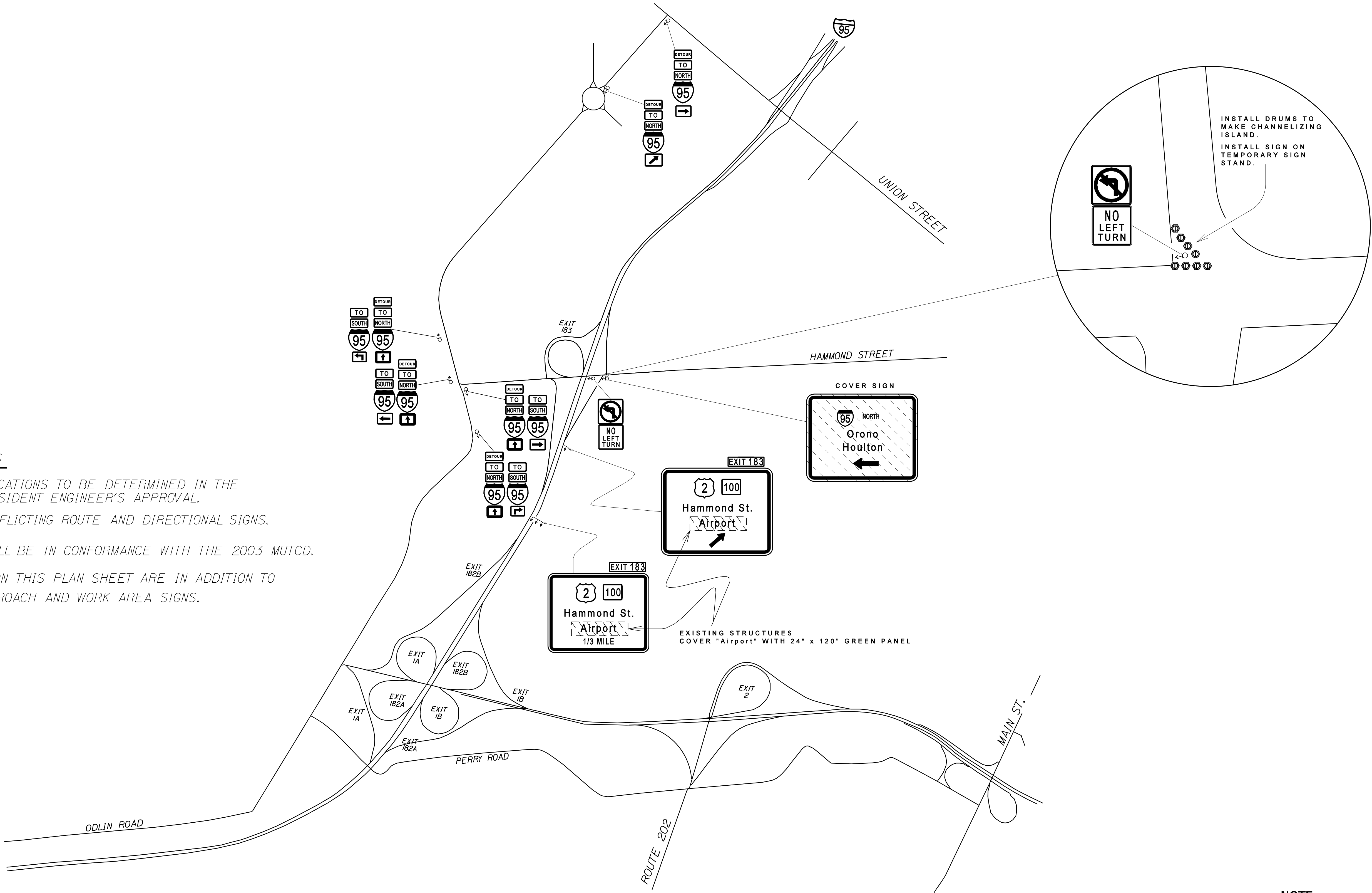


Hammond Street Bridge Detour Signing

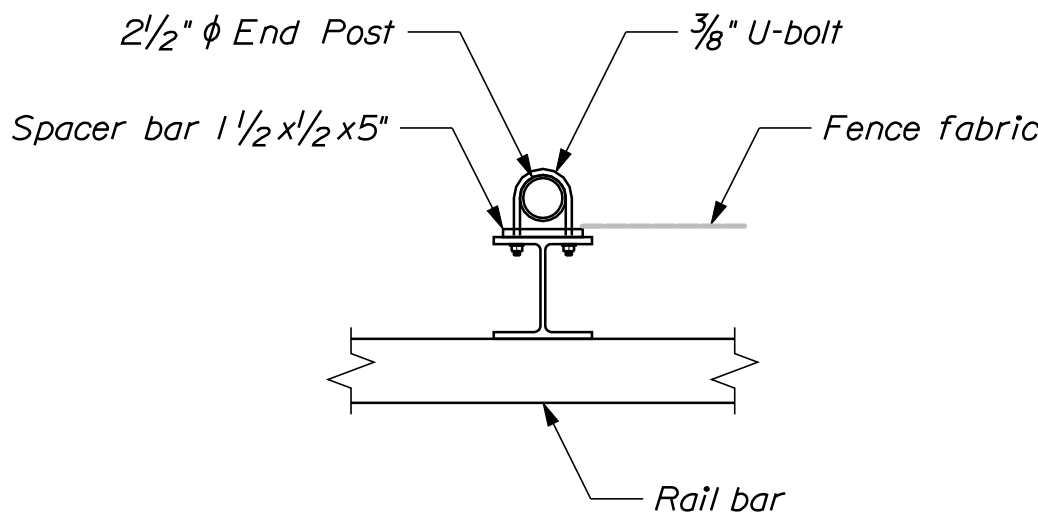


GENERAL NOTES

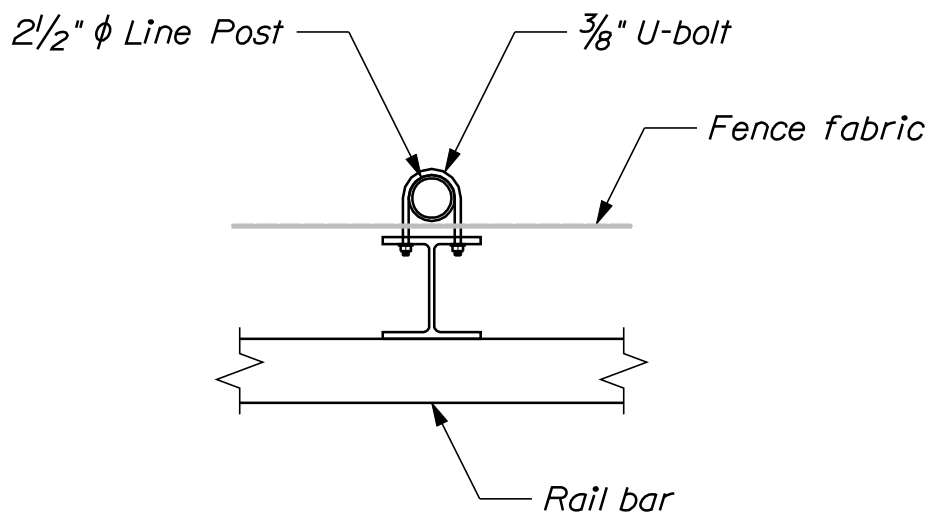
- 1) EXACT SIGN LOCATIONS TO BE DETERMINED IN THE FIELD WITH RESIDENT ENGINEER'S APPROVAL.
- 2) COVER ALL CONFLICTING ROUTE AND DIRECTIONAL SIGNS.
- 3) ALL SIGNS SHALL BE IN CONFORMANCE WITH THE 2003 MUTCD.
- 4) SIGNS SHOWN ON THIS PLAN SHEET ARE IN ADDITION TO STANDARD APPROACH AND WORK AREA SIGNS.

NOTE:
THIS PLAN IS
NOT TO SCALE

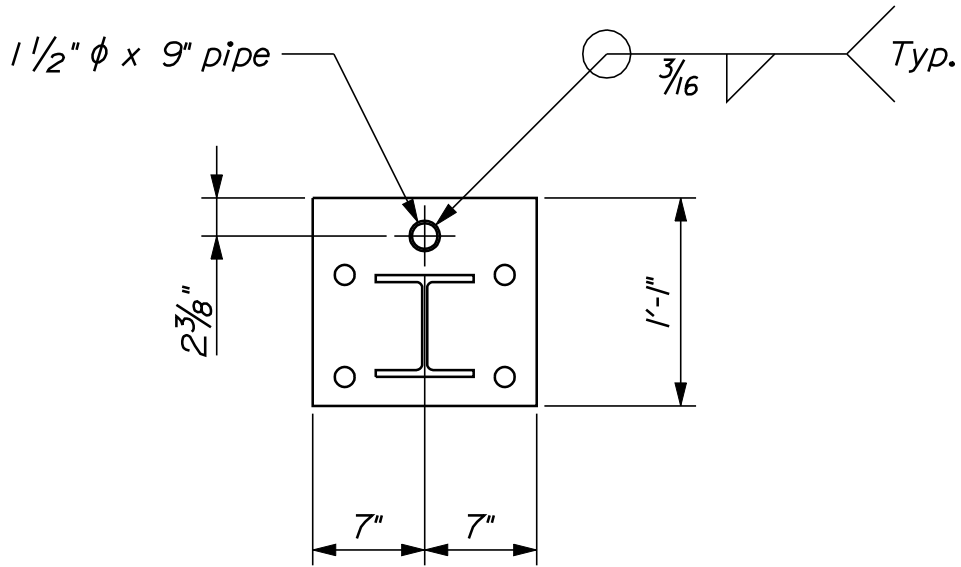
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AC-IM-1264(300)X		PIN 12643.00	
BANGOR HAMMOND STREET		SIGNATURE	
TRAFFIC CONTROL PLAN		P.E. NUMBER	
SHEET NUMBER		DATE	
59			
OF 59			



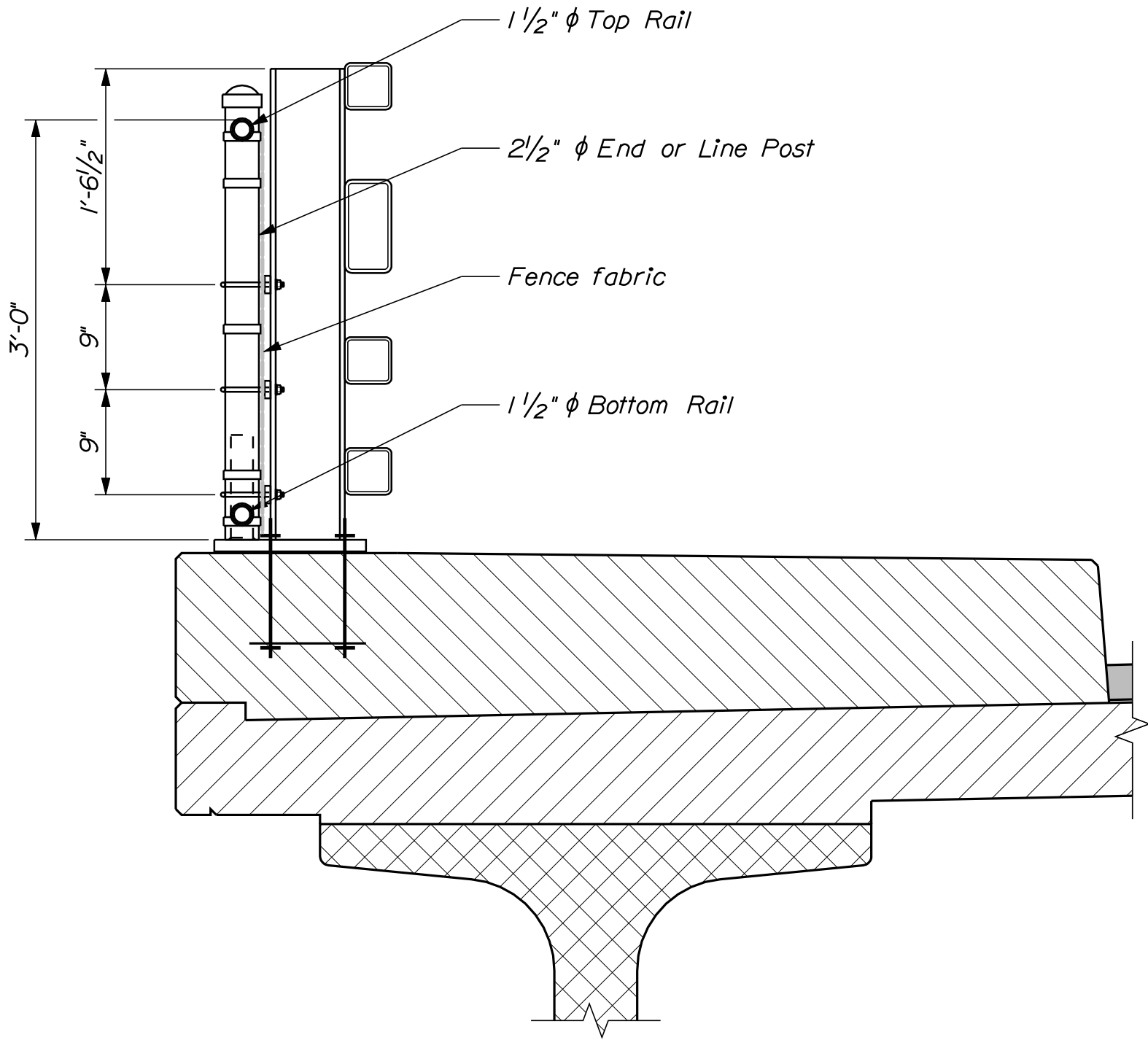
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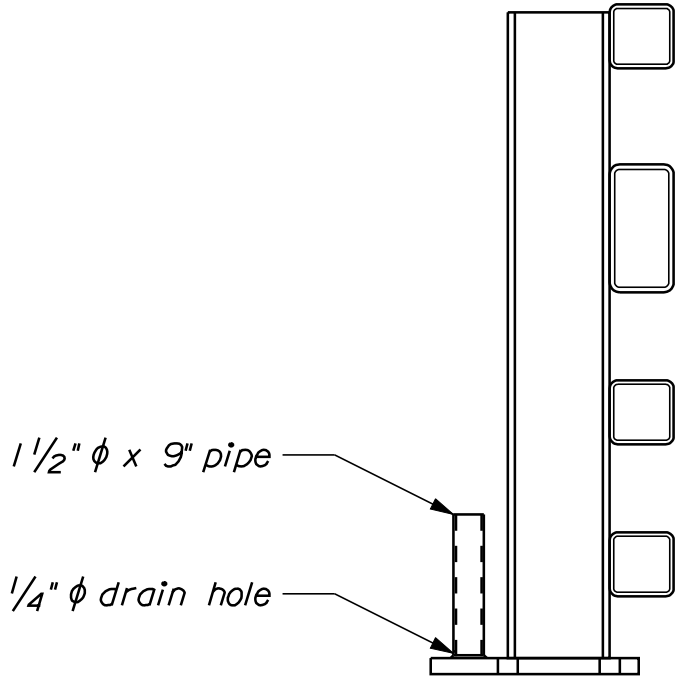
LINE POST DETAIL



MODIFIED BASE PLATE PLAN



SIDEWALK RAIL SECTION



MODIFIED RAIL POST SECTION

SNOW FENCE NOTES

- For the limits of snow fence installation, refer to "Superstructure" sheet.
- Payment for modified post base plates will be considered incidental to related contract items.

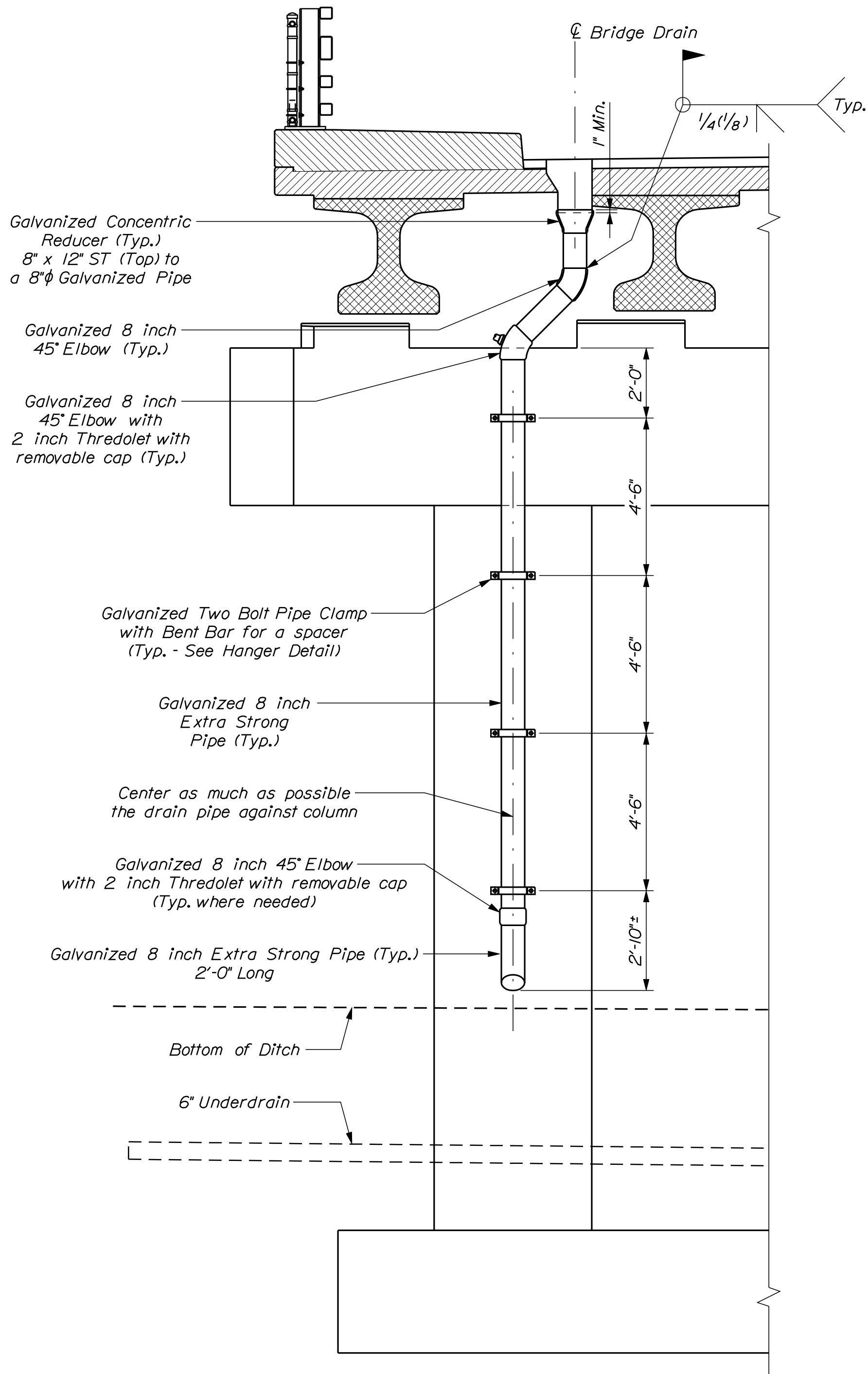
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HAMMOND STREET INTERSTATE 95 PENOBSCOT COUNTY		PROJ. MANAGER D. ANDERSON		BY D. SHAW		DATE AUG. 2008					
BANGOR SNOW FENCE DETAILS		DESIGN-DETAILED		CHECKED-REVIEWED		DESIGN2-DETAILED2		DESIGN3-DETAILED3			
		REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4			
		REVISIONS 5		REVISIONS 6		REVISIONS 7		REVISIONS 8			
		REVISIONS 9		REVISIONS 10		REVISIONS 11		REVISIONS 12			
		FIELD CHANGES									
SHEET NUMBER		58		OF 59							

Date:10/22/2008

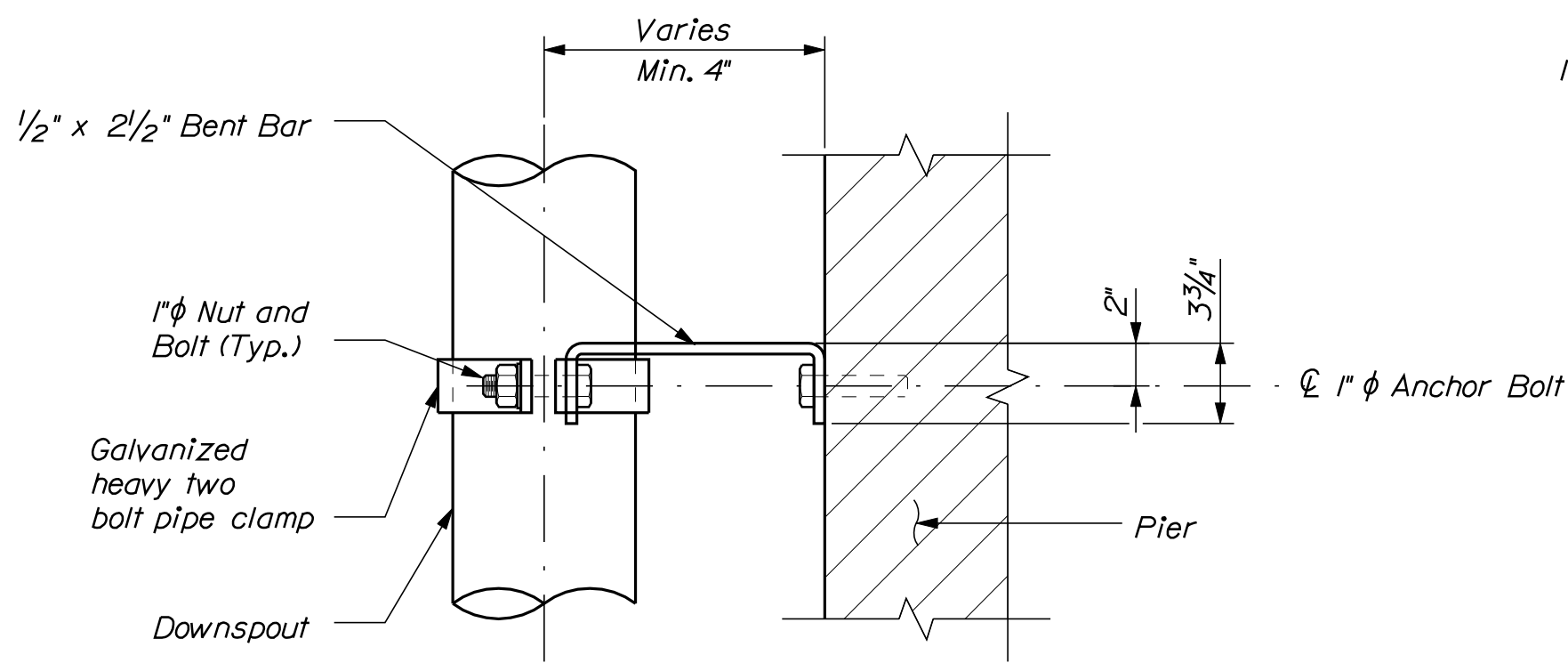
Username: david.shaw

Division: BRIDGE

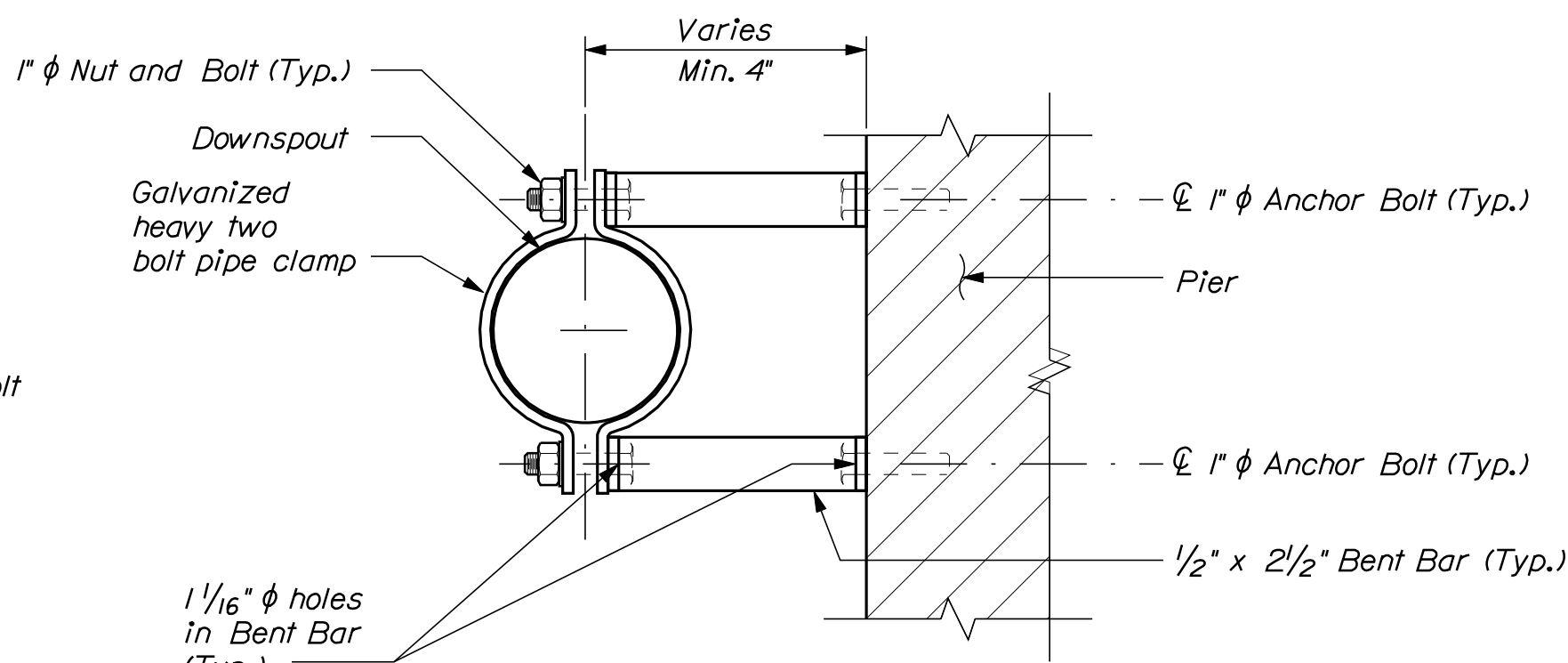
Filename: ... \057_BridgeDrain_Downspouts.dgn



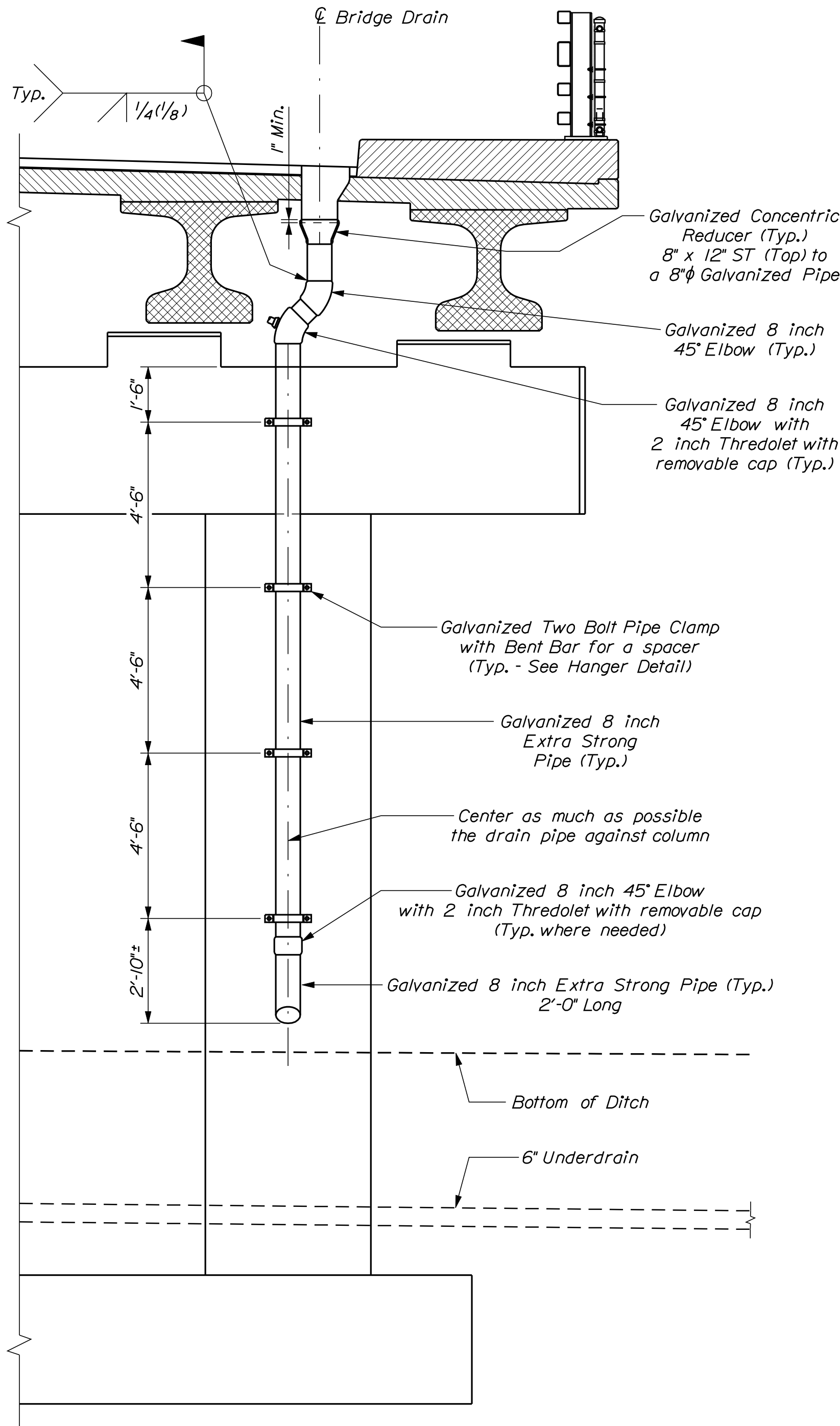
ELEVATION - DOWNSPOUT
North Fascia



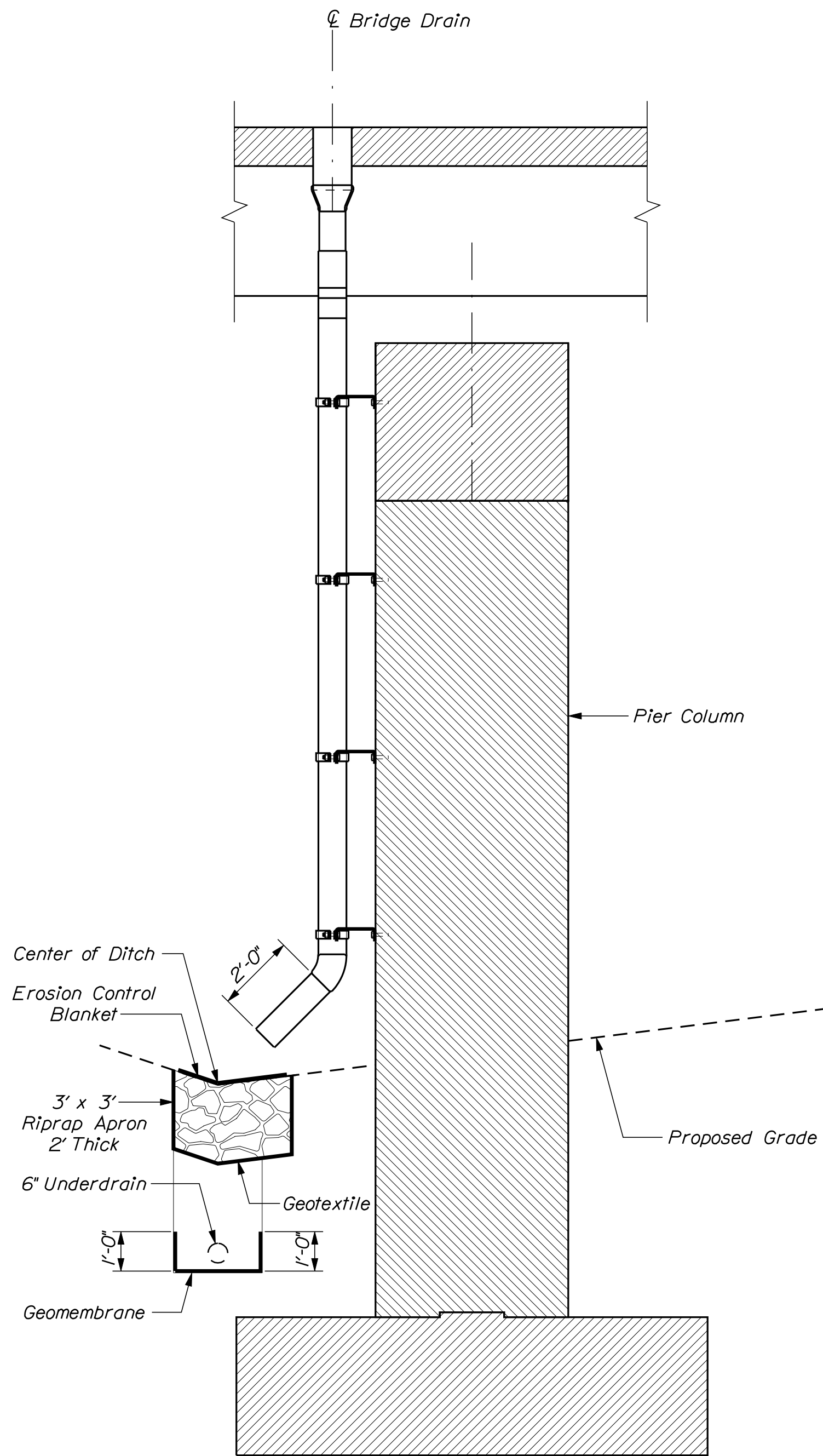
ELEVATION ~ PIPE HANGER



PLAN ~ PIPE HANGER



ELEVATION - DOWNSPOUT
South Fascia



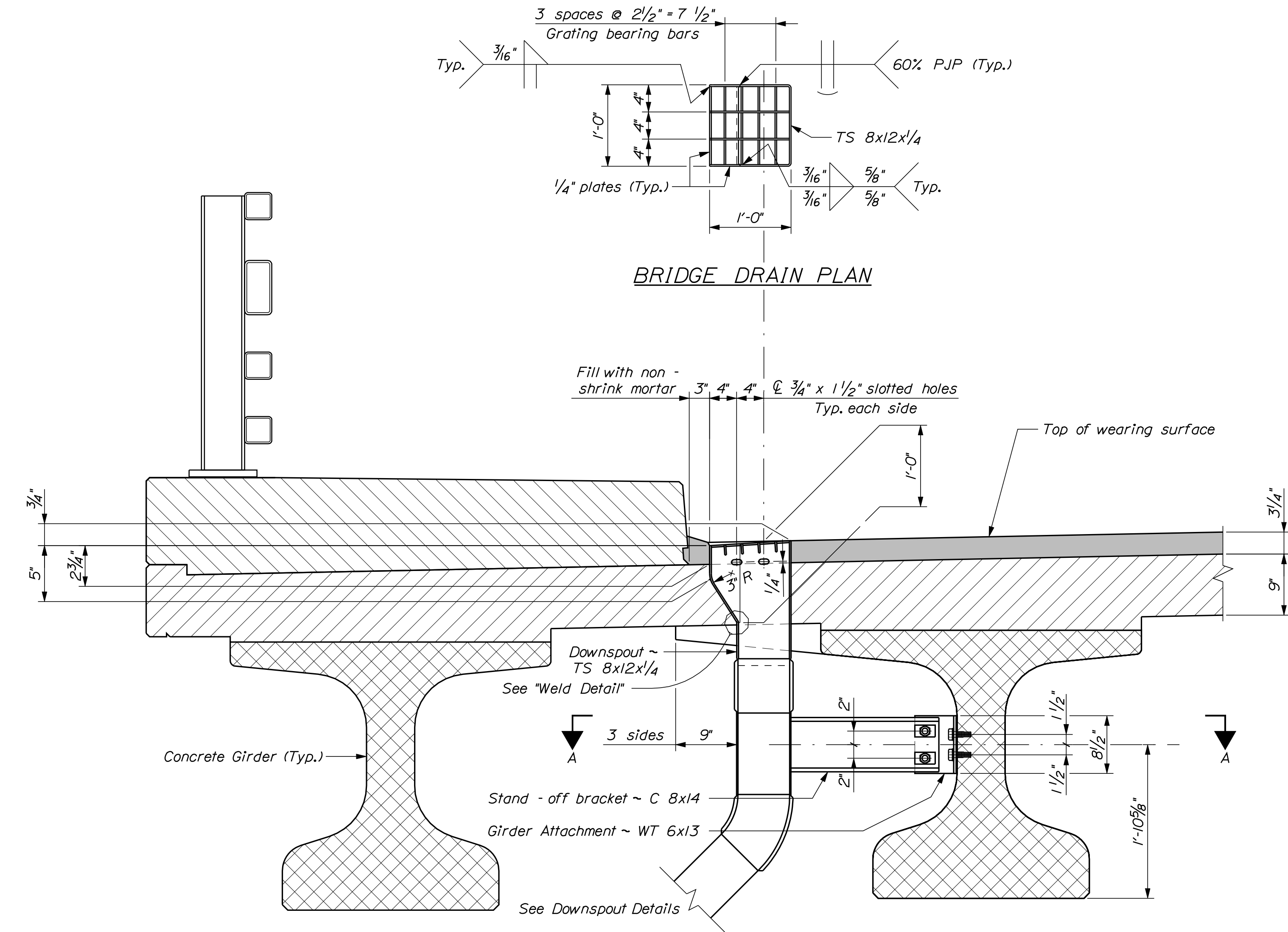
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STATE OF MAINE DEPARTMENT OF TRANSPORTATION	AC-IM-1264(300)X	
	BRIDGE NO. 5704	PIN 12643.00
	BRIDGE PLANS	

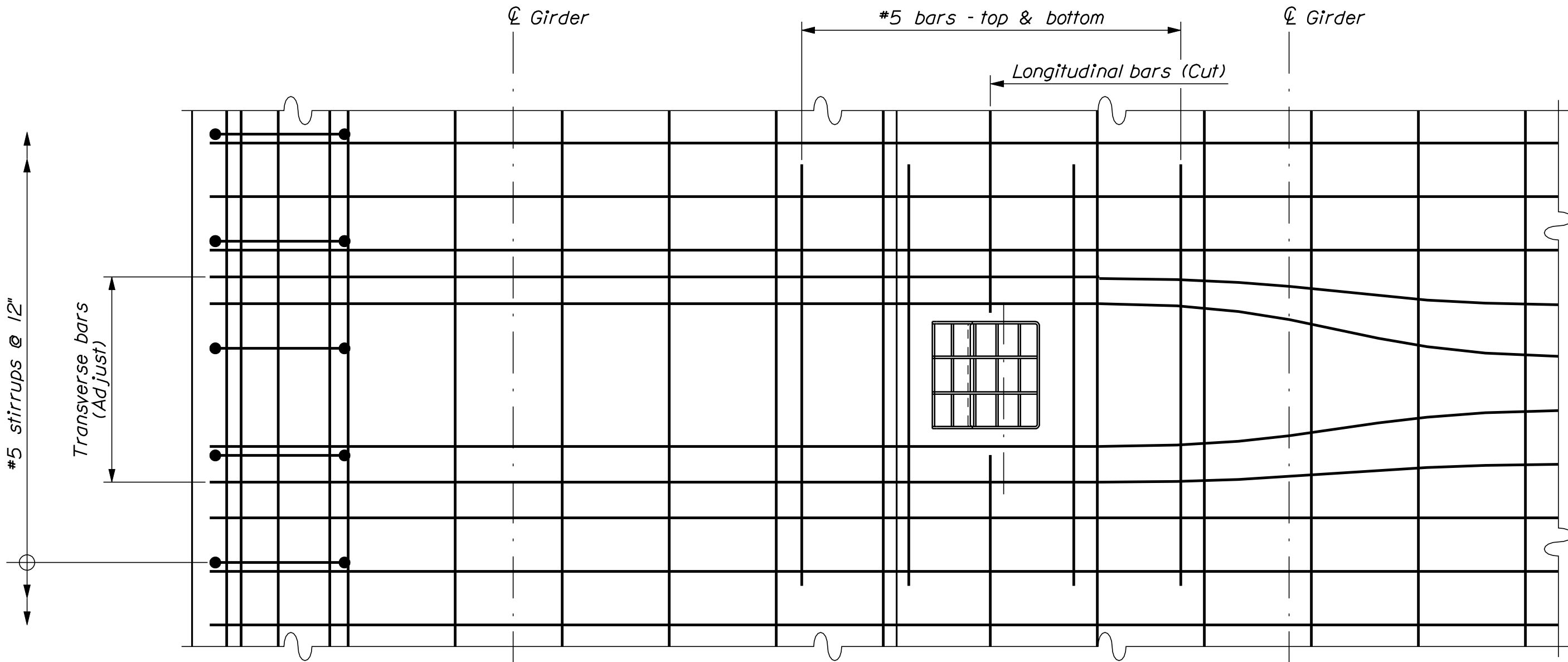
PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
D. Anderson	R. BULLER	D. SHAW	AUG 2008					
SIGNATURE				P.E. NUMBER				DATE

HAMMOND STREET INTERSTATE 95 BANGOR	PENOBSCOT COUNTY	
	BRIDGE DRAIN DOWNSPOUT DETAILS	

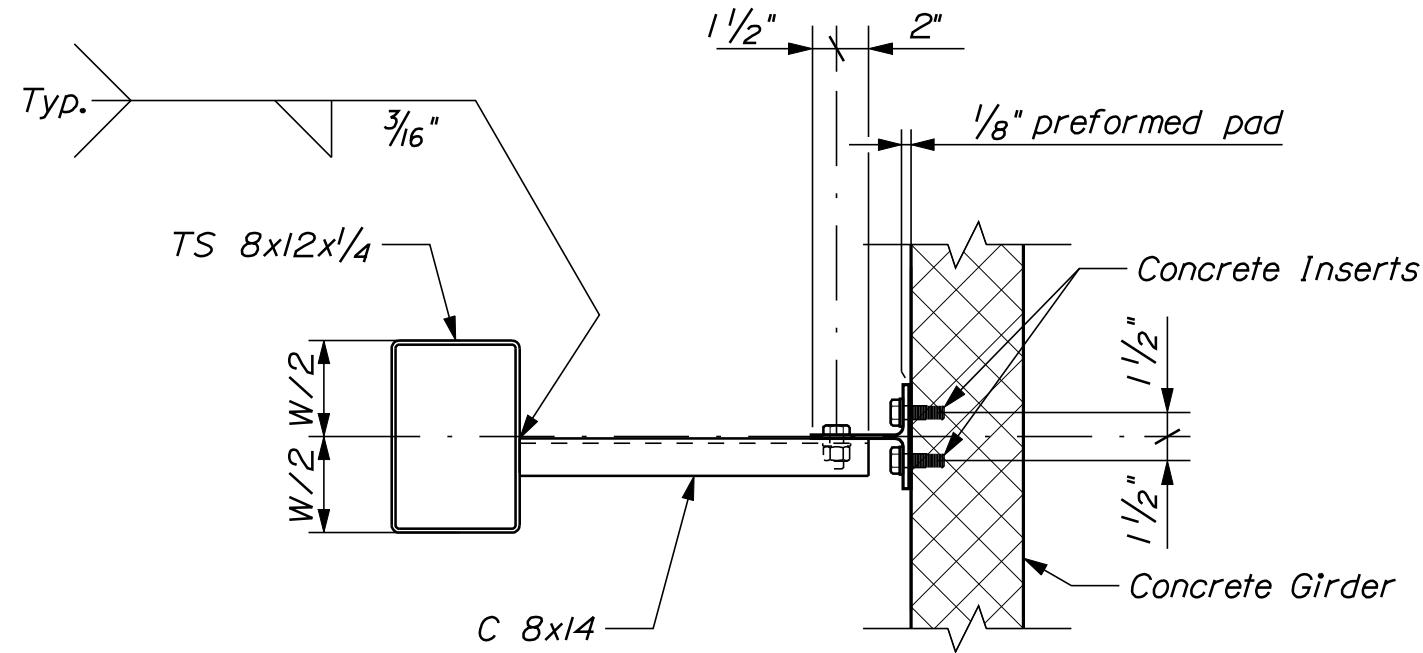
SHEET NUMBER
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OF 59



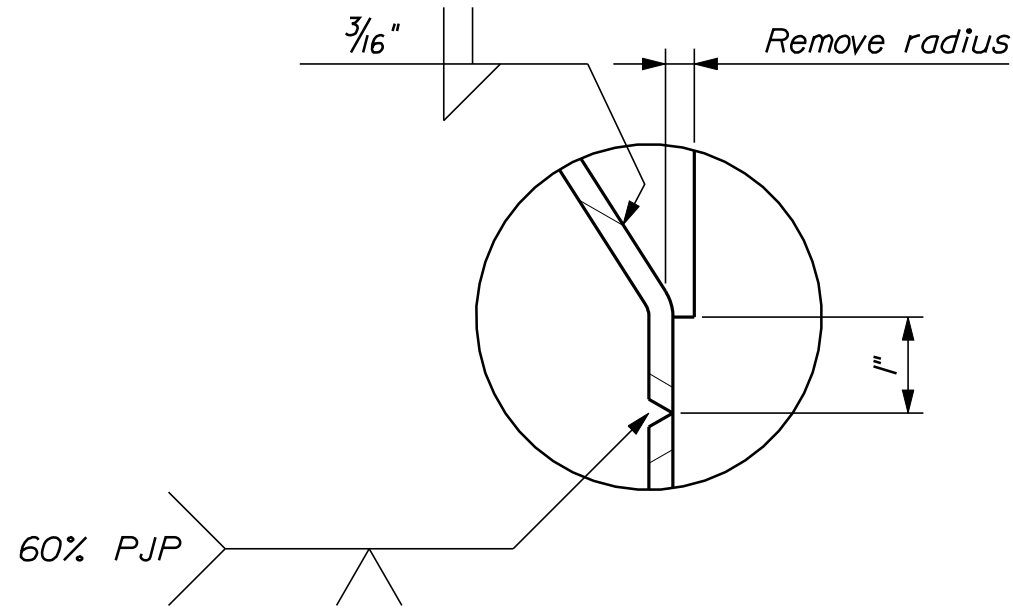
BRIDGE DRAIN ELEVATION



SLAB REINFORCING AT DRAIN



SECTION A-A



WELD DETAIL

BRIDGE DRAIN NOTES

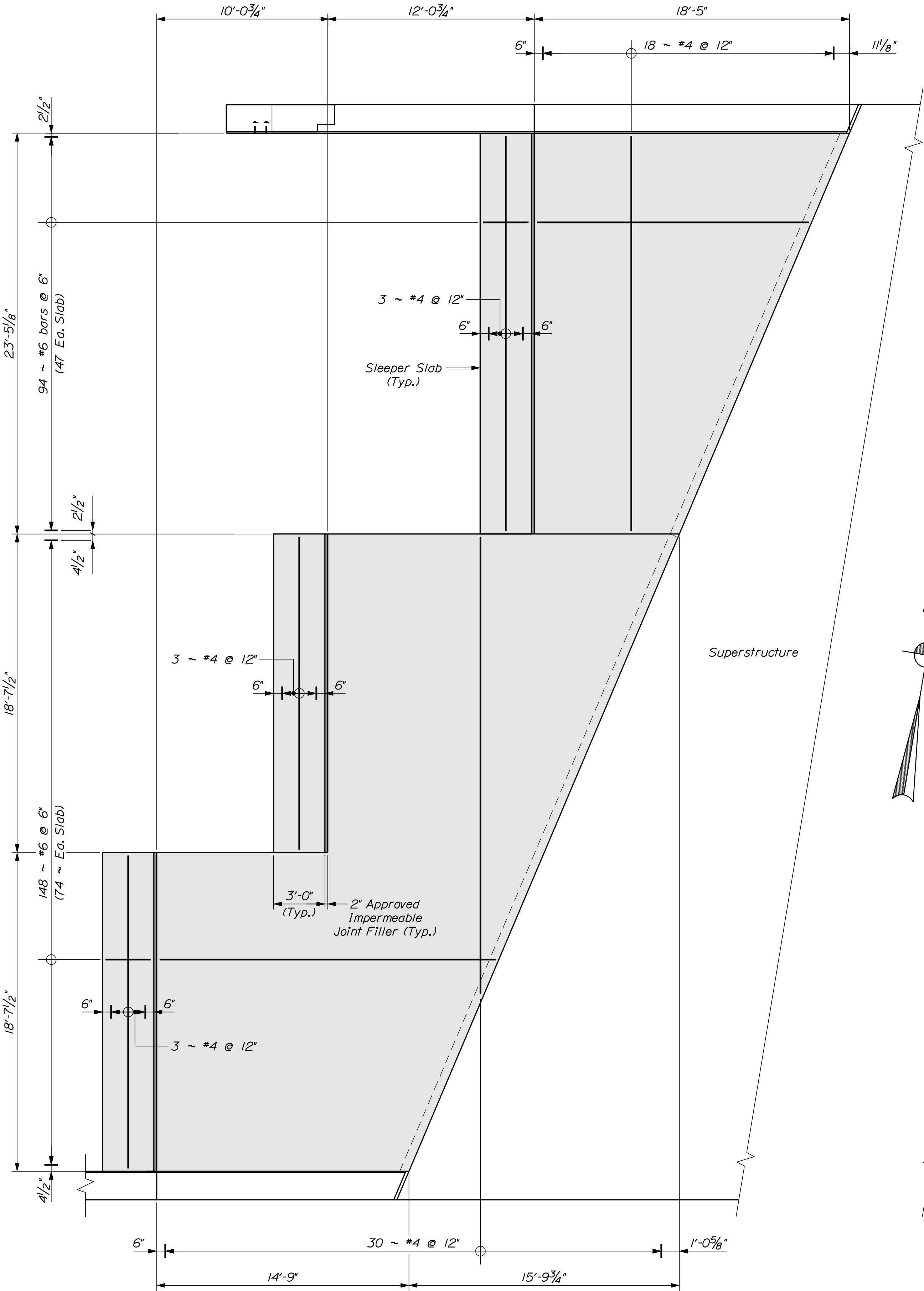
1. Bridge and pipe drains shall meet the requirements of Subsection 711.04 of the Standard Specifications except as noted.
2. Locate pipe drains at both curbs at the Abutment No. 2 end of the deck slab, placed so as to clear bridge seats by a minimum of 12 inches.
3. Grating shall be a commercial heavy - duty grating with $1\frac{1}{2} \times \frac{1}{4}$ bearing bars and $\frac{3}{8}$ inch ϕ cross bars.
4. Preformed pads shall meet the requirements of Subsection 703.13 of the Standard Specifications.
5. The WT 6×13 girder attachment shall conform to ASTM A 709/A 709M, Grade 250 and shall be cleaned and galvanized to the same specifications as the remainder of the bridge drain.
6. Bolted connections shall be made using $\frac{7}{8}$ " galvanized H.S. bolts. To facilitate erection, holes shall be slotted vertically in the "WT" girder attachment and horizontally in the "C" and "L" stand - off brackets. Plate washers shall be provided for both sides of slotted hole connections.
7. Payment of the lump sum price for Item No. 502.25, Structural Concrete Superstructure Slab will be full compensation for furnishing and installing all bridge drains, including pipe downspouts, mounting brackets, attachments, and bolts in addition to the other items described in the Standard Specifications.

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
AC-IM-1264(300)X	
BRIDGE NO. 5794	PIN 12643.00
BRIDGE PLANS	

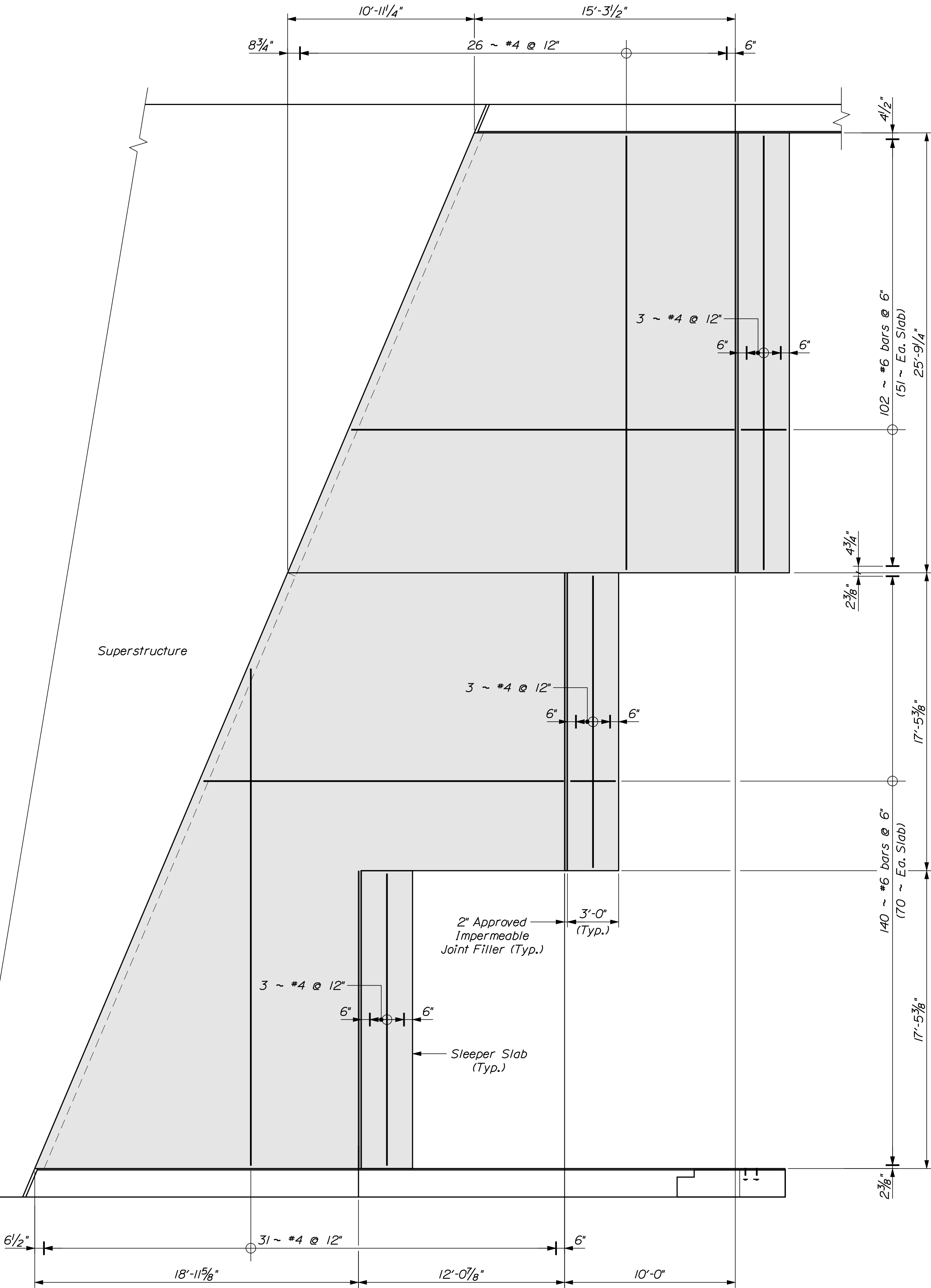
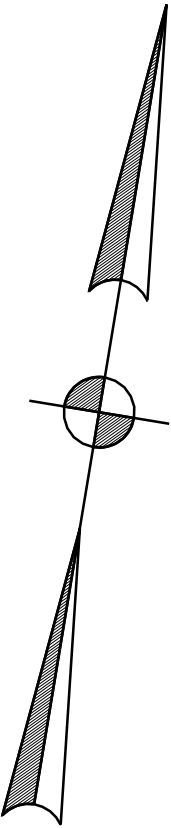
PROJ. MANAGER	D. Anderson	BY	D. Shaw	DATE	AUG 2008
DESIGN-DETAILED	R. BULLER	CHECKED-REVIEWED		SIGNATURE	
DESIGNS DETAILLED		DESIGNS DETAILLED		P.E. NUMBER	
REVISIONS 1		REVISIONS 1		DATE	
REVISIONS 2		REVISIONS 2			
REVISIONS 3		REVISIONS 3			
REVISIONS 4		REVISIONS 4			
FIELD CHANGES		FIELD CHANGES			

HAMMOND STREET	
INTERSTATE 95	
PENOBSCOT COUNTY	
BANGOR	
BRIDGE DRAINS	

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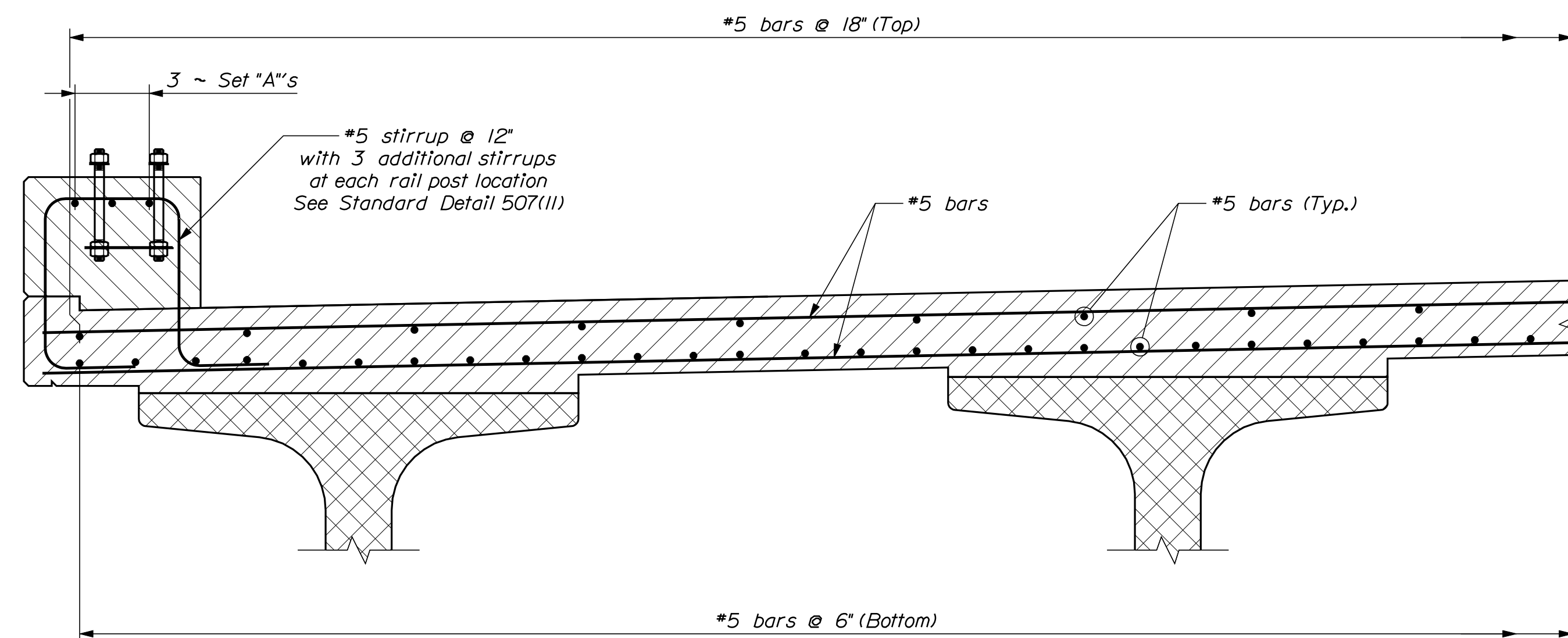


ABUTMENT NO. 1 APPROACH SLAB

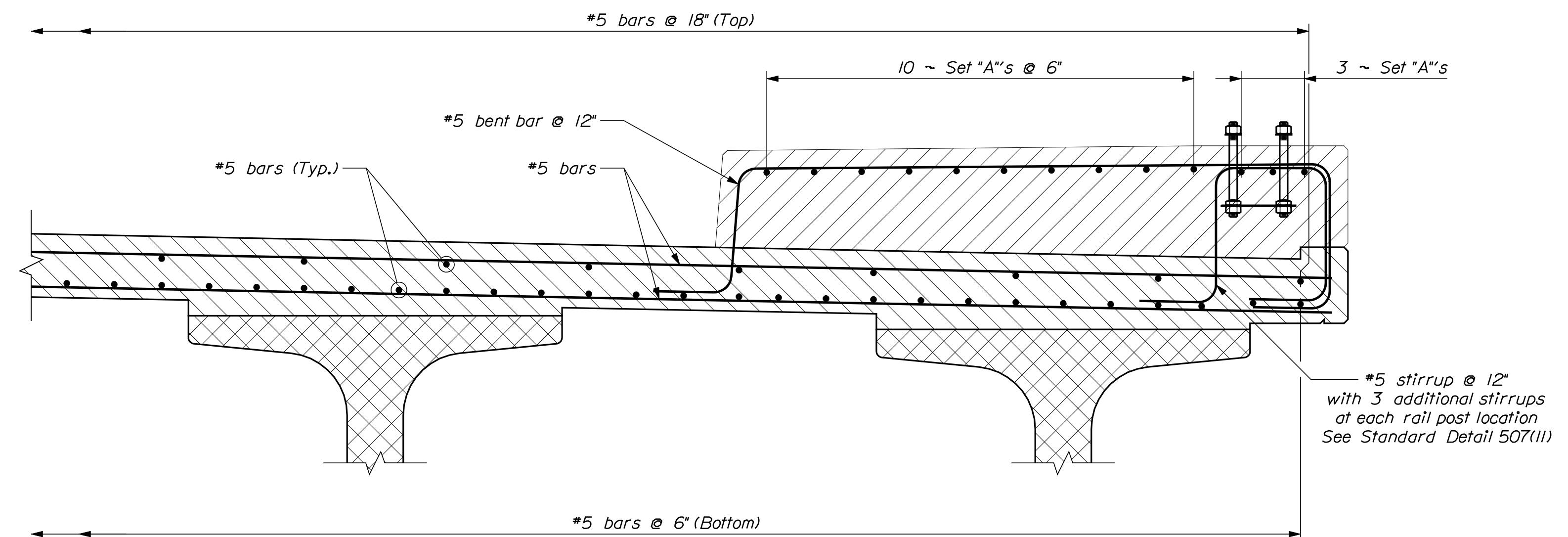


ABUTMENT NO. 2 APPROACH SLAB

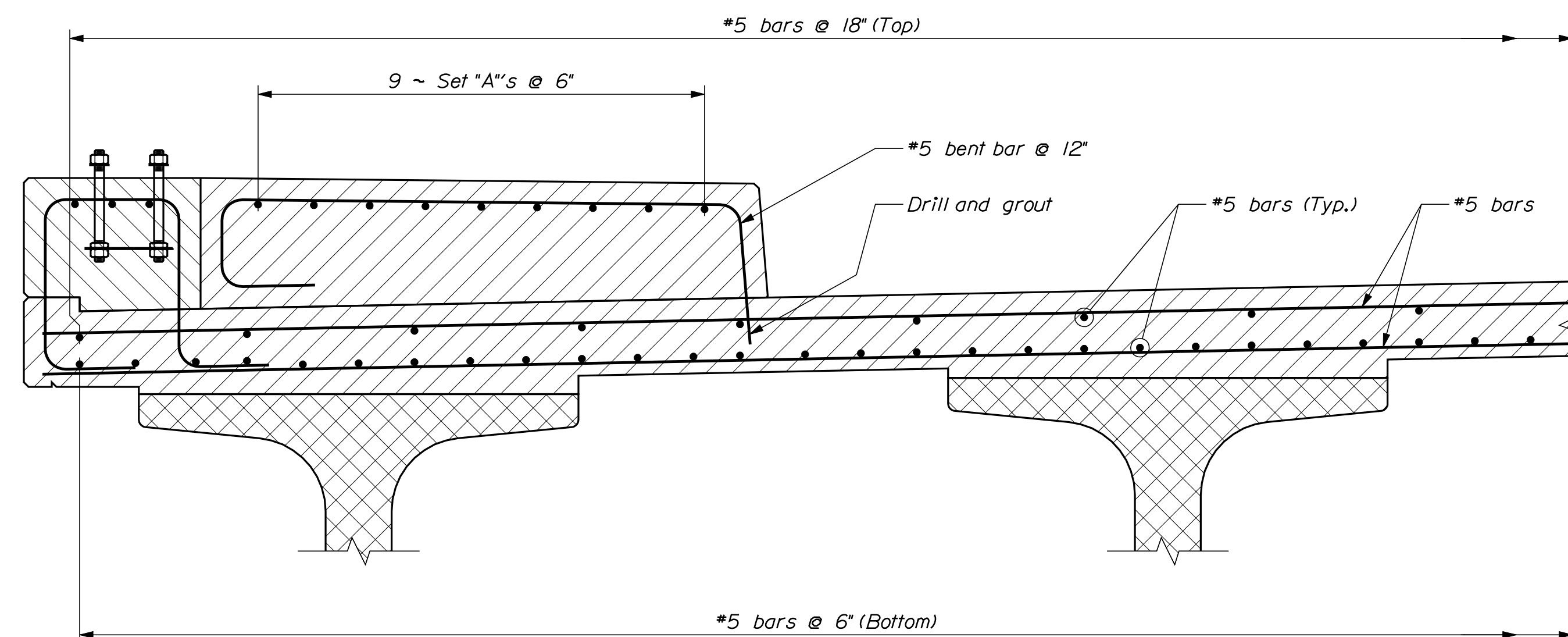
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BANGOR		AC-IM-1264(300)X	
HAMMOND STREET INTERSTATE 95		PENOBSCOT COUNTY	
APPROACH SLAB		SHEET NUMBER	
55		OF 59	
BRIDGE NO. 5794		PIN	
12643.00		BRIDGE PLANS	
PROJECT MANAGER		BY	
DESIGNED		DATE	
CHECKED		SIGNATURE	
DESIGNED		P.E. NUMBER	
REVISIONS 1		DATE	
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REVISIONS 3			
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FIELD CHANGES			



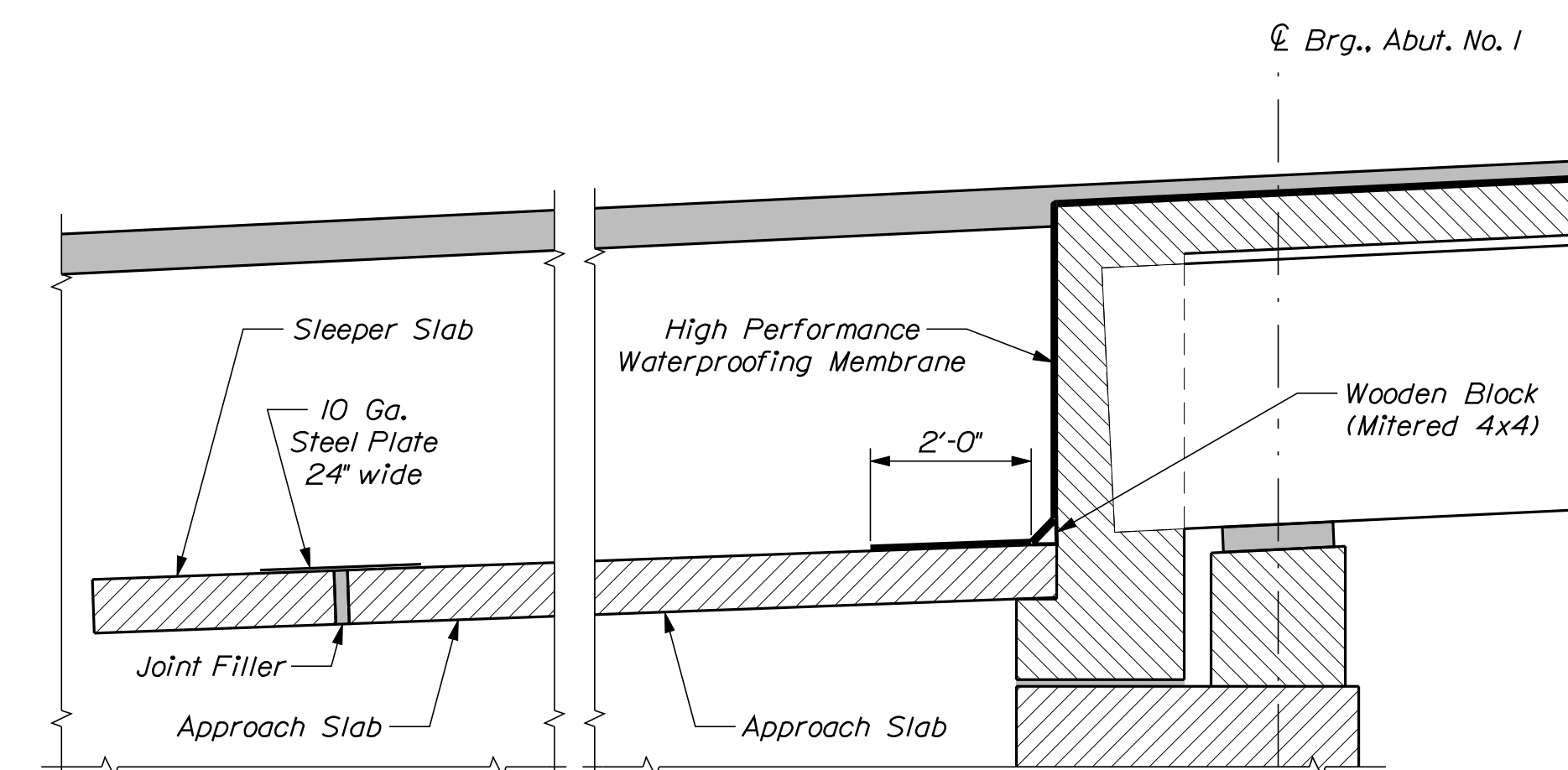
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Near Abutment - Stage II



TYPICAL REINFORCING SECTION - SOUTH FASCIA
Near Abutment - Stage III & IV

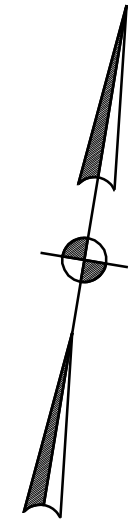


TYPICAL REINFORCING SECTION - NORTH FASCIA
Near Abutment - Stage III & IV



APPROACH SLAB SECTION

APPROACH SLAB SECTION
At Abutment No. 1
(Abutment No. 2 similar)
Wooden Block, Joint Filler and Steel plate incidental to Pay
Item No. 502.31, Structural Concrete Approach Slab



Set "H" = 1 ~ #5 bent bar, 1 ~ #5 U-bar

Flare 58 ~ #5 bars @ 12" o.c.
(29 ~ Top & Bottom)
Field cut (Typ.)

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
AC-11M-1264(300)X	
BRIDGE NO. 5794	PIN 12643.00
BRIDGE PLANS	

HAMMOND STREET
INTERSTATE 95
BANGOR PENOBSCOT COUNTY
SUPERSTRUCTURE REINFORCEMENT

SHEET NUMBER

53

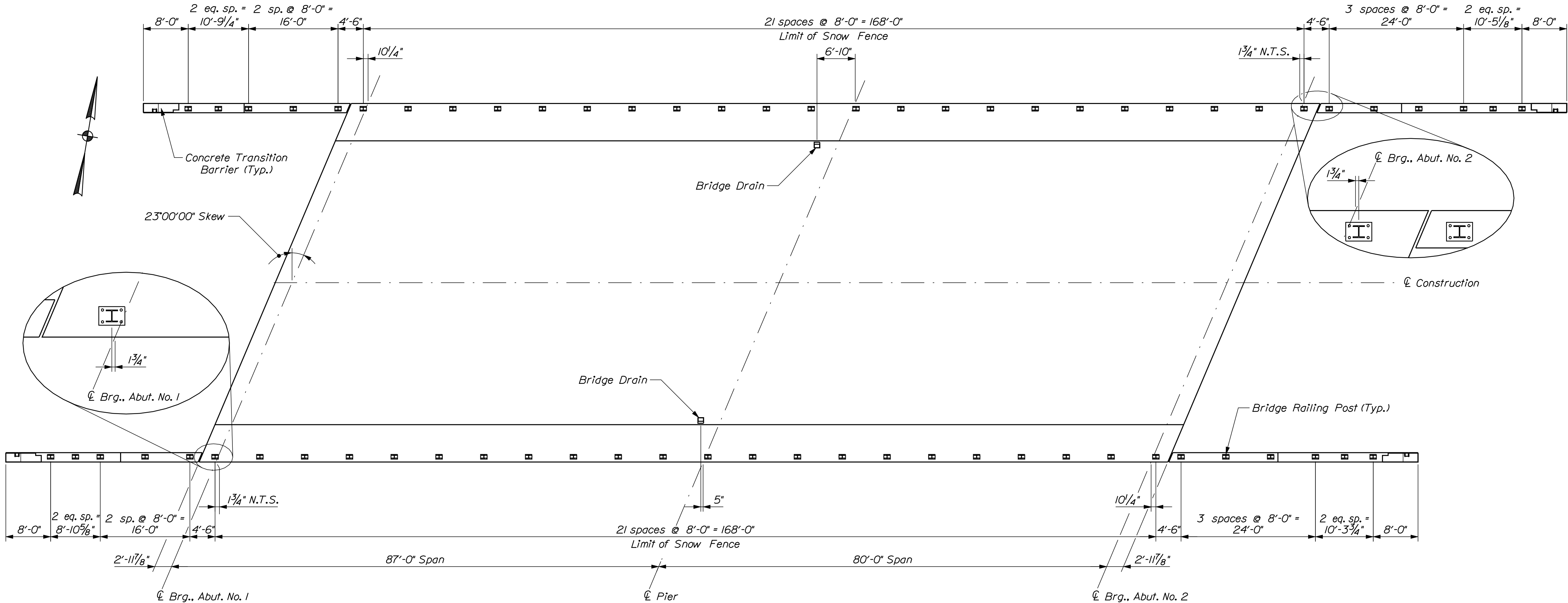
OF 59

Date:10/22/2008

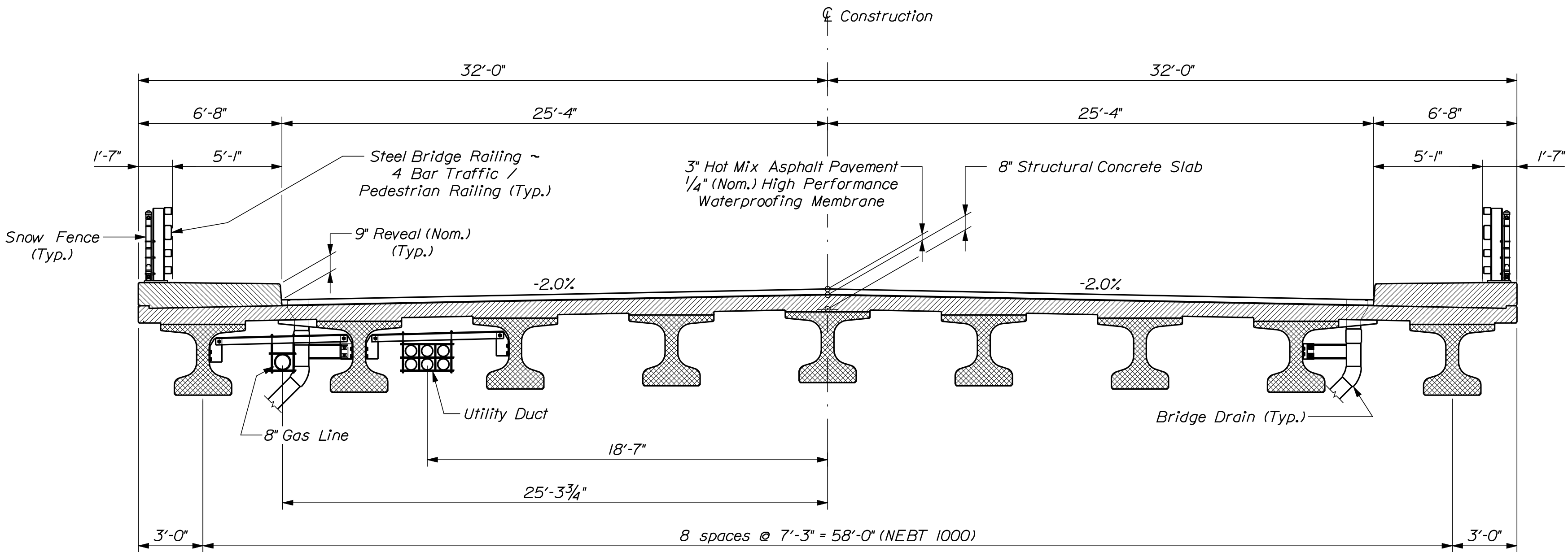
Username: david.shaw

Division: BRIDGE

Filename: ... \msta\052_Superstructure.dgn



SUPERSTRUCTURE PLAN

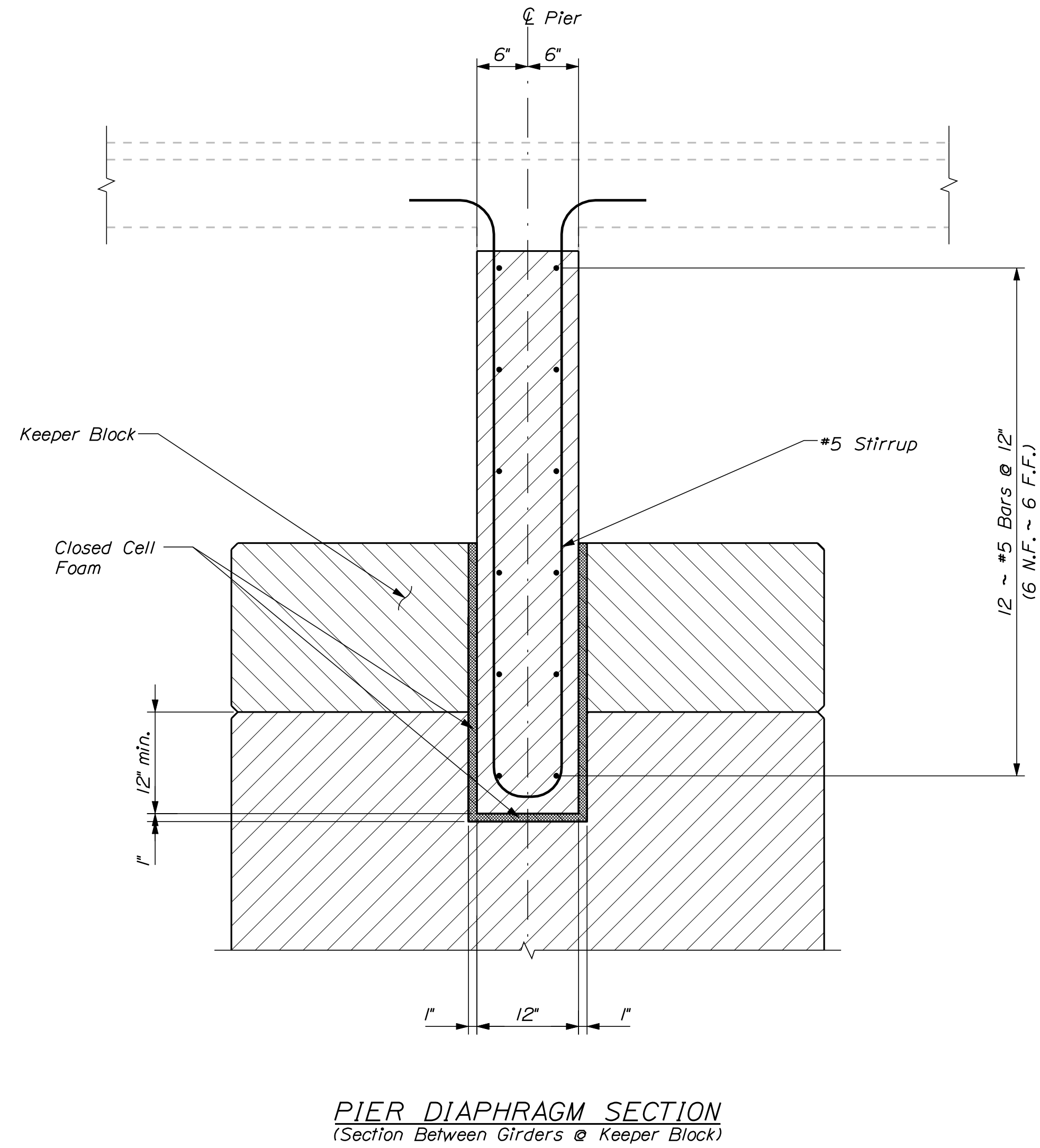


PROPOSED BRIDGE SECTION

SUPERSTRUCTURE NOTES

1. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
2. Adjust reinforcing steel to fit around the bridge drains in a manner approved by the Resident. Do not cut transverse reinforcing bars.
3. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
4. Unless the superstructure slab concrete is placed in one continuous operation, the initial placement shall begin at a simply supported end of the deck slab and shall terminate at the completion of a positive moment section. Successive placements shall proceed from the end of the previous placement, terminate at the completion of a positive moment section, and include two or more spans. Concrete in a placement shall be kept plastic one complete span behind the span being placed. A minimum of 5 days shall elapse between successive partial placements. The superstructure slab concrete placement sequence shall be approved by the Resident.
5. The formwork and its supports, over the full width of the structural slab, shall remain in place until a minimum of 48 hours has elapsed after placement of the final section of the slab. After this period, removal of formwork for sections meeting the requirements for form removal of Standard Specifications Section 502, Structural Concrete, may proceed.
6. Payment for reinforcing steel fabricated, delivered, and placed in the cast-in-place portion of the structural concrete slab will be considered incidental to the appropriate Section 502 pay item.
7. The Contractor shall install Transition Barrier vertical closed stirrups, as shown in Standard Details Section 526, prior to the placement of the curb or sidewalk concrete.
8. Blocking dimensions for construction shall be determined using the "Bottom of Slab Elevations" table shown on "Precast Girder Details".
9. The quantity of all diaphragm concrete is included for payment in Pay Item No. 502.25 Structural Concrete Superstructure Slab. The Contractor shall coordinate all work, particularly superstructure and diaphragm block-out placements with pertinent utilities. The work shall conform to Standard Specification Subsection 104.4.6 Utility Coordination and with Special Provision 502.25, Diaphragm Utility Block-outs.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		AC-IM-1264(300)X		BRIDGE NO. 5794		PIN 12643.00		BRIDGE PLANS	
HAMMOND STREET		INTERSTATE 95		PENOBSCOT COUNTY		BANGOR		SUPERSTRUCTURE		SHEET NUMBER	
52		OF 59		DATE		P.E. NUMBER		SIGNATURE		DATE	
BY		DATE		DESIGN-REVIEWED		DESIGN-REVIEWED		DESIGN-REVIEWED		DESIGN-REVIEWED	
D. ANDERSON		AUG 2008		R. BULLER		D. SHAW		D. SHAW		D. SHAW	



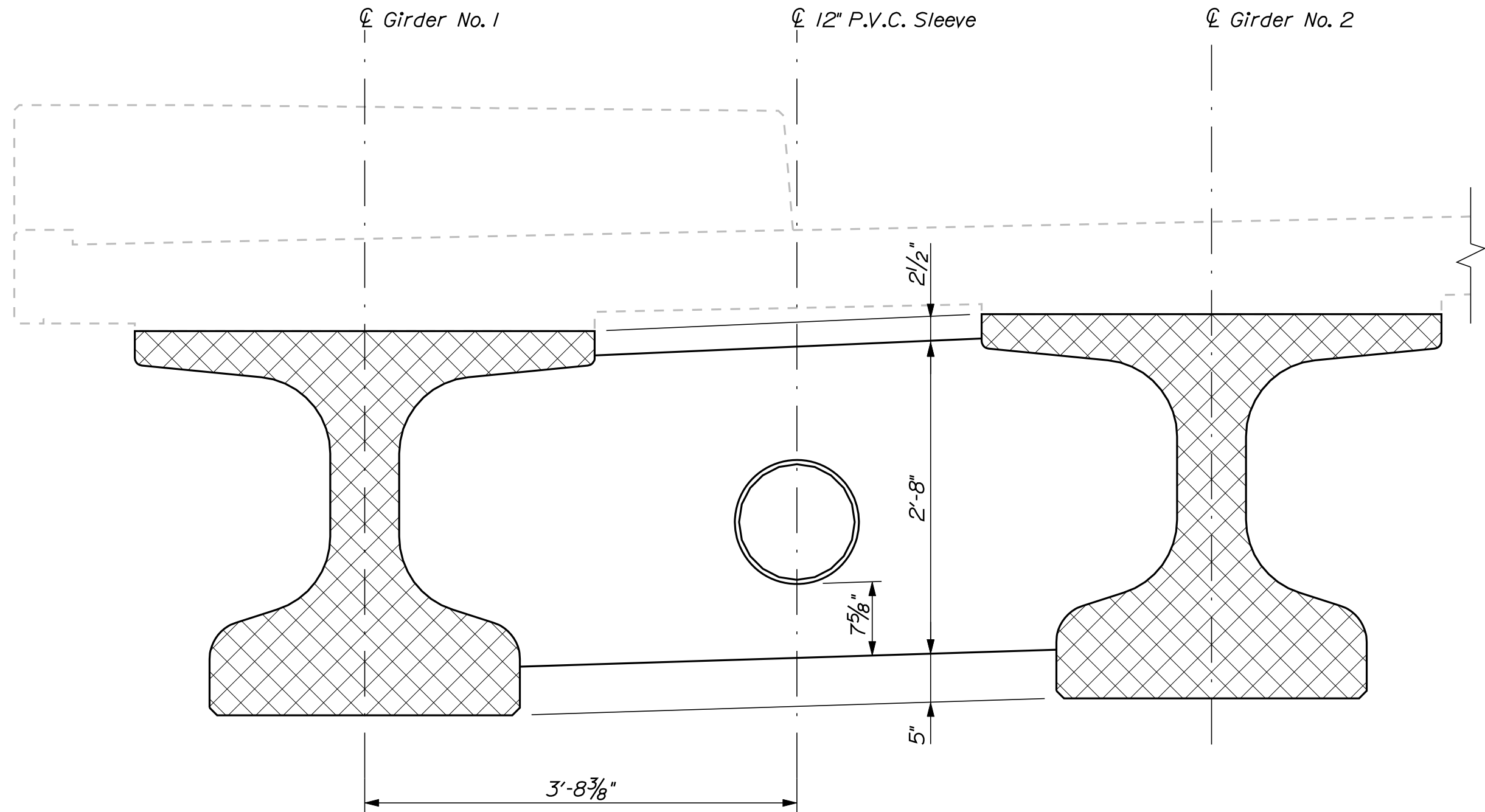


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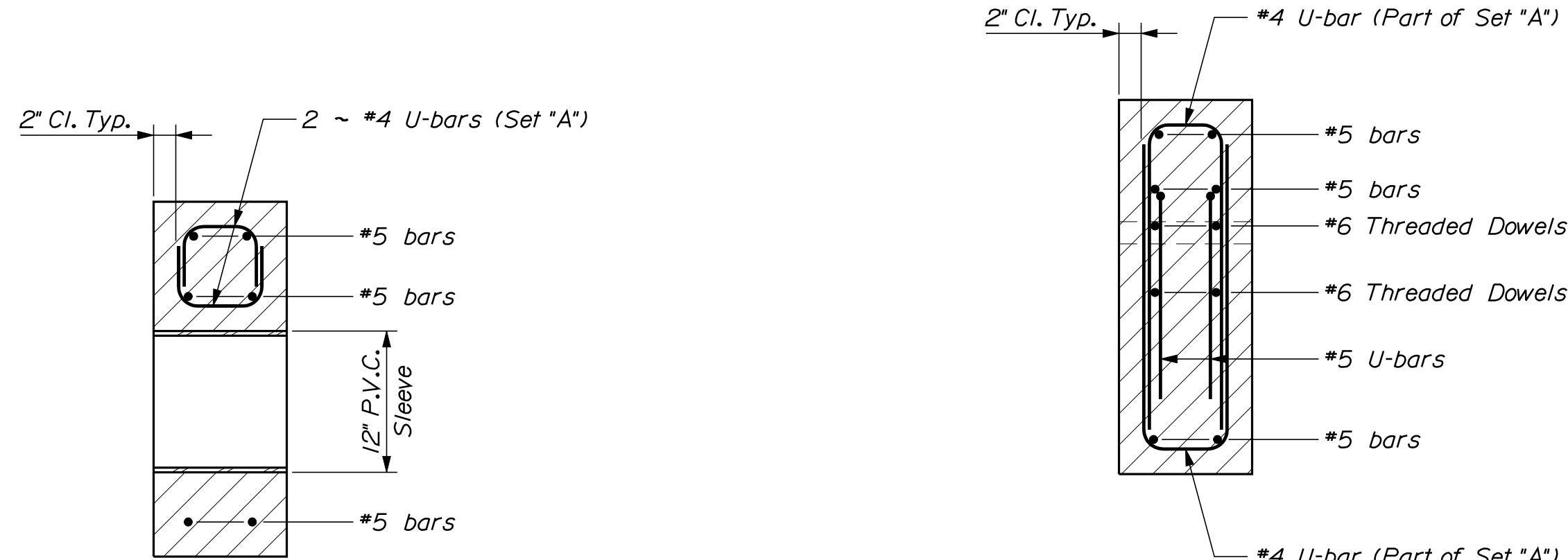
Username: david.shaw

Division: BRIDGE

Filename: ... \049_Utility_Diaphragms.dgn

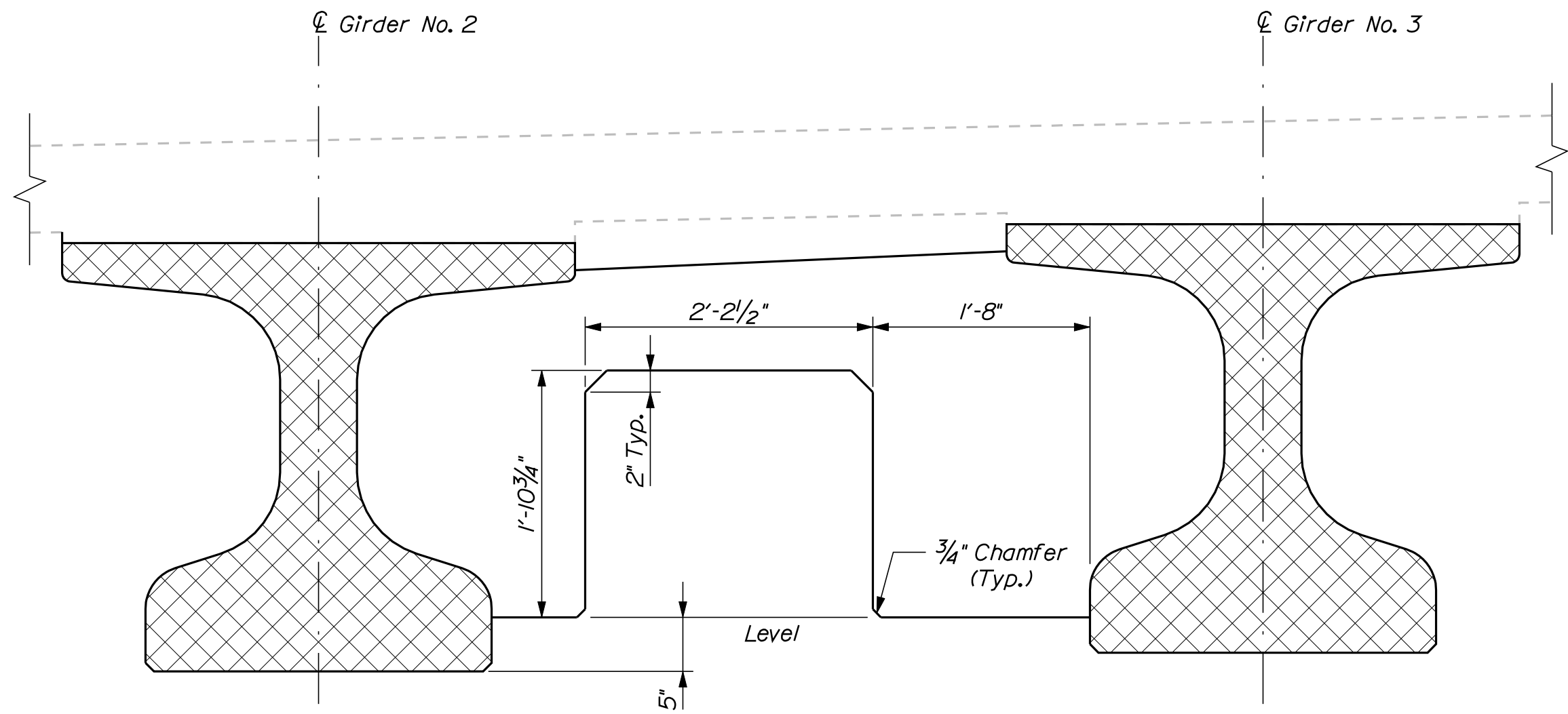


GAS LINE DIAPHRAGM

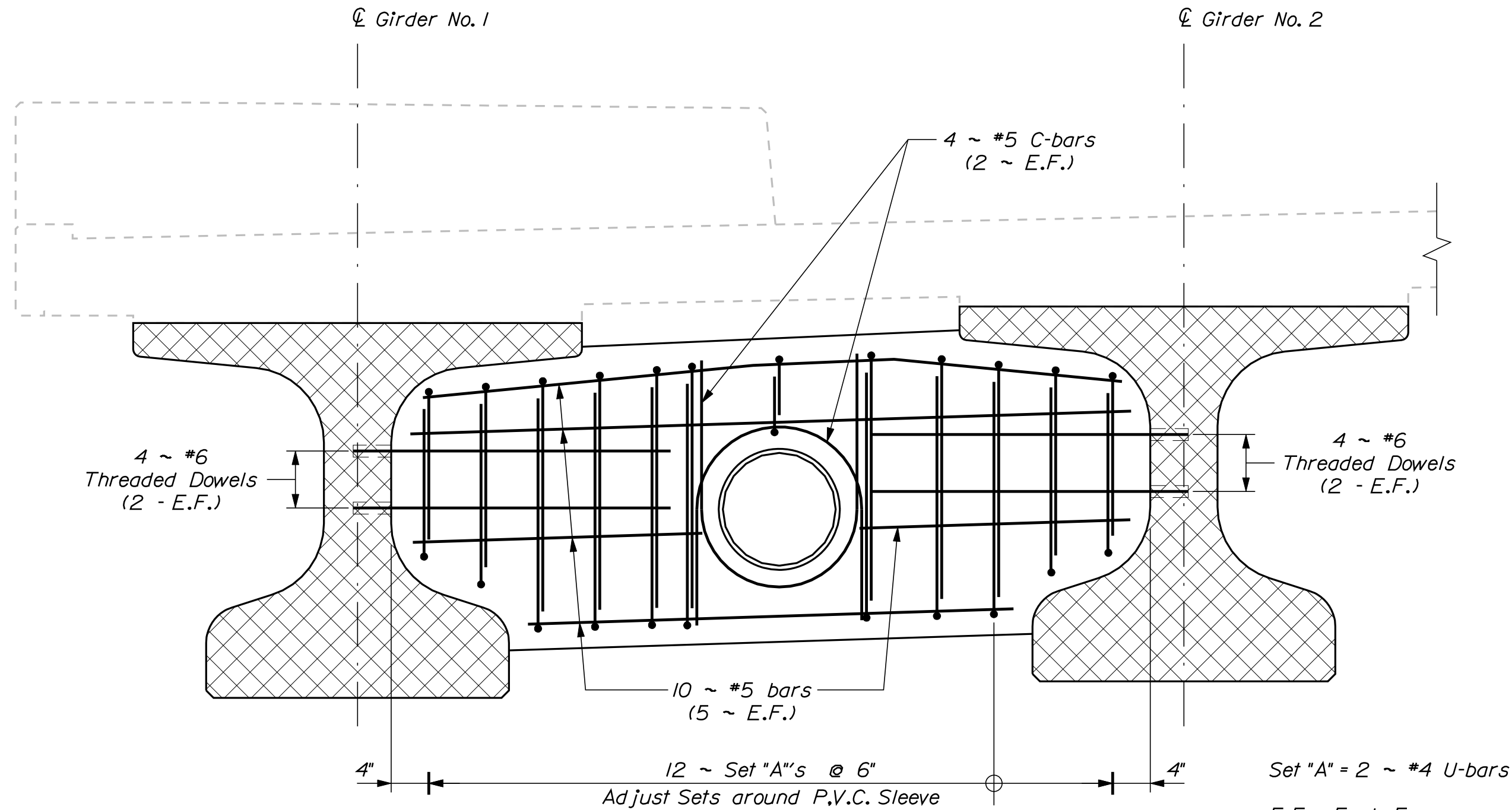


GAS LINE DIAPHRAGM SECTION
At P.V.C. Sleeve

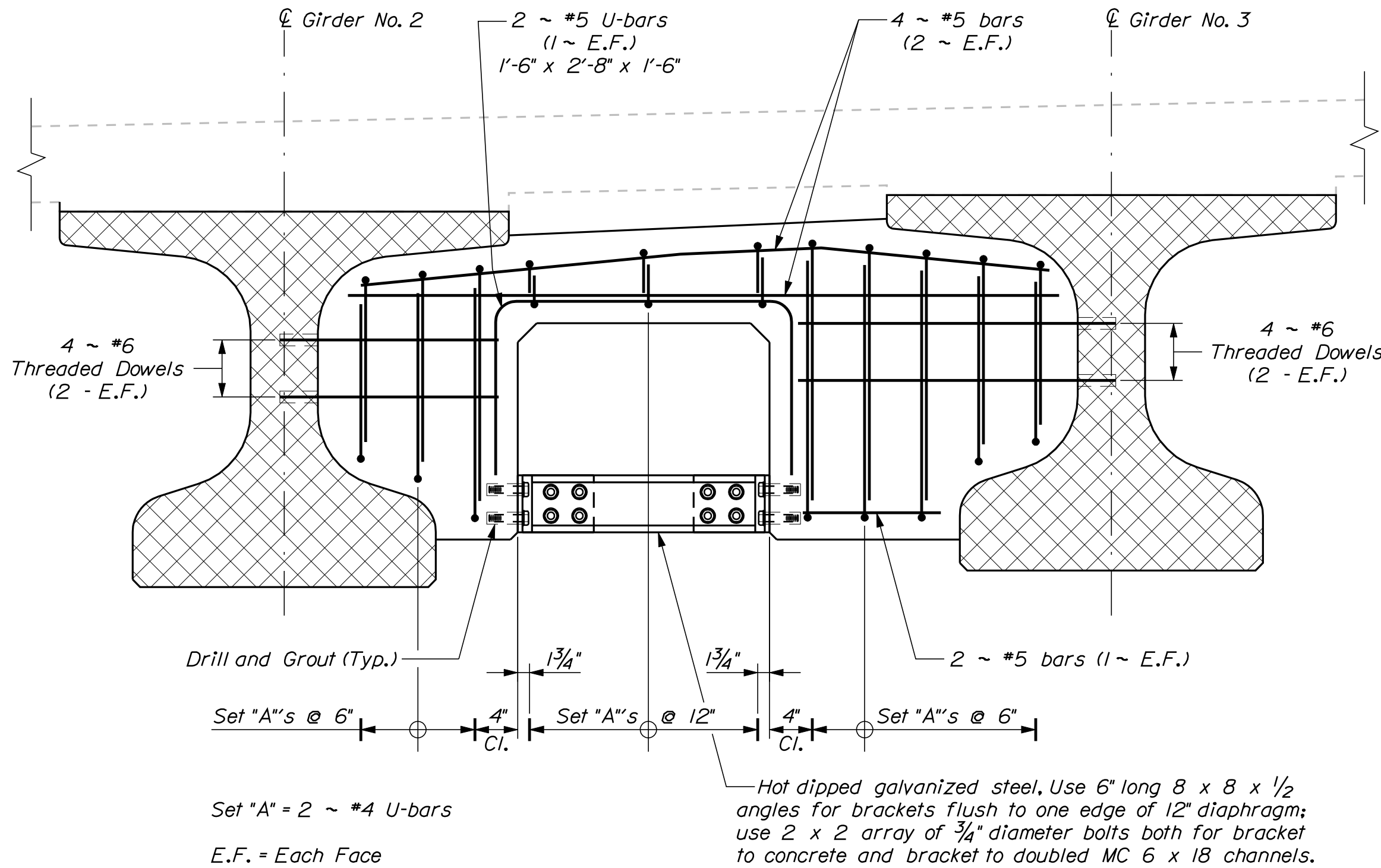
UTILITY DIAPHRAGM SECTION



UTILITY DIAPHRAGM



GAS LINE DIAPHRAGM REINFORCEMENT



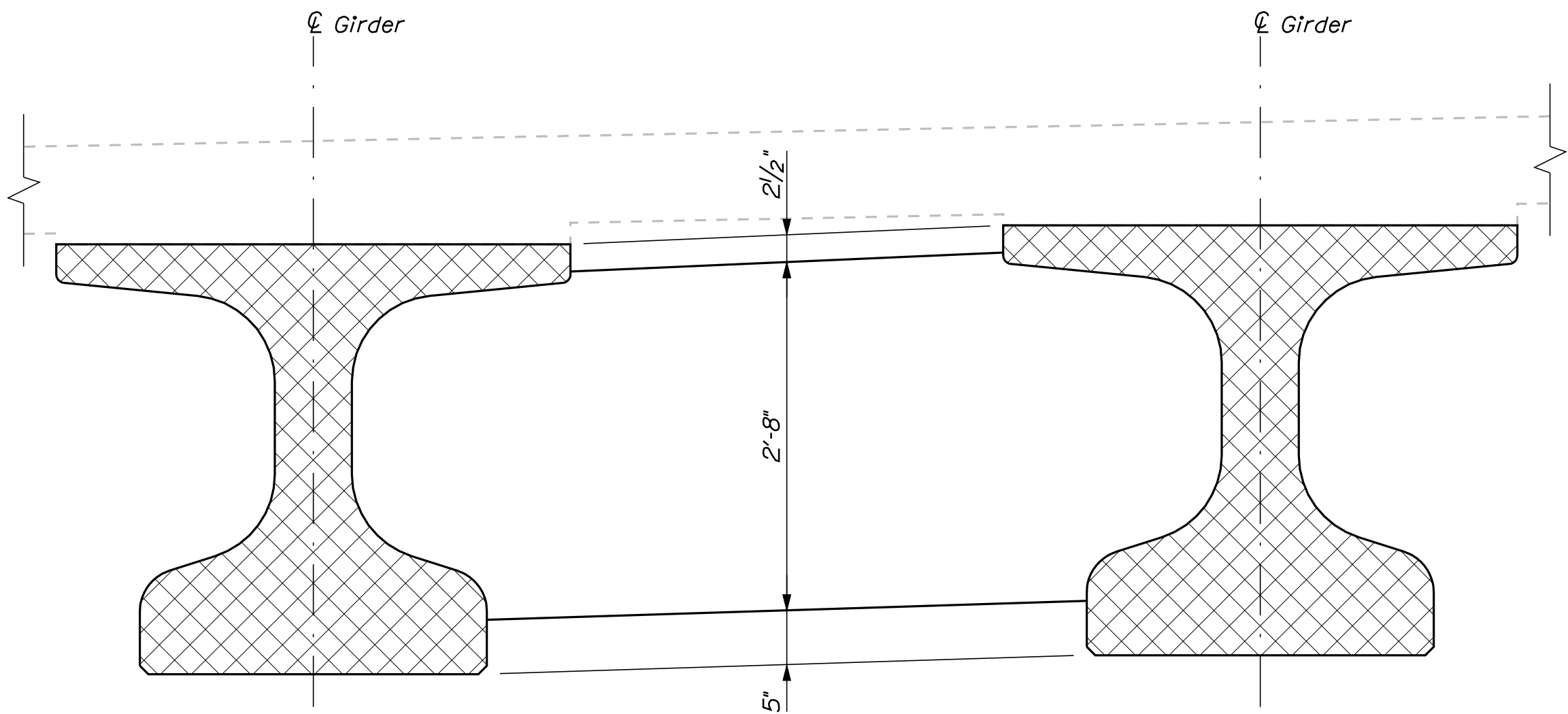
UTILITY DIAPHRAGM REINFORCEMENT

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
AC-IM-1264(300)X	
PIN 12643.00	BRIDGE PLANS

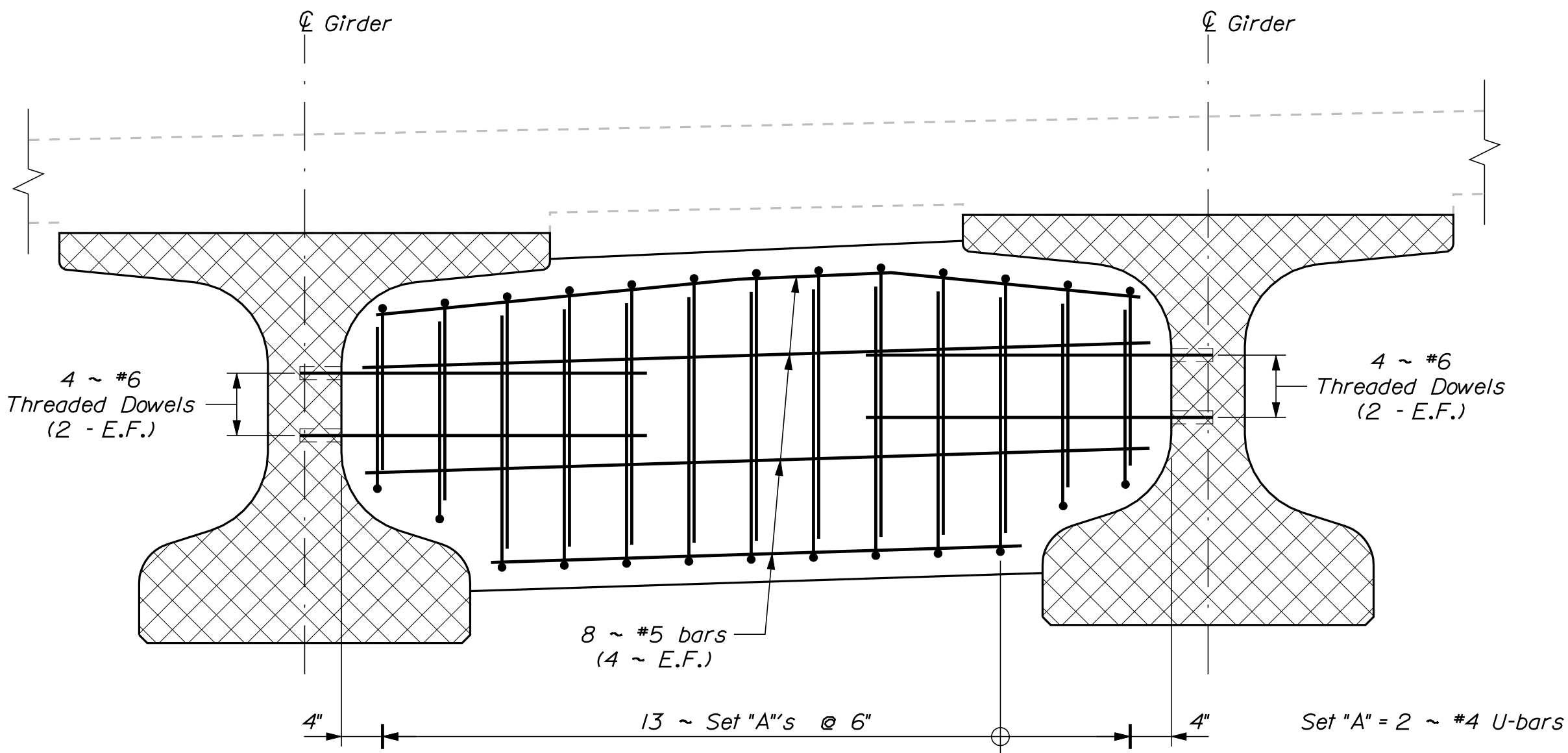
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D. Anderson	R. BULLER	D. SHAW	AUG 2008
DESIGN-DETAILED	DESIGN-DETAILED	DESIGN-DETAILED	DESIGN-DETAILED
REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4
FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES

HAMMOND STREET	
INTERSTATE 95	
PENOBSCOT COUNTY	
BANGOR	
INTERMEDIATE UTILITY DIAPHRAGMS	

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OF 59



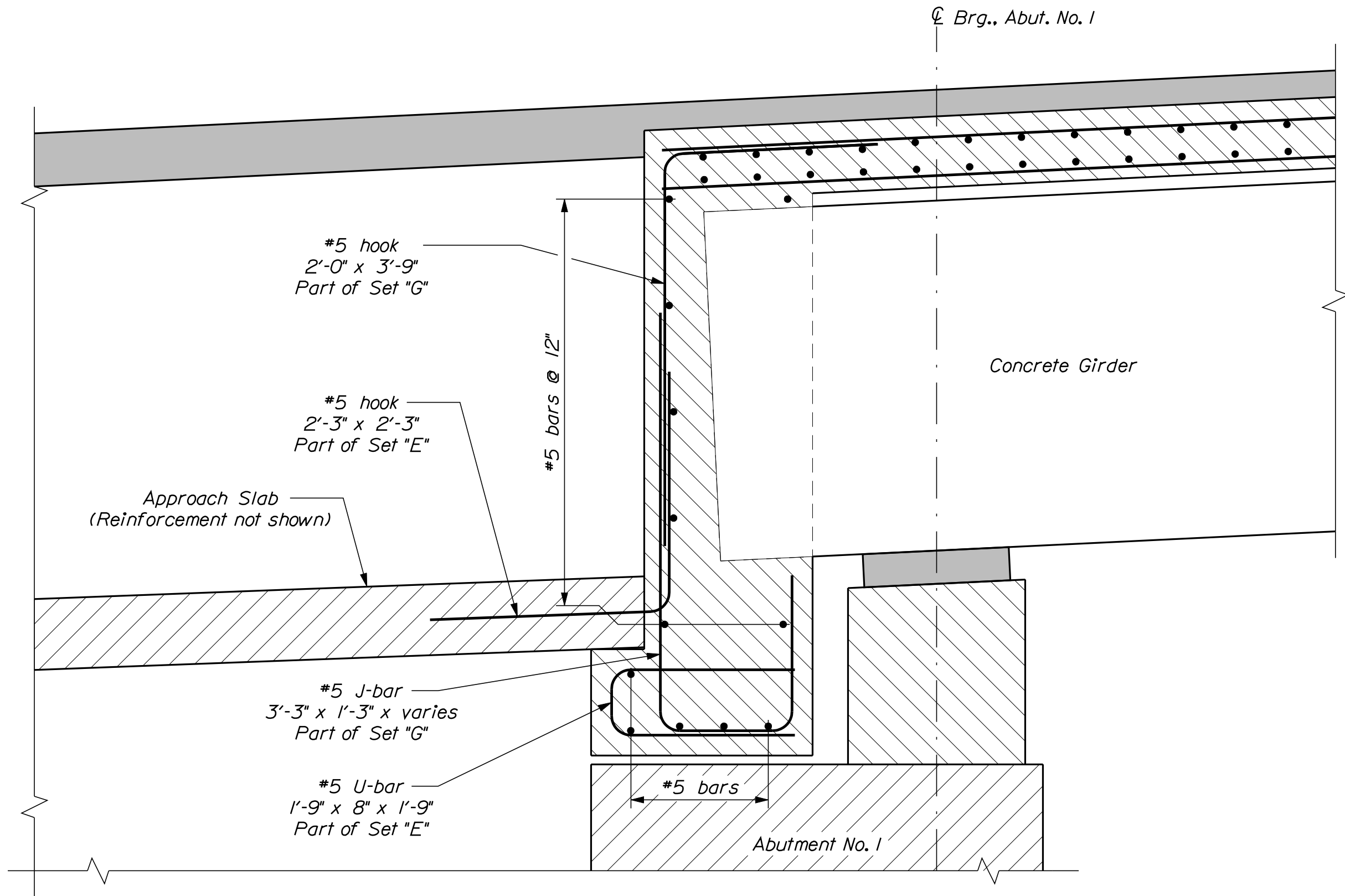
TYPICAL INTERMEDIATE DIAPHRAGM



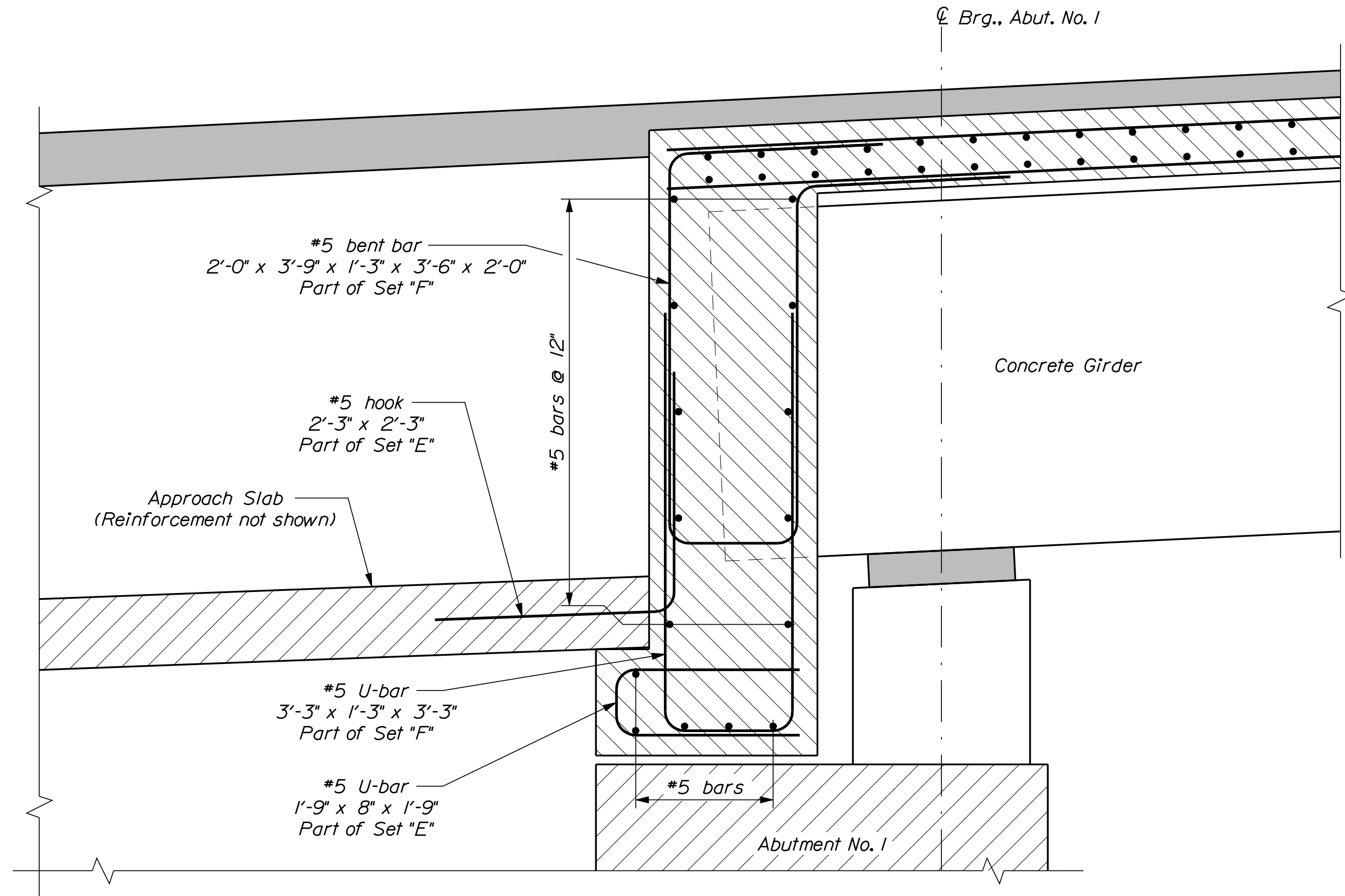
TYPICAL INTERMEDIATE DIAPHRAGM REINFORCEMENT

HAMMOND STREET INTERSTATE 95 BANGOR PENOBSCOT COUNTY INTERMEDIATE DIAPHRAGM	PROJ. MANAGER D. Anderson				BY D. SHAW	DATE AUG 2008	SIGNATURE P.E. NUMBER DATE
	DESIGN-DETAILED		CHECKED-REVIEWED		DESIGN-DETAILED		
	REVISIONS 1		REVISIONS 2		REVISIONS 3		
	REVISIONS 4		REVISIONS 5		REVISIONS 6		
SHEET NUMBER 48 OF 59		STATE OF MAINE DEPARTMENT OF TRANSPORTATION AC-IM-1264(300)X BRIDGE NO. 5794 PIN 12643.00 BRIDGE PLANS					

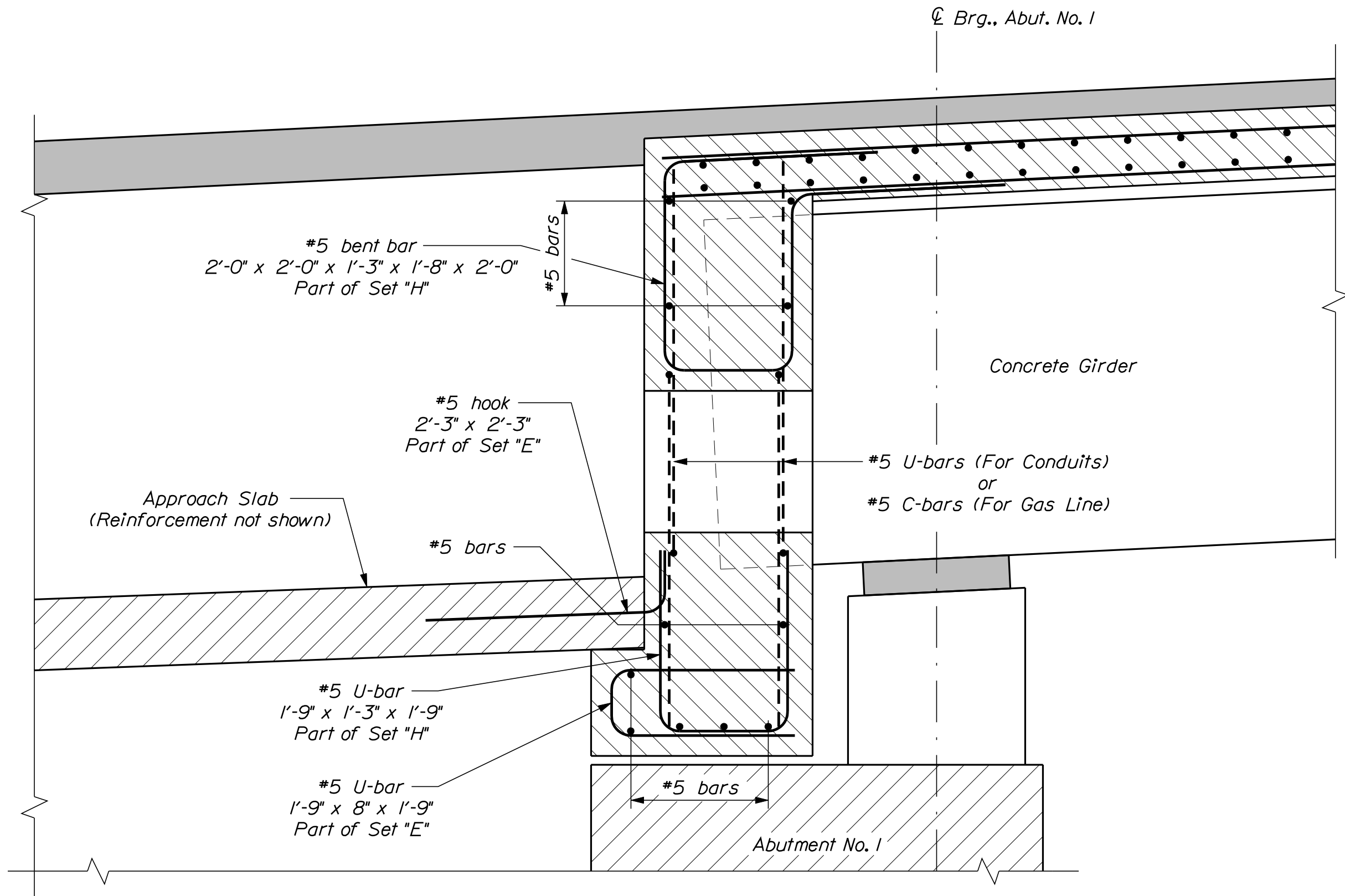
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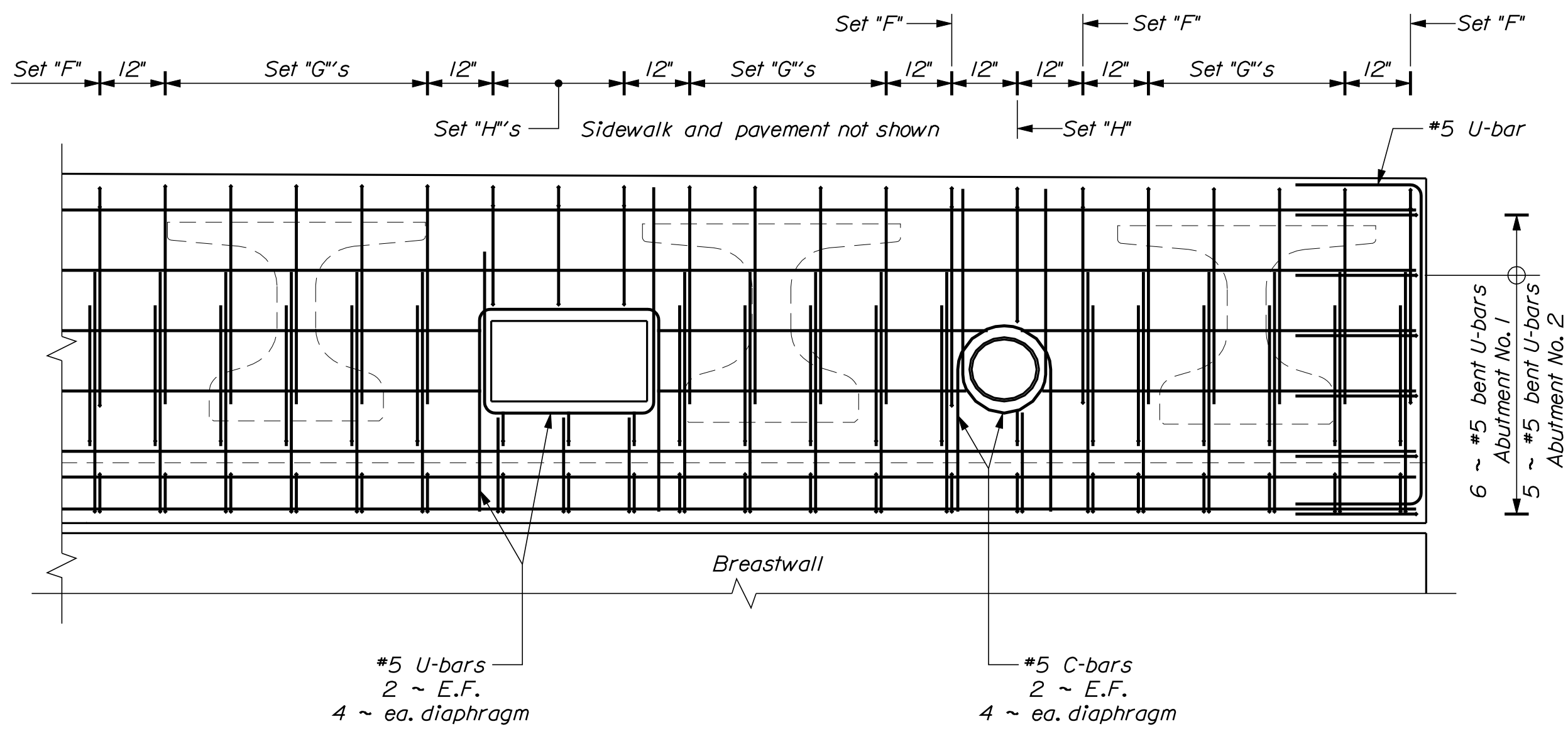
END DIAPHRAGM DETAIL
Abutment No. 1 end diaphragm - at girder
(Abutment No. 2 similar)



END DIAPHRAGM DETAIL
Abutment No. 1 end diaphragm - between girders
(Abutment No. 2 similar)

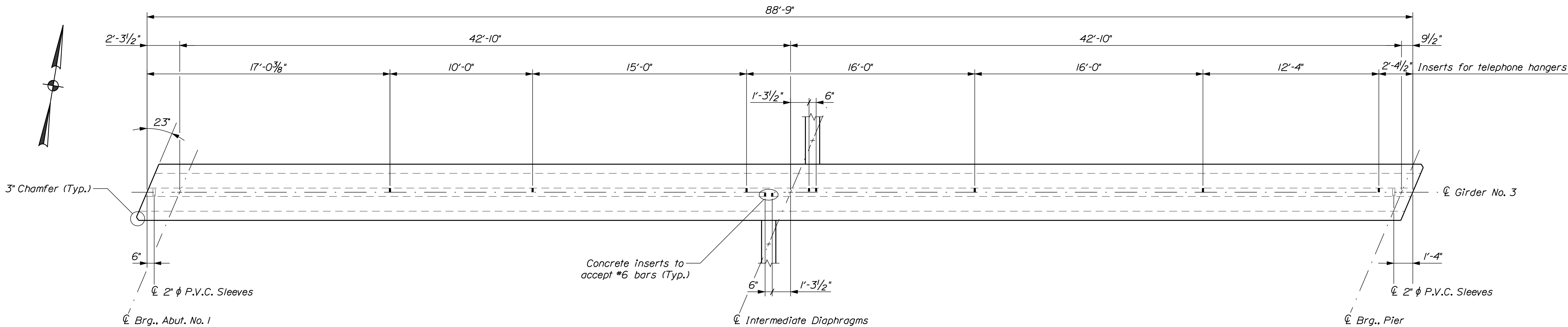


END DIAPHRAGM SECTION
Abutment No. 1 end diaphragm - at Utility Block-out
(Abutment No. 2 similar)

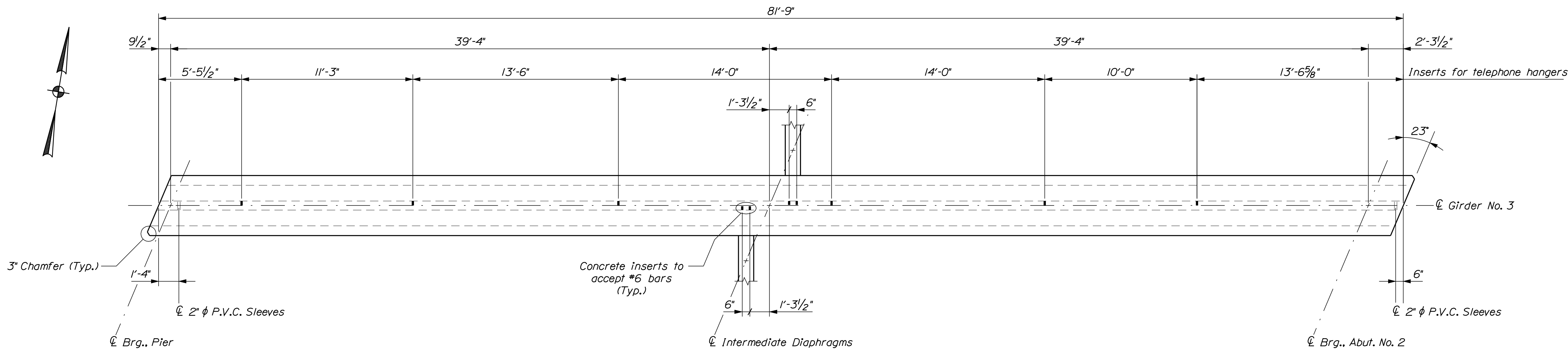


END DIAPHRAGM - REINFORCEMENT AROUND UTILITIES
(LOOKING BACKSTATION)
Reinforcement similar at Abutment No. 2

PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
D. Anderson	R. BULLER	D. SHAW	AUG 2008					
BY	DATE	SIGNATURE	P.E. NUMBER	DATE				

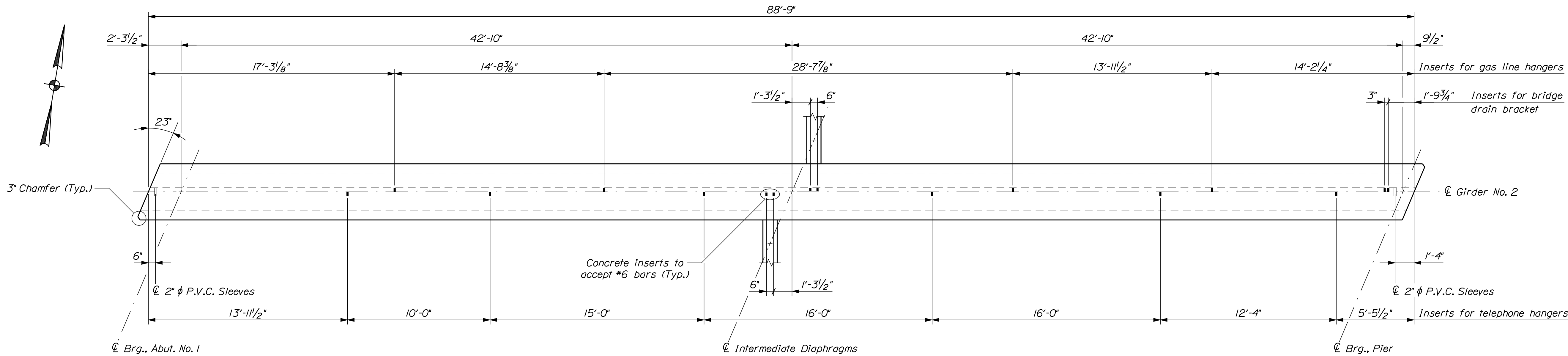


PLAN - GIRDER NO. 3 - SPAN NO. 1
Location of sleeves and concrete inserts for utilities and diaphragms

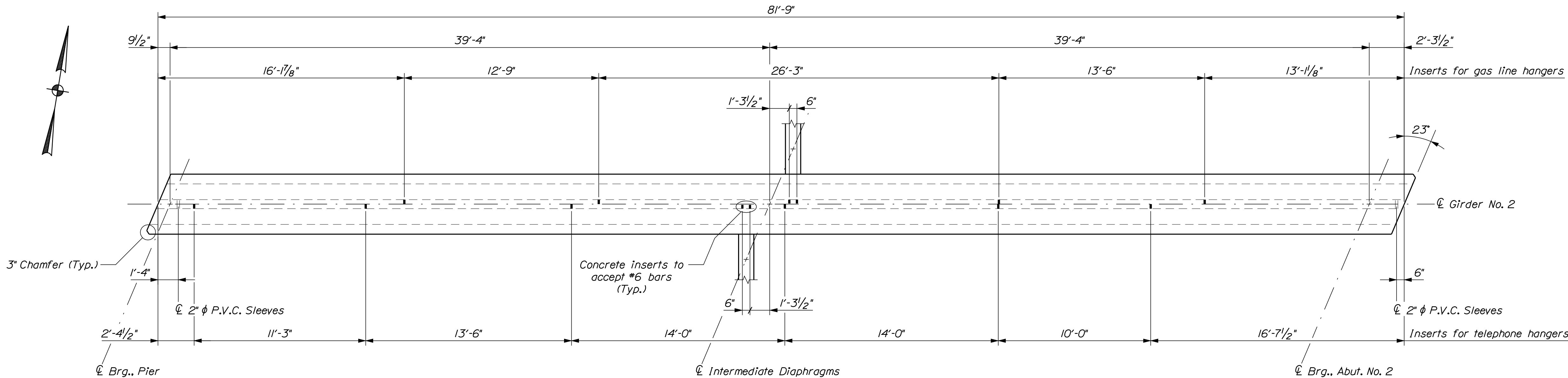


PLAN - GIRDER NO. 3 - SPAN NO. 2
Location of sleeves and concrete inserts for utilities and diaphragms

STATE OF MAINE DEPARTMENT OF TRANSPORTATION AC-IM-1264(300)X BRIDGE NO. 5794 PIN 12643.00 BRIDGE PLANS	SIGNATURE	
	P.E. NUMBER	
	DATE	
HAMMOND STREET INTERSTATE 95 PENOBSCOT COUNTY BANGOR PRECAST GIRDER NO. 3 LOCATION OF UTILITY INSERTS	PROJ. MANAGER	D. Anderson
	CHECKED-DESIGNED	R. BILGER
	CHECKED-REVIEWED	D. SHAW
	DESIGN-DATE	AUG 2008
	DESIGN-REVISION	
	DESIGN-REVISION	
SHEET NUMBER		45
OF 59		

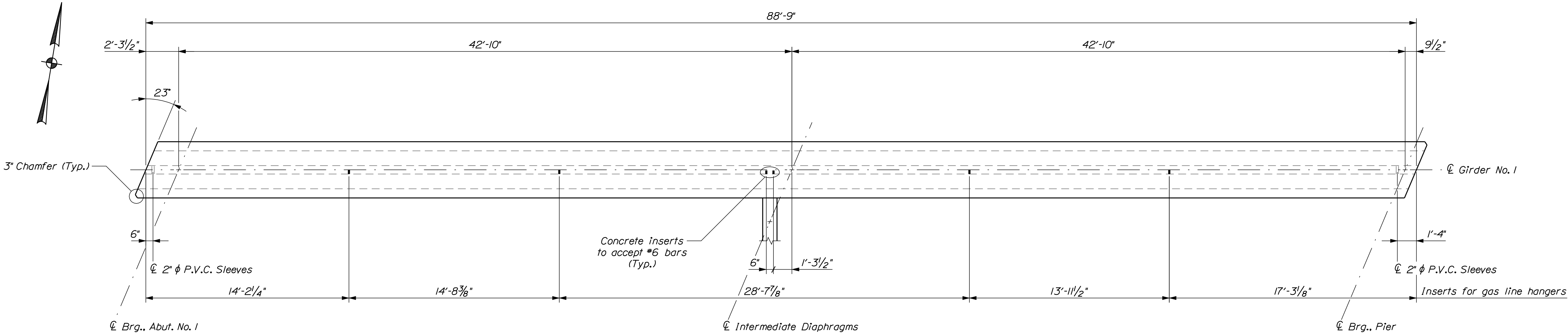


PLAN - GIRDER NO. 2 - SPAN NO. 1
Location of sleeves and concrete inserts for utilities and diaphragms

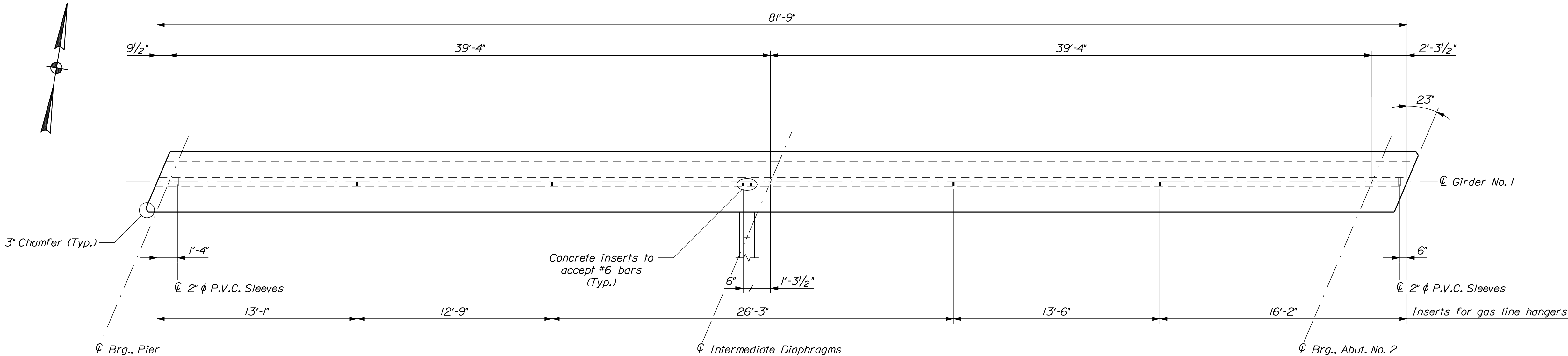


PLAN - GIRDER NO. 2 - SPAN NO. 2
Location of sleeves and concrete inserts for utilities and diaphragms

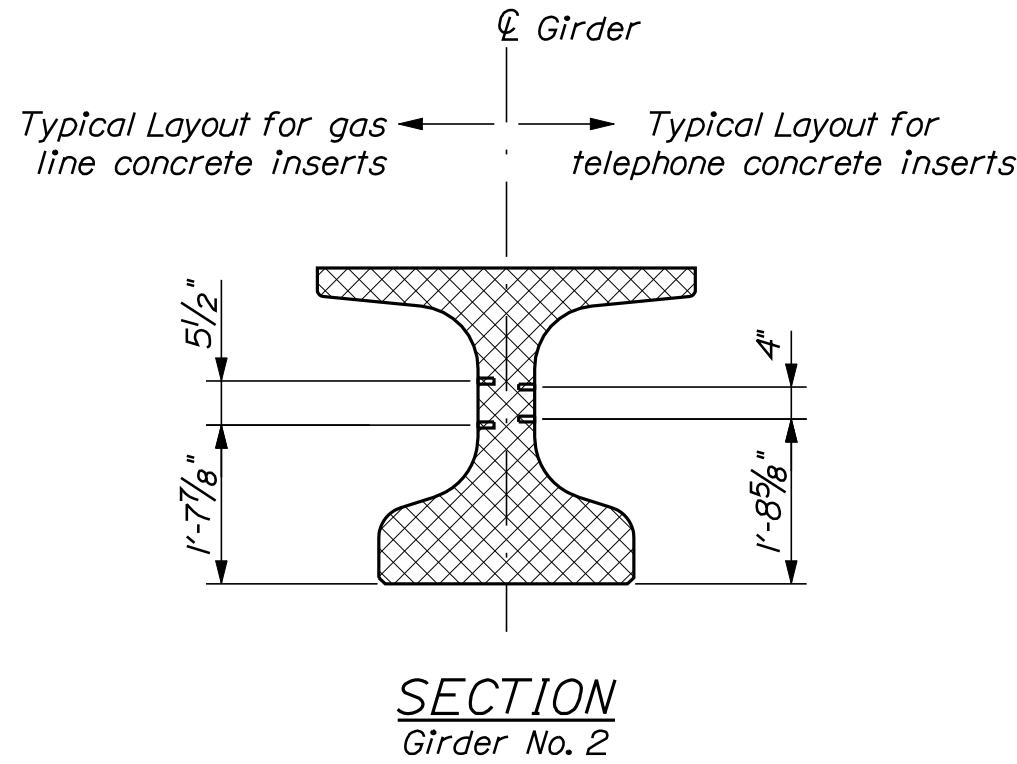
STATE OF MAINE DEPARTMENT OF TRANSPORTATION AC-IM-1264(300)X BRIDGE NO. 5794 PIN 12643.00 BRIDGE PLANS	SIGNATURE		DATE
	P.E. NUMBER		DATE
	DATE		DATE
HAMMOND STREET INTERSTATE 95 BANGOR PENOBSCOT COUNTY PRECAST GIRDER NO. 2 LOCATION OF UTILITY INSERTS	PROJ. MANAGER	D. Anderson	DATE
	CHECKED-DETAILED	R. BULLER	AUG. 2008
	DESIGNED		
	REVISIONS 1		
	REVISIONS 2		
SHEET NUMBER 44 OF 59	REVISIONS 3		
	REVISIONS 4		
	FIELD CHANGES		



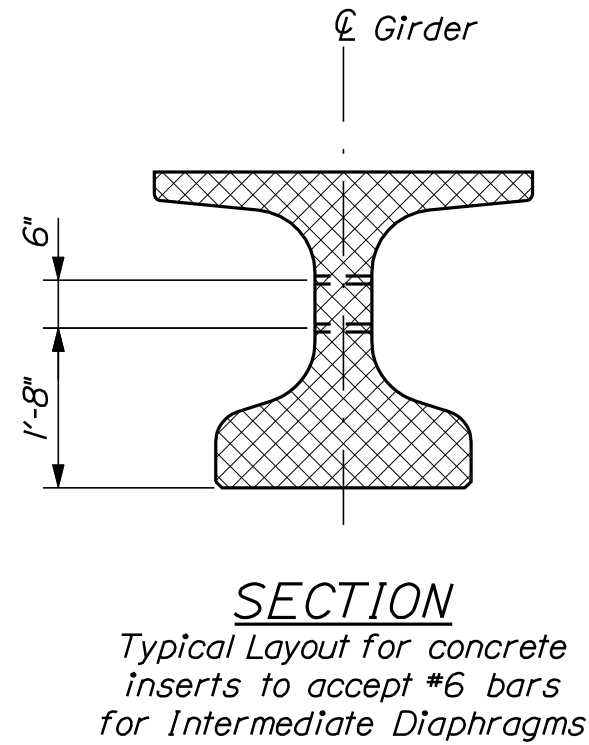
PLAN - GIRDER NO. 1 - SPAN NO. 1
 Location of sleeves and concrete inserts for utilities and diaphragms



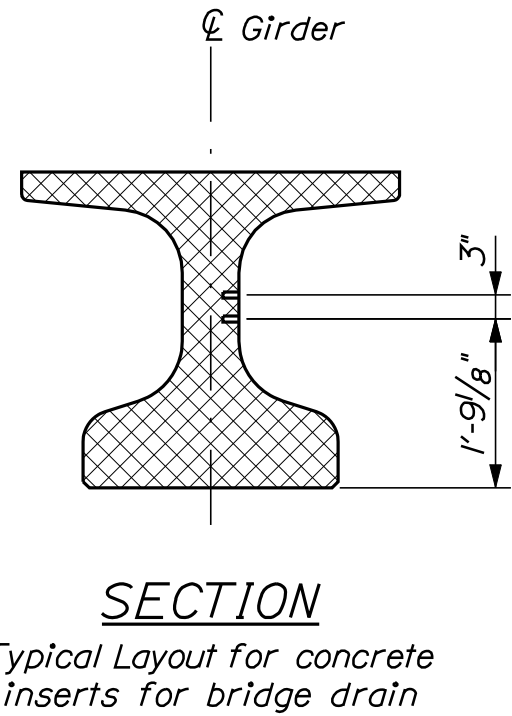
PLAN - GIRDER NO. 1 - SPAN NO. 2
 Location of sleeves and concrete inserts for utilities and diaphragms



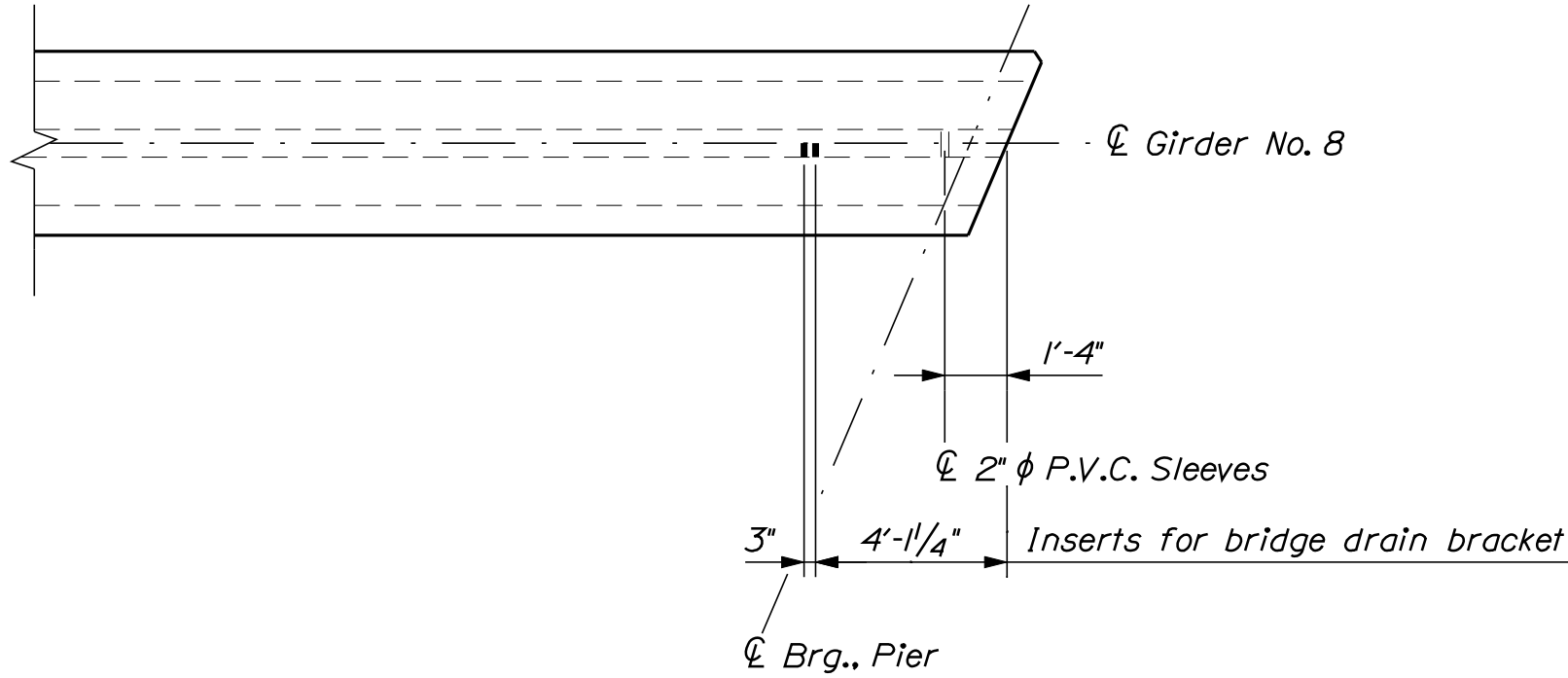
SECTION
 Girder No. 2



SECTION

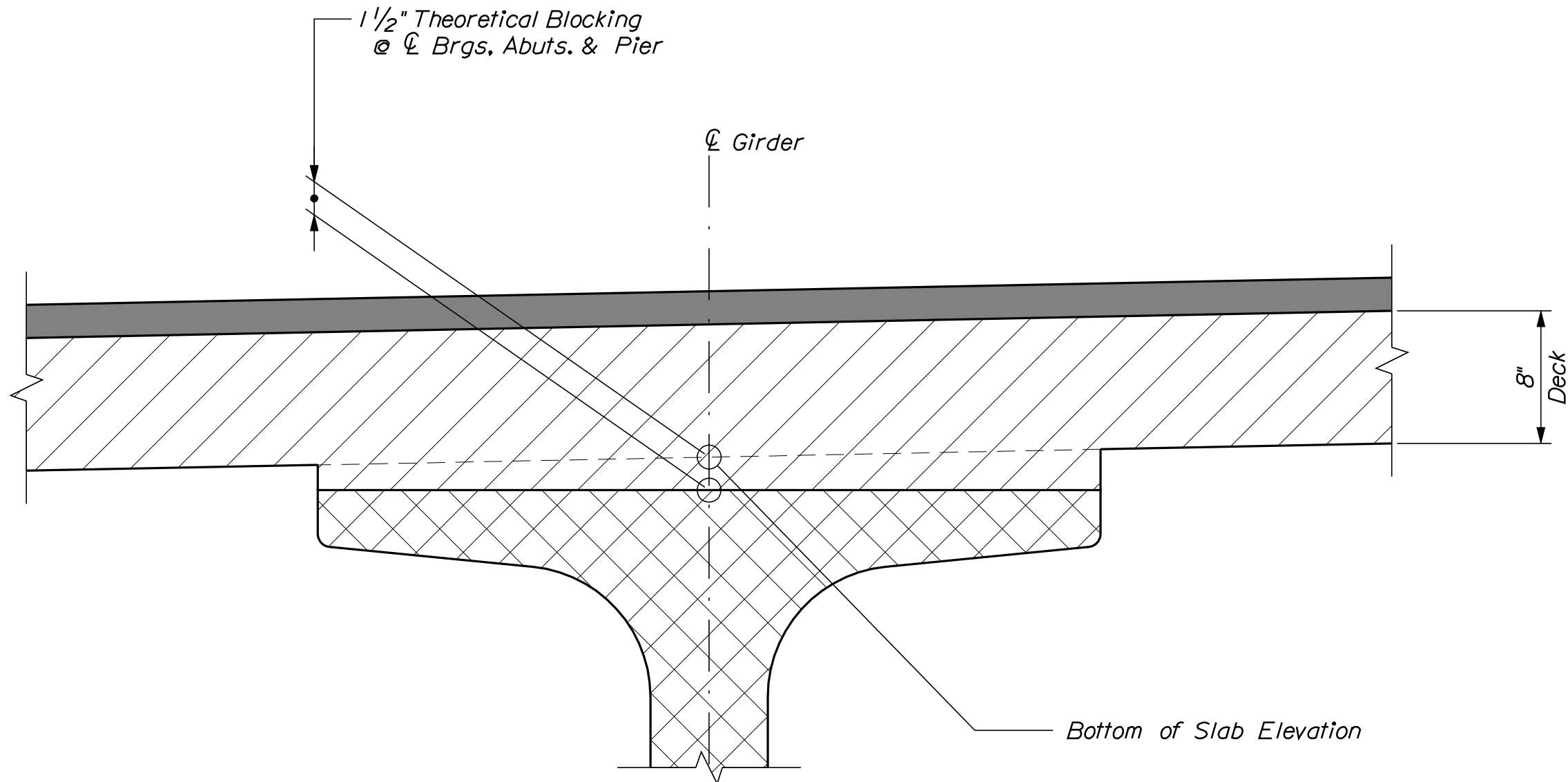


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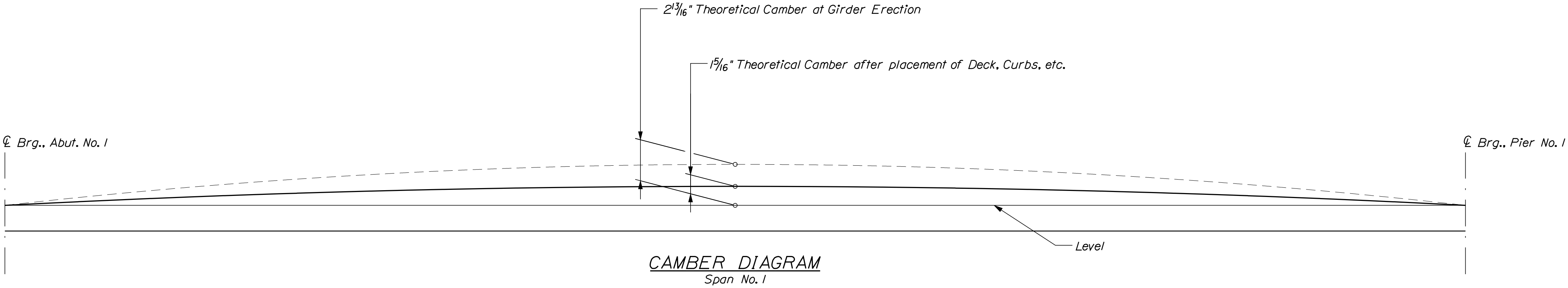


PLAN - GIRDER NO. 8 - SPAN NO. 1

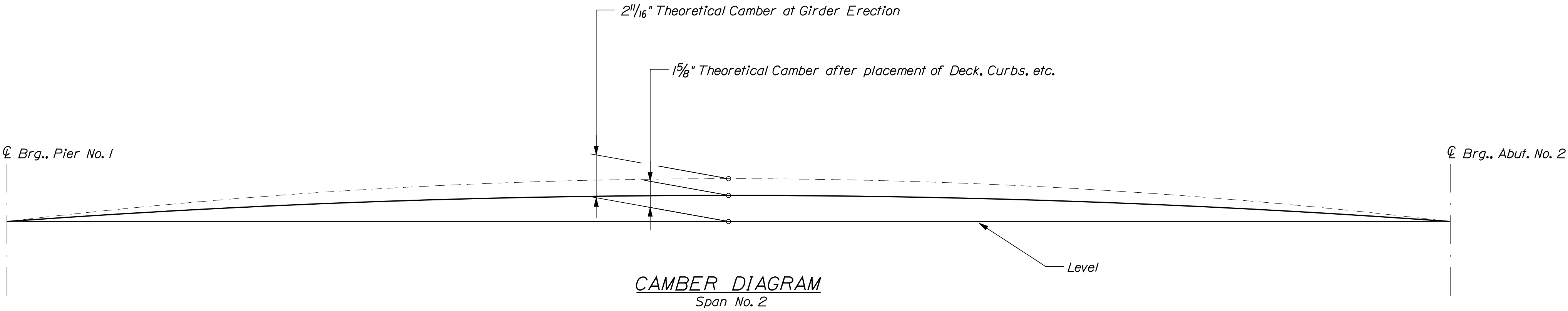
STATE OF MAINE DEPARTMENT OF TRANSPORTATION AC-IM-1264(300)X BRIDGE NO. 5794 PIN 12643.00 BRIDGE PLANS		HAMMOND STREET INTERSTATE 95 BANGOR PENOBSCOT COUNTY PRECAST GIRDER NO. 1 & 8 LOCATION OF UTILITY INSERTS				PROJ. MANAGER D. Anderson	BY D. SHAW	DATE AUG. 2008
		SHEET NUMBER 43 OF 59				DESIGN-DETAILED	SIGNATURE	P.E. NUMBER
						CHECKED-REVIEWED		
						DESIGN2-DETAILED2		
						DESIGN3-DETAILED3		
				REVISIONS 1		DATE		
				REVISIONS 2				
				REVISIONS 3				
				REVISIONS 4				
				FIELD CHANGES				



BLOCKING DETAIL



CAMBER DIAGRAM
Span No. 1



CAMBER DIAGRAM
Span No. 2

BOTTOM OF SLAB ELEVATIONS

Span No. 1											
	℄ Brg.	.1 Span	.2 Span	.3 Span	.4 Span	.5 Span	.6 Span	.7 Span	.8 Span	.9 Span	℄ Brg
Girder Line 1	181.23	181.57	181.90	182.20	182.48	182.72	182.94	183.14	183.30	183.44	183.57
Girder Line 2	181.25	181.60	181.94	182.25	182.53	182.78	183.00	183.21	183.37	183.52	183.66
Girder Line 3	181.28	181.64	181.98	182.29	182.59	182.84	183.07	183.28	183.45	183.61	183.75
Girder Line 4	181.31	181.67	182.02	182.34	182.63	182.90	183.13	183.35	183.53	183.69	183.83
Girder Line 5	181.33	181.69	182.05	182.38	182.68	182.95	183.19	183.41	183.60	183.77	183.92
Girder Line 6	181.06	181.43	181.80	182.12	182.44	182.71	182.96	183.19	183.38	183.55	183.71
Girder Line 7	180.78	181.16	181.54	181.87	182.19	182.47	182.72	182.96	183.15	183.33	183.50
Girder Line 8	180.51	180.90	181.27	181.61	181.94	182.22	182.48	182.73	182.93	183.12	183.29
Girder Line 9	180.23	180.62	181.01	181.36	181.69	181.98	182.24	182.49	182.70	182.90	183.07
Span No. 2											
	℄ Brg.	.1 Span	.2 Span	.3 Span	.4 Span	.5 Span	.6 Span	.7 Span	.8 Span	.9 Span	℄ Brg
Girder Line 1	183.61	183.75	183.88	183.99	184.08	184.16	184.20	184.22	184.23	184.21	184.18
Girder Line 2	183.70	183.85	183.99	184.10	184.20	184.28	184.32	184.36	184.37	184.35	184.33
Girder Line 3	183.79	183.95	184.09	184.21	184.31	184.40	184.45	184.49	184.51	184.49	184.48
Girder Line 4	183.88	184.04	184.19	184.32	184.42	184.52	184.57	184.61	184.64	184.63	184.62
Girder Line 5	183.97	184.13	184.29	184.42	184.53	184.63	184.69	184.74	184.77	184.77	184.77
Girder Line 6	183.76	183.93	184.09	184.23	184.35	184.45	184.52	184.58	184.61	184.62	184.62
Girder Line 7	183.55	183.73	183.89	184.04	184.17	184.27	184.35	184.41	184.45	184.46	184.47
Girder Line 8	183.34	183.53	183.70	183.85	183.98	184.09	184.17	184.24	184.29	184.30	184.31
Girder Line 9	183.13	183.32	183.49	183.65	183.79	183.91	183.99	184.06	184.12	184.14	184.16

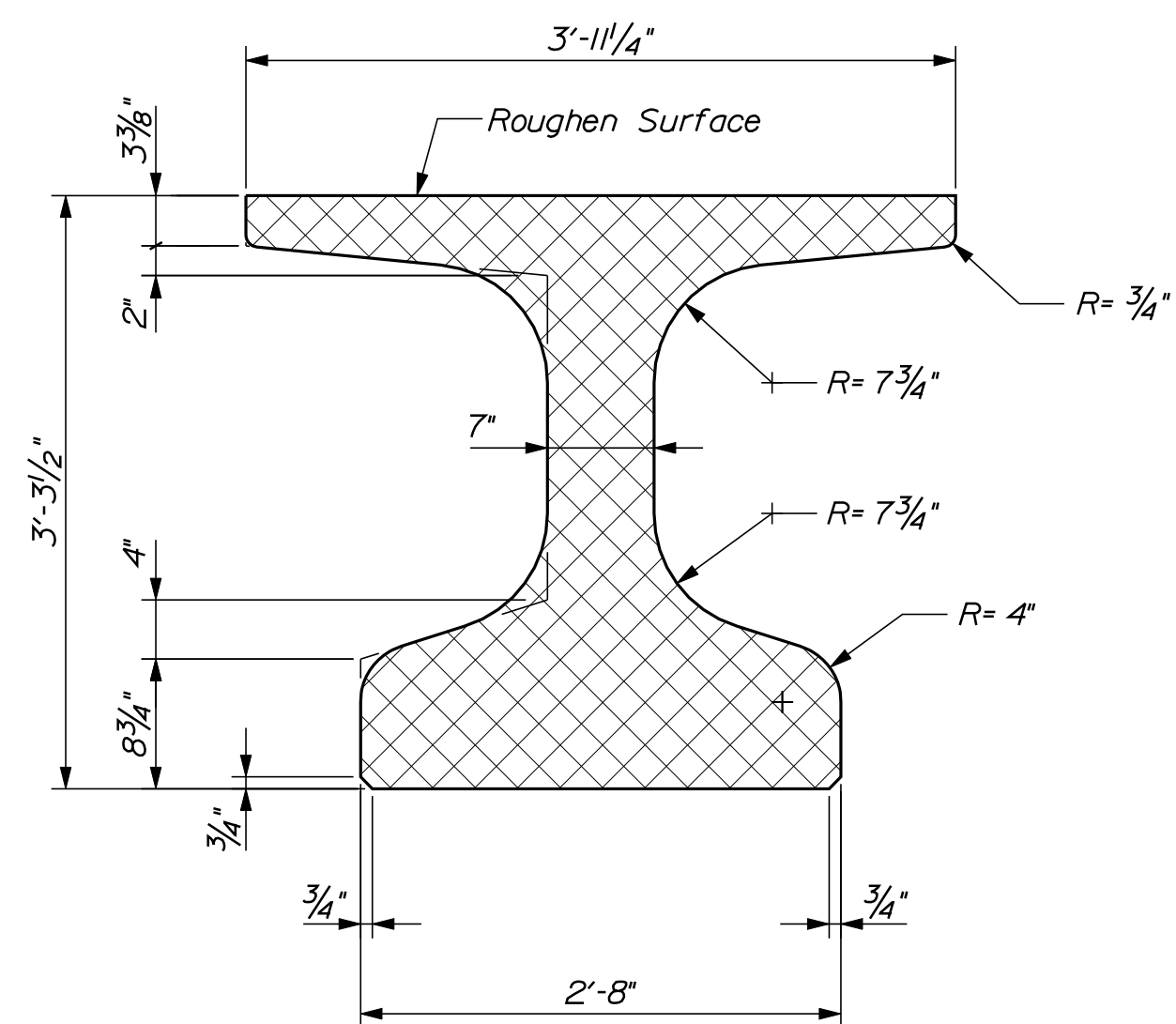
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AC-IM-1264(300)X

BRIDGE NO. 5794
PIN 12643.00
BRIDGE PLANS

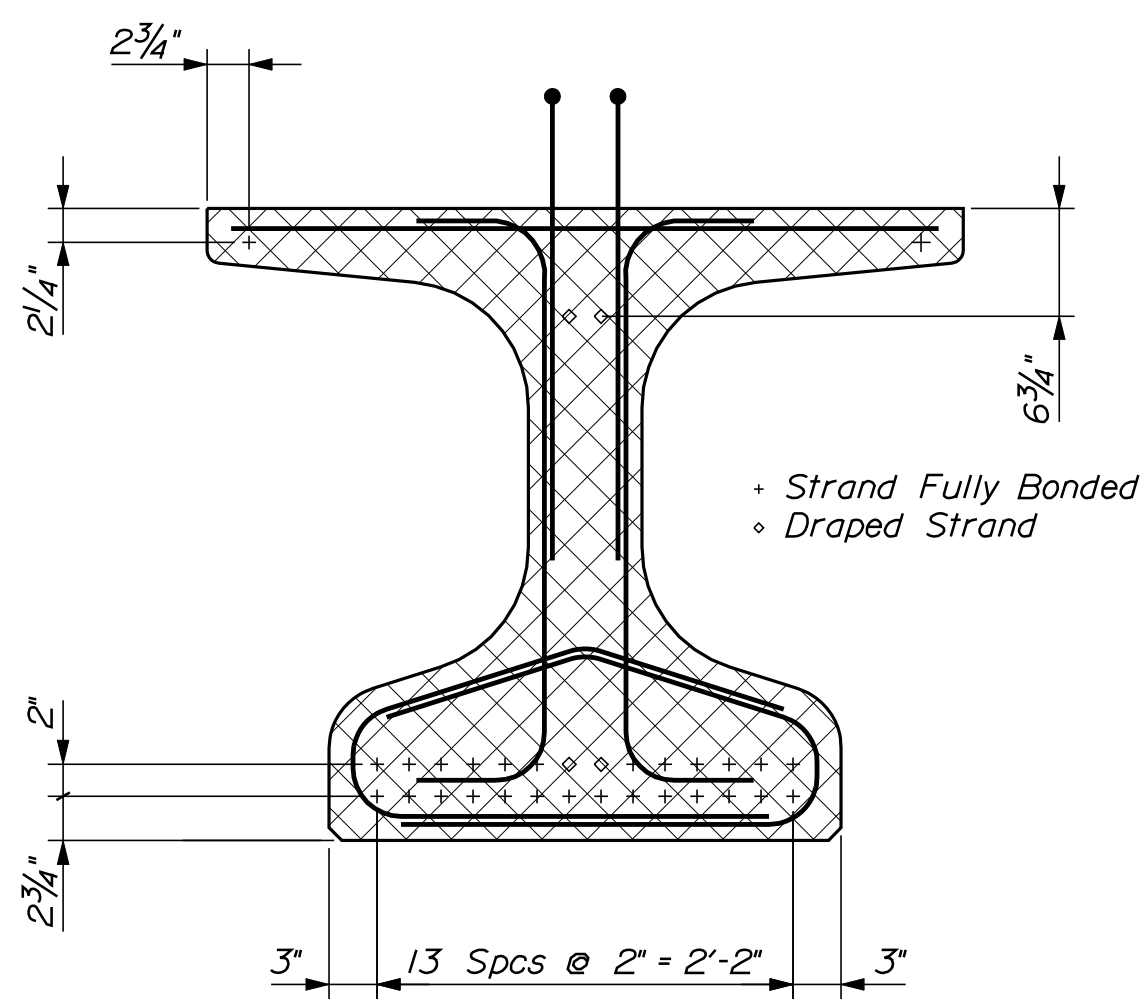
HAMMOND STREET
INTERSTATE 95
PENOBSCOT COUNTY
BANGOR

PRECAST GIRDER DETAILS

SHEET NUMBER
42
OF 59



TYPICAL GIRDER SECTION



PRESTRESSING STRAND LAYOUT

PRECAST CONCRETE SUPERSTRUCTURE NOTES

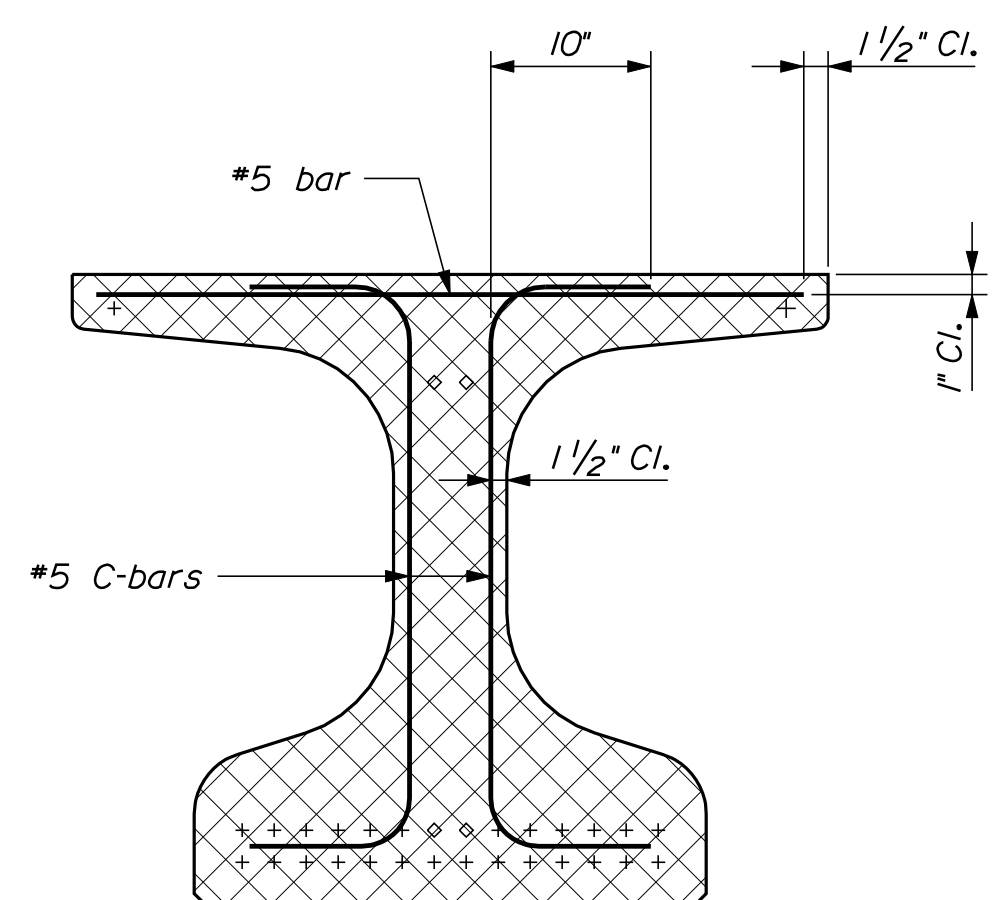
1. Prestressing strands shall be 0.6-in. diameter. The tensioning force is 44 kips per prestressing strand.

2. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.

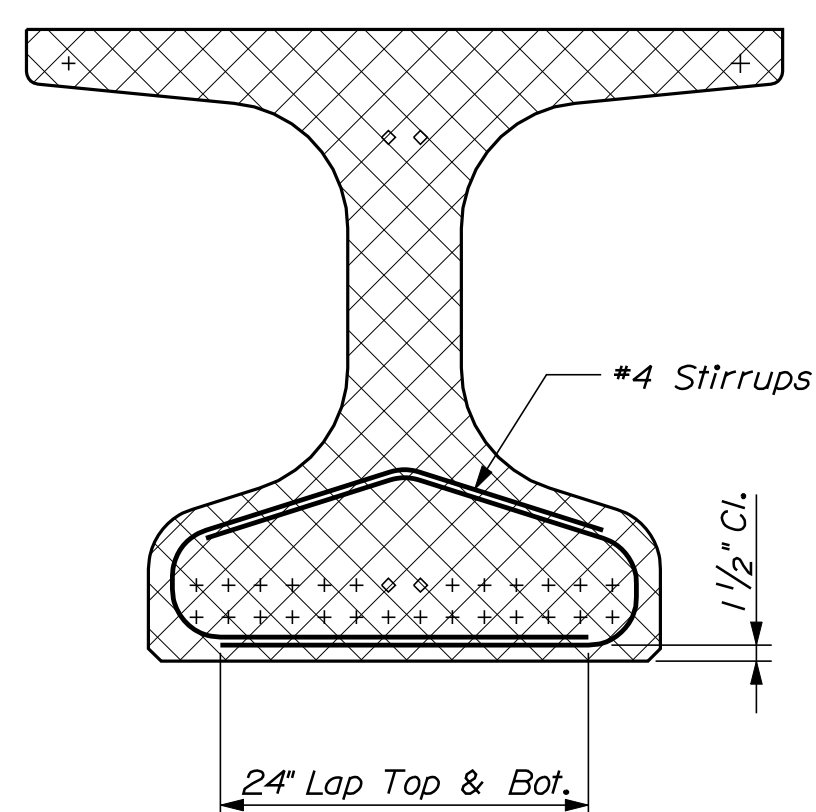
3. The top surface of the upper flange of the prestressed beams shall be raked to a surface roughness of $\pm 1/4$ inch, except at locations corresponding to the blocking points. At these locations a flattened area of sufficient size shall be finished to facilitate taking elevations for setting bottom of slab elevations.

4. The drilling of holes in the prestressed beams and the use of power actuated tools on the beams will not be permitted.

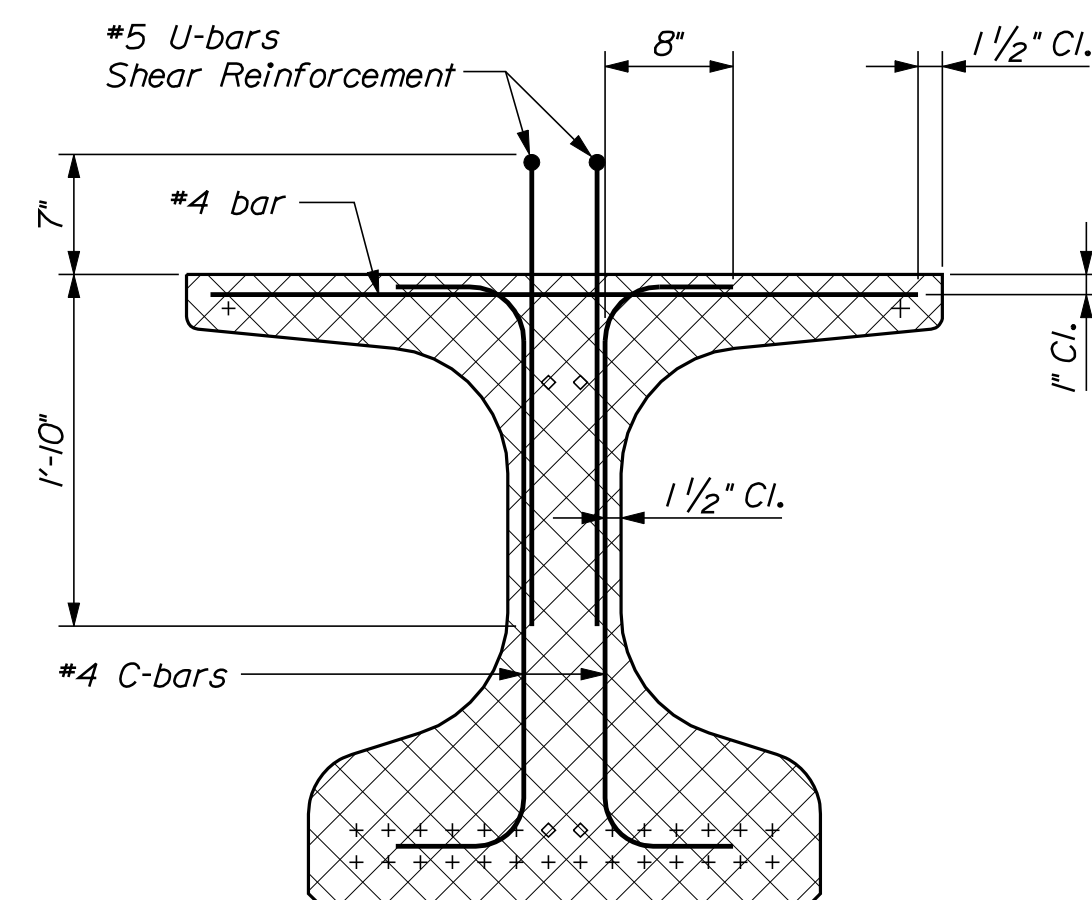
5. All girders require inserts for the intermediate diaphragms. In addition: Girder #8 requires inserts for a bridge drain support; Girder #1 requires inserts for the gas line supports; Girder #3 requires inserts for the telephone supports; and Girder #2 requires inserts for a bridge drain support, telephone and gas line supports.



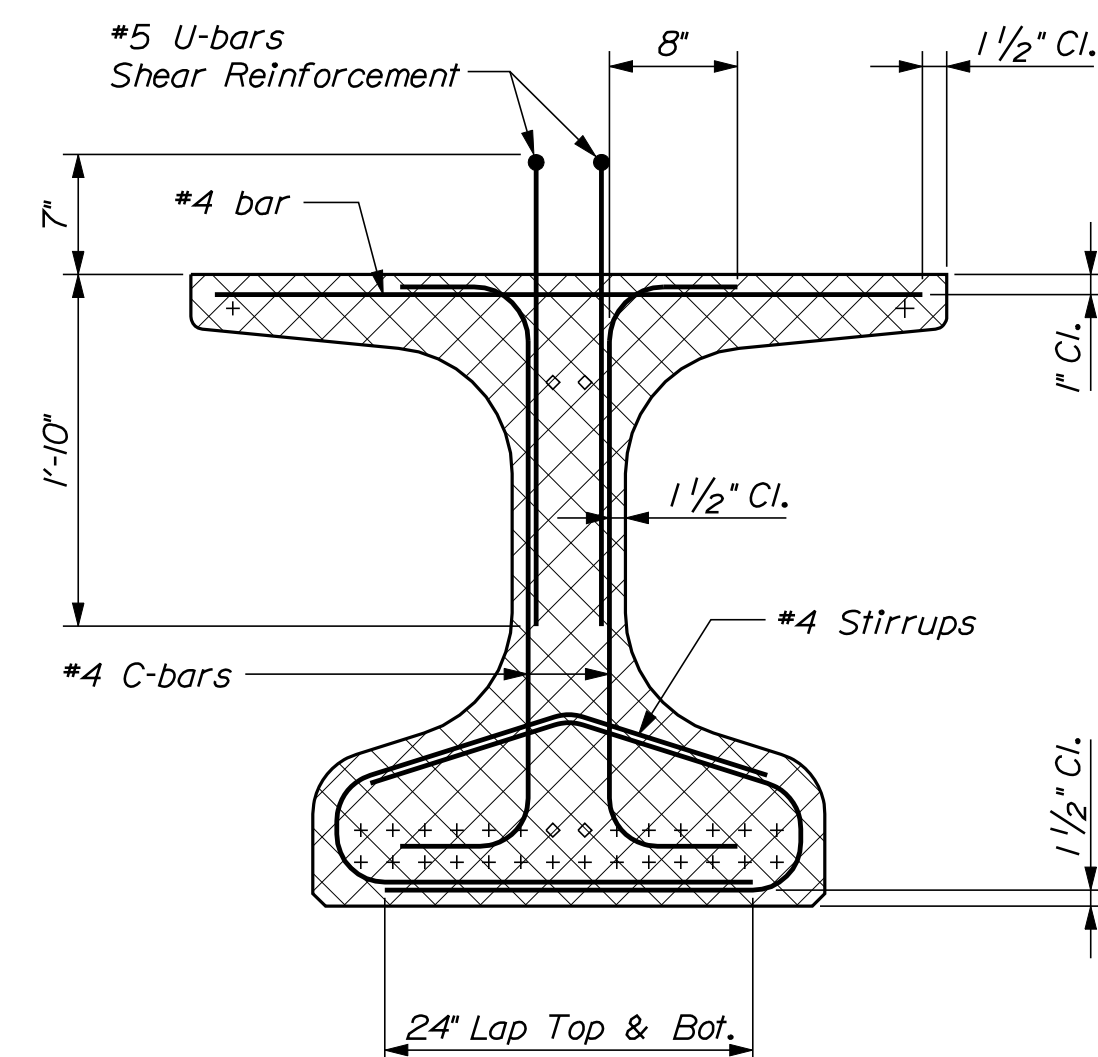
GIRDER REINFORCING SECTION
Showing Set "A" Reinforcing



GIRDER REINFORCING SECTION
Showing Set "B" Reinforcing

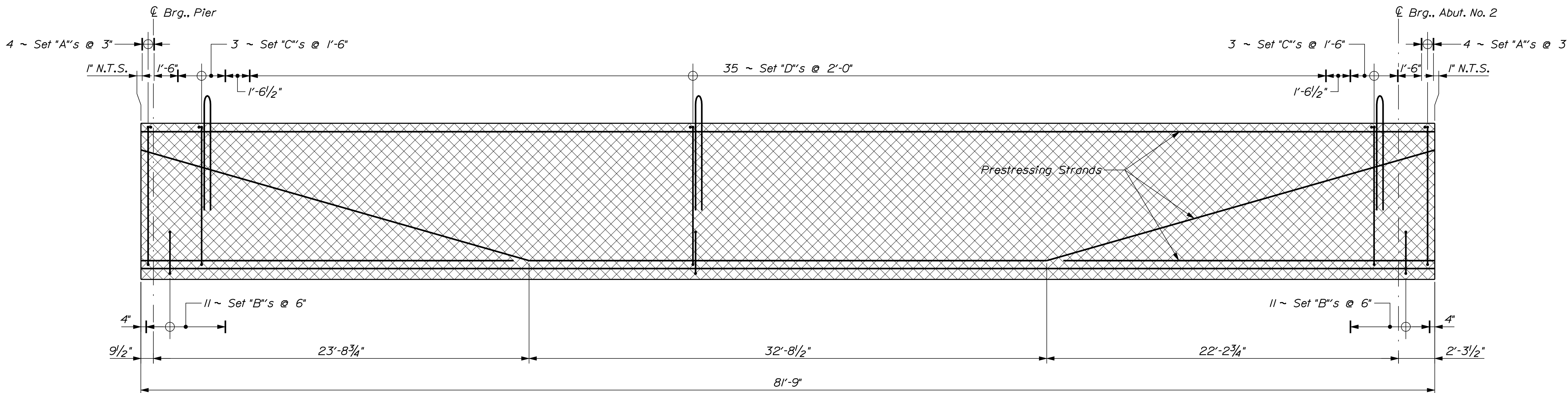
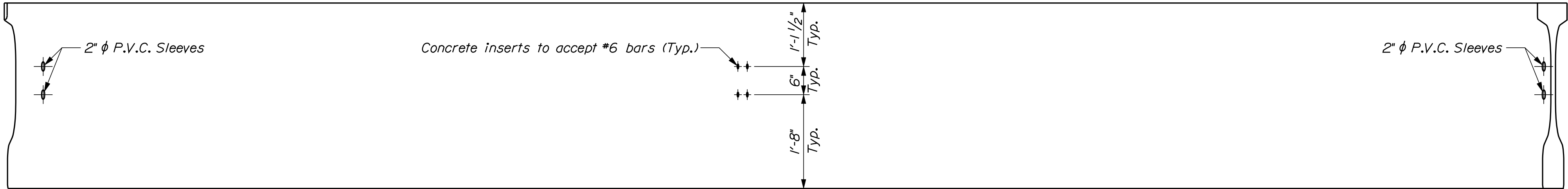
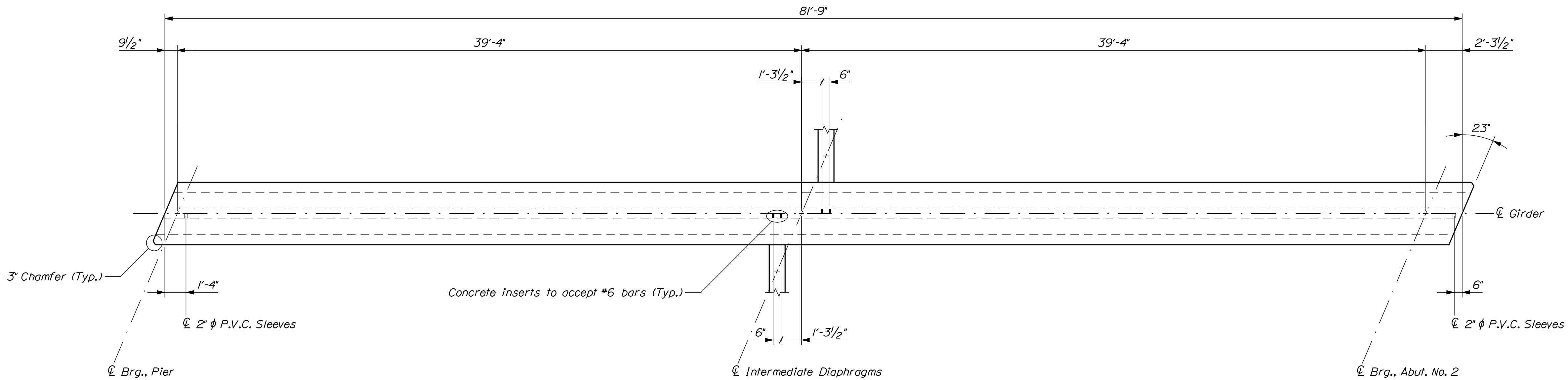


GIRDER REINFORCING SECTION
Showing Set "C" Reinforcing



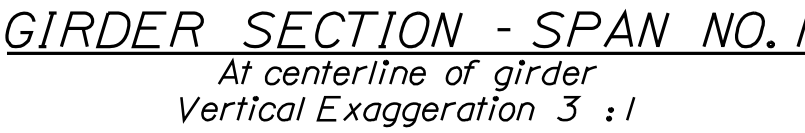
GIRDER REINFORCING SECTION
Showing Set "D" Reinforcing

<div>41</div> <div>OF 59</div>		SHEET NUMBER		<div>HAMMOND STREET</div> <div>INTERSTATE 95</div> <div>BANGOR</div> <div>PENOBSCOT COUNTY</div> <div>PRECAST GIRDER SECTIONS</div>		PROJ. MANAGER		D. Anderson		BY		DATE		STATE OF MAINE DEPARTMENT OF TRANSPORTATION AC-IM-1264(300)X BRIDGE NO. 5794 PIN 12643.00 BRIDGE PLANS	
						DESIGN-DETAILED		R. BULLER		AUG 2008					
						CHECKED-REVIEWED				SIGNATURE					
						DESIGN-DETAILED		DESIGN-3-DETAILED		P.E. NUMBER					
						DESIGN-3-DETAILED		REVISIONS 1							
								REVISIONS 2							
								REVISIONS 3							
								REVISIONS 4		DATE					
								FIELD CHANGES							



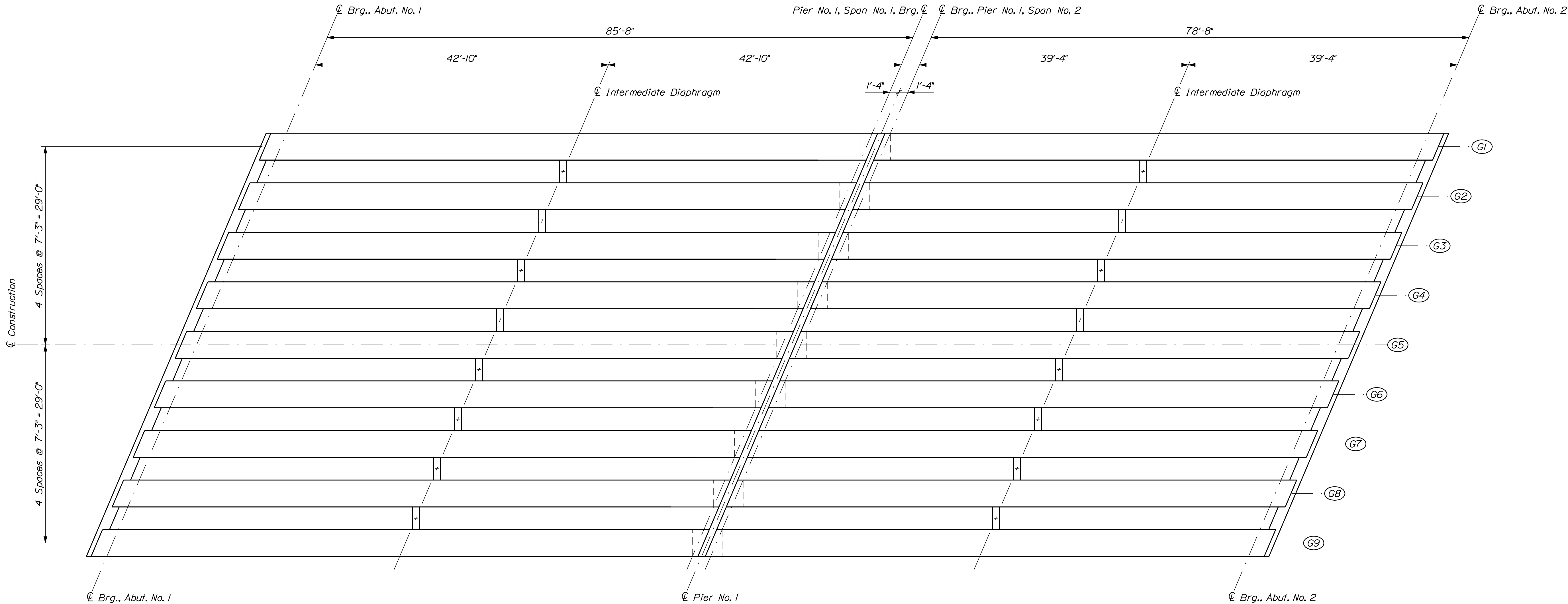
GIRDER SECTION - SPAN NO. 2
At centerline of girder
Vertical Exaggeration 3 : 1

STATE OF MAINE DEPARTMENT OF TRANSPORTATION AC-IM-1264(300)X	SHEET NUMBER	
	40	
	OF 59	
HAMMOND STREET INTERSTATE 95 PENOBSCOT COUNTY BANGOR PRECAST GIRDER - SPAN NO. 2	PROJ. MANAGER	D. Anderson
	CHECKED-REVIEWED	R. BULLER
	DESIGNED-DETAILED	
	REVISIONS 1	
DATE	BY	D. SHAW
	DATE	AUG 2008
	SIGNATURE	
	P.E. NUMBER	
BRIDGE NO. 5794 PIN 12643.00 BRIDGE PLANS	REVISIONS 2	
	REVISIONS 3	
	REVISIONS 4	
	FIELD CHANGES	



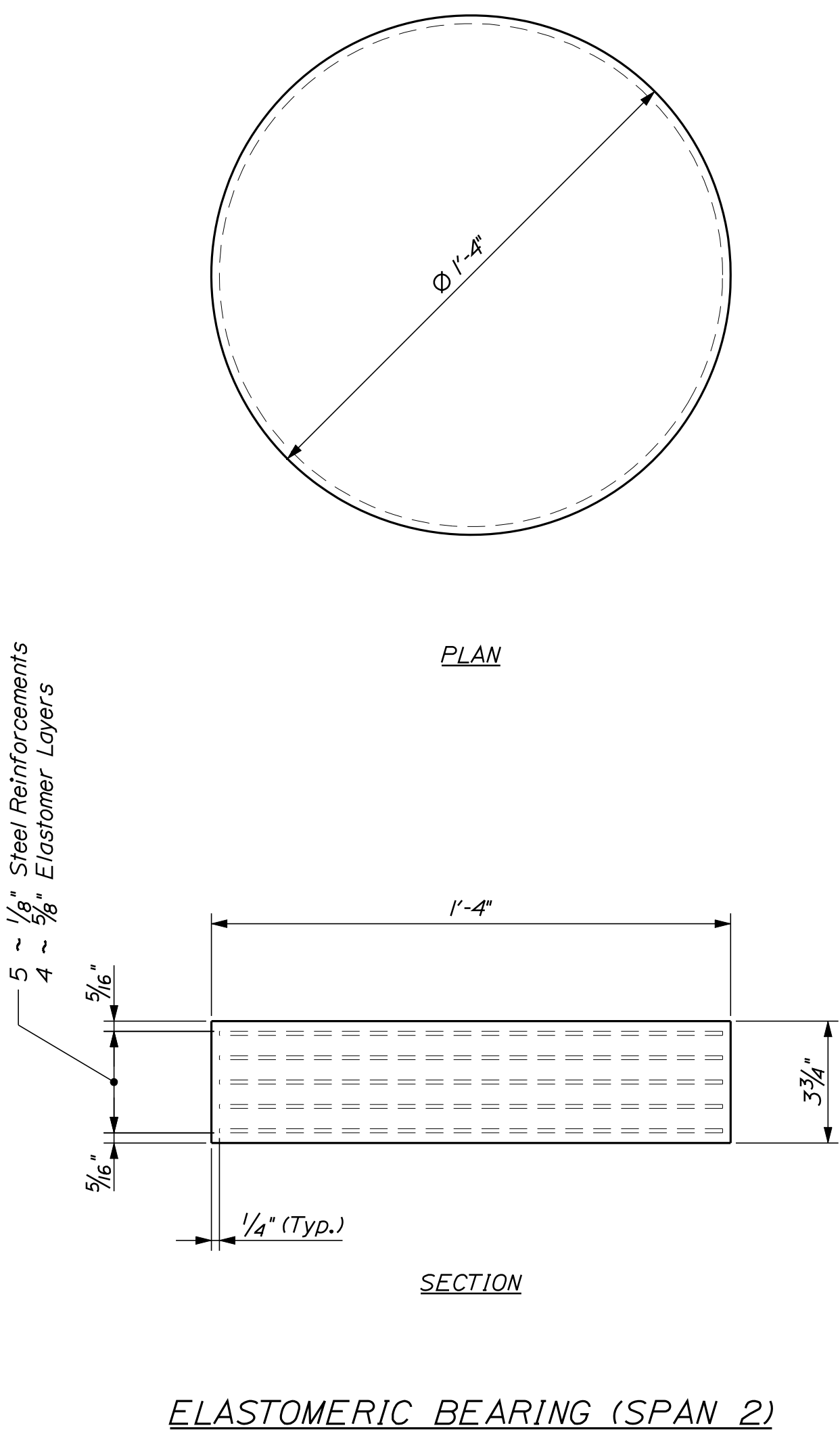
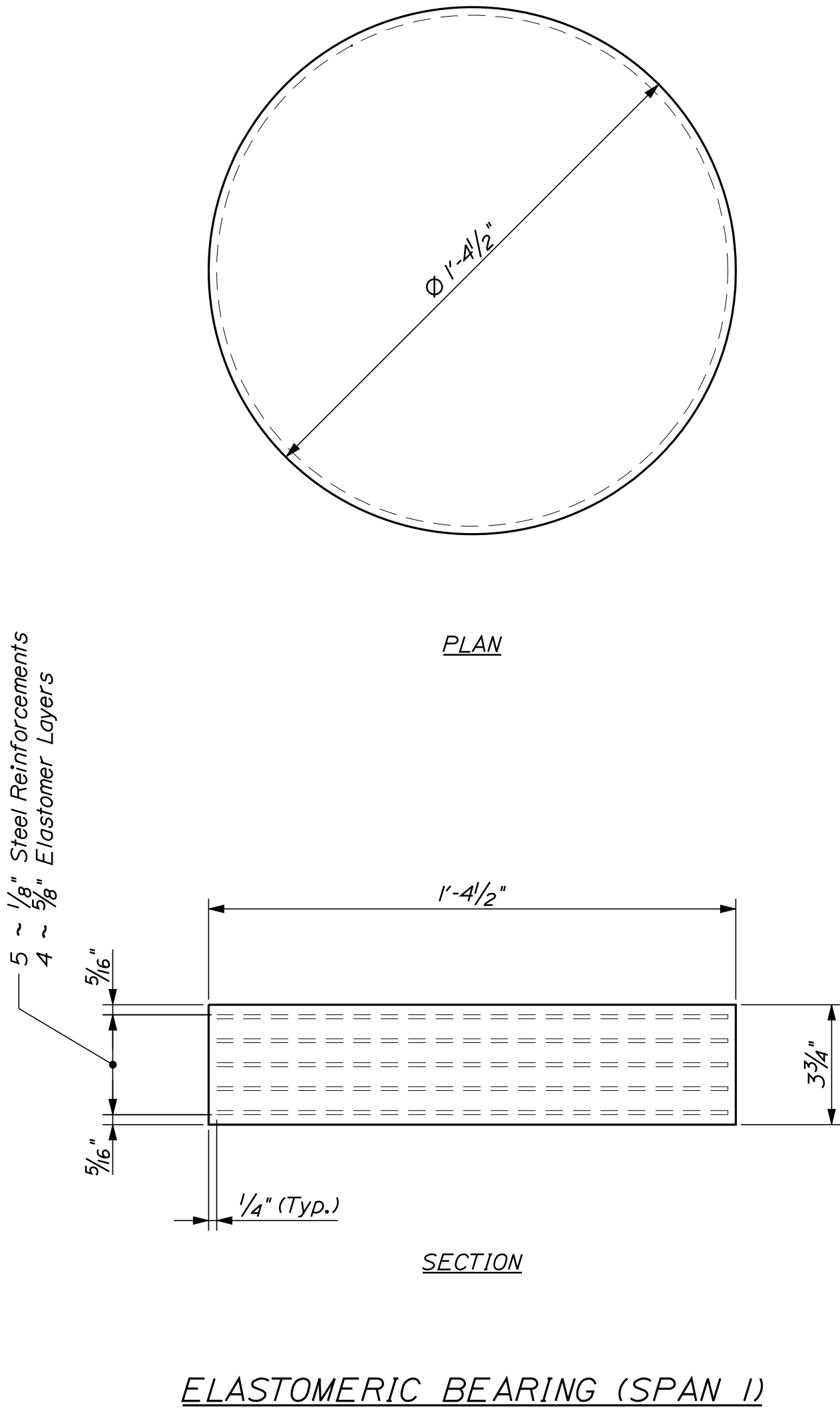
<div> <div>39</div> <div>OF 59</div> </div>	SHEET NUMBER				HAMMOND STREET INTERSTATE 95 BANGOR PENOBSCOT COUNTY		PROJ. MANAGER D. ANDERSON DESIGN-DETAILED R. BULLGER CHECKED-REVIEWED DESIGN2-DETAILED2 DESIGN3-DETAILED3 REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	BY D. SHAW DATE AUG. 2008 SIGNATURE P.E. NUMBER DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION AC-IM-1264(300)X BRIDGE NO. 5794 PIN 12643.00 BRIDGE PLANS

1. Payment for the abutment, intermediate, and pier diaphragms will be made under Item No. 502.25, Structural Concrete Superstructure Slabs.



FRAMING PLAN

<div><div>SHEET NUMBER</div><div>38</div><div>OF 59</div></div>	<div><div>HAMMOND STREET</div><div>INTERSTATE 95</div><div>BANGOR</div><div>PENOBSCOT COUNTY</div><div>FRAMING PLAN</div></div>	PROJ. MANAGER	D. Anderson	BY	DATE
		DESIGN-DETAILED	R. BULGER	D. SHAW	AUG. 2008
		CHECKED-REVIEWED			
		DESIGN2-DETAILED2			
		DESIGN3-DETAILED3			
		REVISIONS 1			
		REVISIONS 2			
		REVISIONS 3			
		REVISIONS 4			
		FIELD CHANGES			
		SIGNATURE			
		P.E. NUMBER			
		DATE			
		BRIDGE NO. 5794		PIN 12643.00	
		BRIDGE NO. 5794		BRIDGE PLANS	
		STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
		AC-IM-1264(300)X			



ELASTOMERIC BEARING NOTES

1. The shear modulus of the elastomer shall be between 80 and 175 psi.
2. Vulcanizing of the elastomer to the steel plates shall be done during the primary mold process.
3. All bearings shall be marked prior to shipping. The marks shall include the bearing location on the bridge and a direction arrow that points upstation. All marks shall be permanent and shall be visible after the bearing is installed.
4. Bearings shall be covered during transit.
5. The bearings are designed so that the superstructure may be erected when the ambient air temperature is within the range of 65 °F and 90 °F. If the ambient air temperature is outside this range, the bearings shall be reset as directed by the Resident.

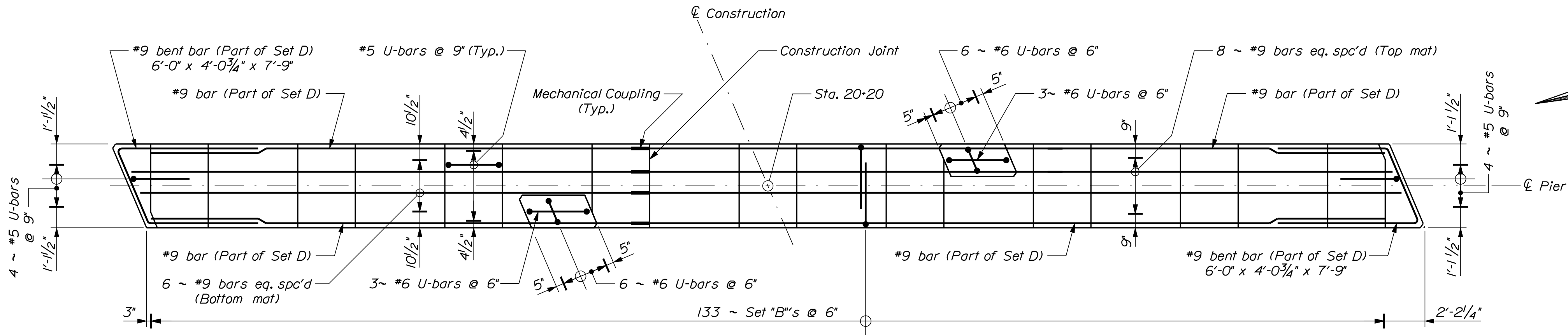
SHEET NUMBER			HAMMOND STREET INTERSTATE 95 PENOBSCOT COUNTY			PROJ. MANAGER		D. Anderson	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
37						DESIGN-DET AILED		R. BULLER	D. SHAW	AUG. 2008		
						CHECKED-REVISED				SIGNATURE		
						DESIGN2-DET AILED2						
OF 59			DESIGN3-DET AILED3				P.E. NUMBER		AC-IM-1264(300)X			
			REVISONS 1									
			REVISONS 2									
			REVISONS 3									
			REVISONS 4				DATE		BRIDGE NO. 5794 PIN 12643.00 BRIDGE PLANS			
			FIELD CHANGES									

Date:10/22/2008

Username: david.shaw

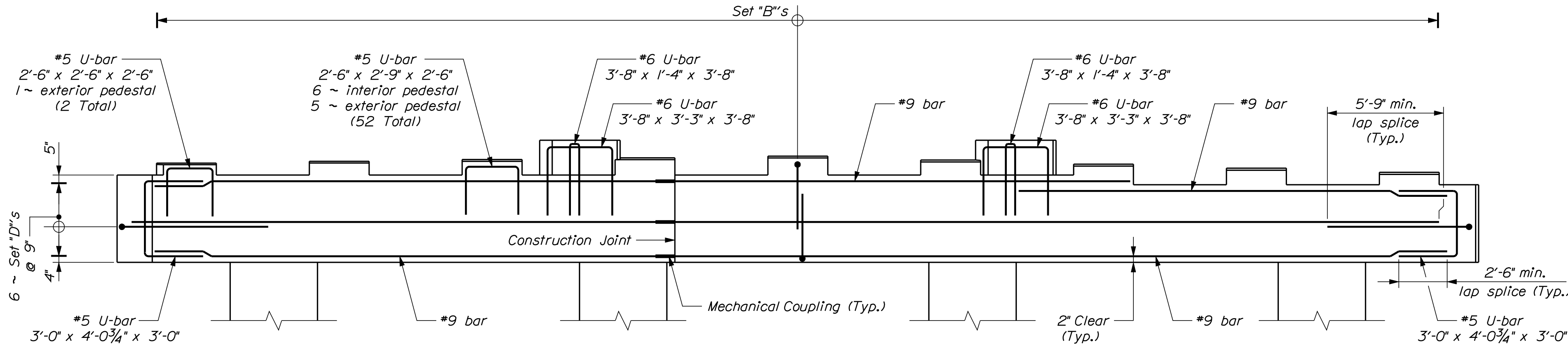
Division: BRIDGE

Filename: ... \036_Pier_Shafft_Reinforcing.dgn

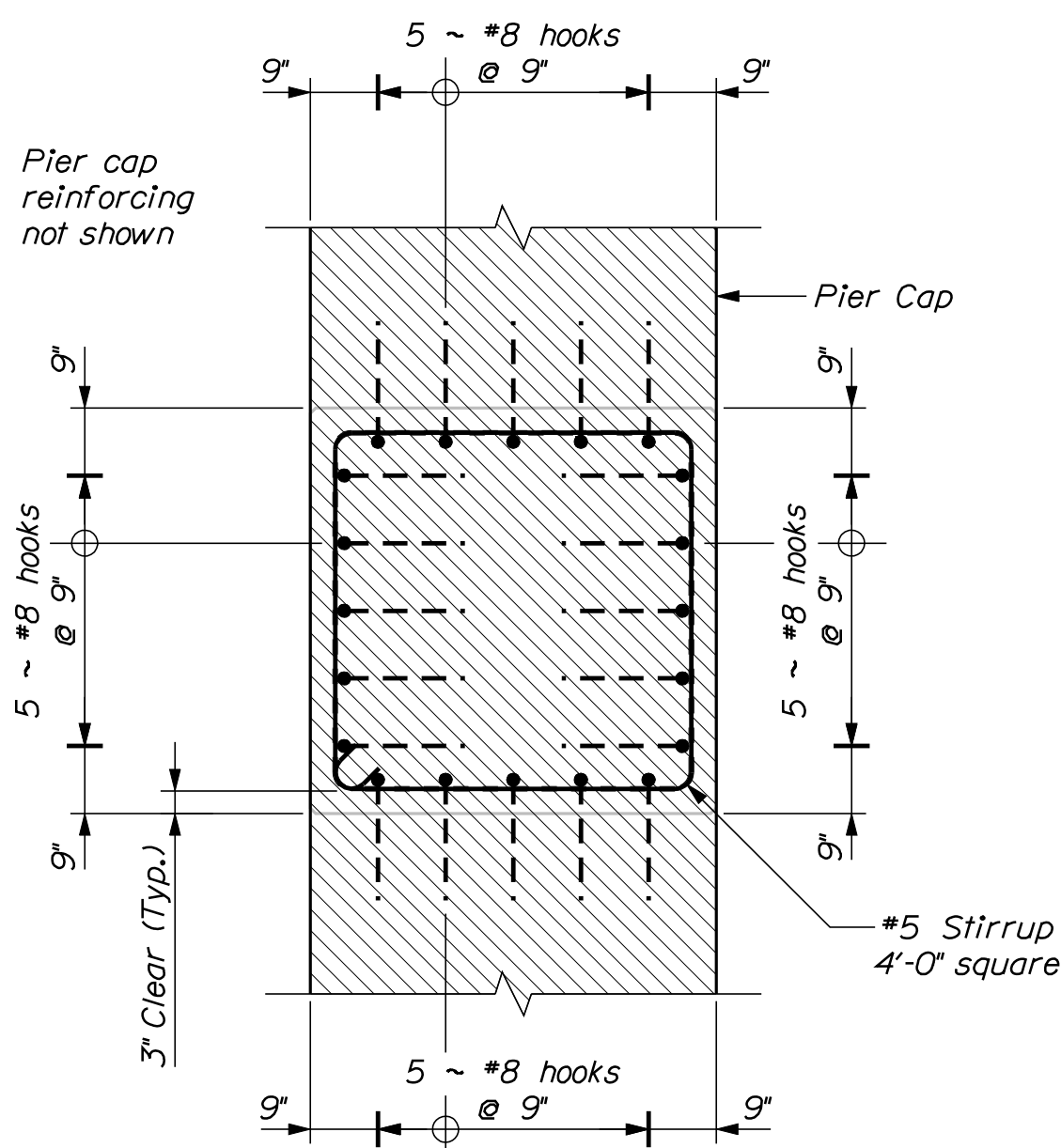


PLAN ~ PIER CAP REINFORCEMENT

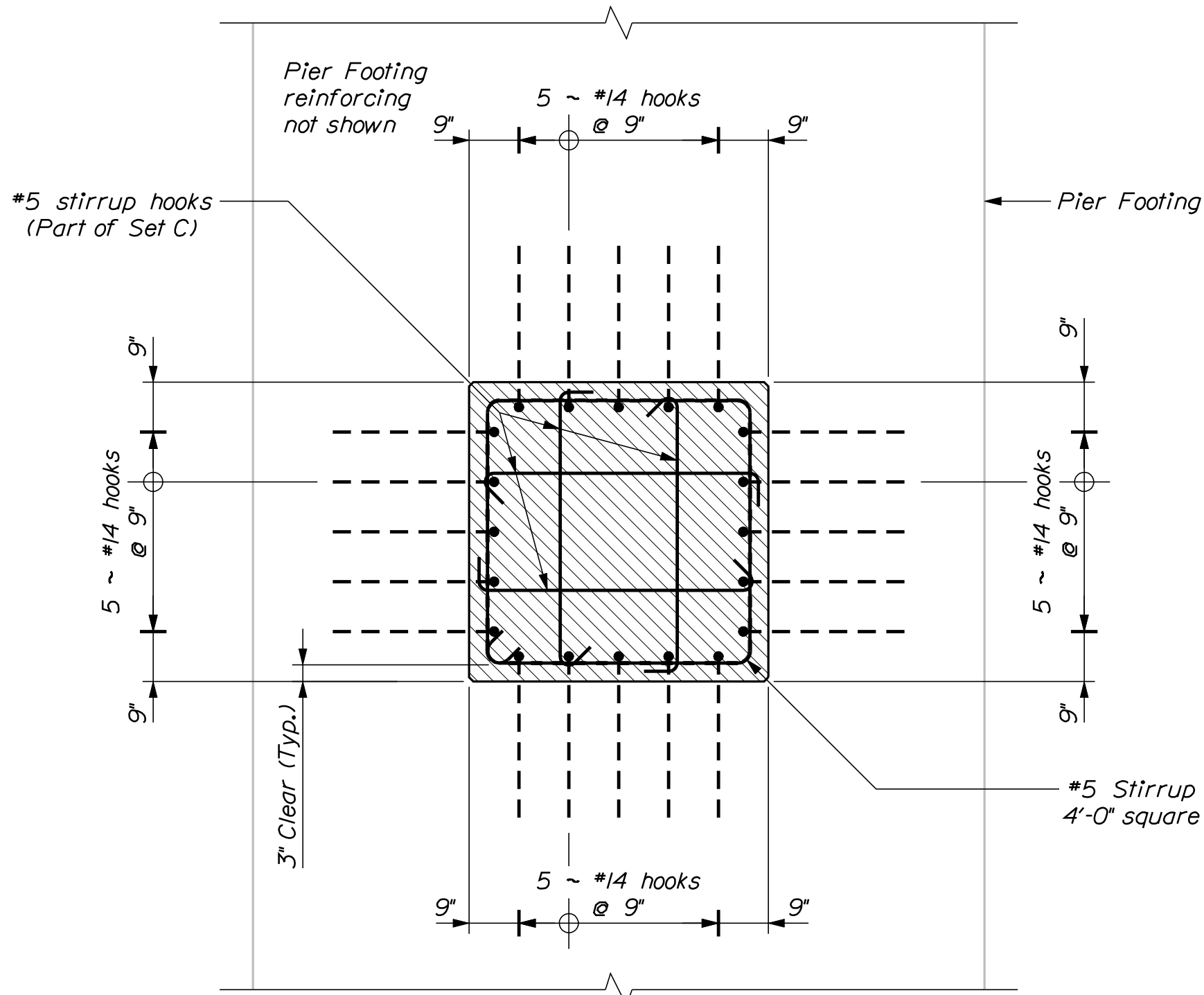
Set B: 2 ~ #6 U-bars
 Set D: 2 ~ #9 bent bars (1 ~ ea. end), 4 ~ #9 bars, 2 ~ Mechanical Couplings



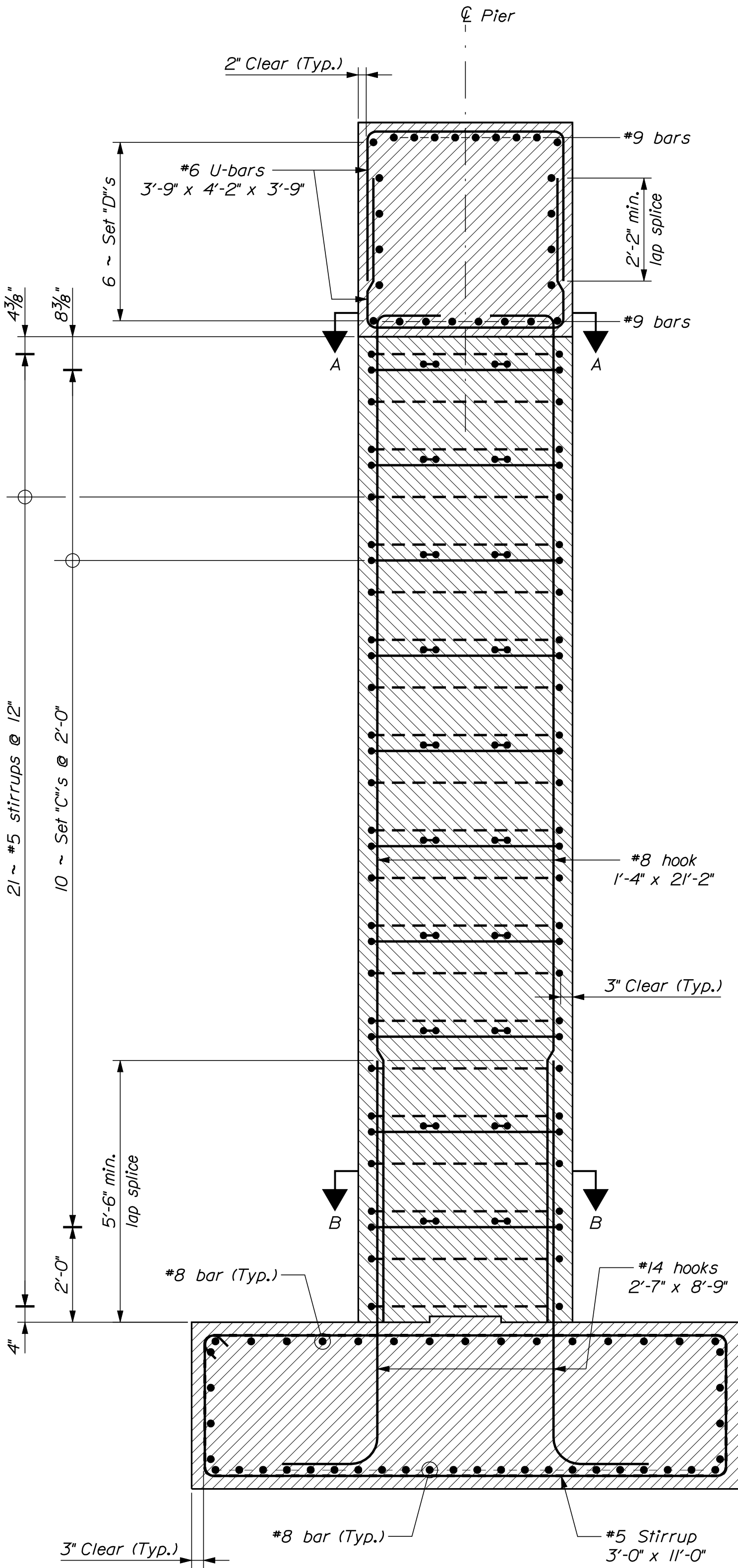
ELEVATION ~ PIER CAP REINFORCEMENT



SECTION A-A
 Showing #8 hook arrangement

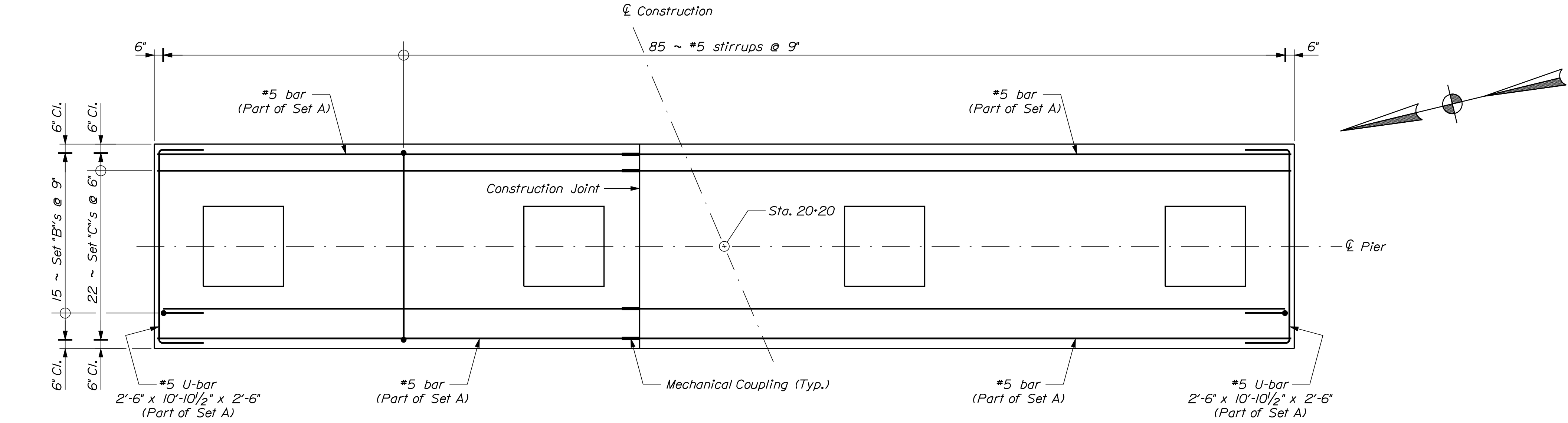


SECTION B-B



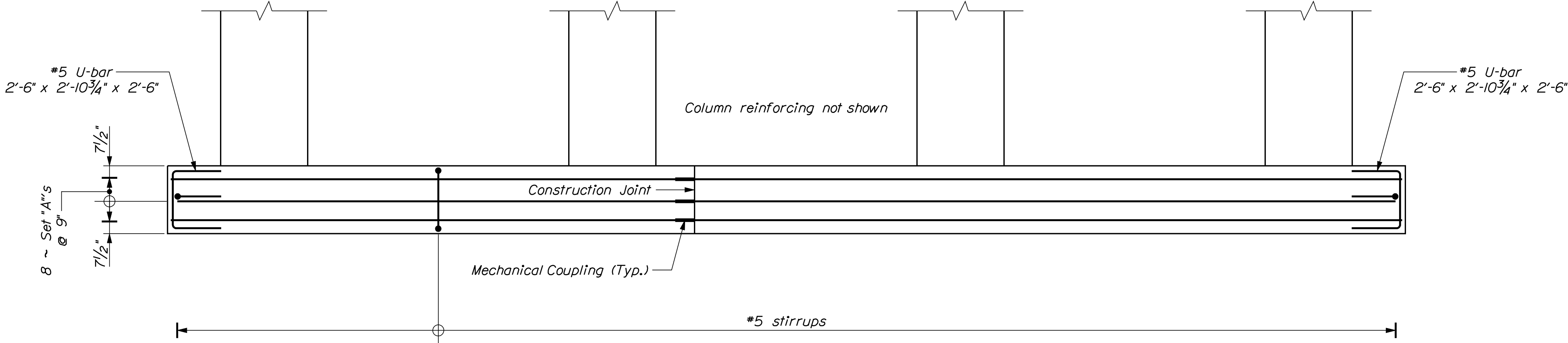
SECTION THROUGH COLUMN

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		AC-IM-1264(300)X		PIN		BRIDGE PLANS	
HAMMOND STREET		INTERSTATE 95		PENOBSCOT COUNTY		BANGOR		PIER CAP AND COLUMN REINFORCEMENT	
PROJ. MANAGER		CHECKED-REVIEWED		DESIGNS DETAILLED		REVISIONS 1		REVISIONS 3	
D. Anderson		R. BULLER							
BY		DATE		SIGNATURE		P.E. NUMBER		DATE	
D. Shaw		AUG 2008							
FIELD CHANGES		REVISIONS 4							
BRIDGE NO. 5704		12643.00							
SHEET NUMBER		36		OF 59					



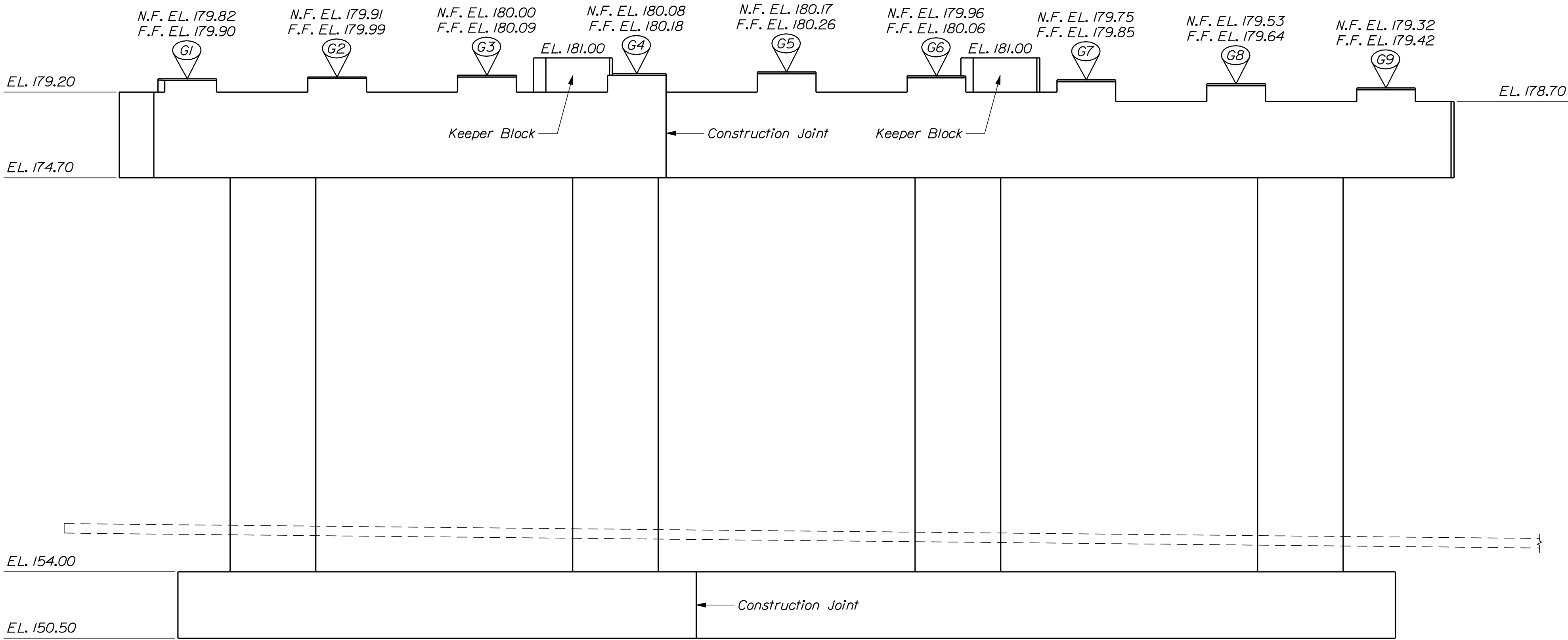
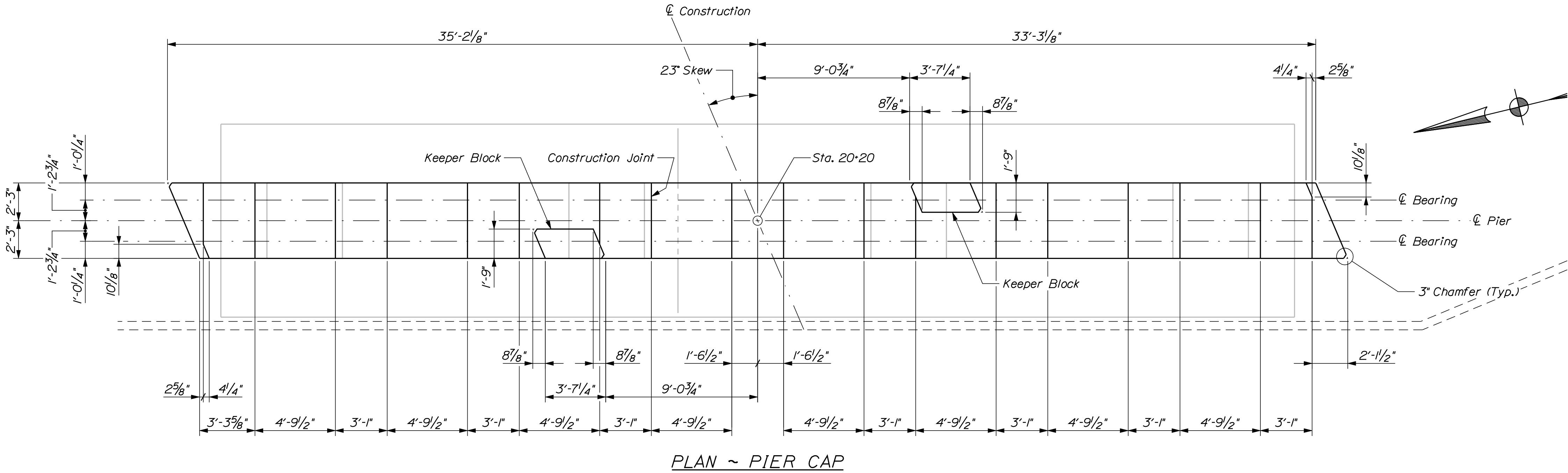
PLAN ~ PIER FOOTING REINFORCEMENT

- Set A: 2 ~ #5 U-bars (1 ~ ea. end), 4 ~ #5 bars, 2 ~ Mechanical Couplings
- Set B: 2 ~ #5 U-bars (1 ~ ea. end), 2 ~ #8 bars (Top Mat), 1 ~ Mechanical Coupling
- Set C: 2 ~ #8 bars (Bottom Mat), 1 ~ Mechanical Coupling



ELEVATION ~ PIER FOOTING REINFORCEMENT

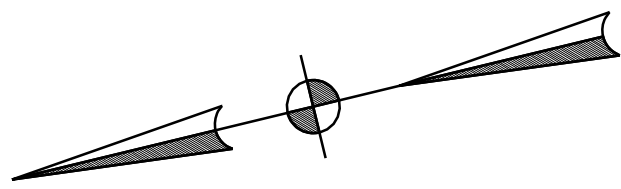
HAMMOND STREET INTERSTATE 95 BANGOR			PROJ. MANAGER D. Anderson R. BULGER			BY D. SHAW	DATE AUG. 2008
PENOBSCOT COUNTY PIER FOOTING REINFORCEMENT			DESIGN-DETAILED			SIGNATURE	
			CHECKED-REVIEWED				
			DESIGN2-DETAILED2				
			DESIGN3-DETAILED3				
			REVISIONS 1				
			REVISIONS 2			P.E. NUMBER	
			REVISIONS 3				
			REVISIONS 4				
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SHEET NUMBER						DATE	
35						BRIDGE NO. 5794	
OF 59						PIN 12643.00	
						BRIDGE PLANS	



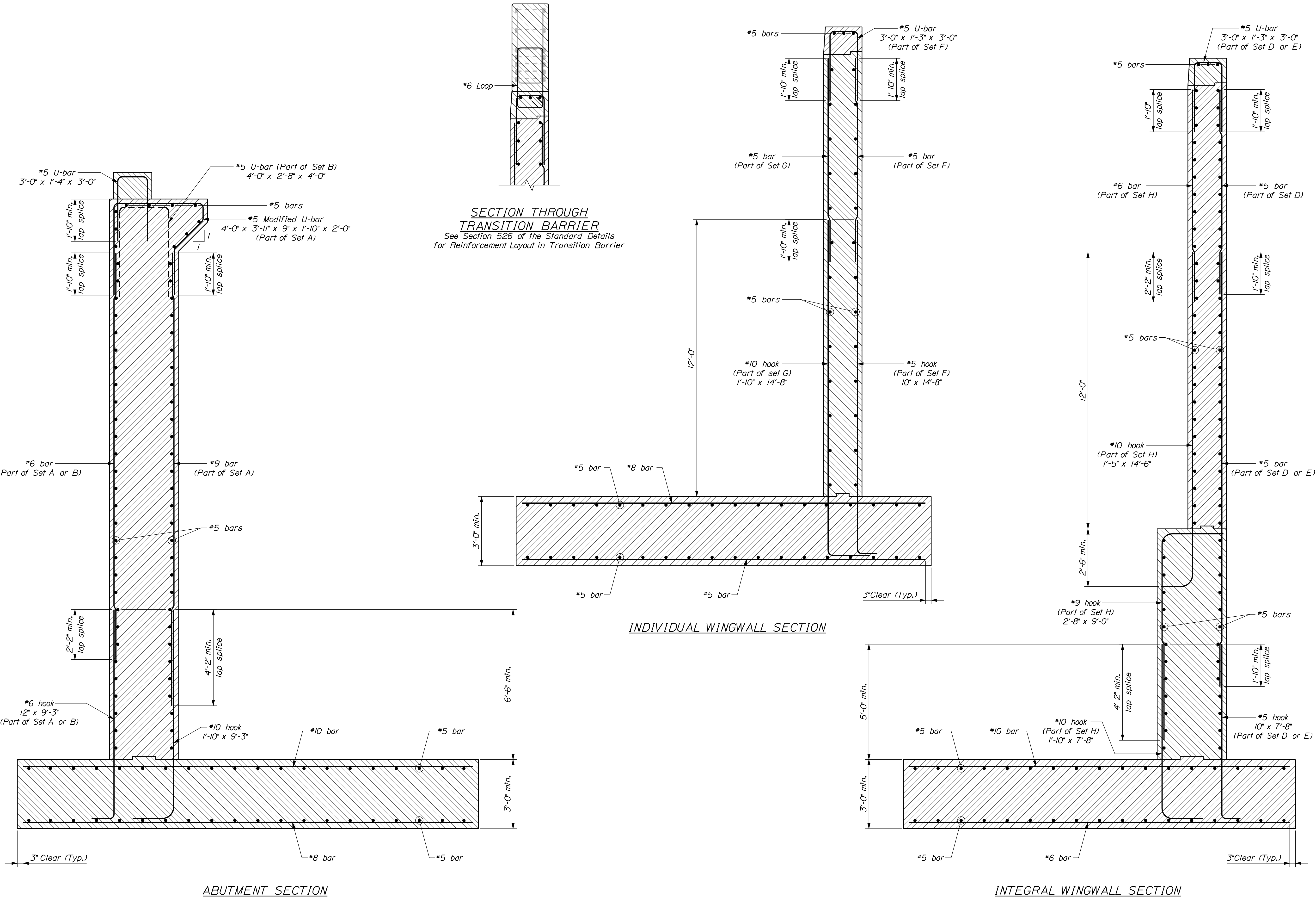
PIER NOTES

1. The maximum factored applied footing pressure is 4.0 tons per square foot.
2. Reinforcing steel shall have a minimum concrete cover of 3 inches unless otherwise noted.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION AC-IM-1264(300)X	SIGNATURE	
	P.E. NUMBER	
	DATE	
HAMMOND STREET INTERSTATE 95 PENOBSCOT COUNTY BANGOR	PROJ. MANAGER	DATE
	CHECKED-REVIEWED	BY
PIER	DESIGNS DETAILED	DESIGNED
	REVISIONS 1	REVISIONS 2
SHEET NUMBER	REVISIONS 3	REVISIONS 4
	FIELD CHANGES	DATE
34		OF 59
BRIDGE NO. 5794		PIN 12643.00
BRIDGE PLANS		



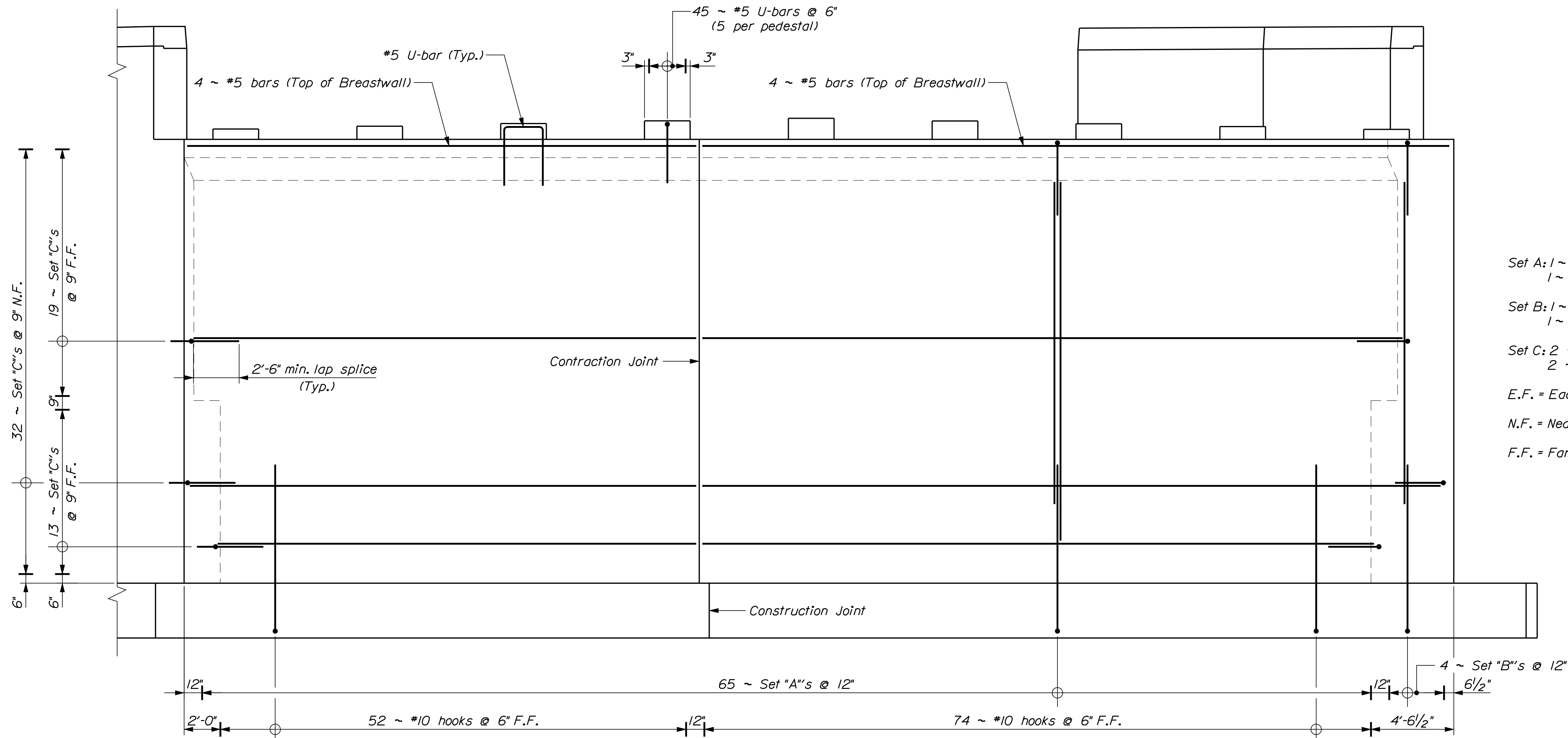
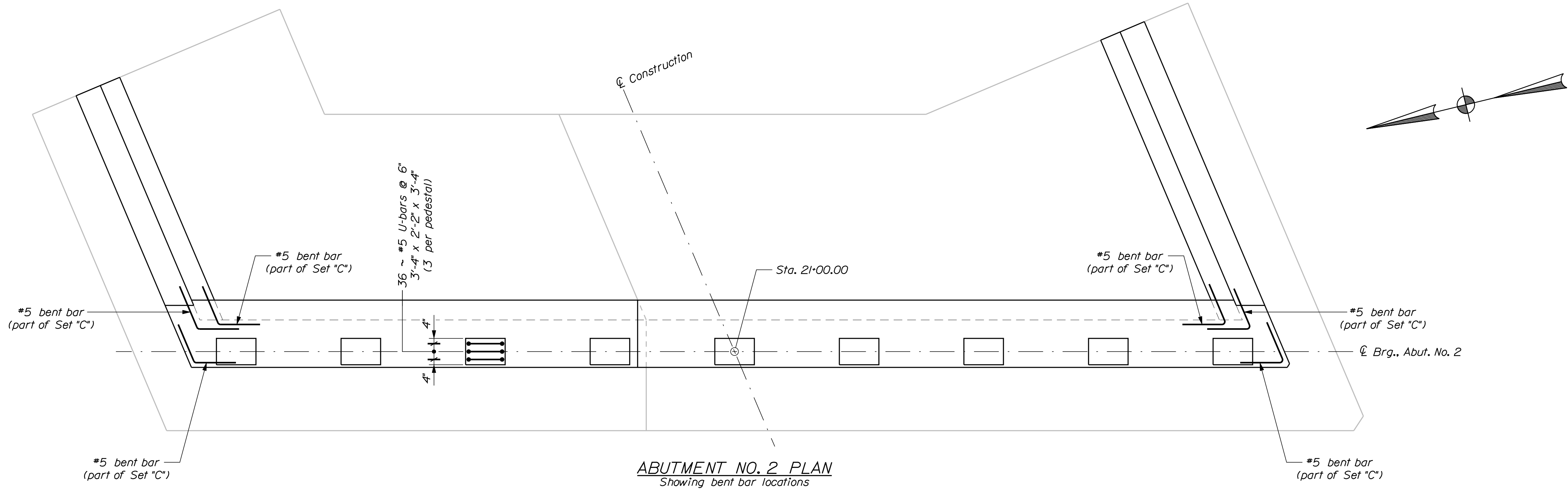
<div>33</div> <div>OF 59</div> <div>SHEET NUMBER</div>		<div>HAMMOND STREET</div> <div>INTERSTATE 95</div> <div>PENOBSCOT COUNTY</div> <div>BANGOR</div> <div>PIER FOOTING</div>		PROJ. MANAGER		D. ANDERSON	BY	DATE	
				DESIGN-DETAILED		R. BULLGER	D. SHAW	AUG. 2008	
				CHECKED-REVISED		SIGNATURE			
				DESIGN2-DETAILED2					
				DESIGN3-DETAILED3		P.E. NUMBER			
		REVISIONS 1		DATE					
		REVISIONS 2							
		REVISIONS 3							
		REVISIONS 4							
FIELD CHANGES									





ABUTMENT NO. 2 - SOUTH WINGWALL REINFORCEMENT

[illegible]



Set A: 1 ~ #9 bar (F.F.), 1 ~ #5 Mod. U-bar (Top),
1 ~ #6 bar (N.F.), 1 ~ #6 hook (N.F.)

Set B: 1 ~ #6 hook (N.F.), 1 ~ #6 bar (N.F.),
1 ~ #5 U-bar (Top)

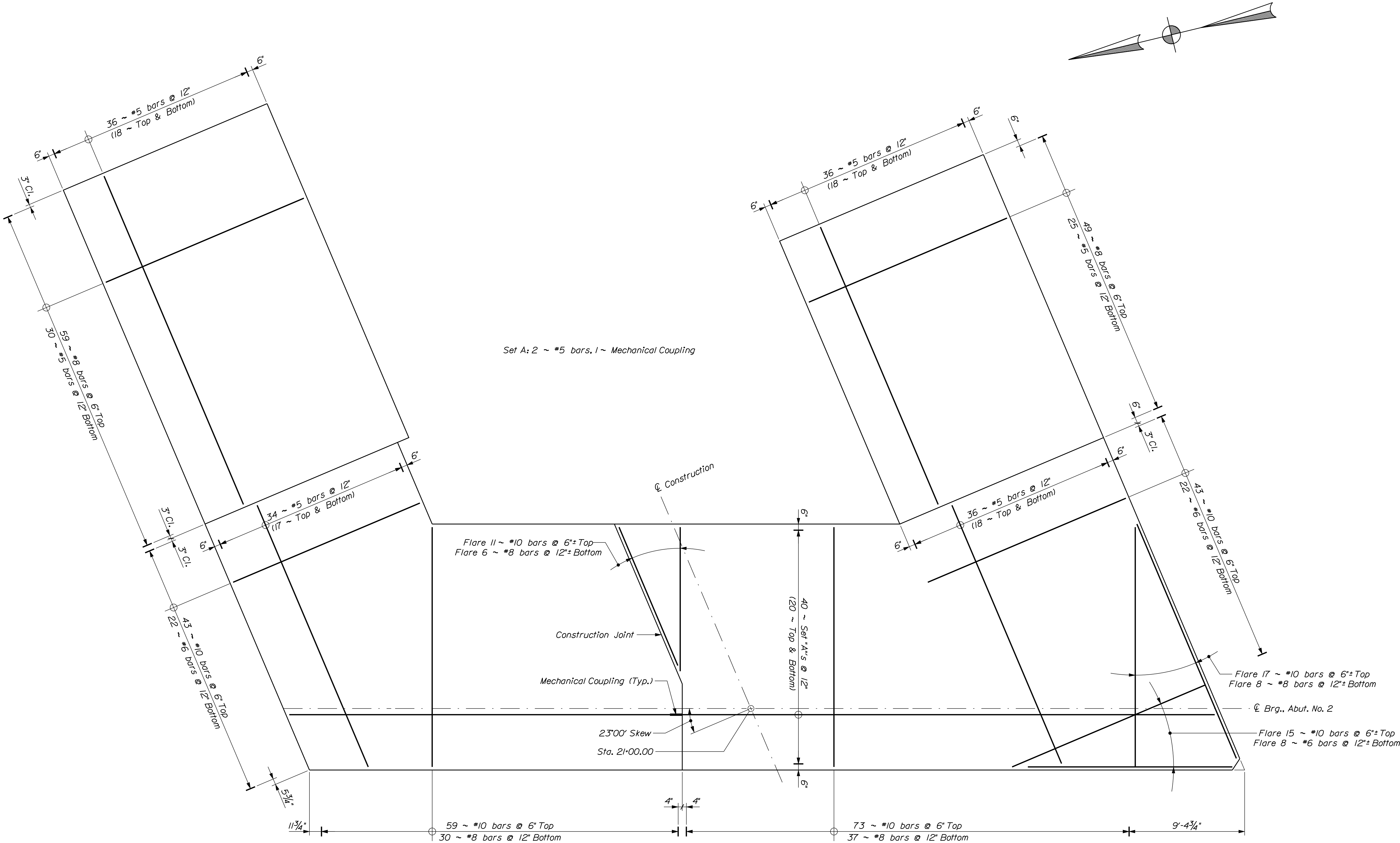
Set C: 2 ~ #5 bars,
2 ~ #5 bent bars (1 ~ ea. end)

E.F. = Each Face
N.F. = Near Face
F.F. = Far Face

ABUTMENT NO. 2 ELEVATION

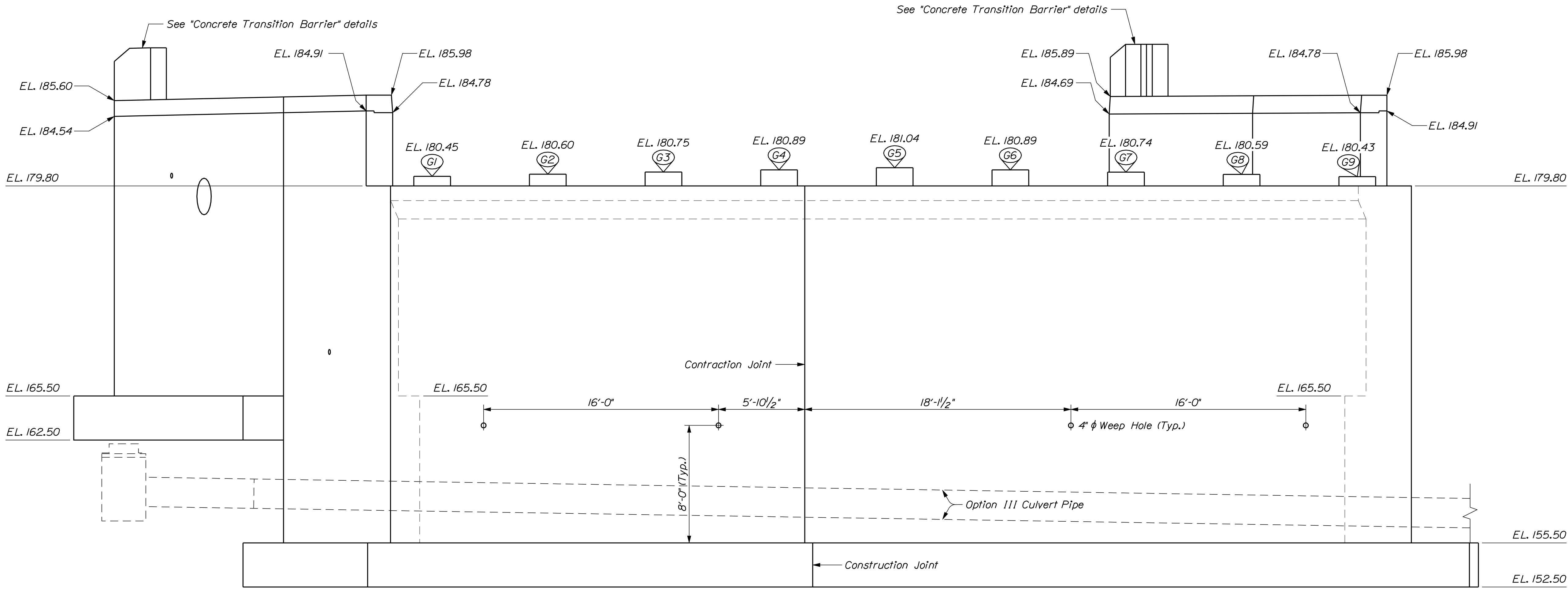
STATE OF MAINE			
DEPARTMENT OF TRANSPORTATION			
AC-IM-1264(300)X			
BRIDGE NO. 5794		PIN 12643.00	
BRIDGE PLANS			

HAMMOND STREET		PROJ. MANAGER		D. ANDERSON		BY		DATE	
INTERSTATE 95		CHECKED-DETAILED		R. BULGER		D. SHAW		AUG. 2008	
BANGOR		DESIGN2-DETAILED		DESIGN2-DETAILED2				SIGNATURE	
PENOBSCOT COUNTY		DESIGN3-DETAILED		DESIGN3-DETAILED3				P.E. NUMBER	
ABUTMENT NO. 2 REINFORCEMENT		REVISONS 1						DATE	
		REVISONS 2							
		REVISONS 3							
		REVISONS 4							
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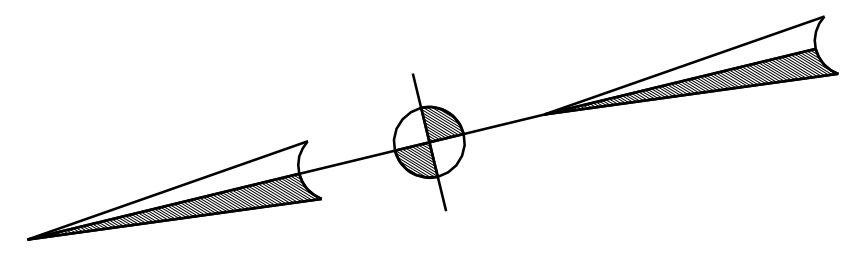
ABUTMENT NO. 2 FOOTING REINFORCEMENT PLAN

HAMMOND STREET INTERSTATE 95 BANGOR	STATE OF MAINE			
	DEPARTMENT OF TRANSPORTATION			
	AC-IM-1264(300)X			
ABUT. NO. 2 FOOTING REINFORCEMENT	<div> <div>SIGNATURE</div> <div>P.E. NUMBER</div> <div>DATE</div> </div>			
	<div> <div>BRIDGE NO. 5794</div> <div>PIN 12643.00</div> </div>			
	BRIDGE PLANS			
SHEET NUMBER		<div>29</div> <div>OF 59</div>		

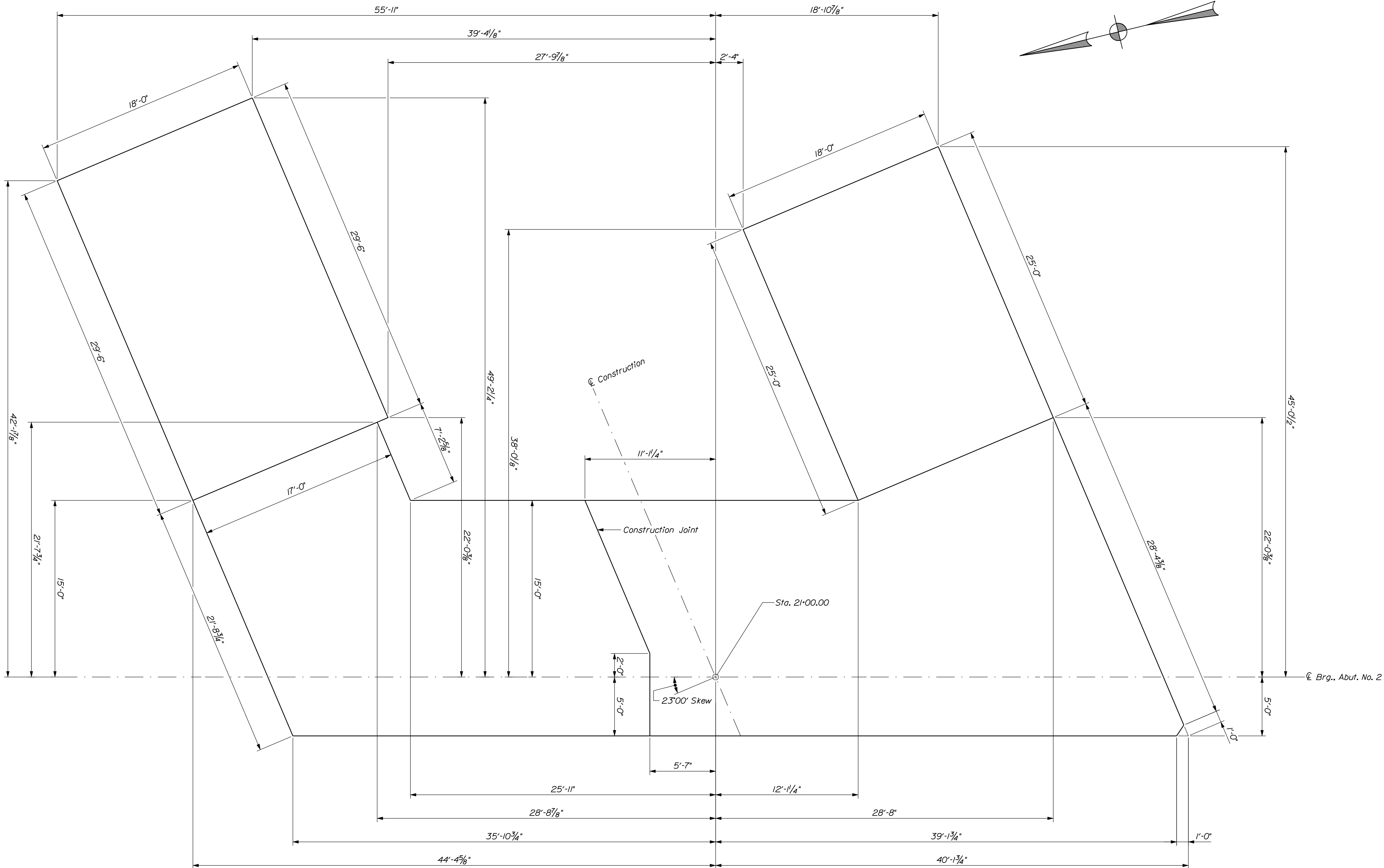


ABUTMENT NO. 2 ELEVATION

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	SIGNATURE			
	P.E. NUMBER			
	DATE			
HAMMOND STREET INTERSTATE 95 BANGOR		PROJ. MANAGER D. ANDERSON	BY D. SHAW	DATE AUG. 2008
PENOBSCOT COUNTY		CHECKED-REVIEWED R. BILGER	DESIGN-DETAILED	DESIGN-REVIEWED
ABUTMENT NO. 2 ELEVATION		REVISIONS 1	REVISIONS 2	REVISIONS 3
		REVISIONS 4	FIELD CHANGES	
SHEET NUMBER		BRIDGE NO. 5794		
28		PIN 12643.00		
OF 59		BRIDGE PLANS		

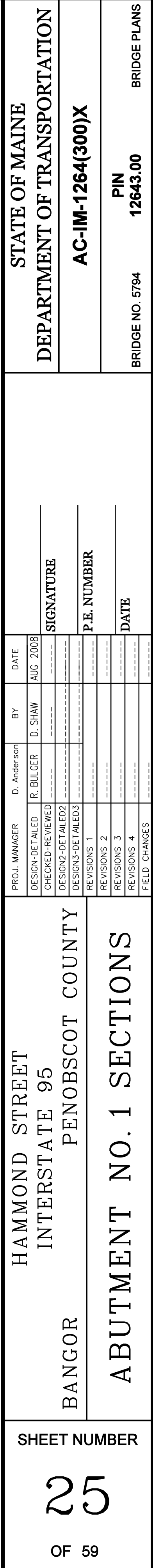


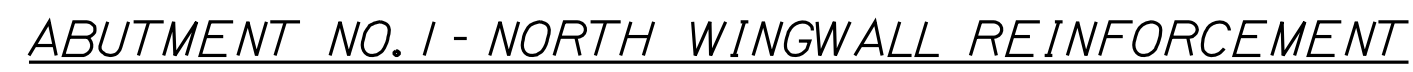
<div>27</div> <div>OF 59</div>		SHEET NUMBER		HAMMOND STREET INTERSTATE 95 BANGOR PENOBSCOT COUNTY ABUTMENT NO. 2 PLAN		PROJ. MANAGER	D. Anderson	BY	DATE
						DESIGN-DETAILED	R. BULLGER	D. SHAW	AUG. 2008
						CHECKED-REVIEWED			
						DESIGN2-DETAILED2			
						DESIGN3-DETAILED3			
						SIGNATURE			
						P.E. NUMBER			
						REVISIONS 1			
						REVISIONS 2			
						REVISIONS 3			
						REVISIONS 4			
						FIELD CHANGES		DATE	
		</							



ABUTMENT NO. 2 FOOTING PLAN

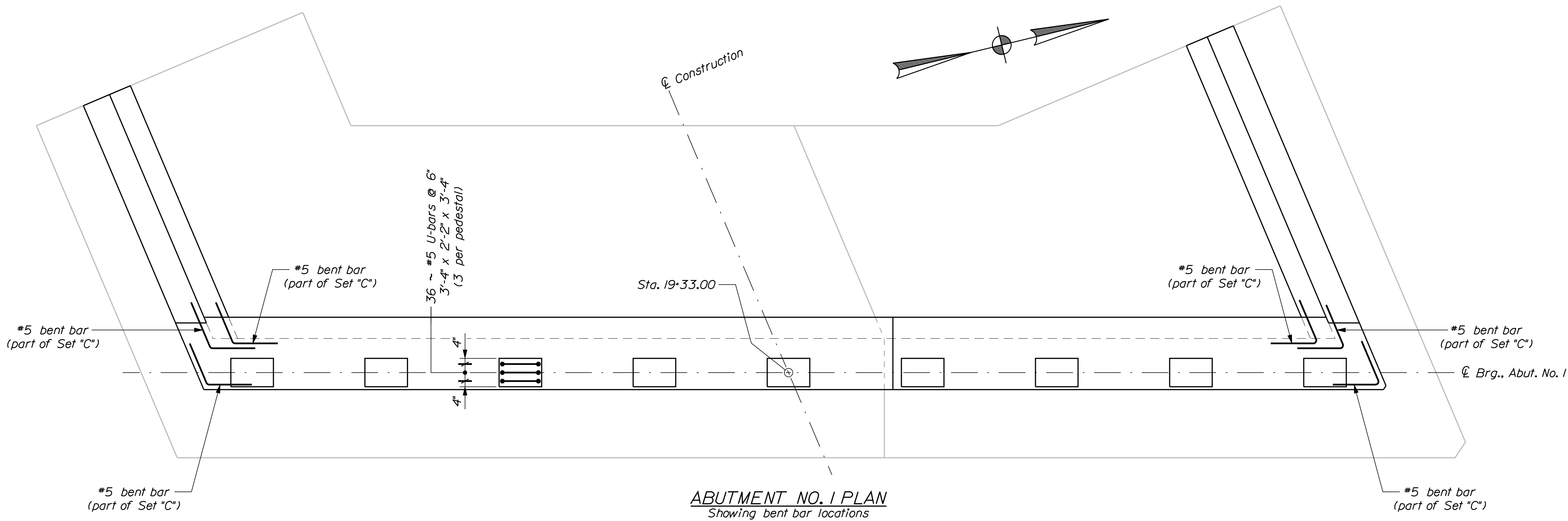
SHEET NUMBER		HAMMOND STREET INTERSTATE 95 BANGOR		PROJ. MANAGER DESIGN-DETAILED CHECKED-REVIEWED DESIGN2-DETAILED2 DESIGN3-DETAILED3		D. ANDERSON R. BULLGER		BY D. SHAW		DATE AUG. 2008		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
26		PENOBSCOT COUNTY		REVISIONS 1						SIGNATURE		AC-IM-1264(300)X	
OF 59		ABUTMENT NO. 2 FOOTING		REVISIONS 2									
				REVISIONS 3									
				REVISIONS 4									
				FIELD CHANGES						DATE		BRIDGE NO. 5794 PIN 12643.00 BRIDGE PLANS	



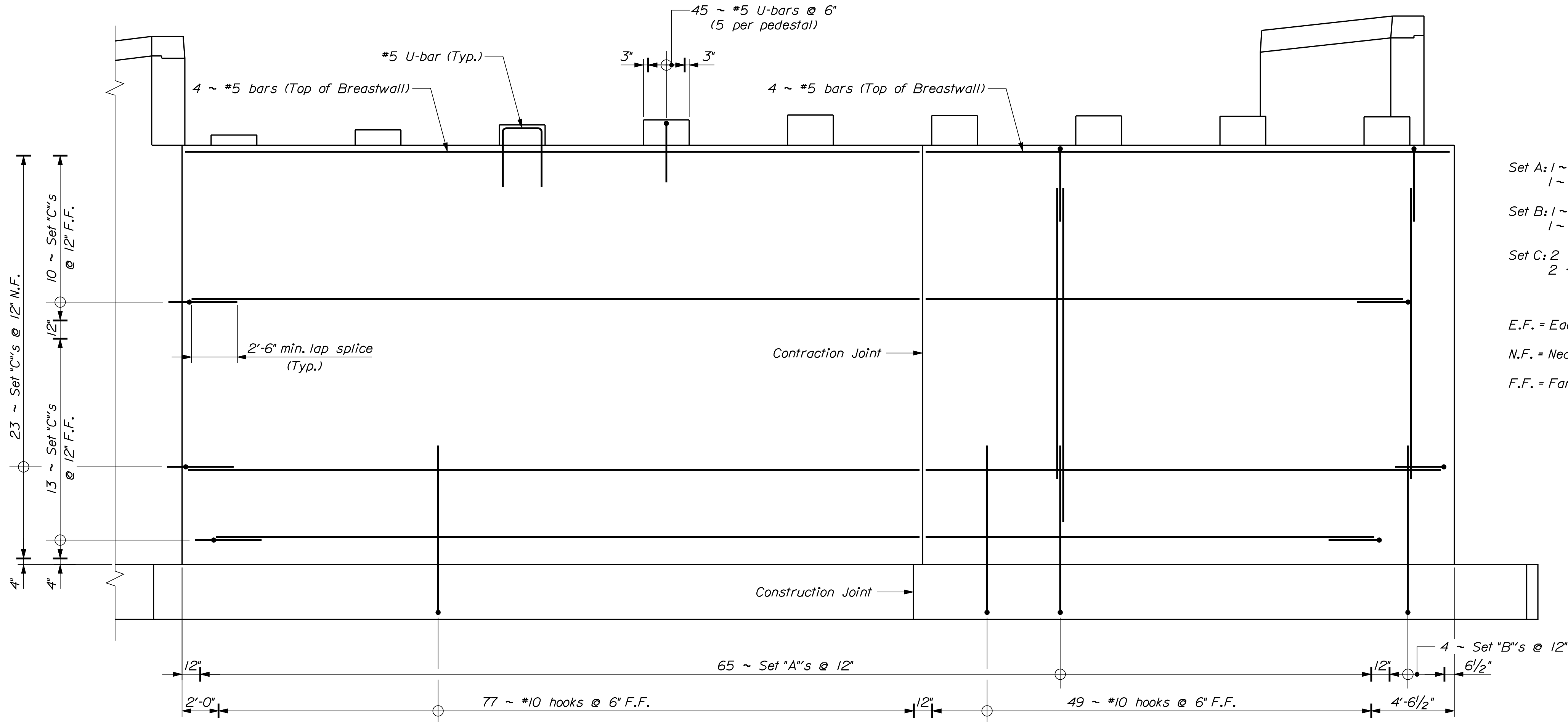


ABUTMENT NO. 1 - SOUTH WINGWALL REINFORCEMENT

24 OF 59		SHEET NUMBER		HAMMOND STREET INTERSTATE 95 BANGOR		PENOBSCOT COUNTY		PROJ. MANAGER		D. Anderson		BY		DATE		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
								DESIGN-DETAILED		R. BULGER		D. SHAW		AUG. 2008			
								CHECKED-REVIEWED						SIGNATURE			
								DESIGN2-DETAILED2						P.E. NUMBER			
								DESIGN3-DETAILED3						DATE			
				ABUTMENT NO. 1		REVISIONS 1								AC-IM-1264(300)X		BRIDGE NO. 5764 PIN 12643.00 BRIDGE PLANS	
						REVISIONS 2											
						REVISIONS 3											
						REVISIONS 4											
						FIELD CHANGES											



ABUTMENT NO. 1 PLAN
Showing bent bar locations



ABUTMENT NO. 1 ELEVATION

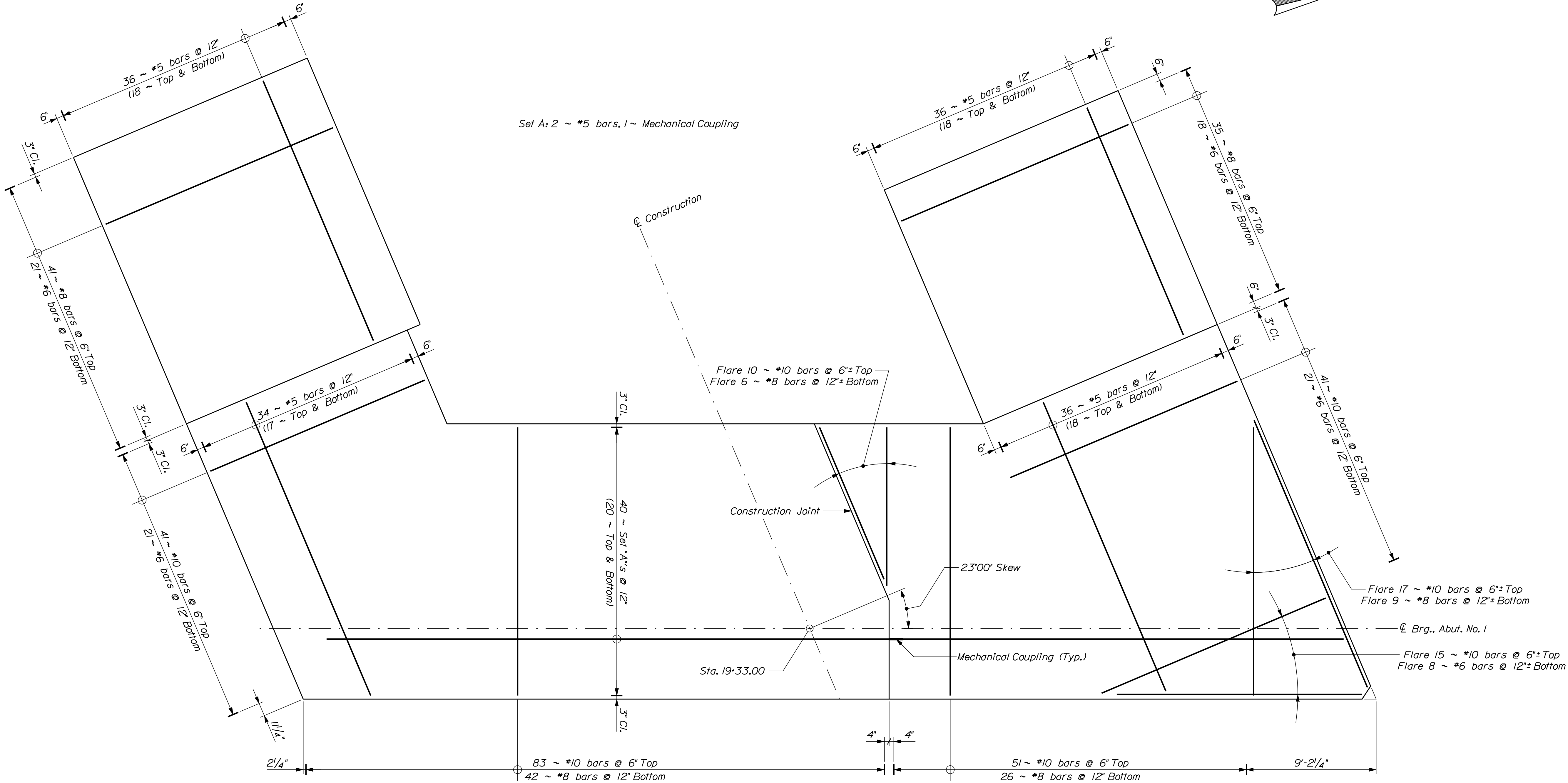
Set A: 1 ~ #9 bar (F.F.), 1 ~ #5 Mod. U-bar (Top),
1 ~ #5 bar (N.F.), 1 ~ #5 hook (N.F.)

Set B: 1 ~ #5 hook (N.F.), 1 ~ #5 bar (N.F.),
1 ~ #5 U-bar (Top)

Set C: 2 ~ #5 bars,
2 ~ #5 bent bars (1 ~ ea. end)

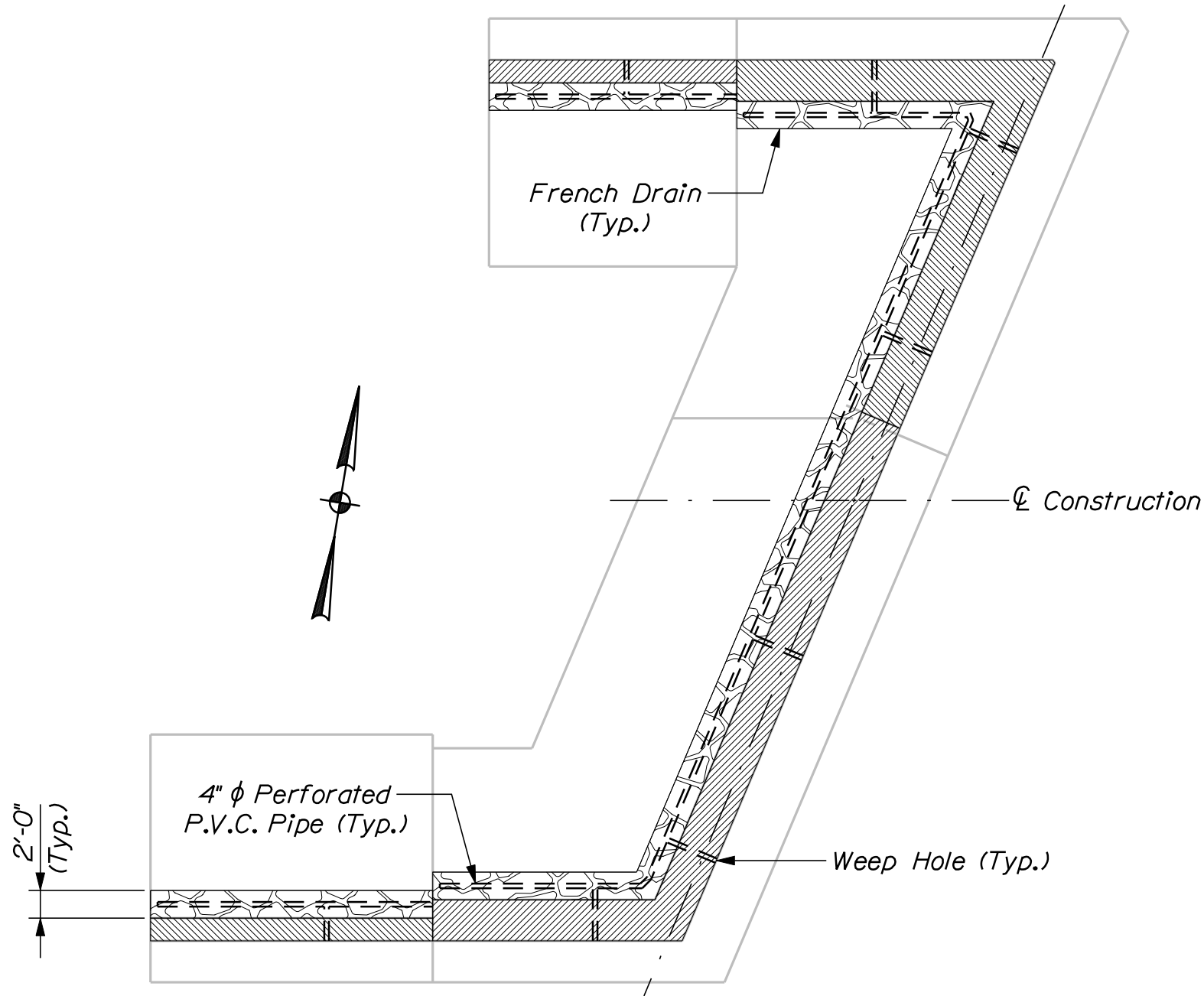
E.F. = Each Face
N.F. = Near Face
F.F. = Far Face

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		SIGNATURE		P.E. NUMBER		DATE	
AC-IM-1264(300)X		BRIDGE NO. 5794		PIN 12643.00		BRIDGE PLANS	
HAMMOND STREET INTERSTATE 95 BANGOR		D. ANDERSON R. BULGER		D. SHAW		AUG. 2008	
PENOBSCOT COUNTY		DESIGN-DETAILED CHECKED-REVIEWED DESIGN2-DETAILED2 DESIGN3-DETAILED3					
ABUTMENT NO. 1 REINFORCEMENT		REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES					
SHEET NUMBER		23		OF 59			



ABUTMENT NO. 1 FOOTING REINFORCEMENT PLAN

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		HAMMOND STREET INTERSTATE 95		PROJ. MANAGER D. Anderson	BY D. SHAW	DATE AUG. 2008	SIGNATURE P.E. NUMBER DATE
		BANGOR PENOBSCOT COUNTY		CHECKED-REVIEWED R. BILGER			
		AC-IM-1264(300)X		DESIGNS DETAILLED R. BILGER			
BRIDGE NO. 5794 PIN 12643.00		ABUT. NO. 1 FOOTING REINFORCEMENT		REVISIONS 1 R. BILGER			
				REVISIONS 2 R. BILGER			
				REVISIONS 3 R. BILGER			
BRIDGE PLANS		SHEET NUMBER		FIELD CHANGES R. BILGER			
		22					
		OF 59					



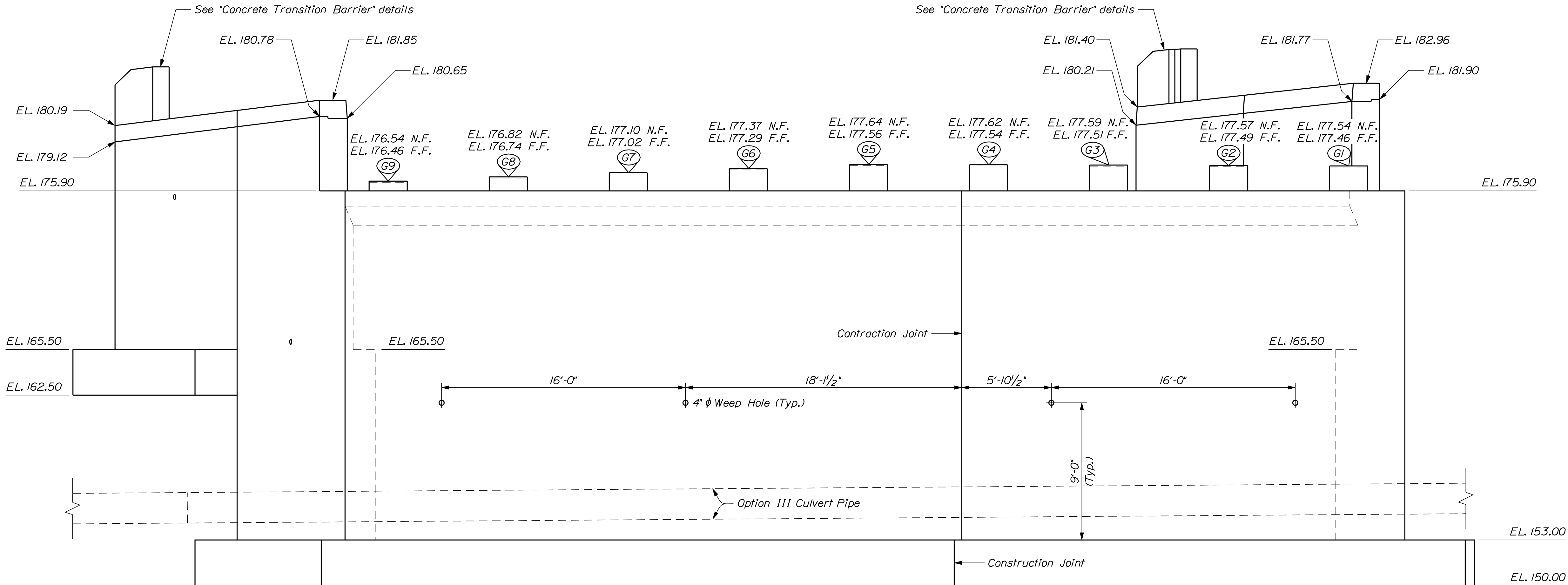
SECTION - FRENCH DRAIN LAYOUT

Abutment No. 1 shown
Breastwall shown at EL. 170.0 and Individual Wingwall shown at EL. 176.0
Abutment No. 2 similar

ABUTMENT NOTES

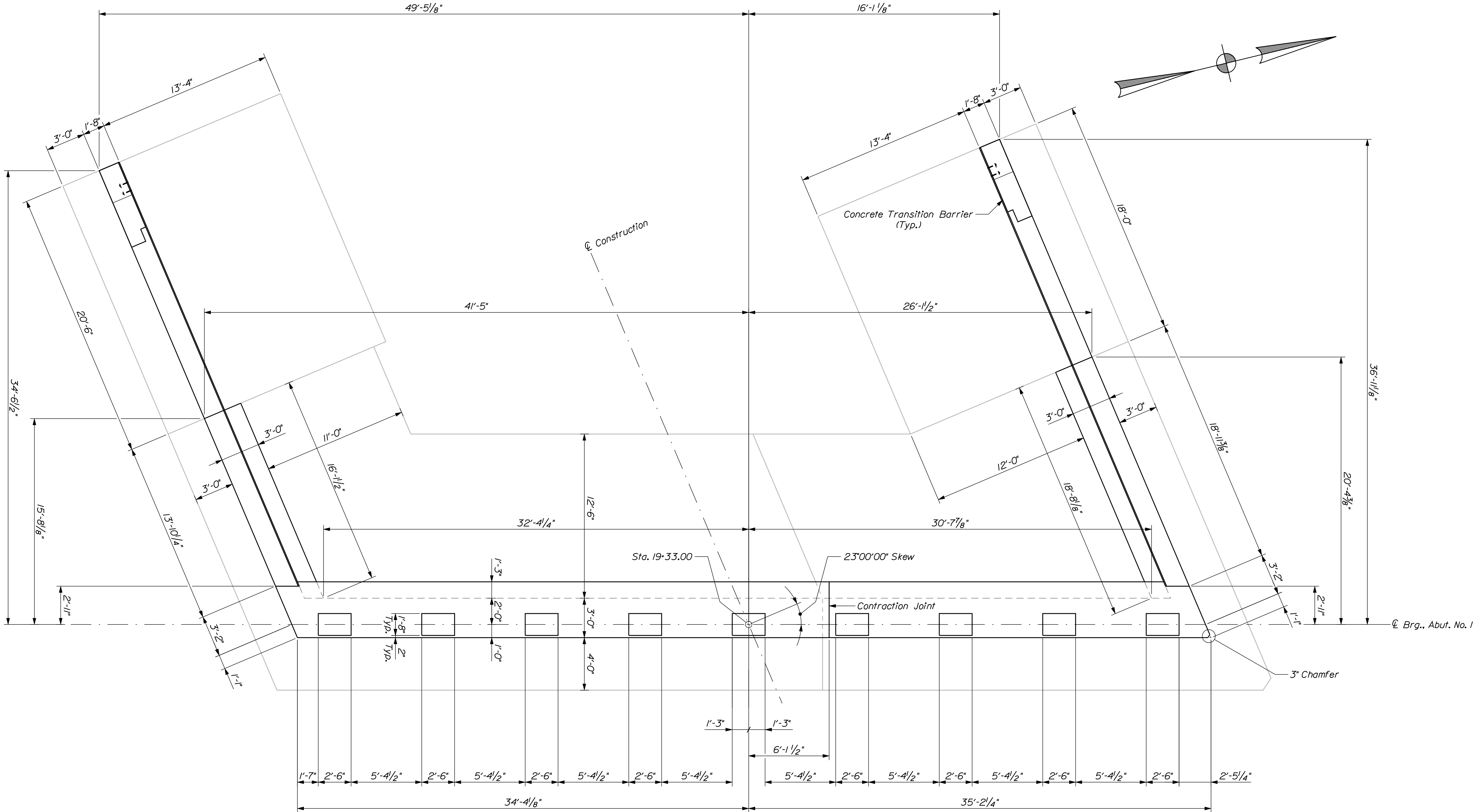
1. Maximum calculated footing pressure is 4.0 tons per square foot.
2. Reinforcing steel shall have a minimum concrete cover of 2 inches in walls and 3 inches in footings unless otherwise noted.
3. Place 4-in. diameter drains in the breastwall and wingwalls at 10-ft maximum spacing. The exact location will be determined by the Resident.
4. The Contractor shall install Transition Barrier vertical closed stirrups, as shown in Standards Details Section 526, prior to the placement of the curb and sidewalk concrete.
5. Cover joints where waterstops are not required in accordance with Standard Detail 502(01).
6. Construct French Drains behind the abutments and wingwalls in accordance with Standard Specifications Section 512, French Drains.
7. Abutments, wingwalls and footings shall be backfilled with Granular Borrow. Pay limits will be the structural excavation limits in cut areas and a vertical plane located 10 feet behind the walls in fill areas.

8. The Contractor shall undercut a portion of the foundation for the right return wingwall at Abutment # 2. The limits for this excavation are eighteen inches around the wingwall footing area for the ten-foot length of the shallower, separate wingwall that abuts the deeper, integral wingwall section. After the footing area is undercut to an elevation two feet below the bottom of the separate wingwall footing, the excavation shall be backfilled with granular material meeting all requirements for Granular Borrow. The replacement backfill shall be compacted to meet 90% of maximum density as required in Standard Specification Subsection 203.12. Otherwise, Structural Earth Excavation, Abutments and Retaining Walls, required more than 12 inches below the bottom of the structure, will be paid for in accordance with Standard Specifications Section 206, Structural Excavation.



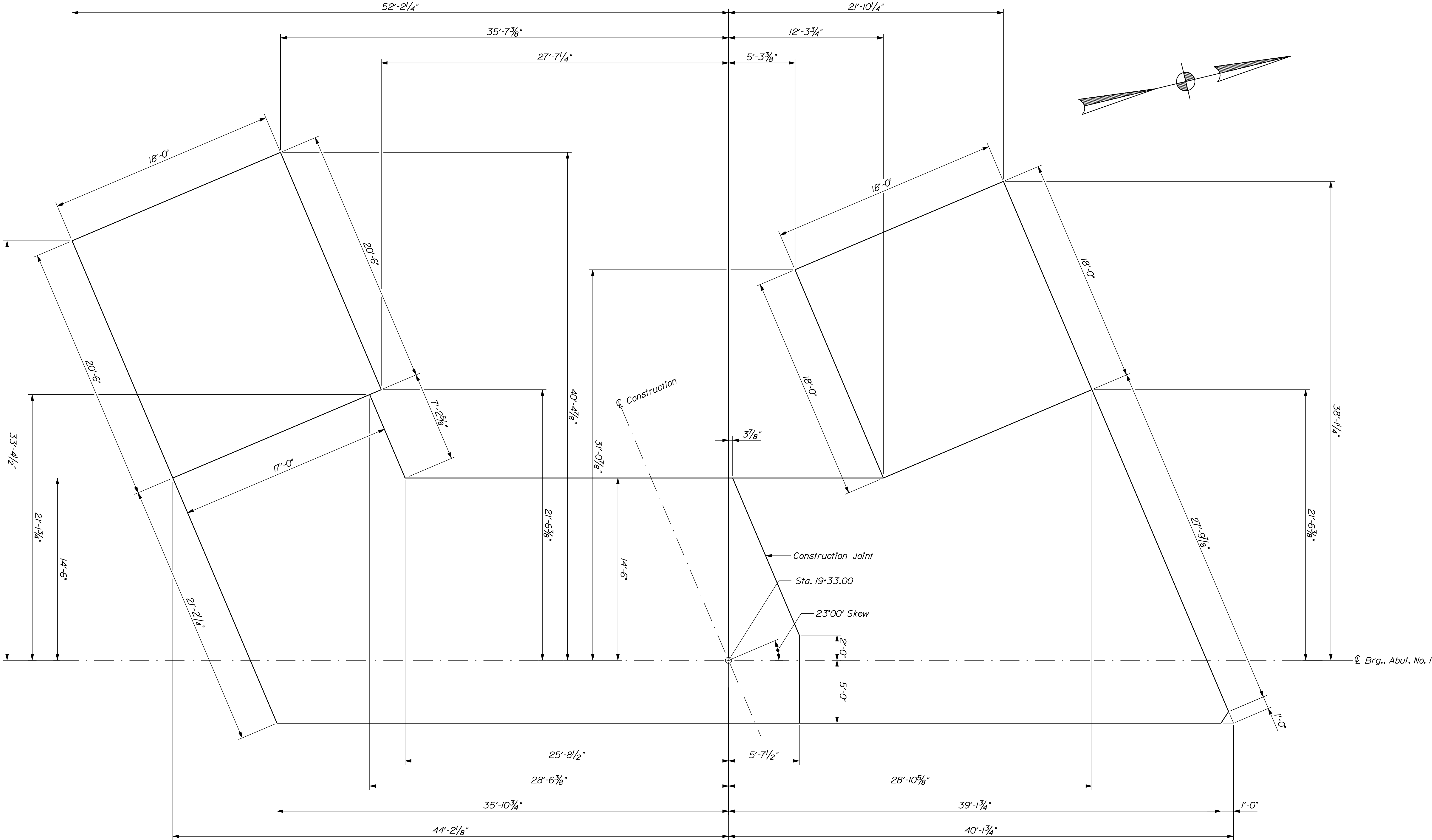
ABUTMENT NO. 1 ELEVATION

STATE OF MAINE DEPARTMENT OF TRANSPORTATION AC-IM-1264(300)X PIN 12643.00 BRIDGE NO. 5794 BRIDGE PLANS	STATE OF MAINE DEPARTMENT OF TRANSPORTATION AC-IM-1264(300)X PIN 12643.00 BRIDGE NO. 5794 BRIDGE PLANS			
	PROJ. MANAGER D. Anderson	BY D. SHAW	DATE AUG. 2008	SIGNATURE P.E. NUMBER DATE
	DESIGN-DETAILED R. BULLER	CHECKED-REVIEWED R. BULLER	DESIGN-DETAILED R. BULLER	REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES
HAMMOND STREET INTERSTATE 95 BANGOR PENOBSCOT COUNTY ABUTMENT NO. 1 ELEVATION	SHEET NUMBER 21 OF 59			



ABUTMENT NO. 1 PLAN

STATE OF MAINE DEPARTMENT OF TRANSPORTATION AC-IM-1264(300)X	SHEET NUMBER			
	20			
	OF 59			
BANGOR INTERSTATE 95 PENOBSCOT COUNTY ABUTMENT NO. 1 PLAN	PROJ. MANAGER	D. Anderson	BY	DATE
	CHECKED-REVIEWED	R. BILGER	D. SHAW	AUG. 2008
	DESIGNS DETAILLED			
	REVISIONS 1			
	REVISIONS 2			
HAMMOND STREET INTERSTATE 95 PENOBSCOT COUNTY ABUTMENT NO. 1 PLAN	REVISIONS 3			
	REVISIONS 4			
	FIELD CHANGES			
	SIGNATURE			
	P.E. NUMBER			
BRIDGE NO. 5794 PIN 12643.00 BRIDGE PLANS	DATE			



ABUTMENT NO. 1 FOOTING PLAN

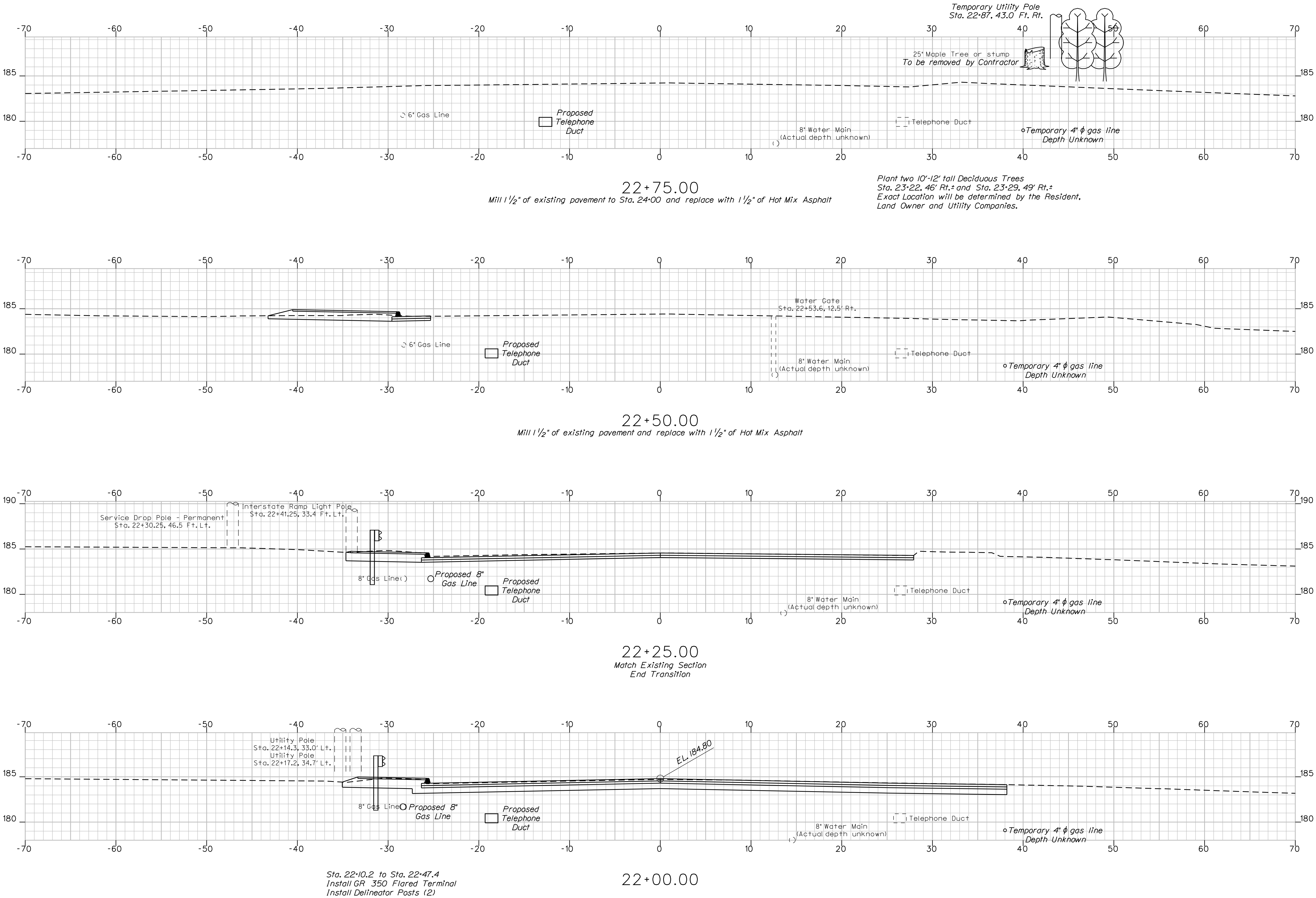
HAMMOND STREET INTERSTATE 95 BANGOR	STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
	AC-IM-1264(300)X			
	BRIDGE NO. 5794 PIN 12643.00 BRIDGE PLANS			
PENOBSCOT COUNTY ABUTMENT NO. 1 FOOTING		PROJ. MANAGER D. ANDERSON	BY D. SHAW	DATE AUG 2008
SHEET NUMBER <div>19</div> OF 59		DESIGN-DETAILED R. BILGER	SIGNATURE	
		CHECKED-REVIEWED	P.E. NUMBER	
		DESIGN-DETAILED	DATE	
		REVISIONS 1		
		REVISIONS 2		
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

Date:10/22/2008

Username: david.shaw

Division: BRIDGE

Filename: ... \018_XSMC10_22+00 - 22+75.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-IM-1264(300)X

BRIDGE NO. 5794
PIN 12643.00
BRIDGE PLANS

PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
D. Anderson	R. BULLER	D. SHAW	AUG. 2008	SIGNATURE	P.E. NUMBER	DATE			

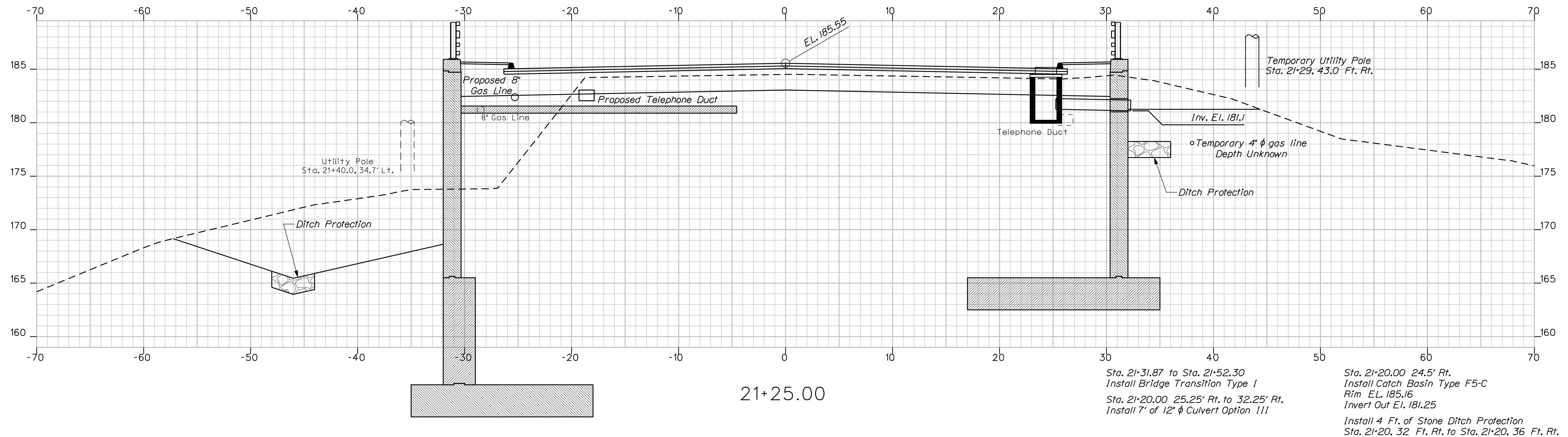
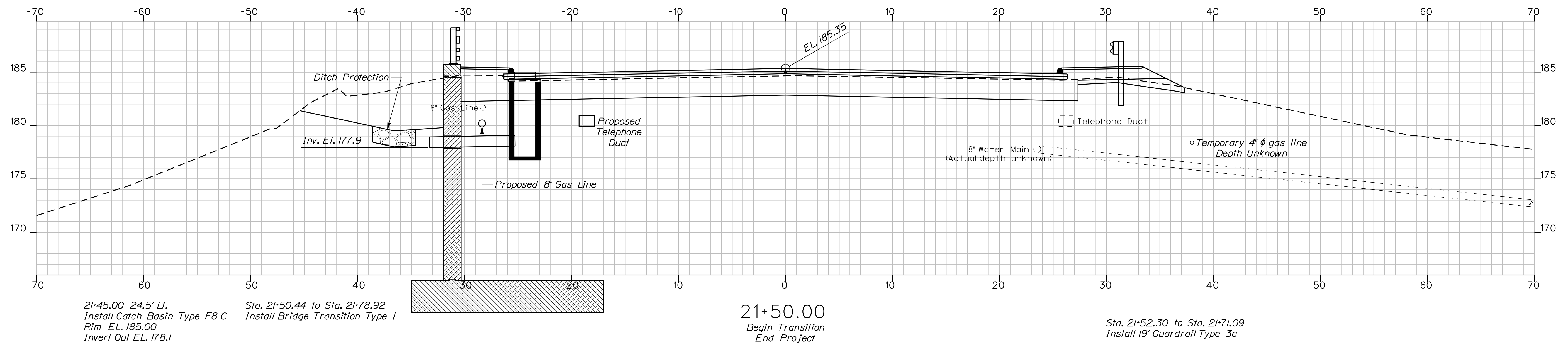
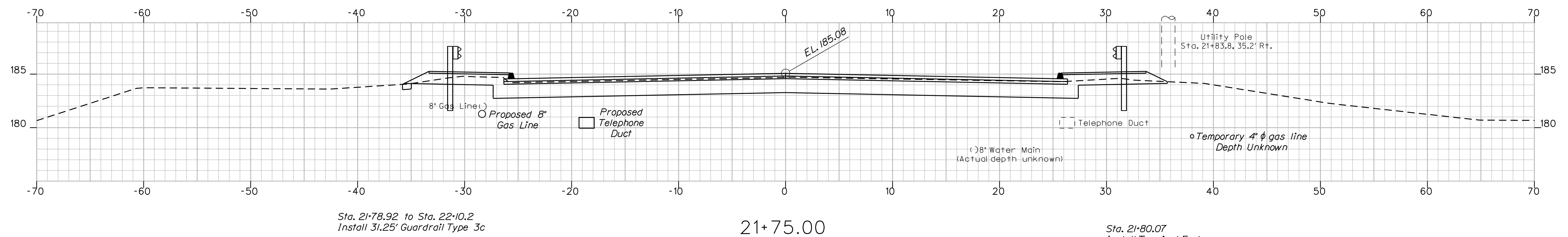
HAMMOND STREET
INTERSTATE 95
PENOBSCOT COUNTY
BANGOR

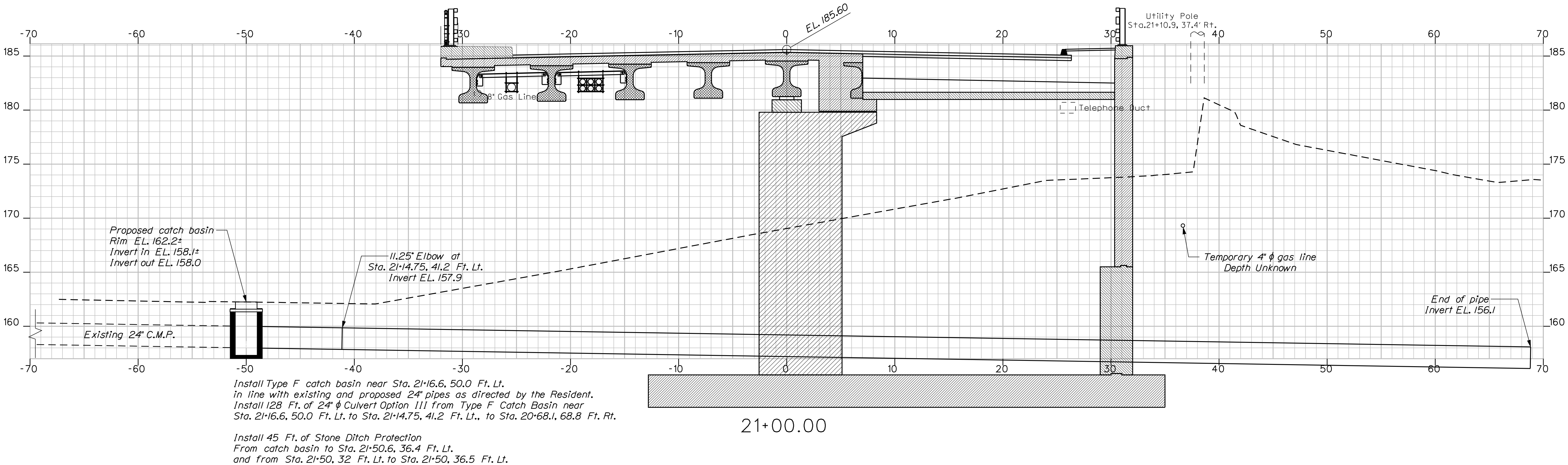
CROSS SECTIONS
22+00
22+75

SHEET NUMBER

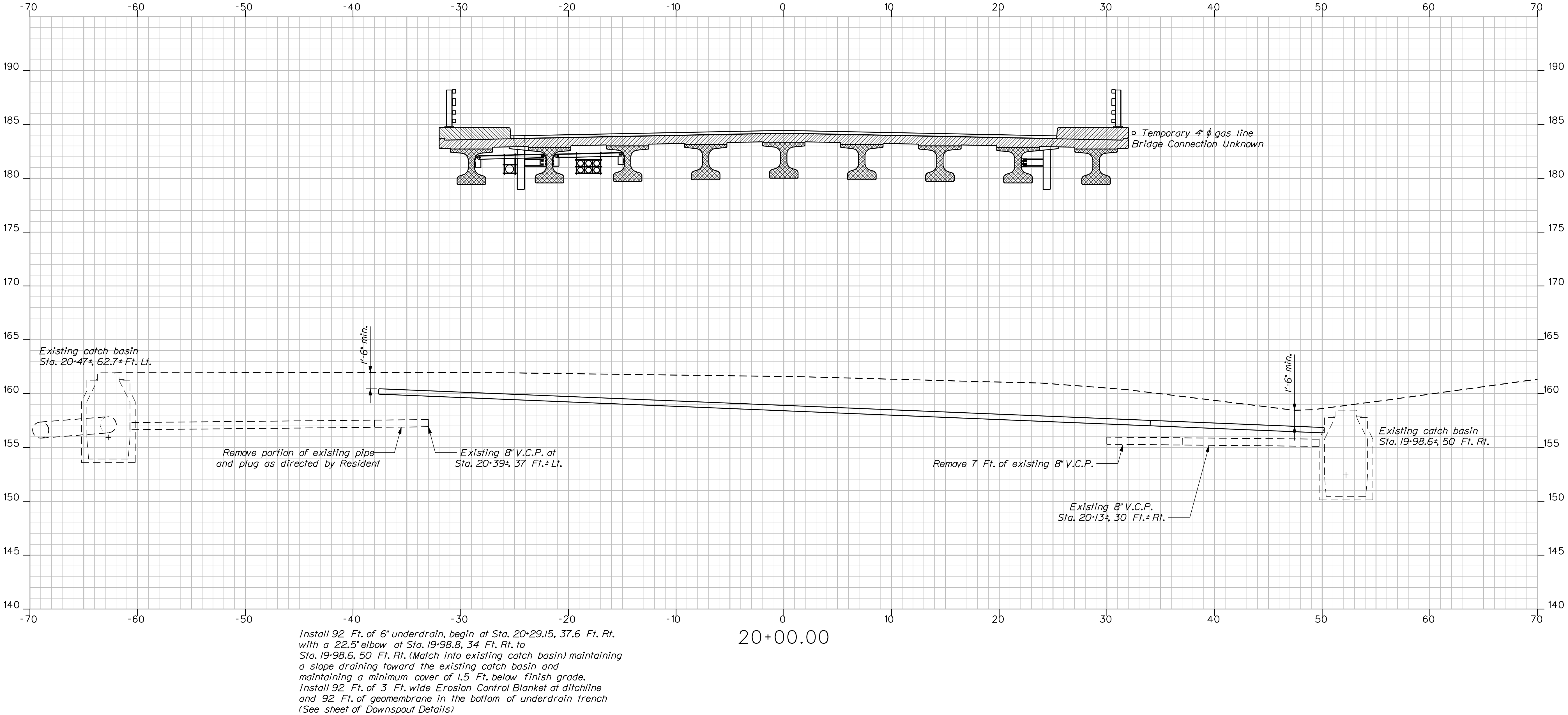
18

OF 59





STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
BANGOR		AC-IM-1264(300)X	
21+00		PIN 12643.00	
CROSS SECTIONS		BRIDGE NO. 5794	
21+00		BRIDGE PLANS	
HAMMOND STREET		DATE	
INTERSTATE 95		BY	
PENOBSCOT COUNTY		D. ANDERSON	
		R. BULLER	
		D. SHAW	
		AUG 2008	
		SIGNATURE	
		P.E. NUMBER	
		DATE	
		REVISIONS 1	
		REVISIONS 2	
		REVISIONS 3	
		REVISIONS 4	
		FIELD CHANGES	
SHEET NUMBER		16	
		OF 59	



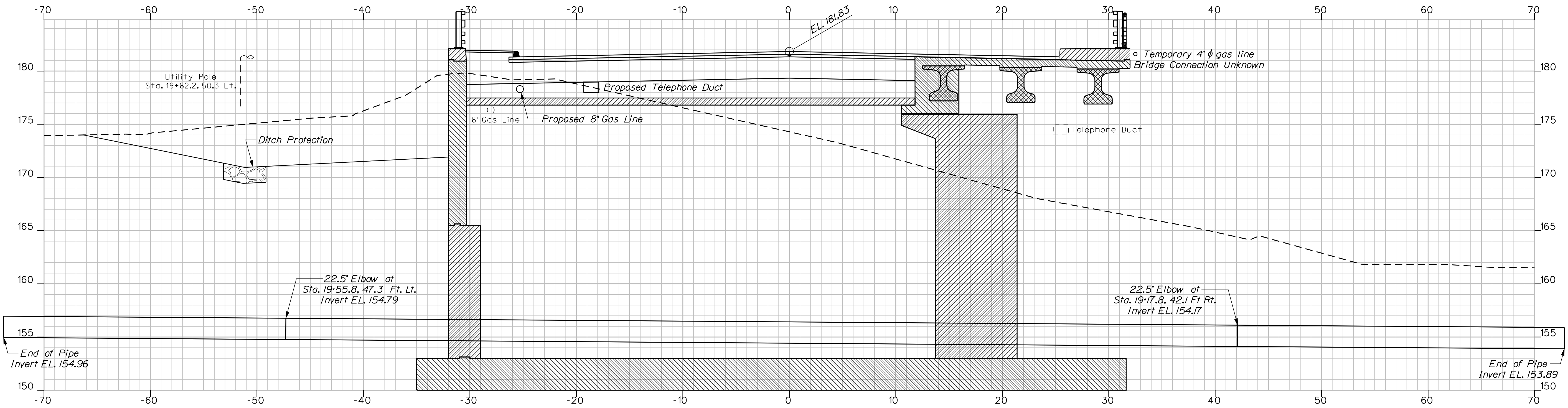
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
BANGOR		AC-IM-1264(300)X	
HAMMOND STREET		PIN 12643.00	
INTERSTATE 95		BRIDGE NO. 5794	
PENOBSCOT COUNTY		BRIDGE PLANS	
20+00		20+00	
CROSS SECTIONS		SHEET NUMBER	
15		OF 59	
PROJ. MANAGER		DESIGN-DETAILED	
D. Anderson		CHECKED-REVIEWED	
BY		DESIGN-DETAILED	
D. SHAW		REVISIONS 1	
DATE		REVISIONS 2	
AUG 2008		REVISIONS 3	
		REVISIONS 4	
		FIELD CHANGES	
		SIGNATURE	
		P.E. NUMBER	
		DATE	

Date:10/22/2008

Username: david.shaw

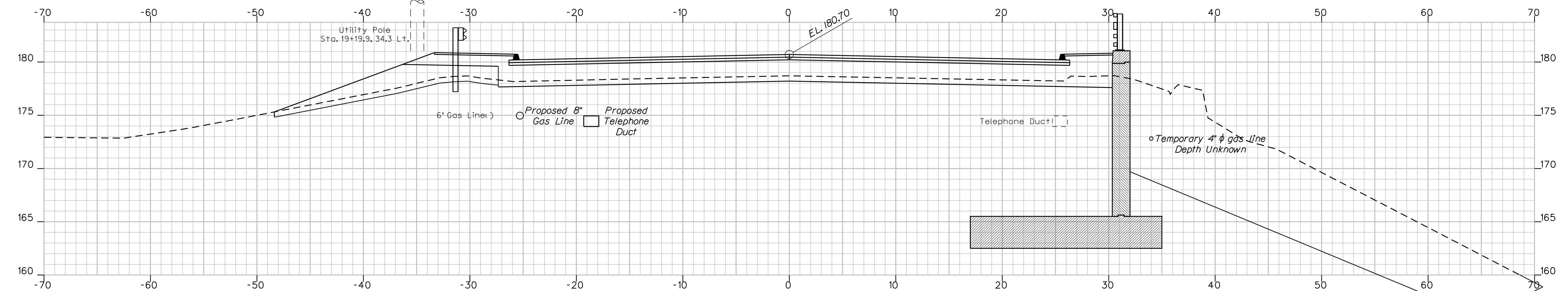
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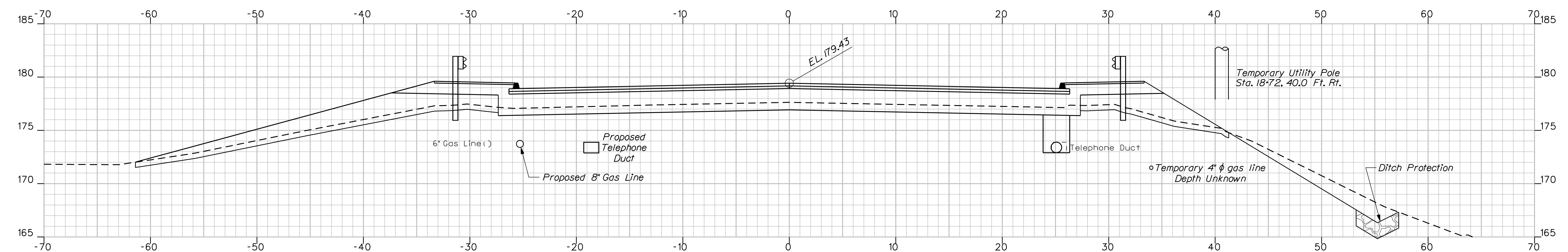
Install 168 Ft. of 24" φ Culvert Option III
Sta. 19+56.0, 73.8 Ft. Lt. to Sta. 18+86.6, 72.8 Ft. Rt.

19+25.00



Install 56 Ft. of Stone Ditch Protection
Sta. 19+08.9, 39.1 Ft. Lt. to Sta. 19+51.8, 71.3 Ft. Lt.

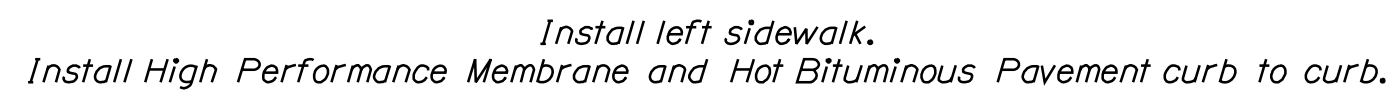
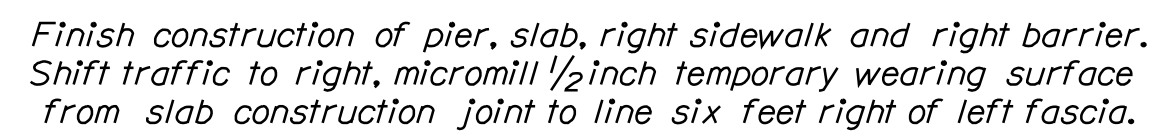
19+00.00

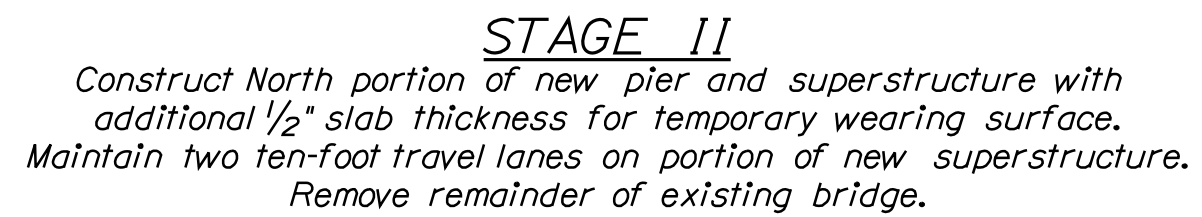
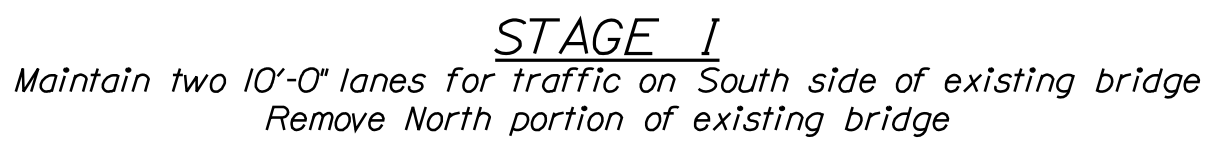


Sta. 18+75.60 to Sta. 18+82.20
Install 12.5' Guardrail Type 3c
Sta. 18+82.20 to Sta. 19+08.70
Install Bridge Transition Type I

18+75.00

PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
D. Anderson	R. BULLER	D. SHAW	AUG 2008					
DATE	SIGNATURE	P.E. NUMBER	DATE					





1. As indicated on the Stage II detail, construct the top surface of the Stage II superstructure slab one-half inch higher than the final surface. Stage II traffic will be placed directly on the half inch temporary wearing surface. For Stage III, remove the temporary half inch depth as shown on the Stage III detail by micromilling after traffic is shifted to the right. Payment for all work and materials for the placement and removal of the sacrificial half inch depth shall be considered incidental to Pay Item No. 502.25 Structural Concrete, Superstructure Slab.

10		SHEET NUMBER		HAMMOND STREET INTERSTATE 95 BANGOR		PENOBSCOT COUNTY		PROJ. MANAGER		D. Anderson		BY		DATE		STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
								DESIGN-DETAILED		R. BULLER		D. SHAW		AUG. 2008					
OF 59				STAGE CONSTRUCTION				CHECKED-REVIEWED				SIGNATURE				AC-IM-1264(300)X			
								DESIGN2-DETAILED2											
								DESIGN3-DETAILED3											
								REVISIONS 1											
								REVISIONS 2											
								REVISIONS 3				DATE				BRIDGE NO. 5794			
								REVISIONS 4											
								FIELD CHANGES											
																PIN 12643.00		BRIDGE PLANS	

Maine Department of Transportation										Project:Hamond Street Bridge		Boring No.: BB-B195-104			
Soil/Rock Exploration Log										Location: Bangor, ME		P/N: 12643.00			
US CUSTOMARY UNITS															
Drillers: East Coast Exploration			Elevation (ft.): 159.1			Auger ID/DD: n/a									
Operator: Chris Palmer			Datum: NAVD 1988			Sampler: Split Spoon									
Logged By: Keith Rudman			Rig Type: ATV			Hammer Wt./Fall: 300#-30" / 140#-30"									
Date Start/Finish: 04/03/06			Drilling Method: Drive and Wash			Core Barrels: n/a									
Boring Location: Sta. 20+04.6, 36.7' RT			Casing ID/DD: HW (4")			Water Level: n/a									
Definitions:										Definitions:					
S = Split Spoon Sample										WC = water content, percent					
MS = Unsuccessful Split Spoon Sample attempt										LL = Liquid Limit					
U = Thin Wall Tube Sample										PL = Plastic Limit					
R = Rock Core Sample										PI = Plasticity Index					
V = Insitu Vane Shear Test										SV _{avg} = Lab Vane Shear Strength (psf)					
SS = Split Spoon Auger										W ₉₀ = weight of 90th, number					
										G = Grain-Size Analysis					
										C = Consolidation Test					
Sample Information										Visual Description and Remarks					
Depth (ft.)	Sample No.	Pen./Rec. (in)	Sample Depth (ft.)	Blows / 6 in. (ft.)	Blows / 12 in. (ft.)	Blows / 18 in. (ft.)	Blows / 24 in. (ft.)	Blows / 30 in. (ft.)	Blows / 36 in. (ft.)	Blows / 42 in. (ft.)	Blows / 48 in. (ft.)	Blows / 54 in. (ft.)	Blows / 60 in. (ft.)	Laboratory Testing Results/MSHTD and (if) Class	
0	S-1	24/15	0.0 - 2.0	10/7/6/4	13									Medium dense brown, fine to coarse SAND, little Gravel, little Silt, Dry, (fili)	A-1-b SP-SM MC=1
5	S-2	24/6	4.0 - 6.0	4/3/2/4	5									Loose, light gray, Silty CLAY and fine to coarse SAND, trace Gravel, Wet, (Glacial Till)	4.0
10	S-3	24/5	9.0 - 11.0	11/13/12/15	25									Medium dense, light gray, Silty CLAY, Some Gravelly fine to coarse Sand, Wet, (Glacial Till)	
15	S-4	24/7	13.0 - 15.0	13/24/31/53	55									Very dense, light gray, Silty CLAY, Some Gravelly fine to coarse Sand, Wet, (Glacial Till) Probable Cobble.	
20	S-5	24/18	19.5 - 21.5	15/13/16/34	29									Probable Cobble. Medium dense, light gray, Silty CLAY, Some Gravelly fine to medium Sand, Wet, (Glacial Till)	
25	S-6	24/22	24.0 - 26.0	7/8/9/11	17									Very stiff, light gray, Silty CLAY, Some Gravelly fine to coarse Sand, very laminated, (Glacial Till)	
30	S-7	24/20	29.0 - 31.0	4/13/14/17	27									Medium dense, light gray, Clayey Silt, Some Gravel, little fine to medium Sand, Wet, (Glacial Till)	A-4 CL MC=2.4
35	S-8	24/1	34.5 - 36.5	30/27/43/59	70									Probable Cobble. Medium dense, light gray, Silty CLAY and Gravelly fine to coarse Sand, Wet, (Glacial Till)	
40	S-9	17/17	39.0 - 40.4	44/72/150/5"	222									Very dense, light gray, Silty CLAY and Gravelly fine to coarse Sand, (Glacial Till) Bottom of Exploration at 40.5 feet below ground surface. (Refusal)	40.5
45															
50															
55															
60															
Remarks:															
1. Drillers advanced boring with 4" casing to a depth of 14 ft., and continued open hole to bottom of exploration.															
2. Driller encountered increased resistance (probable cobble/boulder) at 12 ft., 14 ft., 19 ft., 33.5 ft., and 40 ft.															
3. Split Spoon Sample															
4. SPT test equipment: rope-cathode, donut hammer															
Stratification lines represent approximate boundaries between soil types; transitions may be gradual.															
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.															
Boring No.: BB-B195-104															

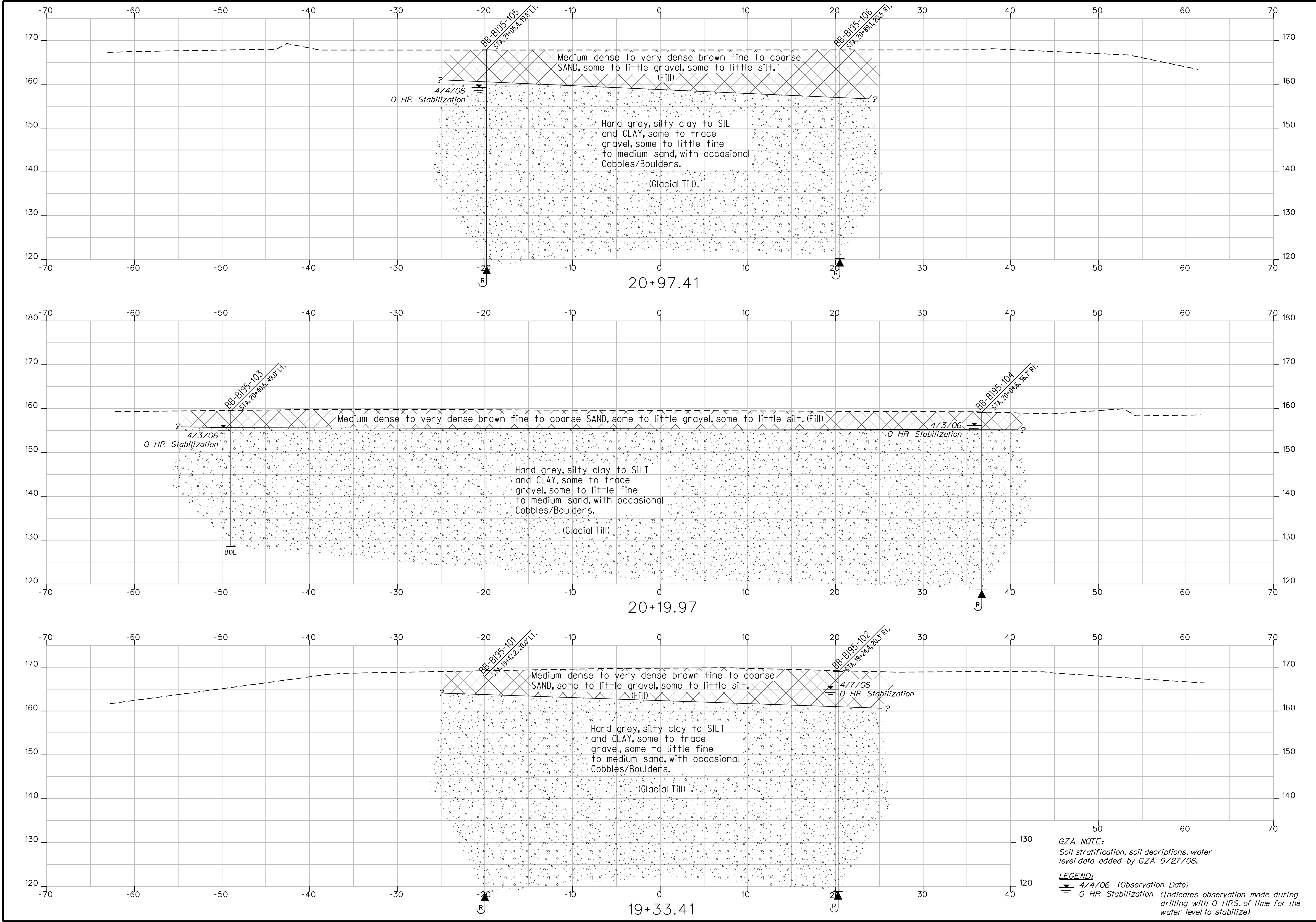
Maine Department of Transportation										Project:Hamond Street Bridge		Boring No.: BB-B195-105				
Soil/Rock Exploration Log										Location: Bangor, ME		P/N: 12643.00				
US CUSTOMARY UNITS																
Drillers: East Coast Exploration Services			Elevation (ft.): 168.0			Auger ID/DD: n/a										
Operator: Chris Palmer			Datum: NAVD 1988			Sampler: Split Spoon										
Logged By: Keith Rudman			Rig Type: ATV			Hammer Wt./Fall: 300# 30"/140# 30"										
Date Start/Finish: 4/4/06			Drilling Method: Drive and Wash			Core Barrels: n/a										
Boring Location: Sta. 21+05.4, 19.8' LT			Casing ID/DD: HW (4")			Water Level*: 7.65'										
DEFINITIONS:										NOTES:						
S = Split Spoon Sample										WC = water content, percent						
MS = Unsuccessful Split Spoon Sample attempt										LL = Liquid Limit						
U = Thin Wall Tube Sample										PL = Plastic Limit						
R = Rock Core Sample										PI = Plasticity Index						
V = Insitu Vane Shear Test										SV _{avg} = Lab Vane Shear Strength (ksf)						
SS = Solid Stem Auger										W ₉₀ = weight of 90th, number						
										G = Gravel Size Analysis						
										C = Consolidation Test						
Sample Information										Visual Description and Remarks						
Depth (ft.)	Sample No.	Pen./Rec. (in)	Sample Depth (ft.)	Blows / 6 in. (ft.)	Blows / 12 in. (ft.)	Blows / 18 in. (ft.)	Blows / 24 in. (ft.)	In-situ Casing	Blows / 30 in. (ft.)	Elevation (ft.)	Graphic Log	Laboratory Testing Results/ASHTO and Unified Class				
0	S-1	24/8	0.0 - 2.0	8/8/8/10	16			10				Hard, dense, brown, fine to coarse SAND, some SILT, Dry. (FILL)				
5	S-2	24/1	2.0 - 4.0	62/26/24/16	50			8						Same as above, except very dense.		
10	S-3	24/6	7.5 - 9.5	44/16/18/19	34			32						Hard, light gray SILTY CLAY and Gravelly fine to coarse Sand. (Glacial Till.)	-7.5	
15														Probable Cobble.		
20														Probable Cobble.		
25	S-4	24/13.5	13.0 - 15.0	15/12/15/17	27									Very stiff, light gray SILTY CLAY, Some Gravelly fine to coarse Sand. (Glacial Till.)		
30	S-5	24/14	18.0 - 20.0	28/32/68/49	100									Hard, light gray, SILTY CLAY, Some fine to coarse Sand, trace Gravel. (Glacial Till.)		
35	S-6	24/15	23.0 - 25.0	26/46/57/50	103									Same as above.		
40														Same as above.		
45	S-7	24/21	28.0 - 30.0	16/16/23/44	39									Same as above.		
50	S-8	24/19.5	33.0 - 35.0	18/22/40/41	62									Same as above.		
55	S-9	19/13	38.0 - 39.5	54/74/80/100/1"	154									Same as above.		
60	S-10	13/13	43.0 - 44.1	50/77/100/1"	177									Hard, light gray, SILT and CLAY, Some Gravel, Some fine to medium Sand. (Glacial Till.)	A-5 CL MC-1.3	
65														Probable Cobble.		
70	S-11	16/9	48.0 - 49.3	50/70/100/4"	170									Hard, olive brown/gray, SILT and fine to coarse Sand, little Gravel. (Glacial Till.)		
75														Bottom of Exploration at 49.5 feet below ground surface. (Refusal)	-9.5	
REMARKS:																
1. Driller noted increased resistance (probable cobbles) at 10 ft., 13 ft., and 45 ft.																
2. Driller advanced 4" casing to a depth of 12 ft., and continued open hole to bottom of exploration.																
3. Wash water was lost to the subsurface at 28.0' bgs.																
4. Split Spoon Sample																
5. SPT test equipment: rope-cathode, donut hammer.																
Stratification lines represent approximate boundaries between soil types; transitions may be gradual.																
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.																
Boring No.: BB-B195-105										Page 1 of 1						

Maine Department of Transportation										Project:Hamond Street Bridge		Boring No.: BB-B195-106																																																																																																																																																																																																																																										
Soil/Rock Exploration Log										Location: Bangor, ME		P/N: 12643.00																																																																																																																																																																																																																																										
US CUSTOMARY UNITS																																																																																																																																																																																																																																																						
Drillers: East Coast Exploration Services			Elevation (ft.): 168.0			Auger ID/DD: n/a																																																																																																																																																																																																																																																
Operator: Chris Palmer			Datum: NAVD 1988			Sampler: Split Spoon																																																																																																																																																																																																																																																
Logged By: Keith Rudman			Rig Type: ATV			Hammer Wt./Fall: 300# 30"/140# 30"																																																																																																																																																																																																																																																
Date Start/Finish: 4/6/06			Drilling Method: Drive and Wash			Core Barrel: n/a																																																																																																																																																																																																																																																
Boring Location: Sta. 20+89.1, 20.5' RT			Casing ID/DD: HW (47/1), NW (37/1)			Water Level*: not encountered																																																																																																																																																																																																																																																
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V = In situ Vane Shear Test										W ₁₀₀ = weight of solids, number																																																																																																																																																																																																																																												
SS = Split Stem Auger										W _R = weight of rock																																																																																																																																																																																																																																												
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										MC = water content, percent																																																																																																																																																																																																																																												
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Depth (ft.)	Sample No.	Pen. Rec. (lb.)	Sample Depth (ft.)	Blow 1/6 In. (ft.)	Blow 1/2 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4 In. (ft.)	Blow 1/8 In. (ft.)	Blow 1/4

Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMARY UNITS				Project:Hamond Street Bridge Location:Bangor, ME				Boring No.:BB-B195-101 P/N:12643.00																																																																																																																																																																																																																																																																																																																																																					
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Logged By:Keith Rudman				Rig Type:ATV				Hammer Wt./Fall:300#-30" / 140#-30"																																																																																																																																																																																																																																																																																																																																																					
Date Started/Finished:04/05/06				Drilling Method:Drive and Wash				Core Barrels:n/a																																																																																																																																																																																																																																																																																																																																																					
Boring Location:Sta. 19+42.2, 20' LT				Casing ID/OD:HW (47"), NW (37")				Water Level:ft: not encountered																																																																																																																																																																																																																																																																																																																																																					
Definitions: S = Split Spoon Sample MS = Unsuccessful Split Spoon Sample attempt U = Thin Wall Tube Sample R = Rock Core Sample V = Insitu Vane Shear Test SS = Split Spoon Auger				Definitions: S _u = Insitu Field Vane Shear Strength (psf) T _u = Pocket Torque Shear Strength (psf) q _u = Uncorrelated Compressive Strength (ksf) S _{u(gu)} = Lab Vane Shear Strength (psf) W _u = weight of 140lb. hammer SS = weight of core				Definitions: WC = water content, percent LL = Liquid Limit PL = Plastic Limit PI = Plasticity Index G = Grain Size Analysis WB = weight of core																																																																																																																																																																																																																																																																																																																																																					
<table><thead><tr><th colspan="10">Sample Information</th><th rowspan="2">Visual Description and Remarks</th><th rowspan="2">Laboratory Testing Results/ASTM and Unified Class</th></tr><tr><th>Depth (ft.)</th><th>Sample No.</th><th>Pen./Rec. (in)</th><th>Sample Depth (ft.)</th><th>Blows /6 ft. (n)</th><th>Blows /ft. (n)</th><th>Blows /ft. (n)</th><th>Blows /ft. (n)</th><th>Blows /ft. (n)</th><th>Blows /ft. (n)</th></tr></thead><tbody><tr><td>0</td><td>S-1</td><td>24/6</td><td>0.0 - 2.0</td><td>5/8/12/12</td><td>20</td><td>9</td><td></td><td></td><td></td><td></td><td>Medium dense, brown, fine to coarse SAND, some SILT, little Gravel, Moist (FIII)</td><td></td></tr><tr><td></td><td>S-2</td><td>24/8</td><td>2.0 - 4.0</td><td>13/10/6/9</td><td>16</td><td>5</td><td></td><td></td><td></td><td></td><td>Medium dense, fine to coarse SAND and GRAVEL, little SILT, Saturated, (FIII)</td><td></td></tr><tr><td>5</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td>S-3</td><td>24/9</td><td>7.0 - 9.0</td><td>11/6/13/26</td><td>19</td><td></td><td></td><td></td><td></td><td></td><td>Very stiff, olive brown, Silty CLAY and Gravelly fine to coarse Sand, Saturated, (Glacial TIII)</td><td></td></tr><tr><td>10</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td>S-4</td><td>24/8</td><td>12.0 - 14.0</td><td>30/39/40/32</td><td>79</td><td></td><td></td><td></td><td></td><td></td><td>Very stiff, light gray, Silty CLAY, Some Gravelly fine to coarse Sand, (Glacial TIII)</td><td></td></tr><tr><td>15</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td>S-5</td><td>24/0</td><td>17.0 - 19.0</td><td>21/32/27/43</td><td>99</td><td></td><td></td><td></td><td></td><td></td><td>No Recovery.</td><td></td></tr><tr><td>20</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td>S-6</td><td>24/6</td><td>22.0 - 24.0</td><td>18/26/41/69</td><td>67</td><td></td><td></td><td></td><td></td><td></td><td>Hard, light gray, Silty CLAY, Some Gravelly fine to coarse Sand, (Glacial TIII)</td><td></td></tr><tr><td>25</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td>S-7</td><td>24/11</td><td>27.0 - 29.0</td><td>22/37/49/65</td><td>82</td><td></td><td></td><td></td><td></td><td></td><td>Same as above.</td><td></td></tr><tr><td>30</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td>S-8</td><td>24/10</td><td>32.0 - 34.0</td><td>22/38/55/85</td><td>93</td><td></td><td></td><td></td><td></td><td></td><td>Same as above.</td><td></td></tr><tr><td>35</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td>S-9</td><td>24/7</td><td>37.0 - 39.0</td><td>22/37/100/4"</td><td>137</td><td></td><td></td><td></td><td></td><td></td><td>Same as above.</td><td></td></tr><tr><td>40</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td>C-1</td><td></td><td>42.0 - 44.0</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>Core sample taken from 42 to 44 ft. Probable boulder.</td><td></td></tr><tr><td>45</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td>S-10</td><td>8/6</td><td>44.0 - 44.7</td><td>124/60/2"</td><td></td><td></td><td></td><td></td><td></td><td></td><td>Same as above.</td><td></td></tr><tr><td>50</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td>S-11</td><td>8/7</td><td>49.0 - 49.7</td><td>85/100/2"</td><td></td><td></td><td></td><td></td><td></td><td></td><td>Same as above.</td><td></td></tr><tr><td>55</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>60</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></tbody></table>												Sample Information										Visual Description and Remarks	Laboratory Testing Results/ASTM and Unified Class	Depth (ft.)	Sample No.	Pen./Rec. (in)	Sample Depth (ft.)	Blows /6 ft. (n)	Blows /ft. (n)	Blows /ft. (n)	Blows /ft. (n)	Blows /ft. (n)	Blows /ft. (n)	0	S-1	24/6	0.0 - 2.0	5/8/12/12	20	9					Medium dense, brown, fine to coarse SAND, some SILT, little Gravel, Moist (FIII)			S-2	24/8	2.0 - 4.0	13/10/6/9	16	5					Medium dense, fine to coarse SAND and GRAVEL, little SILT, Saturated, (FIII)		5														S-3	24/9	7.0 - 9.0	11/6/13/26	19						Very stiff, olive brown, Silty CLAY and Gravelly fine to coarse Sand, Saturated, (Glacial TIII)		10														S-4	24/8	12.0 - 14.0	30/39/40/32	79						Very stiff, light gray, Silty CLAY, Some Gravelly fine to coarse Sand, (Glacial TIII)		15														S-5	24/0	17.0 - 19.0	21/32/27/43	99						No Recovery.		20														S-6	24/6	22.0 - 24.0	18/26/41/69	67						Hard, light gray, Silty CLAY, Some Gravelly fine to coarse Sand, (Glacial TIII)		25														S-7	24/11	27.0 - 29.0	22/37/49/65	82						Same as above.		30														S-8	24/10	32.0 - 34.0	22/38/55/85	93						Same as above.		35														S-9	24/7	37.0 - 39.0	22/37/100/4"	137						Same as above.		40														C-1		42.0 - 44.0								Core sample taken from 42 to 44 ft. Probable boulder.		45														S-10	8/6	44.0 - 44.7	124/60/2"							Same as above.		50														S-11	8/7	49.0 - 49.7	85/100/2"							Same as above.		55													60													Remarks: 1. Driller noted increased resistance while drilling; probable cobbles/boulder at 10 ft, 12 ft and 21 ft. 2. Driller drove 4" casing from 4-7 ft., advanced the boring open hole to 20 ft., then hydraulically pushed the 4" casing to 20 ft. 3. Lost the drilling water at about 40'. The driller installed 3" casing through the 4" casing to 43 ft., to seal off the zone where we are losing water. 4. Core Boulder from about 42.0' bgs to 44.0' bgs. 5. Split Spoon Sample 6, SPT test equipment: rope-cathode, donut hammer. Stratification lines represent approximate boundaries between soil types; transitions may be gradual.		Page 1 of 1 Boring No.: BB-B195-101	
Sample Information										Visual Description and Remarks	Laboratory Testing Results/ASTM and Unified Class																																																																																																																																																																																																																																																																																																																																																		
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	S-4	24/8	12.0 - 14.0	30/39/40/32	79						Very stiff, light gray, Silty CLAY, Some Gravelly fine to coarse Sand, (Glacial TIII)																																																																																																																																																																																																																																																																																																																																																		
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	S-5	24/0	17.0 - 19.0	21/32/27/43	99						No Recovery.																																																																																																																																																																																																																																																																																																																																																		
20																																																																																																																																																																																																																																																																																																																																																													
	S-6	24/6	22.0 - 24.0	18/26/41/69	67						Hard, light gray, Silty CLAY, Some Gravelly fine to coarse Sand, (Glacial TIII)																																																																																																																																																																																																																																																																																																																																																		
25																																																																																																																																																																																																																																																																																																																																																													
	S-7	24/11	27.0 - 29.0	22/37/49/65	82						Same as above.																																																																																																																																																																																																																																																																																																																																																		
30																																																																																																																																																																																																																																																																																																																																																													
	S-8	24/10	32.0 - 34.0	22/38/55/85	93						Same as above.																																																																																																																																																																																																																																																																																																																																																		
35																																																																																																																																																																																																																																																																																																																																																													
	S-9	24/7	37.0 - 39.0	22/37/100/4"	137						Same as above.																																																																																																																																																																																																																																																																																																																																																		
40																																																																																																																																																																																																																																																																																																																																																													
	C-1		42.0 - 44.0								Core sample taken from 42 to 44 ft. Probable boulder.																																																																																																																																																																																																																																																																																																																																																		
45																																																																																																																																																																																																																																																																																																																																																													
	S-10	8/6	44.0 - 44.7	124/60/2"							Same as above.																																																																																																																																																																																																																																																																																																																																																		
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	S-11	8/7	49.0 - 49.7	85/100/2"							Same as above.																																																																																																																																																																																																																																																																																																																																																		
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Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMARY UNITS				Project:Hamond Street Bridge Location:Bangor, ME				Boring No.:BB-B195-102 P/N:12643.00																																																																																																																																																																																																																																																																																																																																																					
Driller:East Coast Exploration				Elevation (ft.):169.0				Auger ID/OD:n/a																																																																																																																																																																																																																																																																																																																																																					
Operator:Chris Palmer				Datum:NAVD 1988				Sampler:Split Spoon																																																																																																																																																																																																																																																																																																																																																					
Logged By:Keith Rudman				Rig Type:ATV				Hammer Wt./Fall:300#-30" / 140#-30"																																																																																																																																																																																																																																																																																																																																																					
Date Started/Finished:4/7/06				Drilling Method:Drive and Wash				Core Barrels:n/a																																																																																																																																																																																																																																																																																																																																																					
Boring Location:Sta. 19+24.4, 20.3' RT				Casing ID/OD:HW (47"), NW (37")				Water Level:ft: n/a																																																																																																																																																																																																																																																																																																																																																					
Definitions: S = Split Spoon Sample MS = Unsuccessful Split Spoon Sample attempt U = Thin Wall Tube Sample R = Rock Core Sample V = Insitu Vane Shear Test SS = Split Spoon Auger				Definitions: S _u = Insitu Field Vane Shear Strength (psf) T _u = Pocket Torque Shear Strength (psf) q _u = Uncorrelated Compressive Strength (ksf) S _{u(gu)} = Lab Vane Shear Strength (psf) W _u = weight of 140lb. hammer SS = weight of core				Definitions: WC = water content, percent LL = Liquid Limit PL = Plastic Limit PI = Plasticity Index G = Grain Size Analysis WB = weight of 140lb. hammer SS = weight of core																																																																																																																																																																																																																																																																																																																																																					
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(n)</th></tr></thead><tbody><tr><td>0</td><td>S-1</td><td>24/7</td><td>0.0 - 2.0</td><td>3/11/12/9</td><td>23</td><td>13</td><td></td><td></td><td></td><td></td><td>Medium dense, brown, fine to medium SAND, some Gravel, trace SILT, Dry, (FIII)</td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>5</td><td>S-2</td><td>24/3</td><td>5.0 - 7.0</td><td>7/8/12/30</td><td>20</td><td>11</td><td></td><td></td><td></td><td></td><td>Medium dense, brown/light brown, fine to coarse SAND, some SILT, little Gravel, Wet, (FIII)</td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>10</td><td>S-3</td><td>24/6</td><td>10.0 - 12.0</td><td>21/17/22/27</td><td>39</td><td>55</td><td></td><td></td><td></td><td></td><td>Hard, olive brown/gray Silty CLAY and fine to coarse Sand (Glacial TIII)</td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>15</td><td>S-4</td><td>24/22</td><td>14.0 - 16.0</td><td>9/16/19/21</td><td>35</td><td></td><td></td><td></td><td></td><td></td><td>Hard, light gray, Silty CLAY, Some medium to coarse Sand, trace Gravel, (Glacial TIII)</td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>20</td><td>S-5</td><td>24/10</td><td>19.0 - 21.0</td><td>38/64/36/39</td><td>100</td><td></td><td></td><td></td><td></td><td></td><td>Hard, light gray, GRAVEL and SILT and CLAY, Some fine to coarse Sand.</td><td>A-6 GC WC=13.1</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>25</td><td>S-6</td><td>24/2</td><td>24.0 - 26.0</td><td>41/32/28/38</td><td>60</td><td></td><td></td><td></td><td></td><td></td><td>Same as above.</td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>30</td><td>S-7</td><td>24/23</td><td>29.0 - 31.0</td><td>11/9/11/15</td><td>20</td><td></td><td></td><td></td><td></td><td></td><td>Very stiff, dark gray Silty CLAY, trace fine Sand, laminated/mottled, (Glacial TIII)</td><td>A-7 CL WC=11.2 LL=49 PI=20</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>35</td><td>S-8</td><td>12/12</td><td>34.0 - 35.0</td><td>21/71/6"</td><td></td><td></td><td></td><td></td><td></td><td></td><td>Probable Cobble at 33 ft and 35 ft.</td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>40</td><td>S-9</td><td>19/19</td><td>39.0 - 40.6</td><td>34/48/72/60/1"</td><td>120</td><td></td><td></td><td></td><td></td><td></td><td>Same as above.</td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>45</td><td>S-10</td><td>9/9</td><td>44.0 - 44.8</td><td>41/60/3"</td><td></td><td></td><td></td><td></td><td></td><td></td><td>Same as above.</td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>50</td><td>S-11</td><td>15/10</td><td>49.0 - 50.3</td><td>72/134/60/5.5"</td><td></td><td></td><td></td><td></td><td></td><td></td><td>Same as above.</td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>55</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>60</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></tbody></table>												Sample Information										Visual Description and Remarks	Laboratory Testing Results/ASTM and Unified Class	Depth (ft.)	Sample No.	Pen./Rec. (in)	Sample Depth (ft.)	Blows /6 ft. (n)	Blows /ft. (n)	Blows /ft. (n)	Blows /ft. (n)	Blows /ft. (n)	Blows /ft. (n)	0	S-1	24/7	0.0 - 2.0	3/11/12/9	23	13					Medium dense, brown, fine to medium SAND, some Gravel, trace SILT, Dry, (FIII)															5	S-2	24/3	5.0 - 7.0	7/8/12/30	20	11					Medium dense, brown/light brown, fine to coarse SAND, some SILT, little Gravel, Wet, (FIII)															10	S-3	24/6	10.0 - 12.0	21/17/22/27	39	55					Hard, olive brown/gray Silty CLAY and fine to coarse Sand (Glacial TIII)															15	S-4	24/22	14.0 - 16.0	9/16/19/21	35						Hard, light gray, Silty CLAY, Some medium to coarse Sand, trace Gravel, (Glacial TIII)															20	S-5	24/10	19.0 - 21.0	38/64/36/39	100						Hard, light gray, GRAVEL and SILT and CLAY, Some fine to coarse Sand.	A-6 GC WC=13.1														25	S-6	24/2	24.0 - 26.0	41/32/28/38	60						Same as above.															30	S-7	24/23	29.0 - 31.0	11/9/11/15	20						Very stiff, dark gray Silty CLAY, trace fine Sand, laminated/mottled, (Glacial TIII)	A-7 CL WC=11.2 LL=49 PI=20														35	S-8	12/12	34.0 - 35.0	21/71/6"							Probable Cobble at 33 ft and 35 ft.															40	S-9	19/19	39.0 - 40.6	34/48/72/60/1"	120						Same as above.															45	S-10	9/9	44.0 - 44.8	41/60/3"							Same as above.															50	S-11	15/10	49.0 - 50.3	72/134/60/5.5"							Same as above.															55													60													Remarks: 1. Driller was losing wash water at 10'. 2. Driller advanced the 4" casing to a depth of 12 ft., and continued open hole to bottom of exploration. 3. Driller encountered increased resistance (probable cobble/boulder) at 33 ft and 35 ft. 4. Split Spoon Sample 5. SPT test equipment: rope-cathode, donut hammer. Stratification lines represent approximate boundaries between soil types; transitions may be gradual.		Page 1 of 1 Boring No.: BB-B195-102	
Sample Information										Visual Description and Remarks	Laboratory Testing Results/ASTM and Unified Class																																																																																																																																																																																																																																																																																																																																																		
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Boring Location:Sta. 20+40.5, 49' LT				Casing ID/OD:HW (47")				Water Level:ft: n/a																																																																																																																																																																																																																																																																																																																																																					
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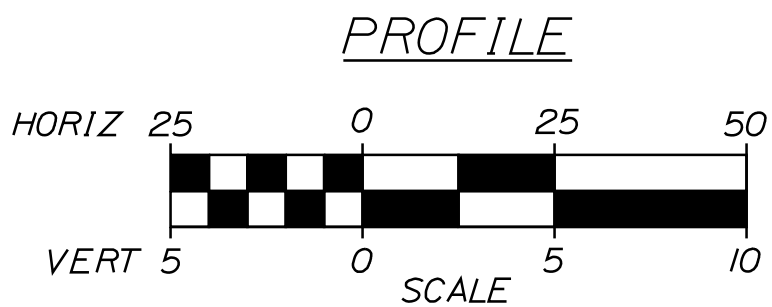
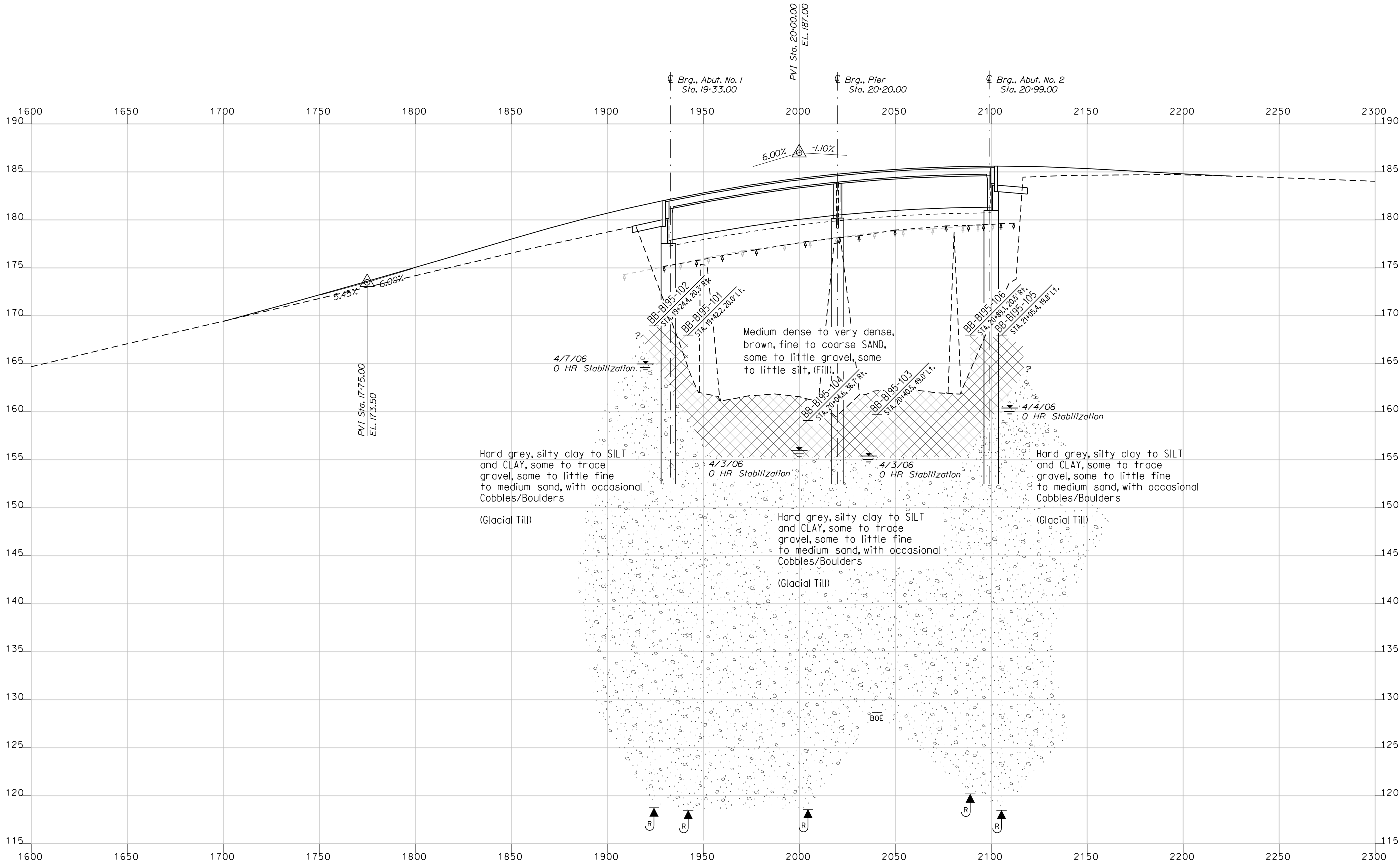
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		AC-IM-1264(300)X		PIN 12643.00		BRIDGE NO. 5704		BRIDGE PLANS	
HAMMOND ST. BRIDGE		PENOBSCOT COUNTY		TRANSVERSE CROSS SECTIONS		SHEET NUMBER		19+33.41		20+97.41	
BANGOR		I-95		19+33.41		20+97.41		19+33.41		20+97.41	
PROJ. MANAGER		BY		DATE		SIGNATURE		P.E. NUMBER		DATE	
DESIGN-DETAILED		CHECKED-REVIEWED		DESIGN-DETAILED		REVISIONS 1		REVISIONS 2		REVISIONS 3	
DESIGN-DETAILED		CHECKED-REVIEWED		DESIGN-DETAILED		REVISIONS 4		REVISIONS 5		REVISIONS 6	
FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES	
OF 59											

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Username: david.shaw

Date:10/22/2008

Division: BRIDGE

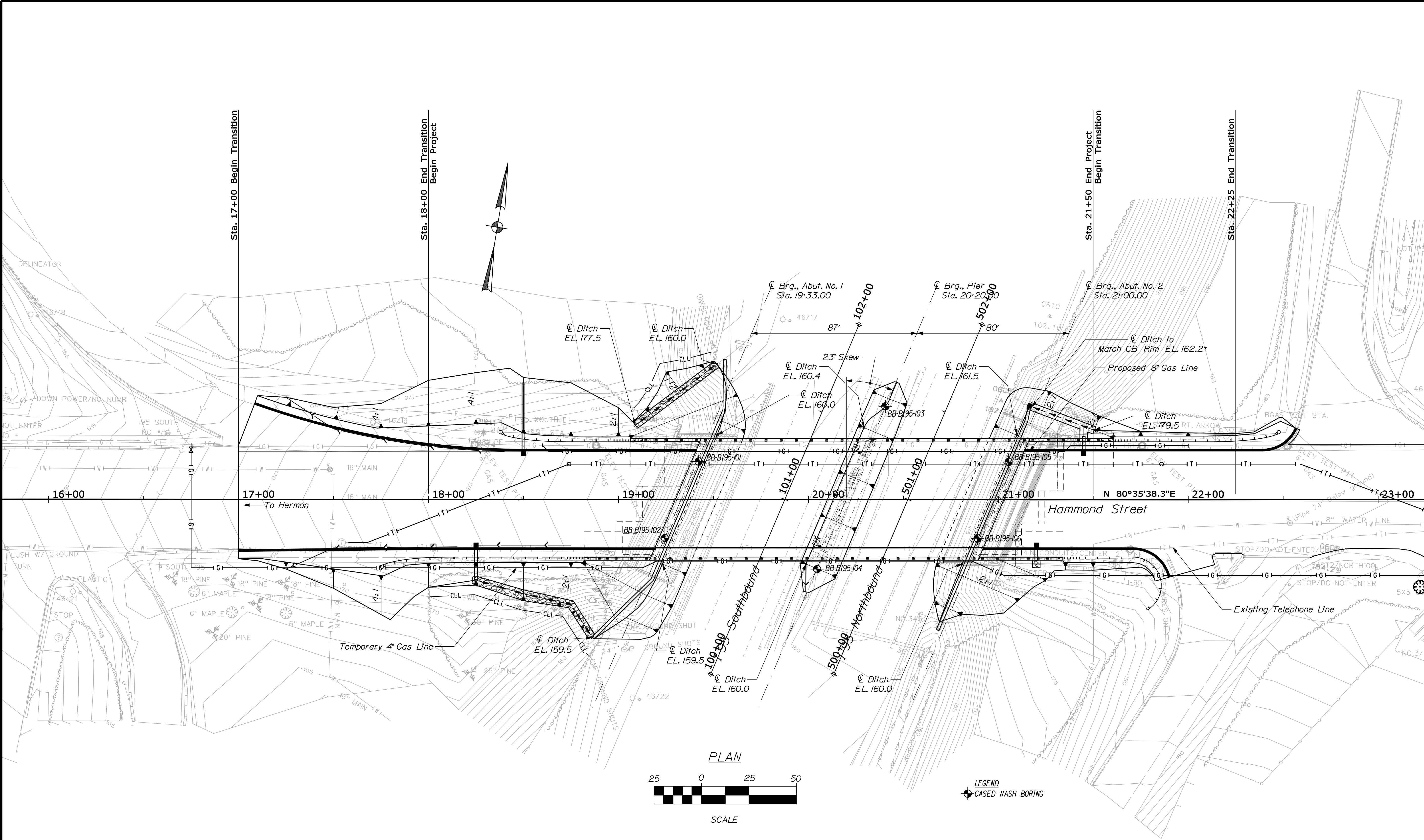


Note: This generalized interpretive soil profile is intended to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized, and have been developed by interpretations of widely spaced explorations and samples. Actual soil transitions may vary and are probably more erratic. For more specific information refer to the exploration logs.

GZA NOTE:
Soil stratification, soil descriptions, water level data added by GZA 9/27/06.

LEGEND:
4/4/06 (Observation Date)
0 HR Stabilization (Indicates observation made during drilling with 0 HRS. of time for the water level to stabilize)

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
BANGOR		PENOBSCOT COUNTY	
HAMMOND STREET		INTERSTATE 95	
INTERPRETIVE SUBSURFACE		PROFILE	
SHEET NUMBER		6	
OF 59			
PROJ. MANAGER		DESIGN-DETAILED	
D. Anderson		L. KRUSINSKI	
BY		DATE	
T. WHITE		SEPT. 2006	
CHECKED-REVIEWED		SIGNATURE	
DESIGN-DETAILED		P.E. NUMBER	
REVISIONS 1		DATE	
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REVISIONS 4			
FIELD CHANGES			
BRIDGE NO. 5794		PIN	
12643.00		BRIDGE PLANS	
AC-IM-1264(300)X			



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-IM-1264(300)X

BRIDGE NO. 5794
PIN 12643.00

BRIDGE PLANS

HAMMOND STREET
INTERSTATE 95
PENOBSCOT COUNTY

BANGOR

SHEET NUMBER

5

OF 59

DATE
SEPT 2008

BY
T. WHITE

D. Anderson

PROJ. MANAGER

SIGNATURE

P.E. NUMBER

DATE

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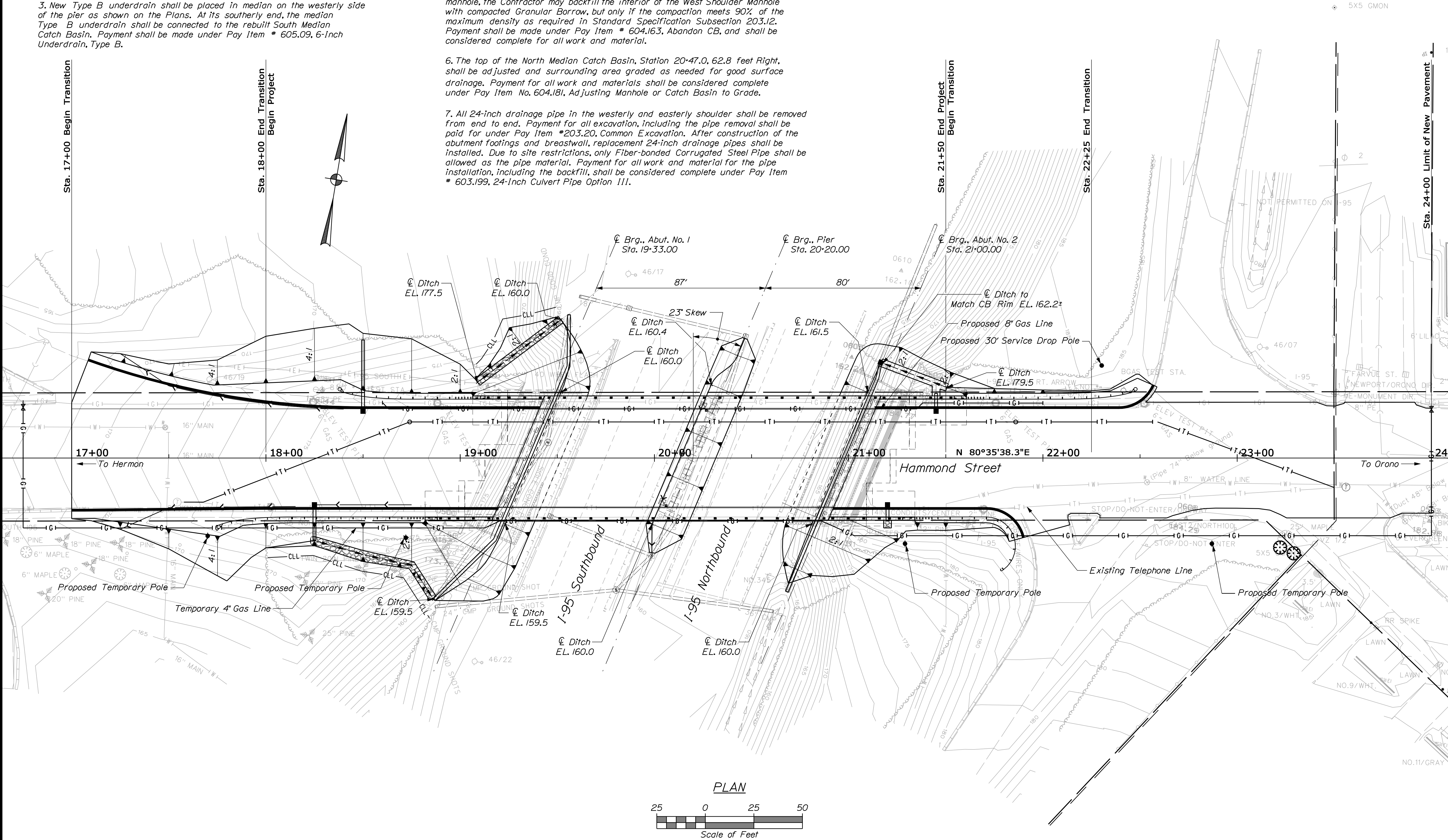
FIELD CHANGES

Drainage Structures Notes

1. The Contractor shall take special care, particularly when doing drainage structure excavation or connection adjustments, not to damage any pipes or structures that extend under the interstate roadway or shoulders.
2. The existing drainage pipe on both sides of the median pier shall be removed. Payment shall be considered incidental to Pay Item * 206.10 Structural Earth Excavation & Piers. The easterly length shall be plugged at the limits of the pier foundation excavation. The westerly length shall be removed completely to its connection with the South Median Catch Basin at Station 19+98.6, 50.2 feet Right.
3. New Type B underdrain shall be placed in median on the westerly side of the pier as shown on the Plans. At its southerly end, the median Type B underdrain shall be connected to the rebuilt South Median Catch Basin. Payment shall be made under Pay Item * 605.09, 6-Inch Underdrain, Type B.

4. The South Median Catch Basin shall be rebuilt as needed to: adjust the top to the new median ground grade; connect the new median Type B underdrain; maintain and/or rebuild all other pipe connections at the existing flow lines, and; replace the top grate. Payment shall be made under Pay Item * 604.164, Rebuilding Catch Basin.
5. At a minimum, the Contractor shall completely remove the connections to the West Shoulder Manhole, Sta. 19+45.2, 8.0 feet Left and remove the manhole top as directed by the Resident. The Contractor shall shield the work and excavation so as to prevent any settlement or other damage to the interstate shoulder or roadway. At the discretion of the Resident, in lieu of complete removal of the manhole, the Contractor may backfill the interior of the West Shoulder Manhole with compacted Granular Borrow, but only if the compaction meets 90% of the maximum density as required in Standard Specification Subsection 203.12. Payment shall be made under Pay Item * 604.163, Abandon CB, and shall be considered complete for all work and material.
6. The top of the North Median Catch Basin, Station 20+47.0, 62.8 feet Right, shall be adjusted and surrounding area graded as needed for good surface drainage. Payment for all work and materials shall be considered complete under Pay Item No. 604.181, Adjusting Manhole or Catch Basin to Grade.

7. All 24-inch drainage pipe in the westerly and easterly shoulder shall be removed from end to end. Payment for all excavation, including the pipe removal shall be paid for under Pay Item *203.20, Common Excavation. After construction of the abutment footings and breastwall, replacement 24-inch drainage pipes shall be installed. Due to site restrictions, only Fiber-bonded Corrugated Steel Pipe shall be allowed as the pipe material. Payment for all work and material for the pipe installation, including the backfill, shall be considered complete under Pay Item * 603.199, 24-Inch Culvert Pipe Option III.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AC-IM-1264(300)X

BRIDGE NO. 5704
PIN
12643.00
BRIDGE PLANS

PROJ. MANAGER	D. Anderson	BY	DATE
CHECKED-DETAILED	R. BULLER	D. SHAW	AUG. 2008
DESIGNS DETAILLED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HAMMOND STREET
INTERSTATE 95
PENOBSCOT COUNTY

SHEET NUMBER
3
OF 59

GENERAL PLAN

[illegible]

GENERAL CONSTRUCTION NOTES

1. For easements, construction limits and right of way lines, refer to Right of Way Map.

2. The clearing limits as shown on the plans are approximate. The exact limits will be established in the field by the Resident. Payment for clearing will be considered incidental to Contract items.

3. All utility facilities shall be adjusted by the respective utilities unless otherwise noted.

4. Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.

5. In areas where the Resident directs the Contractor not to excavate to the subgrade line shown on the plans, payment for removing existing pavement, grubbing, shaping, ditching, and compacting the existing subbase and layers of new subbase 6 inches or less thick will be made under appropriate equipment rental items.

6. Except as otherwise shown, backfill within ten feet of the back of wingwall and abutment walls below EL. 175.0 shall be Granular Borrow meeting the requirements of Subsection 703.19, Material for Underwater Backfill.

7. Place 4 inches of Erosion Control Mix and seed reconstructed sideslope, as shown on the Plans or as directed by the Resident. A small quantity of loam is included in the Contract for incidental use.

8. An NCHRP350 compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.

9. *Extended-use Erosion Control Blanket, seeded gutters, and gutters lined with Stone Ditch Protection shall be constructed at each corner of the bridge after substantial completion of the sideslope, where it is apparent that runoff will cause continual erosion. Payment will be made under the appropriate Contract items.*

10. *Protective Coating for Concrete Surfaces shall be applied to the following areas:*

*All exposed surfaces of concrete curbs and sidewalks,
Fascias down to the drip notch,
All exposed surfaces of Concrete Transition Barriers,
Top of abutment bridgeseats and to 12 inches below the top of bridges
on the back side.
Back of end diaphragms*

11. Bidders and Contractors may obtain a copy of the existing bridge plans by faxing a Request for Information to the Bid Contact Person. The plans are reproductions of the original drawings as prepared for the construction of the bridge. It is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the bridge during its life span.

12. Bidders and Contractors may obtain a copy of the "Geotechnical Design for Hammond Street/ I-95 Bridge", MaineDOT Soils Report No. 2006-20C, dated June 2006, by faxing a Request for Information to the Bid Contact Person.

13. Geotechnical information furnished or referred to in this plan set is for the use of the Bidders and the Contractor. No assurance is given that the information or interpretations will be representative of actual subsurface conditions at the construction site. MaineDOT will not be responsible for the Bidders' or Contractor's interpretations of, or conclusions drawn from, the geotechnical information. The boring logs contained in the plan set present factual and interpretive subsurface information collected at discrete locations. Data provided may not be representative of the subsurface conditions between the boring locations.

14. If a design change results in changes to the estimated quantities for a Lump Sum pay item, price adjustments to the affected Lump Sum item may be made in accordance with Standard Specifications Section 109.7, Equitable Adjustments to Compensation. Lump Sum pay items may be eliminated from the Contract in accordance with Standard Specifications Section 109.2 Elimination of Items. Otherwise, Lump Sum pay items will be paid for at the Contract bid amount with no addition or reduction to the Contractor if actual quantities are different from the MaineDOT provided estimated quantities.

15. At least three weeks prior to the start of demolition work, the Contractor shall submit a Stage Removal and Construction Plan prepared and stamped a licensed engineer. No work related to the removal of the bridge shall be undertaken by the Contractor until MaineDOT has reviewed the Stage Removal and Construction Plan for appropriateness and completeness. The submitted plan must provide for safe support of partially deconstructed structures under truck loadings, such as the three existing pier caps, and for proper disposal of all materials in the existing bridge, such as the painted beams and abandoned line. Note that both vertical and lateral bracing of the partially removed pier may be required for stage construction live loads. This work must meet the requirements of the Special Provision for Removing Existing Bridge, Standard Specification Subsection 202.19. Complete payment for all work described in this note is made under Pay Item # 202.19, Removing Existing Bridge.


16. The existing bridge shall be removed by and become the property of the Contractor. The steel portions of the existing bridge are coated with a lead-based paint system. The Contractor is responsible for the containment, proper management and disposal of all lead-contaminated hazardous waste generated by the process of demolishing the bridge. The Contractor is responsible for implementing appropriate OSHA mandated personal protection standards related to this process. Once the existing bridge is removed, the Contractor is solely responsible for the care, custody and control of the components of the existing bridge and any hazardous waste generated as a result of the storage, recycling or disposal of the bridge components, including lead-coated steel. The Contractor shall recycle or reuse the steel in accordance with the Maine Department of Environmental Protection's "Maine Hazardous Waste Management Regulations," Chapter 850. A copy of this regulation is available at MaineDOT's offices on Child Street in Augusta. Payment for all labor, materials, equipment and other costs required to remove and dispose of the existing bridge will be considered incidental to the bridge removal pay item.

17. The Contractor shall maintain a five foot wide separate pedestrian travel way at all times, except as required for the removal of the southerly portion of the superstructure and safe erection of new Girders #1 through #9, as described in the Section 107 Special Provision for Work Times and Supplemental Liquidated Damages.

18. The use of prestressed deck panels is not allowed. The Contractor is provided the option of submitting a design and shop drawings for precast concrete deck panels with mild steel reinforcement to the Department for its review. Refer to Special Provision Section 502, Reinforced Concrete Deck Panels.

19. Depending on the Contractor's methods for maintaining the pedestrian travel way, the location of the stage construction deck joint may allow space for lap splicing the transverse deck reinforcement. The pay item for mechanical couplers is included in the contract for stage construction joints in the abutment footings, pier footing and the pier cap. Any other mechanical couplers used shall be considered incidental to the contract.

20. Existing Plans and Geotechnical information may be accessed at the following web address:
<http://www.maine.gov/mdot/comprehensive-list-projects/project-information.php>

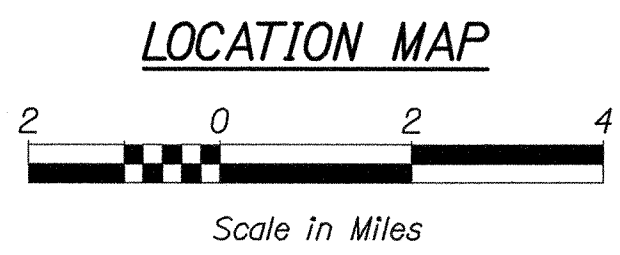
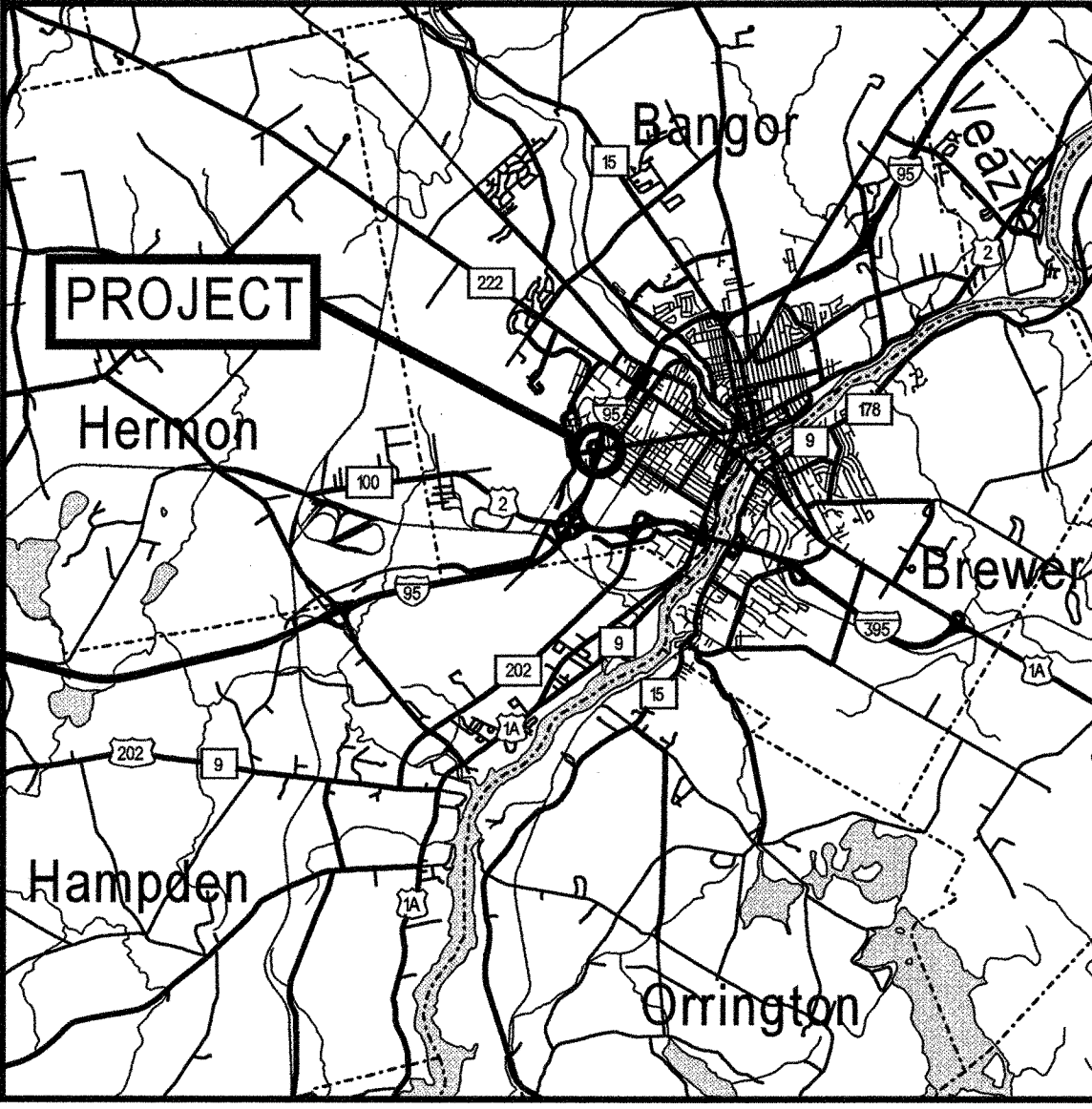
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	SIGNATURE	
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	BRIDGE NO. 5794	
PIN 12643.00		BRIDGE PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



BANGOR
PENOBSCOT COUNTY
HAMMOND STREET
OVER
INTERSTATE 95
HAMMOND STREET

PROJECT NO. AC-IM-1264(300)X
PROJECT LENGTH 0.066 mi.
BRIDGE REPLACEMENT
BRIDGE NO. 5794



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SPECIFICATIONS

Design: AASHTO LRFD Bridge Design Specifications, Fourth Edition 2007.

DESIGN LOADING

Live Load HL - 93 Modified

TRAFFIC DATA

Current (2005) AADT	12860
Future (2025) AADT	16720
DHV - % of AADT	10
Design Hour Volume	1672
% Heavy Trucks (AADT)	3
% Heavy Trucks (DHV)	2
Directional Distribution (DHV)	57
18 kip Equivalent P 2.0	158
18 kip Equivalent P 2.5	155
Design Speed (mph)	25

MATERIALS

Concrete (Unless noted otherwise)	Class "A"
Concrete (Precast)	Class "P"
Concrete (Curbs, Sidewalks & Transition Barriers)	Class "LP"
Reinforcing Steel	ASTM A615/A615M, Grade 60
Structural Steel:	
All Material (except as noted)	ASTM A709/A709M, Grade 50
High Strength Bolts	ASTM A325, Type 3
Prestressing Strand	AASHTO 203 (ASTM A416), Grade 270, Low Relaxation

BASIC DESIGN STRESSES

Concrete	f'c = 4,350 psi
Concrete (Precast)	f'c = 8000 psi
	f'ci = 6000 psi
Reinforcing Steel	fy = 60,000 psi
Structural Steel:	
ASTM A 709/A 709M, Grade 50	Fy = 50,000 psi
ASTM A 709/A 709M, Grade 36	Fy = 36,000 psi
ASTM A 325	Fu = 120,000 psi
Prestressing Strand	Fu = 270,000 psi

UTILITIES

Bangor Hydro-Electric Company	Fairpoint
Bangor Water District	Bangor Gas
Time Warner Cable	Oxford Networks

MAINTENANCE OF TRAFFIC

Maintain two 10'-0" minimum width lanes at all times, one lane in each direction, by stage construction.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED
COMMISSIONER: Robert S. Bulger
CHIEF ENGINEER: Phil Roberts

DATE
10/24/08
10/23/08

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Robert S. Bulger
4410
PROFESSIONAL ENGINEER

Robert S. Bulger
4410
P.E. NUMBER
Oct. 23 2008
DATE

PROJECT INFORMATION

PROGRAM
BRIDGE PROGRAM

PROJECT MANAGER
DEVIN ANDERSON

DESIGNER
ROBERT BULGER

CONSULTANT
PHIL ROBERTS

PROJECT RESIDENT
CONTRACTOR

PROJECT COMPLETION DATE

AC-IM-1264(300)X

PIN 12643.00

BANGOR
HAMMOND ST. OVER I-95

TITLE SHEET

SHEET NUMBER
1
OF 59