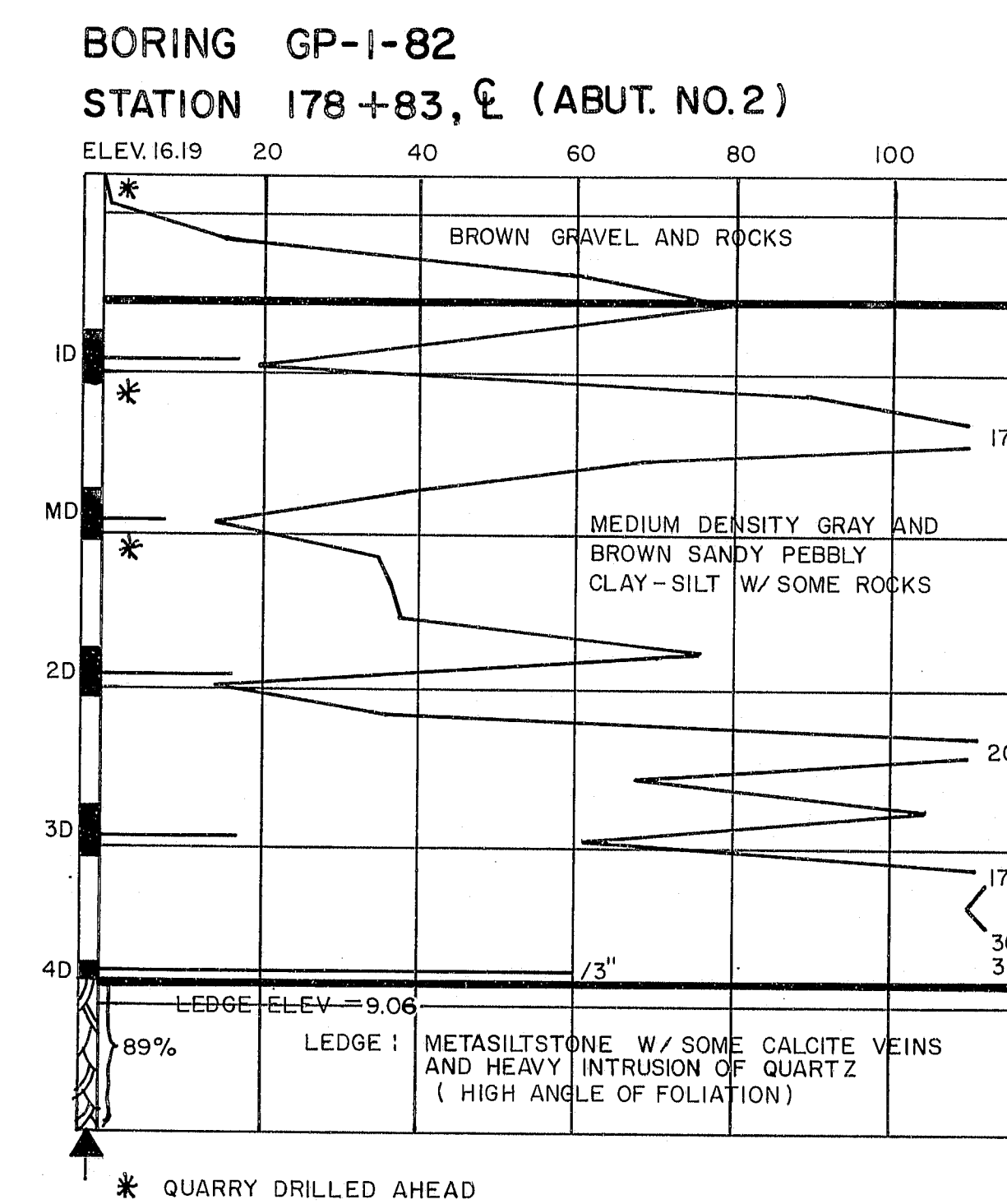
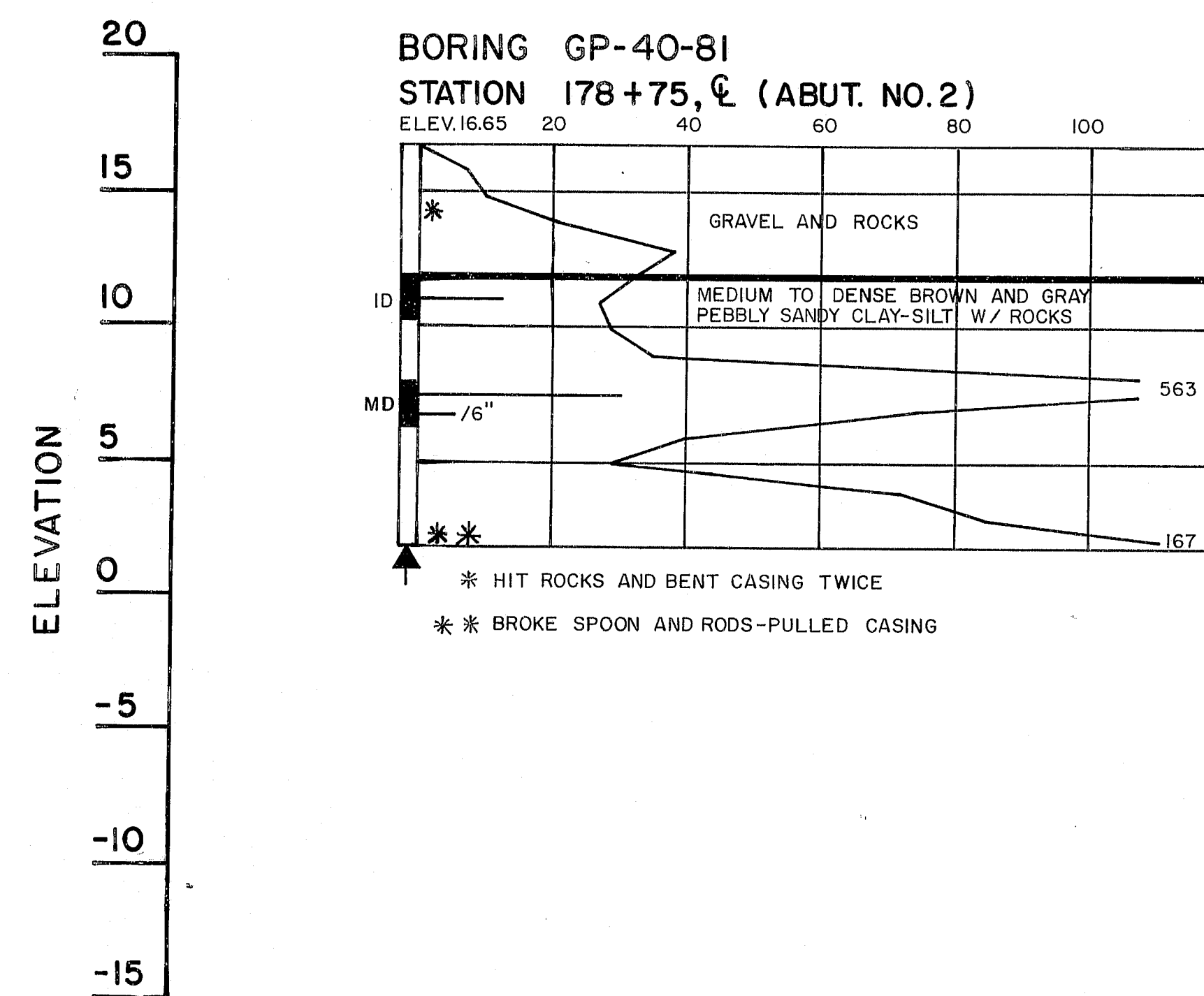
I-395 BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR AND BREWER
PENOBSCOT COUNTY
BORING DETAILS
AUGUSTA, MAINE

276

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

BORING 44-132-45710

F.R.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	99	114



107-232

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR AND BREWER
PENOBSCOT COUNTY

BORING DETAILS

AUGUSTA, MAINE

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

BORING 44-132-45710