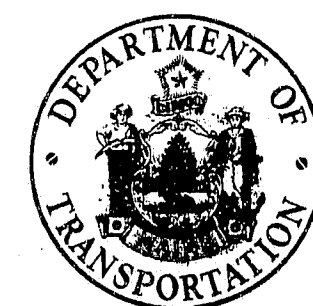


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



CONTRACT 4,5,8 6
PLANS FOR STEEL ALTERNATE

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

PROJECT NO. I-IG-395-8(82)176
PROJECT LENGTH 0.322 MILES

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

CONTRACT DESCRIPTIONS

CONCRETE ALTERNATE (refer to Plans for Concrete Alternate)

CONTRACT 1 - SUBSTRUCTURE

CONTRACT 2 - SUPERSTRUCTURE

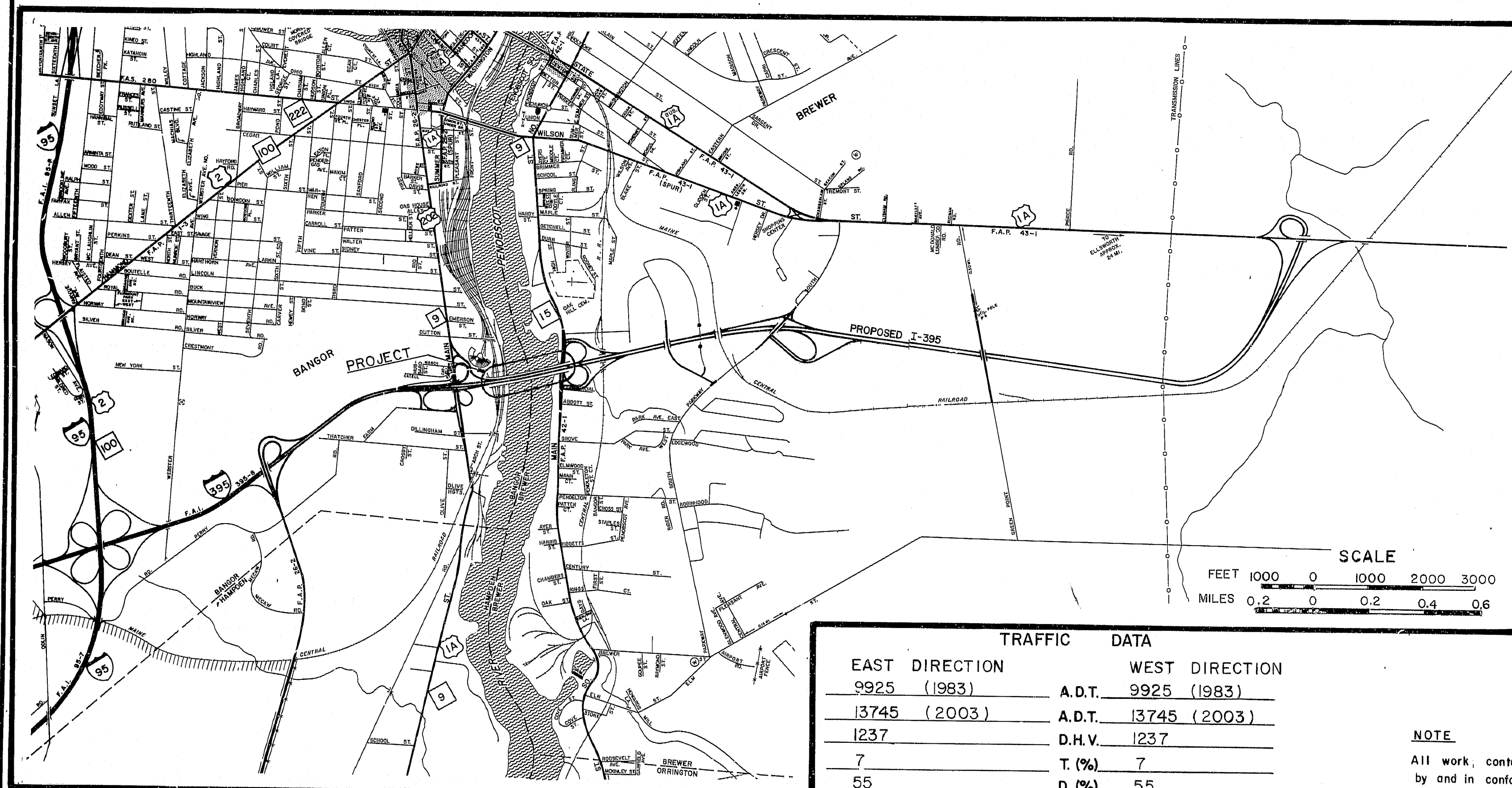
CONTRACT 3 - COMBINED SUBSTRUCTURE AND SUPERSTRUCTURE
STEEL ALTERNATE

CONTRACT 4 - BANGOR SPANS (Substructure and Superstructure)

CONTRACT 5 - BREWER SPANS (Substructure and Superstructure)

CONTRACT 6 - COMBINED BANGOR AND BREWER SPANS

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



A PORTION OF PENOBSCOT COUNTY

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

NOTE

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

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APPROVED:

107-125
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
COMMISSIONER
9-21-83

DATE

Richard J. Coleman
CHIEF ENGINEER

REVIEWED - H. F. FURT - 10/14/83

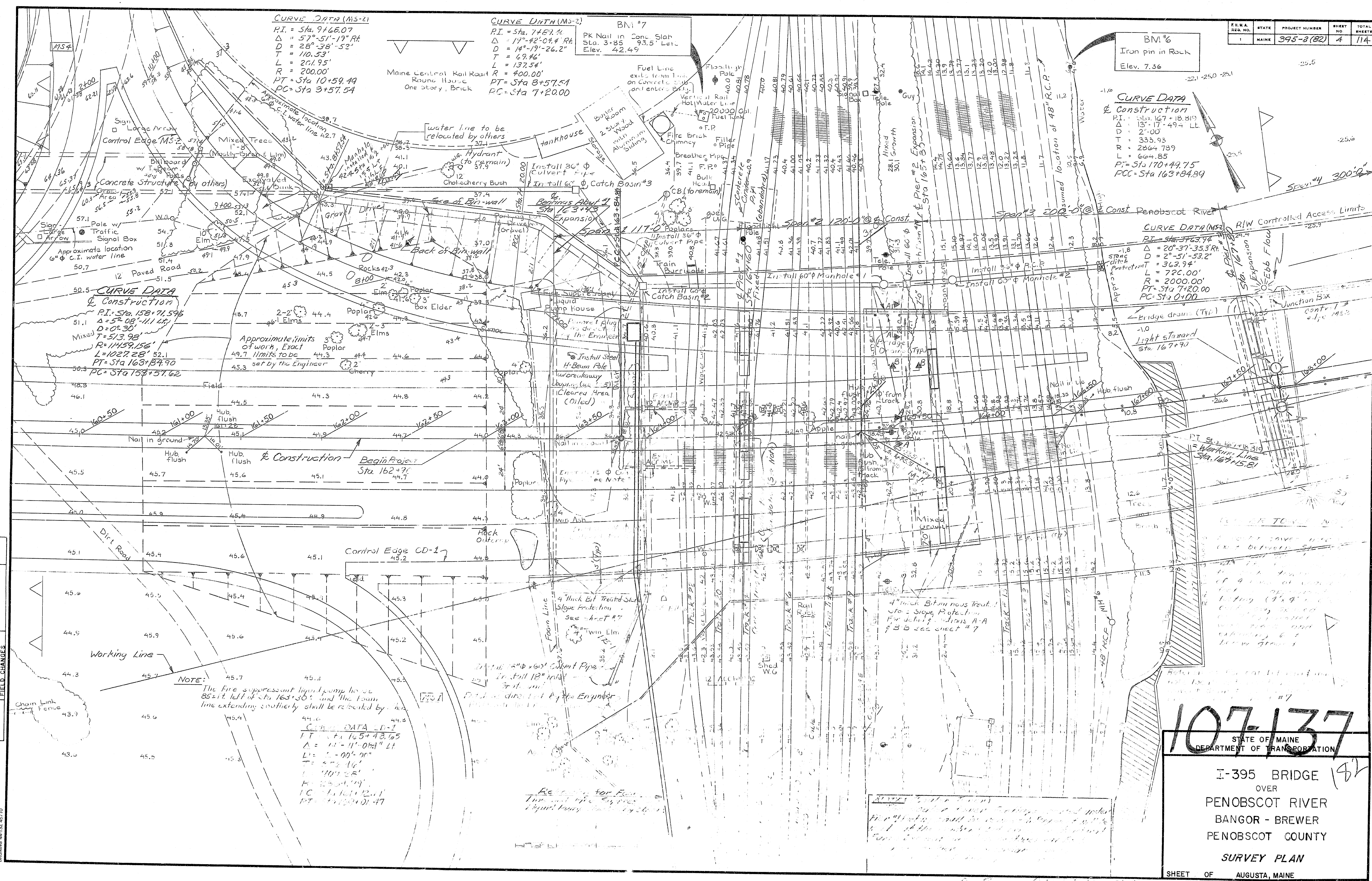
COAST GUARD PERMIT NO. 2-83a-1

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION I

APPROVED:

DIVISION ADMINISTRATOR DATE

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



PROJECT DESIGN ENGINEER	DATE
12.1.1	12.1.1
PLANS	REVISIONS
1	12.1.1
2	12.1.1
3	12.1.1
4	12.1.1
5	12.1.1
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97	12.1.1
98	12.1.1
99	12.1.1
100	12.1.1

107-137

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

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

SURVEY PLAN

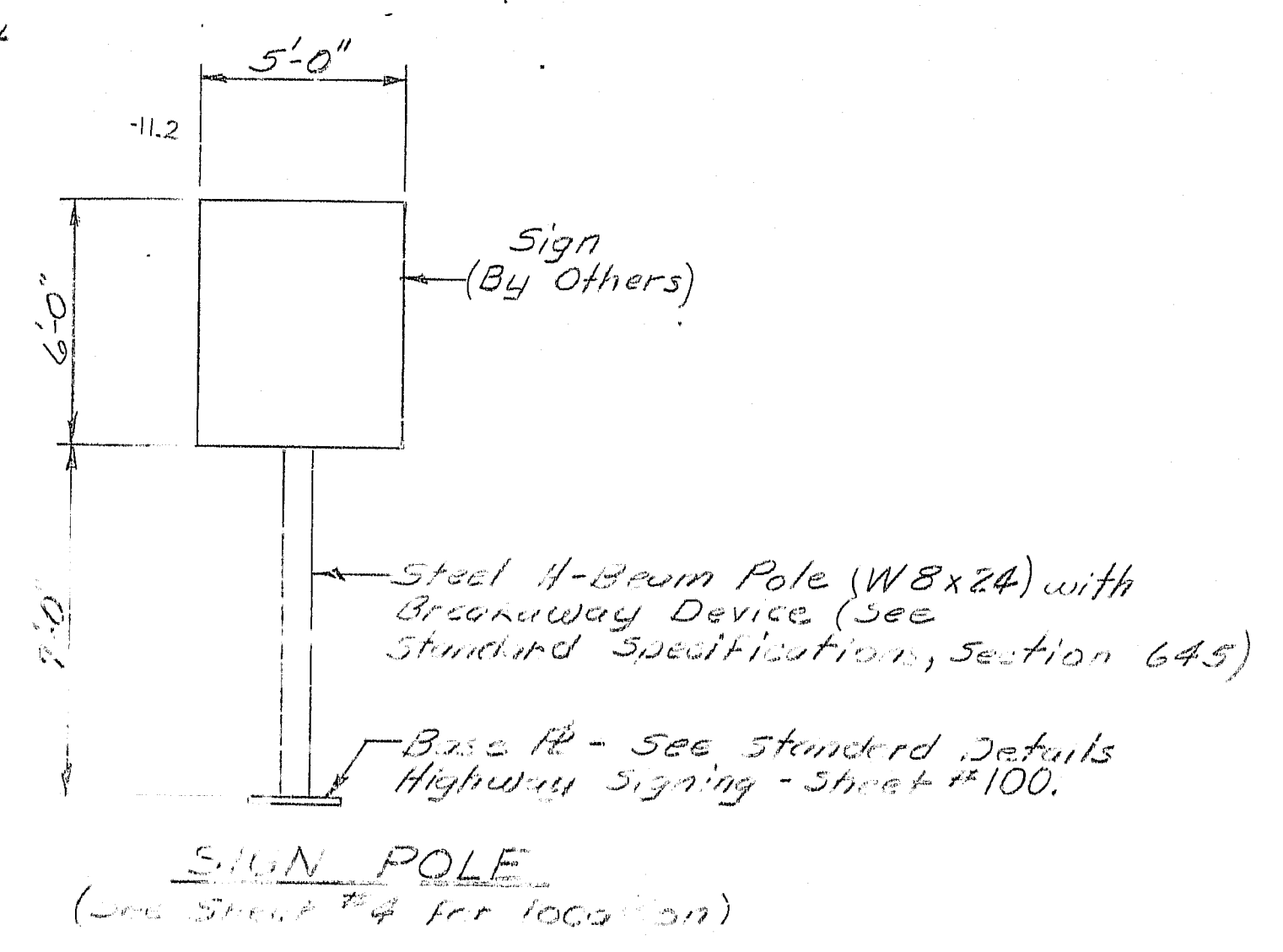
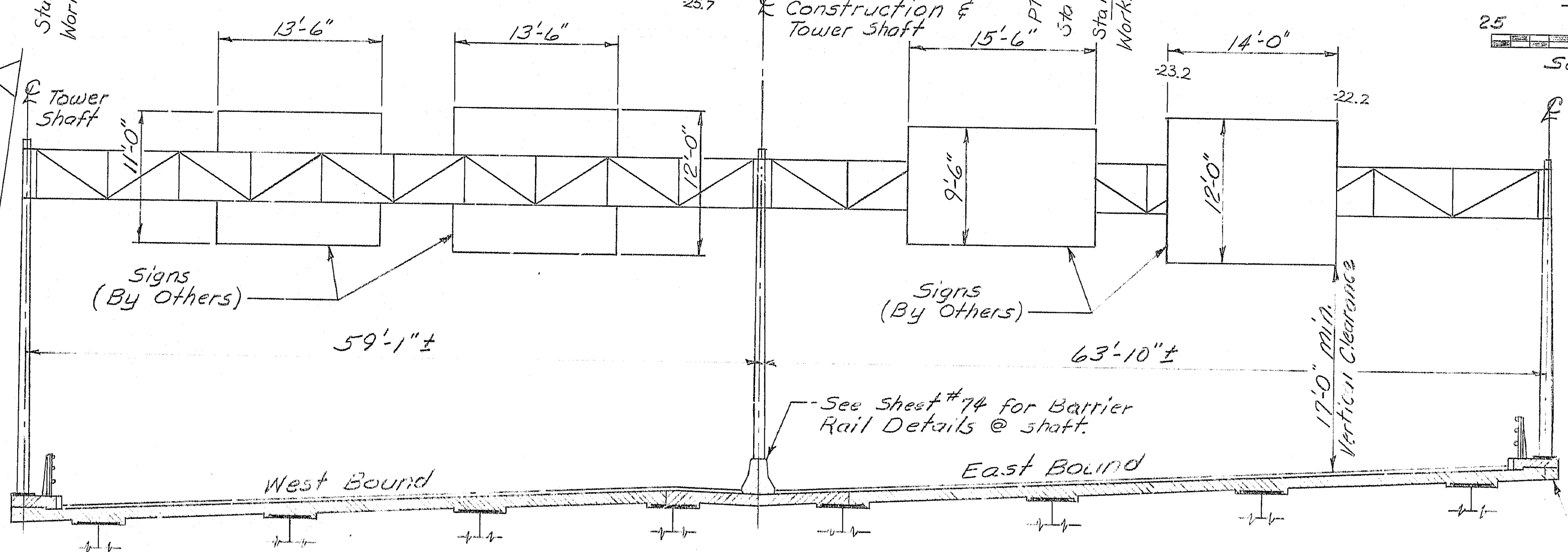
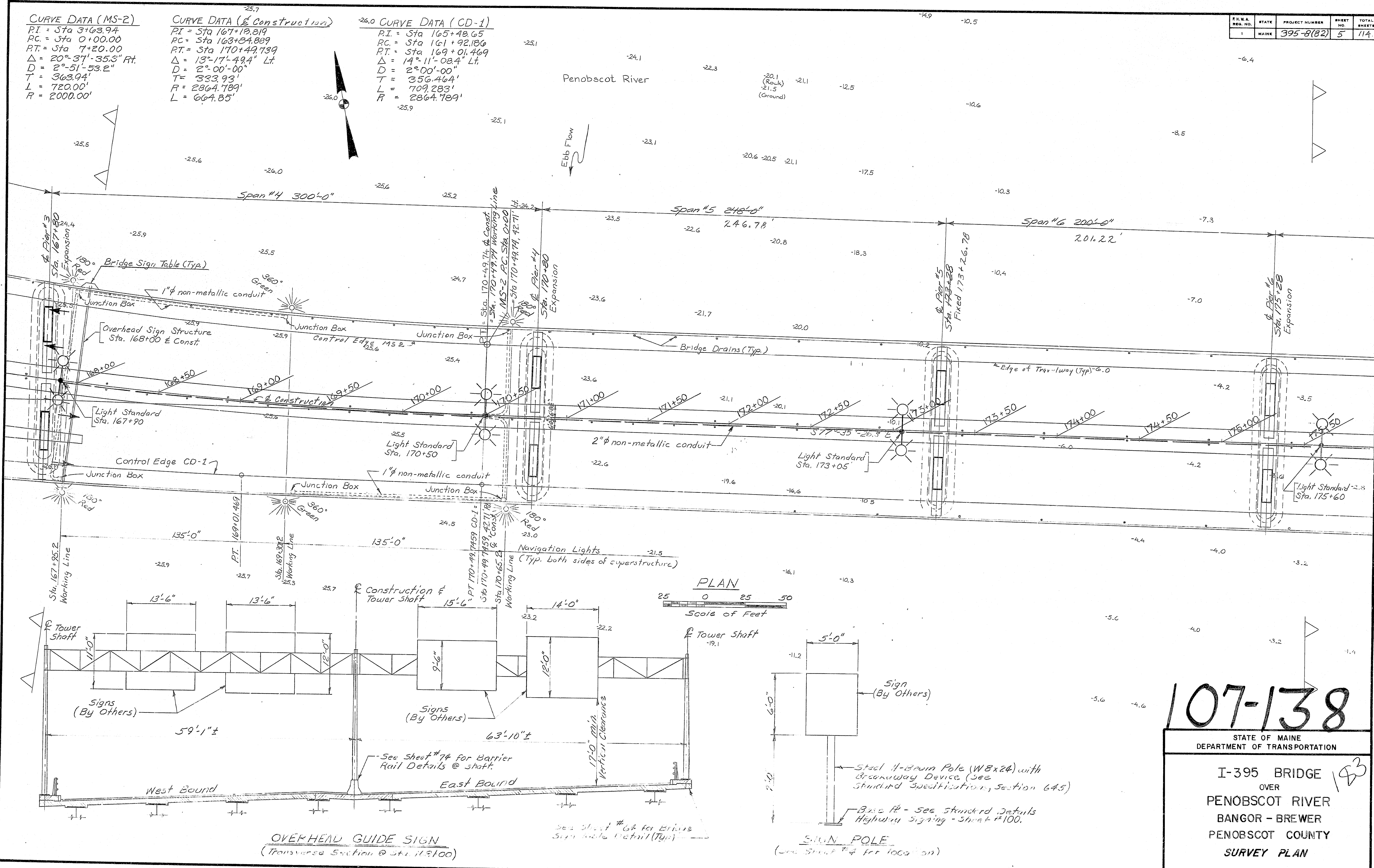
SHEET OF AUGUSTA, MAINE

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

CURVE DATA (Construction)
 PI = Sta 167+18.819
 PC = Sta 163+34.889
 PT = Sta 170+49.739
 $\Delta = 13^\circ 17' - 49.4''$ Lt.
 $D = 2^\circ 00' - 00''$
 $T = 333.93'$
 $R = 2864.789'$
 $L = 664.85'$

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

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



PROJECT	DESIGN	DATE	BY	CHKD	DATE
PLANS	DESIGN - DETAILED	1/22/82	MEK	QDP	1/22/82
	REVISION		RTA		10/2/82
	FIELD CHANGES				

107-138

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

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

SURVEY PLAN

SHEET 5 OF 5 AUGUSTA, MAINE

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

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

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

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

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

Section B-B

Section A-A

Note: Topo shown prior to construction of highway embankments by others.

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

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

107-139

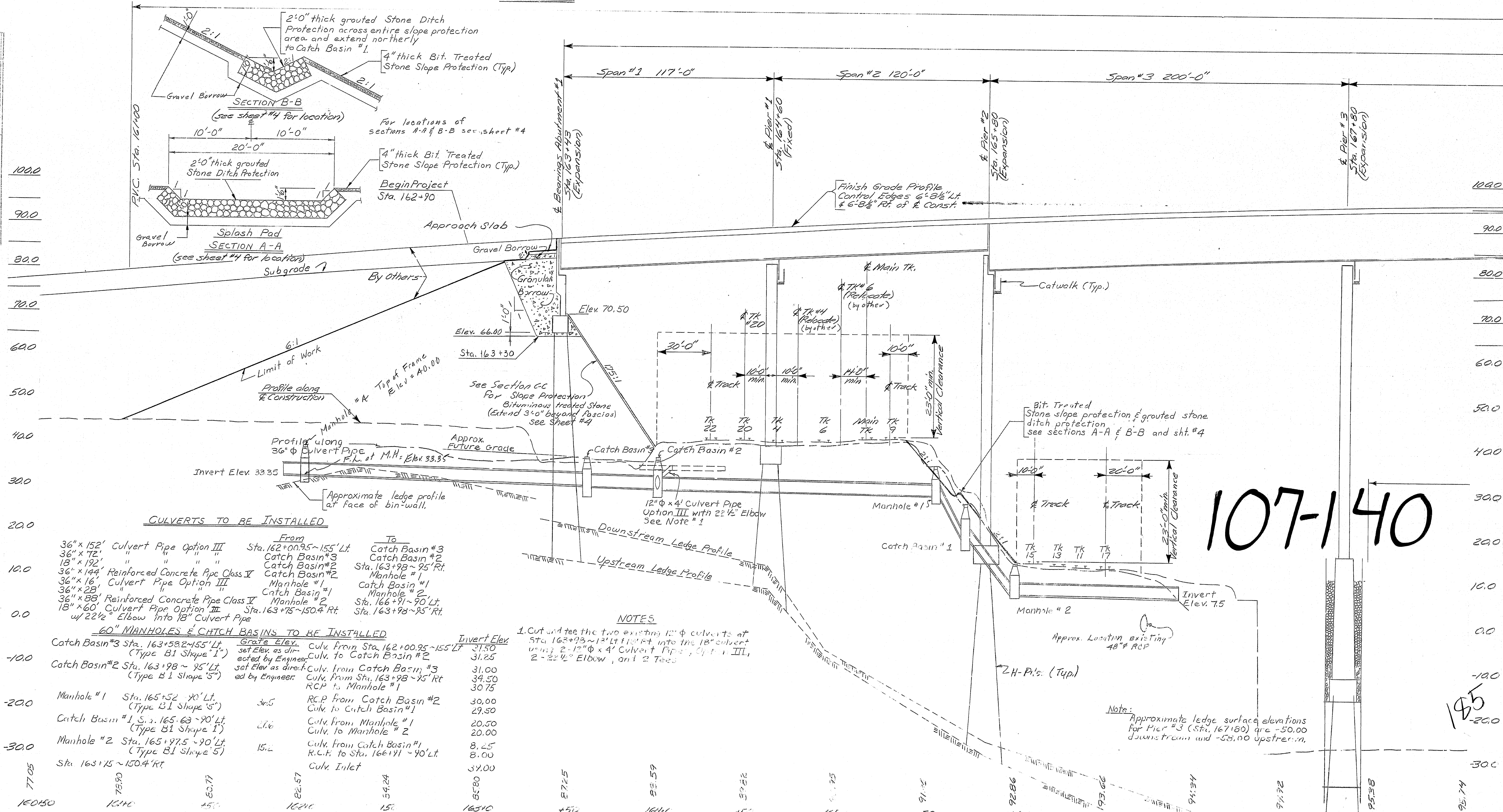
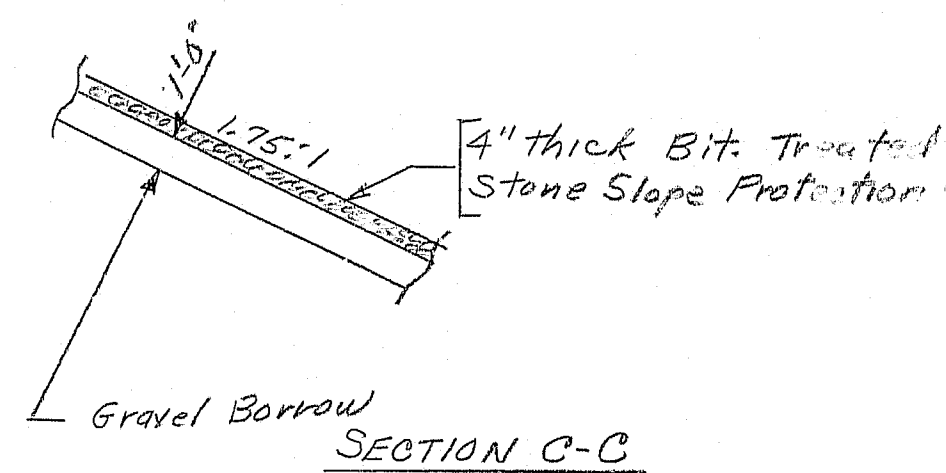
AUGUSTA, MAINE

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

BRIDGES 44-22-8710

NOTE:

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



PLAN	SECTION	DATE	BY	CHKD	APPD

107-140

CULVERTS TO BE INSTALLED			
	From	To	
36" x 152' Culvert Pipe Option III	Sta. 162+00.95 ~ 155' Lt.	Catch Basin #3	
36" x 152' Culvert Pipe Option III	Sta. 162+00.95 ~ 155' Lt.	Catch Basin #2	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Catch Basin #2	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #1	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Catch Basin #1	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #2	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #3	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #4	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #5	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #6	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #7	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #8	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #9	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #10	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #11	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #12	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #13	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #14	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #15	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #16	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #17	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #18	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #19	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #20	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #21	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #22	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #23	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #24	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #25	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #26	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #27	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #28	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #29	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #30	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #31	
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36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #33	
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36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #36	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #37	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #38	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #39	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #40	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #41	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #42	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #43	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #44	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #45	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #46	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #47	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #48	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #49	
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36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #53	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #54	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #55	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #56	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #57	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #58	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #59	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #60	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #61	
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36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #64	
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36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #66	
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36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #96	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #97	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #98	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #99	
36" x 152' Culvert Pipe Option III	Sta. 163+98 ~ 95' Rt.	Manhole #100	

NOTES
1. Cut and tee the two existing 12" culverts at Sta. 163+98 ~ 12' Lt. into the 18" culvert using 2-12" x 4' Culvert Pipe, Option III, 2-22 1/2" Elbow, and 2 Tees.

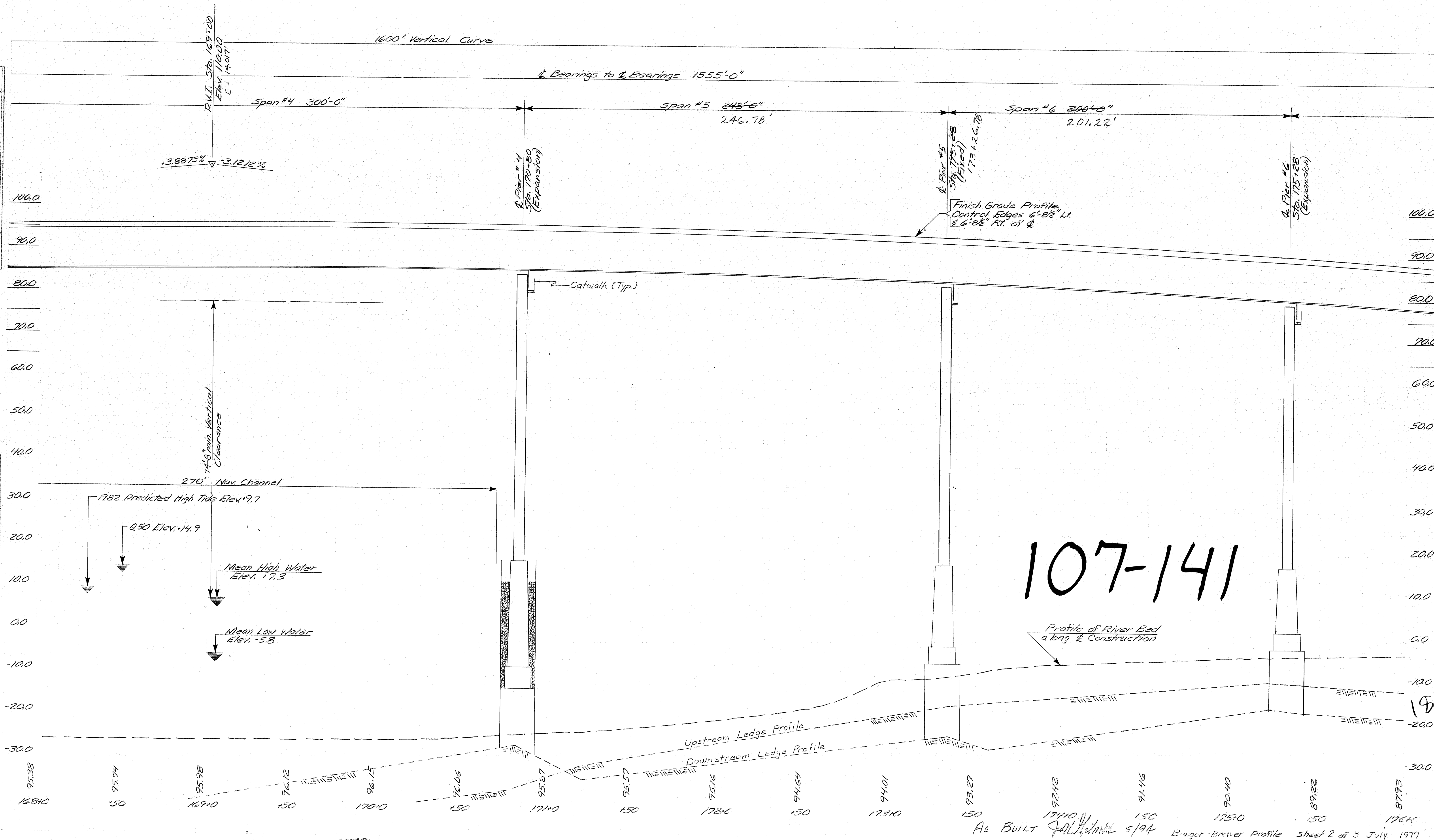
Note: Approximate ledge surface elevations for Pier #3 (Sta. 167+20) are -50.00 downstream and -53.00 upstream.

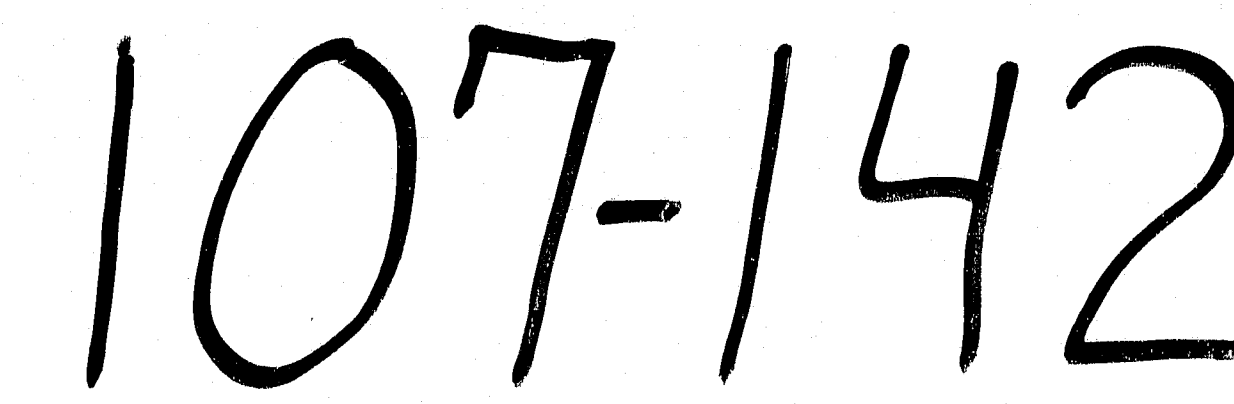
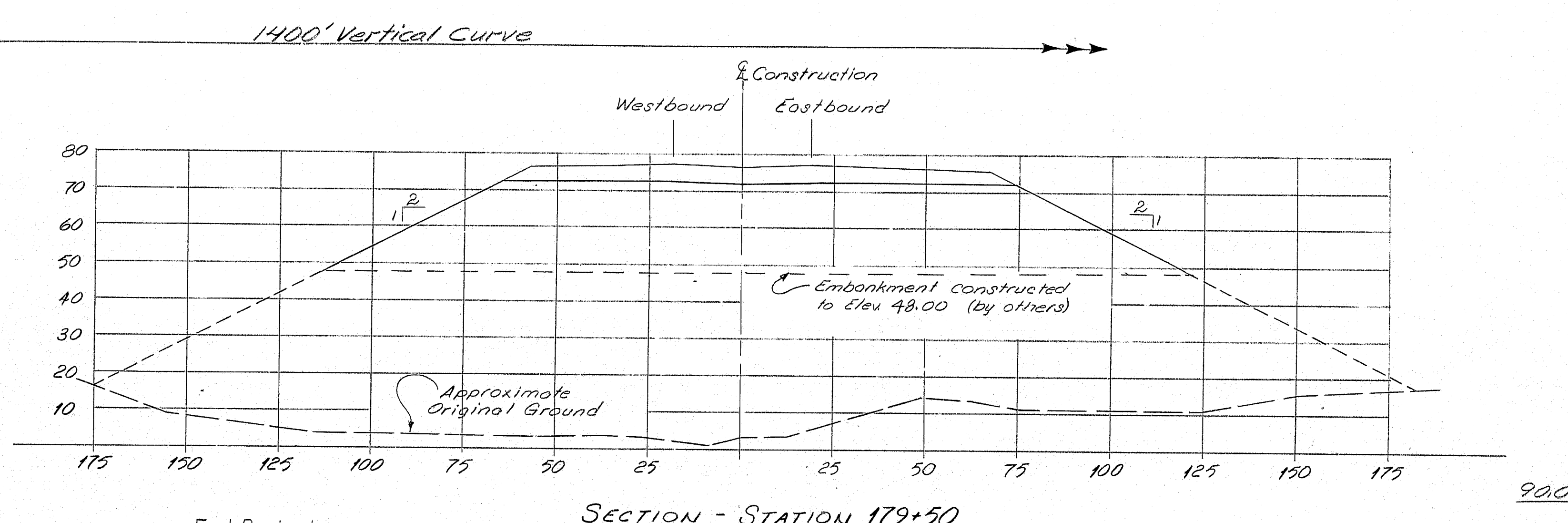
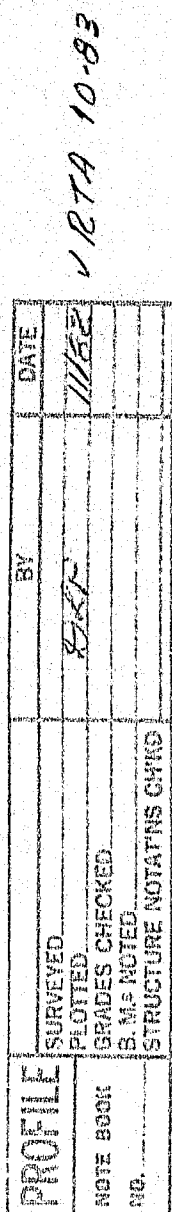
A. BUILT July 1977
Sheet 1 of 3 July 1977

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

PLAN	DATE	BY
DATE	10-83	ETA
BY		
CHECKED		
DESIGNED		
NOTED		
APPROVED		

PROFILE	DATE	BY
DATE	10-83	ETA
BY		
CHECKED		
DESIGNED		
NOTED		
APPROVED		

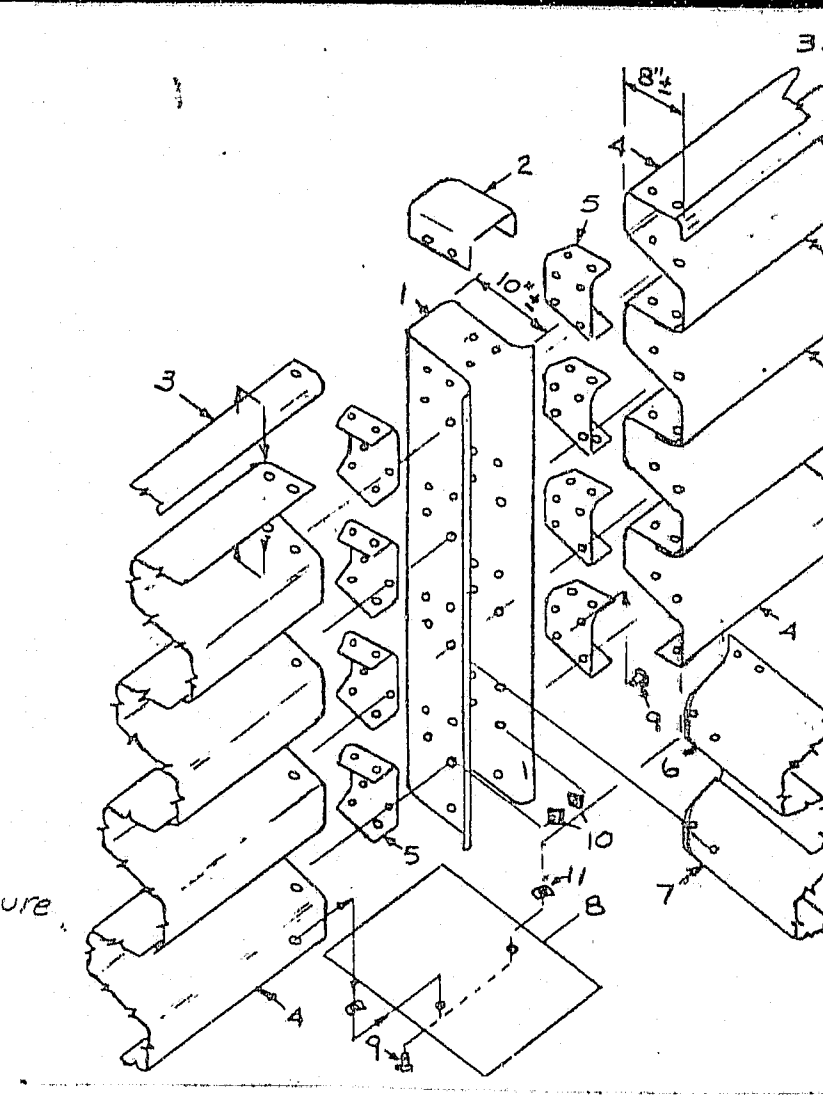
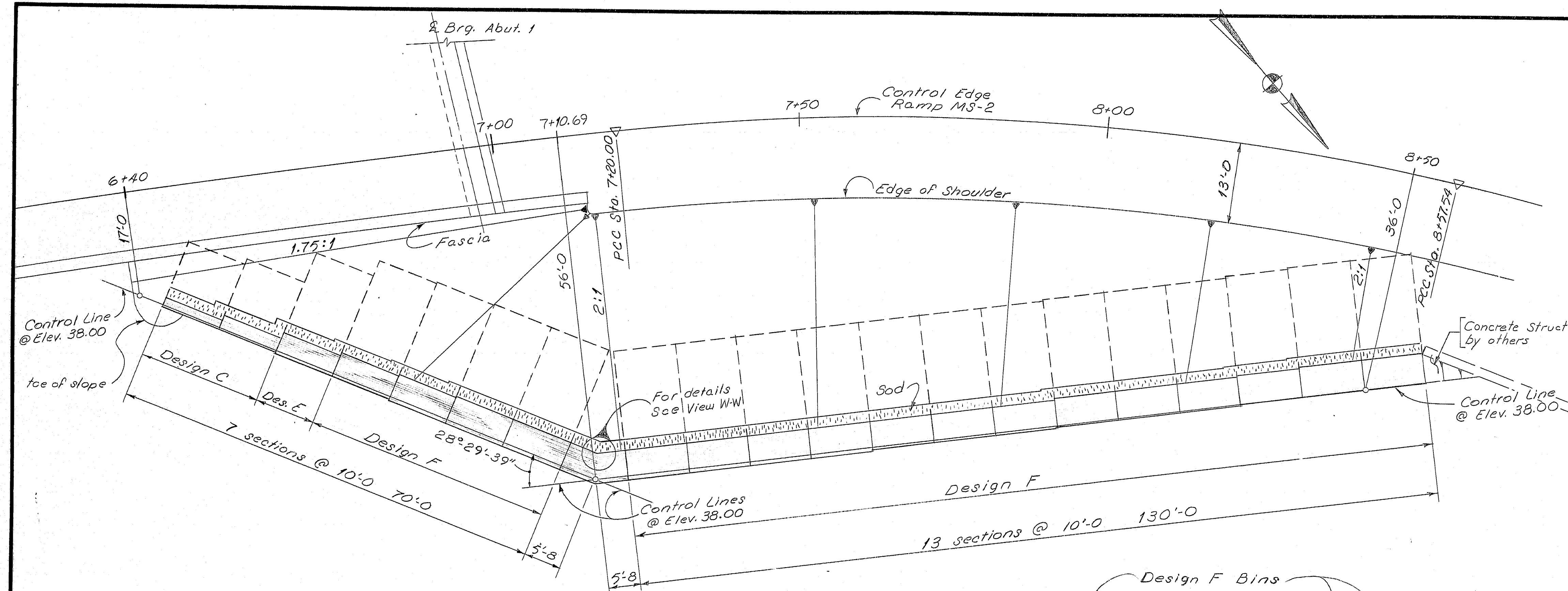




steep

+50 183+0 +50
Barner-Blemer Profile sheet 3 of 3 July 1979

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



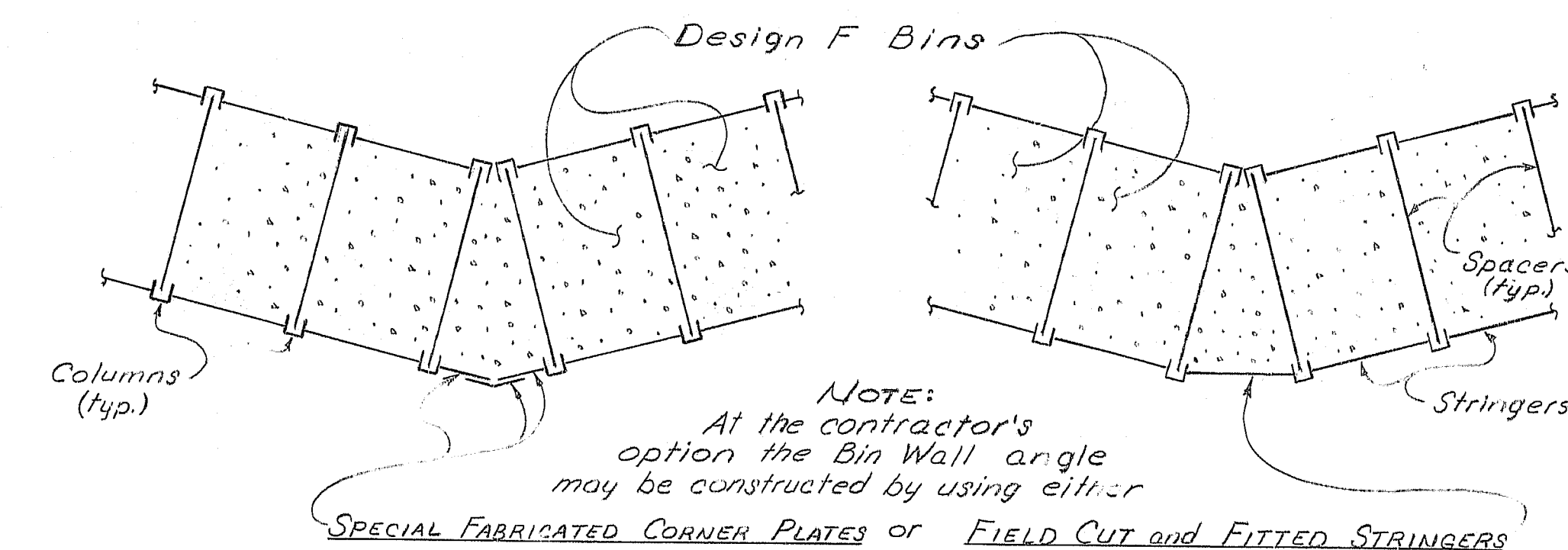
NOTE:
The exploded view is the front panel joint of the steel bin-type retaining wall as seen from the rear. Other wall member configurations may be used if they are of equal strength and approved by the Engineer. See the Parts List.

For co-ordination requirements see note 6 sheet 2.

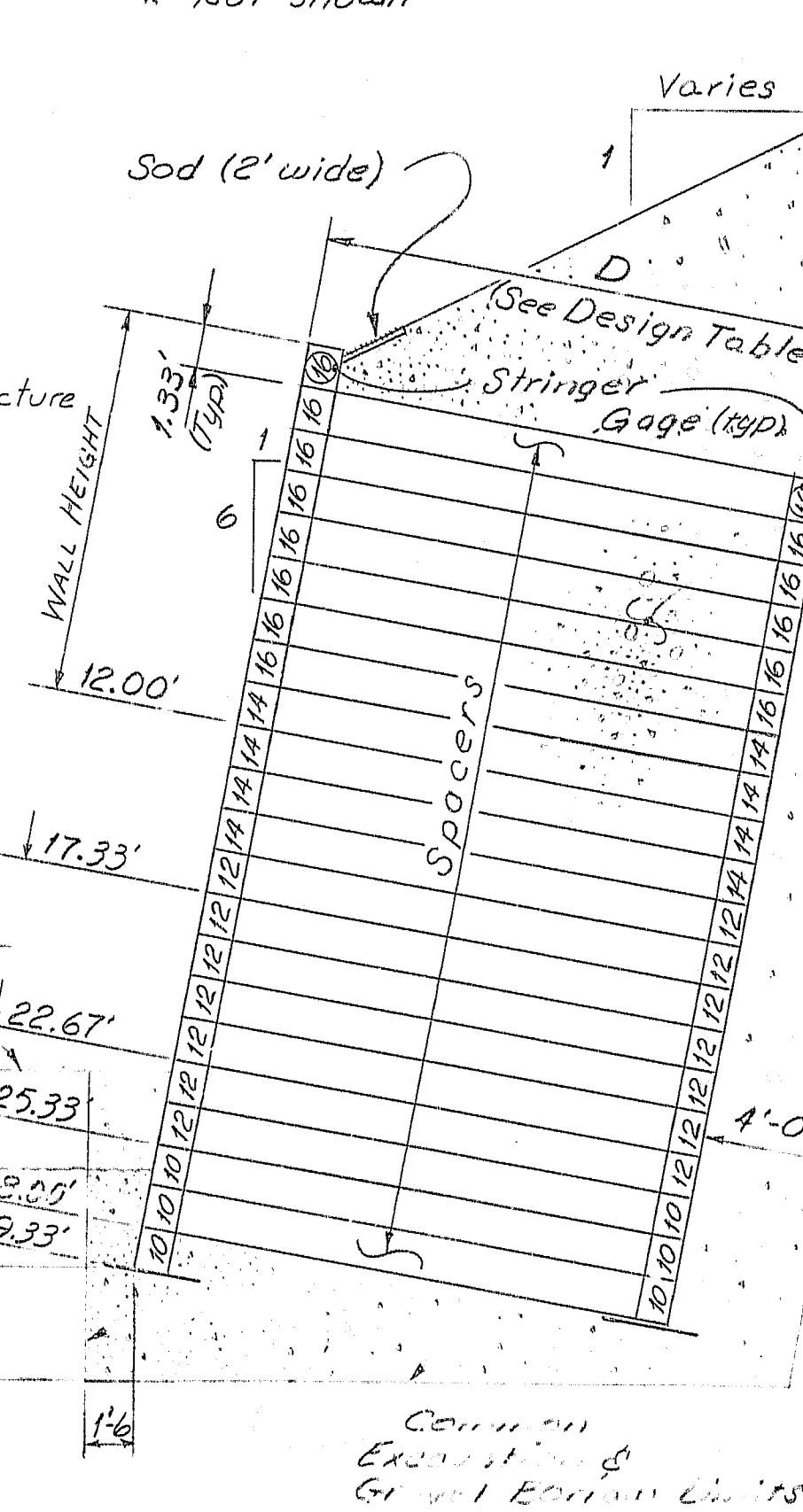
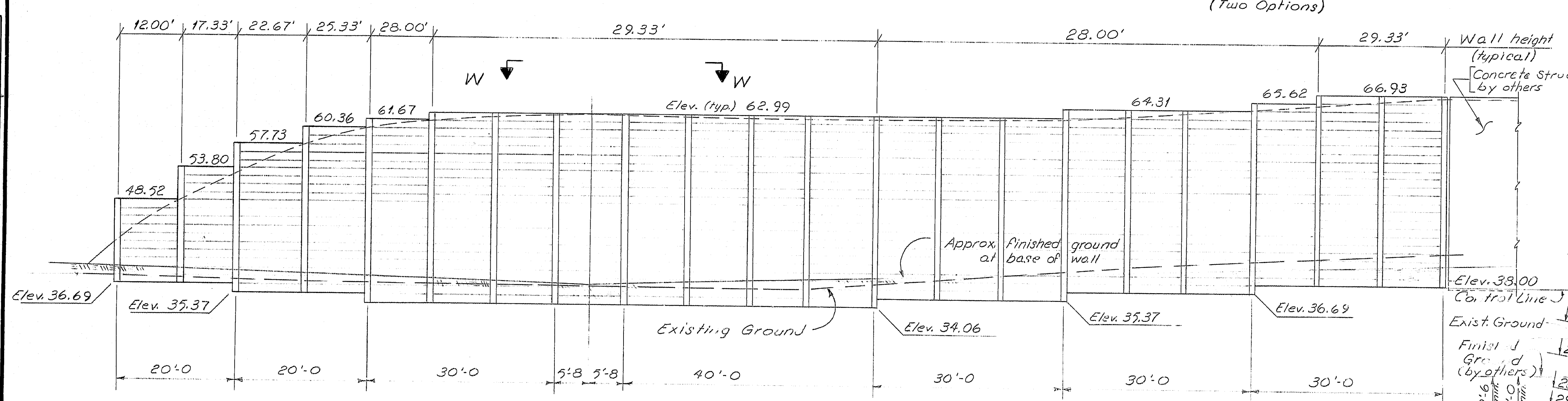
For retaining wall options see note 7 sheet 2.

BIN WALL DETAIL
(EXPLODED VIEW)

PARTS LIST			
Unit	Name	Gage	Description
1	Column	8	Vertical member connecting all other units.
2	Column Cap	12	Cover for front column.
3	Stringer Stiffener	8	Top flange protector.
4	Stringer	see typ. section	Horizontal longitudinal member in front and rear walls.
5	Connecting Panel	8	Connector for attaching stringers to columns.
6	Spacer	see des. table	Transverse members that separate the front and rear columns.
7	Bottom Spacer		Special bottom transverse member.
8	Base Plate	1	Installation plate on which the column rests.
*	Column Splice	10	Connects columns for higher walls.
*	Split Column	8	Connects rear stringer of thinner wall to spacers of thicker wall.
9	1 1/2" x 8" bolts		
10	3/8" nuts		
11	3/8" spring nuts		
* Not shown			



VIEW W-W
(Two Options)



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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

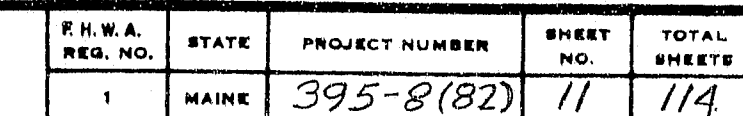
BIN WALL DETAILS

AUGUSTA, MAINE Sept. 1982

107-143

PROJECT DESIGN ENGINEER	DATE
BY	3-83
DESIGN - DETAIL	3-83
CHECKED	3-83
REVISIONS	
FIELD CHANGES	

BUILDING 44-132 457101



PROJECT DESIGN ENGINEER <i>Stuckler</i>	BY	DATE
DESIGN - DETAILED	<i>M.E.R.</i>	<i>5/82</i>
CHECKED	<i>J. Moore</i>	<i>Aug. 1983</i>
REVISIONS		
REV.		

PLANS

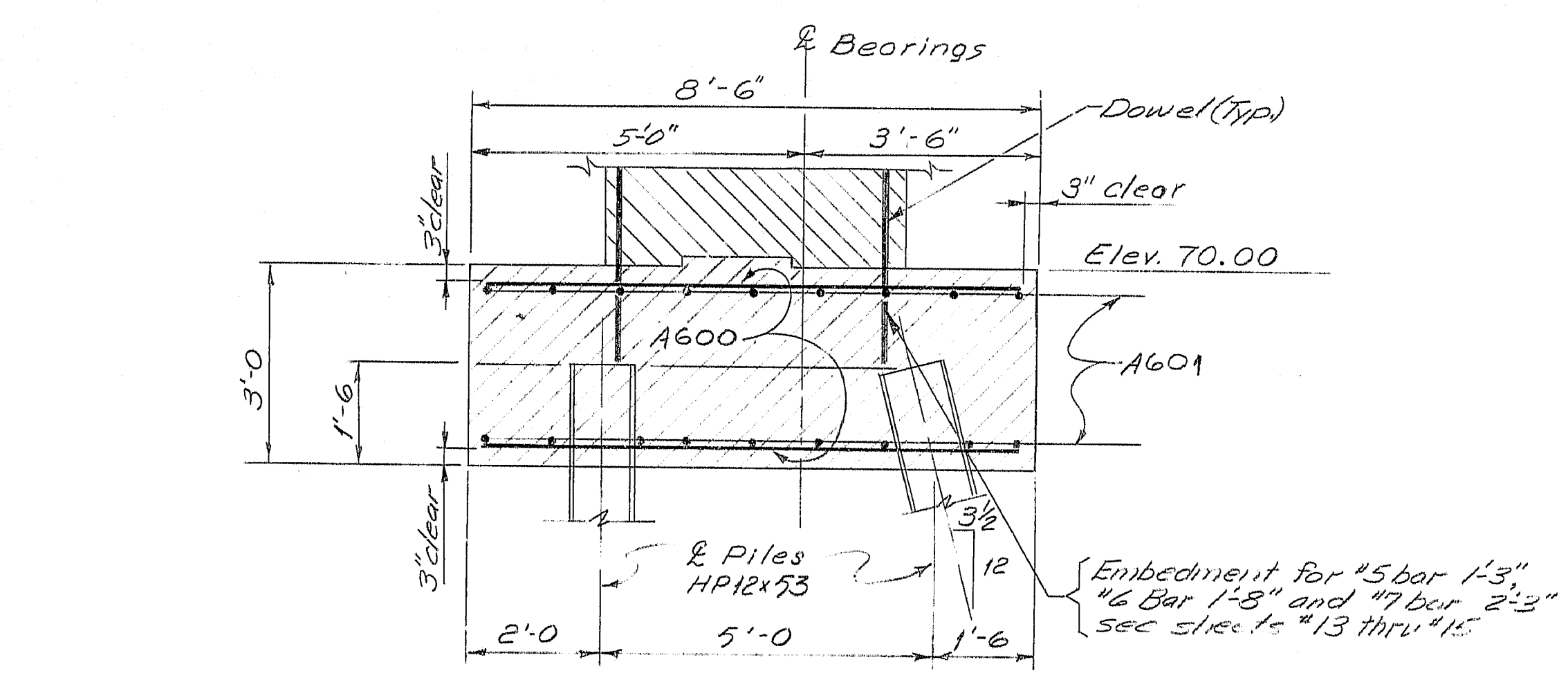
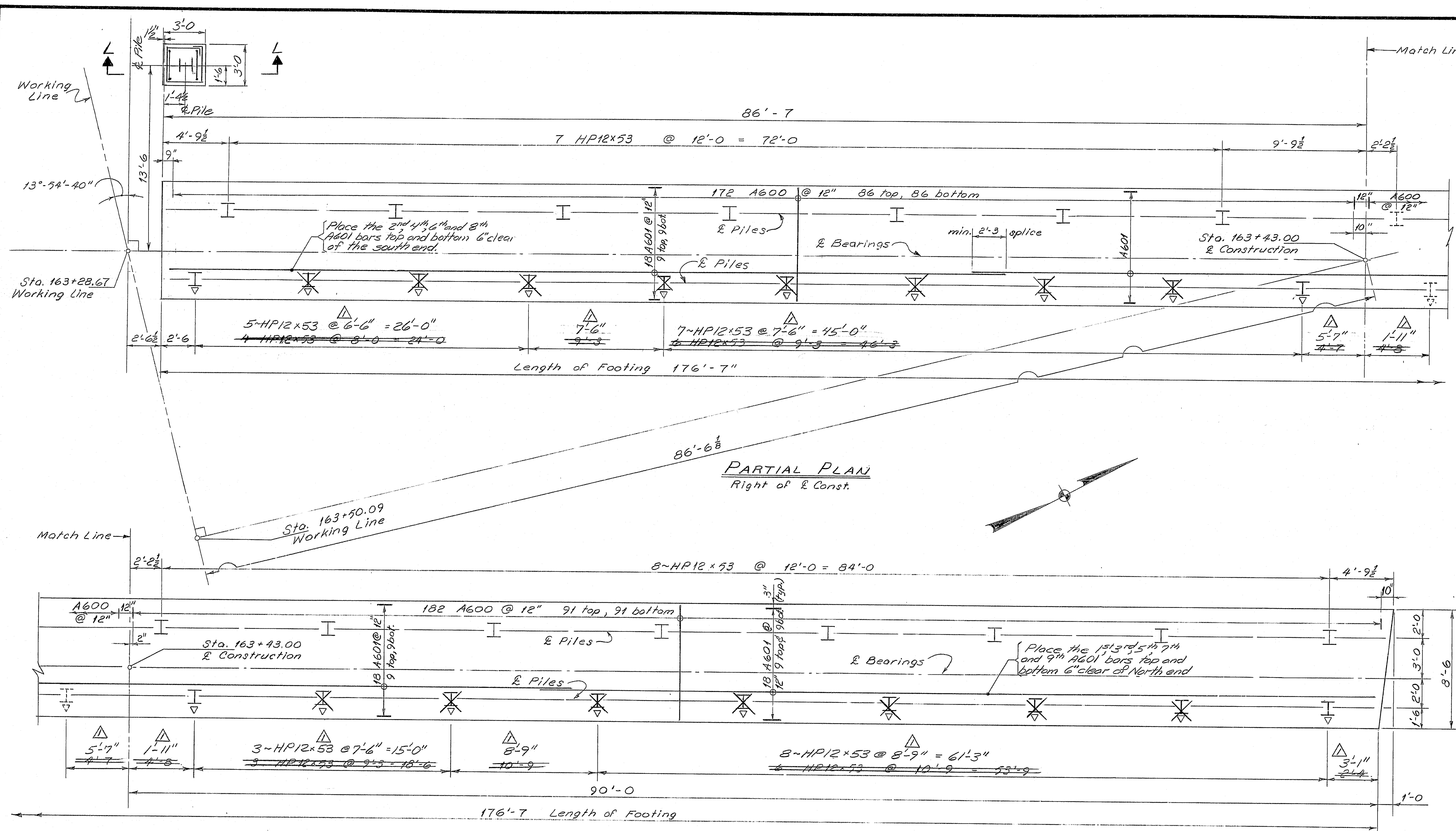
LIBRIRIA 44-122 4EVO.

107-144

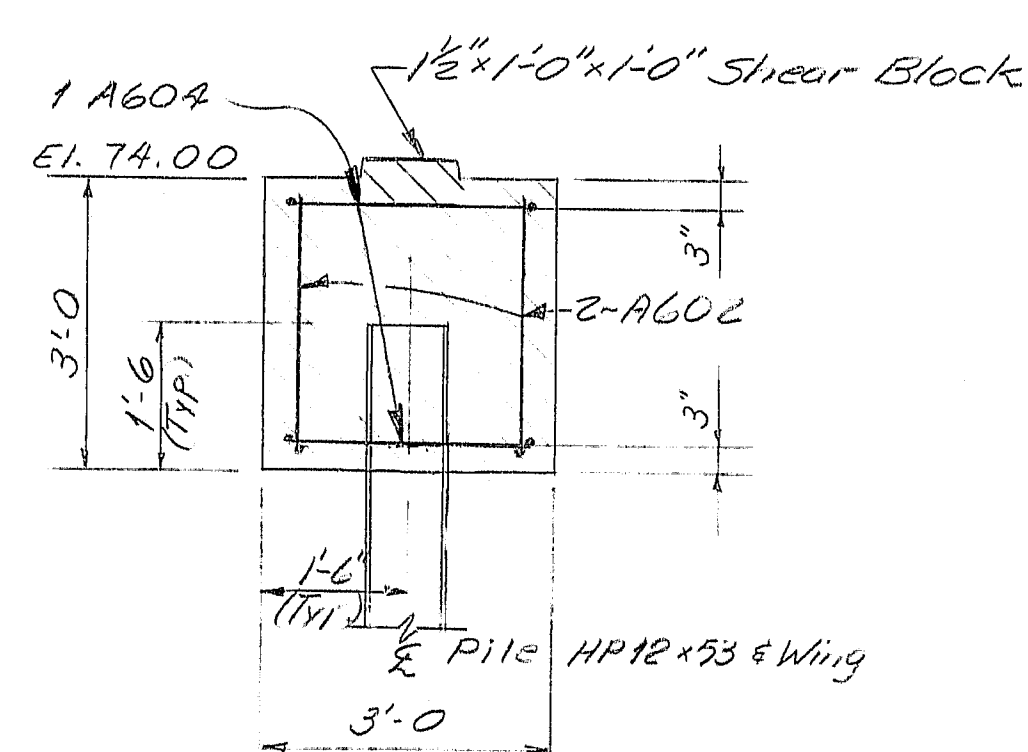
Revision	Date	STATE OF MAINE DEPARTMENT OF TRANSPORTATION I-395 BRIDGE OVER PENOBSCOT RIVER BANGOR - BREWER PENOBSCOT COUNTY SUBSTRUCTURE LAYOUT AUGUSTA, MAINE Sept. 1985
Δ station change	4-9-84	

As Buirt J. M. M. M. M. 5/94

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



PARTIAL PLAN
Left of Const.



SECTION L-L

ABUT. ~ PILE NOTES

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

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

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

107-145

Revision: Δ Pile Spacing re-used for 15,000 p.s.i. Date: 11-5-84

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

ABUTMENT 1 FOOTING

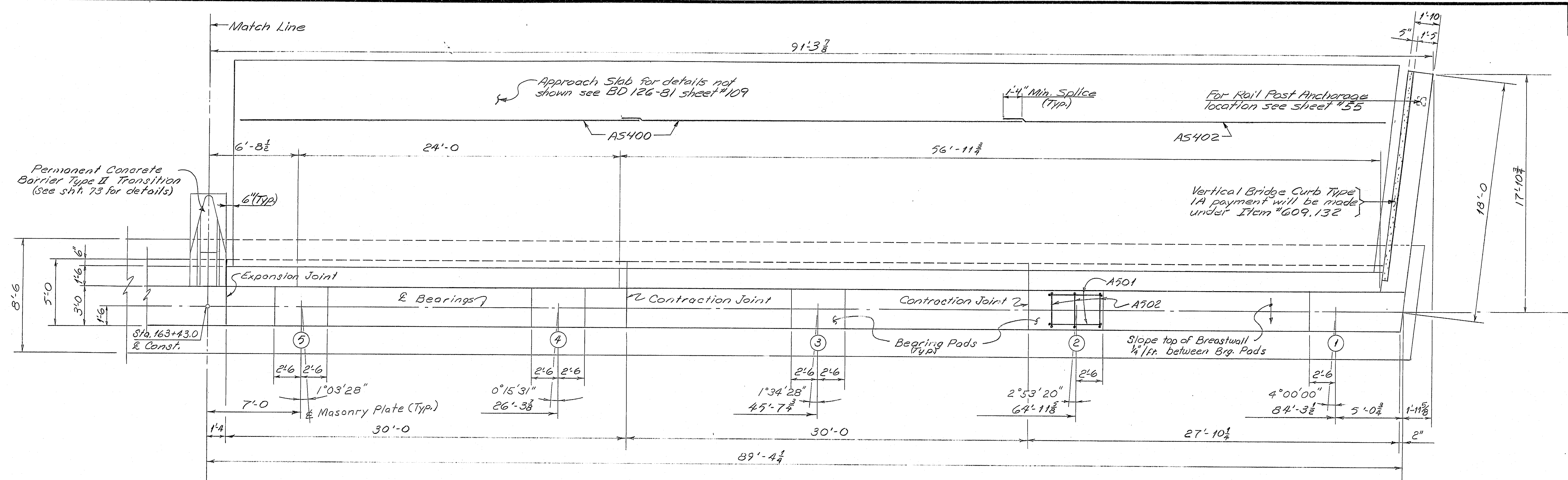
AUGUST, MAINE 5-17 1983

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

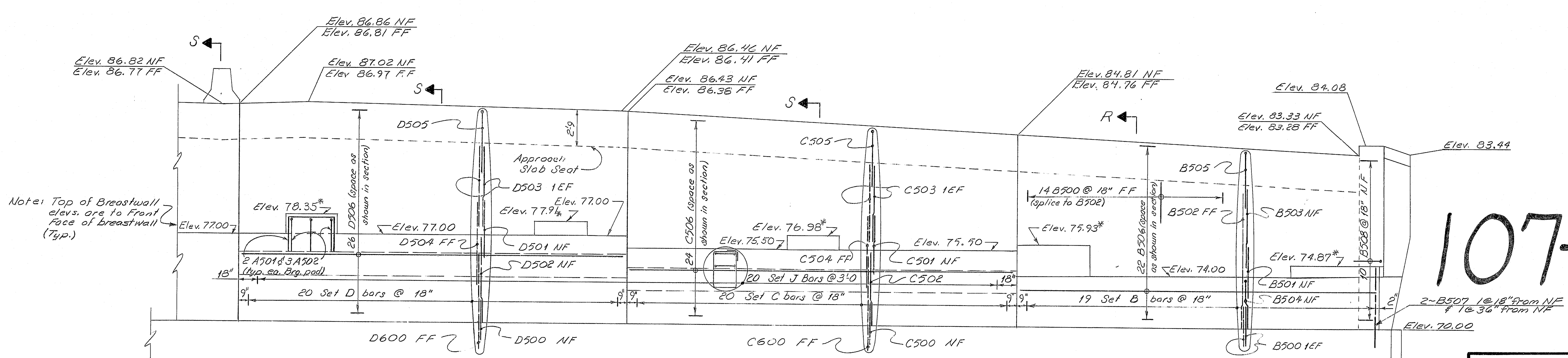
BRUNING 44132 2/1/83

As BUILT Pile Spacing 5/104 S.C.C.

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



ABUTMENT 1 PARTIAL PLAN
Left of R Const.



ABUTMENT 1 PARTIAL ELEVATION
Left of R Construction

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

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

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

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

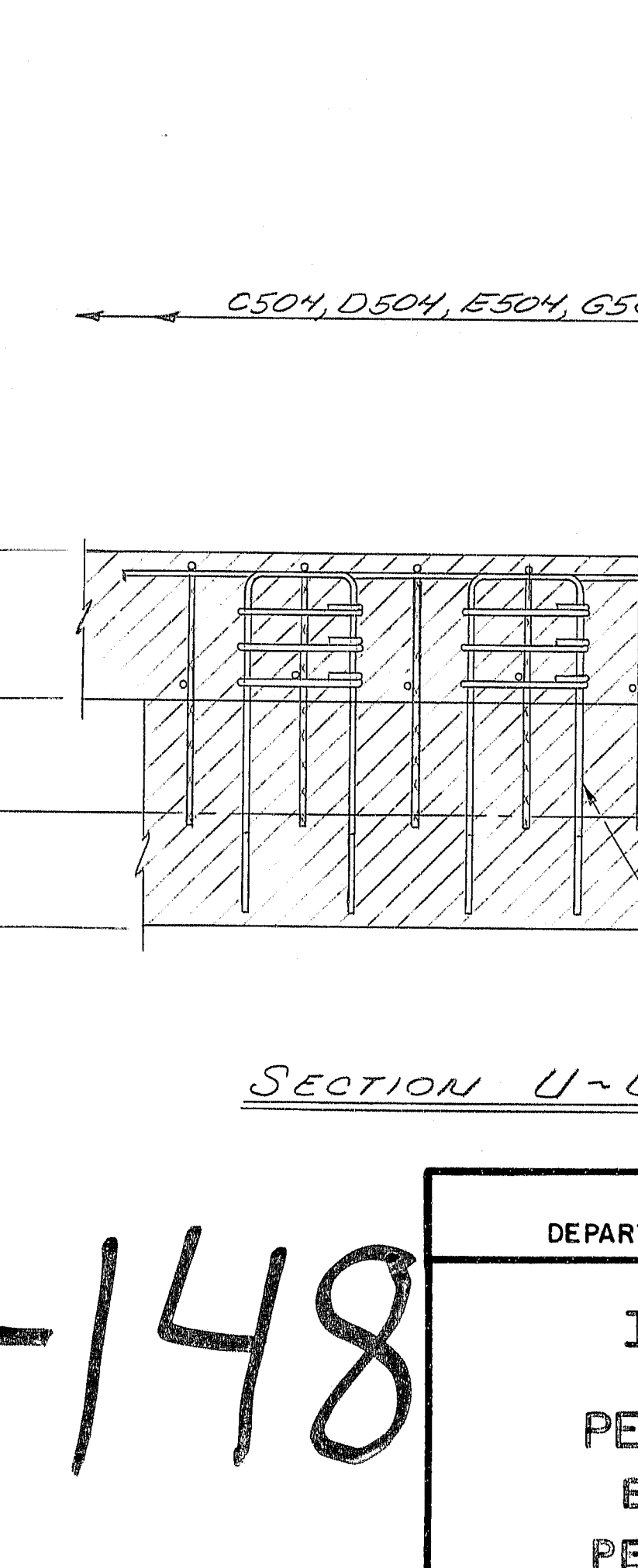
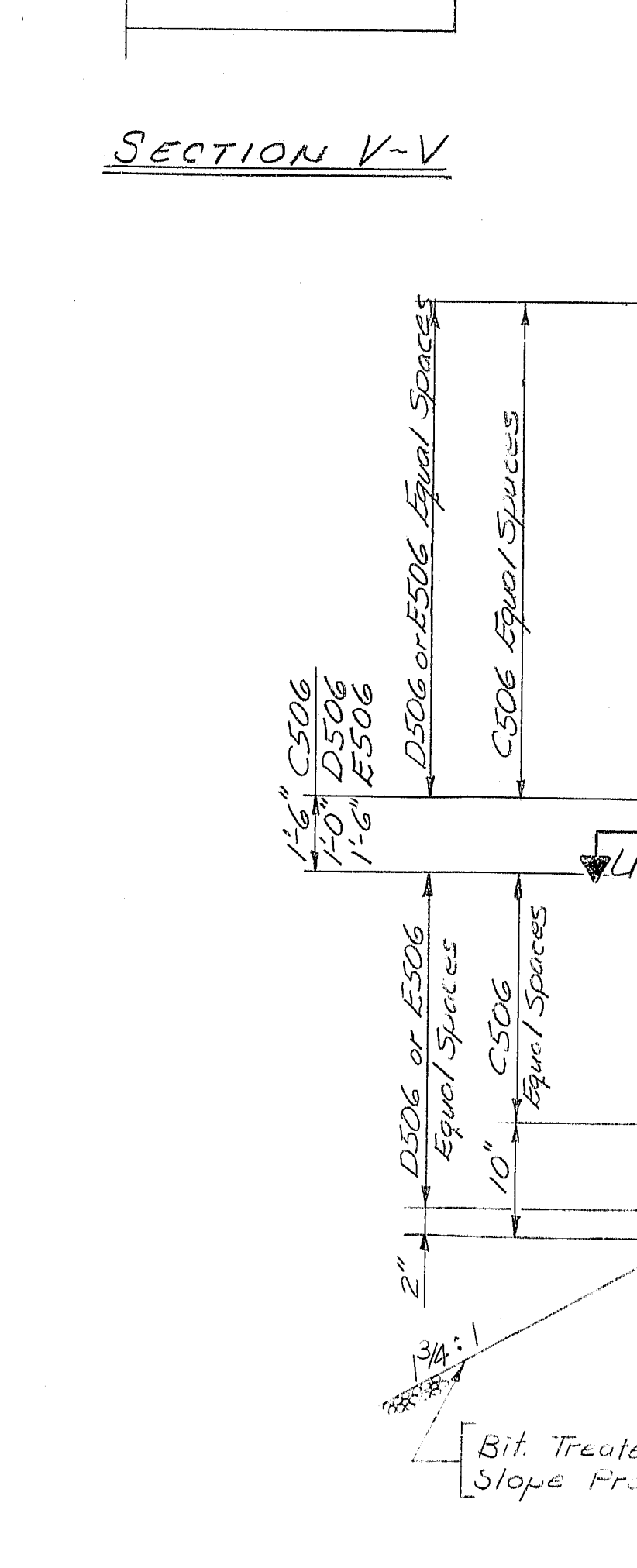
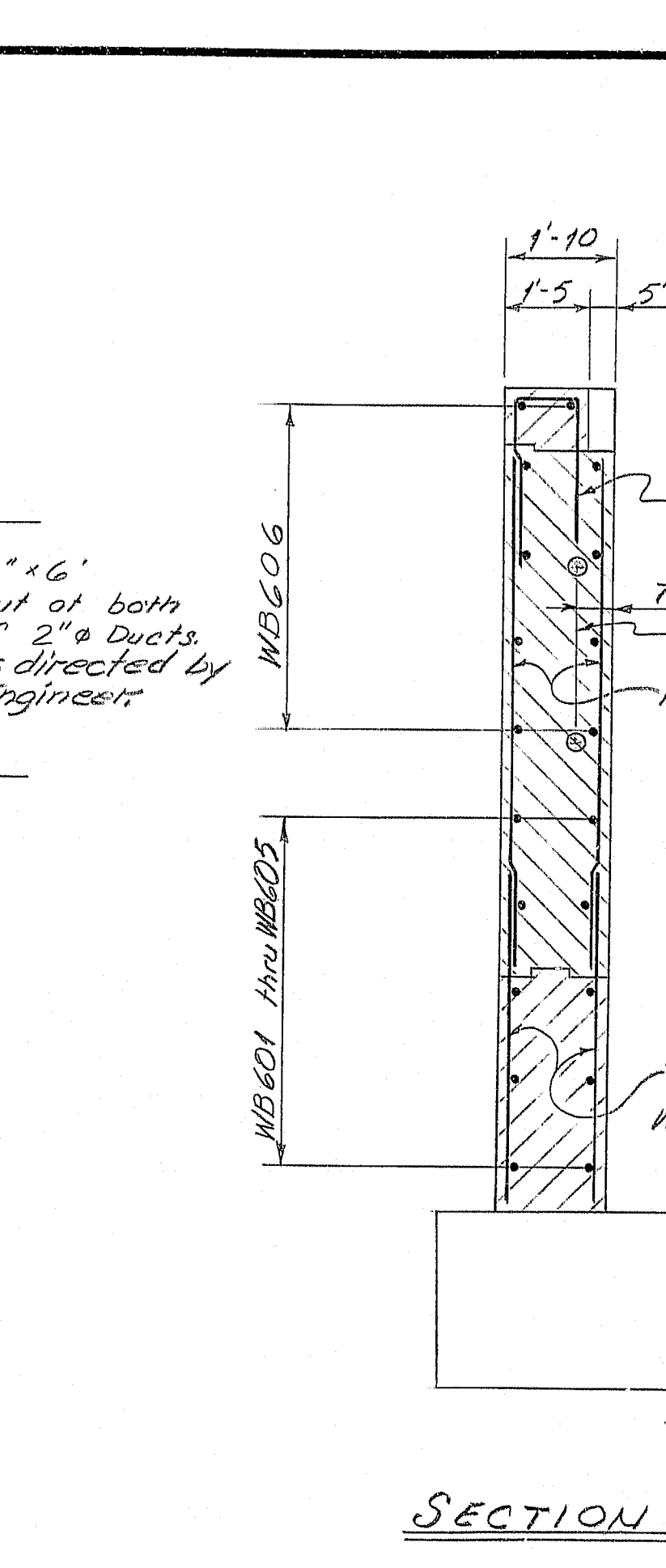
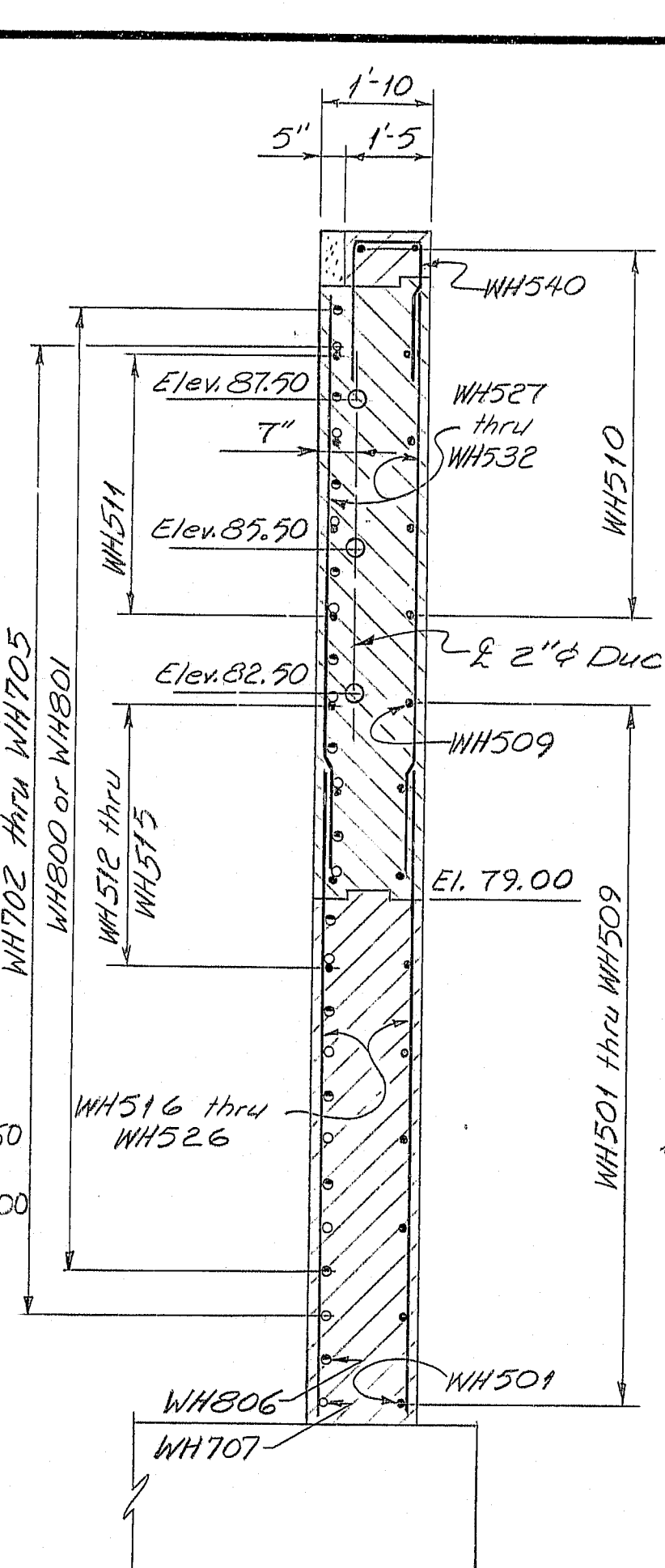
ABUTMENT 1 PLAN & ELEVATION

AUGUSTA, MAINE Sept. 1983

PROJECT DESIGN ENGINEER: J. G. G. 10-28-83 B.T.A.
DESIGN-DETAILED: J. G. G. 1/83
CHECKED: J. G. G. 1/83
PLANS
FIELD CHANGES

BRUNING 44132 45716-1

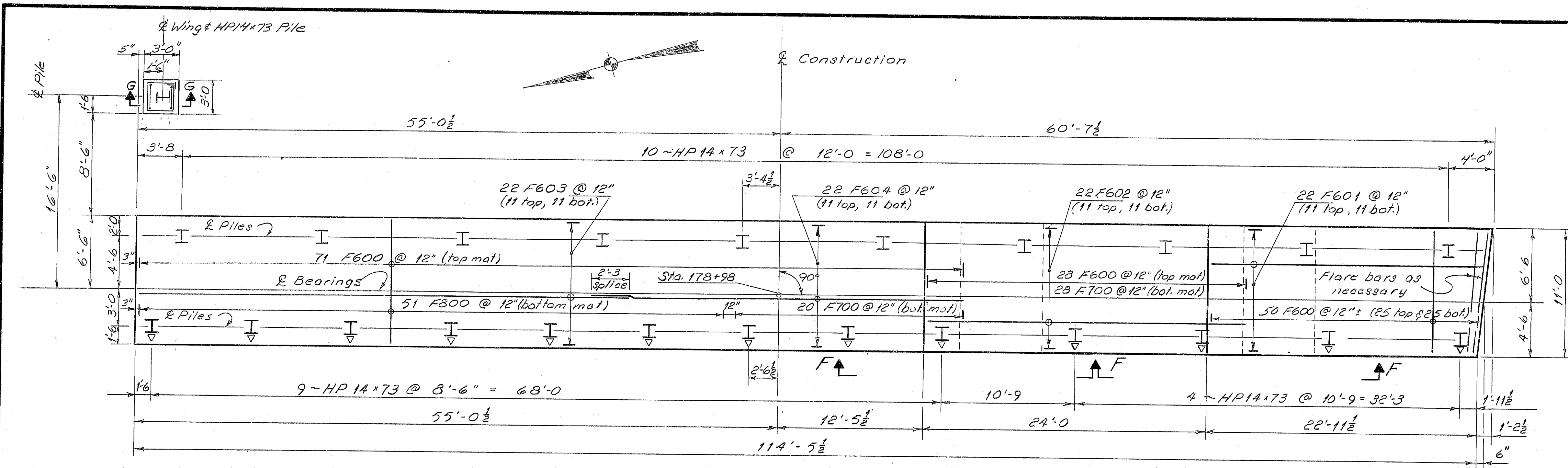
As Built 5/19/94 Steel

[illegible][illegible]

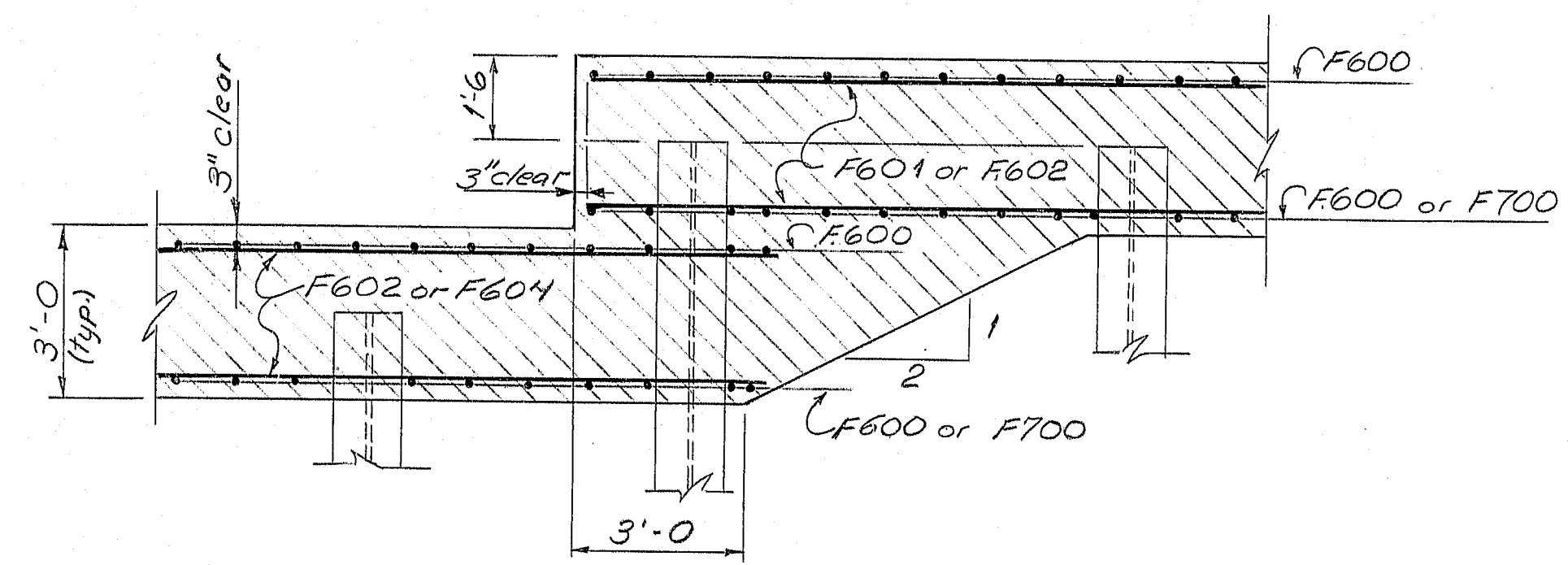
107-148

12 BUILT *Fuller* 5/94 *Steel*

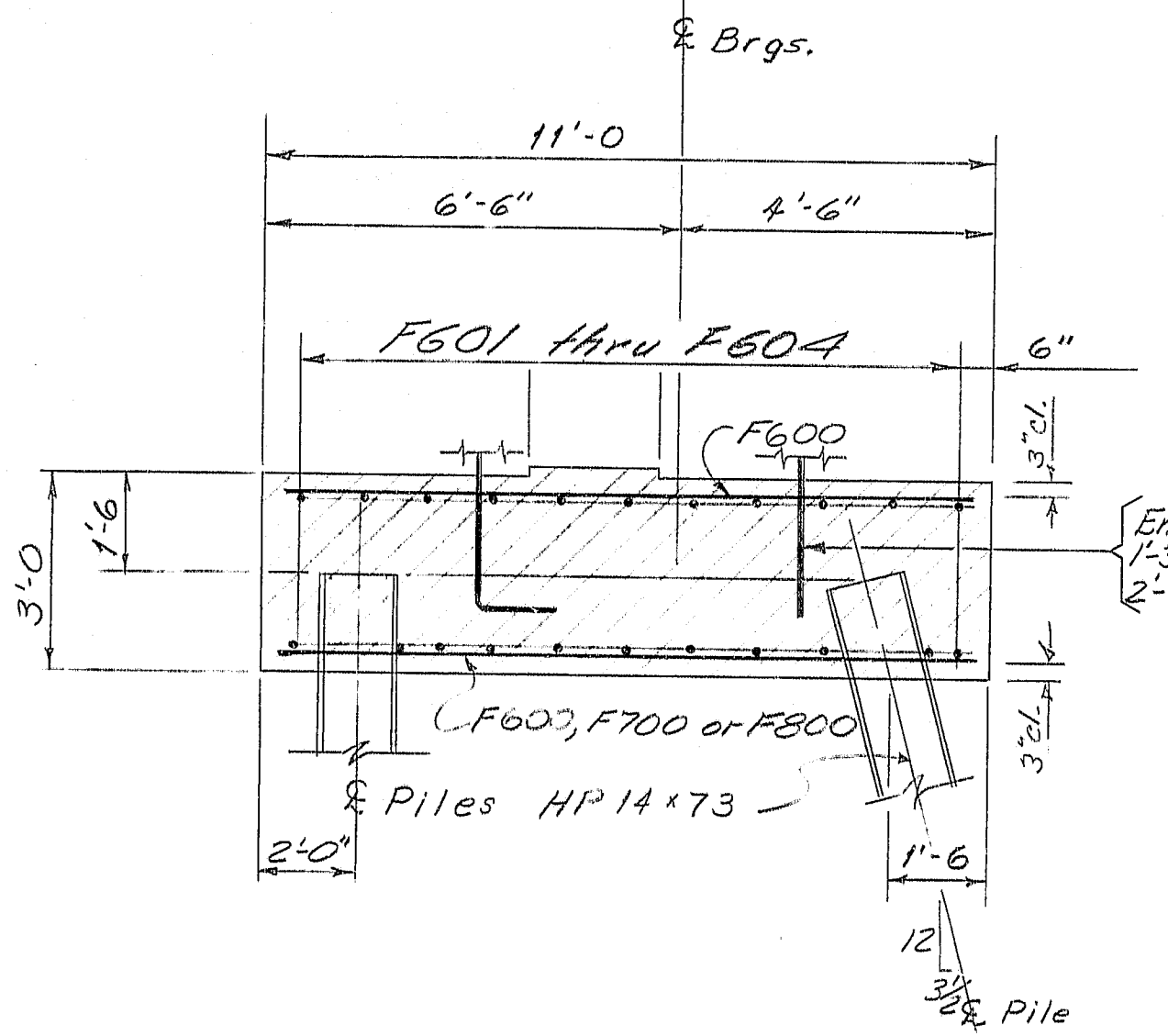
F.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(82)	16	114



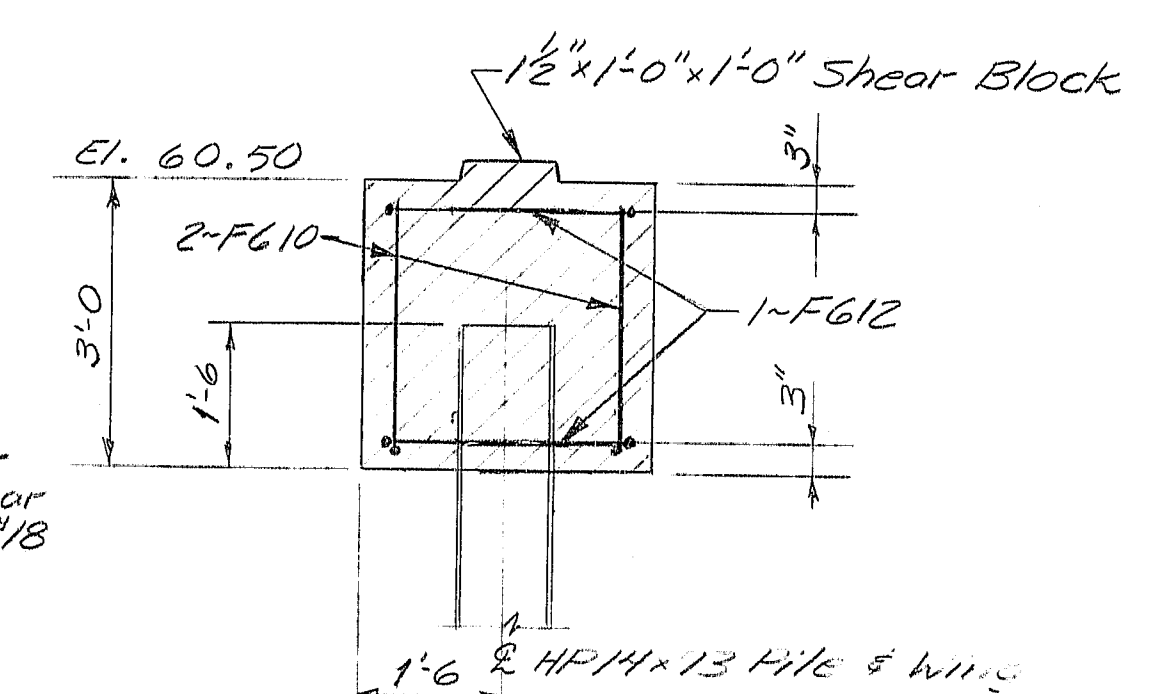
FOOTING PLAN



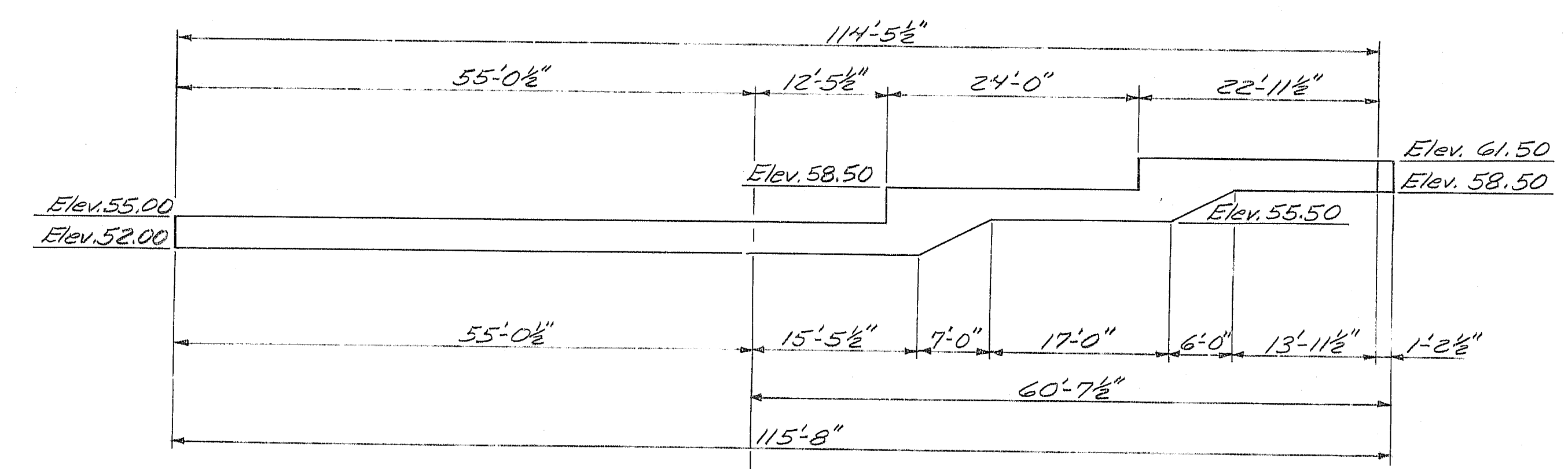
VIEW FF



TYPICAL FOOTING SECTION



SECTION G-G



ELEVATION

107-149
REFERENCE:
Pile Notes - see sheet 12

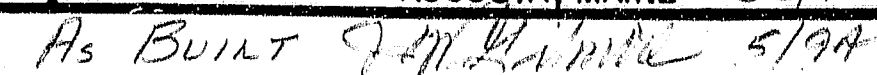
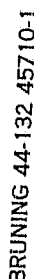
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

ABUTMENT 2 FOOTING

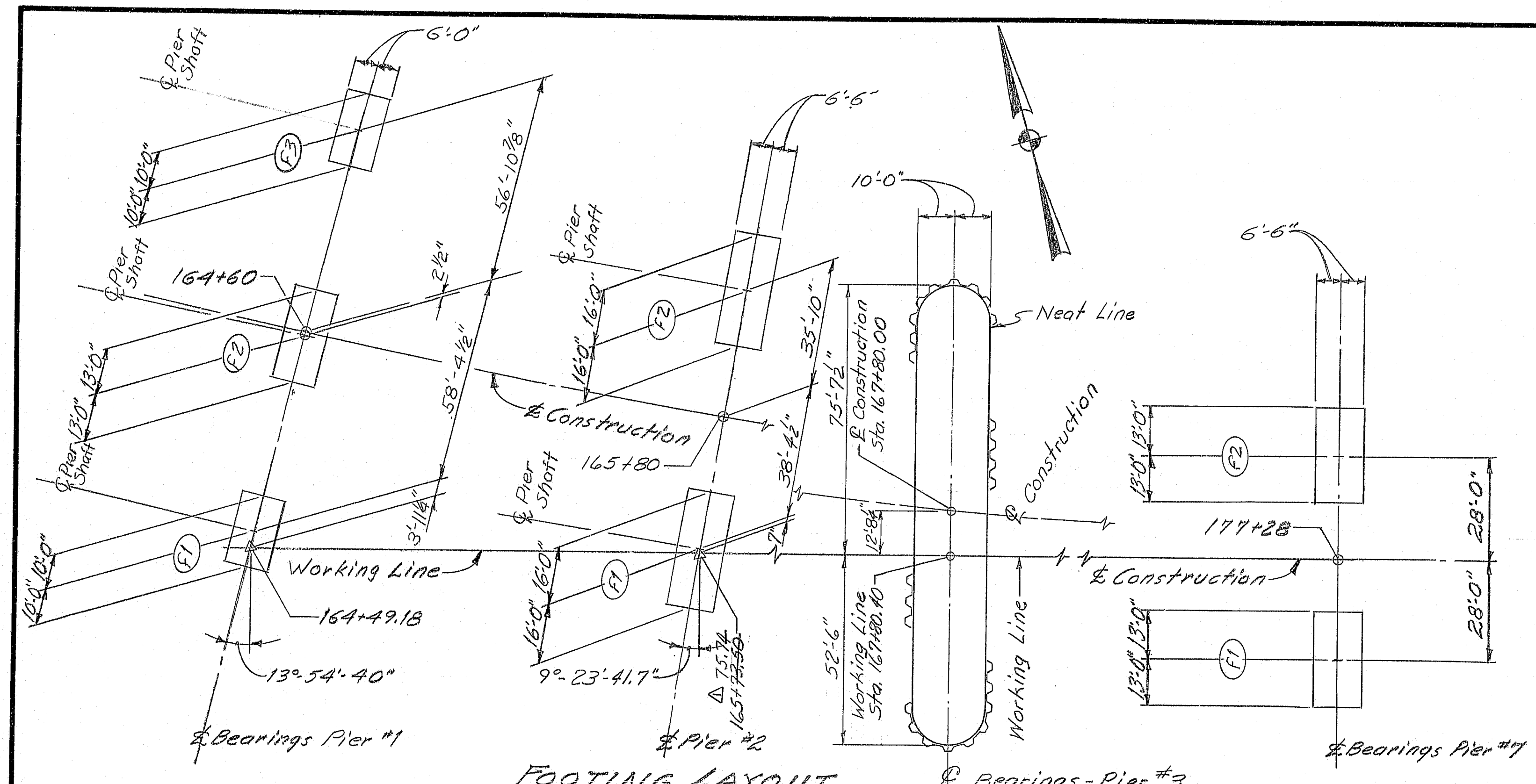
AUGUSTA, MAINE Sept 1984
As BUILT 7/11/94

PROJECT DESIGN ENGINEER: J. K. L. BY: J. K. L. DATE: 8-83
DESIGN - DETAIL: J. K. L. CHECKED: J. K. L. REVISIONS: 10/83
PLANS
FIELD CHANGES: 10/83
BRUNING 44132 457101



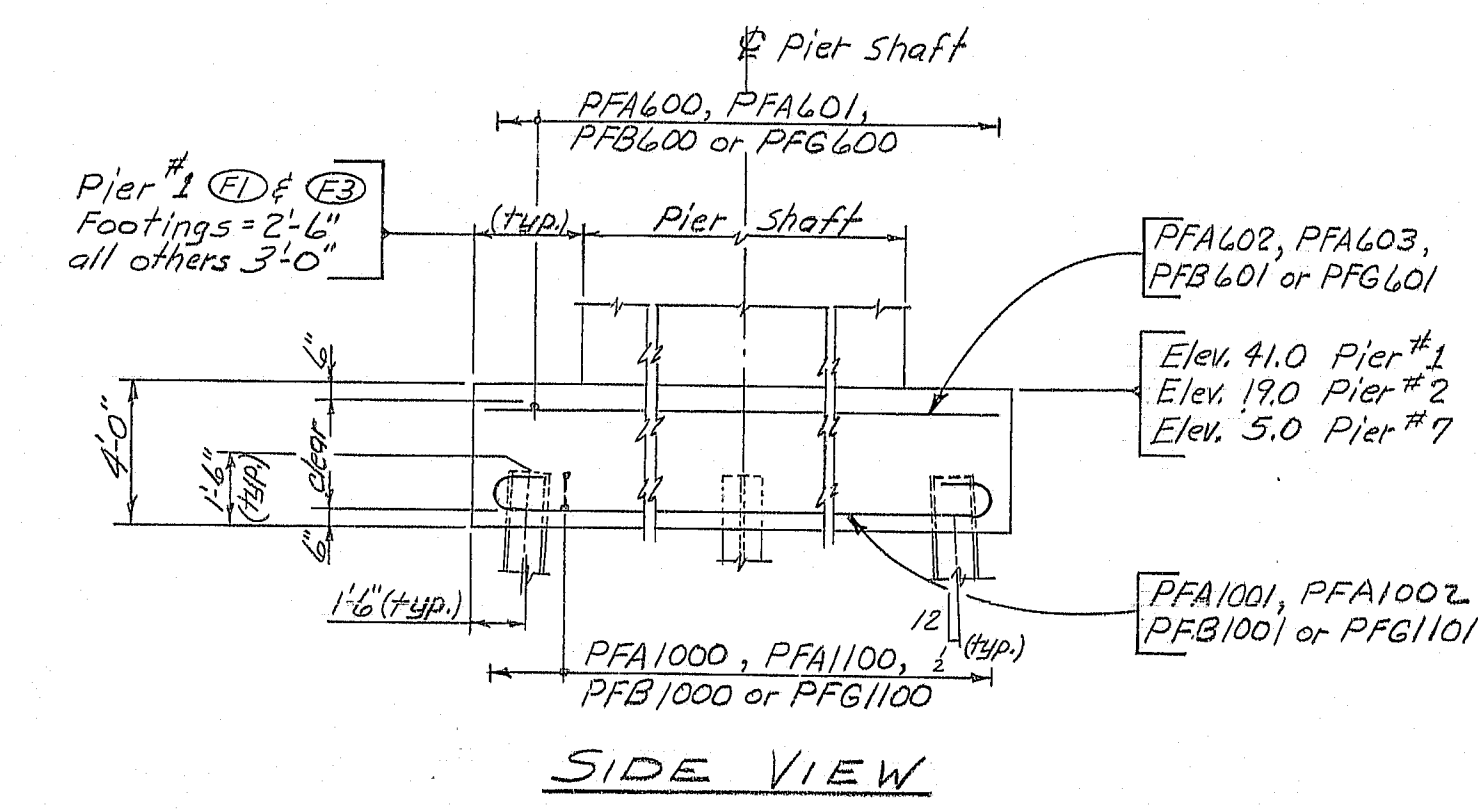
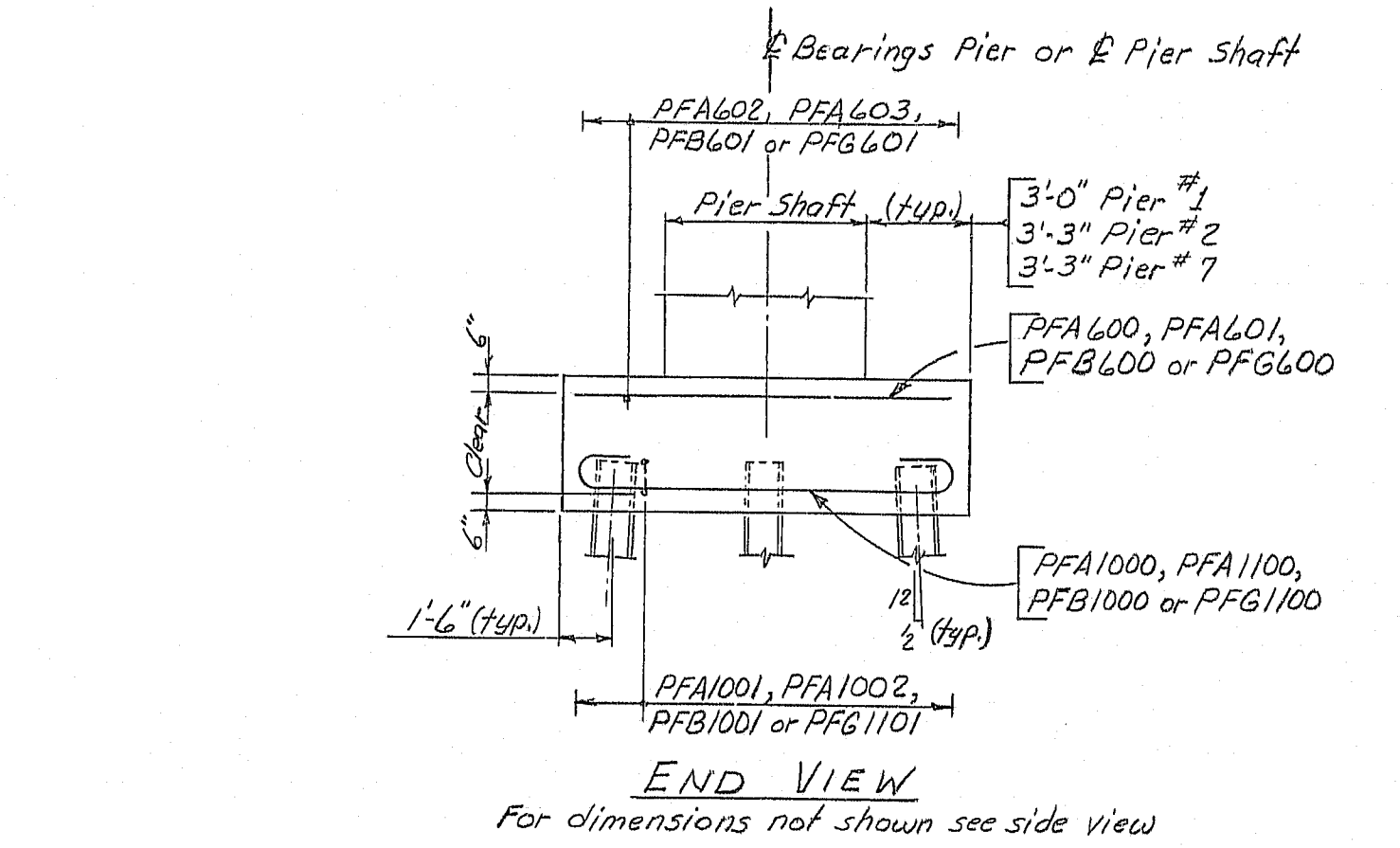
As BUILT 9/11/94

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



**FOOTING LAYOUT
PIERS #1, 2, 3 & 7**

Pier #2 Footings F1 & F2 are identical and Pier #7 Footings F1 & F2 are identical except for the pile lengths.

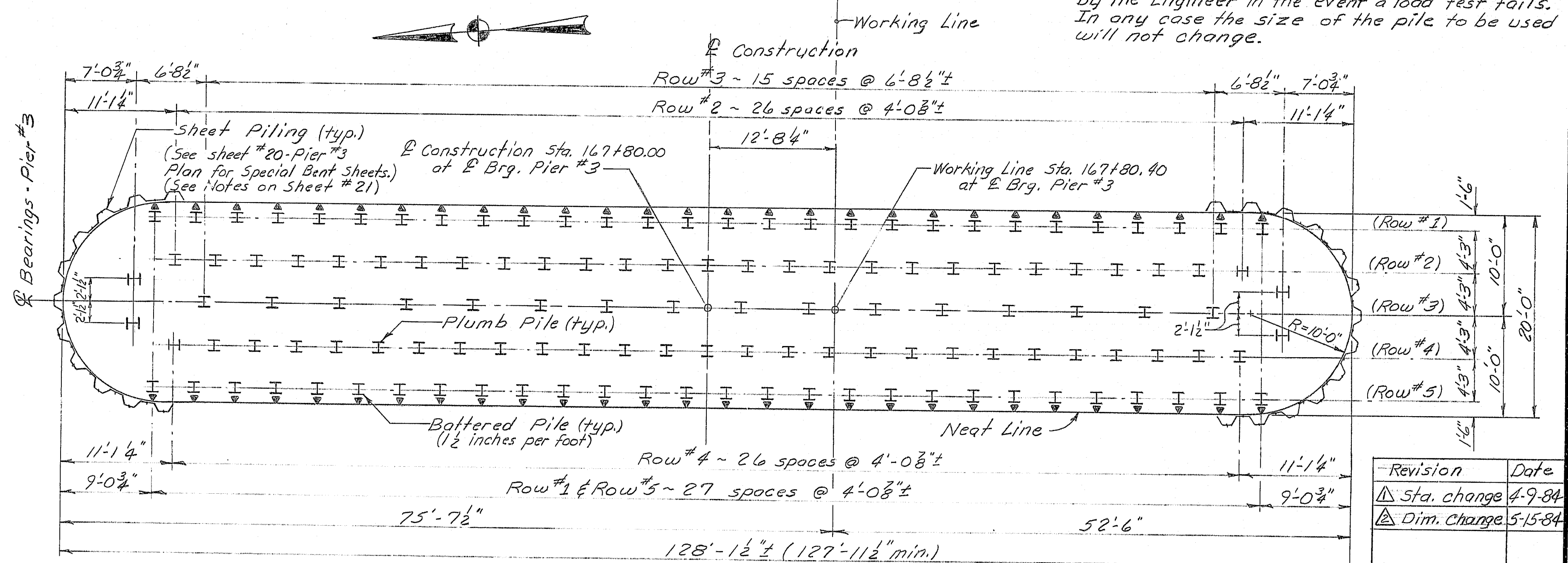
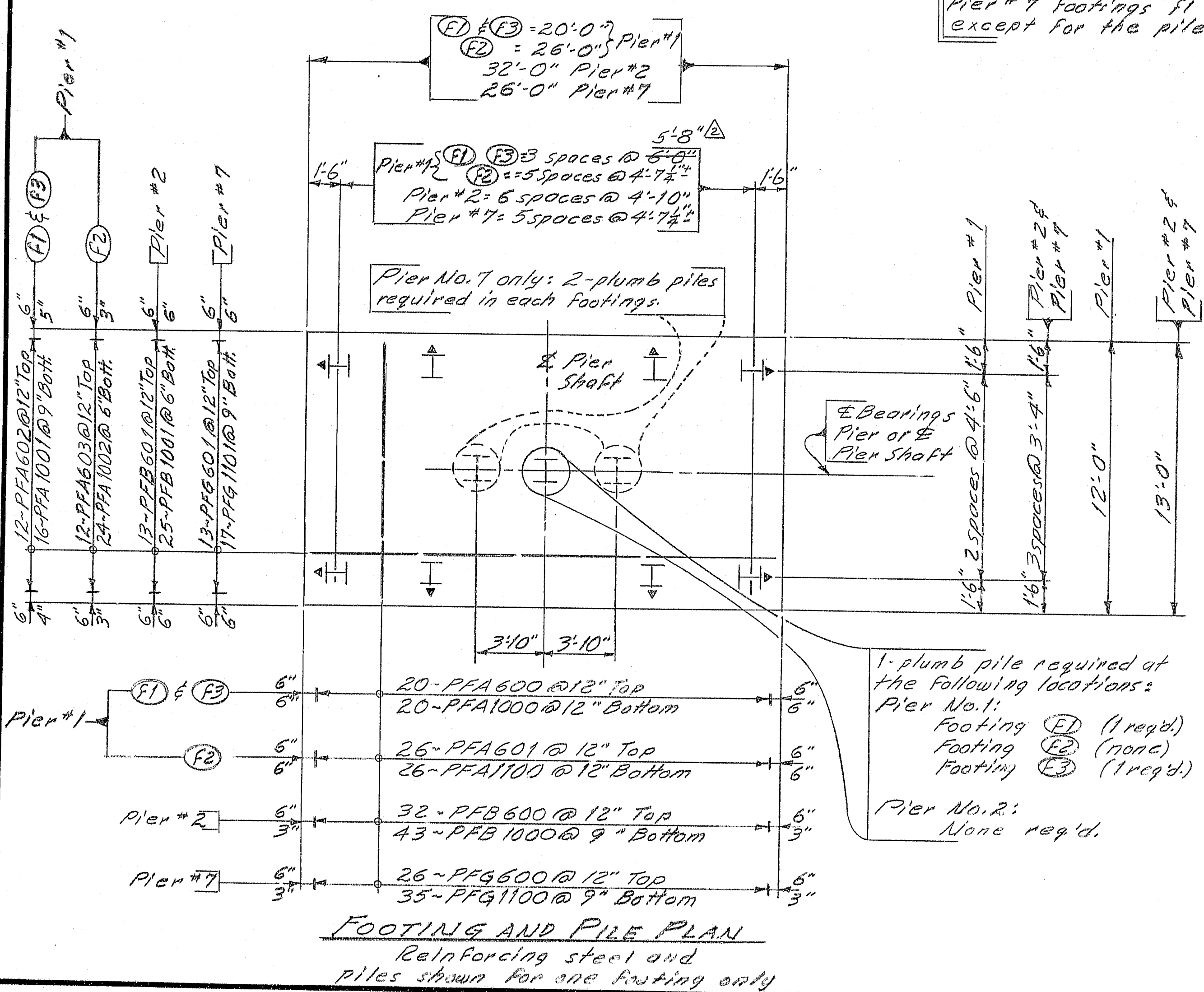


PIER - PILE NOTES

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

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

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



PIER #3 - SEAL AND PILE PLAN
(Piles extend into Distribution Slab, See Pier #3 Elevation, Sht. #20 & 21.)

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

For details not shown see standard detail sheet BD127-81

Revision	Date
1	Sta. change 4-9-84
2	Dim. change 5-15-84

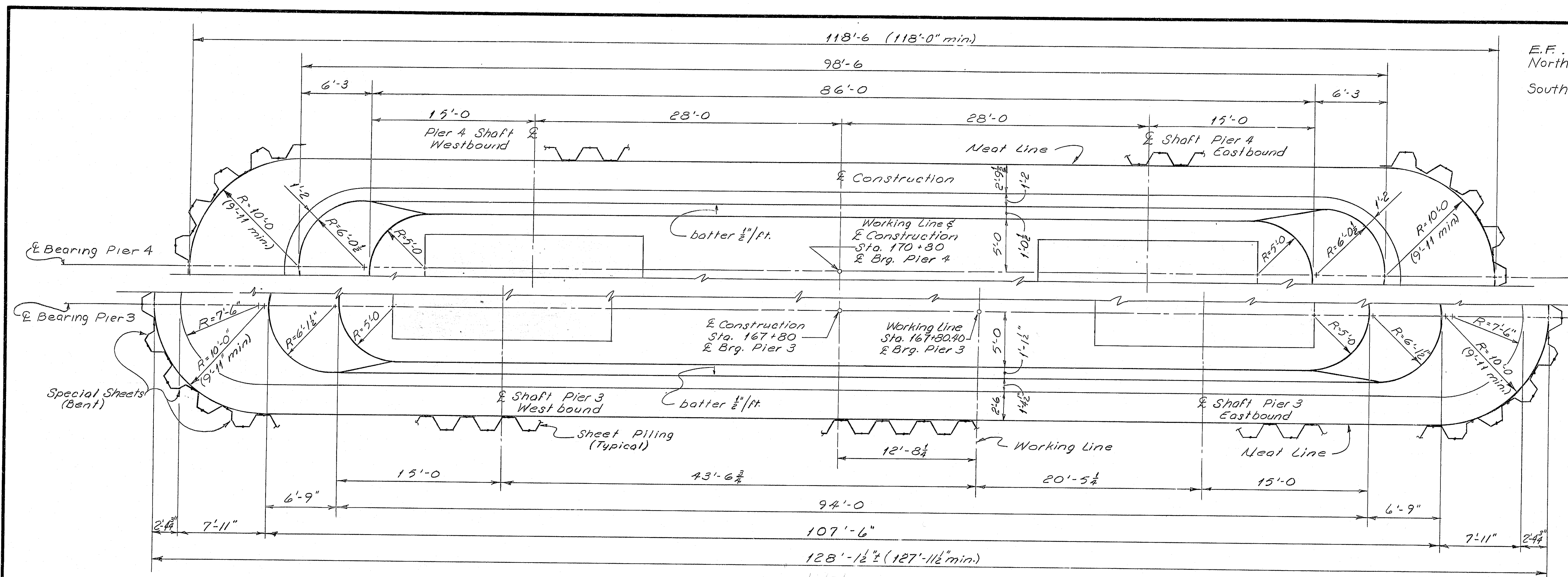
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
PIER FOOTING - PIERS 1, 2, 3 & 7

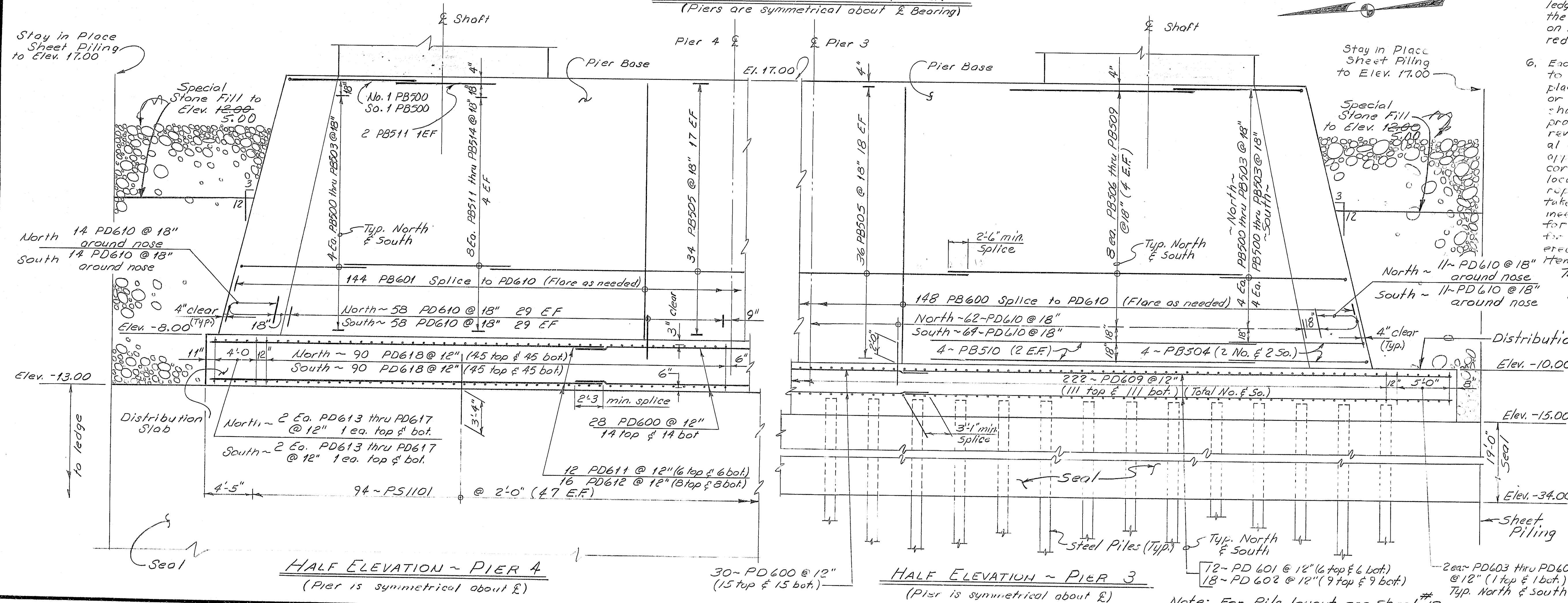
AUGUSTA, MAINE Sept. 1983

107-152

As BUILT



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



HALF ELEVATION - PIER 4
(Pier is symmetrical about &)

HALF ELEVATION - PIER 3
(Pier is symmetrical about &)

Note: For Pile layout see Sheet 19.

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

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

REFERENCES
1. For general pier notes see sheet 35

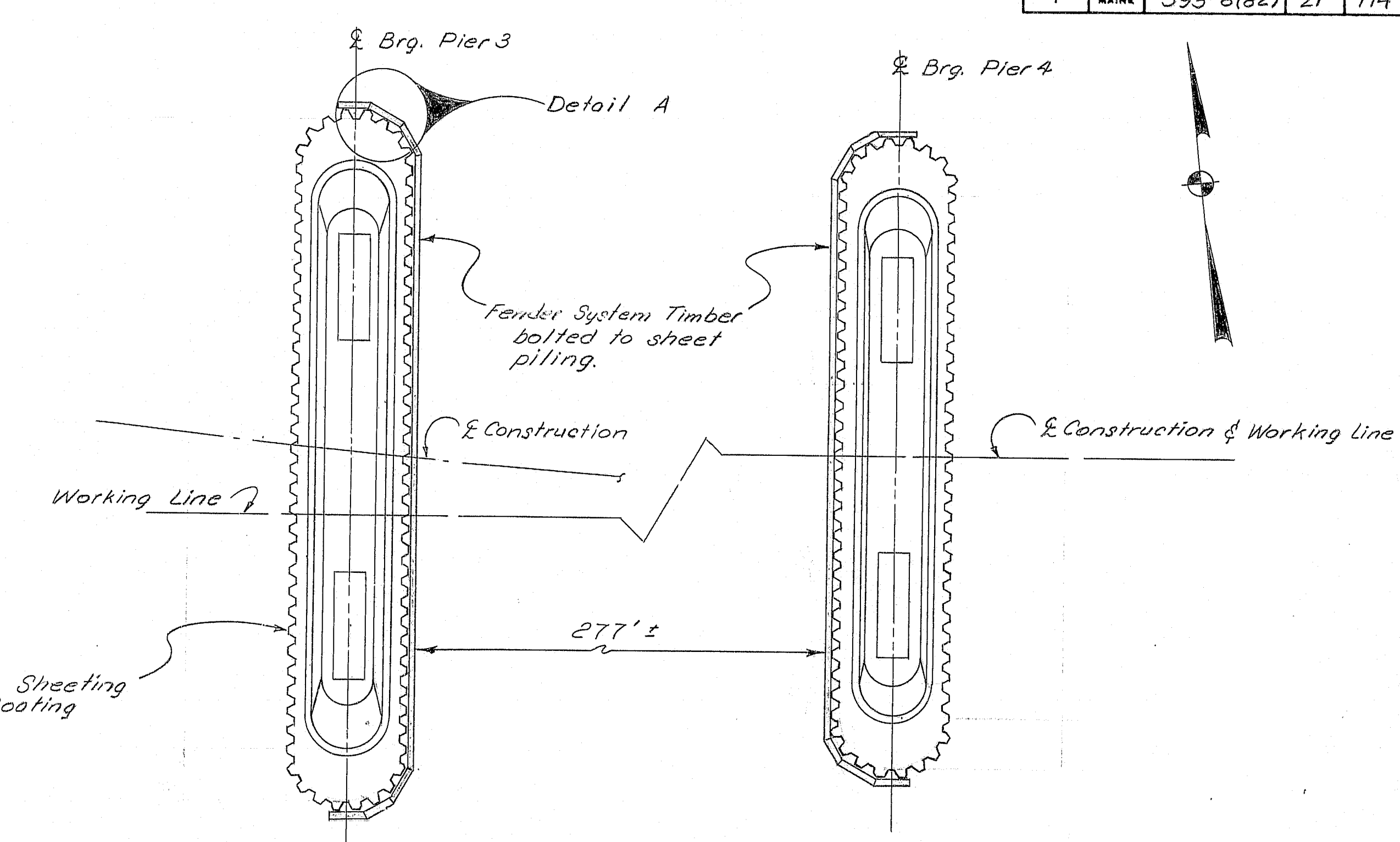
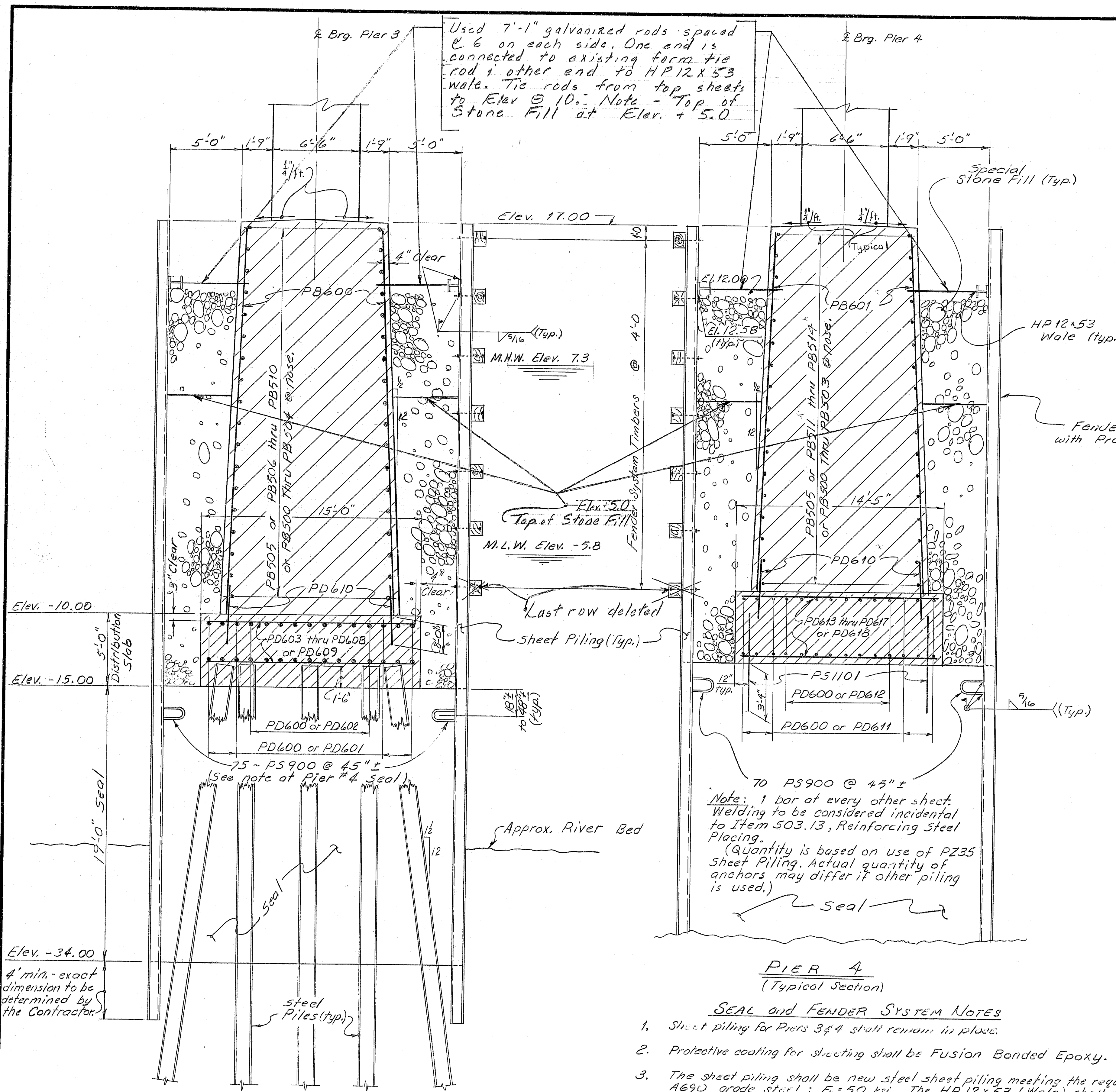
PIER FOUNDATION NOTES

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

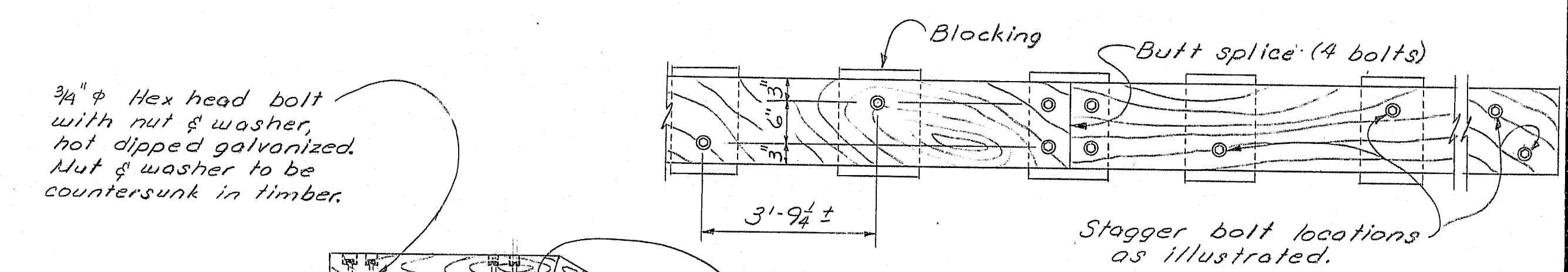
PIER	ELEVATION
4	-38.0
5	-25.0
6	-18.0

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

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

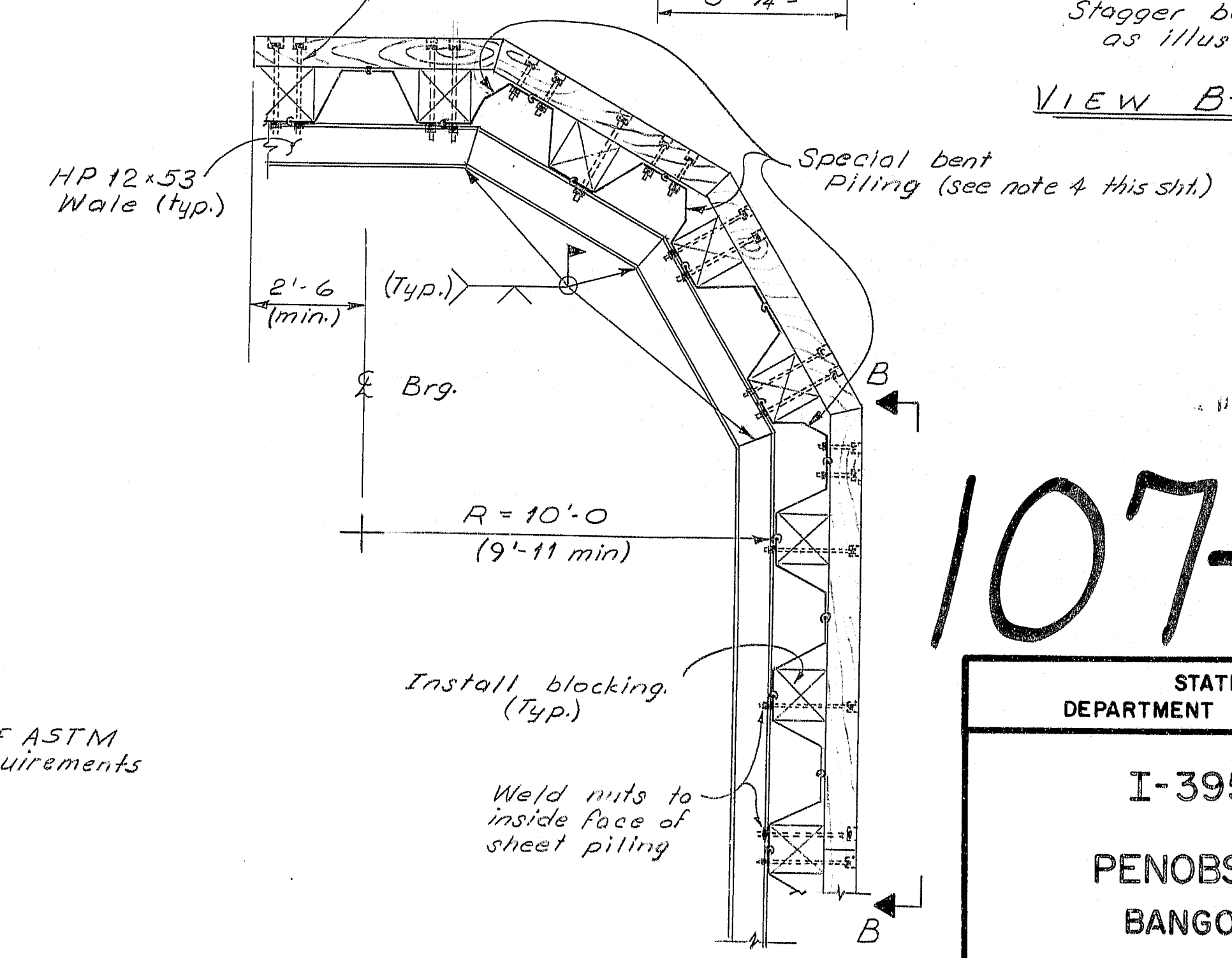


PLAN - NAVIGATION CHANNEL
(Pier protection & fenders system)



VIEW B-B

3/4" Hex head bolt with nut & washer, not dipped galvanized. Nut & washer to be countersunk in timber.



DETAIL A

PIER 4
(Typical Section)

SEAL AND FENDER SYSTEM NOTES

1. Sheet piling for Piers 3 & 4 shall remain in place.
2. Protective coating for sheeting shall be Fusion Bonded Epoxy.
3. The sheet piling shall be new steel sheet piling meeting the requirements of ASTM A690 grade steel; $F_y = 50$ ksi. The HP 12x53 (Wale) shall meet the requirements of ASTM A36 grade 50 Steel.
4. Seal details and dimensions are predicated on the use of PZ35 sheet piling. Other sheet piling with a minimum Section Modulus of 46.3 in³ per lin. ft. of cofferdam may be used with prior approval of the Engineer. Other configurations of the seal and fender system nose (see Detail A this sheet) may be used with prior approval of the Engineer.
5. Pay dimensions for Seal Concrete shall be to the Neat Lines shown plus 7" all around.

PIER 3
(Typical section)

PROJECT DESIGN ENGINEER	DATE
BY	
DESIGN - DETAIL	10/23/83
REVISIONS	
FIELD CHANGES	
PLANS	

107-154

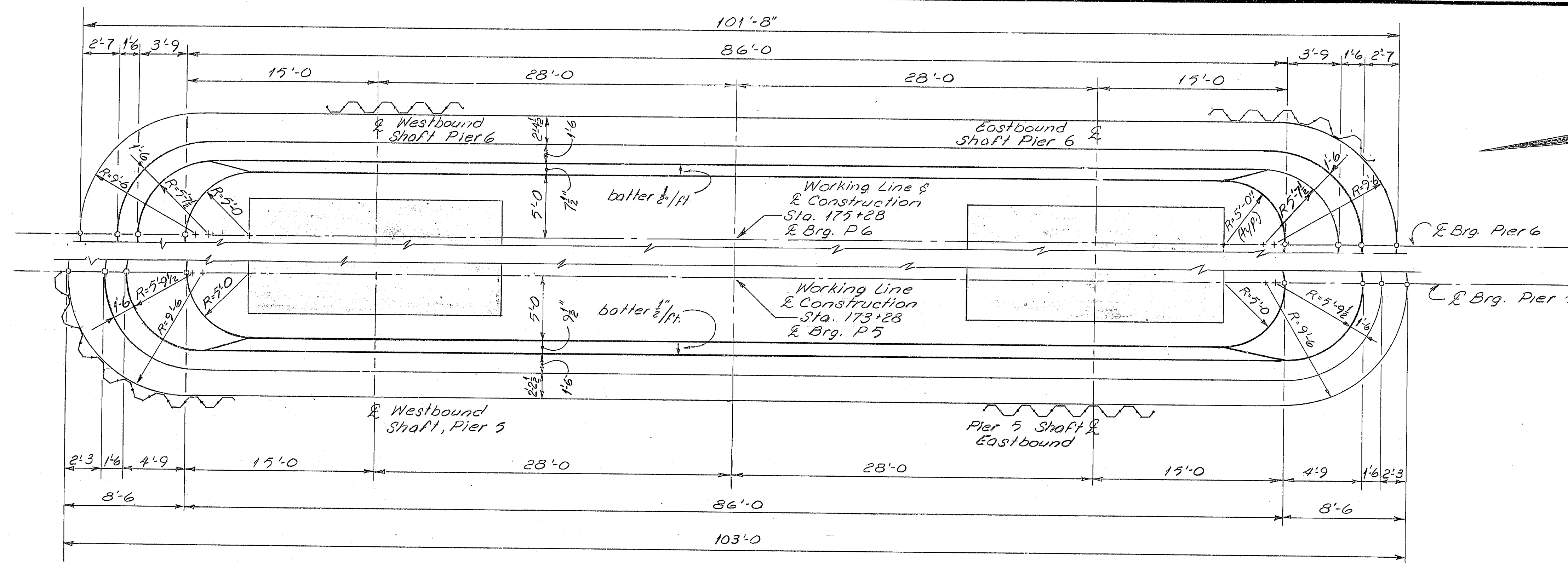
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
FENDER SYSTEM (PIERS 3 & 4)

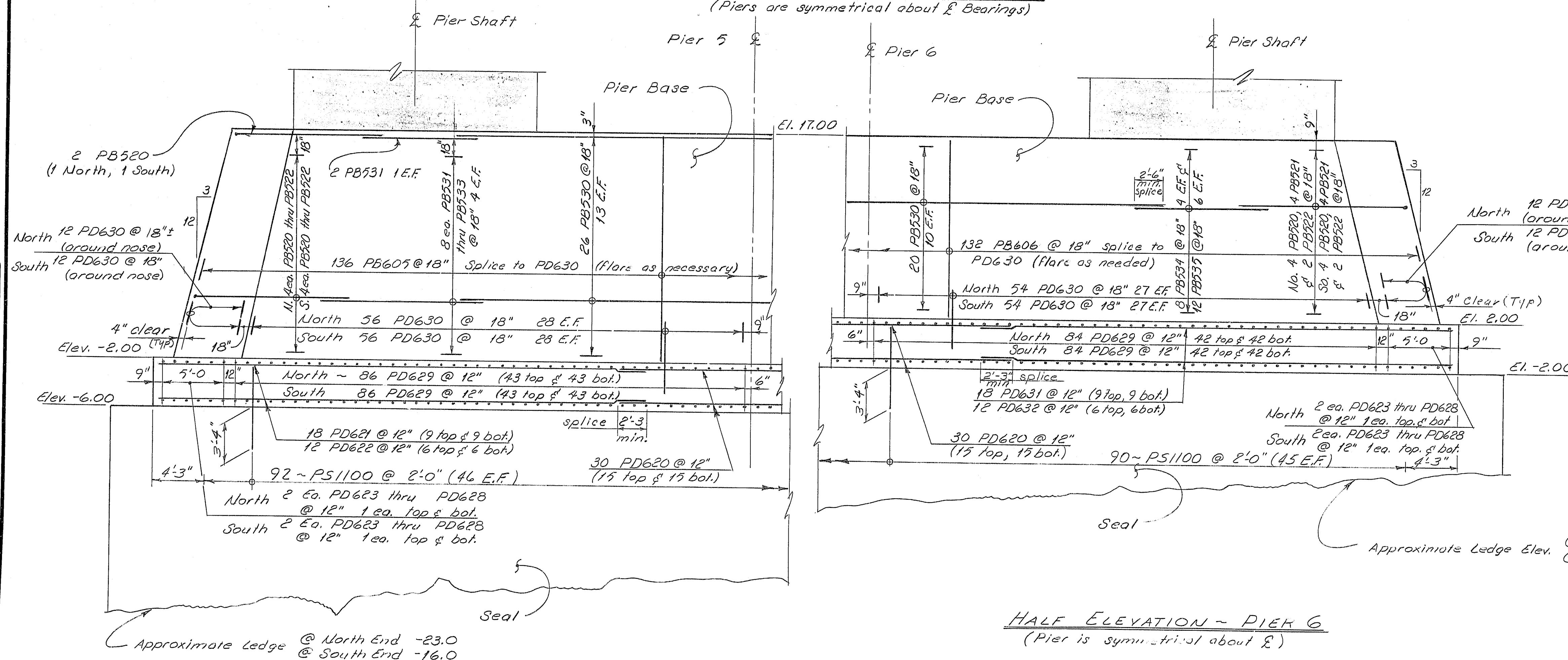
AUGUSTA, MAINE Sept. 1983

As BUILT 9/21/84

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

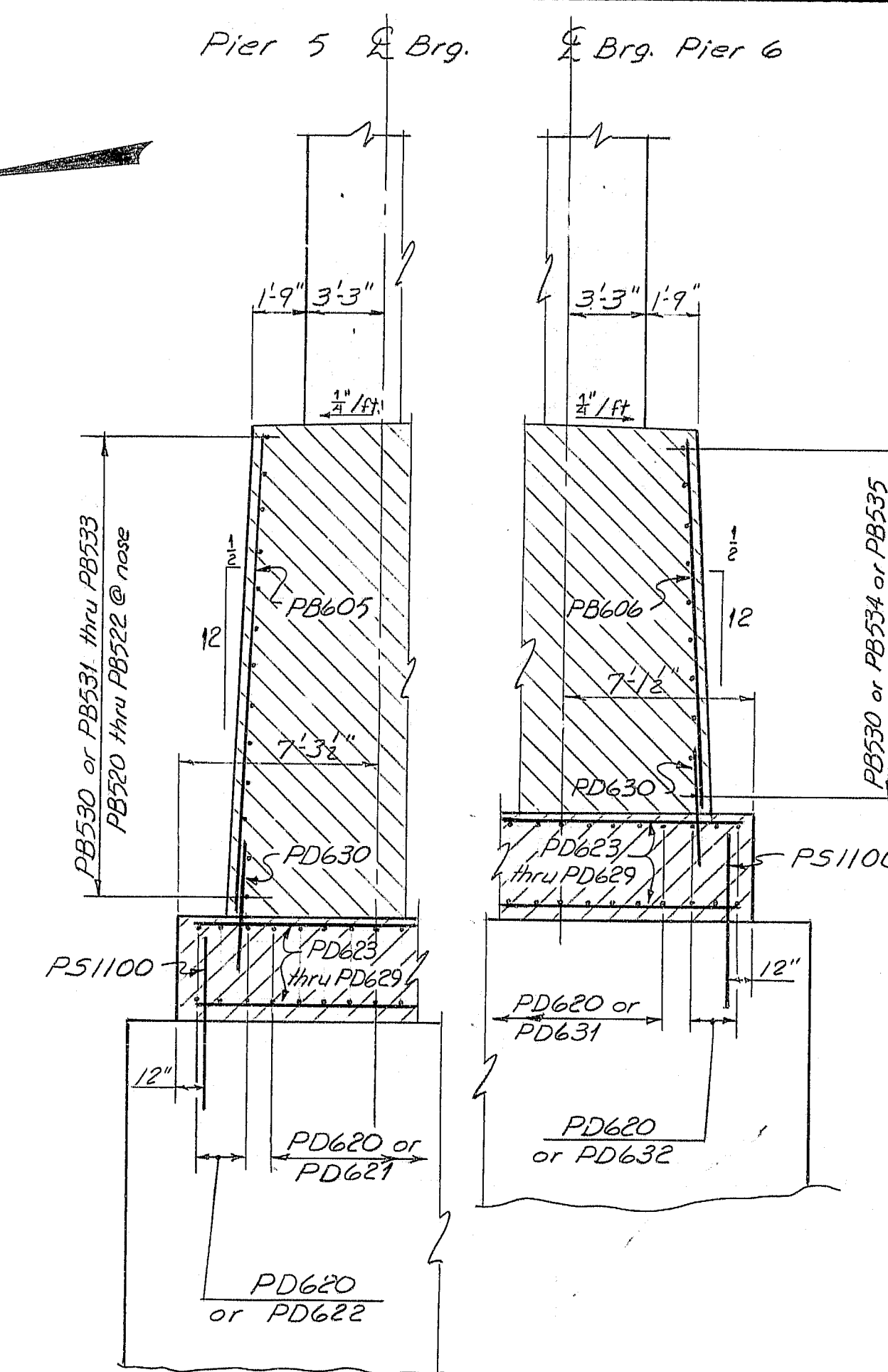


PARTIAL PLAN - PIERS 5 & 6
(Piers are symmetrical about \bar{L} Bearings)



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

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



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

REFERENCES

1. For general pier notes: see sheet 35

107-155

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

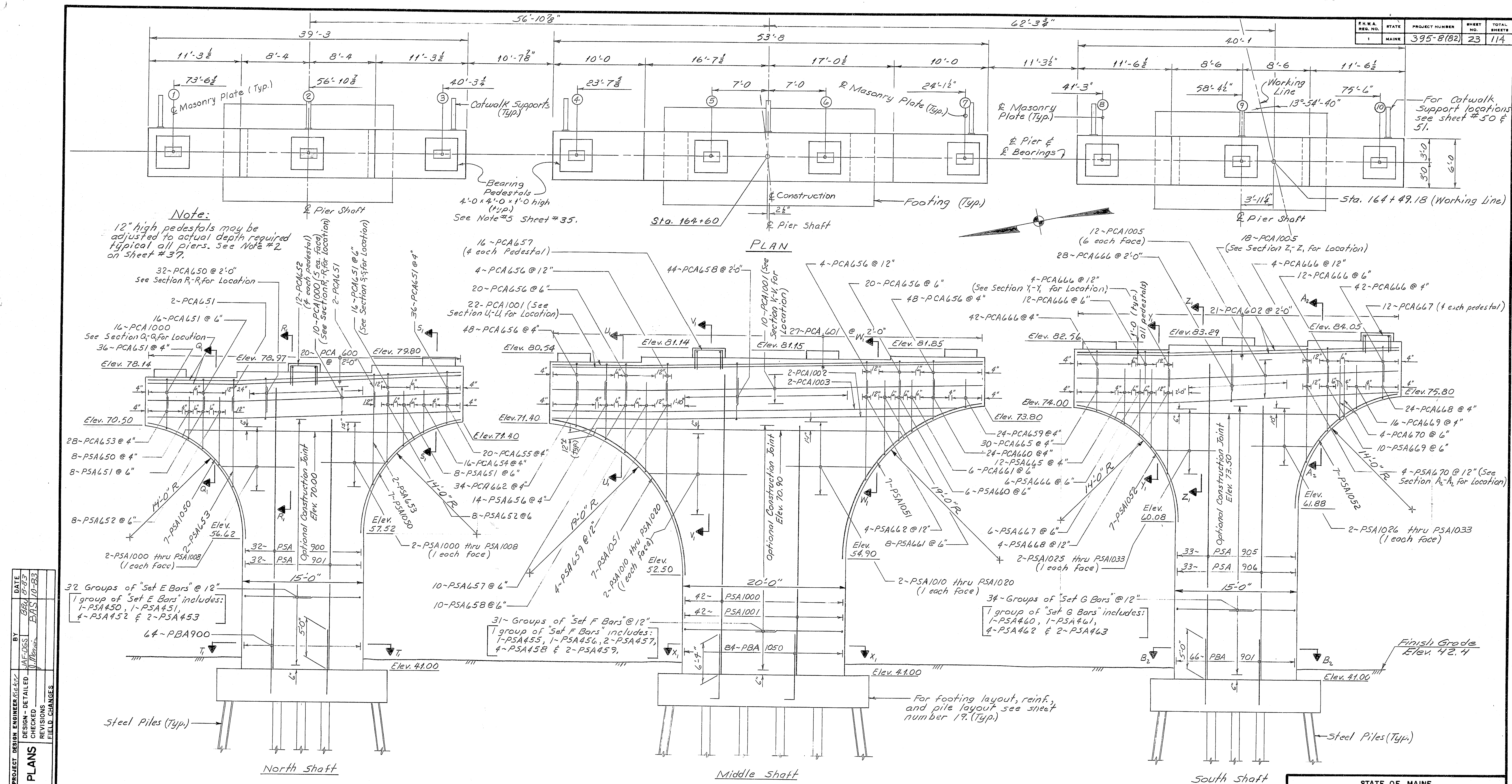
I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY

PIER BASES (PIERS 5 & 6)

AUGUSTA, MAINE Sept. 1983

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

As Built



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

BRUNING 44-132 45710-1			
		FIELD CHANGES	

REFERENCE:
1. For general paper info. see sheet 35
2. See Note #2 on sheet 37

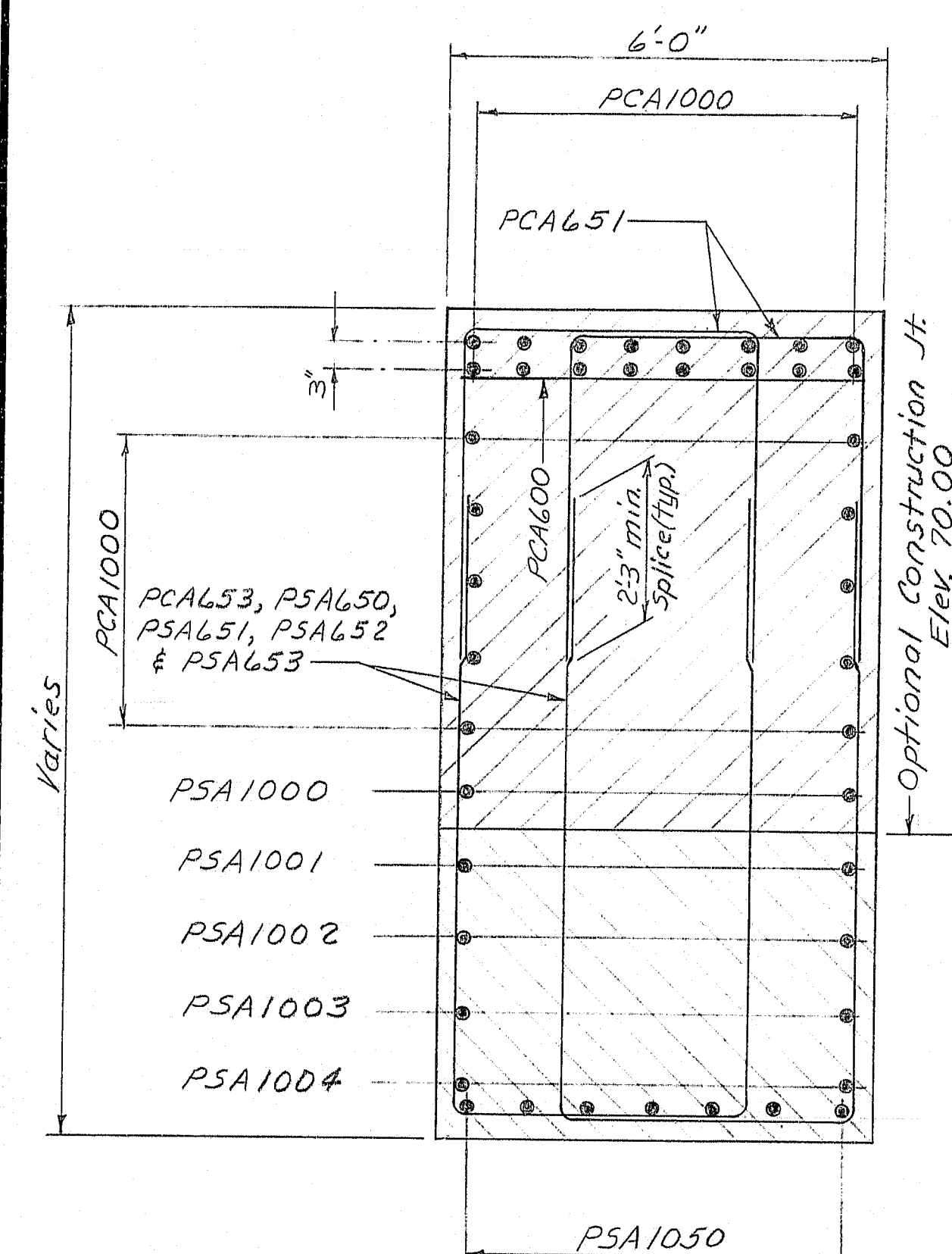
107-156

As Built

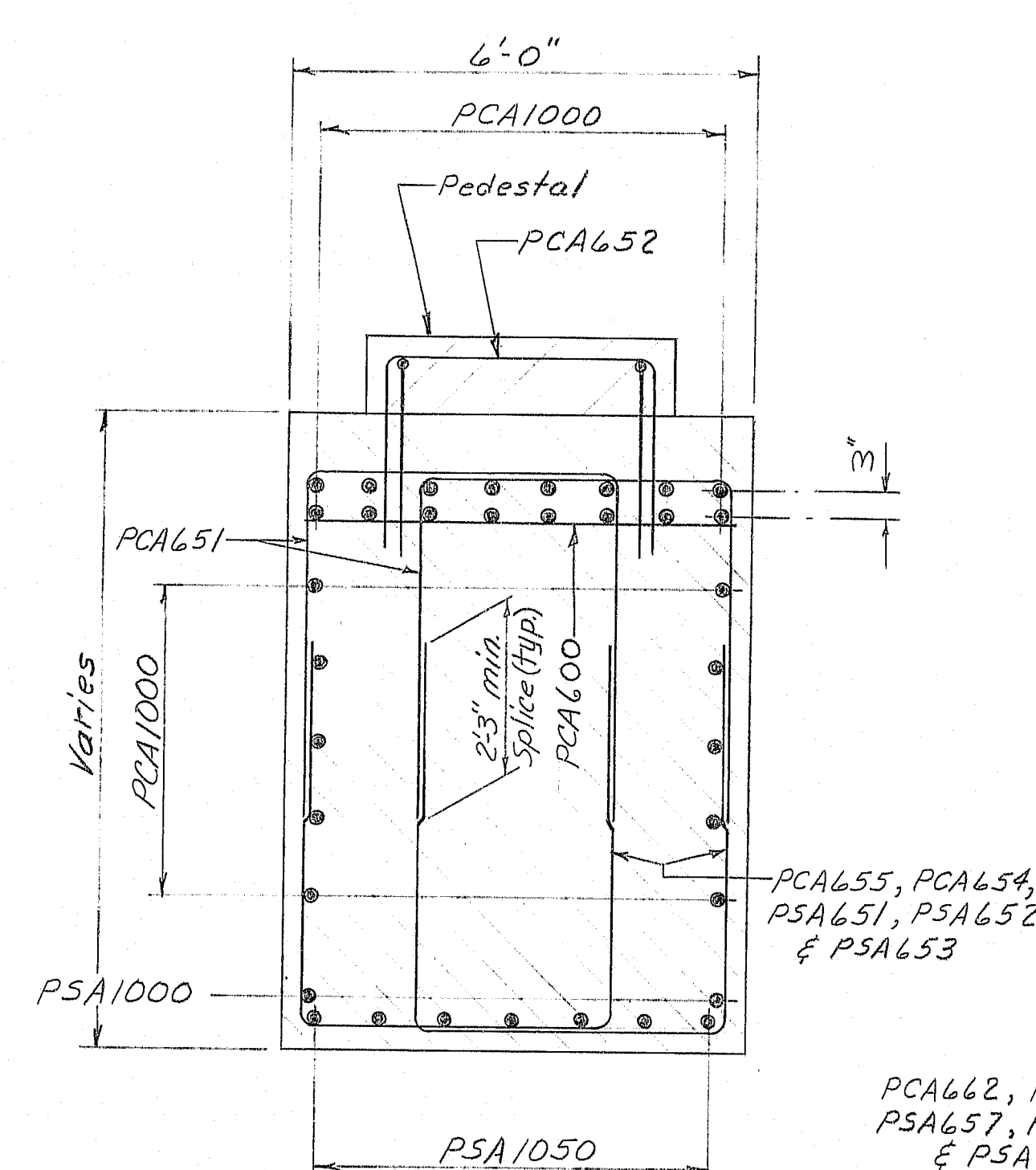
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE 201
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
PIER #1 SHAFT
Augusta, Maine Sept. 1983

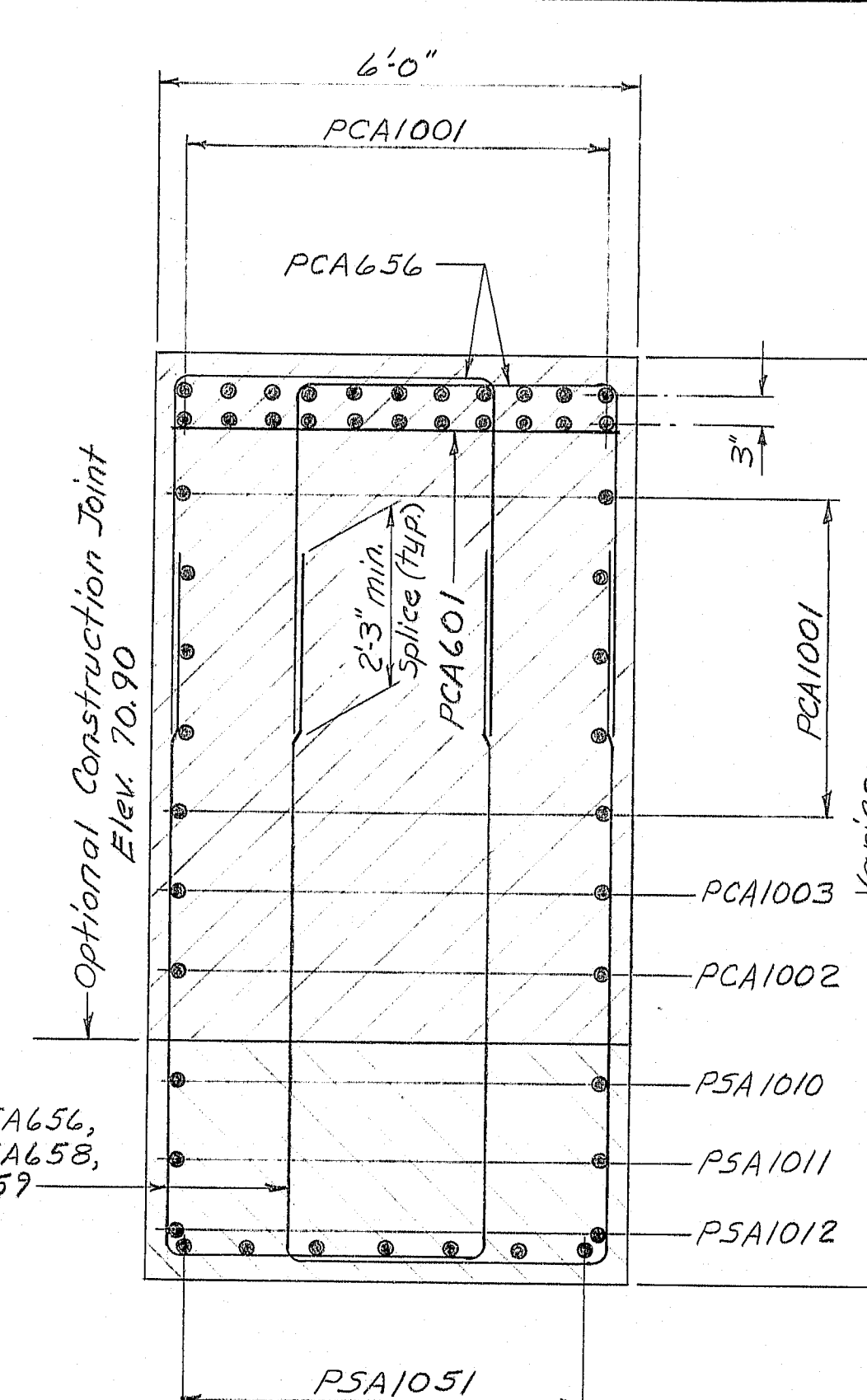
F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	24	114



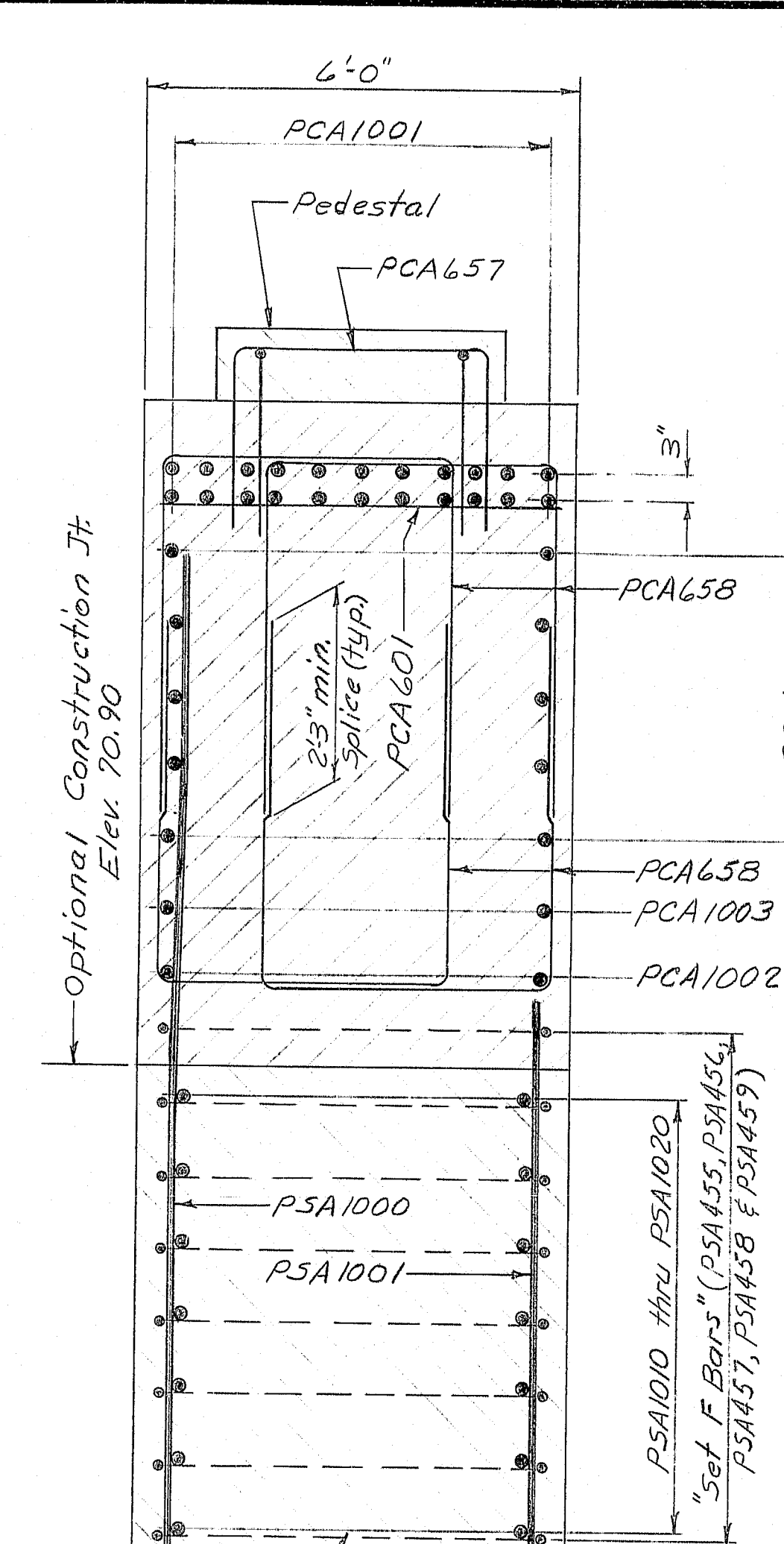
SECTION G-G



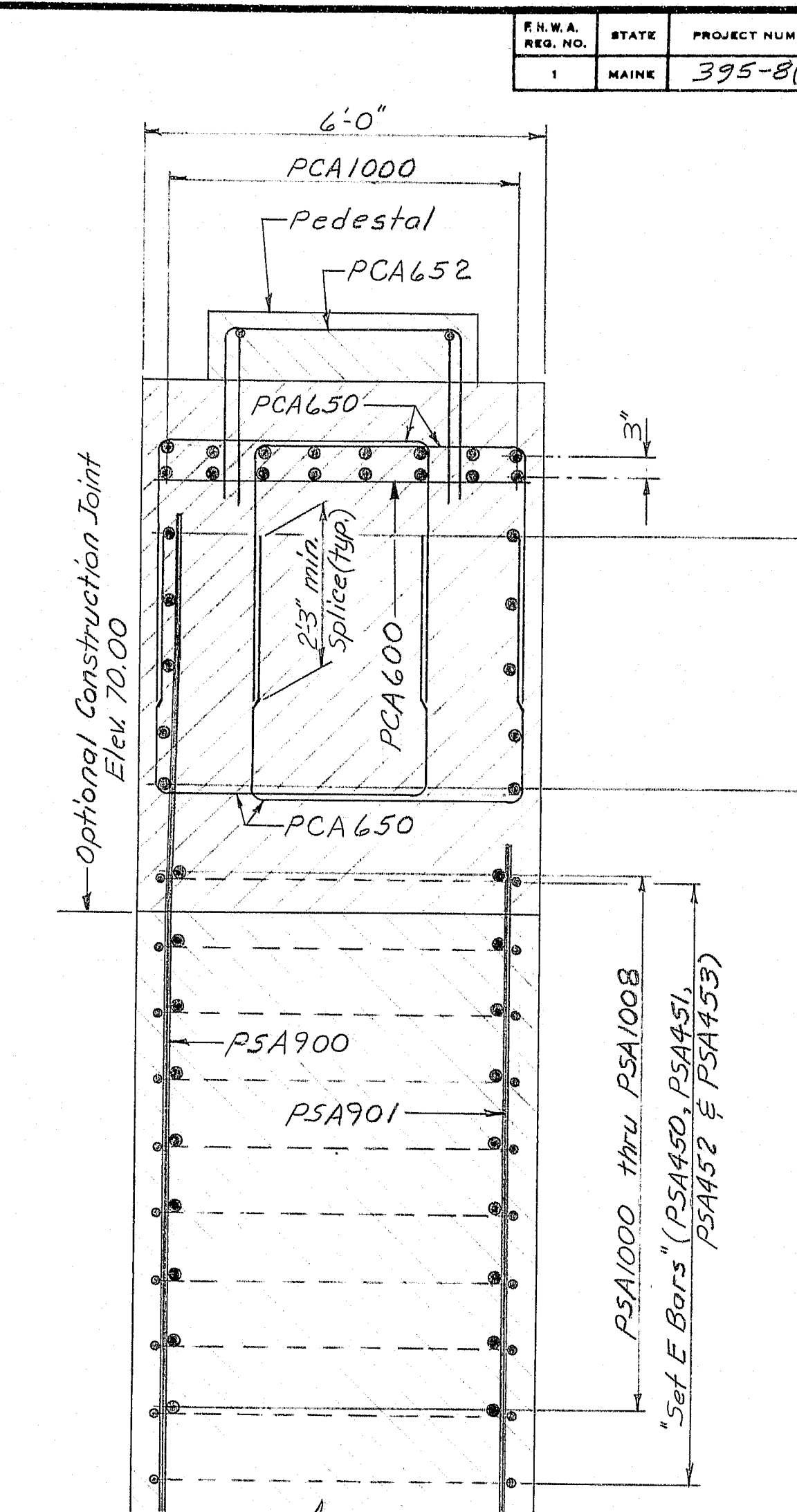
SECTION S-S



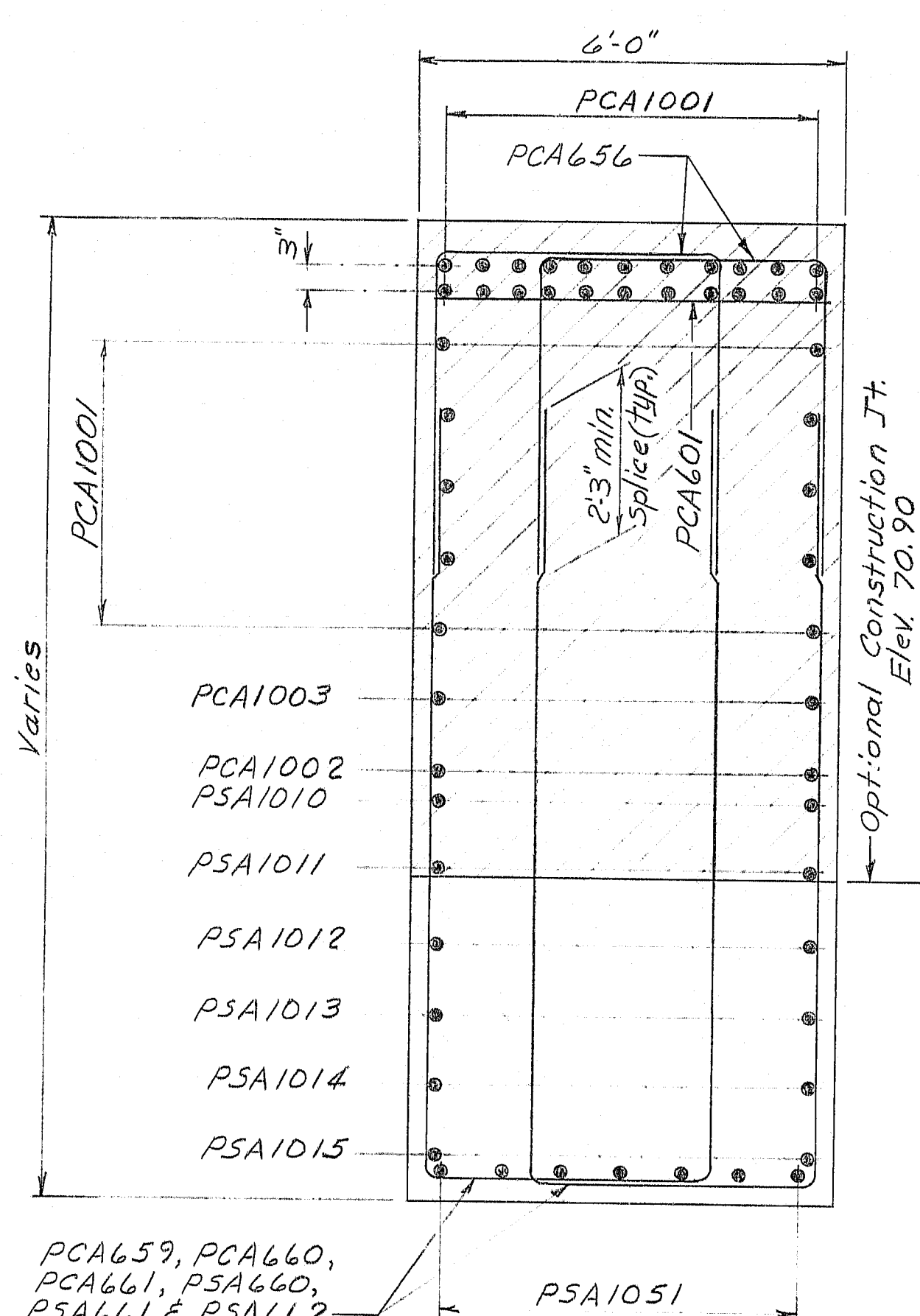
SECTION U-U



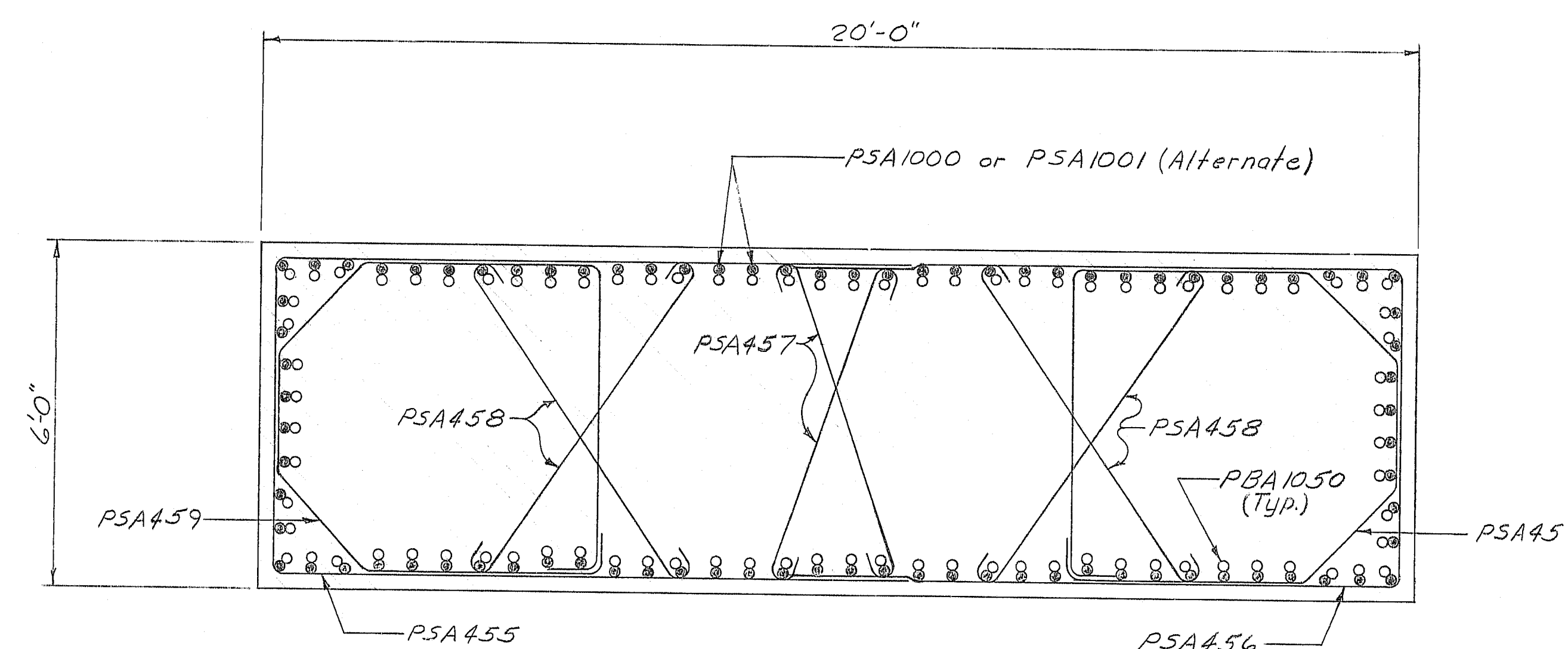
SECTION V-V



SECTION R-R



SECTION W-W



SECTION X-X

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

107-157

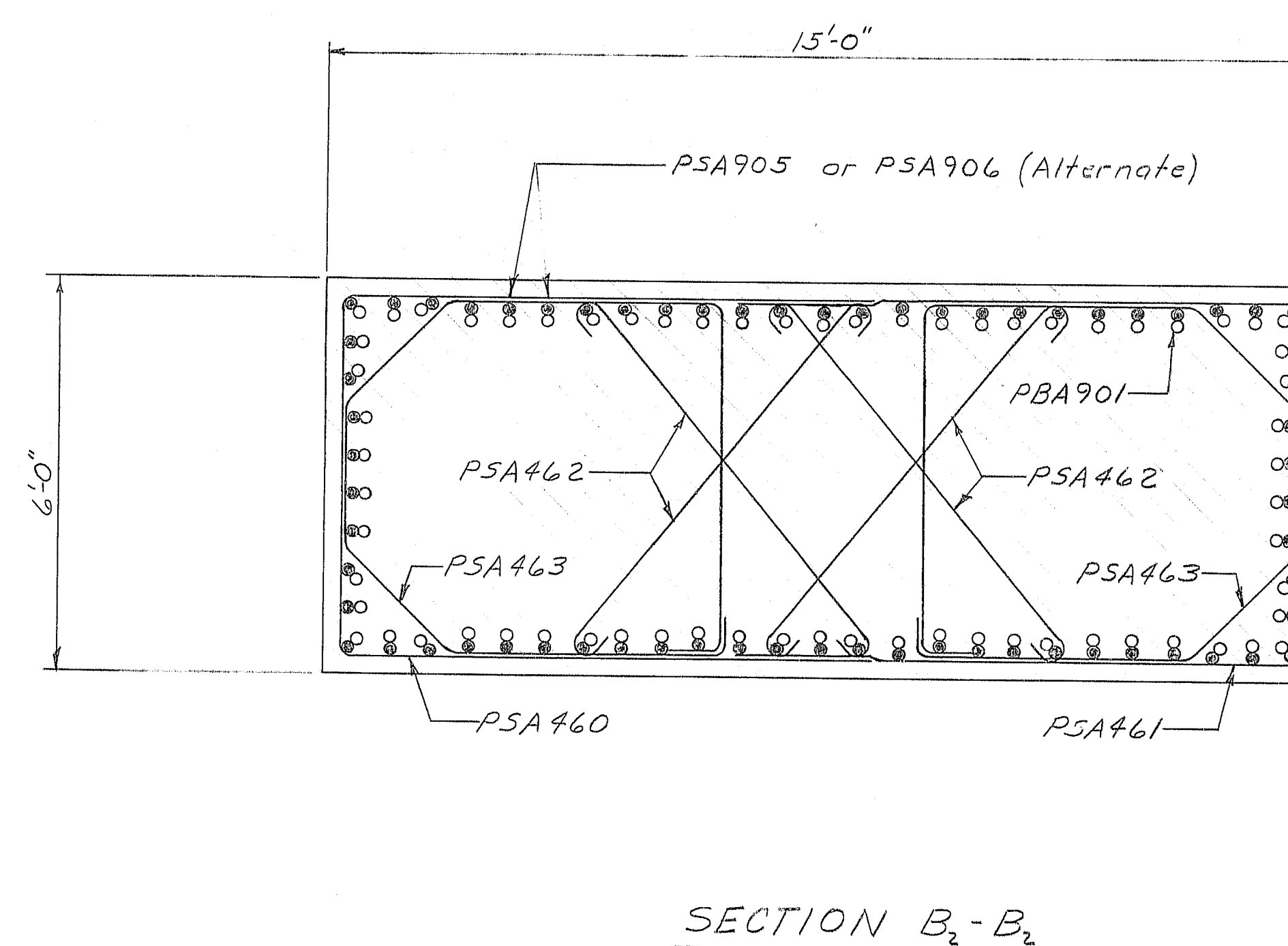
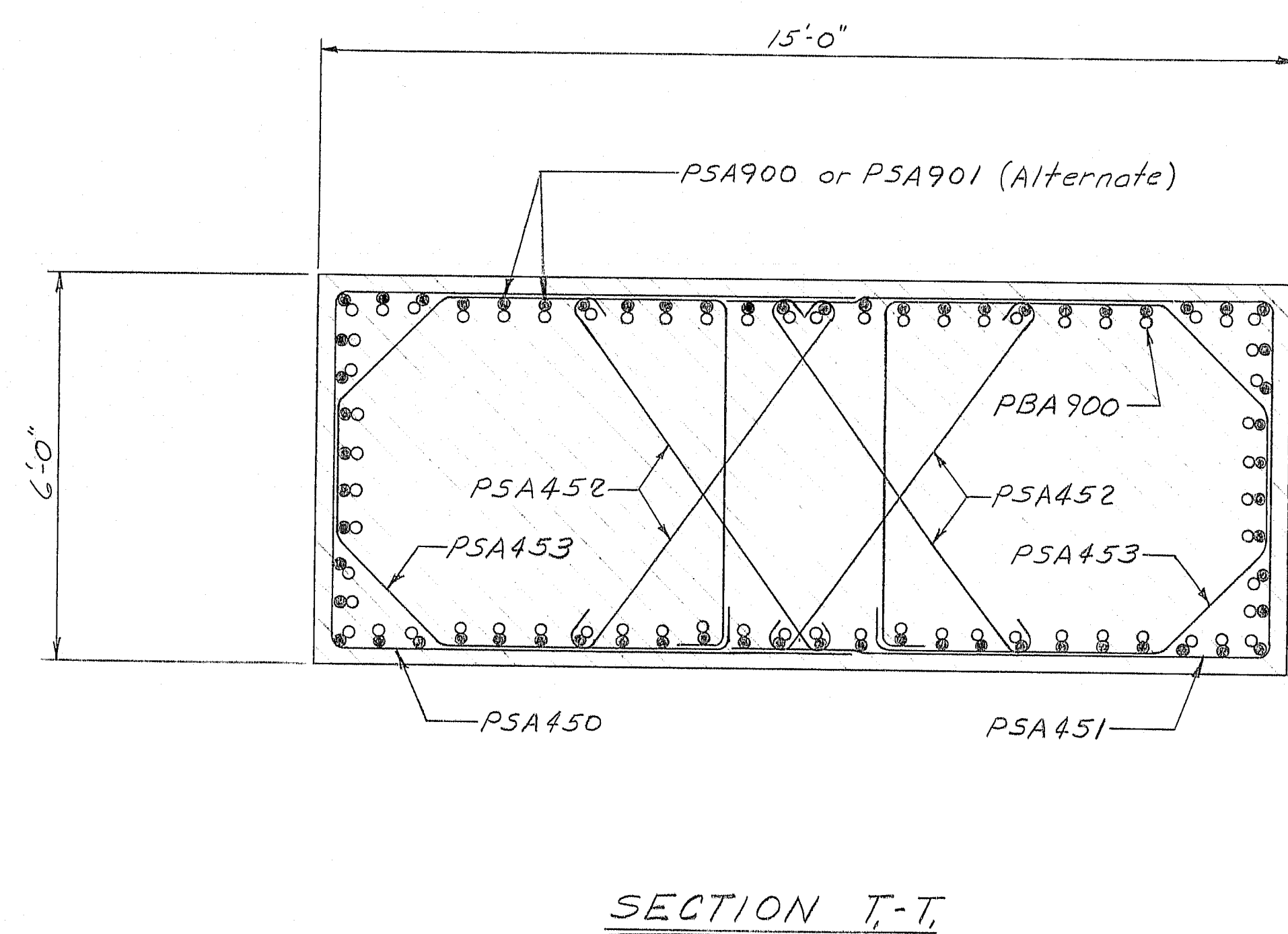
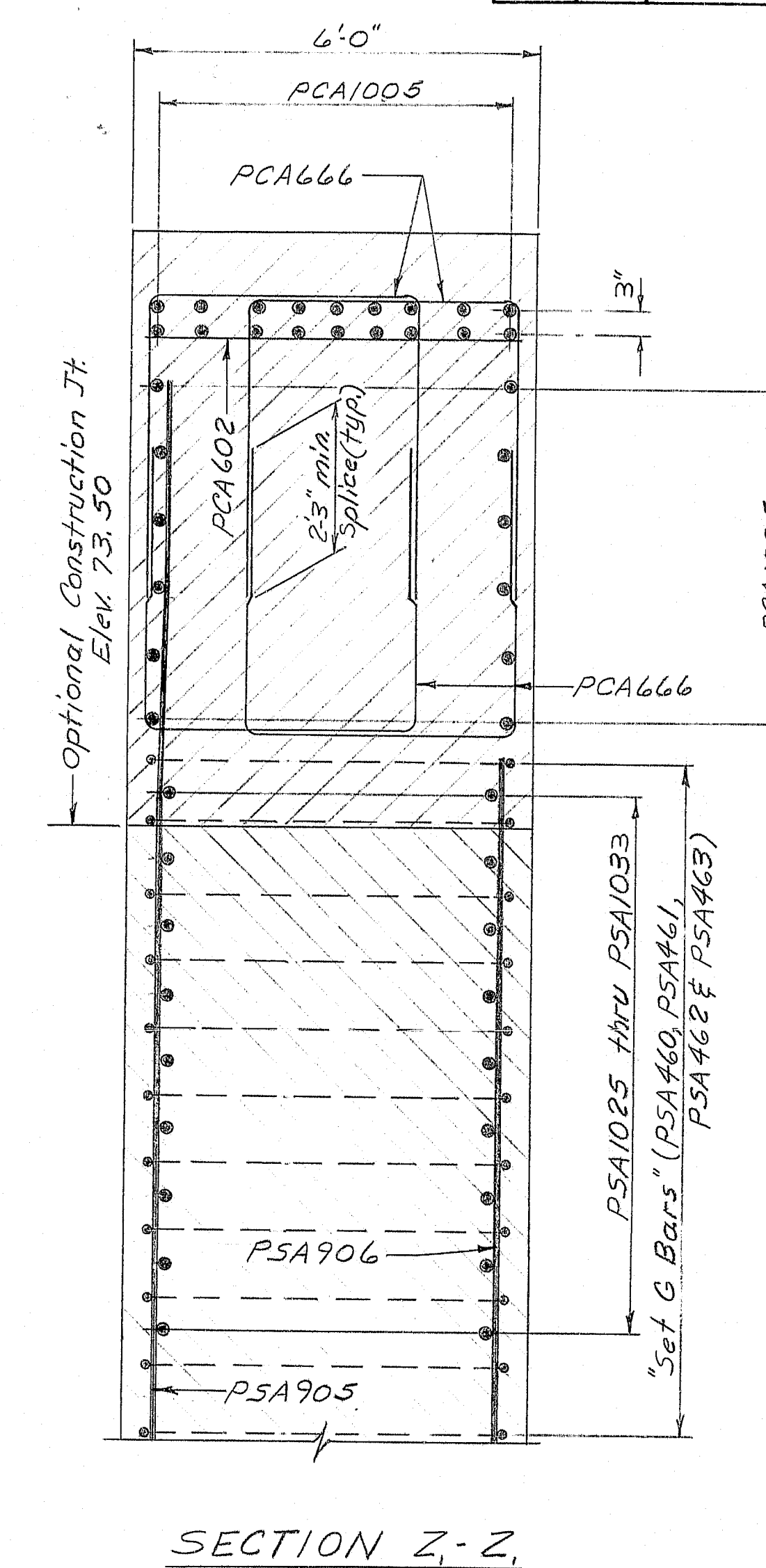
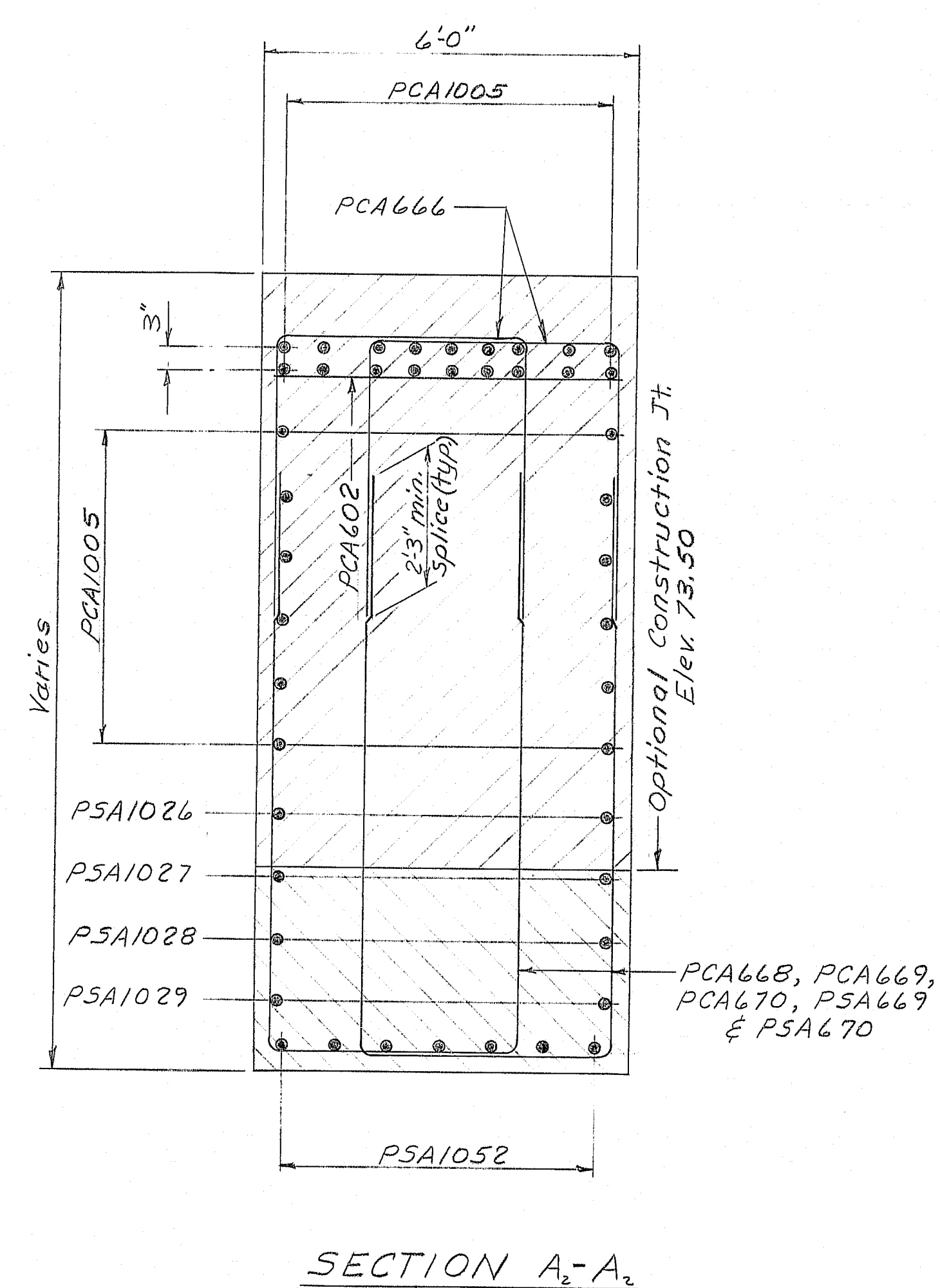
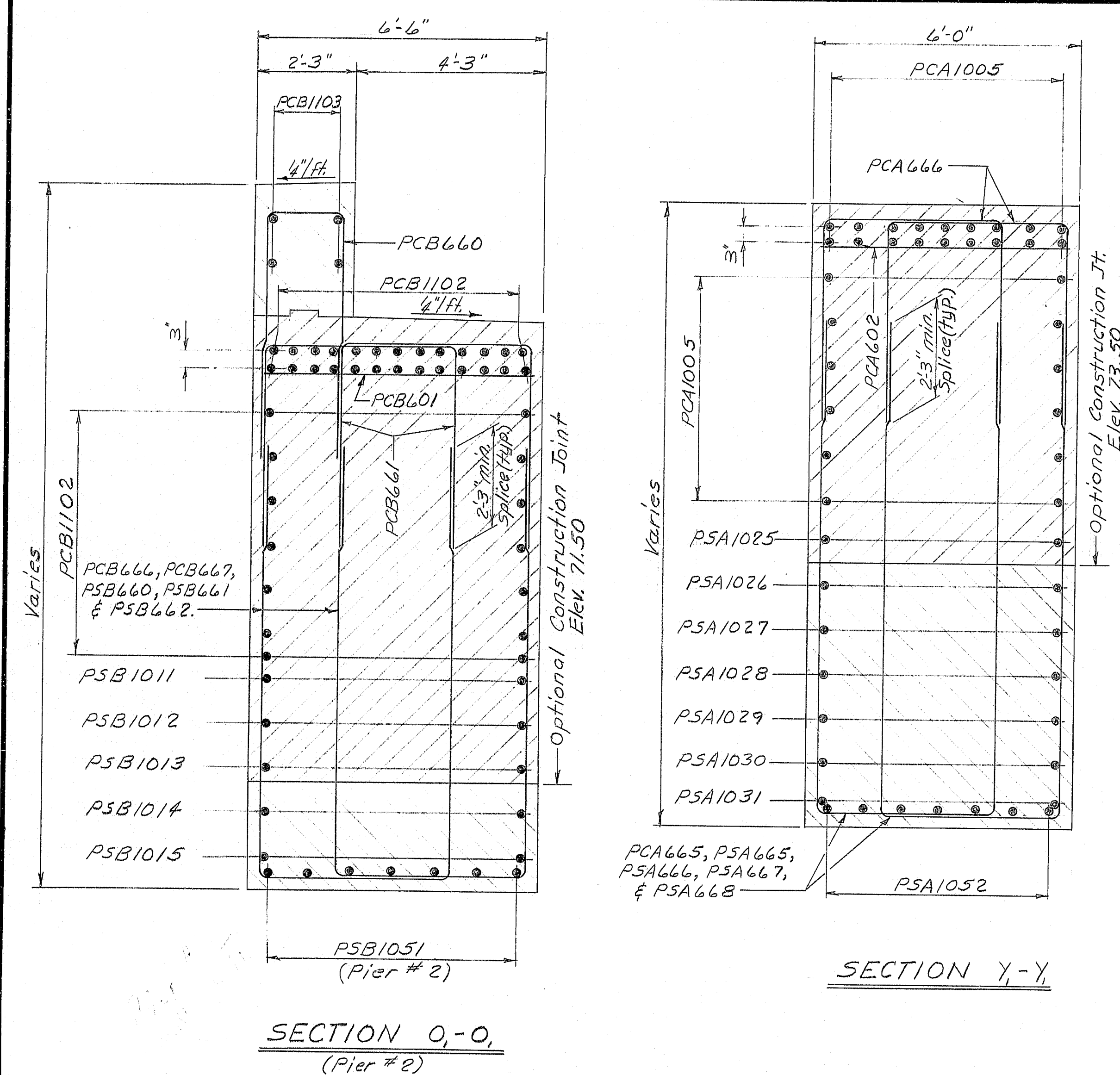
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

AUGUSTA, MAINE Sept. 1983

As Built

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



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

107-159

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

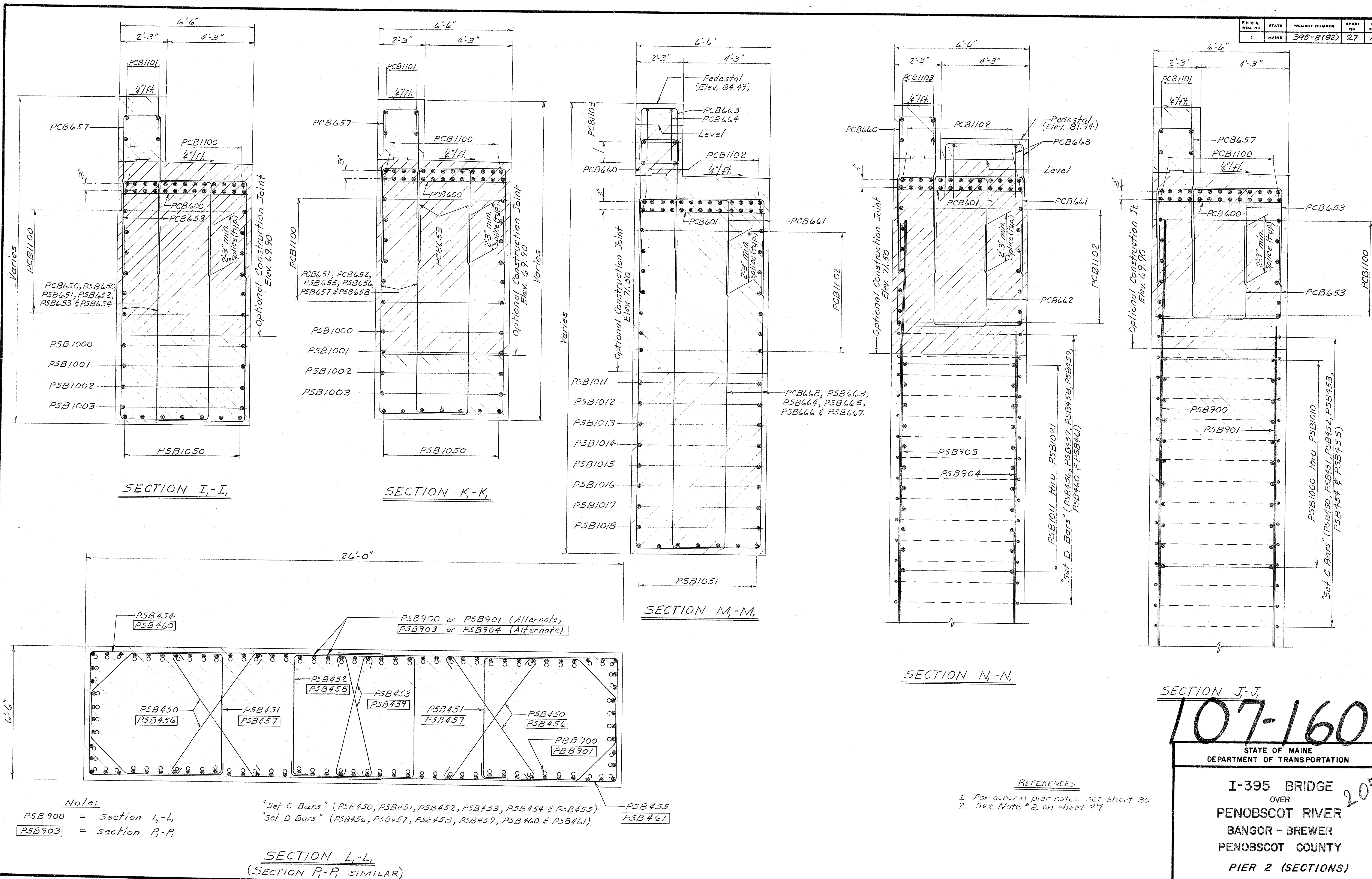
AUGUSTA, MAINE Sept. 1983

As Built PAY PERMITS SHOWN

PROJECT DESIGN ENGINEER	DATE
BY	09/13/83
CHECKED	09/13/83
REVISIONS	
FIELD CHANGES	
PLANS	

BRIDGING 44132, REV101

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



107-160

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

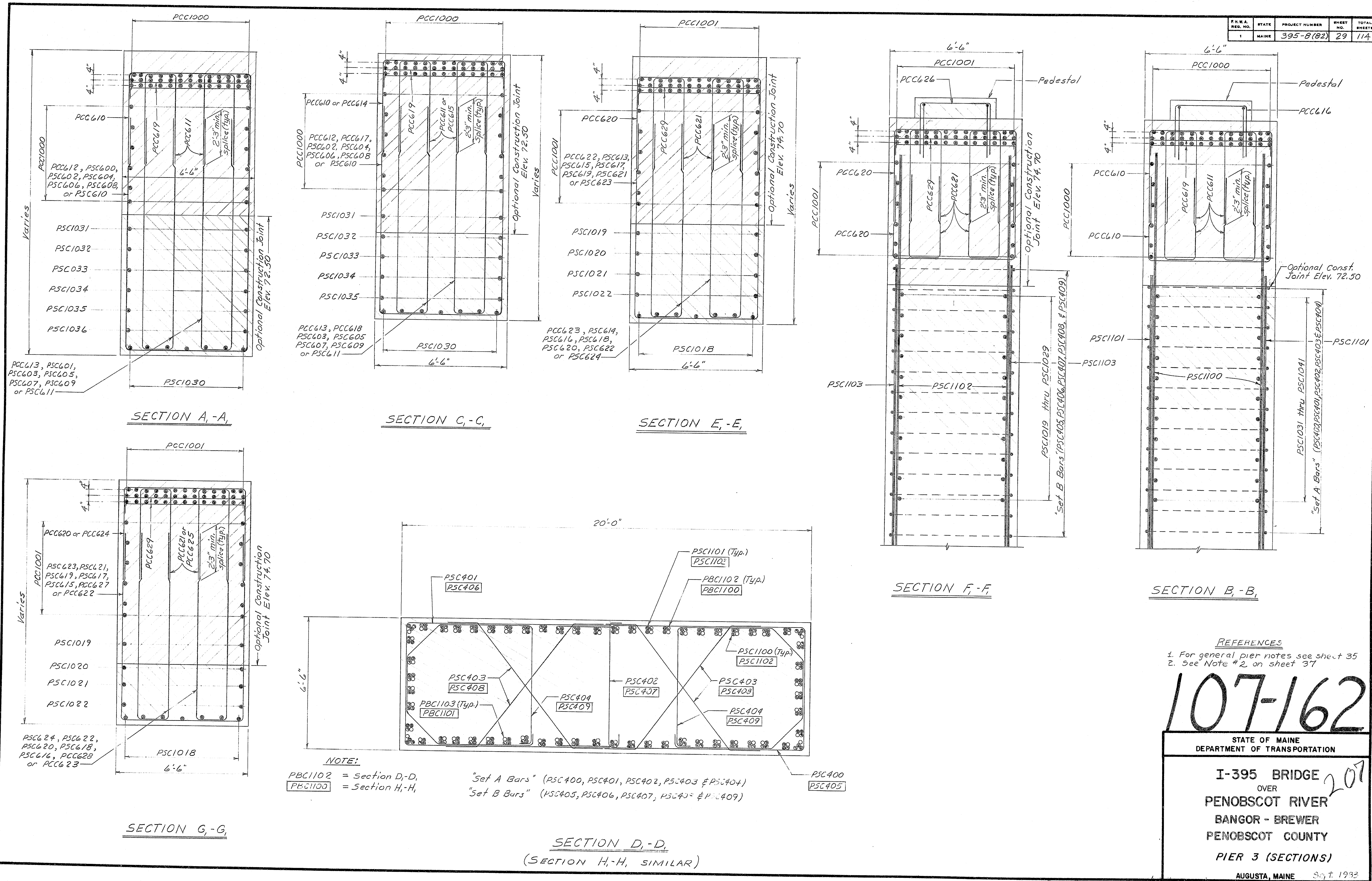
I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
PIER 2 (SECTIONS)

AUGUSTA, MAINE Sept. 1983

As Built 4/11/84

Steel

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



REFERENCES

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

107-162

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

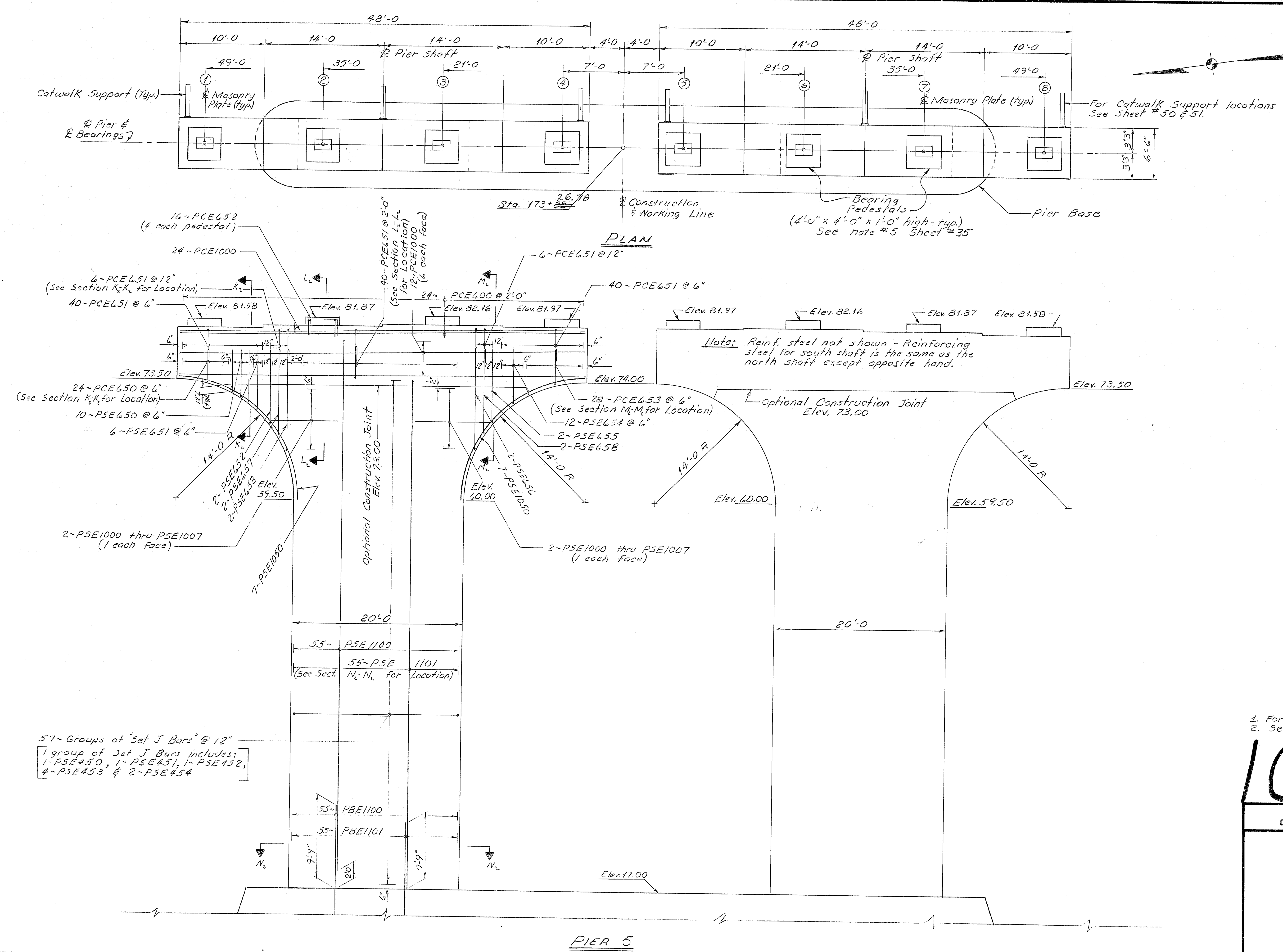
AUGUSTA, MAINE Sept. 1993

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

BRUNING 44132 457161

As BUILT 9/27/93

F.R.E.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	32	114



REFERENCES

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

107-165

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

PIER 5 SHAFT

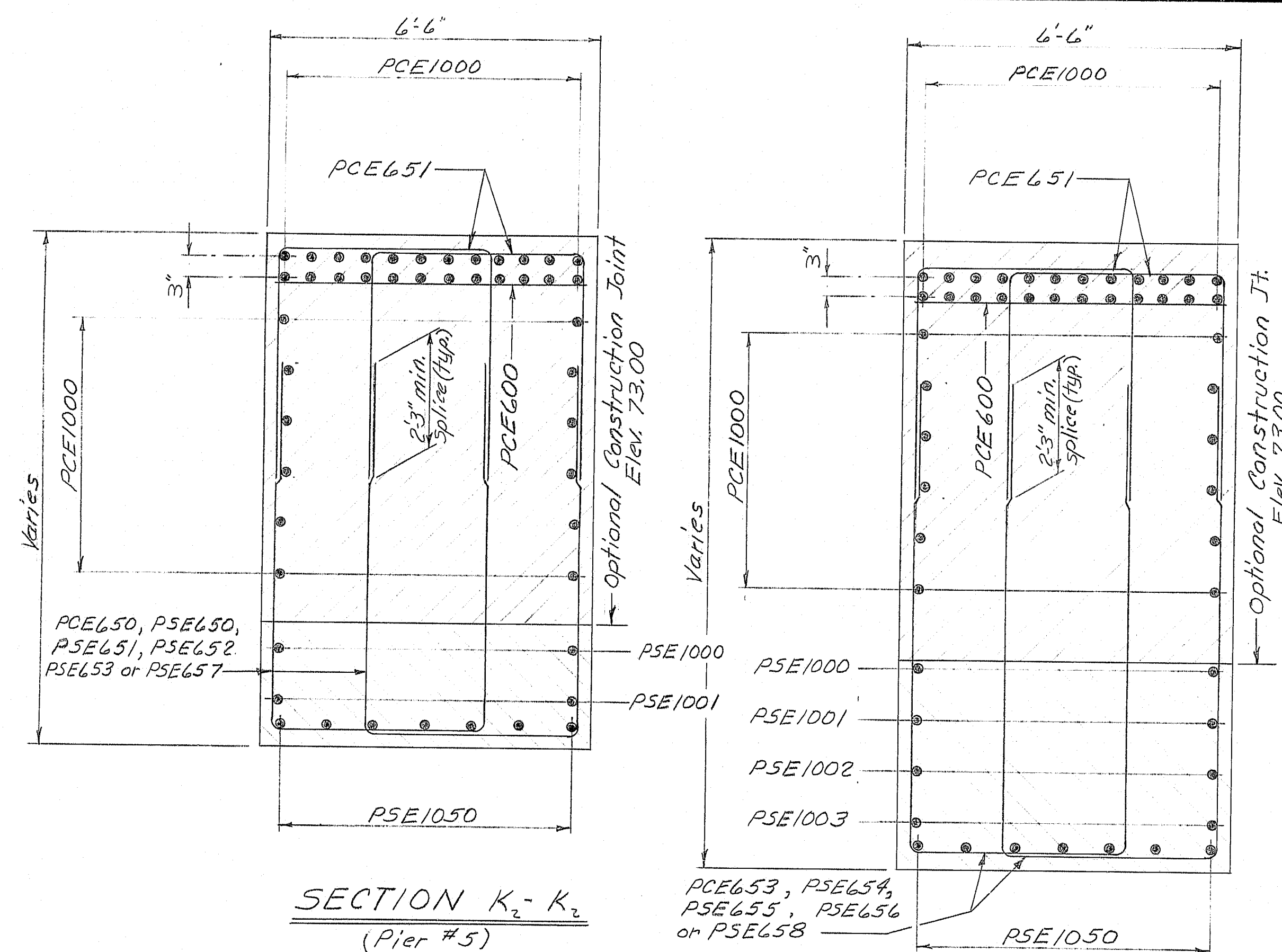
AUGUSTA, MAINE Sept. 1983

As Built 8/11/84 SMT Steel

PROJECT DESIGN ENGINEER	DATE
BY	8/83
DESIGN - DETAIL	8/83
CHECKED	8/83
REVISIONS	8/83
FIELD CHANGES	
PLANS	

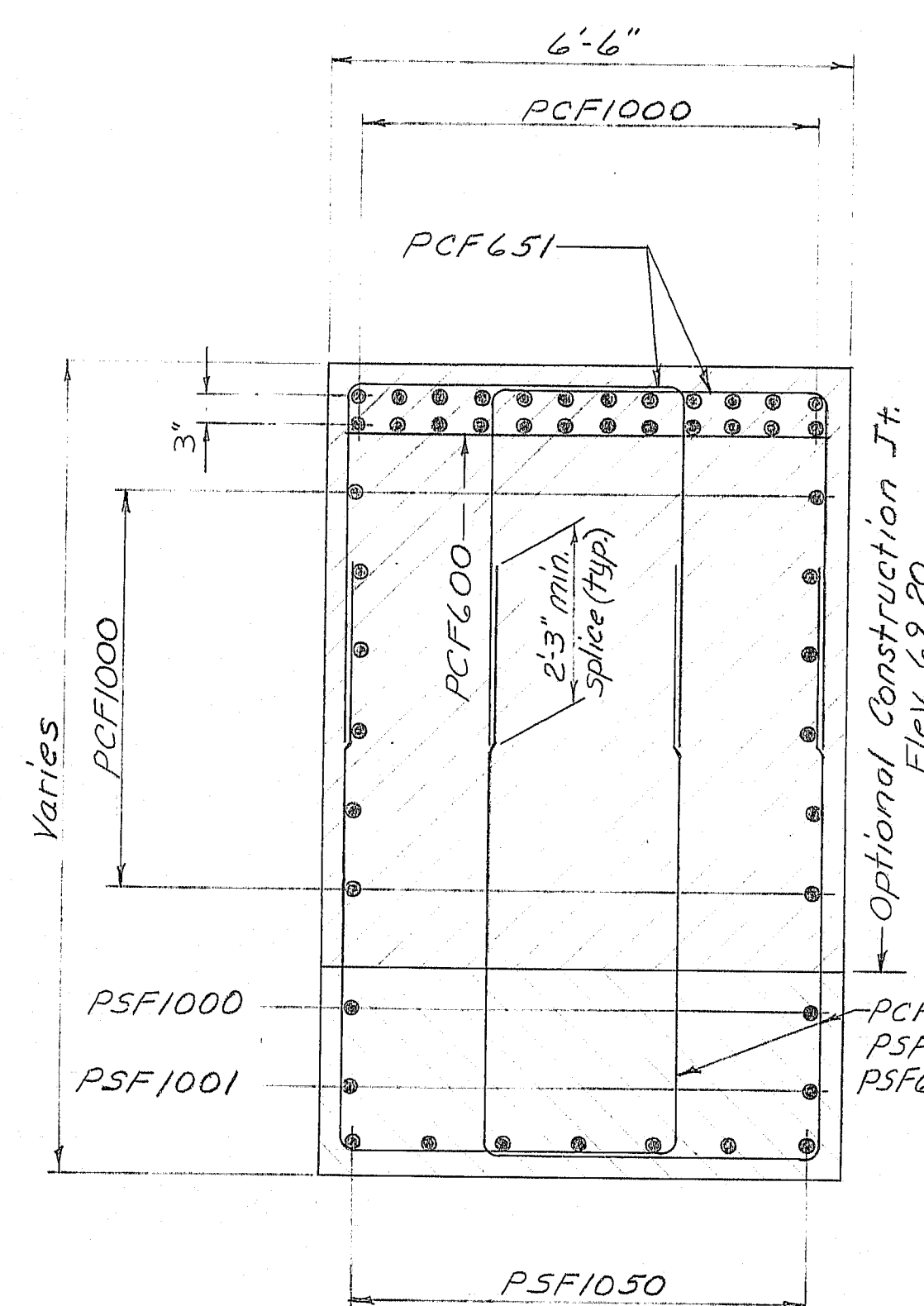
BRUNING 44132 45710-1

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

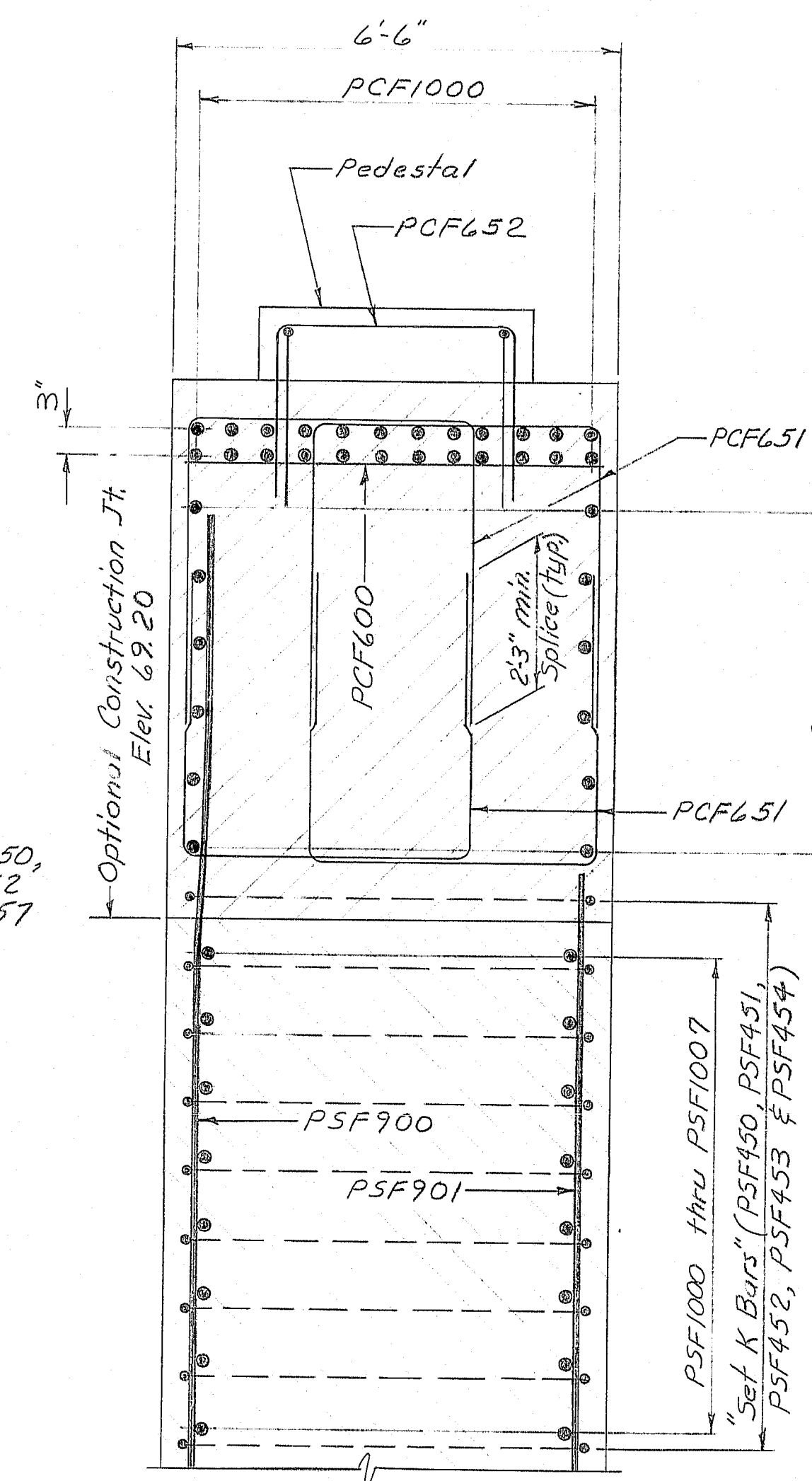


SECTION K-K₂
(Pier #5)

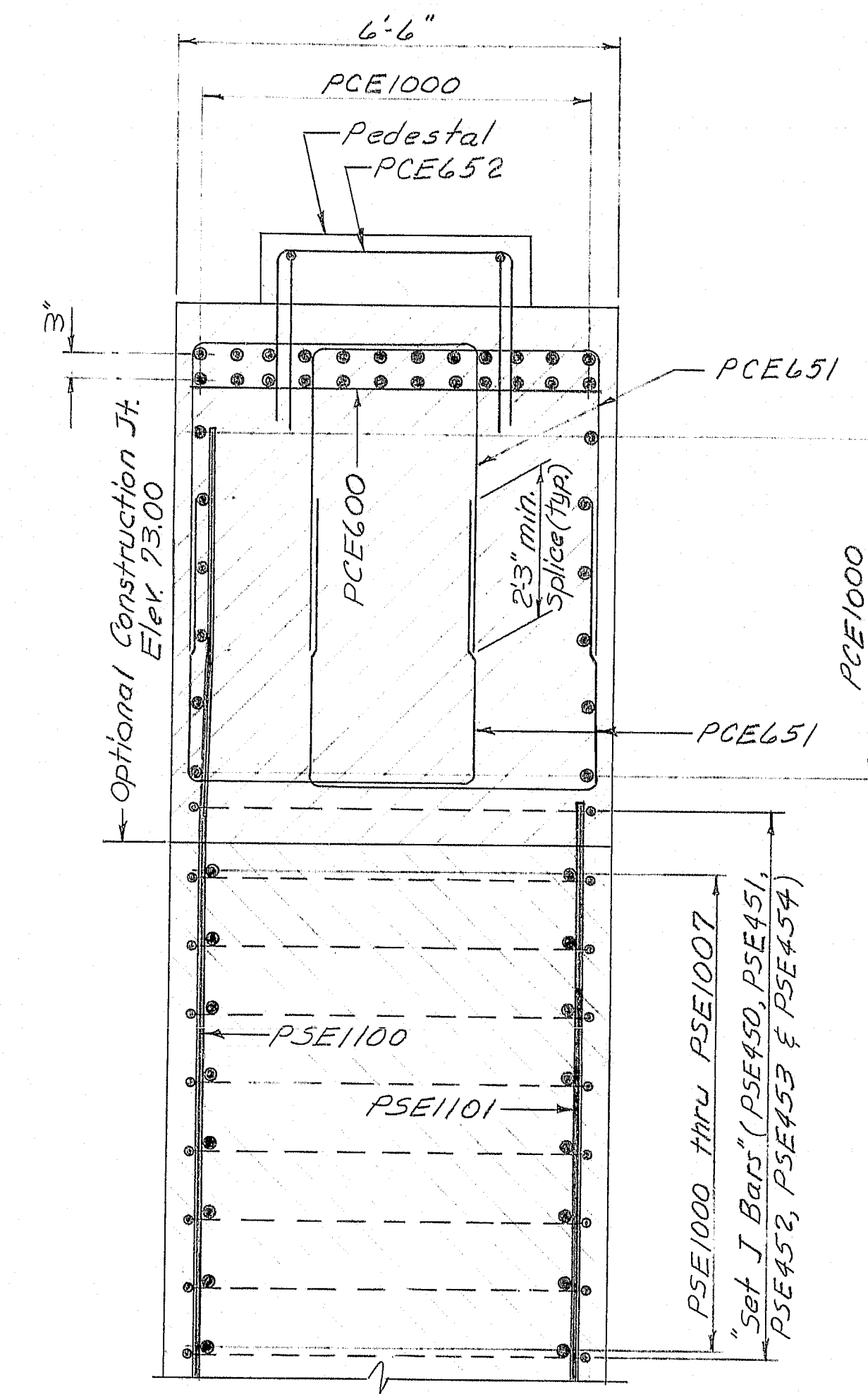
SECTION M-M₂
(Pier #5)



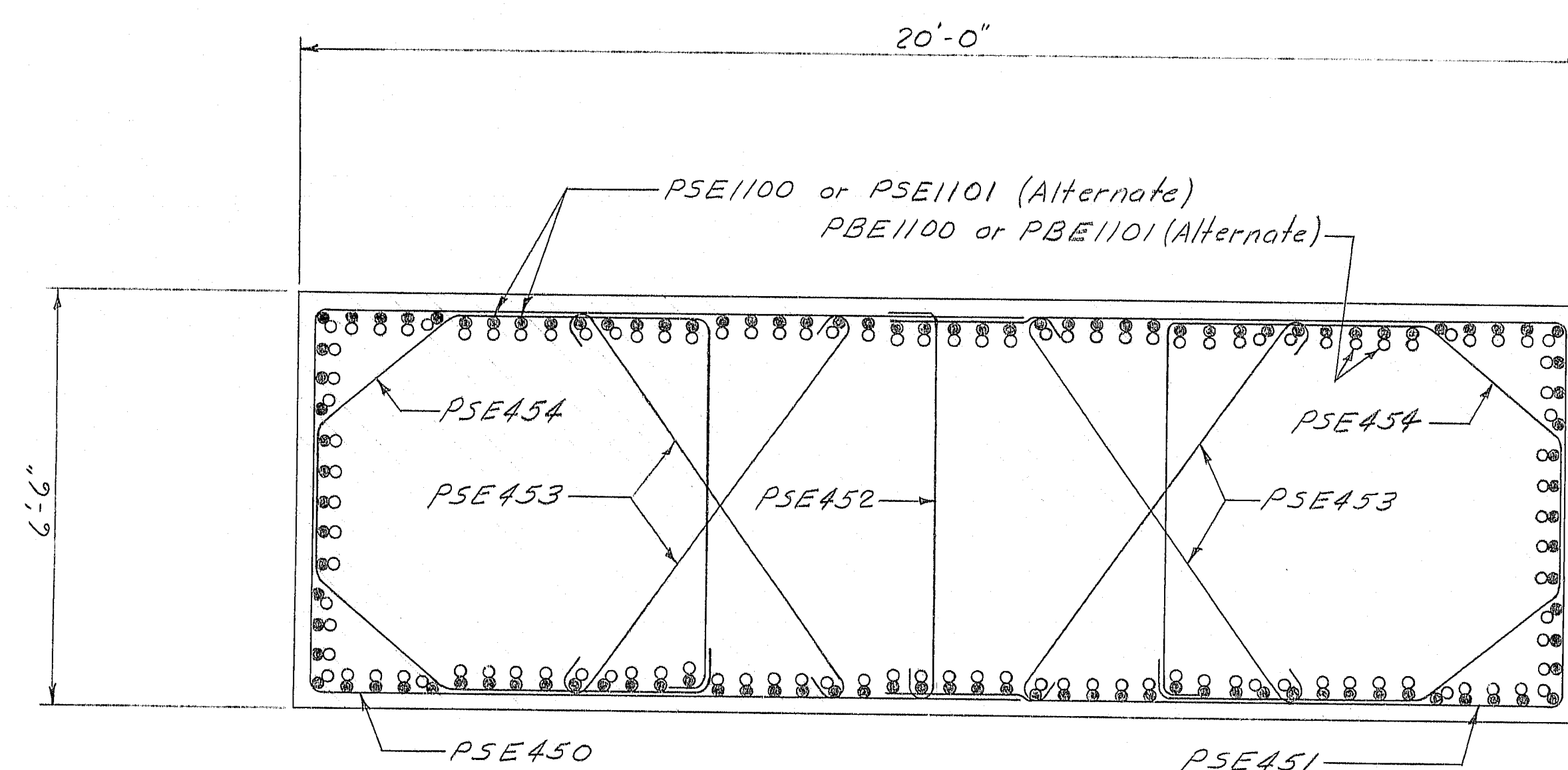
SECTION P-P
(Pier #6)



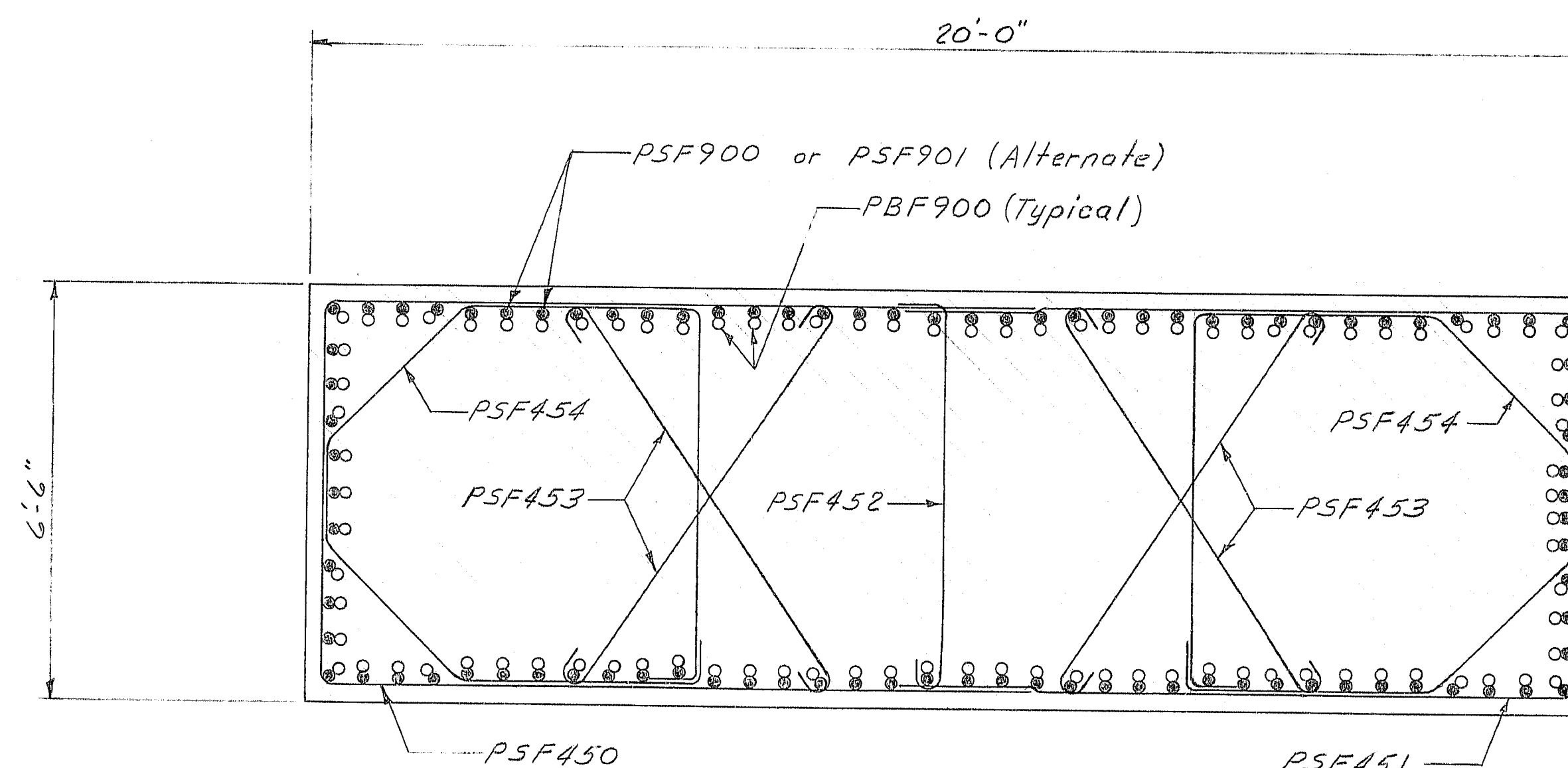
SECTION Q-Q₂
(Pier #6)



SECTION L-L₂
(Pier #5)



SECTION N-N₂
(Pier #5)



SECTION O-O₂
(Pier #6)

REFERENCES

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

107-167

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

AUGUSTA, MAINE Sept. 1993

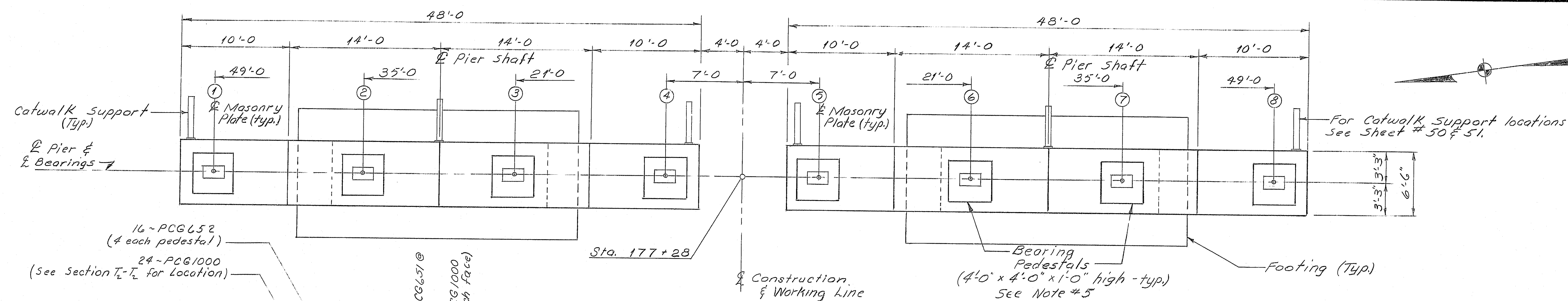
As Built H.L. Smith & Son

Steel

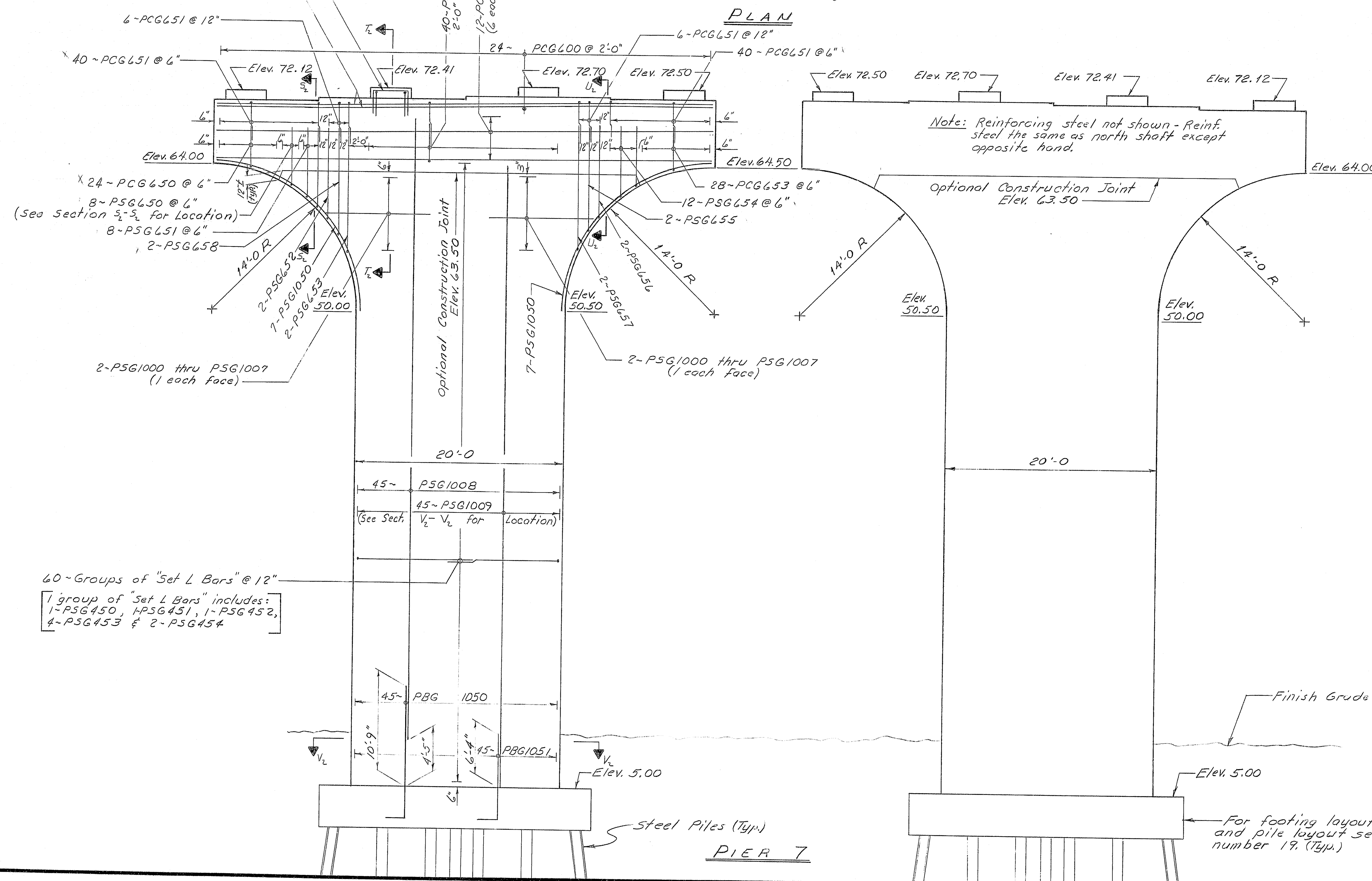
PROJECT DESIGN ENGINEER	DATE
BY	10/18/93
CHECKED	10/18/93
REVISIONS	
FIELD CHANGES	

BRUNING 44-132-58710-1

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



PLAN



GENERAL PIER NOTES

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

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

PLANS

107-168

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

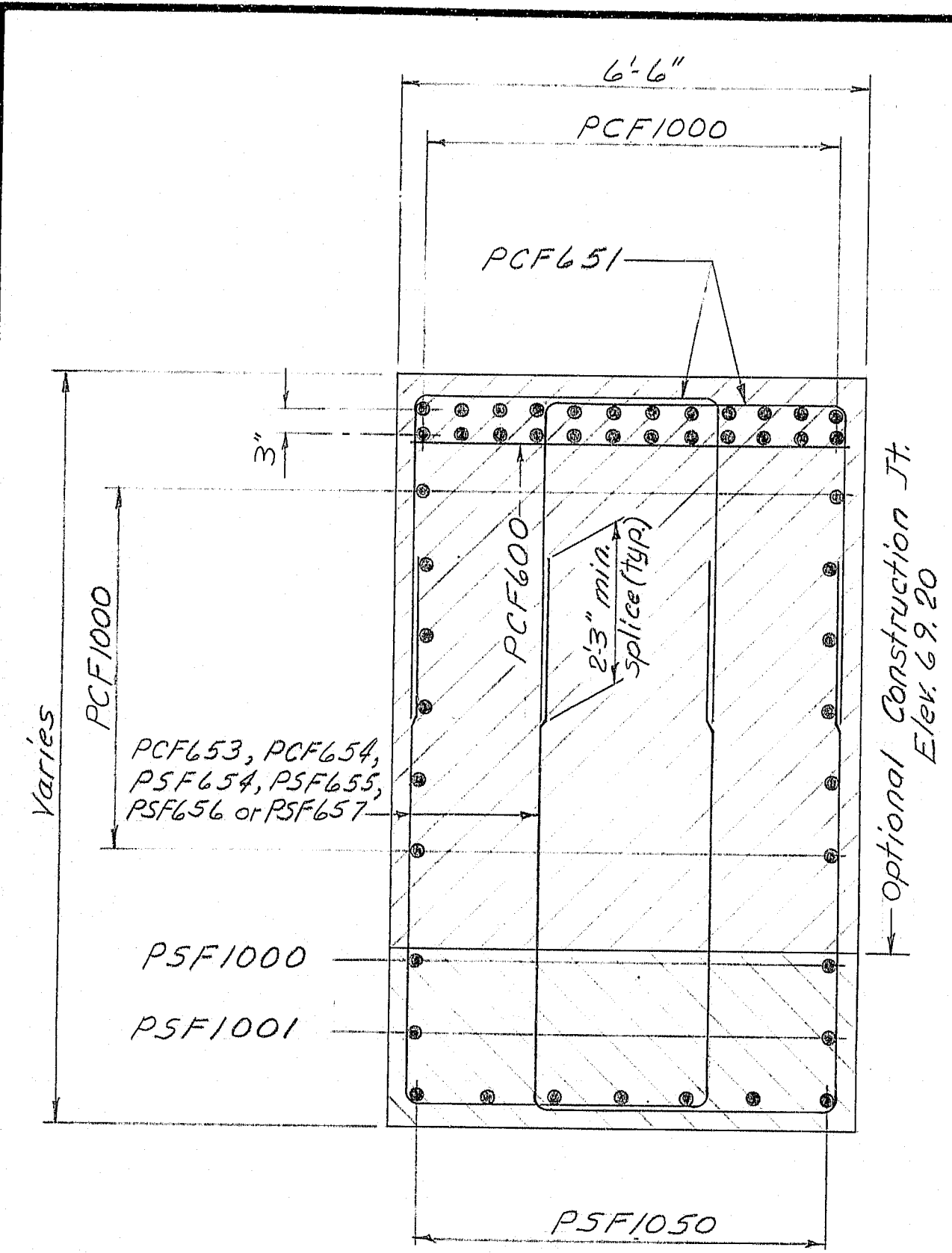
PIER 7 SHAFT

AUGUSTA, MAINE Sept. 1983

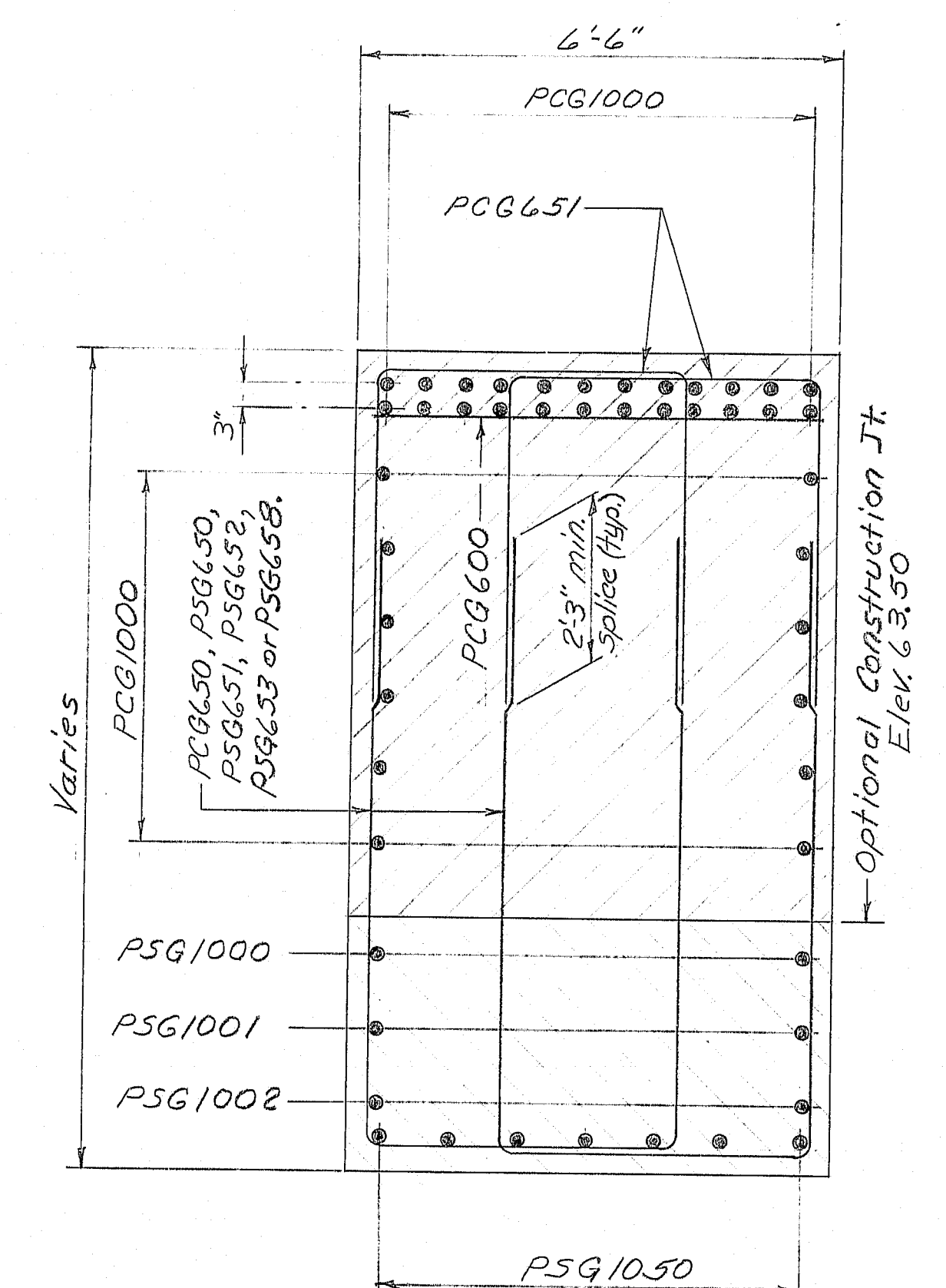
For footing layout, reinf., and pile layout see Sheet number 19. (Typ.)

H. Bunt Mill. Ltd. 5/14 Steel

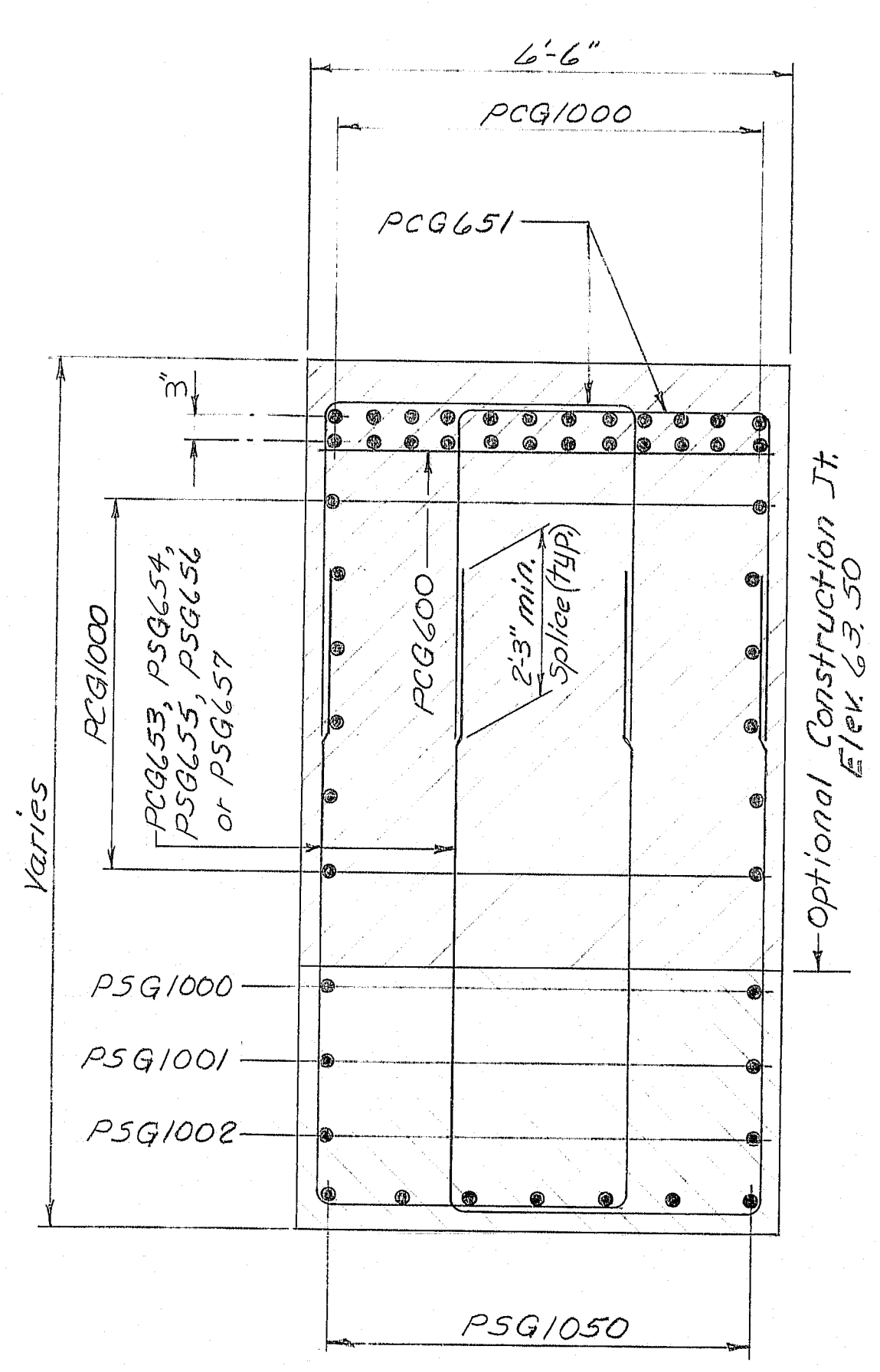
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	36	112



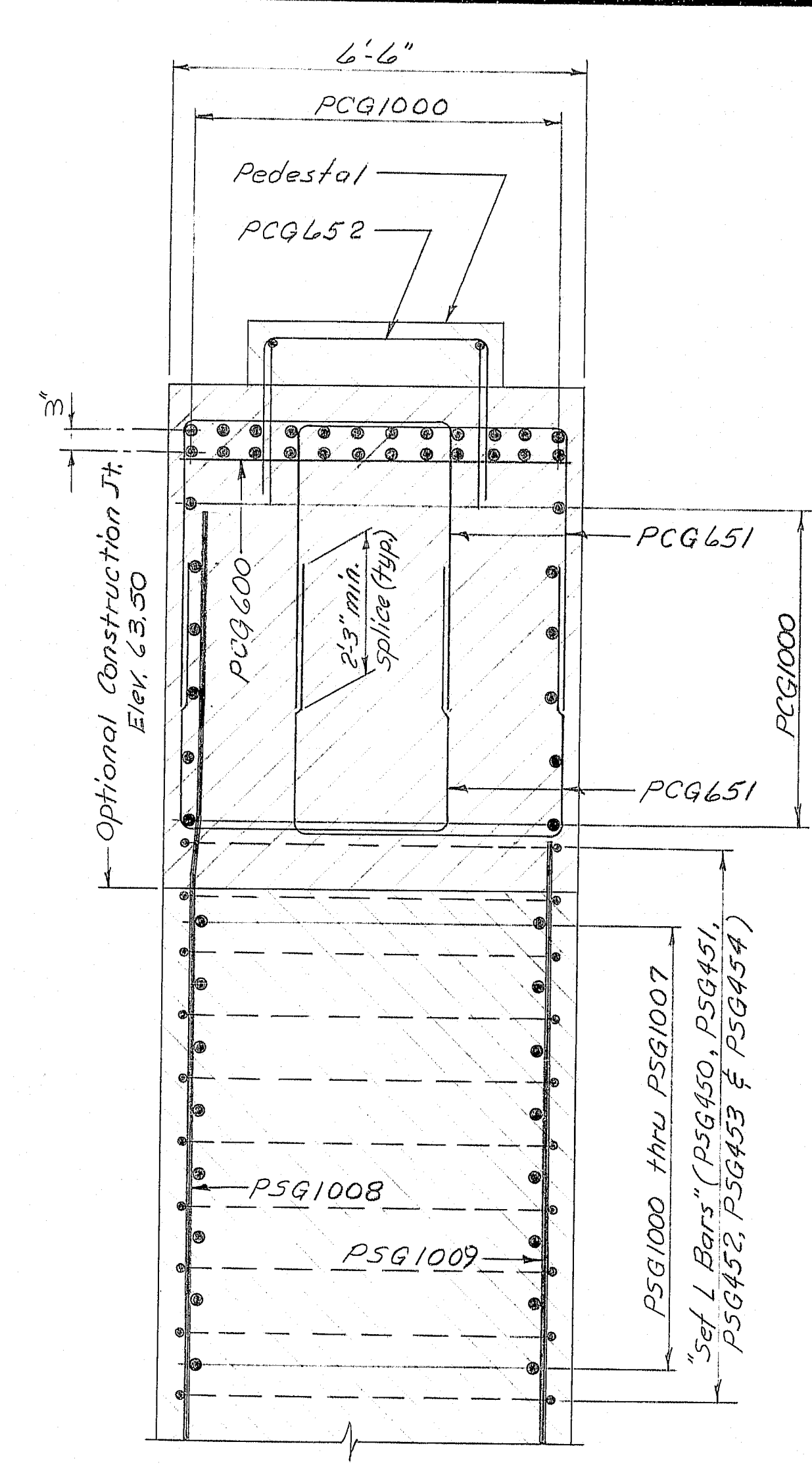
SECTION R₂-R₂
(Pier #6)



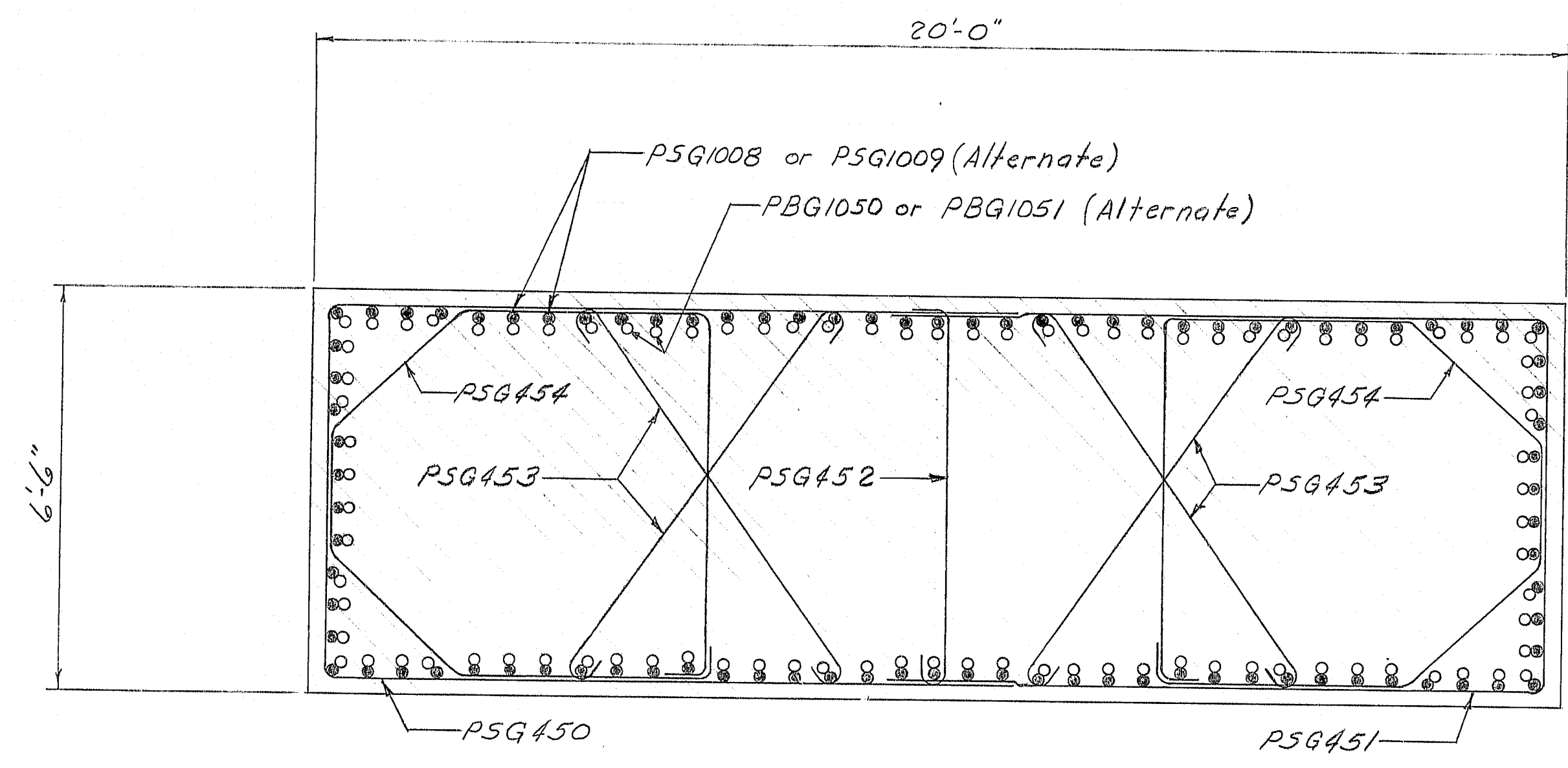
SECTION S₂-S₂
(Pier #7)



SECTION U₂-U₂
(Pier #7)



SECTION T₂-T₂
(Pier #7)



SECTION V₂-V₂
(Pier #7)

REFERENCE:

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

107-169

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

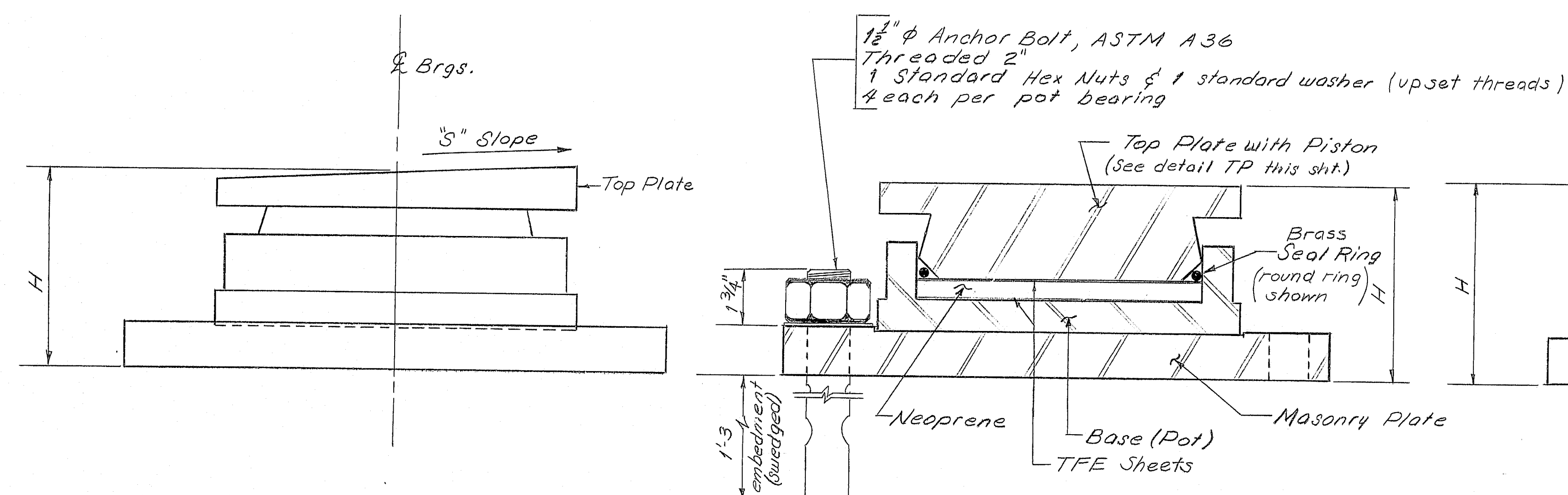
AUGUSTA, MAINE Sept. 1983

As BUILT 2/11/84 5/17/84 Steel

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	11/2/83
REVISIONS	11/2/83
FIELD CHANGES	11/2/83

BRUNING 44-132 457101

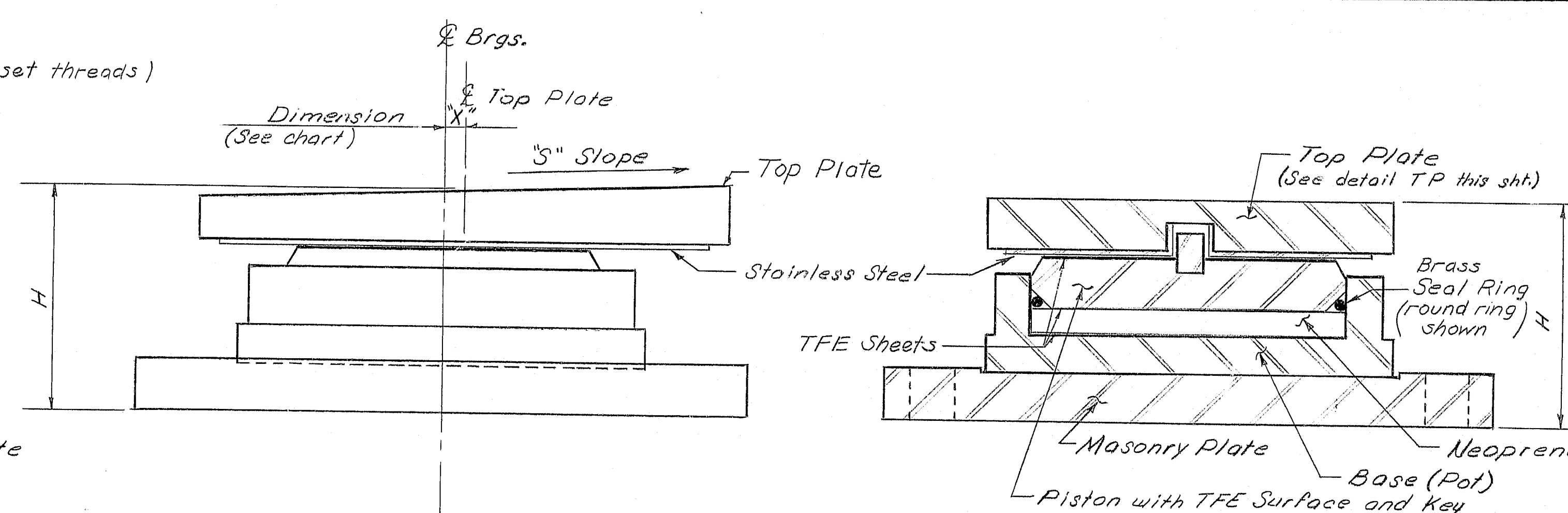
F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	37	114



ELEVATION

SECTION

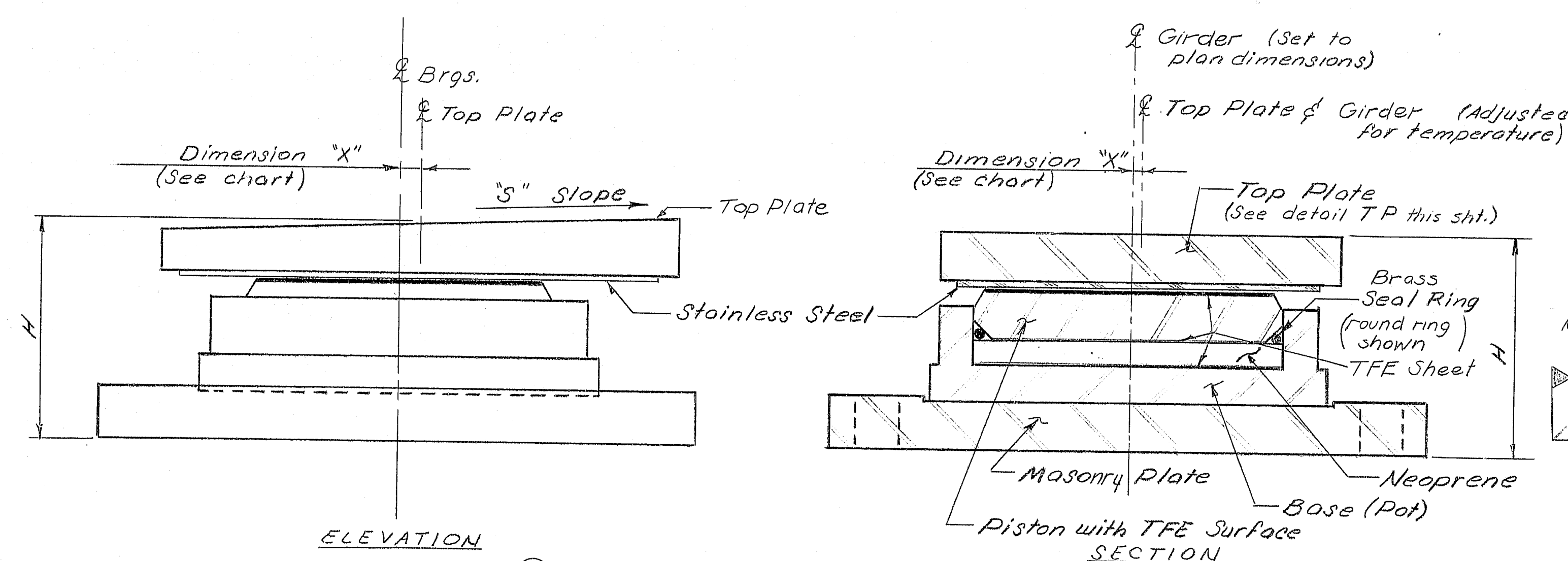
FIXED POT BEARING



ELEVATION

SECTION

GUIDED POT BEARING



ELEVATION

SECTION

NON GUIDED POT BEARING

POT BEARING NOTES

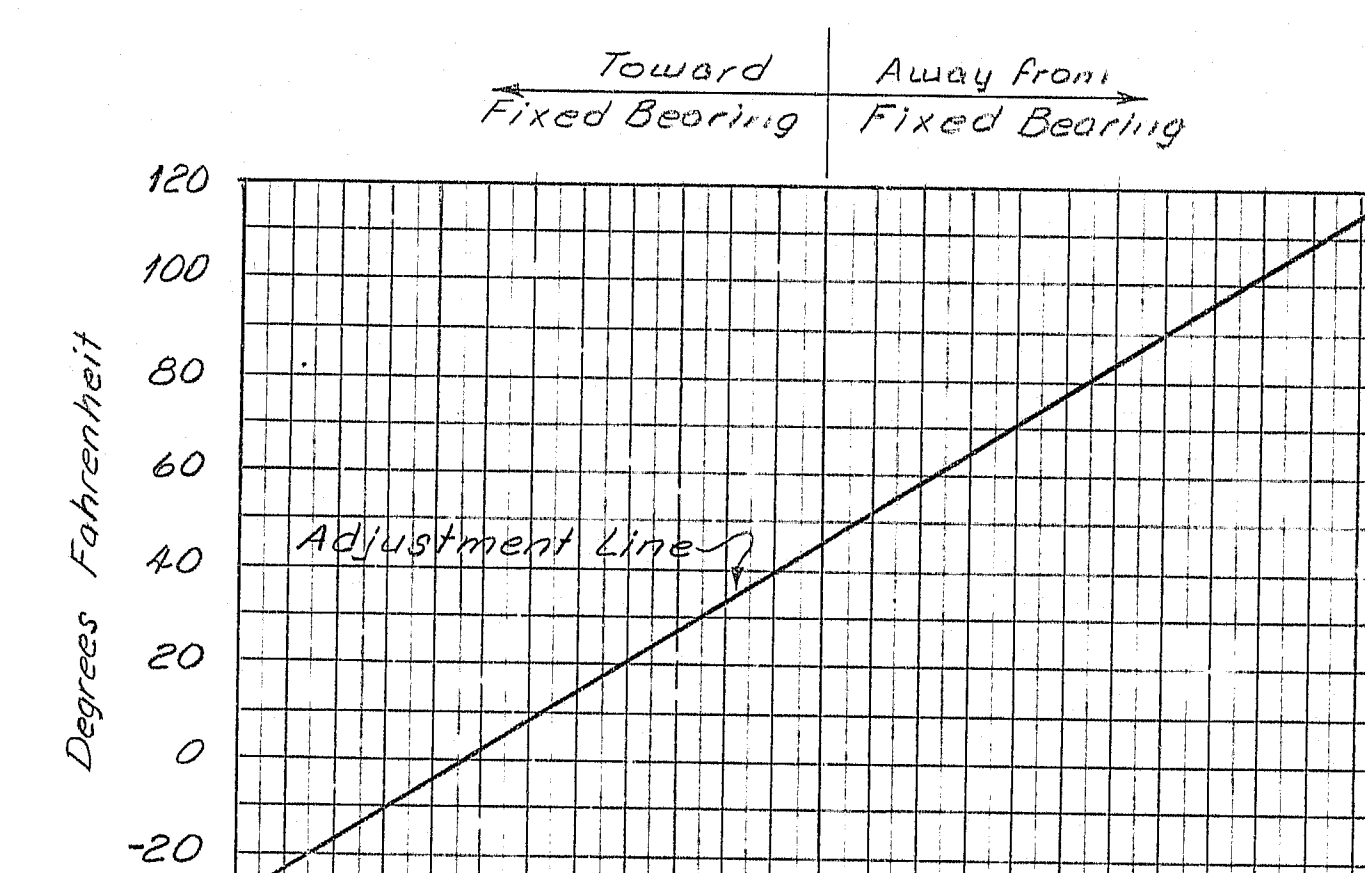
- Each Pot Bearing at Pier 2 Span 3 shall have a minimum hold down capacity of 45 kips.
- Dimension "H" is an estimate used to compute bridge seat elevations. The actual "H" used shall be given on the approved shop drawings and the bridge seat elevations shall be adjusted accordingly.
- The "S" slope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

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

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

POT BEARING DATA

Location	Abutment 1	Pier 1 (fixed)	Pier 2, Span 2	Pier 3, Span 3	Pier 3	Pier 4	Pier 5 (fixed)	Pier 6	Pier 7	Abutment 2
Girder Numbers	1 3,5 6 8,9 2,10 4 7	1 2 3,8 9,10 5,6 4 7	1 2 3,6 5,8,9 10 4,7	1 2 3 6 7 8 4 5	1 2 3 6 7 8 4 5	1 2,3 6 7 8 4 5	1,2,3,6 7,8 4,5	1,2,3,6 7,8 4,5	1 2,3,6 7,8 4,5	1 2,3,6 7,8 4,5
"S" Slope (%)	+2.8+2.4+2.3+2.7 +2.6+2.2+2.5	+2.7+2.6 +2.4 +2.5+2.2+2.4	+2.7+2.5+2.3 +2.2 +2.1+2.3+1.3+1.2+1.1+0.9+0.8+0.7+1.0	+0.9+0.8+0.7+0.3+0.4+0.3 10.7+0.6+0.1 0.0-0.4-0.6-0.3-0.3	-1.2-1.4-1.5-1.6-1.4	-2.4 -2.4 -2.3 -2.9-2.8 -2.8	-2.9 -2.9			
Bearing Type (See Legend)	N	G	G	N	G	N	G	G	N	G
Minimum Transverse Movement (inches)	0.75	0.75	0.75	0.75	0.75	0.50	0.50	0.50	0.50	0.50
Rating Longitudinal	1.50		1.50	9.00	6.50		0.50		0.50	
"H" Height (inches)	5 3/8	8	5 1/2	6 1/2	10 1/8	3.00	2.50	5.00	7.00	
Reactions (kips)	356	892	301	520	1715	1420	1061	992	1022	369



BEARING SETTING CHART

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

* Adjust linearly for other widths.

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

AUGUSTA, MAINE Sept 1983

By BLINT J.A. 5/94

F.R.D. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	38	114



STRUCTURAL STEEL NOTES

1. ~ Camber grades, as shown, are computed to compensate for all dead load deflections and for the curvature of the finished grade profile.
2. ~ No transverse butt weld splices will be allowed in the flange plates or web plates within 10' from the points of maximum negative moment or maximum positive moment.
3. ~ Sections of flange plates or web plates between transverse shop splices or between a transverse shop splice and a field splice shall be not less than 20 feet in length unless otherwise shown on the plans.
4. ~ Butt weld splices in flanges shall be not less than one foot from transverse welds in the web plates.
5. ~ Bearing stiffeners shall be plumb after erection and dead loading of the structure. Intermediate web stiffeners may be either plumb or normal to the top flange.
6. ~ Cross-frame or diaphragm connection plates may be either plumb or normal to the top flange.
7. ~ Filler plates shall be ASTM A588 steel and mill tests for filler plate material will not be required.
8. ~ All splice plates and bolts for splice #10 shall be furnished and installed under Contract #4 if awarded. Splice plate holes shall be drilled in the field to match the negative moment girders over Pier #5 unless otherwise approved by the Engineer. Splice plates may be oversized and edge distances for bolt holes in the girders may be increased if approved by the Engineer. Adjustments to the girders to facilitate the fitting of girders and splices will be considered to be incidental to Item 504.700 Structural Steel Fabrication & Delivery and Item 504.710 Structural Steel Erection under Contract #4.
9. ~ Lateral bracing members connected at one end to a girder erected under Contract #4 and connected at the other end to a girder erected under Contract #5 shall be fabricated, delivered and erected under Contract #4. All connecting angles shall be fabricated, delivered and erected by the same Contractor supplying the girders to which they are attached.
10. ~ Fillet weld sizes for plates over 3/4" thickness shall be 5/16" unless otherwise noted.
11. ~ At locations marked with an asterisk (*) the designated diaphragms shall be changed, Type L or M Mod to a D3 Mod, M2 Mod, to a D2 Mod, and M1 to a D1 Mod, as required to accommodate the Contractor's deck placement sequence. No extra compensation will be allowed for any diaphragms so substituted and any additional cost will be considered incidental to the contract item. See note #5 sheet #55 for slab construction sequence. For slab haunch detail see sheet #6r.
12. ~ All connection plates shall extend to both the top & bottom flanges, except at splice plates.
13. ~ A 1 inch diameter hand hold bar shall be installed along the inside of exterior girder webs and along both sides of interior girder webs from the first intermediate diaphragm in span 1 to the last intermediate diaphragm in span 8. Hand hold bars will not be required in the bay where the catwalk is located. The bars shall be installed in 1/8" holes drilled in the stiffeners and connection plates; see Hand hold Detail on sheet #49. Payment will be considered incidental to Items 504.7001 and 504.7101.
14. ~ A hand hold bar shall be installed on Girder 6-1 and Girder 5-2 in the bay where the catwalk is located.

INTERMEDIATE STIFFENERS	
Type	Plate Size
P	1/2" x 6"
R	1/2" x 5"
A	1/2" x 7"

Revision	Description	Date
1	Note #14	7-3-84
2	7" x 10" Connection Plates	7-3-84

BASIC DESIGN STRESSES

STRUCTURAL STEEL: ASTM A588
ASTM A365
F_y = 50,000 psi
F_v = 25,000 psi

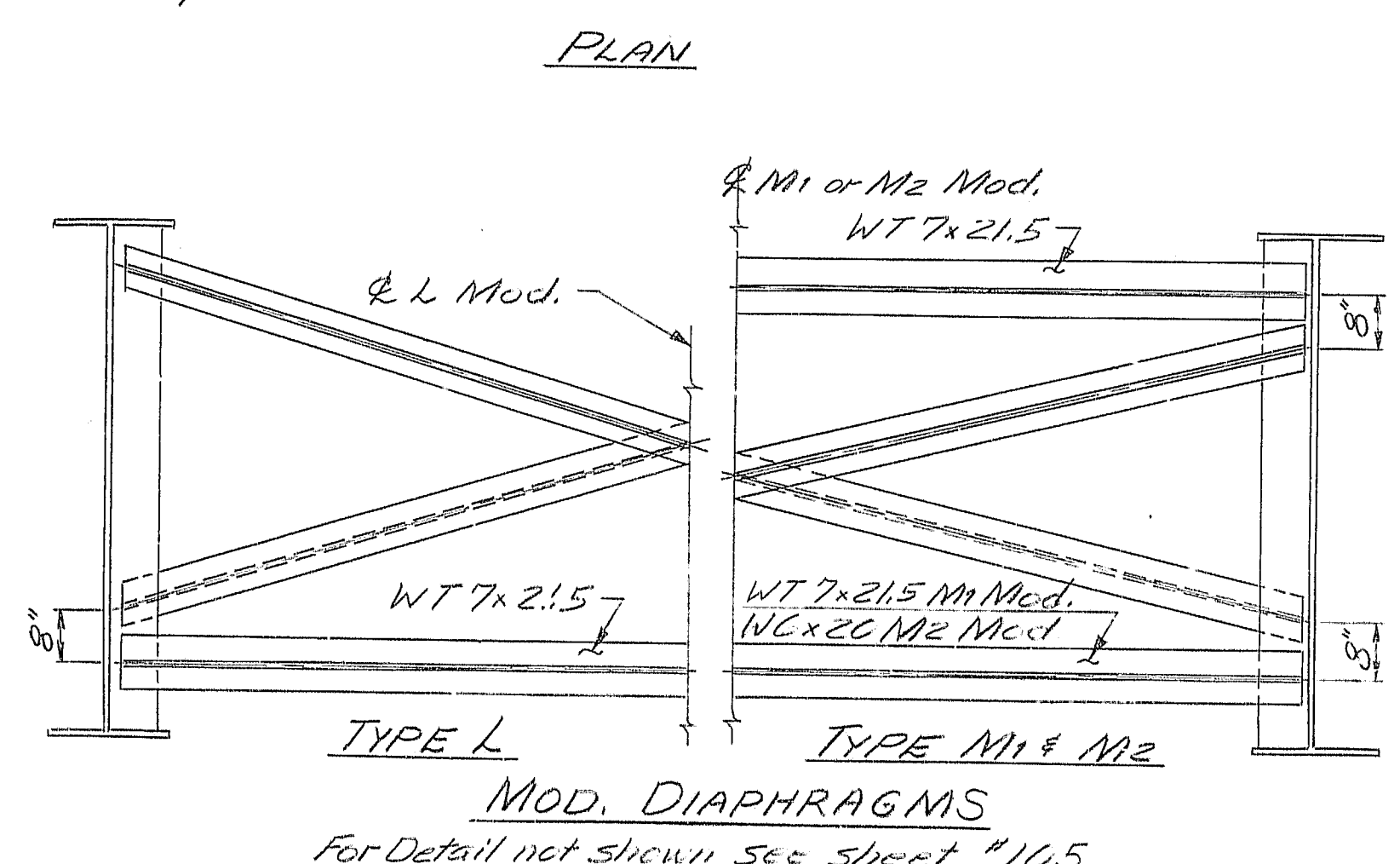
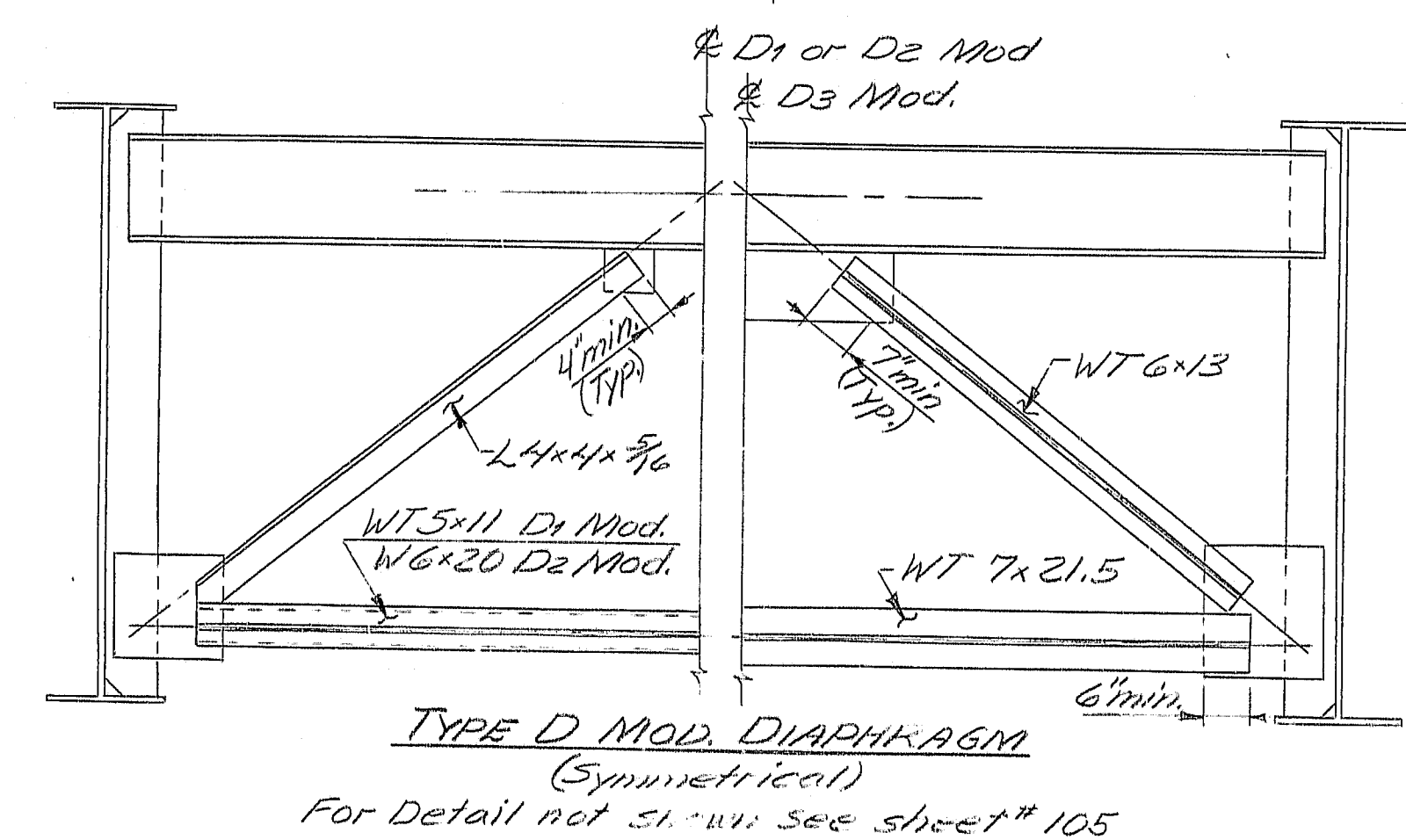
MATERIALS

STRUCTURAL STEEL: All materials
(except as otherwise noted)
High Strength Bolts
ASTM 588 (unpainted)
ASTM 325 Type 3

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
FRAMING PLAN
(SPANS 182)
AUGUSTA, MAINE Sept. 1983

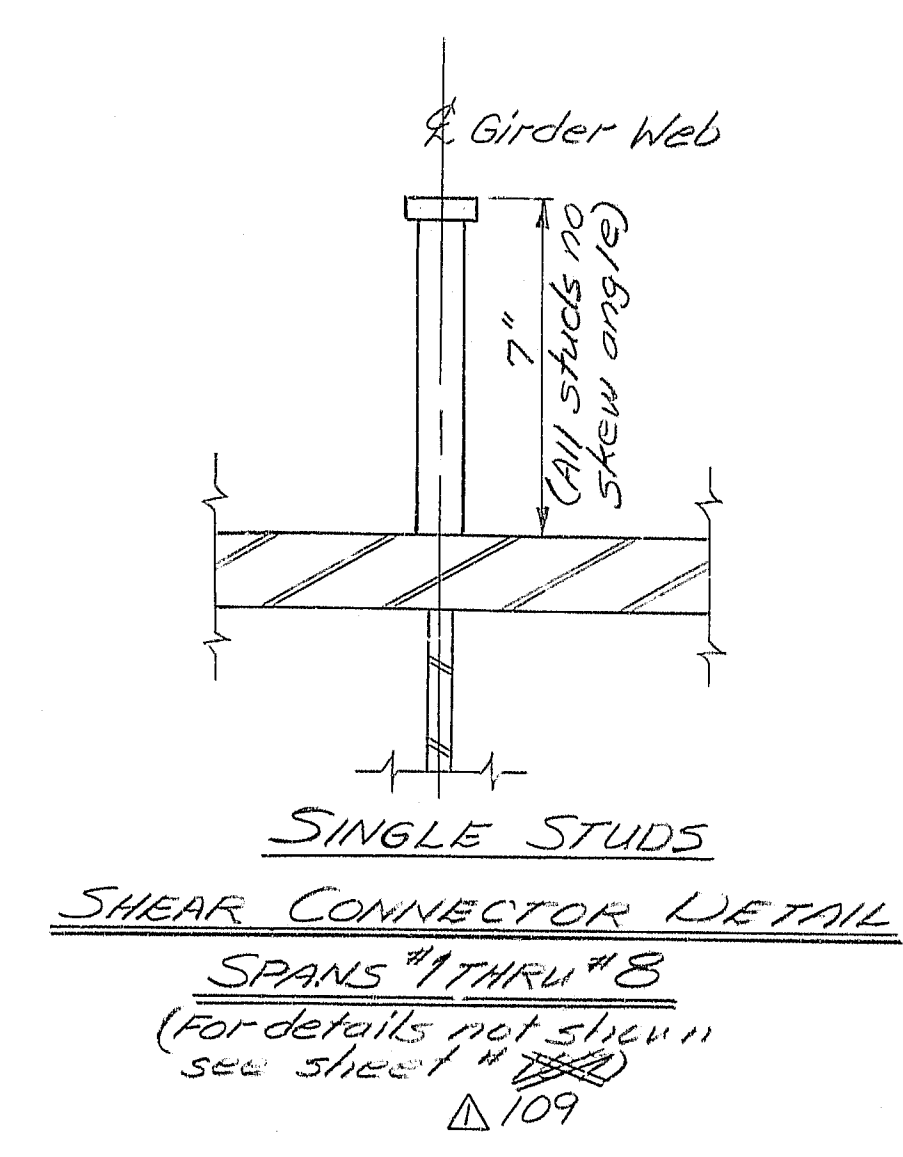
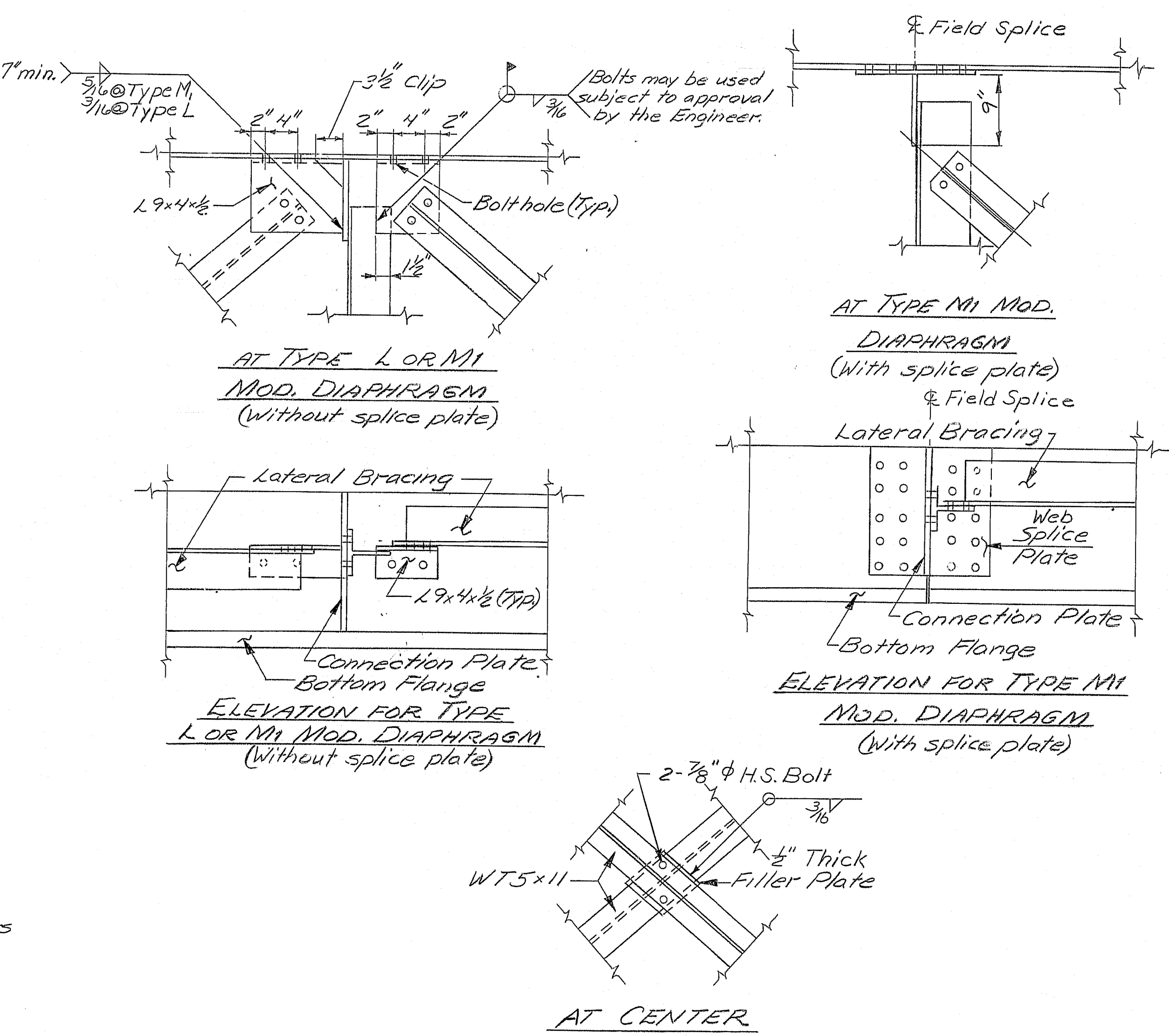
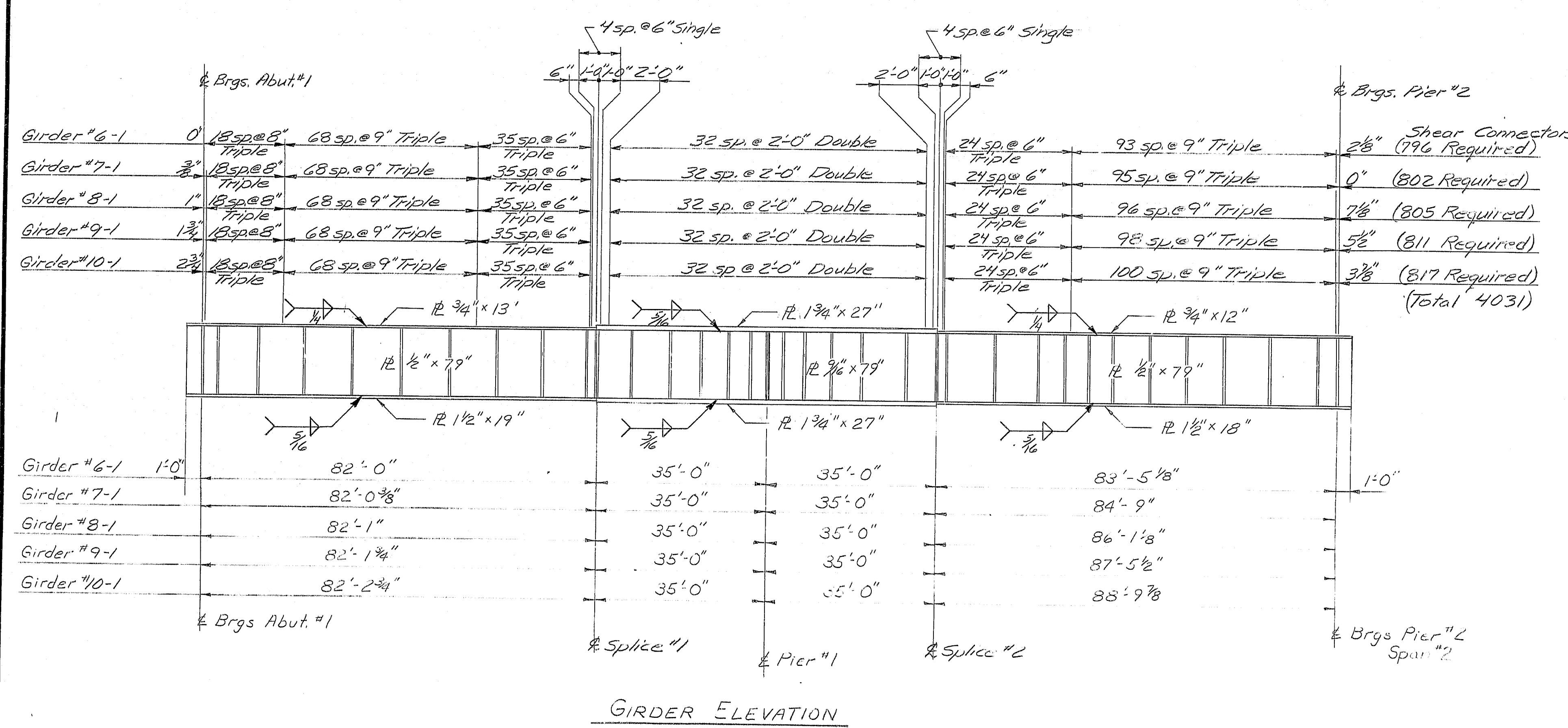
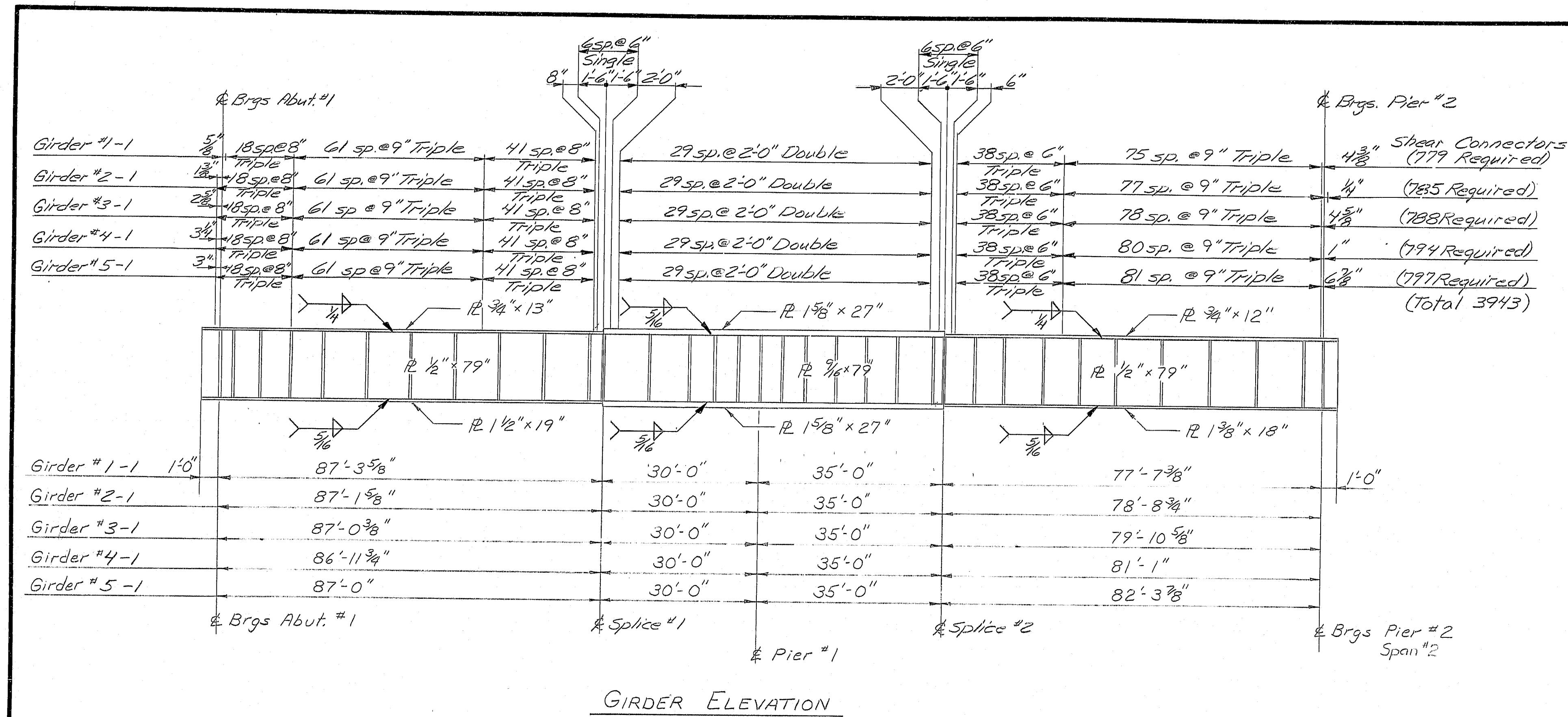
107-171



PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAIL	7-3-84
CHECKED	7-3-84
REVISIONS	
FIELD CHANGES	

BRUNING 44132 07/01

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



107-172

REVISIONS	DATE
Δ Addendum #4	1-16-84

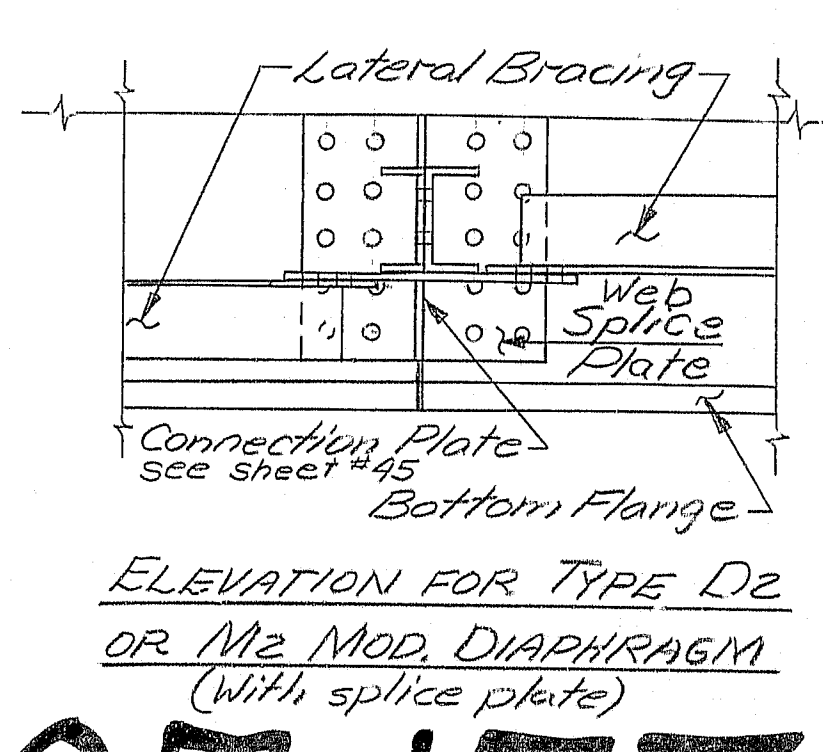
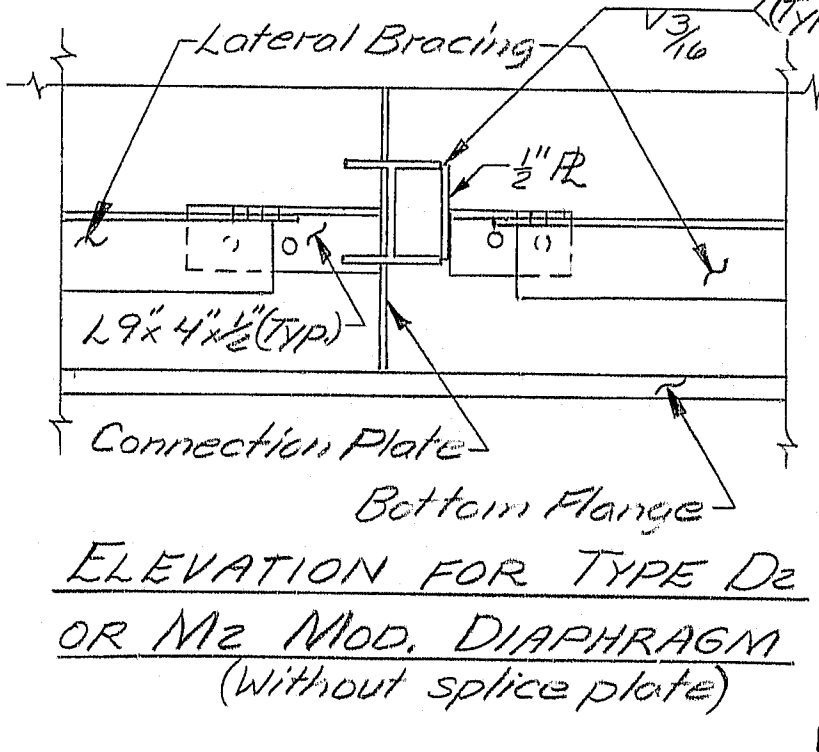
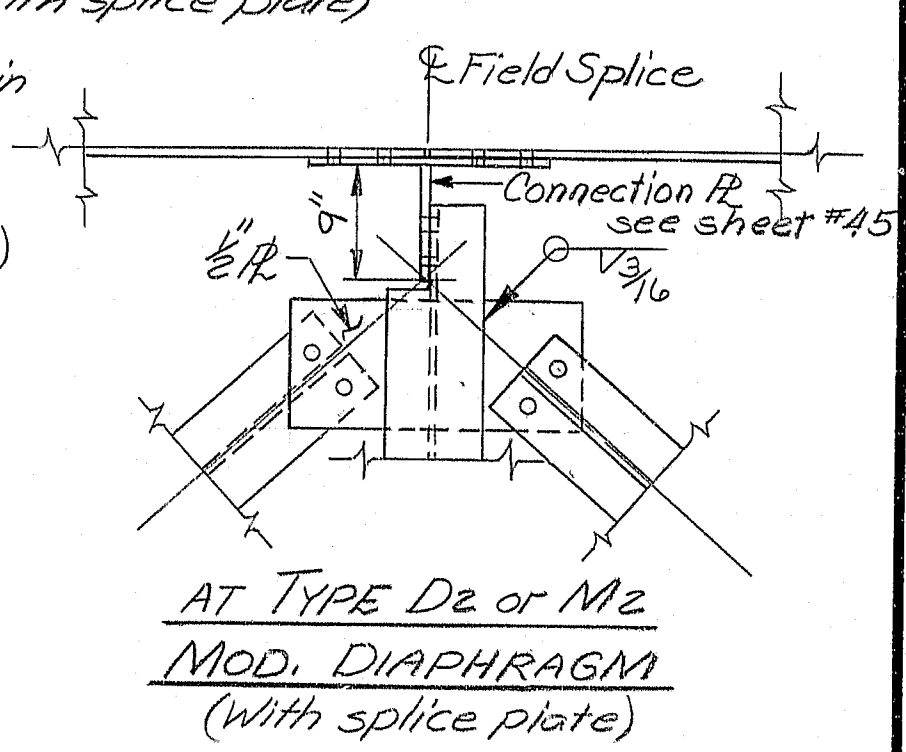
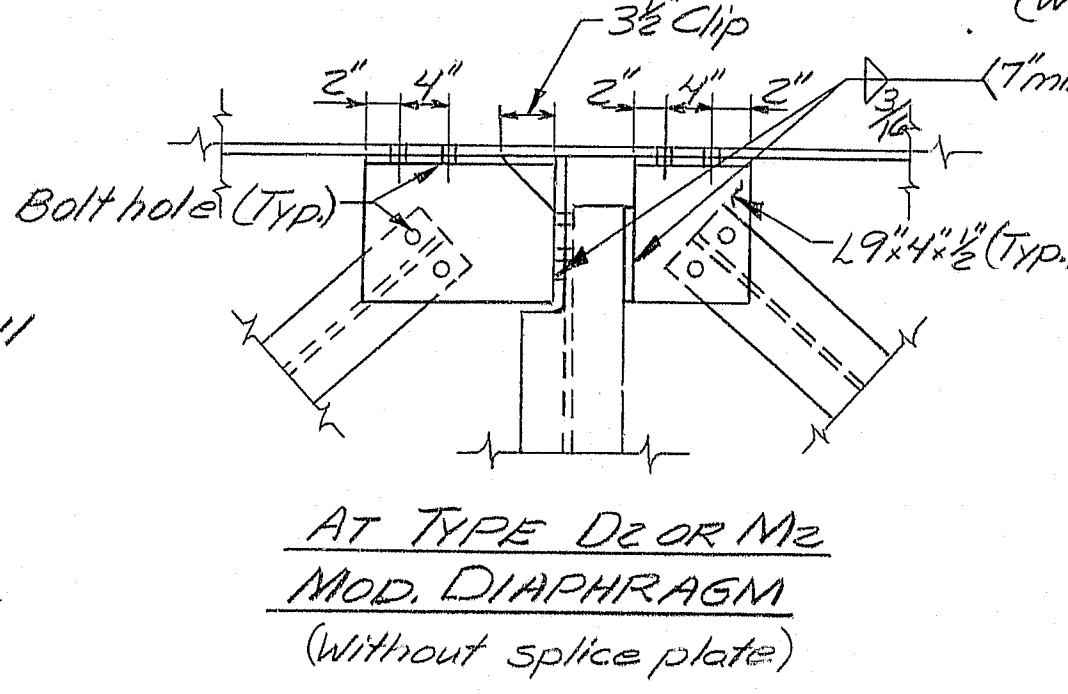
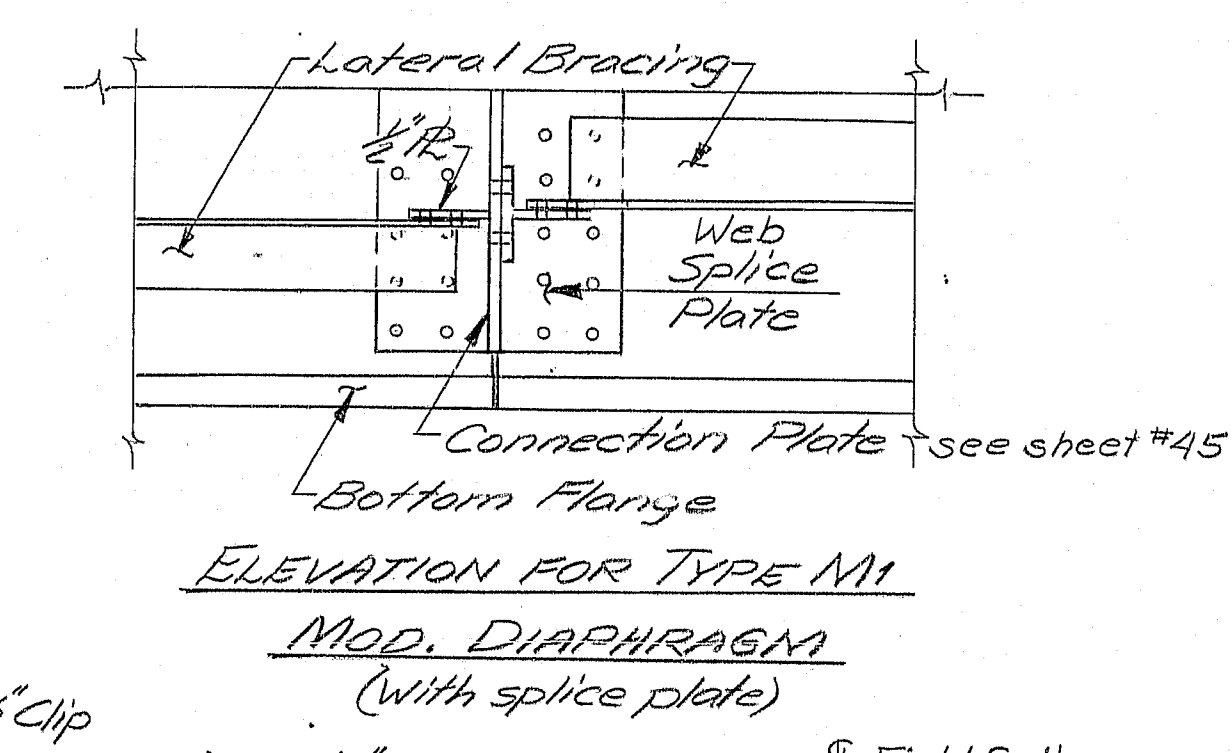
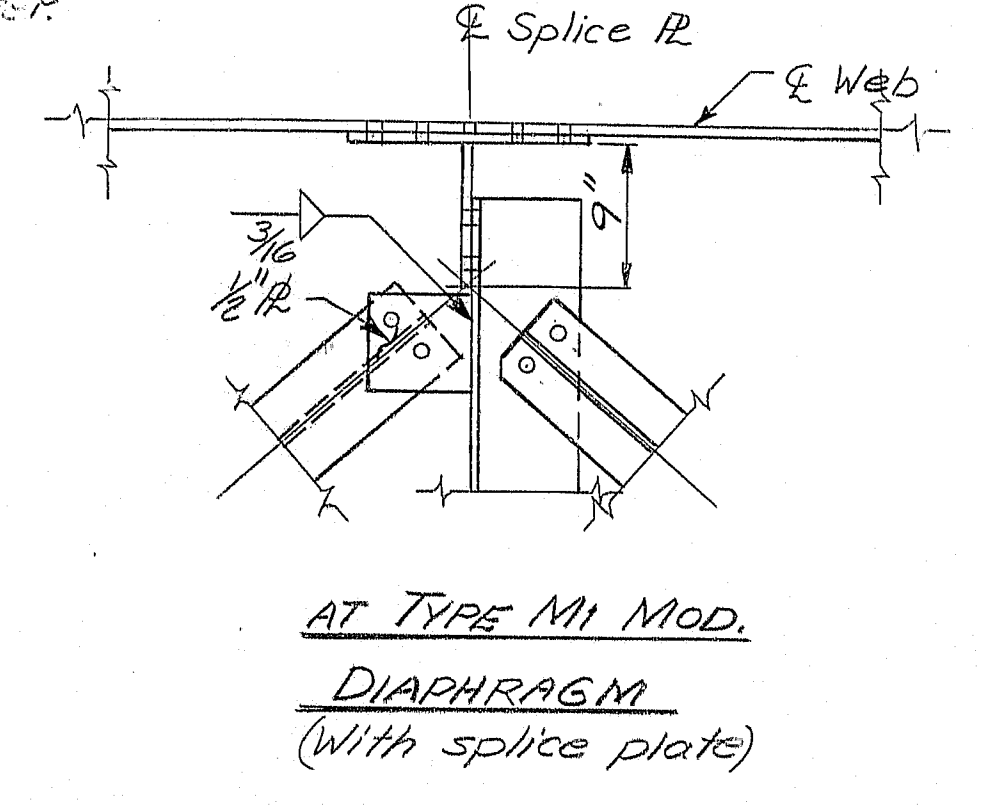
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

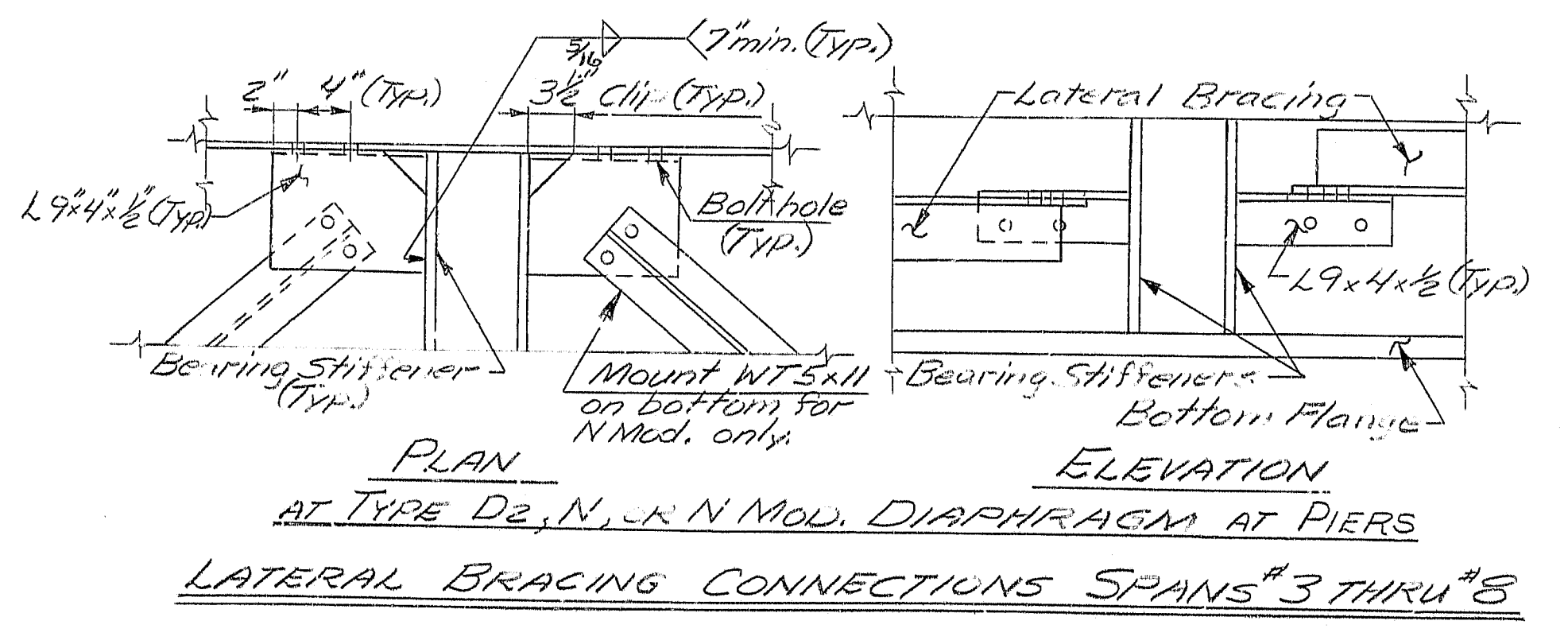
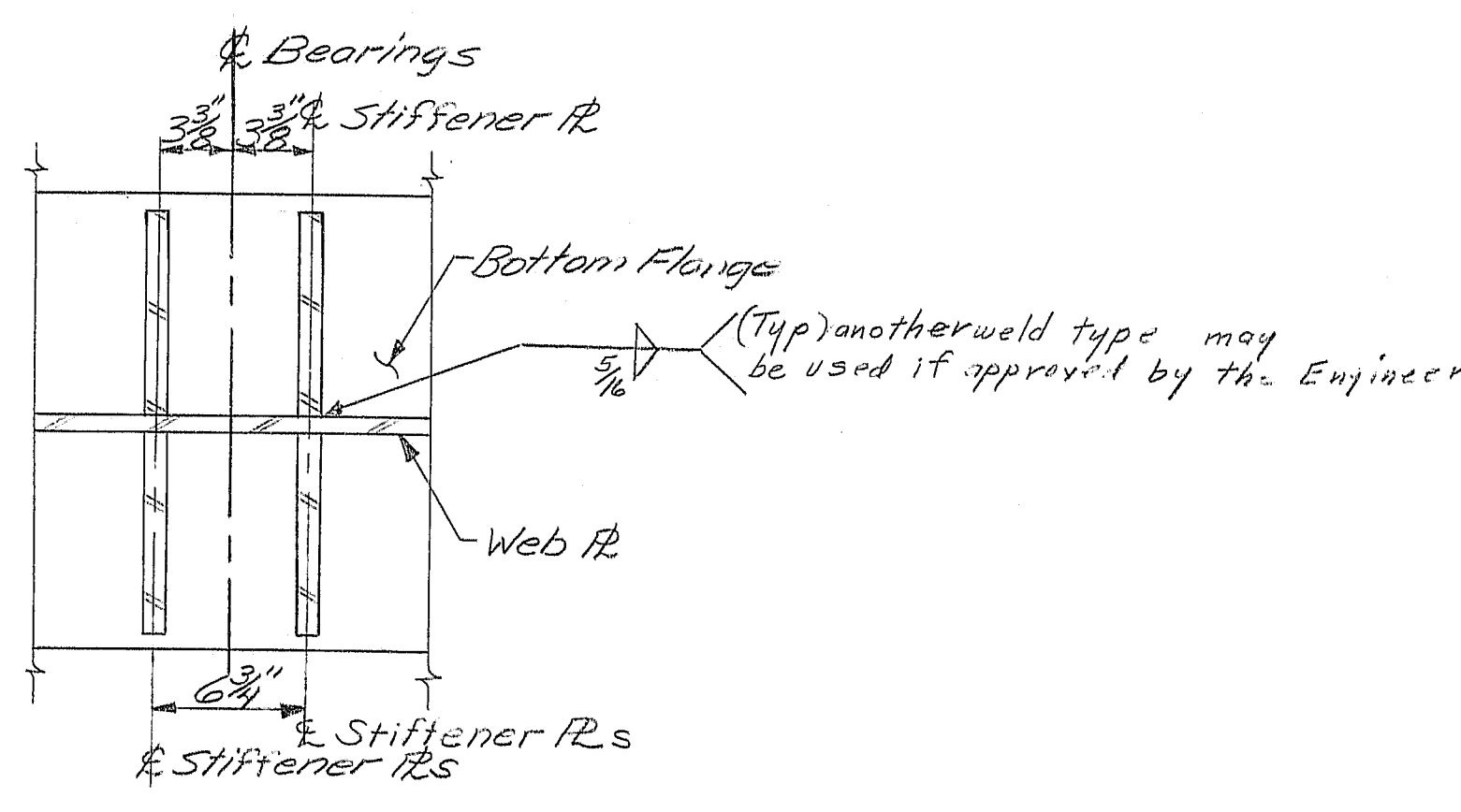
PROJECT DESIGN ENGINEER	DATE
DESIGN-DETAILED	4-83
REVISIONS	7/83
FIELD CHANGES	
PLANS	

BRUNING 44132 67101

As BUILT Fall 1984 Steel

[illegible]

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



107-173

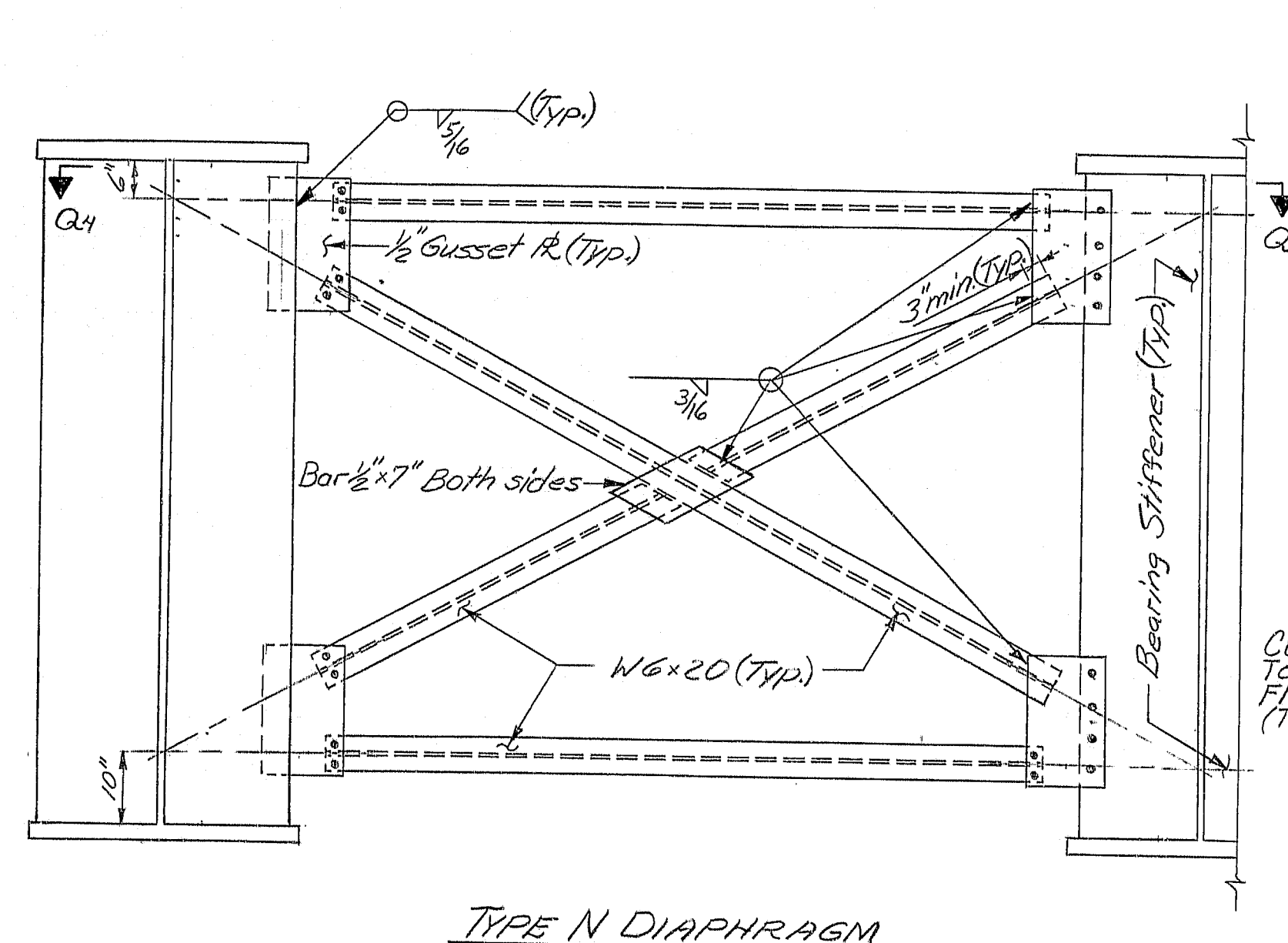
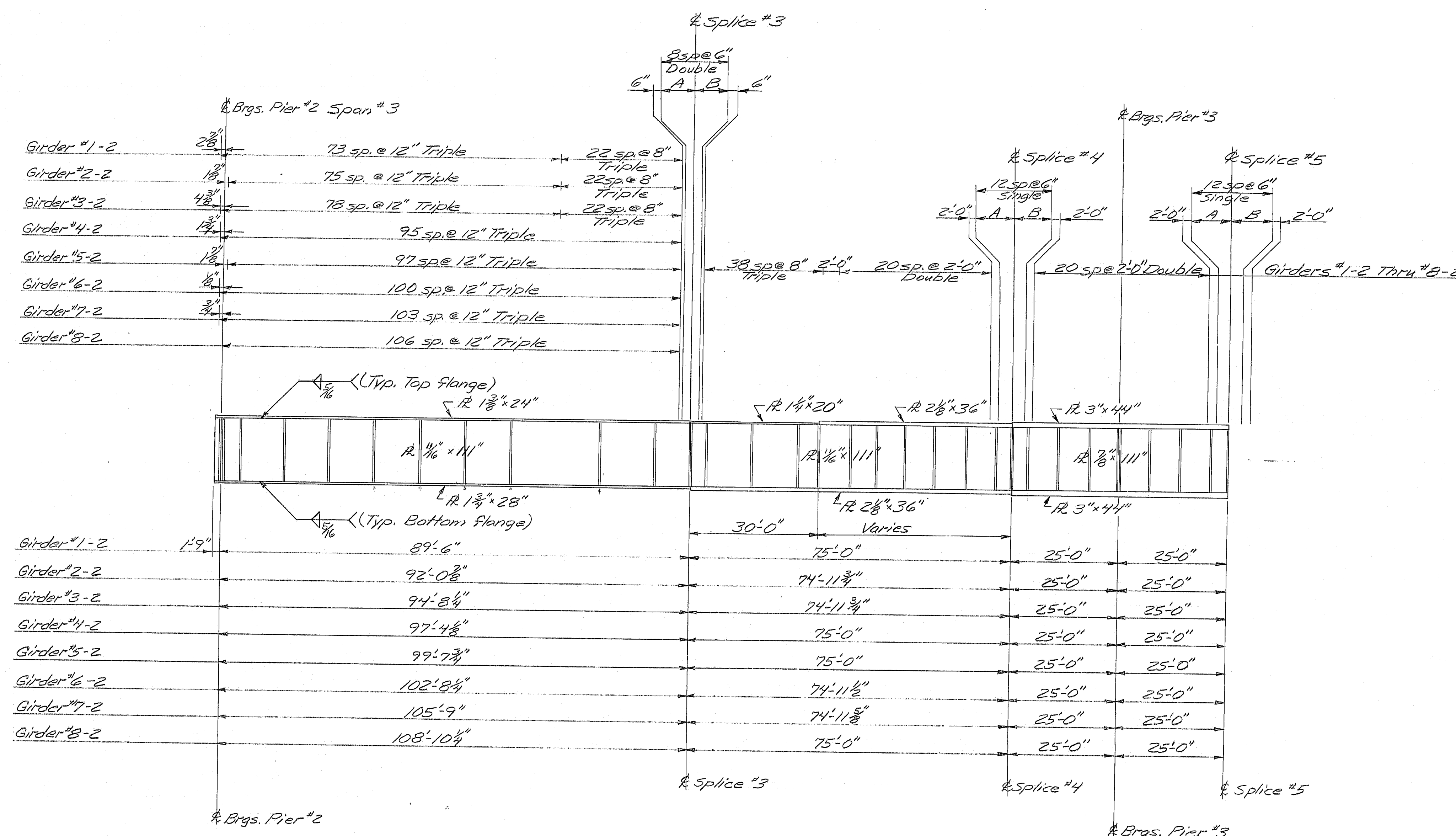
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

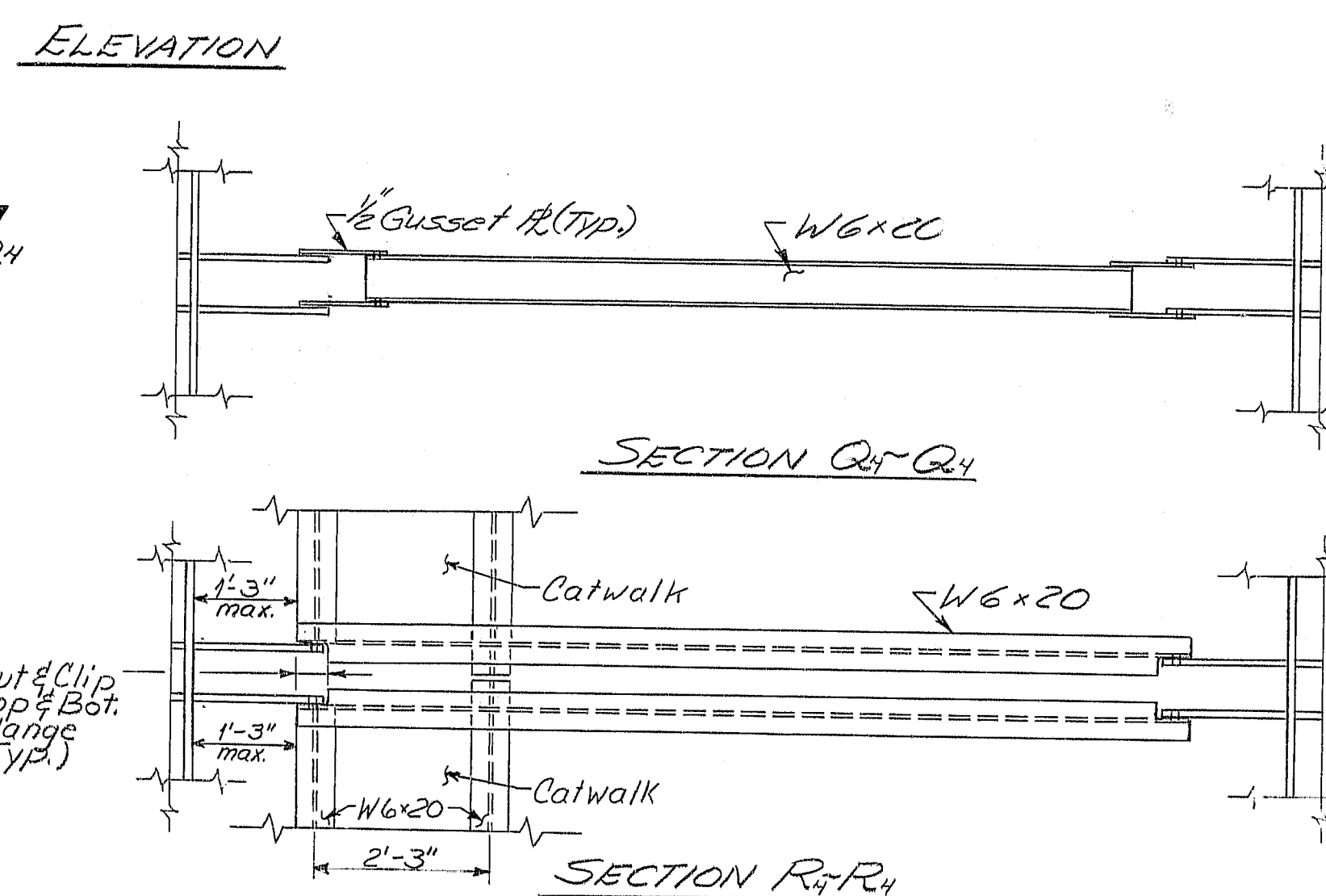
218

Aug 1 1995

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

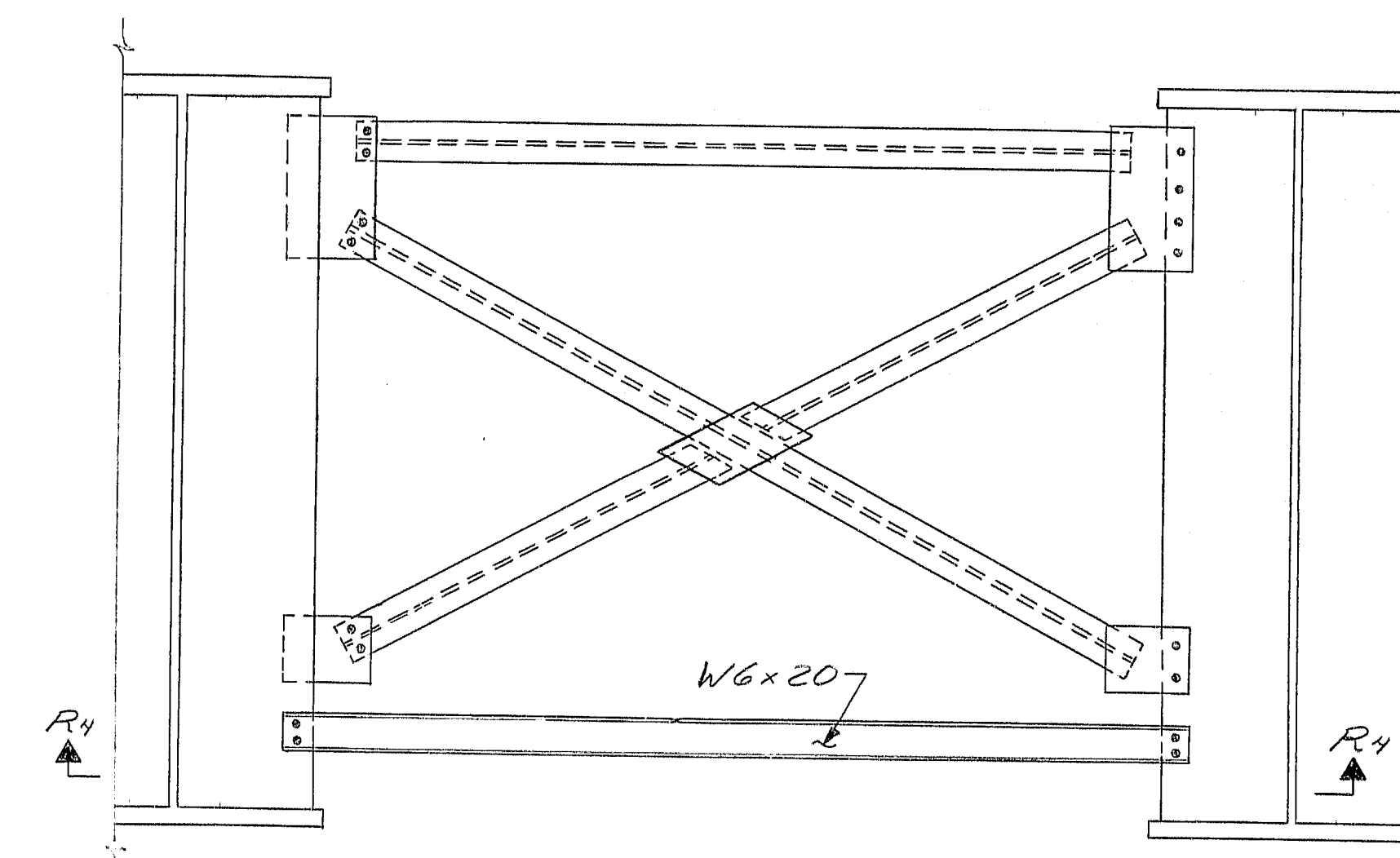


TYPE N DIAPHRAGM



SECTION Q4-Q.

SECTION R₄-R₄



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

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

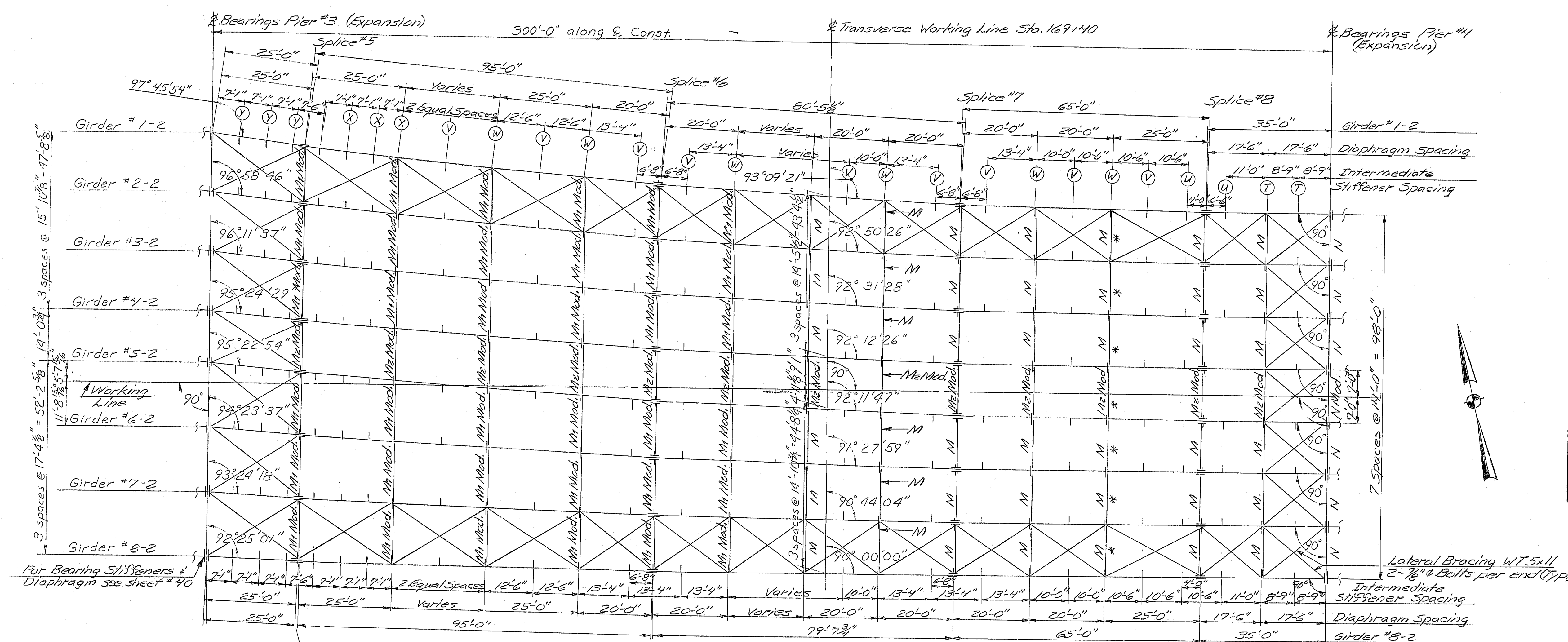
(SPAN 3)
AUGUSTA, MAINE Sept. 1938

As Built L.M. Edmund 5/24

PLANS	PROJECT DESIGN ENGINEER <i>R. K. K.</i>		BY	DATE
	DESIGN - DETAILED	SPA	<i>Edw</i>	<i>6/83</i>
	CHECKED		<i>RUM</i>	<i>10/83</i>
	REVISIONS			

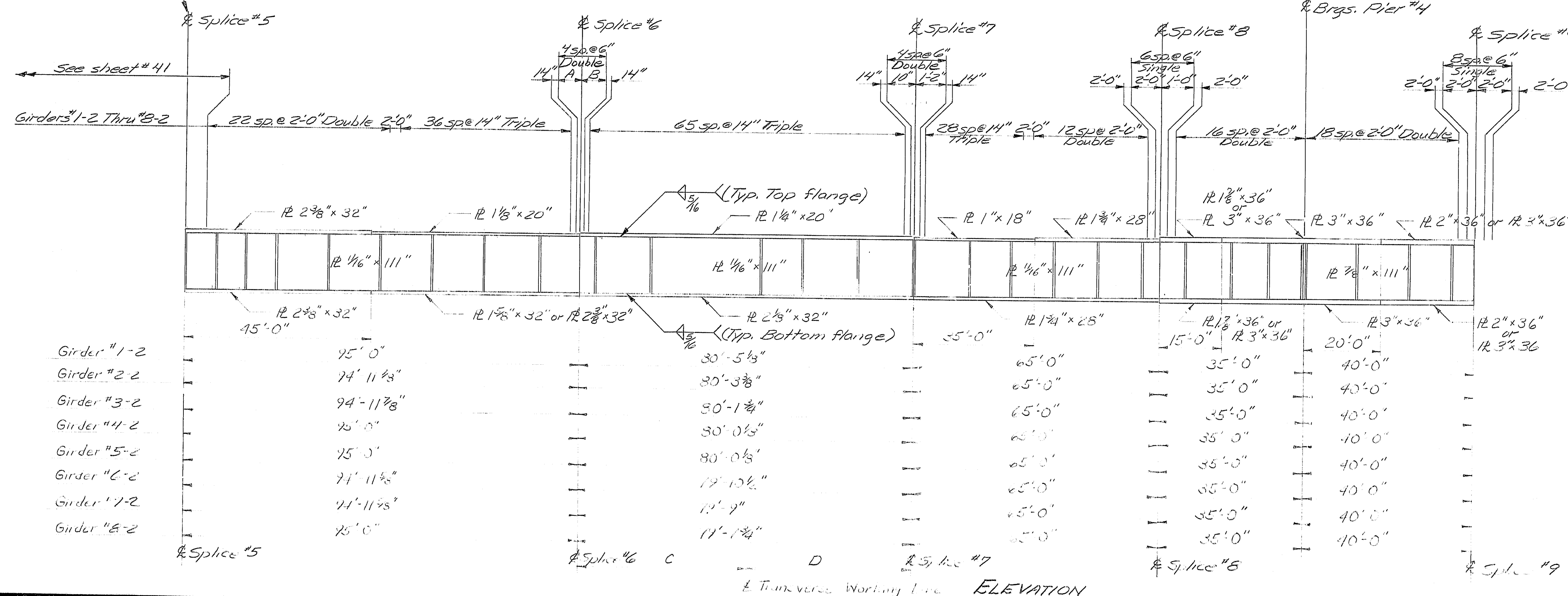
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F.R.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	42	114



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

PLAN



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

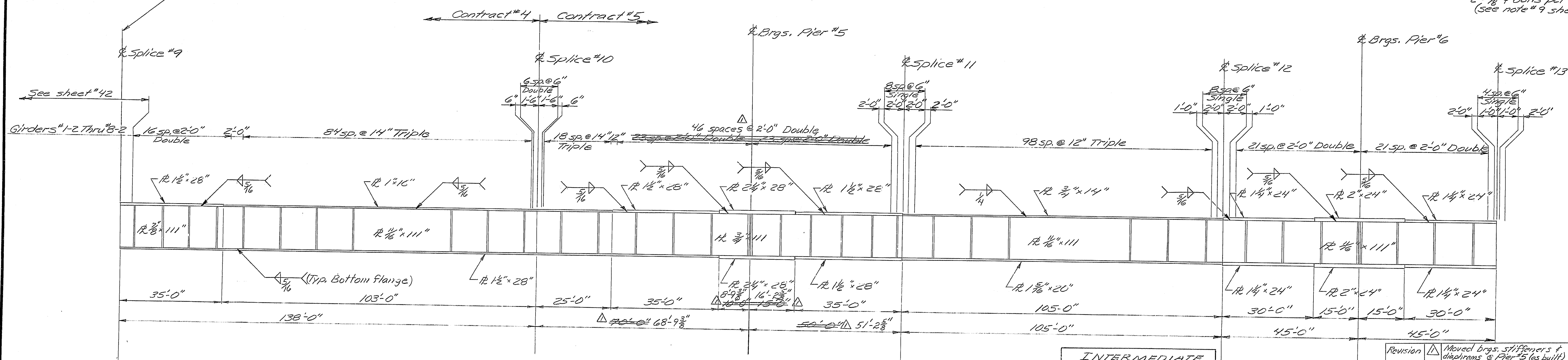
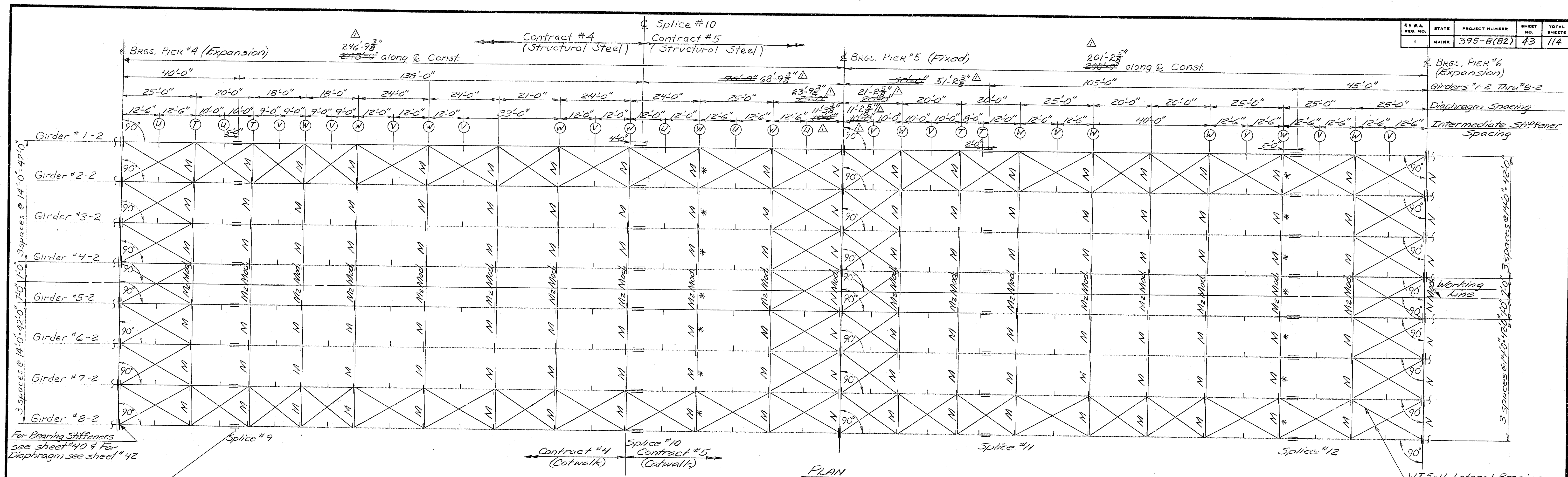
107-175

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

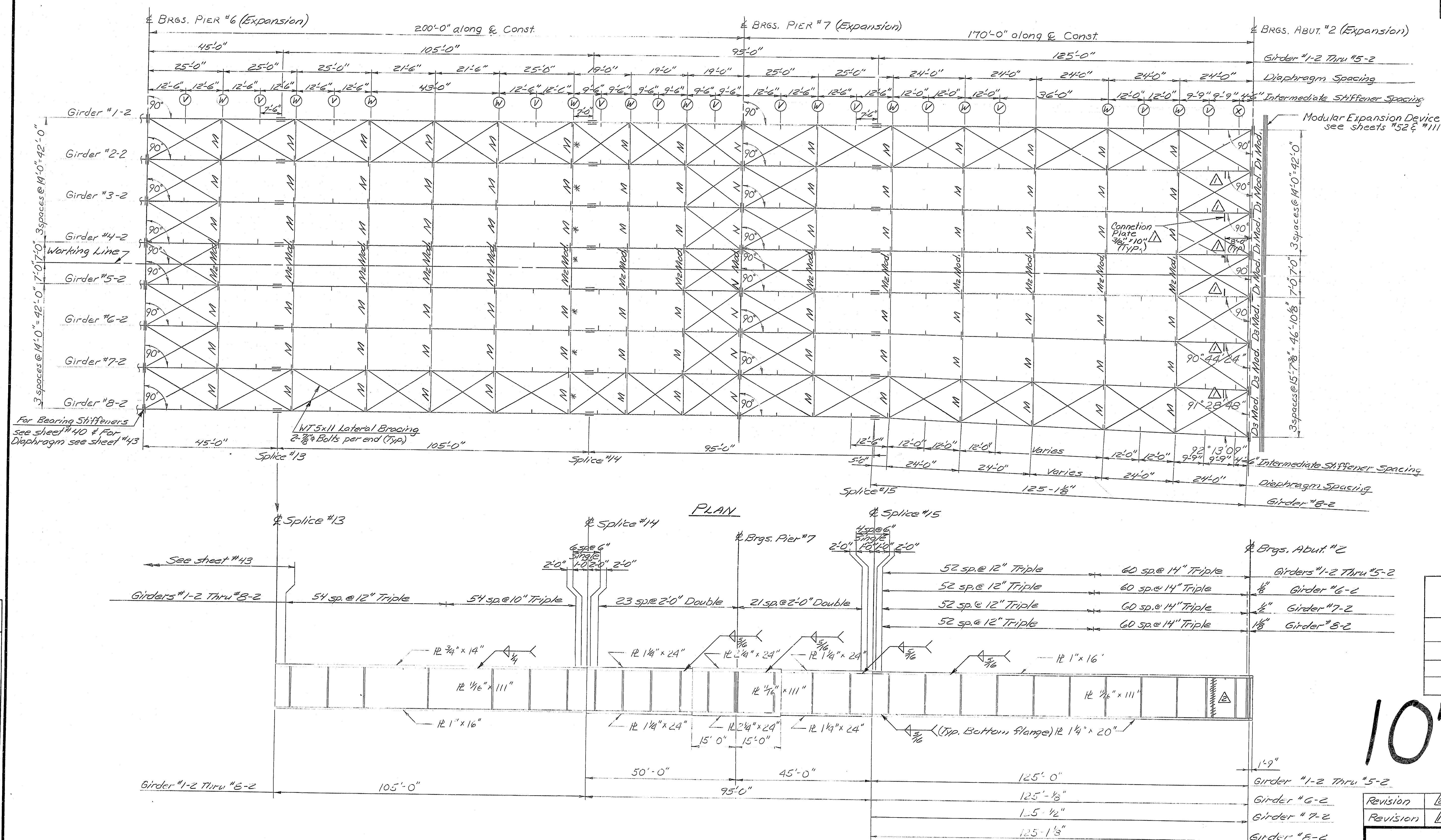
PROJECT DESIGN ENGINEER	BY	DATE
<i>Recker</i>	SP4 JAF	4-83
DESIGN - DETAILED		
CHECKED	<i>12-1-18 JMM</i>	<i>10/83</i>
REVISIONS		
FIELD CHANGES		

BRIDGE 107-175

F.H.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	43	114




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



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

107-177

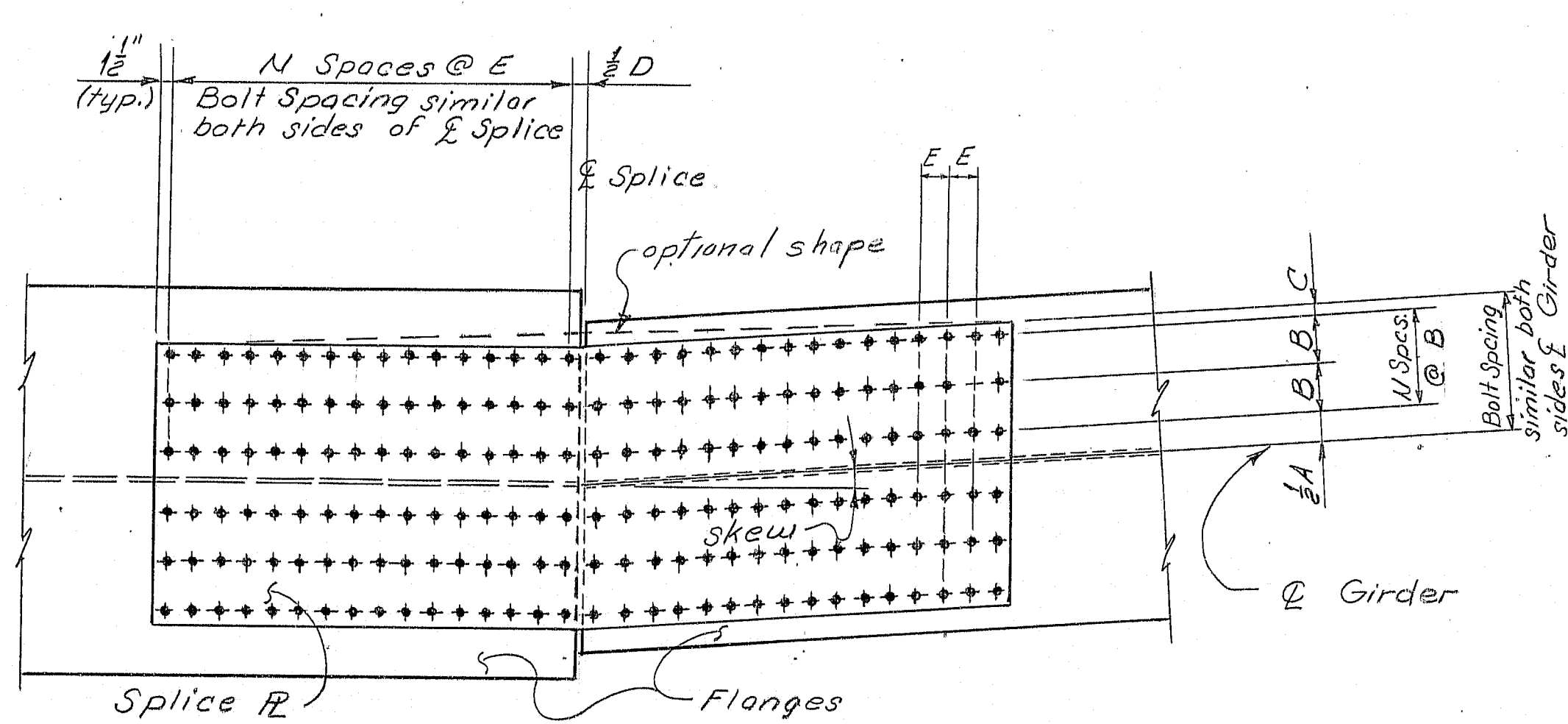
Revision		Location Stiffener	Date 7-98
Revision		5- $\frac{3}{8}$ "x10" Conn. Plate	Date 7-3-84

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

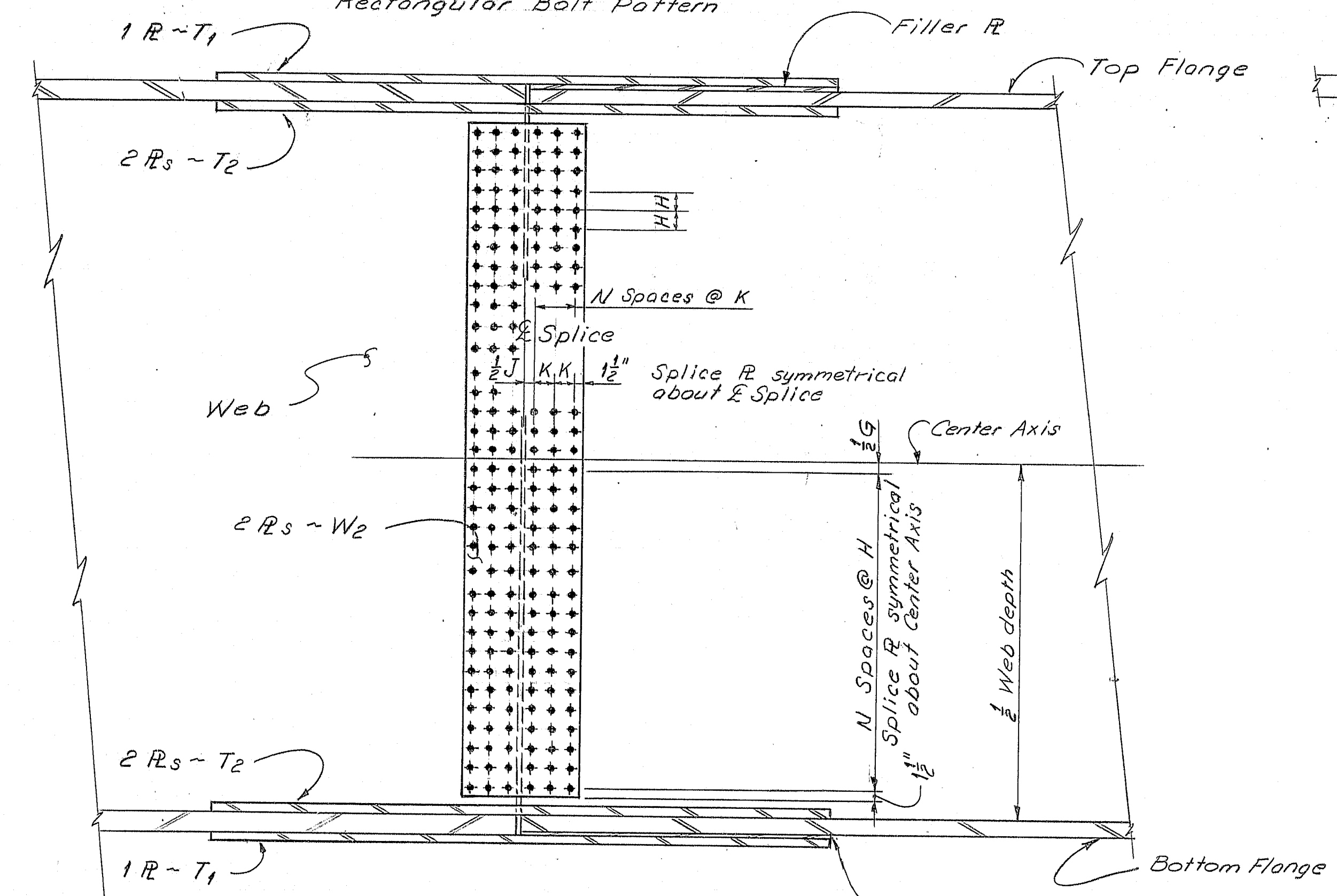
I-395 BRIDGE 222
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
FRAMING PLAN & GIRDER ELEVATIONS
(SPANS 7 & 8)
AUGUSTA, MAINE Sept 1932

As Bunt ~~will~~ ^{is} still

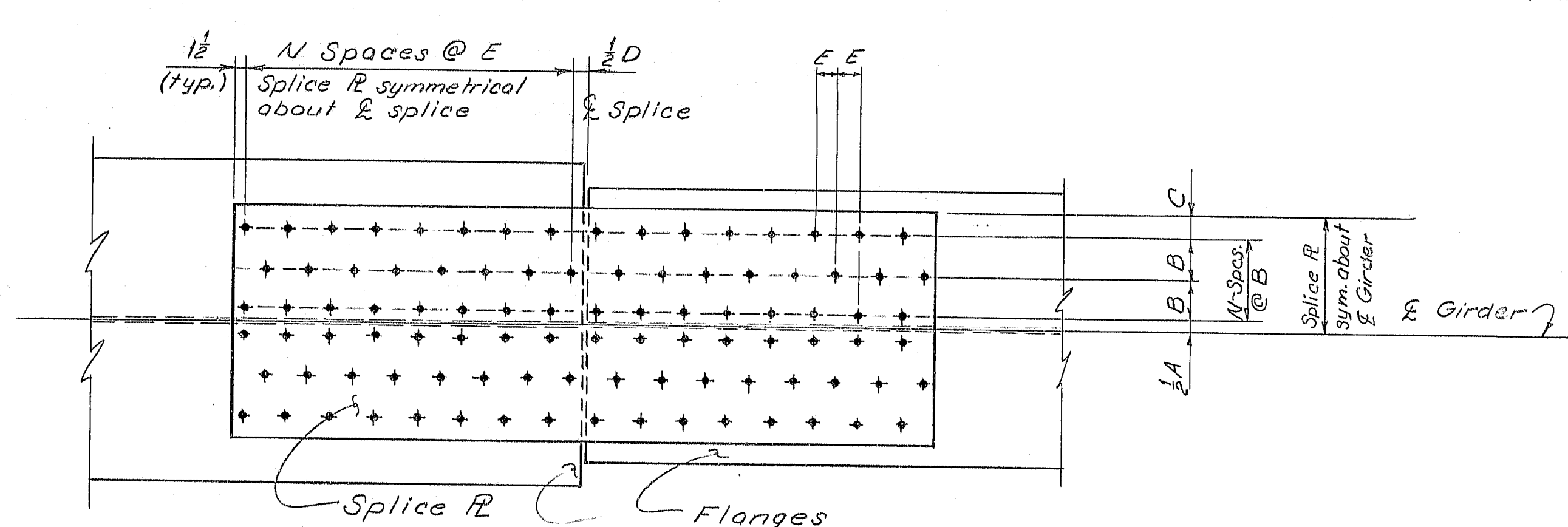
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	395-8(22)	45	114



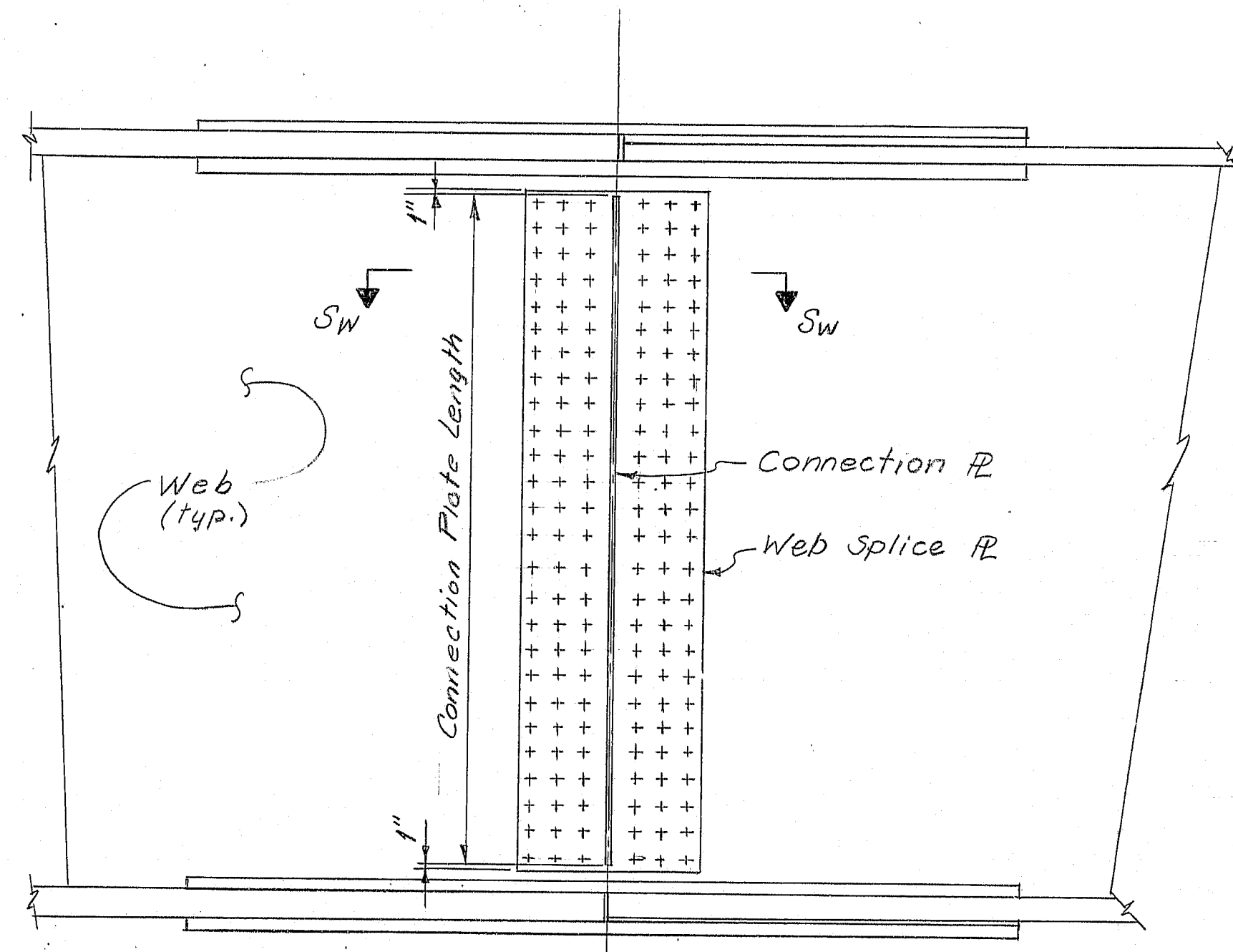
TYPE R FLANGE SPICE
Rectangular Bolt Pattern



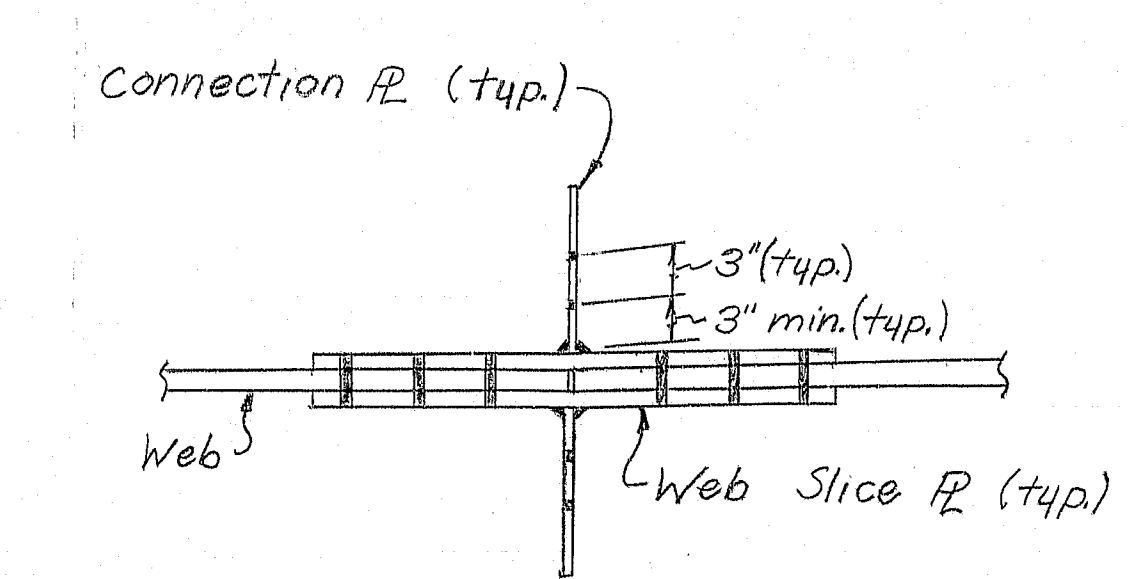
WEB SPICE



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



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



SECTION SW-SW

FIELD SPICE NOTES

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

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

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

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

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

SPICES

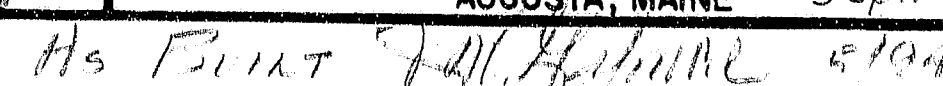
AUGUSTA, MAINE Sept. 1983

As BUILT

PROJECT DESIGN ENGINEER	DATE
SAV/PAV/DA/PA	10/73
PLANS	REVISIONS
DESIGN DETAIL	PLAN 1922
CHECKED	
FIELD CHANGES	

BRUNING 44-132-12710-1

FIELD CHANGES		
RUNNING 44-132 45710-1		



PROJECT DESIGN ENGINEER: J.A.F. J.P. 8/92
 CHECKED: J.P. 9/92
 REVISIONS: 1/93
 FIELD SURVEY: 1/93

BRUNING 44-132 257/01

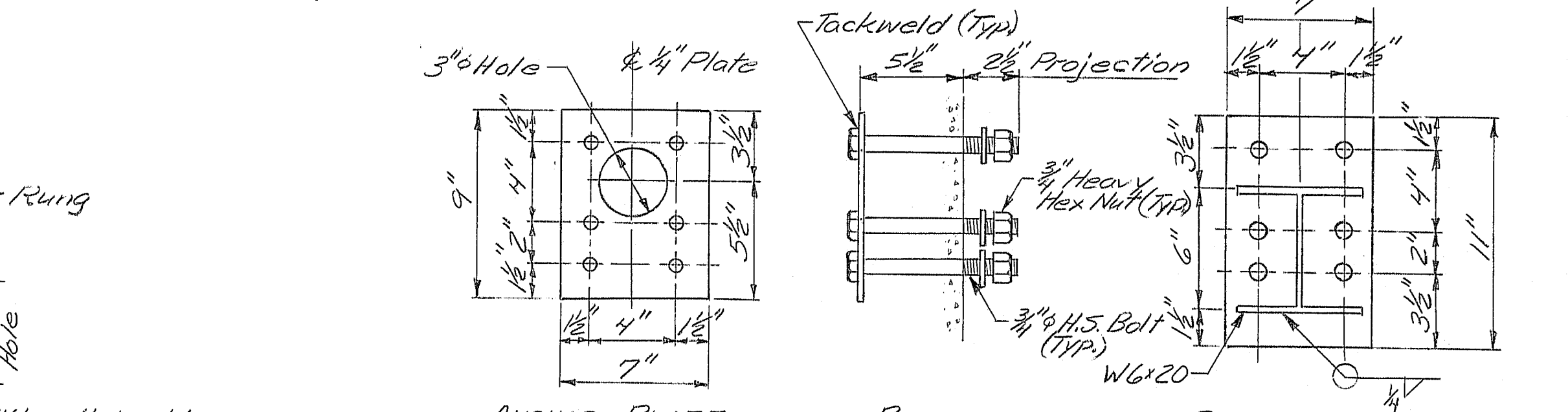
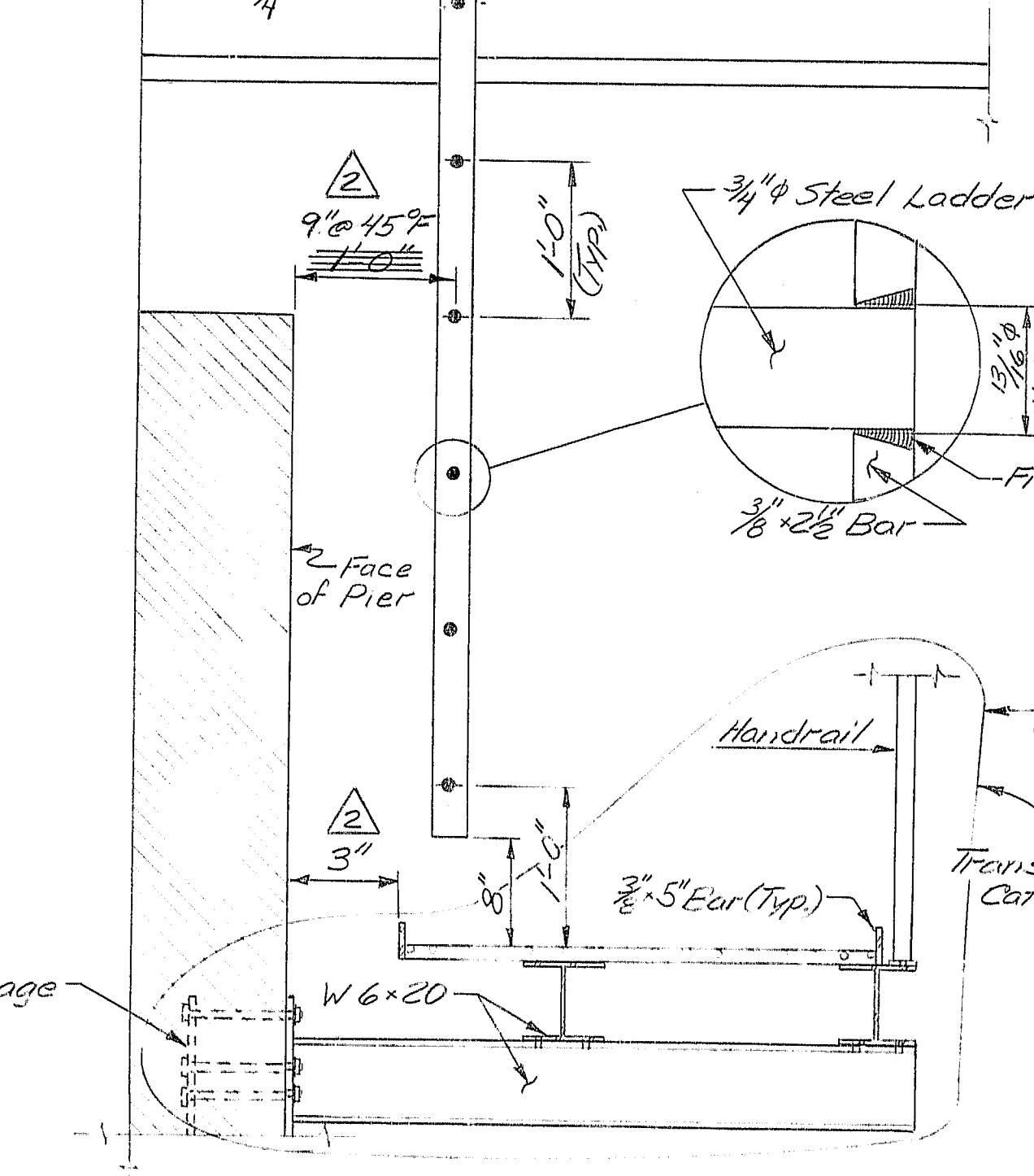
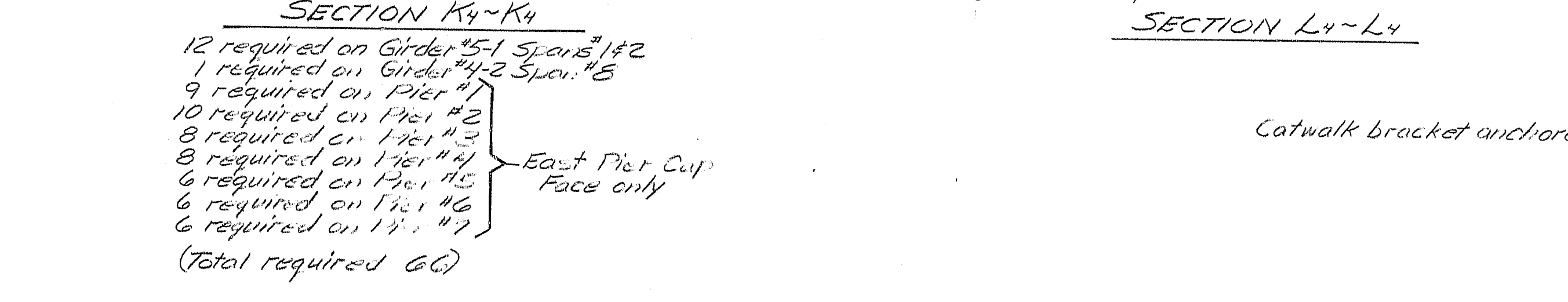
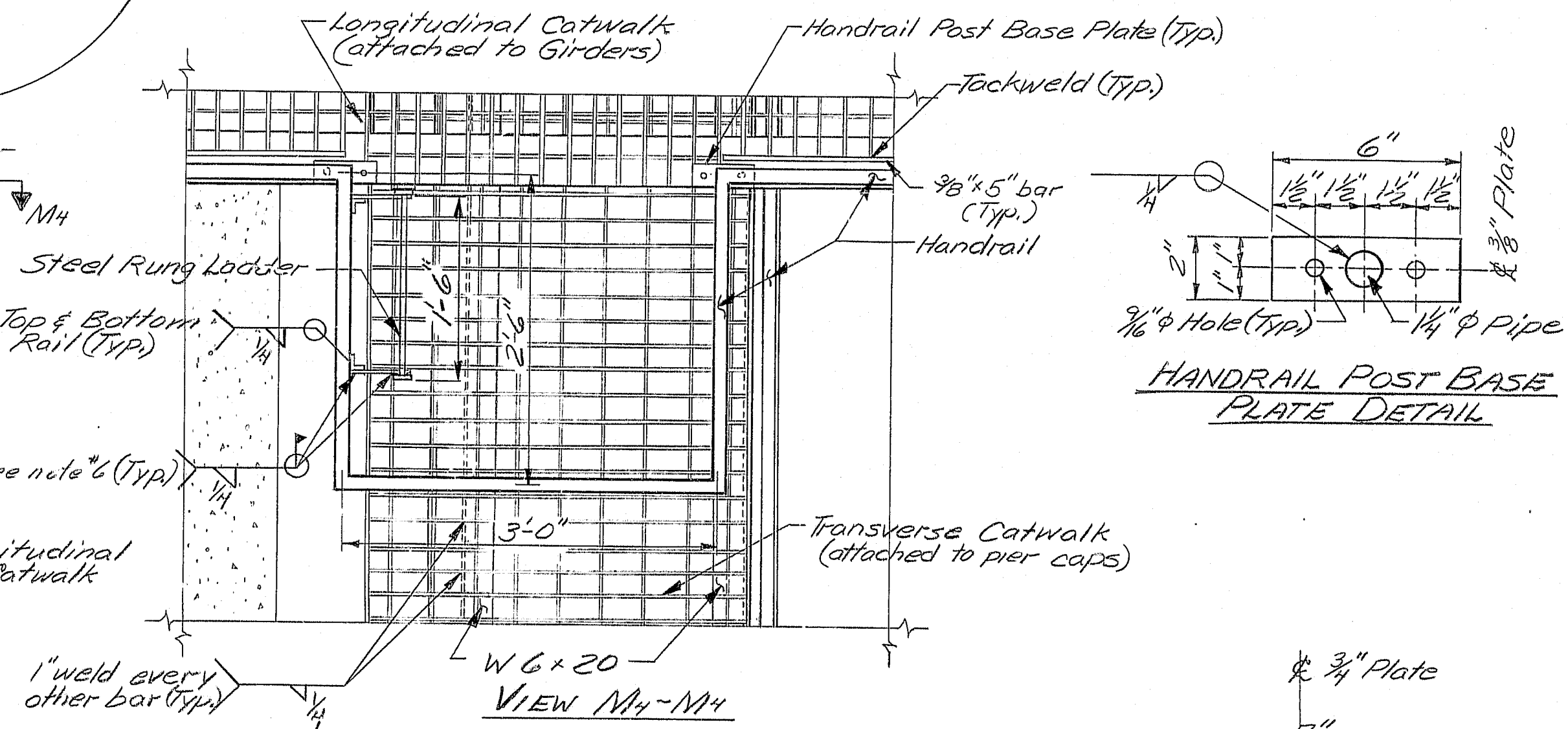
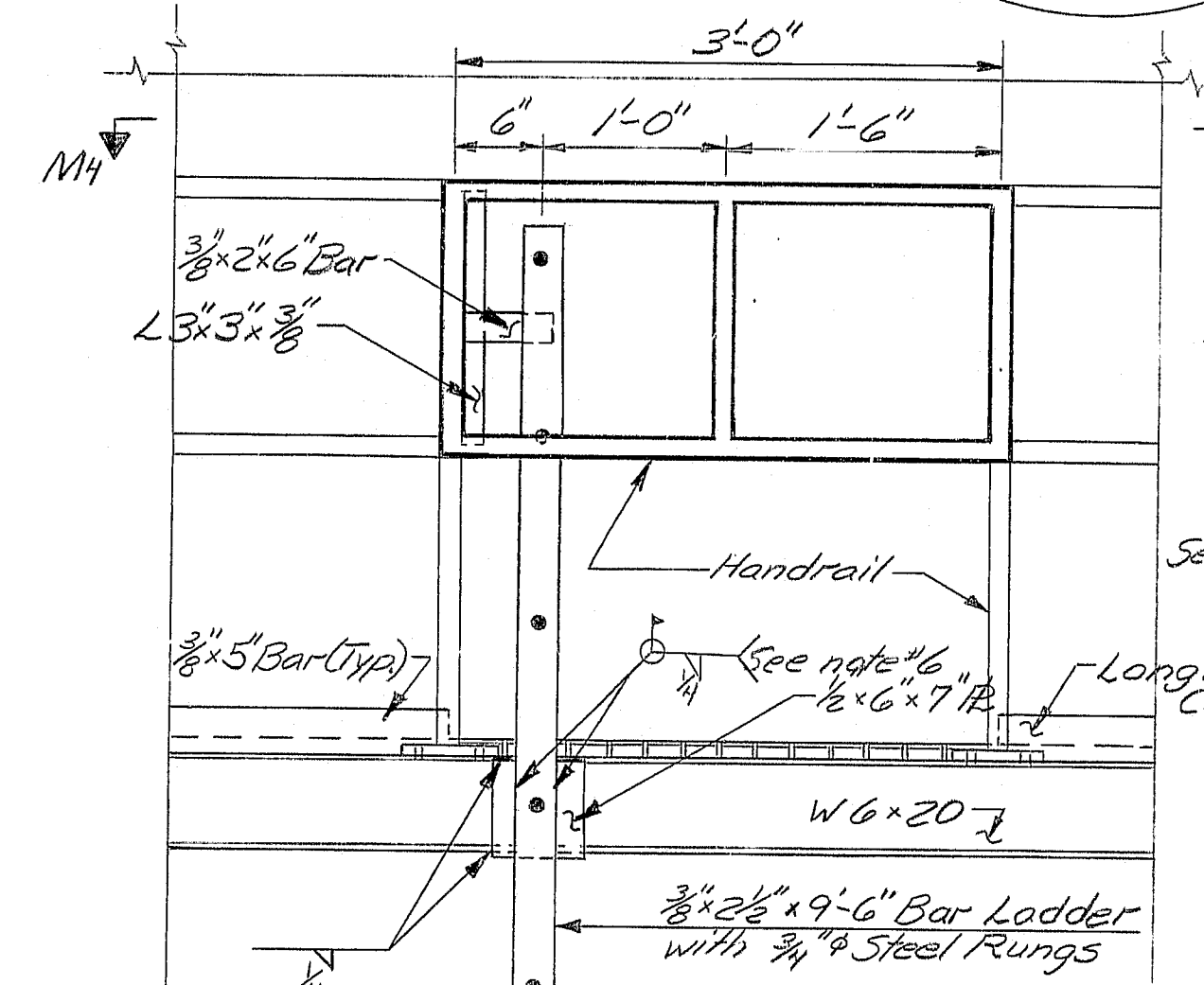
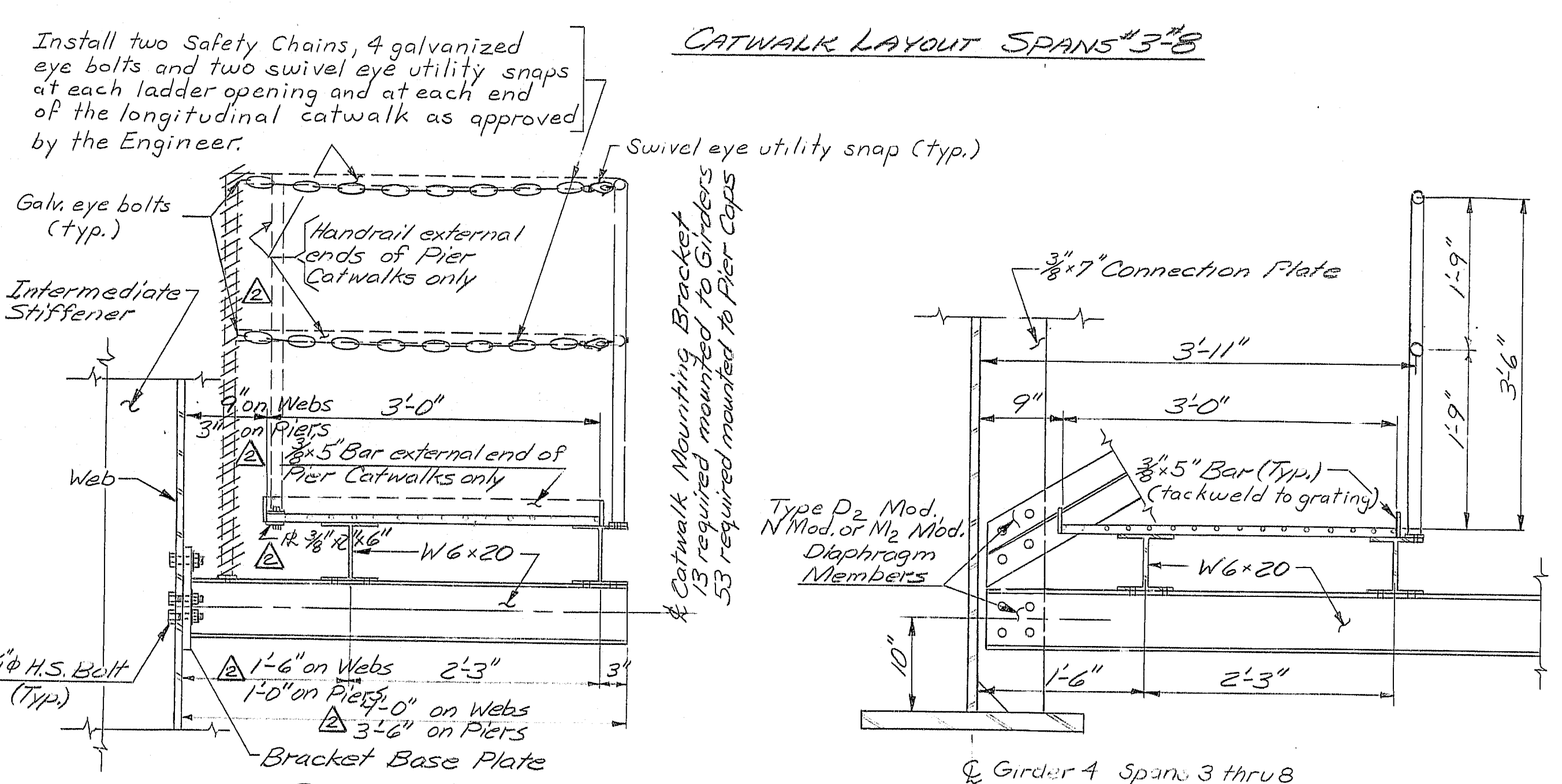
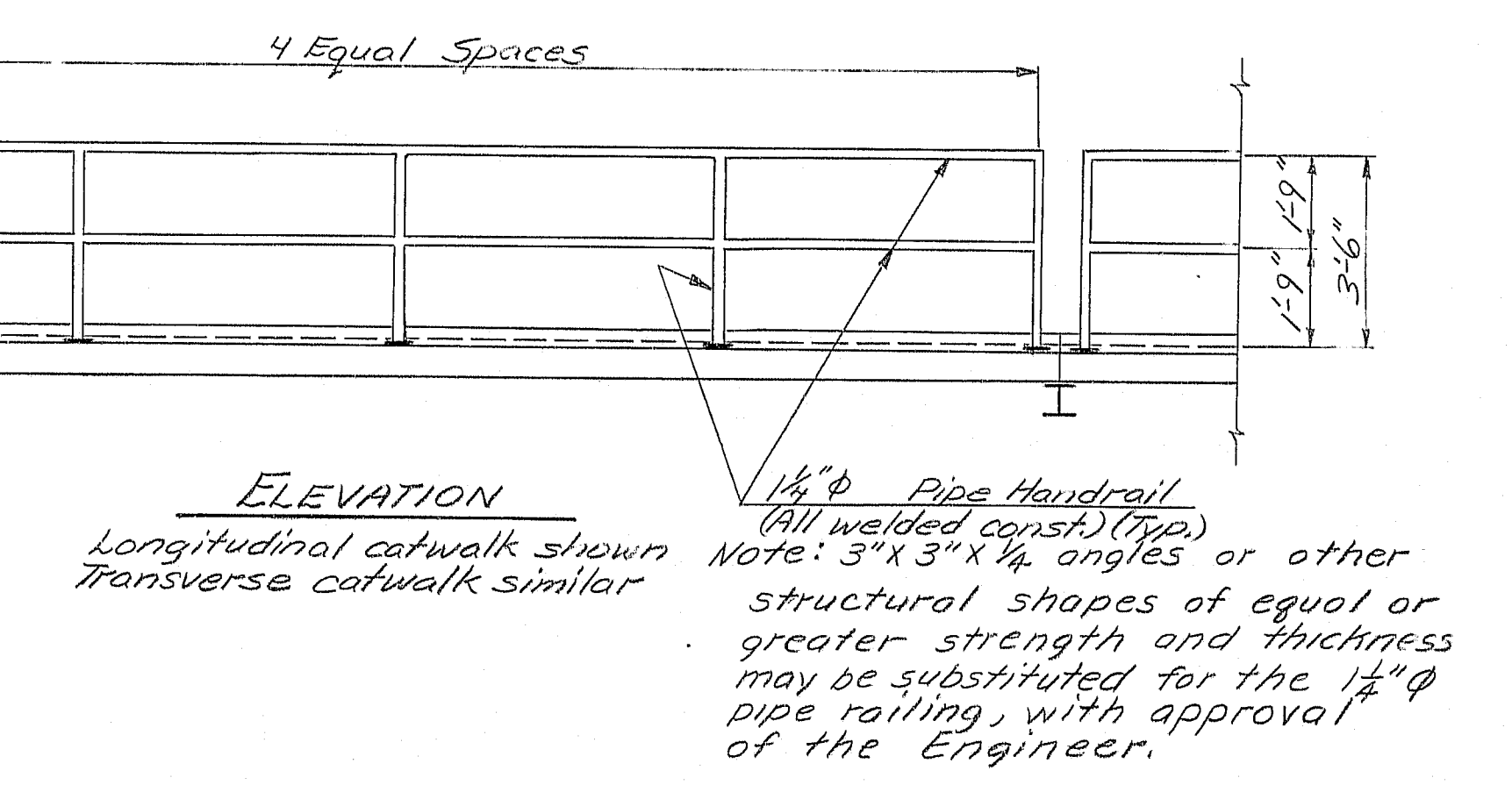
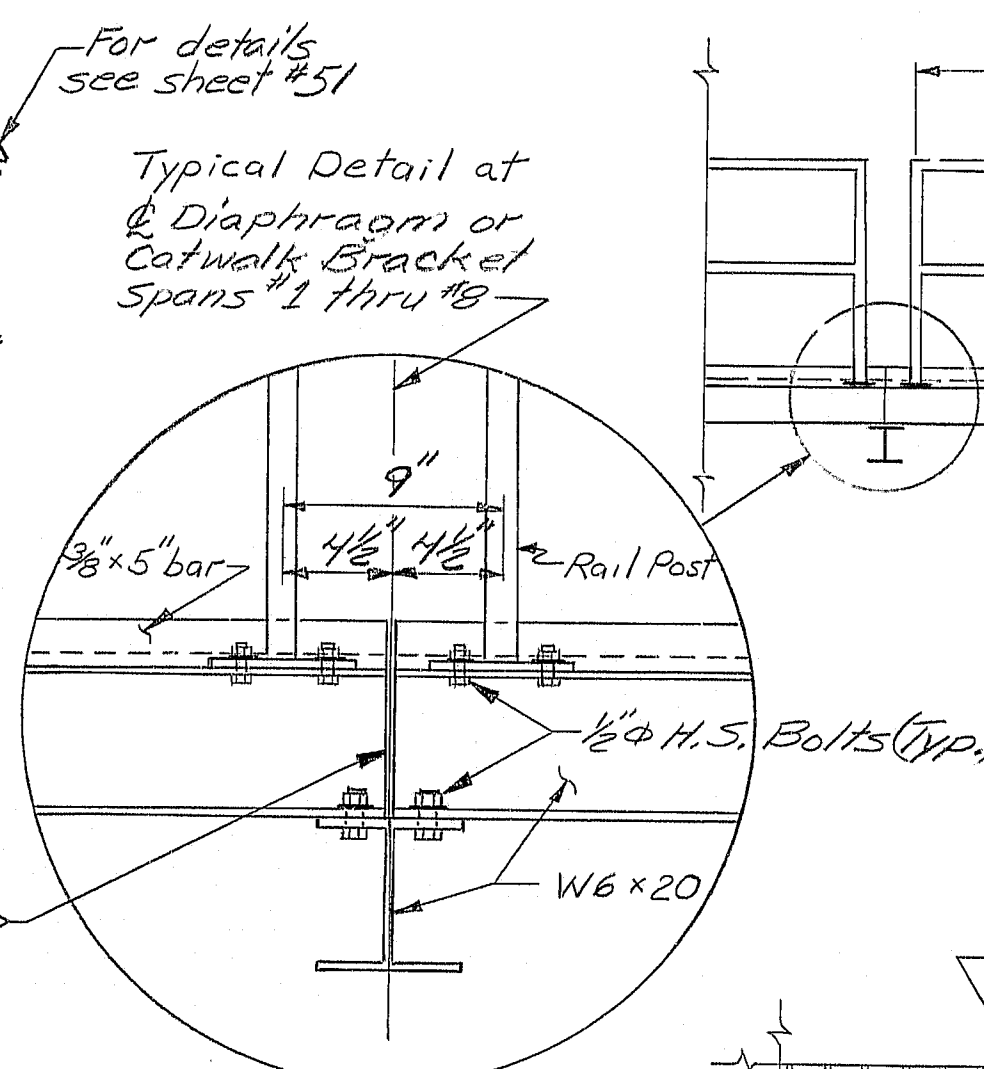
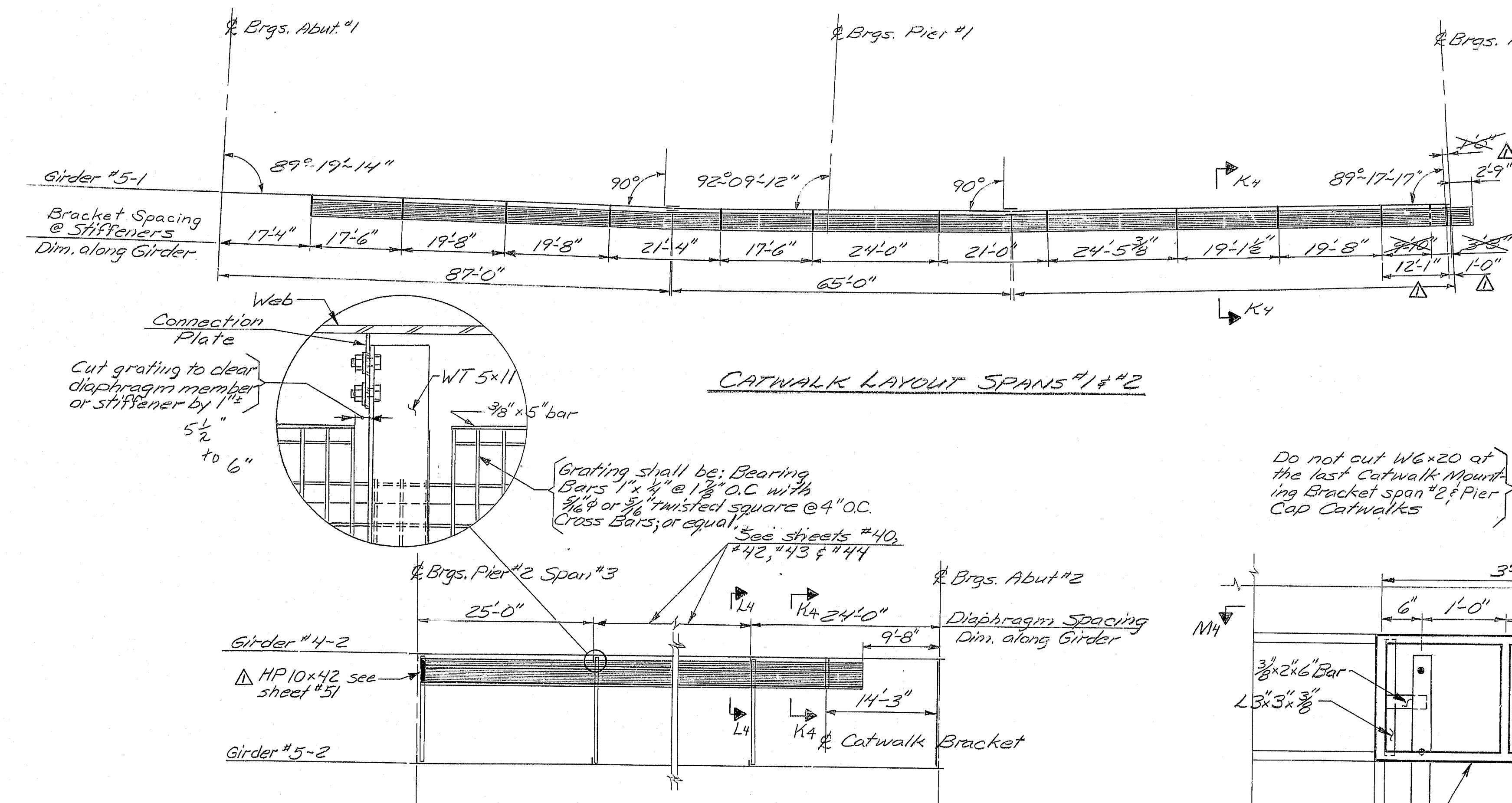
		R.N.A. NO.		STATE	PROJECT NUMBER		SHEET NO.	TOTAL SHEETS
		1		MAINE	395-8(82)		47	114

GIRDER		A	Splice #1										B	Splice #2										C	Splice #2										D
1-1	Distance	0" 0.00	9.70	19.40	29.10	38.80	48.50	58.20	67.90	77.60	87.30	2'-9 1/4"	0.00	10.00	20.00	29.70	39.40	49.10	58.80	68.50	78.20	87.90	4'-5 5/8"	0.00	9.16	19.40	29.10	38.81	48.51	58.21	67.91	77.61	6'-3 1/2"		
	Camber	0" 0"	1 1/2"	1 3/4"	2 1/4"	2 1/2"	2 3/4"	2 3/8"	1 1/2"	7/8"	0"	2'-9 1/4"	0"	-9/16"	-1"	-1"	-1 1/16"	-2 1/8"	-1 1/8"	-1 1/8"	-1 1/8"	0"	4'-5 5/8"	0"	9/16"	1"	1 1/16"	1 3/8"	1 1/2"	1 1/4"	1 1/8"	0"	6'-3 1/2"		
2-1	Distance	0" 0.00	9.63	19.36	29.05	38.73	48.41	58.09	67.77	77.45	87.14	2'-7 1/4"	0.00	10.00	20.00	29.70	39.40	49.10	58.80	68.50	78.20	87.90	4'-2"	0" 0"	9.84	19.68	29.52	39.36	49.20	59.05	68.89	78.73	5'-0 5/8"		
	Camber	0" 0"	1 1/2"	1 3/4"	2 1/4"	2 1/2"	2 1/4"	1 5/8"	7/8"	0"	0"	2'-7 1/4"	0"	-7/16"	-1 1/16"	-7/8"	-3/4"	-3/8"	0"	0"	0"	0"	4'-2"	0"	1/2"	1 1/2"	1 3/8"	1 1/2"	1 1/4"	1"	3/16"	0"	5'-0 5/8"		
3-1	Distance	0" 0.00	9.67	19.34	29.01	38.69	48.35	58.02	67.69	77.36	87.03	2'-5 3/16"	0.00	10.00	20.00	29.70	39.40	49.10	58.80	68.50	78.20	87.90	3'-10 1/4"	0" 0"	9.99	19.97	29.96	39.94	49.93	59.91	69.90	79.89	5'-5 1/8"		
	Camber	0" 0"	1"	1 1/2"	2 1/8"	2 3/8"	2 1/8"	2 1/8"	1 3/16"	13/16"	0"	2'-5 3/16"	0"	-3/8"	-5/8"	-3/4"	-1/2"	-3/8"	0"	0"	0"	0"	3'-10 1/4"	0"	1/2"	1 1/2"	1 3/8"	1 1/2"	1 1/4"	1 1/8"	1/2"	0"	5'-5 1/8"		
4-1	Distance	0" 0.00	9.66	19.33	29.00	38.68	48.36	58.04	67.72	77.40	87.08	2'-3 3/16"	0.00	10.00	20.00	29.70	39.40	49.10	58.80	68.50	78.20	87.90	3'-7 3/8"	0" 0"	10.14	20.27	30.41	40.54	50.68	60.81	70.95	81.08	5'-2 1/2"		
	Camber	0" 0"	7/8"	1 1/2"	2"	2 1/4"	2 1/4"	2"	1 1/2"	3/4"	0"	2'-3 3/16"	0"	-7/16"	-9/16"	-7/8"	-3/8"	-3/8"	0"	0"	0"	0"	3'-7 3/8"	0"	1/2"	1 1/2"	1 3/8"	1 1/2"	1 1/4"	1 1/8"	1/2"	0"	5'-2 1/2"		
5-1	Distance	0" 0.00	9.67	19.33	29.00	38.67	48.35	58.03	67.71	77.39	87.07	2'-4 1/16"	0.00	10.00	20.00	29.70	39.40	49.10	58.80	68.50	78.20	87.90	3'-10 1/4"	0" 0"	10.29	20.58	30.87	41.16	51.45	61.74	72.03	82.32	5'-4 1/8"		
	Camber	0" 0"	1 1/2"	1 1/2"	1 13/16"	2 3/16"	2 1/16"	1 7/8"	1 3/8"	3/4"	0"	2'-4 1/16"	0"	-5/16"	-7/8"	-3/4"	-1 1/8"	-1 1/2"	-1 1/2"	0"	0"	0"	3'-10 1/4"	0"	1/2"	1 1/2"	1 3/8"	1 1/2"	1 1/4"	1 1/8"	1/2"	0"	5'-4 1/8"		
6-1	Distance	0" 0.00	10.25	20.50	30.75	41.00	51.25	61.50	71.75	82.00	92.25	2'-3 3/4"	0.00	11.67	23.33	35.00	46.67	58.33	70.00	81.67	93.33	105.00	3'-10 1/2"	0" 0"	10.43	20.86	31.29	41.71	52.14	62.57	73.00	83.43	5'-5 1/8"		
	Camber	0" 0"	3/4"	1 3/4"	1 3/4"	1 3/4"	1 3/4"	1 3/4"	1 3/4"	3/4"	0"	2'-3 3/4"	0"	-3/8"	-1 1/4"	-7/8"	-3/4"	-3/16"	-5/16"	0"	0"	0"	3'-10 1/2"	0"	1 1/16"	1 1/4"	1 5/8"	1 3/4"	1 5/8"	1 1/4"	1 1/2"	1 1/8"	0"	5'-5 1/8"	
7-1	Distance	0" 0.00	10.25	20.51	30.76	41.02	51.27	61.53	71.78	82.04	92.29	2'-4 1/16"	0.00	11.67	23.33	35.00	46.67	58.33	70.00	81.67	93.33	105.00	4'-0 5/8"	0" 0"	10.59	21.19	31.78	42.38	52.97	63.57	74.16	84.76	5'-7 3/8"		
	Camber	0" 0"	3/16"	1 1/2"	1 1/2"	1 1/2"	2 1/8"	1 3/8"	1 1/2"	13/16"	0"	2'-4 1/16"	0"	-3/16"	-9/16"	-5/8"	-1 1/16"	-1 1/2"	-1/4"	0"	0"	0"	4'-0 5/8"	0"	3/4"	1 1/4"	1 1/2"	1 1/2"	1 3/4"	1 3/4"	3/4"	0"	5'-7 3/8"		
8-1	Distance	0" 0.00	10.26	20.52	30.78	41.04	51.30	61.56	71.82	82.09	92.34	2'-6 5/8"	0.00	11.67	23.33	35.00	46.67	58.33	70.00	81.67	93.33	105.00	4'-2 1/16"	0" 0"	10.59	21.19	31.78	42.38	52.97	63.57	74.16	84.76	5'-9 3/8"		
	Camber	0" 0"	7/8"	1 1/2"	2 1/4"	2 1/4"	2 1/4"	1 3/4"	1 3/4"	1 1/2"	0"	2'-6 5/8"	0"	-1/4"	-1 1/2"	-5/8"	-5/8"	-7/16"	-1/4"	0"	0"	0"	4'-2 1/16"	0"	3/4"	1 1/4"	1 1/2"	1 1/2"	1 3/4"	1 3/4"	3/4"	0"	5'-9 3/8"		
9-1	Distance	0" 0.00	10.27	20.54	30.81	41.07	51.34	61.61	71.88	82.15	92.42	2'-7"	0.00	11.67	23.33	35.00	46.67	58.33	70.00	81.67	93.33	105.00	4'-3 1/8"	0" 0"	10.59	21.19	31.78	42.38	52.97	63.57	74.16	84.76	5'-9 3/8"		
	Camber	0" 0"	7/8"	1 1/2"	2 1/4"	2 1/4"	2 1/4"	1 1/2"	1 1/2"	13/16"	0"	2'-7"	0"	-1/4"	-1 1/2"	-5/8"	-5/8"	-1/2"	-1/4"	0"	0"	0"	4'-3 1/8"	0"	3/4"	1 1/4"	1 1/2"	1 1/2"	1 3/4"	1 3/4"	3/4"	0"	5'-9 3/8"		
10-1	Distance	0" 0.00	10.28	20.56	30.84	41.12	51.40	61.68	71.96	82.24	92.52	2'-6 3/8"	0.00	11.67	23.33	35.00	46.67	58.33	70.00	81.67	93.33	105.00	4'-1 5/16"	0" 0"	10.59	21.19	31.78	42.38	52.97	63.57	74.16	84.76	5'-7 3/8"		
	Camber	0" 0"	7/8"	1 1/2"	2 1/4"	2 1/4"	2 1/4"	1 1/2"	1 1/2"	13/16"	0"	2'-6 3/8"	0"	-1/4"	-1 1/2"	-5/8"	-7/8"	-1/2"	-1/4"	0"	0"	0"	4'-1 5/16"	0"	3/4"	1 1/4"	1 1/2"	1 1/2"	1 3/4"	1 3/4"	3/4"	0"	5'-7 3/8"		

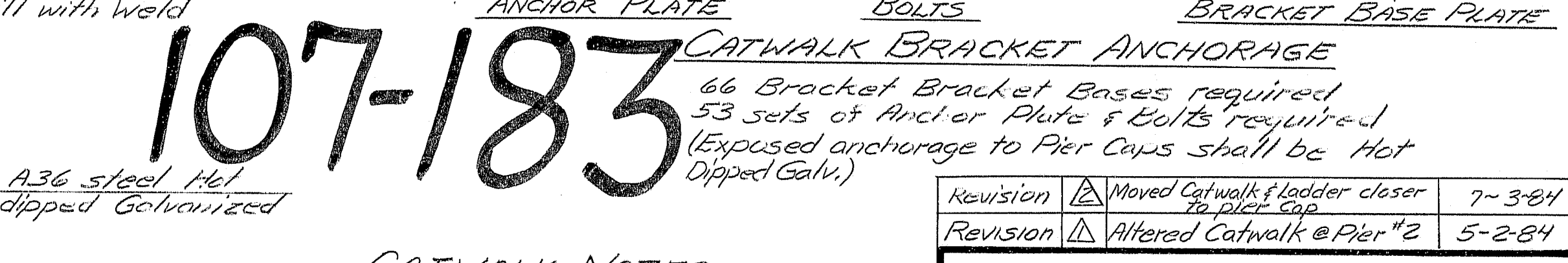
GIRDER		E	Splice #3										F	Splice #4										G	Splice #4								H
1-2	Distance	11'-4 1/16"	9.94	19.89	29.83	39.78	49.72	59.67	69.61	79.56	89.50	13'-3 1/8"	0.00	10.71	21.43	32.14	42.86	53.57	64.29	75.00	14'-1 1/16"	0.00	8.33	16.67	25.00	33.33	41.67	50.00	58.33	66.67	75.00	83.33	91.67
	Camber	0"	1 1/2"	1"	1 1/16"	1 1/2"	1 1/16"	1 1/2"	1 1/16"	1 1/2"	1 1/16"	13'-3 1/8"	0"	1/2"	1/8"	1/8"	0"	-1/16"	-1/16"	0"	0"	14'-1 1/16"	0"	-3/16"	-3/16"	-3/16"	-3/16"	-3/16"	-3/16"	-3/16"	-3/16"	-3/16"	
2-2	Distance	11'-11 7/16"	10.23	20.46	30.69	40.92	51.15	61.38	71.61	81.84	92.07	13'-9 1/8"	0.00	10.11	21.22	32.33	43.44	54.55	65.66	76.77	14'-7"	0.00	8.33	16.67	25.00	33.33	41.67	50.00	58.33	66.67	75.00	83.33	91.67
	Camber	0"	1 1/2"	1"	1 1/16"	1 1/2"	1 1/16"	1 1/2"	1 1/16"	1 1/2"	1 1/16"	13'-9 1/8"	0"	1/8"	1/8"	1/8"	0"	-1/16"	-1/16"	0"	0"	14'-7"	0"	-3/16"	-3/16"	-3/16"	-3/16"	-3/16"	-3/16"	-3/16"	-3/16"	-3/16"	
3-2	Distance	12'-6 1/4"	10.52	21.04	31.56	42.09	52.61	63.13	73.65	84.17	94.69	14'-3 3/16"	0.00	10.71	21.42	32.13	42.84	53.55	64.26	74.97	15'-0 7/16"	0.00	8.33	16.67	25.00	33.33	41.67	50.00	58.33	66.67	75.00	83.33	91.67
	Camber	0"	3/16"	1 1/16"	1 1/16"	1 1/8"	1 1/16"	1 1/16"	1 1/16"	1 1/16"	1 1/16"	14'-3 3/16"	0"	1/8"	1/8"	1/8"	0"	-1/16"	-1/16"	0"	0"	15'-0 7/16"	0"	-3/16"	-3/16"	-3/16"	-3/16"	-3/16"	-3/16"	-3/16"	-3/16"	-3/16"	
4-2	Distance	13'-7"	9.73	19.47	29.20	38.94	48.67	58.41	68.14	77.88	87.61	15'-3 3/16"	0.00	10.71	21.43	32.14	42.85	53.57	64.29	74.99	15'-11 3/4"	0.00	8.33	16.67	25.00	33.33	41.67	50.00	58.33	66.67	75.00	83.33	91.67
	Camber	0"	1 1/2"	1"	1 3/8"	1 3/8"	1 3/8"	1 3/8"	1 1/2"	1 1/2"	1 1/2"	15'-3 3/16"	0"	1/8"	1/8"	1/8"	0"	-1/16"	-1/16"	0"	0"	15'-11 3/4"	0"	-3/16"	-3/16"	-3/16"	-3/16"	-3/16"	-3/16"	-3/16"	-3/16"	-3/16"	
5-2	Distance	13'-7 3/16"	9.96	19.93	29.89	39.86	49.83	59.79	69.76	79.73	89.70	15'-5 1/2"	0.00	10.11	21.43	32.14	42.86	53.57	64.29	75.00	16'-0 1/16"	0.00	8.33	16.67	25.00	33.33	41.67	50.0.					

Order	J	Splice #7	K	Splice #8	L	Splice #9																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
1-2	Distance Camber	16'-5 1/8" 0"	10.83 3/16"	21.67 3/8"	32.50 3/8"	43.33 1/4"	54.17 1/8"	65.00 0"	16'-1 3/4" 0"	11.67 -3/8"	23.33 -1 1/16"	35.00 -1 1/16"	46.67 -1 1/16"	58.33 -1 1/16"	70.00 -1 1/16"	81.67 -1 1/16"	93.33 -1 1/16"	105.00 -1 1/16"	116.67 -1 1/16"	128.33 -1 1/16"	140.00 -1 1/16"	151.67 -1 1/16"	163.33 -1 1/16"	175.00 -1 1/16"	186.67 -1 1/16"	198.33 -1 1/16"	210.00 -1 1/16"	221.67 -1 1/16"	233.33 -1 1/16"	245.00 -1 1/16"	256.67 -1 1/16"	268.33 -1 1/16"	280.00 -1 1/16"	291.67 -1 1/16"	303.33 -1 1/16"	315.00 -1 1/16"	326.67 -1 1/16"	338.33 -1 1/16"	350.00 -1 1/16"	361.67 -1 1/16"	373.33 -1 1/16"	385.00 -1 1/16"	396.67 -1 1/16"	408.33 -1 1/16"	420.00 -1 1/16"	431.67 -1 1/16"	443.33 -1 1/16"	455.00 -1 1/16"	466.67 -1 1/16"	478.33 -1 1/16"	490.00 -1 1/16"	501.67 -1 1/16"	513.33 -1 1/16"	525.00 -1 1/16"	536.67 -1 1/16"	548.33 -1 1/16"	560.00 -1 1/16"	571.67 -1 1/16"	583.33 -1 1/16"	595.00 -1 1/16"	606.67 -1 1/16"	618.33 -1 1/16"	630.00 -1 1/16"	641.67 -1 1/16"	653.33 -1 1/16"	665.00 -1 1/16"	676.67 -1 1/16"	688.33 -1 1/16"	700.00 -1 1/16"	711.67 -1 1/16"	723.33 -1 1/16"	735.00 -1 1/16"	746.67 -1 1/16"	758.33 -1 1/16"	770.00 -1 1/16"	781.67 -1 1/16"	793.33 -1 1/16"	805.00 -1 1/16"	816.67 -1 1/16"	828.33 -1 1/16"	840.00 -1 1/16"	851.67 -1 1/16"	863.33 -1 1/16"	875.00 -1 1/16"	886.67 -1 1/16"	898.33 -1 1/16"	910.00 -1 1/16"	921.67 -1 1/16"	933.33 -1 1/16"	945.00 -1 1/16"	956.67 -1 1/16"	968.33 -1 1/16"	980.00 -1 1/16"	991.67 -1 1/16"	1003.33 -1 1/16"	1015.00 -1 1/16"	1026.67 -1 1/16"	1038.33 -1 1/16"	1050.00 -1 1/16"	1061.67 -1 1/16"	1073.33 -1 1/16"	1085.00 -1 1/16"	1096.67 -1 1/16"	1108.33 -1 1/16"	1120.00 -1 1/16"	1131.67 -1 1/16"	1143.33 -1 1/16"	1155.00 -1 1/16"	1166.67 -1 1/16"	1178.33 -1 1/16"	1190.00 -1 1/16"	1201.67 -1 1/16"	1213.33 -1 1/16"	1225.00 -1 1/16"	1236.67 -1 1/16"	1248.33 -1 1/16"	1260.00 -1 1/16"	1271.67 -1 1/16"	1283.33 -1 1/16"	1295.00 -1 1/16"	1306.67 -1 1/16"	1318.33 -1 1/16"	1330.00 -1 1/16"	1341.67 -1 1/16"	1353.33 -1 1/16"	1365.00 -1 1/16"	1376.67 -1 1/16"	1388.33 -1 1/16"	1400.00 -1 1/16"	1411.67 -1 1/16"	1423.33 -1 1/16"	1435.00 -1 1/16"	1446.67 -1 1/16"	1458.33 -1 1/16"	1470.00 -1 1/16"	1481.67 -1 1/16"	1493.33 -1 1/16"	1505.00 -1 1/16"	1516.67 -1 1/16"	1528.33 -1 1/16"	1540.00 -1 1/16"	1551.67 -1 1/16"	1563.33 -1 1/16"	1575.00 -1 1/16"	1586.67 -1 1/16"	1598.33 -1 1/16"	1610.00 -1 1/16"	1621.67 -1 1/16"	1633.33 -1 1/16"	1645.00 -1 1/16"	1656.67 -1 1/16"	1668.33 -1 1/16"	1680.00 -1 1/16"	1691.67 -1 1/16"	1703.33 -1 1/16"	1715.00 -1 1/16"	1726.67 -1 1/16"	1738.33 -1 1/16"	1750.00 -1 1/16"	1761.67 -1 1/16"	1773.33 -1 1/16"	1785.00 -1 1/16"	1796.67 -1 1/16"	1808.33 -1 1/16"	1820.00 -1 1/16"	1831.67 -1 1/16"	1843.33 -1 1/16"	1855.00 -1 1/16"	1866.67 -1 1/16"	1878.33 -1 1/16"	1890.00 -1 1/16"	1901.67 -1 1/16"	1913.33 -1 1/16"	1925.00 -1 1/16"	1936.67 -1 1/16"	1948.33 -1 1/16"	1960.00 -1 1/16"	1971.67 -1 1/16"	1983.33 -1 1/16"	1995.00 -1 1/16"	2006.67 -1 1/16"	2018.33 -1 1/16"	2030.00 -1 1/16"	2041.67 -1 1/16"	2053.33 -1 1/16"	2065.00 -1 1/16"	2076.67 -1 1/16"	2088.33 -1 1/16"	2100.00 -1 1/16"	2111.67 -1 1/16"	2123.33 -1 1/16"	2135.00 -1 1/16"	2146.67 -1 1/16"	2158.33 -1 1/16"	2170.00 -1 1/16"	2181.67 -1 1/16"	2193.33 -1 1/16"	2205.00 -1 1/16"	2216.67 -1 1/16"	2228.33 -1 1/16"	2240.00 -1 1/16"	2251.67 -1 1/16"	2263.33 -1 1/16"	2275.00 -1 1/16"	2286.67 -1 1/16"	2298.33 -1 1/16"	2310.00 -1 1/16"	2321.67 -1 1/16"	2333.33 -1 1/16"	2345.00 -1 1/16"	2356.67 -1 1/16"	2368.33 -1 1/16"	2380.00 -1 1/16"	2391.67 -1 1/16"	2403.33 -1 1/16"	2415.00 -1 1/16"	2426.67 -1 1/16"	2438.33 -1 1/16"	2450.00 -1 1/16"	2461.67 -1 1/16"	2473.33 -1 1/16"	2485.00 -1 1/16"	2496.67 -1 1/16"	2508.33 -1 1/16"	2520.00 -1 1/16"	2531.67 -1 1/16"	2543.33 -1 1/16"	2555.00 -1 1/16"	2566.67 -1 1/16"	2578.33 -1 1/16"	2590.00 -1 1/16"	2601.67 -1 1/16"	2613.33 -1 1/16"	2625.00 -1 1/16"	2636.67 -1 1/16"	2648.33 -1 1/16"	2660.00 -1 1/16"	2671.67 -1 1/16"	2683.33 -1 1/16"	2695.00 -1 1/16"	2706.67 -1 1/16"	2718.33 -1 1/16"	2730.00 -1 1/16"	2741.67 -1 1/16"	2753.33 -1 1/16"	2765.00 -1 1/16"	2776.67 -1 1/16"	2788.33 -1 1/16"	2800.00 -1 1/16"	2811.67 -1 1/16"	2823.33 -1 1/16"	2835.00 -1 1/16"	2846.67 -1 1/16"	2858.33 -1 1/16"	2870.00 -1 1/16"	2881.67 -1 1/16"	2893.33 -1 1/16"	2905.00 -1 1/16"	2916.67 -1 1/16"	2928.33 -1 1/16"	2940.00 -1 1/16"	2951.67 -1 1/16"	2963.33 -1 1/16"	2975.00 -1 1/16"	2986.67 -1 1/16"	2998.33 -1 1/16"	3010.00 -1 1/16"	3021.67 -1 1/16"	3033.33 -1 1/16"	3045.00 -1 1/16"	3056.67 -1 1/16"	3068.33 -1 1/16"	3080.00 -1 1/16"	3091.67 -1 1/16"	3103.33 -1 1/16"	3115.00 -1 1/16"	3126.67 -1 1/16"	3138.33 -1 1/16"	3150.00 -1 1/16"	3161.67 -1 1/16"	3173.33 -1 1/16"	3185.00 -1 1/16"	3196.67 -1 1/16"	3208.33 -1 1/16"	3220.00 -1 1/16"	3231.67 -1 1/16"	3243.33 -1 1/16"	3255.00 -1 1/16"	3266.67 -1 1/16"	3278.33 -1 1/16"	3290.00 -1 1/16"	3301.67 -1 1/16"	3313.33 -1 1/16"	3325.00 -1 1/16"	3336.67 -1 1/16"	3348.33 -1 1/16"	3360.00 -1 1/16"	3371.67 -1 1/16"	3383.33 -1 1/16"	3395.00 -1 1/16"	3406.67 -1 1/16"	3418.33 -1 1/16"	3430.00 -1 1/16"	3441.67 -1 1/16"	3453.33 -1 1/16"	3465.00 -1 1/16"	3476.67 -1 1/16"	3488.33 -1 1/16"	3500.00 -1 1/16"	3511.67 -1 1/16"	3523.33 -1 1/16"	3535.00 -1 1/16"	3546.67 -1 1/16"	3558.33 -1 1/16"	3570.00 -1 1/16"	3581.67 -1 1/16"	3593.33 -1 1/16"	3605.00 -1 1/16"	3616.67 -1 1/16"	3628.33 -1 1/16"	3640.00 -1 1/16"	3651.67 -1 1/16"	3663.33 -1 1/16"	3675.00 -1 1/16"	3686.67 -1 1/16"	3698.33 -1 1/16"	3710.00 -1 1/16"	3721.67 -1 1/16"	3733.33 -1 1/16"	3745.00 -1 1/16"	3756.67 -1 1/16"	3768.33 -1 1/16"	3780.00 -1 1/16"	3791.67 -1 1/16"	3803.33 -1 1/16"	3815.00 -1 1/16"	3826.67 -1 1/16"	3838.33 -1 1/16"	3850.00 -1 1/16"	3861.67 -1 1/16"	3873.33 -1 1/16"	3885.00 -1 1/16"	3896.67 -1 1/16"	3908.33 -1 1/16"	3920.00 -1 1/16"	3931.67 -1 1/16"	3943.33 -1 1/16"	3955.00 -1 1/16"	3966.67 -1 1/16"	3978.33 -1 1/16"	3990.00 -1 1/16"	4001.67 -1 1/16"	4013.33 -1 1/16"	4025.00 -1 1/16"	4036.67 -1 1/16"	4048.33 -1 1/16"	4060.00 -1 1/16"	4071.67 -1 1/16"	4083.33 -1 1/16"	4095.00 -1 1/16"	4106.67 -1 1/16"	4118.33 -1 1/16"	4130.00 -1 1/16"	4141.67 -1 1/16"	4153.33 -1 1/16"	4165.00 -1 1/16"	4176.67 -1 1/16"	4188.33 -1 1/16"	4200.00 -1 1/16"	4211.67 -1 1/16"	4223.33 -1 1/16"	4235.00 -1 1/16"	4246.67 -1 1/16"	4258.33 -1 1/16"	4270.00 -1 1/16"	4281.67 -1 1/16"	4293.33 -1 1/16"	4305.00 -1 1/16"	4316.67 -1 1/16"	4328.33 -1 1/16"	4340.00 -1 1/16"	4351.67 -1 1/16"	4363.33 -1 1/16"	4375.00 -1 1/16"	4386.67 -1 1/16"	4398.33 -1 1/16"	4410.00 -1 1/16"	4421.67 -1 1/16"	4433.33 -1 1/16"	4445.00 -1 1/16"	4456.67 -1 1/16"	4468.33 -1 1/16"	4480.00 -1 1/16"	4491.67 -1 1/16"	4503.33 -1 1/16"	4515.00 -1 1/16"	4526.67 -1 1/16"	4538.33 -1 1/16"	4550.00 -1 1/16"	4561.67 -1 1/16"	4573.33 -1 1/16"	4585.00 -1 1/16"	4596.67 -1 1/16"	4608.33 -1 1/16"	4620.00 -1 1/16"	4631.67 -1 1/16"	4643.33 -1 1/16"	4655.00 -1 1/16"	4666.67 -1 1/16"	4678.33 -1 1/16"	4690.00 -1 1/16"	4701.67 -1 1/16"	4713.33 -1 1/16"	4725.00 -1 1/16"	4736.67 -1 1/16"	4748.33 -1 1/16"	4760.00 -1 1/16"	4771.67 -1 1/16"	4783.33 -1 1/16"	4795.00 -1 1/16"	4806.67 -1 1/16"	4818.33 -1 1/16"	4830.00 -1 1/16"	4841.67 -1 1/16"	4853.33 -1 1/16"	4865.00 -1 1/16"	4876.67 -1 1/16"	4888.33 -1 1/16"	4900.00 -1 1/16"	4911.67 -1 1/16"	4923.33 -1 1/16"	4935.00 -1 1/16"	4946.67 -1 1/16"	4958.33 -1 1/16"	4970.00 -1 1/16"	4981.67 -1 1/16"	4993.33 -1 1/16"	5005.00 -1 1/16"	5016.67 -1 1/16"	5028.33 -1 1/16"	5040.00 -1 1/16"	5051.67 -1 1/16"	5063.33 -1 1/16"	5075.00 -1 1/16"	5086.67 -1 1/16"	5098.33 -1 1/16"	5110.00 -1 1/16"	5121.67 -1 1/16"	5133.33 -1 1/16"	5145.00 -1 1/16"	5156.67 -1 1/16"	5168.33 -1 1/16"	5180.00 -1 1/16"	5191.67 -1 1/16"	5203.33 -1 1/16"	5215.00 -1 1/16"	5226.67 -1 1/16"	5238.33 -1 1/16"	5250.00 -1 1/16"	5261.67 -1 1/16"	5273.33 -1 1/16"	5285.00 -1 1/16"	5296.67 -1 1/16"	5308.33 -1 1/16"	5320.00 -1 1/16"	5331.67 -1 1/16"	5343.33 -1 1/16"	5355.00 -1 1/16"	5366.67 -1 1/16"	5378.33 -1 1/16"	5390.00 -1 1/16"	5401.67 -1 1/16"	5413.33 -1 1/16"	5425.00 -1 1/16"	5436.67 -1 1/16"	5448.33 -1 1/16"	5460.00 -1 1/16"	5471.67 -1 1/16"	5483.33 -1 1/16"	5495.00 -1 1/16"	5506.67 -1 1/16"	5518.33 -1 1/16"	5530.00 -1 1/16"	5541.67 -1 1/16"	5553.33 -1 1/16"	5565.00 -1 1/16"	5576.67 -1 1/16"	5588.33 -1 1/16"	5600.00 -1 1/16"	5611.67 -1 1/16"	5623.33 -1 1/16"	5635.00 -1 1/16"	5646.67 -1 1/16"	5658.33 -1 1/16"	5670.00 -1 1/16"	5681.67 -1 1/16"	5693.33 -1 1/16"	5705.00 -1 1/16"	5716.67 -1 1/16"	5728.33 -1 1/16"	5740.00 -1 1/16"	5751.67 -1 1/16"	5763.33 -1 1/16"	5775.00 -1 1/16"	5786.67 -1 1/16"	5798.33 -1 1/16"	5810.00 -1 1/16"	5821.67 -1 1/16"	5833.33 -1 1/16"	5845.00 -1 1/16"	5856.67 -1 1/16"	5868.33 -1 1/16"	5880.00 -1 1/16"	5891.67 -1 1/16"	5903.33 -1 1/16"	5915.00 -1 1/16"	5926.67 -1 1/16"	5938.33 -1 1/16"	5950.00 -1 1/16"	5961.67 -1 1/16"	5973.33 -1 1/16"	5985.00 -1 1/16"	5996.67 -1 1/16"	6008.33 -1 1/16"	6020.00 -1 1/16"	6031.67 -1 1/16"	6043.33 -1 1/16"	6055.00 -1 1/16"	6066.67 -1 1/16"	6078.33 -1 1/16"	6090.00 -1 1/16"	6101.67 -1 1/16"	6113.33 -1 1/16"	6125.00 -1 1/16"	6136.67 -1 1/16"	6148.33 -1 1/16"	6160.00 -1 1/16"	6171.67 -1 1/16"	6183.33 -1 1/16"	6195.00 -1 1/16"	6206.67 -1 1/16"	6218.33 -1 1/16"	6230.00 -1 1/16"	6241.67 -1 1/16"	6253.33 -1 1/16"	6265.00 -1 1/16"	6276.67 -1 1/16"	6288.33 -1 1/16"	6300.00 -1 1/16"	6311.67 -1 1/16"	6323.33 -1 1/16"	6335.00 -1 1/16"	6346.67 -1 1/16"	6358.33 -1 1/16"	6370.00 -1 1/16"	6381.67 -1 1/16"	6393.33 -1 1/16"	6405.00 -1 1/16"	6416.67 -1 1/16"	6428.33 -1 1/16"	6440.00 -1 1/16"	6451.67 -1 1/16"	6463.33 -1 1/16"	6475.00 -1 1/16"	6486.67 -1 1/16"	6498.33 -1 1/16"	6510.00 -1 1/16"	6521.67 -1 1/16"	6533.33 -1 1/16"	6545.00 -1 1/16"	6556.67 -1 1/16"	6568.33 -1 1/16"	6580.00 -1 1/16"	6591.67 -1 1/16"	6603.33 -1 1/16"	6615.00 -1 1/16"	6626.67 -1 1/16"	6638.33 -1 1/16"	6650.00 -1 1/16"	6661.67 -1 1/16"	6673.33 -1 1/16"	6685.00 -1 1/16"	6696.67 -1 1/16"	6708.33 -1 1/16"	6720.00 -1 1/16"	6731.67 -1 1/16"	6743.33 -1 1/16"	6755.00 -1 1/16"	6766.67

F.R.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	50	114



107-183



- CATWALK NOTES**
1. All catwalk materials not attached to the piers shall conform to ASTM A583. All other materials shall be galvanized ASTM A36 steel unless otherwise noted.
 2. Transverse Catwalk Units will be fabricated full length as shown on the plans.
 3. For Limits of contracts 4 & 5 see sheet #43.
 4. The Longitudinal Catwalk shall be installed full length in the center bay between steel girders, with transverse catwalk along center of each pier cap.
 5. The grating may be attached by another method if approved by the Engineer.
 6. Left marks used subject to approval by the Engineer.

Revision	1	Moved Catwalk Ladder closer to Pier Cap	7-3-81
Revision	2	Altered Catwalk @ Pier #2	5-2-84

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

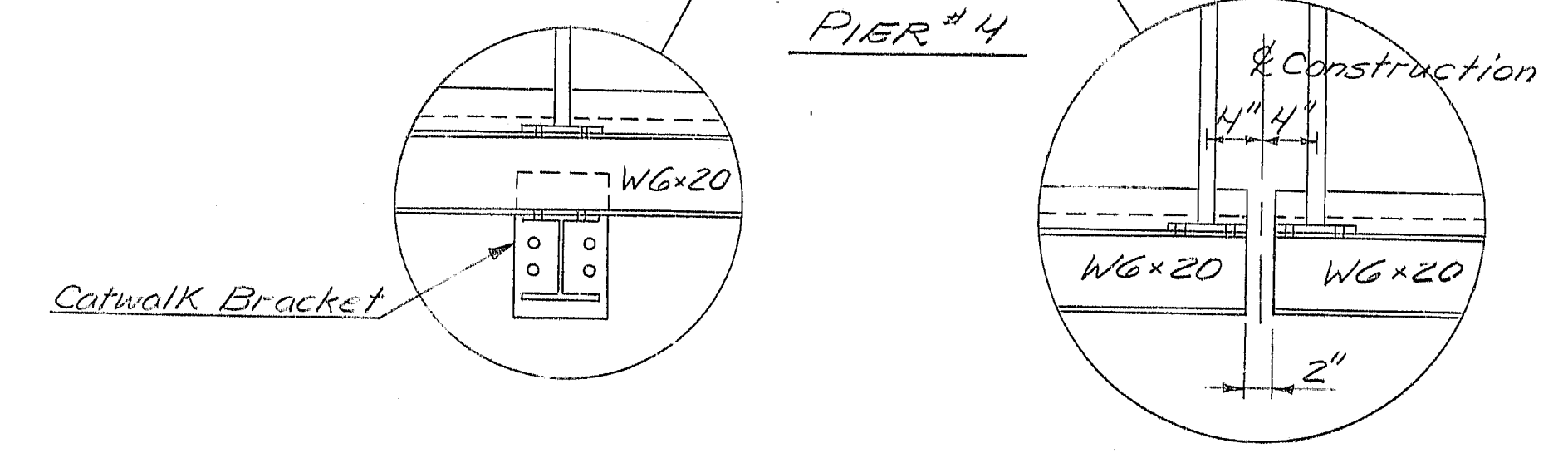
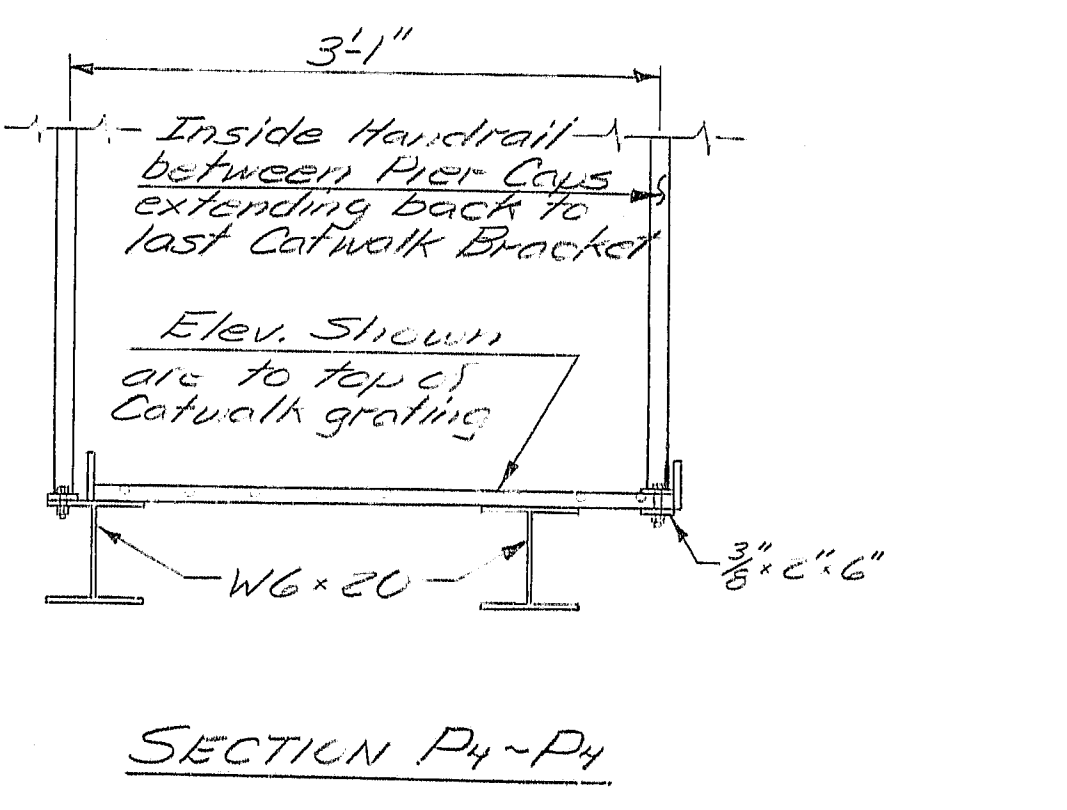
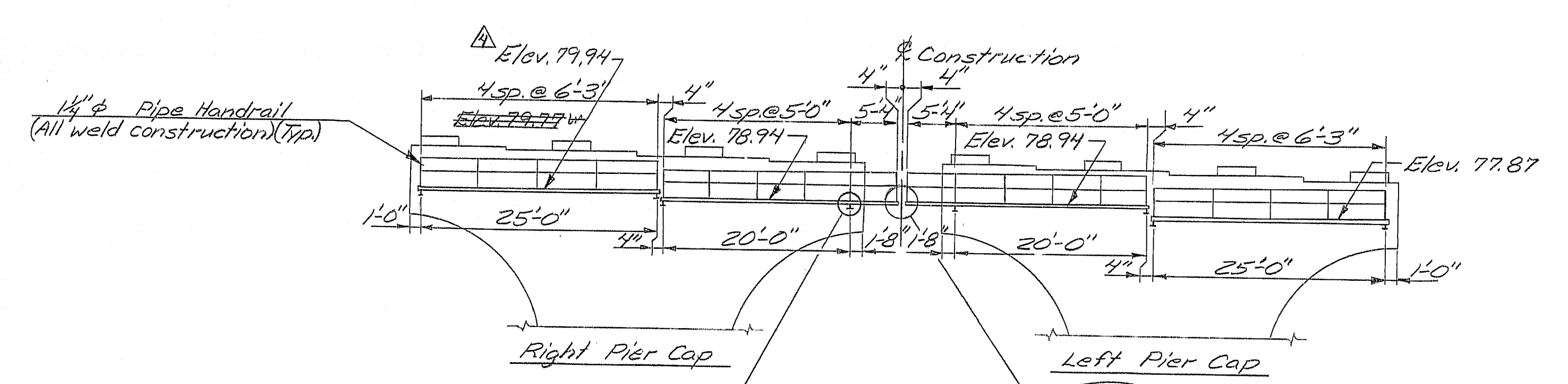
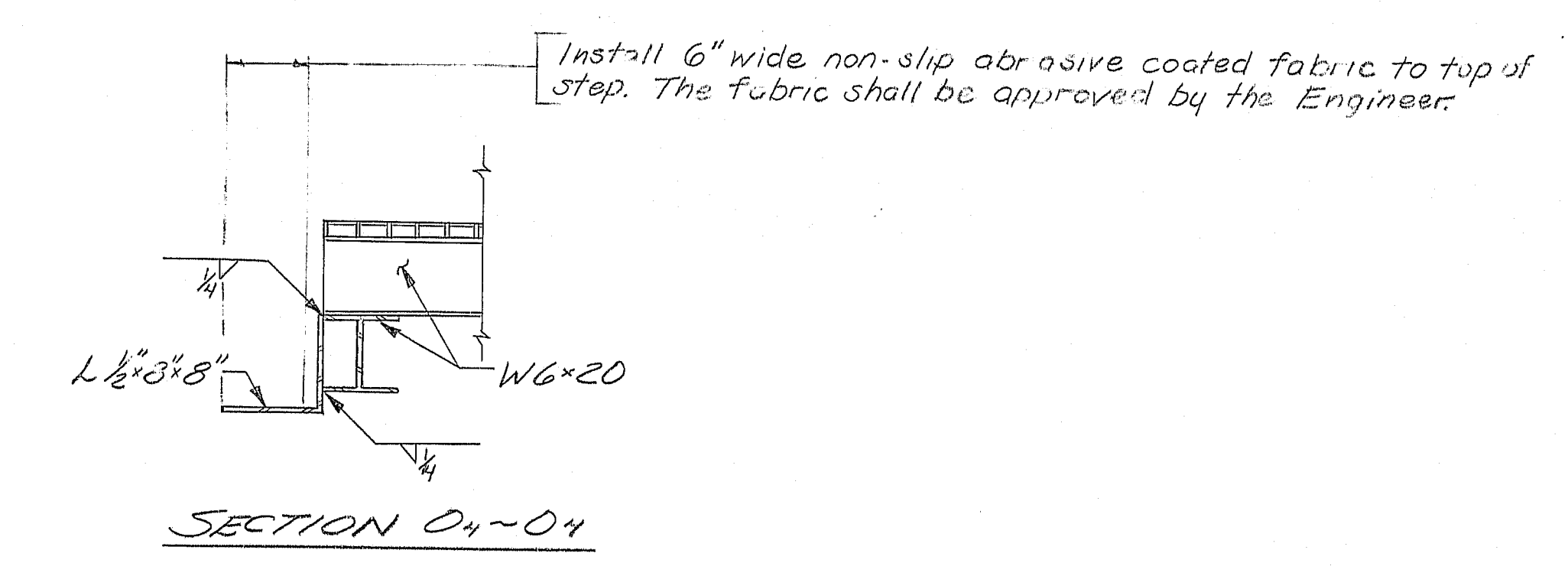
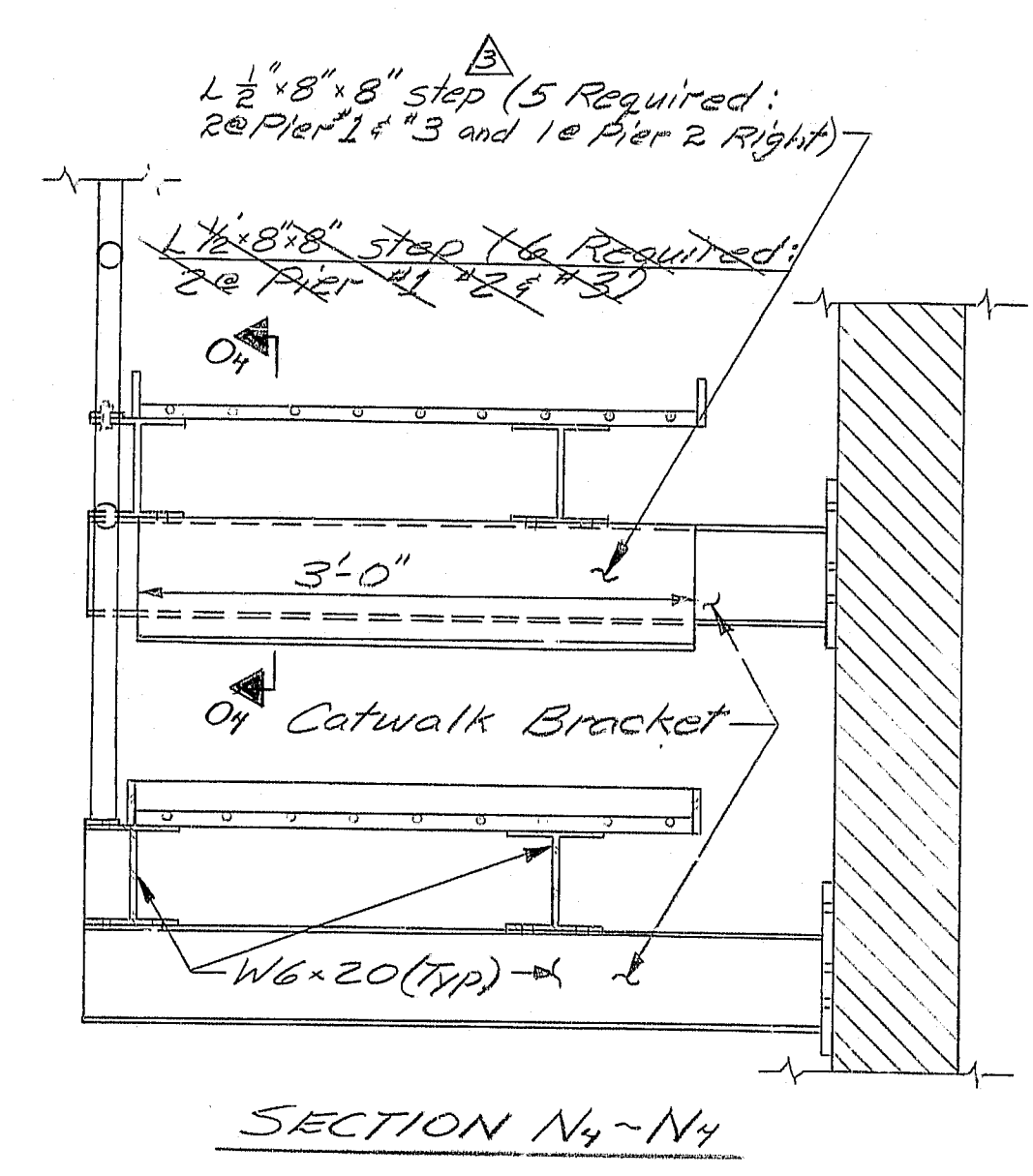
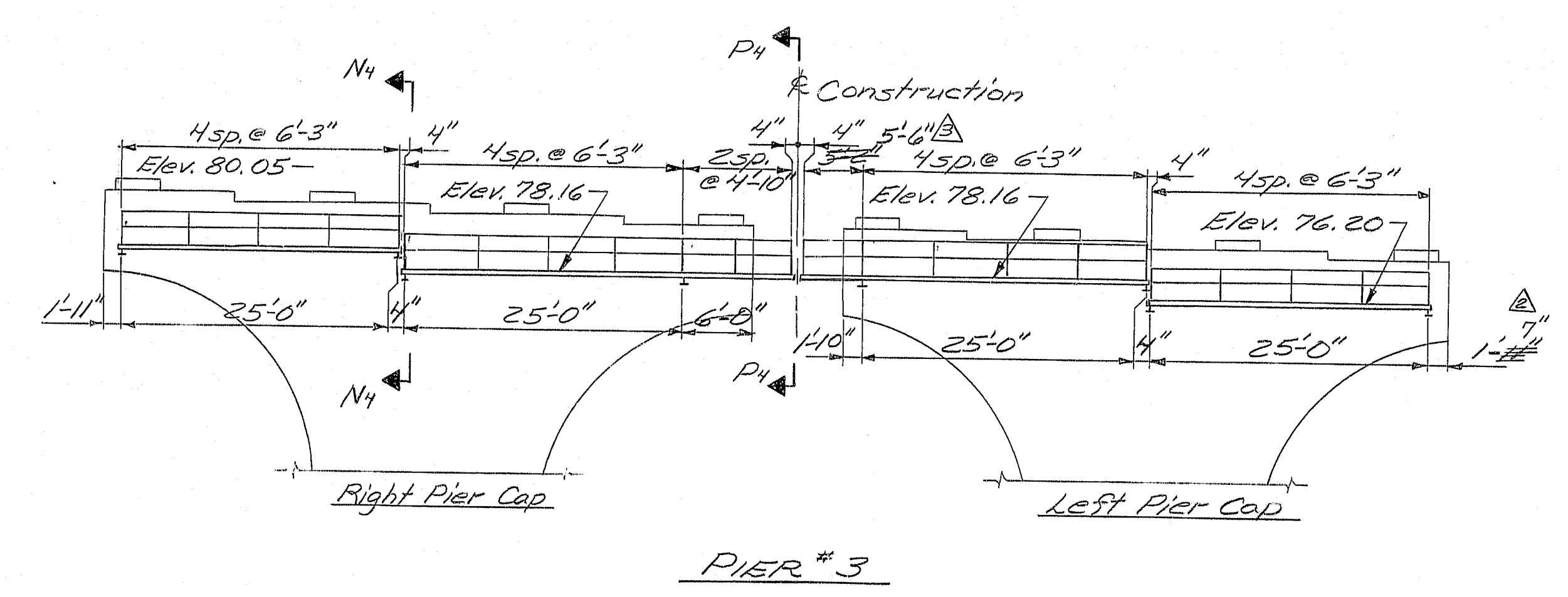
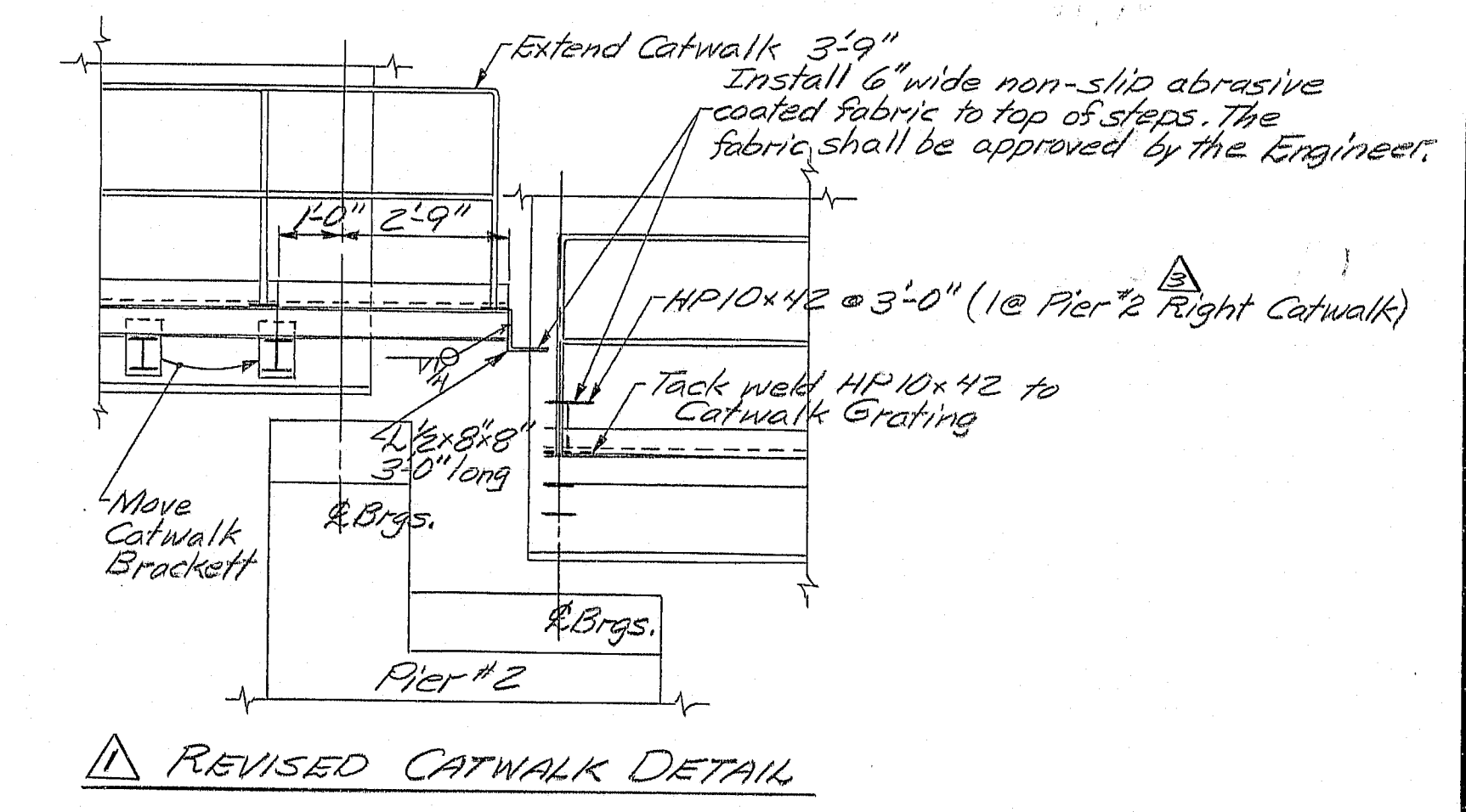
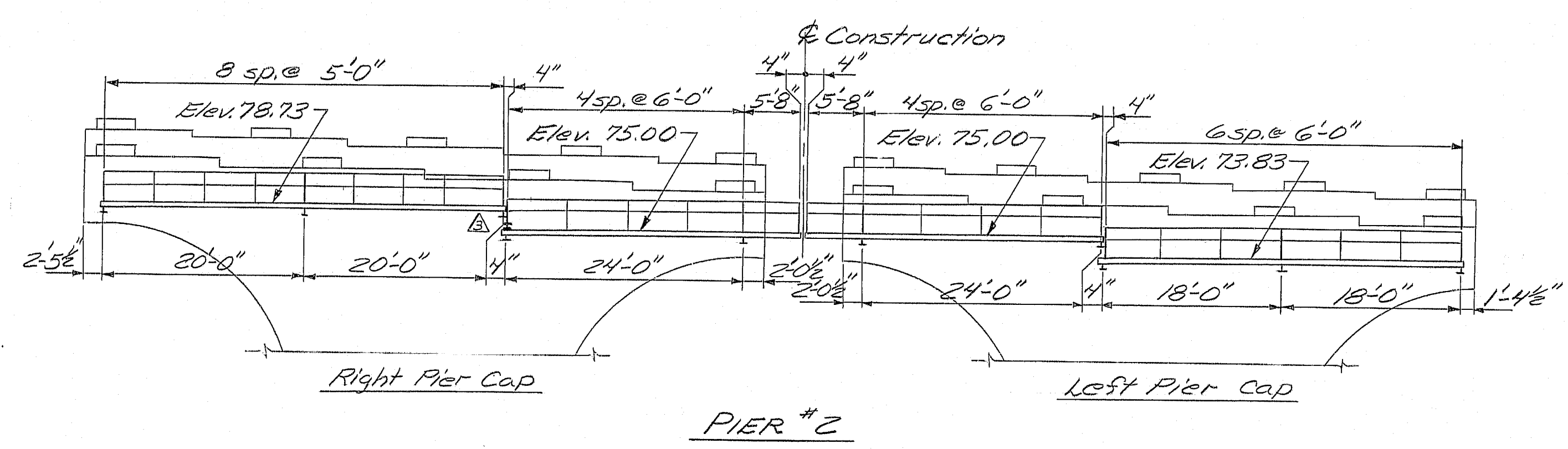
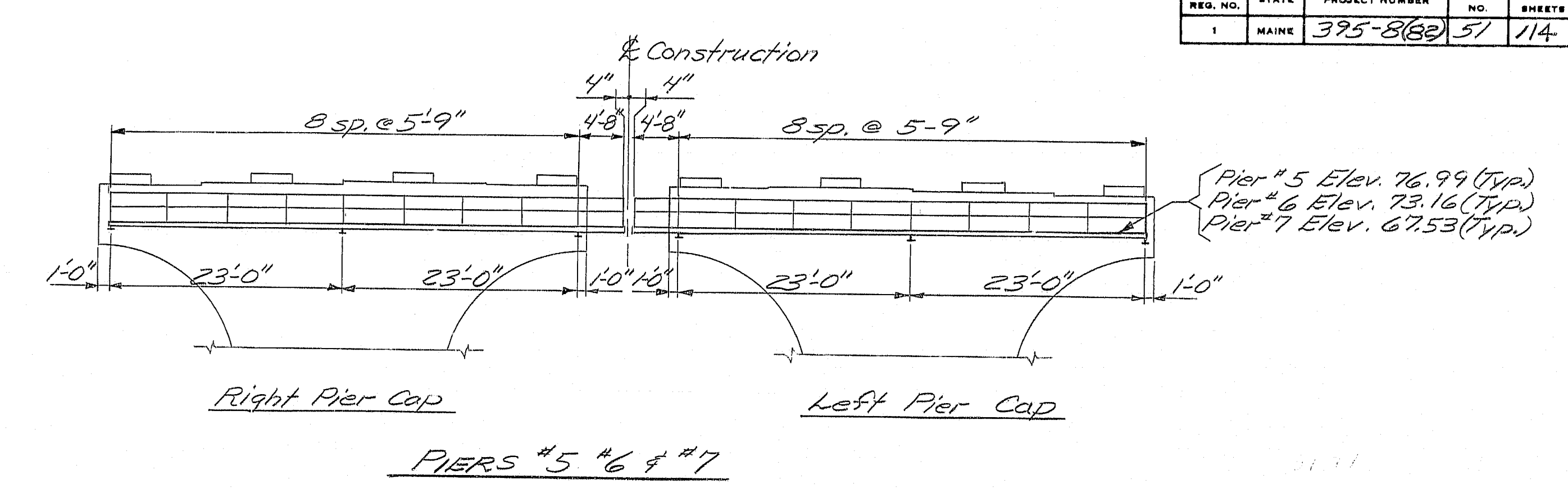
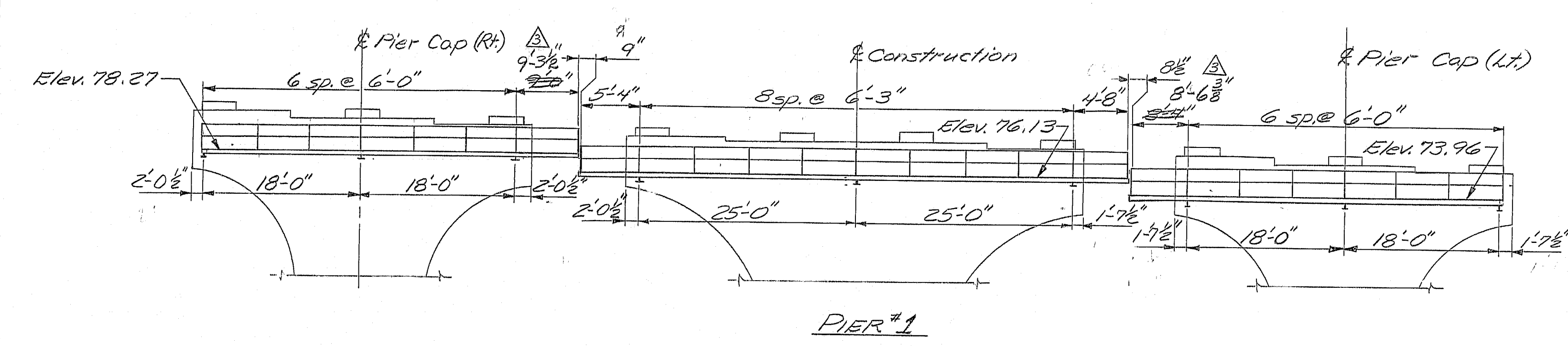
CATWALK

AUGUSTA, MAINE Sept. 11, '82

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

BRIDGE 44-22-257(1)

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



107-184

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

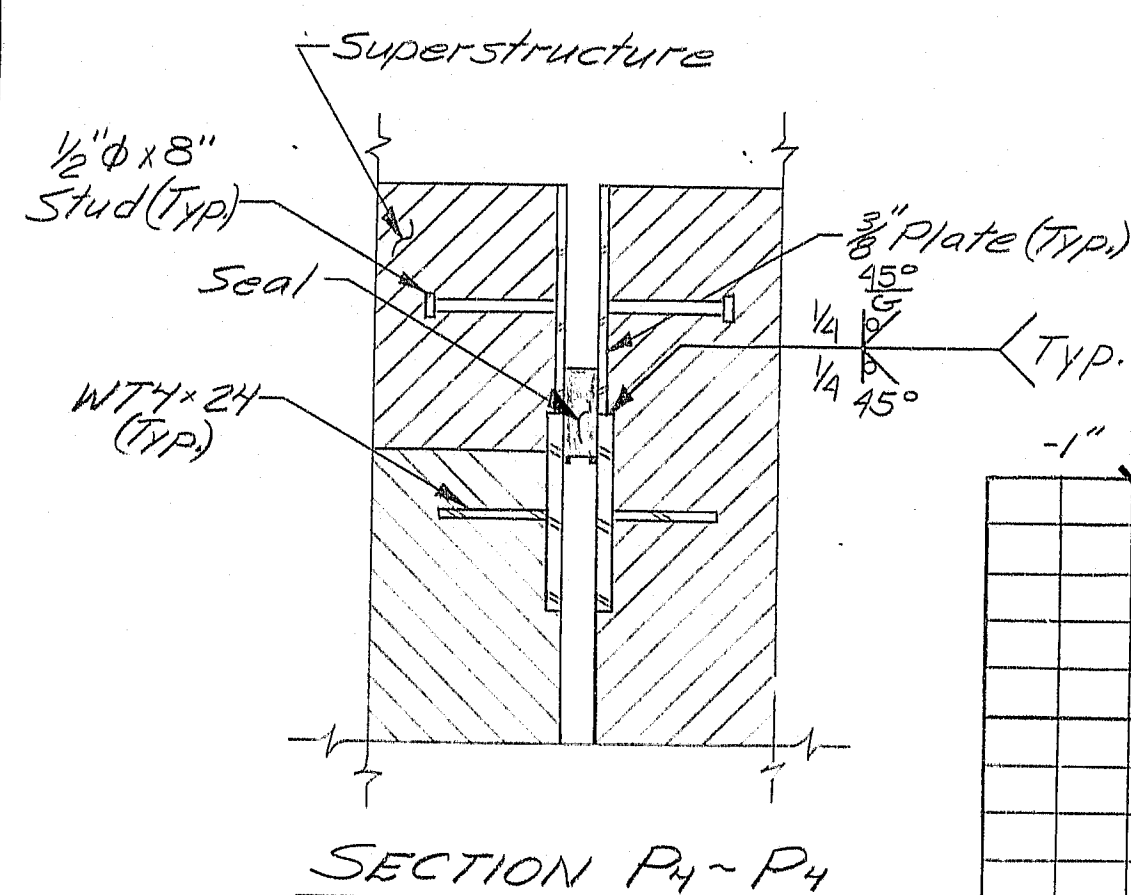
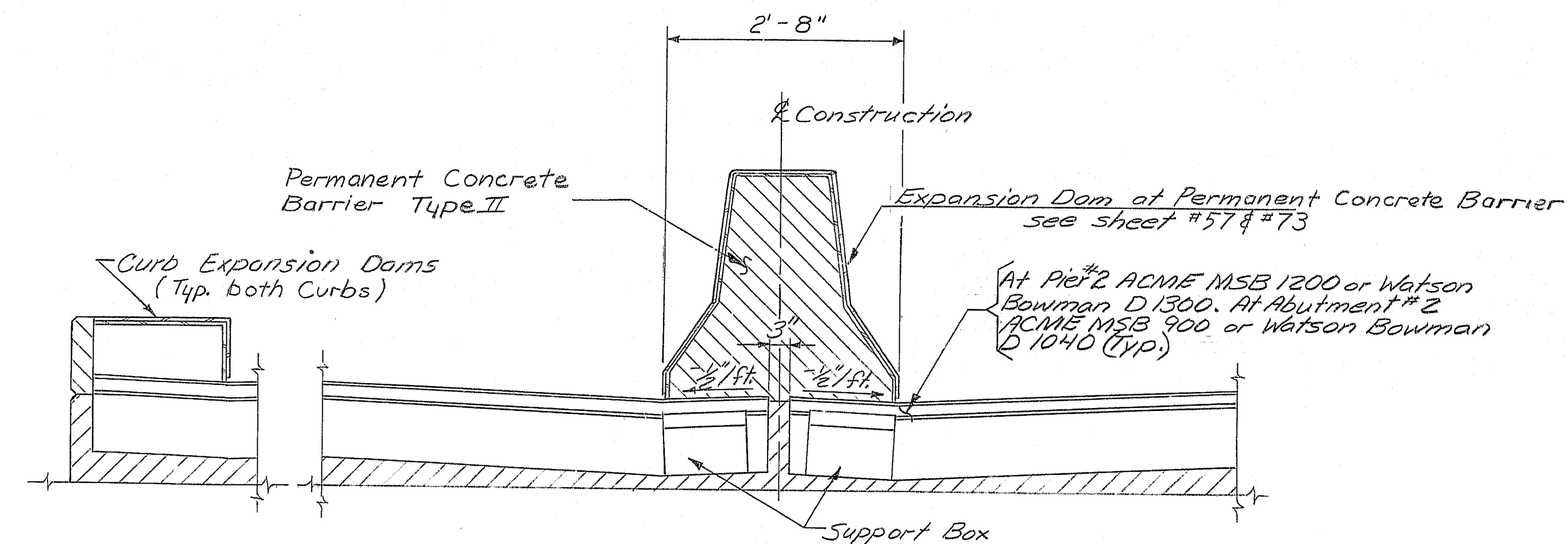
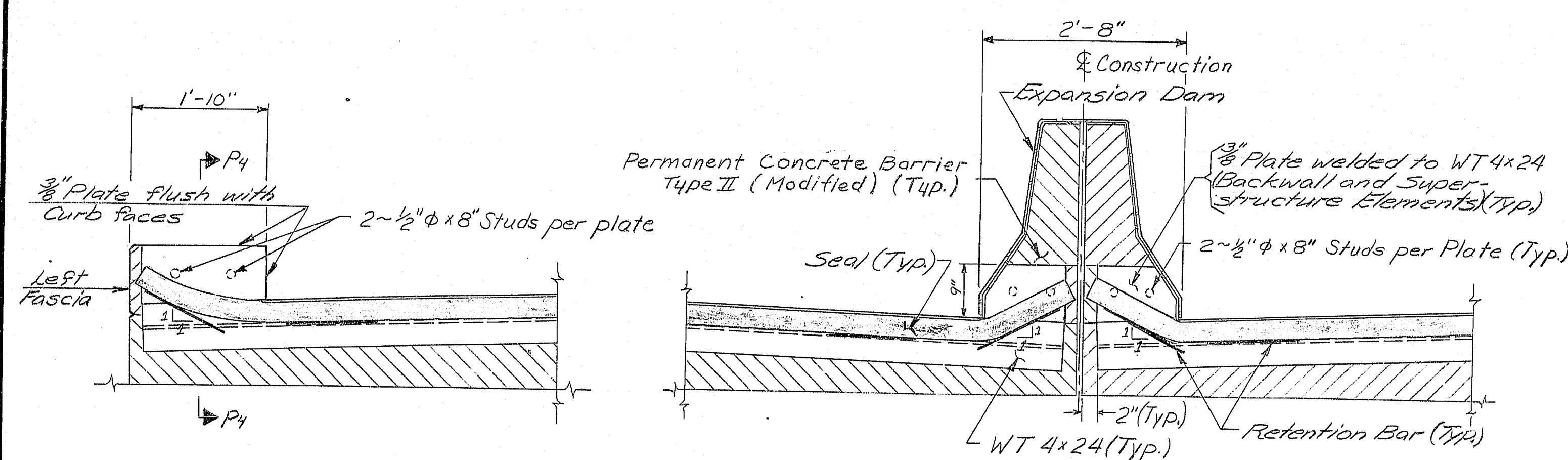
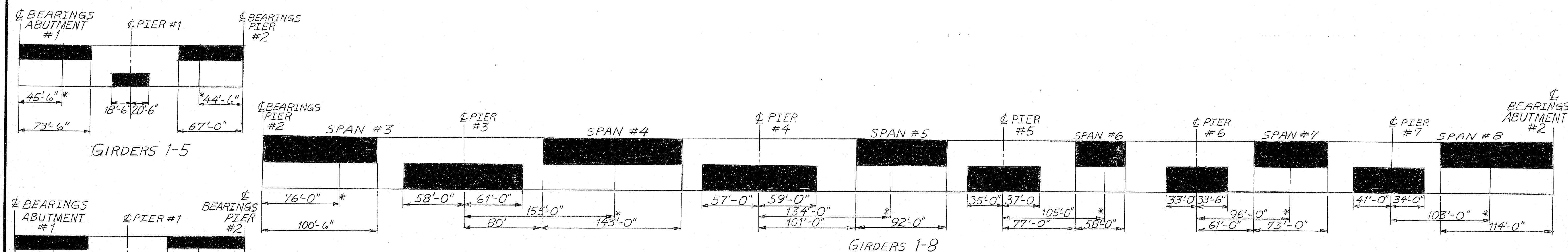
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
CATWALK
AUGUSTA, MAINE Sept. 1983

As Built 7/11/85 5/9A Steel

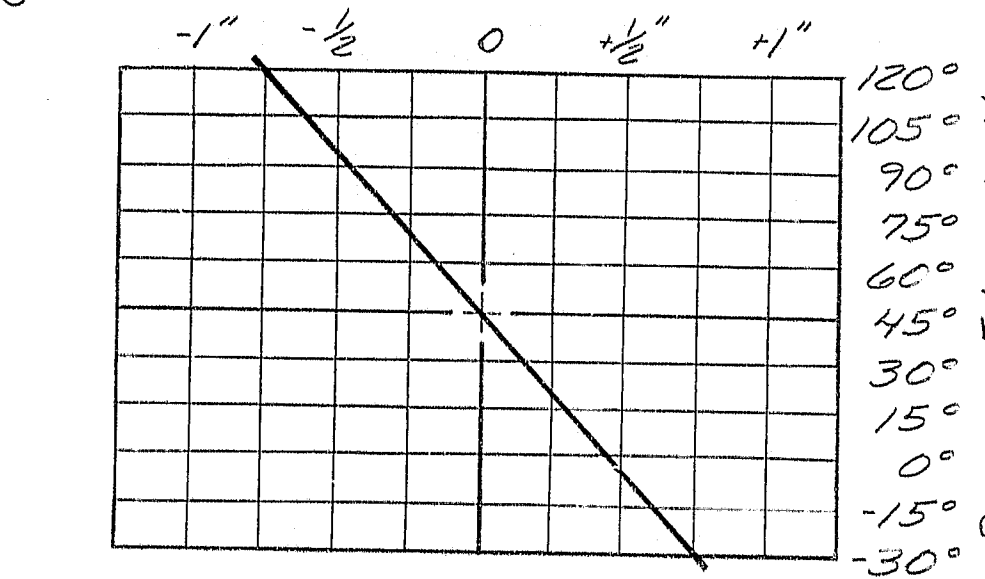
PROJECT DESIGN ENGINEER	DATE
BY	10/18/83
CHECKED	10/18/83
REVISIONS	10/18/83
FIELD CHANGES	10/18/83

BRUNING 44-132-2710-1

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



COMPRESSION SEAL ADJUSTMENT CHART



- COMPRESSION SEAL NOTES**
- The seal to be furnished shall have a minimum Movement Rating of 1/8" at Abutment #1.
 - The seal shall be approved by the Engineer prior to fabrication of the joint armor.
 - The joint opening will vary depending on the dimensions of the seal selected by the Contractor. The joint opening shall be set according to the opening shown on the approved shop detail drawings.
 - It is anticipated that the slab and backwall concrete will be in place before the final adjustment to the joint is made and no allowance for movement due to dead load deflections is needed.
 - The Compression Seal adjustment chart shows the adjustment necessary to adjust the joint opening shown on the shop detail drawings for temperatures other than 45°F. Adjustment is to be measured parallel to the centerline of construction.
 - The entire compression seal assembly from Right Fascia to Left Fascia at Abut. 1 will be paid for under the lump sum Item 520.22.

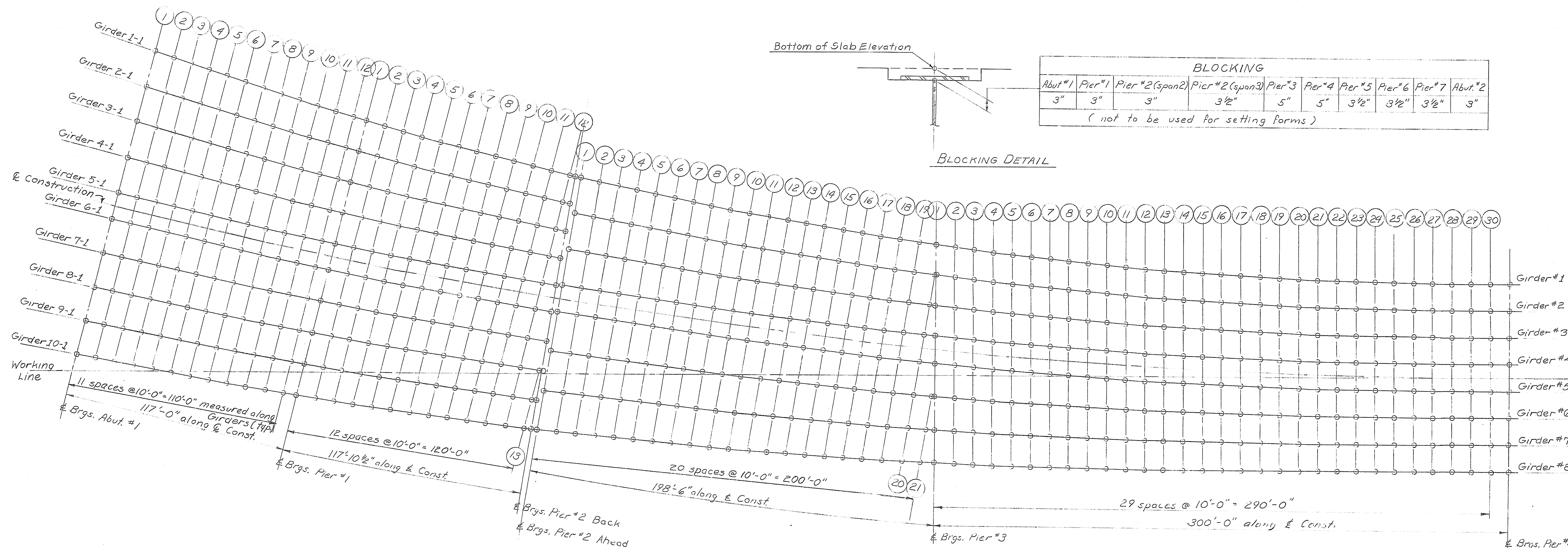
- MODULAR EXPANSION DEVICE NOTES**
- The entire Modular Expansion Device assembly from right fascia to left fascia at Pier 2 will be paid for under the lump sum Item 522.0601.
 - The entire Modular Expansion Device assembly from right fascia to left fascia at Abut. 2 will be paid for under the lump sum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

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

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

107-185

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



BOTTOM OF SLAB ELEVATIONS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
Span points	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
	£Abol.	+10	+20	+30	+40	+50	+60	+70	+80	+90	+100	+110	£Per1	+10	+20	+30	+40	+50	+60	+70	+80	+90	+100	+110	+120	£Per2 AHEAD	£Per2 AHEAD	+10	+20	+30	+40	+50	+60	+70	+80	+90	+100	+110	+120	+130	+140	+150																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Girders	1	82.30	82.70	83.07	83.76	84.17	84.87	85.62	86.44	87.29	88.14	89.00	89.87	90.74	91.61	92.48	93.35	94.22	95.09	95.96	96.83	97.70	98.57	99.44	100.31	101.18	102.05	102.92	103.79	104.66	105.53	106.40	107.27	108.14	109.01	109.88	110.75	111.62	112.49	113.36	114.23	115.10	115.97	116.84	117.71	118.58	119.45	120.32	121.19	122.06	122.93	123.80	124.67	125.54	126.41	127.28	128.15	129.02	129.89	130.76	131.63	132.50	133.37	134.24	135.11	135.98	136.85	137.72	138.59	139.46	140.33	141.20	142.07	142.94	143.81	144.68	145.55	146.42	147.29	148.16	149.03	149.90	150.77	151.64	152.51	153.38	154.25	155.12	155.99	156.86	157.73	158.60	159.47	160.34	161.21	162.08	162.95	163.82	164.69	165.56	166.43	167.30	168.17	169.04	169.91	170.78	171.65	172.52	173.39	174.26	175.13	176.00	176.87	177.74	178.61	179.48	180.35	181.22	182.09	182.96	183.83	184.70	185.57	186.44	187.31	188.18	189.05	189.92	190.79	191.66	192.53	193.40	194.27	195.14	196.01	196.88	197.75	198.62	199.49	200.36	201.23	202.10	202.97	203.84	204.71	205.58	206.45	207.32	208.19	209.06	209.93	210.80	211.67	212.54	213.41	214.28	215.15	216.02	216.89	217.76	218.63	219.50	220.37	221.24	222.11	222.98	223.85	224.72	225.59	226.46	227.33	228.20	229.07	229.94	230.81	231.68	232.55	233.42	234.29	235.16	236.03	236.90	237.77	238.64	239.51	240.38	241.25	242.12	242.99	243.86	244.73	245.60	246.47	247.34	248.21	249.08	249.95	250.82	251.69	252.56	253.43	254.30	255.17	256.04	256.91	257.78	258.65	259.52	260.39	261.26	262.13	263.00	263.87	264.74	265.61	266.48	267.35	268.22	269.09	269.96	270.83	271.70	272.57	273.44	274.31	275.18	276.05	276.92	277.79	278.66	279.53	280.40	281.27	282.14	283.01	283.88	284.75	285.62	286.49	287.36	288.23	289.10	290.00	290.87	291.74	292.61	293.48	294.35	295.22	296.09	296.96	297.83	298.70	299.57	300.44	301.31	302.18	303.05	303.92	304.79	305.66	306.53	307.40	308.27	309.14	310.01	310.88	311.75	312.62	313.49	314.36	315.23	316.10	316.97	317.84	318.71	319.58	320.45	321.32	322.19	323.06	323.93	324.80	325.67	326.54	327.41	328.28	329.15	330.02	330.89	331.76	332.63	333.50	334.37	335.24	336.11	336.98	337.85	338.72	339.59	340.46	341.33	342.20	343.07	343.94	344.81	345.68	346.55	347.42	348.29	349.16	350.03	350.90	351.77	352.64	353.51	354.38	355.25	356.12	356.99	357.86	358.73	359.60	360.47	361.34	362.21	363.08	363.95	364.82	365.69	366.56	367.43	368.30	369.17	370.04	370.91	371.78	372.65	373.52	374.39	375.26	376.13	377.00	377.87	378.74	379.61	380.48	381.35	382.22	383.09	383.96	384.83	385.70	386.57	387.44	388.31	389.18	390.05	390.92	391.79	392.66	393.53	394.40	395.27	396.14	397.01	397.88	398.75	399.62	400.49	401.36	402.23	403.10	403.97	404.84	405.71	406.58	407.45	408.32	409.19	410.06	410.93	411.80	412.67	413.54	414.41	415.28	416.15	417.02	417.89	418.76	419.63	420.50	421.37	422.24	423.11	423.98	424.85	425.72	426.59	427.46	428.33	429.20	430.07	430.94	431.81	432.68	433.55	434.42	435.29	436.16	437.03	437.90	438.77	439.64	440.51	441.38	442.25	443.12	443.99	444.86	445.73	446.60	447.47	448.34	449.21	450.08	450.95	451.82	452.69	453.56	454.43	455.30	456.17	457.04	457.91	458.78	459.65	460.52	461.39	462.26	463.13	464.00	464.87	465.74	466.61	467.48	468.35	469.22	470.09	470.96	471.83	472.70	473.57	474.44	475.31	476.18	477.05	477.92	478.79	479.66	480.53	481.40	482.27	483.14	484.01	484.88	485.75	486.62	487.49	488.36	489.23	490.10	490.97	491.84	492.71	493.58	494.45	495.32	496.19	497.06	497.93	498.80	499.67	500.54	501.41	502.28	503.15	504.02	504.89	505.76	506.63	507.50	508.37	509.24	510.11	510.98	511.85	512.72	513.59	514.46	515.33	516.20	517.07	517.94	518.81	519.68	520.55	521.42	522.29	523.16	524.03	524.90	525.77	526.64	527.51	528.38	529.25	530.12	530.99	531.86	532.73	533.60	534.47	535.34	536.21	537.08	537.95	538.82	539.69	540.56	541.43	542.30	543.17	544.04	544.91	545.78	546.65	547.52	548.39	549.26	550.13	551.00	551.87	552.74	553.61	554.48	555.35	556.22	557.09	557.96	558.83	559.70	560.57	561.44	562.31	563.18	564.05	564.92	565.79	566.66	567.53	568.40	569.27	570.14	571.01	571.88	572.75	573.62	574.49	575.36	576.23	577.10	577.97	578.84	579.71	580.58	581.45	582.32	583.19	584.06	584.93	585.80	586.67	587.54	588.41	589.28	590.15	591.02	591.89	592.76	593.63	594.50	595.37	596.24	597.11	597.98	598.85	599.72	600.59	601.46	602.33	603.20	604.07	604.94	605.81	606.68	607.55	608.42	609.29	610.16	611.03	611.90	612.77	613.64	614.51	615.38	616.25	617.12	617.99	618.86	619.73	620.60	621.47	622.34	623.21	624.08	624.95	625.82	626.69	627.56	628.43	629.30	630.17	631.04	631.91	632.78	633.65	634.52	635.39	636.26	637.13	638.00	638.87	639.74	640.61	641.48	642.35	643.22	644.09	644.96	645.83	646.70	647.57	648.44	649.31	650.18	651.05	651.92	652.79	653.66	654.53	655.40	656.27	657.14	658.01	658.88	659.75	660.62	661.49	662.36	663.23	664.10	664.97	665.84	666.71	667.58	668.45	669.32	670.19	671.06	671.93	672.80	673.67	674.54	675.41	676.28	677.15	678.02	678.89	679.76	680.63	681.50	682.37	683.24	684.11	684.98	685.85	686.72	687.59	688.46	689.33	690.20	691.07	691.94	692.81	693.68	694.55	695.42	696.29	697.16	698.03	698.90	699.77	700.64	701.51	702.38	703.25	704.12	704.99	705.86	706.73	707.60	708.47	709.34	710.21	711.08	711.95	712.82	713.69	714.56	715.43	716.30	717.17	718.04	718.91	719.78	720.65	721.52	722.39	723.26	724.13	725.00	725.87	726.74	727.61	728.48	729.35	730.22	731.09	731.96	732.83	733.70	734.57	735.44	736.31	737.18	738.05	738.92	739.79	740.66	741.53	742.40	743.27	744.14	745.01	745.88	746.75	747.62	748.49	749.36	750.23	751.10	751.97	752.84	753.71	754.58	755.45	756.32	757.19	758.06	758.93	759.80	760.67	761.54	762.41	763.28	764.15	765.02	765.89	766.76	767.63	768.50	769.37	770.24	771.11	771.98	772.85	773.72	774.59	775.46	776.33	777.20	778.07	778.94	779.81	780.68	781.55	782.42	783.29	784.16	785.03	785.90	786.77	787.64	788.51	789.38	790.25	791.12	791.99	792.86	793.73	794.60	795.47	796.34	797.21	798.08	798.95	799.82	800.69	801.56	802.43	803.30	804.17	805.04	805.91	806.78	807.65	808.52	809.39	810.26	811.13	812.00	812.87	813.74	814.61	815.48	816.35	817.22	818.09	818.96	819.83	820.70	821.57	822.44	823.31	824.18	825.05	825.92	826.79	827.66	828.53	829.40	830.27	831.14	832.01	832.88	833.75	834.62	835.49	836.36	837.23	838.10	838.97	839.84	840.71	841.58	842.45	843.32	844.19	845.06	845.93	846.80	847.67	848.54	849.41	850.28	851.15	852.02	852.89	853.76	854.63	855.50	856.37	857.24	858.11	858.98	859.85	860.72	861.59	862.46	863.33	864.20	865.07	865.94	866.81	867.68	868.55	869.42	870.29	871.16	872.03	872.90	873.77	874.64	875.51	876.38	877.25	878.12	878.99	879.86	880.73	881.60	882.47	883.34	884.21	885.08	885.95	886.82	887.69	888.56	889.43	890.30	891.17	892.04	892.91	893.78	894.65	895.52	896.39	897.26	898.13	899.00	899.87	900.74	901.61	902.48	903.35	904.22	905.09	905.96	906.83	907.70	908.57	909.44	910.31	911.18	912.05	912.92	913.79	914.66	915.53	916.40	917.27	918.14	919.01	919.88	920.75	921.62	922.49	923.36	924.23	925.10	925.97	926.84	927.71	928.58	929.45	930.32	931.19	932.06	932.93	933.80	934.67	935.54	936.41	937.28	938.15	939.02	939.89	940.76	941.63	942.50	943.37	944.24	945.11	945.98	946.85	947.72	948.59	949.46	950.33	951.20	952.07	952.94	953.81	954.68	955.55	956.42	957.29	958.16	959.03	959.90	960.77	961.64	962.51	963.38	964.25	965.12	965.99	966.86	967.73	968.60	969.47	970.34	971.21	972.08	972.95	973.82	974.69	975.56	976.43	977.30	978.17	979.04	979.91	980.78	981.65	982.52	983.39	984.26	985.13	986.00	986.87	987.74	988.61	989.48	990.35	991.22	992.09	992.96	993.83	994.70	995.57	996.44	997.31	998.18	999.05	1000.00
	Girders	1	82.30	82.70	83.07	83.76	84.17	84.87	85.62	86.44	87.29	88.1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							

PROJECT DESIGN ENGINEER	DATE
JAE	9/23
CHECKED	DATE
JAE	9/23
REVISIONS	DATE
1	9/23
FIELD CHANGES	DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

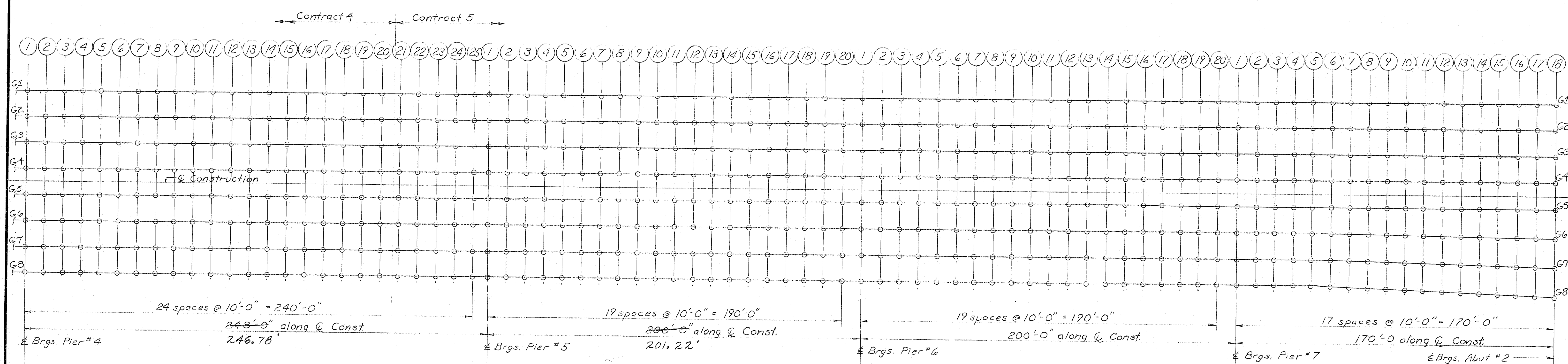
I-395 BRIDGE 231
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY

BLOCKING TABLE

AUGUSTA, MAINE Sept. 1983

107-186

For BENT 491, 492, 493, 494



BOTTOM OF SLAB ELEVATIONS

BOTTOM OF SLAB ELEVATIONS																																											
Span points	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
Girders	1	93.49	93.51	93.53	93.57	93.62	93.66	93.71	93.76	93.77	93.78	93.76	93.74	93.67	93.60	93.51	93.40	93.29	93.14	92.99	92.83	92.66	92.49	92.32	92.16	92.04	91.89	91.74	91.60	91.46	91.31	91.16	91.01	90.84	90.67	90.49	90.29	90.09	89.86	89.63	89.39		
	2	93.92	93.92	93.93	93.95	93.98	94.01	94.04	94.07	94.07	94.08	94.07	94.05	94.03	93.96	93.89	93.80	93.69	93.58	93.44	93.28	93.12	92.95	92.78	92.61	92.45	92.33	92.18	92.03	91.89	91.75	91.60	91.46	91.30	91.14	90.96	90.78	90.58	90.37	90.15	89.92	89.69	
	3	94.35	94.34	94.34	94.34	94.34	94.34	94.35	94.36	94.37	94.38	94.38	94.37	94.35	94.32	94.26	94.18	94.09	93.99	93.87	93.73	93.57	93.41	93.24	93.07	92.91	92.74	92.62	92.47	92.32	92.18	92.04	91.89	91.75	91.59	91.43	91.25	91.07	90.87	90.67	90.45	90.22	89.98
	4	94.77	94.70	94.65	94.60	94.56	94.53	94.50	94.46	94.43	94.39	94.34	94.28	94.21	94.13	94.04	93.93	93.81	93.68	93.53	93.38	93.22	93.05	92.88	92.71	92.55	92.43	92.27	92.13	91.98	91.84	91.70	91.55	91.39	91.23	91.06	90.87	90.68	90.47	90.25	90.02	89.78	
	5	94.78	94.71	94.66	94.61	94.57	94.54	94.50	94.47	94.43	94.39	94.34	94.28	94.21	94.13	94.03	93.93	93.81	93.67	93.52	93.38	93.21	93.05	92.88	92.71	92.55	92.43	92.27	92.13	91.99	91.85	91.70	91.56	91.40	91.24	91.06	90.88	90.68	90.48	90.26	90.03	89.79	
	6	95.13	95.03	94.94	94.89	94.84	94.80	94.76	94.72	94.67	94.62	94.57	94.50	94.43	94.34	94.24	94.13	94.01	93.88	93.73	93.58	93.41	93.24	93.07	92.91	92.74	92.62	92.47	92.32	92.18	92.04	91.90	91.75	91.60	91.44	91.28	91.08	90.88	90.67	90.45	90.22	89.98	
	7	95.44	95.32	95.20	95.10	95.00	94.91	94.82	94.73	94.66	94.57	94.48	94.38	94.27	94.17	94.05	93.92	93.78	93.62	93.47	93.31	93.14	92.96	92.78	92.61	92.45	92.33	92.18	92.03	91.89	91.75	91.61	91.46	91.31	91.14	90.97	90.78	90.59	90.38	90.16	89.93	89.69	
	8	95.76	95.60	95.46	95.31	95.16	95.02	94.88	94.74	94.63	94.52	94.39	94.26	94.12	93.99	93.86	93.71	93.54	93.37	93.21	93.04	92.86	92.68	92.49	92.32	92.16	92.04	91.89	91.74	91.60	91.46	91.32	91.17	91.01	90.85	90.68	90.49	90.30	90.09	89.87	89.64	89.40	
Span points	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
Girders	1	89.15	89.90	89.66	89.41	89.18	87.95	87.72	87.50	87.28	87.06	86.83	86.59	86.34	86.07	85.79	85.50	85.20	84.89	84.56	84.23	83.90	83.56	83.22	82.90	82.59	82.28	81.99	81.71	81.43	81.15	80.87	80.59	80.30	80.01	79.70	79.39	79.07	78.74	78.41	78.06	77.72	77.37
	2	89.44	89.20	88.95	88.71	88.47	88.24	88.01	87.79	87.57	87.35	87.12	86.88	86.63	86.36	86.09	85.80	85.49	85.18	84.85	84.52	84.19	83.85	83.51	83.19	82.88	82.57	82.28	81.99	81.72	81.44	81.16	80.88	80.59	80.30	80.00	79.68	79.36	79.03	78.70	78.35	78.01	77.66
	3	89.73	89.49	89.24	89.00	88.76	88.53	88.31	88.09	87.87	87.64	87.41	87.17	86.92	86.65	86.38	86.09	85.78	85.47	85.15	84.81	84.48	84.14	83.81	83.48	83.17	82.86	82.57	82.29	82.01	81.73	81.45	81.17	80.88	80.59	80.29	79.98	79.66	79.33	78.99	78.65	78.30	77.95
	4	89.54	89.29	89.04	88.80	88.57	88.33	88.11	87.89	87.67	87.45	87.21	86.97	86.72	86.46	86.18	85.89	85.59	85.27	84.94	84.61	84.28	83.94	83.60	83.28	82.97	82.67	82.38	82.09	81.81	81.54	81.26	80.98	80.69	80.39	80.09	79.78	79.46	79.13	78.79	78.45	78.10	77.75
	5	89.74	89.49	89.24	89.00	88.76	88.53	88.30	88.08	87.86	87.63	87.40	87.16	86.91	86.65	86.37	86.08	85.78	85.47	85.14	84.81	84.47	84.13	83.80	83.47	83.17	82.87	82.58	82.29	82.03	81.76	81.48	81.20	80.91	80.62	80.31	80.00	79.67	79.33	78.99	78.63	78.28	77.92
	6	89.16	88.91	88.66	88.42	88.18	87.95	87.72	87.50	87.28	87.06	86.82	86.58	86.33	86.06	85.79	85.50	85.20	84.89	84.56	84.23	83.90	83.56	83.22	82.90	82.59	82.28	81.99	81.71	81.43	81.15	80.87	80.59	80.30	80.01	79.70	79.39	79.07	78.74	78.41	78.06	77.72	
	7	89.45	89.20	88.95	88.71	88.47	88.24	88.01	87.79	87.57	87.34	87.11	86.87	86.62	86.36	86.08	85.79	85.49	85.17	84.85	84.52	84.18	83.84	83.51	83.18	82.88	82.58	82.29	82.01	81.73	81.45	81.17	80.89	80.61	80.31	80.01	79.70	79.38	79.05	78.71	78.36	78.02	77.67
	8	89.16	88.91	88.66	88.42	88.18	87.95	87.72	87.50	87.28	87.06	86.82	86.58	86.33	86.06	85.79	85.50	85.20	84.89	84.56	84.23	83.90	83.56	83.22	82.90	82.59	82.28	81.99	81.72	81.45	81.17	80.89	80.61	80.31	80.01	79.70	79.38	79.05	78.71	78.36	78.02	77.67	

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

107-187

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

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

BLOCKING TABLE

AUGUSTA, MAINE Sept. 1983

As Built *[Signature]* 5/94

F.R.D. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-6(82)	55	114

REFERENCES
F.C. = @ Face of Curb

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

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

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

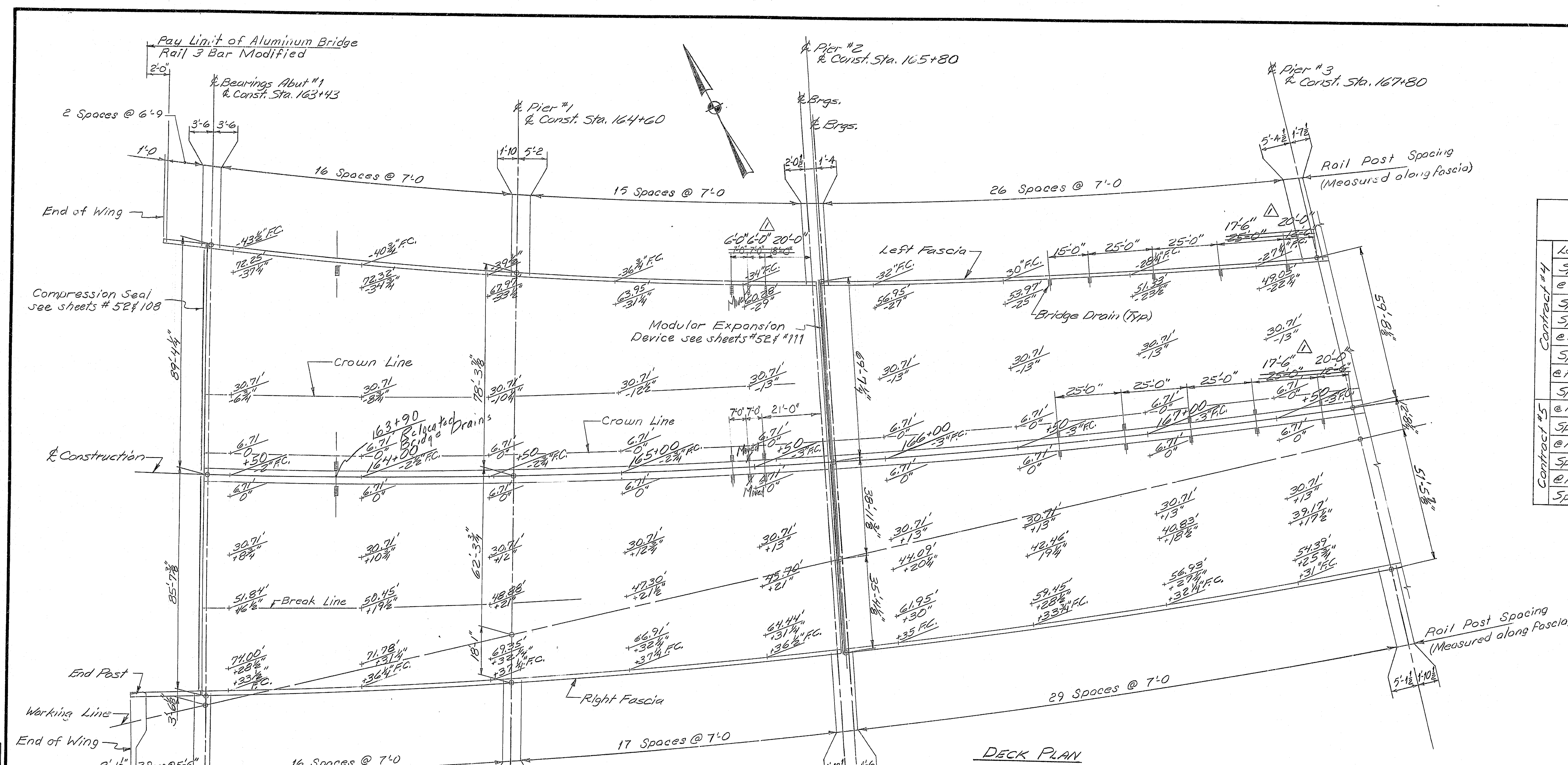
NOTE: Do not use the figures in the two charts above to compute Item 503.12 & 503.13 quantities.

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

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

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

AUGUSTA, MAINE 5-11



SUPERSTRUCTURE NOTES

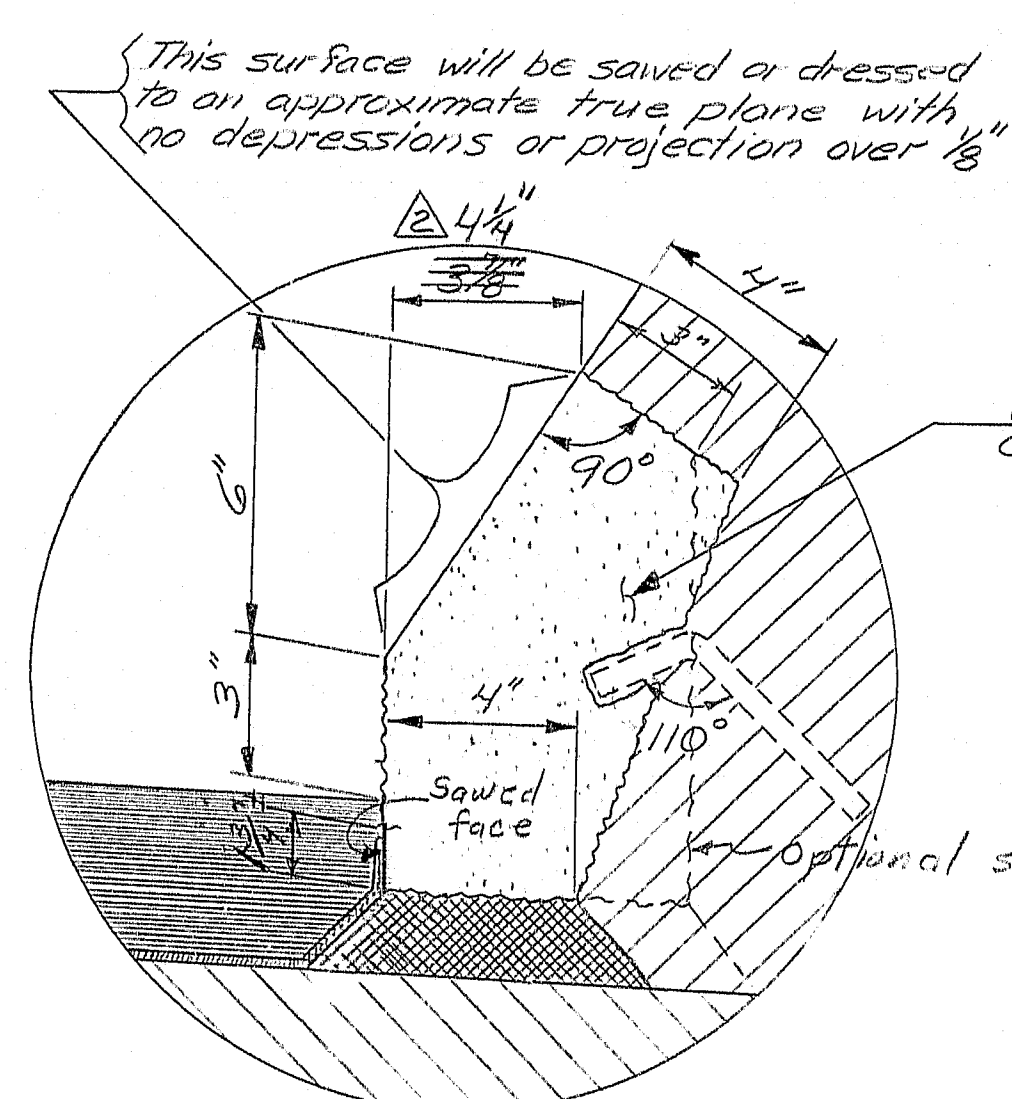
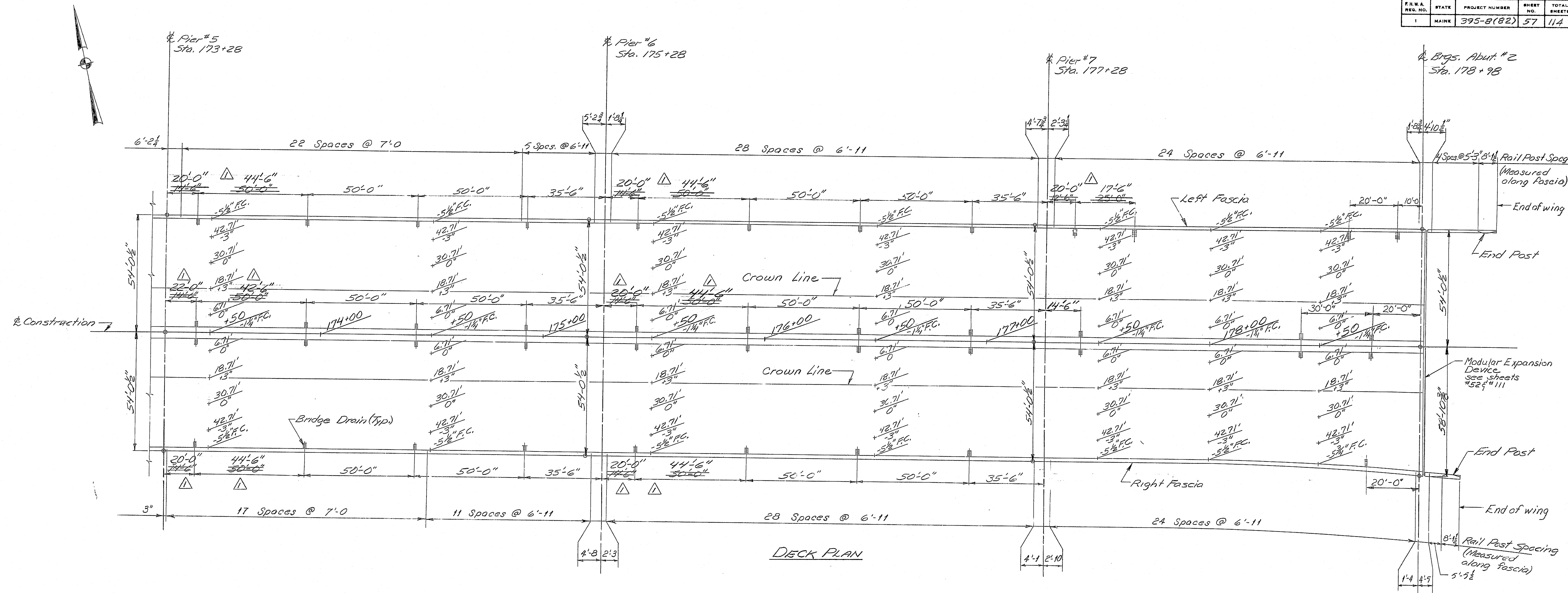
- Form a 1" V-groove on the fascias at the horizontal joint between the curb and slab.
 - Reinforcing steel shall have a minimum cover of 2" unless otherwise indicated.
 - Adjust reinforcing steel to fit around the drains in a manner approved by the Engineer. Do not cut transverse reinforcing bars.
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

PROJECT DESIGN ENGINEER	DATE
BY: [Signature]	5/13/84
CHECKED: [Signature]	
REVISIONS	
FIELD CHANGES	

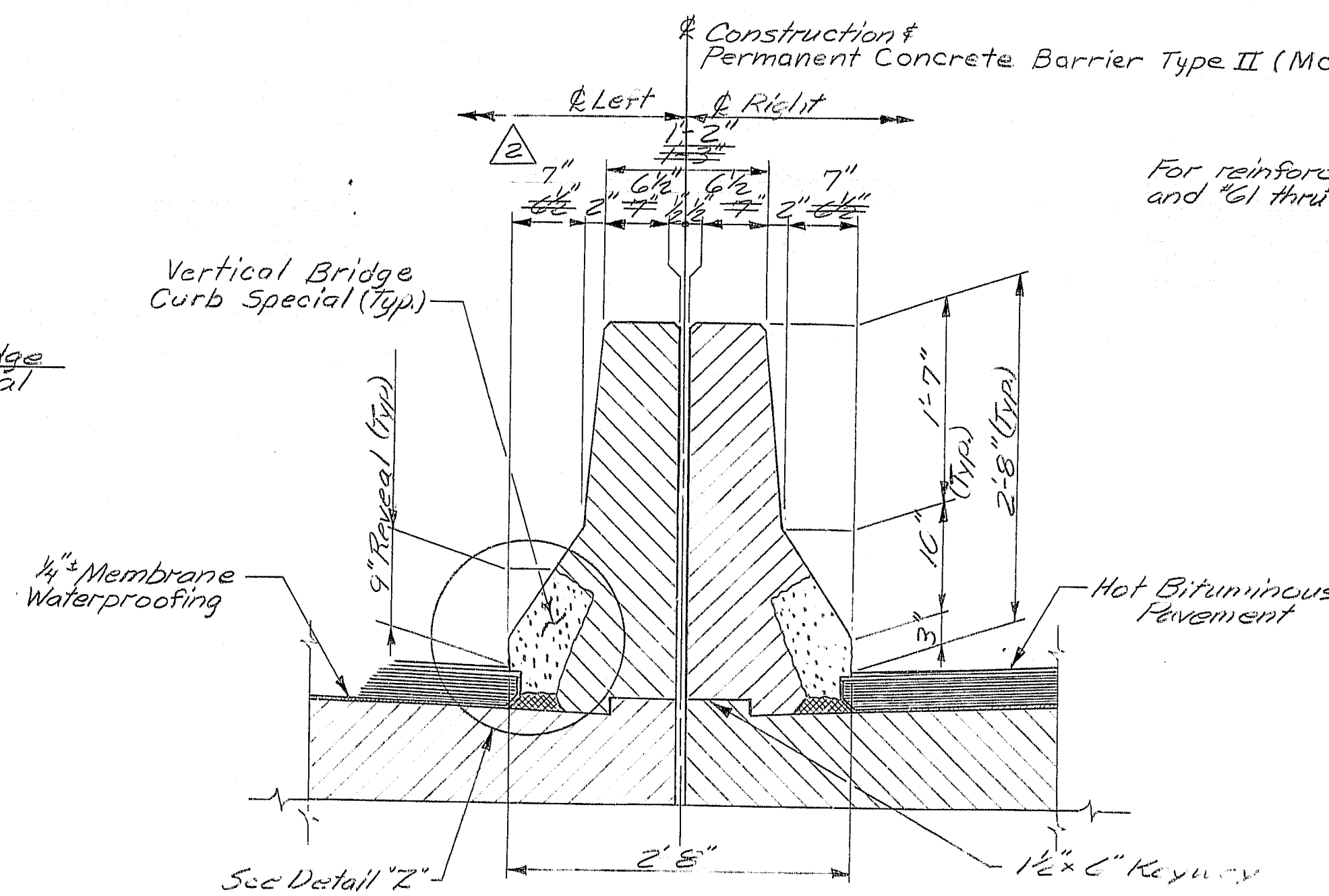
107-188

Has Point Hill Station

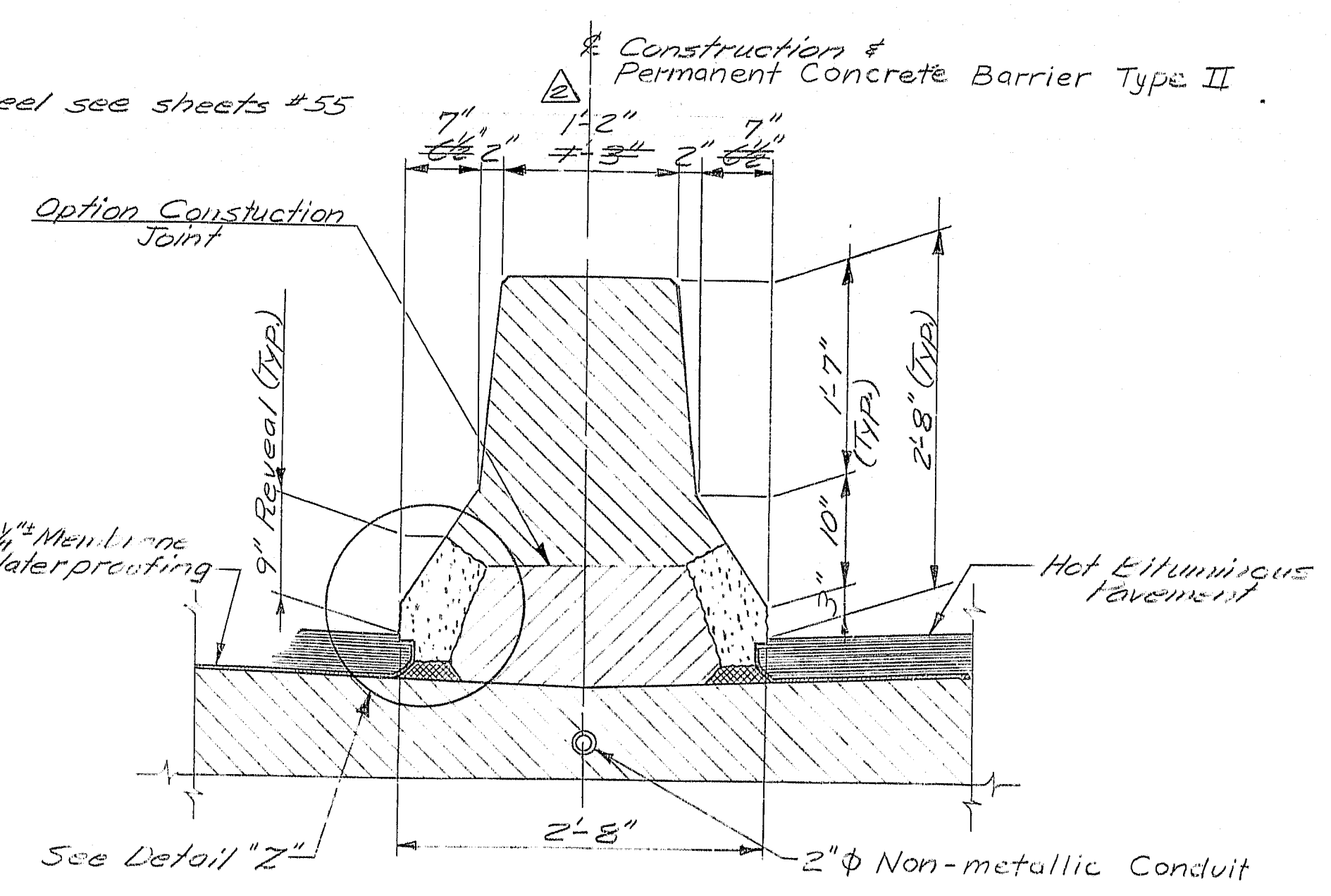
F.H.W.A. PROJ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(82)	57	114



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



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



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

107-190

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

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

As Built *[Signature]*

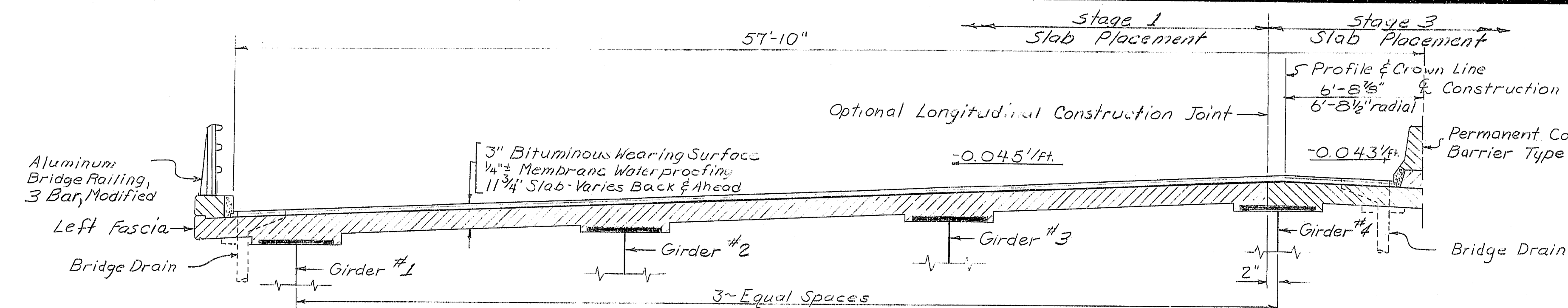
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	38	114

NOTES

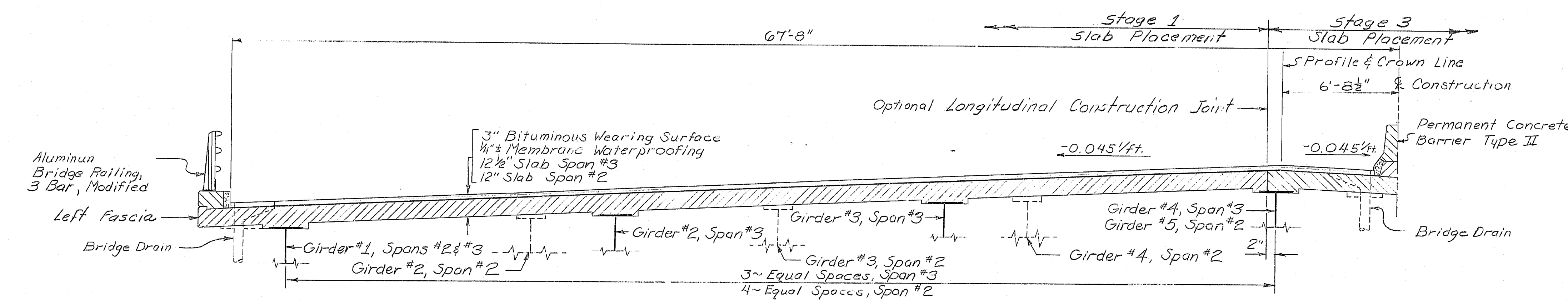
1. Reinforcing steel not shown.
2. All dimensions and slopes are along ϕ of Bearings unless otherwise noted.

REFERENCES

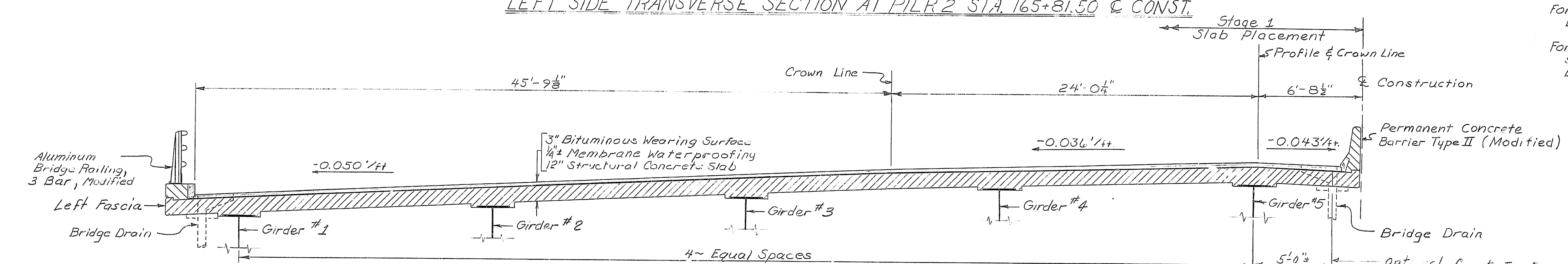
- For drain details see sheet # 76.
For reinforcing steel layout see sheets # 61 thru # 72.
For Permanent Concrete Barrier Type II and Type II (Modified) Details see sheets # 57, 73, & 74.
For curb detail see standard detail BD 126-81, sheet # 109.
For aluminum bridge railing 3 bar modified see sheet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



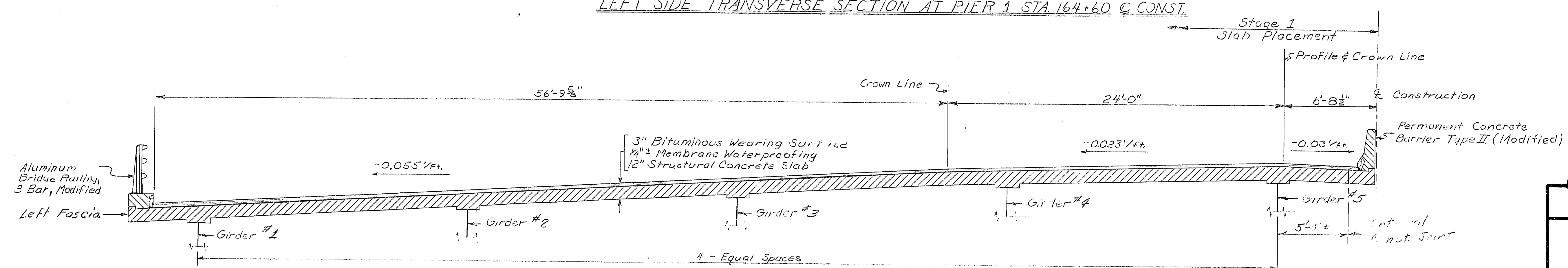
LEFT SIDE TRANSVERSE SECTION AT PIER 3 STA. 167+80 & CONST.



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



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



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

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

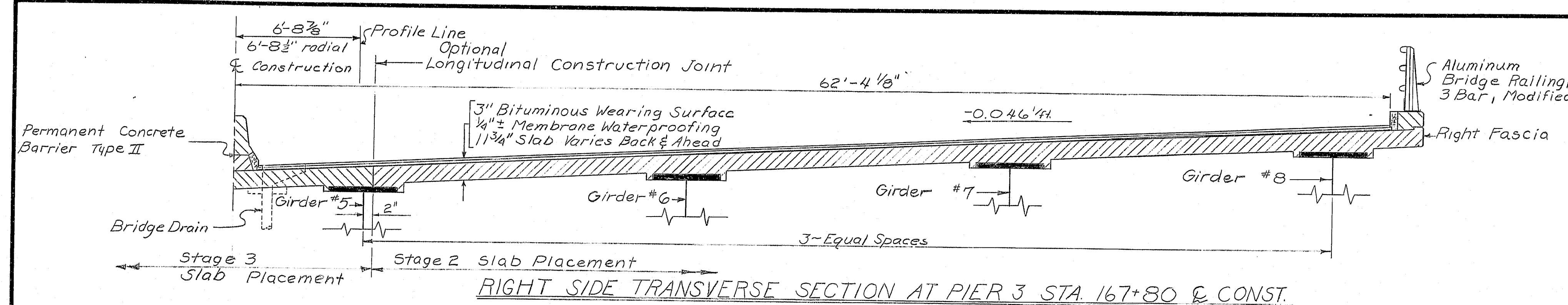
107-191

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

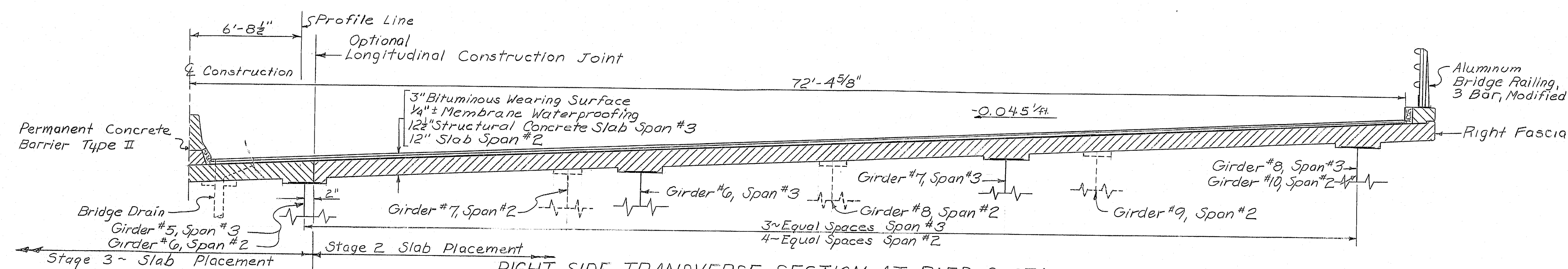
I-395 BRIDGE 236
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
TRANSVERSE SECTIONS
at SUPPORTS
AUGUSTA, MAINE 5-17-1983

As BUILT 10/11/1983

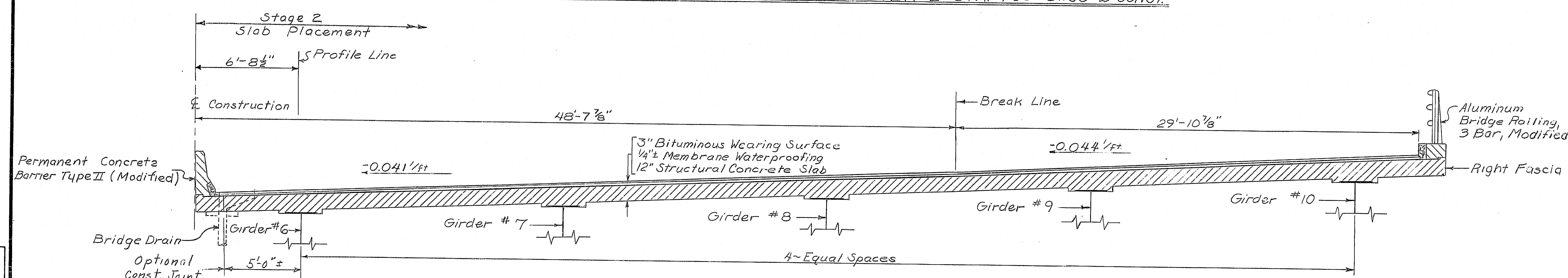
F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(02)	59	114



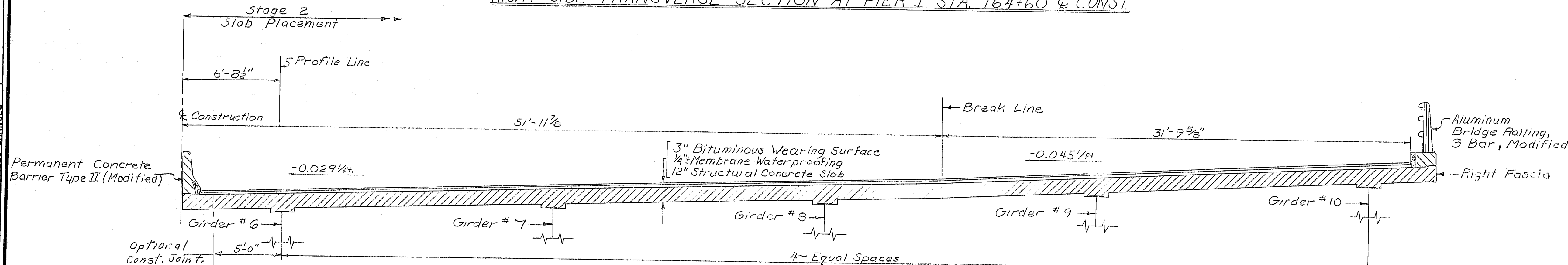
RIGHT SIDE TRANSVERSE SECTION AT PIER 3 STA. 167+80 & CONST.



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



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



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

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

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

107-192

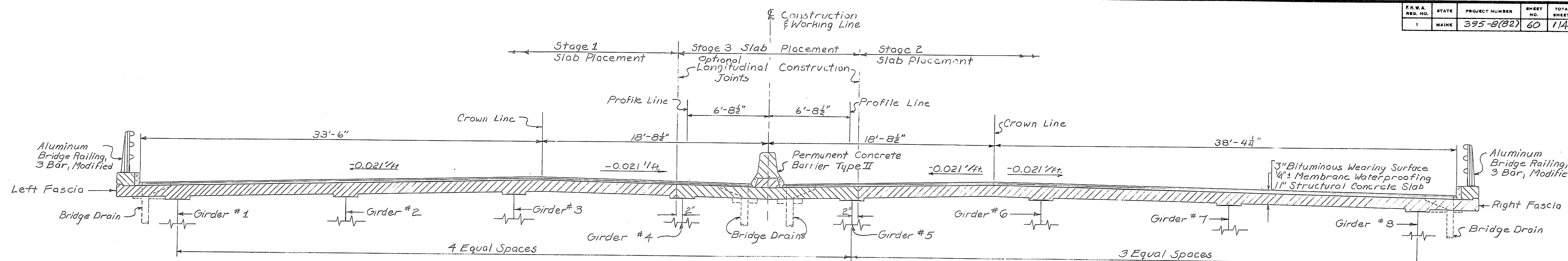
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

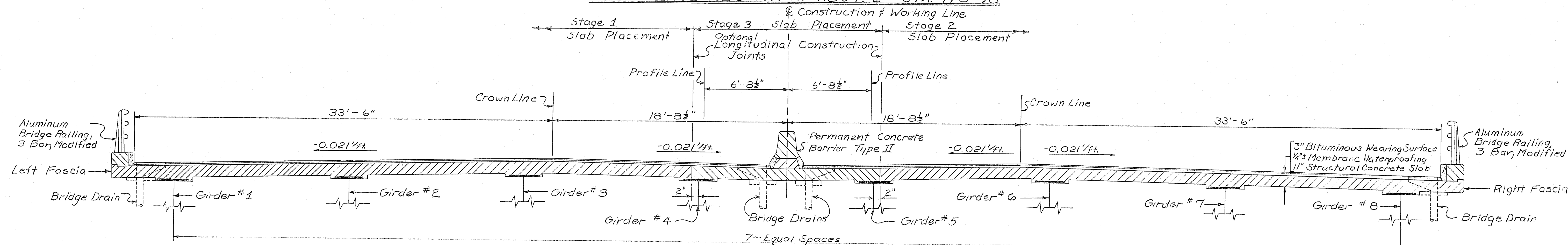
AUGUSTA, MAINE Sept. 1983

110 BUILT 1971, 1974, 1975, 1976

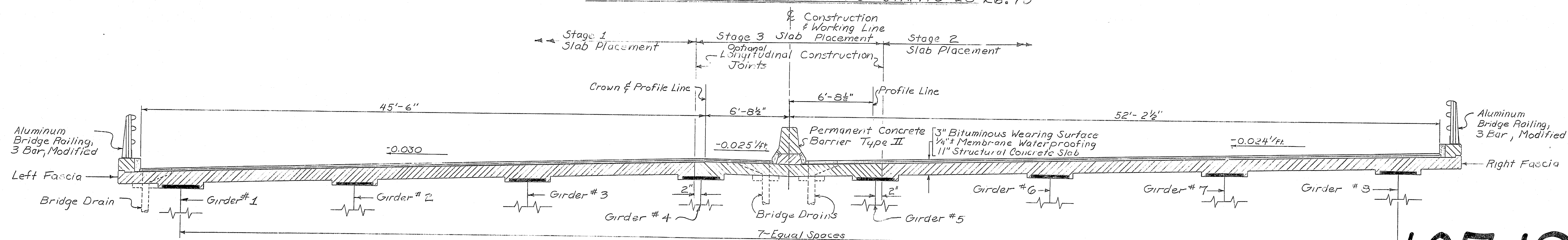
F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	60	114



TRANSVERSE SECTION AT ABUT. 2 STA. 178+98



TRANSVERSE SECTION AT PIER 5 STA. 173+28 26.78



TRANSVERSE SECTION AT PIER 4 STA. 170+80

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

107-193

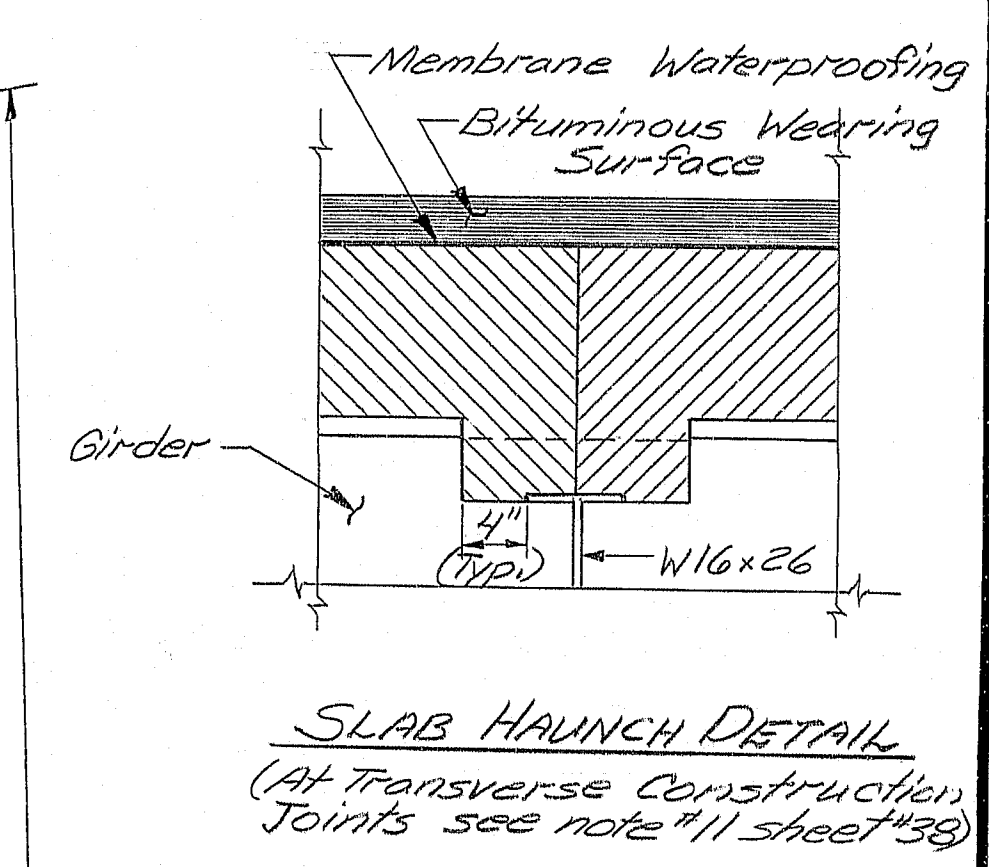
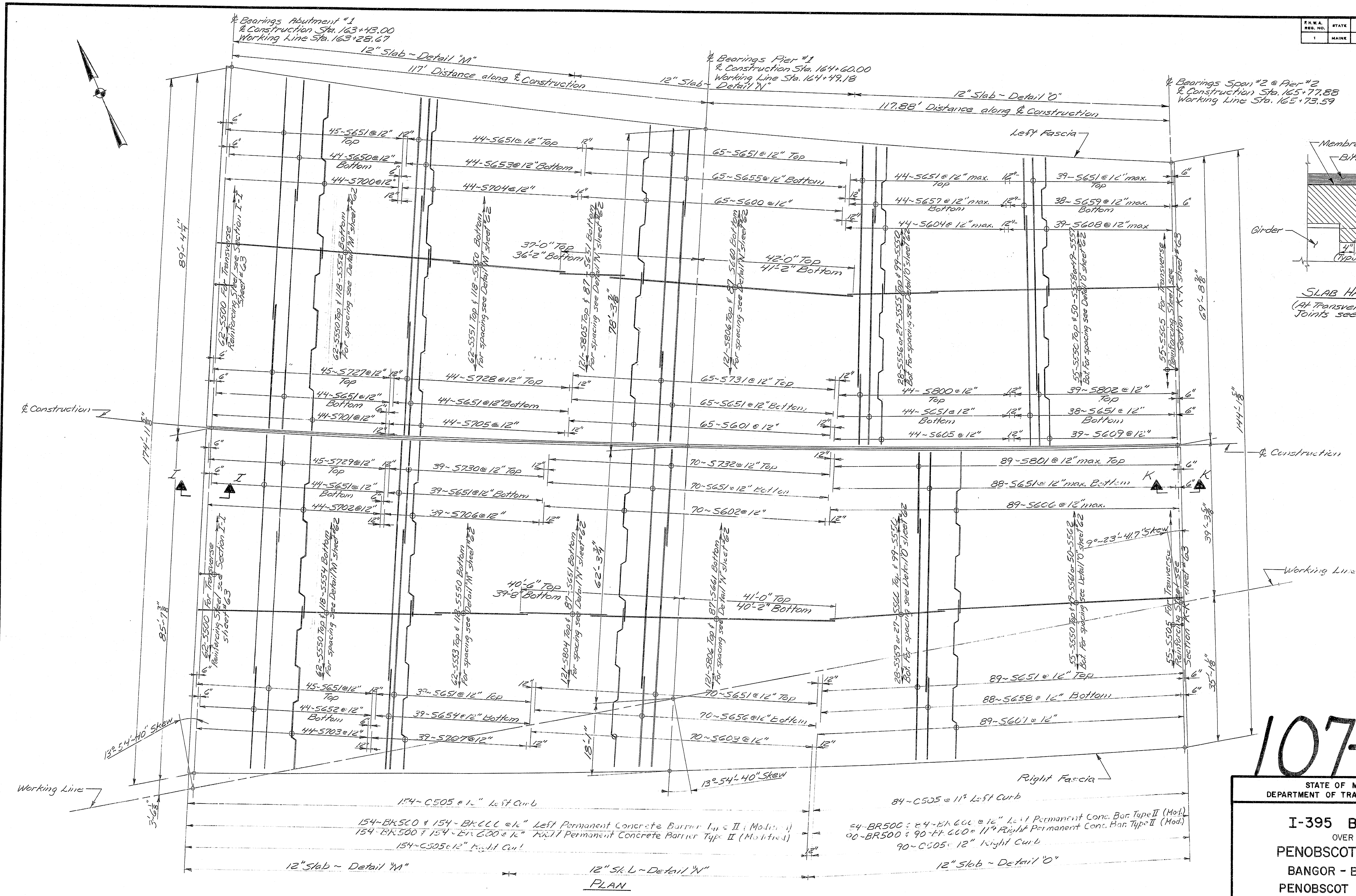
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

TRANSVERSE SECTIONS
at SUPPORTS
AUGUSTA, MAINE Sept. 1982

As Built from original 5/84 Steel

F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8 (62)	61	114



PROJECT DESIGN ENGINEER	DATE
DESIGN - CHECKED	2/2/53
REVISIONS	1.00
FIELD CHANGES	

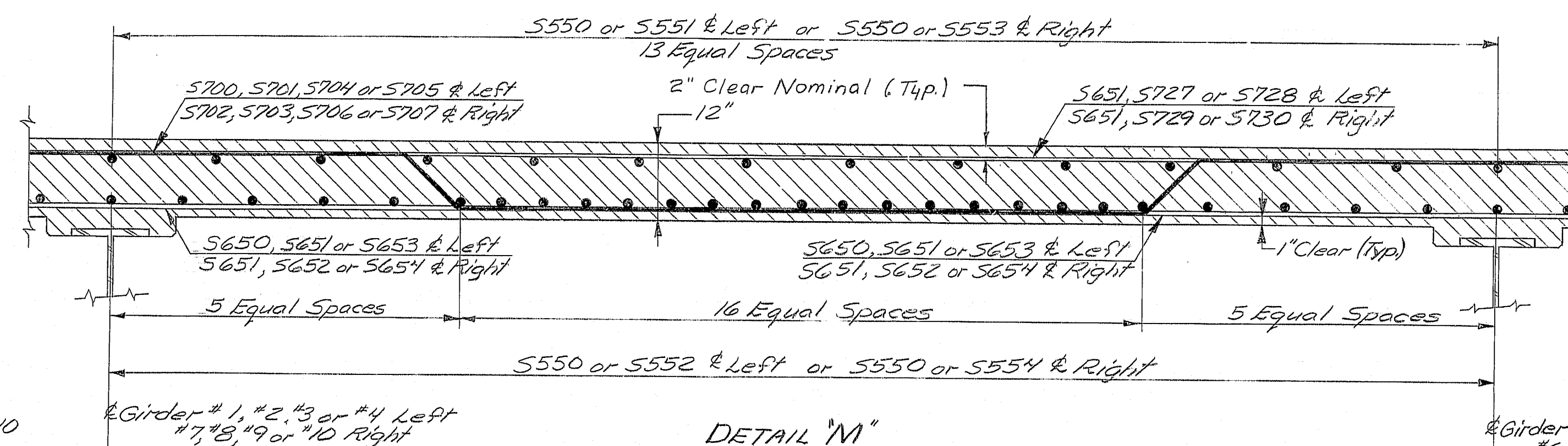
107-194

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

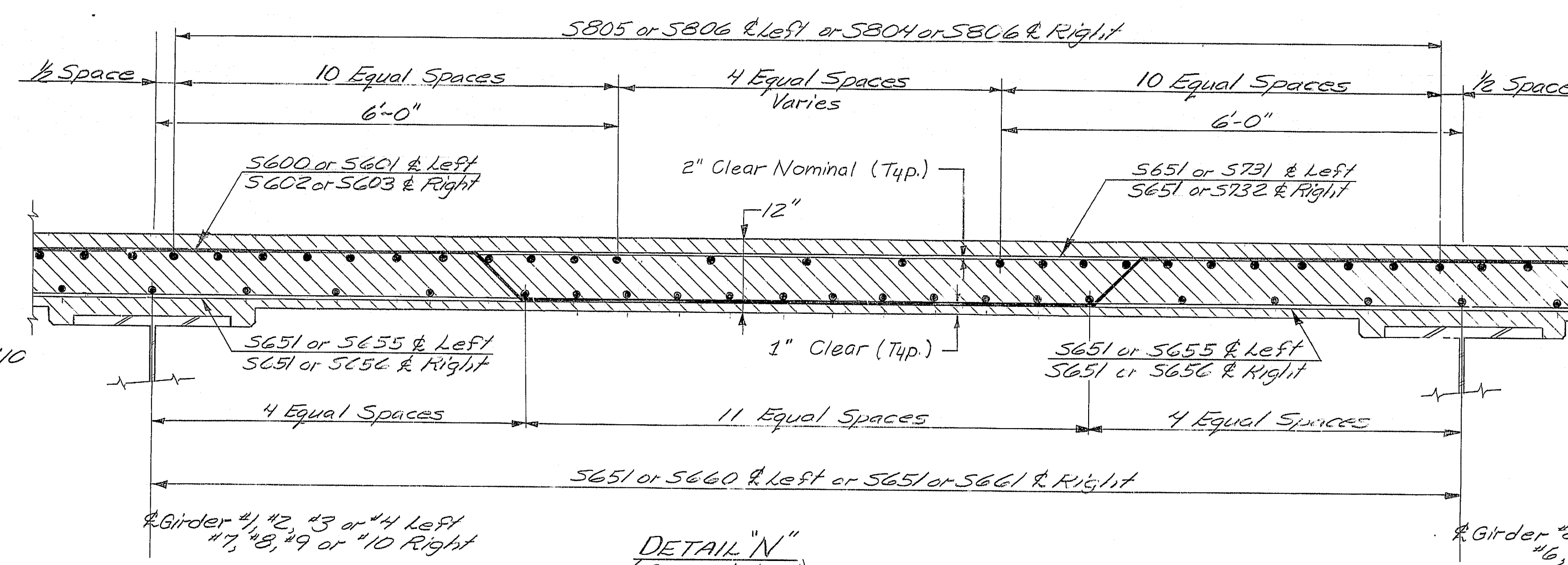
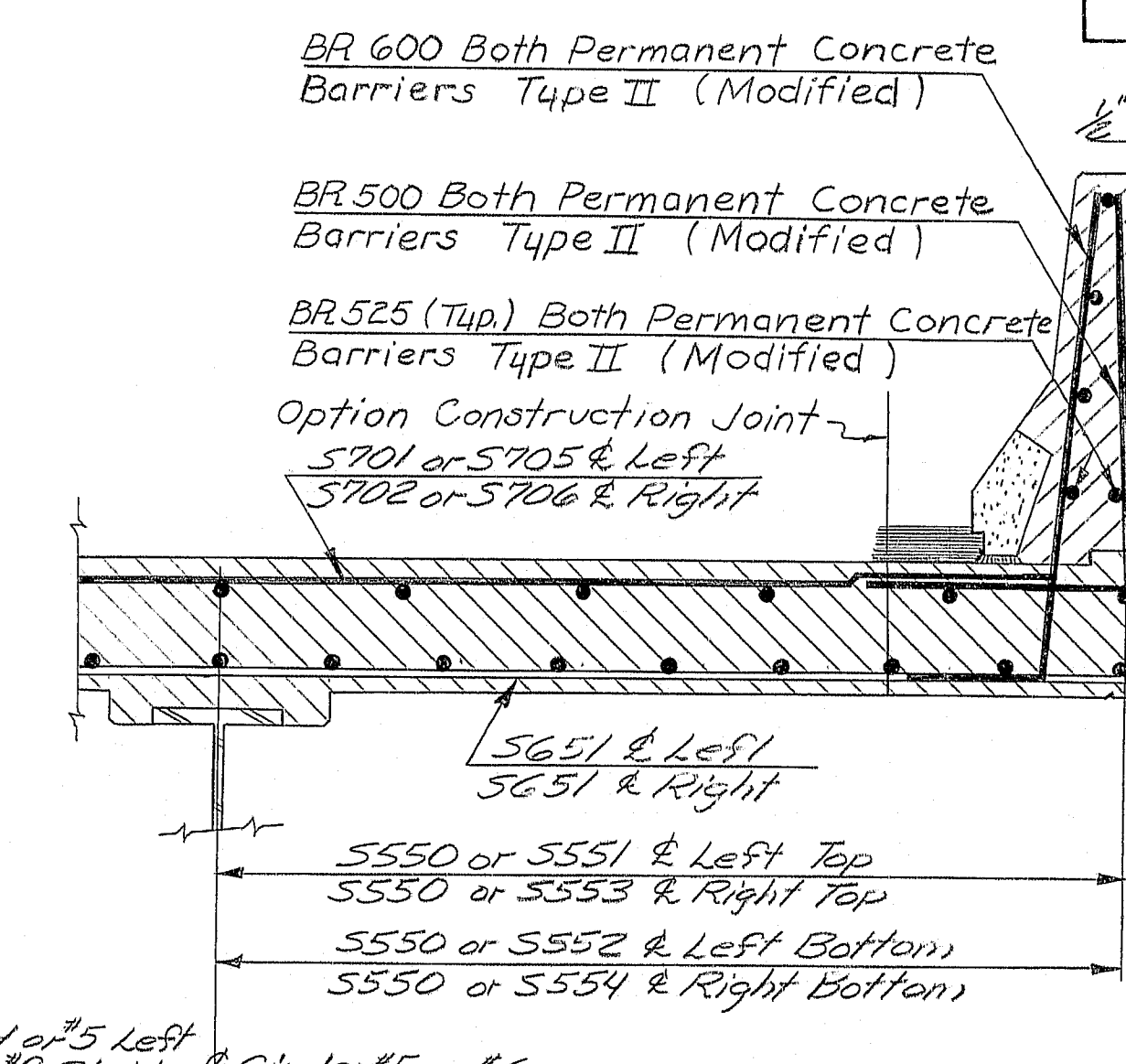
I-395 BRIDGE 239
 OVER
PENOBSCOT RIVER
 BANGOR - BREWER
 PENOBSCOT COUNTY
 DECK REBAR LAYOUT
 (SPANS 1 & 2)
 AUGUSTA, MAINE Sept 1952

As Built

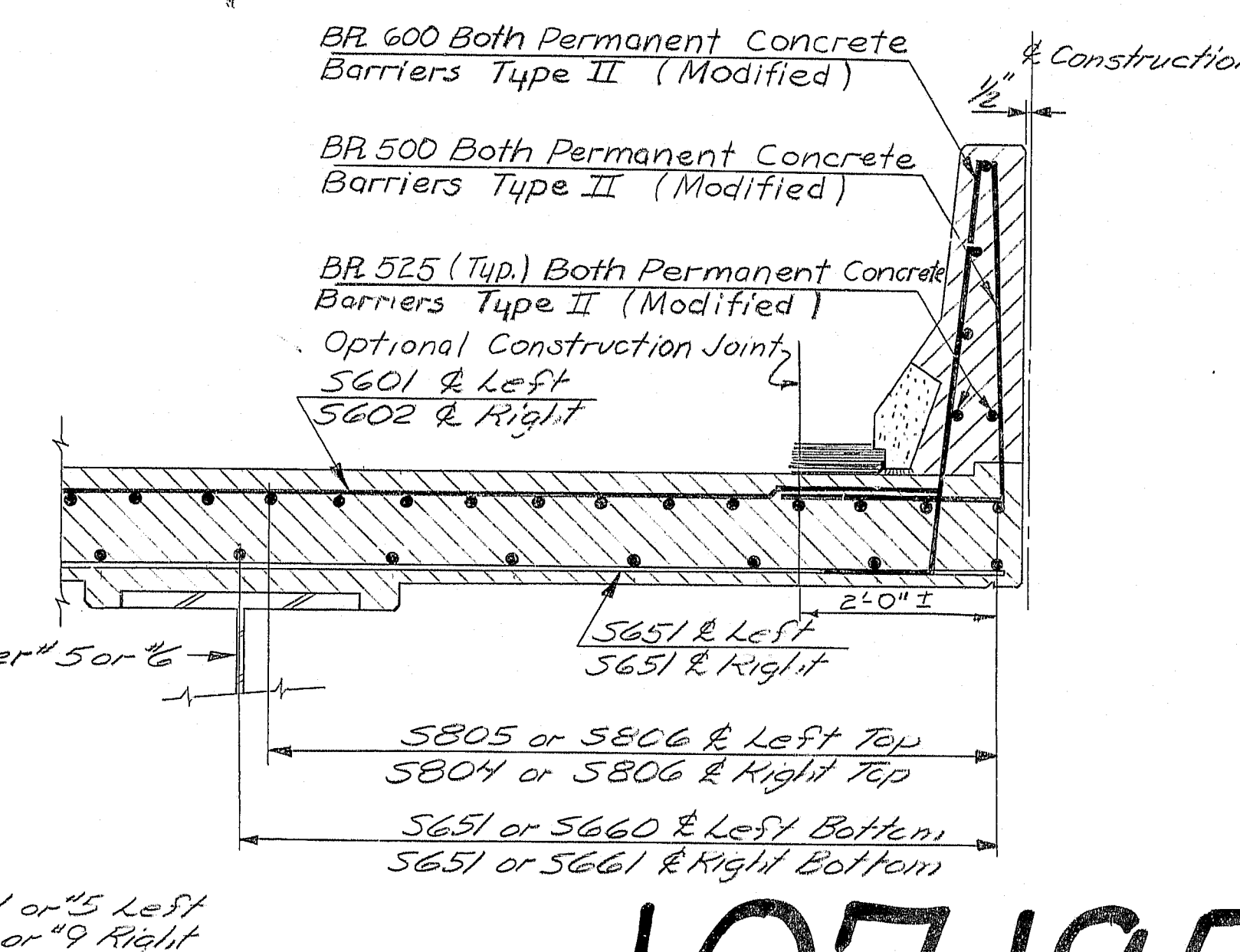
BR 600 Both Permanent Concrete
Barriers Type II (Modified)



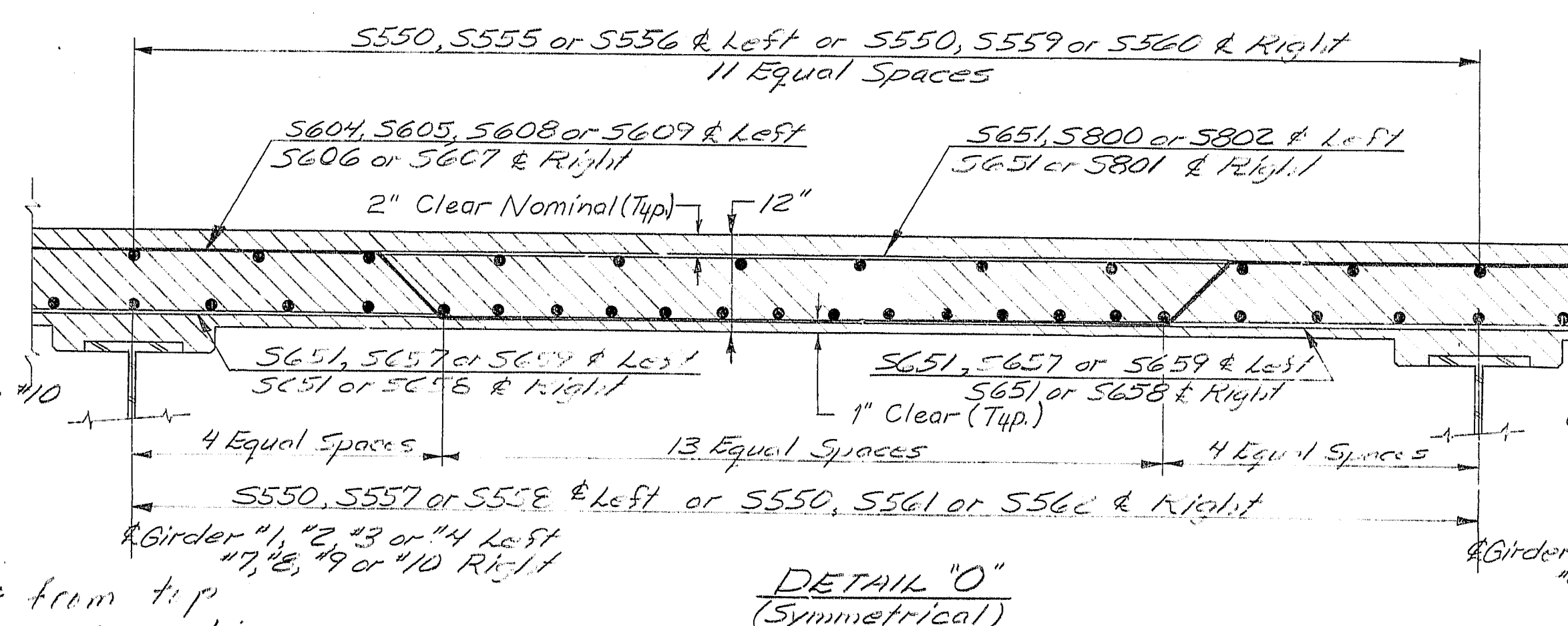
DETAIL "M"
(Symmetrical)



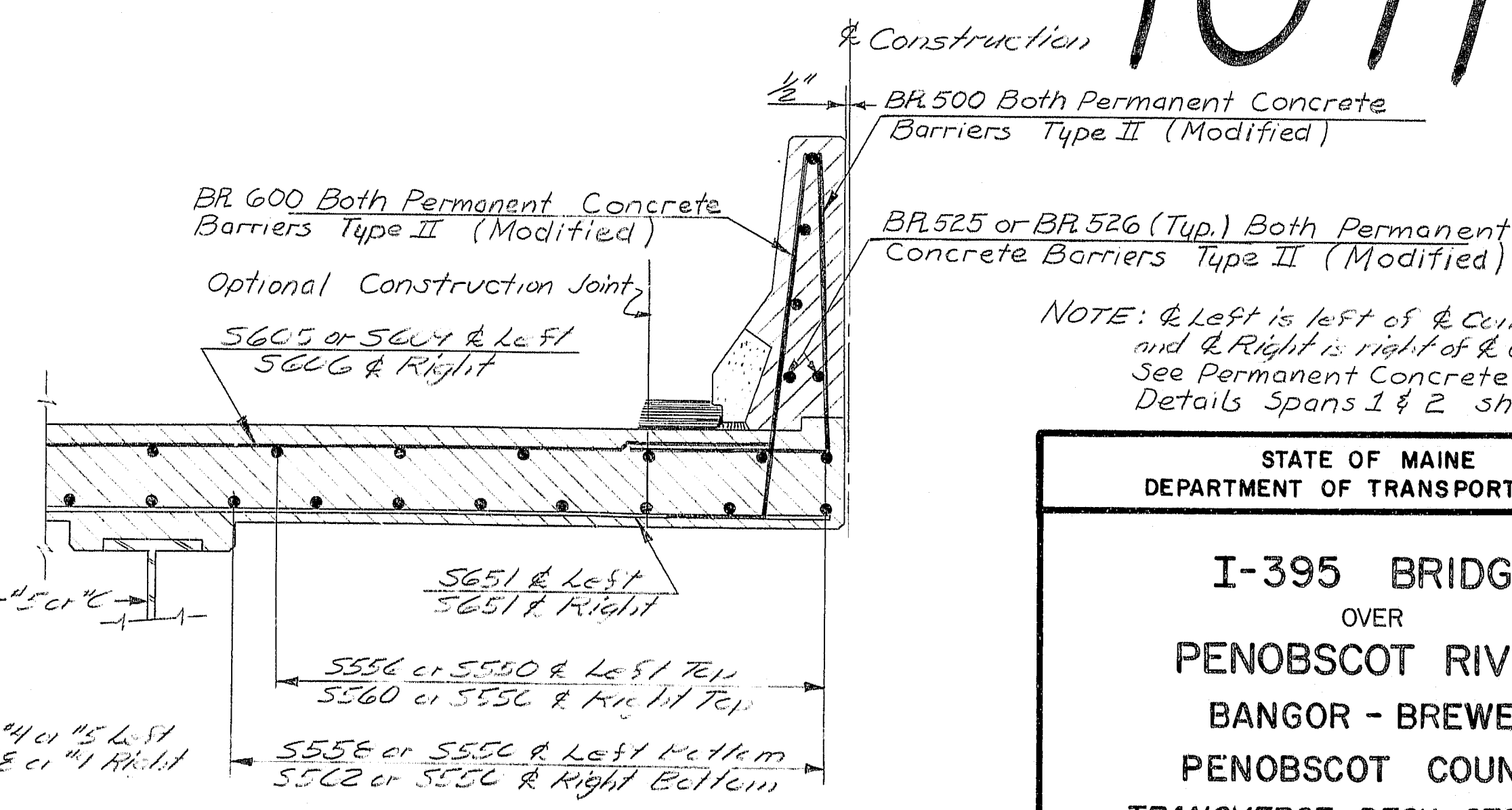
DETAIL "N"
(Symmetrical)



107-195



DETAIL "O"
(Symmetrical)



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
TRANSVERSE DECK SECTION

(SPANS 1 & 2)

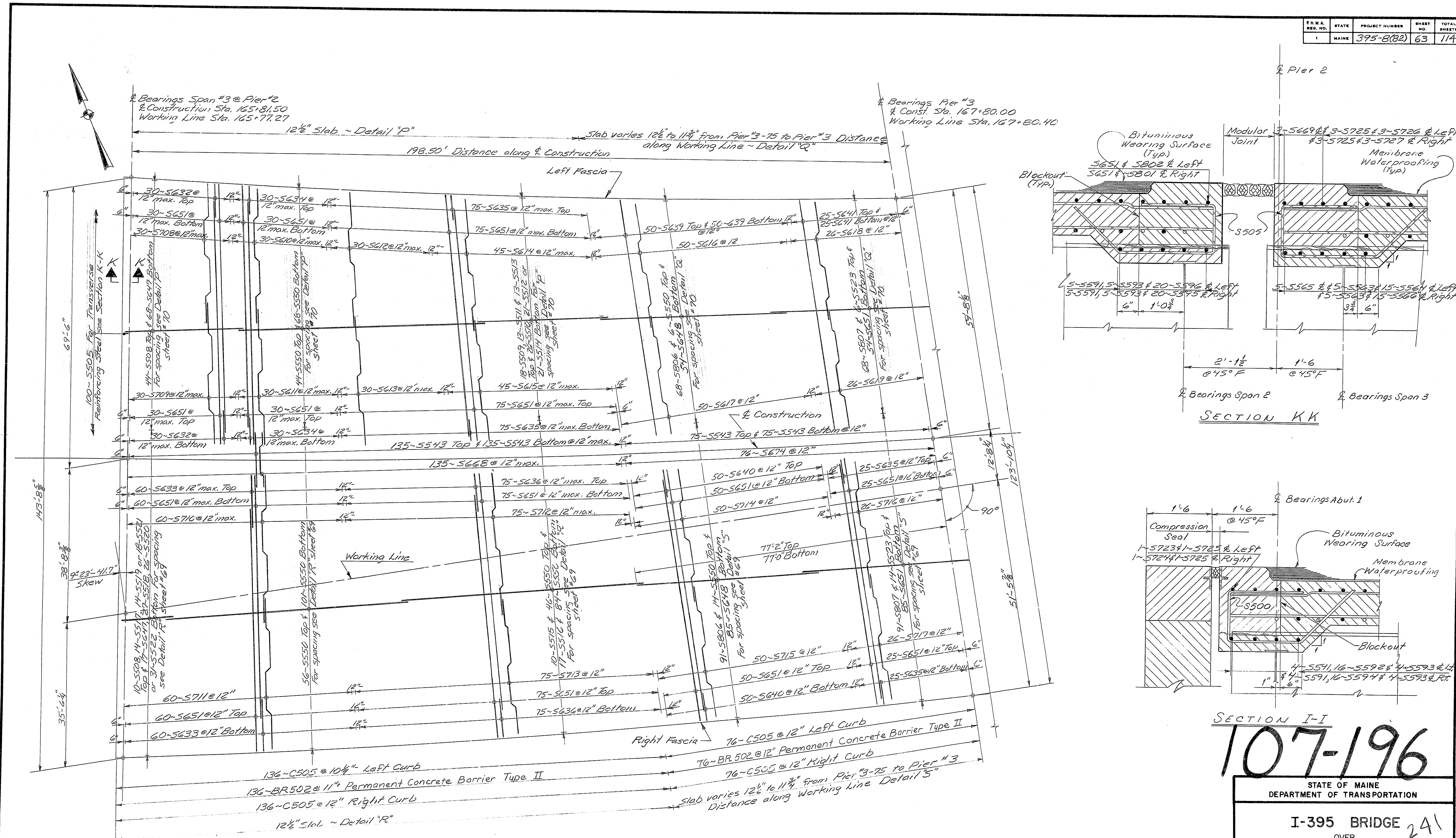
AUGUSTA, MAINE

Steel

Revision	\triangle	C505	Date 7-3-84
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As BUILT 7th. Rd. 5/94 Steel

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



PROJECT DESIGN ENGINEER	DATE
BY	1/1/82
DESIGN - DETAILED	1/1/82
CHECKED	2/1/82
REVISIONS	4/1/83
FIELD CHANGES	

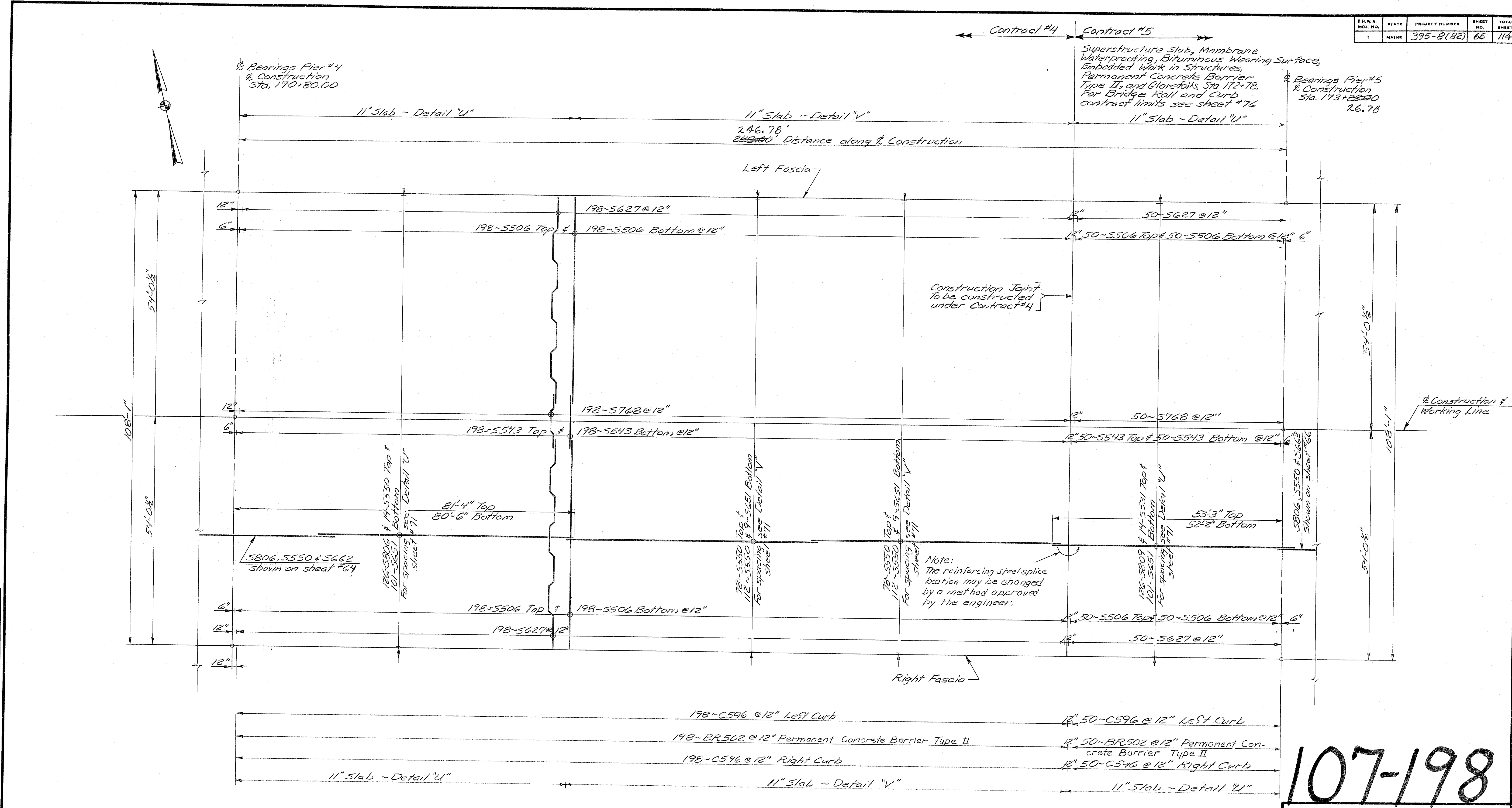
107-196

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

As BUILT Jan. 1984 519A Steel

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



PLAN

107-198

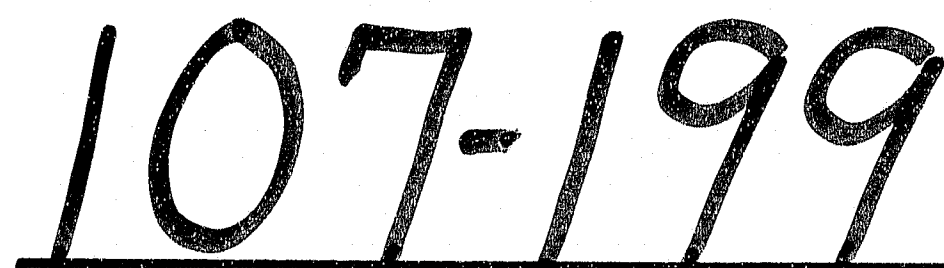
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
I-395 BRIDGE 243
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
DECK REBAR LAYOUT
(SPAN 5)
AUGUSTA, MAINE Sept. 1983

As Built - 7/11/84 - J. M. L. S. L. E. C.

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

BRUNING 44-132-6710-1

PROJECT DESIGN ENGINEER <i>PLATE</i>				BY	DATE
DESIGN - DETAILED		<i>M.E.R</i>		<i>4/83</i>	
CHECKED		<i>L.R.W. J. Moore</i>		<i>9/8/83</i>	
REVISONS					
FIELD CHANGES					

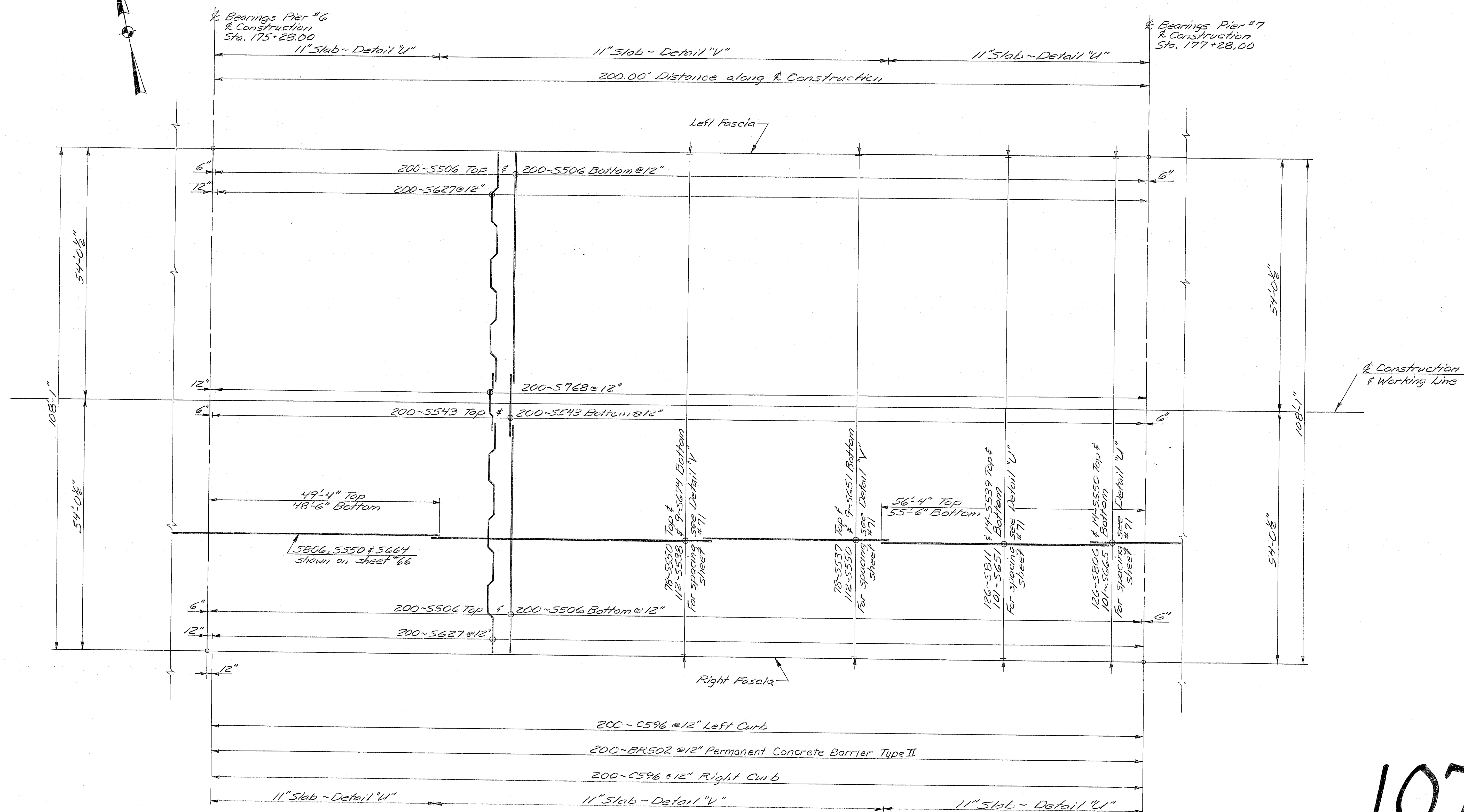


I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
DECK REBAR LAYOUT

(SPAN 6)
AUGUSTA, MAINE Sept. 1932

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

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8182	67	11



PLAN

107-200

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE OVER

PENOBSCOT RIVER

BANGOR - BREWER

PENOBSCOT COUNTY

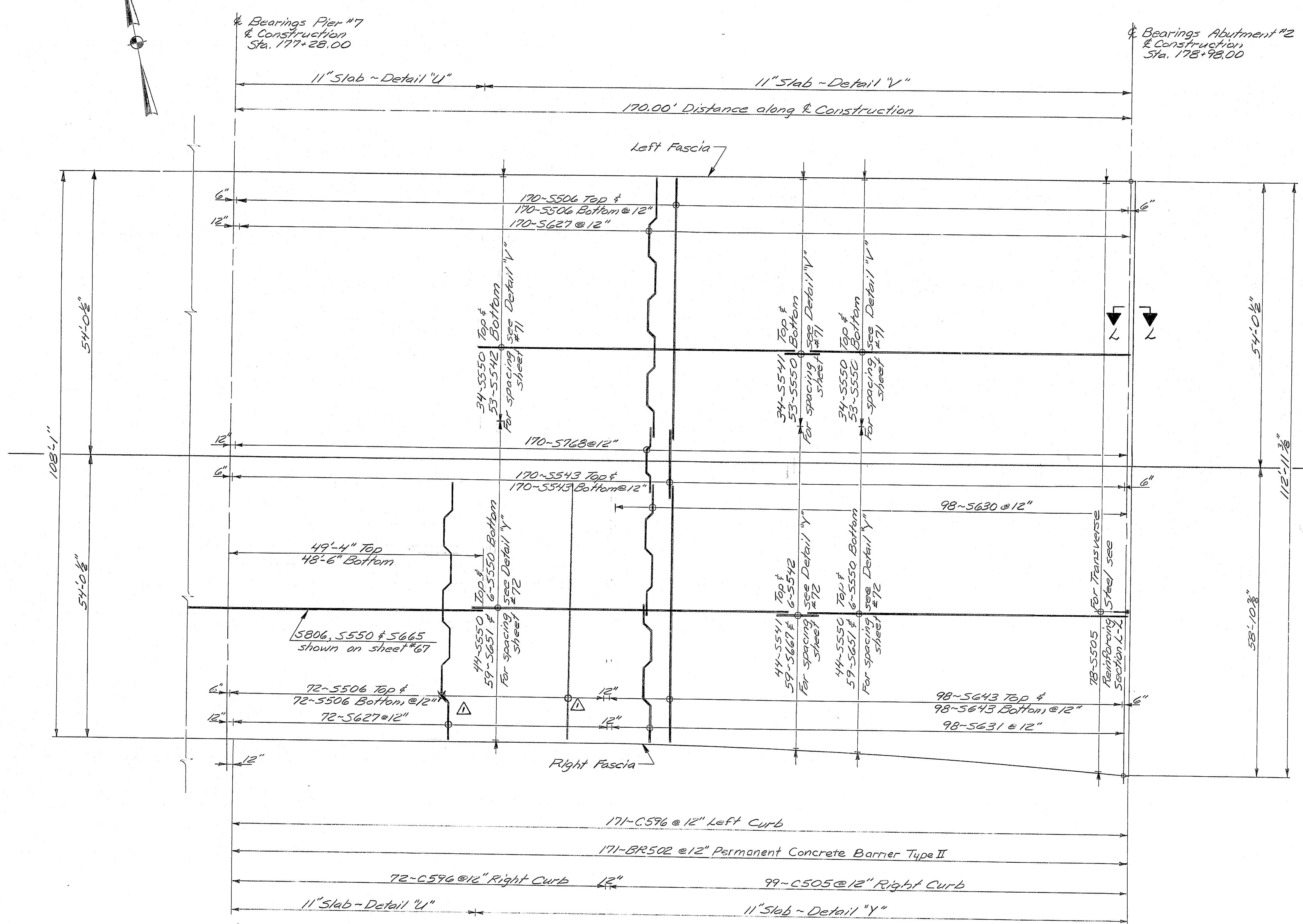
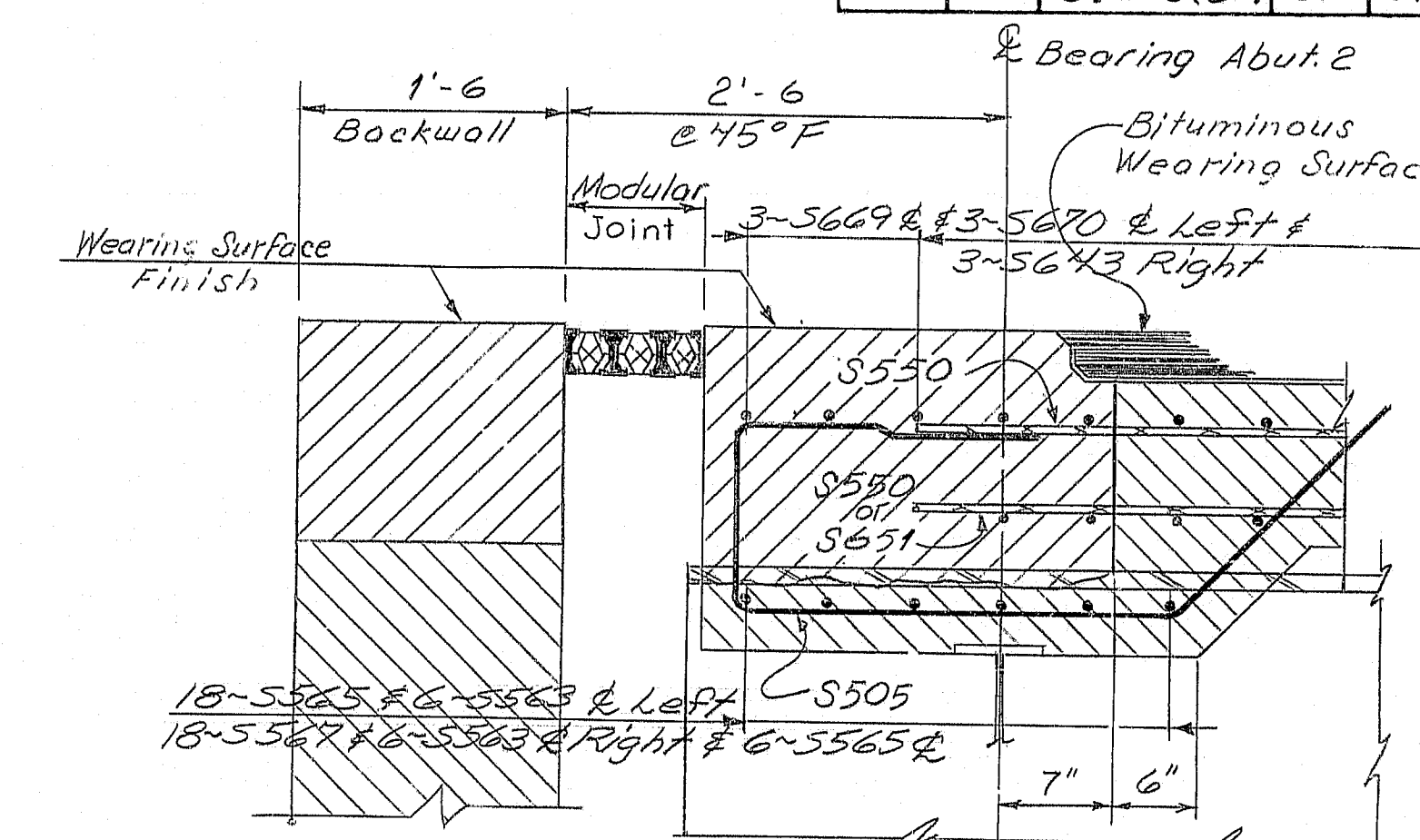
DECK REBAR LAYOUT

(SPAN 7)

Sept. 1935

As BUILT 7/11/1914

FILE NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	68	114



107-201

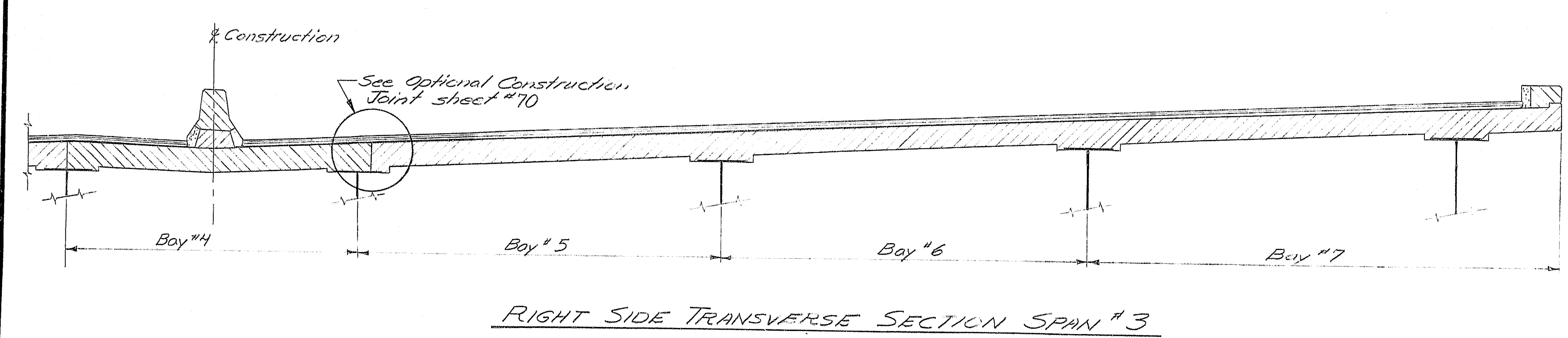
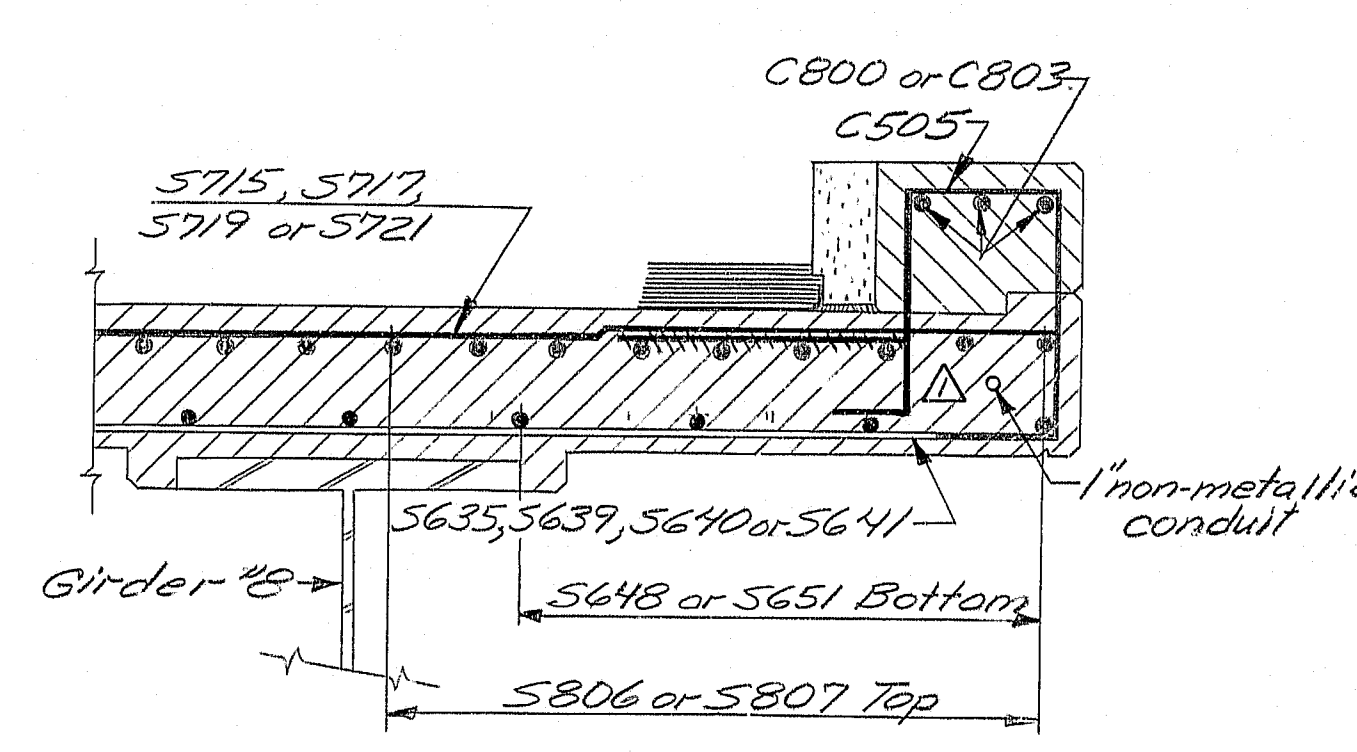
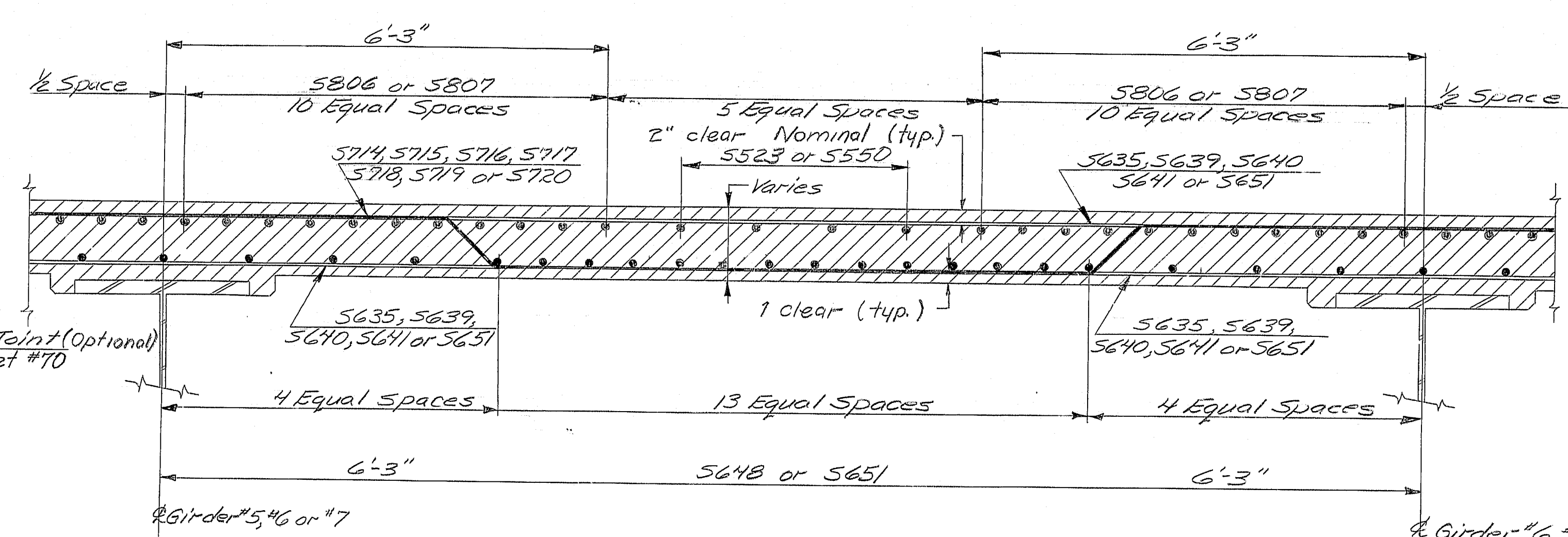
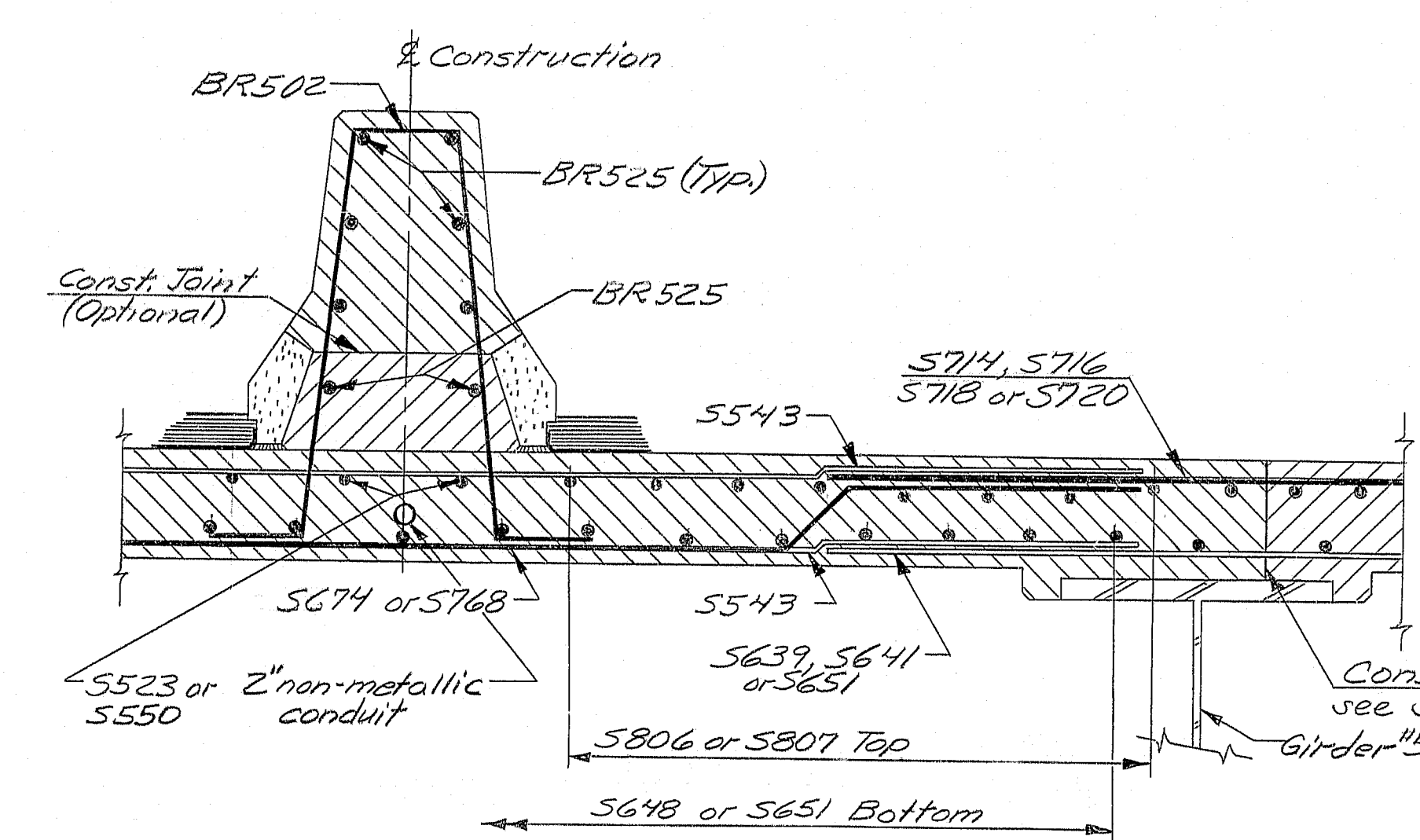
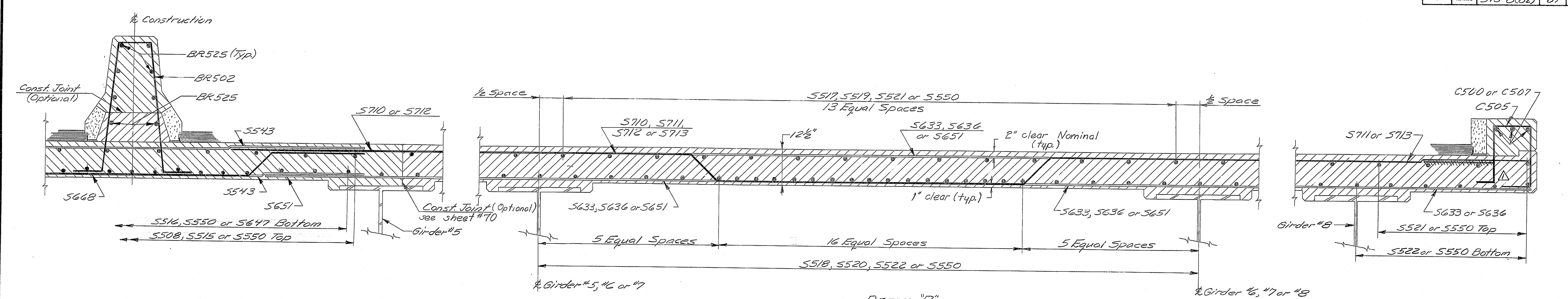
Revision, Re bars, 12-5-84.	
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
I-395 BRIDGE 2AB OVER PENOBSCOT RIVER BANGOR - BREWER PENOBSCOT COUNTY DECK REBAR LAYOUT (SPAN 8) AUGUSTA, MAINE Sept. 1983	

PROJECT DESIGN ENGINEER	DATE
W.E.A. 10/2/83	10/2/83
CHECKED	DATE
L.R. 11/1/83	11/1/83
APPROVED	DATE
FIELD CHANGES	

BRIDGING 44-132-45710-1

As Built from original 5/99 sheet

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



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

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

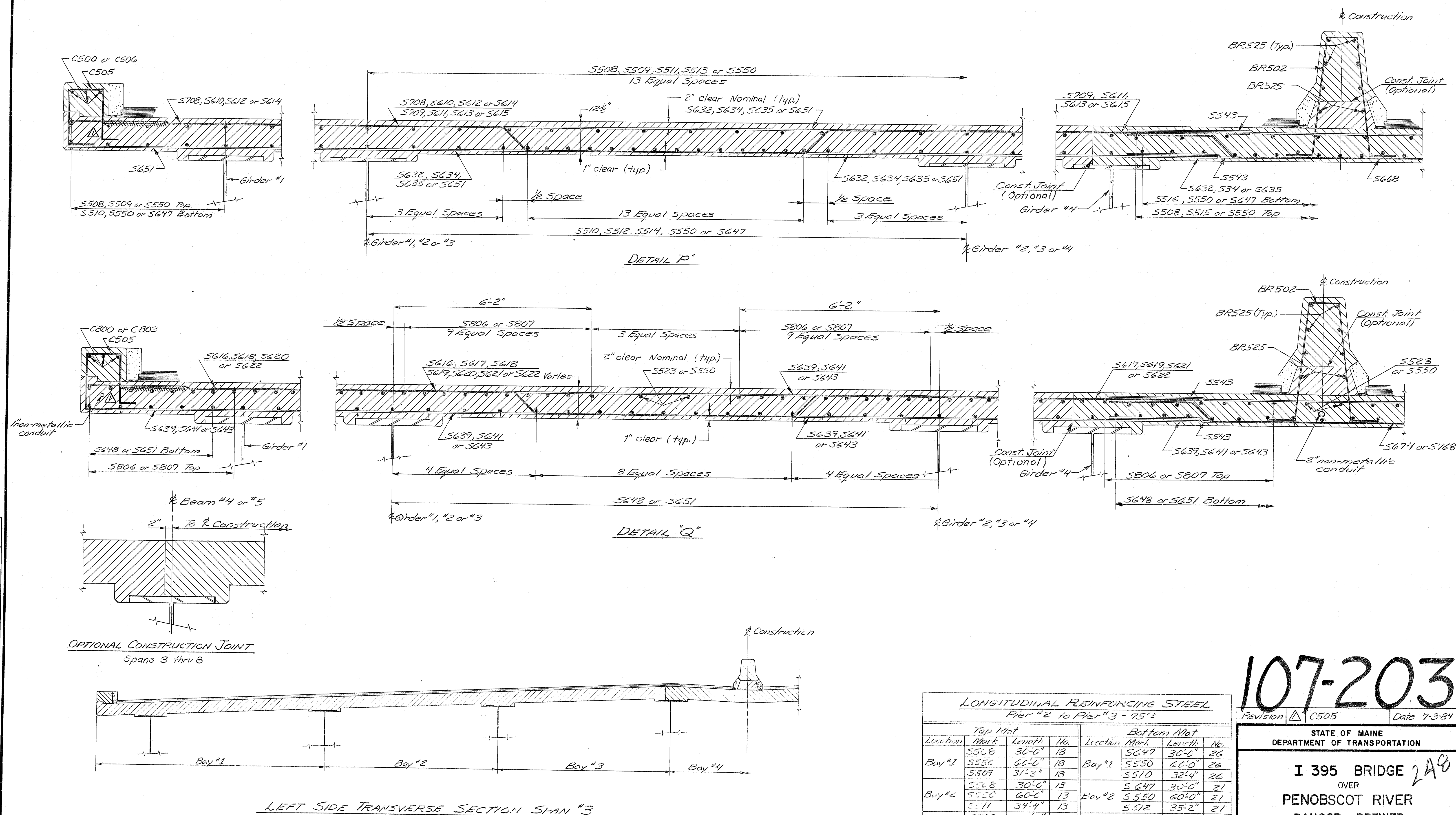
107-202

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

As BUILT from original steel

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

BRUNING 44132 457161



<u>LONGITUDINAL REINFORCING STEEL</u>				
<u>Pier #2 to Pier #3 - 75'</u>				
<u>Top Mat</u>				
Location	Mark	Length	No.	
Bay #2	5508	30'-0"	18	
	5509	60'-0"	18	
	5509	31'-5"	18	
	5508	30'-0"	13	
Bay #2	5506	60'-0"	13	
	5511	34'-4"	13	
	5508	30'-0"	13	
Bay #2	5550	60'-0"	13	
	5513	37'-3"	13	
<u>Bottom Mat</u>				
Location	Mark	Length	No.	
Bay #1	5547	30'-0"	20	
	5550	60'-0"	20	
	5510	32'-4"	20	
	5547	30'-0"	20	
Bay #2	5550	60'-0"	20	
	5512	35'-2"	20	
	5547	30'-0"	20	
Bay #2	5550	60'-0"	20	
	5514	38'-1"	20	

Do not use this schedule to compute Items 503.12 or 503.13 quantities.

107-203

Revision	Δ	C505	Date	7-3-8
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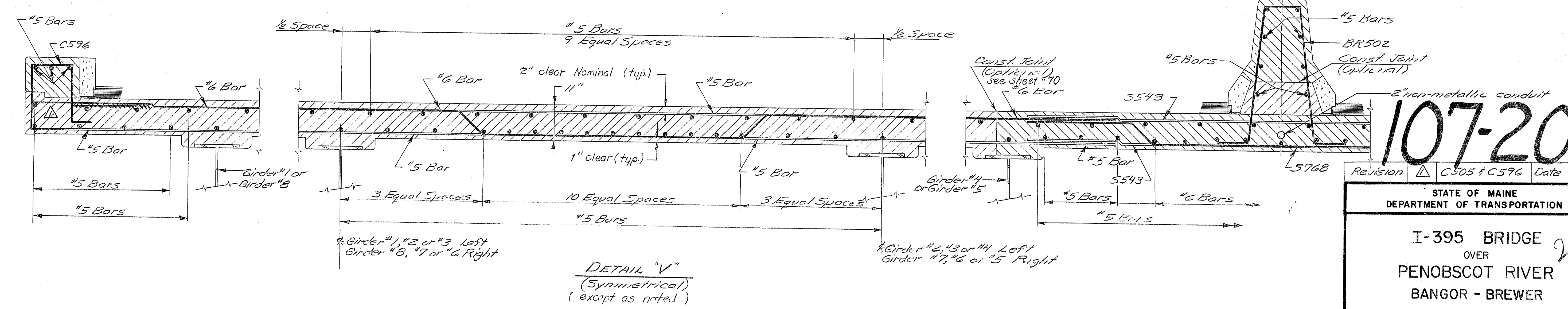
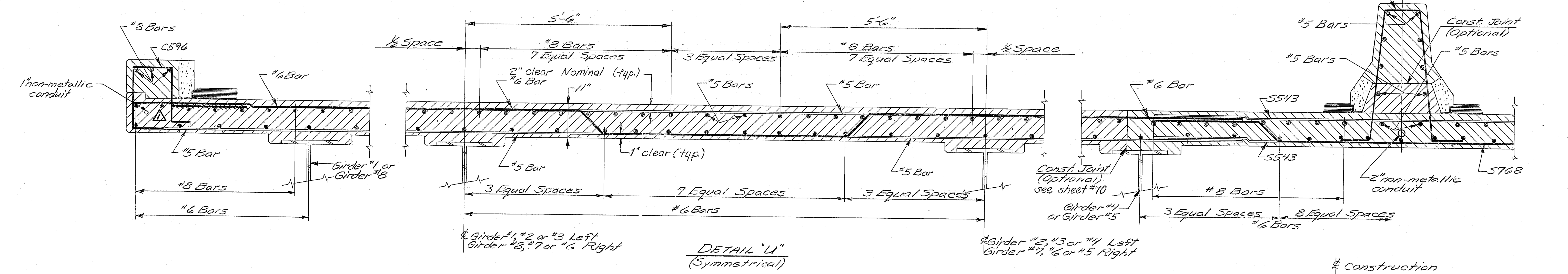
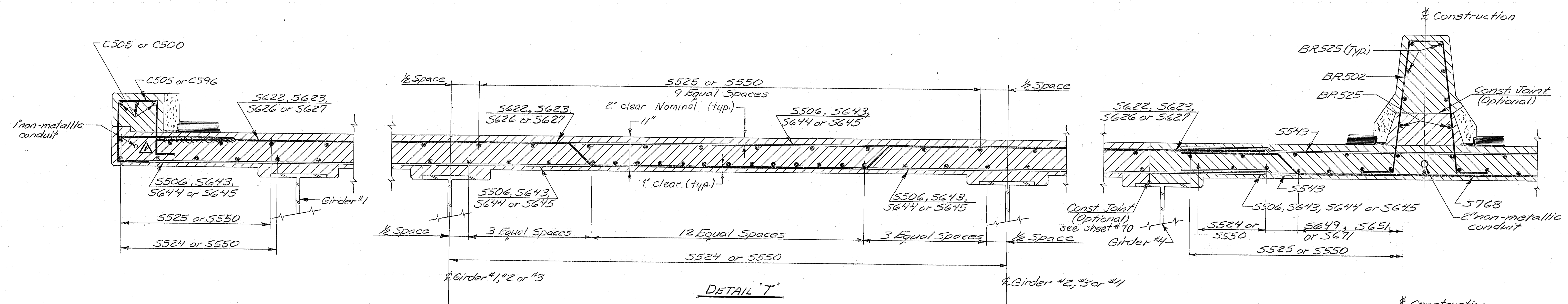
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I 395 BRIDGE 248
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
TRANSVERSE DECK SECTIONS

(SPAN 3 LEFT)
AUGUSTA, MAINE Sept. 1983

As BUILT J.W. McMillen 5/90 - 5' 11"

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



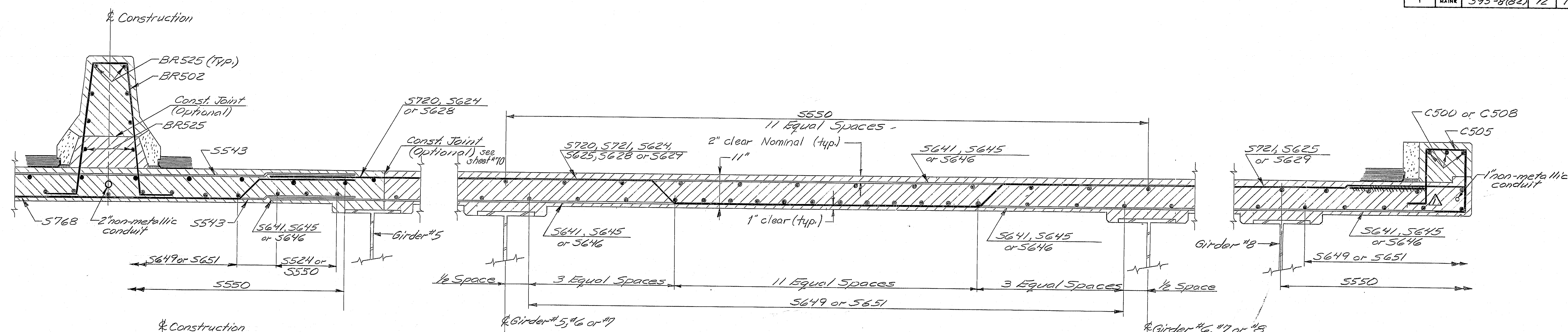
PROJECT DESIGN ENGINEER	DATE
BY	10/1/82
CHECKED	10/1/82
REVISIONS	10/1/82
FIELD CHANGES	10/1/82

107-204

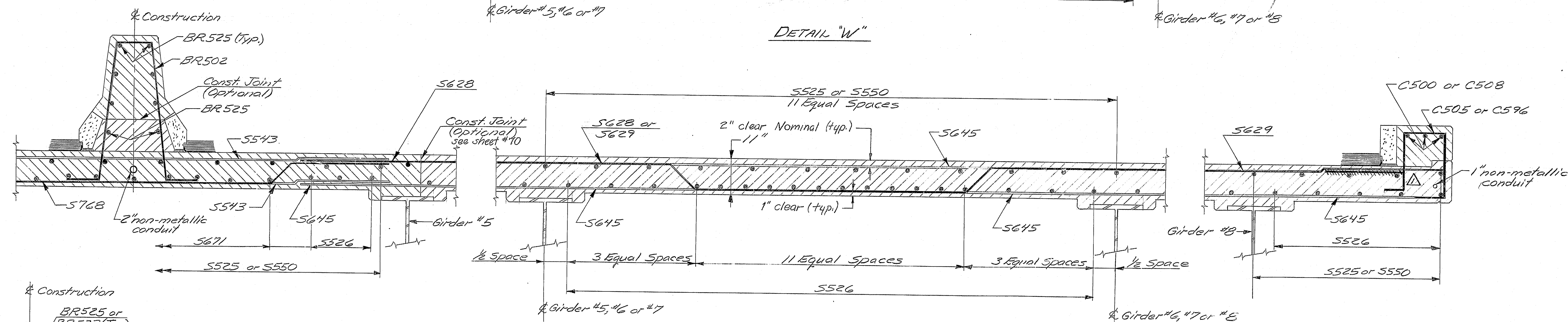
Revision	Δ C505 & C596	Date	7-384
STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
I-395 BRIDGE 249 OVER PENOBSCOT RIVER BANGOR - BREWER PENOBSCOT COUNTY TRANSVERSE DECK SECTIONS (SPANS 4 THRU 8) AUGUSTA, MAINE Sept. 1933			

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

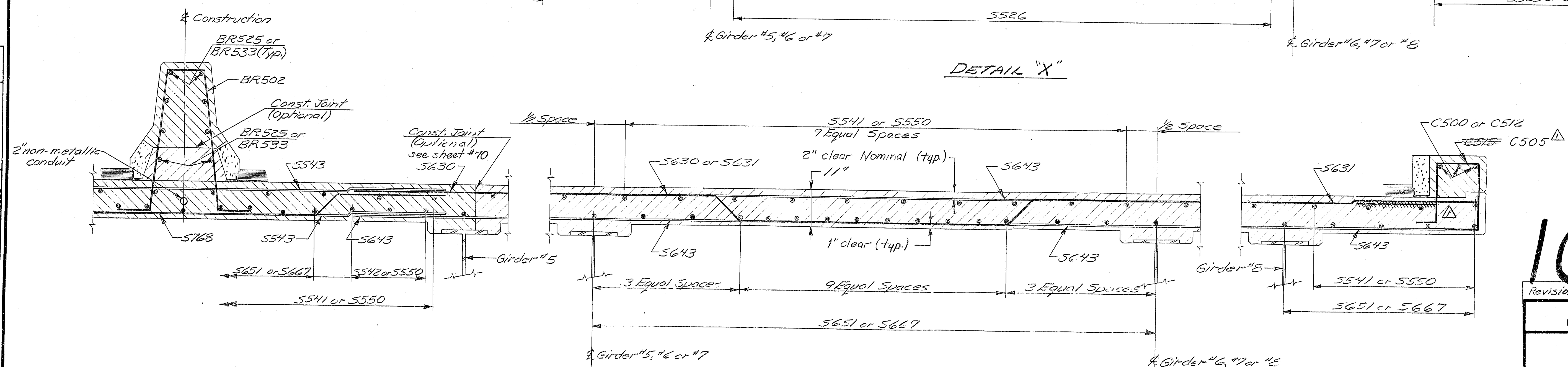
F.H.E.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	72	114



DETAIL "W"



DETAIL "X"



DETAIL "Y"

107-205

Revision Δ C505, C515 & C518 Date 7-3-84

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

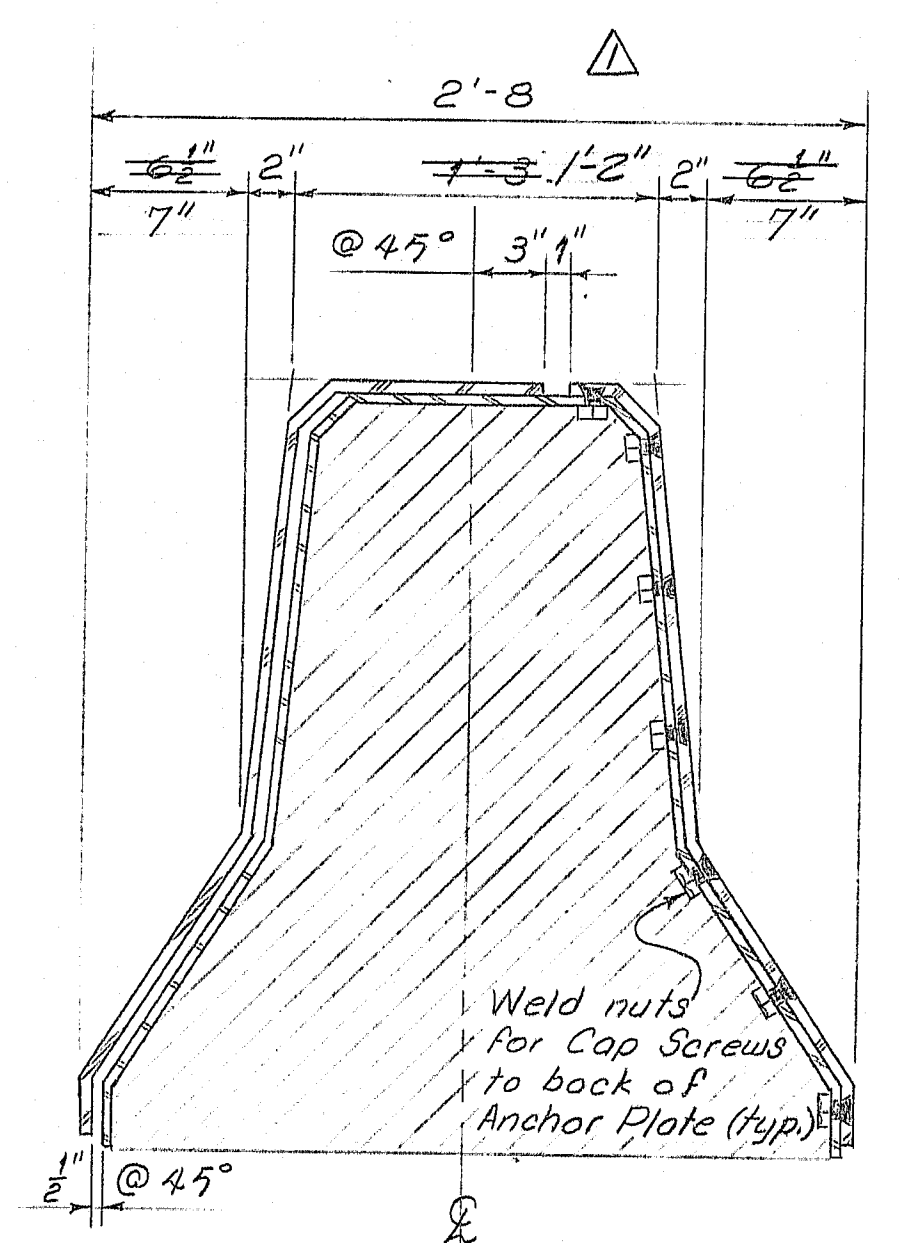
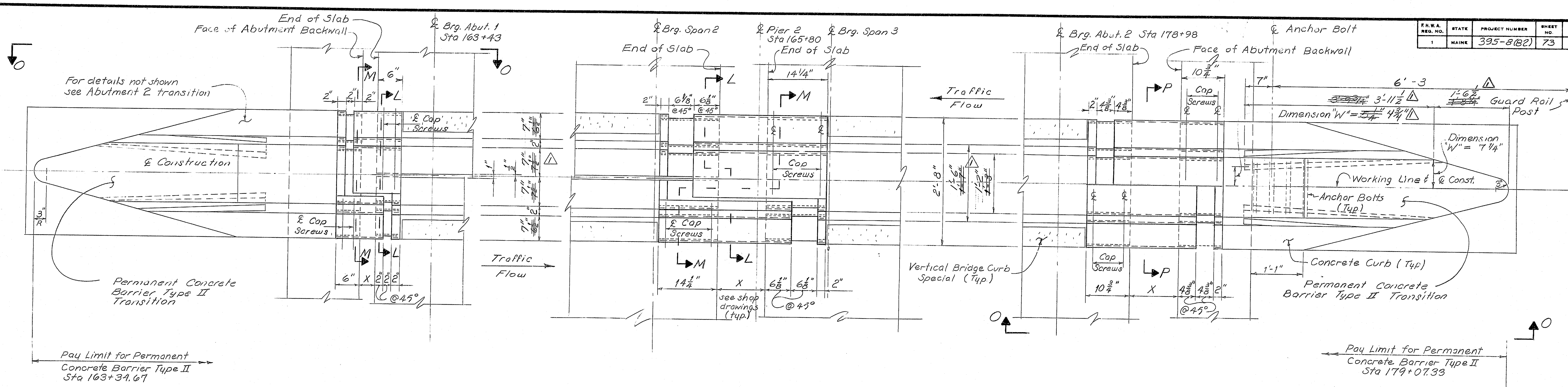
I-395 BRIDGE
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
TRANSVERSE DECK SECTIONS
(SPANS 4 THRU 8)
AUGUSTA, MAINE Sept. 1983

As BUILT 9/11/84

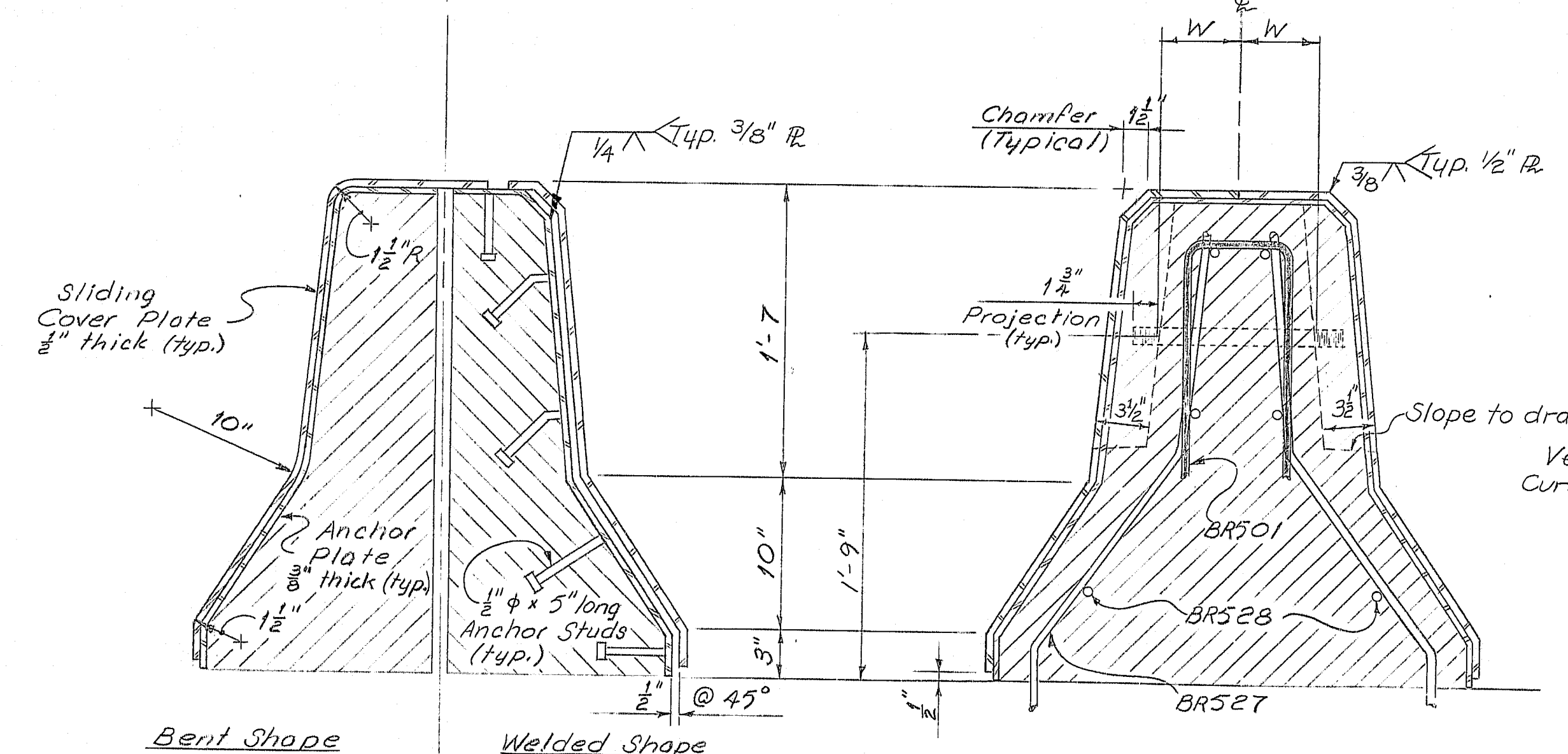
PROJECT DESIGN ENGINEER/ARCH	DATE
DESIGN - DETAILED	10/1/83
CHECKED	10/1/83
REVISIONS	
FIELD CHANGES	
PLANS	

BRUNING 44112 827101

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



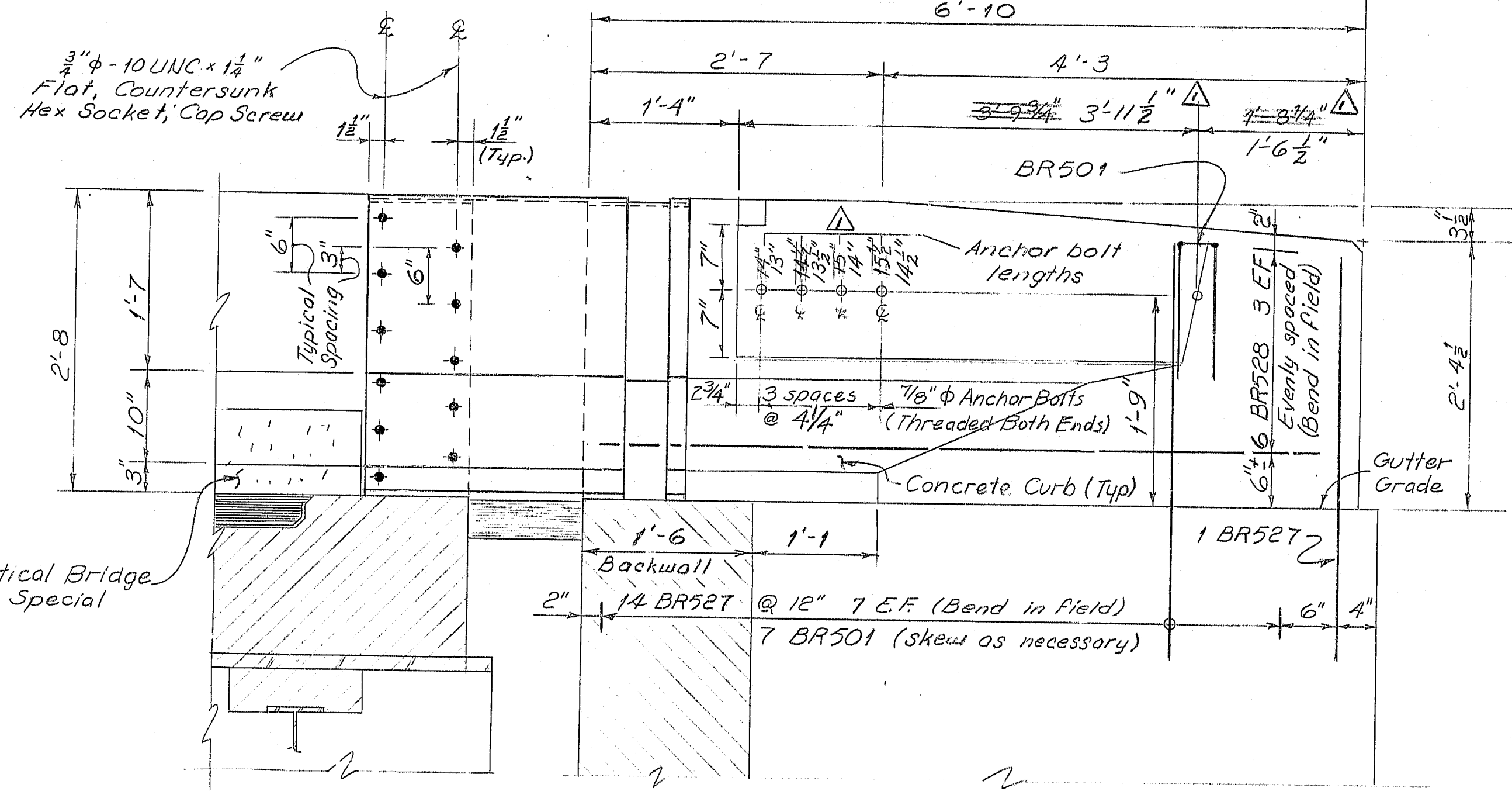
SECTION M-M



Bent Shape

Welded Shape

SECTION P-P



VIEW O-O

NOTES

1. All Plates may be fabricated by welding and/or bending. If Plates are bent they shall be fabricated to the radii shown.
2. Fabricated sets of Plates shall be shop assembled to verify proper fit.
3. Weld J tails are as shown on Standard Details sheet "III".
4. Refer to Standard Details sheet "III" for stud locations.
5. Refer to sheets 77, 81, 83, 89 for Perm. Conc. Barr. Type II rail forcing steel. The expansion dams, light standard housings, & sign support housings shall be 5'-0" x 136" galvanized in accordance with ASTM A123. Bolts & cap screws shall be 1/2" diameter minimum & shall conform to Section 713.002.
6. Payment for first washing and installing of the Permanent Concrete Barrier Type II will be considered incidental to Items 520.02, 520.06, & 520.0002.
7. Sign supp. of housings fabricated and installed will be considered incidental to Item 520.31.

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

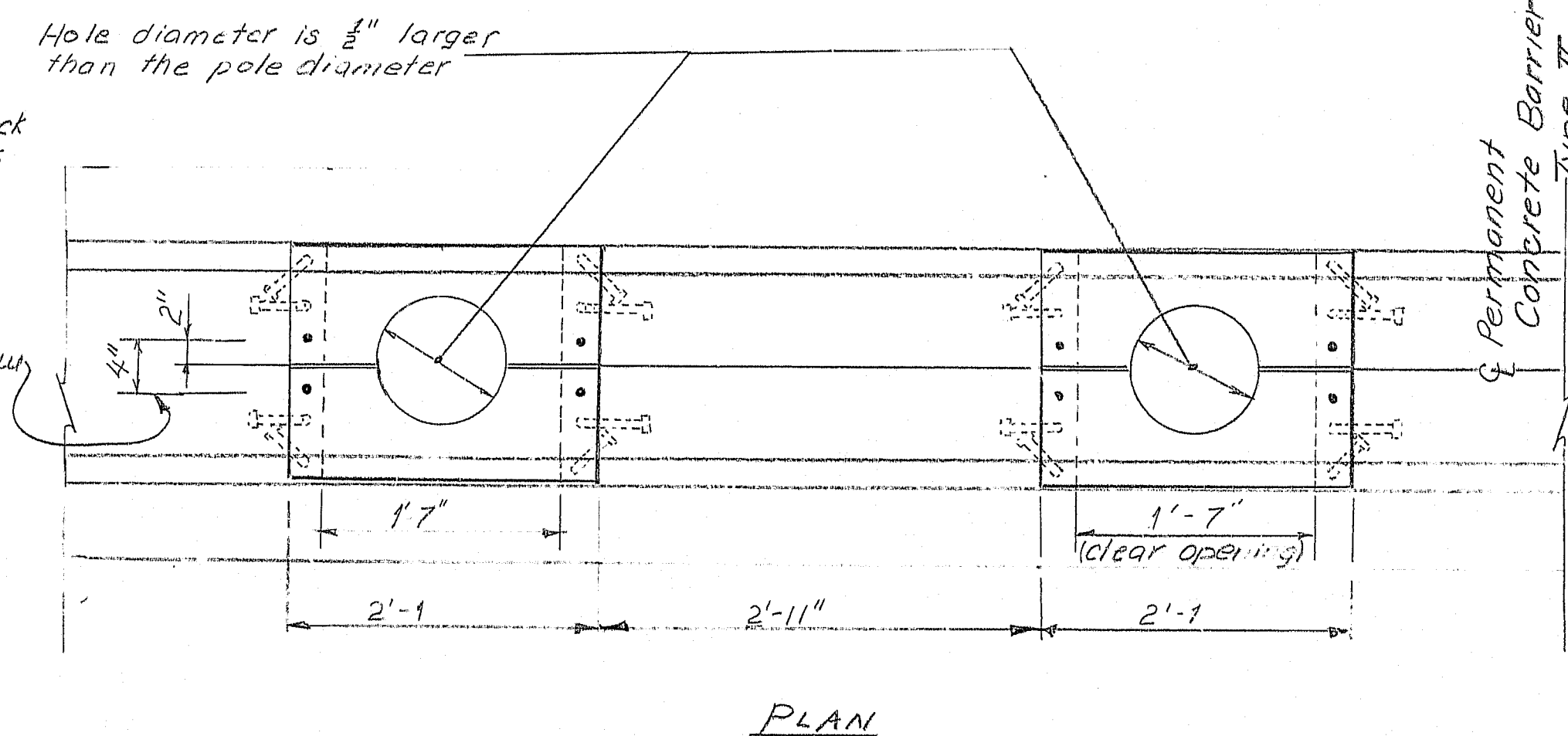
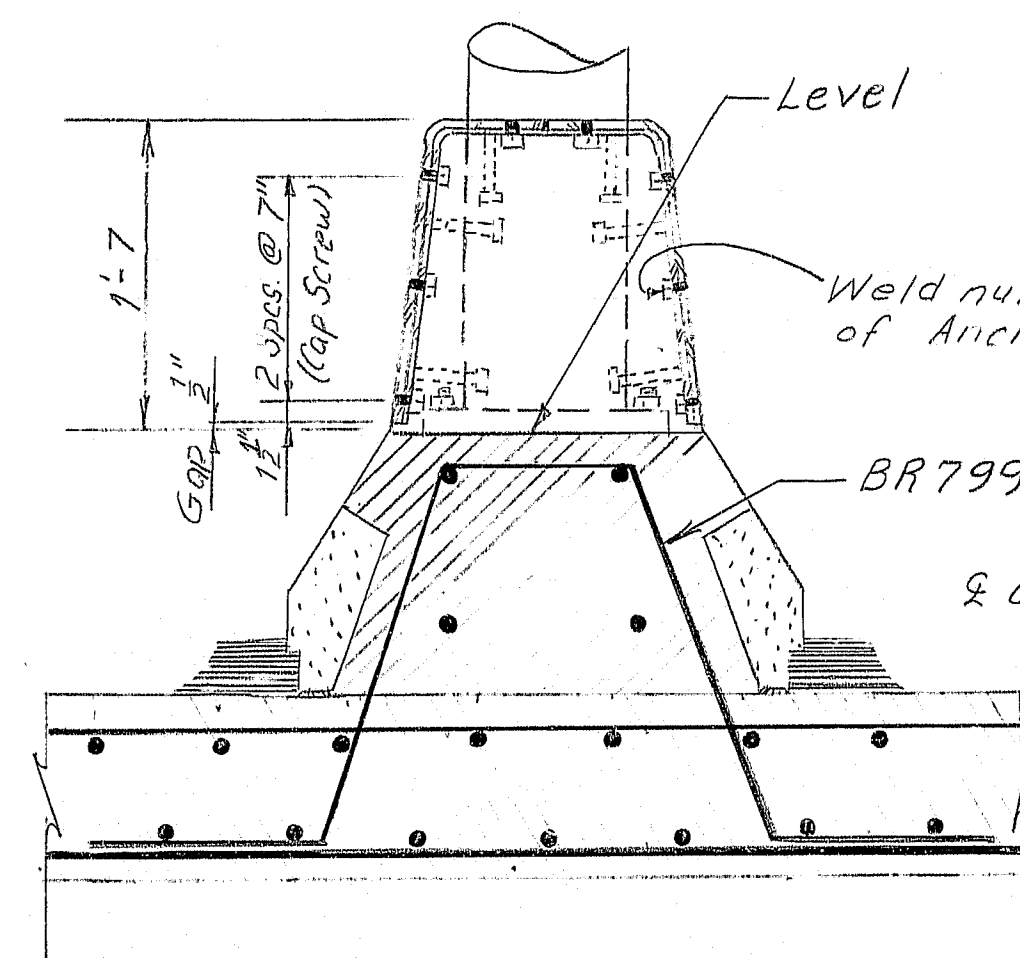
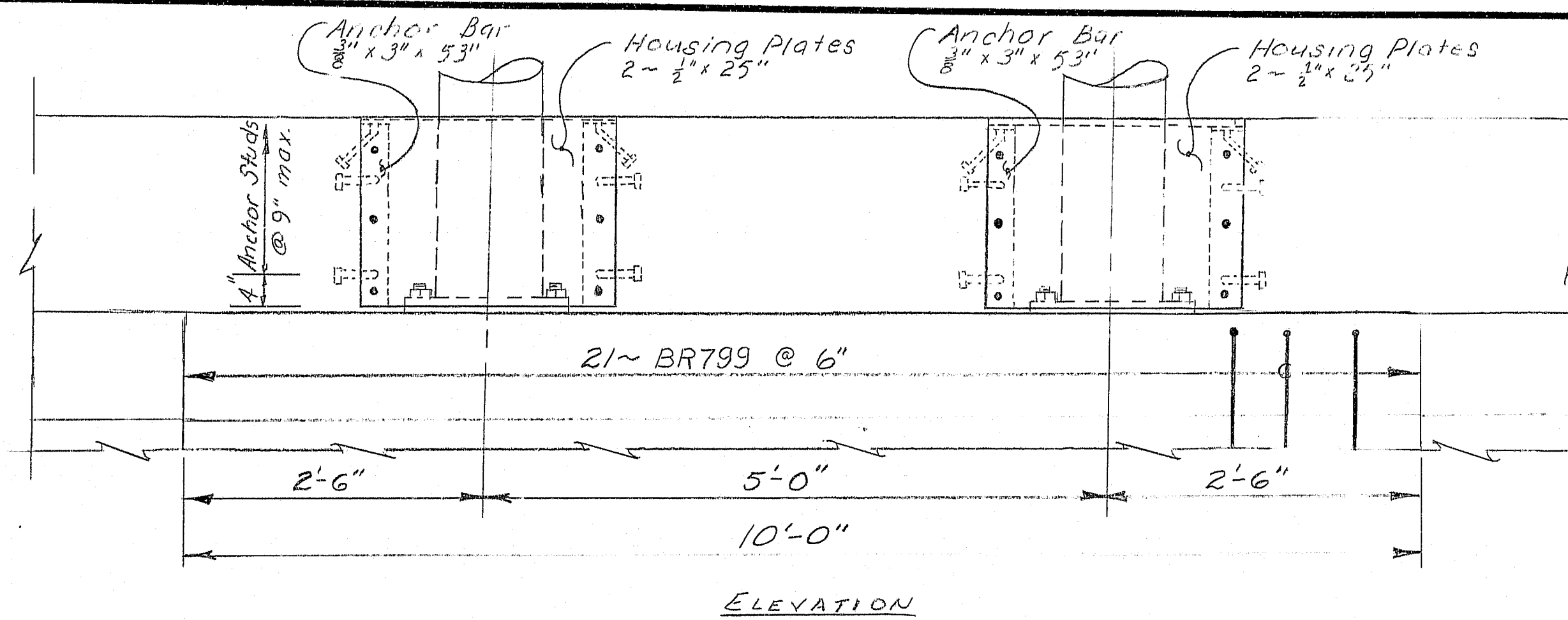
107-206

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

As BUILT SHOWN ON SHEET

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

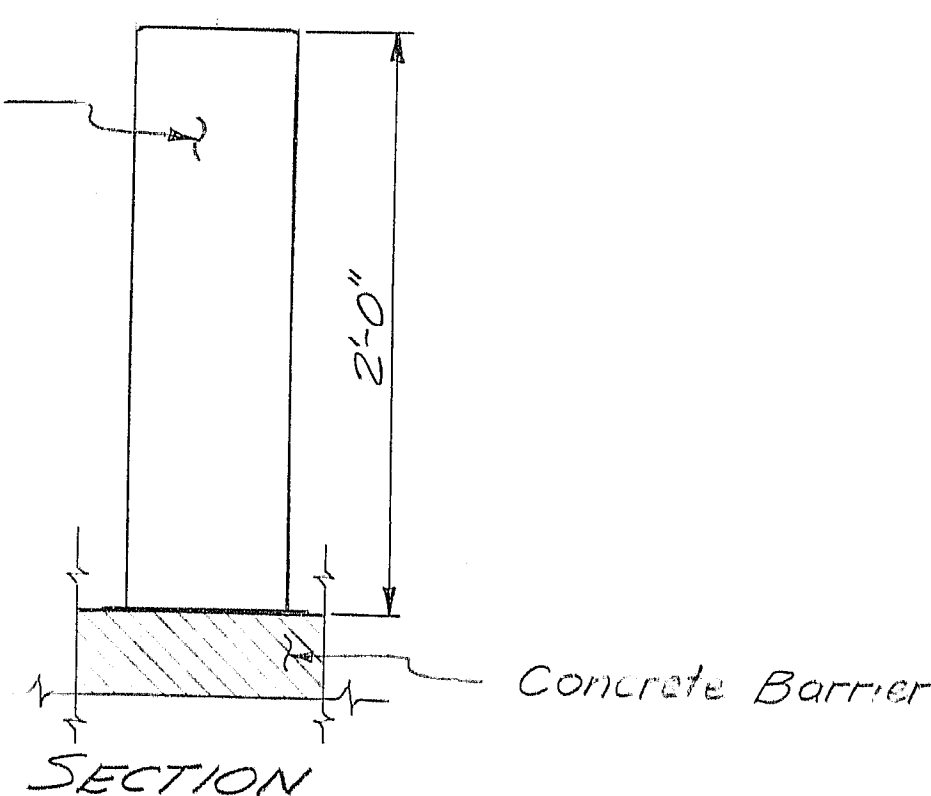
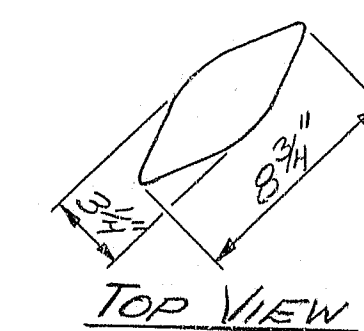
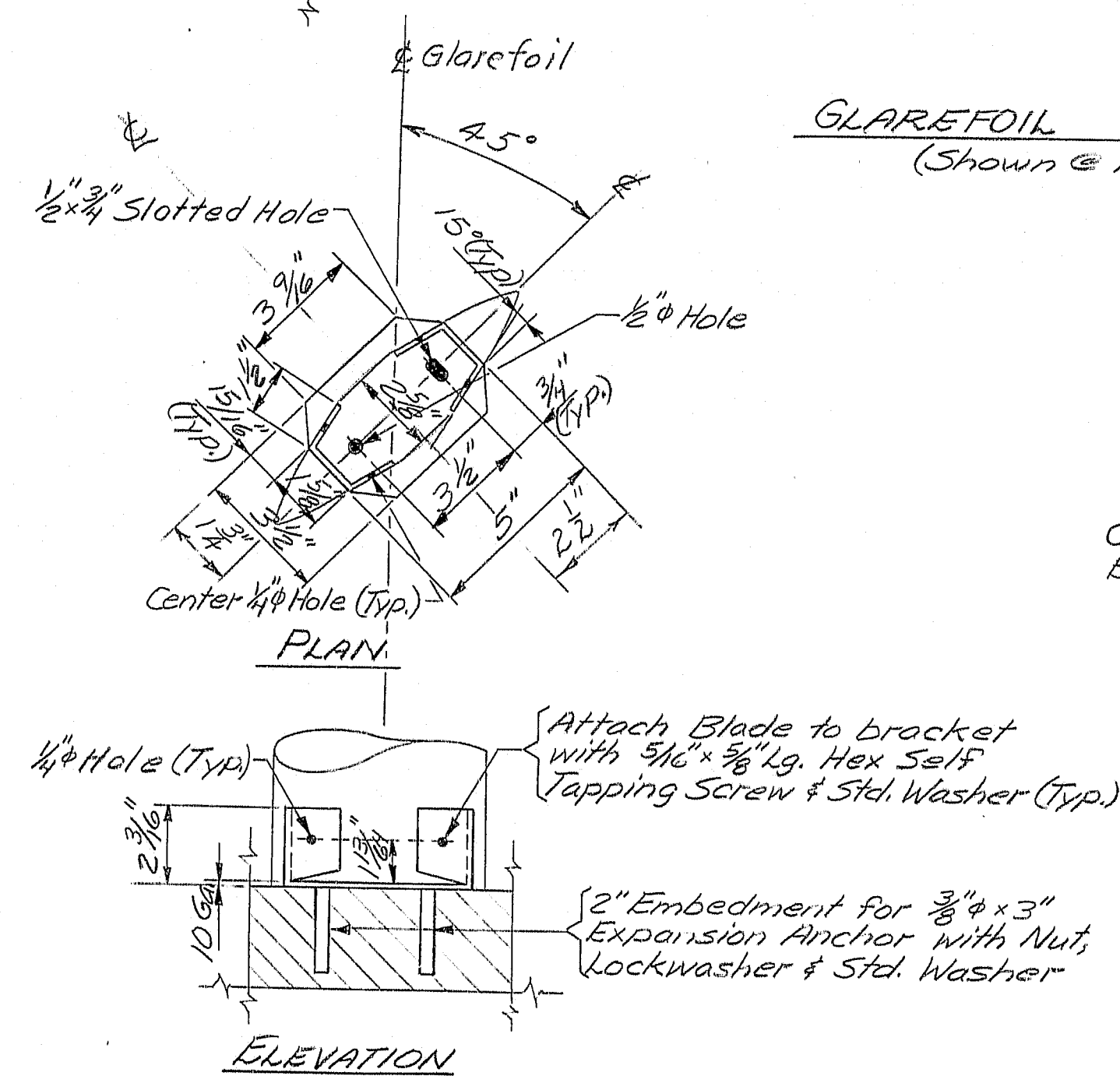
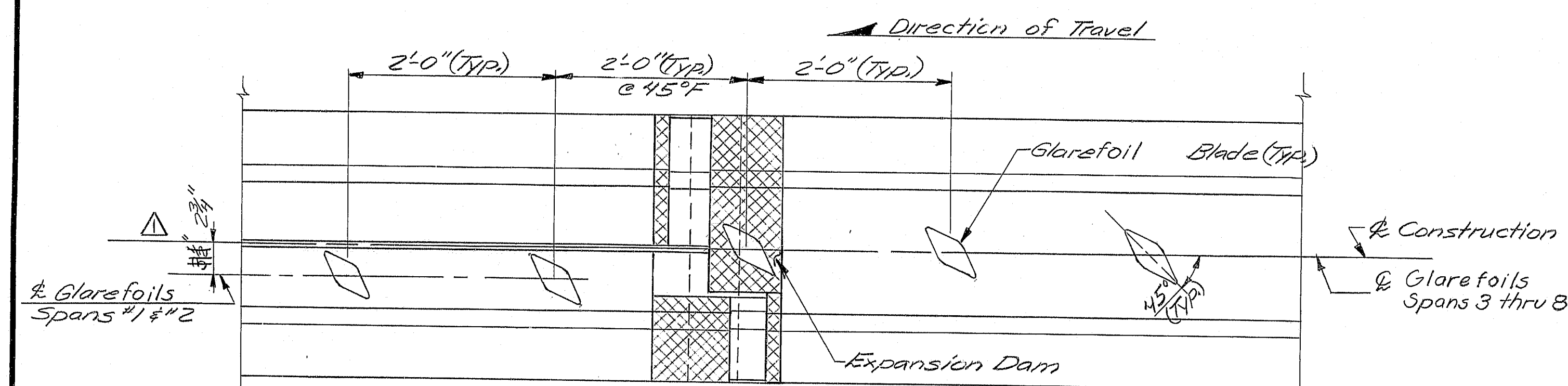
BRUNING 44132 45710-1



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

SIGN SUPPORT HOUSING

See Permanent Concrete Barrier Type II Notes Sheet # 73.



GLAREFOIL NOTES:

- 1~ Attach Glarefoil to expansion dams and transitions by a method approved by the Engineer.
- 2~ Adjust the 2'-0" spacing to clear Light Standard Base Cover and sign supports as directed by the Engineer.
- 3~ Begin Glarefoils at Sta 16+38.5 End Glarefoils at Sta 179+05.5
- 4~ Install Amber Demountable ReflectORIZED Delineators, meeting the requirements of section 719.06, mounted on the Glarefoil Blades. Delineators are to be attached to the Glarefoils by pop riveting it thru the Glarefoils. Space the Delineators at 100 ft intervals in each of westbound and eastbound lanes. Payment will be considered incidental to Item 662.30 Glarefoils.

107-207

Revision Δ Glarefoil Location Date 7-1-84

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

AUGUSTA, MAINE Sept. 1933

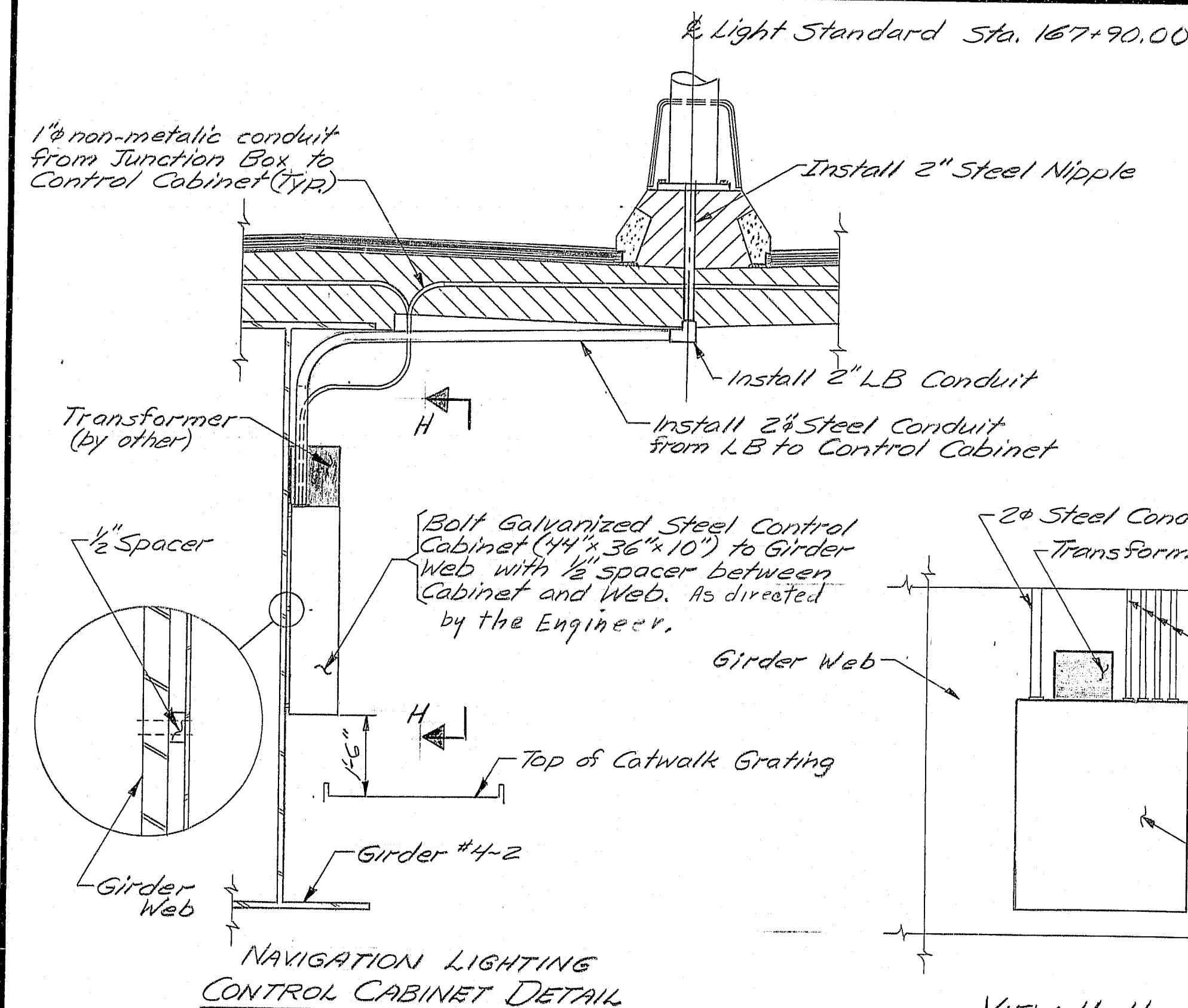
As Built 9/11/84 Steel

PROJECT DESIGN ENGINEER	DATE
BY J. W. B. 10/83	
CHECKED	
REVISIONS	
FIELD CHANGES	

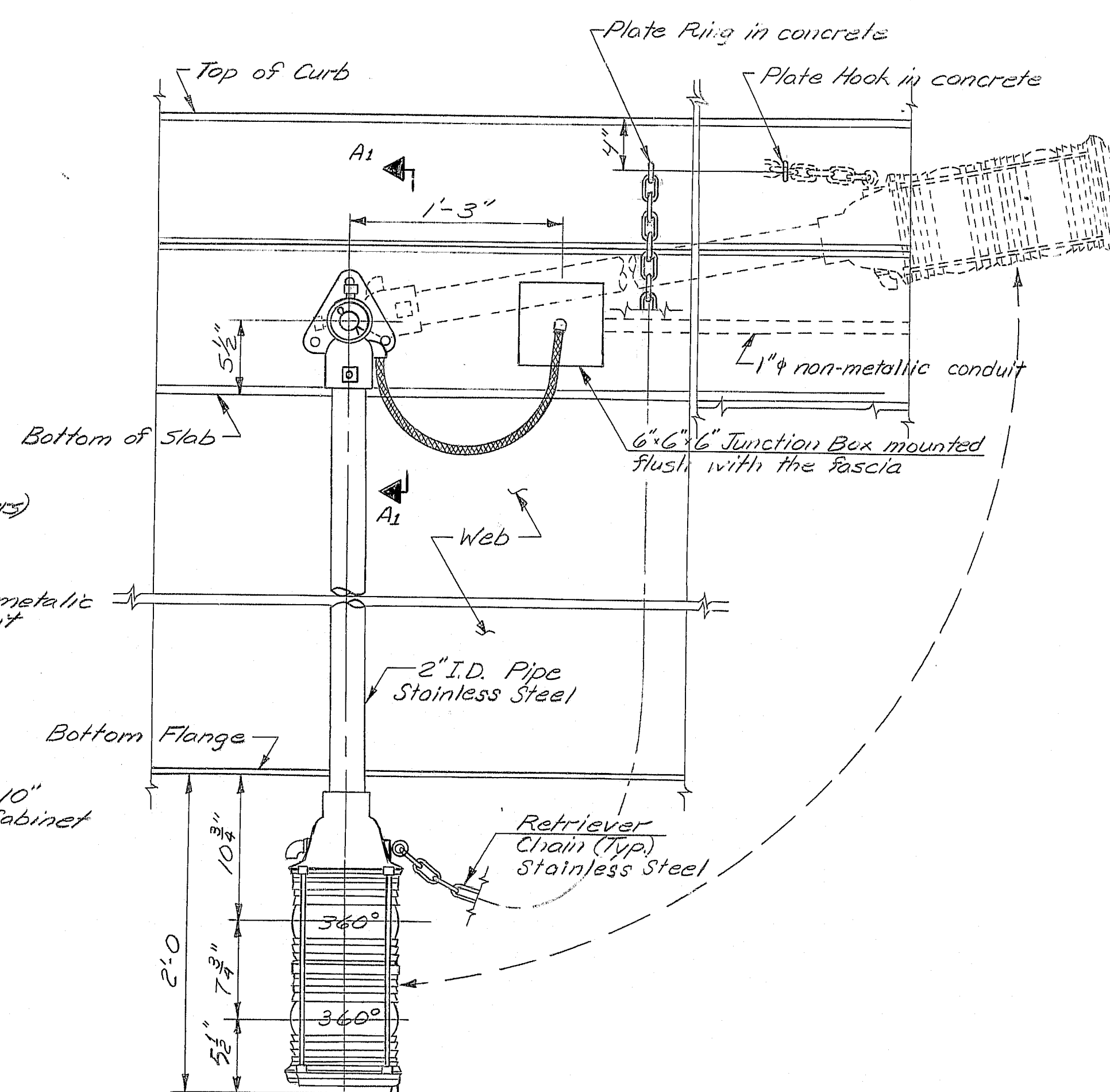
BRUNING 44-132 (2/7/01)

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAIL	6/83
REVISIONS	BY
FIELD CHANGES	DATE
PLANS	107-208

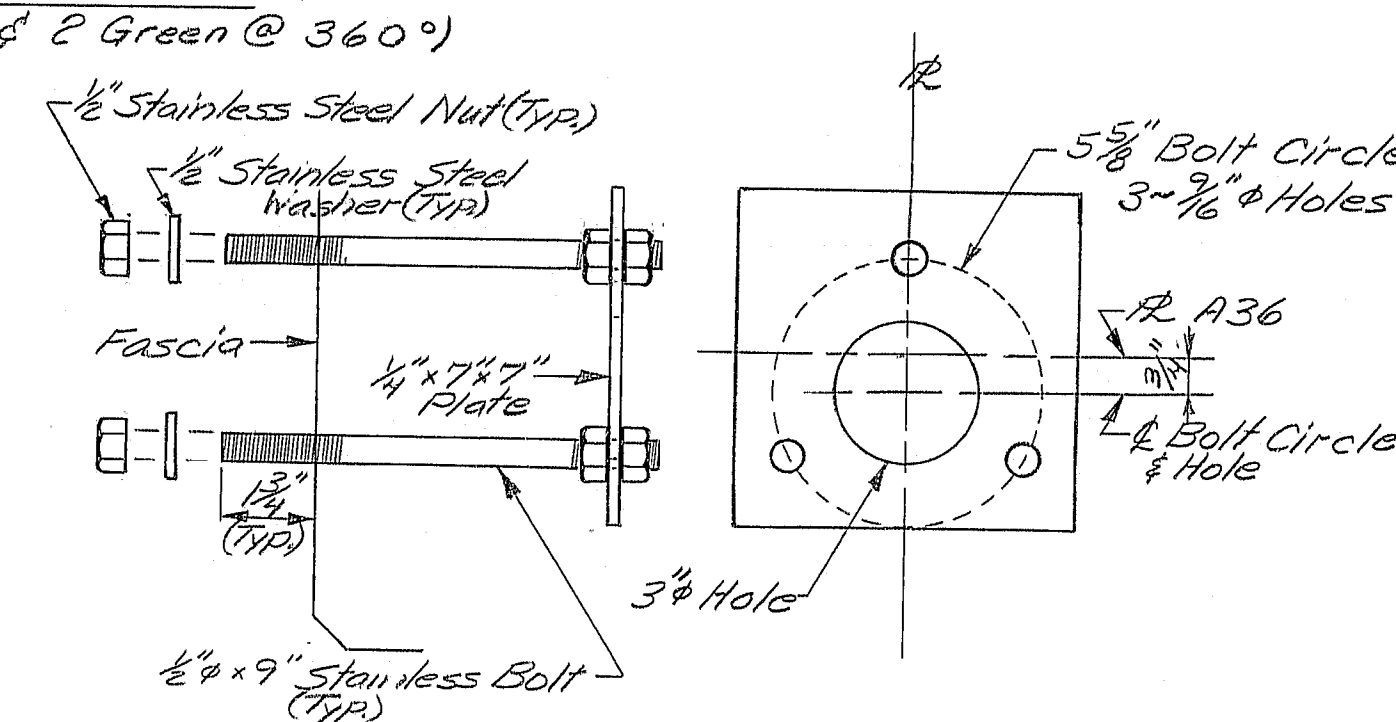
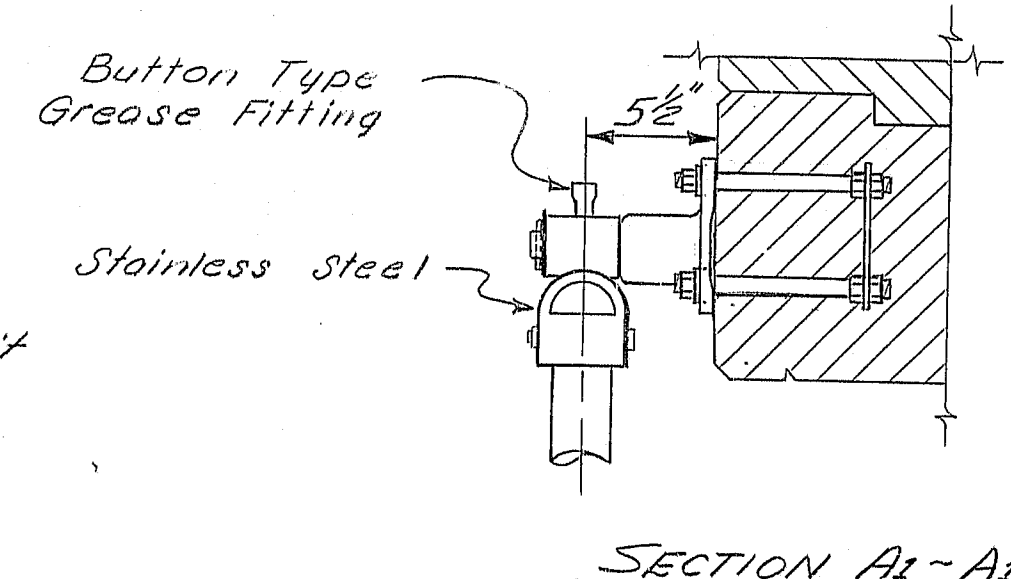
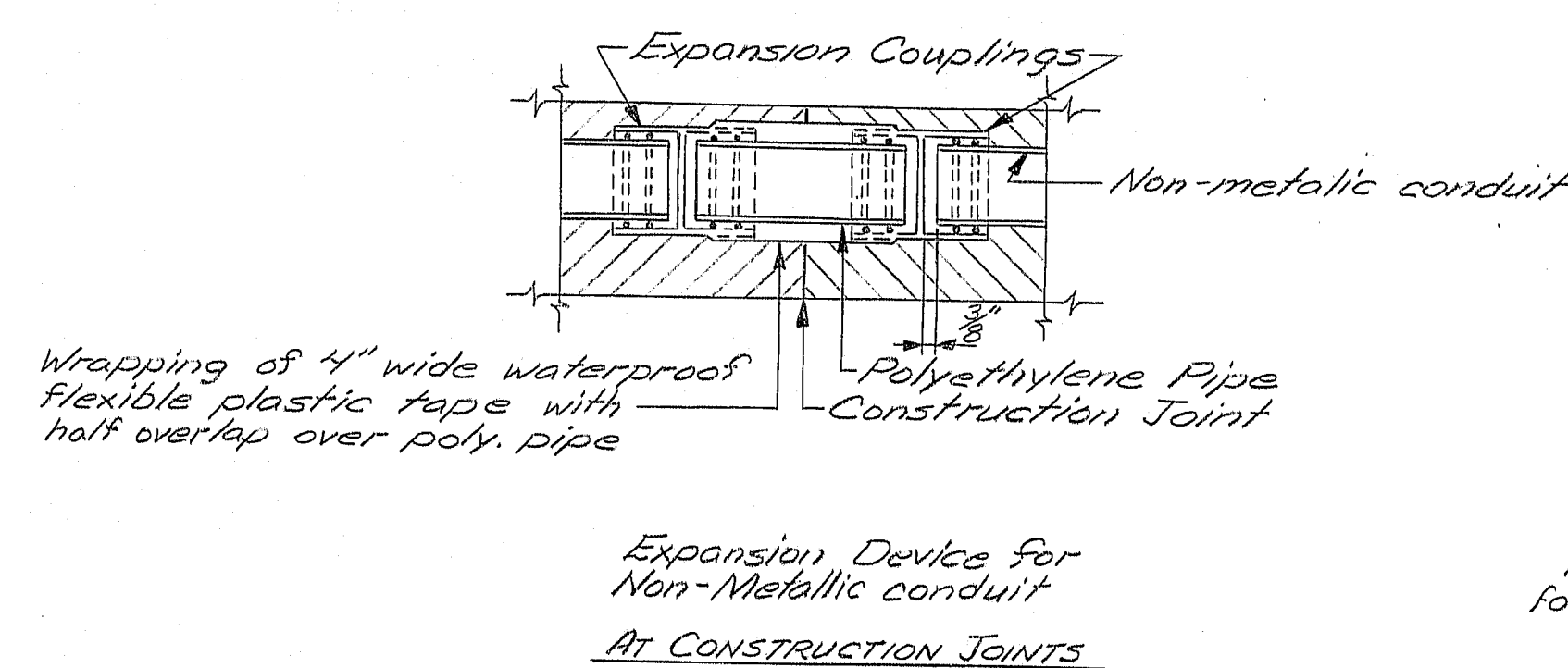
BRUNING 44132 42710-1



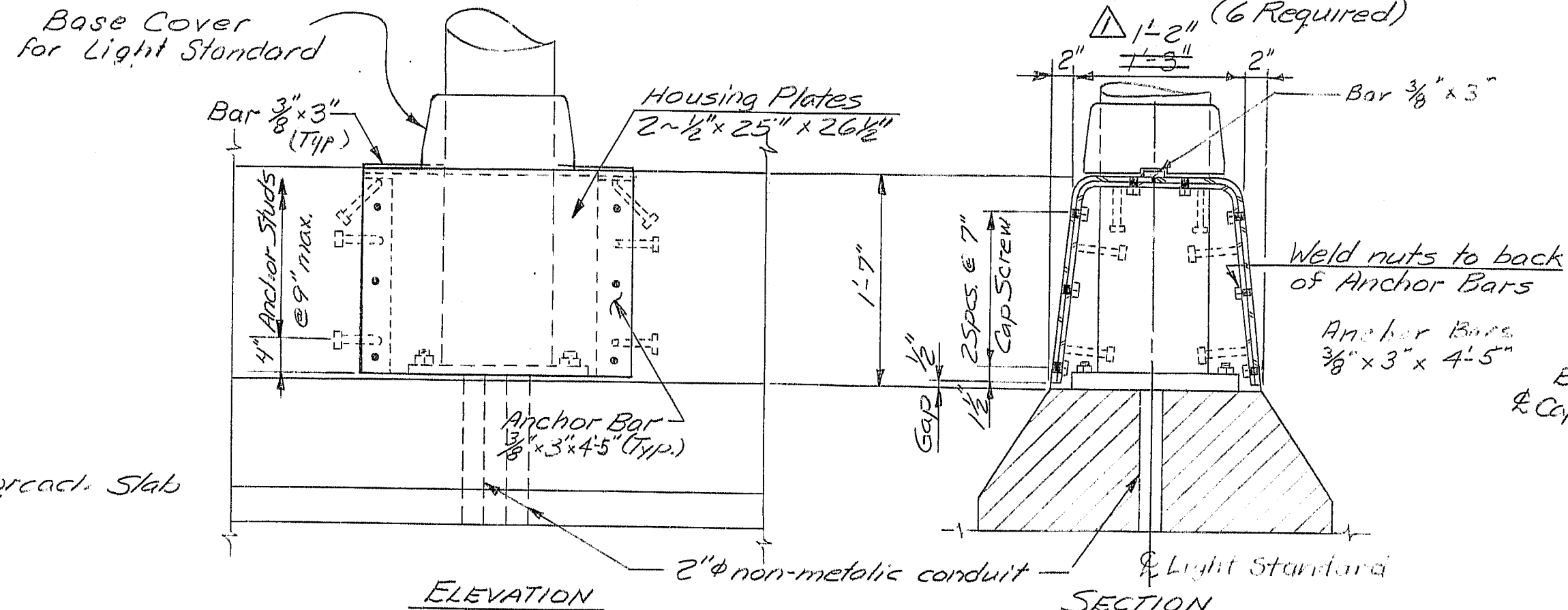
VIEW H-H



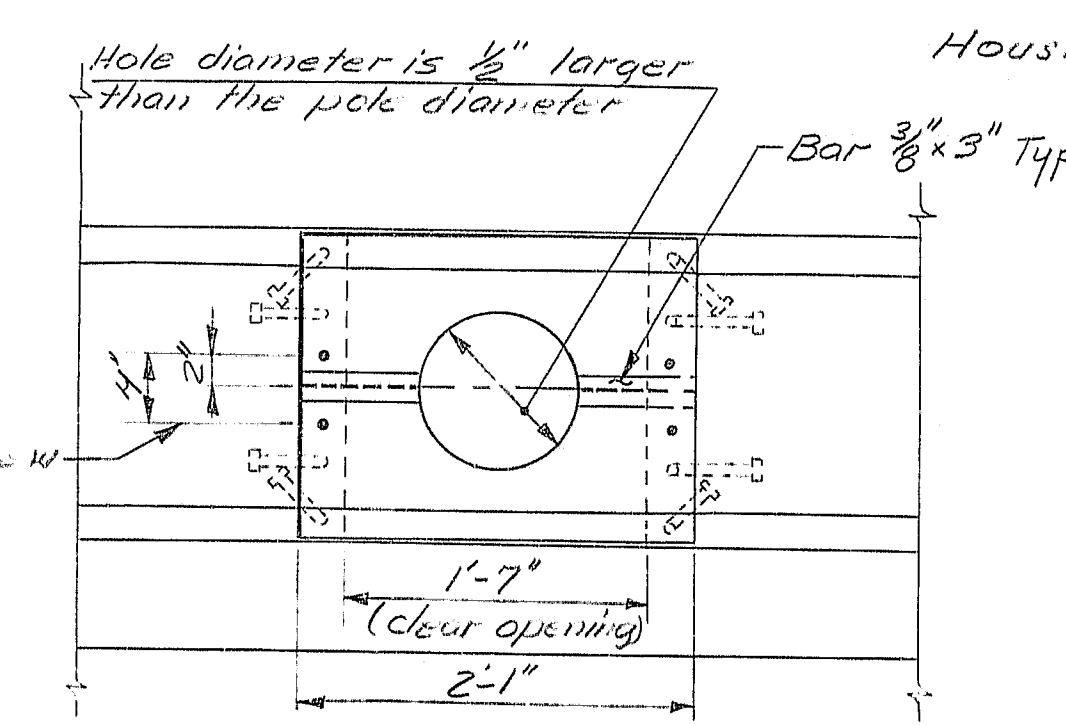
NAVIGATION LIGHT DETAIL
(6 Required 4 Red @ 180° & 2 Green @ 360°)



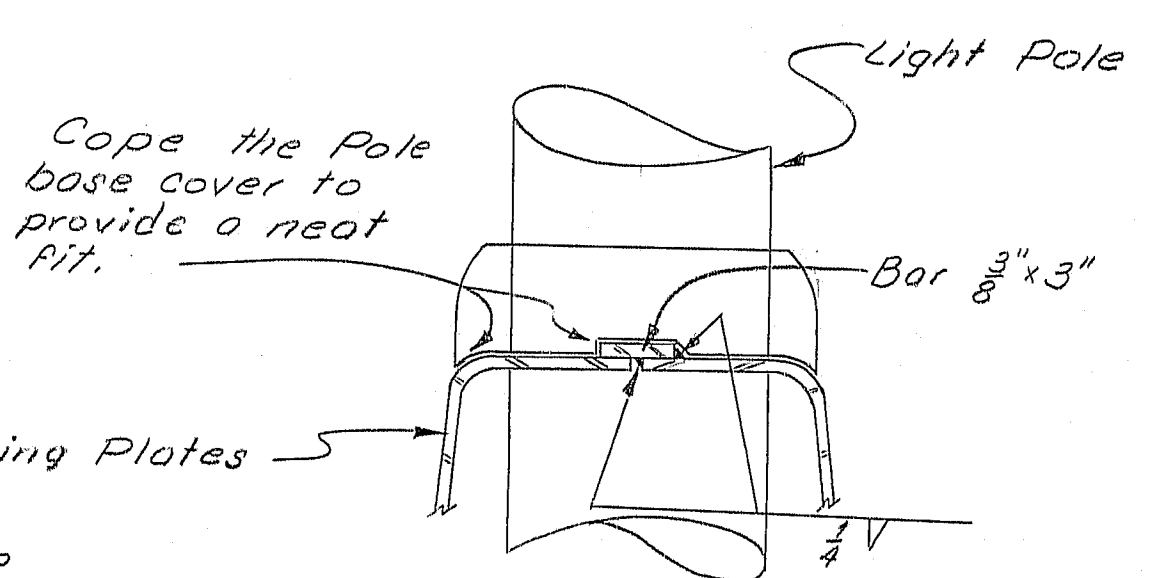
NAVIGATION LIGHT ANCHORAGE



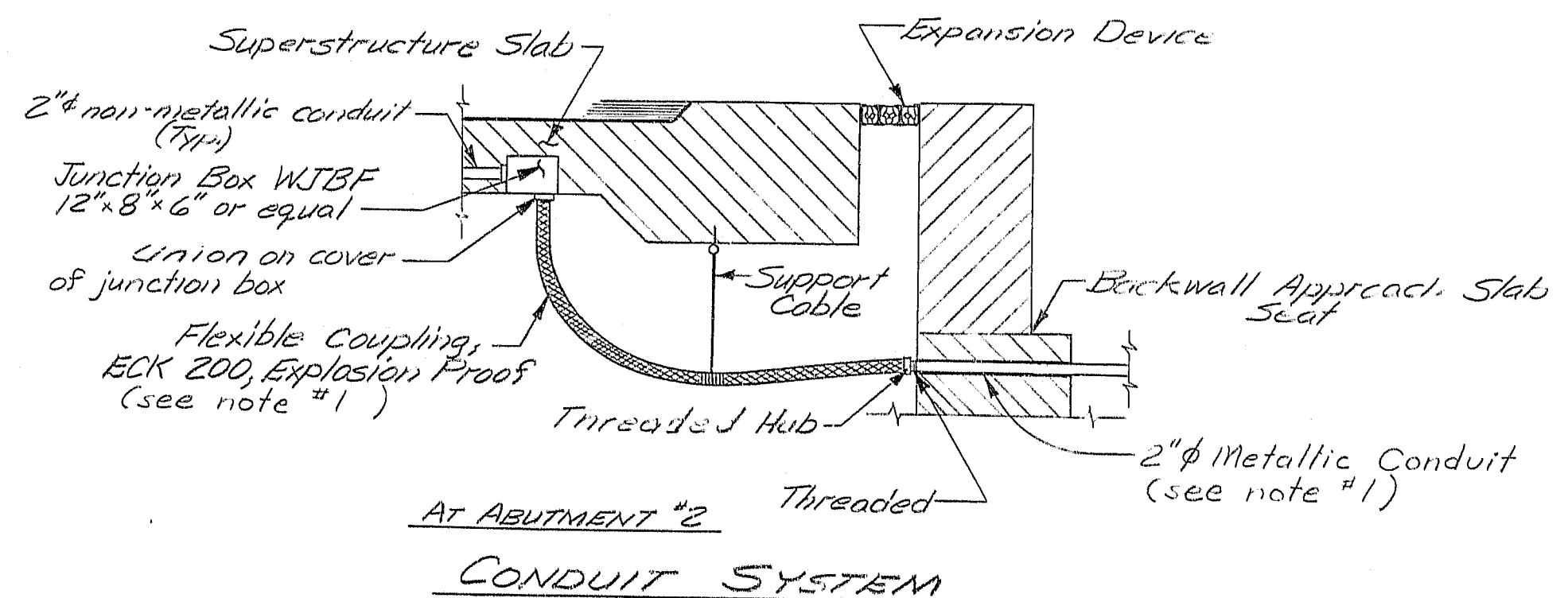
LIGHT STANDARD HOUSING
(5- required)
See notes on sheet #73



PLAN



BASE COVER DETAIL
(5- required)



CONDUIT SYSTEM

F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(82)	75	114

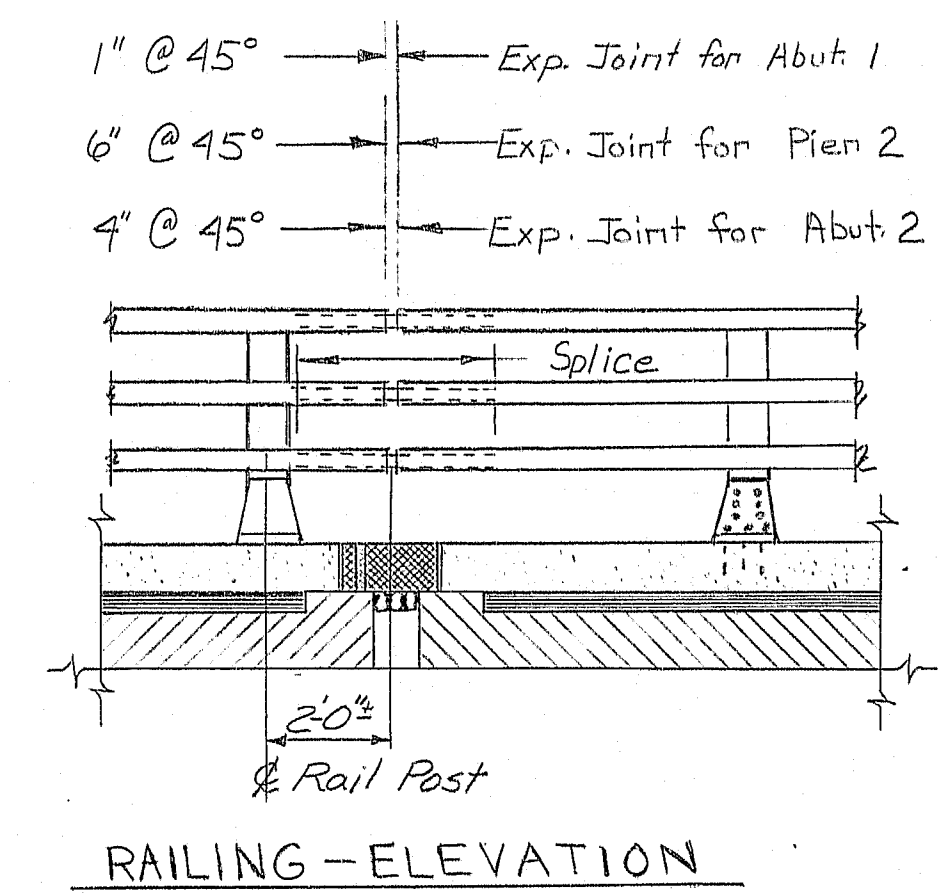
NOTES

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

Revision	Light Std. Housing Shape	Date 7-3-84
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
I-395 BRIDGE 253 OVER PENOBSCOT RIVER BANGOR - BREWER PENOBSCOT COUNTY NAVIGATION LIGHTING & EMBEDDED WORK IN STRUCTURES AUGUSTA, MAINE Sept. 1983		

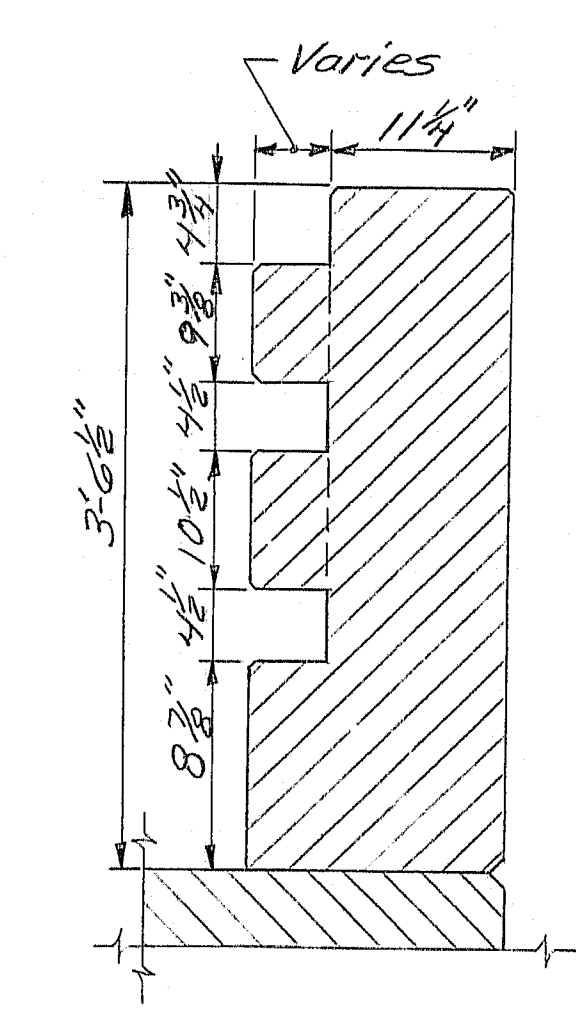
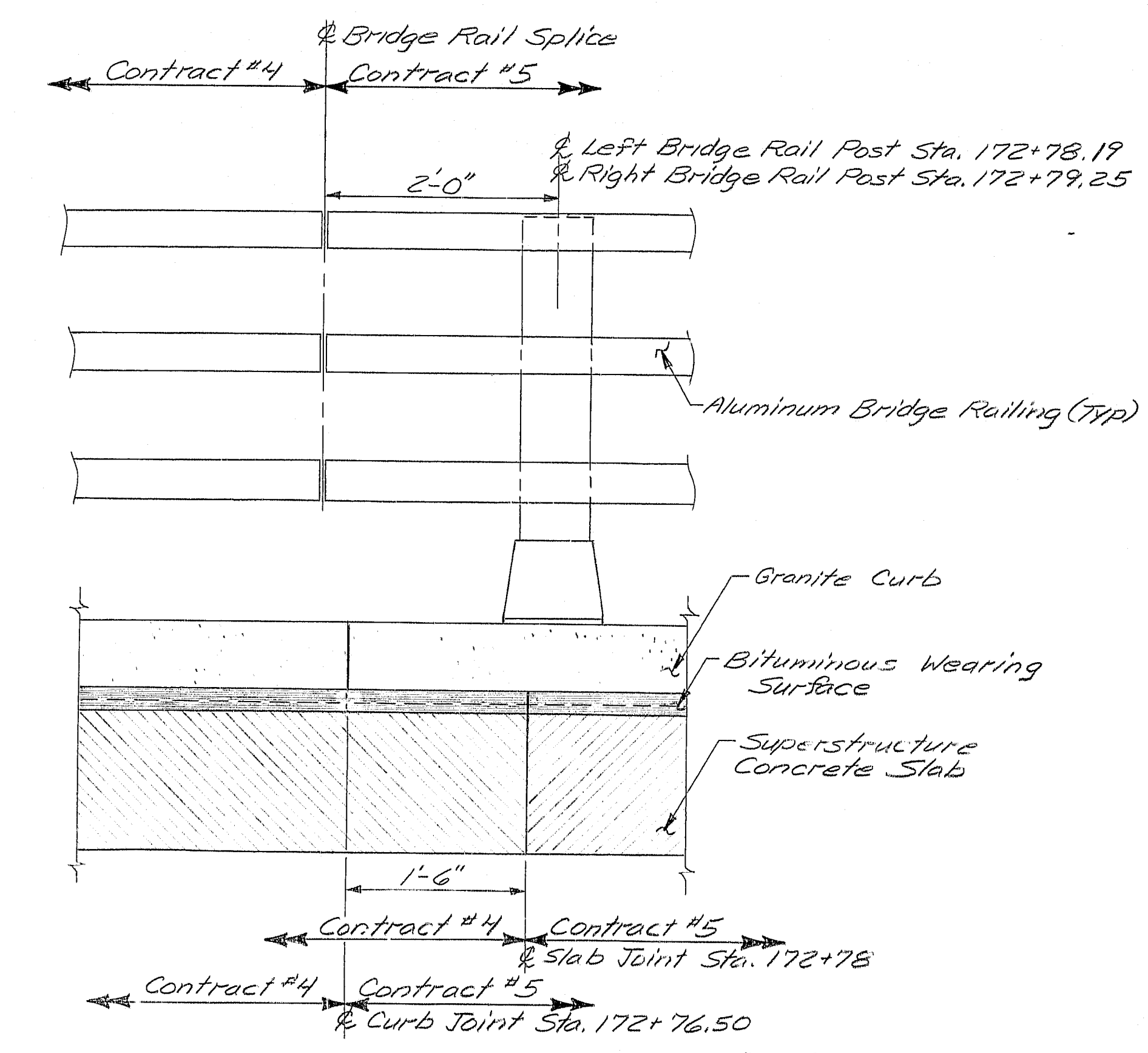
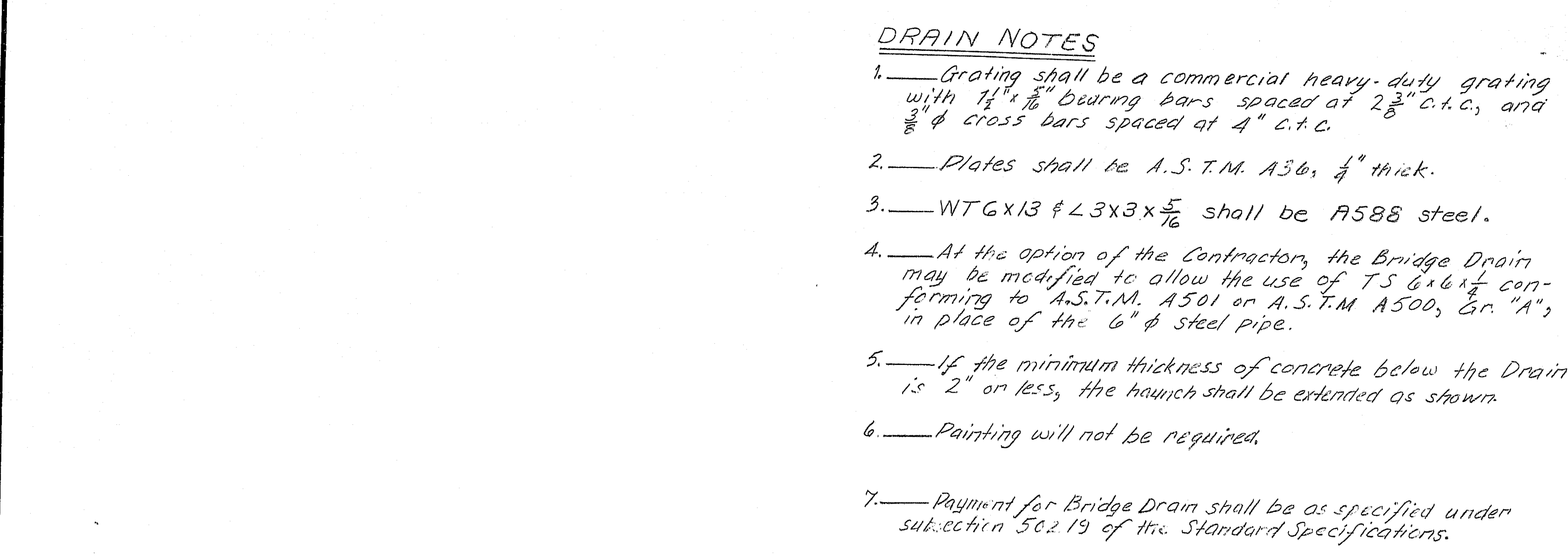
107-208

114 BUILT BY 5/194

[illegible]

BRIDGE RAIL NOTES

1. For Details not shown see sheet #106.
2. Payment will be made under Item 507.093, Aluminum Bridge Railing 3 Bar.
3. Maximum post spacing 7'4" center to center.
4. For Rail Post Layout see sheets "55 thru" 57.



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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

DRAINS AND RAIL DETAILS

AUGUSTA, MAINE Sept. 1982

PROJECT DESIGN ENGINEER	8.10.54	BY	DATE
PLANS	DESIGN - DETAILED	MLK	4.11.53
	CHECKED		
	REVISED	J. M. M.	9/18/53
	FIELD CHANGES		

BRIDGE DRAIN


CONTRACT LIMITS
(Rail Splice Bar shall be furnished and install under Contract #4)

107-209

AUGUSTA, MAINE
 His BUILT for the same steel



REINFORCING STEEL SCHEDULE																												
STRAIGHT BARS								BENT BARS																				
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION		
FOOTING				Set G bars				WH529	2	7'-1"	South Wing Vertical	A602	2	7'-10"	S	—	2'-8"	2'-6"	2'-8"								Footing	
A600	354	8'-0"		G500	20	3'-0"	Dowels	WH530	2	8'-0"	↑	A604	2	10'-8"	HB	6"	2'-8"	2'-8"	2'-8"	2'-8"		6"					Footing	
A601	54	60'-0"		G501	20	4'-0"	Dowels	WH531	2	8'-11"	↓	B504	19	8'-6"	L	3'-10"	4'-8"										Breastwall	
				G502	20	7'-9"	Breastwall	WH532	26	9'-8"	South Wing Vertical	B505	19	9'-1"	S	—	4'-0"	1'-1"	4'-0"								Backwall	
				G503	40	6'-7"	Backwall	END POST				B508	10	3'-6"	L	1'-9"	1'-9"										Abut. to Wing	
				G506	28	29'-8"	Horizontal	EP401	8	1'-10"	End Post Dowels	C504	20	8'-0"	V				4'-0"	4'-0"				2'-7 1/2"			Haunch	
				G600	20	7'-5"	Dowels	EP407	4	2'-0"	End Post	C505	20	9'-1"	S	—	4'-0"	1'-1"	4'-0"								Backwall	
ABUTMENT								EP508	5	4'-0"	End Post	D504	20	8'-0"	V				4'-0"	4'-0"				2'-7 1/2"			Haunch	
								Concrete Barrier				D505	20	9'-1"	S	—	4'-0"	1'-1"	4'-0"							Backwall		
B500	52	3'-0"	Dowels					BR527	14	5'-0"	Vertical	E504	20	8'-0"	V				4'-0"	4'-0"				2'-7 1/2"			Haunch	
B501	19	4'-8"	Dowels					BR528	6	6'-6"	Horizontal	E505	20	9'-1"	S	—	4'-0"	1'-1"	4'-0"								Backwall	
B502	19	10'-5"	Backwall					Set H bars				E507	4	11'-7"	S	—	4'-8"	2'-3"	4'-8"							Con. Barrier Base		
B503	19	6'-4"	Backwall	H500	18	3'-0"	Dowels	AS400	64	30'-0"	Approach Slab	G504	20	8'-0"	V				4'-0"	4'-0"				2'-7 1/2"			Haunch	
B506	22	27'-6"	Horizontal bars	H501	18	4'-2"	Dowels	APPROACH SLAB				G505	20	9'-1"	S	—	4'-0"	1'-1"	4'-0"							Backwall		
B507	2	6'-1"	End of South Wing	H502	18	9'-3"	Breastwall	AS401	16	25'-0"	↑	H504	18	8'-0"	V				4'-0"	4'-0"				2'-7 1/2"			Haunch	
				H503	36	6'-2"	Backwall	AS402	16	29'-6"	↓	H505	18	9'-1"	S	—	4'-0"	1'-1"	4'-0"								Backwall	
				H506	30	26'-9"	Horizontal bars	AS403	16	29'-6"		H508	14	3'-6"	L	1'-9"	1'-9"											S. Wing & Backwall
				H507	3	10'-9"	South End Breastwall	AS600	340	15'-0"	Approach Slab	EP402	5	4'-9"	S	—	2'-1"	0'-7"	2'-1"									End Post
												EP403	5	4'-9"	H	0'-4"	1'-0"	1'-0"	1'-0"	1'-0"		0'-4"						↑

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

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

GENERAL NOTES

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

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

ABUTMENT 1

AUGUSTA, MAINE Sept. 1933

As Built in Kitchen

REINFORCING STEEL SCHEDULE

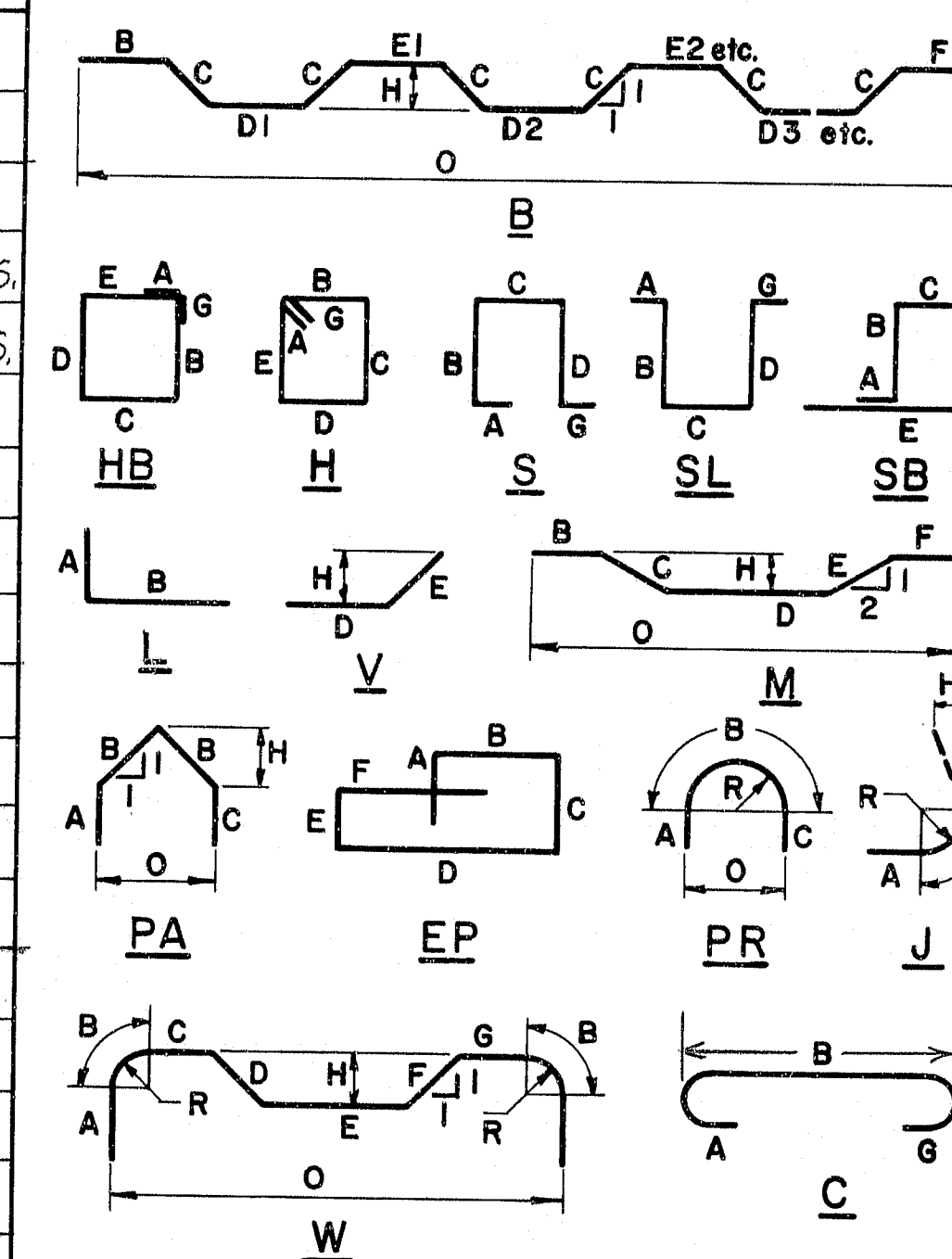
STRAIGHT BARS										BENT BARS																	
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
		FOOTING		WL516	2	13'-6"	North Wing (Vert.)					EP402	10	4'-9"	S	—	2'-1"	0'-7"	2'-1"							End Post	
				WL517	5	14'-3"	North Wing (Horiz.)	WM501	8	7'-10"	South Wing (Horiz.)	EP403	10	4'-9"	H	0'-4"	1'-0"	1'-0"	1'-0"	1'-0"		0'-4"					
F600	149	10'-6"	Transverse	WL518	26	11'-3"	North Wing (Vert.)	WM502	2	6'-0"		EP406	8	3'-11"	S	—	1'-8"	0'-7"	1'-8"								
F601	22	22'-6"	Longitudinal	WL519	6	31'-2"	North Wing (Horiz.)	WM503	2	8'-7"		EP411	6	6'-9"	S	—	3'-1"	0'-7"	3'-1"								
F602	22	27'-0"	"	WL522	1	7'-11"		WM504	2	11'-2"		EP412	4	6'-8"	S	—	3'-1"	0'-6"	3'-1"								
F603	22	30'-0"	"	WL523	1	9'-9"		WM505	2	13'-8"		EP413	2	7'-0"	S	—	3'-1"	0'-10"	3'-1"								
F604	22	42'-9"	"	WL524	1	12'-0"		WM506	10	15'-2"	South Wing (Horiz.)	EP501	10	5'-3"	V				3'-0"	2'-0"			0'-4"				
				WL525	1	14'-11"		WM507	2	5'-4"	South Wing (Vert.)	EP502	6	4'-11"	S	—	1'-11"	0'-7"	1'-11"				0'-6"				
F700	48	10'-6"	Transverse	WL526	1	19'-5"		WM508	2	6'-3"		EP503	4	4'-10"	S	—	1'-11"	0'-6"	1'-11"				0'-6"				
F800	51	10'-6"	"	WL527	1	20'-7"		WM509	2	7'-1"		EP504	2	6'-5"	H	0'-5"	1'-11"	0'-10"	1'-11"				0'-5"			End Post	
				WL528	1	22'-11"		WM510	2	8'-0"																	
				WL529	1	25'-4"		WM511	2	8'-11"		P511	77	11'-6"	S	—	5'-2"	1'-2"	5'-2"							Backwall	
				WL530	1	23'-6"		WM512	2	9'-10"		L502	44	15'-4"	V				10'-10"	4'-6"			3'-8"			Backwall	
				WL531	1	25'-11"		WM513	2	10'-11"		L506	5	12'-10"	S	—	5'-3"	2'-4"	5'-3"							Concrete Barrier	
				WL532	1	28'-4"		WM514	2	11'-8"		L800	44	6'-6"	L	1'-4"	5'-2"									Footing	
M500	62	3'-3"	Dowels	WL533	1	30'-7"	North Wing (Horiz.)	WM515	2	16'-2"	South Wing (Vert.)	R301	28	7'-4"	HB	6"	1'-7"	1'-7"	1'-7"	1'-7"		6"				Haunch	
M501	19	13'-10"	Backwall	WL534	2	2'-3"	North Wing (Vert.)	WM516	2	6'-0"	Curtain Wall	R302	28	8'-0"	HB	6"	1'-11"	1'-7"	1'-11"	1'-7"		6"					
M503	6	4'-9"	Breastwall	WL535	2	3'-3"						R303	28	8'-8"	HB	6"	2'-3"	1'-7"	2'-3"	1'-7"		6"					
M504	4	4'-0"	" "	WL536	2	4'-3"		EP401	16	1'-10"	End Post Dowels	R304	28	9'-4"	HB	6"	2'-7"	1'-7"	2'-7"	1'-7"		6"					
M505	3	7'-10"	" "	WL537	2	5'-3"		EP407	8	2'-0"	End Post	R600	28	9'-4"	S	—	3'-11"	1'-6"	3'-11"								
M506	29	26'-5"	Horizontal	WL538	2	7'-6"		EP508	10	4'-0"	End Post	R800	28	13'-0"	S	—	5'-9"	1'-6"	5'-9"							Haunch	
				WL539	2	7'-6"																					
				WL540	2	7'-9"																					
N500	39	3'-3"	Dowels	WL541	2	8'-7"																					
N501	13	7'-3"	Breastwall	WL542	2	9'-5"						F500	24	10'-8"	S	—	3'-0"	4'-8"	3'-0"							Bearing Pedesta	
N502	13	5'-6"	" "	WL543	2	10'-4"						F501	24	9'-11"	S	—	3'-0"	3'-11"	3'-0"							" "	
N504	4	10'-0"	Horizontal	WL544	2	11'-2"						M502	19	10'-3"	L	4'-4"	5'-11"									Backwall	
N505	33	29'-8"	Horizontal	WL545	2	12'-0"						M507	13	4'-6"	L	2'-3"	2'-3"									End of South Wing	
				WL546	2	13'-4"	North Wing (Vert.)					N503	13	15'-4"	V				10'-10"	4'-6"			3'-8"			Backwall	
L500	107	3'-3"	Dowels																								
L501	45	7'-3"	Breastwall									WL520	32	7'-1"	S	—	3'-0"	1'-1"	3'-0"							Top of North Wing	
L503	45	10'-9"	" "	WL548	2	4'-10"	North Wing (Vert.)																				
L504	74	27'-8"	Horizontal	WL549	2	5'-10"						WL901	2	10'-11"	L	1'-7"	9'-9"									North Wing (Horiz.)	
L505	1	10'-10"	End of Breastwall	WL550	2	6'-10"						WL902	3	13'-7"	L	1'-7"	12'-0"										
L507	2	2'-7"	Concrete Barrier	WL551	2	7'-10"						WL903	1	16'-6"	L	1'-7"	14'-11"										
L508	2	4'-1'		WL552	2	8'-10"						WL904	1	20'-11"	L	1'-7"	19'-9"										
L509	2	5'-7"		WL553	2	9'-9"						WL905	1	22'-2"	L	1'-7"	20'-7"										
L510	2	7'-1"	Concrete Barrier	WL554	2	10'-9"	North Wing (Vert.)					WL906	8	13'-1"	L	1'-7"	11'-6"										
P510	77	9'-6"	Backwall									WL907	8	20'-4"	L	1'-7"	18'-9"										
				WL556	1	4'-2"	North Wing (Horiz.)					WL908	5	15'-1"	L	1'-7"	13'-6"									North Wing (Horiz.)	
				WL557	1	6'-7"						WL909	2	24'-6"	L	1'-7"	22'-11"										
AS400	32	30'-0"	Approach Slab	WL558	1	9'-0"						WM520	16	7'-1"	S	—	3'-0"	1'-1"	3'-0"							" " "	
AS401	16	27'-5"		WL559	1	11'-4"	North Wing (Horiz.)																				
AS402	16	27'-9"																									
AS600	214	15'-0"	Approach Slab									F610	2	7'-10"	S	—	2'-8"	2'-6"	2'-8"							Footing	
												F612	2	10'-8"	HB	6"	2'-8"	2'-8"	2'-8"	2'-8"		6"					Footing
*BR527	15	5'-0"	Concrete Barrier									*BR501	7	4'-9"	S	—	2'-6"	9"	2'-6"								Concrete Barrier
*BR528	6	6'-6"	" "									*BR501	27	4'-8"	S	—	2'-0"	8"	2'-0"								Concrete Barrier
Reinforcing steel bars marked with an asterisk (*) shall not be included for payment under Items 502.12 & 503.13. Payment will be considered incidental to Item 526.31.								MARK NO. LENGTH TYPE A B C D E F G H O R LOCATION																			

REINFORCING STEEL SCHEDULE

STRAIGHT BARS				BENT BARS			
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION
FOOTINGS				FOOTINGS			
PIER #1				PIER #1			
PFA600	40	11'-8"	20f1 & 20f3	PFA1000	40	14'-4"	20f1 & 20f3 Ftg.
PFA601	26	11'-8"	f2	PFA1001	32	22'-4"	16f1 & 16f3 Ftg.
PFA602	24	17'-8"	12f1 & 12f3	PFA1002	24	28'-4"	f2 Ftg.
PFA603	12	25'-8"	f2	PFA1100	26	14'-8"	f2 Ftg.
PIER #2				PIER #2			
PFB600	64	12'-8"	32 each	PFB1000	86	15'-4"	43 each Ftg.
PFB601	26	31'-8"	13 each	PFB1001	50	34'-4"	25 each Ftg.
PIER #7				PIER #7			
PFG600	52	12'-8"	26 each	PFG1100	70	15'-8"	35 each Ftg.
PFG601	26	25'-8"	13 each	PFG1101	34	28'-8"	17 each Ftg.
DISTRIBUTION SLABS				BASES			
PIERS #3 & #4				PIERS #3 & #4			
PD600	58	60'-0"	30 Pier 3 & 28 Pier 4	PB600	148	26'-8"	Pier 3
PD601	24	32'-6"	Pier 3	PB601	144	24'-8"	Pier 4
PD602	36	34'-5"	↑	PB502	16	30'-0"	PR
PD603	4	4'-11"	↑	PB503	16	30'-0"	PR
PD604	4	8'-9"	↑	PB504	4	29'-8"	PR
PD605	4	11'-0"	↑	PB505	70	60'-0"	36 Pier 3 & 34 Pier 4
PD606	4	12'-4"	↑	PB506	16	10'-10"	Pier 3
PD607	4	13'-4"	↑	PB507	16	12'-5"	↑
PD608	4	14'-0"	↓	PB508	16	14'-2"	↑
PD609	222	14'-6"	Pier 3	PB509	16	15'-10"	↓
PD610	292	4'-0"	148 Pier 3 & 144 Pier 4	PB510	8	16'-10"	Pier 3
PS1101	94	6'-8"	Pier 4	PB511	10	9'-6"	Pier 4
PIERS #5 & #6				PB512	8	12'-6"	↑
PD620	60	60'-0"	30 Pier 5 & 30 Pier 6	PB513	8	16'-0"	↓
PD621	18	40'-3"	Pier 5	PB514	8	21'-4"	Pier 4
PD622	12	36'-3"	Pier 5	PB605	136	18'-8"	Pier 5
PD623	8	5'-5"	4 Pier 5 & 4 Pier 6	PB606	132	14'-8"	Pier 6
PD624	8	8'-5"	↑	PB520	13	29'-11"	PR
PD625	8	10'-4"	↑	PB521	16	30'-0"	PR
PD626	8	11'-9"	↑	PB522	12	30'-0"	PR
PD627	8	12'-8"	4 Pier 5 & 4 Pier 6	PB530	46	60'-0"	26 Pier 5 & 20 Pier 6
PD628	8	13'-3"	4 Pier 5 & 4 Pier 6	PB531	10	9'-4"	Pier 5
PD629	340	13'-7"	172 Pier 5 & 168 Pier 6	PR532	8	12'-7"	Pier 5
PS1100	182	6'-8"	92 Pier 5 & 90 Pier 6	PB533	8	15'-10"	Pier 5
				PB534	8	10'-11"	Pier 6
				PB535	12	13'-10"	Pier 6

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

TYPE-BENDING DIAGRAMS



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

GENERAL NOTES

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

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

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

SHEET OF AUGUSTA, MAINE

107-212

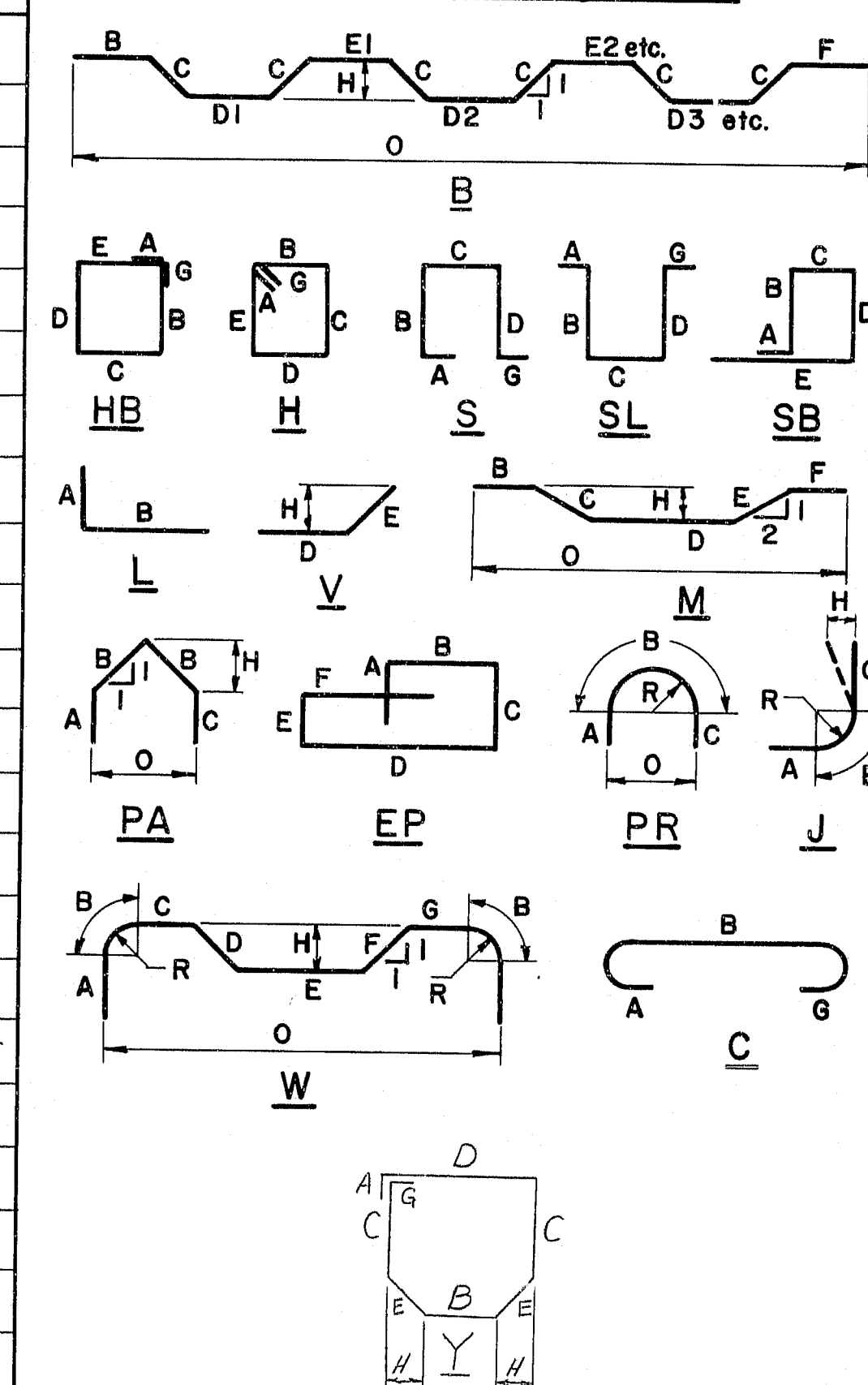
As Built - 7/11/84

REINFORCING STEEL SCHEDULE

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

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

TYPE-BENDING DIAGRAMS



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

GENERAL NOTES

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

107-213
 Δ Revised ACI Standard
 REVISIONS
 STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 I-395 BRIDGE
 OVER
 PENOBSCOT RIVER
 BANGOR - BREWER
 PENOBSCOT COUNTY
 PIER 1
 AUGUSTA, MAINE Sept 1982

DATE: 8-23-82
 BY: JAF
 CHECKED: BAS
 FIELD CHANGES: PLANS

As Built Reinforcing Steel

[illegible][illegible]

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

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

107-214

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

AUGUSTA, MAINE *Sept. 1932*

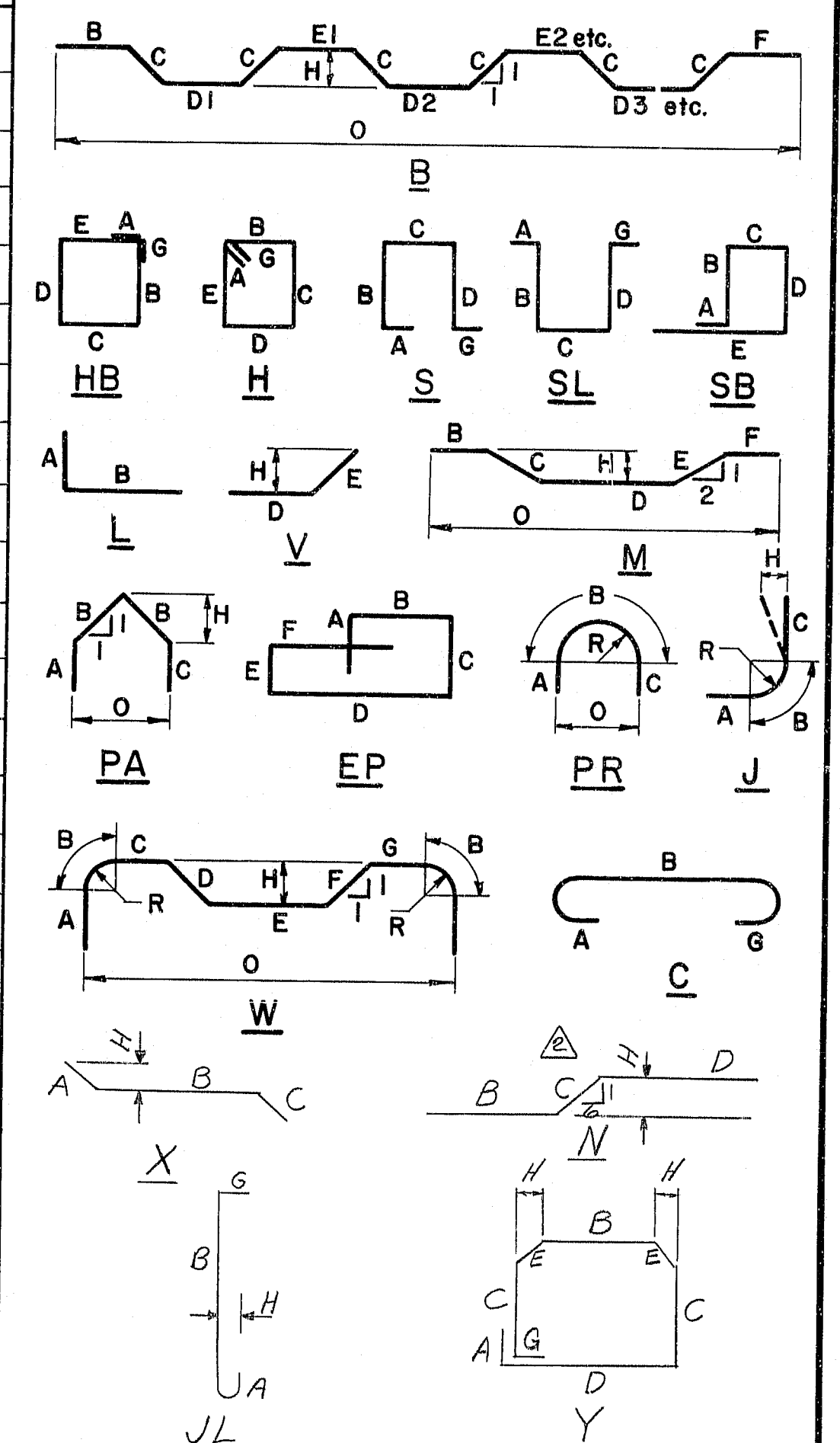
As BUILT FOR LUMBER 5/24 Steel

REINFORCING STEEL SCHEDULE

STRAIGHT BARS								BENT BARS																			
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
		Pier	Shaft			Pier	Cap												Pier	Shaft							
PSC1100	60	60'	Vert. Shaft									PSC600	6	19'-8"	S	-	6'-10"	6'-0"	6'-10"	-	-	-	-	-	-	-	Stirrups "L"
												PSC601	12	15'-2"	S	-	6'-10"	1'-6"	6'-10"	-	-	-	-	-	-	-	↑
												PSC602	11	23'-2"	S	-	8'-7"	6'-0"	8'-7"	-	-	-	-	-	-	-	
PSC1101	60	56'	Vert. Shaft									PSC603	22	18'-8"	S	-	8'-7"	1'-6"	8'-7"	-	-	-	-	-	-	-	
				PCC1000	51	53'-3"	Long. Bars					PSC604	10	28'-2"	S	-	11'-1"	6'-0"	11'-1"	-	-	-	-	-	-	-	
												PSC605	20	23'-8"	S	-	11'-1"	1'-6"	11'-1"	-	-	-	-	-	-	-	↓
PBC1102	60	13'-5"	Dowels									PSC606	6	32'-6"	S	-	13'-3"	6'-0"	13'-3"	-	-	-	-	-	-	-	
												PSC607	12	28'-0"	S	-	13'-3"	1'-6"	13'-3"	-	-	-	-	-	-	-	
												PSC608	4	36'-0"	S	-	15'-0"	6'-0"	15'-0"	-	-	-	-	-	-	-	
PBC1103	60	15'-5"	Dowels									PSC609	8	31'-6"	S	-	15'-0"	1'-6"	15'-0"	-	-	-	-	-	-	-	↓
PSC1038	4	9'-9"	Horiz. Bars									PSC610	8	38'-4"	S	-	16'-2"	6'-0"	16'-2"	-	-	-	-	-	-	-	
PSC1039	4	9'-8"	↑									PSC611	16	33'-10"	S	-	16'-2"	1'-6"	16'-2"	-	-	-	-	-	-	Stirrups "L"	
PSC1040	4	8'-7"		↓																							
PSC1041	4	8'-0"	Horiz. Bars																								
												PSC400	56	30'-0"	S	-	12'-0"	6'-0"	12'-0"	-	-	-	-	-	-	-	↑
												PSC401	56	25'-0"	S	-	9'-6"	6'-0"	9'-6"	-	-	-	-	-	-	-	
												PSC402	56	7'-3"	JL	0'-7"	6'-0"	-	-	-	-	0'-8"	0'-5"	-	-	-	↓
												PSC403	224	10'-9"	X	1'-6"	7'-9"	1'-6"	-	-	-	1'-2"	-	-	-		
												PSC404	112	23'-9"	Y	0'-8"	2'-9"	4'-6"	6'-0"	2'-4"	-	0'-8"	1'-7 1/2"	-	-	-	Ties
																		X2		X2							
												PSC1030	14	28'-0"	J	-	28'-0"	-	-	-	-	-	-	-	19'-4"	Curved Bar	
												PSC1031	4	18'-3"	N	-	18'-3"	4'-11"	6'-1"	-	-	-	-	4'-6 3/4"	-	Horiz. Bars	
												PSC1032	4	16'-4"	N	-	16'-4"	8'-2"	8'-2"	↑	↑	-	-	-	↑	↑	
												PSC1033	4	14'-8"	N	-	14'-8"	8'-3"	8'-3"	-	-	-	-	-	-	-	
												PSC1034	4	13'-5"	N	-	13'-5"	7'-0"	7'-0"	-	-	-	-	-	-	-	
												PSC1035	4	12'-3"	N	-	12'-3"	5'-10"	5'-10"	-	-	-	-	-	-	-	
												PSC1036	4	11'-4"	N	-	11'-4"	4'-11"	4'-11"	-	-	-	-	-	-	-	
												PSC1037	4	10'-5"	N	-	10'-5"	4'-0"	1'-11"	6'-1"	-	-	-	-	3'-3"	-	
												PSC1038	4	9'-9"	N	-	9'-9"	3'-4"	3'-4"	-	-	-	-	-	-	-	
												PSC1039	4	9'-2"	N	-	9'-2"	2'-9"	2'-9"	-	-	-	-	-	-	-	
												PSC1040	4	8'-7"	N	-	8'-7"	2'-2"	2'-2"	-	-	-	-	-	-	-	
												PSC1041	4	8'-0"	N	-	8'-0"	1'-7"	4"	6'-1"	-	-	-	-	4'-4"	-	Horiz. Bars
												PCC610	70	15'-0"	S	-	4'-6"	6'-0"	4'-6"	-	-	-	-	-	-	-	Stirrups "7"
												PCC611	140	10'-6"	S	-	4'-6"	1'-6"	4'-6"	-	-	-	-	-	-	-	do
												PCC612	24	17'-4"	S	-	5'-8"	6'-0"	5'-8"	-	-	-	-	-	-	-	Stirrups "1"
												PCC613	48	12'-10"	S	-	5'-8"	1'-6"	5'-8"	-	-	-	-	-	-	-	do
												PCC614	24	16'-0"	S	-	5'-0"	6'-0"	5'-0"	-	-	-	-	-	-	-	Stirrups "7"
												PCC615	48	11'-6"	S	-	5'-0"	1'-6"	5'-0"	-	-	-	-	-	-	-	do
												PCC616	16	3'-6"	S	-	2'-6"	3'-6"	2'-6"	-	-	-	-	-	-	-	Rebar 4 ft.
												PCC617	7	20'-2"	S	-	7'-1"	6'-0"	7'-1"	-	-	-	-	-	-	-	Stirrups "L"
												PCC618	14	15'-8"	S	-	7'-1"	1'-6"	7'-1"	-	-	-	-	-	-	-	do
												PCC619	54	8'-0"	S	-	1'-0"	6'-0"	1'-0"	-	-	-	-	-	-	-	Support Bars
												MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	

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

TYPE-BENDING DIAGRAMS



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

GENERAL NOTES

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

⚠	Revised bars PSC1020 thru PSC1041	6-25-84
⚠	Revised ACI Standard	5-12-83
REVISIONS		DATE
THE STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
10-7-215 I-395 BRIDGE OVER PENOBSCOT RIVER BANGOR - BREWER PENOBSCOT COUNTY PIER 3 NORTH SIDE		
AUGUSTA, MAINE Sept 1983		

As BUILT J.M. Hibbard 5/22 Steel

REINFORCING STEEL SCHEDULE																							
STRAIGHT BARS				BENT BARS																			
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
		Pier Shaft				Pier Cap																	
PSC1102	60	60'	Vert. Shaft					PSC613	6	20'-0"	S	-	7'-0"	6'-0"	7'-0"	-	-	-	-	-	-	Stirrups "L"	
PSC1103	60	58'-9"	Vert. Shaft					PSC614	12	15'-6"	S	-	7'-0"	1'-6"	7'-0"	-	-	-	-	-	-	↑	
PBC1100	60	13'-5"	Dowels					PSC615	10	23'-6"	S	-	8'-9"	6'-0"	8'-9"	-	-	-	-	-	-		
PBC1101	60	17'-5"	Dowels	PCC1001	51	57'-9"	Long. Bars	PSC616	20	19'-0"	S	-	8'-9"	1'-6"	8'-9"	-	-	-	-	-	-		
PSC1026	4	9'-9"	Horiz. Bars					PSC617	10	28'-6"	S	-	11'-3"	6'-0"	11'-3"	-	-	-	-	-	-		
PSC1027	4	9'-2"	↑					PSC618	20	24'-0"	S	-	11'-3"	1'-6"	11'-3"	-	-	-	-	-	-		
PSC1028	4	8'-7"	↓					PSC619	6	32'-8"	S	-	13'-4"	6'-0"	13'-4"	-	-	-	-	-	-		
PSC1029	4	8'-0"	Horiz. Bars					PSC620	12	28'-2"	S	-	13'-4"	1'-6"	13'-4"	-	-	-	-	-	-		
								PSC621	4	36'-4"	S	-	15'-2"	6'-0"	15'-2"	-	-	-	-	-	-		
								PSC622	8	31'-10"	S	-	15'-2"	1'-6"	15'-2"	-	-	-	-	-	-		
								PSC623	8	38'-8"	S	-	16'-4"	6'-0"	16'-4"	-	-	-	-	-	-	↓	
								PSC624	16	34'-2"	S	-	16'-4"	1'-6"	16'-4"	-	-	-	-	-	-	Stirrups "L"	
								PSC405	58	30'-0"	S	-	12'-0"	6'-0"	12'-0"	-	-	-	-	-	-	Ties	
								PSC406	58	25'-0"	S	-	9'-6"	6'-0"	9'-6"	-	-	-	-	-	-	↑	
								PSC407	58	7'-3"	JL	0'-7"	6'-0"	-	-	-	-	0'-8"	0'-5"	-	-		
								PSC408	232	10'-9"	X	1'-6"	7'-9"	1'-6"	-	-	-	-	1'-2"	-	-	↓	
								PSC409	116	23'-9"	Y	0'-8"	2'-9"	4'-6"	6'-0"	2'-4"	-	0'-8"	1'-7 1/2"	-	-	Ties	
														X 2	X 2								
								PSC1018	14	30'-3"	J	-	30'-3"	-	-	-	-	-	-	-	-	19'-4"	Curved Bar
								PSC1019	4	18'-3"	N	-	18'-3"	4'-11"	6'-1"	-	-	-	4'-1/2"	3'-3"	-	-	Horiz. Bars
								PSC1020	4	16'-4"	N	-	16'-4"	↑	↑	↑	-	-	-	-	-	↑	
								PSC1021	4	14'-8"	N	-	14'-8"	↑	↑	↑	-	-	-	-	-</		

GENERAL NOTES

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AUGUSTA, MAINE Sept. 1983

	EDUCATION		AUGUST
As BUILT <i>[Signature]</i> s/A Steel			

REINFORCING STEEL SCHEDULE																										
STRAIGHT BARS							BENT BARS																			
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
	NORTH PIER SHAFT				NORTH PIER CAP			PBD102	50	60'-0"	Vert. Shaft								NORTH PIER CAP							
PSD1000	4	14'-2"	Horiz. Bars	PCD1000	38	47'-6"	Long. Bars	PBD1103	50	59'-0"	Vert. Shaft															
PBD1001	4	12'-8"										PBD650	12	17'-4"	S	—	5'-8"	6'-0"	5'-8"							Stirrups "L"
PBD1002	4	11'-5"		PBD600	24	6'-0"	Support Bars	PBD1102	50	18'-5"	Dowels	PBD651	24	12'-10"	S	—	5'-8"	1'-6"	5'-8"							Stirrups "L"
PBD1003	4	10'-4"						PBD1103	50	13'-5"	Dowels	PBD652	34	13'-2"	S	—	4'-6"	4'-2"	4'-6"							Stirrups "I"
PBD1004	4	9'-6"										PBD653	28	15'-0"	S	—	4'-6"	6'-0"	4'-6"							Stirrups "I"
PBD1005	4	8'-8"										PBD654	56	10'-6"	S	—	4'-6"	1'-6"	4'-6"							Stirrups "I"
PBD1006	4	8'-2"										PBD655	16	8'-6"	S	—	2'-6"	3'-6"	2'-6"							Pedestals
PBD1007	4	7'-8"										PBD656	14	17'-6"	S	—	5'-9"	6'-0"	5'-9"							Stirrups "L"
					SOUTH PIER SHAFT							PBD657	23	13'-0"	S	—	5'-9"	1'-6"	5'-9"							Stirrups "L"
				PBD1010	4	14'-2"	Horiz. Bars	PBD1001	38	47'-6"	Long. Bars	PBD658	6	17'-6"	S	—	6'-8"	4'-2"	6'-8"							Stirrups "L"
				PBD1011	4	12'-8"																				
				PBD1012	4	11'-5"																				
PBD1100	50	58'-3"	Vert. Shaft	PBD1013	4	1'-4"																				
PBD1101	50	60'-0"	Vert. Shaft	PBD1014	4	9'-6"		PBD601	24	6'-0"	Support Bars															
				PBD1015	4	8'-8"						PBD665	2	18'-2"	S	—	6'-1"	6'-0"	6'-1"							Stirrups "L"
				PBD1016	4	8'-3"						PBD666	4	13'-3"	S	—	6'-1"	1'-6"	6'-1"							
				PBD1017	4	8'-2"						PBD667	8	10'-4"	S	—	7'-7"	4'-2"	7'-7"							
PBD1100	50	13'-5"	Dowels	PBD1017	4	7'-8"	Horiz. Bars					PBD668	3	23'-6"	S	—	9'-8"	4'-2"	9'-8"							
PBD1101	50	16'-5"	Dowels									PBD669	2	26'-4"	S	—	11'-1"	4'-2"	11'-1"							
												PBD670	2	30'-4"	S	—	13'-1"	4'-2"	13'-1"							
												PBD671	2	35'-8"	S	—	15'-9"	4'-2"	15'-9"							
												PBD672	8	19'-0"	S	—	7'-5"	4'-2"	7'-5"							
												PBD673	2	23'-4"	S	—	21'-8"	4'-2"	21'-8"</							

BENT BARS																
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION		
												NORTH PIER SHAFT				
PSD650	2	18'-2"	S	—	6'-1"	6'-0"	6'-1"							Stirrups "L"		
PSD651	4	13'-8"	S	—	6'-1"	1'-6"	6'-1"							↑		
PSD652	8	19'-2"	S	—	1'-6"	4'-2"	7'-6"									
PSD653	8	23'-6"	S	—	9'-8"	1'-2"	9'-3"									
PSD654	2	26'-4"	S	—	11'-1"	4'-2"	11'-1"									
PSD655	2	30'-4"	S	—	13'-1"	4'-2"	13'-1"									
PSD656	2	35'-8"	S	—	15'-9"	4'-2"	15'-9"							↓		
PSD657	10	22'-6"	S	—	9'-2"	4'-2"	7'-2"									
PSD658	4	25'-0"	S	—	10'-5"	4'-2"	10'-5"									
PSD659	4	28'-10"	S	—	12'-4"	4'-2"	12'-4"									
PSD660	2	34'-8"	S	—	15'-3"	4'-2"	15'-3"									
														Stirrups "L"		
PSD451	53	23'-0"	S	—	11'-0"	6'-0"	11'-0"							Ties		
PSD452	53	27'-3"	S	—	10'-6"	6'-0"	10'-6"							↑		
PSD453	53	1'-2"	JL	0'-6"	0'-6"											
PSD454	252	7'-4"	C	0'-6"	7'-4"											
PSD455	116	23'-0"	Y	0'-3"	2'-2"	4'-0"	6'-0"	2'-9"	0'-9"	1'-11"						
					x2		x2									
														Ties		
PSD674	2	26'-2"	S	—	11'-0"	4'-2"	11'-0"							↓		
PSD675	2	30'-2"	S	—	13'-0"	4'-2"	13'-0"									
PSD676	2	35'-8"	S	—	15'-9"	4'-2"	15'-9"									
PSD455	60	28'-3"	S	—	11'-0"	6'-0"	11'-0"							Ties		
PSD456	60	27'-0"	S	—	10'-6"	6'-0"	10'-6"							↑		
PSD457	60	7'-2"	JL	0'-6"	6'-0"											
PSD458	240	8'-4"	C	0'-6"	7'-4"											
PSD459	120	23'-0"	Y	0'-3"	2'-2"	4'-0"	6'-0"	2'-9"	0'-9"	1'-11"						
					x2		x2									
PSD677	14	22'-3"	J	—	2'-5"	—								14'-4" Curved Bar		
															SOUTH PIER CAP	
PSD661	24	1'-2"	S	—	5'-7"	6'-0"	5'-7"							Stirrups "L"		
PSD662	24	1'-2"	S	—	5'-7"	1'-6"	5'-7"							Stirrups "L"		
PSD663	24	15'-0"	S	—	4'-6"	6'-0"	4'-6"							Stirrups "Π"		
PSD664	56	10'-6"	S	—	4'-6"	1'-6"	4'-6"							Stirrups "Π"		
PSD665	56	13'-2"	S	—	4'-6"	4'-2"	4'-6"							Stirrups "Π"		
PSD666	14	8'-0"	S	—	2'-6"	2'-6"	2'-6"							Pedestals		
PSD667	14	1'-2"	S	—	2'-4"	2'-0"	2'-4"							Stirrups "		

GENERAL NOTES

1. First digit(s) following the letter of the Mark indicates size of reinf. bar.
Mark (A 502) bar size - #5
Mark (P 1001) bar size - #10
Mark (S 609) bar size - #6
2. Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

107-217

Revised ACI Standard	5-12-83
REVISIONS	DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE 21
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
PIER 4

AUGUSTA, MAINE Sept. 1933

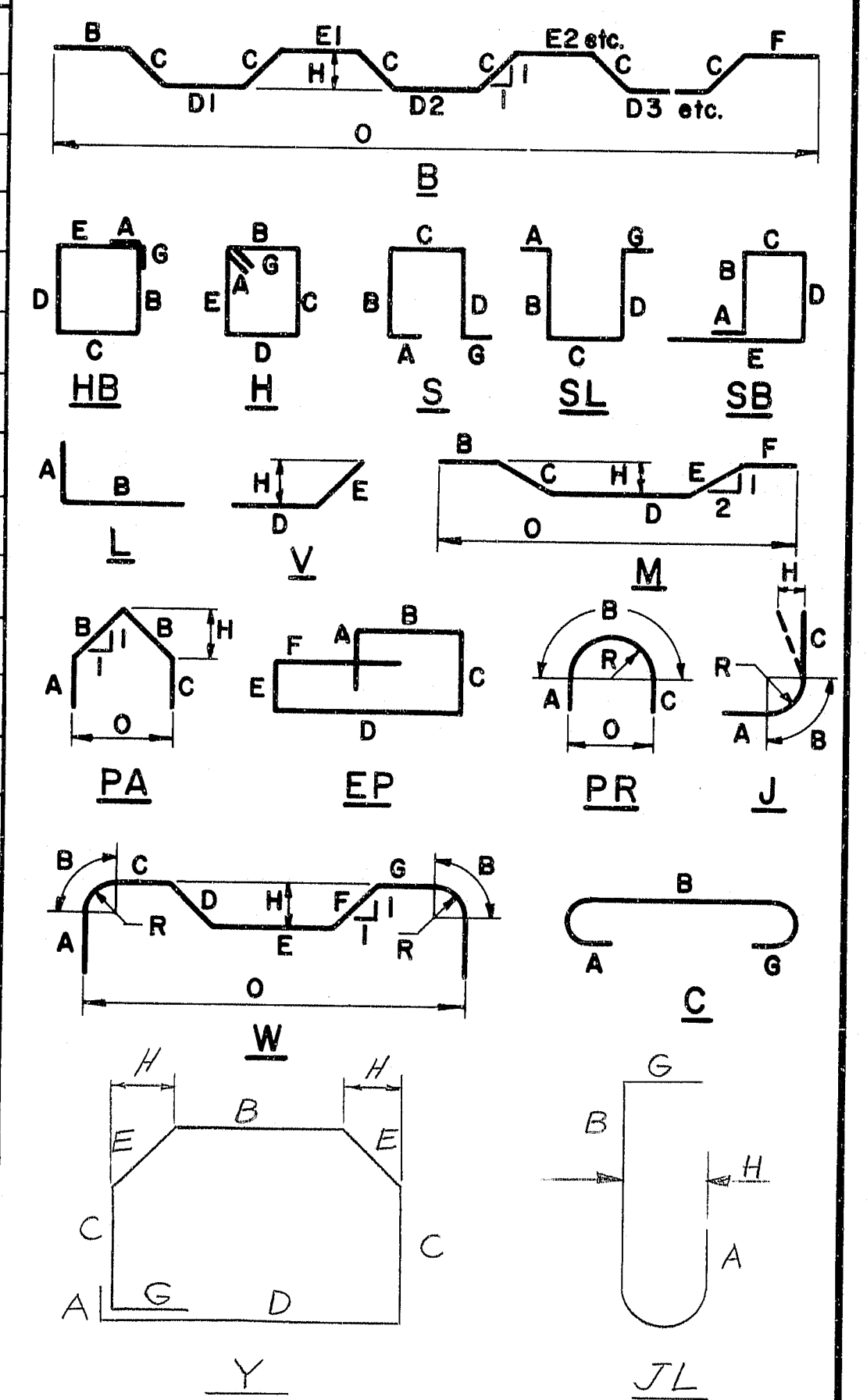
As BUILT J.W. Fanning Sta. 5 top 1

REINFORCING STEEL SCHEDULE

STRAIGHT BARS								BENT BARS																								
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION						
	PIER SHAFT				PIER CAP											PIER SHAFT																
PSE1000	8	14'-2"	Horiz. Bars	PCE1000	72	47'-6"	Long. Bars					PSE650	20	18'-4"	S	—	7'-1"	4'-2"	7'-1"								Stirrups "L"					
PSE1001	8	12'-8"	↑									PSE651	12	21'-0"	S	—	8'-5"	4'-2"	8'-5"								↑					
PSE1002	8	11'-5"											PSE652	4	23'-6"	S	—	9'-8"	4'-2"	9'-8"												
PSE1003	8	10'-4"		PCE600	48	6'-0"	Support Bars						PSE653	4	30'-4"	S	—	13'-1"	4'-2"	13'-1"												
PSE1004	8	9'-6"											PSE654	24	21'-0"	S	—	8'-5"	4'-2"	8'-5"												
PSE1005	8	8'-8"	↓									PSE655	4	23'-2"	S	—	9'-6"	4'-2"	9'-6"								↓					
PSE1006	8	8'-2"											PSE656	4	29'-10"	S	—	12'-10"	4'-2"	12'-10"												
PSE1007	8	7'-8"		Horiz. Bars									PSE657	4	26'-4"	S	—	11'-1"	4'-2"	11'-1"								Stirrups "L"				
													PSE658	4	26'-2"	S	—	11'-0"	4'-2"	11'-0"								do				
																										Stirrups "L"						
PSE1100	110	60'-0"	Vert. Shaft									PSE450	114	28'-0"	S	—	11'-0"	6'-0"	11'-0"								↑					
PSE1101	110	56'-6"	Vert. Shaft									PSE451	114	27'-0"	S	—	10'-6"	6'-0"	10'-6"									Ties				
												PSE452	114	7'-2"	JL	0'-6"	6'-0"					0'-8"	0'-4"									
												PSE453	456	8'-4"	C	0'-6"	7'-4"					0'-6"										
PBE1100	110	15'-5"	Dowels									PSE454	228	23'-5"	Y	0'-8"	2'-3"	4'-0"	6'-0"	2'-11"		0'-8"	1'-10 1/2"				↓					
PBE1101	110	13'-5"	Dowels														x2		x2							Ties						
												PSE1050	28	22'-3"	J	—	22'-3"	—							14'-4"	Curved Bar						
																	</															

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

TYPE-BENDING DIAGRAMS



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

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

Revised ACI Standard	5-12-83
REVISIONS	DATE
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
I-395 BRIDGE OVER PENOBSCOT RIVER BANGOR - BREWER PENOBSCOT COUNTY	
PIER 5	
AUGUSTA, MAINE Sept. 1983	

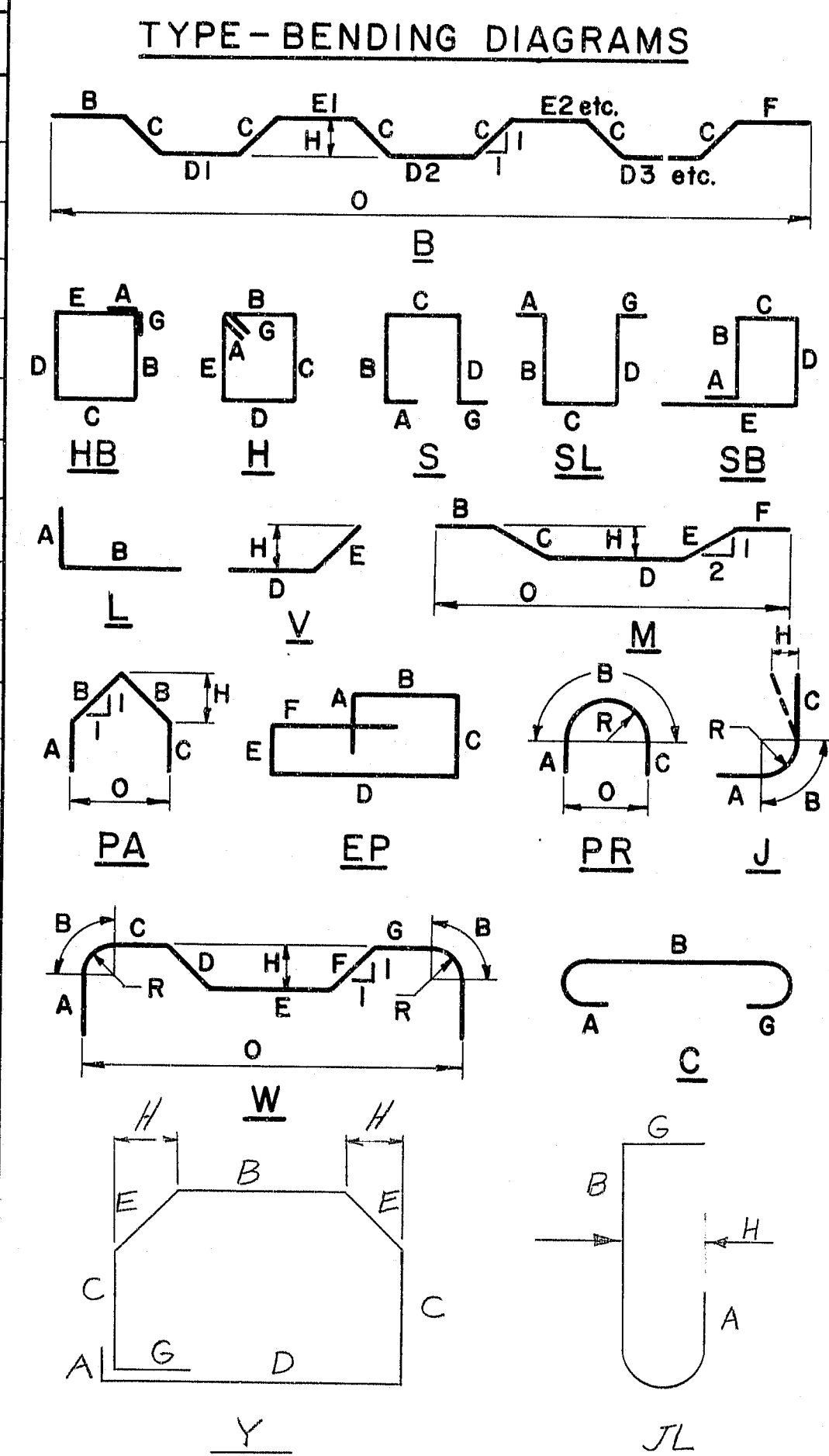
107-218

As Point of View for Steel

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

REINFORCING STEEL SCHEDULE																														
STRAIGHT BARS													BENT BARS																	
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION				
	PIER #6 SHAFT				PIER #6 CAP									PIER #6 SHAFT																
PSF1000	8	14'-2"	Horiz. Bars	PCF1000	72	47'-6"	Long. Bars					PSF650	16	17'-10"	S	—	6'-10"	4'-2"	6'-10"									Stirrups "L"		
PSF1001	8	12'-8"	↑									PSF651	16	21'-0"	S	—	8'-5"	4'-2"	8'-5"									↑		
PSF1002	8	11'-5"											PSF652	4	23'-6"	S	—	9'-8"	4'-2"	9'-8"										
PSF1003	8	10'-4"			PCF600	48	6'-0"	Support Bars					PSF653	4	30'-4"	S	—	13'-1"	4'-2"	13'-1"										
PSF1004	8	9'-6"											PSF654	20	20'-10"	S	—	8'-4"	4'-2"	8'-4"										
PSF1005	8	8'-8"	↓									PSF655	4	23'-4"	S	—	9'-7"	4'-2"	9'-7"									↓		
PSF1006	8	8'-2"											PSF656	4	30'-2"	S	—	13'-0"	4'-2"	13'-0"									Stirrups "L"	
PSF1007	8	7'-8"		Horiz. Bars									PSF657	8	26'-4"	S	—	11'-1"	4'-2"	11'-1"									do	
													PSF450	106	28'-0"	S	—	11'-0"	6'-0"	11'-0"									Ties	
PSF900	90	58'-0"	Vert. Shaft									PSF451	106	27'-0"	S	—	10'-6"	6'-0"	10'-6"									↑		
PSF901	92	53'-0"	Vert. Shaft									PSF452	106	7'-2"	JL	0'-6"	6'-0"						0'-8"	0'-4"			Ties			
												PSF453	424	8'-2"	C	0'-6"	7'-2"						0'-6"				↓			
												PSF454	212	22'-9"	Y	0'-8"	1'-9"	3'-9"	6'-0"	3'-1"			0'-8"	2'-1/2"				Ties		
PBF900	182	8'-8"	Dowels														x2		x2											
												PSF1050	28	22'-3"	J	—	22'-3"	—							14'-4"		Curved Bar			
																	PIER #6 CAP													
												PCF650	48	15'-4"	S	—	5'-7"	4'-2"	5'-7"									Stirrups "L"		
												PCF651	264	13'-2"	S	—	4'-6"	4'-2"	4'-6"									Stirrups "Π"		
												PCF652	32	8'-6"	S	—	2'-6"	3'-6"	2'-6"									Pedestals		
												PCF653	40	14'-2"	S	—	5'-0"	4'-2"	5'-0"									Stirrups "U"		
												PCF654	20	16'-8"	S	—	6'-3"	4'-2"	6'-3"									Stirrups "U"		
	PIER #7 SHAFT				PIER #7 CAP									PIER #7 SHAFT																
PSG1000	8	14'-2"	Horiz. Bars	PCG1000	72	47'-6"	Long. Bars					PSG650	16	17'-10"	S	—	6'-10"	4'-2"	6'-10"									Stirrups "L"		
PSG1001	8	12'-8"										PSG651	16	21'-4"	S	—	8'-7"	4'-2"	8'-7"									↑		
PSG1002	8	11'-5"										PSG652	4	23'-8"	S	—	9'-9"	4'-2"	9'-9"											
PSG1003	8	10'-4"		PCG600	48	6'-0"	Support Bars					PSG653	4	30'-6"	S	—	13'-2"	4'-2"	13'-2"											
PSG1004	8	9'-6"										PSG654	24	21'-0"	S	—	8'-5"	4'-2"	8'-5"											
PSG1005	8	8'-8"										PSG655	4	26'-2"	S	—	11'-0"	4'-2"	11'-0"									↓		
PSG1006	8	8'-2"										PSG656	4	23'-4"	S	—	9'-7"	4'-2"	9'-7"											
PSG1007	8	7'-8"	Horiz. Bars									PSG657	4	30'-2"	S	—	13'-0"	4'-2"	13'-0"								Stirrups "L"			
												PSG658	4	26'-6"	S	—	11'-2"	4'-2"	11'-2"								do			
												PSG450	120	28'-0"	S	—	11'-0"	6'-0"	11'-0"									Ties		
												PSG451	120	27'-0"	S	—	10'-6"	6'-0"	11'-0"									↑		
PSG1008	90	60'-0"	Vert Shaft									PSG452	120	7'-2"	JL	0'-6"	6'-0"						0'-8"	0'-4"						
PSG1009	90	59'-3"	Vert. Shaft									PSG453	480	8'-3"	C	0'-6"	7'-3"						0'-6"							
												PSG454	240	23'-1"	Y	0'-3"	1'-9"	4'-0"	6'-0"	2'-11 1/2"			0'-3"	2'-1/4"				Ties		
																	x2		x2											
												PSG1050	28	22'-3"	J	—	22'-3"	—							14'-4"		Curved Bar			
												PBG1050	90	15'-7"	L	1'-10"	13'-9"										Dowels			
												PBG1051	90	11'-2"	L	1'-10"	9'-4"										Dowels			
																	PIER #7 CAP													
												PCG650	48	15'-8"	S	—	5'-9"	4'-2"	5'-9"									Stirrups "L"		
												PCG651	264	13'-2"	S	—	4'-6"	4'-2"	4'-6"									Stirrups "U"		
												PCG652	32	8'-6"	S	—	2'-6"	3'-6"	2'-6"									Pedestals		
												PCG653	40	14'-4"	S	—	6'-1"	4'-2"	6'-1"									Stirrups "U"		
												MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION				

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



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

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

107-219

Revised ACI Standard 5-12-83

REVISIONS

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

As Built Fall 1933

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

TYPE-BENDING DIAGRAMS

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



All dimensions are out to out of reinf. bar

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

Reinforcing Bar: ASTM A615 Grade 60

1. First digit(s) following the letter of the Mark indicates size of reinforcement bar.

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




	Revised C505	7-3-87
	Revised ACI Standards	5-12-83
	REVISION	DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

(SPANS 1 & 2)
AUGUSTA, MAINE Sept. 198

As BUILT for 4" wide steel

REINFORCING STEEL SCHEDULE																										
SUPERSTRUCTURE SLAB				STRAIGHT BARS				BENT BARS																		
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
S506	1092	49'-3"	Spans #3-#5	S651	1306	60'-0"	Spans #3-#5																			
S508	54	30'-0"	Span #3 (Lt. & Rt.)																							
S509	18	31'-3"	Span #3 (Lt.)																							
S510	26	32'-4"	Span #3 (Lt.)	S662	101	32'-6"	Over Pier #4 (Lt. & Rt.)																			
S511	13	34'-4"	Span #3 (Lt.)																							
S512	21	35'-2"	Span #3 (Lt.)	S669	3	14'-0"	End of Slab (Lt.)																			
S513	13	37'-3"	Span #3 (Lt.)	S671	9	57'-0"	Span #4 (Lt. & Rt.)																			
S514	21	38'-1"	Span #3 (Lt.)																							
S515	10	39'-7"	Span #3 (Rt.)	S725	6	60'-0"	End of Slab (Lt. & Rt.)																			
S516	17	40'-5"	Span #3 (Rt.)	S726	3	9'-3"	End of Slab (Lt.)																			
S517	14	12'-9"	Span #3 (Rt.)	S727	3	13'-0"	End of Slab (Rt.)																			
S518	27	13'-7"	Span #3 (Rt.)	S806	570	60'-0"	Over Piers #3 & #4																			
S519	14	15'-11"	Span #3 (Rt.)	S807	159	44'-10"	Over Pier #3																			
S520	26	16'-9"	Span #3 (Rt.)	S808	126	37'-8"	Over Pier #4																			
S521	18	19'-11"	Span #3 (Rt.)	S812	872	10'-0"	Sign Table																			
S522	31	21'-9"	Span #3 (Rt.)																							
S523	20	40'-0"	Over Pier #3 (Lt. & Rt.)	PERMANENT CONCRETE BARRIER TYPE II & CURB																						
S524	68	41'-0"	Span #4 (Lt. & Rt.)	*BR525	96	60'-0"	Spans #3-#5																			
S525	82	39'-4"	Span #4 (Lt. & Rt.)	C500	33	60'-0"	Spans #3-#5 (Lt. & Rt.)																			
S526	59	56'-0"	Span #4 (Rt.)	C506	3	57'-9"	Span #3 (Lt.)																			
S527	14	33'-2"	Over Pier #4 (Lt. & Rt.)	C507	3	18'-9"	Span #3 (Rt.)																			
				C508	6	38'-0"	Span #4 (Lt. & Rt.)			</																

GENERAL NOTES		
1. First digit(s) following the letter of the Mark indicates size of reinf. bar.		
Mark (A 502) bar size - #5		
Mark (P 1001) bar size - #10		
Mark (S 603) bar size - #6		
2. Each Truss bar Type Bar# may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the Truss bar. Payment in either case shall be on Truss bars as scheduled on plans.		
	Revised bar 5812	12-3-84
CONTRACT #4		
	Revised BR602, BR791, C503, C572 & C576	7-3-84
	Revised AC Standards	5-12-83
REVISION		DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
107-221
I-395 BRIDGE 266
OVER
PENOBSCOT RIVER
BANGOR - BREWER
PENOBSCOT COUNTY
SUPERSTRUCTURE SPANS 3-5
AUGUSTA, MAINE Sept 1978

As BUILT ^{5/31} ~~5/31~~ Steel

REINFORCING STEEL SCHEDULE																											
STRAIGHT BARS														BENT BARS													
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
SUPERSTRUCTURE														SUPERSTRUCTURE													
5506	2284	49'-3"	Spans #5-8 (Lt & Rt)					5505	78	6'-10"	A	-	1'-9"	1'-3"	2'-1"	1'-9"											End of Slab Abut. #2
5531	14	53'-3"	Over Pier #5 (Lt & Rt)					5627	1142	50'-11"	B	-	7'-11"	11"	6'-8"	6'-0"	5'-6"	-	8"	49'-5"							Spans #5-8
5533	78	36'-9"	Span #6 (Lt & Rt)					5630	98	27'-10"	Z	-	6'-6"	11"	7'-1"	6'-5"	5'-1"	-	8"	27'-1"							Span #8 (Rt)
5535	14	40'-5"	Over Pier #6 (Lt & Rt)					5631	98	27'-7"	Z	-	6'-3"	11"	7'-1"	6'-5"	5'-1"	-	8"	26'-10"							Span #8 (Rt)
5537	78	39'-9"	Span #7 (Lt & Rt)					5768	620	14'-4"	B	-	3'-0"	11"	6'-6"	-	3'-0"	-	8"	13'-10"							Spans #5-8 (Lt)
5538	112	41'-6"	Span #7 (Lt & Rt)					PERMANENT CONCRETE BARRIER TYPE II																			
5539	14	47'-6"	Over Pier #7 (Lt & Rt)					BR502	621	8'-10"	K	6"	3'-6"	10"	3'-6"	6"											Spans #5-8 (Lt)
5541	78	6'-9"	Span #8 (Lt & Rt)					CURB																			
5542	59	7'-6"	Span #8 (Lt & Rt)					C505	99	5'-1"	S	6"	1'-6"	1'-1"	1'-6"	-	-	6"									Span #8 (Rt)
5543	1240	13'-8"	Spans #5-8 (Lt)					C596	1143	5'-1"	S	6"	1'-6"	1'-1"	1'-6"	-	-	6"									Spans #5-8 (Lt & Rt)
5550	696	60'-0"	Span #5-8 (Lt & Rt)																								
5563	12	4'-8"	End of Slab (Lt & Rt)																								
5565	24	13'-8"	End of Slab (Lt & Rt)																								
5567	18	15'-3"	End of Slab (Rt)																								
5643	199	54'-8"	Span #8 (Rt)																								
5651	439	60'-0"	Spans #5-8 (Lt & Rt)																								
5663	101	54'-3"	Over Pier #5 (Lt & Rt)																								
5664	101	39'-3"	Over Pier #6 (Lt & Rt)																								
5665	101	46'-3"	Over Pier #7 (Lt & Rt)																								
5667	59	9'-3"	Span #8 (Lt & Rt)																								
5669	3	13'-8"	End of Slab (Lt)																								
5670	3	49'-0"	End of Slab (Rt)																								
5673	9	39'-9"	Span #6 (Lt)																								
5674	9	42'-9"	Span #7 (Lt)																								
5806	378	60'-0"	Over Pier #5-7 (Lt & Rt)																								
5809	126	56'-8"	Over Pier #5 (Lt & Rt)																								
5810	126	42'-8"	Over Pier #6 (Lt & Rt)																								
5811	126	49'-8"	Over Pier #7 (Lt & Rt)																								
PERMANENT CONCRETE BARRIER TYPE II																											
BR525	80	60'-0"	Spans #5-8																								
BR533	8	42'-6"	Abut. #2 end																								
CURB																											
C500	24	60'-0"	Spans #6-8																								
C510	6	37'-0"	Span #6 (Lt & Rt)																								
C511	6	40'-0"	Span #7 (Lt & Rt)																								
C512	6	7'-0"	Span #8 (Lt & Rt)																								
C803	6	56'-8"	Over Pier #1 (Lt & Rt)																								
C806	18	60'-0"	Over Pier #5-7																								
C807	6	49'-8"	Over Pier #7 (Lt & Rt)																								
C809	6	42'-8"	Over Pier #6 (Lt & Rt)																								
														107-222													
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	

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

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

All dimensions are out to out of reinf. bar.
Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318-81.
Reinforcing Bar: ASTM A615 Grade 60

GENERAL NOTES

- First digit(s) following the letter of the Mark indicates size of reinf. bar.
Mark (A 502) bar size - #5
Mark (P 100) bar size - #10
Mark (S 603) bar size - #6
- Each truss bar, Type Bar 2, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

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

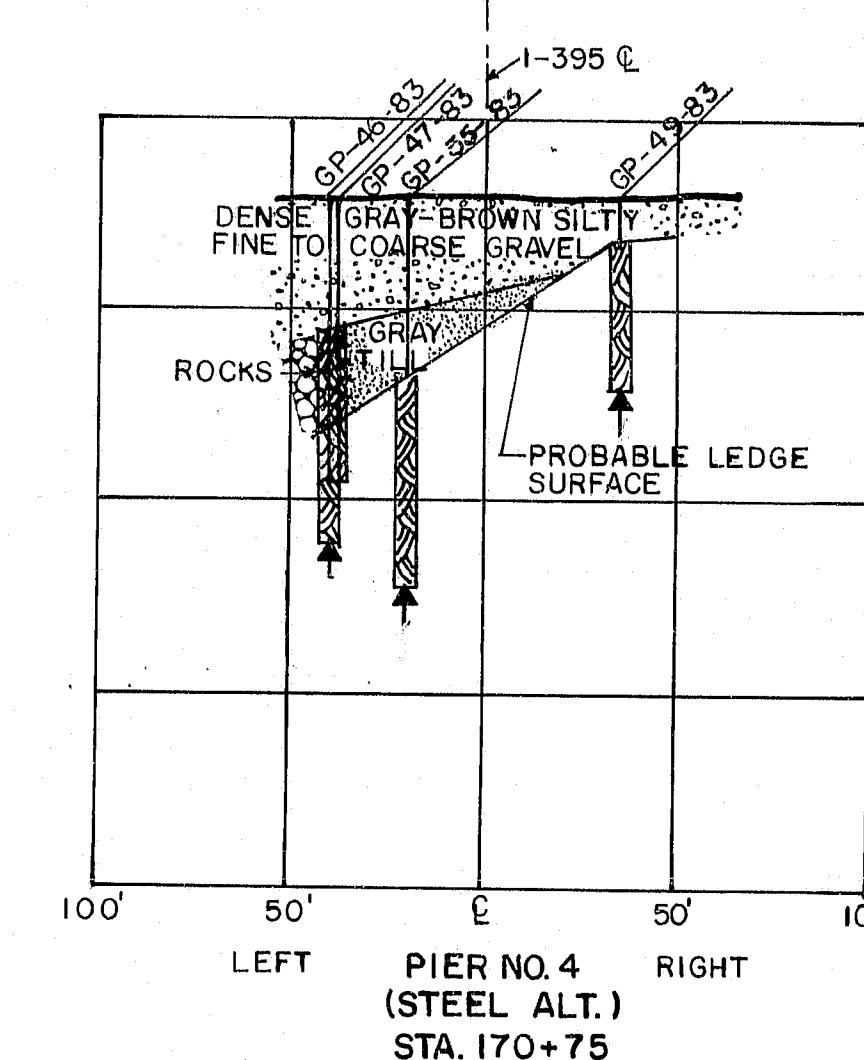
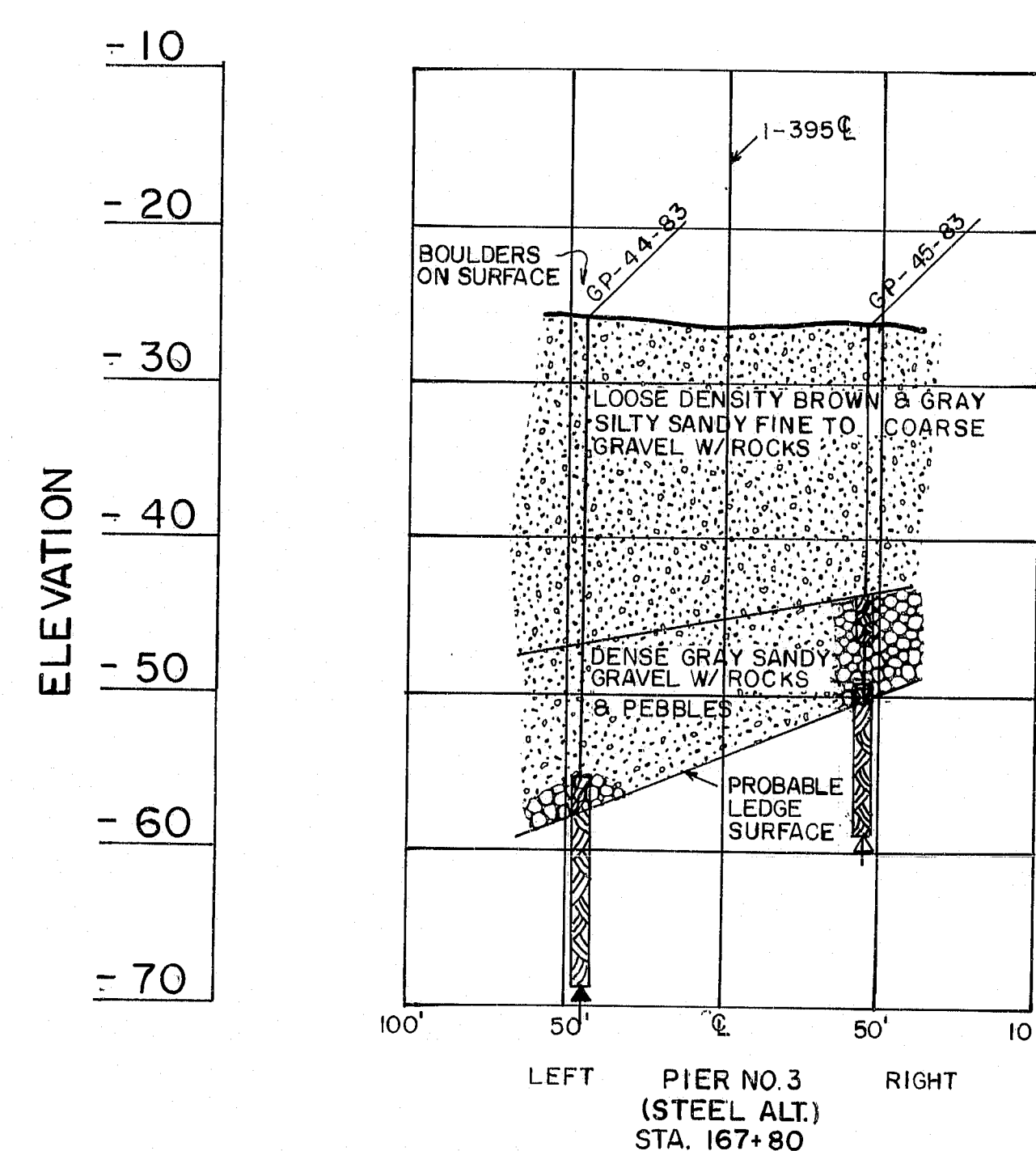
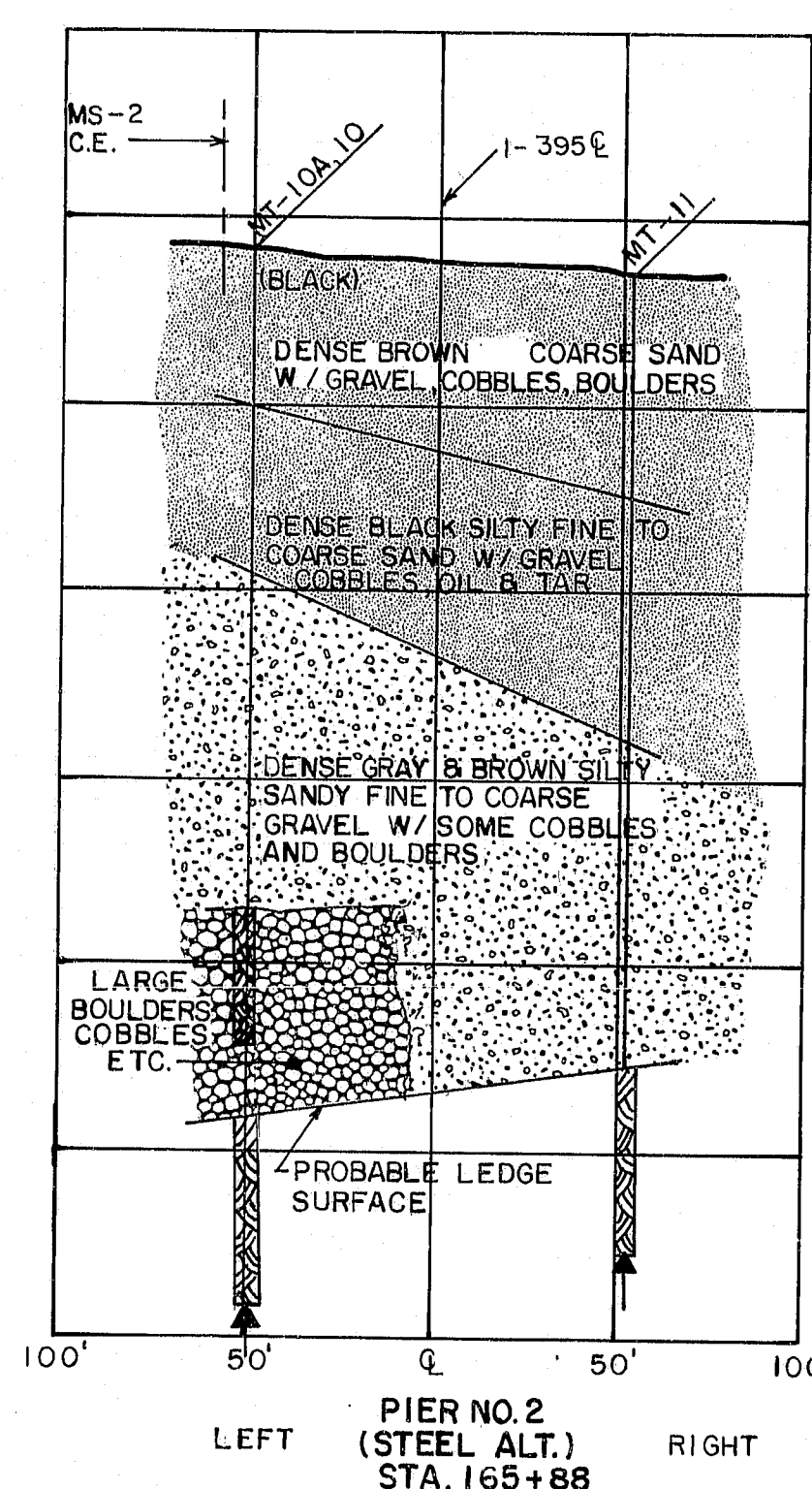
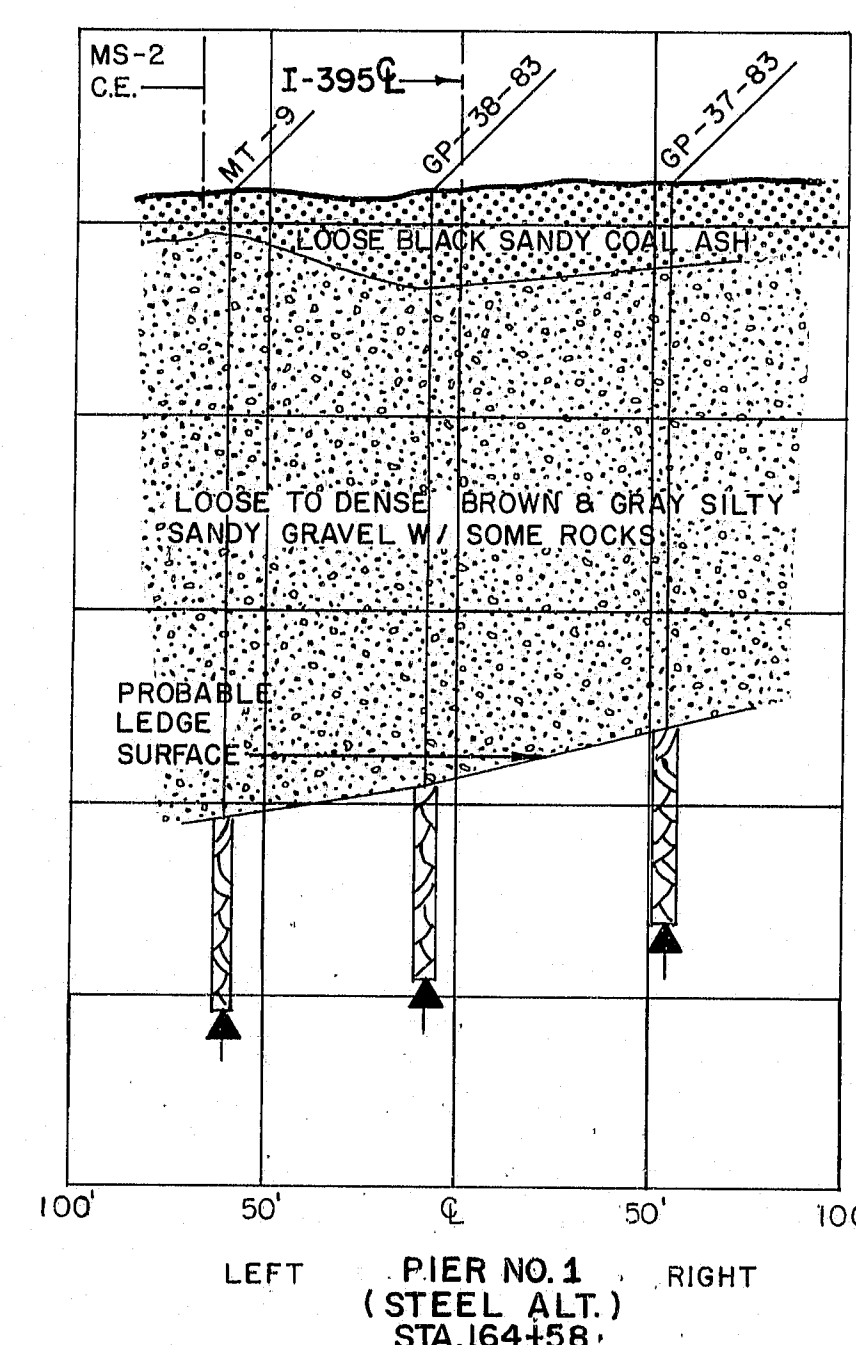
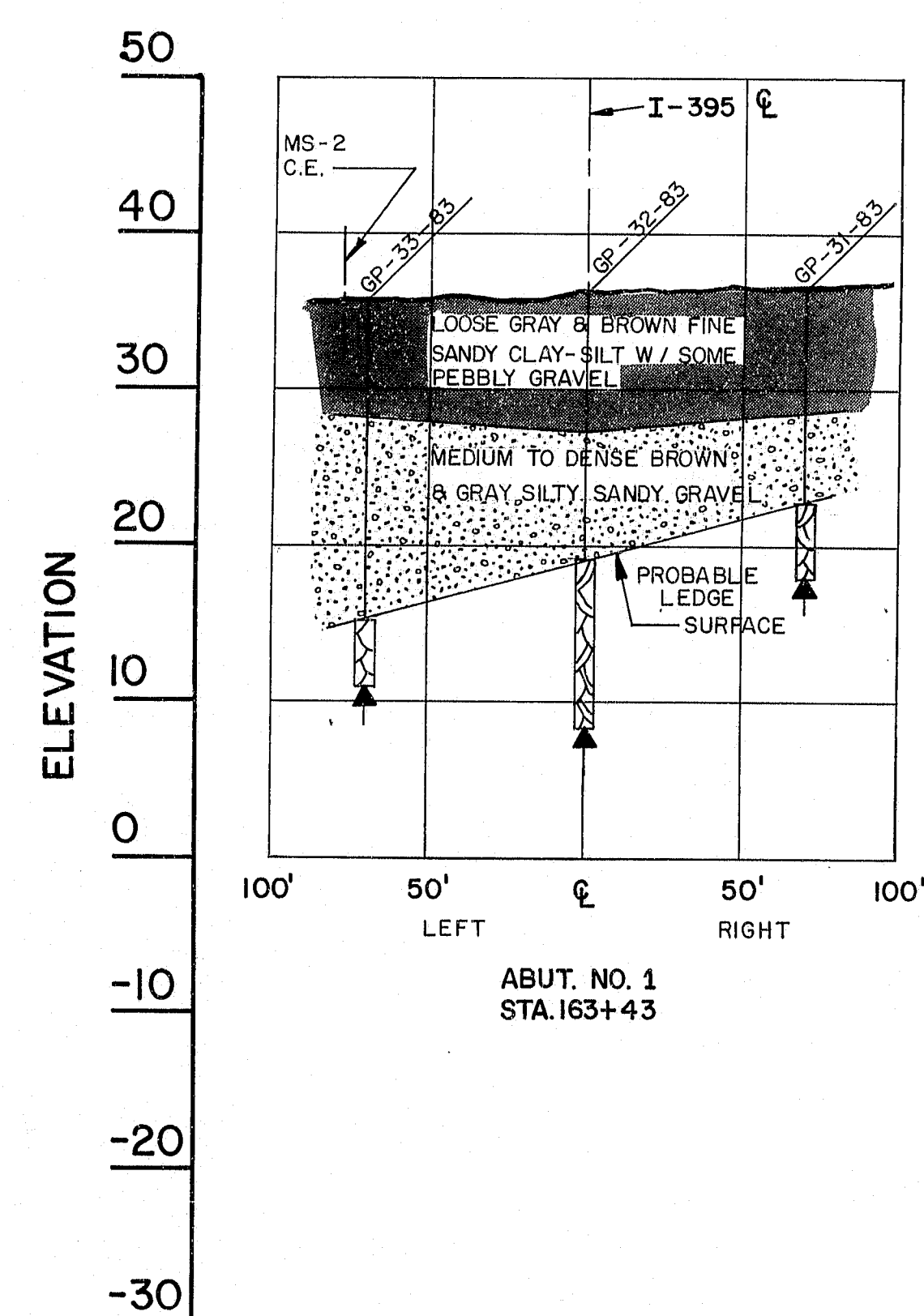
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

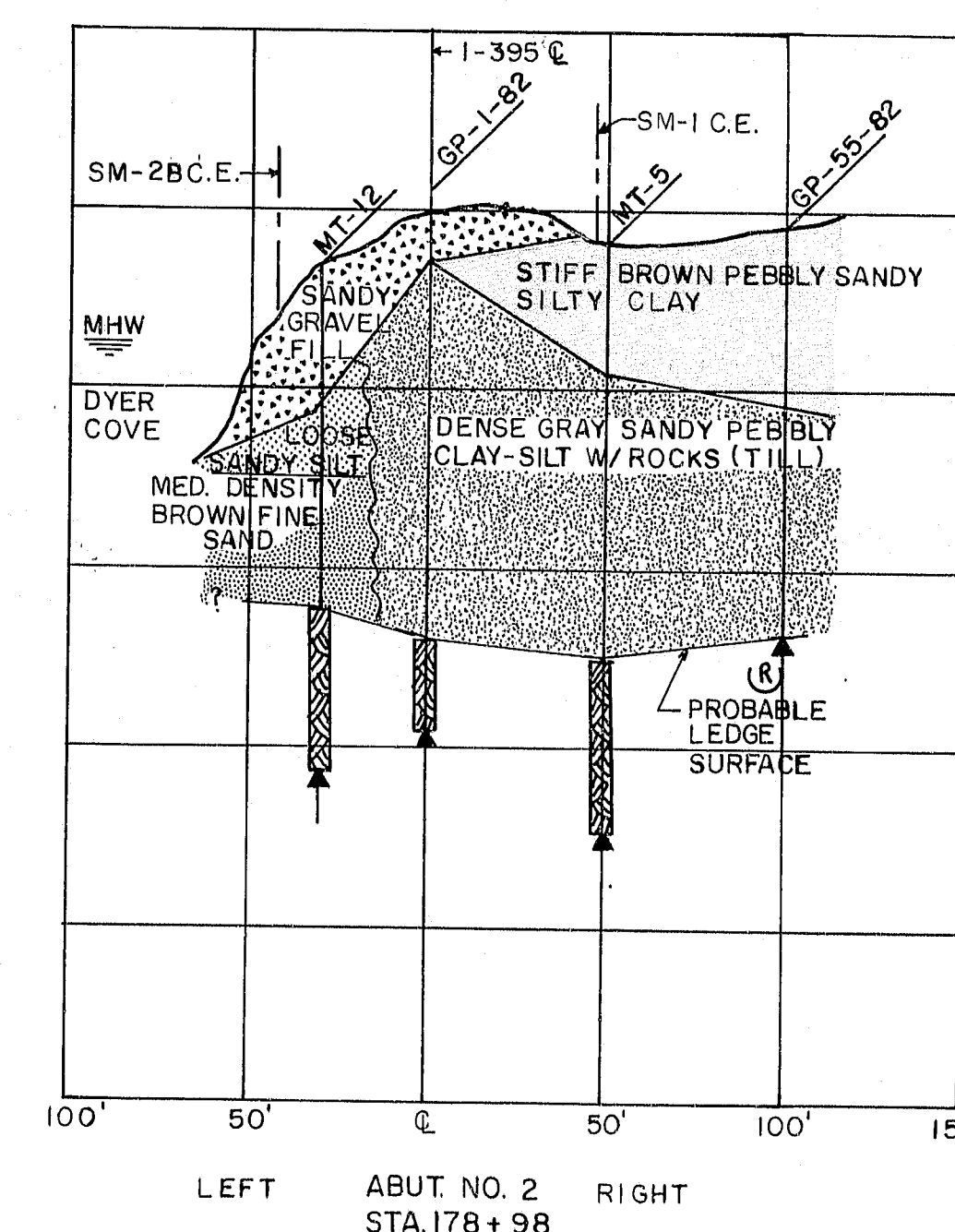
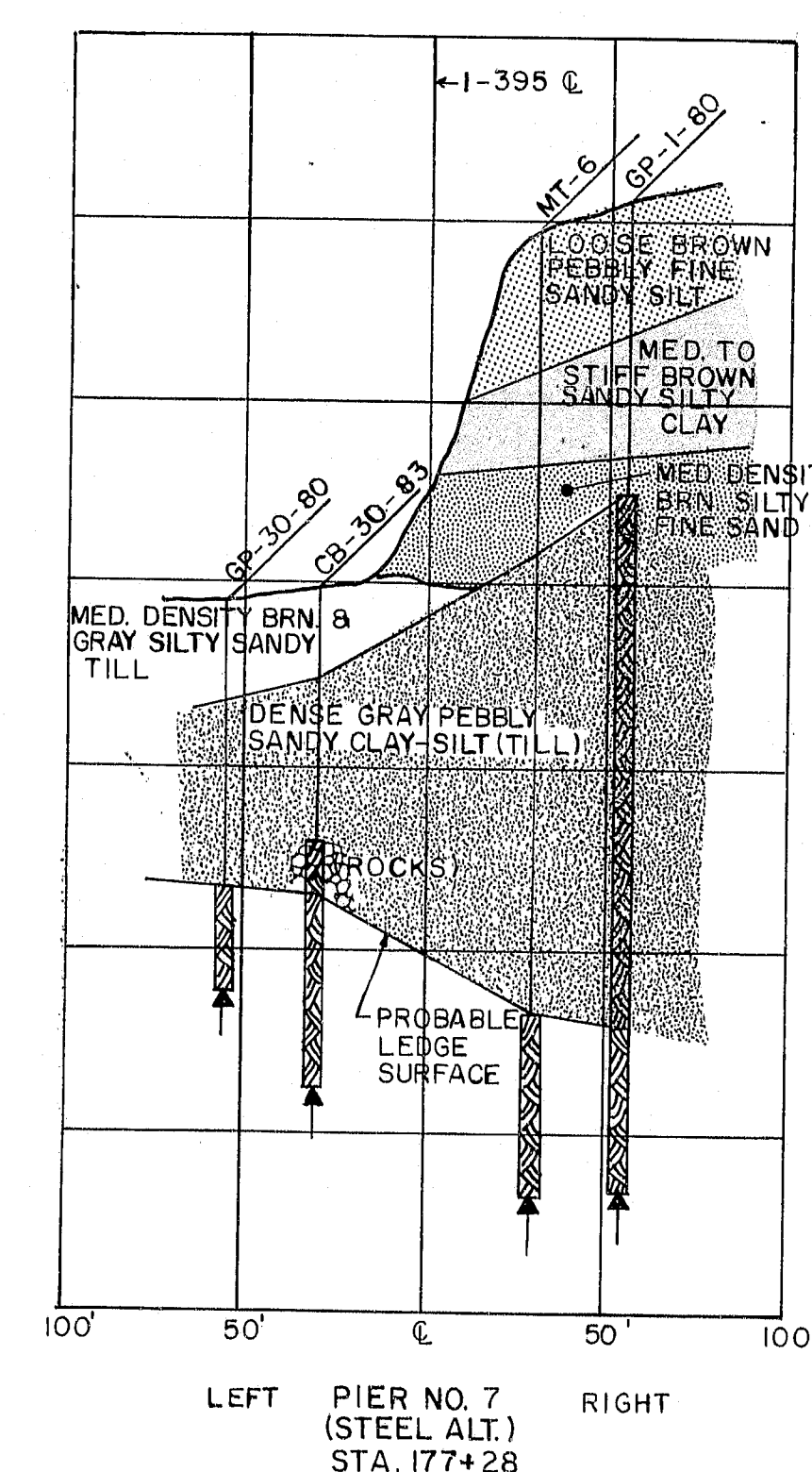
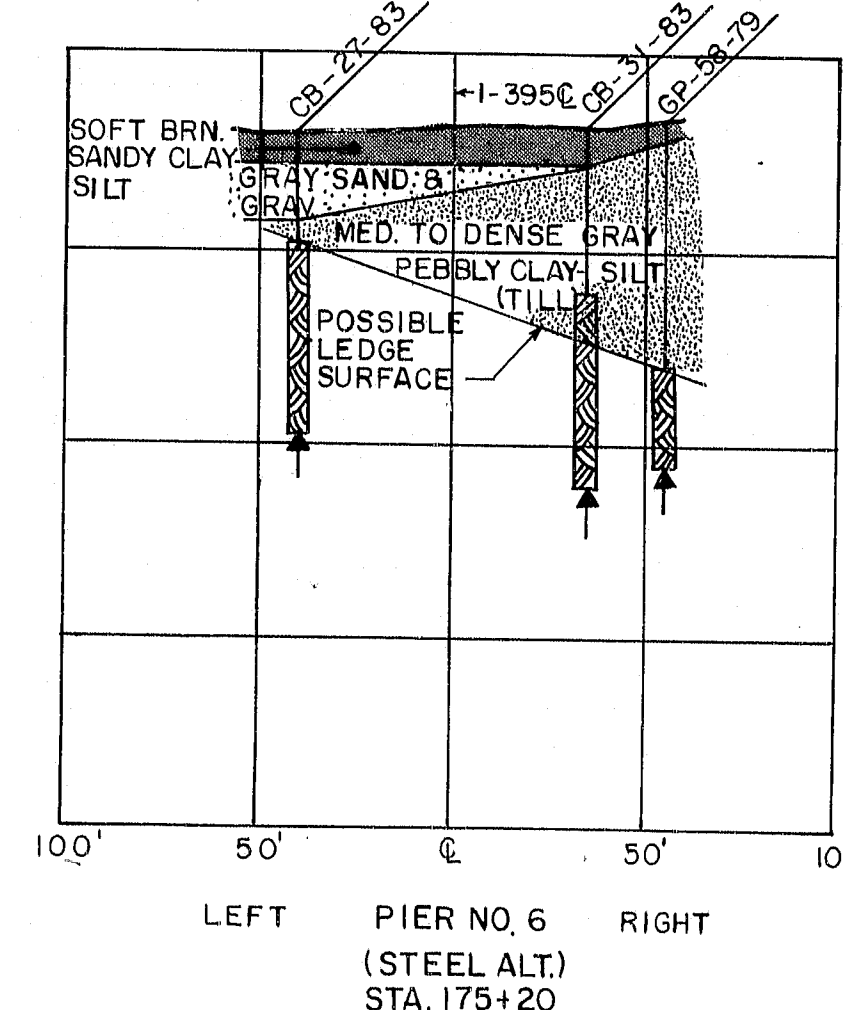
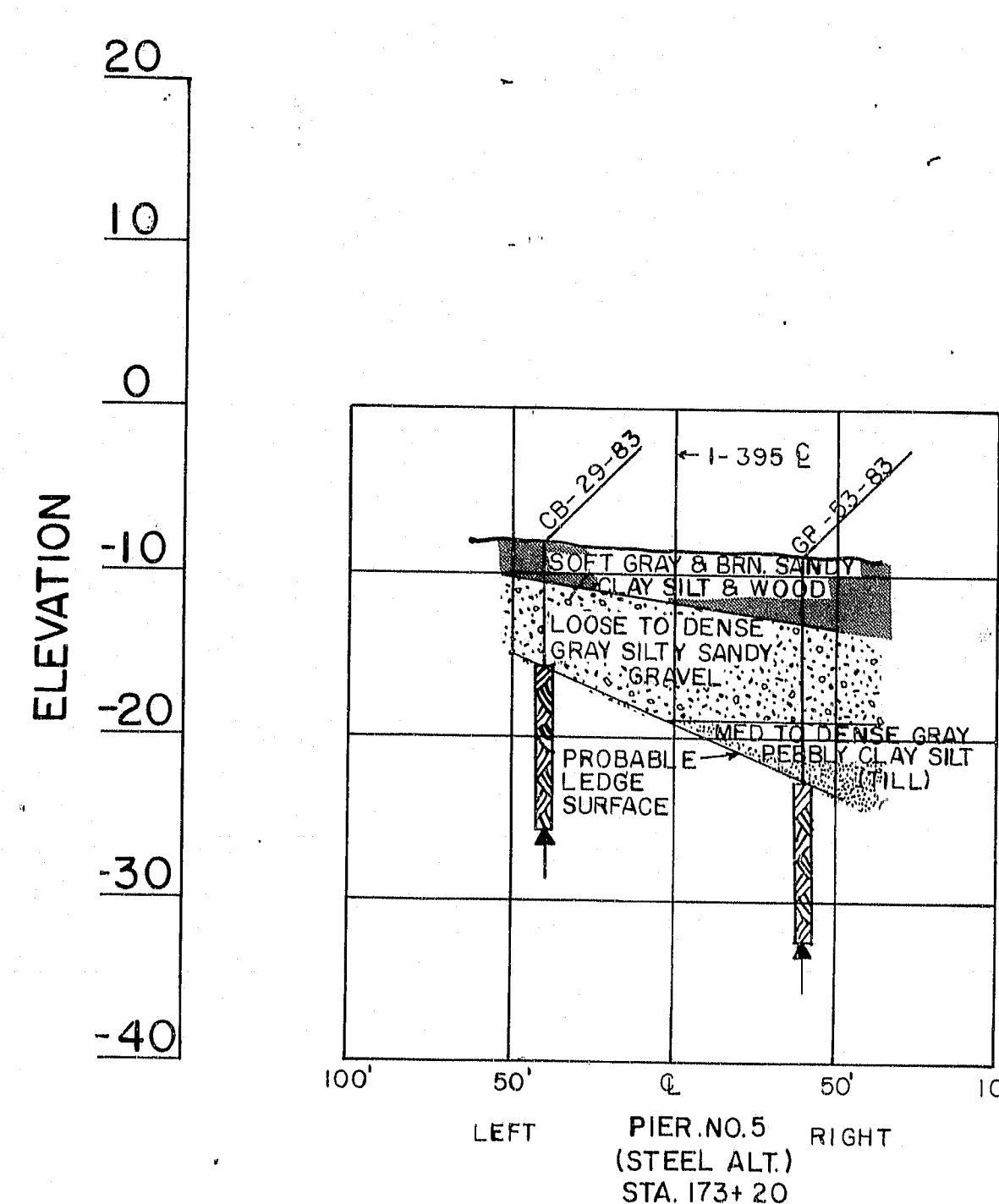
107-222

As Built from Maine Steel

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



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



107-224

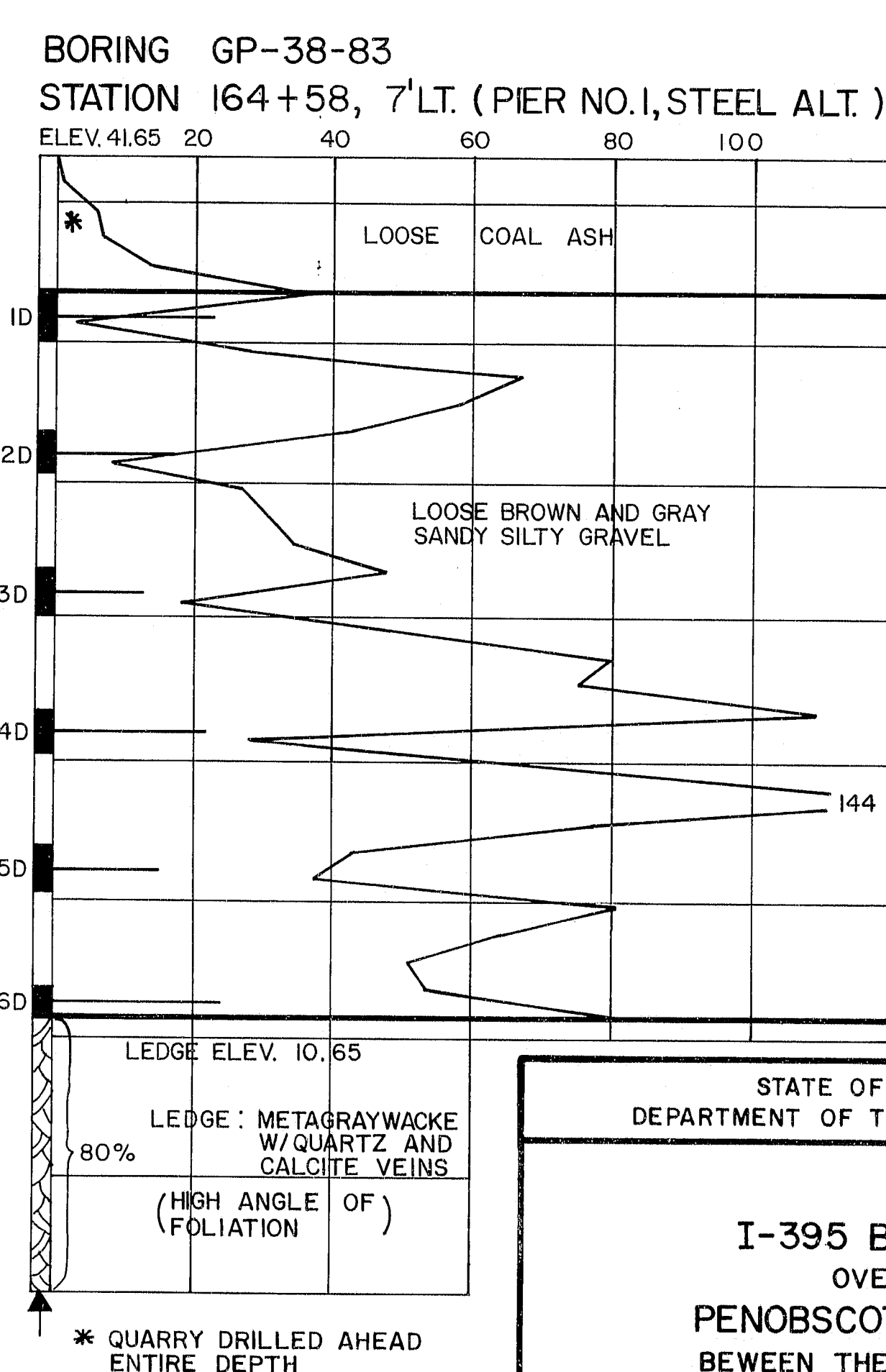
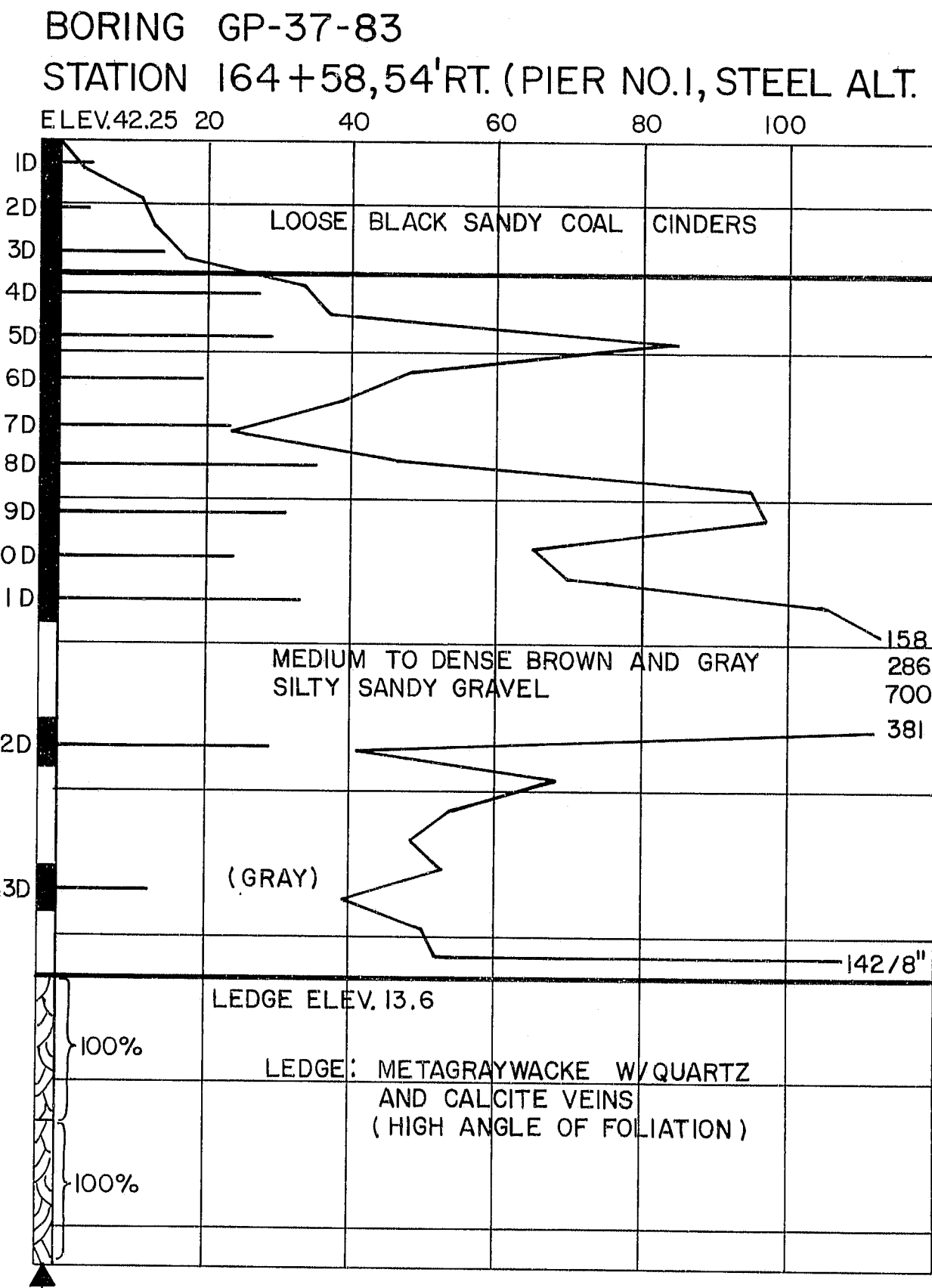
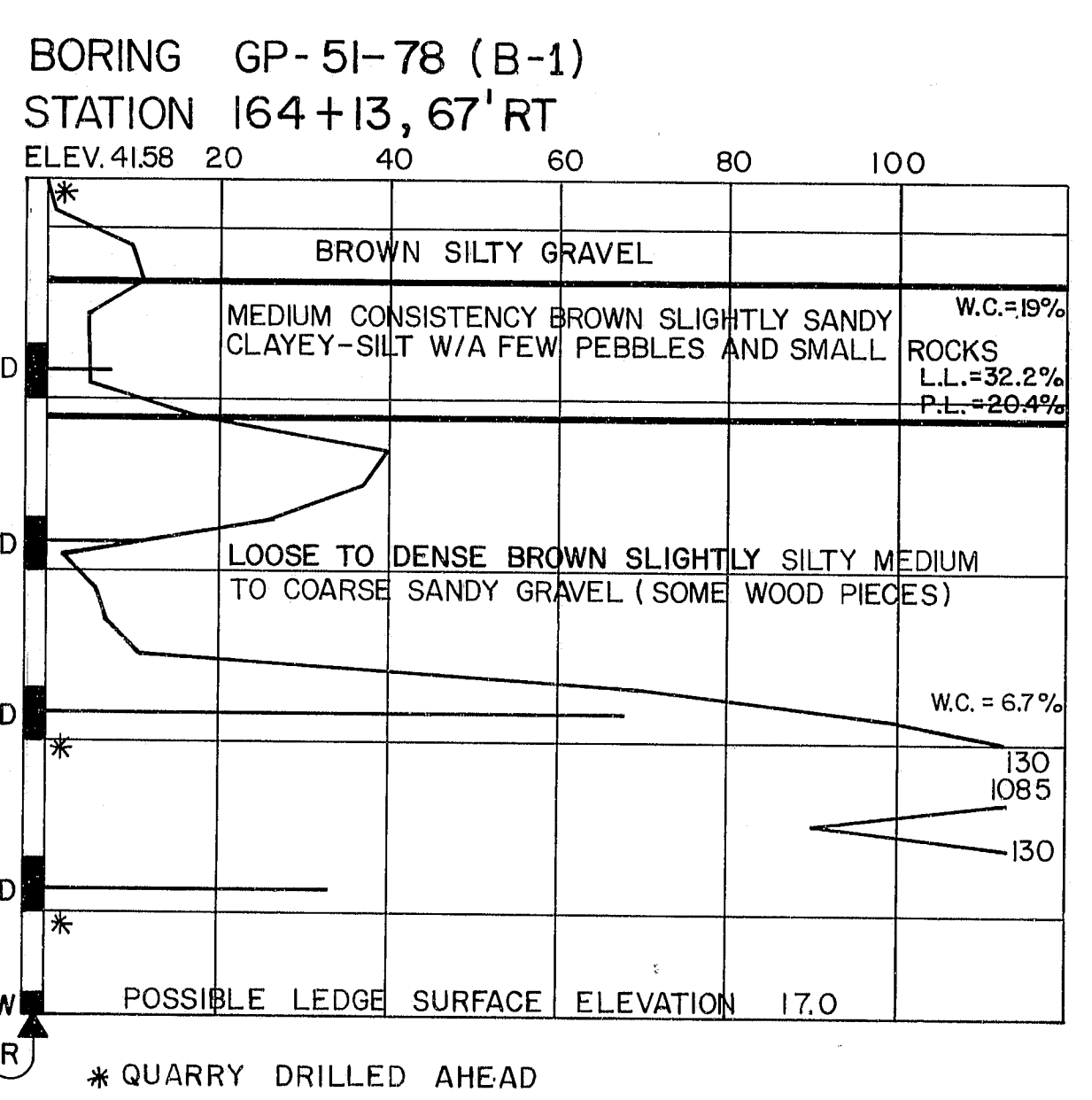
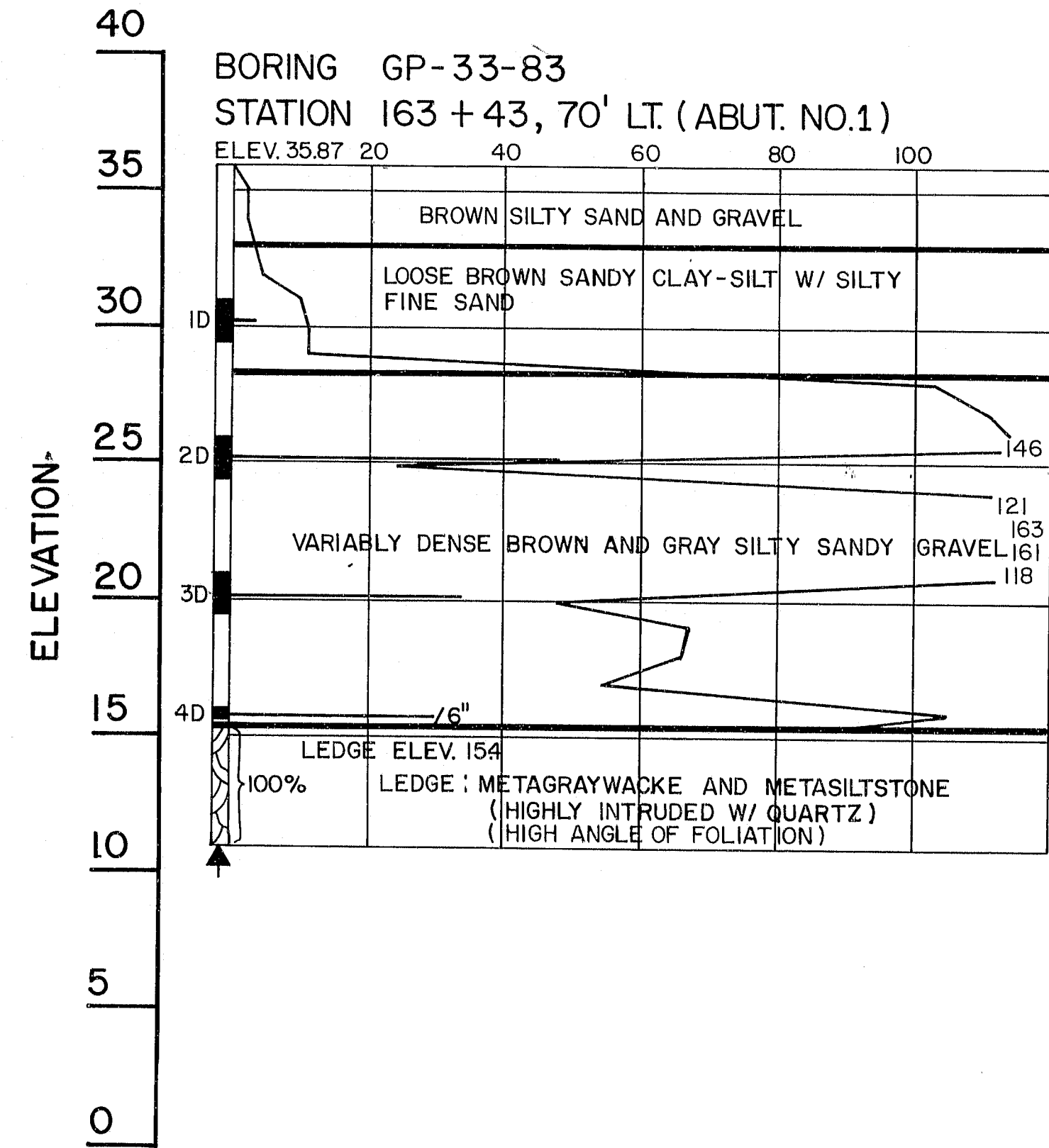
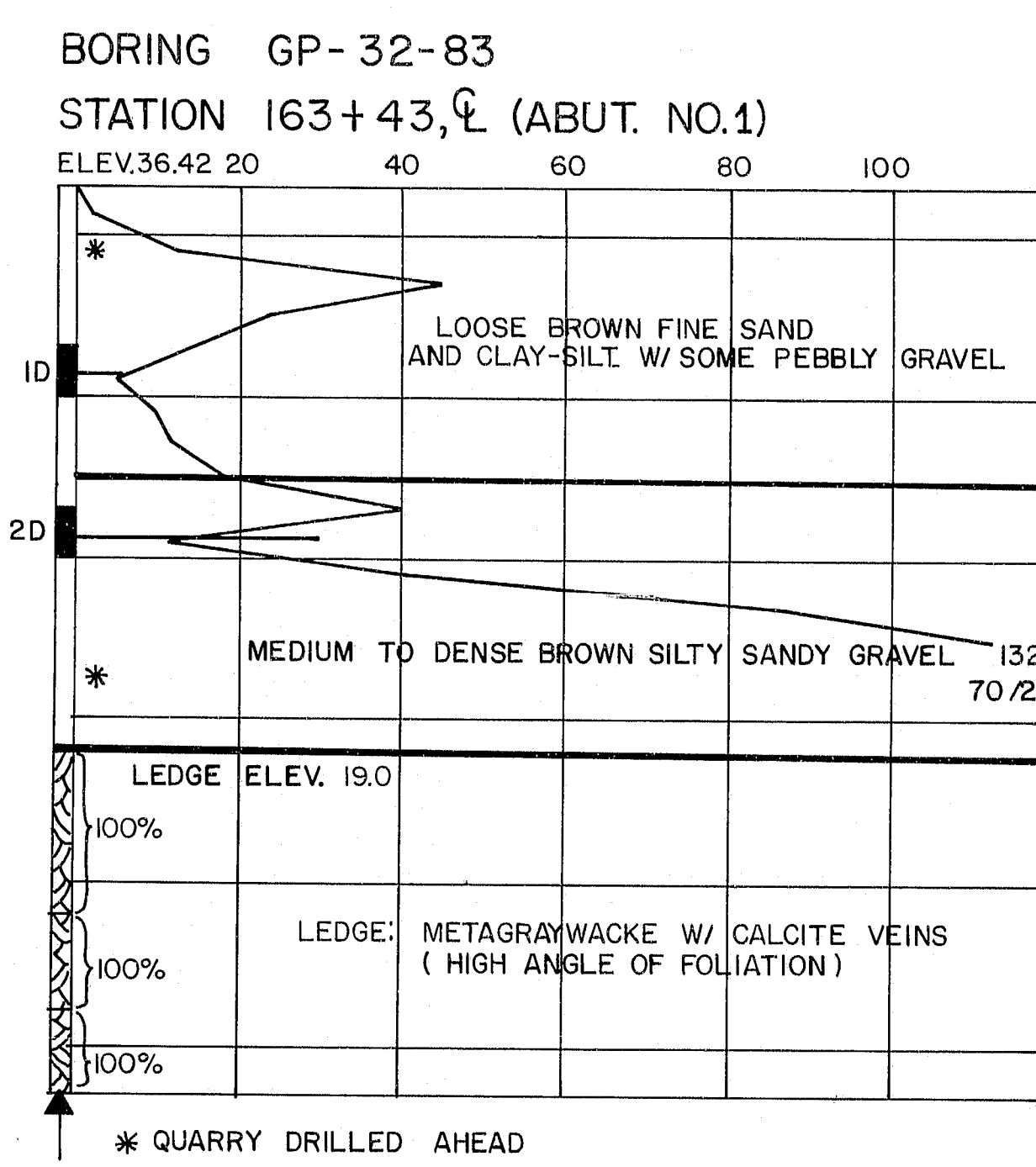
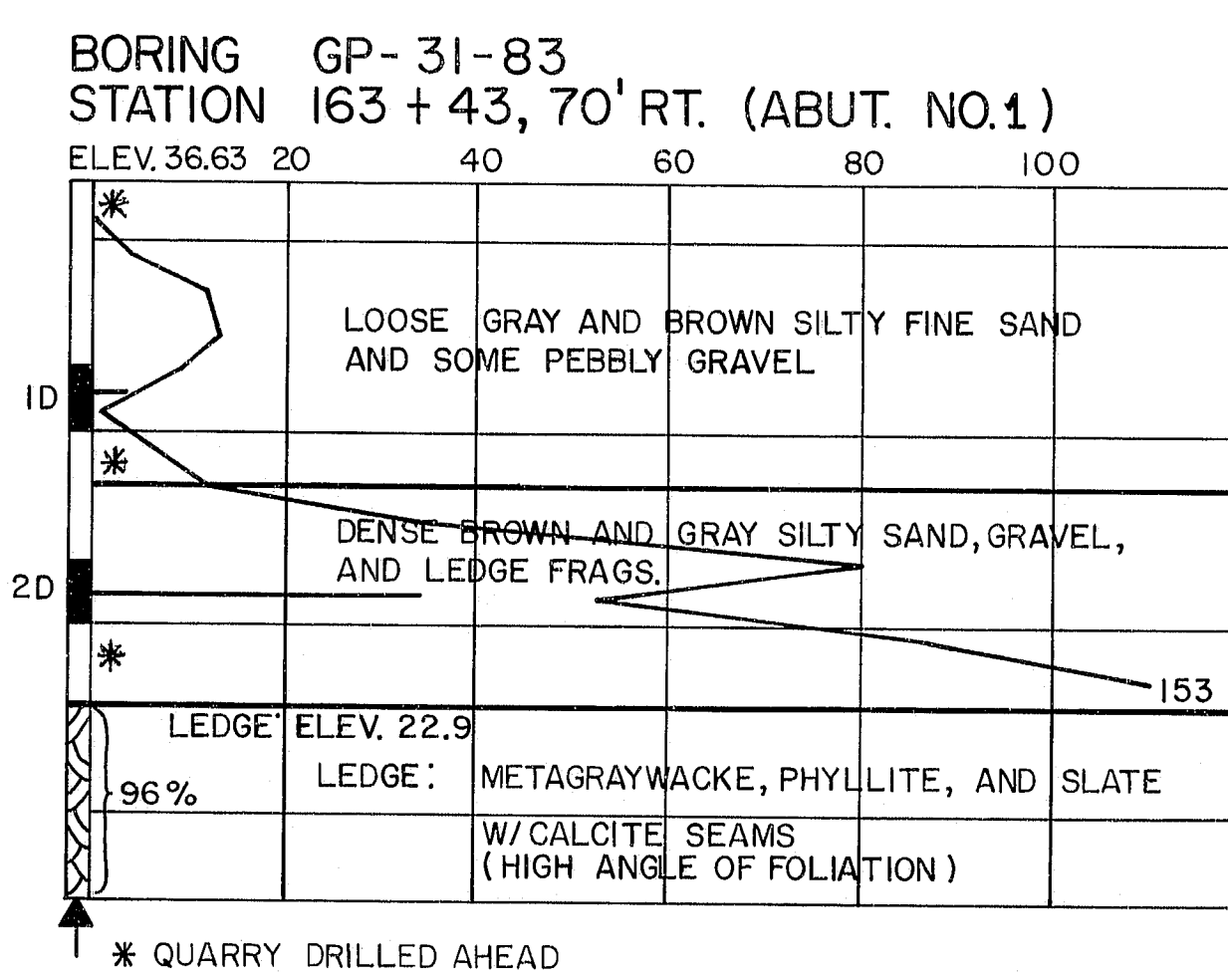
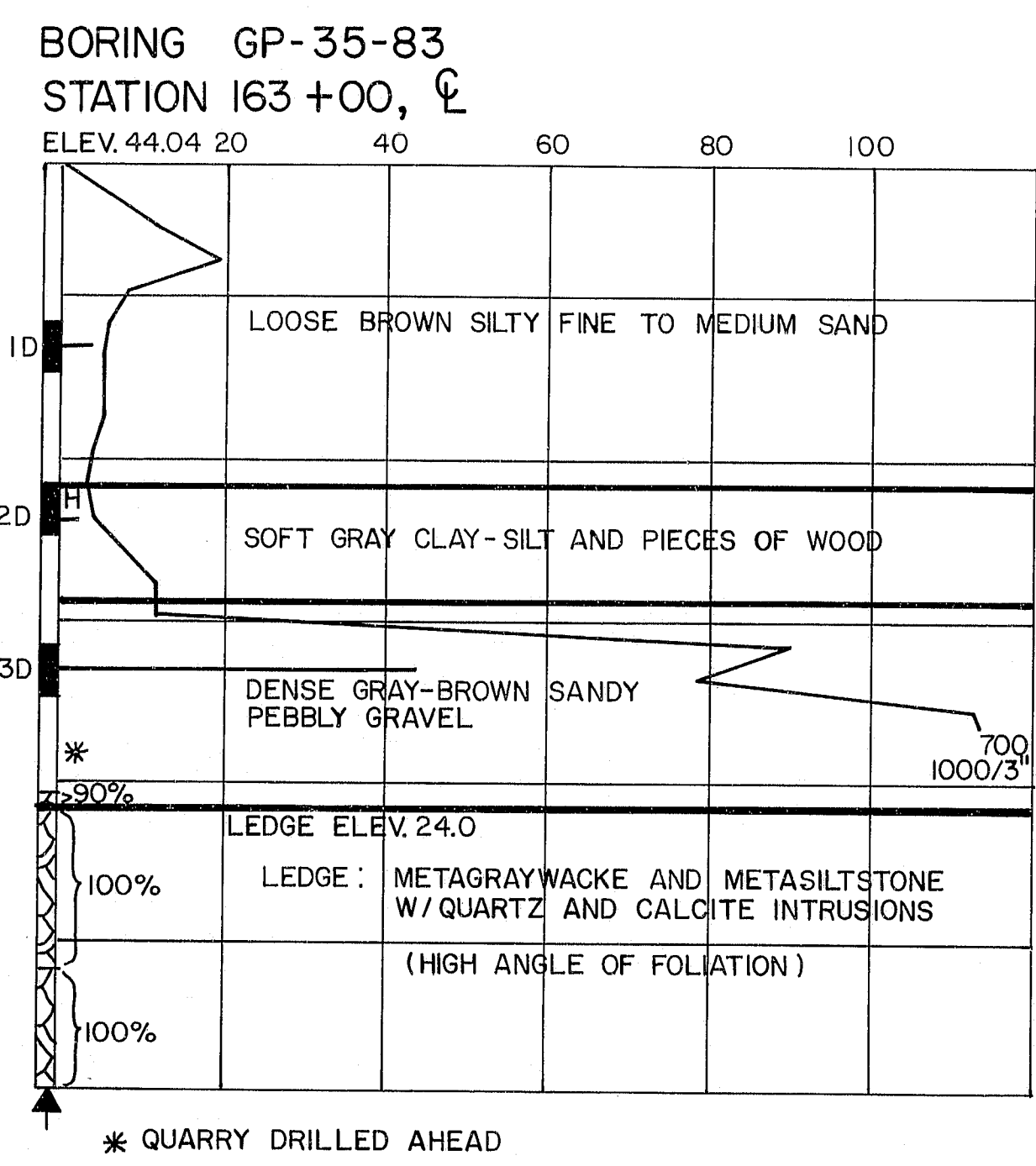
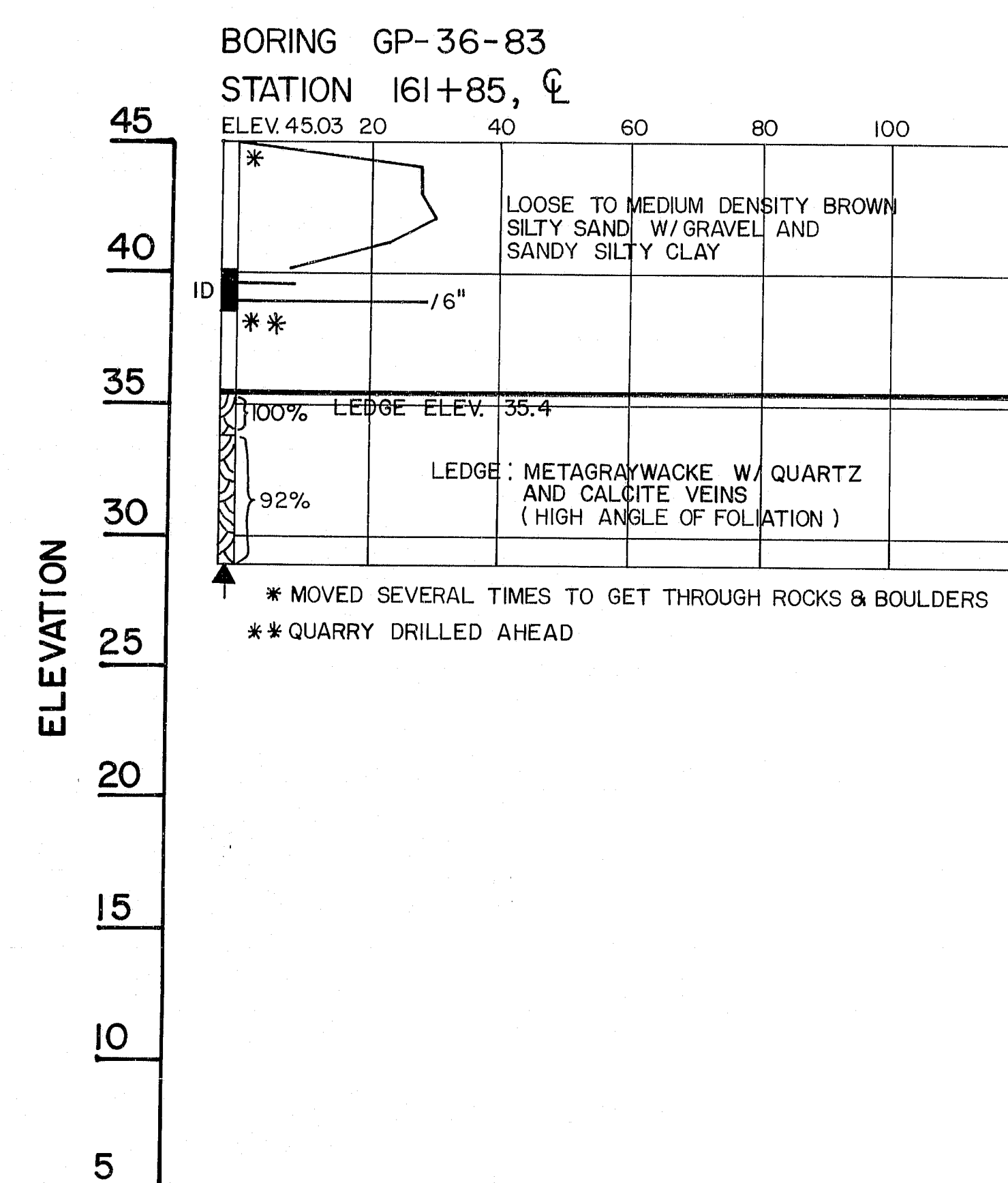
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
I-395 BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR AND BREWER
PENOBSCOT COUNTY
TRANSVERSE SECTIONS-STEEL ALT.
AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED		
REVISIONS		
FIELD CHANGES		

BORING 44132-45710

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

BORING DETAILS



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

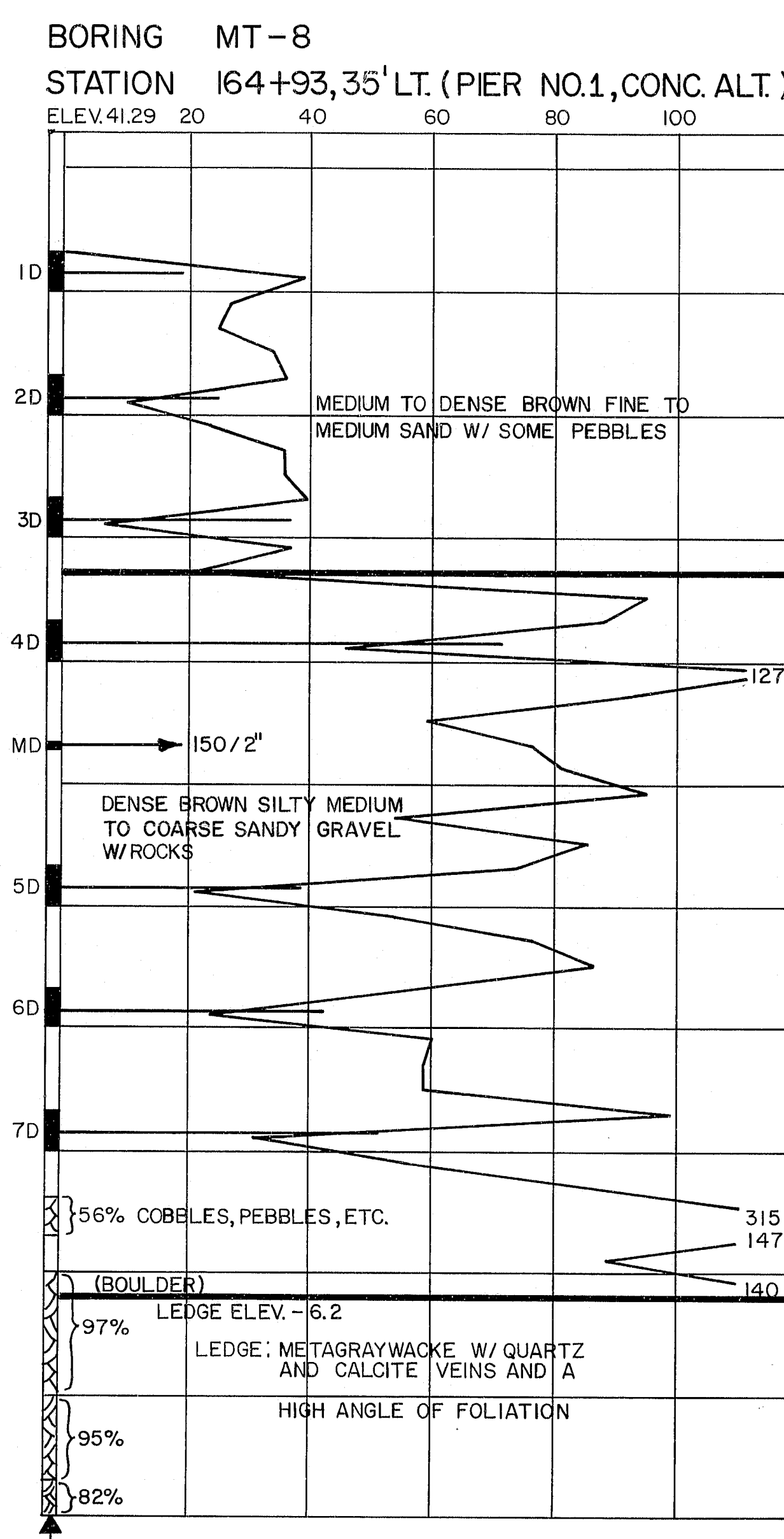
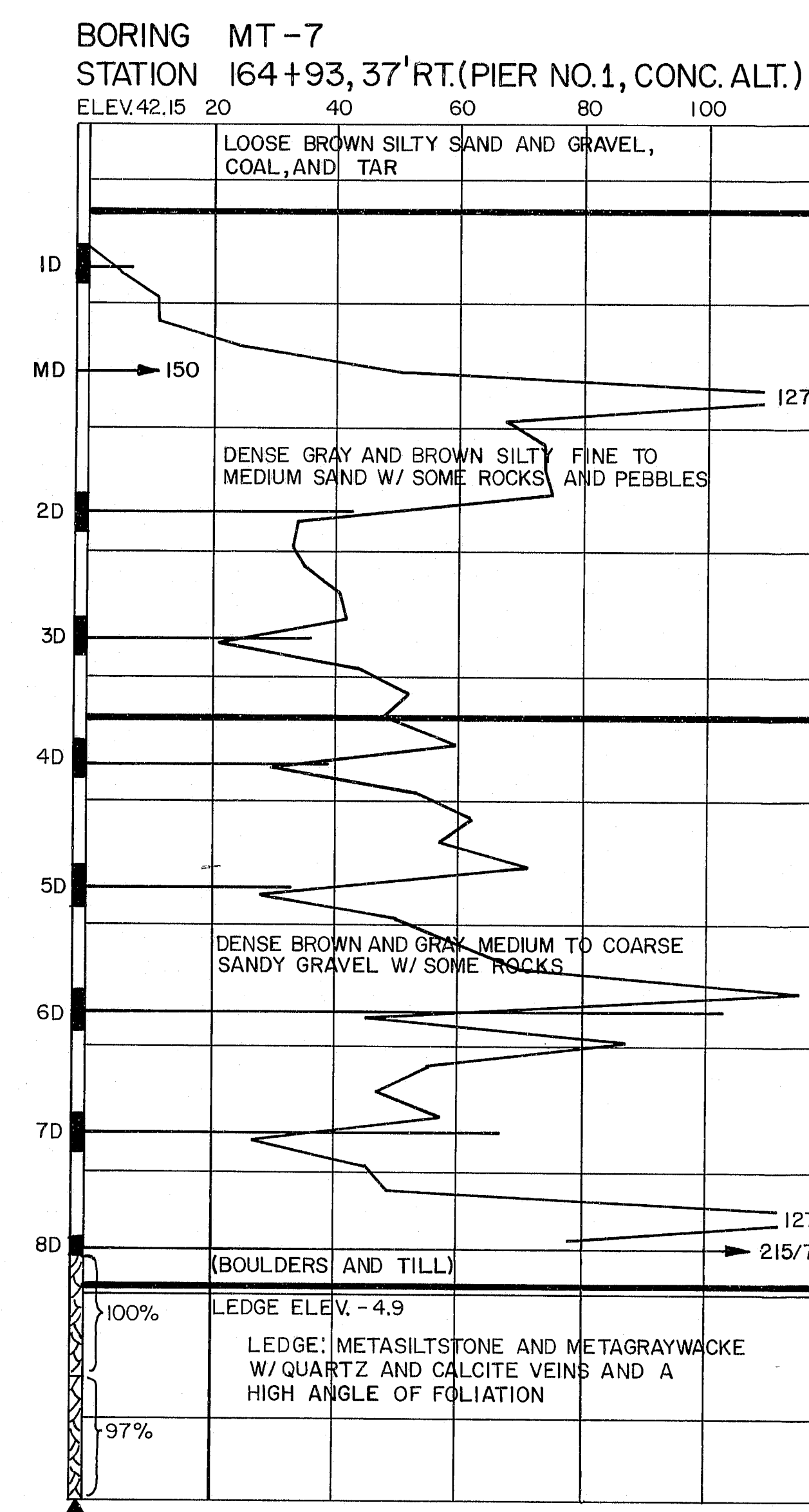
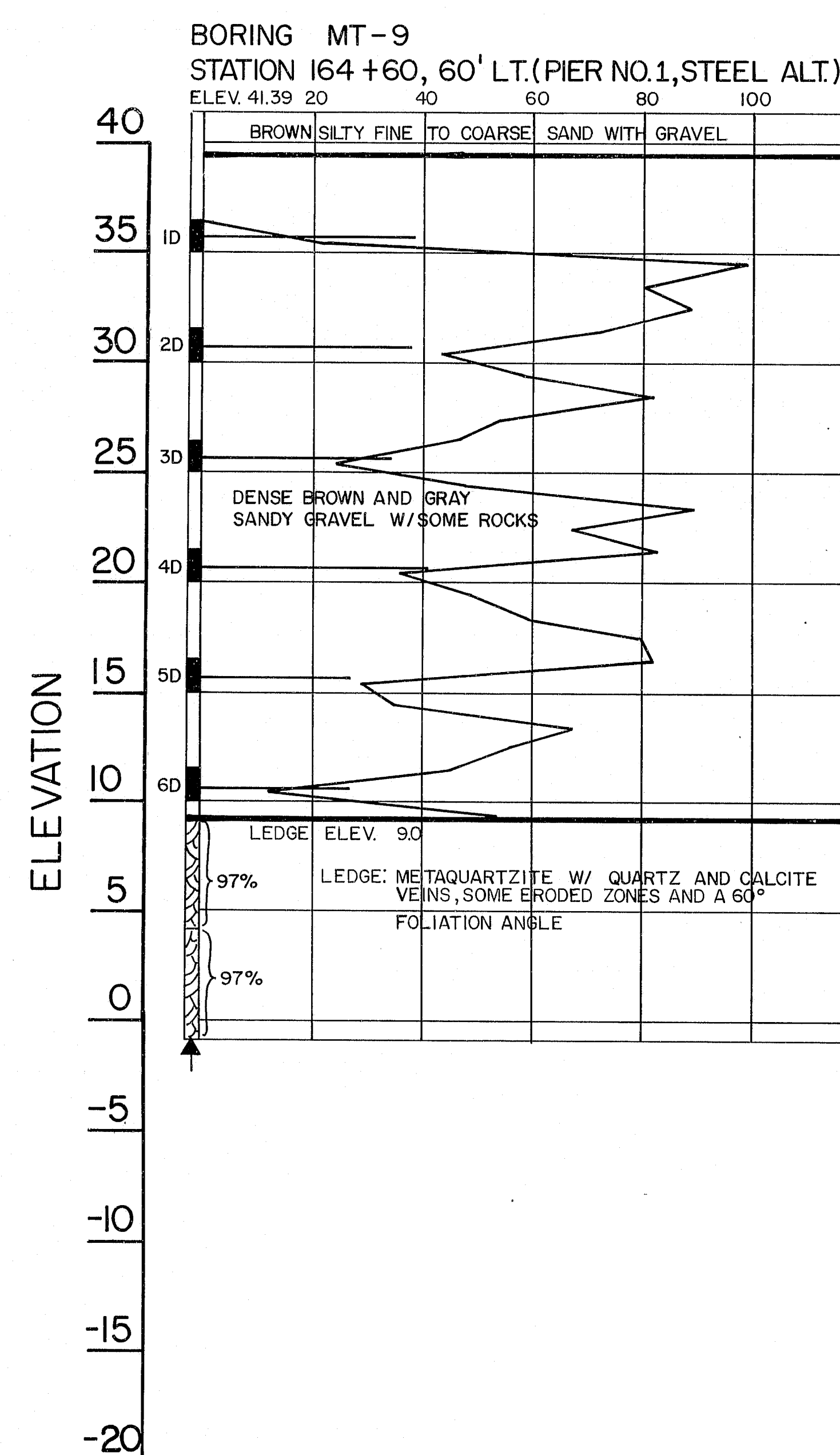
I-395 BRIDGE 270
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR AND BREWER
PENOBSCOT COUNTY
BORING DETAILS
AUGUSTA, MAINE

107-225

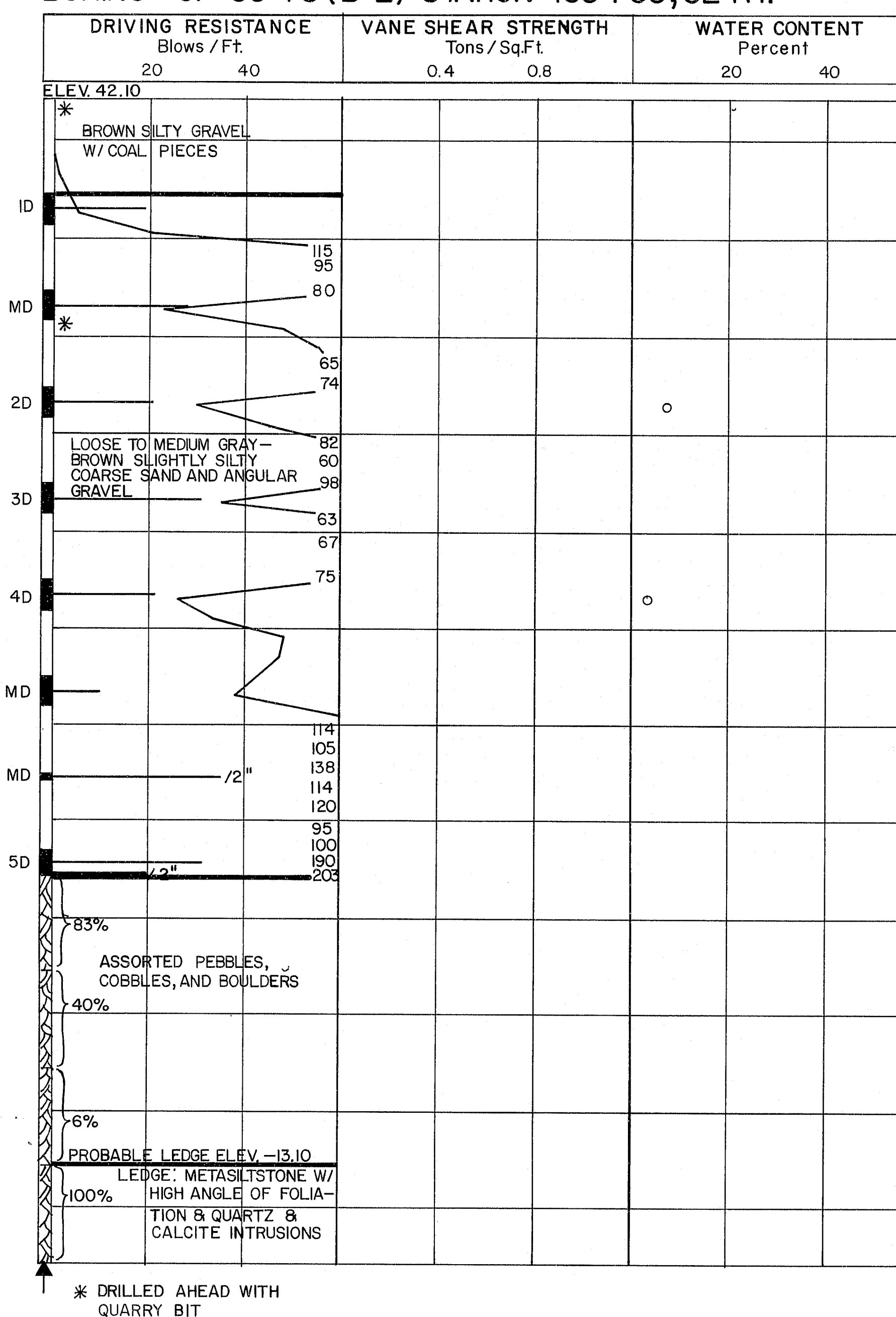
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

BORING 44132 45710

F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8 (82)	93	114



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



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

107-226

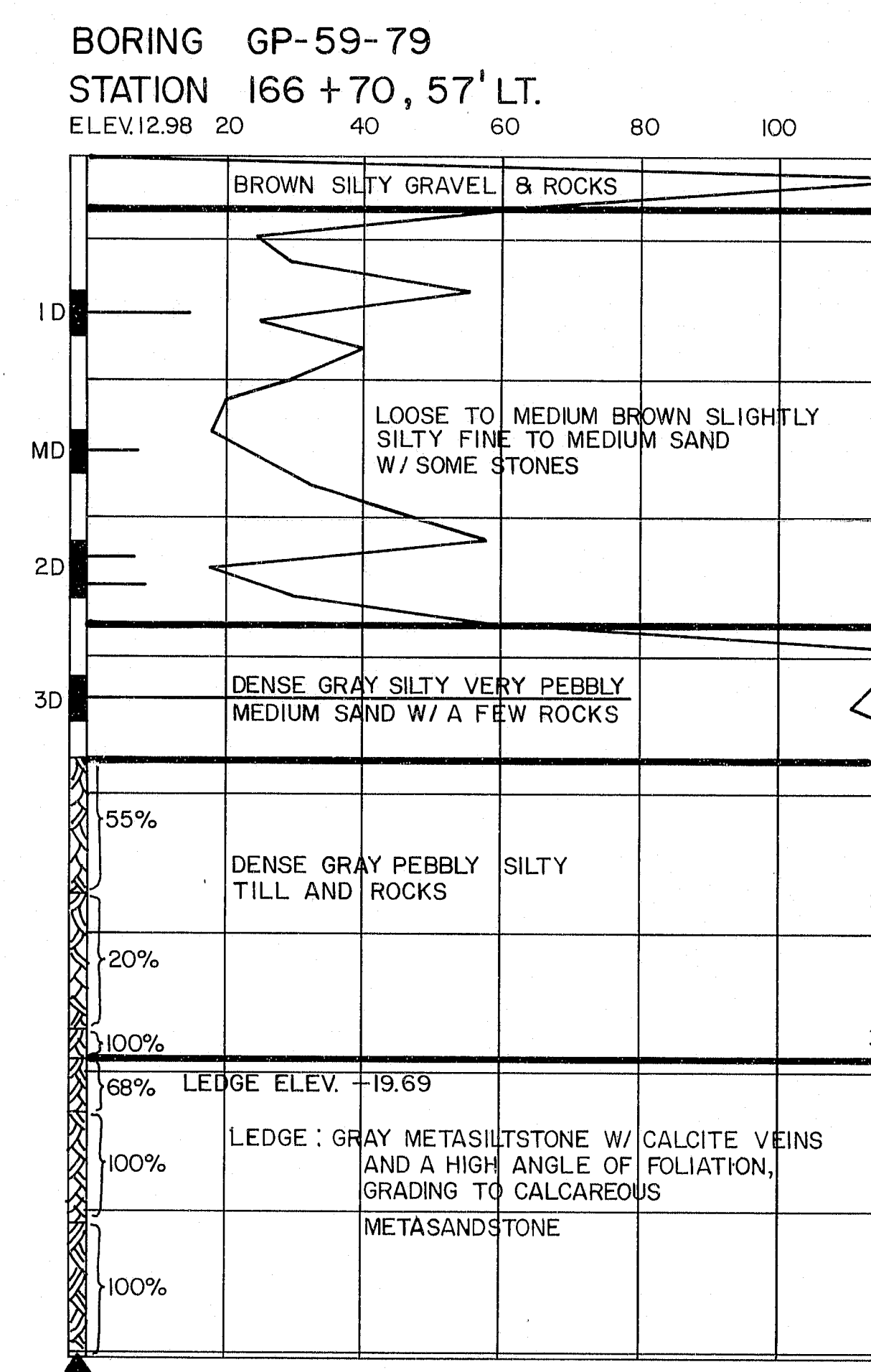
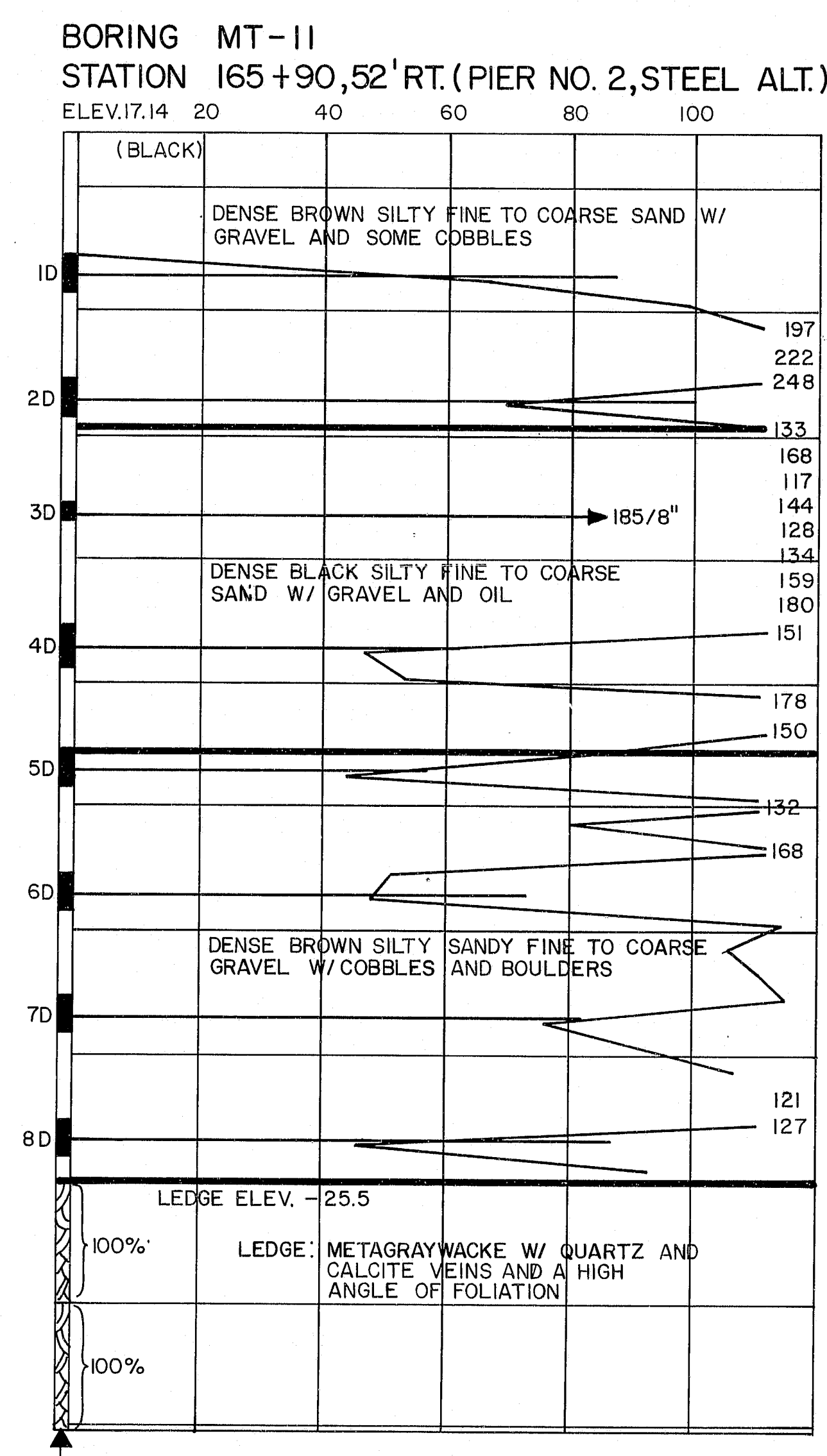
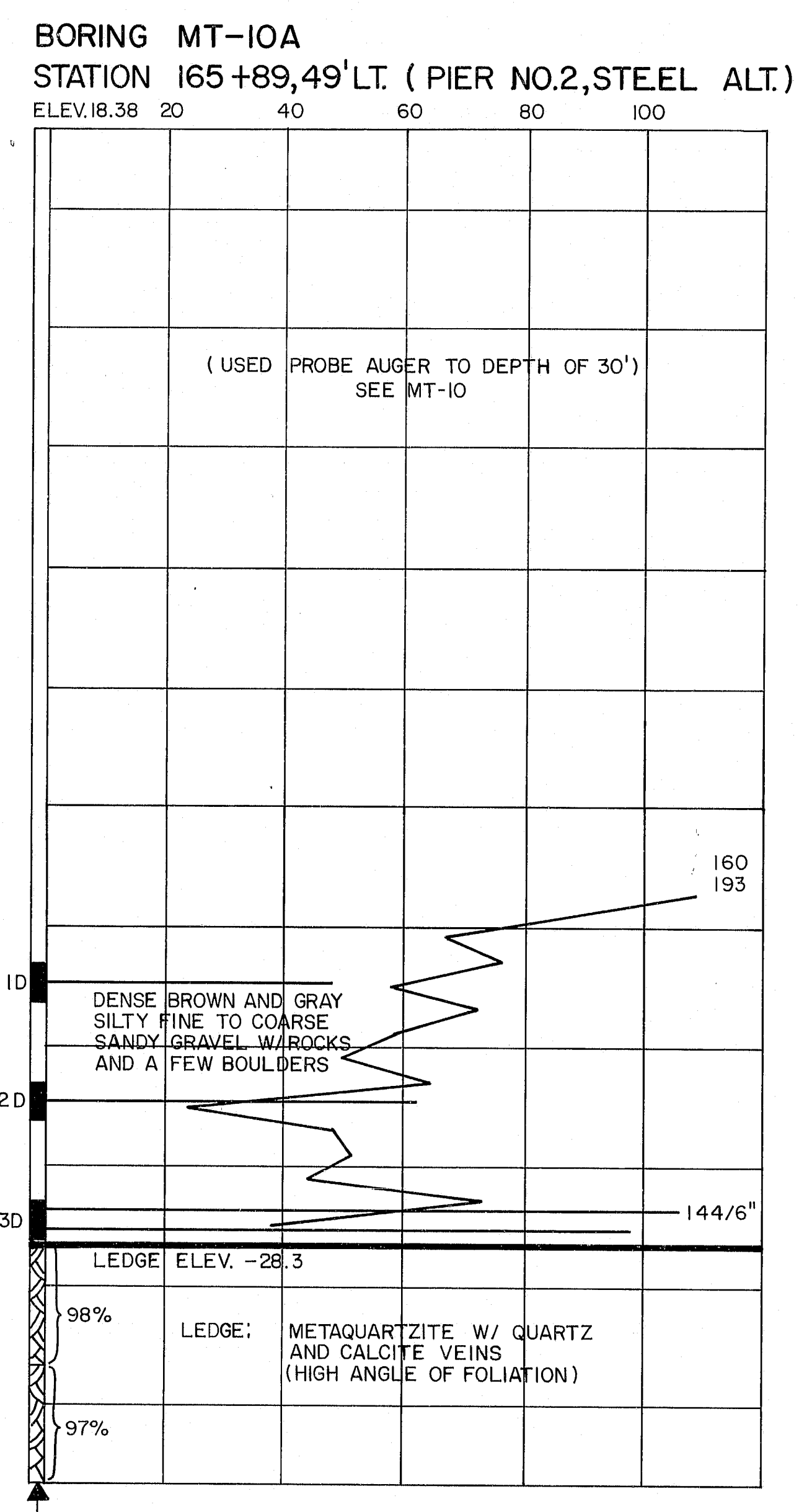
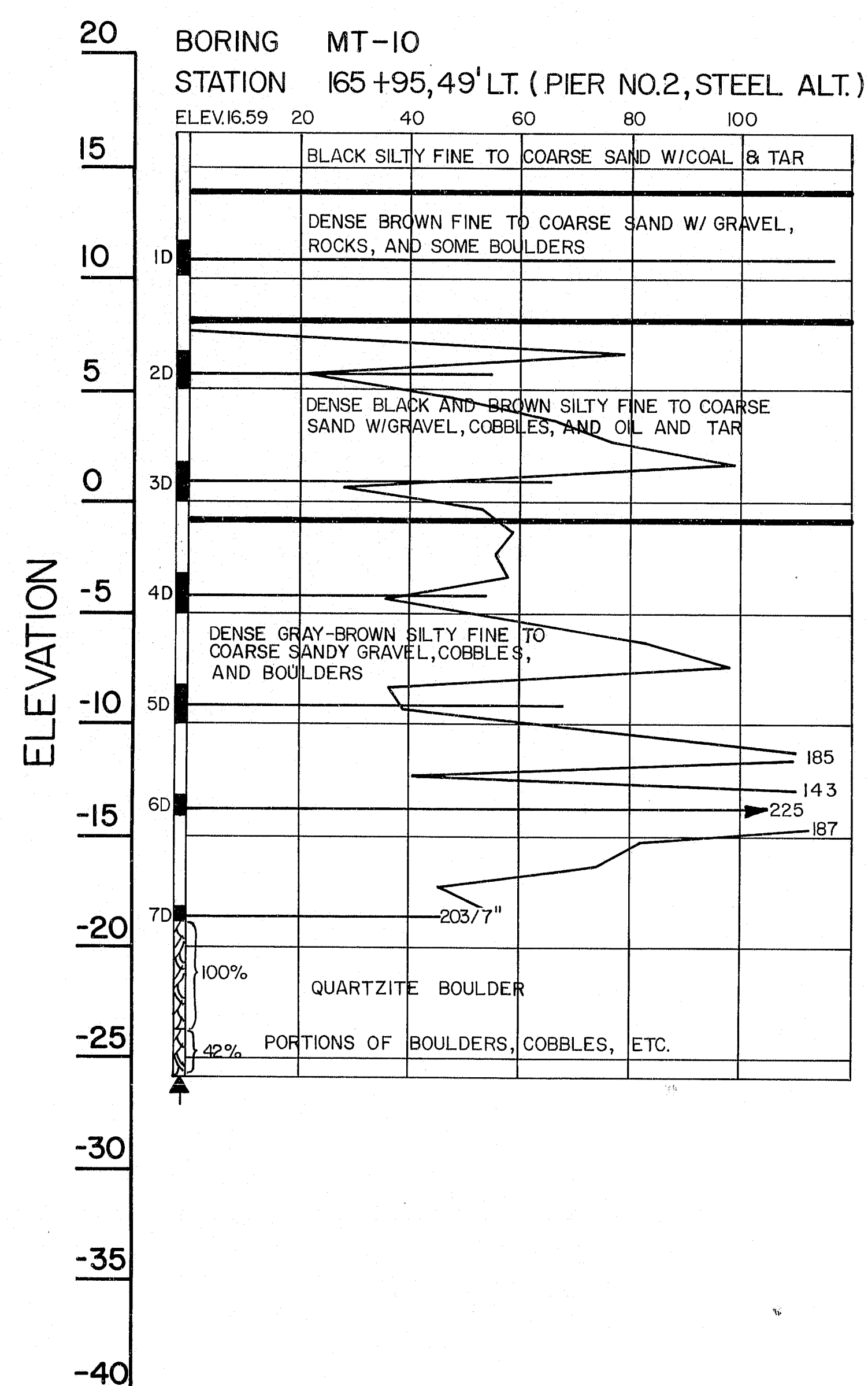
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
REVISIONS		
FIELD CHANGES		

BORING 44-132-45710

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



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

107-227

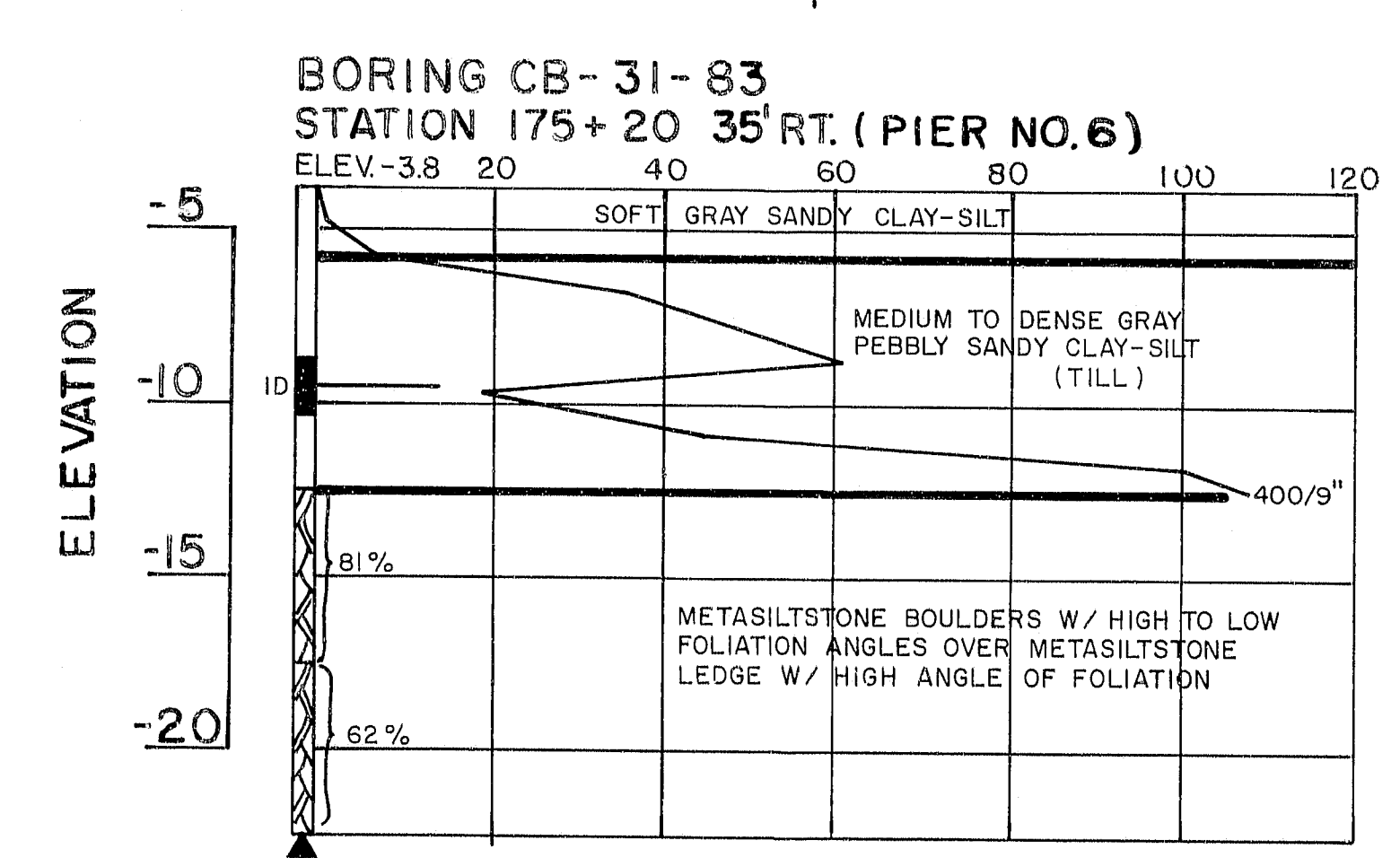
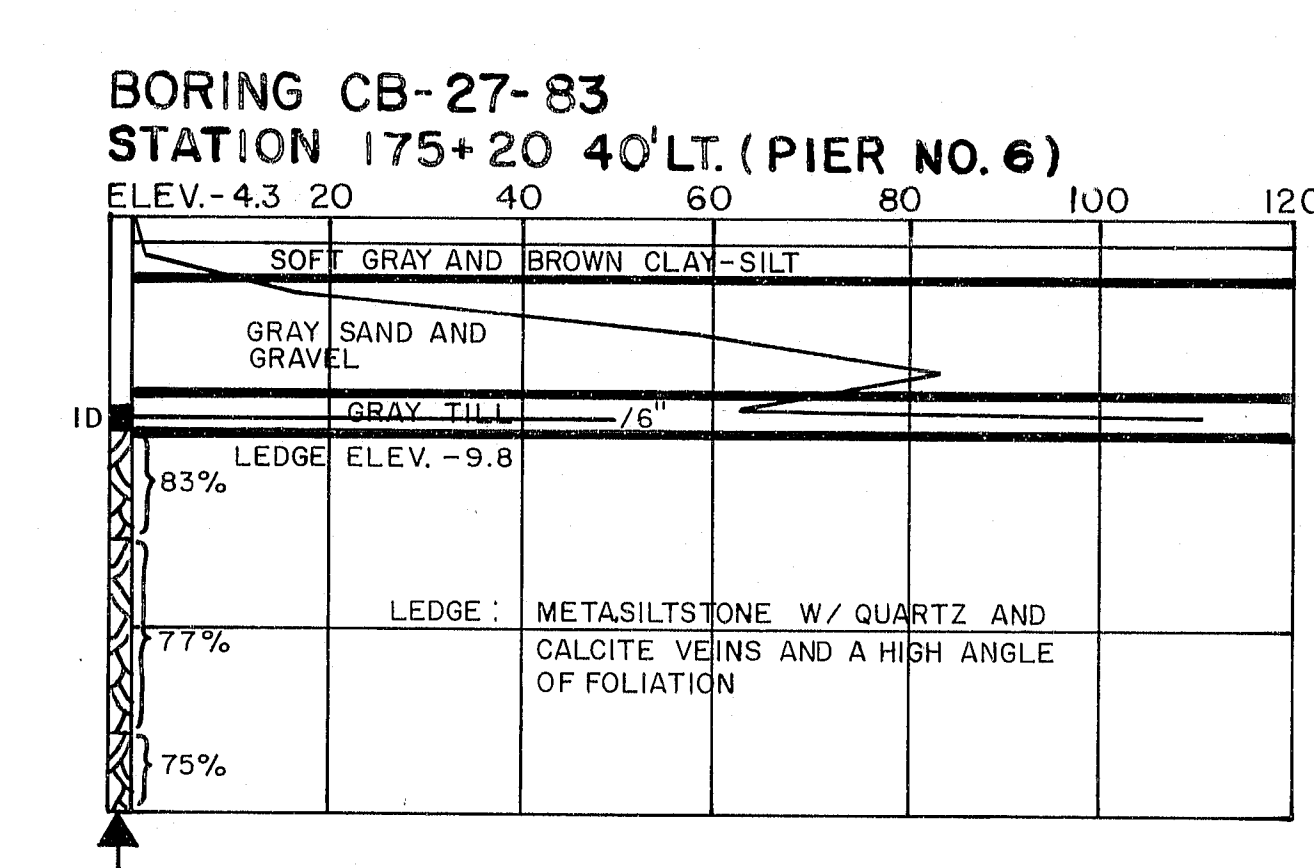
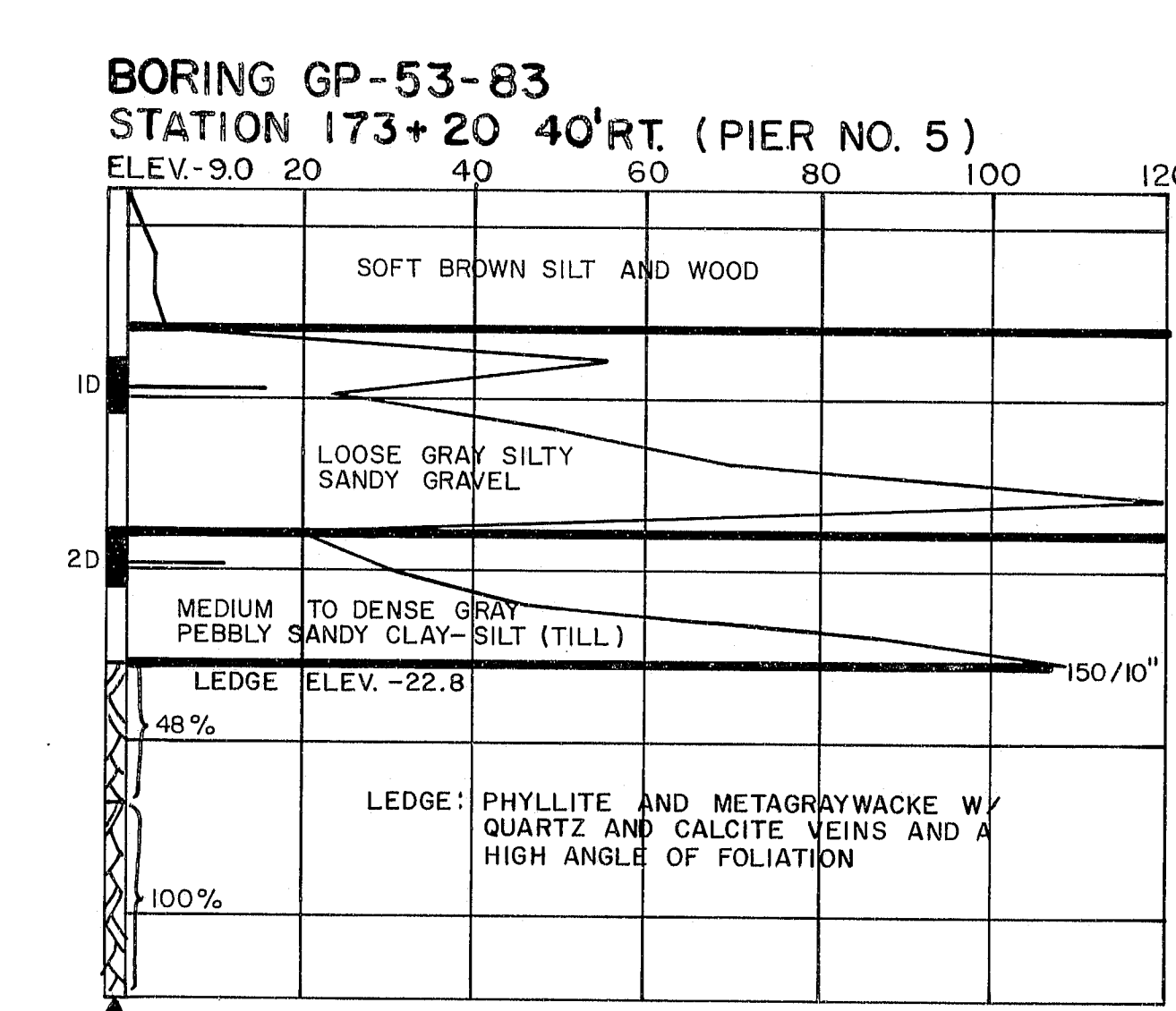
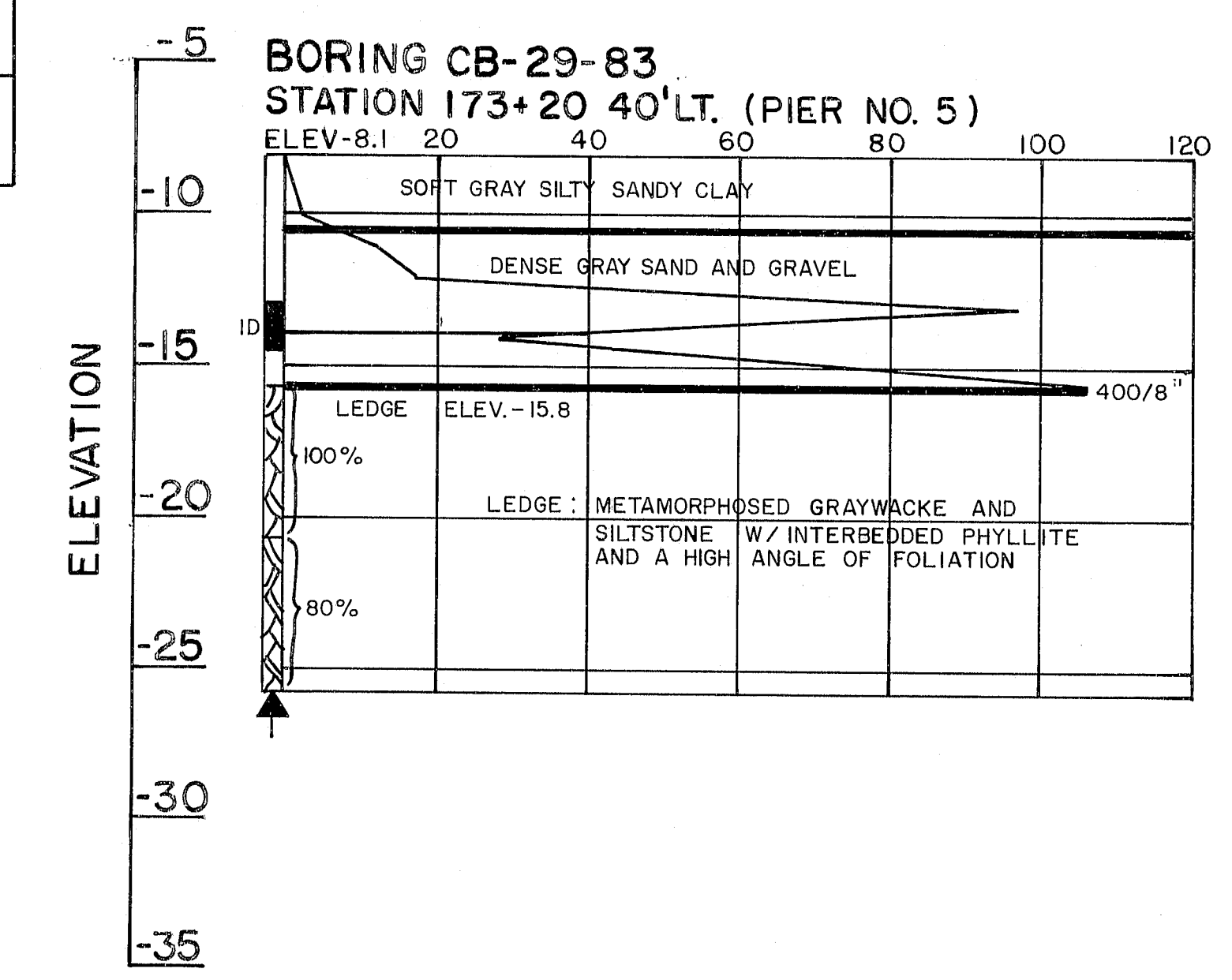
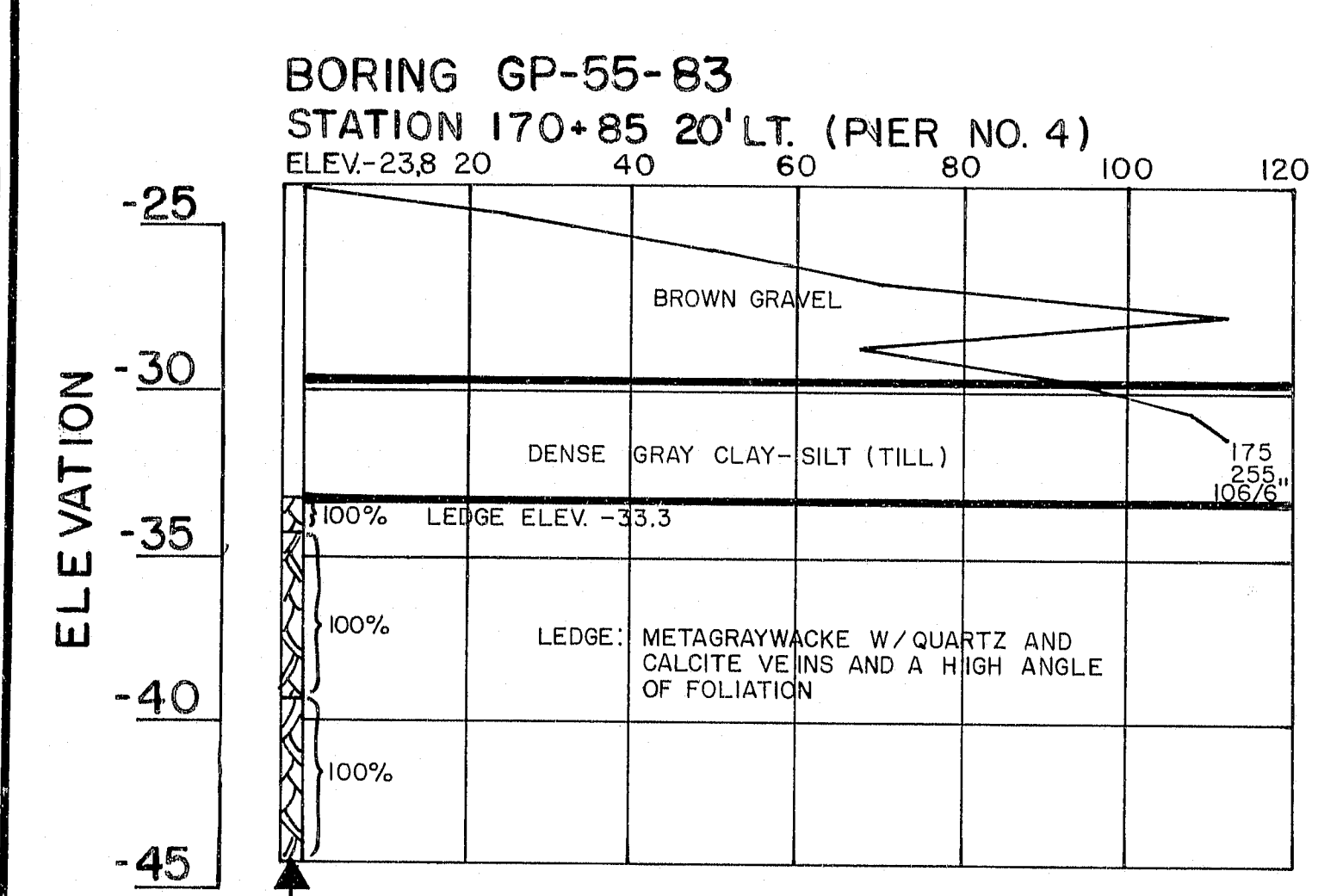
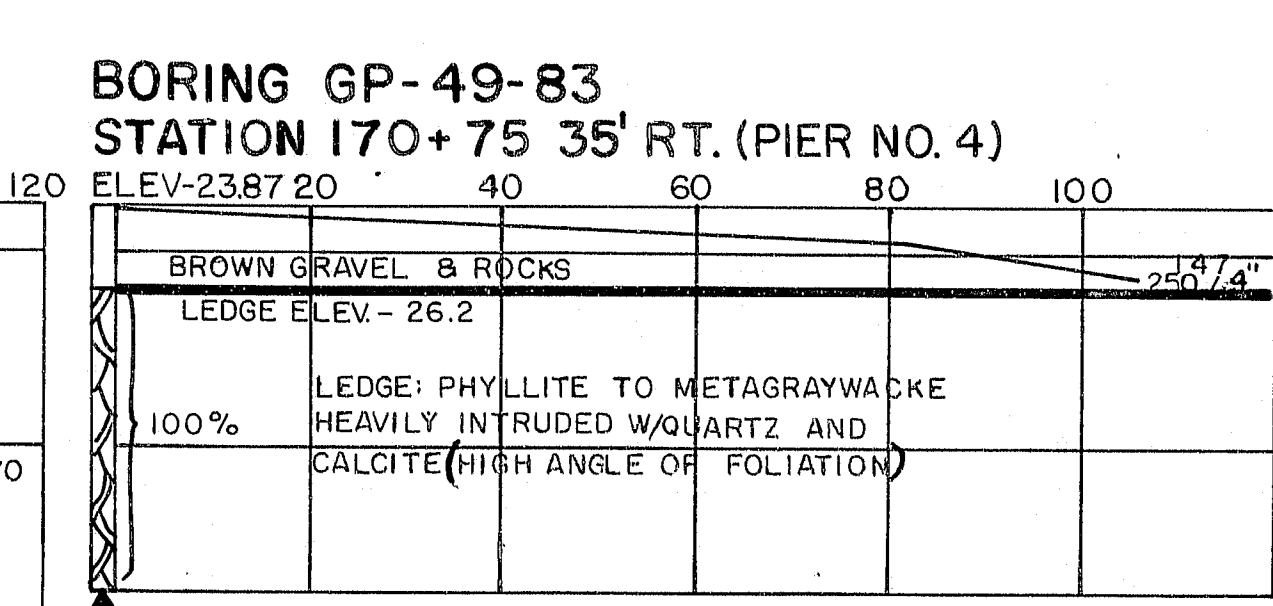
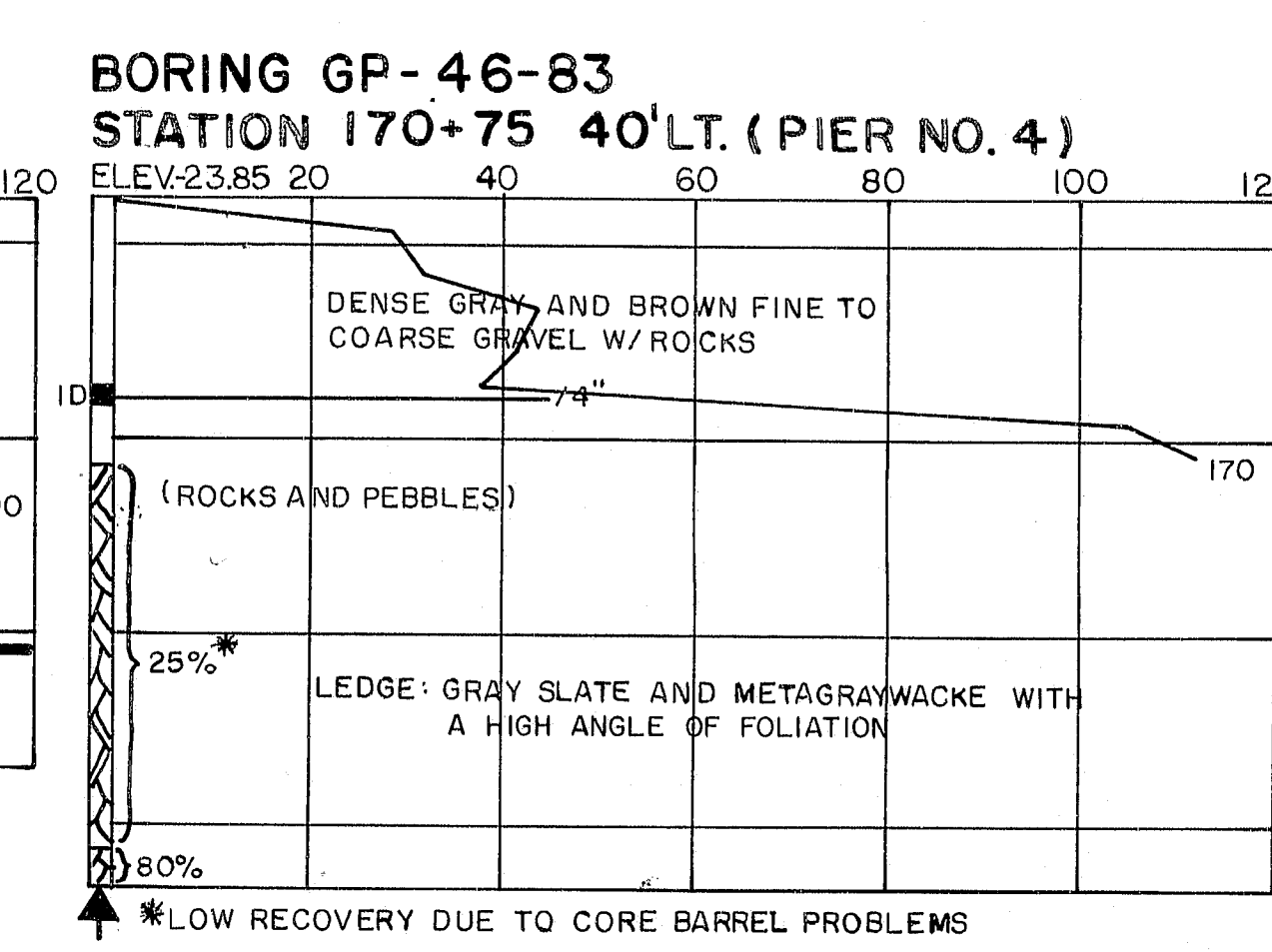
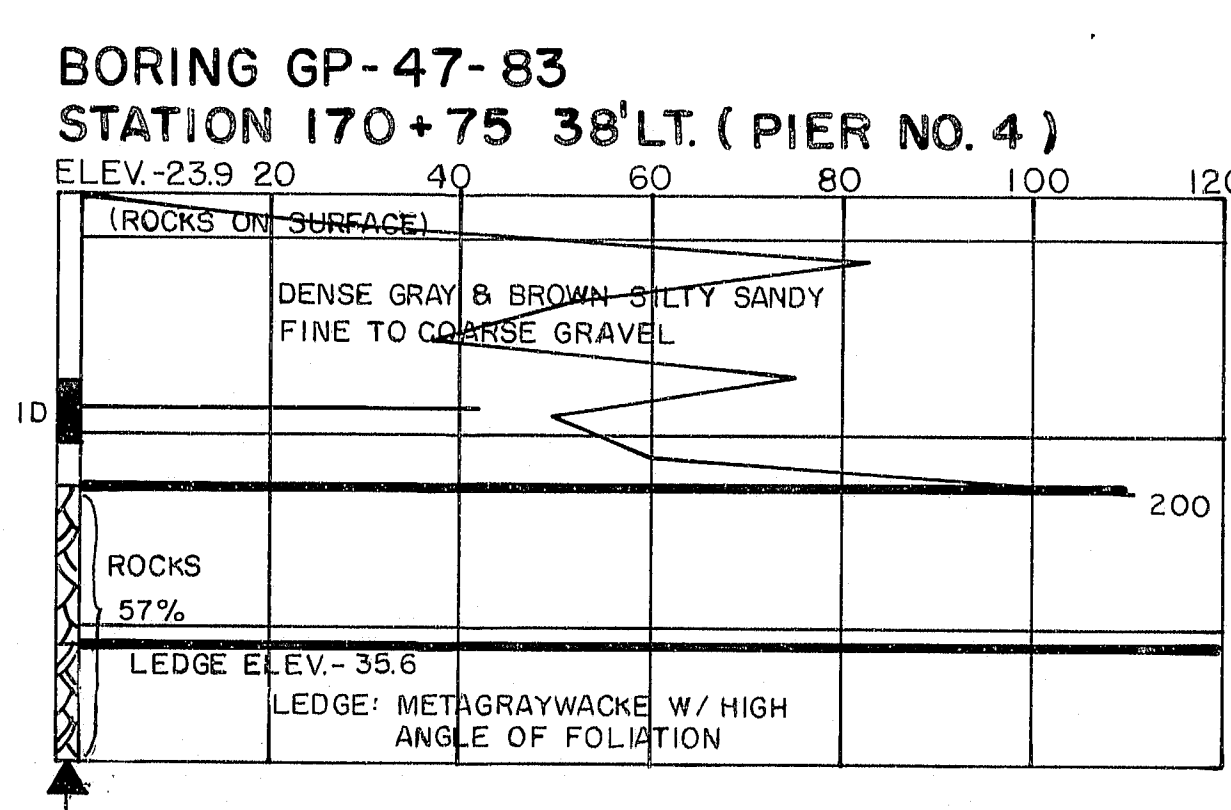
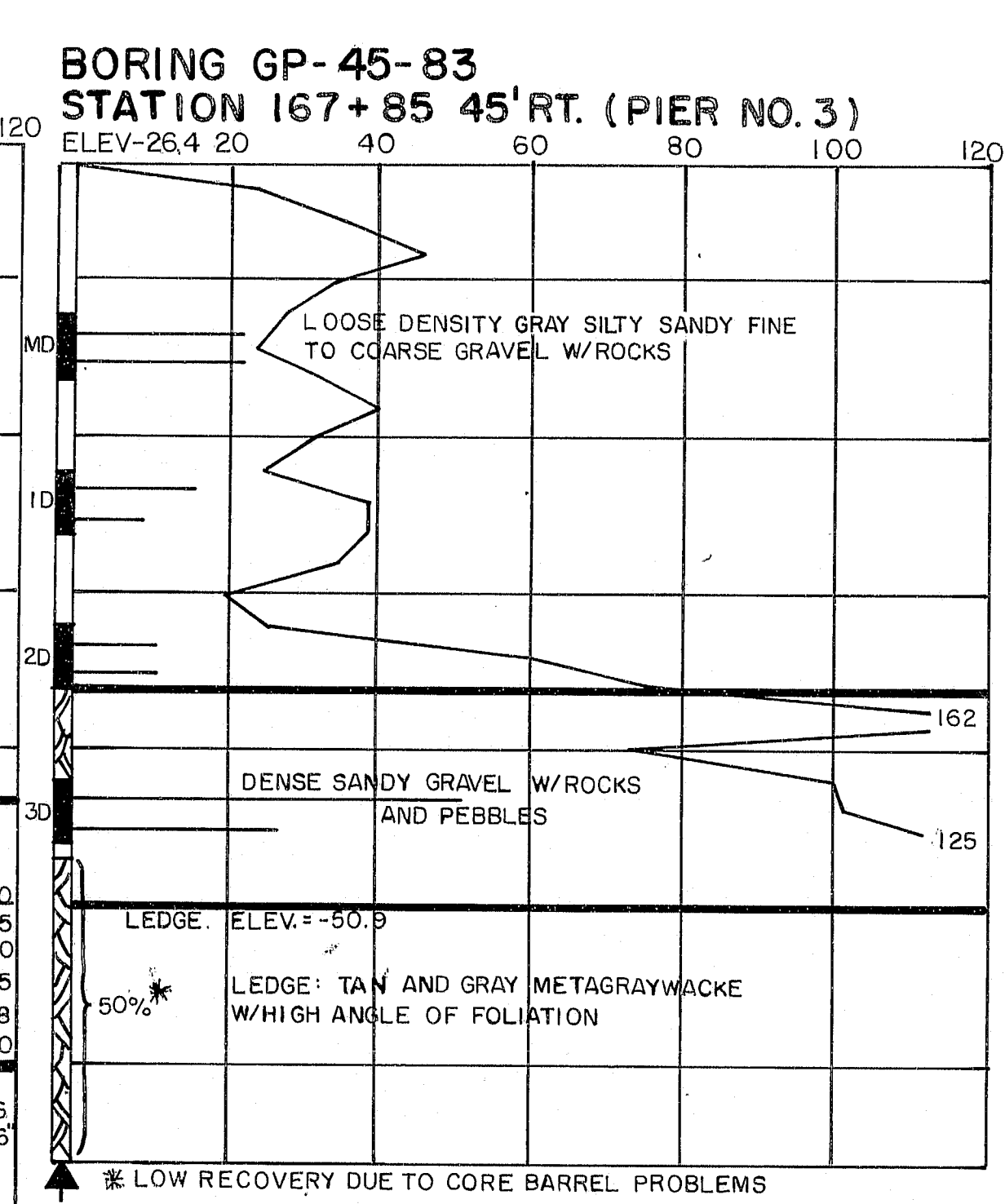
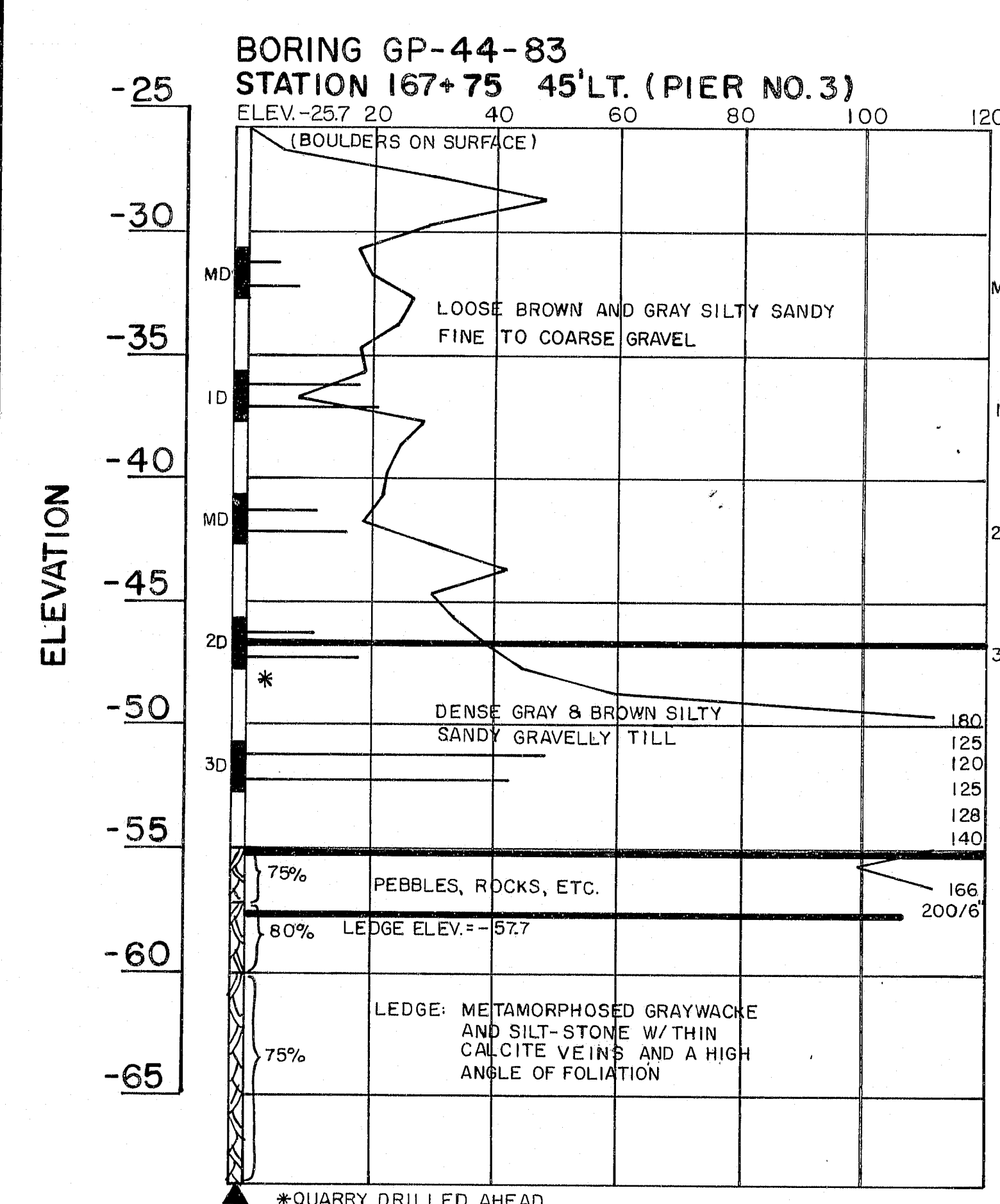
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
REVISIONS	
FIELD CHANGES	

BORING 44132.45710

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



PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
FIELD CHANGES	

107-228

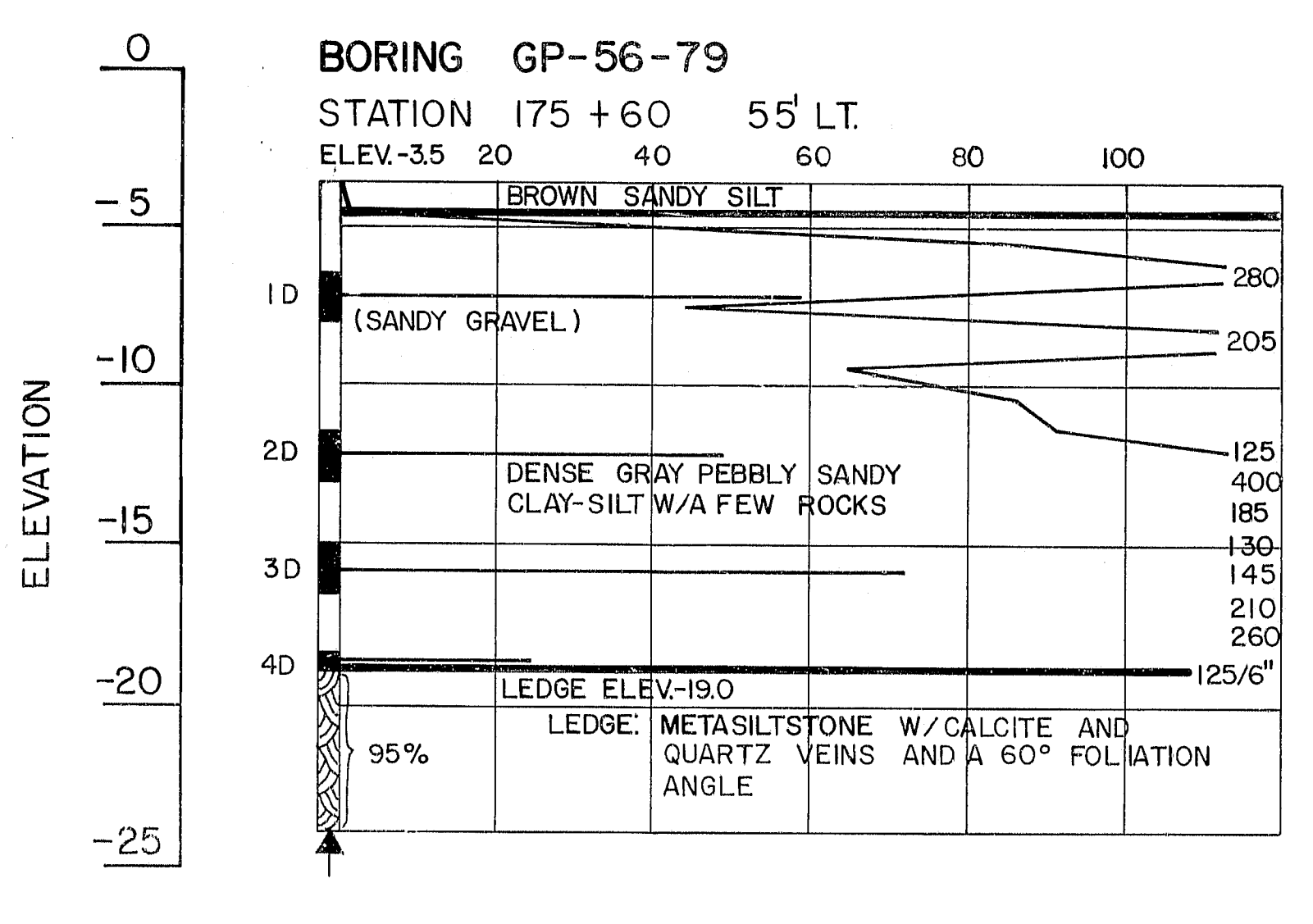
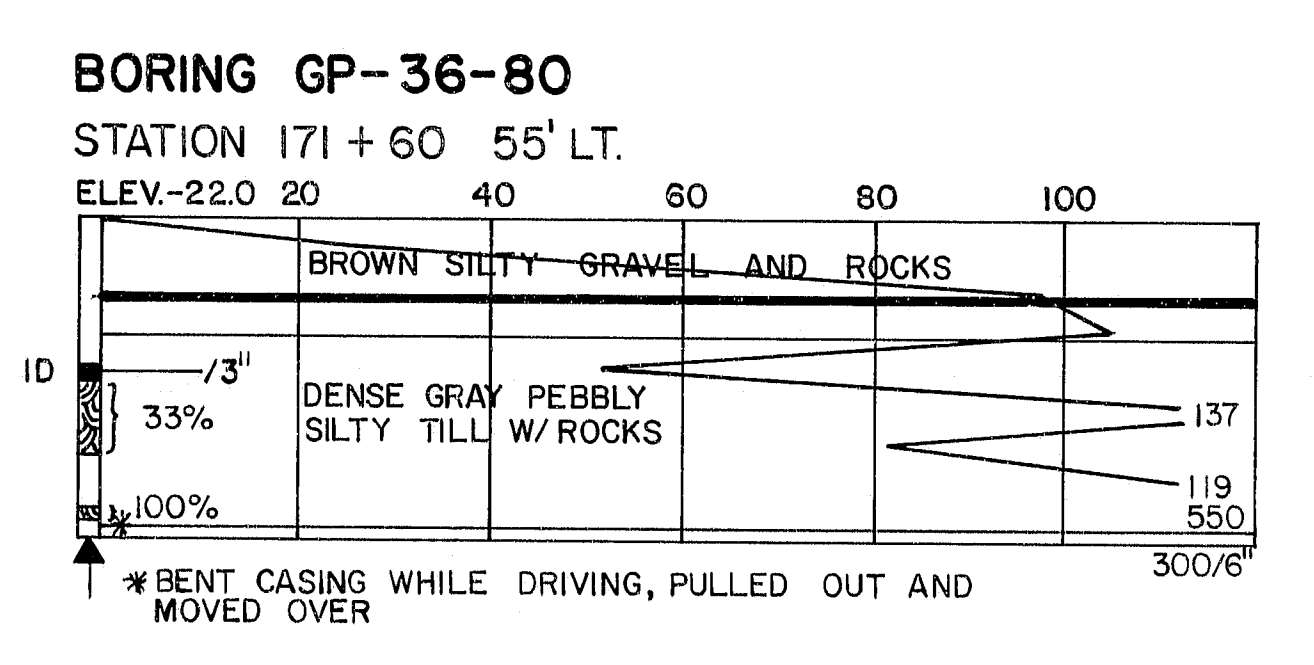
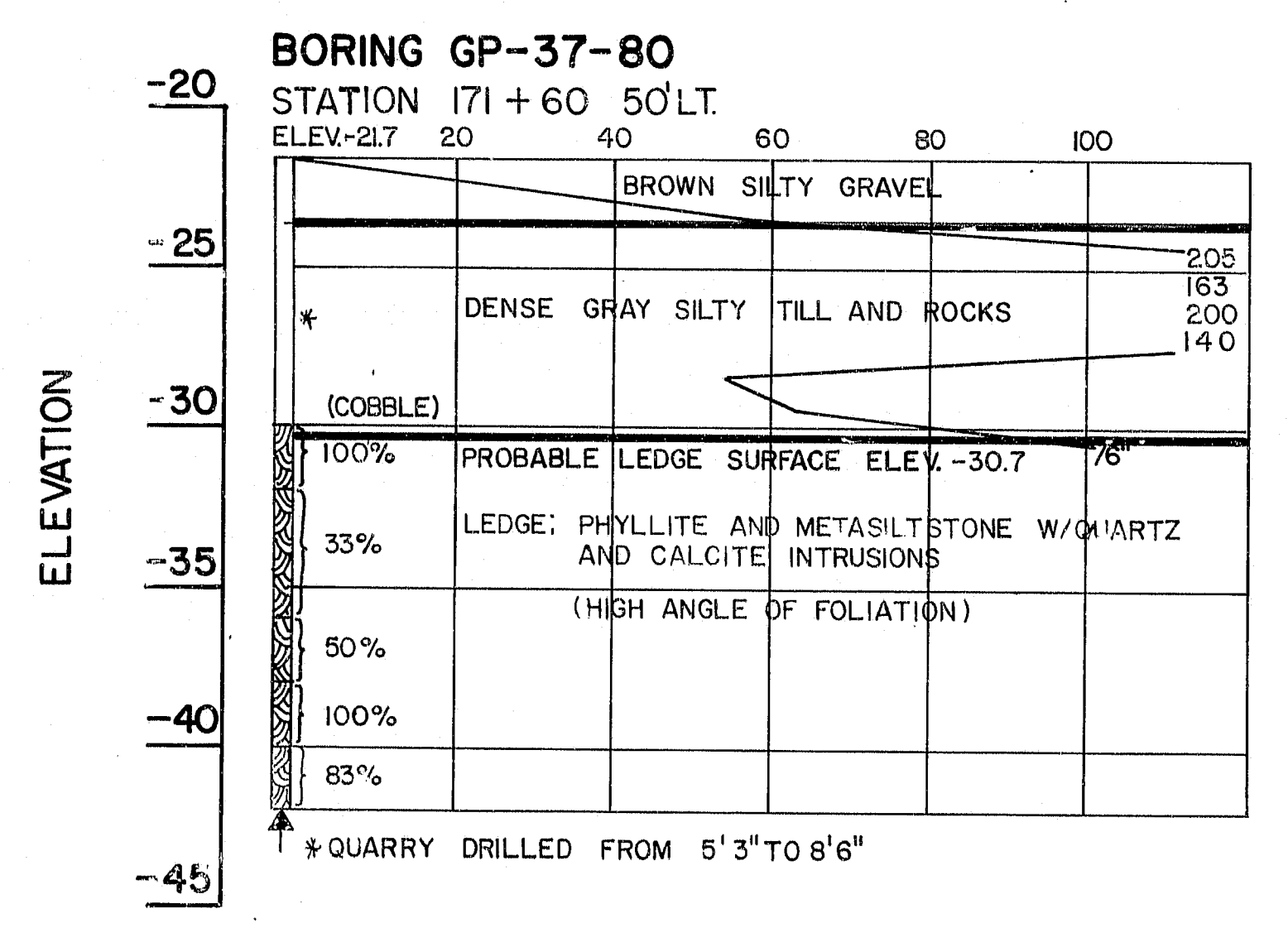
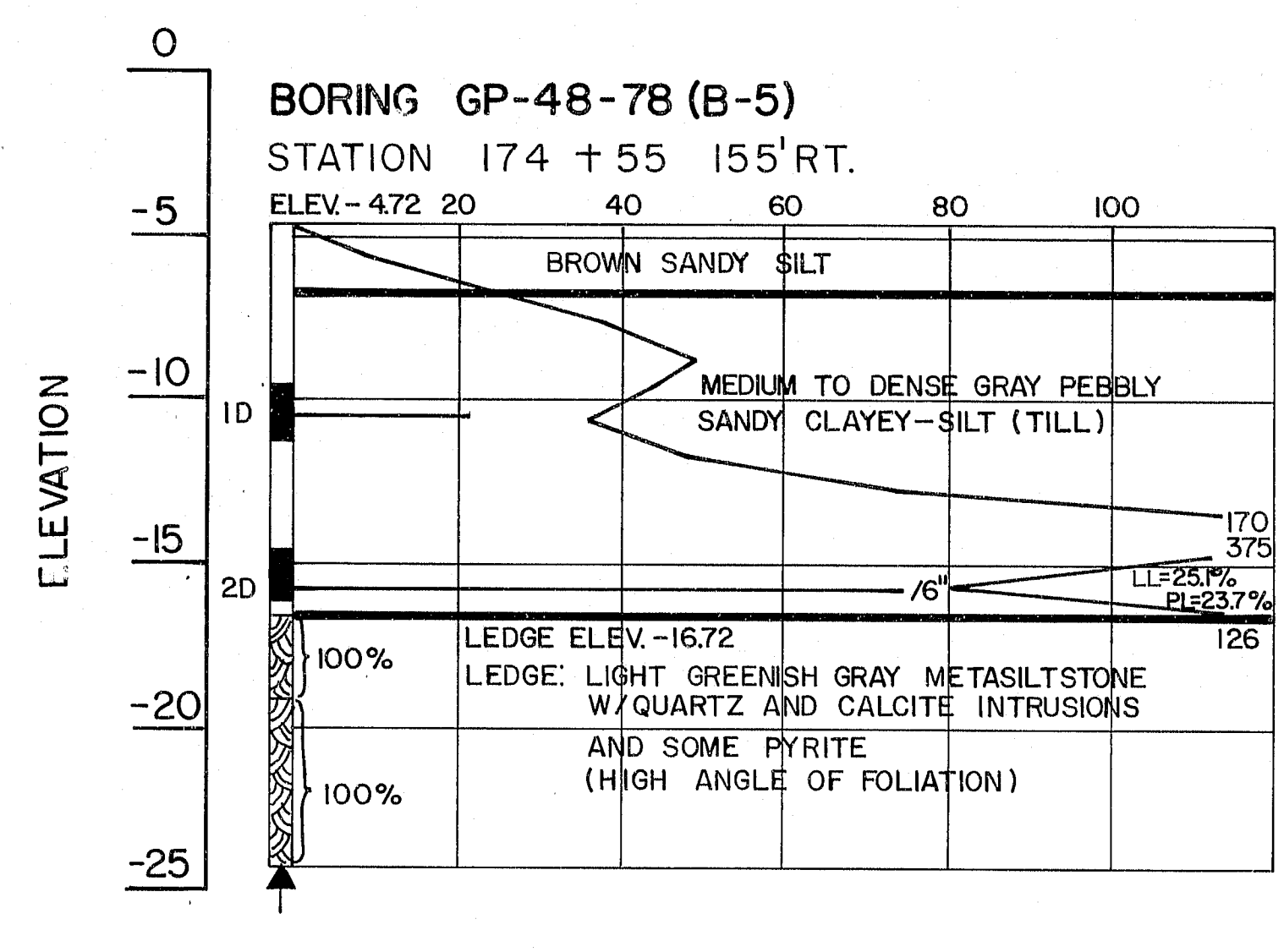
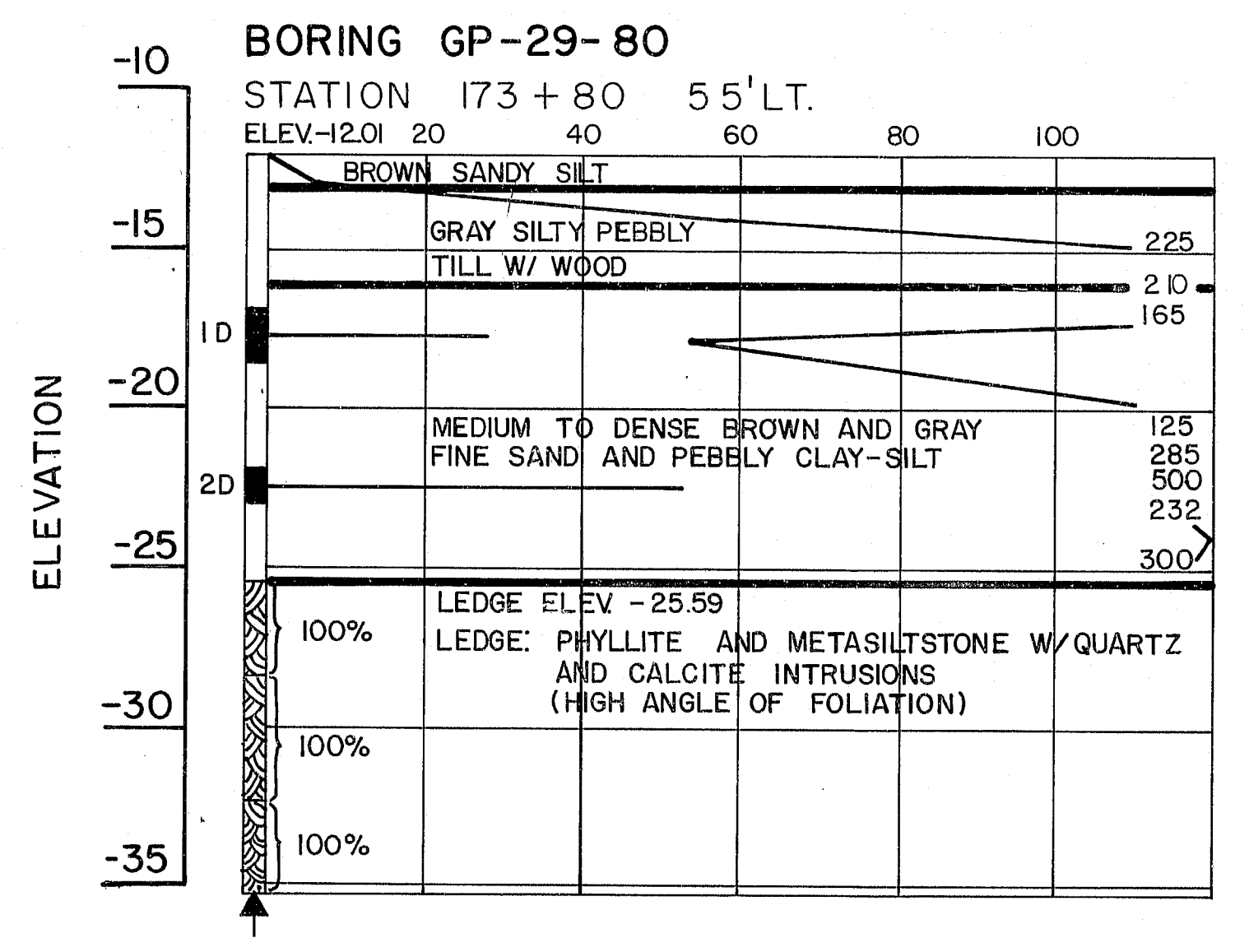
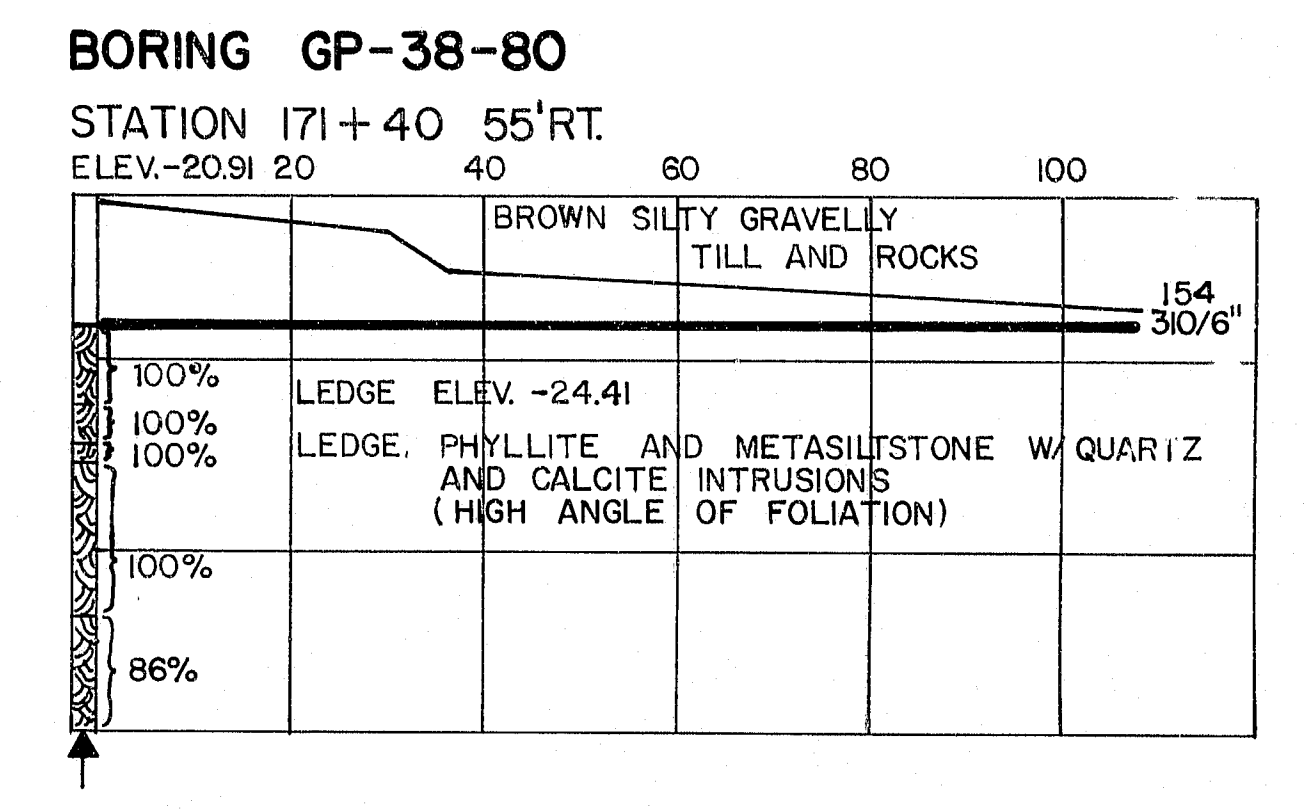
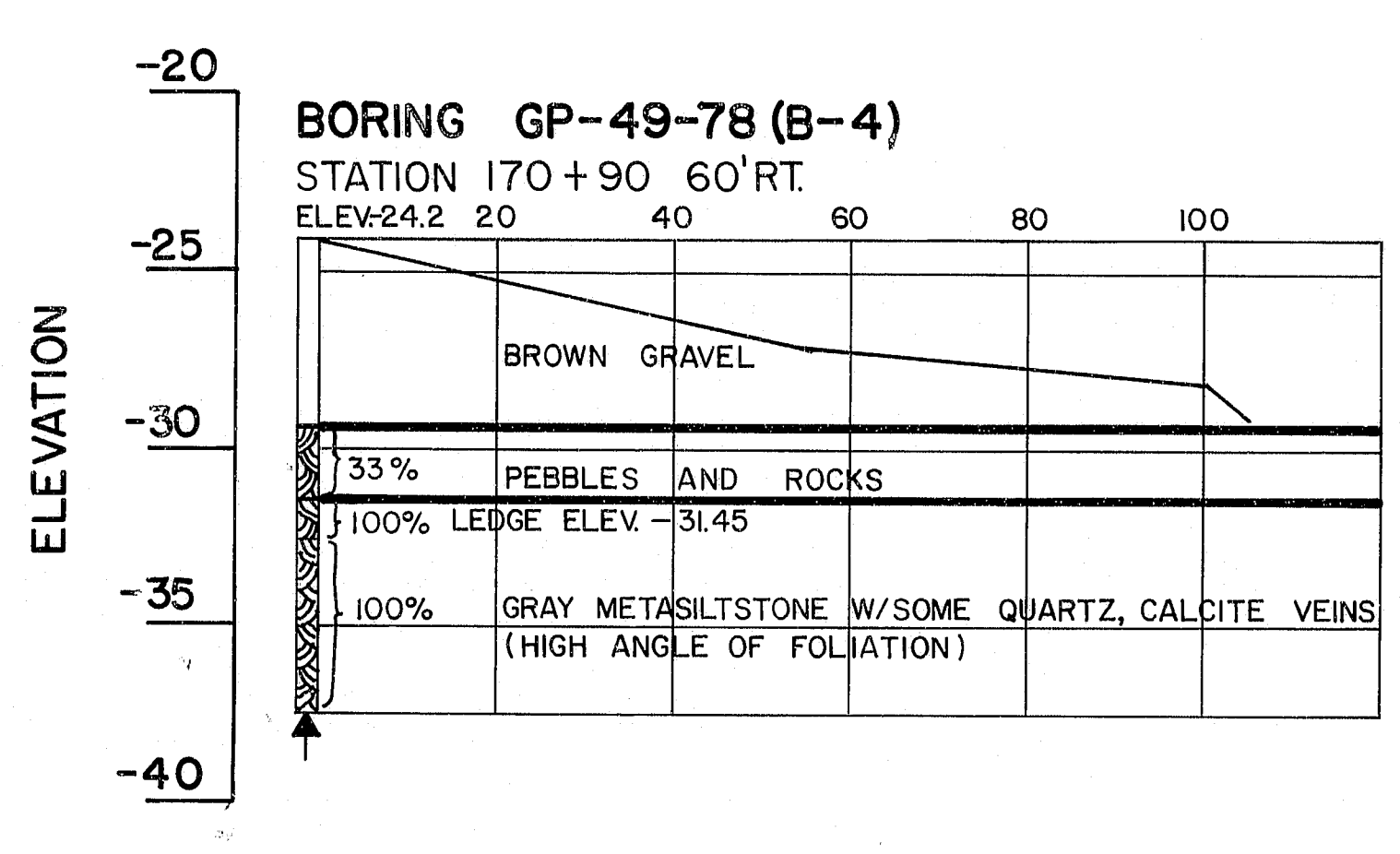
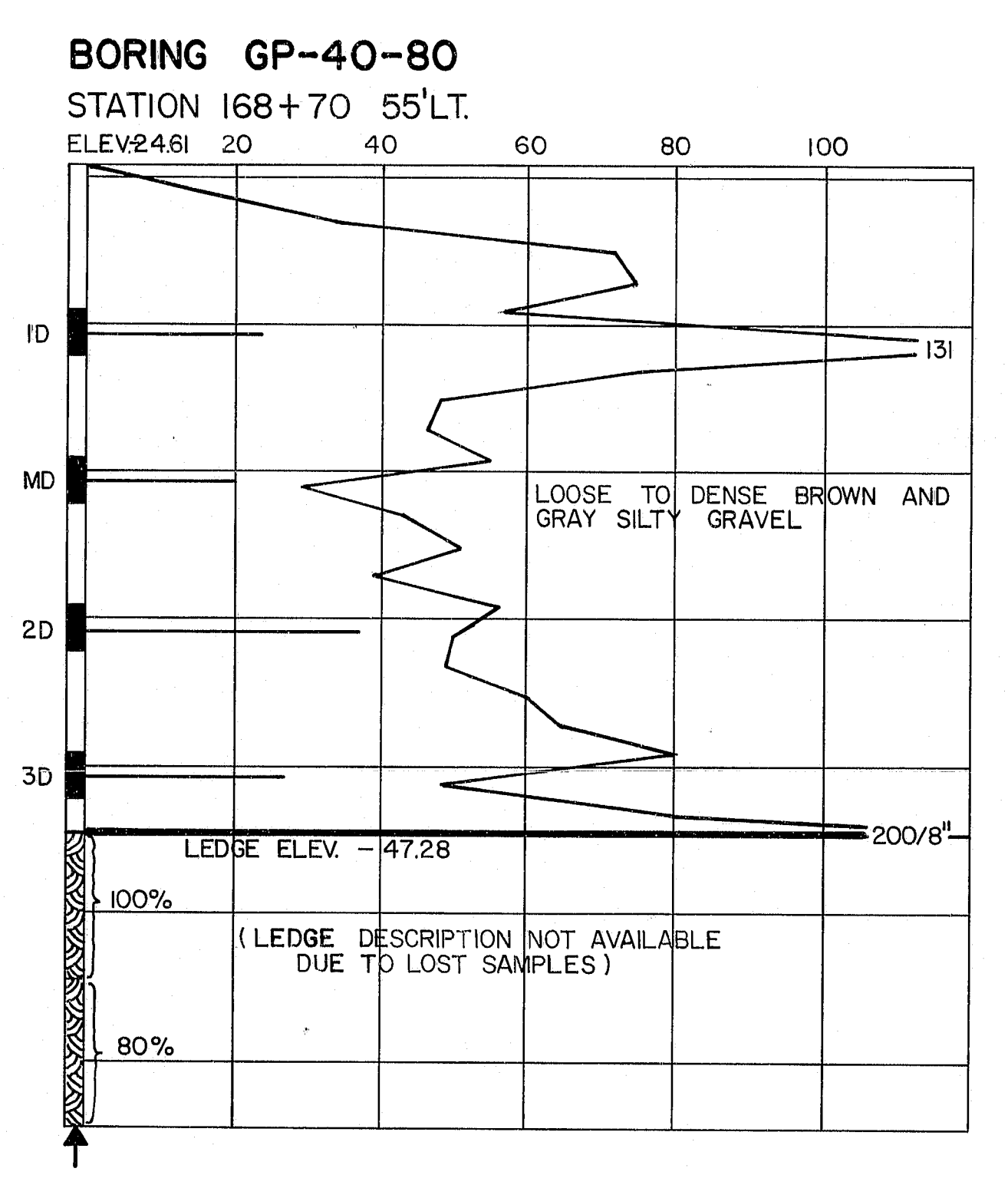
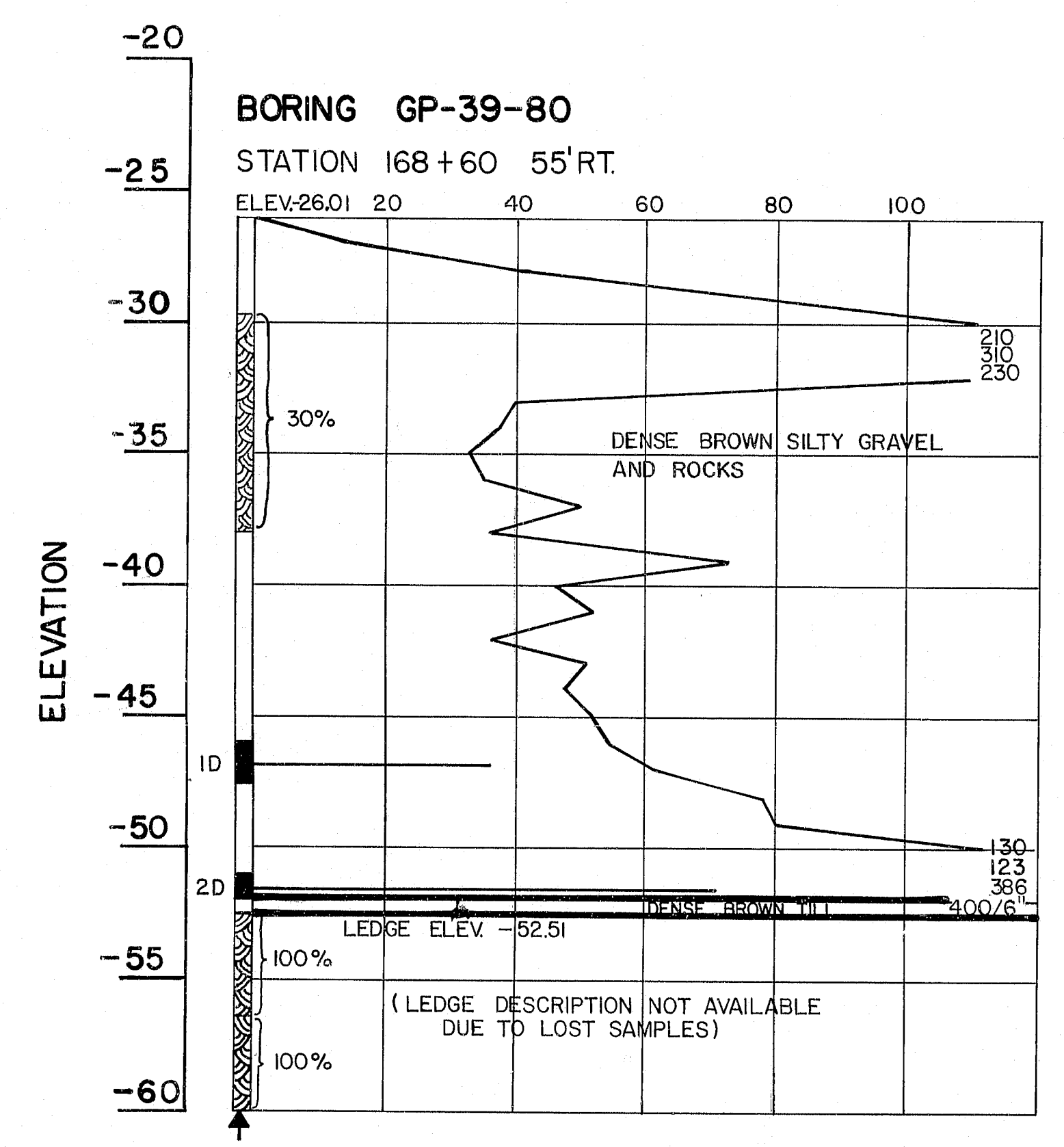
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

AUGUSTA, MAINE

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

BORING DETAILS



107-229

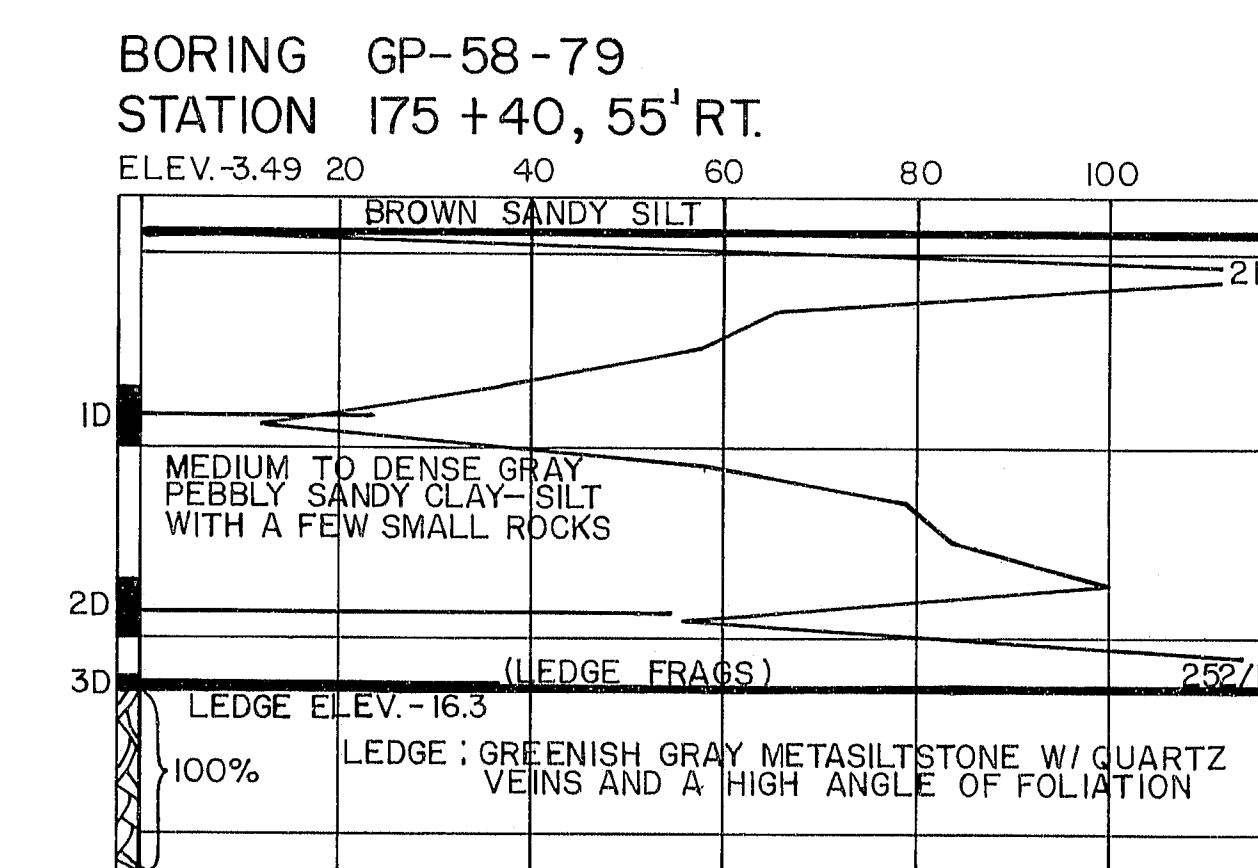
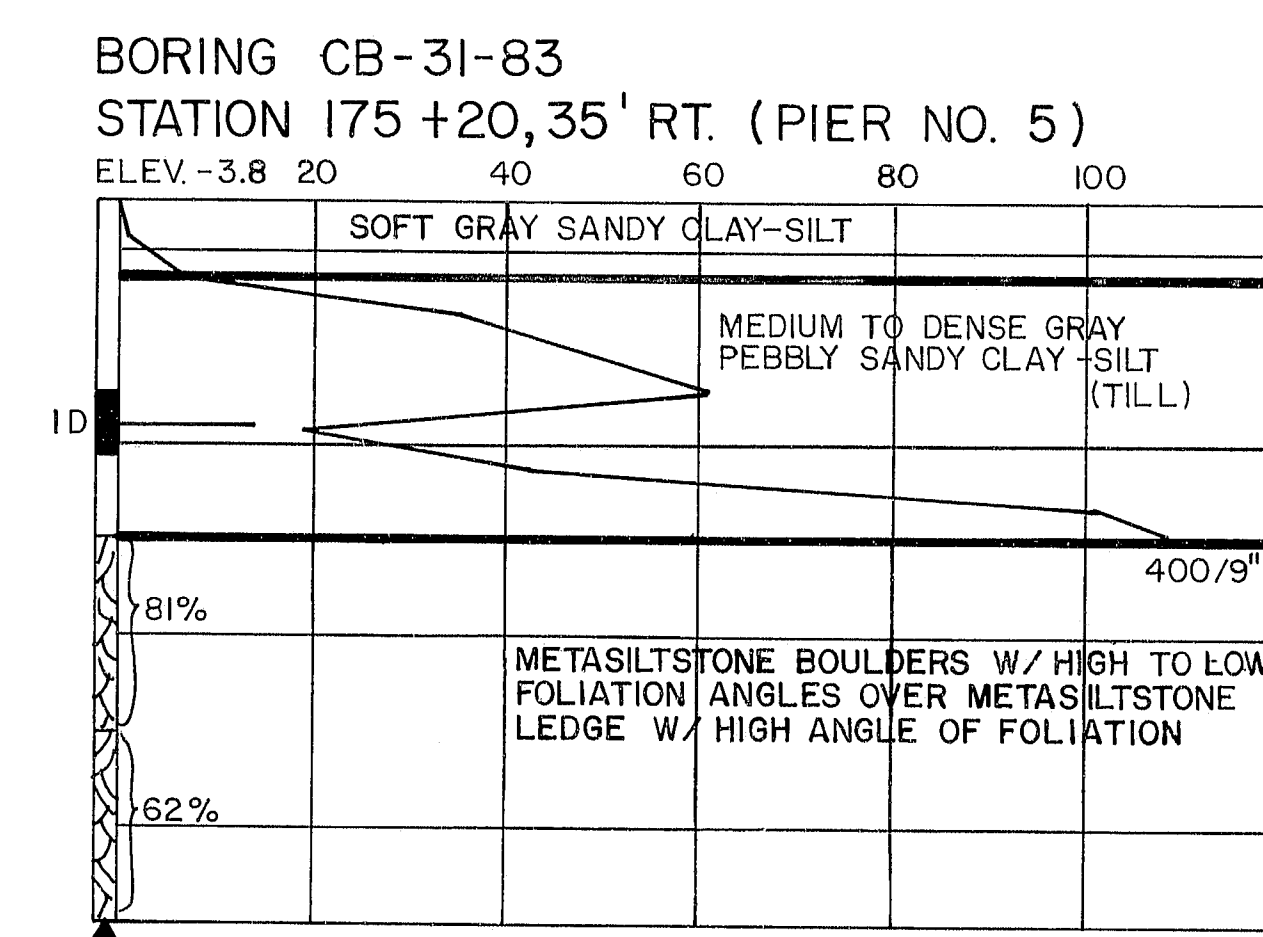
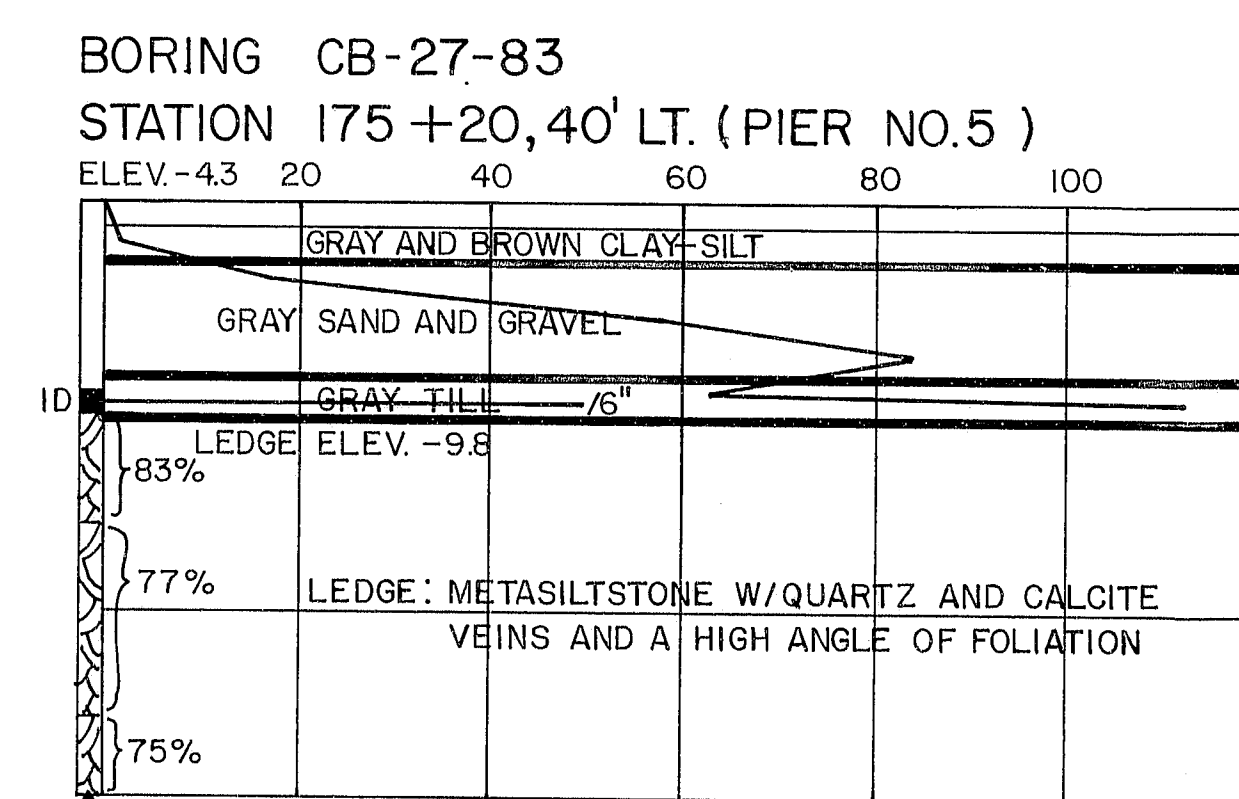
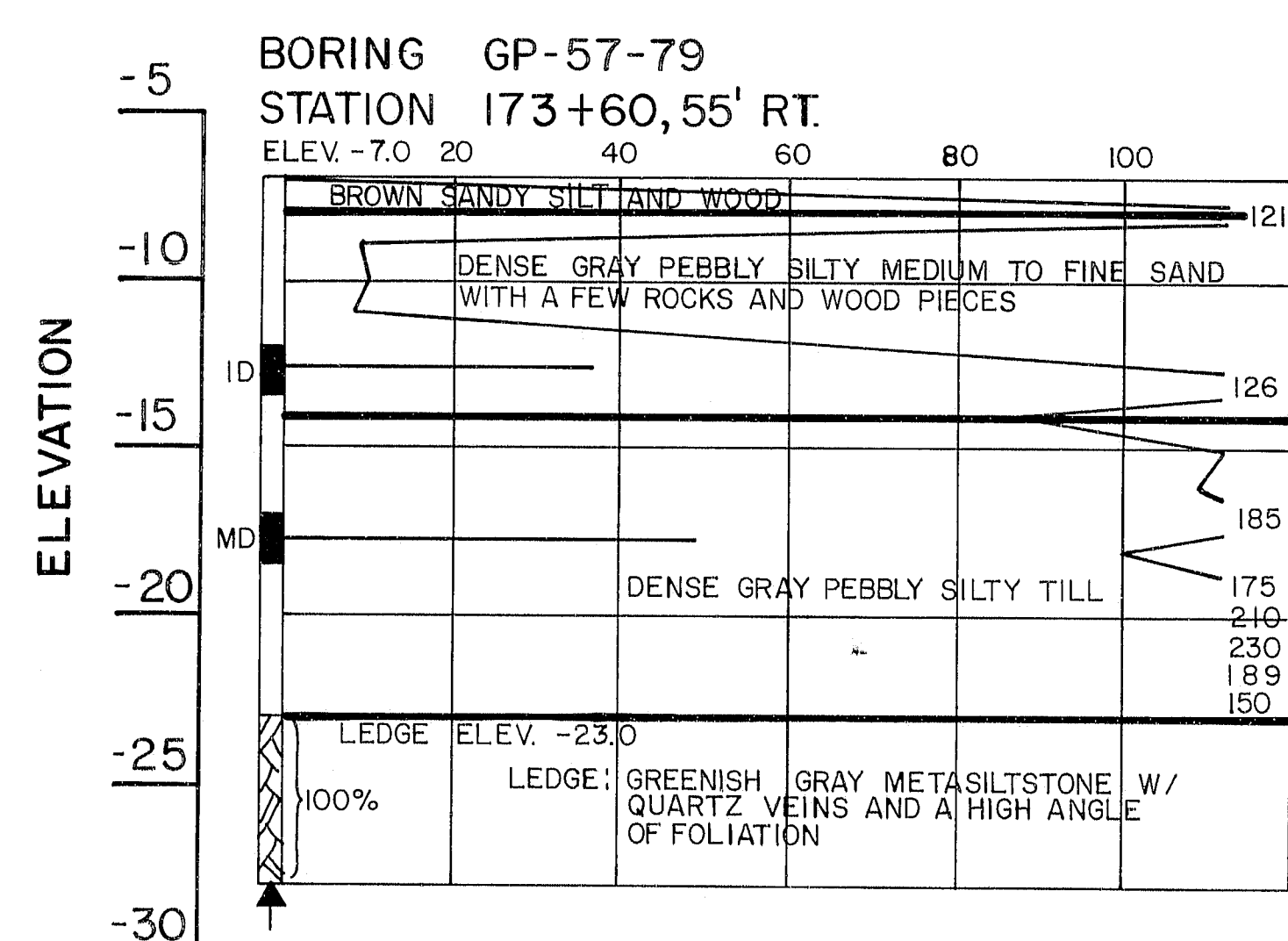
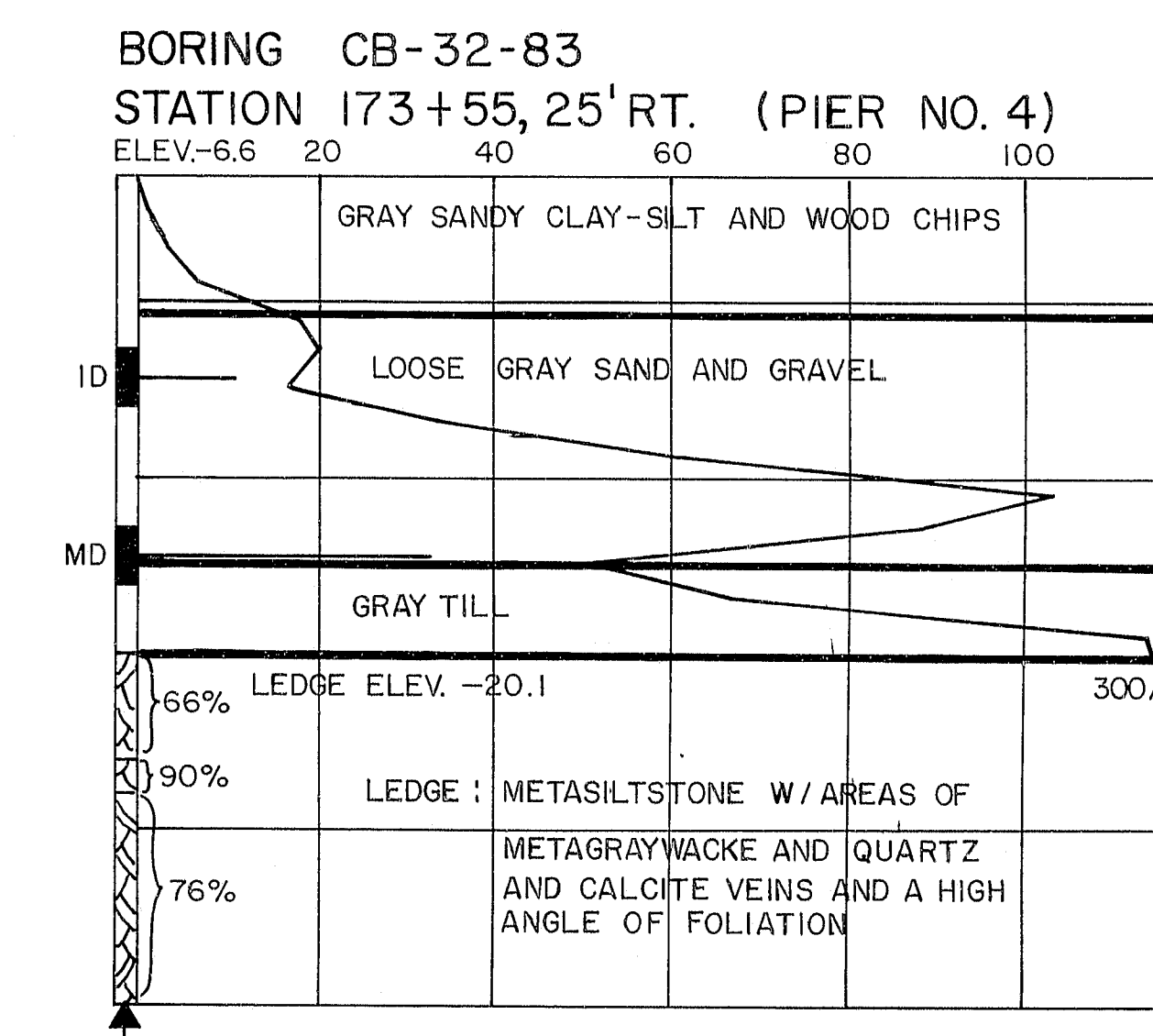
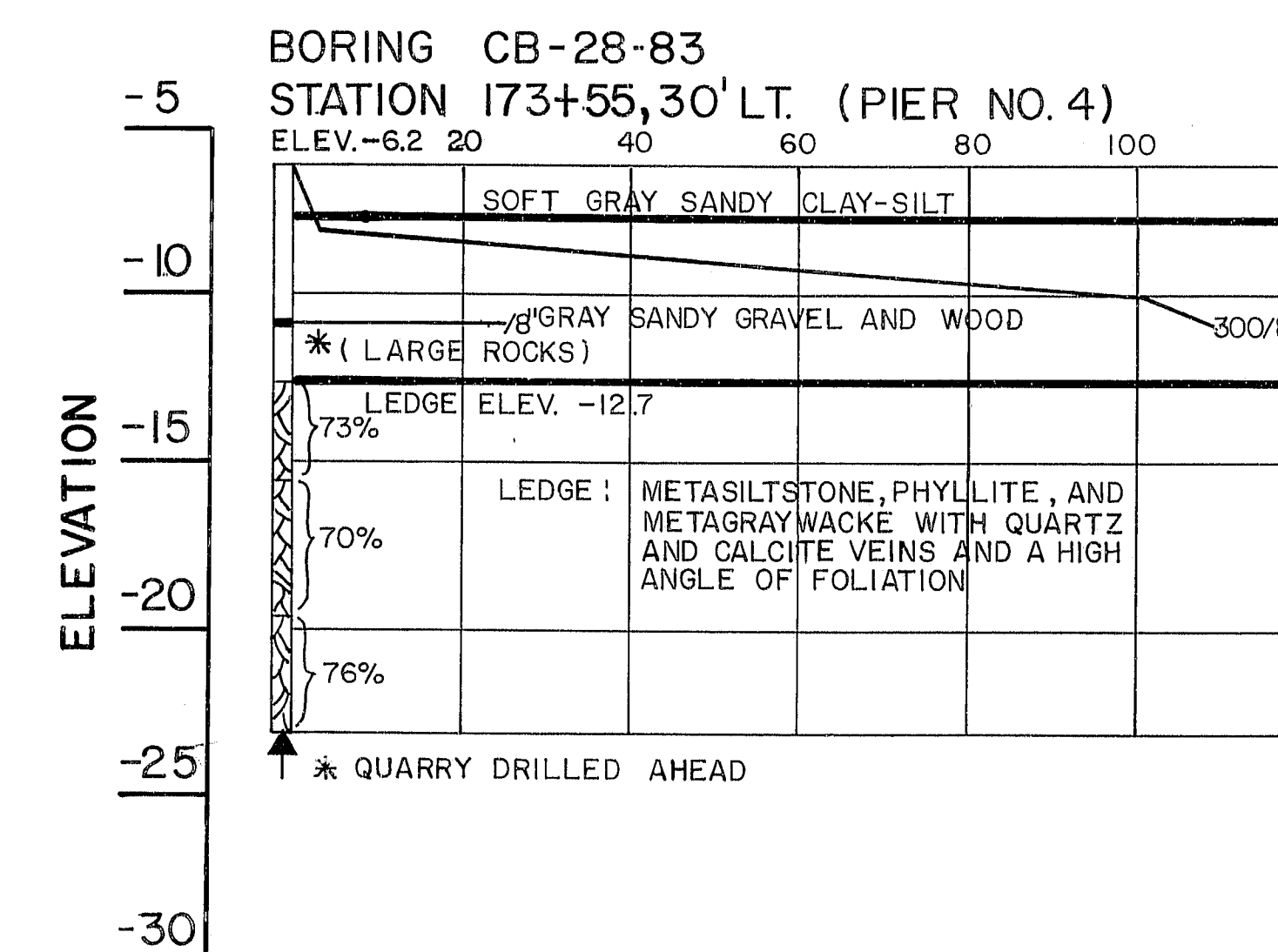
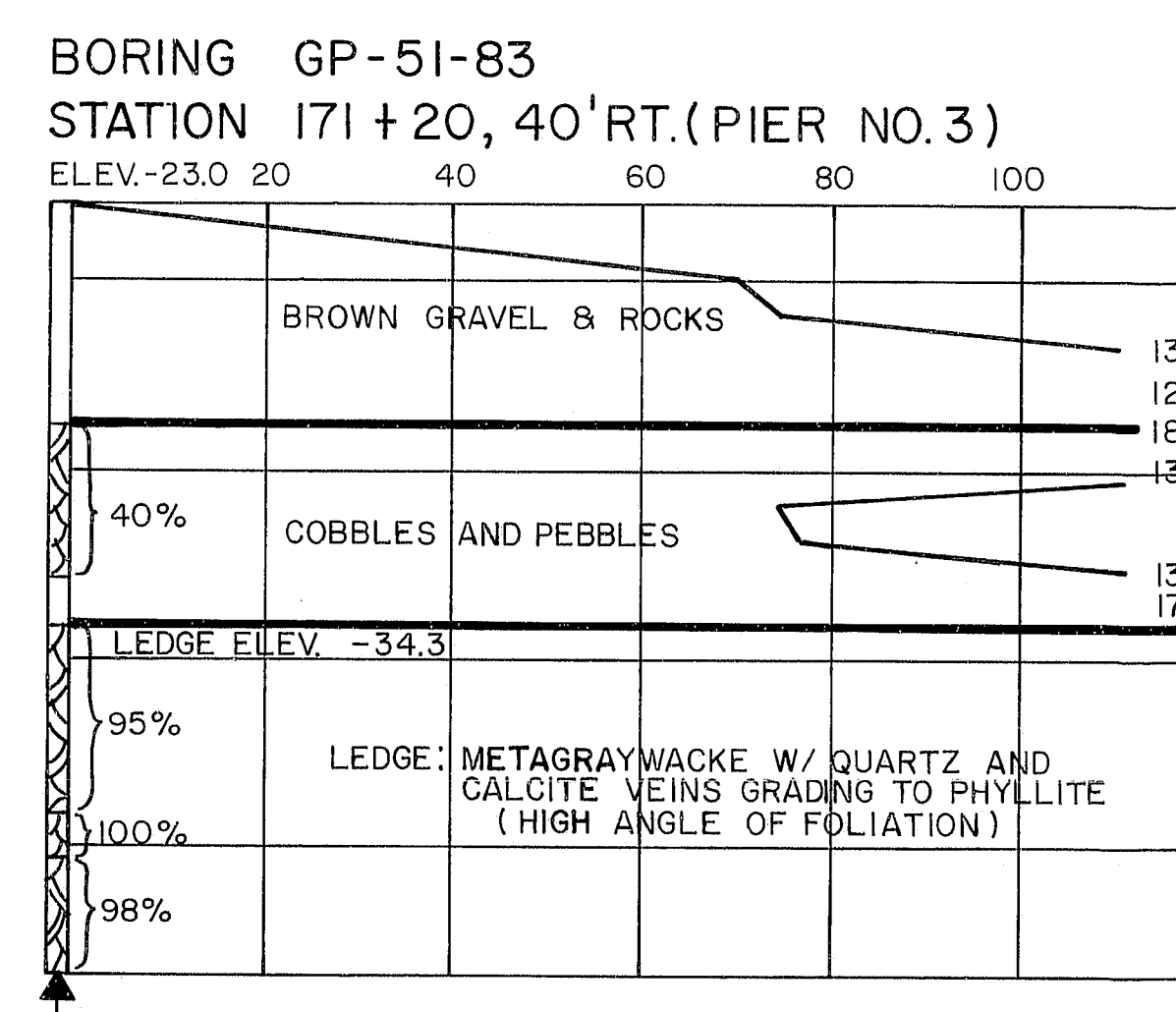
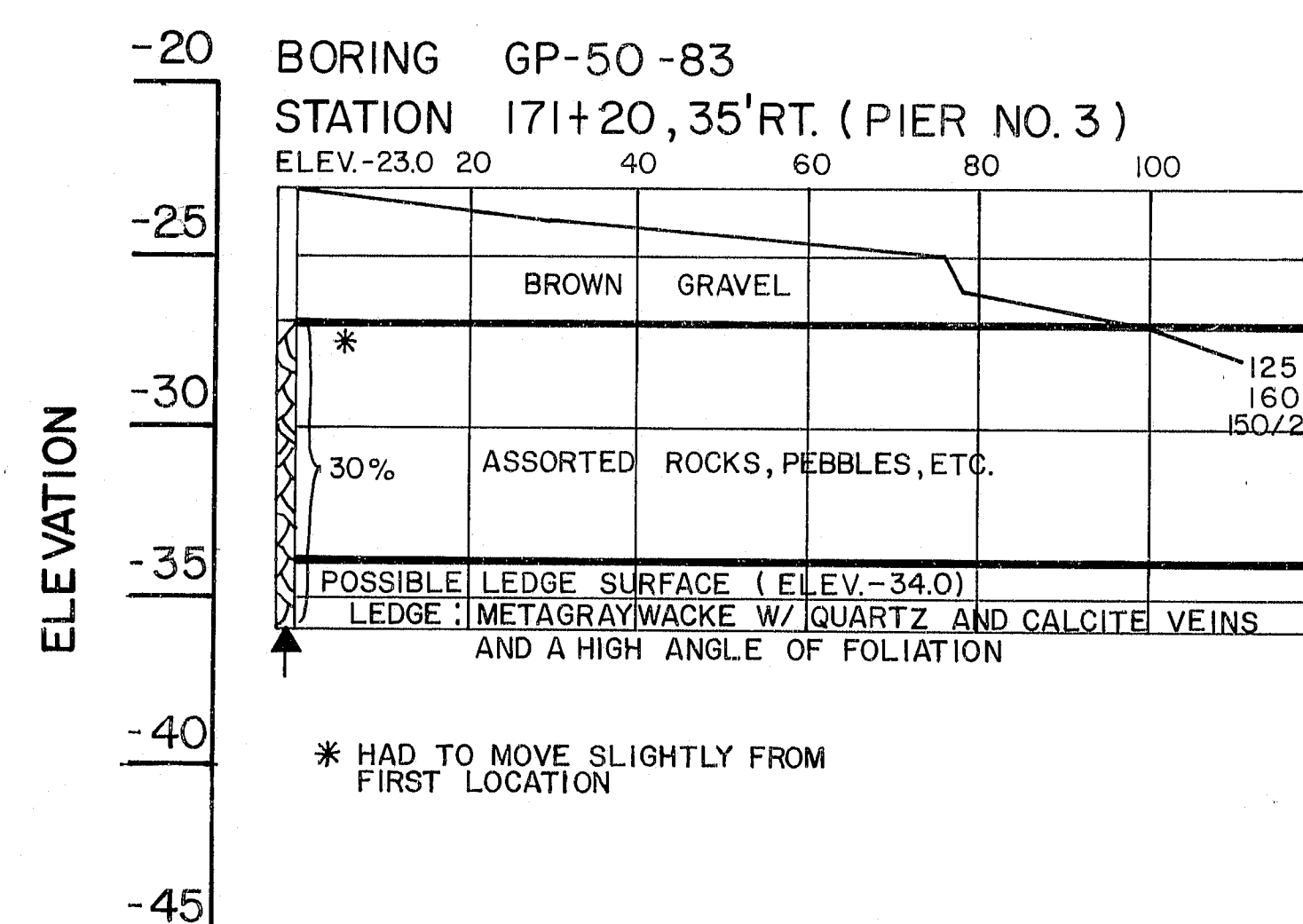
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

PROJECT DESIGN ENGINEER	DATE
BY	
DESIGN - DETAILED	
RECORD	
REVISIONS	
FIELD CHANGES	
PLANS	

BORING 44132-45710

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



PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
REVISIONS	
FIELD CHANGES	
PLANS	

BORING 44132-45710

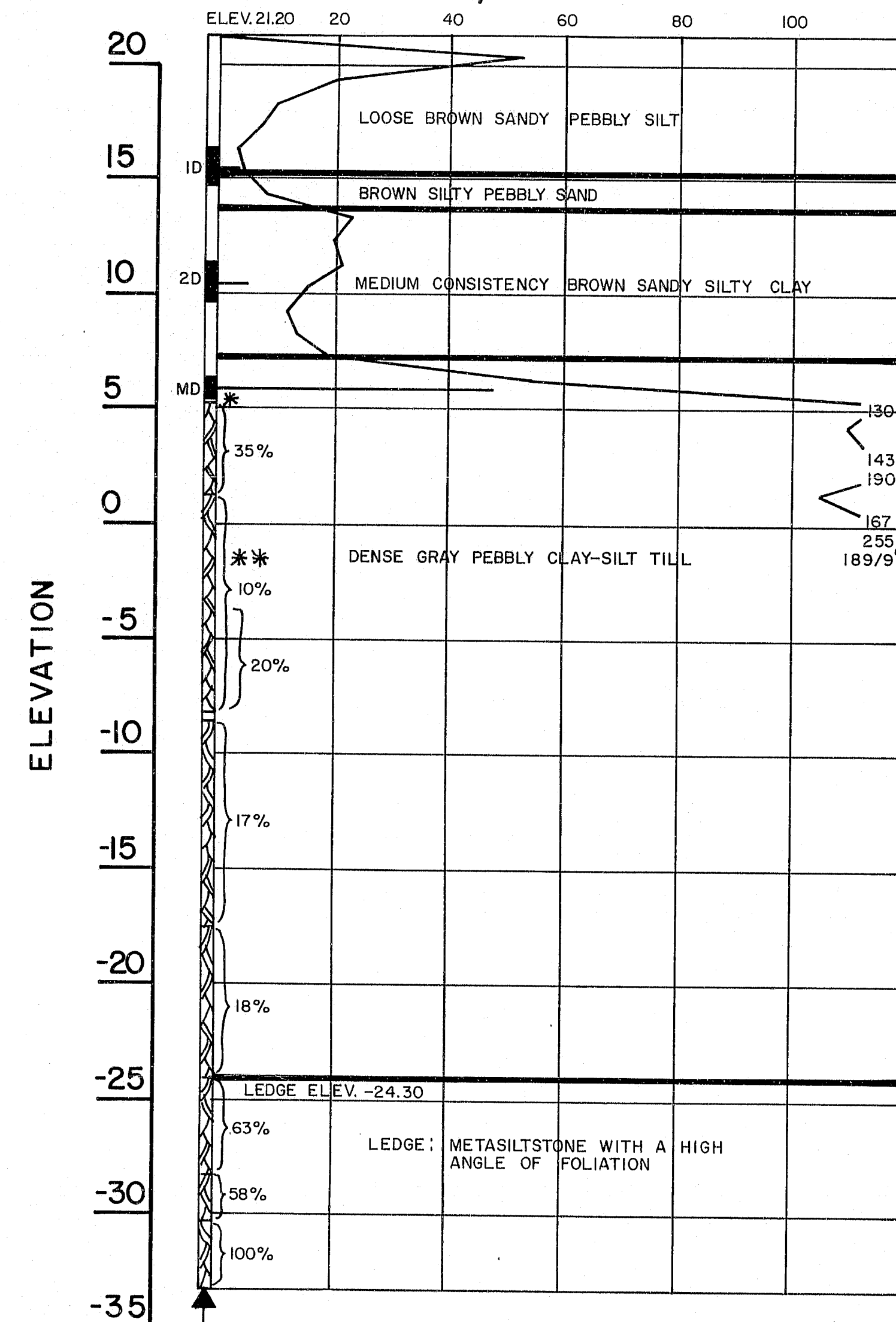
107-230

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

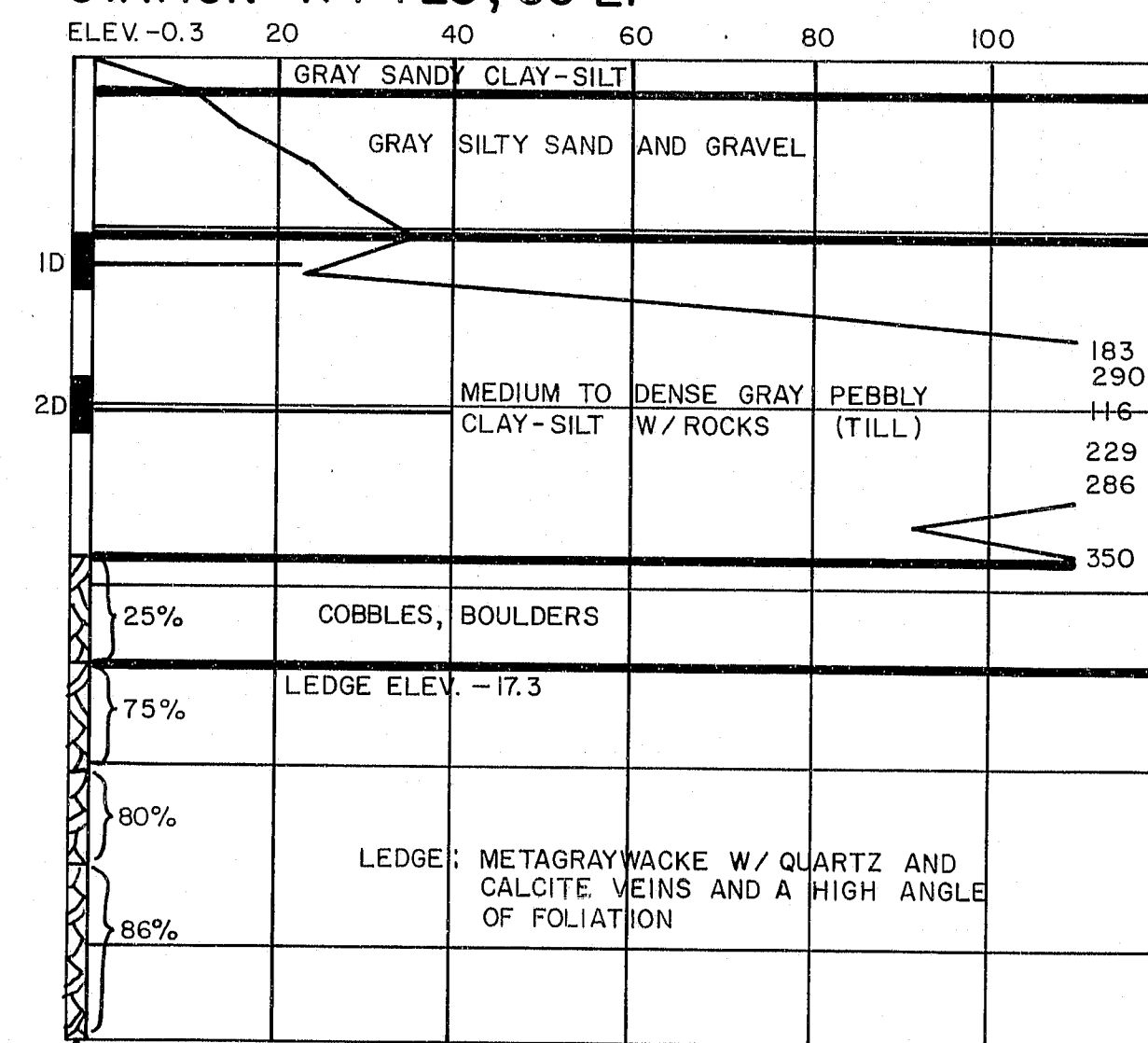
F.R.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(22)	98	114

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

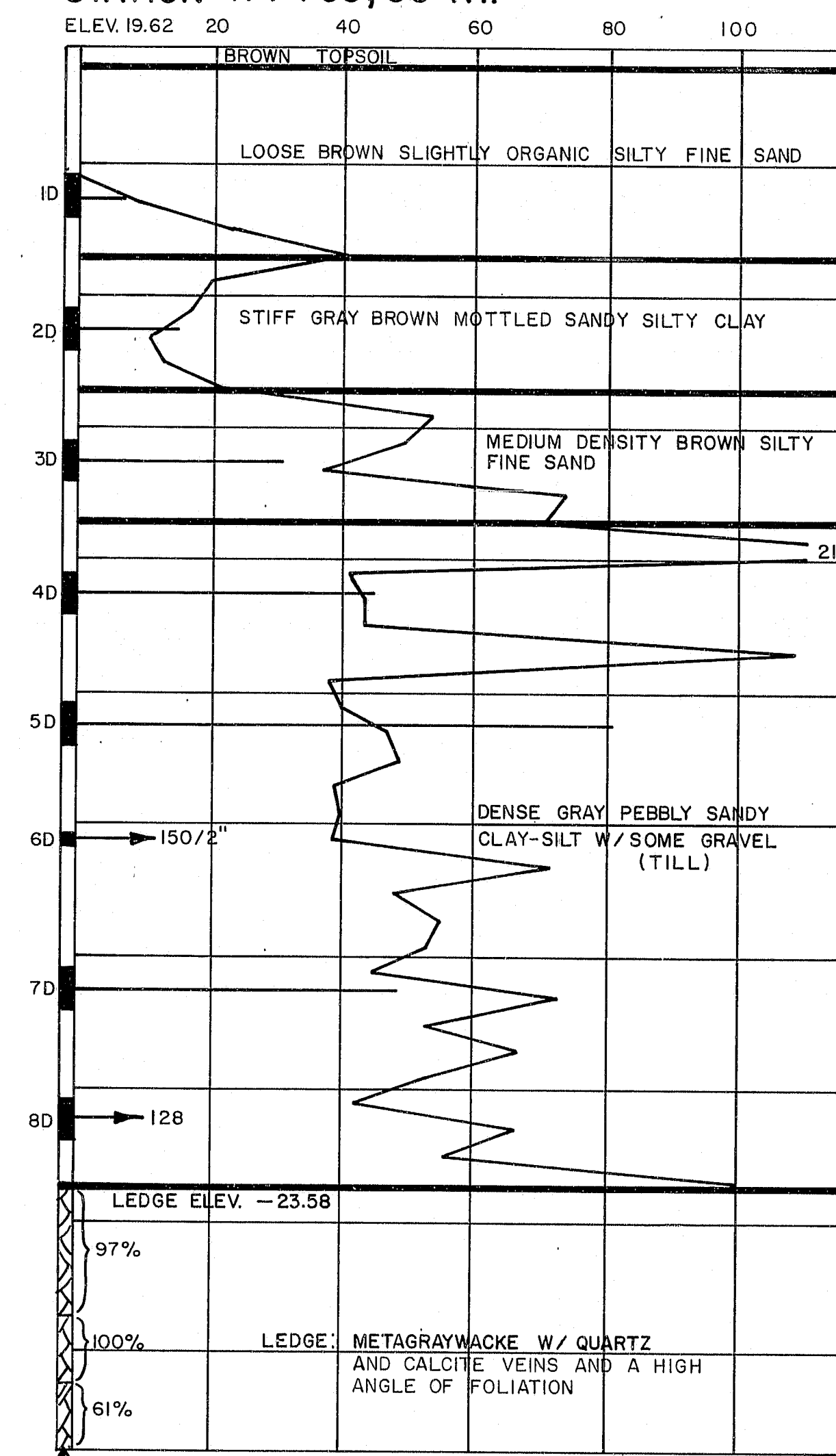


* BENT CASING, PULLED OUT AND MOVED 2' AHEAD, QUARRY DRILLED AHEAD TO 16'
** BENT CASING, PULLED BACK AND THEN QUARRY DRILLED AHEAD TO 25'

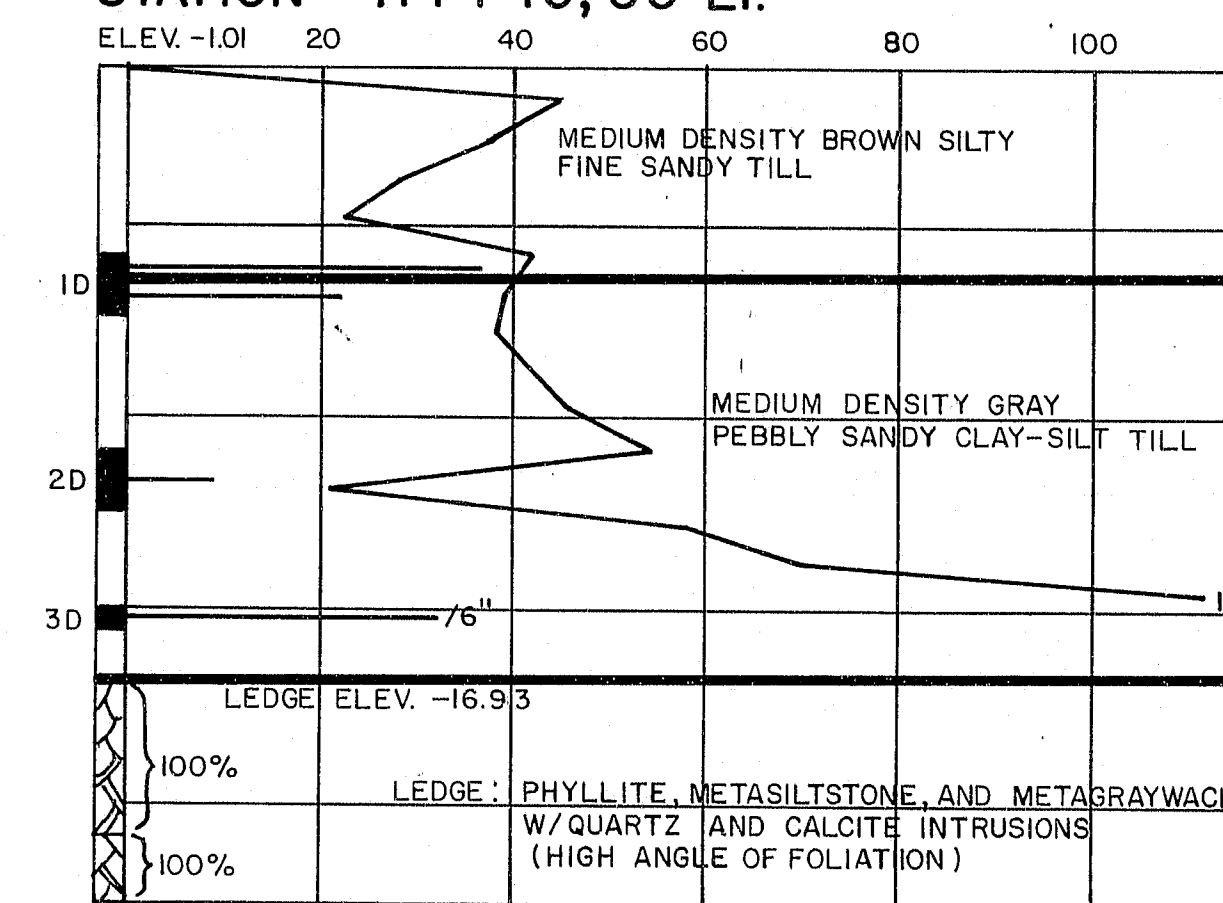
BORING CB-30-83
STATION 177+28, 30' LT.



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



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



107-231

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

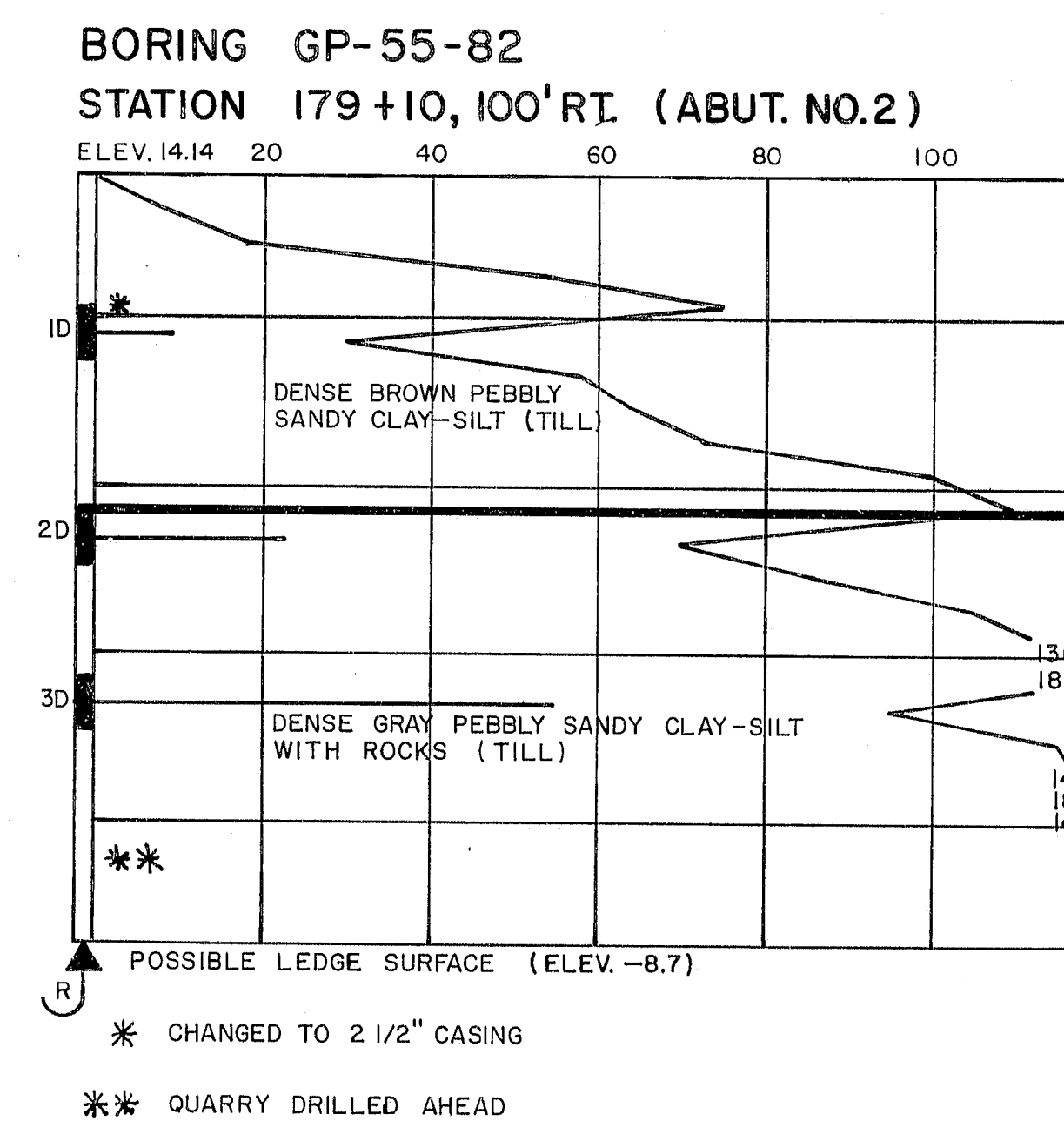
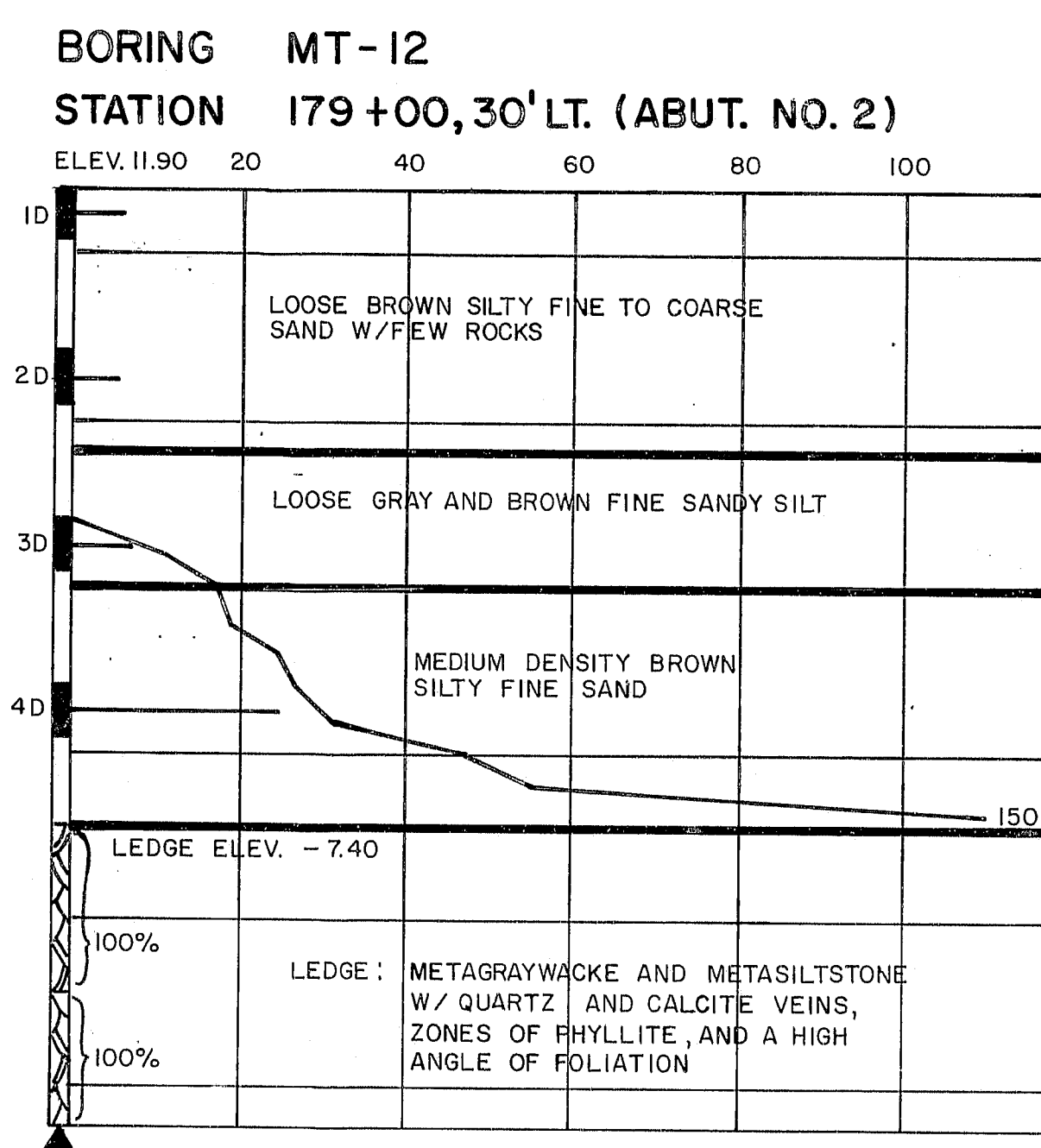
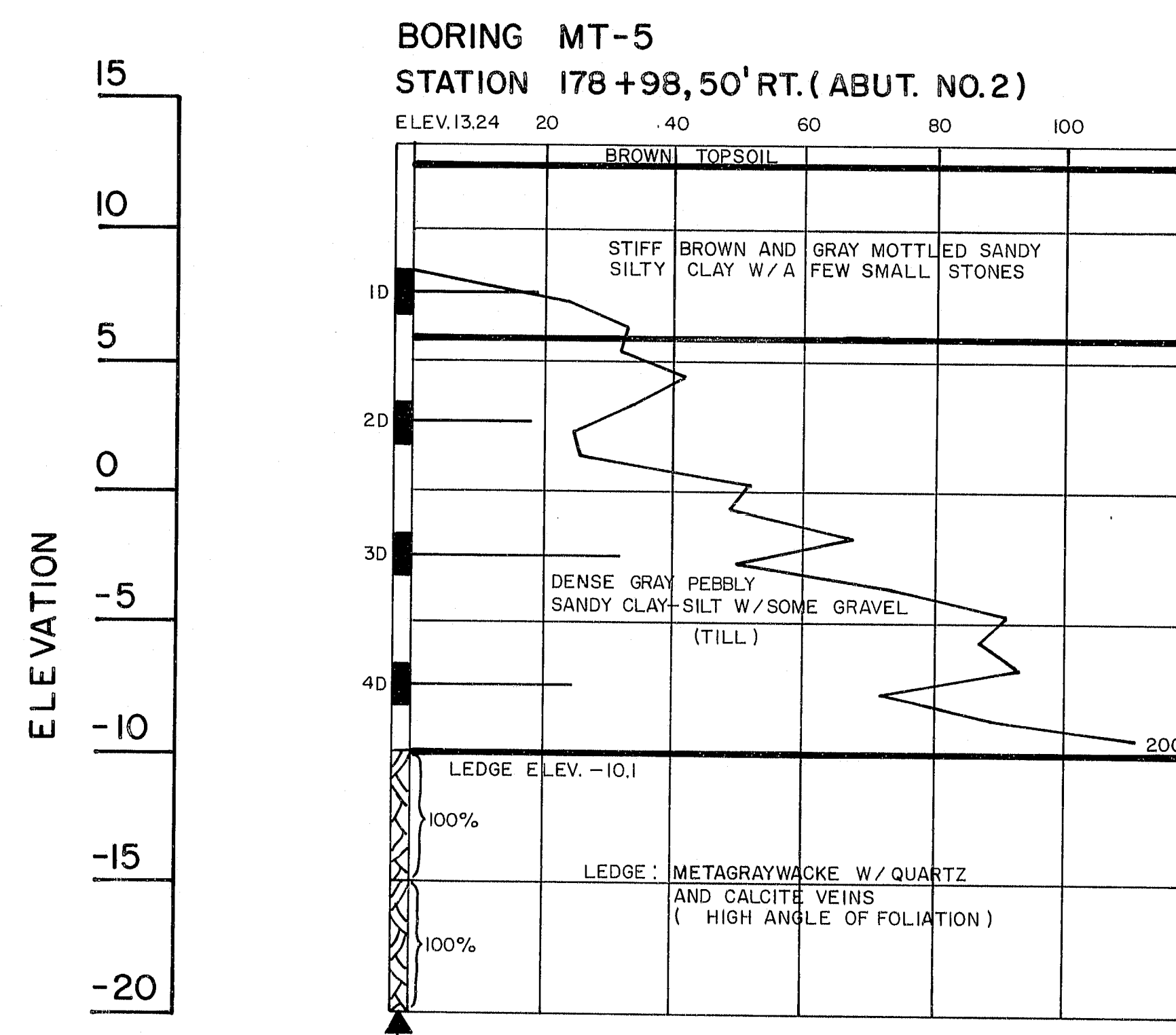
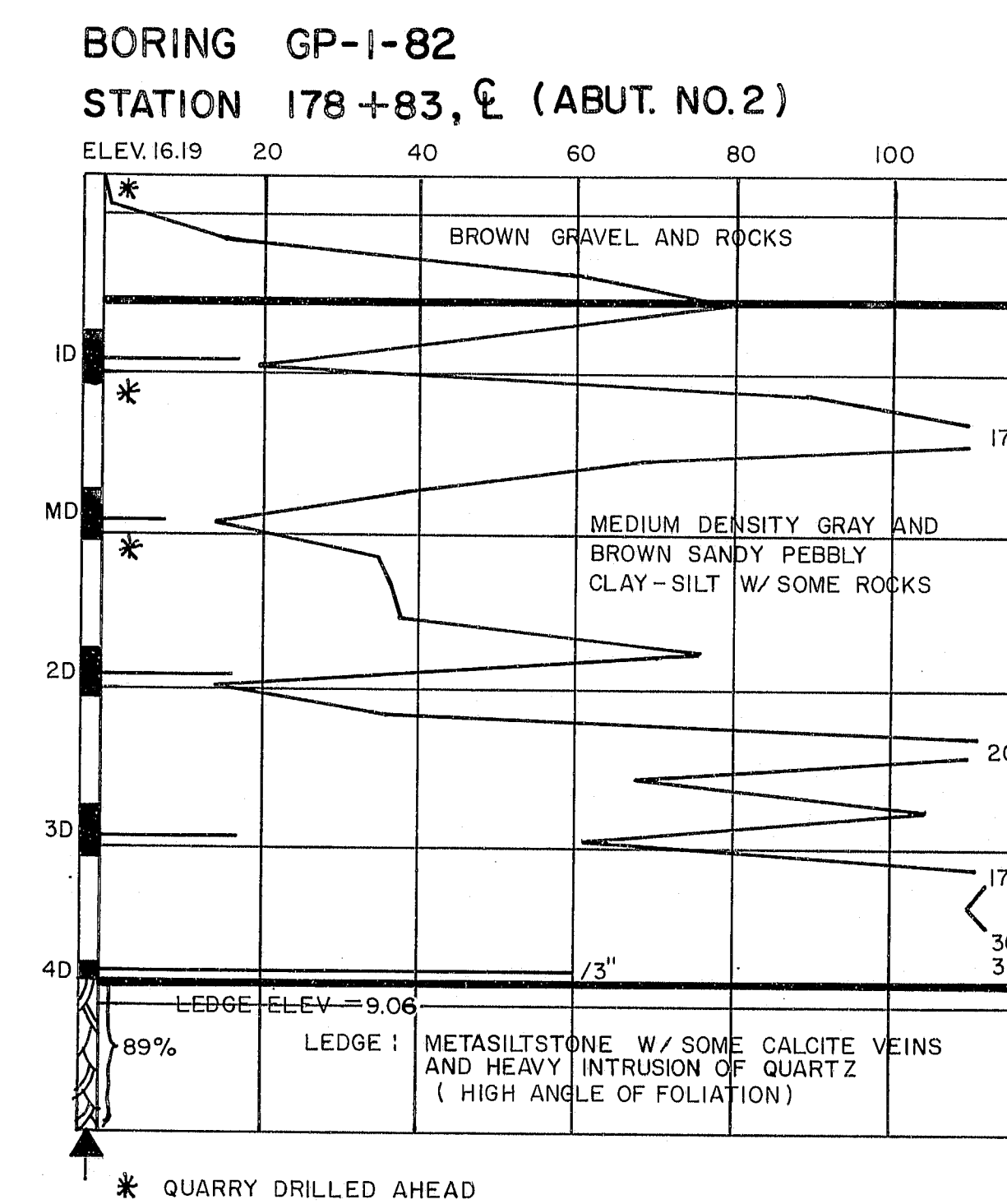
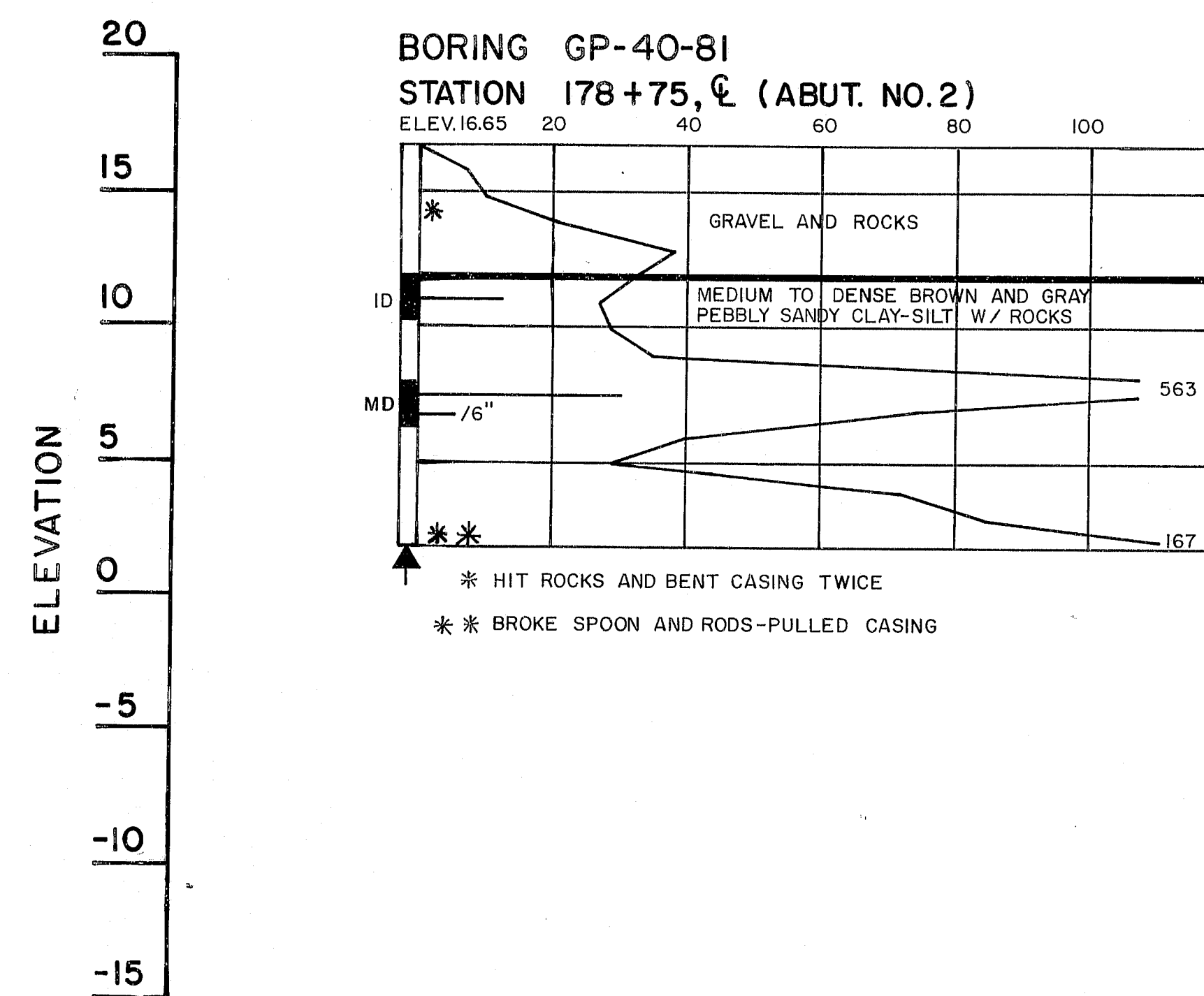
I-395 BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR AND BREWER
PENOBSCOT COUNTY
BORING DETAILS
AUGUSTA, MAINE

276

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

BORING 44-132-45710

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



107-232

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

BORING DETAILS

AUGUSTA, MAINE

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

BORING 44-132-45710