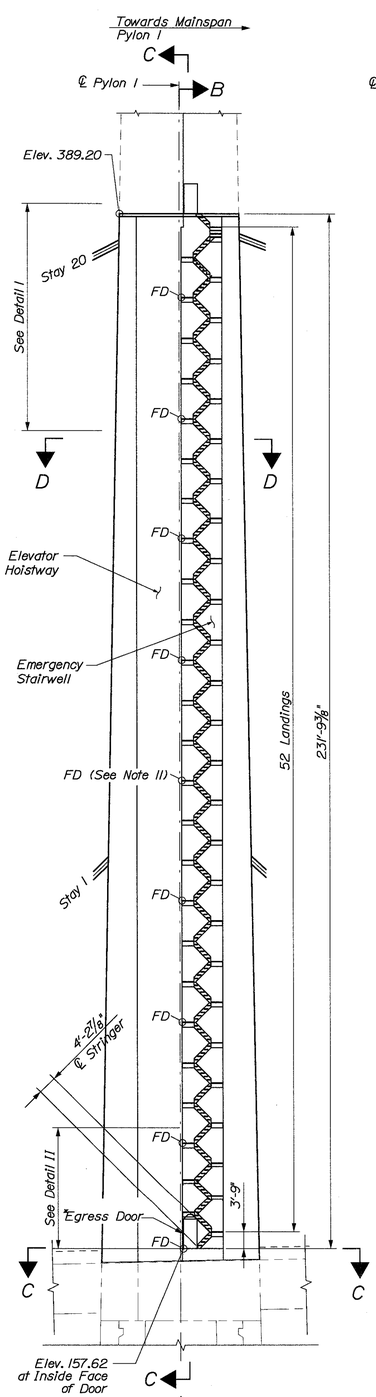
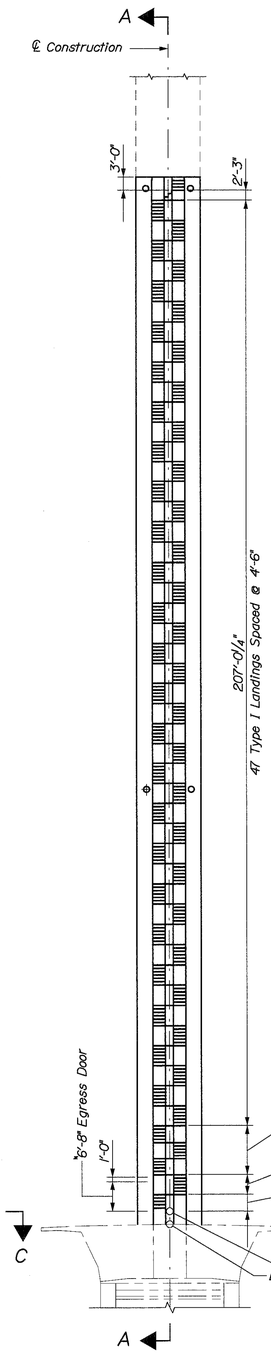
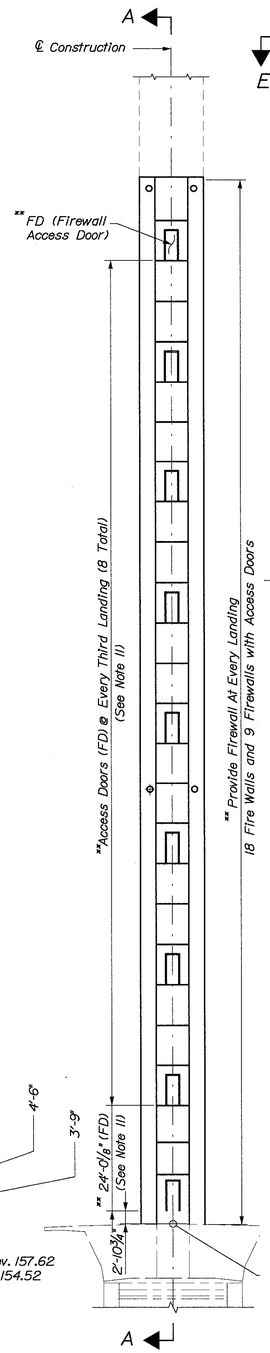


SECTION A-A

*See Egress Door Detail

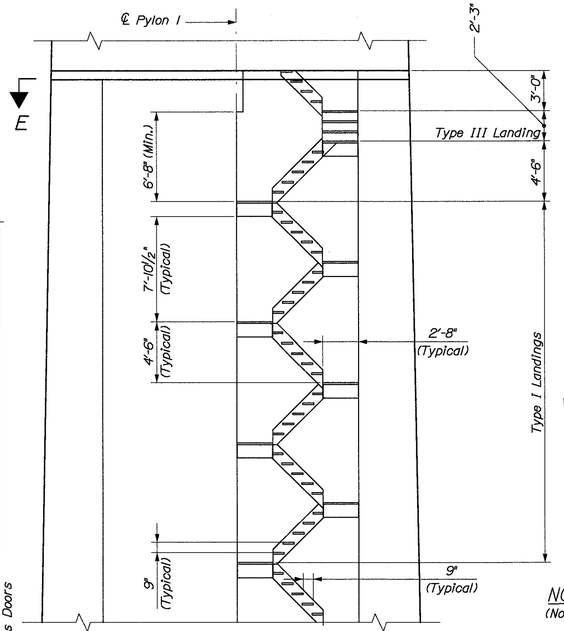


SECTION B-B

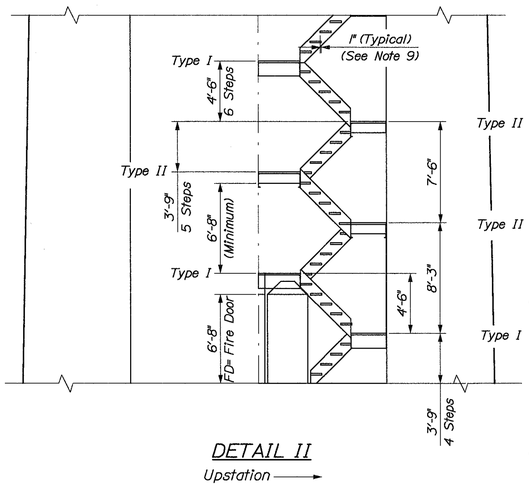


SECTION C-C

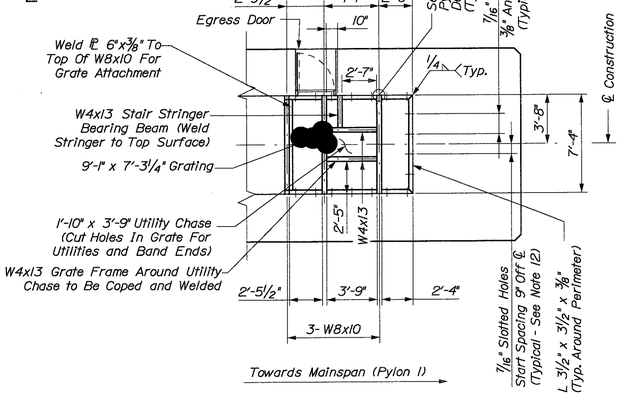
**See Firewall Detail



DETAIL I



DETAIL II



SECTION C-C

(Elevation 157.42)

NOTES

(Notes apply to Pylon Access Details I-IV sheets unless otherwise noted)

1. Details and comments on Pylon Access Details I thru IV drawings apply to Pylon I only.
2. See Pylon Access Details V sheet for Egress Door Detail, Firewall Detail and Railing Details.
3. See Pylon Access Details II - IV sheets for stair details and Type I - III landing details.
4. Cost of stairs, landings, firewalls, egress doors, associated hardware, labor, installation etc. is incidental to Pay Item 502.2191 - Structural Concrete, (Pylon Maintenance Access System).
5. Structural steel shapes shall conform to ASTM A992, angles shall conform to ASTM A36 and bolts shall conform to ASTM A325.
6. All steel, including grating, shall be hot-dipped galvanized in accordance with ASTM A123. Hardware shall be galvanized in accordance with ASTM A153.
7. Contractor shall provide detailed Shop Drawings for guide rail attachment locations and details of elevator access platform and supporting structural steel shown. Elevator lateral load design requirement is 0.8 Kips per rail with less than 1/8" deflection.
8. Grating for platforms shall be galvanized with 1½" x⅛" bearing bars 13/16" on center, with cross bars at 4" on center. All edges shall be banded. Bearing bar spanning direction shall be as shown (otherwise run 1½" bars in direction of short span). Grating shall completely cover the platform area. Grating shall be cut to clear 4" x 4" x ⅜" angle hangers. Attach grating to supporting steel beams by welding or with steel clips per manufacturer's recommendations.
9. Bar grating for stair treads shall be galvanized steel welded type bar grating with 1" x⅛" bearing bars 13/16" on center, with cross bars at 4" on center. All edges shall be banded. Bearing bar shall be positioned in direction of span between stringers. Grating shall completely cover the 2½" x 2½" x ⅜" tread angles and be positioned so lower tread extends 1" past nose of upper tread (grating dimension = 10" (minimum) x 2'-8"). Attach grating to supporting angle by welding every other bearing bar to top of angle.
10. Bolt anchorage hardware shall be from the Department Approved Product List, or approved equal. Anchor group shall have a combined working shear capacity and a minimum working tension capacity as shown in the plans. Contractor shall submit proposed system for review by the Department prior to use. Bolt anchorages shall be installed in strict accordance with the selected manufacturer's recommendations.
11. FD = 2'-8" x 6'-8" firewall door access locations. Maximum 36' spacing between access doors. Locate doors at landing levels. For additional detailed information see Pylon Access Details II, III & V sheets. See Architectural Drawings - A01 - A43, Lower Pylon Elevator Hoistway Details I - II and Lower Pylon Mechanical Room Details I - V.
12. Field verify all dimensions prior to fabrication and coordinate final grating dimensions accordingly.
13. Dimensions provided are for general information. Adjustments in steel lengths due to coping, tolerances, etc. are not included unless specifically stated.
14. All welds shall be in strict accordance with AWS D1.5 and all welders shall be AWS certified.
15. Minimum stair and landing walkway clearance shall be 2'-8".

ESTIMATED QUANTITIES / PYLON PIER 1 ACCESS		
ITEM	UNIT	QUANTITY
Structural Steel	Lb.	47,470
1½" x ⅛" Galvanized Grating	Lb.	8,070
1" x ⅛" Galvanized Grating	Lb.	2,960

Estimated Quantities Are For Information Only. Quantity Excludes Bolts For Connections.

PROJ. MANAGER	W.J.ROHLEDER	DATE
DESIGN-DET'AILED	T.COOPER	9-09-04
DESIGN-CHECKED	C.BURGESS	9-09-04
DESIGN-SET'AILED3		
DESIGN-SET'AILED5		
REVISIONS 1	NOTES, QUANTITY	9-23-04
REVISIONS 2	FIRE DOOR, NOTES	10-15-04
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PIN 7965.55, 7965.56 BRIDGE PLANS

BRIDGE NO. 6421

STATE OF MAINE Christopher Burgess 10624 REGISTERED PROFESSIONAL ENGINEER

Chris Burgess
SIGNATURE

10624
P.E. NUMBER

15oct04
DATE

PROSPECT-VERONA BRIDGE
PENOBSCOT RIVER
PROSPECT\VERONA WALDO\HANCOCK CTY

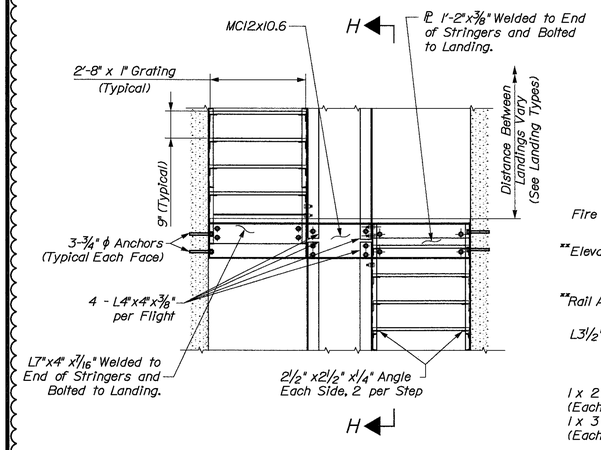
PYLON ACCESS DETAILS I

SHEET NUMBER

P1

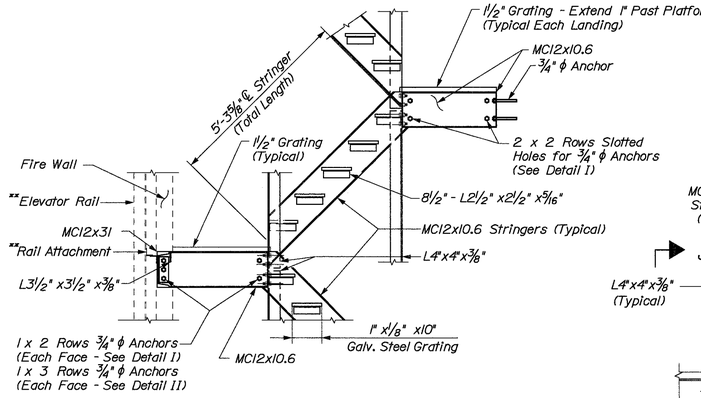
OF P15

Figg Bridge Engineers, Inc.
424 North Calhoun Street
Tallahassee, Florida 32301
Tallahassee, Fl. • Denver, Co. • Philadelphia, Pa. • Dallas, Tx.



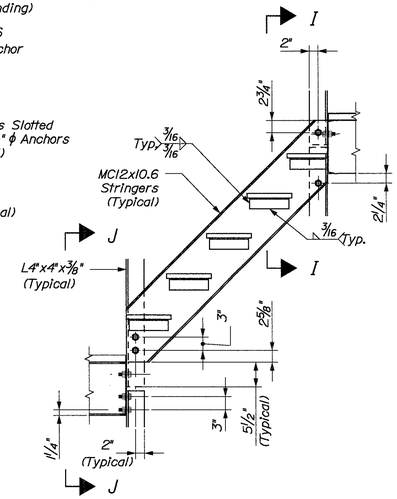
SECTION G-G

Typical Elevation - Type I Landing
(Anchors to Pylon on Far Side Not Shown For Clarity)

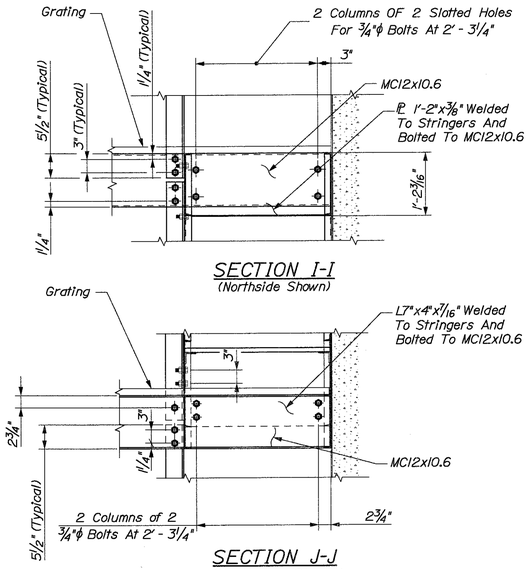


SECTION H-H

Type I Stair Landing (Interior Stringers)
(For Stair Stringer to Landing Connection Details See Pylon Access Details III Sheet)

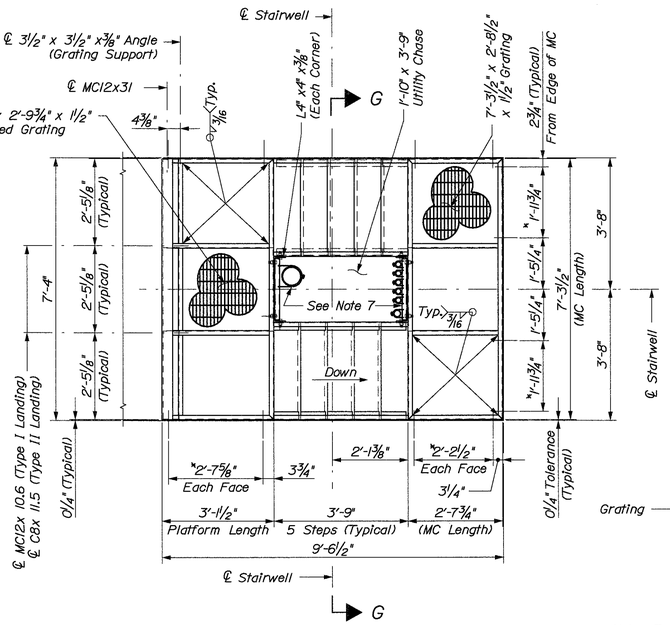


Stringer To Platform Mounting Bolts in Upper Landing Not Shown For Clarity. (Interior Stringers Shown)



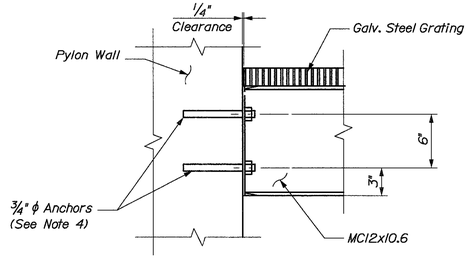
NOTES

1. *North Side Shown at Landings, South Side is Similer but With Stringers in Opposite Direction (Section H-H Becomes South Side of Upper Landing). Anchor Bolts Are Not Shown For Clarity.*
2. *See Type I Stringer to Landing Connection Details On Pylon Access Details III Sheet For Additional Information.*

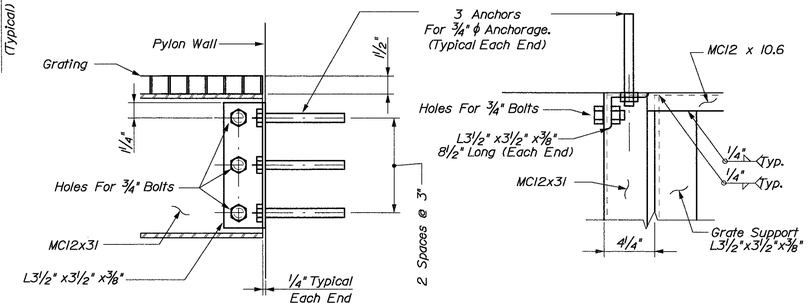


SECTION D-D

(Type I Landings Type II Landing Similar)
"Slotted holes for 3/4ϕ Anchors (See Note 3)



DETAIL I - TYPICAL ANCHOR DETAIL



(Grating Support Angle Is Set Flush With The Top Of Beam - Not Shown For Clarity. Viewed from Stair Side)

DETAIL II

Detail Is Typical For All MC12x31 Bolted Beam Connections

NOTES

1. The Contractor shall provide detailed Shop Drawings for Emergency Access Stairwell System and supporting structural steel shown.

2. *For additional notes see Pylon Access Details I sheet.*
3. *All bolts shall be 3/4" ϕ ASTM A325 and galvanized in accordance with ASTM A153.*
4. *Bolt anchorage hardware shall be from the Department Approved Product List, or approved equal. Anchor group shall have a combined working shear capacity of 4,600 lbs. and a minimum working tension capacity of 3,750 lbs. Contractor shall submit proposed system for review by the Department prior to use. Bolt anchorages shall be installed in strict accordance with the selected manufacturer's recommendations.*
5. *Stair railings are not shown for clarity. Refer to Pylon Access Details V sheet for stair railings and post layout information.*
6. *Dimensions provided are for general information. Adjustments in steel lengths due to coping, tolerances, etc. are not included unless specifically stated.*
7. *Cost of materials, labor and installation is incidental to pay items; 900.15400 Fire Protection, 634.1966 Aviation Lighting Wire and Conduit, 634.1968 Maintenance Wire and Conduit, 634.1969 Observatory Lighting Wire and Conduit and Special Provision 655 - Electrical. Water supply pipe and utility conduit runs continuous through pylon access. Maxiumum support spacing is 10 vertical feet. For water supply pipe and utility conduit details, see Pylon Access Detail V sheet.*

TYPE I LANDING CONNECTION DETAILS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PIN 7965.55, 7965.56 BRIDGE PLANS
BRIDGE NO. 6421

STATE OF MAINE Christopher Burgess 10624 REGISTERED PROFESSIONAL ENGINEER

Chris J. Burgess
SIGNATURE
10624
P.E. NUMBER
15 Sept 04
DATE

	BY	DATE
PROJ. MANAGER	W.JAROH/E.EDER	
DESIGN-DETAILED	T.COOPER	9-09-04
CHECKED-REVIEWED	C.BURGESS	9-09-04
DESIGN2-DETAILED		
CHECKED2-REVIEWED		
REVISIONS 1	WELD SYMBOL NOTES	9-23-04
REVISIONS 2	DETAILS, NOTES, ANCHORS	10-15-04
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PROSPECT-VERONA BRIDGE
PENOBSCOT RIVER
PROSPECT\VERONA WALDO\HANCOCK CTY

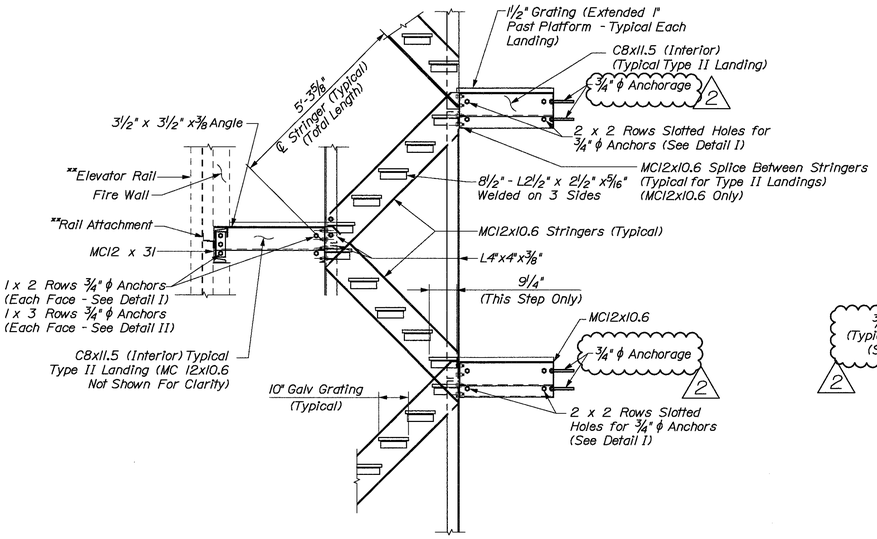
PYLON ACCESS DETAILS II

SHEET NUMBER
P2
OF P15

Figg Bridge Engineers, Inc.
424 North Calhoun Street
Tallahassee, Florida 32301
• Tallahassee, Fl. • Denver, Co. • Philadelphia, Pa. • Dallas, Tx. •

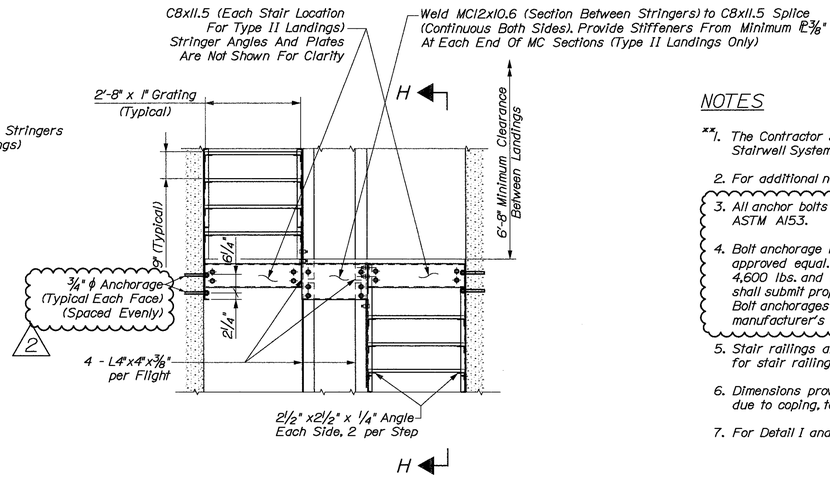
2

Filename: ...\P02_Pylon_Access_Details_II.dgn Division: BRIDGE Username: wjohnson Date:10/14/2004



SECTION H-H

(Work With Detail I on Pylon Access Details I sheet)



SECTION G-G

(Typical Elevation - Type II Landing Back Span Side)
(Top Steps Near Landing Not Shown For Clarity)

NOTES

**1. The Contractor shall provide detailed Shop Drawings for Emergency Access Stairwell System and supporting structural steel shown.

2. For additional notes see Pylon Access Details I sheet.

3. All anchor bolts shall be ¾" ϕ ASTM A325 and galvanized in accordance with ASTM A153.

4. Bolt anchorage hardware shall be from the Department Approved Product List, or approved equal. Anchor group shall have a combined working shear capacity of 4,600 lbs. and a minimum working tension capacity of 3,750 lbs. Contractor shall submit proposed system for review by the Department prior to use. Bolt anchorages shall be installed in strict accordance with the selected manufacturer's recommenddations.

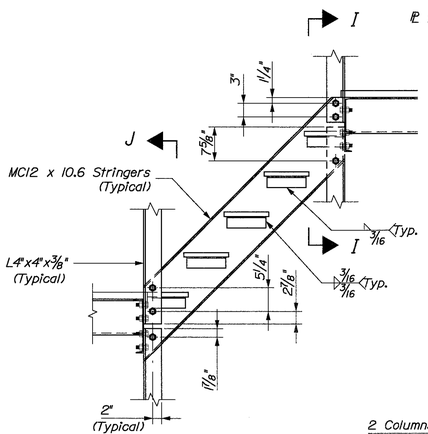
5. Stair railings are not shown for clarity. Refer to Pylon Access Details V sheet for stair railings and post layout information.

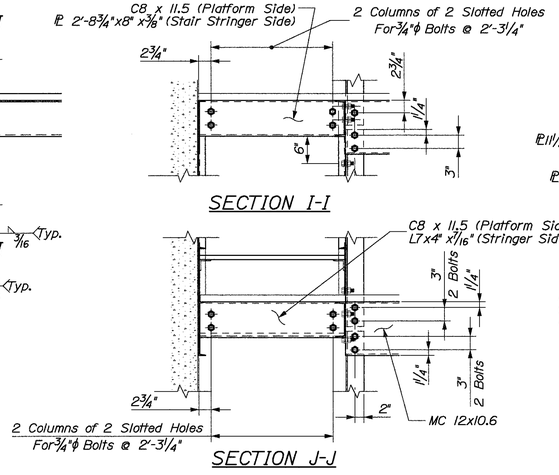
6. Dimensions provided are for general information. Adjustments in steel lengths due to coping, tolerances, etc. are not included unless specifically stated.

7. For Detail I and Detail II see Pylon Access Details II sheet.

TYPE II STAIR LANDINGS

(Interior Stringers Shown - All Landings Illustrated are Type II)





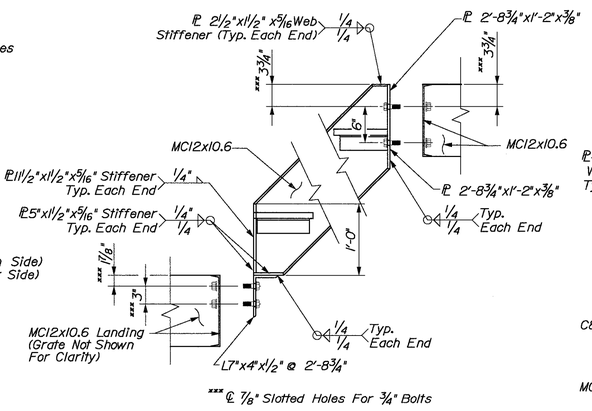
SECTION I-I

SECTION J-J

Stringer To Platform Mounting Bolts In Lower Landing Is Not Shown For Clarity

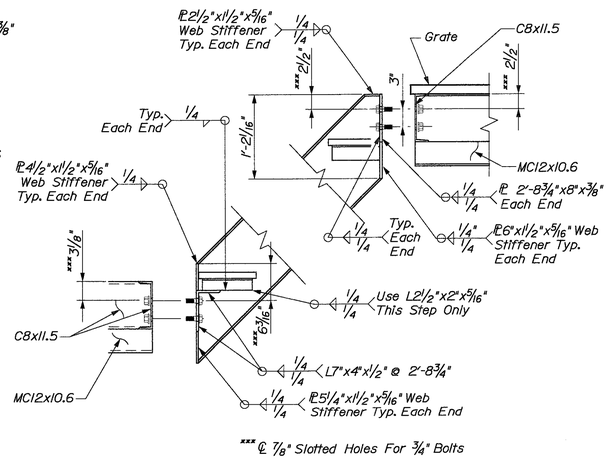
TYPE II LANDING CONNECTION DETAILS

Notes:
All Bolts Shown Are Galvanized ¾" ϕ ASTM A325
Anchor Bolts Are Not Shown For Clarity
See Type II Stringer to Landing Connection Details For Additional Information (Not Shown For Clarity)



STRINGER TO LANDING CONNECTION DETAIL (SIDE VIEW - EXPLODED - TYPE I LANDING)

Stringer Rising Left To Right Shown. Stringer Rising Right To Left Similar With Mirror Image



***℄ ⅞" Slotted Holes For ¾" Bolts

STRINGER TO LANDING CONNECTION DETAIL (SIDE VIEW - EXPLODED - TYPE II LANDING)

Stringer Rising Left To Right Shown. Stringer Rising Right To Left Similar With Mirror Image

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PIN 7965.55, 7965.56 BRIDGE PLANS

BRIDGE NO. 6421

STATE OF MAINE Christopher Burgess 10624 REGISTERED PROFESSIONAL ENGINEER

Chris Burgess — SIGNATURE
10624 — P.E. NUMBER
1Sept 04 — DATE

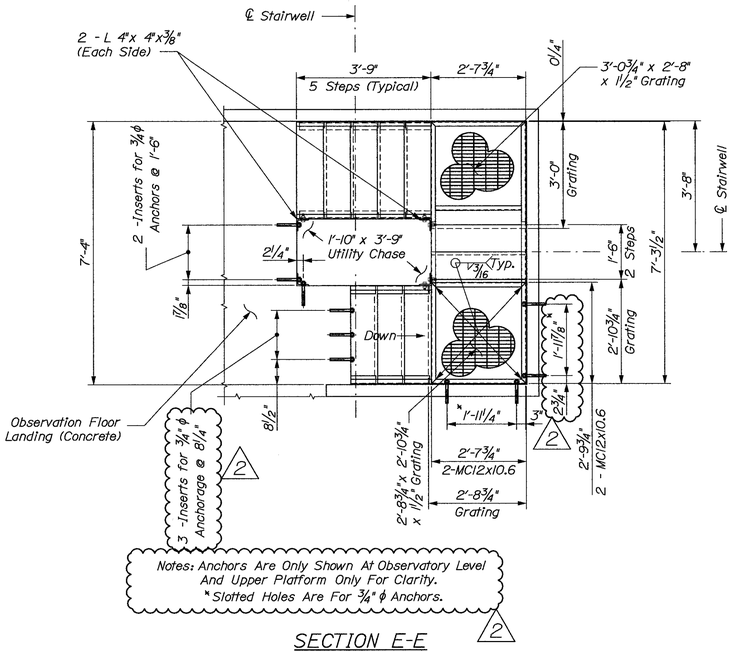
	BY	DATE
PROJ. MANAGER	W.J.ROHLEDER	
DESIGN-SHT.MLD	T.COOPER	9-09-04
CHECKED-REVIEWED	C.BURGESS	9-09-04
DESIGNS-DETAILED2		
DESIGNS-DETAILED3		
REVISIONS 1	WELD SYMBOL NOTES	9-23-04
REVISIONS 2	NOTES, ANCHORAGES	10-15-04
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PROSPECT-VERONA BRIDGE
PENOBSCOT RIVER
PROSPECT\VERONA WALDO\HANCOCK CTY

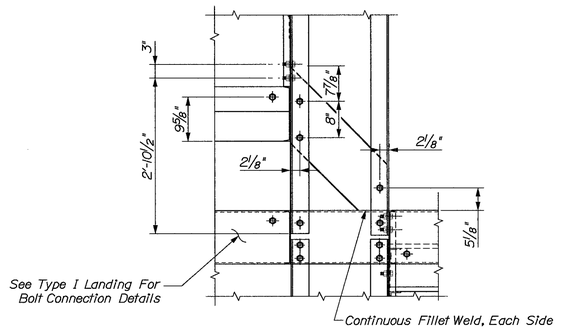
PYLON ACCESS DETAILS III

SHEET NUMBER
P3
OF P15

Figg Bridge Engineers, Inc.
424 North Calhoun Street
Tallahassee, Florida 32301
Tallahassee, Fl. • Denver, Co. • Philadelphia, Pa. • Dallas, Tx.

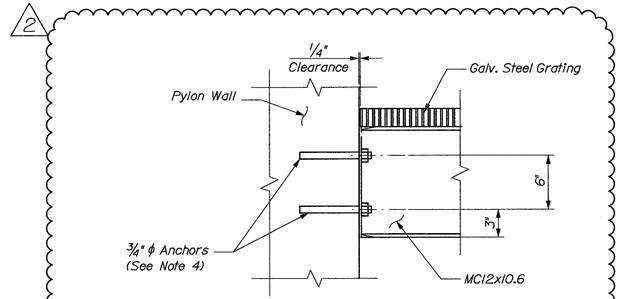


SECTION E-E

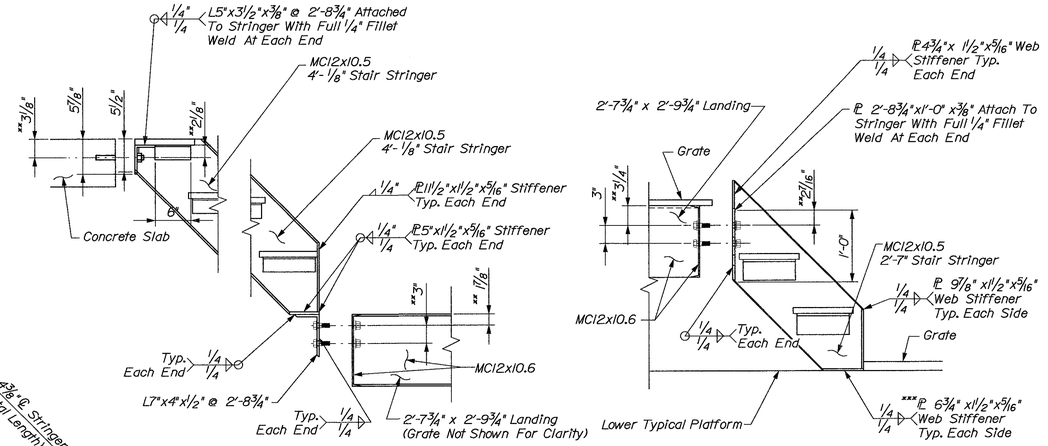


DETAIL II

(Stair Treads And Angles Are Not Shown For Clarity)



DETAIL I - TYPICAL ANCHOR DETAIL

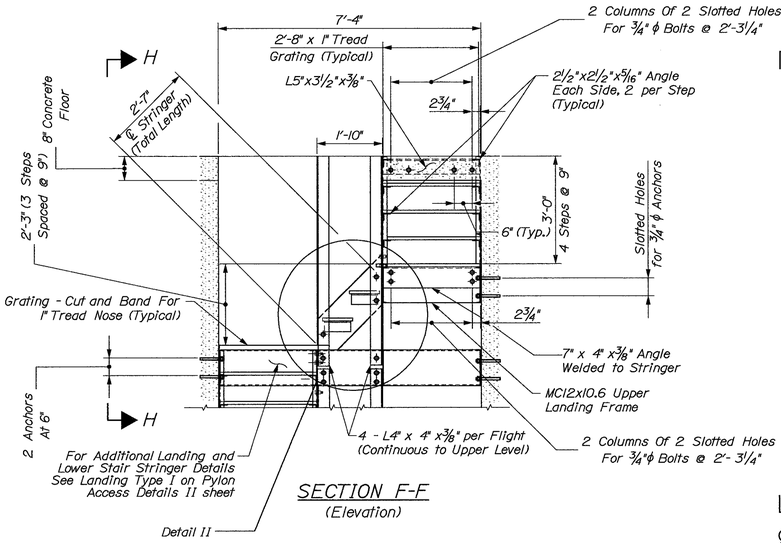


** ℄ 7/8" Slotted Holes For 3/4" Bolts

*** (Field Weld Stiffener To Platform Using 1/4" Fillet Weld At Each Accessible Side)

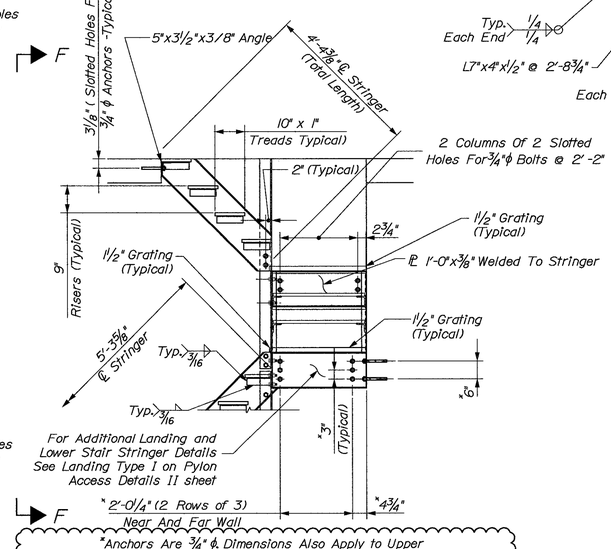
STRINGER TO LANDING CONNECTION DETAIL

(SIDE VIEW - EXPLODED - TYPE III LANDING)



SECTION F-F

(Elevation)



*Anchors Are 3/4" ϕ. Dimensions Also Apply to Upper Landing. Lower Landing Is Anchored To 3 Walls. Upper Landing To 2 Walls.

SECTION H-H

TYPE III STAIR LANDINGS

(Interior Stringers)

NOTES

1. The Contractor shall provide detailed Shop Drawings for Emergency Access Stairwell System and supporting structural steel shown.
2. For additional notes see Pylon Access Details I sheet.
3. All bolts shall be 3/4" ϕ ASTM 325 and galvanized in accordance with ASTM A153.
4. Bolt anchorage hardware shall be from the Department Approved Product List, or approved equal. Anchor group will have a combined working shear capacity of 4,600 lbs. and a minimum working tension capacity of 3,750 lbs. Contractor shall submit proposed proposed system for review by the Department prior to use. Bolt anchorages shall be installed in strict accordance with the selected manufacturers' recommendations.
5. Stair railings are not shown for clarity. Refer to Pylon Access Details V sheet for stair railings and post layout information.
6. Dimensions provided are for general information. Adjustments in steel lengths due to coping, tolerances, etc. are not included unless specifically stated.

2

Figg Bridge Engineers, Inc.
424 North Calhoun Street
Tallahassee, Florida 32301
• Tallahassee, Fl. • Denver, Co. • Philadelphia, Pa. • Dallas, Tx. •

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PIN 7965.55, 7965.56

BRIDGE NO. 6421

BRIDGE PLANS

STATE OF MAINE · Christopher Burgess 10624 · REGISTERED PROFESSIONAL ENGINEER

Glenn J. Burgess — P.E. NUMBER 10624 — SIGNATURE — 15 Oct 04 — DATE

	BY	DATE
PROJ. MANAGER	W.J.ROHLEDER	
DESIGN-DET.FALDER	T.COOPER	8-98-04
CHECKED-RELEASED	C.BURGESS	9-98-04
DESIGN-DET.ALEDS		
1 WELD SYMBOL NOTE		9-23-04
REVISIONS 2 DETAILS, NOTES, ANCHORS		10-15-04
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PROSPECT-VERONA BRIDGE
PENOBSCOT RIVER
PROSPECT\VERONA WALDO\HANCOCK CTY

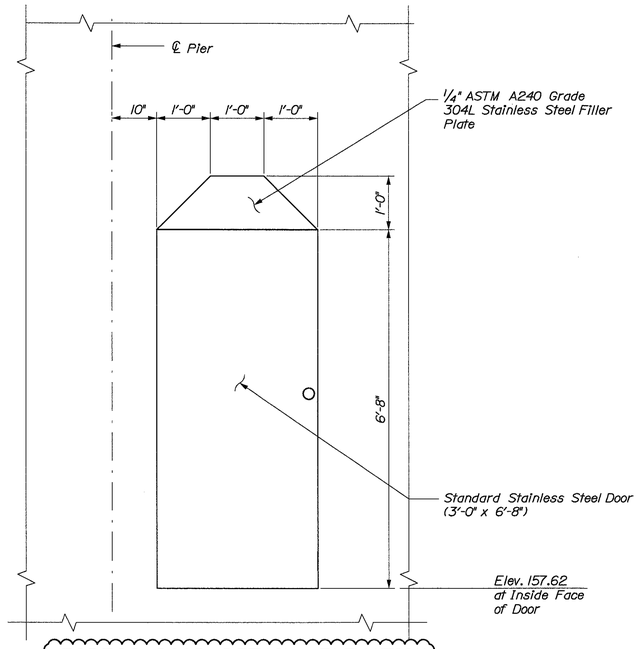
PYLON ACCESS DETAILS IV

SHEET NUMBER

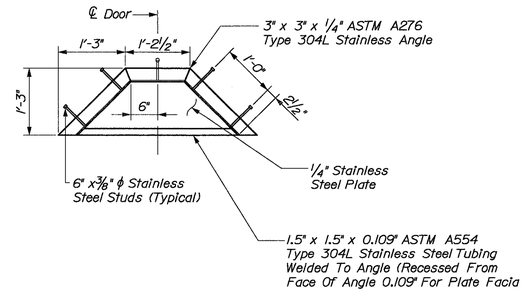
P4

OF P15

Filename: ...\P04_Pylon_Access_Details_IV.dgn Division: BRIDGE Username: sfall Date:10/14/2004



EGRESS DOOR DETAIL - ELEVATION
Interior View of Egress Door



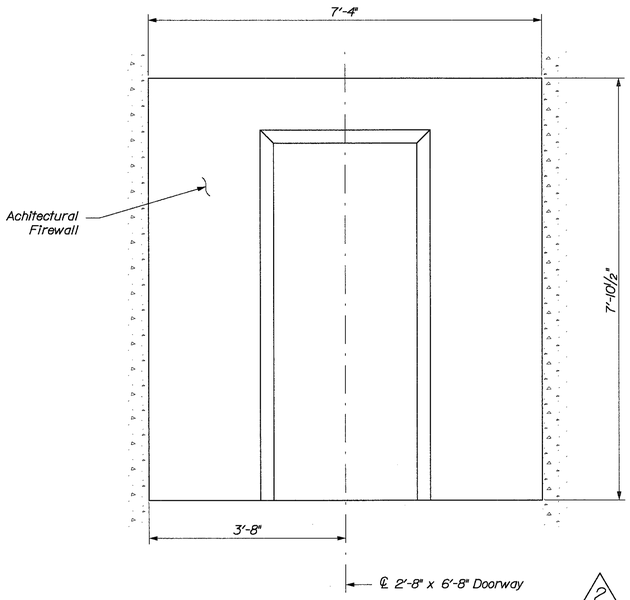
EGRESS DOOR FILLER FRAME DETAILS

NOTES:

(Notes apply to egress door detail only)

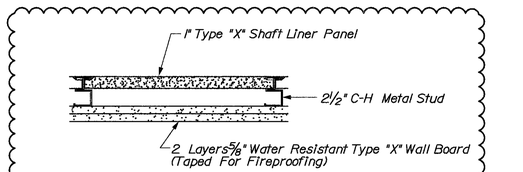
1. Field verify all dimensions prior to fabrication.
2. Shop Drawings of egress door and all associated hardware shall be submitted as a complete system for review and approval by the Department.
3. Door frame shall be ASTM A276 Grade 304L Stainless Steel.
4. All egress and access locks shall be match keyed (doors, Vermin Guards, access hatches). The Contractor shall furnish the Department with keys upon completion of project.
5. See Upper Pylon Dimensions sheet and Pylon Access Details I sheet for locations of access doors.
6. One egress door (with stainless steel filler) required per Pylon.
7. Locking mechanism shall provide unlocking capabilities from the exterior and keyless exiting.
8. Cost of egress doors, stainless steel filler, associated hardware, labor, installation, etc. is incidental to Pay Items 900.08100 Steel Doors and Frames and 900.08700 Finish Hardware.
9. For Egress door locations see Pylon Access Details I and VI sheets. Also refer to Door P02 on Door Schedule of Architectural Drawing A01 of 43.

2



FIREWALL DETAIL (2'-8" x 6'-8" DOOR FRAMING)
(Looking Towards Elevator Shaft)

2



FIRE WALL TYPICAL DETAIL

For Additional Information See Details 2, 3 and 4 on Architectural Drawing - Miscellaneous Interior Details sheet.

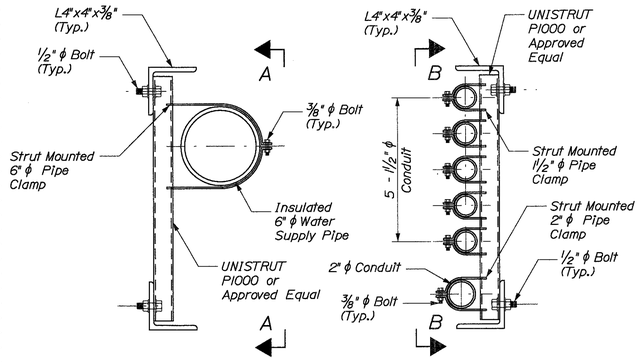
2

NOTES

(Notes apply to firewall detail only)

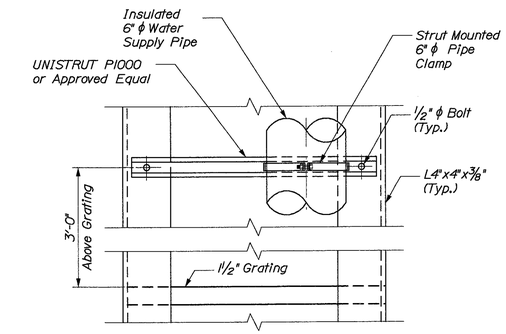
1. Fire wall for landing with access door is shown, walls on landings without access doors requires a similar layout excluding the door way framing. For fire wall access door locations see Pylon Access Details I sheet.
2. Contractor will determine the exact location of the fire door based on requirements for the elevator guide rails brackets. Contractor shall submit detailed shop drawings showing elevator guide rail locations, required attachment hardware, modifications to the stairwell landings (if required) and proposed door locations, stud layout and fire resistant wall treatment prior to fabrication of the fire walls or access stairs. Elevator guide rail brackets, accessories or hardware shall not be attached to fire wall without approval by the Department.
3. Fire walls are required in Pylon Pier I only. Also refer to Door P01 on Door Schedule and Room and Finish Schedule of Architectural Drawing A01 of 43.
4. Fire wall shall not encroach on required elevator shaft clearance or minimum stairway landing clearance.
5. Cost of access door, firewall, associated hardware, labor, installation, etc. is incidental to Pay Items; 900.08100 Steel Doors and Frames, 900.08700 Finish Hardware and 900.09275 Shaft Wall Systems.

2

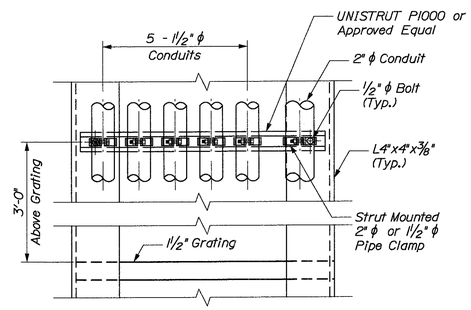


WATER SUPPLY DETAIL

UTILITY DETAIL



SECTION A-A



SECTION B-B

NOTES

1. For location and payment see Pylon Access Details II sheet.
2. Strut and clamp for 6" ϕ pipe shall provide support to transfer weight of pipe and water into 4"x4"x3/8" angles.

For Railing And Fence Details See Architectural Drawings - Enlarged Drawings - Fire Stair

Cost of railings, fence, associated hardware, labor, installation etc. as shown on the referenced drawings are incidental to Pay Item 502.2191 - Structural Concrete, (Pylon Maintenance Access System).

2

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• Tallahassee, Fl. • Denver, Co. • Philadelphia, Pa. • Dallas, Tx. •

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PIN 7965.55, 7965.56
BRIDGE NO. 6421
BRIDGE PLANS

STATE OF MAINE · Christopher Burgess 10624 · REGISTERED PROFESSIONAL ENGINEER

	BY	DATE
PROJ. MANAGER	W.J.ROHLEDER	
DESIGN-DET.FAILED	T.COOPER	9-09-04
DESIGN-CHK.WAIVED	C.BURGESS	9-09-04
DESIGN2-DET.FAILED2		
DESIGN3-DET.FAILED3		
REVISIONS 1	NOTE	9-23-04
REVISIONS 2	UPDATES TO COMMENTS	10-15-04
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

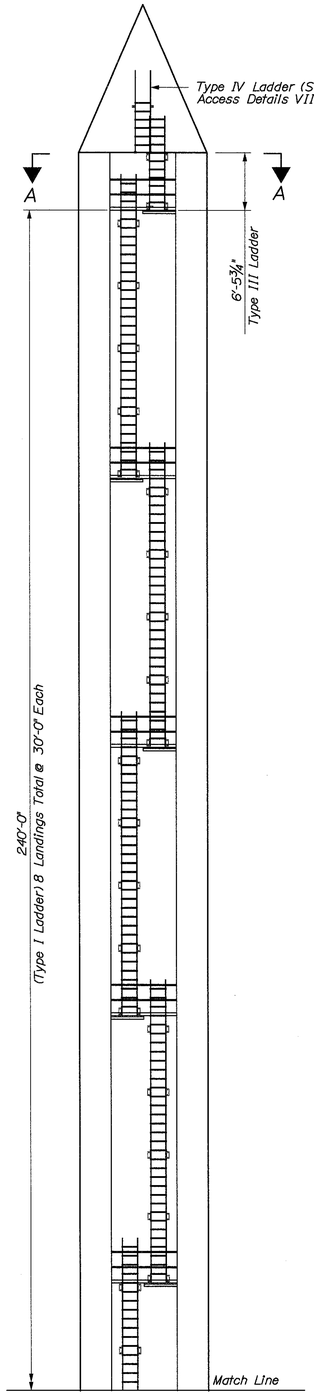
Chris L. Burgess — 10624 — P.E. NUMBER — 15 oct 04 — DATE

PROSPECT-VERONA BRIDGE
PENOBSCOT RIVER
PROSPECT\VERONA WALDO\HANCOCK CTY

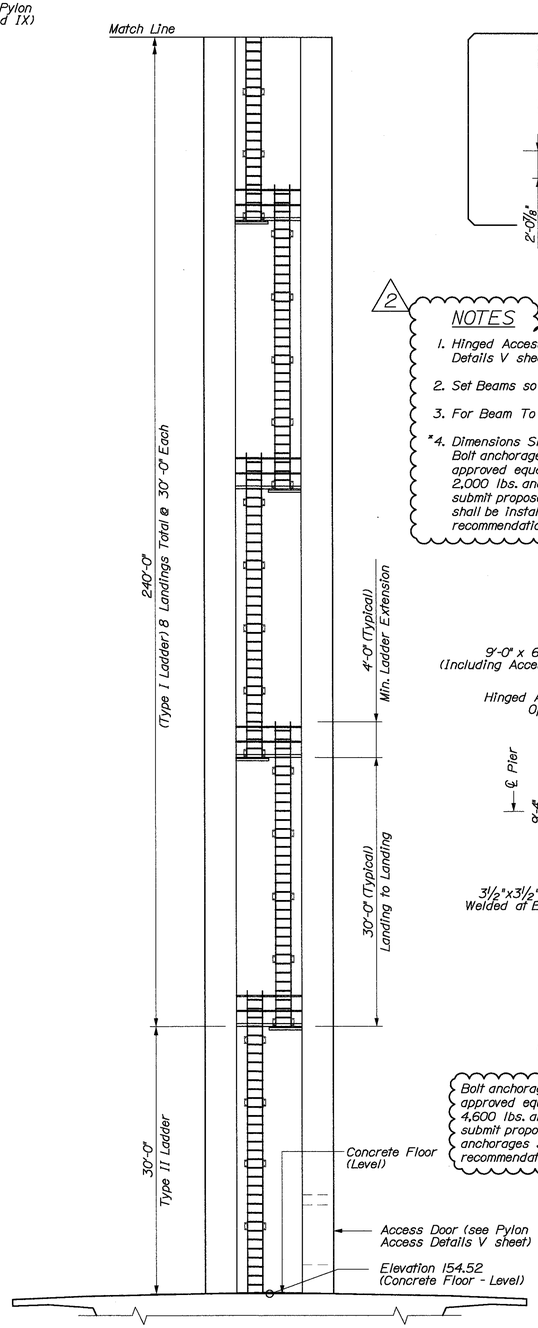
PYLON ACCESS DETAILS V

SHEET NUMBER
P5
OF P15

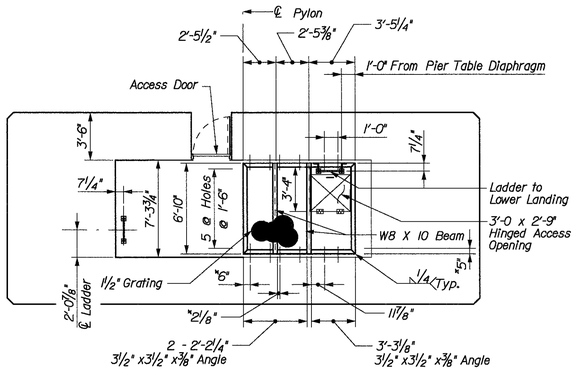
Filename: ...\P06_Pylon_Access_Details_VI.dgn Division: BRIDGE Username: wjohnson Date:10/14/2004



ELEVATION
(Looking Towards Main Span)



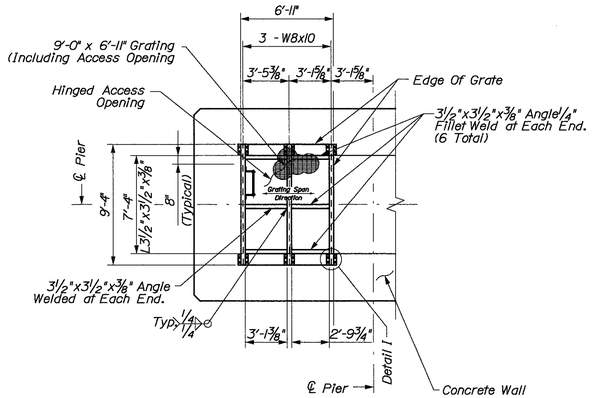
ELEVATION
(Looking Towards Main Span)



SECTION AT DECK LEVEL

NOTES

1. Hinged Access Opening to be pad locked with matching keys (See Note 4 on Pylon Access Details V sheet - Access Door Details).
2. Set Beams so grating is flush Pylon Floor Concrete.
3. For Beam To Concrete Wall Connection See Detail I on Pylon Access Details VII Sheet.
*4. Dimensions Shown are to Holes for ⅜" ϕ Bolts. Typical spacing 1'-6" from first bolt hole. Bolt anchorage hardware shall be from the Department Approved Product List, or approved equal. Anchor group shall have a combined working shear capacity of 2,000 lbs. and a minimum working tension capacity of 2,000 lbs. Contractor shall submit proposed system for review by the Department prior to use. Bolt anchorages shall be installed in strict accordance with the selected manufacturer's recommendations. See Detail I.



SECTION A-A

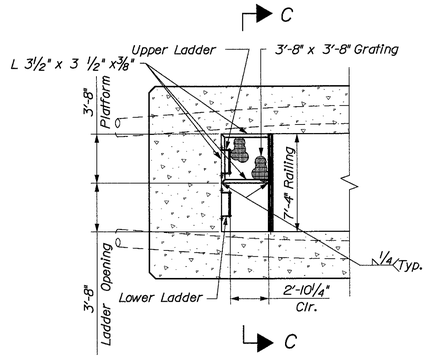
Platform Details (For Upper Ladder And Railing Details See Pylon Access Details VII Sheet)

2

Bolt anchorage hardware shall be from the Department Approved Product List, or approved equal. Anchor group shall have a combined working shear capacity of 4,600 lbs. and a minimum working tension capacity of 3,750 lbs. Contractor shall submit proposed system for review by the Department prior to use. Bolt anchorages shall be installed in strict accordance with the selected manufacturer's recommendations. See Detail I.

ESTIMATED QUANTITIES / PYLON PIER 2 ACCESS		
ITEM	UNIT	QUANTITY
Structural Steel	Lb.	9,030
1½" x ⅛" Galvanized Grating	Lb.	2,262

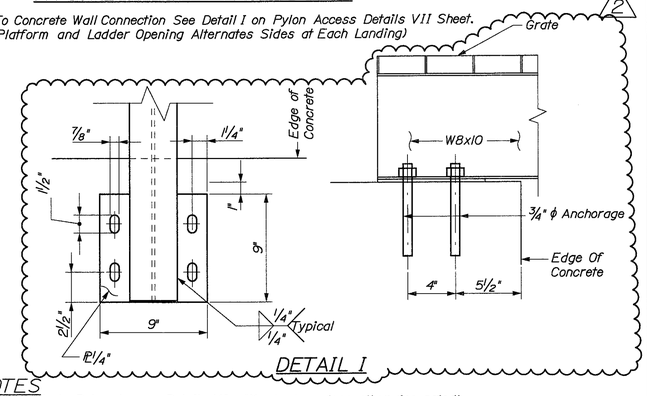
Estimated Quantities Are For Information Only. Quantity Excludes Bolts For Connections.



TYPICAL UPPER PYLON DETAIL

For Beam To Concrete Wall Connection See Detail I on Pylon Access Details VII Sheet.
(Platform and Ladder Opening Alternates Sides at Each Landing)

2



DETAIL I

NOTES

(Notes apply to Pylon Access Details VI - IX sheets unless otherwise noted)

1. Information on Pylon Access Details VI and IX sheets apply to Pylon Pier 2 only.
2. For pylon access door details see Pylon Access Details V sheet.
3. Work this sheet with Pylon Access Details VII - IX sheets.
4. All fabricated steel items, including grating, are to be hot dipped galvanized in accordance with ASTM A123 after fabrication, and shall be assembled with galvanized anchors and hardware in accordance with ASTM A153.
5. Shop drawings shall be submitted for all access hardware as a complete system for review and approval by the Department.
6. Cost of all ladder materials, associated hardware, labor, installation, etc. are incidental to Item 502.2191 - Structural Concrete (Pylon Maintenance Access System).
7. Ladder rungs shall be spaced to provide platform rung to be flush with top of platform grating. Maximum rung spacing is 12".
8. Railing posts shall be 2" nominal diameter schedule 40 pipe. Railing shall be 1½" nominal diameter schedule 40 pipe.
9. Fall Prevention Device shall be Miller TranScender Model TRS30, or approved equal, for each Type I and Type II Ladder. Contractor shall provide to the Department 2 cable sleeves, Model TRCS-SC, or approved equal. Maximum of 2 climbers attached to a single Fall Prevention Device. Alternate location of device on ladder towards center for close transfer of cable sleeve at each landings. Miller Fall Protection, 1345 15th St, Franklin, PA 16323 (1-800-873-5242) website www.millerfallprotection.com.
10. Dimensions provided are for general information. Adjustments in steel lengths due to coping, tolerances etc. are not included unless specifically stated.
11. Bar grating for platforms shall be galvanized steel welded type bar grating with 1½" x ⅛" bearing bars 13/16" on center, with cross bars at 4" on center. All edges shall be banded. Bearing bar spanning direction shall be as shown (bearing bars shall run with the short span between braces). Grating shall completely cover the landing platform. Attach grating to supporting steel by welding or with steel clips per manufacturer's recommendations.
12. All bolts shall conform to ASTM A325.
13. Field verify all dimensions prior to fabrication.
14. Platform design load = 100 pounds per square foot.
15. All welds shall be in strict accordance with AWS D1.5 All Welders shall be certified.

2

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PIN 7965.55, 7965.56
BRIDGE PLANS
BRIDGE NO. 6421

STATE OF MAINE · Christopher J. Burgess · 10624 · REGISTERED PROFESSIONAL ENGINEER

Chris Burgess
SIGNATURE
10624
P.E. NUMBER
15 OF 04
DATE

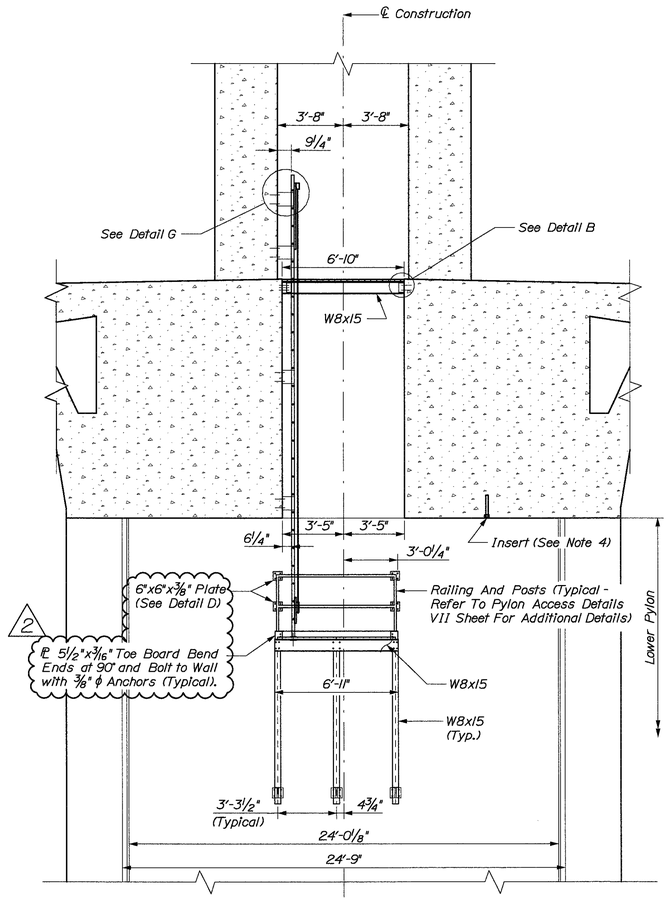
PROJ. MANAGER	W.J.ROHLEDER	
DESIGN-DETAILED	T.COOPER	9-09-04
CHECKED-REVIEWED	C.BURGESS	9-09-04
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1	SECTION A-A, NOTES	9-23-04
REVISIONS 2	DETAIL, NOTES, ANCHORS	10-15-04
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PROSPECT-VERONA BRIDGE
PENOBSCOT RIVER
PROSPECT\VERONA WALDO\HANCOCK CTY

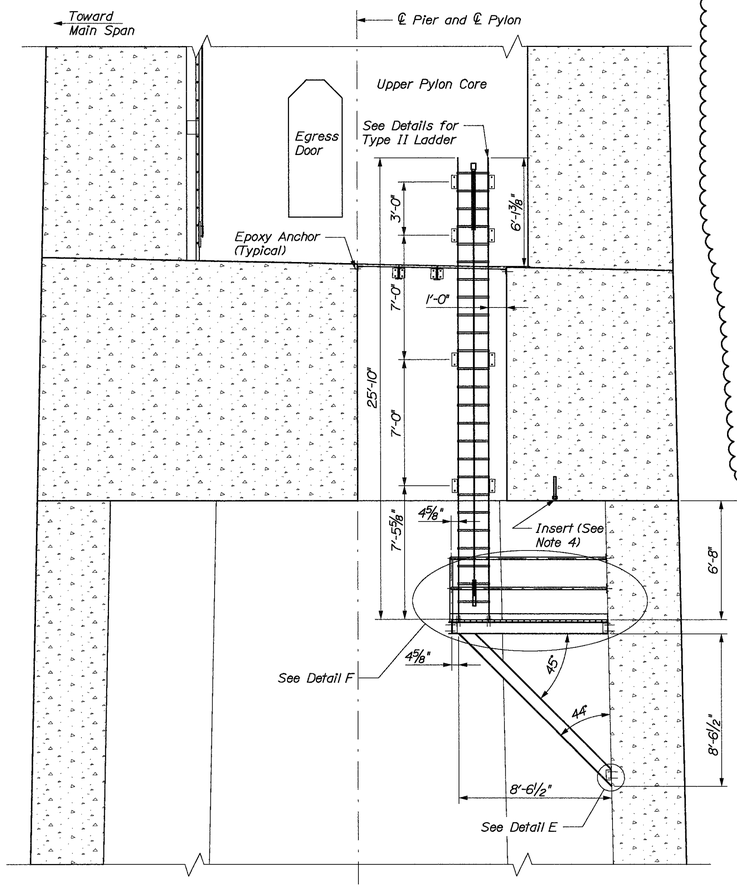
PYLON ACCESS DETAILS VI

SHEET NUMBER
P6
OF P15

Figg Bridge Engineers, Inc.
424 North Calhoun Street
Tallahassee, Florida 32301
· Tallahassee, Fl. · Denver, Co. · Philadelphia, Pa. · Dallas, Tx. ·



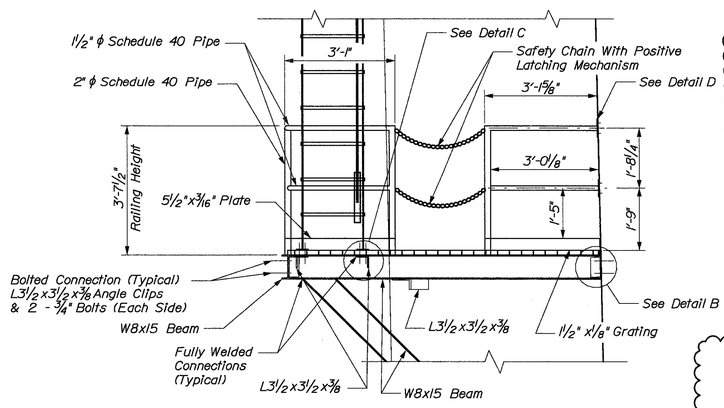
SECTION E-E



SECTION D-D

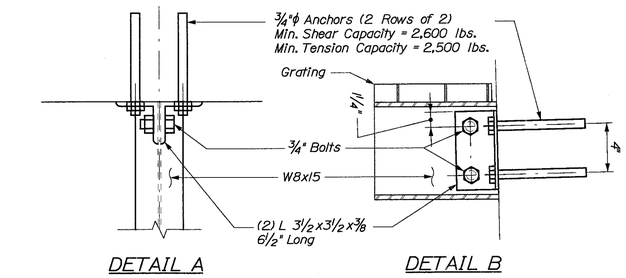
End to End Length For The Back Side, Top Rail Is 8'-8⅞" (Shown). End To End Length For The Back Side, Bottom Rail Is 8'-7⅝" (Shown). For Front Railing See Detail F.

LOWER LEVEL



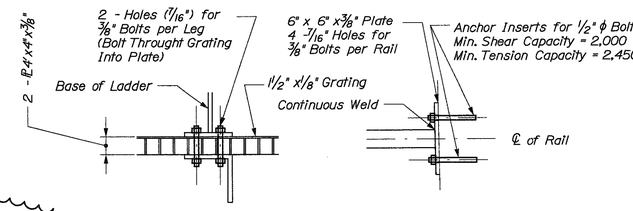
DETAIL F

Front Railing Is Shown (Side Towards Maintenance Inspection System)



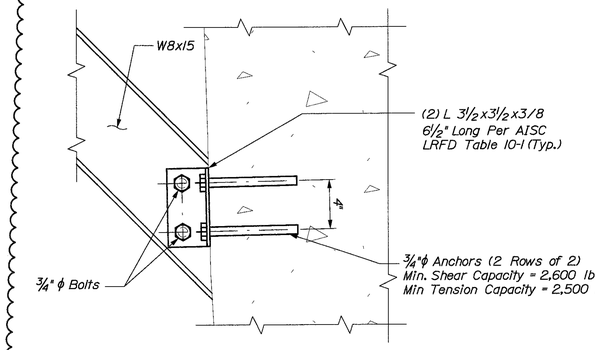
DETAIL A

DETAIL B

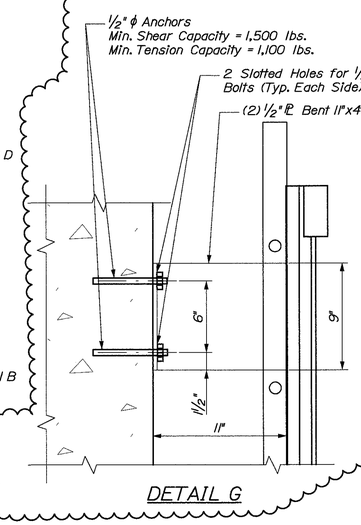


DETAIL C

DETAIL D



DETAIL E



DETAIL G

NOTES

1. For additional notes, railing, post and Type II ladder details see sheet Pylon Access Details VI and VII sheets.
2. Railing post to be fully welded to grating beam.
3. For bolts and anchor insert requirements see Pylon Access Details VI sheet.
4. Insert(s) for inspection system are proprietary. Number, size and location to be determined.
5. Bolt anchorage hardware shall be from the Department Approved Product List, or Approved Equal. Anchor group shall have a combined working shear capacity and a minimum tension capacity as shown in Details. Contractor shall submit proposed system for review by the Department prior to use. Bolt anchorages shall be installed in strict accordance with the selected manufacturer's recommendations.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PIN 7965.55, 7965.56 BRIDGE PLANS

BRIDGE NO. 6421

STATE OF MAINE Christopher Burgess 10624 REGISTERED PROFESSIONAL ENGINEER

Chris Burgess
SIGNATURE
12624
P.E. NUMBER
DATE: 15 Oct 04

	BY	DATE
PROJ. MANAGER	W.J.ROHLEDER	
DESIGN-DETAILED	T.COOPER	9-09-04
CHECKED-REVIEWED	C. BURGESS	9-09-04
DESIGN2-DETAILED2	T. COOPER	9-09-04
DESIGN3-DETAILED3		
REVISIONS 1	PLATFORM DETAIL NOTES	9-23-04
REVISIONS 2	INSERTS, NOTES	10-15-04
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PROSPECT-VERONA BRIDGE
PENOBSCOT RIVER
PROSPECT\VERONA WALDO\HANCOCK CTY

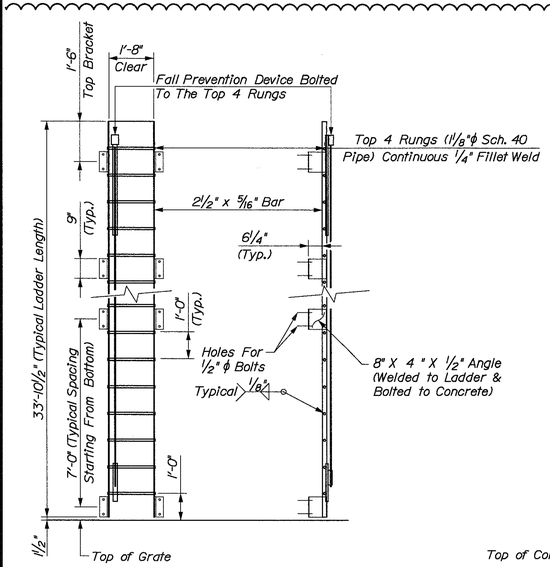
PYLON ACCESS DETAILS VIII

SHEET NUMBER

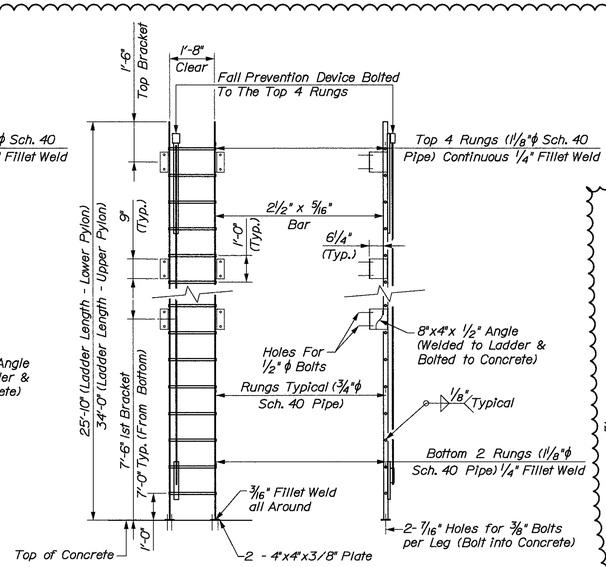
P7B

OF P15

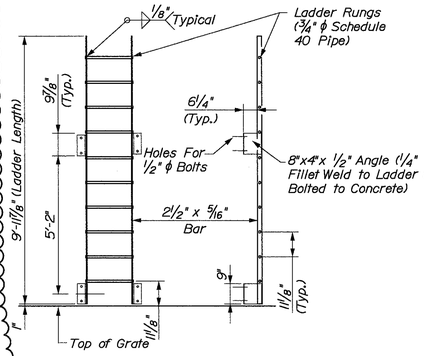
Figg Bridge Engineers, Inc.
424 North Calhoun Street
Tallahassee, Florida 32301
Tallahassee, Fl. · Denver, Co. · Philadelphia, Pa. · Dallas, Tx.



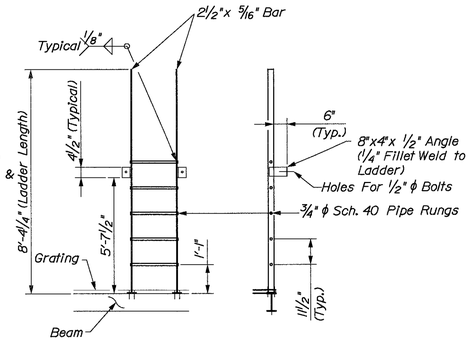
TYPE I LADDER DETAILS



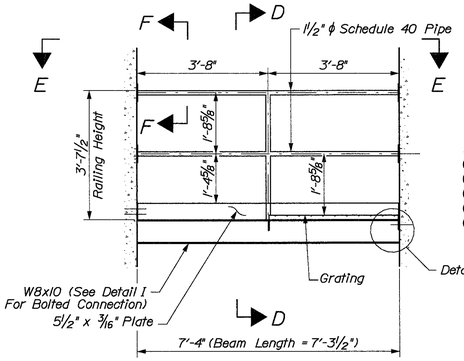
TYPE II LADDER DETAILS



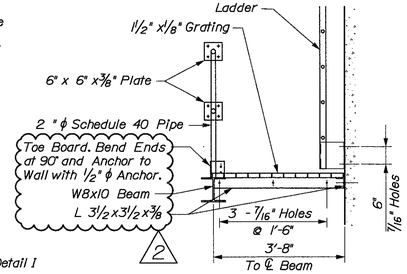
TYPE III LADDER DETAILS



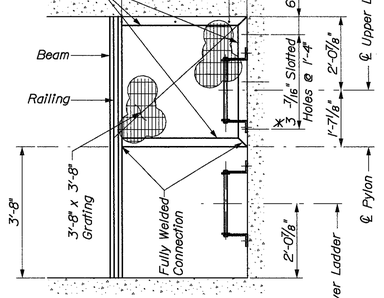
TYPE IV LADDER DETAILS



SECTION C-C

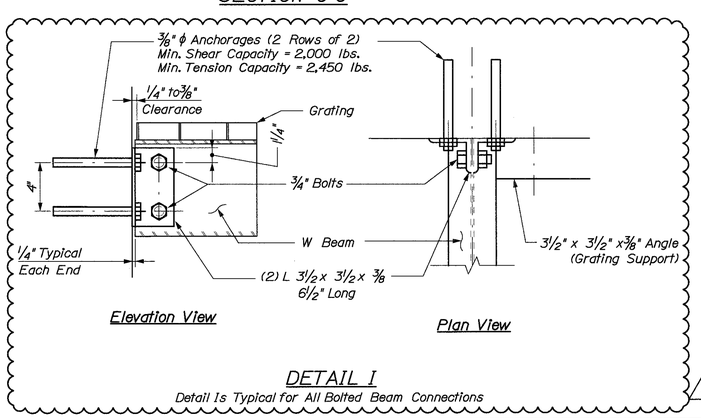


SECTION D-D



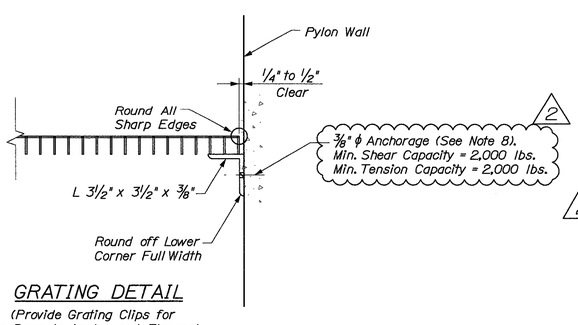
SECTION E-E

*Holes For 3/8"ϕ Anchors (See Note 16)



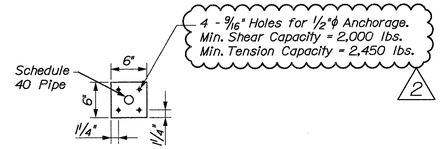
DETAIL I

Detail Is Typical for All Bolted Beam Connections



GRATING DETAIL

(Provide Grating Clips for Tie Down to Angles and Flanges)



Section F-F

NOTES

(Notes apply to Pylon Access Details VI - IX sheets unless otherwise noted)

1. Work this sheet with Pylon Access Details VI, VIII and IX sheets.
2. For additional notes see Pylon Access Details VI, VIII and IX sheets.
3. 6"x6"x3/8" railing end plates shall be attached to the pylon with 4 - 3/8" ϕ (16 per landing) galvanized bolts.
4. Welding of post and railing members to each other and to frame and end plates shall be 1/8" fillet welds.
5. Ladder rungs shall be spaced to provide platform rung to be flush with top of platform grating. Maximum rung spacing is 12".
6. Railing posts shall be 2" nominal diameter schedule 40 pipe. Railing shall be 1 1/2" nominal diameter schedule 40 pipe.
7. Dimensions provided are for general information. Adjustments in steel lengths due to coping, tolerances etc. are not included unless specifically stated.
8. Bolt anchorage hardware shall be from the Department Approved Product List, or approved equal. Anchor group shall have a combined working shear capacity and a minimum working tension capacity as shown in the Details. Contractor shall submit proposed system for review by the Department prior to use. Bolt anchorages shall be installed in strict accordance with the selected manufacturer's recommendations.
9. All bolts shall conform to ASTM A325.
10. Field verify all dimensions prior to fabrication.
11. For ladder to pylon concrete anchor details see Detail G on the Pylon Access Details VIII sheet.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BRIDGE PLANS

PIN 7965.55, 7965.56

BRIDGE NO. 6421

STATE OF MAINE — Christopher J. Burgess 10624 — REGISTERED PROFESSIONAL ENGINEER

Chris J. Burgess — SIGNATURE
10624 — P.E. NUMBER
15 Oct 04 — DATE

PROJ. MANAGER	W.J.ROHLEDER	DATE
DESIGN-DETAILED	T.COOPER	9-09-04
CHECKED-REVIEWED	C.BURGESS	9-09-04
DESIGN2-DETAILED2		9-23-04
DESIGN3-DETAILED3		10-15-04

BY	DATE
T.COOPER	9-09-04
C.BURGESS	9-09-04
	9-23-04
	10-15-04

REVISIONS 1	LADDER DEATILS, NOTES
REVISIONS 2	DETAILS, NOTES
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

PROSPECT-VERONA BRIDGE
PENOBSCOT RIVER
PROSPECT\VERONA WALDO\HANCOCK CTY

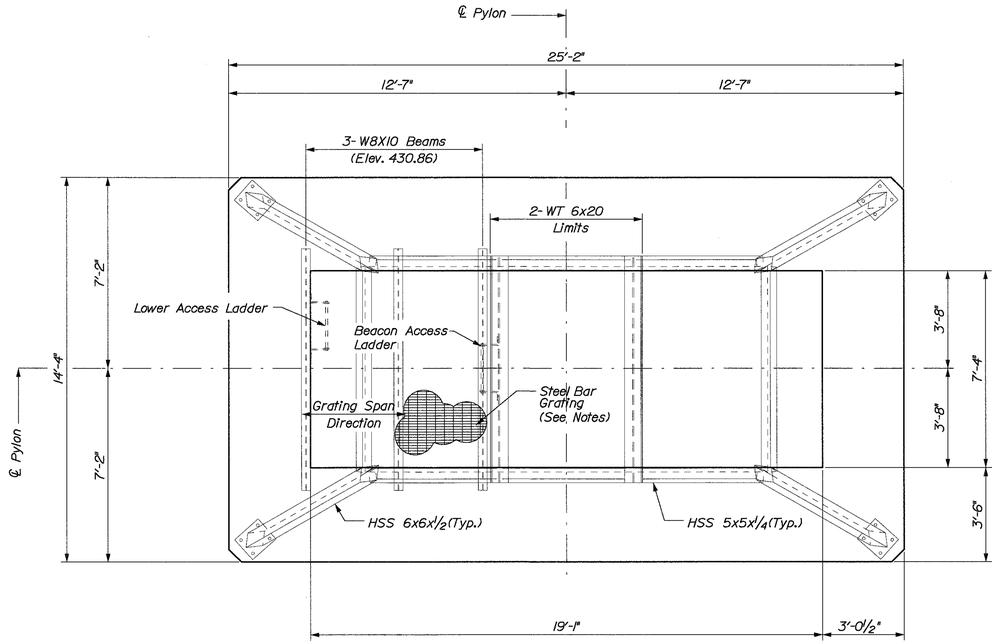
PYLON ACCESS DETAILS VII

SHEET NUMBER

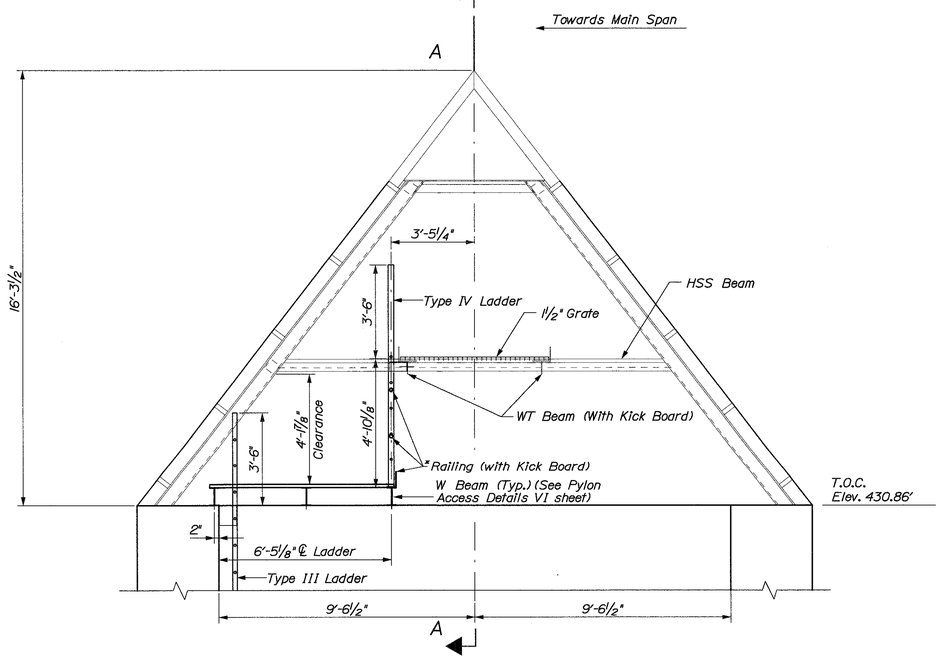
P7A

OF P15

Figg Bridge Engineers, Inc.
424 North Calhoun Street
Tallahassee, Florida 32301
Tallahassee, Fl. • Denver, Co. • Philadelphia, Pa. • Dallas, Tx.



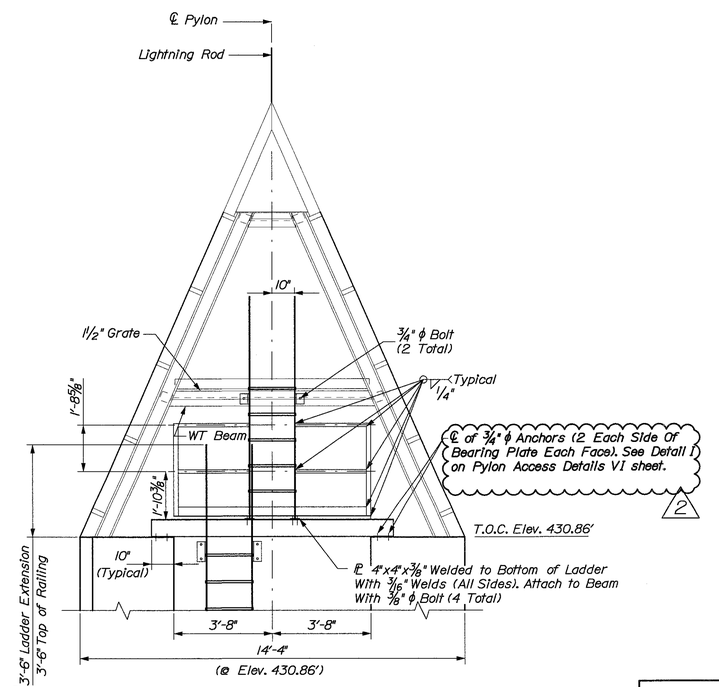
T.O.S. ELEVATION 436.36'
ROOF STRUCTURE PLAN



VERONA BEACON LIGHT ACCESS
(Looking North)

NOTES

1. For additional notes refer to Pylon Access Details VI and VIII.
2. Field verify all dimensions prior to fabrication.
3. Work ladder details with Pylon Top Observatory Roof Details I and II sheets and Pylon Access Details VI and VII sheet.
4. For Ladder Types III and IV refer to Pylon Access Details VII sheet. For W8x10 Beam details refer to Pylon Access Details VI sheet.
5. For Railing Fabrication Details See Pylon Access Details VII sheet.
6. T.O.S. = Top of Steel T.O.C. = Top of Concrete



SECTION A-A
(Verona Beacon Light Access - Looking Towards Main Span)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PIN 7965.55, 7965.56
BRIDGE NO. 6421 BRIDGE PLANS

STATE OF MAINE Christopher Burgess 10624 REGISTERED PROFESSIONAL ENGINEER

Chris Burgess
SIGNATURE
10624
P.E. NUMBER
15 OCT 04
DATE

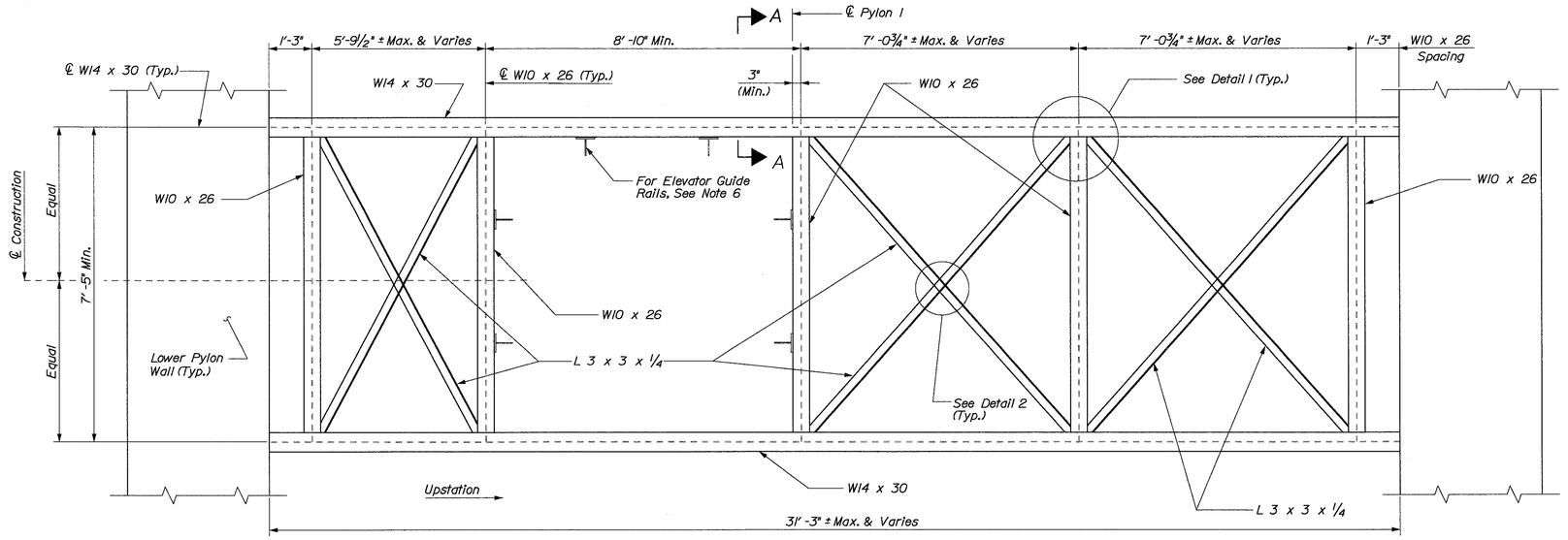
PROJ. MANAGER	W.J.ROHLEDER	
DESIGN-DETAILED	T.COOPER	M.FRANCY 9-09-04
CHECKED-REVIEWED	C.BURGESS	T.COOPER 9-09-04
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1	PLATFORM AND RAILING	9-23-04
REVISIONS 2	REFERENCES/ANCHORS	10-15-04
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PROSPECT-VERONA BRIDGE
PENOBSCOT RIVER
PROSPECT\VERONA WALDO\HANCOCK CTY

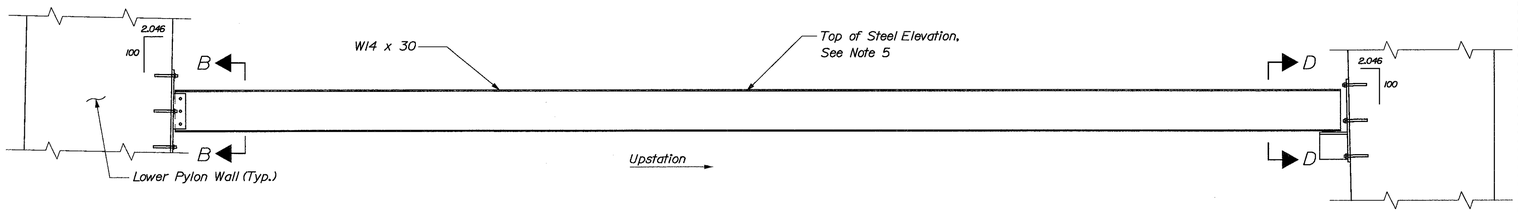
PYLON ACCESS DETAILS IX

SHEET NUMBER
P7C
OF P15

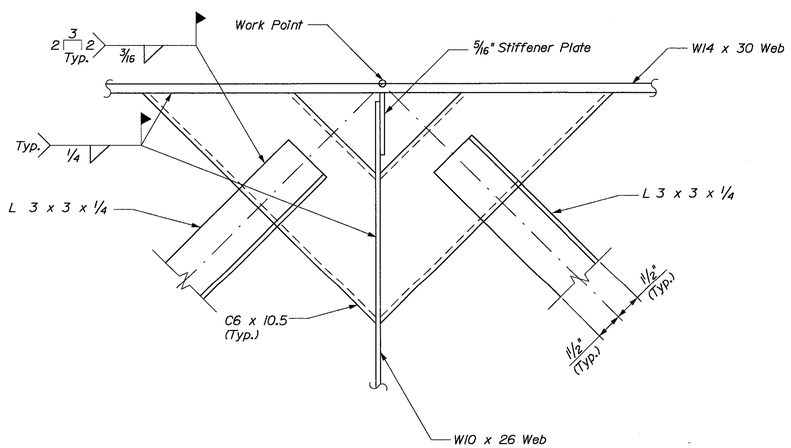
Figg Bridge Engineers, Inc.
424 North Calhoun Street
Tallahassee, Florida 32301
· Tallahassee, Fl. · Denver, Co. · Philadelphia, Pa. · Dallas, Tx. ·



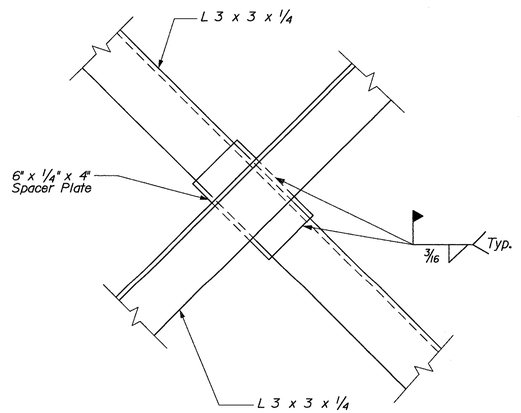
PLAN - ELEVATOR BRACING SYSTEM
(See Note 5)



ELEVATION - ELEVATOR BRACING SYSTEM
(See Note 5)



DETAIL 1



DETAIL 2

NOTES

1. O.C. Denotes on Center.
2. All Structural Steel Shall Conform to ASTM A572 Gr. 50, and the AISC Specifications. All Steel Shall be Hot-Dipped Galvanized in Accordance With ASTM A123. Hardware Shall be Galvanized in Accordance With ASTM A153. Uncoated Areas Shall be Repaired in Accordance With ASTM A780.
3. All Welding Shall be Performed by Certified Welders per AWS "Standard Qualification Procedure" to Perform the Type of Work Required. All Welding Shall be in Accordance with the AWS Welding Code. Arc Welding Electrodes Shall be E70 Series for A572 Material.
4. Shop Drawings Shall be Submitted for the Department's Review in Accordance with the Project Specifications.
5. The Elevator Bracing System Shall be Provided at Seven (7) Locations Along the Height of the Lower Pylon at Pylon 1. The Top of Steel Elevations are as Follows: 54.0', 68.0', 82.0', 94.0', 106.0', 118.0', and 130.0'. The As-Built Dimensions of the Lower Pylon Shall be Field Verified Prior to Fabrication of the Elevator Bracing System Components.
6. The Elevator Bracing System is Intended to Provide Lateral Support for the Elevator Guide Rails, but is Not Intended to Provide Vertical Support for the Guide Rails. Contractor Shall Provide Detailed Shop Drawings for Guide Rail Locations and Attachment Details.
7. The ¾" Diameter Epoxy Anchors Shall be from the Department Approved Product List, or Equivalent. Epoxy Anchors Shall have a Minimum Allowable Shear Capacity of 7.5 Kips and a Minimum Allowable Tensile Capacity of 7.5 kips. The Contractor Shall Submit the Proposed System for Review by the Department Prior to Use. Install Anchors in Strict Accordance with Selected Manufacturer's Recommendations.
8. The WT 9x38 Shall be Placed to Provide a Level Horizontal Surface to Support the W14x30 Beam.
9. For Section A-A Thru Section F-F, See Lower Pylon Elevator Hoistway Details II Sheet.
10. All Costs Associated With Materials, Fabrication and Installation of the Elevator Bracing System Shall be Incidental to the Pay Item 800.8003, Structural Steel, Fabricated and Delivered (Rolled), Observatory Pylon.

ESTIMATED QUANTITIES / ELEVATOR HOISTWAY		
ITEM	UNIT	QUANTITY
Structural Steel, Fabricated and Delivered (Rolled), Observatory Pylon	LB	27,300

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PIN 7965.55, 7965.56 — BRIDGE PLANS

BRIDGE NO. 6421

STATE OF MAINE — Christopher Burgess 10824 — REGISTERED PROFESSIONAL ENGINEER

Christopher Burgess — SIGNATURE

10624 — P.E. NUMBER

15 Sept 04 — DATE

PROJ. MANAGER	W.J.ROHLEDER		
DESIGN-DETAILED	C.BURGESS	BY	DATE
CHECKED-REVIEWED	M.ROCHAMB	M.BUCHANAN	07-29-04
DESIGN2-DETAILED2		C.BURGESS	09-09-04
DESIGN3-DETAILED3			09-23-04
REVISIONS 1	NOTES AND DIMENSIONS		10-15-04
REVISIONS 2	REVISED NOTES		
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PROSPECT-VERONA BRIDGE
PENOBSCOT RIVER
PROSPECT\VERONA WALDO\HANCOCK CTY

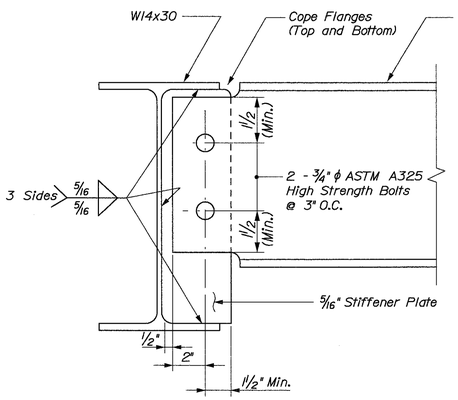
LOWER PYLON ELEVATOR HOISTWAY DETAILS I

SHEET NUMBER

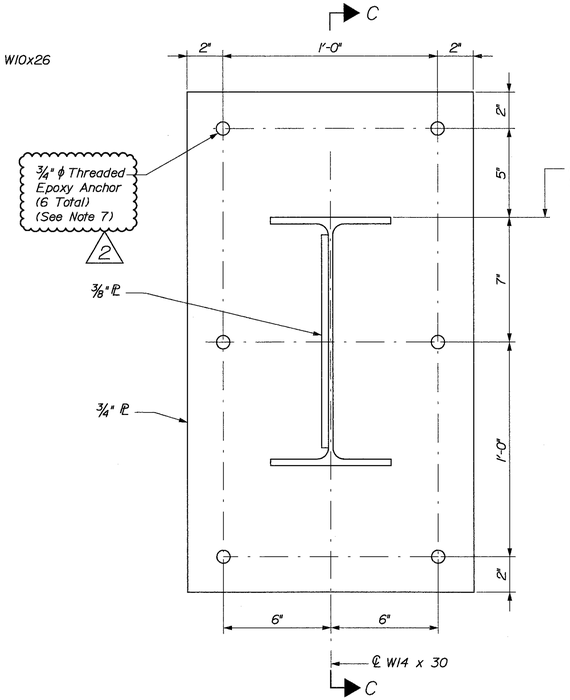
P8

OF P15

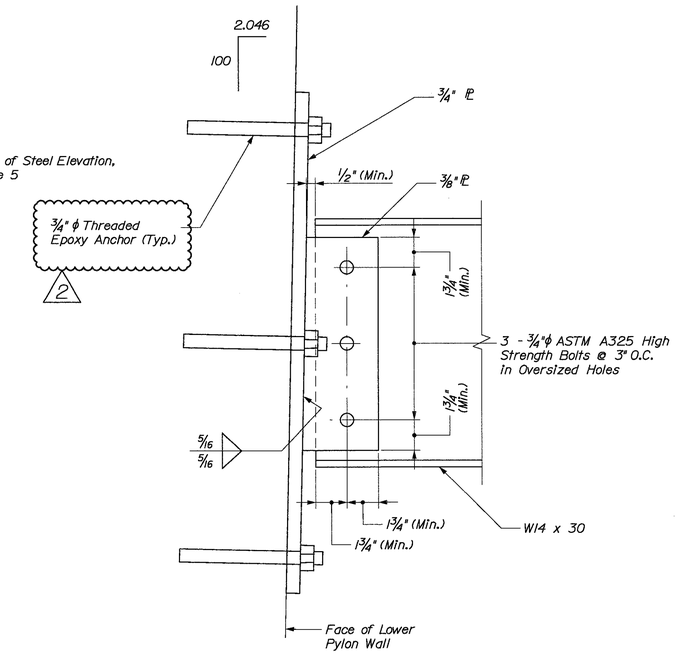
Figg Bridge Engineers, Inc.
424 North Calhoun Street
Tallahassee, Florida 32301
Tallahassee, Fl. • Denver, Co. • Philadelphia, Pa. • Dallas, Tx.



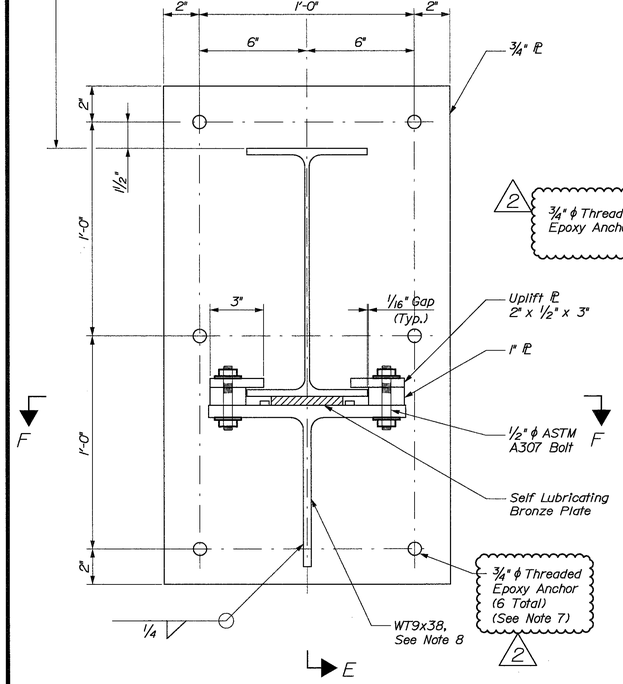
SECTION A-A



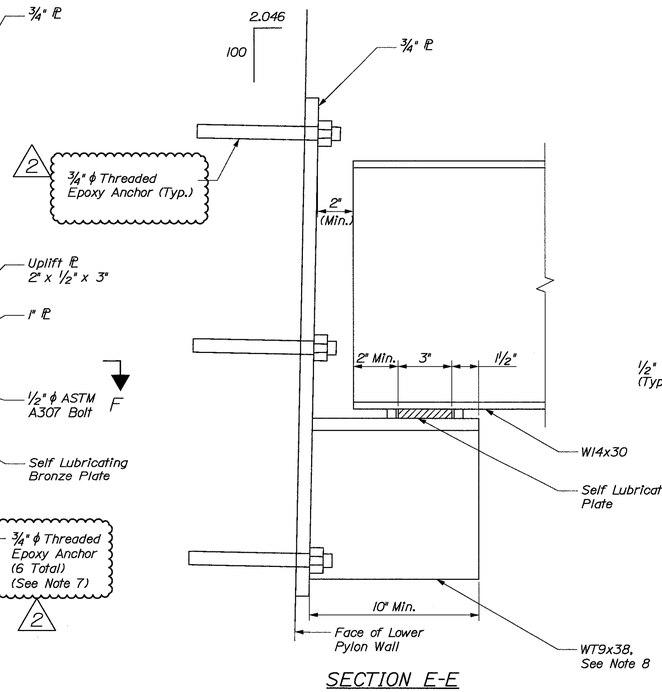
SECTION B-B



SECTION C-C

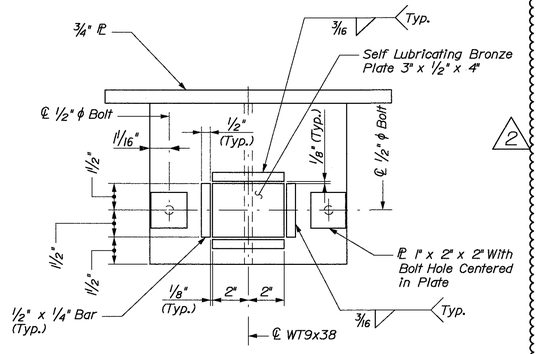


SECTION D-D



SECTION E-E

(All Details Not Shown For Clarity)



SECTION F-F

NOTES

1. *O.C. Denotes on Center.*
2. *All Structural Steel Shall Conform to ASTM A572 Gr. 50, and the AISC Specifications. All Steel Shall be Hot-Dipped Galvanized In Accordance With ASTM A123. Hardware Shall be Galvanized in Accordance With ASTM A153. Uncoated Areas Shall be Repaired in Accordance With ASTM A780.*
3. *All Welding Shall be Performed by Certified Welders per AWS "Standard Qualification Procedure" to Perform the Type of Work Required. All Welding Shall be In Accordance with the AWS Welding Code. Arc Welding Electrodes Shall be E70 Series for A572 Material.*
4. *Shop Drawings Shall be Submitted for the Department's Review in Accordance with the Project Specifications.*
5. *The Elevator Bracing System Shall be Provided at Seven (7) Locations Along the Height of the Lower Pylon at Pylon 1. The Top of Steel Elevations are as Follows: 54.0', 68.0', 82.0', 94.0', 106.0', 118.0', and 130.0'. The As-Built Dimensions of the Lower Pylon Shall be Field Verified Prior to Fabrication of the Elevator Bracing System Components.*
6. *The Elevator Bracing System is Intended to Provide Lateral Support for the Elevator Guide Rails, but is Not Intended to Provide Vertical Support for the Guide Rails. Contractor Shall Provide Detailed Shop Drawings for Guide Rail Locations and Attachment Details.*
7. *The 3/4" Diameter Epoxy Anchors Shall be from the Department Approved Product List, or Equivalent. Epoxy Anchors Shall have a Minimum Allowable Shear Capacity of 7.5 Kips and a Minimum Allowable Tensile Capacity of 7.5 kips. The Contractor Shall Submit the Proposed System for Review by the Department Prior to Use. Install Anchors in Strict Accordance with Selected Manufacturer's Recommendations.*
8. *The WT 9x38 Shall be Placed to Provide a Level Horizontal Surface to Support the W14x30 Beam.*
9. *For Quantities, See Lower Pylon Elevator Hoistway Details I Sheet.*

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PIN 7965.55, 7965.56 BRIDGE PLANS

BRIDGE NO. 6421

STATE OF MAINE — Christopher J. Burgess 10624 — REGISTERED PROFESSIONAL ENGINEER

Christopher J. Burgess 10624 — SIGNATURE — P.E. NUMBER

15 Dec 04 — DATE

PROJ. MANAGER	W.J.ROHLEDER			
DESIGN-DETAILED	C. BURGESS	R. ADAMS	08-02-04	SIGNATURE
CHECKED-REVIEWED	M. BODEMAR	C. BURGESS	09-09-04	
DESIGN2-DETAILED2				
DESIGN3-DETAILED3		NOTES & DIMENSIONS	09-23-04	P.E. NUMBER
REVISIONS 2		NOTES & ANCHOR TYPE	10-15-04	
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				DATE

PROSPECT-VERONA BRIDGE
PENOBSCOT RIVER
PROSPECT\VERONA WALDO\HANCOCK CTY

LOWER PYLON ELEVATOR HOISTWAY DETAILS II

SHEET NUMBER

P9

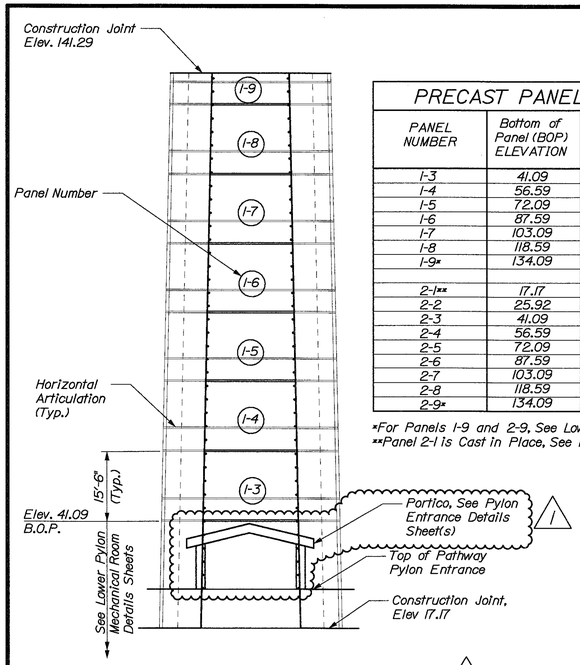
OF P15

Figg Bridge Engineers, Inc.
424 North Calhoun Street
Tallahassee, Florida 32301
• Tallahassee, Fl • Denver, Co. • Philadelphia, Pa. • Dallas, Tx. •

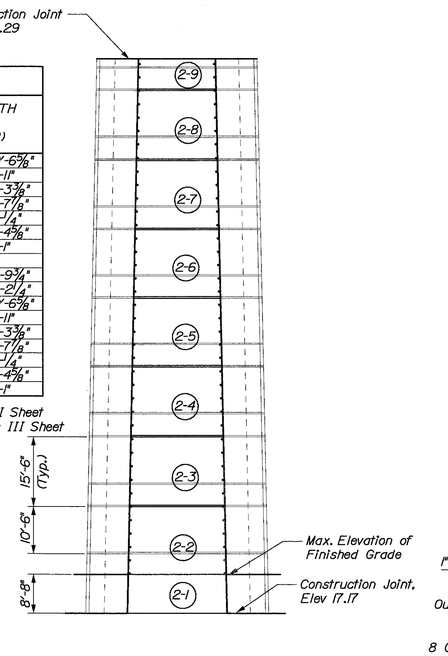
PRECAST PANEL DATA - SEE NOTE 1

PANEL NUMBER	Bottom of Panel (BOP) ELEVATION	HEIGHT (See Note 2) (H)	WIDTH (A)	WIDTH (B)
1-3	41.09	15'-5"	21'-2 1/4"	20'-6 5/8"
1-4	56.59	15'-5"	20'-6 5/8"	19'-11"
1-5	72.09	15'-5"	19'-11"	19'-3 3/8"
1-6	87.59	15'-5"	19'-3 3/8"	18'-7 1/8"
1-7	103.09	15'-5"	18'-7 1/4"	18'-1/4"
1-8	118.59	15'-5"	18'-1/8"	17'-4 5/8"
1-9*	134.09	7'-1 1/2"	17'-4 1/2"	17'-1"
2-1**	17.17	8'-8"	22'-2"	21'-9 3/4"
2-2	25.92	15'-1"	21'-9 3/4"	21'-2 1/4"
2-3	41.09	15'-5"	21'-2 1/4"	20'-6 5/8"
2-4	56.59	15'-5"	20'-6 5/8"	19'-11"
2-5	72.09	15'-5"	19'-11"	19'-3 3/8"
2-6	87.59	15'-5"	19'-3 3/8"	18'-7 1/8"
2-7	103.09	15'-5"	18'-7 1/4"	18'-1/4"
2-8	118.59	15'-5"	18'-1/8"	17'-4 5/8"
2-9*	134.09	7'-1 1/2"	17'-4 1/2"	17'-1"

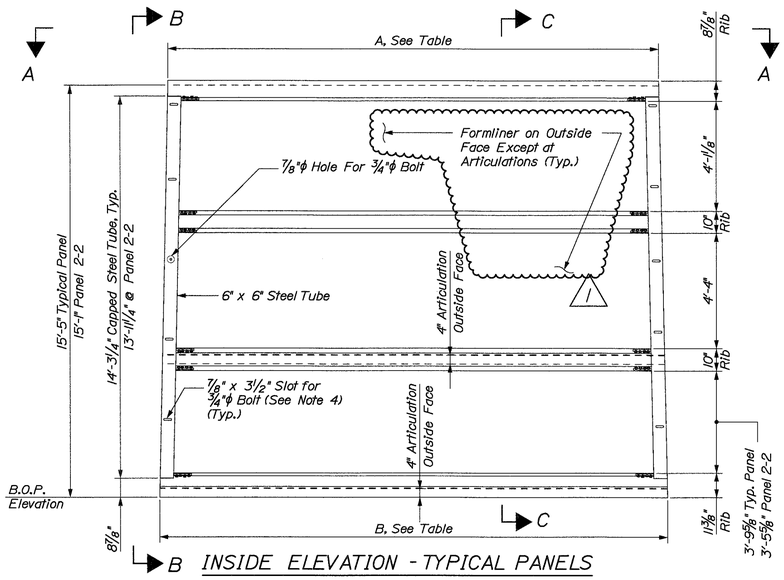
*For Panels 1-9 and 2-9, See Lower Pylon Curtain Panels Details II Sheet
**Panel 2-1 is Cast in Place, See Lower Pylon Curtain Panels Details III Sheet



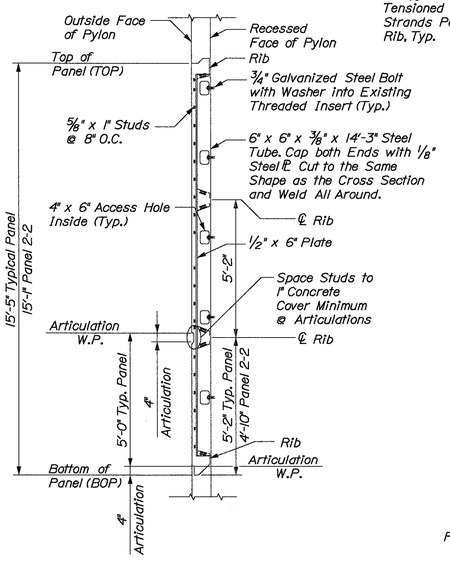
ELEVATION - LOWER PYLON 1
(North Side Shown, South Side Similar, no Portico)



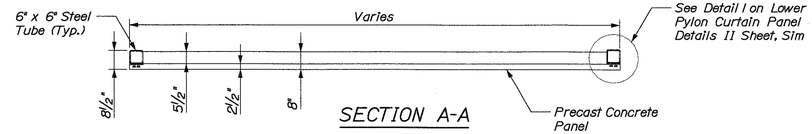
ELEVATION - LOWER PYLON 2
(North Side Shown, South Side Similar)



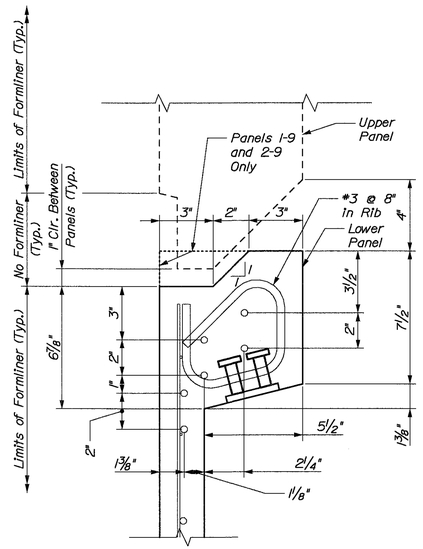
INSIDE ELEVATION - TYPICAL PANELS

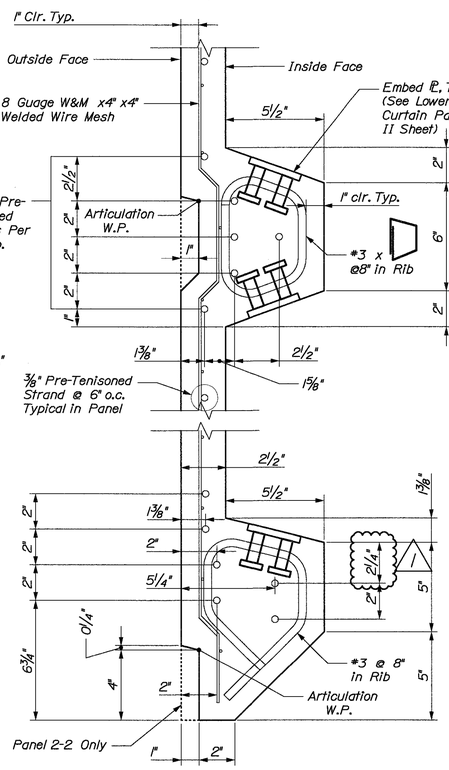


SECTION B-B

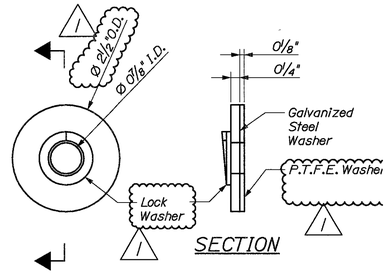


SECTION A-A





SECTION C-C
Formliner is Discontinued at Horizontal Articulations.



TYPICAL WASHER DETAIL

NOTES:

1. Panel Dimensions are Set to Coincide with "Concrete Outlines and Construction Joints Lower Pylon" Shop Drawings by Conesco Doka, LTD. Accepted on 5/27/04. Actual Locations Shall be Field Verified, and Panel Sizes Adjusted as Necessary.
2. Contractor shall be Responsible for Stability of Panels During Construction. Any Necessary Additional Reinforcement and/or Bracing for Handling is Incidental to the Price of the Panel.
3. Shop Drawings Shall be Submitted in Accordance With the Specifications. Panel Heights May be Changed if Desired.
4. Bolt Holes Shall be Centered on Existing Threaded Inserts @ Approx. 3'-0" O.C. in Pylon. Field Verify.
5. Studs Shall Have a Minimum Tensile Strength of 55,000 psi. Studs Shall be Arc Studwelded to Plate Per AWS Specifications.
6. Steel Plate Shall be ASTM A36.
7. Steel Tube Shall be ASTM A500 Gr. B.
8. Structural Steel Shall be Galvanized in Accordance With the Specifications. Galvanization Removed For Welding Shall be Repaired.
9. Strand Used For Pre-Tensioning Shall be Grade 270 Low-Relaxation 7-Wire Strand. Strands Shall be Stressed to 75% of Guts and Protected as Shown in the Anchorage Protection Detail.
10. Concrete Used For Pre-Cast Panels Shall Have Minimum 28 Day Strengh f'c of 6500 psi. Concrete Shall Have Attained 5000 psi Prior to Releasing any Strands.
11. Reinforcement Shall be Uncoated (Black) Bars Grade 60.
12. All Bolts and Steel Washers Shall be Galvanized in Accordance with the Specification.
13. P.T.F.E. Denotes Polytetrafluoroethelene.
14. All Materials and Labor For Curtain Panels Including Structural Steel, Concrete, Pre Tensioning Strand, Studs, Reinforcment, and Attatchment Hardware to be Paid Under Item 800.8012, Curtain Panels. See Lower Pylon Curtain Panels Details III Sheet.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PIN 7965.55, 7965.56 BRIDGE PLANS
BRIDGE NO. 6421

STATE OF MAINE Christopher Burgess 10624 REGISTERED PROFESSIONAL ENGINEER

Christopher Burgess 10624 SIGNATURE
23 sept 04 DATE
P.E. NUMBER

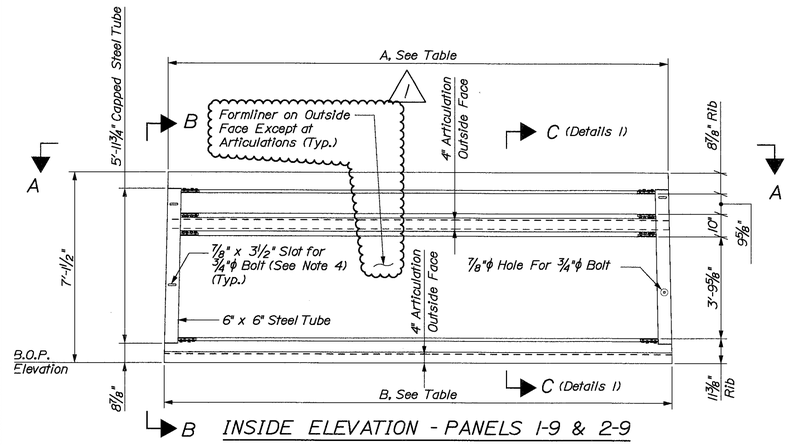
	BY	DATE
PROJ. MANAGER	W. J. ROHLEDER	
DESIGNED-DETAILED	M. KELLER	08-09-04
CHECKED-REVIEWED	C. BURGESS	08-09-04
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1	MISCELLANEOUS CHANGES	9-23-04
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PROSPECT-VERONA BRIDGE
PENOBSCOT RIVER
PROSPECT\VERONA WALDO\HANCOCK CTY

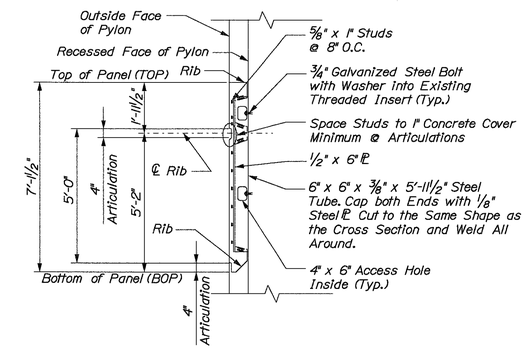
LOWER PYLON CURTAIN PANELS DETAILS I

SHEET NUMBER
P10
OF P15

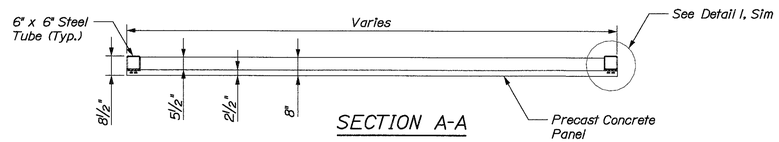
Figg Bridge Engineers, Inc.
424 North Calhoun Street
Tallahassee, Florida 32301
Tallahassee, Fl. • Denver, Co. • Philadelphia, Pa. • Dallas, Tx.



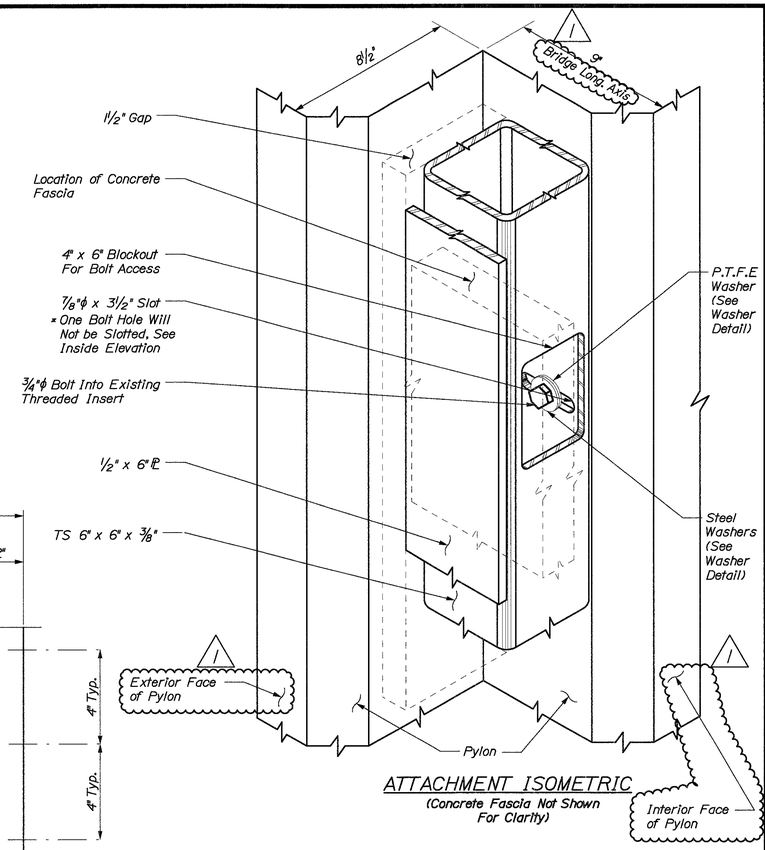
INSIDE ELEVATION - PANELS 1-9 & 2-9



SECTION B-B



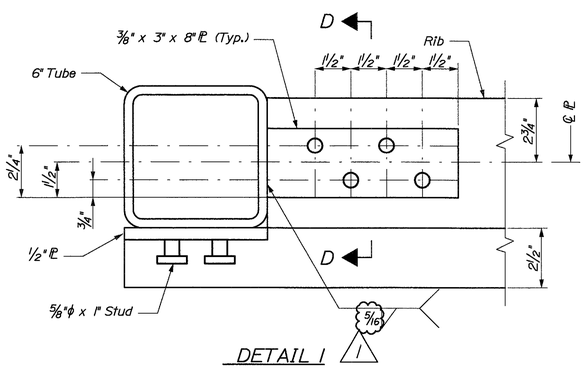
SECTION A-A



ATTACHMENT ISOMETRIC
(Concrete Fascia Not Shown For Clarity)

PLAN TYPICAL SECTION

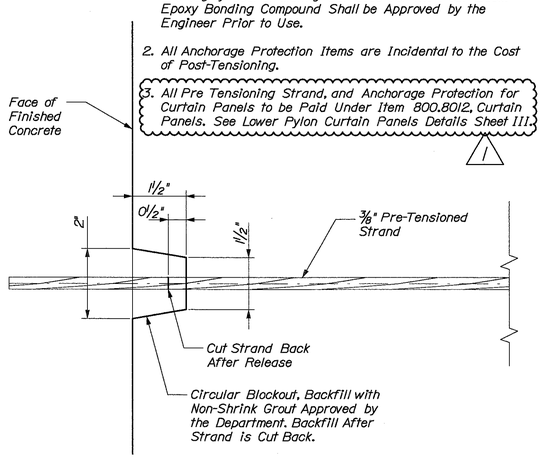
½"℄ DETAIL



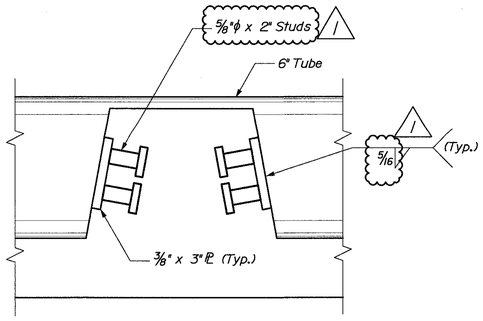
DETAIL I

ANCHORAGE PROTECTION NOTES

1. An Epoxy Bonding Agent, used in Strict Accordance with the Manufacturer's Reccomendations, Shall Thoroughly Coat all Mating Surfaces for the Pour Back. Epoxy Bonding Compound Shall be Approved by the Engineer Prior to Use.
2. All Anchorage Protection Items are Incidental to the Cost of Post-Tensioning.
3. All Pre Tensioning Strand, and Anchorage Protection for Curtain Panels to be Paid Under Item 800.8012, Curtain Panels. See Lower Pylon Curtain Panels Details Sheet III.



ANCHORAGE PROTECTION DETAIL



SECTION D-D

NOTES:
1. See Notes on Lower Pylon Curtain Panels Details I Sheet.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PIN 7965.55, 7965.56 BRIDGE PLANS
BRIDGE NO. 6421

STATE OF MAINE Christopher Burgess 10624 REGISTERED PROFESSIONAL ENGINEER

PROJ. MANAGER	W.J.ROHLEDER		
DESIGN-DETAILED	M. KELLER	R. ADAMS	09-09-04
CHECKED-REVIEWED	C. BURGESS	C. BURGESS	09-09-04
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1	MISCELLANEOUS CHANGES		9/23/04
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

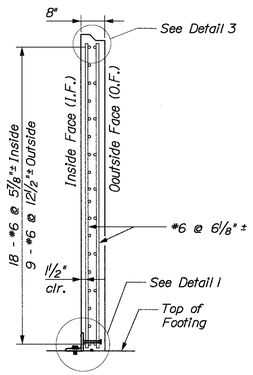
SIGNATURE 10624 P.E. NUMBER
DATE 23 SEPT 04

PROSPECT-VERONA BRIDGE
PENOBSCOT RIVER
PROSPECT\VERONA WALDO\HANCOCK CTY

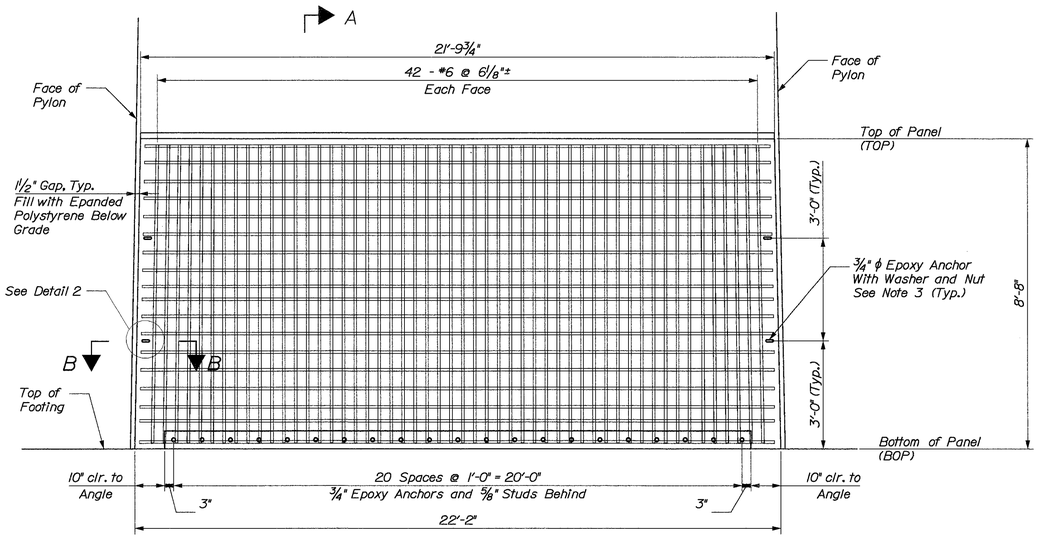
LOWER PYLON CURTAIN PANELS DETAILS II

SHEET NUMBER
P11
OF P15

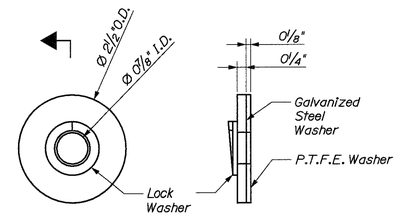
Figg Bridge Engineers, Inc.
424 North Calhoun Street
Tallahassee, Florida 32301
Tallahassee, Fl. • Denver, Co. • Philadelphia, Pa. • Dallas, Tx.



SECTION A-A



PANEL (2-1) - ELEVATION



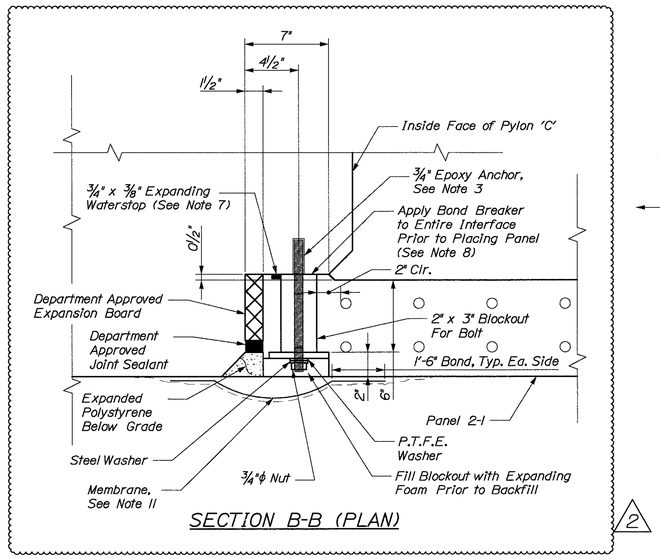
SECTION

TYPICAL WASHER DETAIL

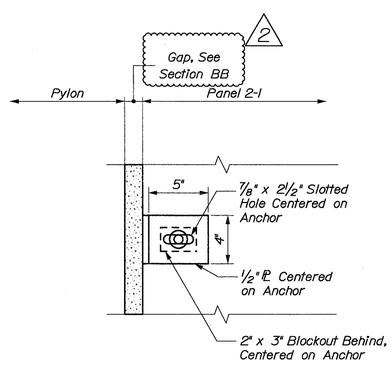
ESTIMATED QUANTITIES / PYLON CURTAIN PANELS			
NUMBER	ITEM	UNIT	QUANTITY
800.8012	Curtain Panels (See Note 10)	LS	1

NOTES

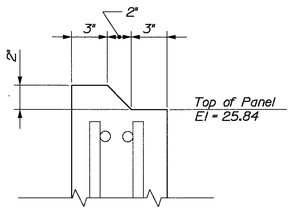
1. Concrete Used for Cast In Place Panel 2-1 Shall Have Minimum Concrete 28 Day Strength, f'c, of 4500 psi
2. Reinforcement Shall be Uncoated (Black) Bars Grade 60.
3. Epoxy Anchors Shall Have a Safe Working Shear Load of 5000 lbs. Minimum, and a Safe Working Tension Load of 3000 lbs., and Shall be Approved by the Department.
4. Concrete Cover Shall be 2" Unless Noted Otherwise.
5. Studs Shall have a Minimum Tensile Strength of 55,000 psi. Studs Shall be Arc Stud Welded to Angle per AWS Specifications.
6. Bolts and Washers Shall be Galvanized in Accordance With the Specifications.
7. Expanding Waterstop Shall Consist of 75% Sodium Bentonite and 25% Butyl Rubber and Shall be Installed per Manufacturer's Directions. Waterstop shall be Made Continuous Along Bottom and Sides of the Panel. Material Certificate Shall be Submitted to the Department for Approval.
8. Bond Breaker Shall be Applied per Manufacturer's Directions. Material Certificate Shall be Submitted to the Department for Approval.
9. All Materials and Labor For Curtain Panels Including Structural Steel, Concrete, Pre Tensioning Strand, Studs, Reinforcment, and Attatchment Hardware to be Paid Under Item Number 800.8012, Curtain Panels.
10. Approximate Total Area of Precast Curtain Panels For Both Pylons is 8275 Sq. Ft. Approximate Total Quantities of Cast-In-Place Curtain Panels For Both Pylons are 9.4 CY of Concrete and 3860 Lbs. of Reinforcing Steel.
11. (2) Elastomeric Waterproofing Membrane Full Height to Finished Grade. (From Department Approved List). Adhere Membrane to Concrete With Adhesive Full Height in Indicated Regions Only, Using Department Approved Materials and Procedures. Membrane Shall be Free to Move at Gap as Shown. Coat Membrane with Asphaltic Cement Waterproofing to 4'-0" each side of Membrane Below Grade.



SECTION B-B (PLAN)



DETAIL 2



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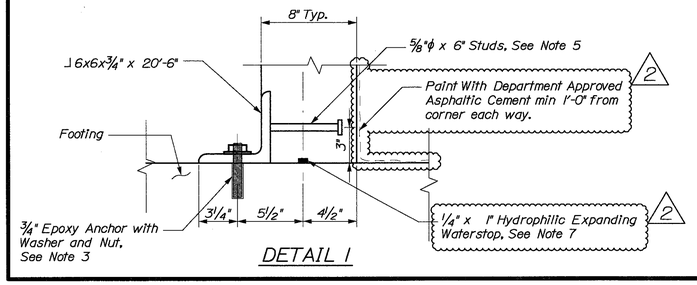


DETAIL 1

Figg Bridge Engineers, Inc.
424 North Calhoun Street
Tallahassee, Florida 32301
Tallahassee, FL · Denver, Co. · Philadelphia, Pa. · Dallas, Tx.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PIN 7965.55, 7965.56 BRIDGE PLANS
BRIDGE NO. 6421

STATE OF MAINE · Christopher Burgess 10824 · REGISTERED PROFESSIONAL ENGINEER

Chris J. Burgess
SIGNATURE
12824
P.E. NUMBER
1/20/04
DATE

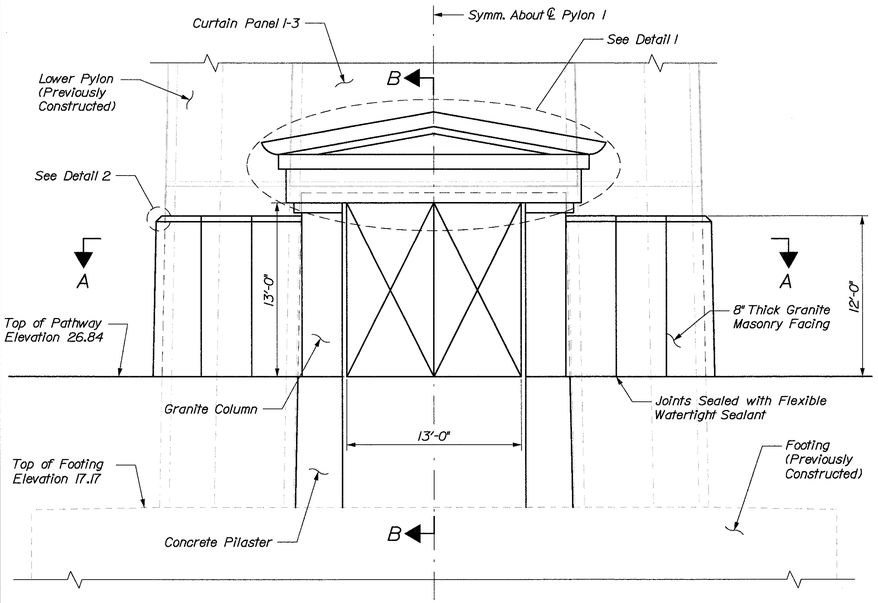
PROJ. MANAGER	W.J.ROHLEDER		
DESIGN-DETAILED	M. KELLER	09-09-04	R. ADAMS
CHECKED-REVIEWED	M. KELLER	09-09-04	C. BURGESS
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1	MISCELLANEOUS CHANGES	09-23-04	
REVISIONS 2	REVISED WATER STAL	10-15-04	
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PROSPECT-VERONA BRIDGE
PENOBSCOT RIVER
PROSPECT\VERONA WALDO\HANCOCK CTY

LOWER PYLON CURTAIN PANELS
DETAILS III

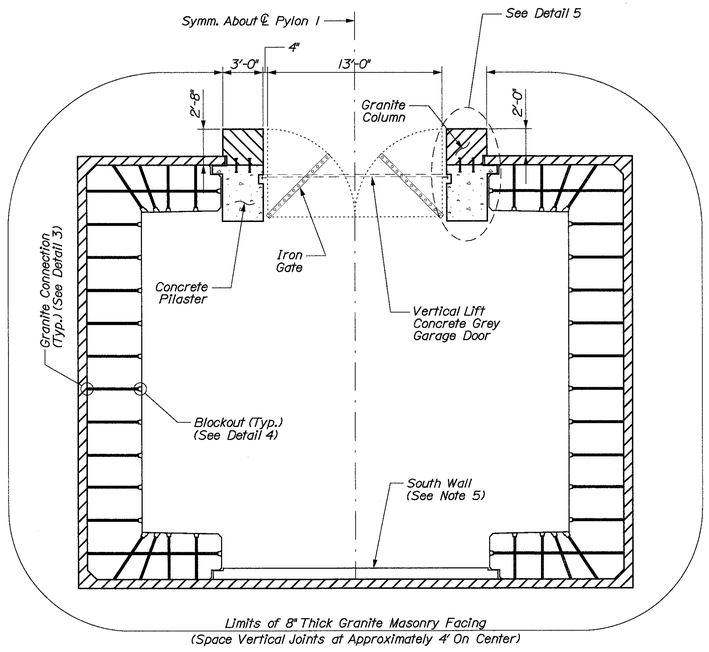
SHEET NUMBER
P12
OF P15

Filename: ...\P12_lower pylon panel det 3.dgn Division: BRIDGE Username: sfall Date:10/13/2004

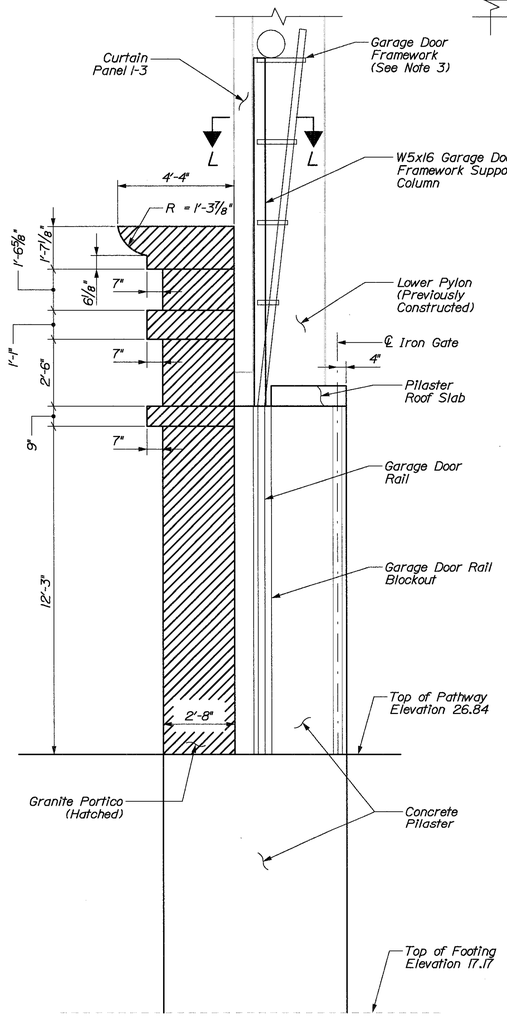


GRANITE PORTICO ELEVATION

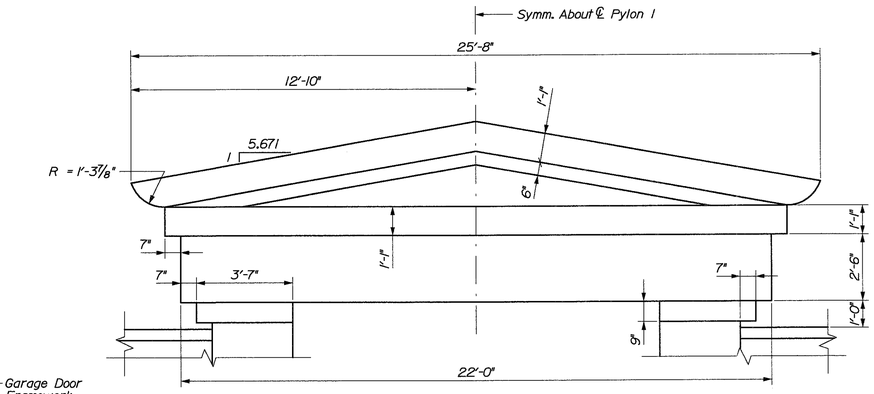
(Looking South)



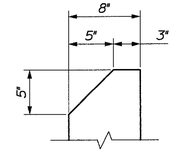
SECTION A-A



SECTION B-B



DETAIL 1



DETAIL 2

Typ. Granite Chamfer

NOTES

1. Contractor shall submit shop drawings for granite and all associated hardware.
2. Iron gate is to be modelled after the Fort Knox entrance. Contractor shall submit shop drawings of Iron Gate and attachments.
3. The garage door framework above the pilasters shall be attached to the W5x16 garage door framework support columns, not the curtain panels. Contractor shall submit shop drawings for garage door, framework and hardware.
4. All labor, materials and placement of iron gate, garage door, garage door framework support column, granite, associated anchors, pourbacks in anchor blockouts, pilaster concrete and reinforcement are paid under Item 525.30 Granite Portico.
5. For South Wall details, see Lower Pylon Mechanical Room Details I-III sheets.
6. For Section L-L, Details 4, 5 & 6, see Lower Pylon Entrance Details III sheet.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 6421 PIN 7965.56, 7965.56 BRIDGE PLANS

STATE OF MAINE REGISTERED PROFESSIONAL ENGINEER Christopher Burgess 10624

Chris Burgess
SIGNATURE
10624
P.E. NUMBER
10/15/04
DATE

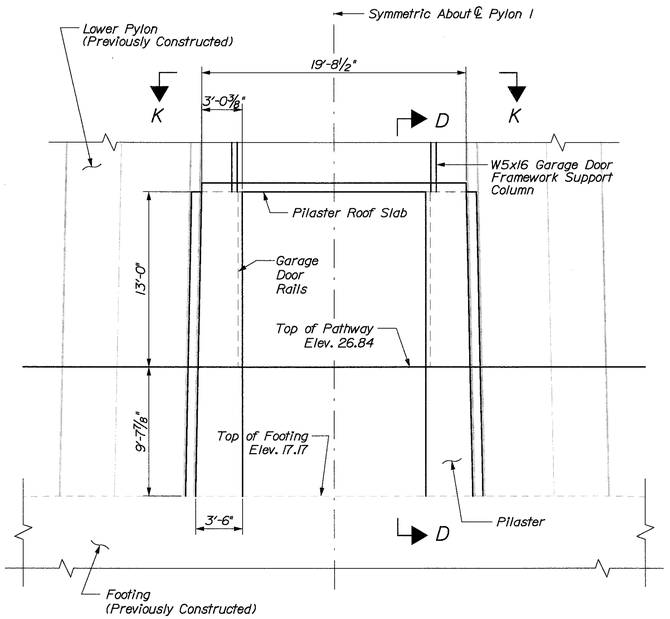
PROJ. MANAGER	W.J.ROHLEDER	
DESIGN-DETAILED	W.JOHNSON	10-15-04
CHECKED-REVIEWED	C.BURGESS	10-15-04
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PROSPECT-VERONA BRIDGE
PENOBSCOT RIVER
PROSPECT\VERONA WALDO\HANCOCK CTY

PYLON ENTRANCE DETAILS I

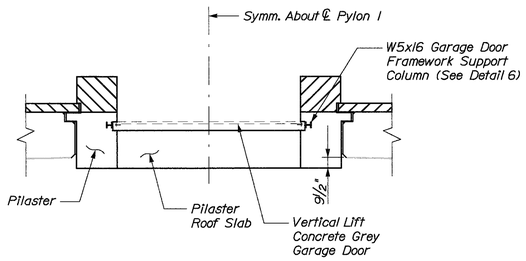
SHEET NUMBER
P12A
OF 15

Figg Bridge Engineers, Inc.
424 North Calhoun Street
Tallahassee, Florida 32301
· Tallahassee, Fl. · Denver, Co. · Philadelphia, Pa · Dallas, Tx. ·



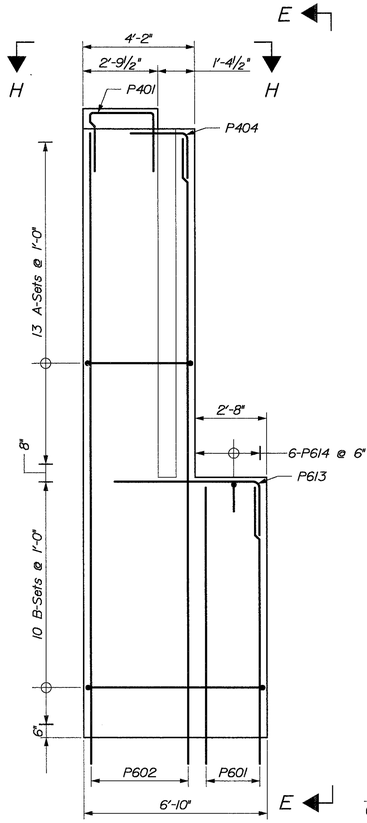
ELEVATION

(Looking North)
(Garage Door, Iron Gate and Granite Not Shown)

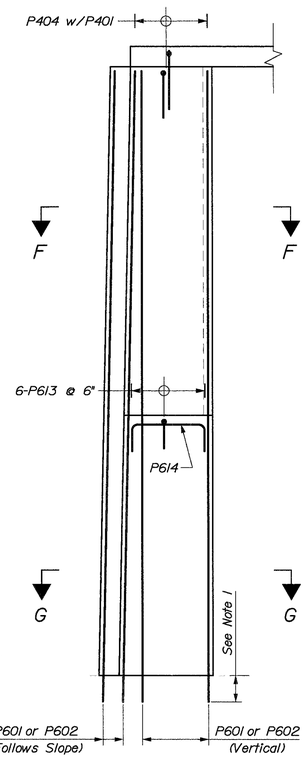


VIEW K-K

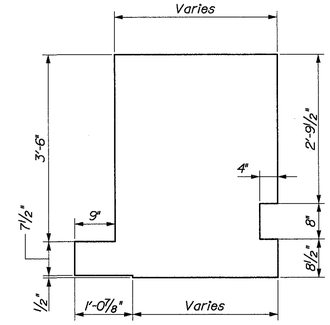
(Iron Gate Not Shown)



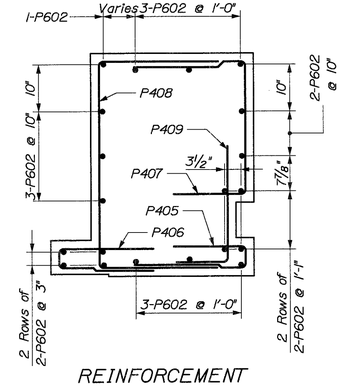
SECTION D-D



VIEW E-E



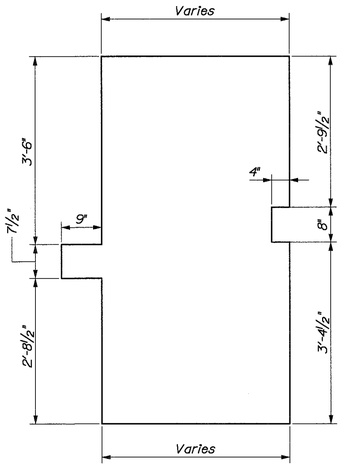
CONCRETE DIMENSIONS



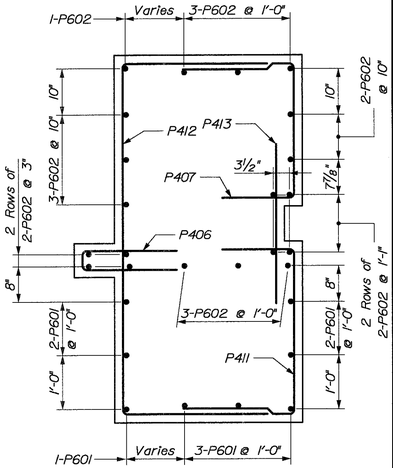
REINFORCEMENT

(A-Set: 1-P405, 1-P406, 1-P407, 1-P408, 1-P409)

SECTION F-F



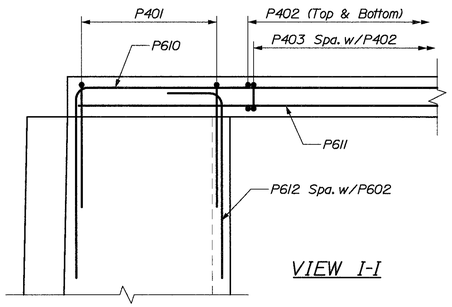
CONCRETE DIMENSIONS



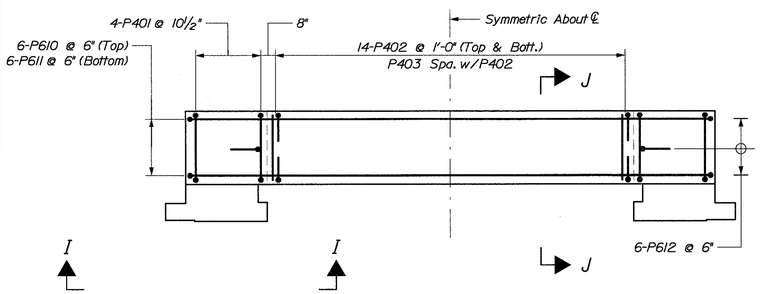
REINFORCEMENT

(B-Set: 1-P406, 1-407, 1-P411, 1-P412, 1-413, 1-414)

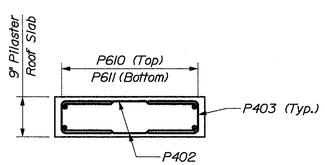
SECTION G-G



VIEW I-I



VIEW H-H



SECTION J-J

NOTES

1. Embed P601 and P602 into footing with adhesive anchor system from MDOT Approved List. Embedment shall develop full tensile strength of bars.
2. All labor, materials and placement of iron gate, garage door, garage door framework support column, granite, associated anchors, pourbacks in anchor blockouts, pilaster concrete and reinforcement are paid under Item 525.30 Granite Portico.
3. The garage framework above the pilasters shall be attached to the W5x16 garage door framework support columns, not the curtain panels. Contractor shall submit shop drawings for garage door, framework and hardware.
4. For Detail 7, see Pylon Entrance Details III sheet.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BRIDGE PLANS

PIN 7965.56, 7965.56

BRIDGE NO. 6421

STATE OF MAINE
Christopher Burgess
10624
REGISTERED PROFESSIONAL ENGINEER

SIGNATURE
P.E. NUMBER 10624
DATE 15 Oct 04

PROJ. MANAGER	W.J.ROHLEDER		
DESIGN-DETAILED	W.JOHNSON	10-15-04	
CHECKED-REVIEWED	C.BURGESS	10-15-04	
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PROSPECT-VERONA BRIDGE
PENOBSCOT RIVER
PROSPECT\VERONA WALDO\HANCOCK CTY

PYLON ENTRANCE DETAILS II

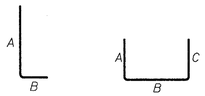
SHEET NUMBER
P12B
OF 15

Figg Bridge Engineers, Inc.
424 North Calhoun Street
Tallahassee, Florida 32301
Tallahassee, Fl. · Denver, Co. · Philadelphia, Pa. · Dallas, Tx.

REINFORCING STEEL SCHEDULE

BENT BARS														
MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
P401	8	7'-4½"	FC	2'-5½"	2'-5½"	2'-5½"								Pilaster Roof Slab
P403	28	2'-6"	FC	1'-0"	0'-6"	1'-0"								Pilaster Roof Slab
P404	8	3'-10½"	L	2'-2½"	1'-8"									Pilaster
P405	26	4'-3"	FC	1'-4½"	0'-5"	2'-5½"								Pilaster - A Set
P406	46	3'-11½"	FC	1'-9½"	0'-4½"	1'-9½"								Pilaster - A & B Set
P407	46	6'-4½"	FC	1'-4½"	2'-6½"	2'-5½"								Pilaster - A & B Set
P408	26	7'-10½"	FC	2'-0"	3'-10½"	2'-0"								Pilaster - A Set
P409	20	3'-4½"	L	2'-4½"	1'-0"									Pilaster - A Set
P411	20	6'-11½"	FC	1'-4½"	3'-1½"	2'-5½"								Pilaster - B Set
P412	20	11'-6"	FC	2'-5½"	6'-7"	2'-5½"								Pilaster - B Set
P610	6	26'-7½"	FC	3'-7½"	19'-4½"	3'-7½"								Pilaster Roof Slab
P612	12	4'-7½"	L	3'-7½"	1'-0"									Pilaster Roof Slab
P613	12	7'-5"	L	5'-5"	2'-0"									Pilaster
P614	12	5'-2"	FC	1'-0"	3'-2"	1'-0"								Pilaster
MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

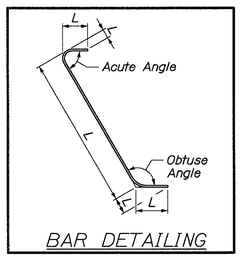
STRAIGHT BARS			
MARK	QTY.	LENGTH	LOCATION
P402	28	2'-6½"	Pilaster Roof Slab
P413	26	3'-0"	Pilaster - B Set
P601	16	10'-6"	Pilaster
P602	40	23'-6"	Pilaster
P611	6	19'-4½"	Pilaster Roof Slab
MARK	QTY.	LENGTH	LOCATION



L FC

LEGEND

P 6 01
- Bar Number
- Bar Size
- Pilaster

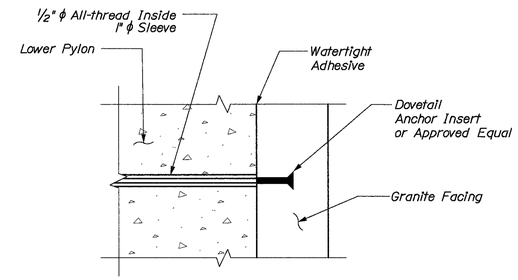


BAR DETAILING

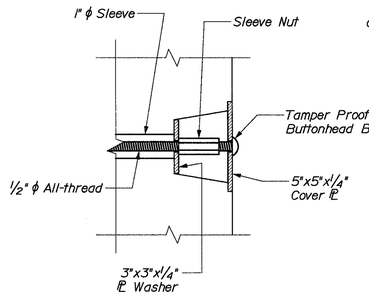
NOTES

1. All dimensions given are out-to-out of bar.
2. Reinforcement steel shall be uncoated (black) bars.
3. * P601 and P602 bar length required for doweling into footing is assumed to be 1'-0" for calcuation of bar quantities.
4. All labor, materials and placement of iron gate, garage door, garage door framework support column, granite, associated anchors, pourbacks in anchor blockouts, pilaster concrete and reinforcement are paid under Item 525.30 Granite Portico.

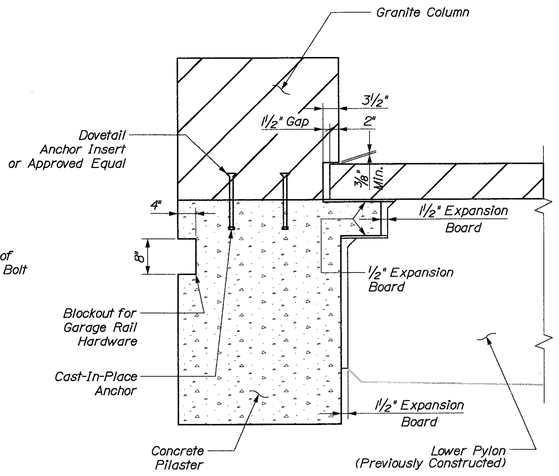
ESTIMATED QUANTITIES / PILASTERS FOR INFORMATION ONLY		
ITEM	UNIT	QUANTITY
Concrete, f'c = 4,500 psi	CY	31.3
Reinforcing Steel	LB	2,089



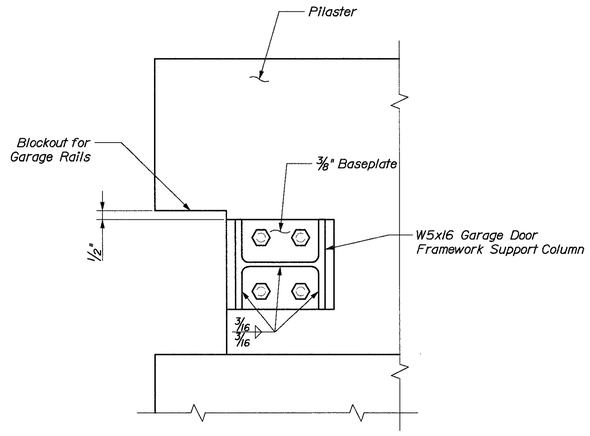
DETAIL 3



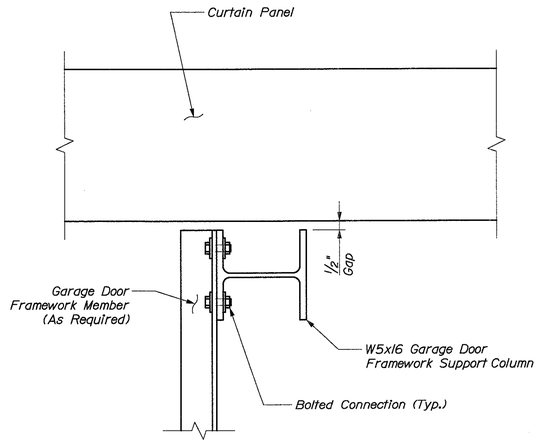
DETAIL 4



DETAIL 5



DETAIL 6



SECTION L-L

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BRIDGE PLANS
PIN 7965.56, 7965.56
BRIDGE NO. 6421

STATE OF MAINE Christopher Burgess 10624 REGISTERED PROFESSIONAL ENGINEER

Chris Burgess — SIGNATURE
10624 — P.E. NUMBER
15 OCT 04 — DATE

PROJ. MANAGER	W.J.ROHLEDER	
DESIGN-DETAILED	W.JOHNSON	10-15-04
CHECKED-REVIEWED	C.BURGESS	10-15-04
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

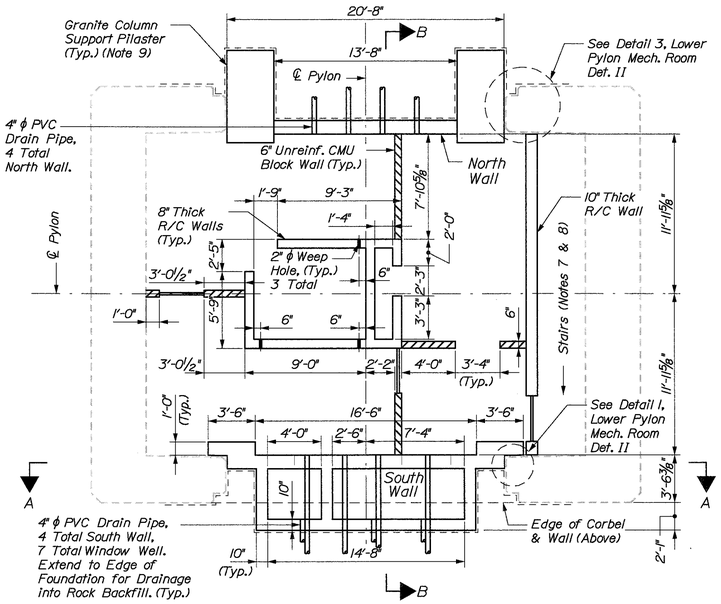
PROSPECT-VERONA BRIDGE
PENOBSCOT RIVER
PROSPECT\VERONA WALDO\HANCOCK CTY

PYLON ENTRANCE DETAILS III

SHEET NUMBER
P12C
OF 15

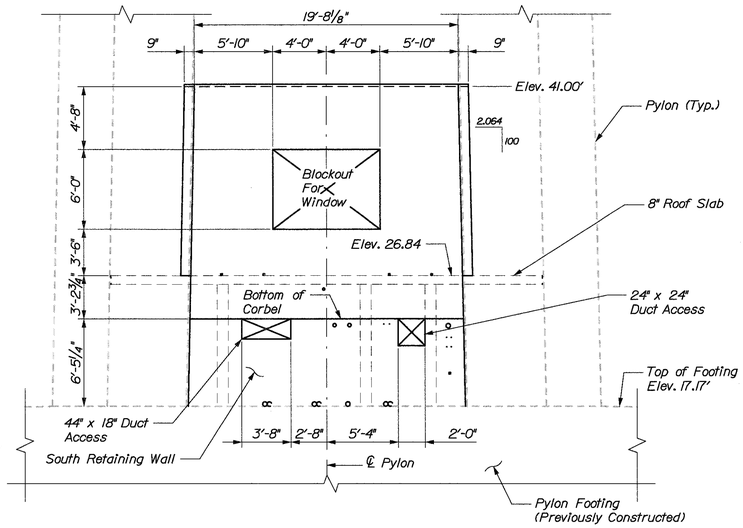
Figg Bridge Engineers, Inc.
424 North Calhoun Street
Tallahassee, Florida 32301
Tallahassee, Fl. • Denver, Co. • Philadelphia, Pa. • Dallas, Tx.

Filename: ...\P12C Pylon_Entrance_Details_III.dgn Division: BRIDGE Username: wjohnson Date:10/14/2004



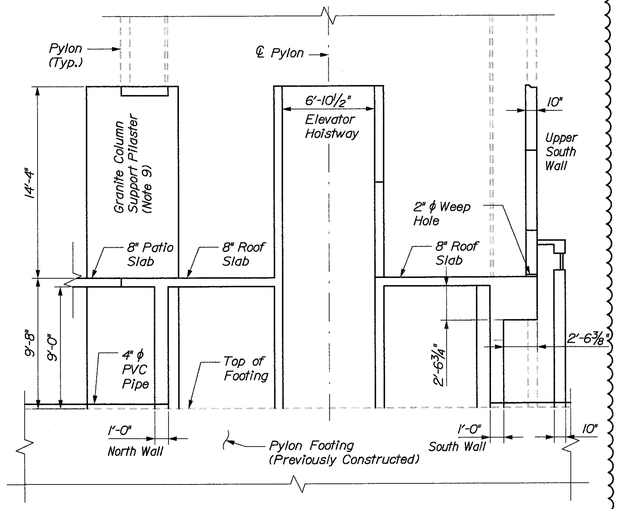
PLAN VIEW

(Mechanical Room @ Elevation 17.17')

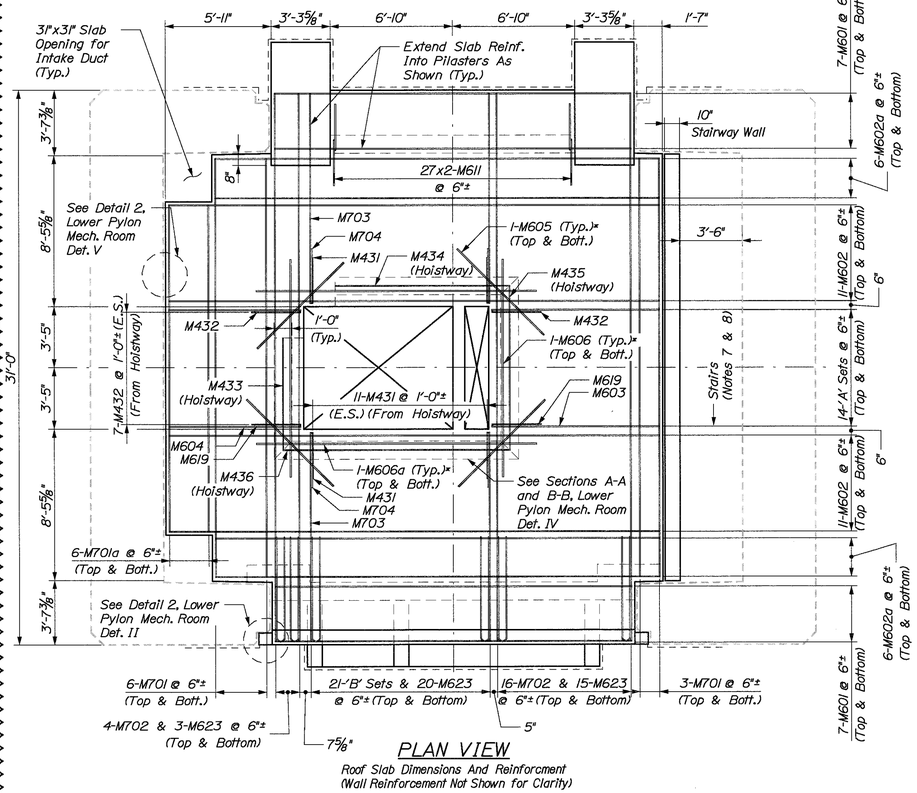


SECTION A-A

South Wall (Looking South) (See Note 6)



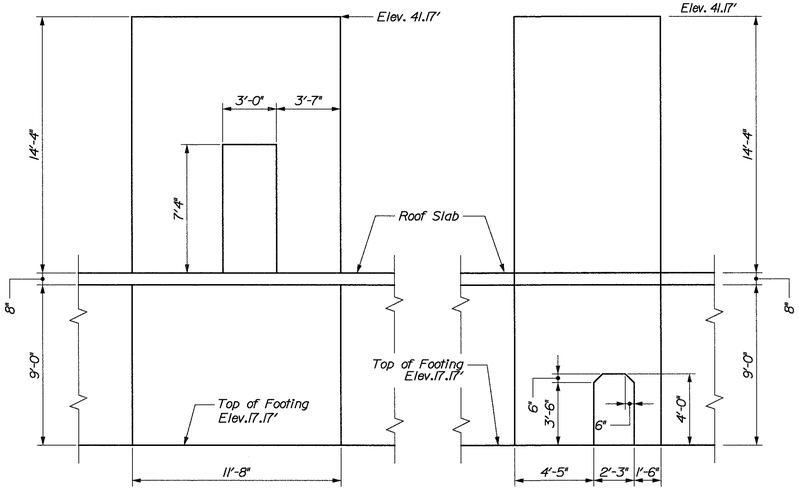
SECTION B-B



PLAN VIEW

Roof Slab Dimensions And Reinforcment

(Wall Reinforcement Not Shown for Clarity)

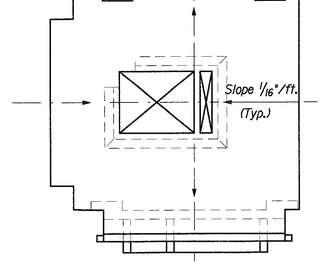


Elevator Hoistway

South Wall Elevation (Looking North)

Elevator Hoistway

South Wall Elevation (Looking West)



PLAN VIEW

(Slope of Roof Slab @ Elevation 26.84')

2

NOTES

1. Concrete Shall be 4500 psi.
2. Reinforcement Shall be Uncoated (Black) Bars.
3. Concrete Cover in Slabs Shall be 1" Bottom and 2" Sides and Top.
4. 'A' Sets Consist of 1-M603, 1-M604, and 2-M619. 'B' Sets Consist of 2-M703 and 2-M704.
5. Place M605, M606, and M606a Bars as Shown.
6. For North Wall Elevation, See Lower Pylon Mechanical Room Details II, Elevation - North Wall.
7. Contractor Shall Provide and Install Pre-fabricated Steel Stairs (3'-6" Wide) Running Between Plaza Elevation and Mechanical Room Elevation.
8. Cost of Labor and Materials for Steel Stairs is Incidental to Item # 502.2191 Structural Concrete (Pylon Maintenance Access System).
9. For Granite Column Support Pilaster Details, See Pylon Entrance Details I, II, and III Drawings.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BRIDGE PLANS

PIN 7965.55, 7965.56

BRIDGE NO. 6421

STATE OF MAINE — REGISTERED PROFESSIONAL ENGINEER — Christopher Burgess 10624

	BY	DATE
PROJ. MANAGER	W.J.ROHLEDER	
DESIGN-DETAILED	K.MCLAUGH	9-9-04
CHECKED-REVIEWED	C.BURGESS	9-9-04
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1	CALLOUTS, PYLON	9-23-04
REVISIONS 2	ENTIRE SHEET	10-15-04
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE — P.E. NUMBER 15887 — DATE 1/8/24

PROSPECT-VERONA BRIDGE
PENOBSCOT RIVER
PROSPECT/VERONA WALDO/HANCOCK CTY

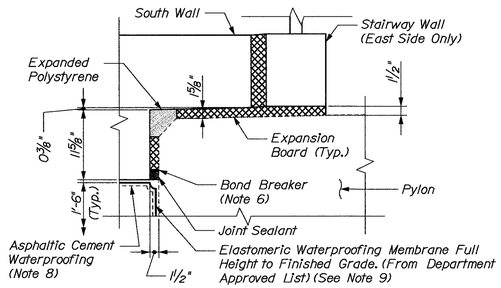
LOWER PYLON MECHANICAL ROOM DET. I

SHEET NUMBER

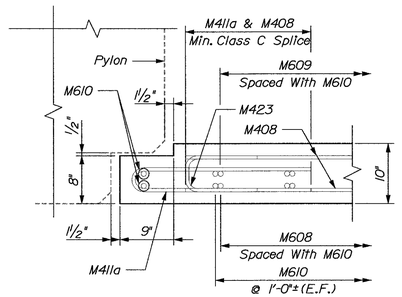
P13

OF P15

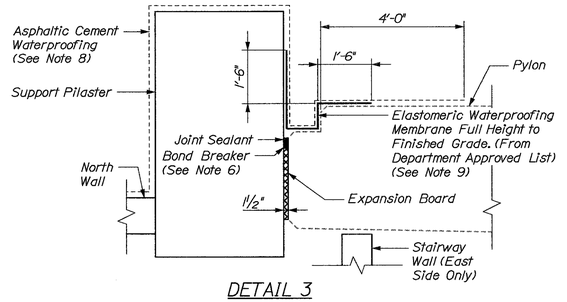
Figg Bridge Engineers, Inc.
424 North Calhoun Street
Tallahassee, Florida 32301
· Tallahassee, Fl. · Denver, Co. · Philadelphia, Pa. · Dallas, Tx. ·



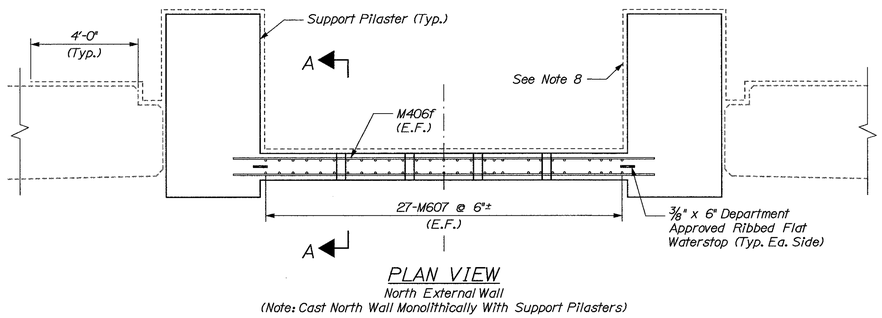
DETAIL 1
(South Wall Interface With Pylon @ Elevation 17.17')
(Typical)



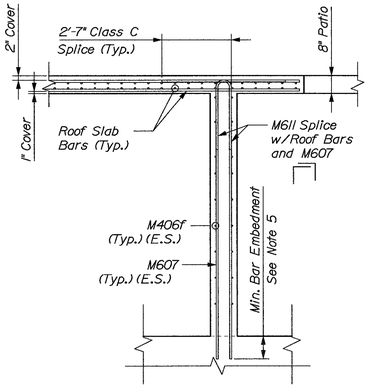
DETAIL 2
(Upper South Wall Interface With Pylon)
(Typical)



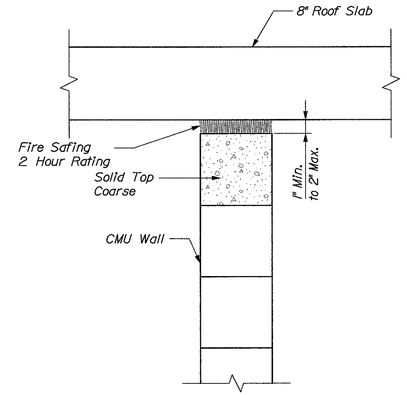
DETAIL 3
(North Wall Interface With Pilaster and Pylon)
(Typical)



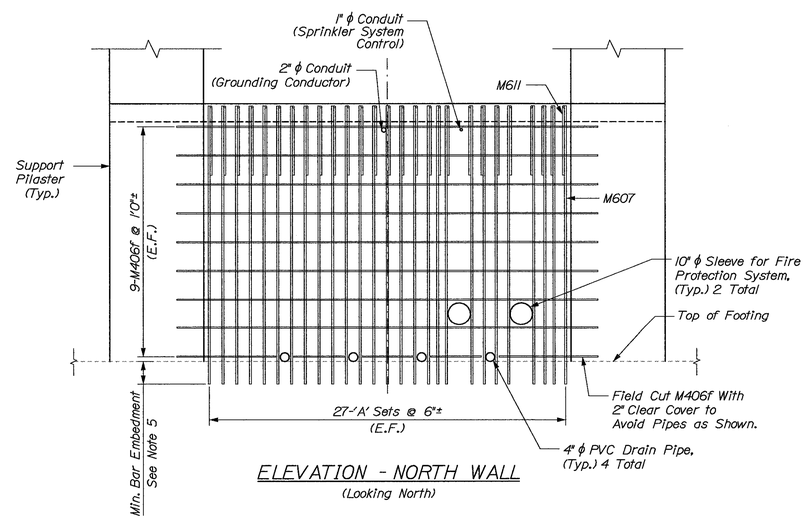
PLAN VIEW
North External Wall
(Note: Cast North Wall Monolithically With Support Pilasters)



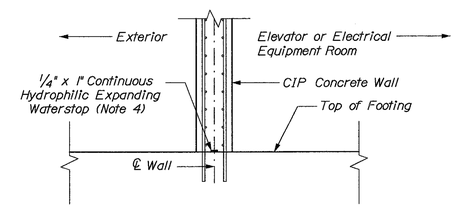
SECTION A-A - NORTH WALL



DETAIL 4
(Roof Slab to CMU Wall Connection)
(Typical)



ELEVATION - NORTH WALL
(Looking North)



WATERSTOP AT NORTH AND SOUTH WALLS

NOTES:

1. Concrete Shall be 4500 psi.
2. Reinforcement Shall be Uncoated (Black) Bars.
3. Concrete Cover Shall be 2" Unless Otherwise Noted.
4. Expanding Waterstop Shall Consist of 75% Sodium Bentonite and 25% Butyl Rubber and Shall be Installed per Manufacturer's Directions. Material Certificate Shall be Submitted to the Department for Approval.
5. Embed M607 Dowels into Top of Pylon with Adhesive Anchor System From Department Approved List. Embedment Shall Develop the Full Tensile Strength of the Bars.
6. Bond Breaker Shall be Applied per Manufacturer's Directions. Material Certificate Shall be Submitted to the Department for Approval.
7. 'A' Set Consists of: 1-M607 and 1-M611.
8. Apply Asphaltic Cement Waterproofing to Entire Surface of All Walls Below Finished Grade to the Limits Shown.
9. Adhere Membrane to Concrete With Adhesive Full Height in Indicated Regions Only, Using Department Approved Materials and Procedures. Membrane Shall be Free to Move in Corners as Shown.
10. Contractor Shall Coordinate Exact Location and Size of All Wall Penetrations With Architectural (and Mechanical) and Electrical Requirments.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PIN 7965.55, 7965.56 BRIDGE PLANS
BRIDGE NO. 6421

STATE OF MAINE · Christopher Burgess 10624 · REGISTERED PROFESSIONAL ENGINEER

Chris Burgess
SIGNATURE
10624
P.E. NUMBER
15 Oct 04
DATE

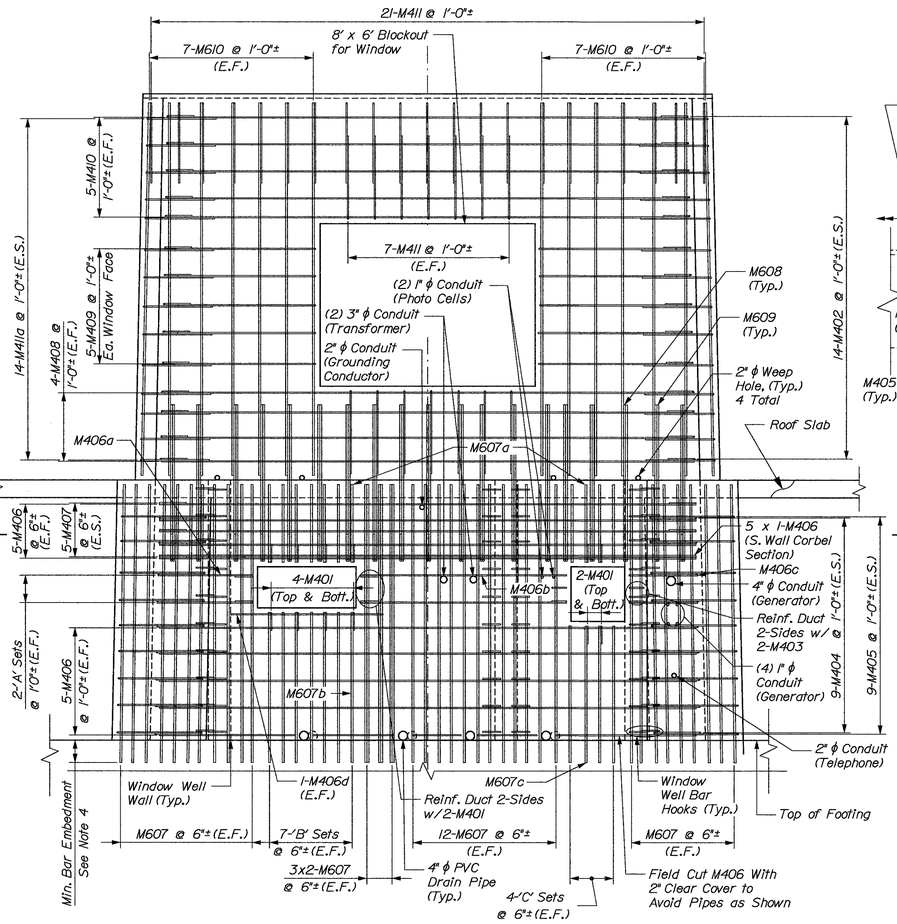
	BY	DATE
PROJ. MANAGER	W.J.ROHLEDER	
DESIGN-DETAILED	S.FULTZ	9-9-04
CHECKED-REVIEWED	C.BURGESS	9-9-04
DESIGN2-DETAILED2		9-23-04
DESIGN3-DETAILED3		10-15-04
REVISIONS 1	NOTES, REBARS, SECTIONS	
REVISIONS 2	ENTIRE SHEET	
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PROSPECT-VERONA BRIDGE
PENOBSCOT RIVER
PROSPECT/VERONA WALDO/HANCOCK CTY

LOWER PYLON MECHANICAL ROOM DET. II

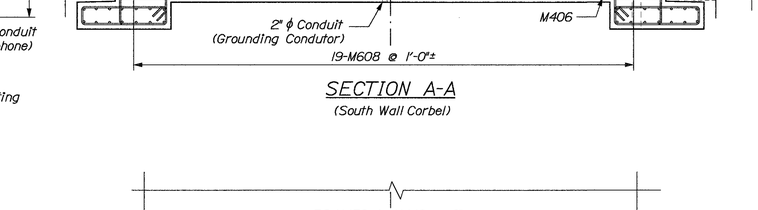
SHEET NUMBER
P14
OF P15

Figg Bridge Engineers, Inc.
424 North Calhoun Street
Tallahassee, Florida 32301
• Tallahassee, Fl. • Denver, Co. • Philadelphia, Pa. • Dallas, Tx. •



ELEVATION - SOUTH WALL

(Looking South) (Window Well Reinforcement Not Shown for Clarity)

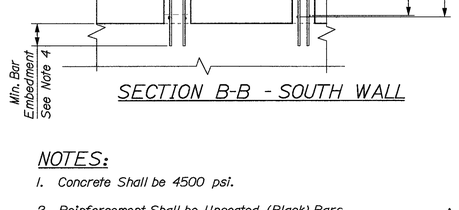


PLAN VIEW

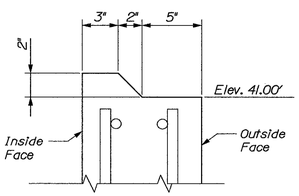
(South Exterior Wall)

SECTION A-A

(South Wall Corbel)

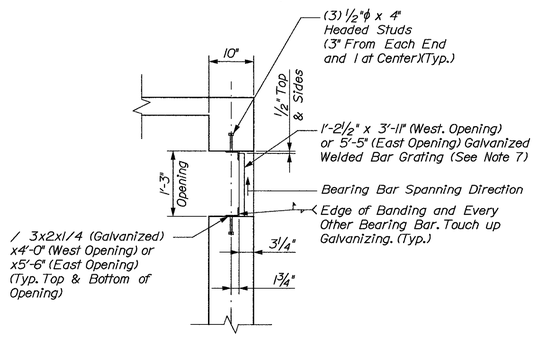


SECTION B-B - SOUTH WALL



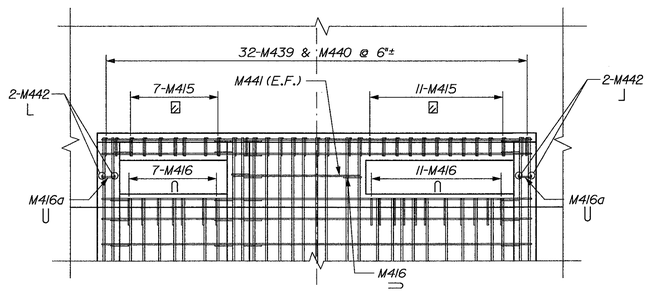
DETAIL 1

(Top of South Wall)



SOUTH WALL GRATING DETAIL

(Mechanical Room Exhaust Air)



PARTIAL ELEVATION OF SOUTH WALL WINDOW WELL

(Looking North)

NOTES:

1. Concrete Shall be 4500 psi.
2. Reinforcement Shall be Uncoated (Black) Bars.
3. Concrete Cover Shall be 2" Unless Otherwise Noted.
4. Embed M607, M607b, and M607c Dowels into Top of Pylon With Adhesive Anchor System From Department Approved List. Embedment Shall Develop the Full Tensile Strength of the Bars.
5. 'A' Set Consists of: 1-M406a, 1-M406b, and 1-M406c.
   'B' Set Consists of: 1-M607a and 1-M607b.
   'C' Set Consists of: 1-M607a and 1-607c.
   'D' Set Consists of: 2-M412 and 2-M412a.
6. Apply Asphaltic Cement Waterproofing to Entire Surface of All Walls Below Finished Grade to the Limits Shown.
7. Bar Grating Shall be Galvanized Steel Welded Type With 1" x 3/16" Bearing Bars 1 3/16" on Center, With Cross Bars 4" on Center. All Edges Shall be Banded. Weld Grating to Support Angles as Shown.
8. All Wall Penetrations Shall be Sealed Watertight.
9. Contractor Shall Coordinate Exact Location and Size of All Wall Penetrations With Architectural (and Mechanical) and Electrical Requirements.

1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PIN 7965.55, 7696.56
BRIDGE NO. 6421
BRIDGE PLANS

STATE OF MAINE Christopher P. Burgess 10624 REGISTERED PROFESSIONAL ENGINEER

	BY	DATE
PROJ. MANAGER	W.J.ROHLEDER	
DESIGN-DETAILED	E.ADAMS	9-9-04
CHECKED-REVIEWED	C.BURGESS	9-9-04
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1	ENTIRE SHEET	10-15-04
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

C.P. Burgess 10624
SIGNATURE

1/20/04
DATE

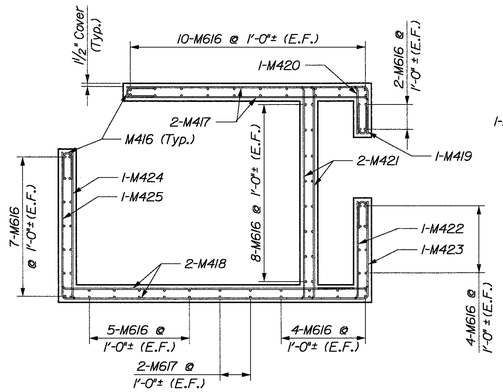
P.E. NUMBER

PROSPECT-VERONA BRIDGE
PENOBSCOT RIVER
PROSPECT/VERONA WALDO/HANCOCK CTY

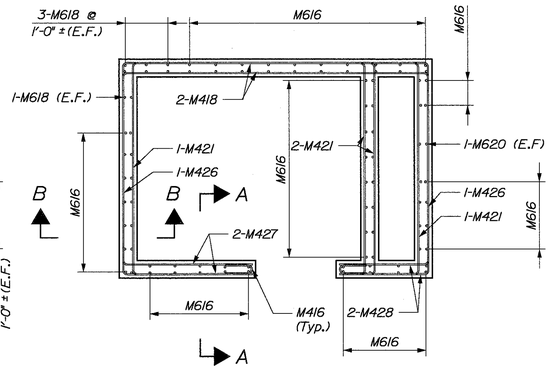
LOWER PYLON
MECHANICAL ROOM DET. III

SHEET NUMBER
P14A
OF P15

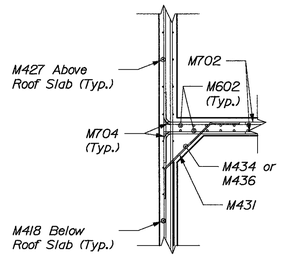
Figg Bridge Engineers, Inc.
424 North Calhoun Street
Tallahassee, Florida 32301
• Tallahassee, Fl. • Denver, Co. • Philadelphia, Pa. • Dallas, Tx. •



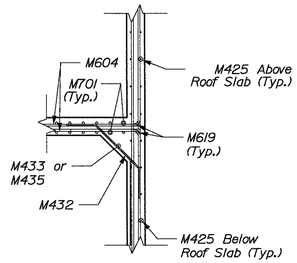
PLAN VIEW
Hoistway Walls Reinforcement At Mechanical Room Level



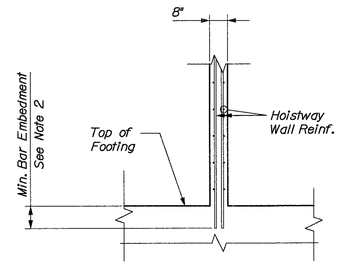
PLAN VIEW
Hoistway Walls Reinforcment At Plaza Level



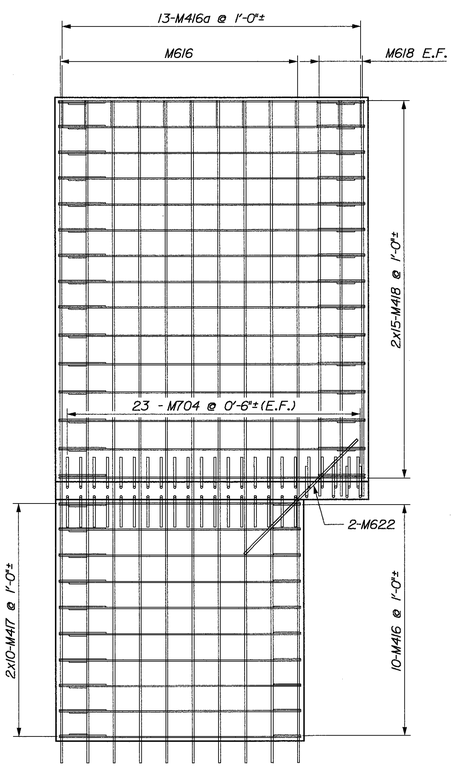
SECTION A-A
(Hoistway Wall to Roof Slab Connection)



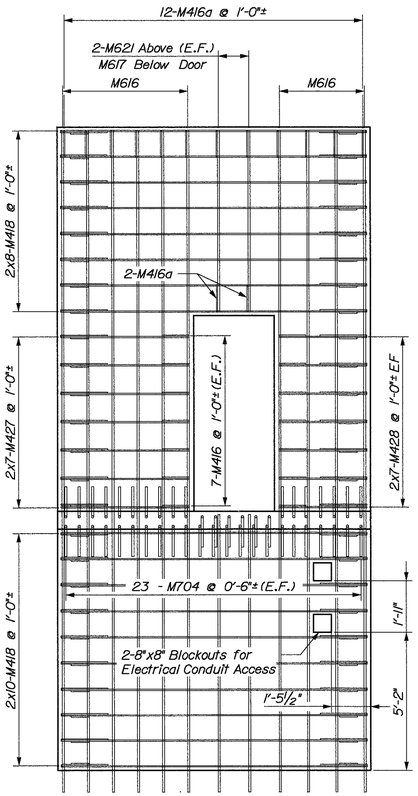
SECTION B-B
(Hoistway Wall to Roof Slab Connection)



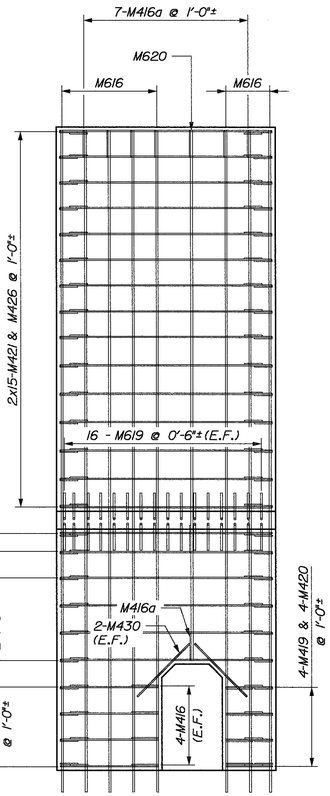
DETAIL I
(Hoistway Wall to Footing Connection)



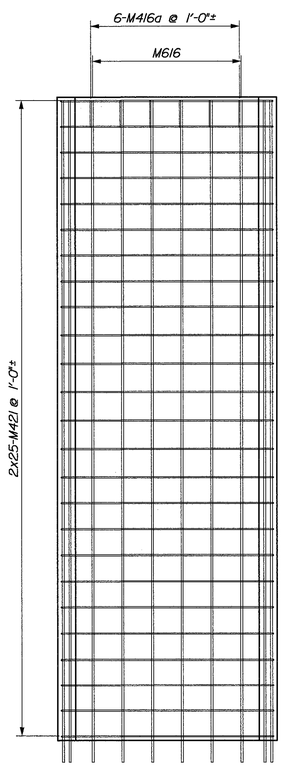
NORTH HOISTWAY WALL



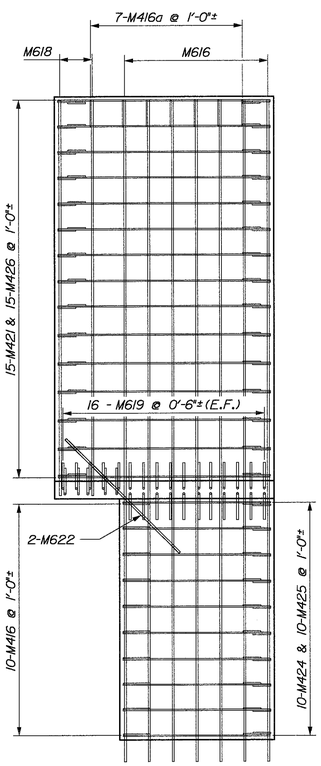
SOUTH HOISTWAY WALL



EAST HOISTWAY WALL



MIDDLE HOISTWAY WALL



WEST HOISTWAY WALL

NOTES
1. Contractor Shall Coordinate Exact Location and Size of All Wall Penetrations With Architectural (and Mechanical) and Electrical Requirements.
2. Embed M616 and M617 Dowels Into Top of Pylon with Adhesive Anchor System From Department Approved List. Embedment Shall Develop the Full Tensile Strength of the Bars.

Figg Bridge Engineers, Inc.
424 North Calhoun Street
Tallahassee, Florida 32301
Tallahassee, Fl. • Denver, Co. • Philadelphia, Pa. • Dallas, Tx.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BRIDGE PLANS

PIN 7965.55, 7695.56

BRIDGE NO. 6421

STATE OF MAINE · Christopher Burgess 10624 · REGISTERED PROFESSIONAL ENGINEER

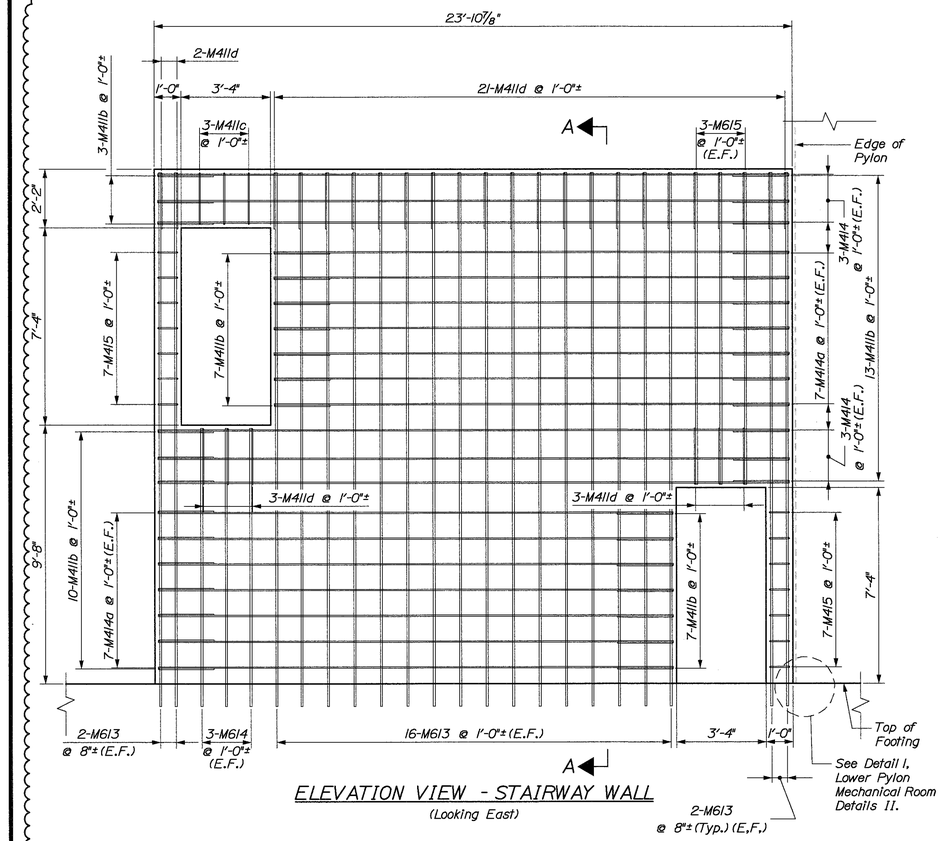
Chris Burgess
SIGNATURE
10624
P.E. NUMBER
10-15-04
DATE

	BY	DATE
PROJ. MANAGER	W.J.ROHLEDER	
DESIGN-DETAILED	K.MILLER	8-9-04
CHECKED-REVIEWED	C.BURGESS	8-9-04
DESIGNS-DETAILED2		
DESIGNS-DETAILED3		10-15-04
REVISIONS 1	ENTIRE SHEET	
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PROSPECT-VERONA BRIDGE
PENOBSCOT RIVER
PROSPECT/VERONA WALDO/HANCOCK CTY

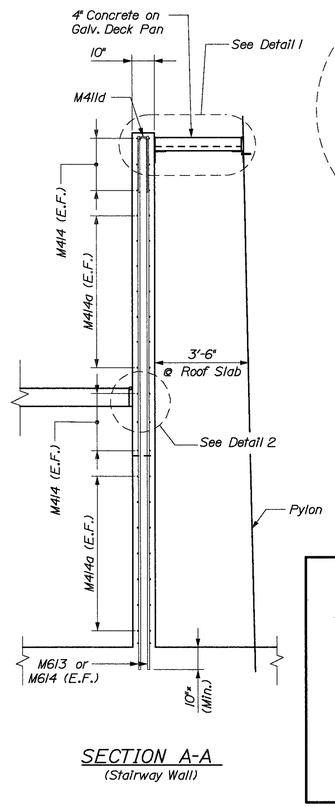
LOWER PYLON MECHANICAL ROOM DET. IV

SHEET NUMBER
P14B
OF P15



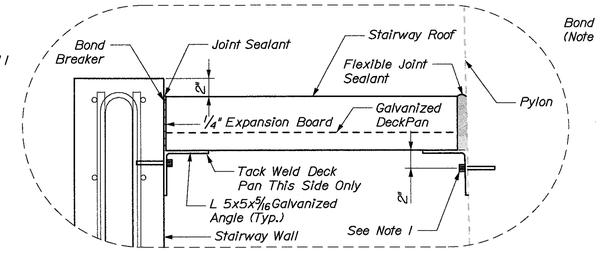
ELEVATION VIEW - STAIRWAY WALL

(Looking East)



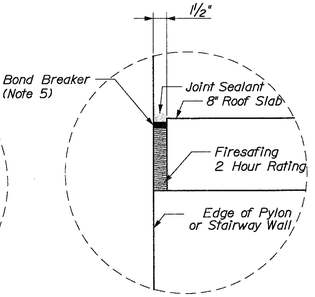
SECTION A-A

(Stairway Wall)



DETAIL I

(Stairway Roof Connecting Stairway Wall to Pylon)



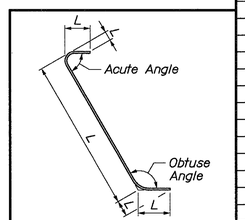
DETAIL 2

(Stairway Wall to Roof Slab Connection)
(Pylon Edge to Roof Slab Connection)

2

LEGEND

M 6 01
- Bar Number
- Bar Size
- M - Mechanical Room



BAR DETAILING

REINFORCING STEEL SCHEDULE

STRAIGHT BARS

MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION
M406	20	19'-11 3/4"	South Wall	M606	4	12'-2"	Roof Slab
M406a	4	3'-6 1/2"	South Wall	M606a	4	15'-8"	Roof Slab
M406b	4	7'-8"	South Wall	M607	190	10'-4"	South Wall
M406c	4	2'-6 1/2"	South Wall	M607a	22	2'-10 3/4"	South Wall
M406d	2	5'-8"	North Wall	M607b	14	5'-7 1/4"	South Wall
M406f	18	15'-8"	South Wall	M607c	8	5'-1 1/4"	South Wall
M408	8	19'-9 5/8"	South Wall	M607d	34	10'-10"	South Wall
M410	10	19'-4 5/8"	South Wall	M607e	38	13'-1"	South Wall
M414	12	23'-5 1/4"	Stairway Wall	M610	28	13'-9 7/8""	South Wall
M414a	28	19'-11 1/4"	Stairway Wall	M613	40	19'-10"	Stairway Wall
M430	4	2'-9"	Hoistway Walls	M614	6	10'-4"	Stairway Wall
M433	1	6'-2 3/4"	Hoistway Walls	M615	6	11'-6"	Stairway Wall
M434	1	9'-9 1/4"	Hoistway Walls	M616	80	24'-8 1/2"	Hoistway Walls
M435	1	9'-1 3/8"	Hoistway Walls	M617	4	10'-4 1/2"	Hoistway Walls
M436	1	12'-8 5/8"	Hoistway Walls	M618	8	14'-9"	Hoistway Walls
M437	4	16'-0"	South Wall	M620	2	19'-9"	Hoistway Walls
M441	2	4'-8 1/8"	South Wall	M621	4	6'-9"	Hoistway Walls
M601	28	19'-9 1/4"	Roof Slab	M622	4	6'-0"	Hoistway Walls
M602	44	27'-5 1/4"	Roof Slab	M701	18	23'-5 1/4"	Roof Slab
M602a	12	24'-10 1/4"	Roof Slab	M701a	12	18'-3 1/4"	Roof Slab
M603	28	10'-2 5/8"	Roof Slab	M702	40	30'-8"	Roof Slab
M604	28	7'-4 5/8"	Roof Slab	M703	84	11'-9"	Roof Slab
M605	4	6'-10"	Roof Slab				
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION

BENT BARS

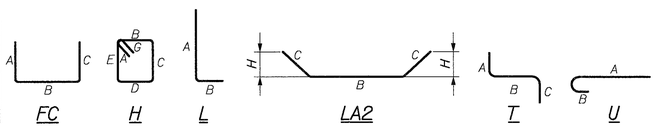
MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
M401	16	2'-0"	FC	0'-8"	0'-8"	0'-8"	-	-	-	-	-	-	-	South Wall
M402	28	2'-6"	FC	1'-0"	0'-6"	1'-0"	-	-	-	-	-	-	-	South Wall
M403	4	3'-3"	H	0'-4 1/2"	0'-8"	0'-7"	0'-8"	0'-7"	-	0'-4 1/2"	-	-	-	South Wall
M404	18	7'-7"	H	0'-4 1/2"	1'-9"	1'-8"	1'-9"	1'-8"	-	0'-4 1/2"	-	-	-	South Wall
M405	18	8'-5"	H	0'-4 1/2"	3'-2"	0'-8"	3'-2"	0'-8"	-	0'-4 1/2"	-	-	-	South Wall
M406e	20	9'-6 1/2"	L	8'-10 1/2"	0'-8"	-	-	-	-	-	-	-	-	South Wall
M407	10	5'-2 3/8"	FC	1'-0"	3'-2 3/8"	1'-0"	-	-	-	-	-	-	-	South Wall
M409	10	10'-9 1/2"	FC	5'-1 3/4"	0'-6"	5'-1 3/4"	-	-	-	-	-	-	-	South Wall
M411	35	6'-1"	U	3'-0 1/2"	3'-0 1/2"	-	-	-	-	-	-	-	-	South Wall
M411a	28	5'-7 3/4"	FC	2'-6 7/8"	0'-6"	2'-6 7/8"	-	-	-	-	-	-	-	South Wall
M411b	40	4'-8"	FC	2'-1"	0'-6"	2'-1"	-	-	-	-	-	-	-	Stairway Wall
M411c	3	5'-3"	H	0'-4 1/2"	1'-10"	0'-6"	1'-10"	0'-6"	-	0'-4 1/2"	-	-	-	Stairway Wall
M411d	29	4'-2"	U	2'1"	2'-1"	-	-	-	-	-	-	-	-	Stairway Wall
M412	20	14'-9 7/8"	T	8'-10 1/2"	5'-3 3/8"	0'-8"	-	-	-	-	-	-	-	South Wall
M412a	20	6'-11 7/8"	T	0'-8"	4'-9 7/8"	0'-8"	-	-	-	-	-	-	-	South Wall
M413	22	6'-7 3/8"	FC	0'-8"	5'-3 3/8"	0'-8"	-	-	-	-	-	-	-	South Wall
M415	32	3'-1"	H	0'-4 1/2"	0'-8"	0'-6"	0'-8"	0'-6"	-	0'-4 1/2"	-	-	-	Stairway and South Walls
M416	42	2'-0"	FC	1'-0"	1'-0"	-	-	-	-	-	-	-	-	Hoistway Walls
M416a	49	2'-3 7/8"	FC	1'-0"	0'-3 7/8"	1'-0"	-	-	-	-	-	-	-	Hoistway Walls
M417	20	9'-8"	L	9'-0"	0'-8"	-	-	-	-	-	-	-	-	Hoistway Walls
M418	66	12'-9"	FC	0'-8"	11'-5"	0'-8"	-	-	-	-	-	-	-	Hoistway Walls
MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

BENT BARS

MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
M419	4	3'-6"	L	1'-9"	1'-9"	-	-	-	-	-	-	-	-	Hoistway Walls
M420	4	2'-5"	L	1'-9"	0'-8"	-	-	-	-	-	-	-	-	Hoistway Walls
M421	103	9'-3"	FC	0'-8"	7'-11"	0'-8"	-	-	-	-	-	-	-	Hoistway Walls
M422	4	4'-4"	L	3'-8"	0'-8"	-	-	-	-	-	-	-	-	Hoistway Walls
M423	4	5'-5"	L	3'-8"	1'-9"	-	-	-	-	-	-	-	-	Hoistway Walls
M424	10	6'-2"	L	5'-6"	0'-8"	-	-	-	-	-	-	-	-	Hoistway Walls
M425	10	7'-3"	L	5'-6"	1'-9"	-	-	-	-	-	-	-	-	Hoistway Walls
M426	49	11'-5"	FC	1'-9"	7'-11"	1'-9"	-	-	-	-	-	-	-	Hoistway Walls
M427	14	5'-6"	L	4'-10"	0'-8"	-	-	-	-	-	-	-	-	Hoistway Walls
M428	14	4'-0"	L	3'-4"	0'-8"	-	-	-	-	-	-	-	-	Hoistway Walls
M431	11	4'-7 1/2"	LA2	-	2'-5 3/4"	1'-0 7/8"	-	-	-	-	0'-9 1/2"	-	-	Hoistway Walls
M432	14	4'-6 1/8"	LA2	-	2'-4 3/8"	1'-0 7/8"	-	-	-	-	0'-9 1/2"	-	-	Hoistway Walls
M439	32	3'-0 1/8"	L	2'-4 1/8"	0'-8"	-	-	-	-	-	-	-	-	South Wall
M440	32	2'-6"	L	1'-10"	0'-8"	-	-	-	-	-	-	-	-	South Wall
M442	4	5'-11 3/8"	L	5'-3 3/8"	0'-8"	-	-	-	-	-	-	-	-	South Wall
M608	19	9'-11 1/4"	FC	5'-10"	3'-1 1/4"	1'-0"	-	-	-	-	-	-	-	South Wall
M609	19	6'-10"	L	5'-10"	1'-0"	-	-	-	-	-	-	-	-	South Wall
M611	54	5'-2"	L	2'-7"	2'-7"	-	-	-	-	-	-	-	-	North Wall
M619	64	3'-7"	L	2'-7"	1'-0"	-	-	-	-	-	-	-	-	Hoistway Walls
M623	76	11'-11"	U	5'-11 1/2"	5'-11 1/2"	-	-	-	-	-	-	-	-	South Wall
M704	92	4'-2 1/2"	L	3'-0 1/2"	1'-2"	-	-	-	-	-	-	-	-	Hoistway Walls
MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

Quantities Provided for Information Only

ESTIMATED QUANTITIES / MECHANICAL ROOM		
ITEM	UNIT	QUANTITY
Concrete, f'c = 4500 psi	CY	95.2
Reinforcing Steel	LB	28,146
6" Unreinf. CMU Block Wall	SY	215.3



NOTES

1. Embed 3/8" Threaded Rods Using Adhesive Anchor System From Department Approved List. (Minimum Embedment of 3" @ 4'-0" O.C.)
2. Embed M613 and M614 Dowels a Minimum of 10" Into Top of Pylon with Adhesive Anchor System From Department Approved List. Embedment Shall Develop the Full Tensile Strength of the Bars.
3. Concrete Cover Shall be 2" Unless Otherwise Noted.
4. Cost of All Materials and Labor for Lower Pylon Mechanical Room is Incedental to Item Number 800.8007, Lower Pylon Mechanical Room.
5. Bond Breaker Shall be Applied per Manufacturer's Directions. Material Certificate Shall be Submitted to the Department for Approval.

Figg Bridge Engineers, Inc.
424 North Calhoun Street
Tallahassee, Florida 32301
· Tallahassee, Fl. · Denver, Co. · Philadelphia, Pa. · Dallas, Tx. ·

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PIN 7965.55, 7965.56 BRIDGE PLANS

BRIDGE NO. 6421

STATE OF MAINE · Christopher Burgess · 10624 · REGISTERED PROFESSIONAL ENGINEER

PROJ. MANAGER	W.J.ROHLEDER		
DESIGN-DETAILED	K.MILLER	S.F.ALL	9-9-04
CHECKED-REVIEWED	C.BURGESS	C.BURGESS	9-9-04
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1	FLOOR SLAB & ANCHORS		9-23-04
REVISIONS 2	ENTIRE SHEET		10-15-04
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

P.E. NUMBER 10624
SIGNATURE
DATE 15 OCT 04

PROSPECT-VERONA BRIDGE
PENOBSCOT RIVER
PROSPECT/VERONA WALDO/HANCOCK CTY

LOWER PYLON
MECHANICAL ROOM DET. V

SHEET NUMBER
P15
OF P15

Filename: ...\P15_LowerPylon_Mech_Rm_Det V.dgn Division: BRIDGE Date:10/14/2004 Username: sfall