

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION



CONTRACT 4,5,86  
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	o
CULVERT - EXISTING	=====	UTILITY POLE - JOINT OCCUPANCY	o
CULVERT - PROPOSED	=====	PROPOSED UTILITY POLE - TEMPORARY	x
CURBING - EXISTING	=====	PROPOSED UTILITY POLE - PERMANENT	o
CURBING - PROPOSED	=====	TREES	o
TRAVELLED WAY - EXISTING	=====	WOODS	=====

CONTRACT DESCRIPTIONS

CONCRETE ALTERNATE (refer to Plans for Concrete Alternate)

CONTRACT 1 - SUBSTRUCTURE

CONTRACT 2 - SUPERSTRUCTURE

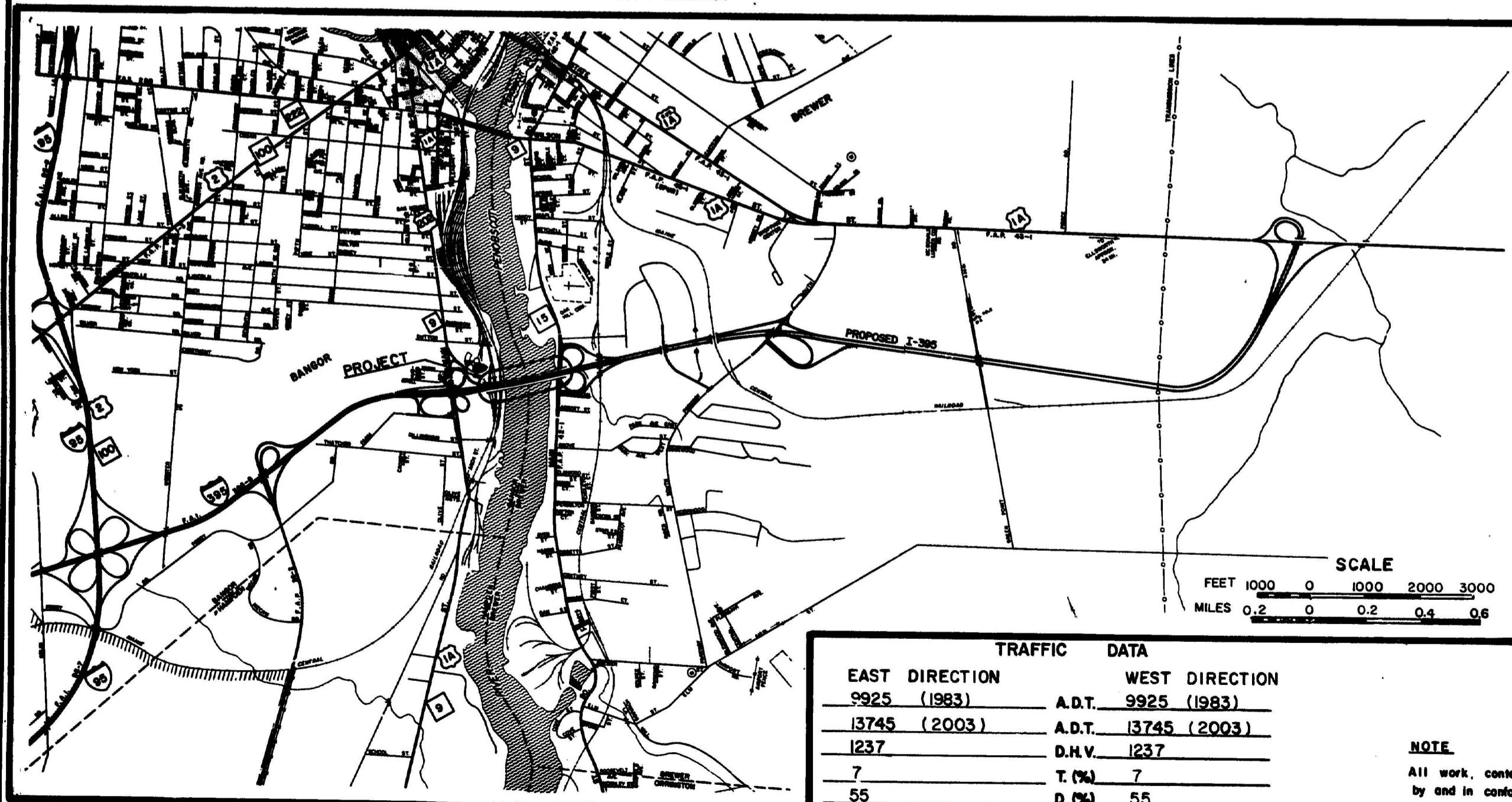
CONTRACT 3 - COMBINED SUBSTRUCTURE AND SUPERSTRUCTURE  
STEEL ALTERNATE

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.



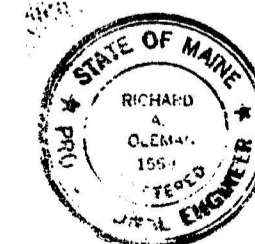
A PORTION OF PENOBSCOT COUNTY

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	IS 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 supplements thereto, except as modified on the plans and in the special provisions.



APPROVED:

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
*George A. Coleman*  
COMMISSIONER

*Richard A. Coleman*  
CHIEF ENGINEER

REVISED - As Built - *SAK*  
May 1994

DATE  
9-21-83

UNITED STATES  
DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
REGION 1

APPROVED:

DIVISION ADMINISTRATOR DATE

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PROJECT DESIGN ENGINEER  
DESIGN - DETAILED  
CHECKED  
REVISIONS  
FIELD CHANGES  
DATE  
BY  
COP  
KOP  
LAW  
PLANS

BOOKING 44-132 45710-1

ESTIMATED QUANTITIES					
ITEM NUMBER	DESCRIPTION	UNIT	CONTRACT 4 QUANTITY	CONTRACT 5 QUANTITY	CONTRACT 6 QUANTITY
203.20	Common Excavation	C.Y.	1690	—	1690
203.24	Common Borrow	C.Y.	61,950	6500	68,450
203.25	Granular Borrow	C.Y.	2,600	6350	8,950
203.26	Gravel Borrow	C.Y.	7280	510	7790
206.061	Str. Earth Excavation - Drngeg Minor Strs. - Below Grade	C.Y.	145	—	145
206.07	Structural Rock Excavation-Drainage & Minor Struct.	C.Y.	34	—	34
206.10	Structural Earth Excavation- Piers	C.Y.	2000	1775	3775
206.11	Structural Rock Excavation- Piers	C.Y.	28	30	58
403.08	Hot Bituminous Pavement, Grading C	TON	2080	1160	3240
501.214	Steel H Beam Piles 53 lbs/ft.	L.F.	1680	—	1680
501.216	Steel H Beam Piles 73 lbs/ft.	L.F.	—	1632	1632
501.217	Steel H Beam Piles 89 lbs/ft.	L.F.	2581	900	3481
501.218	Steel H Beam Piles 102 lbs/ft.	L.F.	6045	—	6045
501.234	Loading Tests for HP 12x53 piles	Each	1	—	1
501.236	Loading Tests for HP 14x73 piles	Each	—	1	1
501.237	Loading Tests for HP 14x89 piles	Each	2	1	3
502.21	Structural Concrete, Abuts. & Ret. Walls	C.Y.	507	495	1002
502.23	Structural Concrete Piers	C.Y.	6220	4030	10,250
502.24	Structural Concrete Piers (Placed Under Water)	C.Y.	3490	1851	5341
502.260	Structural Concrete Roadway & Sidewalk Slabs	L.S.	1	1	1
502.310	Structural Concrete Approach Slabs	L.S.	1	1	1
503.12	Reinforcing Steel Fab. & Delivered	LBS.	1,654,300	896,700	2,551,000
503.13	Reinforcing Steel - Placing	LBS.	1,654,300	896,700	2,551,000
504.7001	Structural Steel Fab. & Delivered	L.S.	1	1	1
504.7002	Structural Steel Fab. & Del. - Catwalk	L.S.	1	1	1
504.7101	Structural Steel Erection	L.S.	1	1	1
504.7102	Structural Steel Erection - Catwalk	L.S.	1	1	1
505.080	Shear Connectors	L.S.	1	1	1
507.093	Aluminum Bridge Railing, 3 Bar	L.F.	1913	1283	3196
508.10	Membrane Waterproofing	S.Y.	12,600	7040	19,640
511.0701	Cofferdam (Pier 2)	L.S.	1	—	1
511.0702	Cofferdam (Pier 4)	L.S.	1	—	1
511.0703	Cofferdam (Pier 5)	L.S.	—	1	1
511.0704	Cofferdam (Pier 6)	L.S.	—	1	1
511.0705	Cofferdam (Pier 7)	L.S.	—	1	1
513.20	Aggregate for Slope Protection	S.Y.	2065	624	2689
513.21	Bituminous Material for Slope Protection	GALLON	3100	940	4040
514.06	Curing Box for Concrete Cylinders	Each	1	1	2
515.21	Protective Coating for Concrete Surfaces	L.S.	1	1	1
518.211	Fender System Sheeting - Pier 3	L.S.	1	—	1
518.212	Fender System Sheeting - Pier 4	L.S.	1	—	1
518.311	Fender System Protective Coating - Pier 3	L.S.	1	—	1
518.312	Fender System Protective Coating - Pier 4	L.S.	1	—	1
518.411	Fender System Timber - Pier 3	L.S.	1	—	1
518.412	Fender System Timber - Pier 4	L.S.	1	—	1
520.22	Expansion Device-Compression Seal	EACH	1	—	1
522.0601	Modular Expansion Device - Pier 2	EACH	1	—	1
522.0602	Modular Expansion Device - Abut. 2	EACH	—	1	1
523.103	Pot Bearing Pedestals	EACH	54	32	86
526.31	Permanent Concrete Barrier Type II	L.F.	944	630	1574
603.159	12 Inch Culvert Pipe Option III	L.F.	8	—	8
603.179	18 Inch Culvert Pipe Option III	L.F.	252	—	252
603.219	36 Inch Culvert Pipe Option III	L.F.	268	—	268
603.431	36 Inch Reinforced Concrete Pipe Class V	L.F.	232	—	232
603.78	18" Inch Inlet Gate Unit	EACH	1	—	1
604.0903	Catch Basin Type B1-60" φ	EACH	3	—	3
604.1503	Manhole - 60" φ	EACH	2	—	2
607.17	Chain Link Fence - 6 foot	L.F.	—	150	150
607.36	Bracing Assembly Type I-Chain Link Fence - 6 foot	EACH	—	2	2
609.132	Vertical Bridge Curb Type 1B	L.F.	1909	1296	3205
609.133	Vertical Bridge Curb - Special	L.F.	1863	1240	3103
610.08	Plain Riprap	C.Y.	—	460	460
610.12	Portland Cement for Riprap Grout	BBL.	72	156	228

ESTIMATED QUANTITIES					
ITEM NUMBER	DESCRIPTION	UNIT	CONTRACT 4 QUANTITY	CONTRACT 5 QUANTITY	CONTRACT 6 QUANTITY
610.18	Stone Ditch Protection	C.Y.	180	390	570
610.19	Special Stone Fill	C.Y.	2630	—	2630
616.08	Sodding	S.Y.	48	—	48
618.14	Seeding Method Number 2	UNIT	26	11	37
618.15	Temporary Seeding	LBS.	20	8	28
619.12	Mulch	UNIT	220	48	268
620.50	Filter Fabric - Woven	S.F.	48	36	84
629.05	Hand Labor, Straight Time	M.H.	15	15	30
629.05	Traffic Controllers	M.H.	—	40	40
629.05	Air Compressor (Including Operator)	HR.	10	10	20
629.05	Air Tool (Including Operator)	HR.	10	10	20
629.05	All Purpose Excavator (Including Operator)	HR.	10	10	20
629.05	Truck - Small (Including Operator)	HR.	10	10	20
629.05	Front End Loader (Including Operator)	HR.	10	10	20
634.210	Conventional Light Standard	Each	2	3	5
637.12	Galvanized Metal Bin Type Retaining Wall	S.F.	5693	—	5693
638.01	Embedded Work in Structures	L.S.	1	1	1
638.02	Navigation Lights	L.S.	1	—	1
638.021	Temporary Navigation Lights	L.S.	1	—	1
639.18	Field Office Type A	EACH	1	1	2
639.21	Testing Facilities Soils	L.S.	1	1	1
639.22	Testing Facilities Bituminous Mixes	L.S.	1	1	1
645.121	Overhead Guide Sign	L.S.	1	—	1
645.161	Breakaway Device - Single Pole	EACH	1	—	1
645.289	Steel H-beam Poles	LBS.	312	—	312
652.31	Type I Barricades	EACH	—	15	15
652.33	Drums	EACH	—	5	5
652.34	Cones	EACH	—	10	10
652.35	Construction Signs	S.F.	30	270	300
652.361	Maintenance of Traffic Control Devices	L.S.	1	1	1
652.38	Flagger	M.H.	50	450	500
656.50	Baled Hay, in Place	EACH	10	10	20
656.51	Sandbags, in place	EACH	10	10	20
657.24	Seeding Pits	Unit	194	37	231
659.10	Mobilization	L.S.	1	1	1
660.21	On-the-job Training (Bid)	M.H.	7,000	5,000	12,000
662.30	Glare Foils	EACH	472	314	786
ESTIMATED QUANTITIES of LUMP SUM ITEMS					
502.260	Structural Concrete Roadway & Sidewalk Slabs	C.Y.	4601	2458	7059
502.310	Structural Concrete Approach Slabs	C.Y.	65	42	107
504.7001	Structural Steel Fab. & Delivered	LBS.	3,091,000	2,664,000	7,759,000
504.7002	Structural Steel Catwalk Fab. & Delivered	LBS.	120,900	79,500	200,400
505.080	Shear Connectors	EACH	19,353	10,400	29,953

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	395-8(82)	2	114

### GENERAL CONSTRUCTION NOTES

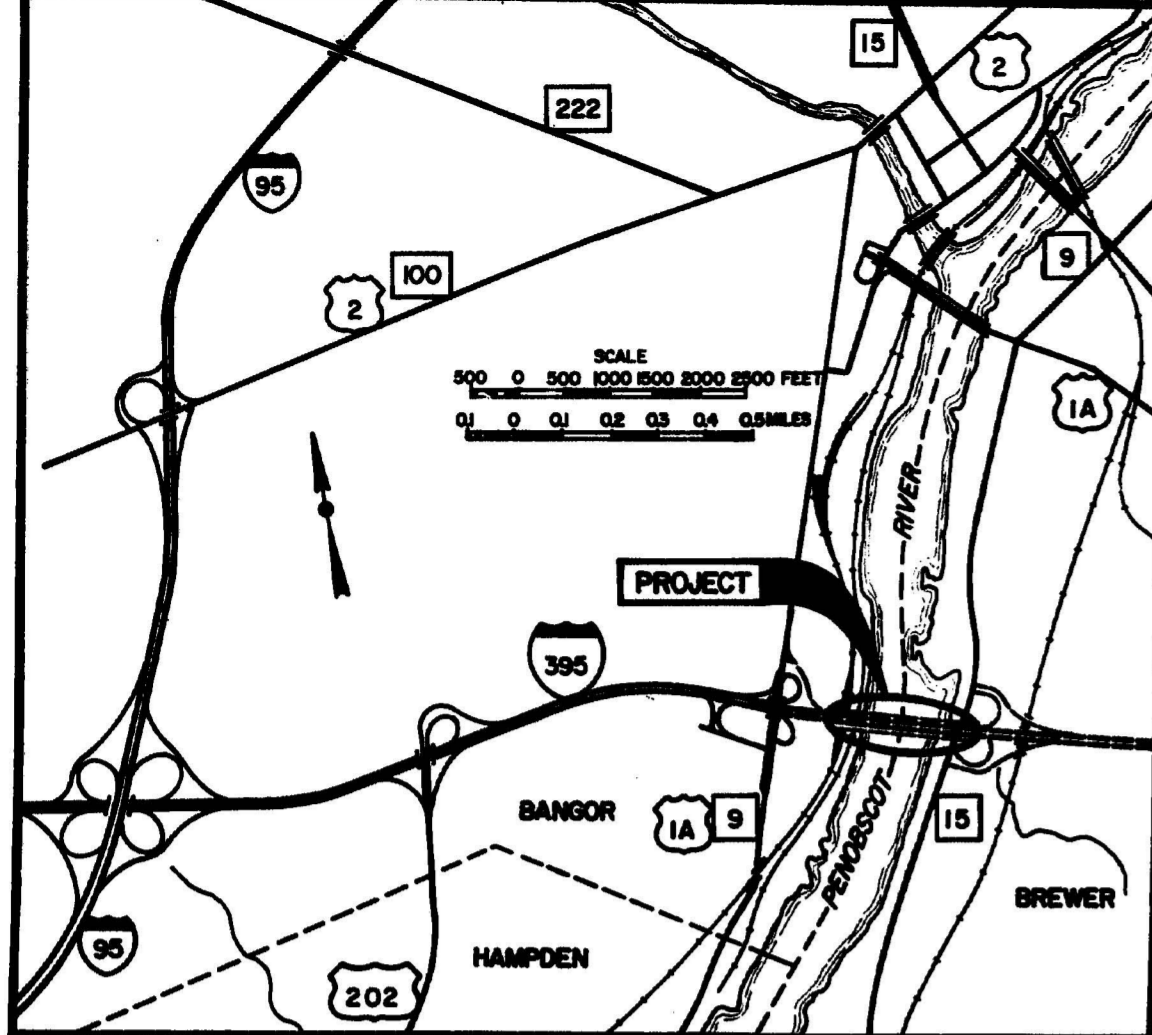
- All utility facilities will be adjusted by the respective utilities unless noted.
- All embankment material, unless otherwise shown, placed below Elevation 10.0, shall be Granular Borrow meeting the requirements of Subsection 703.19, Material for Underwater Backfill.
- The clearing limits will be determined by the Engineer in the field. Payment for clearing will be incidental to contract items.
- A 12" layer of gravel borrow shall be placed under the bituminous treated stone slope protection, or 1 stone ditch protection. Do not excavate for gravel borrow where existing material is suitable as determined by the Engineer. Excavation for gravel borrow, where required by the Engineer, will be paid for under item 203.20 Common Excavation.
- A conduit system shall be installed from Station 167+90 to Station 179+20.7 as shown on the plans. See the Survey sheets and the Navigation Light sheet for location and details. Payment will be made under item 638.01 Embedded Work in Structures.
- The construction of the retaining wall shown on sheet 10 shall be scheduled to coordinate the backfill with adjacent construction by others. The extent of backfill under this contract will be determined by the Engineer in the field.
- A concrete retaining wall or a reinforced soil system may be used in place of the Bin type wall shown on sheet 10 if approved by the Engineer. Approval will be determined in part by conformance with Guidelines for the Analysis of Internally Reinforced Retaining Systems prepared by the Geotechnical and Materials Branch of the Federal Highway Administration (July 1983). The Contractor shall supply design calculations and shall supply working drawings in conformance with subsection 105.02 of the Standard Specifications.
- Excavations in the railroad yard shall be lighted at night and shall be protected by barriers or railings. Lighting and protection devices shall meet the approval of the Engineer. Obstructions within 8' of the center line of an operating track will not be allowed. The cost of the lighting and protection devices will be considered incidental to related contract items.
- Five Twin Arm Light Standards shall be installed at the locations shown on the plans. The twin arms shall be a truss type and shall have a length of 16 feet each. The light standard shall provide for a nominal luminaire mounting height of 50 feet. Luminaires and wiring will be furnished and installed by others. For details of light standard housing see sheets #73, #74 and #75.

107-135

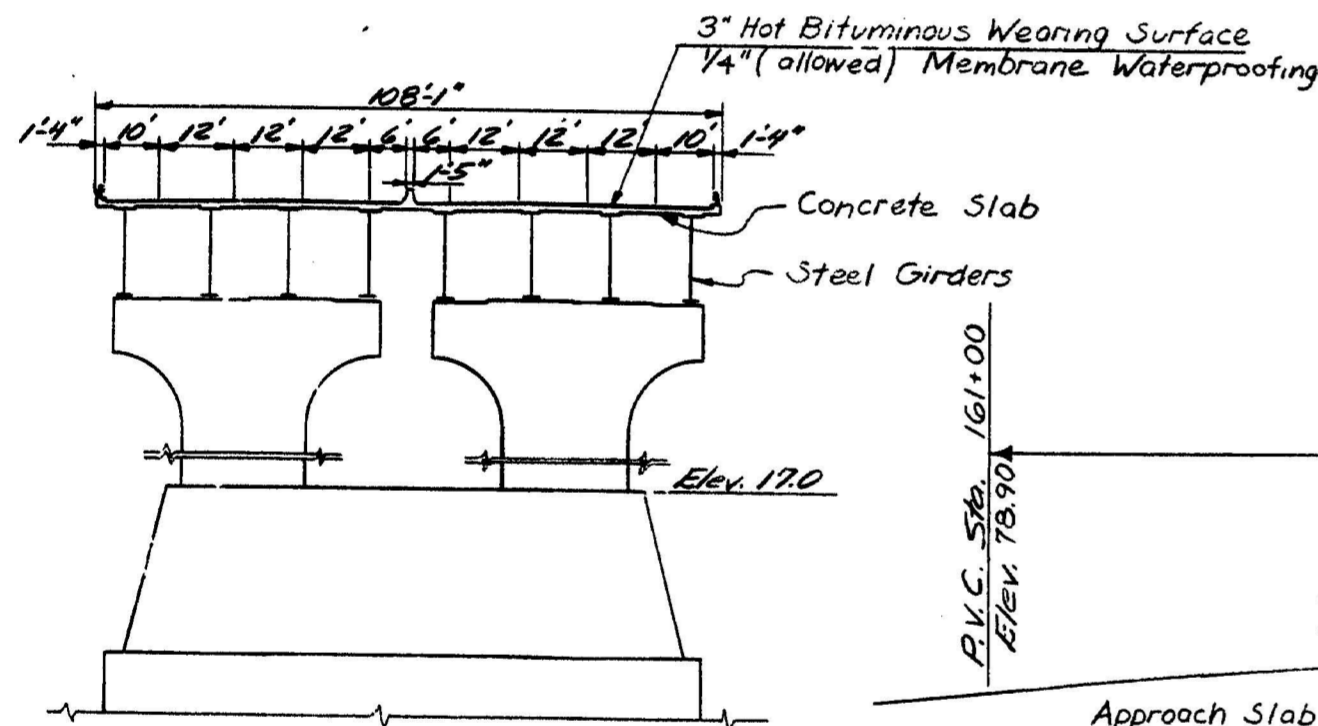
REVISIONS	DATE
1. Addendum #4	1-16-84

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

A. BUNT J. M. White S. A. Steel



LOCATION MAP

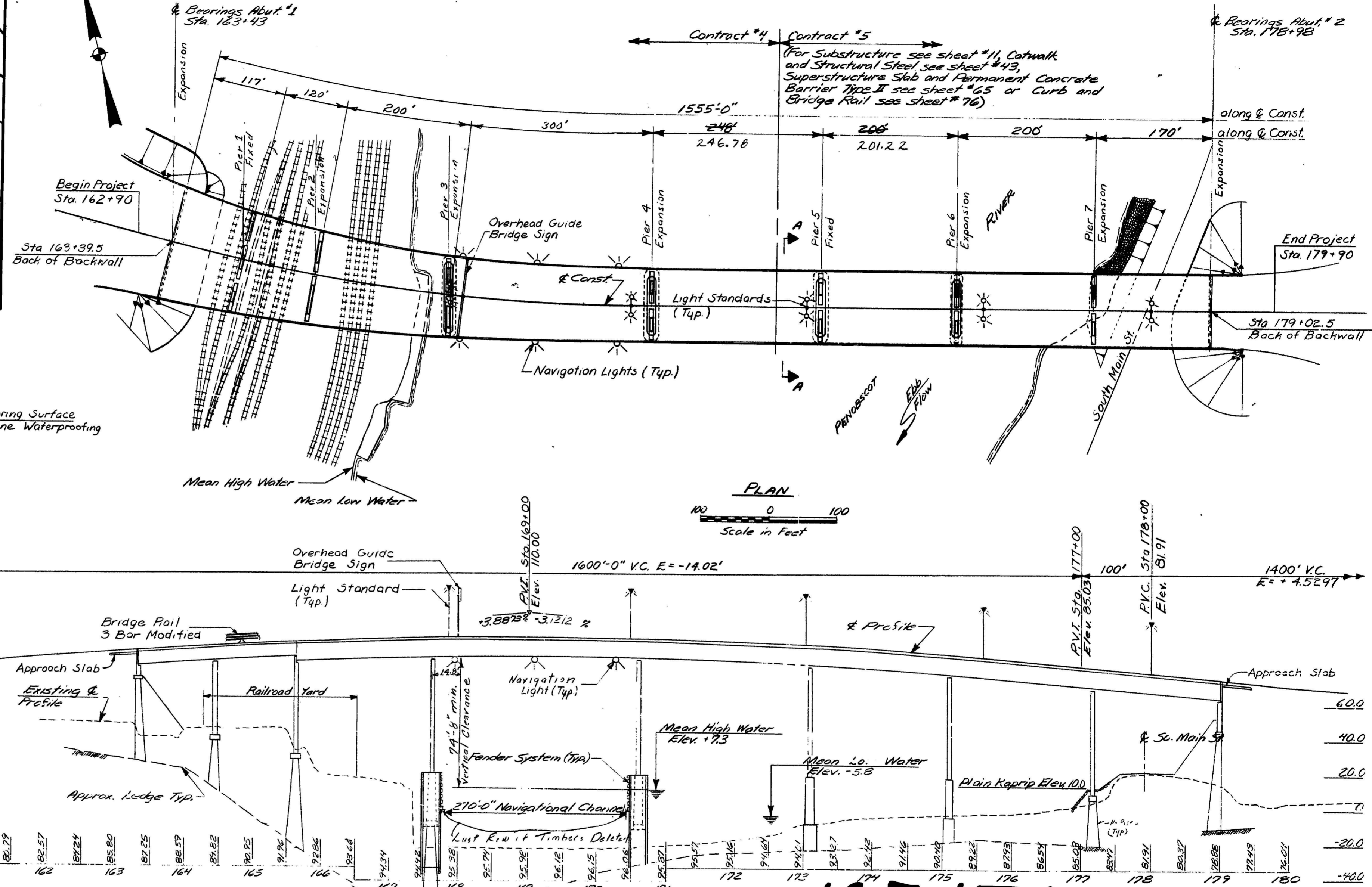


SECTION A-A

### HYDROLOGIC DATA

Drainage Area = 8,060 square miles  
 Design Discharge (Q50) = 152,500 cfs  
 Check Discharge (Q100) = 171,000 cfs  
 Headwater Elev. at (Q50) = 14.9 (incl. 1 backwater)  
 Headwater Elev. at (Q100) = 15.6 (incl. 1 backwater)  
 Discharge Velocity (Q50) = 5.8 fps  
 Discharge Velocity (Q100) = 6.3 fps  
 500 Year Discharge = 216,000 cfs @ Elev. 16.8  
 Flood of Record, 1923 (Q120) = 178,000 cfs @ Elev. 15.7  
 Mean High Water = Elev. +7.3  
 Mean Low Water = Elev. -5.8  
 1982 Predicted High Tide = Elev. +9.7 ~ 0.4 ft.  
 SPRING TIDE = Elev. +7.1

A hydrologic report of the bridge site is available for the Contractor's reference at the Bridge Design Office in Augusta. The hydrologic report is based on the interpretation by the Department of Information obtained for the subject site and no assurance is given that the information or the conclusions of the report will be representative of actual conditions at the time of construction.



### SPECIFICATIONS

DESIGN: A.A.S.H.T.O. Standard Specifications for Highway Bridges 1977 with interim specifications 1978, 1979, 1980, 1981 and 1982.

CONTRACT: State of Maine, Department of Transportation Standard Specifications, Highways and Bridges, Revisions of June 1981.

DESIGN LOADING: Live Load: HS25 Load Factor Data as modified for Interstate  
 Spacing: 5 ft. 6 in. Truss  
 1 ft. 6 in. 1 ft. 6 in.

### PROFILES

CONCRETE: Pier Bents, Footings, Distribution Slabs & Abut. Footings Class B (M) or Class C; Seals Class S; all other Class A  
 REINFORCING STEEL: ASTM A615 Grade 60  
 STRUCTURAL STEEL: All material ASTM A588 (as specified otherwise noted) (unwarranted)  
 High Strength Bolts ASTM A325, Type 3

### BASIC ALLOWABLE STRESS

Concrete: 1500 psi  
 Steel: 25,000 psi  
 Structural Steel: ASTM A588 Fy = 50,000 psi  
 ASTM A325 Fy = 25,000 psi

### TRAFFIC DATA

EST. DATE	Direction	
	East	West
EST. DATE 1983	9925	9925
EST. DATE 2003	13745	13745
DAY	1237	1237
TIME	7	7
WIND	55	55
TEMPERATURE	60	60
WINDSPEED	27	27

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE  
 OVER  
 PENOBSCOT RIVER  
 BANGOR - BREWER  
 PENOBSCOT COUNTY  
 GENERAL PLAN  
 (STEEL ALTERNATE)  
 AUGUSTA, MAINE Sept. 1982

As BUILT Sept. 1982 May 94 Steel

BM\*6  
Iron pin in Rock  
Elev. 7.36

**CURVE DATA**  
Construction  
PI = Sta 167+18.819  
Δ = 13°-17'-49.4" LT  
D = 2'-00"  
T = 333.93  
R = 2864.739  
L = 604.85  
PT = Sta 170+49.75  
PCC = Sta 163+84.89

**CURVE DATA (MS-2)**  
PI = Sta 163.94  
Δ = 20°-37'-35.3" RT  
D = 2°-51'-53.2"  
T = 363.94  
R = 722.00'  
PT = Sta 170+20.00  
PCC = Sta 164+00

**CURVE DATA (MS-2)**  
PI = Sta 9+66.07  
Δ = 57°-51'-19" RT  
D = 28°-38'-52"  
T = 110.53'  
R = 201.95'  
PT = Sta 10+59.49  
PCC = Sta 3+57.54

**CURVE DATA (MS-2)**  
PI = Sta 7+59.46  
Δ = 19°-42'-09.4" RT  
D = 14°-19'-26.2"  
T = 49.46'  
R = 137.54'  
PT = Sta 8+57.54  
PCC = Sta 7+20.00

BM\*7  
PK Nail in Conc Slab  
Sta. 3+85  
Elev. 42.49

Maine Central Rail Road  
Round House  
One Story Brick

Fuel Line  
exits from tank  
on concrete slab  
enters building

Boiler Room  
2 Story Wood  
In with  
Aluminum Siding

Fire Brick  
Chimney  
Filler  
Pipe

20000 Gal  
Fuel Tank

Breathing Pipe  
F.P. Pipe  
Bulk  
head

CB (to remain)

Install 30" φ  
Culvert Pipe

Install 60" φ  
Catch Basin #3

Install 60" φ  
Catch Basin #2

Install 60" φ  
Catch Basin #1

Install 60" φ  
Catch Basin #4

Install 60" φ  
Catch Basin #5

Install 60" φ  
Catch Basin #6

Install 60" φ  
Catch Basin #7

Install 60" φ  
Catch Basin #8

Install 60" φ  
Catch Basin #9

Install 60" φ  
Catch Basin #10

Install 60" φ  
Catch Basin #11

Install 60" φ  
Catch Basin #12

Install 60" φ  
Catch Basin #13

Install 60" φ  
Catch Basin #14

Install 60" φ  
Catch Basin #15

Install 60" φ  
Catch Basin #16

Install 60" φ  
Catch Basin #17

Install 60" φ  
Catch Basin #18

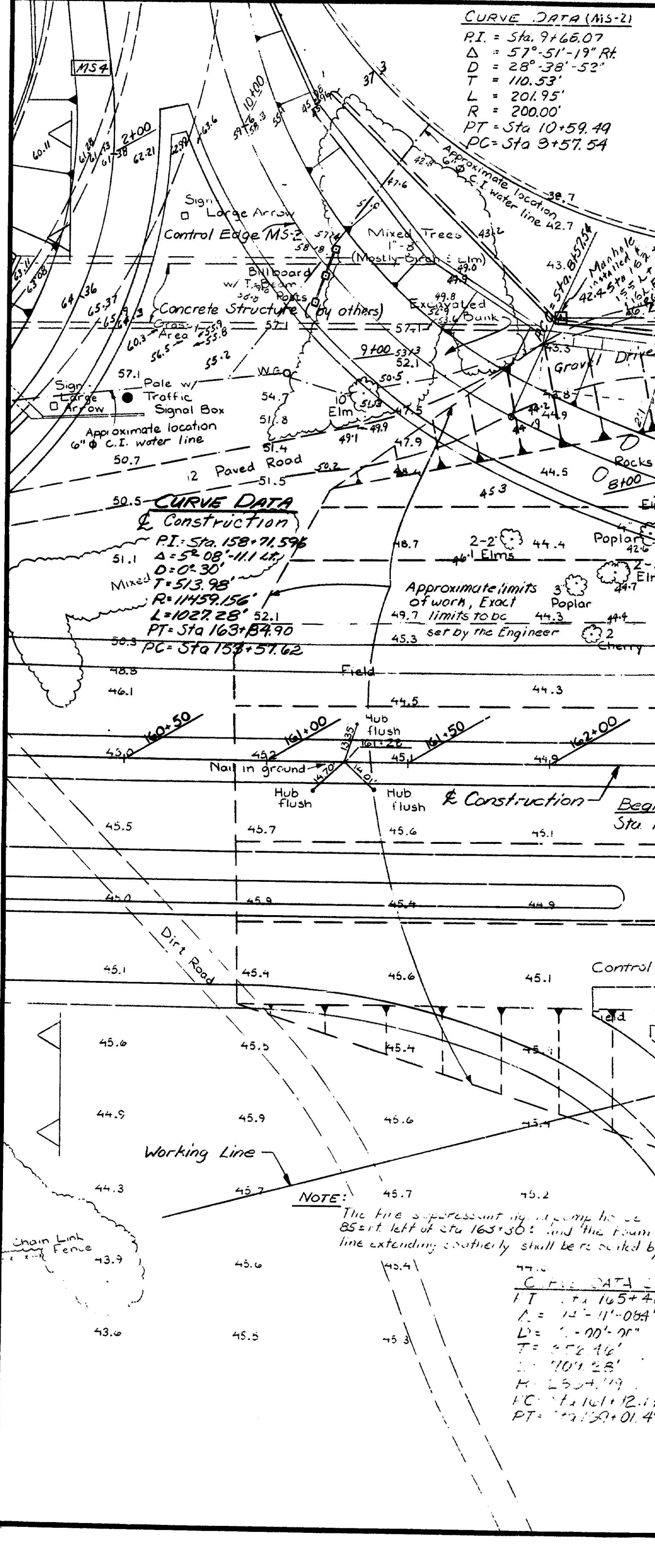
Install 60" φ  
Catch Basin #19

Install 60" φ  
Catch Basin #20

Install 60" φ  
Catch Basin #21

Install 60" φ  
Catch Basin #22

Install 60" φ  
Catch Basin #23



**107137**

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

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

**SURVEY PLAN**

SHEET 1 OF 4  
AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	DATE
BY	10/23/82
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

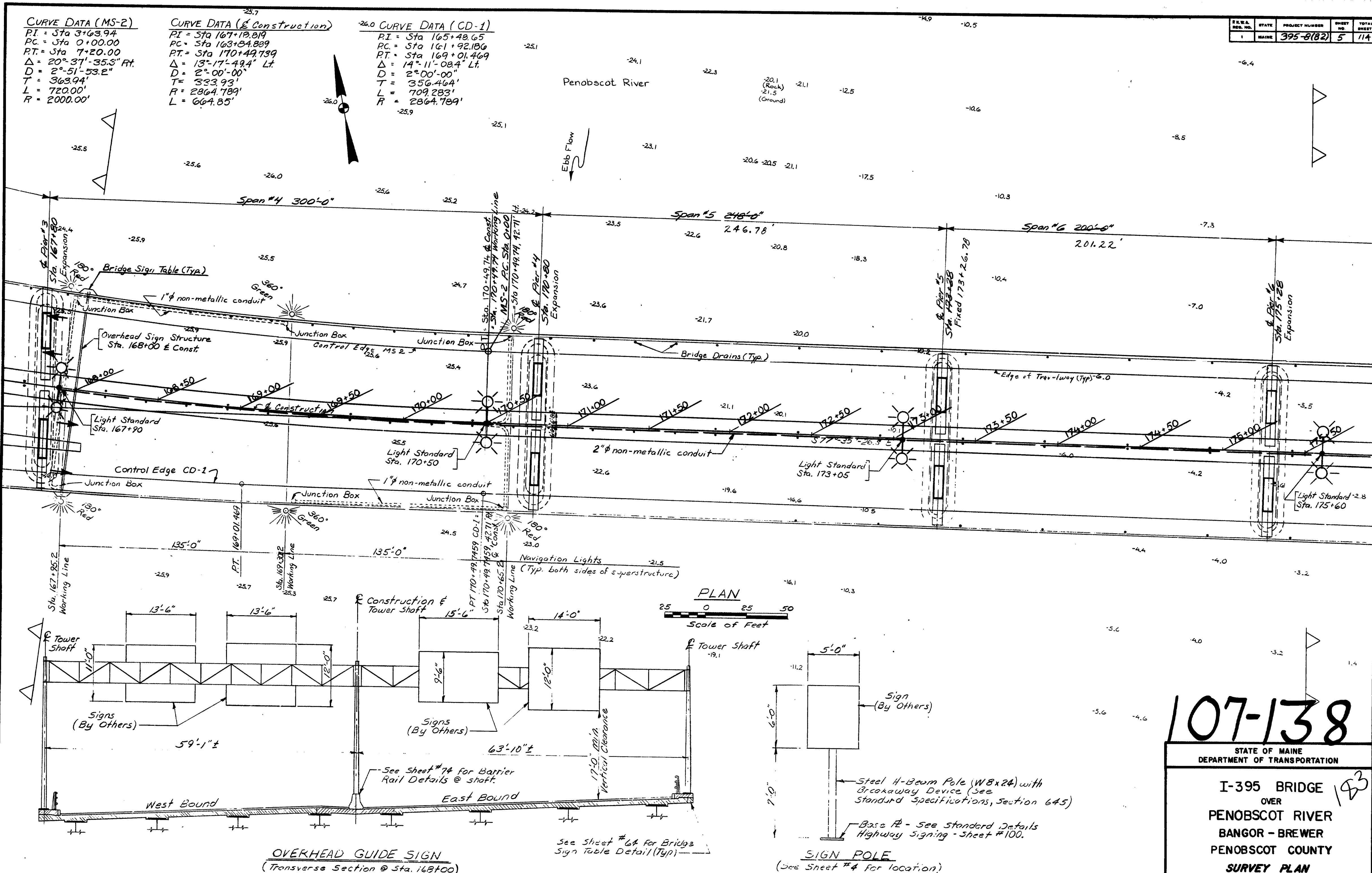
BRUNING 44-132 45710

**CURVE DATA (MS-2)**  
 PI = Sta 3163.94  
 PC = Sta 0+00.00  
 PT = Sta 7+20.00  
 $\Delta = 2^\circ 37' 35.3''$  Rt.  
 $D = 2^\circ 51' 53.2''$   
 $T = 363.94'$   
 $L = 720.00'$   
 $R = 2000.00'$

**CURVE DATA (Construction)**  
 PI = Sta 167+19.819  
 PC = Sta 163+84.889  
 PT = Sta 170+49.739  
 $\Delta = 13^\circ 17' 49.4''$  Lt.  
 $D = 2^\circ 00' 00''$   
 $T = 333.93'$   
 $L = 2864.789'$   
 $R = 664.85'$

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

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



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

PLANS
1/2" = 1'
1/4" = 1'

Scale of Feet
0 25 50

OVERHEAD GUIDE SIGN
(Transverse Section @ Sta. 168+00)

Sign Pole
(See Sheet #4 for location)

# 107-138

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

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

SHEET 2 OF 3 AUGUSTA, MAINE

As BUILT 4/9/84 5/9/84 Steel

FILE & RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	6	114

# **SOUTH MAIN ST. CURVE DATA**

$\Delta = 25^{\circ}03'21.1''$  Lt.  
 $D = 3^{\circ}00'00''$   
 $T = 424.38'$   
 $L = 835.20'$   
 $R = 1909.86'$   
 $P.C. = 217+43.93$   
 $P.T. = 221+68.31$   
 $P.T. = 225+79.12$

# **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.

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)**

$P.I. = Sta 12+16.58$   
 $P.C.C. = Sta 11+41.44$  SM-2B = Sta 180+49.44, 53.94 Lt. & Const.  
 $P.T. = Sta 12+91.44$  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**

10'-0" 10'-0"

2'-0" Thick Grouted Stone Ditch Protection

4" Thick Bituminous Treated Stone Slope Protection

Gravel Borrow

Drain

10'-0" 10'-0"

2'-0" Thick Grouted Stone Ditch Protection

Gravel Borrow

Splash Pads

Section A-A

Gravel Borrow

SM-2B

9.1

8.5

8.3

10.0

8.9

22.4

25.2

27.6

17.7

26.7

24.6

21.5

22.1

21.4

21.4

13.0

8.7

11.5

16.3

9.0

11.9

6.8

6.8

6.8

6.8

6.8

6.8

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6.8

6.8

Note Topo shown prior to construction of High way embankments by others.

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION

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

SHEET 6 OF 6 AUGUSTA, MAINE

107-139

As Built 2/11/1982

Steel

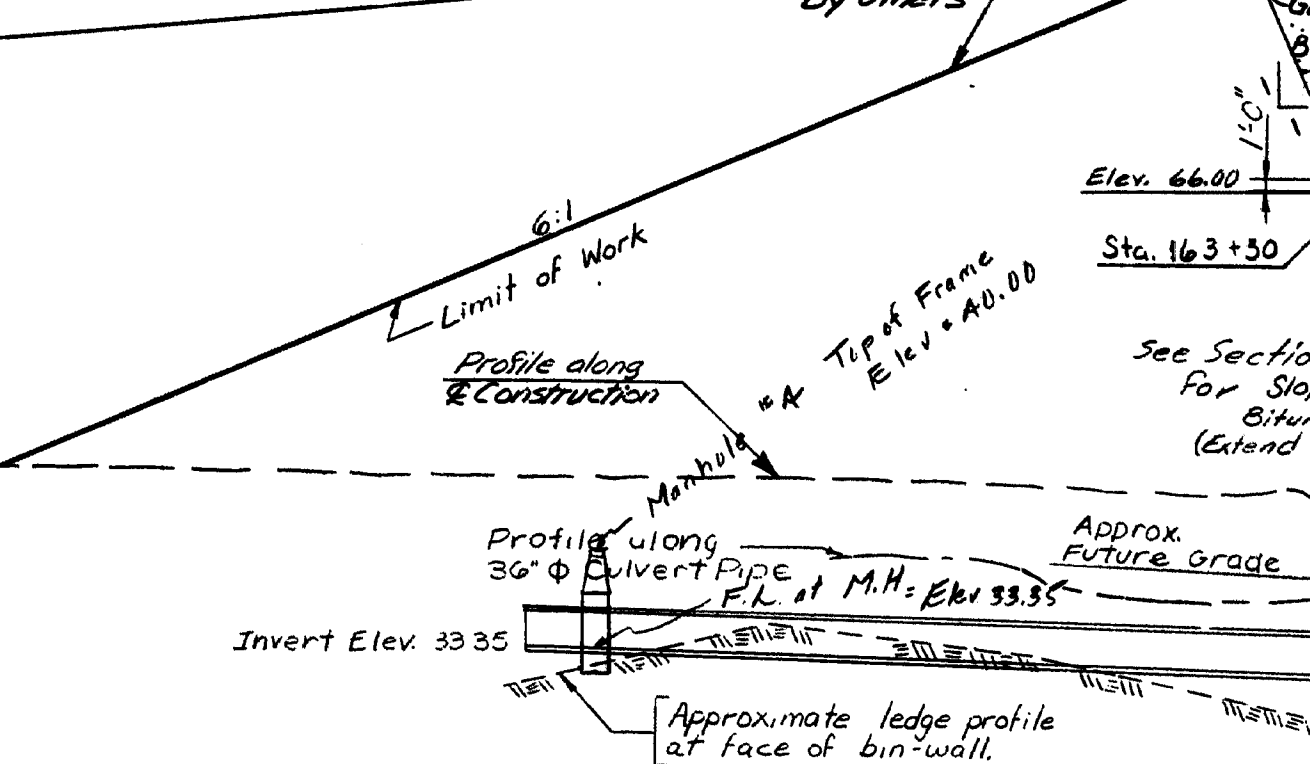
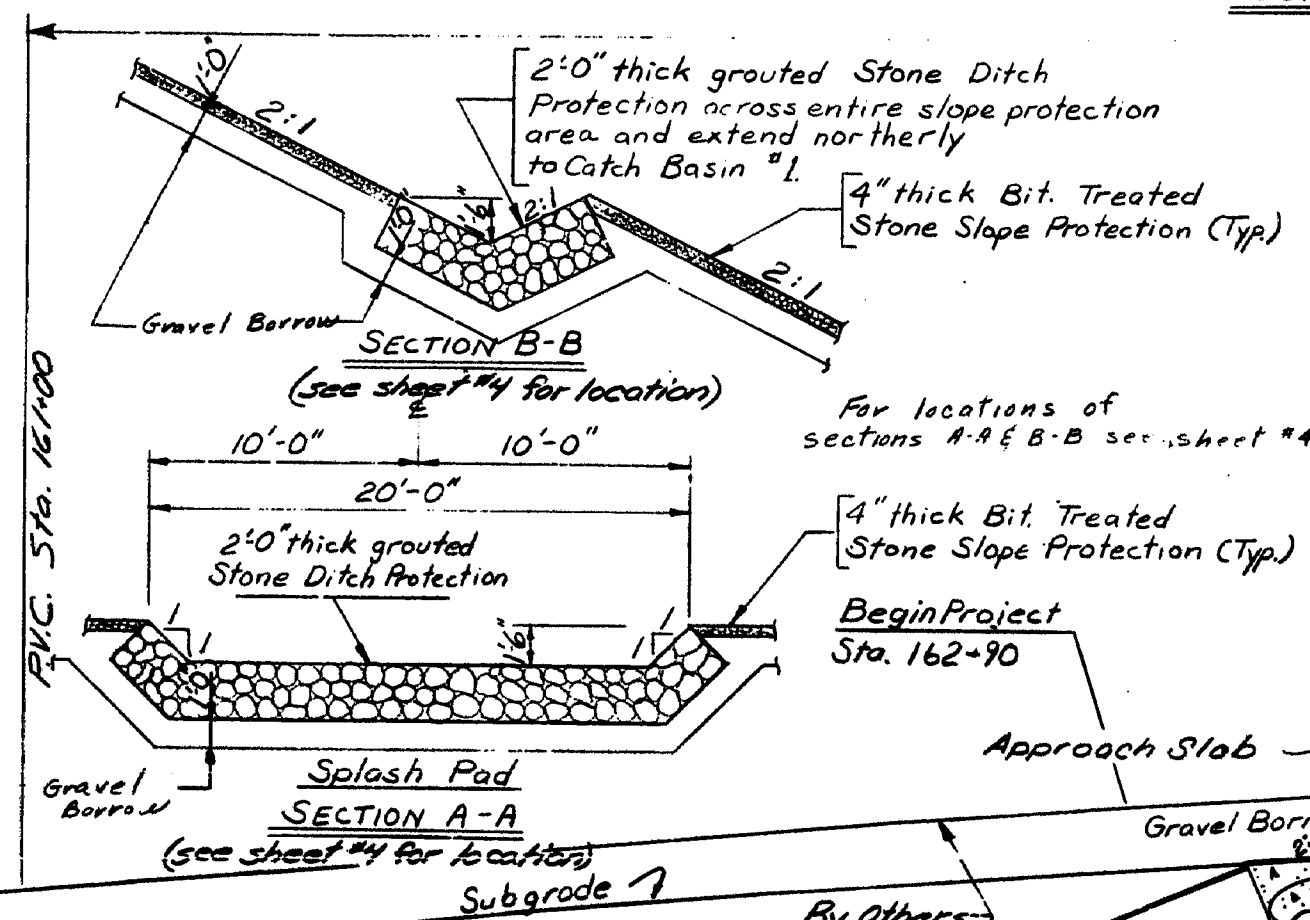
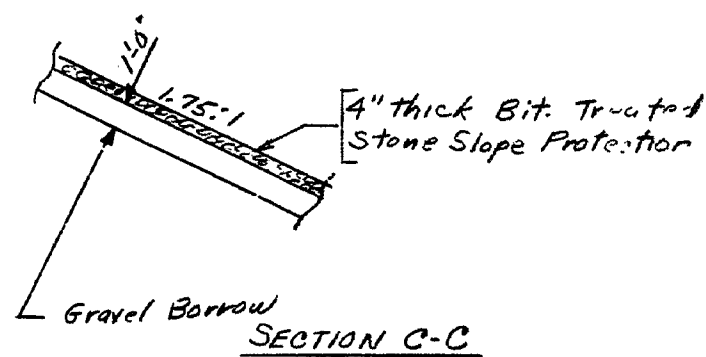
PROJECT DESIGN ENGINEER	DATE
DESIGN-DETAILED	11/82
CHECKED	10-93
REVISIONS	
FIELD CHANGES	

PLANS

DRAWING 44-132-45710

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

PROFILE

1000  
900  
800  
700  
600  
500  
400  
300  
200  
100  
0  
-100  
-200  
-300

16050 16140 16230 16320 16410 16500 16590 16680 16770 16860 16950 17040 17130 17220 17310 17400 17490 17580 17670 17760 17850 17940 18030 18120 18210 18300 18390 18480 18570 18660 18750 18840 18930 19020 19110 19200 19290 19380 19470 19560 19650 19740 19830 19920 20010 20100 20190 20280 20370 20460 20550 20640 20730 20820 20910 21000 21090 21180 21270 21360 21450 21540 21630 21720 21810 21900 21990 22080 22170 22260 22350 22440 22530 22620 22710 22800 22890 22980 23070 23160 23250 23340 23430 23520 23610 23700 23790 23880 23970 24060 24150 24240 24330 24420 24510 24600 24690 24780 24870 24960 25050 25140 25230 25320 25410 25500 25590 25680 25770 25860 25950 26040 26130 26220 26310 26400 26490 26580 26670 26760 26850 26940 27030 27120 27210 27300 27390 27480 27570 27660 27750 27840 27930 28020 28110 28200 28290 28380 28470 28560 28650 28740 28830 28920 29010 29100 29190 29280 29370 29460 29550 29640 29730 29820 29910 30000 30090 30180 30270 30360 30450 30540 30630 30720 30810 30900 30990 31080 31170 31260 31350 31440 31530 31620 31710 31800 31890 31980 32070 32160 32250 32340 32430 32520 32610 32700 32790 32880 32970 33060 33150 33240 33330 33420 33510 33600 33690 33780 33870 33960 34050 34140 34230 34320 34410 34500 34590 34680 34770 34860 34950 35040 35130 35220 35310 35400 35490 35580 35670 35760 35850 35940 36030 36120 36210 36300 36390 36480 36570 36660 36750 36840 36930 37020 37110 37200 37290 37380 37470 37560 37650 37740 37830 37920 38010 38100 38190 38280 38370 38460 38550 38640 38730 38820 38910 39000 39090 39180 39270 39360 39450 39540 39630 39720 39810 39900 40000

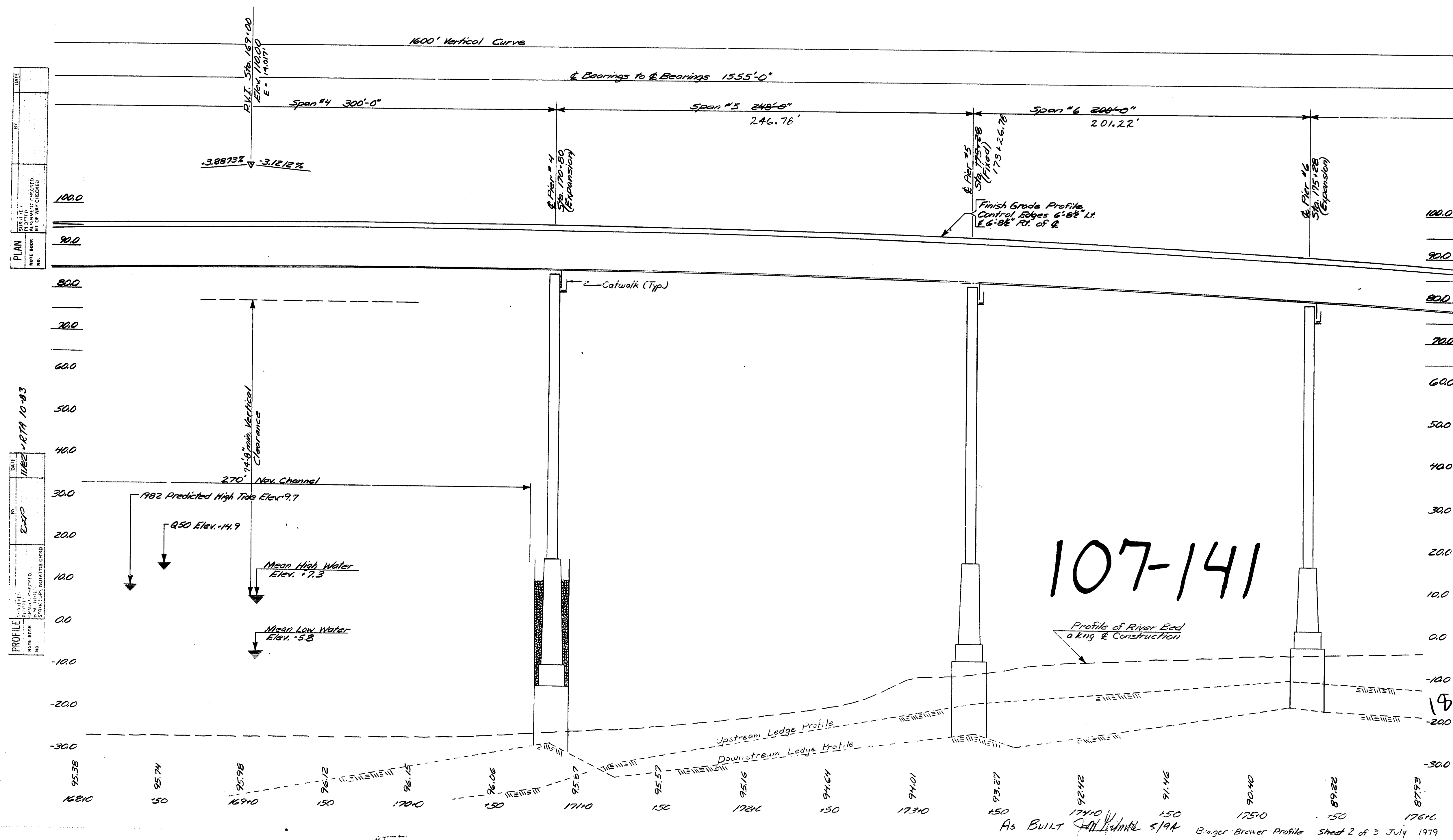
CULVERTS TO BE INSTALLED			
From	To	Invert Elev.	
36" x 152' Culvert Pipe Option III	Sta. 162+00.95 ~ 155' Lt.	31.50	
36" x 12' "	Catch Basin #3	31.25	
18" x 192' "	Catch Basin #2	31.00	
36" x 144' Reinforced Concrete Pipe Class V	Catch Basin #2	34.50	
36" x 16' Culvert Pipe Option III	Manhole #1	30.75	
36" x 28' "	Catch Basin #1	30.00	
36" x 88' Reinforced Concrete Pipe Class V	Manhole #2	29.50	
18" x 60' Culvert Pipe Option III	Sta. 163+75 ~ 150.4' Rt.	34.00	
up 22 1/2' Elbow into 18" Culvert Pipe			
60" MANHOLES & CATCH BASINS TO BE INSTALLED			
Catch Basin #3 Sta. 163+58.2 ~ 155' Lt.	Grate Elev. set Elev. as directed by Engineer	Culv. from Sta. 162+00.95 ~ 155' Lt.	31.50
Catch Basin #2 Sta. 163+98 ~ 145' Lt.	Grate Elev. set Elev. as directed by Engineer	Culv. to Catch Basin #2	31.25
Manhole #1 Sta. 165+52 ~ 140' Lt.	Grate Elev. set Elev. as directed by Engineer	Culv. from Sta. 163+98 ~ 145' Lt.	31.00
Catch Basin #1 Sta. 165+63 ~ 140' Lt.	Grate Elev. set Elev. as directed by Engineer	Culv. from Manhole #1	34.50
Manhole #2 Sta. 165+77.5 ~ 140' Lt.	Grate Elev. set Elev. as directed by Engineer	Culv. to Manhole #2	30.75
Sta. 163+75 ~ 150.4' Rt.	Grate Elev. set Elev. as directed by Engineer	Culv. from Catch Basin #1	30.00
		R.C.P. to Manhole #1	29.50
		Culv. to Catch Basin #1	20.50
		Culv. to Manhole #2	20.00
		Culv. from Catch Basin #1	8.25
		R.C.P. to Sta. 166+191 ~ 140' Lt.	8.00
		Culv. Inlet	34.00

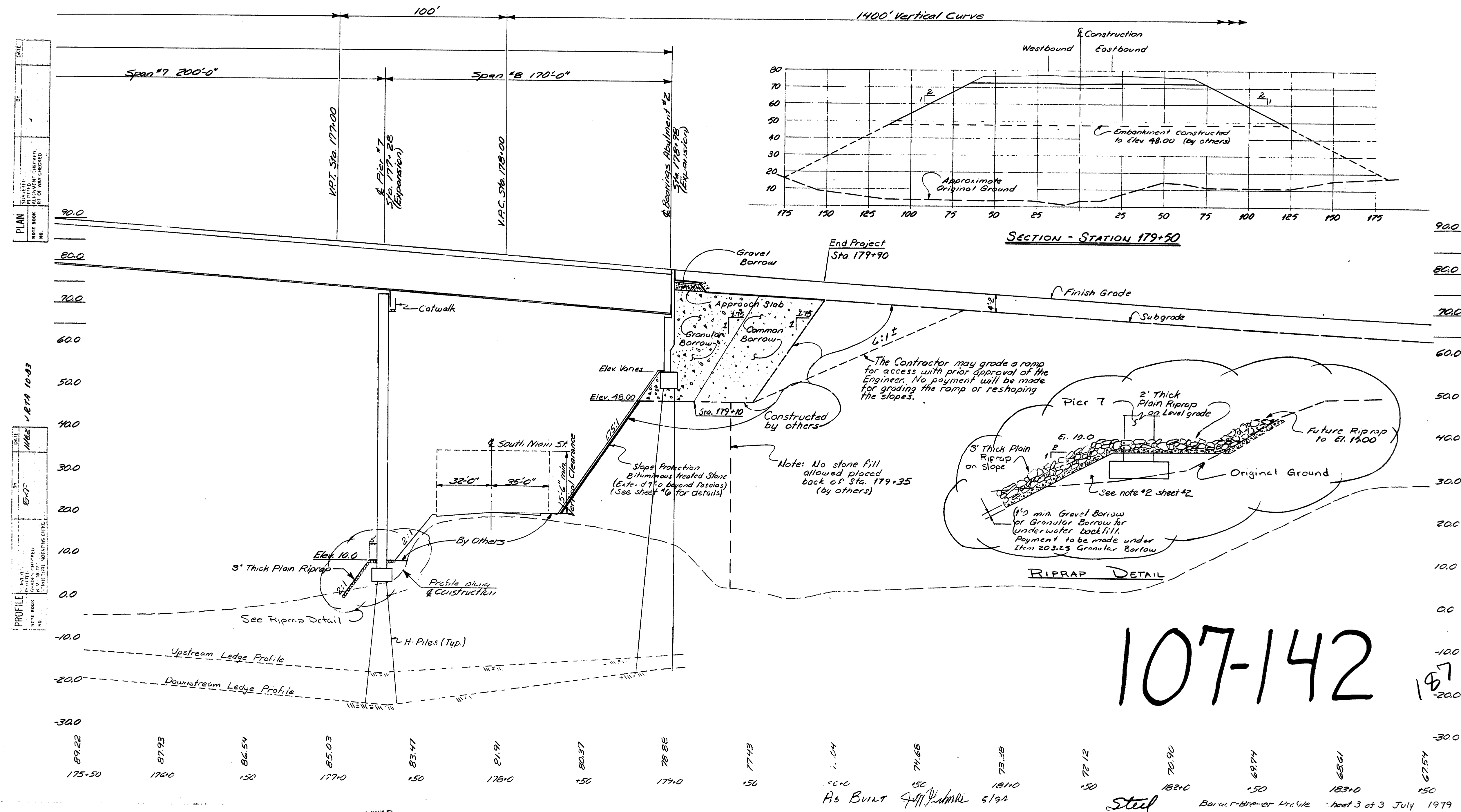
NOTES

1. Cut and tee the two existing 18" culverts at Sta. 162+13 ~ 141' Lt. into the 18" culvert with 2-1/2" x 4' Culvert Tee, Option III, 2-22 1/2' Elbow, and 2 Tee.

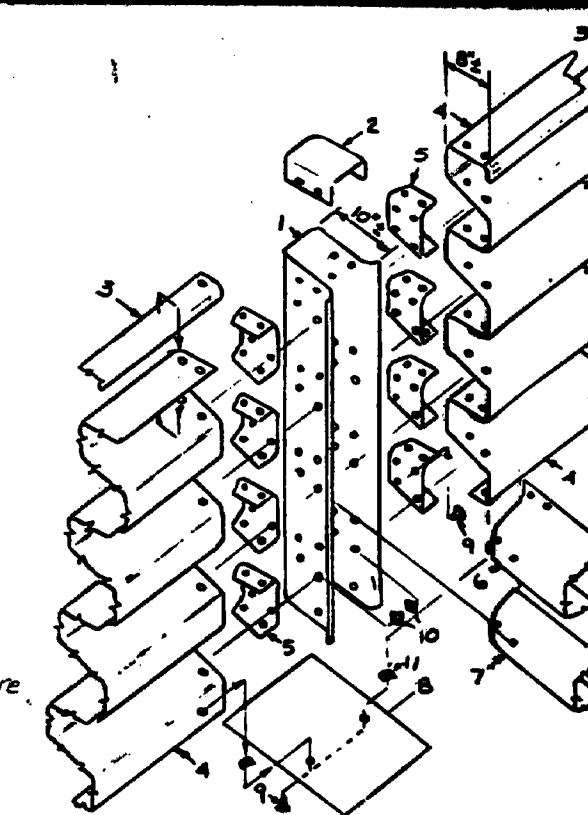
Approximate ledge surface elevations for Pier #3 (Sta. 167+50) are -50.00 downstream and -55.00 upstream.

395-8(82)	8	11
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107-142

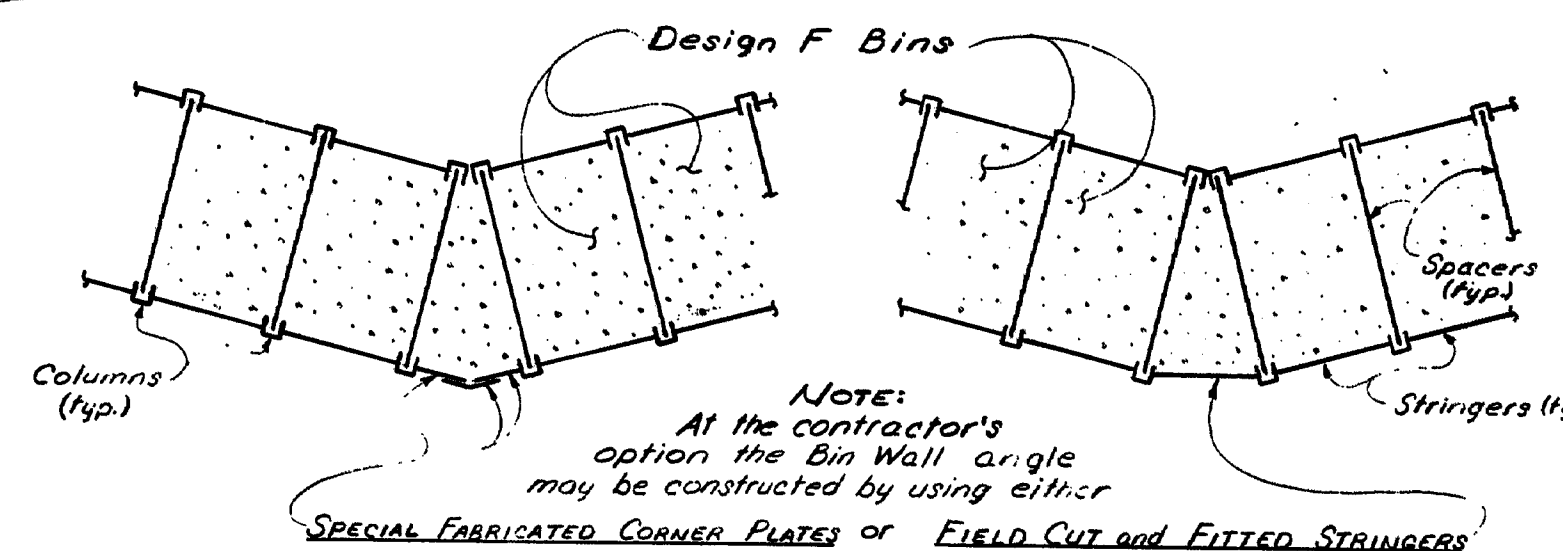


For retaining wall options see  
note 7 sheet 2.

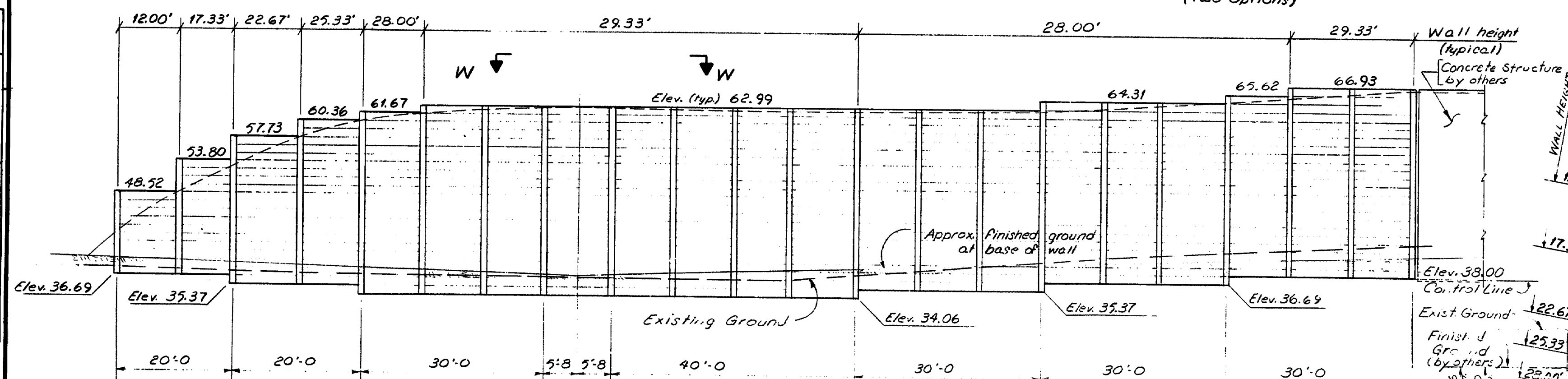
BIN WALL DETAIL  
(EXPLODED VIEW)

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

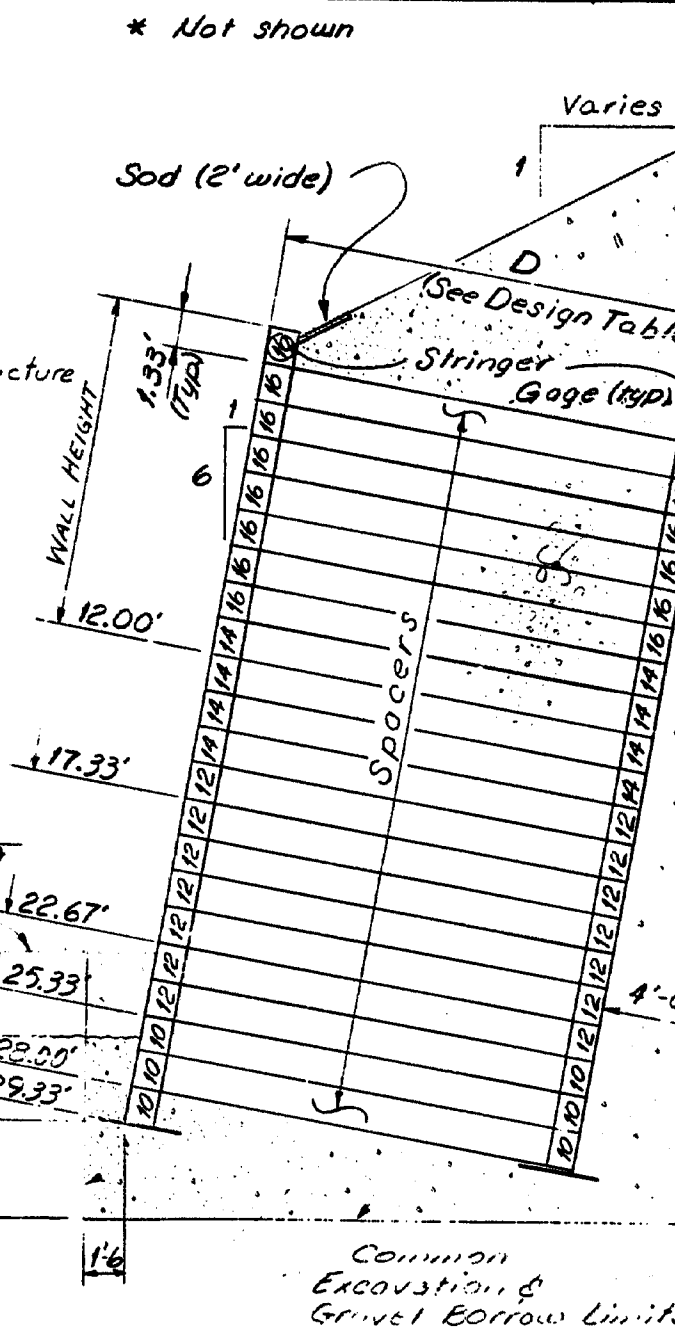
\* Not shown



VIEW W-W  
(Two Options)

ELEVATION

NOTE: All Elevations are to front face of bin wall.



TYPICAL SECTION  
(For all Designs)

As BUILT ~~and~~ <sup>under</sup> - 519A

107-143

Fill Bins with  
Gravel Borrow

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

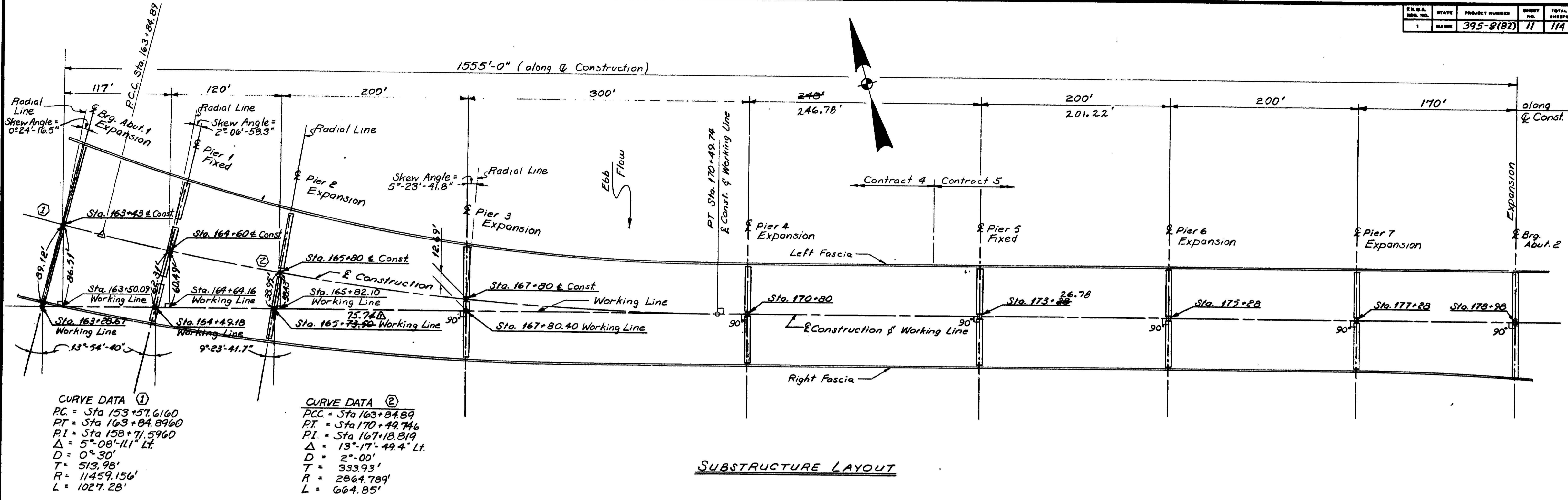
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

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

### BIN WALL DETAILS

AUGUSTA, MAINE Sept. 1983

*[Signature]*



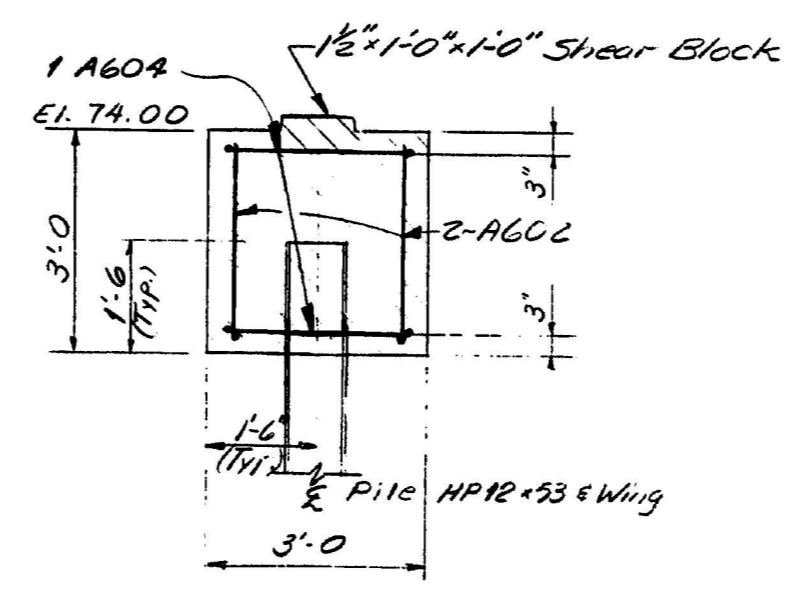
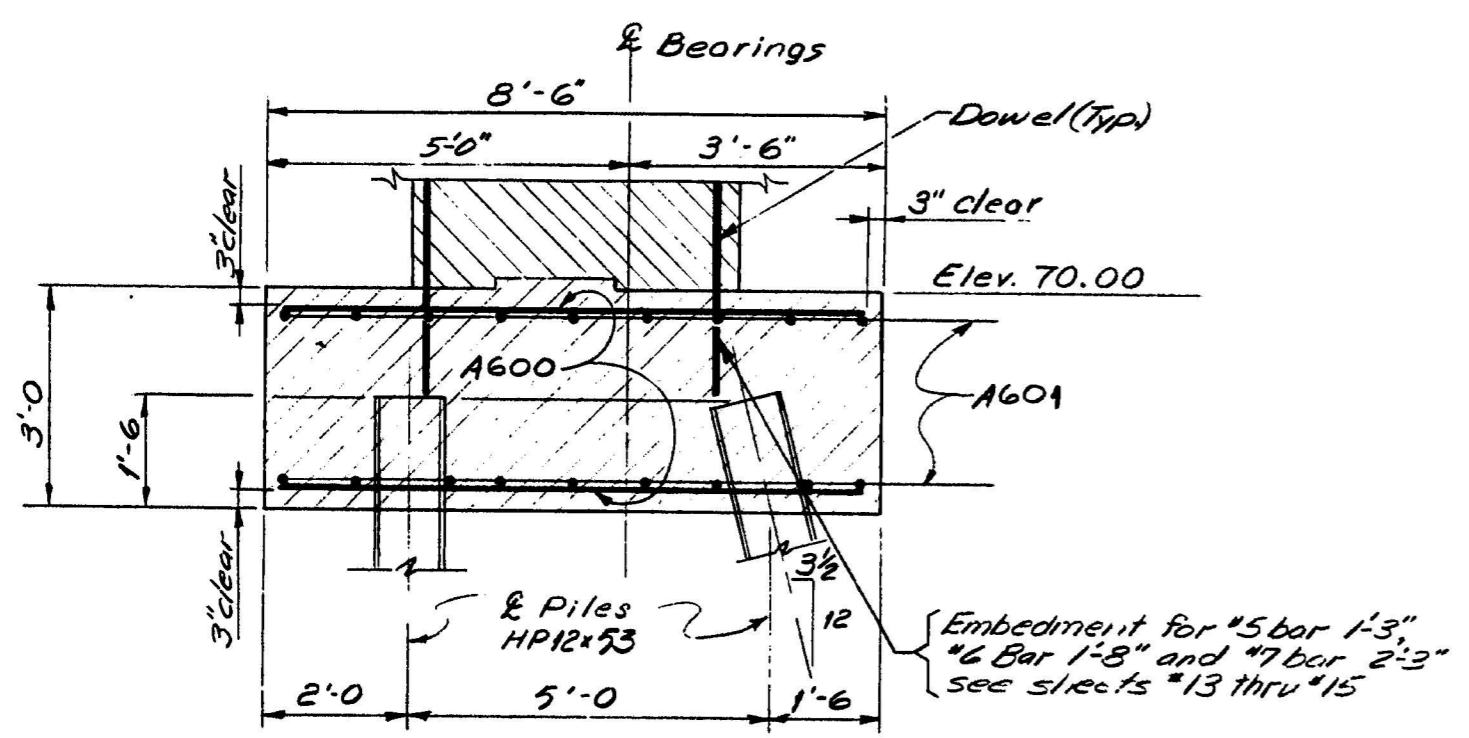
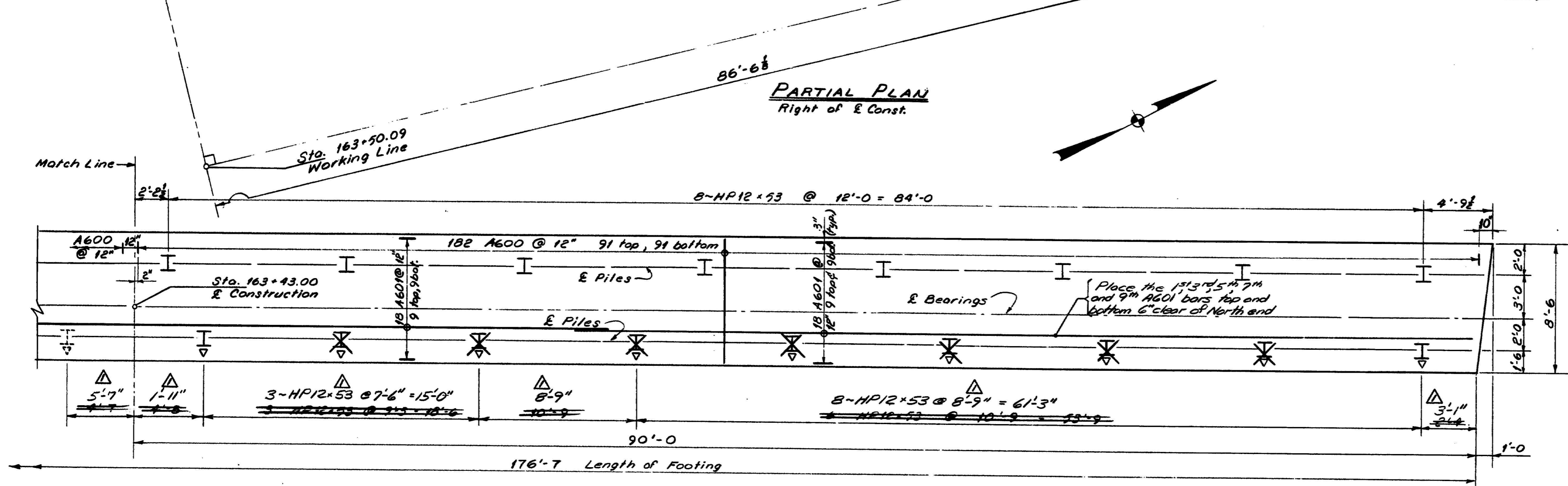
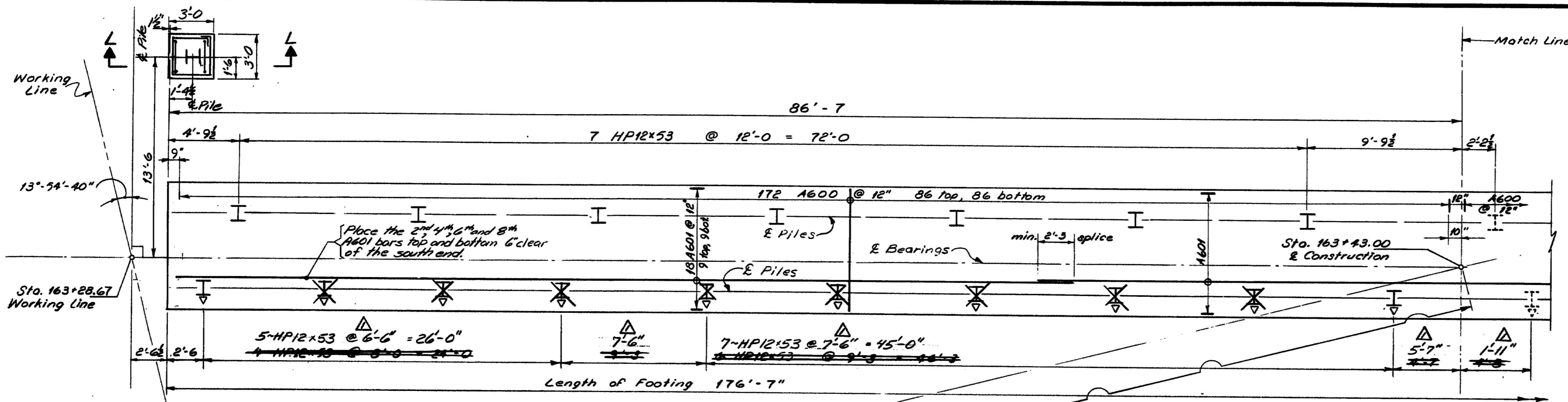
SUBSTRUCTURE LAYOUT

107-144

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	ALB.	5/82
CHECKED	J. DUBOIS	5/82
REVISIONS		
FIELD CHANGES		

Revision	Date	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
Station change	4-9-84	
		<b>I-395 BRIDGE</b> OVER <b>PENOBSCOT RIVER</b> BANGOR - BREWER PENOBSCOT COUNTY <b>SUBSTRUCTURE LAYOUT</b>
		AUGUSTA, MAINE Sept. 1983

As BUILT from Original 5/94



**ABUT. ~ PILE NOTES**

- The pile layout shown is for 15,000 p.s.i. See note #7.
- Piles marked thus  $\nabla$  shall be battered  $3\frac{1}{2}$  inches per foot in the direction of the arrow.
- Pile Design Loads:  

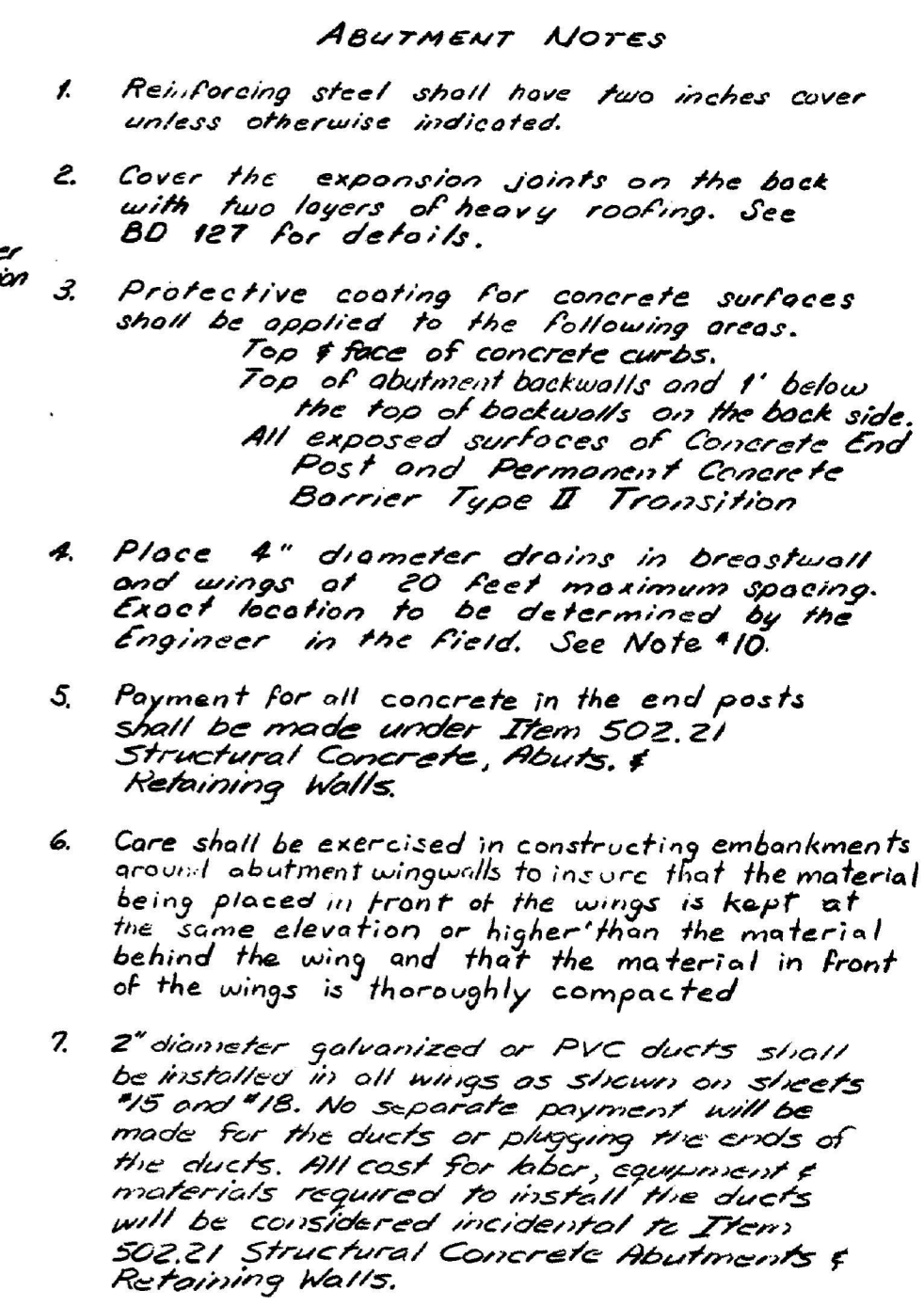
	15,000 p.s.i.	12,000 p.s.i.
Abut. 1 HP12x53	116 Tons	93 Tons
Abut. 2 HP14x73	161 Tons	129 Tons
- HP13x73 bearing piles may be substituted for HP14x73 bearing piles at the option of the Contractor. In either case payment will be made under Item 501.216 for the piles and Item 501.236 for the load tests.
- Estimate of piles required:  
 Abut. 1  $335 \times$  HP12x53 48' long = 1,680 ft.  
 Abut. 2  $24 \times$  HP14x73 64' long = 1,536 ft.
- | PILE SIZE | REINF. P. SIZE                     |
|-----------|------------------------------------|
| HP 12x53  | 10" $\times$ 1/8" $\times$ 1'-0"   |
| HP 13x73  | 11 1/2" $\times$ 1" $\times$ 1'-0" |
| HP 14x73  | 12 1/2" $\times$ 1" $\times$ 1'-0" |
- 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

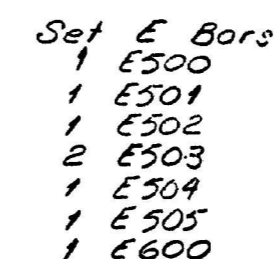
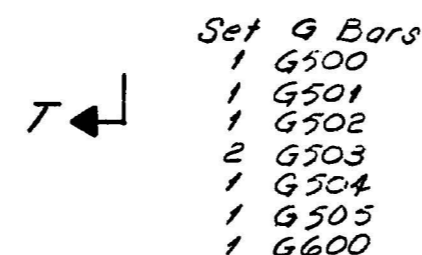
Revision	$\nabla$ Pile Spacing re-vised for 12,000 p.s.i.	Date 11-5-84
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
I-395 BRIDGE OVER PENOBSCOT RIVER BANGOR - BREWER PENOBSCOT COUNTY		
ABUTMENT 1 FOOTING		
AUGUSTA, MAINE Sept. 1983		

As BUILT per submittal 519A Steel

PROJECT DESIGN ENGINEER: [Signature]  
 CHECKED: [Signature]  
 REVISIONS: [Table]  
 FIELD CHANGES: [Table]  
 PLAN  
 10-28-83 RTH  
 Ckd. Reinforcing Steel



8. Do not backfill Abutment #1 above Elev. 85.00 and Abutment #2 above Elev. 75.50 before the superstructure slab is placed.
9. The bearings shall be aligned with the  $\pm$  Masonry Plate as shown on plan.
10. At the Contractors option the back face of the breastwall may be constructed plumb and on the same plane as the back of the backwall. In either case the volume measured for payment will be as shown on the plans.
11. Cover 4" diameter drains on the back face of the abutment with filter fabric 2'x2'. Payment will be made under Item 620.50 Filter Fabric-woven.



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

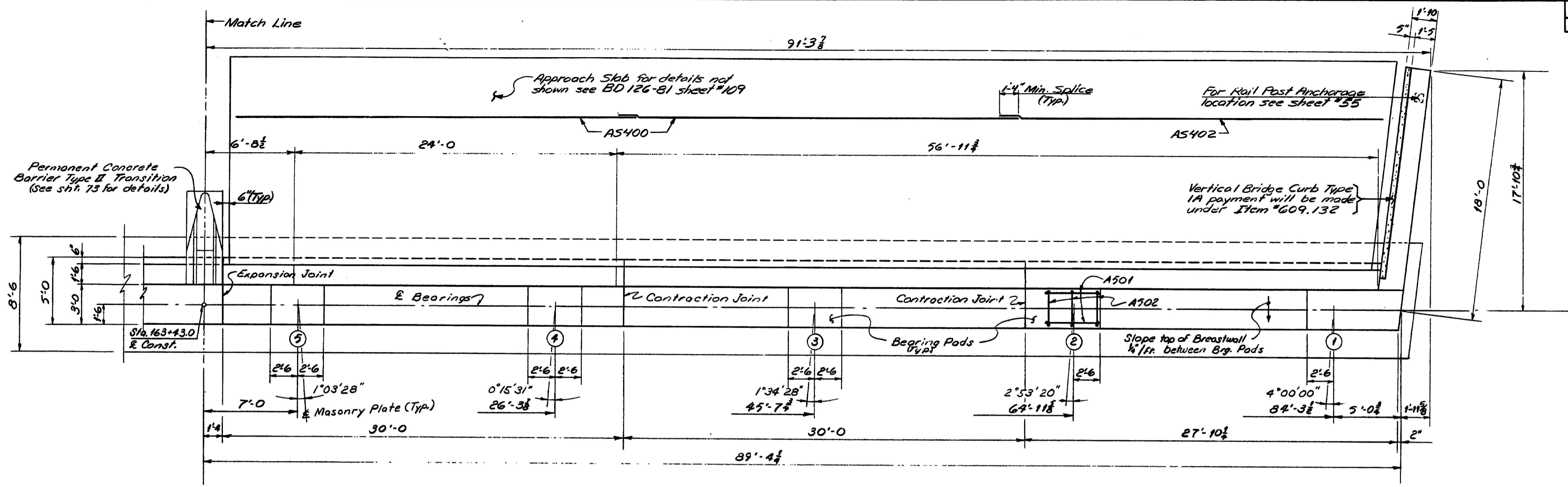
Legend  
NF Near Face  
FF Far Face  
EF Each Face

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

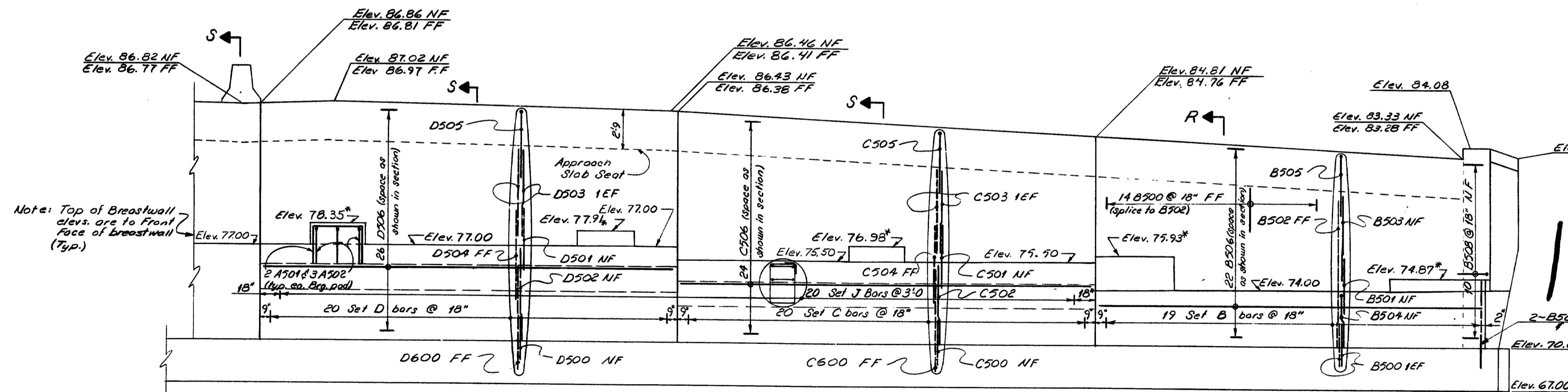
**ABUTMENT 1 PLAN & ELEVATION**

SHEET OF AUGUSTA, MAINE Sept. 1983

As BUILT *Full Lifted* 5/9A *STILL*



**ABUTMENT 1 PARTIAL PLAN**  
Left of & Const.



- 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

**ABUTMENT 1 PARTIAL ELEVATION**  
Left of & Construction

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

107-147

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

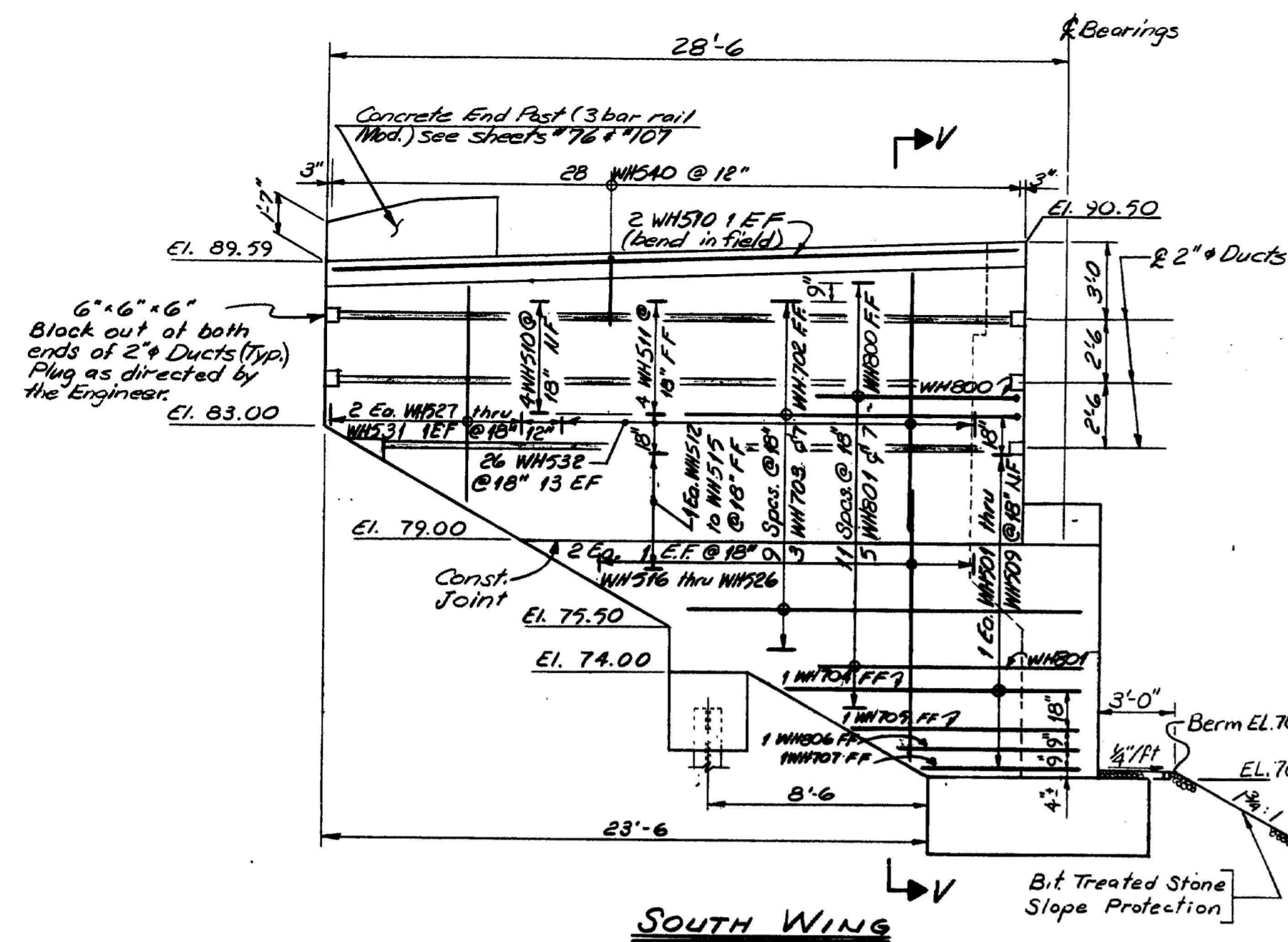
I-395 BRIDGE  
OVER  
PENOBSCOT RIVER  
BANGOR - BREWER  
PENOBSCOT COUNTY

ABUTMENT 1 PLAN & ELEVATION

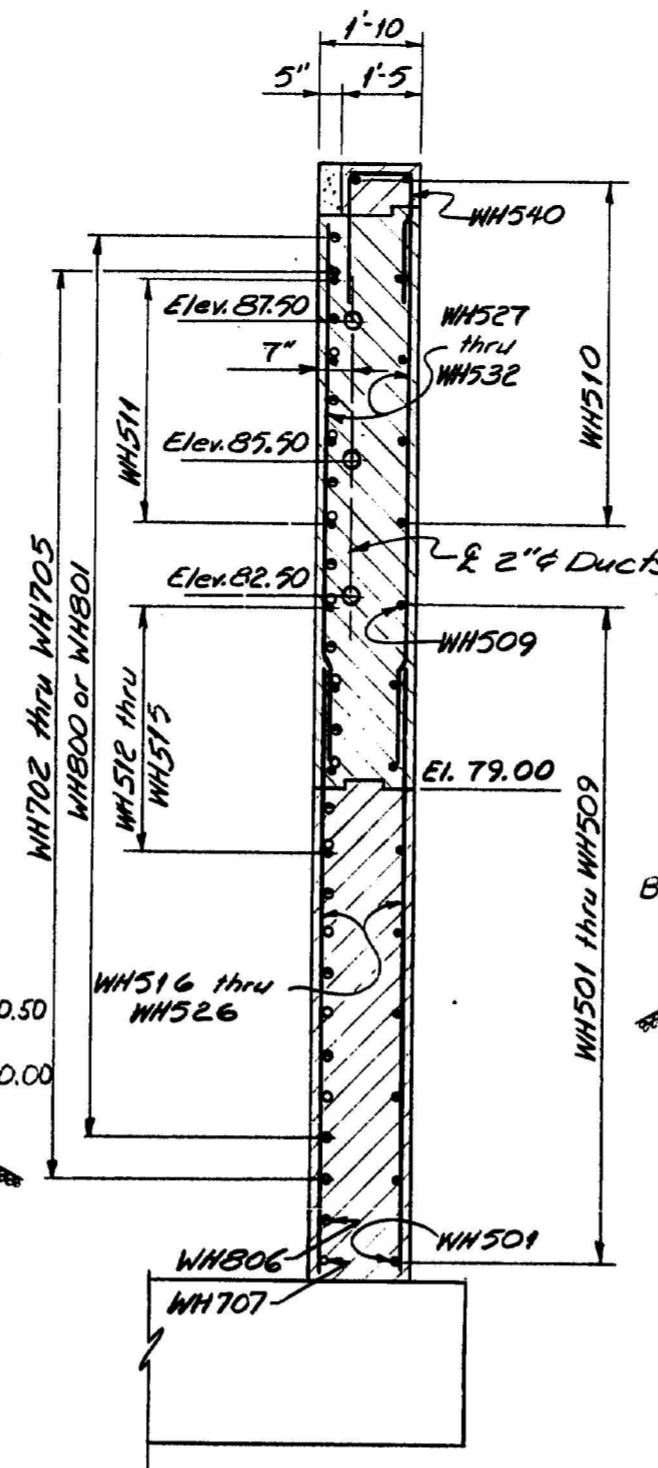
AUGUSTA, MAINE Sept. 1983

As BUILT Final 5/94 steel

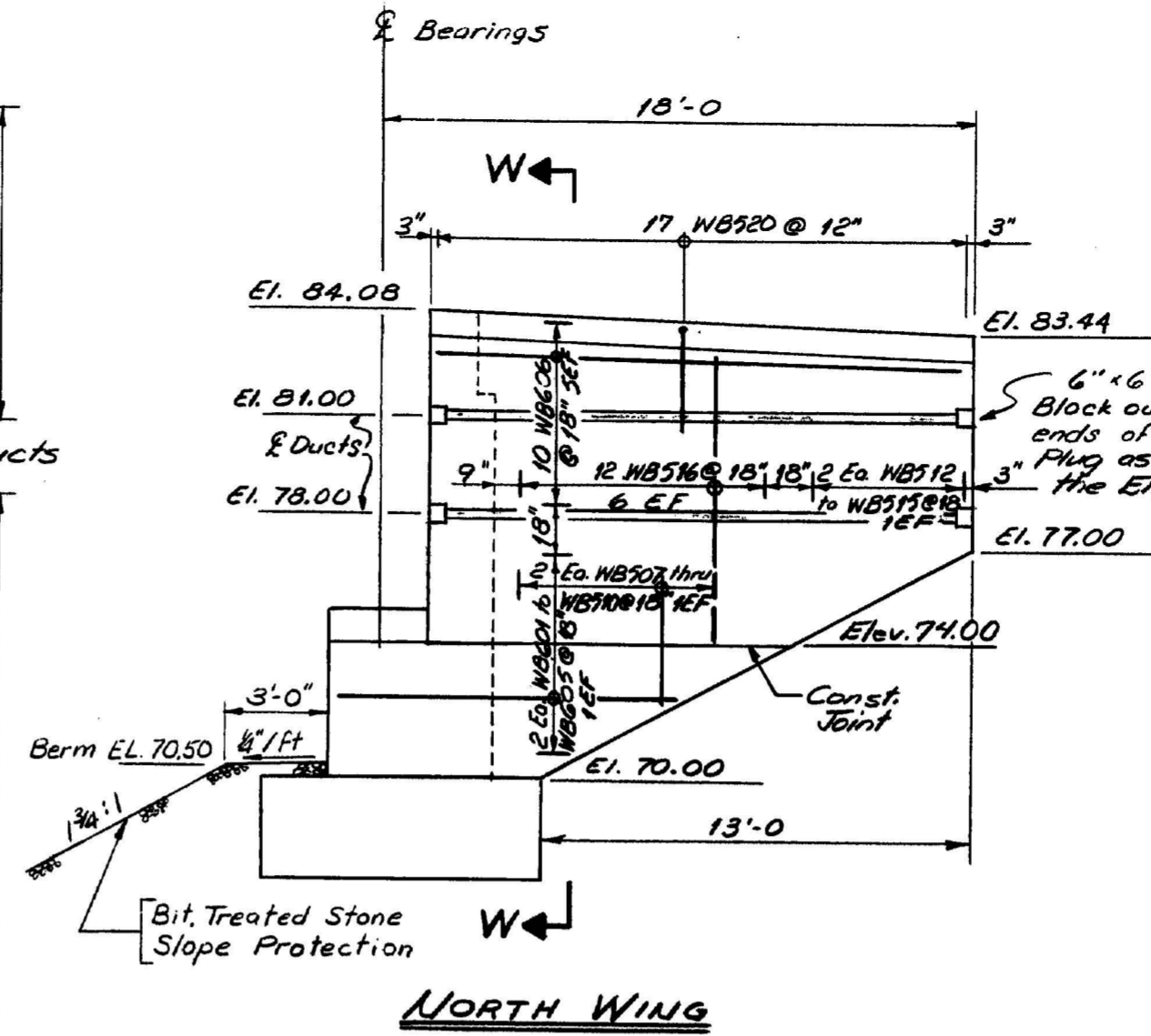
PROJECT DESIGN ENGINEER: R. J. B. DATE: 9/83  
BY: J. W. B. 10-28-83 R.T.A.  
DESIGN - CHECKED: J. W. B. 10/83  
CHECKED: J. W. B. 10/83  
REVISIONS: FIELD CHANGES  
PLANS  
DRAWING 44-132 457(1)



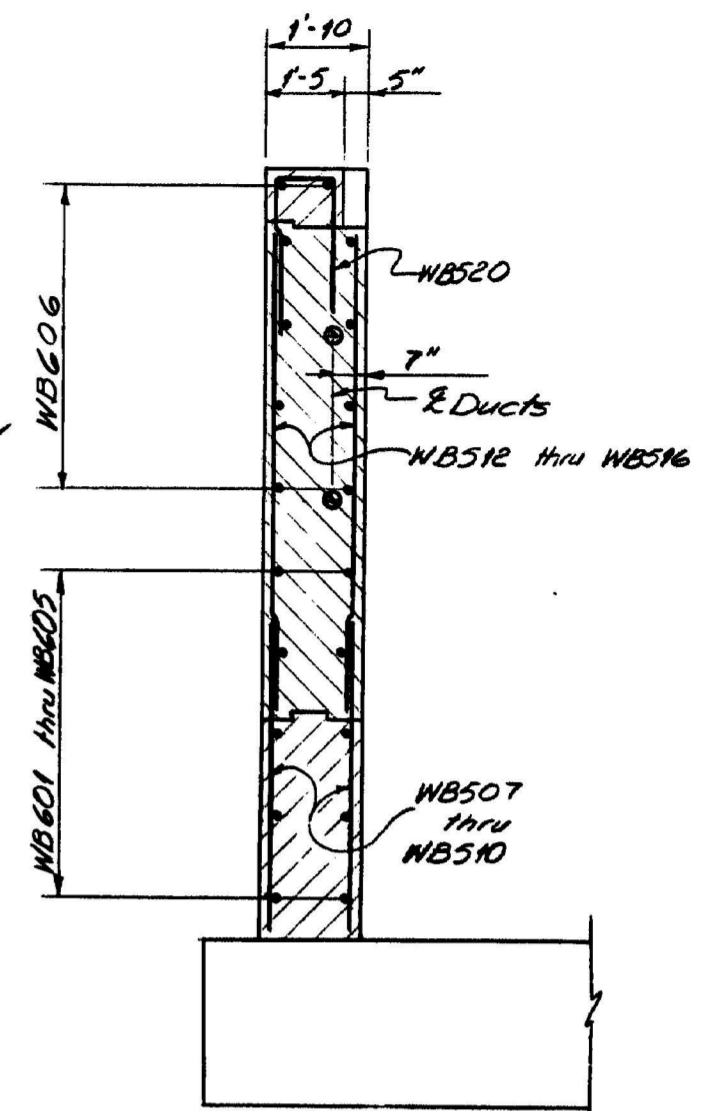
**SOUTH WING**



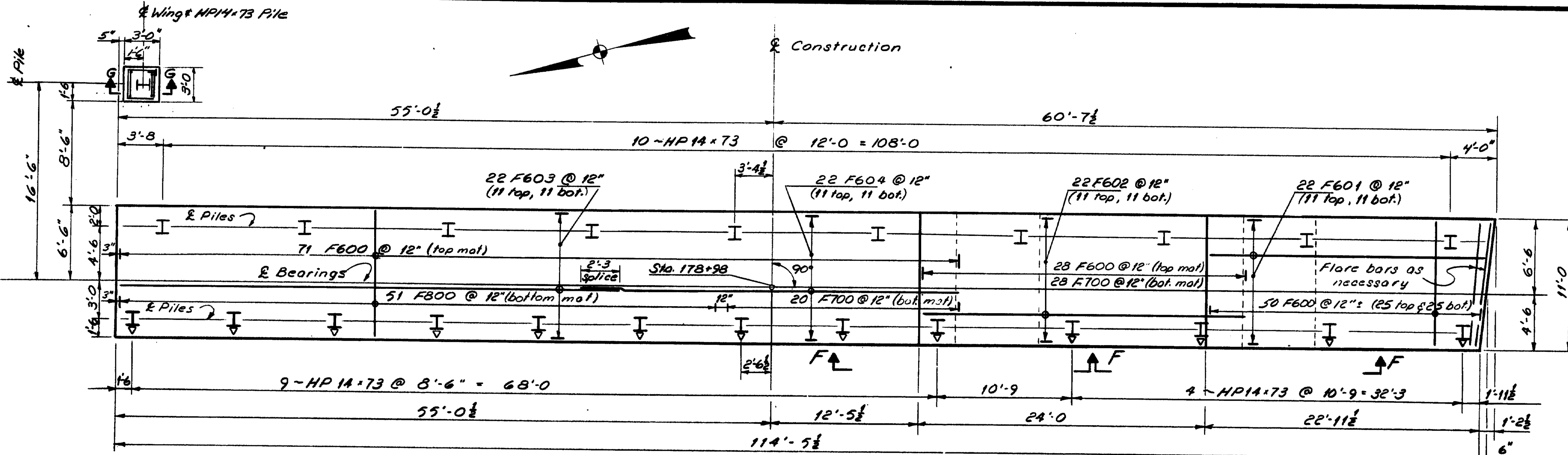
**SECTION V-V**



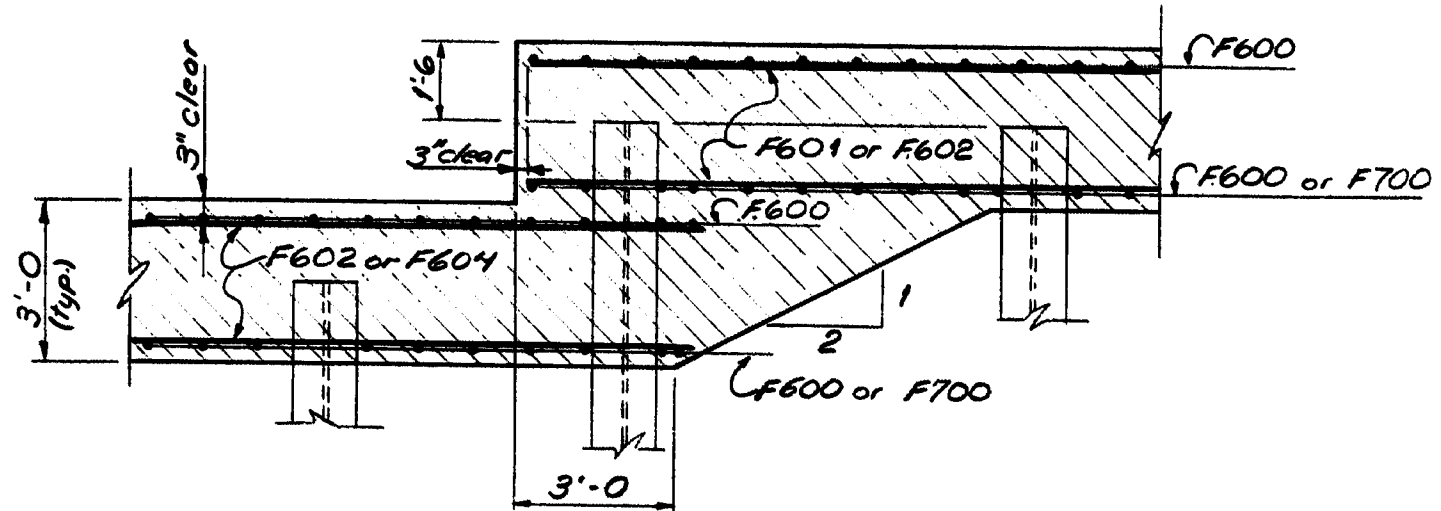
**NORTH WING**



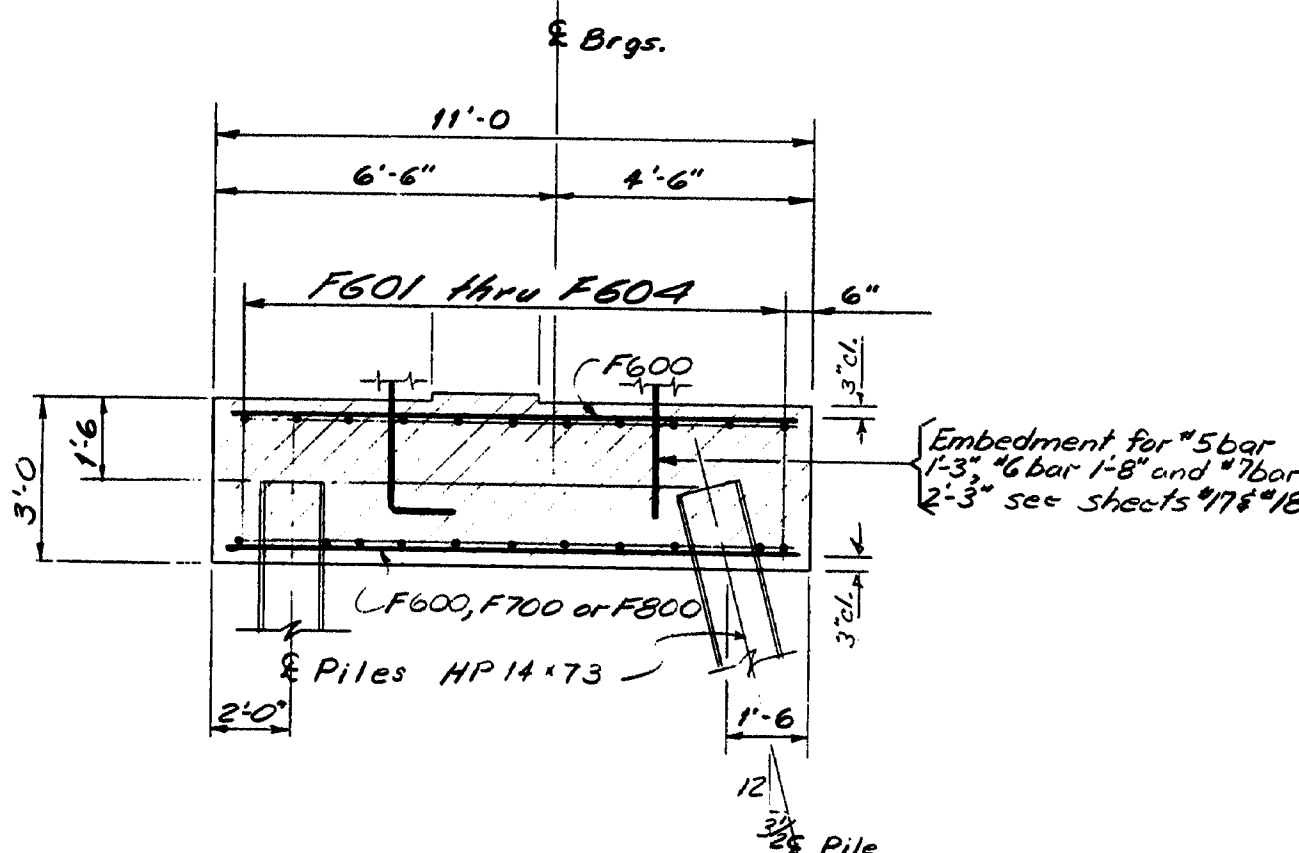
R.N.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-0(82)	16	114



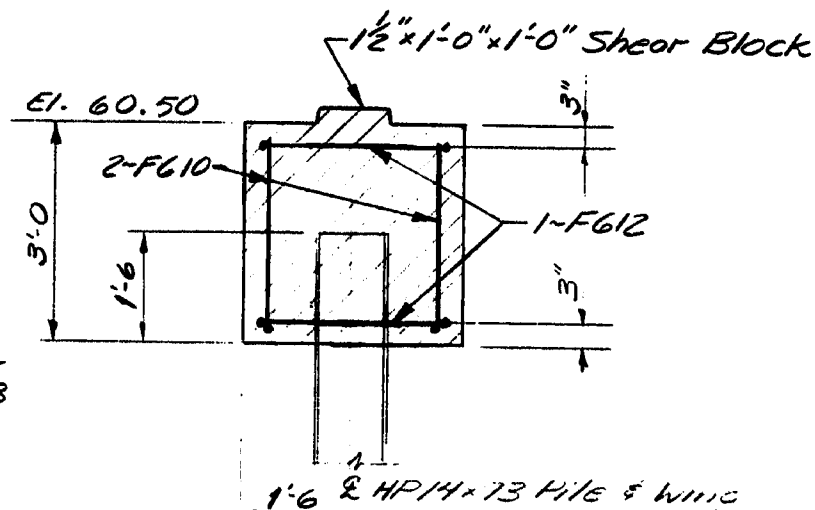
### FOOTING PLAN



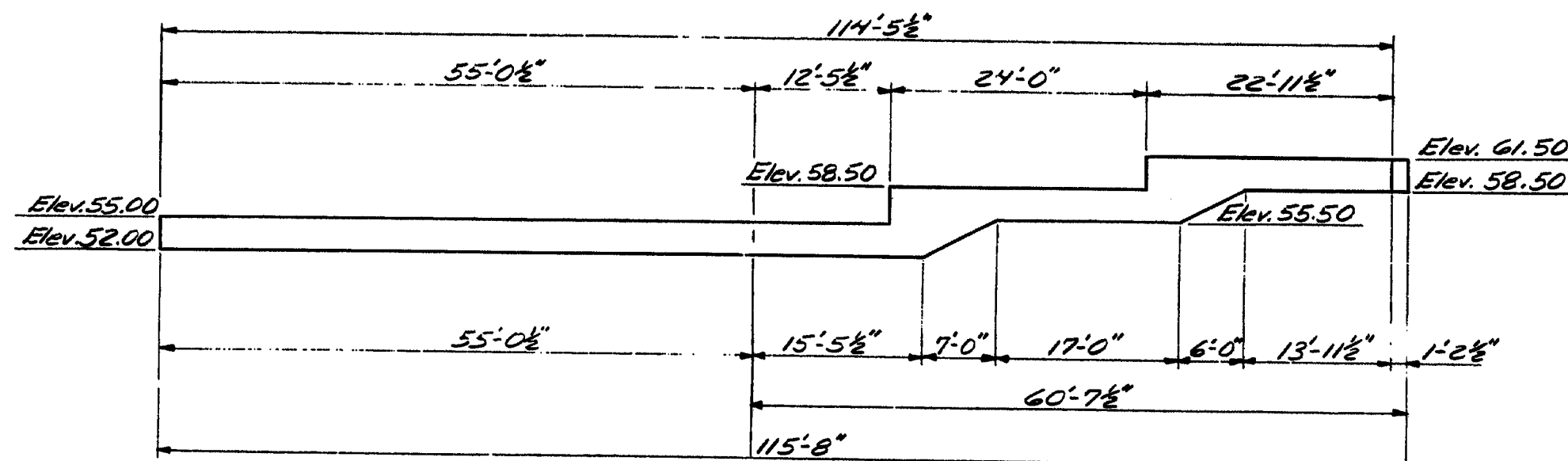
VIEW FF



TYPICAL FOOTING SECTION



SECTION G-G



### ELEVATION

107-149

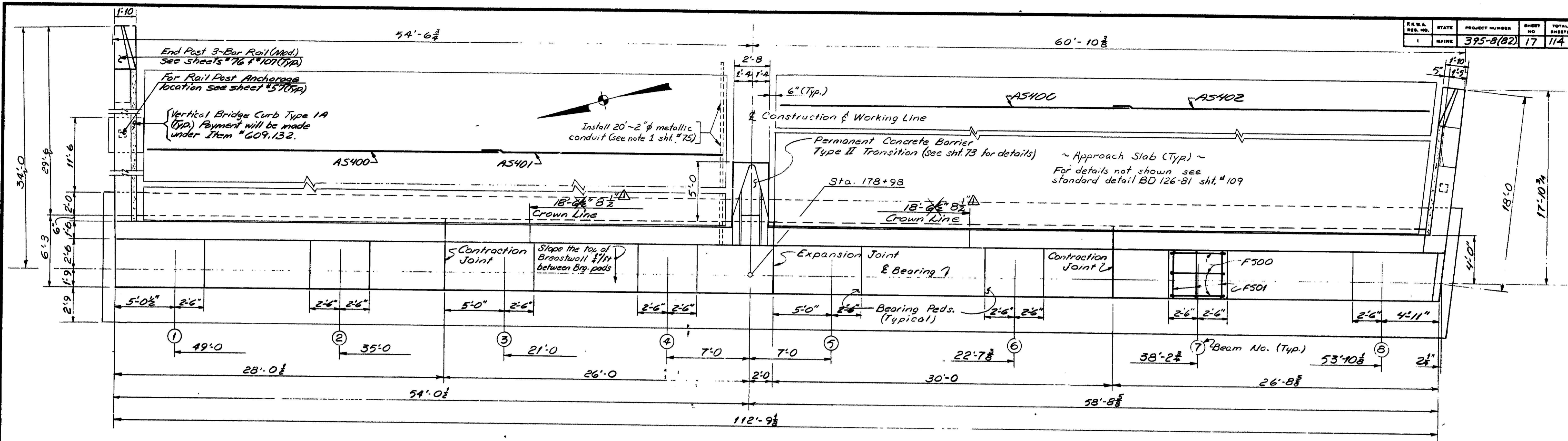
REFERENCE:  
Pile Notes ~ see sheet 12

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

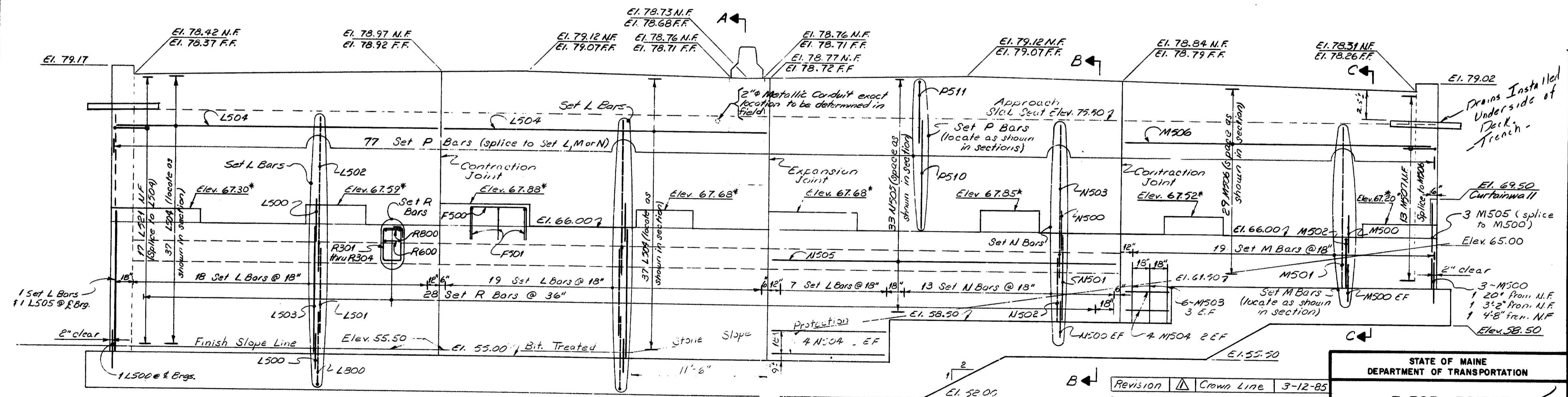
**I-395 BRIDGE  
OVER  
PENOBSCOT RIVER  
BANGOR - BREWER  
PENOBSCOT COUNTY  
ABUTMENT 2 FOOTING**

AUGUSTA, MAINE Sept. 1983

As BUILT ~~FM~~ ~~Whore~~ 5/94



**ABUTMENT 2 PLAN**



**MAKE-UP of REINFORCING STEEL SETS**

Set L	Set M	Set N	Set P	Set K
2 L500	3 M500	3 N500	1 P510	1 K501
1 L501	1 M501	1 N501	1 P511	1 K302
1 L502	1 M502	1 N502		1 R303
1 L503		1 N503		1 R304
1 L500				1 R600
				1 R800

**ABUTMENT 2 ELEVATION**

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

**107-150**

REFERENCE:  
Abutment Notes - see sheet #13

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

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

**ABUTMENT 2 PLAN & ELEVATION**

AUGUSTA, MAINE

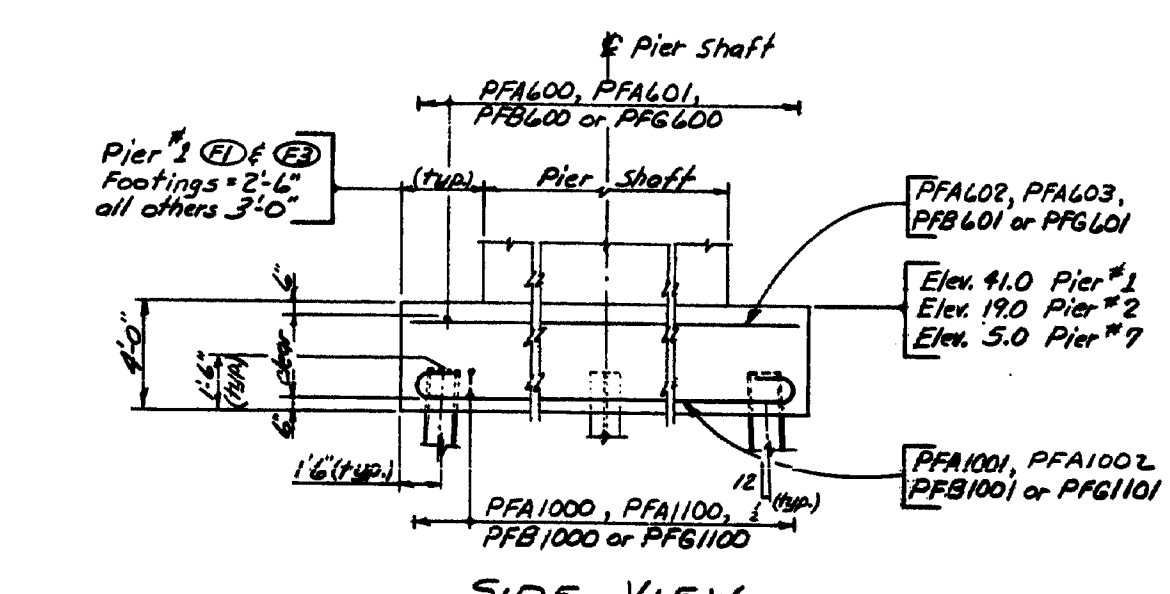
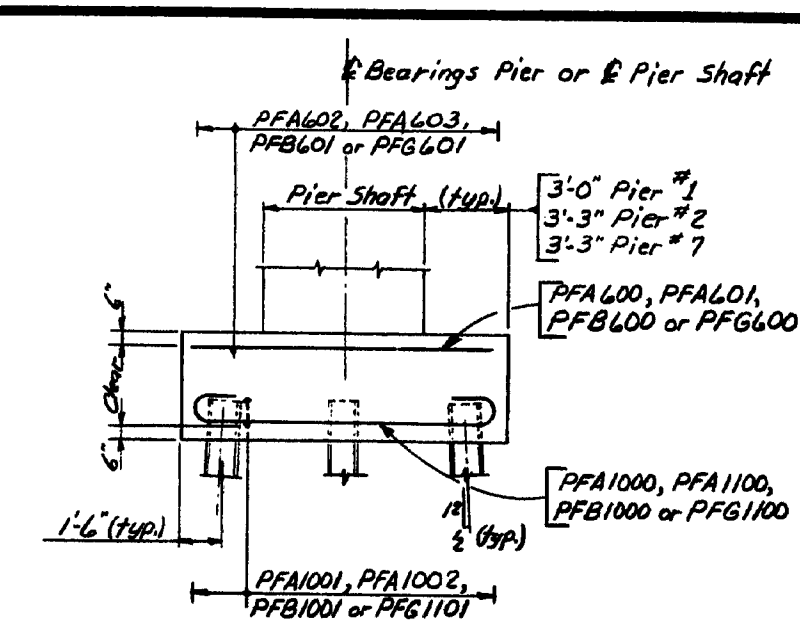
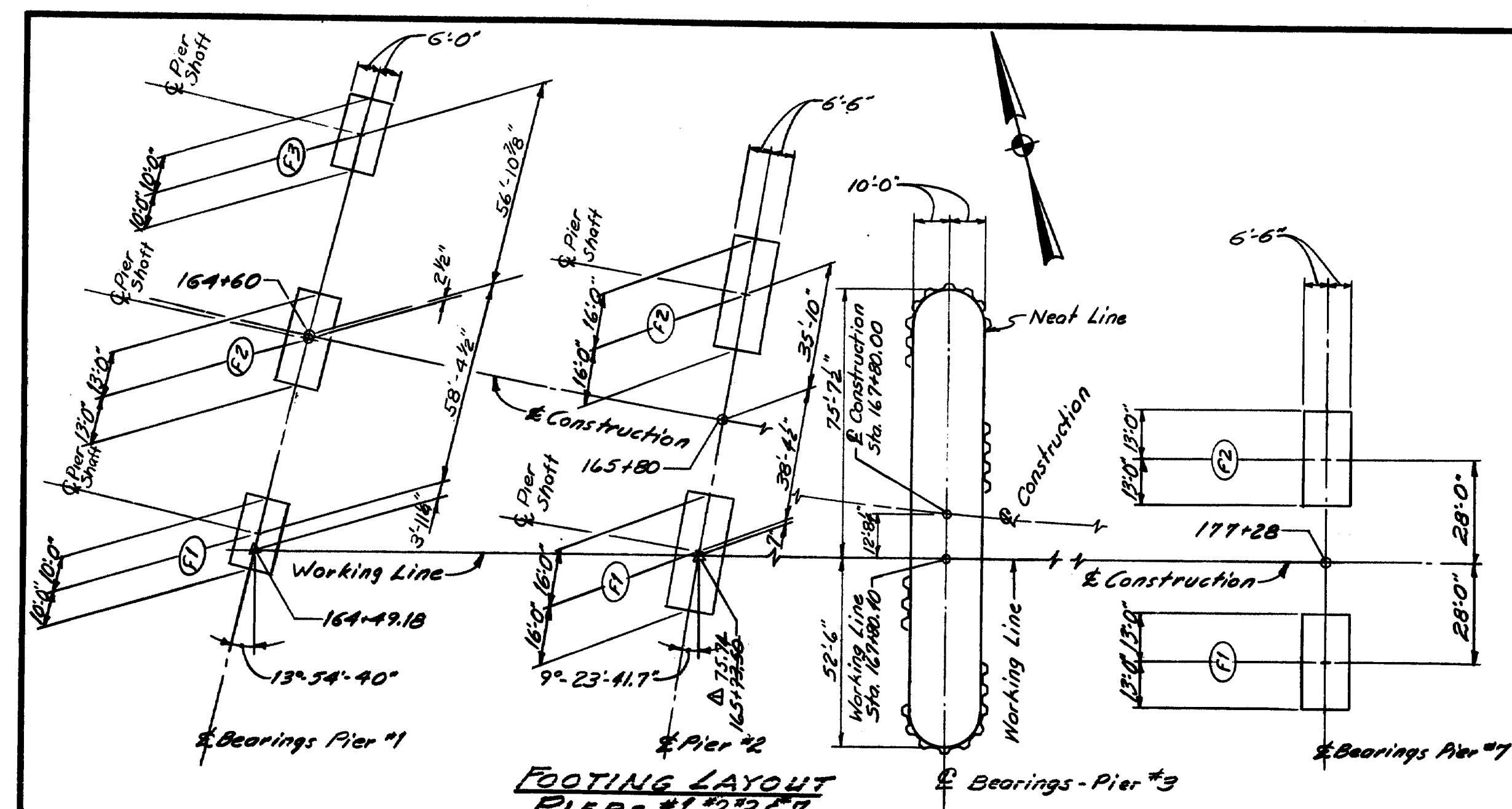
As BUILT *[Signature]* 5/19A

PROJECT DESIGN ENGINEER: *[Signature]*  
DATE: 6-82  
CHECKED: BHS  
REVISIONS: 3/11/01, 10/03  
FIELD CHANGES: *[Signature]*

BRUNING 44-32 45710



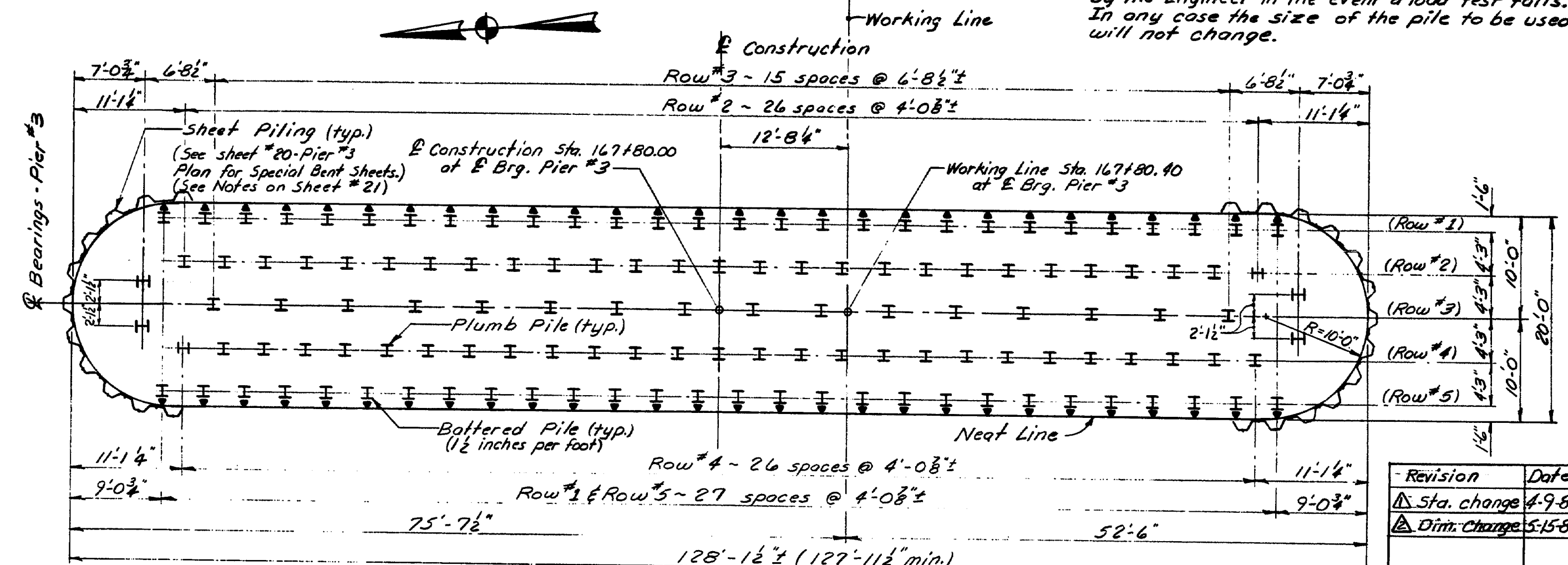
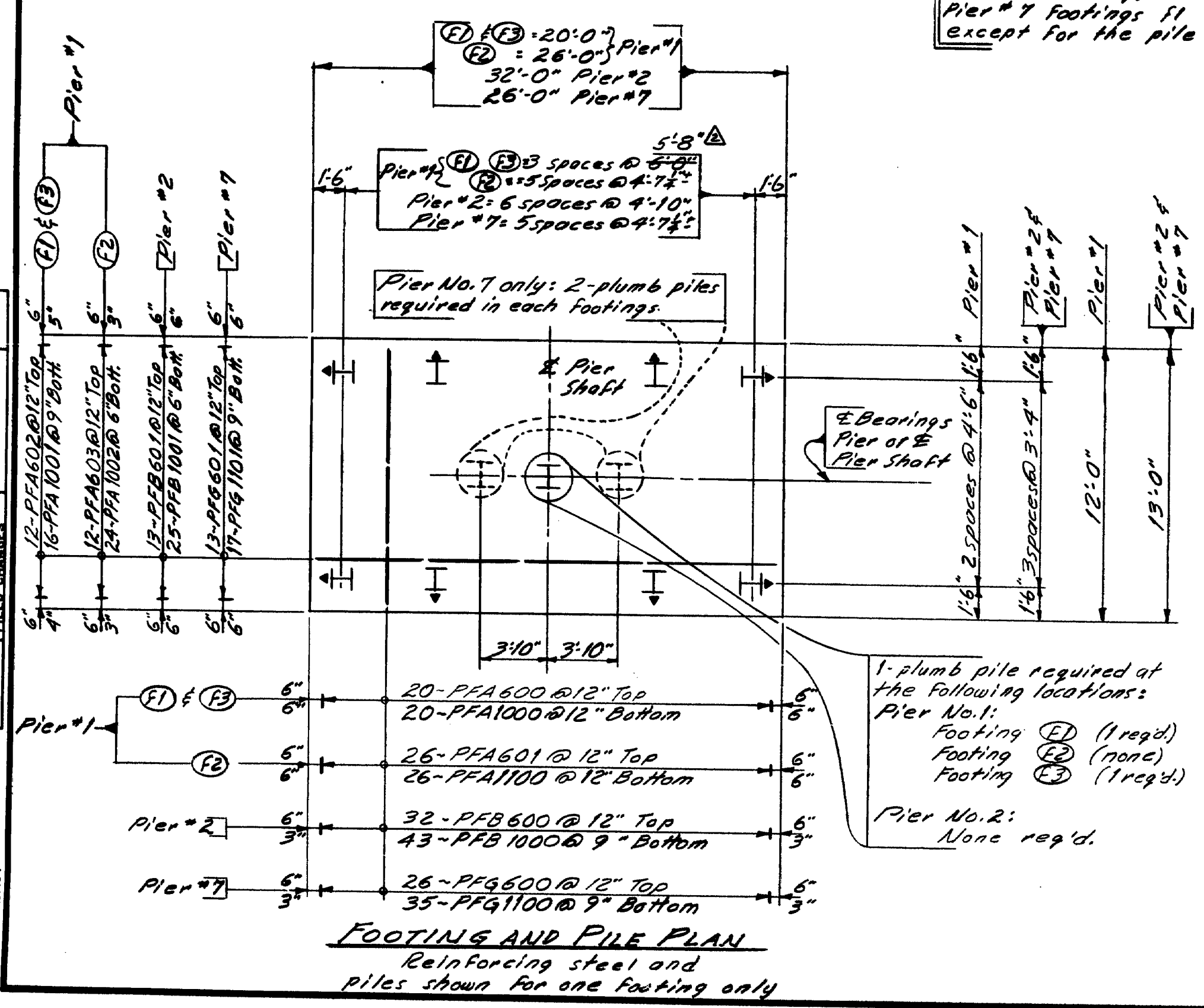
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	395-B(82)	19	114



### PIER-PILE NOTES

- The pile layout shown is for 15,000 p.s.f. See note #8.
- Piles marked thus, shall be battered 1/2 inch per foot in the direction of the arrow, except 1/2 inches per foot for Pier #3.
- Pile Design loads:  
15,000<sup>lb</sup>/sq.in. 12,000<sup>lb</sup>/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:  
① - 11 - HP 14x89 @ 25' = 275 ft.  
② - 14 - HP 14x89 @ 28' = 392 ft.  
③ - 11 - HP 14x89 @ 30' = 330 ft.  
Pier #2:  
① - 18 - HP 14x89 @ 42' = 756 ft.  
② - 18 - HP 14x89 @ 46' = 828 ft.  
Pier #3:  
130 - HP 14x102 @ 46.5' = 6,045 ft.  
(Allowable load 9,000<sup>lb</sup>/sq.in. - Design load 135 tons)  
Pier #7:  
① - 18 - HP 14x89 @ 28' = 504 ft.  
② - 18 - HP 14x89 @ 22' = 396 ft.

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



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

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

For details not shown see Standard Detail sheet BD127-B1

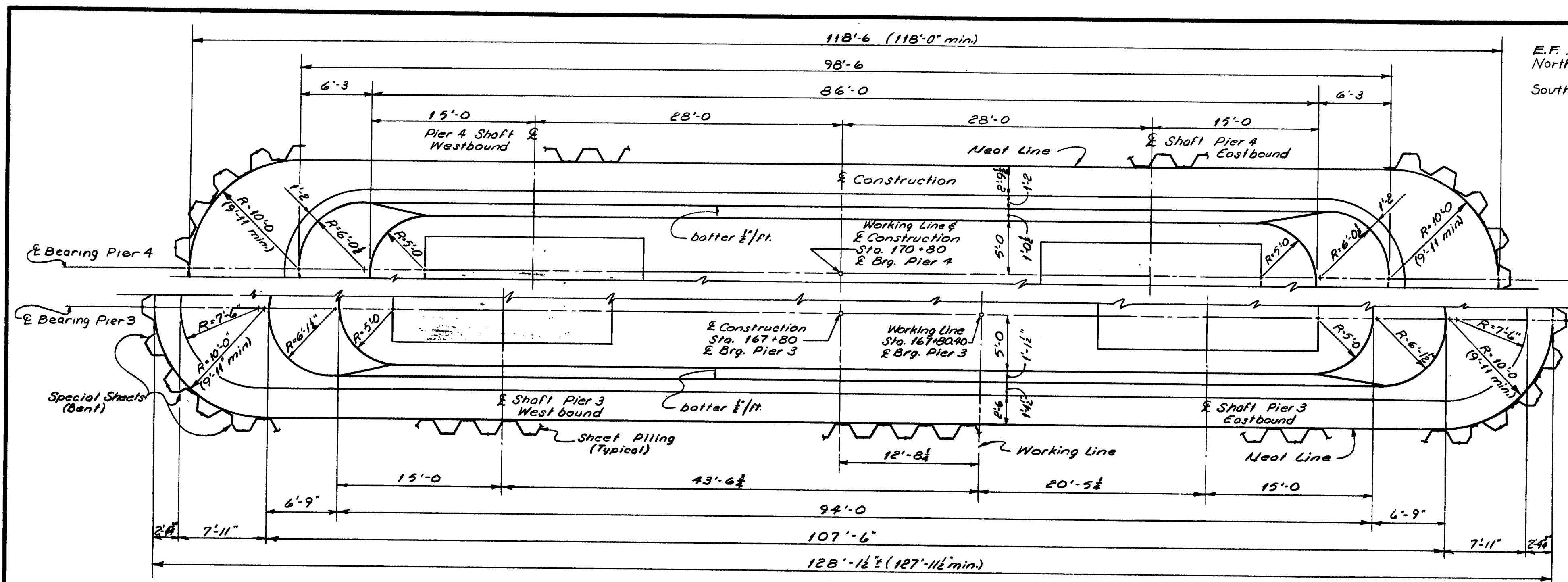
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

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

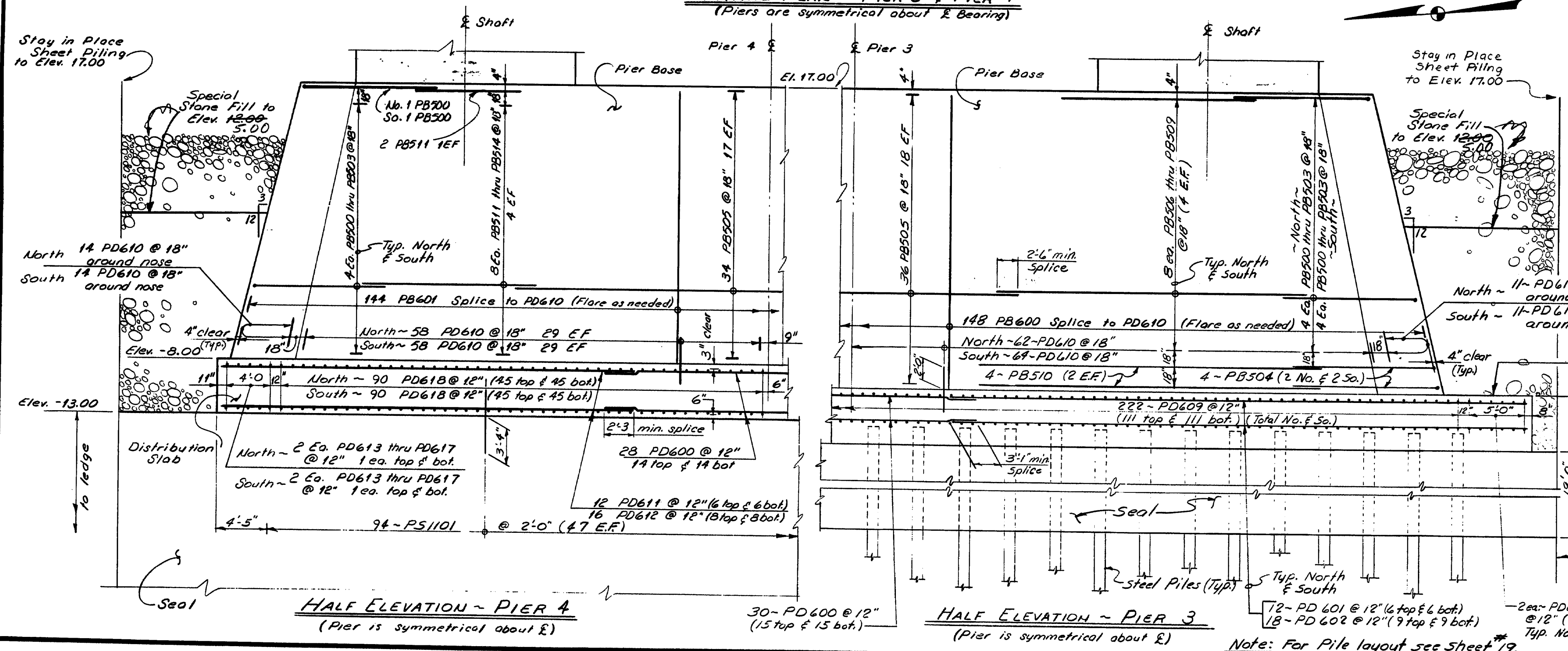
AUGUSTA, MAINE Sept. 1983

107-152

As Built Pile Layout s/ga Steel



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



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

FILE NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-2(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 Sub-section 109.04 instead of at the contract lump sum price.
- The elevations of the top of the seals for Piers 3, 4, 5 & 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 4, 5 & 6 is calculated using the average interpolated ledge elevation at a point 1/3 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 defects, 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 cores or for repairing defects. The costs 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.

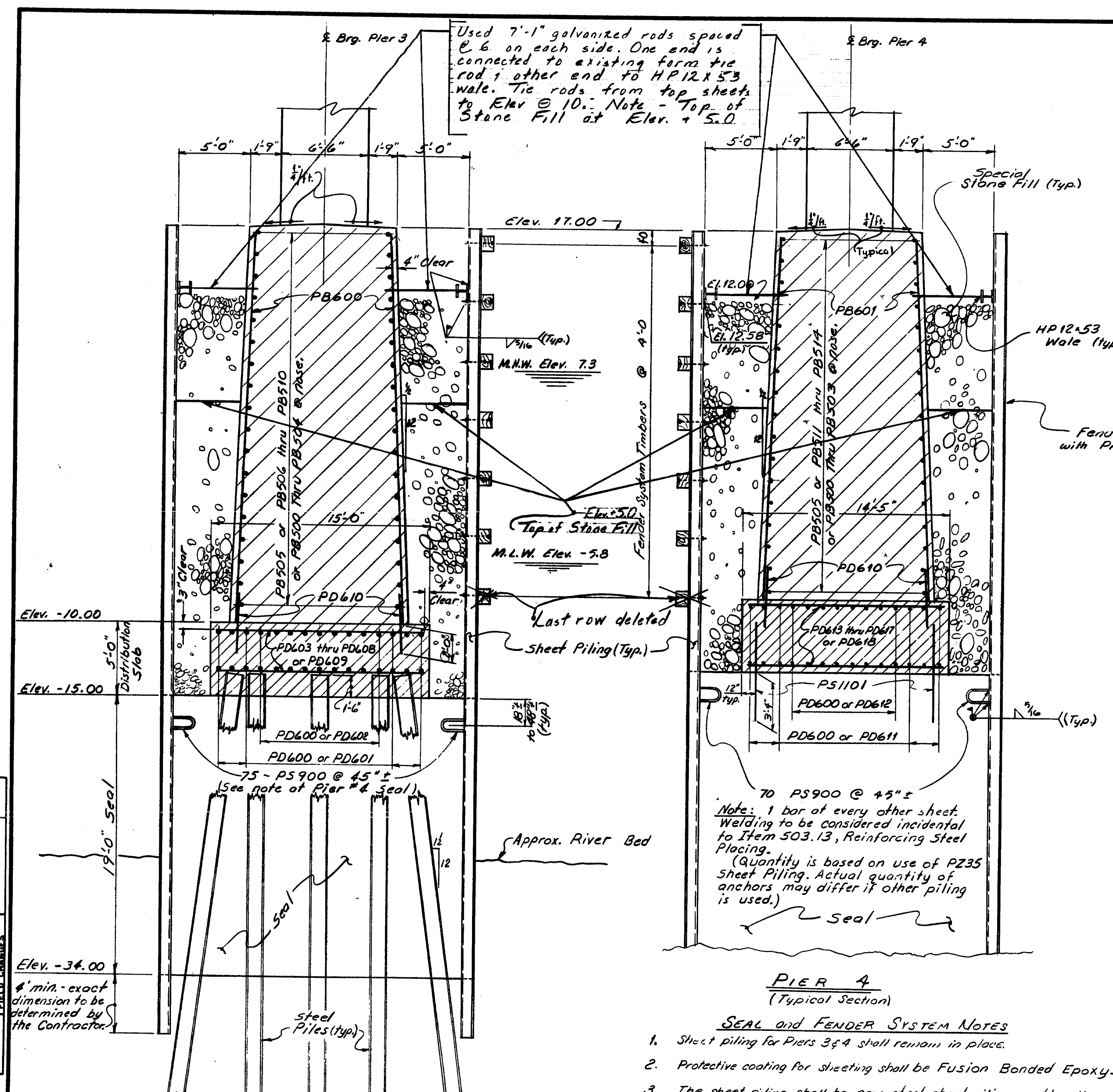
PIER	ELEVATION
4	-38.0
5	-25.0
6	-18.0

**107/53**  
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
395 BRIDGE  
OVER  
PENOBSCOT RIVER  
BANGOR - BREWER  
PENOBSCOT COUNTY  
PIER BASES (PIERS 3 & 4)

AUGUSTA, MAINE Sept. 1983

As BUILT

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	395-8(62)	21	114



PROJECT	DATE
DESIGN	1/8/83
CHECKED	1/10/83
REVISIONS	1/10/83
FIELD CHANGES	1/10/83

PROJECT ENGINEER: [Signature]  
 DESIGNER: [Signature]  
 CHECKED: [Signature]  
 REVISIONS: [Signature]  
 FIELD CHANGES: [Signature]

BRIDGE 4412 49710-1

- PIER 4**  
(Typical Section)
- SEAL and FENDER SYSTEM NOTES**
- Sheet piling for Piers 3 & 4 shall remain in place.
  - Protective coating for sheeting shall be Fusion Bonded Epoxy.
  - 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.
  - Seal details and dimensions are predicated on the use of PZ35 sheet piling. Other sheet piling with a minimum Section Modulus of 46.3 in<sup>3</sup> 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 thru sheet) may be used with prior approval of the Engineer.
  - Pay dimensions for Seal Concrete shall be to the Seal Lines shown plus 7" all around.

107-154

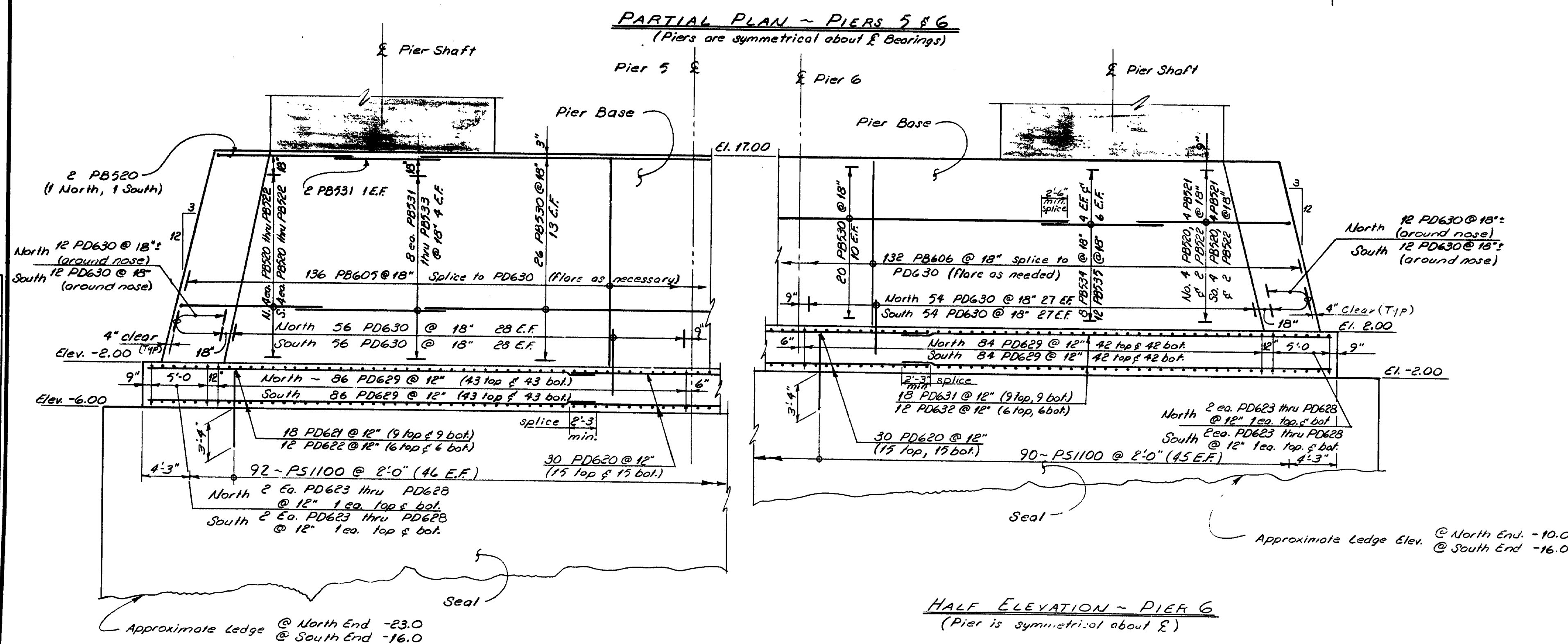
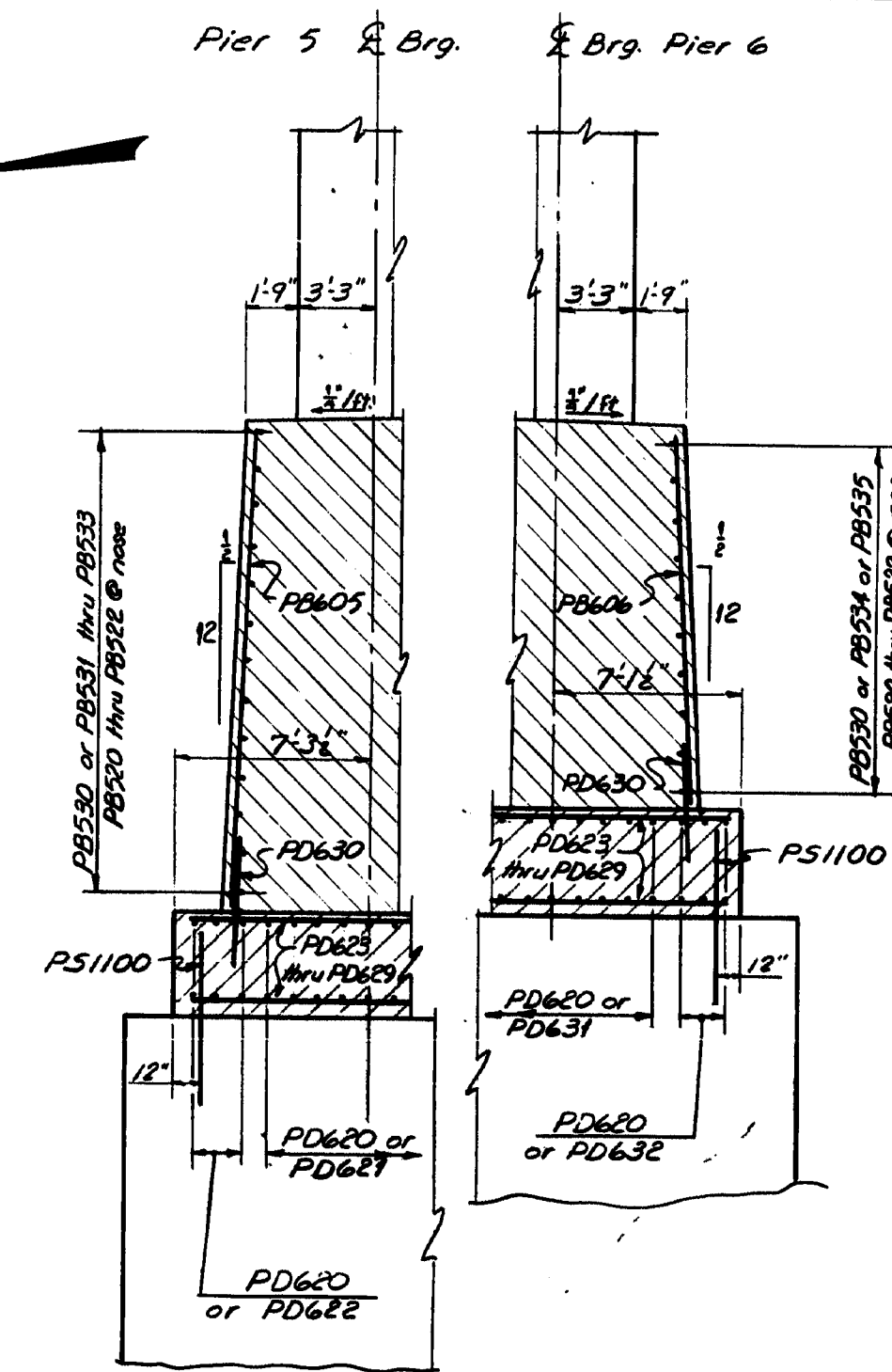
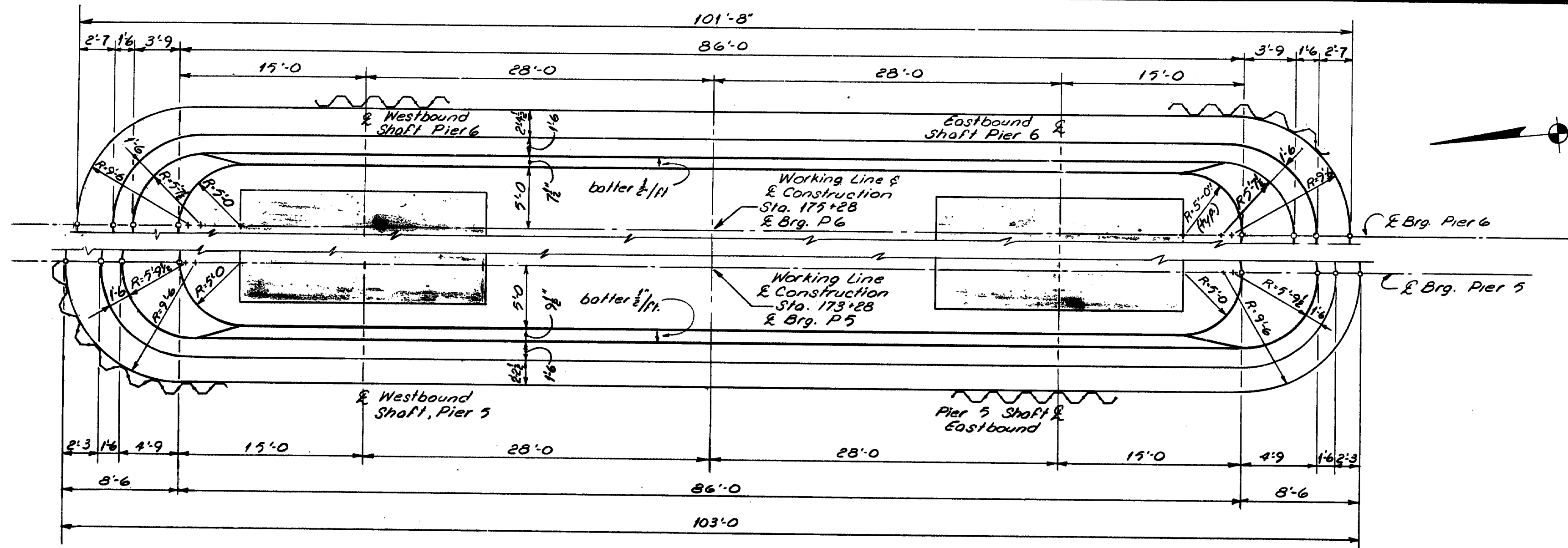
STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION

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

199

AUGUSTA, MAINE Sept. 1983

F.R.D. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(82)	22	114



TYPICAL HALF SECTIONS  
(Piers are symmetrical about C.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

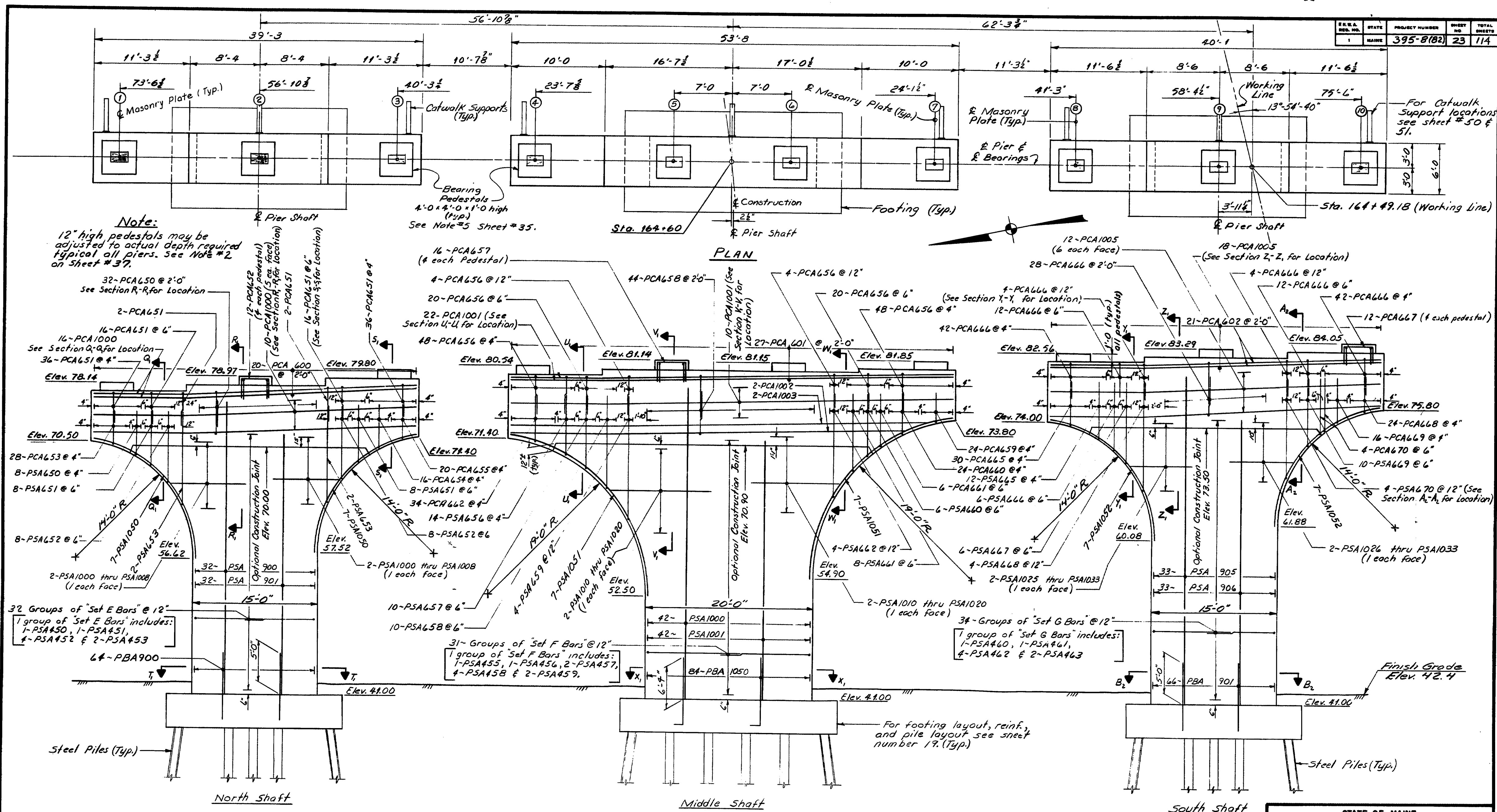
LEGEND  
E.F. . . . Each Face  
North . . . Portion of Base  
North of Pier  
South . . . Portion of Base  
South of Pier

As Built

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

BRUNING 44-132 45710.1

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	395-8(82)	23	114



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

DATE	BY	DESIGN	CHECKED	REVISION
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8/2/83	BA	DESIGN	BA	4
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STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

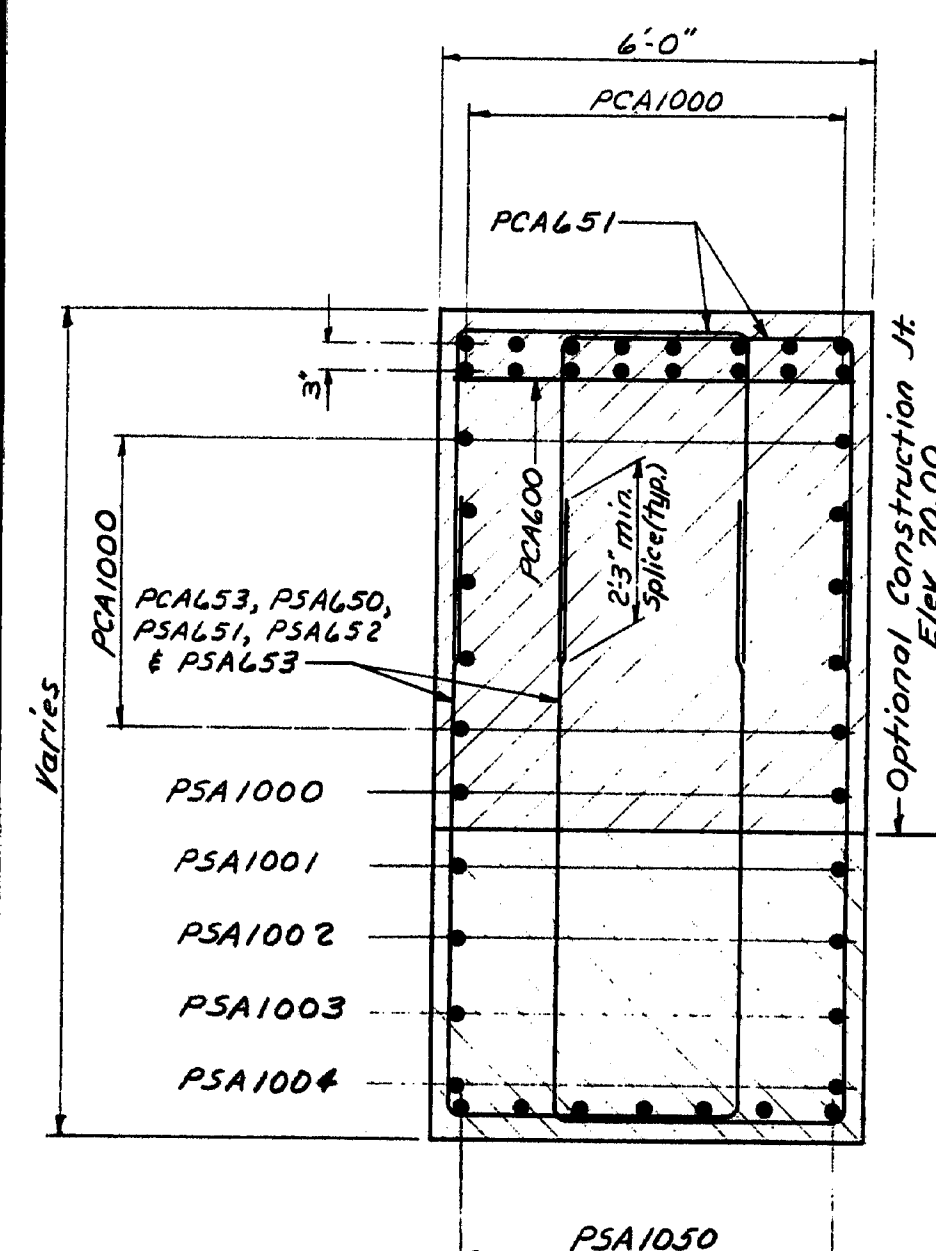
**I-395 BRIDGE**  
OVER  
**PENOBSCOT RIVER**  
BANGOR - BREWER  
PENOBSCOT COUNTY

**PIER #1 SHAFT**

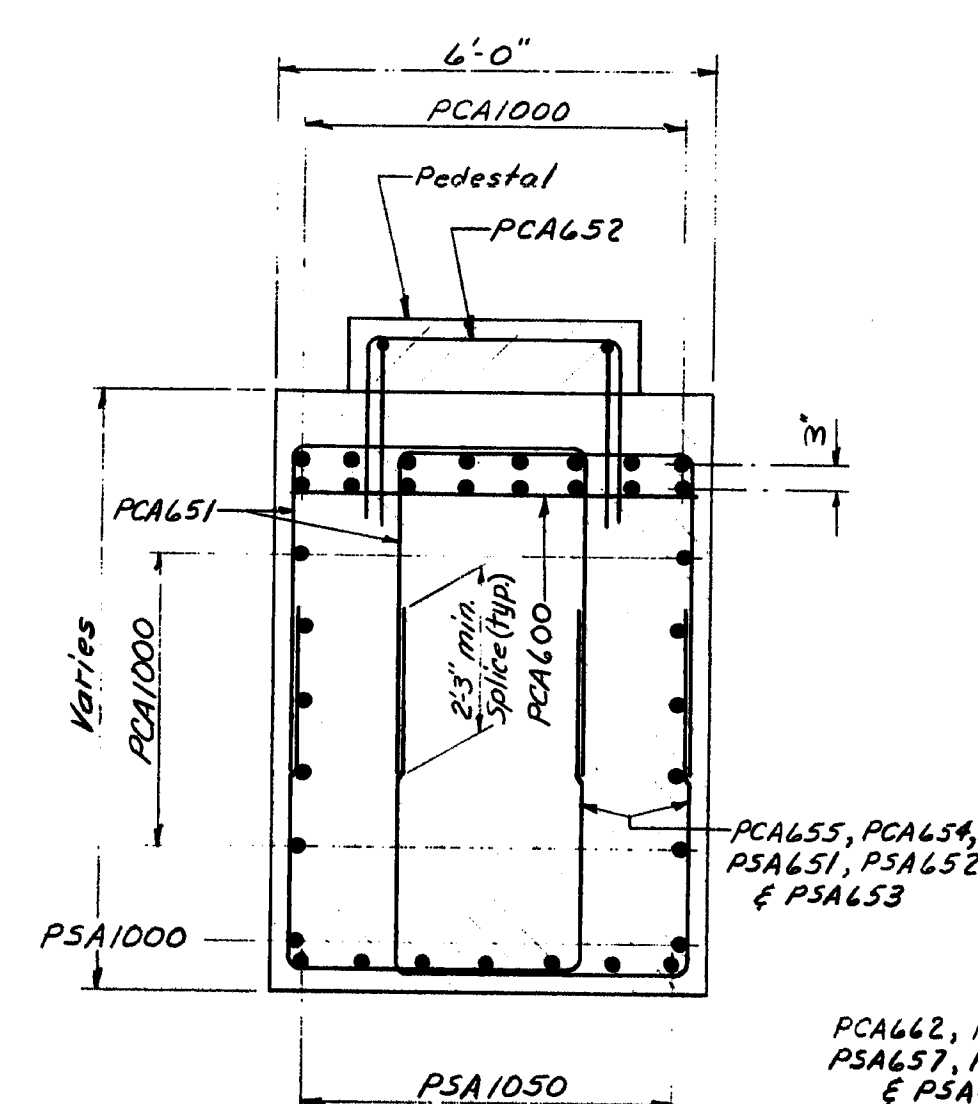
AUGUSTA, MAINE Sept. 1983

**107-156**

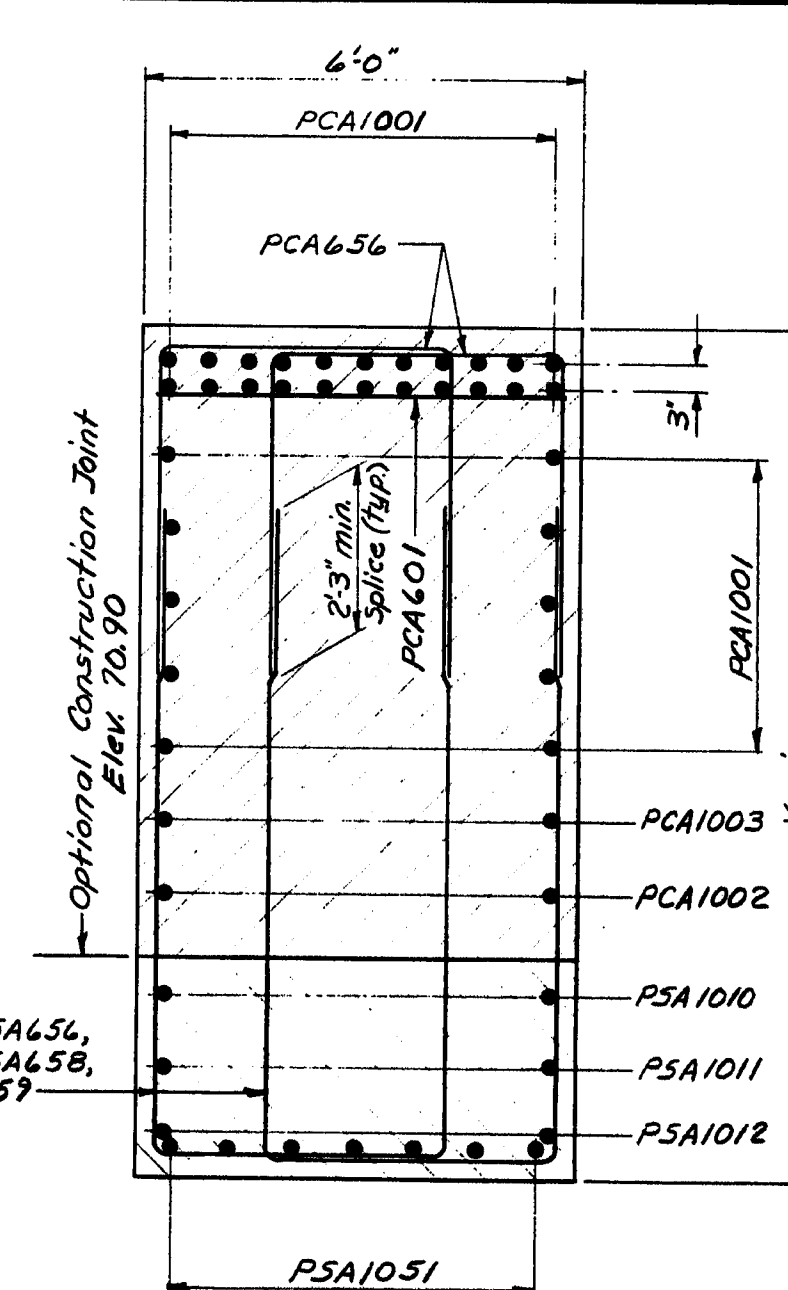
F.R.E.B.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	24	114



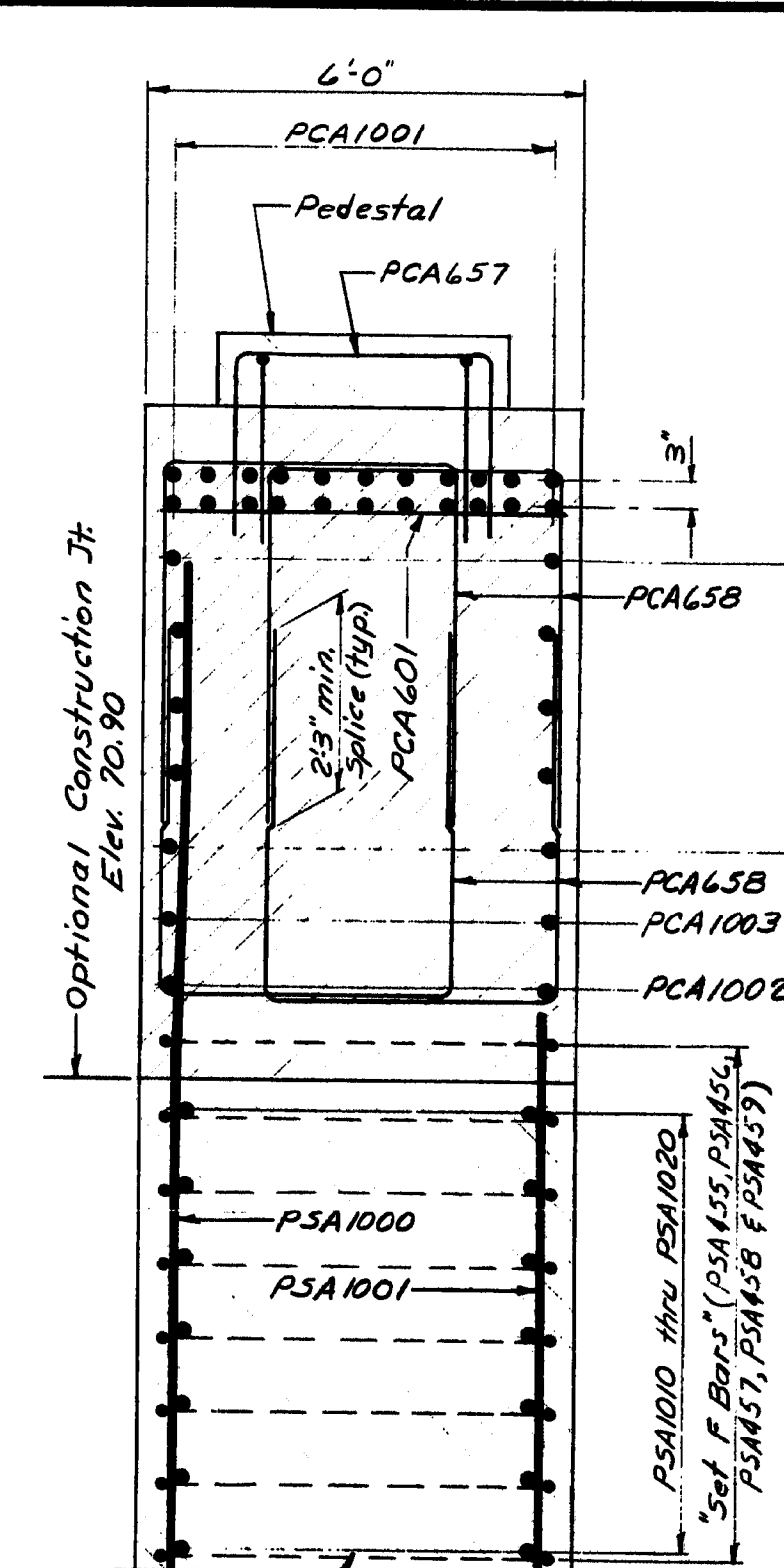
SECTION Q-Q



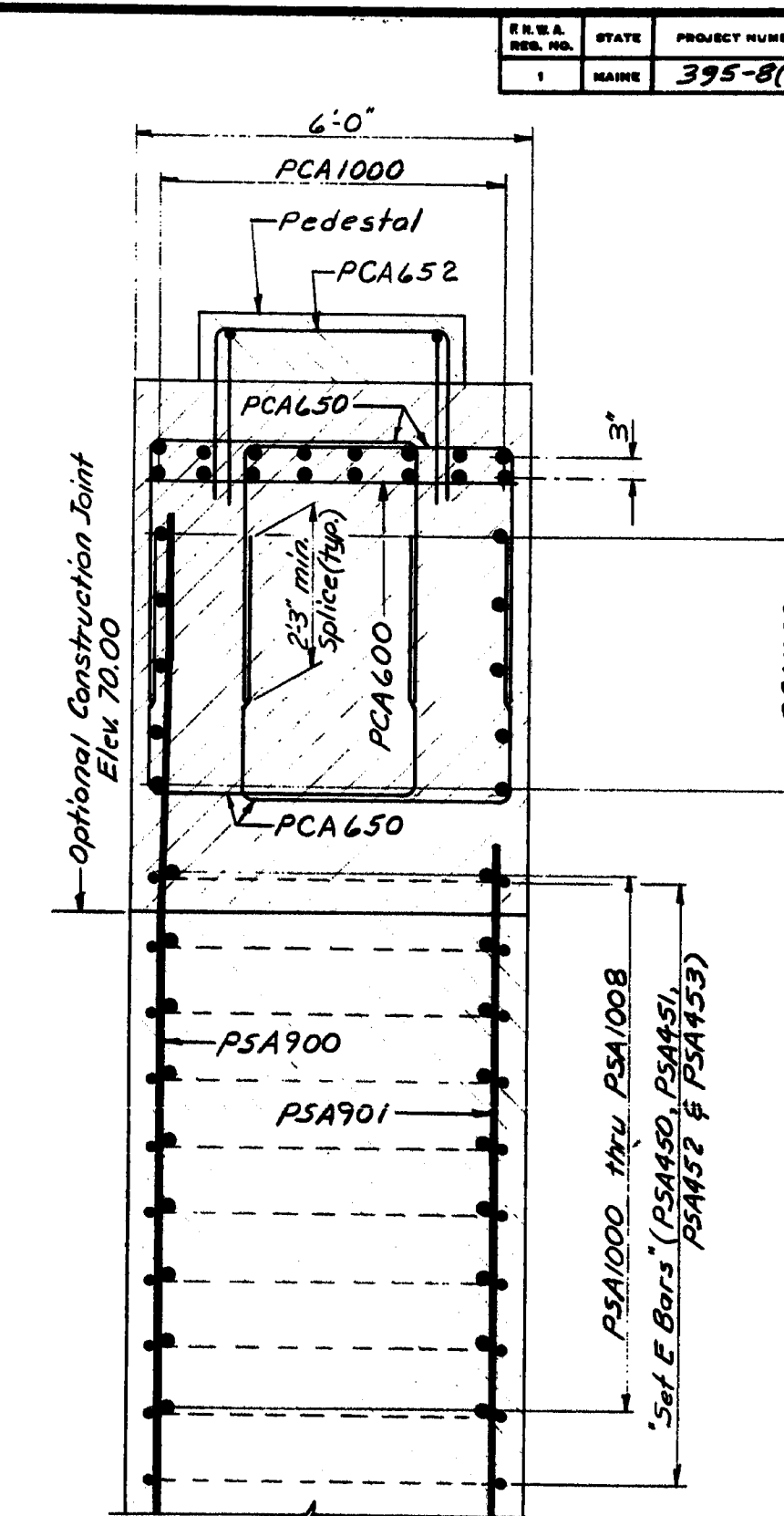
SECTION S-S



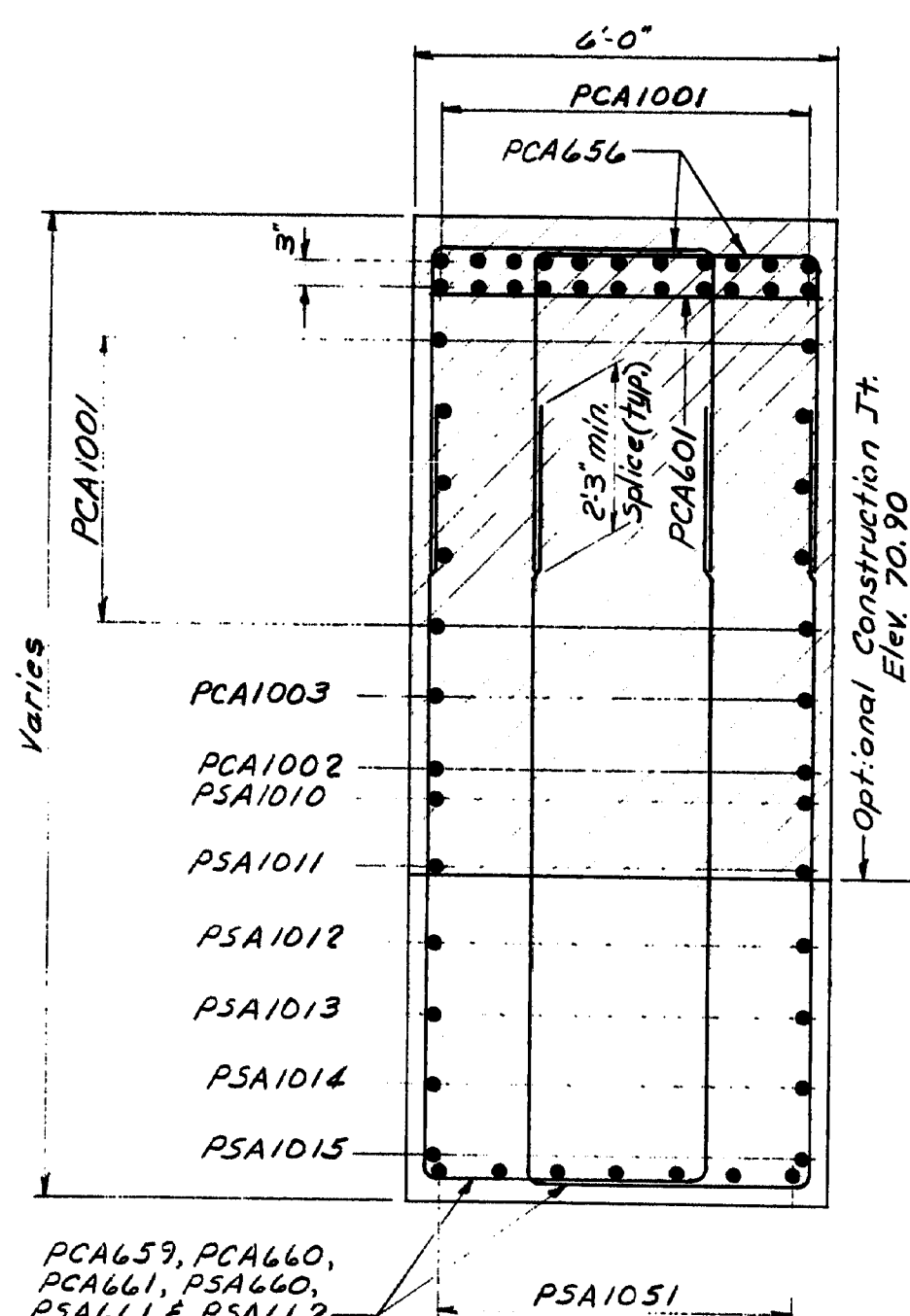
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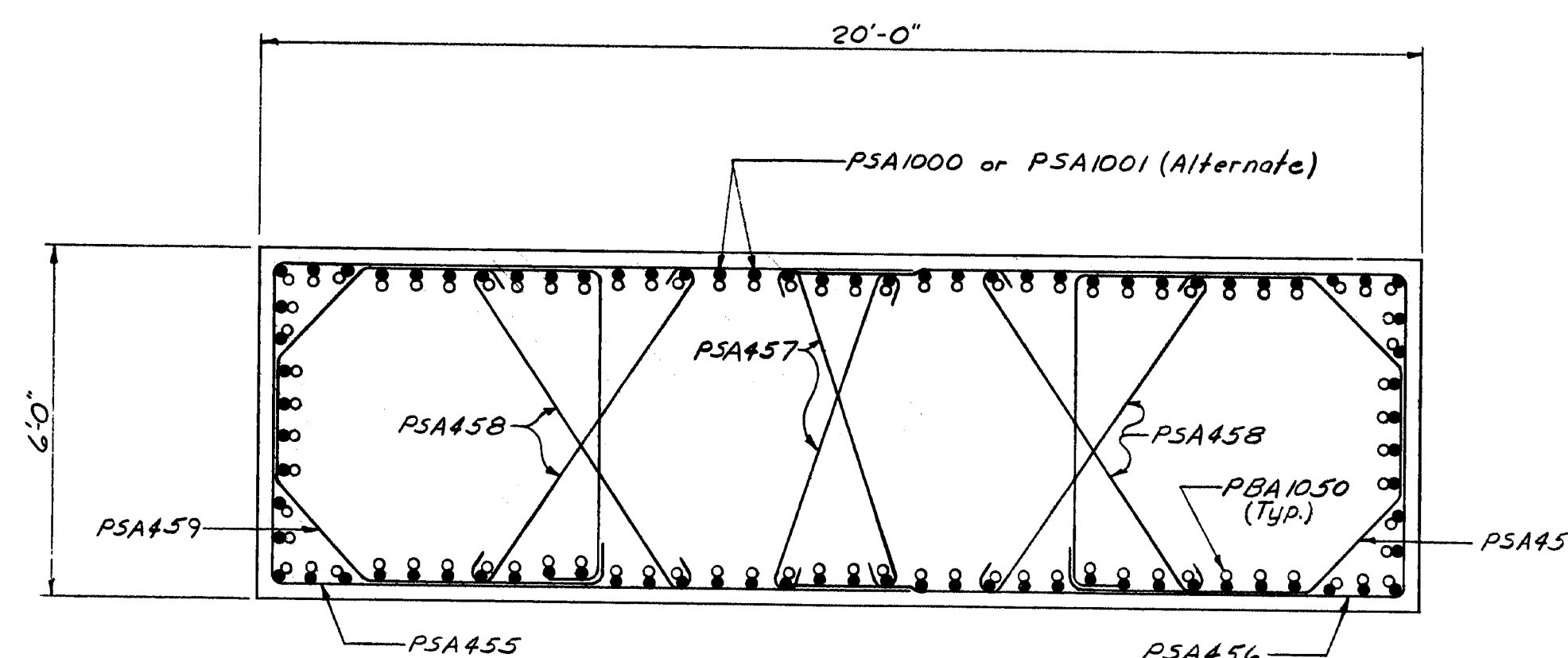
SECTION V-V



SECTION R-R



SECTION W-W



SECTION X-X

- REFERENCES
1. For general pier note 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

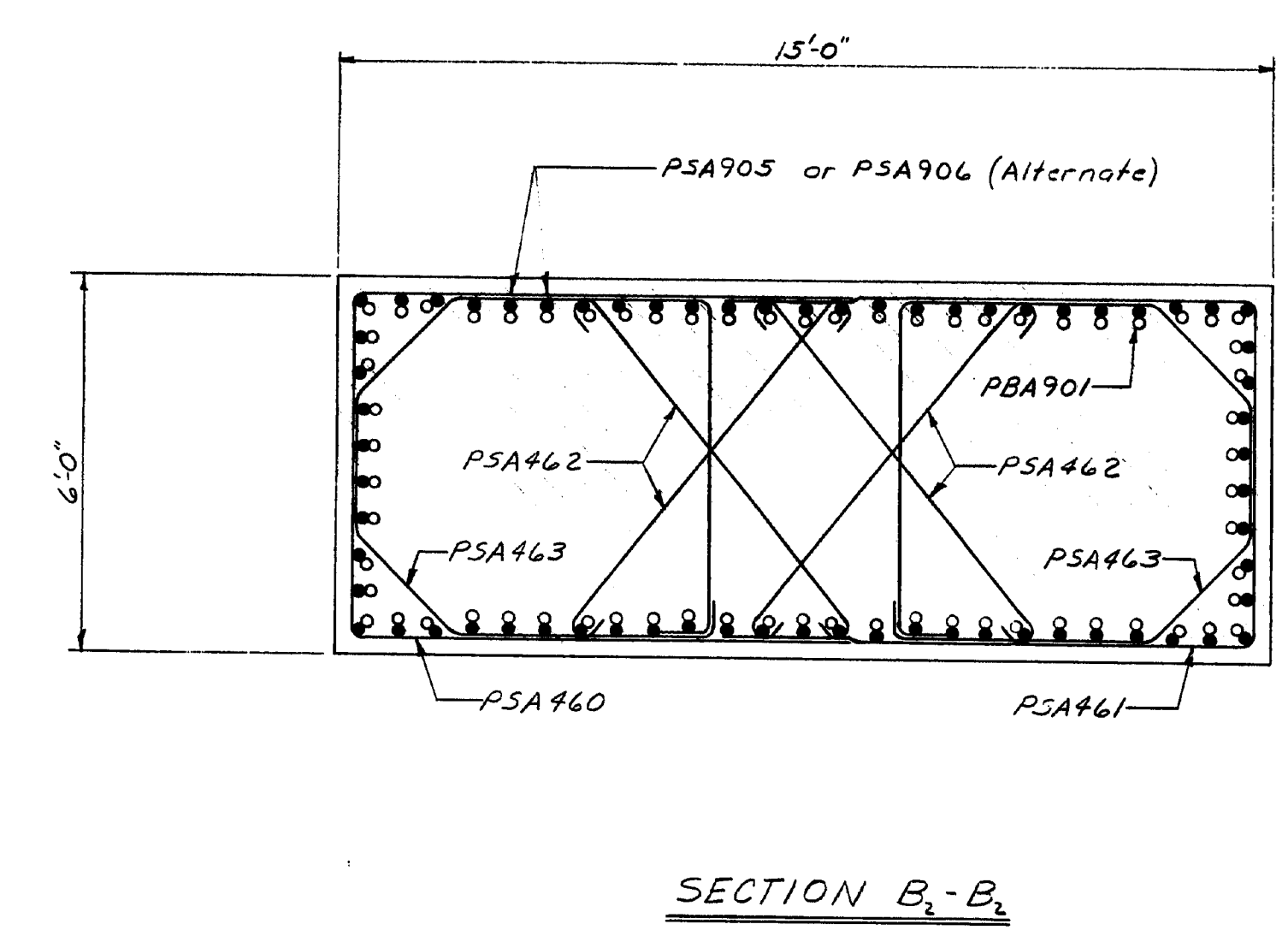
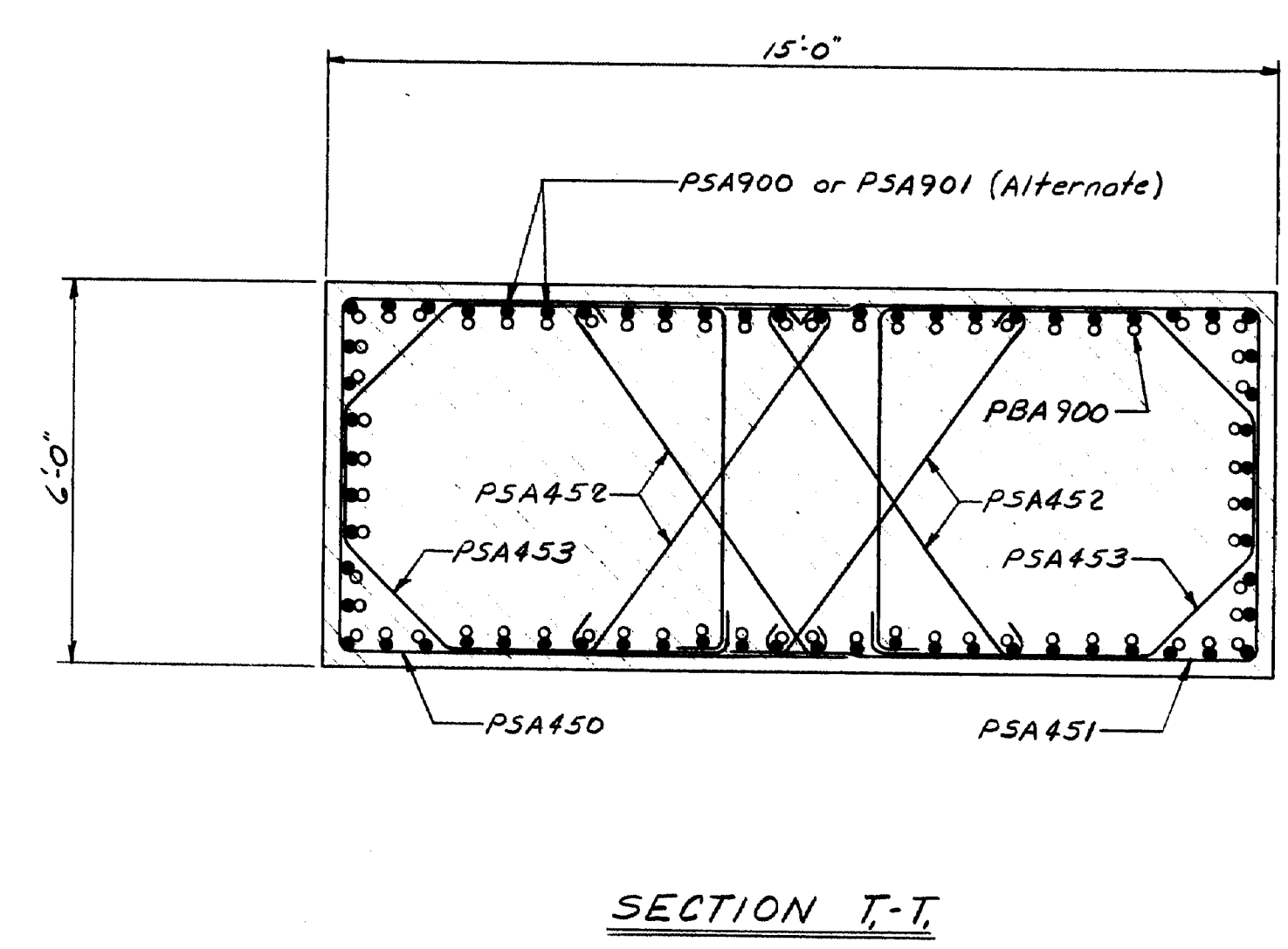
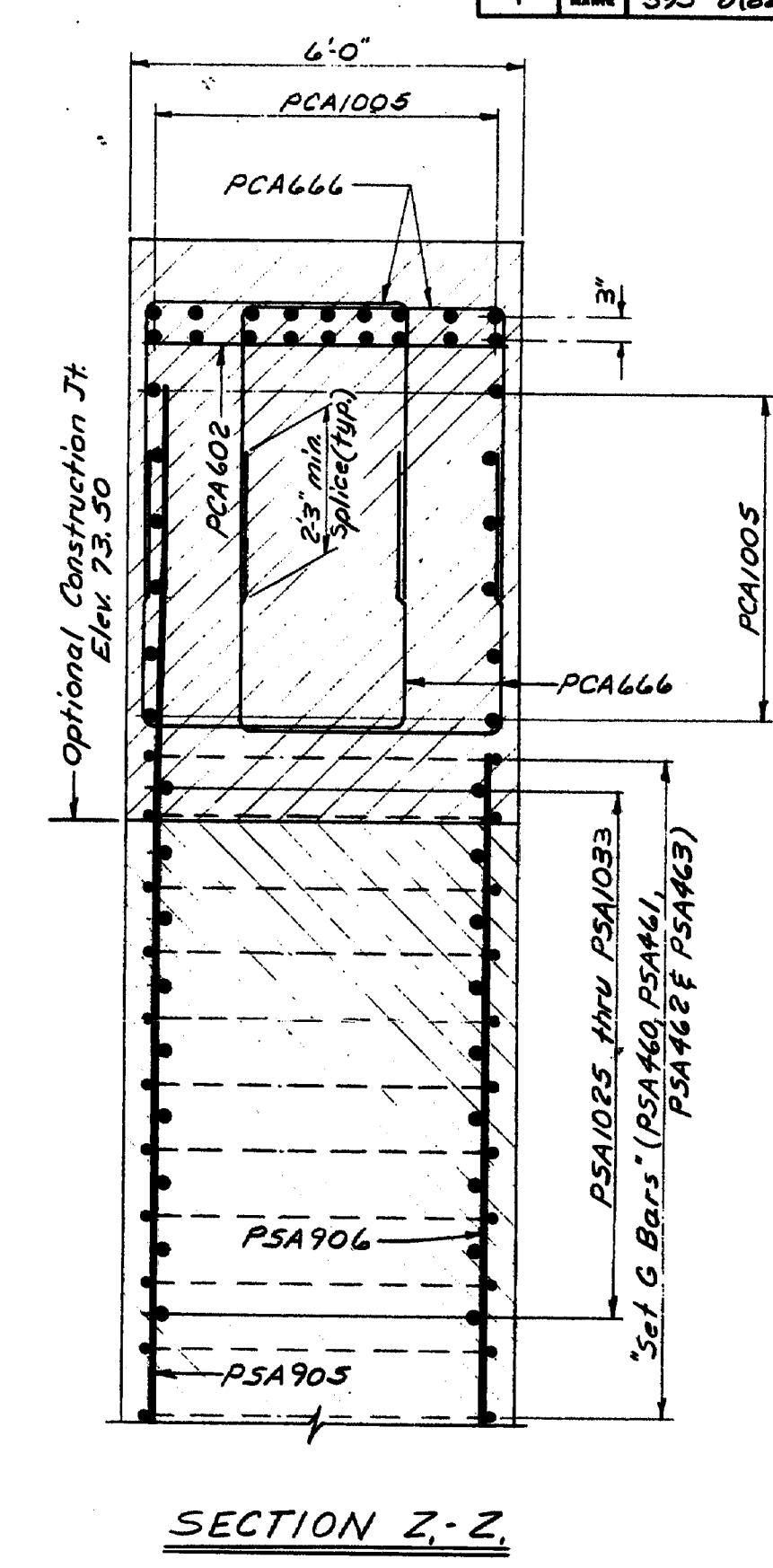
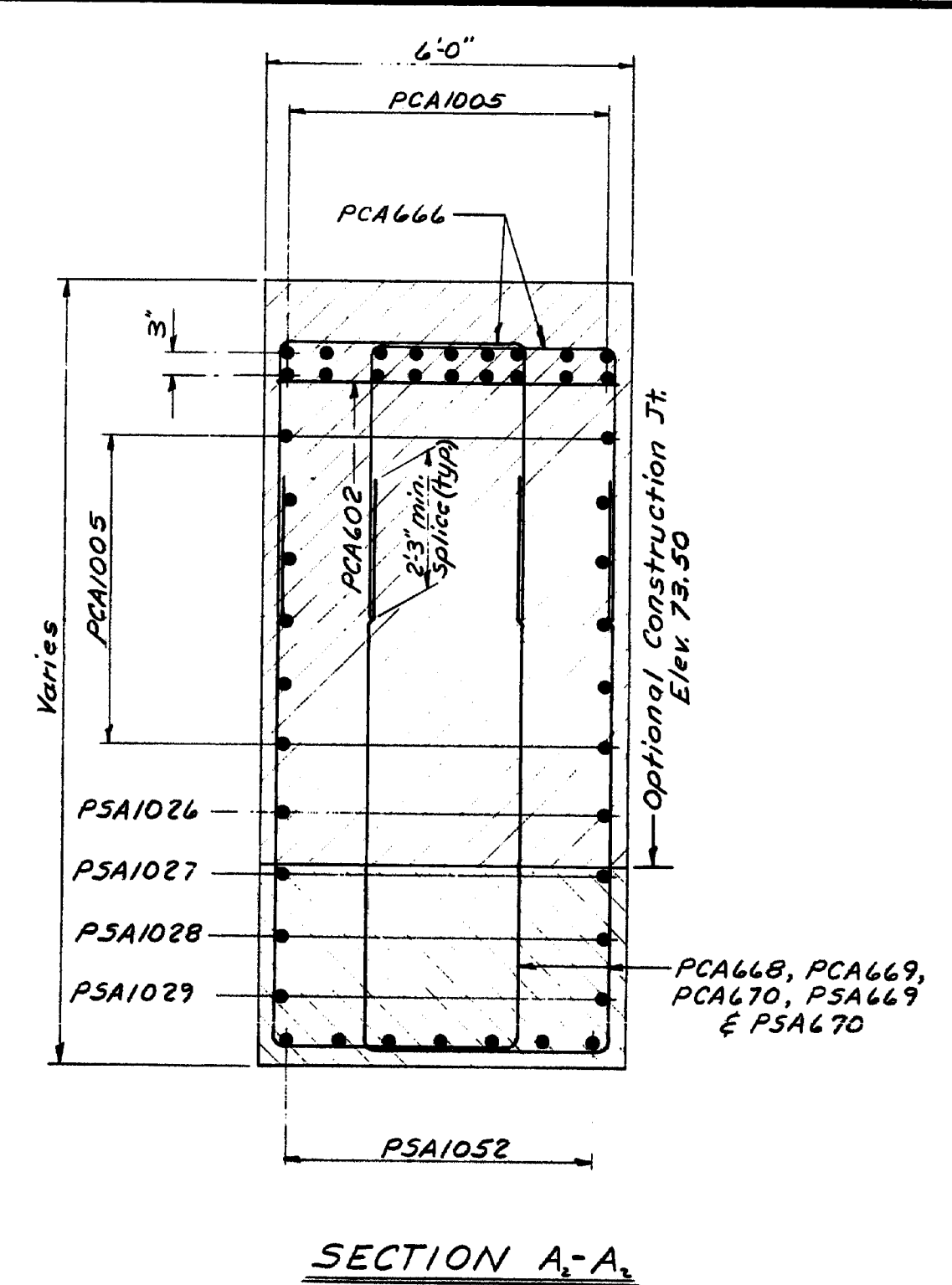
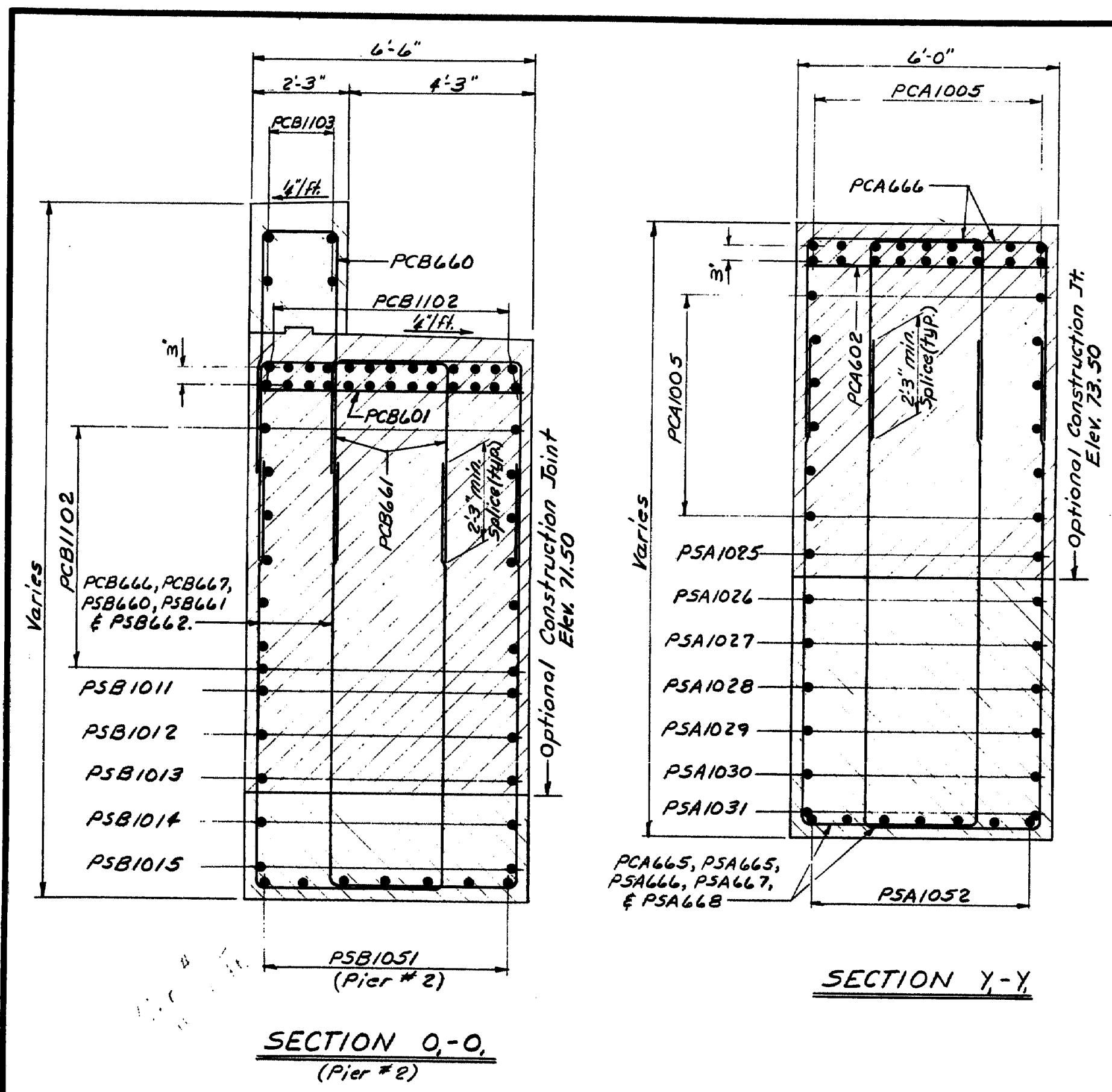
As Built *Handwritten* 5/11/84 Steel

PROJECT DESIGNER	DATE
DESIGN - DETAILED	12/18/83
CHECKED	1/15/84
REVISIONS	
FIELD ENGINEER	

BRIDGE 4412-42101



FORM	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	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**

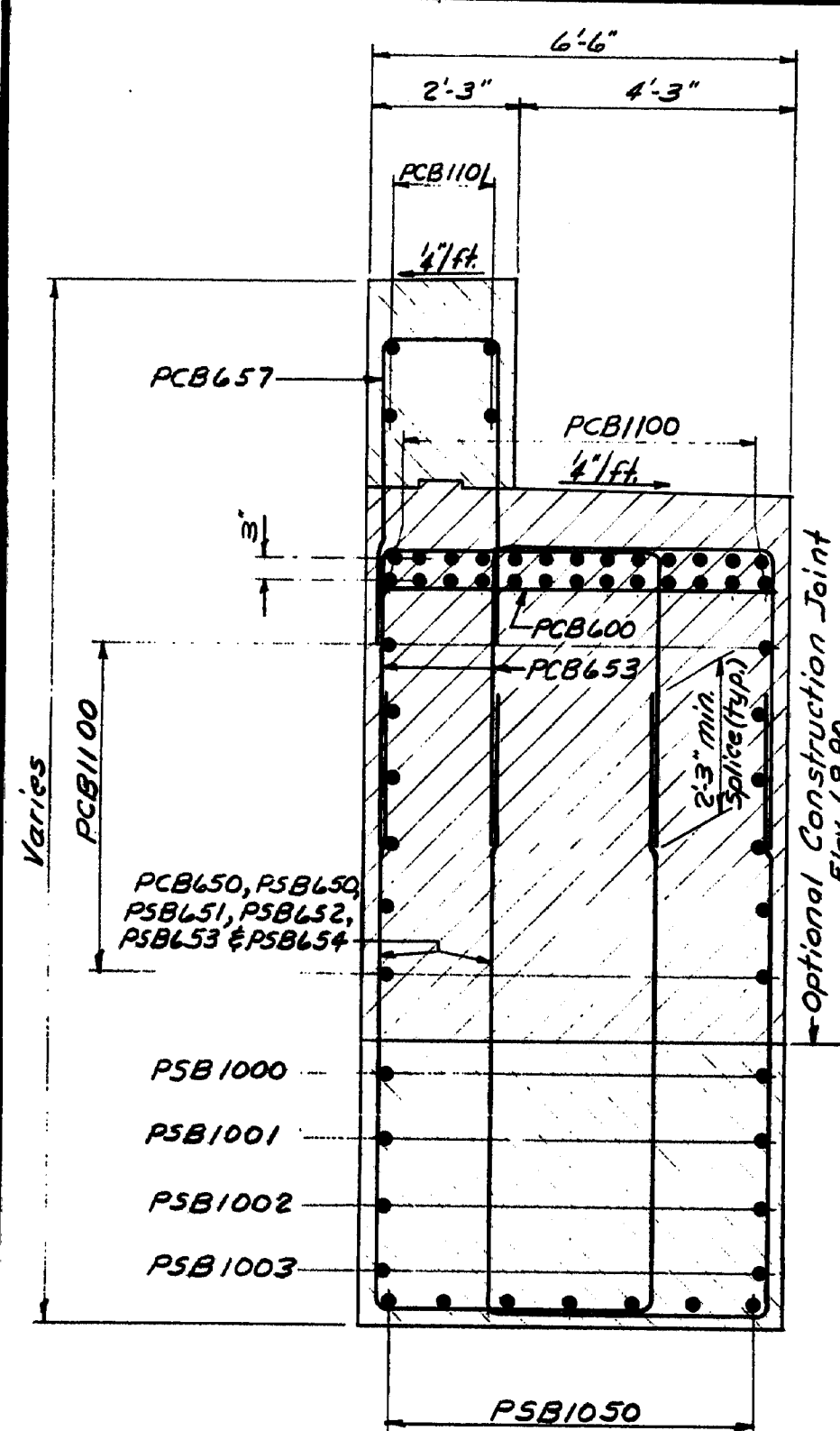
AUGUSTA, MAINE Sept. 1983

As Built per Maine State Steel

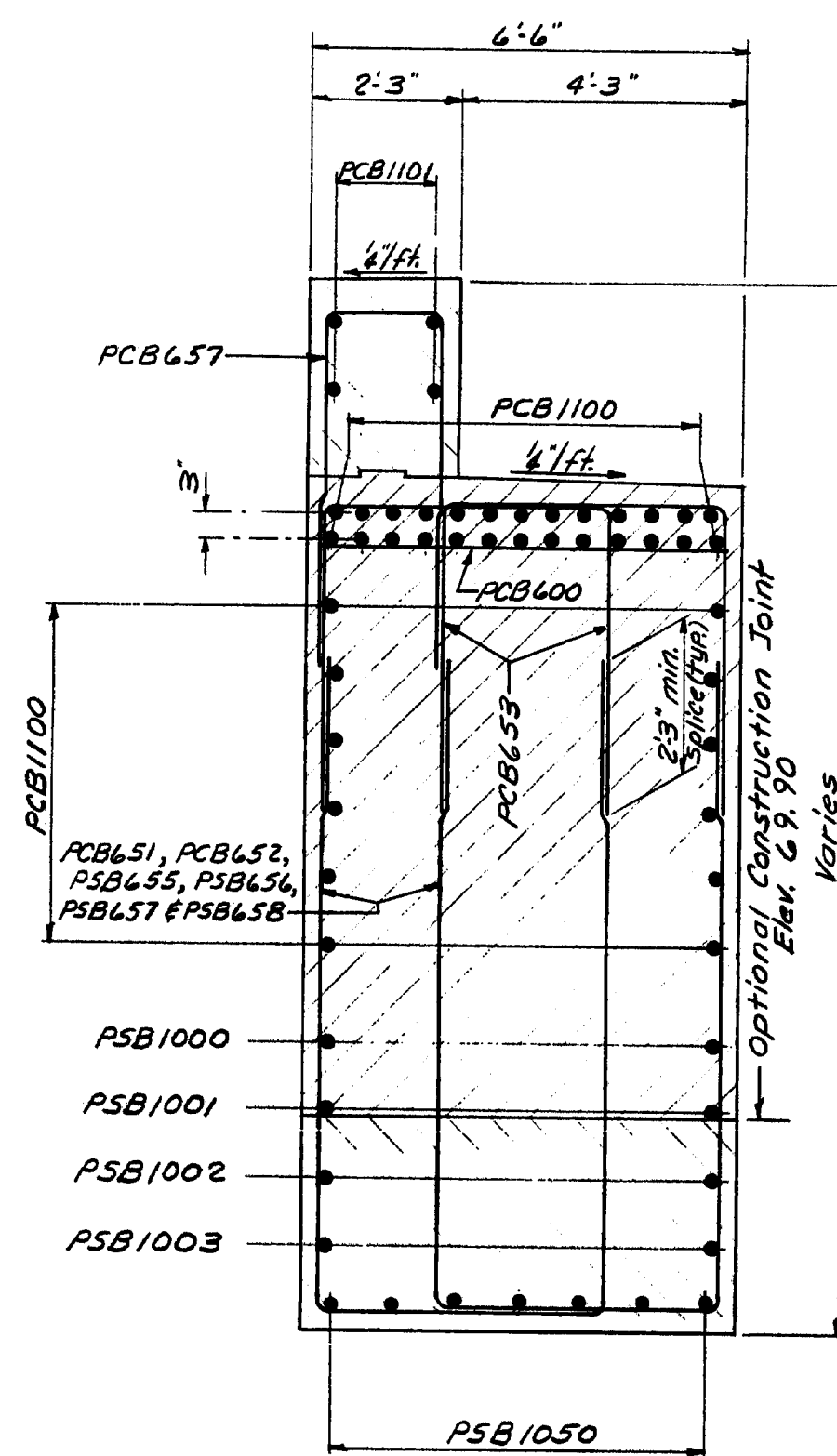
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAIL	2/20/83
CHECKED	2/24/83
FIELD CHANGES	

REVISION 44-132 45710-1

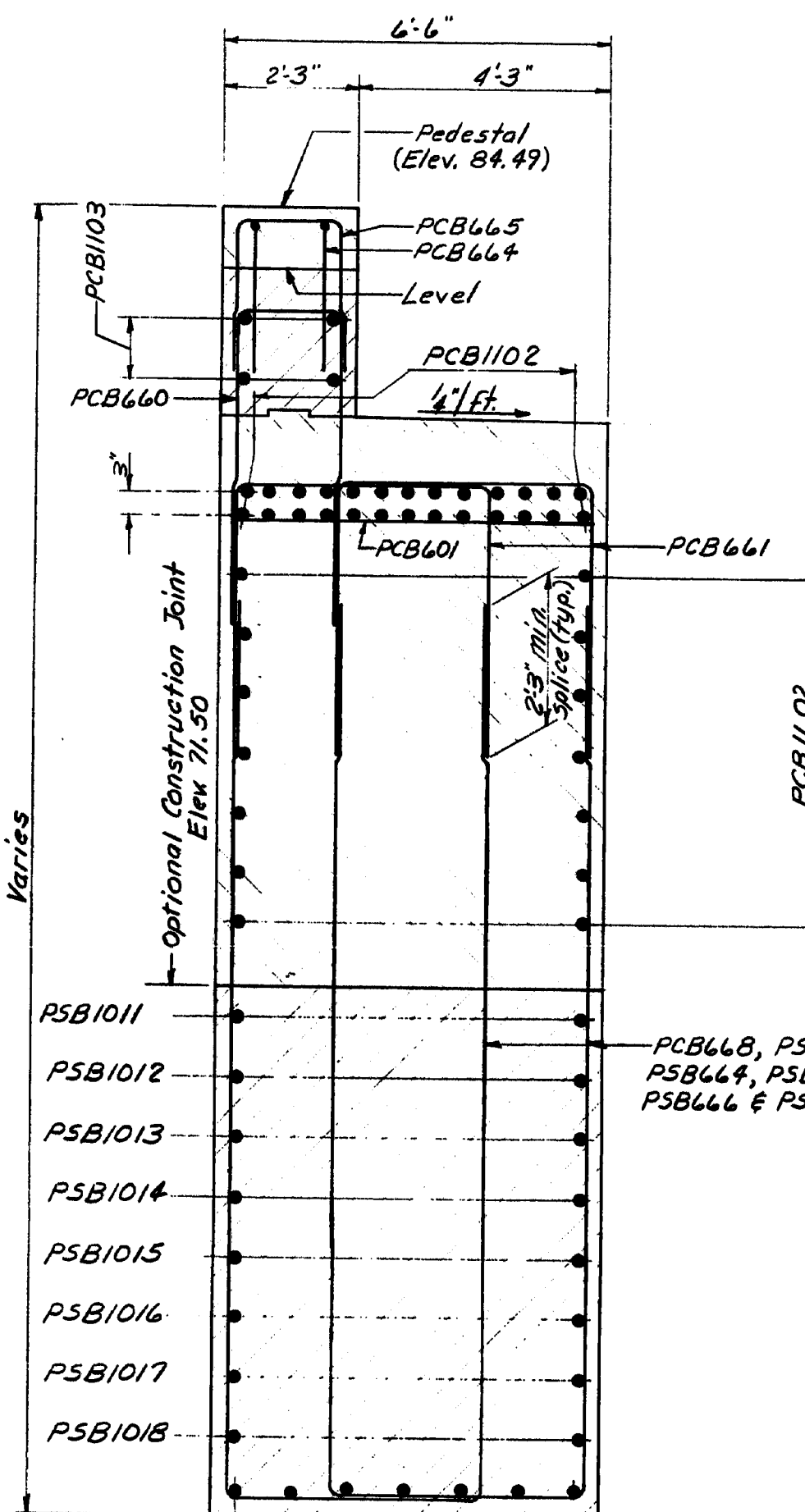
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	395-8(82)	27	114



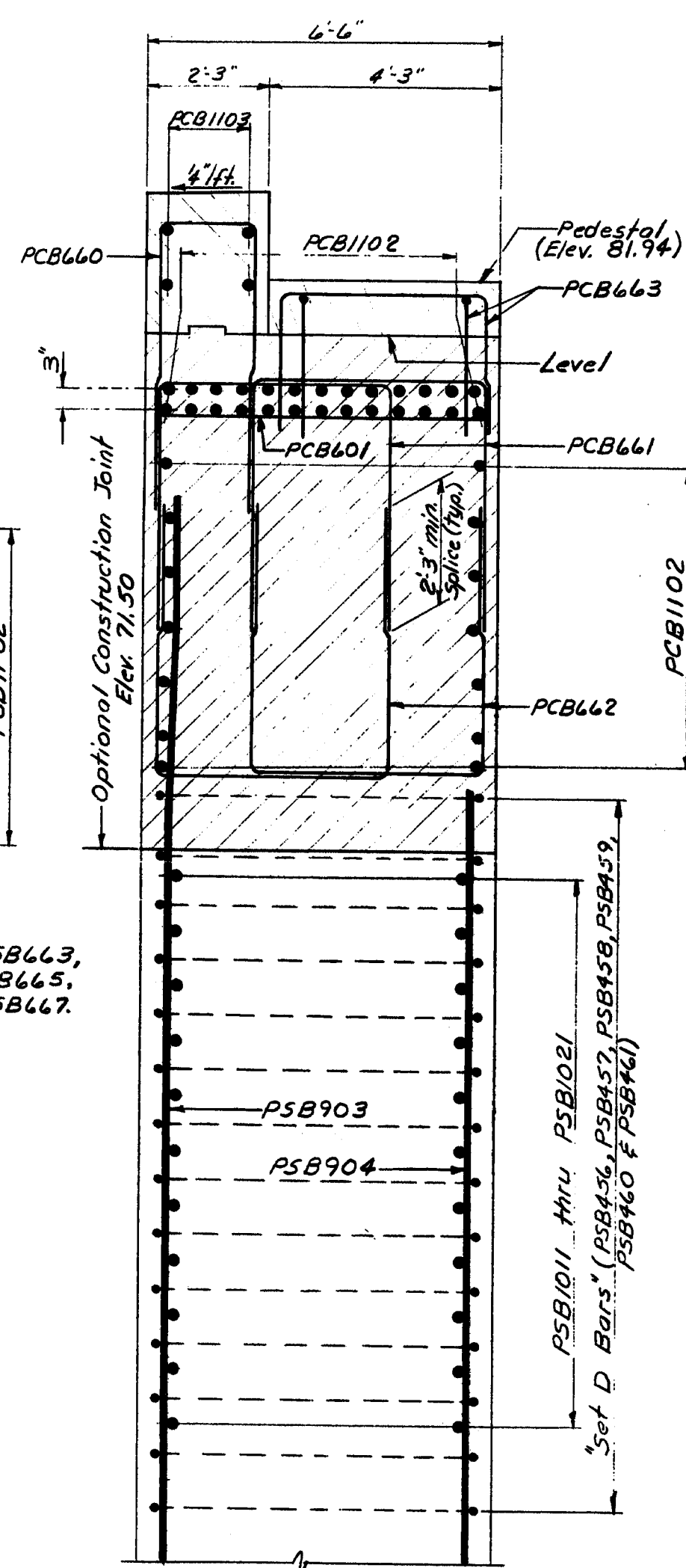
SECTION I-I



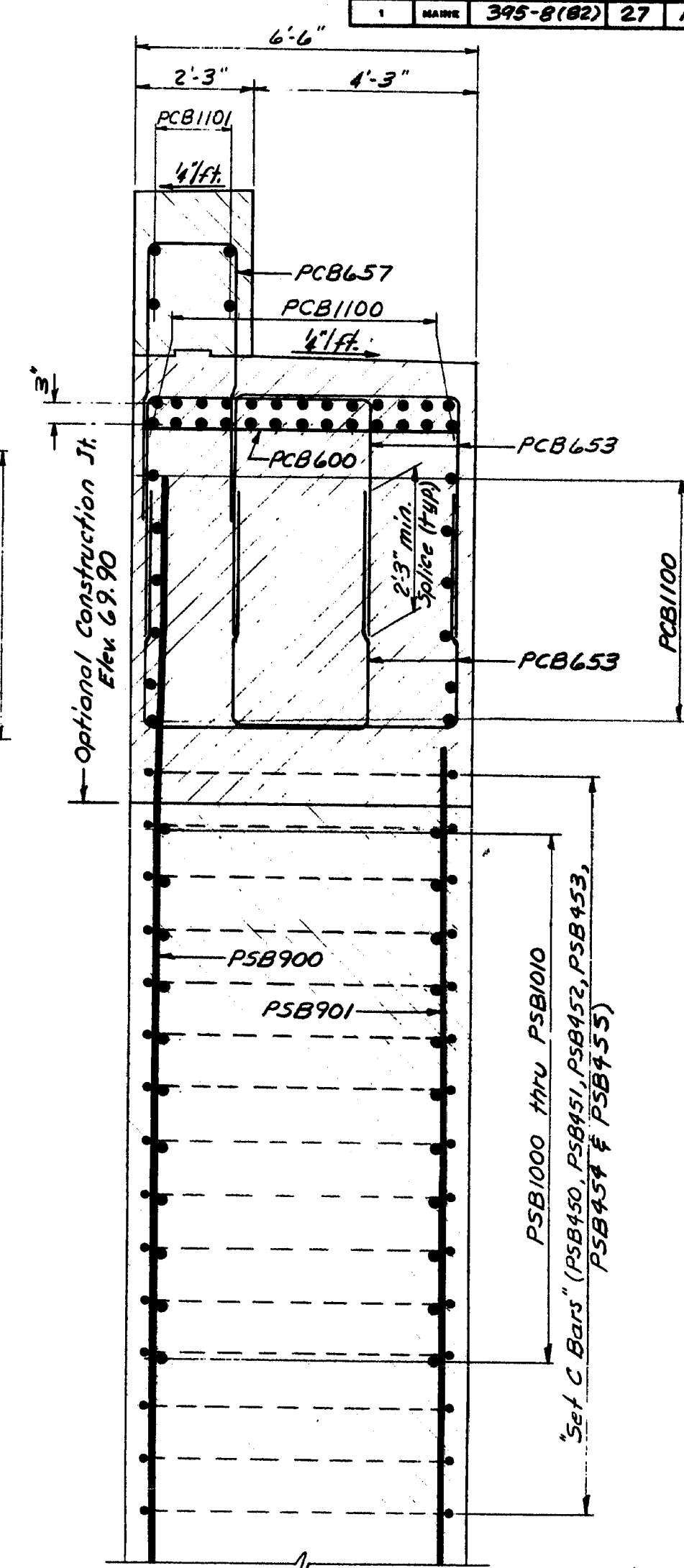
SECTION K-K



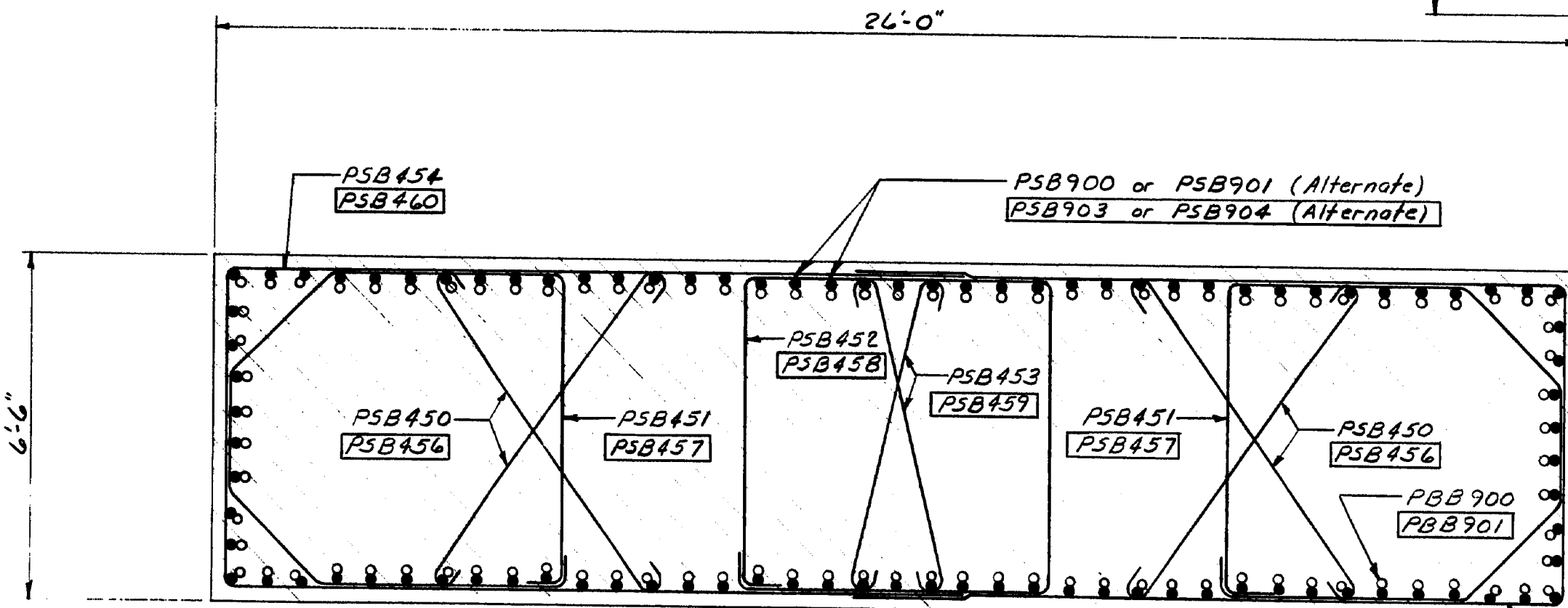
SECTION M-M



SECTION N-N



SECTION J-J



SECTION L-L  
(SECTION P-P, SIMILAR)

Note:  
PSB 900 = Section L-L  
PSB 903 = Section P-P

"Set C Bars" (PSB450, PSB451, PSB452, PSB453, PSB454 & PSB455)  
"Set D Bars" (PSB456, PSB457, PSB458, PSB459, PSB460 & PSB461)

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

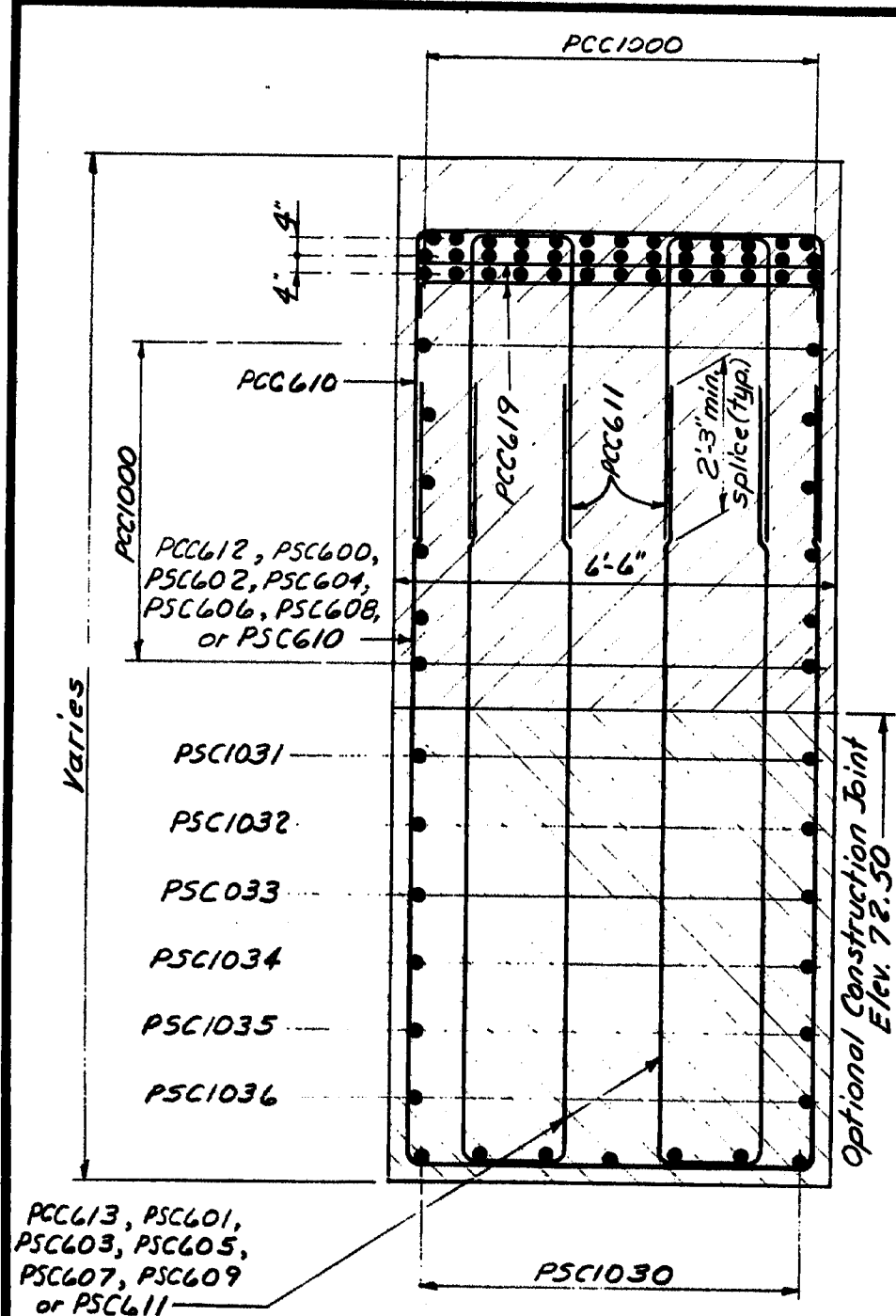
107-160

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
I-395 BRIDGE  
OVER  
PENOBSCOT RIVER  
BANGOR - BREWER  
PENOBSCOT COUNTY  
PIER 2 (SECTIONS)  
AUGUSTA, MAINE Sept. 1983

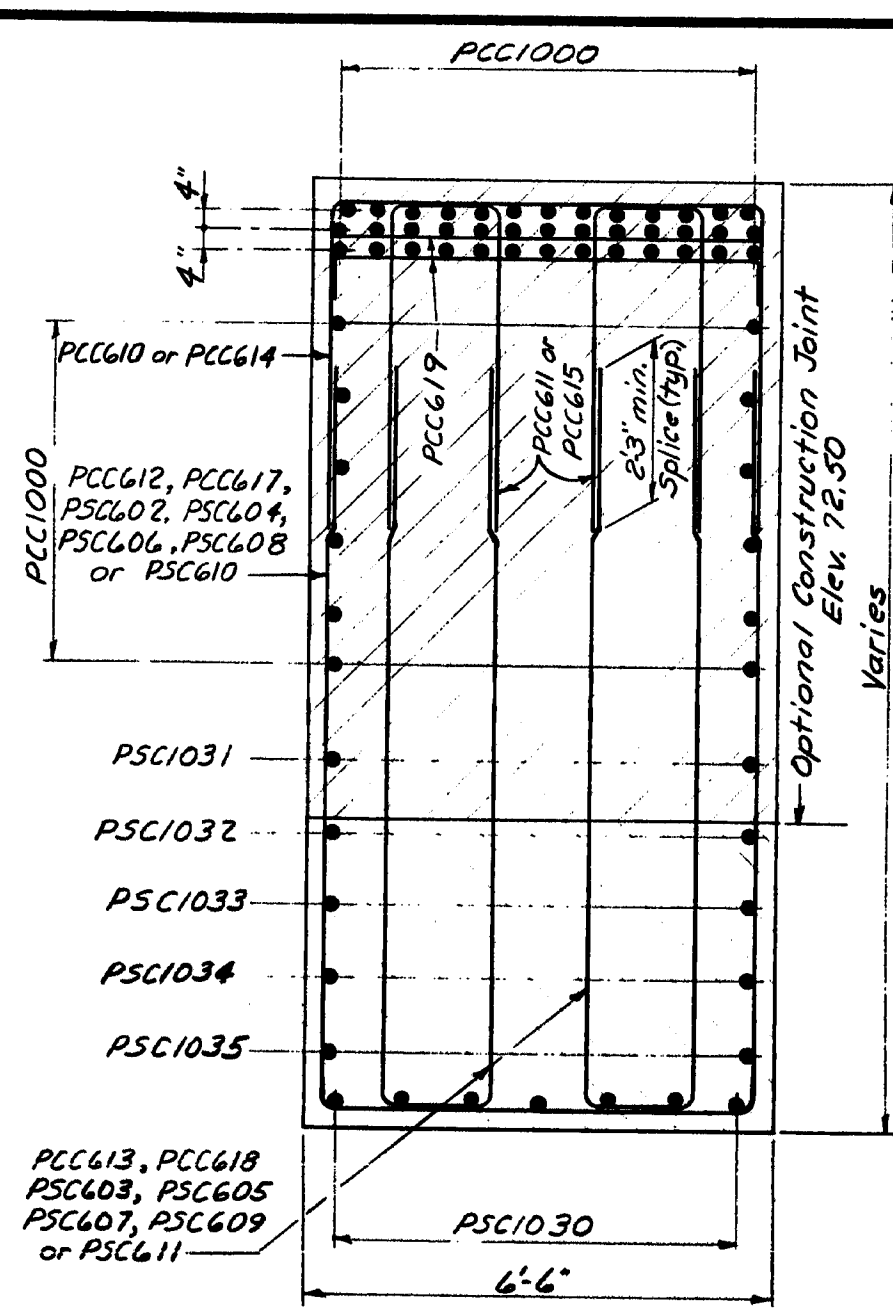
As Built 5/9/84

Steel

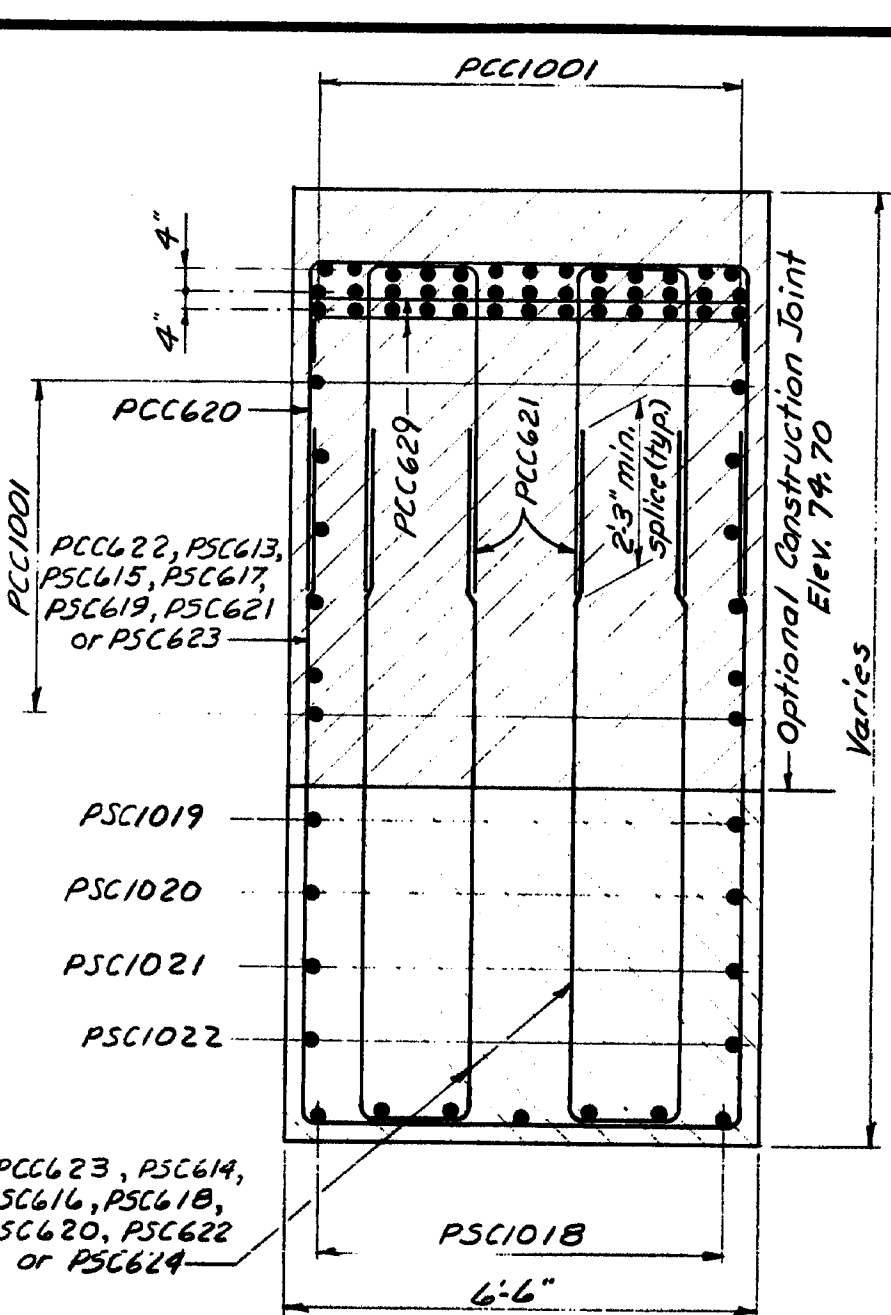




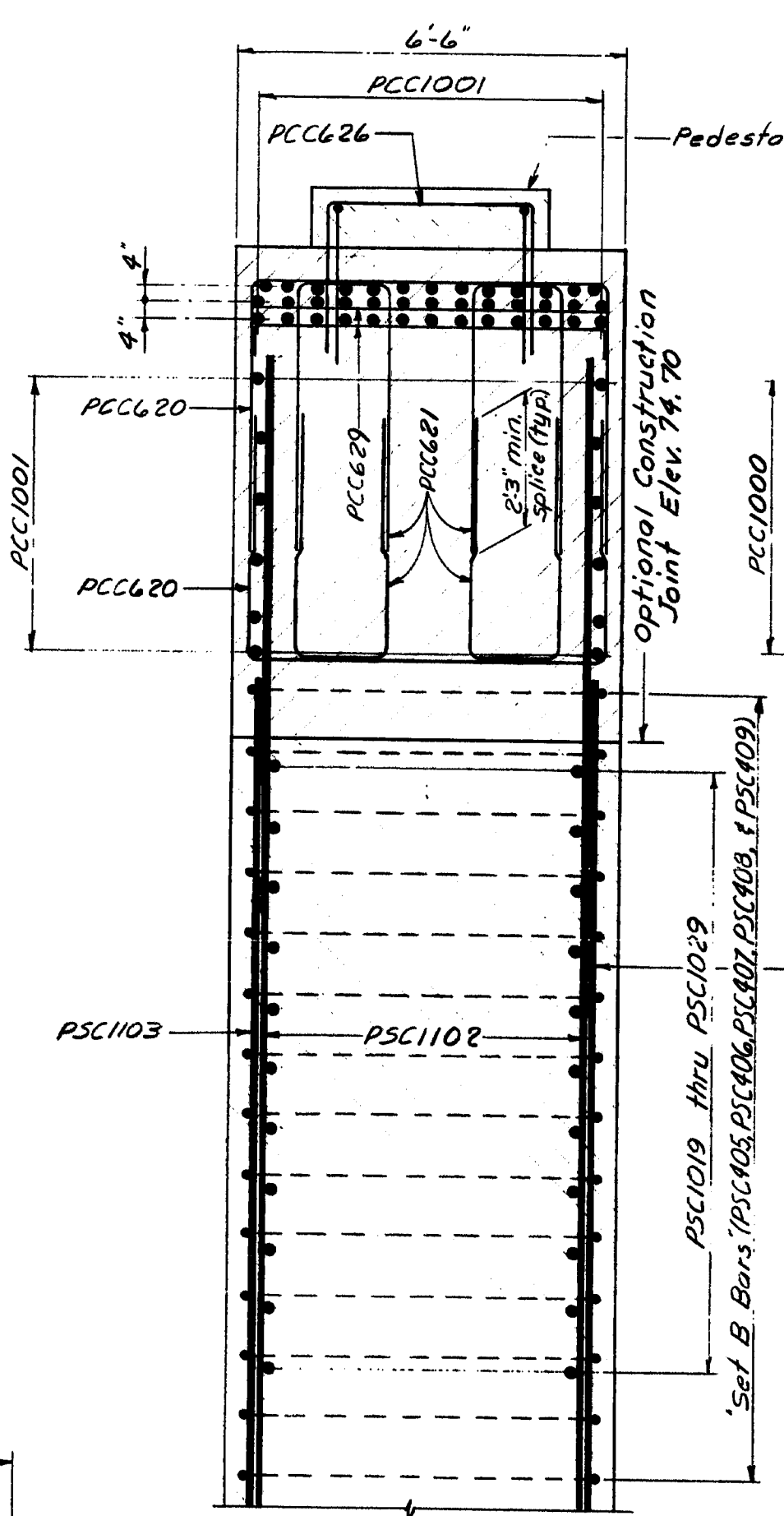
SECTION A-A



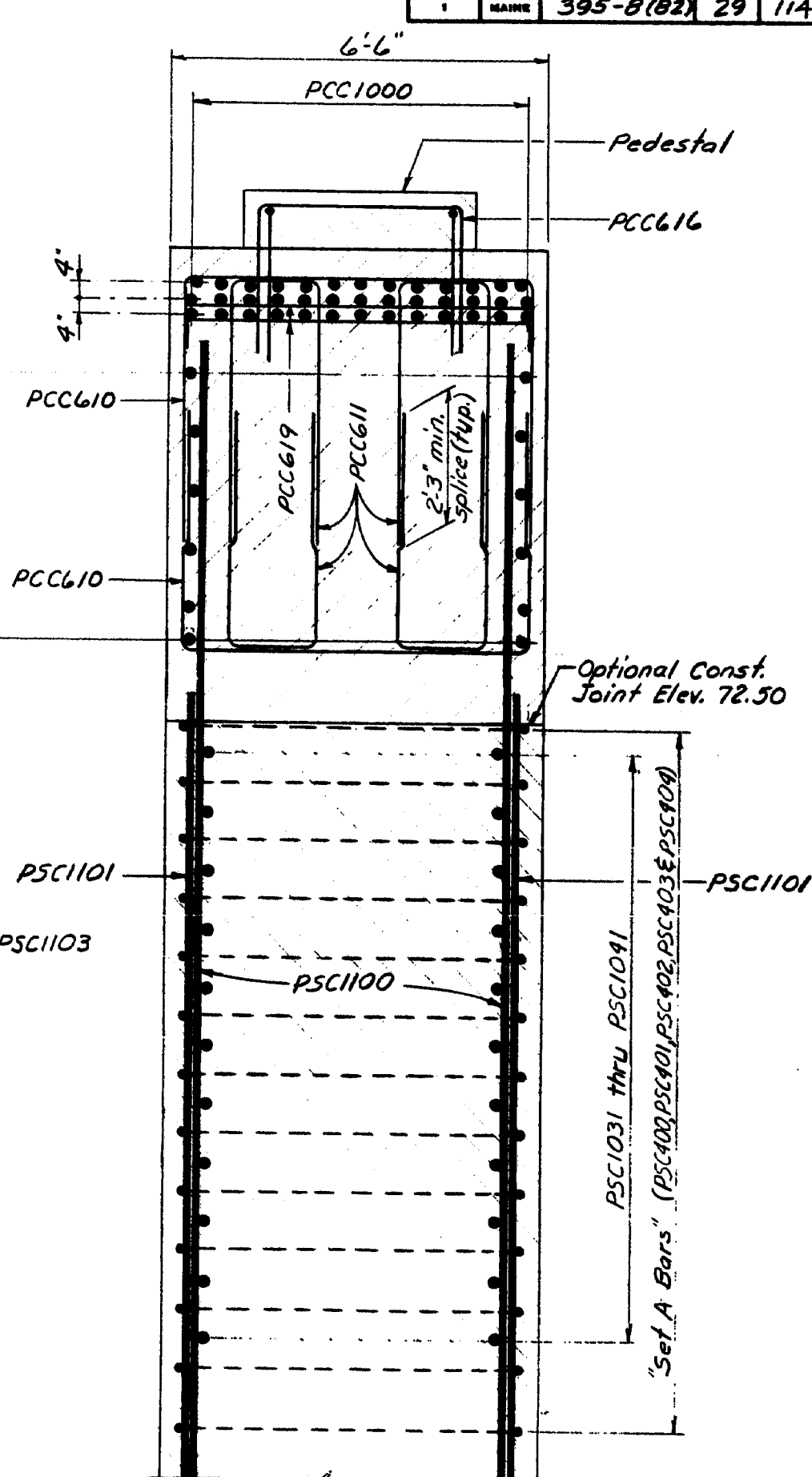
SECTION C-C



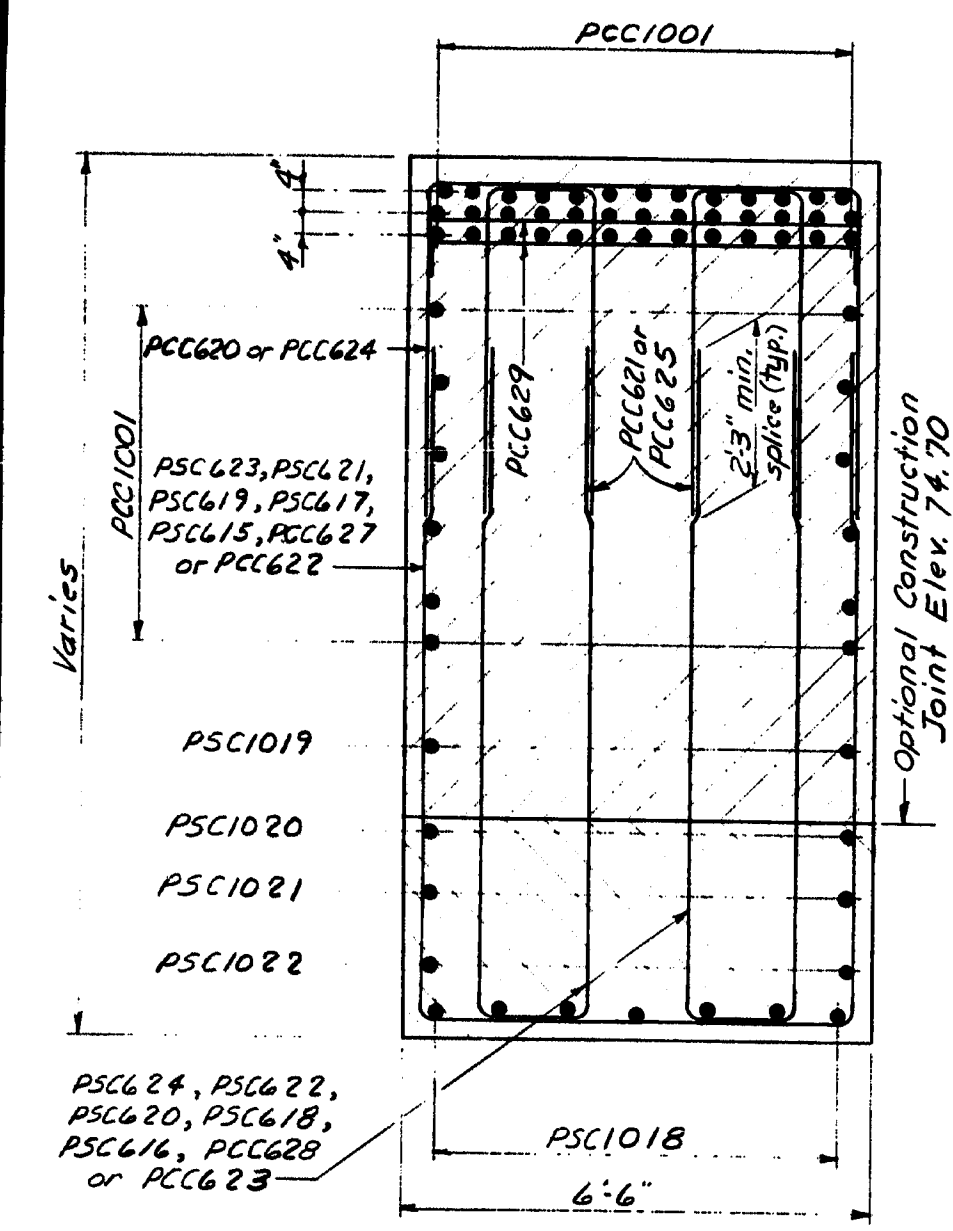
SECTION E-E



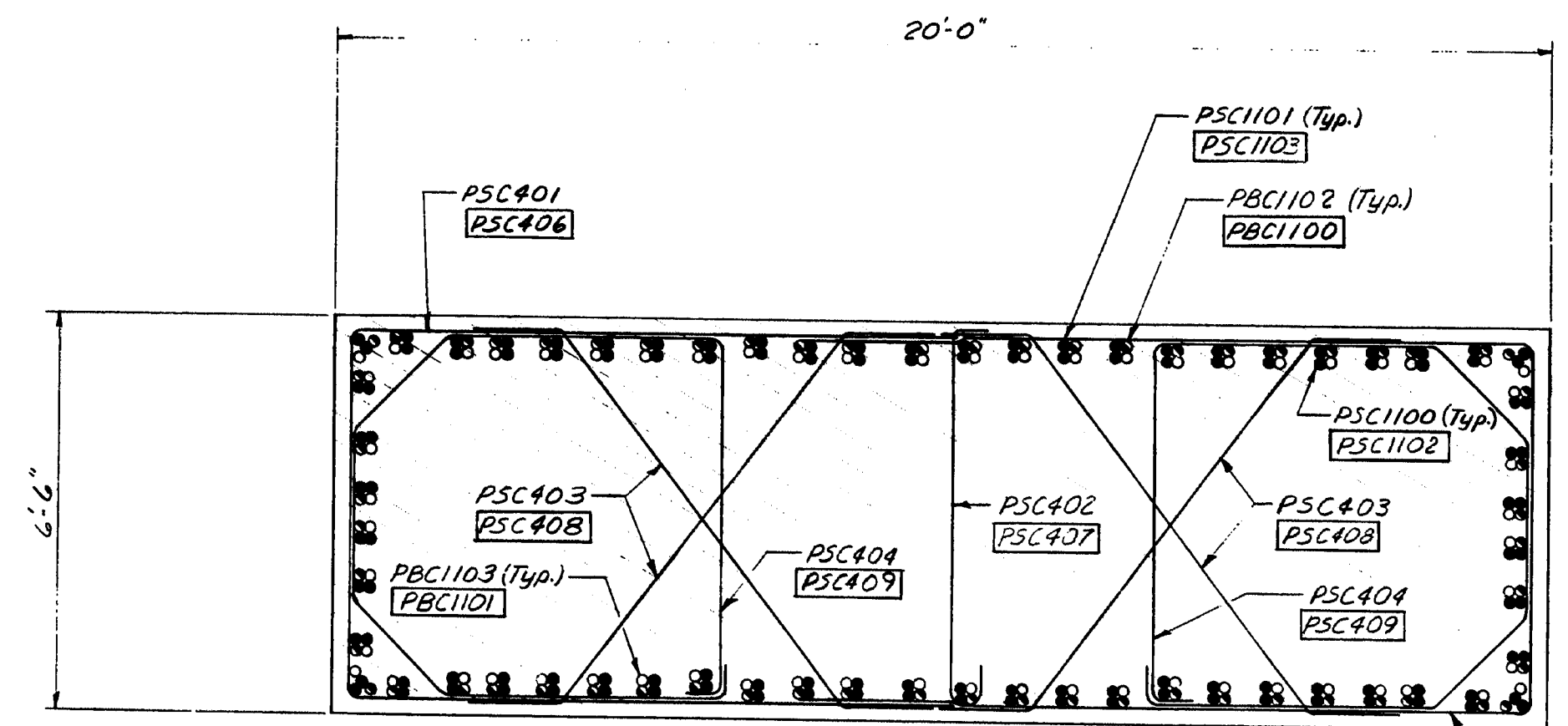
SECTION F-F



SECTION B-B



SECTION G-G



SECTION D-D  
(SECTION H-H, SIMILAR)

NOTE:  
PSC1102 = Section D-D,  
PSC1100 = Section H-H,  
"Set A Bars" (PSC400, PSC401, PSC402, PSC403 & PSC404)  
"Set B Bars" (PSC405, PSC406, PSC407, PSC408 & PSC409)

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

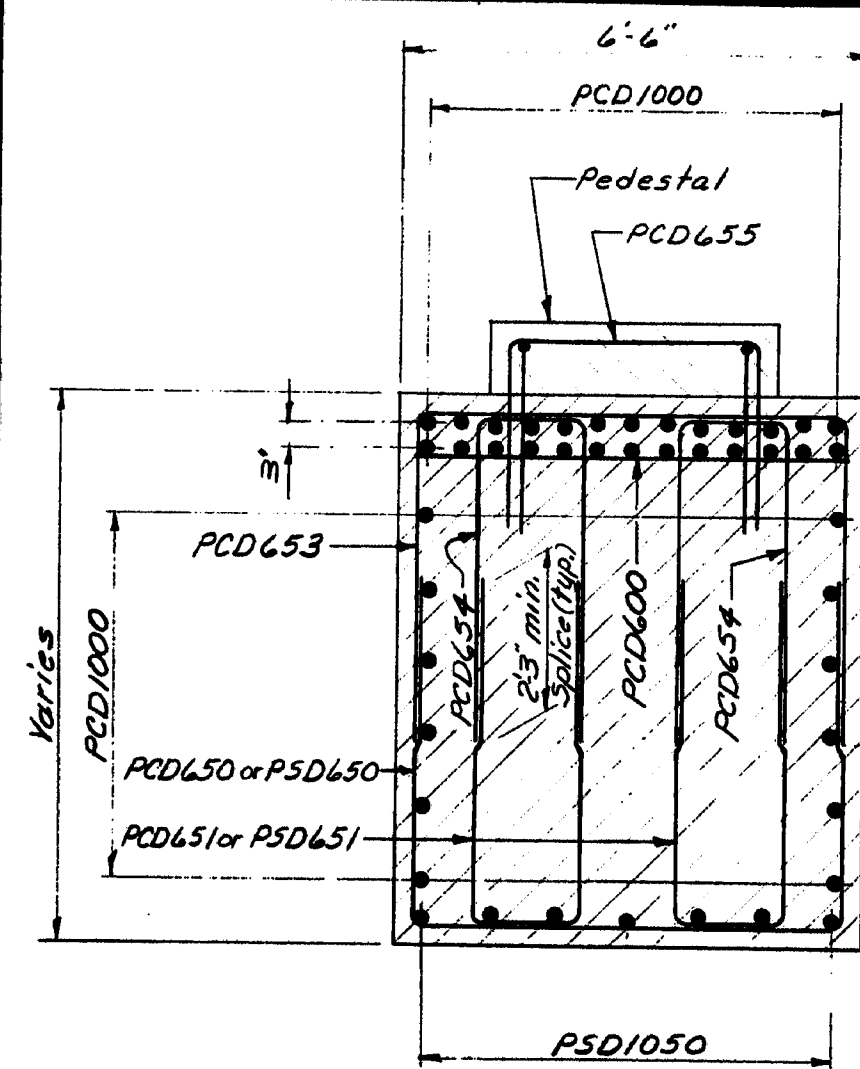
107-162

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
I-395 BRIDGE  
OVER  
PENOBSCOT RIVER  
BANGOR - BREWER  
PENOBSCOT COUNTY  
PIER 3 (SECTIONS)  
AUGUSTA, MAINE Sept 1983

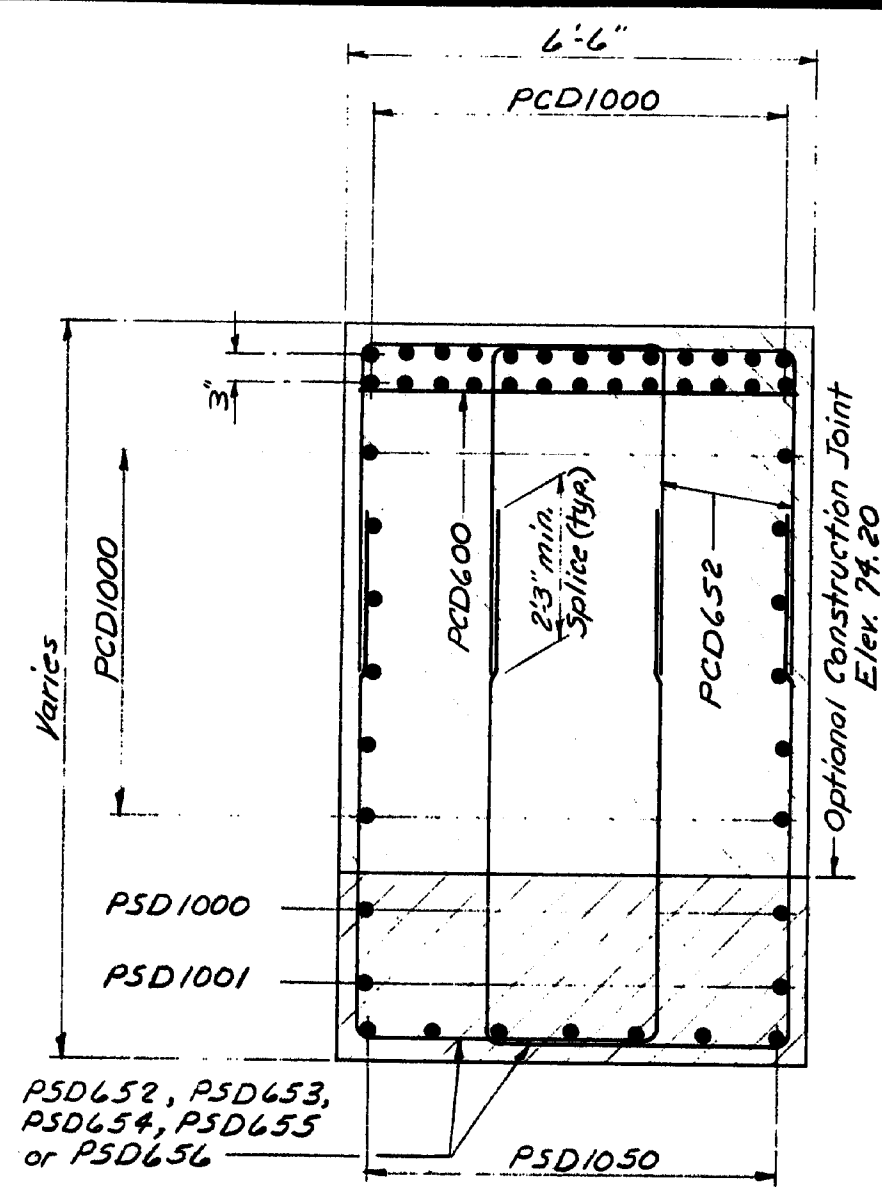
As Built



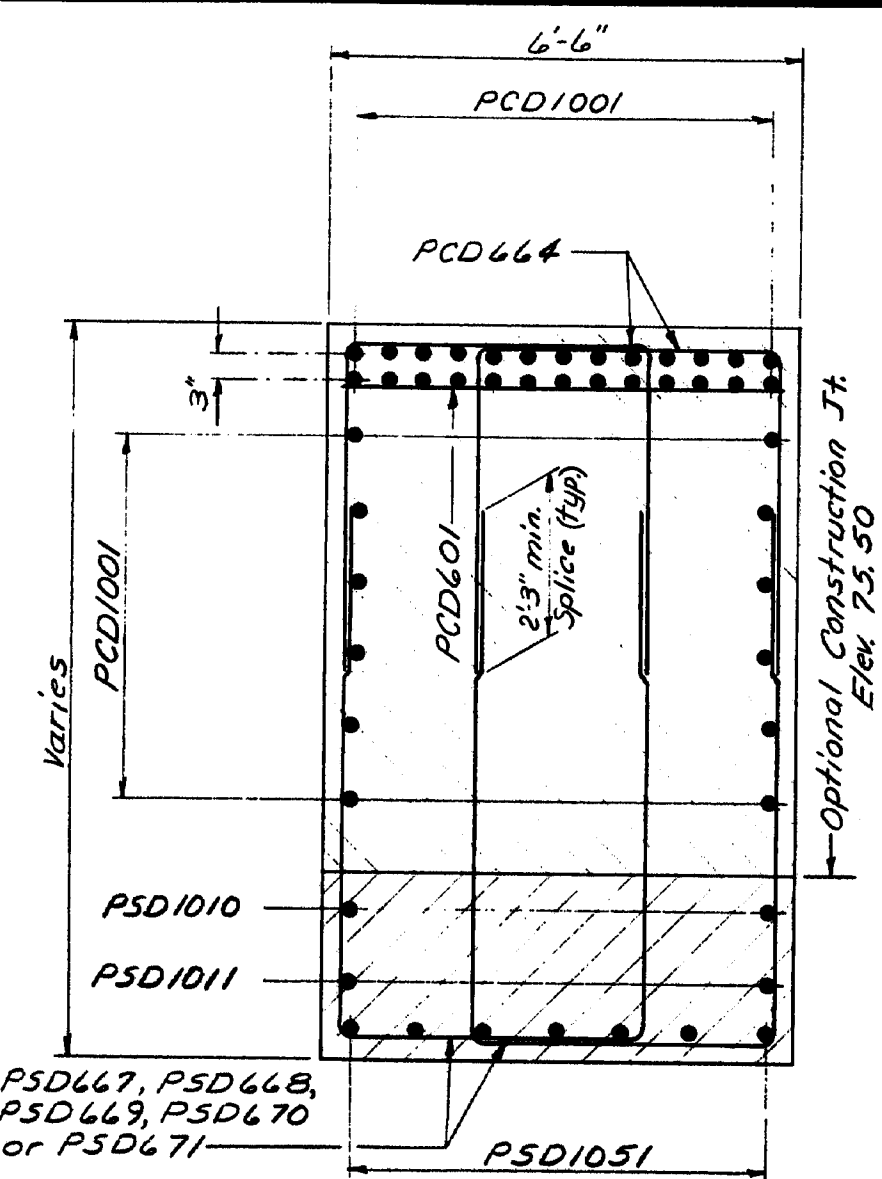
F.R.D.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	31	114



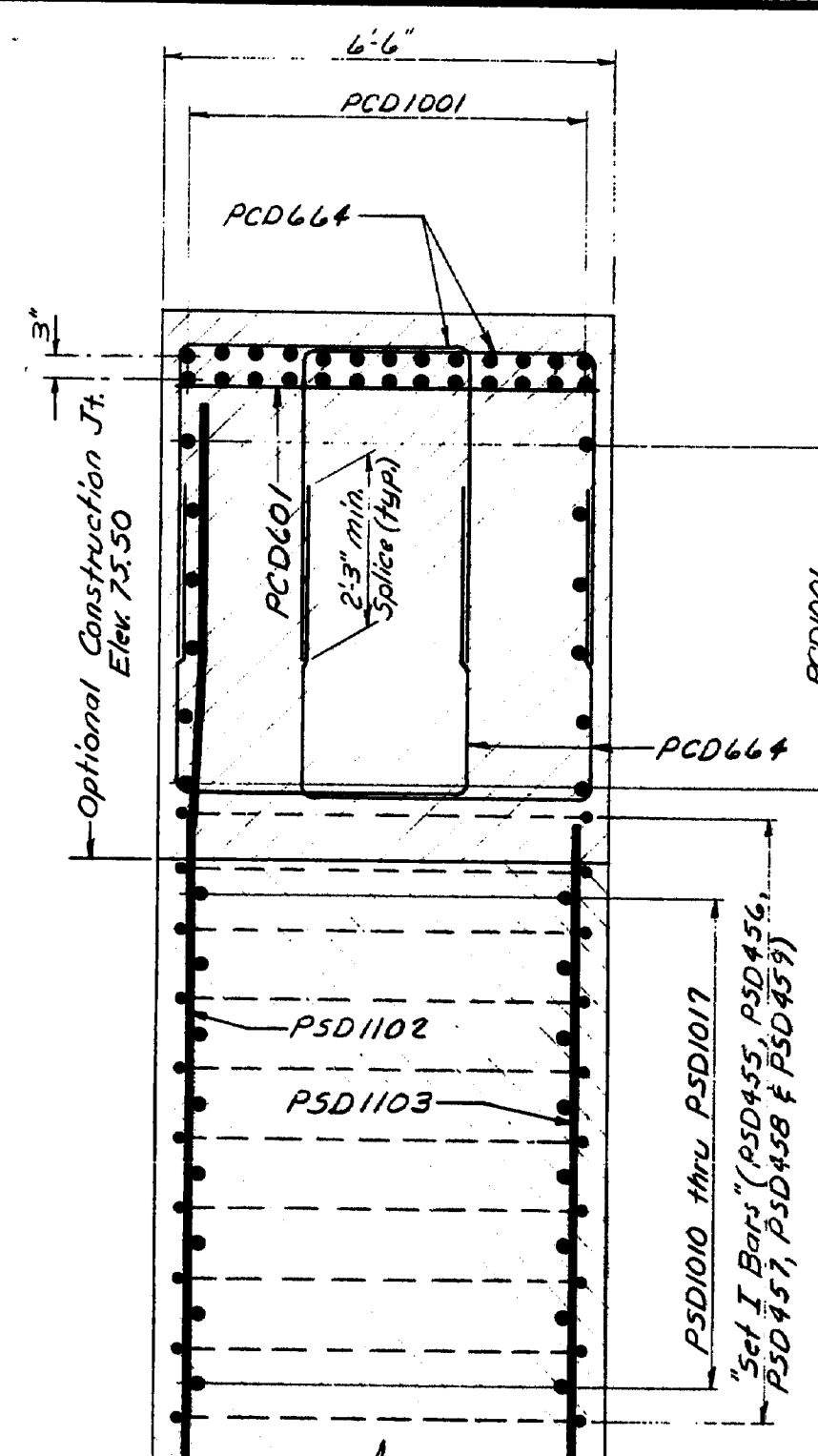
SECTION C-C



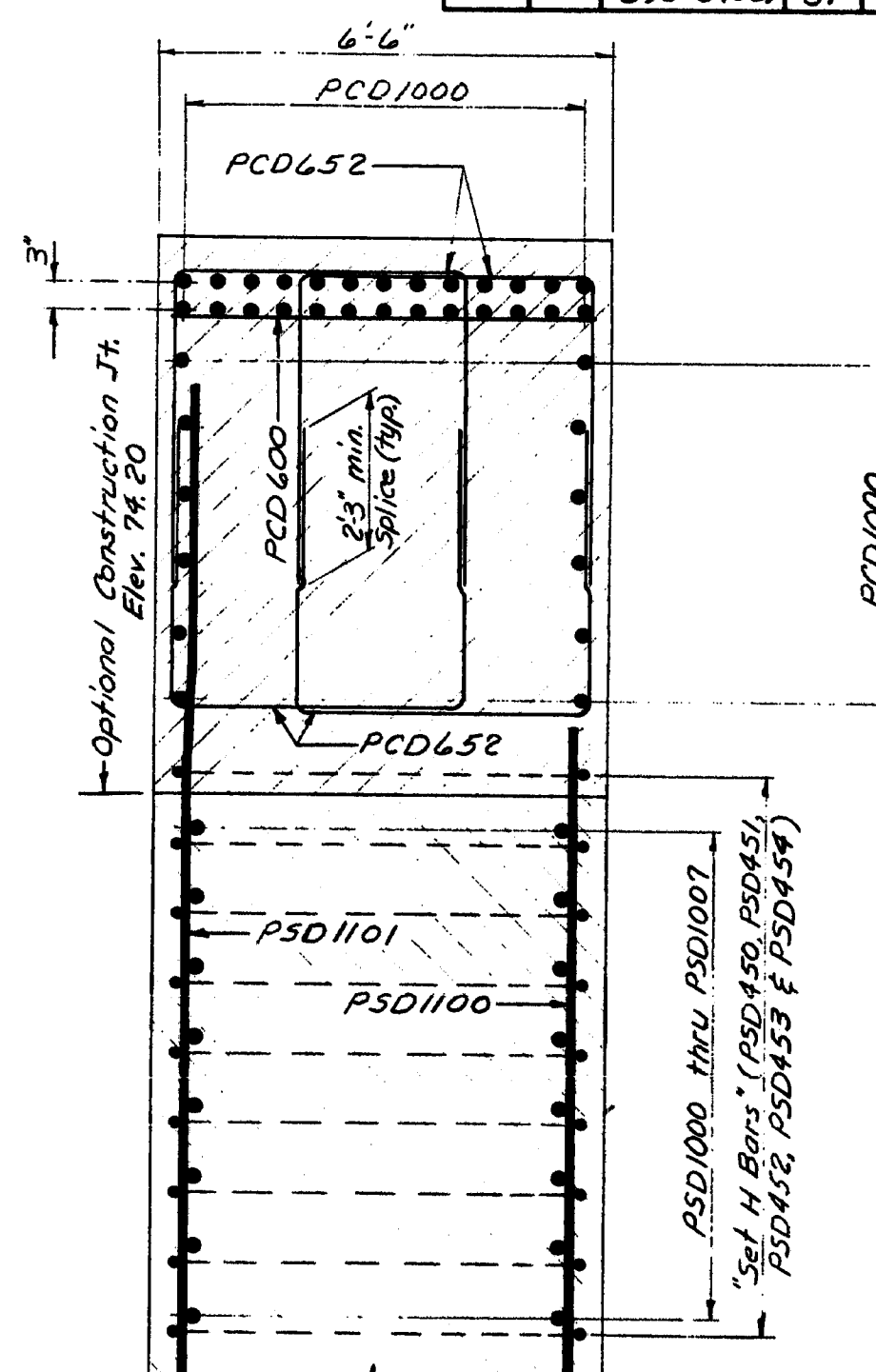
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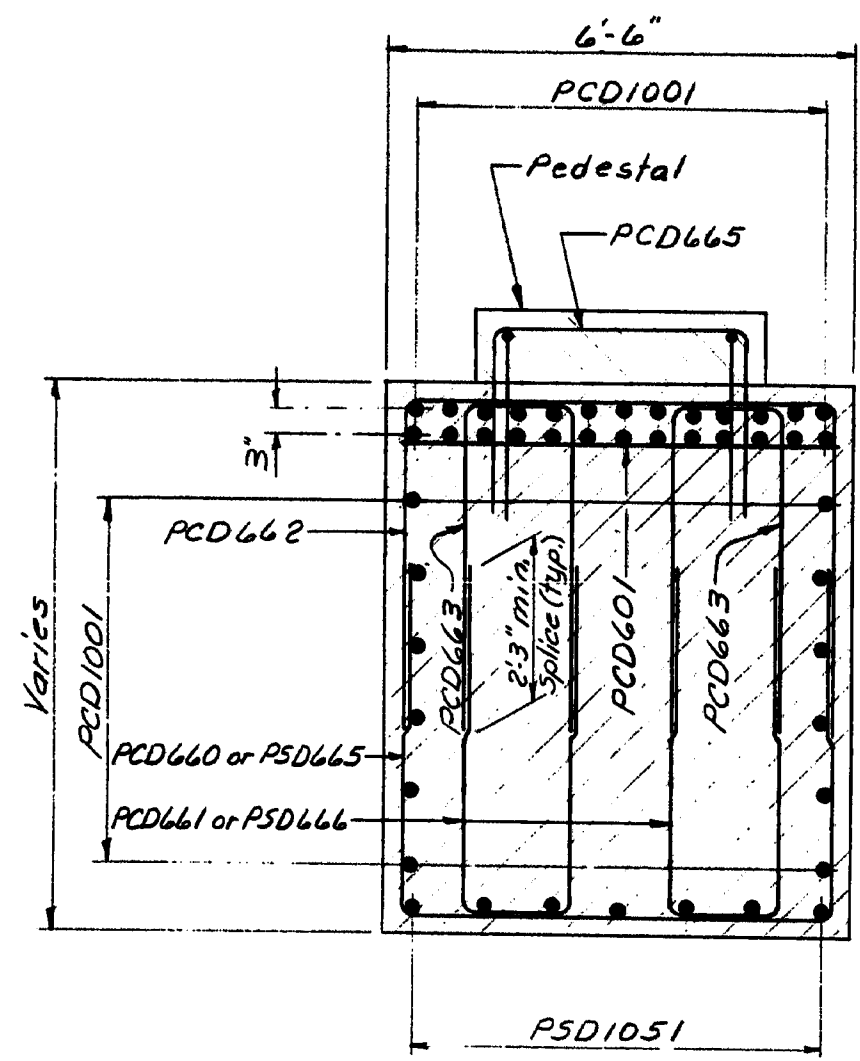
SECTION H-H



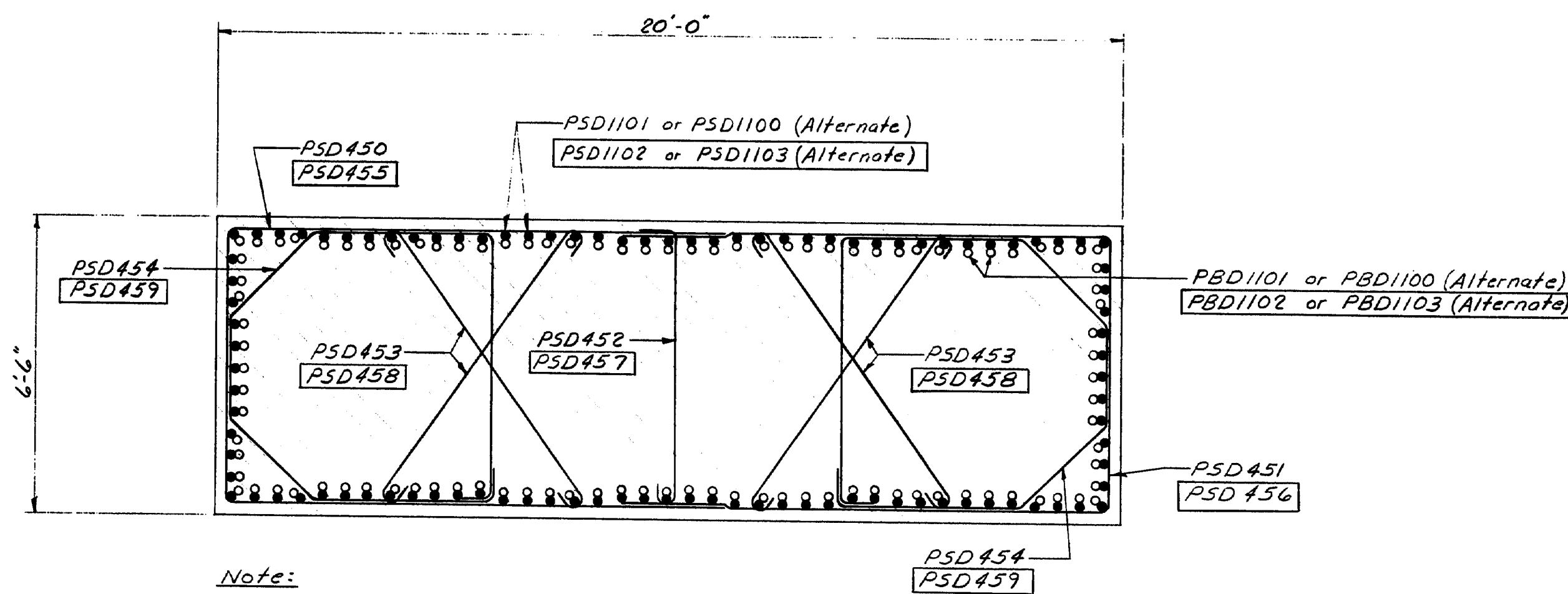
SECTION I-I



SECTION E-E



SECTION G-G



SECTION F-F  
(SECTION J-J SIMILAR)

Note:  
PSD1100 = Section F-F  
PSD1102 = Section J-J

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

107-164

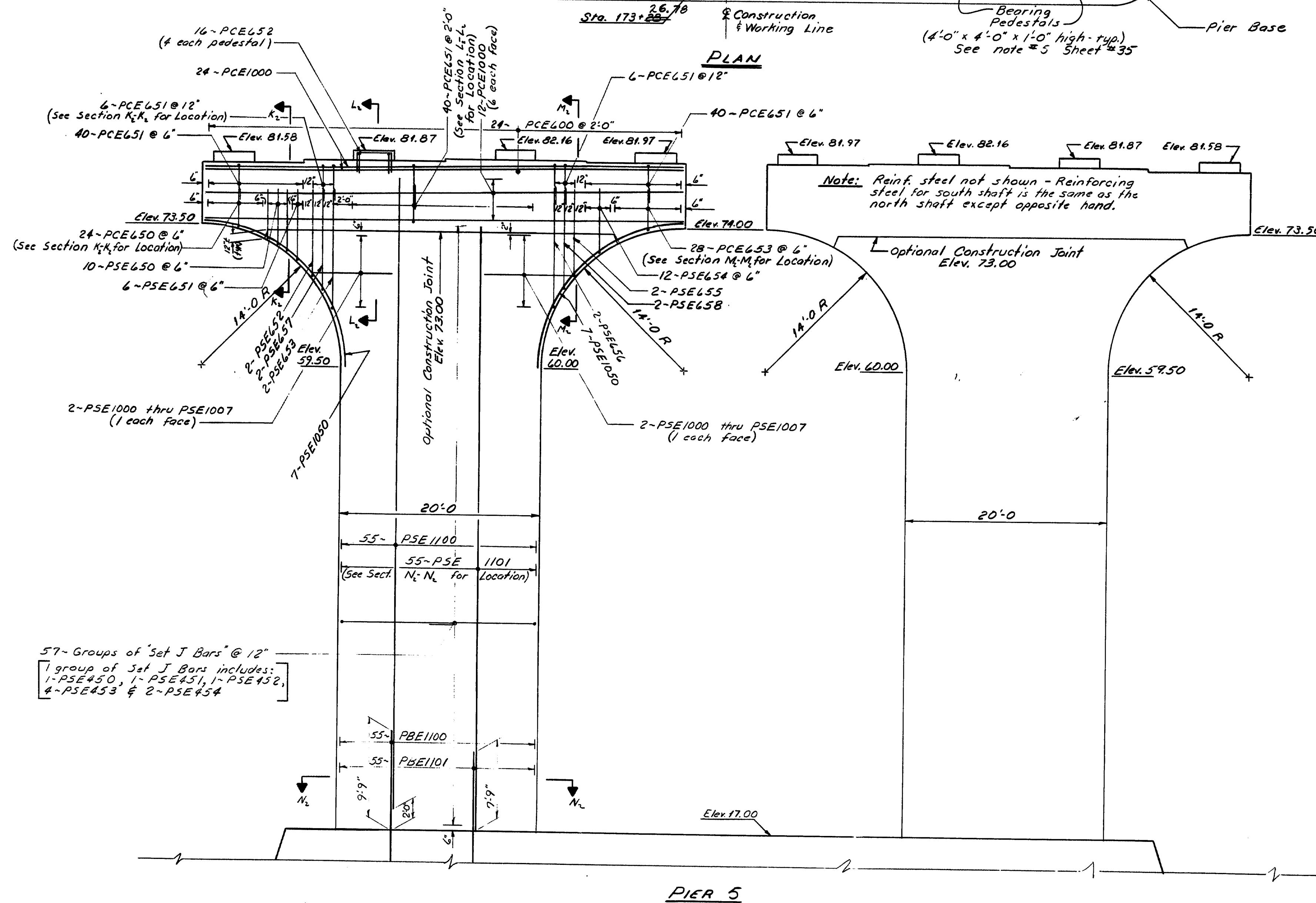
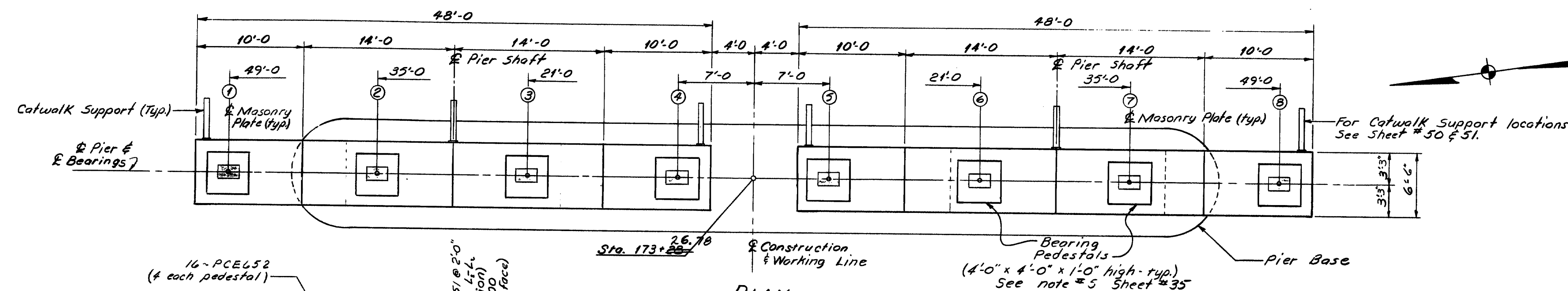
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
I-395 BRIDGE  
OVER  
PENOBSCOT RIVER  
BANGOR - BREWER  
PENOBSCOT COUNTY  
PIER 4 SECTIONS  
AUGUSTA, MAINE Sept 1983

As Built Per Federal 1984 Steel

PROJECT DESIGN ENGINEER	DATE
BY	8/23/83
DESIGN - DETAILED	8/23/83
CHECKED	8/23/83
REVISIONS	
FIELD CHANGES	

REVISION 44-132 42710-1

F.R.D. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(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

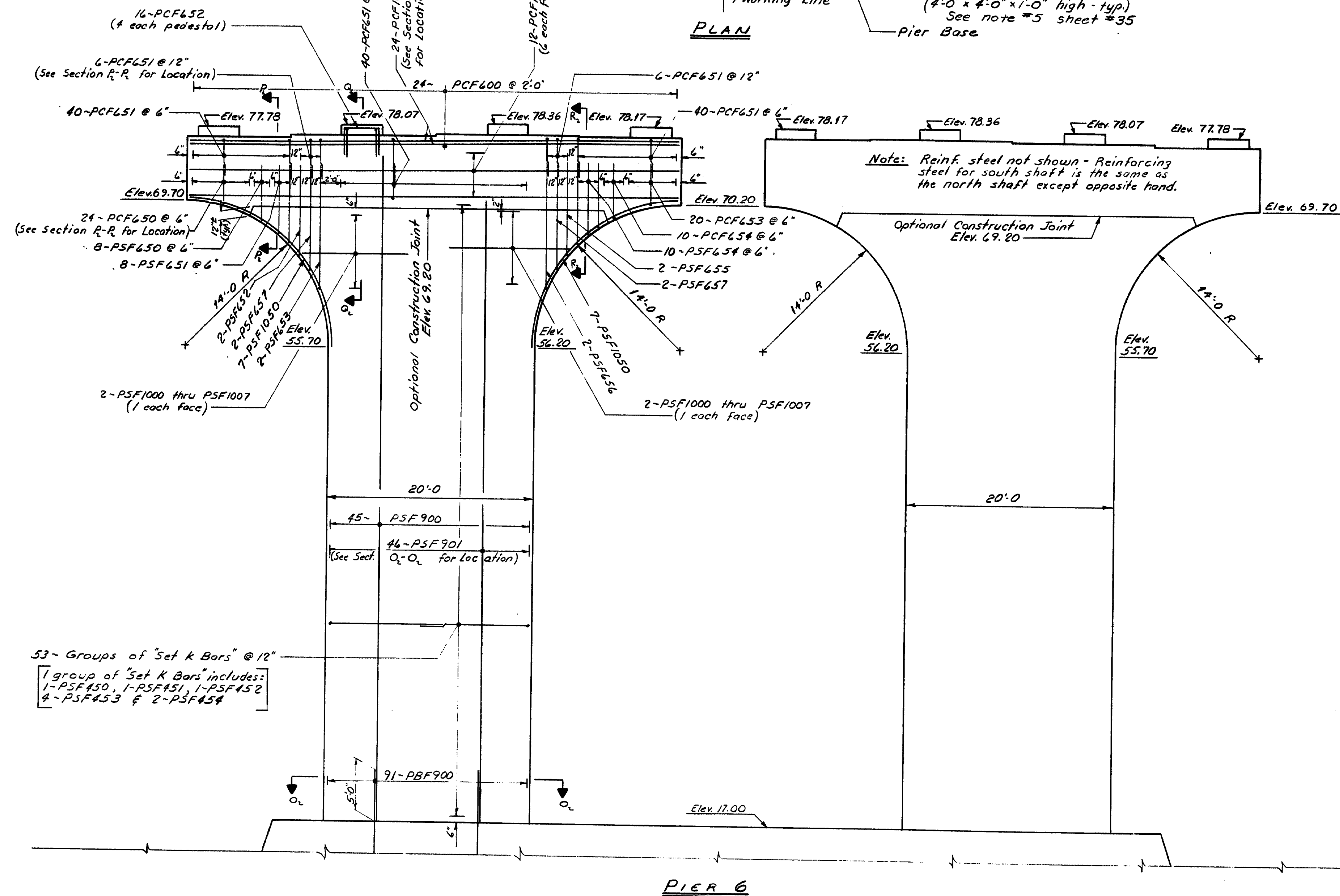
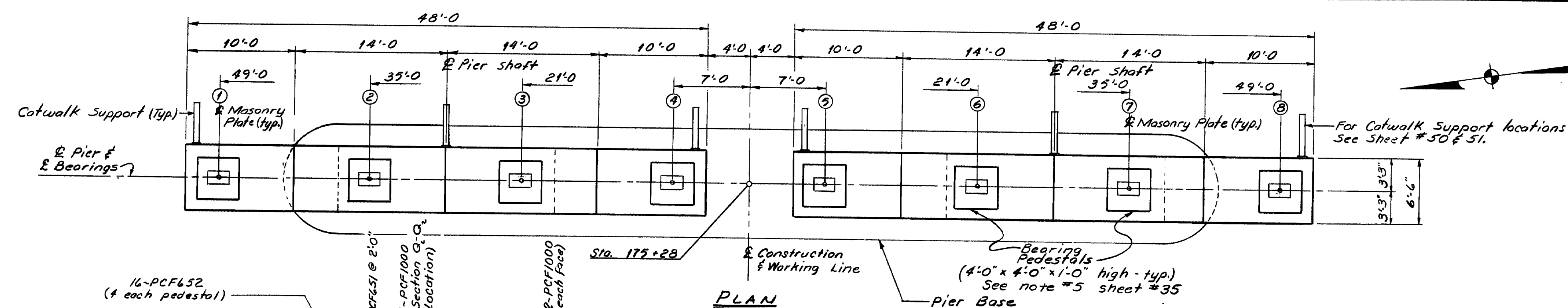
AUGUSTA, MAINE Sept. 1983

As Built *SAINT-GERMAIN* SPA-Steel

PROJECT DESIGN ENGINEER R. L. L.	DATE
CHECKED BY M. E. R.	8/10/83
DESIGNED BY M. E. R.	8/10/83
REVISIONS	
FIELD CHANGES	

BRUNING 44-132-42710-1

R.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOT SHE.
1	MAINE	395-8(82)	33	114



PLANS	PROJECT DESIGN ENGINEER <i>Pickens</i>		BY	DATE
	DESIGN - DETAILED	<i>M.E.R.</i>	<i>Bow</i>	<i>8-83</i>
	CHECKED	<i>J. Mansir</i>	<i>BAS</i>	<i>10-83</i>
	REVISIONS			

## REFERENCES

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

107-166

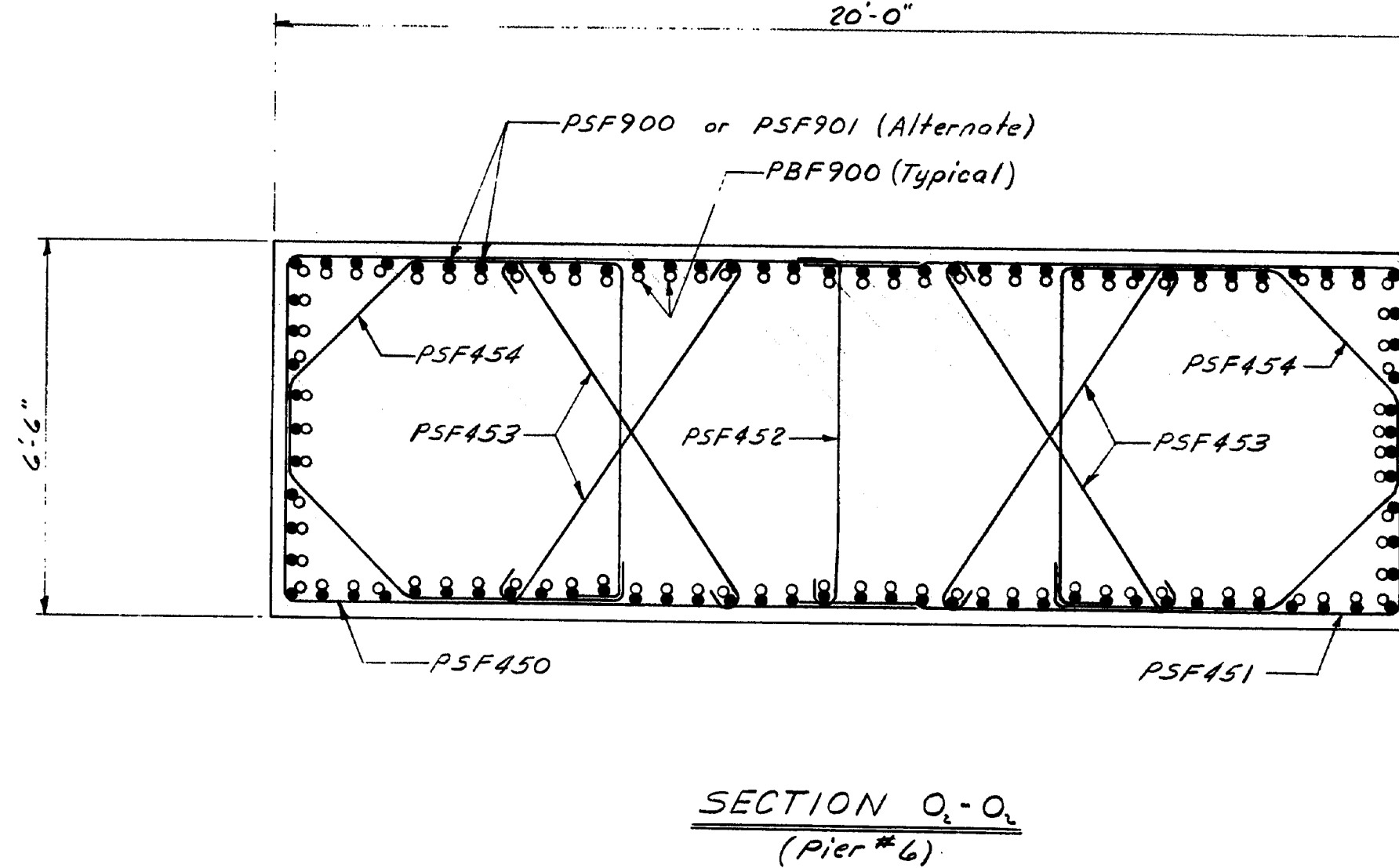
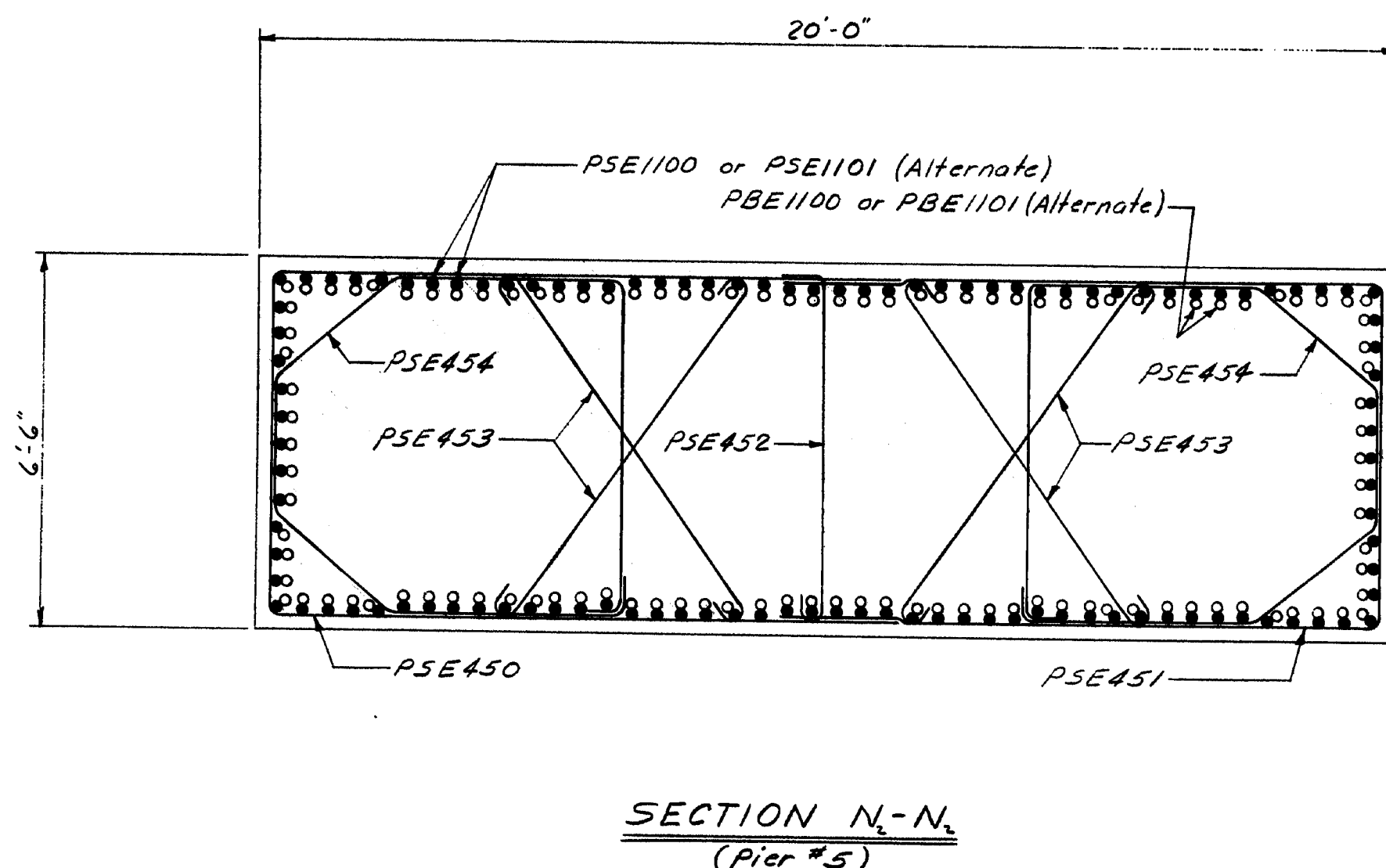
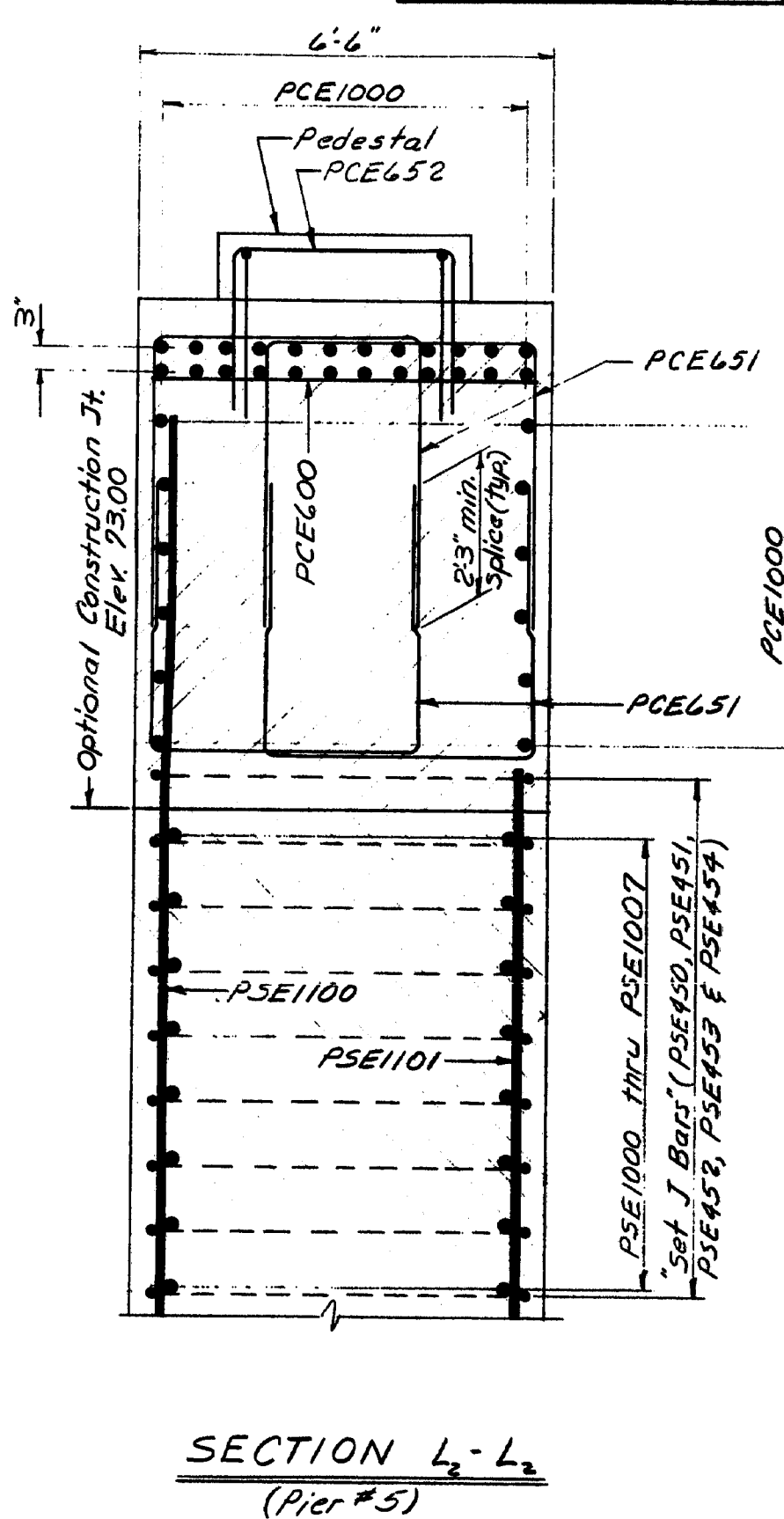
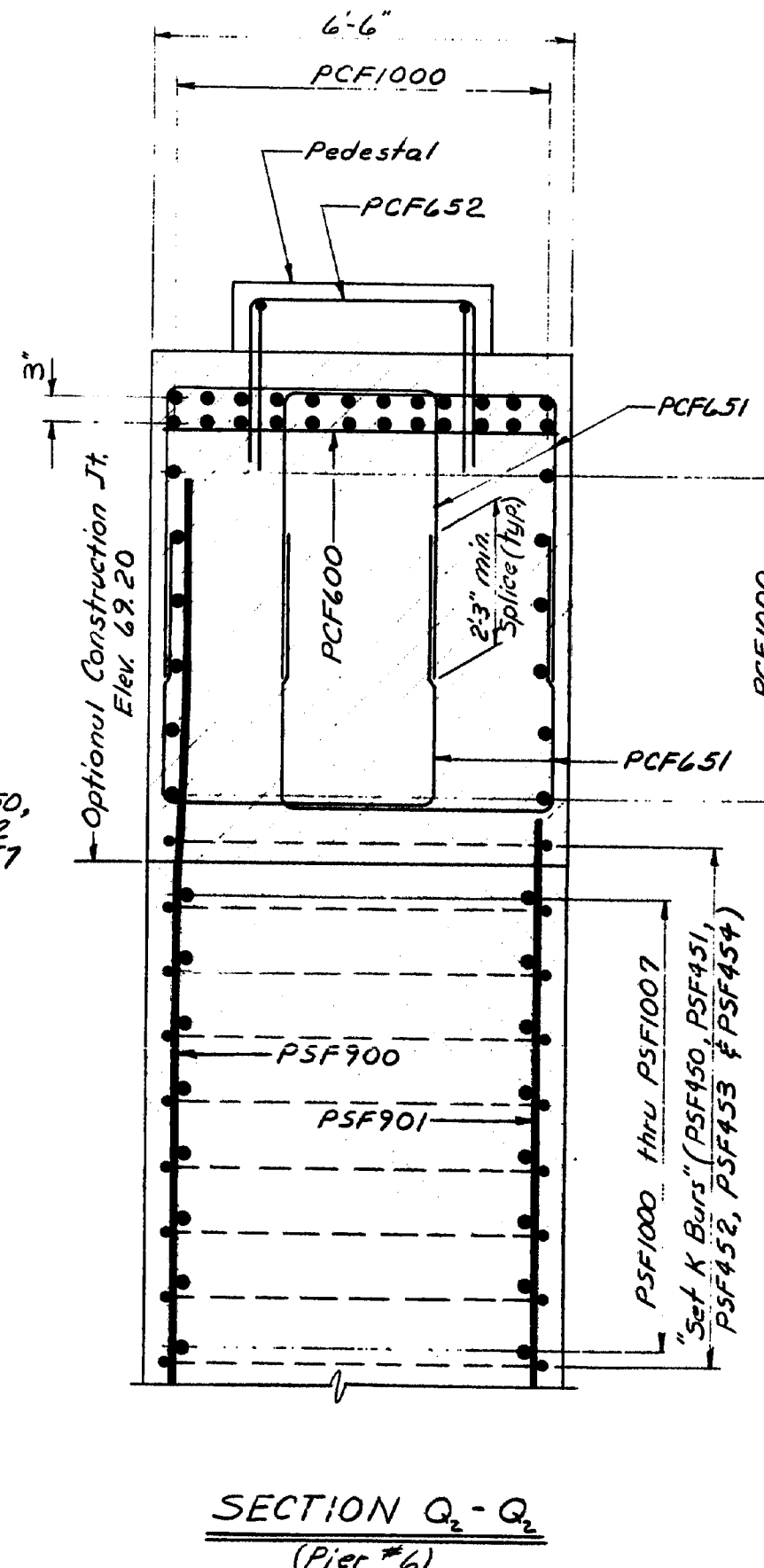
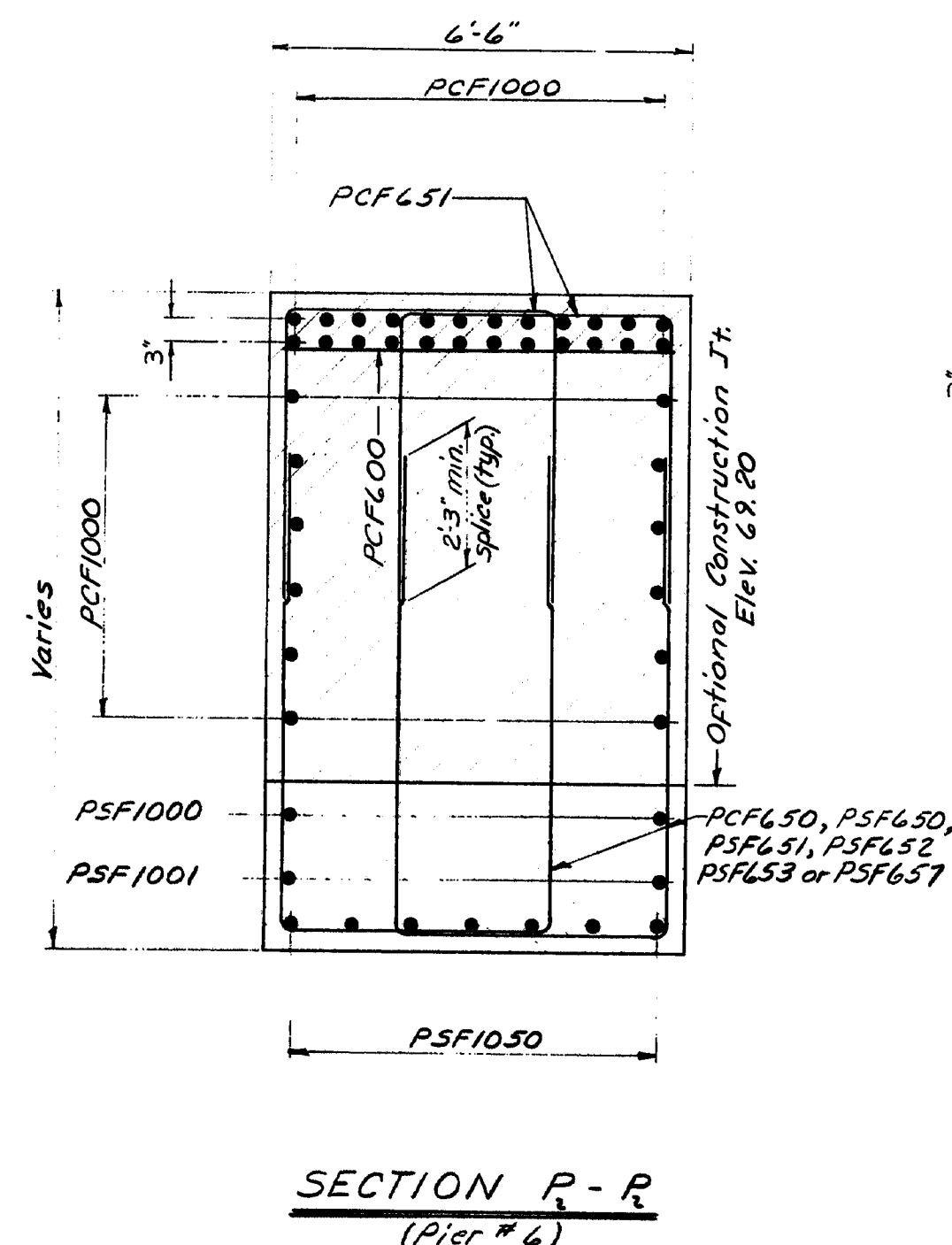
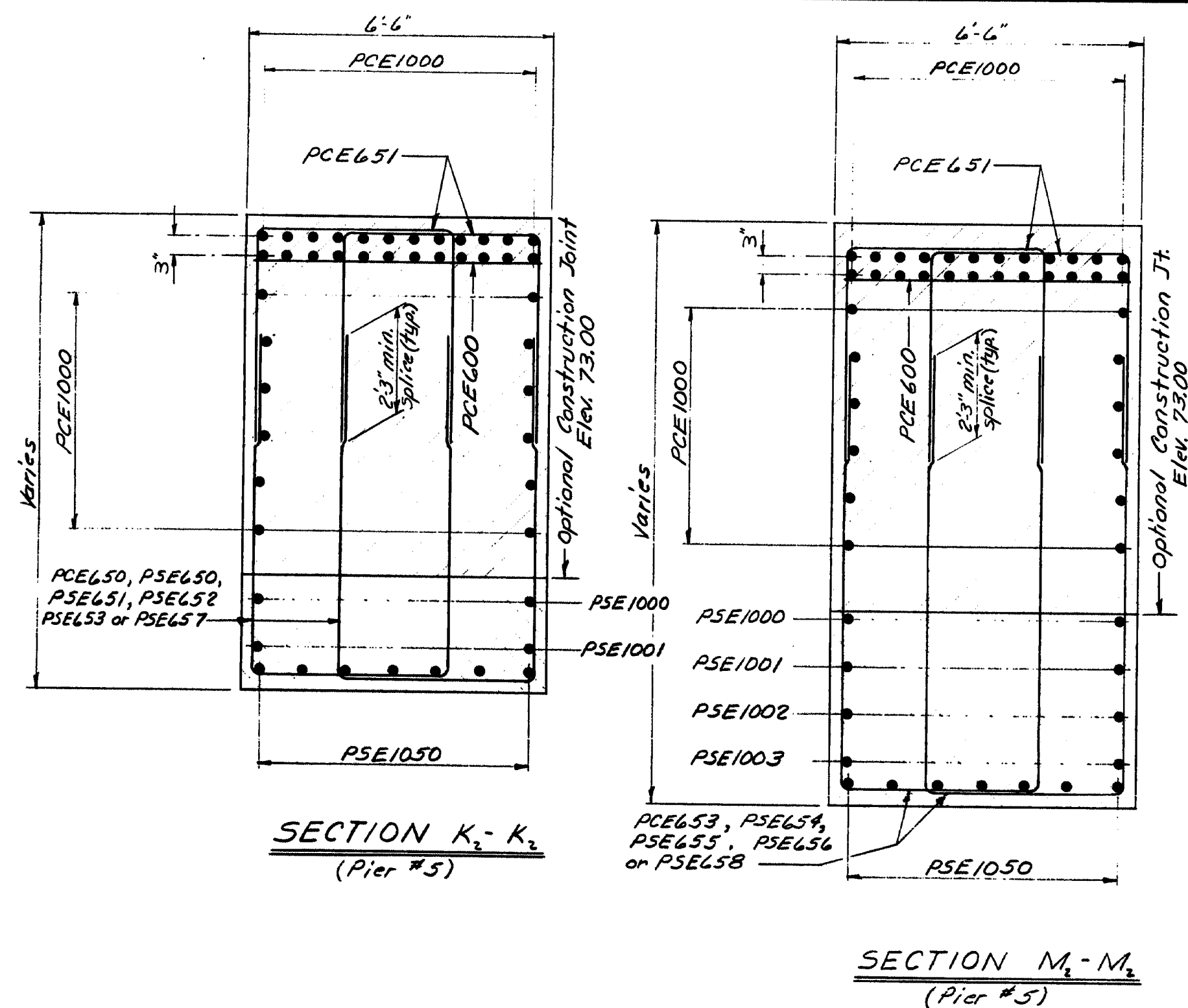
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

**I-395 BRIDGE** 211  
**OVER**  
**PENOBSCOT RIVER**  
**BANGOR - BREWER**  
**PENOBSCOT COUNTY**  
**PIER 6 SHAFT**

AUGUSTA, MAINE Sept. 1983

As BUILT J.M. Whiting 5/74

Steel



- REFERENCES**
- For general pier notes see sheet 35
  - 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. 1983

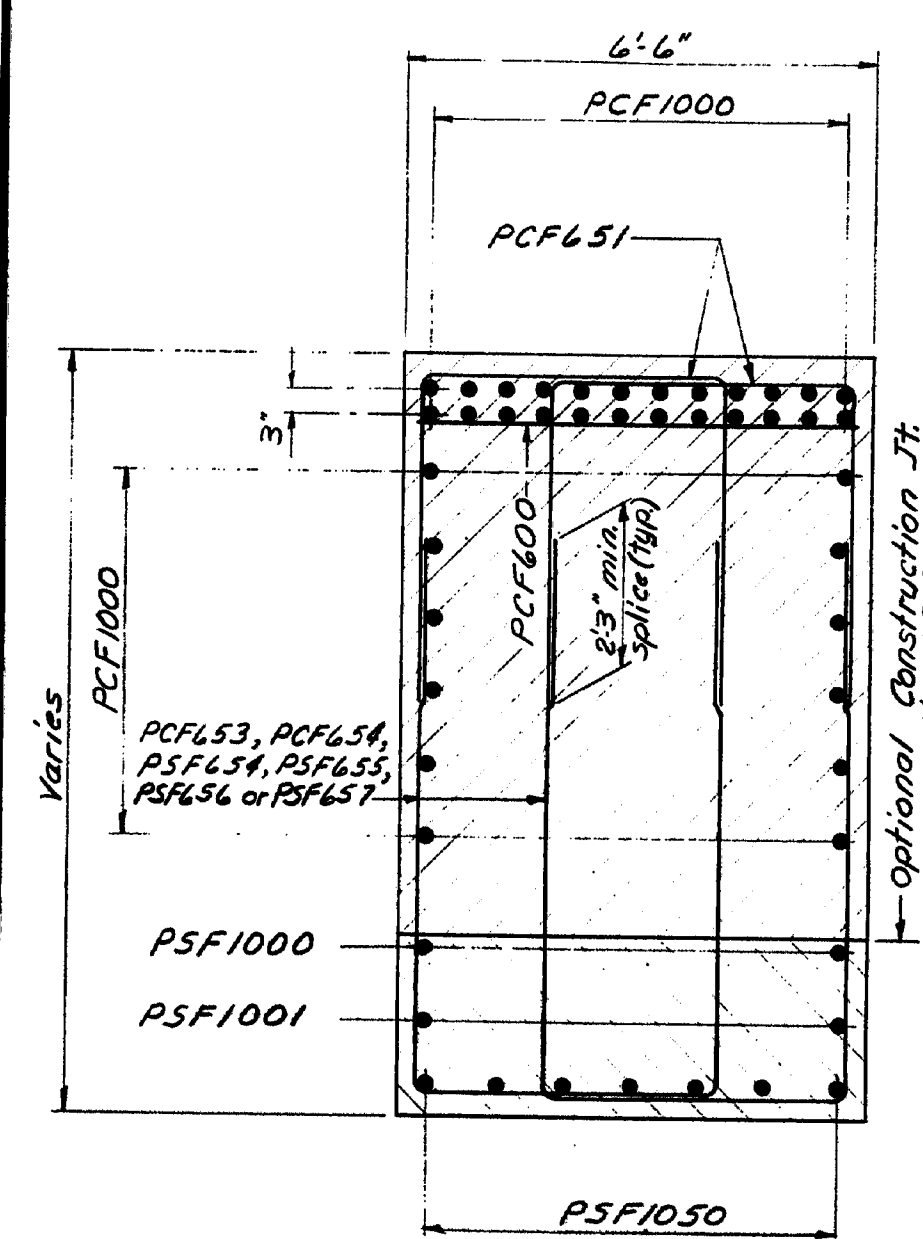
As BUILT *See Note #194* Steel

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

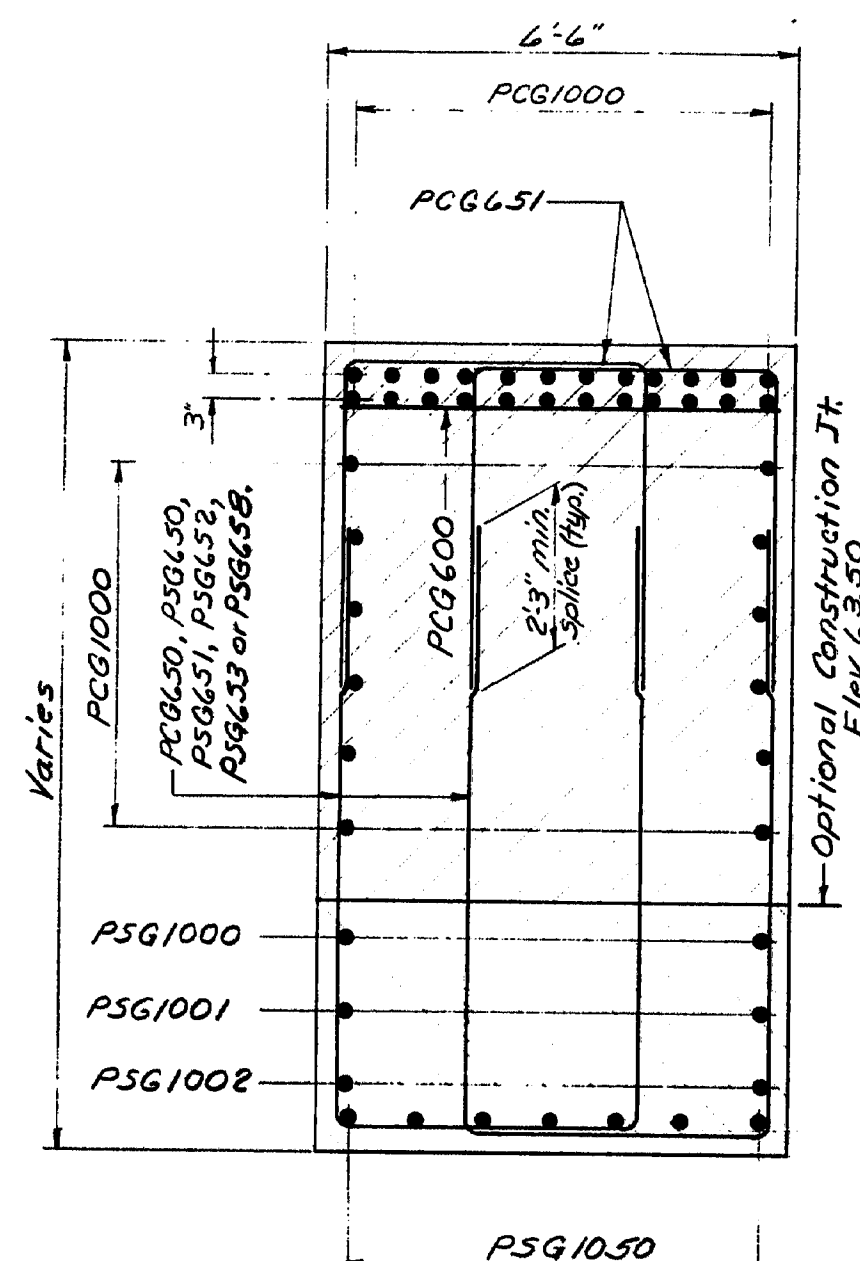
REVISION 44-132 45710-1



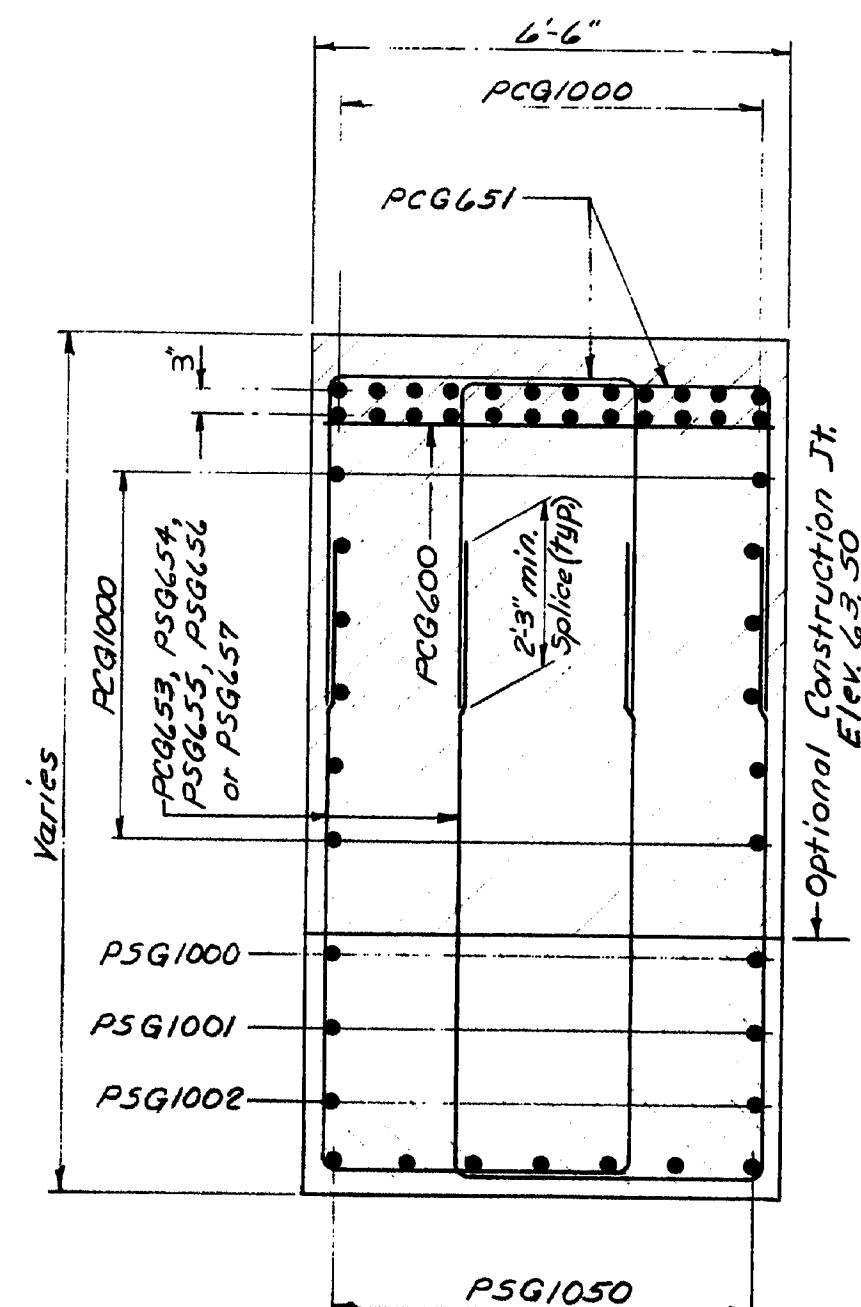
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	395-8(82)	36	112



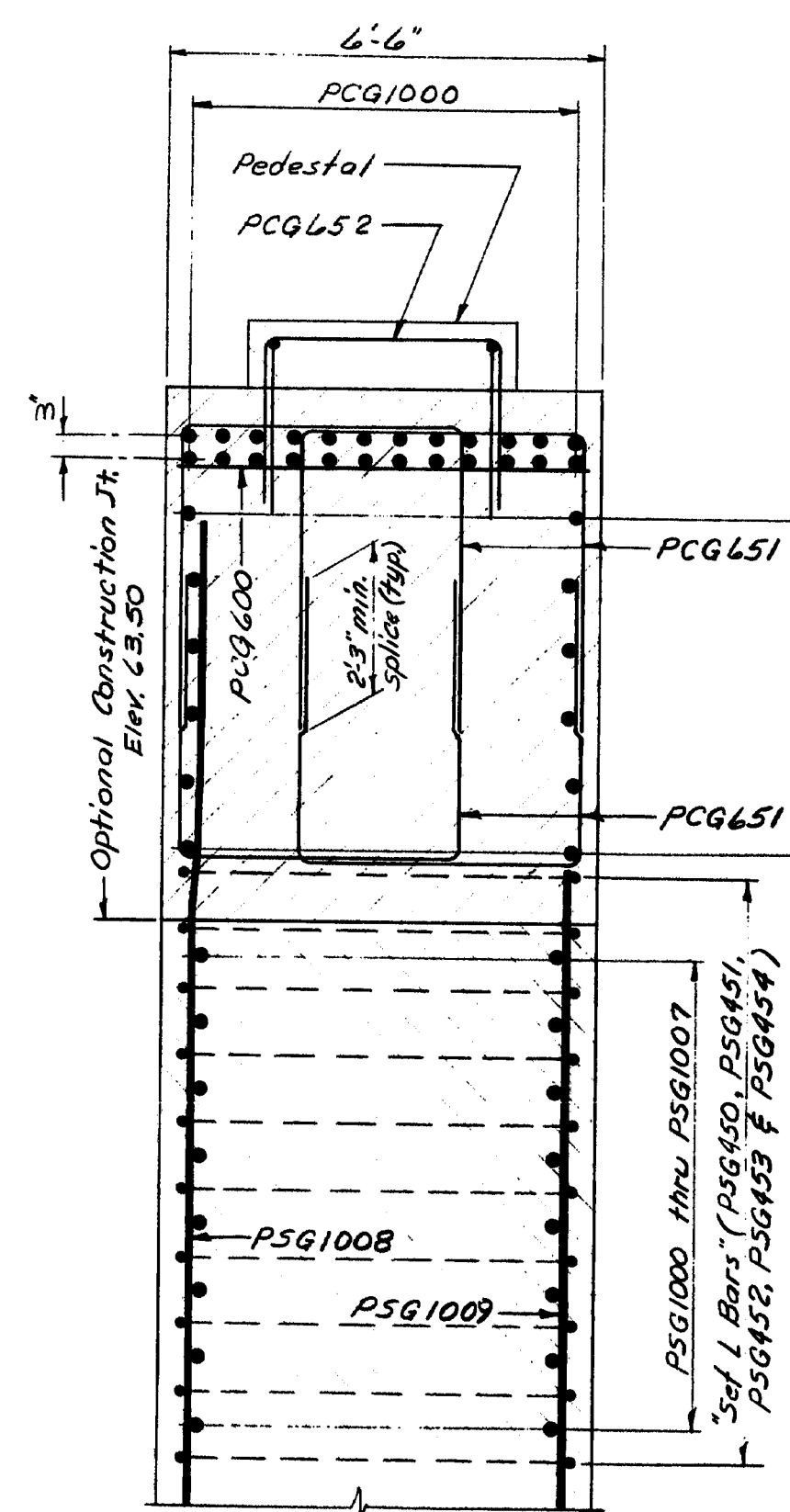
SECTION R-R  
(Pier #6)



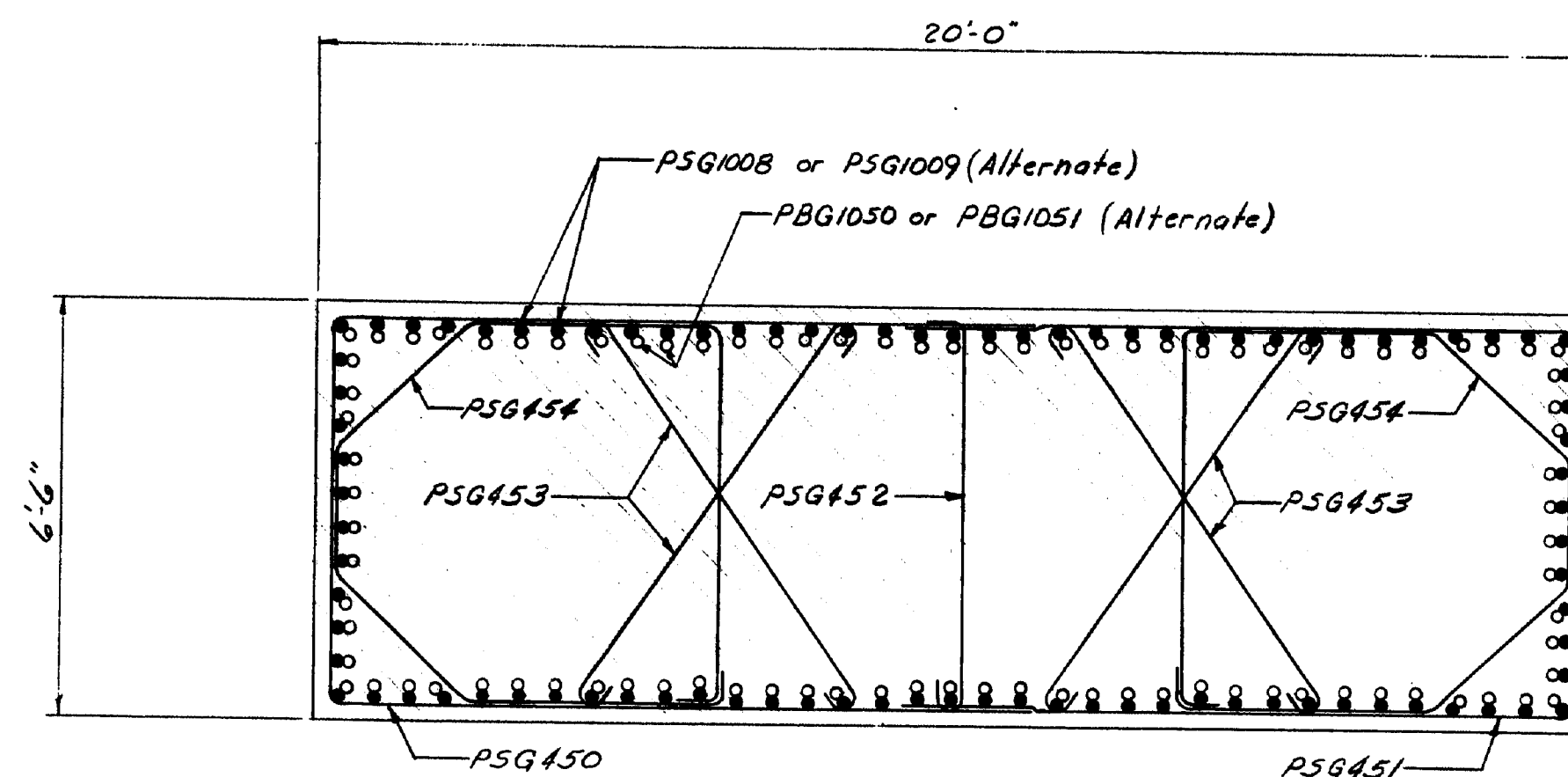
SECTION S-S  
(Pier #7)



SECTION U-U  
(Pier #7)



SECTION T-T  
(Pier #7)



SECTION V-V  
(Pier #7)

# REFERENCES

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

107-169

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

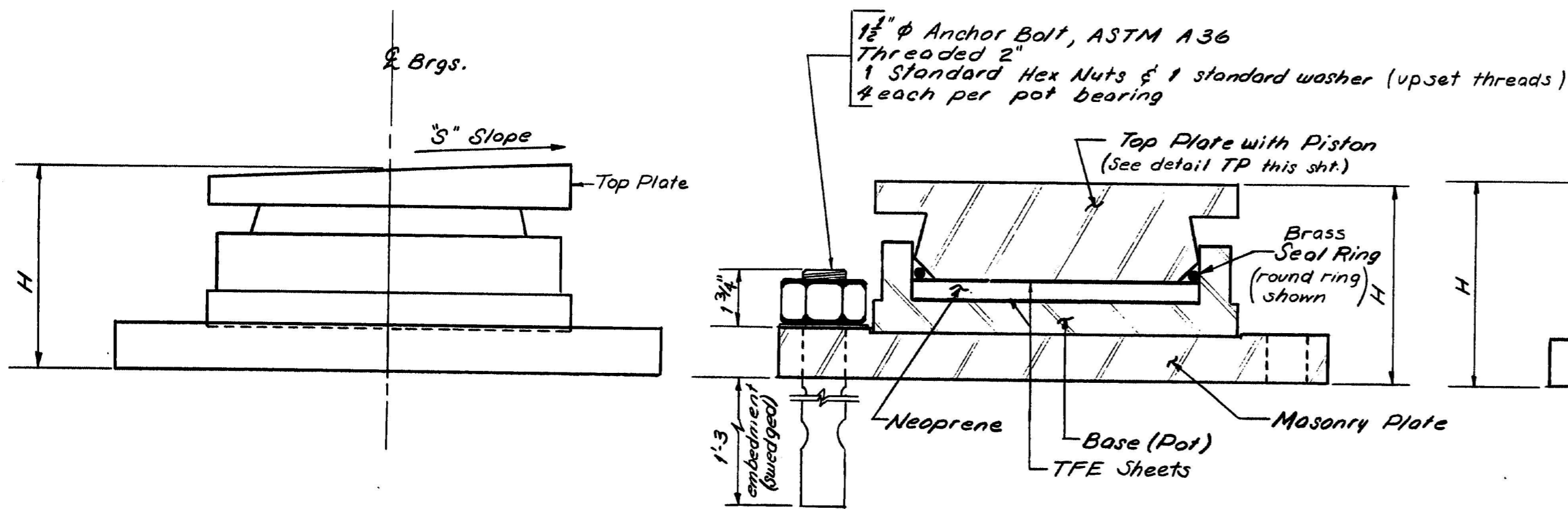
I-395 BRIDGE 21A  
OVER  
PENOBSCOT RIVER  
BANGOR - BREWER  
PENOBSCOT COUNTY  
PIERS 6 & 7 SECTIONS

AUGUSTA, MAINE Sept. 1983

As Built Steel

PROJECT	DESIGN	ENGINEER	DATE
PLANS	DESIGN - DETAILED	W.E.A.	8/20/83
REVISIONS	CHECKED	B.S.	10-43
FIELD CHANGES			

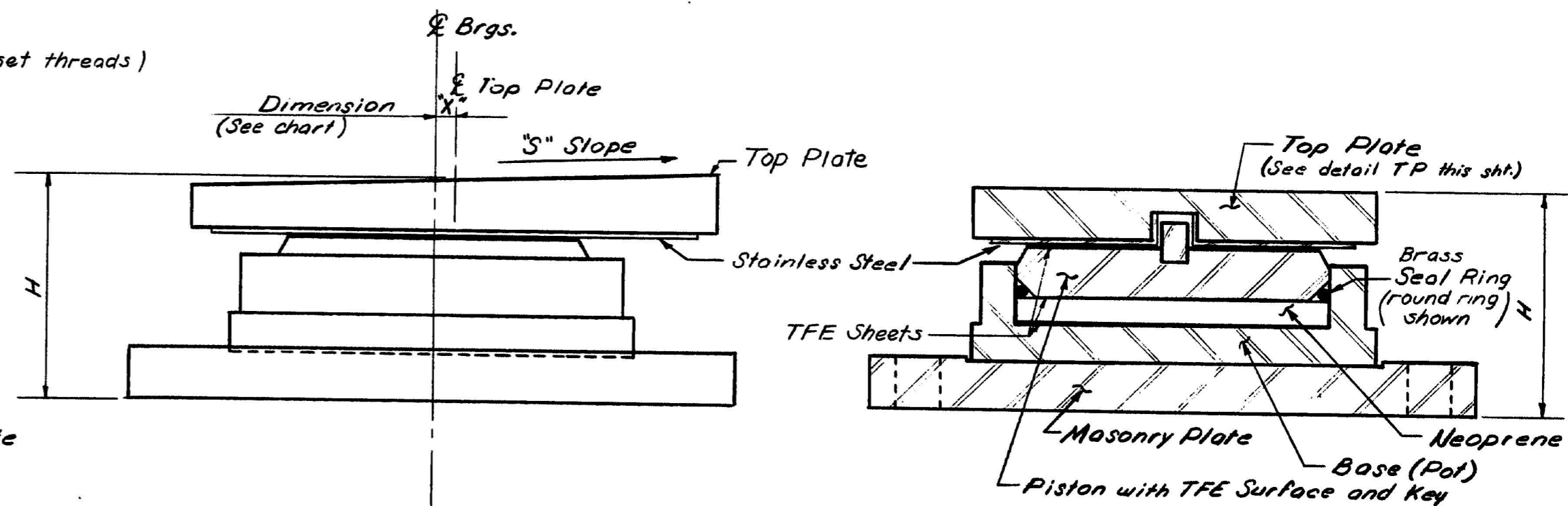
REVISION 44102 4/7/81



ELEVATION

SECTION

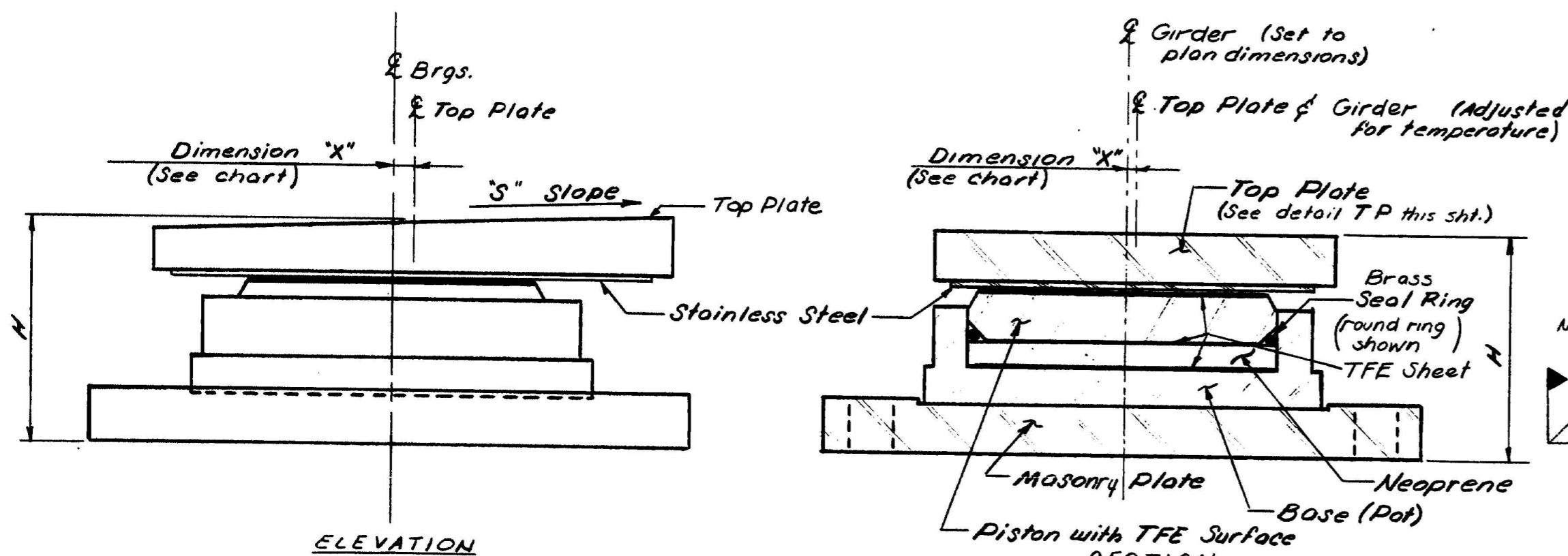
Fixed POT BEARING



ELEVATION

SECTION

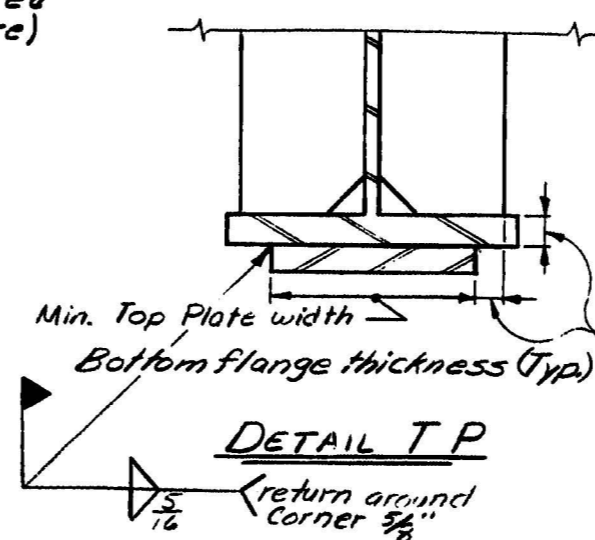
GUIDED POT BEARING



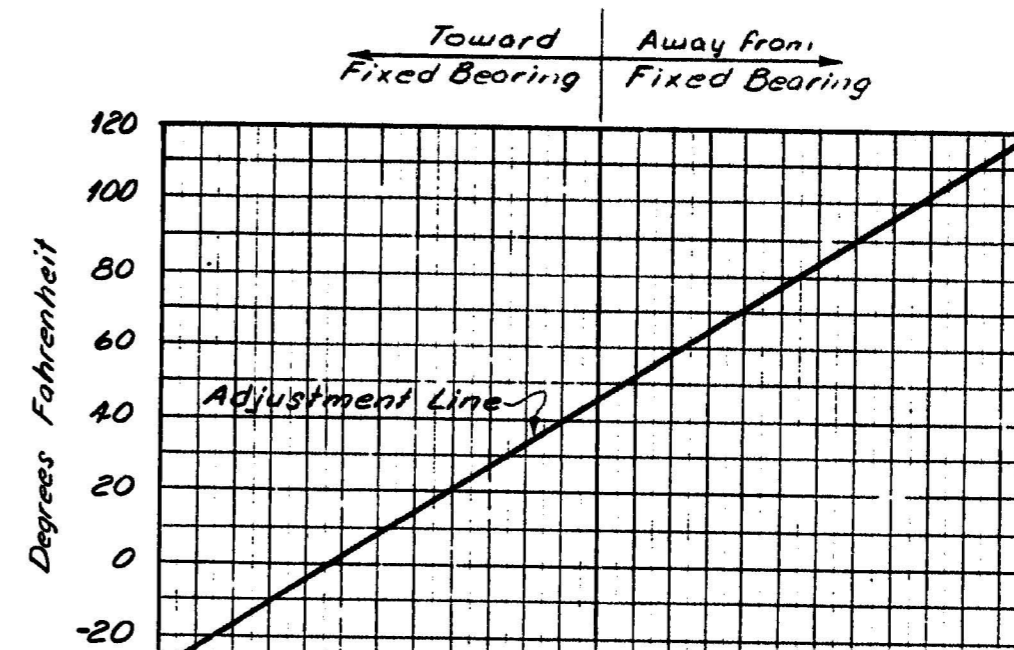
ELEVATION

SECTION

Non Guided POT BEARING



DETAIL T.P.



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

\* Adjust linearly for other widths.

**POT BEARING NOTES**

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

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

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

**POT BEARING DATA**

Location	Abutment 1	Pier 1 (fixed)	Pier 2, Span 2	Pier 2, Span 3	Pier 3	Pier 4	Pier 5 (fixed)	Pier 6	Pier 7	Abutment 2
Girder Numbers	1 3,5 6 8,9 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+0.5+0.4+0.3+0.7+0.6+0.1	0.0-0.4-0.6-0.8-0.3-0.3	-1.2-1.4-1.5-1.6-1.4	-2.4-2.4-2.8-2.9-2.8-2.8	-2.9-2.9	-2.9-2.9
Bearing Type (See legend)	(N)	(G)	(G)	(Fxd)	(N)	(G)	(N)	(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
"H" Height (inches)	5 3/8	8	5 1/2	6 1/2	10 1/8	9 3/4	8 3/4	2.50	5.00	7.00
Reactions (kips)	356	892	301	520	1715	1420	1061	952	1022	369

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

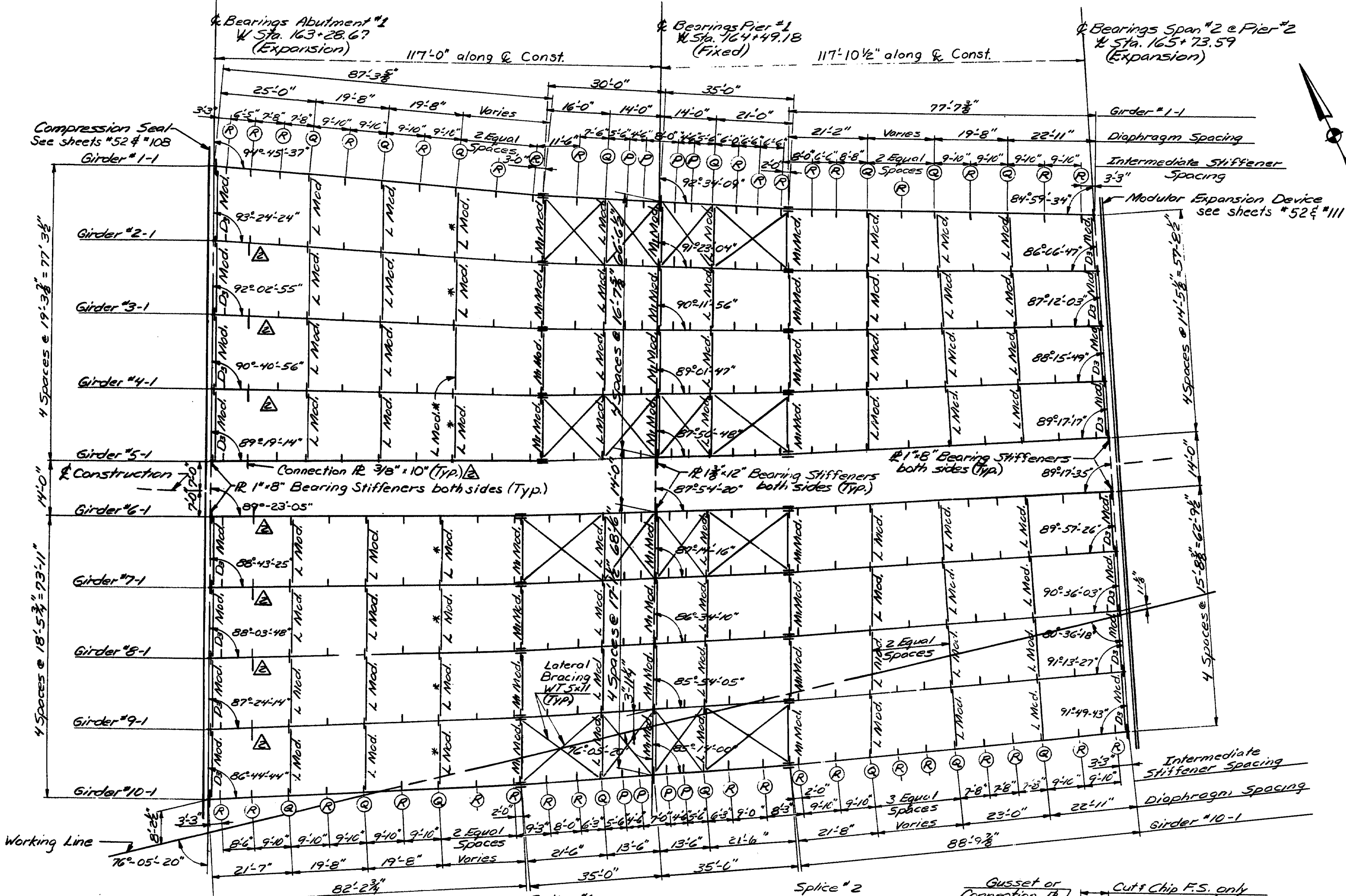
I-395 BRIDGE  
OVER  
PENOBSCOT RIVER  
BANGOR - BREWER  
PENOBSCOT COUNTY  
POT BEARING DETAILS

AUGUSTA, MAINE Sept. 1983

As BUILT JAT. Kuhnle 5/94

107-170

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	395-B(82)	38	114



### STRUCTURAL STEEL NOTES

1. Camber grinders, 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 both 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. Filler weld sizes for plates over 3/4" thickness shall be 3/16" unless otherwise noted.
11. At locations marked with an asterisk (\*) the designated diaphragms shall be changed from L or M Mod. to a Ds Mod, M2 Mod. to a Ds Mod. and M1 to a Ds 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 #61.
12. All connection plates shall extend to both the top & bottom flanges except at splice plates.
13. A 1 inch diameter hand hold bar shall be installed along the inside of exterior girder webs and along both sides of interior girder webs from the first intermediate diaphragm in span 1 to the last intermediate diaphragm in span 8. Hand hold bars will not be required in the bay where the catwalk is located. The bars shall be installed in 1/4" holes drilled in the stiffeners and connection plates; see Hand hold Detail on sheet #49. Payment will be considered incidental to Items 504.700 and 504.710.
14. A hand hold bar shall be installed on Girder 6-1 and Girder 5-2 in the bay where the catwalk is located.

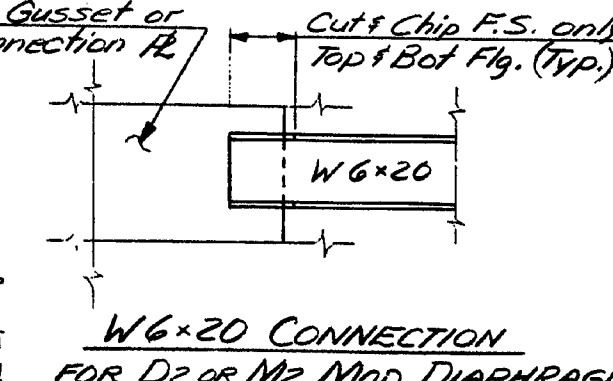
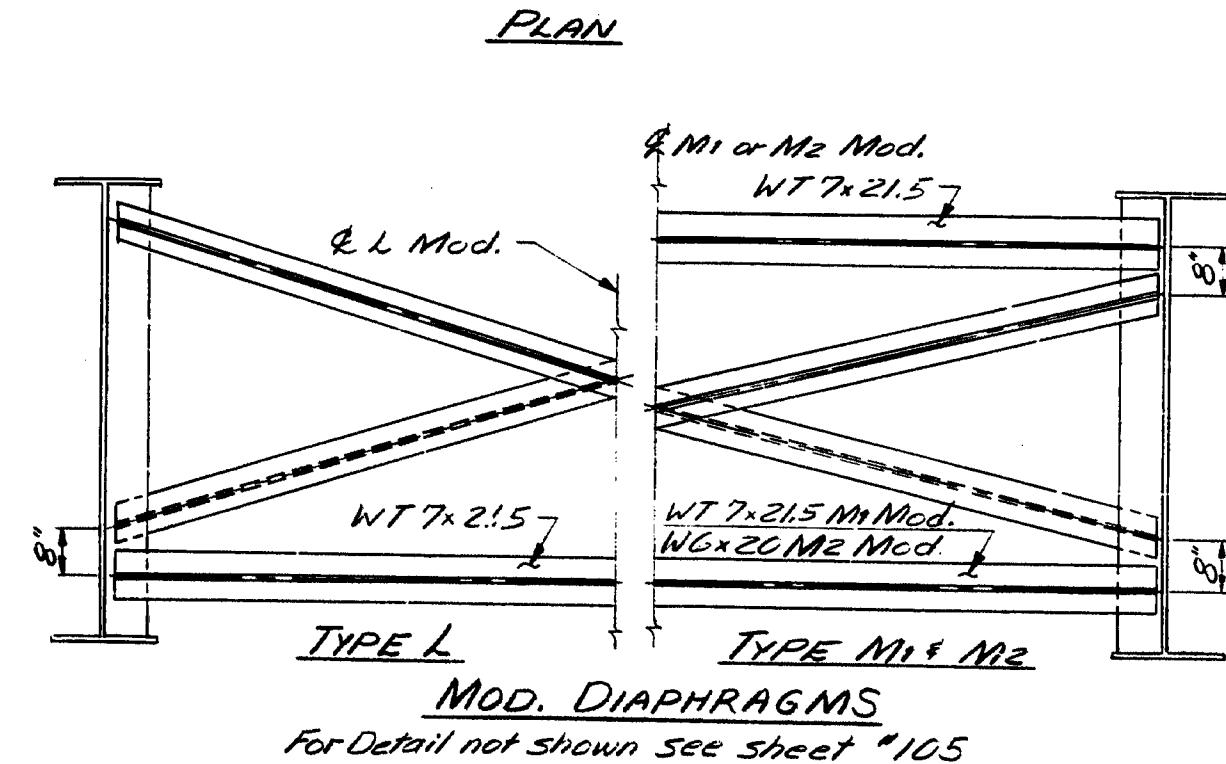
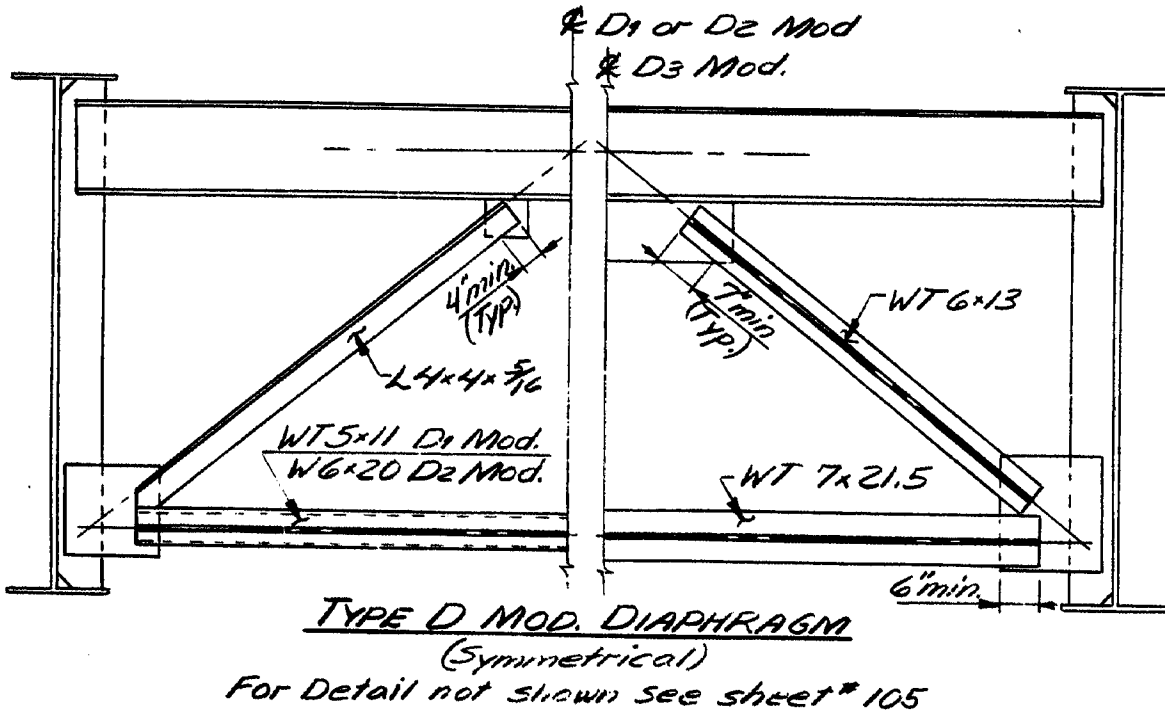
INTERMEDIATE STIFFENERS	
One side only	
Type	Plate Size
P	1/2" x 6"
R	1/2" x 5"
A	1/2" x 7"

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

**BASIC DESIGN STRESSES**  
 STRUCTURAL STEEL: ASTM A588  
 ASTM A325  
 $F_y = 50,000 \text{ psi}$   
 $F_u = 25,000 \text{ psi}$

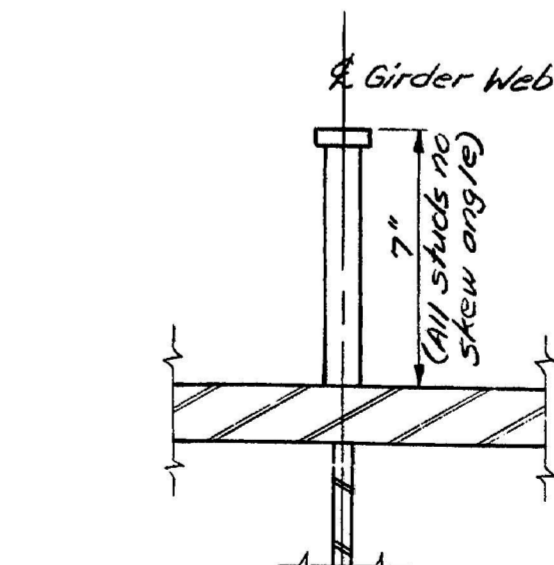
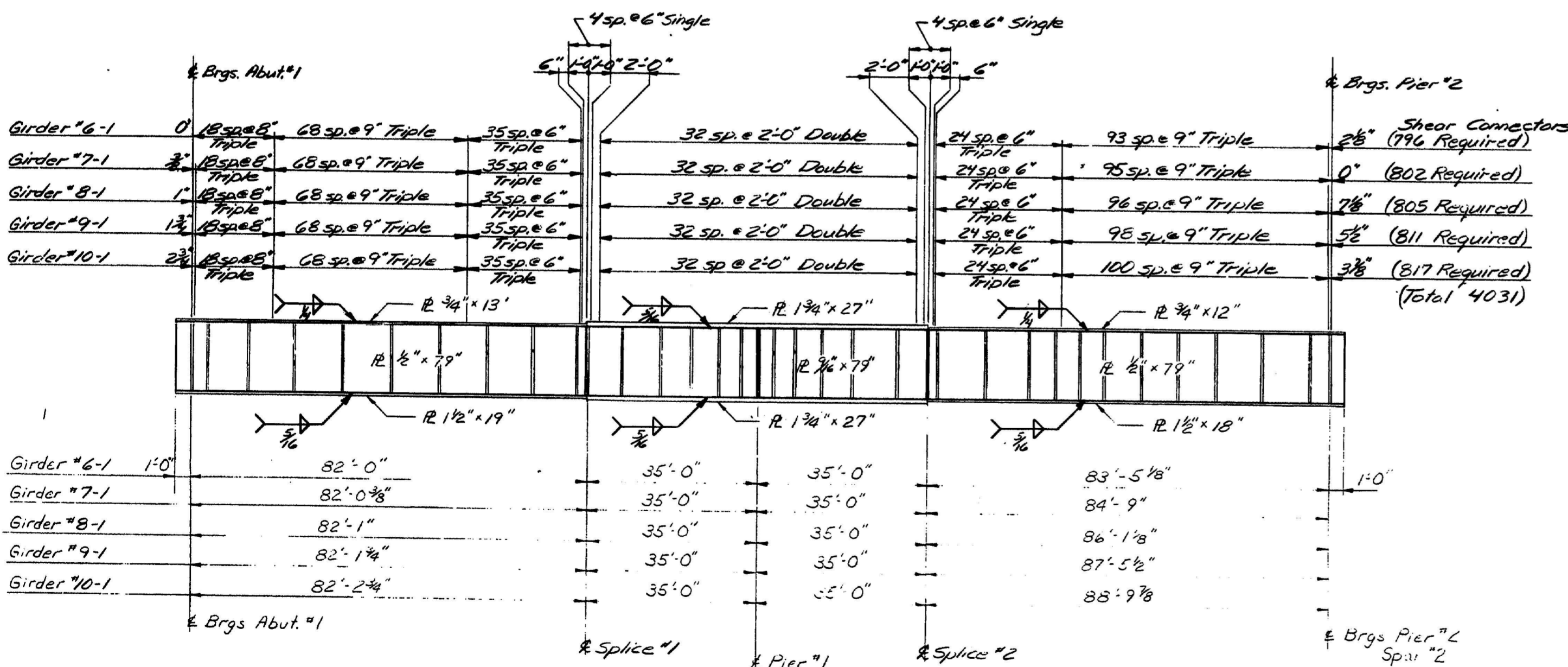
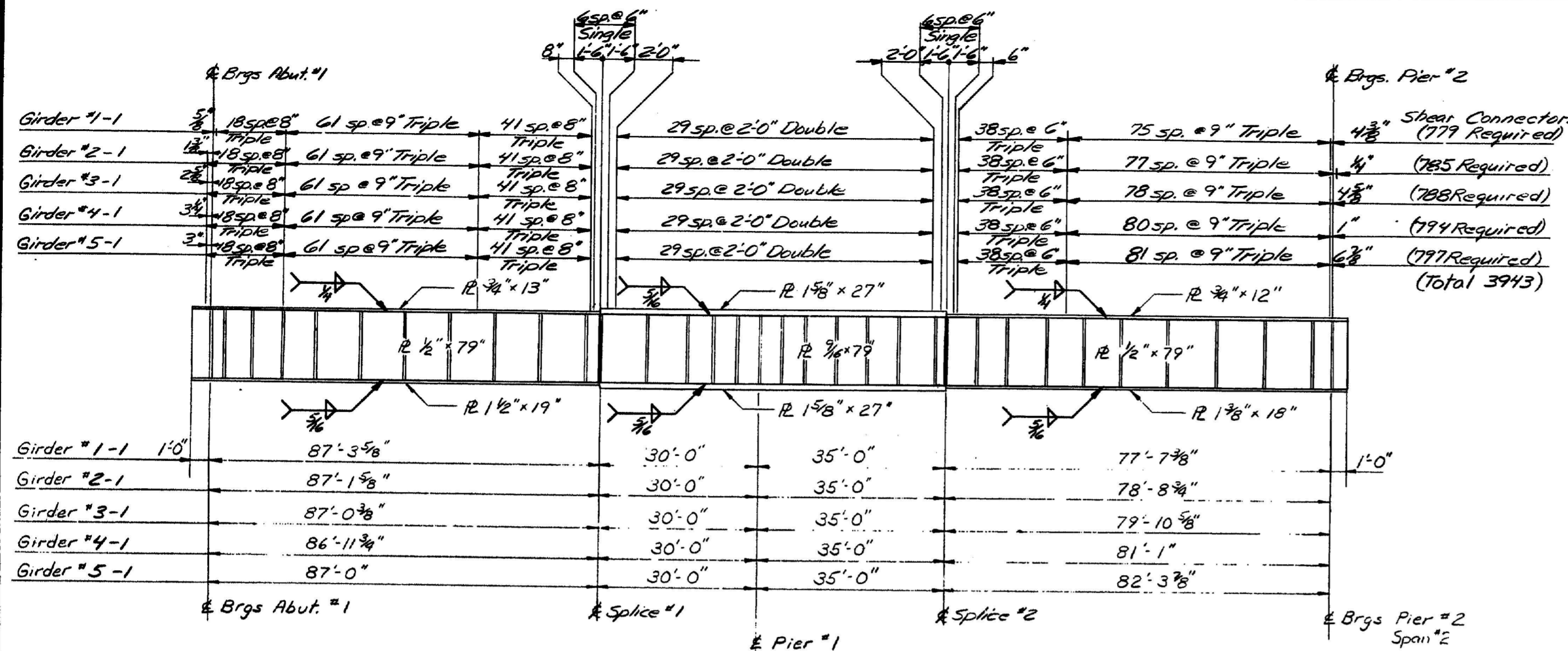
**MATERIALS**  
 STRUCTURAL STEEL: All materials (except as otherwise noted) High Strength Bolts  
 ASTM 588 (unpainted)  
 ASTM 325 Type 3

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
**I-395 BRIDGE**  
 OVER  
**PENOBSCOT RIVER**  
 BANGOR - BREWER  
 PENOBSCOT COUNTY  
**FRAMING PLAN**  
 (SPANS 182)  
 AUGUSTA, MAINE Sept. 1, 83

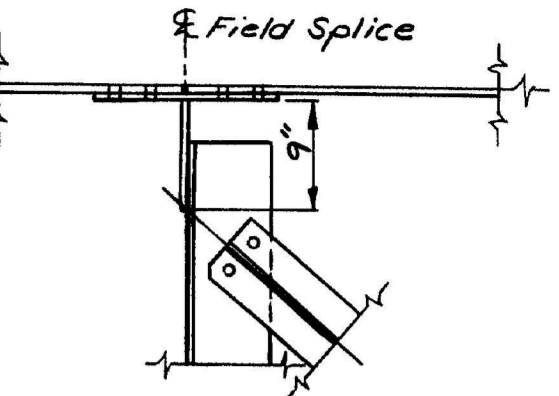
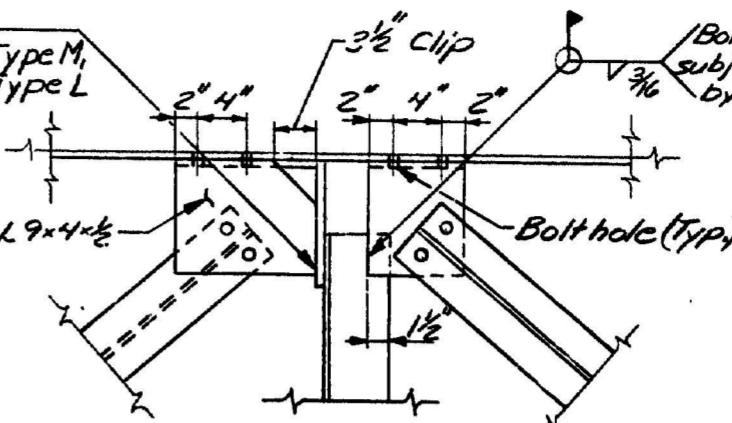
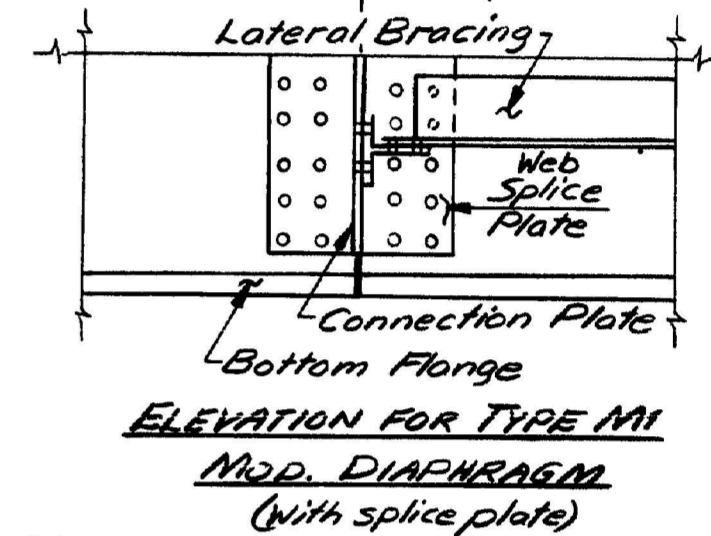
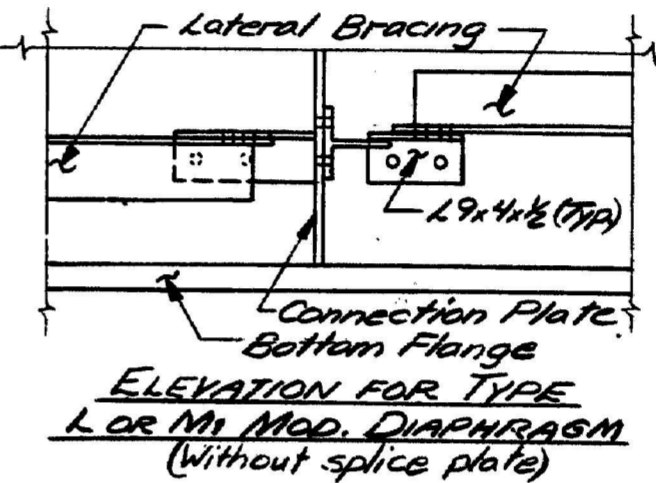
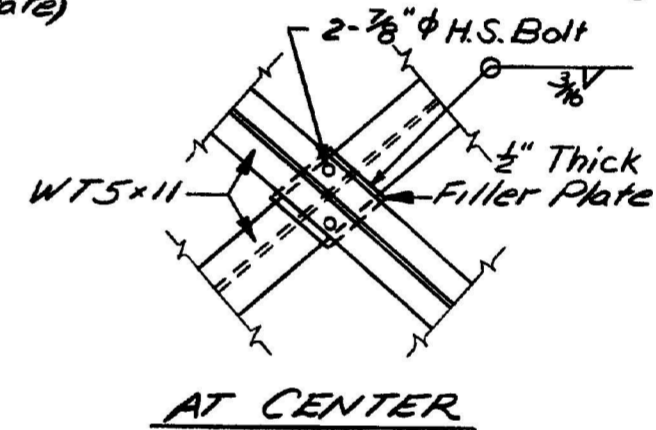


107-171

As Built 7/11/84 5/13/84 5/13/84



### LATERAL BRACING CONNECTIONS SPANS #1 & 2



### AT TYPE MI MOD. DIAPHRAGM

### DIAPHRAGM

### (With splice plate)

### Field Splice

### Lateral Bracing

### Web Splice Plate

### Connection Plate

### Bottom Flange

### ELEVATION FOR TYPE MI MOD. DIAPHRAGM

### (With splice plate)

### (Without splice plate)

### AT CENTER

### AT TYPE MI MOD. DIAPHRAGM

### (With splice plate)

### (Without splice plate)

### AT CENTER

### AT TYPE MI MOD. DIAPHRAGM

### (With splice plate)

### (Without splice plate)

### AT CENTER

### AT TYPE MI MOD. DIAPHRAGM

### (With splice plate)

### (Without splice plate)

### AT CENTER

### AT TYPE MI MOD. DIAPHRAGM

### (With splice plate)

### (Without splice plate)

### AT CENTER

### AT TYPE MI MOD. DIAPHRAGM

### (With splice plate)

### (Without splice plate)

### AT CENTER

### AT TYPE MI MOD. DIAPHRAGM

### (With splice plate)

### (Without splice plate)

### AT CENTER

### AT TYPE MI MOD. DIAPHRAGM

### (With splice plate)

### (Without splice plate)

### AT CENTER

107-172

REVISIONS	DATE
Δ Addendum #4	1-16-84

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

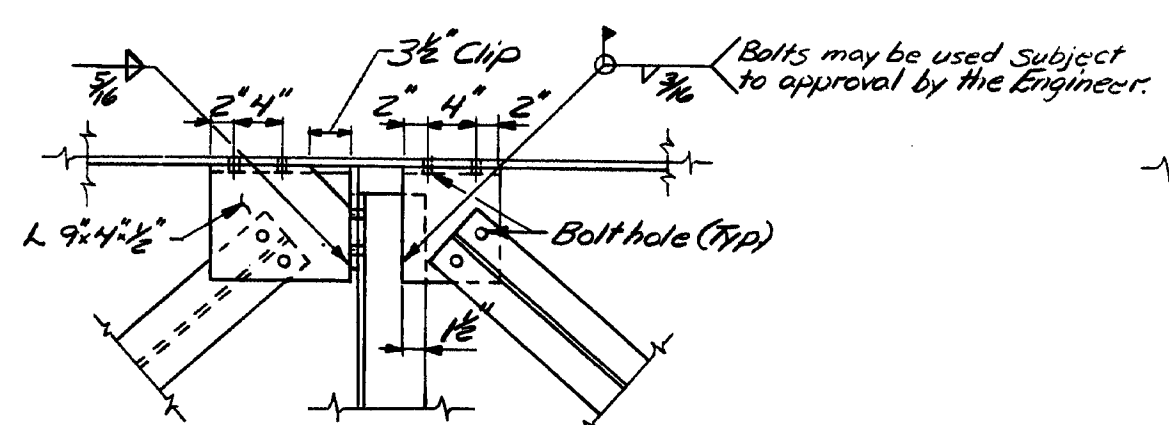
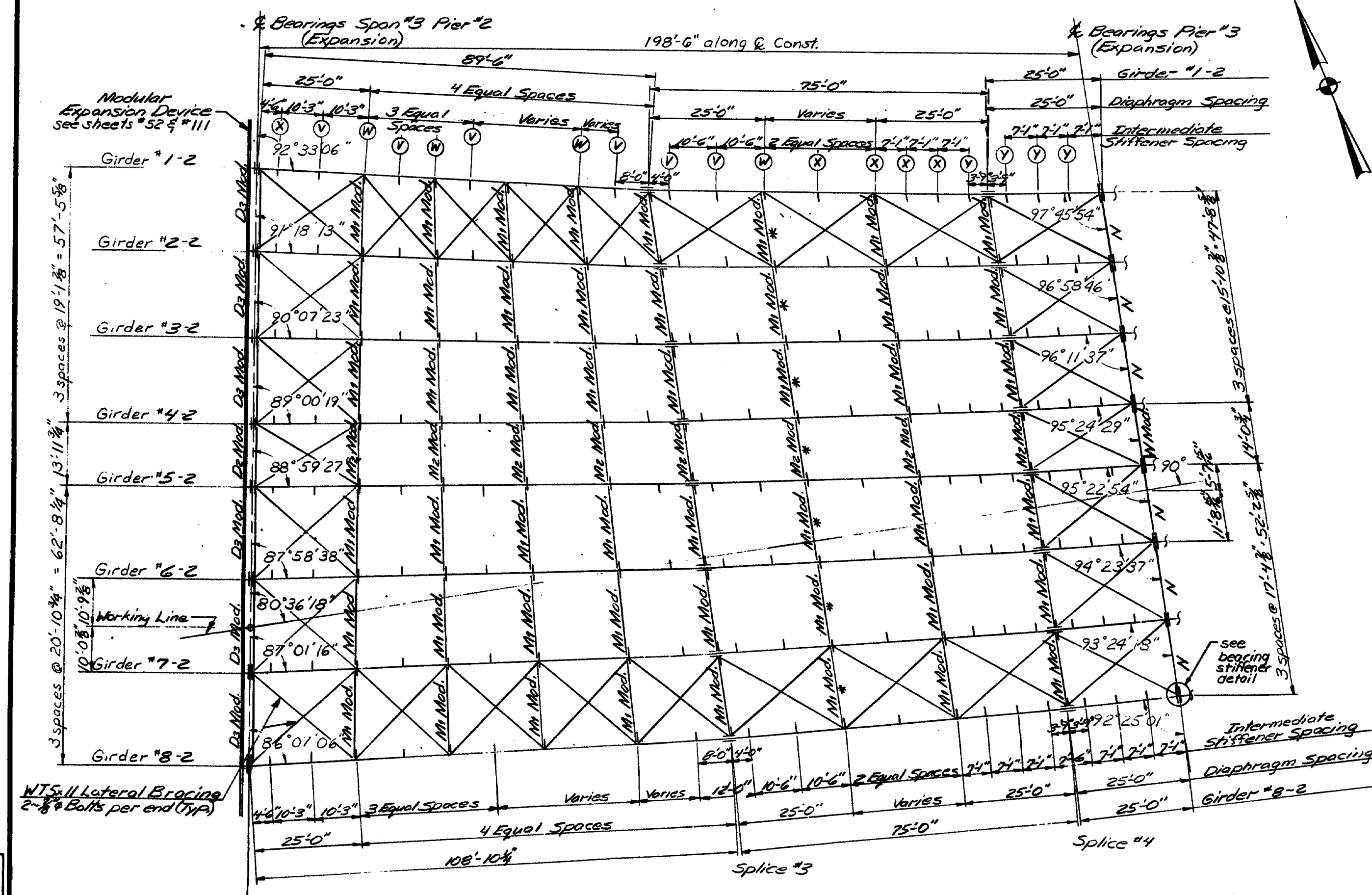
**I-395 BRIDGE**  
OVER  
**PENOBSCOT RIVER**  
BANGOR - BREWER  
PENOBSCOT COUNTY  
**GIRDER ELEVATIONS**  
(SPANS 1 & 2)  
AUGUSTA, MAINE Sept. 1963

As Built *[Signature]* Steel

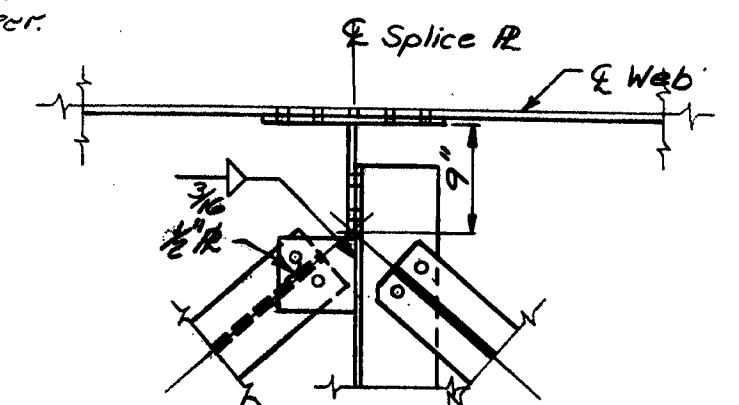
PROJECT	DESIGN	ENGINEER	CHECKED	DATE
PLANS	DESIGN - DETAILED	JAF	JAF	4-83
REVISIONS	FIELD CHANGES			7/83

BRUNING 44-132 45710-1

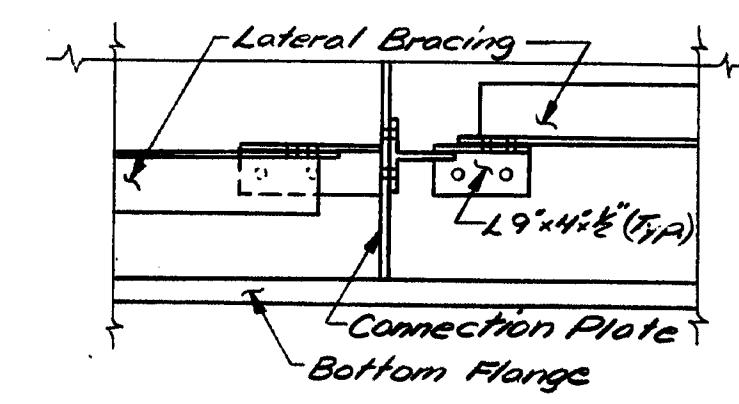
AREA	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	40	114



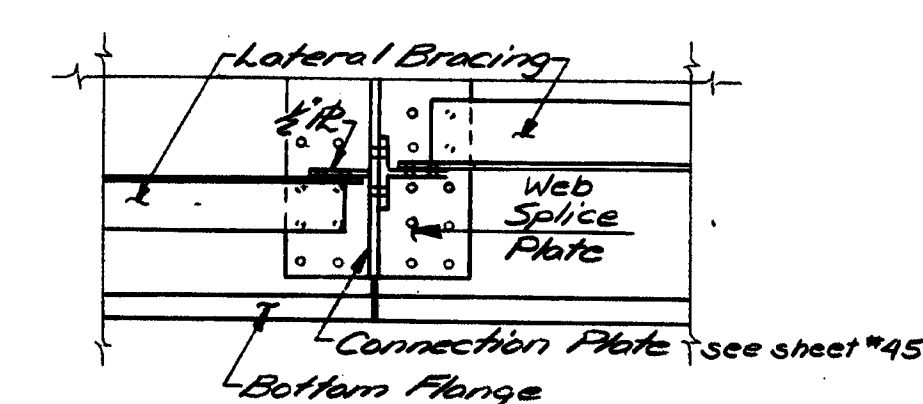
AT TYPE D1, D2, D3, M1  
MOD. OR M DIAPHRAGM  
(without splice plate)



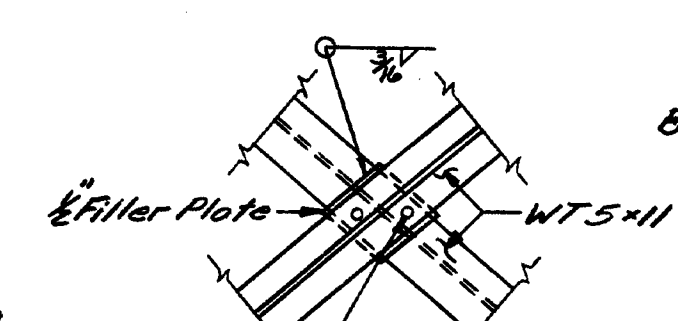
AT TYPE M1 MOD.  
DIAPHRAGM  
(with splice plate)



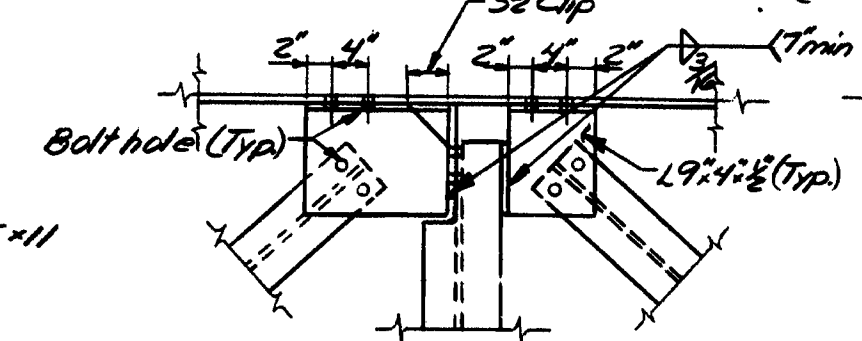
ELEVATION FOR TYPE D1, D3,  
M1 MOD. or M DIAPHRAGM  
(without splice plate)



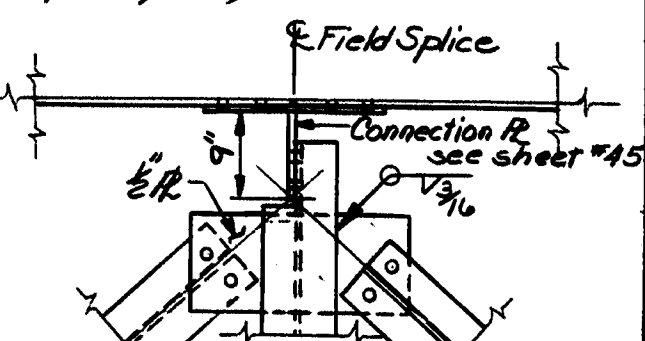
ELEVATION FOR TYPE M1  
MOD. DIAPHRAGM  
(with splice plate)



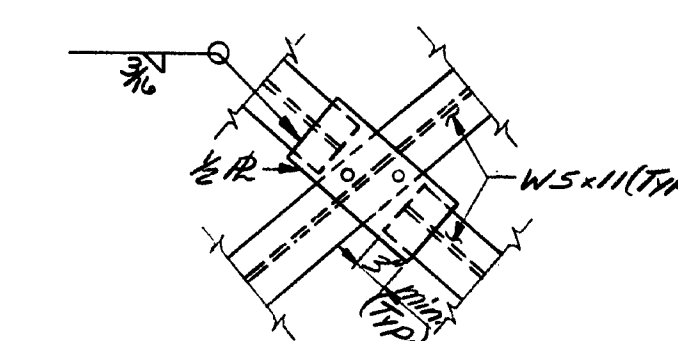
TYPICAL AT CENTER  
(except as shown below)



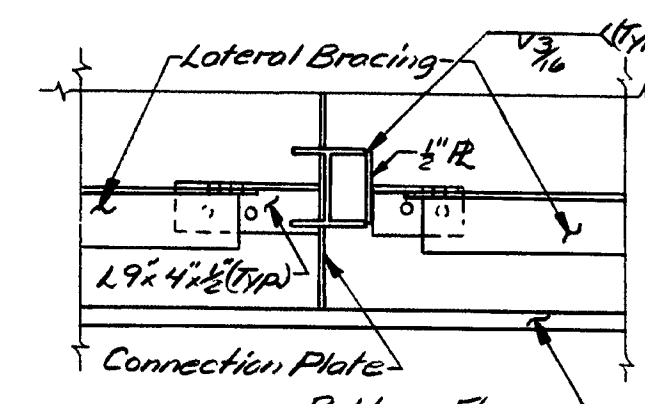
AT TYPE D2 OR M2  
MOD. DIAPHRAGM  
(without splice plate)



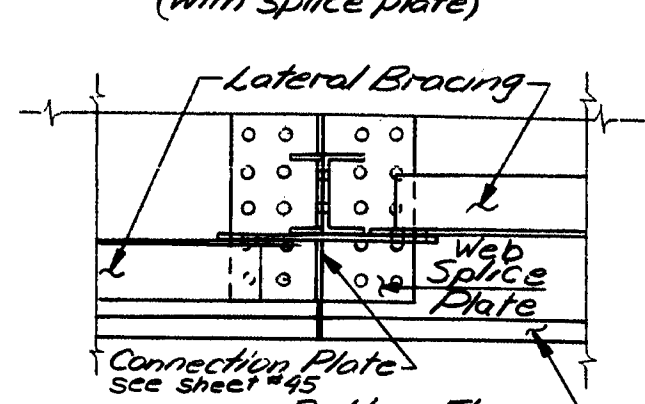
AT TYPE D2 OR M2  
MOD. DIAPHRAGM  
(with splice plate)



FOR TYPE D2, M2 OR N  
MOD. DIAPHRAGM AT CENTER  
(Type D2 or M2 without splice plates)



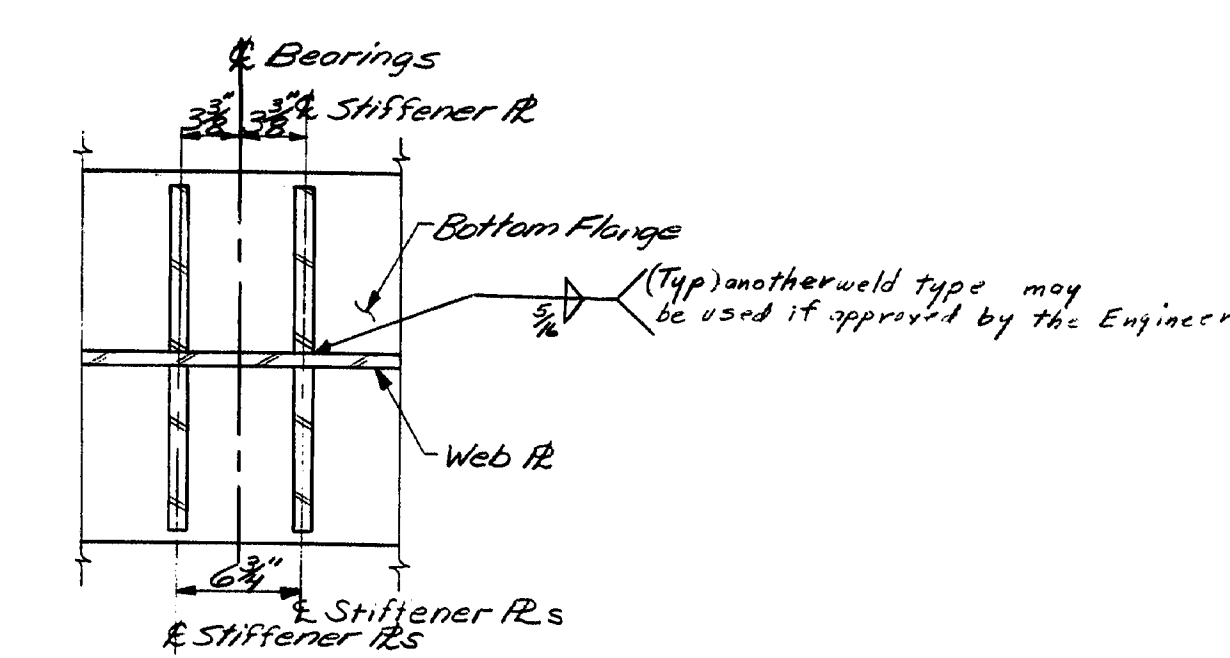
ELEVATION FOR TYPE D2  
OR M2 MOD. DIAPHRAGM  
(without splice plate)



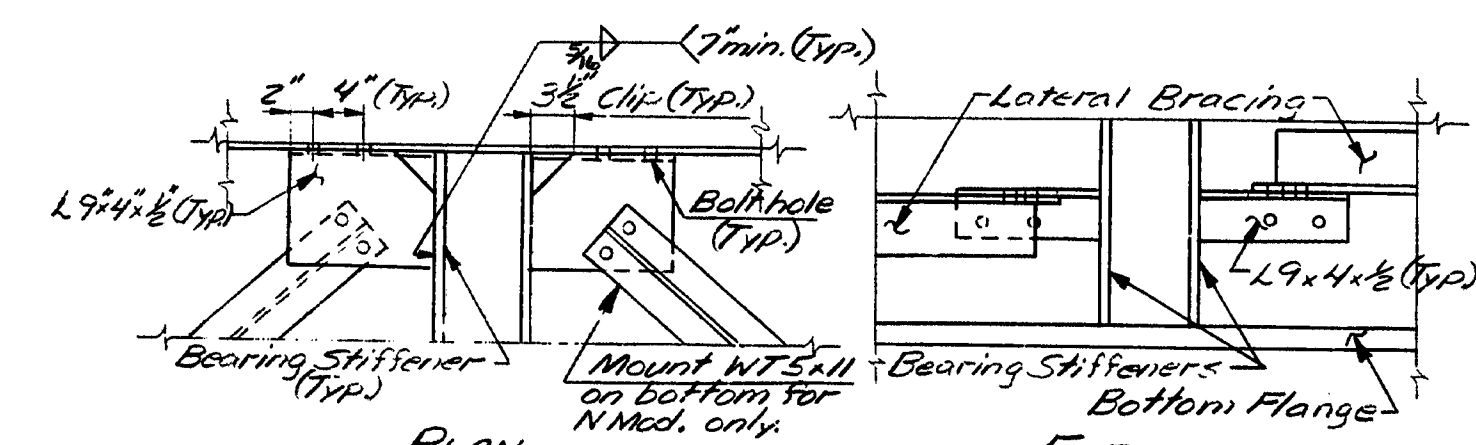
ELEVATION FOR TYPE D2  
OR M2 MOD. DIAPHRAGM  
(with splice plate)

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

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



BEARING STIFFENER  
DETAIL  
(Attach Type D2, D3 or L3 Mod.  
Diaphragms & Pier #2 & Abut. #2  
on interior most stiffener)



PLAN  
AT TYPE D2, N, OR N MOD. DIAPHRAGM AT PIERS  
ELEVATION  
LATERAL BRACING CONNECTIONS SPANS #3 THRU #8

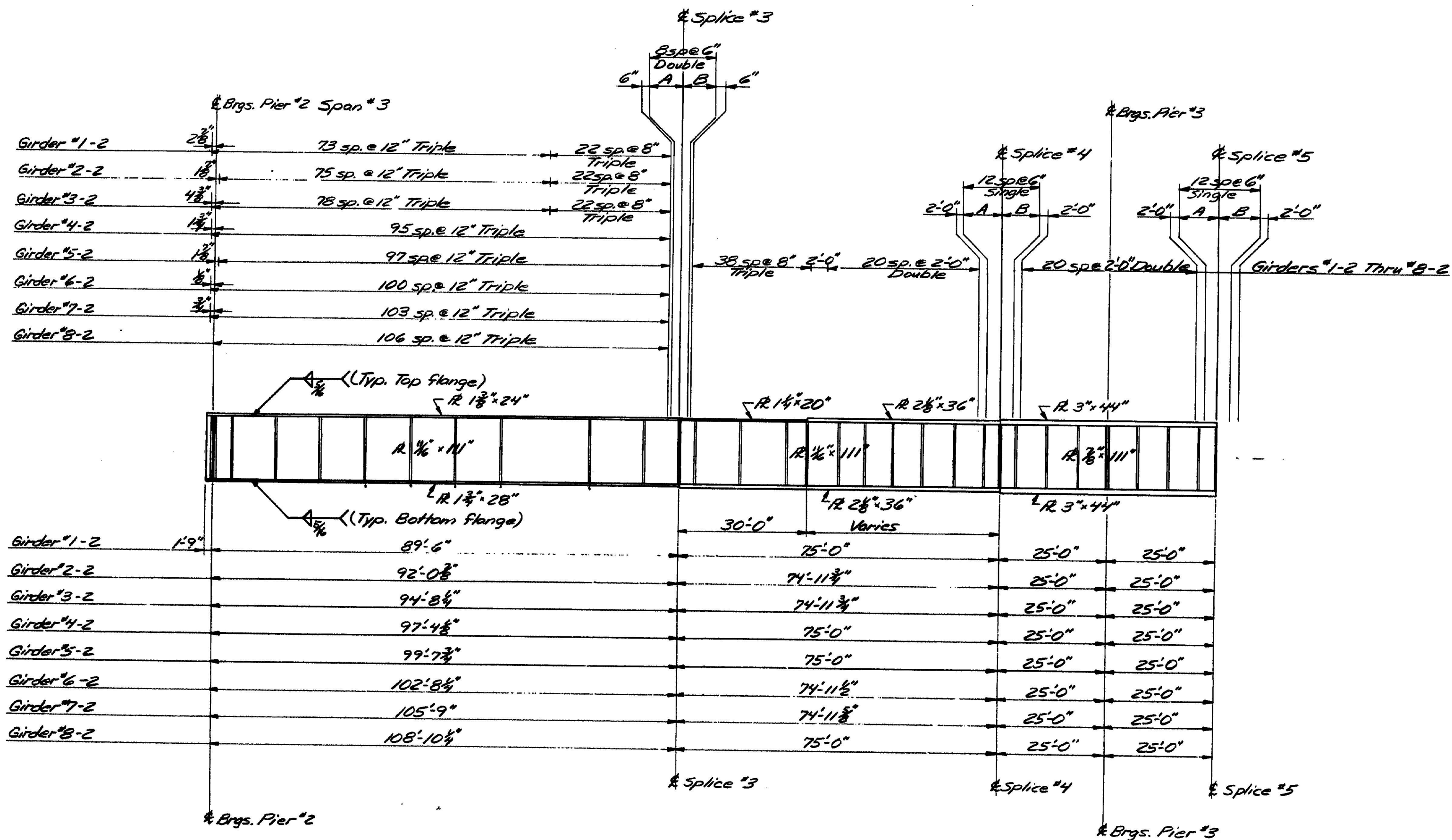
107-173

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

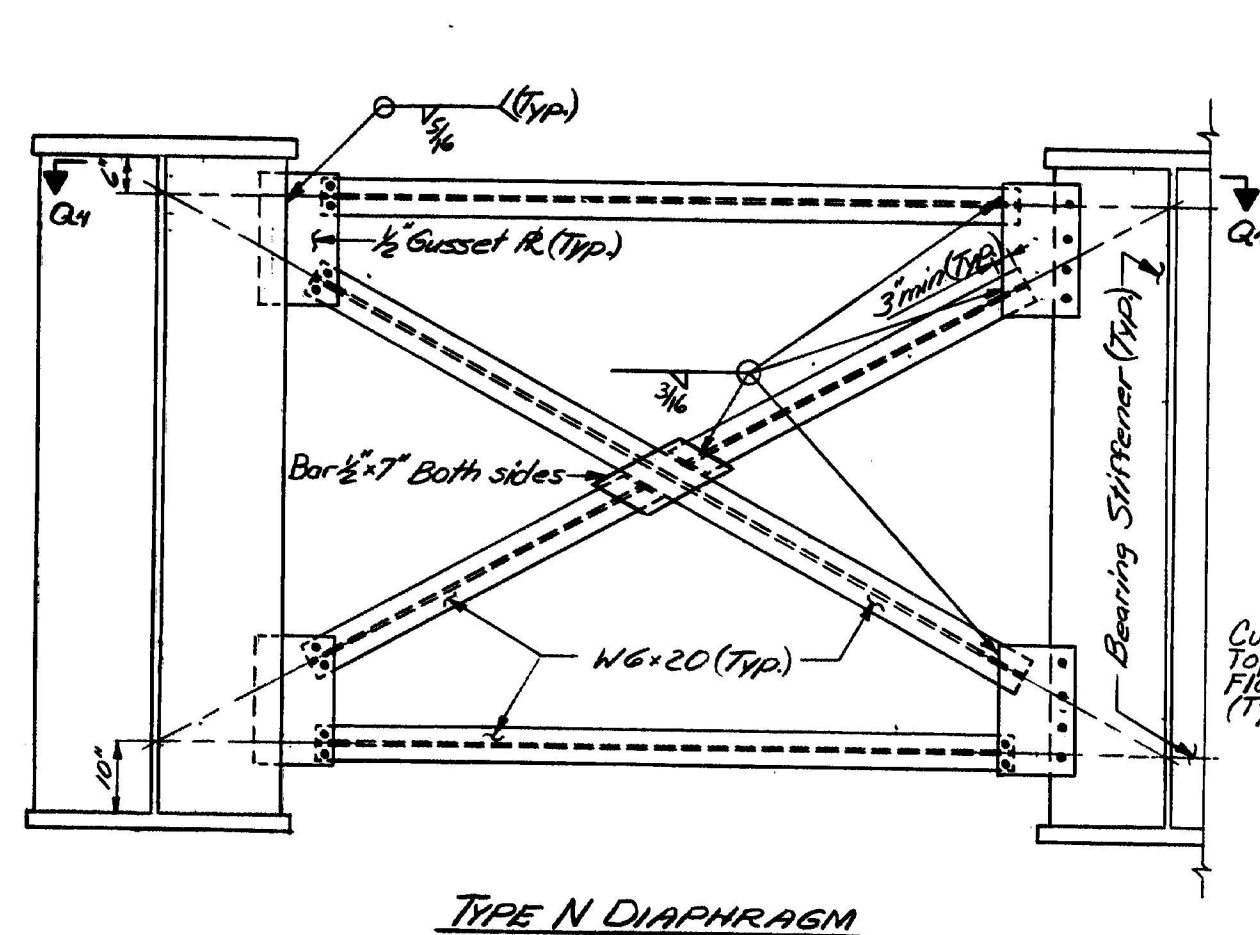
I-395 BRIDGE  
OVER  
PENOBSCOT RIVER  
BANGOR - BREWER  
PENOBSCOT COUNTY  
FRAMING PLAN  
(SPAN 3)

AUGUSTA, MAINE Sept 1983

As Built Satisfactory

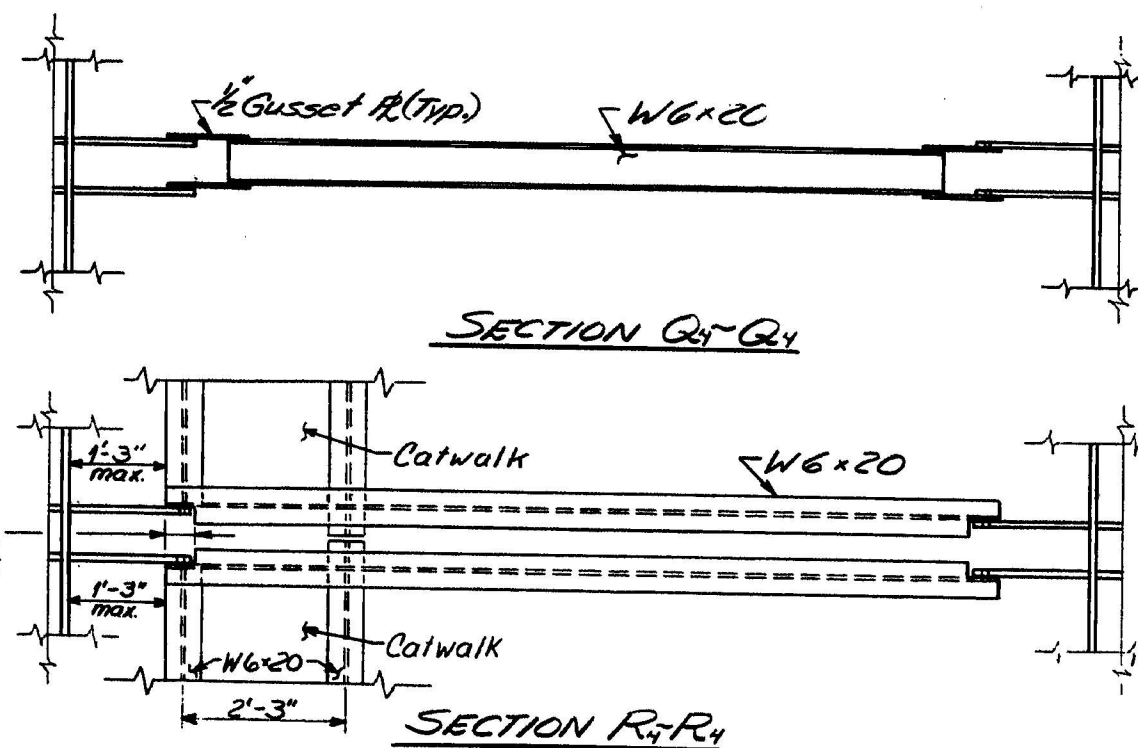


Location	Splice #3		Splice #4		Splice #5		Splice #6	
	A	B	A	B	A	B	A	B
Girder #1-2	1'-6"	2'-5"	2'-8"	3'-3"	2'-8"	3'-3"	6"	1'-5"
Girder #2-2	1'-9"	2'-3"	2'-10"	3'-1"	2'-10"	3'-1"	8"	1'-3"
Girder #3-2	1'-10"	2'-1"	3'-0"	2'-11"	3'-0"	2'-11"	10"	1'-1"
Girder #4-2	1'-11"	2'-0"	3'-1"	2'-10"	3'-1"	2'-10"	11"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



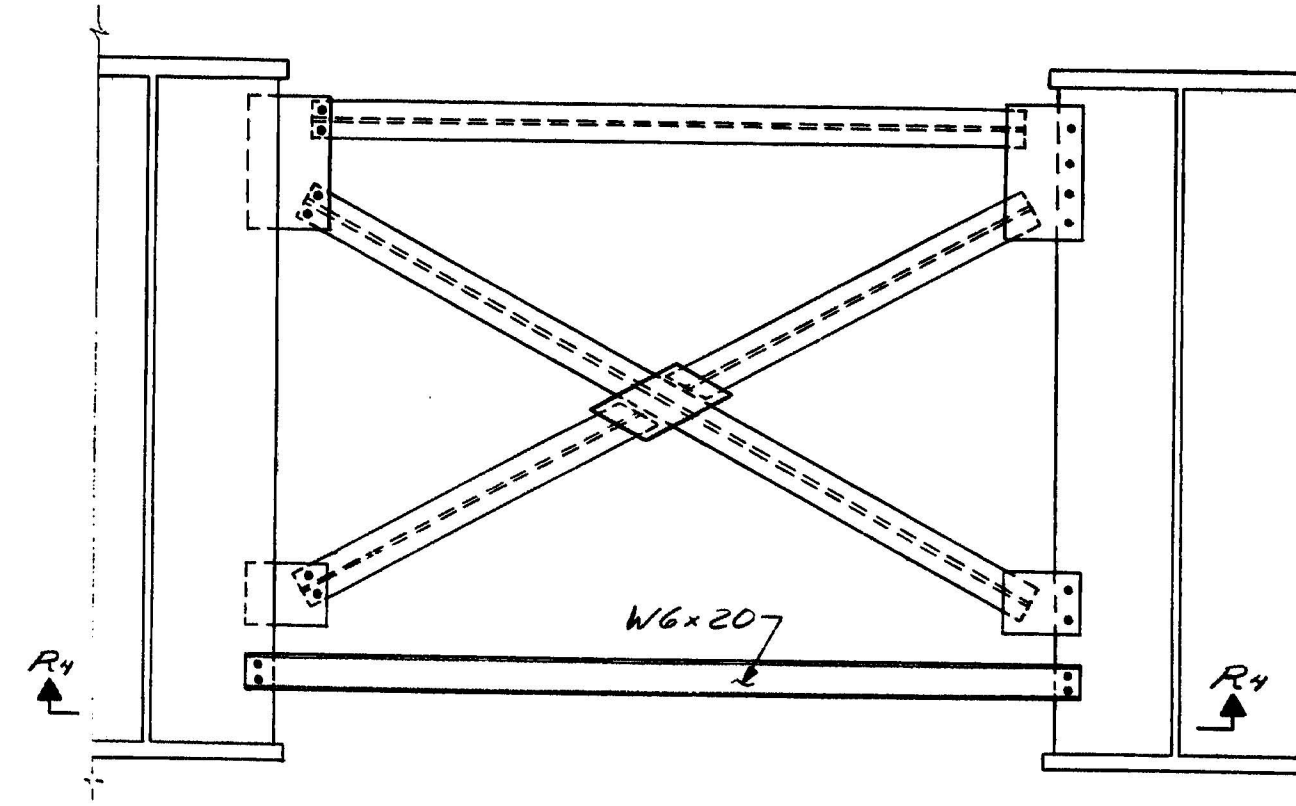
TYPE N DIAPHRAGM

ELEVATION



SECTION Q4-Q4

SECTION R4-R4



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

107-174

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

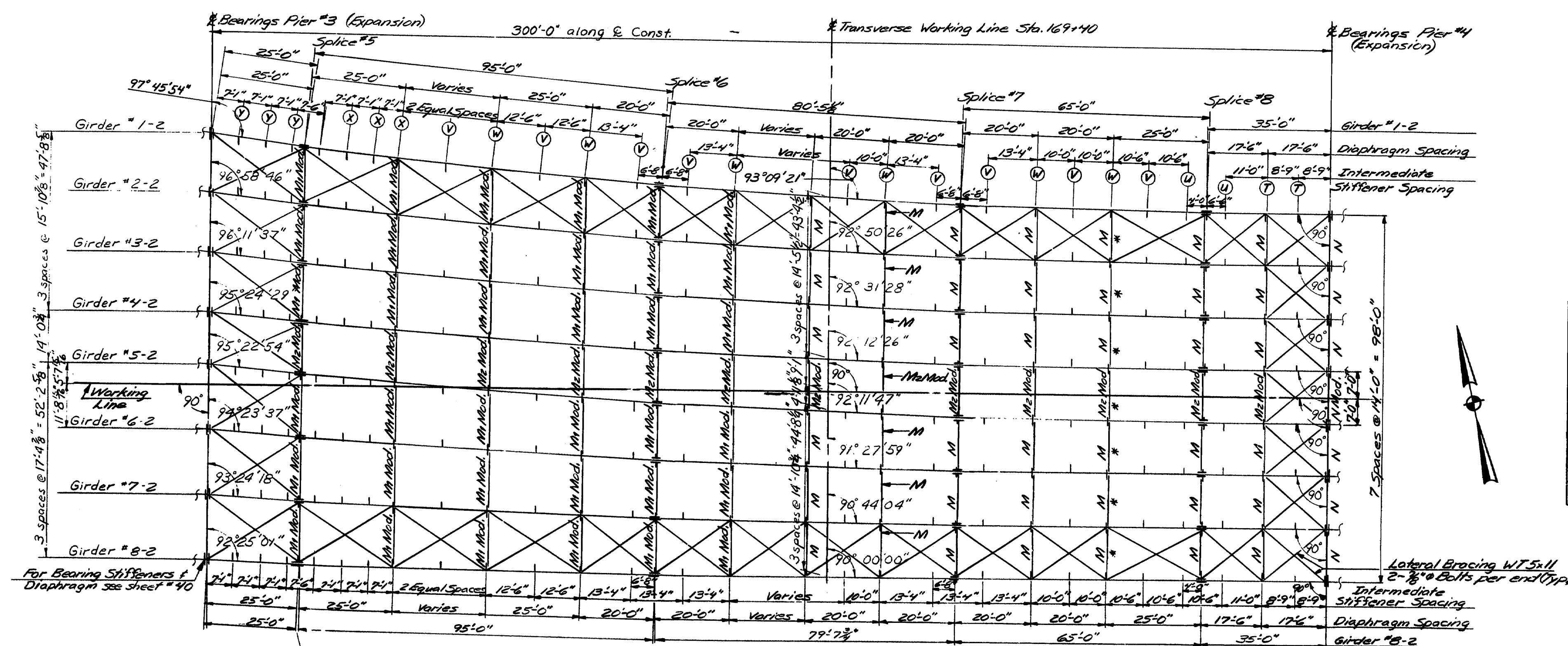
I-395 BRIDGE  
OVER  
PENOBSCOT RIVER  
BANGOR - BREWER  
PENOBSCOT COUNTY  
GIRDER ELEVATIONS  
(SPAN 3)

AUGUSTA, MAINE Sept. 1933

As BUILT J.M. Hinkle 5/19/41

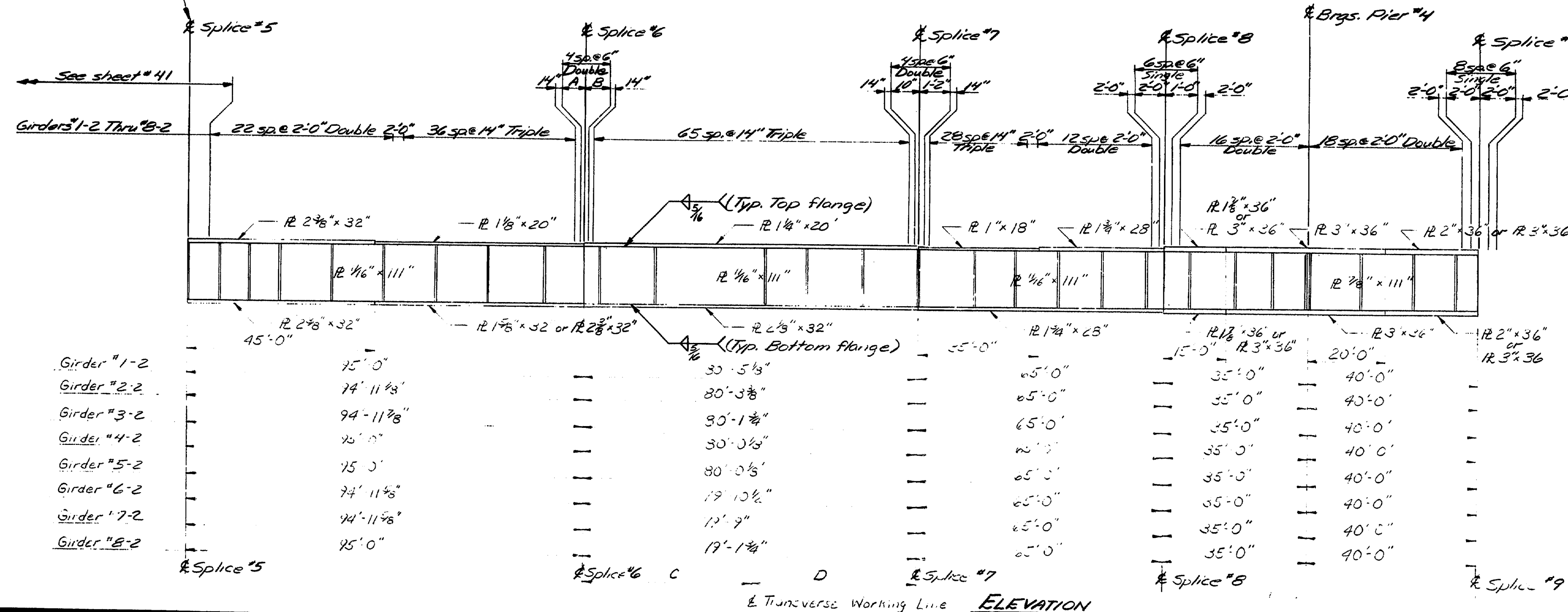
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	8/11/33
CHECKED	8/11/33
REVISIONS	10/1/33
FIELD CHANGES	
PLANS	

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	395-B(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 3/8"	39'-7 3/8"
Girder #7-2	40'-1 3/8"	39'-7 3/8"
Girder #8-2	40'-0 1/2"	39'-7 3/8"

PLAN



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

107-175

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE  
OVER  
PENOBSCOT RIVER  
BANGOR - BREWER  
PENOBSCOT COUNTY  
FRAMING PLAN & GIRDER ELEVATIONS  
(SPAN 4)

AUGUSTA, MAINE Sept. 1933

H. B. BENT & M. J. WHITE

PROJECT	DESIGN	ENGINEER	DATE
MAINE	BRIDGE	JAF	4-33
MAINE	BRIDGE	JAF	4-33
MAINE	BRIDGE	JAF	4-33
MAINE	BRIDGE	JAF	4-33

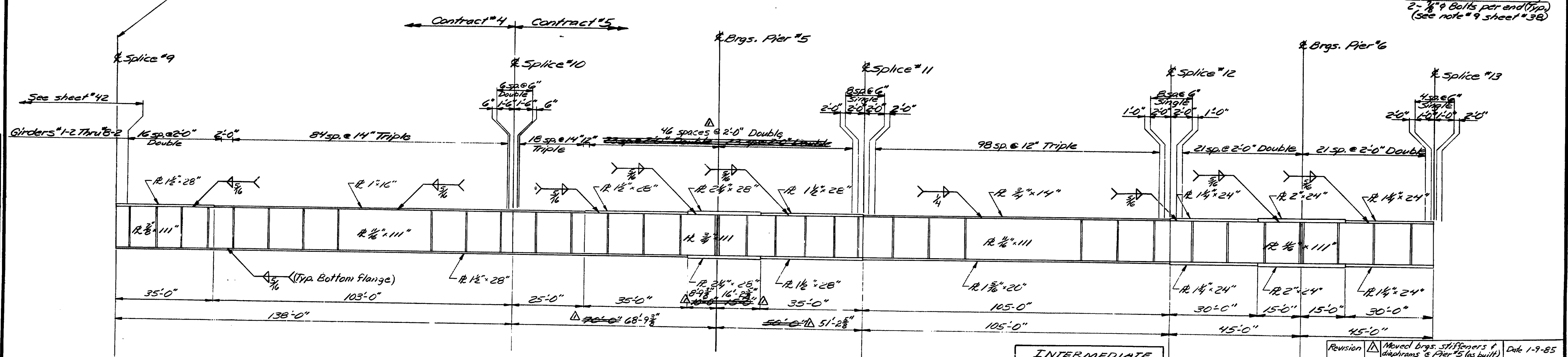
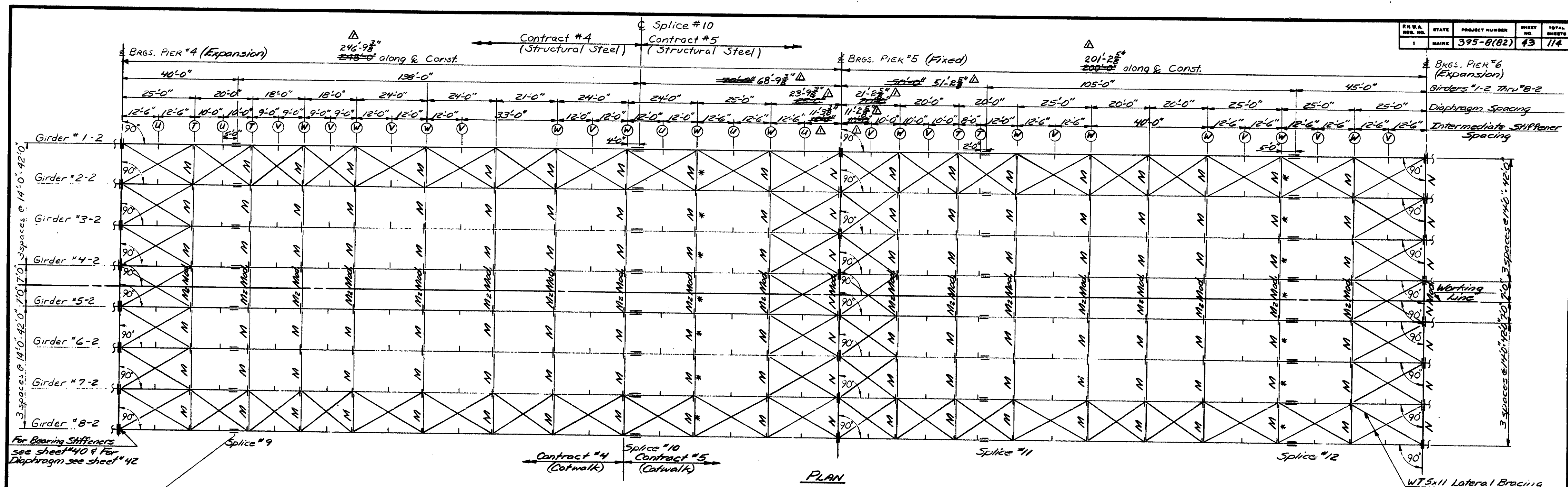
REVISIONS

REVISIONS

REVISIONS

REVISIONS

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	395-8(82)	13	114



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

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

**I-395 BRIDGE** 221  
OVER  
**PENOBSCOT RIVER**  
**BANGOR - BREWER**  
**PENOBSCOT COUNTY**  
**FRAMING PLAN & GIRDER ELEVATIONS**  
(SPANS 5 & 6)  
AUGUSTA, MAINE Sept 1983

107-176

As Built 1/14/84 5/94 Steel

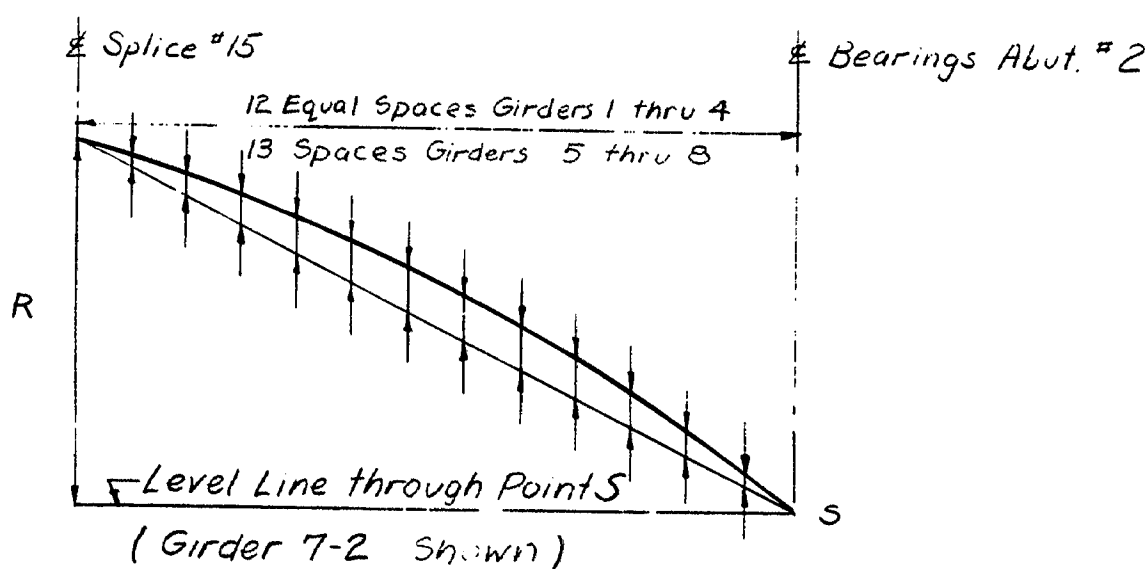
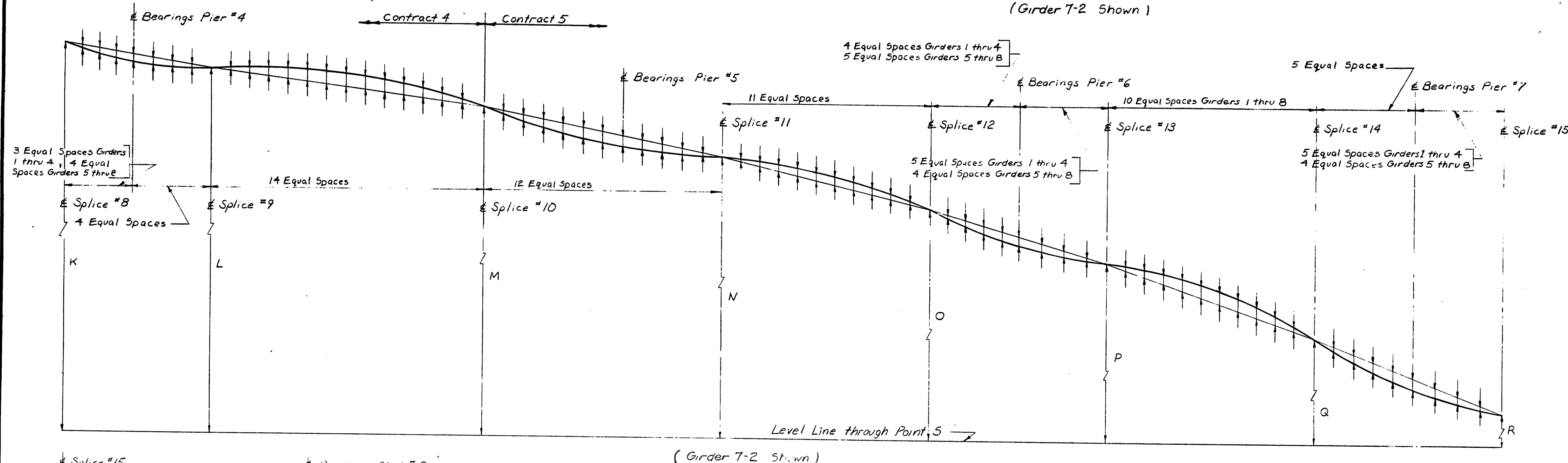
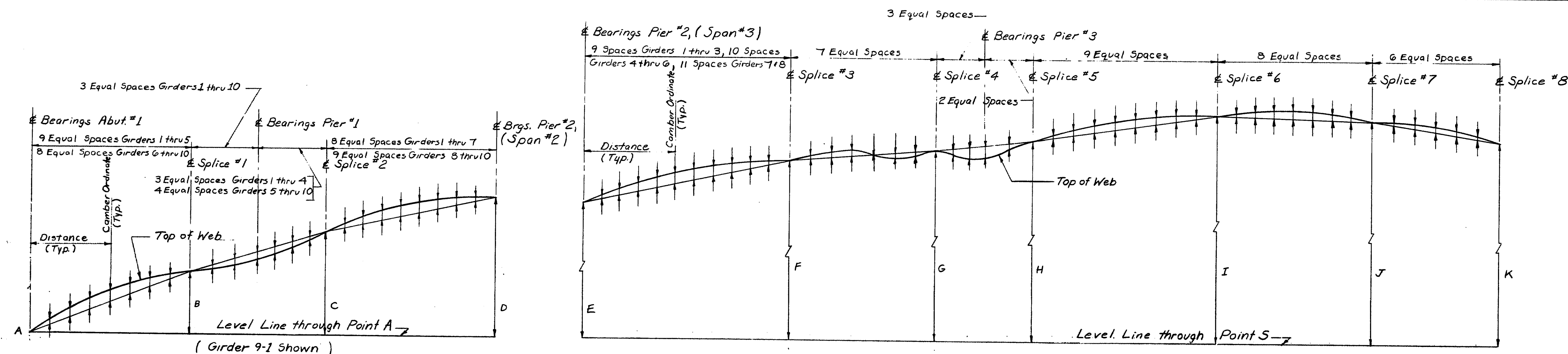
DATE	BY	REVISIONS
4-83	JAF	DESIGN - DETAILED
10/83	TJM	CHECKED
10/83	TJM	FIELD CHANGE

REVISION 44-12 4/7/84





F.R.D. DES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	46	114



CAMBER DIAGRAM

NOTES

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

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

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

AUGUSTA, MAINE Sept. 1983

As Built Fall 1994

107-179

PROJECT DESIGN ENGINEER	DATE
DESIGNED	8/1/83
CHECKED	8/1/83
REVISIONS	
FIELD CHANGES	

BRUNING 44132 47101

PROJECT NUMBER 395-8(2) 47 1/4  
 DATE 5/82  
 BY J.A.F.  
 DESIGN - DETAILED  
 PLANS  
 REVISIONS  
 FIELD CHANGES

			R.R. & B.R. NO.		STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
			1		MAINE	395-B(2)	47	114

Girder		A	E Brgs. About										Splice #1	B	Splice #1	E Brgs. Pier 1										Splice #2	C	Splice #2	E Brgs. Pier 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	30.00	40.00	50.00	60.00	70.00	80.00	90.00	4'-5 1/8"	0.00	10.00	20.00	30.00	40.00	50.00	60.00	70.00	80.00	90.00	6'-3 1/2"				
	Camber	0"	0"	1/8"	1 3/16"	2 5/16"	2 1/2"	2 3/16"	2 3/8"	1 1/4"	7/8"	0"		0"	- 3/16"	- 1"	- 1"	- 1 3/16"	- 7/16"	- 3/8"	0"				0"	0"	9/16"	1 7/16"	1 7/16"	1 3/8"	1 1/4"	1 1/4"	1 1/4"	0"					
2-1	Distance	0"	0.00	9.68	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	30.00	40.00	50.00	60.00	70.00	80.00	90.00	4'-2"	0.00	9.84	19.68	29.52	39.36	49.20	59.05	68.89	78.73	88.57	5'-10 3/8"				
	Camber	0"	0"	1 1/16"	1 3/4"	2 1/4"	2 7/16"	2 1/2"	2 1/4"	1 5/8"	7/8"	0"		0"	- 7/16"	- 1 1/16"	- 7/8"	- 3/4"	- 3/8"	0"				0"	0"	0"	1/2"	1 3/16"	1 3/16"	1 3/16"	1 1/4"	1"	9/16"	0"					
3-1	Distance	0"	0.00	9.67	19.34	29.01	38.68	48.35	58.02	67.69	77.36	87.03	2'-5 3/16"	0.00	10.00	20.00	30.00	40.00	50.00	60.00	70.00	80.00	90.00	3'-10 1/4"	0.00	9.99	19.97	29.94	39.91	49.88	59.85	69.82	79.79	89.76	5'-5 1/2"				
	Camber	0"	0"	1"	1 1/16"	2 1/8"	2 1/8"	2 3/8"	2 1/8"	1 3/16"	13/16"	0"		0"	- 3/8"	- 3/8"	- 3/4"	- 1 1/16"	- 3/8"	0"				0"	0"	0"	0"	1/2"	1 1/16"	1 1/4"	1 5/16"	1 1/4"	1 1/2"	0"					
4-1	Distance	0"	0.00	9.66	19.33	28.99	38.66	48.32	57.99	67.65	77.32	86.99	2'-3 5/16"	0.00	10.00	20.00	30.00	40.00	50.00	60.00	70.00	80.00	90.00	3'-7 3/8"	0.00	10.14	20.27	30.41	40.54	50.68	60.81	70.95	81.08	91.22	5'-2 1/2"				
	Camber	0"	0"	7/8"	1 3/16"	2"	2 1/4"	2 1/4"	2"	1 1/2"	3/4"	0"		0"	- 3/16"	- 3/16"	- 3/4"	- 3/8"	- 3/8"	0"				0"	0"	0"	1/2"	1 3/16"	1 1/4"	1 3/16"	1 1/4"	1 5/16"	1 1/2"	0"					
5-1	Distance	0"	0.00	9.67	19.33	29.00	38.67	48.33	58.00	67.67	77.34	87.00	2'-4 1/16"	0.00	10.00	20.00	30.00	40.00	50.00	60.00	70.00	80.00	90.00	3'-10 1/4"	0.00	10.29	20.58	30.87	41.16	51.45	61.74	72.03	82.32	92.61	5'-4 5/8"				
	Camber	0"	0"	1 1/16"	1 1/2"	1 13/16"	2 3/16"	2 1/16"	1 7/8"	1 3/8"	3/4"	0"		0"	- 3/16"	- 3/16"	- 3/4"	- 1 1/16"	- 1/2"	- 1/4"	0"			0"	0"	0"	9/16"	1 1/16"	1 3/8"	1 1/2"	1 7/8"	1 1/2"	1 3/8"	0"					
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"	0.00	10.43	20.86	31.29	41.71	52.14	62.57	72.99	83.42	93.85	5'-5 1/8"				
	Camber	0"	0"	3/4"	1 3/8"	1 3/4"	1 7/8"	1 3/4"	1 5/16"	3/4"	0"			0"	- 3/8"	- 1 1/16"	- 7/8"	- 3/4"	- 3/16"	- 1/16"	0"			0"	0"	0"	1 1/16"	1 1/4"	1 5/8"	1 3/4"	1 5/8"	1 1/4"	1 1/16"	0"					
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 13/16"	0.00	11.67	23.33	35.00	46.67	58.33	70.00	81.67	93.33	105.00	4'-0 9/8"	0.00	10.59	21.19	31.78	42.38	52.97	63.57	74.16	84.76	95.35	5'-7 3/8"				
	Camber	0"	0"	13/16"	1 1/2"	1 13/16"	2 1/16"	1 3/16"	1 1/2"	13/16"	0"			0"	- 3/16"	- 3/16"	- 3/4"	- 1 1/16"	- 1/2"	- 1/4"	0"			0"	0"	0"	3/4"	1 1/4"	1 1 1/16"	1 13/16"	1 3/4"	1 5/16"	1 1/16"	0"					
8-1	Distance	0"	0.00	10.26	20.52	30.78	41.04	51.30	61.56	71.82	82.07	92.33	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'-2 1/16"	0.00	10.59	21.19	31.78	42.38	52.97	63.57	74.16	84.76	95.35	5'-9 3/8"				
	Camber	0"	0"	7/8"	1 1/16"	2 1/16"	2 1/4"	2 3/16"	1 3/4"	1 13/16"	15/16"	0"		0"	- 1/4"	- 1/2"	- 5/8"	- 5/8"	- 7/16"	- 1/4"	0"			0"	0"	0"	3/4"	1 1/4"	1 1 1/16"	1 13/16"	1 3/4"	1 5/16"	1 1/16"	0"					
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"	0.00	10.72	21.43	32.14	42.85	53.56	64.27	74.98	85.69	96.40	5'-9 1/4"				
	Camber	0"	0"	7/8"	1 1/16"	2 1/16"	2 5/16"	2 1/4"	1 13/16"	15/16"	0"			0"	- 1/4"	- 1/2"	- 5/8"	- 5/8"	- 1/2"	- 1/4"	0"			0"	0"	0"	13/16"	1 1/16"	1 7/8"	2 1/8"	2 3/16"	1 5/16"	1 7/16"	3/4"					
10-1	Distance	0"	0.00	10.28	20.56	30.84	41.12	51.40	61.67	71.95	82.23	92.50	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 1/16"	0.00	10.87	21.74	32.61	43.48	54.35	65.22	76.09	86.96	97.83	5'-7 3/8"				
	Camber	0"	0"	7/8"	1 1/16"	2 1/16"	2 7/16"	2 1/4"	1 13/16"	15/16"	0"			0"	- 1/4"	- 1/2"	- 5/8"	- 5/8"	- 1/2"	- 1/4"	0"			0"	0"	0"	7/8"	1 7/16"	1 13/16"	2 3/16"	2 1/16"	2"	1 1/2"	3/4"					

Girder		E	E Brgs. Pier 2										Splice #3	F	Splice #3	E Brgs. Pier 1										Splice #4	G	Splice #4	E Brgs. Pier 3										Splice #5	H
1-2	Distance	11'-4 1/16"	0.00	9.94	19.89	29.83	39.78	49.72	59.67	69.61	79.56	89.50	13'-3 1/16"	0.00	10.71	21.43	32.14	42.85	53.56	64.27	74.98	85.69	96.40	14'-1 1/16"	0.00	10.71	21.43	32.14	42.85	53.56	64.27	74.98	85.69	96.40	14'-10"					
	Camber	0"	0"	1/2"	1"	1 5/16"	1 1/2"	1 3/16"	1 3/8"	1 1/16"	1 1/8"	5/8"		0"	1/8"	1/8"	1/8"	1/8"	0"	- 1/16"	- 1/16"	0"			0"	0"	- 3/16"	- 3/16"	- 3/16"	- 3/16"	- 3/16"	0"								
2-2	Distance	11'-11 7/16"	0.00	10.23	20.46	30.69	40.92	51.15	61.38	71.61	81.84	92.08	13'-9 1/8"	0.00	10.71	21.43	32.14	42.85	53.56	64.27	74.98	85.69	96.40	14'-7"	0.00	10.71	21.43	32.14	42.85	53.56	64.27	74.98	85.69	96.40	15'-2 1/16"					
	Camber	0"	0"	1/2"	1"	1 1/16"	1 1/2"	1 1/16"	1 1/4"	1 1/8"	3/8"	0"		0"	1/8"	1/8"	1/8"	1/8"	0"	- 1/16"	- 1/16"	0"			0"	0"	- 3/16"	- 3/16"	- 3/16"	- 3/16"	- 3/16"	0"								
3-2	Distance	12'-6 1/4"	0.00	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	21.43	32.14	42.85	53.56	64.27	74.98	85.69	96.40	15'-0 7/16"	0.00	10.71	21.43	32.14	42.85	53.56	64.27	74.98	85.69	96.40	15'-7 13/16"					
	Camber	0"	0"	3/16"	1 1/16"	1 1/16"	1 5/8"	1 1/4"	1 3/16"	1 3/16"	1 1/16"	0"		0"	1/8"	1/8"	1/8"	1/8"	0"	- 1/16"	- 1/16"	0"			0"	0"	- 3/16"	- 3/16"	- 3/16"	- 3/16"	- 3/16"	0"								
4-2	Distance	13'-7"	0.00	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	53.56	64.27	74.98	85.69	96.40	15'-11 3/4"	0.00	10.71	21.43	32.14	42.85	53.56	64.27	74.98	85.69	96.40	16'-6 3/4"					
	Camber</																																							

[illegible][illegible]

Order		Splice #12	O	Splice #12										Splice #13	P	Splice #13													Splice #14		
1-2	Distance	105.00	11'-11 1/16"	0.00	11.25	22.50	33.75							6 Fr, Per 6	9.00	18.00	27.00	36.00	45.00												
	Camber	0"		0"	-1/4"	-1/2"	-11/16"							-1/16"	-11/16"	-9/16"	-3/8"	-3/16"	0"	9'-9 13/16"	0"	10.50	21.00	31.50	42.00	52.50	63.00	73.50	84.00	94.50	105.00
2-2	Distance		11'-11 1/16"	0.00	11.25	22.50	33.75							6 Fr, Per 6	9.00	18.00	27.00	36.00	45.00												
	Camber			0"	-1/4"	-1/2"	-11/16"							-1/16"	-11/16"	-9/16"	-3/8"	-3/16"	0"	9'-9 13/16"	0"	10.50	21.00	31.50	42.00	52.50	63.00	73.50	84.00	94.50	105.00
3-2	Distance	105.00	11'-11 1/16"	0.00	11.25	22.50	33.75							6 Fr, Per 6	9.00	18.00	27.00	36.00	45.00												
	Camber	0"		0"	-1/4"	-1/2"	-11/16"							-1/16"	-11/16"	-9/16"	-3/8"	-3/16"	0"	9'-9 13/16"	0"	10.50	21.00	31.50	42.00	52.50	63.00	73.50	84.00	94.50	105.00
4-2	Distance	105.00	11'-11 1/16"	0.00	11.25	22.50	33.75							6 Fr, Per 6	9.00	18.00	27.00	36.00	45.00												
	Camber	0"		0"	-1/4"	-1/2"	-11/16"							-1/16"	-11/16"	-9/16"	-3/8"	-3/16"	0"	9'-9 13/16"	0"	10.50	21.00	31.50	42.00	52.50	63.00	73.50	84.00	94.50	105.00
5-2	Distance	105.00	11'-11 1/8"	0.00	9.00	18.00	27.00	36.00						6 Fr, Per 6	11.25	22.50	33.75	45.00													
	Camber	0"		0"	1/16"	-3/8"	-1/16"	-11/16"						-1/16"	-1/4"	-1/2"	-3/4"	-5/8"	0"	9'-9 3/4"	0"	10.50	21.00	31.50	42.00	52.50	63.00	73.50	84.00	94.50	105.00
6-2	Distance	105.00	11'-11 1/2"	0.00	9.00	18.00	27.00	36.00						6 Fr, Per 6	11.25	22.50	33.75	45.00													
	Camber	0"		0"	1/16"	-3/8"	-1/16"	-11/16"						-1/16"	-1/4"	-1/2"	-3/4"	-5/8"	0"	9'-9 3/4"	0"	10.50	21.00	31.50	42.00	52.50	63.00	73.50	84.00	94.50	105.00
7-2	Distance	105.00	11'-11 5/16"	0.00	9.00	18.00	27.00	36.00						6 Fr, Per 6	11.25	22.50	33.75	45.00													
	Camber	0"		0"	-1/16"	-1/2"	-9/16"	-11/16"						-1/16"	-1/4"	-1/2"	-3/4"	-5/8"	0"	9'-9 13/16"	0"	10.50	21.00	31.50	42.00	52.50	63.00	73.50	84.00	94.50	105.00
8-2	Distance	105.00	12'-0 3/16"	0.00	9.00	18.00	27.00	36.00						6 Fr, Per 6	11.25	22.50	33.75	45.00													
	Camber	0"		0"	-1/16"	-1/2"	-9/16"	-11/16"						-1/16"	-1/4"	-1/2"	-3/4"	-5/8"	0"	9'-9 13/16"	0"	10.50	21.00	31.50	42.00	52.50	63.00	73.50	84.00	94.50	105.00

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

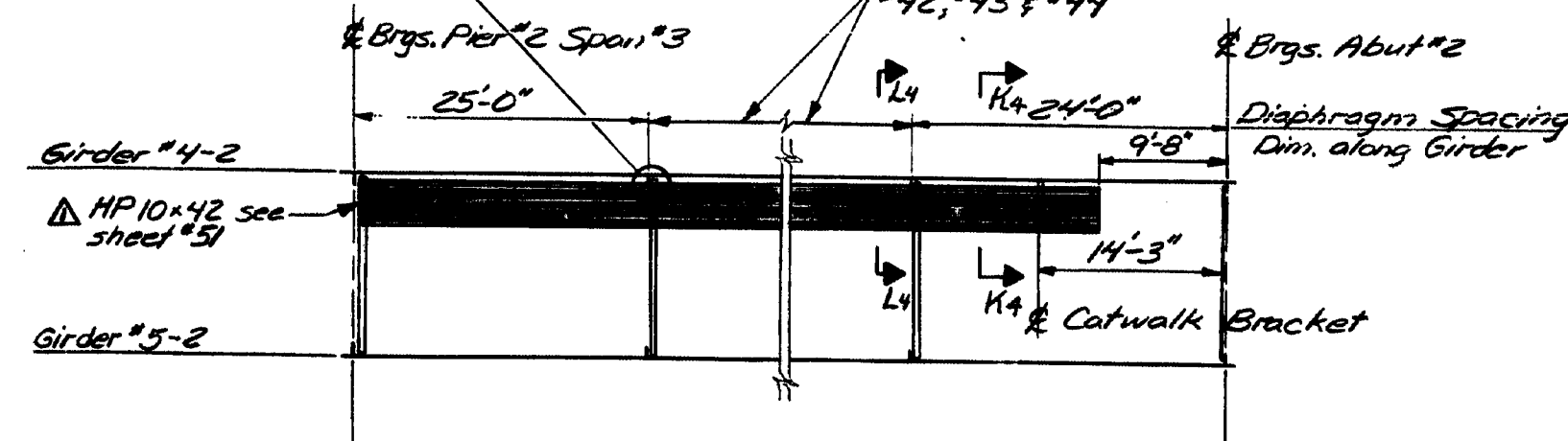
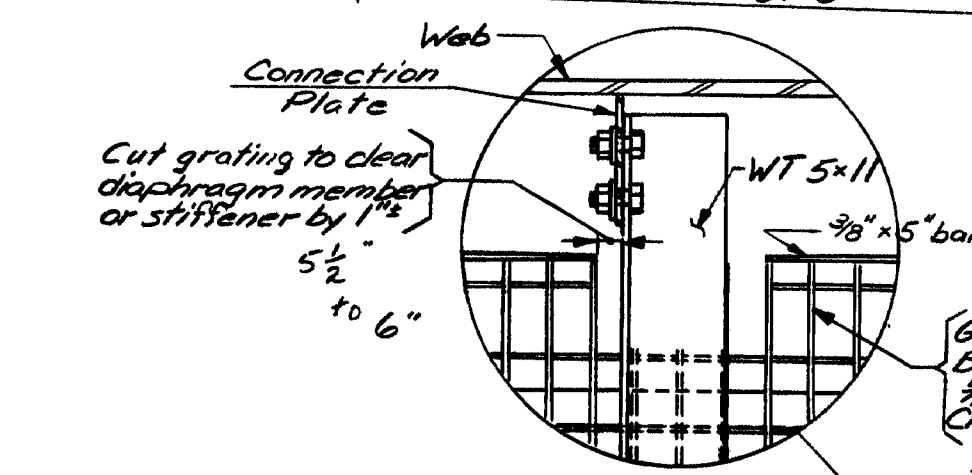
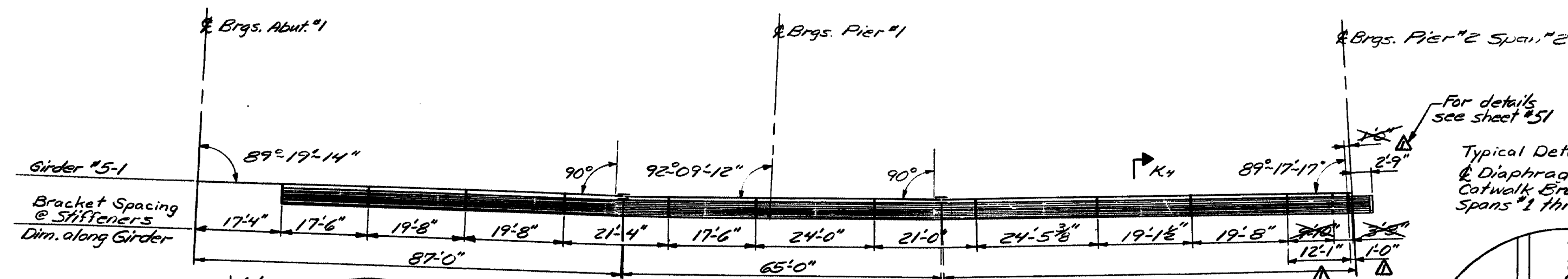
**I-395 BRIDGE  
OVER  
PENOBSCOT RIVER  
BANGOR - BREWER  
PENOBSCOT COUNTY  
CAMBER TABLE**

AUGUSTA, MAINE Sept. 1983

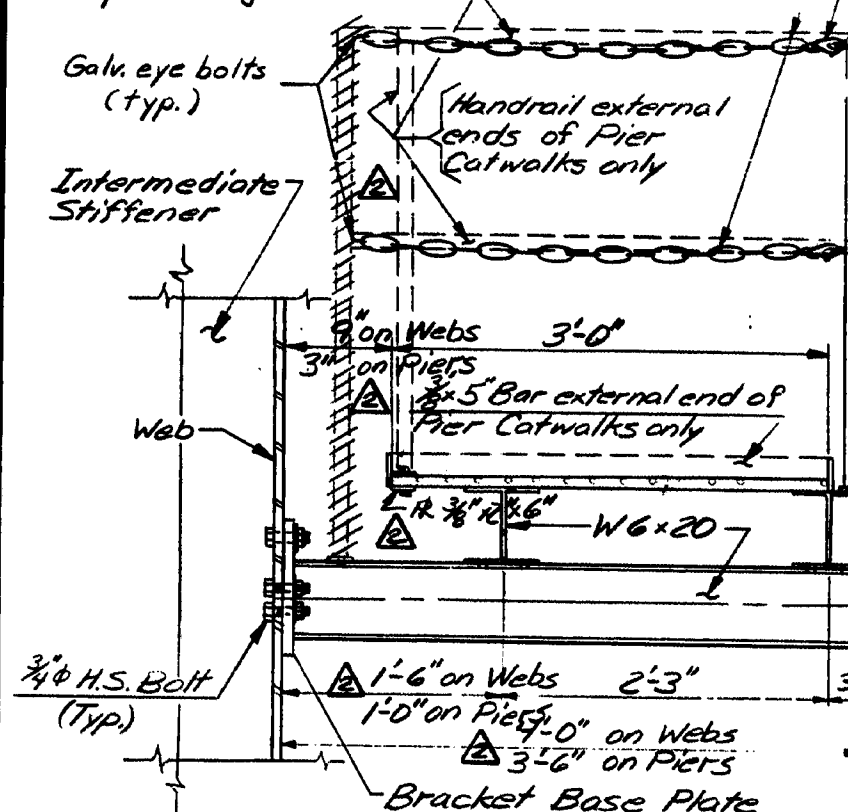
As Bunt 401/2 - 5/94



STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	395-8(82)	50	114

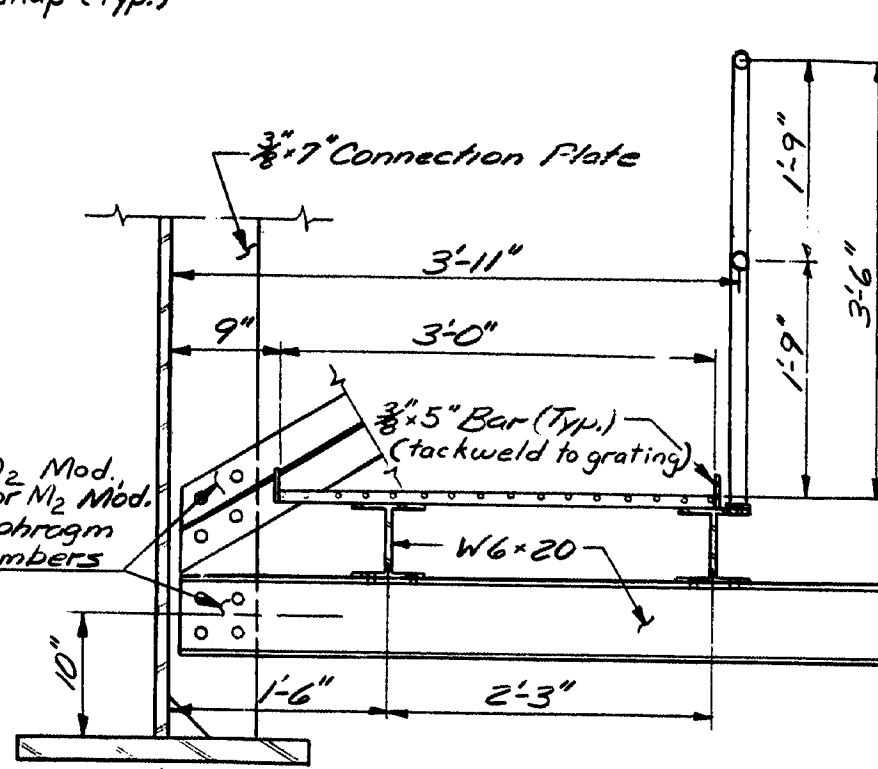


Install two Safety Chains, 4 galvanized eye bolts and two swivel eye utility snaps at each ladder opening and at each end of the longitudinal catwalk as approved by the Engineer.



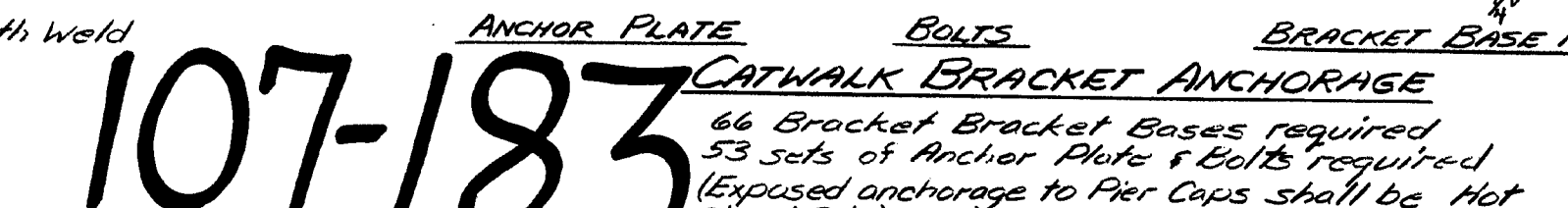
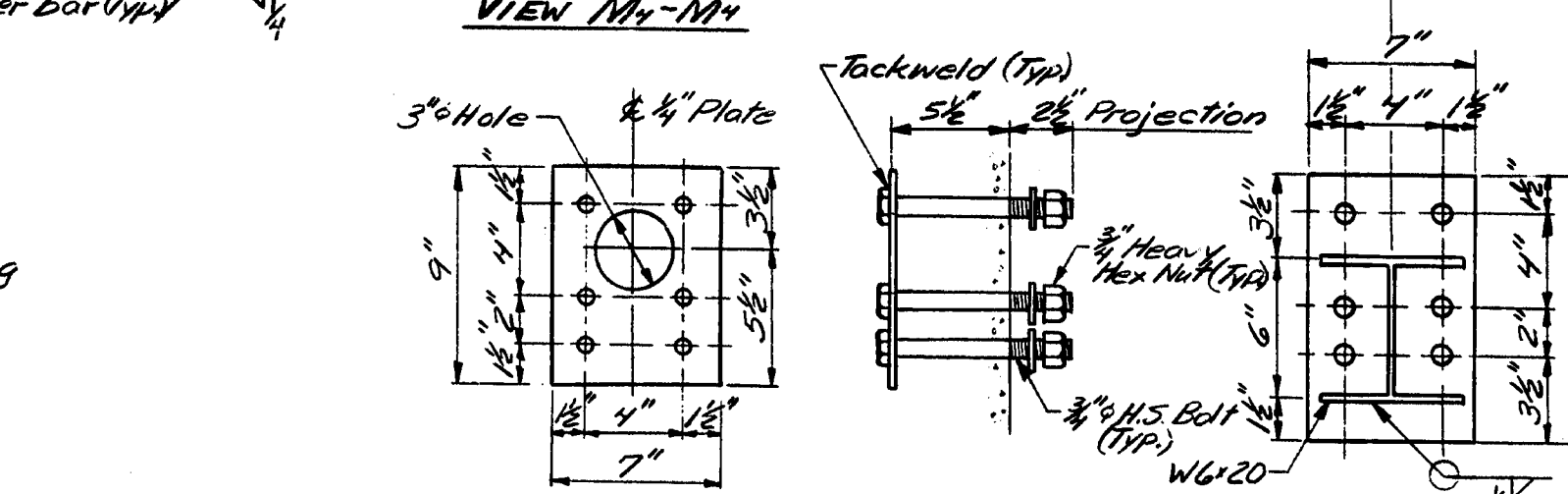
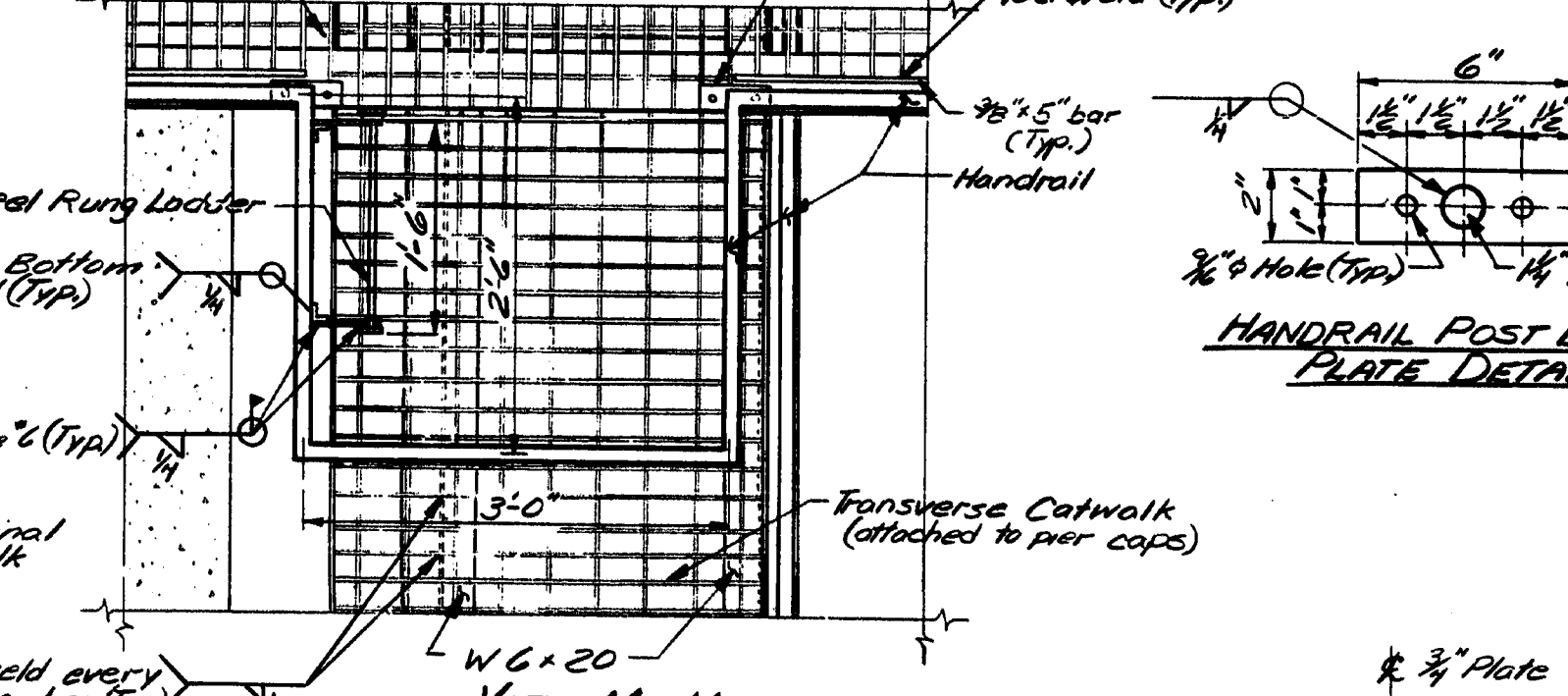
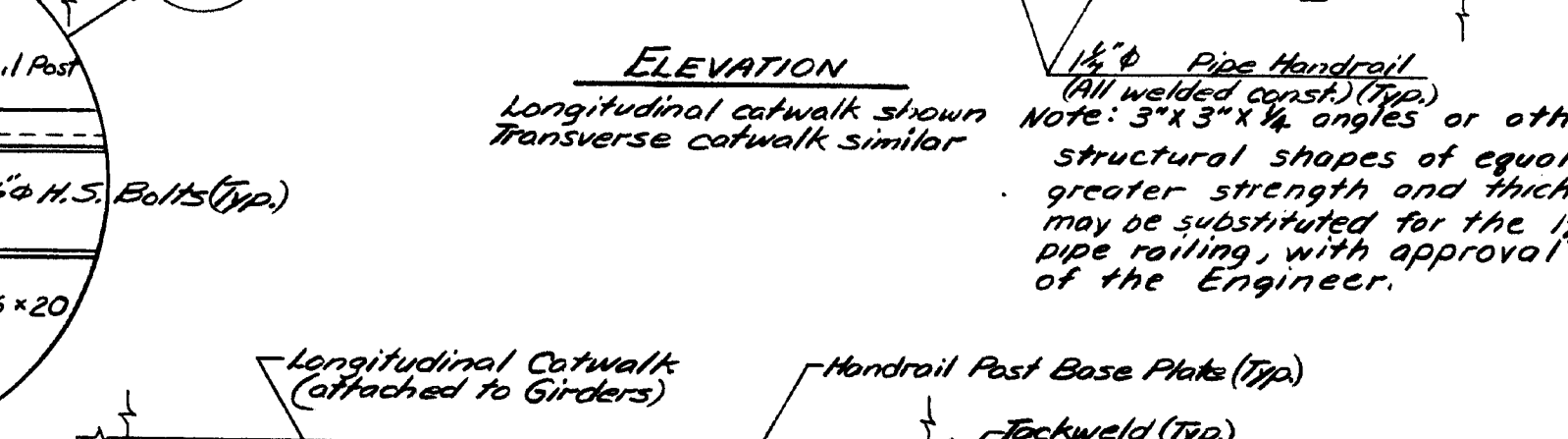
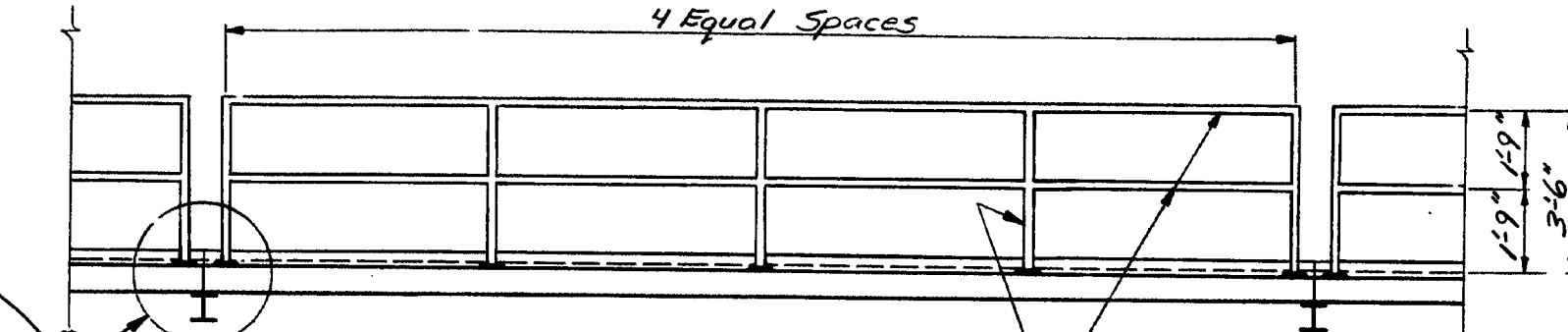
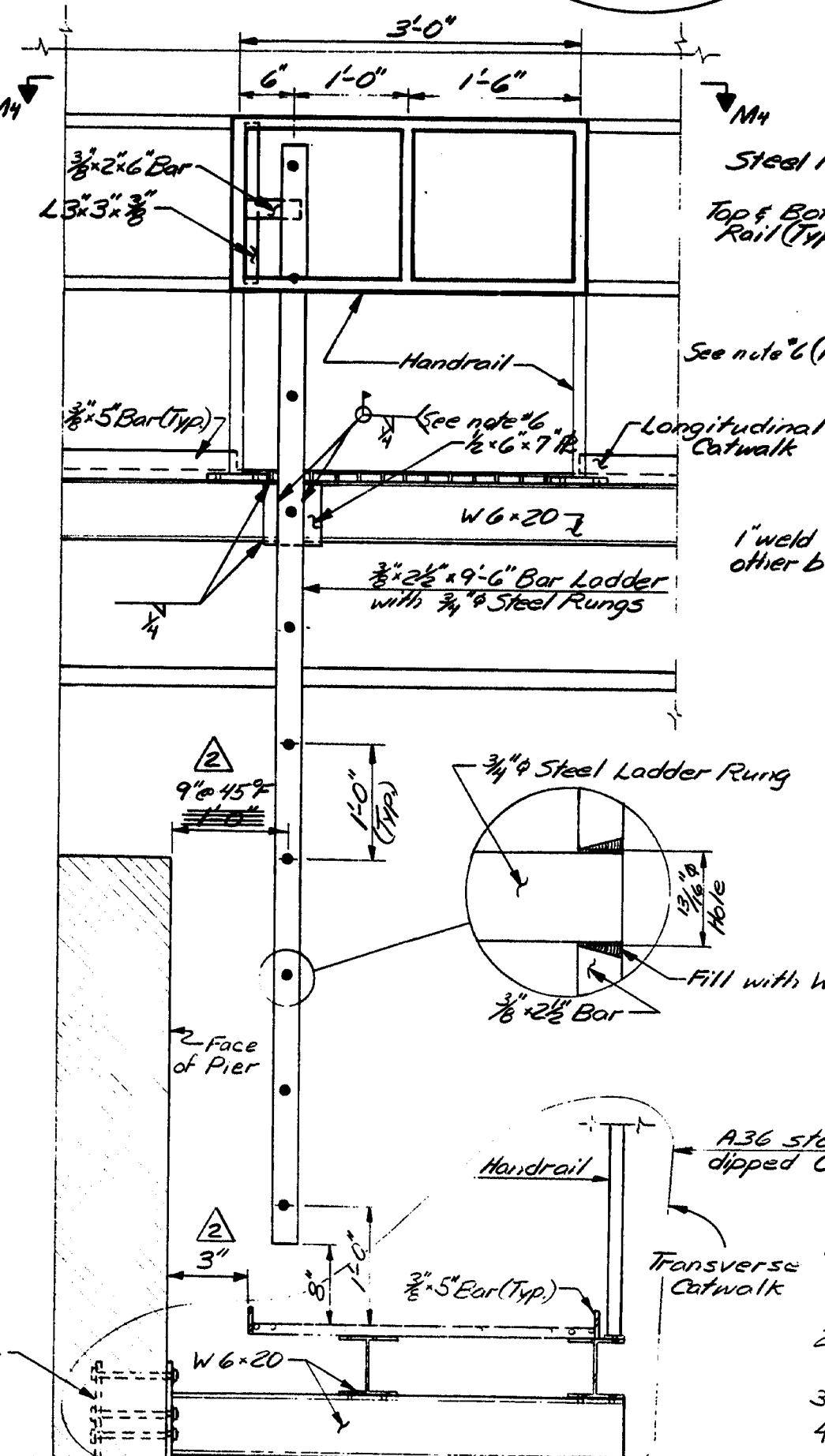
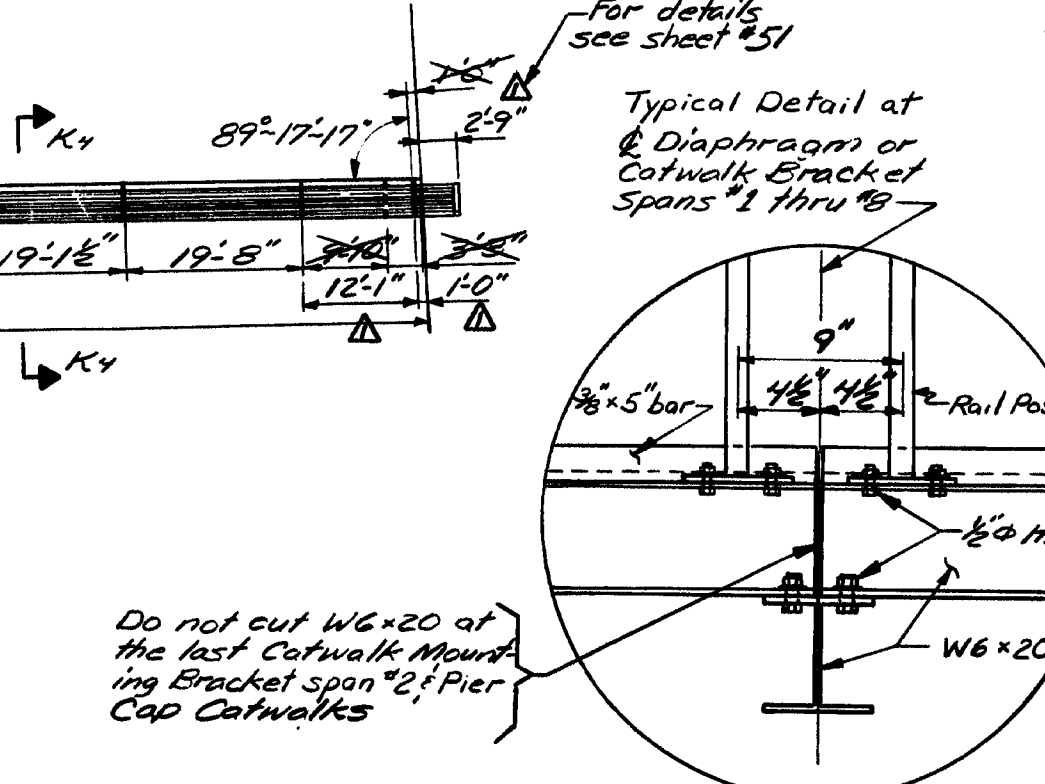
12 required on Girder #5-1 Spans #1 & #2  
1 required on Girder #4-2 Span #5  
9 required on Pier #2  
10 required on Pier #3  
8 required on Pier #4  
6 required on Pier #5  
6 required on Pier #6  
6 required on Pier #7  
(Total required 66)

Swivel eye utility snap (typ.)



SECTION L4-L4

Catwalk bracket anchorage



66 Bracket Bases required  
53 sets of Anchor Plate & Bolts required  
(Exposed anchorage to Pier Caps shall be Hot Dipped Galv.)

- CATWALK NOTES**
1. All catwalk materials not attached to the piers shall conform to ASTM A588. All other materials shall be galvanized ASTM A36 steel unless otherwise noted.
  2. Transverse Catwalk Units will be fabricated full length as shown on the plans.
  3. For Limits of contracts 4 & 5 see sheet #43.
  4. The Longitudinal Catwalk shall be installed full length in the center bay between steel girders, with transverse catwalks along east side of each pier cap.
  5. The grating may be attached by another method if approved by the Engineer.
  6. Bolt may be used subject to approval by the Engineer.

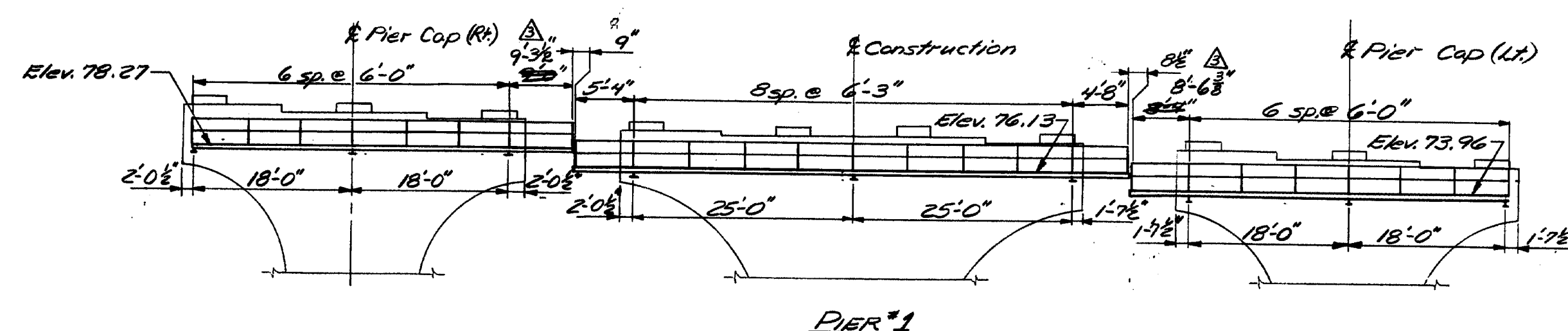
Revision	Description	Date
1	Moved Catwalk Ladder closer to pier cap	7-3-84
2	Altered Catwalk @ Pier #2	5-2-84

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

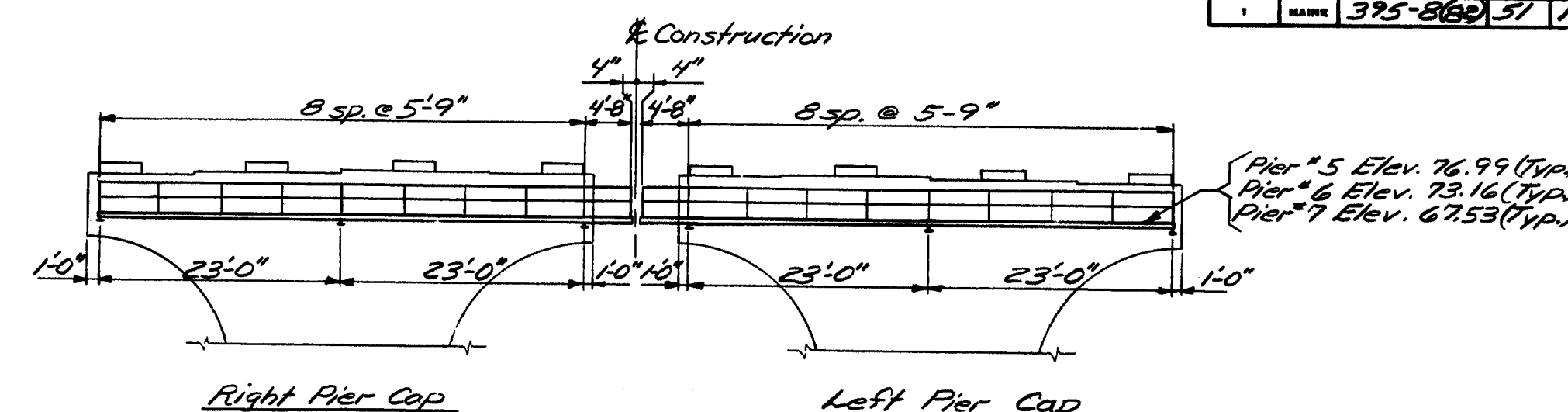
107-183

As Built

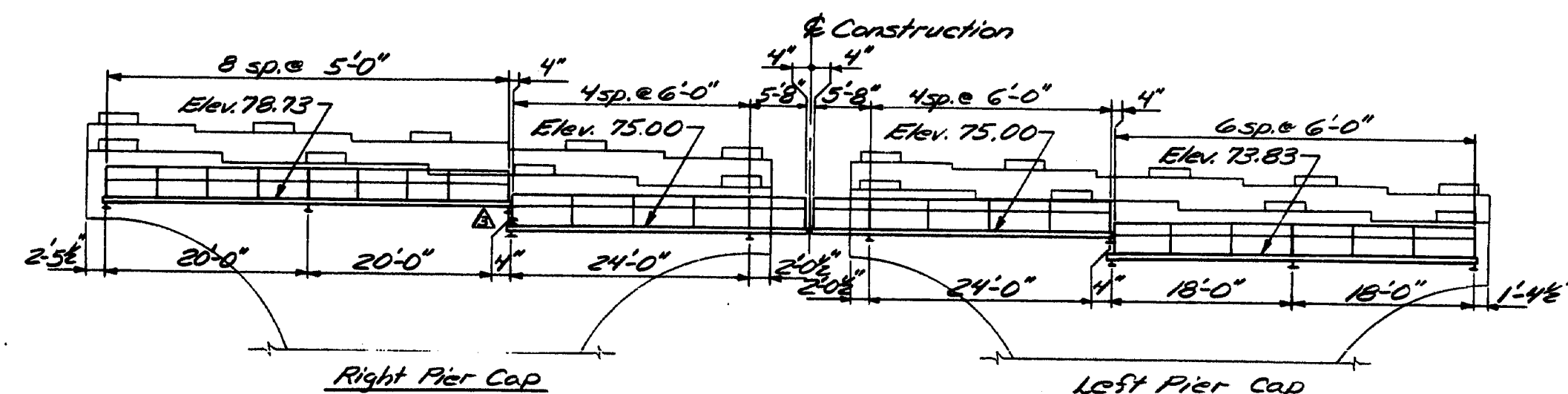
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	395-860	51	114



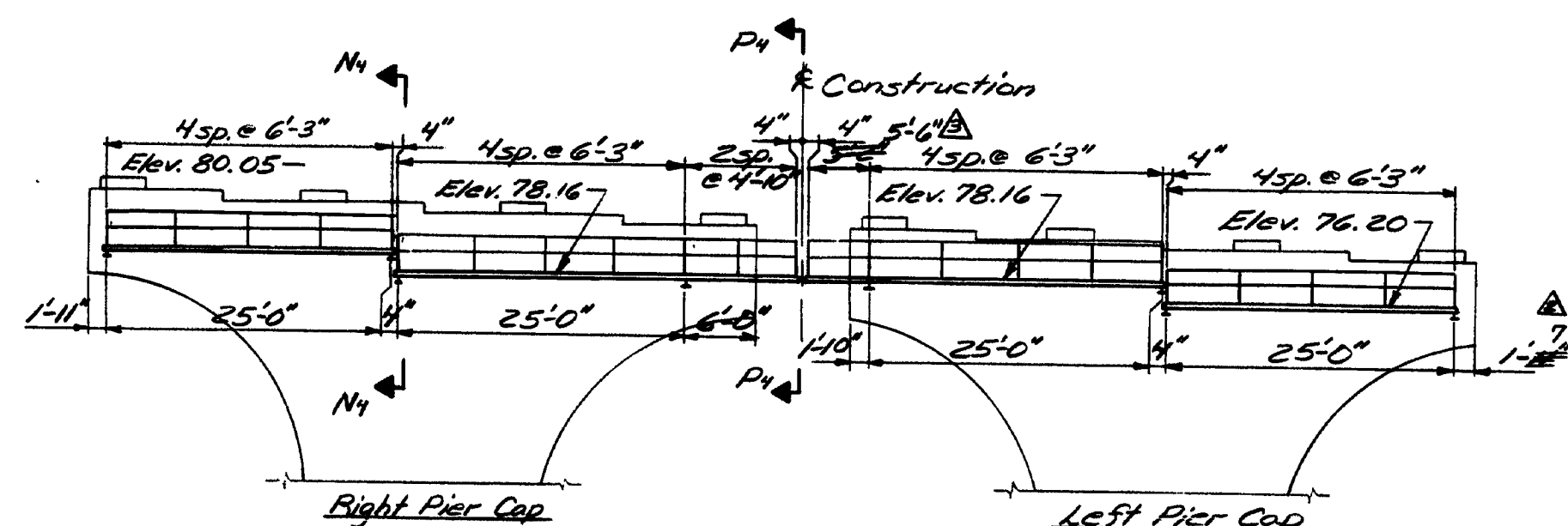
PIER #1



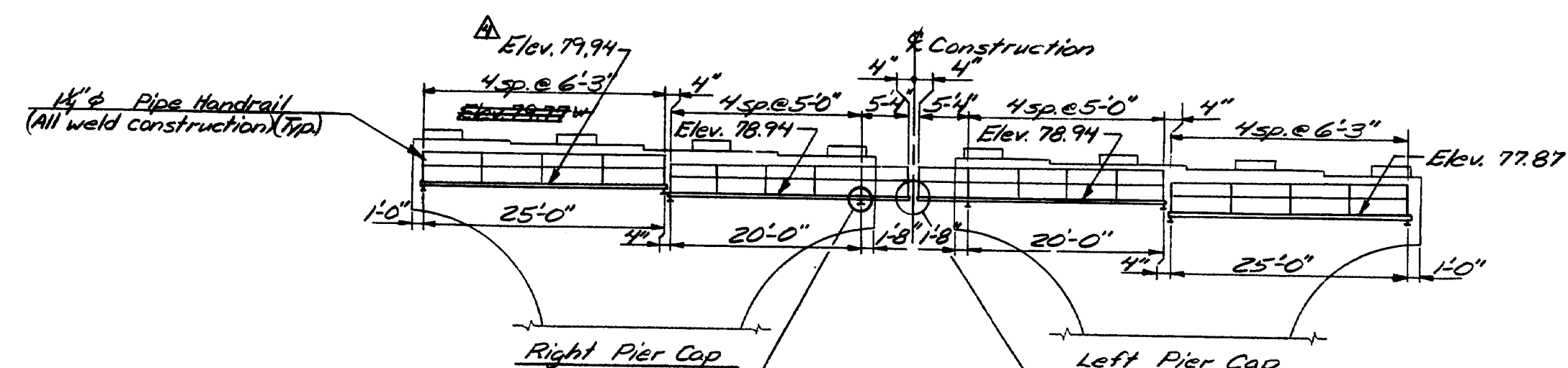
PIERS #5 #6 & #7



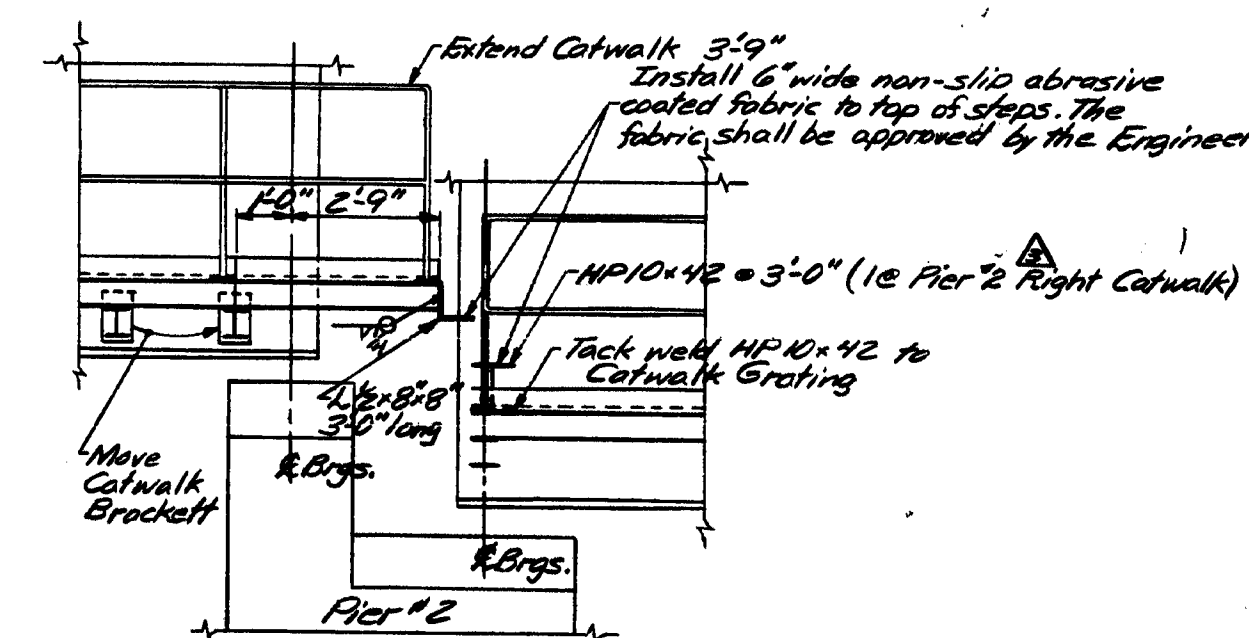
PIER #2



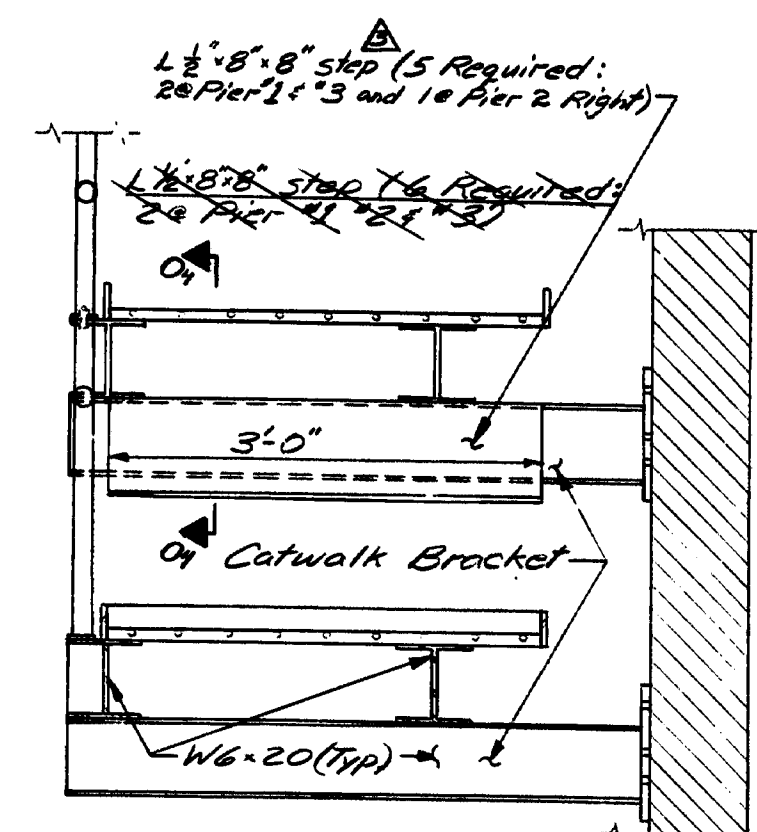
PIER #3



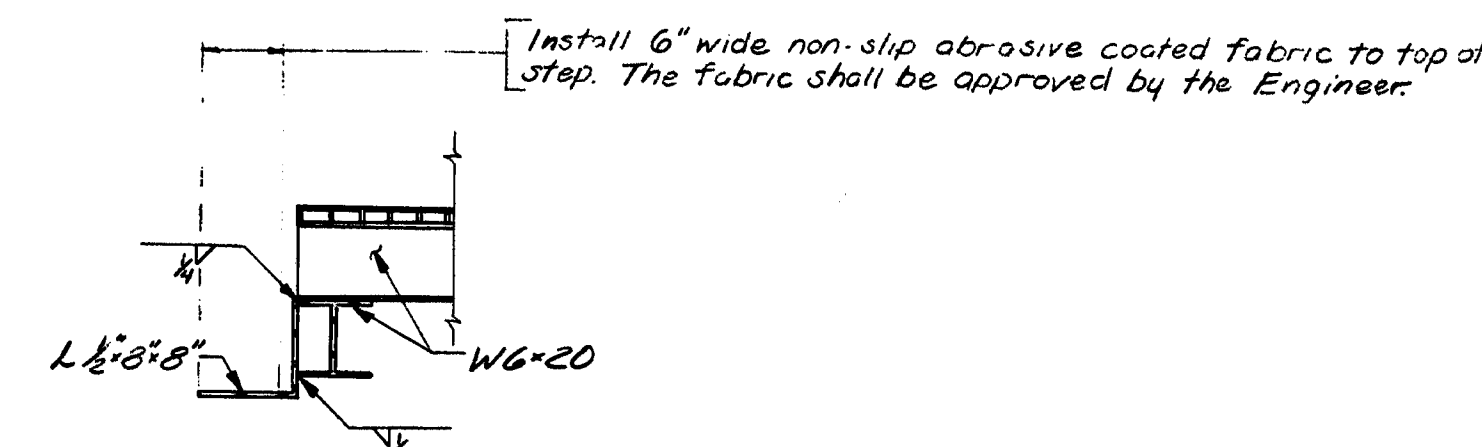
PIER #4



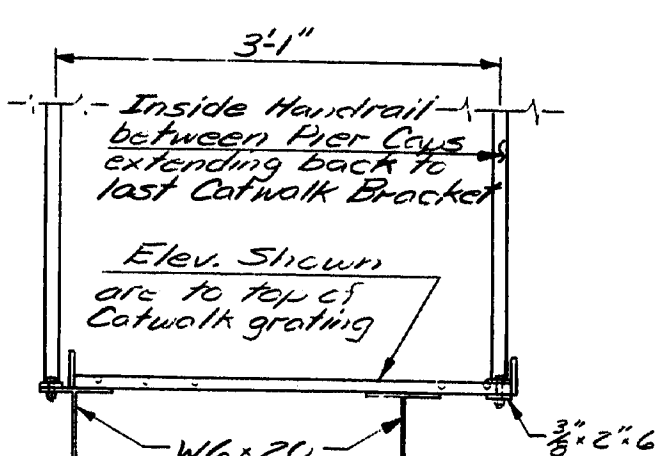
REVISD CATWALK DETAIL



SECTION N1-N1



SECTION O1-O1



SECTION P1-P1

107-184

Revision	Description	Date
1	Elev. & Pier #4 Right	1-17-85
2	Section N1-N1 steps, dimensions & Piers 1 & 2	1-7-85
3	Add HP10x42 to Pier #2	8-13-84
4	Pier #3	5-2-84
5	Catwalk Detail	5-2-84

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

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

CATWALK

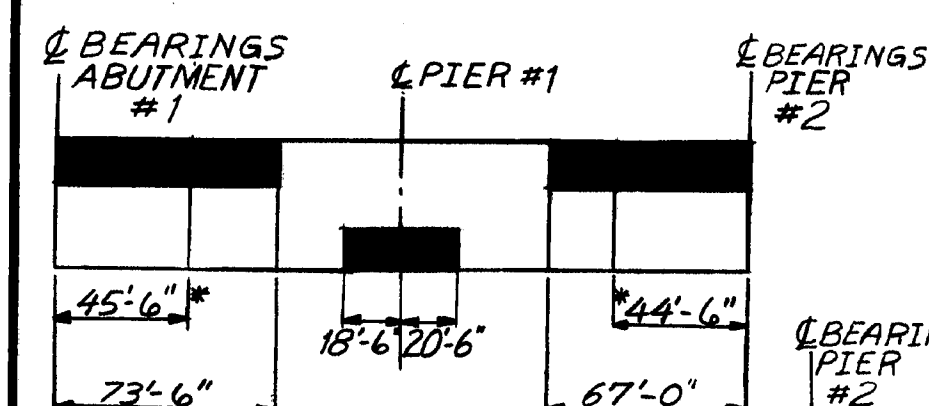
AUGUSTA, MAINE Sept. 1983

As Built Jan. 1984 5/19A Steel

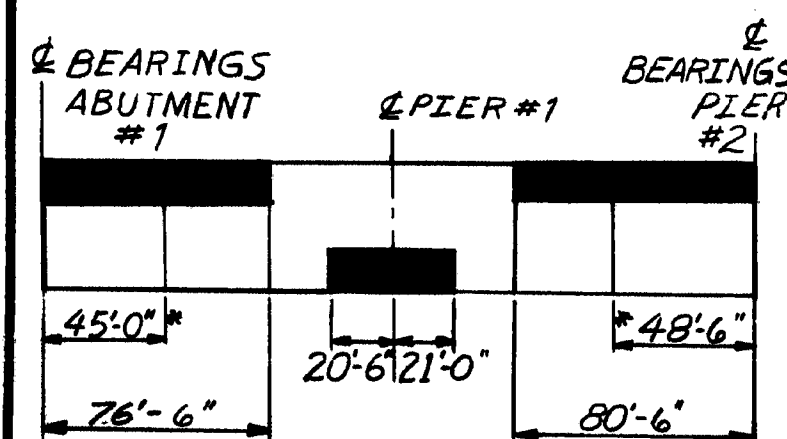
PROJECT ENGINEER	DATE
W. J. B. B.	1/17/85
DESIGN - DETAIL	CHECKED
W. J. B. B.	W. J. B. B.
REVISIONS	FIELD CHANGES
1	1

REVISION 4/15/85 47101

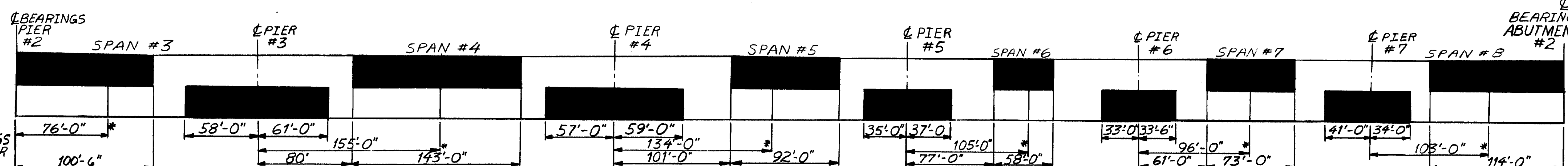
FILE NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	52	114



GIRDERS 1-5



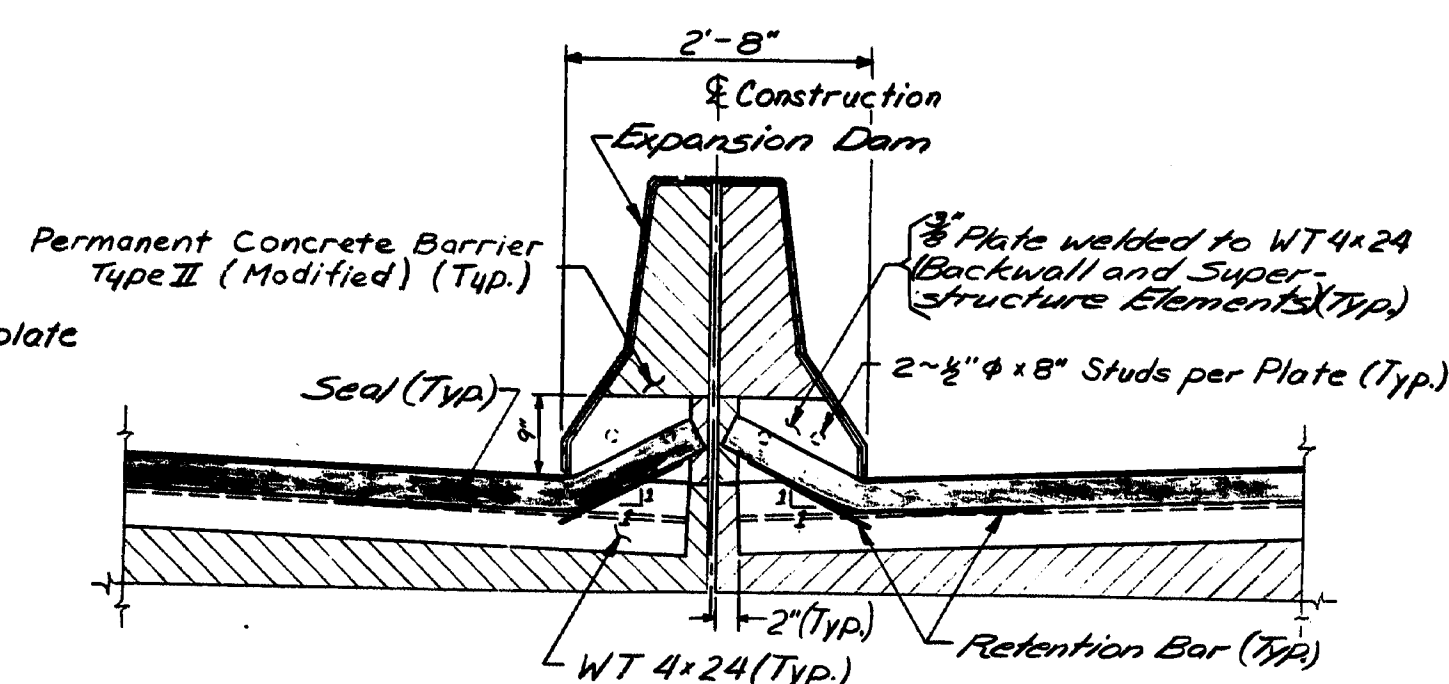
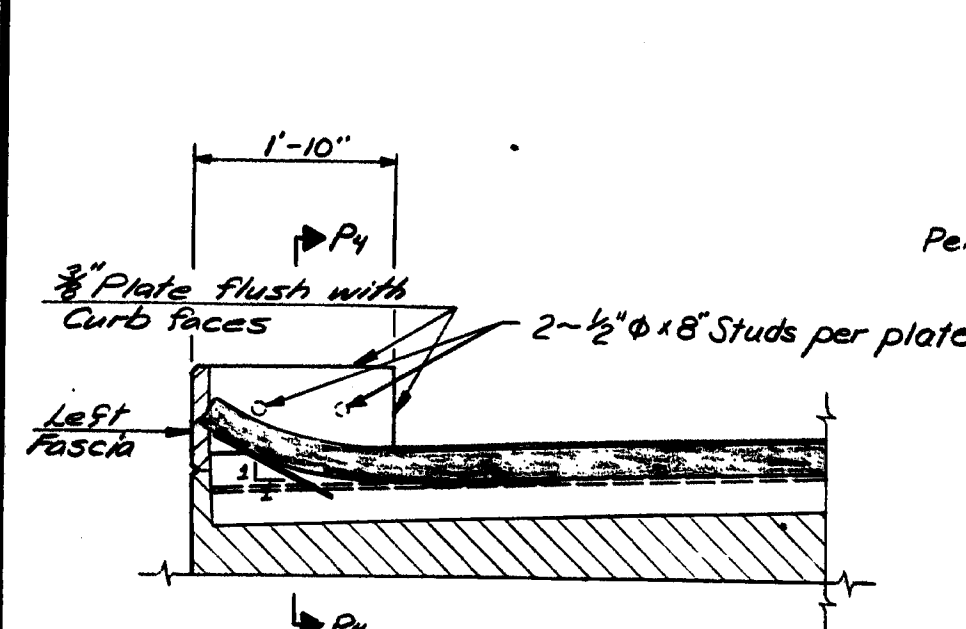
GIRDERS 5-10



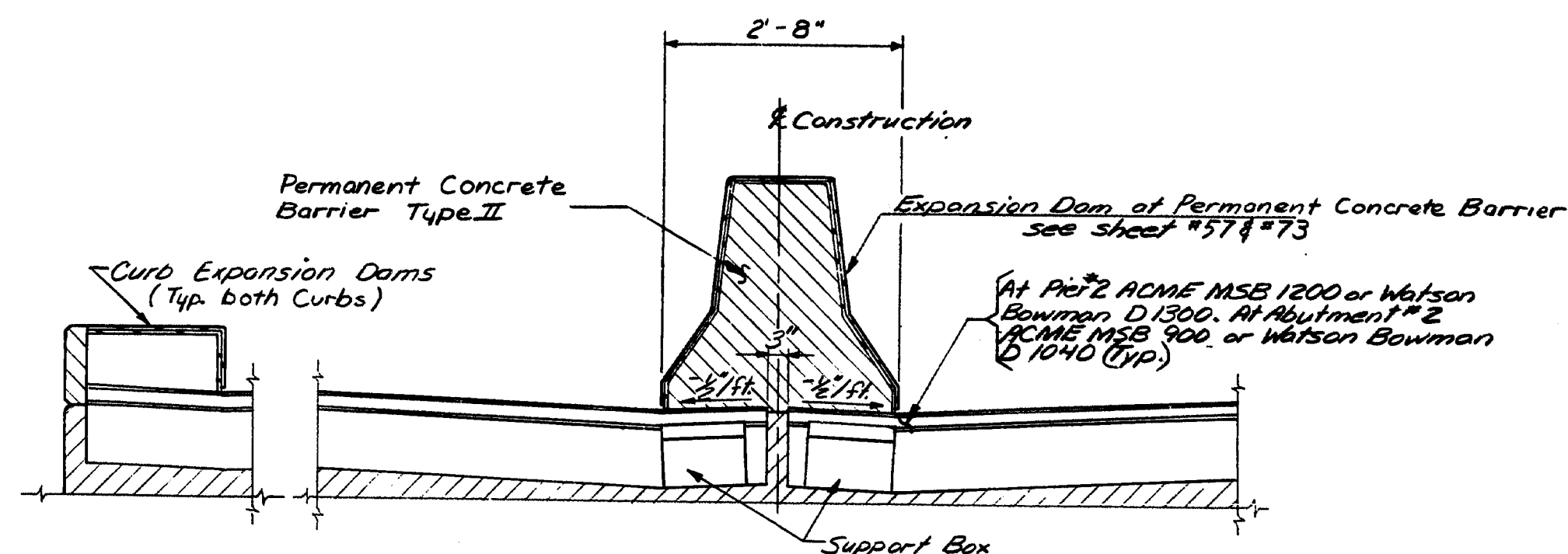
GIRDERS 1-8

### BEAM STRESS DIAGRAM

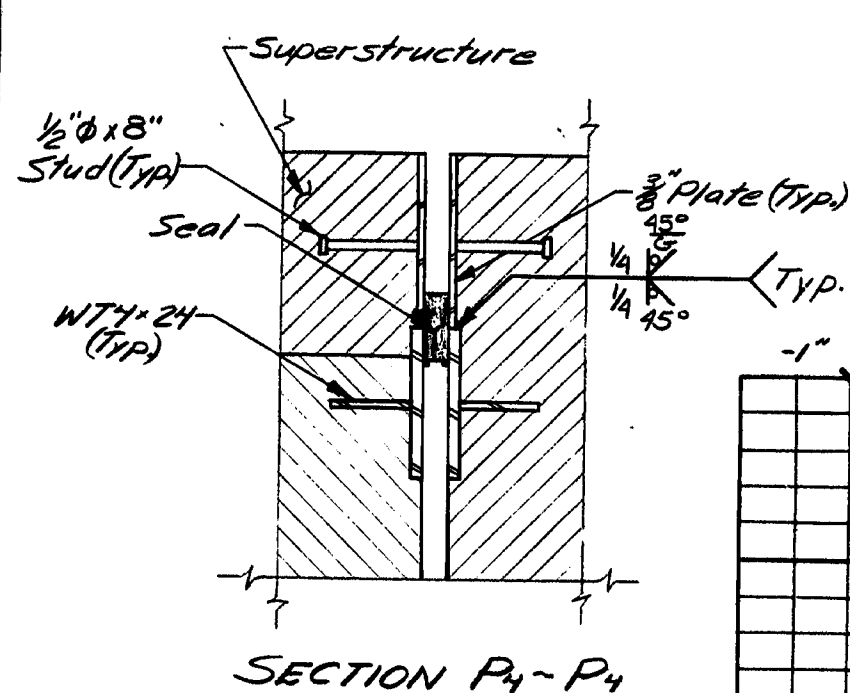
- 1- ■ = Areas of the girder which will always be in compression. All other areas will be in tension or have stress reversals.
- 2- \* = Points of maximum positive moment.



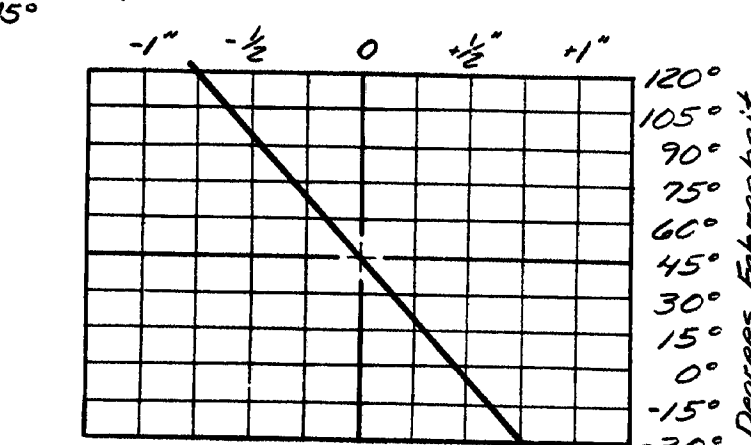
COMPRESSION SEAL ELEVATION  
For details not shown see sheets 57, 73 & 108



MODULAR EXPANSION DEVICE  
For details not shown see sheet 111



SECTION P4-P4



COMPRESSION SEAL ADJUSTMENT CHART

### COMPRESSION SEAL NOTES

- 1- The seal to be furnished shall have a minimum Movement Rating of 1 1/2" at Abutment #1.
- 2- The seal shall be approved by the Engineer prior to fabrication of the joint armor.
- 3- The joint opening will vary depending on the dimensions of the seal selected by the Contractor. The joint opening shall be set according to the opening shown on the approved shop detail drawings.
- 4- It is anticipated that the slab and backwall concrete will be in place before the final adjustment to the joint is made and no allowance for movement due to dead load deflections is needed.
- 5- The Compression Seal adjustment chart shows the adjustment necessary to adjust the joint opening shown on the shop detail drawings for temperatures other than 45°F. Adjustment is to be measured parallel to the centerline of construction.
- 6- The entire compression seal assembly from Right Fascia to Left Fascia at Abut. 1 will be paid for under the lump sum Item 520.22.

### MODULAR EXPANSION DEVICE NOTES

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

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

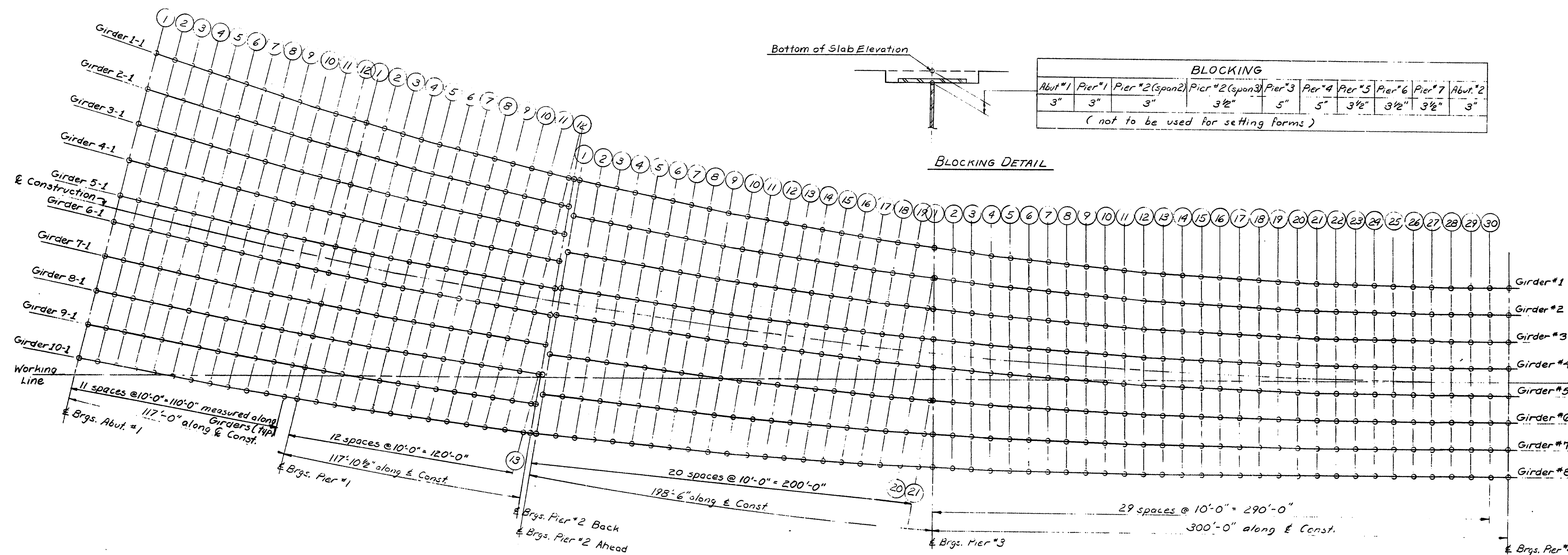
I-395 BRIDGE 230  
OVER  
PENOBSCOT RIVER  
BANGOR - BREWER  
PENOBSCOT COUNTY  
BEAM STRESS DIAGRAM

AUGUSTA, MAINE Sept. 1983

107-185

As BUILT 4/11/84

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	395-B(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		
	£/ft.1	+10	+20	+30	+40	+50	+60	+70	+80	+90	+100	+110	£/ft.1	+10	+20	+30	+40	+50	+60	+70	+80	+90	+100	+110	+120	£/ft.2	£/ft.2	£/ft.2	
Grade 3	1	82.30	82.70	83.07	83.43	83.76	84.07	84.37	84.62	84.85	85.05	85.25	85.45	85.65	85.85	86.05	86.25	86.45	86.65	86.85	87.05	87.25	87.45	87.65	87.85	88.05	88.25	88.45	
	2	82.36	82.74	83.09	83.42	83.74	84.05	84.35	84.60	84.83	85.03	85.23	85.43	85.63	85.83	86.03	86.23	86.43	86.63	86.83	87.03	87.23	87.43	87.63	87.83	88.03	88.23	88.43	
	3	82.41	82.77	83.10	83.41	83.71	84.01	84.30	84.58	84.85	85.12	85.39	85.66	85.93	86.20	86.47	86.74	87.01	87.28	87.55	87.82	88.09	88.36	88.63	88.90	89.17	89.44	89.71	
	4	82.46	82.81	83.12	83.41	83.69	83.96	84.23	84.50	84.77	85.04	85.31	85.58	85.85	86.12	86.39	86.66	86.93	87.20	87.47	87.74	88.01	88.28	88.55	88.82	89.09	89.36	89.63	
	5	82.51	82.84	83.14	83.41	83.67	83.93	84.19	84.45	84.71	84.97	85.23	85.49	85.75	86.01	86.27	86.53	86.79	87.05	87.31	87.57	87.83	88.09	88.35	88.61	88.87	89.13	89.39	
	6	82.56	82.87	83.16	83.42	83.67	83.92	84.17	84.42	84.67	84.92	85.17	85.42	85.67	85.92	86.17	86.42	86.67	86.92	87.17	87.42	87.67	87.92	88.17	88.42	88.67	88.92	89.17	
	7	82.61	82.90	83.18	83.43	83.68	83.93	84.18	84.43	84.68	84.93	85.18	85.43	85.68	85.93	86.18	86.43	86.68	86.93	87.18	87.43	87.68	87.93	88.18	88.43	88.68	88.93	89.18	
	8	82.66	82.93	83.20	83.45	83.70	83.95	84.20	84.45	84.70	84.95	85.20	85.45	85.70	85.95	86.20	86.45	86.70	86.95	87.20	87.45	87.70	87.95	88.20	88.45	88.70	88.95	89.20	
	9	82.71	82.96	83.22	83.47	83.72	83.97	84.22	84.47	84.72	84.97	85.22	85.47	85.72	85.97	86.22	86.47	86.72	86.97	87.22	87.47	87.72	87.97	88.22	88.47	88.72	88.97	89.22	
	10	82.76	83.00	83.25	83.50	83.75	84.00	84.25	84.50	84.75	85.00	85.25	85.50	85.75	86.00	86.25	86.50	86.75	87.00	87.25	87.50	87.75	88.00	88.25	88.50	88.75	89.00	89.25	
Grade 2	1	91.24	91.37	91.50	91.63	91.77	91.90	92.05	92.21	92.36	92.52	92.68	92.83	92.99	93.12	93.25	93.37	93.47	93.55	93.60	93.65	93.67	93.70	93.71	93.70	93.68	93.66	93.63	
	2	91.96	92.08	92.21	92.33	92.46	92.59	92.72	92.87	93.00	93.12	93.24	93.36	93.48	93.59	93.70	93.80	93.89	93.96	94.01	94.05	94.08	94.10	94.11	94.10	94.08	94.06	94.03	
	3	92.70	92.81	92.92	93.03	93.16	93.28	93.40	93.52	93.63	93.74	93.84	93.94	94.03	94.11	94.19	94.26	94.32	94.37	94.40	94.42	94.43	94.43	94.42	94.40	94.38	94.35	94.32	
	4	93.43	93.53	93.64	93.75	93.85	93.94	94.06	94.19	94.31	94.45	94.60	94.74	94.90	95.01	95.14	95.27	95.35	95.44	95.50	95.56	95.61	95.63	95.64	95.64	95.63	95.61	95.58	
	5	93.51	93.59	93.68	93.77	93.87	93.98	94.08	94.21	94.33	94.46	94.60	94.74	94.88	95.00	95.12	95.24	95.34	95.43	95.49	95.54	95.58	95.60	95.61	95.61	95.60	95.58	95.55	
	6	94.33	94.39	94.48	94.56	94.65	94.75	94.85	94.95	95.05	95.15	95.25	95.35	95.45	95.55	95.65	95.75	95.85	95.95	96.05	96.15	96.25	96.35	96.45	96.55	96.65	96.75	96.85	
	7	95.16	95.23	95.29	95.37	95.44	95.51	95.58	95.65	95.72	95.79	95.86	95.93	96.00	96.07	96.14	96.21	96.28	96.35	96.42	96.49	96.56	96.63	96.70	96.77	96.84	96.91	96.98	
	8	95.99	96.05	96.10	96.17	96.22	96.29	96.37	96.44	96.51	96.58	96.65	96.73	96.81	96.88	96.95	97.03	97.11	97.19	97.27	97.35	97.43	97.51	97.59	97.67	97.75	97.83	97.91	
	9	96.82	96.87	96.92	96.97	97.02	97.07	97.12	97.17	97.22	97.27	97.32	97.37	97.42	97.47	97.52	97.57	97.62	97.67	97.72	97.77	97.82	97.87	97.92	97.97	98.02	98.07	98.12	
	10	97.65	97.69	97.73	97.77	97.81	97.85	97.89	97.93	97.97	98.01	98.05	98.09	98.13	98.17	98.21	98.25	98.29	98.33	98.37	98.41	98.45	98.49	98.53	98.57	98.61	98.65	98.69	

STATE OF  
PENOBSCOT  
BANGOR -

I-395  
OVER

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

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

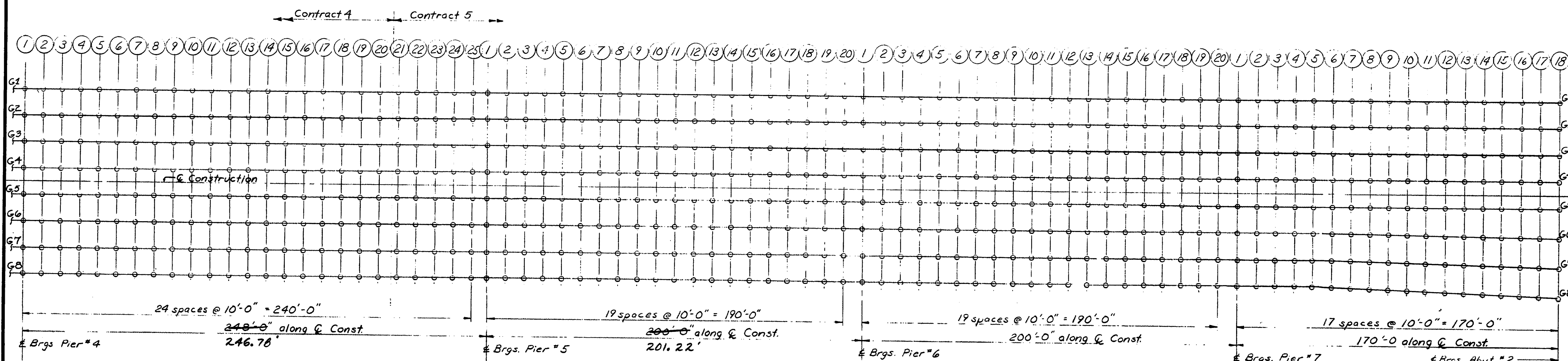
BLOCKING TABLE

AUGUSTA, MAINE Sept. 1983

107-186

As Built 4/11/84

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	395-0(82)	54	114



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			
	EPier4	+10	+20	+30	+40	+50	+60	+70	+80	+90	+100	+110	+120	+130	+140	+150	+160	+170	+180	+190	+200	+210	+220	+230	+240	EPier5	+10	+20	+30	+40	+50	+60	+70	+80	+90	+100	+110	+120	+130	+140	+150			
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	94.35	94.36	94.37	94.38	94.38	94.37	94.35	94.32	94.26	94.18	94.09	93.99	93.87	93.73	93.57	93.41	93.24	93.07	92.91	92.74	92.62	92.47	92.32	92.18	92.04	91.89	91.75	91.60	91.46	91.30	91.14	90.96	90.78	90.58	90.37	90.15	89.92	89.69
	4	94.77	94.70	94.65	94.60	94.56	94.53	94.50	94.46	94.43	94.39	94.34	94.28	94.21	94.13	94.04	93.93	93.81	93.68	93.53	93.38	93.22	93.05	92.88	92.71	92.55	92.43	92.27	92.13	91.98	91.84	91.70	91.55	91.39	91.23	91.06	90.87	90.68	90.47	90.25	90.02	89.78		
	5	94.78	94.71	94.66	94.61	94.57	94.54	94.50	94.47	94.43	94.39	94.34	94.28	94.21	94.13	94.03	93.93	93.81	93.67	93.52	93.38	93.21	93.05	92.88	92.71	92.55	92.43	92.27	92.13	91.99	91.85	91.70	91.56	91.40	91.24	91.06	90.88	90.68	90.48	90.26	90.03	89.79		
	6	95.13	95.03	94.94	94.89	94.84	94.80	94.76	94.72	94.67	94.62	94.57	94.50	94.43	94.34	94.24	94.13	94.01	93.88	93.73	93.58	93.41	93.24	93.07	92.91	92.74	92.62	92.47	92.32	92.18	92.04	91.90	91.75	91.60	91.44	91.26	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		
	+160	+170	+180	+190	EPier6	+10	+20	+30	+40	+50	+60	+70	+80	+90	+100	+110	+120	+130	+140	+150	+160	+170	+180	+190	EPier7	+10	+20	+30	+40	+50	+60	+70	+80	+90	+100	+110	+120	+130	+140	+150	+160	ABridge		
Girders	1	89.15	88.90	88.66	88.41	88.18	87.95	87.72	87.50	87.28	87.06	86.83	86.59	86.34	86.07	85.79	85.50	85.20	84.89	84.56	84.23	83.90	83.56	83.22	82.90	82.59	82.28	81.99	81.71	81.43	81.15	80.87	80.59	80.30	80.01	79.70	79.39	79.07	78.74	78.41	78.06	77.72	77.37	
	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	82.00	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	85.58	85.27	84.95	84.62	84.28	83.95	83.61	83.28	82.97	82.67	82.39	82.11	81.84	81.57	81.29	81.01	80.73	80.43	80.13	79.82	79.49	79.16	78.82	78.47	78.11	77.75	
	5	89.54	89.30	89.05	88.80	88.57	88.33	88.11	87.89	87.66	87.44	87.21	86.97	86.71	86.45	86.17	85.88	85.58	85.27	84.94	84.61	84.28	83.94	83.60	83.28	82.97	82.67	82.39	82.11	81.84	81.57	81.29	81.01	80.73	80.43	80.13	79.82	79.49	79.16	78.82	78.47	78.11	77.75	
	6	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	86.38	86.09	85.78	85.47	85.14	84.81	84.47	84.13	83.80	83.48	83.17	82.87	82.58	82.31	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	
	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	82.59	82.31	82.03	81.74	81.47	81.19	80.90	80.61	80.32	80.01	79.69	79.36	79.02	78.67	78.32	77.96	77.59	
	8	89.16	88.91	88.66	88.42	88.18	87.95	87.72	87.50	87.28	87.05	86.82	86.58	86.33	86.06	85.79	85.50	85.20	84.88	84.56	84.23	83.90	83.55	83.21	82.89	82.59	82.29	82.00	81.72	81.45	81.17	80.89	80.61	80.31	80.01	79.70	79.38	79.05	78.71	78.36	78.00	77.63	77.27	

DATE	BY	REVISIONS
9/1/83	JAF	DESIGN - DETAILED
9/1/83	JAF	CHECKED
9/1/83	JAF	FIELD CHANGES

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

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

BLOCKING TABLE

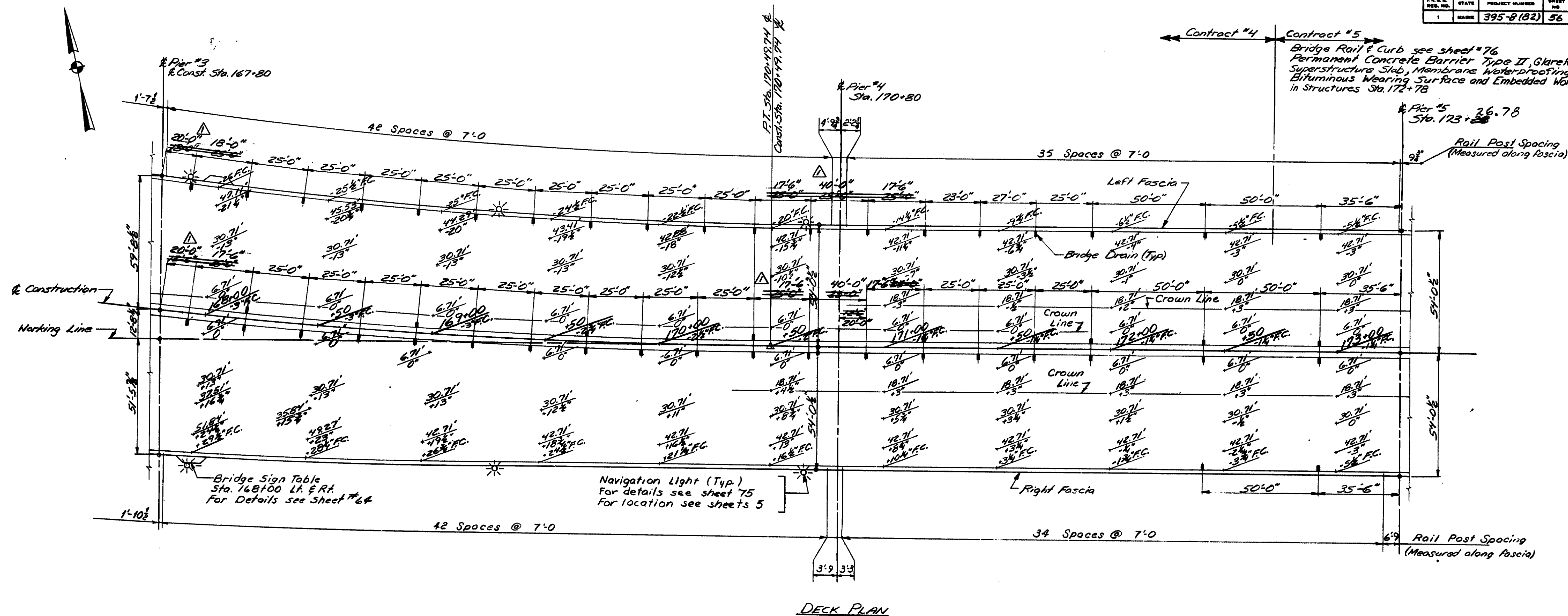
AUGUSTA, MAINE Sept. 1983

As Built *for future*

107-187

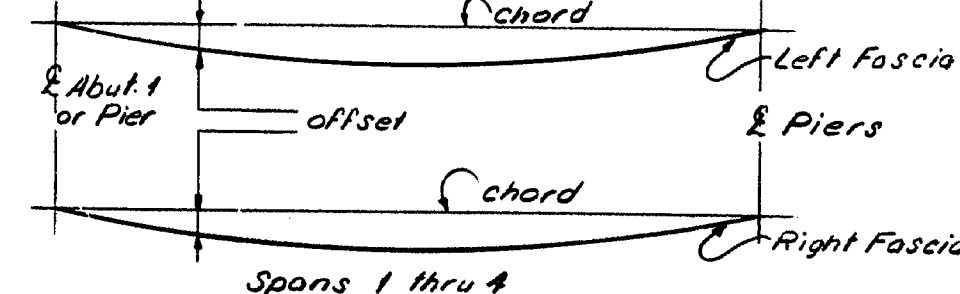


STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	395-B(82)	56	114

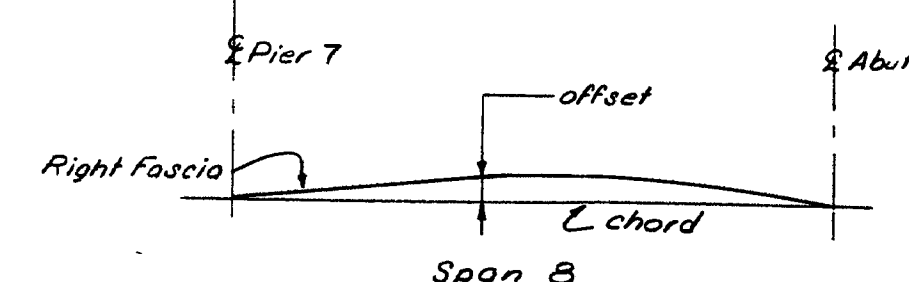


DECK PLAN

Span	Left Fascia	Right Fascia
Span 4	300'-2"	170'-0"
Span 3	190'-11"	126'-4"
Span 2	114'-4"	211'-1"
Span 1	117'-3 1/2"	299'-7 1/2"
Overall chord length	Location along chord	
Span 1	117'-2 1/2"	170'-0 3/4"
Span 2	126'-4"	
Span 3	211'-1"	
Span 4	299'-7 1/2"	
Span 5	170'-0 3/4"	



FASCIA OFFSETS



107-189

Revision: Drain Spacing Date: 7-3-84

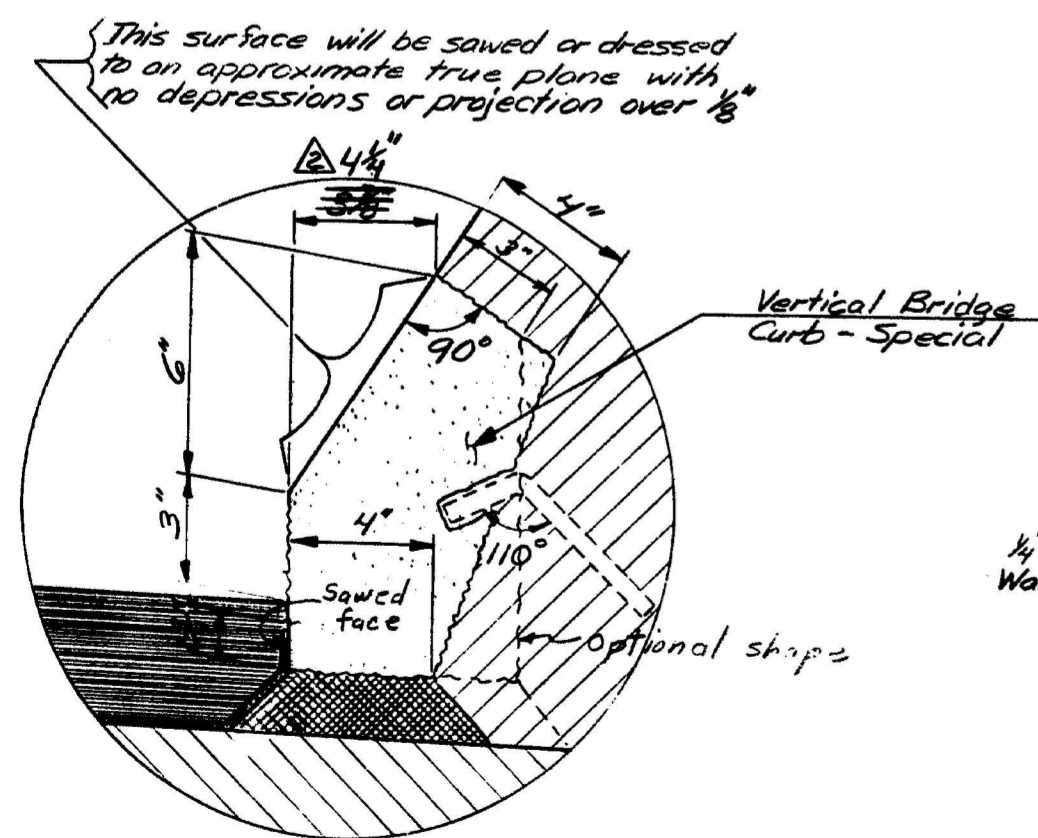
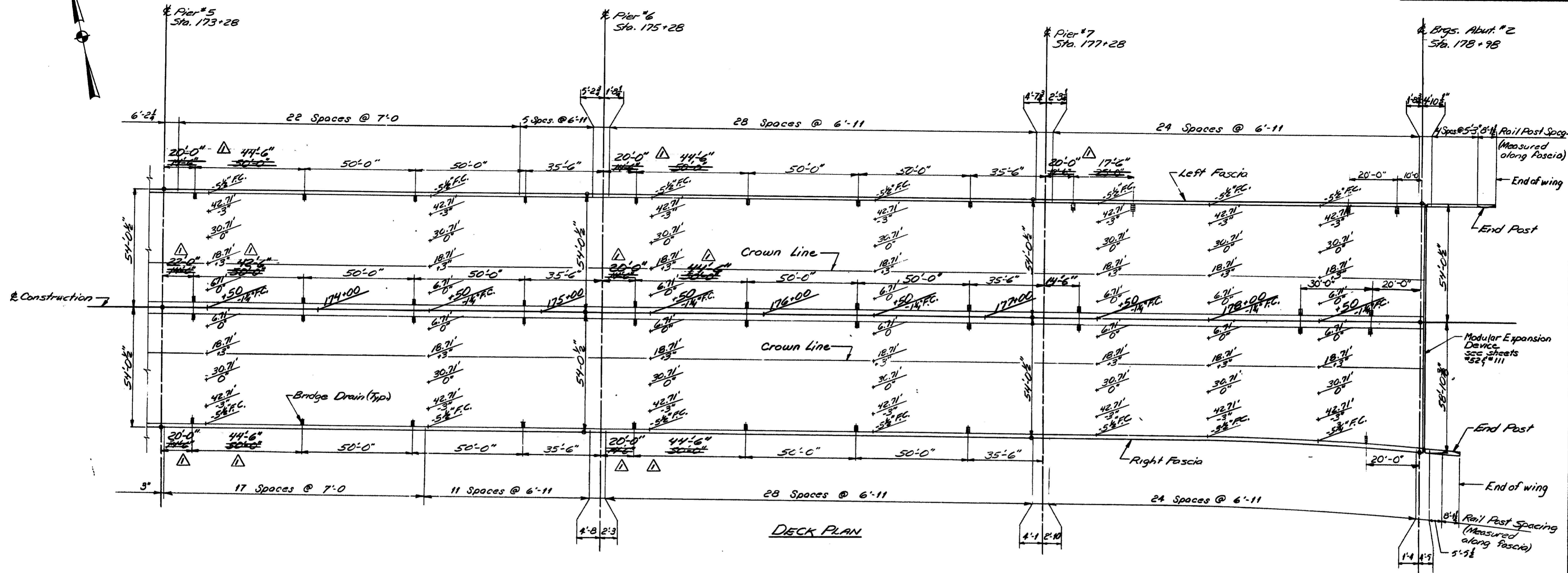
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

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

DECK PLANS SPANS 4 & 5

AUGUSTA, MAINE Sept. 1983

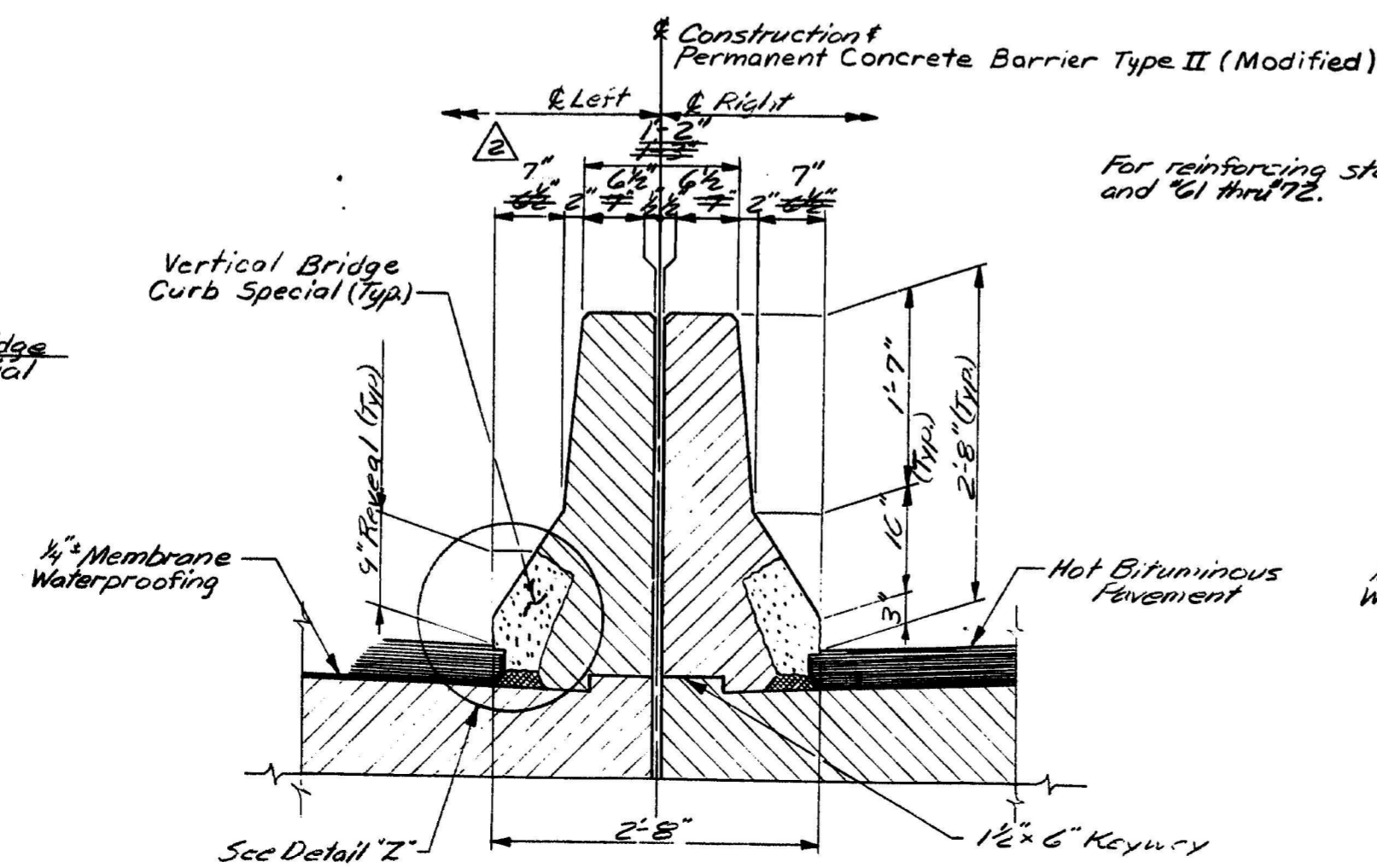
As Built 1/11/84 1/11/84



**DETAIL 'Z'**

For details not shown see BD 126-81 Curb Section

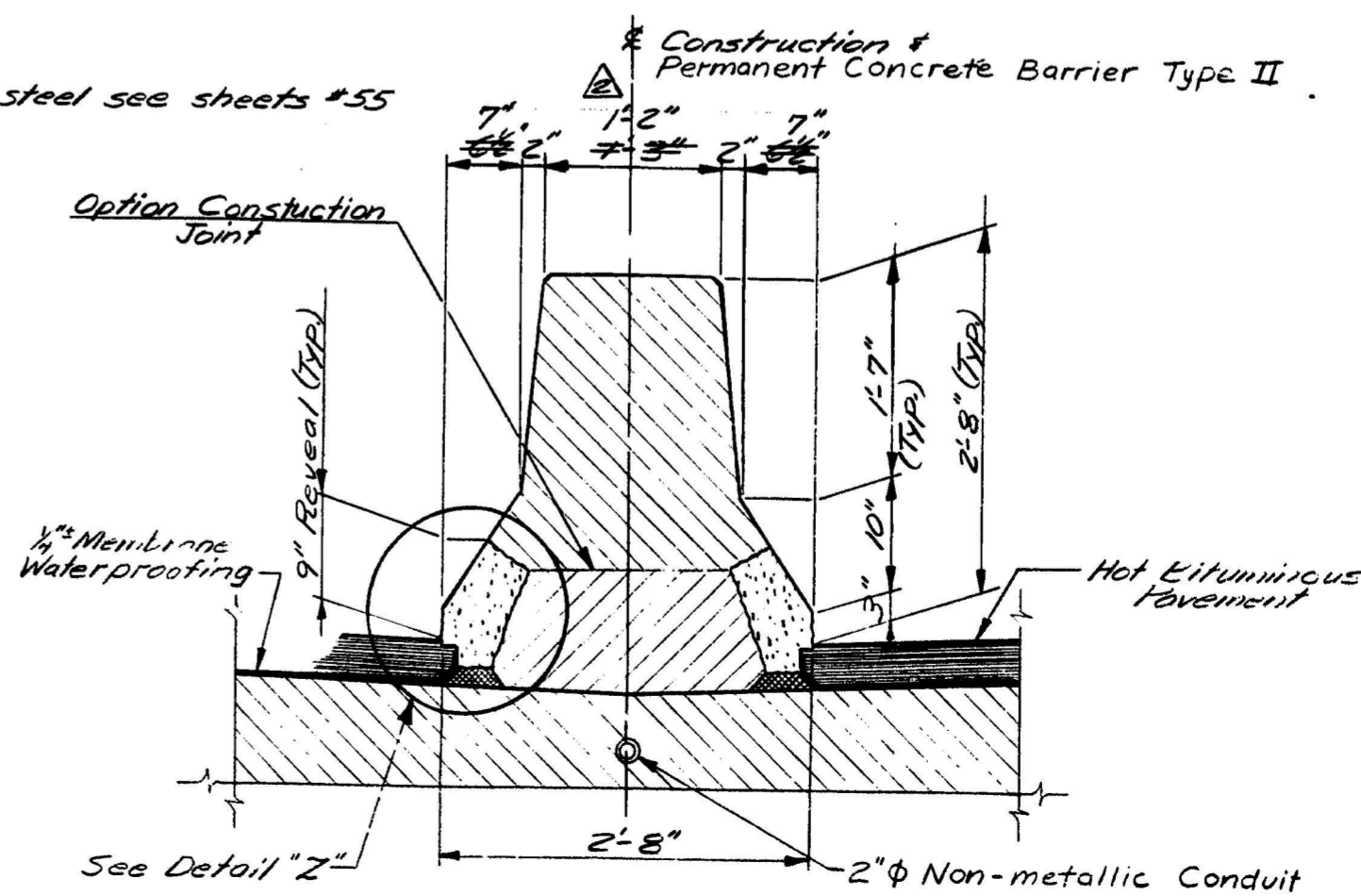
**Vertical Bridge Curb Special**



**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	2	Barrier Rail Shape	Date 7-3-84
Revision	1	Drain Spacing	Date 7-3-84

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

**I-395 BRIDGE 235**  
OVER  
**PENOBSCOT RIVER**  
**BANGOR - BREWER**  
**PENOBSCOT COUNTY**

**DECK PLANS SPANS 6, 7 & 8**

AUGUSTA, MAINE Sept. 1933

As BUILT RAILROAD SPAN

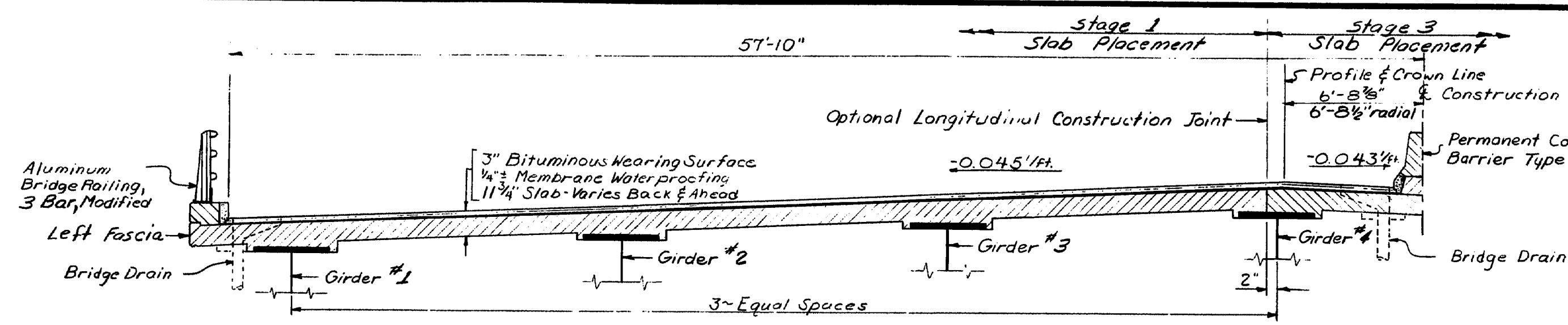
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	395-8(82)	58	114

# NOTES

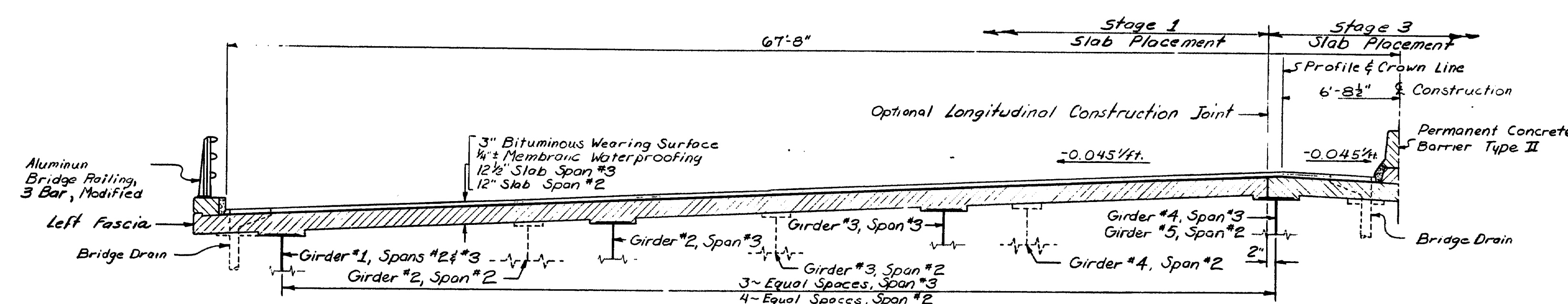
1. Reinforcing steel not shown.
2. All dimensions and slopes are along & of Bearings unless otherwise noted.

# REFERENCES

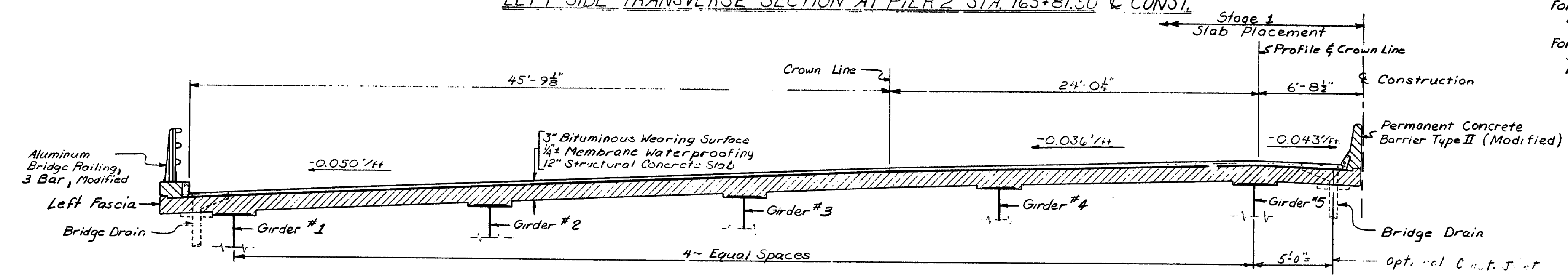
- For drain details see sheet #76.
- For reinforcing steel layout see sheets #61 thru #72.
- For Permanent Concrete Barrier Type II and Type II (Modified) details see sheets #57, #73, & #74.
- For curb detail see standard detail BD 126-81, Sheet #109.
- For aluminum bridge railing 3 bar modified see sheet #76 and standard details BD 115-81, Sheet #106.



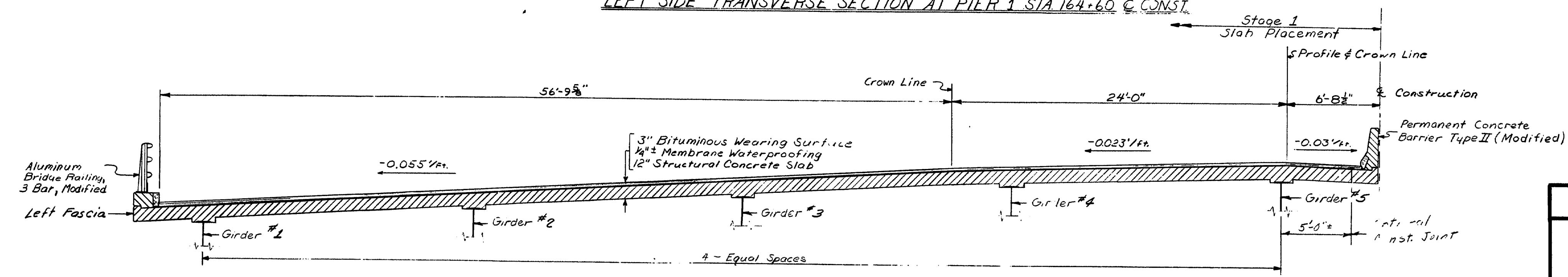
LEFT SIDE TRANSVERSE SECTION AT PIER 3 STA 167+80 @ CONST.



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+43 @ CONST.

DATE	BY	CHKD	APP'D
7/53	C.A.C.	W.E.R.	J.W.
10/23			

DESIGN - DETAILED  
CHECKED  
FIELD CHANGES

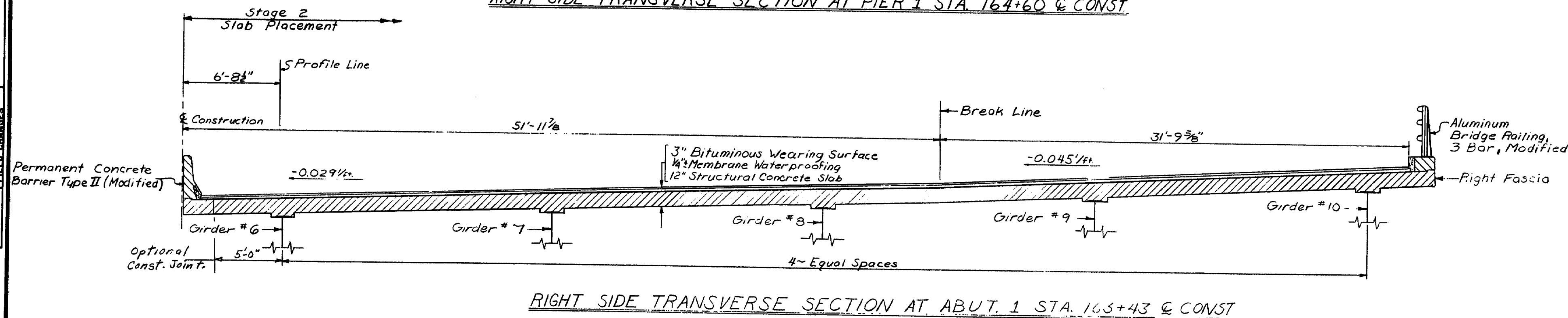
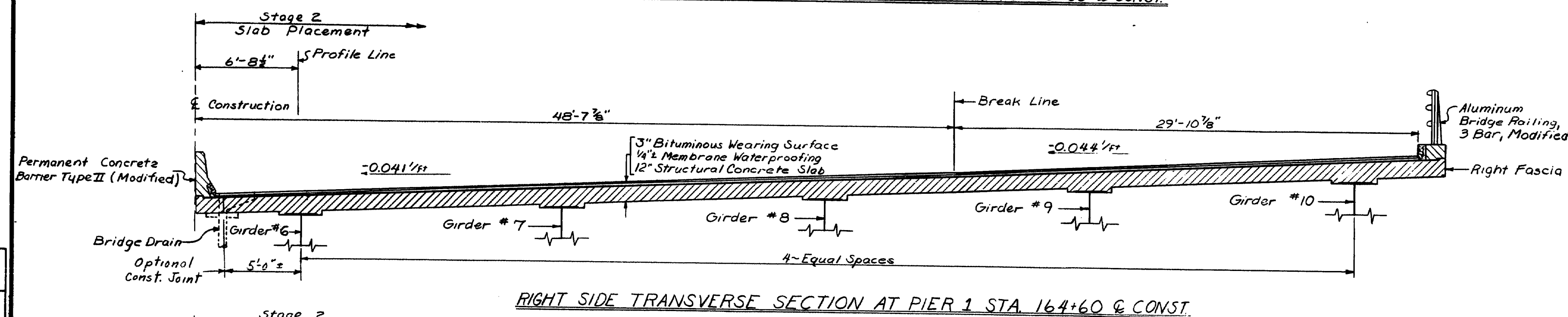
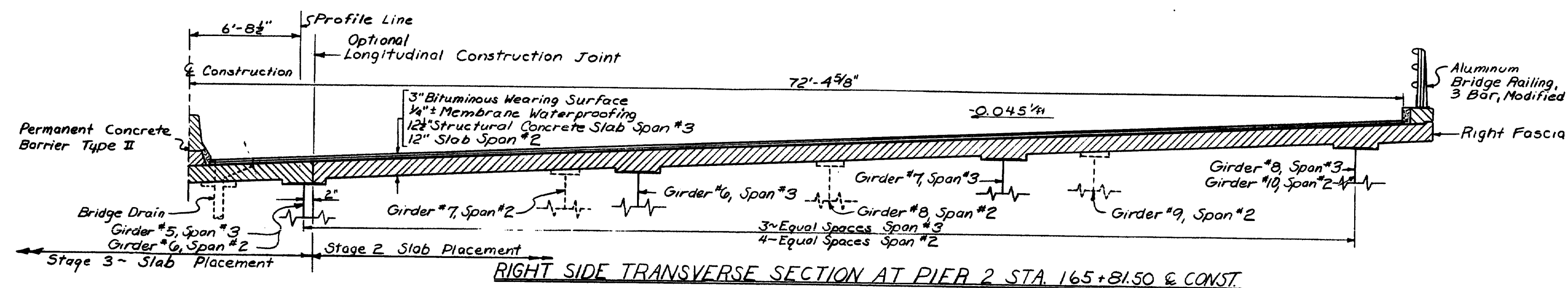
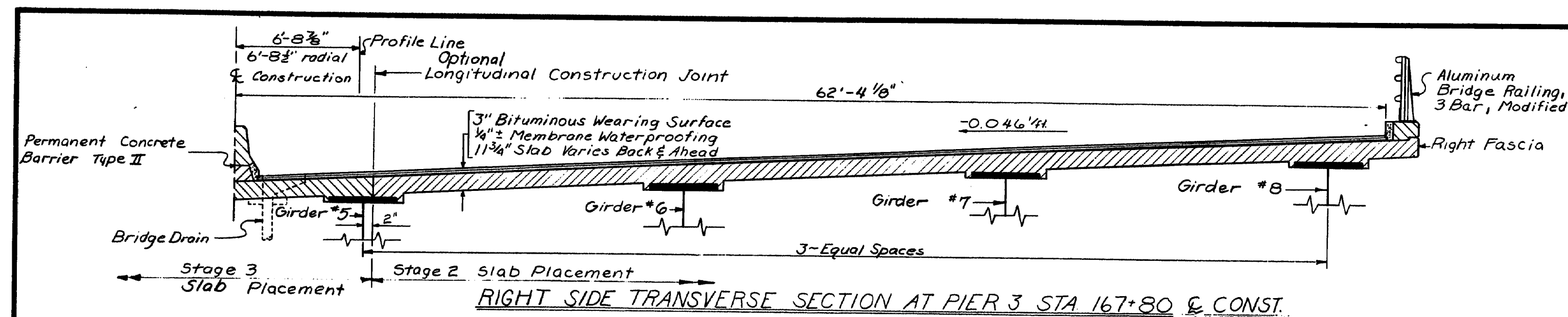
107-191

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

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

AUGUSTA, MAINE Sept. 1983

As BUILT ~~MAINE~~ SLAB STEEL



R.N.E.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	59	11

NOTES

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

<b>PLANS</b>	PROJECT DESIGN ENGINEER <i>Rick</i>			BY	DATE
	DESIGN - DETAILED	<i>N.E.R.</i>	<i>C.A.C.</i>		<i>7/83</i>
	CHECKED		<i>J. Macdon</i>		<i>10/83</i>
	REVISIONS				
	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. 198.

As BUILT For Admiral 5/9A Street

Technical drawing of a bridge cross-section showing construction stages and structural details. The drawing includes a profile line, crown line, and various dimensions. Key features include:

- Construction Stages:** Stage 1 Slab Placement, Stage 3 Slab Placement, and Stage 2 Slab Placement.
- Dimensions:**
  - Overall width: 33'-6"
  - Stage 1 width: 18'-8 1/2"
  - Stage 3 width: 6'-8 1/2"
  - Stage 2 width: 6'-8 1/2"
  - Right side width: 38'-4 1/4"
- Structural Details:**
  - Aluminum Bridge Railing, 3 Bar, Modified
  - Left Fascia
  - Bridge Drain
  - Girder #1, #2, #3, #4, #5, #6, #7, #8
  - 4 Equal Spaces (between Girders 1-4)
  - 3 Equal Spaces (between Girders 5-8)
  - Permanent Concrete Barrier Type II
  - Bridge Drains
  - 3" Bituminous Wearing Surface
  - 4" Membrane Waterproofing
  - 11" Structural Concrete Slab
  - Right Fascia
  - Bridge Drain
- Profile Line:** -0.021'/ft
- Crown Line:** -0.021'/ft
- Construction & Working Line:** Indicated at the top center.

F.R.A.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
DES. NO.	MAINE	395-8(82)	60	11

The diagram illustrates the cross-section of a bridge deck with the following details:

- Construction Stages:**
  - Stage 1 Slab Placement:** The left portion of the deck.
  - Stage 3 Slab Placement:** The central portion, including the area around the barrier.
  - Stage 2 Slab Placement:** The right portion of the deck.
- Structural Components:**
  - Permanent Concrete Barrier Type II:** Located in the center of the deck.
  - Profile Line:** Indicated at the top of the deck sections.
  - Crown Line:** Indicated at the top of the deck sections.
  - Bridge Drains:** Located along the bottom edge of the deck.
  - Aluminum Bridge Railing, 3 Bar, Modified:** Located at the ends of the deck.
  - Left Fascia:** The outer edge on the left.
  - Right Fascia:** The outer edge on the right.
- Dimensions and Slopes:**
  - Deck Width:** 33'-6" (total width).
  - Barrier Width:** 6'-8 1/2" (each side of the barrier).
  - Barrier Height:** 18'-8 1/2" (total height).
  - Slope:** -0.021'/ft (indicated on both sides of the barrier).
  - Barrier Thickness:** 2" (indicated at the base).
  - Barrier Spacing:** 7~ Equal Spaces (indicated between the barrier and the fascia).
- Construction Details:**
  - Optional Longitudinal Construction Joints:** Indicated between the stages.
  - 3" Bituminous Wearing Surface:** Located on top of the deck.
  - 1/2" Membrane Waterproofing:** Located below the wearing surface.
  - 11" Structural Concrete Slab:** The main deck structure.

The diagram illustrates the cross-section of a bridge deck with the following details:

- Construction Stages:**
  - Stage 1 Slab Placement:** The leftmost section of the deck.
  - Stage 3 Slab Placement:** The central section, including the barrier.
  - Stage 2 Slab Placement:** The rightmost section of the deck.
- Dimensions:**
  - Stage 1: 45'-6"
  - Stage 3: 6'-8 1/2"
  - Stage 2: 52'-2 1/2"
- Structural Features:**
  - Left Fascia:** Located at the far left end.
  - Bridge Drain:** Positioned along the left edge of the deck.
  - Girders:** Labeled Girder #1 through Girder #8, spaced at 7'-0" intervals.
  - Barrier:** A Permanent Concrete Barrier Type II is located in the center of the deck.
  - Deck Surface:** Consists of a 3" Bituminous Wearing Surface, 1/4" Membrane Waterproofing, and 11" Structural Concrete Slab.
  - Profile Line:** Indicated by a dashed line across the top of the deck.
  - Crown & Profile Line:** The highest point of the deck profile.
  - Right Fascia:** Located at the far right end.
  - Aluminum Bridge Railing:** 3 Bar, Modified, located at both ends of the bridge.
- Gradients:**
  - 0.030 on the left side.
  - 0.025 1/4 ft at the barrier.
  - 0.024 ft on the right side.
- Notes:**
  - Optional Longitudinal Construction Joints are shown between the slabs.
  - Bridge Drains are located under the girders.
  - Girders are spaced at 7'-0" Equal Spaces.

TRANSVERSE SECTION AT PIER 4 STA 170+80

107-193

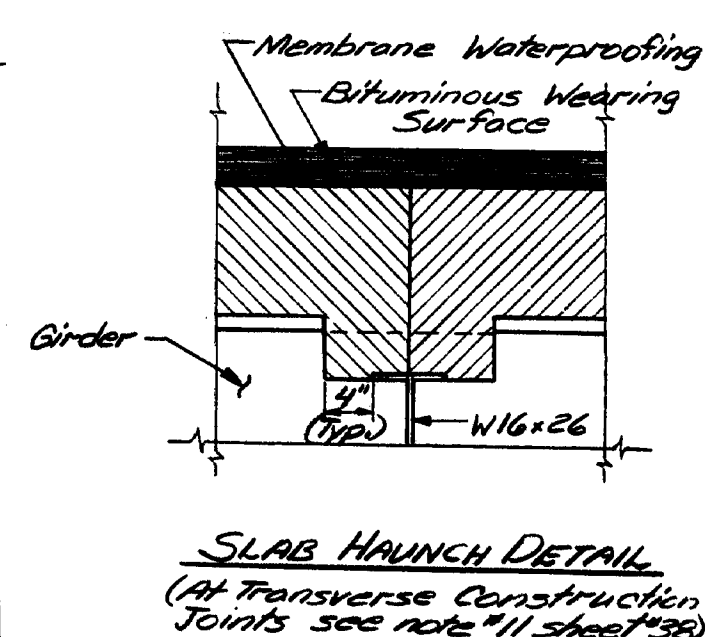
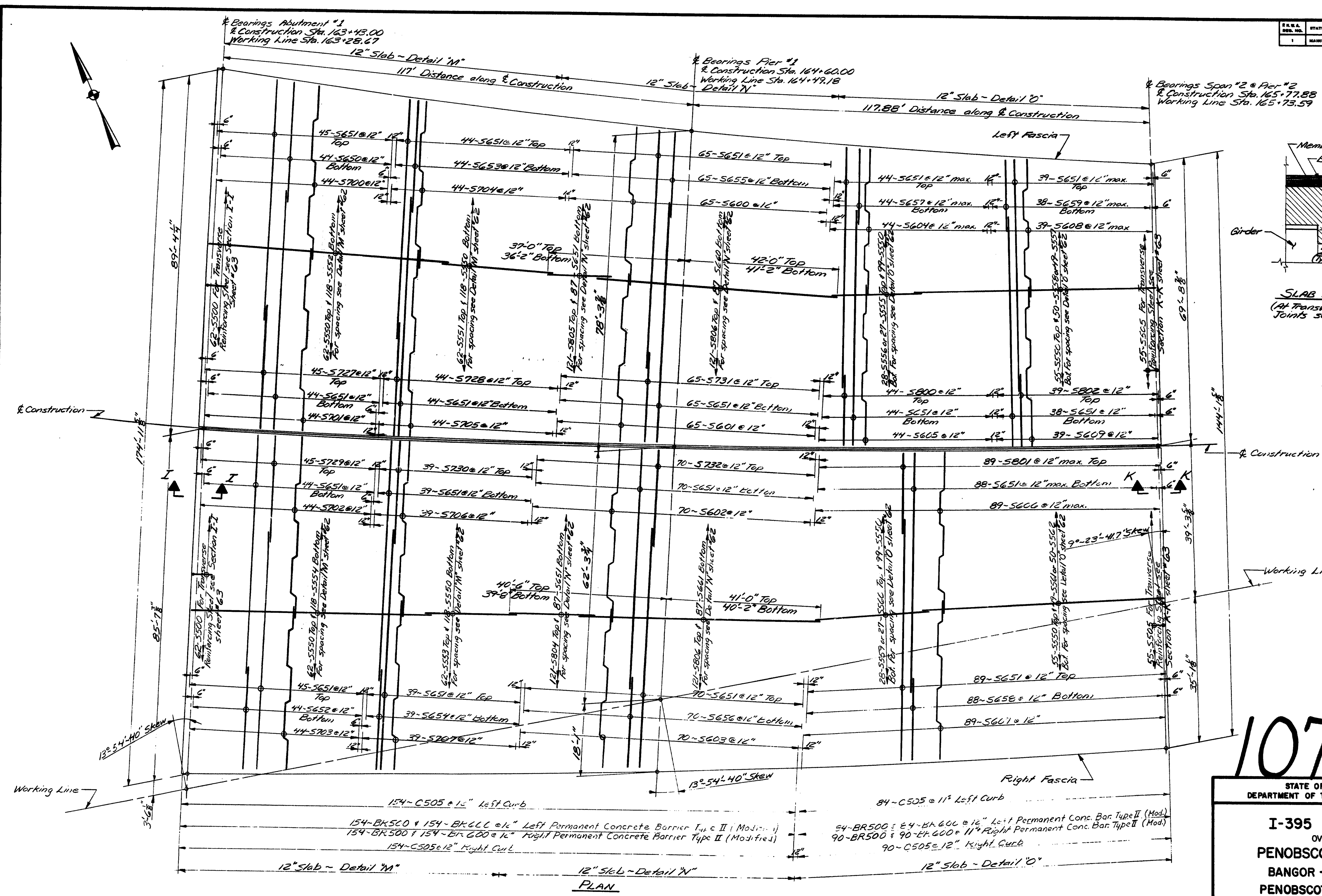
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

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

*TRANSVERSE SECTIONS  
of SUPPORTS  
AUGUSTA, MAINE Sept. 1982*

As BUILT ~~for~~ <sup>at</sup> ~~the~~ <sup>the</sup> 519A steel

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	395-B (82)	61	114



PROJECT DESIGN ENGINEER	DATE	BY
DESIGN - DETAILED	11/83	DLP
CHECKED		LEW J. JONES
REVISIONS		
FIELD CHANGES		

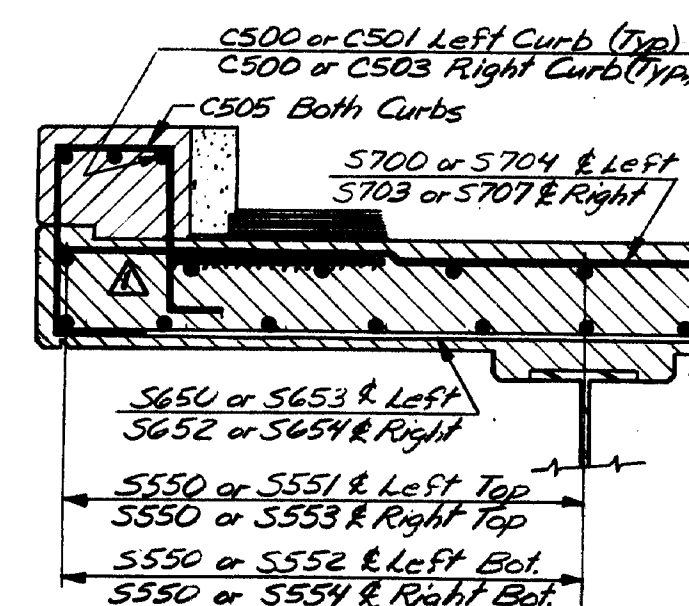
**107-194**

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION

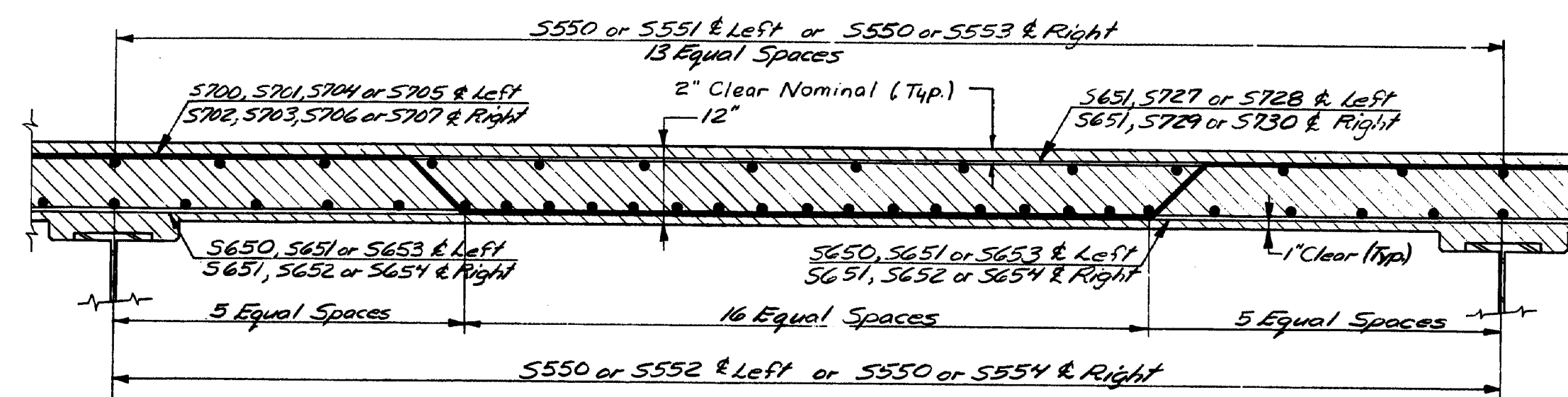
**I-395 BRIDGE 239**  
 OVER  
 PENOBSCOT RIVER  
 BANGOR - BREWER  
 PENOBSCOT COUNTY  
 DECK REBAR LAYOUT  
 (SPANS 1 & 2)  
 AUGUSTA, MAINE Sept 1983

As BUILT 2/11/1984 S/M Steel

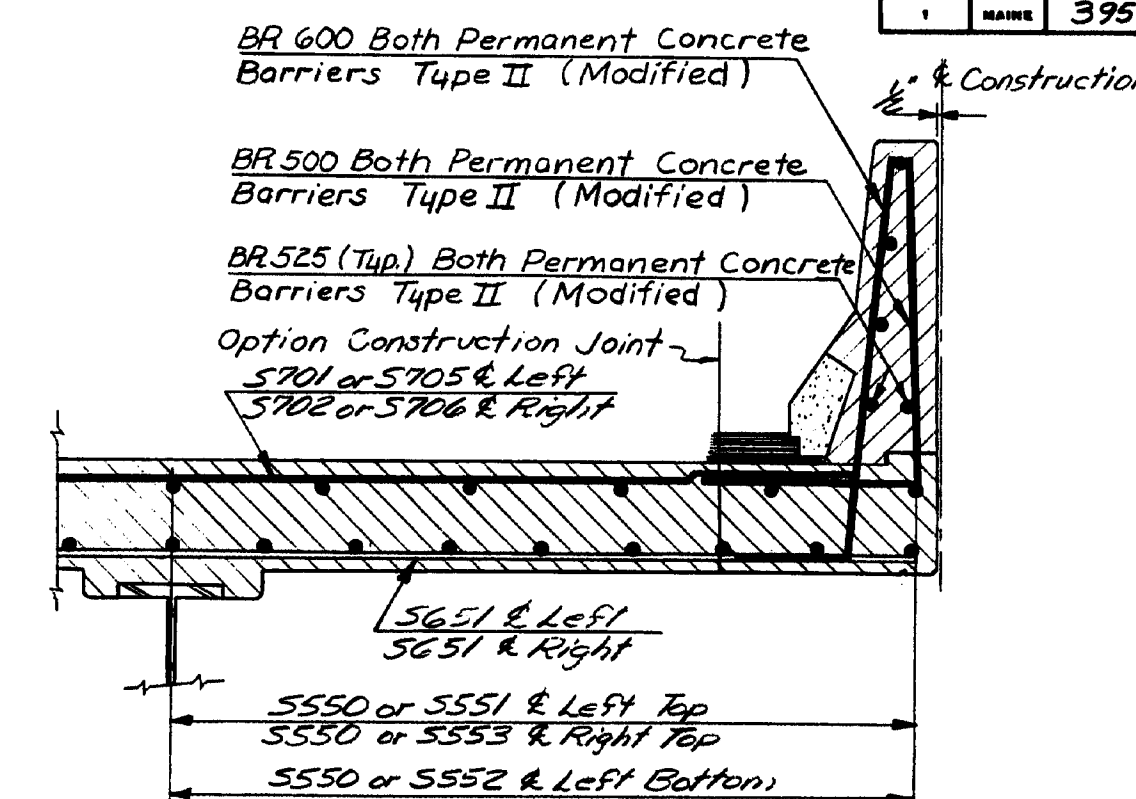
REV.	DATE	BY	CHKD.	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1		NAME		395-8(82)	62	114



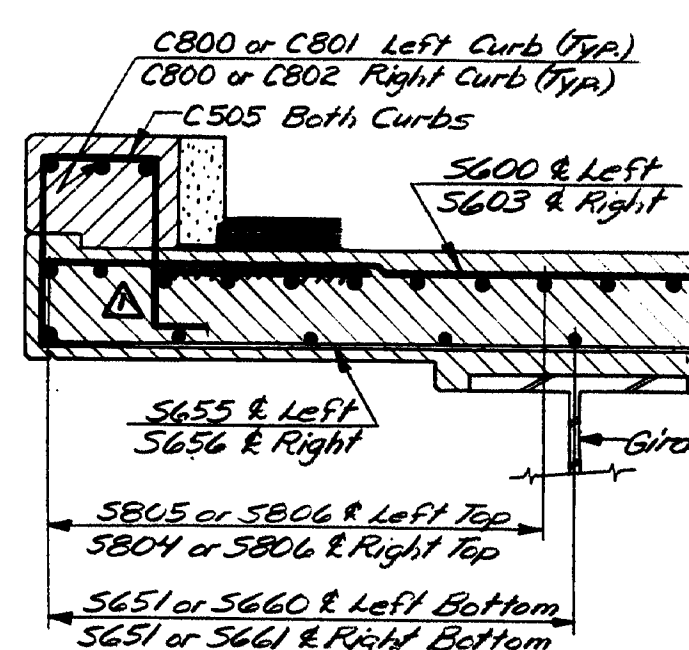
#Girder #1 or #10



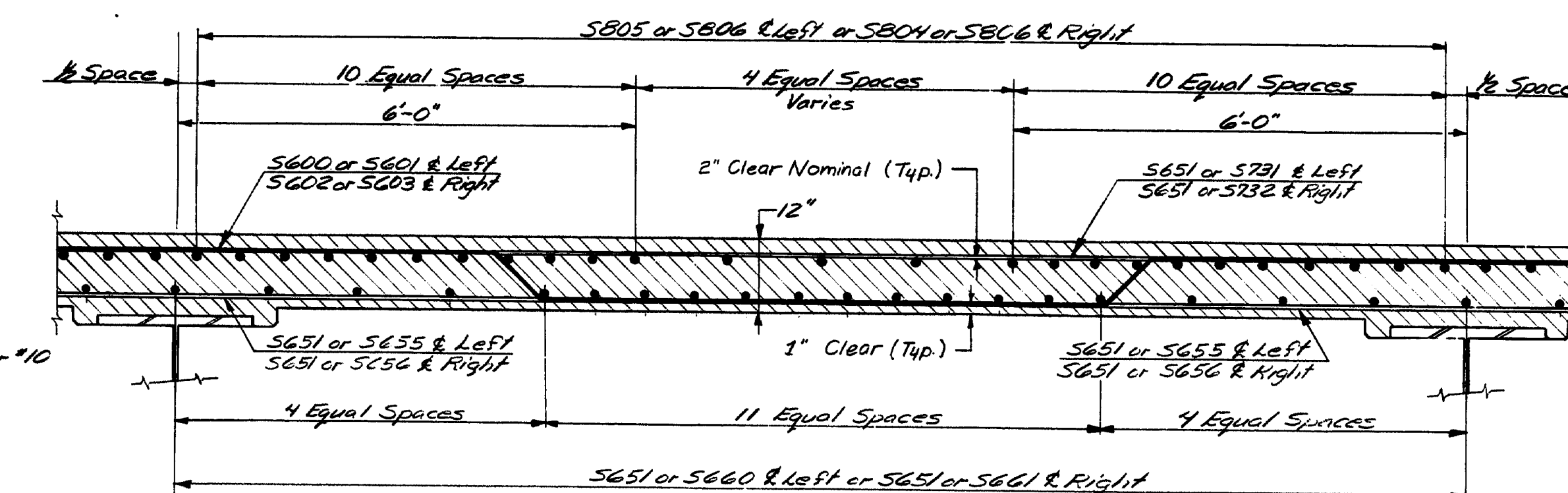
DETAIL 'M'  
(Symmetrical)



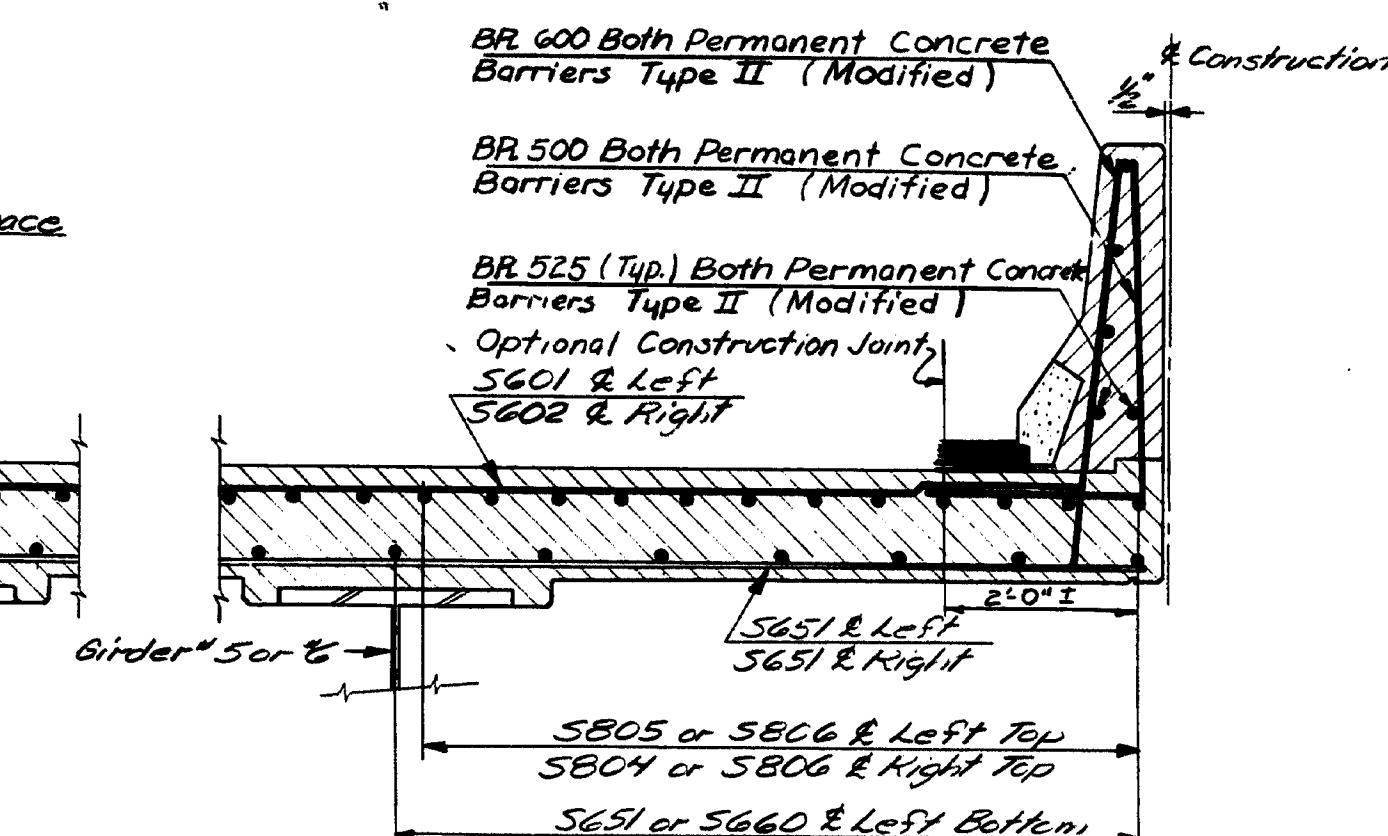
#Girder #2, #3, #4 or #5 Left  
#6, #7, #8 or #9 Right #Girder #5 or #6



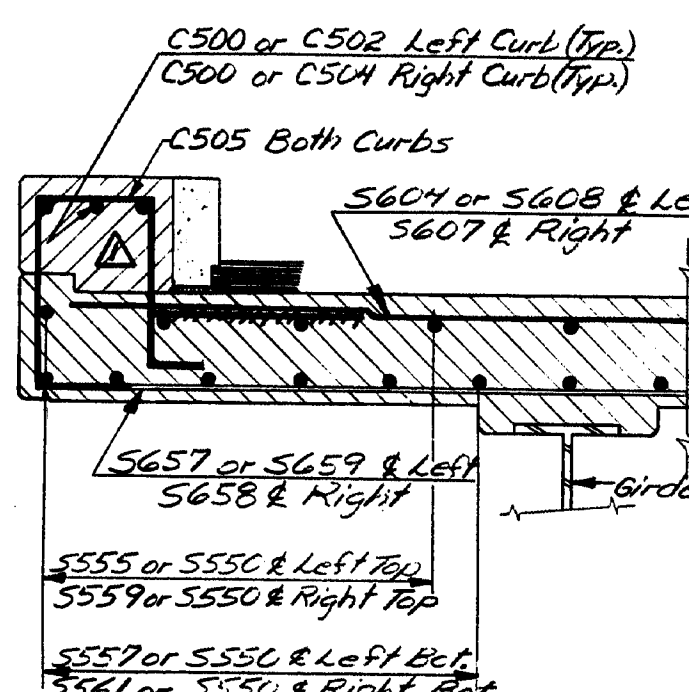
#Girder #1 or #10



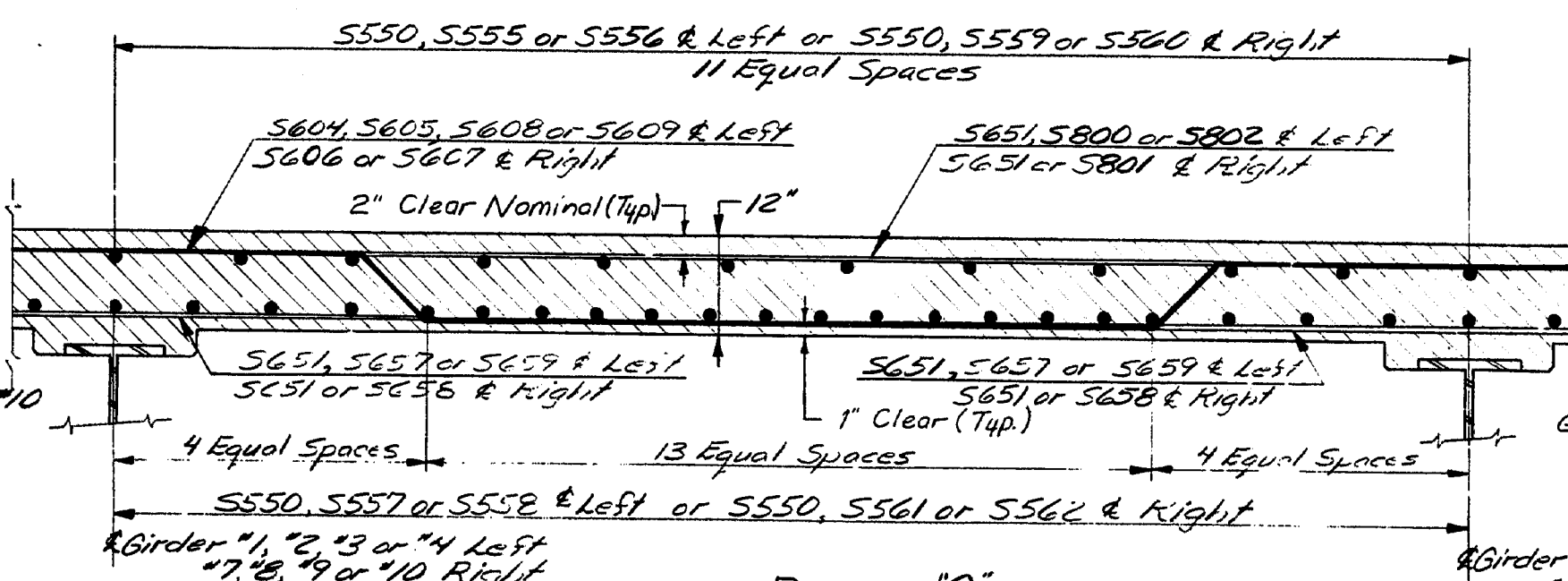
DETAIL 'N'  
(Symmetrical)



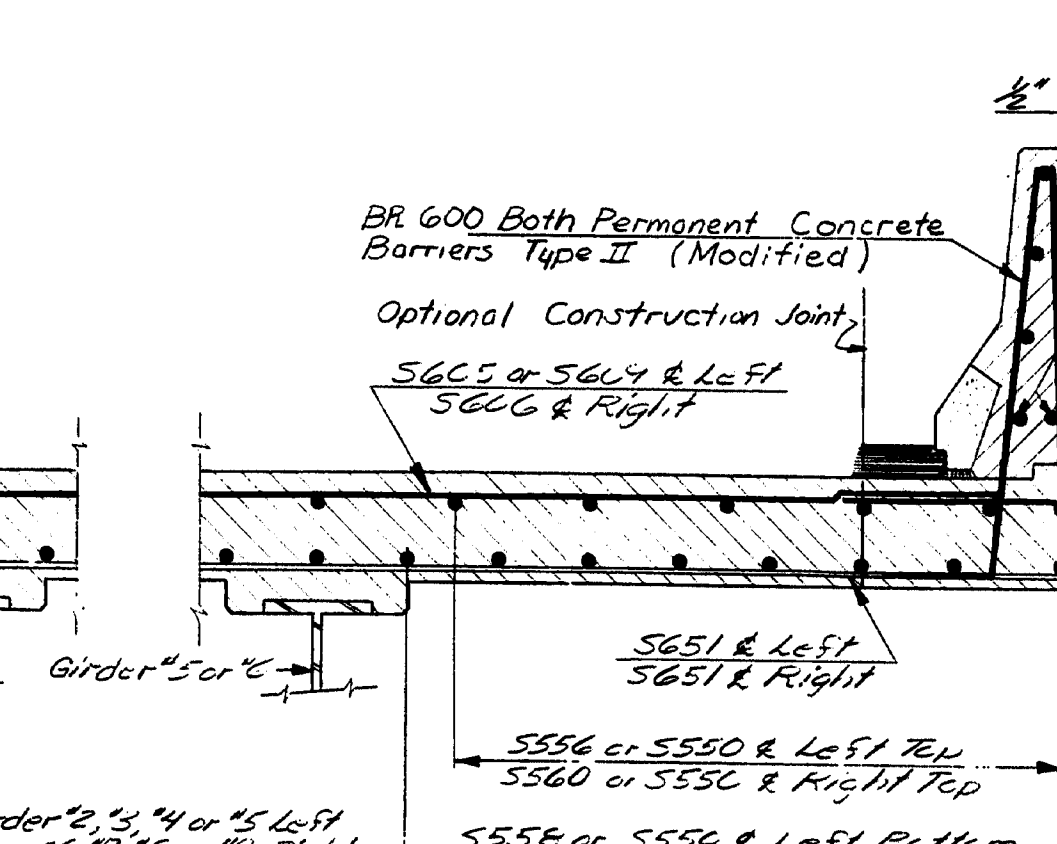
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#6, #7, #8 or #9 Right



#Girder #1 or #10



DETAIL 'O'  
(Symmetrical)



#Girder #2, #3, #4 or #5 Left  
#6, #7, #8 or #9 Right

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

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

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

Revision: C505 Date 7-3-84

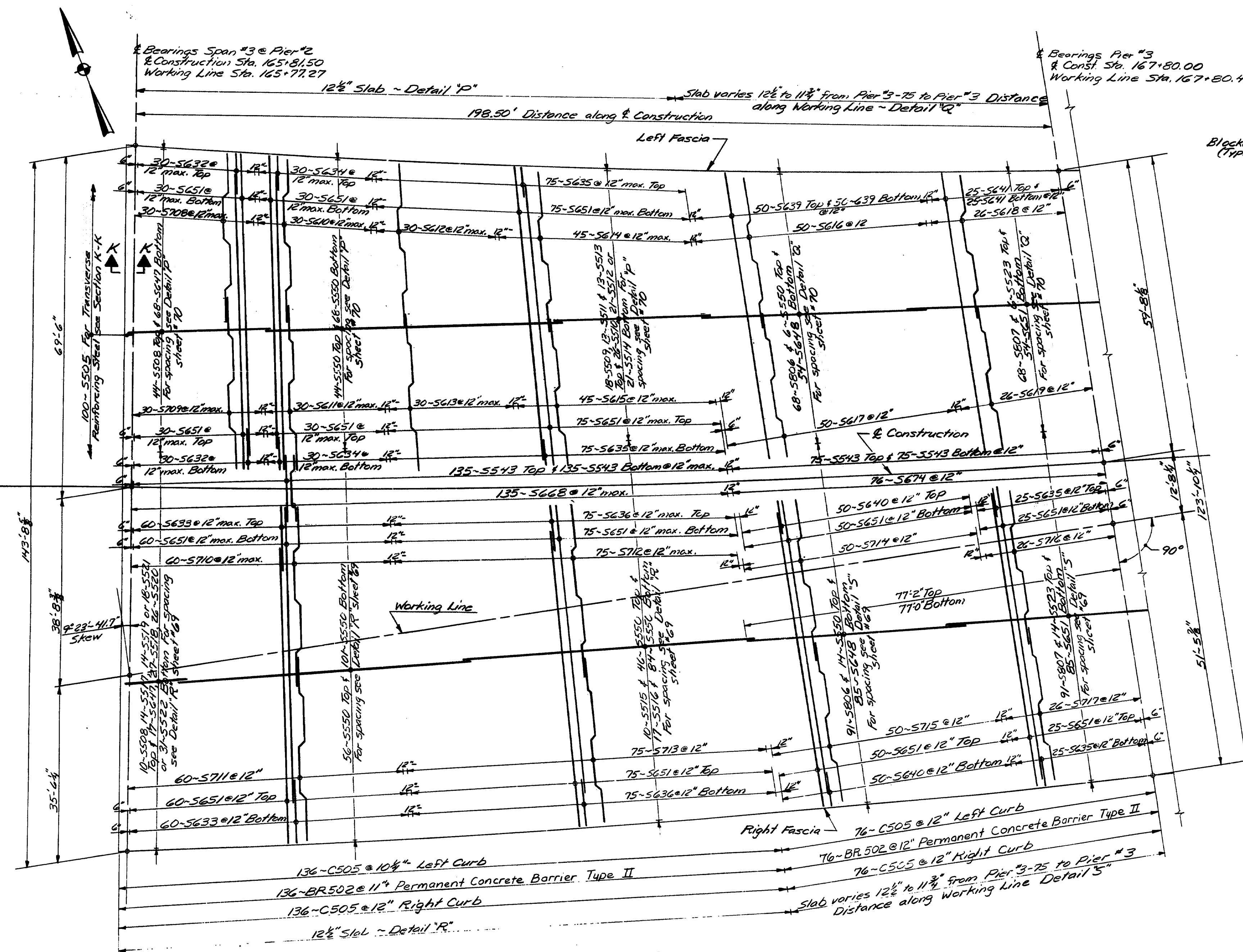
As BUILT F.A.T. Submittal #19A Steel

107-195

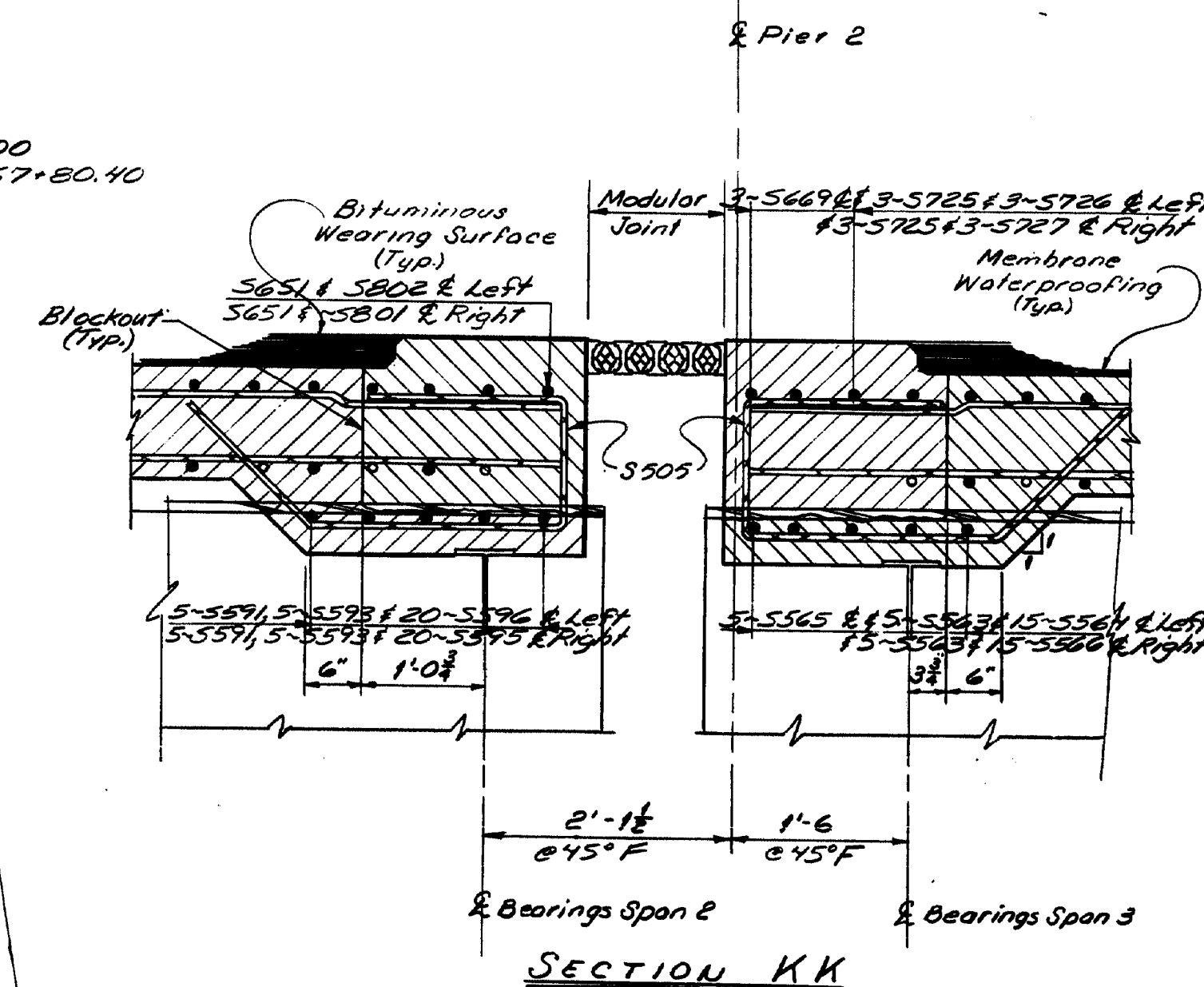
DATE	BY	DESIGN	CHECKED	REVISIONS	FILED
7/23/83	N.E.R.	DESIGNED	7/23/83		
7/23/83	L.W.	CHECKED	7/23/83		
7/23/83	L.W.	FILED	7/23/83		

BRIDGE 240, I-395, 4/7/81

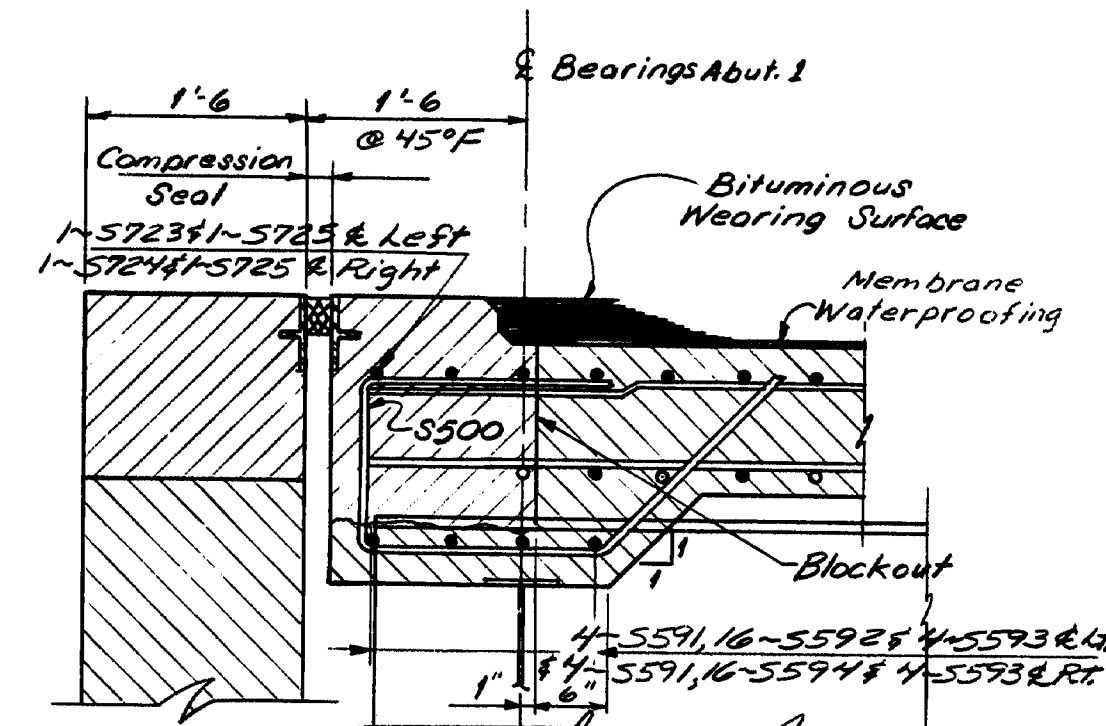
PLANS	PROJECT DESIGN ENGINEER	<i>Pickett</i>	BY	<i>N.E.K.</i>	DATE	<i>4/8/83</i>
	DESIGN - DETAILED			<i>2/21/83</i>		
	CHECKED			<i>L.N.H.</i>	<i>9/8/83</i>	
	REVISIONS					
	REVIEWED					



PLAN



SECTION KH



SECTION I-i

107-196

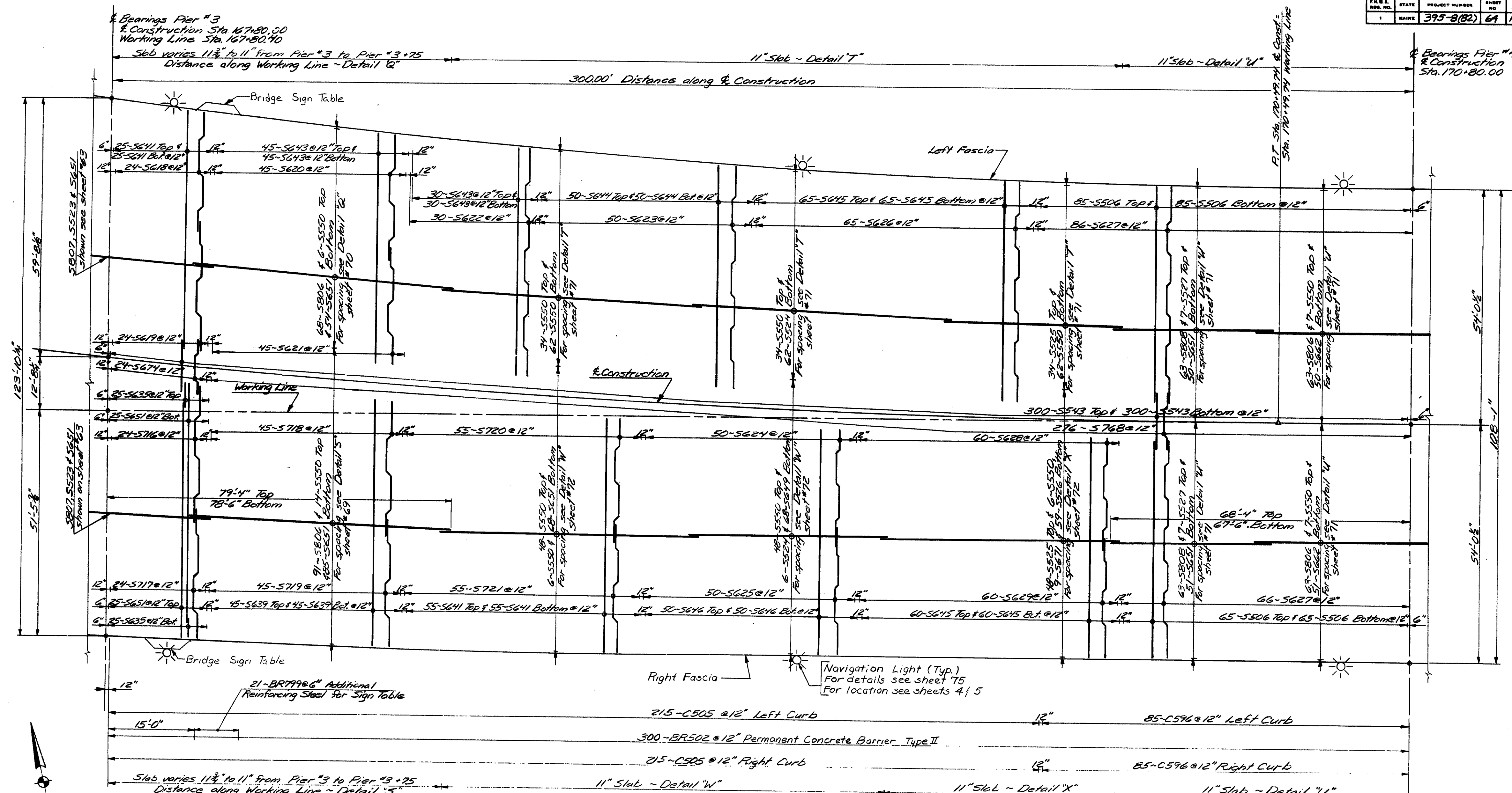
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

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

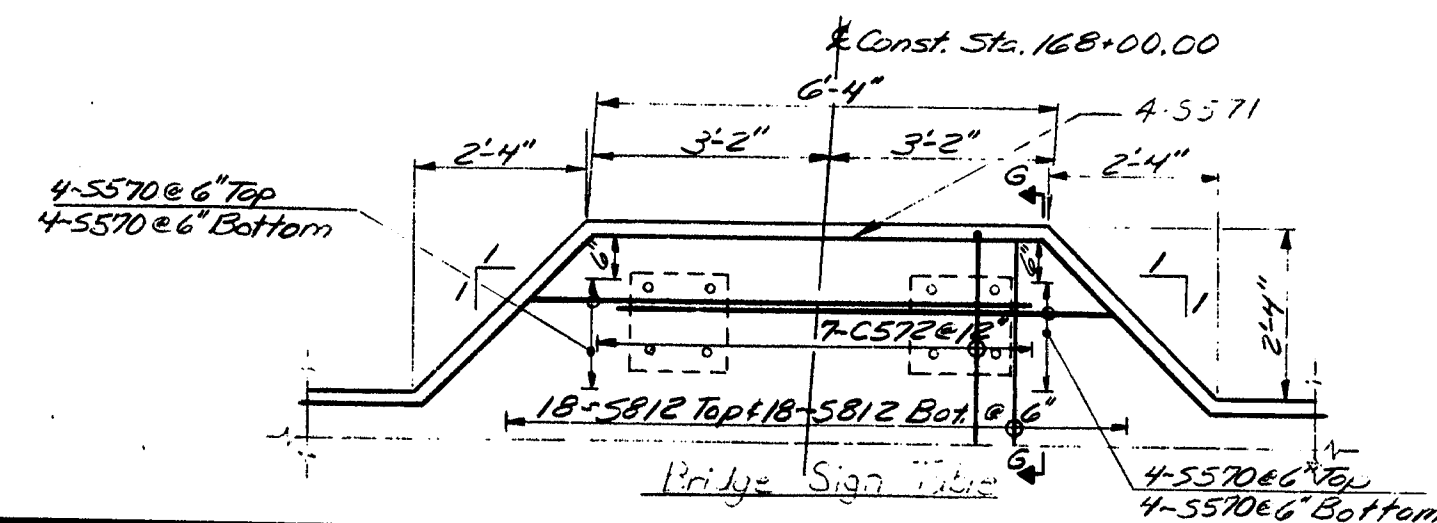
(SPAN 3)  
AUGUSTA, MAINE Sept. 1983

AS BUILT *Fort Lyman* 5/9A *Steel*

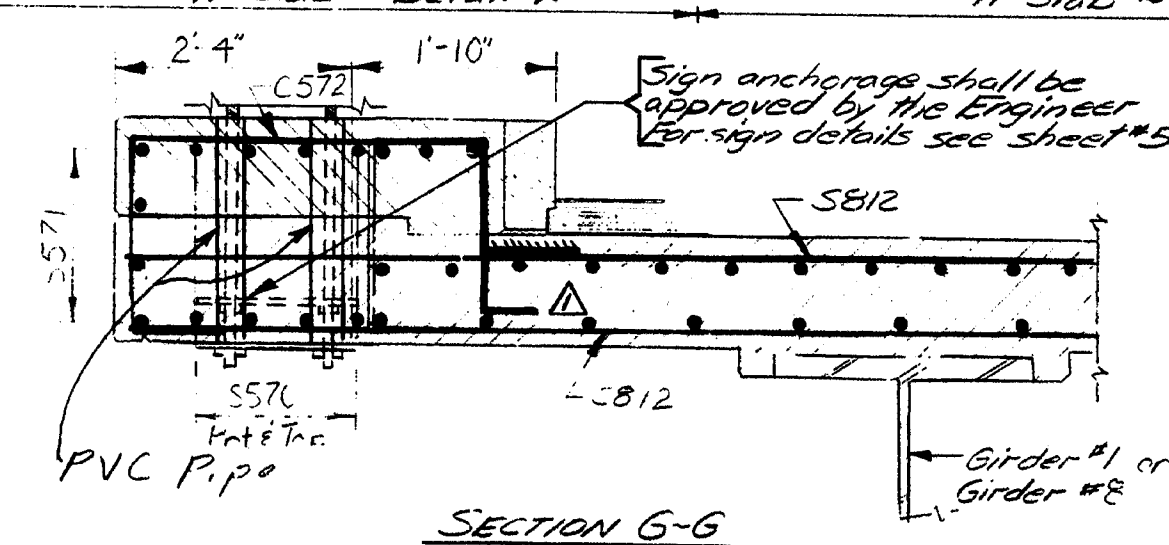
F.R.B.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	64	114



PROJECT	ENGINEER	DATE
DESIGN - DETAIL	W.L.	9/12
CHECKED	L.W.	9/12
REVISIONS		
FIELD CHANGES		



PLAN



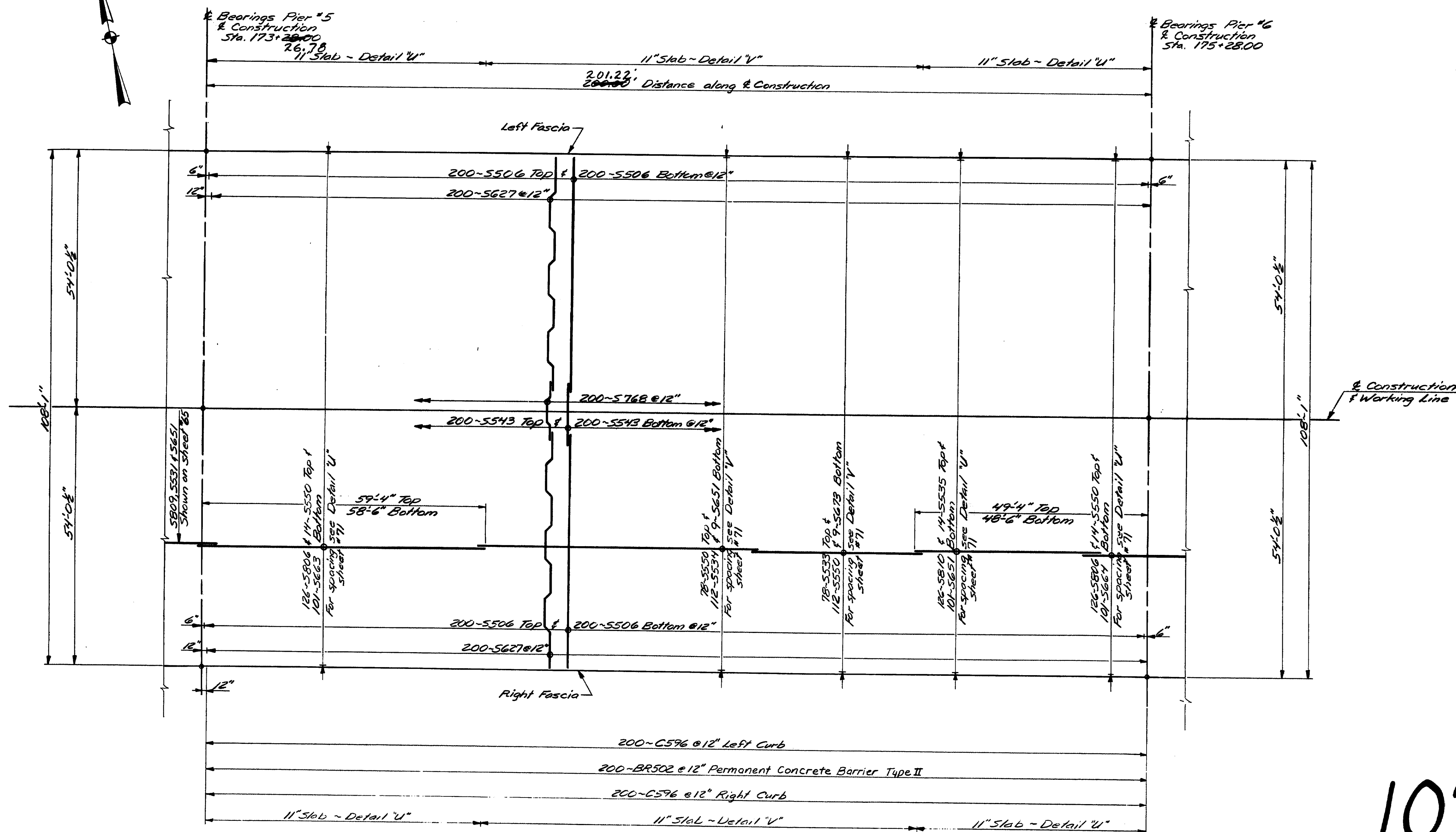
SECTION G-G

Revision	Δ	C572	Date 7 3 84
STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
I-395 BRIDGE OVER PENOBSCOT RIVER BANDOR - BREWER PENOBSCOT COUNTY DECK REBAR LAYOUT (SPAN 4) AUGUSTA, MAINE Sept. 1983			

As BUILT *[Signature]* 5/94 Steel



F.R.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(82)	66	114



PLAN

107-199

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE 2A  
OVER  
PENOBSCOT RIVER  
BANGOR - BREWER  
PENOBSCOT COUNTY  
DECK REBAR LAYOUT

(SPAN 6)  
AUGUSTA, MAINE 5 sept. 1993

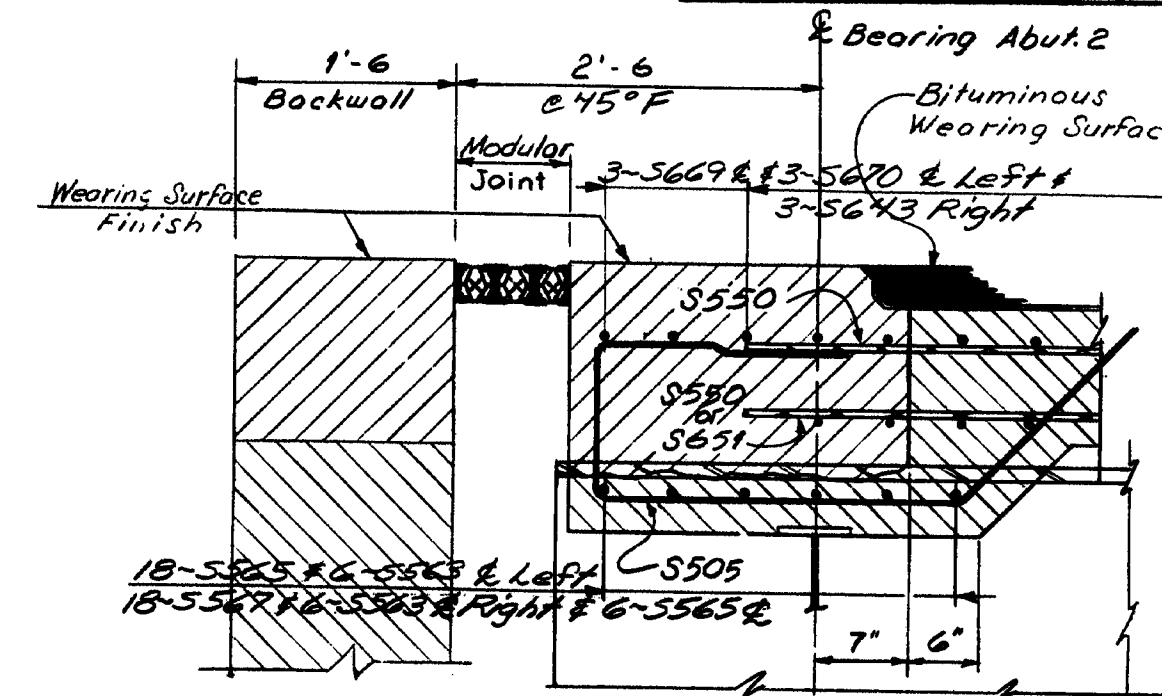
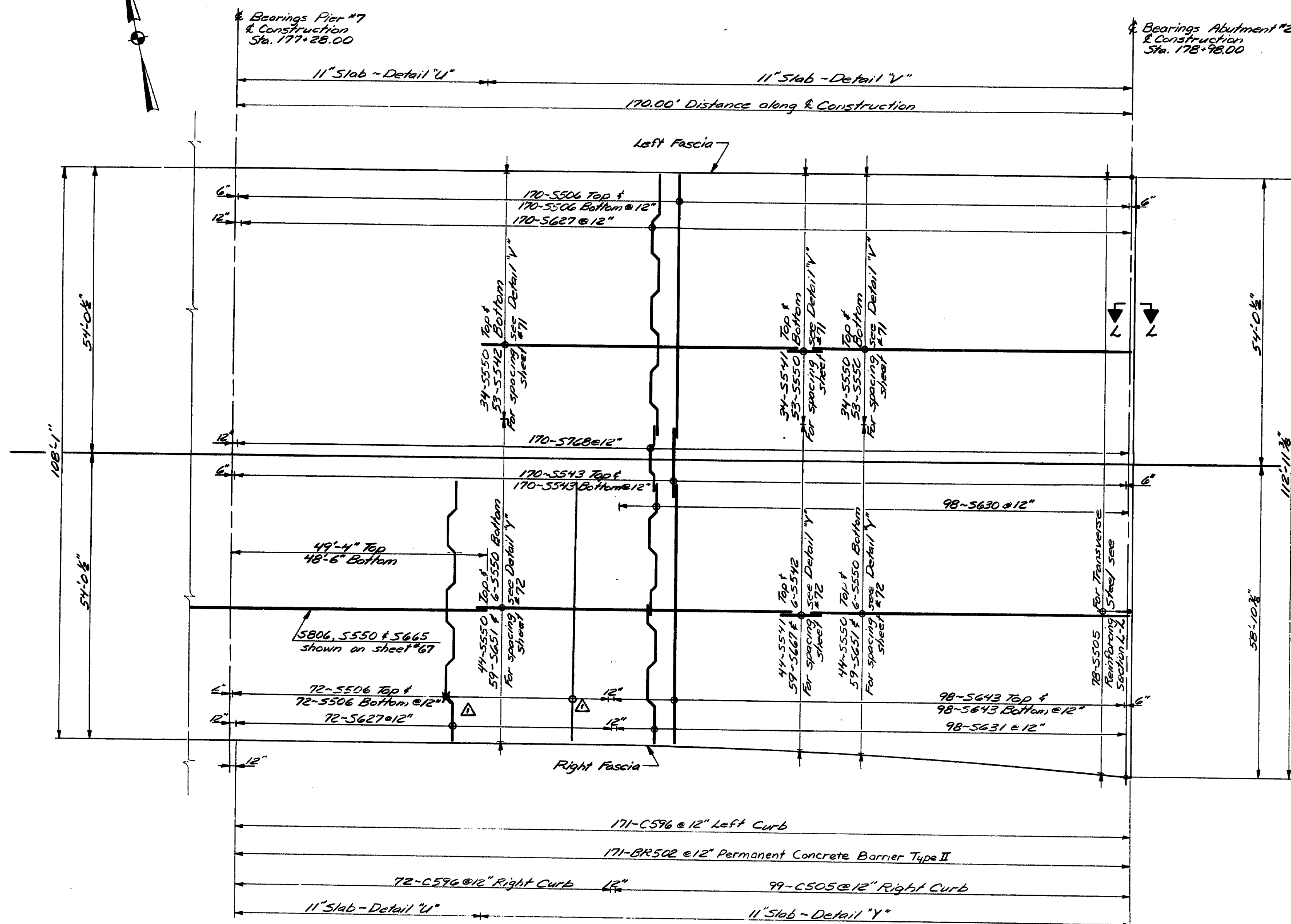
As Built from 5/93 Steel

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

BRUNING 44-132-07101



STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	395-8(88)	68	114



SECTION L-L

Construction & Working Line

107-201

Revision, Re bars, 12-5-84

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE  
OVER  
PENOBSCOT RIVER  
BANGOR - BREWER  
PENOBSCOT COUNTY  
DECK REBAR LAYOUT  
(SPAN 8)

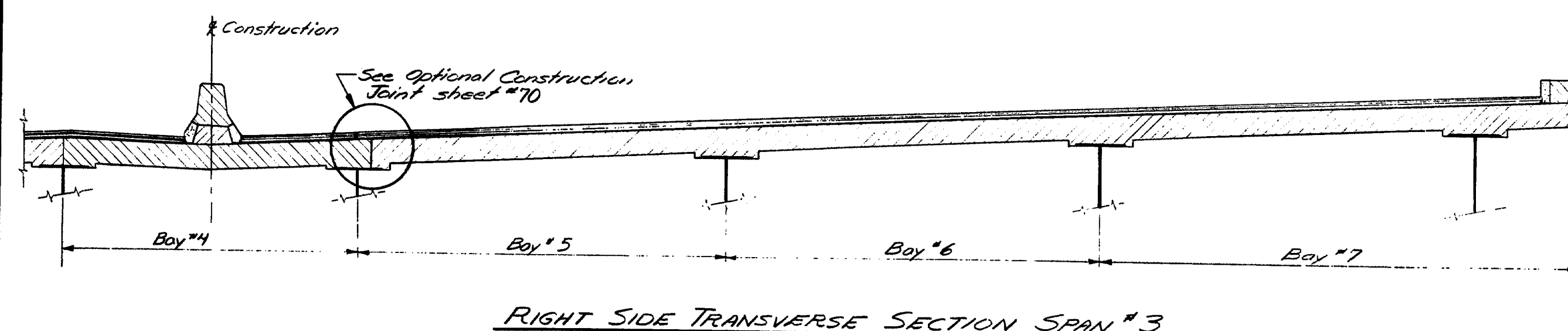
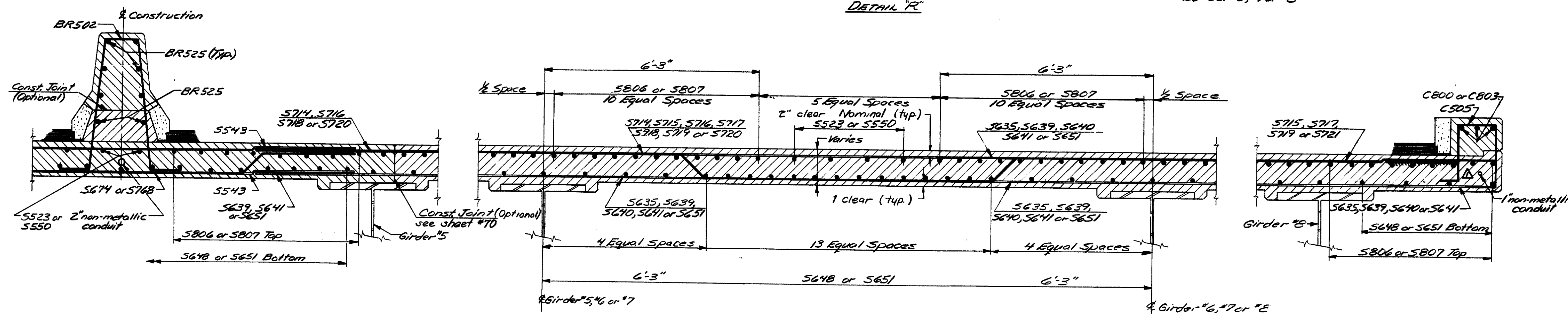
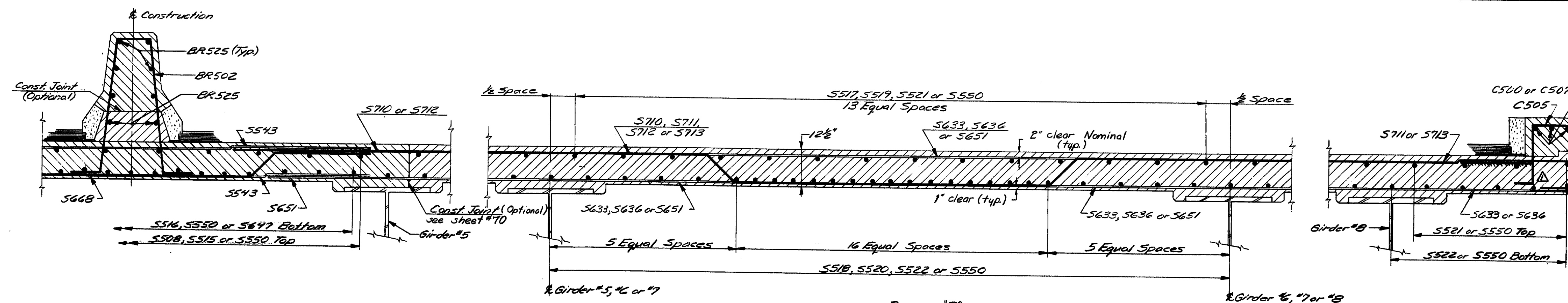
AUGUSTA, MAINE Sept 1983

As Built from 5/94 Steel

PROJECT NAME	ENGINEER/DATE	BY	DATE
PLANS	DESIGNED	W.L.	12/2/83
	CHECKED	K.M.	1/10/84
	REVISIONS		
	FIELD CHANGES		

BRIDGE 44-132 4510-1

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	395-B(82)	69	114



LONGITUDINAL REINFORCING STEEL					
Pier #2 to Pier #3 - 75'					
Top Mat			Bottom Mat		
Location	Mark	Length	Location	Mark	Length
Bay #4	5508	30'-0"	Bay #4	5647	30'-0"
	5550	60'-0"		5550	60'-0"
	5515	39'-9"		5516	40'-5"
Bay #5	5517	12'-9"	Bay #5	5518	13'-7"
	5550	60'-0"		5550	60'-0"
	5519	15'-11"		5520	16'-9"
Bay #6	5550	60'-0"	Bay #6	5550	60'-0"
	5521	19'-11"		5522	21'-9"
Bay #7	5550	60'-0"	Bay #7	5550	60'-0"

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

107-202

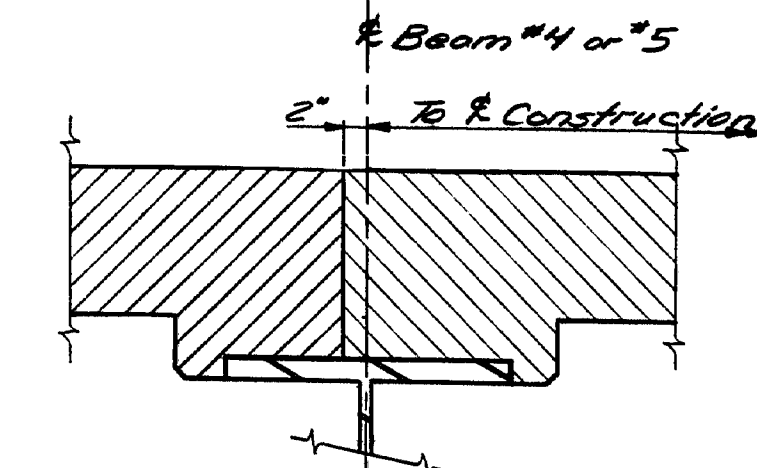
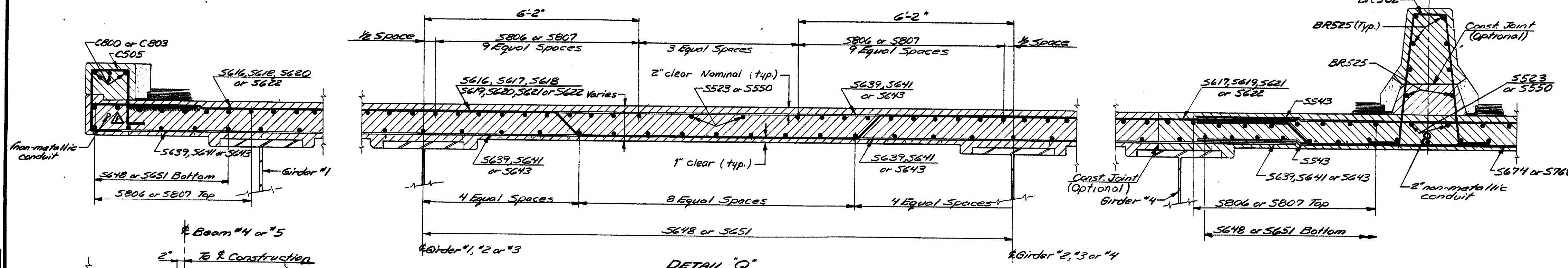
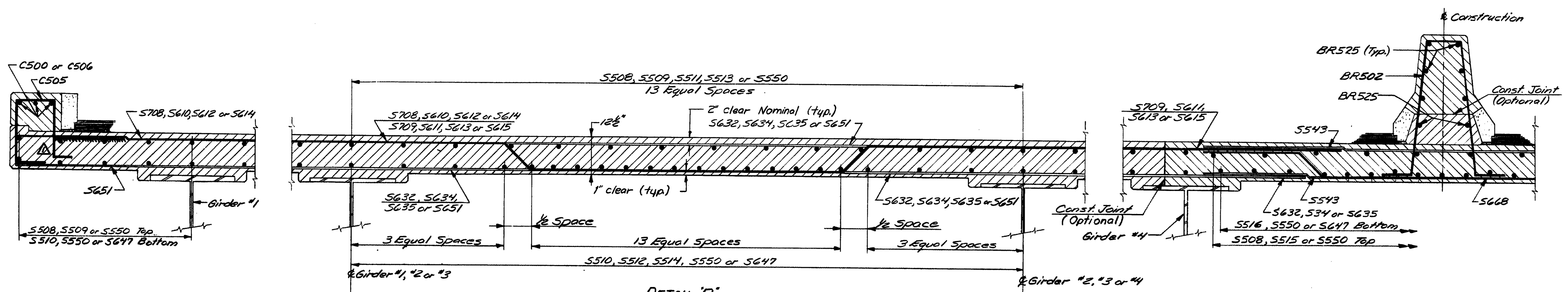
Revision ☒ Revised CS05 Date 7-3-84

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

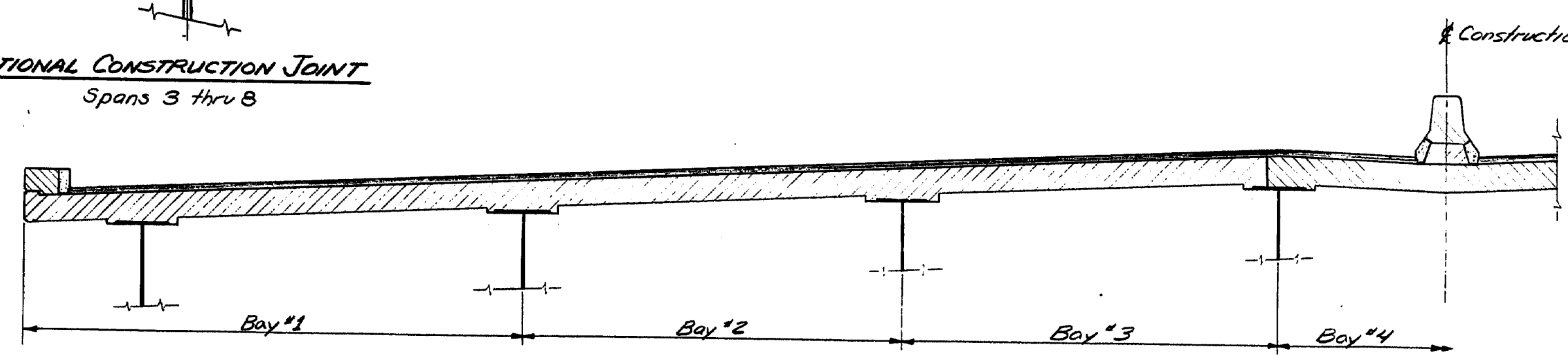
I-395 BRIDGE 2A7  
OVER  
PENOBSCOT RIVER  
BANGOR - BREWER  
PENOBSCOT COUNTY  
TRANSVERSE DECK SECTIONS  
(SPAN 3 RIGHT)  
AUGUSTA, MAINE Sept. 1993

As Built For Maine State

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	395-B(82)	70	114



OPTIONAL CONSTRUCTION JOINT  
Spans 3 thru 4



LEFT SIDE TRANSVERSE SECTION SPAN #3

LONGITUDINAL REINFORCING STEEL											
Pier #2 to Pier #3 - 75'±											
Top Mat				Bottom Mat							
Location	Mark	Length	No.	Location	Mark	Length	No.				
Bay #2	S508	30'-0"	18	Bay #1	S647	30'-0"	26				
	S550	60'-0"	18		S550	60'-0"	26				
	S509	31'-3"	18		S510	32'-4"	26				
Bay #4	S508	30'-0"	13	Bay #2	S647	30'-0"	21				
	S550	60'-0"	13		S550	60'-0"	21				
	S511	34'-4"	13		S512	35'-2"	21				
Bay #3	S508	30'-0"	13	Bay #3	S647	30'-0"	21				
	S550	60'-0"	13		S550	60'-0"	21				
	S513	37'-3"	13		S514	38'-7"	21				

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

107-203

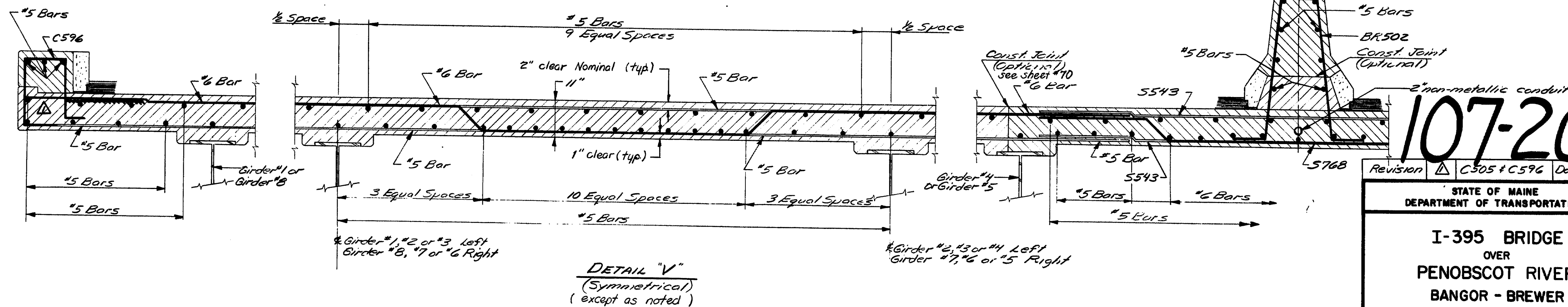
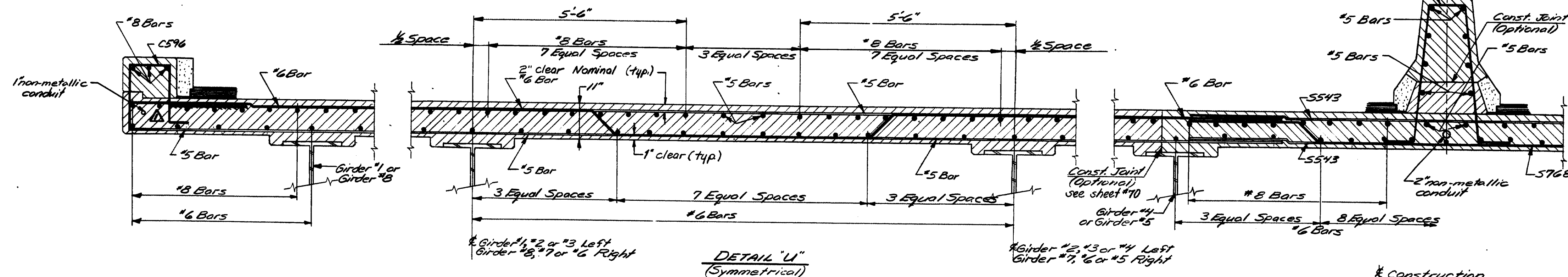
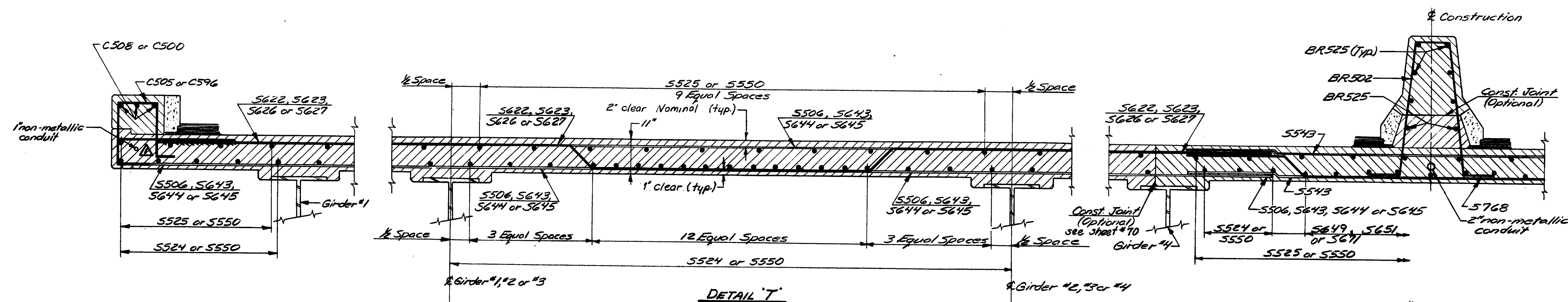
Revision	C505	Date	7-3-84
STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
I 395 BRIDGE 2A9 OVER PENOBSCOT RIVER BANGOR - BREWER PENOBSCOT COUNTY TRANSVERSE DECK SECTIONS (SPAN 3 LEFT) AUGUSTA, MAINE Sept. 1983			

As Built per Maine State

PROJECT DESIGN ENGINEER/ALICE	DATE
DESIGN - DETAIL	7/23/83
CHECKED	7/23/83
FIELD CHANGES	7/23/83

BRIDGE 44-132-4710-1

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	395-B(82)	71	114



DATE	BY	DESIGN	CHECKED	REVISIONS	FIELD CHANGES
7/23/84	W.E.S.	DESIGN	W.E.S.		
8/14/83	W.E.S.	CHECKED	W.E.S.		
		REVISIONS			
		FIELD CHANGES			

107-204

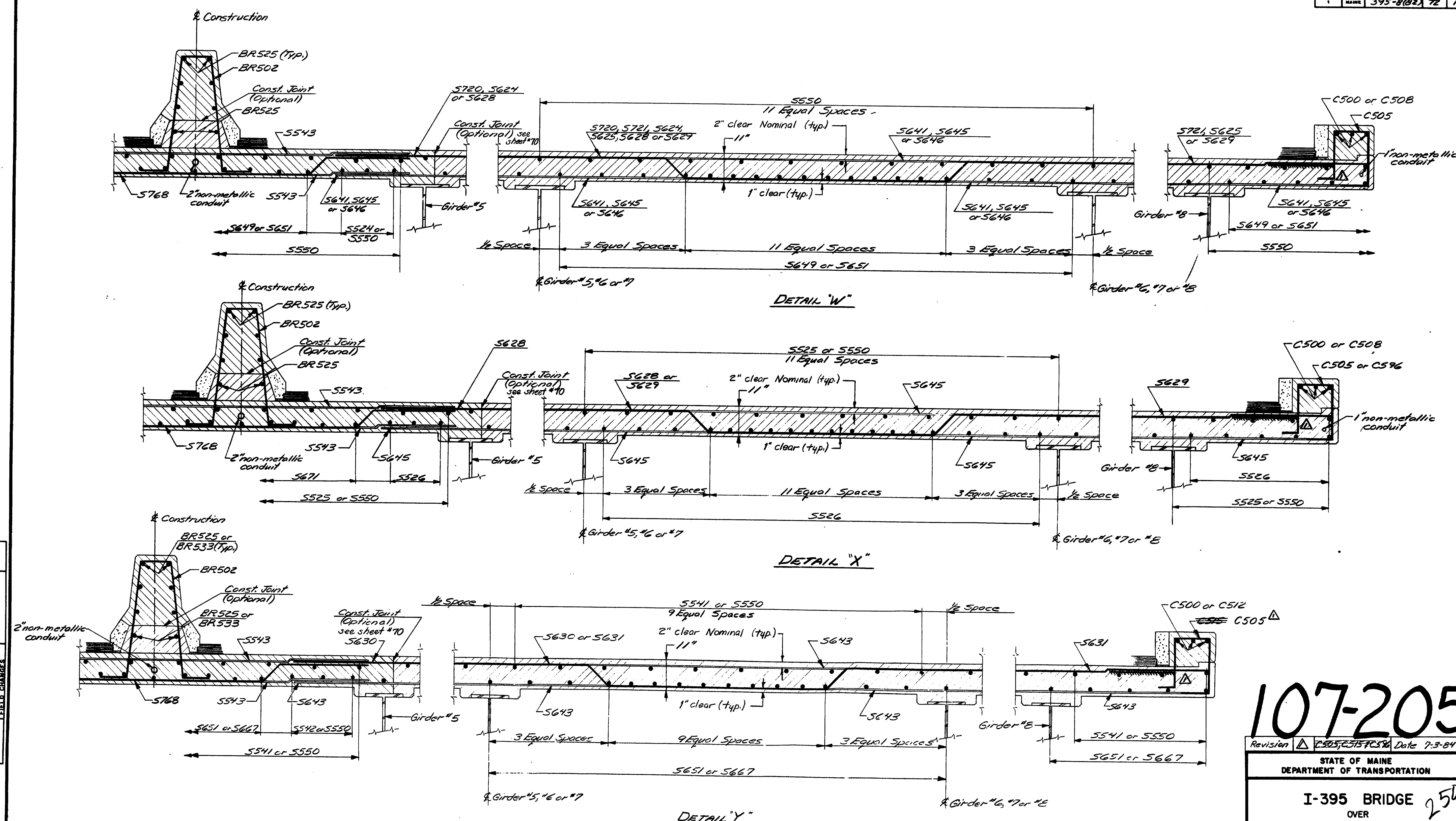
Revision	C.505 & C.596	Date	7-3-84
STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
I-395 BRIDGE 2A9 OVER PENOBSCOT RIVER BANGOR - BREWER PENOBSCOT COUNTY TRANSVERSE DECK SECTIONS (SPANS 4 THRU 8) AUGUSTA, MAINE Sept. 1983			

As Built per Maine State

107-205

**STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION**

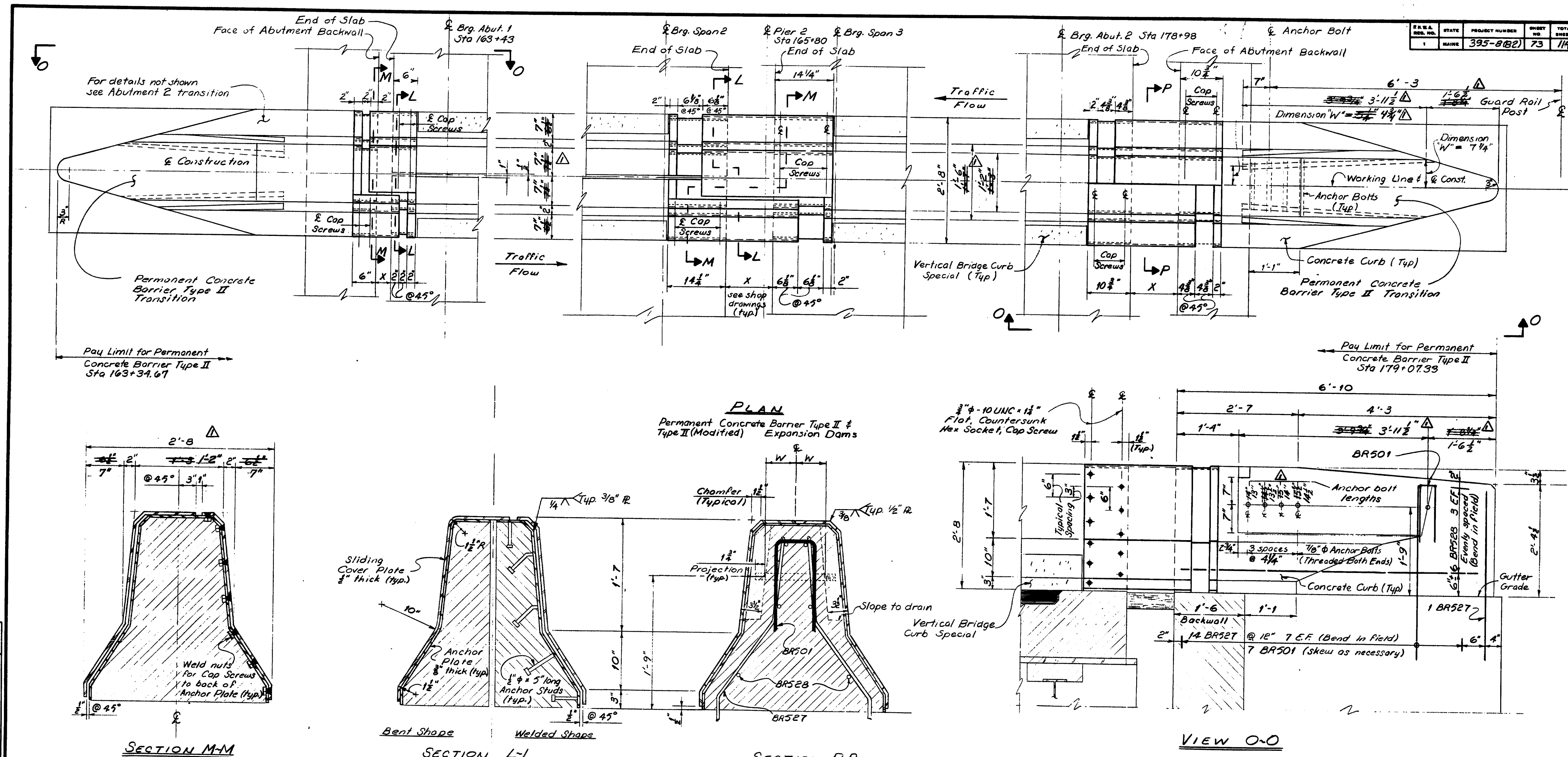
I-395 BRIDGE 250  
OVER  
PENOBSCOT RIVER.  
BANGOR - BREWER  
PENOBSCOT COUNTY  
TRANSVERSE DECK SECTIONS  
(SPANS 4 THRU 8)  
AUGUSTA, MAINE Sept. 1983



<b>PLANS</b>	PROJECT DESIGN ENGINEER <i>Richard</i>		BY	DATE
	DESIGN - DETAILED		<i>M.F.R.</i>	<i>7/15/83</i>
	CHECKED		<i>J.R.W. J. Macdon</i>	<i>7/16/83</i>
	REVISIONS			

As BUILT *W. L. G. 5/9A Steel*

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAIL	3/83
CHECKED	10/83
REVISIONS	
FIELD CHANGES	



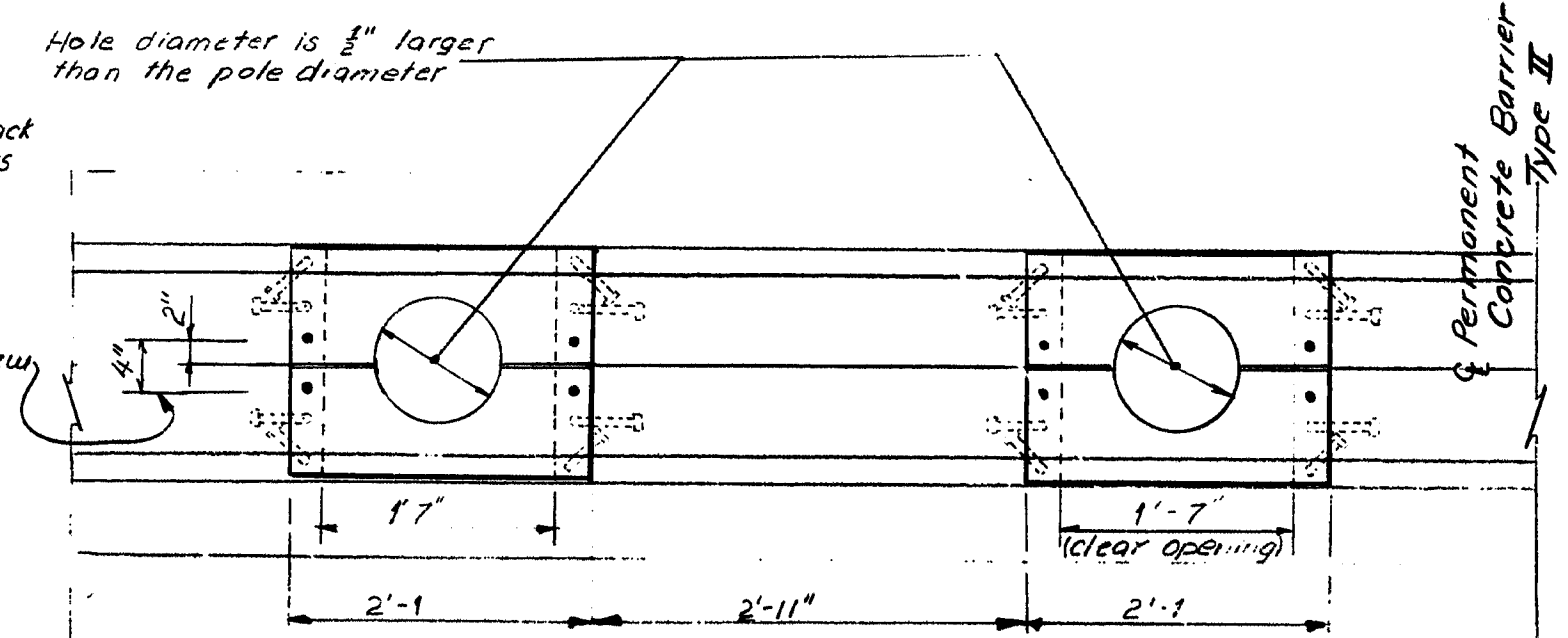
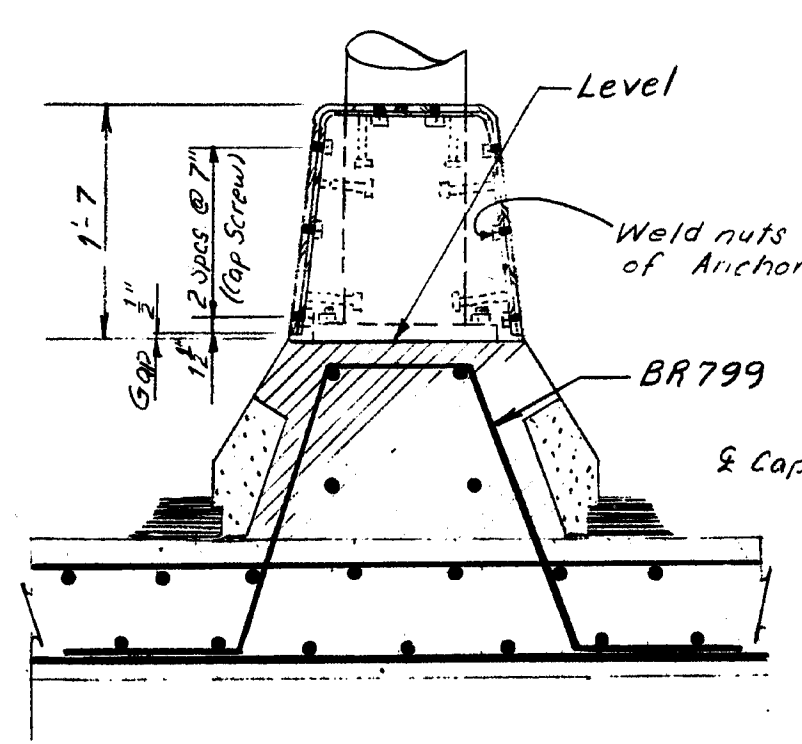
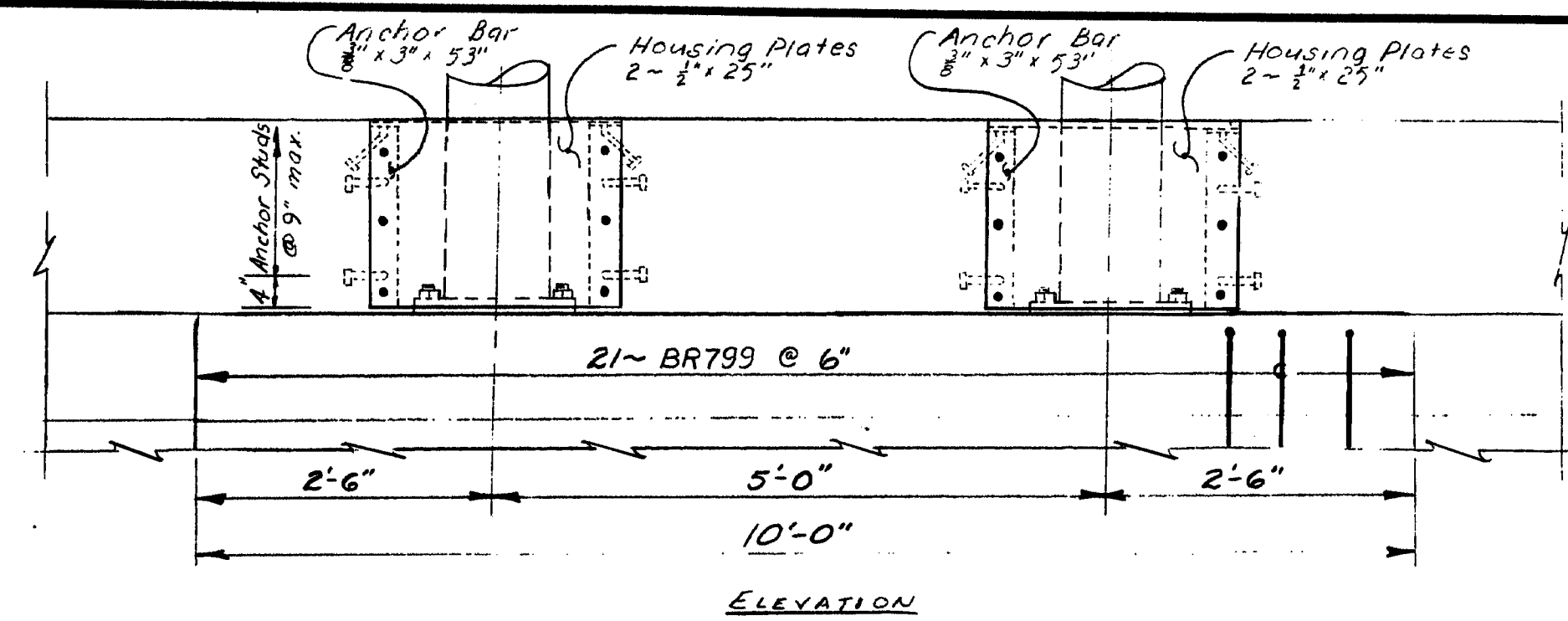
References: See sheet #57 for details  
 & Sections of Permanent Concrete Barrier  
 & Vertical Bridge Curb Special.

- 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 & tails are as shown on Standard Details sheet "III".
  4. Refer to Standard Details sheet "III" for stud locations.
  5. Refer to sheets 7773, 7738, 7889 for Perm. Conc. Barr. Type II reinforcing steel.
  6. The expansion dams, light standard housings, & sign support housings shall be 50 mil #36 galvanized in accordance with ASTM A123. Bolts & cap screws shall be 50 mil #36 galvanized in accordance with Subsection 713.02.
  7. Payment for the furnishing and installing of the Permanent Concrete Barrier Expansion Dams will be considered incidental to Item 520.22, 522.0601 & 522.0602.
  8. Sign support housings furnished and installed will be considered incidental to Item 520.31.

**107-206**

Revision	Barrier Shape	Date 7-3-84
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
I-395 BRIDGE 251 OVER PENOBSCOT RIVER BANGOR - BREWER PENOBSCOT COUNTY PERMANENT CONCRETE BARRIER TYPE II AUGUSTA, MAINE Sept. 1983		

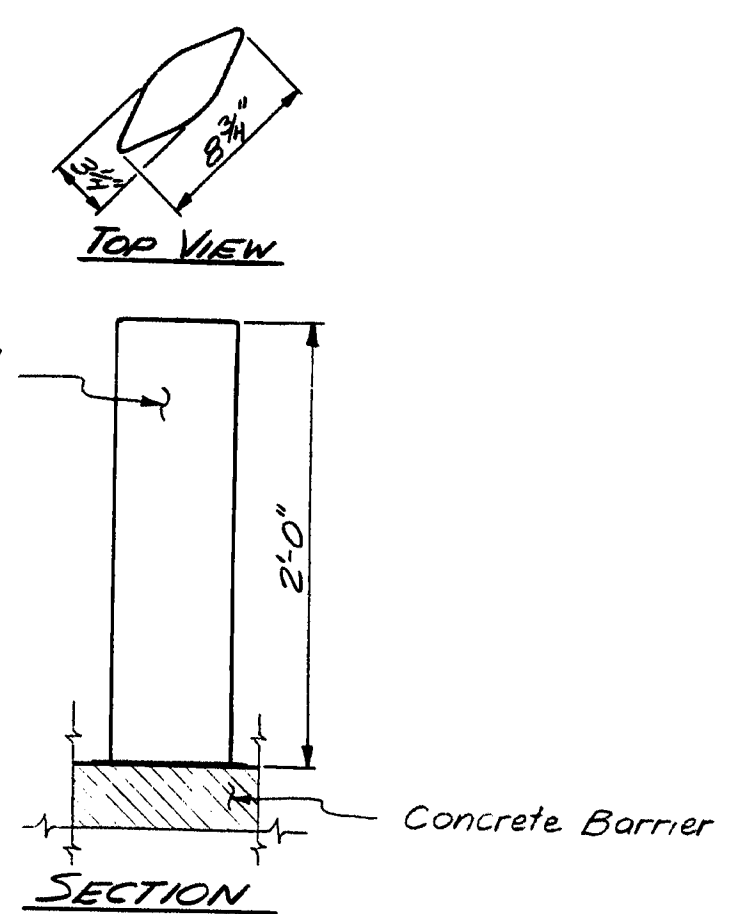
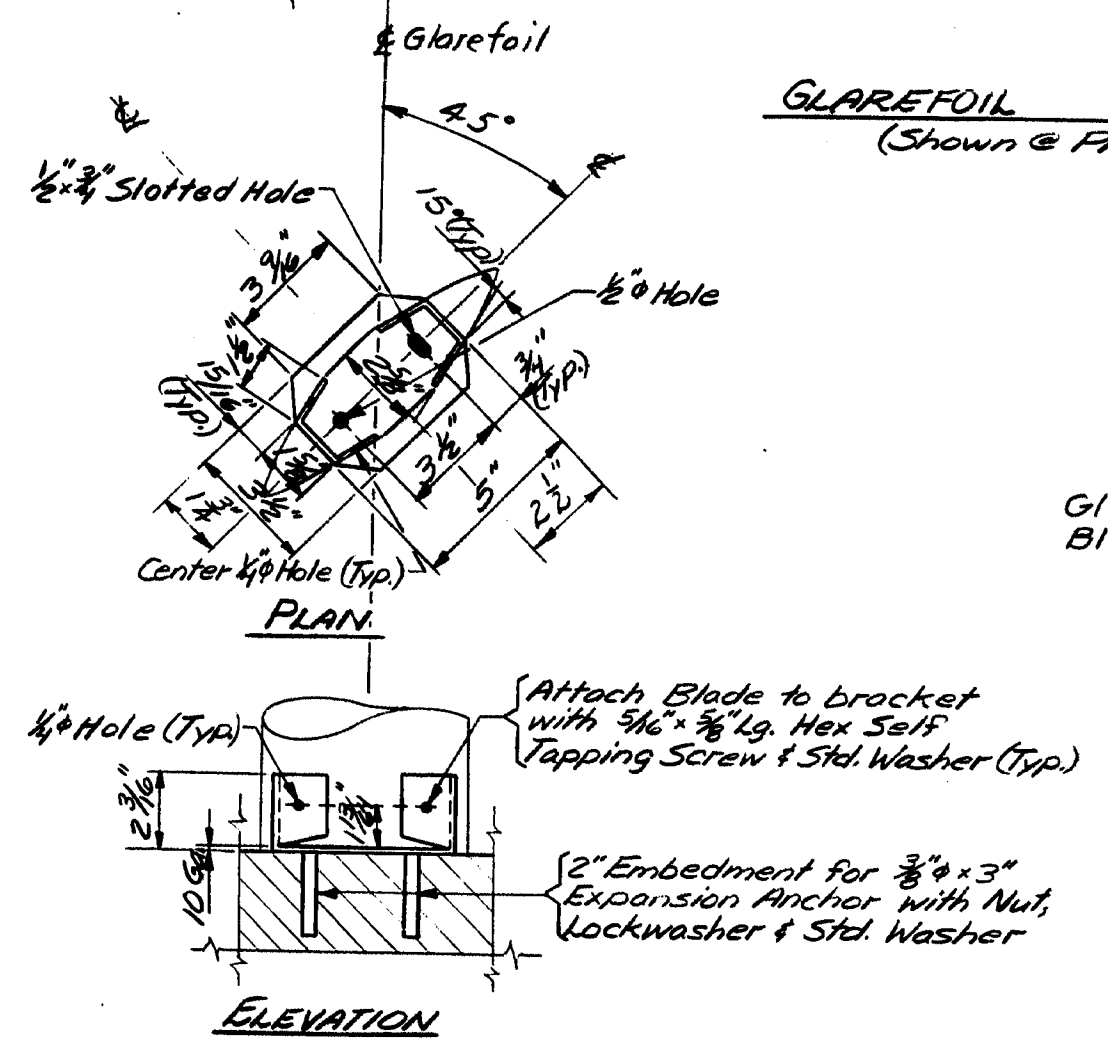
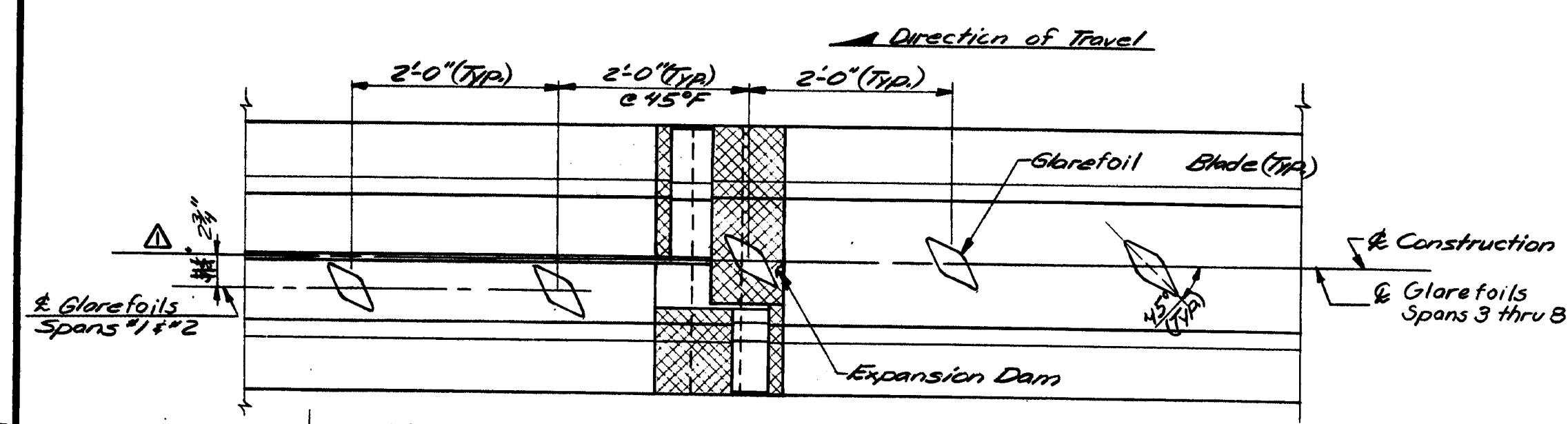
As BUILT 5/11/84 STA 178+50



KRM & NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(82)	74	114

### SIGN SUPPORT HOUSING

See Permanent Concrete Barrier Type II Notes Sheet # 73.



- GLAREFOIL NOTES:**
- 1~ Attach Glarefoil to expansion dams and transitions by a method approved by the Engineer.
  - 2~ Adjust the 2'-0" spacing to clear Light Standard Base Cover and sign supports as directed by the Engineer.
  - 3~ Begin Glarefoils at Sta 162+35.5  
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  $\Delta$  Glarefoil Location Date 7-3-84

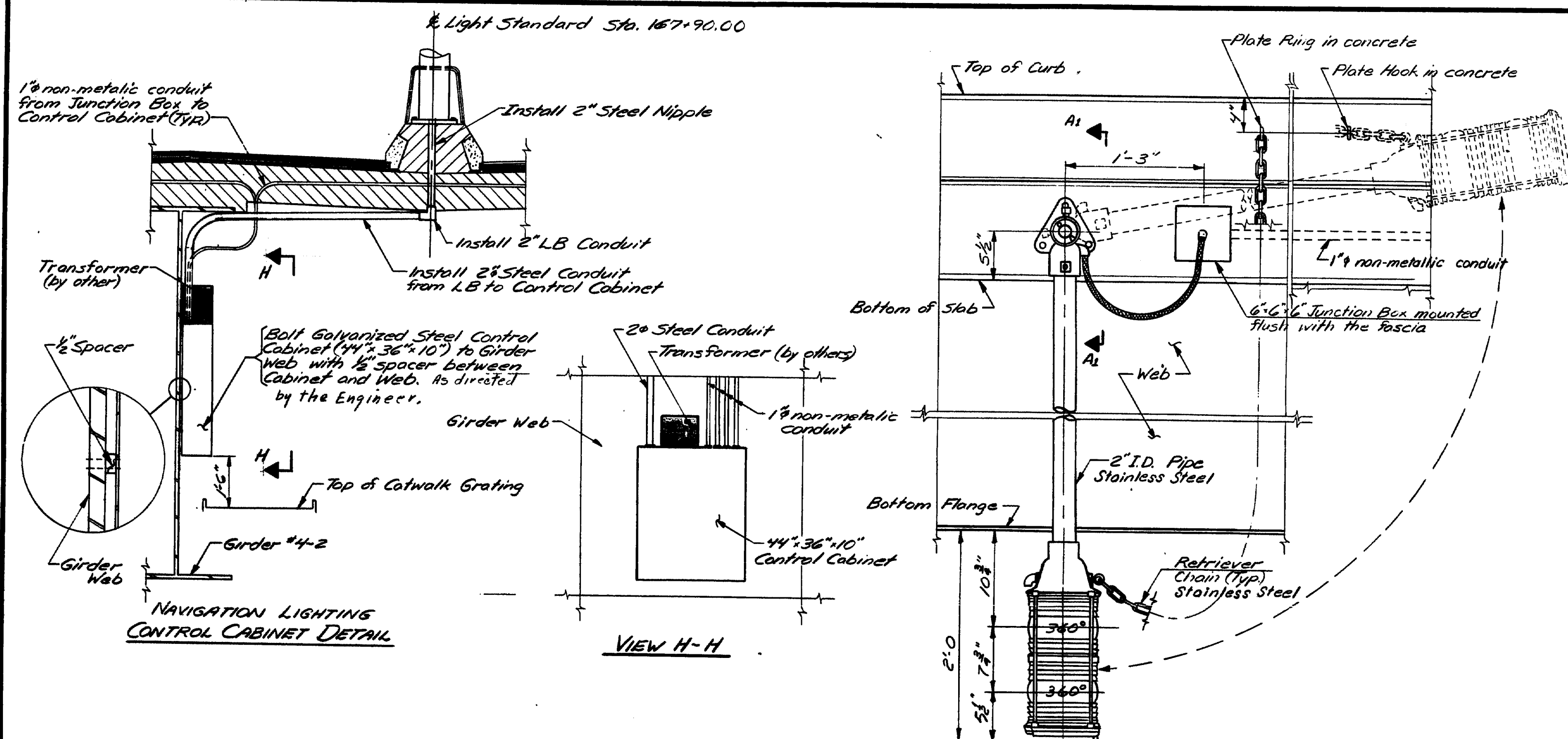
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

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

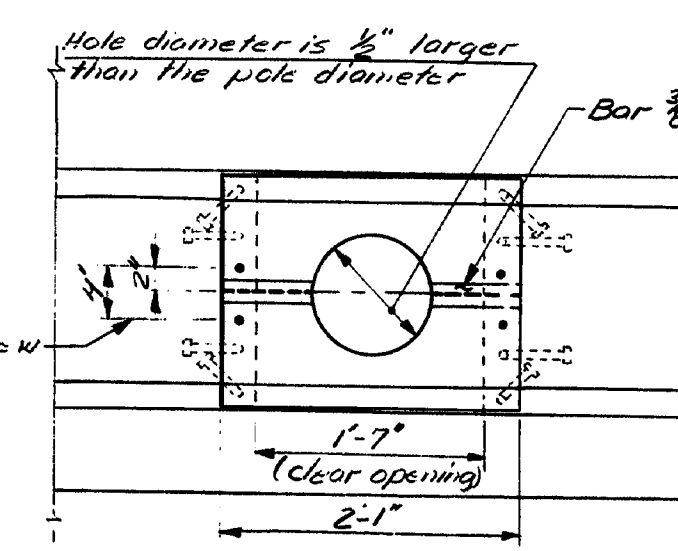
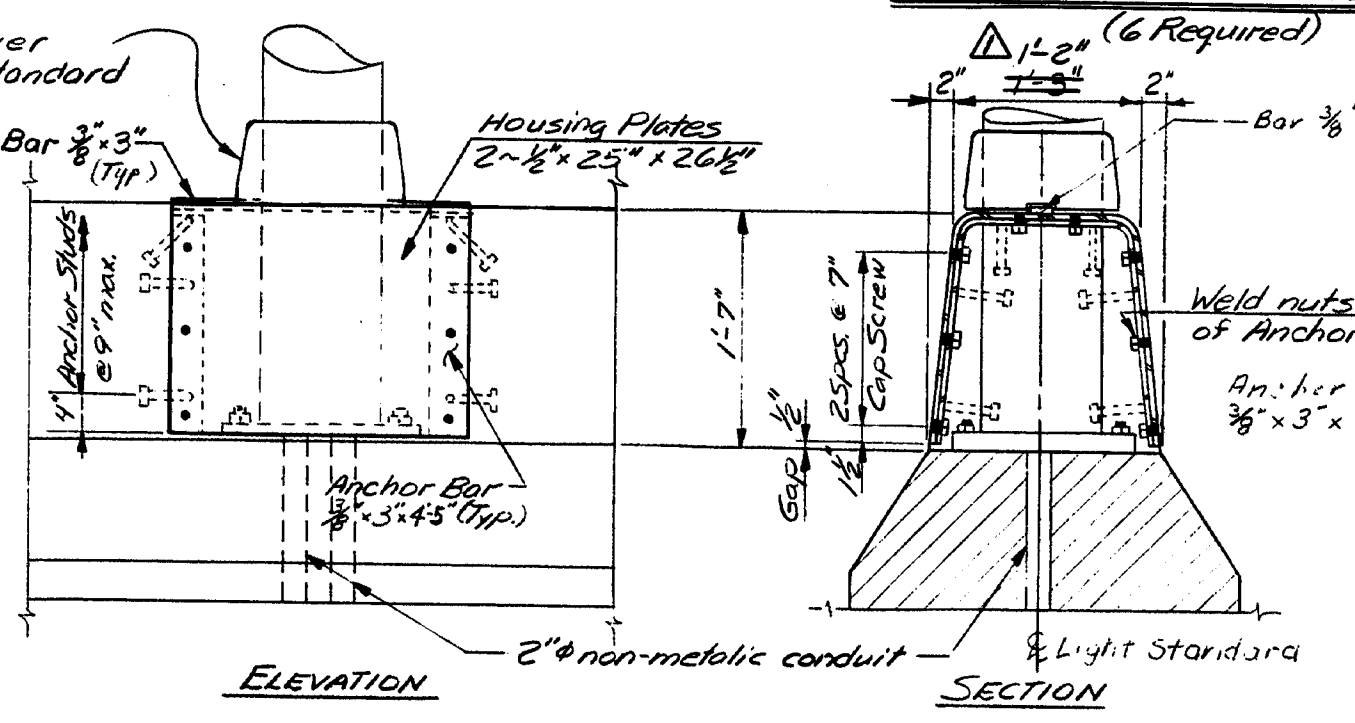
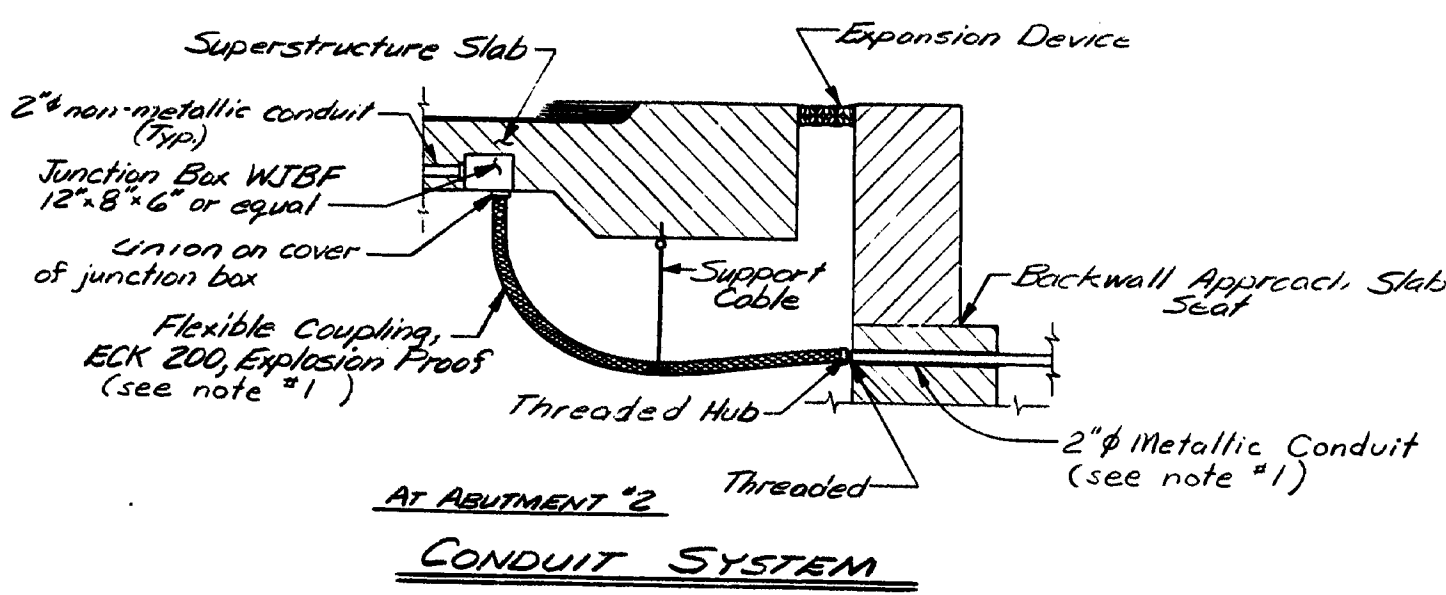
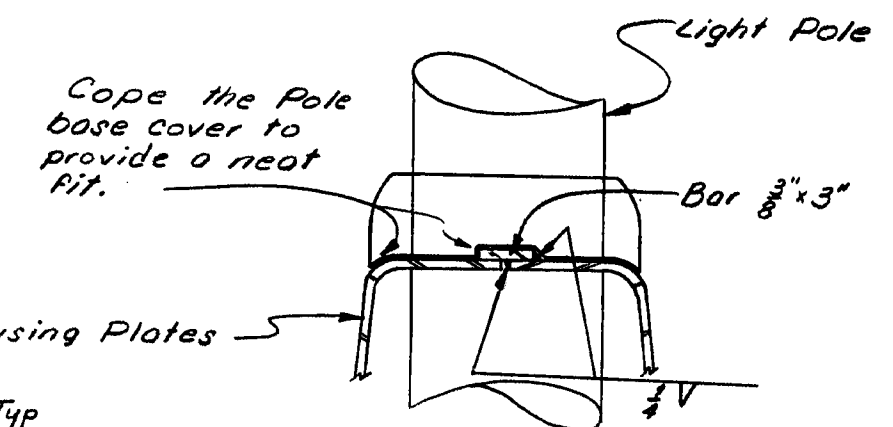
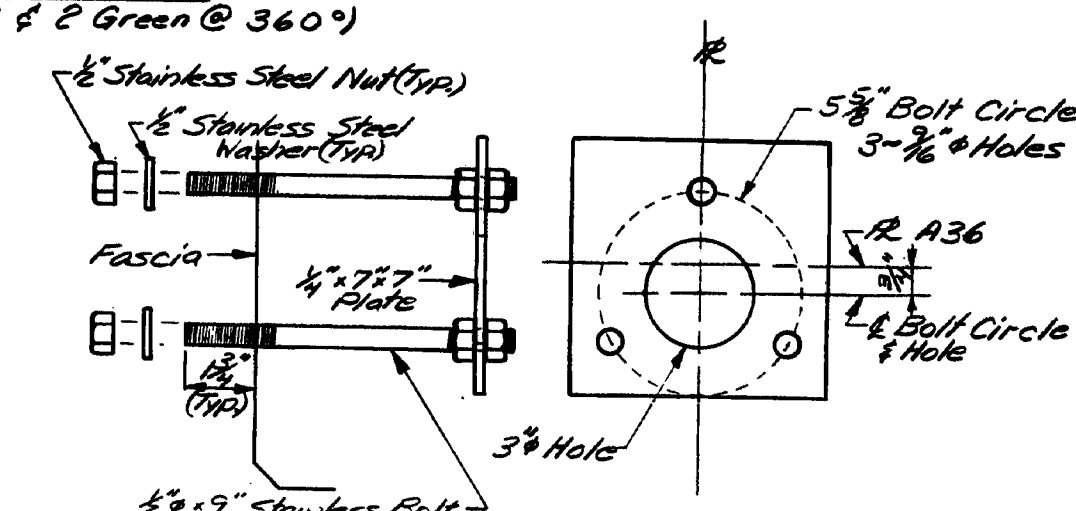
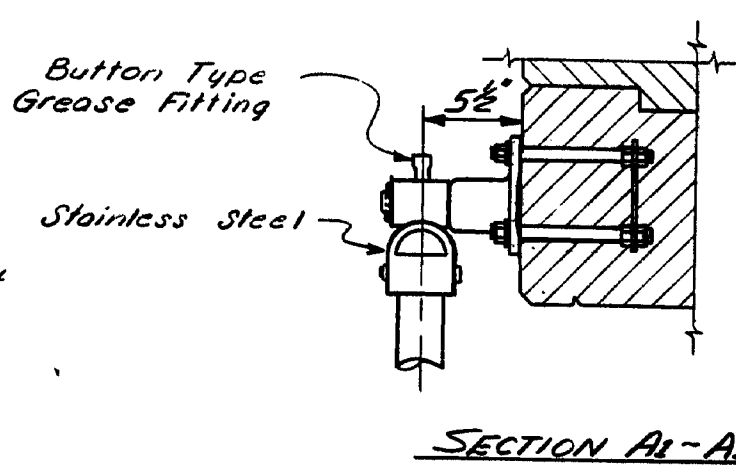
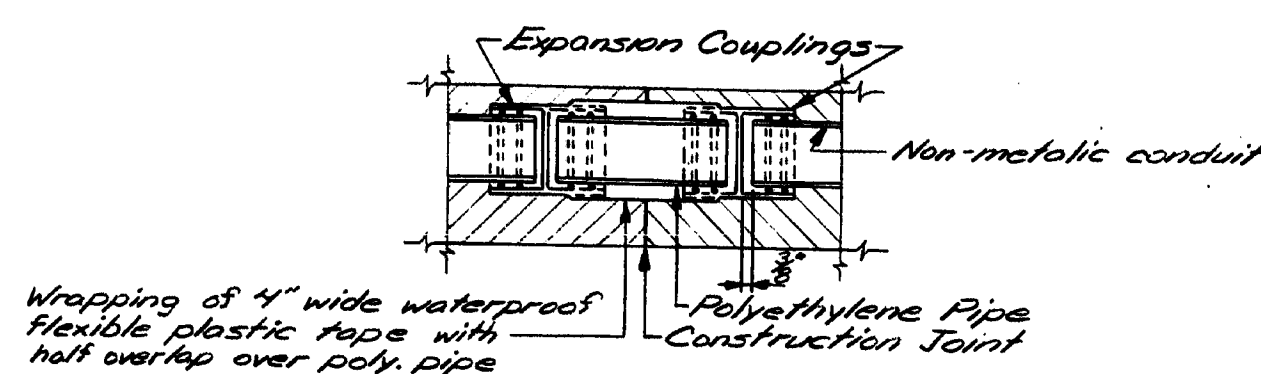
AUGUSTA, MAINE Sept. 1983

As BUILT 9/11/84

F.R.D. 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.

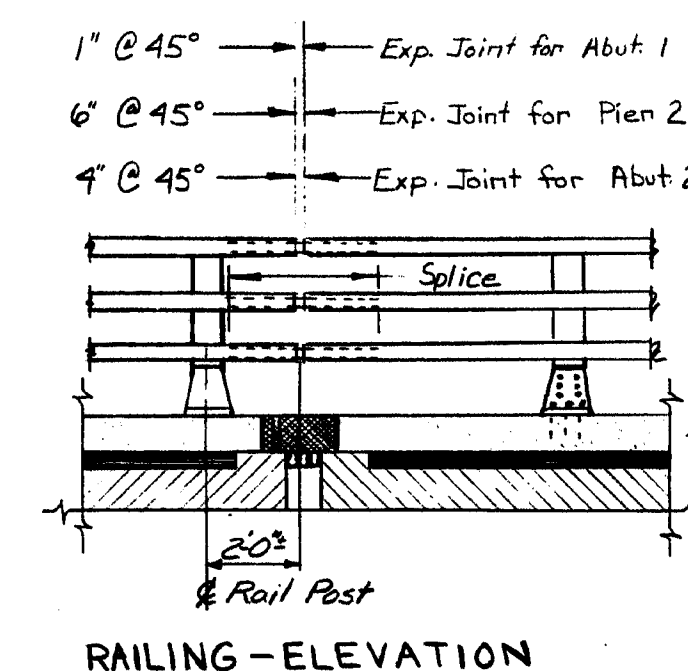
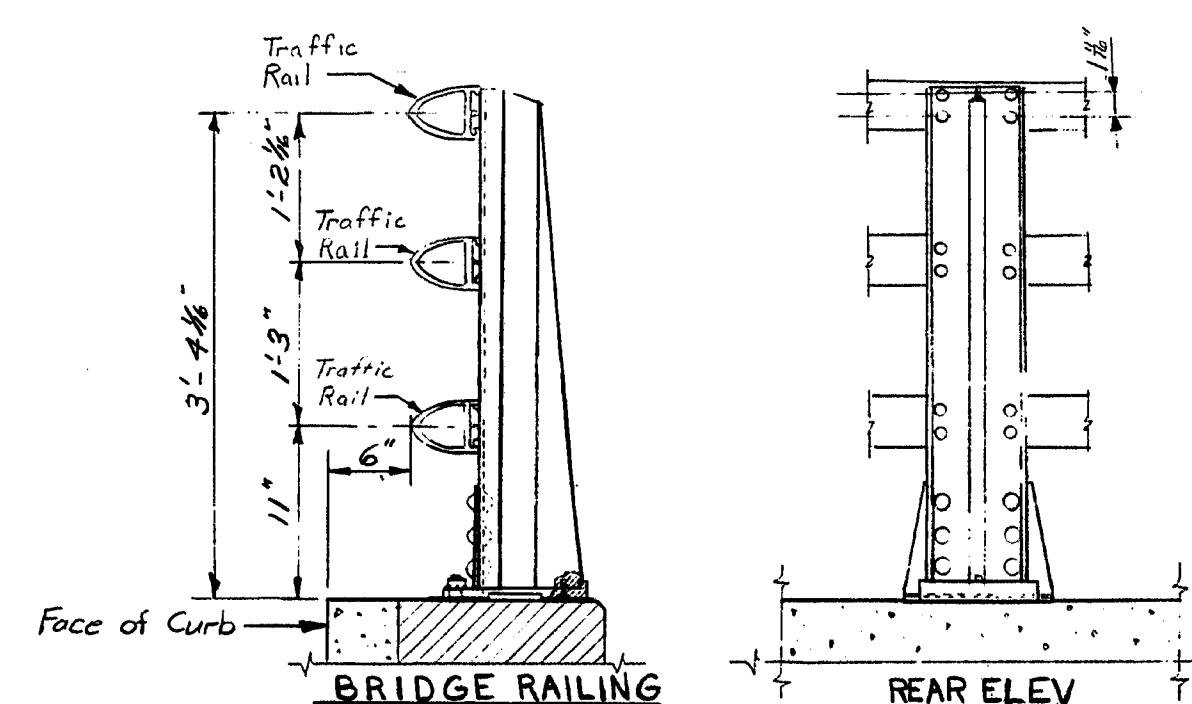
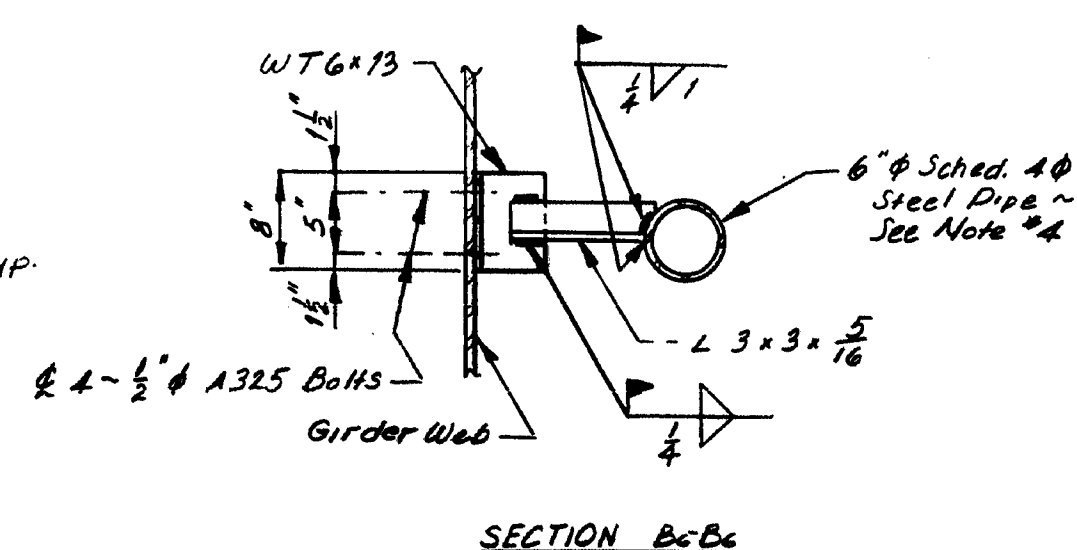
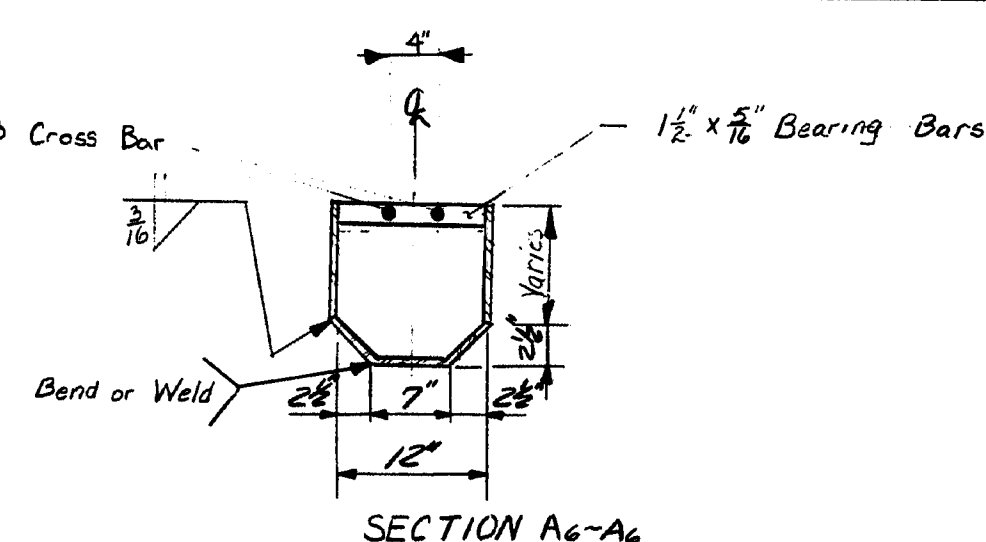
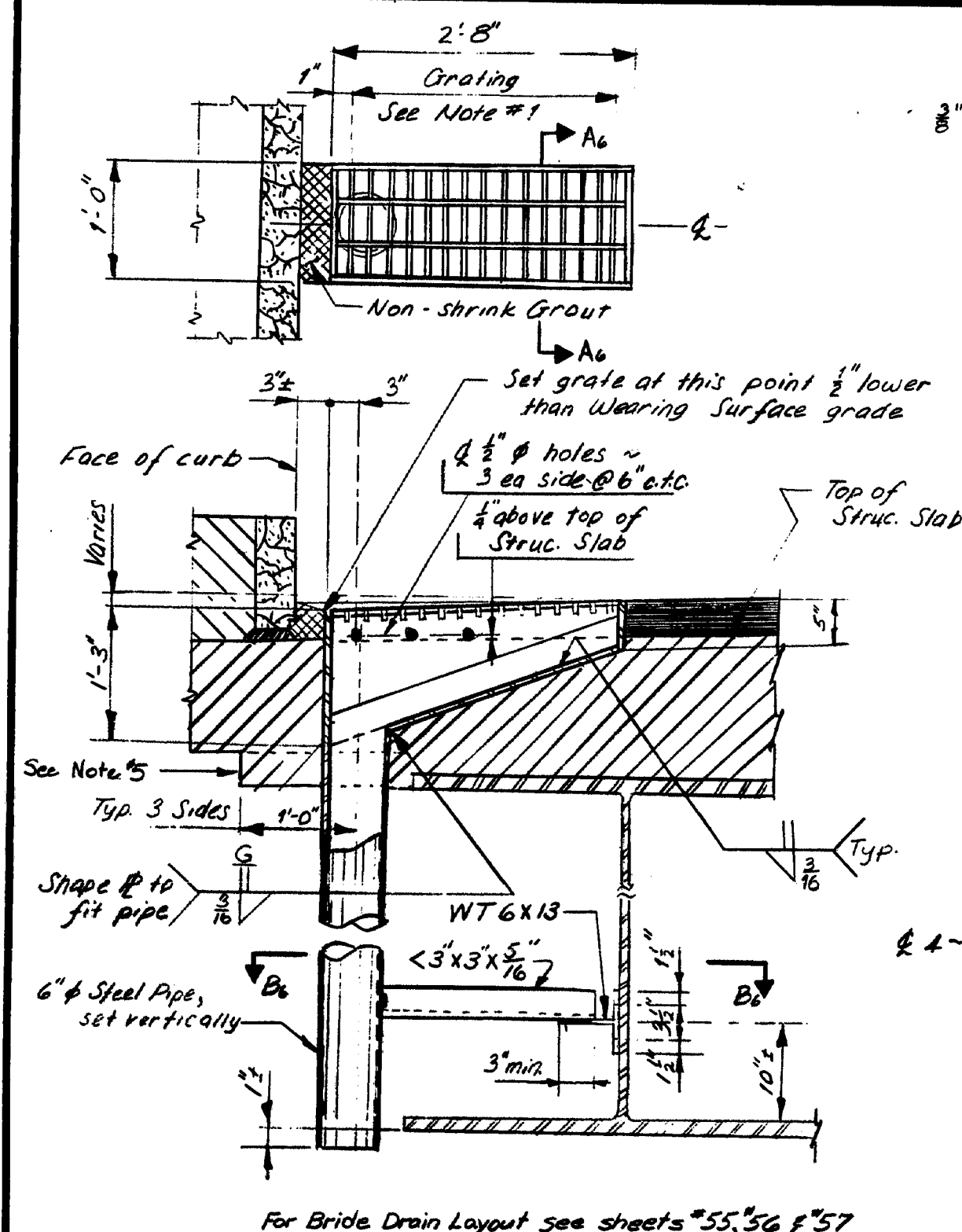


Revision	Light Std. Housing Shape	Date	7/3/84
STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
I-395 BRIDGE OVER PENOBSCOT RIVER BANGOR - BREWER PENOBSCOT COUNTY NAVIGATION LIGHTING & EMBEDDED WORK IN STRUCTURES AUGUSTA, MAINE Sept. 1983			

107-208

As BUILT 5/94

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	395-8(82)	76	114



### ALUMINUM BRIDGE RAILING 3 BAR MODIFIED (For Rail Post Spacing see sheets #55, 56, 57)

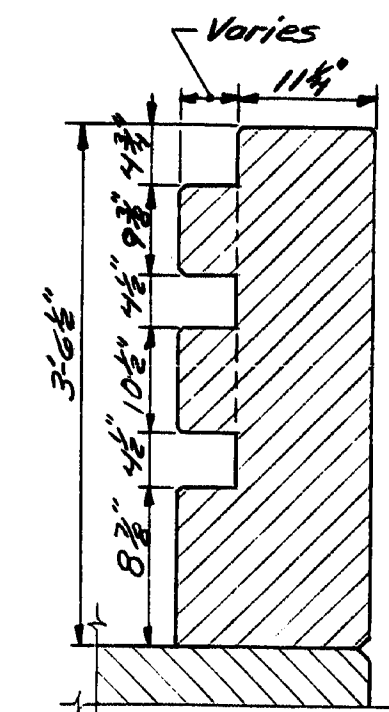
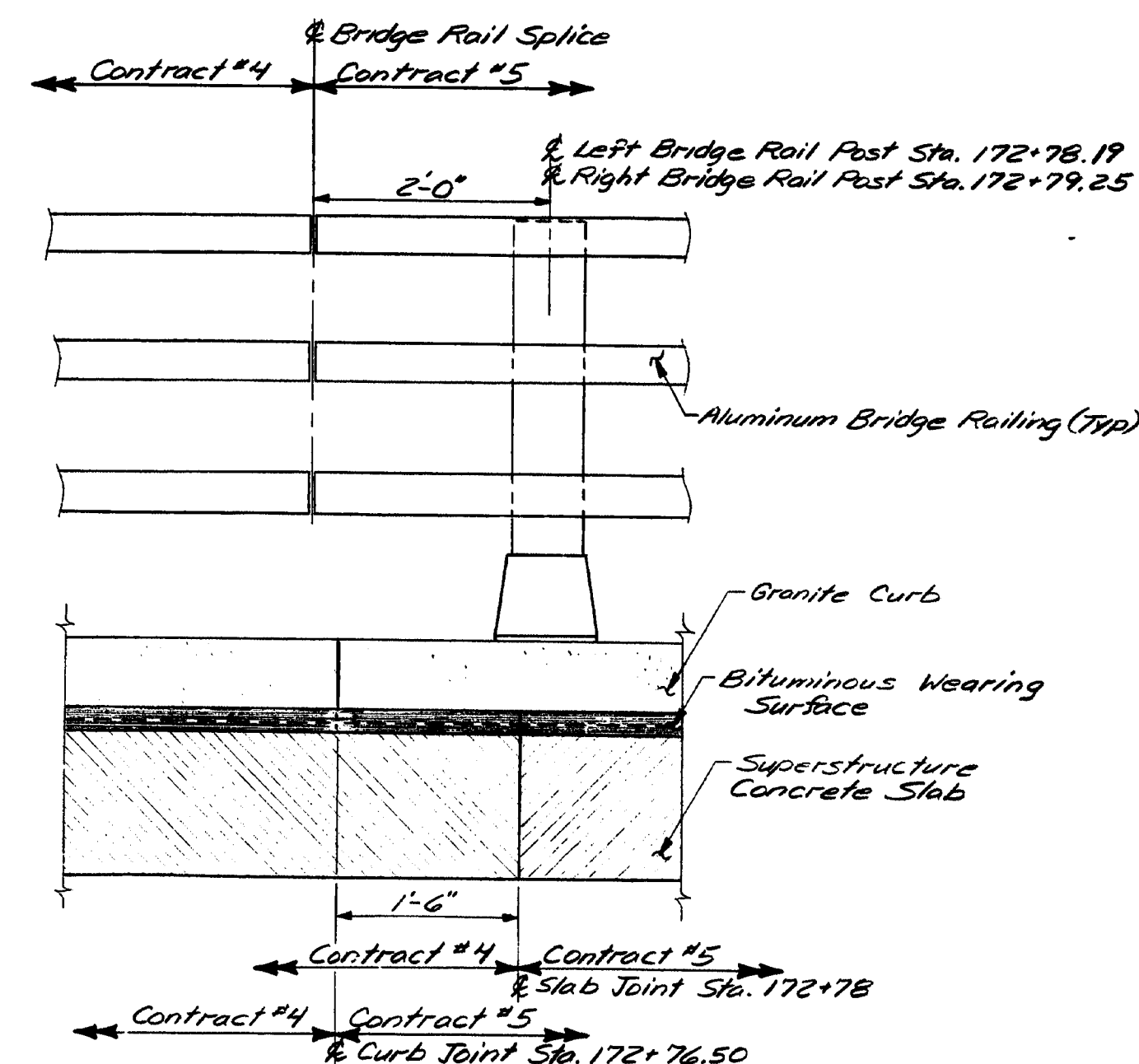
### BRIDGE RAIL NOTES

- For Details not shown see sheet #106.
- Payment will be made under Item 507.093, Aluminum Bridge Railing 3 Bar.
- Maximum post spacing 7'-0" center to center.
- For Rail Post Layout see sheets #55 thru #57.

### DRAIN NOTES

- Grating shall be a commercial heavy-duty grating with 1 1/2" x 5/16" bearing bars spaced at 2 3/8" c.t.c., and 3/8" cross bars spaced at 4" c.t.c.
- Plates shall be A.S.T.M. A36, 1/4" thick.
- WT6x13 & L3x3x5/16 shall be A588 steel.
- At the option of the Contractor, the Bridge Drain may be modified to allow the use of T.S. 6x6x1/2 conforming to A.S.T.M. A501 or A.S.T.M. A500, Gr. "A", in place of the 6" x 3" x 5/16" steel pipe.
- If the minimum thickness of concrete below the Drain is 2" or less, the haunch shall be extended as shown.
- Painting will not be required.
- Payment for Bridge Drain shall be as specified under subsection 502.19 of the Standard Specifications.

### BRIDGE DRAIN



### MODIFIED END POST SECTION

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. 1983

107-209

Hs BUILT FOR FURNISHING STEEL

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

BRIDGE 44-122-8710-1



# REINFORCING STEEL SCHEDULE

STRAIGHT BARS				BENT BARS			
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION
		FOOTING					
			WL516 2 13'-6" North Wing (Vert.)				
			WL517 5 14'-3" North Wing (Horiz.)				
F600	149	10'-6" Transverse	WL518 26 11'-3" North Wing (Vert.)	WM501	8	7'-10" South Wing (Horiz.)	
F601	22	22'-6" Longitudinal	WL519 6 31'-2" North Wing (Horiz.)	WM502	2	6'-0" "	
F602	22	27'-0" "	WL522 1 7'-11" "	WM503	2	8'-7" "	
F603	22	30'-0" "	WL523 1 9'-9" "	WM504	2	11'-2" "	
F604	22	42'-9" "	WL524 1 12'-0" "	WM505	2	13'-8" "	
			WL525 1 14'-11" "	WM506	10	15'-2" South Wing (Horiz.)	
F700	48	10'-6" Transverse	WL526 1 19'-5" "	WM507	2	5'-4" South Wing (Vert.)	
F800	51	10'-6" "	WL527 1 20'-7" "	WM508	2	6'-3" "	
			WL528 1 22'-11" "	WM509	2	7'-1" "	
			WL529 1 25'-4" "	WM510	2	8'-0" "	
			WL530 1 23'-6" "	WM511	2	8'-11" "	
			WL531 1 25'-11" "	WM512	2	9'-10" "	
			WL532 1 28'-4" "	WM513	2	10'-11" "	
M500	62	3'-3" Dowels	WL533 1 30'-7" North Wing (Horiz.)	WM514	2	11'-8" "	
M501	19	13'-10" Backwall	WL534 2 2'-3" North Wing (Vert.)	WM515	2	16'-2" South Wing (Vert.)	
M503	6	4'-9" Breastwall	WL535 2 3'-3" "	WM516	2	6'-0" Curtain Wall	
M504	4	4'-0" " "	WL536 2 4'-3" "	EP401	16	1'-10" End Post Dowels	
M505	3	7'-10" " "	WL537 2 5'-3" "	EP407	8	2'-0" End Post	
M506	29	26'-5" Horizontal	WL538 2 7'-6" "	EP508	10	4'-0" End Post	
			WL539 2 7'-6" "				
N500	39	3'-3" Dowels	WL540 2 7'-9" "				
N501	13	7'-3" Breastwall	WL541 2 8'-7" "				
N502	13	5'-6" " "	WL542 2 9'-5" "				
N504	4	10'-0" Horizontal	WL543 2 10'-4" "				
N505	33	29'-8" Horizontal	WL544 2 11'-2" "				
			WL545 2 12'-0" "				
L500	107	3'-3" Dowels	WL546 2 13'-4" North Wing (Vert.)				
L501	45	7'-3" Breastwall					
L503	45	10'-9" " "	WL548 2 4'-10" North Wing (Vert.)				
L504	74	27'-8" Horizontal	WL549 2 5'-10" "				
L505	1	10'-10" End of Breastwall	WL550 2 6'-10" "				
L507	2	2'-7" Concrete Barrier	WL551 2 7'-10" "				
L508	2	4'-1" " "	WL552 2 8'-10" "				
L509	2	5'-7" " "	WL553 2 9'-9" "				
L510	2	7'-1" Concrete Barrier	WL554 2 10'-9" North Wing (Vert.)				
R510	77	9'-6" Backwall					
			WL556 1 4'-2" North Wing (Horiz.)				
			WL557 1 6'-7" "				
AS400	32	30'-0" Approach Slab	WL558 1 9'-0" "				
AS401	16	21'-5" " "	WL559 1 11'-4" North Wing (Horiz.)				
AS402	16	27'-9" " "					
AS600	214	15'-0" Approach Slab					
BR527	15	5'-0" Concrete Barrier					
BR528	6	6'-6" " "					

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.

FWA SHEET NO. 1	STATE MAINE	PROJECT NUMBER 395-8(82) 78	SHEET NO. 114	TOTAL SHEETS 114
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## TYPE-BENDING DIAGRAMS

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

### GENERAL NOTES

- First digit(s) following the letter of the Mark indicates size of reinf. bar.  
Mark (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.

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

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE 256  
OVER  
PENOBSCOT RIVER  
BANGOR - BREWER  
PENOBSCOT COUNTY  
ABUTMENT 2  
AUGUSTA, MAINE Sept. 1983

As BUILT 107-211

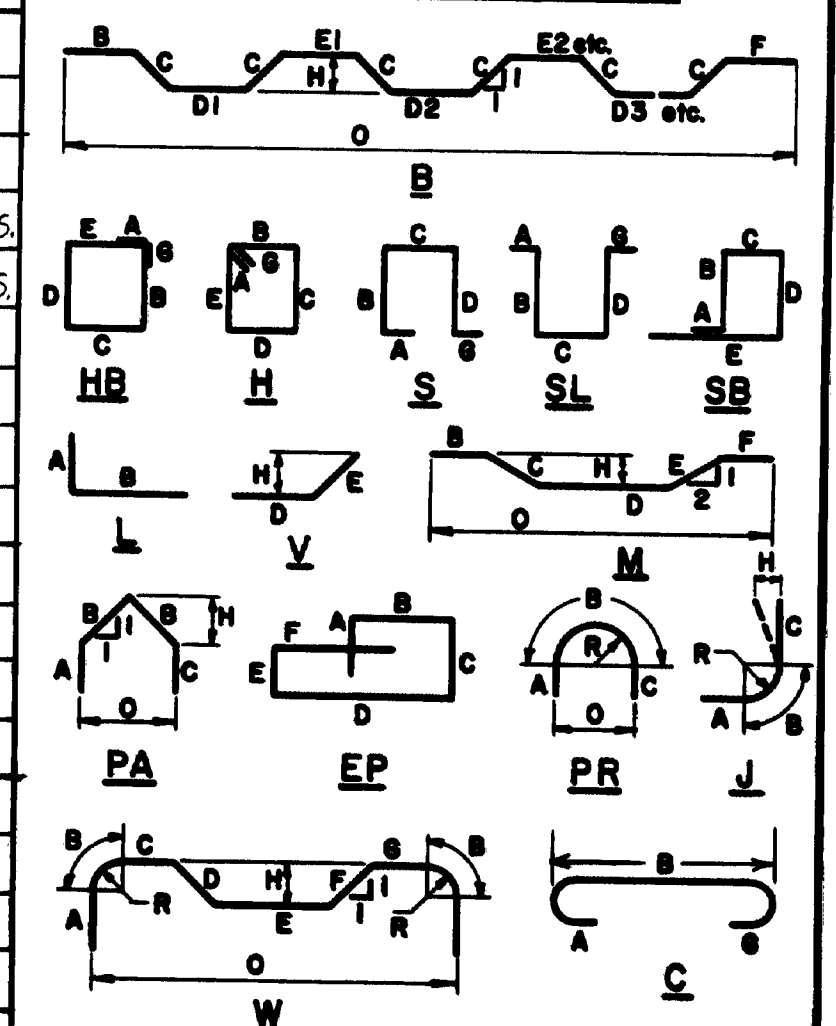
# REINFORCING STEEL SCHEDULE

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	
FOOTINGS												FOOTINGS															
PIER #1												PIER #1															
PFA600	40	11'-8"	20f1 & 20f3									PFA1000	40	14'-4"	C	1'-5"	11'-6"					1'-5"					20f1 & 20f3 Ftg.
PFA601	26	11'-8"	f2									PFA1001	32	22'-4"	C	1'-5"	19'-6"					1'-5"					16f1 & 16f3 Ftg.
PFA602	24	19'-8"	12f1 & 12f3									PFA1002	24	28'-4"	C	1'-5"	25'-6"					1'-5"					f2 Ftg.
PFA603	12	25'-8"	f2																								
PIER #2												PIER #2															
PFB600	64	12'-8"	32 each									PFB1000	86	15'-4"	C	1'-5"	12'-6"					1'-5"					43 each Ftg.
PFB601	26	31'-8"	13 each									PFB1001	50	34'-4"	C	1'-5"	31'-6"					1'-5"					25 each Ftg.
PIER #7												PIER #7															
PFG600	52	12'-8"	26 each									PFG1100	70	15'-8"	C	1'-7"	12'-6"					1'-7"					35 each Ftg.
PFG601	26	25'-8"	13 each									PFG1101	34	28'-8"	C	1'-7"	25'-6"					1'-7"					17 each Ftg.
DISTRIBUTION												BASES															
PIERS #3 & #4												PIERS #3 & #4															
PD600	58	60'-0"	30 Pier 3 & 28 Pier 4	PD611	12	38'-0"	Pier 4	PB600	148	26'-8"	Pier 3	PB500	18	29'-11"	PR	7'-6"	14'-11"	7'-6"					9'-6"	4'-9"	8 Pier 3 & 10 Pier 4		
PD601	24	32'-6"	Pier 3	PD612	16	42'-8"		PB601	144	24'-8"	Pier 4	PB501	16	30'-0"	PR	7'-2"	15'-8"	7'-2"					10'-0"	5'-0"	8 each Pier		
PD602	36	34'-5"		PD613	4	6'-1"		PB505	70	60'-0"	36 Pier 3 & 34 Pier 4	PB502	16	30'-0"	PR	6'-9"	16'-6"	6'-9"					10'-6"	5'-3"	8 each Pier		
PD603	4	4'-11"		PD614	4	9'-3"		PB506	16	10'-10"	Pier 3	PB503	16	29'-11"	PR	6'-4"	17'-3"	6'-4"					11'-0"	5'-6"	8 each Pier		
PD604	4	8'-9"		PD615	4	11'-1"		PB507	16	12'-5"		PB504	4	29'-8"	PR	5'-11"	17'-0"	5'-11"					11'-4"	5'-8"	Pier 3		
PD605	4	11'-0"		PD616	4	12'-4"		PB508	16	14'-2"																	
PD606	4	12'-4"		PD617	4	13'-2"		PB509	16	15'-10"		P5900	145	3'-7"	PR	1'-0"	1'-7"	1'-0"					1'-0"	0'-6"	75 Pier 3 & 70 Pier 4		
PD607	4	13'-4"		PD618	180	13'-9"	Pier 4	PB510	8	16'-10"	Pier 3																
PD608	4	14'-0"						PB511	10	9'-6"	Pier 4																
PD609	222	14'-6"	Pier 3					PB512	8	12'-6"																	
PD610	292	4'-0"	148 Pier 3 & 144 Pier 4					PB513	8	16'-0"																	
PS1101	94	6'-8"	Pier 4					PB514	8	21'-4"	Pier 4																
PIERS #5 & #6												PIERS #5 & #6															
PD620	60	60'-0"	30 Pier 5 & 30 Pier 6	PD630	268	4'-0"	136 Pier 5 & 132 Pier 6	PB605	136	18'-8"	Pier 5	PB520	18	29'-11"	PR	7'-6"	14'-11"	7'-6"					9'-6"	4'-9"	10 Pier 5 & 8 Pier 6		
PD621	18	40'-3"	Pier 5	PD631	18	38'-3"	Pier 6	PB606	132	14'-8"	Pier 6	PB521	16	30'-0"	PR	7'-2"	15'-8"	7'-2"					10'-0"	5'-0"	8 each Pier		
PD622	12	36'-3"	Pier 5	PD632	12	37'-7"	Pier 6					PB522	12	30'-0"	PR	6'-9"	16'-6"	6'-9"					10'-6"	5'-3"	8 Pier 5 & 4 Pier 6		
PD623	8	5'-5"	4 Pier 5 & 4 Pier 6																								
PD624	8	8'-5"						PB530	46	60'-0"	26 Pier 5 & 20 Pier 6																
PD625	8	10'-4"						PB531	10	9'-4"	Pier 5																
PD626	8	11'-9"						PB532	8	12'-7"	Pier 5																
PD627	8	12'-8"	4 Pier 5 & 4 Pier 6					PB533	8	15'-10"	Pier 5																
PD628	8	13'-3"	4 Pier 5 & 4 Pier 6					PB534	8	10'-11"	Pier 6																
PD629	340	13'-7"	172 Pier 5 & 168 Pier 6					PB535	12	13'-10"	Pier 6																
PS1100	182	6'-8"	92 Pier 5 & 90 Pier 6																								

107-212

FWA NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(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 318.1.  
Reinforcing Bar: ASTM A615 Grade 60

## GENERAL NOTES

- First digit(s) following the letter of the Mark indicates size of reinf. bar.  
Mark (A50e) 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 FOOTINGS 1,2,87 PIER BASES 3,4,5,86 SHEET OF AUGUSTA, MAINE	

107-212

As BUILT J.M. Lumbert 5/94


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"	—	—	—	—	—	—		—		
PSA1008	4	7'-8"		Horiz. Bars	PSA1018	4		9'-2"	Horiz. Bars	PSA1033		4	7'-8"	Horiz. Bars	PSA456	31	26'-6"	S	—	10'-6"	5'-6"	10'-6"	—	—	—		—	—	—
			↓	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"	—	—
PBA900	64	8'-8"		Dowels	PSA1000	42		37'-0"	Vert. Shaft	PBA901	66	8'-8"	Dowels							X2		X2							
				PSA1001	42	30'-11"	Vert. Shaft					PSA1051	14	28'-0"	J	—	28'-0"	—	—	—	—	—	—	—	19'-4"	Curved Bar			
			Pier Cap									PBA1050	84	11'-2"	L	1'-10"	9'-4"	—	—	—	—	—	—	—	—	Dowels			
PCA600	20	5'-6"	Support Bars				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	PCA1003	30	39'-7"	Long. Bars	PCA656	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																						

### TYPE-BENDING DIAGRAMS

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

- B**: Continuous beam with three spans (D1, D2, D3) and points A, B, C, E, F, G, H, I.
- C**: Simple beam with points A, B, G.
- D**: Square frame with points A, B, C, D.
- E**: Simple beam with points A, B, C, D, E.
- F**: Simple beam with points A, B, C, D, E.
- G**: Simple beam with points A, B, C, D, E.
- H**: Simple beam with points A, B, C, D, E.
- I**: Simple beam with points A, B, C, D, E.
- J**: Simple beam with points A, B, C, D, E.
- K**: Simple beam with points A, B, C, D, E.
- L**: Simple beam with points A, B, C, D, E.
- M**: Simple beam with points A, B, C, D, E.
- N**: Simple beam with points A, B, C, D, E.
- O**: Simple beam with points A, B, C, D, E.
- P**: Simple beam with points A, B, C, D, E.
- Q**: Simple beam with points A, B, C, D, E.
- R**: Simple beam with points A, B, C, D, E.
- S**: Simple beam with points A, B, C, D, E.
- T**: Simple beam with points A, B, C, D, E.
- U**: Simple beam with points A, B, C, D, E.
- V**: Simple beam with points A, B, C, D, E.
- W**: Simple beam with points A, B, C, D, E.
- X**: Simple beam with points A, B, C, D, E.
- Y**: Simple beam with points A, B, C, D, E.
- Z**: Simple beam with points A, B, C, D, E.

### GENERAL NOTES

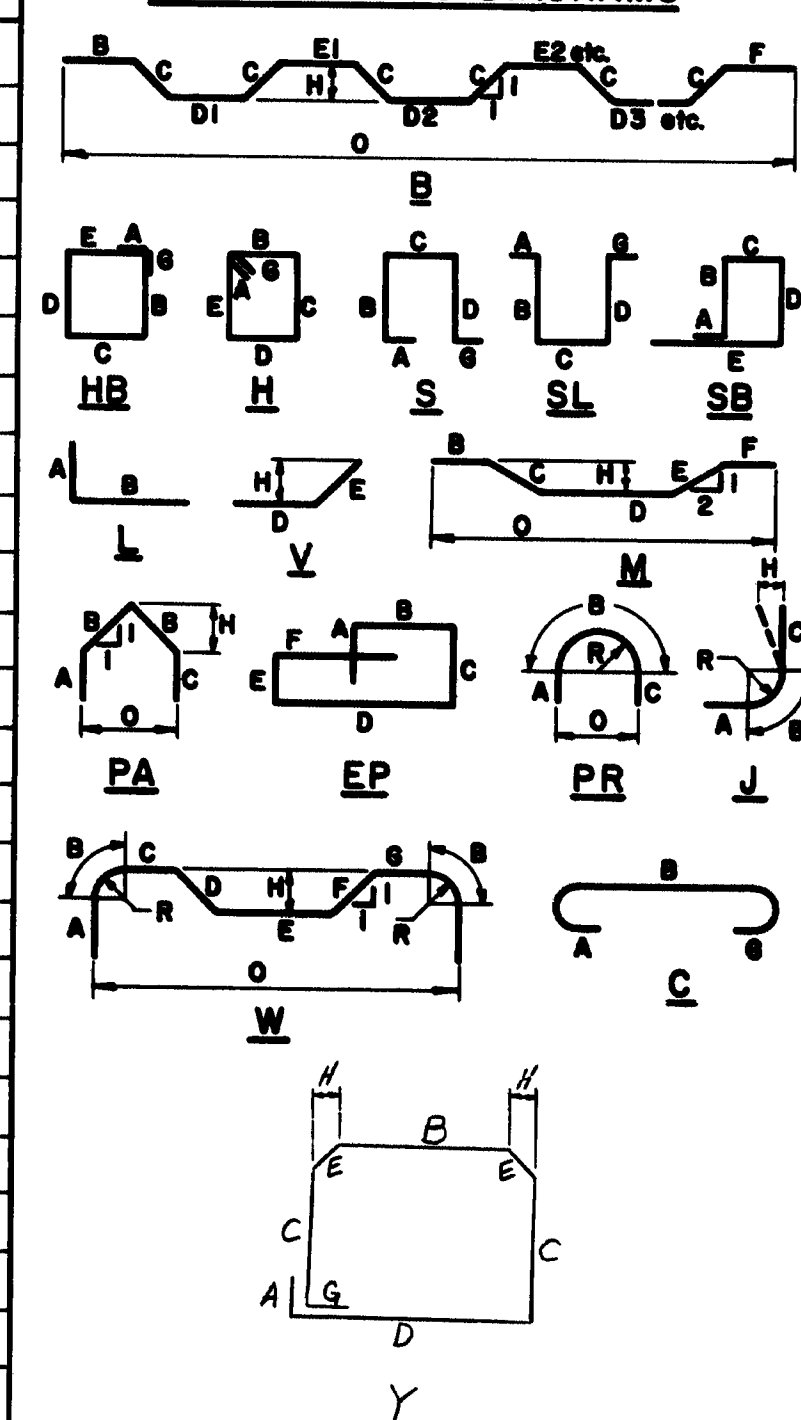
- 107-213
- 1000-2000 250
- |  |                      |         |
|--|----------------------|---------|
|   | Revised ACI Standard | 5-12-63 |
| REVISED  |                      | DATE    |
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION   |                      |         |
| I-395 BRIDGE<br>OVER<br>PENOBSCOT RIVER<br>BANGOR - BREWER<br>PENOBSCOT COUNTY<br><br>PIER 1<br><br>AUGUSTA, MAINE Sept 1983 |                      |         |

As BUILT *Civilian*-*Star 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				SOUTH PIER SHAFT				NORTH PIER CAP				NORTH PIER SHAFT				NORTH PIER SHAFT												
PSB1000	4	18'-3"	Horiz. Bars	PSB1011	4	18'-3"	Horiz. Bars					PSB650	12	17'-3"	S	—	6'-6"	4'-3"	6'-6"	—	—	—	—	—	—	—	Stirrups "U"		
PSB1001	4	16'-4"	↑	PSB1012	4	16'-4"	↑	PCB1100	38	63'-3"	Long. Bars	PSB651	10	20'-5"	S	—	8'-1"	4'-3"	8'-1"	—	—	—	—	—	—	—	↑		
PSB1002	4	14'-8"		PSB1013	4	14'-8"		PCB1101	4	63'-3"	Long. Bars	PSB652	10	24'-11"	S	—	10'-4"	4'-3"	10'-4"	—	—	—	—	—	—	—			
PSB1003	4	13'-5"		PSB1014	4	13'-5"		PCB600	32	6'-0"	Support Bars	PSB653	4	30'-9"	S	—	13'-3"	4'-3"	13'-3"	—	—	—	—	—	—	—			
PSB1004	4	12'-3"		PSB1015	4	12'-3"						PSB654	4	38'-9"	S	—	17'-3"	4'-3"	17'-3"	—	—	—	—	—	—	—			
PSB1005	4	11'-4"		PSB1016	4	11'-4"						PSB655	8	22'-1"	S	—	8'-11"	4'-3"	8'-11"	—	—	—	—	—	—	—			
PSB1006	4	10'-5"		PSB1017	4	10'-5"						PSB656	8	26'-3"	S	—	11'-0"	4'-3"	11'-0"	—	—	—	—	—	—	—			
PSB1007	4	9'-9"		PSB1018	4	9'-9"			SOUTH PIER CAP			PSB657	4	31'-11"	S	—	13'-10"	4'-3"	13'-10"	—	—	—	—	—	—	—	↓		
PSB1008	4	9'-2"		PSB1019	4	9'-2"						PSB658	4	39'-7"	S	—	17'-8"	4'-3"	17'-8"	—	—	—	—	—	—	—	Stirrups "U"		
PSB1009	4	8'-7"	↓	PSB1020	4	8'-7"	↓	PCB1102	40	68'-4"	Long. Bars																		
PSB1010	4	8'-0"	Horiz. Bars	PSB1021	4	8'-0"	Horiz. Bars	PCB1103	4	68'-4"	Long. Bars																		
								PCB601	35	6'-0"	Support Bars	PSB450	208	8'-3"	C	0'-6"	7'-3"	—	—	—	—	—	—	—	—	—	Ties		
PSB900	47	57'-0"	Vert. Shaft	PSB903	47	59'-0"	Vert. Shaft					PSB452	52	24'-8"	HB	0'-8"	6'-0"	5'-8"	6'-0"	5'-8"	—	—	—	—	—	—	Ties		
PSB901	47	52'-0"	Vert. Shaft	PSB904	47	53'-6"	Vert. Shaft					PSB453	104	7'-2"	C	0'-6"	6'-2"	—	—	—	—	—	—	—	—	—	↑		
PSB900	94	8'-8"	Dowels	PSB901	94	8'-8"	Dowels					PSB454	52	34'-0"	S	—	14'-0"	6'-0"	14'-0"	—	—	—	—	—	—	—	↓		
												PSB455	52	33'-0"	S	—	13'-6"	6'-0"	13'-6"	—	—	—	—	—	—	—	Ties		
												PSB1050	14	30'-0"	J	—	30'-0"	—	—	—	—	—	—	—	—	—	19'-4"	Curved bar	
												PSB451	104	23'-9"	Y	0'-8"	2'-1"	4'-6"	6'-0"	2'-8"	—	—	—	—	—	—	—	Ties	
																		X2		X2									
BENT BARS													SOUTH PIER SHAFT																
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION															
							NORTH PIER CAP																						
PCB650	42	15'-3"	S	—	5'-6"	4'-3"	5'-6"	—	—	—	—	—	—	Stirrups "U"															
PCB651	54	17'-9"	S	—	6'-9"	4'-3"	6'-9"	—	—	—	—	—	—	↑	PSB660	6	24'-3"	S	—	10'-0"	4'-3"	10'-0"	—	—	—	—	Stirrups "U"		
PCB652	6	19'-3"	S	—	7'-6"	4'-3"	7'-6"	—	—	—	—	—	—	↓	PSB661	4	29'-3"	S	—	12'-6"	4'-3"	12'-6"	—	—	—	—	↑		
PCB653	216	13'-3"	S	—	4'-6"	4'-3"	4'-6"	—	—	—	—	—	—	Stirrups "U"	PSB662	4	35'-9"	S	—	15'-9"	4'-3"	15'-9"	—	—	—	—	↑		
PCB654	16	8'-6"	S	—	2'-6"	3'-6"	2'-6"	—	—	—	—	—	—	Pedestals	PSB663	8	18'-9"	S	—	7'-3"	4'-3"	7'-3"	—	—	—	—	↑		
PCB655	10	8'-6"	S	—	2'-6"	3'-6"	2'-6"	—	—	—	—	—	—	Pedestals	PSB664	10	21'-9"	S	—	8'-9"	4'-3"	8'-9"	—	—	—	—	↑		
PCB656	10	6'-9"	S	—	2'-6"	1'-9"	2'-6"	—	—	—	—	—	—	Pedestals	PSB665	10	26'-1"	S	—	10'-11"	4'-3"	10'-11"	—	—	—	—	↑		
PCB657	64	12'-5"	S	—	5'-3"	1'-9"	5'-3"	—	—	—	—	—	—	Stirrups "U"	PSB666	4	30'-11"	S	—	13'-4"	4'-3"	13'-4"	—	—	—	—	↑		
															PSB667	4	38'-5"	S	—	17'-1"	4'-3"	17'-1"	—	—	—	—	Stirrups "U"		
							SOUTH PIER CAP								PSB456	216	8'-3"	C	0'-6"	7'-3"	—	—	—	—	—	—	Ties		
PCB660	69	12'-3"	S	—	5'-3"	1'-9"	5'-3"	—	—	—	—	—	—	Stirrups "U"	PSB458	54	24'-8"	HB	0'-8"	6'-0"	5'-8"	6'-0"	5'-8"	—	—	—	Ties		
PCB661	214	13'-3"	S	—	4'-6"	4'-3"	4'-6"	—	—	—	—	—	—	Stirrups "U"	PSB459	108	7'-2"	C	0'-6"	6'-2"	—	—	—	—	—	—	↑		
PCB662	26	14'-7"	S	—	5'-2"	4'-3"	5'-2"	—	—	—	—	—	—	Stirrups "U"	PSB460	54	34'-0"	S	—	14'-0"	6'-0"	14'-0"	—	—	—	—	↑		
PCB663	16	8'-6"	S	—	2'-6"	3'-6"	2'-6"	—	—	—	—	—	—	Pedestals	PSB461	54	33'-0"	S	—	13'-6"	6'-0"	13'-6"	—	—	—	—	Ties		
PCB664	10	8'-6"	S	—	2'-6"	3'-6"	2'-6"	—	—	—	—	—	—	Pedestals	PSB1051	14	32'-6"	J	2'-2"	33'-4"	—	—	—	—	—	—	19'-4"	Curved Bar	
PCB665	10	6'-9"	S	—	2'-6"	1'-9"	2'-6"	—	—	—	—	—	—	Pedestals	PSB457	108	23'-9"	Y	0'-8"	2'-1"	4'-6"	6'-0"	2'-8"	—	—	—	—	Ties	
PCB666	66	16'-11"	S	—	6'-4"	4'-3"	6'-4"	—	—	—	—	—	—	Pedestals							X2		X2						
PCB667	14	21'-7"	S	—	8'-8"	4'-3"	8'-8"	—	—	—	—	—	—	Stirrups "U"															
PCB668	58	17'-7"	S	—	6'-8"	4'-3"	6'-8"	—	—	—	—	—	—	Stirrups "U"															
															MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

FWBA	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	MAINE	395-8(82)	81	114

# TYPE-BENDING DIAGRAMS



All dimensions are out to out of reinf. bar.  
Bending details and heats 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.

107-214  
Revised ACI Standard 5-12-83

REVISIONS	DATE
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STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

I-395 BRIDGE  
OVER  
PENOBSCOT RIVER  
BANGOR - BREWER  
PENOBSCOT COUNTY  
PIER 2  
AUGUSTA, MAINE Sept. 1983

As Built J.M. Hamble 5/94 Steel

[illegible]

Figure 10 displays 20 diagrams illustrating various types of bending diagrams for structural members. The diagrams are labeled as follows:

- B**: A long horizontal member with multiple segments (B, C, E, C, C, C, C, C, F) and points (D1, H, D2, I, D3 etc.). A dimension  $O$  is indicated.
- C**: A square cross-section with points A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.
- D**: A square cross-section with points A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.
- E**: A square cross-section with points A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.
- F**: A square cross-section with points A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.
- G**: A square cross-section with points A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.
- H**: A square cross-section with points A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.
- I**: A square cross-section with points A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.
- J**: A square cross-section with points A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.
- K**: A square cross-section with points A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.
- L**: A square cross-section with points A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.
- M**: A square cross-section with points A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.
- N**: A square cross-section with points A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.
- O**: A square cross-section with points A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.
- P**: A square cross-section with points A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.
- Q**: A square cross-section with points A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.
- R**: A square cross-section with points A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.
- S**: A square cross-section with points A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.
- T**: A square cross-section with points A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.
- U**: A square cross-section with points A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.

### GENERAL NOTES

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

Ⓢ	Revised bars P5C1030 thru P5C1041	6-25-84
Ⓢ	Revised ACI Standard	5-12-83
REVISIONS		DATE
<div style="font-size: 48pt; font-weight: bold; text-align: center;">107-215</div> <div style="text-align: center;">             STATE OF MAINE              DEPARTMENT OF TRANSPORTATION              I-395 BRIDGE              OVER              PENOBSCOT RIVER              BANGOR - BREWER              PENOBSCOT COUNTY              PIER 3 NORTH SIDE           </div> <div style="text-align: right; font-size: 24pt; font-weight: bold;">260</div>		
AUGUSTA, MAINE Sept 1983		

LOCATION	AUGUST
As BUILT J.H. Gilmore 5/94 Steel	

PLANS	DESIGN - DETAIL	BY	DATE
	CHECKED	N.E.R.	8-83
	REVISIONS	K. D. P.	
		BAS	10-83
	FIELD CHANGES		

REINFORCING STEEL SCHEDULE																							
STRAIGHT BARS				BENT BARS																			
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
		Pier	Shaft			Pier	Cap								Pier	Shaft							
PSC1102	60	60'	Vert. Shaft					PSC613	6	20'-0"	S	-	7'-0"	6'-0"	7'-0"	-	-	-	-	-	-	-	Stirrups "LI"
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 "LI"
								PSC405	58	30'-0"	S	-	12'-0"	6'-0"	12'-0"	-	-	-	-	-	-	-	Ties
								PSC406	58	25'-0"	S	-	9'-6"	6'-0"	9'-6"	-	-	-	-	-	-	-	↑
								PSC407	58	7'-3"	JL	0'-7"	6'-0"	-	-	-	-	0'-8"	0'-5"	-	-	-	↑
								PSC408	232	10'-9"	X	1'-6"	7'-9"	1'-6"	-	-	-	-	1'-2"	-	-	-	↓
								PSC409	116	23'-9"	Y	0'-8"	2'-9"	4'-6"	6'-0"	2'-4"	-	0'-8"	1'-7 1/2"	-	-	-	Ties
														X2		X2							
								PSC1018	14	30'-3"	J	-	30'-3"	-	-	-	-	-	-	-	-	19'-4"	Curved Bar
								PSC1019	4	18'-3"	N	-	11'-10"	4'-11"	6'-1"	-	-	-	-	4'-1/2"	-	-	Horiz. Bars
								PSC1020	4	16'-4"	N	-	8'-4"	↑	↑	-	-	-	-	-	-	-	↑

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TO SHEET
1	MAINE	395-0(82)	83	1A

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.  $\Delta$   
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.

2	Revised Bars PSC 1019 thru PSC 1029	6-25-8
1	Revised ACI Standard	5-12-8
REVISIONS		DATE

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

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

AUGUSTA, MAINE Sept. 198

As BUILT *24/4* LUMBER 5/94 Steel

DESIGN - DETAIL	BY	DATE
CHECKED	<i>M.E.R.</i>	<i>K.D.P. 8-83</i>
REVISIONS	<i>BAS</i>	<i>10-83</i>

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

[illegible]

BENT BARS															
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
						NORTH PIER CAP									
PCD650	12	17'-4"	S	—	5'-8"	6'-0"	5'-8"			—				Stirrups "LJ"	
PCD651	24	12'-10"	S	—	5'-8"	1'-6"	5'-8"			—				Stirrups "LJ"	
PCD652	34	13'-2"	S	—	4'-6"	4'-2"	4'-6"			—				Stirrups "Π"	
PCD653	28	15'-0"	S	—	4'-6"	6'-0"	4'-6"			—				Stirrups "Π"	
PCD654	56	10'-6"	S	—	4'-6"	1'-6"	4'-6"			—				Stirrups "Π"	
PCD655	16	8'-6"	S	—	2'-6"	3'-6"	2'-6"			—				Pedestals	
PCD656	14	17'-6"	S	—	5'-9"	6'-0"	5'-9"			—				Stirrups "LJ"	
PCD657	23	13'-0"	S	—	5'-9"	1'-6"	5'-9"			—				Stirrups "LJ"	
PCD658	6	17'-6"	S	—	6'-8"	4'-2"	6'-8"			—				Stirrups "LJ"	
						SOUTH PIER SHAFT									
PSD665	2	18'-2"	S	—	6'-1"	6'-0"	6'-1"			—				Stirrups "LJ"	
PSD666	4	13'-8"	S	—	6'-1"	1'-6"	6'-1"			—					
PSD667	8	10'-4"	S	—	7'-7"	4'-2"	7'-7"			—					
PSD668	3	22'-6"	S	—	9'-8"	4'-2"	9'-8"			—					
PSD669	2	26'-4"	S	—	11'-1"	4'-2"	11'-1"			—					
PSD670	2	30'-4"	S	—	13'-1"	4'-2"	13'-1"			—					
PSD671	2	35'-8"	S	—	15'-9"	4'-2"	15'-9"			—					
PSD672	8	19'-0"	S	—	7'-5"	4'-2"	7'-5"			—					
PSD673	8	23'-4"	S	—	9'-7"	4'-2"	9'-7"			—					
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"			—				Stirrups "LJ"	
PSD455	60	28'-2"	S	—	11'-0"	6'-0"	11'-0"			—				Ties	
PSD456	30	27'-0"	S	—	10'-6"	6'-0"	10'-6"			—					
PSD457	60	7'-2"	JL	0'-6"	6'-0"					0'-6"	0'-4"				
PSD458	240	8'-4"	C	0'-6"	7'-4"					0'-6"					
PSD459	120	23'-0"	Y	0'-8"	2'-2"	4'-0"	6'-0"	2'-9"		0'-8"	1'-11"			Ties	
					x2		x2								
		22'-3"	J	—	22'-3"	—							14'-4"	Curved Bar	
						SOUTH PIER CAP									
PCD661	12	17'-2"	S	—	5'-7"	6'-0"	5'-7"			—				Stirrups "LJ"	
PCD662	24	12'-10"	S	—	5'-7"	1'-6"	5'-7"			—				Stirrups "LJ"	
PCD663	28	15'-0"	S	—	4'-6"	6'-0"	4'-6"			—				Stirrups "Π"	
PCD664	56	10'-6"	S	—	4'-6"	1'-6"	4'-6"			—				Stirrups "Π"	
PCD665	34	13'-2"	S	—	4'-6"	4'-2"	4'-6"			—				Stirrups "Π"	
PCD666	28	15'-0"	S	—	4'-6"	6'-0"	4'-6"			—				Stirrups "Π"	
PCD667	56	10'-6"	S	—	4'-6"	1'-6"	4'-6"			—				Pedestals	
PCD668	14	17'-6"	S	—	5'-9"	6'-0"	5'-9"			—				Stirrups "LJ"	
PCD669	23	13'-0"	S	—	5'-9"	1'-6"	5'-9"			—				Stirrups "LJ"	

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.

107-217

Revised ACI Standard	5-12-8
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REVISIONS

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

**PIER 4**

AUGUSTA, MAINE Sept. 1983

As BUILT FOR <sup>4</sup>/<sub>16</sub> in. mild steel

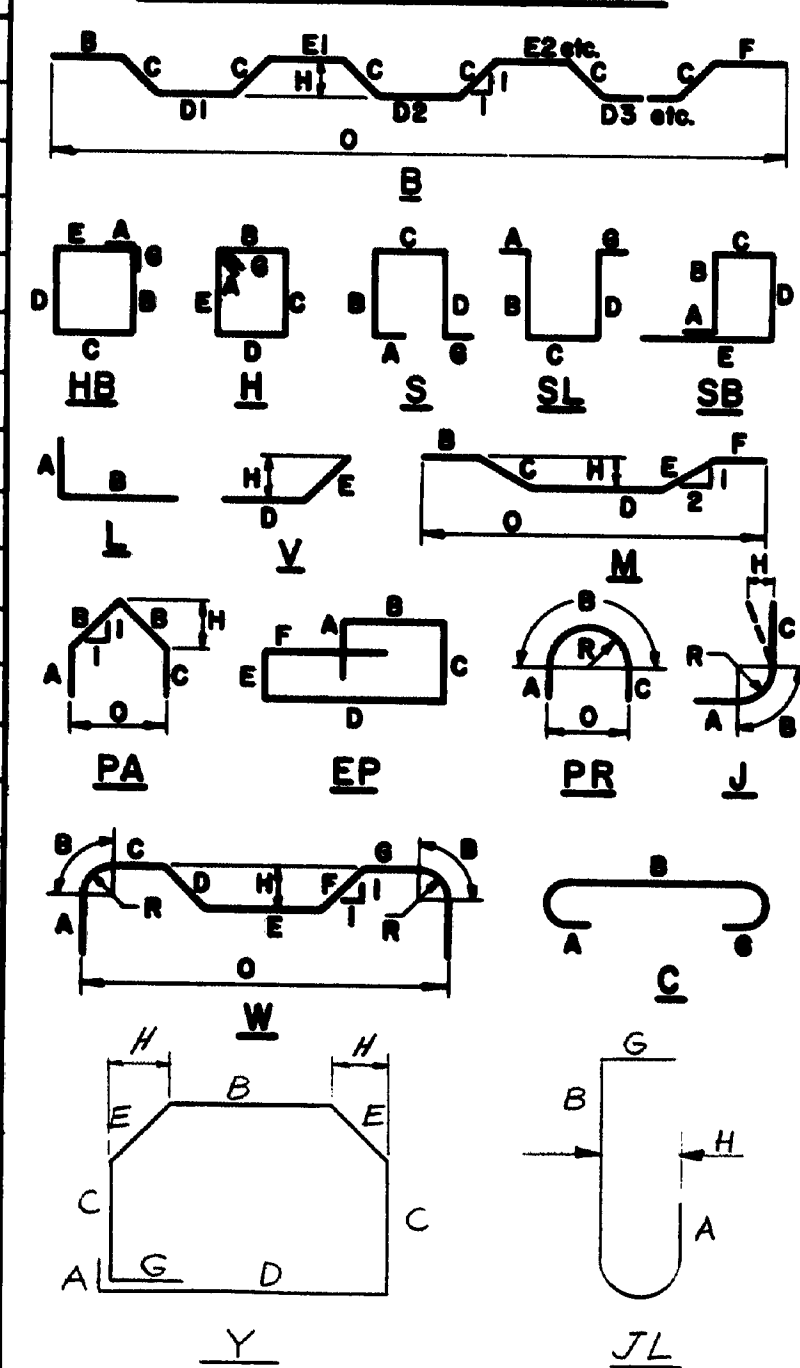
PLANS	DESIGN - DETAIL	BY	DATE
	CHECKED	N.E.R. DP	8/22
	REVISIONS	BAS	10-83
	REVISIONS		

DATE	BY	DESIGN	CHECKED	REVISIONS
5/23/83	DP	DP	DP	DP
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 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"								Stirrups "L"
PSE1006	8	8'-2"										PSE656	4	29'-10"	S	—	12'-10"	4'-2"	12'-10"								do
PSE1007	8	7'-8"	Horiz. Bars									PSE657	4	26'-4"	S	—	11'-1"	4'-2"	11'-1"								Stirrups "L"
PSE1100	110	60'-0"	Vert. Shaft									PSE450	114	28'-0"	S	—	11'-0"	6'-0"	11'-0"								Ties
PSE1101	110	56'-6"	Vert. Shaft									PSE451	114	27'-0"	S	—	10'-6"	6'-0"	10'-6"								↑ ↓
												PSE452	114	7'-2"	JL	0'-6"	6'-0"					0'-8"	0'-4"				
												PSE453	456	8'-4"	C	0'-6"	7'-4"					0'-6"					
												PSE454	228	23'-5"	Y	0'-8"	2'-3"	4'-0"	6'-0"	2'-11"		0'-8"	1'-10 1/2"			Ties	
PBE1100	110	15'-5"	Dowels															x2			x2						
PBE1101	110	13'-5"	Dowels																								
												PSE1050	28	22'-3"	J	—	22'-3"	—							14'-4"	Curved Bar	

FHWA DIST. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(82)	65	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 50E) 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.

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 Built Steel

DATE 8/83  
BY ALEX BBS  
DESIGN - DETAIL  
CHECKED  
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"					
												PSF453	424	8'-2"	C	0'-6"	7'-2"					0'-6"					↓	
												PSF454	212	22'-9"	Y	0'-8"	1'-9"	3'-9"	6'-0"	3'-1"		0'-8"	2'-1/2"					Ties
																		x2		x2								
PBF900	182	8'-8"	Dowels									PSF1050	28	22'-3"	J	—	22'-3"	—							14'-4"	Curved Bar		
																		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 "L"	
												PCF652	32	8'-6"	S	—	2'-6"	3'-6"	2'-6"								Pedestals	
												PCF653	40	14'-2"	S	—	5'-0"	4'-2"	5'-0"								Stirrups "L"	
												PCF654	20	16'-8"	S	—	6'-3"	4'-2"	6'-3"								Stirrups "L"	
	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	
PSG1008	90	60'-0"	Vert. Shaft									PSG451	120	27'-0"	S	—	10'-6"	6'-0"	11'-0"								↑	
PSG1009	90	59'-3"	Vert. Shaft									PSG452	120	7'-2"	JL	0'-6"	6'-0"					0'-8"	0'-4"					
												PSG453	430	8'-3"	C	0'-6"	7'-3"					0'-6"					↓	
												PSG454	240	23'-1"	Y	0'-9"	1'-9"	4'-9"	6'-0"	2'-11 1/2"		0'-8"	2'-1/4"					Ties
																		x2		x2								
												PSG1050	28	22'-3"	J	—	22'-3"	—							14'-4"	Curved Bar		
												PSG1051	90	15'-7"	L	1'-0"	13'-9"									Dowels		
												PSG1051	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 "L"	
												PCG652	32	8'-6"	S	—	2'-6"	3'-6"	2'-6"								Pedestals	
												PCG653	56	16'-4"	S	—	6'-1"	4'-2"	6'-1"								Stirrups "L"	
												MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION		

FWMA REV. NO.	STATE MAINE	PROJECT NUMBER 395-B(82)	SHEET NO. 86	TOTAL SHEETS 114
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**TYPE-BENDING DIAGRAMS**

All dimensions are out to out of reinf. bar  
Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318.  
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. 1983

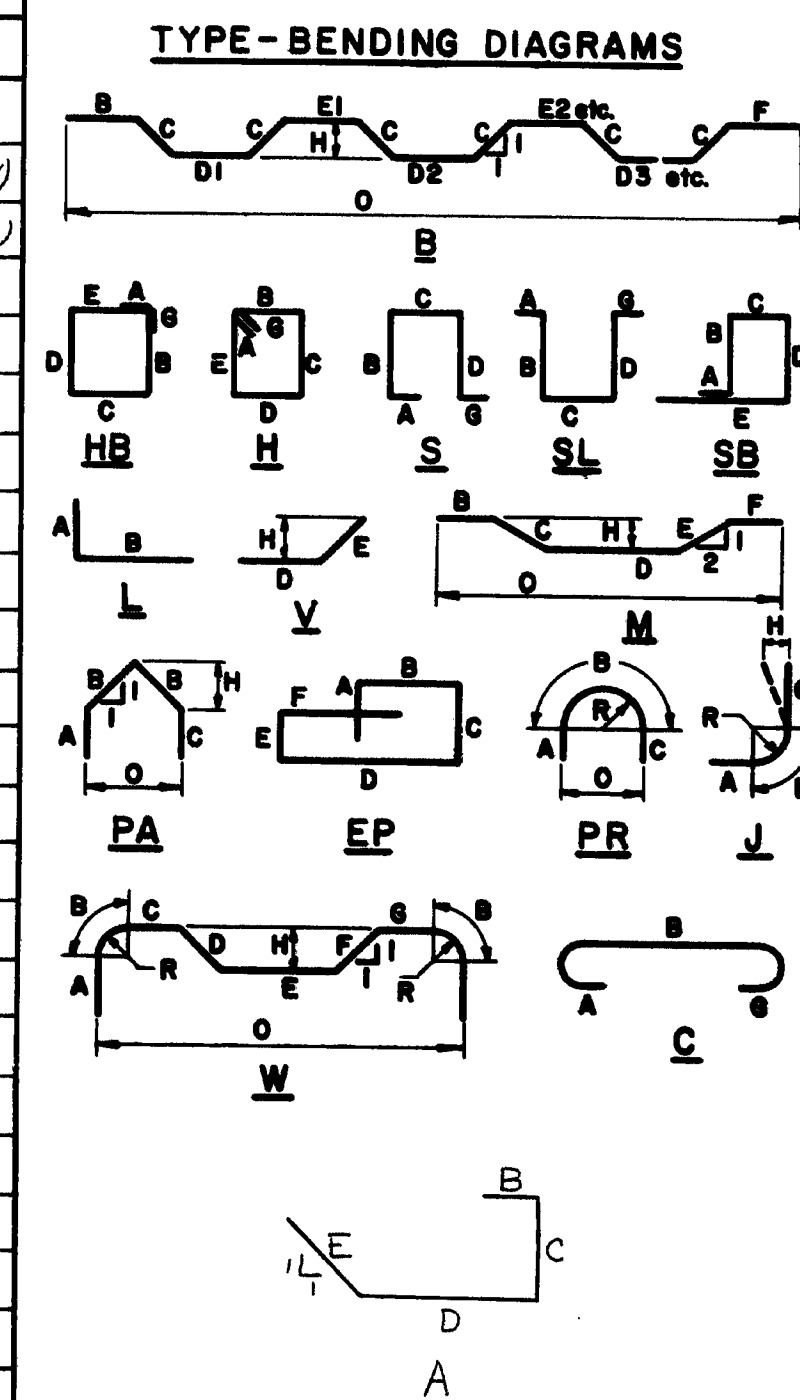
As Built

# 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	
<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 (Abut. #1)
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 #2)
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'-6"	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'-1"		" " "	
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'-1"		↑	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 (Lt.)									S706	39	45'-3"	↓	—	10'-5"	8'-8" (2x)	7'-8"	5'-6"			↓	43'-11"		Span #1 (Rt.)	
S651	1132	60'-0"	Slab									S707	39	42'-10"	B	—	5'-6"	1'-1" (4x)	8'-8" (2x)	7'-8"	8'-0"		0'-9"	41'-6"		" " "	
S652	44	27'-6"	Span #1 (Rt.)	<u>PERMANENT CONCRETE BARRIER TYPE II (MODIFIED)</u>																							
S653	44	26'-11"	Span #1 (Lt.)									BR500	482	6'-10"	L	2'-11"	3'-9"									Spans #1 & #2	
S654	39	25'-9"	Span #1 (Rt.)									BR500	482	4'-8"	L	3'-8"	1'-0"									" " "	
S655	65	22'-9"	Spans #1 & #2 (Lt.)																								
S656	70	23'-10"	Spans #1 & #2 (Rt.)																								
S657	44	17'-10"	Span #2 (Lt.)																								
S658	88	20'-11"	Span #2 (Rt.)																								
S659	38	14'-10"	Span #2 (Lt.)																								
S660	87	19'-7"	Over Pier #1 (Lt.)																								
S661	87	22'-1"	" " " (Rt.)																								
S723	1	31'-11"	End of Slab (Abut. #1)																								
S724	1	28'-3"	" " " "																								
S725	2	60'-0"	" " " "																								
S727	45	31'-2"	Span #1 (Lt.)																								
S728	44	26'-11"	" " "																								
S729	45	27'-6"	Span #1 (Rt.)																								
S730	39	25'-9"	" " "																								
S731	65	22'-9"	" " " & #2 (Lt.)																								
S732	70	23'-10"	Spans #1 & #2 (Rt.)																								
S800	44	17'-10"	Span #2 (Lt.)																								
S801	89	20'-11"	Span #2 (Rt.)																								
S802	39	14'-10"	Span #2 (Lt.)																								
S804	121	25'-6"	Over Pier #1 (Rt.)																								
S805	121	23'-0"	Over Pier #1 (Lt.)																								
S806	242	60'-0"	Over Pier #1																								
Reinforcing steel bars marked with an asterisk (*) shall not be included for payment under Items 502.12 & 502.13. Payment will be considered if related to Item 526.31																											
								<u>CURB</u>																			
								C505	482	5'-1"	S	6'-0"	1'-6"	1'-1"	1'-6"												Spans #1 & #2

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

TOWN	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE		395-8182	87	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

- 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.

CONTRACT #4

Revised C505	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 1&2)  
 AUGUSTA, MAINE Sept. 1983

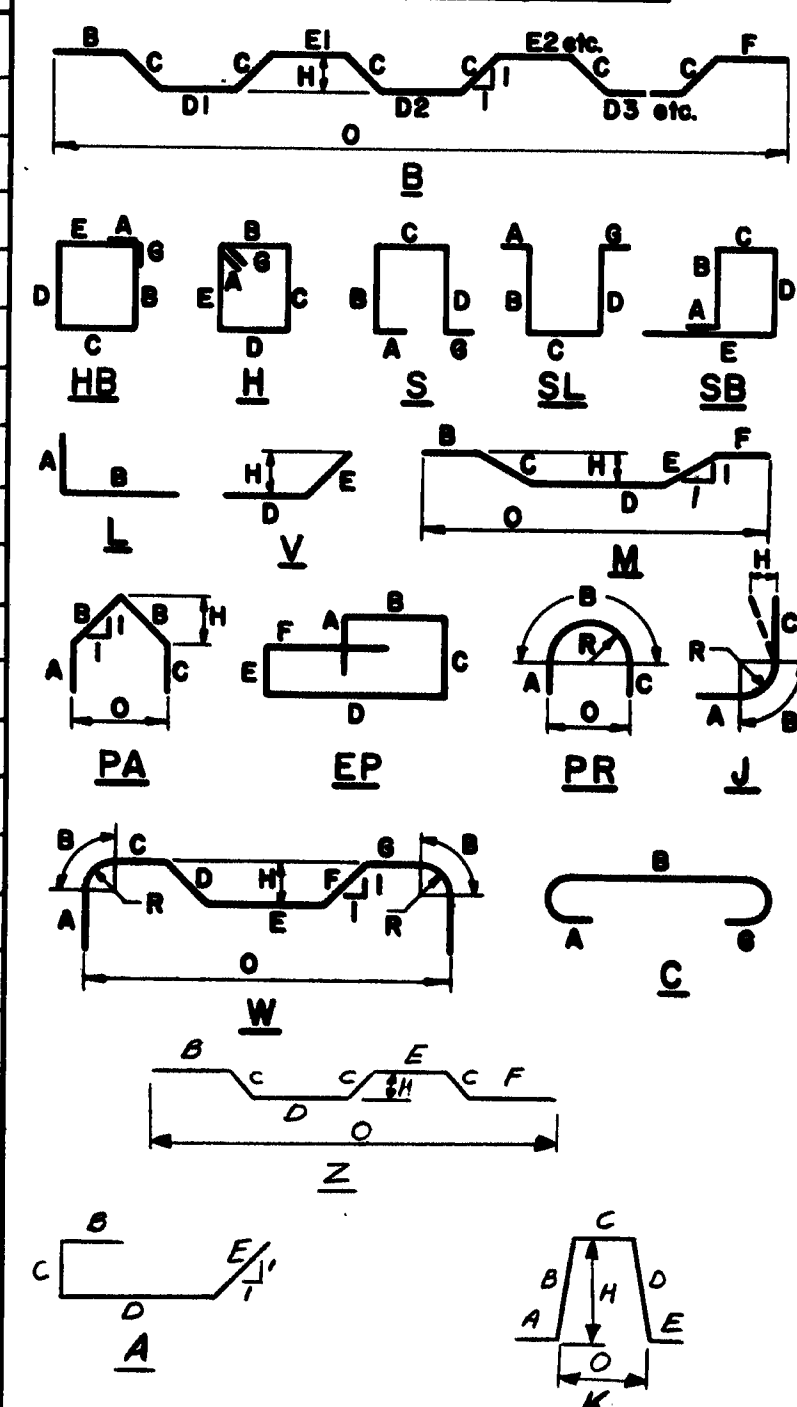
107-220

As Built per Maine 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 (E)																			
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	72	10'-0"	Sign Table																			
S522	31	21'-9"	Span #3 (Rt.)																							
S523	20	40'-0"	Over Pier #3 (Lt. & Rt.)																							
S524	68	41'-0"	Span #4 (Lt. & Rt.)																							
S525	82	39'-4"	Span #4 (Lt. & Rt.)																							
S526	59	56'-0"	Span #4 (Rt.)																							
S527	14	33'-2"	Over Pier #4 (Lt. & Rt.)																							

FHWA JOB NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	88	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 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-Z may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment for either case shall be based on truss bar as structured on the drawings.

⚠	Revised bar 5812	12-3-84
CONTRACT #4		
⚠	Revised BR502, BR799, C505, C576 & C576	7-3-84
⚠	Revised ACI Standards	5-12-83
	REVISION	DATE

107-221  
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
I-395 BRIDGE 266  
OVER  
PENOBSCOT RIVER  
BANGOR - BREWER  
PENOBSCOT COUNTY  
SUPERSTRUCTURE SPANS 3-5  
AUGUSTA, MAINE Sept 1983

LOCATION	DATE	TIME	DESCRIPTION
As Built	5/94	Steel	

[illegible]

### TYPE-BENDING DIAGRAMS

The diagrams illustrate various pipe bending configurations, including simple bends, offsets, and complex multi-bend arrangements. Each diagram is labeled with a letter (A through T) and includes specific dimension lines and labels to define the geometry of the bend.

- A**: Simple bend with dimensions  $\theta$  and  $R$ .
- B**: Bend with offset, dimensions  $B$ ,  $C$ ,  $D$ ,  $E$ ,  $F$ ,  $G$ ,  $H$ ,  $I$ ,  $J$ ,  $K$ ,  $L$ ,  $M$ ,  $N$ ,  $O$ ,  $P$ ,  $Q$ ,  $R$ ,  $S$ ,  $T$ .
- C**: Bend with offset and angle, dimensions  $B$ ,  $C$ ,  $D$ ,  $E$ ,  $F$ ,  $G$ ,  $H$ ,  $I$ ,  $J$ ,  $K$ ,  $L$ ,  $M$ ,  $N$ ,  $O$ ,  $P$ ,  $Q$ ,  $R$ ,  $S$ ,  $T$ .
- D**: Bend with offset and angle, dimensions  $B$ ,  $C$ ,  $D$ ,  $E$ ,  $F$ ,  $G$ ,  $H$ ,  $I$ ,  $J$ ,  $K$ ,  $L$ ,  $M$ ,  $N$ ,  $O$ ,  $P$ ,  $Q$ ,  $R$ ,  $S$ ,  $T$ .
- E**: Bend with offset and angle, dimensions  $B$ ,  $C$ ,  $D$ ,  $E$ ,  $F$ ,  $G$ ,  $H$ ,  $I$ ,  $J$ ,  $K$ ,  $L$ ,  $M$ ,  $N$ ,  $O$ ,  $P$ ,  $Q$ ,  $R$ ,  $S$ ,  $T$ .
- F**: Bend with offset and angle, dimensions  $B$ ,  $C$ ,  $D$ ,  $E$ ,  $F$ ,  $G$ ,  $H$ ,  $I$ ,  $J$ ,  $K$ ,  $L$ ,  $M$ ,  $N$ ,  $O$ ,  $P$ ,  $Q$ ,  $R$ ,  $S$ ,  $T$ .
- G**: Bend with offset and angle, dimensions  $B$ ,  $C$ ,  $D$ ,  $E$ ,  $F$ ,  $G$ ,  $H$ ,  $I$ ,  $J$ ,  $K$ ,  $L$ ,  $M$ ,  $N$ ,  $O$ ,  $P$ ,  $Q$ ,  $R$ ,  $S$ ,  $T$ .
- H**: Bend with offset and angle, dimensions  $B$ ,  $C$ ,  $D$ ,  $E$ ,  $F$ ,  $G$ ,  $H$ ,  $I$ ,  $J$ ,  $K$ ,  $L$ ,  $M$ ,  $N$ ,  $O$ ,  $P$ ,  $Q$ ,  $R$ ,  $S$ ,  $T$ .
- I**: Bend with offset and angle, dimensions  $B$ ,  $C$ ,  $D$ ,  $E$ ,  $F$ ,  $G$ ,  $H$ ,  $I$ ,  $J$ ,  $K$ ,  $L$ ,  $M$ ,  $N$ ,  $O$ ,  $P$ ,  $Q$ ,  $R$ ,  $S$ ,  $T$ .
- J**: Bend with offset and angle, dimensions  $B$ ,  $C$ ,  $D$ ,  $E$ ,  $F$ ,  $G$ ,  $H$ ,  $I$ ,  $J$ ,  $K$ ,  $L$ ,  $M$ ,  $N$ ,  $O$ ,  $P$ ,  $Q$ ,  $R$ ,  $S$ ,  $T$ .
- K**: Bend with offset and angle, dimensions  $B$ ,  $C$ ,  $D$ ,  $E$ ,  $F$ ,  $G$ ,  $H$ ,  $I$ ,  $J$ ,  $K$ ,  $L$ ,  $M$ ,  $N$ ,  $O$ ,  $P$ ,  $Q$ ,  $R$ ,  $S$ ,  $T$ .
- L**: Bend with offset and angle, dimensions  $B$ ,  $C$ ,  $D$ ,  $E$ ,  $F$ ,  $G$ ,  $H$ ,  $I$ ,  $J$ ,  $K$ ,  $L$ ,  $M$ ,  $N$ ,  $O$ ,  $P$ ,  $Q$ ,  $R$ ,  $S$ ,  $T$ .
- M**: Bend with offset and angle, dimensions  $B$ ,  $C$ ,  $D$ ,  $E$ ,  $F$ ,  $G$ ,  $H$ ,  $I$ ,  $J$ ,  $K$ ,  $L$ ,  $M$ ,  $N$ ,  $O$ ,  $P$ ,  $Q$ ,  $R$ ,  $S$ ,  $T$ .
- N**: Bend with offset and angle, dimensions  $B$ ,  $C$ ,  $D$ ,  $E$ ,  $F$ ,  $G$ ,  $H$ ,  $I$ ,  $J$ ,  $K$ ,  $L$ ,  $M$ ,  $N$ ,  $O$ ,  $P$ ,  $Q$ ,  $R$ ,  $S$ ,  $T$ .
- O**: Bend with offset and angle, dimensions  $B$ ,  $C$ ,  $D$ ,  $E$ ,  $F$ ,  $G$ ,  $H$ ,  $I$ ,  $J$ ,  $K$ ,  $L$ ,  $M$ ,  $N$ ,  $O$ ,  $P$ ,  $Q$ ,  $R$ ,  $S$ ,  $T$ .
- P**: Bend with offset and angle, dimensions  $B$ ,  $C$ ,  $D$ ,  $E$ ,  $F$ ,  $G$ ,  $H$ ,  $I$ ,  $J$ ,  $K$ ,  $L$ ,  $M$ ,  $N$ ,  $O$ ,  $P$ ,  $Q$ ,  $R$ ,  $S$ ,  $T$ .
- Q**: Bend with offset and angle, dimensions  $B$ ,  $C$ ,  $D$ ,  $E$ ,  $F$ ,  $G$ ,  $H$ ,  $I$ ,  $J$ ,  $K$ ,  $L$ ,  $M$ ,  $N$ ,  $O$ ,  $P$ ,  $Q$ ,  $R$ ,  $S$ ,  $T$ .
- R**: Bend with offset and angle, dimensions  $B$ ,  $C$ ,  $D$ ,  $E$ ,  $F$ ,  $G$ ,  $H$ ,  $I$ ,  $J$ ,  $K$ ,  $L$ ,  $M$ ,  $N$ ,  $O$ ,  $P$ ,  $Q$ ,  $R$ ,  $S$ ,  $T$ .
- S**: Bend with offset and angle, dimensions  $B$ ,  $C$ ,  $D$ ,  $E$ ,  $F$ ,  $G$ ,  $H$ ,  $I$ ,  $J$ ,  $K$ ,  $L$ ,  $M$ ,  $N$ ,  $O$ ,  $P$ ,  $Q$ ,  $R$ ,  $S$ ,  $T$ .
- T**: Bend with offset and angle, dimensions  $B$ ,  $C$ ,  $D$ ,  $E$ ,  $F$ ,  $G$ ,  $H$ ,  $I$ ,  $J$ ,  $K$ ,  $L$ ,  $M$ ,  $N$ ,  $O$ ,  $P$ ,  $Q$ ,  $R$ ,  $S$ ,  $T$ .

## 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 BarZ, may be replaced by two (2) straight bars on top of and bottom of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

3	Revised 5542, 5643	12-5-84
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CONTRACT #5

2	Revised BR502, C505, & C596	7-3-81
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	<i>Revised ACI Standards</i>	<i>5-12-83</i>
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REVISION	DATE
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STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

**I-395 BRIDGE**  
OVER  
**PENOBSCOT RIVER**  
**BANGOR - BREWER**  
**PENOBSCOT COUNTY**  
***SUPERSTRUCTURE***  
***(SPANS 5 THRU 8)***

As BUILT for Yimwore 5/14 Steel

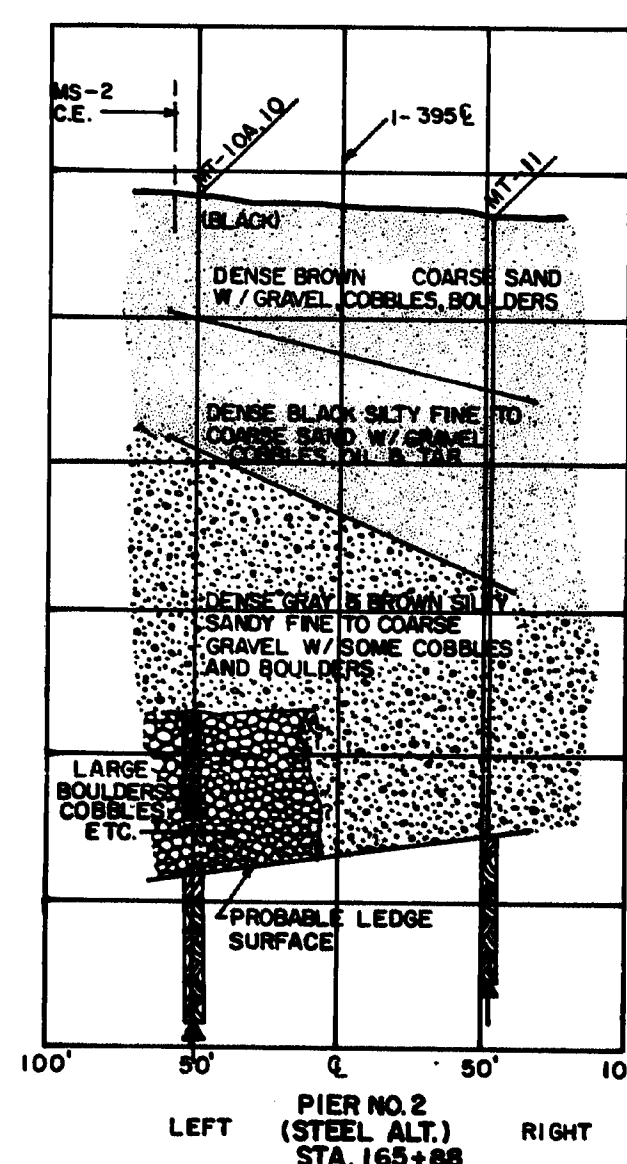
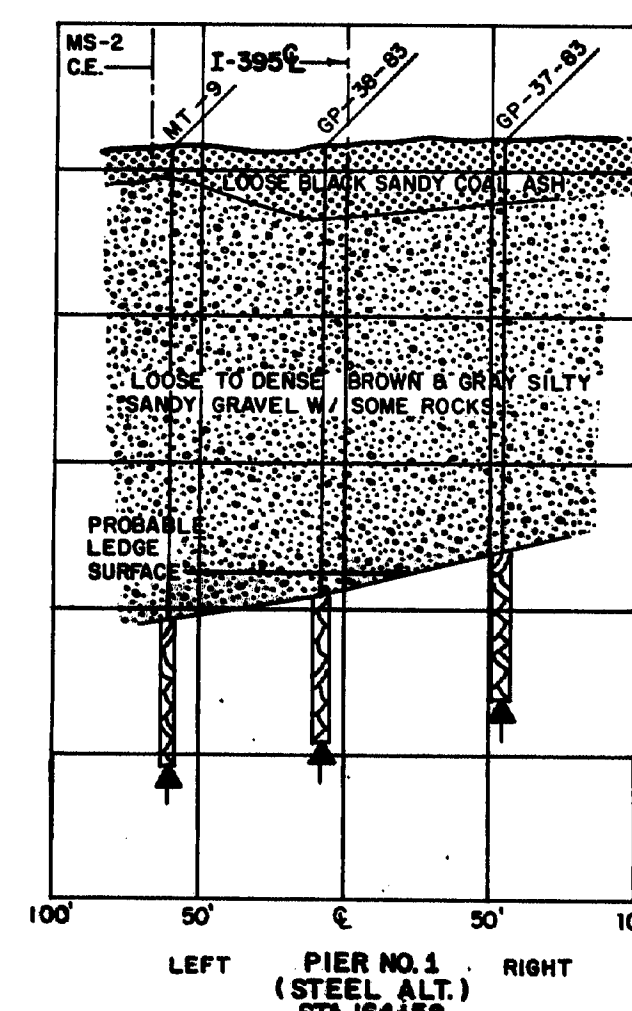
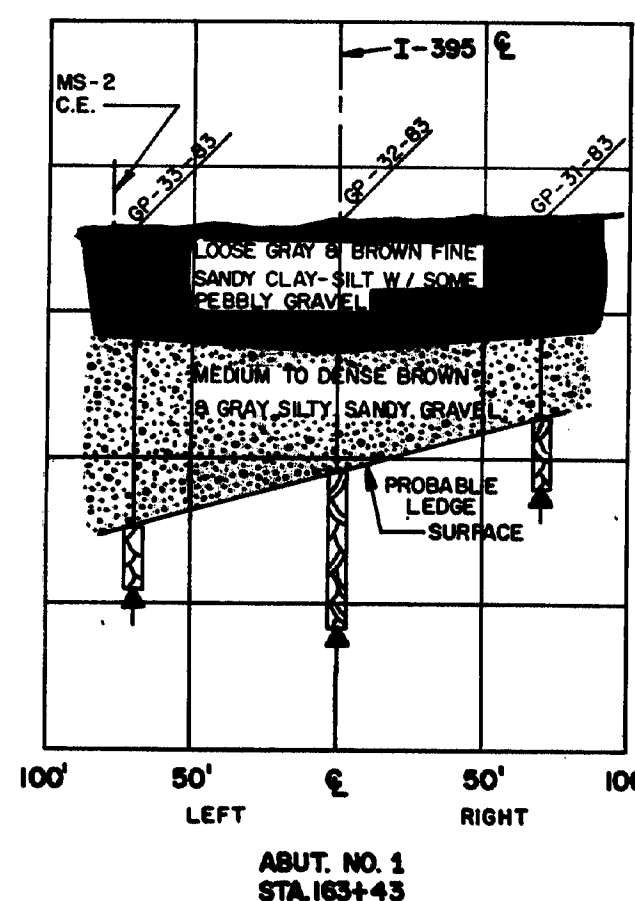




F.R.D.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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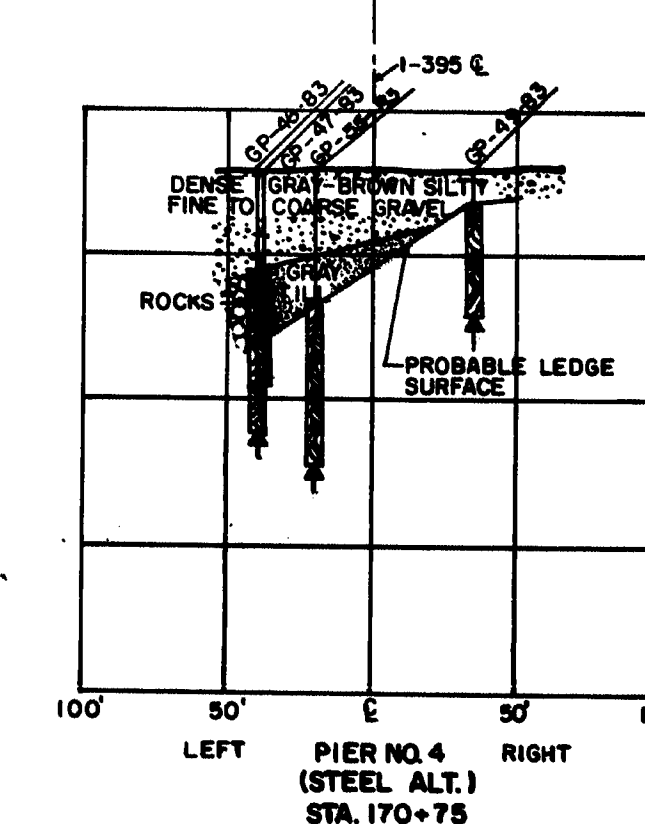
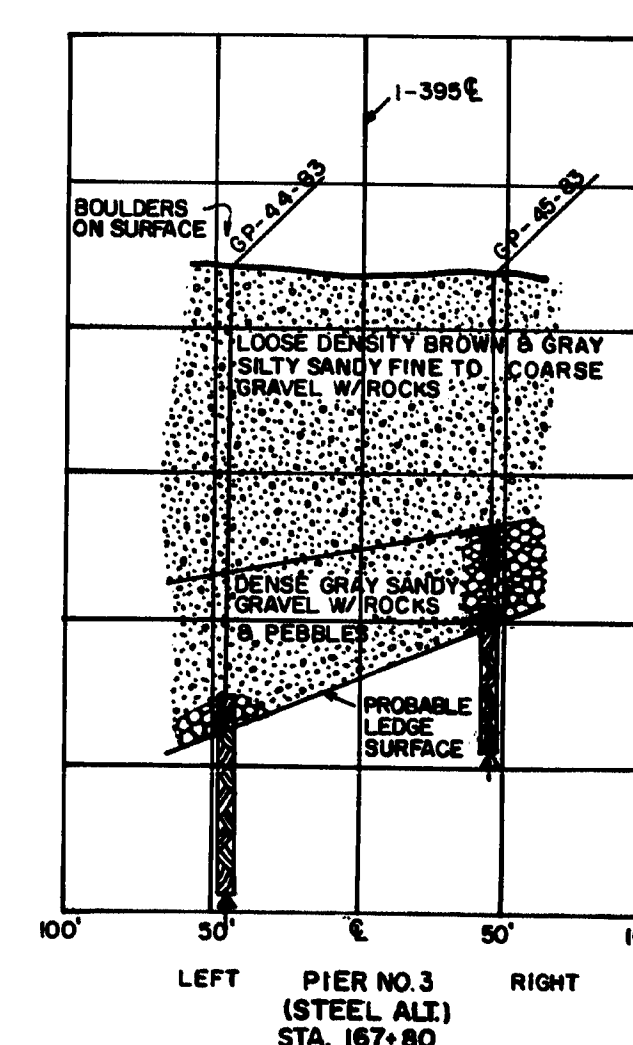
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40  
30  
20  
10  
0  
-10  
-20  
-30



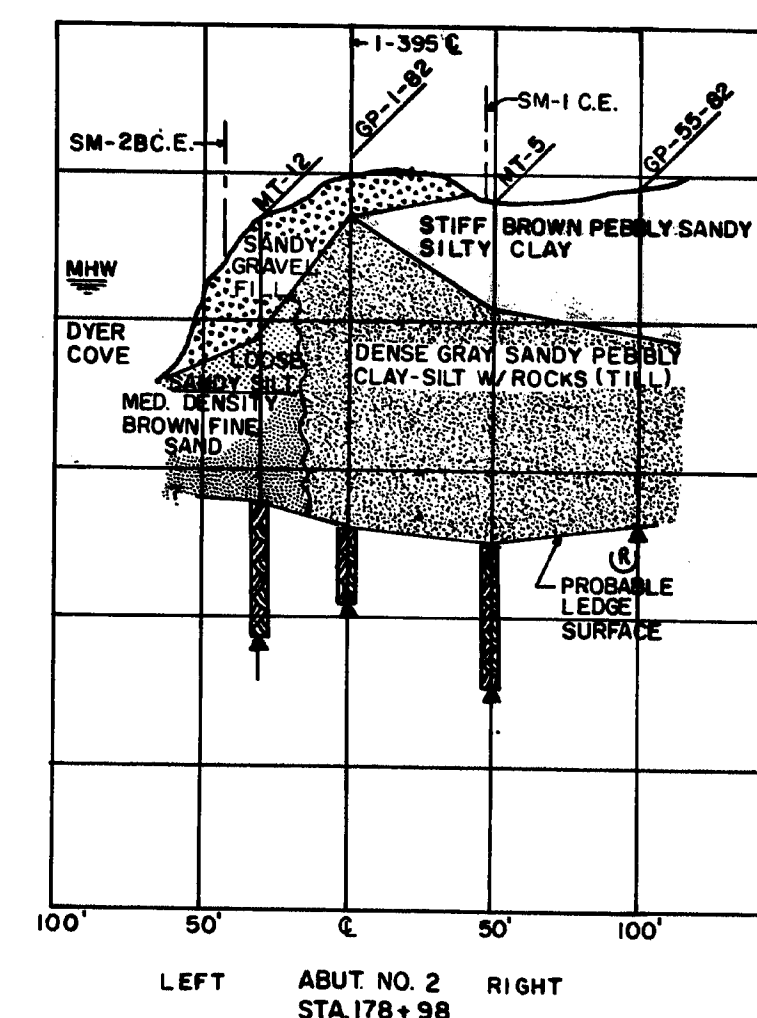
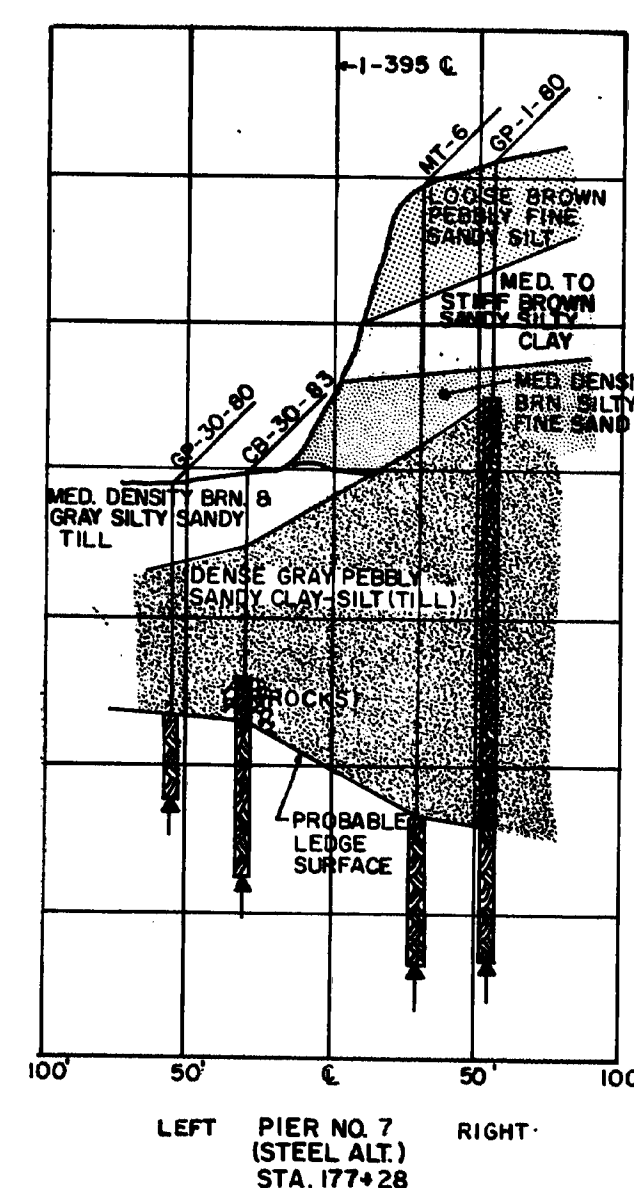
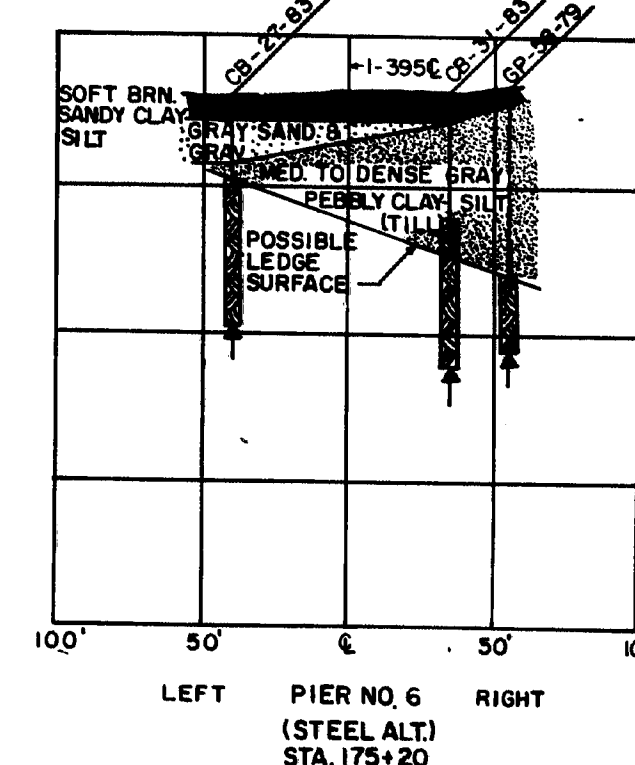
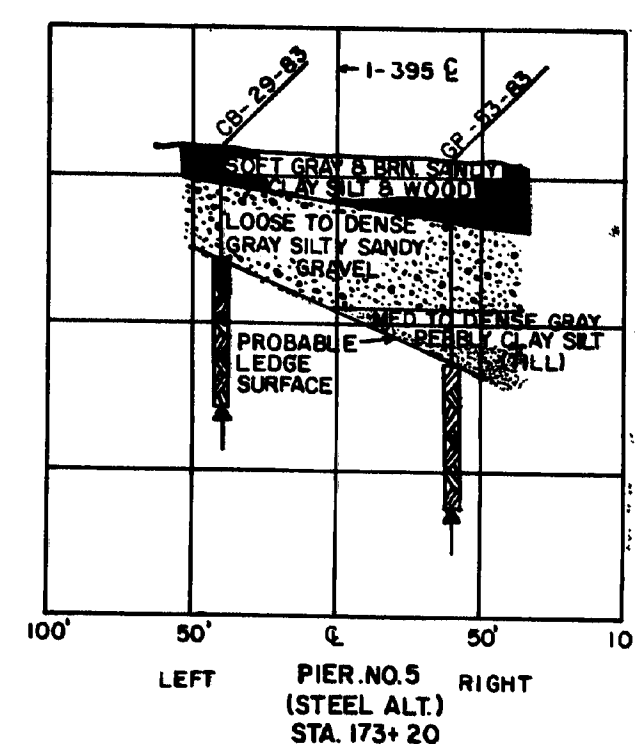
ELEVATION

-10  
-20  
-30  
-40  
-50  
-60  
-70



ELEVATION

20  
10  
0  
-10  
-20  
-30  
-40



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

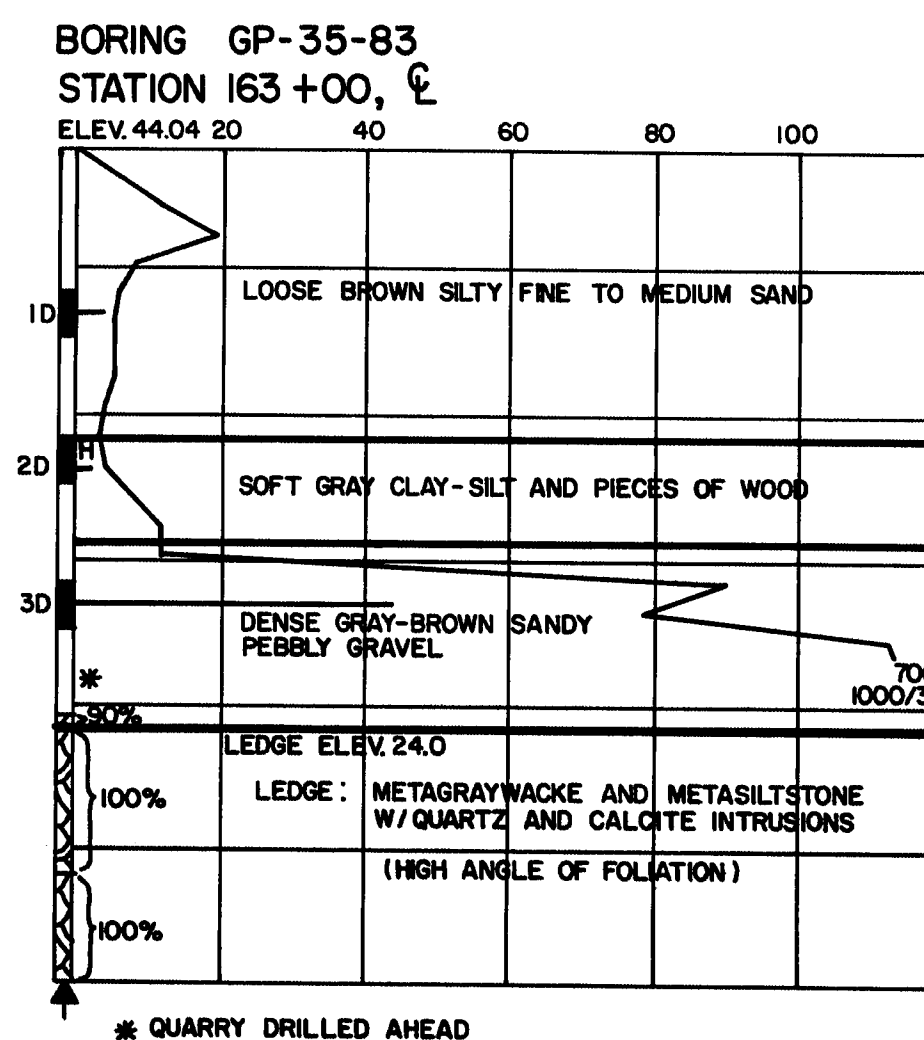
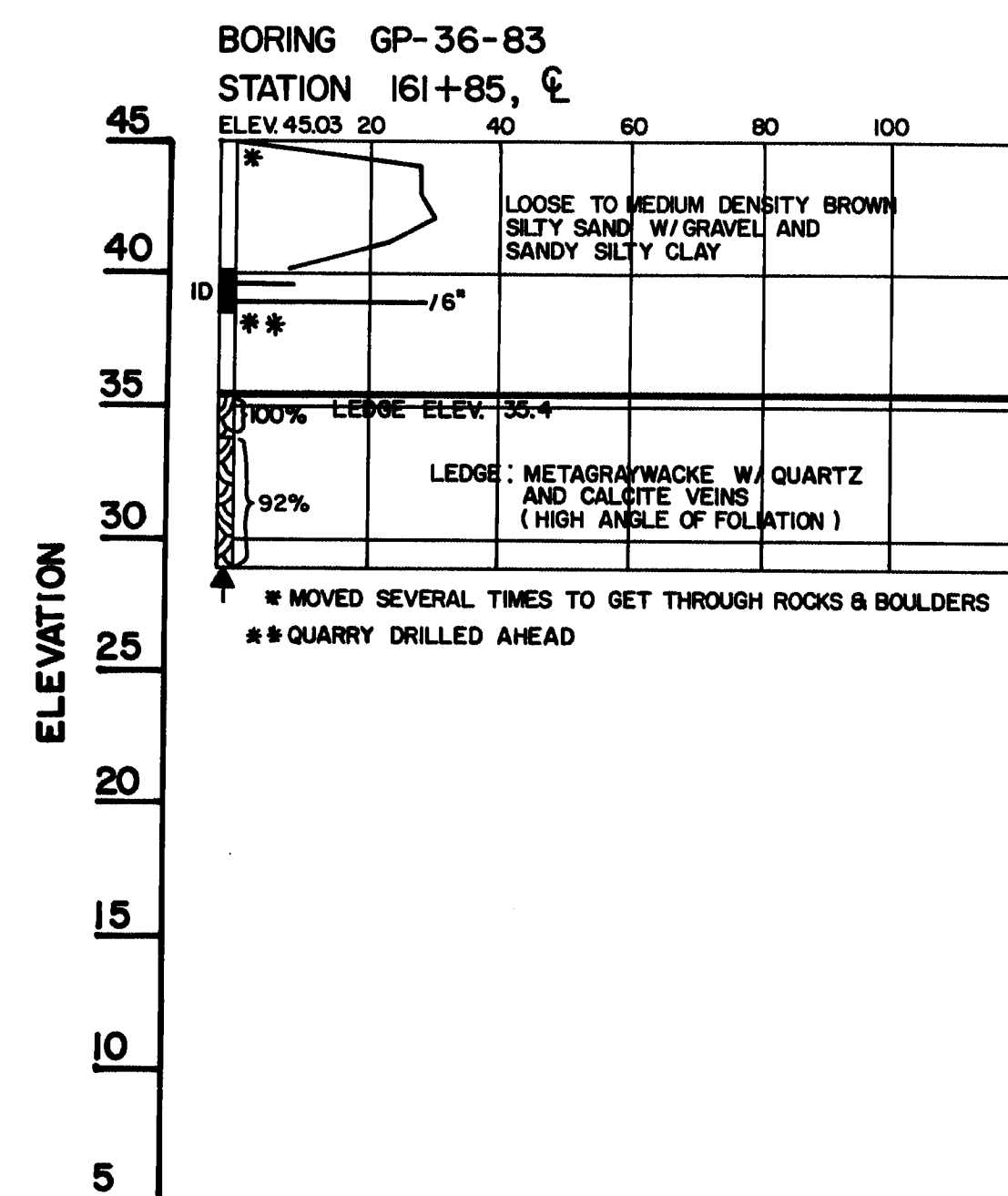
I-395 BRIDGE  
OVER  
PENOBSCOT RIVER  
BETWEEN THE CITIES OF  
BANGOR AND BREWER  
PENOBSCOT COUNTY  
TRANSVERSE SECTIONS-STEEL ALT.

AUGUSTA, MAINE

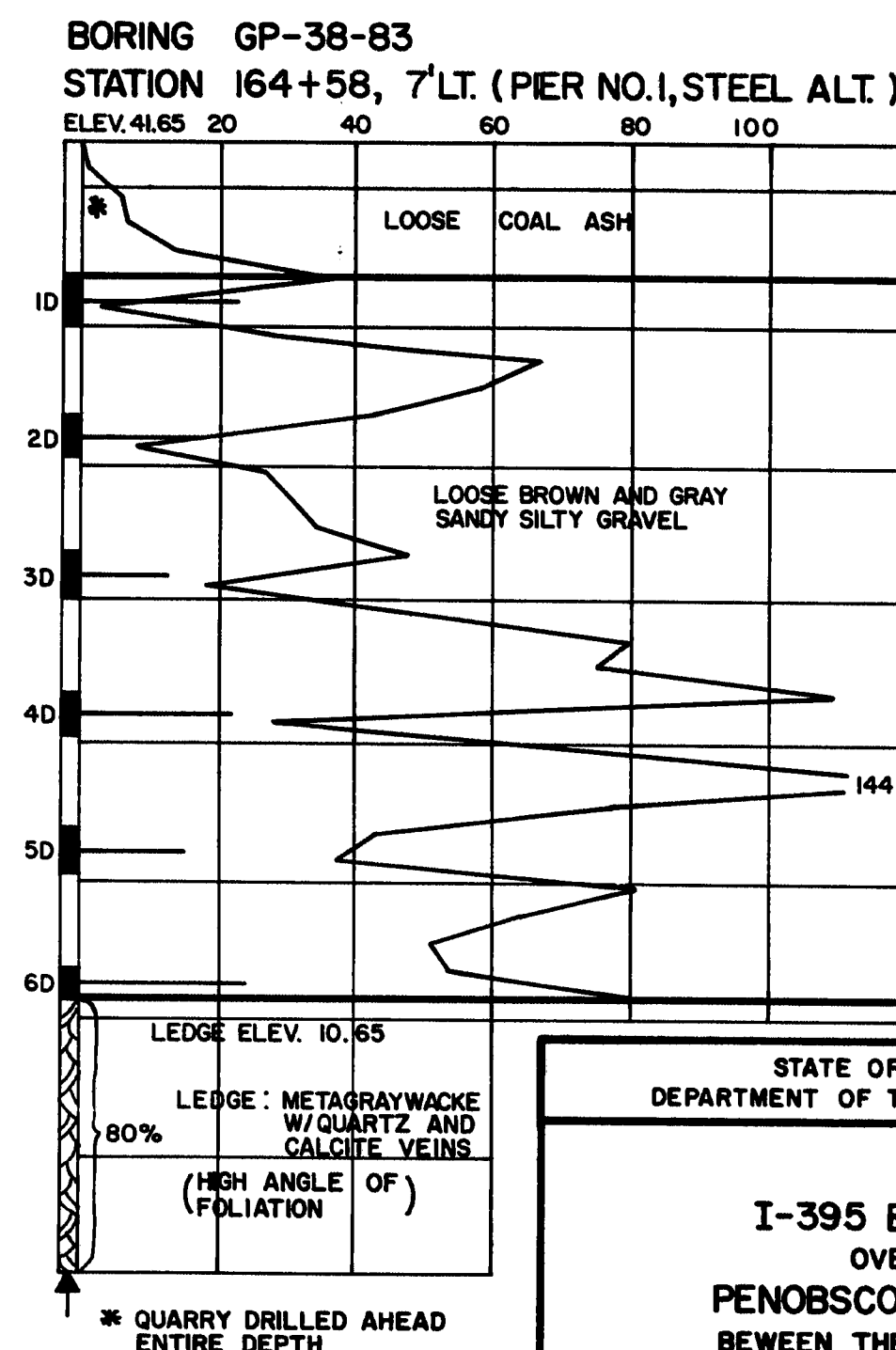
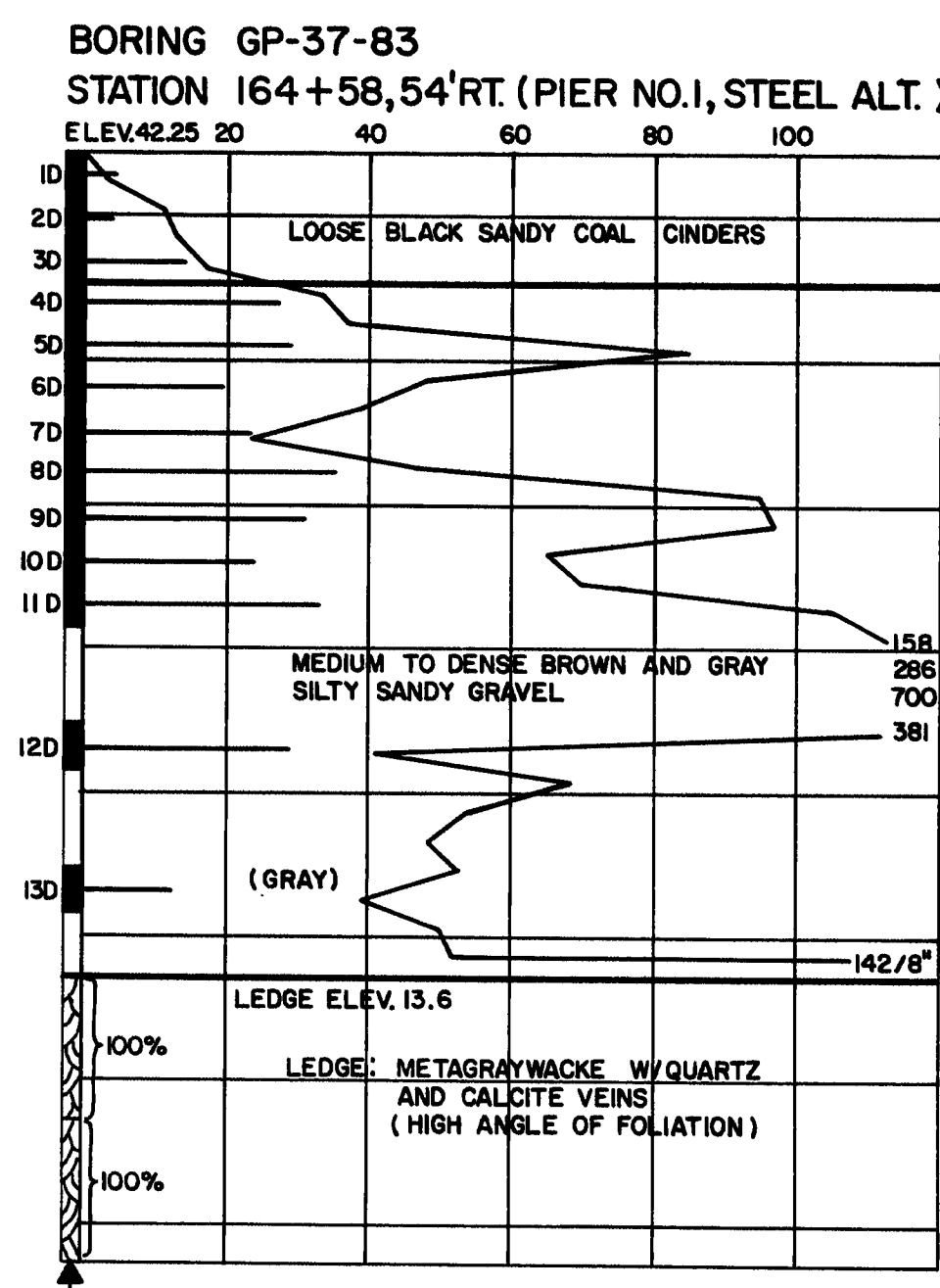
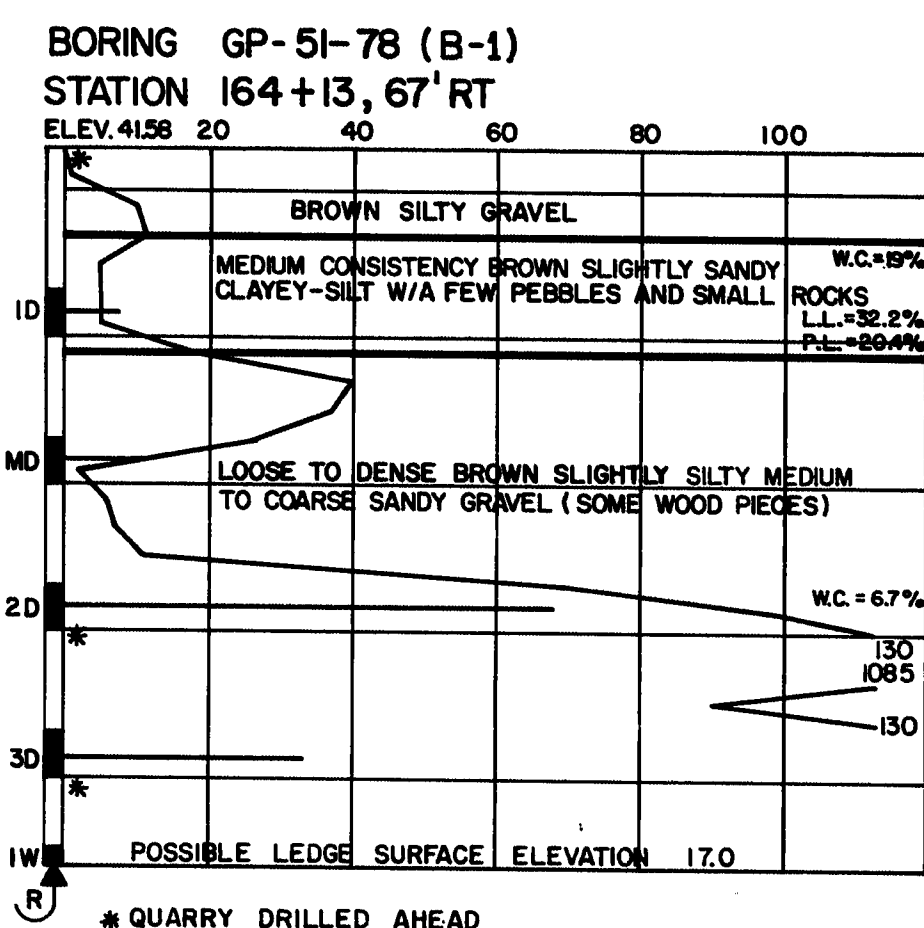
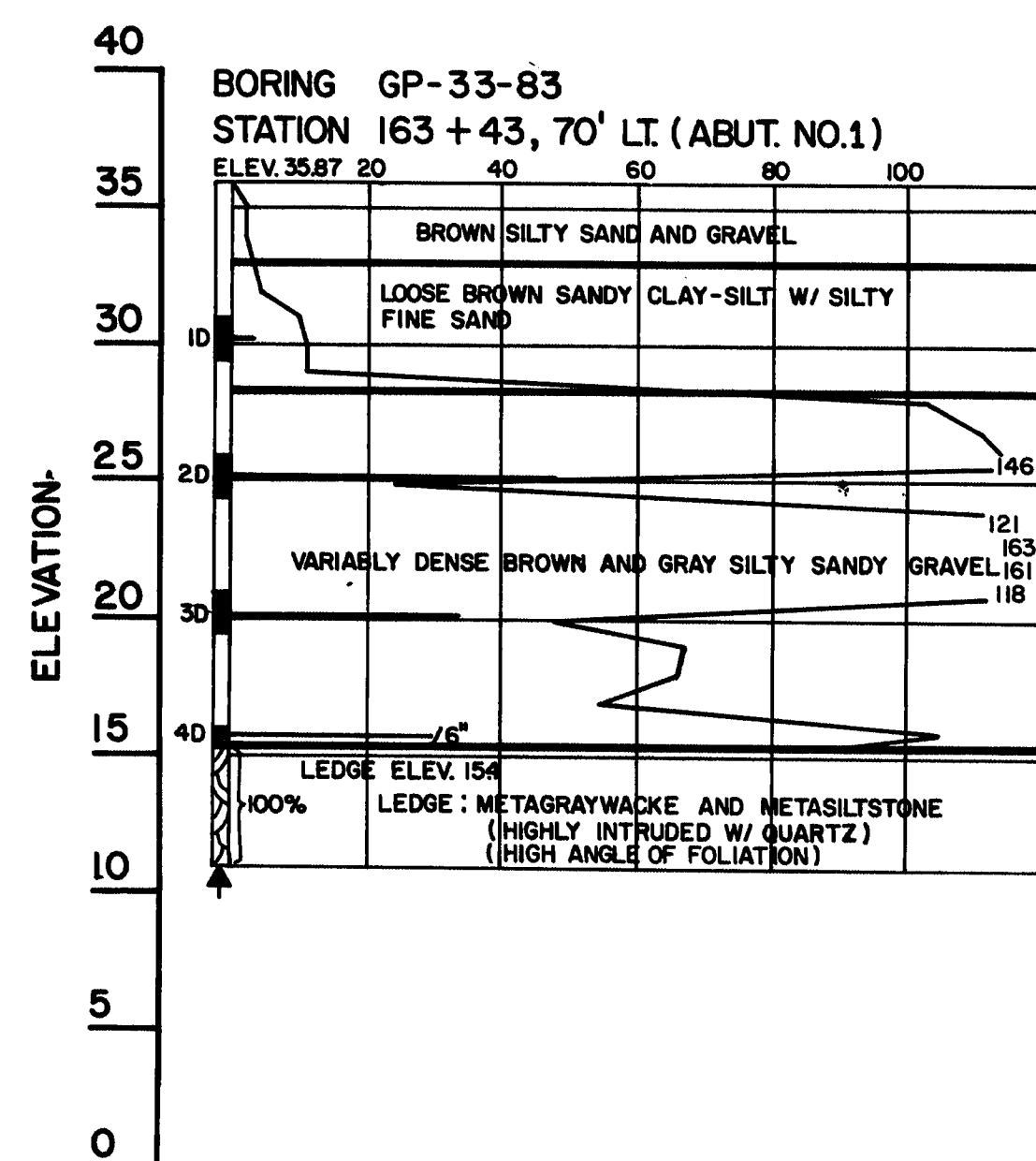
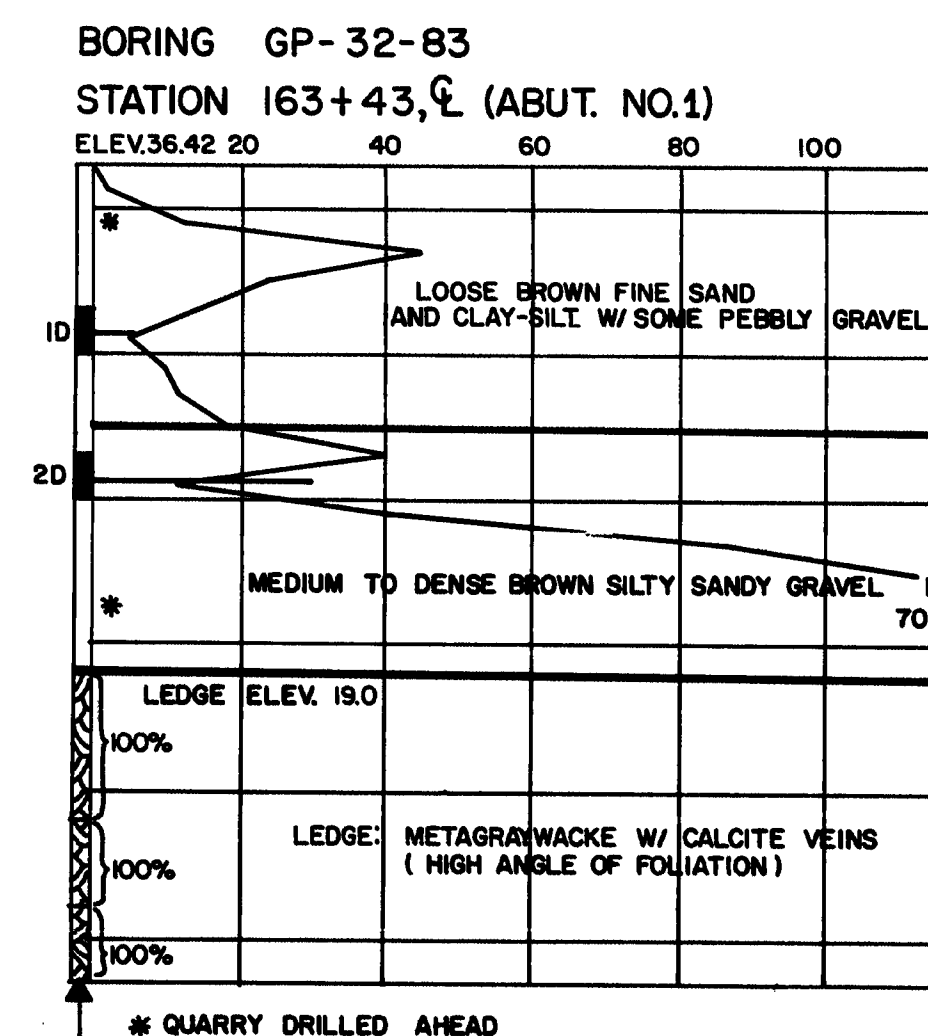
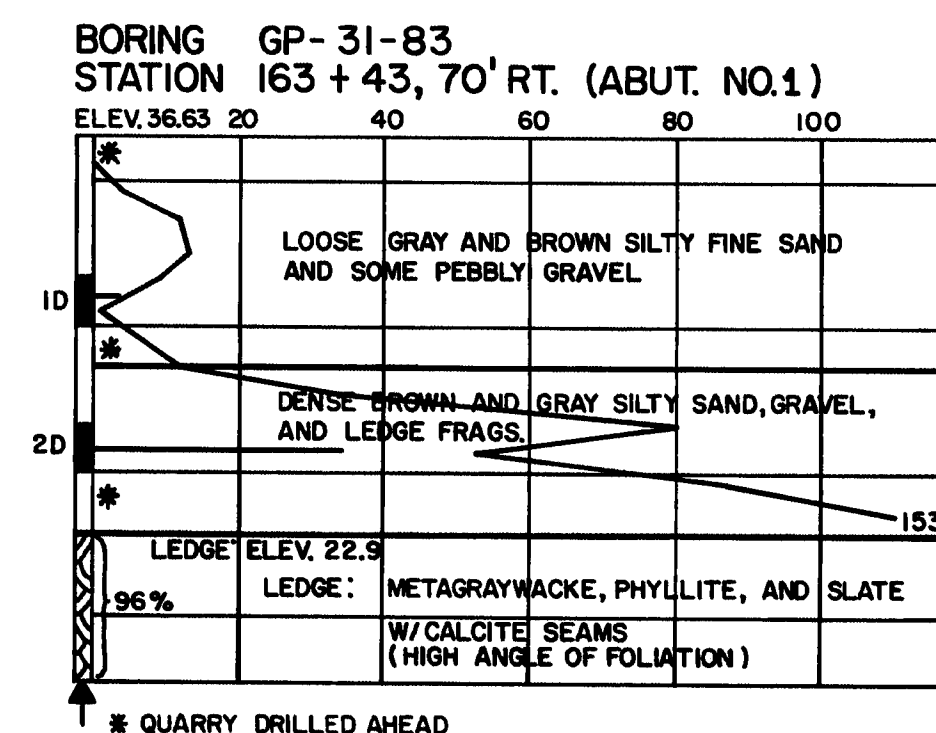
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAIL		
CHECKED		
REVISIONS		
FIELD CHANGES		

BORING 44-132-45710

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



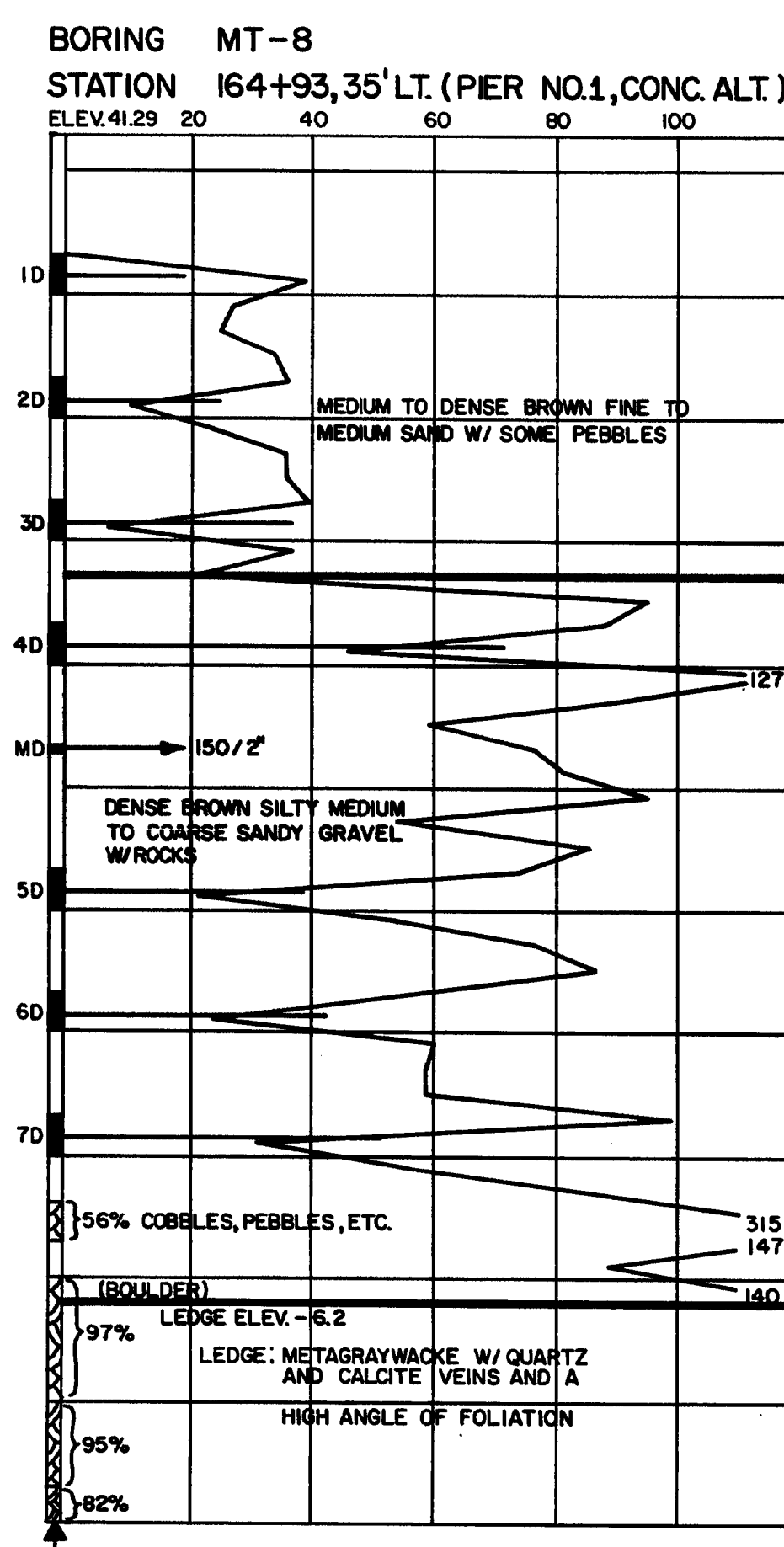
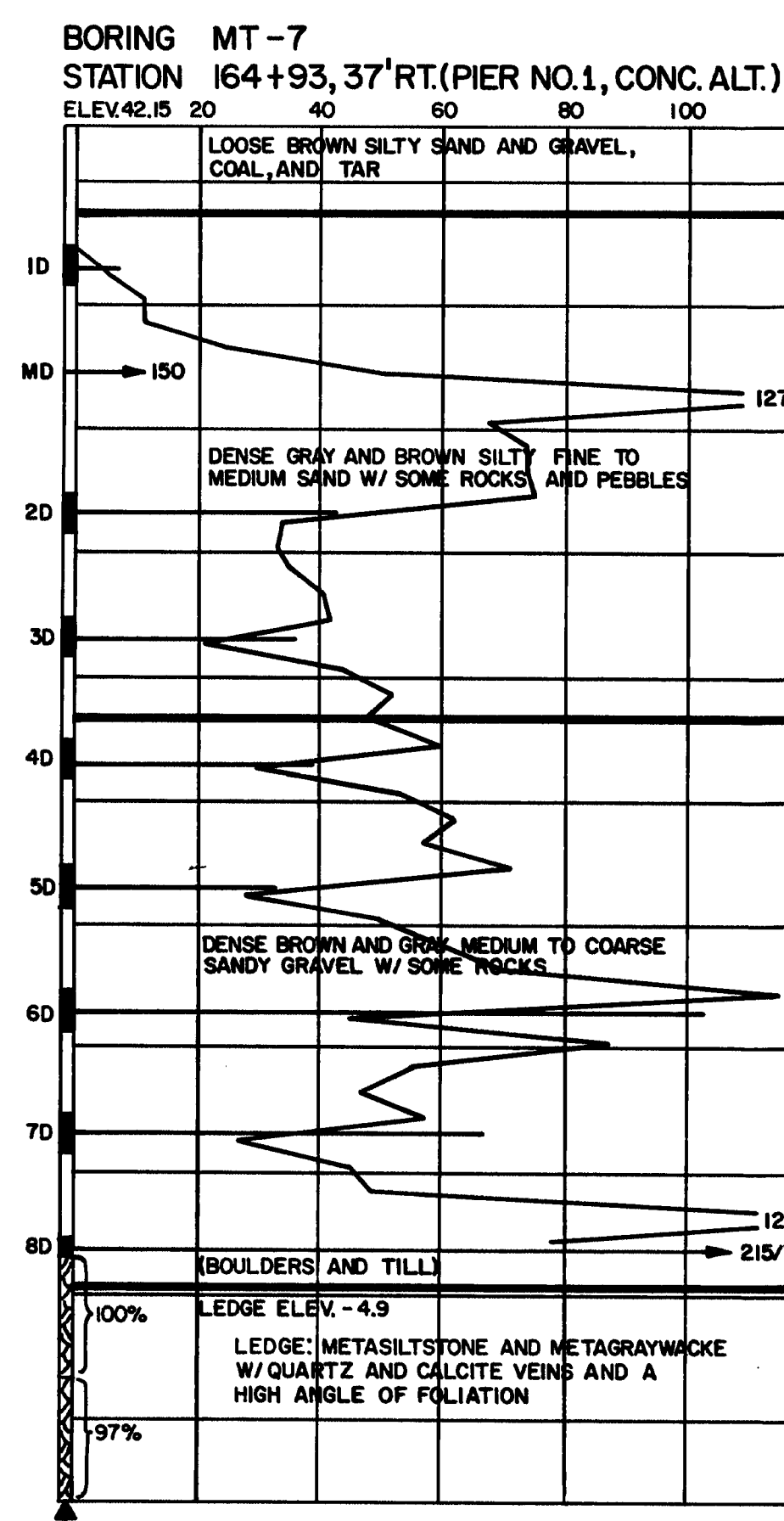
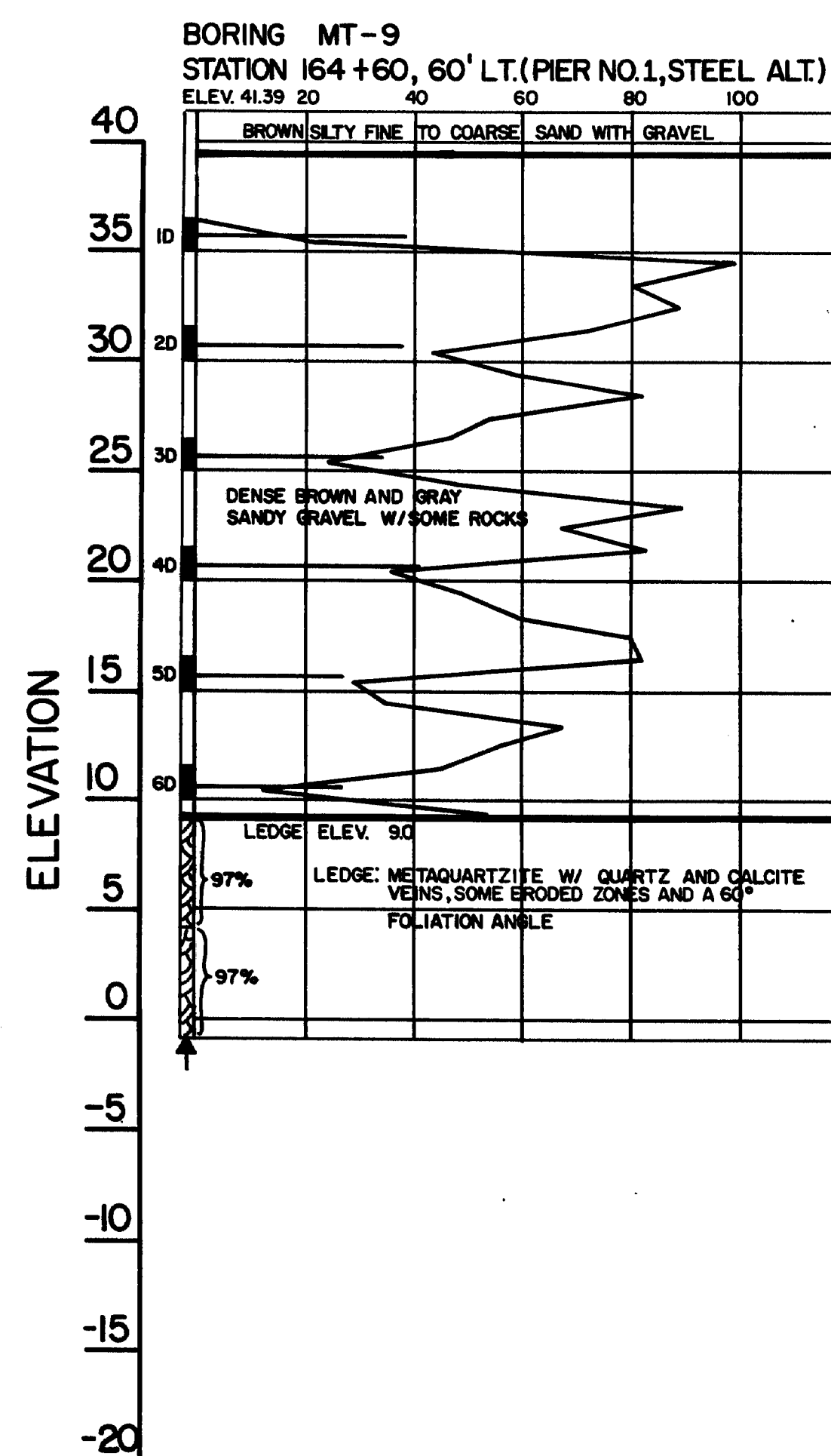
## BORING DETAILS



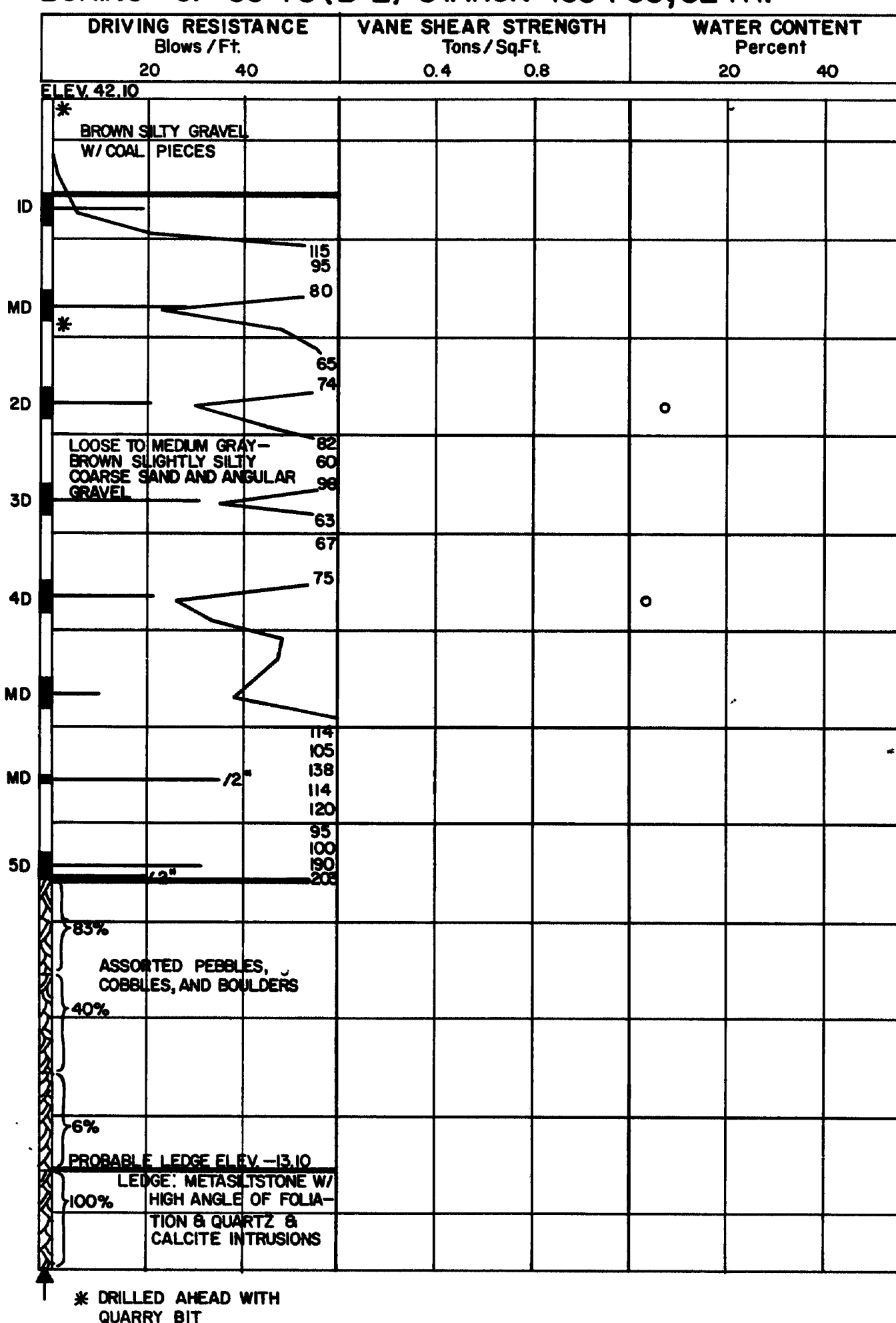
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

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

107-225



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



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

107-226

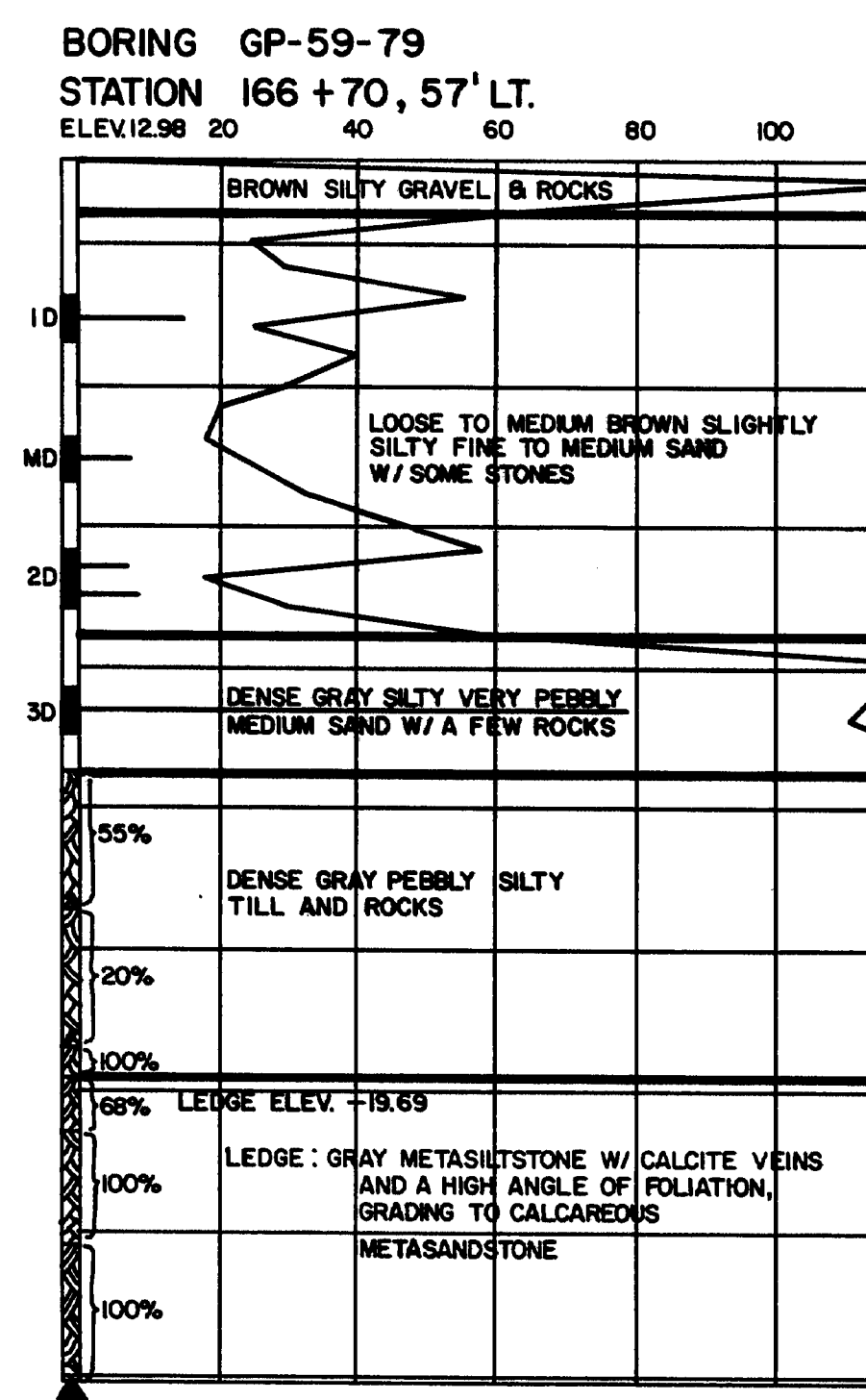
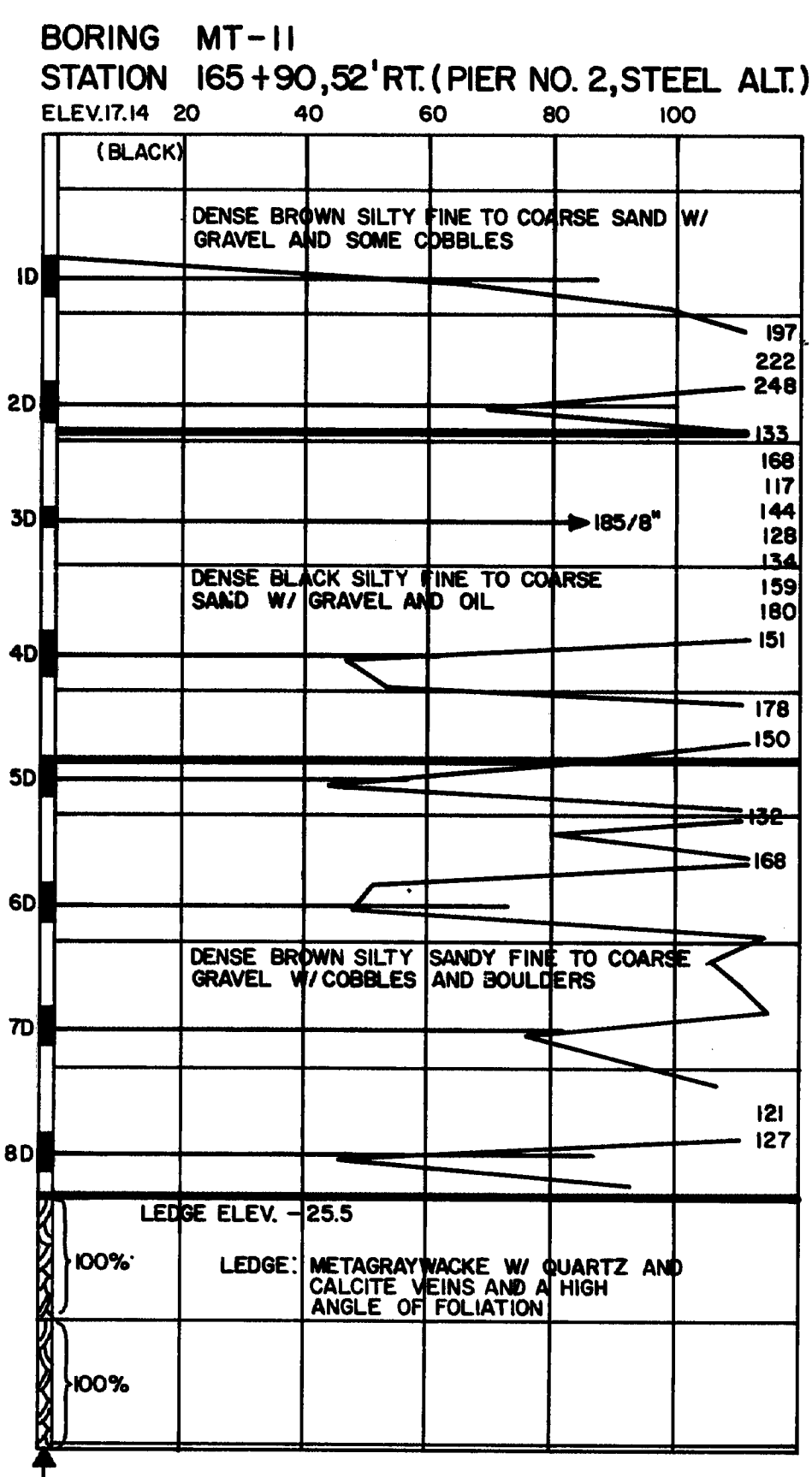
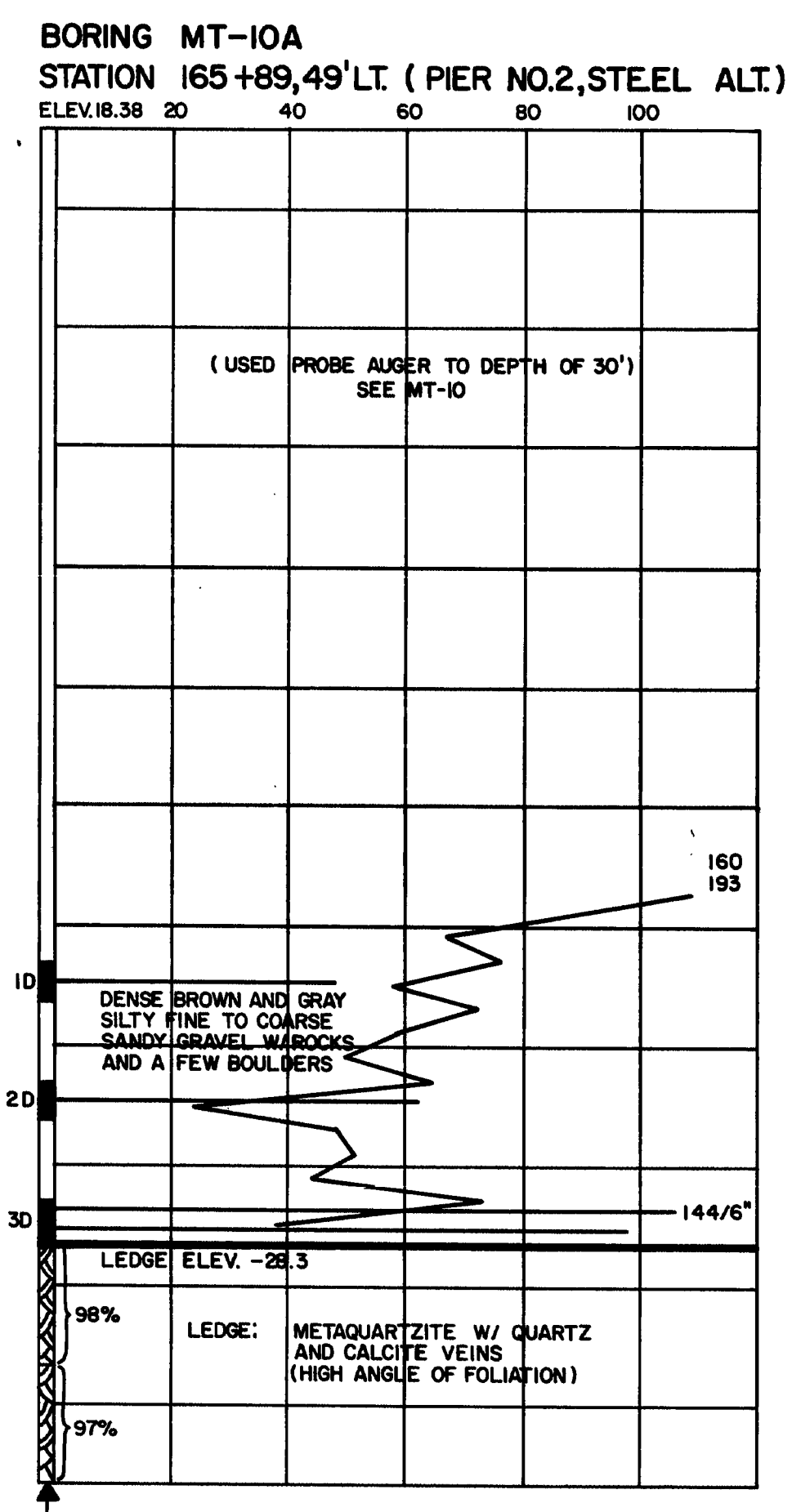
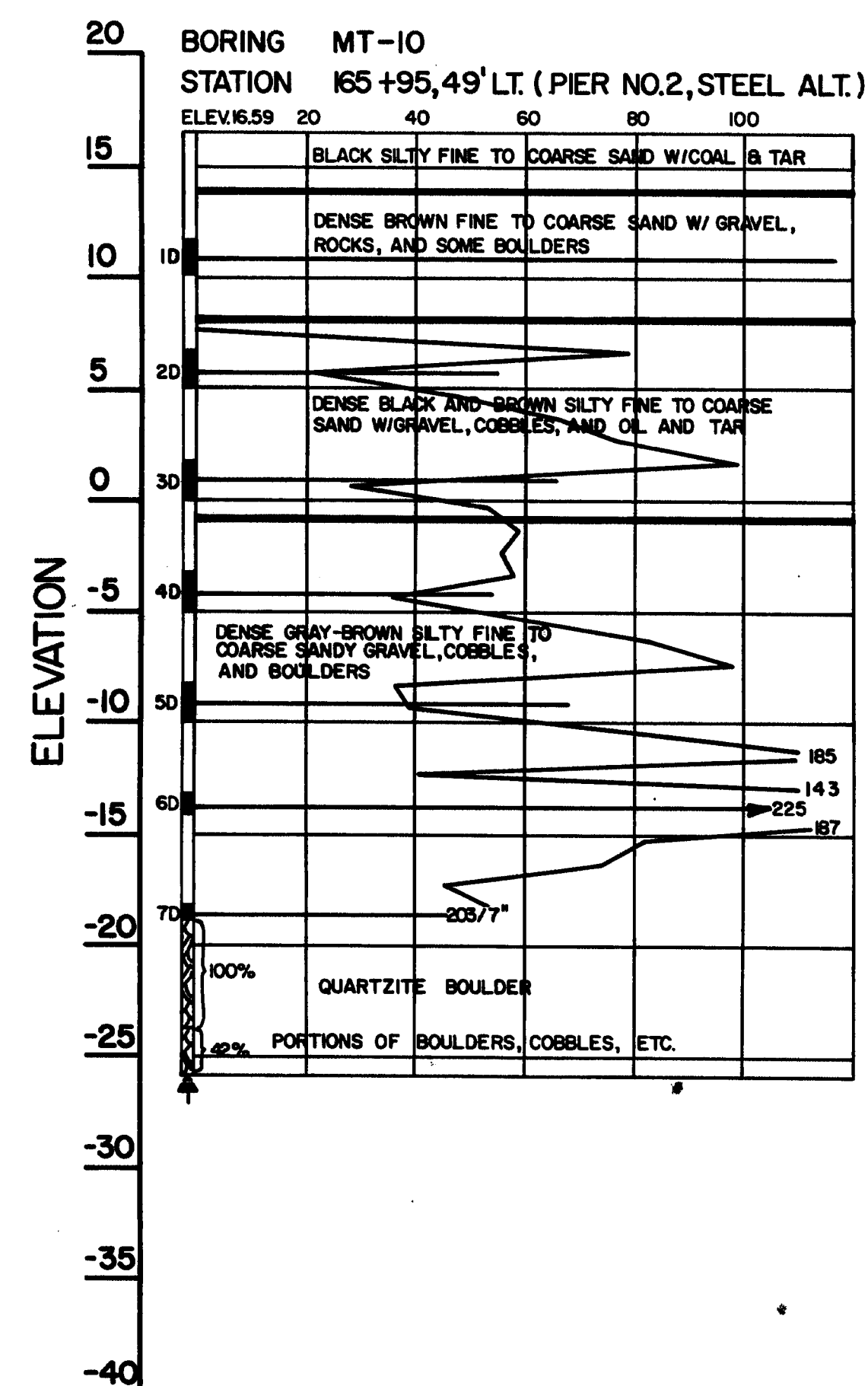
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

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

PROJECT DESIGN ENGINEER  
DESIGN-RETAILED  
CHECKED  
REVISIONS  
FIELD CHANGES  
PLANS

BORING 44 132 45710

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	395-8(82)	94	114

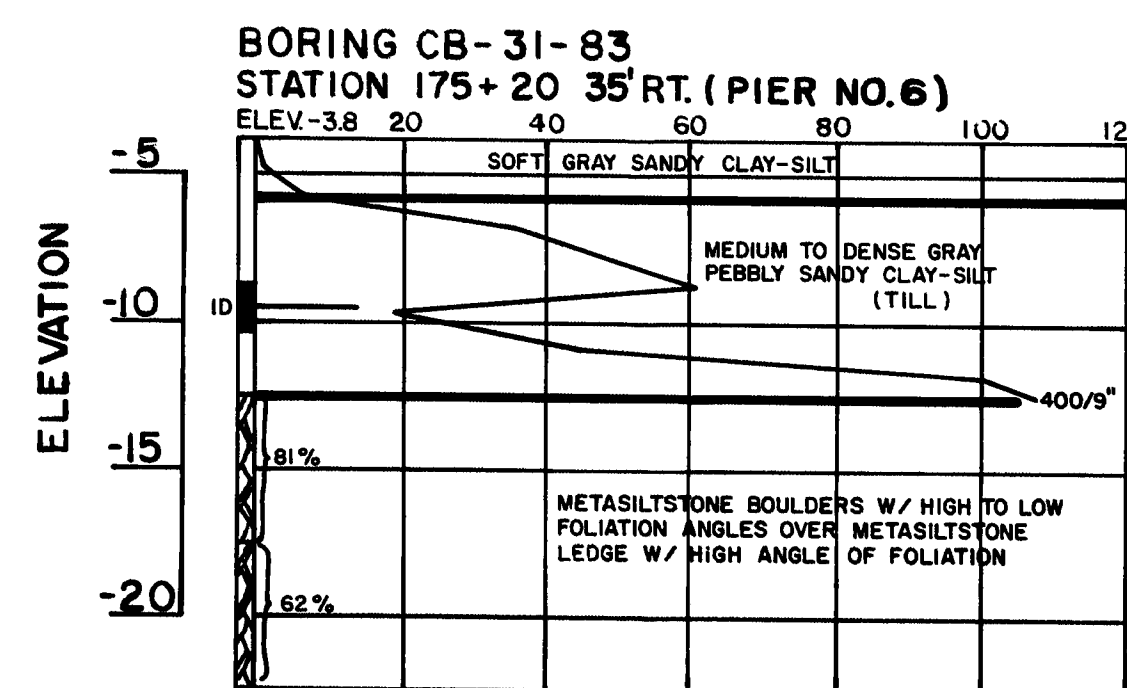
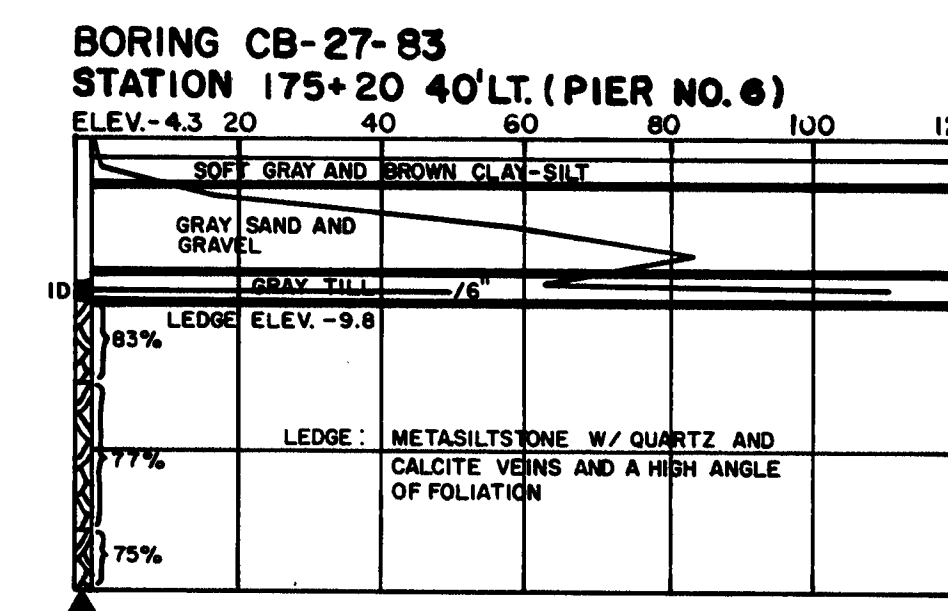
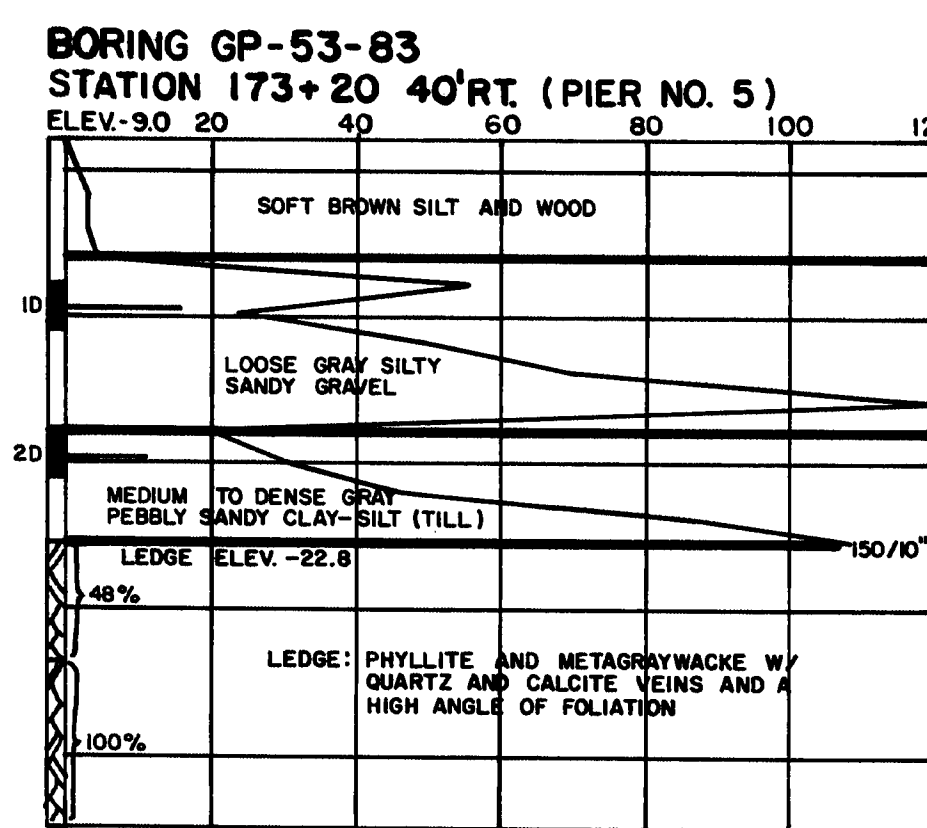
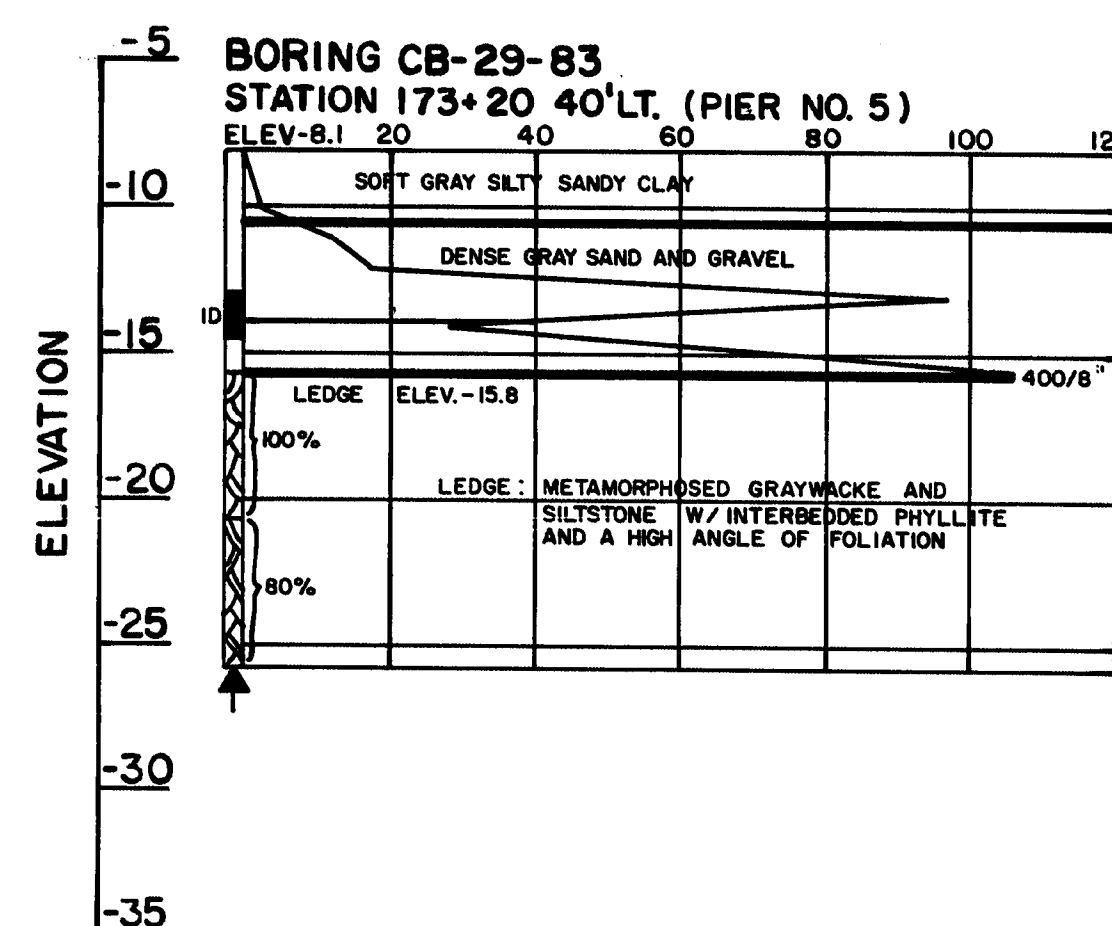
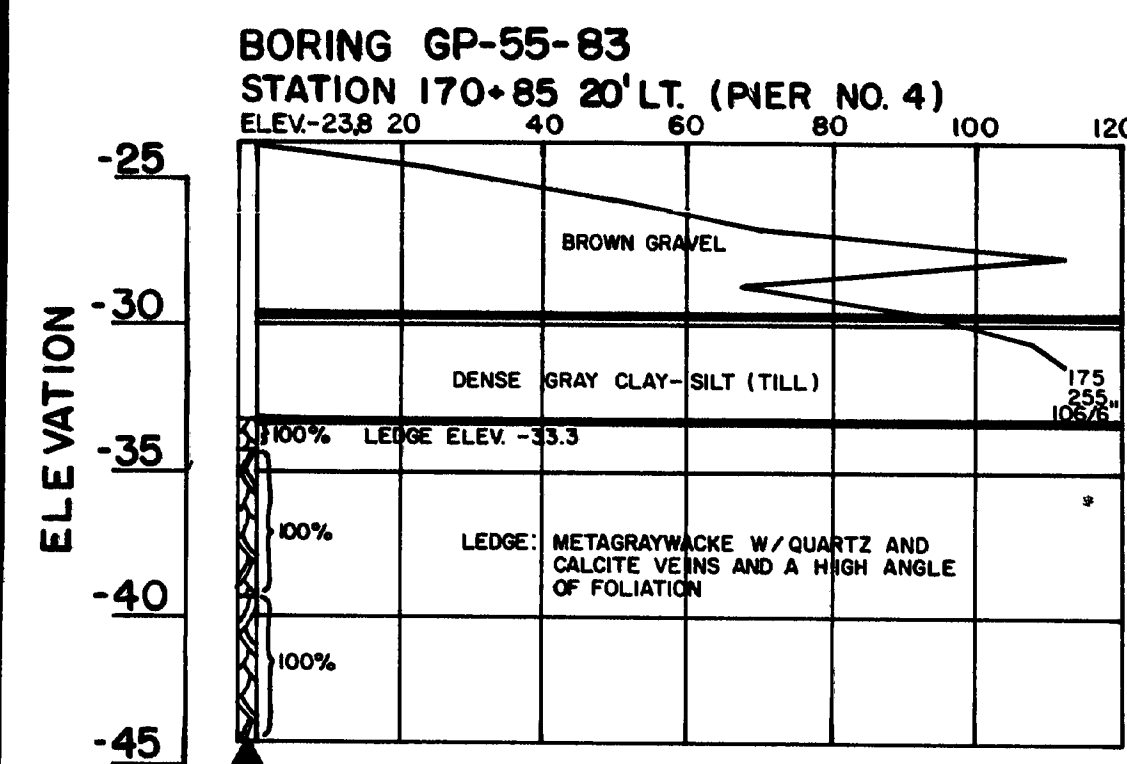
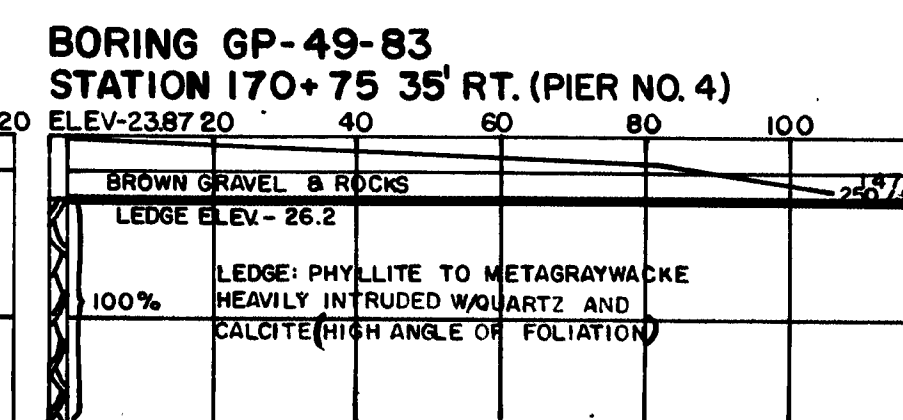
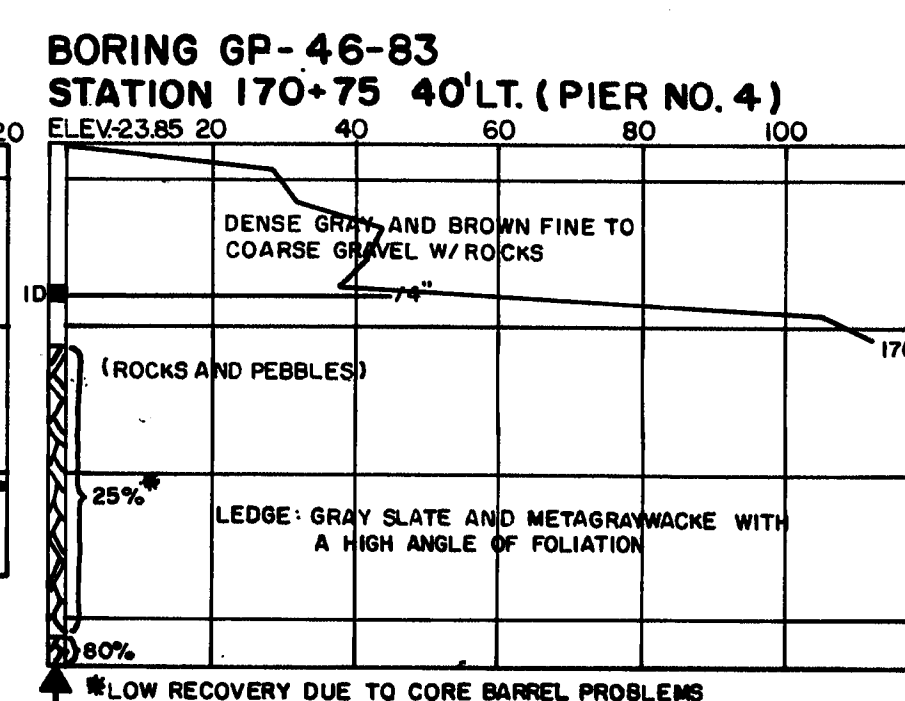
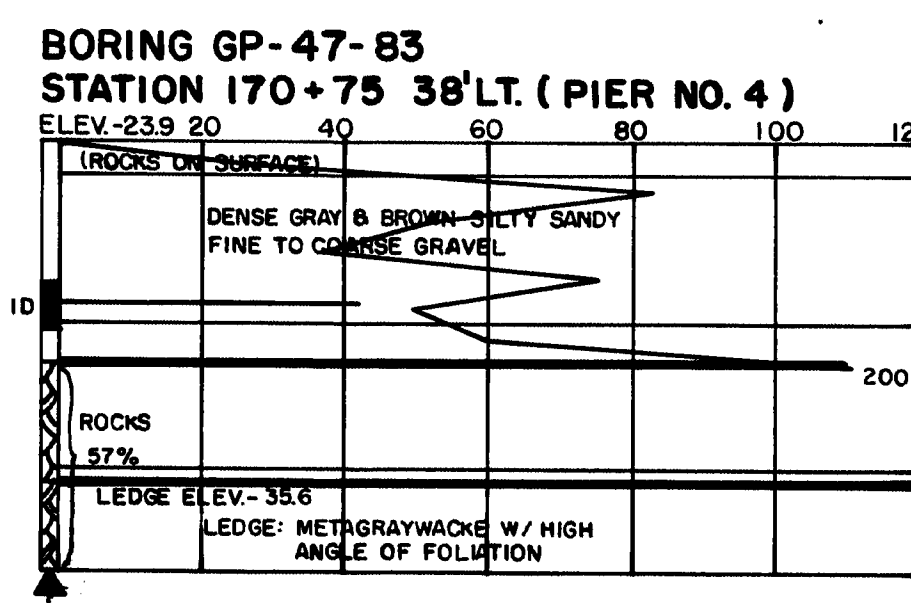
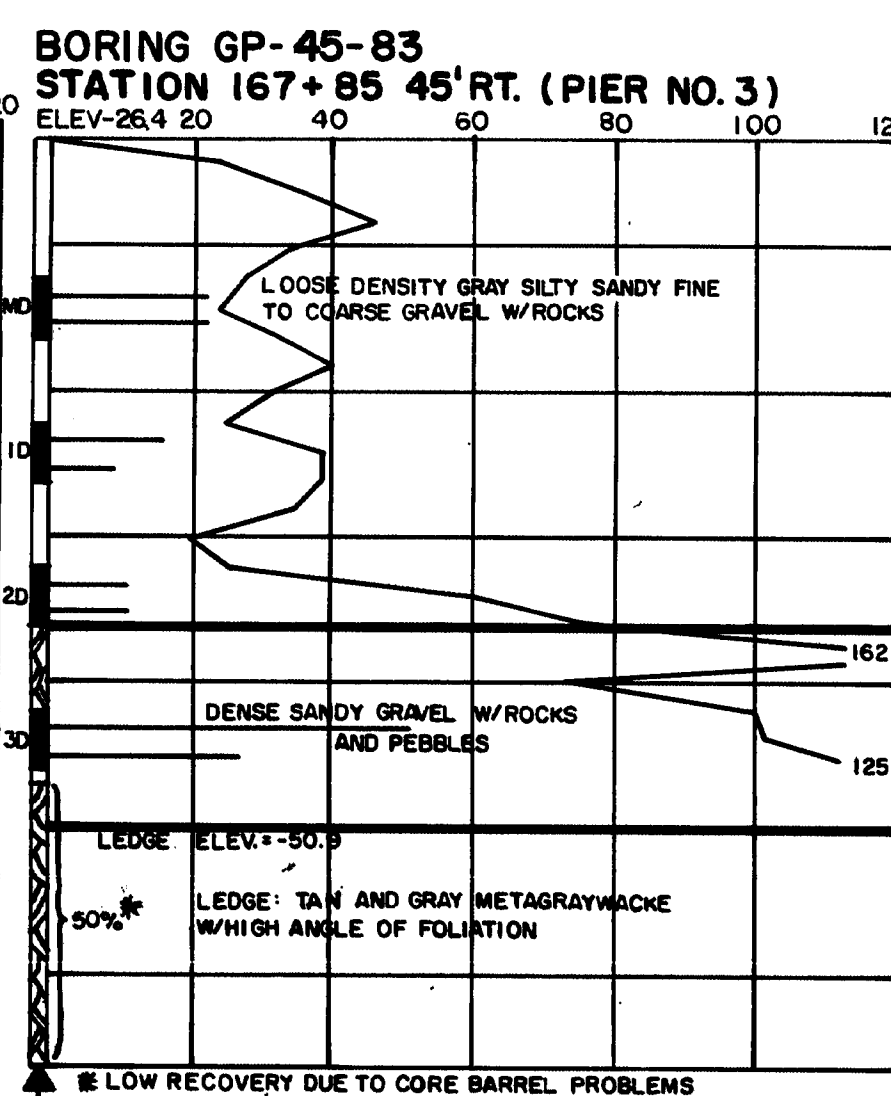
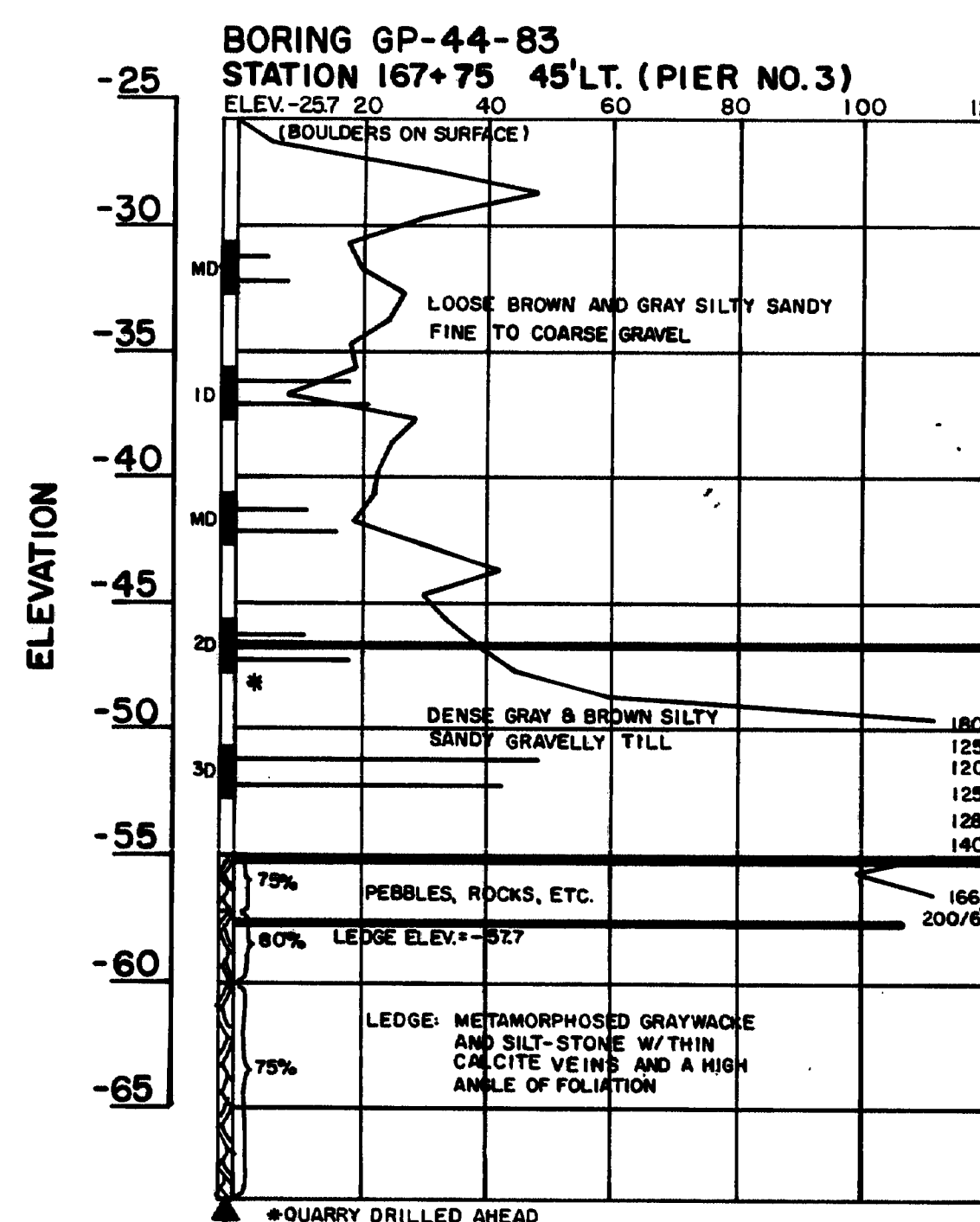


NOTE: "MT" BORINGS MADE WITH 2 3/8" CASING

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

F.R.D. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	95	114



PROJECT	DATE
DESIGNED	
CHECKED	
REVISIONS	
FIELD CHANGES	

BORING 44-132-45710

107-228

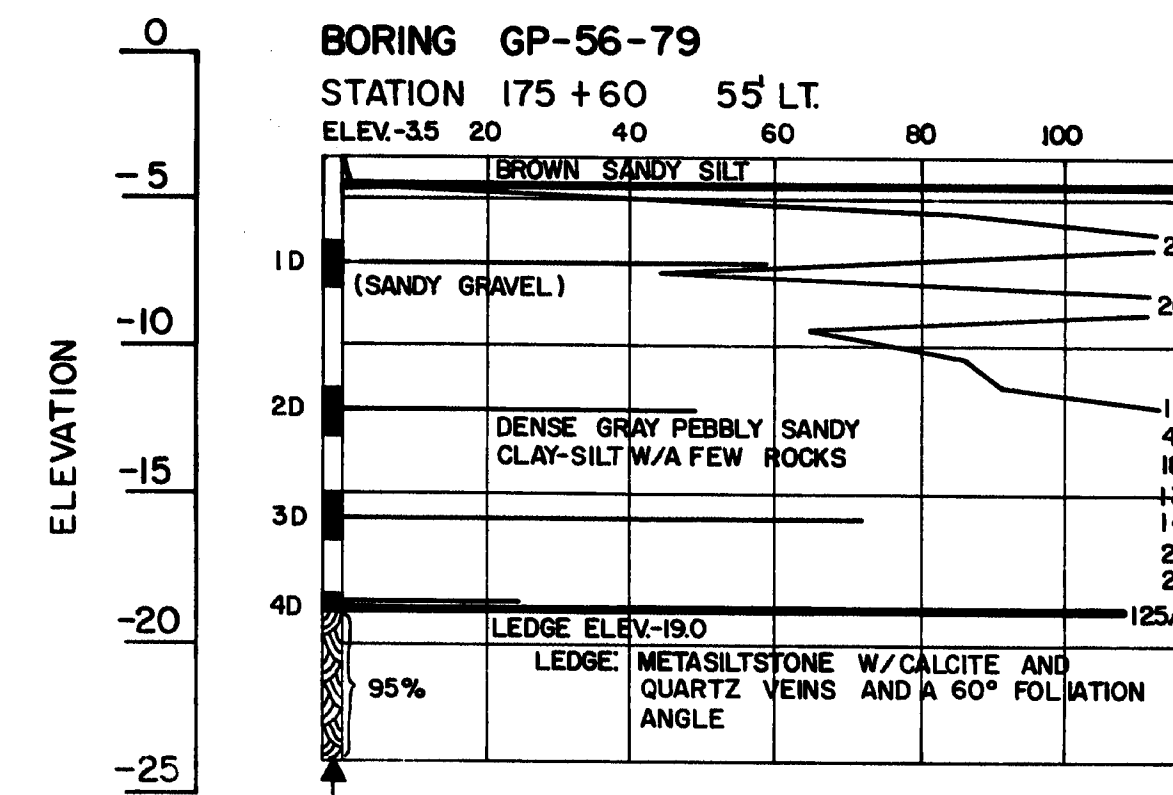
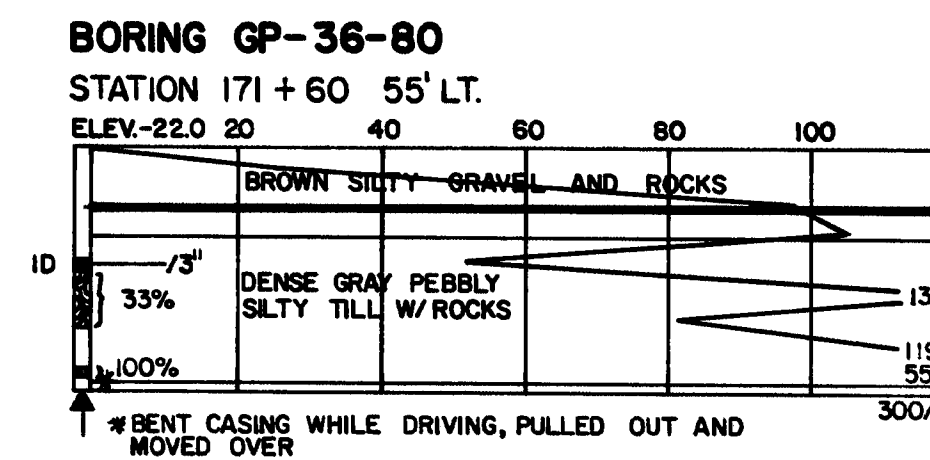
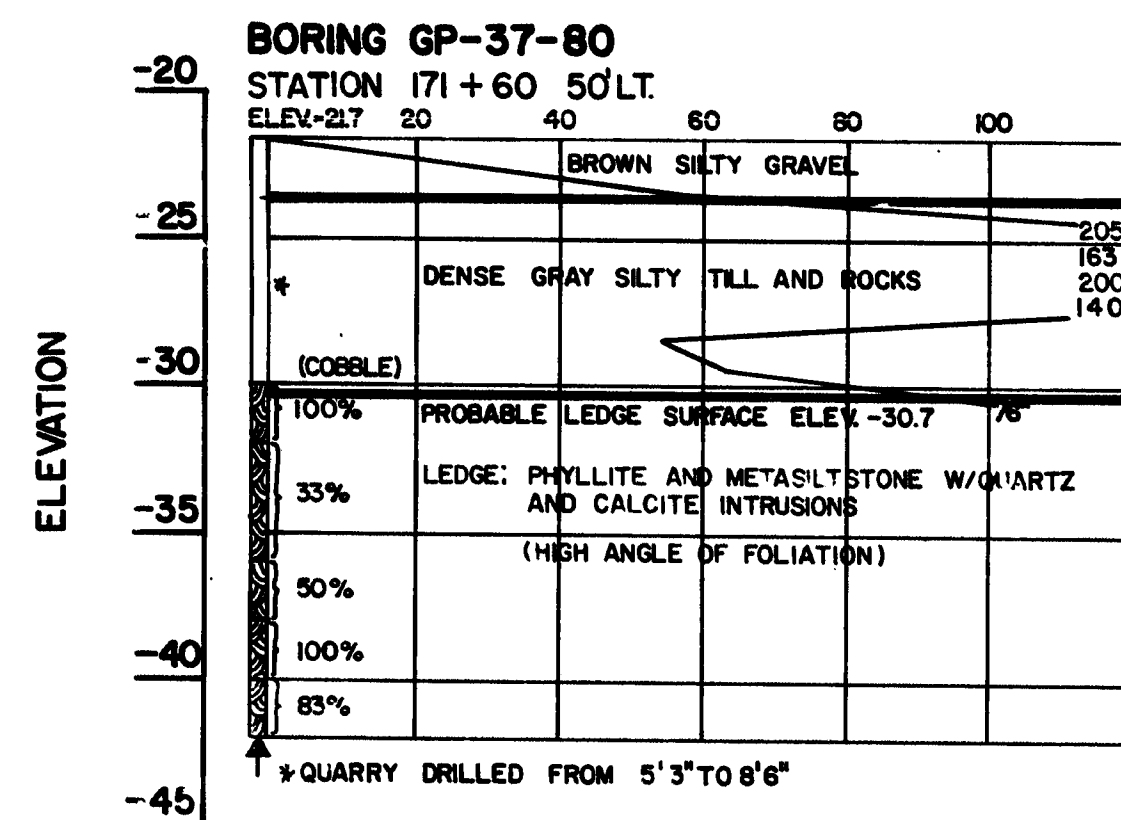
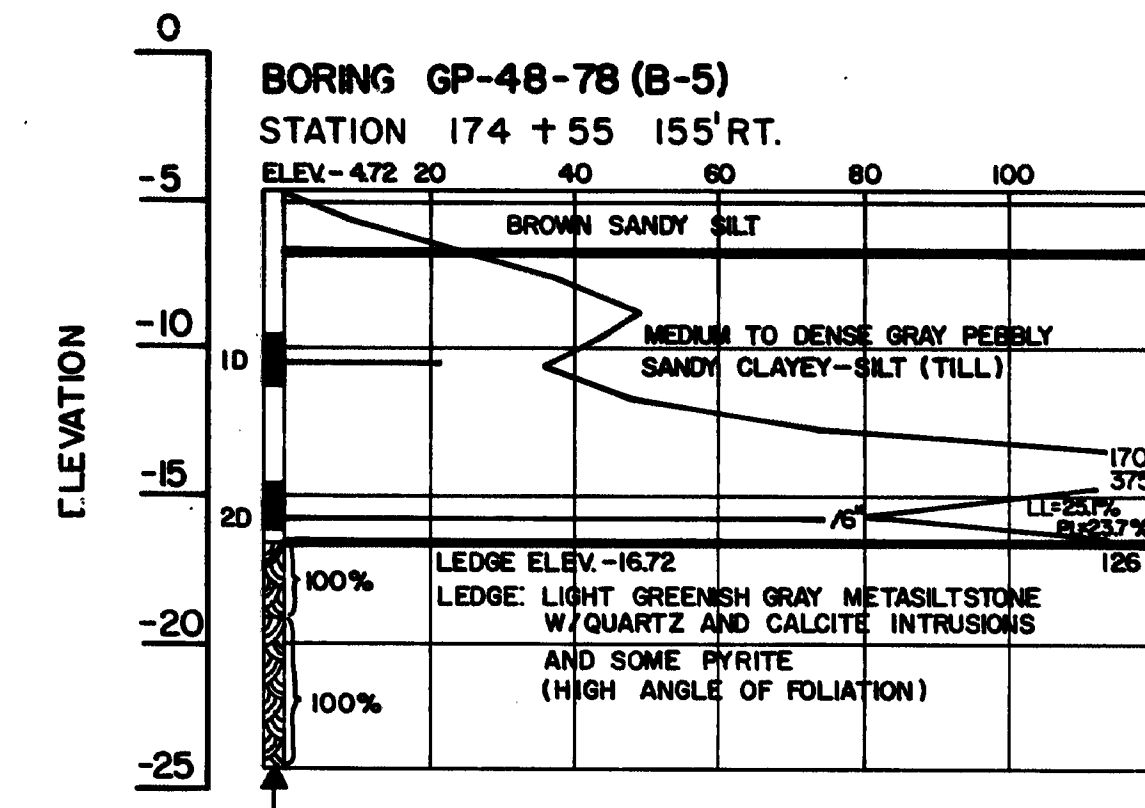
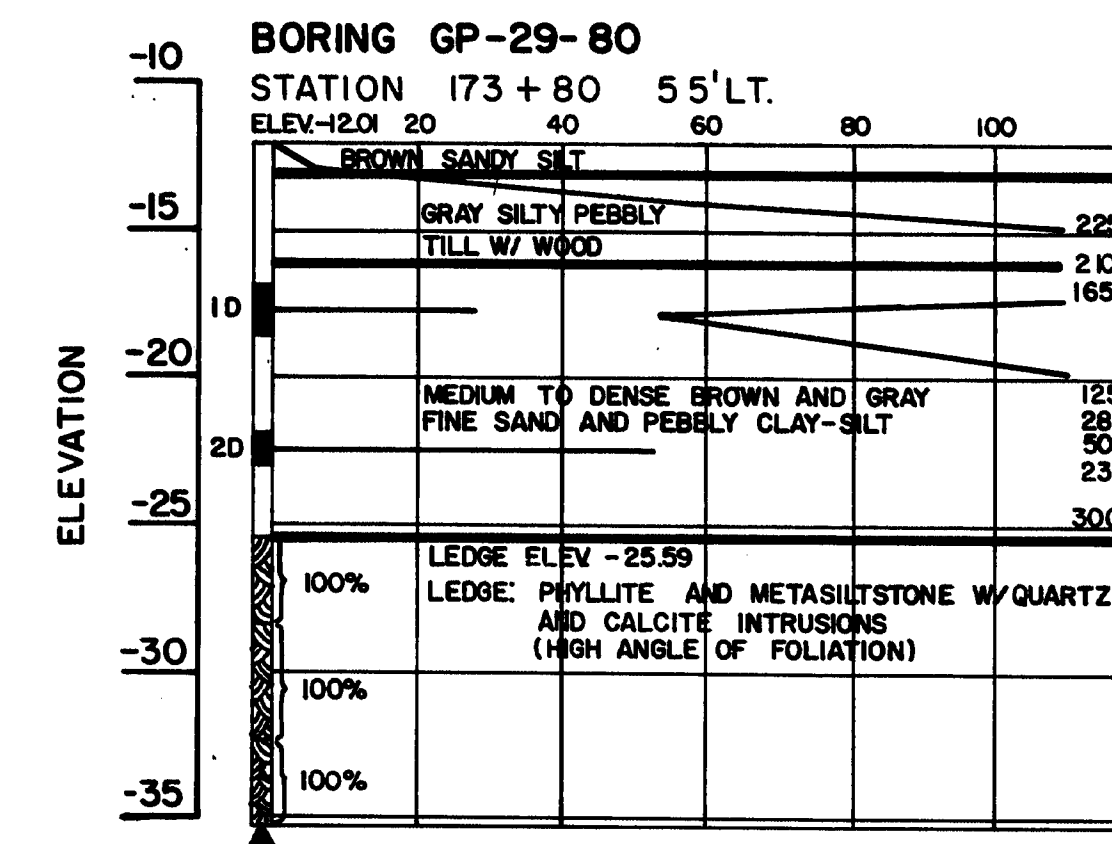
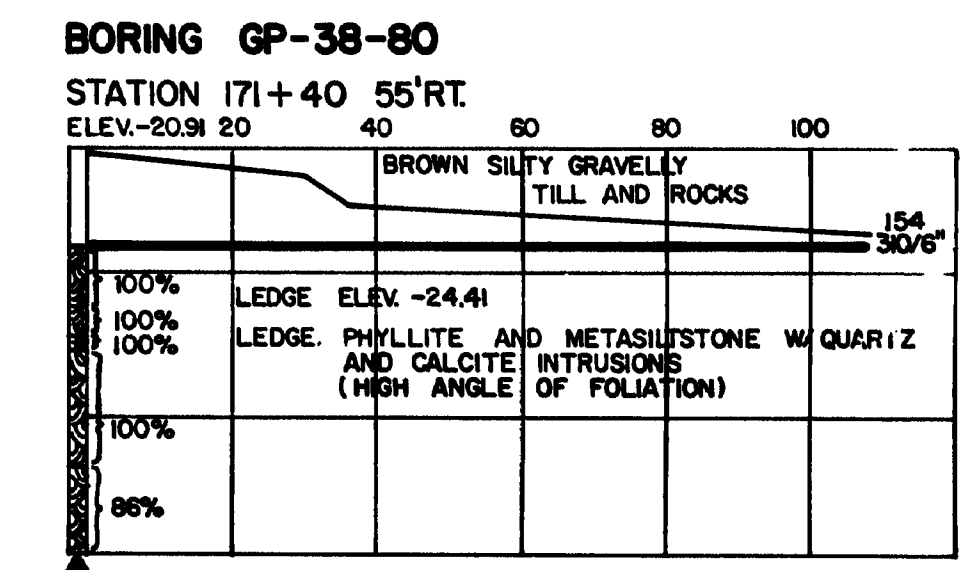
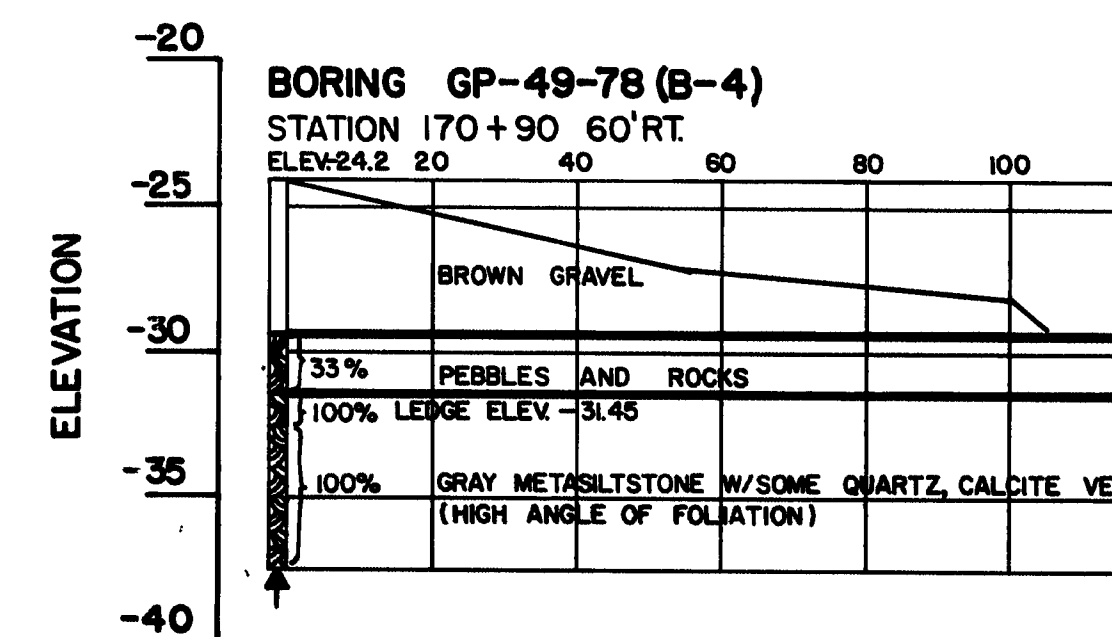
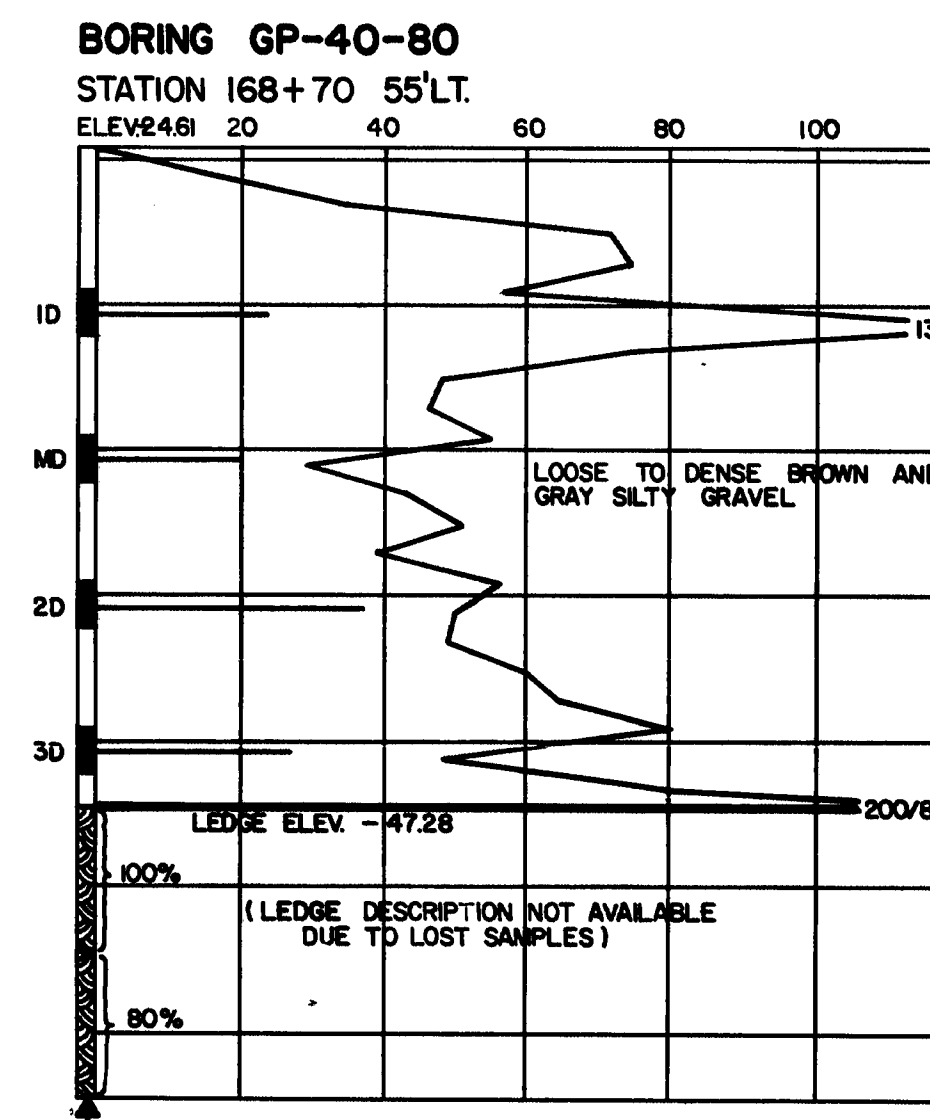
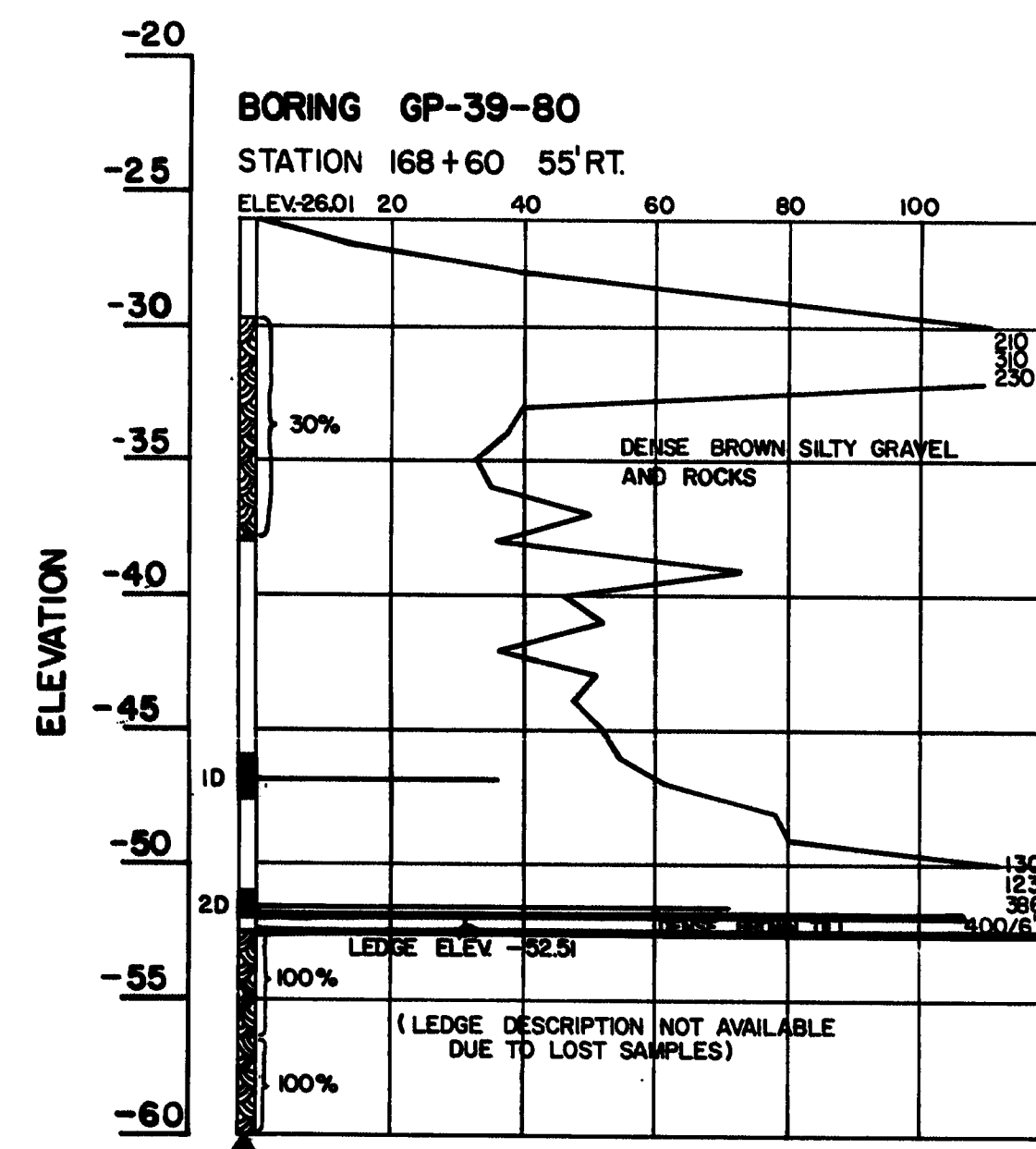
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

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

AUGUSTA, MAINE

# BORING DETAILS

F.R.E.A.	STATE	PROJECT NUMBER	LET	TOTAL SHEETS
1	MAINE	1-395-81627	96	114



**107-229**

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

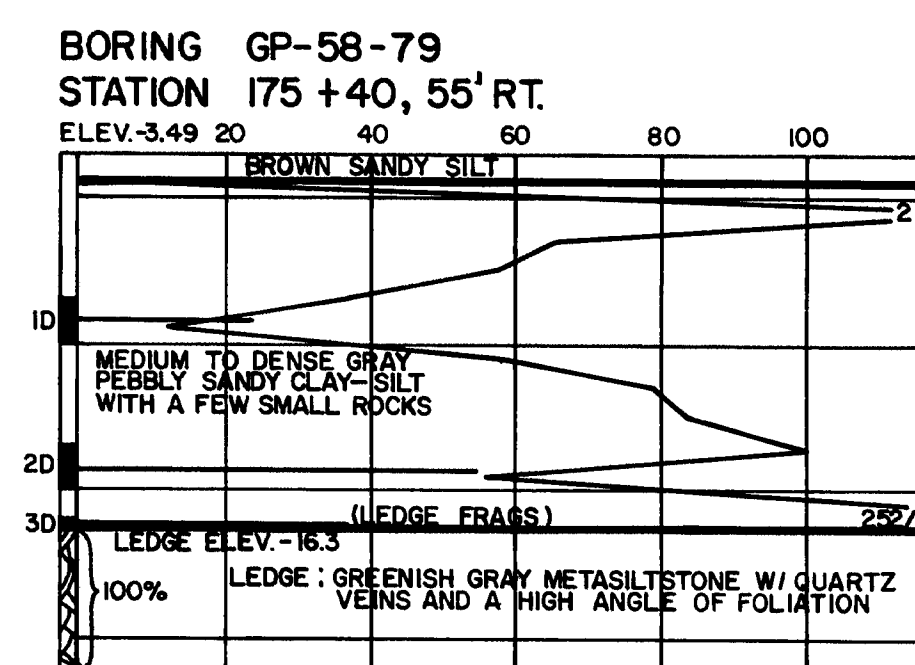
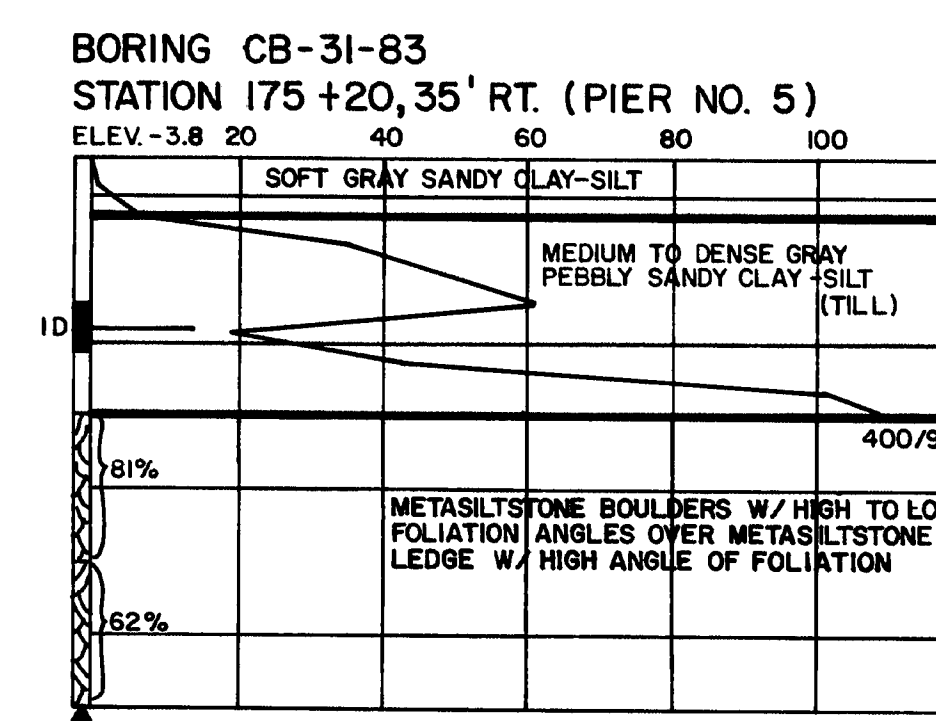
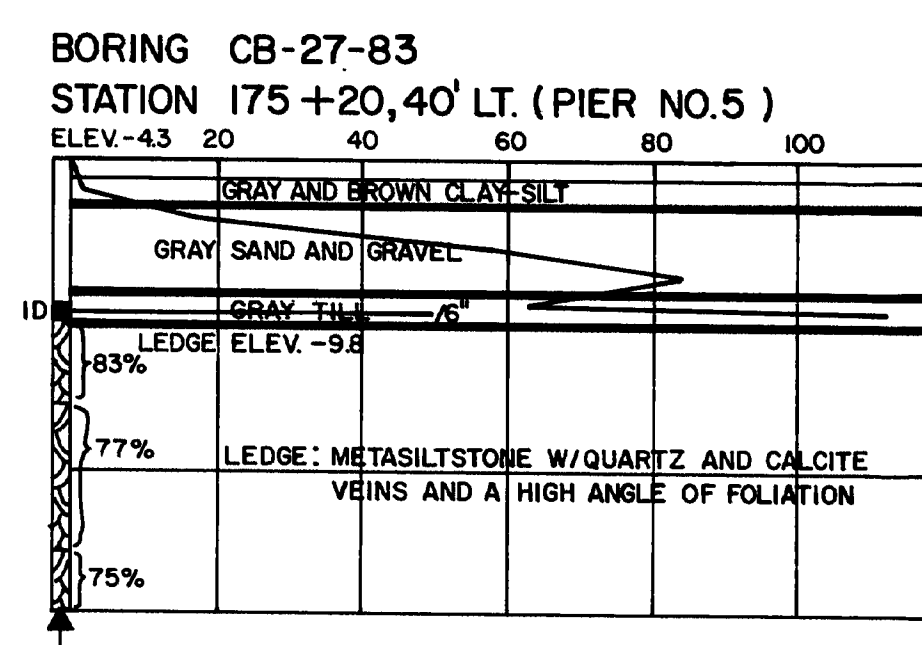
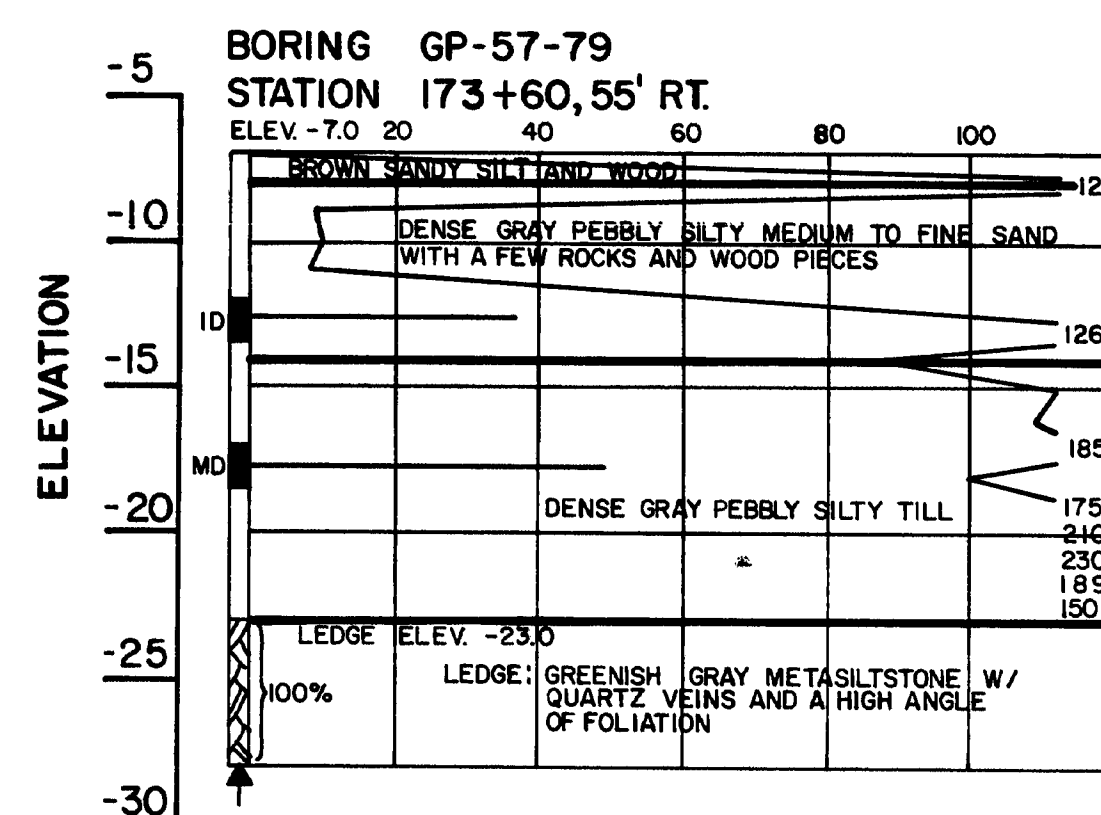
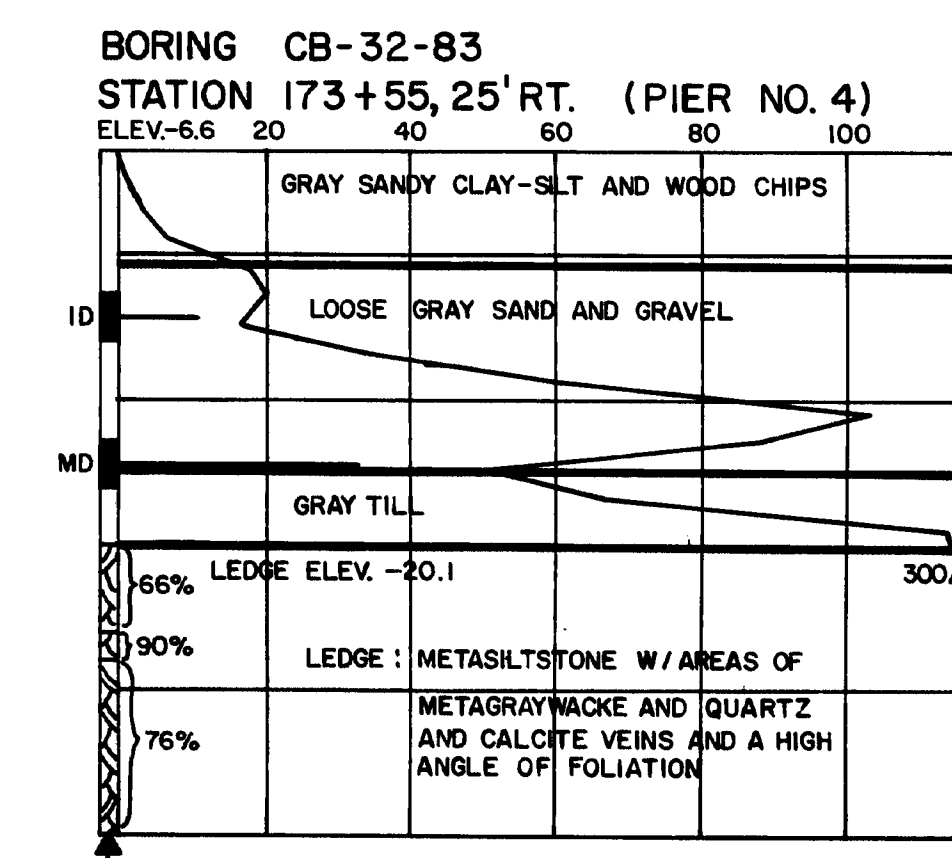
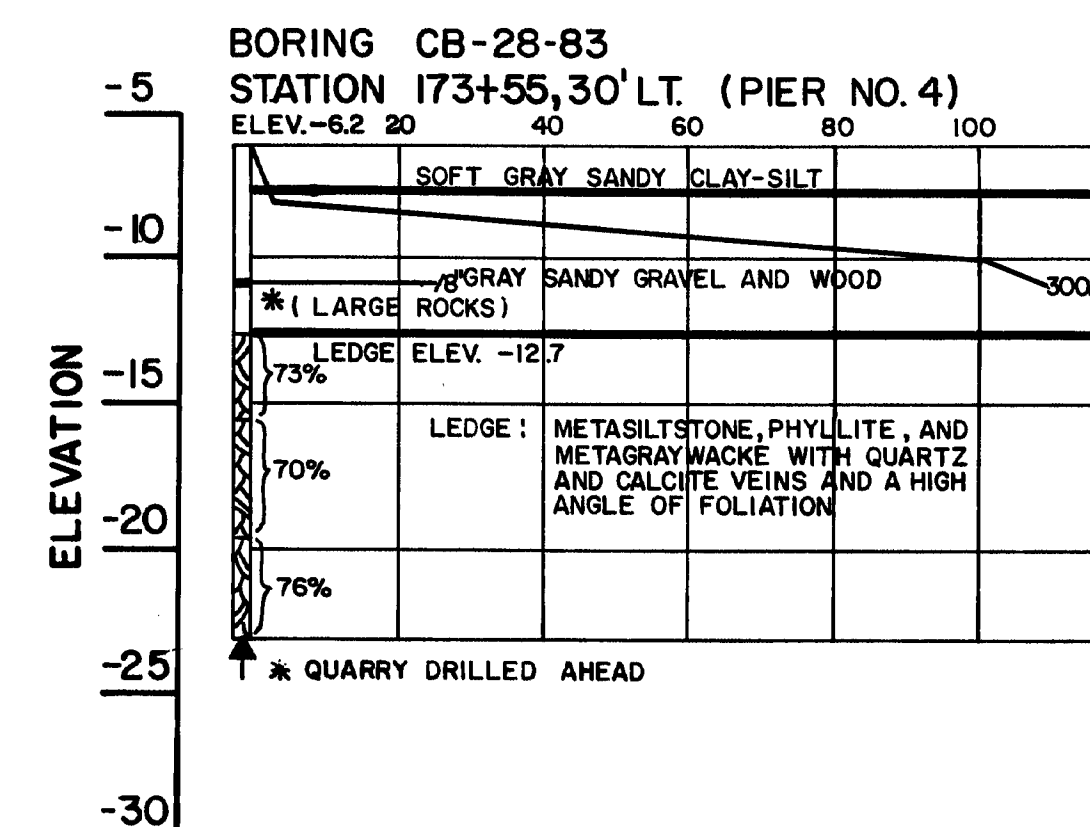
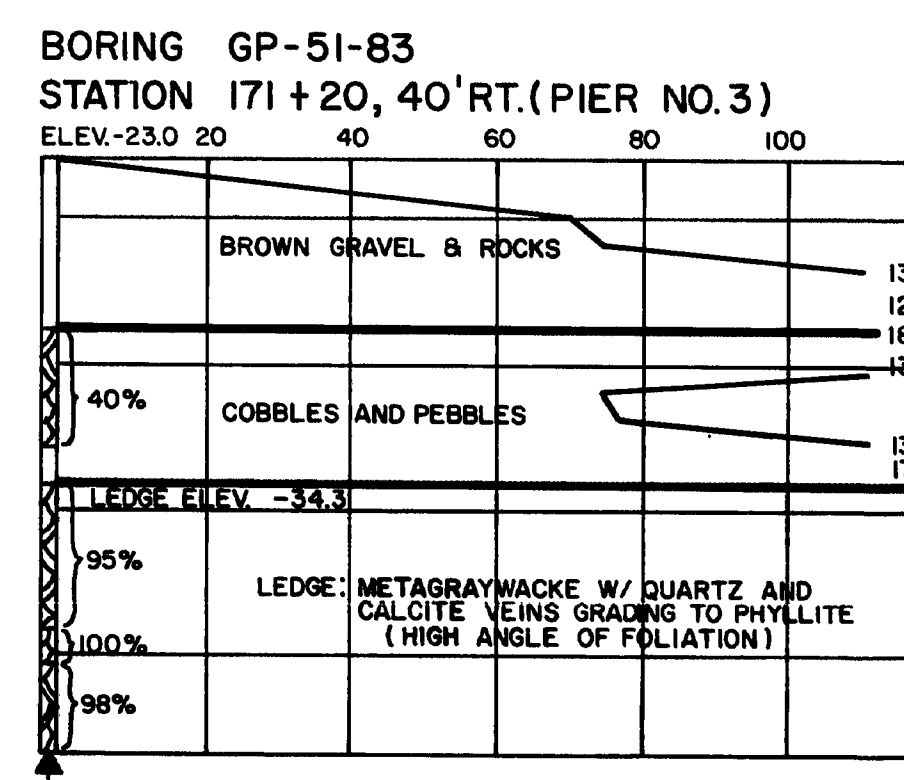
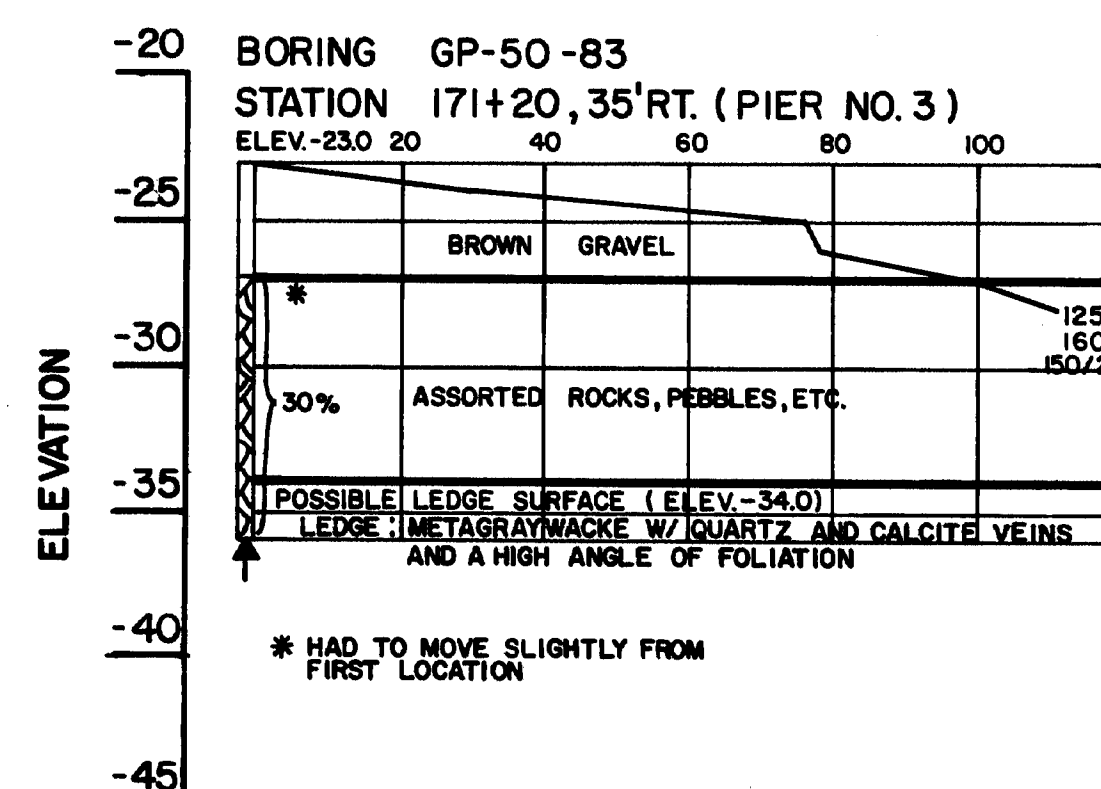
I-395 BRIDGE  
OVER  
PENOBSCOT RIVER  
BETWEEN THE TOWNS OF  
BANGOR AND BREWER  
PENOBSCOT COUNTY  
BORING DETAILS  
AUGUSTA, MAINE

274

PROJECT DESIGN ENGINEER	DATE
PLANS	
REVISIONS	
FIELD CHANGES	

BORING 44-132-45710

FILE NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-8(82)	97	114



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

BORING 44-132 45710

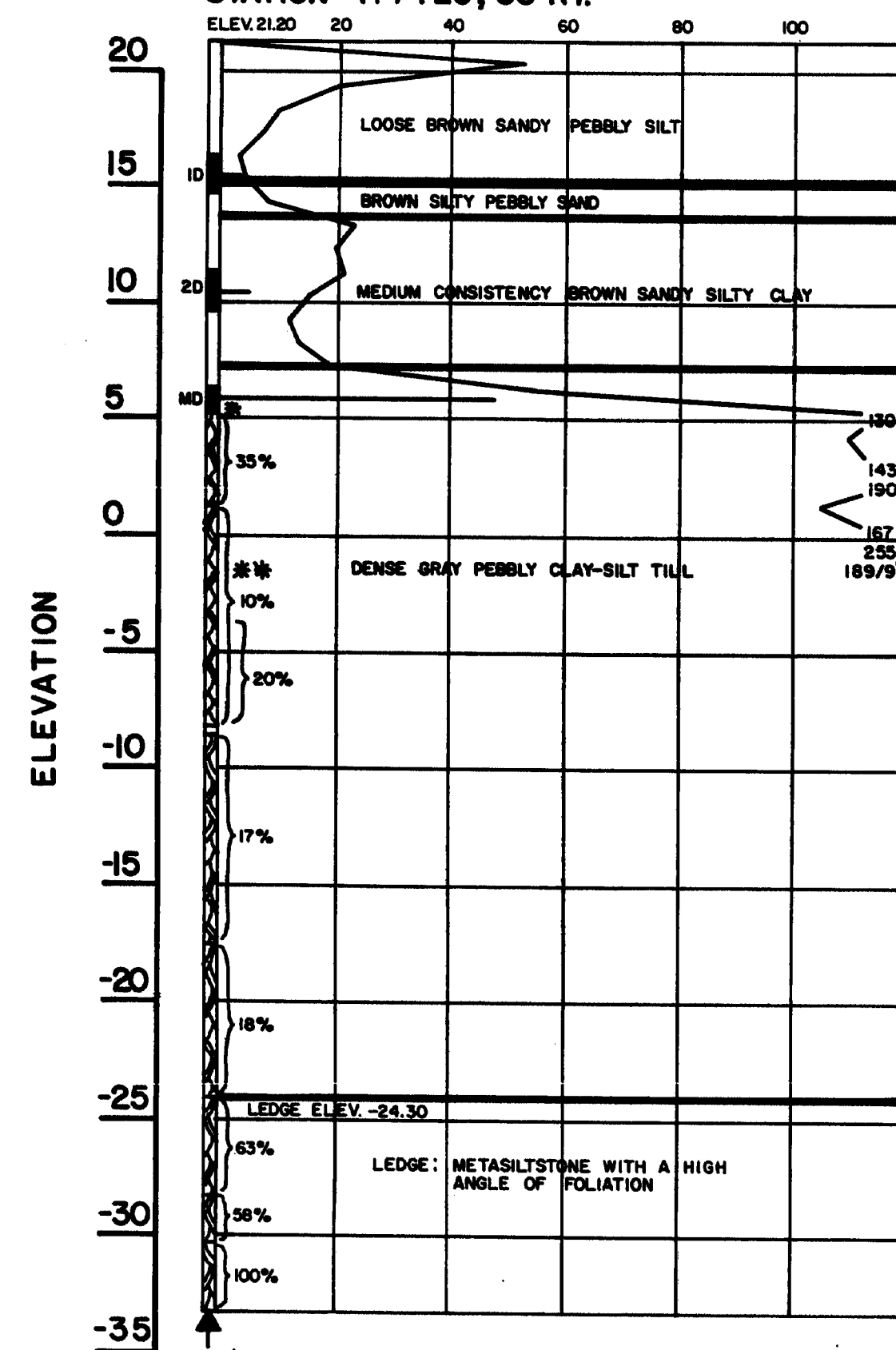
107-230

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

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

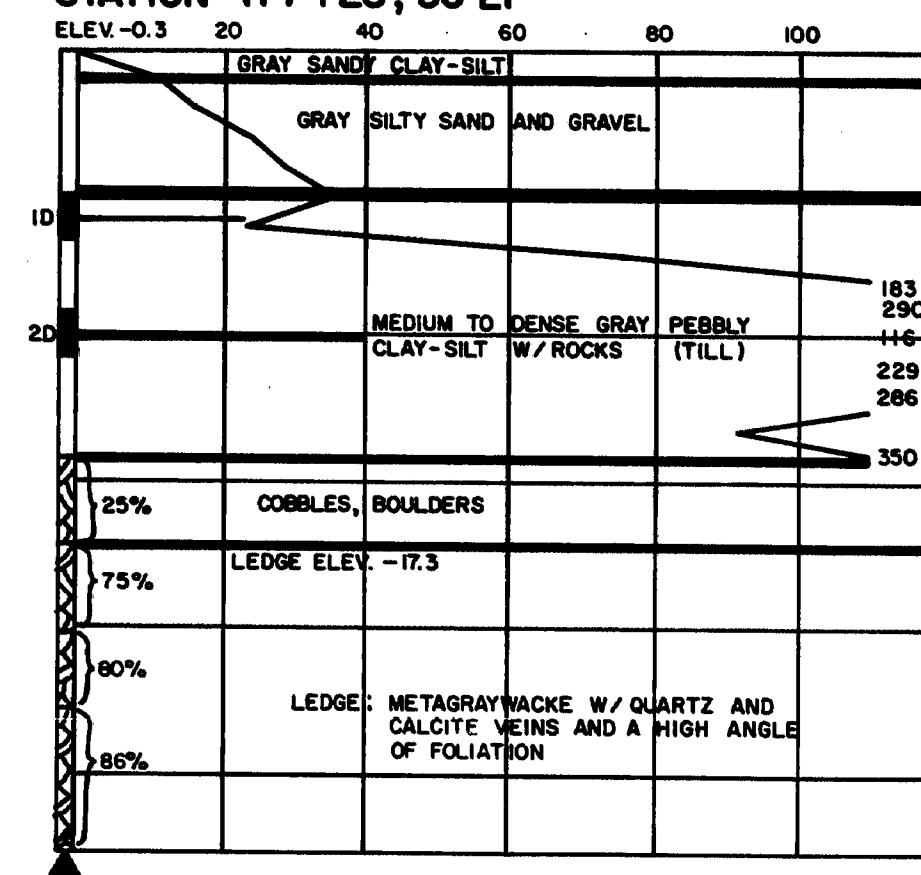
AREA NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(2)	98	114

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

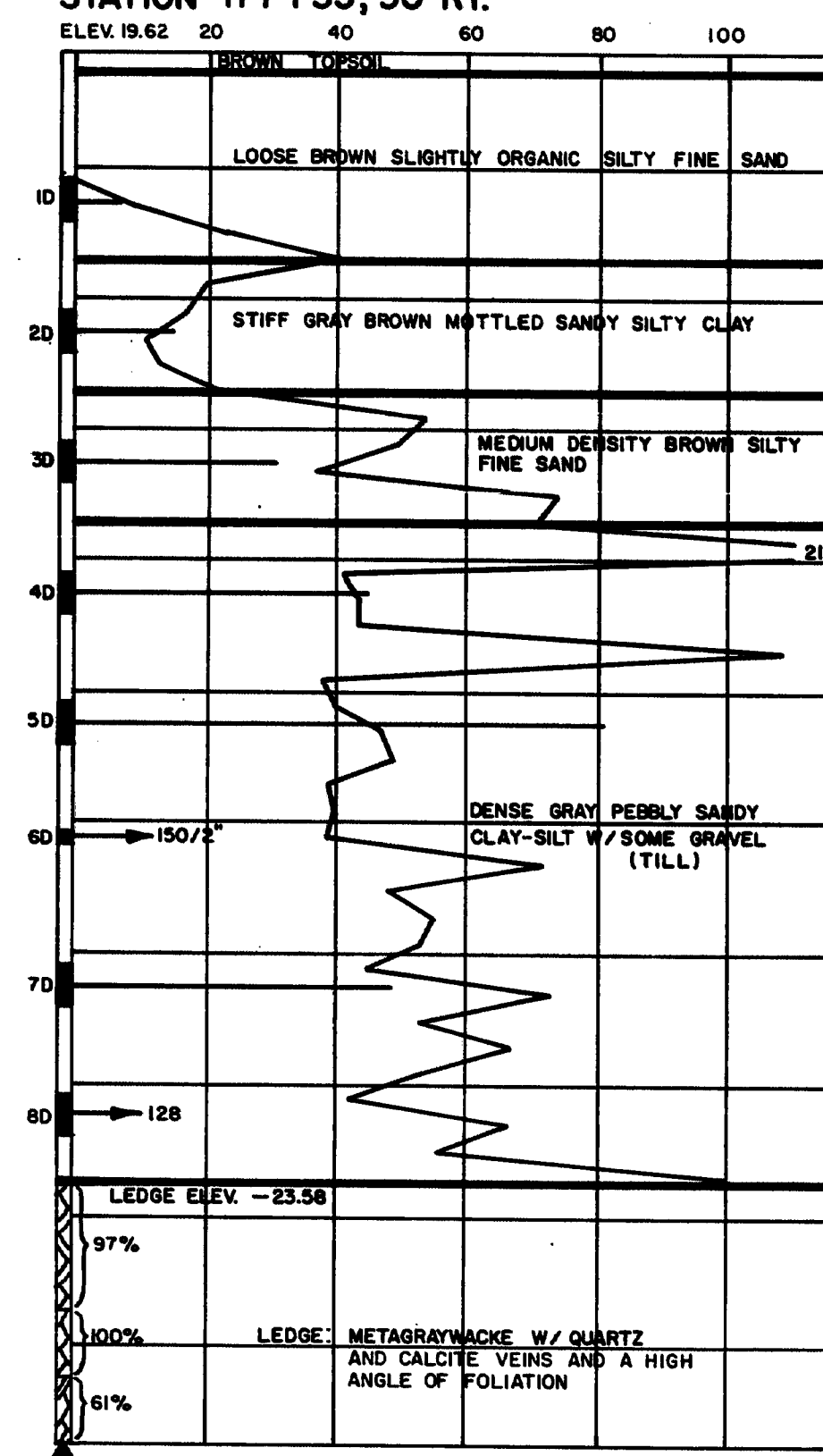


\* BENT CASING, PULLED OUT AND MOVED 2' AHEAD, QUARRY DRILLED AHEAD TO 16  
\*\* BENT CASING, PULLED BACK AND THEN QUARRY DRILLED AHEAD TO 25'

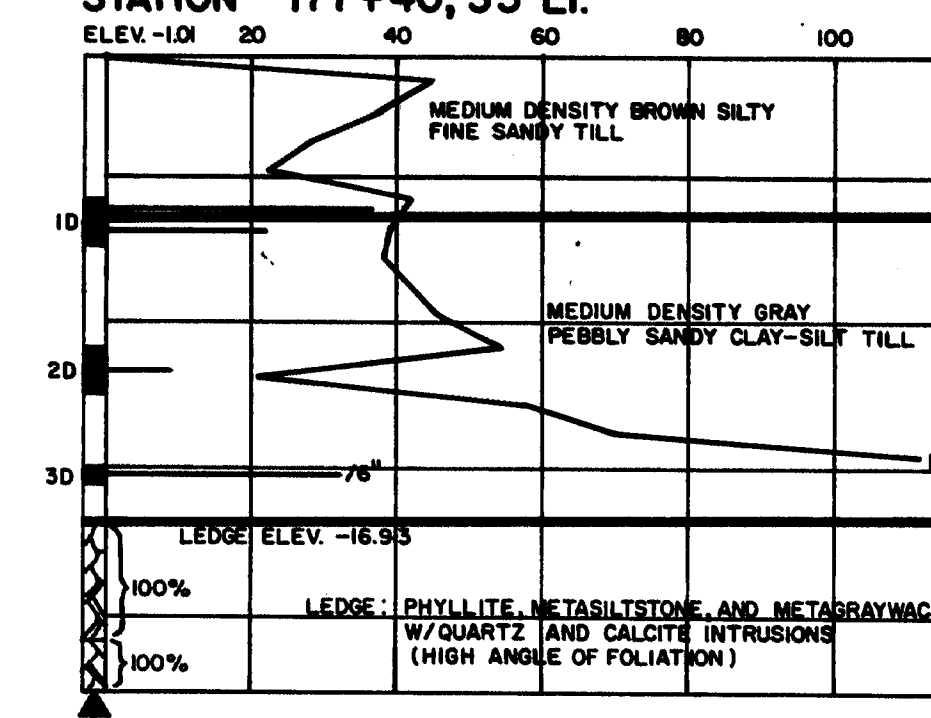
BORING CB-30-83  
STATION 177+28, 30' LT



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



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



107-231

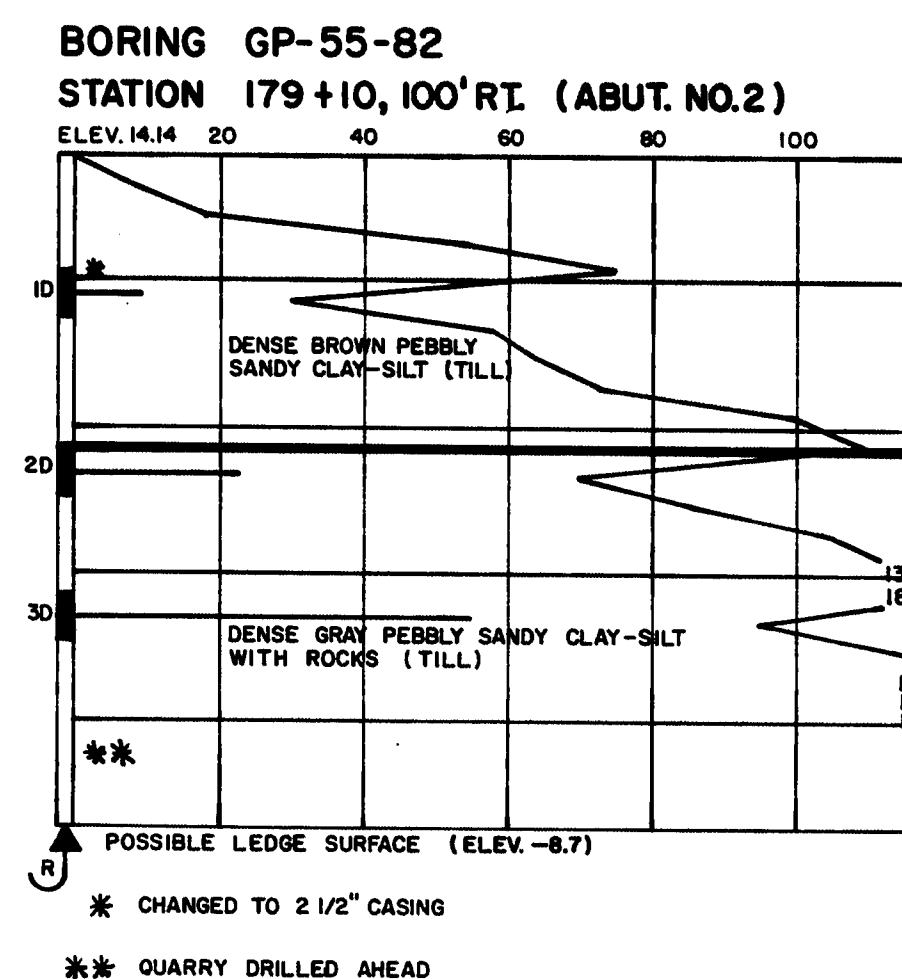
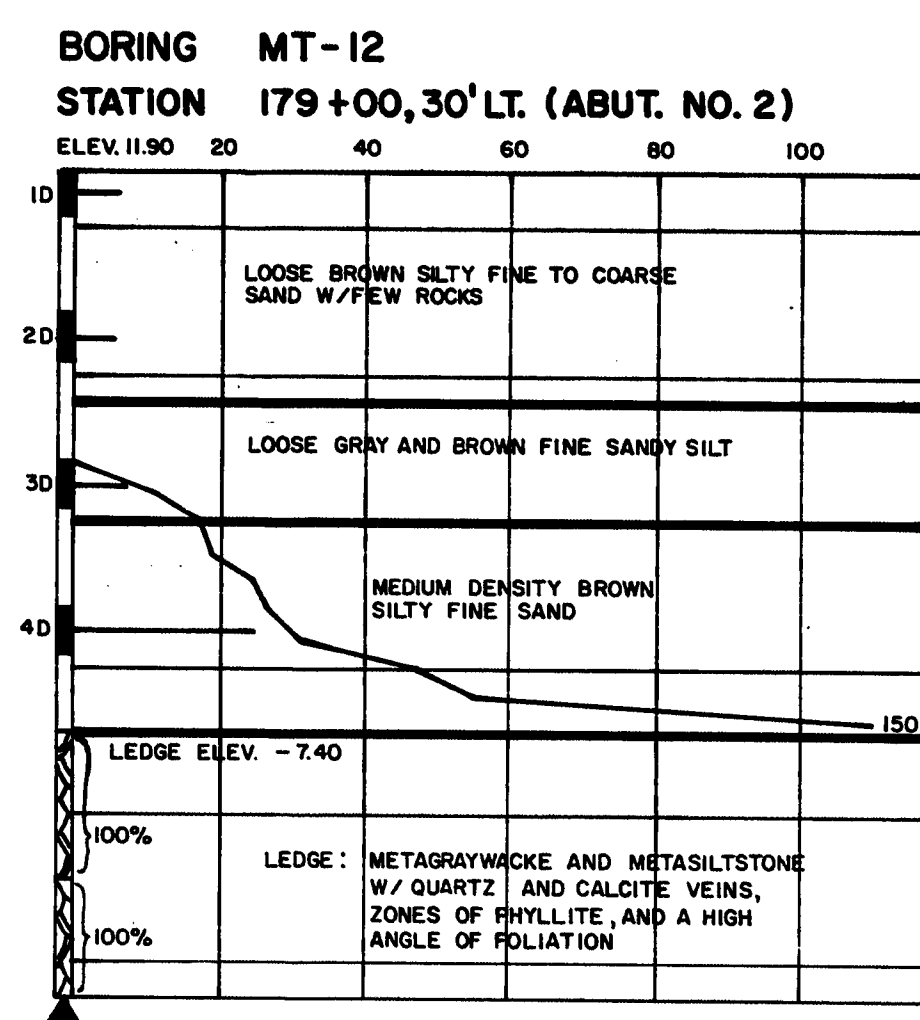
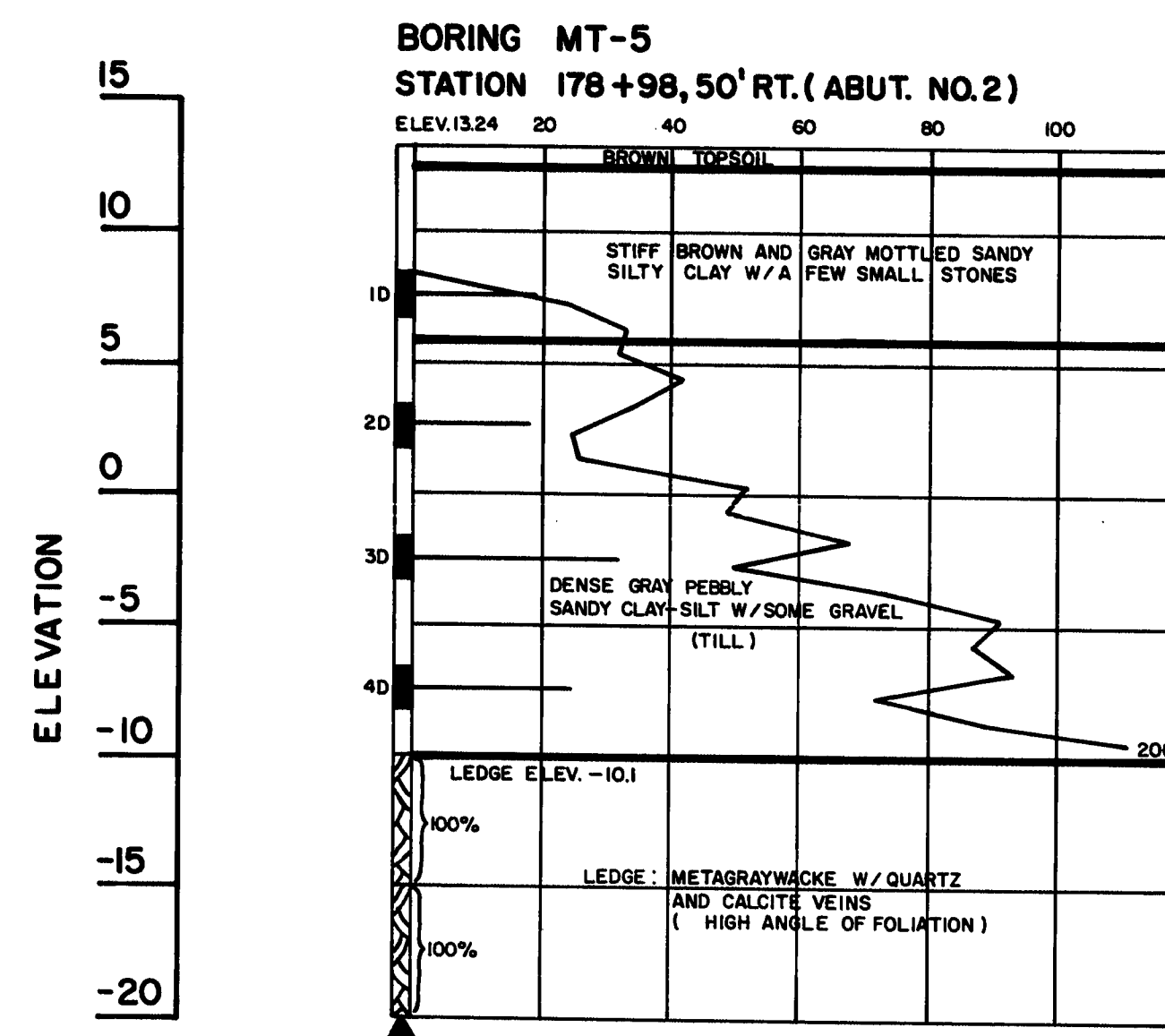
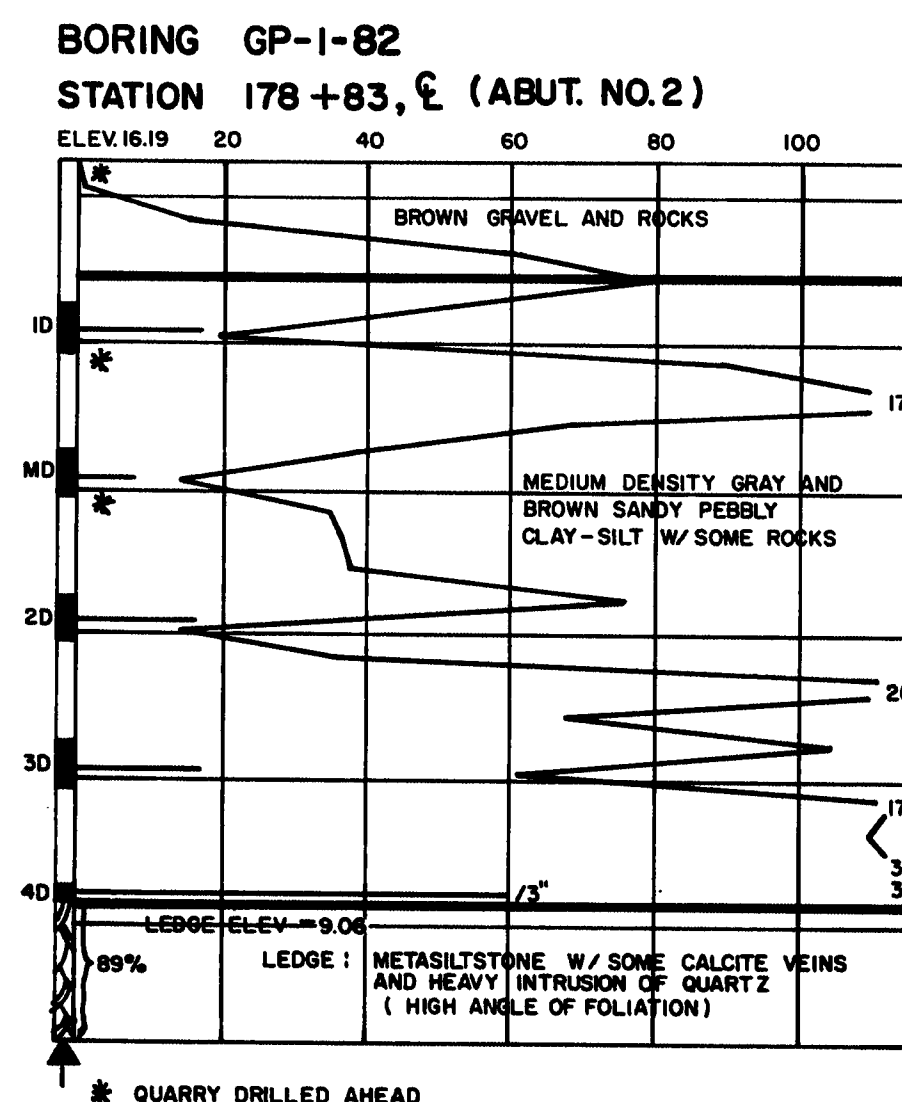
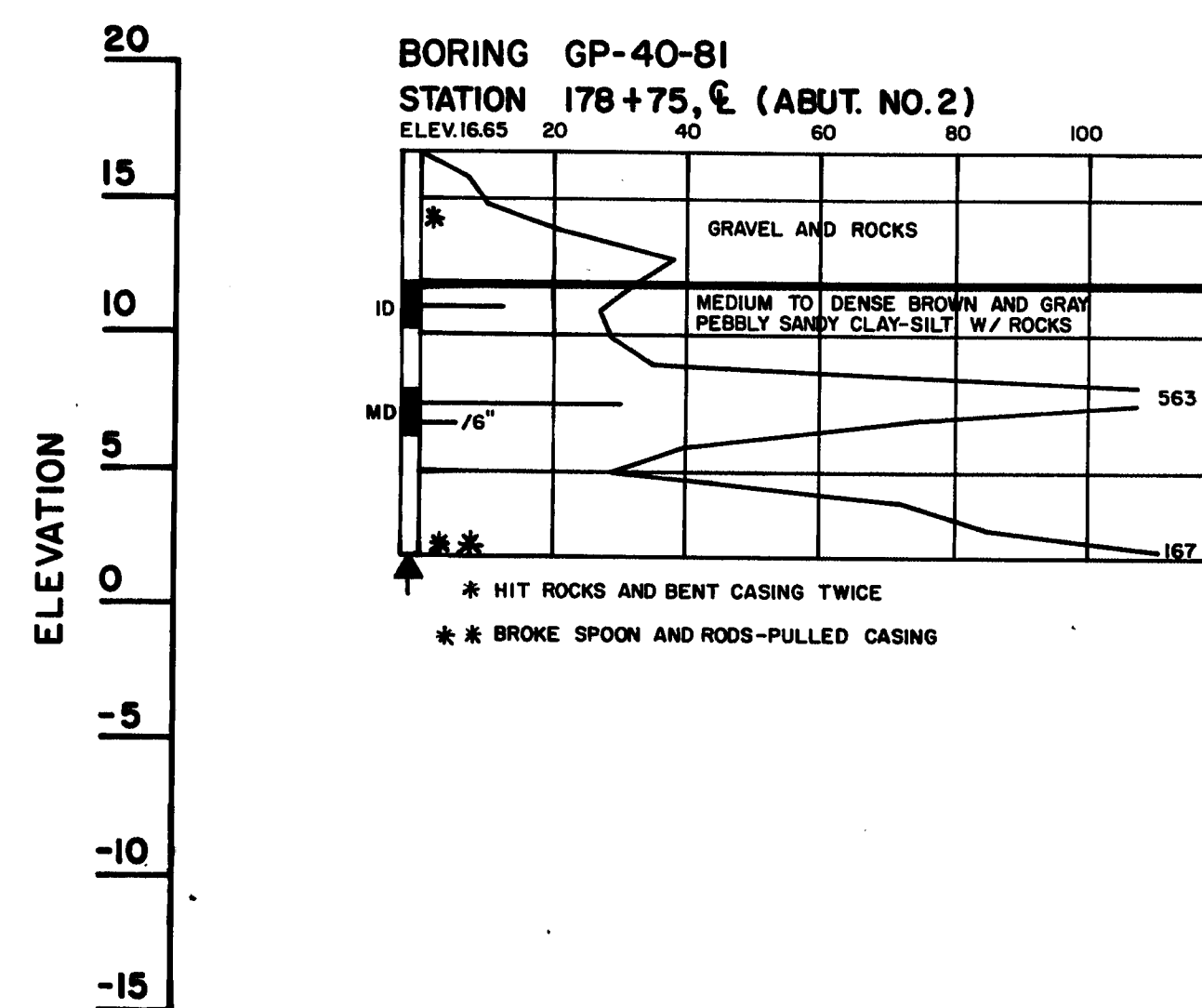
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

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

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

BORING 4412 4710

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



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

BORING 44-122-45710

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