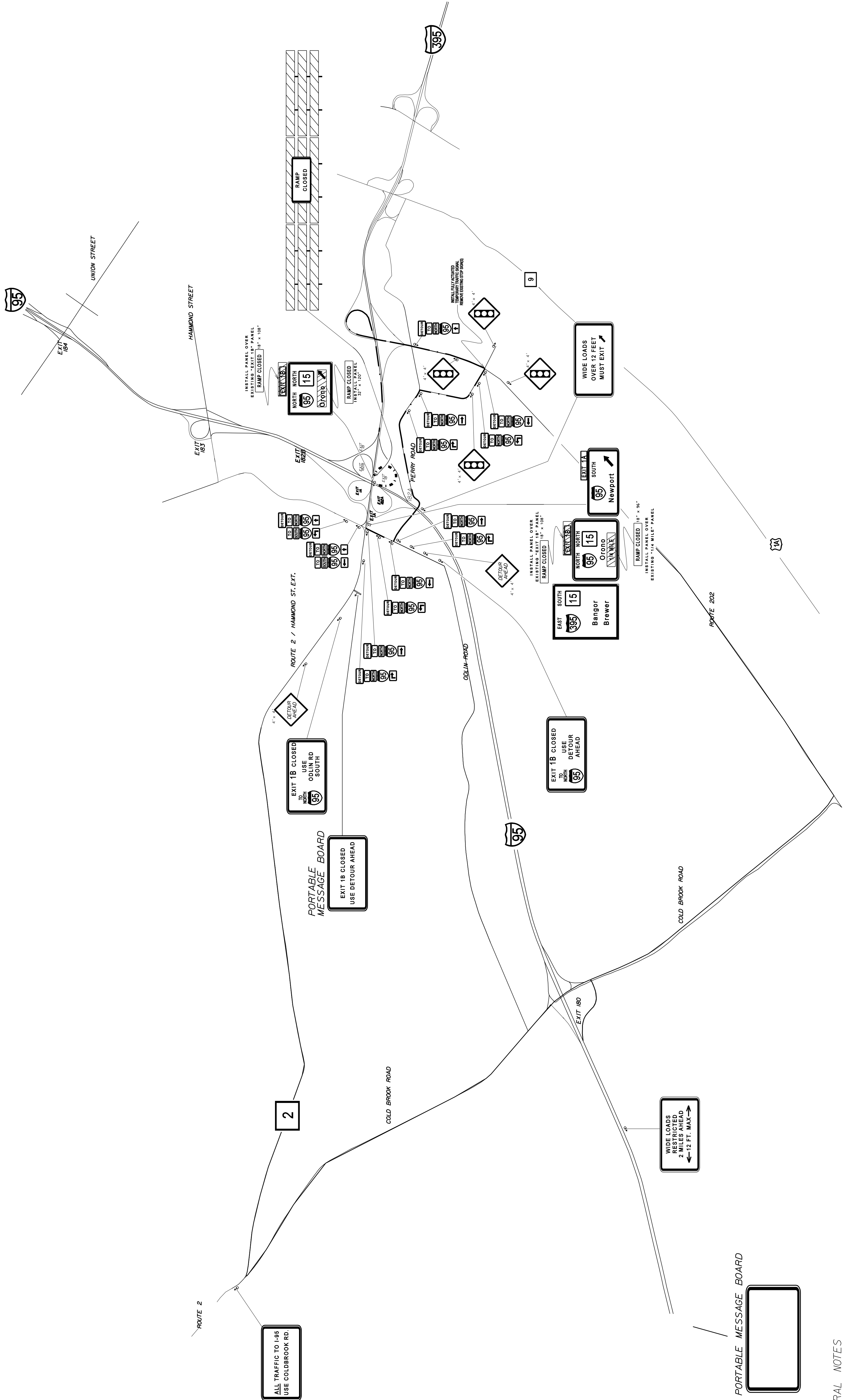


2008 DETOUR ROUTE
NORTH BOUND



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 ARE BLACK ON ORANGE UNLESS OTHERWISE NOTED.

NOTE:
THIS PLAN IS
NOT TO SCALE

SHEET NUMBER

14

OF 14

195 NB & 195 SB INDUSTRIAL SPUR
INTERSTATE 395
CITY OF BANGOR PENOBSCOT COUNTY

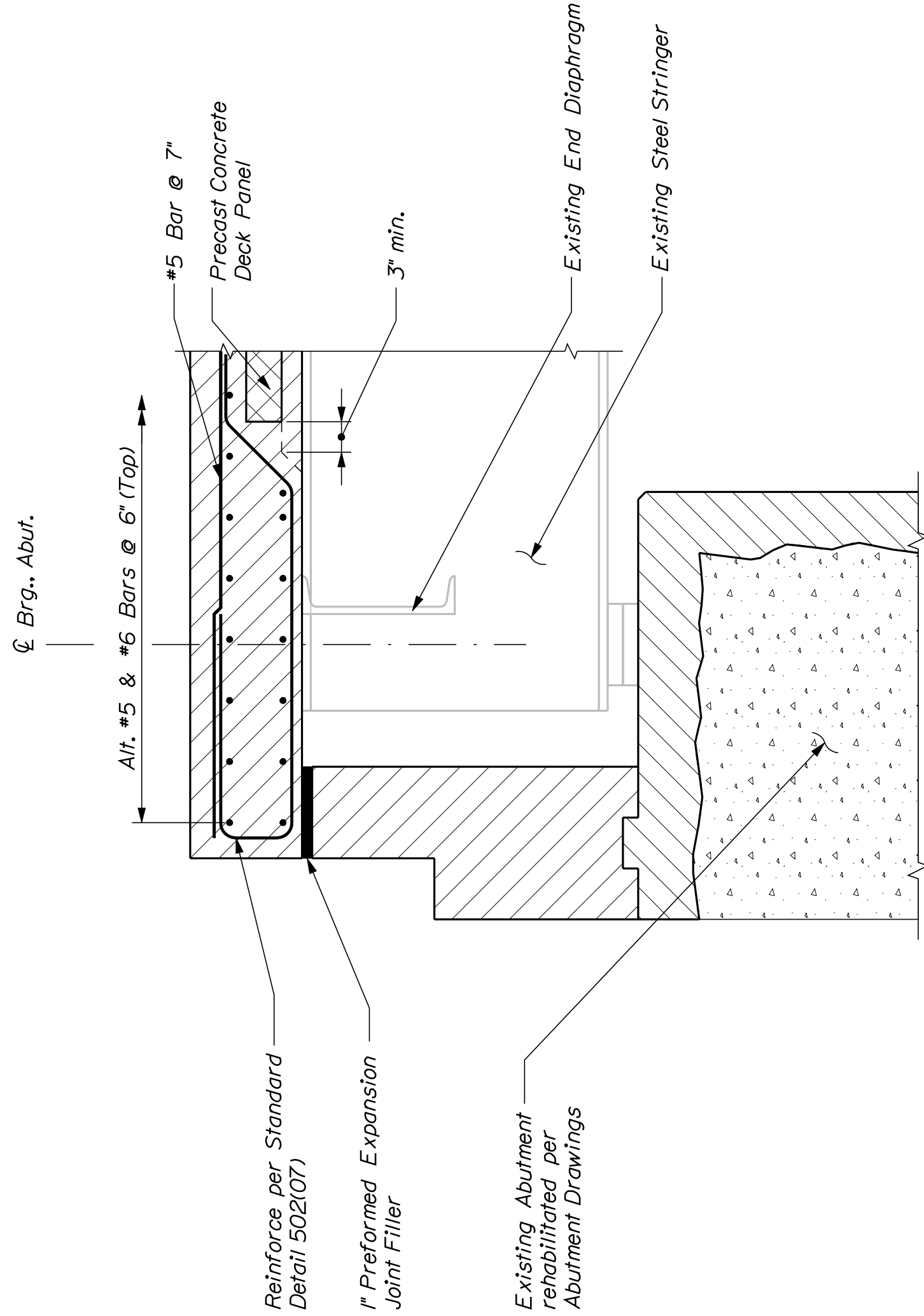
NORTHBOUND DETOUR

| | | | |
|------------------|-----|-----|------|
| PROJ. MANAGER | DA | BY | DATE |
| DESIGN-DETAILED | RCK | BJM | |
| CHECKED-REVIEWED | | | |
| DESIGN-DETAILED | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

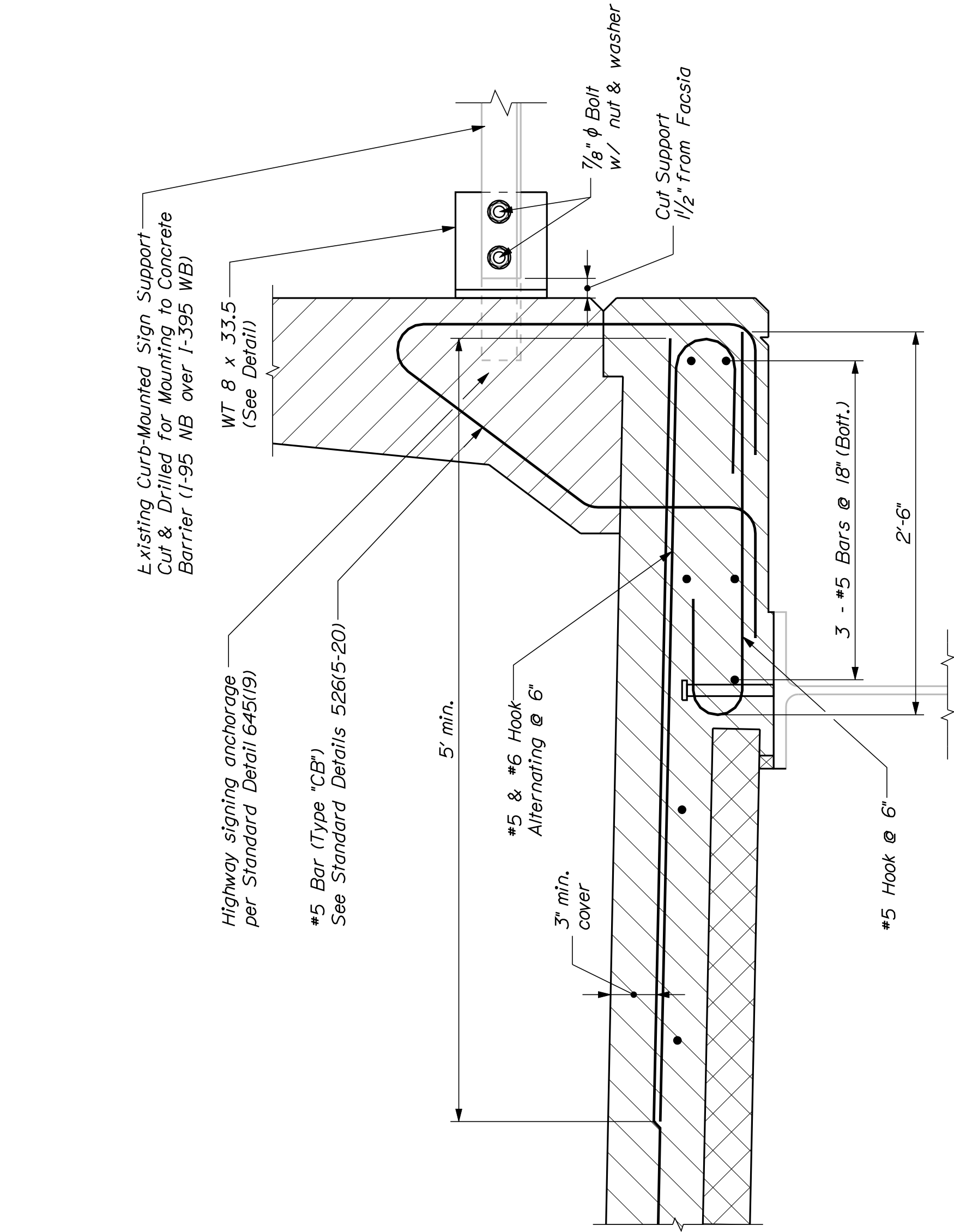
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| SIGNATURE | P.E. NUMBER | DATE |
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| | | |
|------------------------------------------------|-----------------------------|-------------------------------------|
| STATE OF MAINE DEPARTMENT OF TRANSPORTATION | BH-1651(000) & BH-1651(100) | PIN |
| | | BRIDGE 1428 & 5795 16510.0016511.00 |
| | | BRIDGE PLANS |

| | | | | | | | | | | | | | | | | | | | |
|---------------------------------|--|--|--|--|-----------|--|--|--|--|------------------------------|--|--|--|--|------|--|--|--|--|
| 12 | | | | | | | | | | SHEET NUMBER | | | | | | | | | |
| OF 14 | | | | | | | | | | | | | | | | | | | |
| 195 NB & 195 SB INDUSTRIAL SPUR | | | | | | | | | | CITY OF BANGOR | | | | | | | | | |
| INTERSTATE 395 | | | | | | | | | | PENOBSCOT COUNTY | | | | | | | | | |
| SUPERSTRUCTURE DETAILS | | | | | | | | | | | | | | | | | | | |
| PROJ. MANAGER | | | | | DA | | | | | BY | | | | | DATE | | | | |
| DESIGN - DETAILD | | | | | RKC | | | | | BUN | | | | | | | | | |
| CHKD - REVIEWED | | | | | | | | | | | | | | | | | | | |
| DESIGN - DETAILD | | | | | REVISIONS | | | | | P.E. NUMBER | | | | | DATE | | | | |
| REVISIONS 2 | | | | | | | | | | | | | | | | | | | |
| REVISIONS 3 | | | | | | | | | | | | | | | | | | | |
| REVISIONS 4 | | | | | | | | | | | | | | | | | | | |
| FIELD CHANGES | | | | | | | | | | | | | | | | | | | |
| STATE OF MAINE | | | | | | | | | | DEPARTMENT OF TRANSPORTATION | | | | | | | | | |
| BH-1651(000) & BH-1651(100) | | | | | | | | | | PIN | | | | | | | | | |
| 16510.00/16511.00 | | | | | | | | | | BRIDGE 1428 & 5795 | | | | | | | | | |
| BRIDGE PLANS | | | | | | | | | | | | | | | | | | | |



LONGITUDINAL SECTION AT PIER



WT 8 x 33.5 DETAIL
Hot Dip Galvanized

1. The theoretical blocking used for design of the structure is 1 inch at the centerline of bearing at the abutments and piers. Refer to Standard Detail 502102 for blocking details.
2. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
3. Adjust reinforcing steel to fit around the bridge drains in a manner approved by the Resident. Do not cut transverse reinforcing bars.
4. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
5. The superstructure slab concrete shall be placed in one continuous operation and the concrete shall be kept plastic one complete span behind the span being placed.
6. The formwork and its supports, over the full width of the structural slab, shall remain in place until a minimum of 48 hours has elapsed after placement of the final section of the slab. After this period, removal of formwork for sections meeting the requirements for Form removal of Standard Specifications Section 502, Structural Concrete, may proceed.
7. Precast Deck Panels shall be used in place of a full depth cast-in-place deck slab in accordance with Special Provisions Section 502 Structural Concrete - Precast Deck Panels, and in accordance with the Standard Details.
8. 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.
9. The Resident shall approve the seals prior to fabrication of the Expansion Device.

195 NB & 195 SB\\INDUSTRIAL SPUR

INTERSTATE 395

CITY OF BANGOR

PENOBSCOT COUNTY

DECK GEOMETRICS

PROJ. MANAGER

DA

BY

DATE

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

BH-1651(100) & BH-1651(100)

PIN

BRIDGE 1428 & 5795 16510.00\\16511.00

BRIDGE PLANS

SHEET NUMBER

10

OF 14

195 NB & 195 SB\\INDUSTRIAL SPUR

INTERSTATE 395

CITY OF BANGOR

PENOBSCOT COUNTY

DECK GEOMETRICS

PROJ. MANAGER

DA

BY

DATE

SIGNATURE

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DATE

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

BH-1651(100) & BH-1651(100)

PIN

BRIDGE 1428 & 5795 16510.00\\16511.00

BRIDGE PLANS

Southbound - Span No. 1

| | ¶ Brq | .1 Span | .2 Span | .3 Span | .4 Span | .5 Span | .6 Span | .7 Span | .8 Span | .9 Span | ¶ Brq |
|-----------------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|--------|
| Stringer Line 1 | 99.54 | 99.56 | 99.58 | 99.60 | 99.62 | 99.63 | 99.64 | 99.66 | 99.67 | 99.67 | 99.68 |
| Stringer Line 2 | 99.72 | 99.74 | 99.76 | 99.78 | 99.80 | 99.81 | 99.82 | 99.83 | 99.84 | 99.85 | 99.86 |
| Stringer Line 3 | 99.90 | 99.92 | 99.94 | 99.95 | 99.97 | 99.99 | 100.00 | 100.01 | 100.02 | 100.02 | 100.03 |
| Stringer Line 4 | 100.08 | 100.10 | 100.12 | 100.14 | 100.15 | 100.17 | 100.18 | 100.19 | 100.20 | 100.20 | 100.21 |
| Stringer Line 5 | 100.01 | 100.03 | 100.05 | 100.06 | 100.08 | 100.09 | 100.10 | 100.11 | 100.12 | 100.13 | 100.13 |
| Stringer Line 6 | 99.85 | 99.87 | 99.89 | 99.91 | 99.92 | 99.94 | 99.95 | 99.96 | 99.97 | 99.97 | 99.98 |

Southbound - Span No. 2

| | ¶ Brq | .1 Span | .2 Span | .3 Span | .4 Span | .5 Span | .6 Span | .7 Span | .8 Span | .9 Span | ¶ Brq |
|-----------------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|--------|
| Stringer Line 1 | 99.68 | 99.73 | 99.77 | 99.80 | 99.83 | 99.85 | 99.86 | 99.85 | 99.83 | 99.83 | 99.81 |
| Stringer Line 2 | 99.86 | 99.91 | 99.95 | 99.98 | 100.00 | 100.02 | 100.03 | 100.02 | 100.00 | 100.00 | 99.98 |
| Stringer Line 3 | 100.04 | 100.08 | 100.12 | 100.15 | 100.18 | 100.19 | 100.20 | 100.19 | 100.17 | 100.17 | 100.15 |
| Stringer Line 4 | 100.21 | 100.26 | 100.29 | 100.33 | 100.35 | 100.36 | 100.37 | 100.36 | 100.34 | 100.34 | 100.32 |
| Stringer Line 5 | 100.14 | 100.18 | 100.22 | 100.25 | 100.27 | 100.29 | 100.29 | 100.28 | 100.26 | 100.26 | 100.24 |
| Stringer Line 6 | 99.98 | 100.02 | 100.06 | 100.09 | 100.11 | 100.12 | 100.13 | 100.11 | 100.10 | 100.10 | 100.07 |

Southbound - Span No. 3

| | ¶ Brq | .1 Span | .2 Span | .3 Span | .4 Span | .5 Span | .6 Span | .7 Span | .8 Span | .9 Span | ¶ Brq |
|-----------------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|--------|
| Stringer Line 1 | 99.82 | 99.85 | 99.87 | 99.89 | 99.90 | 99.90 | 99.89 | 99.88 | 99.85 | 99.82 | 99.79 |
| Stringer Line 2 | 99.98 | 100.01 | 100.04 | 100.06 | 100.06 | 100.07 | 100.06 | 100.04 | 100.02 | 99.99 | 99.95 |
| Stringer Line 3 | 100.15 | 100.18 | 100.20 | 100.22 | 100.23 | 100.23 | 100.22 | 100.21 | 100.18 | 100.15 | 100.15 |
| Stringer Line 4 | 100.32 | 100.35 | 100.37 | 100.39 | 100.39 | 100.39 | 100.39 | 100.37 | 100.34 | 100.31 | 100.27 |
| Stringer Line 5 | 100.24 | 100.27 | 100.30 | 100.31 | 100.31 | 100.31 | 100.30 | 100.28 | 100.25 | 100.22 | 100.18 |
| Stringer Line 6 | 100.07 | 100.10 | 100.12 | 100.14 | 100.14 | 100.14 | 100.13 | 100.11 | 100.08 | 100.05 | 100.01 |

Southbound - Span No. 4

| | ¶ Brq | .1 Span | .2 Span | .3 Span | .4 Span | .5 Span | .6 Span | .7 Span | .8 Span | .9 Span | ¶ Brq |
|-----------------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|--------|
| Stringer Line 1 | 99.79 | 99.78 | 99.78 | 99.77 | 99.77 | 99.76 | 99.76 | 99.75 | 99.73 | 99.72 | 99.70 |
| Stringer Line 2 | 99.95 | 99.94 | 99.94 | 99.93 | 99.93 | 99.92 | 99.92 | 99.90 | 99.89 | 99.88 | 99.86 |
| Stringer Line 3 | 100.11 | 100.10 | 100.10 | 100.09 | 100.09 | 100.08 | 100.06 | 100.05 | 100.03 | 100.02 | 100.02 |
| Stringer Line 4 | 100.27 | 100.26 | 100.26 | 100.25 | 100.24 | 100.23 | 100.23 | 100.22 | 100.21 | 100.19 | 100.17 |
| Stringer Line 5 | 100.18 | 100.18 | 100.17 | 100.16 | 100.15 | 100.14 | 100.13 | 100.11 | 100.10 | 100.08 | 100.08 |
| Stringer Line 6 | 100.01 | 100.00 | 100.00 | 99.99 | 99.99 | 99.98 | 99.97 | 99.95 | 99.94 | 99.92 | 99.90 |

Northbound - Span No. 1

| | ¶ Brq | .1 Span | .2 Span | .3 Span | .4 Span | .5 Span | .6 Span | .7 Span | .8 Span | .9 Span | ¶ Brq |
|-----------------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|--------|
| Stringer Line 1 | 99.96 | 99.98 | 100.00 | 100.01 | 100.03 | 100.04 | 100.05 | 100.06 | 100.07 | 100.07 | 100.07 |
| Stringer Line 2 | 100.14 | 100.16 | 100.17 | 100.19 | 100.20 | 100.21 | 100.22 | 100.23 | 100.24 | 100.24 | 100.24 |
| Stringer Line 3 | 100.23 | 100.25 | 100.27 | 100.28 | 100.29 | 100.30 | 100.31 | 100.32 | 100.32 | 100.33 | 100.33 |
| Stringer Line 4 | 100.08 | 100.09 | 100.11 | 100.12 | 100.14 | 100.15 | 100.16 | 100.16 | 100.17 | 100.17 | 100.17 |
| Stringer Line 5 | 99.92 | 99.94 | 99.95 | 99.96 | 99.98 | 99.99 | 100.00 | 100.00 | 100.01 | 100.01 | 100.01 |
| Stringer Line 6 | 99.76 | 99.78 | 99.79 | 99.81 | 99.82 | 99.83 | 99.84 | 99.84 | 99.85 | 99.85 | 99.85 |

Northbound - Span No. 2

| | ¶ Brq | .1 Span | .2 Span | .3 Span | .4 Span | .5 Span | .6 Span | .7 Span | .8 Span | .9 Span | ¶ Brq |
|-----------------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|--------|
| Stringer Line 1 | 100.07 | 100.11 | 100.14 | 100.17 | 100.19 | 100.20 | 100.20 | 100.18 | 100.16 | 100.13 | 100.13 |
| Stringer Line 2 | 100.24 | 100.28 | 100.31 | 100.34 | 100.36 | 100.37 | 100.37 | 100.36 | 100.35 | 100.33 | 100.30 |
| Stringer Line 3 | 100.33 | 100.37 | 100.40 | 100.43 | 100.45 | 100.45 | 100.45 | 100.45 | 100.43 | 100.41 | 100.38 |
| Stringer Line 4 | 100.17 | 100.21 | 100.24 | 100.27 | 100.28 | 100.29 | 100.29 | 100.28 | 100.26 | 100.24 | 100.21 |
| Stringer Line 5 | 100.01 | 100.05 | 100.08 | 100.10 | 100.12 | 100.13 | 100.12 | 100.10 | 100.07 | 100.04 | 100.04 |
| Stringer Line 6 | 99.85 | 99.88 | 99.91 | 99.94 | 99.95 | 99.96 | 99.96 | 99.95 | 99.93 | 99.91 | 99.88 |

Northbound - Span No. 3

| | ¶ Brq | .1 Span | .2 Span | .3 Span | .4 Span | .5 Span | .6 Span | .7 Span | .8 Span | .9 Span | ¶ Brq |
|-----------------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|--------|
| Stringer Line 1 | 100.13 | 100.16 | 100.17 | 100.19 | 100.19 | 100.18 | 100.17 | 100.15 | 100.12 | 100.08 | 100.04 |
| Stringer Line 2 | 100.30 | 100.32 | 100.34 | 100.35 | 100.35 | 100.35 | 100.33 | 100.31 | 100.28 | 100.24 | 100.20 |
| Stringer Line 3 | 100.38 | 100.40 | 100.42 | 100.43 | 100.43 | 100.42 | 100.41 | 100.39 | 100.35 | 100.32 | 100.27 |
| Stringer Line 4 | 100.21 | 100.23 | 100.25 | 100.26 | 100.26 | 100.25 | 100.24 | 100.21 | 100.18 | 100.14 | 100.10 |
| Stringer Line 5 | 100.04 | 100.06 | 100.08 | 100.09 | 100.09 | 100.08 | 100.06 | 100.04 | 100.01 | 99.97 | 99.92 |
| Stringer Line 6 | 99.87 | 99.89 | 99.91 | 99.92 | 99.92 | 99.91 | 99.89 | 99.86 | 99.83 | 99.79 | 99.74 |

Northbound - Span No. 4

| | ¶ Brq | .1 Span | .2 Span | .3 Span | .4 Span | .5 Span | .6 Span | .7 Span | .8 Span | .9 Span | ¶ Brq |
|-----------------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|--------|
| Stringer Line 1 | 100.04 | 100.03 | 100.02 | 100.01 | 100.01 | 100.00 | 99.98 | 99.97 | 99.95 | 99.93 | 99.91 |
| Stringer Line 2 | 100.19 | 100.19 | 100.18 | 100.17 | 100.16 | 100.15 | 100.14 | 100.12 | 100.09 | 100.07 | 100.07 |
| Stringer Line 3 | 100.27 | 100.26 | 100.25 | 100.24 | 100.23 | 100.22 | 100.21 | 100.20 | 100.18 | 100.16 | 100.14 |
| Stringer Line 4 | 100.09 | 100.09 | 100.08 | 100.07 | 100.06 | 100.05 | 100.03 | 100.02 | 100.00 | 99.98 | 99.96 |
| Stringer Line 5 | 99.92 | 99.91 | 99.90 | 99.89 | 99.88 | 99.87 | 99.85 | 99.84 | 99.82 | 99.80 | 99.78 |
| Stringer Line 6 | 99.74 | 99.73 | 99.72 | 99.72 | 99.70 | 99.69 | 99.68 | 99.66 | 99.64 | 99.62 | 99.60 |

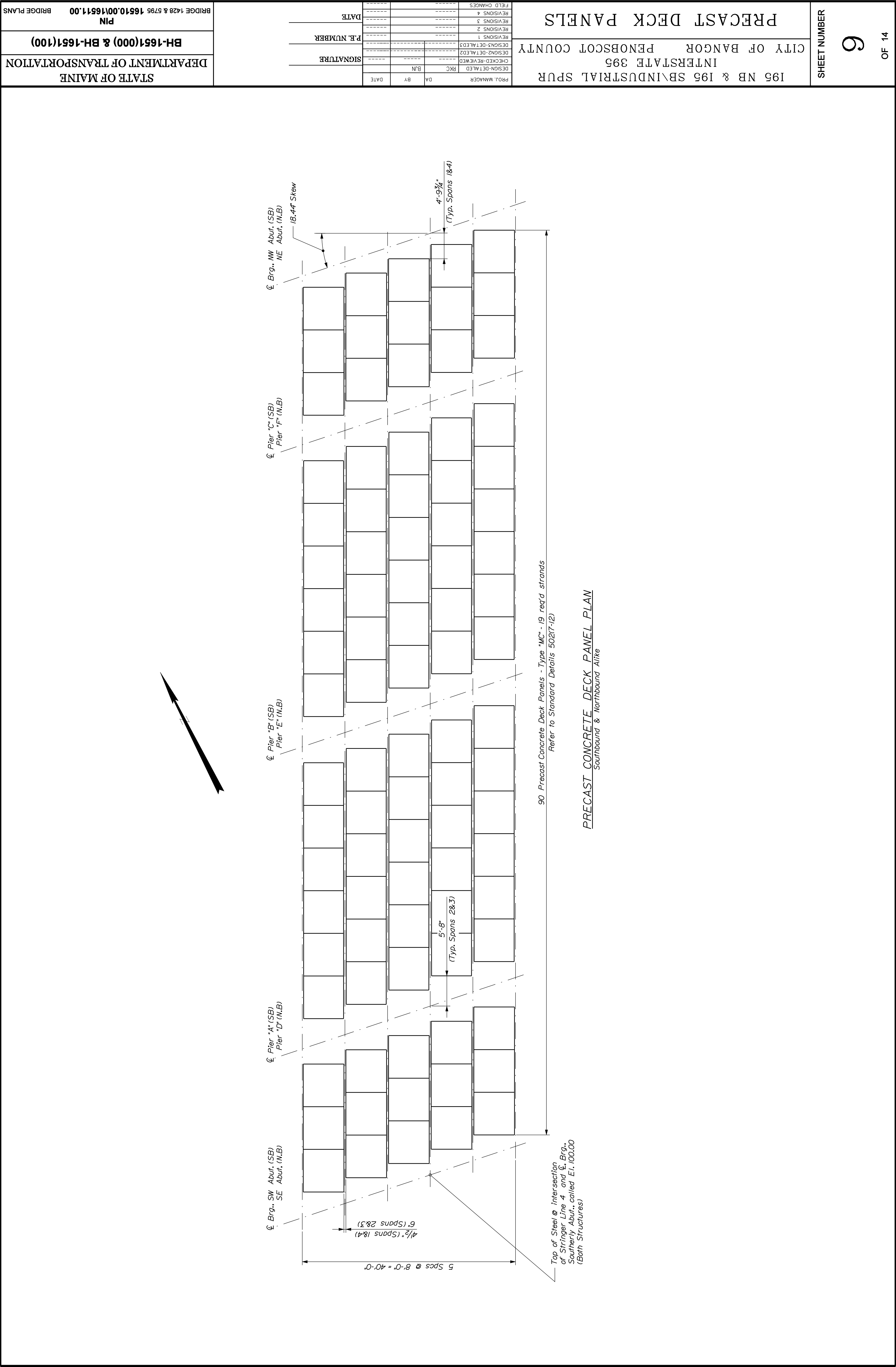
Northbound - Span Nos. 2 & 3

| | ¶ Brq | .1 Span | .2 Span | .3 Span | .4 Span | .5 Span | .6 Span | .7 Span | .8 Span | .9 Span | ¶ Brq |
|---------------|-------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-------|
| Fluid D/L | 0.00 | 0.31 | 0.57 | 0.78 | 0.90 | 0.95 | 0.90 | 0.78 | 0.57 | 0.31 | 0.00 |
| Steel D/L | 0.00 | 0.04 | 0.08 | 0.11 | 0.13 | 0.13 | 0.11 | 0.08 | 0.04 | 0.00 | 0.00 |
| Superimp. D/L | 0.00 | 0.03 | 0.06 | 0.08 | 0.10 | 0.10 | 0.10 | 0.08 | 0.06 | 0.03 | 0.00 |
| Total D/L | 0.00 | 0.38 | 0.71 | 0.97 | 1.13 | 1.18 | 1.13 | 0.97 | 0.71 | 0.38 | 0.00 |

Bottom of Slab Elevations

Table of Deflections

All Values are in Inches



[illegible]

| ITEM NO. | | ESTIMATED QUANTITIES | | UNIT |
|----------|------------------------------------------------------------|----------------------|--------------|-------|
| | | DESCRIPTION | SOUTHBOUND | |
| 107.51 | PROSECUTION OF WORK - INITIAL SCHEDULE | PIN 16510.00 | PIN 16511.00 | TOTAL |
| 107.53 | PROSECUTION OF WORK - BI-WEEKLY UPDATES | 3 | 3 | 6 |
| 202.10 | REM EXIST SUPERSTRS PROP CONTR (NB = 290 CY) (SB = 290 CY) | | | LS |
| 203.20 | COMMON EXCAVATION | 20 | | 40 |
| 203.24 | COMMON BORROW | 10 | | 20 |
| 203.25 | GRANULAR BORROW | 25 | | 50 |
| 206.082 | STRUCTURAL EARTH EXCAVATION - MAJ. STRUCT. | 35 | | 70 |
| 304.10 | AGGREGATE SUBBASE COURSE - GRAVEL | 20 | | 40 |
| 403.207 | HOT MIX ASPHALT 19.0 MM | 60 | | 120 |
| 403.208 | HOT MIX ASPHALT 12.5 MM - SURFACE | 40 | | 80 |
| 403.213 | HOT MIX ASPHALT 12.5 MM - BASE | 65 | | 130 |
| 409.15 | BIT. TACK COAT. APPLIED | 35 | | 70 |
| 502.219 | STR CONC ABUT & RET WALL | | | LS |
| 502.26 | STR CONC RD&SW SLAB ON ST BR | | | LS |
| 502.31 | STR CONC APPROACH SLAB | | | LS |
| 503.12 | REINF STEEL FAB & DEL | | | LB |
| 503.13 | REINF STEEL PLACING | | | LS |
| 504.701 | STRUCTURAL STEEL FAB & DEL ROLLED | | | LS |
| 504.71 | STRUCTURAL STEEL ERECTION | | | LB |
| 504.801 | STRUCTURAL STEEL REMOVAL | | | LB |
| 505.08 | ZHEAR CONNECTORS | | | LS |
| 506.9102 | SHINC-RICH COATING SYSTEM-SHOP APPLIED | | | LS |
| 514.06 | CURING BOX FOR CONC CYL | | | EA |
| 515.20 | PROT COAT FOR CONC SURFACES | | | SY |
| 518.52 | REPAIR OF UPWARD FAC SURF-> 7.9 IN. | | | CY |
| 518.61 | REPAIR OF VERTICAL SURFACES > 7.9 IN. | | | CY |
| 520.22 | EXPANSION DEVICE - COMPRESSION SEAL | | | EA |
| 520.222 | EXPANSION DEVICE - COMPR. SEAL -INSTALL ONLY - PIER "A" | | | LS |
| 520.2222 | EXPANSION DEVICE - COMPR. SEAL -INSTALL ONLY - PIER "B" | | | LS |
| 520.2222 | EXPANSION DEVICE - COMPR. SEAL -INSTALL ONLY - PIER "C" | | | LS |
| 524.301 | TEMPORARY STRUCTURAL SUPPORT | | | LS |
| 524.40 | TEMPORARY STRUCTURAL SUPPORT (PROT. SHIELDING) | | | LS |
| 526.30 | TEMPORARY CONCRETE BARRIER - TYPE I | | | LF |
| 526.331 | PERMANENT CONC BARR TYPE III B | | | LS |
| 526.40 | RESETTING TEMPORARY CONCRETE BARRIER - TYPE I | | | LF |
| 527.34 | WORK ZONE CRASH CUSHIONS | | | UN |
| 602.30 | FLOWABLE CONCRETE FILL | | | CY |
| 606.1721 | BRIDGE TRANSITION - TYPE I | | | EA |
| 606.24 | GR TY 3D - SINGLE RAIL | | | LF |
| 607.421 | SCREENING FENCE | | | LF |
| 609.11 | VERTICAL CURB TYPE I | | | LF |
| 609.26 | CURB TRANSITION SECT B-TYPE I | | | EA |
| 615.07 | LOAM | | | CY |
| 618.1401 | SEEDING METHOD NUMBER 2 - PLAN QUANTITY | | | UN |
| 619.12 | MULCH | | | UN |
| 619.1401 | EROSION CONTROL MIX | | | CY |
| 627.711 | WH OR YELL PAINT PYMT MARKING LINE | | | EA |
| 627.76 | TEMP PYMT MARK LINE (WH/YELL) | | | LF |
| 629.05 | HAND LABOR, STRAIGHT TIME | | | HR |
| 631.12 | ALL PURPOSE EXCAVATOR (INC. OPERATOR) | | | HR |
| 631.16 | TRUCK-LARGE (INC OPERATOR) | | | HR |
| 631.211 | PAVEMENT SWEEPER | | | HR |
| 631.212 | SMALL PAVEMENT GRINDER | | | HR |
| 639.18 | FIELD OFFICE TYPE A | | | HR |
| 652.30 | FLASHING ARROW BOARD | | | EA |
| 652.35 | CONSTRUCTION SIGNS | | | EA |
| 652.38 | FLAGGER | | | SF |
| 652.381 | TRAFFIC OFFICERS | | | HR |
| 652.39 | WORK ZONE TRAFFIC CONTROL | | | HR |
| 652.41 | PORTABLE - CHANGE MESSAGE SIGN | | | EA |
| 656.75 | TEMP. SOIL EROS. AND WATER POLL CONTROL | | | LS |
| 659.10 | MOBILIZATION | | | LS |

GENERAL CONSTRUCTION NOTES

1. All aluminum bridge rail, rail posts, and associated hardware which are to be removed shall be carefully salvaged by the Contractor and will remain the property of the Department. Railing to be removed from the posts and the rail sections. Payment will be considered incidental to related Contract items.
2. Place loam 2 inches deep on all new or reconstructed sideslopes or as directed by the Resident.
3. Place a 24-in. wide strip of Temporary Erosion Control Blanket on the sideslopes and behind the wingwalls.
4. Protective Coating for Concrete Surfaces shall be applied to the following areas:
 - All exposed surfaces of concrete curbs,
 - Fascias down to the drip notch,
 - Concrete wearing surfaces,
 - Concrete barrier railing,
 - Top of abutment backwalls and to 12 inches below the top of backwalls on the back side.
5. Bidders and Contractors may obtain a copy of the existing bridge plans by faxing a Request for Information to the Bid Contract 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.
6. Quantities included for pay items measured and paid for by Lump Sum are estimated quantities and are provided by MaineDOT for informational purposes only. Lump Sum pay items will be paid for at the Contract Bid amount, with no addition or reduction in payment to the Contractor if the actual final quantities are different from the MaineDOT provided estimated quantities, except as follows:
 - a. If a Lump Sum pay item is eliminated, the requirements of Standard Specifications Section 109.2, Elimination of Items, will take precedence.
 - b. If other Contract Documents specifically allow a change in payment for a Lump Sum item, those requirements will be followed.
 - c. If a design change results in changes to estimated quantities for Lump Sum pay items, price adjustments will be made in accordance with Standard Specifications Section 109.7, Equitable Adjustments to Compensation.
7. The Contractor shall submit a Bridge Demolition Plan to the Resident at least 10 business days prior to the start of demolition work. The plan shall outline the methods and equipment to be used to remove and dispose of all materials included in the existing bridge. No work related to the removal of the bridge shall be undertaken by the Contractor until MaineDOT has reviewed the Bridge Demolition Plan for appropriateness and completeness. Payment for all work necessary for developing, submitting and finalizing the Demolition Plan will be considered incidental to the bridge removal pay item.
8. Preformed Expansion Joint Filler located between proposed abutment backwall and superstructure slab shall not be paid for directly, but shall be considered incidental to Item No. 502.26, Structural Concrete Slab on Steel Bridge.
9. The beveled end of the Curb Transition shall be modified from the dimensions shown in the Standard Details to match the existing curb.
10. Expansion devices have been fabricated for the Southbound structure and are in storage at the Carmel Bridge Maintenance Yard. Contractor will make arrangements with the Department for transportation to project. Contractor shall modify existing expansion devices to be compatible with stage construction sequence. Payment for transportation, modification, and installation shall be paid for under Item No. 520.222 - Expansion Device, Install Only. Expansion devices for the Northbound Structure shall be manufactured in accordance with the Standard Specification and Standard Details and shall be paid for under Item No. 520.222 - Expansion Device - Compression Seal
11. The northbound structure supports signs for I-395 westbound traffic. Any components of sign support that is anchored to existing curb, shall be removed from curb and temporarily supported in a manner approved by the Resident. Upon completion of permanent concrete barrier, curb mounted components shall be altered in accordance with details on Sheet No.12 and anchored to barrier in accordance with Standard Details. Payment for sign support modification shall not be made directly but shall be considered incidental to related contract items.
12. The Standard Bridge Drain shown in the Standard Details shall be modified to incorporate the 6" Sched. 40 steel pipe downspout. Bridge drain shall be located longitudinally to best match up to existing downspouts and joined into existing downspouts in a manner approved by the Resident. Payment for downspout modification and joining to bridge drains shall not be made directly, but shall be considered incidental to Item No. 502.26 - Structural Concrete Slab on Steel Bridge.
13. The Contractor may remove whatever existing concrete block slope protection is necessary to access abutment face and to perform rehabilitation work. Concrete blocks shall be removed and stored as to prevent damage. Upon completion of abutment work, blocks shall be reset in front of the abutment, similar in fashion to existing conditions. Payment for removal, storage, and resetting blocks shall not be made directly, but shall be considered incidental to excavation and backfill contract items.

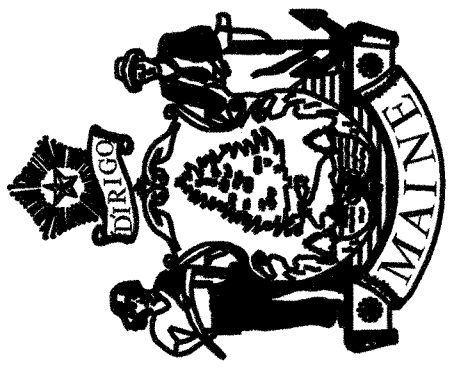
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BH-1651(000) & BH-1651(100)
PIN
BRIDGE 1428 & 5795 16510 0016511 00

[illegible]

195 NB & 195 SB INDUSTRIAL SPUR
INTERSTATE 395
CITY OF BANGOR PENOBSCOT COUNTY

SHEET NUMBER

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



CITY OF BANGOR
PENOBSCOT COUNTY
I95 NB/ INDUSTRIAL SPUR
OVER
INTERSTATE 395
INTERSTATE 95

PROJECT NO. BH-1651(000)
PROJECT LENGTH 0.044 mi.
DECK REPLACEMENT AND ABUTMENT REHAB
BRIDGE 5795

I95 SB/ INDUSTRIAL SPUR
OVER
INTERSTATE 395
INTERSTATE 95

PROJECT NO. BH-1651(100)
PROJECT LENGTH 0.044 mi.
STRUCTURAL STEEL REPLACEMENT,
DECK REPLACEMENT AND ABUTMENT REHAB
BRIDGE 1428

SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Fourth Edition 2007.

DESIGN LOADING

Live Load HL - 93 Modified

TRAFFIC DATA (I-95)

| | NB | SB |
|--------------------------------|--------|--------|
| Current (2008) AADT | 16,330 | 21,070 |
| Future (2028) AADT | 22,860 | 29,500 |
| DHV - % of AADT | 12 | 12 |
| Design Hour Volume | 2743 | 3540 |
| % Heavy Trucks (AADT) | 12 | 9 |
| % Heavy Trucks (DHV) | 100 | 8 |
| Directional Distribution (DHV) | 100 | 100 |
| 18 kip Equivalent P 2.0 | 1941 | 1679 |
| 18 kip Equivalent P 2.5 | 1849 | 1600 |
| Design Speed (mph) | 55 | 55 |

TRAFFIC DATA (I-395)

| | WB | EB |
|---------------------|--------|--------|
| Current (2008) AADT | 11,020 | 16,830 |
| Future (2028) AADT | 15,430 | 21,880 |

MATERIALS

Concrete (Unless noted otherwise)..... Class "A"
Concrete (Permanent Concrete 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 1

BASIC DESIGN STRESSES

Concrete..... f'c = 4,350 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..... Fy = 120,000 psi
Prestressing Strand..... Fu = 270,000 psi

MAINTENANCE OF TRAFFIC

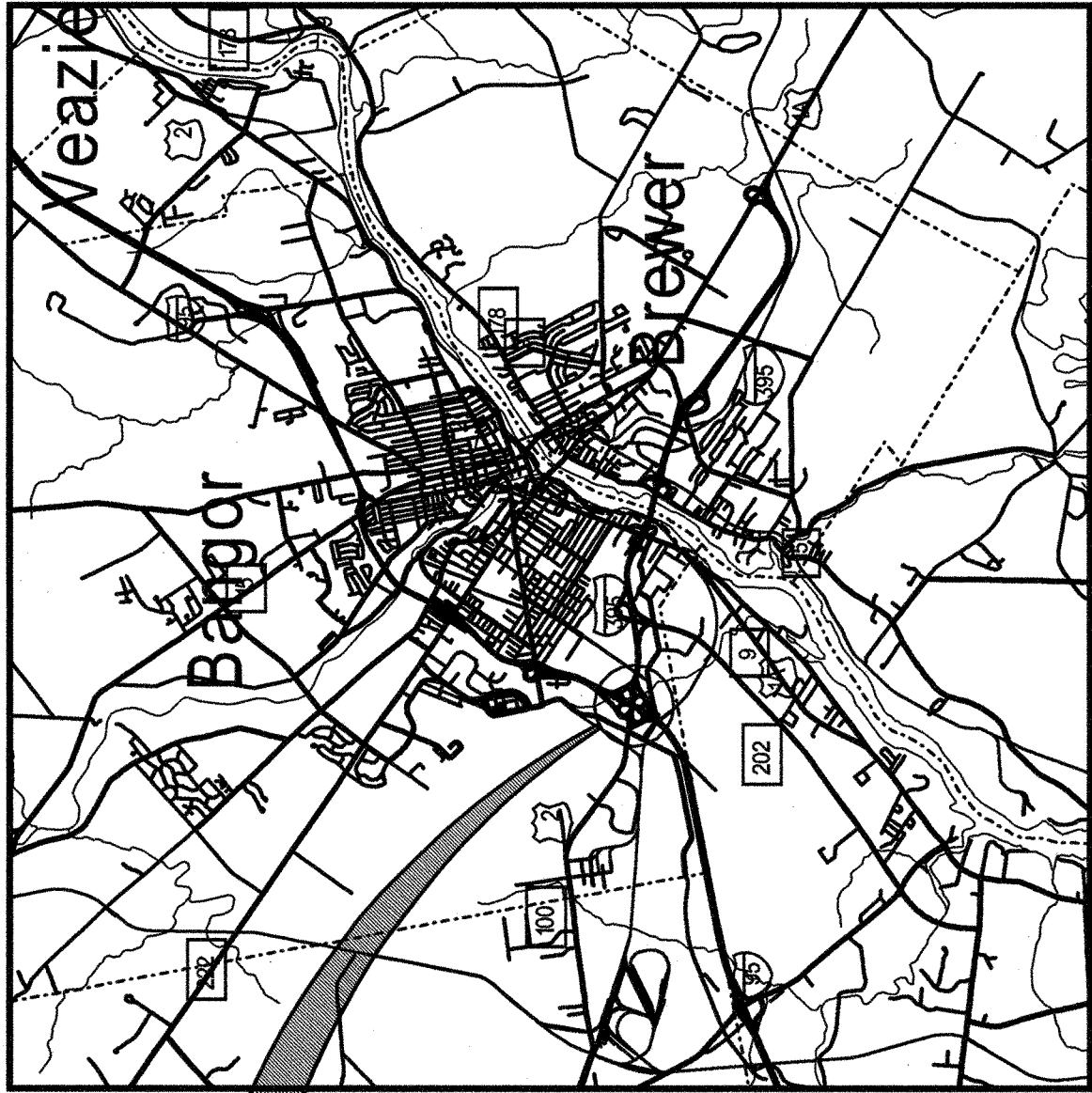
Maintain one 14' wide lane - one-way traffic using staged construction and temporary traffic signs for two construction seasons. Refer to special provisions Section 652.

LIST OF DRAWINGS

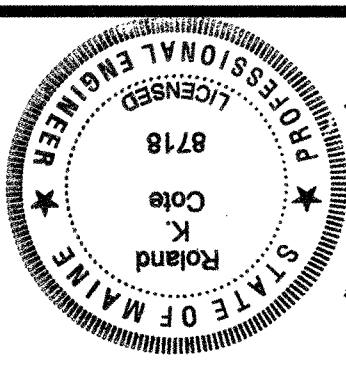
| | |
|-------------------------------|-------|
| Title Sheet | 1 |
| Quantities & Notes | 2 |
| General Plan | 3 |
| Stage Construction | 4 |
| Abutment Plan & Details | 5,6 |
| Framing Plan & Details | 7,8 |
| Superstructure Plan & Details | 9-12 |
| Detour Maps | 13-14 |

SCOPE OF WORK

Northbound:
- Deck Replacement
- Backwall Replacement
- Breastwall Rehabilitation
- Incidental Approach Work
Southbound:
- Deck Replacement
- Backwall Replacement
- Breastwall Rehabilitation
- Incidental Approach Work
- Replacement of easterly steel stringer over I-395 Westbound



| | | |
|------------------------------------------------|----------|------|
| STATE OF MAINE DEPARTMENT OF TRANSPORTATION | APPROVED | DATE |
| COMMISSIONER: | 10/13/08 | |
| CHIEF ENGINEER: | 10/09/08 | |



| | | |
|-----------|-------------|------|
| SIGNATURE | P.E. NUMBER | DATE |
| 8718 | 977/08 | |

| | | | |
|-----------------|----------|------------------|-------------------------|
| PROGRAM | PROJECT | CONTRACTOR | PROJECT COMPLETION DATE |
| PROJECT MANAGER | DESIGNER | PROJECT RESIDENT | |
| D. ANDERSON | R. COITE | R. LAMPER | |
| BRIDGE | | | |

| | |
|---------------------------------|-------------|
| CITY OF BANGOR | TITLE SHEET |
| I95 NB & I95 SB\INDUSTRIAL SPUR | |

| | | |
|--------------|---|-------|
| SHEET NUMBER | 1 | OF 14 |
|--------------|---|-------|