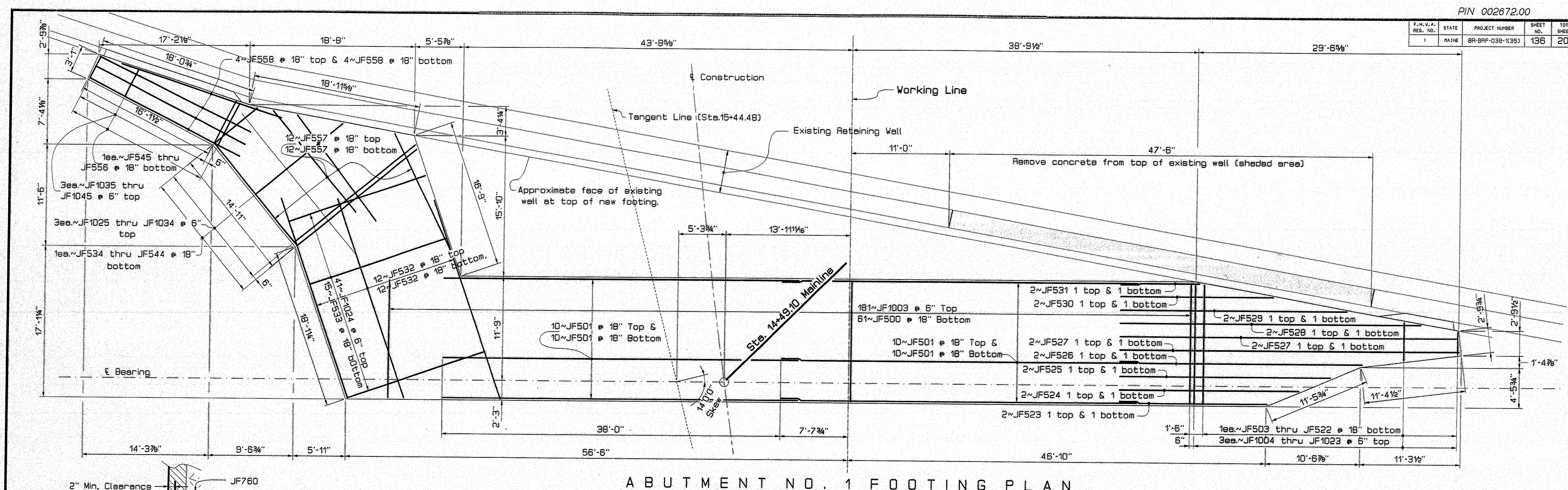
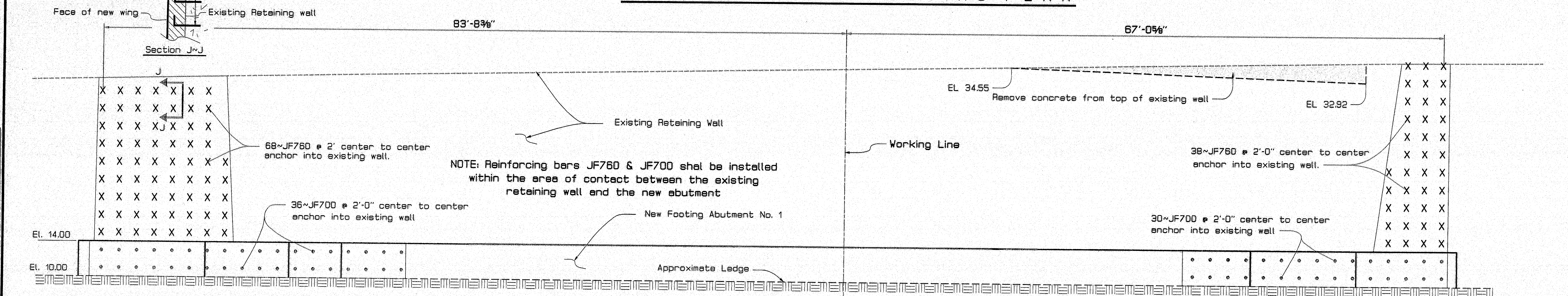


PIN 002672.00

F.A.N. & J. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-BRF-08B-K353	136	201



ABUTMENT NO. 1 FOOTING PLAN



ABUTMENT NO. 1 FOOTING ELEVATION

ABUTMENT NOTES

1. The cutting end/or field bending of reinforcing steel to fit as directed shall be considered incidental to Item 503.13 Reinforcing Steel Paving.
2. Reinforcing steel shall have 2 inches cover unless otherwise indicated.
3. Place 4" diameter weeper drains in the breastwalls and wings at 15 feet maximum spacing. The exact location to be determined by the Engineer. There shall be at least one drain in each wing.
4. French Drains shall be placed the full length of the breastwall and wings on the backside of each abutment.
5. Apply joint cover to the back side of expansion joints and the joint between the superstructure and the backwall on abutment #1.
6. A 4'-0" Layer of Granular Borrow shall be placed under and to 1'-6" outside the next lines of the approach slabs.

7. The abutments shall be backfilled with Granular Borrow to the vertical pay limits as follows:
ABUTMENT #1 ~ In the front of the abutment to structural excavation limits. Behind the abutment to the structural excavation limits below the top of the footing (El. 14.00) and to the existing retaining wall above the footing (El. 14.00).
ABUTMENT #2 ~ To the next lines of the seal concrete.
8. The Utility Opening through the backwall shall be 2'-6" inside diameter and shall be centered between beams G3 and G4. To accommodate the Utility Opening the reinforcing steel shall be adjusted by cutting or bending as approved by the Engineer.
9. All concrete placed in the top of abutment #2 backwall and wings above the construction joint at Elevation 33.00 shall contain silica fume.

NOTES #10 THRU #13 ARE FOR ABUTMENT #2 ONLY

10. The seal dimensions represent the minimum seal necessary for design and is not based on the use of any standard sheet piling section.
11. The pay limit for seal concrete shall be to the dimensions shown on the plans. No additional payment will be made for concrete placed outside these limits.
12. Sheet piling used for seal cofferdams shall have appropriate rolled corners and the inside face of the piling shall be to, or outside, the seal dimensions shown on the plans.
13. The depth of the seal is set for a water elevation of 114.0. If the water elevation at the time of construction is higher, the depth of the seal shall be adjusted.

As BtH 1997
120-3121

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY
ABUTMENT NO. 1 FOOTING

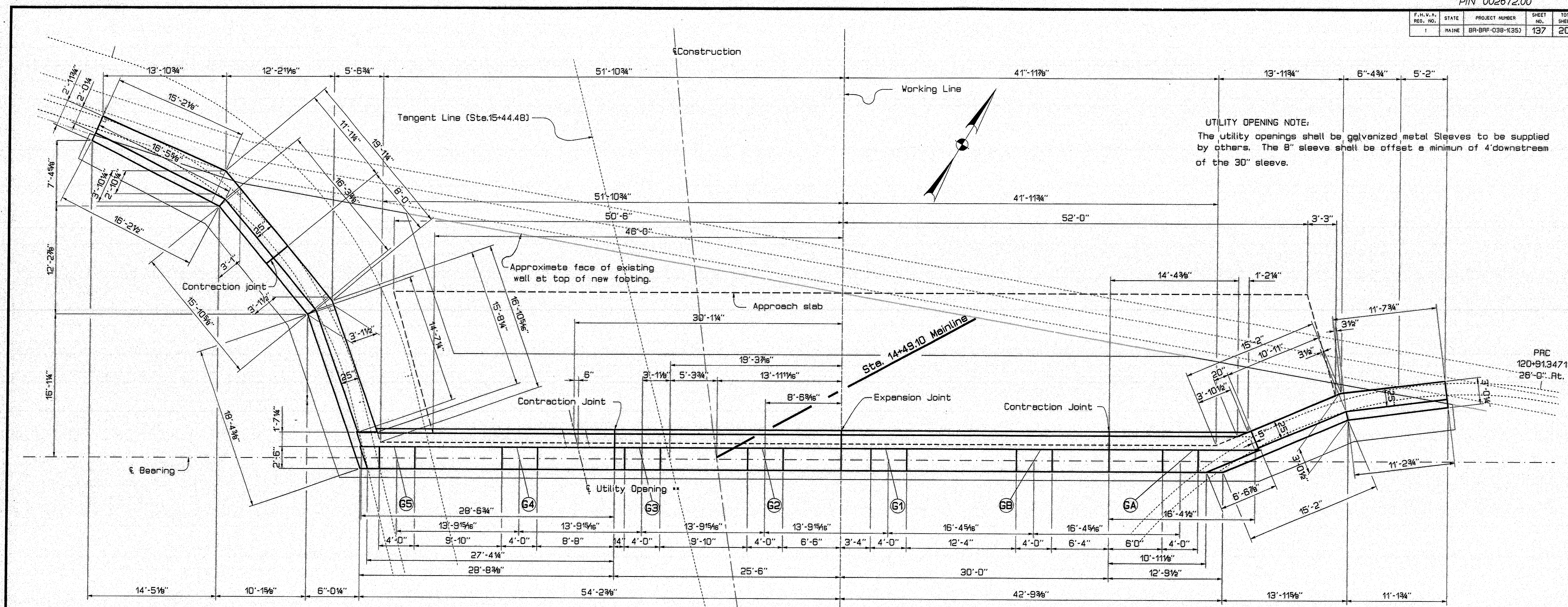
SHEET 7 OF 48 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	DATE
DESIGN-DRAWN	2/95
CHECKED	
FIELD CHANGES	

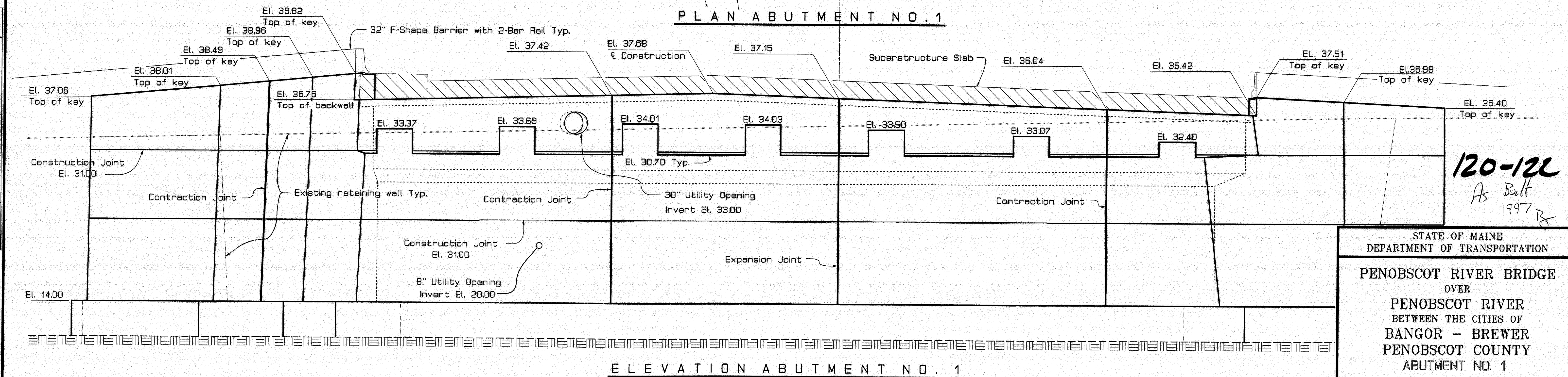
15AUG95-010030
BB-ALPTC

PIN 002672.00

F.H.V.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DR-BRF-03B-K353	137	201



PLAN ABUTMENT NO. 1



ELEVATION ABUTMENT NO. 1

120-12L
As Built
1997

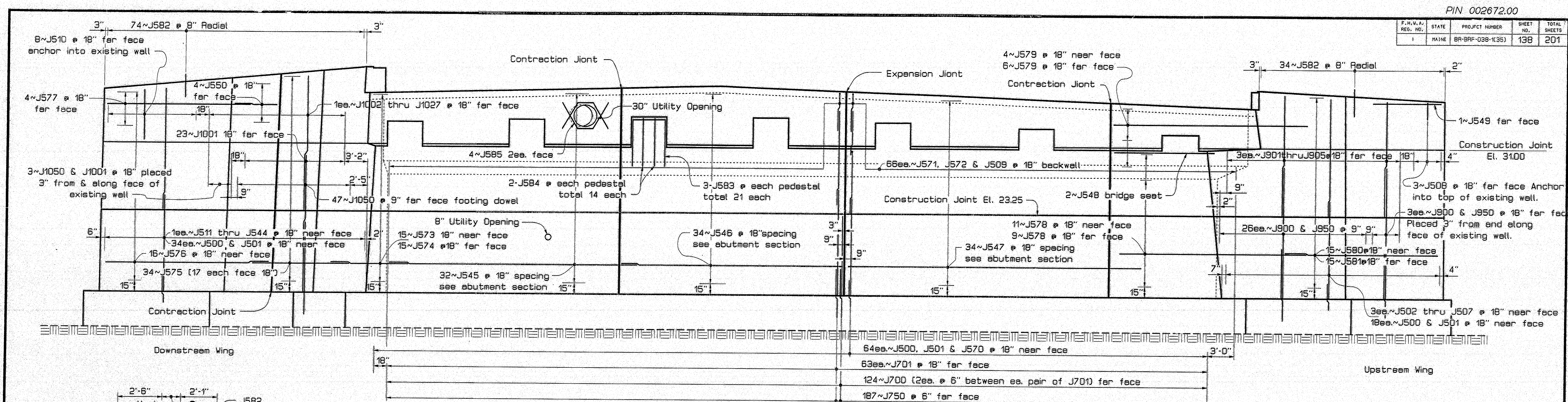
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY
ABUTMENT NO. 1

SHEET 8 OF 48 AUGUSTA, MAINE

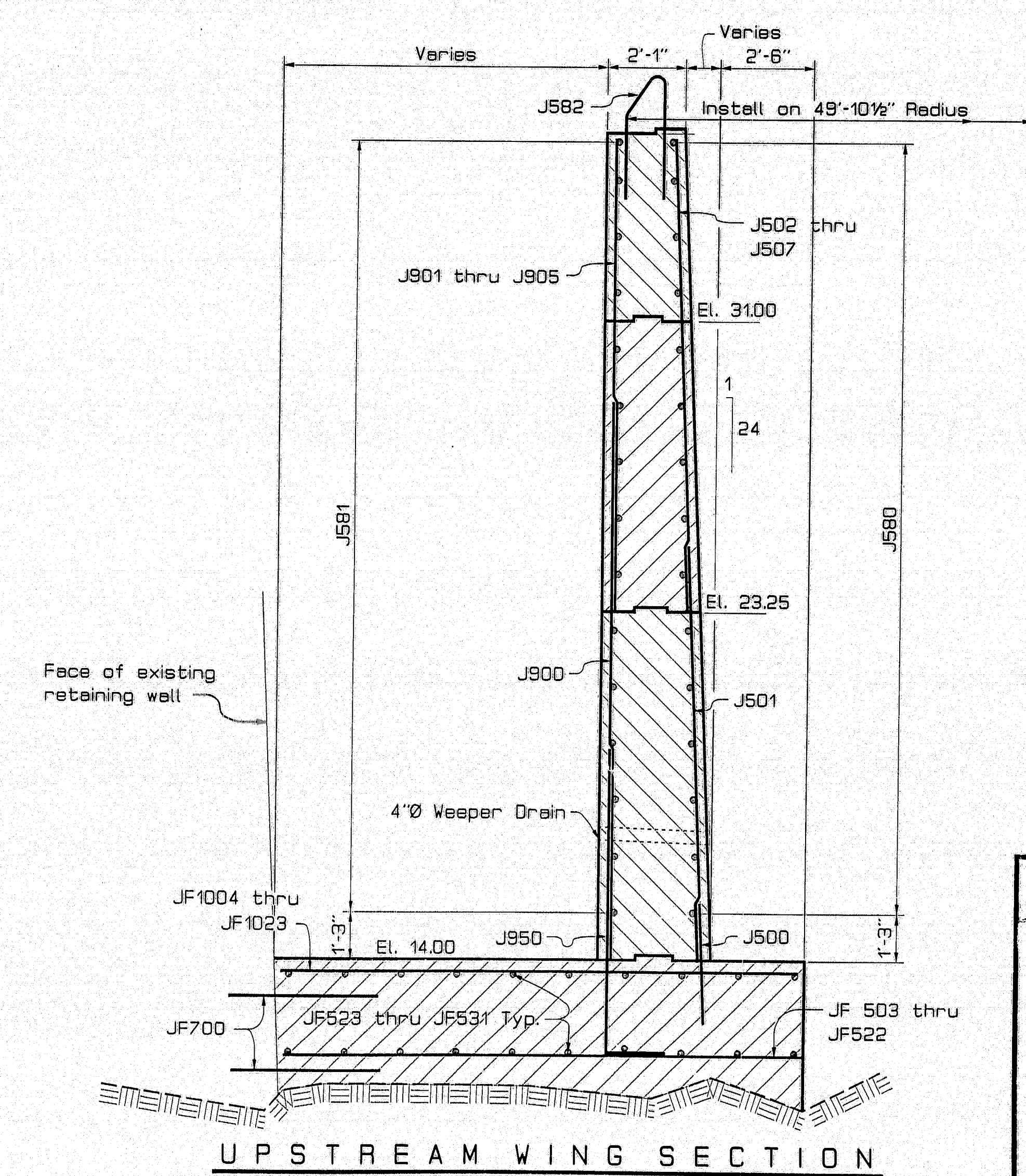
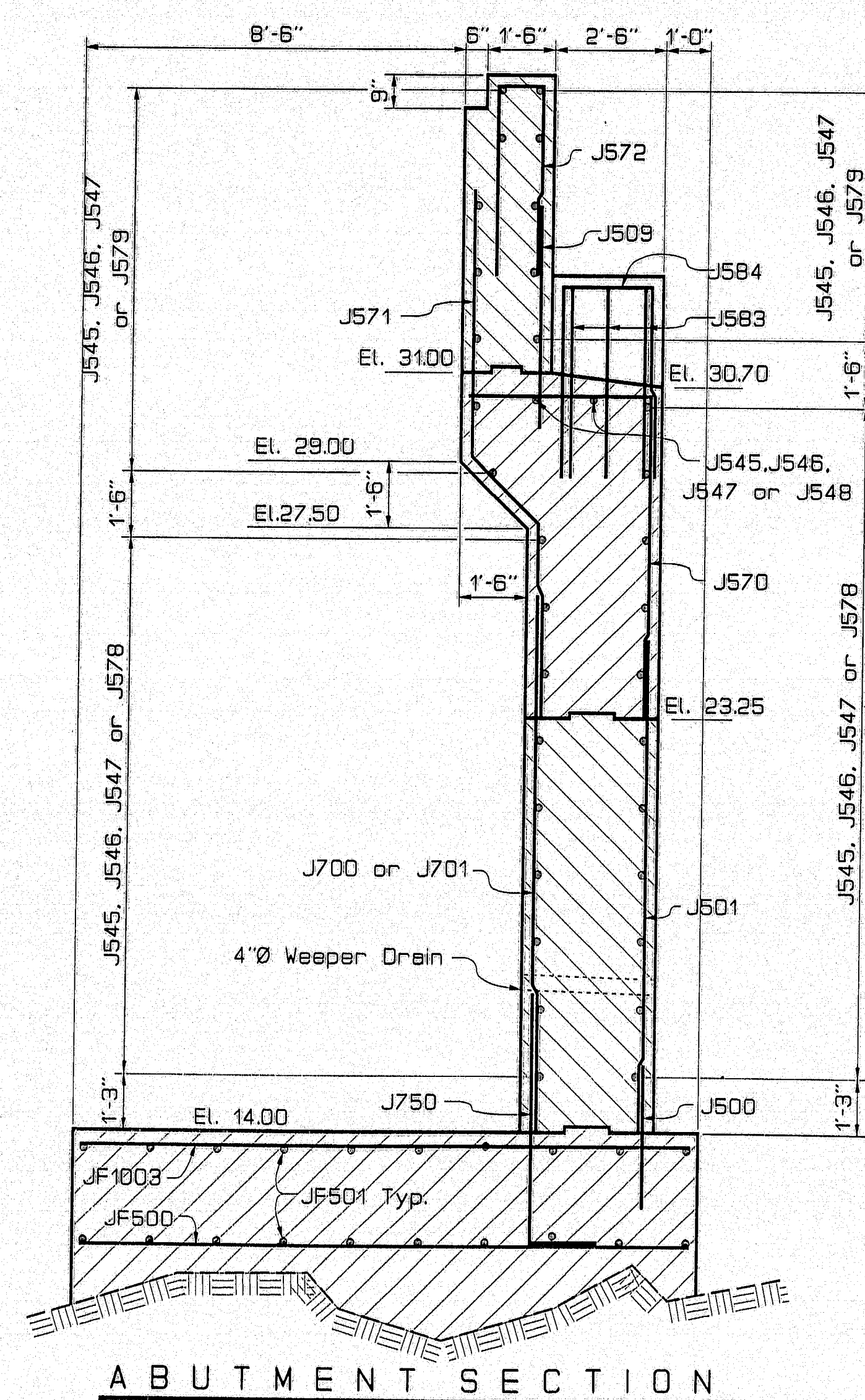
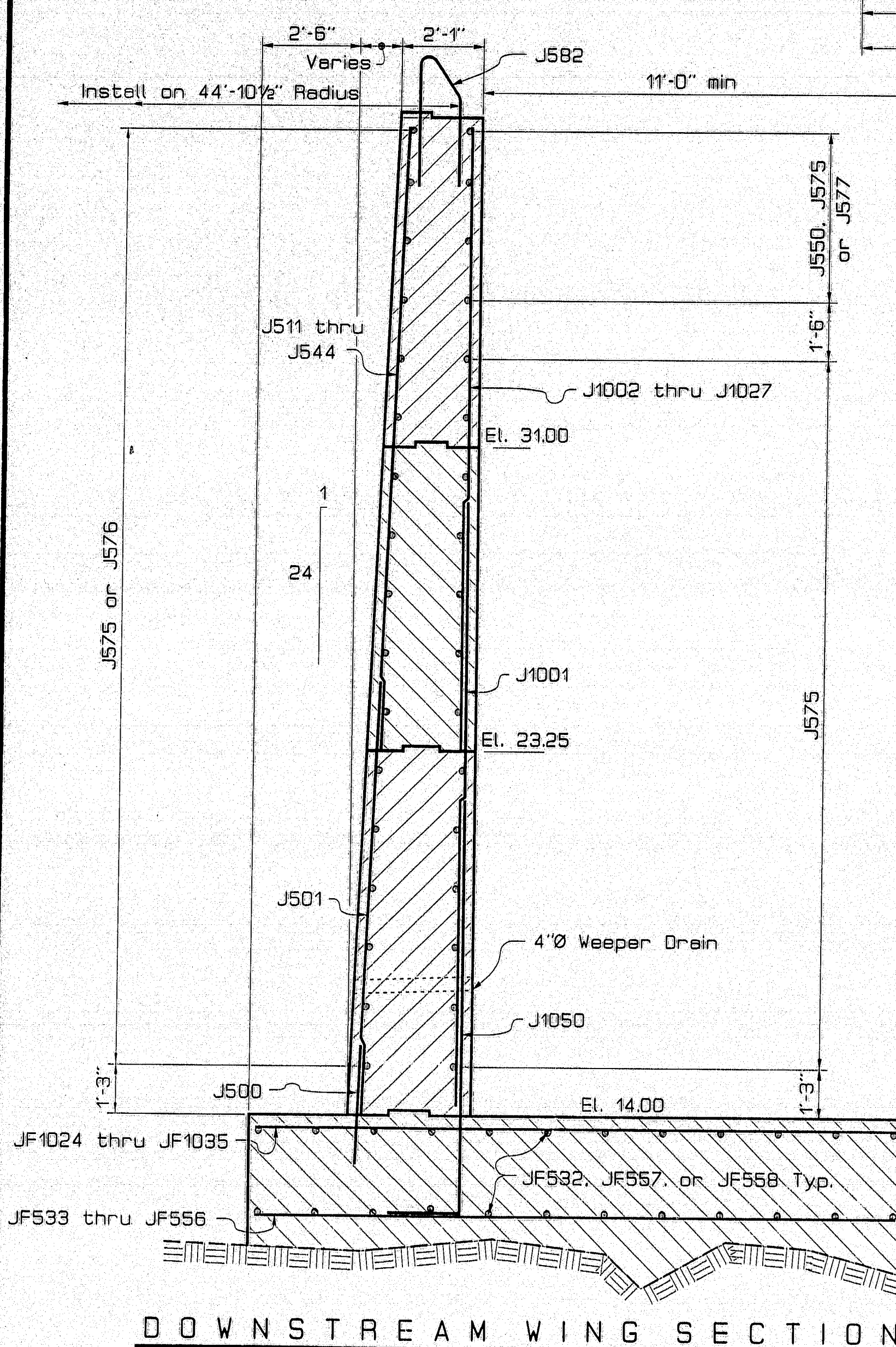
PROJECT DESIGN ENGINEER	DATE
BY J. L. WILSON	2/85
CHECKED	
REVISIONS	
FIELD CHANGES	

15AUG25 010030
BB-ABUT1

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-BRF-03B-1(35)	138	201



ELEVATION ABUTMENT NO.1 ~ REINFORCING



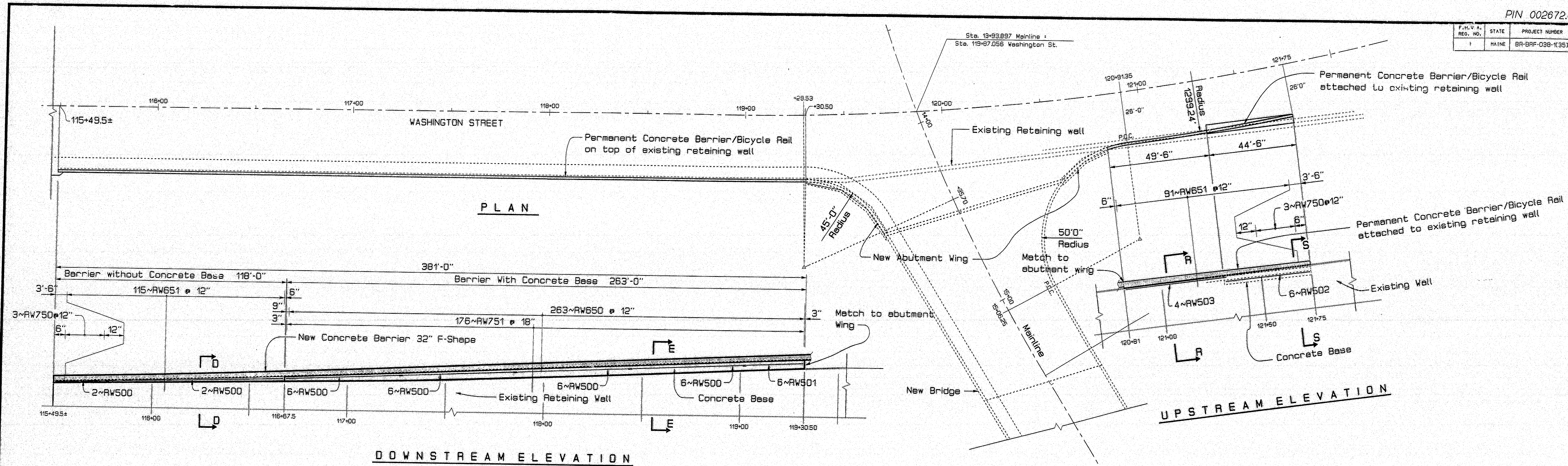
As Built 1997
120-123
18

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

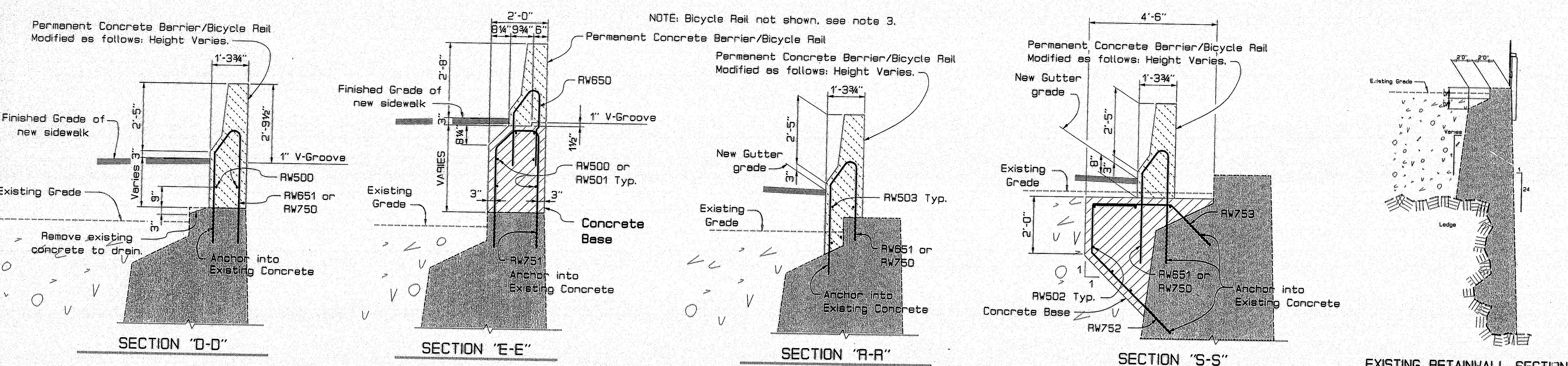
PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY
ABUTMENT NO. 1 DETAILS

PIN 002672.00

REV.	DATE	BY	CHKD.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1		HAINE		MAINE	BR-BRF-02B-135	139	201



LAYOUT



NOTES

1. Details and reinforcing for the permanent concrete barrier shall be as shown on the PERMANENT CONCRETE BARRIER sheet.
2. The Concrete Base will be paid for under item 502.21 Structural Concrete, Abutments and Retaining Walls. Payment for the Permanent Concrete Barrier will be made under item 526.32 Permanent Concrete Barrier Type III. Payment for the Bicycle Railing will be made under item 507.0847 Barrier-Mounted Steel Bridge Railing, 2-Bar.
3. The Bicycle Railing shall be Barrier Mounted Steel Bridge Railing, 2-Bar see Standard Details BD 464-95.
4. The removal of concrete will be considered incidental to the installation of the concrete barrier.
5. The cutting and/or field bending of reinforcing steel to fit as directed shall be considered incidental to item 503.13 Reinforcing Steel Placing.
6. Reinforcing steel shall have 2 inches cover unless otherwise indicated.

DATE	BY	CHKD.	REVISIONS	FIELD CHANGES
5/95	LA WILSON			

SAUCSE-010030
BAN-RETWALL

120-124

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

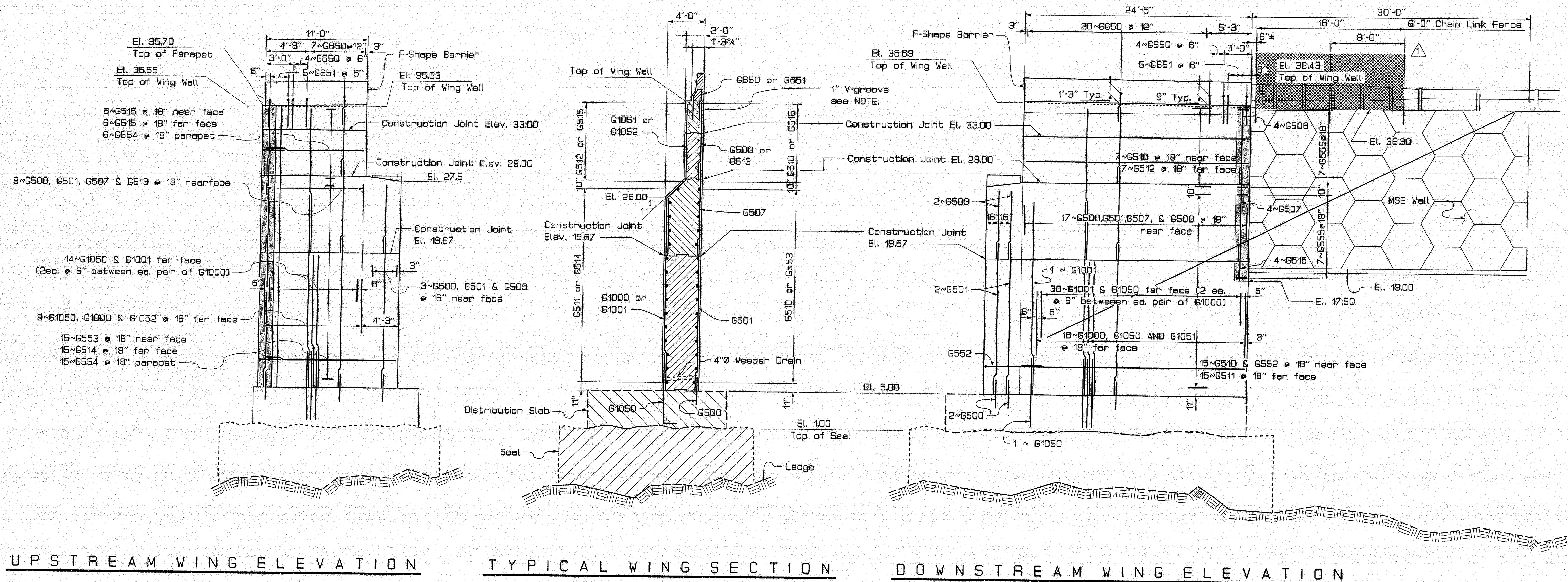
PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY
WASHINGTON ST. RETAINING WALL

SHEET 10 OF 48 AUGUSTA, MAINE

PIN 002672.00

F.H.V.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-BRF-038-1353	142	261

NOTE: Match the V-Groove in the horizontal joint in the bridge fascia between the bridge deck and the sidewalk slab.



PROJECT DESIGN ENGINEER	DATE
BY T.A. WILSON	2/25
DESIGN-DETAILED	
CHECKED	
FIELD CHANGES	

15AUG95-0100.30
BB-A2WING

120-127

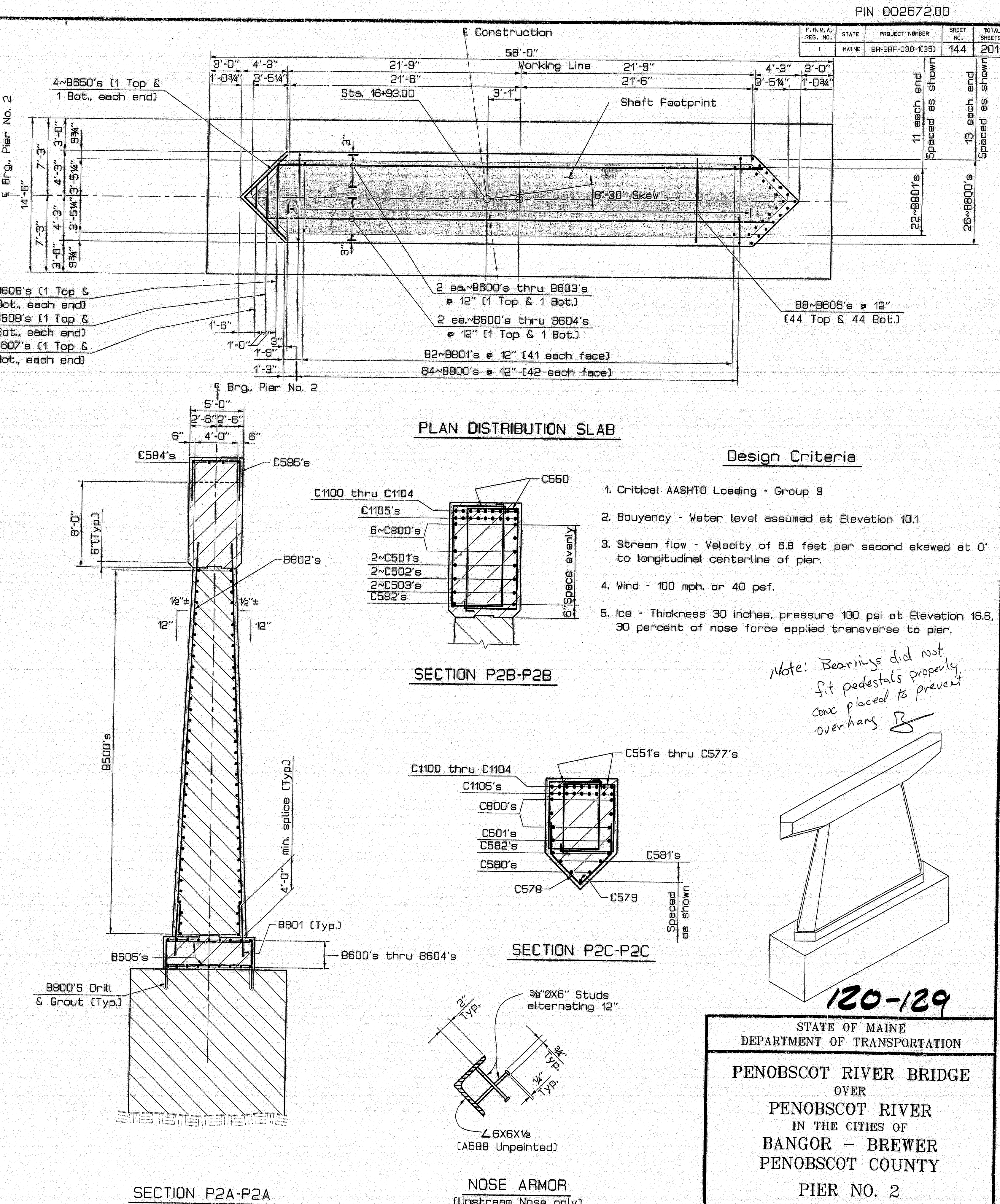
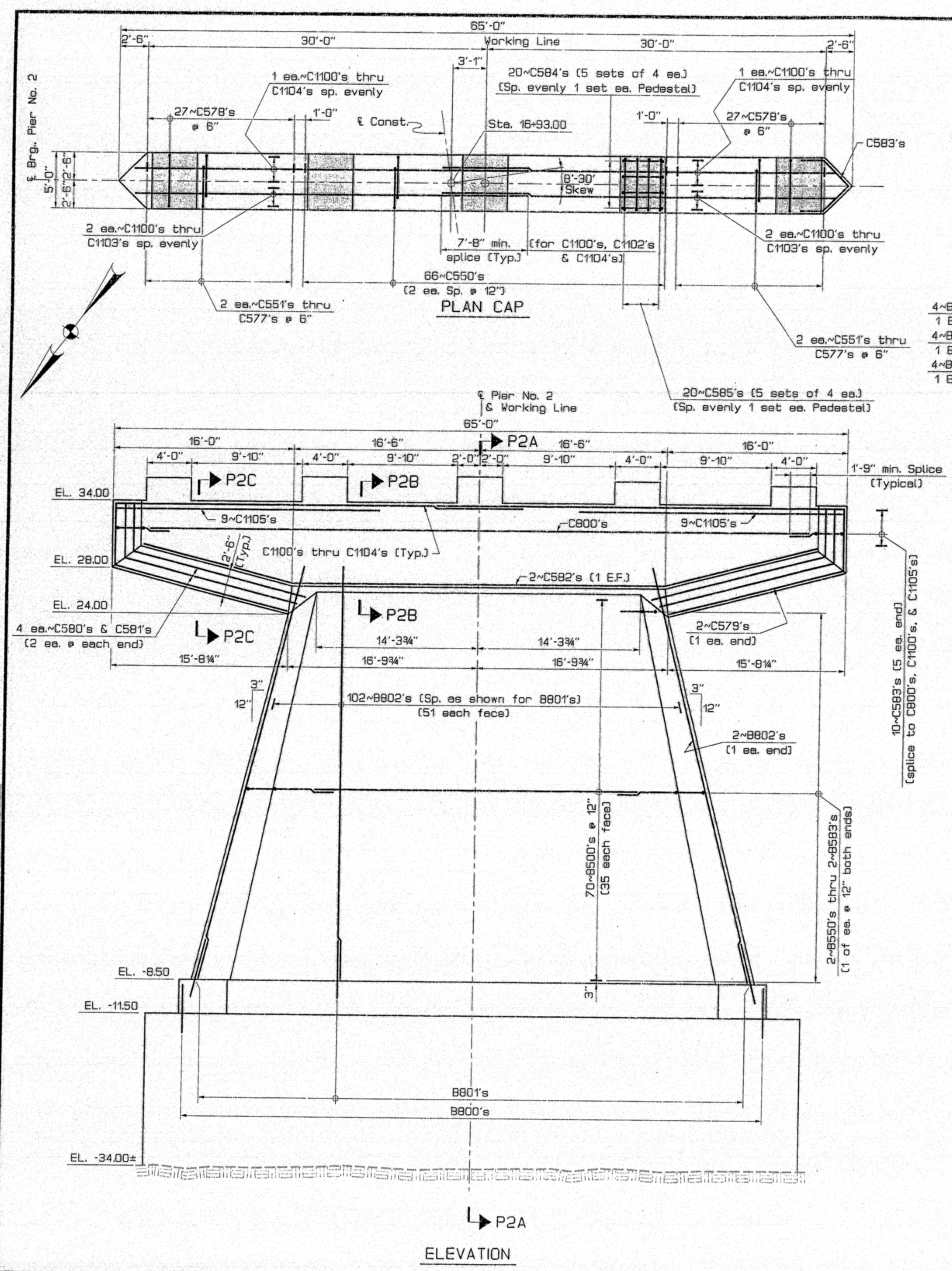
△ Addendum No. 1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY
ABUTMENT NO. 2 WINGS

SHEET 13 OF 48 AUGUSTA, MAINE

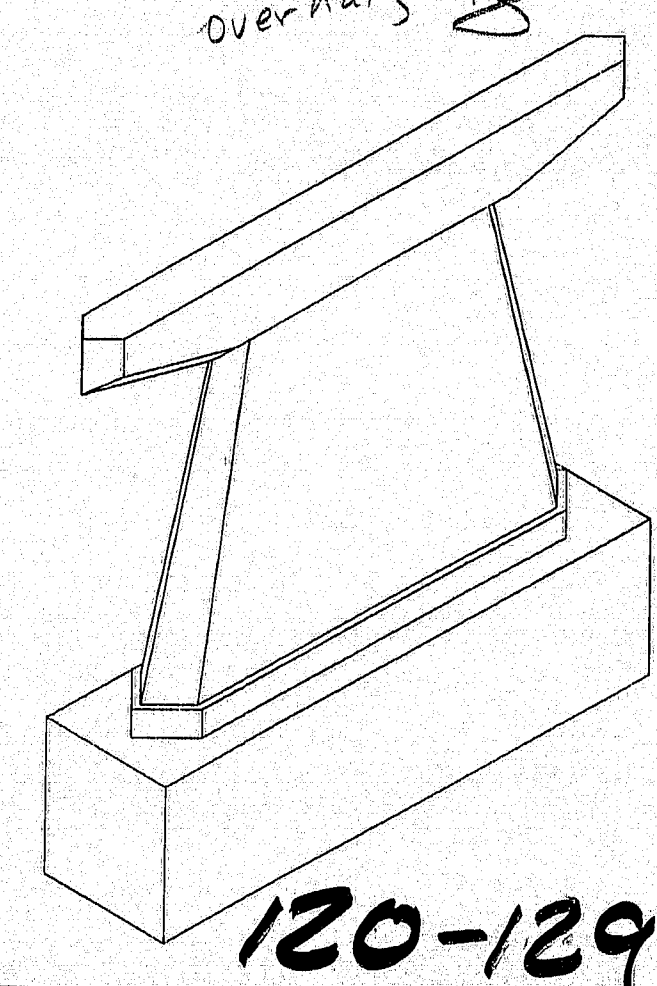
PIN 002672.00

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	BR-BRW-038-K35	144	201



- Design Criteria**
1. Critical AASHTO Loading - Group 9
 2. Bouyancy - Water level assumed at Elevation 10.1
 3. Stream flow - Velocity of 6.8 feet per second skewed at 0° to longitudinal centerline of pier.
 4. Wind - 100 mph. or 40 psf.
 5. Ice - Thickness 30 inches, pressure 100 psi at Elevation 16.8, 30 percent of nose force applied transverse to pier.

Note: Bearings did not fit pedestals properly and were placed to prevent overhang



120-129

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
IN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY
PIER NO. 2
SHEET 15 OF 48 AUGUSTA, MAINE

PROJECT DESIGN NUMBER
DESIGN-DETAILED
REVISIONS
FIELD CHANGES
DATE
BY
10/25
J.S. Ruggier
1/4/5

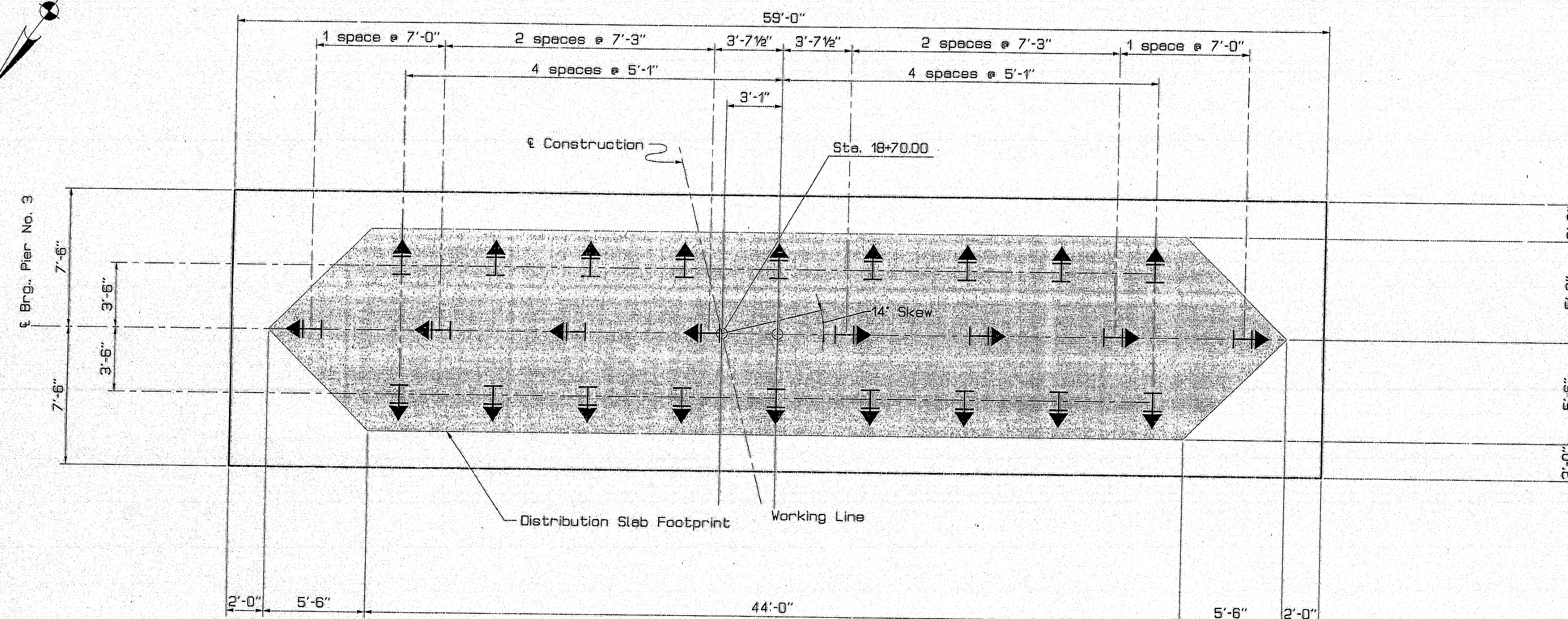
PLANS
BB-PIER2
15AUG55-010030

PIN 002672.00

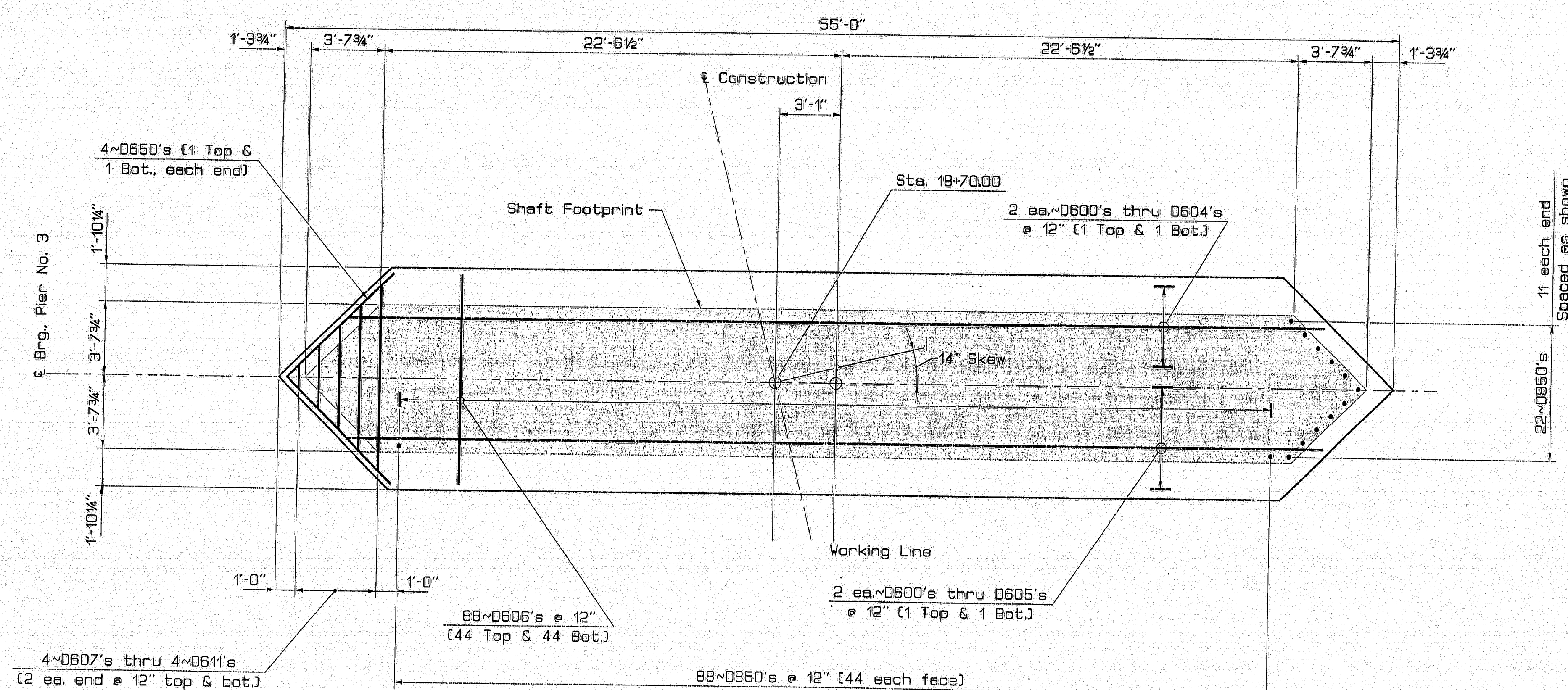
FILE NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-BRF-030-1(35)	145	201

PILE NOTES

1. Piles marked thus $\rightarrow$, shall be battered 15 inch per foot in the direction of the arrow.
2. HP14x73 piles shall be driven to ultimate capacity of 217 tons with a Safety Factor of 2.25.
3. Estimate of piles required:
Pier No. 3 : 16xHP14x73 @ 50'
Pier No. 3 : 10xHP14x73 @ 56'
4. Wave Equation Analysis is to be performed by the Contractor as verification of pile driving system and anticipated pile stresses. All work performed shall be considered incidental to related contract items.
5. Dynamic Load Testing will be required.



PILE LAYOUT AND SEAL PLAN



PLAN DISTRIBUTION SLAB

PROJECT DESIGN ENGINEER	DATE
DESIGN-DETAILED	6/85
CHECKED	7/85
REVISIONS	
FIELD CHANGES	

15AUG85-010030
BB-PR3PILE

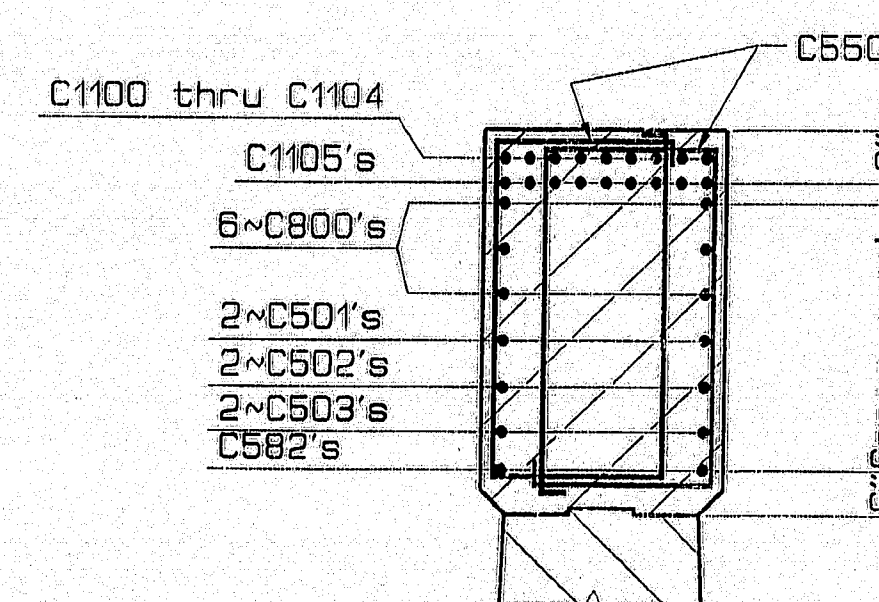
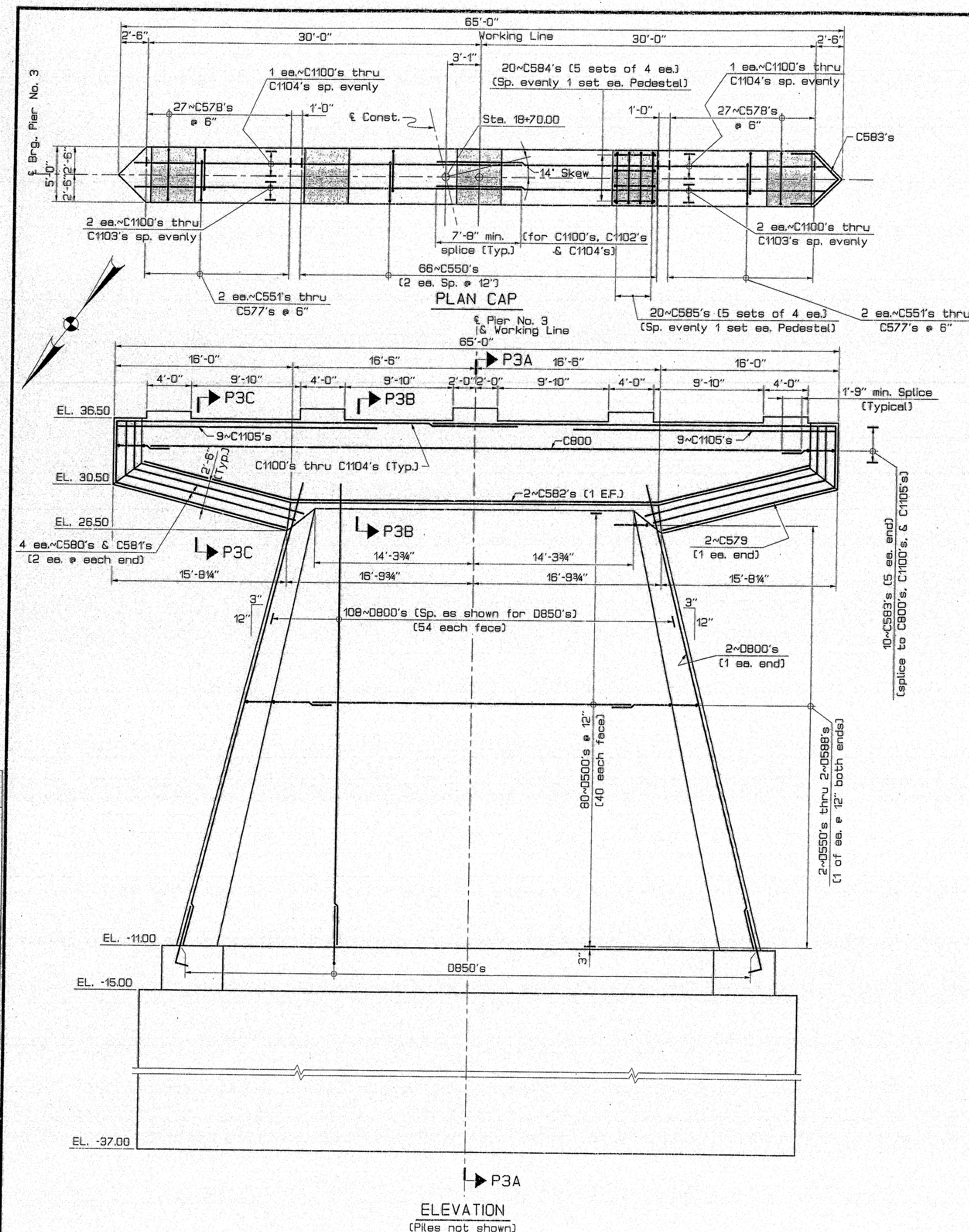
As Built
1997

120-130

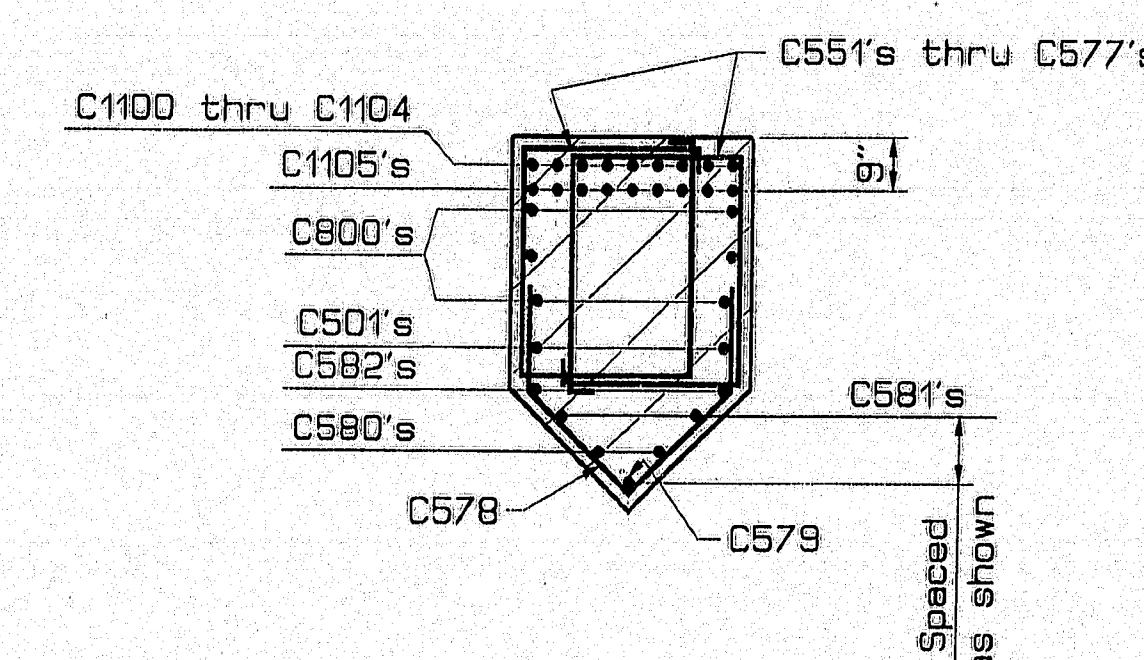
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
IN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY
PIER NO. 3 FOUNDATIONS
SHEET 16 OF 48 AUGUSTA, MAINE

PIN 002672.00

F.H.W.A. DES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-BRF-036-1136	146	201



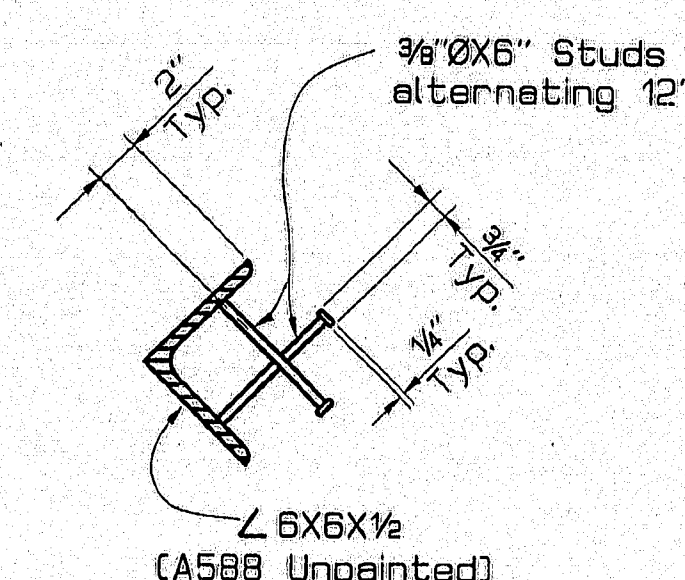
SECTION P3B-P3B



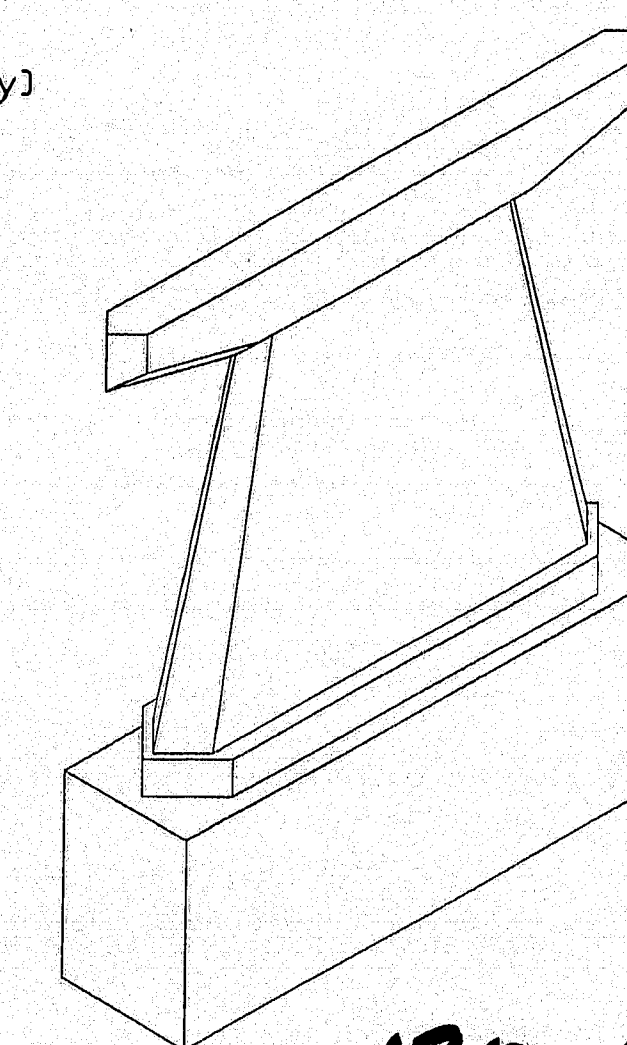
SECTION P3C-P3C

Design Criteria

1. Critical AASHTO Loading - Group 4
2. Bouyancy - Water level assumed at Elevation 10.1
3. Stream flow - Velocity of 6.9 feet per second skewed at 0° to longitudinal centerline of pier.
4. Wind - 100 mph. or 40 psf.
5. Ice - Thickness 30 inches, pressure 100 psi at Elevation 16.6, 30 percent of nose force applied transverse to pier.



NOSE ARMOR
(Upstream Nose only)



120-131

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
IN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY
PIER NO. 3

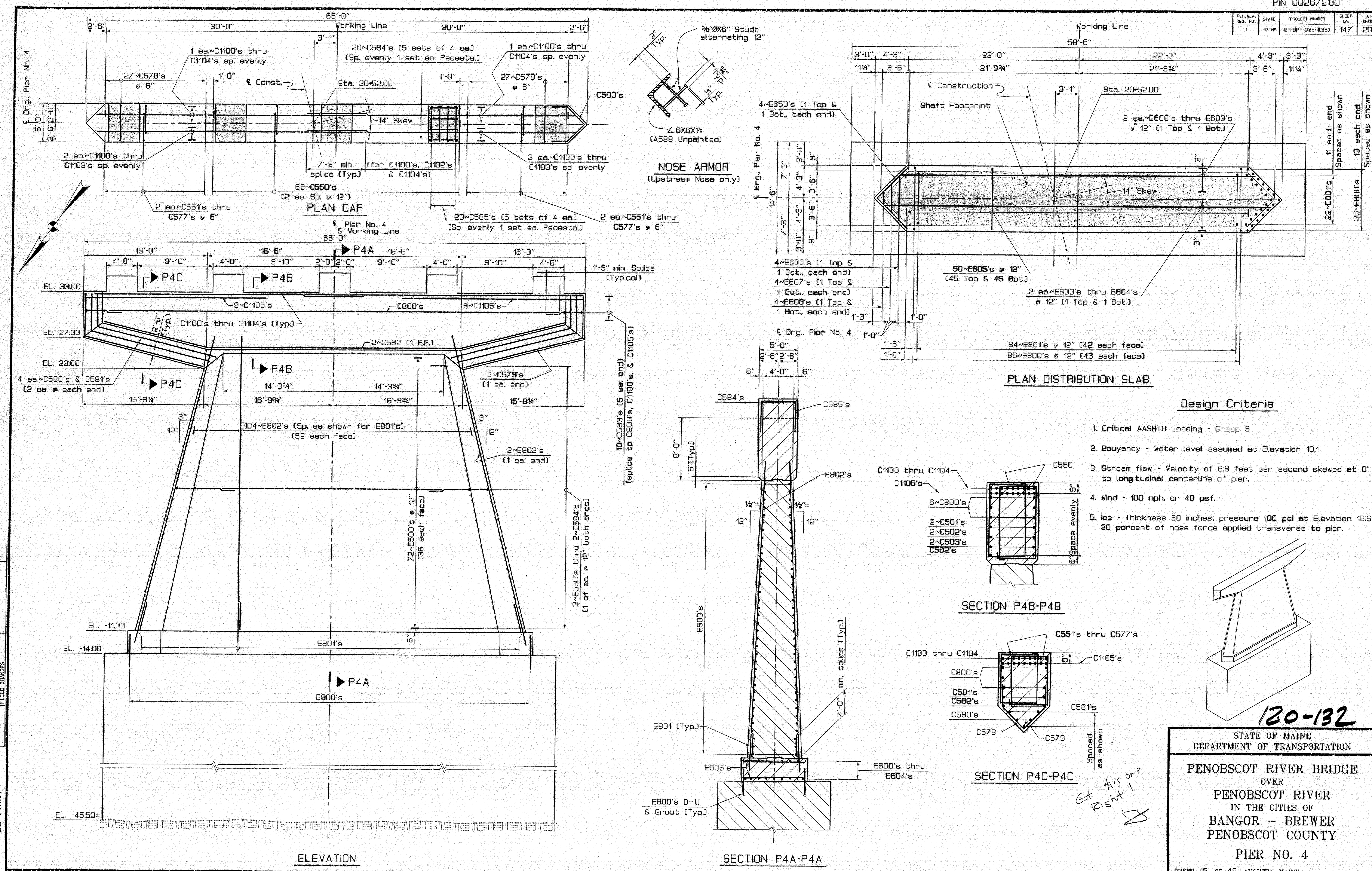
SHEET 17 OF 48 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	DATE
J. K. KENNEDY	7/95
DESIGN-DETAILED	REVISIONS
1	9/95
2	
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15AUG95-010030
BB-PIER3

Note:
Contractor made
3" error in setting
bearing of S. Chipping
Required B

F.H.V.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEET
1	MAINE	BR-BRF-038-1(35)	147	20



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
IN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY

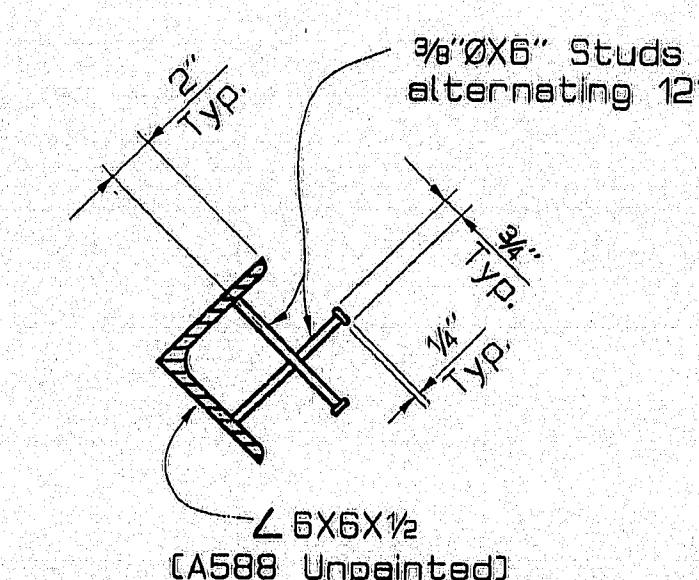
PIER NO. 4

SHEET 18 OF 48 AUGUSTA, MAINE

F.H.V.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	T SH
1	MAINE	BR-BRF-038-1(35)	148	2

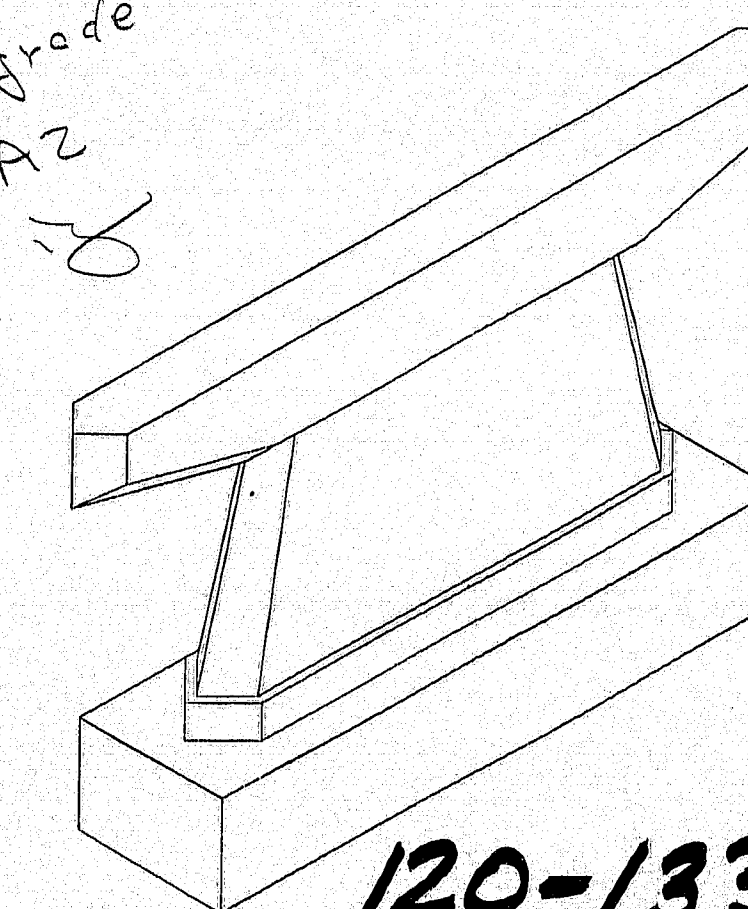
Design Criteria

1. Critical AASHTO Loading - Group 9
2. Bouyancy - Water level assumed at Elevation 10.1
3. Stream flow - Velocity of 6.8 feet per second skewed at 0° to longitudinal centerline of pier.
4. Wind - 100 mph. or 40 psf.
5. Ice - Thickness 30 inches, pressure 100 psi at Elevation 16.5, 30 percent of nose force applied transverse to pier.



NOSE ARMOR
(Upstream Nose only)

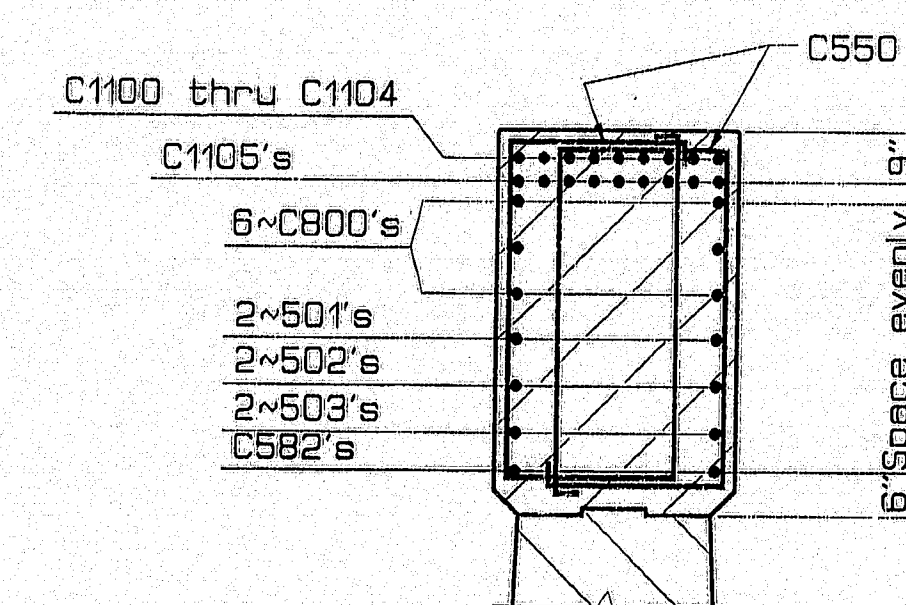
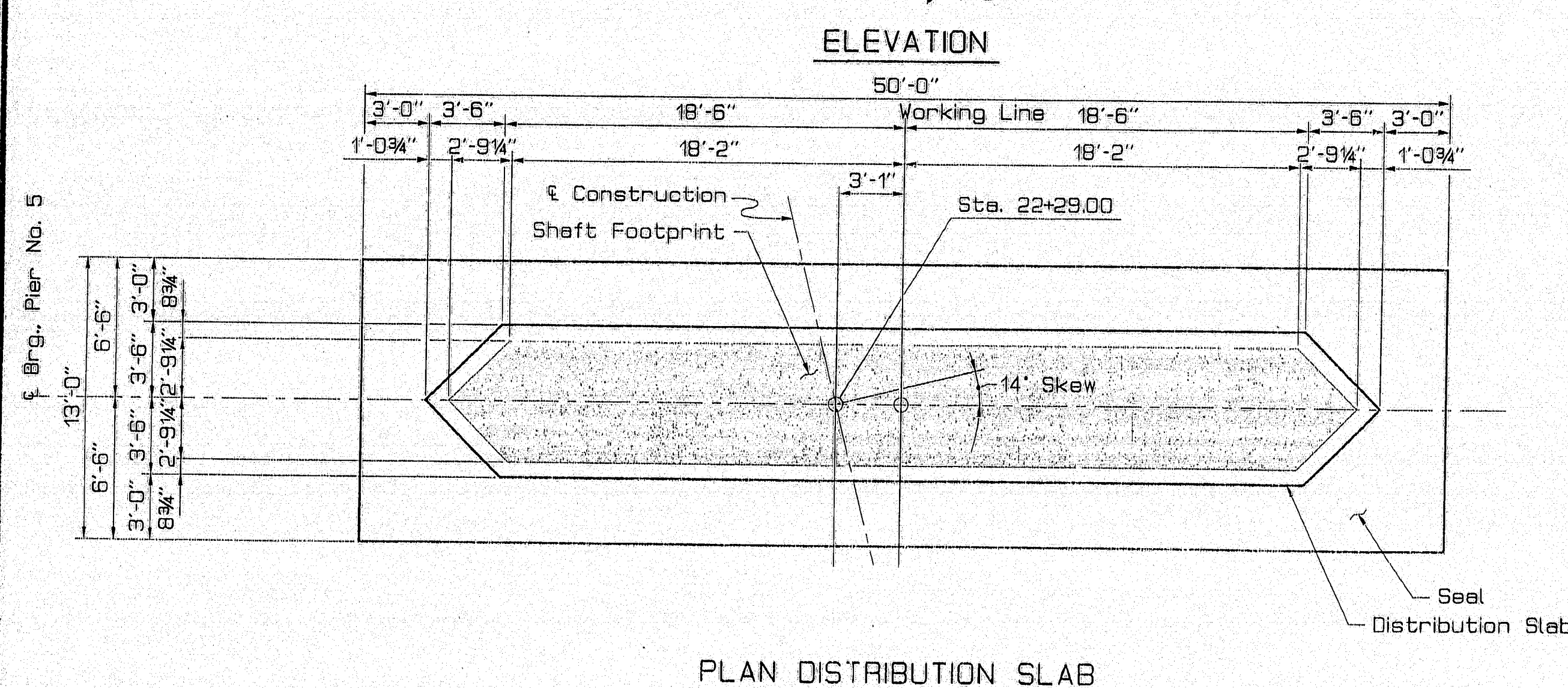
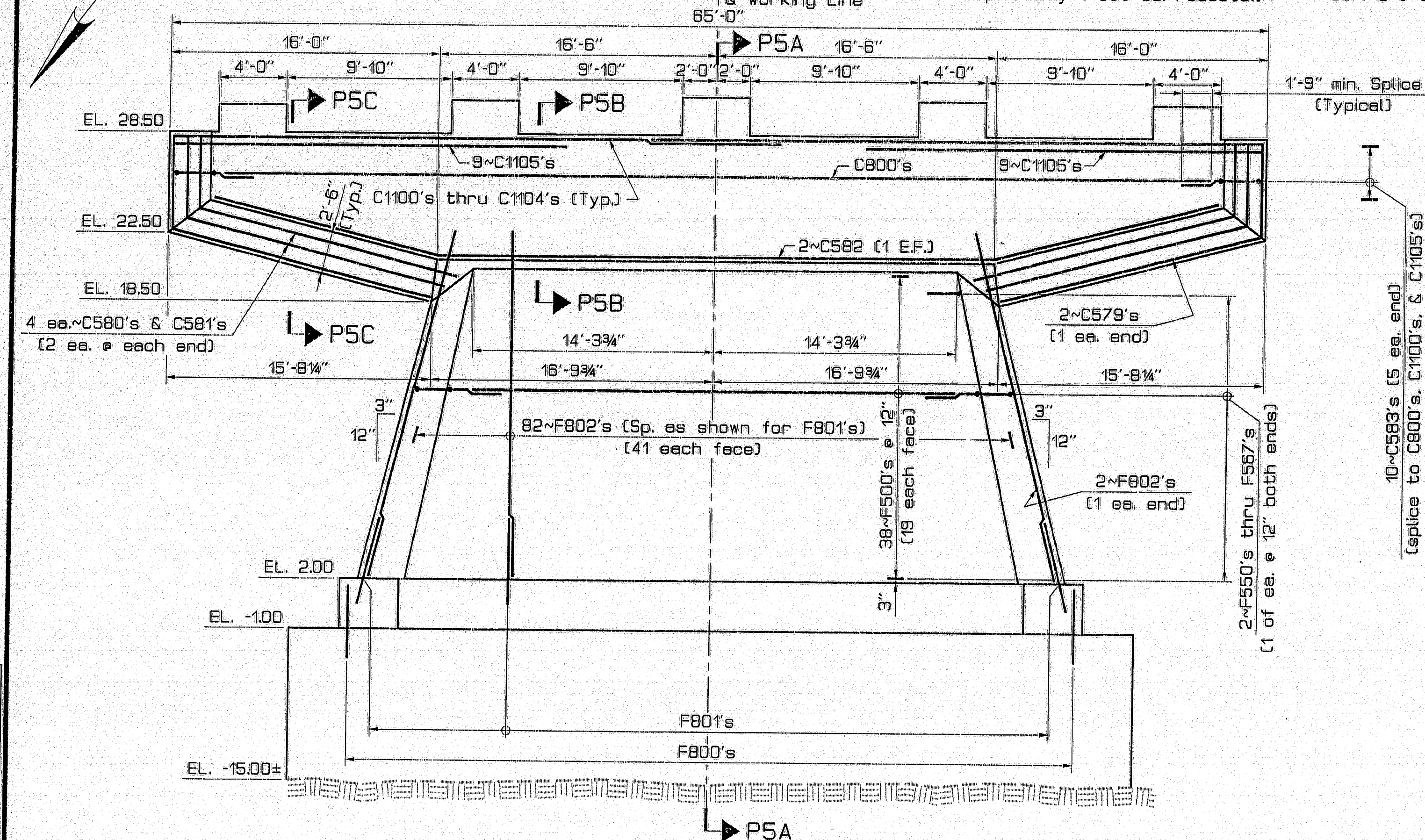
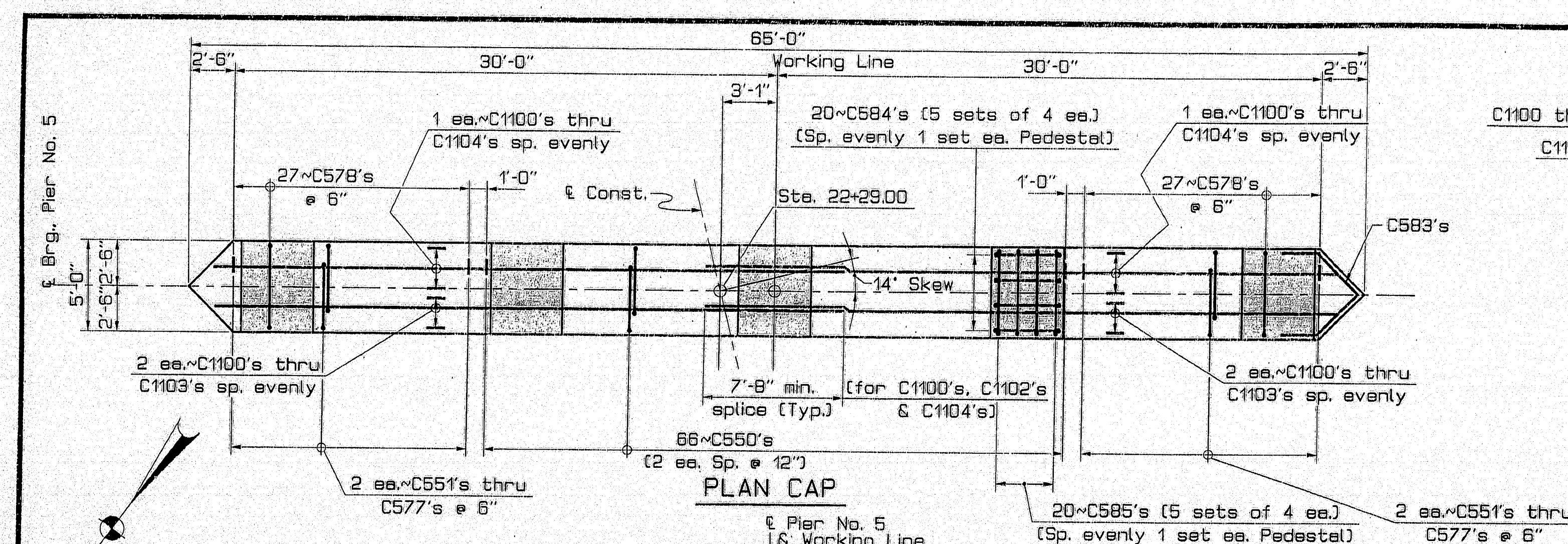
Note:
10" Bench error
cut to grade
P5 + A2



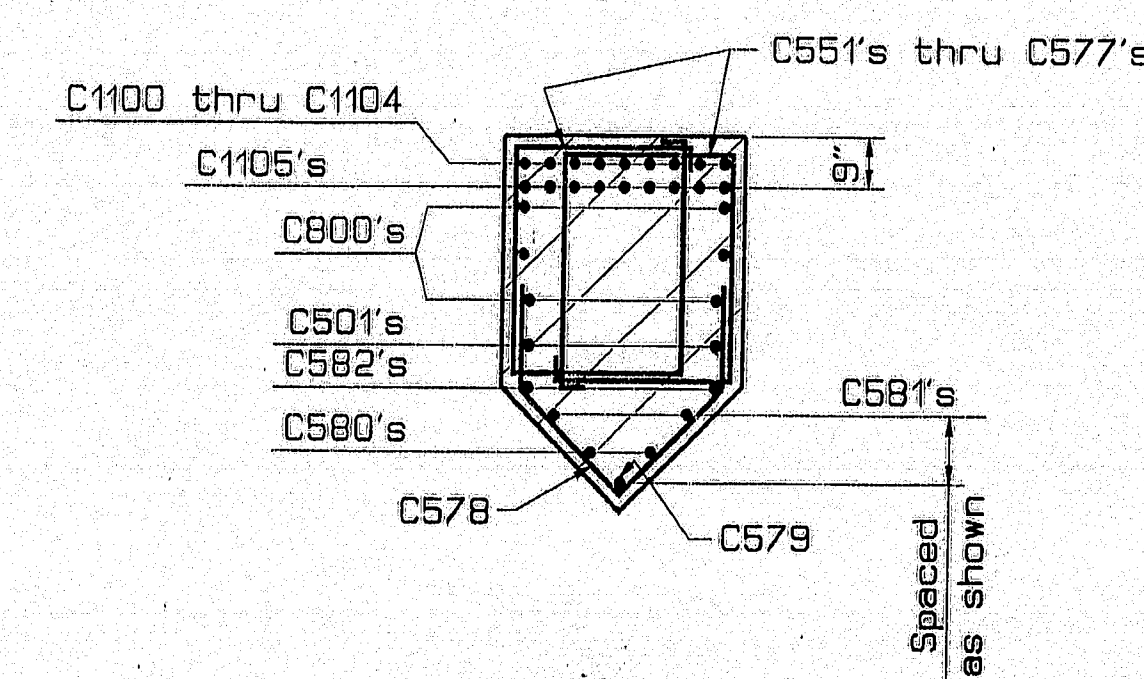
120-133

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
IN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY
PIER NO. 5

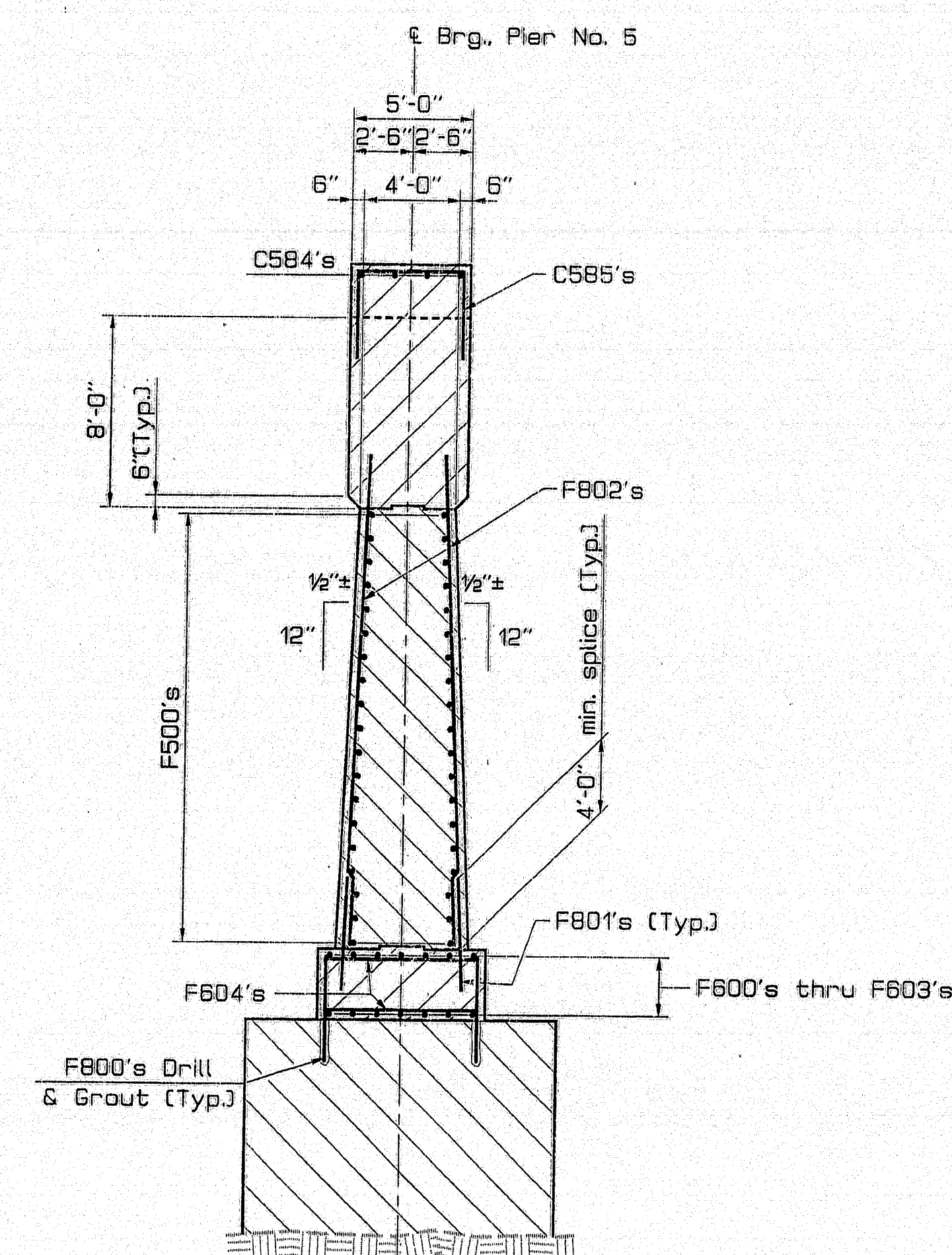
SHEET 19 OF 48 AUGUSTA, MAINE



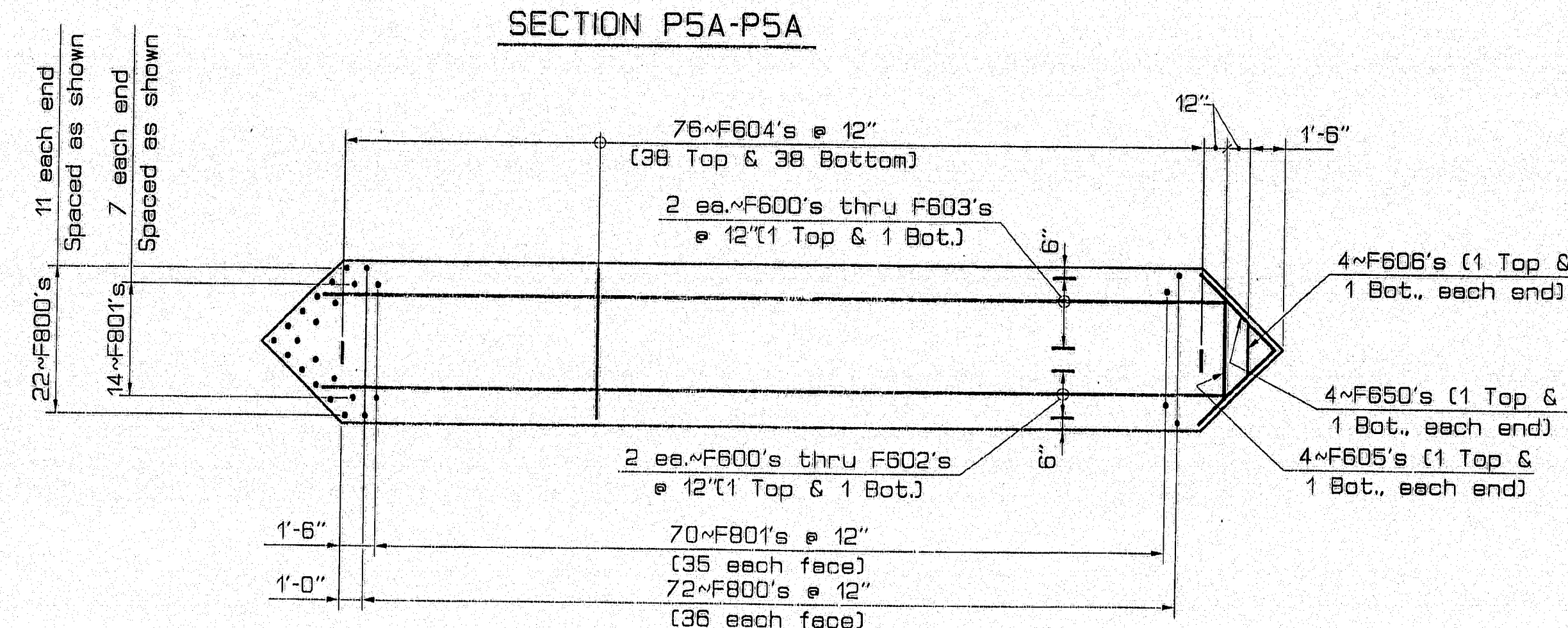
SECTION P5B-P5B



SECTION P5C-P5C



SECTION P5A-P5A



DISTRIBUTION SLAB REINFORCEMENT

PLANS	PROJECT DESIGN ENGINEER	BY	DATE
	DESIGN-DETAILED	B. D. Russell <i>B. D. Russell</i>	5/95
	CHECKED	<i>P. S. Richter</i>	9/95
	REVIEWS	✓	
	FIELD CHANGES		

15AUG95-0100.30
BB-PIER5

PIN 002672.00

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	BR-BRF-038-025	149	201

STRUCTURAL STEEL NOTES

1. Camber ordinates, as shown, are computed to compensate for all dead load deflections and for the curvature of the finished grade profile.
2. No transverse butt-weld splices will be allowed in the flange plates or web plates within 10 feet or 10 percent of the span length (whichever is greater) from the points of maximum negative moment or maximum positive moment. Butt-weld splices in flanges shall be not less than three feet from transverse butt-welds in the web plates and no transverse web or flange butt-welds shall be located within three feet of other transverse welds (e.g. connection plates to web welds) on either flange or web. No transverse butt-weld splices will be allowed in areas of stress reversal.
3. Sections of flange plates or web plates between transverse shop splices or between a transverse shop splice and a field splice shall not be less than 20 feet in length unless otherwise shown on plans.
4. One longitudinal butt-weld splice will be allowed in the web of the haunched section of the girders. Feather edges between the longitudinal welds and the bottom flanges will not be allowed. The Optional Longitudinal Butt Weld Detail is shown on the "Framing Plan Span 2" sheet.
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. Splice connections shall be made with $\frac{7}{8}$ " ASTM A325 High Tensile Strength Bolts with $\frac{1}{8}$ " holes.
8. At positions marked with an asterisk (*) Type L diaphragms shall be changed to Type D and Type K diaphragms shall be changed to Type C-1 as required to accommodate the Contractors deck placement sequence. No extra compensation will be allowed for any diaphragms so substituted and any additional costs will be considered incidental to the contract items.
10. Unless otherwise shown, all welds shall be $\frac{5}{16}$ " fillet welds. Connection plates that are not stiffeners may be connected to the web with $\frac{1}{4}$ " fillet welds. Diaphragm and crossframe welds shall be sized as shown and noted on the Standard Detail BD112-93.
11. The diaphragms between Field Splice No. 1 and No. 2 shall be skewed at $8^{\circ}30'$ versus the 14° skew on all other diaphragms.
12. Diaphragms designated with a circle shall have a double row of shear connectors $1'-0"$ center to center. Spacing shall be centered on the diaphragms.

BASIC DESIGN STRESSES

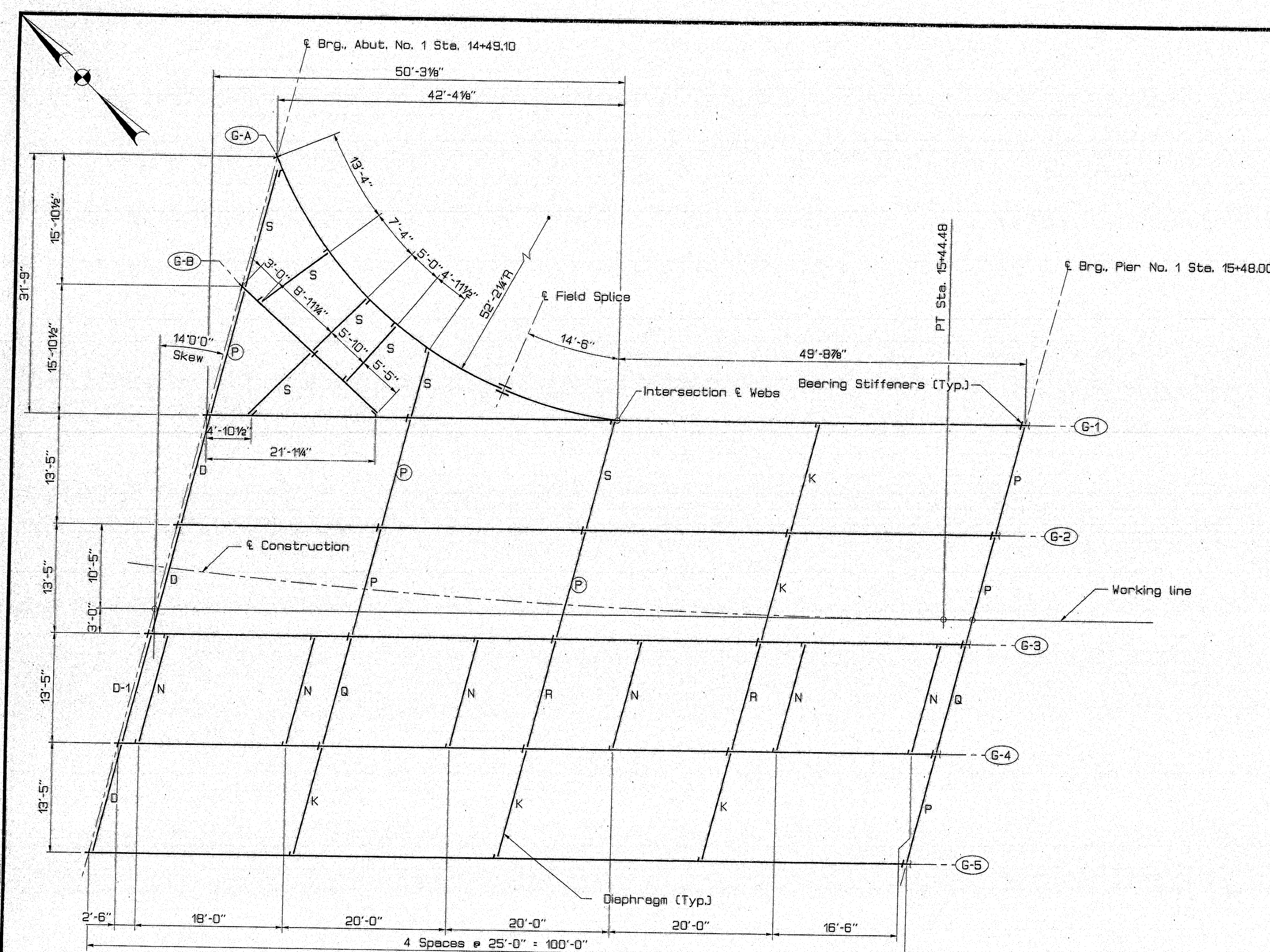
STRUCTURAL STEEL: ASTM A709, Grade 50W.....Fy = 50,000 psi.
ASTM A325.....Fv = 25,000 psi.

MATERIALS

STRUCTURAL STEEL: All Material.....ASTM A709, Grade 50W
High Strength Bolts ASTM A325 - (Type 3)

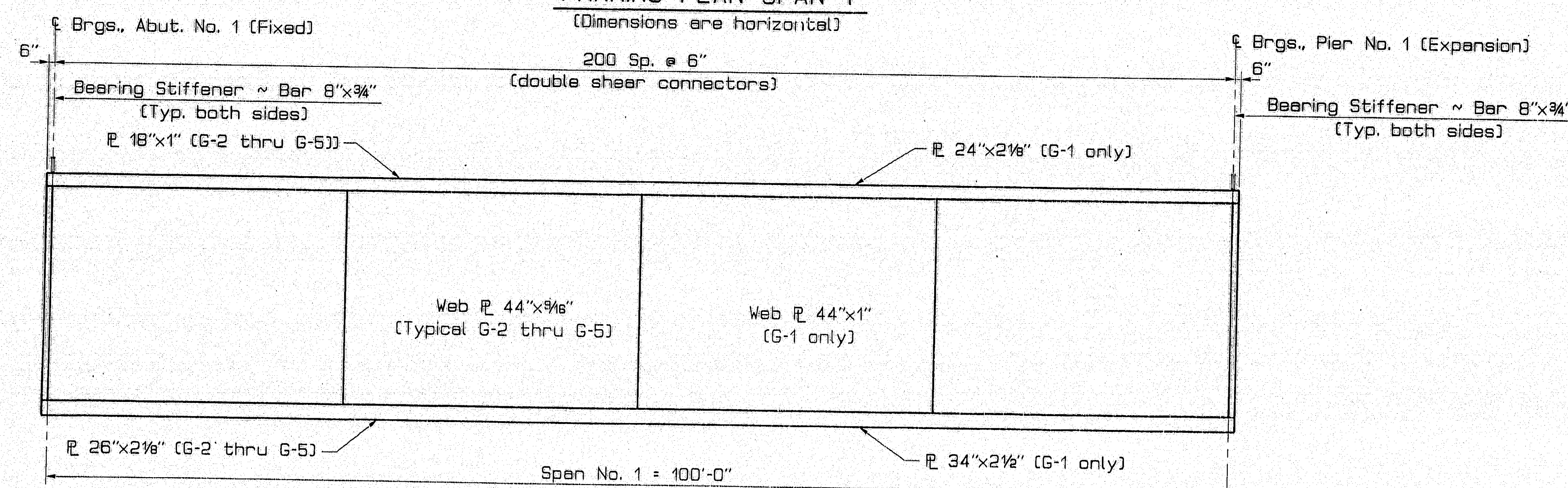
120-134

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY
FRAMING PLAN
SPAN 1
SHEET 20 OF 48 AUGUSTA, MAINE



FRAMING PLAN SPAN 1

(Dimensions are horizontal)



BEAM ELEVATION G-1 THRU G-5

(Span No. 1 total studs = 3068)

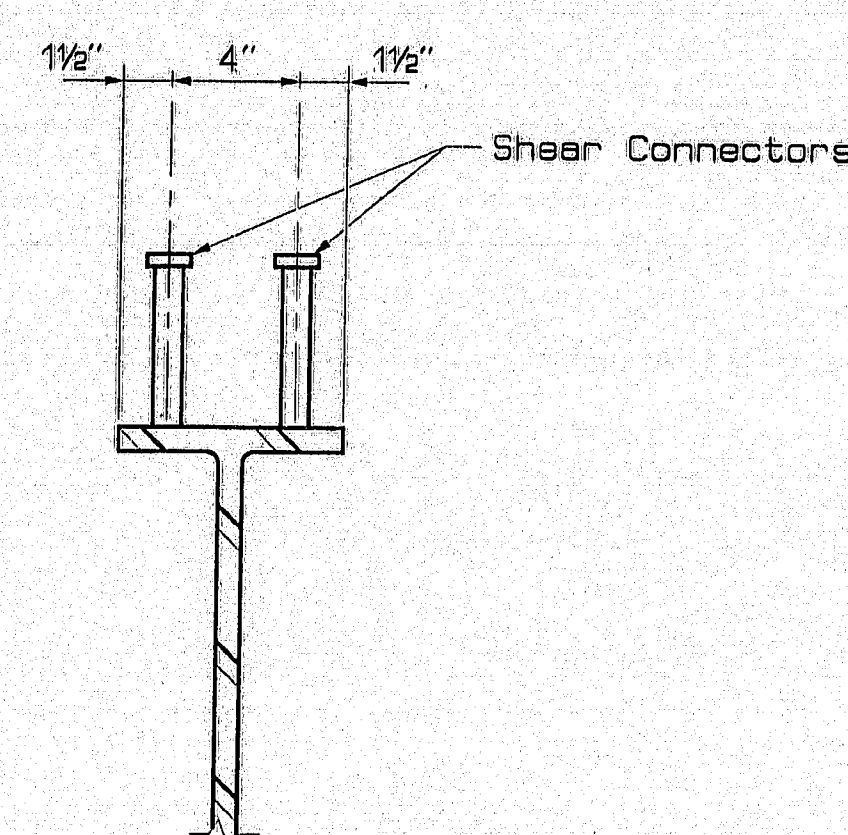
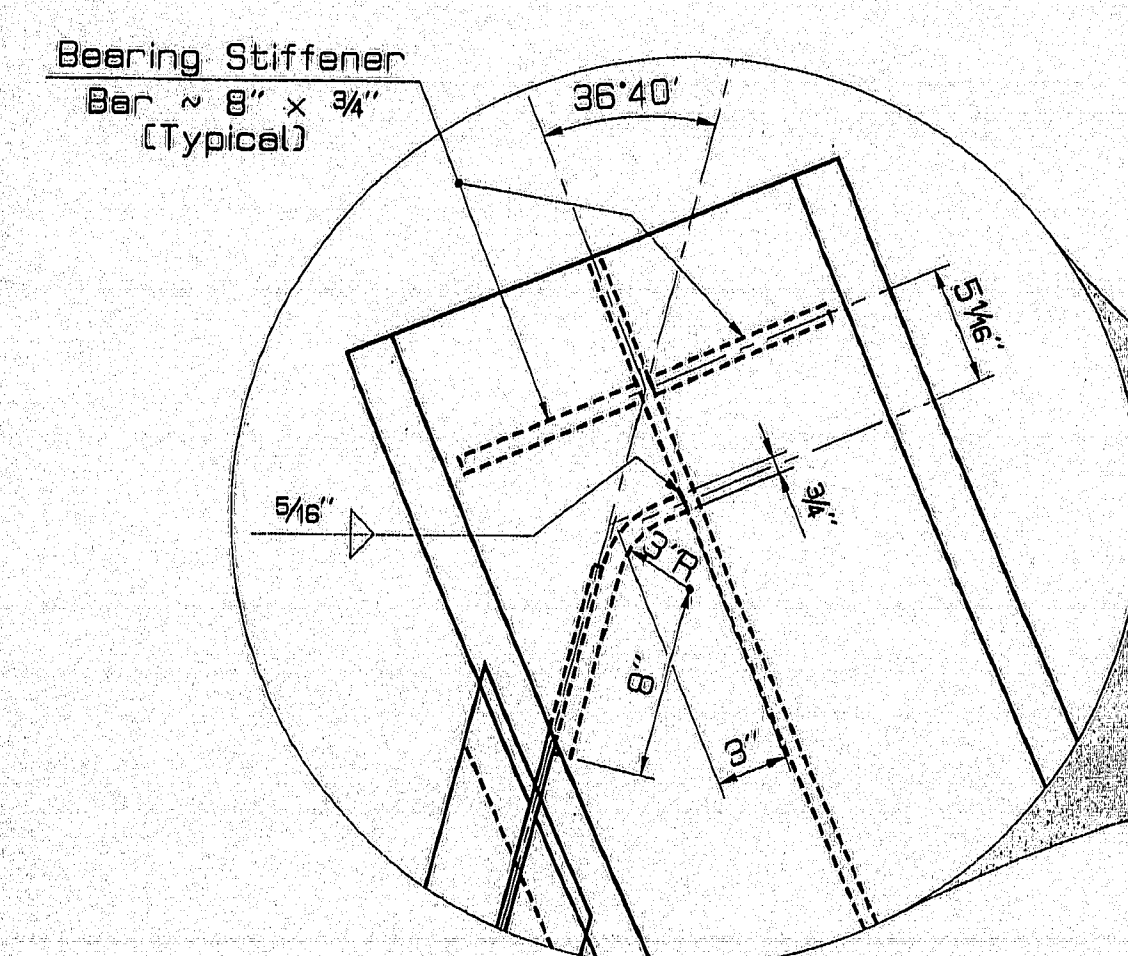
DATE	BY	REVISION
8/95	W. J. R. / J. M. W.	1/15
11/11	W. J. R. / J. M. W.	1/15
11/11	W. J. R. / J. M. W.	1/15

PLANS

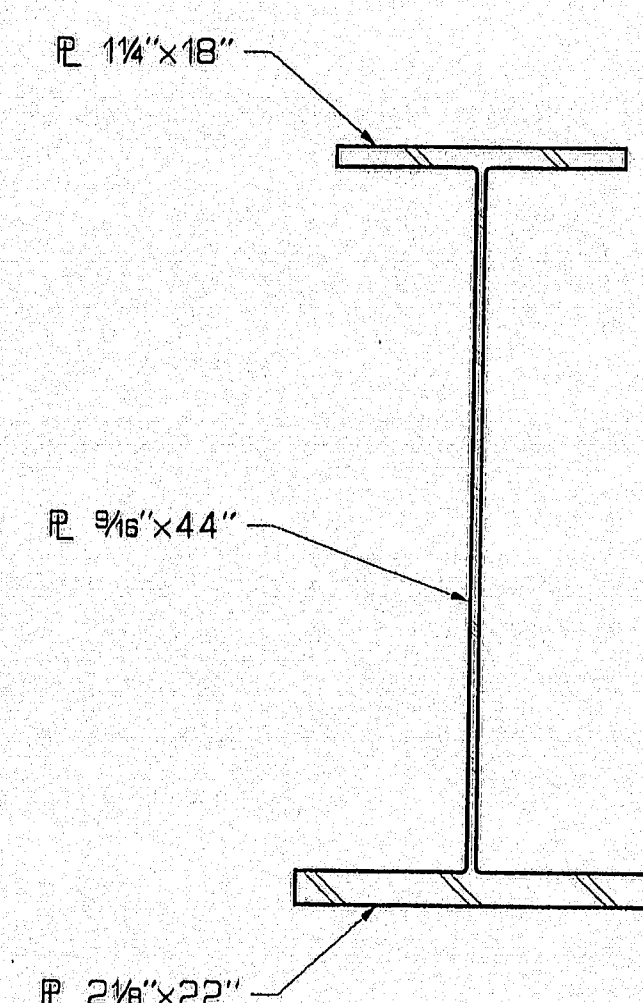
15AUG95-010030

FRAME 1

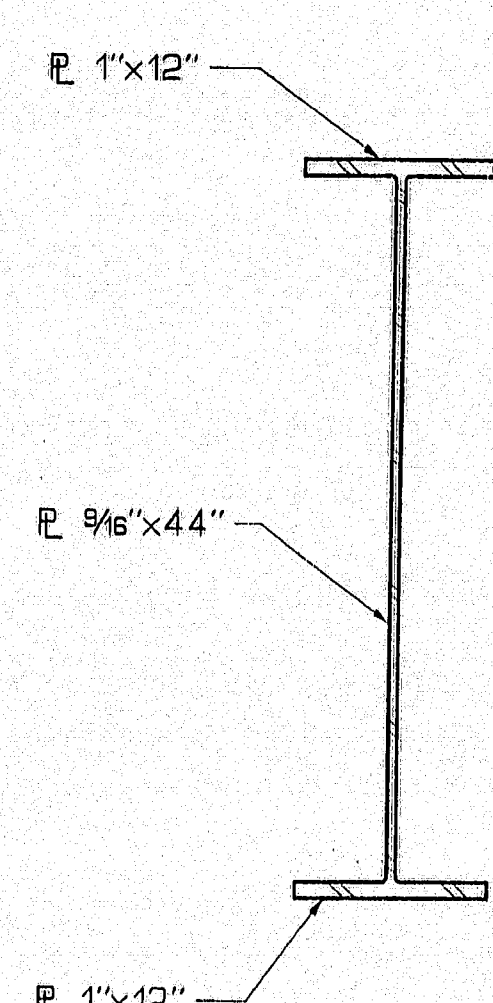
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	MAINE	BR-BRF-03B-(135)	150	20



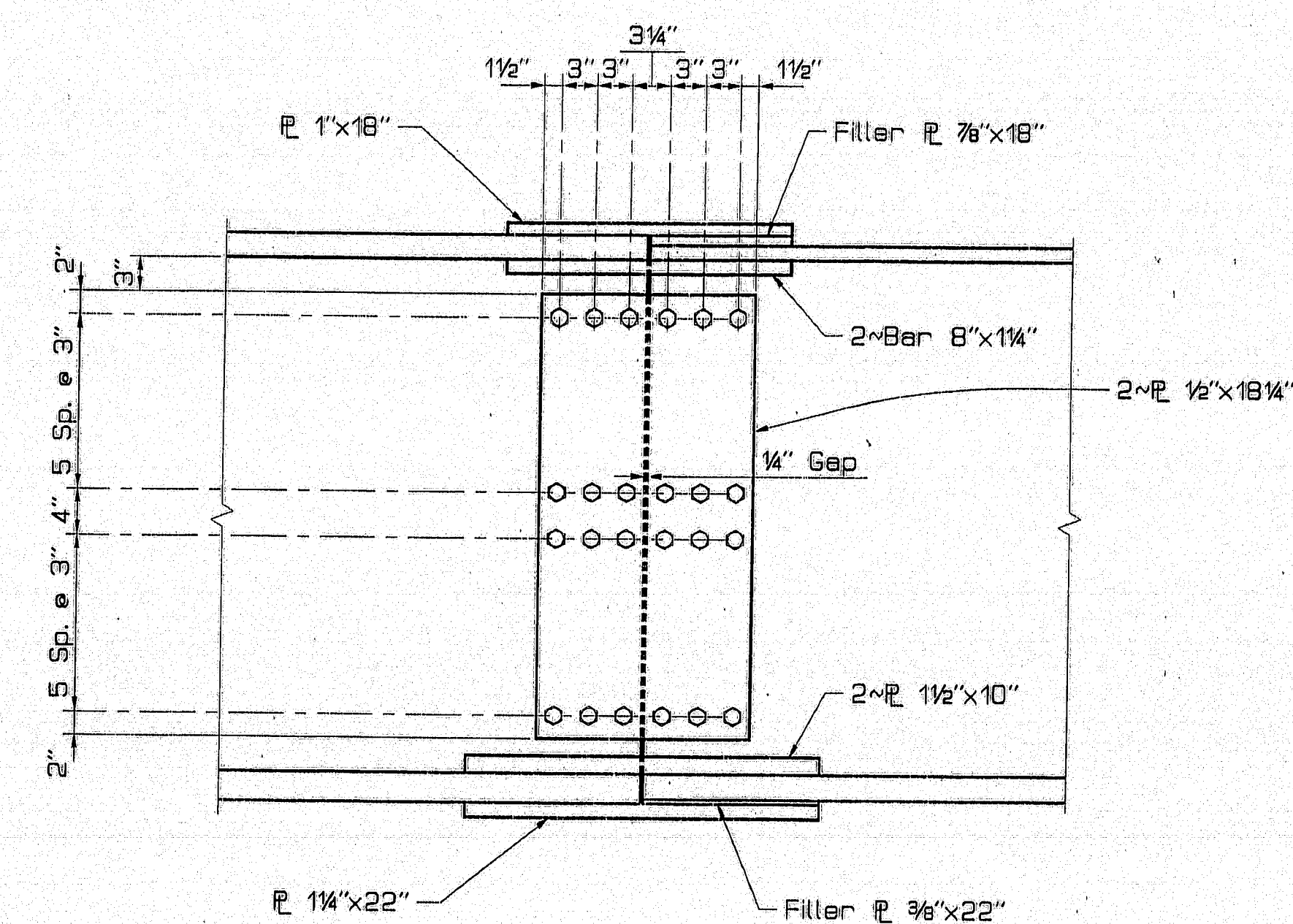
TYPICAL SECTION DIAPHRAGM S OR P



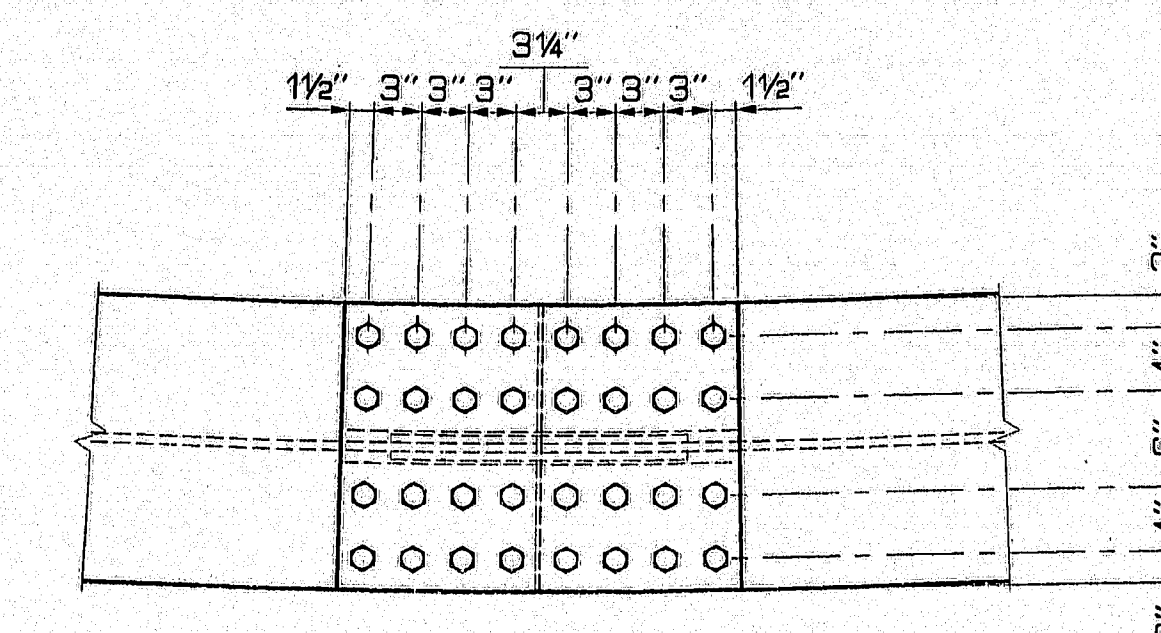
TYPICAL SECTION G-A



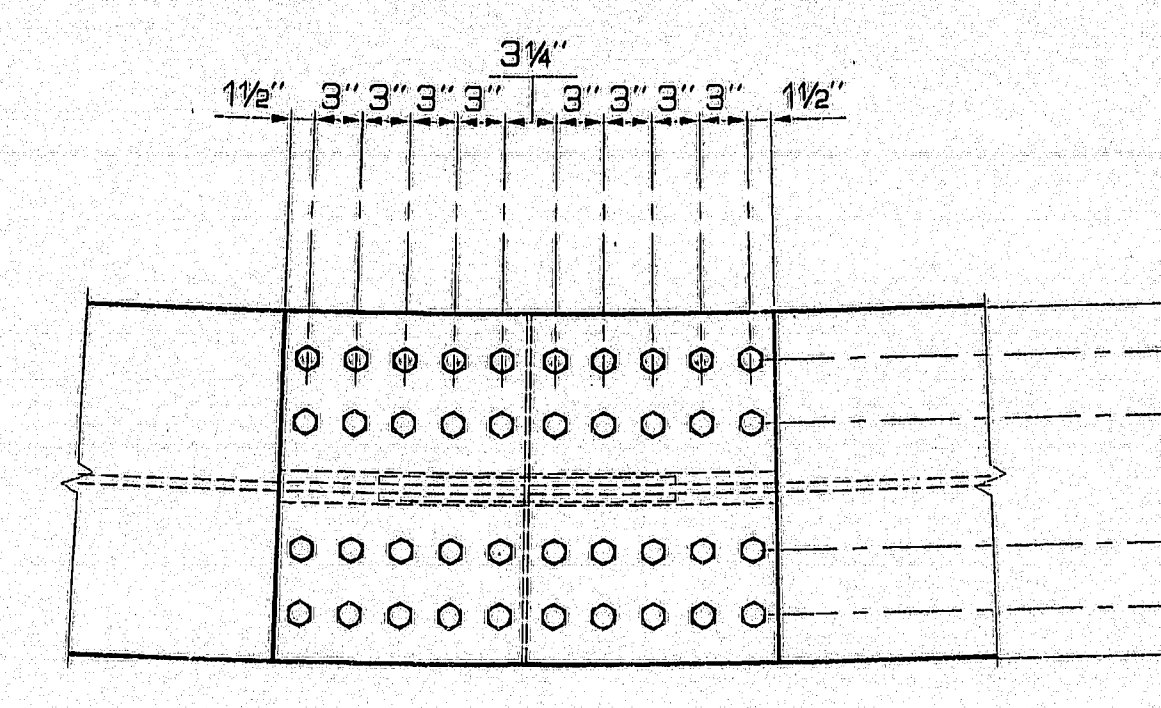
TYPICAL SECTION G-B



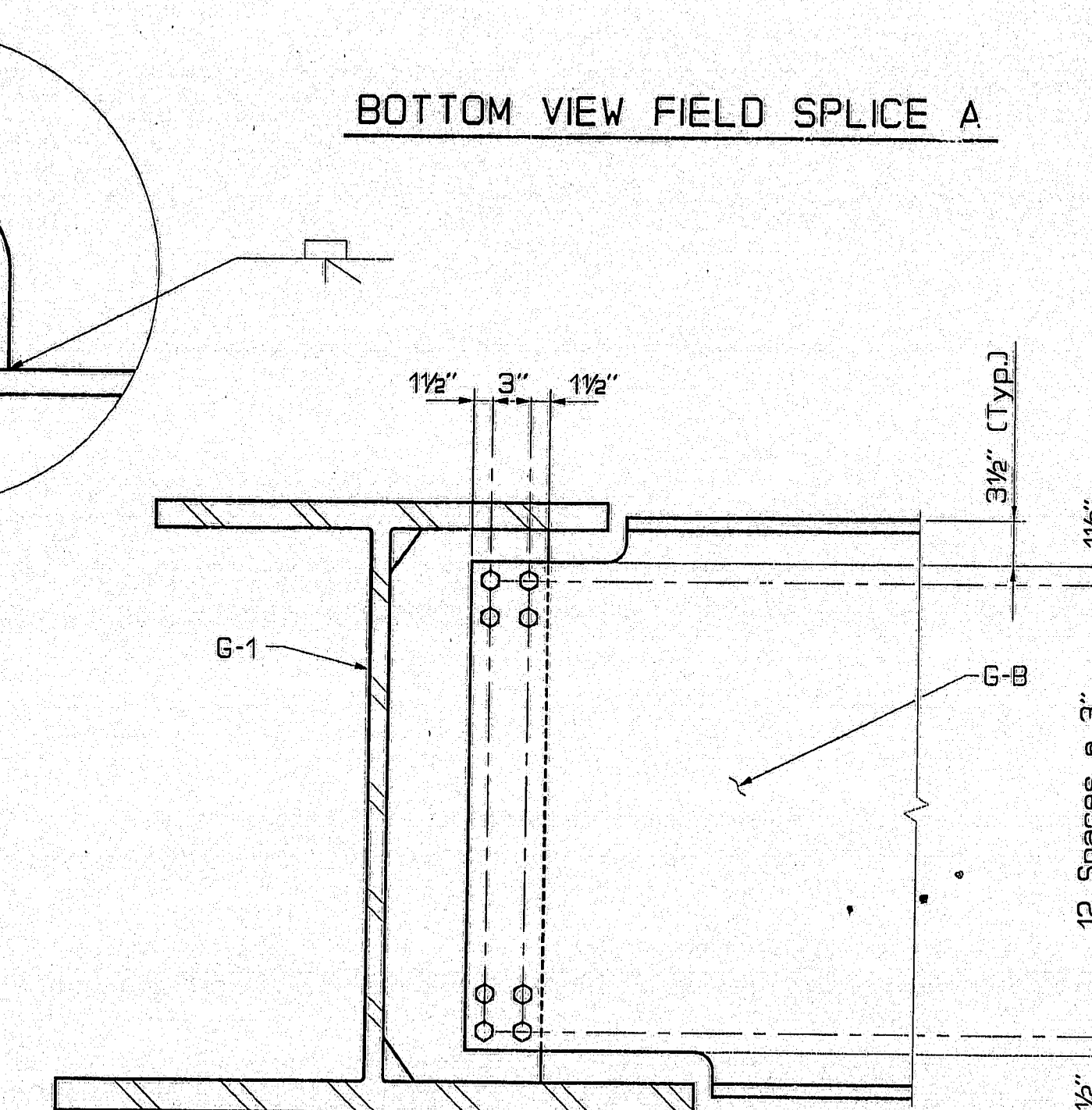
ELEVATION FIELD SPLICE A



TOP VIEW FIELD SPLICE A



BOTTOM VIEW FIELD SPLICE A



SECTION GB1-GB1

120-135

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY
FRAMING PLAN SPAN 1
CURVED GIRDER DETAILS

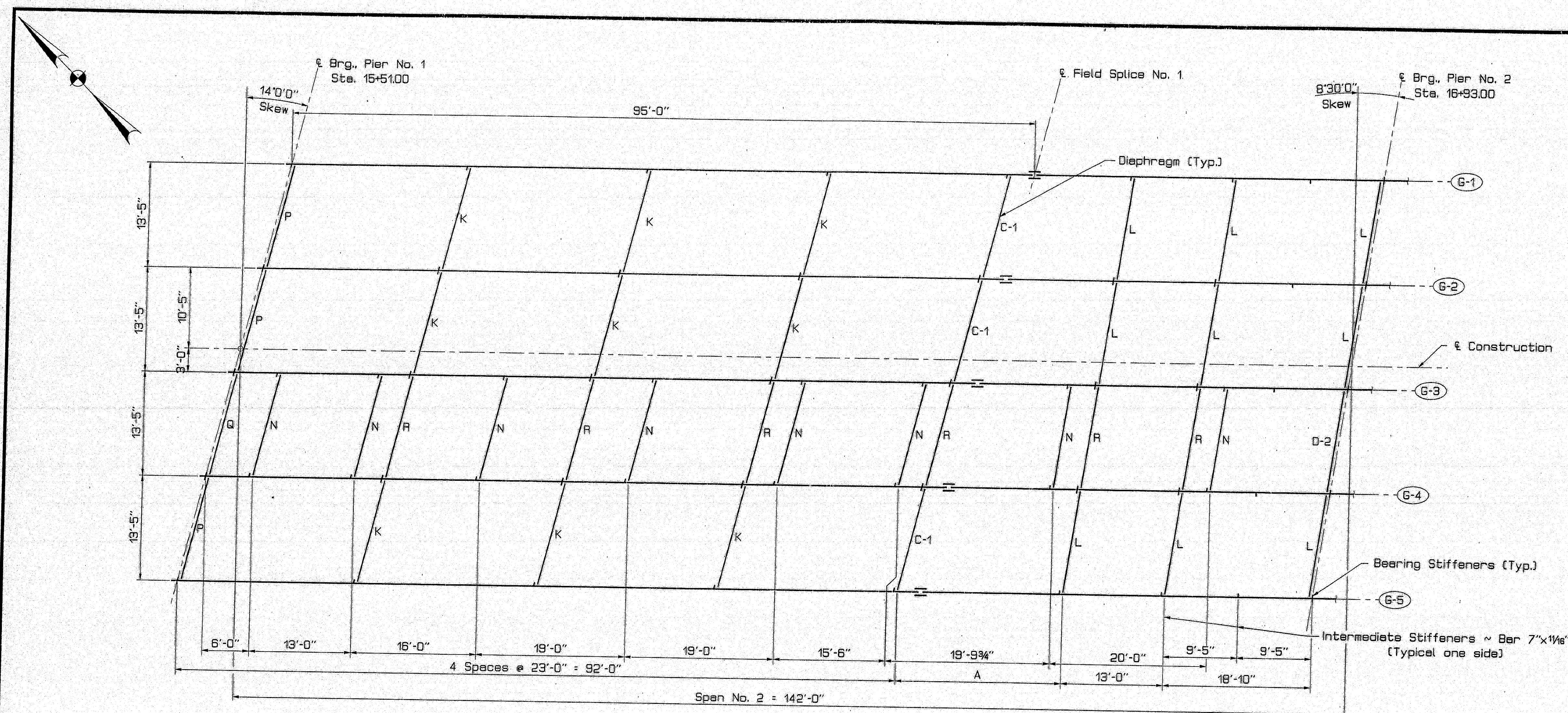
101 → on HH-120
HH-19+20

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DRAWING	<i>R.L. Johnson</i>	<i>8/95</i>
CHECKED	<i>M. H. Wright</i>	<i>9/95</i>
REVISIONS		

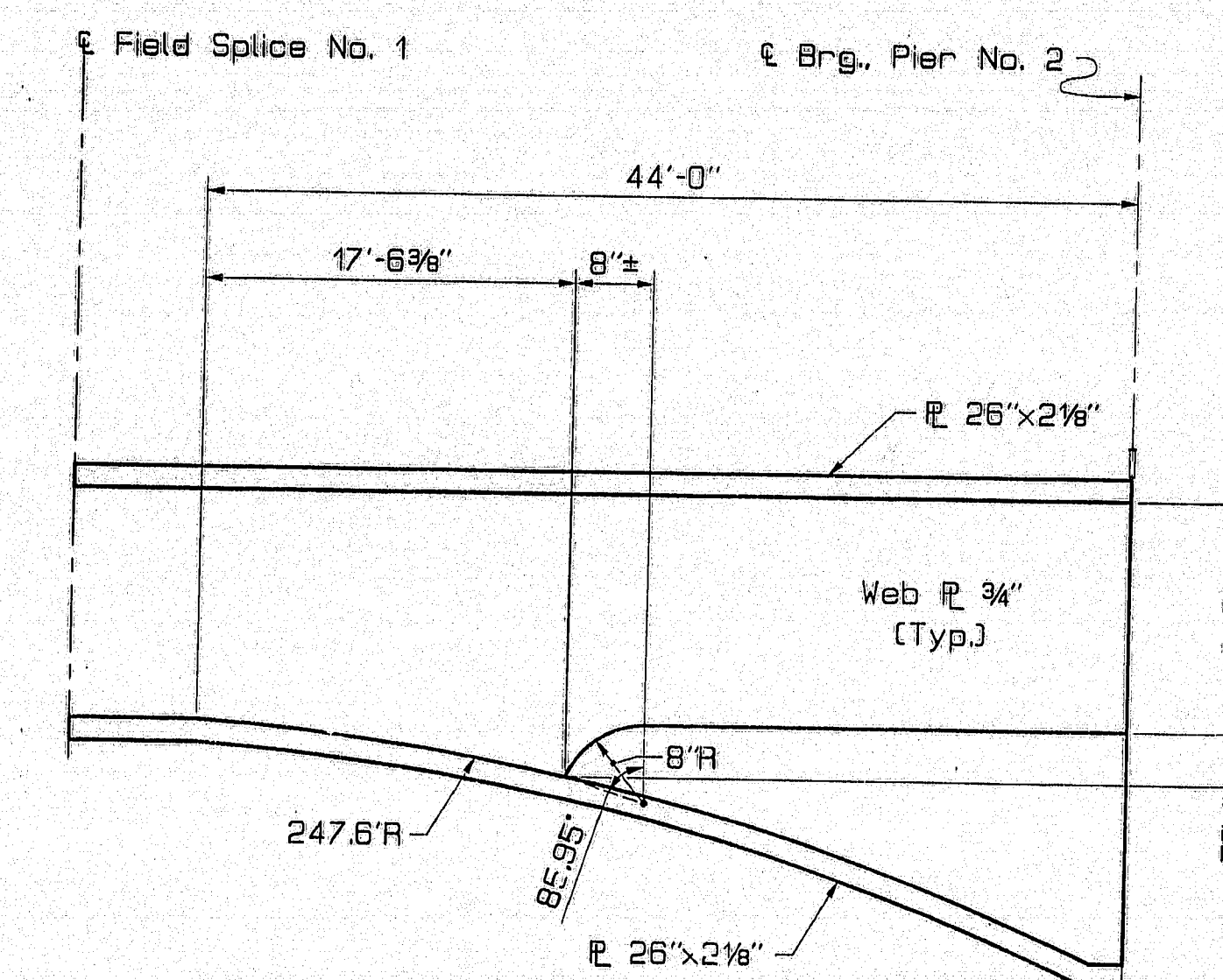
15AUG95-01.00.30
FRAM1DET

PIN 002672.00

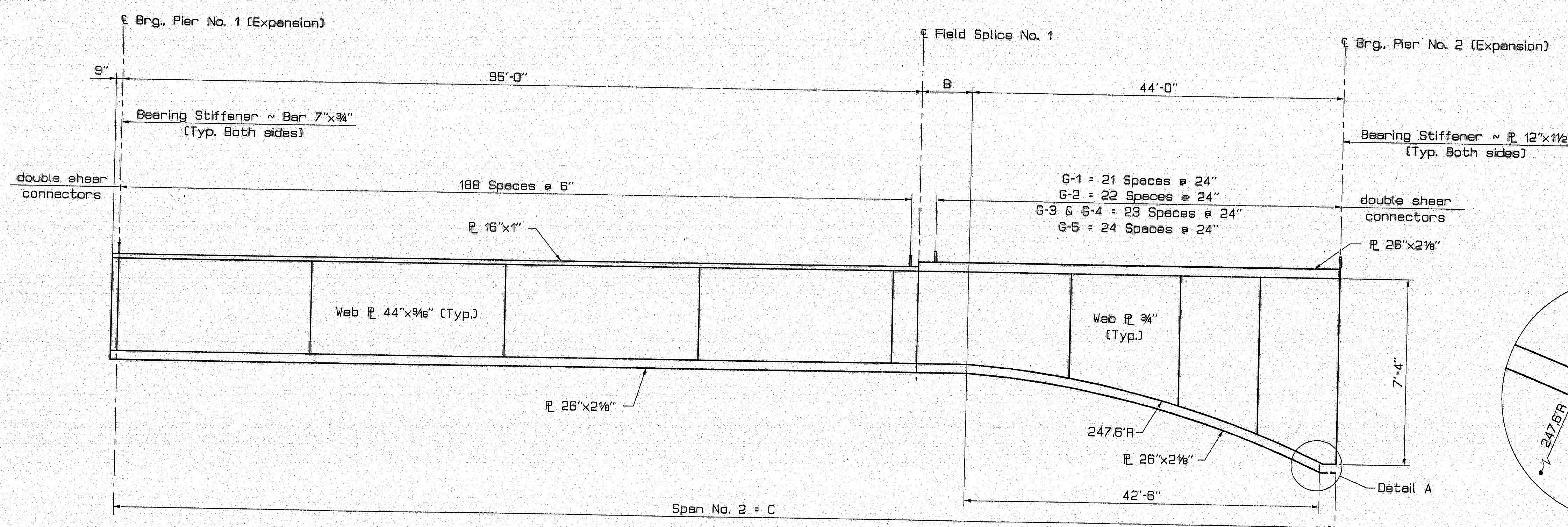
F.H.V.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-BRF-098-1(35)	151	201



FRAMING PLAN SPAN 2
(Dimensions are horizontal)

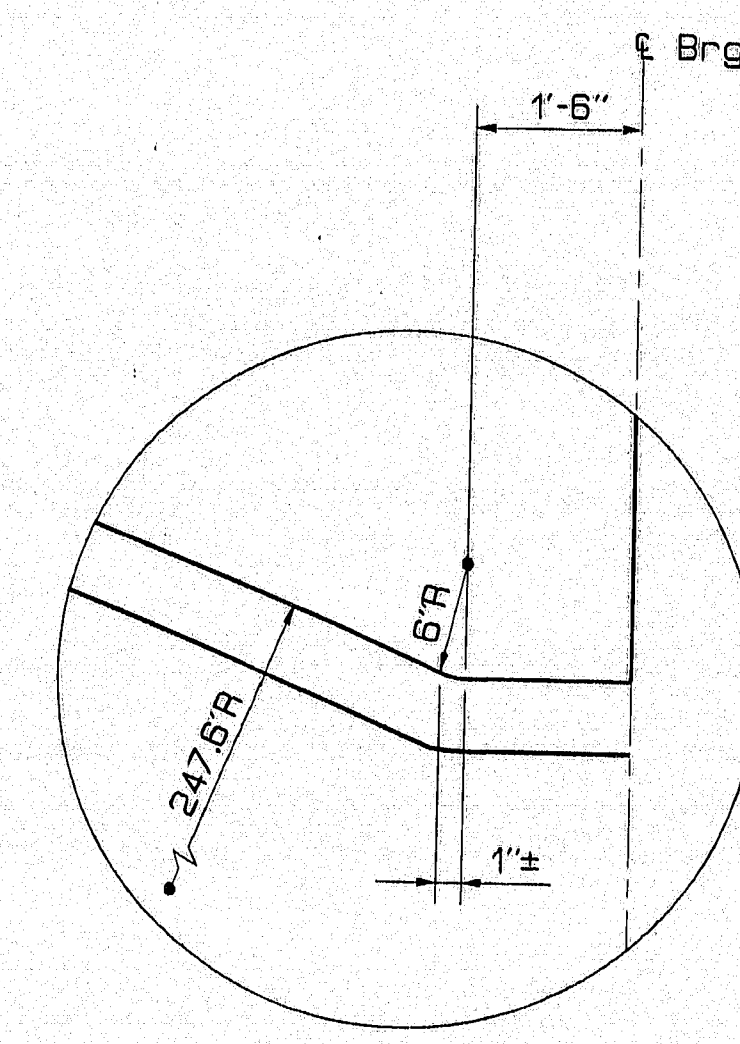


OPTIONAL LONGITUDINAL BUTT WELD



BEAM ELEVATION
(Span No. 2 total studs = 2136)

NOTE: Place 1 single stud 3" each side
of centerline field splice. (Typical)



DETAIL A

120-136

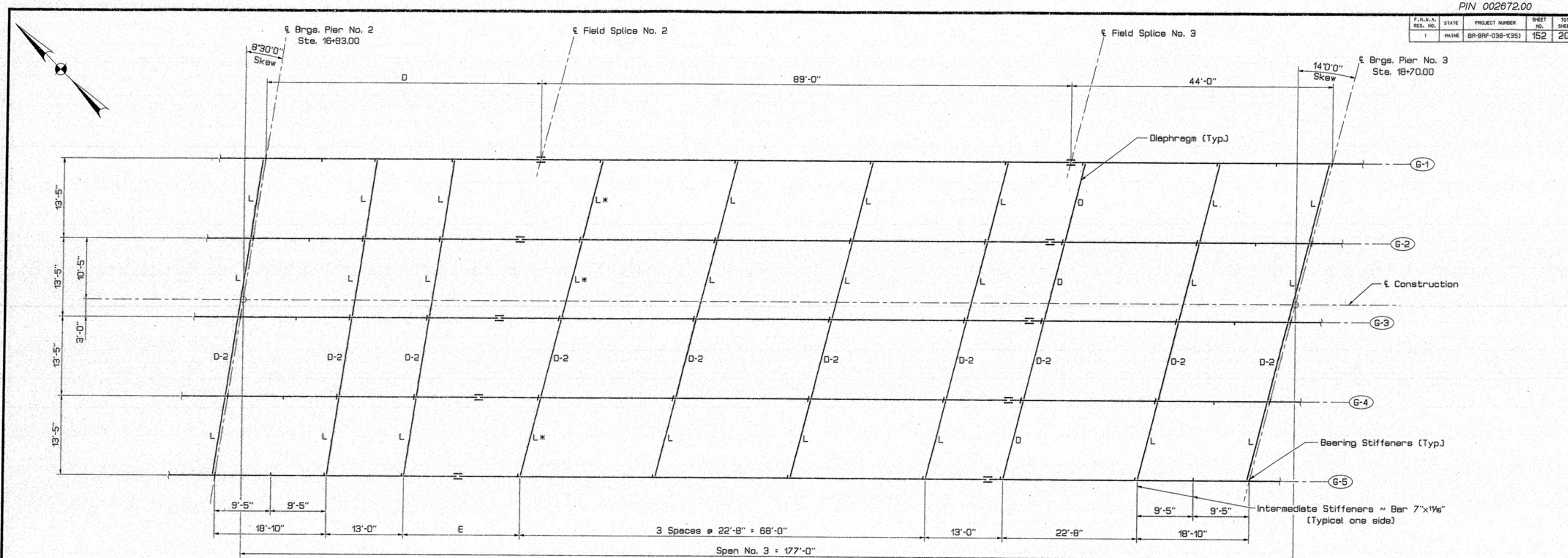
SPAN NO. 2 DIMENSIONS			
GIRDER	A	B	C
G-1	15'-9 1/2"	0'-7 1/2"	139'-7 3/8"
G-2	17'-1 1/2"	1'-11 1/2"	140'-11 1/2"
G-3	18'-5 5/8"	3'-3 5/8"	142'-3 3/8"
G-4	19'-9 3/4"	4'-7 3/4"	143'-7 5/8"
G-5	21'-1 3/4"	5'-11 3/4"	144'-11 3/4"

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY
FRAMING PLAN
SPAN 2
SHEET 22 OF 48 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DRAWN	ELJ/num	7/08
CHECKED	HH/Elj	7/08
REVISIONS		
FIELD CHANGES		

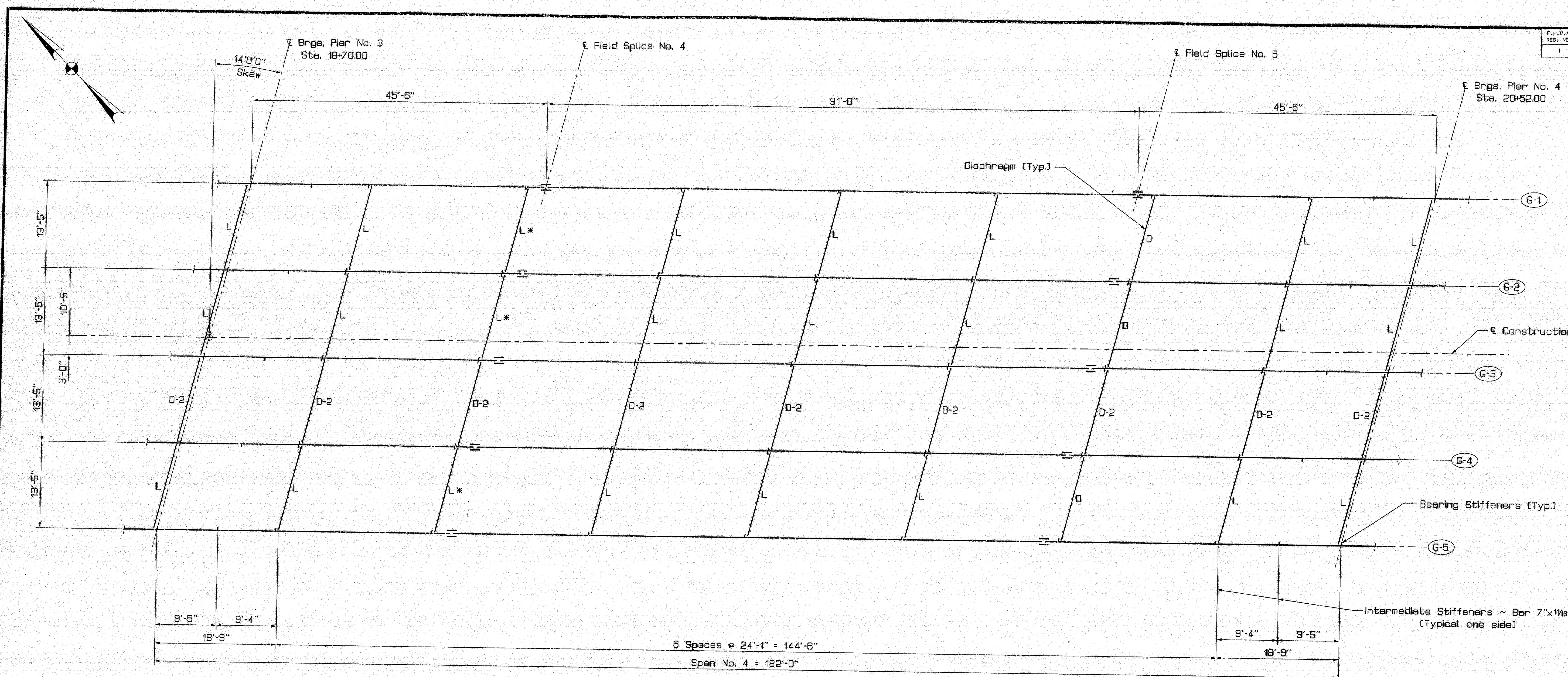
15AUG95-010030
FRAME 2

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	88-8RF-038-1(35)	152	20

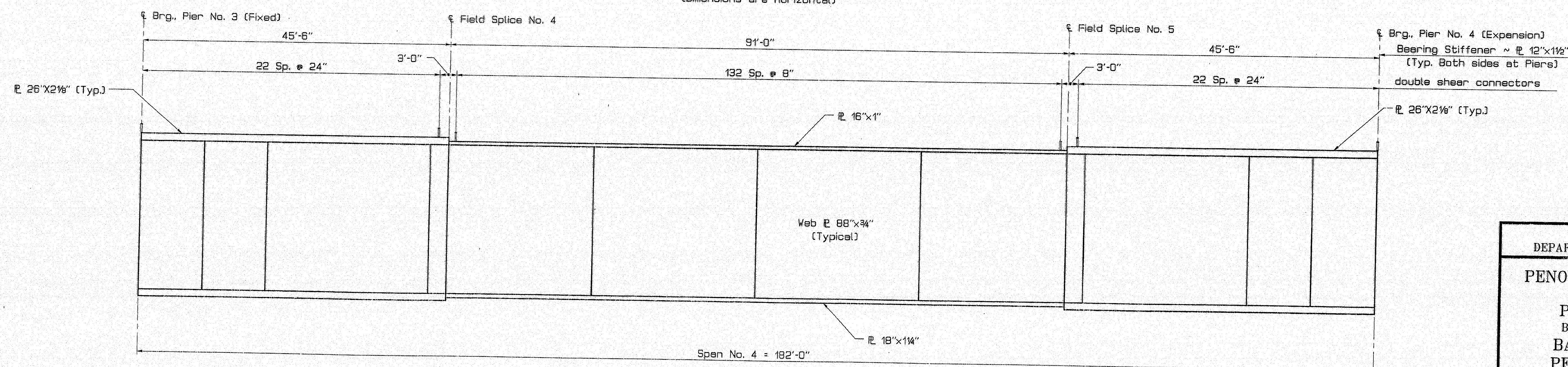


PIN 002672.00

F.I.L.V.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-BRF-038-1353	153	201



FRAMING PLAN SPAN 4
(Dimensions are horizontal)



BEAM ELEVATION
(Span No. 4 total studs = 1810)

NOTE: Place 1 single stud 3" each side
of centerline field splice. (Typical)

120-138

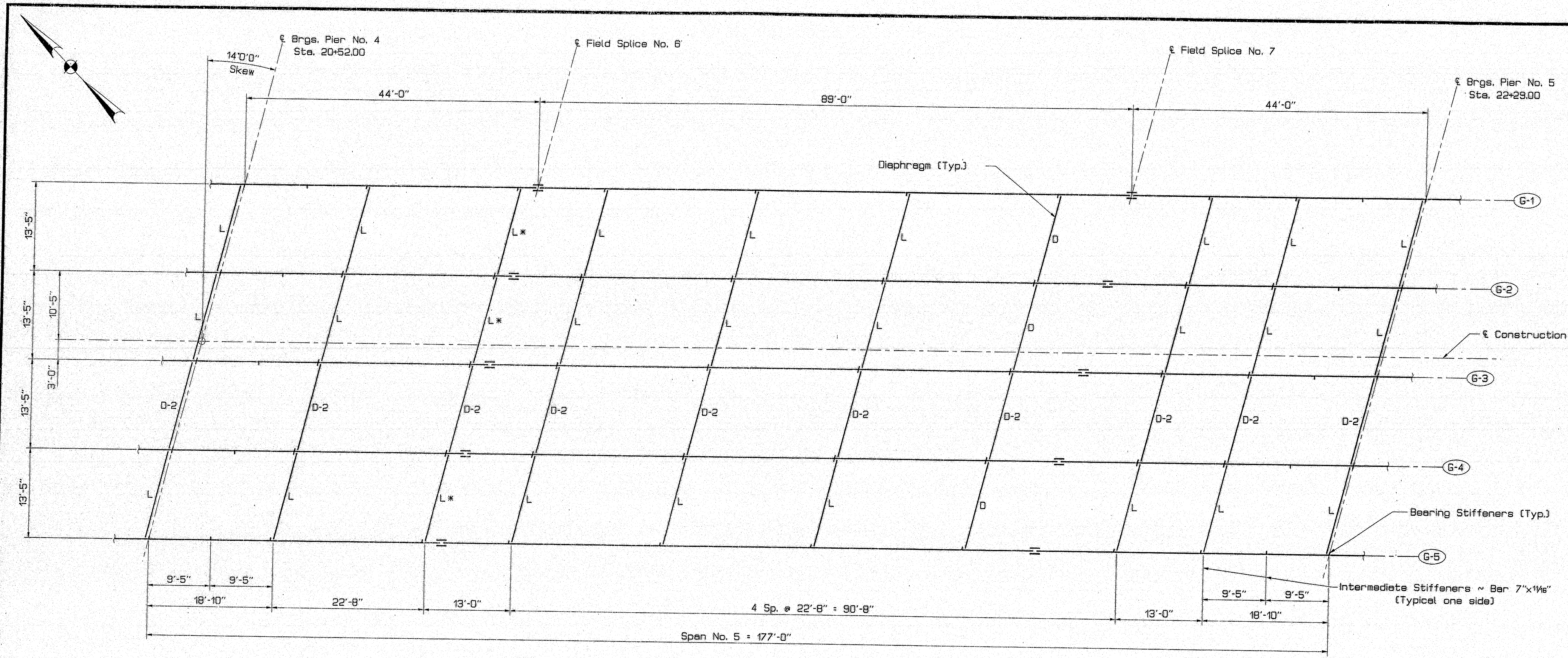
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY
FRAMING PLAN
SPAN 4
SHEET 24 OF 48 AUGUSTA, MAINE

PROJECT DESIGN	DATE
DESIGN-DETAILED	7/95
CHECKED	7/95
APPROVED	7/95
FIELD CHANGES	

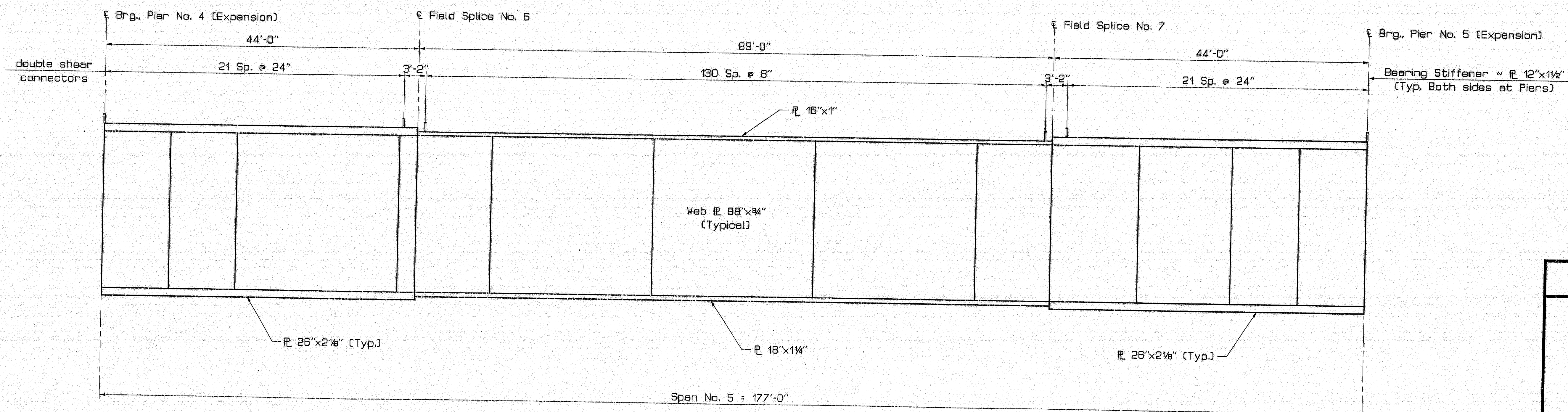
15AUG95-0100.30
FRAME 4

PIN 002672.00

F.H.V.A. SHEET NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-89P-038-K363	154	201



FRAMING PLAN SPAN 5
(Dimensions are horizontal)



BEAM ELEVATION
(Span No. 5 total studs = 1750)

NOTE: Place 1 single stud 3" each side of centerline field splice. (Typical)

120-139

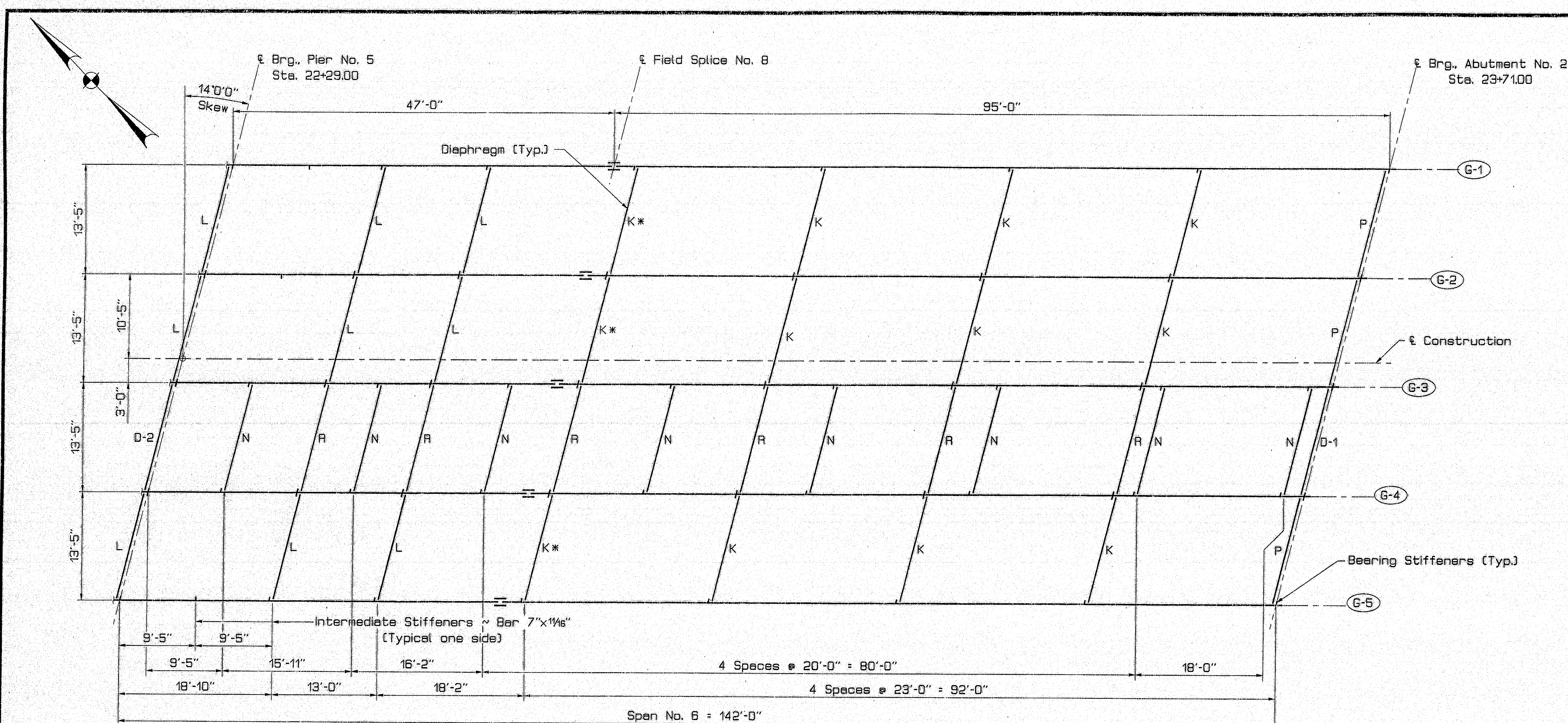
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY
FRAMING PLAN
SPAN 5
SHEET 25 OF 48 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	DATE
DESIGN-DETAILED	7/85
CHECKED	7/85
APPROVED	7/85
FIELD CHANGES	

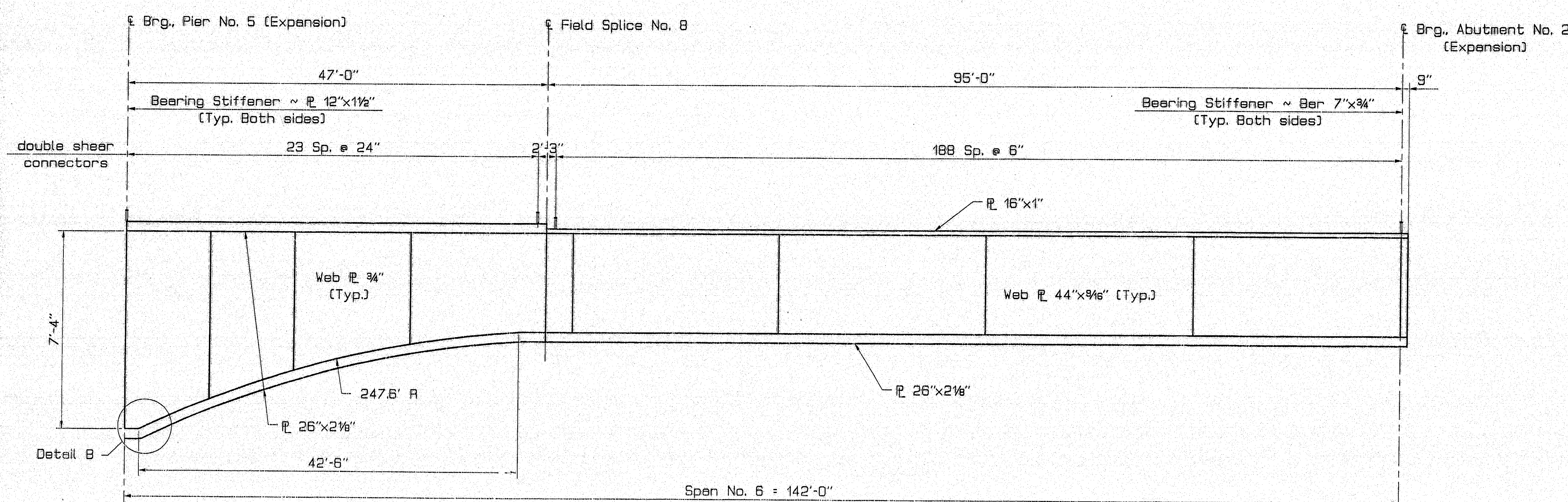
154095-010030
FRAMES

PIN 002672.00

F.R.V.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-BRF-039-1(35)	155	201

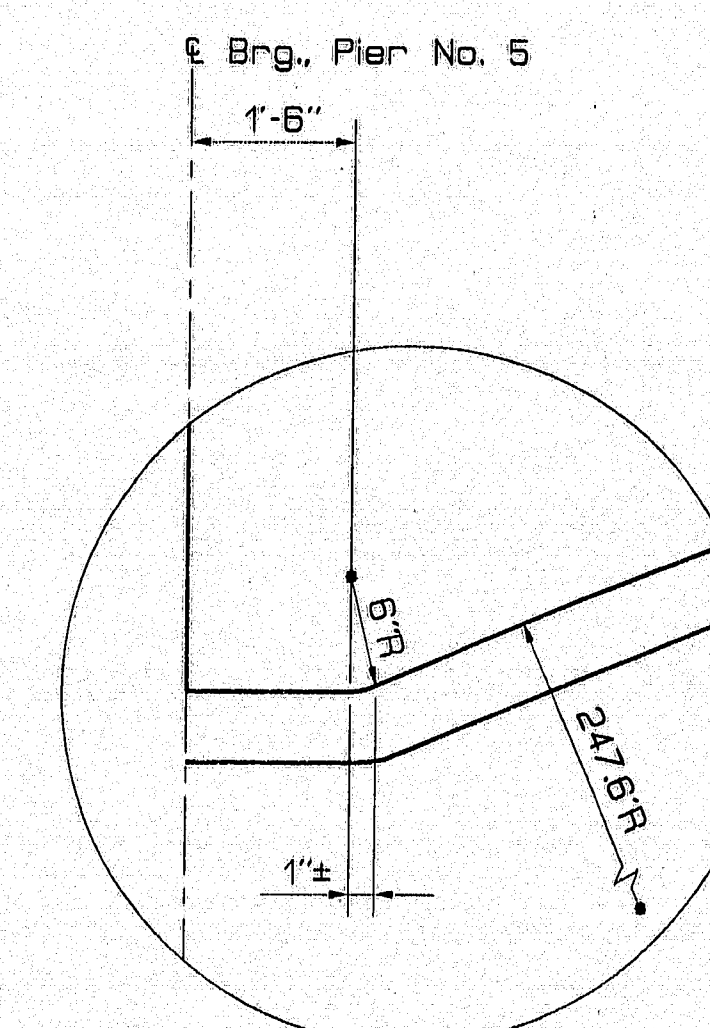


FRAMING PLAN SPAN 6
(Dimensions are horizontal)



BEAM ELEVATION
(Span No. 6 total studs = 2140)

NOTE: Place 1 single stud 3" each side
of centerline field splice. (Typical)



DETAIL B

120-140

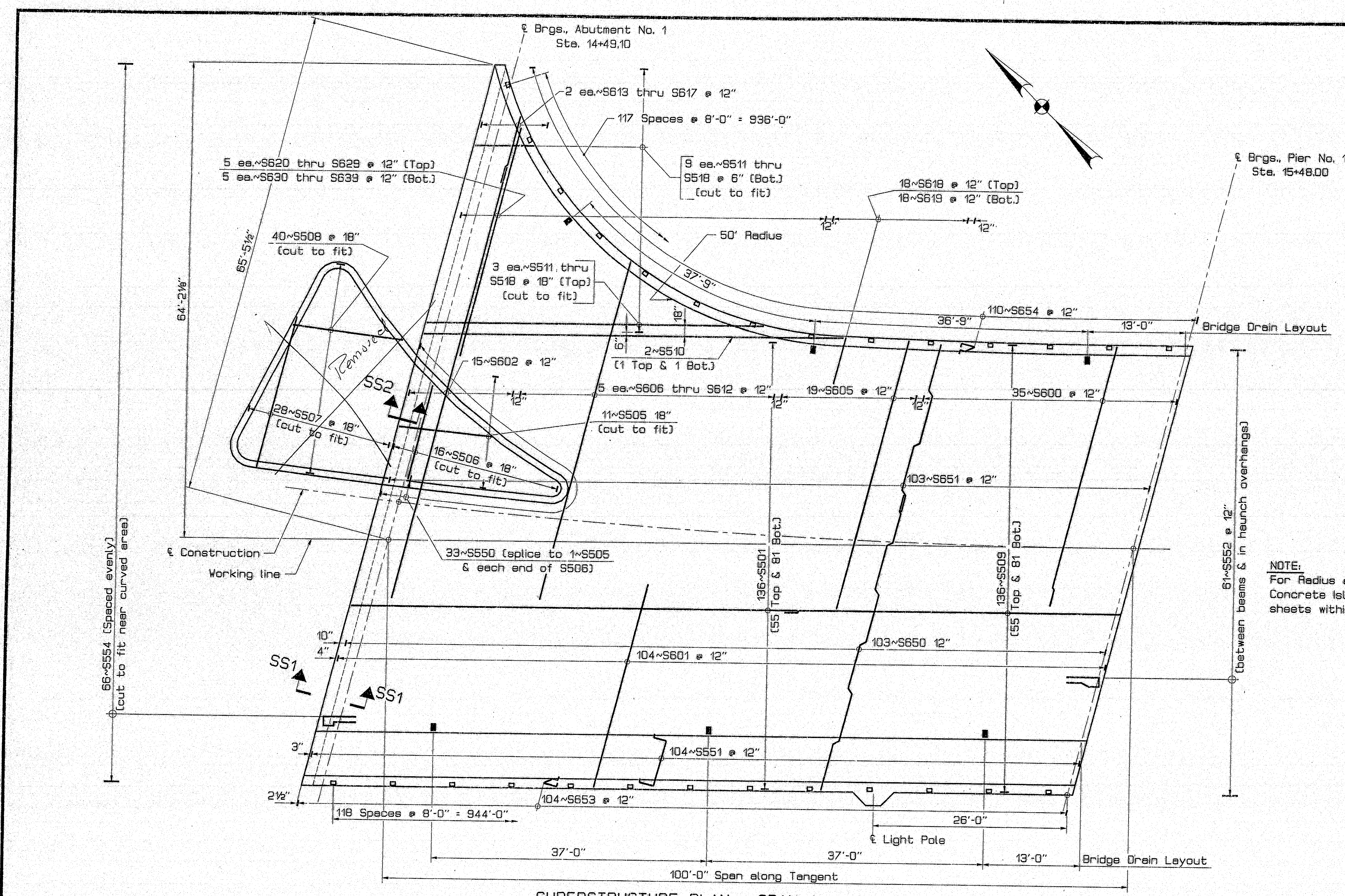
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY
FRAMING PLAN
SPAN 6
SHEET 26 OF 48 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	DATE
DESIGN-DETAILED	7/85
CHECKED	7/85
REVISIONS	
FIELD CHANGES	

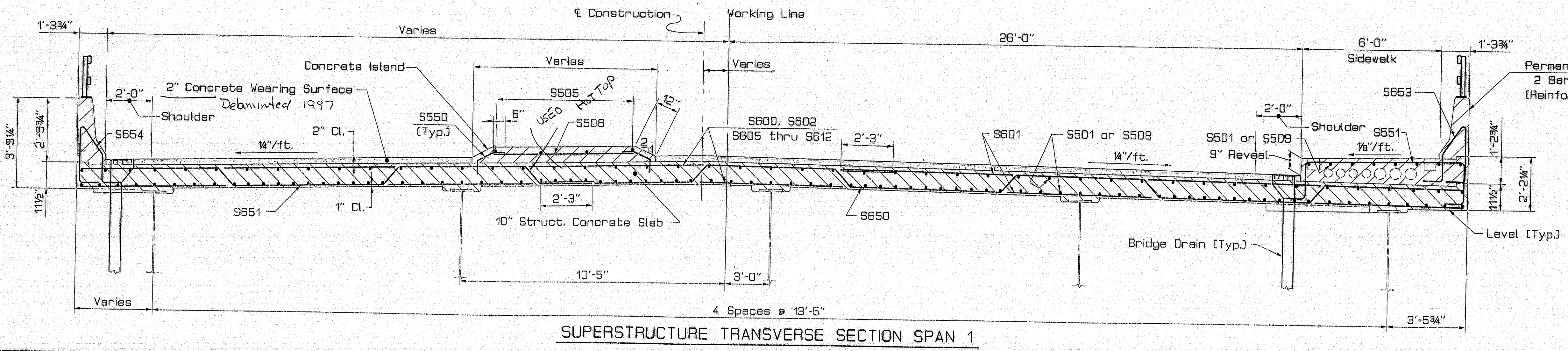
18 AUG 85-010030
FRAMES

PIN 002672.00

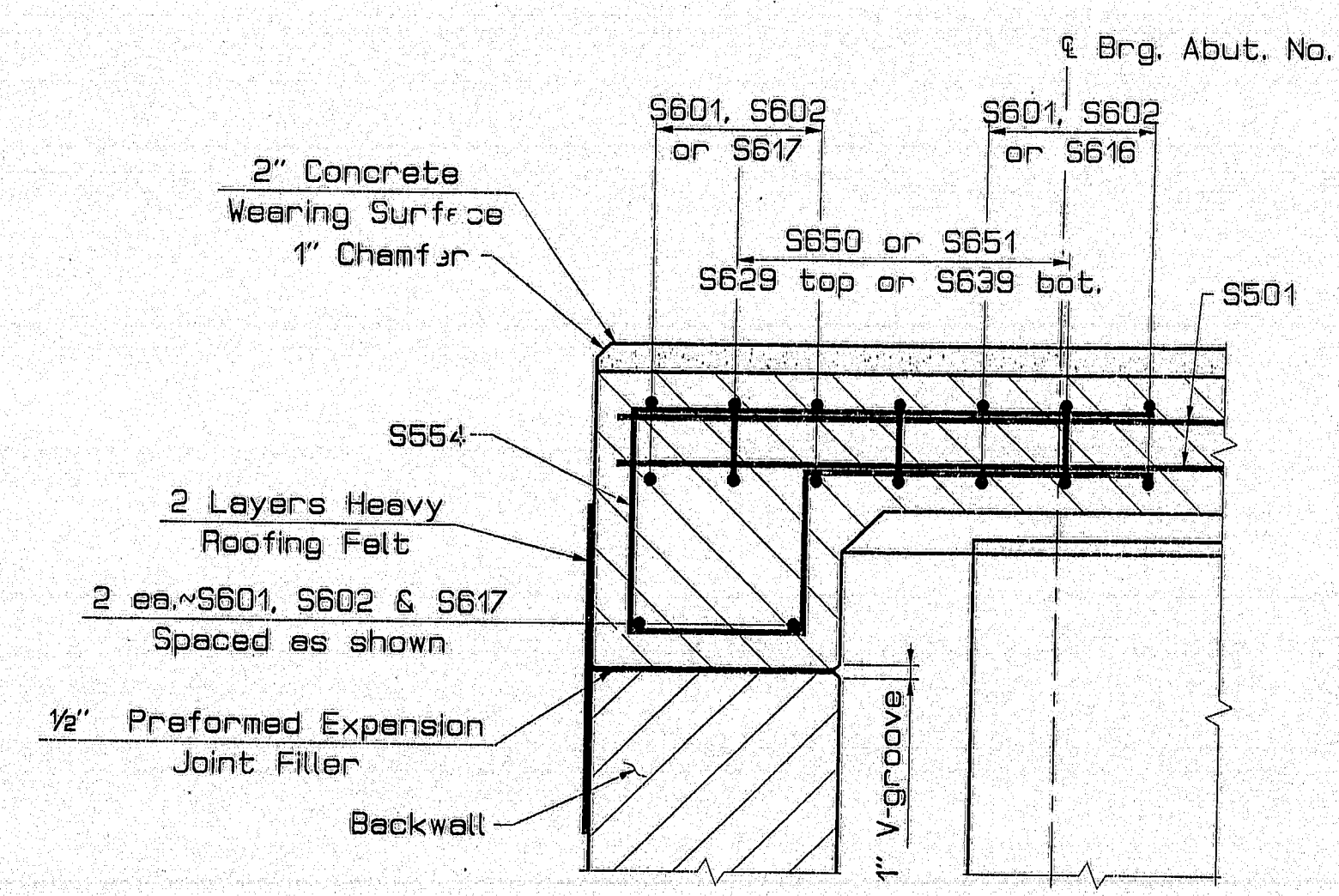
F.H.V.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-BRF-038-1(35)	164	201



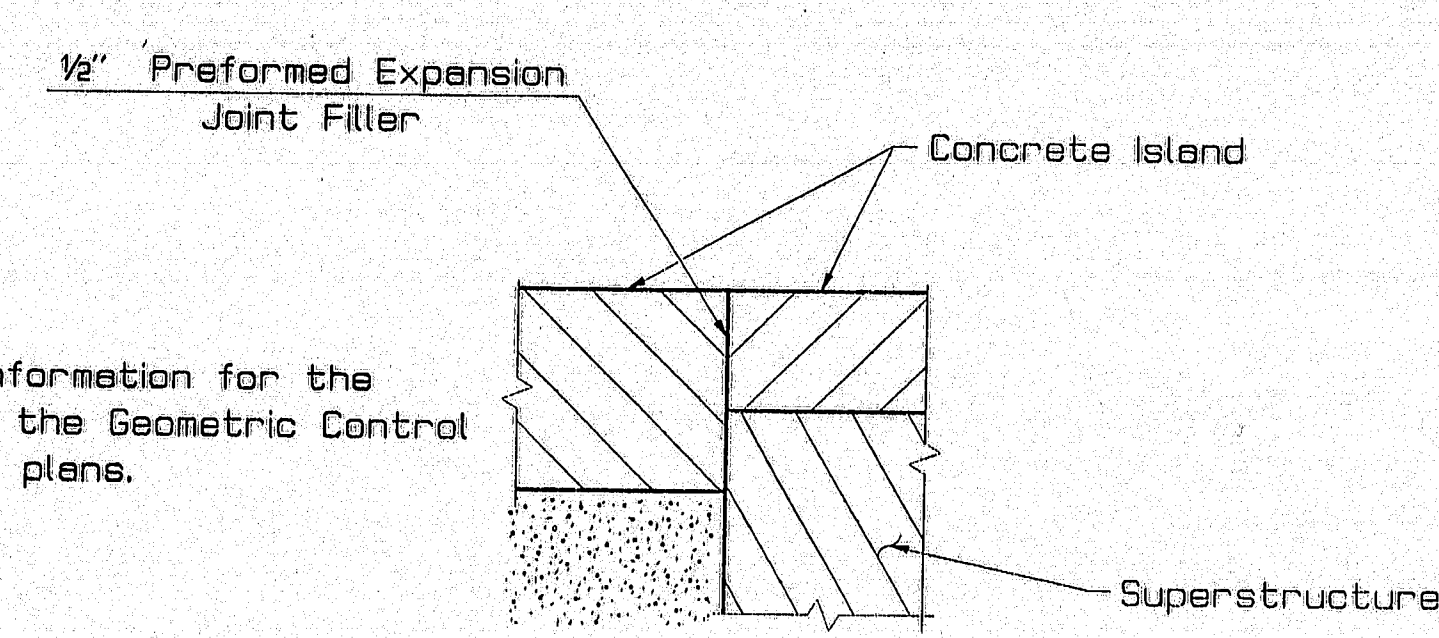
SUPERSTRUCTURE PLAN - SPAN 1



SUPERSTRUCTURE TRANSVERSE SECTION SPAN 1



SECTION SS1-SS1



SECTION SS2-SS2

TYPICAL END SECTION (Approach Island)

NOTE:
For Radius and Control information for the Concrete Island refer to the Geometric Control sheets within the Highway plans.

120-149

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

SUPERSTRUCTURE - SPAN 1

SHEET 35 OF 48 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	DATE	BY
DESIGN-DRAWN	7/98	MLW
REVISIONS		
FIELD CHANGES		

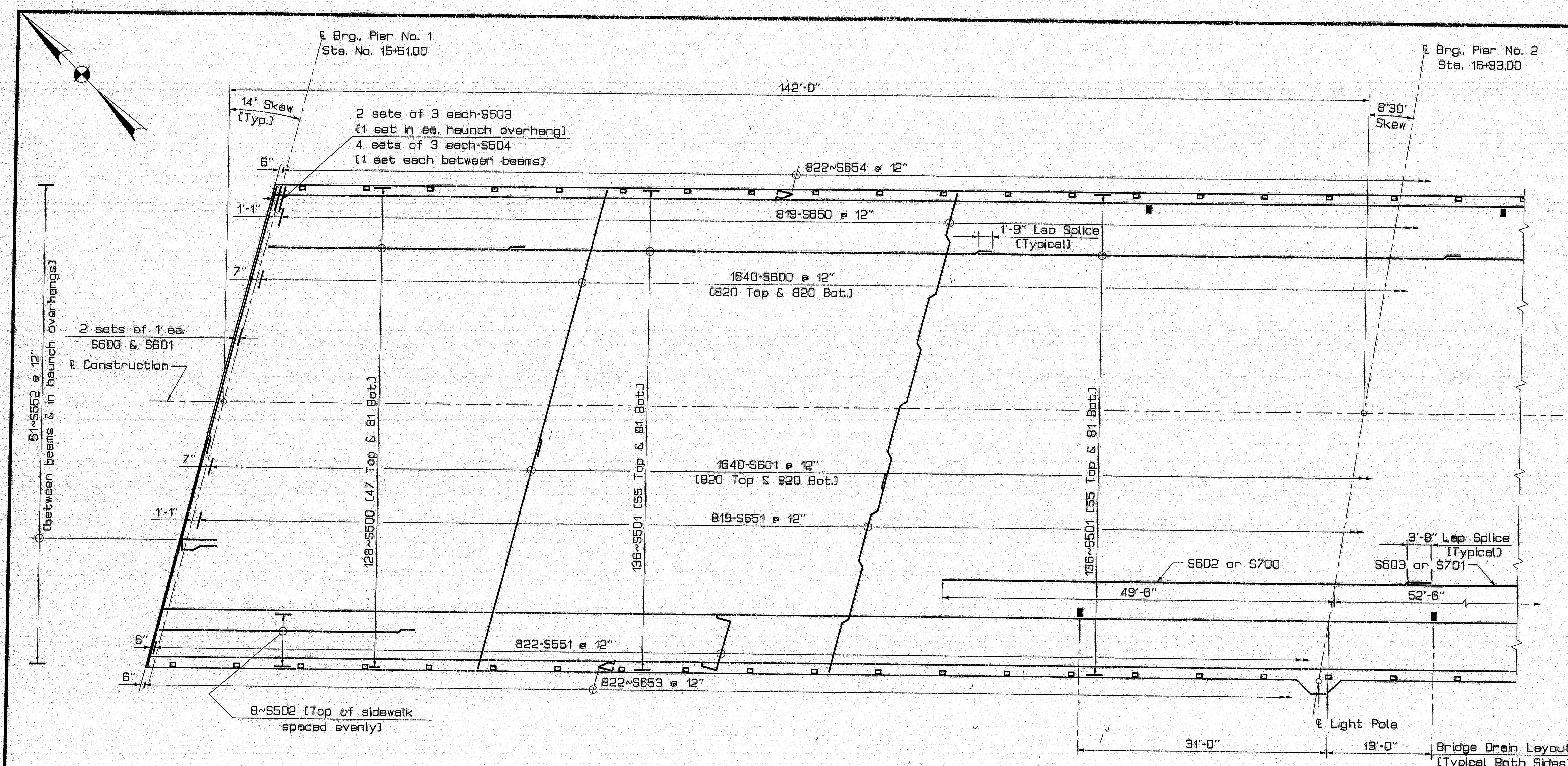
15AUG98-010030
SPRSTR1

PIN 002672.00

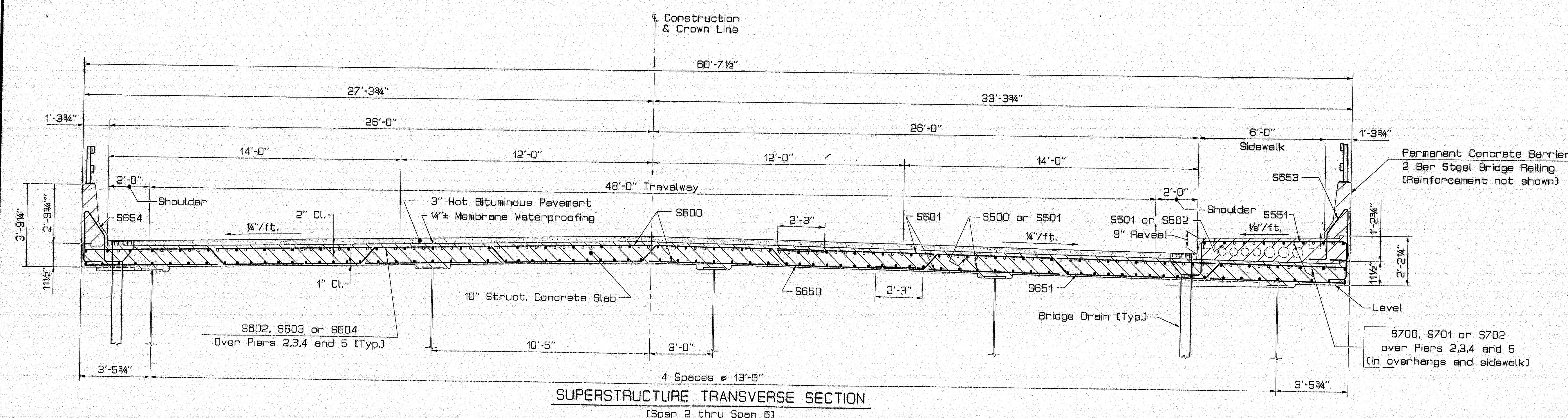
F.R.V.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-BRF-038-1357	165	201

SUPERSTRUCTURE NOTES

- 1....Form a 1" V-groove on the fascias at the horizontal joint between the curb and the slab.
- 2....Reinforcing steel shall have a minimum cover of 2" unless otherwise indicated.
- 3....Adjust reinforcing steel to fit around the drains in a manner approved by the Engineer. Do not cut transverse reinforcing bars.
- 4....Unless the superstructure slab concrete is placed in one continuous operation, the initial placement shall start at a simply supported end of the deck slab and shall terminate at the completion of a positive moment section. Successive placements shall proceed from the end of the previous placement, terminate at the completion of a positive moment section, and include two or more spans. The placement sequence of the superstructure slab concrete shall be approved by the Engineer.
- 5....Concrete in a placement shall be kept plastic one complete span behind the span being placed. A minimum of five days shall elapse between successive partial placements.
- 6....The formwork and its supports, over the full width of the structural slab, shall remain in place until a minimum of 48 hours has elapsed after placement of the final section of the slab, after which, removal of formwork for sections meeting the requirements for form removal of Section 502, Structural Concrete, of the Standard Specifications, may proceed.
- 7....Protective coating for concrete surfaces shall be applied to the following areas:
Top of concrete sidewalks
Fascias down to the drip notch
All exposed surfaces of concrete barriers
Concrete wearing surface
- 8....All sidewalk, traffic island, & Wearing Surface concrete shall contain a Silica Fume Additive.



SUPERSTRUCTURE PLAN - SPAN 2
See "Transverse Section" for placement



SUPERSTRUCTURE TRANSVERSE SECTION
(Span 2 thru Span 6)

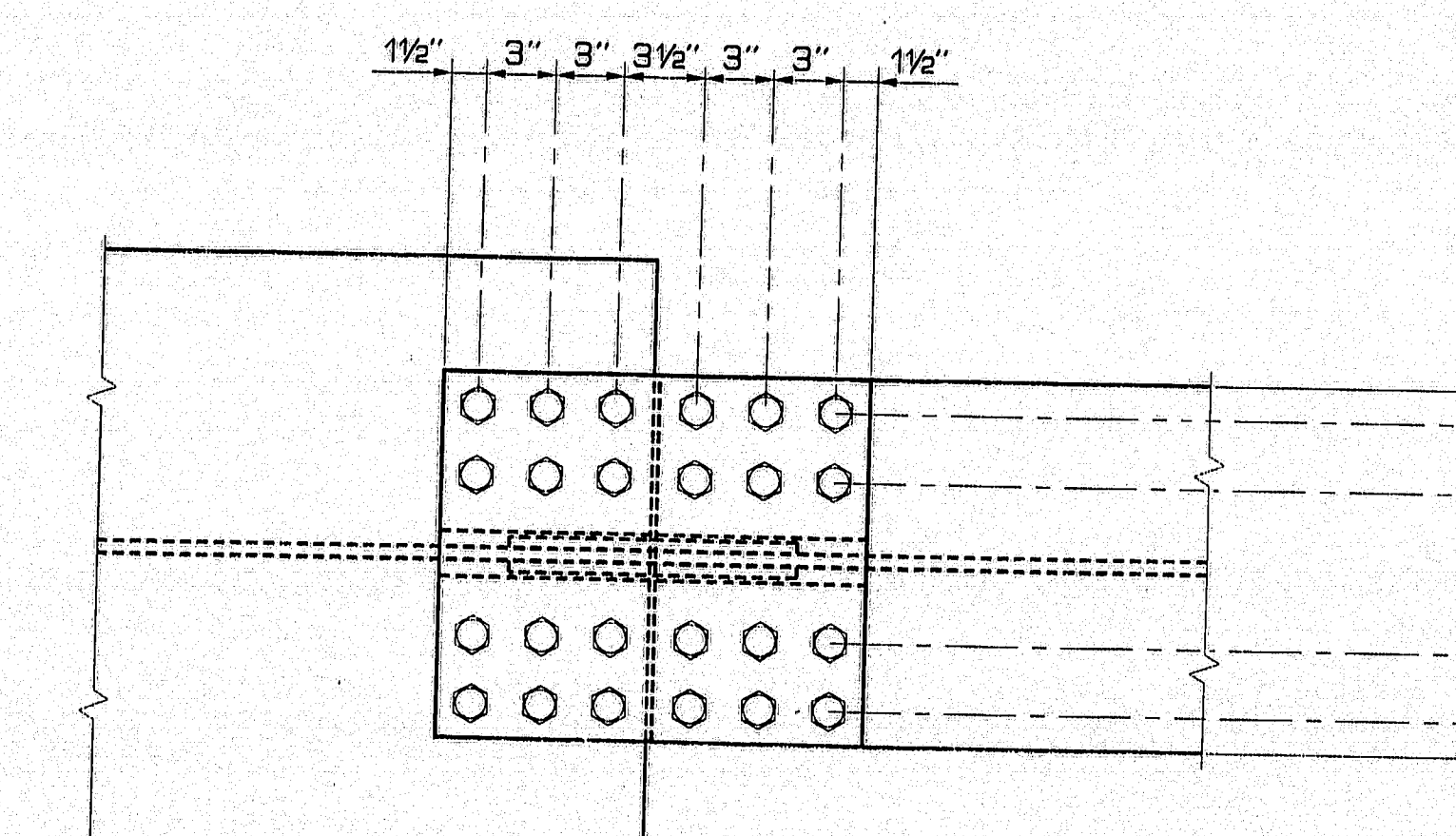
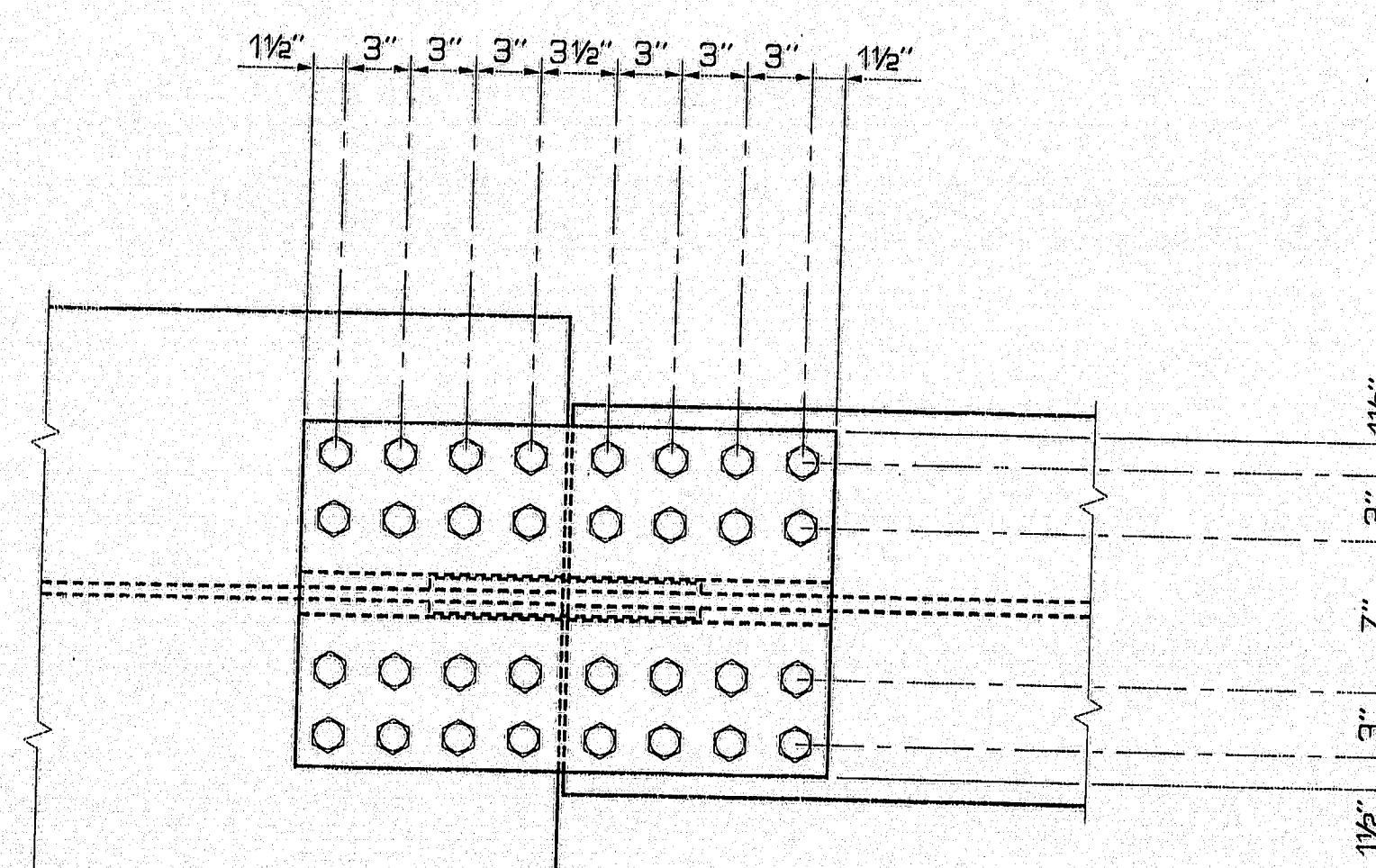
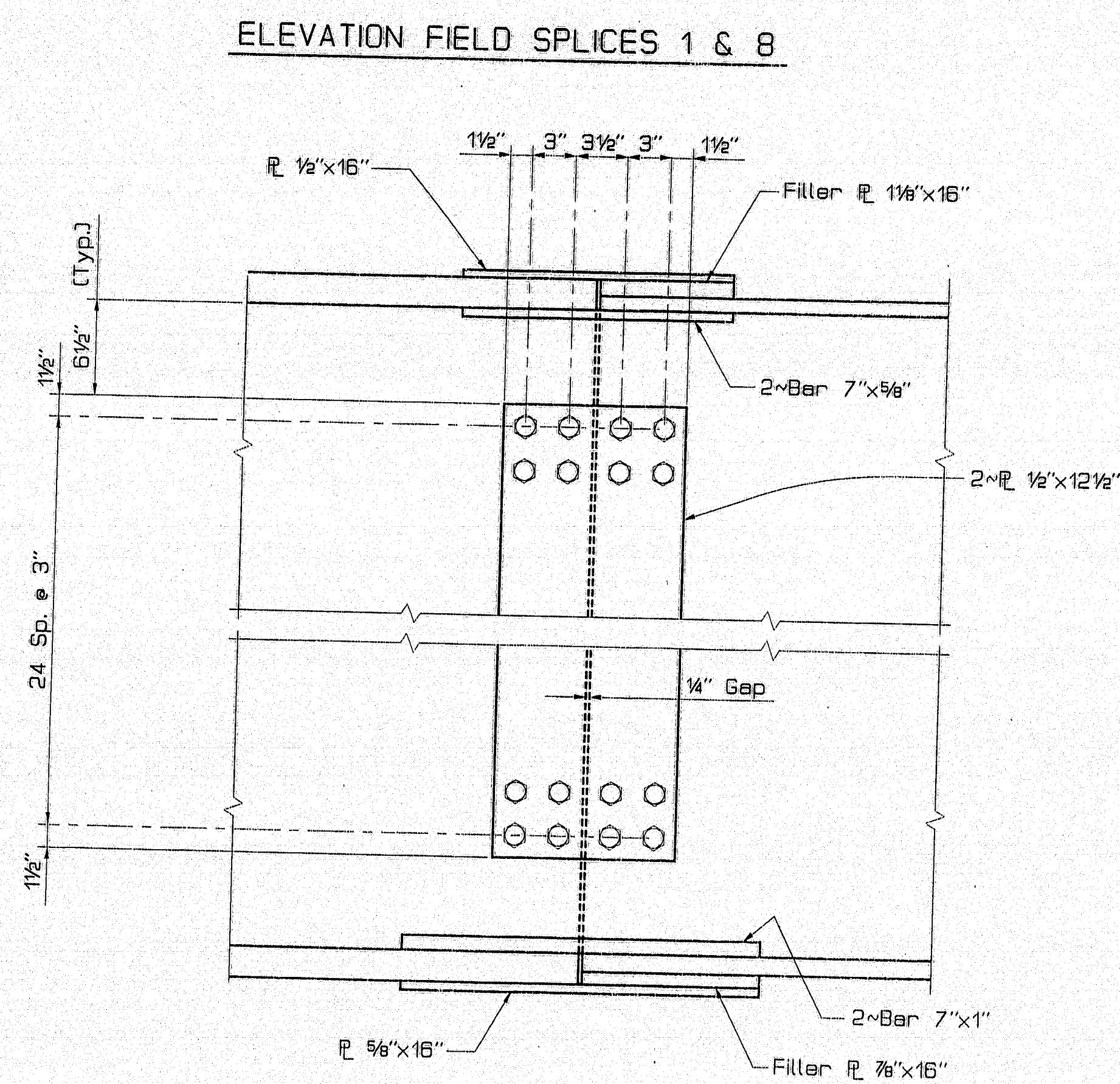
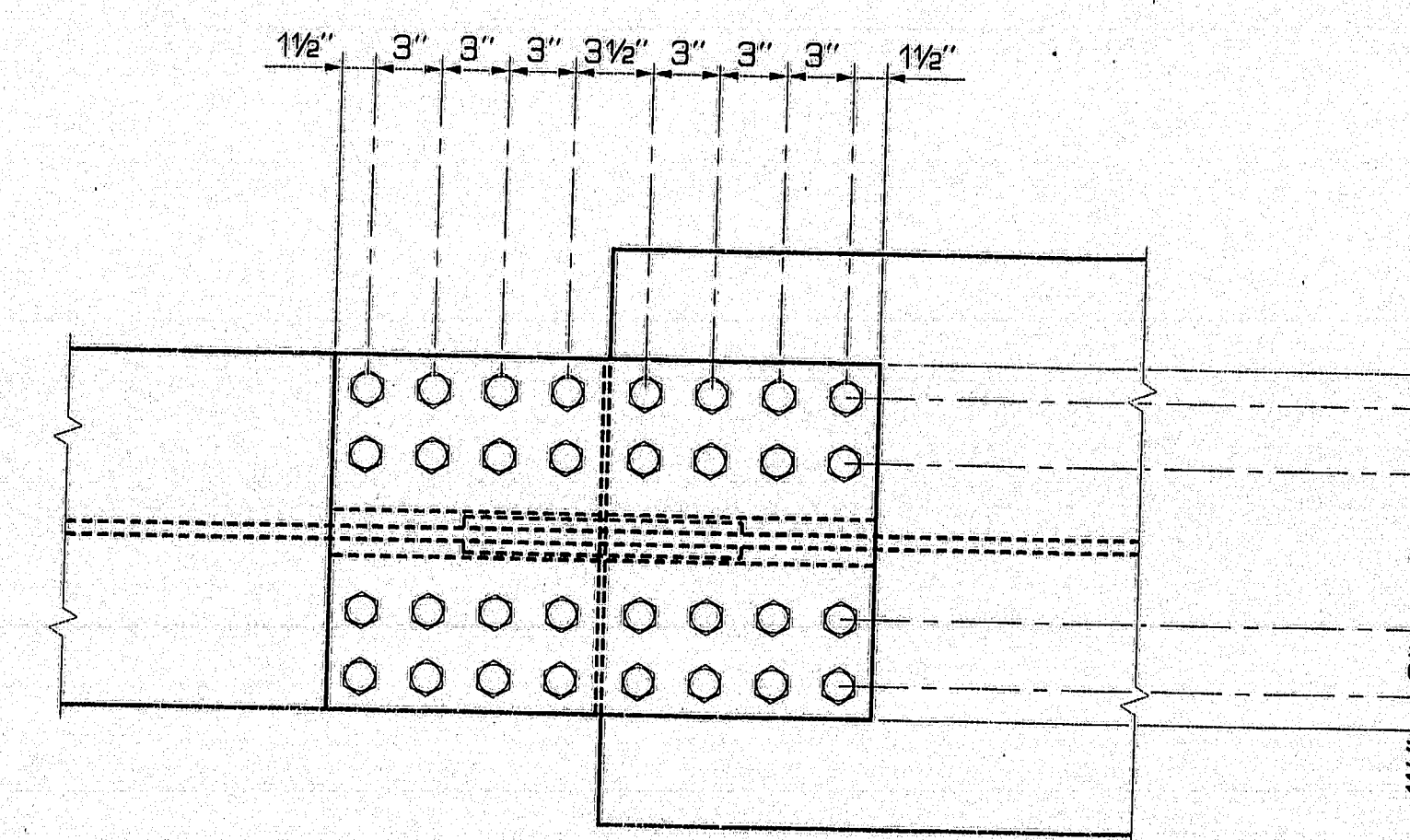
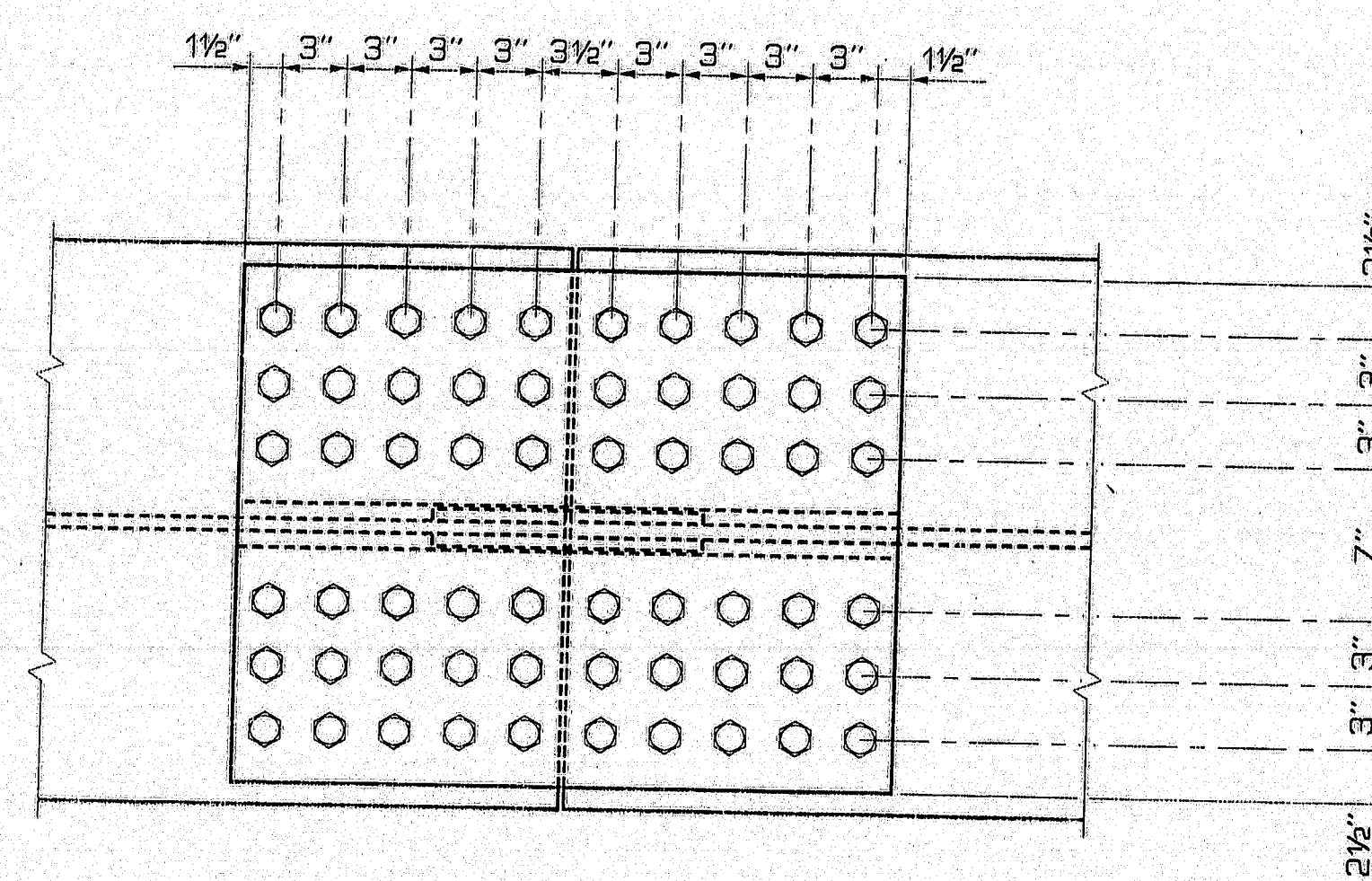
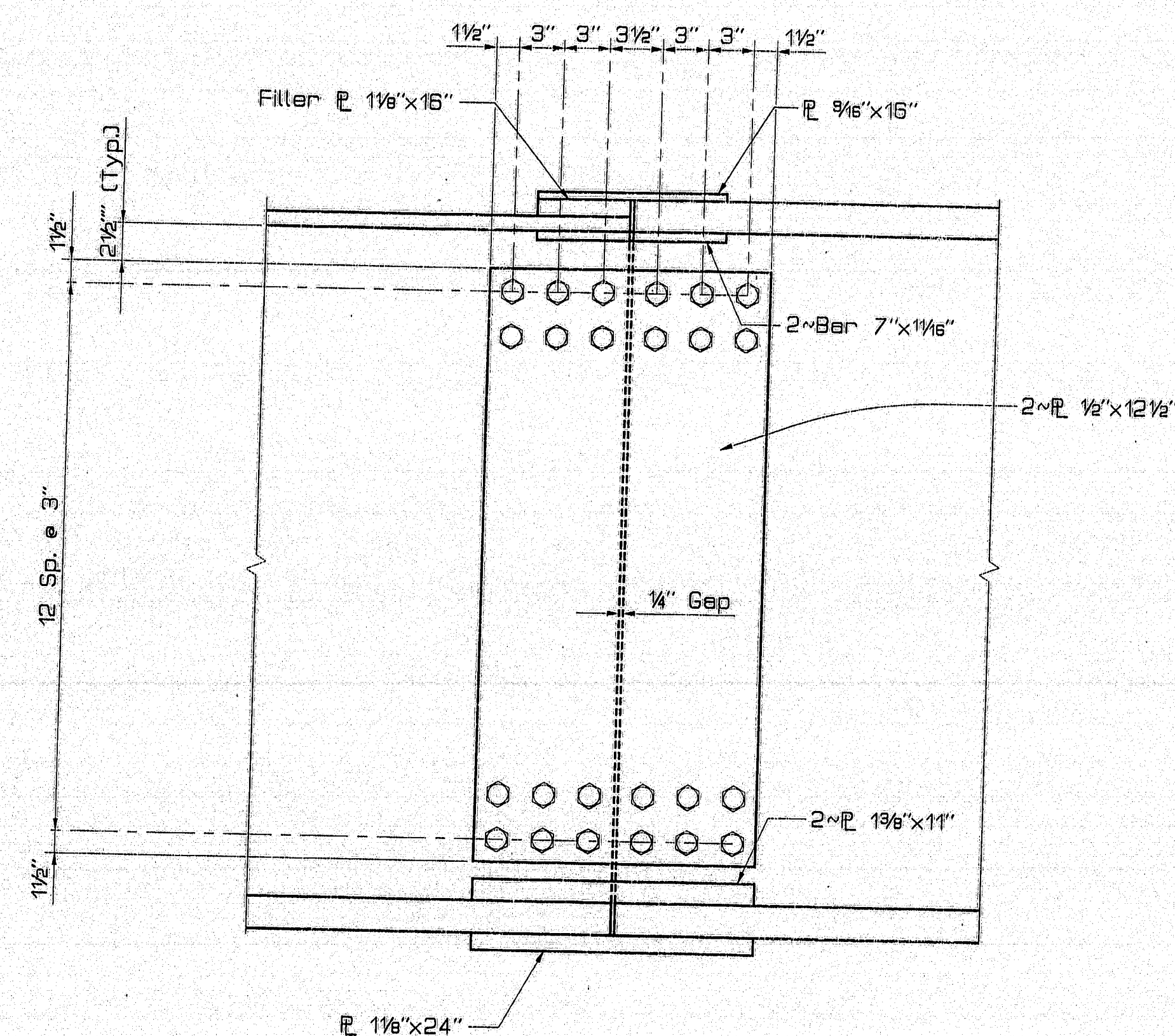
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY
SUPERSTRUCTURE - SPAN 2

SHEET 36 OF 48 AUGUSTA, MAINE

PROJECT DESIGN OWNER	DATE
DESIGN-BY: R.S. B. Inc. / R.J. M. Inc.	6/95
CHECKED: P.H. M. / P.H. M.	7/95
FILED: C. S. B.	

15AUS5-010030
SERIES 12

As Built
1997
120-150



120-143

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

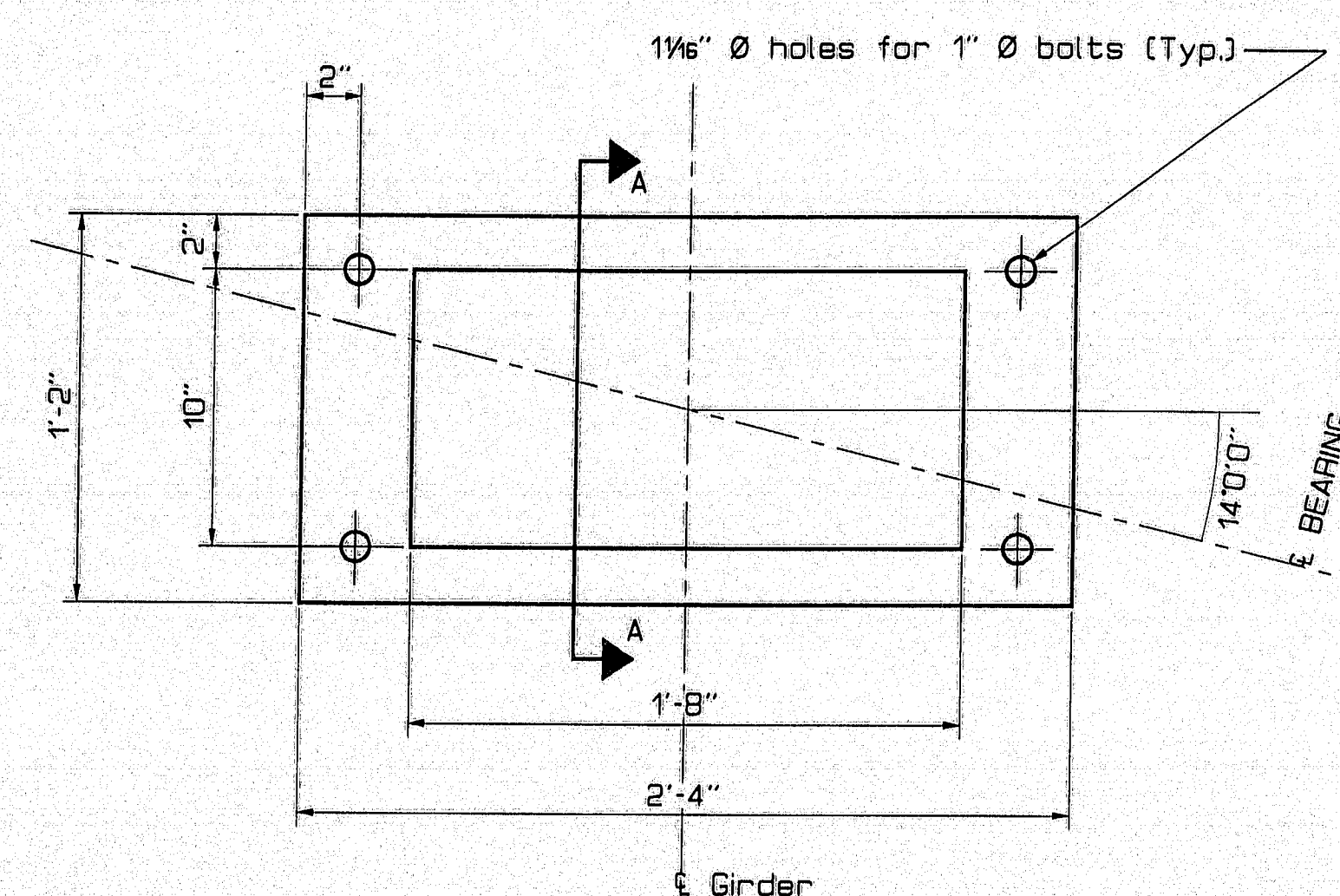
PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY

SPLICE DETAILS

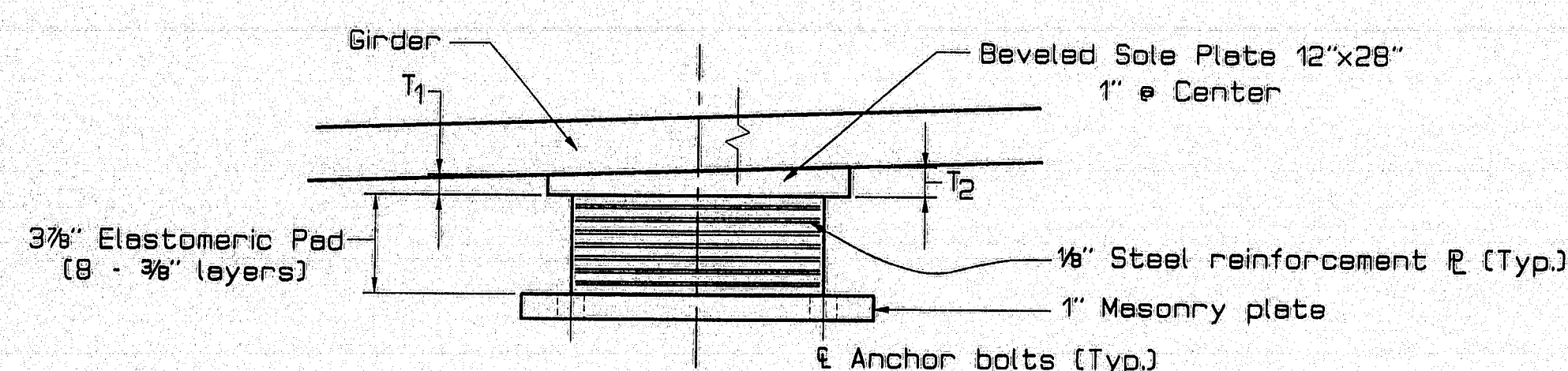
SHEET 29 OF 48 AUGUSTA, MAINE

PIN 002672.00

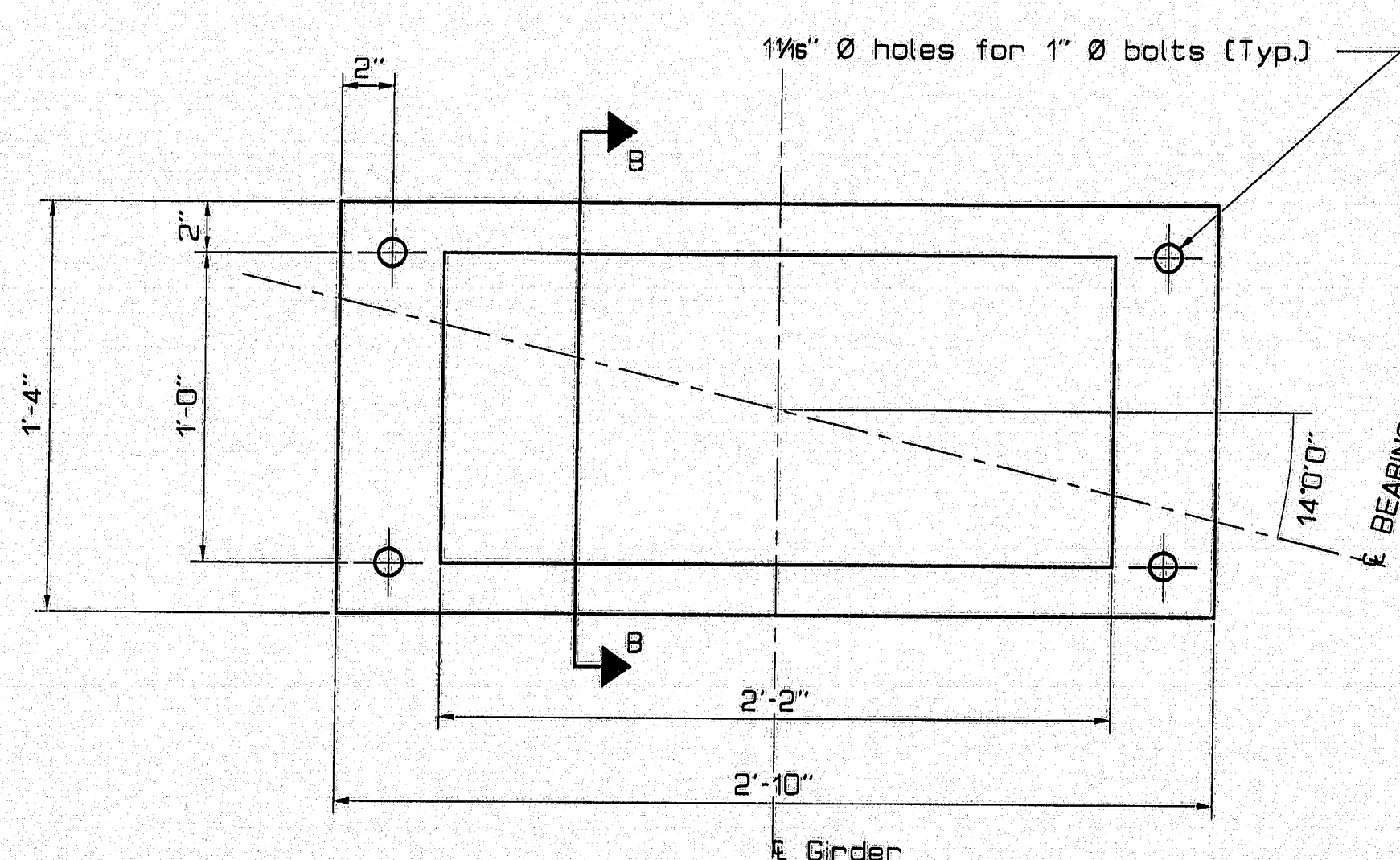
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-BRF-036-1(35)	159	201



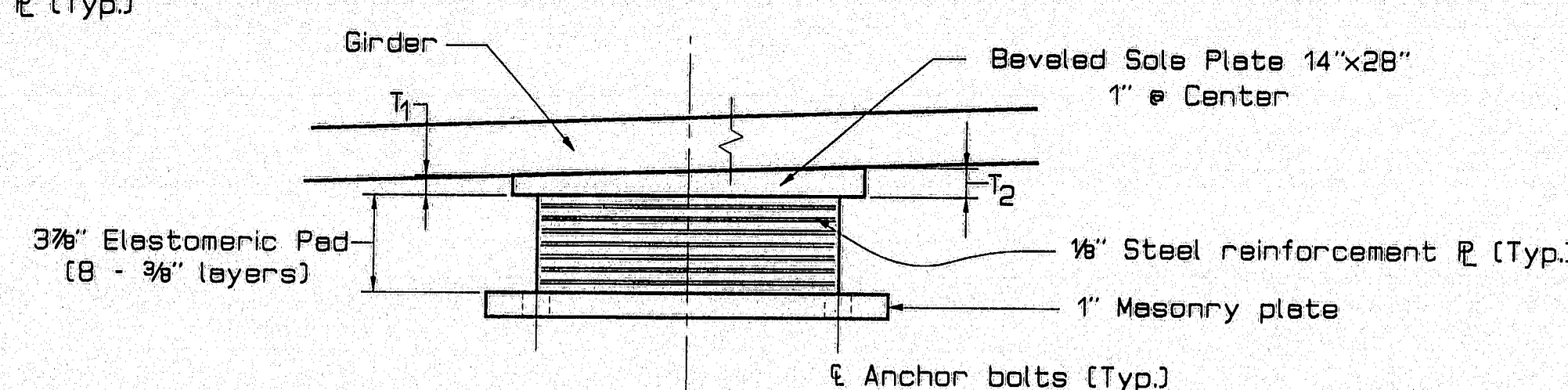
PLAN - SPAN 1 G2-G5



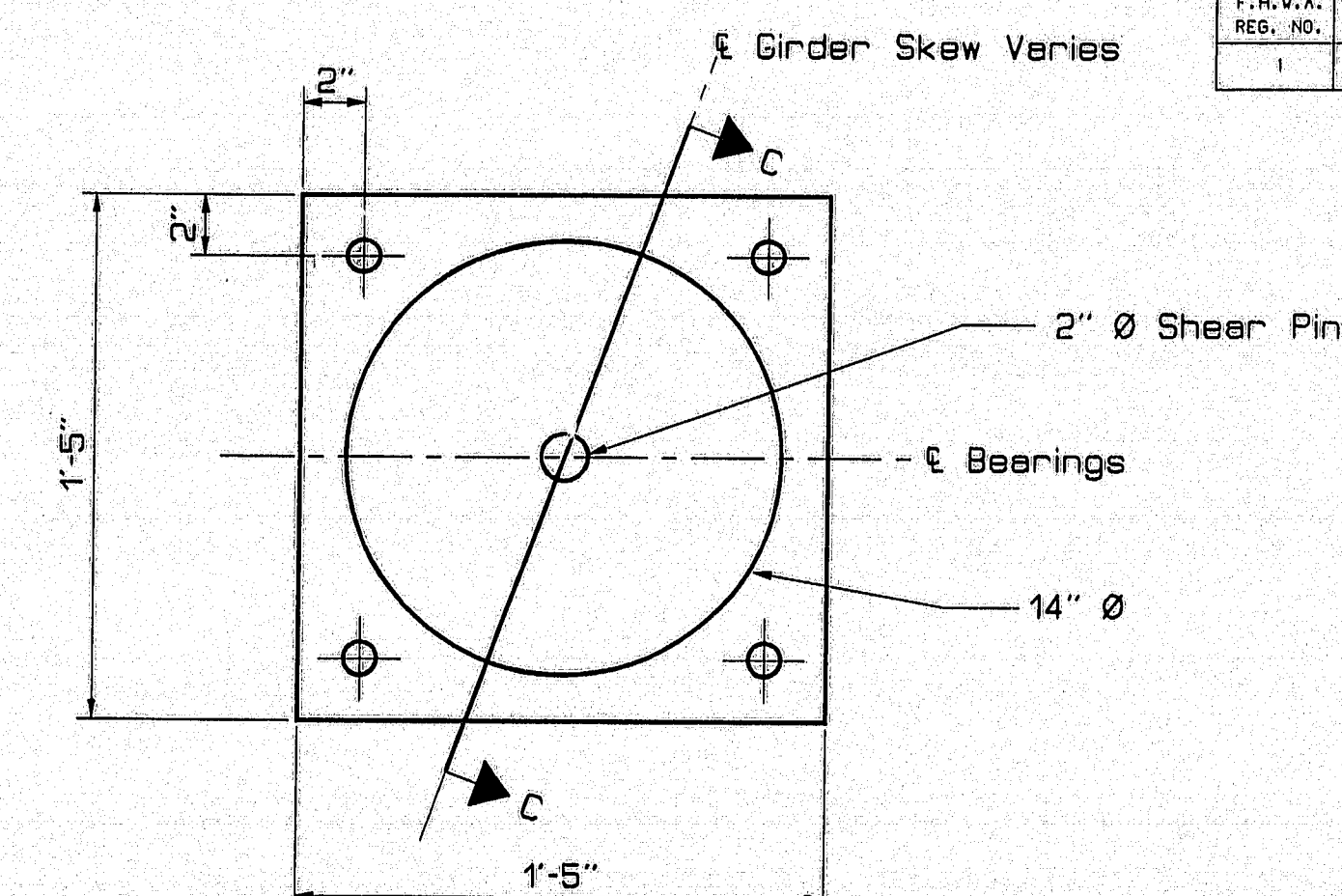
SECTION A-A PIER G2-G5



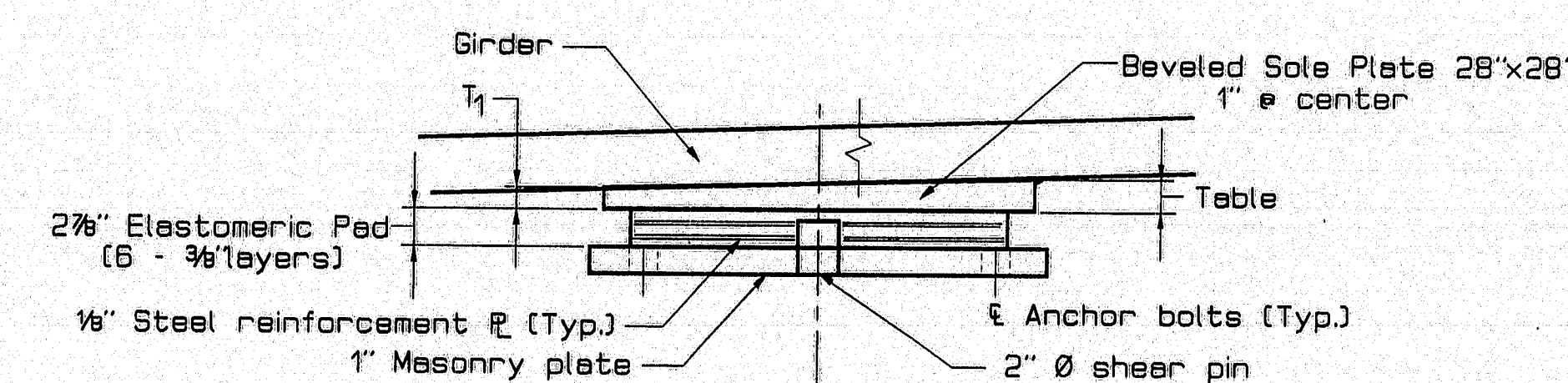
PLAN - PIER G1



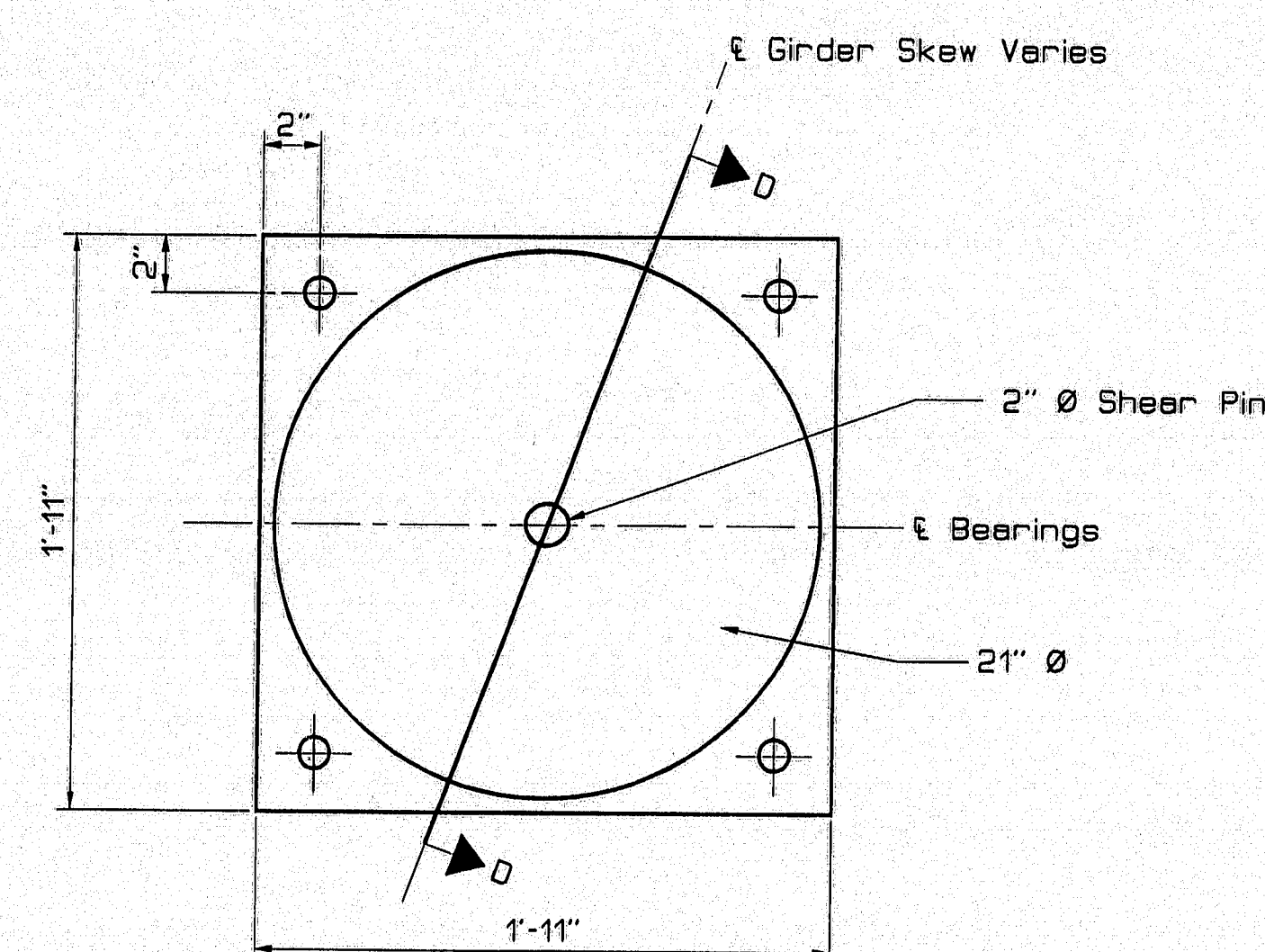
SECTION B-B SPAN 1 G1



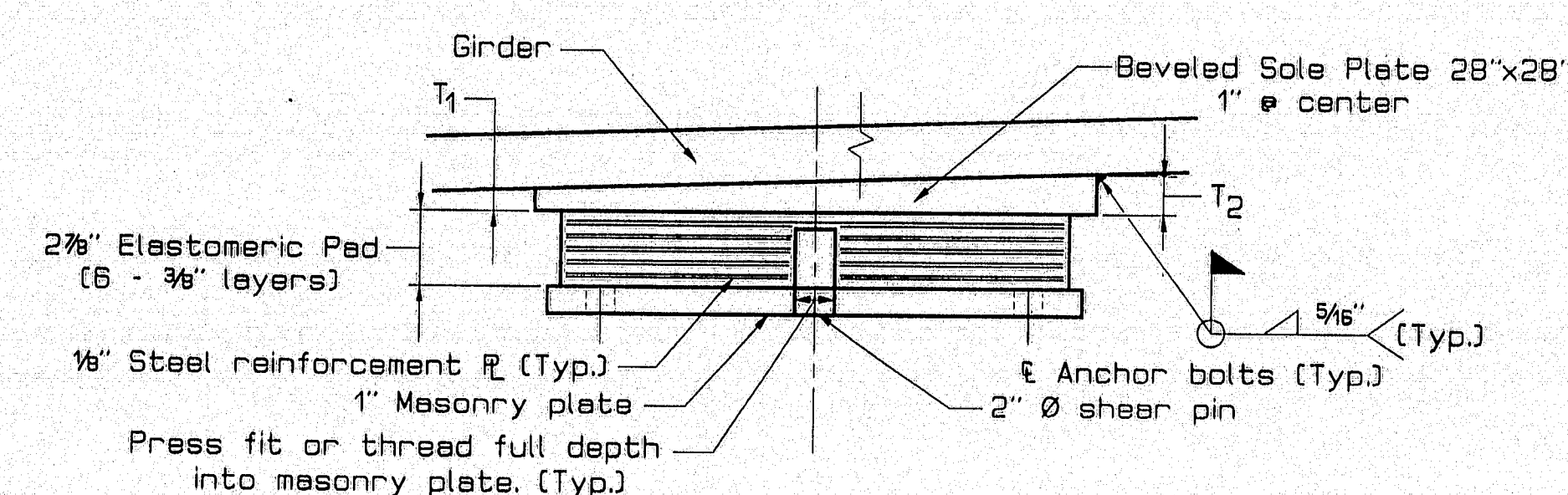
PLAN - ABUTMENT 1 G2-G5, G6, G8



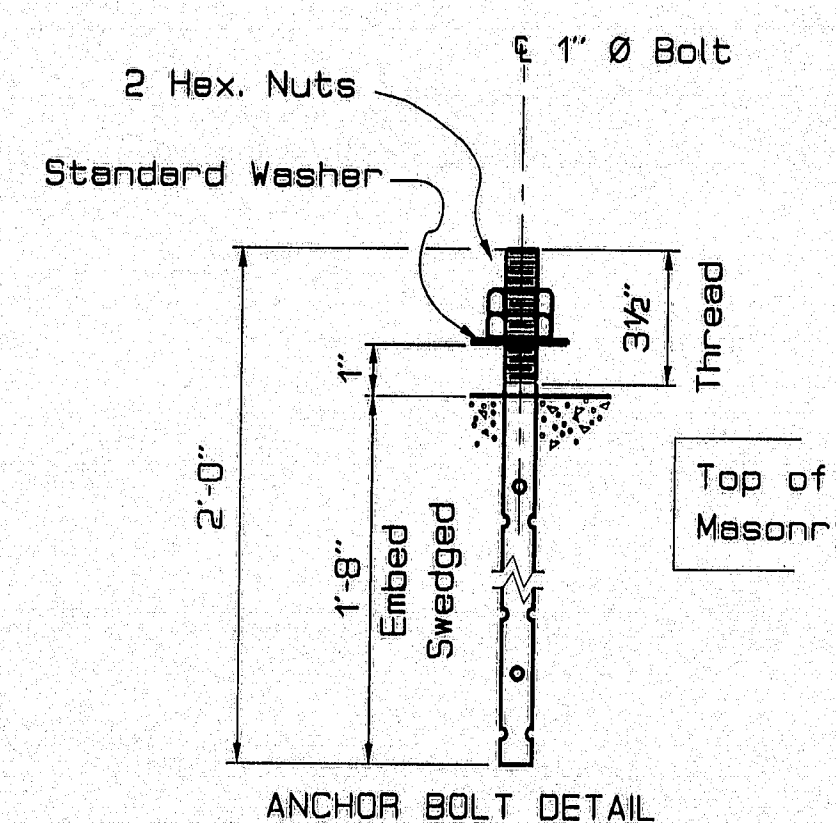
SECTION C-C ABUTMENT 1 G2-G5, G6, G8



PLAN - ABUTMENT 1 G1



SECTION D-D ABUTMENT 1 G1



ANCHOR BOLT DETAIL

48 Required (4 per bearing)

Note Pier 1
Bottom flange slotted
for top anchor bolts
Slot wrong location
Bolts sheared by
contraction

ELASTOMERIC BEARING NOTES

- The hardness of the Elastomeric material shall be 50 $\pm$ 10.
- Bearings are designed according to AASHTO Method B.
- Nuts - ASTM A563 Heavy Hex Grade A.
- Upset threads on anchor bolts after assembly.
- Charpy V-Notch test is not required for bearing pedestal steel.
- Masonry plate, sole plate and shear pin for the Elastomeric bearing shall be A588 Steel.
- Orient beveled shim plate so T₁ is on Northwest end and T₂ is on Southwest end.
- The bearings are designed so that the superstructure may be erected when the ambient air temperature is within the range of 40°F to 90°F.
- The field weld connecting the flange to the bearing shall be allowed to cool after each pass. However, the temperature of the steel adjacent to the Elastomer shall not exceed 200°F. Temperature shall be controlled by welding procedures and temperature indicating crayons or other devices approved by the Engineer.

120-144

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
IN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY

ELASTOMERIC BEARING DETAILS

SHEET 30 OF 48 AUGUSTA, MAINE

DESIGN SERVICE LOADS			
LOCATION	BEAM	DEAD LOAD	LIVE LOAD
PIER 1	GIRDER 1	249.7 k	124.0 k
PIER 1	GIRDERS 2-5	115.2 k	77.7 k
ABUTMENT 1	GIRDER 1	314.5 k	239.4 k
ABUTMENT 1	GIRDERS 2-5, A, B	115.2 k	77.7 k

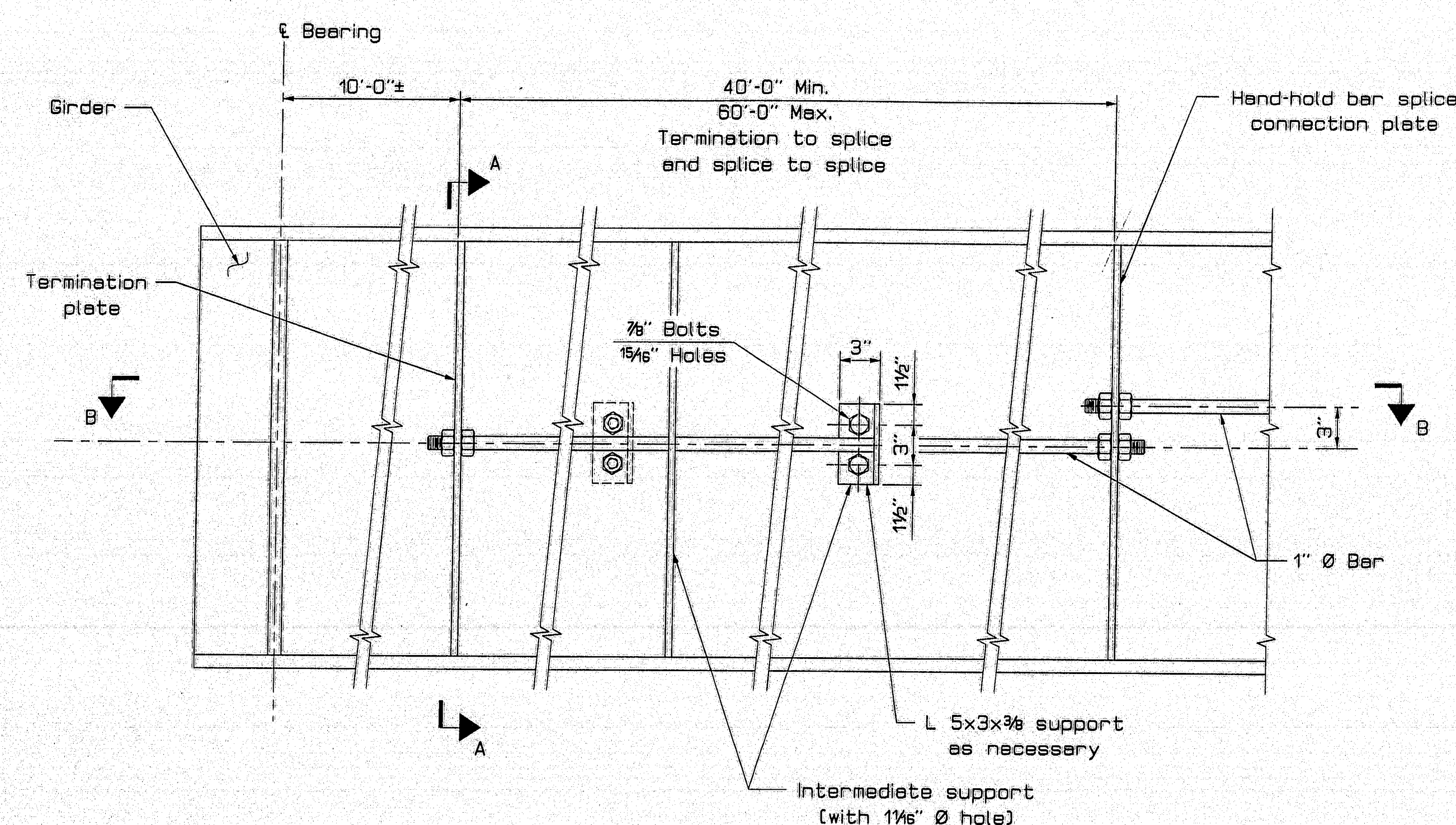
BEVELED SHIM PLATES		
	T ₁	T ₂
ABUTMENT 1	1 1/8"	1 1/8"
PIER 1	1 3/8"	1 3/8"

PROJECT DESIGN REVISIONS	DATE
DESIGN-DETAILED	8-95
REVISIONS	1-95
FIELD CHANGES	

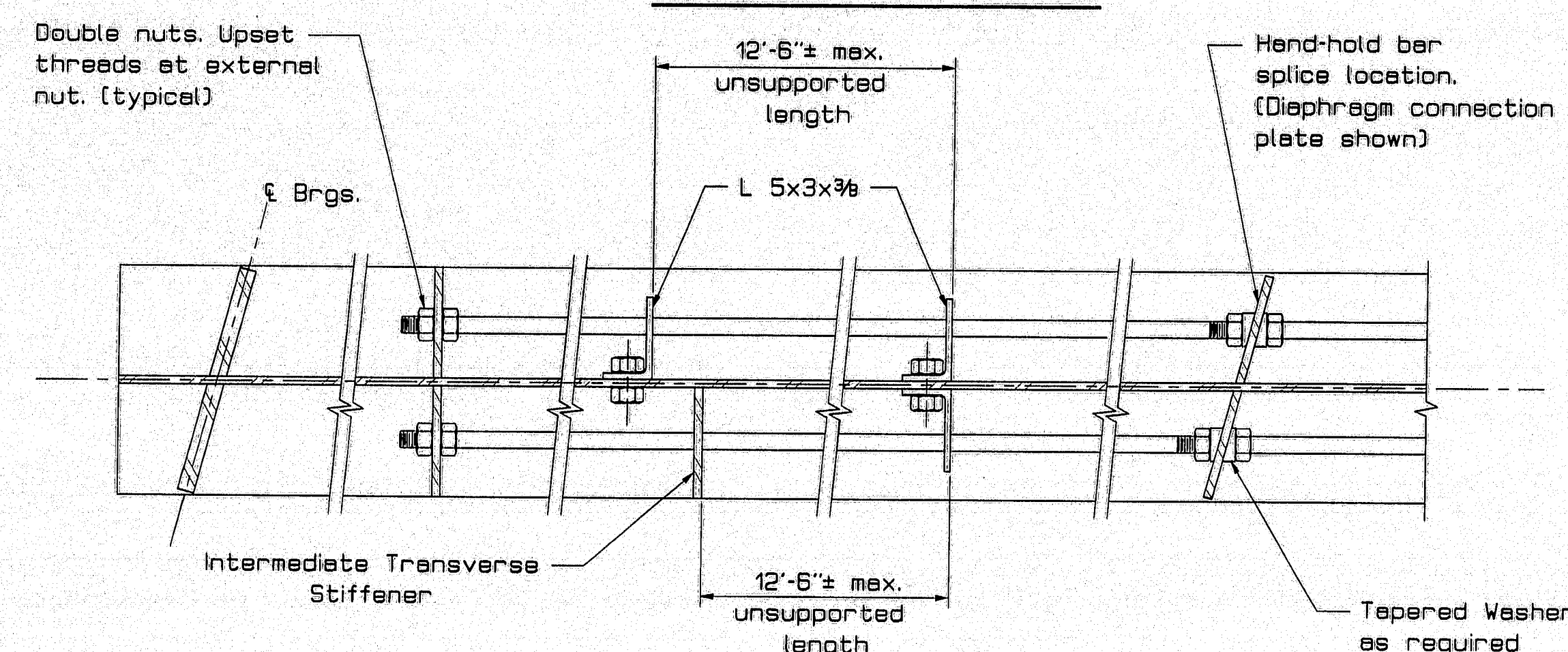
15 AUGUST 1995 000030
BEARING

PIN 002672.00

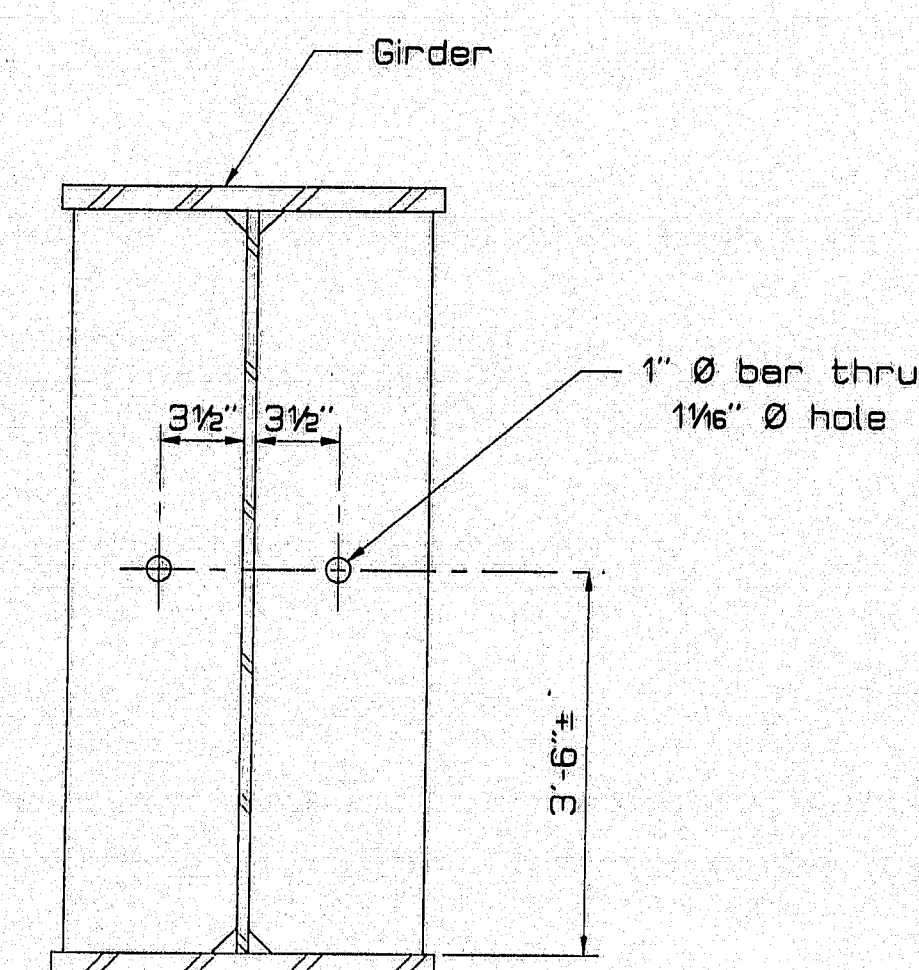
F.H.V.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-BPF-038-1(35)	160	201



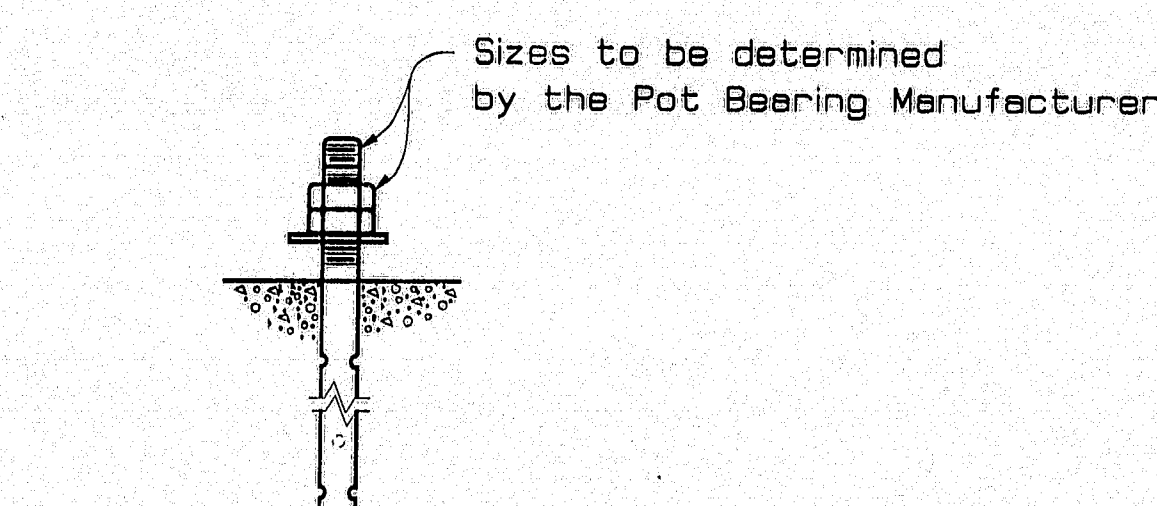
HAND-HOLD BAR DETAIL



SECTION B - B



SECTION A - A



ANCHOR BOLT DETAIL

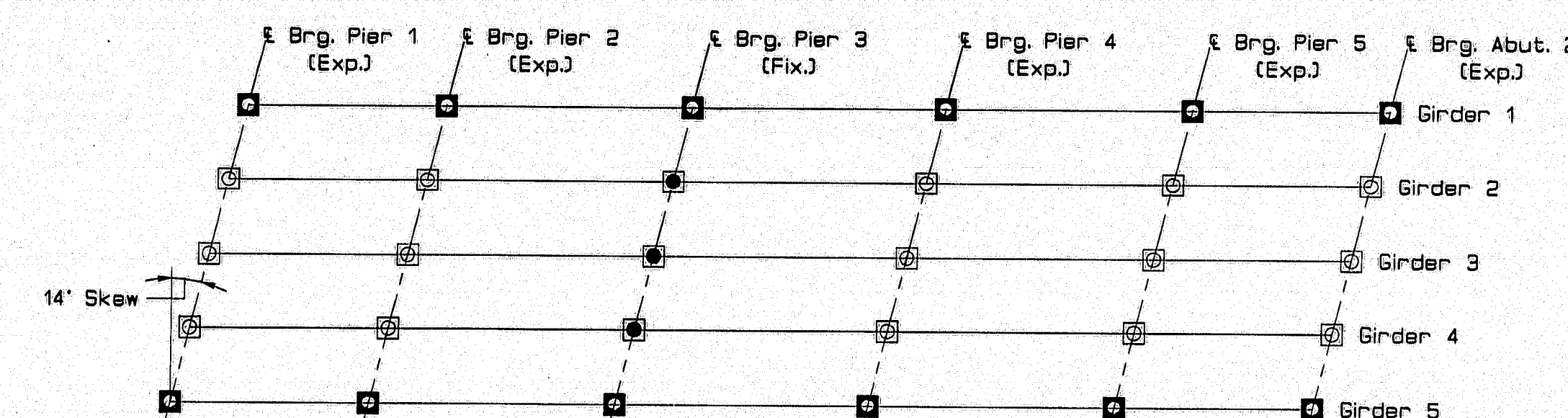
BEARING SETTING CORRECTIONS (Inches)										
LOCATION	LONGITUDINAL MOVEMENT -30' to 120'	DIMENSION " X "								
		0'	15'	30'	45'	60'	75'	90'	105'	
PIER 1	3 3/4"	1 1/8" →	3/4" →	3/8" →	0	← 3/8"	← 3/4"	← 1 1/8"	← 1 1/2"	
PIER 2	2 1/8"	5/8" →	7/8" →	3/8" →	0	← 3/8"	← 7/8"	← 5/8"	← 13/16"	
PIER 3	0	→	→	→	→	→	→	→	→	
PIER 4	2 1/8"	5/8" →	7/8" →	3/8" →	0	→ 3/8"	→ 7/8"	→ 5/8"	→ 7/8"	
PIER 5	4 3/8"	1 1/4" →	1 3/8" →	7/8" →	0	→ 7/8"	→ 1 3/8"	→ 1 1/4"	→ 1 1/8"	
ABUTMENT 2	5 7/8"	1 3/4" →	1 7/8" →	9/8" →	0	← 9/8"	← 1 3/8"	← 1 3/4"	← 2 3/8"	

HAND-HOLD BAR NOTES

1. Nuts shall conform to ASTM A563, Heavy Hex, Grade C3 or DH3.
2. Handhold bars shall be placed on both sides of interior girders and shall be placed on the inside of exterior girders.
3. Stiffeners and connection plates at termination and splice locations shall be 1/2" thick, minimum. Angle supports shall be used at intermediate locations only. Connection plates shall be added at termination and splice points when stiffeners or connection plates are not called for on the plans.

BEARING DEVICE NOTES

1. For design, material, fabrication, general construction requirements, refer to the Standard Specifications, Section 523, Pot Bearings. Entire assembly except for the PTFE and stainless steel plate shall be zinc metallized or galvanized.
2. The Contractor shall provide the elevations of the tops of the concrete pedestals based on the bearing heights, any bevel and bearing plates, and bottom of steel elevations given in the Special Provisions, Section 523 Pot Bearings. Details, dimensions and sizes of plates are dependent upon design loads, bearing type, and the manufacturer. The shop drawings prepared by the manufacturer shall provide all pertinent bearing information.
3. Masonry base plate shall be placed on 1/8 inch preformed fabric pad. See Specifications.
4. Anchor bolt spacing shall be coordinated with the bearing manufacturer. Anchor bolts shall be galvanized.
5. Bearing installation shall be in strict conformance with special provisions of the Specifications and the manufacturer recommendations.
6. PTFE indicates polytetrafluoroethylene.
7. The weld (between sole plate and flange) and galvanized areas damaged in the welding process, shall be painted with zinc rich paint.



BEARING ALIGNMENT PLAN

- LEGEND
- Fixed
 - Non-Guided (Free Sliding) Expansion
 - ▣ Guided (Longitudinal Expansion)

BEARING SCHEDULE					DESIGN SERVICE LOADS (KIPS)	
LOCATION	BEAM	BEARING TYPE	VERTICAL	HORIZONTAL		
PIER 1	1, 5	NGE	238	0		
PIER 1	2-4	GE	238	40		
PIER 2	1, 5	NGE	788	0		
PIER 2	2-4	GE	788	132		
PIER 3	1, 5	NGE	778	0		
PIER 3	2-4	FIX	778	130		
PIER 4	1, 5	NGE	780	0		
PIER 4	2-4	GE	780	130		
PIER 5	1, 5	NGE	788	0		
PIER 5	2-4	GE	788	132		
ABUT. 2	1, 5	NGE	238	0		
ABUT. 2	2-4	GE	238	40		

% BEVEL ON SOLE PLATE OF POT BEARINGS					
LOCATION	GIRDER 1	GIRDER 2	GIRDER 3	GIRDER 4	GIRDER 5
PIER 1	+2.93	+2.96	+3.00	+3.00	+3.00
PIER 2	+1.51	+1.54	+1.58	+1.61	+1.64
PIER 3	-0.26	-0.23	-0.19	-0.16	-0.13
PIER 4	-2.08	-2.05	-2.01	-1.98	-1.95
PIER 5	-3.00	-3.00	-3.00	-3.00	-3.00
ABUT. 2	-1.64	-1.70	-1.76	-1.82	-1.88

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY

HANDHOLD BAR & POT BEARING DETAILS
SHEET 31 OF 48 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	DATE
BY: M. P. P. 8/25	
DESIGN-DRAWN	CHECKED
11/2 B. P. 11/2	11/2 B. P. 11/2
REVISIONS	FIELD CHANGES
1	
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CAUSE-010030
MSC
STUDIOS

PIN 002672.00

F.R.V.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-BRF-038-1383	161	201

BOTTOM OF SLAB ELEVATIONS SPAN NO. 1					
£ Brg., Abut. No. 1	10'	20'	£ Conn. 30'	40'	£ Splice
G-A	36.90	37.48	38.10	38.71	39.27
G-B	37.57	38.07	38.67	38.92	39.31

BOTTOM OF SLAB ELEVATIONS SPAN NO. 1										
£ Brg., Abut. No. 1	10'	20'	30'	40'	50'	60'	70'	80'	90'	£ Brg., Pier No. 1
G-1	38.07	38.46	38.87	39.22	39.58	39.91	40.19	40.45	40.69	41.12
G-2	38.53	38.91	39.24	39.58	39.90	40.20	40.46	40.71	40.93	41.30
G-3	38.51	38.86	39.22	39.57	39.90	40.22	40.51	40.76	40.98	41.36
G-4	38.19	38.54	38.89	39.23	39.55	39.86	40.14	40.39	40.61	40.98
G-5	37.87	38.18	38.52	38.86	39.18	39.48	39.76	40.01	40.23	40.42

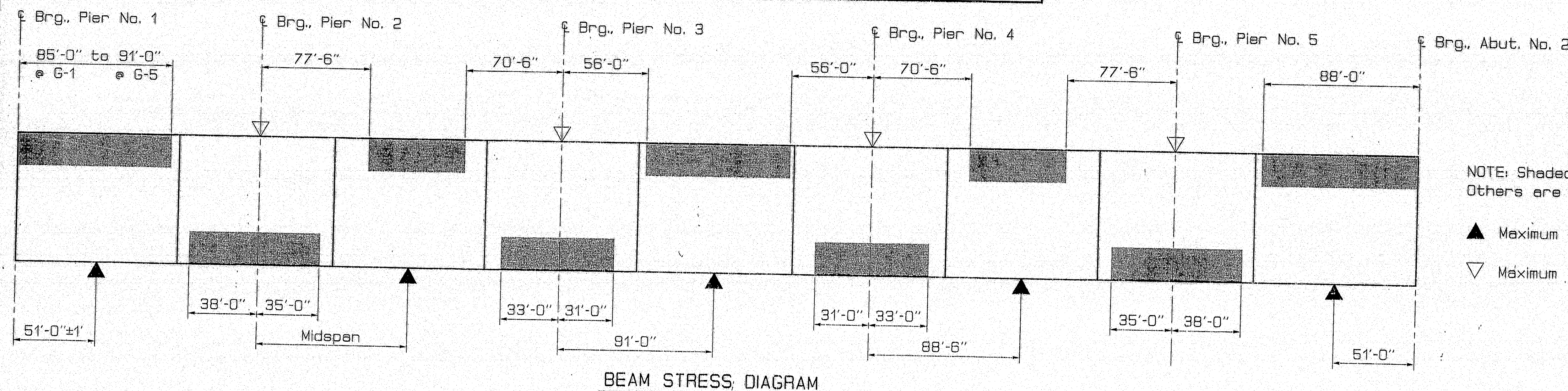
BOTTOM OF SLAB ELEVATIONS SPAN NO. 2															
£ Brg., Pier No. 1	10'	20'	30'	40'	50'	60'	70'	80'	90'	100'	110'	120'	130'	140'	£ Brg., Pier No. 2
G-1	41.11	41.52	41.91	42.28	42.60	42.87	43.11	43.30	43.46	43.60	43.72	43.84	43.96	44.09	44.22
G-2	41.29	41.71	42.11	42.49	42.81	43.10	43.34	43.53	43.70	43.83	43.96	44.07	44.19	44.32	44.47
G-3	41.34	41.77	42.19	42.57	42.90	43.20	43.44	43.64	43.81	43.95	44.07	44.19	44.30	44.43	44.60
G-4	40.96	41.40	41.83	42.21	42.56	42.86	43.11	43.32	43.49	43.63	43.75	43.86	43.98	44.10	44.28
G-5	40.58	41.03	41.46	41.86	42.21	42.52	42.78	42.99	43.16	43.31	43.43	43.54	43.65	43.77	43.97

SPAN NO. 3																	
10'	20'	30'	40'	50'	60'	70'	80'	90'	100'	110'	120'	130'	140'	150'	160'	170'	£ Brg., Pier No. 3
G-1	44.36	44.51	44.65	44.80	44.93	45.05	45.15	45.24	45.32	45.37	45.41	45.43	45.44	45.44	45.42	45.40	45.38
G-2	44.61	44.76	44.90	45.04	45.17	45.29	45.40	45.49	45.57	45.62	45.67	45.69	45.70	45.70	45.69	45.68	45.65
G-3	44.73	44.88	45.02	45.16	45.29	45.41	45.52	45.61	45.69	45.75	45.80	45.83	45.84	45.84	45.83	45.82	45.82
G-4	44.42	44.57	44.71	44.85	44.98	45.10	45.21	45.30	45.38	45.45	45.49	45.53	45.54	45.55	45.55	45.54	45.54
G-5	44.11	44.25	44.39	44.53	44.67	44.79	44.90	44.99	45.07	45.14	45.19	45.22	45.25	45.26	45.26	45.27	45.27

SPAN NO. 4																		
10'	20'	30'	40'	50'	60'	70'	80'	90'	100'	110'	120'	130'	140'	150'	160'	170'	180'	£ Brg., Pier No. 4
G-1	45.35	45.33	45.32	45.29	45.26	45.21	45.14	45.06	44.96	44.83	44.69	44.52	44.34	44.14	43.93	43.72	43.50	43.24
G-2	45.64	45.63	45.62	45.60	45.57	45.52	45.46	45.38	45.28	45.16	45.02	44.85	44.68	44.48	44.27	44.06	43.84	43.59
G-3	45.81	45.80	45.79	45.78	45.75	45.71	45.65	45.57	45.48	45.36	45.22	45.06	44.88	44.69	44.49	44.28	44.06	43.81
G-4	45.54	45.54	45.53	45.52	45.50	45.46	45.41	45.33	45.24	45.12	44.99	44.86	44.66	44.47	44.27	44.06	43.85	43.60
G-5	45.27	45.27	45.27	45.27	45.25	45.21	45.16	45.09	45.00	44.89	44.75	44.60	44.43	44.24	44.04	43.84	43.63	43.38

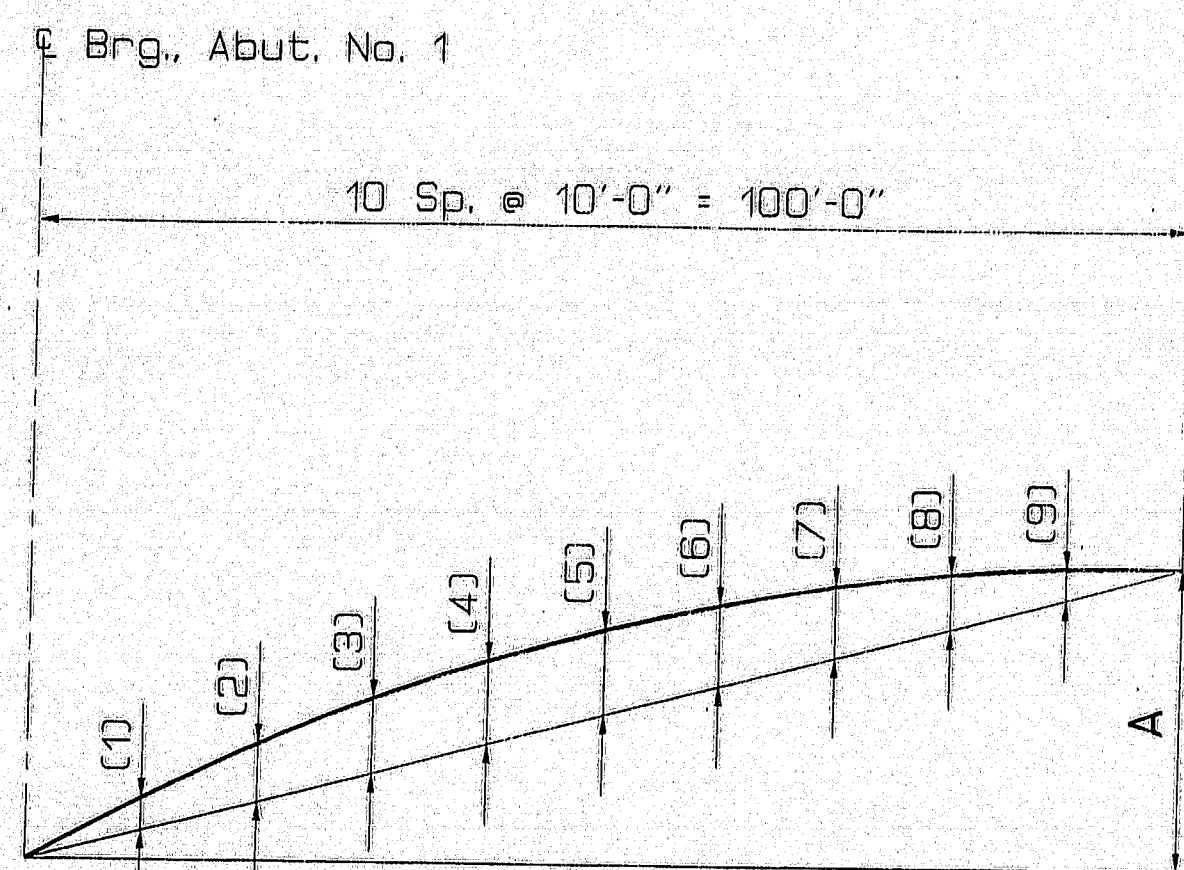
SPAN NO. 5																	
10'	20'	30'	40'	50'	60'	70'	80'	90'	100'	110'	120'	130'	140'	150'	160'	170'	£ Brg., Pier No. 5
G-1	43.02	42.80	42.59	42.36	42.13	41.88	41.62	41.35	41.05	40.75	40.43	40.12	39.80	39.48	39.16	38.85	38.55
G-2	43.37	43.16	42.94	42.72	42.49	42.25	41.99	41.72	41.43	41.12	40.81	40.50	40.18	39.86	39.54	39.23	38.93
G-3	43.60	43.39	43.17	42.96	42.73	42.49	42.24	41.97	41.68	41.38	41.07	40.75	40.43	40.11	39.79	39.48	39.19
G-4	43.39	43.18	42.97	42.76	42.53	42.30	42.04	41.78	41.50	41.20	40.88	40.57	40.25	39.93	39.61	39.31	39.01
G-5	43.18	42.97	42.77	42.55	42.33	42.10	41.85	41.59	41.31	41.01	40.70	40.39	40.07	39.75	39.43	39.13	38.83

SPAN NO. 6															
	10'	20'	30'	40'	50'	60'	70'	80'	90'	100'	110'	120'	130'	140'	£ Brg., Abut. No. 2
G-1	38.07	37.82	37.58	37.36	37.14	36.92	36.68	36.44	36.18	35.91	35.61	35.30	34.99	34.68	34.62
G-2	38.45	38.20	37.96	37.74	37.52	37.30	37.08	36.81	36.55	36.27	35.97	35.65	35.33	35.01	34.95
G-3	38.71	38.45	38.22	38.00	37.78	37.55	37.32	37.06	36.79	36.51	36.20	35.88	35.55	35.23	35.16
G-4	38.53	38.28	38.04	37.82	37.60	37.38	37.14	36.88	36.60	36.31	36.00	35.67	35.34	35.01	34.94
G-5	38.35	38.10	37.86	37.64	37.42	37.20	36.96	36.70	36.42	36.12	35.80	35.47	35.13	34.79	34.72



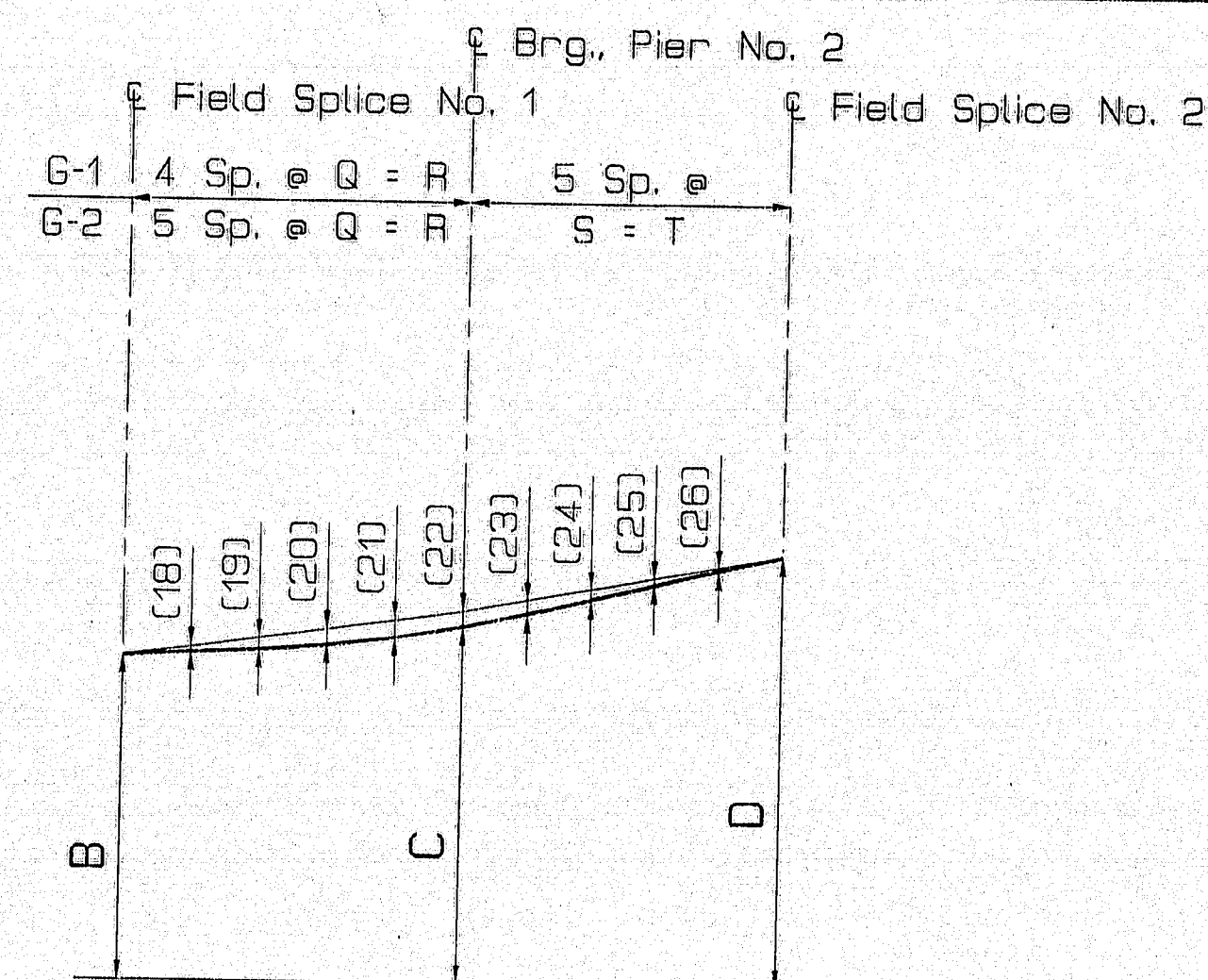
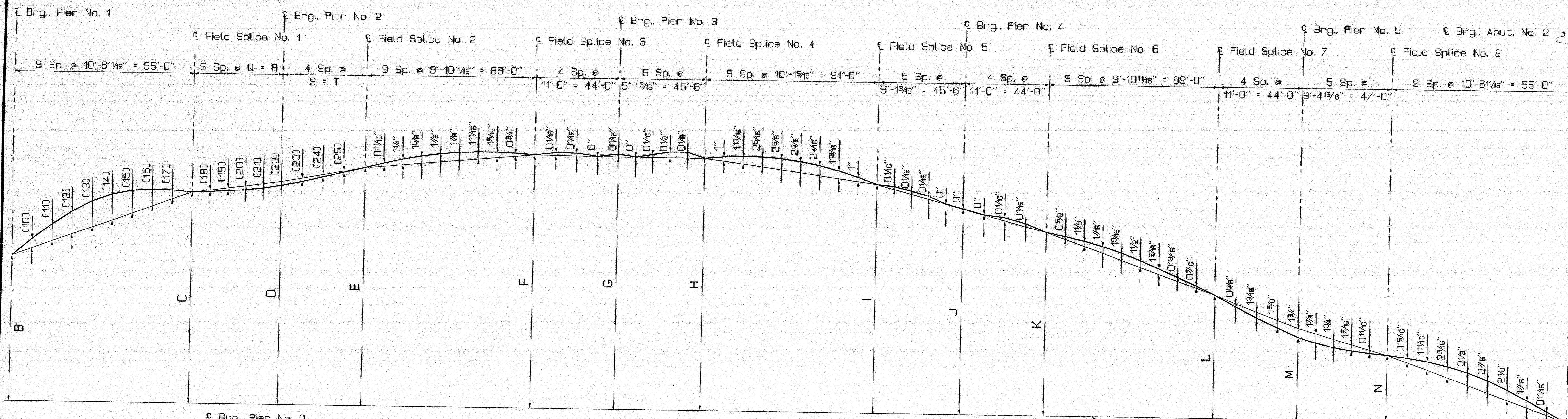
PIN 002672.00

F.H.V.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-BRF-090-K353	162	201



	G-1	G-2	G-3	G-4	G-5
A	3'-0 5/8"	2'-9 1/4"	2'-10 1/8"	2'-9 7/8"	2'-8 7/8"
(1)	1 7/8"	1 1/2"	1"	1"	0 3/4"
(2)	2 7/8"	2 3/8"	2 1/8"	2 1/8"	1 3/4"
(3)	3 5/8"	3 1/4"	3"	3"	2 3/4"
(4)	4 5/8"	3 7/8"	3 3/8"	3 3/4"	3 3/8"
(5)	4 3/4"	4 1/4"	4 1/4"	4 1/8"	3 3/4"
(6)	4 1/2"	4"	4 1/4"	4 1/8"	3 3/4"
(7)	3 3/4"	3 1/2"	3 3/4"	3 5/8"	3 3/8"
(8)	2 3/4"	2 5/8"	2 7/8"	2 3/4"	2 1/2"
(9)	1 1/2"	1 3/8"	1 1/2"	1 1/2"	1 3/8"

CAMBER DIAGRAM SPAN 1



CAMBER DIAGRAM
(G-1 & G-2)

CAMBER DIAGRAM SPANS 2 THRU 6

	G-1	G-2	G-3	G-4	G-5
B	6'-5 7/8"	6'-4 1/8"	6'-2 1/8"	6'-0 1/4"	5'-10 3/8"
C	9'-0 5/8"	8'-11 1/2"	8'-10 3/8"	8'-9 3/8"	8'-8"
D	9'-7 5/8"	9'-6 1/4"	9'-5 3/8"	9'-4 1/8"	9'-2 5/8"
E	10'-3 3/8"	10'-1 7/8"	10'-0 1/2"	9'-11 1/8"	9'-9 3/4"
F	10'-9 5/8"	10'-9 1/8"	10'-8 1/8"	10'-7 3/8"	10'-6 3/8"
G	10'-8"	10'-8"	10'-7 3/8"	10'-7 3/8"	10'-6 1/2"
H	10'-8 1/8"	10'-7 3/8"	10'-7 1/4"	10'-7 1/8"	10'-6 5/8"
I	9'-7 7/8"	9'-7 7/8"	9'-7 7/8"	9'-7 1/4"	9'-7 1/4"
J	8'-7 1/2"	8'-7 1/8"	8'-7 3/4"	8'-7 5/8"	8'-7 7/8"
K	7'-7 7/8"	7'-8 1/8"	7'-10 7/8"	7'-8 1/8"	7'-8 7/8"
L	5'-1"	5'-1 1/2"	5'-2"	5'-2 7/8"	5'-2 7/8"
M	3'-8 9/8"	3'-9 3/8"	3'-9 7/8"	3'-10 3/8"	3'-10 3/8"
N	2'-7 1/4"	2'-7 1/8"	2'-8 5/8"	2'-8 3/8"	2'-9 5/8"

	G-1	G-2	G-3	G-4	G-5
(10)	2"	2 1/8"	2 1/8"	2 1/8"	2 3/8"
(11)	3 3/4"	3 1/8"	3 5/8"	4"	4 1/8"
(12)	5"	5 1/8"	5 1/8"	5 3/8"	5 1/2"
(13)	5 5/8"	5 3/4"	5 7/8"	6 1/8"	6 1/4"
(14)	5 1/2"	5 1/8"	5 7/8"	6"	6 3/8"
(15)	4 1/8"	5"	5 1/8"	5 5/8"	5 1/2"
(16)	3 5/8"	3 1/8"	3 3/8"	4"	4 1/8"
(17)	1 7/8"	2"	2 1/8"	2 1/8"	2 1/4"
(18)	0 5/8"	0 1/4"	0 1/4"	0 1/4"	0 1/4"
(19)	0 5/8"	0 1/2"	0 1/2"	0 1/2"	0 1/2"
(20)	0 5/8"	0 5/8"	0 1/2"	0 1/2"	0 3/4"
(21)	0 5/8"	0 5/8"	0 1/2"	0 1/2"	0 3/4"
(22)	0 7/8"	0 1/2"	0 1/2"	0 5/8"	0 3/4"
(23)	0 7/8"	0 7/8"	0 1/2"	0 1/2"	0 1/2"
(24)	0 5/8"	0 5/8"	0 5/8"	0 5/8"	0 3/4"
(25)	0 3/8"	0 3/8"	0 1/2"	0 1/2"	0 3/8"
(26)	0 1/8"	0 1/8"	0 1/8"	0 1/8"	0 1/8"

	G-1	G-2	G-3	G-4	G-5
Q	11'-1 1/8"	9'-2 1/2"	9'-5 1/2"	9'-8 3/4"	10'-0"
R	44'-7 7/8"	45'-11 1/2"	47'-3 3/8"	48'-7 1/8"	49'-11 3/4"
S	9'-3 3/8"	8'-0 1/8"	10'-1 1/8"	10'-7 1/8"	10'-3 3/8"
T	46'-4 1/8"	45'-0 1/2"	43'-8 3/8"	42'-4 5/8"	41'-0 1/4"

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY
CAMBER DIAGRAM

SHEET 33 OF 48 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER
DESIGN-DETAILER
CHECKED
REVISED
FIELD CHIEF

DATE
5/98
7/05

PLANS
CAMBER

15AUG95 0100.30
CAMBER

PIN 00267200

F.H.V.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-BRF-038-11353	163	201

TABLE OF DEFLECTIONS SPAN NO. 2 & SPAN NO. 3 - GIRDER NO. 1

	£ Brg. Pier #1	9.31'	18.62'	27.92'	37.23'	46.54'	55.85'	65.16'	74.46'	83.77'	93.08'	102.39'	111.70'	121.00'	130.31'	£ Brg. Pier #2	9.97'	19.93'	29.90'	39.86'	49.83'	59.79'	69.76'	79.72'	89.69'	99.66'	109.62'	119.59'	129.55'	139.52'	149.48'	159.45'	169.41'	£ Brg. Pier #3
Steel Dead Load	0.00	0.02	0.04	0.05	0.07	0.07	0.07	0.07	0.06	0.05	0.04	0.02	0.01	0.01	0.00	0.00	0.00	0.00	0.01	0.01	0.02	0.02	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.01	0.01	0.00	0.00	0.00
Fluid Dead Load	0.00	0.10	0.20	0.29	0.33	0.37	0.37	0.35	0.31	0.26	0.20	0.14	0.08	0.04	0.02	0.00	-0.01	0.00	0.01	0.02	0.04	0.06	0.07	0.08	0.09	0.09	0.08	0.07	0.05	0.03	0.01	0.00	0.00	0.00
Superimposed Dead Load	0.00	0.03	0.06	0.08	0.10	0.11	0.11	0.11	0.10	0.08	0.06	0.05	0.03	0.01	0.00	0.00	0.00	0.01	0.01	0.02	0.03	0.04	0.05	0.05	0.05	0.05	0.04	0.03	0.02	0.01	0.01	0.00	0.00	0.00
Total Camber	0.00	0.15	0.29	0.41	0.50	0.54	0.55	0.53	0.47	0.39	0.30	0.20	0.12	0.06	0.02	0.00	-0.01	0.00	0.03	0.06	0.09	0.12	0.15	0.16	0.17	0.17	0.15	0.13	0.10	0.07	0.04	0.01	0.00	0.00
Total Blocking	0.00	0.13	0.26	0.36	0.43	0.47	0.48	0.46	0.41	0.34	0.26	0.18	0.11	0.06	0.02	0.00	0.01	0.00	0.02	0.04	0.07	0.10	0.12	0.13	0.14	0.14	0.13	0.11	0.09	0.05	0.03	0.01	0.00	0.00

TABLE OF DEFLECTIONS SPAN NO. 2 & SPAN NO. 3 - GIRDER NO. 2

TABLE OF DEFLECTIONS SPAN NO. 2 & SPAN NO. 3 - GIRDER NO. 2																																			
	£ Brg. Pier #1	9.40'	18.80'	28.19'	37.59'	46.99'	56.38'	65.78'	75.18	84.58'	93.97'	103.37'	112.77'	122.17'	131.56'	£ Brg. Pier #2	9.89'	19.78'	29.67'	39.56'	49.46'	59.35'	69.24'	79.13'	89.02'	98.91'	108.80'	118.69'	128.58'	138.48'	148.37'	158.26'	168.15'	£ Brg. Pier #3	
Steel Dead Load	0.00	0.02	0.04	0.06	0.07	0.08	0.08	0.07	0.06	0.05	0.04	0.03	0.02	0.01	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.02	0.02	0.03	0.03	0.03	0.02	0.02	0.02	0.02	0.01	0.01	0.00	0.00	0.00
Fluid Dead Load	0.00	0.11	0.21	0.29	0.35	0.39	0.39	0.38	0.34	0.28	0.21	0.15	0.09	0.05	0.02	0.00	-0.01	-0.01	0.00	0.01	0.03	0.04	0.06	0.07	0.07	0.07	0.07	0.06	0.04	0.02	0.01	0.00	0.00	0.00	
Superimposed Dead Load	0.00	0.03	0.06	0.08	0.10	0.11	0.12	0.11	0.10	0.09	0.07	0.05	0.03	0.02	0.01	0.00	0.00	0.00	0.01	0.02	0.03	0.04	0.04	0.05	0.05	0.04	0.04	0.03	0.02	0.01	0.00	0.00	0.00	0.00	
Total Camber	0.00	0.16	0.31	0.43	0.52	0.58	0.59	0.56	0.50	0.42	0.32	0.22	0.14	0.07	0.03	0.00	-0.01	0.00	0.01	0.04	0.07	0.10	0.12	0.14	0.15	0.15	0.13	0.11	0.08	0.05	0.03	0.01	0.00	0.00	
Total Blocking	0.00	0.14	0.27	0.38	0.45	0.50	0.51	0.49	0.44	0.37	0.28	0.20	0.12	0.06	0.02	0.00	-0.01	-0.01	0.01	0.03	0.06	0.08	0.10	0.12	0.12	0.11	0.09	0.07	0.04	0.02	0.00	0.00	0.00	0.00	

TABLE OF DEFLECTIONS SPAN NO. 2 & SPAN NO. 3 - GIRDER NO. 3

	£ Brg. Pier #1	9.49'	18.97'	28.46'	37.95'	47.43'	56.92'	66.41'	75.89'	85.38'	94.87'	104.35'	113.84'	123.33'	132.81'	£ Brg. Pier #2	9.82'	19.63'	29.45'	39.27'	49.08'	58.90'	68.72'	78.53'	88.35'	98.17'	107.98'	117.80'	127.62'	137.43'	147.25'	157.07'	166.88'	£ Brg. Pier #3	
Steel Dead Load	0.00	0.02	0.04	0.06	0.07	0.08	0.08	0.08	0.07	0.06	0.04	0.03	0.02	0.01	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.00	0.00	0.00	0.00	0.00	
Fluid Dead Load	0.00	0.12	0.22	0.31	0.37	0.41	0.42	0.40	0.36	0.30	0.23	0.16	0.10	0.05	0.02	0.00	-0.01	-0.01	-0.01	0.00	0.01	0.03	0.05	0.06	0.06	0.06	0.06	0.04	0.03	0.02	0.00	0.00	0.00	-0.01	0.00
Superimposed Dead Load	0.00	0.03	0.06	0.09	0.11	0.12	0.12	0.12	0.11	0.10	0.08	0.05	0.03	0.02	0.01	0.00	0.00	0.00	0.01	0.02	0.02	0.03	0.04	0.04	0.04	0.04	0.04	0.03	0.03	0.02	0.01	0.00	0.00	0.00	
Total Camber	0.00	0.17	0.33	0.46	0.55	0.61	0.63	0.60	0.54	0.45	0.35	0.24	0.15	0.08	0.03	0.00	-0.01	-0.01	0.00	0.03	0.05	0.08	0.10	0.12	0.13	0.12	0.11	0.09	0.07	0.04	0.02	0.00	0.00	-0.01	0.00
Total Blocking	0.00	0.15	0.28	0.40	0.48	0.53	0.54	0.52	0.47	0.39	0.31	0.21	0.13	0.07	0.03	0.00	-0.01	-0.01	0.00	0.02	0.04	0.06	0.08	0.10	0.10	0.09	0.08	0.06	0.04	0.02	0.00	0.00	0.00	0.00	

TABLE OF DEFLECTIONS SPAN NO. 2 & SPAN NO. 3 - GIRDER NO. 4

TABLE C - DEFLECTIONS SPAN NO. 2 & SPAN NO. 3 - GIRDER NO. 4																																			
	£ Brg. Pier #1	9.58'	19.15'	28.73'	38.30'	47.88'	57.46'	67.03'	76.61'	86.18'	95.76'	105.34'	114.91'	124.49'	134.06'	£ Brg. Pier #2	9.74'	19.48'	29.23'	38.97'	48.71'	58.45'	68.20'	77.94'	87.68'	97.42'	107.16'	116.91'	126.65'	136.39'	146.13'	155.88'	165.62'	£ Brg. Pier #3	
Steel Dead Load	0.00	0.02	0.05	0.07	0.08	0.09	0.09	0.08	0.08	0.08	0.05	0.03	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.01	0.00	0.00	0.00	0.00	
Fluid Dead Load	0.00	0.12	0.23	0.33	0.39	0.43	0.44	0.42	0.38	0.32	0.25	0.17	0.11	0.06	0.02	0.00	-0.01	-0.02	-0.01	-0.01	0.01	0.02	0.03	0.04	0.05	0.05	0.04	0.03	0.02	0.01	0.00	0.00	-0.01	-0.01	0.00
Superimposed Dead Load	0.00	0.03	0.07	0.09	0.11	0.13	0.13	0.13	0.12	0.10	0.08	0.06	0.04	0.02	0.01	0.00	0.00	0.00	0.00	0.01	0.01	0.02	0.03	0.03	0.04	0.04	0.04	0.03	0.03	0.02	0.02	0.01	0.00	0.00	0.00
Total Camber	0.00	0.18	0.35	0.48	0.59	0.65	0.66	0.64	0.57	0.48	0.38	0.27	0.17	0.09	0.04	0.00	-0.02	-0.02	-0.01	0.01	0.04	0.06	0.08	0.10	0.11	0.11	0.10	0.08	0.06	0.03	0.01	0.00	0.00	-0.01	0.00
Total Blocking	0.00	0.16	0.30	0.42	0.51	0.56	0.57	0.55	0.50	0.42	0.33	0.23	0.15	0.08	0.03	0.00	-0.02	-0.02	-0.01	0.01	0.03	0.05	0.07	0.08	0.09	0.09	0.08	0.06	0.03	0.01	0.00	0.00	0.00	0.00	

TABLE OF DEFLECTIONS SPAN NO. 2 & SPAN NO. 3 - GIRDER NO. 5

TABLE 1 - DEFLECTIONS SPAN NO. 2 & SPAN NO. 3 - GIRDER NO. 5																																			
	£ Brg. Pier #1	9.67'	19.33'	29.00'	38.66'	48.33'	57.99'	67.66'	77.32'	86.99'	96.65'	106.32'	115.98'	125.65'	135.32'	£ Brg. Pier #2	9.67'	19.34'	29.00'	38.67'	48.34'	58.01'	67.67'	77.34'	87.01'	96.68'	106.35'	116.01'	125.68'	135.35'	145.02'	154.68'	164.35'	£ Brg. Pier #3	
Steel Dead Load	0.00	0.03	0.05	0.07	0.08	0.09	0.09	0.09	0.08	0.07	0.05	0.04	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	
Fluid Dead Load	0.00	0.13	0.25	0.34	0.41	0.46	0.47	0.45	0.40	0.34	0.26	0.19	0.12	0.06	0.03	0.00	-0.02	-0.02	-0.02	-0.01	0.00	0.01	0.02	0.03	0.04	0.04	0.03	0.02	0.01	0.00	0.00	-0.01	-0.01	0.00	
Superimposed Dead Load	0.00	0.04	0.07	0.10	0.12	0.13	0.14	0.14	0.13	0.11	0.09	0.06	0.04	0.02	0.01	0.00	0.00	0.00	0.00	0.01	0.02	0.02	0.03	0.03	0.03	0.03	0.03	0.02	0.01	0.00	0.00	0.00	0.00	0.00	
Total Camber	0.00	0.19	0.36	0.51	0.62	0.68	0.70	0.67	0.61	0.52	0.40	0.29	0.18	0.10	0.04	0.00	-0.02	-0.03	-0.02	0.00	0.02	0.04	0.06	0.08	0.09	0.09	0.08	0.06	0.04	0.02	0.00	-0.01	-0.01	0.00	
Total Blocking	0.00	0.16	0.31	0.44	0.53	0.59	0.61	0.59	0.53	0.45	0.35	0.25	0.16	0.09	0.03	0.00	-0.02	-0.02	-0.02	-0.01	0.01	0.03	0.05	0.06	0.07	0.07	0.06	0.05	0.03	0.02	0.00	0.00	0.00		

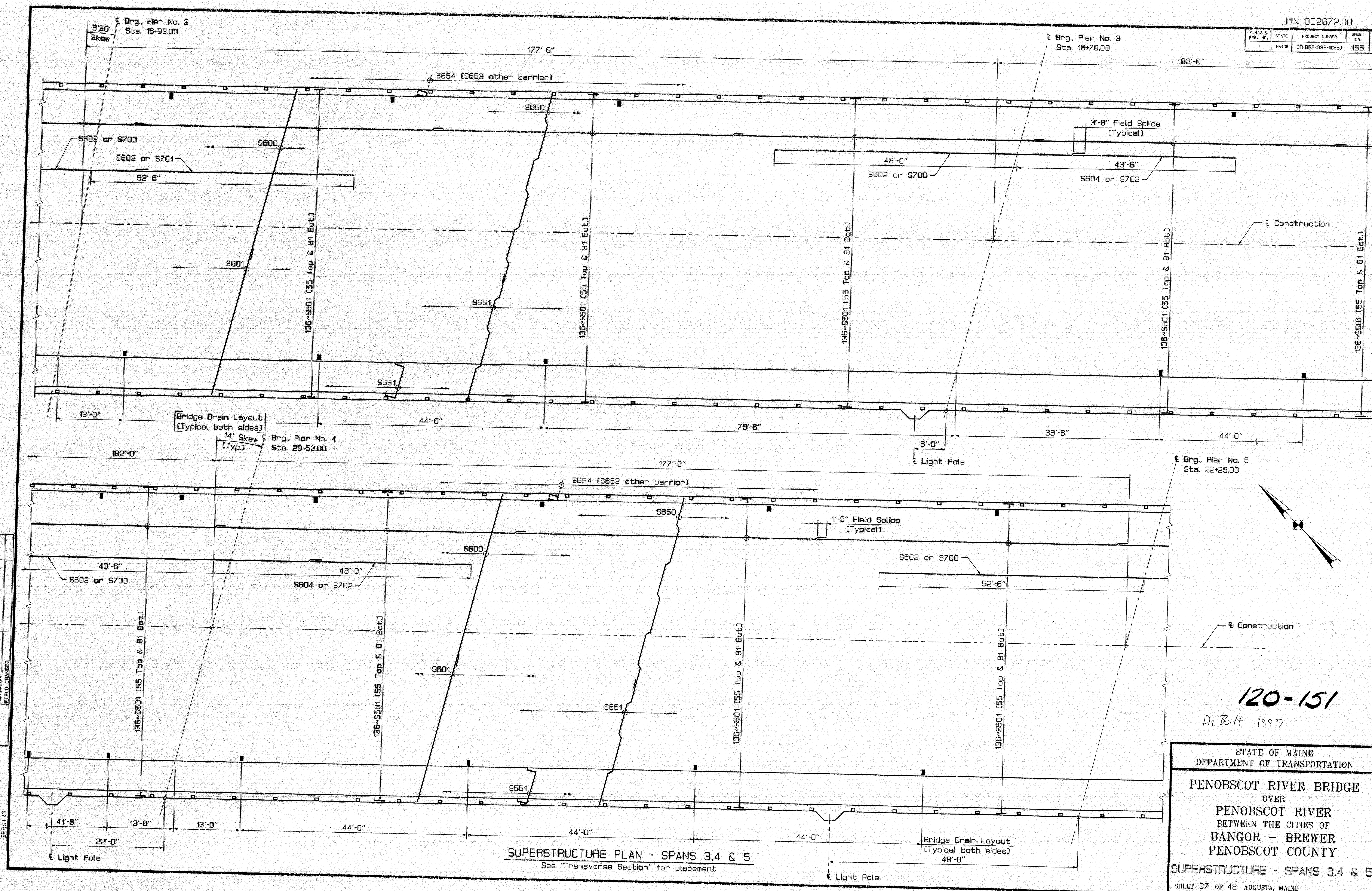
TABLE OF DEFLECTIONS SPAN NO. 4 THRU SPAN NO. 6

TABLE OF DEFLECTIONS SPAN NO. 4																																			SPAN NO. 6									
	£ Brg. Pier #3	10.11'	20.22'	30.33'	40.44'	50.55'	60.67'	70.78'	80.89'	91.00'	101.11'	111.22'	121.33'	131.44'	141.55'	151.67'	161.78'	171.89'	£ Brg. Pier #4	9.83'	19.67'	29.50'	39.33'	49.17'	59.00'	68.83'	78.67'	88.50'	98.33'	108.17'	118.00'	127.83'	137.67'	147.50'										
Steel Dead Load	0.00	0.00	0.01	0.01	0.02	0.03	0.03	0.04	0.04	0.04	0.04	0.04	0.03	0.03	0.02	0.01	0.01	0.00	0.00	0.00	0.00	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.00											
Fluid Dead Load	0.00	0.01	0.04	0.07	0.10	0.13	0.16	0.18	0.20	0.20	0.20	0.18	0.16	0.13	0.10	0.07	0.04	0.01	0.00	-0.01	0.00	0.01	0.02	0.03	0.04	0.06	0.06	0.06	0.06	0.05	0.04	0.02	0.01	-0.01										
Superimposed Dead Load	0.00	0.00	0.01	0.03	0.04	0.05	0.06	0.07	0.07	0.08	0.07	0.07	0.06	0.05	0.04	0.02	0.01	0.00	0.00	0.00	0.00	0.01	0.02	0.03	0.03	0.04	0.04	0.04	0.04	0.04	0.03	0.02	0.02	0.01										
Total Camber	0.00	0.02	0.06	0.11	0.16	0.21	0.25	0.29	0.31	0.32	0.31	0.29	0.25	0.21	0.16	0.11	0.06	0.02	0.00	-0.01	0.00	0.02	0.05	0.07	0.10	0.12	0.13	0.13	0.12	0.11	0.08	0.06	0.03	0.01										
Total Blocking	0.00	0.02	0.05	0.09	0.14	0.18	0.22	0.25	0.27	0.28	0.27	0.25	0.22	0.18	0.14	0.09	0.05	0.02	0.00	-0.01	0.00	0.02	0.05	0.07	0.10	0.12	0.13	0.13	0.12	0.11	0.08	0.06	0.03	0.01										

TABLE OF DEF

PIN 002672.00

F.P.V.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-BRF-03B-11353	166	201



DATE	BY	DESIGN-REVIEWED	CHECKED	FIELD CHANGES
6/95	RJM			
7/95				

19AUG95-000030
SPRSTR3

120-151
As Built 1997

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

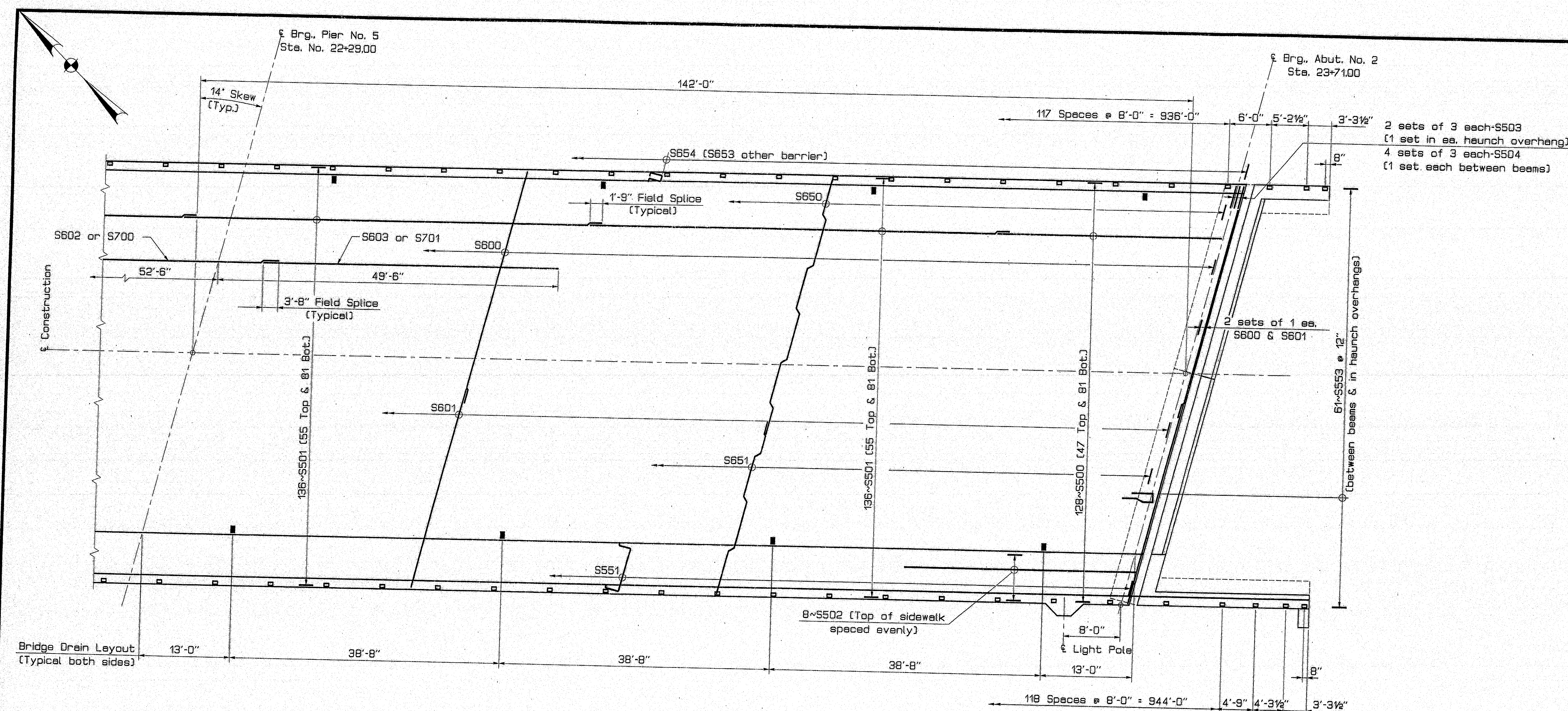
PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY

SUPERSTRUCTURE - SPANS 3.4 & 5

SHEET 37 OF 48 AUGUSTA, MAINE

PIN 002672.00

F.H.D.A. SEC. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-BRP-038-1381	167	201

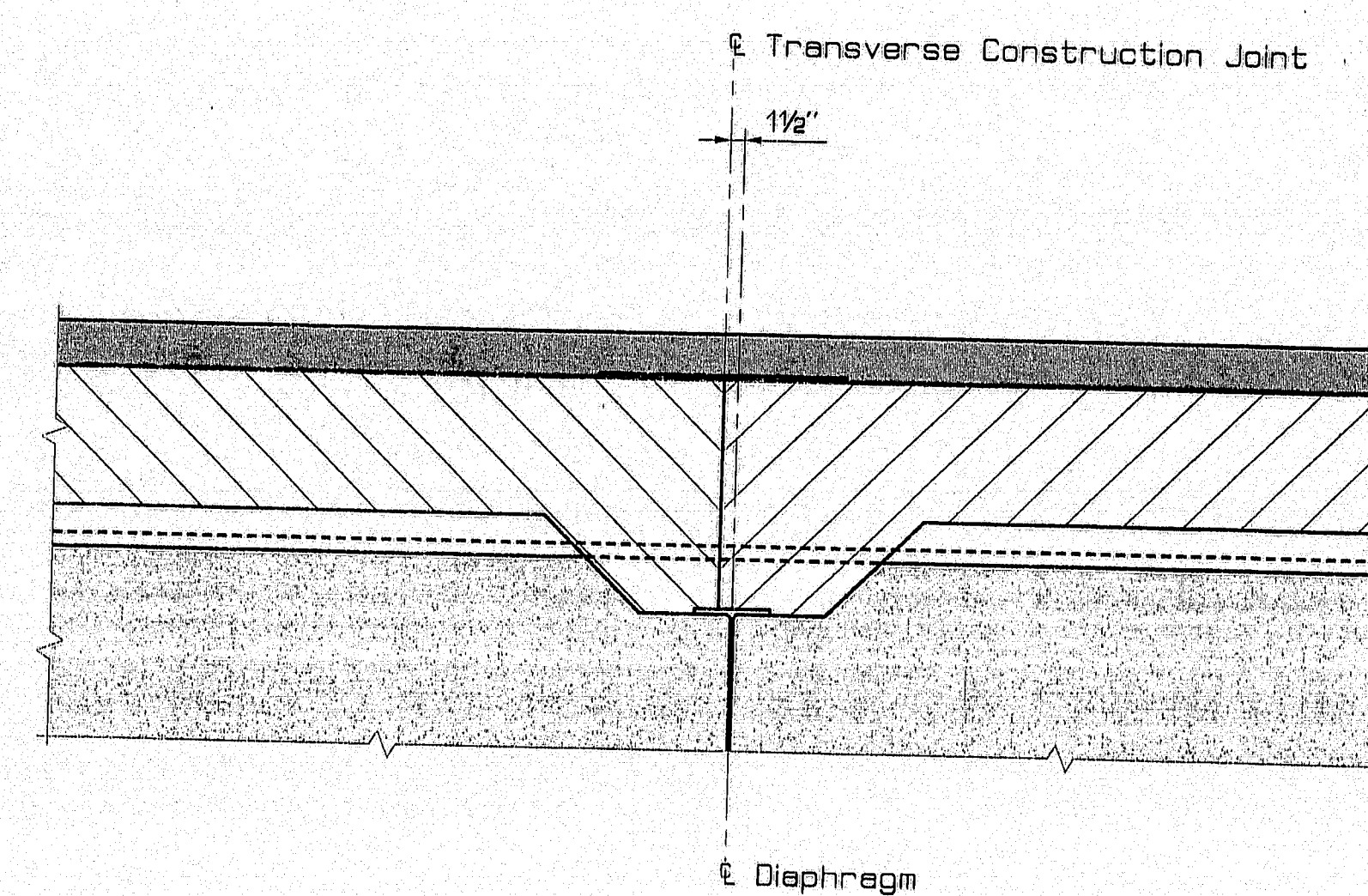


2 sets of 3 each-S503
(1 set in ea. haunch overhang)
4 sets of 3 each-S504
(1 set each between beams)

2 sets of 1 ea.
S600 & S601

6'-0" S553 @ 12"
(between beams & in haunch overhang)

SUPERSTRUCTURE PLAN - SPAN 6



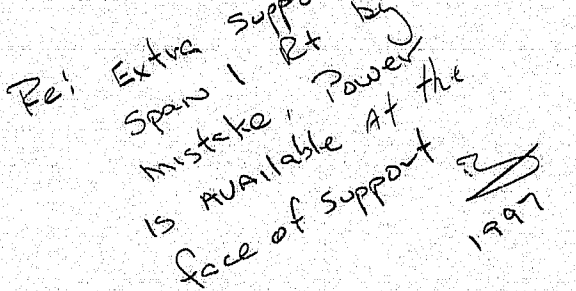
SECTION AT CONSTRUCTION JOINT

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	R.S. [Signature]	6/95
CHECKED	P.H. [Signature]	
REVISIONS		
FIELD CHANGES		

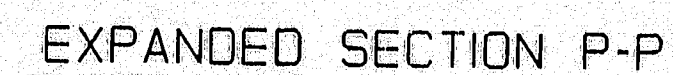
15AUG95-010030
SPRSTR4

As B.O.H. 1957 120-152

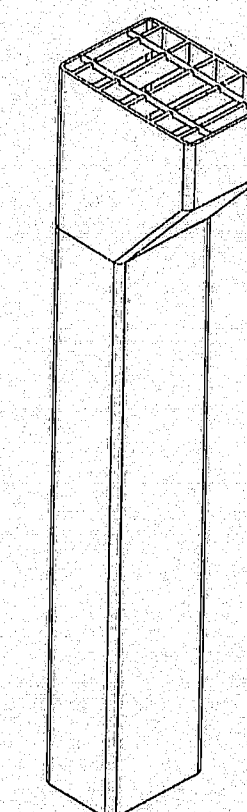
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY
SUPERSTRUCTURE - SPAN 6
SHEET 38 OF 48 AUGUSTA, MAINE

PIN 002672.00

2" Ø Galvanized Steel Conduit



1. At the option of the Contractor, the TS 12" x 8" x 1/4" may be replaced by 1/4" thick plates.
2. Grating shall be a commercial heavy-duty grating with 2" x 1/4" bearing bars and 3/8" cross bars.
3. Plates shall be A.S.T.M. A36, 1/4" thick.
4. WT 6x13 shall be of the same material as the beam web, and shall be paid for under the Structural Steel pay items.
5. If the minimum thickness of concrete below the drain is 2" or less, the haunch shall be extended as shown.
6. The Bridge Drain and 4x3 shall be galvanized to ASTM A123.
7. Payment for Bridge Drain shall be as specified under subsection 502.19 of the Standard Specifications.
8. The bearing bars and the cross bars shall both be flush with the top surface of the grating.
9. Bridge drains used on Span No. 1 with the concrete wearing surface shall not have the 1/4" Ø holes near the top of slab.



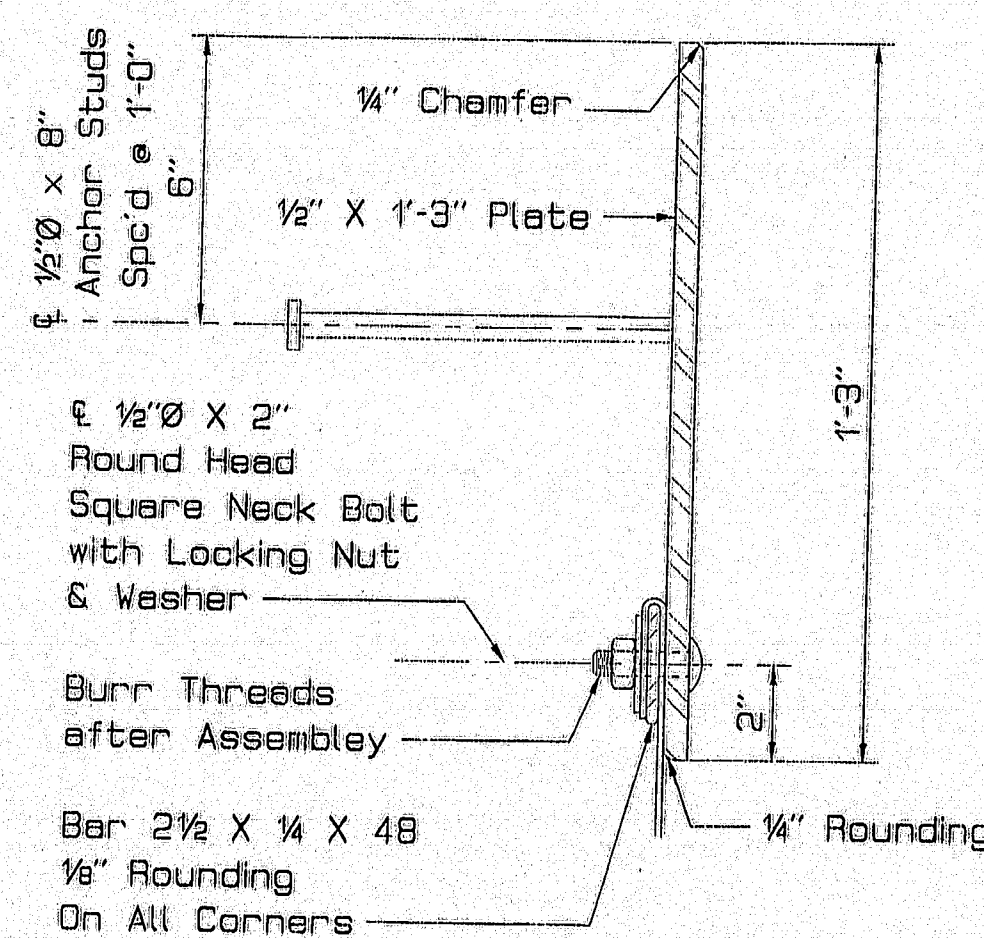
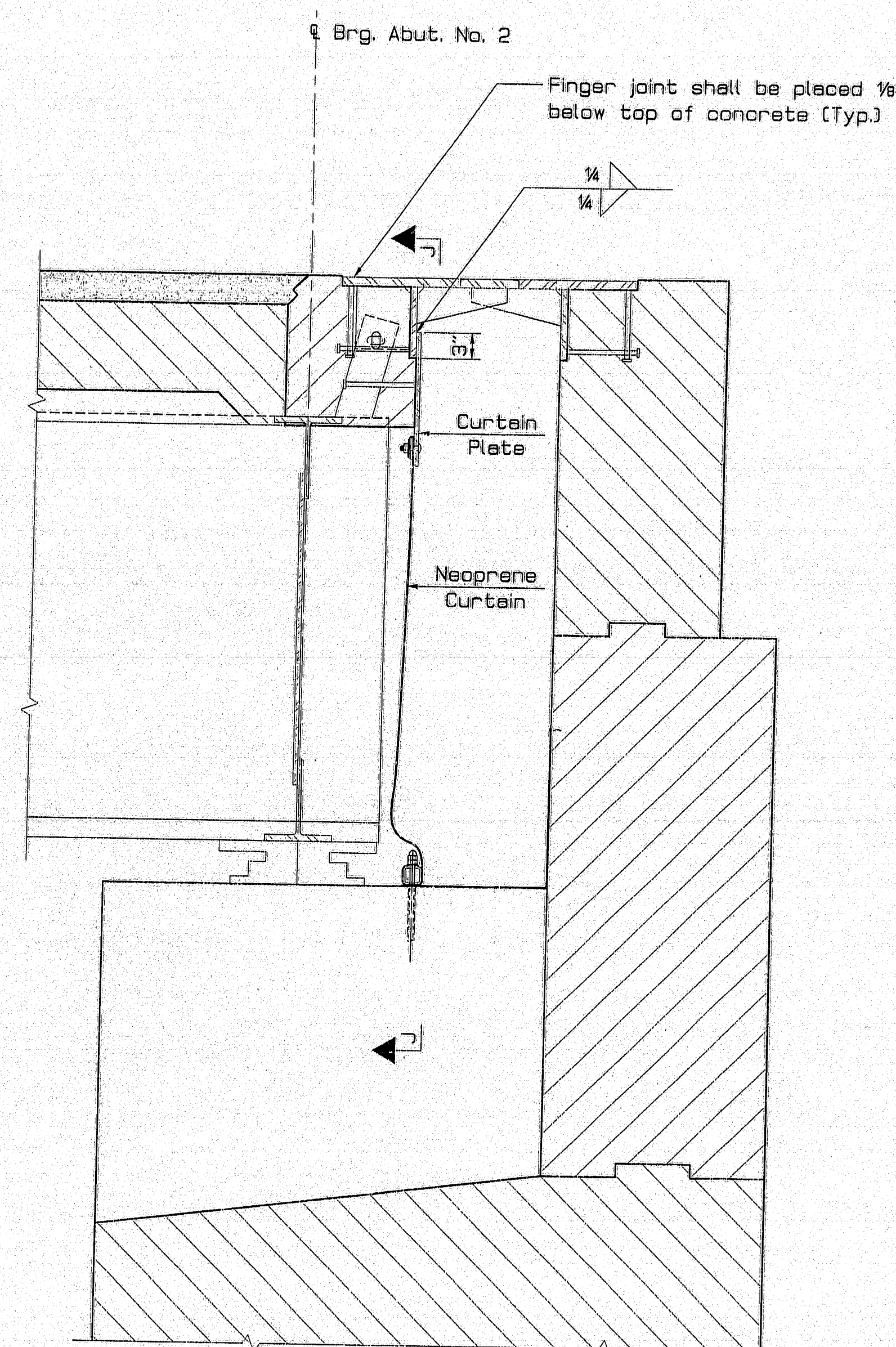
As B, 1/4 1997 **120-153**

SHEET 39 OF 48 AUGUSTA, MAINE

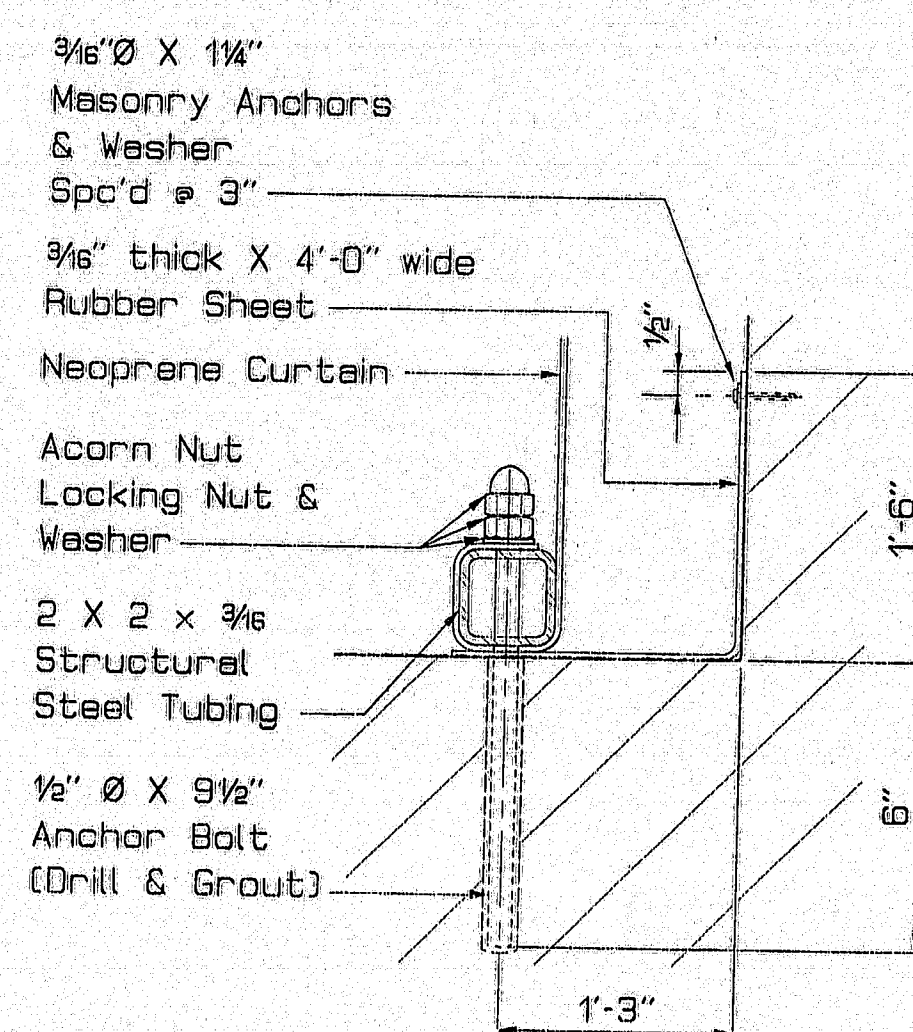
(X) DIMENSION				
30°F	45°F	60°F	75°F	90°F
-1/2"	0"	1/2"	1"	1 1/2"

PIN 002672.00

F.I.V.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-681P-038-1(35)	169	201

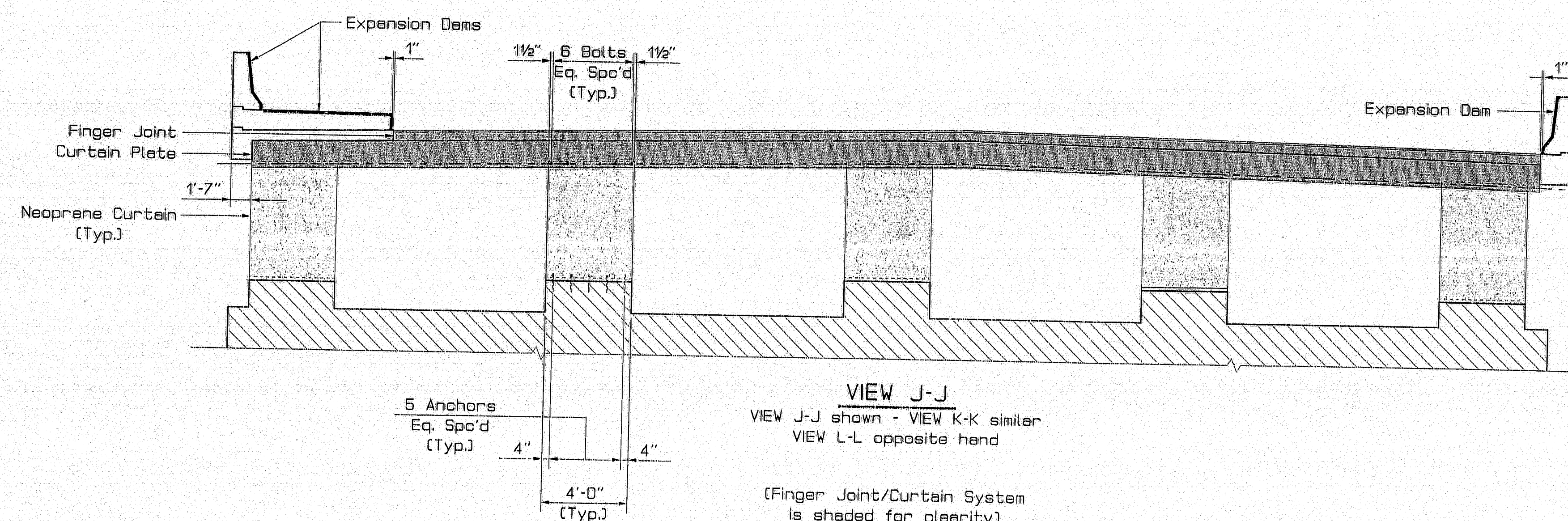


CURTAIN PLATE DETAIL

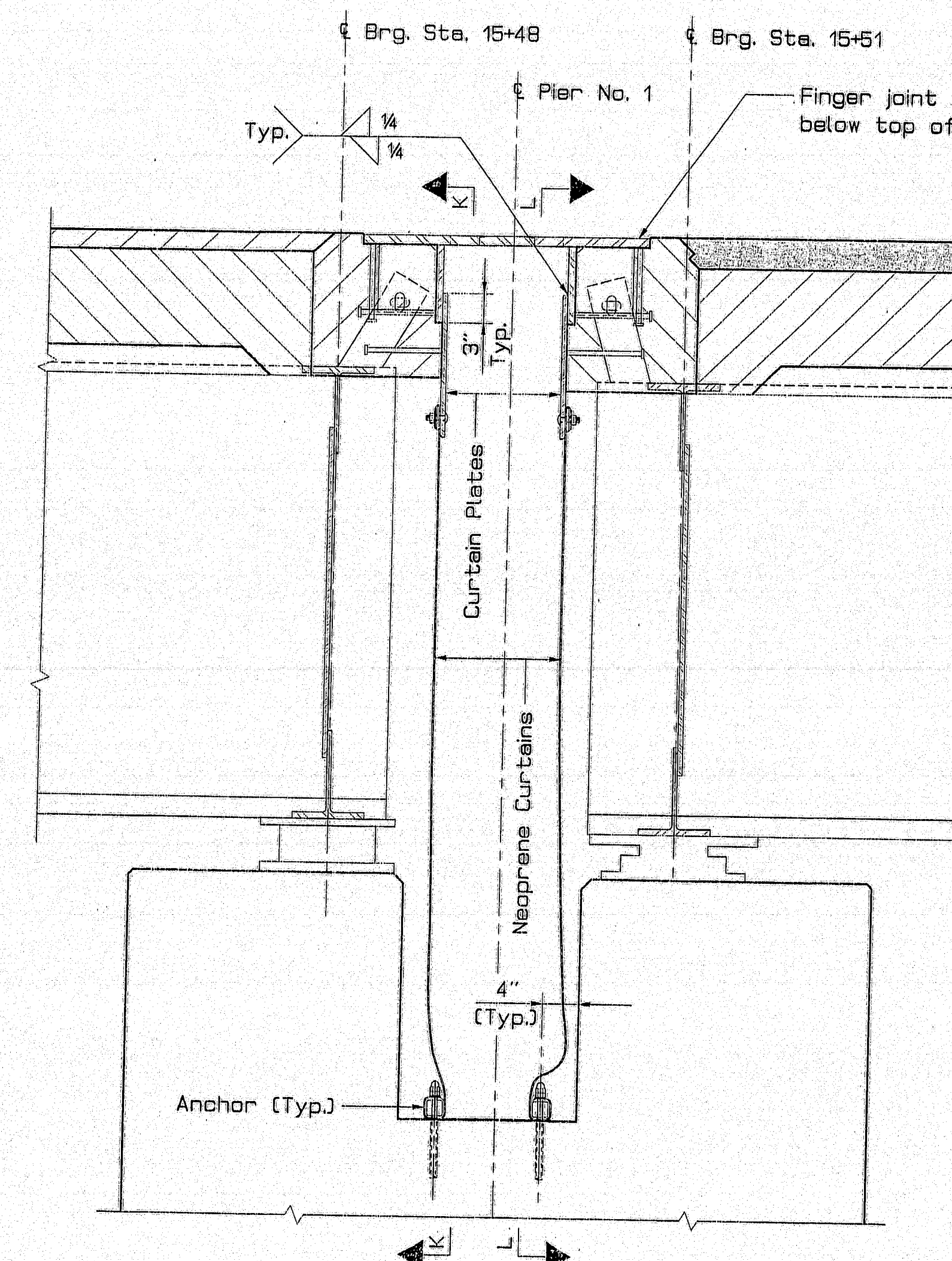


ANCHOR DETAIL
at Abutment No. 2

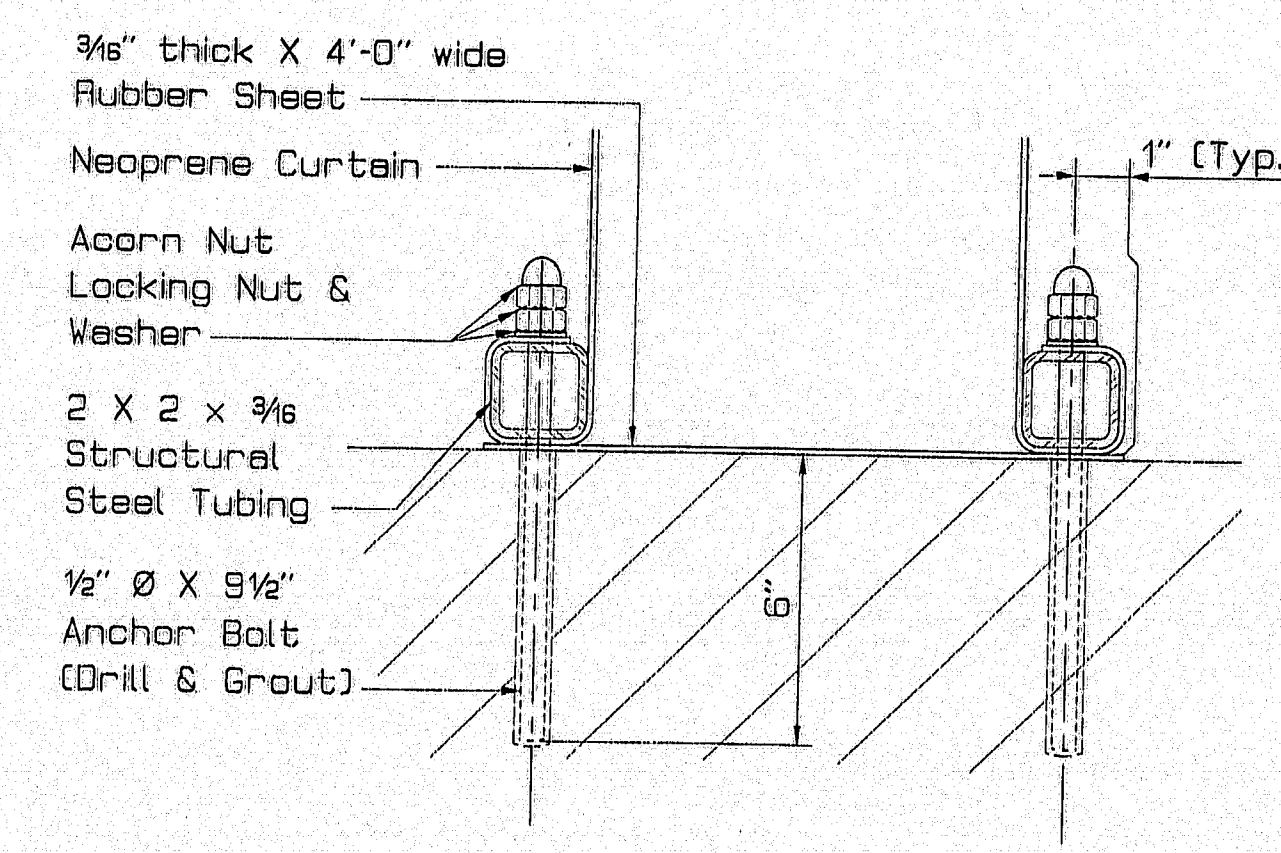
BRIDGE JOINT SECTION
at Abutment No. 2



VIEW J-J
VIEW J-J shown - VIEW K-K similar
VIEW L-L opposite hand
(Finger Joint/Curtain System
is shaded for clarity)



BRIDGE JOINT SECTION
at Pier No. 1



ANCHOR DETAIL
at Pier No. 1

BRIDGE JOINT NOTES

1. Fabrication of Curtain Plates shall be in accordance with the applicable provisions of Section 504 - Structural Steel and Supplemental Specification 504 - Structural Steel (Welding).
2. All materials including anchorage system, curb & sidewalk expansion dams, neoprene curtain support & anchorage systems, neoprene curtains, rubber sheeting, hardware, galvanizing, equipment, labor and incidentals necessary for furnishing and installing the expansion devices and expansion dams shall be incidental to pay item 521.23 Expansion Device - Finger Joint.
3. Rubber sheeting shall be bonded to concrete using an adhesive as approved by the Engineer.
4. The neoprene material used to fabricate the curtains shall have no seams and shall meet the requirements of Section 521 of the Standard Specifications.
5. Assembly of the fabric curtain shall be done at least two days after placement of the concrete.
6. The Neoprene Curtains at Abutment No. 2 shall be 2 1/2 inch longer than the distance necessary to attach from the Curtain Plate to the Anchor at -30°F.
7. The Neoprene Curtains at Pier No. 1 - downstation side shall be 1 1/2 inch longer than the distance necessary to attach from the Curtain Plate to the Anchor at -30°F.
8. The Neoprene Curtains at Pier No. 1 - upstation side shall be 2 inch longer than the distance necessary to attach from the Curtain Plate to the Anchor at -30°F.
9. The finger joints, expansion dams, curtain plates, 2 1/2 x 1/4 bars, & 2 x 2 x 3/16 structural tubing shall be hot dipped galvanized to the requirements of AASHTO M111 (ASTM A123) after fabrication. All other hardware required for the finger joint/curtain system shall be galvanized in accordance with AASHTO M232.
10. The curtain plates shall be A36 structural steel.

The curtain @ Pier 1
was a bad idea 120-154
As built 1997

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
IN THE CITIES OF
BANGOR-BREWER
PENOBSCOT COUNTY
CURTAIN DETAILS

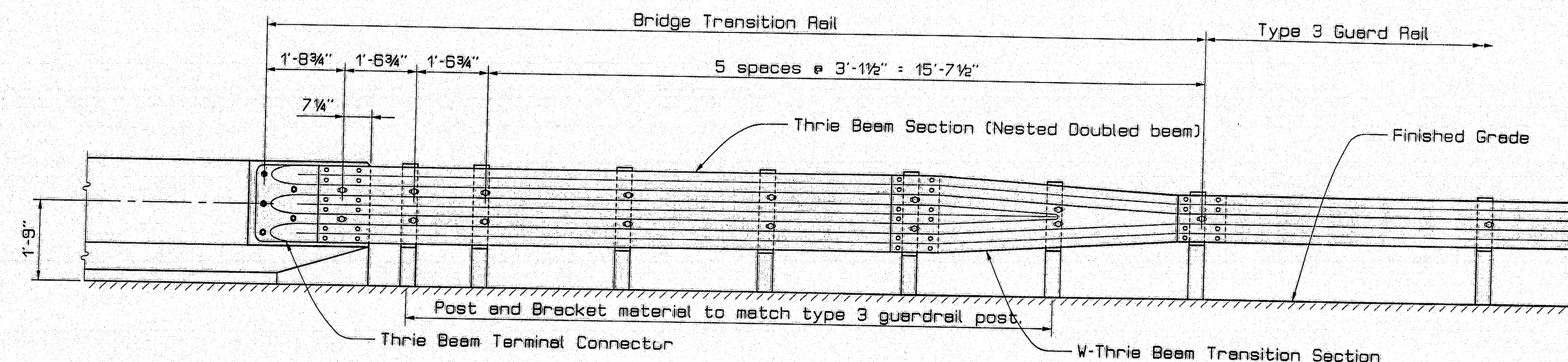
SHEET 40 OF 48 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	DATE
DESIGN DETAIL	8-96
CHECKED	11/2
REVISIONS	
FIELD CHANGES	

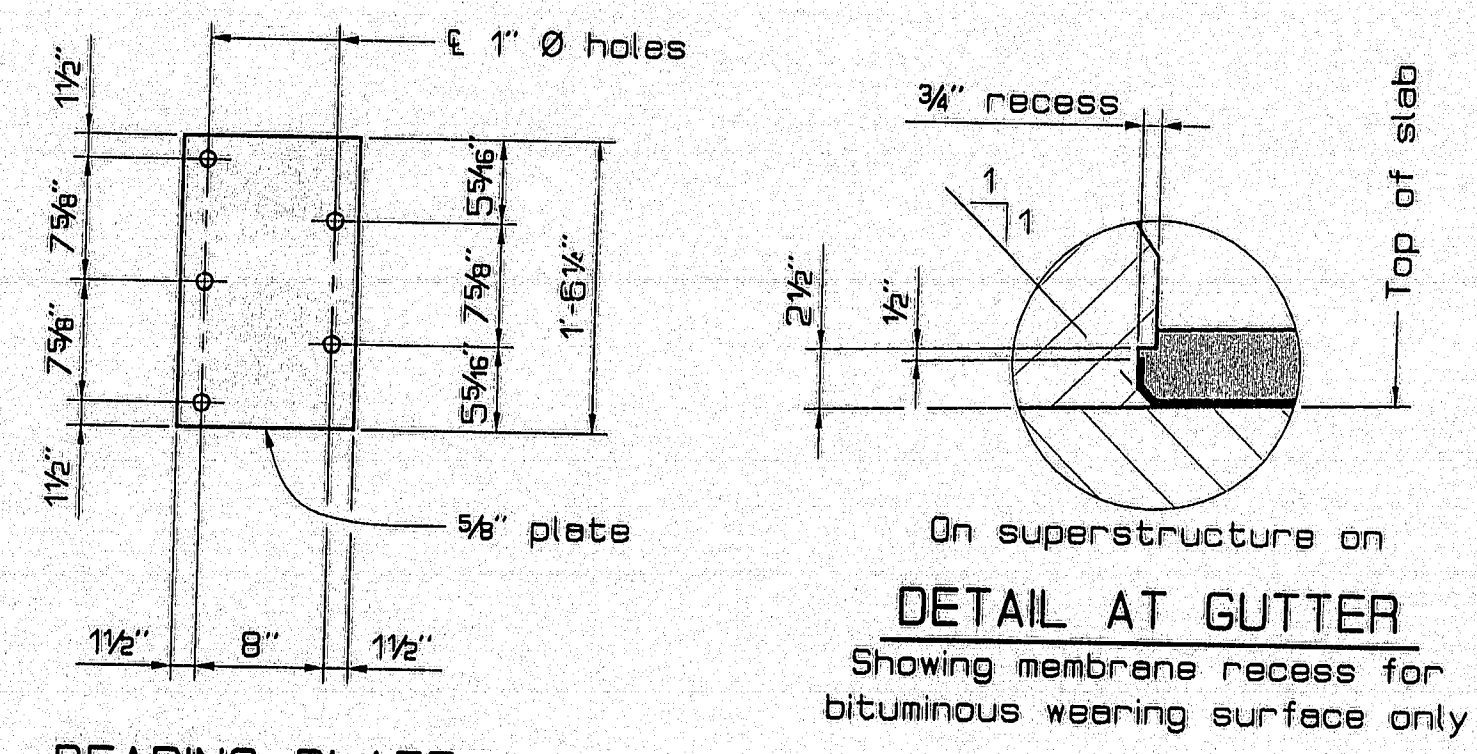
15AUBS-010030
JN111LS2

PIN 002672.00

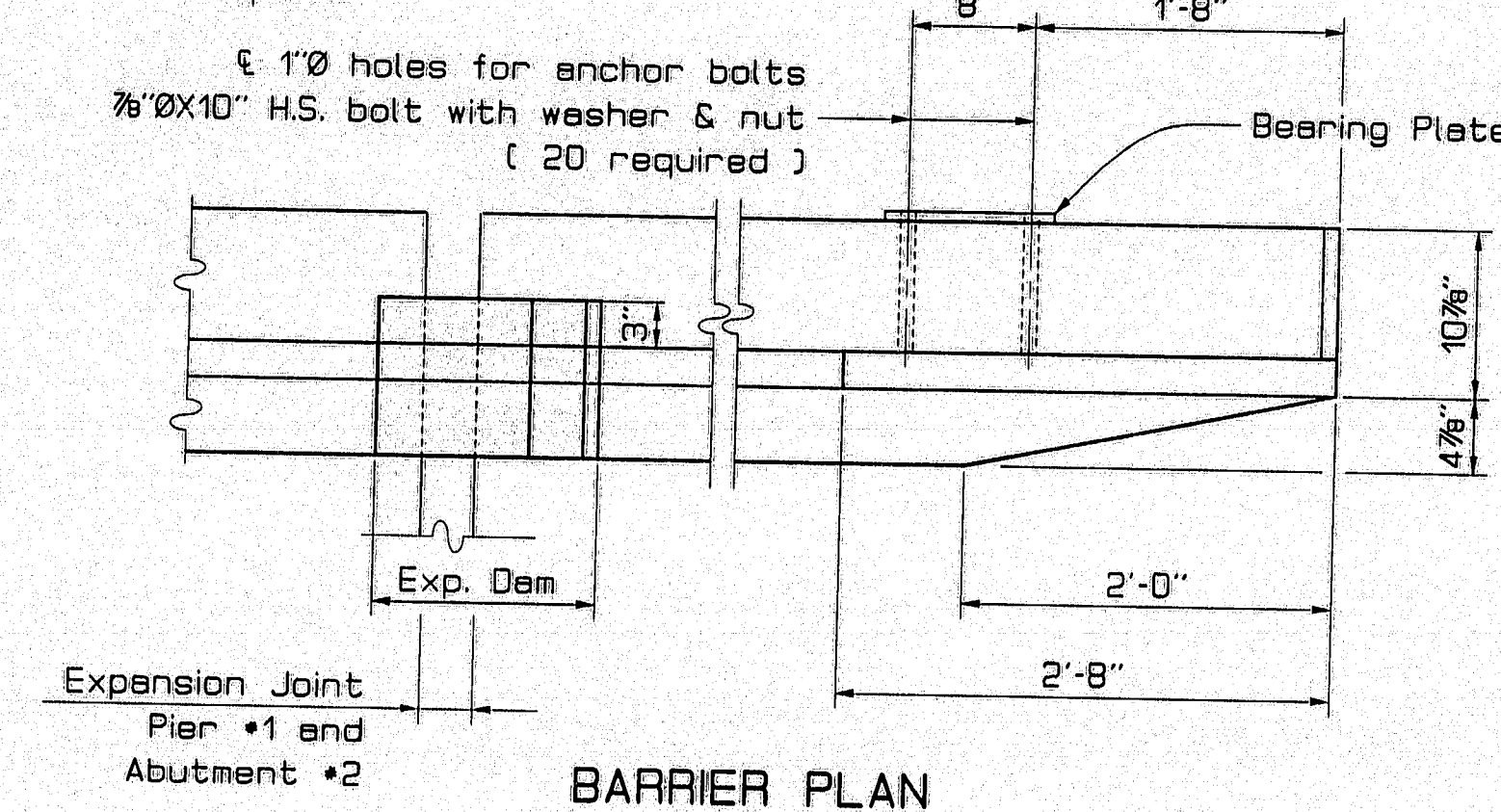
REV.	DATE	BY	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1		MAINE	BR-BRP-03B-K383	170	201	



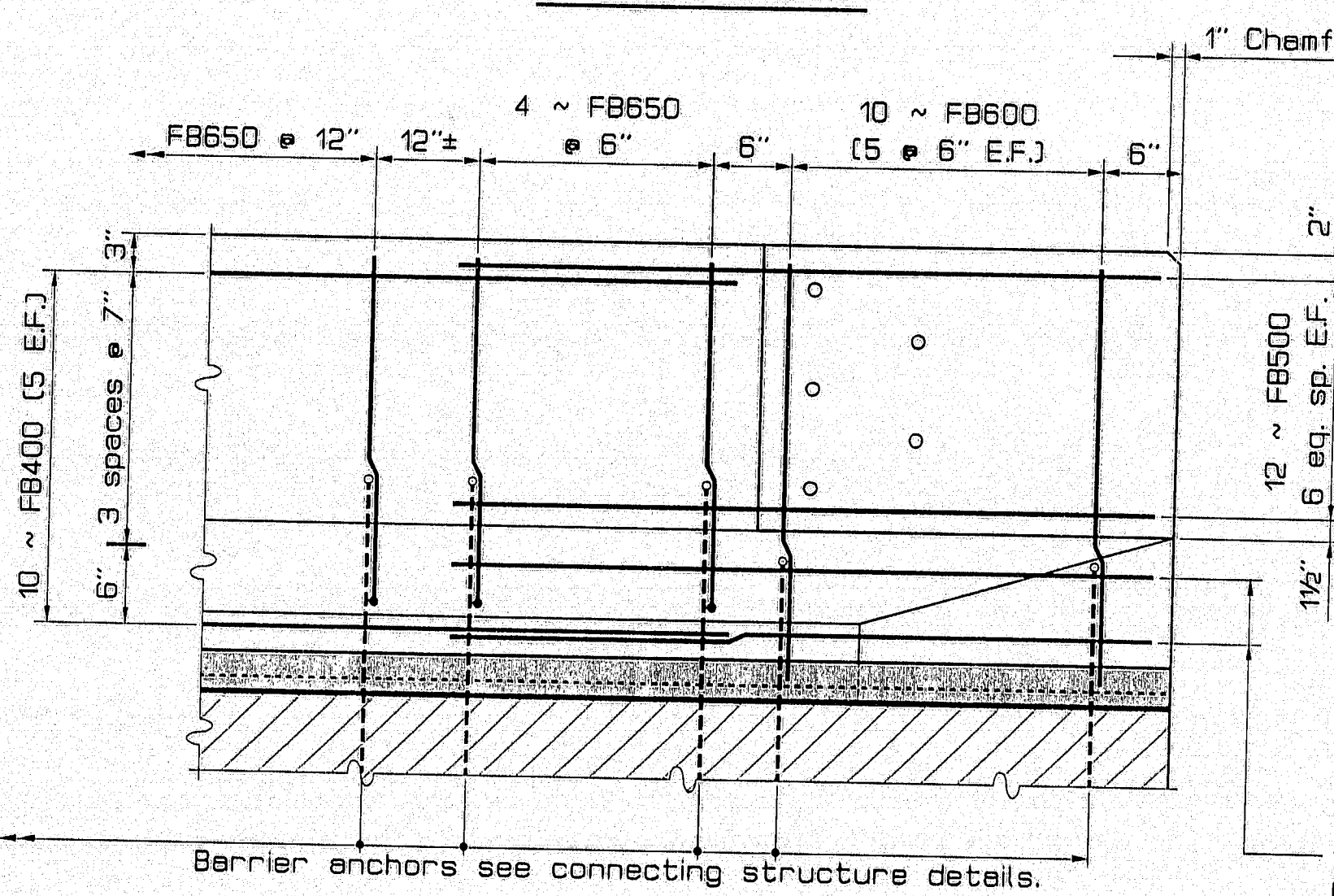
ELEVATION OF BARRIER WITH GUARD RAIL ATTACHMENT



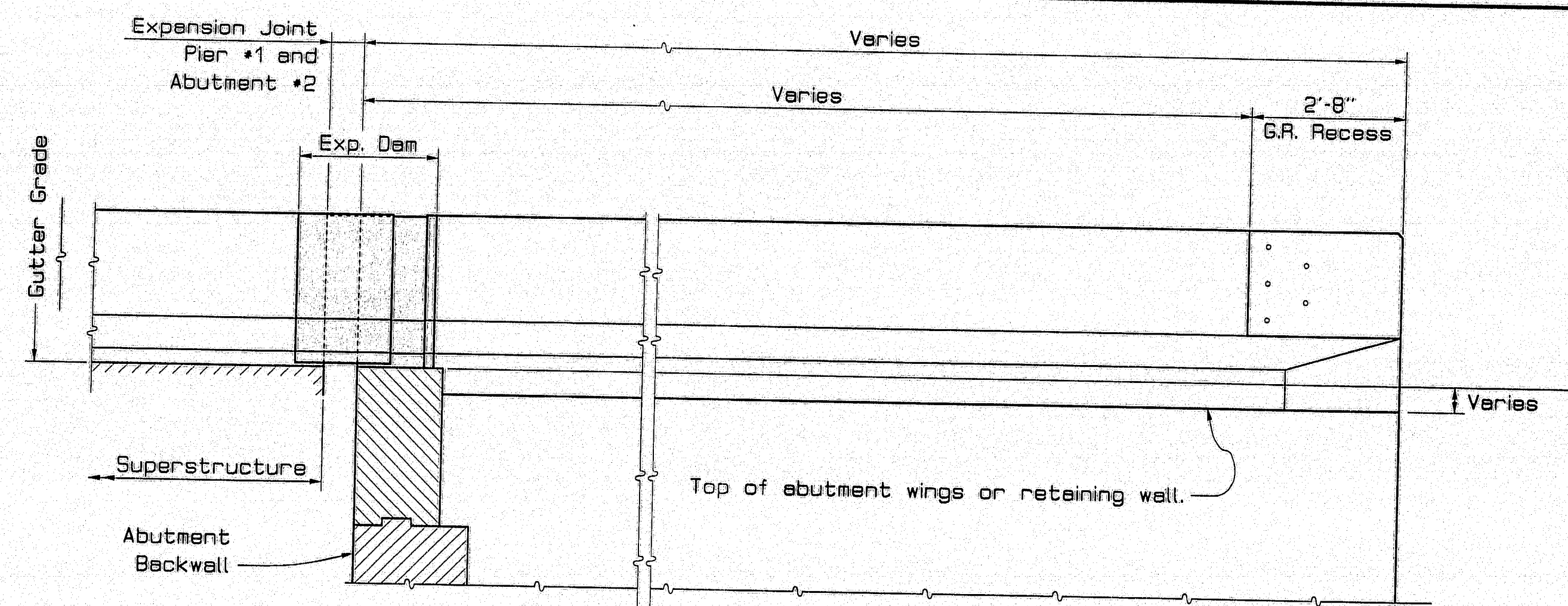
BEARING PLATE
4 Required



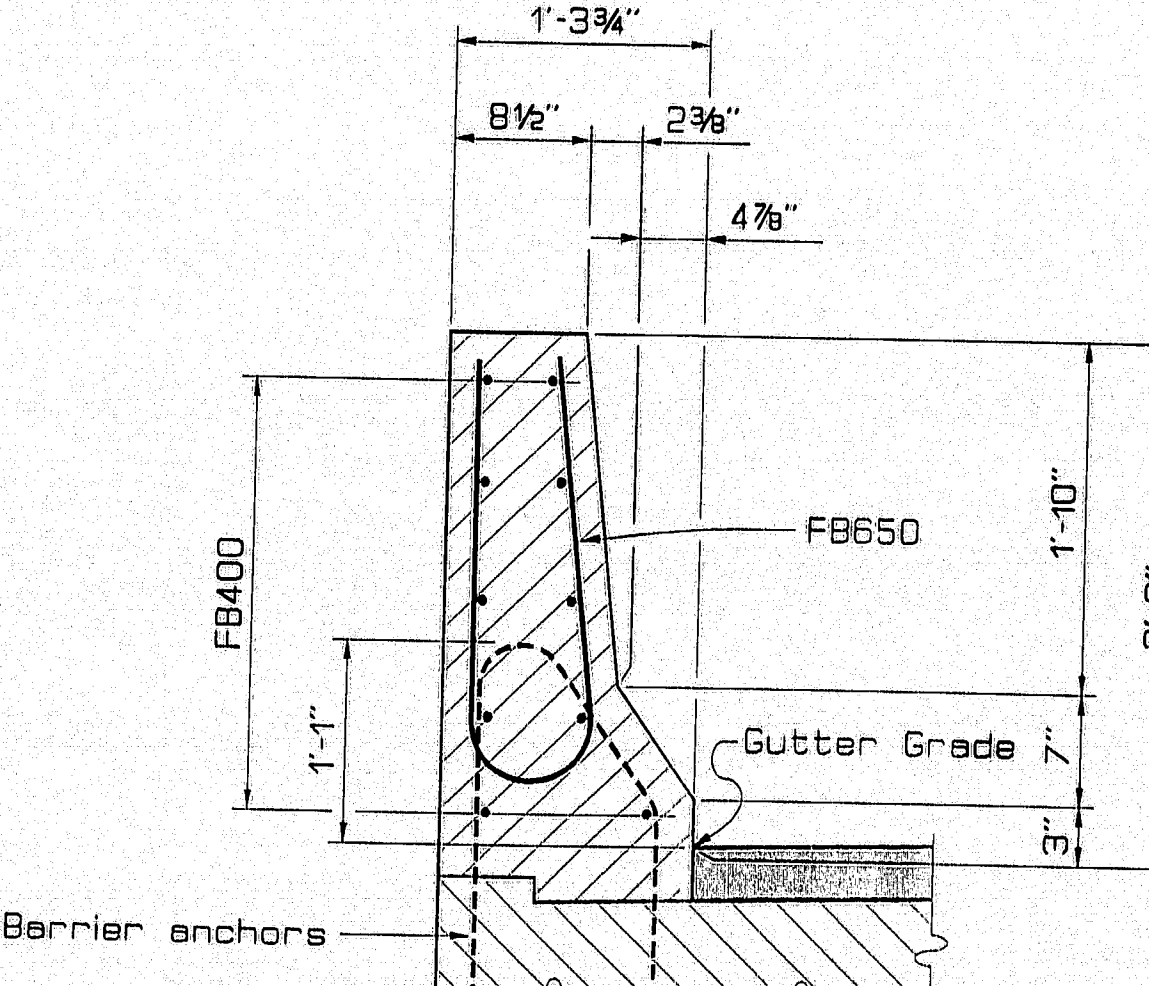
BARRIER PLAN



BARRIER ELEVATION



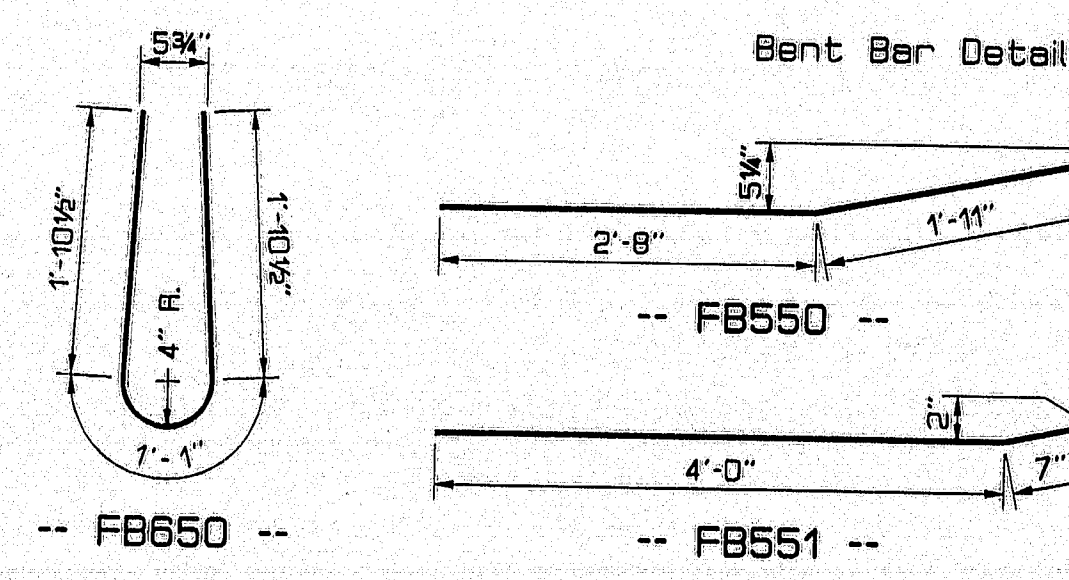
CANTILEVERED END AT EXPANSION JOINT



BARRIER SECTION

Superstructure for others
see Retaining Wall and abutment plans

BARRIER REINFORCING STEEL			
Mark	Qty.	Length	Type
FB400	As req'd	30'-0" max.	Straight Bars
FB500	56	4'-6"	Straight Bars
FB550	4	4'-7"	Bent Bars
FB551	4	4'-7"	Bent Bars
FB600	40	2'-8"	Straight Bars
FB650	As req'd	4'-10"	Bent Bars



BARRIER NOTES

1. All work and materials shall conform to the provisions of Special Provisions Section 526 - Concrete Barrier (Permanent Concrete Barrier).
2. Reinforcing steel shall have 1/2" - inch minimum concrete cover.
3. The Quantities for reinforcing steel bars FB400 and FB650 shall be determined by the contractor.
4. The minimum lap splice length for FB400 bars is 1'-8".
5. Bolt holes in concrete shall be formed by a method approved by the Engineer.
6. Payment for silica fume, anchor bolts and bearing plates in the concrete barrier will be considered included in the bid price for item 526.32 Permanent Concrete Barrier Type III.
7. After installation of the guard rail is complete, upset the threads on the anchor bolts in three (3) places around each bolt, at the junction of the nut and the exposed thread, with a center punch or similar tool.
8. The first digit following the letters of the mark indicates the size of the reinforcing bar. (FB500 = bar size #5.) All dimensions are out - to - out of bar.
9. The curb and sidewalk expansion dams as shown in Standard Details B0304-93 for installation at abutment #1 and pier #1 shall be constructed to conform to the shape of the Permanent Concrete Barrier type III. Payment will be considered included in the cost for item 520.23 Expansion Device-Finger Joint.

MATERIALS

Concrete Class "AASF" or Class "A" with silica fume
Reinforcing Steel ASTM A615, Grade 60
Bearing Plate ASTM A709, Grade 36 (Galvanized)
Bolts ASTM A325, Type 1 (Galvanized) or Type 3

BRIDGE TRANSITION RAIL PARTS LIST

Quantities shown for one transition section

Thrie Beam Section (2ea.) RE-63(2x1'-6 3/4", 3x3'-1 1/2"x12'-6 7/8")
W-Thrie Beam Transition Section (1ea.) RE-69-76
Thrie Beam Terminal Connector (1ea.) RE-67-76
Thrie Beam Steel Post & Offset Block (6ea.) P-54-79
or
Thrie Beam Timber Post & Offset Block (6ea.) P-55-79

NOTE:

Part designations for the Bridge Transition refer to details shown in "A Guide to Standardized Highway Barrier Rail Hardware" as prepared and approved by the AASHTO - AGC - ARTBA Joint Cooperative Committee, Technical Bulletin No. 268-B.

120-155

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY
PERMANENT CONCRETE BARRIER
TYPE III
SHEET 41 OF 48 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	DATE
BY	9/85
DESIGN-CHECKED	
CHECKED	
REVISIONS	
FIELD CHANGES	

15AUG95-010030
FSHAP232

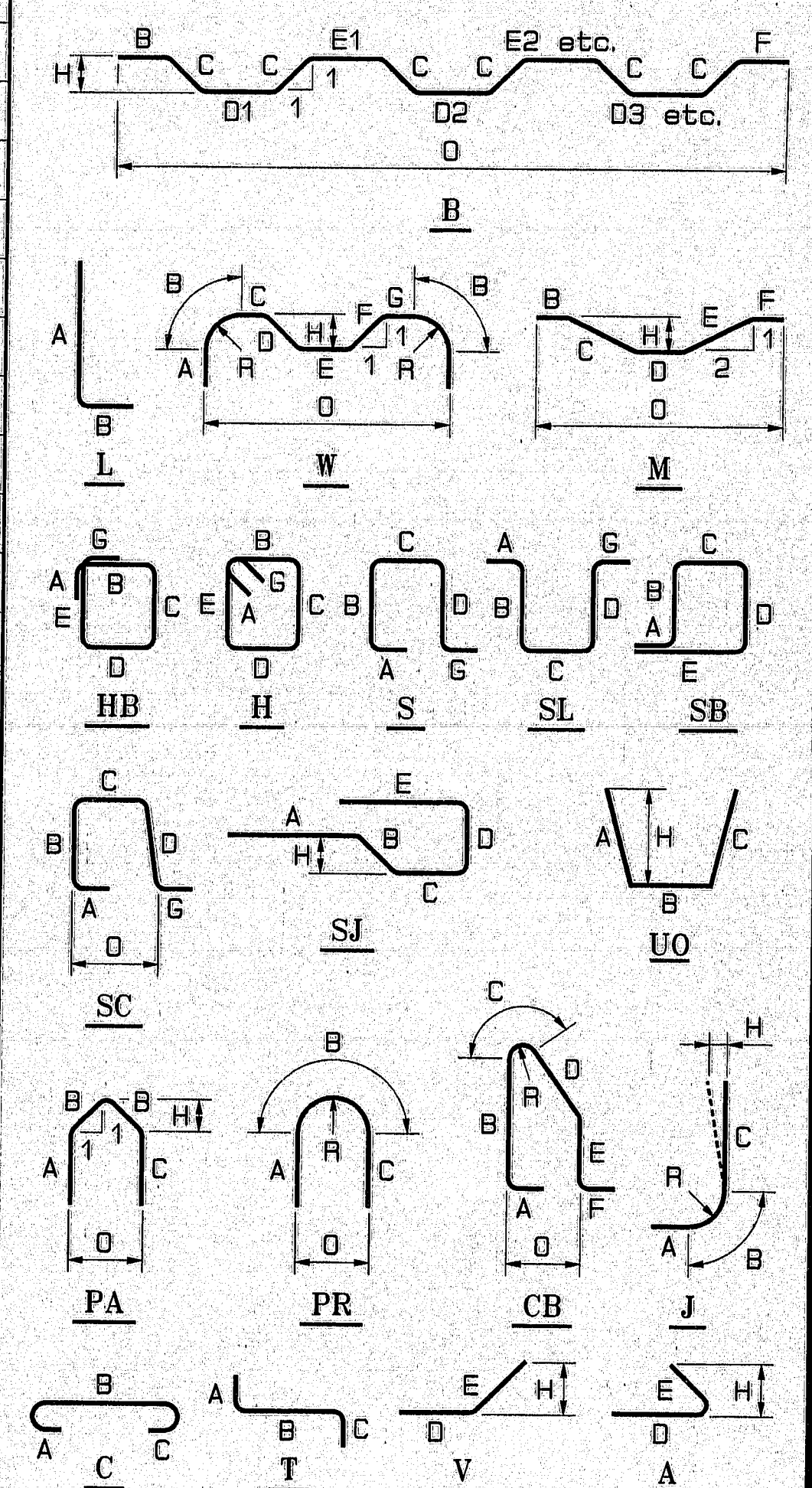
REINFORCING STEEL SCHEDULE

PIN 002672.00

F.H.W.A. SER. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-99F-036-1(35)	171	201

STRAIGHT BARS												BENT BARS																	
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION			
ABUTMENT 1				ABUTMENT 1				ABUTMENT 1				ABUTMENT 1																	
J500	116	3'-0"	FOOTING DOWEL	J548	2	10'-10"	BRIDGE SEAT	JF1009	3	11'-11"	FOOTING	J570	64	11'-5"	L	4'-2"	7'-3"										BREASTWALL		
J501	116	11'-0"	BREASTWALL & WING	J549	1	7'-0"	UPSTREAM WING	JF1010	3	11'-0"		J571	66	11'-5"	SJ	6'-0"	2'-11/2"	3'-31/2"					1'-6"			BACKWALL			
J502	3	7'-3"	UPSTREAM WING	J550	4	9'-6"	DOWNSTREAM WING	JF1011	3	10'-1"		J572	66	9'-8"	S	0	4'-3"	1'-2"	4'-3"			0							
J503	3	13'-10"						JF1012	3	9'-2"		J573	15	11'-0"	L	5'-6"	5'-6"										DOWNSTREAM WING		
J504	3	13'-7"		J700	124	9'-0"	BREASTWALL	JF1013	3	8'-4"		J574	15	8'-4"	L	4'-2"	4'-2"												
J505	3	13'-4"		J701	63	12'-0"		JF1014	3	7'-5"		J575	34	26'-0"	V				14'-6"	11'-6"			4'-0"						
J506	3	13'-1"						JF1015	3	6'-6"		J576	16	25'-6"	V				16'-4"	6'-8"			2'-8"						
J507	3	12'-10"		J900	28	14'-10"	UPSTREAM WING	JF1016	3	5'-8"		J577	4	17'-0"	V				14'-10"	2'-2"			1'-0"						
J508	3	2'-0"	UPSTREAM WING	J901	3	12'-0"		JF1017	3	5'-3"		J578	20	19'-4"	V				10'-10"	8'-6"			3'-4"			UPSTREAM WING			
J509	66	5'-0"	BREASTWALL	J902	3	13'-10"		JF1018	3	4'-8"		J579	10	17'-0"	V				14'-6"	2'-6"			1'-0"						
J510	8	6'-8"	DOWNSTREAM WING	J903	3	13'-7"		JF1019	3	4'-4"		J580	15	21'-7"	V				11'-1"	10'-6"			3'-0"						
J511	1	7'-3"		J904	3	13'-4"		JF1020	3	3'-10"		J581	15	17'-3"	V				10'-7"	6'-8"			1'-0"						
J512	1	7'-4"		J905	3	13'-1"		JF1021	3	3'-5"		J582	108	6'-11"	CB	0	3'-0"	6'-1/2"	1'-11/2"	2'-3"	0			1'-14"	0'-21/2"	BARRIER ANCHOR			
J513	1	13'-4"						JF1022	3	2'-11"		J583	21	14'-4"	S	0	5'-4"	3'-8"	5'-4"			0				PEDESTAL			
J514	1	16'-1"		J1001	26	15'-7"	DOWNSTREAM WING	JF1023	3	2'-6"		J584	14	12'-10"	S	0	5'-4"	2'-2"	5'-4"			0				UTILITY OPENING			
J515	1	16'-0"		J1002	1	13'-4"		JF1024	41	16'-2"		J585	4	8'-9"	UD	3'-6"	1'-9"	3'-6"					3'-0"						
J516	1	15'-11"		J1003	1	16'-1"		JF1025	3	17'-7"		J750	187	7'-0"	L	5'-6"	1'-6"									BREASTWALL & FOOTING			
J517	1	15'-10"		J1004	1	16'-0"		JF1026	3	16'-7"		JF760	106	5'-2"	L	3'-0"	1'-2"									UPSTREAM WING & FTG.			
J518	1	15'-9"		J1005	1	15'-11"		JF1027	3	15'-4"		J950	29	9'-8"	L	8'-1"	1'-7"												
J519	1	15'-8"		J1006	1	15'-10"		JF1028	3	14'-0"		J1050	50	12'-4"	L	10'-6"	1'-10"									DWNSTRM. WING & FTG.			
J520	1	15'-7"		J1007	1	15'-9"		JF1029	3	12'-9"																			
J521	1	15'-6"		J1008	1	15'-8"		JF1030	3	11'-6"																			
J522	1	15'-5"		J1009	1	15'-7"		JF1031	3	10'-2"																			
J523	1	15'-4"		J1010	1	15'-6"		JF1032	3	8'-11"																			
J524	1	15'-3"		J1011	1	15'-5"		JF1033	3	7'-8"																			
J525	1	15'-2"		J1012	1	15'-4"		JF1034	3	6'-5"																			
J526	1	15'-1"		J1013	1	15'-3"		JF1035	3	5'-2"																			
J527	1	15'-0"		J1014	1	15'-2"		JF1036	3	4'-11"		JF511	1	9'-2"		FOOTING	JF532	24	24'-0"		FOOTING	JF553	1	3'-6"		FOOTING			
J528	1	14'-11"		J1015	1	15'-1"		JF1037	3	4'-7"		JF512	1	8'-4"			JF533	15	16'-2"			JF554	1	3'-3"					
J529	1	14'-10"		J1016	1	15'-0"		JF1038	3	4'-5"		JF513	1	7'-5"			JF534	1	17'-5"	DOWNSTREAM WING		JF555	1	3'-0"					
J530	1	14'-9"		J1017	1	14'-11"		JF1039	3	4'-2"		JF514	1	6'-8"			JF535	1	17'-10"			JF556	1	2'-9"					
J531	1	14'-8"		J1018	1	14'-10"		JF1040	3	3'-11"		JF515	1	5'-8"			JF536	1	16'-7"			JF557	24	15'-0"					
J532	1	14'-7"		J1019	1	14'-9"		JF1041	3	3'-9"		JF516	1	5'-3"			JF537	1	15'-4"			JF558	8	19'-4"					
J533	1	14'-6"		J1020	1	14'-8"		JF1042	3	3'-6"		JF517	1	4'-9"			JF538	1	14'-0"										
J534	1	14'-5"		J1021	1	14'-7"		JF1043	3	3'-3"		JF518	1	4'-4"			JF539	1	12'-9"			JF700	66	4'-0"		ANCHOR			
J535	1	14'-4"		J1022	1	14'-6"		JF1044	3	3'-0"		JF519	1	3'-10"			JF540	1	11'-6"										
J536	1	14'-3"		J1023	1	14'-5"		JF1045	3	2'-9"		JF520	1	3'-5"			JF541	1	10'-2"										
J537	1	14'-2"		J1024	1	14'-4"					JF521	1	2'-11"			JF542	1	8'-11"											
J538	1	14'-1"		J1025	1	14'-3"		JF500	61	13'-8"	FOOTING	JF522	1	2'-6"			JF543	1	7'-8"										
J539	1	14'-0"		J1026	1	14'-2"		JF501	40	40'-0"		JF523	2	17'-0"			JF544	1	6'-5"										
J540	1	13'-11"		J1027	1	14'-1"		JF503	1	13'-5"		JF524	2	20'-6"			JF545	1	5'-5"	FOOTING & WING									
J541	1	13'-10"						JF504	1	13'-2"		JF525	2	24'-0"			JF546	1	5'-2"										
J542	1	13'-9"		JF1003	181	13'-8"	FOOTING	JF505	1	12'-10"		JF526	2	27'-6"			JF547	1	4'-11"										
J543	1	13'-8"		JF1004	3	13'-5"		JF506	1	12'-8"		JF527	4	38'-0"			JF548	1	4'-7"										
J544	1	13'-7"		JF1005	3	13'-2"		JF507	1	12'-5"		JF528	2	34'-0"			JF549	1	4'-5"										
J545	32	27'-1"	BREASTWALL	JF1006	3	12'-10"		JF508	1	11'-11"		JF529	2	25'-6"			JF550	1	4'-2"										
J546	34	25'-4"		JF1007	3	12'-8"		JF509	1	11'-0"		JF530	2	7'-6"			JF551	1	3'-11"										
J547	34	33'-6"		JF1008	3	12'-5"		JF510	1	10'-1"		JF531	2	9'-0"			JF552	1	3'-9"										

TYPE - BENDING DIAGRAMS



All dimensions are out - to - out of 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. The first digit(s) following the letter of the mark indicates the size of the bar:

Mark "A502" = bar size #5
Mark "P1001" = bar size #10
Mark "S603" = bar size #6

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

Addendum No. 1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
IN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY

REINFORCING STEEL SCHEDULE

SHEET 42 OF 48 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER
DATE 10/21/2008
BY C. D. H. / J. D. S.
CHECKED
REVISIONS
FIELD CHANGES
PLANS

15AUG95-010030

120-156

REINFORCING STEEL SCHEDULE

REINFORCING STEEL SCHEDULE																													
STRAIGHT BARS													BENT BARS																
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION			
ABUTMENT 2				ABUTMENT 2				WASHINGTON ST. RETAINING WALL				ABUTMENT 2																	
G500	71	3'-0"	BREASTWALL	H600	23	12'-0"	RETAINING WALL	RW500	24	60'-0"	RETAINING WALL	G550	41	13'-4"	L	5'-8"	7'-8"										BREASTWALL		
G501	71	16'-6"		H601	2	6'-2"		RW501	6	30'-0"		G551	40	10'-2"	S	0	4'-6"	1'-2"	4'-6"			0					BACKWALL		
G502	40	6'-6"	BACKWALL	H602	2	5'-2"		RW502	6	44'-2"		G552	15	6'-0"	SJ	0	2'-0"	4'-0"	2'-0"	0			0'-6"				DOWNSTREAM BREASTWA		
G503	30	33'-8"	BREASTWALL	H603	2	4'-2"		RW503	4	50'-0"		G553	15	16'-9"	V				14'-9"	2'-0"			1'-11"				UPSTREAM WING		
G504	16	33'-4"	BACKWALL	H604	2	3'-2"						G554	21	7'-10"	S	0	3'-4"	1'-2"	3'-4"			0							
G505	30	27'-2"	BREASTWALL	H605	2	2'-2"		APPROACH SLABS				G555	14	10'-0"	S	0	4'-5"	1'-2"	4'-5"			0					DOWNSTREAM WING		
G506	16	28'-2"	BACKWALL					AS400	64	30'-0"	APPROACH SLAB	G556	4	8'-9"	UO	3'-6"	1'-9"	3'-6"					3'-0"				UTILITY OPENING		
G507	29	10'-2"	DOWNSTREAM WING					AS401	16	24'-0"	APPROACH SLAB ABT. #2	G557	30	10'-8"	S	0	3'-6"	3'-8"	3'-6"			0					CONCRETE PEDESTAL		
G508	21	8'-7"						AS402	16	16'-0"	APPROACH SLAB ABT. #1																		
G509	5	8'-0"										G650	35	6'-11"	CB	0	3'-1/8"	6'-3/8"	1'-1/2"	2'-3"	0			1'-1/4"	0'-2 1/2"	BARRIER ANCHOR			
G510	22	24'-2"						AS600	308	15'-2"	APPROACH SLAB	G651	10	6'-8"	S	0	3'-0"	0'-8"	3'-0"			0					BARRIER END ANCHOR		
G511	15	26'-0"																											
G512	7	23'-9"																											
G513	8	7'-6"	UPSTREAM WING									G650	112	9'-0"	L	1'-6"	7'-6"										BACKWALL		
G514	15	13'-6"										G651	38	21'-11"	SJ	4'-5"	2'-10"	6'-8"	0	0			2'-0"						
G515	12	10'-8"																											
G516	4	3'-8"	DOWNSTREAM WING									G1050	69	12'-0"	L	2'-0"	10'-0"										WINGS		
G517	12	7'-6"										G1051	16	17'-5"	B		6'-3"	2'-10"	8'-4"	0	0		2'-0"	16'-7"			DOWNSTREAM WING		
G518	8	17'-10"										G1052	8	16'-6"	B		6'-3"	2'-10"	7'-5"	0	0		2'-0"	15'-8"			UPSTREAM WING		
G519	12	17'-10"	UPSTREAM WING													WASHINGTON ST. RETAINING WALL													
G520	8	30'-9"										RW650	263	7'-0"	CB	0	3'-0"	0'-7 1/2"	0'-11 3/4"	2'-4 3/4"	0			1'-1/4"	0'-2 1/2"	BARRIER ANCHOR			
G521	10	42'-0"	FOOTING									RW651	206	9'-0"	CB	0	4'-0"	0'-7 1/2"	0'-11 3/4"	3'-4 3/4"	0			1'-1/4"	0'-3"				
G522	10	68'-0"																											
G600	189	14'-8"	FOOTING									RW750	6	13'-0"	S	0	2'-6"	0'-8"	2'-6"								BARRIER ANCHOR END		
G700	189	14'-8"	FOOTING									RW751	176	14'-5"	SR	6'-0"	0'-10"	1'-0"	6'-7"				0'-7 1/4"	1'-7"			RET. WALL DOWNSTREAM		
												RW752	30	8'-0"	SR	0	4'-3"	1'-9"	2'-0"				3'-1/4"				RET. WALL BASE UPSTR		
												RW753	30	5'-0"	V				3'-0"	2'-0"			1'-5"						
G800	38	16'-9"	BREASTWALL																										
G801	74	11'-6"																											
G1000	24	21'-0"	WINGS																										
G1001	45	14'-6"																											
G1002	71	14'-8"	FOOTING WINGS																										
H500	23	12'-0"	RETAINING WALL																										
H501	2	6'-2"																											
H502	2	5'-2"																											
H503	2	4'-2"																											
H504	2	3'-2"																											
H505	2	2'-2"																											
H506	4	34'-0"																											
H507	2	47'-10"																											
H508	2	43'-4"																											
H509	2	38'-10"																											
H510	2	34'-4"																											
H511	2	29'-10"																											
													MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION		

PIN 002672.00

F.H.V.A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-BRF-038-K35	172	201

TYPE-BENDING DIAGRAMS

All dimensions are out to out of reinforcing 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 the 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 and 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.

120-157

REVISIONS

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

PENOBSCOT RIVER BRIDGE
 OVER
 PENOBSCOT RIVER
 IN THE CITIES OF
 BANGOR-BREWER
 PENOBSCOT COUNTY

REINFORCING STEEL SCHEDULE

SHEET 43 OF 48 AUGUSTA, MAINE

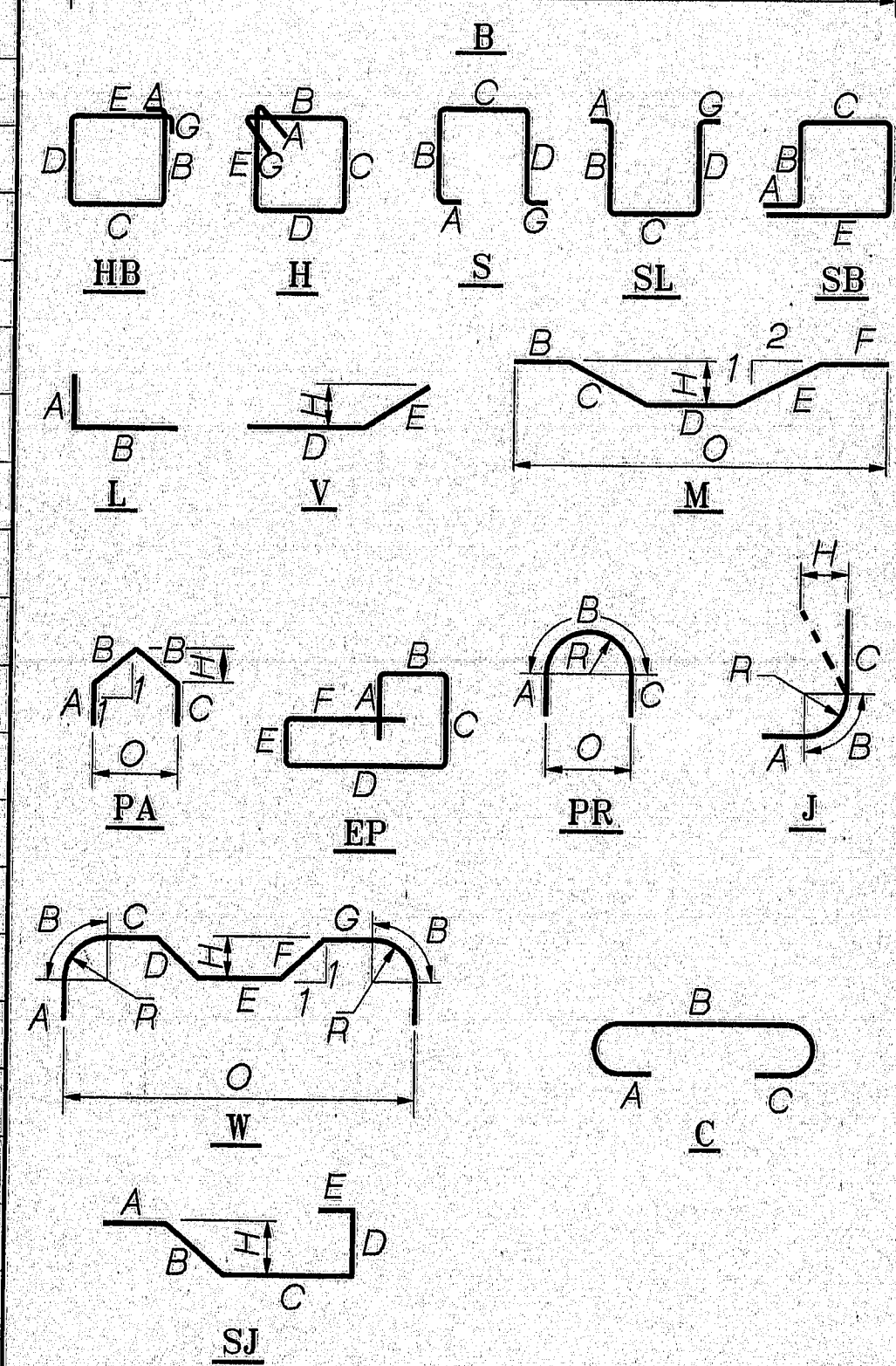
PROJECT DESIGN ENGINEER
 BY: C. D. W. J. R. S.
 DATE: 8-95
 REVISIONS
 FIELD CHANGES
 PLANS

15AUG95-0100-30

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 1																												
A500	46	28'-9"	SHAFT FACE									A550	40	10'-7"	S	0	4'-5"	1'-9"	4'-5"					0				
A501	12	59'-6"	PIER CAP									A551	30	12'-4"	S	0	4'-5"	3'-6"	4'-5"					0				
A600	80	9'-6"	FOOTING									A650	46	9'-5"	PR	1'-10 3/4"	5'-7 1/2"	1'-10 3/4"	0					0		3'-7"	1'-9 1/2"	SHAFT NOSE
A601	20	39'-6"										A651	12	9'-1"	SL	0	1'-9"	5'-7"	1'-9"					0				PIER CAP
A800	72	6'-4"	FOOTING DOWELS									A652	54	11'-9"	SL	0	3'-0"	5'-9"	3'-0"					0				
A801	72	25'-4"	SHAFT FACE									A653	174	18'-7"	HB	0'-6"	4'-6"	4'-3 1/2"	4'-6"	4'-3 1/2"					0'-6"			
A1100	12	59'-6"	PIER CAP									PIER 2																
A1101	24	17'-9"										B550	2	26'-1"	PA	8'-8"	4'-4 1/2"	8'-8"							3'-1 1/4"	6'-2 1/4"	SHAFT NOSE	
PIER 2																												
B500	70	28'-10"	SHAFT FACE									B551	2	25'-7"	PA	8'-6"	4'-3 1/2"	8'-6"							3'-0 1/2"	6'-1 1/4"		
B600	4	43'-3"	DISTRIBUTION SLAB									B552	2	25'-0"	PA	8'-3"	4'-3"	8'-3"							3'-0 1/4"	6'-0 1/4"		
B601	4	45'-3"										B553	2	24'-6"	PA	8'-1"	4'-2"	8'-1"							2'-11 1/2"	5'-11 1/4"		
B602	4	47'-3"										B554	2	24'-1"	PA	7'-11"	4'-1 1/2"	7'-11"							2'-11 1/4"	5'-10 1/4"		
B603	4	49'-3"										B555	2	23'-6"	PA	7'-8"	4'-1"	7'-8"							2'-10 1/2"	5'-9 1/4"		
B604	2	51'-3"										B556	2	22'-10"	PA	7'-5"	4'-0"	7'-5"							2'-10 1/4"	5'-8 1/4"		
B605	88	8'-0"										B557	2	22'-5"	PA	7'-3"	3'-11 1/2"	7'-3"							2'-9 1/2"	5'-7 1/4"		
B606	4	6'-3"										B558	2	21'-9"	PA	7'-0"	3'-10 1/2"	7'-0"							2'-9 1/4"	5'-6 1/4"		
B607	4	4'-3"										B559	2	21'-4"	PA	6'-10"	3'-10"	6'-10"							2'-8 1/2"	5'-5 1/4"		
B608	4	2'-3"										B560	2	20'-8"	PA	6'-7"	3'-9"	6'-7"							2'-8 1/4"	5'-4 1/4"		
B900	110	4'-8"	DISTRIBUTION SLAB									B561	2	20'-3"	PA	6'-5"	3'-8 1/2"	6'-5"							2'-7 1/2"	5'-3 1/4"		
B901	104	6'-4"										B562	2	19'-8"	PA	6'-2"	3'-8"	6'-2"							2'-7 1/4"	5'-2 1/4"		
B902	106	37'-11"										B563	2	19'-2"	PA	6'-0"	3'-7"	6'-0"							2'-6 1/2"	5'-1 1/		

F.H.V.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
I	MAINE	BR-BRF-036-(135)	173	201

The diagram shows a stepped profile with points labeled B, C, D1, E1, D2, E2 etc., C, D3 etc., and F. A horizontal line O is shown below the profile.



GENERAL NOTES

2.-Each truss bar, Type B, may be replaced by two (2) straight bars (one top and 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.

120-158

REVISIONS

DATE	
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PENOBSCOT RIVER BRIDGE

OVER
PENOBSCOT RIVER
IN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY

REINFORCING STEEL SCHEDULE

SHEET 44 OF 48 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	C. EDWARDS	8-95
CHECKED		
REVISONS		
FIELD CHANGES		

15AUG95-01.00.30

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 3																												
D500	80	28'-10"	SHAFT FACE									D550	2	28'-10"	PA	9'-9"	4'-8"	9'-9"										
D600	4	44'-3"	DISTRIBUTION SLAB									D551	2	28'-2"	PA	9'-6"	4'-7"	9'-6"										
D601	4	46'-3"										D552	2	27'-9"	PA	9'-4"	4'-6 1/2"	9'-4"										
D602	4	48'-3"										D553	2	27'-2"	PA	9'-1"	4'-6"	9'-1"										
D603	4	50'-3"										D554	2	26'-8"	PA	8'-11"	4'-5"	8'-11"										
D604	4	52'-3"										D555	2	26'-1"	PA	8'-8"	4'-4 1/2"	8'-8"										
D605	2	54'-3"										D556	2	25'-7"	PA	8'-6"	4'-3 1/2"	8'-6"										
D606	88	10'-6"										D557	2	25'-0"	PA	8'-3"	4'-3"	8'-3"										
D607	4	9'-2"										D558	2	24'-6"	PA	8'-1"	4'-2"	8'-1"										
D608	4	7'-2"										D559	2	24'-1"	PA	7'-11"	4'-1 1/2"	7'-11"										
D609	4	5'-2"										D560	2	23'-6"	PA	7'-8"	4'-1"	7'-8"										
D610	4	3'-2"										D561	2	22'-10"	PA	7'-5"	4'-0"	7'-5"										
D611	4	1'-2"										D562	2	22'-5"	PA	7'-3"	3'-11 1/2"	7'-3"										
SHAFT FACE																												
D800	110	43'-1"										D563	2	21'-9"	PA	7'-0"	3'-10 1/2"	7'-0"										
												D564	2	21'-4"	PA	6'-10"	3'-10"	6'-10"										
												D565	2	20'-8"	PA	6'-7"	3'-9"	6'-7"										
												D566	2	20'-3"	PA	6'-5"	3'-8 1/2"	6'-5"										
												D567	2	19'-8"	PA	6'-2"	3'-8"	6'-2"										
												D568	2	19'-2"	PA	6'-0"	3'-7"	6'-0"										
												D569	2	18'-7"	PA	5'-9"	3'-6 1/2"	5'-9"										
												D570	2	18'-1"	PA	5'-7"	3'-5 1/2"	5'-7"										
												D571	2	17'-6"	PA	5'-4"	3'-5"	5'-4"										
												D572	2	17'-1"	PA	5'-2"	3'-4 1/2"	5'-2"					</					

F.H.V.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOT. SHEET
1	MAINE	BR-BRF-038-1(35)	174	20

Figure 1 consists of 18 diagrams labeled A through R, illustrating various types of bending moments in structural members. The diagrams are arranged in a grid-like fashion, with some diagrams showing multiple views or different loading conditions. The labels are as follows:

- A**: A horizontal member with a vertical load at the end, showing a linear bending moment distribution.
- B**: A horizontal member with a vertical load at the end, showing a linear bending moment distribution.
- C**: A horizontal member with a vertical load at the end, showing a linear bending moment distribution.
- D**: A horizontal member with a vertical load at the end, showing a linear bending moment distribution.
- E**: A horizontal member with a vertical load at the end, showing a linear bending moment distribution.
- F**: A horizontal member with a vertical load at the end, showing a linear bending moment distribution.
- G**: A horizontal member with a vertical load at the end, showing a linear bending moment distribution.
- H**: A horizontal member with a vertical load at the end, showing a linear bending moment distribution.
- I**: A horizontal member with a vertical load at the end, showing a linear bending moment distribution.
- J**: A horizontal member with a vertical load at the end, showing a linear bending moment distribution.
- K**: A horizontal member with a vertical load at the end, showing a linear bending moment distribution.
- L**: A horizontal member with a vertical load at the end, showing a linear bending moment distribution.
- M**: A horizontal member with a vertical load at the end, showing a linear bending moment distribution.
- N**: A horizontal member with a vertical load at the end, showing a linear bending moment distribution.
- O**: A horizontal member with a vertical load at the end, showing a linear bending moment distribution.
- P**: A horizontal member with a vertical load at the end, showing a linear bending moment distribution.
- Q**: A horizontal member with a vertical load at the end, showing a linear bending moment distribution.
- R**: A horizontal member with a vertical load at the end, showing a linear bending moment distribution.

GENERAL NOTES

- 1-First digit(s) following the letter of the mark indicates size of the bar:
Mark (A502) bar size=#5
Mark (P1001) bar size=#10
Mark (S603) bar size=#6
- 2-Each truss bar, Type B, may be replaced by two (2) straight bars (one top and 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.

120-159

REVISIONS	DATE
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
IN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY

REINFORCING STEEL SCHEDULE

SHEET 45 OF 48 AUGUSTA MAINE

PLANS	DESIGN-DETAILED	BY	DATE
	CHECKED	C.EDWARDS	8-85
	REVISIONS		

5 AUG 95-01 00 30

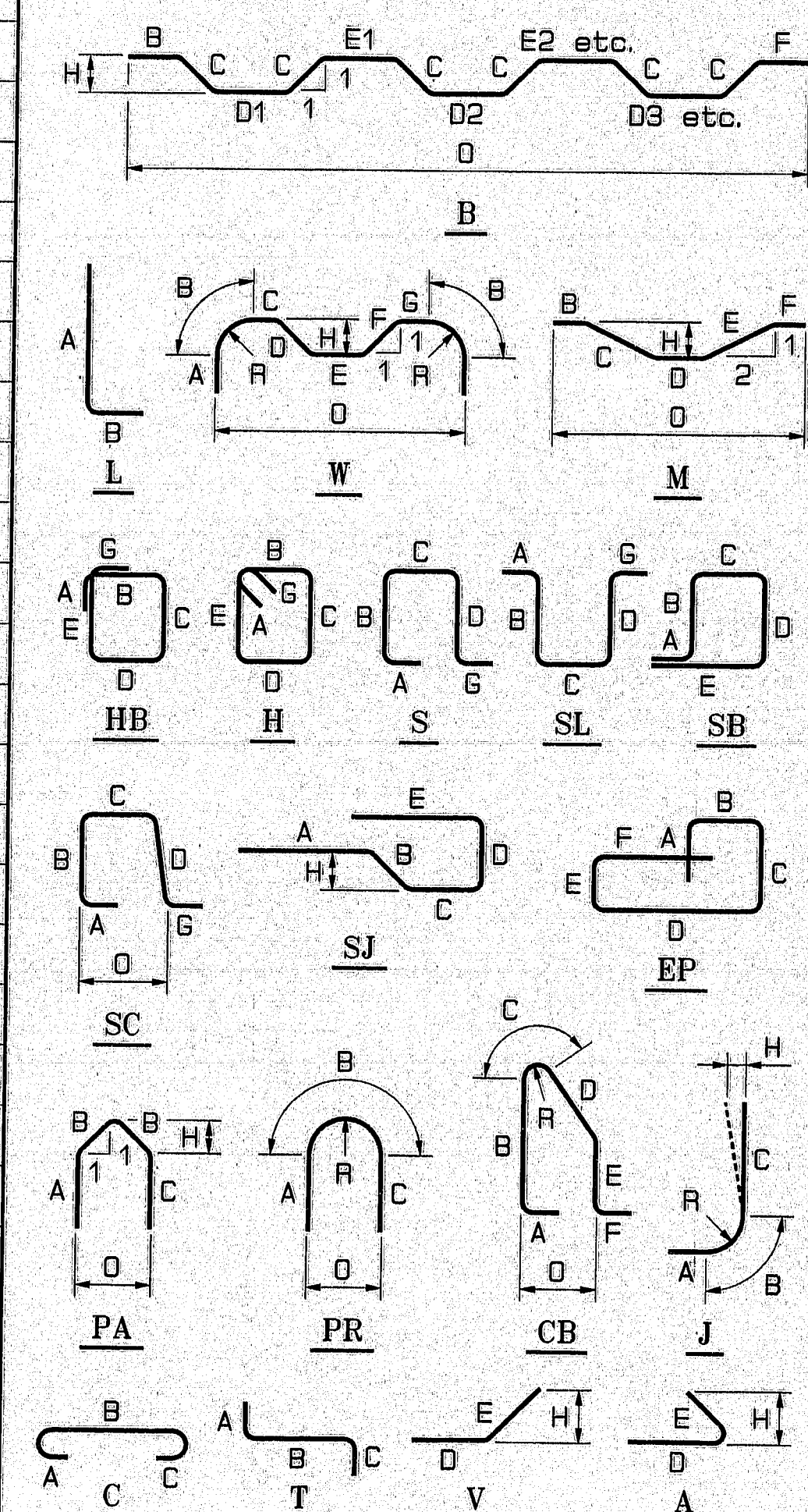
REINFORCING STEEL SCHEDULE

PIN 002672.00

F.S.V.A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-BRP-038-1(35)	175	201

REINFORCING STEEL SCHEDULE																											
STRAIGHT BARS													BENT BARS														
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
PIER 4													PIER 4														
E500	72	28'-10"	SHAFT FACE									E550	2	26'-8"	PA	8'-11"	4'-5"	8'-11"						3'-13 1/4"	5'-3 1/2"		SHAFT NOSE
E600	4	43'-9"	DISTRIBUTION SLAB									E551	2	26'-3"	PA	8'-9"	4'-4 1/2"	8'-9"						3'-11 1/4"	5'-2 1/2"		
E601	4	45'-9"										E552	2	25'-7"	PA	8'-6"	4'-3 1/2"	8'-6"						3'-0 3/4"	6'-1 1/2"		
E602	4	47'-9"										E553	2	25'-2"	PA	8'-4"	4'-3"	8'-4"						3'-0 1/4"	6'-0 1/2"		
E603	4	49'-9"										E554	2	24'-7"	PA	8'-1"	4'-2 1/2"	8'-1"						2'-11 3/4"	5'-11 1/2"		
E604	2	51'-9"										E555	2	24'-1"	PA	7'-11"	4'-1 1/2"	7'-11"						2'-11 1/4"	5'-10 1/2"		
E605	90	8'-0"										E556	2	23'-6"	PA	7'-8"	4'-1"	7'-8"						2'-10 3/4"	5'-9 1/2"		
E606	4	5'-9"										E557	2	23'-0"	PA	7'-6"	4'-0"	7'-6"						2'-10 1/4"	5'-8 1/2"		
E607	4	3'-9"										E558	2	22'-5"	PA	7'-3"	3'-11 1/2"	7'-3"						2'-9 3/4"	5'-7 1/2"		
E608	4	1'-9"										E559	2	21'-10"	PA	7'-0"	3'-11"	7'-0"						2'-9 1/4"	5'-6 1/2"		
												E560	2	21'-4"	PA	6'-10"	3'-10"	6'-10"						2'-8 3/4"	5'-5 1/2"		
E800	112	4'-8"	DISTRIBUTION SLAB									E561	2	20'-11"	PA	6'-8"	3'-9 1/2"	6'-8"						2'-8 1/4"	5'-4 1/2"		
E801	106	6'-4"										E562	2	20'-3"	PA	6'-5"	3'-8 1/2"	6'-5"						2'-7 3/4"	5'-3 1/2"		
E802	106	39'-7"	SHAFT NOSE									E563	2	19'-10"	PA	6'-3"	3'-8"	6'-3"						2'-7 1/4"	5'-2 1/2"		
												E564	2	19'-3"	PA	6'-0"	3'-7 1/2"	6'-0"						2'-6 3/4"	5'-1 1/2"		
												E565	2	18'-9"	PA	5'-10"	3'-6 1/2"	5'-10"						2'-6 1/4"	5'-0 1/2"		
												E566	2	18'-2"	PA	5'-7"	3'-6"	5'-7"						2'-5 3/4"	4'-11 1/2"		
												E567	2	17'-8"	PA	5'-5"	3'-5"	5'-5"						2'-5 1/4"	4'-10 1/2"		
												E568	2	17'-1"	PA	5'-2"	3'-4 1/2"	5'-2"						2'-4 3/4"	4'-9 1/2"		
												E569	2	16'-7"	PA	5'-0"	3'-3 1/2"	5'-0"						2'-4 1/4"	4'-8 1/2"		
												E570	2	16'-0"	PA	4'-9"	3'-3"	4'-9"						2'-3 3/4"	4'-7 1/2"		
												E571	2	15'-7"	PA	4'-7"	3'-2 1/2"	4'-7"						2'-3 1/4"	4'-6 1/2"		
												E572	2	14'-11"	PA	4'-4"	3'-1 1/2"	4'-4"						2'-2 3/4"	4'-5 1/2"		
												E573	2	14'-6"	PA	4'-2"	3'-1"	4'-2"						2'-2 1/4"	4'-4 1/2"		
												E574	2	13'-10"	PA	3'-11"	3'-0"	3'-11"						2'-1 3/4"	4'-3 1/2"		
												E575	2	13'-5"	PA	3'-9"	2'-11 1/2"	3'-9"						2'-1 1/4"	4'-2 1/2"		
												E576	2	12'-10"	PA	3'-6"	2'-11"	3'-6"						2'-0 3/4"	4'-1 1/2"		
												E577	2	12'-4"	PA	3'-4"	2'-10"	3'-4"						2'-0 1/4"	4'-0 1/2"		
												E578	2	11'-9"	PA	3'-1"	2'-9 1/2"	3'-1"						1'-11 3/4"	3'-11 1/2"		
												E579	2	11'-3"	PA	2'-11"	2'-8 1/2"	2'-11"						1'-11 1/4"	3'-10 1/2"		
												E580	2	10'-8"	PA	2'-8"	2'-8"	2'-8"						1'-10 3/4"	3'-9 1/2"		
												E581	2	10'-2"	PA	2'-6"	2'-7"	2'-6"						1'-10 1/4"	3'-8 1/2"		
												E582	2	9'-7"	PA	2'-3"	2'-6 1/2"	2'-3"						1'-9 3/4"	3'-7 1/2"		
												E583	2	9'-2"	PA	2'-1"	2'-6"	2'-1"						1'-9 1/4"	3'-6 1/2"		
												E584	2	7'-1"	S		1'-10"	3'-5"	1'-10"								
												E650	4	11'-0"	PA	0	5'-6"	0						3'-11"	7'-10"		DISTRIBUTION SLAB

TYPE - BENDING DIAGRAMS



All dimensions are out - to - out of 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. The first digit(s) following the letter of the mark indicates the size of the bar:

Mark "A502" = bar size #5
Mark "P100" = bar size #10
Mark "S603" = bar size #6

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

STATE OF MAINE
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PENOBSCOT RIVER BRIDGE
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PENOBSCOT COUNTY

REINFORCING STEEL SCHEDULE

SHEET 45 OF 48 AUGUSTA, MAINE

120-160

PROJECT DESIGN ENGINEER
DESIGN-DRAWN
CHECKED
REVISIONS
FIELD CHANGES
PLANS

15AUG95-0100.30