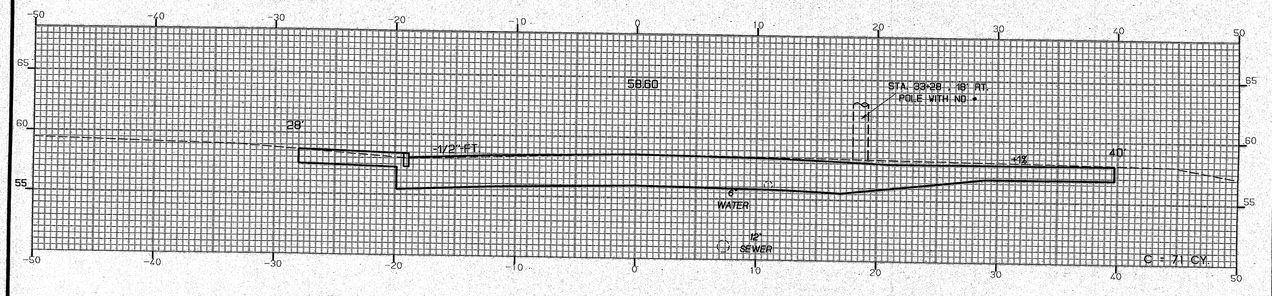
ORIGINAL SURVEY		REV. EXISTING 12" SEWER	9-95
		BY	DATE
	SURVEYED		
	PLOTTED	M.P.	05/95
NOTE BOOK	TEMPLATE	R.C.	05/95
	AREAS		
NO.	AREAS CHECKED		

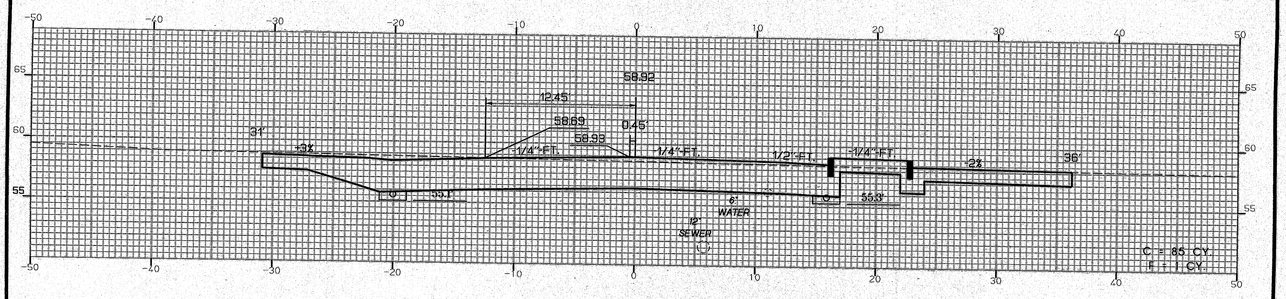
FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

15AUG95-01.00.40



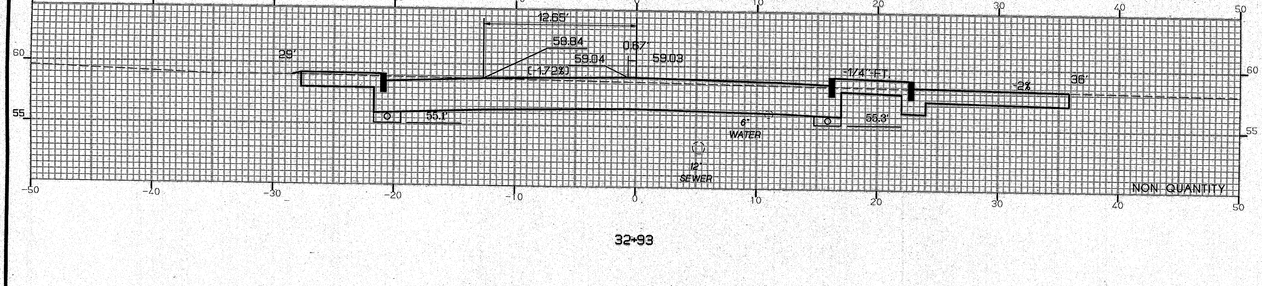
33+20

STA. 33+10 RT.
CONSTRUCT PAVED DRIVE



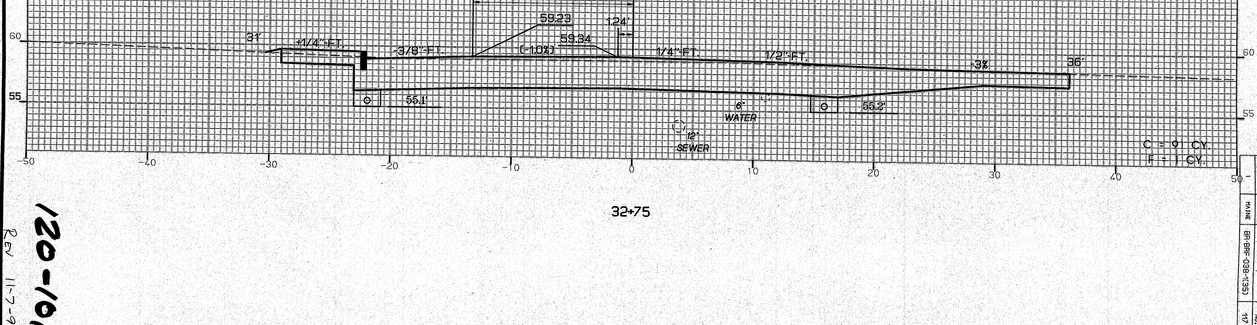
33+00

STA. 33+05 LT.
CONSTRUCT PAVED DRIVE



32+93

STA. 32+62' LT. TO
STA. 33+00 LT.
INSTALL 38'x6" UD TYPE-B



32+75

STATE STREET - BREWER

120-101

STA. 32+75 TO STA. 33+20

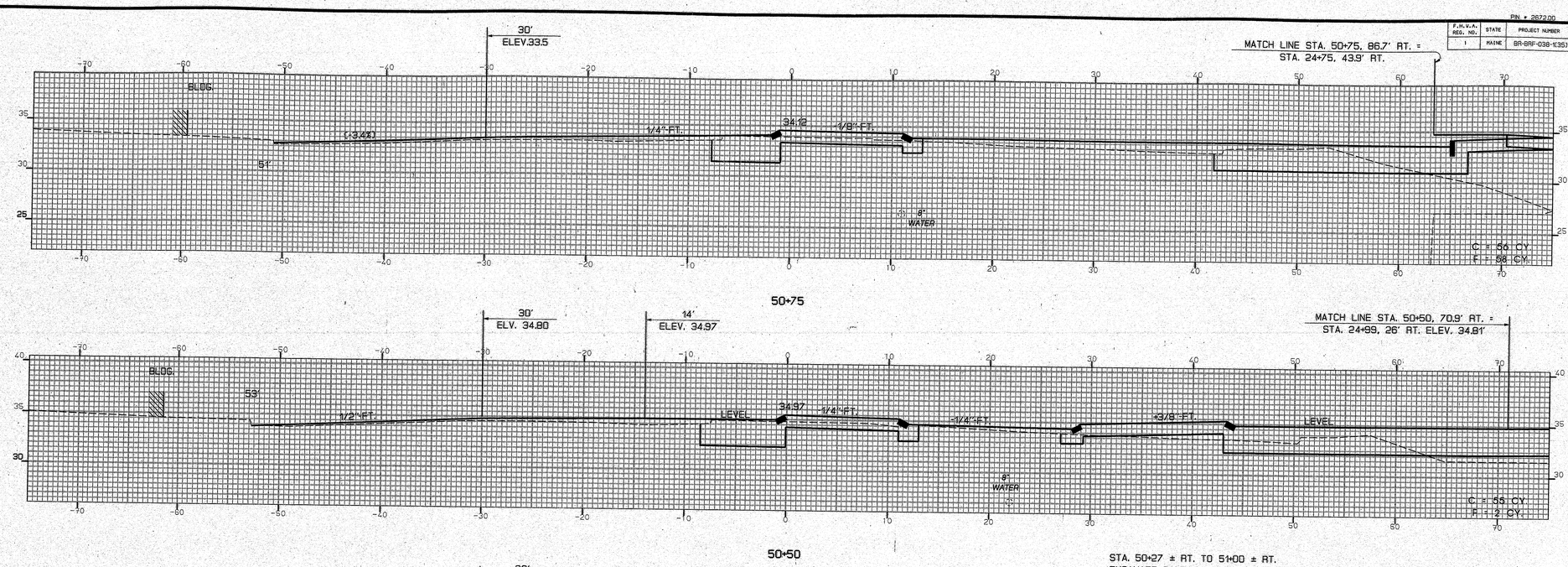
F.A.P. NO.			
STATE			
PROJECT NUMBER	BRBF-208-1(35)		
SHEET NO.	147		
TOTAL SHEETS	201		

FIN. # 2972.00

HD 88 - 101

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-BRF-038-X(35)	118	201

PIN # 2672.00 HD 90 - 401



FINAL SURVEY — SURVEYED / PLOTTED / TEMPLATE / AREAS CHECKED — NOTE BOOK — NO. — BY — DATE

ORIGINAL SURVEY — SURVEYED / PLOTTED / TEMPLATE / AREAS CHECKED — NOTE BOOK — NO. — BY — DATE
06/98 AJD
06/99 R.C.

\SAUGS5-0100.40

STA. 50+25 TO STA. 50+75

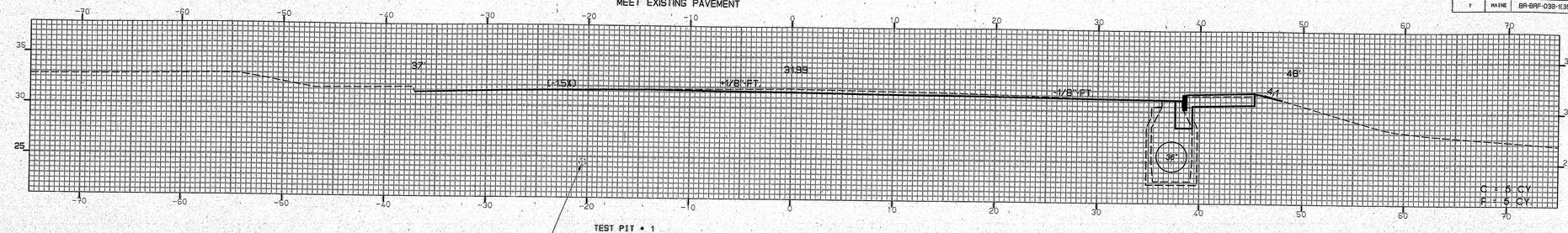
120-102

PENOBSCOT STREET - BREWER

PIN # 26720.00 HD 81 - 401

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-BRF-038-1(35)	119	201

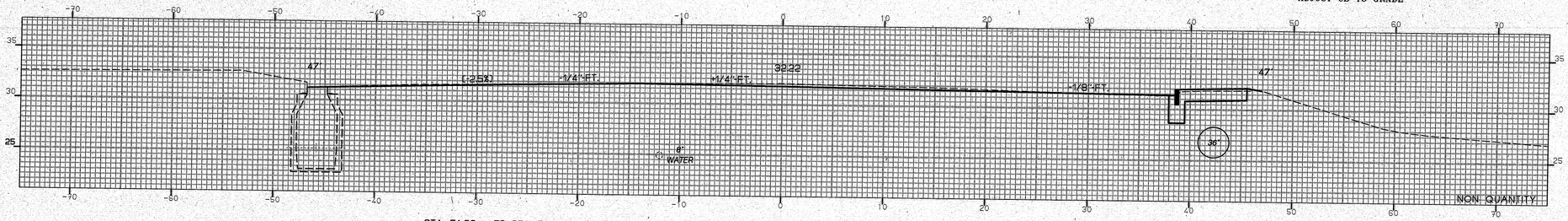
STATION 51+43 END APPROACH
MEET EXISTING PAVEMENT



TEST PIT # 1
STA. 51+49.56 , 20.46' RT.
8"WATER MAIN

51+38

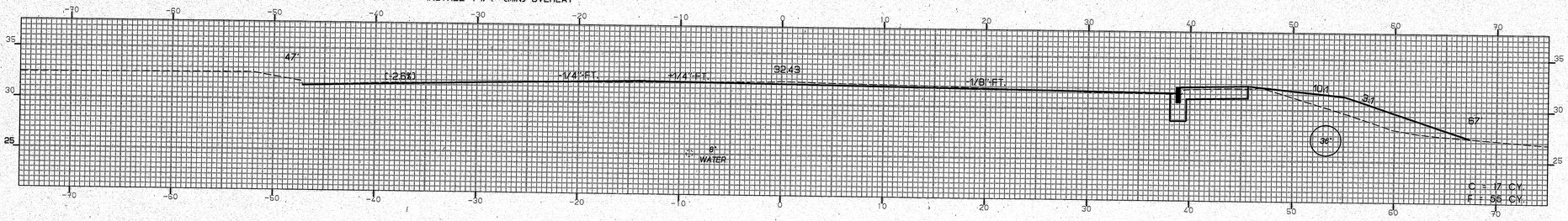
STA. 51+38 RT.
ADJUST CB TO GRADE



STA. 51+31 LT.
ADJUST CB TO GRADE

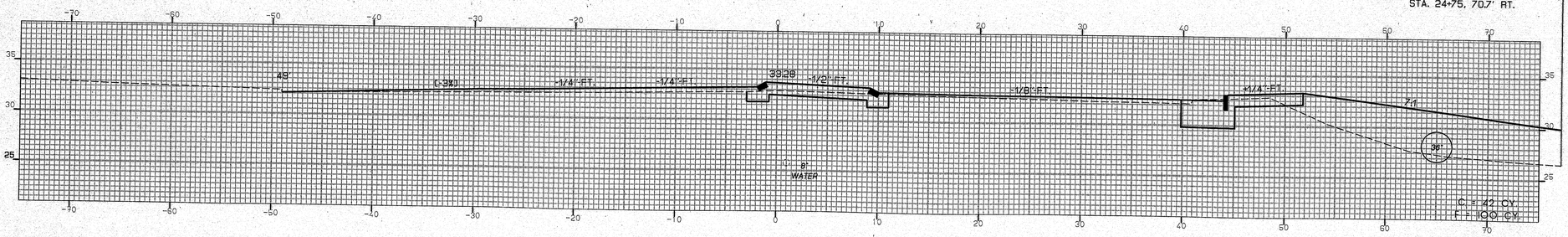
STA. 51+00 ± TO STA. 51+43 ±
REMOVE PAVEMENT SURFACE AS DIRECTED
BY THE RESIDENT ENGINEER
INSTALL 1-1/4" (MIN) OVERLAY

51+31



51+25

MATCH LINE STA. 51+00, 77.3' RT. =
STA. 24+75, 70.7' RT.



51+00

STA. 51+00 TO STA. 51+38

120-103

PENOBSCOT STREET – BREWER

FINAL SURVEY — NOTE BOOK — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

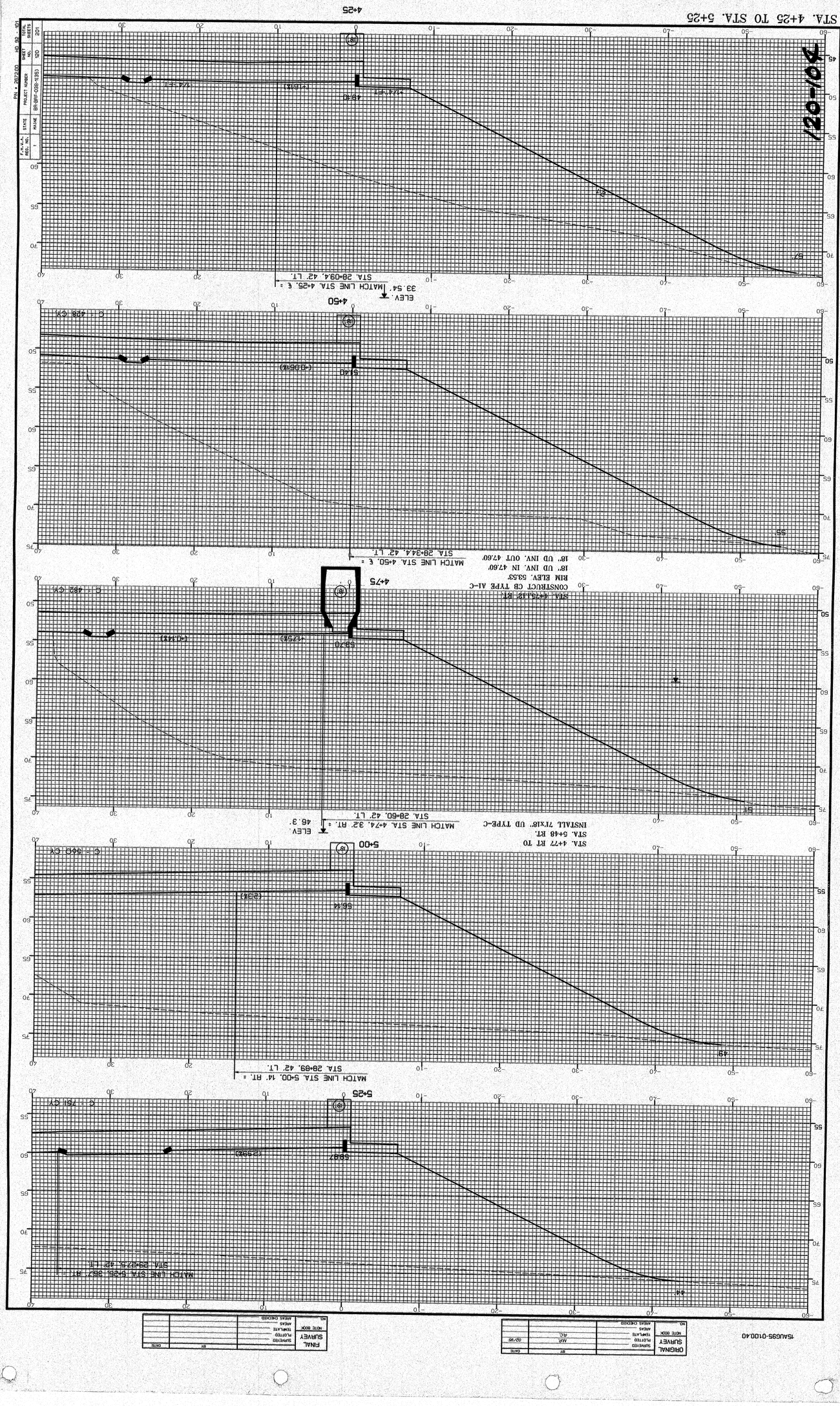
ORIGINAL SURVEY — NOTE BOOK — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE — 08/98 — 09/98 — NO.

15AUG98-0100.40

RAMP MA12 - BREWER

STA. 4+25 TO STA. 5+25

120-104



ORIGINAL SURVEY NOTE BOOK	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY AJD AJD	DATE 02/90

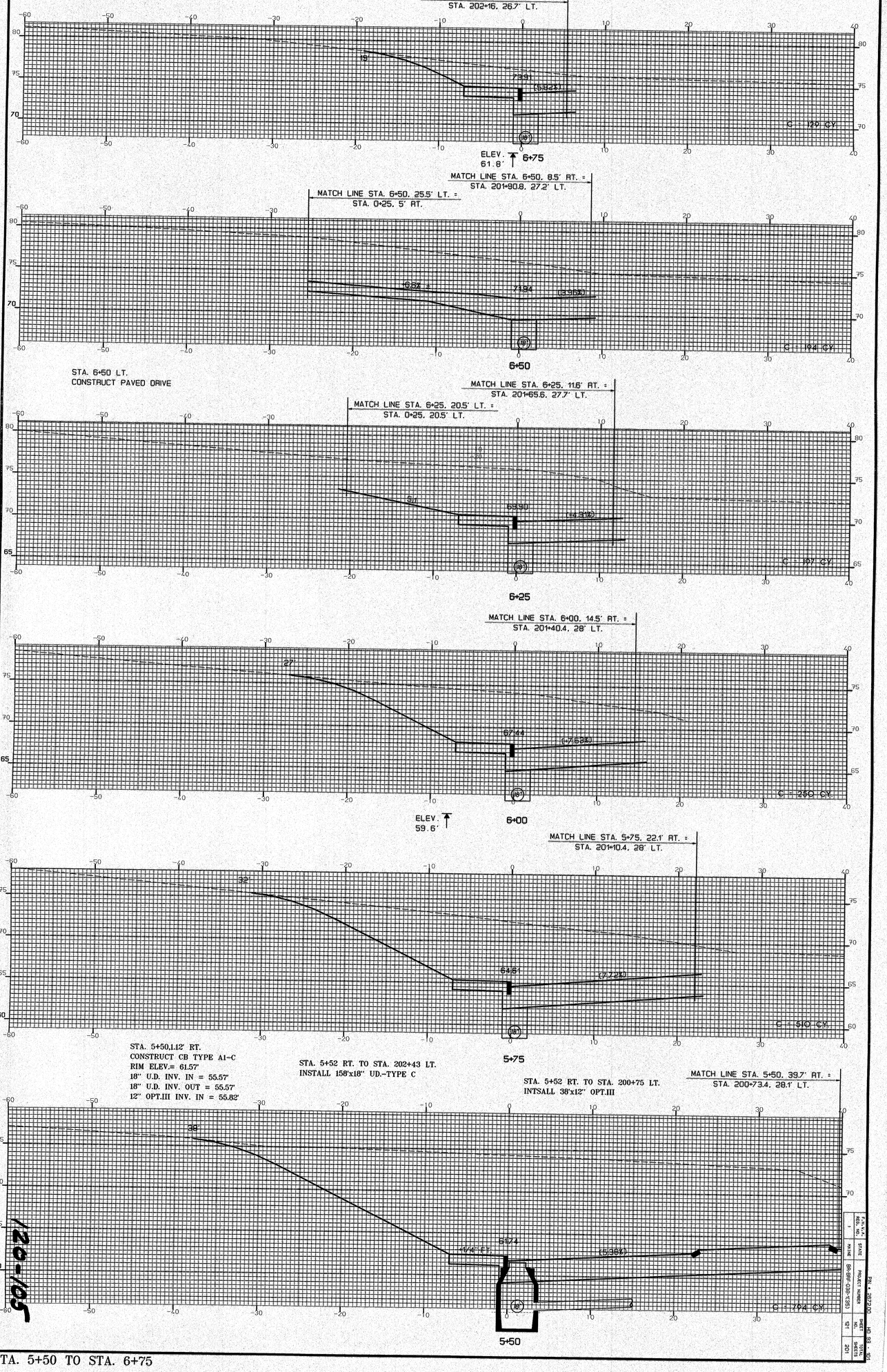
FINAL SURVEY NOTE BOOK	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

15AU035-0100.40

15AUG95-01.00.40

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	M.P.	02/95
NO.	PLOTTED	R.C.	02/95
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



RAMP MA12 - BREWER

120-105

STA. 5+50 TO STA. 6+75

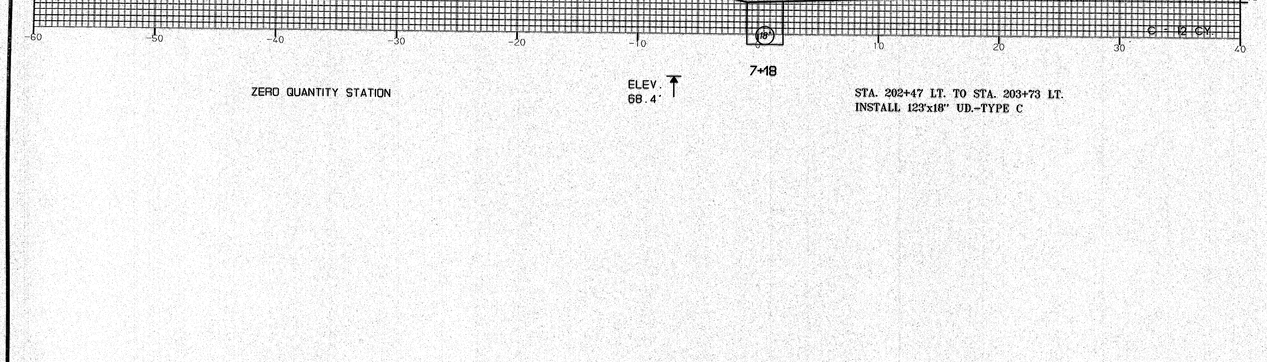
FINAL REV. NO.	1		
STATE	ILLINOIS		
PROJECT NUMBER	BR-89F-008-1.25)		
SHEET NO.	101		
TOTAL SHEETS	201		

FED. A. PROJ. = BRZ-7(72)D

15AUG95-01.00.40

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	M.P.	02/95
NO.	PLOTTED	R.C.	02/95
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

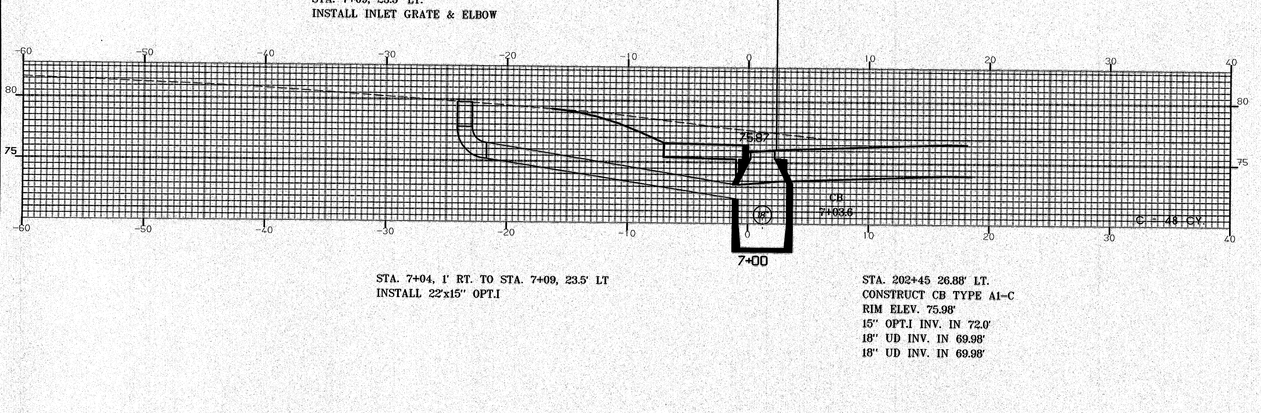
FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



ZERO QUANTITY STATION

ELEV. 68.4'

STA. 202+47 LT. TO STA. 203+73 LT.
INSTALL 123'x18" UD.-TYPE C



STA. 7+04, 1' RT. TO STA. 7+09, 23.5' LT
INSTALL 22'x15" OPT.I

STA. 202+45 26.88' LT.
CONSTRUCT CB TYPE A1-C
RIM ELEV. 75.98'
15" OPT.I INV. IN 72.0'
18" UD INV. IN 69.98'
18" UD INV. IN 69.98'

FED. AID PROJ. NO.	STATE	PROJECT NUMBER	TOTAL SHEETS	SHEET NO.
I	MAINE	BR-BRF-CBB-1(53)	122	201

RAMP MA12 - BREWER

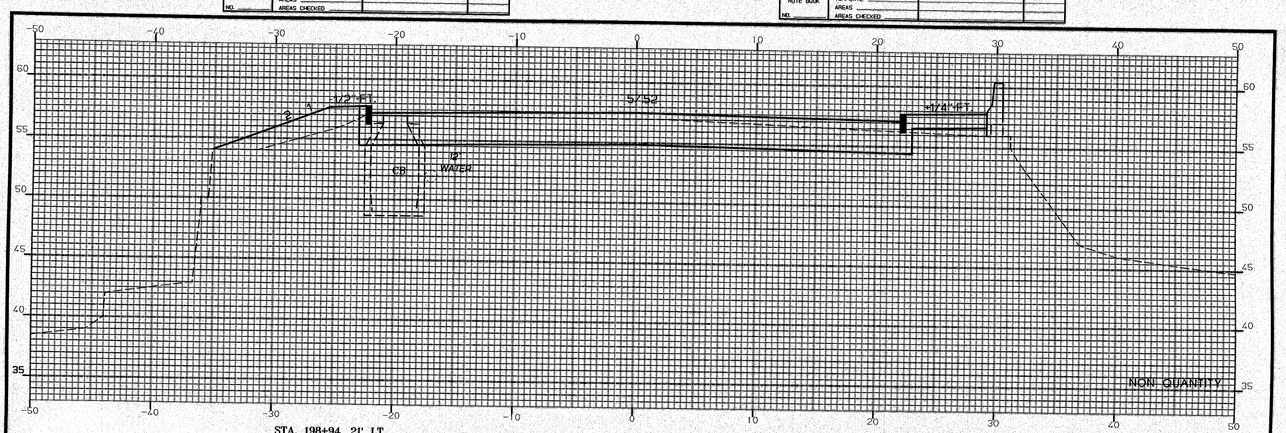
120-106

STA. 7+00 TO STA. 7+18

15AUG95-0100.40

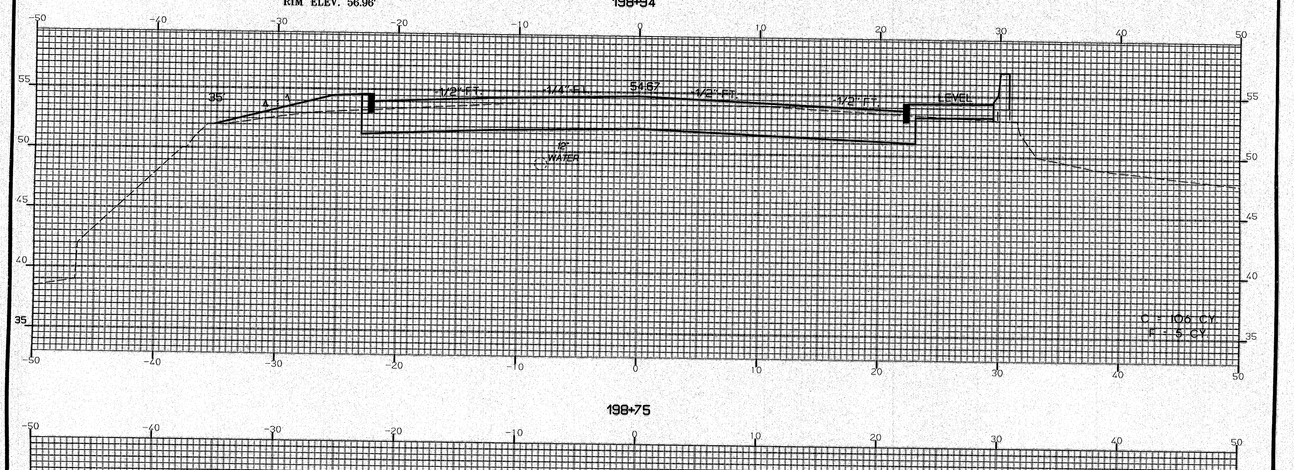
ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED	M.P.	03/95
	TEMPLATE	R.C.	03/95
	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

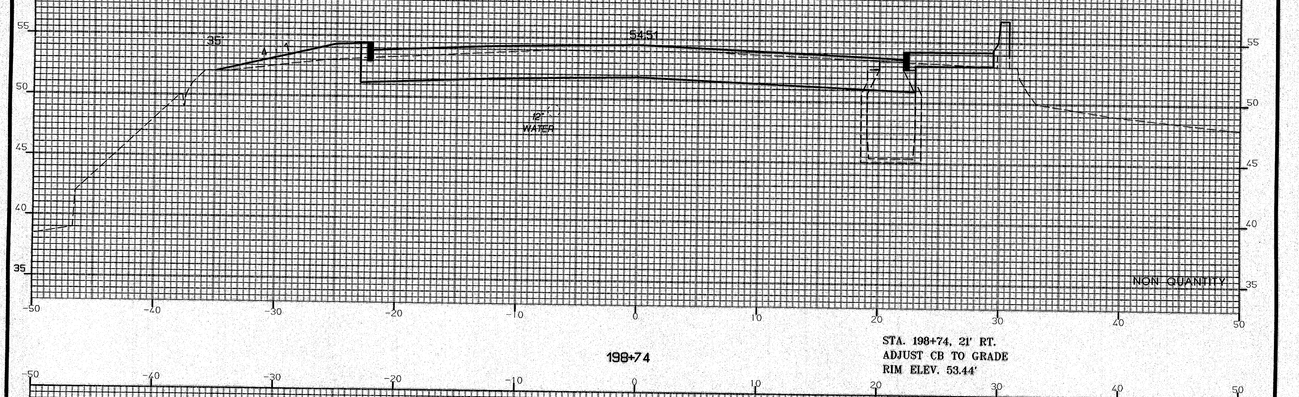


STA. 198+94, 21' LT.
ADJUST CB TO GRADE
RIM ELEV. 56.96'

198+94

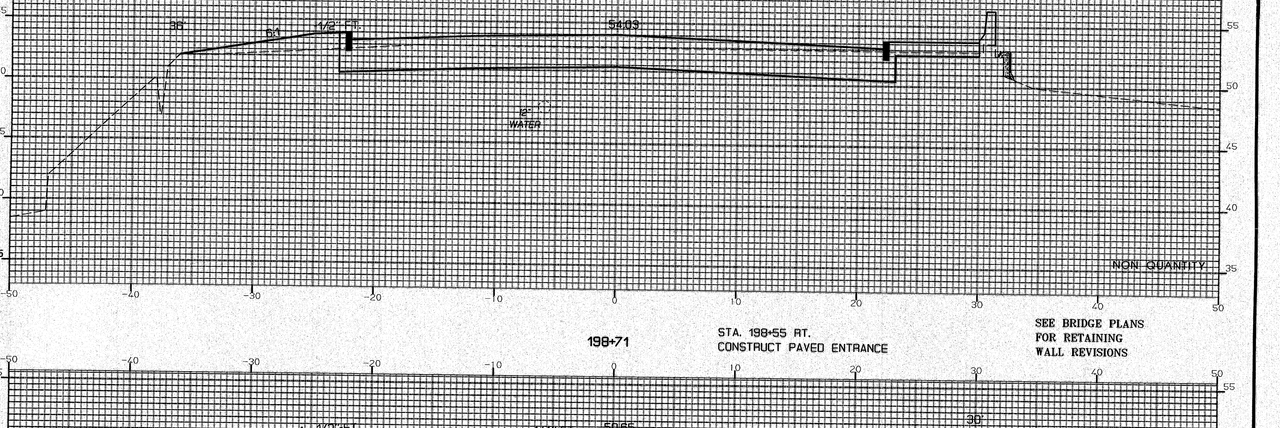


198+75



198+74

STA. 198+74, 21' RT.
ADJUST CB TO GRADE
RIM ELEV. 53.44'



198+71

STA. 198+55 RT.
CONSTRUCT PAVED ENTRANCE

SEE BRIDGE PLANS
FOR RETAINING
WALL REVISIONS

198+50

STA. 198+50 BEGIN APPROACH
MEET EXISTING PAVEMENT

BEGIN QUANTITY STATION

F.A.P. NO.	STATE	PROJECT NUMBER	SHEET NO.	SHEETS
1	MAINE	BR-BRF-038-E(33)	123	201

Rel. • 2/23/2010

NORTH MAIN STREET - BREWER

STA. 198+50 TO STA. 198+94

NORTH MAIN STREET - BREWER

STA. 199+00 TO STA. 199+50

199+00

199+25

199+33

199+50

MATCH LINE STA. 199+50, 34.9' LT. =
STA. 29+50, 55.6' RT.

STA. 199+13 ± TO STA. 199+33 ± SEE BRIDGE PLANS FOR BRIDGE DETAILS

SEE BRIDGE PLANS FOR RETAINING WALL REVISIONS

END QUANTITY STATION 199+13

ELEV. 13.13'

C = 69 CY
E = 12 CY

C = 77 CY
E = 10 CY

F.A.P.N.H. REG. NO.	1	STATE	MAINE
PROJECT NUMBER		BR-BRF-038-H(153)	
SHEET NO.		124	
TOTAL SHEETS		201	

PIN • 26720.00 HD 96 - 91

ORIGINAL SURVEY			
SURVEYED		MJR	02/95
PLOTTED			02/95
TAPELAYE		RLC	03/96
NOTE BOOK			
AREAS			
AREAS CHECKED			
NO.		BY	DATE

FINAL SURVEY			
SURVEYED		BY	DATE
PLOTTED			
TAPELAYE			
NOTE BOOK			
AREAS			
AREAS CHECKED			
NO.			

15AU095-0100.40

NORTH MAIN STREET – BREWER

STA. 199+75 TO STA. 200+50

1/20/09

199+75

MATCH LINE STA. 199+75, 38.4' RT. = STA. 30+25, 26.3' RT.

MATCH LINE STA. 199+75, 34.4' LT. = STA. 29+50, 32.0' RT.

199+77

MATCH LINE STA. 199+77, 38.4' RT. = STA. 30+25, 24.2' RT.

MATCH LINE STA. 199+77, 34.3' LT. = STA. 29+50, 30.0' RT.

199+81

MATCH LINE STA. 199+81, 39.0' RT. = STA. 30+25, 20.1' RT.

MATCH LINE STA. 199+81, 34.1' LT. = STA. 29+50, 28.0' RT.

200+00

TEST PIT # 4
STA. 200+01.17 , 3.22' RT.
12" WATER MAIN

MATCH LINE STA. 200+00, 41.8' RT. = STA. 30+25, 0.9' RT.

MATCH LINE STA. 200+00, 33.2' LT. = STA. 29+50, 7.0' RT.

200+05

MATCH LINE STA. 200+05, 42.3' RT. = STA. 30+25, 4.1' LT.

MATCH LINE STA. 200+05, 33.0' LT. = STA. 29+50, 2.0' RT.

200+25

MATCH LINE STA. 200+25, 45.1' RT. = STA. 30+25, 24.3' LT.

MATCH LINE STA. 200+25, 32.1' LT. = STA. 29+50, 18.0' LT.

200+50

MATCH LINE STA. 200+50, 48.6' RT. = STA. 30+25, 43.6' LT.

MATCH LINE STA. 200+50, 31' LT. = STA. 29+50, 43.1' LT.

NON QUANTITY

C = 138 CY
F = 15 CY

C = 202 CY

C = 259 CY

C = 325 CY

SNH

PRN • 2007200	SHEET NO.	125	HD 97 • 001 TOTAL SHEETS 201
PROJECT NUMBER	BR-BRP-038-4(35D)		
STATE	MAINE		
F.A.P.N.H. REG. NO.	1		

ORIGINAL SURVEY	SURVEYED	MJS	05/96
NOTE BOOK	PLOTTED	RLC	02/99
	TSHEETS		
	AREAS		
	AREAS CHECKED		
NO.	REV.	BY	DATE
	8" SEWER		9-96

FINAL SURVEY	SURVEYED		
NOTE BOOK	PLOTTED		
	TSHEETS		
	AREAS		
	AREAS CHECKED		
NO.		BY	DATE

15AUG95-0100A40

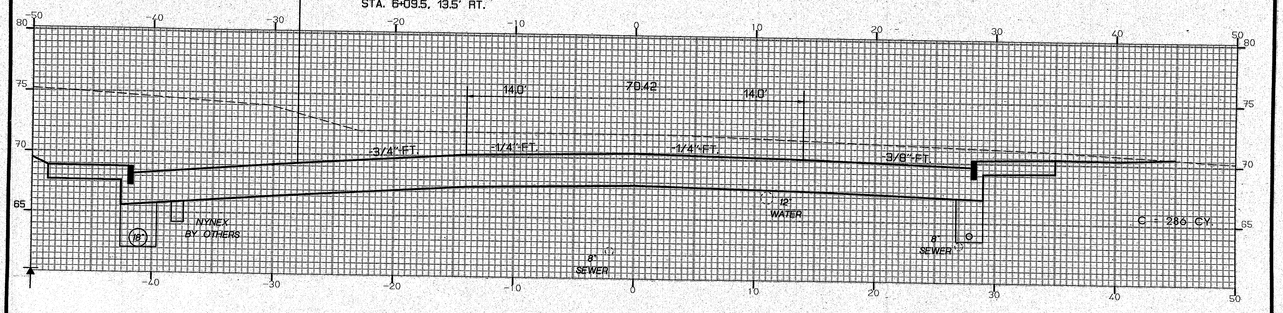
15AUG95-01.00.40

ORIGINAL SURVEY	REV.	BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED	M.P.	03/96
	TEMPLATE	B.C.	03/96
	AREAS		
	AREAS CHECKED		

8" SEWER 9-96

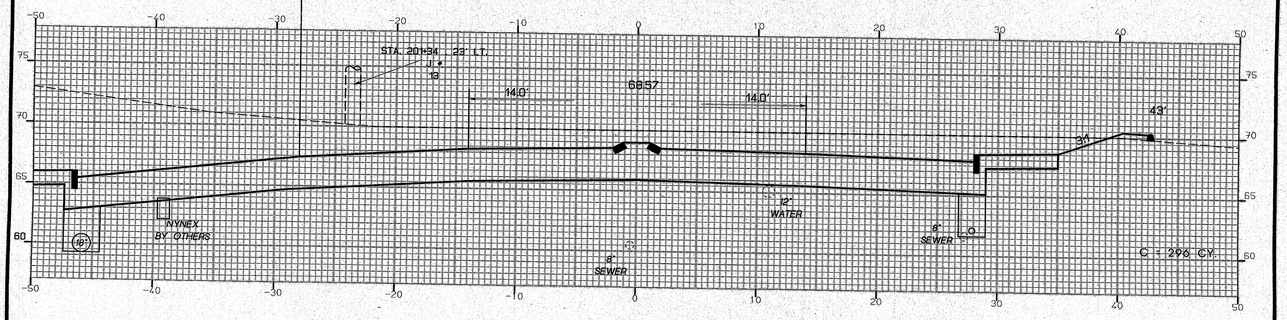
FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MATCH LINE STA. 201+50, 28.0' LT. =
STA. 6+09.5, 13.5' RT.



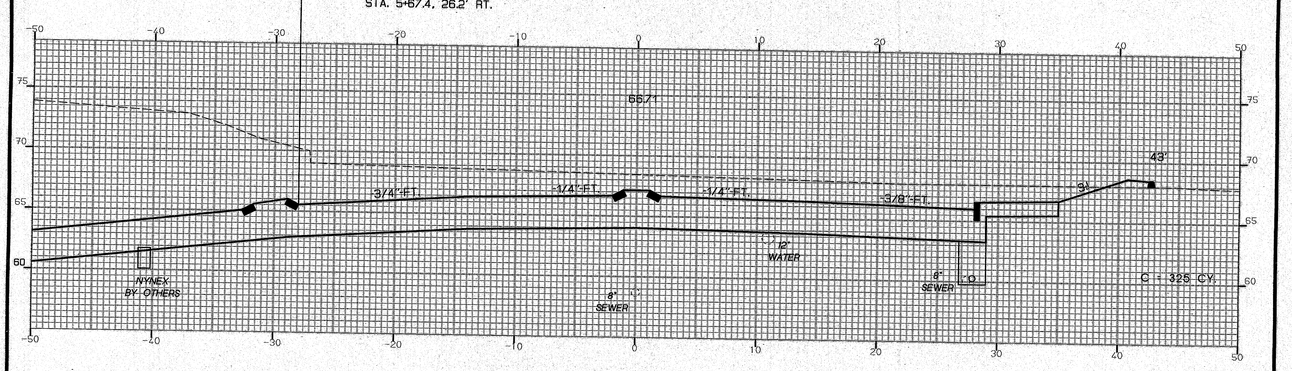
201+50

MATCH LINE STA. 201+25, 28.0' LT. =
STA. 5+86.7, 17.7' RT.



201+25

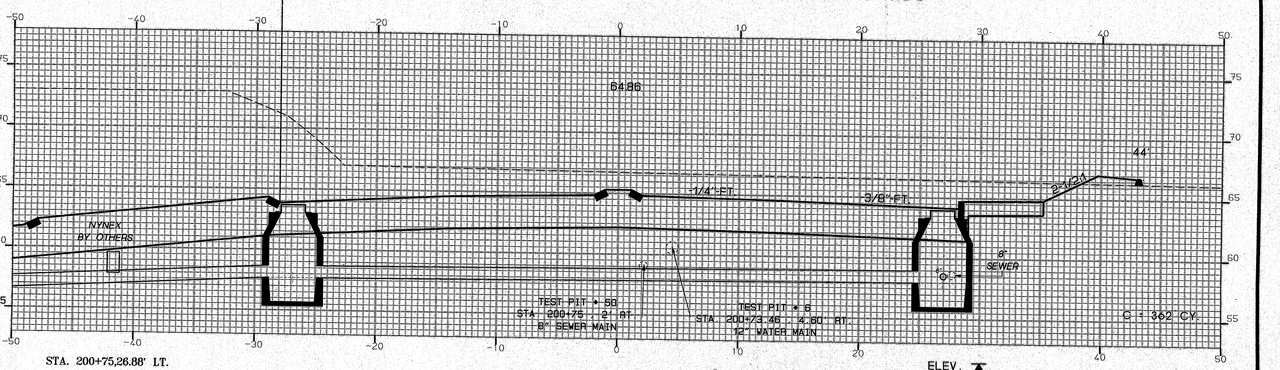
MATCH LINE STA. 201+00, 28.0' LT. =
STA. 5+67.4, 26.2' RT.



201+00

MATCH LINE STA. 200+75, 28.0' LT. =
STA. 5+50.9, 38.8' RT.

STA. 200+77 RT. TO
STA. 203+70 RT.
INSTALL 293'x6" UD. TYPE-B



STA. 200+75,26.88' LT.
CONSTRUCT CB TYPE B1-C
RIM ELEV. 63.67'
12" OPT.III INV. IN 57.67'
12" OPT.III INV. OUT 57.67'

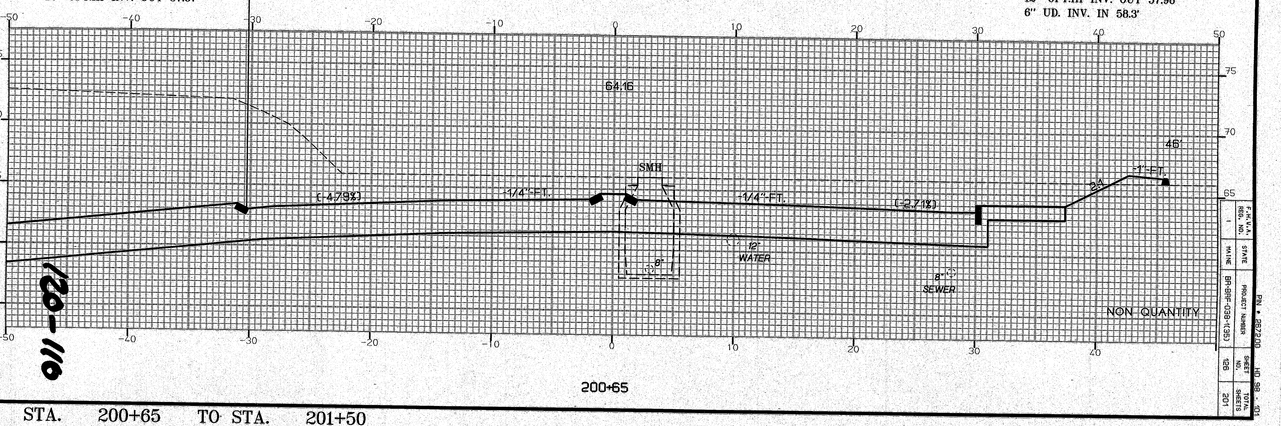
200+75

STA. 200+75 LT. TO STA. 200+75 RT.
INSTALL 54'x12" OPT.III

ELEV. 51.4'

STA. 200+75,26.88' RT.
CONSTRUCT CB TYPE A1-C
RIM ELEV. 63.96'
12" OPT.III INV. OUT 57.96'
6" UD. INV. IN 58.3'

MATCH LINE STA. 200+65, 30.3' LT. =
STA. 29+50, 58.1' LT.



200+65

NORTH MAIN STREET - BREWER

120-110

11-7-95

STA. 200+65 TO STA. 201+50

PLAN NO.	DATE	PROJECT NUMBER	SHEET NO.	SHEETS
1		BR-BRF-039-1(39)	201	201

NORTH MAIN STREET – BREWER

STA. 201+75 TO STA. 202+90

120-111

Rev 11-7-95

STA. 201+72 RT. C = 284 CY.
CONSTRUCT PAVED DRIVE

STA. 201+75 — 202+00
MATCH LINE STA. 201+75, 27.5' LT. = STA. 6+34.3, 10.4' RT.
SEWER MAIN
TEST PIT • 5
STA. 201+76.00 27' RT
8" SEWER
12" WATER
NYNEX BY OTHERS
(18')
-3/4"-FT.
-7/8"-FT.
-7/8"-FT.
-7/8"-FT.
3/8"-FT.
45%
46'
SMH
13.5'
72.28'

STA. 202+00 — 202+25
MATCH LINE STA. 202+00, 27' LT. = STA. 6+59.2, 7.4' RT.
ELEV. 61.9'
ELEV. 53.0'
C = 269 CY.
8" SEWER
8" SEWER
12" WATER
NYNEX BY OTHERS
(18')
-3/4"-FT.
-7/8"-FT.
-7/8"-FT.
-7/8"-FT.
3/8"-FT.
36'
13.0'
74.79'

STA. 202+25 — 202+39
MATCH LINE STA. 202+25, 26.5' LT. = STA. 6+84, 4.3' RT.
C = 298 CY.
8" SEWER
8" SEWER
12" WATER
NYNEX BY OTHERS
(18')
-7/8"-FT.
-7/8"-FT.
-7/8"-FT.
35'
12.5'
75.9'

STA. 202+39 — 202+50
MATCH LINE STA. 202+39, 26.2' LT. = STA. 6+97.9, 2.6' RT.
NON QUANTITY
8" SEWER
8" SEWER
12" WATER
NYNEX BY OTHERS
(18')
-7/8"-FT.
-7/8"-FT.
-7/8"-FT.
35'
48'
76.84'
STA. 202+43, 33' RT.
BANGOR HYDRO (STUB)

STA. 202+50 — 202+75
MATCH LINE STA. 202+50, 26.0' LT. = STA. 7+08.8, 1.3' RT.
STA. 202+50, 38' LT.
BANGOR HYDRO / J
CONSTRUCT PAVED DRIVE
STA. 202+75 LT.
STA. 202+47.95, 25.89' LT.
POLE WITH NO #
CB 202+45
8" SEWER
8" SEWER
12" WATER
NYNEX BY OTHERS
(18')
-1/4"-FT.
-1/4"-FT.
-1/4"-FT.
35'
12.0'
77.54'
C = 227 CY.

STA. 202+75 — 203+00
MATCH LINE STA. 202+90, 27' LT. = STA. 7+23.8, 0.4' RT.
STA. 202+45 TO 203+15
CONSTRUCT BLOCK-RETAINING WALL
SEE BLOCK WALL & TRENCH DAM DETAILS
C = 196 CY.
8" SEWER
8" SEWER
12" WATER
NYNEX BY OTHERS
(18')
-1/4"-FT.
-1/4"-FT.
-1/4"-FT.
-1/4"-FT.
-3/8"-FT.
35'
44'
79.01'

STA. 202+90 — 203+00
NON QUANTITY
8" SEWER
8" SEWER
12" WATER
NYNEX BY OTHERS
(18')
-7/8"-FT.
-7/8"-FT.
-7/8"-FT.
35'
42'
79.82'

I.M.A.C. REG. NO.	1			
STATE	MAINE			
PROJECT NUMBER	BR-BRF-038-X(35)			
SHEET NO.	127			
TOTAL SHEETS	201			

ORIGINAL SURVEY		REV.	BY	DATE
SHEETED		A. SEWER		9-95
PLOTTED	AJC			
REPLATE	RJC			00/00
AREAS				00/00
NOTE BOOK				
AREAS CHECKED				

FINAL SURVEY				
SHEETED				
PLOTTED				
REPLATE				
NOTE BOOK				
AREAS CHECKED				

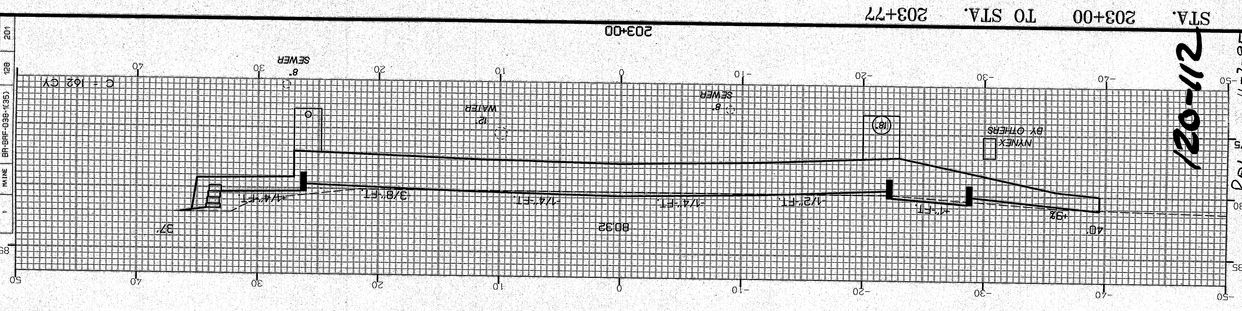
15AU595-0100.40

STA. 203+00 TO STA. 203+77

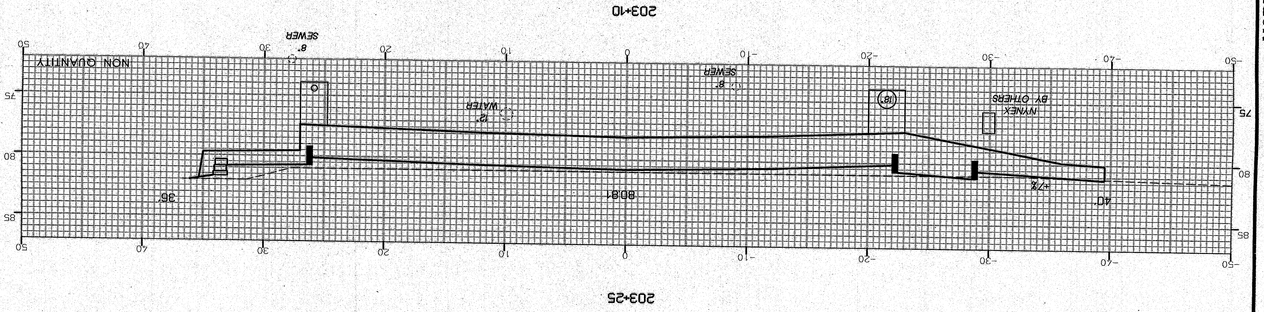
120-112

NORTH MAIN STREET - BREWER

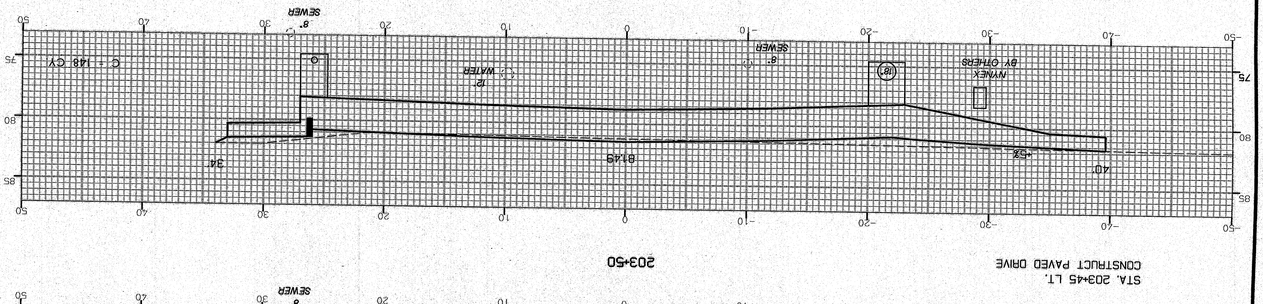
203+00



203+10

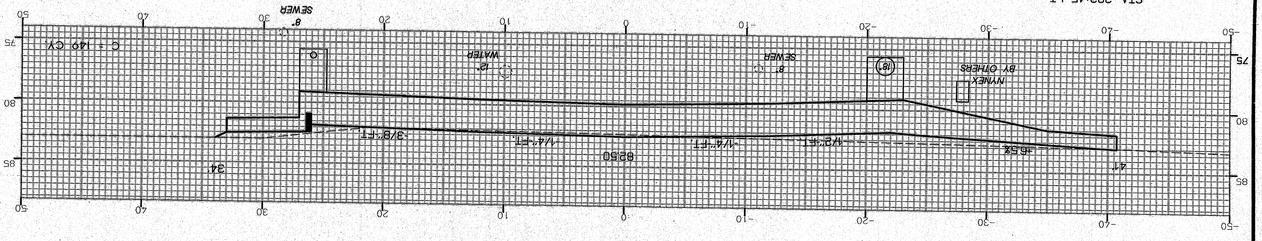


203+25

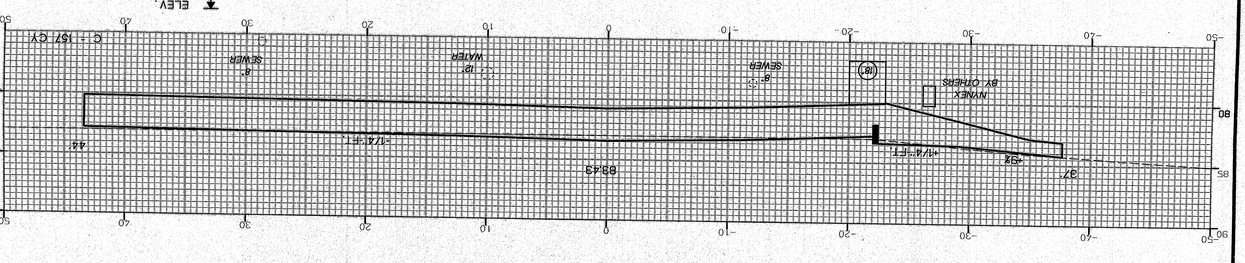


STA. 203+45 LT.
CONSTRUCT PAVED DRIVE

203+50

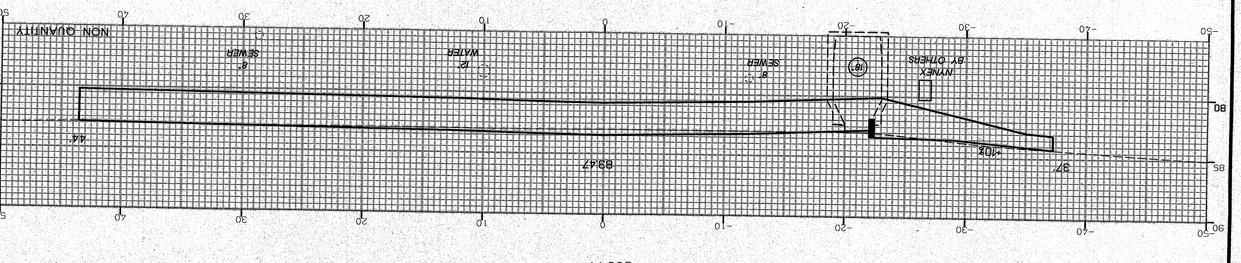


203+75

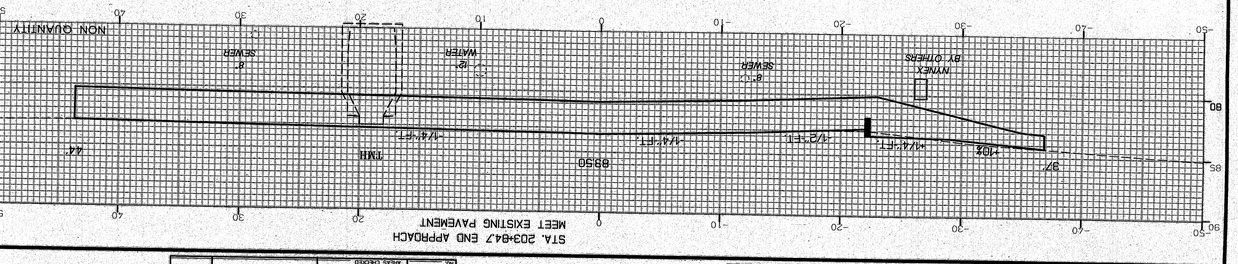


STA. 203+76 LT.
ADJUST CB TO GRADE

203+76



203+77



STA. 203+84.7 END APPROACH
MEET EXISTING PAVEMENT

ORIGINAL SURVEY			
NOTE BOOK	SURVEYED	AAR	02/96
NO.	PLOTTED	RLC	02/96
	TCHKLA'TE		
	AREAS CHECKED		

FINAL SURVEY			
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TCHKLA'TE		
	AREAS CHECKED		

REV.	8" SEWER	BY	9-96
			DATE

			DATE

F.A.H.S. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	SHEETS
1	MAINE	BR-BRF-038-Y(35)	128	201

FHWA • 2B/2PP

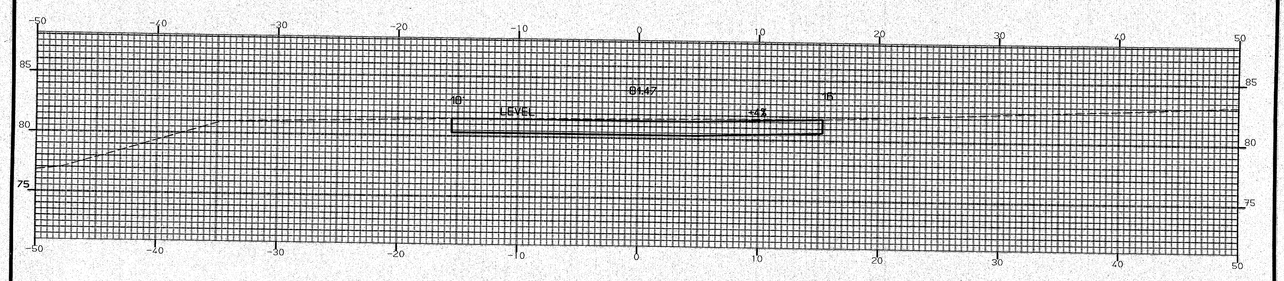
HR 470

TSAUG95-0100.40

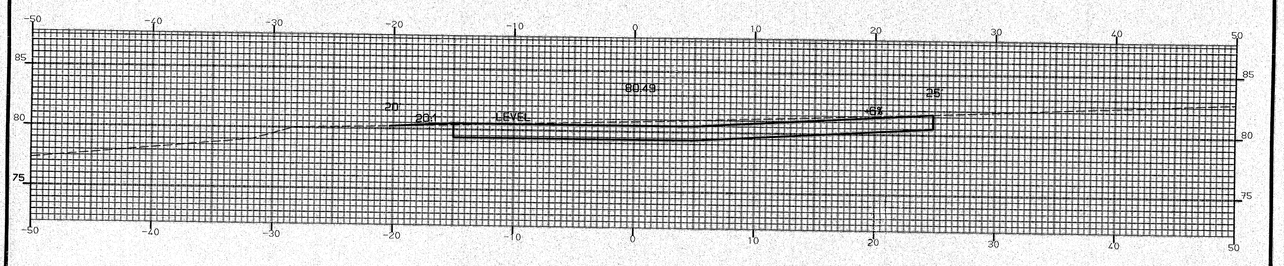
15AUG95-0100.40

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED	M.P.	08/95
NO.	TEMPLATE	R.C.	08/95
	AREAS		
	AREAS CHECKED		

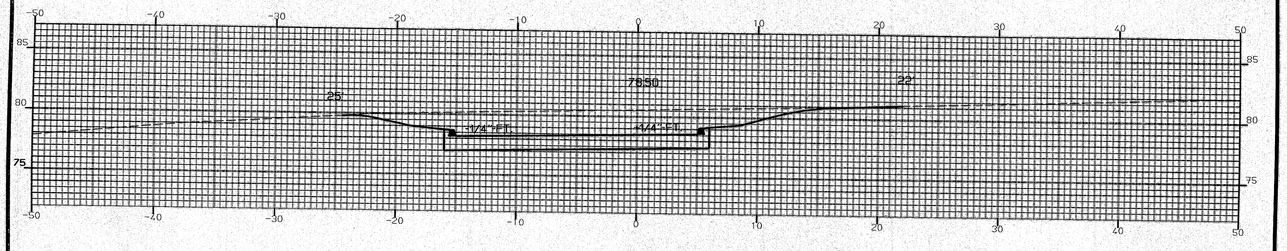
FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		



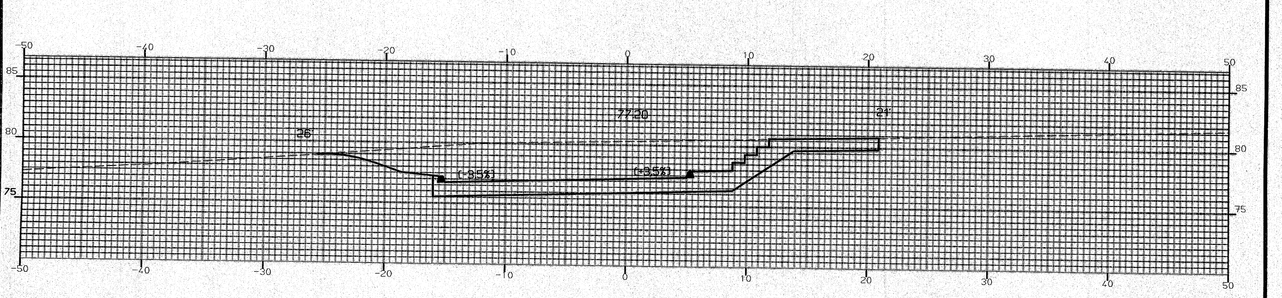
1+25



1+00

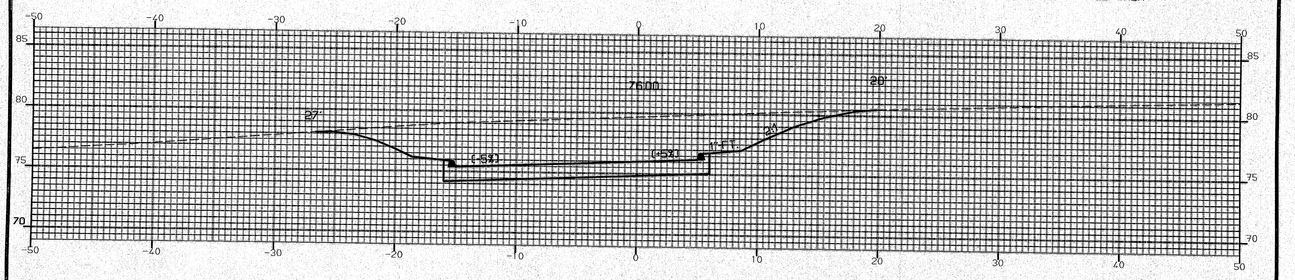


0+75



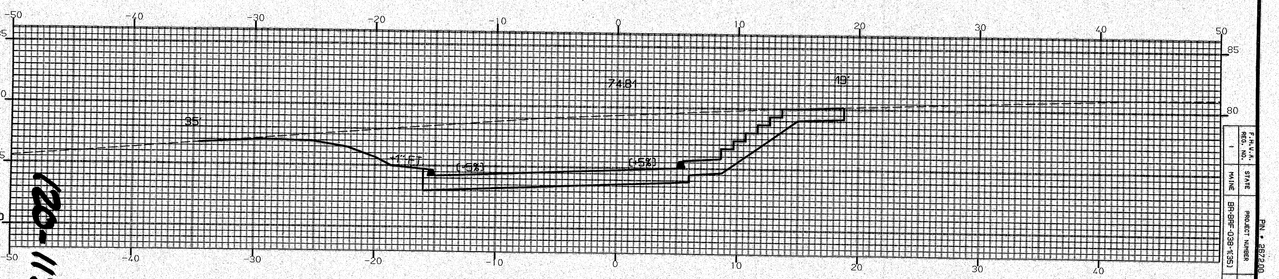
0+62

STA. 0+62 RT.
INSTALL PRECAST CONCRETE STEPS
CONSTRUCT PAVED WALK



0+50

△1 THE TREAD WIDTHS OF THE PRECAST CONCRETE STEPS SHALL BE 6 FEET AT STA. 0+38 . AND 5 FEET AT 0+62. ALL OTHER DIMENSIONS SHALL BE AS SHOWN FOR CAST-IN-PLACE STEPS WITH 8 INCH RISERS AS SHOWN ON HIGHWAY STANDARD DETAIL HD-8 . SHEET #41 OF 201.



0+38

△1 ADDENDUM NO. 1

STA. 0+38 RT.
INSTALL PRECAST CONCRETE STEPS
CONSTRUCT PAVED WALK

P.A.N.# NO.	DATE
1	8/1/95
PROJECT NUMBER	
BR-BRF-503-1(95)	
SCH. NO.	SHEET NO.
825	201

Part • 2B2.01

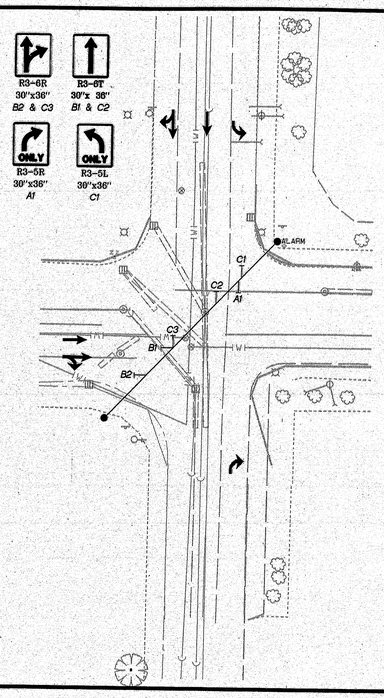
20.113

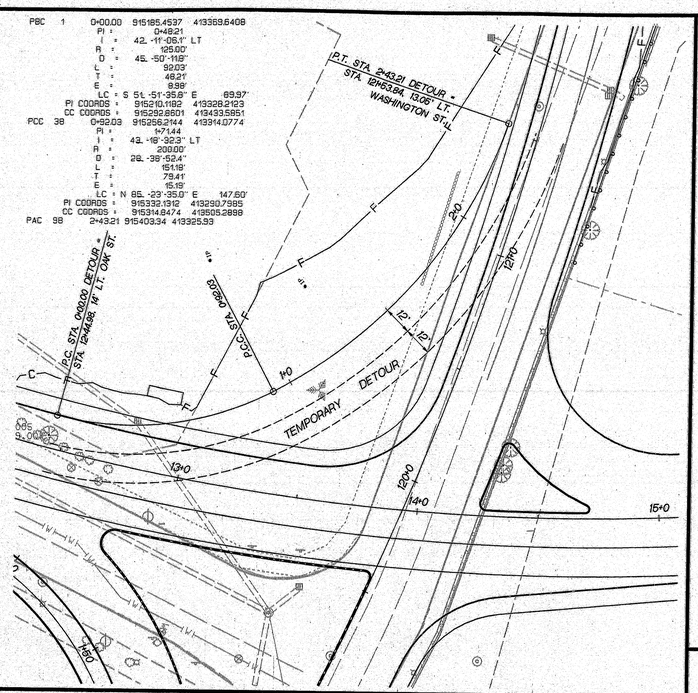
MDOI - DRIVE

STA. 0+38 TO STA. 1+25

PIN # 2672.00

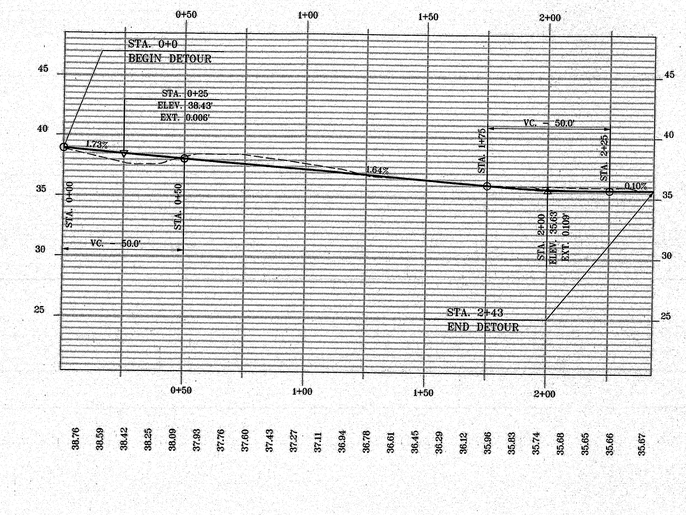
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-BRF-038-1(35)	129A	201





PBC 1 0+00.00 915185.4537 413369.6408
PI = 0+48.21
I = 42.-11'-06.1" LT
R = 125.00'
D = 45.-50'-11.8"
L = 99.23'
T = 48.21'
E = 9.99'
LC = S 51.-51'-35.8" E 69.97'
PI COORDS = 915210.1182 413328.2123
CC COORDS = 915292.8601 413433.5851
PCC 38 0+52.03 915256.2144 413314.0774
PI = 1+71.44
I = 42.-19'-32.3" LT
R = 200.00'
D = 28.-39'-52.4"
L = 151.19'
T = 77.41'
E = 15.19'
LC = N 85.-23'-35.0" E 147.60'
PI COORDS = 915332.1312 413290.7985
CC COORDS = 915314.8474 413505.2898
PAC 38 2+43.21 915403.34 413325.33

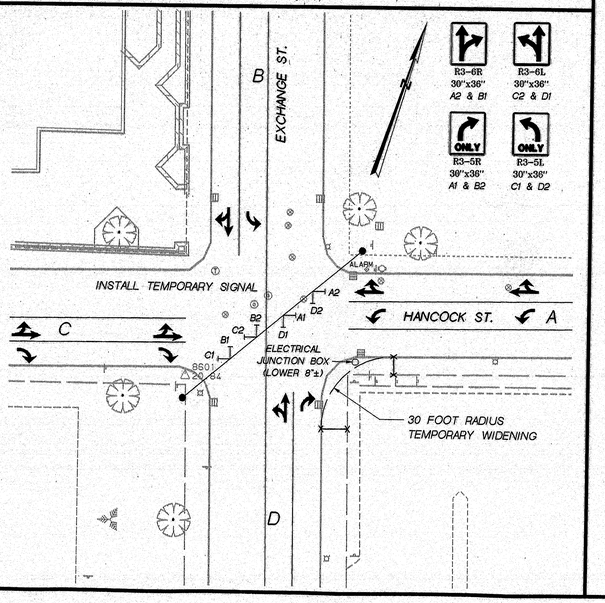
PROFILE FOR DETOUR – BANGOR PIN #2672.00

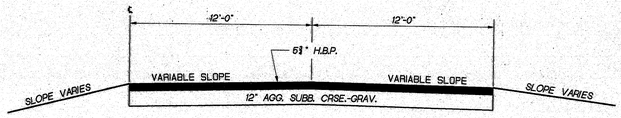


ITEM 510.10 SPECIAL DETOUR, 24 FOOT ROADWAY

VEHICULAR AND PEDESTRIAN TRAFFIC NOT SEPARATED MAJOR ITEMS REQUIRED FOR DETOUR WORK (INCIDENTIAL TO ITEM 510.10)	1 L.S.
TEMPORARY SIGNAL (EXCHANGE/HANCOCK STREETS)	1 EACH
1 SIGNAL HEAD (ADDED TO EXIST SIGNAL/OAK)	1 EACH
COMMON EXCAVATION	350 CY
AGGREGATE SUBBASE COURSE GRAVEL	250 CY
HBP GRADING B	175 T
HBP GRADING C	50 T
WHITE OR YELLOW PAVEMENT AND CURB MARKINGS	300 SF
TEMPORARY 4" PAINT PAVE MARKING LINES YELLOW OR WHITE	750 LF
REMOVING PAVEMENT MARKINGS	150 SF
RESET CURB TYPE 1	50 LF
DETOUR SIGNING	
TRAFFIC SIGNAL MODIFICATION (RE-TIMING)	2 EACH
OVERHEAD LANE SIGNS (14)	105 SF
MODIFY CONC. FOUNDATION (LOWER ELECTRICAL JUNCT BOX)	

SIGNAL PHASE DIAGRAM AND TIMING SHALL BE OBTAINED FROM THE RESIDENT ENGINEER





SPECIAL DETOUR – TYPICAL SECTION

SECTION 403
BITUMINOUS PAVEMENT

Desc. of Course	Grad. Design	Item No.	Bit. Cont. % of Mix	Total Thick.	No. of Layers	Comp. Notes
Special Detour (6½" Pavement)						
Wearing	'C'	403.08	5.8-7.0	1½"	1	1
Binder	'B'	403.07	4.8-6.0	4½"	2	1

1. The bituminous binder material for the mixture shall be viscosity grade AC-20 asphalt cement.

120-114

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	R.C.	7-95
CHECKED	M.R.P.	
REVISIONS		
FIELD CHANGES		

PLANS

15AUG95-01.00.30

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BANGOR – BREWER

PROJECT # BR-BRF-038-1(35)

SPECIAL DETOUR

SHEET 101A OF 101A AUGUSTA, MAINE

ADDENDUM # 1 (ENTIRE SHEET)

PIN 002672.00

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-BRF-038-1(35)	130	201

HW20 130-201

PRELM

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	DESIGN-DETAILED: R.J.Allard	9/95
	CHECKED: M.H.Wright	9/95
	REVISIONS - DESIGN CHANGES	

P.I. STA. 12+69.80
Δ = 23°-57'-17.2" LT.
D = 4°-30'-0.0"
T = 270.11'
L = 532.33'
R = 1273.24'

BITUMINOUS PARKING AREA

5" POPLAR
8" ELM
LAWN
2" SPRUCE
5" ASH
15" DPT. 1
12+0
PROPOSED CHAIN LINK FENCE
RET. WALL
3"-4" ELMS
GRAVEL PARKING AREA
8" MAPLE
UNDERGROUND TANK
GRASS ISLAND
Removed
POPLAR CLUMP 2"-2"-3"
POPLAR TEL BOX
ANGLE IRON
℄ Pier #1 Sta. 15+49.50
100'-0" On Tangent
142'-0"
177'-0"
8°-30' Skew
14° Skew (Typ.)
182'-0"
℄ Brgs. Pier #2 Sta. 16+93
℄ Brgs. Pier #3 Sta. 18+70
℄ Brgs. Pier #4 Sta. 20+52
FLOW
3" SPRUCE
REMOVE LAWN
STA. 13+93.897 MAINLINE = STA. 119+87.056 WASHINGTON ST.
BIT. SW.
12+0
VASHINGTON STREET
CONC. SW.
27" RCP
P.T. STA. 15+44.48
HARDWOOD TREES & WOODS
HARDWOOD & BUSHES
13+0
14+0
15+0
16+0
17+0
18+0
19+0
20+0
21+0
S 50°-14'-01.9" E
21" DPT. 111
6" UD
12" DPT. 2
SIGN
PROPOSED MTR. BY OTHERS WATER/SEWER
RET. WALL REMOVE & REPLACE
3'-10" HARDWOOD & BUSHES
PAVED PARKING AREA
Temp. Silt Fence (Typ.)
12" MAPLE
2" POPLAR
℄ Brgs. Abut. #1 Sta. 14+49.10
17.79 39.22
P.C. STA. 11+99.69
BUILDING
CONC. CULVERT
Permanent Concrete Barrier (Typ.)
Boomed Supported Silt Fence (Typ.)
CEDAR BUSH
12" X 20" BRICK SEWER
PENOBSCOT RIVER

7/8 Built
1997
120-115

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR – BREWER
PENOBSCOT COUNTY

GENERAL PLAN

SHEET 1 OF 48 AUGUSTA, MAINE Sept., 1995

PIN 002672.00

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-BRF-038-1(35)	131	201

Flow

14° Skew (Typ.)

182'-0" 177'-0" 142'-0"

℄ Brgs. Pier #3 Sta. 18+70

℄ Brgs. Pier #4 Sta. 20+52

℄ Brgs. Pier #5 Sta. 22+29

℄ Brgs. Abut. #2 Sta. 23+71

S 50°-14'-01.9" E

19+0 20+0 21+0 22+0 23+0 24+0 25+0 26+0

Boomed Supported Silt Fence (Typ.)

Temp. Silt Fence (Typ.)

Plain Riprap

PENOBSCOT RIVER

1 STORY BRICK BUILDING

FILLER PIPES

CHIMEY

7"-8" HARDWOODS

TEL. POLE

SMH

PAVEMENT

STA. 25+52.791 MAINLINE = STA. 50+00 PENOBSCOT ST.

18" ACCMP

SIGN

LL POLE

TEL. POLE

TEL. MH

SIGNAL BOX

POSTS RR SIGNALS

BANGOR HYDRO POLE

POST HYD.

6" UD

24" RCP - CLASS V

12"

CB

W.G.

3 STORY BRICK BUILDING

8" WATER

SW. SIGN

LIGHT BASE

CONC. FDN. TO BE REMOVED BY OTHERS

GRAVEL PARKING LOT

P.C. STA. 24+93.57

SIDEWALK

SHRUBBERY

PENOBSCOT SQUARE

6" CMP (top) 15" CONC. (bottom)

8" CONC.

48" CONC. (top) 6" CMP (bottom)

CENTER

8' X 8' MH (buried)

PAVED PARKING AREA

CONC. WALL

NOTE: USE OF LAND AND BUILDING SHOWN AS PARCEL (NO.7) RESERVED TO OWNER UNTIL 11 - 30 - 95

2 STORY CONCRETE BUILDING

NET&T MH NO.-8

BRICK SIDEWALK

12" CONC.

15" VCP

8"

varies 1.75 min.

10'-0"

Elev. 14.0

Plain Riprap

2'-0"

1'-0"

1'-0" min.

Bedding Material

Existing Ground

TYPICAL RIPRAP SECTION

All Bedding Material placed in the embankment slope under the riprap and within 12 inches of the back side of riprap areas shall meet the requirements of Subsection 703.19, Material for Underwater Backfill.

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	DESIGN-DETAILED R.J. Nelson 9/95	
	CHECKED M.P. Wright 9/95	
	REVISIONS	
	FIELD CHANGES	

PRELIM

120-116

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

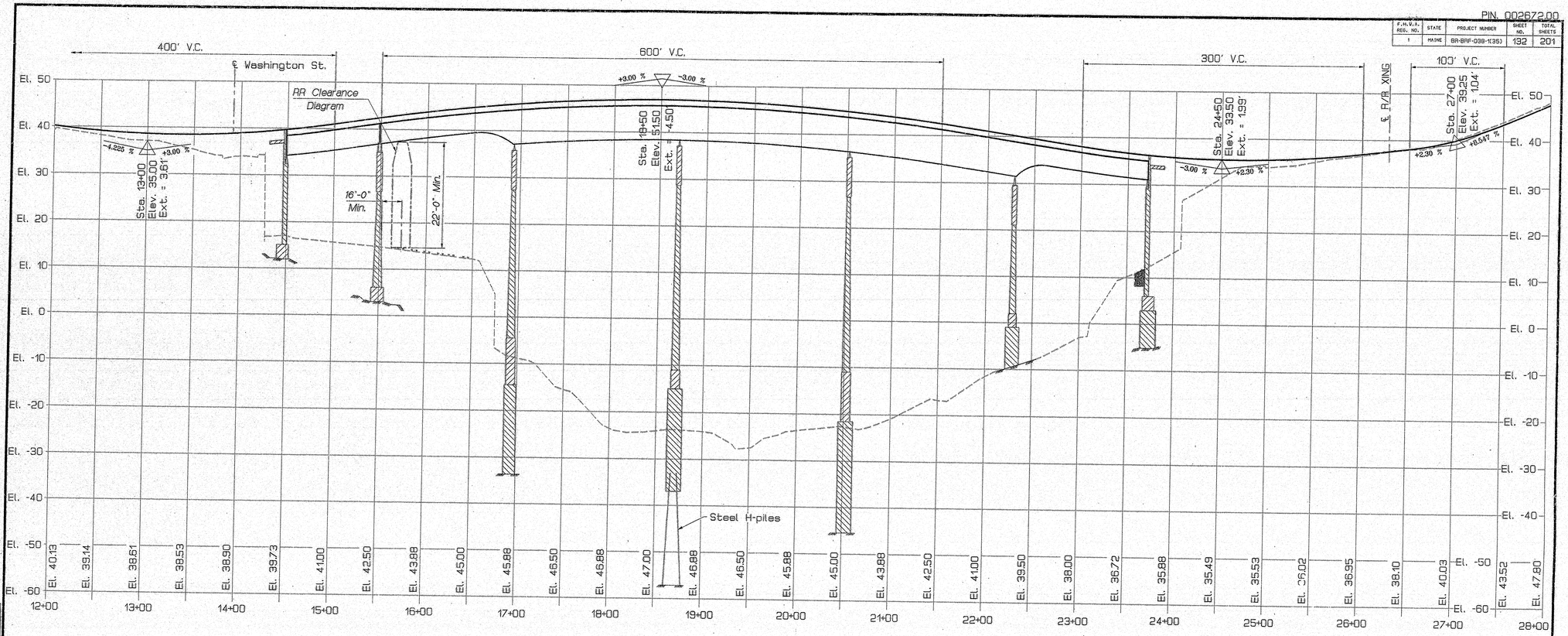
PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR - BREWER
PENOBSCOT COUNTY

GENERAL PLAN

SHEET 2 OF 48 AUGUSTA, MAINE Sept., 1995

PIN. 002672.00

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-BRF-039-1(35)	132	201



PROFILE ALONG CENTER LINE CONSTRUCTION

PROJECT ENGINEER	BY	DATE
DESIGN-DETAILED	S.S. Palmer, R.J. Nelson	12/94
CHECKED	Ted Wyatt	9/95
REVISIONS		
FIELD CHANGES		

PLANS

15AU635-0100.30
PROFILE

120-117

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR – BREWER
PENOBSCOT COUNTY

BRIDGE PROFILE

SHEET 3 OF 48 AUGUSTA, MAINE September, 1995

[redacted]

PIN 002672.00

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-BRF-038-1(135)	133	201

GENERAL CONSTRUCTION NOTES

1. In addition to the Standard Specifications, Special Provisions govern the procedures and schedule of the new construction and the removal of the existing bridges. In particular, all new construction must be complete and accepted by the Engineer, and both bridges and the roadway must be open to traffic by June 14, 1997. All work, including the removal and redressing of the existing Penobscot River Bridge, must be complete and accepted by October 14, 1997.

⚠1 2. Liquidated demeges and supplemental liquidated demeges ~~3. Early completion incentive payments~~ are provided for under Special Provision Section 108~~, "Incentive Payments, and late completion liquidated damages are stipulated under Special Provision Section 108, Liquidated Damages,~~ based on the above dates.

3. Any use of explosives is subject to prior approval by the Design Office. The Contractor shall remove all materials that are dropped into the river during construction or bridge removal, without dragging any materials or equipment along the streambed or the banks. The method and schedule of all work, particularly in-stream work, must be in conformity with the MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION permit. In addition, the Penobscot River Bridge removal must be in conformity with Special Provision 202, Removal of Existing Bridge, and is subject to the approval of the Engineer.

4. The shoring system for the excevation at Pier #1 shall be designed by a professional engineer in accordance with American Railway Engineering Association Specifications for an E-80 loading. The Contractor shall submit design computations and plans of the support system to the Engineer and the Springfield Terminal Railway & Maine Central Railroad for prior approval, at least four weeks prior to the intended start of excavation. All labor, material, and equipment used for the Pier #1 excavation support system including any materials required by the Engineer to be left in place, shall be considered incidental to Item No. 524.30, Temporary Structural Support.

5. All excevation shorings and temporary support systems, other then for pier #1 excevation, are considered incidental to the contract.

6. The Contractor is herein alerted that the structural integrity of the timber cribwall between the railyard and the Bangor river bank is suspect. Inspections show that several of the cribwork cells in the vicinity of the new river bridge are empty, while others are rock filled. The extent of negative environmental impacts from a collapse of the cribwork is problematic.
The work shall be conducted carefully to prevent hezards and demeges. Any demeges, particularly any safety hezards and environmental contamination, shall be immediately remedied and repaired by the Contractor at his/her sole expense. No essurence is given that the cribwork is fit for eny construction methods provided for or implied by the Plans and/or Specifications.

Not harmed during const TJ

7. The existing soils at Pier #1 heve been identified as Special Waste Soils due to contemination by petroleum products. The Contractor shall stockpile the excevated soils near Abutment #1 in the eree indicated on the Plans, and provide the Engineer time for further soils testing. The Contractor shall prevent stockpile staining of concrete surfeces to be left exposed, or shall clean stained concrete surfeces to the Engineer's epprovel, at the Contractor's sole expense.

⚠1 14. The Contractor shall teke cere in the removal of the existing river piers to selvege es much of the granite block es practicable. The method of removal end hendling of the granite ere subject to the epprovel of the Engineer. The selveged granite shell be retained be the Cities of Bangor and Brewer, at no cost to either city or the State of Maine. The Contractor shell evenly divide the selveged granite block at the direction of the Engineer, and shell deliver the granite to e storege eree for each city within 8 miles of the project limits. The Contractor shell loed, transport, and unloed the granite with due cere to minimize or eliminete any breekege. Payment for this work is considered incidental to Pey Item No. 202.19, Removing Existing Bridge.

8. All soils excevated for Pier #1 shall be stored within the limits of the Span #1 fescies, between Station 14+50 and Station 14+80, in e "Temporery Secured Stockpile Area" es shown on highway plens sheet title " Block Wall Profile & Trench Dem Details". The Contractor shall allow the Engineer emple time to test the contaminated soils. All contaminated soils must be hendeled es described in Special Provision Section 203, "DISPOSAL OF SPECIAL EXCAVATION", Though only the portion which is not used as backfill end is properly disposed of will be peid for at the unit price for Item 203.233, "DISPOSAL OF SPECIAL EXCAVATION". The 10,000 gellon minimum volume holding tenk required by the special provisions is incidentel to Section 203, Excevetion end Embenkment Pey Items. All other labor, equipment and materials to complete the work including the "Temporery Secured Storege Aree" will be considered incidental to Item 203.233.

9. Becuse of the depth of ledge excevation at the sewer relocation in the ebutment #1 excevetion eree, the pey limits heve been chenged from plumb to 3 inch/foot bettered slopes es shown in the trench detail on the second sheet of the sewer plens.

10. All pile tips shell be of the type designed to resist sliding on engled ledge, such es
Herd-bite HP77750 es menufactured by Associete Pile & Fitting Corp.
Tuftip H-777 es menufactured by Dougherty Foundetion Products Inc.
or en epproved equel.

11. All embenkment meteriel, except es otherwise shown, pleced below Elevetion 14.00, shell be grenuler borrow meeting the requirements of Subsection 703.19, Meteriel for Underwater Backfill.

12. All utility fecilities shell be edjusted by the respective utilities unless otherwise noted.

13. For eesements, construction limits, end right-of-way lines refer to Right of Wey Map.

STORM WATER POLLUTION PREVENTION PLAN

SITE DESCRIPTION

PROJECT LIMITS: Project begins in Bangor at the Oak St./ Hancock St. intersection and extends into Brewer to a limit line on State St., 320 feet beyond the intersection with North Main St.. Additionally, there is 1250 feet of work on Washington St. in Bangor beginning near the Kenduskeag Stream Bridge and 530 feet of work on North Main St. in Brewer beginning approximately 100 feet from it's intersection with Center St..

PROJECT DESCRIPTION: Replecement of the Penobscot River Bridge with 32000 feet of roadway reconstruction. The new Penobscot River Bridge will be located epproximately 170 feet downstreem of the old. The 20 feet long superstructure of the North Main Street Bridge will be replaced

MAJOR SOIL DISTURBING ACTIVITIES: There is very little fill, cleering end riprap. Most of the roadway work will be full depth reconstruction. Additionally, there is loam, seed, landscaping and excevation for 1 pier and 2 abutments outside the river banks.

TOTAL PROJECT AREA: 10.8 Acres

TOTAL AREA TO BE DISTURBED: 7.8 Acres

ACRES ACOE- REGULATED FEDERAL WETLANDS IMPACTED (SEE USFWS NWI MAP) 0.08 Acres

WEIGHTED RUNOFF COEFFICIENT (AFTER CONSTRUCTION): 0.65 (Assumed)

EXISTING SOIL TYPES AND NATURE OF VEGETATION: At several locations shallow fill over ledge; on Bangor side, silty gravelly sand with cobbles; on Brewer side sand and gravel with bricks and sandy silt; roadway base is clean and sandy gravel; vegetation consists of little brush with some hardwood trees within the railyard, single trees, and grass slopes.

NAME OF RECEIVING WATERS: Penobscot River

EROSION AND SEDIMENT CONTROLS

TEMPORARY EROSION CONTROL MEASURES

NON-STRUCTURAL:

- ✓ DUST CONTROL
- ✓ TEMPORARY SEEDING
- ✓ MULCHING

STRUCTURAL PRACTICES:

- ✓ SILT FENCES
- ✓ HAY BALES
- ✓ SANDBAGS
- ✓ DUMPED STONE

PERMANENT EROSION CONTROL MEASURES

- ✓ SOD
- ✓ EROSION CONTROL GEOTEXTILE
- ✓ RIPRAP
- ✓ PERMANENT PLANTING, SODDING, OR SEEDING

OTHER:

NOTES

1.- The storm water pollution prevention measures listed on this sheet constitute a design plan which may be added to or modified prior to the start of construction or during construction by the Engineer.

2.- Sequence of construction shall be as described in the Contractor's approved schedule of work which is described in Subsection 105.051.

3.- The Contractor shall comply with the requirements of the Standard Specifications, Revision of October, 1990, as follows:

Subsection 107.26 - Soil Erosion and Water Pollution Control
Subsection 203.06 - Waste Areas
Section 656 - Temporary Erosion Control

4.- Placement of devices shall be as shown on the plans in critical areas; otherwise, placement shall be as directed by the Engineer.

5.- Disposal of sanitary and hazardous wastes shall be done in accordance with all applicable laws, ordinances and regulations.

6.- For Erosion and Sediment Controls identified with a (✓), See the Standard Specifications, Supplemental Specifications or Special Provisions, as appropriate, for a description of the measures selected.

By their signatures on the title sheet, the Commissioner and the Chief Engineer certify under penalty of law that this document and all attachments were prepared under their direction or supervision in accordance with a system designated to assure that qualified personnel properly gathered and evaluated the information submitted. Based on their inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of their knowledge and belief, true, accurate, and complete. They are aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

As Built 1997 120-118

⚠ Addendum No. 1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PENOBSCOT RIVER BRIDGE
OVER
PENOBSCOT RIVER
BETWEEN THE CITIES OF
BANGOR – BREWER
PENOBSCOT COUNTY
CONSTRUCTION NOTES & EROSION CONTROL

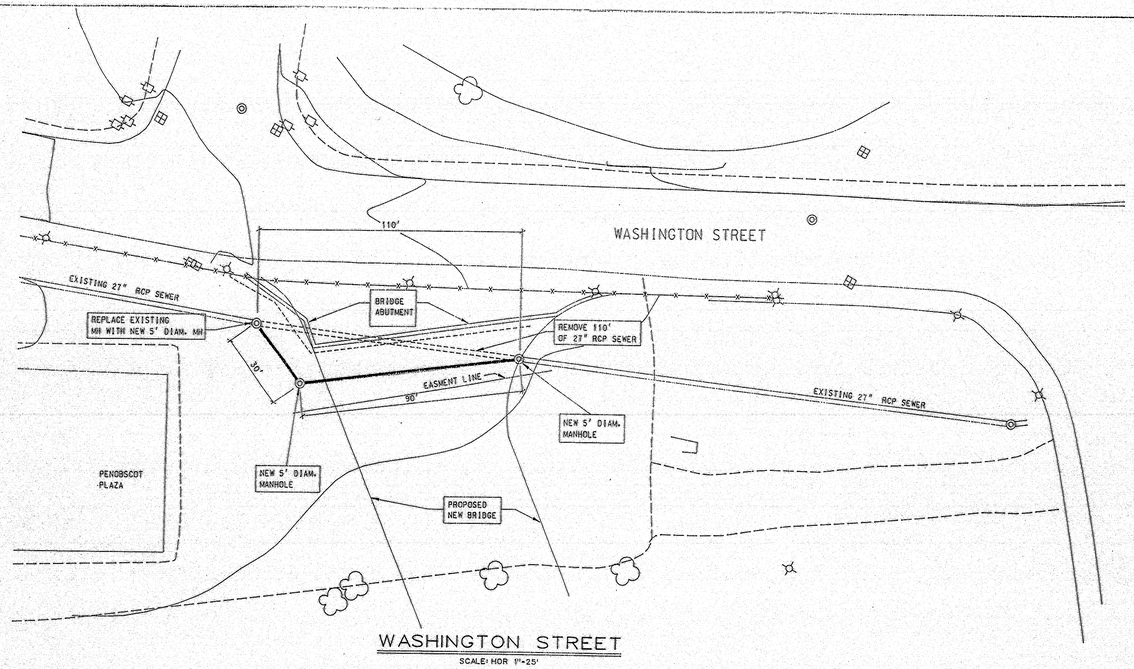
SHEET 4 OF 48 AUGUSTA, MAINE

PROJECT REVIEW PHASES	BY	DATE
DESIGN-DETAILED	Jack E. Dow, L.A. WILSON	2/96
CHECKED	Jack E. Dow, Jr.	2/96
REVISIONS		
FIELD CHANGES		

PLANS

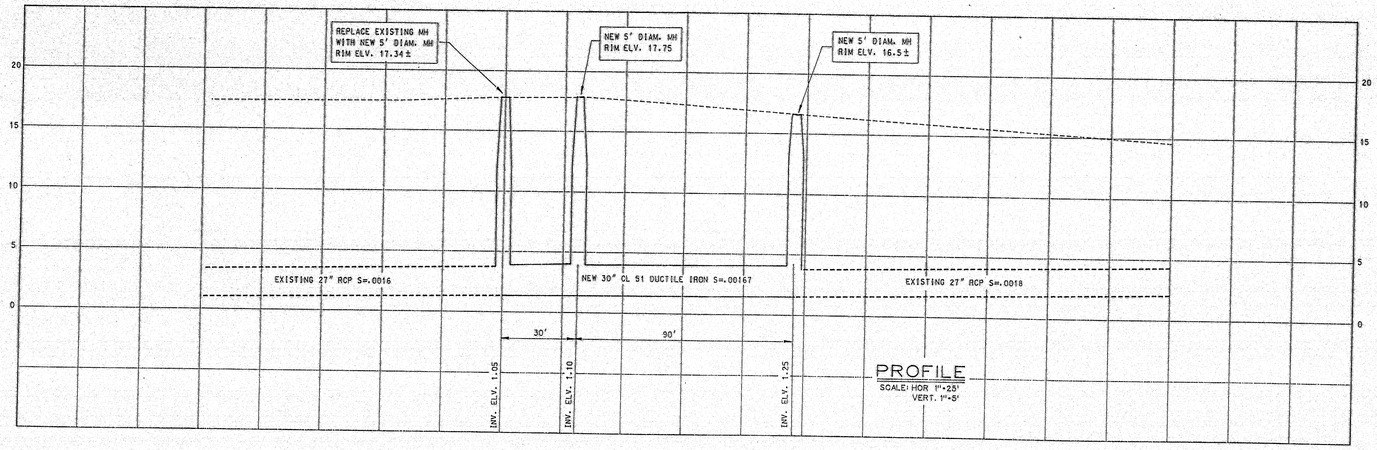
15AUG95-010130
CONNOTES

PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
BR-BRF-038-M32	134	201



WASHINGTON STREET

SCALE: HOR 1"=25'



PROFILE

SCALE: HOR 1"=25'
VERT. 1"=5'

ALL ELEVATIONS
USGS DATUM

120-119

DESIGNED BY	FILE NAME
JM	BRG1
DRAWN BY	SCALE:
RVG	1"=25'
CHECKED BY	DATE
JAMES D. RING	AUGUST 1995

CITY OF BANGOR
ENGINEERING DEPARTMENT
73 HARLOW ST. BANGOR, ME 04401

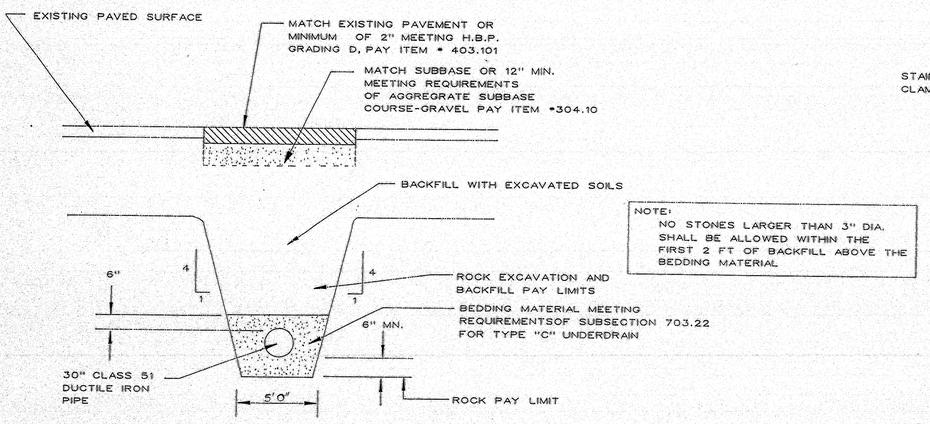
PENOBSCOT EAST INTERCEPTOR
RELOCATION FOR NEW
BANGOR-BREWER BRIDGE

SHEET NO.
1 OF 2

5 OF 18

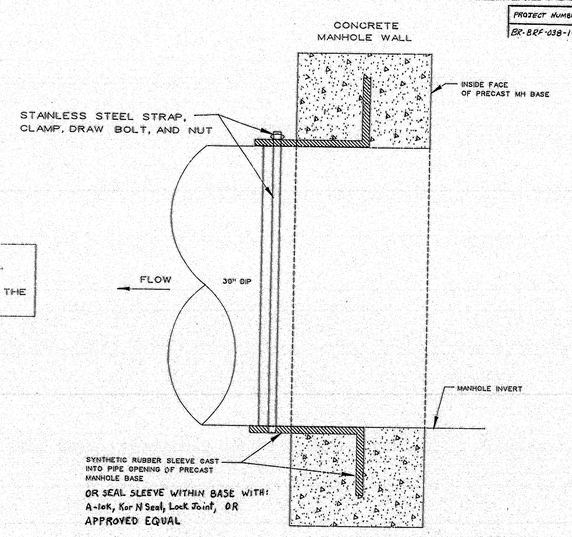
REFERENCES	REVISIONS	DATE

PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
ER-BRF-038-1(53)	135	201



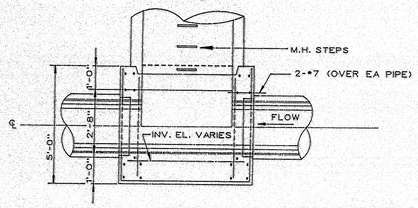
NOTE:
NO STONES LARGER THAN 3" DIA. SHALL BE ALLOWED WITHIN THE FIRST 2 FT OF BACKFILL ABOVE THE BEDDING MATERIAL

TYPICAL TRENCH AND SURFACE RESTORATION DETAIL



MANHOLE CONNECTION DETAIL

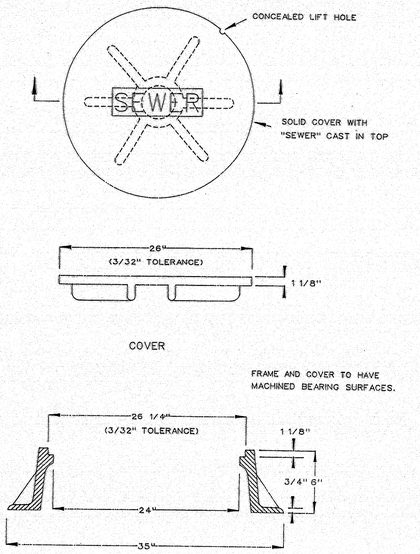
PLAN VIEW



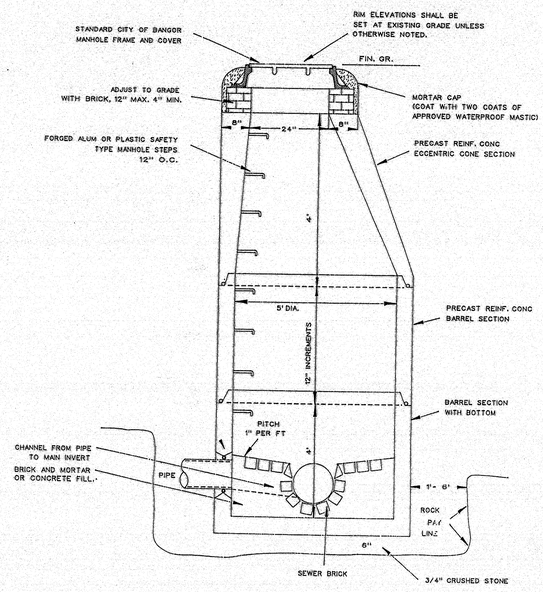
NOTE:
REINF. •4@12 E.F.E.W. EXCEPT AS SHOWN

SECTION

EXISTING MANHOLE TO BE REMOVED AND REPLACED WITH NEW 5' DIAMETER MANHOLE



STANDARD FRAME AND COVER



STANDARD MANHOLE

120-120

DESIGNED BY JM	DRAWN BY RVG	CHECKED BY JAMES D. RING	
FILE NAME BRG1	SCALE: 1"=25'	DATE AUGUST 1995	

CITY OF BANGOR
ENGINEERING DEPARTMENT
73 HARLOW ST. BANGOR, ME 04401

PENOBSCOT EAST INTERCEPTOR
RELOCATION FOR NEW
BANGOR-BREWER BRIDGE

SHEET NO.
2 OF 2

6 OF 98

REFERENCES

REVISIONS

DATE