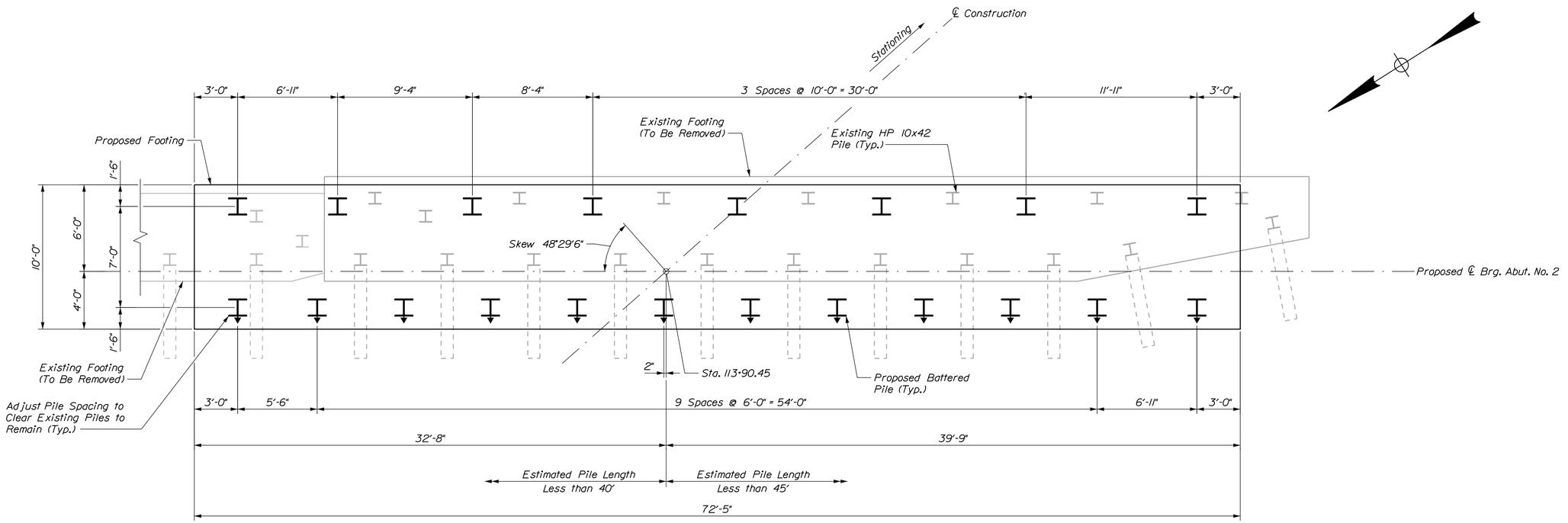
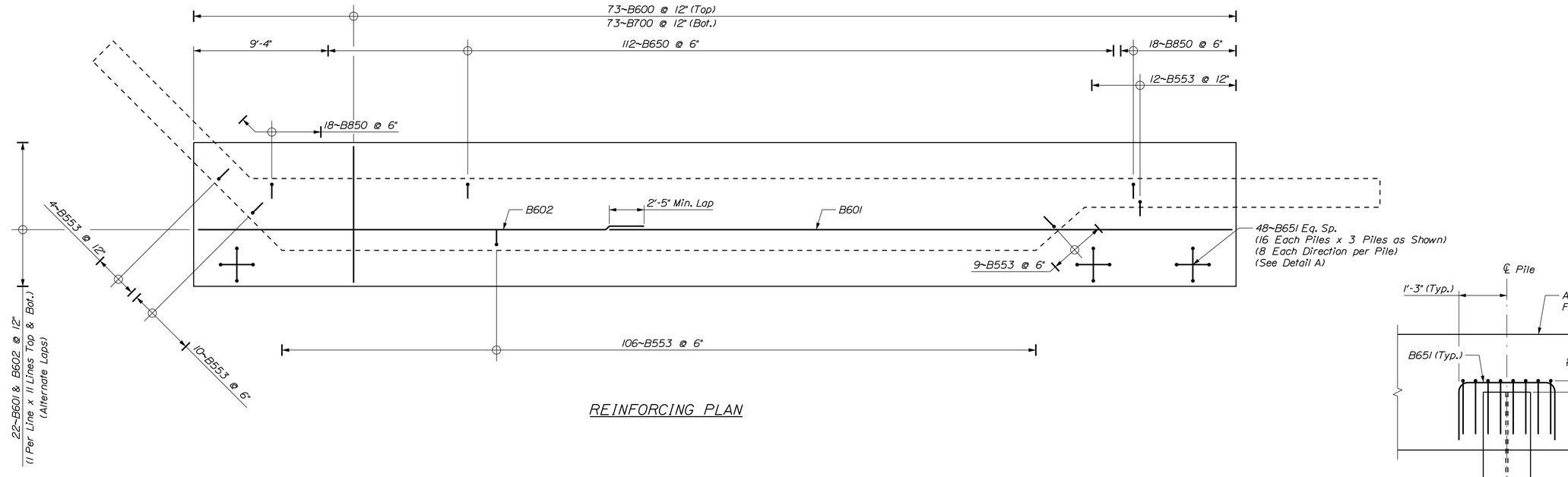
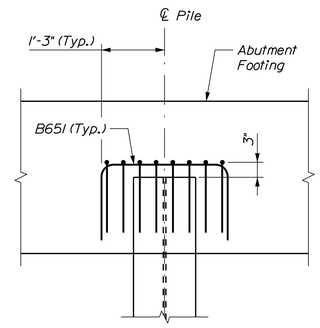


FOOTING PLAN PILE LAYOUT



REINFORCING PLAN



DETAIL A

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 5823

BRIDGE PLANS

vhb

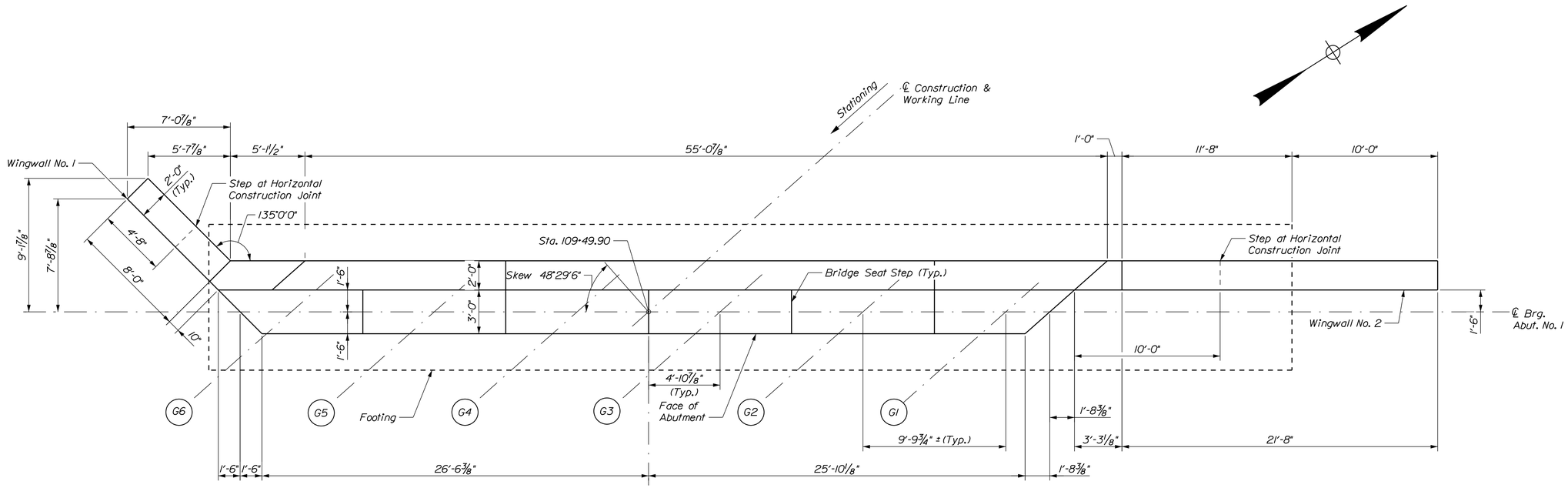
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	APS	JAH 11/25
CHECKED-REVIEWED	YP	SMH 11/25
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

HOGAN ROAD/I95 BRIDGE
I-95
BANGOR PENOBSCOT

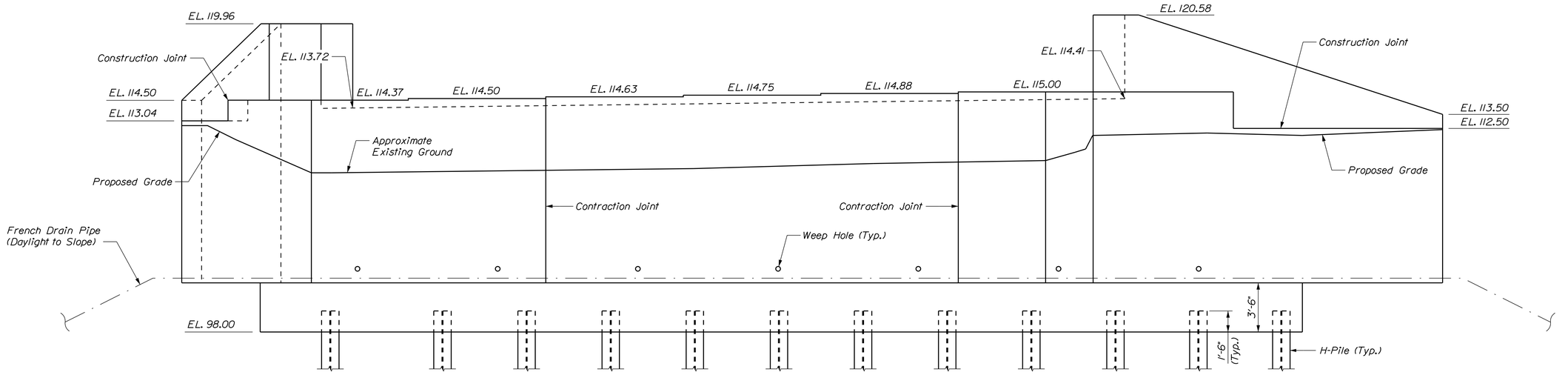
ABUTMENT NO. 2
FOOTING PLAN

SHEET NUMBER
B-10
377
OF 485

Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\XXX_Abut_2_01.dgn



PLAN



ELEVATION

NOTES

1. Far face elevations of the lower bridge seat wash are given at the back face of the abutment and the low end of the wash.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 5823

BRIDGE PLANS

vhb

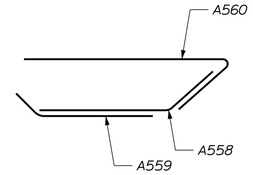
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	K.JB	JAH	11/25
CHECKED-REVIEWED	JEP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD/I95 BRIDGE
I-95
BANGOR PENOBSCOT

ABUTMENT NO. 1
PLAN & ELEVATION

SHEET NUMBER
B-11
378
OF 485

Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\XXX_Abut_1_02.dgn



SET B
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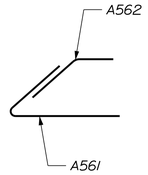
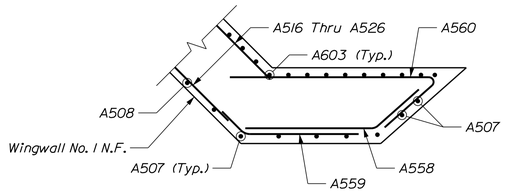
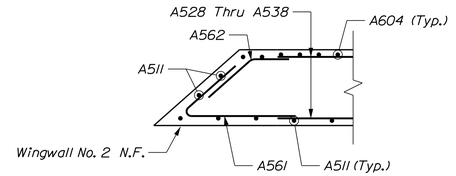


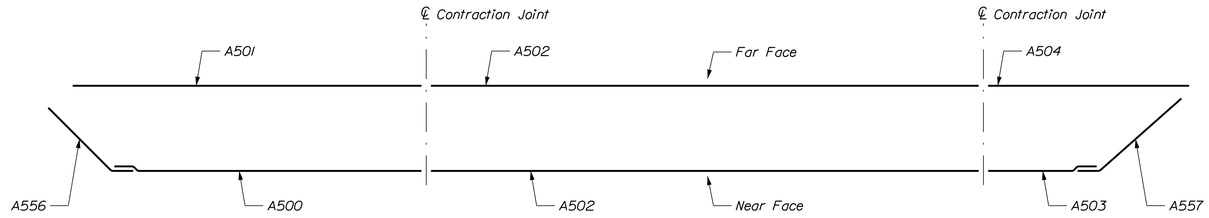
SET C
(1~A561 and 1~A562)



SECTION A-A



SECTION B-B



SET A
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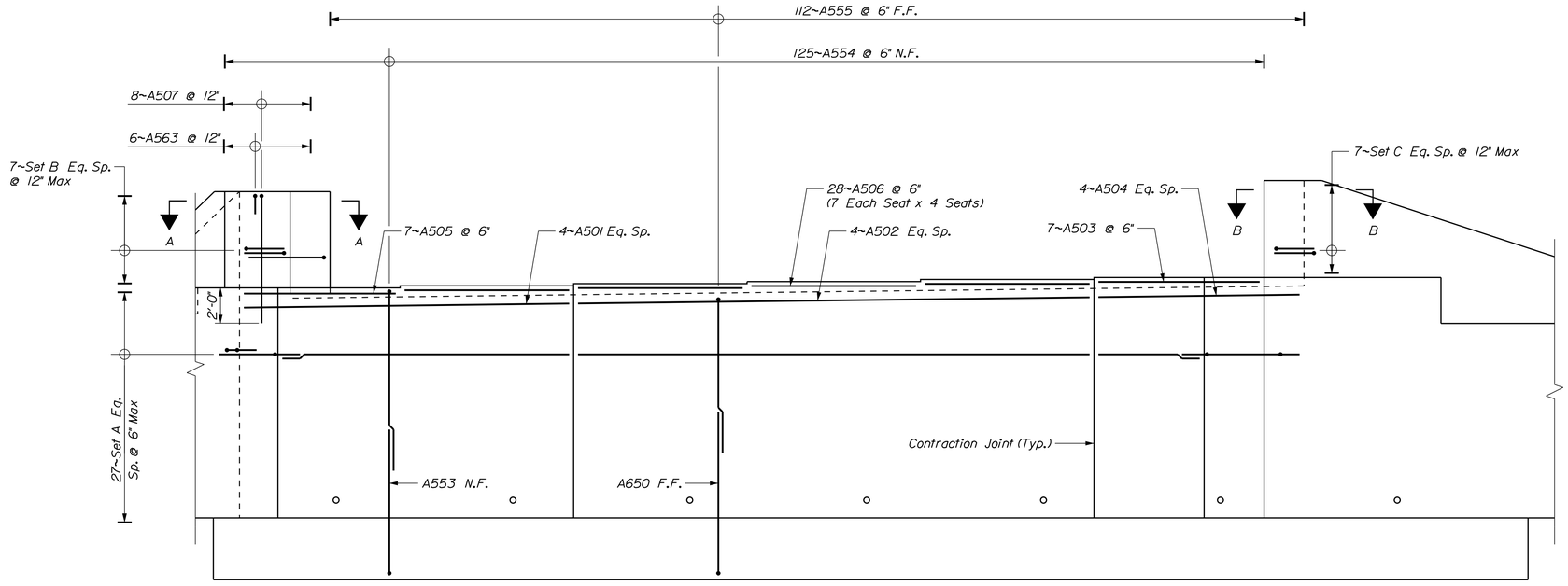


ABUTMENT NO. 1 REINFORCING ELEVATION
(Wingwall Reinforcing and Piles Not Shown)

REINFORCING KEY

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 5823

BRIDGE PLANS

vhb

	BY	DATE
L. ROWE	JAH	11/25
JEP	SMH	11/25
APS		

PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVIEWED
DESIGN2-DETAILED2
DESIGN3-DETAILED3

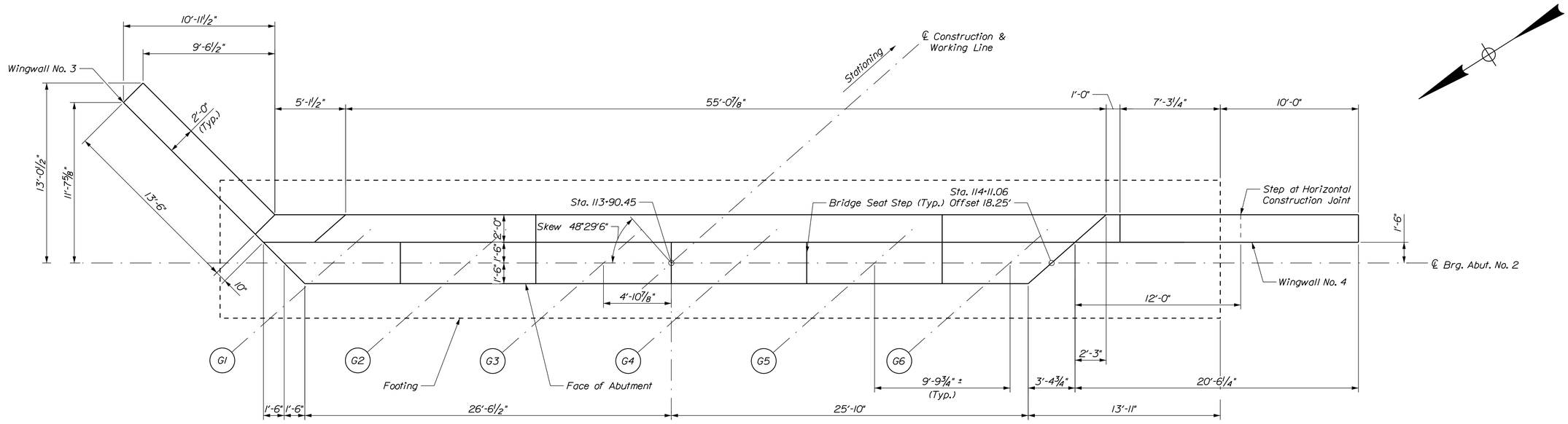
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

HOGAN ROAD/I95 BRIDGE
I-95
BANGOR PENOBSCOT

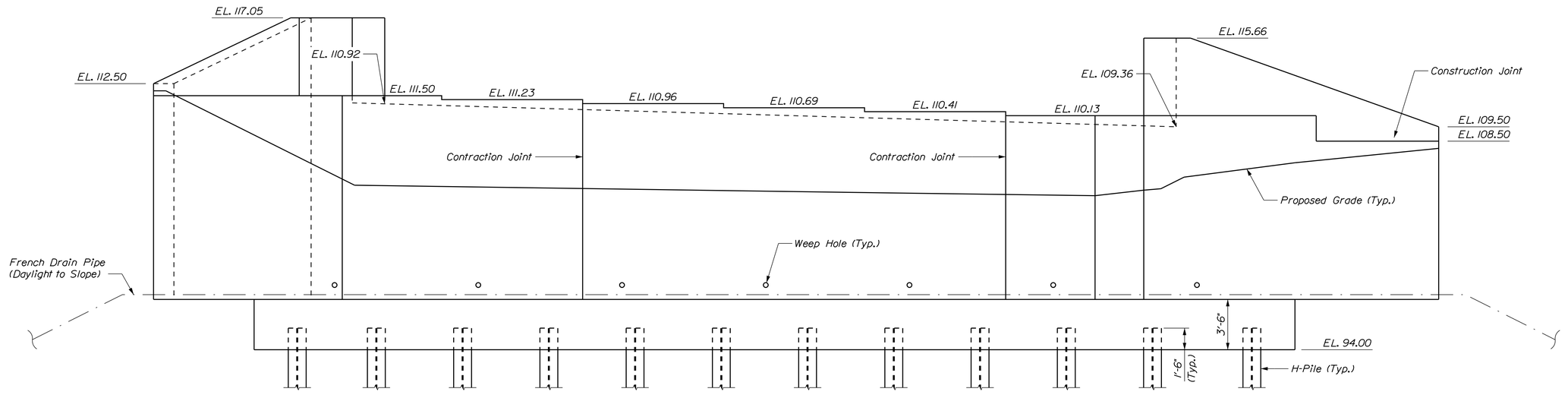
ABUTMENT NO. 1
REINFORCING

SHEET NUMBER
B-12
379
OF 485

Filename: ...\XXX_Abut_1_Rein_01.dgn Username: jamesdavis Date:08/29/2025
Division: HIGHWAY



PLAN



ELEVATION

NOTES

1. Far face elevations of the lower bridge seat wash are given at the back face of the abutment and the low end of the wash.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 5823

BRIDGE PLANS

vhb

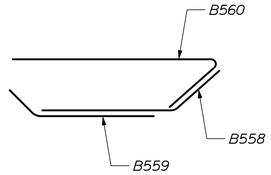
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	K.JB	JAH 11/25
CHECKED-REVIEWED	JEP	SMH 11/25
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

HOGAN ROAD/I95 BRIDGE
I-95
BANGOR PENOBSCOT

ABUTMENT NO. 2
PLAN & ELEVATION

SHEET NUMBER
B-13
380
OF 485

Filename: ...\XXX_Abut_2_02.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025



SET E

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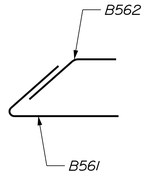
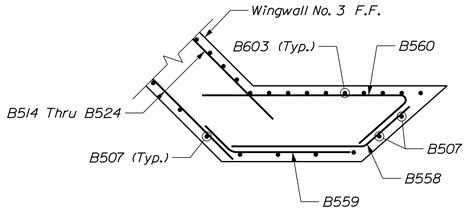
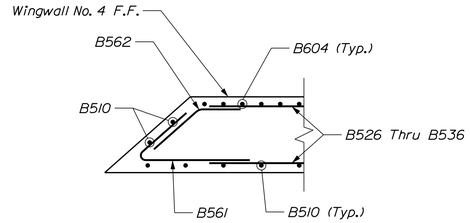


SET F

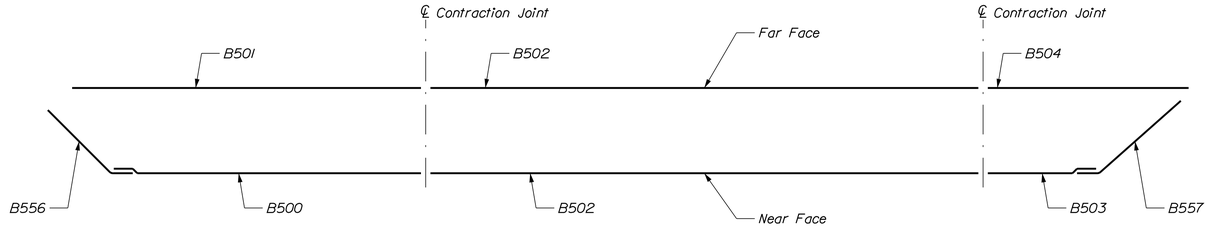
(1~B561 and 1~B562)



SECTION C-C



SECTION D-D



SET D

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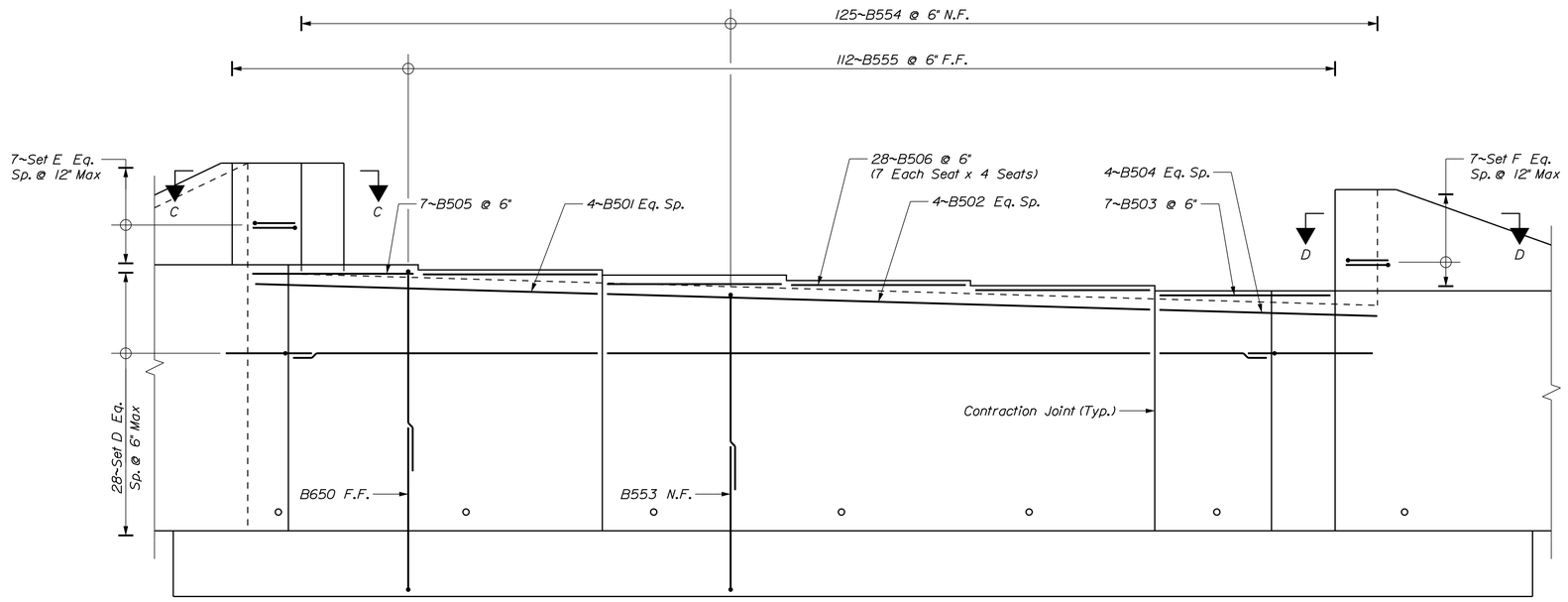


ABUTMENT NO. 2 REINFORCING ELEVATION

(Wingwall Reinforcing and Piles Not Shown)

REINFORCING KEY

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE PLANS

BRIDGE NO. 5823

vhb

	L. ROWE	DATE
DESIGN-DETAILED	JEP	11/25
CHECKED-REVIEWED	APS	11/25
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

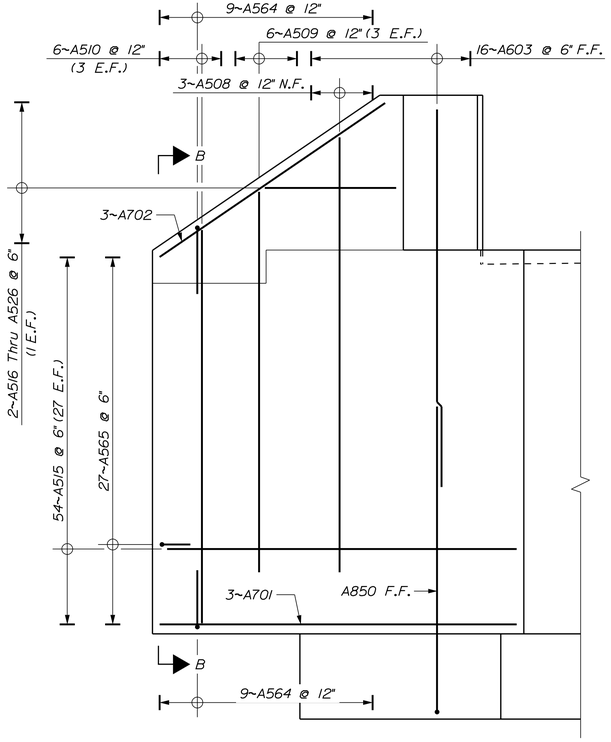
PROJ. MANAGER

HOGAN ROAD/I95 BRIDGE
I-95
PENOBSCOT
BANGOR

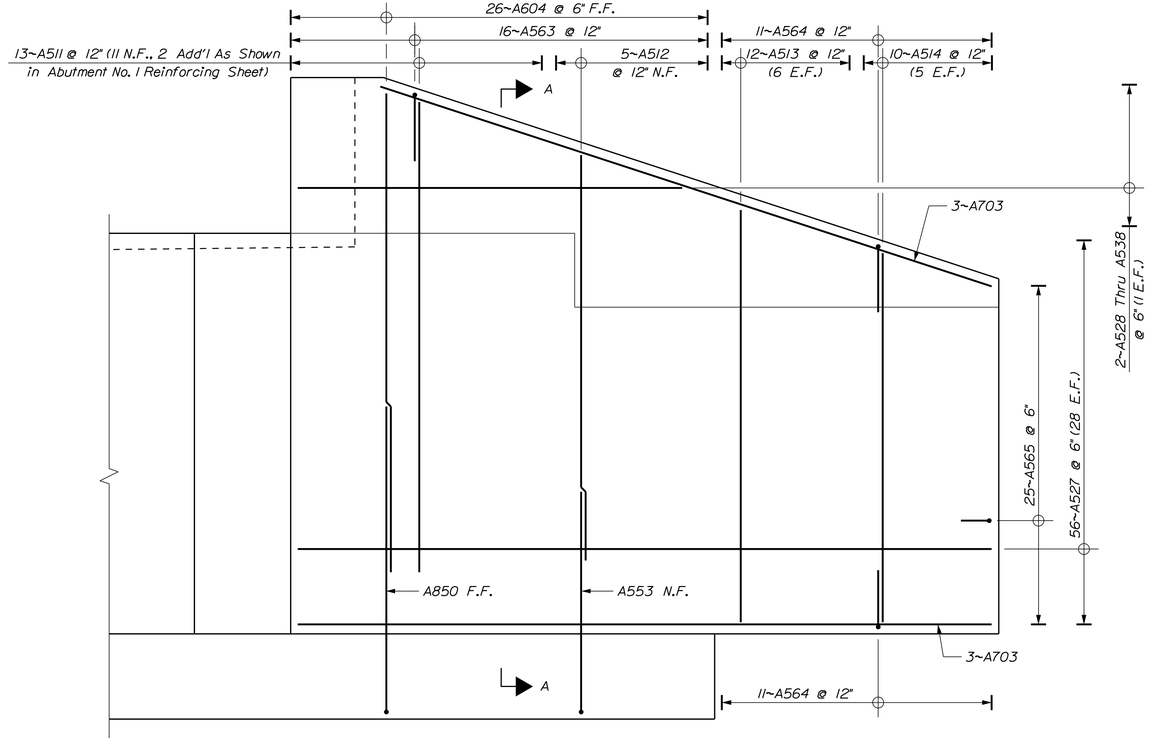
ABUTMENT NO. 2
REINFORCING

SHEET NUMBER
B-14
381
OF 485

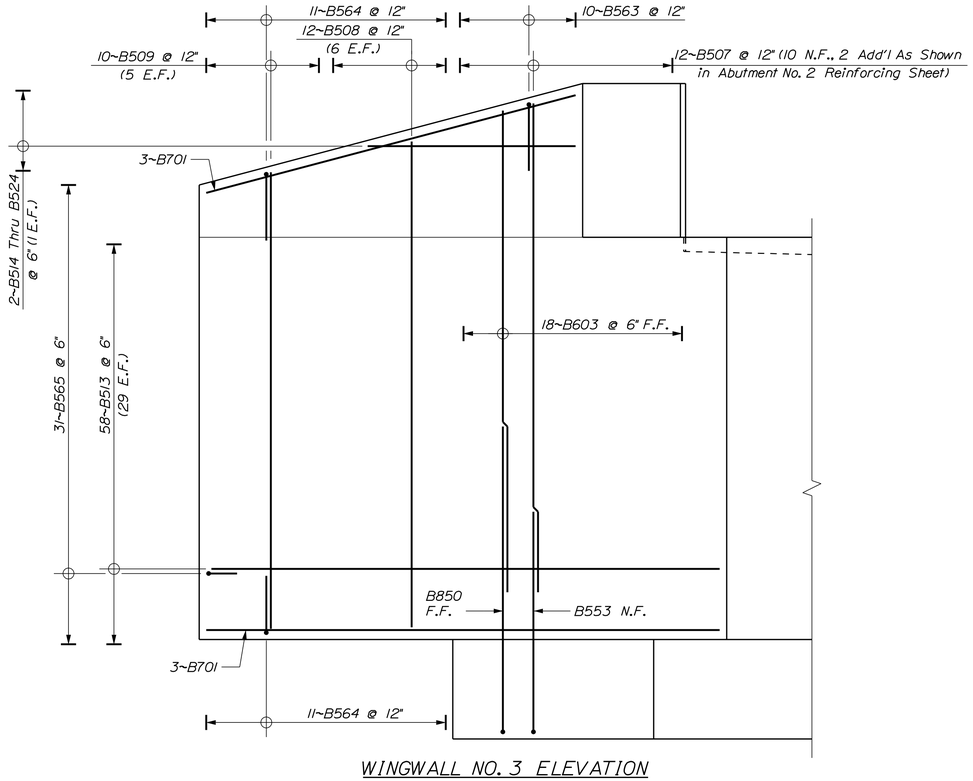
Filename: ...\XXX_Abut_2_Rein_01.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025



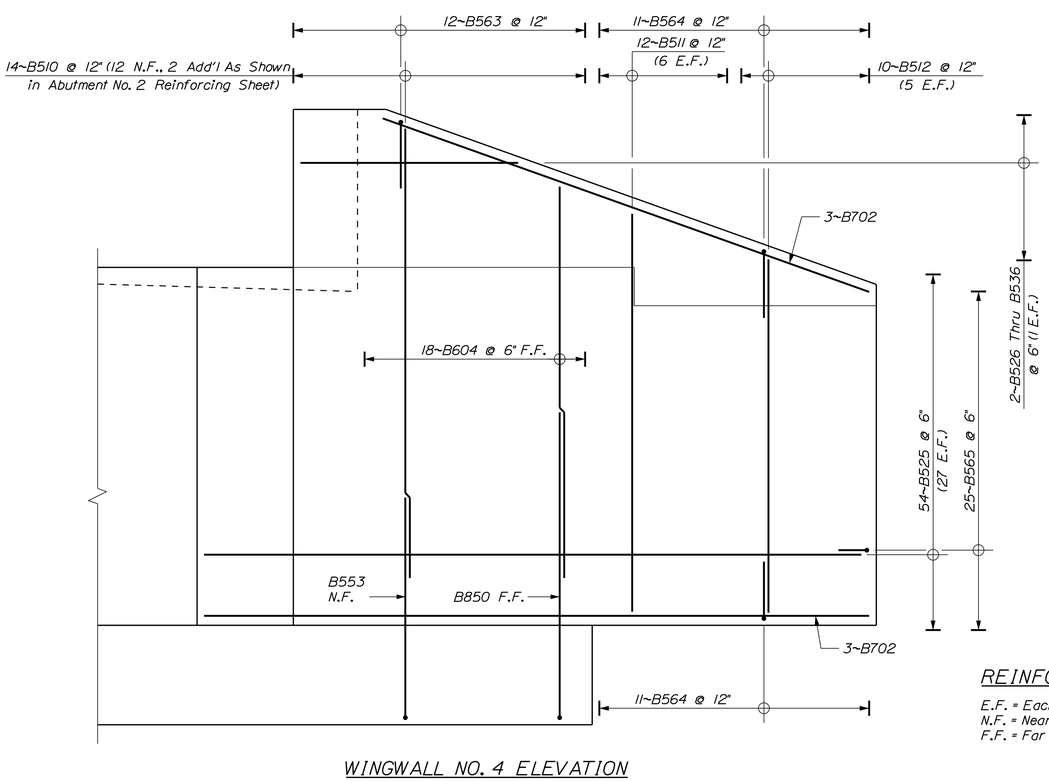
WINGWALL NO. 1 ELEVATION



WINGWALL NO. 2 ELEVATION



WINGWALL NO. 3 ELEVATION



WINGWALL NO. 4 ELEVATION

REINFORCING KEY

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 5823

BRIDGE PLANS

vhb

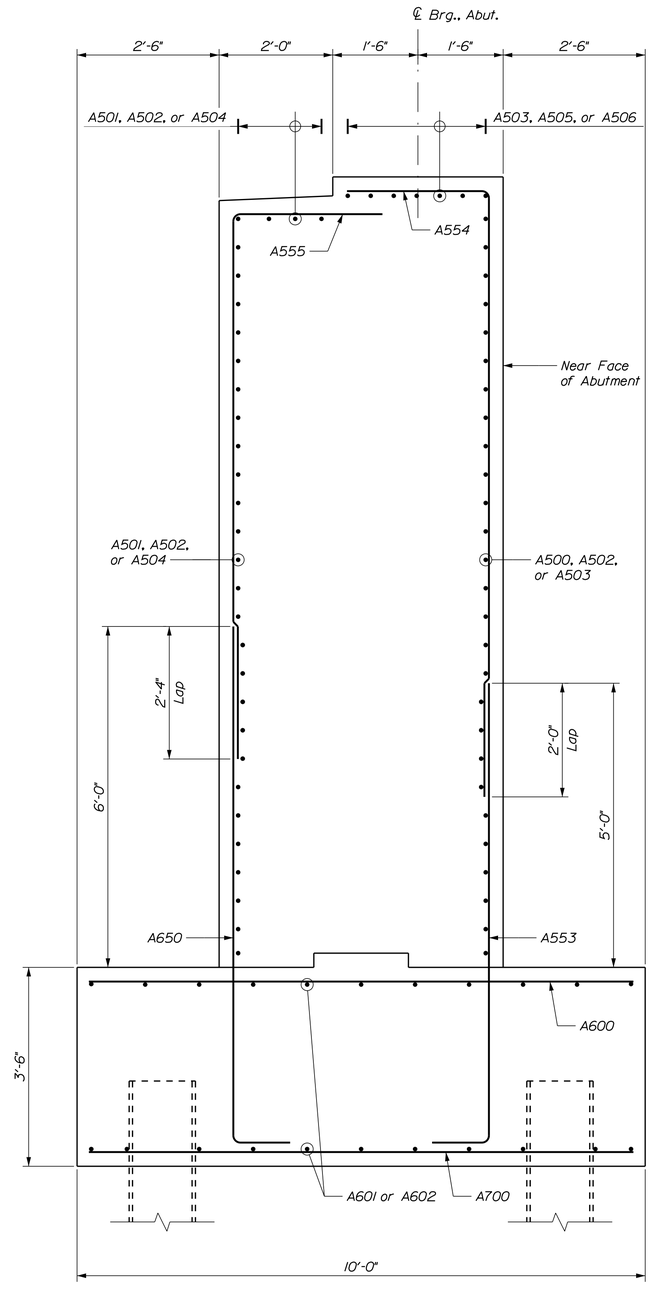
	BY	DATE
L. ROWE		
PROJ. MANAGER	JAH	11/25
DESIGN-DETAILED	JEP	
CHECKED-REVIEWED	APS	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3	SMH	11/25
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

HOGAN ROAD/I95 BRIDGE
I-95
PENOBSCOT
BANGOR

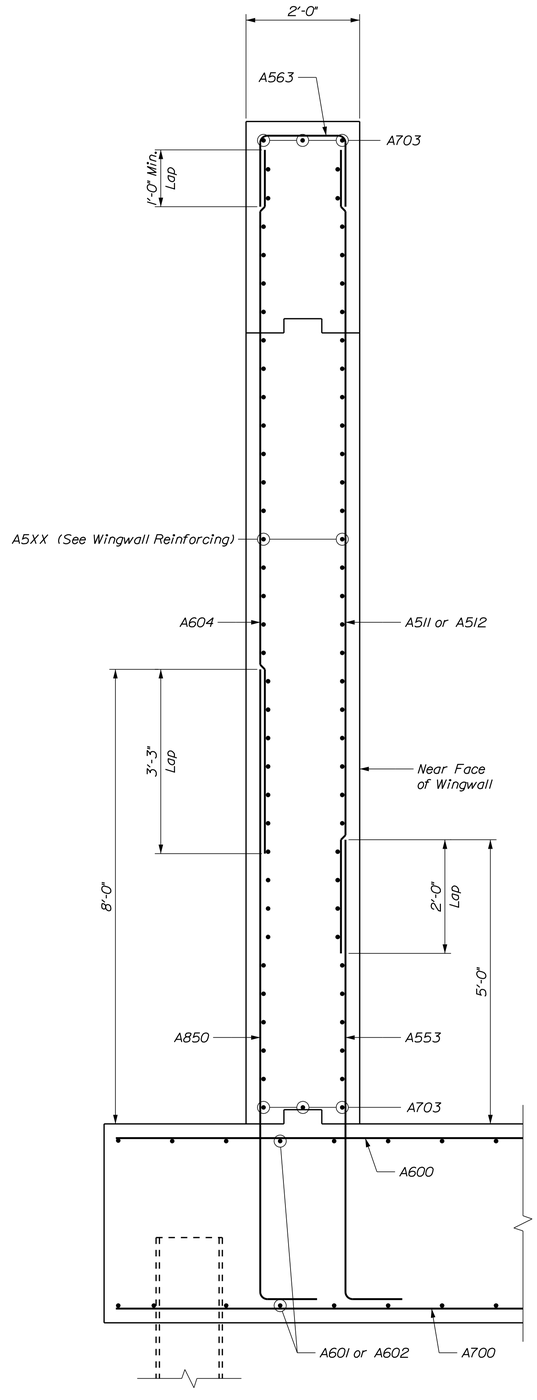
WINGWALL REINFORCING

SHEET NUMBER
B-15
382
OF 485

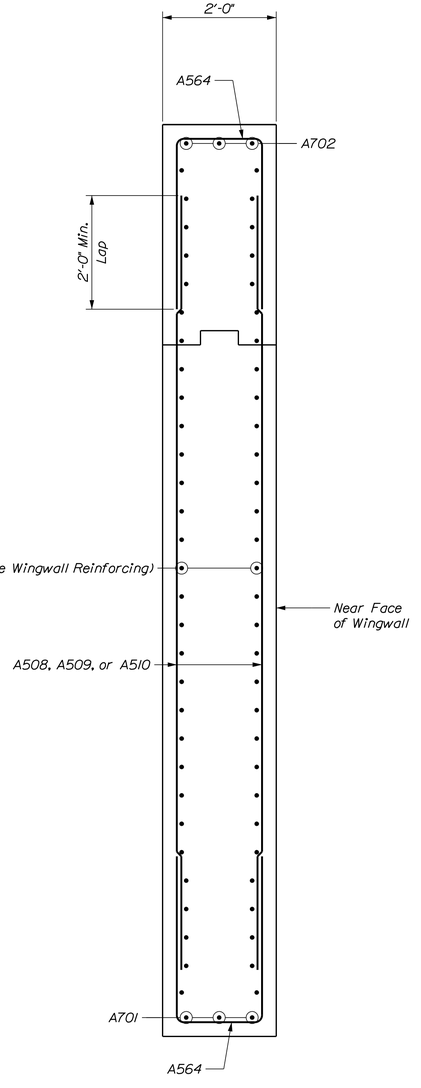
Filename: ...\XXX_Abut_WW_Rein_01.dgn Username: jamesdavis Division: HIGHWAY Date:08/29/2025



ABUTMENT TYPICAL SECTION
(Abutment No. 1 Shown)



WINGWALL SECTION A-A
(Wingwall No. 2 Shown)



WINGWALL SECTION B-B
(Wingwall No. 1 Shown)

NOTES

1. Abutment 1 shown, Abutment 2 similar except front row of foundation piles are battered.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11
BRIDGE NO. 5823

BRIDGE PLANS

vhb

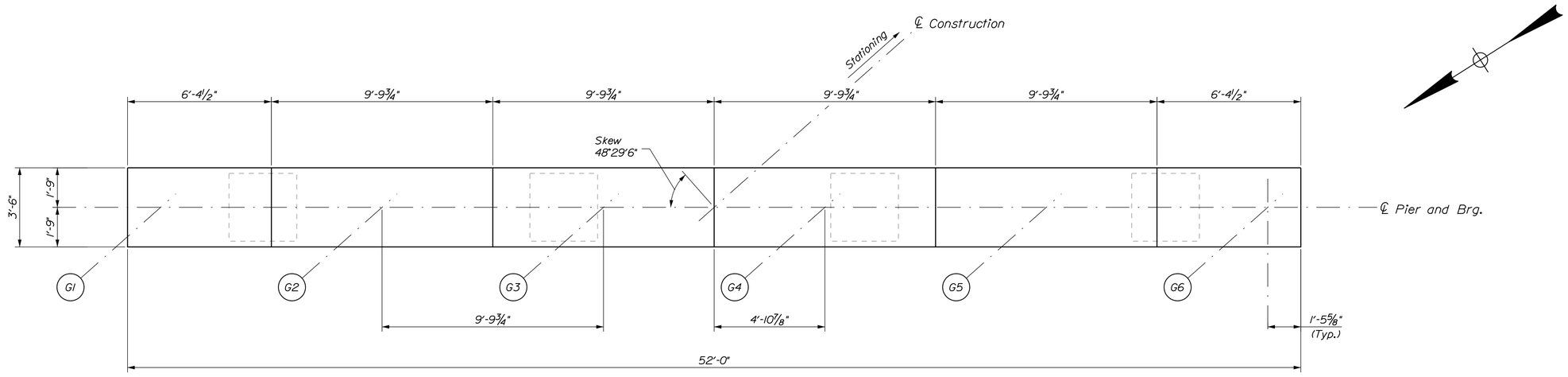
	BY	DATE
L. ROWE		
PROJ. MANAGER	JAH	11/25
DESIGN-DETAILED	JEP	11/25
CHECKED-REVIEWED	APS	
DESIGN2-DETAILED2	SMH	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

HOGAN ROAD/I95 BRIDGE
I-95
PENOBSCOT
BANGOR

ABUTMENT AND WINGWALL
REINFORCING SECTIONS

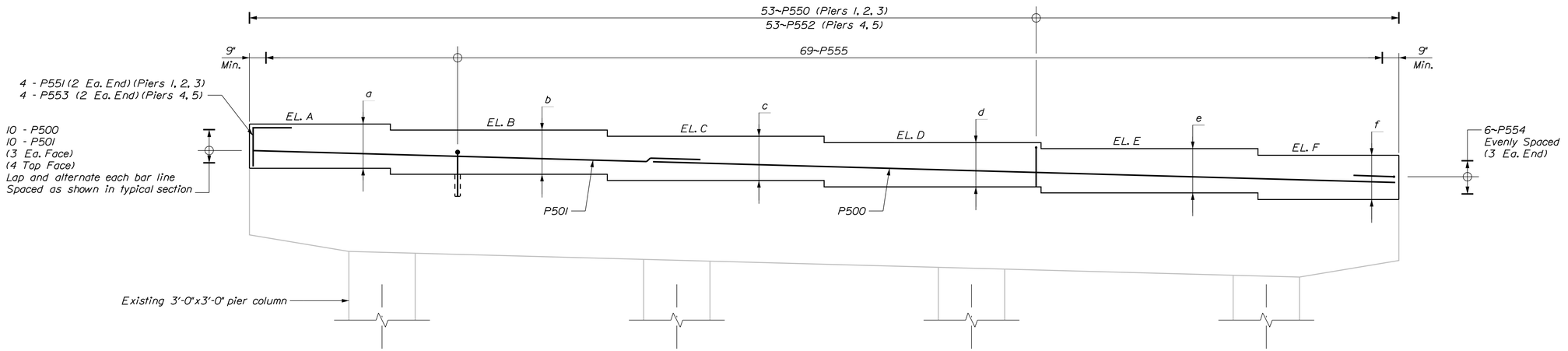
SHEET NUMBER
B-16
383
OF 485

Filename: ...\XXX_Abut _1_Rein_Sect.dgn Username: jamesdavis Division: HIGHWAY Date:08/29/2025



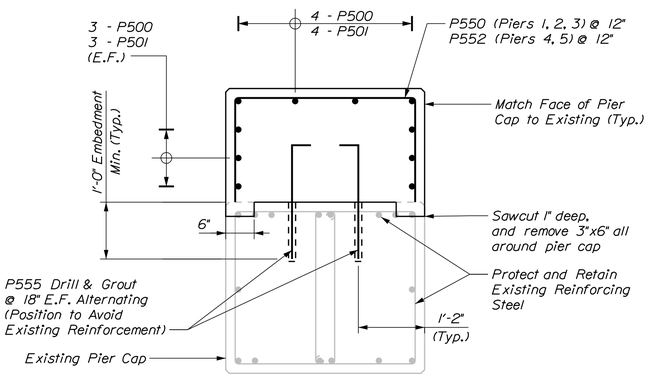
PIER CAP PLAN

(Pier No. 1 Shown, Others Similar)



PIER ELEVATION

(Pier No. 1 Shown, Others Similar)



PIER CAP TYPICAL SECTION

PIER BUILD-UP DIMENSIONS (+/-) (FT.)

Location	a	b	c	d	e	f
Pier 1	2.14	2.16	2.20	2.24	2.26	2.29
Pier 2	2.40	2.42	2.46	2.49	2.51	2.55
Pier 3	2.33	2.36	2.39	2.42	2.45	2.49
Pier 4	2.96	2.99	3.02	3.06	3.08	3.11
Pier 5	3.35	3.38	3.41	3.45	3.46	3.51

PROPOSED PIER ELEVATIONS

Location	A	B	C	D	E	F
Pier 1	115.03	114.89	114.74	114.60	114.45	114.29
Pier 2	114.97	114.80	114.62	114.45	114.27	114.09
Pier 3	114.50	114.31	114.11	113.91	113.71	113.50
Pier 4	113.83	113.61	113.39	113.16	112.94	112.71
Pier 5	112.60	112.35	112.10	111.85	111.60	111.34

PIER NOTES

1. Existing pier dimensions and elevations are taken from limited survey data and existing plans. It is the responsibility of the Contractor to field verify all dimensions and elevations and to be prepared to make adjustments required to complete the work.

2. Drill and grout reinforcing bars per manufacturer's recommendations. It is the responsibility of the Contractor to adjust bar lengths accordingly.

3. No separate payment will be made for drilling and anchoring of reinforcing steel, but shall be considered incidental to the related Contract items.

4. Existing reinforcement shall be retained. The Contractor shall use care not to damage the existing reinforcing steel. Any damaged reinforcing steel due to the Contractor's work shall be replaced as directed by the Resident at no expense to the Department.

5. When drilling and anchoring of reinforcing is required, the Contractor shall use materials listed on the Maine Department of Transportation Qualified Products List.

6. Chamfer exposed edges of concrete cap 3/4".

7. Reinforcing steel in the cap shall have a minimum cover of 2" unless otherwise noted.

8. Adjust cap reinforcement, as approved by the Resident, to accommodate anchor rods for bearings.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 5823

BRIDGE PLANS

vhb

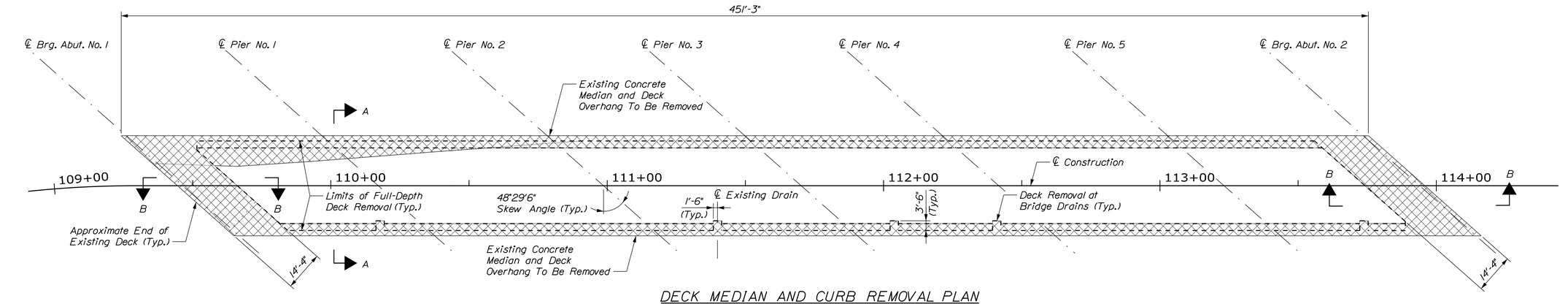
		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	K.JB	HMR	11/25
CHECKED-REVIEWED	JEP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD/I95 BRIDGE
I-95
BANGOR PENOBSCOT

PIER CAP DETAILS

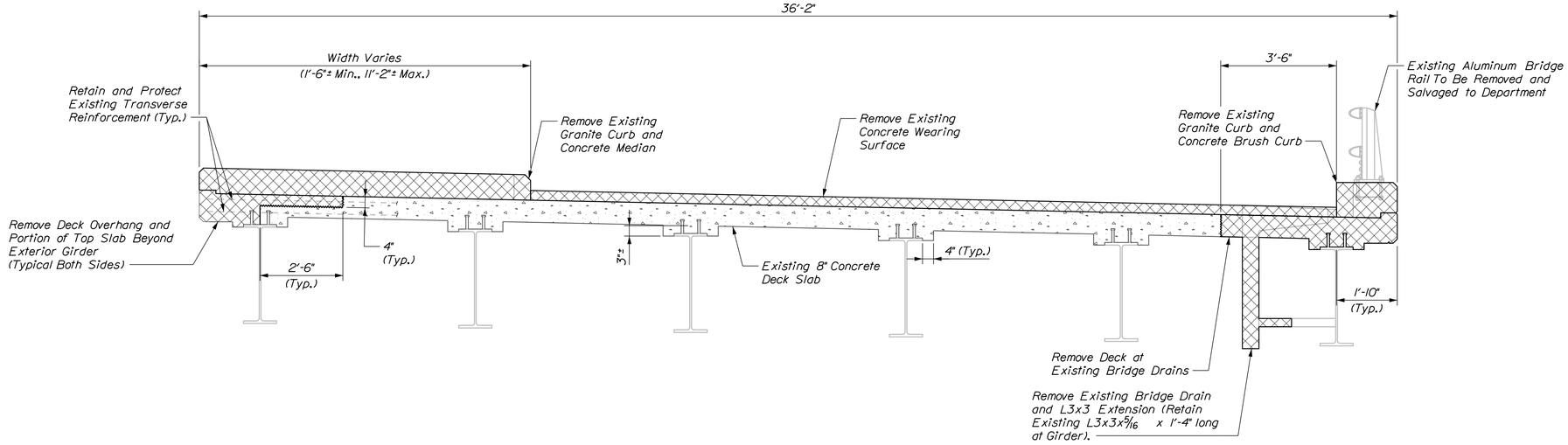
SHEET NUMBER
B-17
384
OF 485

Division: HIGHWAY
Username: jamesdavis
Date:08/29/2025
Filename: ...\XXX_EB_Pier_1.dgn



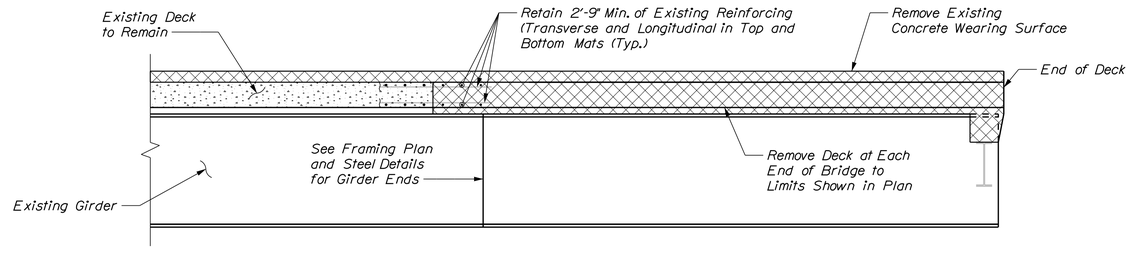
DECK MEDIAN AND CURB REMOVAL PLAN

(Portion of Bridge No. 5823 Superstructure Constructed in 1960, Not Shown)



SECTION A-A

(Portion of Bridge No. 5823 Superstructure Constructed in 1960, Not Shown)



SECTION B-B

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE PLANS

BRIDGE NO. 5823

vhb

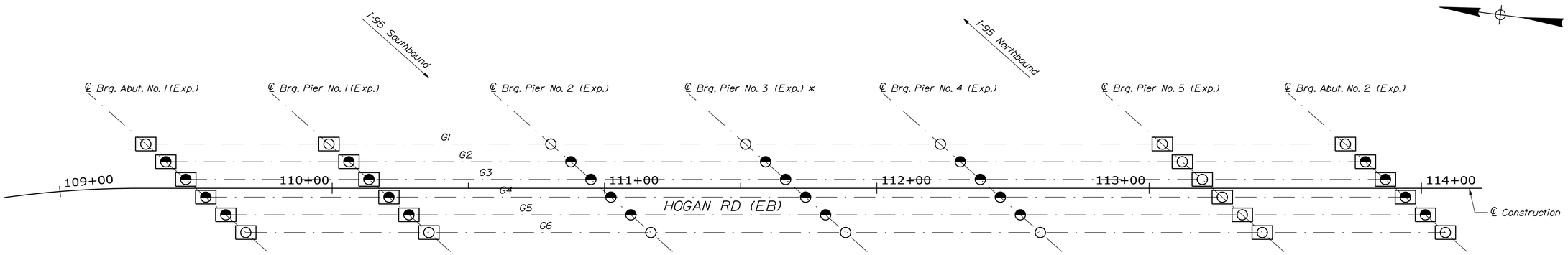
	L. ROWE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	SMH	KDW	11/25
CHECKED-REVIEWED	YP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD/I95 BRIDGE
I-95
BANGOR PENOBSCOT

SUPERSTRUCTURE DEMOLITION

SHEET NUMBER
B-18
385
OF 485

Filename: ...\XXX_Deck_Demo_01.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025



BEARING LAYOUT

* See Bearing Note 11

LEGEND

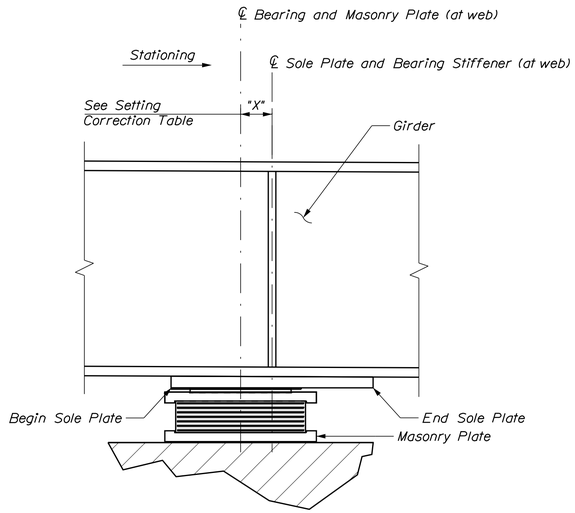
- ○ Non-Guided Bearing Expansion (Multidirectional) (Required for all Girders at Pier 5)
- ◒ Guided Longitudinal Expansion (Unidirectional)
- ▭ Sliding Surface Provided

SOLE PLATE THICKNESS (INCHES)

Girder/ Location	Abut. No. 1		Pier No. 1		Pier No. 2		Pier No. 3		Pier No. 4		Pier No. 5		Abut. No. 2	
	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End
G1	1 1/2	1 1/2	1 1/2	1 1/2	1 5/8	1 1/2	1 3/4	1 1/2	1 7/8	1 1/2	1 15/16	1 9/16	2	1 1/2
G2	1 1/2	1 1/2	1 1/2	1 1/2	1 5/8	1 1/2	1 3/4	1 1/2	1 7/8	1 1/2	1 15/16	1 9/16	2	1 1/2
G3	1 1/2	1 1/2	1 1/2	1 1/2	1 5/8	1 1/2	1 3/4	1 1/2	1 7/8	1 1/2	1 15/16	1 9/16	2	1 1/2
G4	1 1/2	1 1/2	1 1/2	1 1/2	1 5/8	1 1/2	1 3/4	1 1/2	1 7/8	1 1/2	2	1 1/2	2	1 1/2
G5	1 1/2	1 1/2	1 1/2	1 1/2	1 5/8	1 1/2	1 3/4	1 1/2	1 7/8	1 1/2	2	1 1/2	2	1 1/2
G6	1 1/2	1 1/2	1 5/8	1 1/2	1 5/8	1 1/2	1 3/4	1 1/2	1 7/8	1 1/2	2	1 1/2	2	1 1/2

SLIDING BEARING SETTING CORRECTION TABLE

Location	Dimension "X" (Inches)					
	15°F	30°F	45°F	60°F	75°F	90°F
Abut. No. 1	1/2	1/4	0	-1/4	-1/2	-3/4
Pier No. 1	3/8	1/8	0	-1/8	-3/8	-1/2
Pier No. 5	-3/8	-1/8	0	1/8	3/8	1/2
Abut. No. 2	-1/2	-1/4	0	1/4	1/2	3/4



SLIDING BEARING ADJUSTMENT DETAIL

(Not to Scale)

ELASTOMERIC BEARING NOTES

1. The shear modulus of the elastomer shall be 110 psi. Bearing design is based on Method A.

2. Vulcanization of the elastomer to the steel plates shall be done during the primary mold process. Sole plates for deformable bearings shall be vulcanized to the elastomer.

3. Masonry plates, sole plates and shear blocks shall meet the requirements of ASTM A709, Grade 50. Anchor rods shall meet the requirements of ASTM F1554, Grade 105 and shall be swedged on the embedded portion of the rod. Keeper angles shall conform to the requirements of ASTM A709, Grade 36.

4. Masonry plates shall be galvanized in accordance with Section 506. Sole plates for steel superstructures shall be treated in the same manner as the structural steel. Anchor rods, washers, nuts and shear blocks shall be galvanized to ASTM A153 or ASTM B695, Class 50, Type 1.

5. All bearings shall be marked prior to shipping. The marks shall include the bearing location of the bridge and a direction arrow that points upstation. All marks shall be permanent and shall be visible after the bearing is installed.

6. Bearings shall be covered during shipping and at any time prior to installation that the bearings may be exposed to sunlight.

7. All necessary precautions shall be taken to protect bearing components from field weld flash and spatter. Heat from the welding operations shall be controlled such that steel adjacent to the elastomer does not exceed 200°F. The temperature shall be verified by the use of temperature indicating crayons or other suitable means.

8. Apply lithium grease along the keeper angle vertical face and the edges of sole plates at all guided bearing locations within four inches of keeper angles.

9. The Contractor shall not weld the girders to the sole plates until after all adjustments have been made in accordance with the Standard Specification Section 523.094.

10. The "Bearing Design Load" for each bearing as noted by the Standard Specifications, Subsection 523.23.4. is 192 kips. This is the total load for the Service I load combination, without impact.

11. The Pier 3 bearings shall be temporarily restrained for longitudinal movement at girder lines G2 thru G5 until the superstructure backwalls are constructed. Temporary restraints shall be removed prior to placing backfill against the superstructure backwalls. Any details and any procedural notes for temporary restraint shall be included in the Working Drawings.

12. Any damaged galvanized or metalized surfaces shall be repaired as directed by the resident.

13. In the Sliding Bearing Setting Correction Table, a negative value for Dimension "X" indicates a direction going downstation. A positive value for Dimension "X" indicates a direction going upstation.

14. Temperatures shown in the Sliding Bearing Setting Correction Table are those of the steel girders and not necessarily the ambient air temperature.

15. Sole plates shall be beveled as shown in the Sole Plate Thickness Table. "Begin" and "End" follow the direction of stationing.

16. The abbreviation "PTFE" indicates polytetraflouroethylene.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 5823

BRIDGE PLANS

vhb

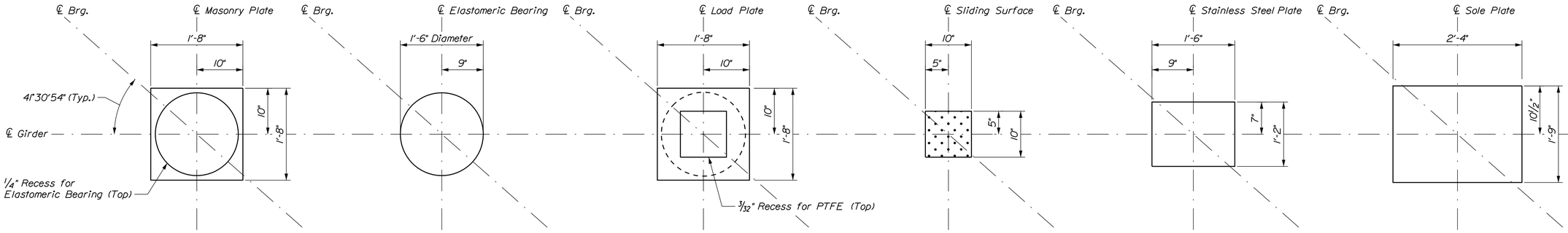
	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	JAH	11/25
CHECKED-REVIEWED	SMH	11/25
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

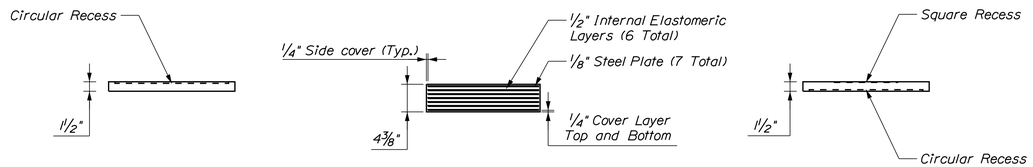
HOGAN ROAD/I95 BRIDGE
I-95
BANGOR PENOBSCOT

BEARING LAYOUT PLAN

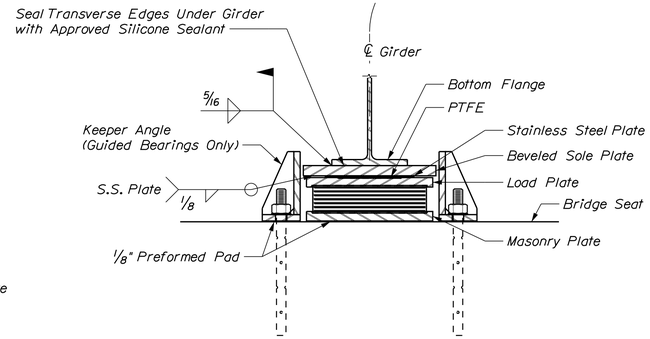
SHEET NUMBER
B-19
386
OF 485

Filename: ...\XXX_Bearing_Plan.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025

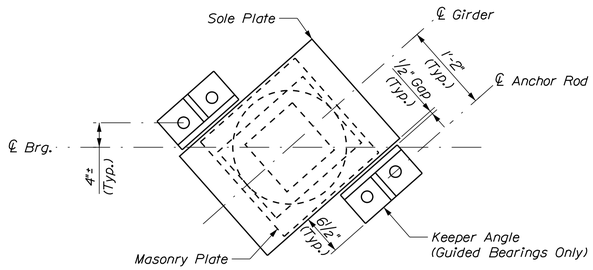




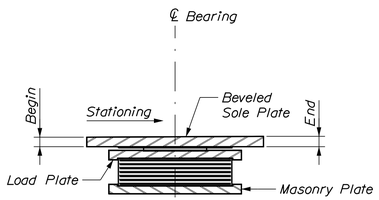
MASONRY PLATE | ELASTOMERIC BEARING | LOAD PLATE | PTFE | STAINLESS STEEL PLATE | BEVELED SOLE PLATE



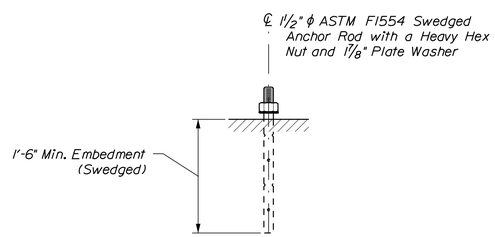
BEARING ELEVATION
(Guided Expansion Bearing with Sliding Surface Shown, Non-guided Expansion Bearing with Sliding Surface Similar without Keeper Angles)



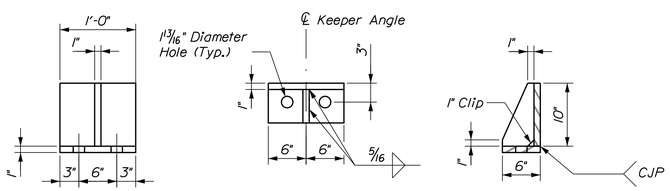
BEARING PLAN
(Guided Expansion Bearing with Sliding Surface Shown, Non-guided Expansion Bearing with Sliding Surface Similar without Keeper Angles)



BEARING SECTION
(See Sole Plate Thickness Table)



ANCHOR ROD DETAIL



ELEVATION | PLAN | SECTION

KEEPER ANGLE DETAILS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 5823

BRIDGE PLANS

vhb

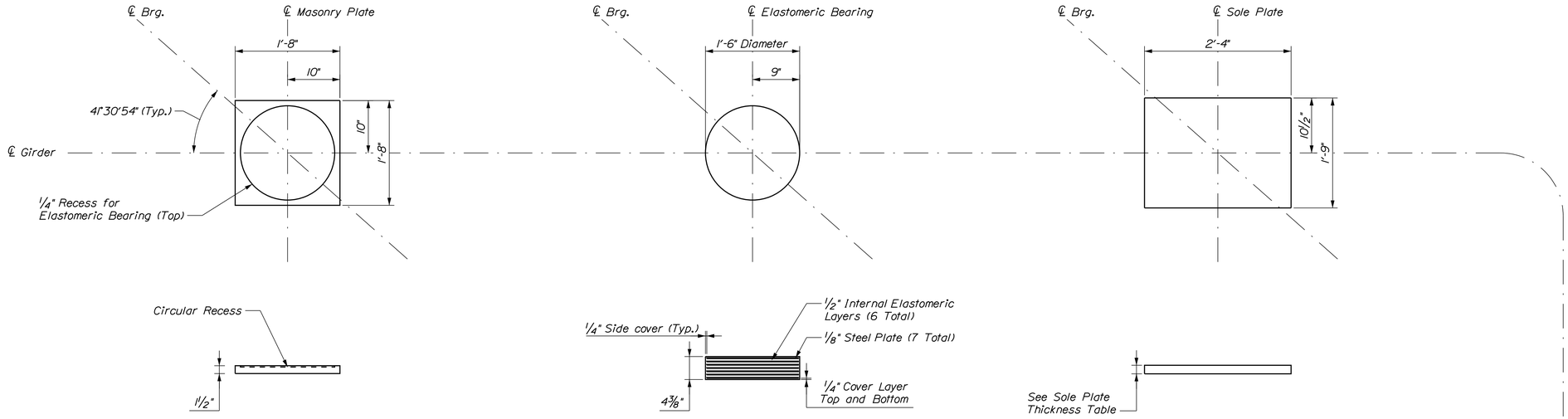
	L. ROWE	DATE
PROJ. MANAGER		
DESIGN-DETAILED	YP	11/25
CHECKED-REVIEWED	JAH	11/25
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

HOGAN ROAD/I95 BRIDGE
I-95
BANGOR PENOBSCOT

SLIDING BEARING DETAILS

SHEET NUMBER
B-20
387
OF 485

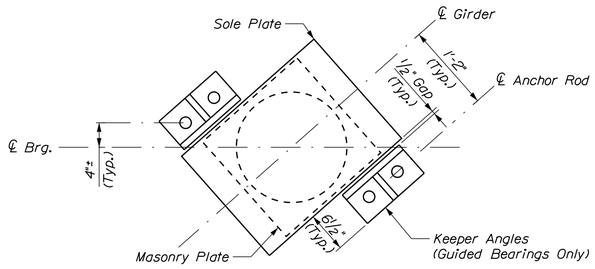
Filename: ...\XXX_Bearing_Details Abutment.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025



MASONRY PLATE

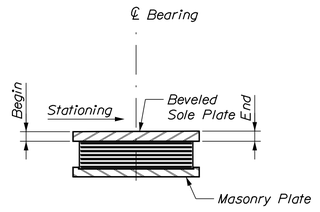
ELASTOMERIC BEARING

BEVELED SOLE PLATE



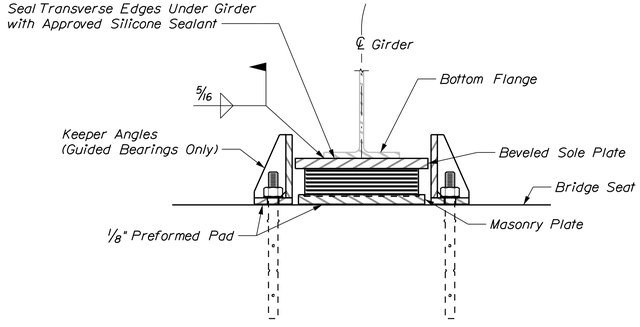
BEARING PLAN

(Guided Expansion Bearing Shown. Non-guided Expansion Bearing Similar without Keeper Angles)



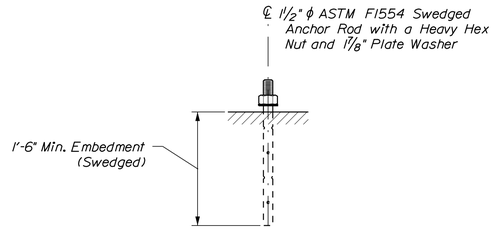
BEARING SECTION

(See Sole Plate Thickness Table)



BEARING ELEVATION

(Guided Expansion Bearing Shown. Non-guided Expansion Bearing Similar without Keeper Angles)



ANCHOR ROD DETAIL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 5823

BRIDGE PLANS

vhb

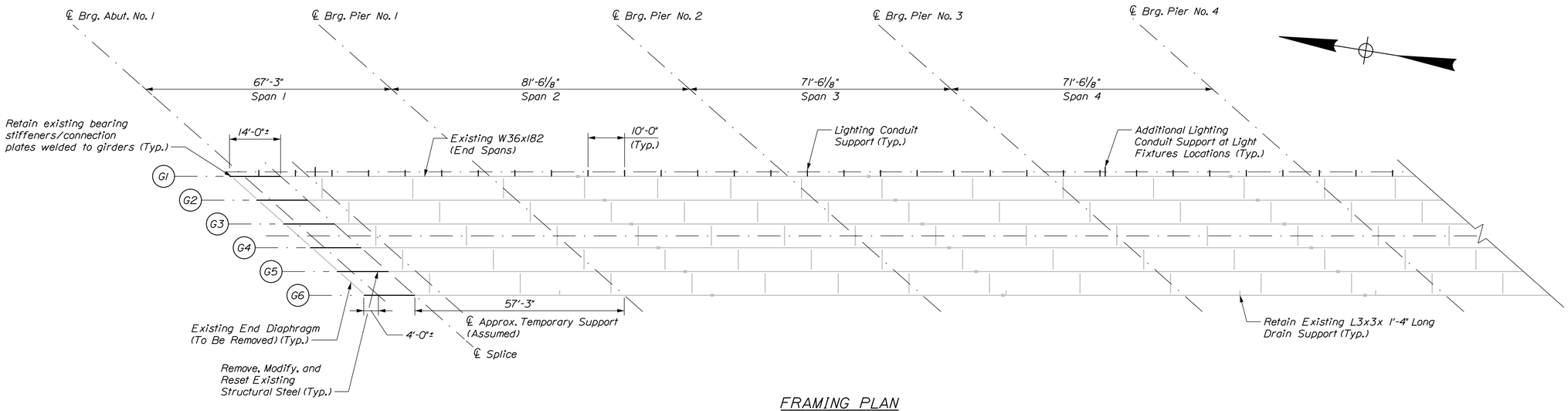
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	YP	JAH	11/25
CHECKED-REVIEWED	JAH	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD/I95 BRIDGE
I-95
PENOBSCOT
BANGOR

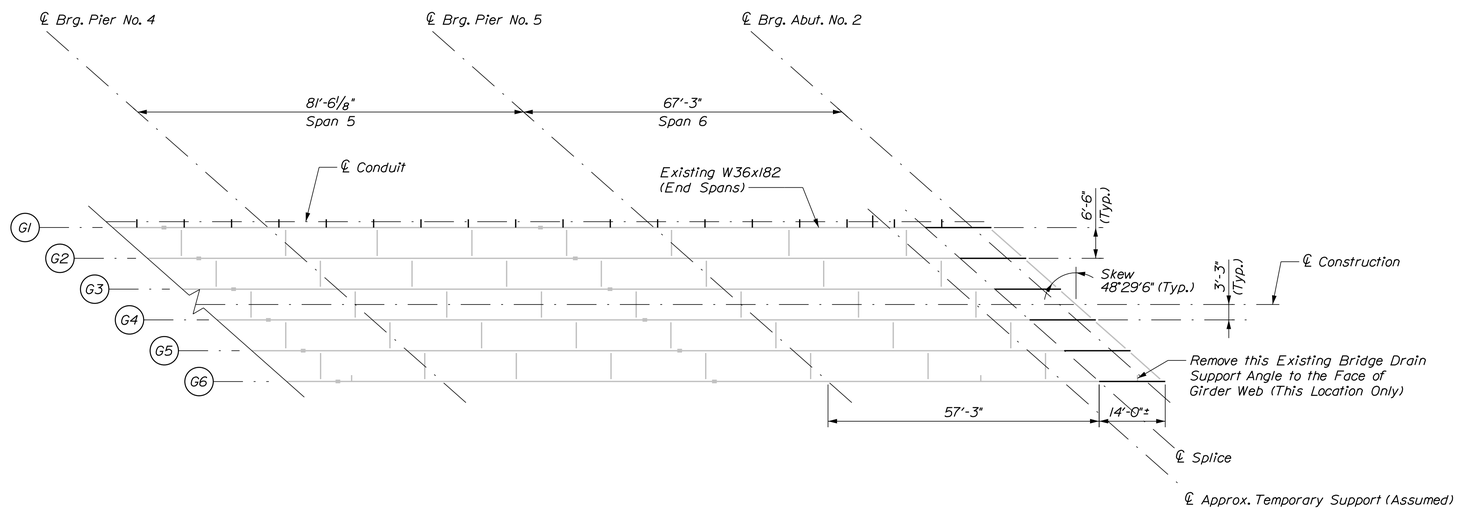
DEFORMABLE BEARING DETAILS

SHEET NUMBER
B-21
388
OF 485

Filename: ...\XXX_Bearing_Details Pier.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025



FRAMING PLAN



FRAMING PLAN

NOTES

1. Lighting Conduit supports that are field-drilled to existing girders may be shifted up to 2 feet to avoid conflicts with bolted field splices, stiffeners, and/or bridge drains.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 5823

BRIDGE PLANS

vhb

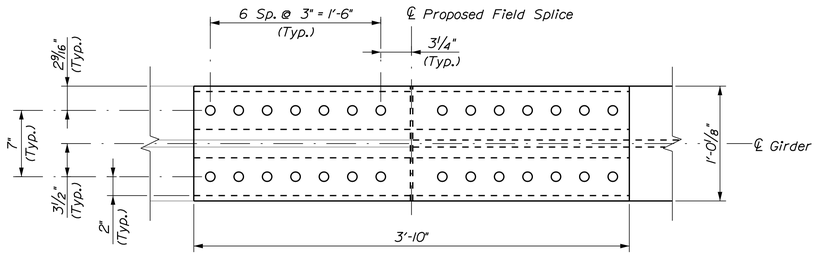
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	JAH	11/25
CHECKED-REVIEWED	YP	11/25
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

HOGAN ROAD/I95 BRIDGE
I-95
BANGOR PENOBSCOT

FRAMING PLAN

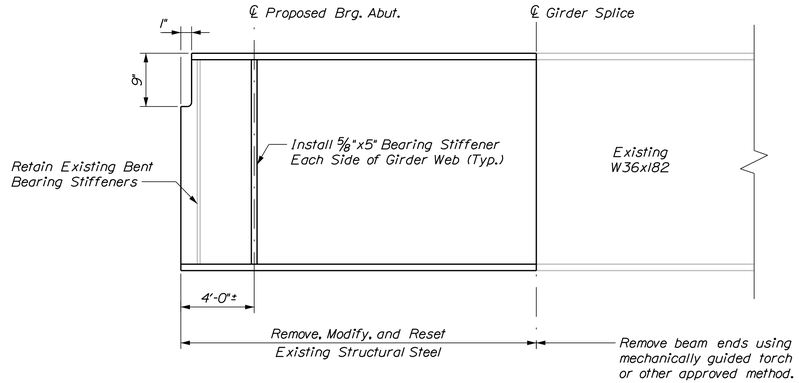
SHEET NUMBER
B-22
389
OF 485

Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\XXX_EB_Framing_Plan.dgn



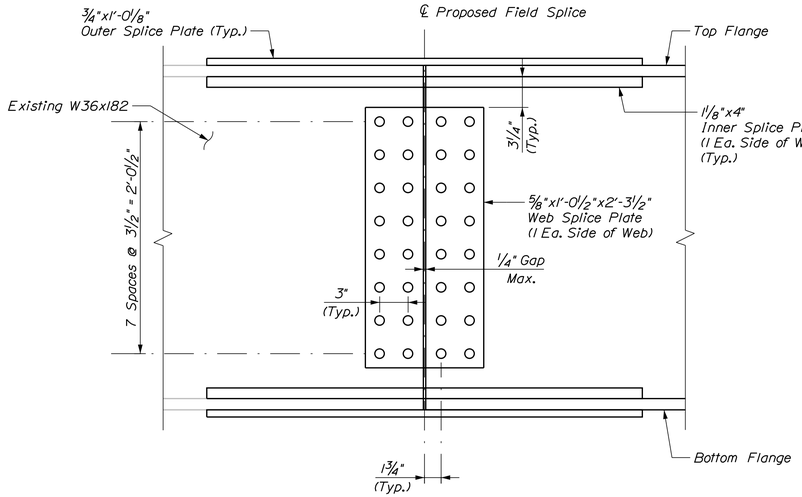
PLAN - TOP FLANGE

(Stud Shear Connectors Not Shown for Clarity)
(Bottom Flange Similar)



GIRDER END ELEVATION

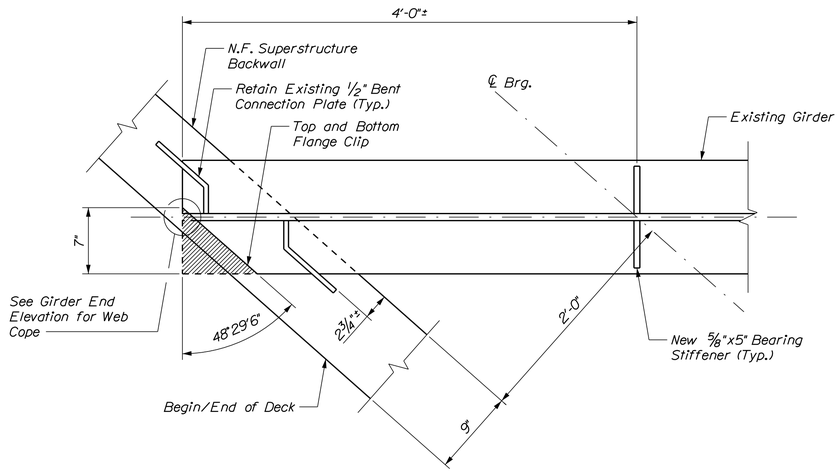
Not to Scale



ELEVATION

BOLTED FIELD SPLICE

(12 Total)



GIRDER END DETAIL

(Thickened Section Below Approach Slab Seat Not Shown)
(Not to Scale)

NOTES

1. Carefully remove existing stud connectors as required to accommodate new top flange splice plate. Replace stud connectors in-kind in the field after splice is fully assembled and prior to placing deck slab reinforcing. Cost shall be incidental to related Contract items.

2. Field drill holes in existing girders as required to accommodate new splice using new splice plates as a template. Cost shall be incidental to related Contract items.

3. Bolted field splice connections shall be made to be ⅞" diameter ASTM F3125, Grade A325 Type I high strength bolts. Bolt hole size shall be 15/16" diameter. Field splice bolt threads shall be excluded from the shear plane.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 5823

BRIDGE PLANS

vhb

	L. ROWE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	JAP	JAH	11/25
CHECKED-REVIEWED	YP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD/I95 BRIDGE
I-95
BANGOR PENOBSCOT

STRUCTURAL STEEL DETAILS

SHEET NUMBER
B-23
390
OF 485

Filename: ...\XXX_EB_Framing_Plan2.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025

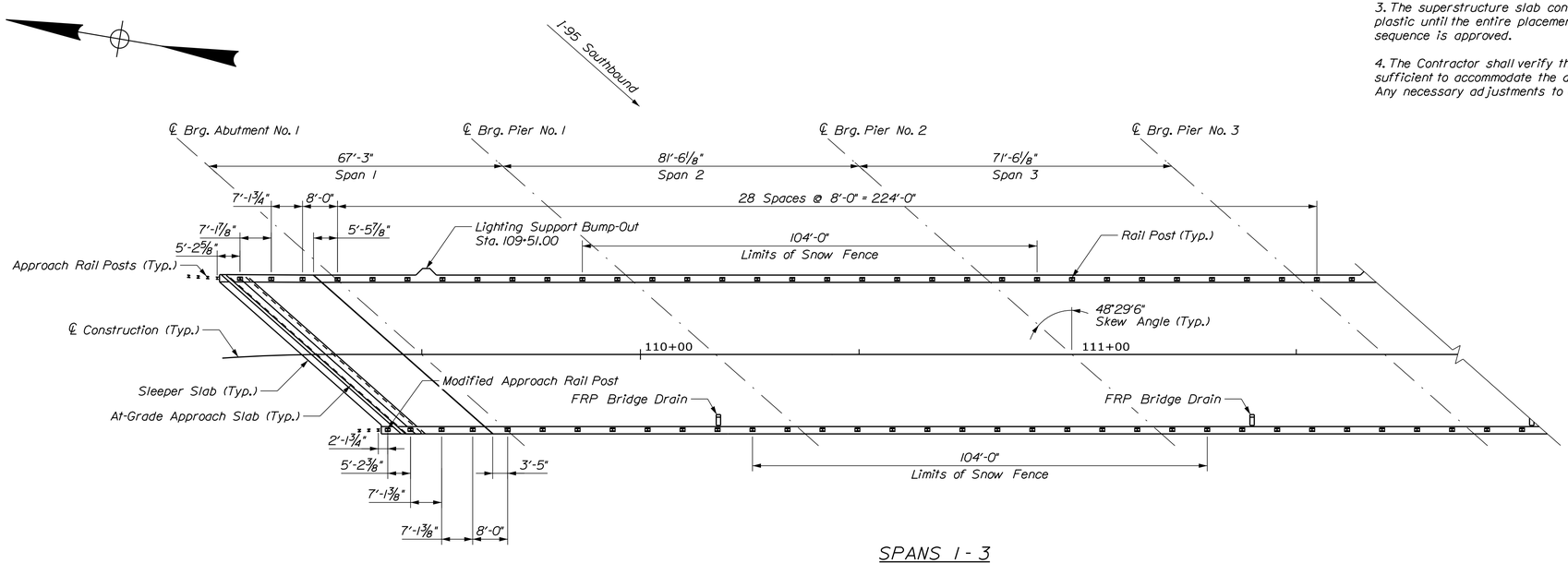
SUPERSTRUCTURE CONCRETE NOTES

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

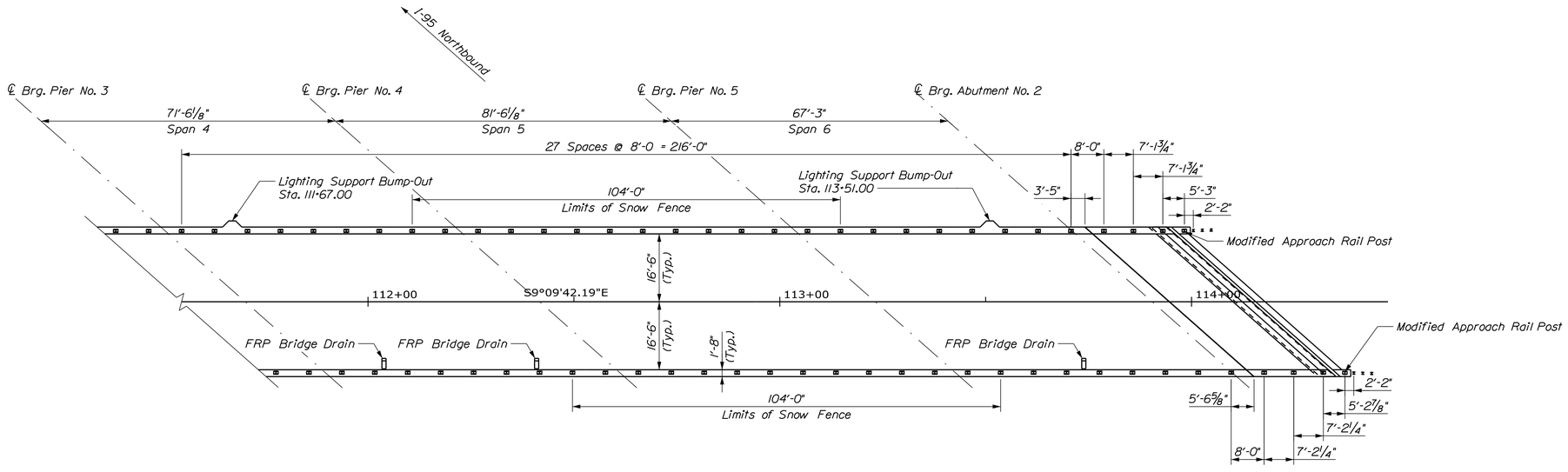
2. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.

3. The superstructure slab concrete shall be placed continuously and shall be kept plastic until the entire placement has been made unless an alternative placement sequence is approved.

4. The Contractor shall verify that the lighting support bumpout in the deck and curb is sufficient to accommodate the actual light standard to be used prior to forming the deck. Any necessary adjustments to dimensions and reinforcing shall be approved by the Resident.



SPANS 1 - 3



SPANS 4 - 6

BRIDGE RAIL NOTES

1. A Modified Approach Rail includes a shortened first post that is supported with a welded base plate and anchorage system similar to a bridge rail post to accommodate the expansion joint system and sleeper slab stub geometry.

2. Bridge rail post spacing shown at approach and sleeper slabs is based on expansion joint opening of "J" at 45° F. See Temperature Setting Table on Expansion Joint Details sheet.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 5823

BRIDGE PLANS

vhb

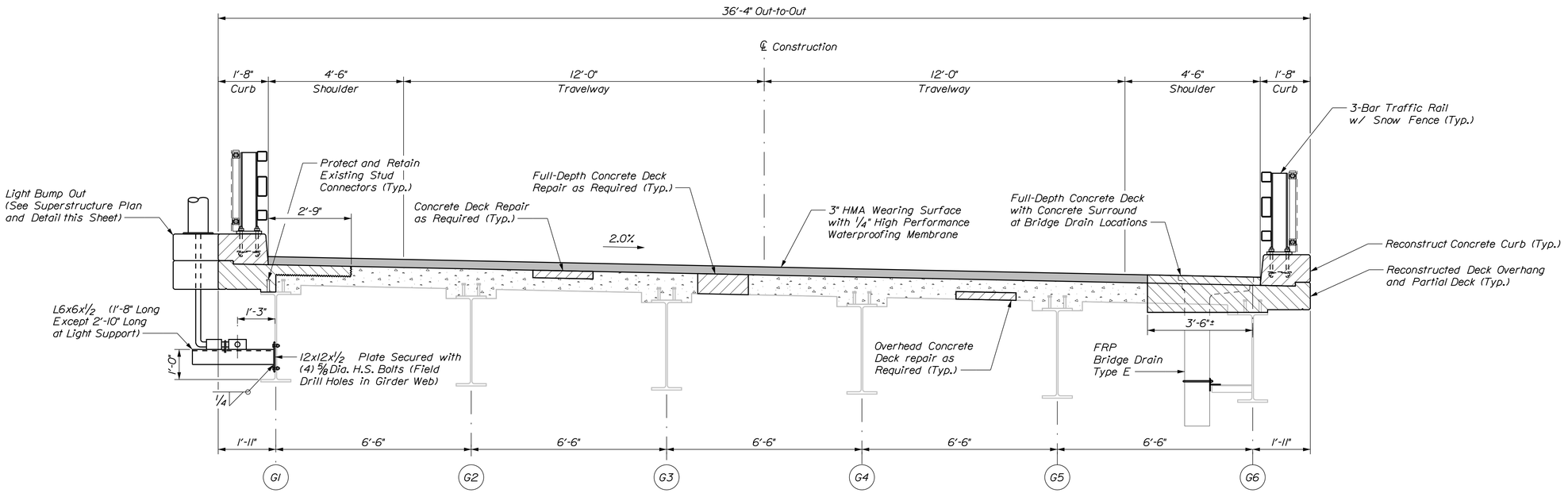
	L. ROWE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	JAH	JAH	11/25
CHECKED-REVIEWED	YP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD/I95 BRIDGE
I-95
PENOBSCOT
BANGOR

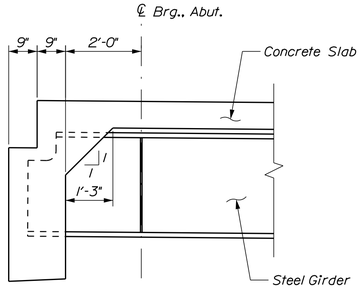
SUPERSTRUCTURE PLAN

SHEET NUMBER
B-24
391
OF 485

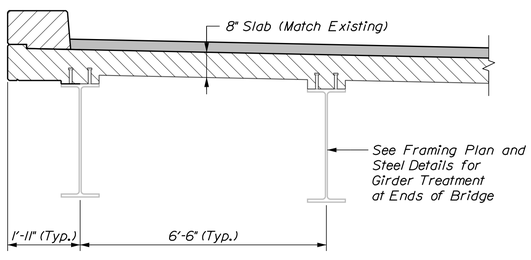
Filename: ...\XXX_EB_Superstructure Plan.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025



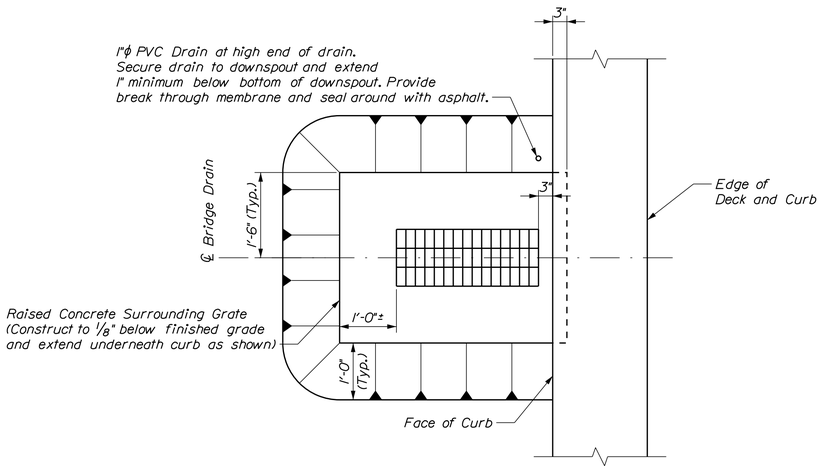
TRANSVERSE SECTION
(New Deck Slab at Bridge Ends Not Shown)



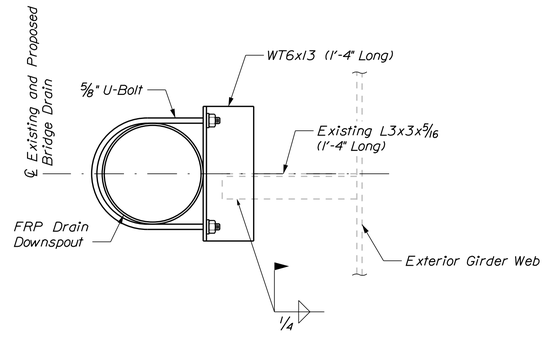
DECK END AND SUPERSTRUCTURE BACKWALL DETAIL
(Horizontal Dimensions Normal to Abutment)



PARTIAL TRANSVERSE SECTION NEAR DECK ENDS
(Bridge Rail Not Shown)



CONCRETE SURROUND DETAIL AT BRIDGE DRAINS
(Not to Scale)



BRIDGE DRAIN GIRDER ATTACHMENT DETAIL
(Not to Scale)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 5823

BRIDGE PLANS

vhb

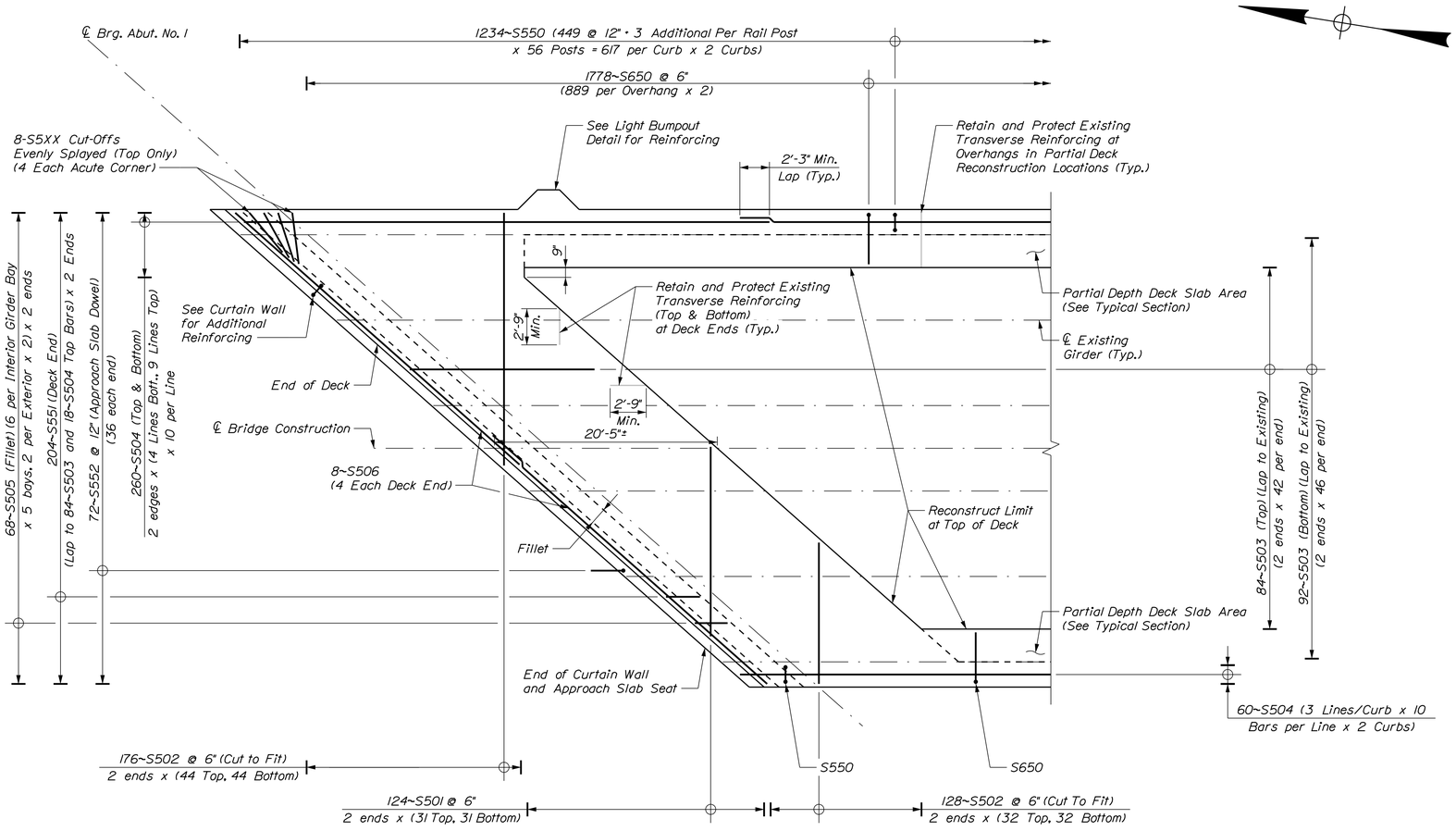
	L. ROWE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	SMH	JAH	11/25
CHECKED-REVIEWED	YP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD/I95 BRIDGE
I-95
BANGOR PENOBSCOT

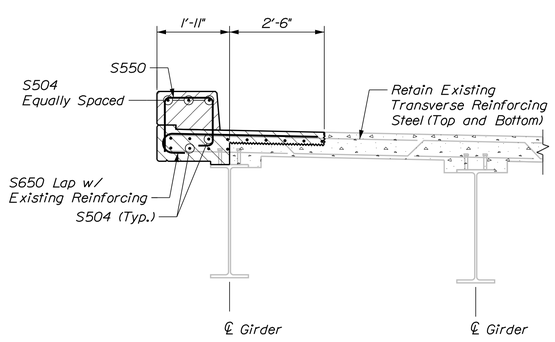
SUPERSTRUCTURE DETAILS
(1 OF 4)

SHEET NUMBER
B-25
392
OF 485

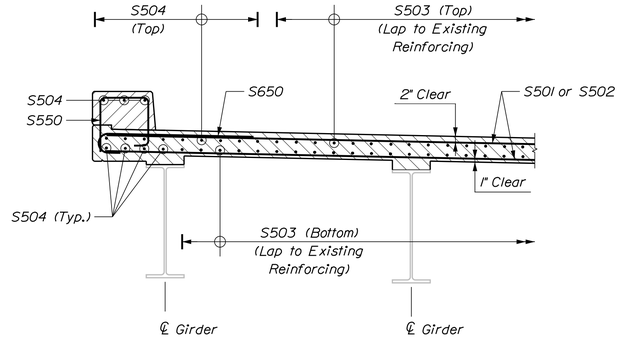
Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\XXX_Typ_Sec.dgn



PLAN
(Curb Not Shown)
(Abutment 1 End Shown, Other End Similar)



TYPICAL DECK OVERHANG REINFORCING



PARTIAL SECTION - FULL DEPTH DECK SLAB REINFORCING

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 5823

BRIDGE PLANS

vhb

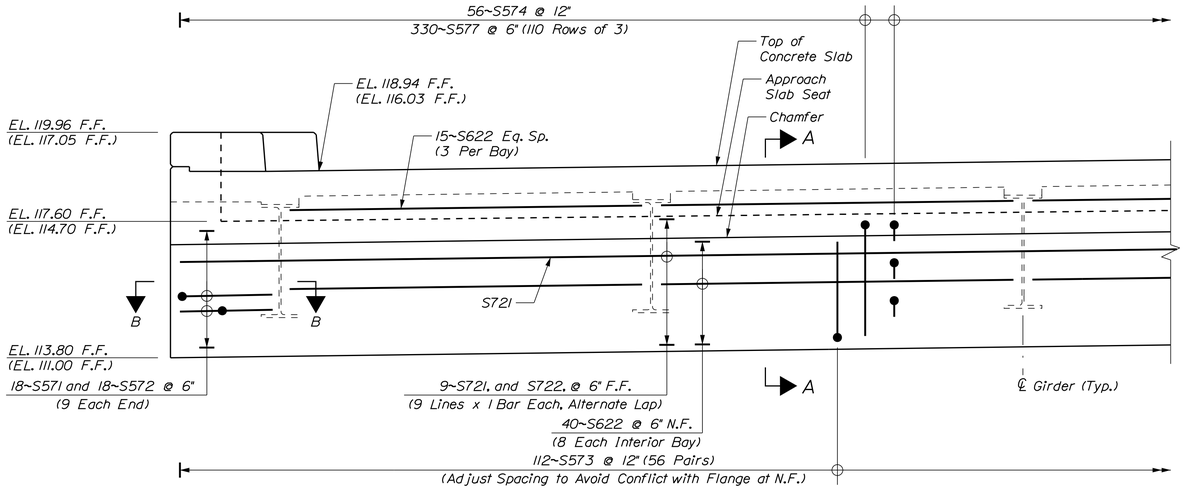
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	SMH	BY	DATE
CHECKED-REVIEWED	HMR	KDW	11/25
DESIGN2-DETAILED2		SMH	11/25
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD/195 BRIDGE
I-95
BANGOR PENOBSCOT

SUPERSTRUCTURE DETAILS
(2 OF 4)

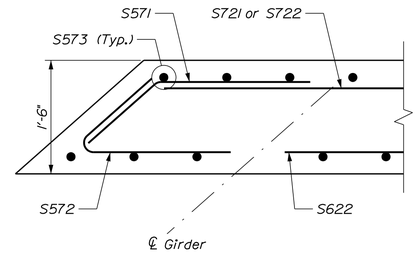
SHEET NUMBER
B-26
393
OF 485

Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\XXX_Deck_Demo_02.dgn

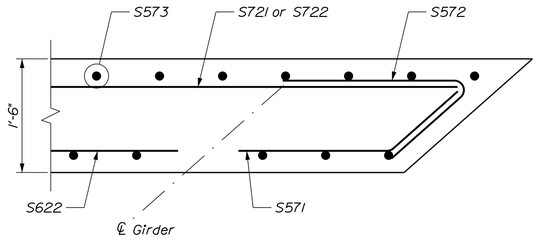


SUPERSTRUCTURE BACKWALL ELEVATION AND REINFORCING

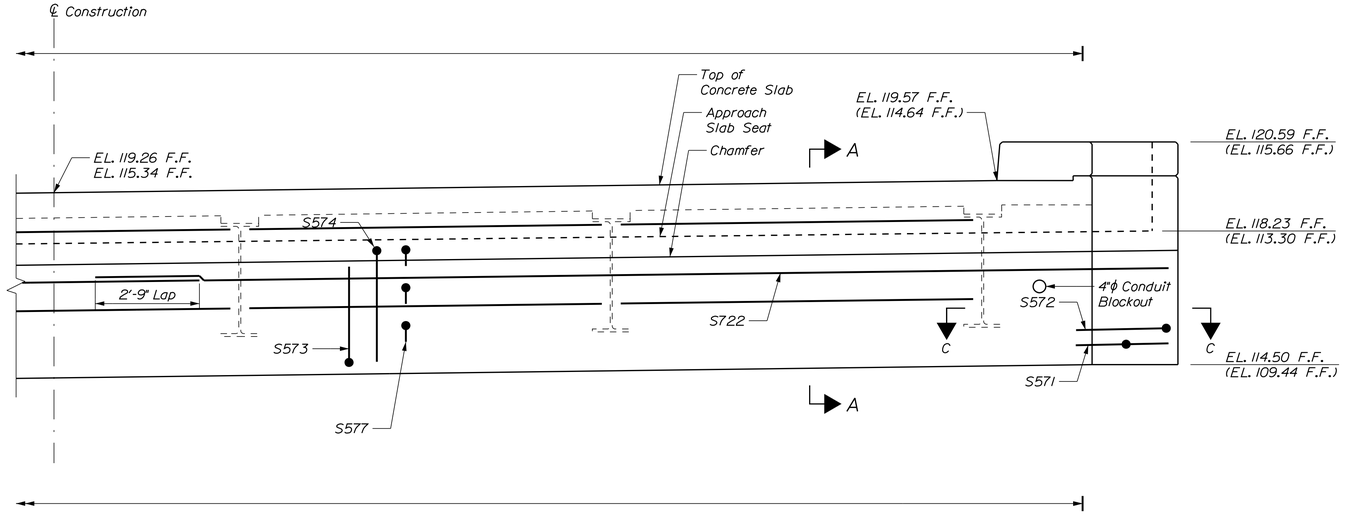
(All Ties Placed Perpendicular to Backwall Face)
(Reinforcing Details at Abutment No. 1 Shown, Abutment No. 2 Similar)
(Abutment 2 Elevations Shown in Parenthesis)
(Deck Slab Reinforcement and Approach Slab Dowels Not Shown)



SECTION B-B

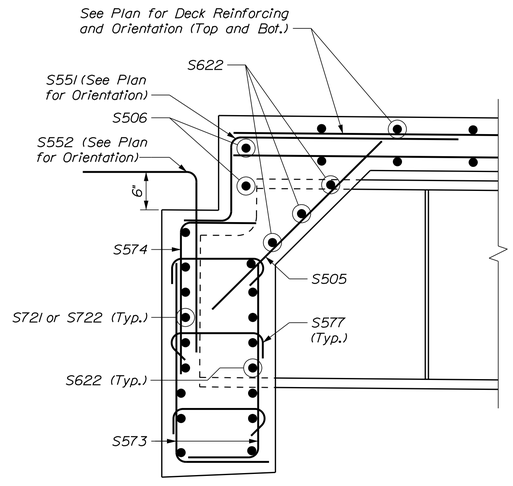


SECTION C-C



SUPERSTRUCTURE BACKWALL ELEVATION AND REINFORCING

(All Ties Placed Perpendicular to Backwall Face)
(Reinforcing Details at Abutment No. 1 Shown, Abutment No. 2 Similar)
(Abutment 2 Elevations Shown in Parenthesis)
(Deck Slab Reinforcement and Approach Slab Dowels not Shown)



SECTION A-A

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 5823

BRIDGE PLANS

vhb

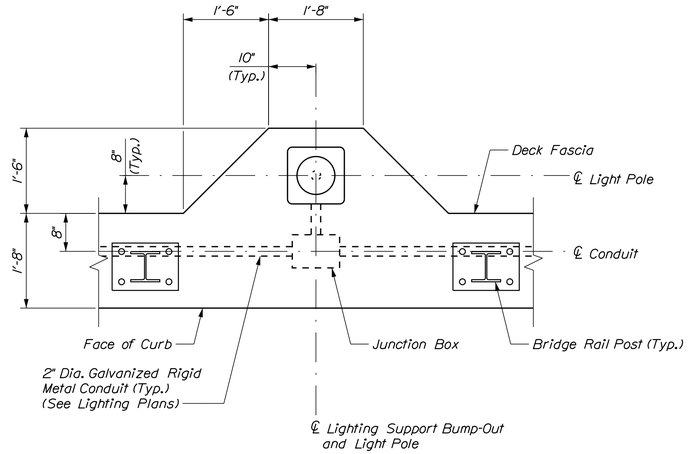
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	JEP	JAH	11/25
CHECKED-REVIEWED	APS	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD/I95 BRIDGE
I-95
BANGOR PENOBSCOT

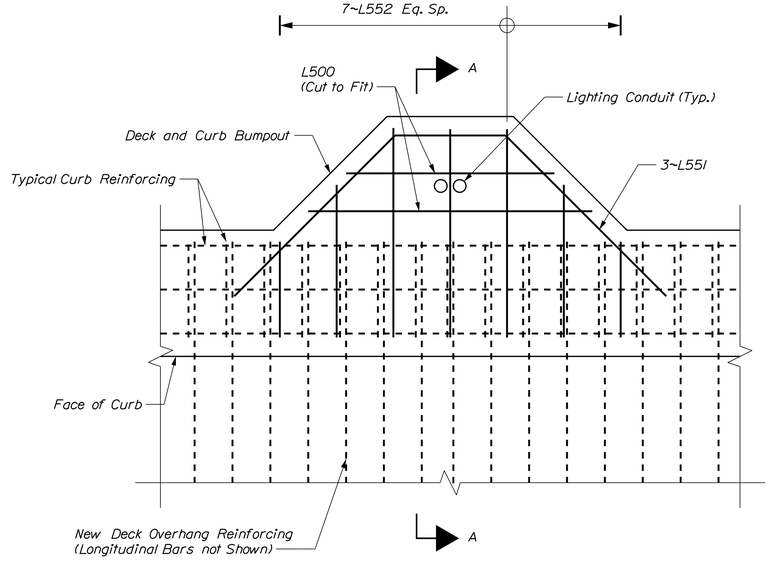
SUPERSTRUCTURE DETAILS
(3 OF 4)

SHEET NUMBER
B-27
394
OF 485

Filename: ...\XXX_Super_Backwall_Rein1_01.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025

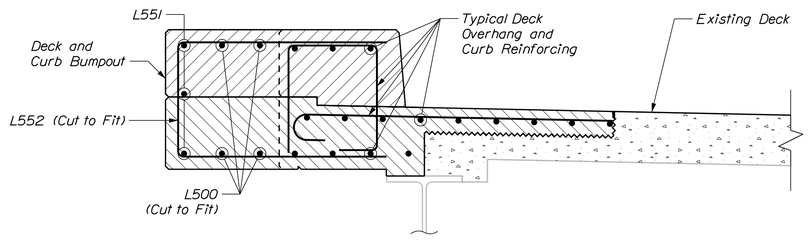


LIGHTING SUPPORT PLAN VIEW



PLAN

(Light Pole Anchorage Not Shown)



SECTION A-A

(Conduit and Light Pole Anchorage Not Shown)

LIGHT POLE BUMPOUT REINFORCING DETAILS

(Existing Deck Reinforcing Not Shown)
(Adjust Reinforcing to Accommodate Lighting Conduit and Anchorages)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 5823

BRIDGE PLANS

vhb

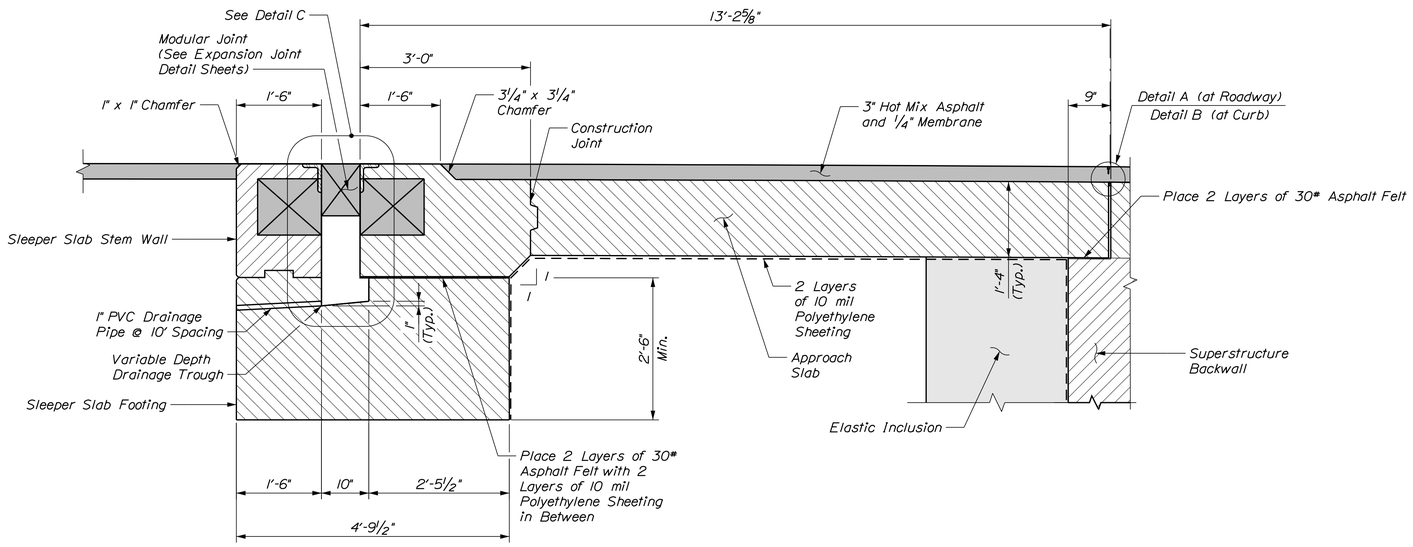
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	SMH	KDW	11/25
CHECKED-REVIEWED	YP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD/I95 BRIDGE
I-95
BANGOR PENOBSCOT

SUPERSTRUCTURE DETAILS
(4 OF 4)

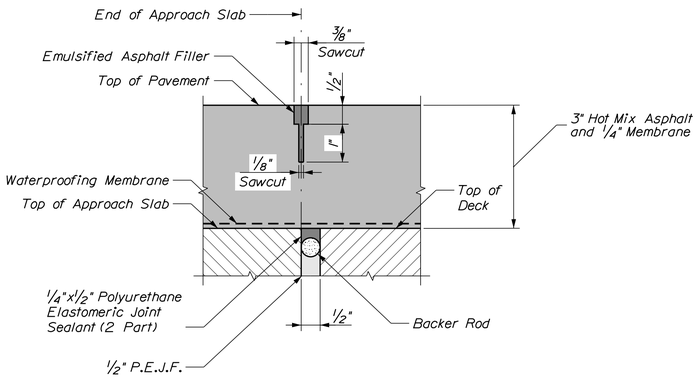
SHEET NUMBER
B-28
395
OF 485

Filename: ...\XXX_OvrHng_Det.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025

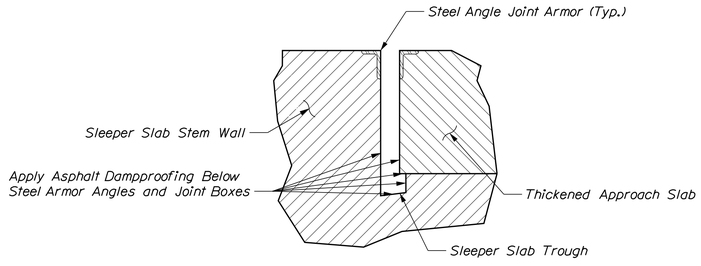


APPROACH AND SLEEPER SLAB TYPICAL SECTION @ ROADWAY

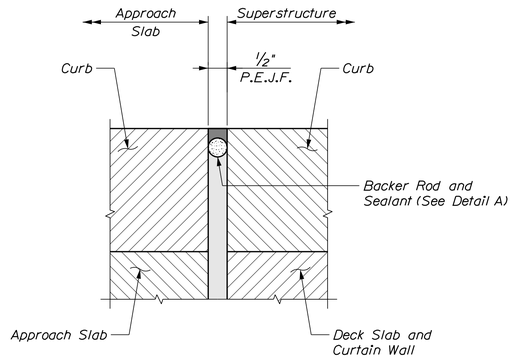
(Horizontal Dimensions Normal to Abutment)
(See Abutment Earthwork Details for Backfill Information)



DETAIL A



DETAIL C



DETAIL B

NOTES

1. Joint sealant, backer rod, and P.E.J.F. shall continue between gaps on all top and side faces at the curbs and separation barrier.

2. Asphalt Dampproofing shall meet the requirements of either ASTM D449 Type II, ASTM D1227 Type II-Class 1, or ASTM D1227 Type III-Class 1. The product shall be applied in accordance with the manufacturer's recommendations. Payment for Asphalt Dampproofing will not be made directly, but will be considered incidental to related Contract Items.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 5823

BRIDGE PLANS

vhb

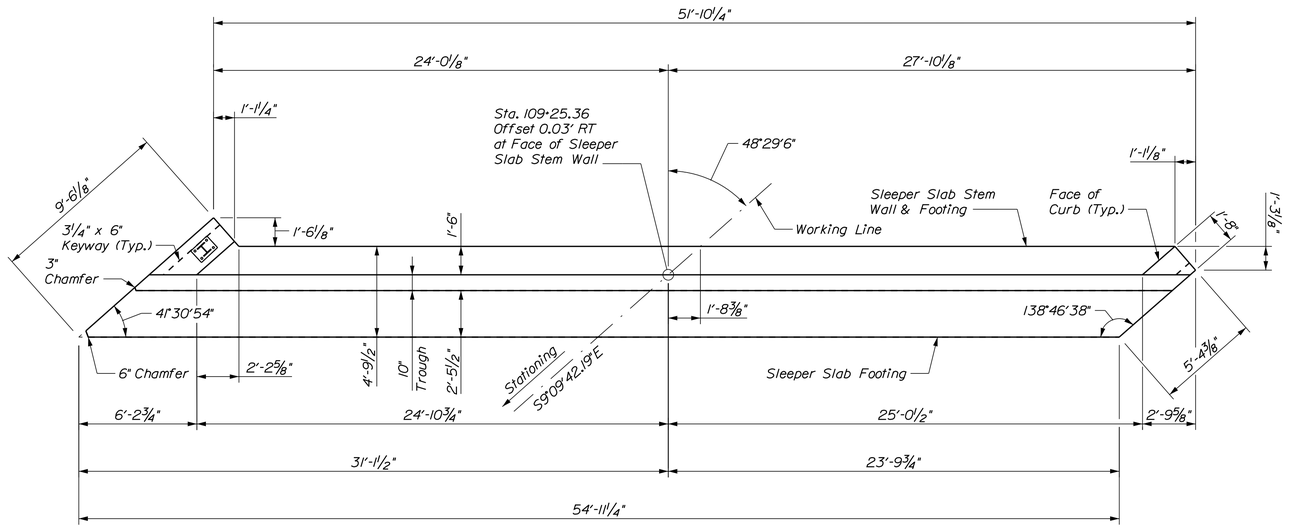
	L. ROWE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	YP	JAH	11/25
CHECKED-REVIEWED	SMH	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD/I95 BRIDGE
I-95
BANGOR PENOBSCOT

APPROACH AND SLEEPER SLAB DETAILS (1 OF 5)

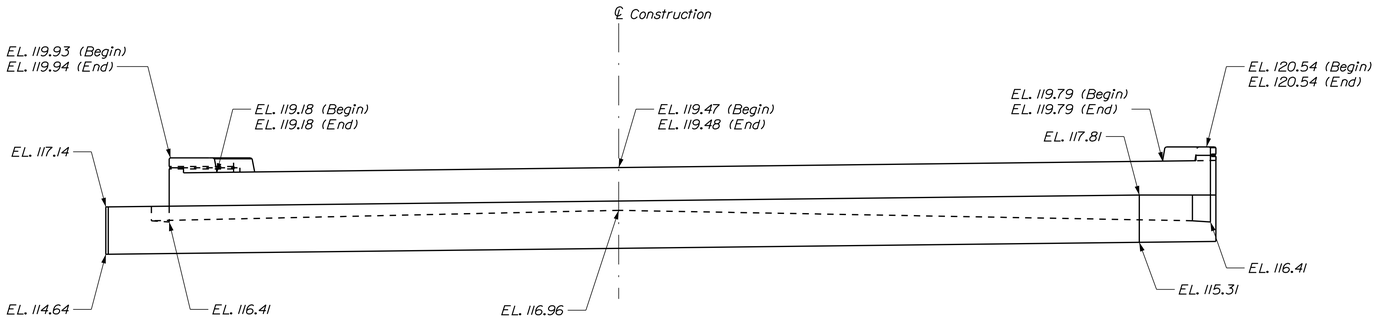
SHEET NUMBER
B-29
396
OF 485

Filename: ...\XXX_Approach and Sleeper Details.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025



SLEEPER SLAB NO. 1 PLAN

(Approach Slab Not Shown)



SLEEPER SLAB NO. 1 ELEVATION

(Bridge Joint and Approach Slab Not Shown)

(Elevations at Bottom of Drainage Trough Shown)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

BRIDGE NO. 5823

WIN 18595.11

BRIDGE PLANS

vhb

PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	K.JB	BY
CHECKED-REVIEWED	JEP	KDW
DESIGN2-DETAILED2		SMH
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

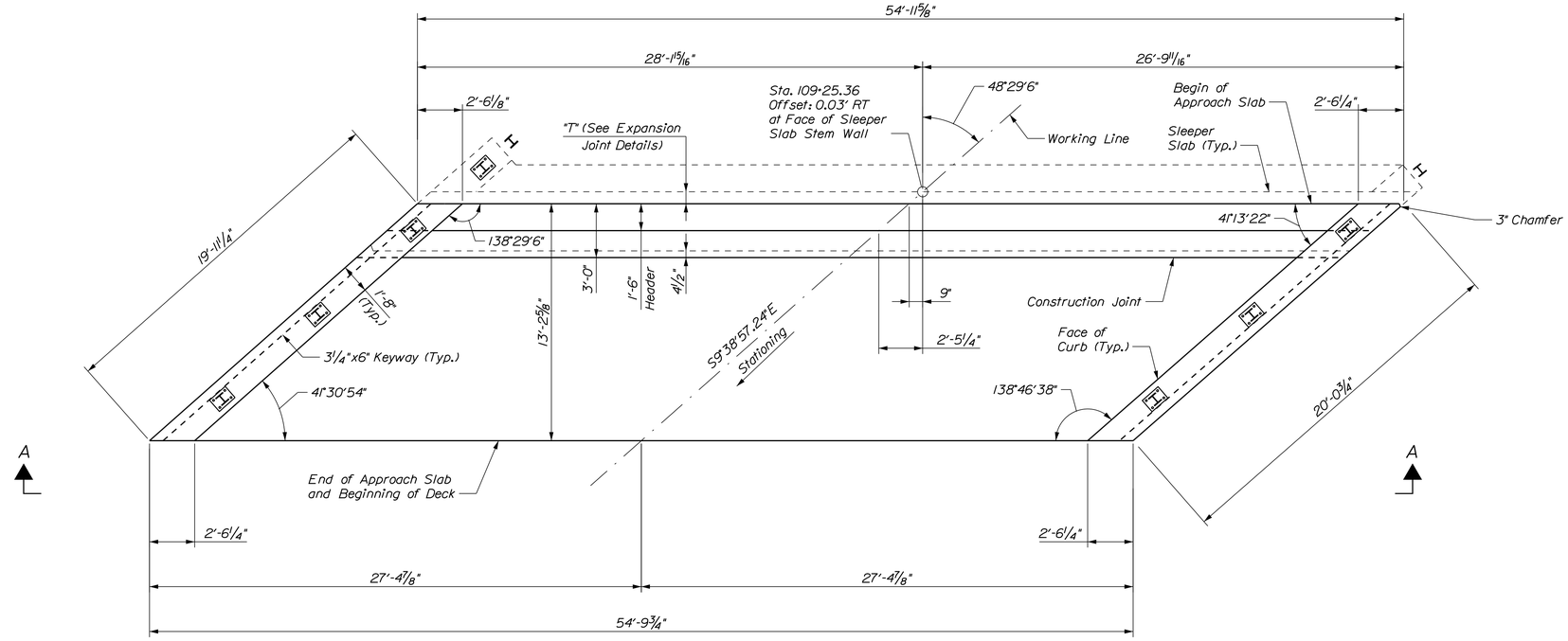
DATE
11/25
11/25

HOGAN ROAD/I95 BRIDGE
I-95
BANGOR PENOBSCOT

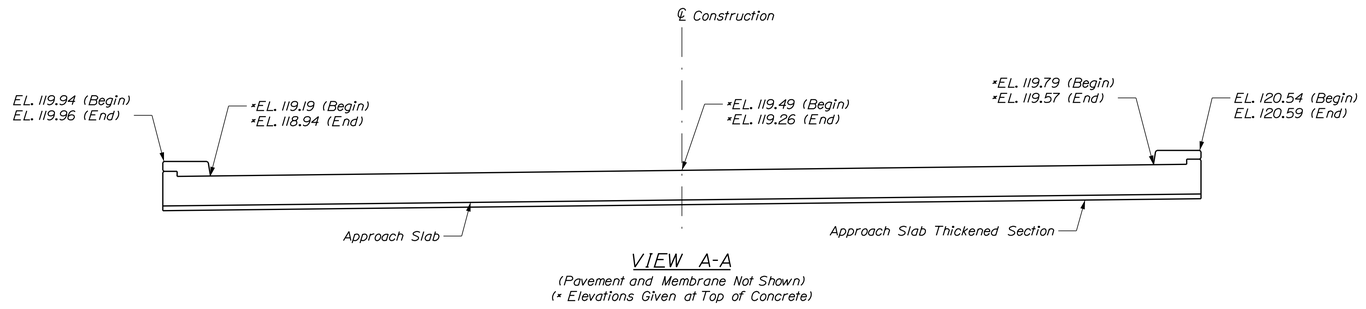
APPROACH AND SLEEPER SLAB DETAILS (2 OF 5)

SHEET NUMBER
B-30
397
OF 485

Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\XXX_Sleeper_Slab_1.dgn



APPROACH SLAB NO. 1 PLAN



VIEW A-A

(Pavement and Membrane Not Shown)
(* Elevations Given at Top of Concrete)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 5823

BRIDGE PLANS

vhb

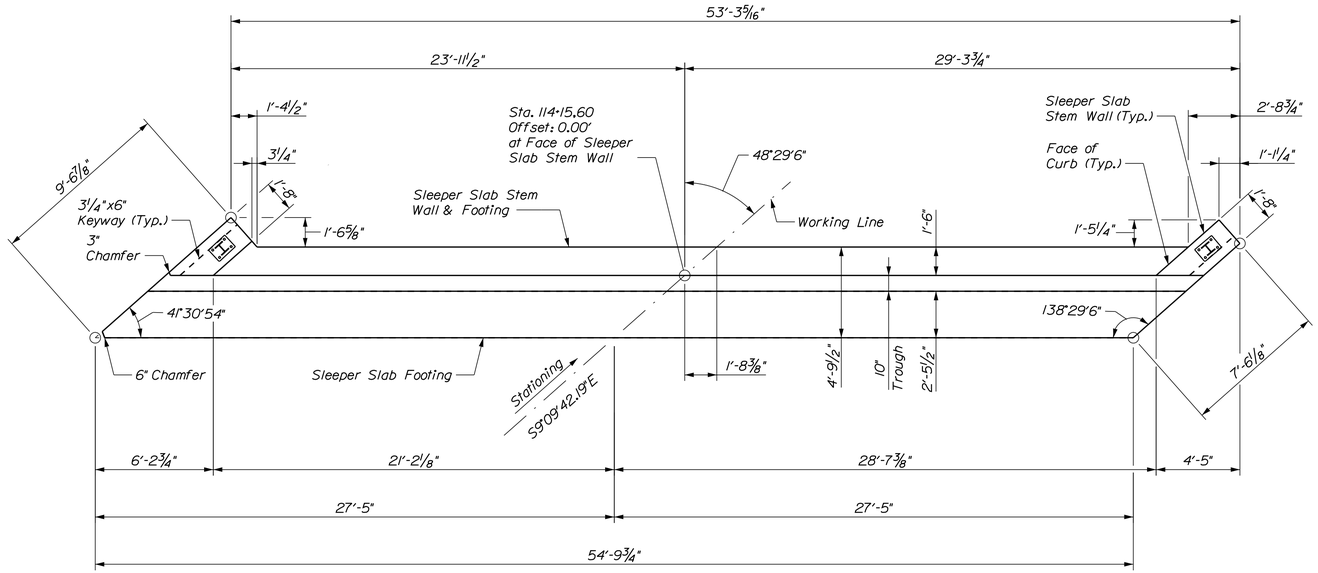
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	K.JB	BY	DATE
CHECKED-REVIEWED	JEP	KDW	11/25
DESIGN2-DETAILED2		SMH	11/25
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD/I95 BRIDGE
I-95
BANGOR PENOBSCOT

APPROACH AND SLEEPER SLAB DETAILS (3 OF 5)

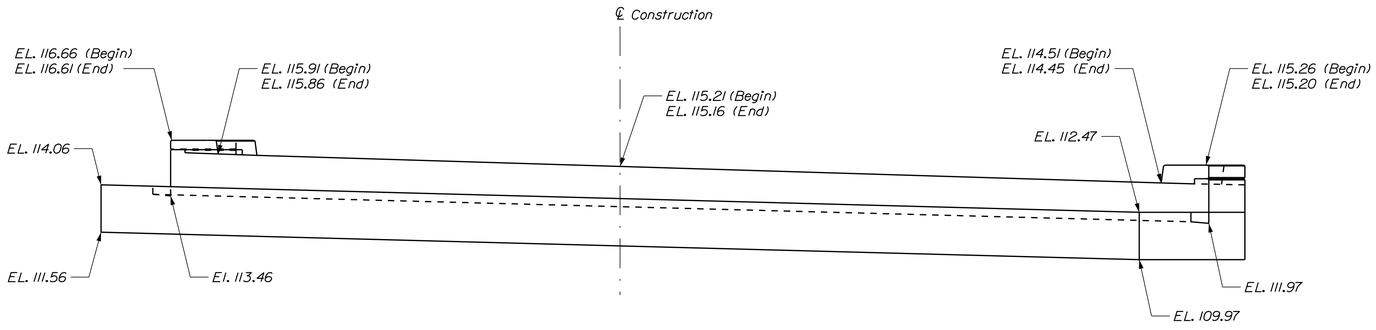
SHEET NUMBER
B-31
398
OF 485

Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\XXX_Approach_Slab_1.dgn



SLEEPER SLAB NO. 2 PLAN

(Approach Slab Not Shown)



SLEEPER SLAB NO. 2 ELEVATION

(Bridge Joint and Approach Slab Not Shown)
(Elevations at Bottom of Drainage Trough Shown)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 5823

BRIDGE PLANS

vhb

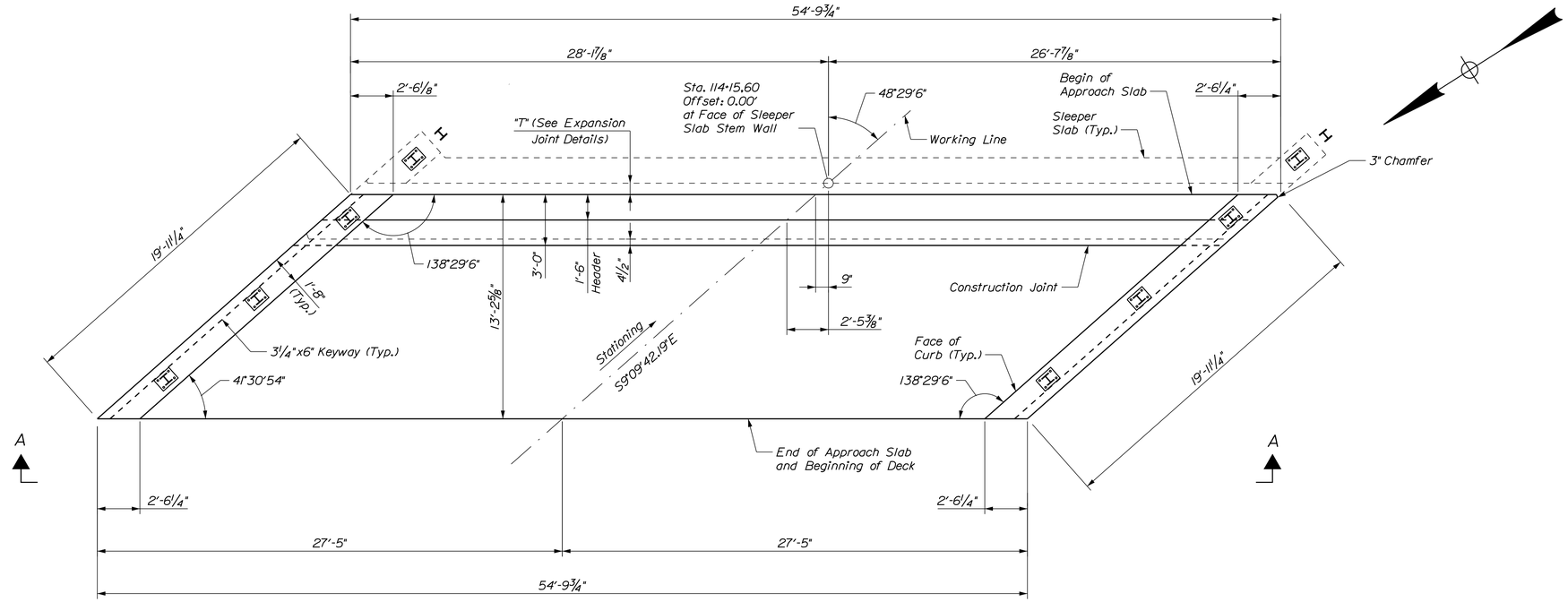
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	KJB	KDW	11/25
CHECKED-REVIEWED	JEP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD/I95 BRIDGE
I-95
BANGOR PENOBSCOT

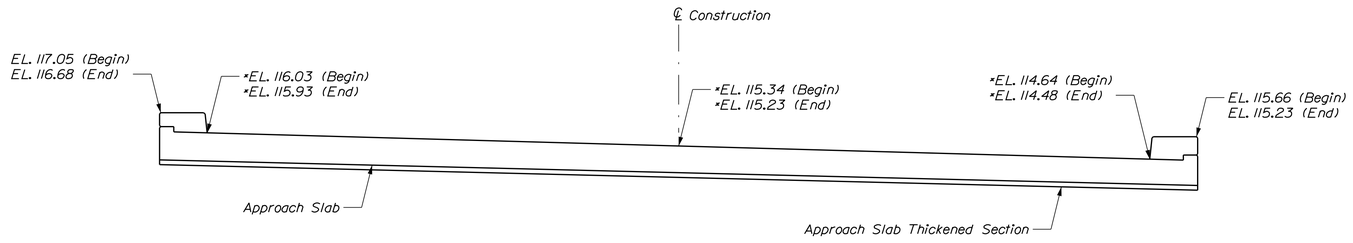
APPROACH AND SLEEPER
SLAB DETAILS (4 OF 5)

SHEET NUMBER
B-32
399
OF 485

Filename: ...\XXX_Sleeper_Slab_2.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025



APPROACH SLAB NO. 2 PLAN



VIEW A-A

(Thick Pavement and Membrane Not Shown)
(* Elevations Given at Top of Concrete)

Filename: ...\XXX_Approach_Slab_2.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 5823

BRIDGE PLANS

vhb

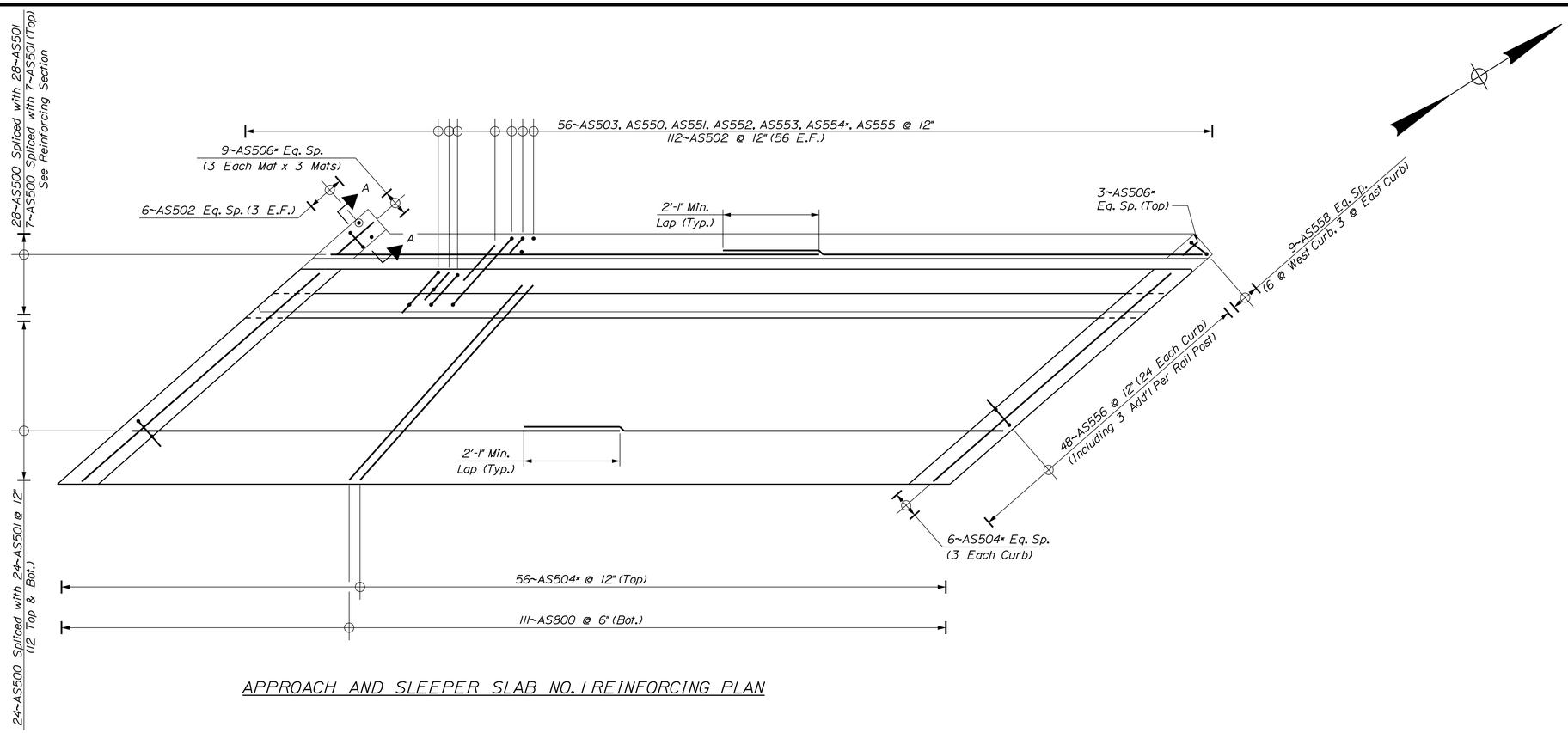
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	KJB	KDW	11/25
CHECKED-REVIEWED	JEP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD/I95 BRIDGE
I-95
BANGOR PENOBSCOT

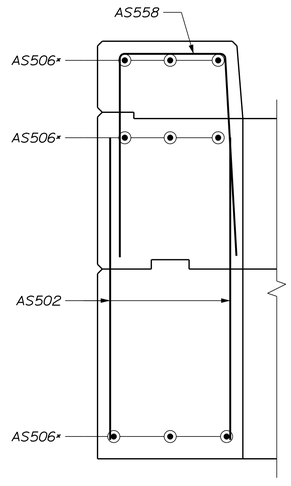
APPROACH AND SLEEPER
SLAB DETAILS (5 OF 5)

SHEET NUMBER
B-33
400
OF 485

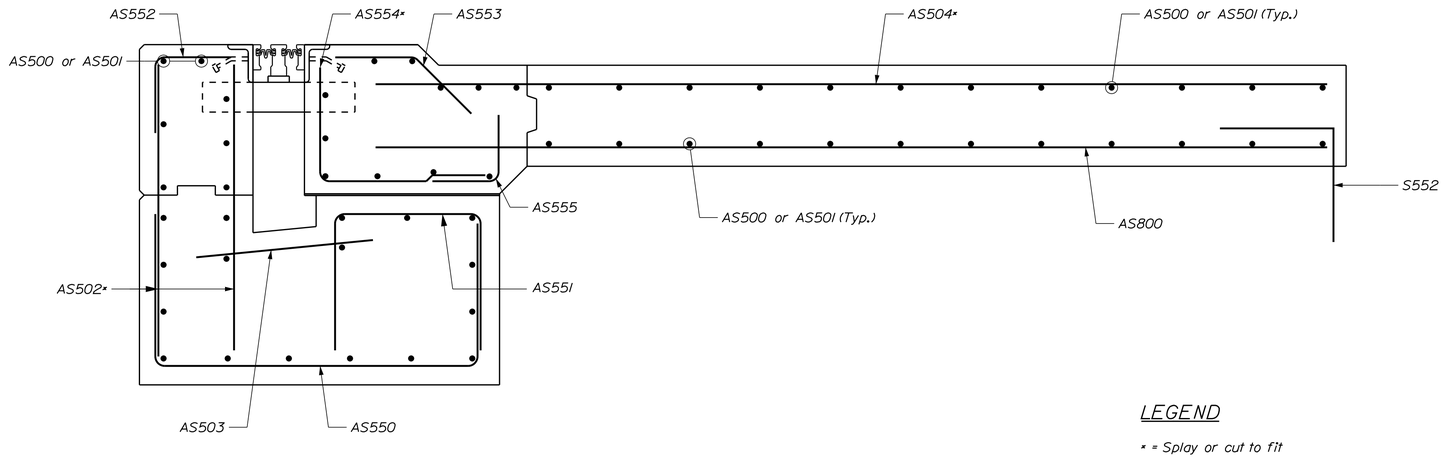
Filename: ...\XXX_Approach_Slab_Rein.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025



APPROACH AND SLEEPER SLAB NO. 1 REINFORCING PLAN



SECTION A-A
(Reinforcing at Bump-Out Section Shown)



TYPICAL APPROACH AND SLEEPER SLAB SECTION

LEGEND

* = Splay or cut to fit

APPROACH AND SLEEPER SLAB NOTES

1. Reinforcing steel for approach and sleeper slabs shall have a minimum concrete cover of 3 inches at the bottom face against backfill, and 2 inches elsewhere unless otherwise noted.

2. Modular joint and its support boxes are not shown. Splay bars and/or field cut bars to avoid conflict when required.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 5823

BRIDGE PLANS

vhb

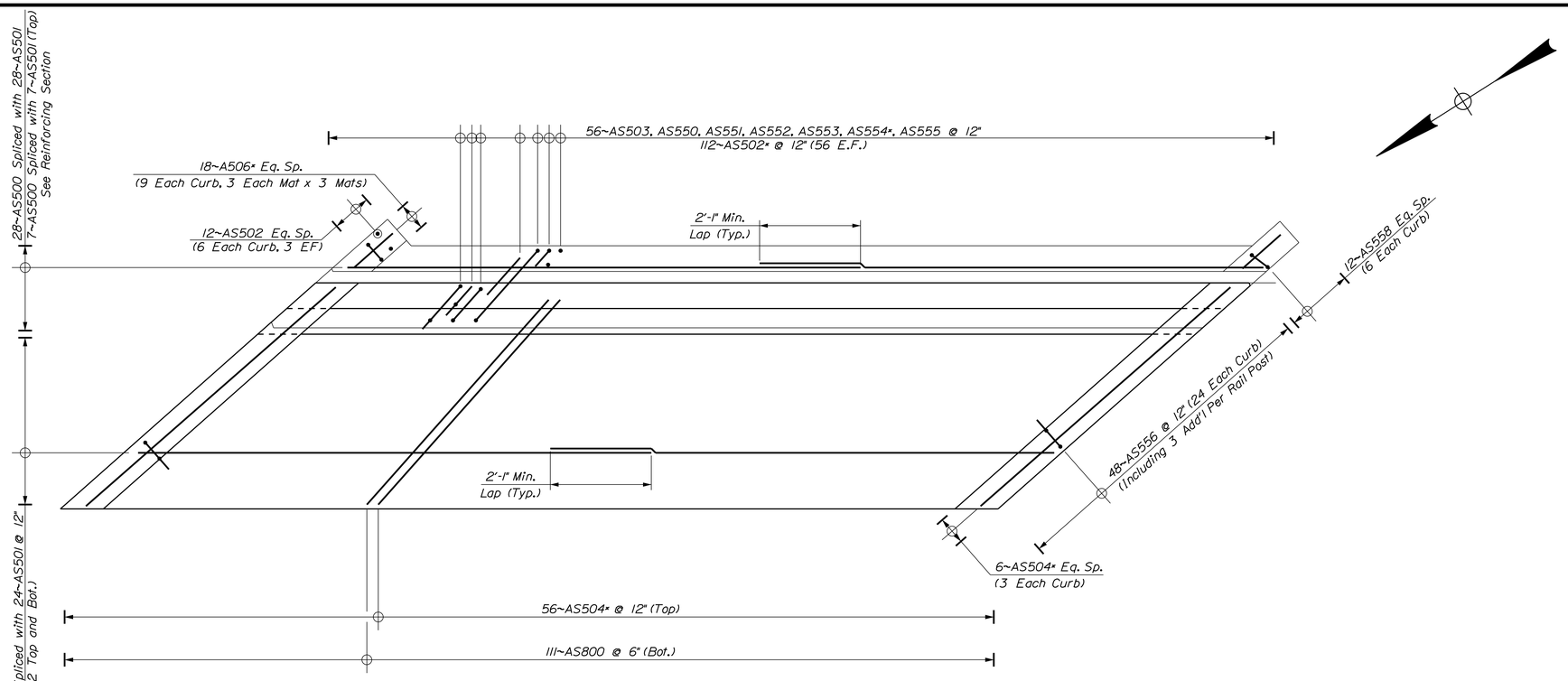
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	JAH	BY	DATE
CHECKED-REVIEWED	YP	JAH	11/25
DESIGN2-DETAILED2		SMH	11/25
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD/I95 BRIDGE
I-95
BANGOR PENOBSCOT

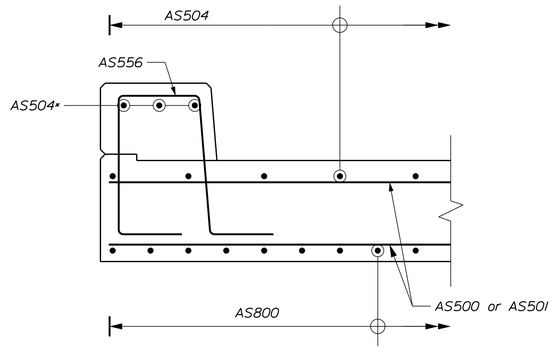
APPROACH AND SLEEPER SLAB REINFORCING (1 OF 2)

SHEET NUMBER
B-34
401
OF 485

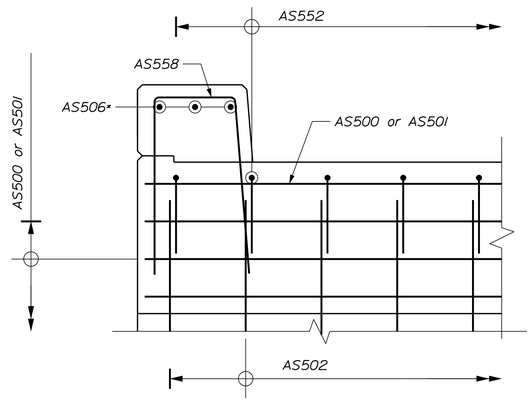
Filename: ...\XXX_Approach_Slab_Rein2.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025



APPROACH AND SLEEPER SLAB NO. 2 REINFORCING PLAN



TYPICAL CURB ON APPROACH SLAB DETAIL



TYPICAL CURB ON SLEEPER SLAB DETAIL

LEGEND

* = Splay or Cut to Fit

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 5823

BRIDGE PLANS

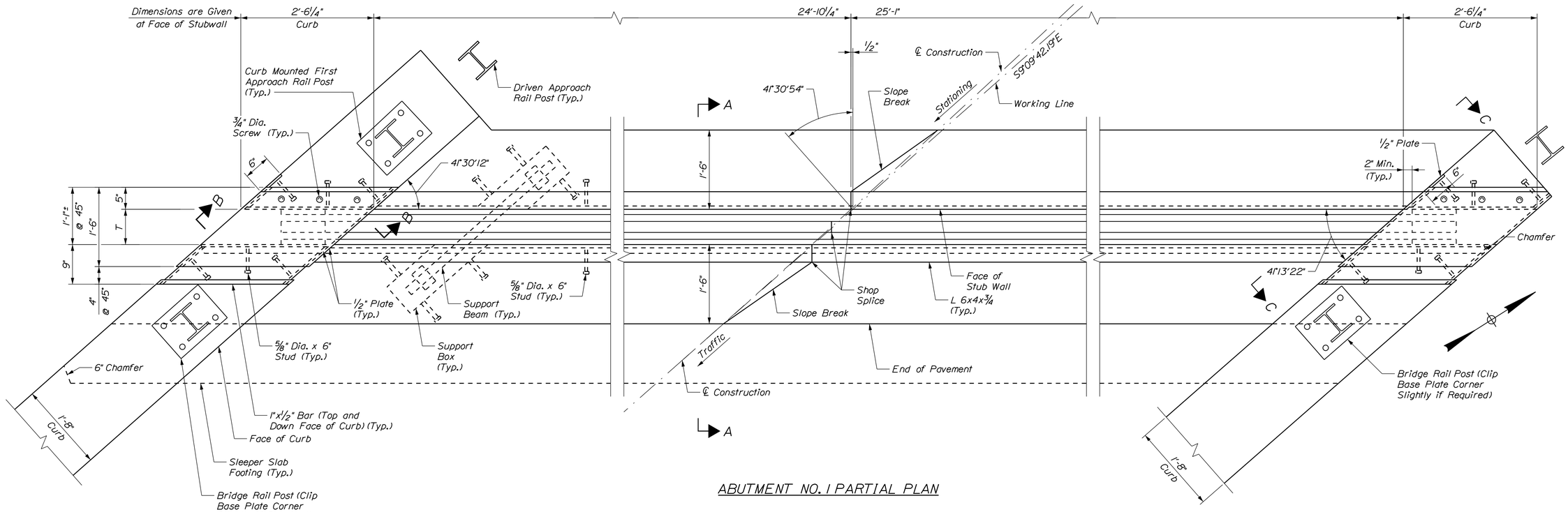
vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	JAH	JAH	11/25
CHECKED-REVIEWED	YP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD/I95 BRIDGE
I-95
BANGOR PENOBSCOT

APPROACH AND SLEEPER SLAB REINFORCING (2 OF 2)

SHEET NUMBER
B-35
402
OF 485



ABUTMENT NO. 1 PARTIAL PLAN

EXPANSION DEVICE NOTES

1. Each "Expansion Device - Modular Joint" consists of one sleeper slab stem wall element and one approach slab end element with expansion dams and elastomeric seals as required.

2. The Expansion Device shall be fabricated to be installed normal to grade.

3. Anchor studs shall be installed using automatically timed stud welding equipment.

4. The Expansion Device shall be installed with a joint opening of "J" at 45°F. The joint opening shall be adjusted for temperature in the field at the time of installation according to the Temperature Setting Table. A structure above 45°F will result in a smaller joint opening.

5. Welding to reinforcement steel will be allowed within the blockouts at the end of the approach slab and top of sleeper slab stem wall.

6. After the Expansion Device is in final position, secure all positioning adjustment devices with welds or other approved means to ensure proper positioning is maintained during concrete placement.

7. The superstructure slab, sleeper slab, and approach slab concrete shall be in place before the Expansion Device is fixed in position. No allowance for movement due to dead load deflection is necessary.

8. The concrete blockouts may be placed with the curb concrete. An approved epoxy bonding agent shall be applied to all vertical surfaces of the blockout before making the final concrete placement.

9. Modular joint is shown for illustrative purposes only. Actual details and dimensions of expansion device may vary significantly depending on joint supplier. It is the responsibility of the Contractor to adjust dimensions and Temperature Setting Table as required to accommodate the actual joint supplied.

10. Actual blockout dimensions (depth and width) required by the expansion device manufacturer may vary from those shown on the Plans. Changes to the blockout dimensions and support system shall be coordinated by and the responsibility of the Contractor. Payment for changes to the blockout dimensions or support system will be considered incidental to related Contract items.

11. Modular joint shall be supplied by one of the following manufacturers:

The D.S. Brown Company
North Baltimore, OH

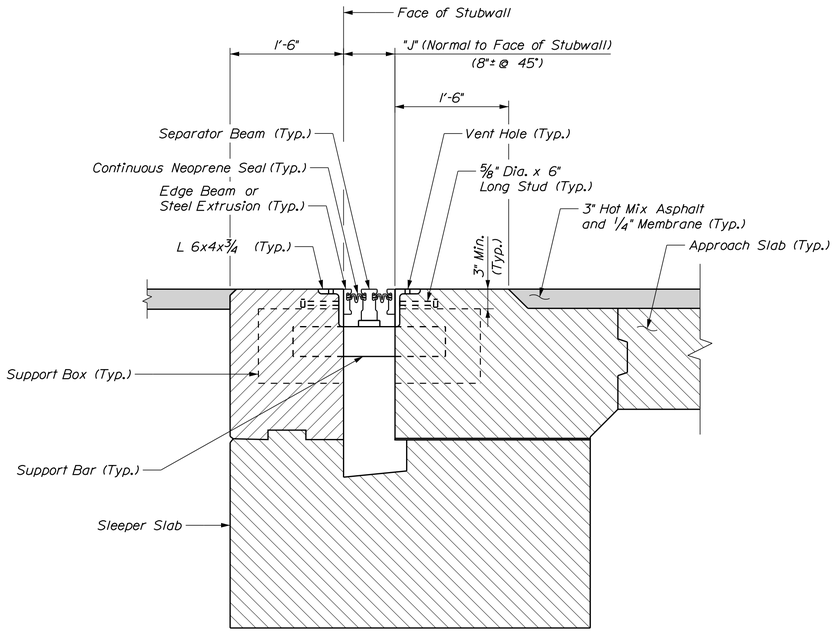
Watson-Bowman Acme Corporation
Amherst, NY

12. Provide 3/4" Dia. vent holes at 1'-6" O.C. along horizontal leg of L6x4x3/4. Warp angle legs to accommodate varying grades on each side slope break to ensure the horizontal angle leg is parallel with finished grade and the vertical leg is plumb. L6x4 may be replaced with an equivalent plate weldment.

NOTE

1. See Expansion Joint Details (2 of 2) for Section B-B and View C-C.

Temperature Setting Table	
Temp (deg F)	Dimension "J" (inches)
15	8.34
30	8.17
45	8
60	7.83
75	7.66
90	7.49



SECTION A-A

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 5823

BRIDGE PLANS

vhb

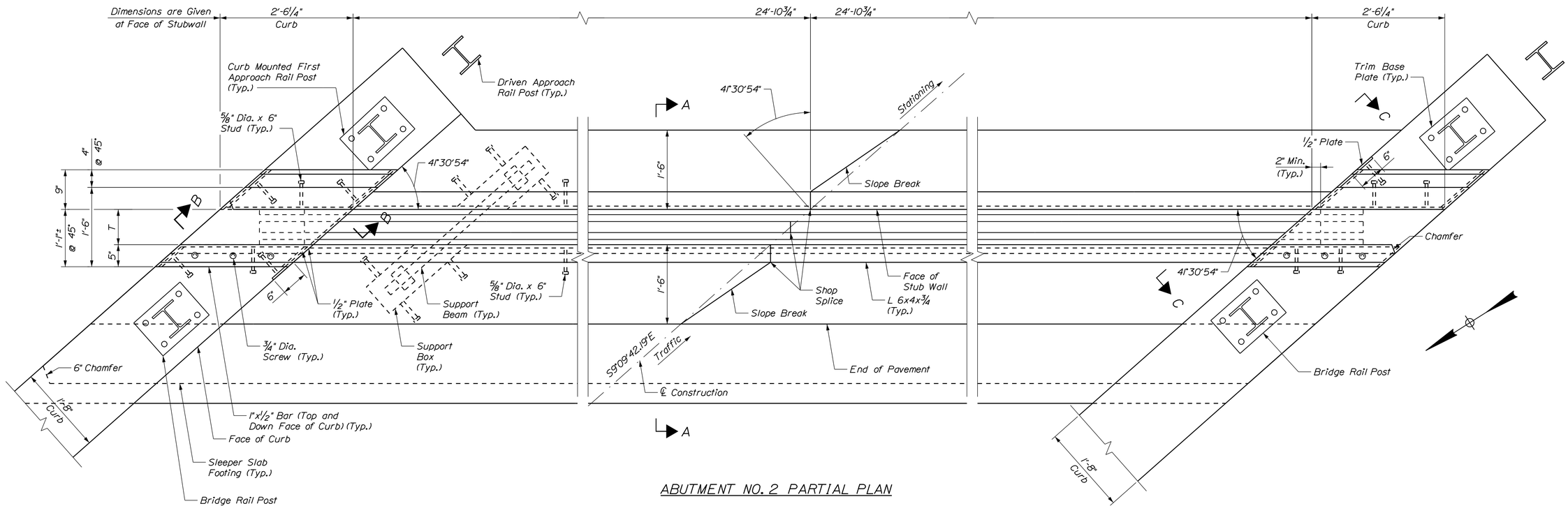
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	KDW	BY	DATE
CHECKED-REVIEWED	YP	SMH	11/25
DESIGN2-DETAILED2			11/25
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD/I95 BRIDGE
I-95
BANGOR PENOBSCOT

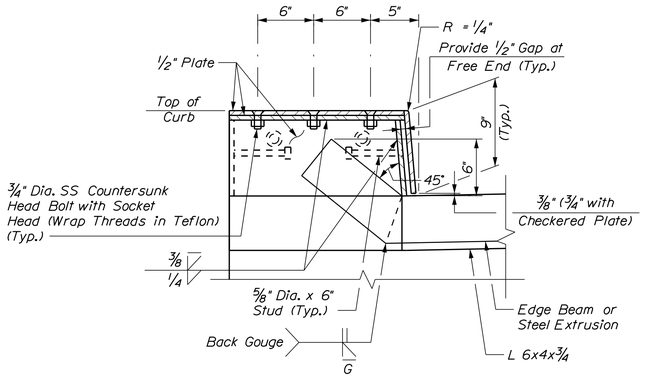
EXPANSION JOINT DETAILS
(1 OF 2)

SHEET NUMBER
B-36
403
OF 485

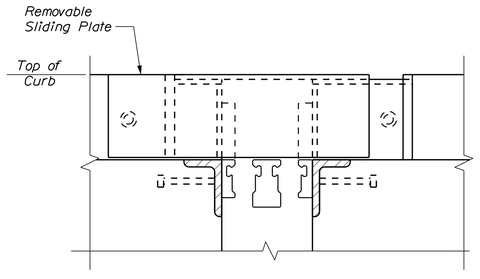
Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\XXX_Bridge_Joint_Abut 1.dgn



ABUTMENT NO. 2 PARTIAL PLAN



SECTION B-B
(Curb Details Vary. See Plan)



VIEW C-C

NOTES

1. See Expansion Joint Details 1 of 2 for Section A-A.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 5823

BRIDGE PLANS

vhb

PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	KDW	11/25
CHECKED-REVIEWED	YP	11/25
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

HOGAN ROAD/I95 BRIDGE
I-95
BANGOR PENOBSCOT

EXPANSION JOINT DETAILS
(2 OF 2)

SHEET NUMBER
B-37
404
OF 485

Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\XXX_Bridge_Joint_Abut 2.dgn

STRAIGHT BARS

MARK	QTY.	LENGTH	LOCATION
ABUTMENT 1			
A500	27	16'-4"	Abutment Horizontal
A501	31	19'-9"	Abutment Horizontal
A502	58	29'-1"	Abutment Horizontal
A503	34	5'-10"	Abutment Horizontal
A504	31	11'-7"	Abutment Horizontal
A505	7	6'-7"	Abutment Horizontal
A506	28	9'-5"	Abutment Horizontal
A507	8	7'-6"	Wingwall 1 Vertical
A508	3	16'-2"	Flywall 1 Vertical
A509	6	14'-4"	Flywall 1 Vertical
A510	6	12'-6"	Flywall 1 Vertical
A511	13	15'-11"	Wingwall 2 Vertical
A512	5	14'-1"	Wingwall 2 Vertical
A513	12	13'-0"	Flywall 2 Vertical
A514	10	11'-4"	Flywall 2 Vertical
A515	54	10'-8"	Wingwall 1 Horizontal
A516	2	7'-11"	Wingwall 1 Horizontal
A517	2	7'-2"	Wingwall 1 Horizontal
A518	2	6'-5"	Wingwall 1 Horizontal
A519	2	5'-9"	Wingwall 1 Horizontal
A520	2	5'-0"	Wingwall 1 Horizontal
A521	2	4'-3"	Wingwall 1 Horizontal
A522	2	3'-6"	Wingwall 1 Horizontal
A523	2	2'-9"	Wingwall 1 Horizontal
A524	2	2'-1"	Wingwall 1 Horizontal
A525	2	1'-4"	Wingwall 1 Horizontal
A526	2	0'-11"	Wingwall 1 Horizontal
A527	56	25'-0"	Wingwall 2 Horizontal
A528	2	16'-2"	Wingwall 2 Horizontal
A529	2	14'-8"	Wingwall 2 Horizontal
A530	2	13'-1"	Wingwall 2 Horizontal
A531	2	11'-7"	Wingwall 2 Horizontal
A532	2	10'-1"	Wingwall 2 Horizontal
A533	2	8'-6"	Wingwall 2 Horizontal
A534	2	7'-0"	Wingwall 2 Horizontal
A535	2	5'-6"	Wingwall 2 Horizontal
A536	2	3'-11"	Wingwall 2 Horizontal
A537	2	2'-5"	Wingwall 2 Horizontal
A538	2	1'-2"	Wingwall 2 Horizontal
A600	75	9'-6"	Footing Horizontal
A601	22	44'-4"	Footing Horizontal
A602	22	34'-4"	Footing Horizontal
A603	16	13'-7"	Wingwall 1 Vertical
A604	26	14'-2"	Wingwall 2 Vertical
A700	75	9'-6"	Footing Horizontal
A701	3	10'-7"	Wingwall 1 Horizontal
A702	3	9'-4"	Wingwall 1 Horizontal
A703	6	22'-5"	Wingwall 2 Horizontal
PIER			
P500	50	36'-0"	Horizontal Pier Bar
P501	50	18'-0"	Horizontal Pier Bar

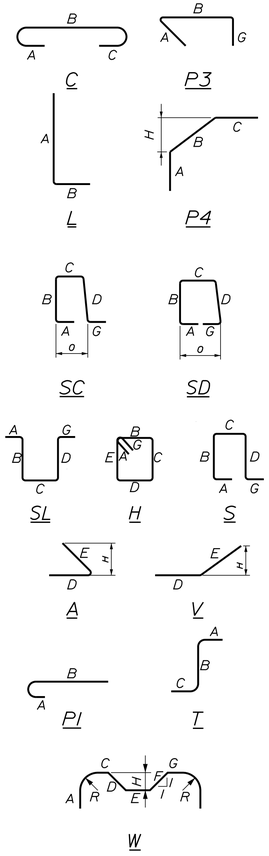
MARK	QTY.	LENGTH	LOCATION
ABUTMENT 2			
B500	28	16'-4"	Abutment Horizontal
B501	32	19'-9"	Abutment Horizontal
B502	60	29'-1"	Abutment Horizontal
B503	35	5'-10"	Abutment Horizontal
B504	32	11'-9"	Abutment Horizontal
B505	7	6'-7"	Abutment Horizontal
B506	28	9'-5"	Abutment Horizontal
B507	12	16'-4"	Wingwall 3 Vertical
B508	12	16'-1"	Flywall 3 Vertical
B509	10	14'-5"	Flywall 3 Vertical
B510	14	15'-0"	Wingwall 4 Vertical
B511	12	13'-3"	Flywall 4 Vertical
B512	10	11'-6"	Flywall 4 Vertical
B513	58	15'-4"	Wingwall 3 Horizontal
B514	2	14'-0"	Wingwall 3 Horizontal
B515	2	14'-0"	Wingwall 3 Horizontal
B516	2	12'-6"	Wingwall 3 Horizontal
B517	2	11'-0"	Wingwall 3 Horizontal
B518	2	9'-6"	Wingwall 3 Horizontal
B519	2	8'-0"	Wingwall 3 Horizontal
B520	2	6'-6"	Wingwall 3 Horizontal
B521	2	5'-1"	Wingwall 3 Horizontal
B522	2	3'-7"	Wingwall 3 Horizontal
B523	2	2'-1"	Wingwall 3 Horizontal
B524	2	1'-4"	Wingwall 3 Horizontal
B525	54	20'-8"	Wingwall 4 Horizontal
B526	2	14'-9"	Wingwall 4 Horizontal
B527	2	13'-4"	Wingwall 4 Horizontal
B528	2	11'-11"	Wingwall 4 Horizontal
B529	2	10'-6"	Wingwall 4 Horizontal
B530	2	9'-1"	Wingwall 4 Horizontal
B531	2	7'-9"	Wingwall 4 Horizontal
B532	2	6'-4"	Wingwall 4 Horizontal
B533	2	4'-11"	Wingwall 4 Horizontal
B534	2	3'-6"	Wingwall 4 Horizontal
B535	2	2'-1"	Wingwall 4 Horizontal
B536	2	1'-1"	Wingwall 4 Horizontal
B600	73	9'-6"	Footing Horizontal
B601	22	43'-5"	Footing Horizontal
B602	22	33'-5"	Footing Horizontal
B603	18	14'-8"	Wingwall 3 Vertical
B604	18	13'-3"	Wingwall 4 Vertical
B700	73	9'-6"	Footing Horizontal
B701	6	13'-10"	Wingwall 3 Horizontal
B702	6	18'-0"	Wingwall 4 Horizontal

BENT BARS

MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
ABUTMENT 1														
A553	141	9'-1"	L	8'-3"	0'-10"									Footing Vertical Near Face
A554	125	13'-2"	L	2'-10"	10'-4"									Abutment Near Face Verticals
A555	112	12'-6"	L	3'-4"	9'-2"									Abutment Far Face Verticals
A556	27	6'-0"	V				1'-0"	5'-0"			3'-7"			Abutment Corner Bar
A557	27	7'-1"	V				1'-0"	6'-1"			4'-1"			Abutment Corner Bar
A558	7	4'-11"	V				3'-5"	1'-6"			1'-0"			Abutment Cheekwall
A559	7	3'-10"	V				3'-0"	0'-10"			0'-8"			Abutment Cheekwall
A560	7	7'-7"	A				5'-7"	2'-0"			1'-3"			Abutment Cheekwall
A561	7	5'-1"	A				3'-1"	2'-0"			1'-3"			Abutment Cheekwall
A562	7	2'-6"	V				1'-0"	1'-6"			1'-0"			Abutment Cheekwall
A563	22	4'-8"	S	0'-0"	1'-6"	1'-8"	1'-6"			0'-0"				Top of Wingwall
A564	40	7'-8"	S	0'-0"	3'-0"	1'-8"	3'-0"			0'-0"				Flywall U-Bar
A565	52	3'-6"	S	0'-0"	1'-0"	1'-6"	1'-0"			0'-0"				Flywall End Bar
A650	112	10'-3"	L	9'-3"	1'-0"									Footing Vertical Far Face
A651	64	4'-2"	S	0'-0"	0'-10"	2'-6"	0'-10"			0'-0"				Footing Pile Ties
A850	42	12'-7"	L	11'-3"	1'-4"									Footing Vertical Far Face
ABUTMENT 2														
B553	141	9'-1"	L	8'-3"	0'-10"									Footing Vertical Near Face
B554	125	13'-8"	L	2'-10"	10'-10"									Abutment Near Face Verticals
B555	112	13'-0"	L	3'-4"	9'-8"									Abutment Far Face Verticals
B556	28	6'-2"	V				1'-0"	5'-2"			3'-8"			Abutment Corner Bar
B557	28	7'-1"	V				1'-0"	6'-1"			4'-1"			Abutment Corner Bar
B558	7	4'-11"	V				3'-5"	1'-6"			1'-0"			Abutment Cheekwall
B559	7	3'-10"	V				3'-0"	0'-10"			0'-8"			Abutment Cheekwall
B560	7	7'-7"	A				5'-7"	2'-0"			1'-3"			Abutment Cheekwall
B561	7	5'-1"	A				3'-1"	2'-0"			1'-3"			Abutment Cheekwall
B562	7	2'-6"	V				1'-0"	1'-6"			1'-0"			Abutment Cheekwall
B563	22	4'-8"	S	0'-0"	1'-6"	1'-8"	1'-6"			0'-0"				Top of Wingwall
B564	44	7'-8"	S	0'-0"	3'-0"	1'-8"	3'-0"			0'-0"				Flywall U-Bar
B565	56	3'-6"	S	0'-0"	1'-0"	1'-6"	1'-0"			0'-0"				Flywall End Bar
B650	112	10'-3"	L	9'-3"	1'-0"									Footing Vertical Far Face
B651	48	4'-2"	S	0'-0"	0'-10"	2'-6"	0'-10"			0'-0"				Footing Pile Ties
B850	36	12'-7"	L	11'-3"	1'-4"									Footing Vertical Far Face
PIER														
P550	159	6'-11"	S	0'-0"	1'-11"	3'-1"	1'-11"			0'-0"				Pier Cap Stirrup
P551	12	3'-10"	L	1'-11"	1'-11"									Pier End Bar
P552	106	8'-5"	S	0'-0"	2'-8"	3'-1"	2'-8"			0'-0"				Pier Cap Stirrup
P553	8	5'-4"	L	2'-8"	2'-8"									Pier End Bar
P554	30	7'-7"	S	0'-0"	2'-4"	2'-11"	2'-4"			0'-0"				Pier Cap Stirrup
P555	345	2'-8"	L	2'-0"	0'-8"									Pier Dowel Bar

MARK QTY. LENGTH LOCATION | MARK QTY. LENGTH LOCATION | MARK QTY. LENGTH TYPE A B C D E F G H O R LOCATION

TYPE - BENDING DIAGRAMS



All dimensions are out-to-out of bar.

Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 315 and ACI Standard 318.

Reinforcing Bar: ASTM A615, Grade 60

GENERAL NOTES

1. The first two digits following the letter(s) of the mark indicate the size of the bar:

   Mark "A502" = bar size #5
   Mark "B805" = bar size #8
   Mark "S650" = bar size #6

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE PLANS

BRIDGE NO. 5823

vhb

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	JAH	11/25
CHECKED-REVIEWED	YP	11/25
DESIGN2-DETAILED2	SMH	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

HOGAN ROAD/I95 BRIDGE
I-95
BANGOR PENOBSCOT

REINFORCING SCHEDULE
(1 OF 2)

SHEET NUMBER
B-38
405
OF 485

Filename: ...\XXX_Reinf_Sched.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025

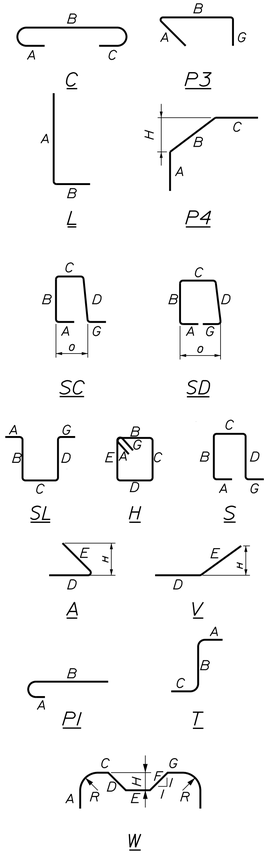
STRAIGHT BARS

MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION
APPROACH AND SLEEPER SLAB							
AS500	118	30'-0"	Approach Slab Transverse Bars				
AS501	118	26'-9"	Approach Slab Transverse Bars				
AS502	242	3'-9"	Sleeper Slab Verticals				
AS503	112	2'-6"	Drainage Trough Support				
AS504	124	19'-7"	Approach Slab Longitudinal Bar				
AS506	30	4'-0"	Sleeper Slab Curb Bar				
AS800	222	19'-7"	Approach Slab Bottom Mat				
SUPERSTRUCTURE BACKWALL							
S622	110	9'-5"	Backwall Transverse				
S721	18	33'-8"	Backwall Transverse				
S722	18	23'-8"	Backwall Transverse				
SUPERSTRUCTURE							
S501	124	17'-6"	Deck Transverse				
S502	304	17'-0"	Deck Transverse				
S503	176	19'-9"	Deck Longitudinal				
S504	320	47'-3"	Deck Longitudinal				
S505	68	4'-0"	Deck Fillet Bar				
S506	8	28'-6"	Deck End Bar				
L500	12	4'-2"	Lighting Bumpout				

BENT BARS

MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
APPROACH AND SLEEPER SLAB														
AS550	112	10'-9"	S	0'-0"	2'-1"	6'-7"	2'-1"			0'-0"				Sleeper Slab Footing
AS551	112	7'-3"	S	0'-0"	2'-1"	3'-1"	2'-1"			0'-0"				Sleeper Slab Footing
AS552	112	3'-2"	L	1'-7"	1'-7"									Sleeper Slab Stem
AS553	112	3'-2"	V				1'-7"	1'-7"			1'-2"			Approach Slab Thickened Section
AS554	112	5'-2"	L	3'-7"	1'-7"									Approach Slab Thickened Section
AS555	112	2'-0"	L	1'-0"	1'-0"									Approach Slab Thickened Section
AS556	96	6'-5"	SC	0'-10"	1'-9"	1'-3"	1'-9"			0'-10"		1'-4"		Curb Stirrups
AS558	21	5'-11"	SC	0'-0"	2'-4"	1'-3"	2'-4"			0'-0"		1'-4"		Sleeper Slab Stirrups
SUPERSTRUCTURE BACKWALL														
S571	36	3'-8"	V				2'-4"	1'-4"			1'-0"			Backwall Horizontal
S572	36	3'-8"	A				2'-4"	1'-4"			0'-11"			Backwall Horizontal
S573	224	4'-6"	L	3'-4"	1'-2"									Backwall Vertical
S574	112	2'-7"	L	1'-7"	1'-0"									Backwall Vertical
S577	660	2'-2"	P3	0'-6"	1'-2"					0'-6"				Backwall Tie
SUPERSTRUCTURE														
S550	1234	4'-3"	SD	0'-0"	1'-3"	1'-3"	1'-3"			0'-6"		1'-4½"		Curb Stirrup
S551	204	5'-1"	T	2'-6"	1'-6"	1'-1"								Deck End
S552	72	4'-10"	L	2'-5"	2'-5"									Approach Slab Dowel
S650	1778	4'-8"	P1	0'-8"	4'-0"									Deck Overhang
L551	9	6'-8"	W	0'-0"		0'-0"	2'-8"	1'-4"	2'-8"	0'-0"	1'-10"		0'-0"	Lighting Bumpout
L552	21	6'-8"	SL	0'-0"	2'-8"	1'-4"	2'-8"			0'-0"				Lighting Bumpout

TYPE - BENDING DIAGRAMS



All dimensions are out-to-out of bar.

Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 315 and ACI Standard 318.

Reinforcing Bar: ASTM A615, Grade 60

GENERAL NOTES

1. The first two digits following the letter(s) of the mark indicate the size of the bar:

   Mark "A502" = bar size #5
   Mark "B805" = bar size #8
   Mark "S650" = bar size #6

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE PLANS

BRIDGE NO. 5823

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	JAH	DATE	11/25
CHECKED-REVIEWED	YP	BY	JAH
DESIGN2-DETAILED2		DATE	11/25
DESIGN3-DETAILED3		BY	SMH
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD/I95 BRIDGE
I-95
BANGOR PENOBSCOT

REINFORCING SCHEDULE
(2 OF 2)

SHEET NUMBER
B-39
406
OF 485

Username: jamesdavis
Date:08/29/2025
Division: HIGHWAY
Filename: ...\XXX_Reinf_Sched2.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Ninth Edition 2020.

DESIGN LOADING

Live Load ..... HL-93 Modified for Strength I

MATERIALS

Concrete:
- Abutments, Wingwalls, Piers and Moment Slabs ..... Class "A"
- Other ..... Class "A1"

Reinforcing:
- Plain Steel ..... ASTM A 615/ A 615M, Grade 60
- Glass Fiber Reinforcing Polymer (GFRP) ..... ASTM D7957
- Low-Carbon Chromium Steel: ..... ASTM A1035, Type CS, Grade 100

Structural Steel:
- All Material (except as noted) ..... ASTM A709, Grade 50 (Metallized)
- Steel H-Piles ..... ASTM A572, Grade 50
- High Strength Bolts ..... ASTM F3125, Grade A325, Type 1

BASIC DESIGN STRESSES

Concrete:
- Class "A" and "A1" ..... f 'c = 4,000 psi

Reinforcing:
- Plain Steel ..... f y = 60,000 psi
- Low-Carbon Chromium Steel ..... f y = 100,000 psi
- Glass Fiber Reinforced Polymer:
  - Ultimate Tensile Stress ..... fu = 100,000 psi
  - Minimum Elastic Modulus ..... 8,700,000 psi

Structural Steel:
- ASTM A709, Grade 50 ..... F y = 50,000 psi
- ASTM A572, Grade 50 ..... F y = 50,000 psi
- ASTM F3125, Grade A325 ..... F μ = 120,000 psi

BANGOR
PENOBSCOT COUNTY
HOGAN ROAD NO. 2 BRIDGE
OVER
I-95
HOGAN ROAD
FEDERAL AID PROJECT NO. 1859511
BRIDGE NO. 6787

LIST OF DRAWINGS

Title Sheet B40
Bridge Plan & Construction Notes B41
Profile B42
Boring Location Plan B43
Interpretive Subsurface Sections B44-B47
Boring Logs B48-B50
Phased Construction B51
Pile Details B52
Abutment Notes & Details B53
Abutment No.1 Footing Plan B54
Abutment No.2 Footing Plan B55
Abutment No. 1 Details B56-B57
Abutment No. 2 Details B58-B59
Wingwall Reinforcing B60
Abutment and Wingwall Reinforcing Sections B61
Piers B62-B70
Bearings B71-B73
Framing Plan B74
Structural Steel Details B75-B78
Superstructure Plan B79
Superstructure Details B80-B83
Approach Slab & Sleeper Slab Details B84-B90
Expansion Joint Details B91-B92
Bridge Drain Type A (Mod.) B93
Concrete Path and Barrier Details B94
Reinforcing Schedule B95-B97

UTILITIES

Refer to Highway Plans

MAINTENANCE OF TRAFFIC

Refer to Highway Plans

PROJECT LOCATION	Diverging diamond interchange on Hogan Road/ Interstate 95 Exit 187 and Hogan Road/ I-95 Bridge (#5823) over Interstate 95. Located 0.26 of a mile north of Haskell Road. Lat./Long. 44°49'56.1" N 68°44'30.2" W
PROGRAM AREA	Highway
OUTLINE OF WORK	New Bridge in conjunction with interchange rebuild.

WIN 18595.11

01859511

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED — DATE
COMMISSIONER:
CHIEF ENGINEER:

STATE OF MAINE · LICENSED PROFESSIONAL ENGINEER · Steven M. Hodgdon 11206

SIGNATURE
11206
P.E. NUMBER
11/7/2025
DATE

PROJECT INFORMATION

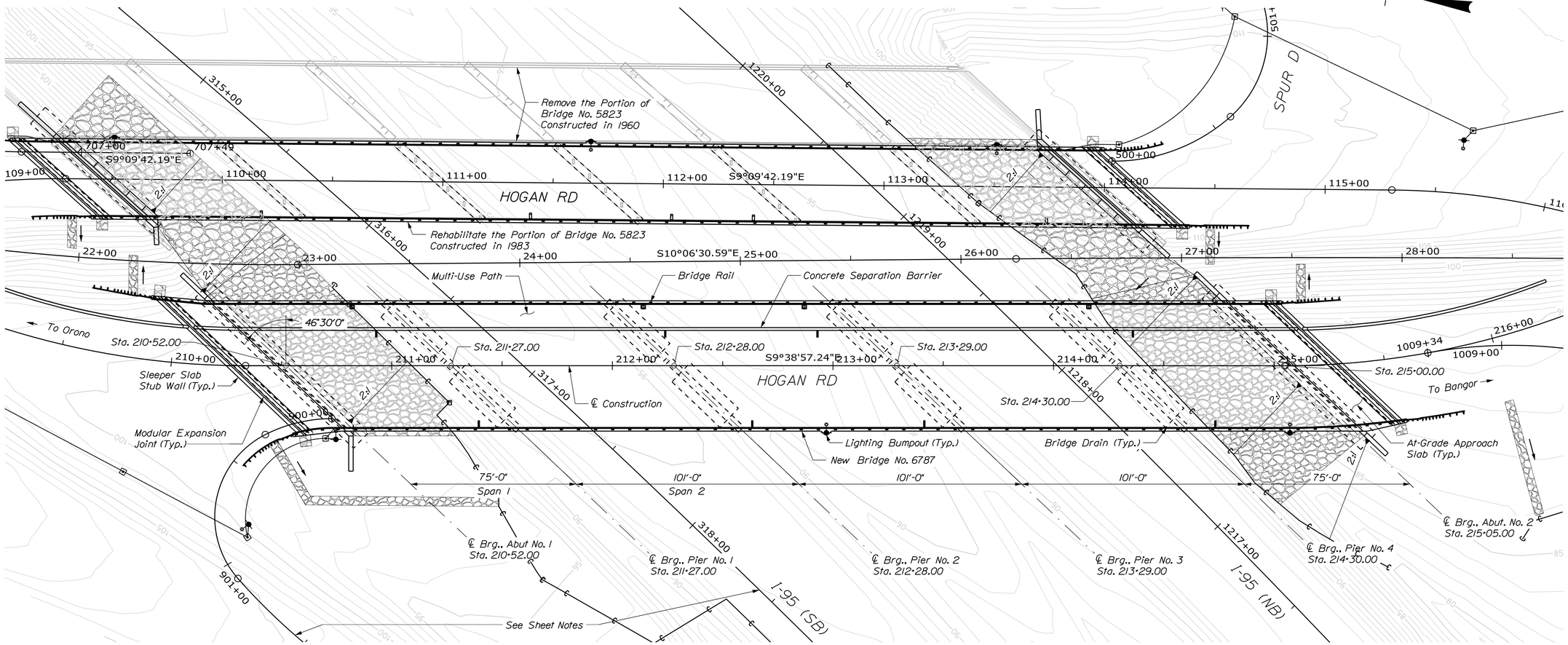
PROGRAM	Highway
PROJECT MANAGER	Laurie Rowe
DESIGNER	VHB
CONSULTANT	VHB
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

BANGOR
HOGAN ROAD NO. 2 BRIDGE

TITLE SHEET

SHEET NUMBER
B-40
407
OF 485

Filename:\\10\BRIDGE\MSTA\0B1_Title.dgn Division: HIGHWAY Username: jomesdavis Date:08/29/2025



BRIDGE CONSTRUCTION NOTES

1. For General Notes, refer to the Highway Plans.

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

3. Place a 24 inch wide strip of Erosion Control Blanket on the sideslopes along the bridge and approach rail berm and behind the wingwalls.

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

   All exposed surfaces of concrete curbs, separation barriers, and multi-use path.
   Fascias down to the drip notch.
   Top of abutment wingwalls, bridge seats, pier surfaces, and
   To one foot below the ground on vertical walls and pier stems against earth.

5. Construct 6 foot by 6 foot Plain Riprap splash pad (2 foot thick) under all bridge drain downspouts not otherwise protected by riprap. Choke all splash pad zones with 2-inch Crushed Stone (Section 703.31) (incidental to Plain Riprap).

PLAN

25 0 25 50

Scale of Feet

SHEET NOTES

1. See Highway Plans for approach work and I-95 treatment.

2. See Hogan Road / I95 Bridge Plans for other bridge work and removal included in the Project.

3. Earthwork around piers not shown for clarity. Proposed grade shall match existing ground.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

BRIDGE NO. 6787

WIN 18595.11

BRIDGE PLANS

vhb

		DATE
L. ROWE		
PROJ. MANAGER	JAH	11/25
DESIGN-DETAILED	KDW	11/25
CHECKED-REVIEWED	YP	
DESIGN2-DETAILED2	SMH	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

BRIDGE PLAN & CONSTRUCTION NOTES

SHEET NUMBER
B-41
408
OF 485

Filename: ...\MSTA\0B2_WB_General_Plan.DGN Division: HIGHWAY Username: jamesdavis Date:08/29/2025

PROFILE
(I-95 Roadside Barriers Not Shown)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 6787

BRIDGE PLANS

vhb

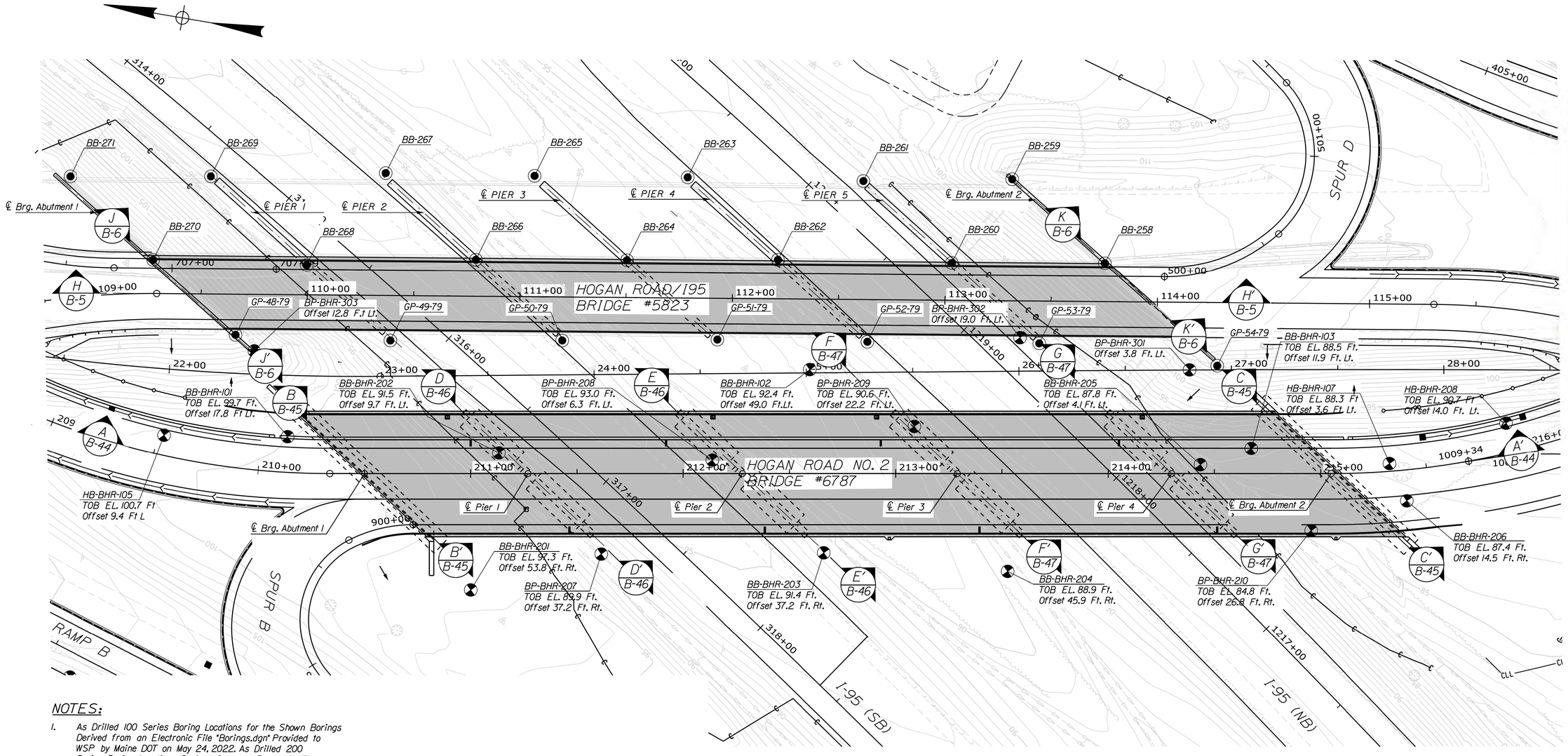
		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	JAH	KDW	11/25
CHECKED-REVIEWED	YP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

PROFILE

SHEET NUMBER
B-42
409
OF 485

Filename: ...\MSTA\XXX_Profile_NewBridge.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025



NOTES:

1. As Drilled 100 Series Boring Locations for the Shown Borings Derived from an Electronic File "Borings.dgn" Provided to WSP by Maine DOT on May 24, 2022. As Drilled 200 Series Boring Locations Derived from an Electronic File "18595.10BORLOC.200SERIES.10.11.23" Provided to WSP by Maine DOT October 13, 2023.
2. Basemap Elements Shown Derived from a group of Electronic Files "WIN 18595.10-Bangor" Provided to WSP by VHB on May 26, 2022. Proposed elements shown derived from Electronic file "Bridge-Proposed.dgn" Provided by VHB on August 27, 2025.
3. Proposed Stationing Provided to WSP by VHB on August 27, 2022 in an Electronic File "Alignments.dgn".
4. Approximate Historic Boring Locations or the Shown Borings Derived from Historic Plan Set "Department of Transportation Bureau of Highways, Bangor Penobscot County, Maine Federal an Urban Project No. IR-95-8(129)175 Hogan Road/ I-95 Marked, As-Built 1983".
5. For Detailed Lithologic Descriptions see Boring Logs included in the Geotechnical Design Report (GDR).

BORING LOCATION PLAN

25 0 25 50
Scale of Feet

LEGEND

BB-BHR-101	Completed Bridge Series Borings
BP-BHR-207	Completed Bridge Series Rock Probe
HB-BHR-105	Completed Highway Series Borings
B-268, GP-48-79	Historic Borings
TOB EL. 99.7	Elevation of Top of Boring
X / X-XX	Interpretive Subsurface Section

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN 018595.11

BRIDGE PLANS

BRIDGE NO. 6787

STATE OF MAINE · CHRISTOPHER M. LANDON · No. 15164 · REGISTERED PROFESSIONAL ENGINEER

SIGNATURE	15164	
P.E. NUMBER		
DATE	11/07/2025	

	BY	DATE
PROJ. MANAGER	M. LANDON	
DESIGN-DETAILED	MEL	9/2022
CHECKED-REVIEWED	DEB	10/2025
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

HOGAN ROAD/NO. 2 BRIDGE
195
PENOBSCOT
BANGOR

BORING LOCATION PLAN

SHEET NUMBER
B-43
410
OF 485

Filename: ...\MSTA\BorLocPlan_5Span_wb.dgn Division: BRIDGE Username: Date:11/7/2025

Username:
Date:11/24/2025
Division: BRIDGE
Filename: ...\MSTA\GeoProfile_5Span_wb.dgn

A NORTH — A' SOUTH

209+00 | 210+00 | 211+00 | 212+00 | 213+00 | 214+00 | 215+00 | 216+00

℄ Brg. Abutment 1 Sta. 210+52.00
℄ PIER 1 Sta. 211+27.00
℄ PIER 2 Sta. 212+28.00
℄ PIER 3 Sta. 213+29.00
℄ PIER 4 Sta. 214+30.00
℄ Brg. Abutment 2 Sta. 215+05.00

HB-BHR-105 EL. 100.7 Ft Offset 9.4 Ft Lt
BB-BHR-101 EL. 99.7 Ft. Offset 17.8 Ft. Lt.
BB-BHR-201 EL. 97.3 Ft. Offset 53.8 Ft. RT.
BP-BHR-207 EL. 89.9 Ft. Offset 37.2 Ft. Rt.
BP-BHR-208 EL. 93.0 Ft. Offset 6.3 Ft. Lt.
BB-BHR-102 EL. 92.4 Ft. Offsett 49.0 Ft. Lt.
BP-BHR-209 EL. 90.6 Ft. Offsett 22.2 Ft. Lt.
BB-BHR-204 EL. 88.9 Ft. Offsett 45.9 Ft. Rt.
BB-BHR-205 EL. 87.8 Ft. Offsett 4.1 Ft. Lt.
HB-BHR-107 EL. 88.3 Ft. Offsett 3.6 Ft. Lt.
BB-BHR-202 EL. 91.5 Ft. Offsett 9.7 Ft. Lt.
BB-BHR-203 EL. 91.4 Ft. Offsett 37.2 Ft. Rt.
BB-BHR-103 EL. 88.5 Ft. Offsett 11.9 Ft. Lt.
BB-BHR-206 EL. 87.4 Ft. Offsett 14.5 Ft. Rt.
BP-BHR-210 EL. 84.8 Ft. Offsett 26.8 Ft. Rt.

Aggregate Subbase
Existing Grade
Granular Borrow
Silt
Fill
I-95 SB
I-95 NB
Stiff to Very Stiff Clay
Medium Stiff to Soft Clay
VI-1161/357
V2-1116/223
VI-1339/446
VI > 12.17
Glacial Till
Weathered Bedrock
Medium Stiff to Soft Clay
VI - 659/220
V2 - 1016/302
VI-893/201
VI - 989/110
V2 > 12.17
Metawacke

EOB 29' BGS
EOB 34.9' BGS
EOB 35.0' BGS
EOB 31.2' BGS
EOB 26.7' BGS
EOB 26.7' BGS
EOB 29.7' BGS
EOB 36.2' BGS
EOB 39.6' BGS
EOB 30.0' BGS
EOB 38.0' BGS
EOB 23.5' BGS
EOB 28.8' BGS
EOB 30.8' BGS

SECTION A-A'

HORIZ 25 0 25 50
VERT 5 0 5 10
SCALE

Boring Location I.D.
Elevation
Offset (Ft.) From Section Line
Top of Boring Probe
30 — SPT: N60 - Value (Corrected for Hammer Efficiency)
VI -3378 /1965 — Field Vane Shear Test Location and Undrained Shear Strength (PSF) (Peak/Remolded)
MV — Missed Vane
WOH — Weight of Hammer
R — Refusal
UI — Thin Wall Tube Sample
—? — Strata Interface
Run 1 = 92% — Rock Core Run Number and Rock Quality Designation (RQD)
EOB — End of Boring Depth Below Ground Surface (BGS)

- Topsoil
- Grey, Medium Dense, Gravelly Fine to Coarse Sand, some Silt (Fill)
- Olive-Brown, Medimum Stiff to Very Stiff Silt, Trace Fine Sand and Gravel, Slightly Plastic (Silt)
- Grey-Brown, Medimum Stiff to Soft Low Plasticity, Silt and Clay, Trace Sand (Clay)
- Stiff to Very Stiff Silty Clay (Clay)
- Grey, Medimum Dense to very Dense Gravelly Sand, some Silt/Clay (Glacial Till)
- Weathered Bedrock
- Grey, Fine Grained to Very Fine Grained Metawacke
- Proposed Substructure and Superstructure
- Existing Ground Surface
- Interpreted Ground Water Surface

GENERAL NOTES:

1. As-drilled boring locations for the shown borings derived from electronic file "Hogan Road borings.dgn" provided to WSP by MaineDOT on October 13, 2023.
2. For detailed lithologic decriptions see Boring Logs included in the Geotechnical Desiogn Report (DGR).
3. Groundwater surface is interpreted from localized surface water levels and measurements taken during the subsurface exploration programs.
4. This generalized subsurface section is intended to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized and have been developed based on interpretations of widely spaced explorations actual soil and rock transitions may vary amd are probably more erratic.
5. Proposed abutment geometry interpreted from electronic file "xsect_bridge_abutments_piers.dgn" provided to WSP by VHB on August 22, 2025.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN 018595.11

BRIDGE PLANS

BRIDGE No. 6787

STATE OF MAINE — CHRISTOPHER E. BIBEAU No. 15164 — LICENSED PROFESSIONAL ENGINEER

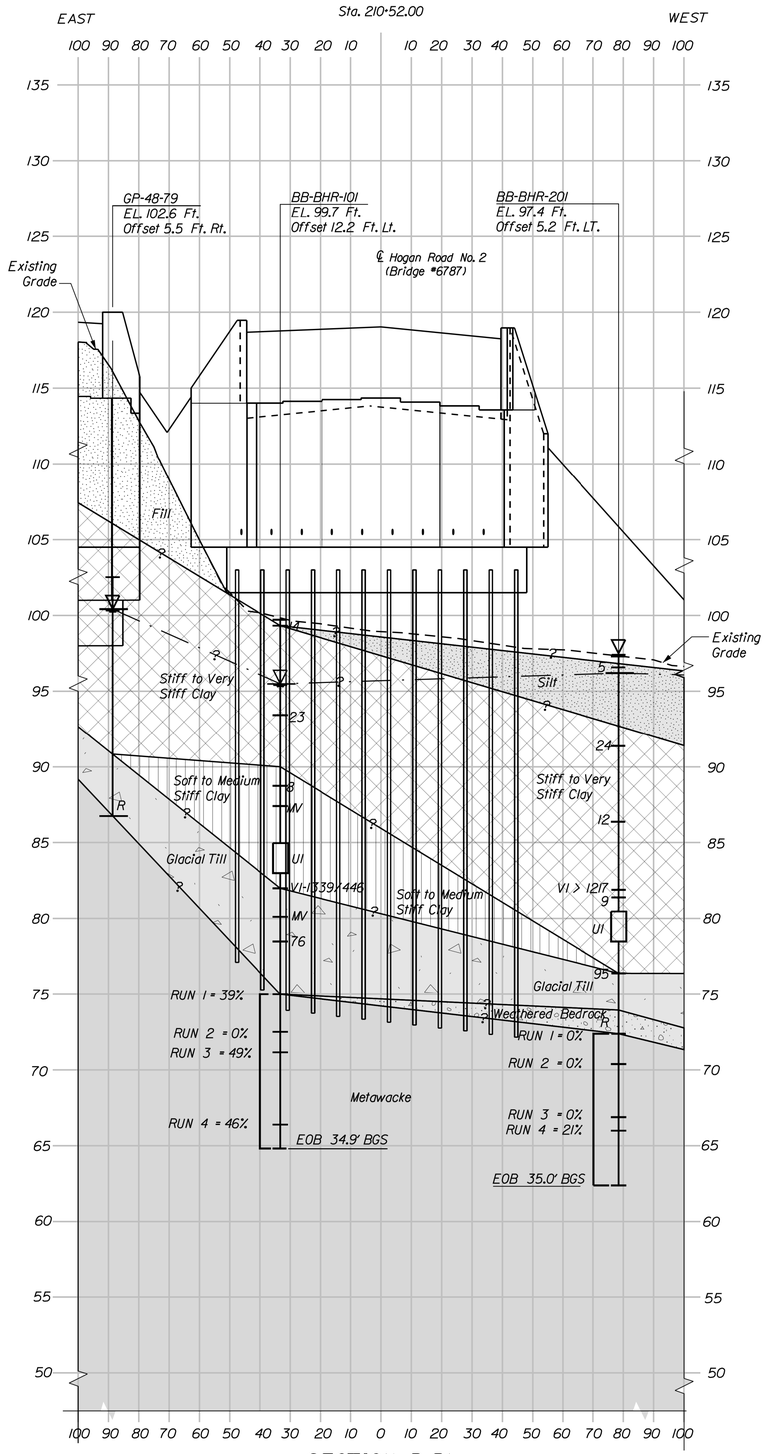
	SIGNATURE	P.E. NUMBER	DATE
		15164	11/25/2025

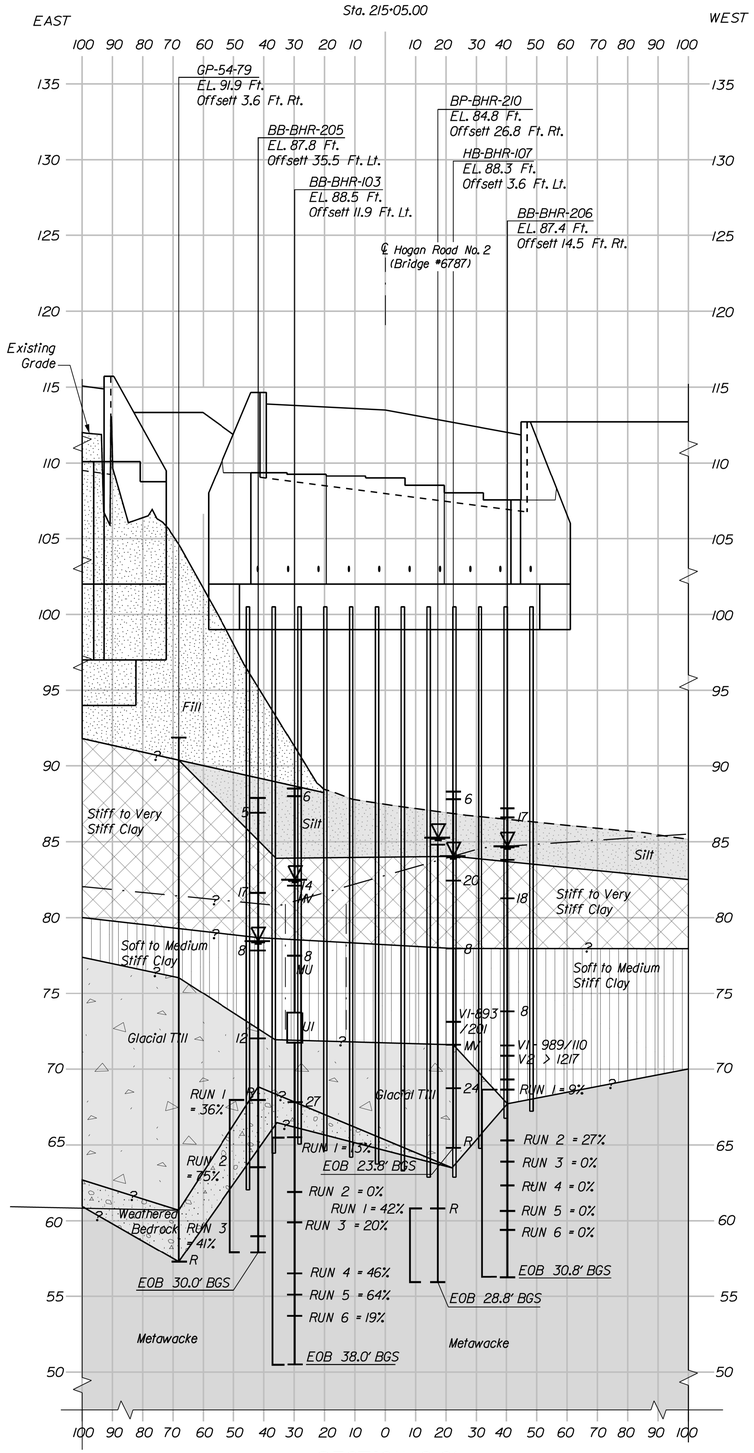
	M. LANDON	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	WEG	WVW	5/2024
CHECKED-REVIEWED	DEB	CCB	10/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1	XXX	XXX	
REVISIONS 2	XXX	XXX	
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD/NO. 2 BRIDGE
195
PENOBSCOT
BANGOR

INTERPRETIVE SUBSURFACE SECTIONS
(SHEET 1 OF 4)

SHEET NUMBER
B-44
411
OF 485





- Topsoil
- Grey, Medium Dense, Gravelly Fine to Coarse Sand, some Silt (Fill)
- Olive-Brown, Medimum Stiff to Very Stiff Silt, Trace Fine Sand and Gravel, Slightly Plastic (Silt)
- Grey-Brown, Medimum Stiff to Soft, Low Plasticity, Silt and Clay, Trace Sand (Clay)
- Silt to Very Stiff (Clay)
- Grey, Medimum Dense to very Dense Gravelly Sand, some Silt/Clay (Glacial Till)
- Weathered Bedrock
- Grey, Fine Grained to Very Fine Grained Metawacke
- Proposed Substructure and Superstructure
- Existing Ground Surface
- Interpreted Ground Water Surface
- Boring Location I.D.
- Elevation
- Offset (Ft.) From Section Line
- Top of Boring Probe
- 30 — SPT: N60 - Value (Corrected for Hammer Efficiency)
- VI — Field Vane Shear Test Location and Undrained Shear Strength (PSF) (Peak/Remolded)
- MV — Missed Vane
- R — Refusal
- UI Thin Wall Tube Sample
- —? — Strata Interface
- Run 1 = 92% Rock Core Run Number and Rock Quality Designation (RQD)
- EOB — End of Boring Depth Below Ground Surface (BGS)

NOTE:

1. See Sheets B-43 and B-44 for General Notes.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN 018595.11

BRIDGE PLANS

BRIDGE No. 6787

STATE OF MAINE ★ CHRISTOPHER C. BENDA No. 15164 ★ PROFESSIONAL ENGINEER

	SIGNATURE	P.E. NUMBER	DATE
		15164	11/07/2025

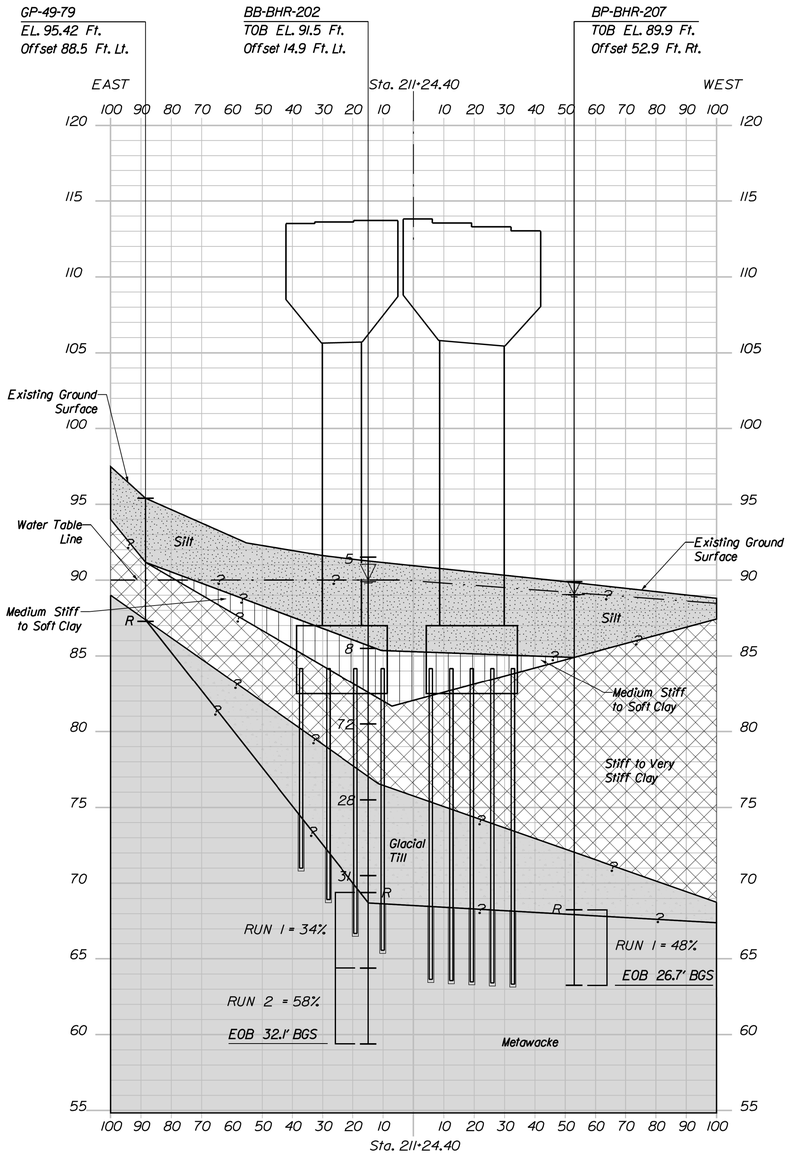
PROJ. MANAGER	M. LANDON		
DESIGN-DETAILED	WEG	NVW	5/2024
CHECKED-REVIEWED	DEB	CCB	10/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1	XXX	XXX	XXX
REVISIONS 2	XXX	XXX	XXX
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

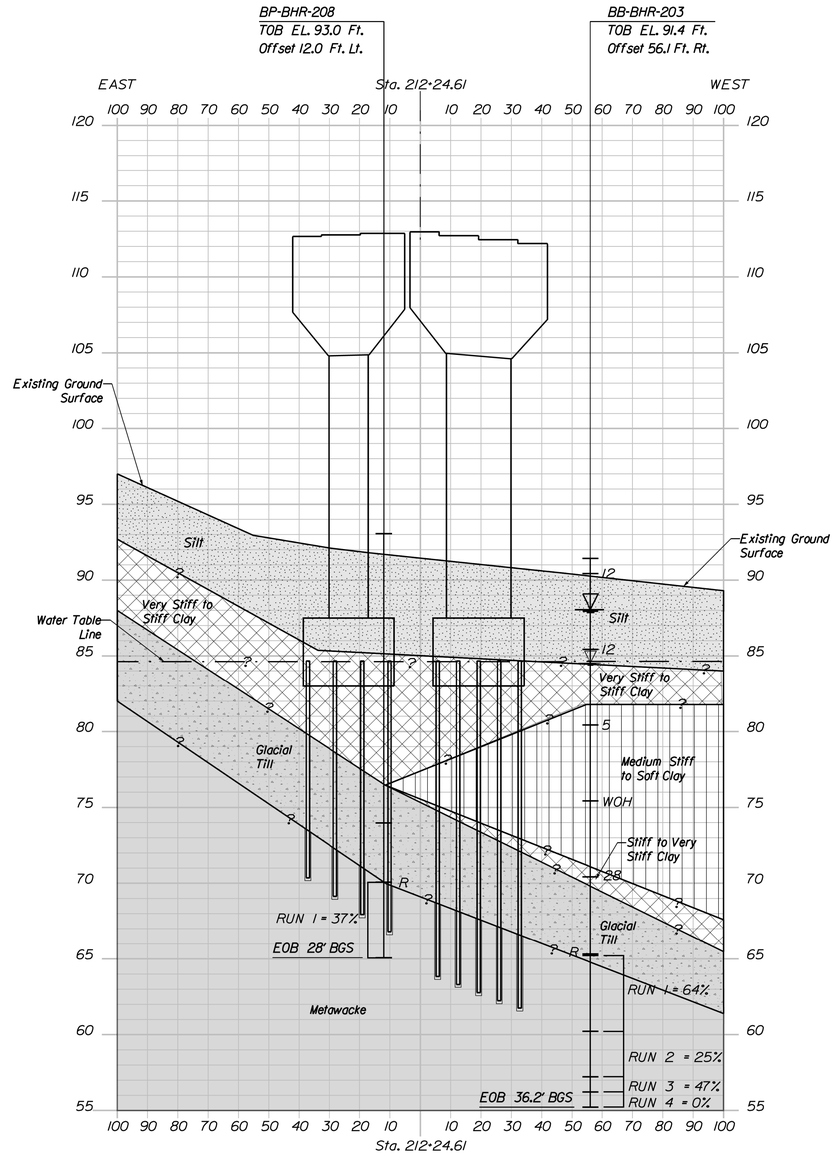
HOGAN ROAD/NO. 2 BRIDGE
195
PENOBSCOT
BANGOR

INTERPRETIVE SUBSURFACE SECTIONS
(SHEET 2 OF 4)

SHEET NUMBER
B-45
412
OF 485

Filename: ...\MSTA\Geoxsect_01_5Span_wb.dgn Division: BRIDGE Username: Date:11/7/2025





Topsoil

Olive-Brown, Medimum Stiff to Very Stiff Silt, Trace Fine Sand and Gravel, Slightly Plastic (Silt)

Grey-Brown, Medimum Stiff to Soft, Low Plasticity, Silt and Clay, Trace Sand (Clay)

Silt to Very Stiff (Clay)

Grey, Medimum Dense to very Dense Gravelly Sand, some Silt/Clay (Glacial Till)

Weathered Bedrock

Grey, Fine Grained to Very Fine Grained Metawacke

Proposed Substructure and Superstructure

Existing Ground Surface

Interpreted Ground Water Surface

Boring Location I.D.
Elevation
Offset (Ft.) From Section Line

Top of Boring

30 — SPT: N60 - Value (Corrected for Hammer Efficiency)

VI-3378 /1965 — Field Vane Shear Test Location and Undrained Shear Strendth (PSF) (Peak/Remolded)

MV — Unsuccessful Field Vane Shear Test Attempt

R — Refusal

IU Thin Wall Tube Sample

—? — Strata Interface

RQD= 40%
Rock Core Run Number and Rock Quality Designation (RQD)

EOB — End of Boring Depth Below Ground Surface (BGS)

NOTE:

1. See Sheets B-43 and B-44 for General Notes.

SECTION D-D'
(PIER 1)

HORIZ 25 0 25 50
VERT 5 0 5 10
SCALE

SECTION E-E'
(PIER 2)

HORIZ 25 0 25 50
VERT 5 0 5 10
SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN 018595.11

BRIDGE PLANS

BRIDGE No. 6787

STATE OF MAINE — CHRISTOPHER A. ROSS — No. 15164 — REGISTERED PROFESSIONAL ENGINEER

SIGNATURE 15164 — P.E. NUMBER

11/07/2025 — DATE

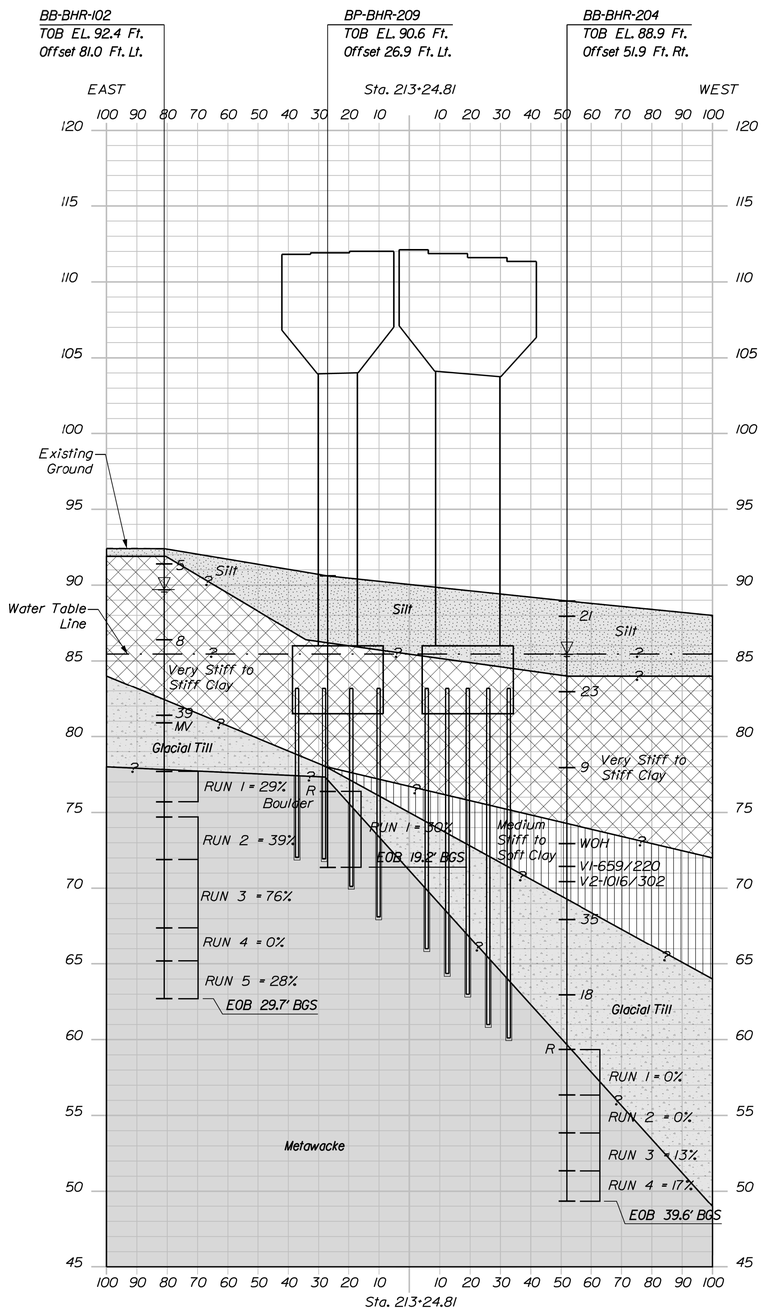
	BY	DATE
PROJ. MANAGER	M. LANDON	
DESIGN-DETAILED	DJH	9/2025
CHECKED-REVIEWED	ATM	10/2025
DESIGN2-DETAILED2	DEB	
DESIGN3-DETAILED3	CCB	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

HOGAN ROAD/NO. 2 BRIDGE
195
BANGOR PENOBSCOT

INTERPRETIVE SUBSURFACE SECTIONS
(SHEET 3 OF 4)

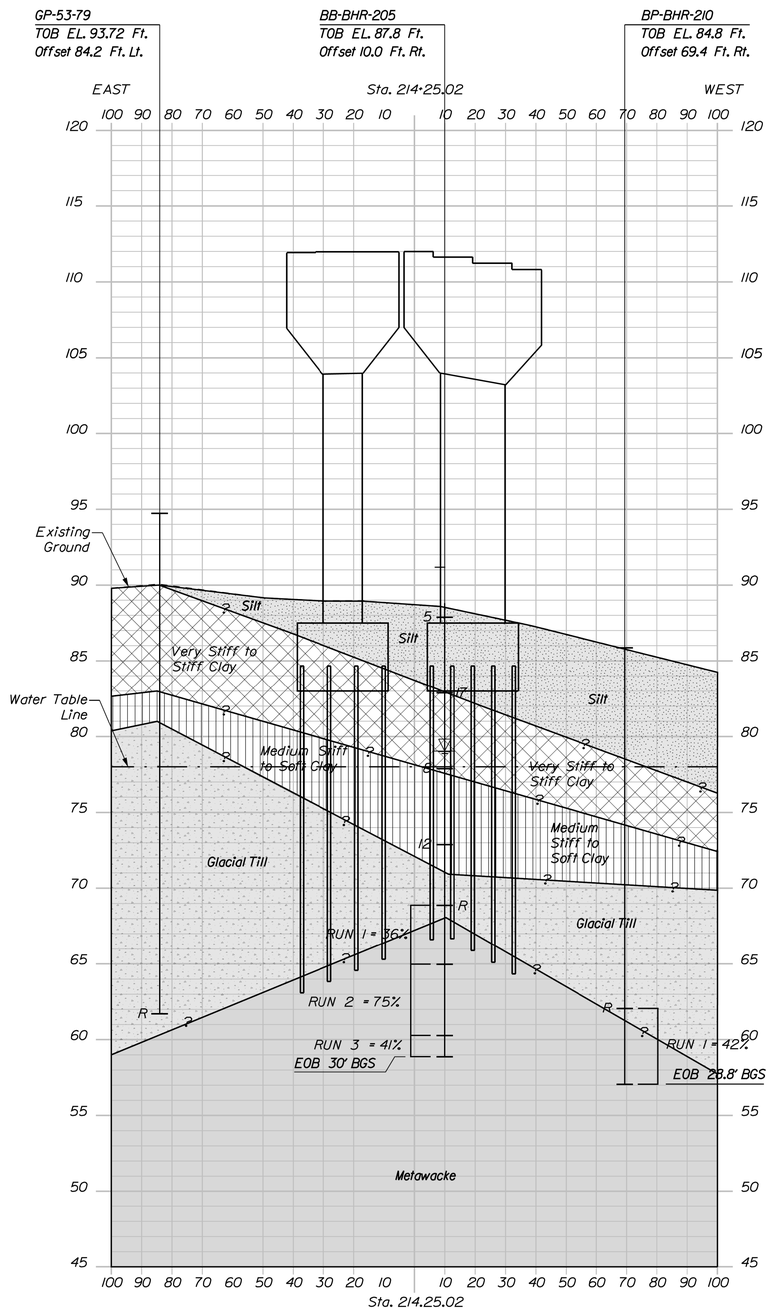
SHEET NUMBER
B-46
413
OF 485

Filename: ...\MSTA\Geoxsect_WB_Pier1-2.dgn Division: BRIDGE Username: Date:11/7/2025



SECTION F-F'
(PIER 3)

HORIZ 25 0 25 50
VERT 5 0 5 10
SCALE



SECTION G-G'
(PIER 4)

HORIZ 25 0 25 50
VERT 5 0 5 10
SCALE

- Topsoil
- Olive-Brown, Medimum Stiff to Very Stiff Silt, Trace Fine Sand and Gravel, Slightly Plastic (Silt)
- Grey-Brown, Medimum Stiff to Soft, Low Plasticity, Silt and Clay, Trace Sand (Clay)
- Medium Stiff to Soft Clay
- Grey, Medimum Dense to very Dense Gravelly Sand, some Silt/Clay (Glacial Till)
- Weathered Bedrock
- Grey, Fine Grained to Very Fine Grained Metawacke
- Proposed Substructure and Superstructure
- Existing Ground Surface
- Interpreted Ground Water Surface

Boring Location I.D.
Elevation
Offset (Ft.) From Section Line

- Top of Boring Probe
- 30 — SPT: N60 - Value (Corrected for Hammer Efficiency)
- VI — Field Vane Shear Test Location and Undrained Shear Strength (PSF) (Peak/Remolded)
- MV — Missed Vane
- R — Refusal
- UI Thin Wall Tube Sample
- —? — Strata Interface
- Run 1 = 92% Rock Core Run Number and Rock Quality Designation (RQD)
- EOB — End of Boring Depth Below Ground Surface (BGS)

NOTE:

1. See Sheets B-43 and B-44 for General Notes.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN 018595.11

BRIDGE PLANS

BRIDGE No. 6787

STATE OF MAINE
CHRISTOPHER M. HOBBS
No. 15164
REGISTERED PROFESSIONAL ENGINEER

	SIGNATURE	15164
	P.E. NUMBER	11/07/2025
	DATE	

BY	DATE
DJH	9/2025
CCB	10/2025

PROJ. MANAGER	M. LANDON
DESIGN-DETAILED	ATM
CHECKED-REVIEWED	DEB
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

HOGAN ROAD/NO. 2 BRIDGE
195
BANGOR PENOBSCOT

INTERPRETIVE SUBSURFACE SECTIONS
(SHEET 4 OF 4)

SHEET NUMBER
B-47
414
OF 485

Filename: ...\MSTA\Geoxsect_WB_Pier3-4.dgn Division: BRIDGE Username: Date:11/7/2025

Filename: ...\Bridge_Boring_Log_Plan_01.dgn Username:

Division: BRIDGE

Date:11/7/2025

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Hogan Road Bridge Replacement #5823 (Exit 187) Locations Bangor, Maine

Boring No.: BB-BHR-101 — WIN: 018595.10

Driller:	S.W. Cole	Elevation (ft.):	99.7
Operator:	Kevin Hanscom	Datum:	Maine East Zone
Logged By:	Andrew Martin	Rig Type:	Diedrich D-50
Date Start/Finish:	4/25/22 (1011)01 4/25/22 (1030)	Drilling Methods:	Cased Wash
Boring Location:	N: 486077.832, E: 1739764.759	Casing ID/OD:	4.0/4.5 in
Hammer Efficiency Factor: 0.908		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	N/A	Sampler:	Standard Split Spoon
Hammer Wt./Falls:	140 lbs/30 in	Core Barrel:	1.98 inch I.D. – NQ2
Water Level*:	7.1' ft bgs on 4/25/22 at 10:35		

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; PP = Pocket Penetrometer; WV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOR = Weight of 140lb. Hammer; WOH = Weight of Hammer; WOC = Weight of Core & Casing; WOA = Weight of Auger; WOP = Weight of Drill Pipe; q_u = Unconfined Compressive Strength (tsf); S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $S_{u(rec)}$ = Lab Vane Undrained Shear Strength (psf); N_{60} = SPT Hammer Efficiency Corrected For Hammer Efficiency; N_{60} = (Hammer Efficiency Factor/60%)•Uncorrected; T_v = Pocket Torvane Shear Strength (psf); MC = Water Content, percent; LL = Liquid Limit; PL = Plasticity Index; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows /6 in. Sheer Strength (psf) (SSA) (S)	Uncorrected N	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	24/13	0.00 – 2.00	1-2-7-9	9	14	OPEN	99.3		Brown, moist, stiff, SILT, some fine to medium sand, trace gravel, trace grass roots in top 5 inches (TOPSOIL). — 0.4	
5	2D	24/24	5.00 – 7.00	4-6-9-8	15	23	31			Grey-brown, moist, very stiff, Silty CLAY, trace fine sand (CLAY), q_p = 5.7 ksf (Pocket Penetrometer), T_v = 409 psf	
							29				
							43				
							45				
10	3D	24/24	10.00 – 12.00	2-2-3-3	5	8	35	89.7		Grey-brown, wet, medium stiff, Silty CLAY, trace fine sand, moderately plastic (CLAY), q_p = 4.0 ksf (Pocket Penetrometer), T_v = 655 psf — 10.0	WC = 33.0% Fines = 99.5% LL = 39 PL = 23 PI = 16 LI = 0.6 A-6 (18). CL
							39				
							44				
	MV			Would Not Push			48			Failed 55x110 mm vane, would not push to 13 ft bgs. Driller notes wash water color change to grey at 13.5 ft bgs.	
							50				
15	1U	24/24	15.00 – 17.00	Piston Sampler			38			Grey-brown, wet, Silty CLAY, moderately plastic (CLAY). — 17.0	WC = 33.0% Fines = 99.5% LL = 31 PL = 18 PI = 13 LI = 0.9 A-6 (13). CL
							41				
	4D	24/12	17.00 – 19.00	WOH(12")-10-12	–		43	82.7		Grey, wet, stiff, Silty CLAY, trace gravel in tip of spoon (CLAY). — 18.0	
	V1			S_u=1339/446 psf			64	81.7		55x110 mm vane row torque readings: V1= 30/10 ft-lbs MV= Failed vane, would not push to 19 ft bgs.	
							72				
20	5D	24/10	20.00 – 22.00	7-13-37-33	50	76	OPEN			Grey, wet, very dense, GRAVEL, some fine to coarse sand, some silt (GLACIAL TILL).	WC = 10.2% Fines = 23.0% A-1-b (0)
	R1	33.6/30	24.90 – 27.70	RQD = 39%			NQ2	75.2		Top of Bedrock at Elev. 75.2 ft. Advanced with roller bit to 24.9 ft bgs. — 24.5	
25										R1: Grey, fine grained to very fine grained, METAWACKE [metasandstone], very strong, fresh discontinuities low angle to steeply dipping, very closely to closely spaced, open average 2.1 fractures per foot [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION]. Rock Mass Quality = Poor 85% Recovery Rock Core Rate (minisec) 24.9–25.9 ft (13:58) 26.9–27.7 ft (13:12)	
	R2	12/10.8	27.70 – 28.70	RQD = 0%							
	R3	60/56.4	28.70 – 33.70	RQD = 49%							
30										R2: Grey, fine grained to very fine grained, METAWACKE [metasandstone], very strong, moderately weathered discontinuities moderately to steeply dipping, open average 5.0 fractures per foot [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION]. Rock Mass Quality = Very Poor 90% Recovery Rock Core Rate (minisec) 27.7–28.7 ft (13:04)	
	R4	14.4/ 14.4	33.70 – 34.90	RQD = 46%				64.8			
35										R3: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, fresh discontinuities low angle to steeply dipping, very closely to moderately closely spaced, open average 2.0 fractures per foot [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION]. Rock Mass Quality = Poor 94% Recovery Rock Core Rate (minisec) 28.7–29.7 ft (2:54) 29.7–30.7 ft (3:12) 30.7–31.7 ft (3:48) 31.7–32.7 ft (3:42) 32.7–33.7 ft (2:59)	
40										R4: Grey, fine grained to very fine grained, METAWACKE [metasandstone], very strong, fresh discontinuities steeply dipping, closely spaced, open, thin (0.25 in) milky quartz and calcite vein present at 34.9 bgs average 1.7 fractures per foot [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION]. Rock Mass Quality = Poor 100% Recovery Rock Core Rate (minisec) 33.7–34.8 ft (2:41) — 34.9	
45										Bottom of Exploration at 34.9 feet below ground surface. Boring backfilled with bentonite chips to ground surface.	
50											

Remarks:
1. Hammer Efficiency Factor provided by S.W. Cole and taken from "Standard Penetration Test Energy Measurement Calibrations R-2- Diedrich Drill D-50 with Automatic Hammer (S/N: 3671" by Geosciences Testing and Research, Inc., dated 9/23/2021. 2. As-drilled boring locations and ground surface elevations were provided by MaineDOT. 3. "-" Sample interval disturbed by vane test before sampling; blow counts not representative of undisturbed material. 4. Water level reading was made 5 minutes after completion of drilling with casing in the ground. 5. Station 210+41, offset 17.8 Ft. Lt.

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.

Page 1 of 1 — Boring No.: BB-BHR-101

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Hogan Road Bridge Replacement #5823 (Exit 187) Locations Bangor, Maine

Boring No.: BB-BHR-102 — WIN: 018595.10

Driller:	S.W. Cole	Elevation (ft.):	92.41
Operator:	Kevin Hanscom	Datum:	Maine East Zone
Logged By:	Andrew Martin	Rig Type:	Diedrich D-50
Date Start/Finish:	4/27/22 (1115)01 4/27/22 (1350)	Drilling Methods:	Cased Wash
Boring Location:	N: 485835.891, E: 1739836.204	Casing ID/OD:	4.0/4.5 in
Hammer Efficiency Factor: 0.908		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	N/A	Sampler:	Standard Split Spoon
Hammer Wt./Falls:	140 lbs/30 in	Core Barrel:	1.98 inch I.D. – NQ2
Water Level*:	2.7' ft bgs on 4/27/22 at 13:55		

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; PP = Pocket Penetrometer; WV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOR = Weight of 140lb. Hammer; WOH = Weight of Hammer; WOC = Weight of Core & Casing; WOA = Weight of Auger; WOP = Weight of Drill Pipe; q_u = Unconfined Compressive Strength (tsf); S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $S_{u(rec)}$ = Lab Vane Undrained Shear Strength (psf); N_{60} = SPT Hammer Efficiency Corrected For Hammer Efficiency; N_{60} = (Hammer Efficiency Factor/60%)•Uncorrected; T_v = Pocket Torvane Shear Strength (psf); MC = Water Content, percent; LL = Liquid Limit; PL = Plasticity Index; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows /6 in. Sheer Strength (psf) (SSA) (S)	Uncorrected N	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	24/19	0.00 – 2.00	1-1-2-4	3	5	OPEN	91.8		1DA. Top 7 in; Brown, moist, medium stiff, SILT, some fine to coarse sand, trace gravel (TOPSOIL). — 0.6	
										1DB. Bottom 12 in; Grey-brown, moist, medium stiff, Silty CLAY, trace fine to medium sand (CLAY), q_p = 8.2 ksf (Pocket Penetrometer), T_v = 716 psf	
5	2D	24/24	5.00 – 7.00	3-2-3-3	5	8	12			Grey-brown, moist, medium stiff, Silty CLAY, trace fine sand, moderately plastic (CLAY), q_p = 1.8 ksf, T_v = 593 psf	WC = 32.5% LL = 36 PL = 22 PI = 14 LI = 0.7 A-6 (18). CL
							21				
							26				
							31				
							44				
10	3D	24/17	10.00 – 12.00	11-14-12-11	26	39	22	82.1		3DA. Top 4 in; Grey, wet, hard, Silty CLAY (CLAY). — 10.3	WC = 10.9% Fines = 29.9% A=24 (0)
	MV			Would Not Push			25			3DB. Bottom 13 in; Grey, wet, dense, GRAVEL, some silt, some fine to coarse sand, trace clay (GLACIAL TILL). Failed 55x110 mm vane, would not push to 11 ft bgs.	
							41				
							54				
15	R1	36/19-2	14.70 – 17.70	RQD = 29%			104 NQ2	77.9		Casing refusal at 14.5 ft bgs. Advanced with roller bit to 16.7 ft bgs. — 16.5	
								75.8		R1: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, fresh discontinuities low angle to moderately dipping, closely spaced, open, milky quartz and calcite veins (0.1 to 0.2 in thick) present throughout average 1.3 fractures per foot [BOULDER]. Rock Mass Quality = Poor 53% Recovery Rock Core Rate (minisec) 14.7–15.7 ft (1:56) 15.7–16.7 ft (2:10) 16.7–17.7 ft (1:43)	
	R2	33.6/ 33.6	17.70 – 20.50	RQD = 39%				74.7			
20	R3	54/51.6	20.50 – 25.00	RQD = 76%						Driller notes fast advancement of core barrel from 16.6 ft bgs to 17.7 ft bgs through possible zone of fractured bedrock or gravel seam. No recovery of this material present upon retrieval of core sample — 17.7	
										R2: Grey, fine grained to very fine grained, METAWACKE [metasandstone], medium strong, slightly weathered discontinuities low angle to steeply dipping, very closely to closely spaced, open with grey sand and silt infilling, milky quartz and calcite veins (0.1 to 0.5 in thick) present at 18.5 ft bgs to 19.2 ft bgs and 20.2 ft bgs to 20.5 ft bgs average 2.1 fractures per foot [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION]. Rock Mass Quality = Poor 100% Recovery Rock Core Rate (minisec) 17.7–18.7 ft (2:13) 18.7–19.7 ft (2:38) 19.7–20.5 ft (3:10)	
25	R4	26.4/ 26.4	25.00 – 27.20	RQD = 0%							
	R5	30/30	27.20 – 29.70	RQD = 28%							
30								62.7		R3: Grey, fine grained to very fine grained, METAWACKE [metasandstone], medium strong, moderately weathered (24.5–25 ft bgs) to fresh discontinuities low angle to moderately dipping, very closely to moderately closely spaced, open, milky quartz and calcite vein (0.25 in thick) present at 34.9 bgs average 0.9 fractures per foot quartz veins 22.5–22.7 ft bgs and 23.5–23.8 ft bgs [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION]. Rock Mass Quality = Good 96% Recovery Rock Core Rate (minisec) 20.5–21.5 ft (2:36) 21.5–22.5 ft (2:20) 23.5–24.5 ft (3:14) 24.5–25.0 (2:48)	
35										R4: Grey, fine grained to very fine grained, METAWACKE [metasandstone], medium strong, moderately weathered discontinuities low angle to steeply dipping, very closely to closely spaced, open, milky quartz and calcite veins 11 in to 1.5 in thick) present at 26 ft bgs and 26.3 bgs broken core [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION]. Rock Mass Quality = Very Poor 100% Recovery Rock Core Rate (minisec) 25–26 ft (3:16) 26–27 ft (3:34) 27–27.7 ft (2:10)	
40										R5: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, fresh discontinuities low angle to vertical, very closely to closely spaced, open, milky quartz and calcite veins (0.1 in thick) present from 29 ft bgs and 29.7 bgs average 3.6 fractures per foot [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION]. Rock Mass Quality = Poor 100% Recovery Rock Core Rate (minisec) 27.2–28.2 ft (3:12) 28.2–29.2 ft (2:18) 29.2–29.7 ft (1:42)	
45										Bottom of Exploration at 29.7 feet below ground surface. Boring backfilled with bentonite chips to ground surface. — 29.7	
50											

Remarks:
1. Hammer Efficiency Factor provided by S.W. Cole and taken from "Standard Penetration Test Energy Measurement Calibrations R-2- Diedrich Drill D-50 with Automatic Hammer (S/N: 3671" by Geosciences Testing and Research, Inc., dated 9/23/2021. 2. As-drilled boring locations and ground surface elevations were provided by MaineDOT. 3. "-" Sample interval disturbed by vane test before sampling; blow counts not representative of undisturbed material. 4. Water level reading was made 5 minutes after completion of drilling with bottom of casing at 14.5 ft bgs. 5. Station 212+61, offset 49.0 Ft. Lt.

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.

Page 1 of 1 — Boring No.: BB-BHR-102

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Hogan Road Bridge Replacement #5823 (Exit 187) Locations Bangor, Maine

Boring No.: BB-BHR-103 — WIN: 018595.10

Driller:	S.W. Cole	Elevation (ft.):	88.48
Operator:	Kevin Hanscom	Datum:	Maine East Zone
Logged By:	Andrew Martin	Rig Type:	Diedrich D-50
Date Start/Finish:	4/26/22 (1215)01 4/26/22 (1220)	Drilling Methods:	Cased Wash
Boring Location:	N: 485628.925, E: 1739834.412	Casing ID/OD:	4.0/4.5 in
Hammer Efficiency Factor: 0.908		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	N/A	Sampler:	Standard Split Spoon
Hammer Wt./Falls:	140 lbs/30 in	Core Barrel:	1.98 inch I.D. – NQ2
Water Level*:	5.8' ft bgs on 4/26/22 at 10:25		

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; PP = Pocket Penetrometer; WV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOR = Weight of 140lb. Hammer; WOH = Weight of Hammer; WOC = Weight of Core & Casing; WOA = Weight of Auger; WOP = Weight of Drill Pipe; q_u = Unconfined Compressive Strength (tsf); S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $S_{u(rec)}$ = Lab Vane Undrained Shear Strength (psf); N_{60} = SPT Hammer Efficiency Corrected For Hammer Efficiency; N_{60} = (Hammer Efficiency Factor/60%)•Uncorrected; T_v = Pocket Torvane Shear Strength (psf); MC = Water Content, percent; LL = Liquid Limit; PL = Plasticity Index; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows /6 in. Sheer Strength (psf) (SSA) (S)	Uncorrected N	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	24/19	0.00 – 2.00	1-1-3-5	4	6	OPEN	88.0		Grey-brown, moist, medium stiff, SILT, some fine to medium sand, trace roots in top 6 inches (TOPSOIL). — 0.5	
5	2D	24/24	5.00 – 7.00	4-4-5-6	9	14	5			Grey, moist, stiff, Silty CLAY, moderately plastic (CLAY), q_p = 4.0 ksf (Pocket Penetrometer), T_v = 716 psf Failed 55x110 mm vane, would not push to 6 ft bgs.	WC = 27.4% Fines = 99.5% LL = 37 PL = 21 PI = 16 LI = 0.4 A-6 (17). CL
	MV			Would Not Push			10				
							19				
							31				
	MV			Would Not Push			33	78.5		Failed 55x110 mm vane, would not push to 10 ft bgs. — 10.0	
10	3D	24/24	10.00 – 12.00	2-2-3-3	5	8	36			Grey, wet, moist, stiff, Silty CLAY, moderately plastic (CLAY), q_p = 3.0 ksf (Pocket Penetrometer), T_v = 716 psf Failed Shelby tube.	WC = 29.8% Fines = 99.6% LL = 36 PL = 21 PI = 15 LI = 0.4 A-6 (16). CL
	MU	0/0	12.00 – 12.00	Piston Sampler			44				
							40				
							45				
15	1U	34.4/5.6	15.00 – 16.20	Piston Sampler			43	72.3		Grey, wet, Silty CLAY, moderately plastic (CLAY). — 16.2	WC = 22.0% Fines = 92.6% LL = 27 PL = 12 PI = 15 A-6 (9). CL
							71				
							78				
							91				
							99				
20	4D	24/8	20.00 – 22.00	7-6-12-20	18	27	41			Grey, wet, medium dense, Sandy GRAVEL, little silt, trace clay (GLACIAL TILL). — 22.5	WC = 9.9% Fines = 15.5% A-1-b (0). DM
							45				
							64	66.0		Top of Bedrock at Elev. 66.0 ft. Advanced with roller bit to 23 ft bgs.	
	R1	43.2/42	23.00 – 26.60	RQD = 13%			NQ2			R1: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, fresh discontinuities low angle to steeply dipping, very closely to closely spaced, open, milky quartz and calcite veins (0.1 in thick) present from 23.3 ft bgs to 24.2 bgs and 26.5ft bgs average 3.1 fractures per foot [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION]. Rock Mass Quality = Very Poor 97% Recovery Rock Core Rate (minisec) 23–24 ft (2:18) 24–25 ft (1:59) 25–26 ft (2:02) 26–26.6 ft (2:32)	
25											
	R2	24/24	26.60 – 28.60	RQD = 0%							
	R3	40.8/ 40.8	28.60 – 32.00	RQD = 20%							
30										R2: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, fresh discontinuities moderately to steeply dipping, very closely to closely spaced, open, milky quartz and calcite veins (0.1 in to 1 in thick) present from 27 ft bgs to 27.7 bgs average 5.0 fractures per foot [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION]. Rock Mass Quality = Very Poor 100% Recovery Rock Core Rate (minisec) 26.6–27.6 ft (2:19) 27.6–28.6 ft (3:04)	
	R4	16.8/ 16.8	32.00 – 33.40	RQD = 46%							
35	R5	16.8/12	33.40 – 34.80	RQD = 64%				50.5			
	R6	38.4/ 38.4	34.80 – 38.00	RQD = 19%						R3: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, fresh discontinuities moderately to steeply dipping, very closely to closely spaced, open, milky quartz and calcite veins (0.1 in to 1 in thick) present throughout highly weathered fracture at 32 ft bgs average 4.3 fractures per foot [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION]. Rock Mass Quality = Poor 100% Recovery Rock Core Rate (minisec) 32–33 ft (2:51) 33–33.4 ft (2:12)	
40										R4: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, fresh discontinuities low angle to steeply dipping, very closely to closely spaced, open, milky quartz and calcite veins (0.1 in thick) present throughout highly weathered fracture at 32 ft bgs average 4.3 fractures per foot [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION]. Rock Mass Quality = Poor 100% Recovery Rock Core Rate (minisec) 32–33 ft (2:51) 33–33.4 ft (2:12)	
45										R5: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, fresh discontinuities low angle, closely spaced, open, milky quartz and calcite veins (0.1 in to 0.2 in thick) present throughout average 1.4 fractures per foot [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION]. Rock Mass Quality = Fair 71% Recovery Rock Core Rate (minisec) 33.4–34.4 ft (2:41) 34.4–34.8 ft (2:48)	
50										R6: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, fresh discontinuities low angle to steeply dipping, very closely to closely spaced, open, milky quartz and calcite veins (0.1 in to 0.5 in thick) present throughout average 2.5 fractures per foot [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION]. Rock Mass Quality = Very Poor 100% Recovery Rock Core Rate (minisec) 34.8–35.8 ft (2:56) 35.8–36.8 ft (2:14) 36.8–38 ft (2:14)	
55											
60											
65											
70											
75										Bottom of Exploration at 38.0 feet below ground surface. Boring backfilled with bentonite chips to ground surface. — 38.0	

Remarks:
1. Hammer Efficiency Factor provided by S.W. Cole and taken from "Standard Penetration Test Energy Measurement Calibrations R-2- Diedrich Drill D-50 with Automatic Hammer (S/N: 3671" by Geosciences Testing and Research, Inc., dated 9/23/2021. 2. As-drilled boring locations and ground surface elevations were provided by MaineDOT. 3. "-" Sample interval disturbed by vane test before sampling; blow counts not representative of undisturbed material. 4. Station 214+67, offset 11.9 Ft. Lt.

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.

Page 1 of 1 — Boring No.: BB-BHR-103

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Hogan Road Bridge Replacement #5823 (Exit 187) Locations Bangor, Maine

Boring No.: BB-BHR-201 — WIN: 18595.10

Driller:	S.W.Cole Explorations LLC	Elevation (ft.):	97.4
Operator:	Kevin Hanscom	Datum:	NAVD 88
Logged By:	Daniel Burgess	Rig Type:	Diedrich D-50
Date Start/Finish:	11156 AM 9/25/23-3123 PM 9/25/23	Drilling Methods:	Solid Stem Auger/Cased wash
Boring Location:	N: 485881.059, E: 1739707.931	Casing ID/OD:	4.0/4.5 in
Hammer Efficiency Factor: 0.918		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	4.25 in	Sampler:	Standard Split Spoon / U
Hammer Wt./Falls:	140 lbs/30 in	Core Barrel:	1.98 inch I.D. – NQ2
Water Level*:	1'-6" ft bgs on 9/25/23 at 15:02		

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; PP = Pocket Penetrometer; WV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOR = Weight of 140lb. Hammer; WOH = Weight of Hammer; WOC = Weight of Core & Casing; WOA = Weight of Auger; WOP = Weight of Drill Pipe; q_u = Unconfined Compressive Strength (tsf); S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $S_{u(rec)}$ = Lab Vane Undrained Shear Strength (psf); N_{60} = SPT Hammer Efficiency Corrected For Hammer Efficiency; N_{60} = (Hammer Efficiency Factor/60%)•Uncorrected; T_v = Pocket Torvane Shear Strength (psf); MC = Water Content, percent; LL = Liquid Limit; PL = Plasticity Index; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows /6 in. Sheer Strength (psf) (SSA) (S)	Uncorrected N	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	24/17	0.00 – 2.00	1-1-2-5	3	5	SSA	96.6		(TOPSOIL) — 0.8	
										Olive with brown, dry, medium stiff, Clayey SILT (SILT).	
5	2D	24/22	5.00 – 7.00	5-7-9-10	16	24		92.4		Olive, moist, very stiff, CLAY, moderately plastic (CLAY). — 5.0	WC = 24.1% Fines = 99.7% LL = 36 PL = 20 PI = 16 LI = 0.3 A-6 (17). CL
	3D	24/24	10.00 – 12.00	3-4-4-4	8	12	45			Olive, wet, stiff, Silty CLAY (CLAY), q_p = 3.5 ksf (pocket penetrometer)	
							48				
							54				
							59				
15							39				
	4D	24/23	15.00 – 17.00	3-3-3-4	6	9	OPEN			Grey, wet, stiff, CLAY, low plasticity (CLAY), q_p = 2.8 ksf (pocket penetrometer)	
	V1			S_u@1217 psf						65x130 mm vane row torque readings: V1 Reached maximum torque 44.3 ft-lbs without failure.	WC = 21.0% Fines = 98.3% LL = 28 PL = 18 PI = 10 LI = 0.3 A-6 (9). CL
	1U	24/23	17.00 – 19.00				4				
							29	77.4			
20	5D	24/12	20.00 – 22.00	20-32-30-22	62	95	55			Grey, wet, very dense, fine to coarse SAND and GRAVEL, little silt, fractured rock fragment (GLACIAL TILL). — 20.0	
							78				
							110				
							78/6"	73.4		Increase resistance to roller cone. Top of Bedrock at Elev. 73.9 feet. (WEATHERED ROCK). wash to 25 ft. — 23.5	
							OPEN				
25	R1	24/20	25.00 – 27.00	RQD = 0%			NQ2	72.4		R1: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, fresh discontinuities moderately to steeply dipping, wide to closer/very closely spaced, open to tight, extremely fractured upper 6" of run [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION]. Rock Mass Quality = Very Poor 85% Recovery Rock Core Rate (minisec) 25–26 ft (2:42) 26–27 ft (2:52) 27–27.9 ft (2:29) R2: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, fresh discontinuities moderately to steep/vertical dipping, very close to closely spaced, tight to open, extremely fractured bottom 8" of run, milky quartz intrusion present [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Very Poor 71% Recovery Rock Core Rate (minisec) 27–28 ft (2:19) 28–29 ft (3:02) 29–30 ft (2:41) 30–30.5 ft (1:06) R3: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, fresh discontinuities, extremely fractured [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Very Poor 67% Recovery Rock Core Rate (minisec) 30.5–31 ft (1:20) 31–31.4 ft (1:37) R4: Grey, fine grained to very fine grained, METAWACKE [metasandstone], medium strong, fresh discontinuities low angle to steep angle dipping, very close to closely spaced, tight, milky quartz intrusion present [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Very Poor 100% Recovery Rock Core Rate (minisec) 31.4–32 ft (1:54) 32–33 ft (2:54) 33–34 ft (3:14) 34–35 ft (4:28) — 35.0	
30	R3	10.8/7.2	30.50 – 31.40	RQD = 0%				62.4			
	R4	43.2/ 43.2	31.40 – 35.00	RQD = 21%							
35										Bottom of Exploration at 35.0 feet below ground surface. Boring backfilled with bentonite chips to ground surface.	
40											
45											
50											

Remarks:
1. Hammer Efficiency Factor provide S.W.Cole and taken from "Standard Penetration Test Energy Measurement Calibrations R-2- Diedrich Drill D-50 with Automatic Hammer (S/N: 3671" BY Geosciences Testing and Research, Inc., dated 9/23/2021. 2. As-drilled locations and elevations were provided by MaineDOT. and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.23.csv" received by WSP on October 13, 2023 from MaineDOT. 3. #D Sample interval disturbed by vane test before sampling; blow counts not representative of undisturbed material. 4. Station 210+89. Offset 53.8 Ft. Rt.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been

Filename: ...\Bridge_Boring_Log_Plan_02.dgn Division: BRIDGE Username: Date:11/7/2025

Maine Department of Transportation — Soil/Rock Exploration Log (US CUSTOMARY UNITS)

Project: I-95 Hogan Road Bridge Replacement #5823 (Exit 187) Locations Bangor, Maine

Boring No.: BB-BHR-202 WIN: 18595.10

Driller: S.W. Cole Explorations LLC	Elevation (ft.): 91.5	Auger ID/OD:	4.25 in
Operator: Kevin Hanscom	Datum: NAVD 88	Sampler:	Standard Split Spoon
Logged By: Daniel Burgess	Rig Type: Diedrich D-50	Hammer Wt./Fall:	140 lbs/30 in
Date Start/Finish: 2:37 PM 9/26/23-8:37 AM 9/27/23	Drilling Methods: Solid Stem Auger/Cased wash	Core Barrel:	1.98 inch I.D. - NQ2
Boring Location: N: 485077.643; E: 1739732.982	Casing ID/OD: 4.0/4.5 in	Water Level*:	1:15 PM Sqs On 9/27/23 at 07:04
Hammer Efficiency Factor: 0.918	Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; PP = Pocket Penetrometer; WH = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = Weight of 140lb. Hammer; WOR = Weight of Rods or Casing; WOH = Weight of One Person; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); Unconfined = Raw Field SPT Envelope; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT Blows Corrected for Hammer Efficiency; N_{60} = Hammer Efficiency Factor/60%Hmr-uncorrected; T_v = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows/6 in. Sheargraph (psf) [SPT] (S)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0								91.3		(TOPSOIL)	
								91.2		Olive with grey and brown,wet, medium stiff, Clayey SILT (SILT), q_p = 2.8 ksf (pocket penetrometer)	
5								86.5			
	20	24/24	5.00 – 7.00	2-2-3-3	5	8				Olive, moist to wet, medium stiff, CLAY (CLAY). q_p 2.5 ksf (pocket penetrometer)	
10								81.5			
	30	24/15	10.00 – 12.00	WOH-17-30-16	47	72	18			Grey, wet, hard, CLAY, low plasticity, rock fragments at bottom of sample (CLAY).	WC = 18.8% LL = 25 PL = 17 PI = 8 LI = 0.2 CL
							51				
							149				
15							87	76.5			
							70				
	40	24/10	15.00 – 17.00	7-10-8-10	18	28	15			Grey, wet, medium dense, fine to coarse SAND, some fine gravel, some silt (GLACIAL TILL).	
							25				
							44				
20							23				
							63				
	50	18.1/-	20.00 – 21.51	8-11-9-50/1"	20	31	OPEN			Grey, wet, hard, Clayey SILT, trace fine to medium sand (GLACIAL TILL).	WC = 21.3% Fines = 91.6% A-4 (0)
								69.4		Top of Bedrock at 69.4 feet.	
	R1	60/57.6	22.10 – 27.10	RQD = 34%			NQ/HX			R1: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, freshi discontinuities low angle to steep angle and vertical dipping, close to very close spacing, open to tight, milky quartz intrusion 1.2 to 2.2 ft, frequent calcite intrusions. chemical weathering 0.6-2.5ft [MEDIUM BEDDED FACIES. PENOBSCOT RIVER MEMBER. BANGOR FORMATION] Rock Mass Quality = Poor 96% Recovery Rock Core Rate (minsec) 22.1-23.1 ft (4:33) 23.1-24.1 ft (3:55) 24.1-25.1 ft (4:43) 25.1-26.1 ft (5:35) 26.1-27.1 ft (5:15) R2: Grey, fine grained to very fine grained. METAWACKE [metasandstone], strong, freshi discontinuities moderate to steep dipping, very close spacing, tight, frequent calcite intrusions [MEDIUM BEDDED FACIES. PENOBSCOT RIVER MEMBER. BANGOR FORMATION] Rock Mass Quality = Fair 98% Recovery Rock Core Rate (minsec) 27.1-28.1 ft (3:43) 28.1-29.1 ft (3:24) 29.1-30.1 ft (3:27) 30.1-31.1 ft (4:02) 31.1-32.1 ft (4:28)	
25											
	R2	60/58.8	27.10 – 32.10	RQD = 56%							
30								59.4			
35											
40											
45											
50								32.1		Bottom of Exploration at 32.1 feet below ground surface. Boring backfilled with bentonite chips to ground surface.	

Remarks:
1. Hammer Efficiency Factor provide S.W.Cole and taken from "Standard Penetration Test Energy Measurement Calibration: R-2- Diedrich Drill D-50 with Automatic Hammer (S/N: 3671)" BY Geosciences Testing and Research, Inc., dated 9/23/2021. 2. As-drilled locations and elevations were provided by MaineDOT. and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.23.csv" received by WSP on October 13, 2023 from MaineDOT. 3. Station 211+13. Offset 9.7 Ft. Lt.

Stratification lines represent approximate boundaries between soil typest 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.

Page 1 of 1 — Boring No.: BB-BHR-202

Maine Department of Transportation — Soil/Rock Exploration Log (US CUSTOMARY UNITS)

Project: I-95 Hogan Road Bridge Replacement #5823 (Exit 187) Locations Bangor, Maine

Boring No.: BB-BHR-203 WIN: 18595.10

Driller: S.W. Cole Explorations LLC	Elevation (ft.): 91.4	Auger ID/OD:	4.25 in
Operator: Kevin Hanscom	Datum: NAVD 88	Sampler:	Standard Split Spoon
Logged By: Daniel Burgess	Rig Type: Dierich D-50	Hammer Wt./Fall:	140 lbs/30 in
Date Start/Finish: 9:10 AM 9/28/23-12:00 PM 9/28/	Drilling Methods: Solid Stem Auger/Drive and Wash	Core Barrel:	1.98 inch I.D. - NQ2
Boring Location: N: 485818.985; E: 1739752.320	Casing ID/OD: 4.0/4.5 in	Water Level*:	6:19 PM Sqs On 9/28/23 at 11:17
Hammer Efficiency Factor: 0.918	Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; PP = Pocket Penetrometer; WH = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = Weight of 140lb. Hammer; WOR = Weight of Rods or Casing; WOH = Weight of One Person; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); Unconfined = Raw Field SPT Envelope; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT Blows Corrected for Hammer Efficiency; N_{60} = Hammer Efficiency Factor/60%Hmr-uncorrected; T_v = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows/6 in. Sheargraph (psf) [SPT] (S)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0								91.2		(TOPSOIL)	
	10	24/15	0.00 – 2.00	1-2-6-4	8	12	SSA			Olive with grey and brown, mottled, dry to moist, stiff, Clayey SILT, trace fine sand, trace fine gravel (SILT). q_p = 9 ksf (pocket penetrometer)	
5								86.4			
	20	24/24	5.00 – 7.00	3-4-4-5	8	12				Olive with grey, moist, stiff, CLAY, moderately plastic (CLAY). q_p = 4.8 ksf (pocket penetrometer)	WC = 26.3% Fines = 99.6% LL = 38 PL = 20 PI = 18 LI = 0.3 A-6 (19), CL
10								81.4			
	30	24/24	10.00 – 12.00	1-1-2-3	3	5				Olive, wet, medium stiff, Silty CLAY (CLAY). q_p = 2.5 ksf (pocket penetrometer)	
							9				
							10				
15							12				
							8				
	40	24/24	15.00 – 17.00	W.O.H/18"-2	–		12			Grey, wet, very soft, CLAY, moderately plastic (CLAY). q_p = 2 ksf (pocket penetrometer)	WC = 33.9% LL = 33 PL = 19 PI = 14 LI = 1.1 CL
							11				
							13				
20							16				
							10				
	50	24/13	20.00 – 22.00	4-6-10-23	18	28	23	71.4		Grey, wet, very stiff, CLAY (CLAY). q_p = 3 ksf (pocket penetrometer)	
							55	69.9		Grey, wet, medium dense, fine to medium Silty SAND, some fine GRAVEL (GLACIAL TILL).	
							76				
25							38				
							17				
	60	13/3	25.00 – 26.08	30-16-50/1"	R		45			Grey, wet, very dense, fine to medium Silty SAND, some fine GRAVEL, fractured rock at bottom of sample (GLACIAL TILL).	
	R1	60/56.4	26.20 – 31.20	RQD = 64%			50/5" NQ2	65.2		Top of Bedrock at 65.2 feet.	
30										Roller cone refusal encountered at 26.2 feet bgs. R1: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, freshi discontinuities horizontal to steep dipping, very close spacing, tight, frequent calcite intrusions, chemical weathering at 29.7 ft bgs [MEDIUM BEDDED FACIES. PENOBSCOT RIVER MEMBER. BANGOR FORMATION] Rock Mass Quality = Fair 94% Recovery Rock Core Rate (minsec) 26.2-27.2 ft (2:11) 27.2-28.2 ft (2:20) 28.2-29.2 ft (2:13) 29.2-30.2 ft (2:37) 30.2-31.2 ft (2:33) R2: Grey, fine grained to very fine grained. METAWACKE [metasandstone], strong, freshi discontinuities moderate to steep dipping, very close spacing, tight, chemical weathering from 32.03 to 34.2 ft bgs [MEDIUM BEDDED FACIES. PENOBSCOT RIVER MEMBER. BANGOR FORMATION] Rock Mass Quality = Very poor 100% Recovery Rock Core Rate (minsec) 31.2-32.2 ft (2:08) 32.2-33.2 ft (2:02) 33.2-34.2 ft (2:31) R3: Grey, fine grained to very fine grained. METAWACKE [metasandstone], medium strong, severe chemical weathering on discontinuty surfaces discontinuities moderate to steep dipping, close spacing, open [MEDIUM BEDDED FACIES. PENOBSCOT RIVER MEMBER. BANGOR FORMATION] Rock Mass Quality = Poor 71% Recovery Rock Core Rate (minsec) 34.2-35.2 ft (2:08) R4: Grey, fine grained to very fine grained. METAWACKE [metasandstone], strong, slight chemical weathering! discontinuities moderate to steep dipping, very close spacing, tight [MEDIUM BEDDED FACIES. PENOBSCOT RIVER MEMBER. BANGOR FORMATION] Rock Mass Quality = Very Poor 67% Recovery Rock Core Rate (minsec) 35.2-36.2 ft (2:15)	
	R2	36/36	31.20 – 34.20	RQD = 25%							
35											
	R3	12/8.4	34.20 – 35.20	RQD = 30%							
	R4	12/8.4	35.20 – 36.20	RQD = 0%				55.2			
40											
45											
50								36.2		Bottom of Exploration at 36.2 feet below ground surface. Boring backfilled with bentonite chips to ground surface.	

Remarks:
1. Hammer Efficiency Factor provide S.W.Cole and taken from "Standard Penetration Test Energy Measurement Calibration: R-2- Diedrich Drill D-50 with Automatic Hammer (S/N: 3671)" BY Geosciences Testing and Research, Inc., dated 9/23/2021. 2. As-drilled locations and elevations were provided by MaineDOT. and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.23.csv" received by WSP on October 13, 2023 from MaineDOT.3. Station 212+66. Offset 37.2 Ft. Rt.

Stratification lines represent approximate boundaries between soil typest 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.

Page 1 of 1 — Boring No.: BB-BHR-203

Maine Department of Transportation — Soil/Rock Exploration Log (US CUSTOMARY UNITS)

Project: I-95 Hogan Road Bridge Replacement #5823 (Exit 187) Locations Bangor, Maine

Boring No.: BB-BHR-204 WIN: 18595.10

Driller: S.W. Cole Explorations LLC	Elevation (ft.): 89.0	Auger ID/OD:	4.25 in
Operator: Kevin Hanscom	Datum: NAVD 88	Sampler:	Standard Split Spoon
Logged By: Daniel Burgess	Rig Type: Dierich D-50	Hammer Wt./Fall:	140 lbs/30 in
Date Start/Finish: 11:17 PM 9/28/23-4:36 PM 9/28/23	Drilling Methods: Solid Stem Auger/Drive and Wash	Core Barrel:	1.98 inch I.D. - NQ2
Boring Location: N: 485732.278; E: 1739758.223	Casing ID/OD: 4.0/4.5 in	Water Level*:	3:5 PM Sqs On 9/29/23 at 07:45
Hammer Efficiency Factor: 0.918	Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; PP = Pocket Penetrometer; WH = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = Weight of 140lb. Hammer; WOR = Weight of Rods or Casing; WOH = Weight of One Person; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); Unconfined = Raw Field SPT Envelope; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT Blows Corrected for Hammer Efficiency; N_{60} = Hammer Efficiency Factor/60%Hmr-uncorrected; T_v = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows/6 in. Sheargraph (psf) [SPT] (S)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0								88.7		(TOPSOIL)	
	10	24/10	0.00 – 2.00	1-7-7-5	14	21	SSA			Olive, moist, very stiff, Clayey SILT, trace fine sand-trace fine gravel (SILT).	
5								84.0			
	20	24/23	5.00 – 7.00	6-7-8-9	15	23				Olive, moist, very stiff, CLAY, moderately plastic (CLAY). q_p = 4.5 ksf (pocket penetrometer).	WC = 25.1% Fines = 99.0% LL = 36 PL = 22 PI = 14 LI = 0.2 A-6 (15), CL
10								79.0			
	30	24/24	10.00 – 12.00	2-3-3-4	6	9	7			Olive, moist, stiff, Clayey SILT (SILT). q_p = 3.5 ksf (pocket penetrometer).	
							12				
							16				
15							20				
							14				
	40	24/24	15.00 – 17.00	1-1-WOH/12"	–		23	74.0		Grey, wet, very soft, CLAY, low plasticity (CLAY). q_p = 2 ksf (pocket penetrometer)	
	50	24/24	17.00 – 19.00	S_u= 659/220 psf	–		17				WC = 18.8% LL = 24 PL = 15 PI = 9 LI = 0.4 CL
	V1/V2			S_u= 1016/302psf			17			65x130 mm vane row torque readings: V1: 24 ft-lbs/8 ft-lbs	
20							65	69.0		65x130 mm vane row torque readings: V2: 37 ft-lbs/11 ft-lbs	
	60	24/9	20.00 – 22.00	12-13-10-7	23	35	32			Grey, wet, dense, fine to coarse Silty SAND, some fine GRAVEL (GLACIAL TILL).	
							33				
							30				
25							49				
							44				
	70	24/0	25.00 – 27.00	7-6-6-8	12	18	35			No recovery	
							40				
							86				
							130				
	R1	36/32.4	29.60 – 32.60	RQD = 0%			65/5" NQ2	59.4		Roller cone refusal. Top of Bedrock Elev. 59.4 feet. R1: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, freshi discontinuities horizontal to vertical dipping, very close to close spacing, tight to open, frequent milky quartz and calcite intrusions [MEDIUM BEDDED FACIES. PENOBSCOT RIVER MEMBER. BANGOR FORMATION] Rock Mass Quality = Very Poor 90% Recovery Rock Core Rate (minsec) 29.6 – 30.6 ft (2:19) 30.6 – 31.6 ft (2:34) 31.6 – 32.6 (2:59) R2: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, freshi extremely fractured-discontinuities steep to vertical dipping, close spacing, open, milky quartz intrusion 34.6 to 35.1 ft bgs [MEDIUM BEDDED FACIES. PENOBSCOT RIVER MEMBER. BANGOR FORMATION] Rock Mass Quality = Very Poor 92% Recovery Rock Core Rate (minsec) 32.6 – 33.6 ft (4:32) 33.6 – 34.6 ft (3:30) 34.6 – 35.1 ft (3:00) R3: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, freshi highly fractured-discontinuities low angle to moderate dipping, very close spacing, tight, frequent milky quartz intrusions [MEDIUM BEDDED FACIES. PENOBSCOT RIVER MEMBER. BANGOR FORMATION] Rock Mass Quality = Very Poor 100% Recovery Rock Core Rate (minsec) 35.1 – 35.6 ft (1:47) 35.6 – 36.6 ft (2:50) 36.6 – 37.6 ft (1:11) R4: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, freshi highly fractured-discontinuities horizontal to steep dipping, very close spacing, tight, milky quartz intrusion 37.6 to 38.06 ft bgs [MEDIUM BEDDED FACIES. PENOBSCOT RIVER MEMBER. BANGOR FORMATION] Rock Mass Quality = Very Poor 80% Recovery Rock Core Rate (minsec) 37.6 – 38.6 ft (2:40) 38.6 – 39.6 ft (2:55)	
	R2	30/27.6	32.60 – 35.10	RQD = 0%							
35											
	R3	30/30	35.10 – 37.60	RQD = 13%							
	R4	24/19.2	37.60 – 39.60	RQD = 17%				49.4			
40											
45											
50								39.6		Bottom of Exploration at 39.6 feet below ground surface. Boring backfilled with bentonite chips to match existing surface.	
55											
60											
65											
70											
75											

Remarks:
1. Hammer Efficiency Factor provide S.W.Cole and taken from "Standard Penetration Test Energy Measurement Calibration: R-2- Diedrich Drill D-50 with Automatic Hammer (S/N: 3671)" BY Geosciences Testing and Research, Inc., dated 9/23/2021. 2. As-drilled locations and elevations were provided by MaineDOT. and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.23.csv" received by WSP on October 13, 2023 from MaineDOT. 3. 50 Sample sampling! blow counts not representative of undisturbed material. 4. Station 213+62. Offset 45.9 Ft. Rt.

Stratification lines represent approximate boundaries between soil typest 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.

Page 1 of 1 — Boring No.: BB-BHR-204

Maine Department of Transportation — Soil/Rock Exploration Log (US CUSTOMARY UNITS)

Project: I-95 Hogan Road Bridge Replacement #5823 (Exit 187) Locations Bangor, Maine

Boring No.: BB-BHR-205 WIN: 18595.10

Driller: S.W. Cole Explorations LLC	Elevation (ft.): 87.9	Auger ID/OD:	4.25 in
Operator: Kevin Hanscom	Datum: NAVD 88	Sampler:	Standard Split Spoon
Logged By: Daniel Burgess	Rig Type: Dierich D-50	Hammer Wt./Fall:	140 lbs/30 in
Date Start/Finish: 9:19 AM 9/29/23-11:03 AM 9/29/23	Drilling Methods: Solid Stem Auger/Drive and Wash	Core Barrel:	1.98 inch I.D. - NQ2
Boring Location: N: 485651.132; E: 1739822.894	Casing ID/OD: 4.0/4.5 in	Water Level*:	9:9 PM Sqs On 9/29/23 at 10:56
Hammer Efficiency Factor: 0.918	Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; PP = Pocket Penetrometer; WH = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = Weight of 140lb. Hammer; WOR = Weight of Rods or Casing; WOH = Weight of One Person; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); Unconfined = Raw Field SPT Envelope; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT Blows Corrected for Hammer Efficiency; N_{60} = Hammer Efficiency Factor/60%Hmr-uncorrected; T_v = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows/6 in. Sheargraph (psf) [SPT] (S)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0								87.7		(TOPSOIL)	
	10	24/1	0.00 – 2.00	1-1-2-3	3	5	SSA			Wood in sample.	
5								82.9			
	20	24/-	5.00 – 7.00	3-5-6-6	11	17				Olive with brown and grey, mottled, wet, very stiff, CLAY, trace fine sand, moderately plastic (CLAY). q_p = 6.5 ksf (pocket penetrometer)	WC = 27.1% Fines = 99.4% LL = 40 PL = 20 PI = 20 LI = 0.4 A-6 (21), CL
10								77.9			
	30	24/24	10.00 – 12.00	2-2-3-3	5	8	15			Olive, wet, medium stiff, CLAY, frequent silt seams (CLAY). q_p = 3.5 ksf (pocket penetrometer)	
							6				
							7				
15							9				
							7				
	40(A)	24/19	15.00 – 17.00	1/12"-8-16	8	12	4	72.9		Grey, wet, stiff, CLAY, low plasticity, frequent sand seams (CLAY). q_p = 2.0 ksf (pocket penetrometer)	WC = 29.0% LL = 23 PL = 15 PI = 8 LI = 1.8 CL
	40(B)						25	71.9		Grey, wet, medium dense, Silty SAND, little fine gravel (GLACIAL TILL).	
							43	68.6			
20							53	67.9			
							79/4"			Increased roller cone resistance. Top of Bedrock Elev. 68.4 feet. (WEATHERED BEDROCK).	
	R1	46.8/ 43.2	20.00 – 23.90	ROD = 36%			NQ2	67.9			
										Roller cone refusal. R1: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, freshi discontinuities steep to vertical dipping, very close spacing, tight, frequent calcite intrusions [MEDIUM BEDDED FACIES. PENOBSCOT RIVER MEMBER. BANGOR FORMATION] Rock Mass Quality = Poor 92% Recovery Rock Core Rate (minsec) 20-21 ft (3:18) 21-22 ft (2:58) 22-23 ft (3:39) 23-23.9 ft (4:45) R2: Grey, fine grained to very fine grained. METAWACKE [metasandstone], strong, freshi discontinuities moderate to steep dipping, very close spacing, tight, frequent calcite intrusions [MEDIUM BEDDED FACIES. PENOBSCOT RIVER MEMBER. BANGOR FORMATION] Rock Mass Quality = Fair 96% Recovery Rock Core Rate (minsec) 23.9-24 ft (0:30) 24-25 ft (2:49) 25-26 ft (3:16) 26-27 ft (2:49) 27-28 ft (3:18) 28-28.6 ft (1:24) R3: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, freshi discontinuities low angle to moderate dipping, very close spacing, tight, frequent calcite intrusions [MEDIUM BEDDED FACIES. PENOBSCOT RIVER MEMBER. BANGOR FORMATION] Rock Mass Quality = Poor 78% Recovery Rock Core Rate (minsec) 28.6-29.5 ft (1:12) 29-30 ft (1:34)	
	R2	56.4/54	23.90 – 28.60	ROD = 75%							
25											
	R3	16.8/ 13.2	28.60 – 30.00	ROD = 41%				57.9			
30											
35											
40											
45											
50								30.0		Bottom of Exploration at 30.0 feet below ground surface. Boring backfilled with bentonite chips to match existing surface.	

Remarks:
1. Hammer Efficiency Factor provide S.W.Cole and taken from "Standard Penetration Test Energy Measurement Calibration: R-2- Diedrich Drill D-50 with Automatic Hammer (S/N: 3671)" BY Geosciences Testing and Research, Inc., dated 9/23/2021. 2. As-drilled locations and elevations were provided by MaineDOT. and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.23.csv" received by WSP on October 13, 2023 from MaineDOT.3. Station 214+43. Offset 4.1 Ft. Lt.

Stratification lines represent approximate boundaries between soil typest 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.

Page 1 of 1 — Boring No.: BB-BHR-205

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN 018595.11

BRIDGE PLANS

BRIDGE No. 6787

STATE OF MAINE — CHRISTOPHER M. PENOBSCOT — No. 15164 — PROFESSIONAL ENGINEER

P.E. NUMBER	15164		
SIGNATURE			
DATE	11/07/2025		

PROJ. MANAGER	M. LAMOON	DATE	
DESIGN-DETAILED	DEB	BY	DJH
CHECKED-REVIEWED	DEB		CCB
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD/NO. 2 BRIDGE
195
BANGOR PENOBSCOT

BRIDGE BORING LOGS 2 OF 3

SHEET NUMBER
B-49
416
OF 485

Filename: ...\Bridge_Boring_Log_Plan_03.dgn Division: BRIDGE Username: Date:11/7/2025

Maine Department of Transportation — BB-BHR-206

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Hogan Road Bridge Replacement #5823 (Exit 187) Locations Bangor, Maine

Boring No.: BB-BHR-206
WIN: 18595.10

Driller:	S.W. Cole Explorations LLC	Elevation (ft.): 87.4	Auger ID/OD: 4.25 in
Operator:	Kevin Hanscom	Datum: NAVD 88	Sampler: Standard Split Spoon
Logged By:	Daniel Burgess	Rig Type: Dierich D-50	Hammer Wt./Fall: 140 lbs/30 in
Date Start/Finish:	9:20 AM 10/27/23-12:25 PM 10/27/23	Drilling Method: Solid Stem Auger/Drive and Wash	Core Barrel: 1.98 inch I.D. - NQ2
Boring Location:	Nt 485552.504, Et 1739822.376	Casing ID/OD: 4.0/4.5 in	Water Level*: 2.3 FT bgs on 10/27/23 at 12:00
Hammer Efficiency Factor: 0.918		Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐	

Definitions:
S = Split Spoon Sample
MS = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test; PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOH = Weight of the Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(corr)}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = (Hammer Efficiency Factor/60)*N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
MC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Sheer Strength (psf) (SSA) (S)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	24/7	0.00 - 2.00	2-3-8-13	11	17	SSA	87.1		(TOPSOIL)	
										Dark brown, dry, very stiff, CLayey SILT, fine to medium sand, trace organics (roots) (SILT).	0.3
5	2D	24/24	5.00 - 7.00	3-6-6-7	12	18		82.4		Olive with brown, moist, very stiff, CLAY, trace fine sand, moderately plastic (CLAY). q_p = 6.0 ksf (pocket penetrometer)	5.0 WC = 26.4% Fines = 99.5% LL = 35 PL = 19 PI = 16 LI = 0.5 A-6 (16), CL
10	3D	24/24	10.00 - 12.00	2-2-3-3	5	8	8	77.4		Olive, wet, medium stiff, CLAY (CLAY). q_p = 3.3 ksf (pocket penetrometer)	10.0
							11				
15							15				
							24				
							14				
	4D	24/24	15.00 - 17.00	-	-	-	OPEN			Grey, wet, medium stiff, CLAY, low plasticity, interbedded brown sand beams (CLAY). 65x130 mm vane raw torque readings: V1: 16 ft-lbs/4 ft-lbs V2: 16 ft-lbs/4 ft-lbs torque readings V3= Beathouse vane torque 44.3 ft-lbs without failure. Missed Tube 17-19 ft bgs. Tube penetrated about 6-in before refusing.	WC = 25.0% Fines = 99.2% LL = 24 PL = 16 PI = 8 LI = 1.1 A-4 (6), CL
	V1/V2			S_u = 989/110psf							
	MU		17.00 - 17.00	S_u @ 1217 psf			30/4" 50/1"	69.9			17.5
	R1	42/18	18.80 - 22.30	RQD = 9%			NQ2	68.6		Increased roller cone resistance. Top of Bedrock Elev. 69.9 feet. (WEATHERED ROCK).	18.8
20										Roller cone refusal. R1: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, fresh discontinuities low angle dipping, very close spacing, tight, extremely fractured 18.8 to 19.2 ft bgs, frequent calcite intrusions [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Very Poor 43% Recovery Rock Core Rate (minsec) 18.8-19.8 ft (2:18) 19.8-20.8 ft (2:04) 20.8-21.8 ft (1:32) 21.8-22.3 ft (1:32) R2: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, fresh discontinuities moderate to steep dipping, very close spacing, tight, extremely fractured 22.3 to 22.8 ft bgs, frequent calcite intrusions [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Poor 100% Recovery Rock Core Rate (minsec) 22.3-22.8 ft (1:25) 22.8-23.8 ft (1:55) R3: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, fresh discontinuities moderate to steep angle dipping, very close to close spacing, tight [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Very Poor 92% Recovery Rock Core Rate (minsec) 23.8-24.8 ft (1:26) R4: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, fresh discontinuities moderate to steep angle dipping, close to very close spacing, open to tight, extremely fractured 24.8 ft to 25.2 ft bgs [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Very Poor 57% Recovery Rock Core Rate (minsec) 24.8-25.8 ft (2:44) 25.8-26.8 ft (2:52) 26.8-28.3 ft (3:45) R5:Grey, fine grained to very fine grained, METAWACKE [metasandstone], medium strong, fresh discontinuities moderate to steep angle dipping, very close spacing, tight, extremely fractured 27.8 to 28.6 ft bgs [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Very Poor 100% Recovery Rock Core Rate (minsec) 26.9-27.8 ft (1:59) 27.8-28.6 ft (2:09) R6: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, fresh discontinuities low angle to steep dipping, very close spacing, tight to open, frequent calcite intrusions [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Very Poor 100% Recovery Rock Core Rate (minsec) 28.6-28.8 ft (0:32) 28.8-29.8 ft (1:58) 29.8-30.8 ft (2:14)	56.6
	R2	18/18	22.30 - 23.80	RQD = 27%							
	R3	12/10.8	23.80 - 24.80	RQD = 0%							
	R4	25.2/ 14.4	24.80 - 26.90	RQD = 0%							
	R5	20.4/ 20.4	26.90 - 28.60	RQD = 0%							
	R6	26.4/ 25.2	28.60 - 30.80	RQD = 0%							
30											
35											
40											
45											
50											30.8

Remarks:

1. Hammer Efficiency Factor provide S.W.Cole and taken from "Standard Penetration Test Energy Measurement Calibrations R-2- Diedrich Drill D-50 with Automatic Hammer (S/N: 3671" BY Geosciences Testing and Research, Inc., dated 9/23/2021. 2. As-drilled locations and elevations were provided by MaineDOT, and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.23.csv" received by WSP on October 13, 2023 from MaineDOT. 3. Station 211461. Offset 31.2 Ft. Rt.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

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Page 1 of 1

Boring No.: BB-BHR-206

Maine Department of Transportation — BP-BHR-207

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Hogan Road Bridge Replacement #5823 (Exit 187) Locations Bangor, Maine

Boring No.: BP-BHR-207
WIN: 18595.10

Driller:	S.W. Cole Explorations LLC	Elevation (ft.): 90.0	Auger ID/OD: 4.25 in
Operator:	Kevin Hanscom	Datum: NAVD 88	Sampler: Standard Split Spoon
Logged By:	Daniel Burgess	Rig Type: Dierich D-50	Hammer Wt./Fall: 140 lbs/30 in
Date Start/Finish:	10:43 AM 9/26/23-12:35 PM 9/26/23	Drilling Method: Solid Stem Auger/Drive and Wash	Core Barrel: 1.98 inch I.D. - NQ2
Boring Location:	Nt 485922.242, Et 1739734.177	Casing ID/OD: 4.0/4.5 in	Water Level*: 1.0 FT bgs on 9/26/23 at 12:18
Hammer Efficiency Factor: 0.918		Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐	

Definitions:
S = Split Spoon Sample
MS = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test; PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOH = Weight of the Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(corr)}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = (Hammer Efficiency Factor/60)*N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
MC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Sheer Strength (psf) (SSA) (S)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA	80.0		Olive, moist to wet, CLayey SILT, classification based on auger cuttings (SILT).	
5							OPEN				
10										Grey, wet, Silty CLAY, classification based on auger cuttings and interpreted depth (CLAY).	10.0
15								72.3		Increased auger resistance. Possible glacial till or weathered rock.	17.7
	R1	60/50.4	21.70 - 26.70	RQD = 48%			NQ2	68.3		Top of Bedrock Elev. 68.3 feet. R1: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, fresh discontinuities horizontal to low angle dipping, very close to close spacing, tight, frequent milky quartz intrusions throughout entire run [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Poor 84% Recovery Rock Core Rate (minsec) 21.7-22.7 ft (1:02) 22.7-23.7 ft (1:04) 23.7-24.7 ft (1:28) 24.7-25.7 ft (1:06) 25.7-26.7 ft (1:16)	21.7
20								63.3		Bottom of Exploration at 26.7 feet below ground surface. Backfilled with bentonite chips to match existing ground surface.	26.7
25											
30											
35											
40											
45											
50											

Remarks:

1. Hammer Efficiency Factor provide S.W.Cole and taken from "Standard Penetration Test Energy Measurement Calibrations R-2- Diedrich Drill D-50 with Automatic Hammer (S/N: 3671" BY Geosciences Testing and Research, Inc., dated 9/23/2021. 2. As-drilled locations and elevations were provided by MaineDOT, and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.23.csv" received by WSP on October 13, 2023 from MaineDOT. 3. Station 211461. Offset 31.2 Ft. Rt.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

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Page 1 of 1

Boring No.: BP-BHR-207

Maine Department of Transportation — BP-BHR-208

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Hogan Road Bridge Replacement #5823 (Exit 187) Locations Bangor, Maine

Boring No.: BP-BHR-208
WIN: 18595.10

Driller:	S.W. Cole Explorations LLC	Elevation (ft.): 93.1	Auger ID/OD: 4.25 in
Operator:	Kevin Hanscom	Datum: NAVD 88	Sampler: Standard Split Spoon
Logged By:	Daniel Burgess	Rig Type: Dierich D-50	Hammer Wt./Fall: 140 lbs/30 in
Date Start/Finish:	9:59 AM 9/27/23-11:32 AM 9/27/23	Drilling Method: Solid Stem Auger/Drive and Wash	Core Barrel: 1.98 inch I.D. - NQ2
Boring Location:	Nt 485878.004, Et 1739786.412	Casing ID/OD: 4.0/4.5 in	Water Level*: 1.0 FT bgs on 9/27/23 at 11:19
Hammer Efficiency Factor: 0.918		Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐	

Definitions:
S = Split Spoon Sample
MS = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test; PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOH = Weight of the Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(corr)}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = (Hammer Efficiency Factor/60)*N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
MC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Sheer Strength (psf) (SSA) (S)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA	92.8		(TOPSOIL)	
										Brown, dry to moist, fine to medium Sandy SILT, classification based on auger cuttings (SILT).	0.3
5								90.1		Olive, wet, CLAY, classification based on cuttings and interpreted depth (CLAY).	3.0
10										Grey, wet, Silty CLAY, classification based on auger cuttings and interpreted depth (CLAY).	
15							17	76.6		Silty SAND and GRAVEL, inferred from casing penetration, resistance and roller cone resistance (GLACIAL TILL).	16.5
							70				
							53				
							40			(GLACIAL TILL), inferred from casing resistance penetration and roller cone resistance.	
							46				
							83				
							87/7"				
	R1	60/55.2	23.00 - 28.00	RQD = 37%			NQ2	70.1		Roller cone refusal. Top of Bedrock Elev. 70.1 feet. R1: Grey, fine grained to very fine grained, METAWACKE [metasandstone], very strong, fresh discontinuities low angle to steep dipping, very close to close spacing, tight to open, frequent calcite intrusions, milky quartz intrusions at 3.8 to 3.9 ft bgs [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Poor 92% Recovery Rock Core Rate (minsec) 23-24 ft (2:38) 24-25 ft (3:06) 25-26 ft (3:23) 26-27 ft (3:39) 27-28 ft (3:01)	23.0
20								65.1		Bottom of Exploration at 28.0 feet below ground surface. Backfilled with bentonite chips to match existing ground surface.	28.0
25											
30											
35											
40											
45											
50											

Remarks:

1. Hammer Efficiency Factor provide S.W.Cole and taken from "Standard Penetration Test Energy Measurement Calibrations R-2- Diedrich Drill D-50 with Automatic Hammer (S/N: 3671" BY Geosciences Testing and Research, Inc., dated 9/23/2021. 2. As-drilled locations and elevations were provided by MaineDOT, and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.23.csv" received by WSP on October 13, 2023 from MaineDOT. 3. Station 211461. Offset 31.2 Ft. Rt.

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.

Page 1 of 1

Boring No.: BP-BHR-208

Maine Department of Transportation — BP-BHR-209

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Hogan Road Bridge Replacement #5823 (Exit 187) Locations Bangor, Maine

Boring No.: BP-BHR-209
WIN: 18595.10

Driller:	S.W. Cole Explorations LLC	Elevation (ft.): 90.6	Auger ID/OD: 4.25 in
Operator:	Kevin Hanscom	Datum: NAVD 88	Sampler: Standard Split Spoon
Logged By:	Daniel Burgess	Rig Type: Dierich D-50	Hammer Wt./Fall: 140 lbs/30 in
Date Start/Finish:	12:12 PM 9/28/23-11:08 PM 9/28/23	Drilling Method: Solid Stem Auger/Drive and Wash	Core Barrel: 1.98 inch I.D. - NQ2
Boring Location:	Nt 485787.036, Et 1739818.087	Casing ID/OD: 4.0/4.5 in	Water Level*: 8.1 FT bgs on 9/28/23 at 12:58
Hammer Efficiency Factor: 0.918		Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐	

Definitions:
S = Split Spoon Sample
MS = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test; PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOH = Weight of the Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(corr)}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = (Hammer Efficiency Factor/60)*N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
MC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Sheer Strength (psf) (SSA) (S)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA	90.3		(TOPSOIL)	
										Olive, moist to wet, CLayey SILT, classification based on auger cuttings and interpreted depth inferred from auger resistance (SILT).	0.3
5								85.6		Olive, moist to wet, CLAY, classification based on auger cuttings and interpreted depth inferred from auger resistance (CLAY).	5.0
10										Grey, wet, Silty CLAY, classification based on auger cuttings and interpreted depth inferred from auger resistance (CLAY).	
15							50/1"	77.1		Increased roller cone resistance, possible glacial till or weathered bedrock.	13.5
	R1	60/46.8	14.20 - 19.20	RQD = 30%			NQ2	76.8		Roller cone refusal. Top of Bedrock Elev. 76.4 feet. R1: Grey, fine grained to very fine grained, METAWACKE [metasandstone], very strong, fresh discontinuities low angle to vertical dipping, close to very close spacing, strong to core, frequent calcite intrusions, partial recovery from 17.2 to 17.8 bgs [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Poor 73% Recovery Rock Core Rate (minsec) 14.2-15.2 ft (1:21) 15.2-16.2 ft (1:01) 16.2-17.2 ft (2:02) 17.2-18.2 ft (2:20) 18.2-19.2 ft (2:20)	14.2
20								71.4		Bottom of Exploration at 19.2 feet below ground surface.	19.2
25											
30											
35											
40											
45											
50											

Remarks:

1. Hammer Efficiency Factor provide S.W.Cole and taken from "Standard Penetration Test Energy Measurement Calibrations R-2- Diedrich Drill D-50 with Automatic Hammer (S/N: 3671" BY Geosciences Testing and Research, Inc., dated 9/23/2021. 2. As-drilled locations and elevations were provided by MaineDOT, and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.23.csv" received by WSP on October 13, 2023 from MaineDOT. 3. Station 211493. Offset 6.3 Ft. Lt.

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Page 1 of 1

Boring No.: BP-BHR-209

Maine Department of Transportation — BP-BHR-210

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Hogan Road Bridge Replacement #5823 (Exit 187) Locations Bangor, Maine

Boring No.: BP-BHR-210
WIN: 18595.10

Driller:	S.W. Cole Explorations LLC	Elevation (ft.): 84.9	Auger ID/OD: 4.25 in
Operator:	Kevin Hanscom	Datum: NAVD 88	Sampler: Standard Split Spoon
Logged By:	Daniel Burgess	Rig Type: Dierich D-50	Hammer Wt./Fall: 140 lbs/30 in
Date Start/Finish:	11:18 AM 9/29/23-12:55	Drilling Method: Solid Stem Auger/Drive and Wash	Core Barrel: 1.98 inch I.D. - NQ2
Boring Location:	Nt 485594.479, Et 1739801.153	Casing ID/OD: 4.0/4.5 in	Water Level*: 0.5 FT bgs on 9/29/23 at 12:43
Hammer Efficiency Factor: 0.918		Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐	

Definitions:
S = Split Spoon Sample
MS = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test; PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOH = Weight of the Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(corr)}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = (Hammer Efficiency Factor/60)*N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
MC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Sheer Strength (psf) (SSA) (S)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA	84.7		(TOPSOIL)	
										Olive, moist to wet, CLayey SILT, inferred from auger cuttings (SILT).	0.2
5							5	77.9		Olive, wet, Silty CLAY, inferred from auger cuttings (CLAY).	7.0
10							9				
							11				
							11				
15							31	70.4		Silty SAND and GRAVEL, inferred from roller cone resistance and wash cuttings (GLACIAL TILL).	14.5
							59				
							45				
							34				
							32				
20							42				
							35				
							54				
							61				
	R1	60/57.6	23.80 - 28.80	RQD = 42%			92/6" NQ2	61.1		Roller cone refusal. Top of Bedrock Elev. 61.1 feet. R1: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, moderately weathered (25.2 to 26.9 ft bgs) to fresh discontinuities low angle dipping, close to very close spacing, open to tight, extremely fractured 25.2 to 26.9 ft bgs, frequent calcite intrusions [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Poor 96% Recovery Rock Core Rate (minsec) 23.8-24.8 ft (3:01) 24.8-25.8 ft (3:34) 25.8-26.8 ft (3:42) 26.8-27.8 ft (3:33) 27.8-28.8 ft (3:39)	23.8
25								56.1		Bottom of Exploration at 28.8 feet below ground surface.	28.8
30											

Remarks:

1. Hammer Efficiency Factor provide S.W.Cole and taken from "Standard Penetration Test Energy Measurement Calibrations R-2- Diedrich Drill D-50 with Automatic Hammer (S/N: 3671" BY Geosciences Testing and Research, Inc., dated 9/23/2021. 2. As-drilled locations and elevations were provided by MaineDOT, and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.23.csv" received by WSP on October 13, 2023 from MaineDOT. 3. Station 211495. Offset 26.8 Ft. Rt.

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.

Page 1 of 1

Boring No.: BP-BHR-210

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11
WIN 018595.11
BRIDGE No. 6787
BRIDGE PLANS

STATE OF MAINE — CHRISTOPHER M. MOORE — No. 15164 — REGISTERED PROFESSIONAL ENGINEER

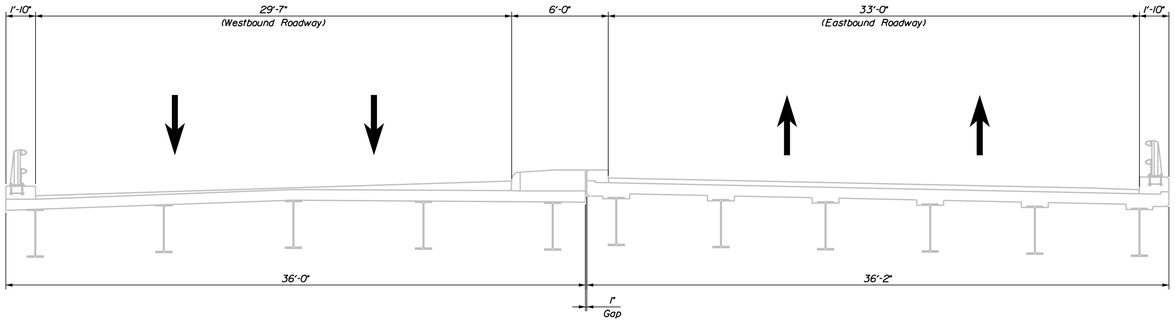
	NAME	DATE
P.E. NUMBER	15164	
SIGNATURE		11/07/2025
DATE		

	NAME	DATE
PROJ. MANAGER	M. LANDON	
DESIGN-DETAILED	DJH	8/2025
CHECKED-REVIEWED	CCB	10/2025
DESIGN2-DETAILED2	DEB	
DESIGN3-DETAILED3	DEB	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

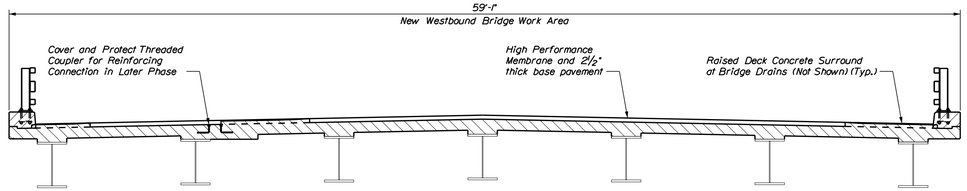
HOGAN ROAD/NO. 2 BRIDGE
195
BANGOR PENOBSCOT

BRIDGE BORING LOGS 3 OF 3

SHEET NUMBER
B-50
417
OF 485

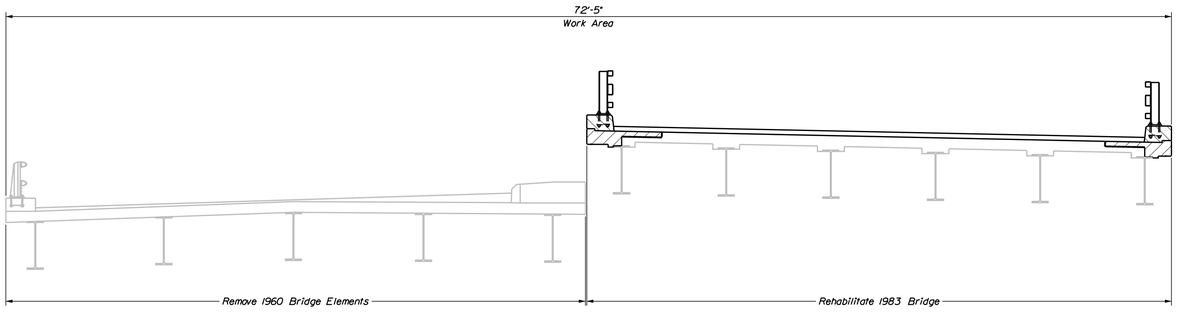


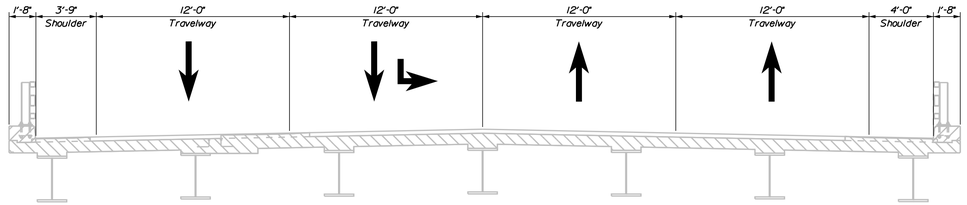
BRIDGE NO. 5823



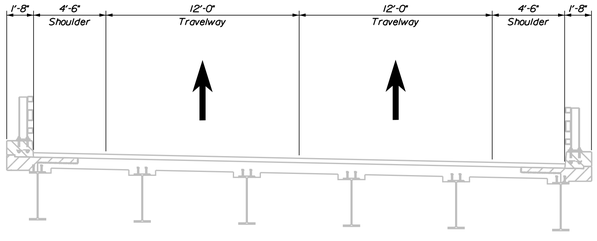
BRIDGE NO. 6787

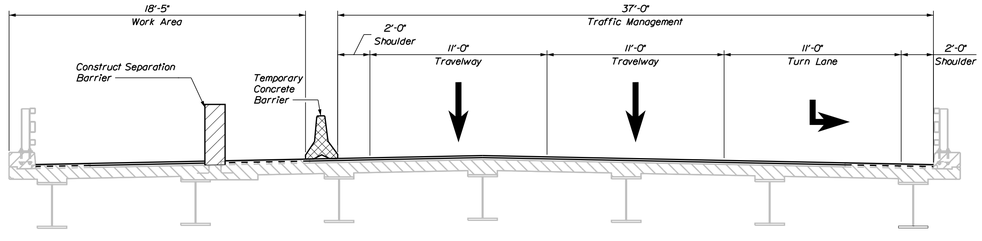
PHASE I CONSTRUCTION





PHASE 2 & 3 CONSTRUCTION





PHASE 4 CONSTRUCTION

(Mill Pavement and Apply HMA Wearing Surface after Separation Barrier Constructed)

PHASED CONSTRUCTION NOTES

1. See Superstructure Details Sheets for final condition for Bridge No. 6787.

2. See Hogan Road/195 Bridge Plans for Bridge No. 5823 Removal and Rehabilitation Details.

3. The distance between Bridge No. 5823 and Bridge No. 6787 is greater than depicted in these schematic phasing sections.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 6787

BRIDGE PLANS

vhb

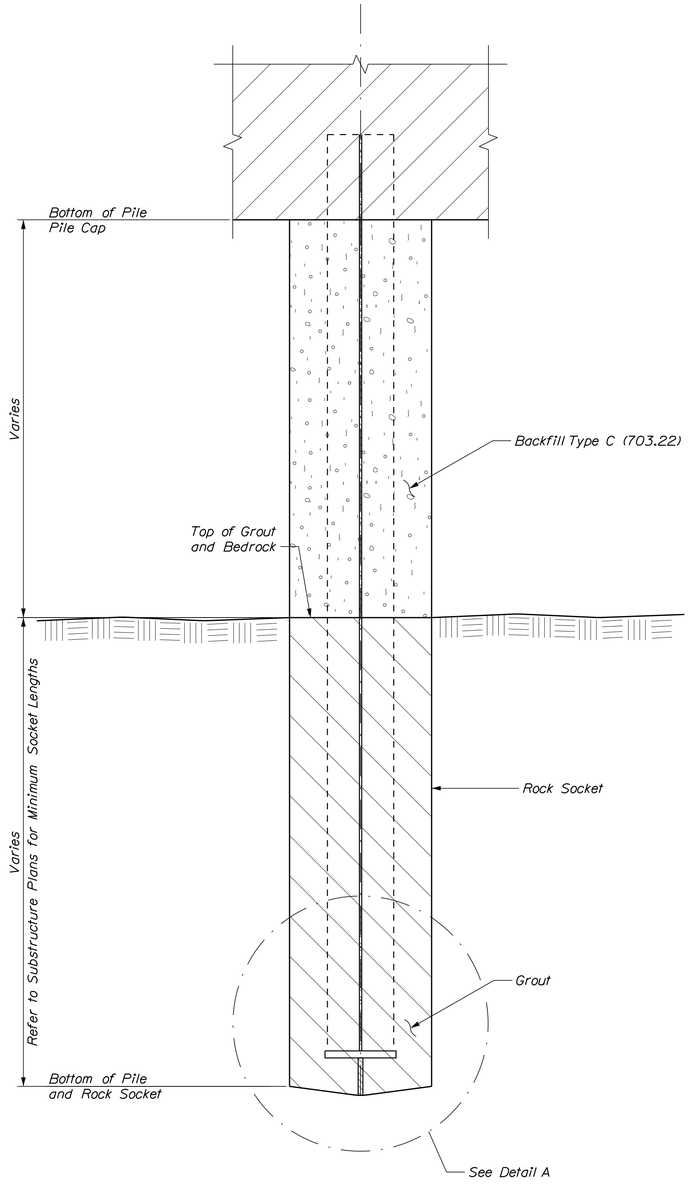
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	YP	JLT	11/25
CHECKED-REVIEWED	SMH	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

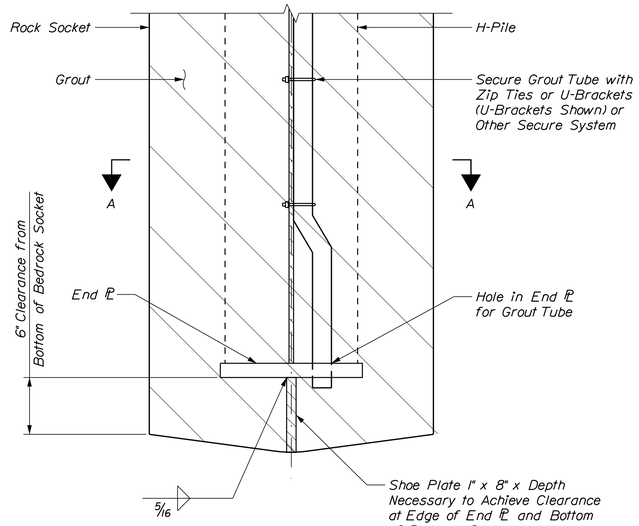
PHASED CONSTRUCTION

SHEET NUMBER
B-51
418
OF 485

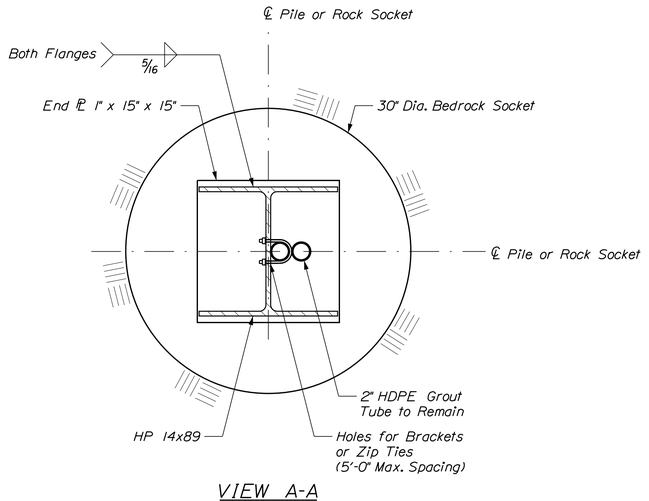
Filename: ...\B17_WB_Phased_Construction.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025



ROCK SOCKETED H-PILE DETAIL



DETAIL A



VIEW A-A

PILE NOTES

1. The maximum factored pile load at Abutment 1 and Abutment 2 is 237 kips (including 22 kips allowed for downdrag) at the Strength Limit State. The maximum factored pile load at Pier 4A and Pier 4B is 393 kips at the Strength Limit State.

2. Unless socketed, piles shall be driven to the required resistance on or within bedrock in accordance with Standard Specification Section 501.

3. Estimate of piles (HP 14x89) required are as shown on substructure plans. The order lengths of the piles shall include an additional 5 feet of length for each test pile to accommodate dynamic pile testing equipment.

4. H-pile material shall be ASTM A572, Grade 50.

5. H-pile splices shall be in accordance with Standard Detail 501(03).

6. All driven piles (not otherwise socketed in bedrock) shall be equipped with a pile tip in accordance with Standard Specifications Subsection 501.048, Prefabricated Pile Tips, and 711.10 H-Beam Piles, Splices and Tips.

7. Piles shall not be out of position shown by more than 2 inches in any direction.

8. Where piles are driven through ULFGA, the Contractor shall pre-slice the upper separation geotextile at the approximate pile locations prior to placement of Granular Borrow.

9. The Contractor shall perform and submit one (1) Wave Equation Analysis for Abutment 1, one (1) Wave Equation Analysis for Abutment 2, and one (1) Wave Equation Analysis for Pier 4A/4B for review and acceptance by the Resident. The maximum allowable driving stress is 0.90 times Fy. The submittal shall include the proposed stopping criteria based on the Wave Equation Analysis and the proposed driving system.

10. The Contractor shall perform two (2) dynamic load tests at Abutment 1, two (2) dynamic load tests at Abutment 2, one (1) dynamic load test at Pier 4A, and one (1) dynamic load test at Pier 4B, each with 24-hour (minimum) restrike tests to confirm the nominal resistance of the piles. The required nominal resistance for the pile is the factored axial pile load divided by a resistance factor of 0.65 per LRFD Specifications. The first dynamic test shall be performed on the first production pile driven at each abutment or pier, and the second dynamic test pile location at the abutments shall be selected by the Resident and Engineer of Record from the opposite end of the foundation.

ROCK SOCKET NOTES:

1. The maximum factored pile load for rock socketed piles is 407 kips at the Strength Limit State.

2. Rock socket H-Piles require excavation and installation in accordance with Special Provision 501 - Rock Socketed H-Pile Foundations.

3. Piles shall not be out of position shown by more than 2 inches in any direction.

4. Adjust the bottom of pile elevation and length of pile to maintain minimum rock socket length for each individual pile.

5. All rock sockets shall be grouted from the bottom of the socket to the top of the bedrock surface.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

BRIDGE NO. 6787 | WIN 18595.11 | BRIDGE PLANS

vhb

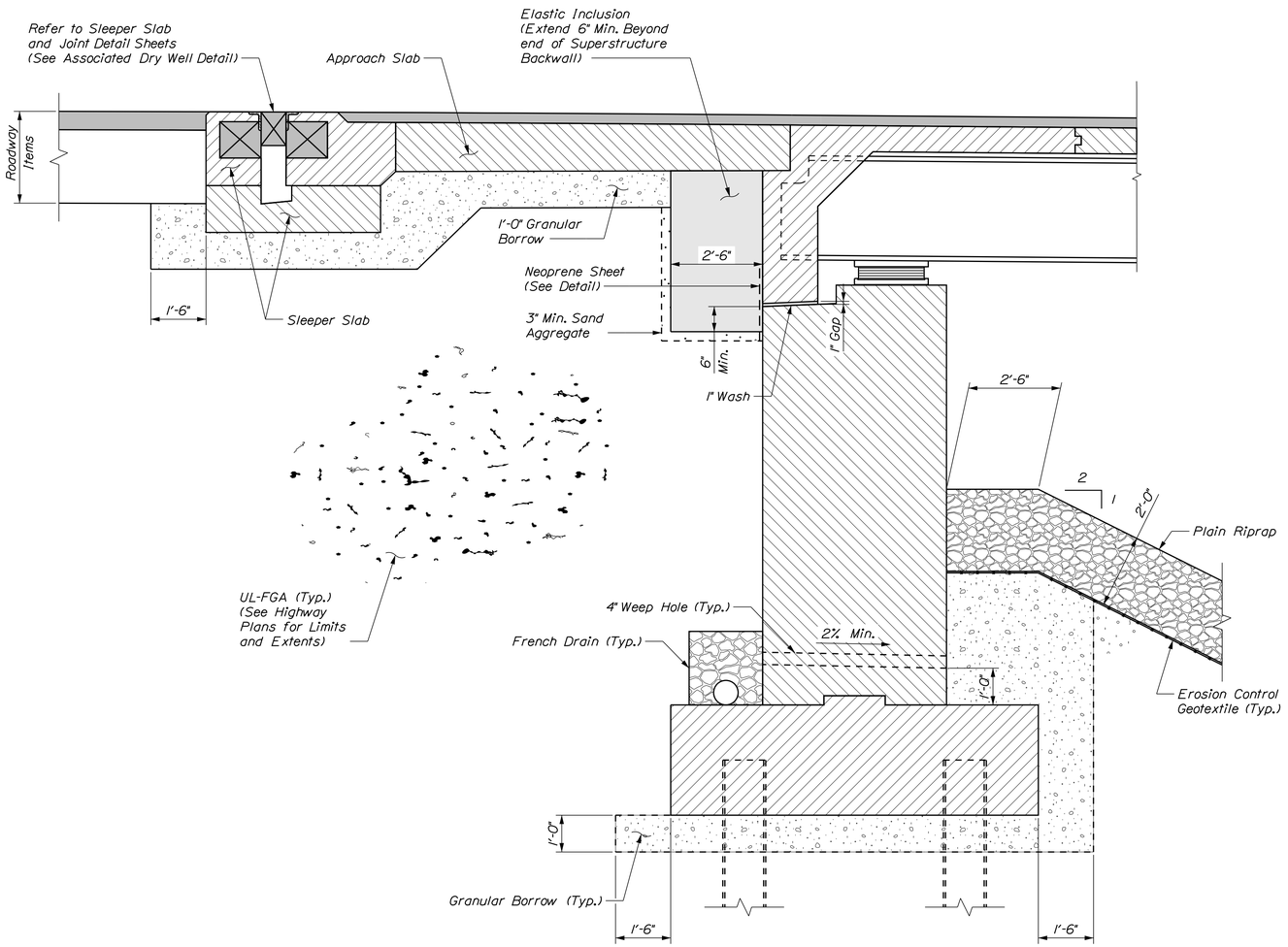
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	KDW	11/25	
CHECKED-REVIEWED	SMH	11/25	
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

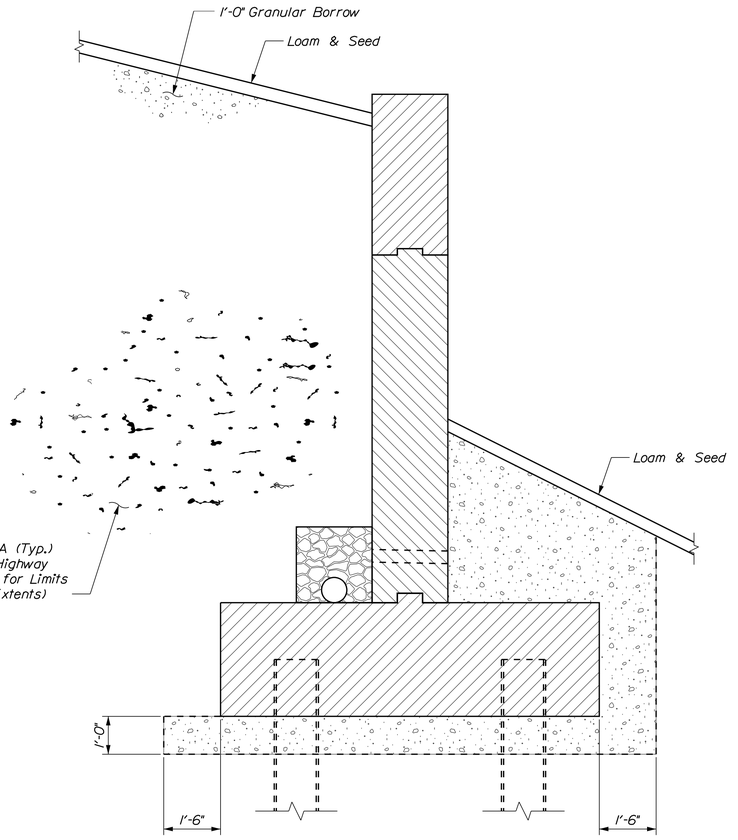
PILE DETAILS

SHEET NUMBER
B-52
419
OF 485

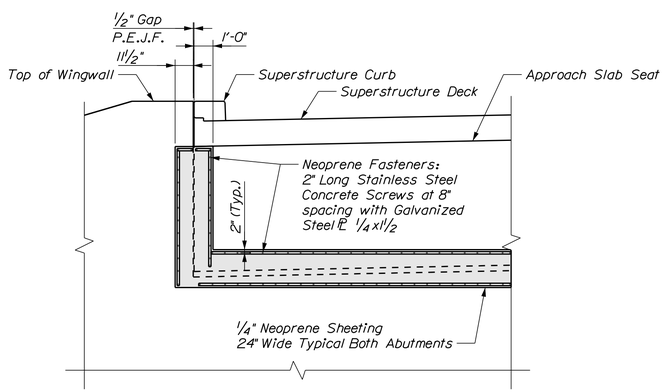
Filename: ...\10\BRIDGE\MSTA\XXX_socket.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025



ABUTMENT EARTHWORK DETAIL

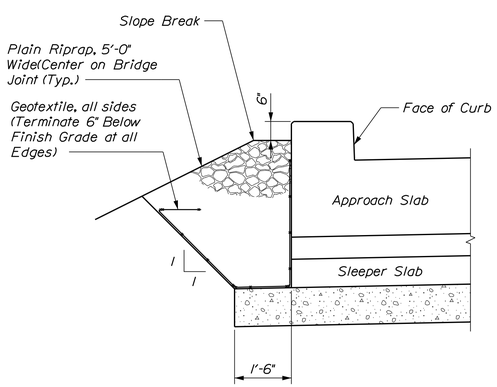


WINGWALL EARTHWORK DETAIL



SCHEMATIC NEOPRENE ATTACHMENT DETAIL

Typical on backsides of abutments where the end of Superstructure is flush with the Abutment.



DRY WELL DETAIL

(Both Ends of Bridge Joints at Each Sleeper Slab)
(Expansion Joint Not Shown)

ABUTMENT NOTES

1. Abutments, wingwalls, and their footings shall be backfilled with Ultra-Lightweight Foamed Glass Aggregate (UL-FGA).

2. Reinforcing steel shall have a minimum concrete cover of 2 inches in the walls and 3 inches in the footings unless otherwise noted.

3. Daylight French Drains along back face of abutments and wingwalls on each side of the bridge as approved by the Resident.

4. Cover joints where waterstops are not required in accordance with Standard Details Section 502.

5. A separation geotextile (not shown) shall be used along the bottom, sides, and top of all UL-FGA.

6. Place drains with a 4-inch diameter in the breastwall and wingwalls at 10 feet maximum spacing. The exact location will be determined by the Resident.

7. Elastic inclusion material and installation shall be in accordance with Special Provision 203 - Elastic Inclusion.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

BRIDGE NO. 6787

WIN 18595.11

BRIDGE PLANS

vhb

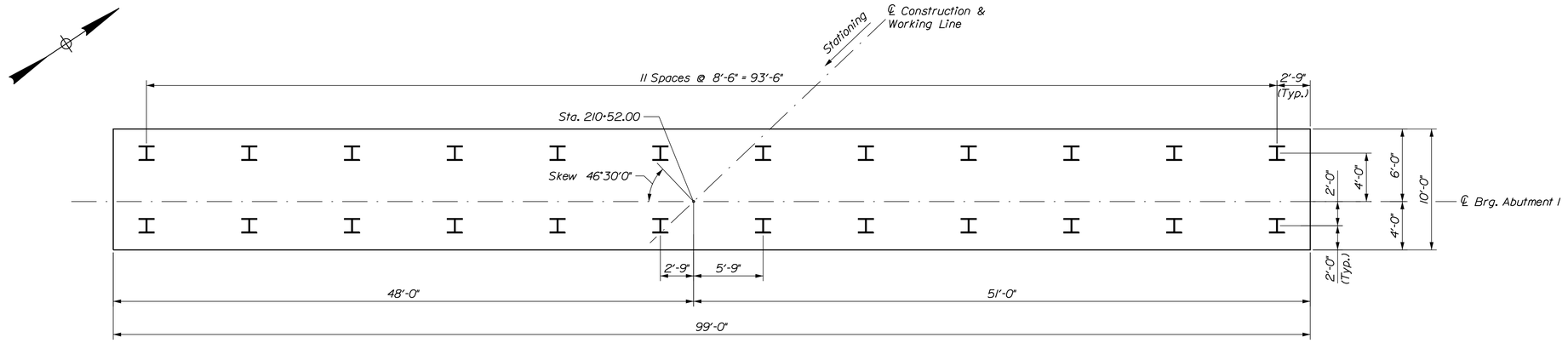
	L. ROWE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	JAH	JAH	11/25
CHECKED-REVIEWED	YP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

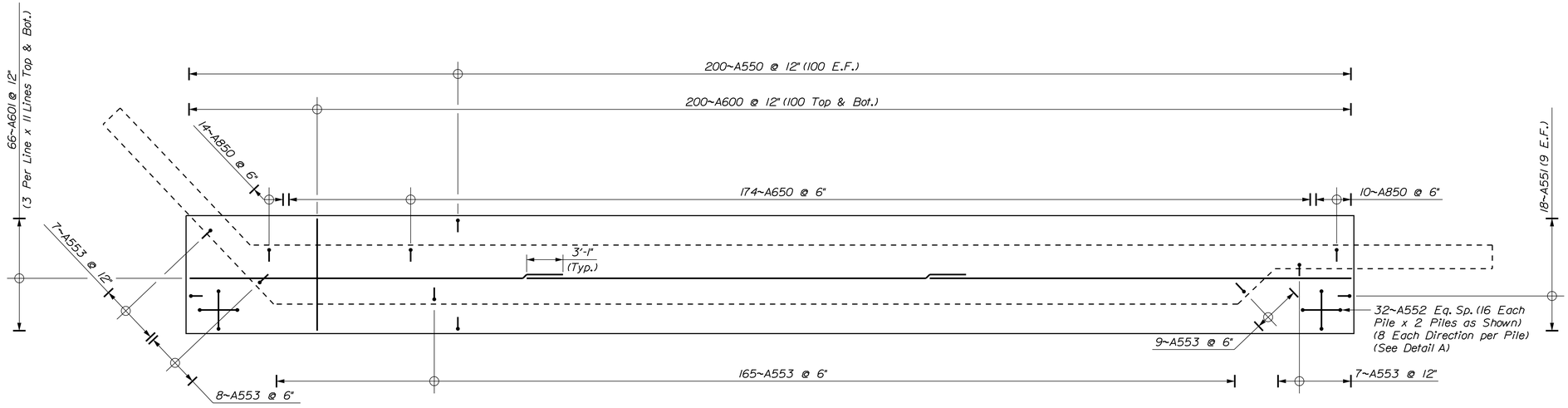
ABUTMENT NOTES & DETAILS

SHEET NUMBER
B-53
420
OF 485

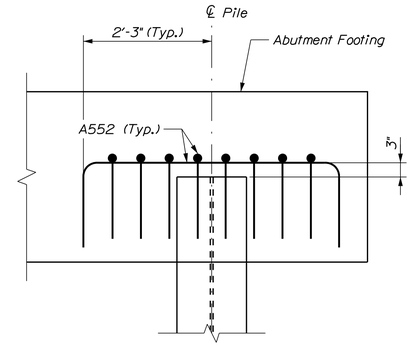
Filename: ...\B18_WB_Abutment_1_Backfill_Det.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025



FOOTING PLAN & PILE LAYOUT
(Estimated Pile Lengths are Less Than 35' for all Piles)



REINFORCING PLAN



DETAIL A

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 6787

BRIDGE PLANS

vhb

PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	AP'S	JAH
CHECKED-REVIEWED	YP	SMH
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

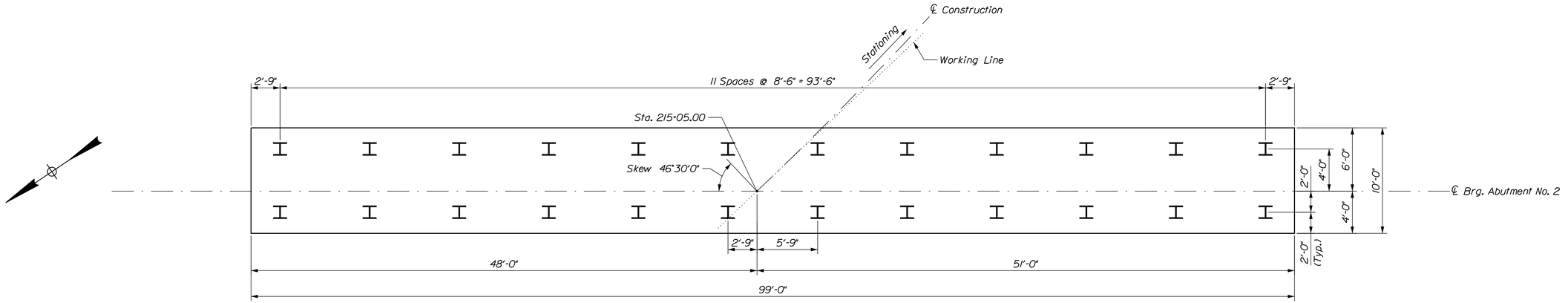
BY	DATE
JAH	11/25
SMH	11/25

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

ABUTMENT NO. 1
FOOTING PLAN

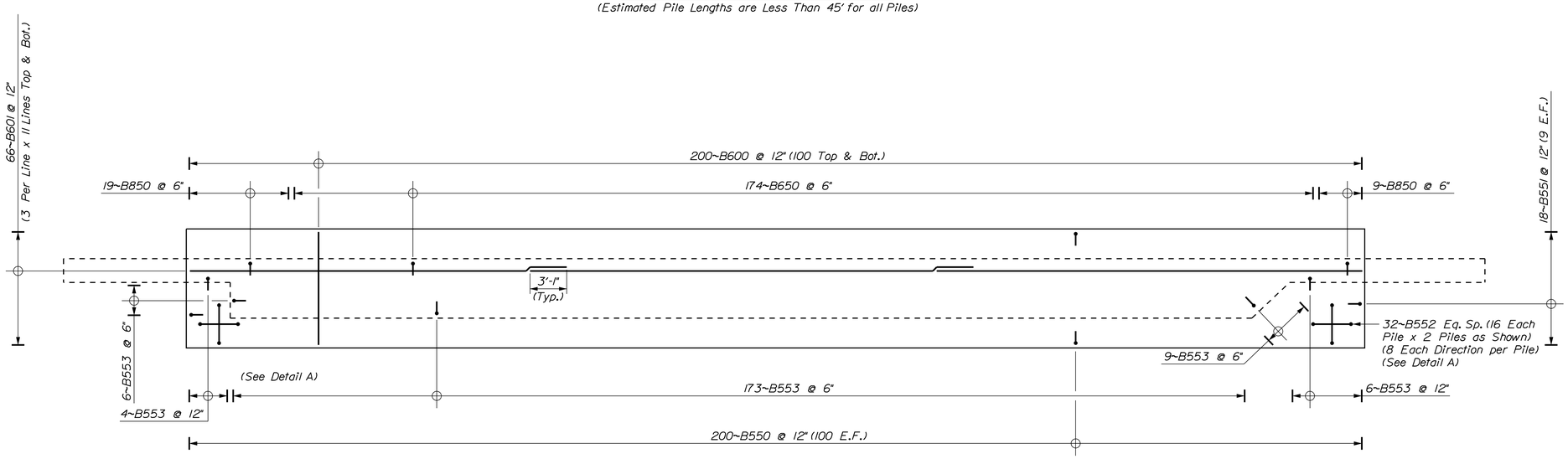
SHEET NUMBER
B-54
421
OF 485

Filename: ...\B19_WB_Abutment_1_Footing.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025

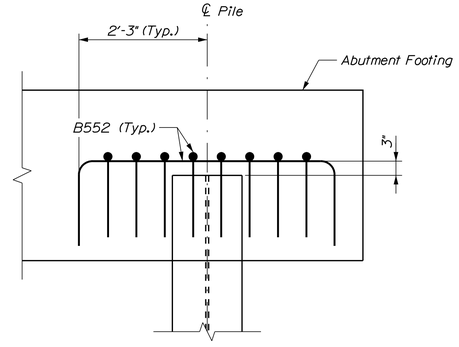


FOOTING PLAN & PILE LAYOUT

(Estimated Pile Lengths are Less Than 45' for all Piles)



REINFORCING PLAN



DETAIL A

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 6787

BRIDGE PLANS

vhb

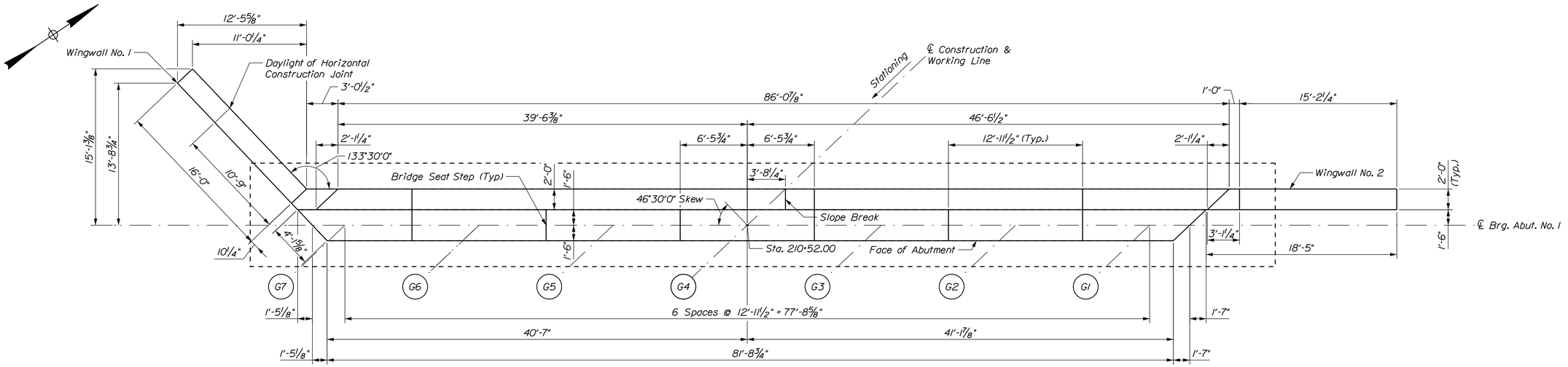
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	APS	JAH	11/25
CHECKED-REVIEWED	YP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

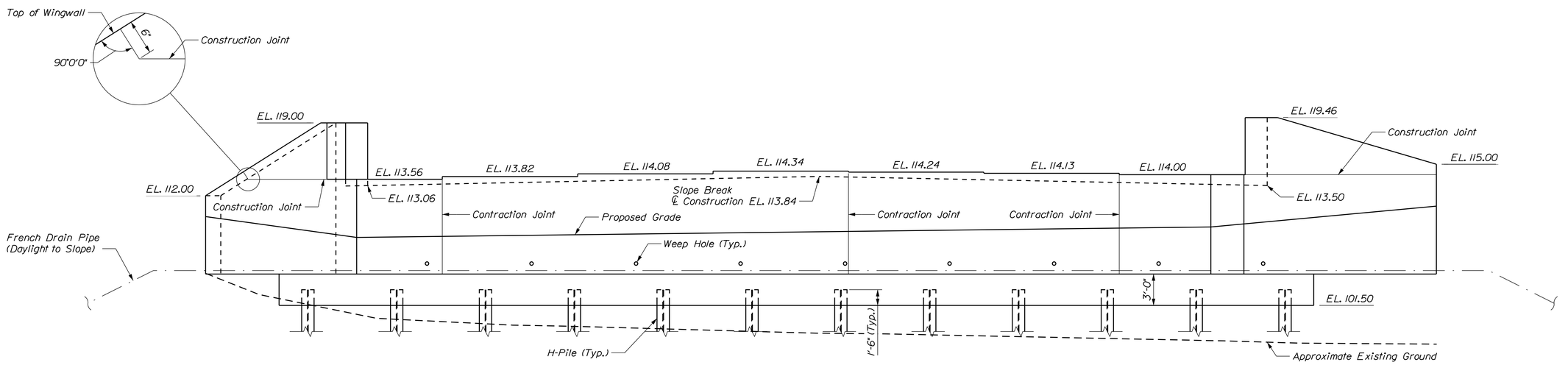
ABUTMENT NO. 2
FOOTING PLAN

SHEET NUMBER
B-55
422
OF 485

Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\B22_WB_Abutment_2_Footing.dgn



PLAN



ELEVATION

NOTE

1. Far Face Elevations of the lowered bridge seat wash are given at the back face of the abutment and low end of the wash.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 6787

BRIDGE PLANS

vhb

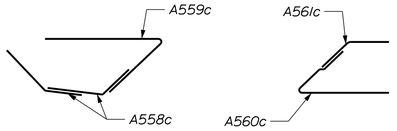
	L. ROWE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	JAH	JAH	11/25
CHECKED-REVIEWED	YP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

ABUTMENT NO. 1
PLAN & ELEVATION

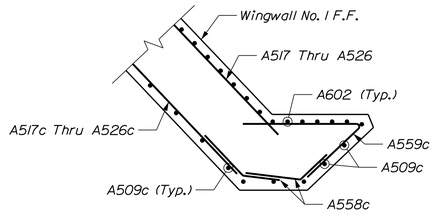
SHEET NUMBER
B-56
423
OF 485

Filename: ...\B20_WB_Abutment_1_Detail.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025

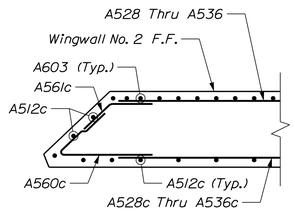


SET B
(2~A558c and 1~A559c)

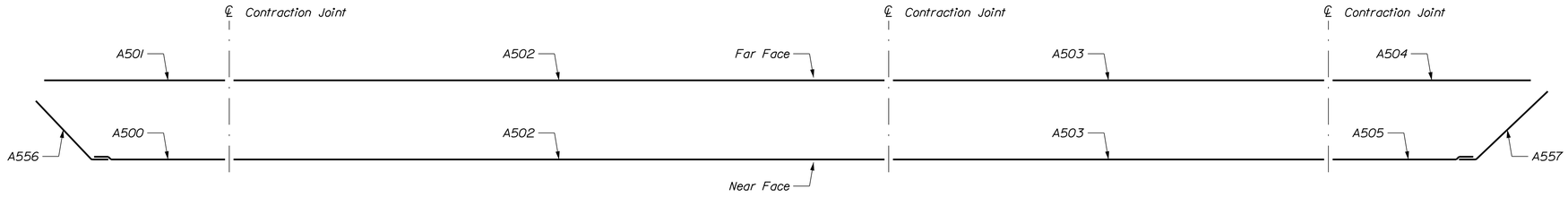
SET C
(1~A560c and 1~A561c)



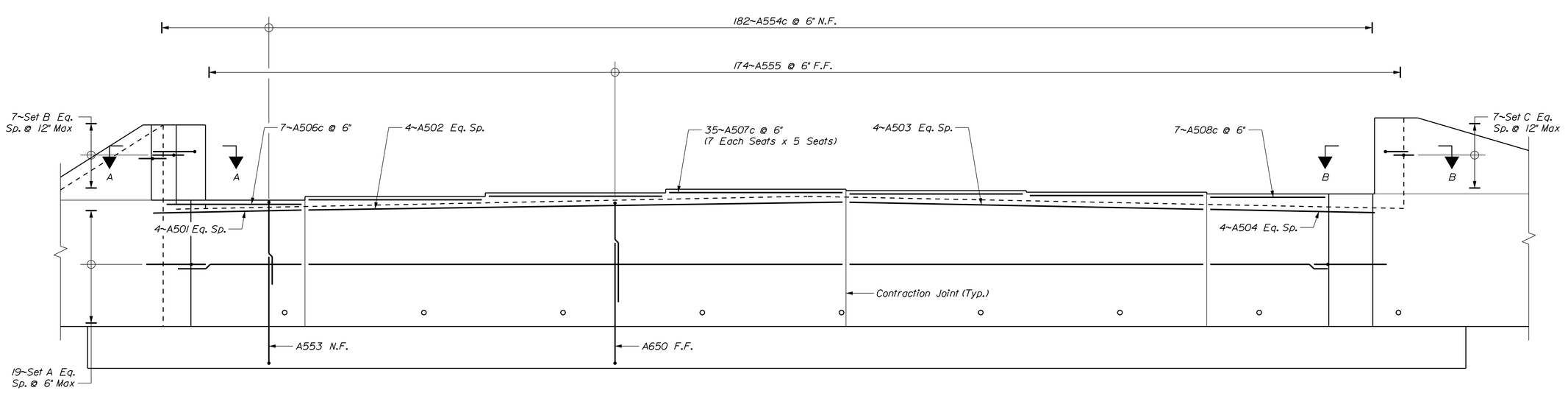
SECTION A-A



SECTION B-B



SET A
(1~A500, 1~A501, 2~A502, 2~A503, 1~A504, 1~A505, 1~A556, and 1~A557)



ABUTMENT NO. 1 REINFORCING ELEVATION
(Wingwall Reinforcing and Piles Not Shown)

REINFORCING KEY

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE PLANS

BRIDGE NO. 6787

vhb

	BY	DATE
L. ROWE	JAH	11/25
JEP	SMH	11/25
APS		

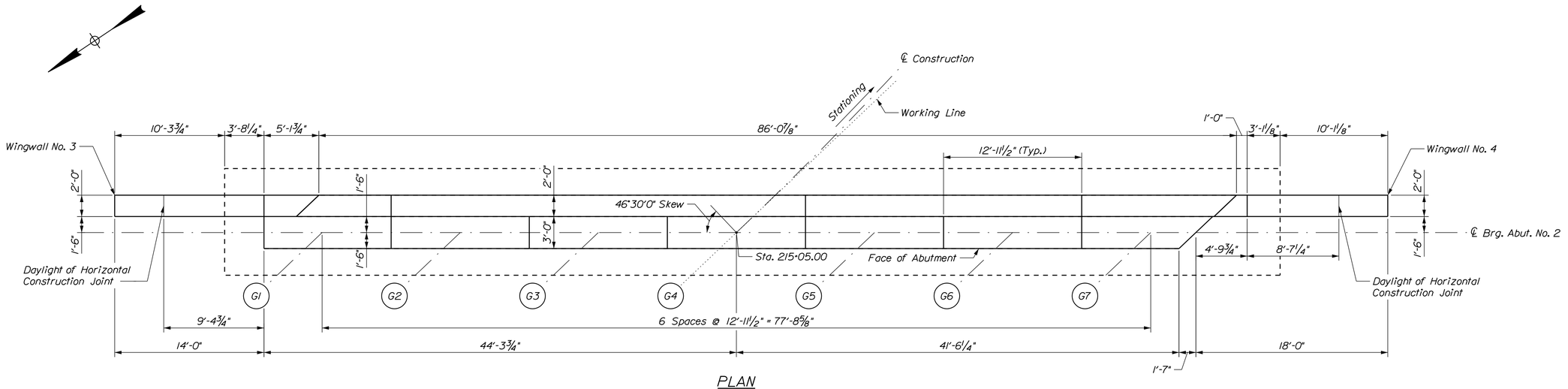
PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVIEWED
DESIGN2-DETAILED2
DESIGN3-DETAILED3
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

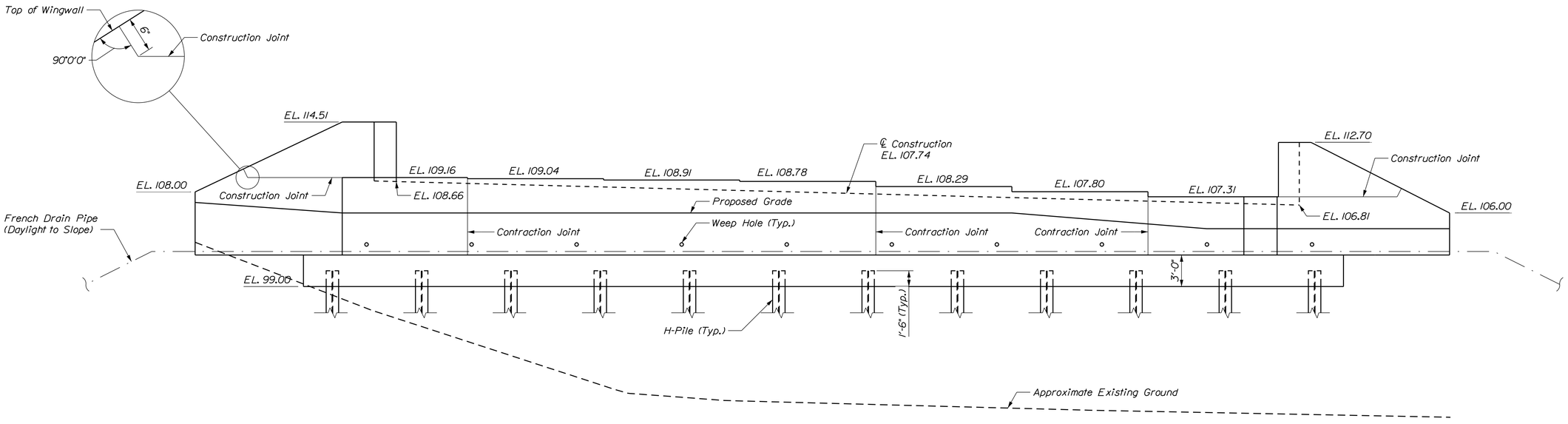
ABUTMENT NO. 1
REINFORCING

SHEET NUMBER
B-57
424
OF 485

Filename: ...\B20_WB_Abutment_1_Rein_Detail.dgn Username: jamesdavis Date:08/29/2025
Division: HIGHWAY



PLAN



ELEVATION

NOTE

1. Far Face Elevations of the lowered bridge seat wash are given at the back face of the abutment and low end of the wash.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 6787

BRIDGE PLANS

vhb

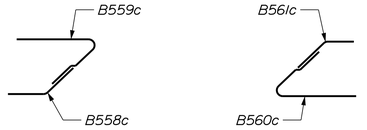
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	JAH	BY	DATE
CHECKED-REVIEWED	YP	JAH	11/25
DESIGN2-DETAILED2		SMH	11/25
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

ABUTMENT NO. 2
PLAN & ELEVATION

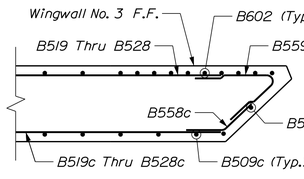
SHEET NUMBER
B-58
425
OF 485

Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\B23_WB_Abutment_2_Detail.dgn

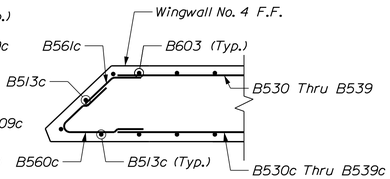


SET E
(1~B558c and 1~B559c)

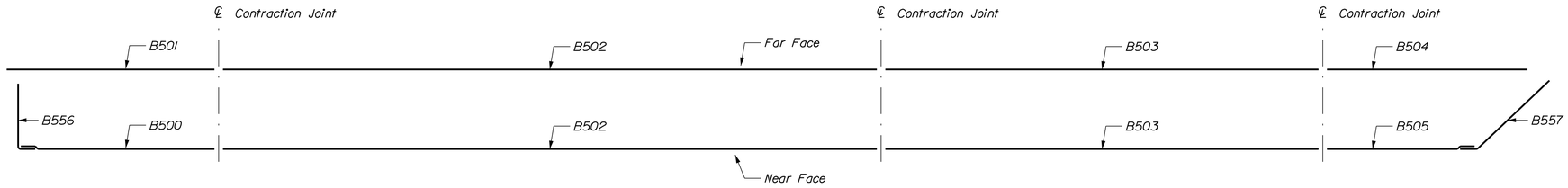
SET F
(1~B560c and 1~B561c)



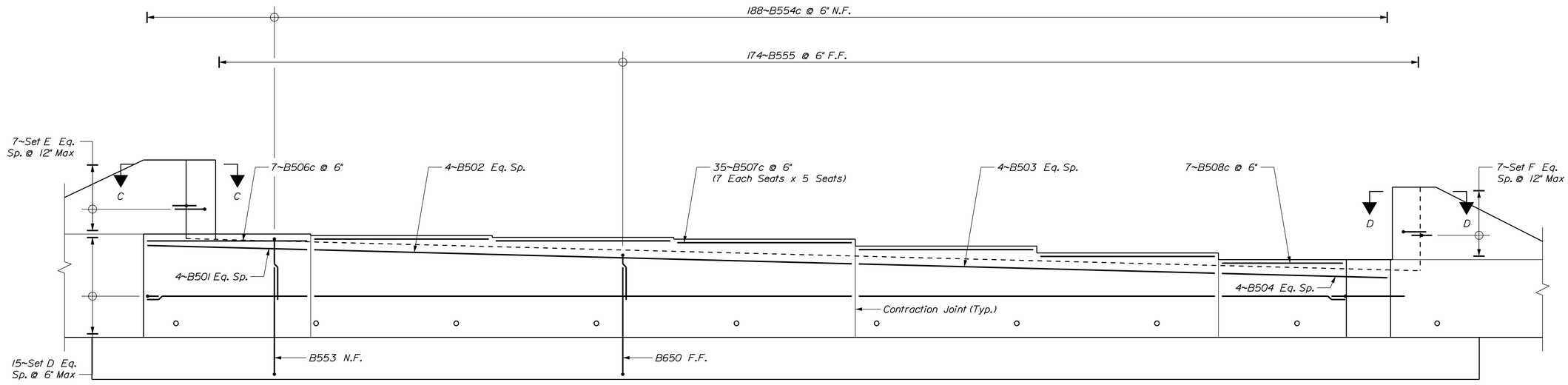
SECTION C-C



SECTION D-D



SET D
(1~B500, 1~B501, 2~B502, 2~B503, 1~B504, 1~B505, 1~B556, and 1~B557)



ABUTMENT NO. 2 REINFORCING ELEVATION
(Wingwall Reinforcing and Piles Not Shown)

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE PLANS

BRIDGE NO. 6787

vhb

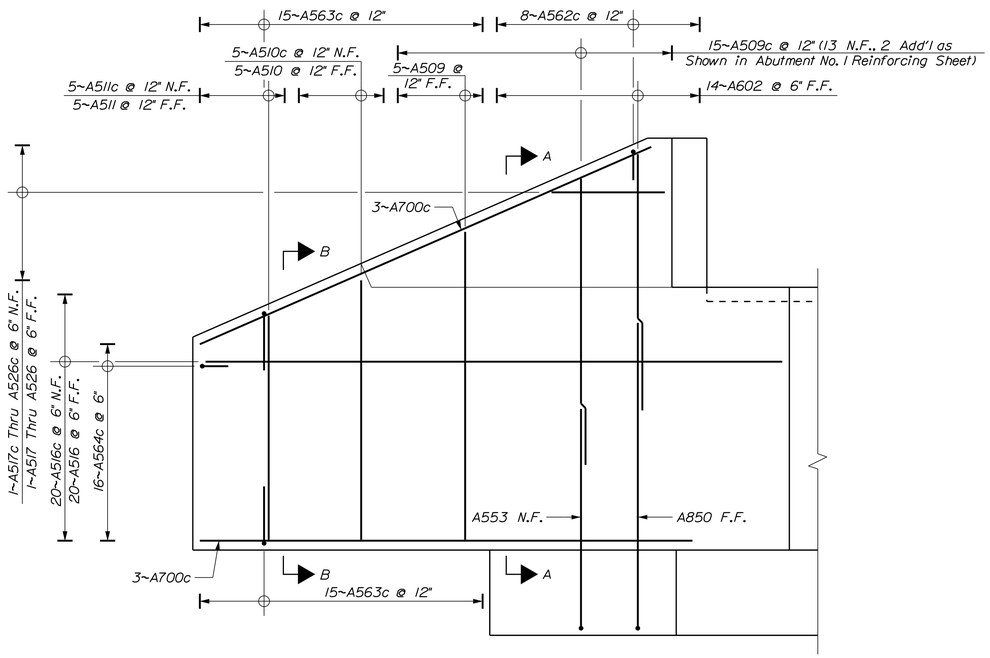
	L. ROWE	DATE
PROJ. MANAGER		
DESIGN-DETAILED	JEP	11/25
CHECKED-REVIEWED	APS	11/25
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

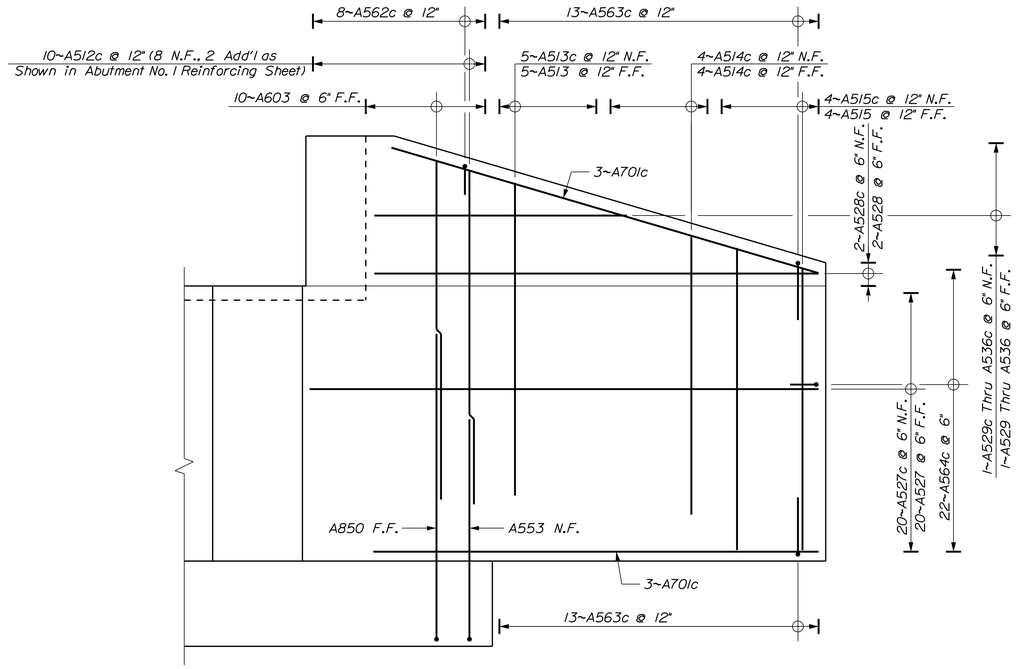
ABUTMENT NO. 2
REINFORCING

SHEET NUMBER
B-59
426
OF 485

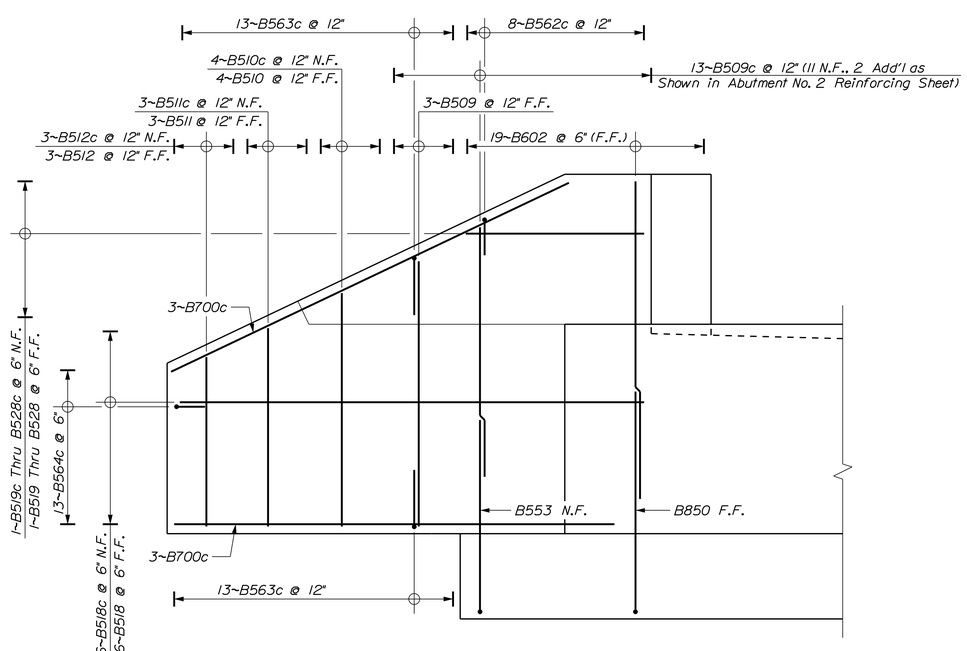
Filename: ...\B23_WB_Abutment_2_Rein_Detail.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025



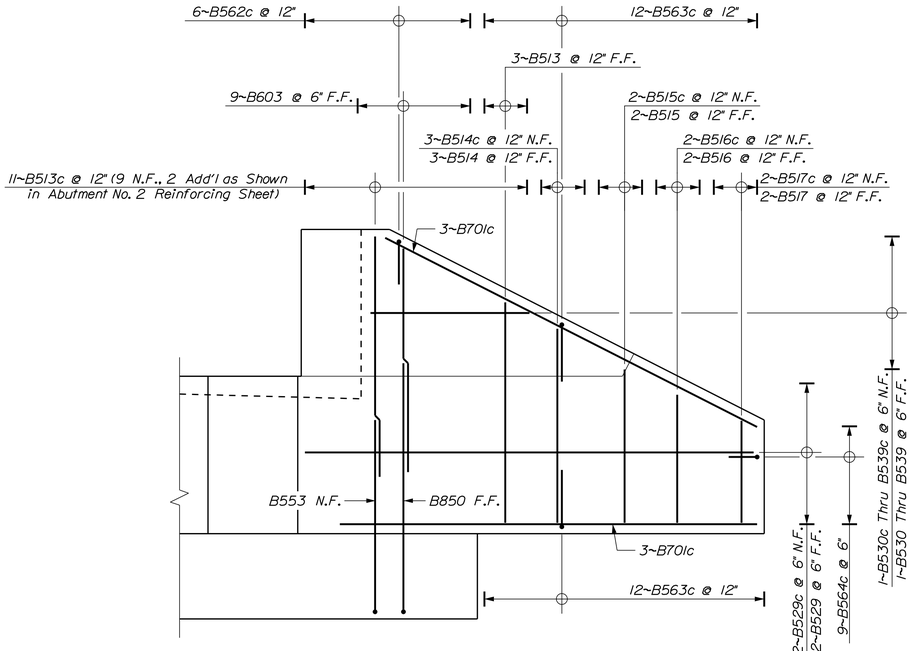
WINGWALL NO. 1 ELEVATION



WINGWALL NO. 2 ELEVATION



WINGWALL NO. 3 ELEVATION



WINGWALL NO. 4 ELEVATION

REINFORCING KEY

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 6787

BRIDGE PLANS

vhb

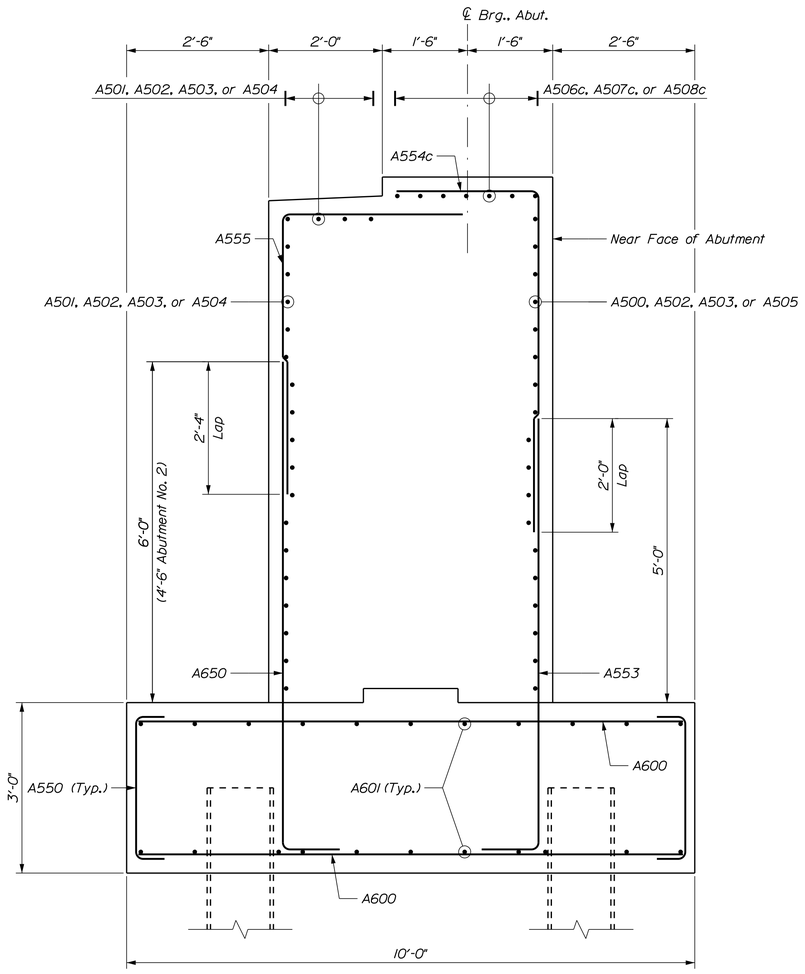
			DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED		BY	11/25
CHECKED-REVIEWED	JEP	JAH	11/25
DESIGN2-DETAILED2	APS	SMH	
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

WINGWALL REINFORCING

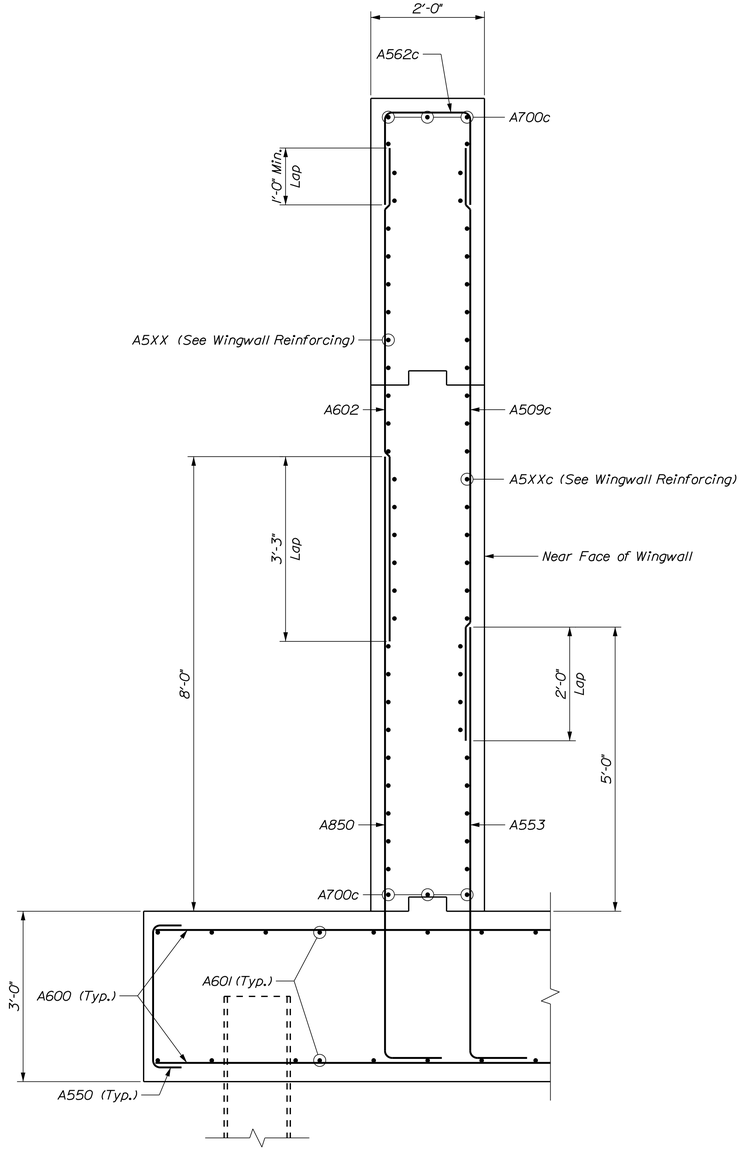
SHEET NUMBER
B-60
427
OF 485

Filename: ...\B20_WB_Abutment_1_WW_Rein_Detail.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025



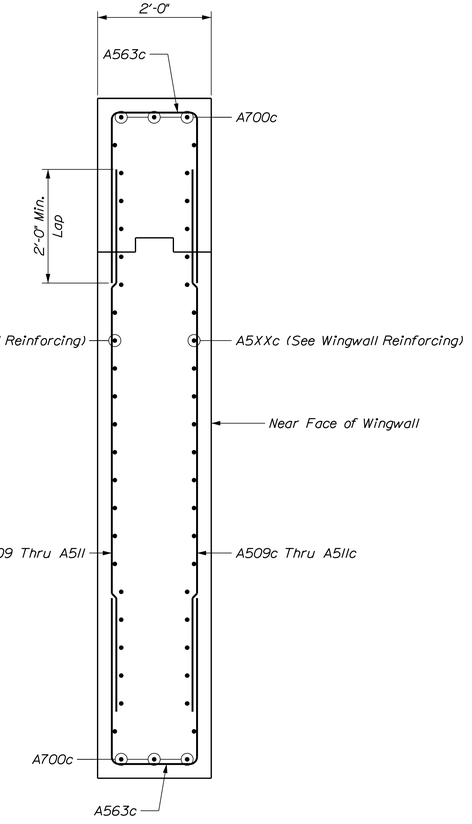
ABUTMENT TYPICAL SECTION

(Abutment No. 1 Shown)



WINGWALL SECTION A-A

(Wingwall No. 1 Shown)



WINGWALL SECTION B-B

(Wingwall No. 1 Shown)

NOTES

1. Abutment 1 shown. Abutment 2 similar.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 6787

BRIDGE PLANS

vhb

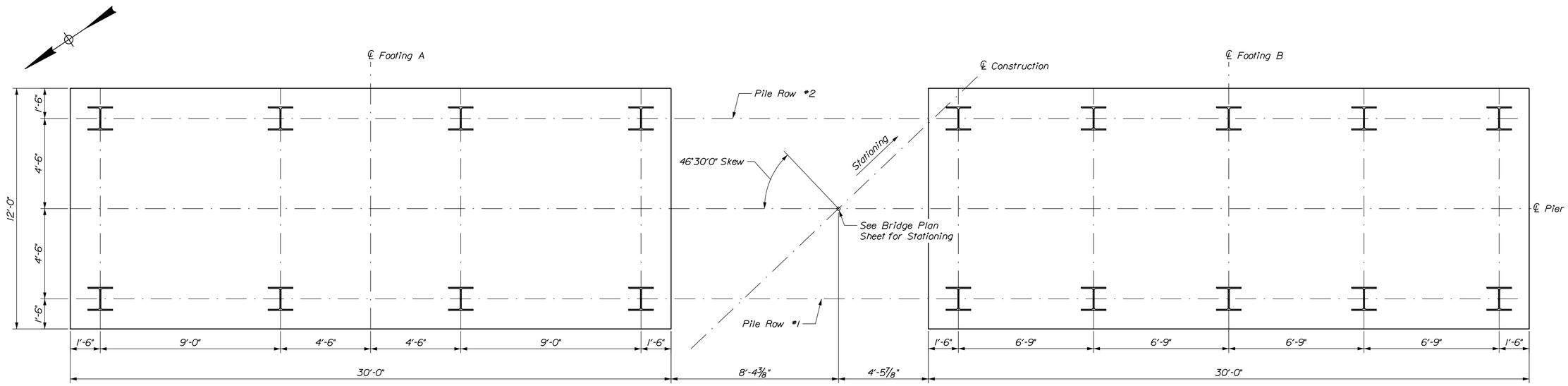
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	JEP	JAH	11/25
CHECKED-REVIEWED	APS	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
PENOBSCOT
BANGOR

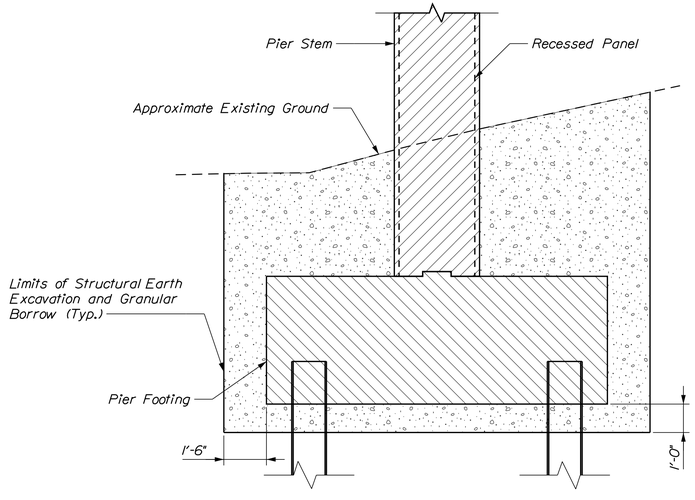
ABUTMENT AND WINGWALL
REINFORCING SECTIONS

SHEET NUMBER
B-61
428
OF 485

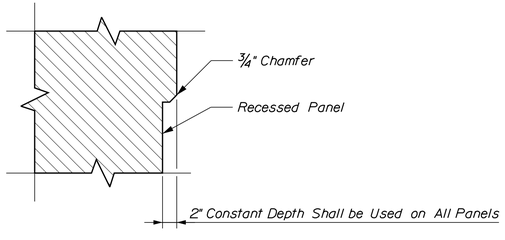
Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\B21_WB_Abutment _1_Rein_Sect.dgn



FOOTING PLAN & PILE LAYOUT



PIER EARTHWORK DETAIL



RECESS DETAIL

PIER NOTES

1. Reinforcing steel shall have a minimum concrete cover of 2 inches except for 3 inches in the footing unless otherwise noted.

2. Payment for Concrete Formliner is considered incidental to related Contract Items.

3. Adjust reinforcing steel spacing and end hook orientations in footings to avoid foundation piles.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 6787

BRIDGE PLANS

vhb

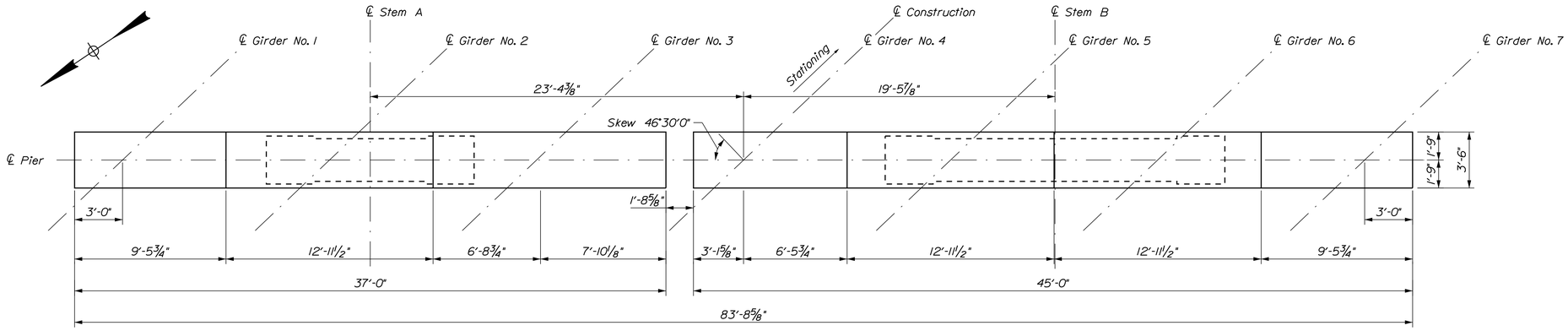
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	JAH	BY	DATE
CHECKED-REVIEWED	YP	JAH	11/25
DESIGN2-DETAILED2		SMH	11/25
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

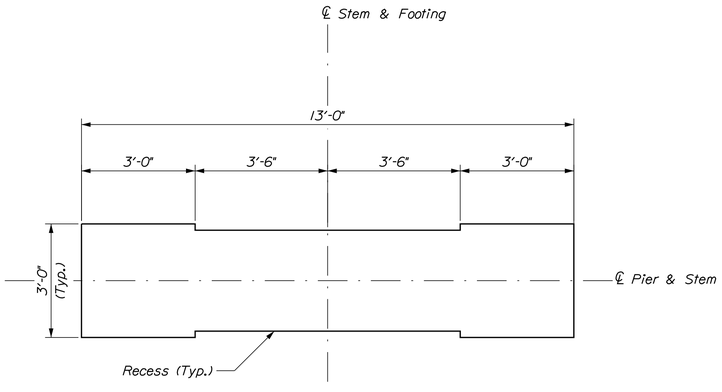
PIER DETAILS AND FOOTING PLAN

SHEET NUMBER
B-62
429
OF 485

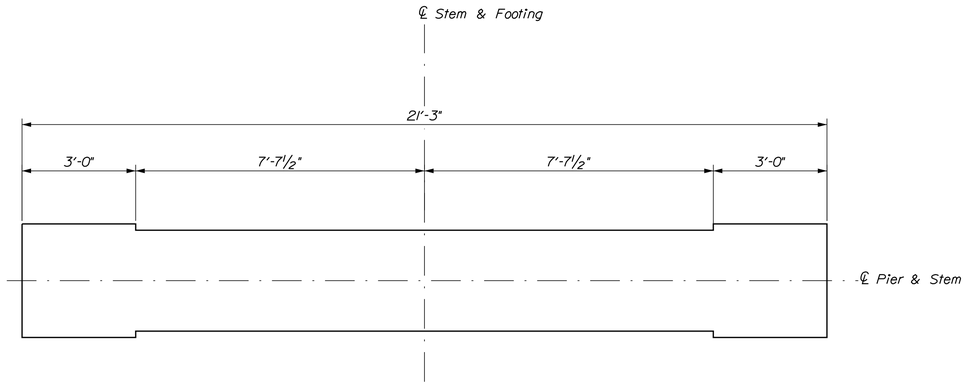
Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\MSTA\B27_WB_Pier_Section.dgn



PIER CAP PLAN
(Pier Footing Not Shown)



STEM A SECTION



STEM B SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

BRIDGE NO. 6787 | WIN 18595.11 | BRIDGE PLANS

vhb

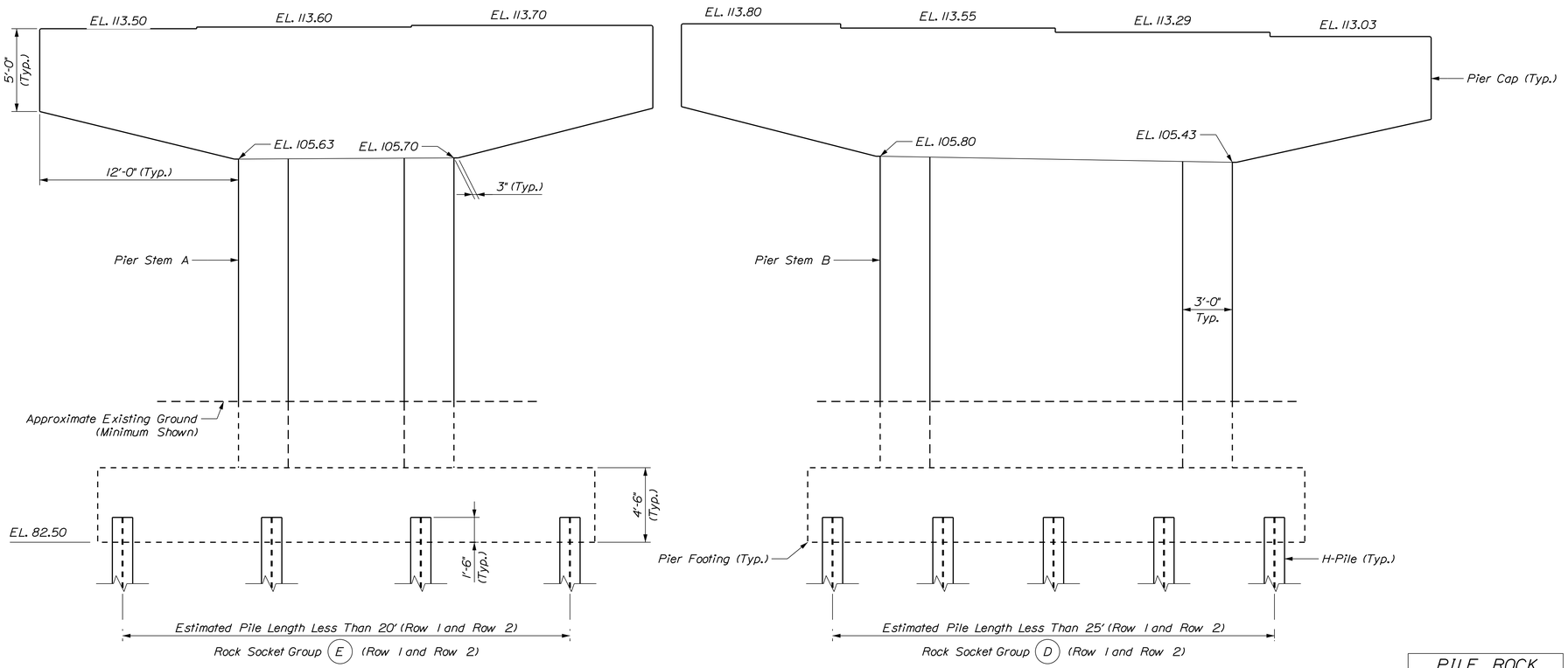
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	JAH	BY	DATE
CHECKED-REVIEWED	YP	JAH	11/25
DESIGN2-DETAILED2		SMH	11/25
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

PIER CAP & COLUMN PLAN

SHEET NUMBER
B-63
430
OF 485

Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\MSTA\B26_WB_Pier_Cap.dgn



ELEVATION

PILE ROCK SOCKET TABLE	
Group	Min. (Feet)
D	5'-0"
E	4'-0"

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

BRIDGE NO. 6787

WIN 18595.11

BRIDGE PLANS

vhb

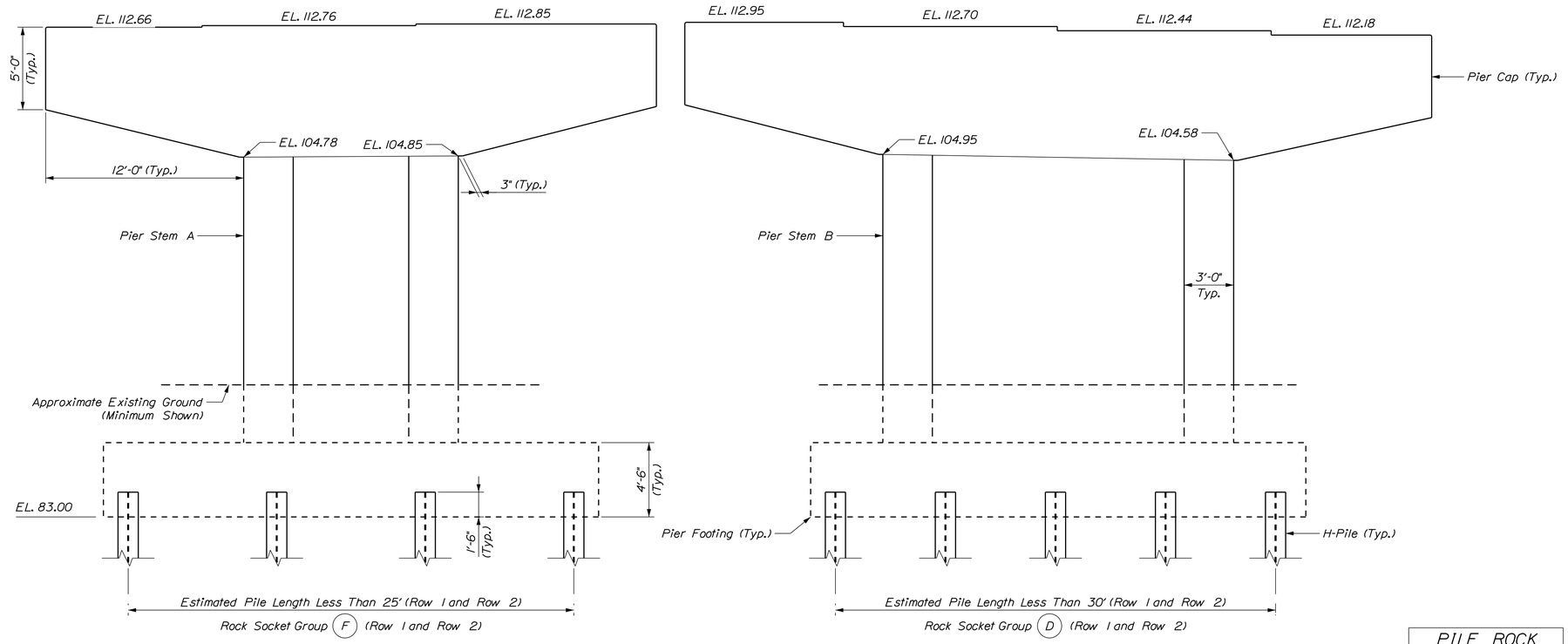
	L. ROWE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	JAH	JAH	11/25
CHECKED-REVIEWED	YP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

PIER NO. 1 ELEVATION

SHEET NUMBER
B-64
431
OF 485

Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\BRIDGE\MSTA\B28_WB_Pier_1.dgn



ELEVATION

PILE ROCK SOCKET TABLE	
Group	Min. (Feet)
D	5'-0"
F	3'-0"

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

BRIDGE NO. 6787 | WIN 18595.11 | BRIDGE PLANS

vhb

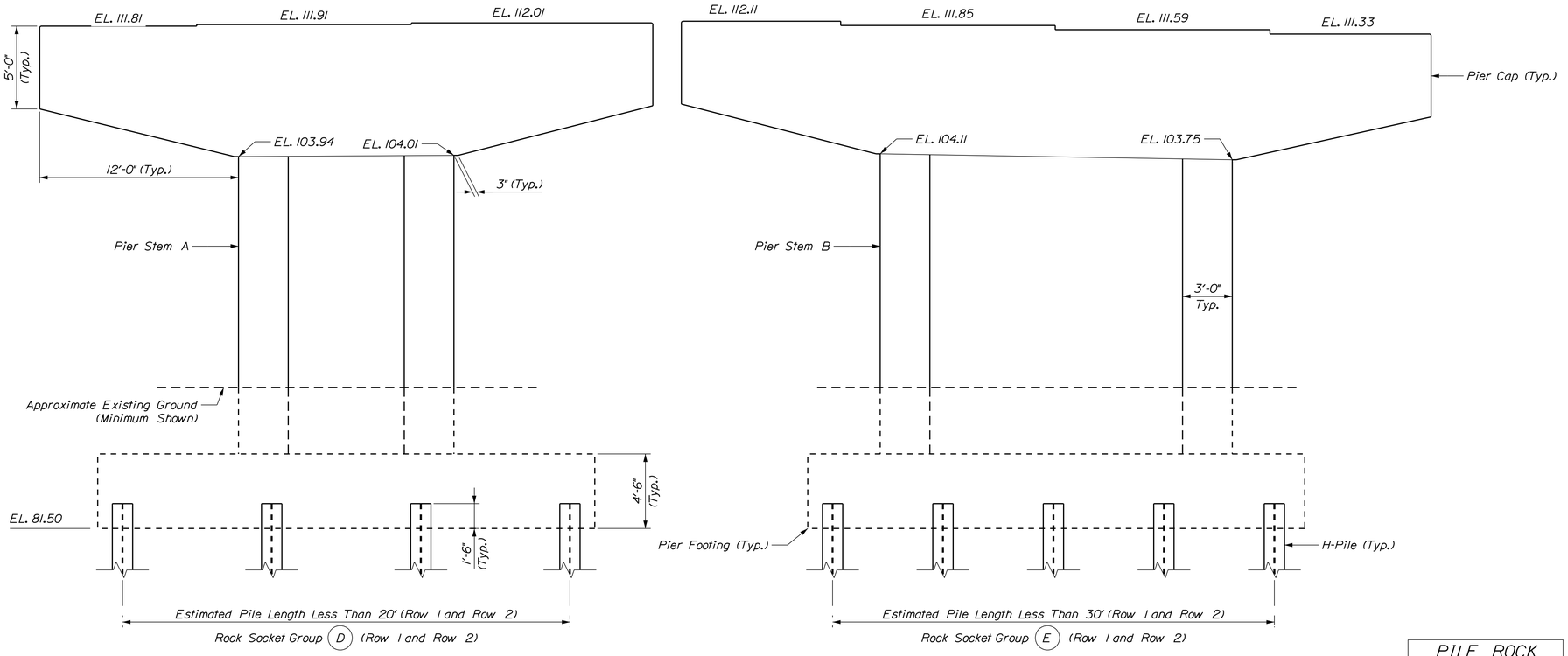
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	JAH	BY	DATE
CHECKED-REVIEWED	YP	JAH	11/25
DESIGN2-DETAILED2		SMH	11/25
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

PIER NO. 2 ELEVATION

SHEET NUMBER
B-65
432
OF 485

Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\BRIDGE\MSTA\B29_WB_Pier_2.dgn



ELEVATION

PILE ROCK SOCKET TABLE	
Group	Min. (Feet)
D	5'-0"
E	4'-0"

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

BRIDGE NO. 6787 | WIN 18595.11 | BRIDGE PLANS

vhb

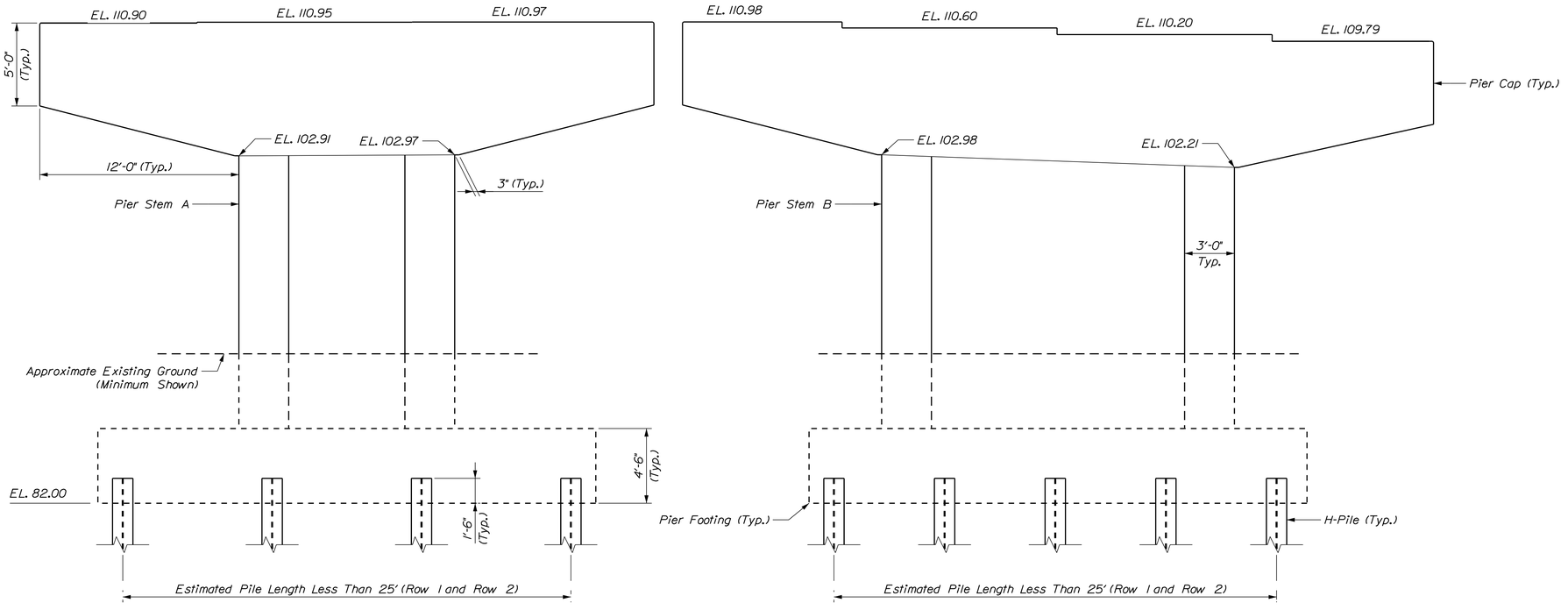
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	JAH	JAH	11/25
CHECKED-REVIEWED	YP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
PENOBSCOT
BANGOR

PIER NO. 3 ELEVATION

SHEET NUMBER
B-66
433
OF 485

Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\BRIDGE\MSTA\B30_WB_Pier_3.dgn



ELEVATION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

BRIDGE NO. 6787

WIN 18595.11

BRIDGE PLANS

vhb

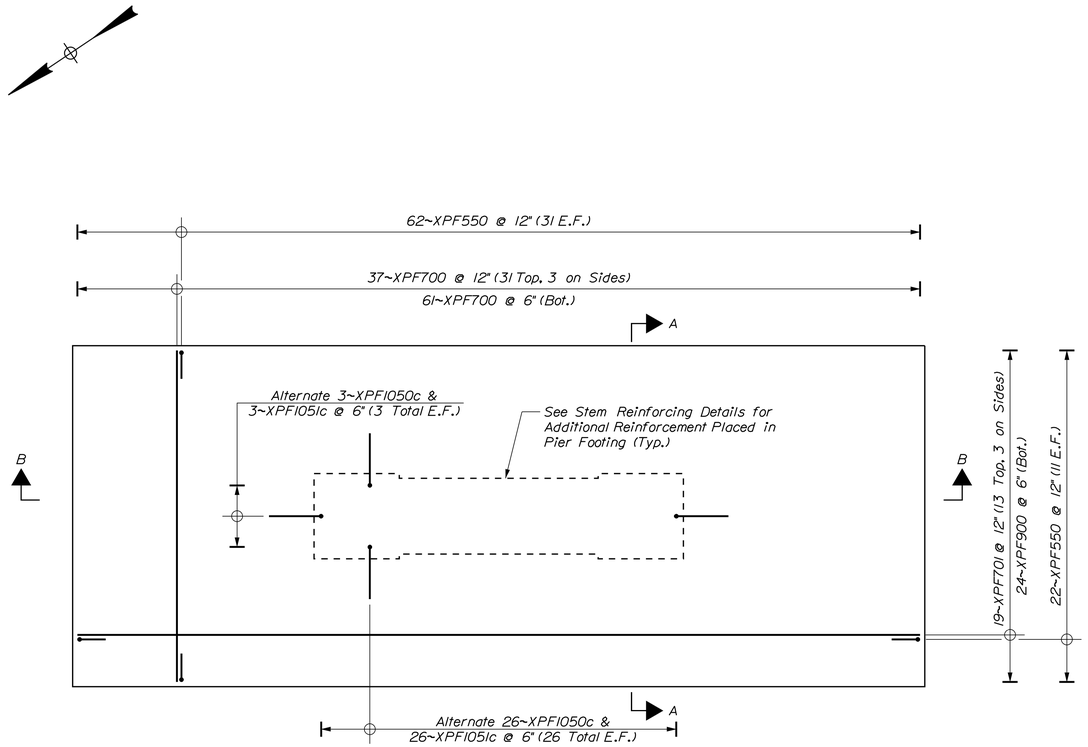
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	JAH	JAH	11/25
CHECKED-REVIEWED	YP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

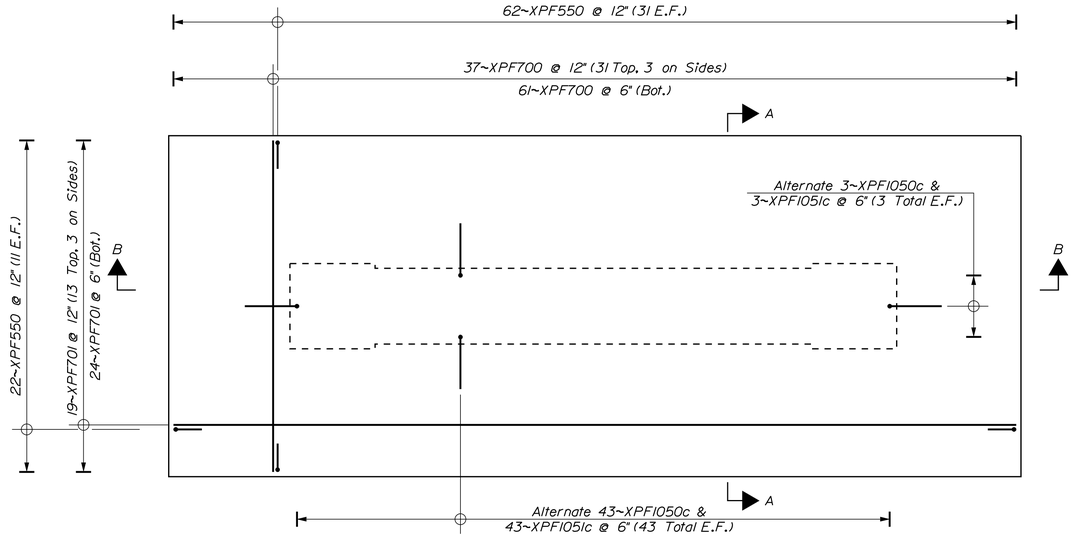
PIER NO. 4 ELEVATION

SHEET NUMBER
B-67
434
OF 485

Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\BRIDGE\MSTA\B31_WB_Pier_4.dgn

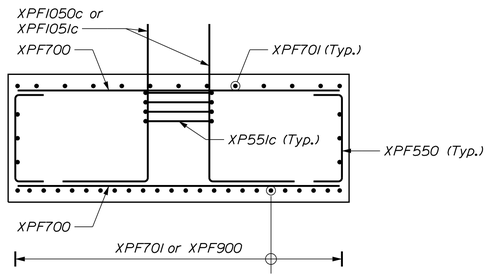


STEM A



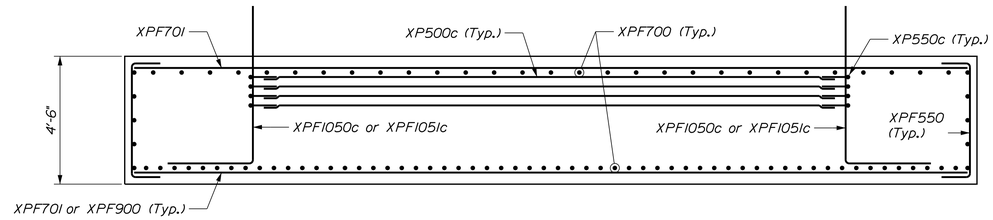
STEM B

PIER FOOTING REINFORCING PLAN



SECTION A-A

(Place Reinforcement in Bottom Mat to Avoid Piles)
(Bars XP500c and XP550c Not Shown For Clarity)
(See Pier Stem Reinforcing for More Details)



SECTION B-B

(Place Reinforcement in Bottom Mat to Avoid Piles)
(XP551c Not Shown for Clarity)
(See Pier Reinforcing for More Details)
(Stem B Shown)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 6787

BRIDGE PLANS

vhb

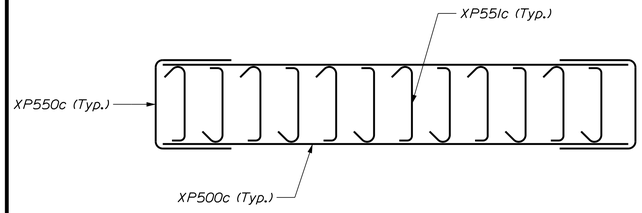
	L. ROWE	DATE
PROJ. MANAGER		
DESIGN-DETAILED	JAH	11/25
CHECKED-REVIEWED	APS	11/25
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

HOGAN ROAD NO. 2 BRIDGE
I-95
PENOBSCOT
BANGOR

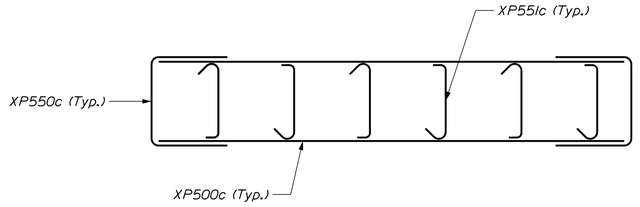
PIER REINFORCING (1 OF 3)

SHEET NUMBER
B-68
435
OF 485

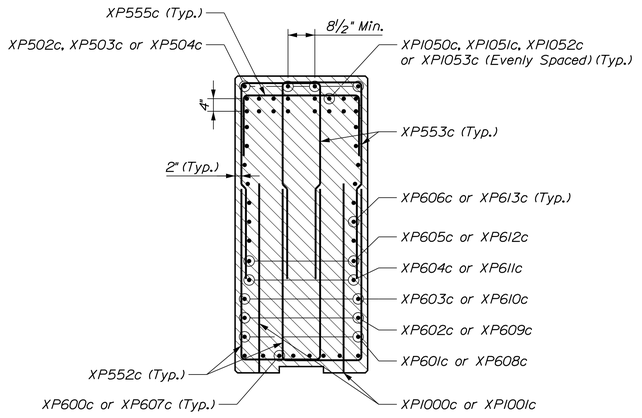
Filename: ...\MSTA\B25_WB_Pier_Footing.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025



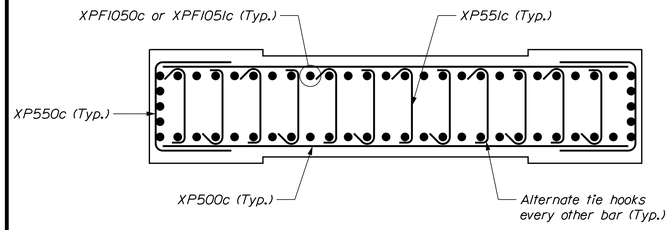
SET A



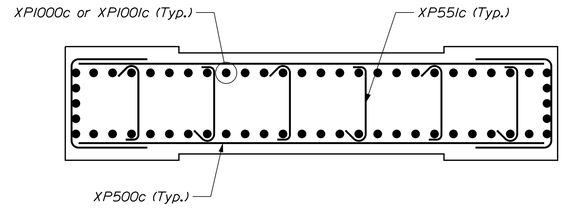
SET B



SECTION B-B
(Stem Not Shown)



SECTION C-C



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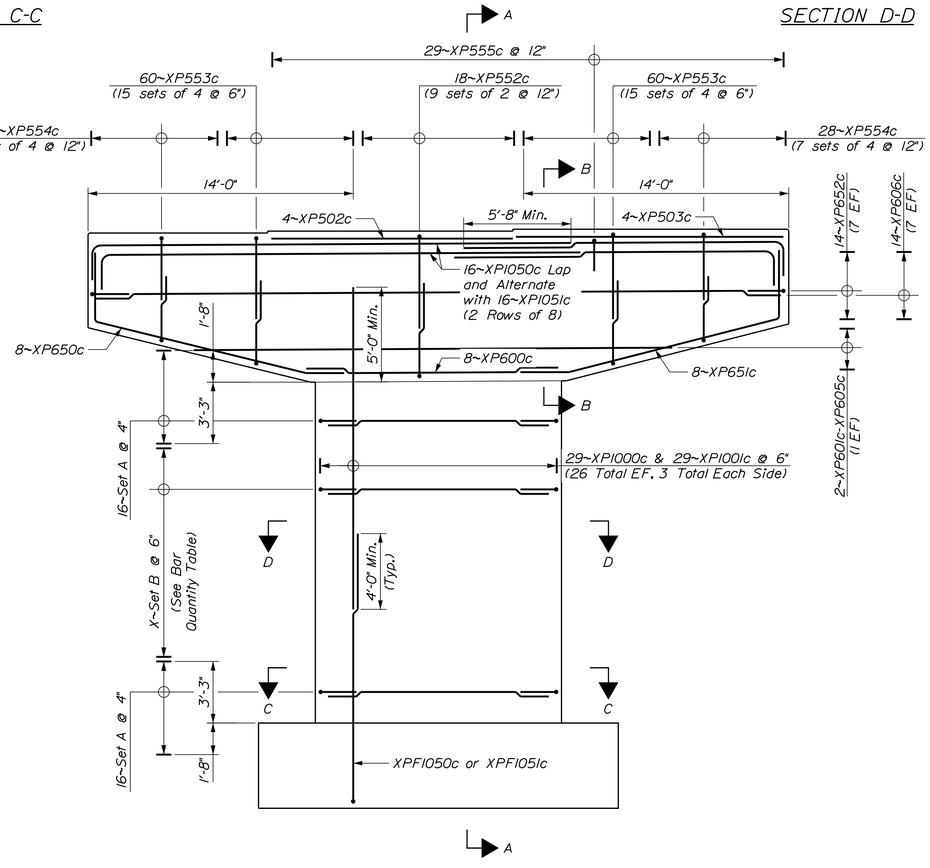
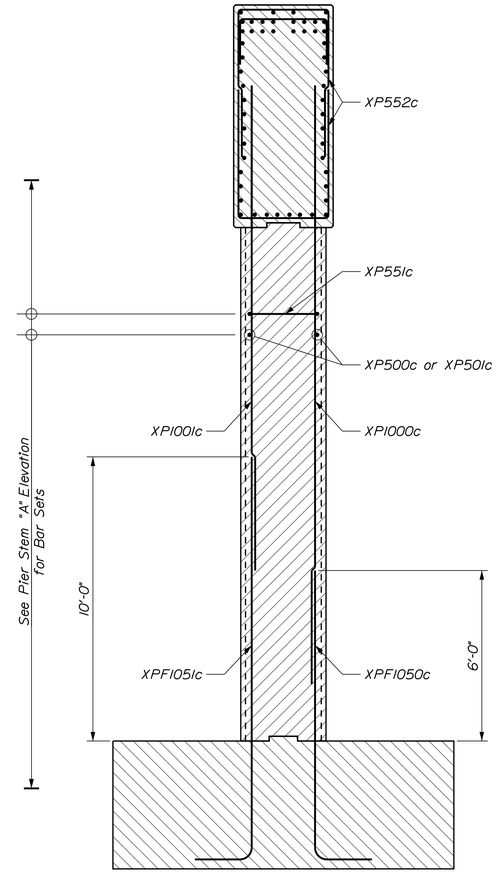


PIER STEM "A" ELEVATION



SECTION A-A

BAR SETS

Bar Set "A":
2~XP500c
2~XP550c
12~XP551c

Bar Set "B":
2~XP500c
2~XP550c
6~XP551c

BAR QUANTITY	
Location	Set B
Pier 1	26
Pier 2	23
Pier 3	25
Pier 4	22

PIER NOTES

1. Adjust cap reinforcement, as approved by the Resident, to accommodate anchor rods for bearings.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

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BRIDGE NO. 6787

BRIDGE PLANS

vhb

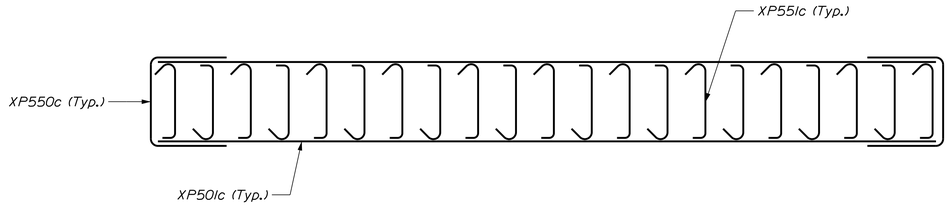
PROJ. MANAGER	L. ROWE	DATE
DESIGN-DETAILED	JAH	11/25
CHECKED-REVIEWED	JAH	11/25
DESIGN2-DETAILED2	APS	
DESIGN3-DETAILED3	SMH	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

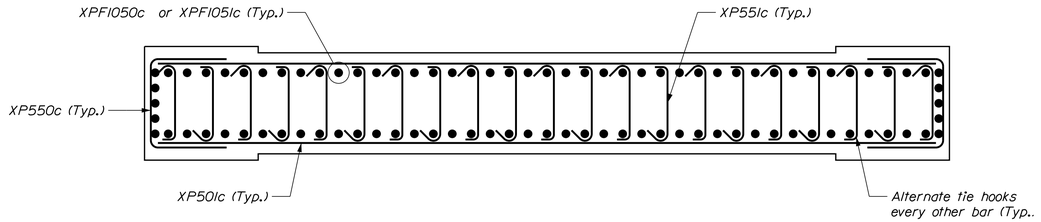
PIER REINFORCING (2 OF 3)

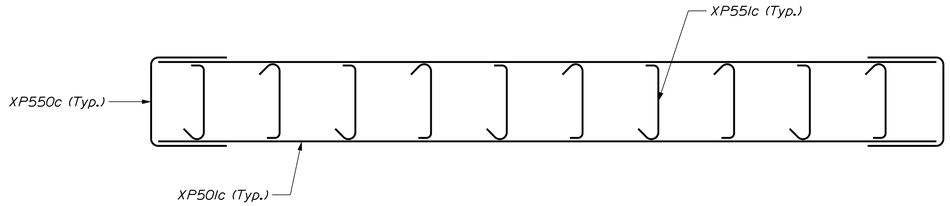
SHEET NUMBER
B-69
436
OF 485

Filename: ...\B31a_WB_Pier_Reinforcing.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025



SET C





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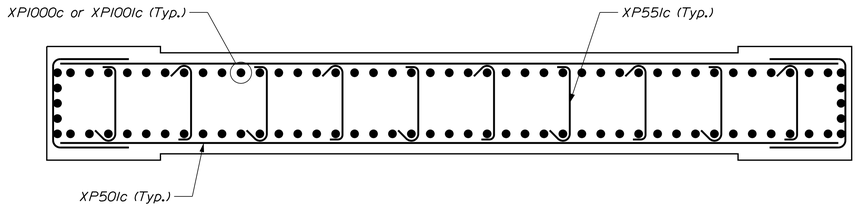
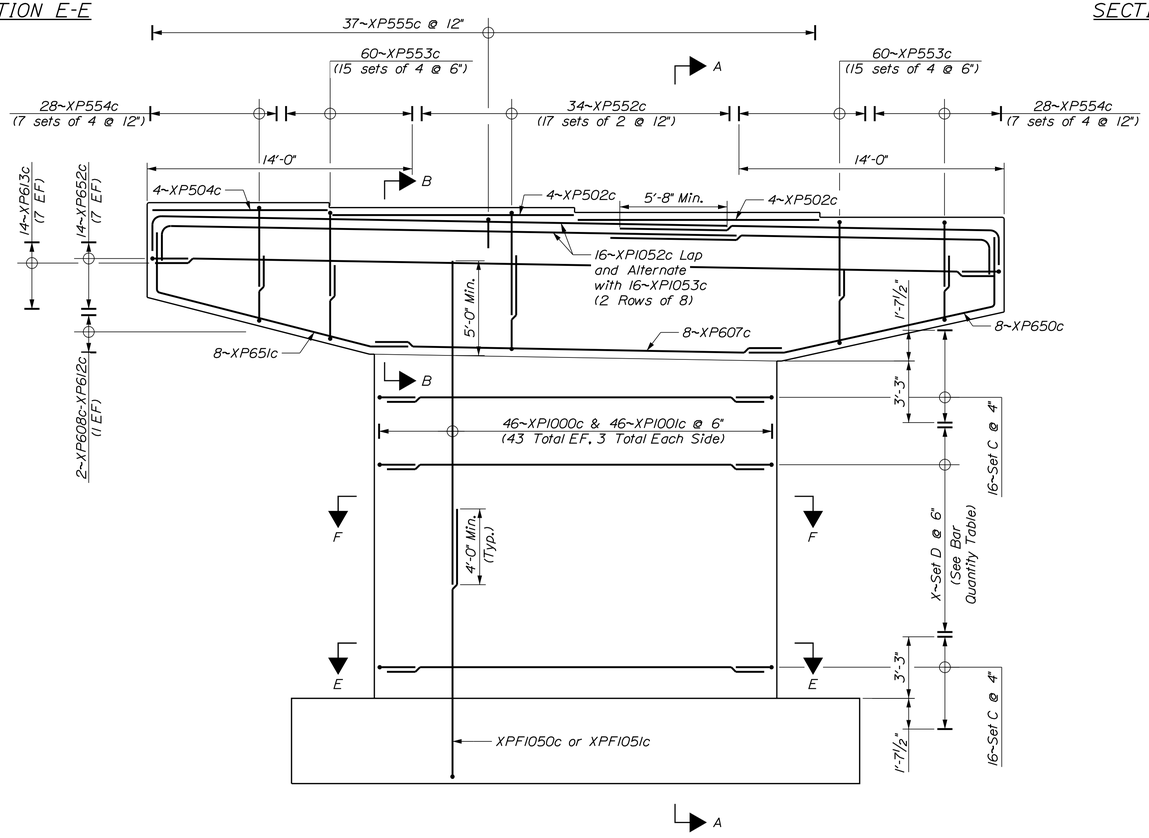


SECTION E-E

SECTION F-F



PIER STEM "B" ELEVATION

BAR SETS

Bar Set "C":
2~XP510c
2~XP550c
21~XP551c

Bar Set "D":
2~XP501c
2~XP550c
10~XP551c

BAR QUANTITY	
Location	Set D
Pier 1	26
Pier 2	23
Pier 3	25
Pier 4	22

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 6787

BRIDGE PLANS

vhb

PROJ. MANAGER	L. ROWE
DESIGN-DETAILED	JAH
CHECKED-REVIEWED	APS
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

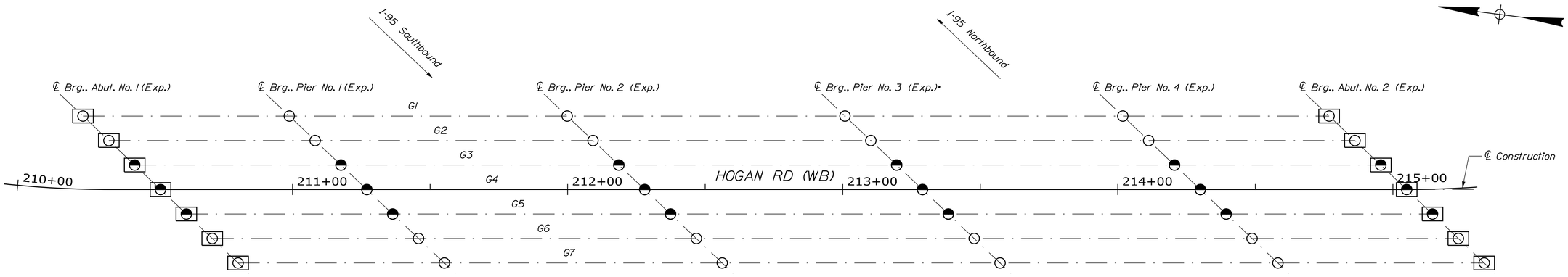
BY	DATE
JAH	11/25
SMH	11/25

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

PIER REINFORCING (3 OF 3)

SHEET NUMBER
B-70
437
OF 485

Filename: ...\B31b_WB_Pier_Reinforcing2.dgn Username: jamesdavis Division: HIGHWAY Date:08/29/2025



BEARING LAYOUT

*See Bearing Note 11

LEGEND

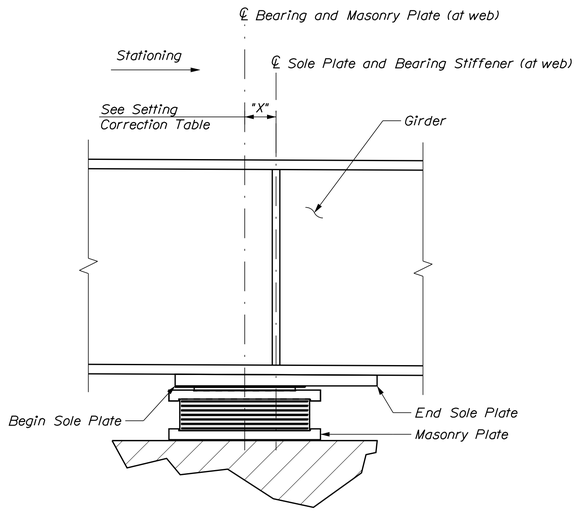
- ○ Non-Guided Bearing Expansion (Multidirectional)
- ◓ Guided Longitudinal Expansion (Unidirectional)
- ▭ Sliding Surface Provided

SOLE PLATE THICKNESS (INCHES)

Girder/ Location	Abut. No. 1		Pier No. 1		Pier No. 2		Pier No. 3		Pier No. 4		Abut. No. 2	
	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End
G1	1 11/16	1 9/16	1 3/4	1 1/2	1 3/4	1 1/2	1 3/4	1 1/2	1 15/16	1 9/16	2 3/8	1 1/2
G2	1 11/16	1 9/16	1 3/4	1 1/2	1 3/4	1 1/2	1 3/4	1 1/2	1 15/16	1 9/16	2 3/8	1 1/2
G3	1 3/4	1 1/2	1 3/4	1 1/2	1 3/4	1 1/2	1 3/4	1 1/2	2	1 1/2	2 3/8	1 1/2
G4	1 3/4	1 1/2	1 3/4	1 1/2	1 3/4	1 1/2	1 3/4	1 1/2	2	1 1/2	2 3/8	1 1/2
G5	1 3/4	1 1/2	1 3/4	1 1/2	1 3/4	1 1/2	1 3/4	1 1/2	2 3/16	1 9/16	2 3/8	1 1/2
G6	1 3/4	1 1/2	1 3/4	1 1/2	1 3/4	1 1/2	1 3/4	1 1/2	2 3/16	1 9/16	2 3/8	1 1/2
G7	1 3/4	1 1/2	1 3/4	1 1/2	1 3/4	1 1/2	1 3/4	1 1/2	2 1/4	1 1/2	2 3/8	1 1/2

SLIDING BEARING SETTING CORRECTION TABLE

Location	Dimension "X" (Inches)					
	15°F	30°F	45°F	60°F	75°F	90°F
Abut. No. 1	1/2	1/4	0	-1/4	-1/2	-3/4
Abut. No. 2	-1/2	-1/4	0	1/4	1/2	3/4



SLIDING BEARING ADJUSTMENT DETAIL

(Not to Scale)

ELASTOMERIC BEARING NOTES

1. The shear modulus of the elastomer shall be 110 psi. Bearing design is based on Method A.

2. Vulcanization of the elastomer to the steel plates shall be done during the primary mold process. Sole plates for Deformable Bearings shall be vulcanized to the elastomer.

3. Masonry plates, sole plates and load plates shall meet the requirements of ASTM A709, Grade 50. Anchor rods shall meet the requirements of ASTM F1554, Grade 105 and shall be swedged on the embedded portion of the rod. Keeper angles shall conform to the requirements of ASTM A709, Grade 36.

4. Masonry plates shall be galvanized in accordance with Section 506. Sole plates for steel superstructures shall be treated in the same manner as the structural steel. Anchor rods, washers, and nuts shall be galvanized to ASTM A153 or ASTM B695, Class 50, Type 1.

5. All bearings shall be marked prior to shipping. The marks shall include the bearing location of the bridge and a direction arrow that points upstation. All marks shall be permanent and shall be visible after the bearing is installed.

6. Bearings shall be covered during shipping and at any time prior to installation that the bearings may be exposed to sunlight.

7. All necessary precautions shall be taken to protect bearing components from field weld flash and spatter. Heat from the welding operations shall be controlled such that steel adjacent to the elastomer does not exceed 200°F. The temperature shall be verified by the use of temperature indicating crayons or other suitable means.

8. Apply lithium grease along keeper angle vertical face and the edges of sole plates at all guided bearing locations within four inches of keeper angles.

9. The Contractor shall not weld the girders to the sole plates until after all adjustments have been made in accordance with the Standard Specification Section 523.094.

10. The "Bearing Design Load" for each bearing as noted by the Standard Specifications, Subsection 523.23.4. is 359 kips. This is the total load for the Service I load combination, without impact.

11. The Pier 3 bearings shall be temporarily restrained for longitudinal movement at girder lines G2 thru G6 until the concrete deck and superstructure backwalls are constructed. Temporary restraints shall be removed prior to placing backfill against the superstructure backwalls. Temporary restraint details and procedures shall be submitted to the Resident for approval prior to installation.

12. Any damaged galvanized or metalized surfaces shall be repaired as directed by the Resident.

13. In the Sliding Bearing Setting Correction Table, a negative value for Dimension "X" indicates a direction going downstation. A positive value for Dimension "X" indicates a direction going upstation.

14. Temperatures shown in the Sliding Bearing Setting Correction Table are those of the steel girders and not necessarily the ambient air temperature.

15. Sole plates shall be beveled as shown in the Sole Plate Thickness table. "Begin" and "End" follow the direction of stationing.

16. The abbreviate "PTFE" indicates polytetrafluoroethylene.

17. 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 may need to be reset as directed by the Resident.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 6787

BRIDGE PLANS

vhb

	L. ROWE
PROJ. MANAGER	
DESIGN-DETAILED	YP
CHECKED-REVIEWED	JAH
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

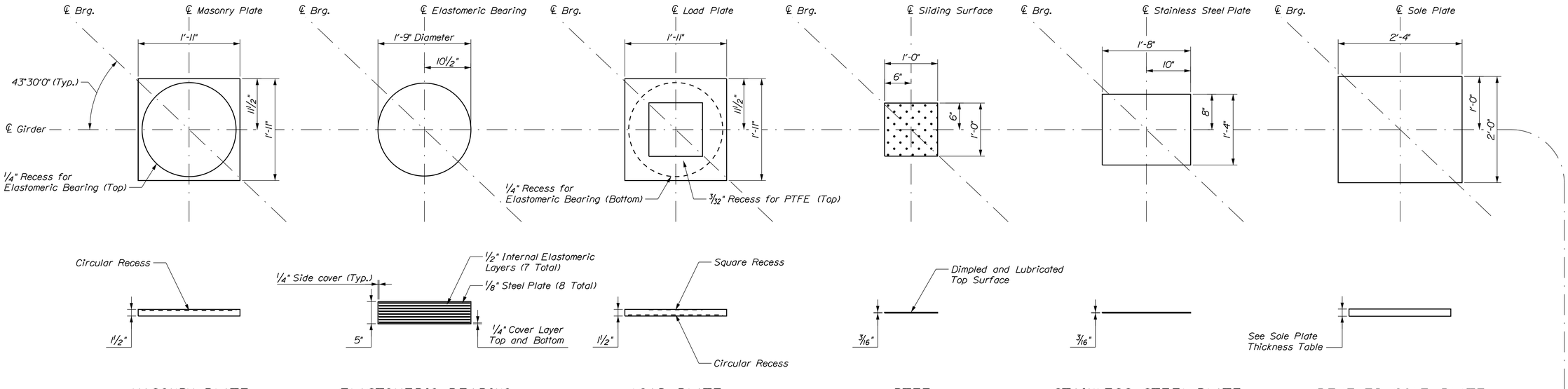
BY	DATE
JAH	11/25
SMH	11/25

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

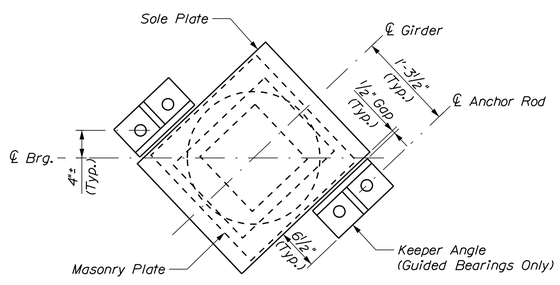
BEARING LAYOUT AND DETAILS

SHEET NUMBER
B-71
438
OF 485

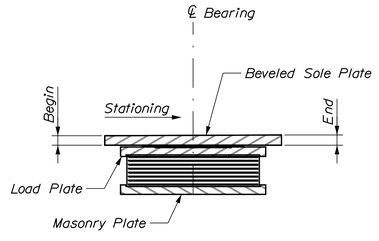
Filename: ...\MSTA\B32_WB_Bearing_Plan.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025



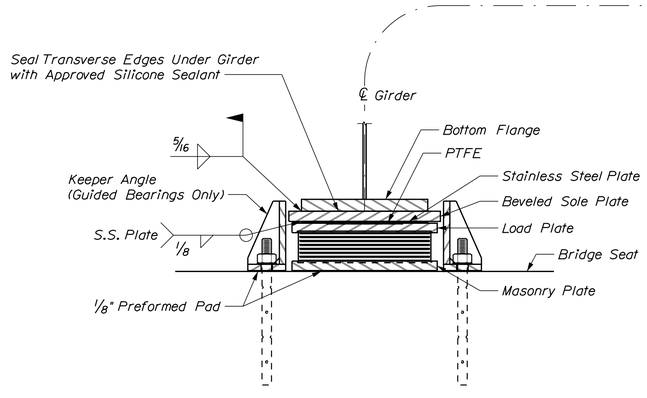
MASONRY PLATE | ELASTOMERIC BEARING | LOAD PLATE | PTFE | STAINLESS STEEL PLATE | BEVELED SOLE PLATE



BEARING PLAN
(Guided Expansion Bearing with Sliding Surface Shown, Non-guided Expansion Bearing with Sliding Surface Similar without Keeper Angles)



BEARING SECTION
(See Sole Plate Thickness Table)



BEARING ELEVATION
(Guided Expansion Bearing with Sliding Surface Shown, Non-guided Expansion Bearing with Sliding Surface Similar without Keeper Angles)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 6787

BRIDGE PLANS

vhb

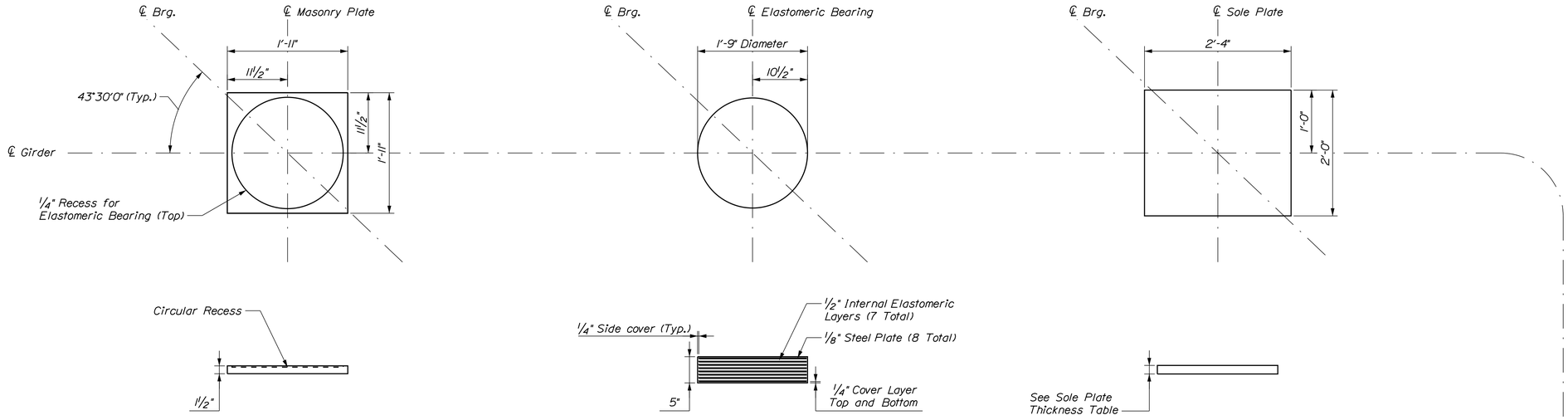
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	YP	JAH	11/25
CHECKED-REVIEWED	JAH	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

SLIDING BEARING DETAILS

SHEET NUMBER
B-72
439
OF 485

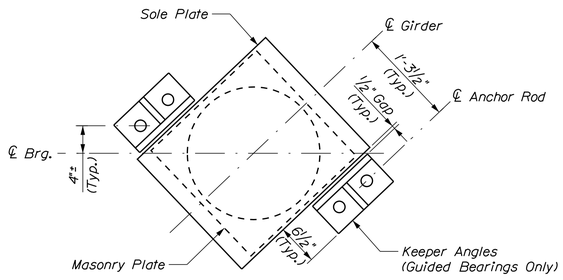
Filename: ...\B33_WB_Bearing_Details Abutment.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025



MASONRY PLATE

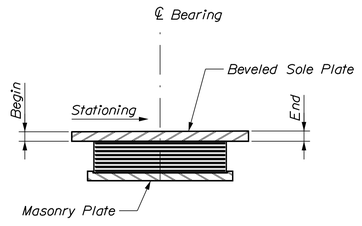
ELASTOMERIC BEARING

BEVELED SOLE PLATE



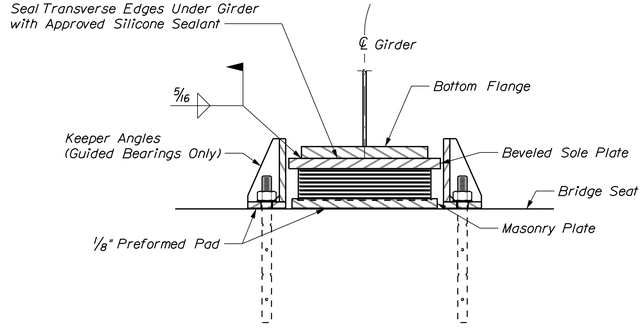
BEARING PLAN

(Guided Expansion Bearing Shown. Non-guided Expansion Bearing Similar without Keeper Angles)



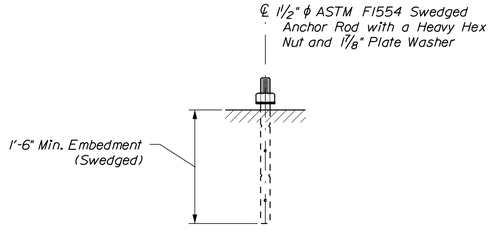
BEARING SECTION

(See Sole Plate Thickness Table)

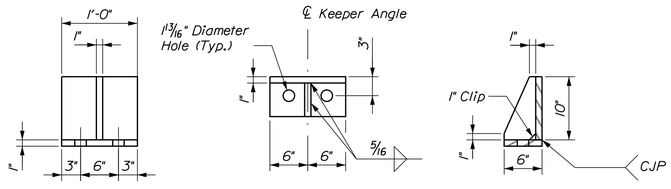


BEARING ELEVATION

(Guided Expansion Bearing Shown. Non-guided Expansion Bearing Similar without Keeper Angles)



ANCHOR ROD DETAIL



ELEVATION PLAN SECTION

KEEPER ANGLE DETAILS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 6787

BRIDGE PLANS

vhb

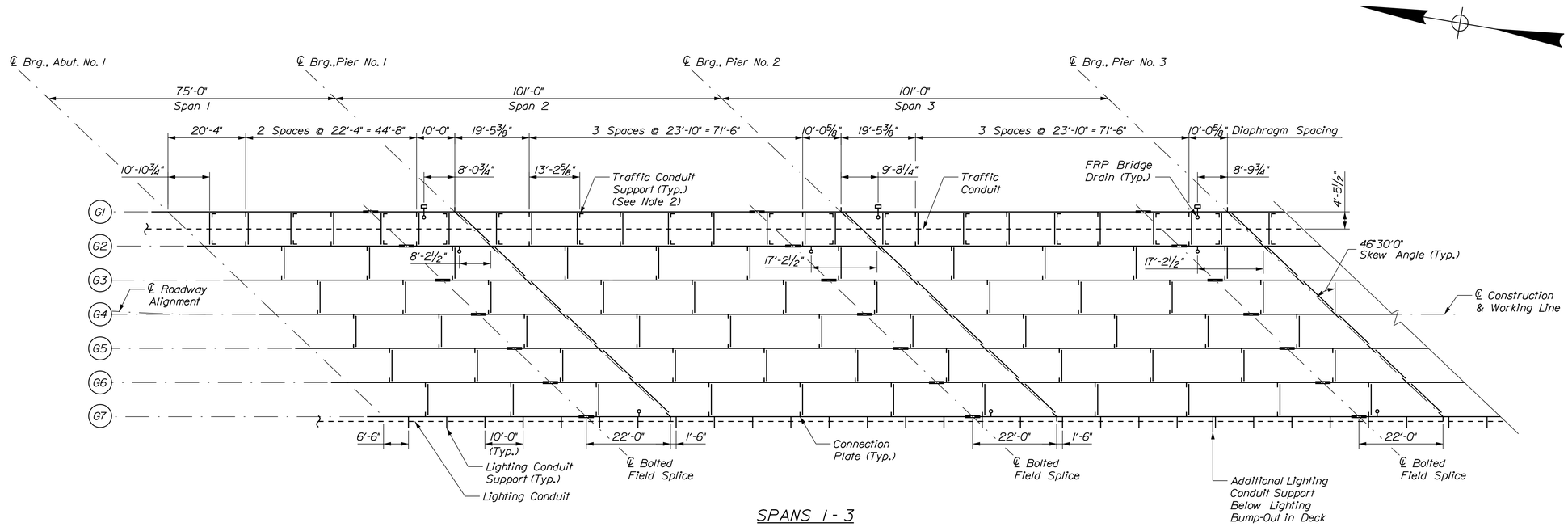
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	YP	JAH	11/25
CHECKED-REVIEWED	JAH	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

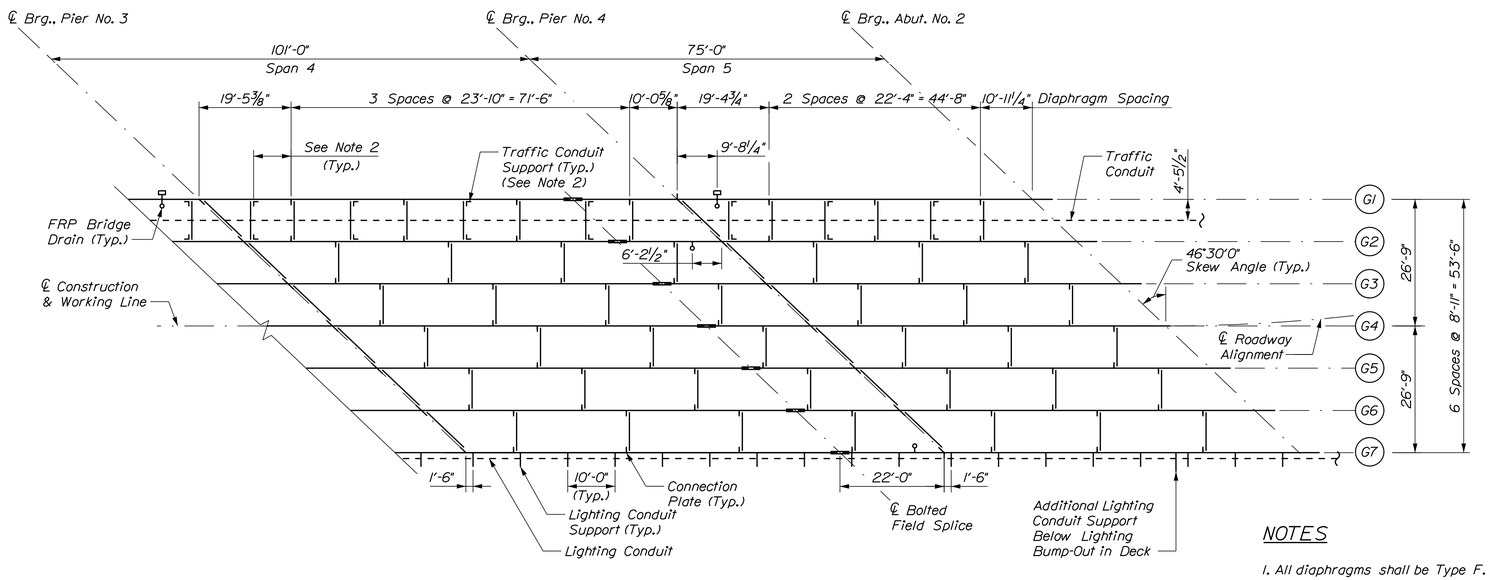
DEFORMABLE BEARING DETAILS

SHEET NUMBER
B-73
440
OF 485

Filename: ...\B34_WB_Bearing_Details Pier.dgn Username: jamesdavis Date:08/29/2025
Division: HIGHWAY



SPANS 1 - 3



SPANS 4 - 5

NOTES

1. All diaphragms shall be Type F. All diaphragms and utility supports shall be installed level.

2. Traffic conduit supports shall be centered between diaphragms and shall be set 1.5 feet off the centerline of bearing at all supports. Traffic and lighting conduit supports may be shifted up to 2 feet to avoid conflicts with bolted field splices, stiffeners, and/or bridge drains.

3. Bearing stiffeners and jacking stiffeners are not shown in the framing plan. See Bearing Stiffener and Jacking Stiffener Detail on Structural Steel Details sheet.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 6787

BRIDGE PLANS

vhb

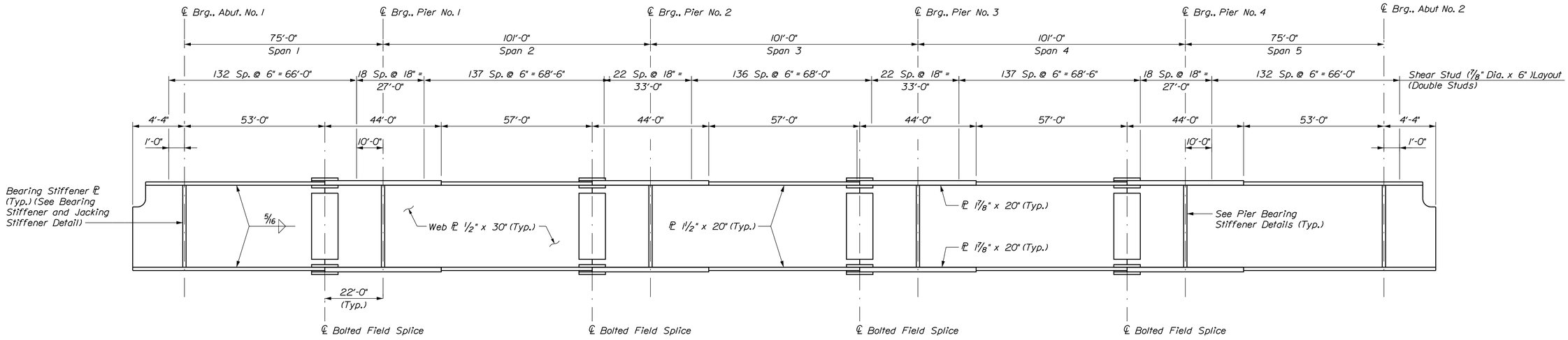
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	YP	KDW	11/25
CHECKED-REVIEWED	JAP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

FRAMING PLAN

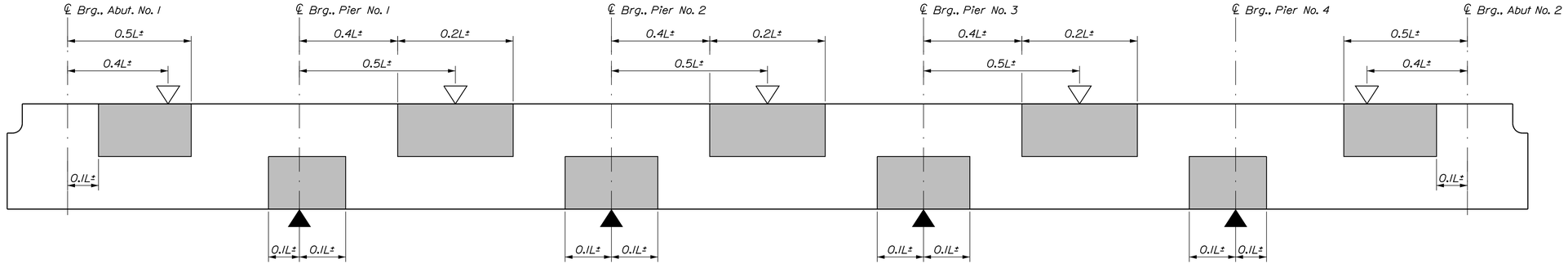
SHEET NUMBER
B-74
441
OF 485

Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\MSTA\B35_WB_Framing_Plan.dgn



GIRDER ELEVATION AND STUD LAYOUT

(Connection Plates and Jacking Stiffeners Not Shown)
(1510 Studs per Girder)
Not to Scale



GIRDER STRESS DIAGRAM

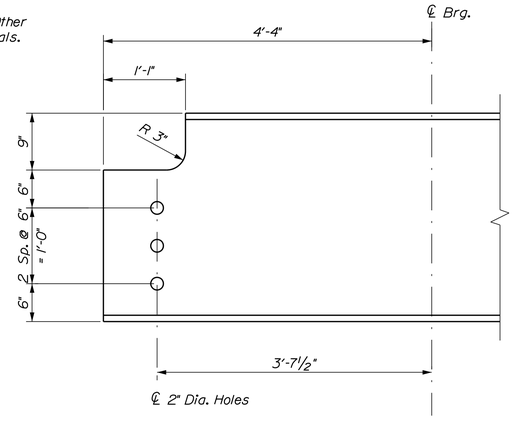
Not to Scale

LEGEND

Indicates Areas Always in Compression. All Other Areas are in Tension or have Stress Reversals.

Point of Maximum Positive Moment

Point of Maximum Negative Moment



GIRDER END DETAIL

(Horizontal Dimensions Along Girder)
Not to Scale

STRUCTURAL STEEL NOTES

1. Camber ordinates, as shown, are computed to compensate for all dead load deflections and for curvature of the finished grade profile.

2. No transverse butt weld splices will be allowed in the flange plates or web plates within 10 feet or 10 percent of the span length (whichever is greater) from the points of maximum negative moment or maximum positive moment. Butt weld splices in flanges shall be not less than one foot from transverse butt welds in the web plates and no transverse web or flange butt welds shall be located within one foot of other transverse welds (e.g. connection plates to web welds) on either flange or web. No transverse butt weld splices will be allowed in areas of stress reversal.

3. Sections of flange plates or web plates between transverse shop splices or between a transverse shop splice and a field splice shall be at least 20 feet in length unless otherwise shown on the Plans.

4. Bearing stiffeners shall be plumb after erection and dead loading of the structure.

5. Intermediate diaphragm connection plates may be either plumb or normal to the top flange.

6. Ends of girder webs shall be vertical under full dead load.

7. All bolts, nuts, and washers shall be hot dip galvanized in accordance with ASTM A153.

8. Bolted field splice connections shall be made using 7/8" diameter ASTM F3125, Grade A325 Type I high strength bolts. Bolt hole size shall be 15/16" diameter. Field splice bolt threads shall be excluded from the shear plane.

9. The splice was designed with Class C slip coefficient.

10. Repairs to the Thermal Spray Coating that modify the surface roughness in the area of the faying surfaces shall not be performed without the approval of the Fabrication Engineer.

11. At the Contractor's option, the diaphragms may be hot-dipped galvanized in accordance with Standard Specification Section 506, Shop Applied Protective Coatings, as approved by the Resident. Payment will be considered incidental to Item 506.9104, Thermal Spray Coating (Shop Applied), no separate payment will be made.

12. Structural steel was designed with a vertical construction load of 50 lb/sf and a lateral wind velocity during construction of 115 MPH.

13. All plan dimensions provided are horizontal at 45° F without accounting for profile grade, unless otherwise noted.

14. Structural steel shall be detailed and fabricated for Steel Dead Load fit.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE PLANS

BRIDGE NO. 6787

vhb

	L. ROWE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	YP	KDW	11/25
CHECKED-REVIEWED	JAP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

STRUCTURAL STEEL DETAILS
(1 OF 4)

SHEET NUMBER
B-75
442
OF 485

Filename: ...\B36_WB_Girder_Elevation.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025

Girder	Load	Span No. 1										Span No. 2										Span No. 3									
		℄ Abut. No. 1	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	℄ Pier No. 1	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	℄ Pier No. 2	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	℄ Pier No. 3
ALL	Steel Dead Load	0.00	0.08	0.14	0.18	0.19	0.18	0.14	0.10	0.04	0.01	0.00	0.06	0.17	0.28	0.35	0.38	0.34	0.26	0.15	0.05	0.00	0.03	0.12	0.22	0.29	0.31	0.29	0.22	0.12	0.03	0.00
	Fluid Dead Load	0.00	0.21	0.38	0.49	0.53	0.49	0.40	0.26	0.12	0.02	0.00	0.16	0.45	0.74	0.95	1.02	0.93	0.71	0.41	0.14	0.00	0.09	0.33	0.59	0.78	0.85	0.78	0.59	0.33	0.09	0.00
	Superimposed Dead Load	0.00	0.05	0.08	0.10	0.11	0.11	0.09	0.06	0.03	0.01	0.00	0.04	0.10	0.16	0.21	0.22	0.20	0.16	0.10	0.03	0.00	0.02	0.07	0.13	0.17	0.18	0.17	0.13	0.07	0.02	0.00
	Total Load	0.00	0.33	0.60	0.77	0.83	0.78	0.62	0.42	0.19	0.03	0.00	0.27	0.72	1.18	1.51	1.61	1.47	1.13	0.66	0.22	0.00	0.15	0.52	0.93	1.23	1.35	1.23	0.93	0.52	0.15	0.00

Girder	Load	Span No. 4										Span No. 5										
		℄ Pier No. 3	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	℄ Pier No. 4	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	℄ Abut. No. 2
ALL	Steel Dead Load	0.00	0.05	0.15	0.26	0.34	0.38	0.35	0.28	0.17	0.06	0.00	0.01	0.04	0.10	0.14	0.18	0.19	0.18	0.14	0.08	0.00
	Fluid Dead Load	0.00	0.14	0.41	0.71	0.93	1.02	0.95	0.74	0.45	0.16	0.00	0.02	0.12	0.26	0.40	0.49	0.53	0.49	0.38	0.21	0.00
	Superimposed Dead Load	0.00	0.03	0.10	0.16	0.20	0.22	0.21	0.16	0.10	0.04	0.00	0.01	0.03	0.06	0.09	0.11	0.11	0.10	0.08	0.05	0.00
	Total Load	0.00	0.22	0.66	1.13	1.47	1.61	1.51	1.18	0.72	0.27	0.00	0.03	0.19	0.42	0.62	0.78	0.83	0.77	0.60	0.33	0.00

TABLE OF DEFLECTIONS (IN.)

Girder	℄ Brg.. Abut. No. 1	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	℄ Brg.. Pier No. 1	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	℄ Brg.. Pier No. 2	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	℄ Brg.. Pier No. 3
1	117.76	117.97	118.12	118.19	118.18	118.07	117.89	117.67	117.43	117.25	117.16	117.28	117.54	117.81	117.98	117.97	117.78	117.43	116.99	116.57	116.31	116.34	116.54	116.77	116.92	116.92	116.75	116.43	116.03	115.67	115.46
2	117.88	118.08	118.22	118.29	118.28	118.17	117.99	117.77	117.53	117.35	117.26	117.38	117.64	117.91	118.07	118.07	117.88	117.53	117.09	116.67	116.41	116.44	116.64	116.87	117.02	117.02	116.85	116.53	116.13	115.77	115.56
3	117.99	118.18	118.32	118.39	118.38	118.27	118.09	117.87	117.63	117.45	117.36	117.48	117.74	118.01	118.17	118.17	117.98	117.63	117.18	116.76	116.51	116.54	116.74	116.97	117.12	117.12	116.95	116.63	116.23	115.86	115.66
4	118.09	118.28	118.42	118.49	118.48	118.37	118.19	117.97	117.73	117.55	117.46	117.58	117.84	118.11	118.27	118.27	118.08	117.73	117.28	116.86	116.61	116.64	116.84	117.07	117.22	117.22	117.05	116.73	116.33	115.96	115.76
5	117.83	118.02	118.16	118.24	118.22	118.11	117.93	117.71	117.47	117.29	117.20	117.32	117.58	117.85	118.02	118.01	117.82	117.47	117.03	116.61	116.35	116.39	116.58	116.81	116.96	116.96	116.79	116.47	116.07	115.71	115.50
6	117.57	117.77	117.91	117.98	117.96	117.86	117.68	117.45	117.22	117.03	116.94	117.06	117.32	117.59	117.76	117.76	117.57	117.21	116.77	116.35	116.10	116.13	116.33	116.56	116.70	116.70	116.53	116.22	115.82	115.45	115.25
7	117.32	117.51	117.65	117.72	117.70	117.60	117.42	117.20	116.96	116.78	116.69	116.81	117.07	117.33	117.50	117.50	117.31	116.96	116.51	116.09	115.84	115.87	116.07	116.30	116.45	116.45	116.28	115.96	115.56	115.19	114.99

Girder	℄ Brg.. Pier No. 3	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	℄ Brg.. Pier No. 4	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	℄ Brg.. Abut. No. 2
1	115.46	115.55	115.80	116.07	116.25	116.28	116.11	115.77	115.33	114.89	114.57	114.49	114.49	114.54	114.56	114.52	114.39	114.16	113.83	113.41	112.94
2	115.56	115.65	115.90	116.17	116.35	116.38	116.21	115.87	115.42	114.96	114.61	114.52	114.51	114.54	114.54	114.48	114.33	114.09	113.74	113.31	112.82
3	115.66	115.75	116.00	116.27	116.45	116.48	116.31	115.96	115.49	115.01	114.64	114.53	114.50	114.51	114.49	114.42	114.26	114.00	113.64	113.19	112.69
4	115.76	115.85	116.10	116.37	116.55	116.57	116.40	116.03	115.54	115.03	114.65	114.52	114.47	114.47	114.43	114.34	114.17	113.89	113.51	113.06	112.56
5	115.50	115.59	115.84	116.11	116.30	116.31	116.12	115.73	115.21	114.68	114.27	114.13	114.07	114.04	113.99	113.89	113.69	113.41	113.02	112.57	112.07
6	115.25	115.33	115.58	115.86	116.03	116.03	115.81	115.40	114.86	114.31	113.88	113.72	113.64	113.60	113.54	113.41	113.21	112.92	112.54	112.08	111.58
7	114.99	115.07	115.32	115.59	115.75	115.73	115.49	115.05	114.50	113.92	113.47	113.29	113.19	113.14	113.06	112.93	112.72	112.43	112.05	111.60	111.09

BOTTOM OF SLAB @ 10th POINTS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 6787

BRIDGE PLANS

vhb

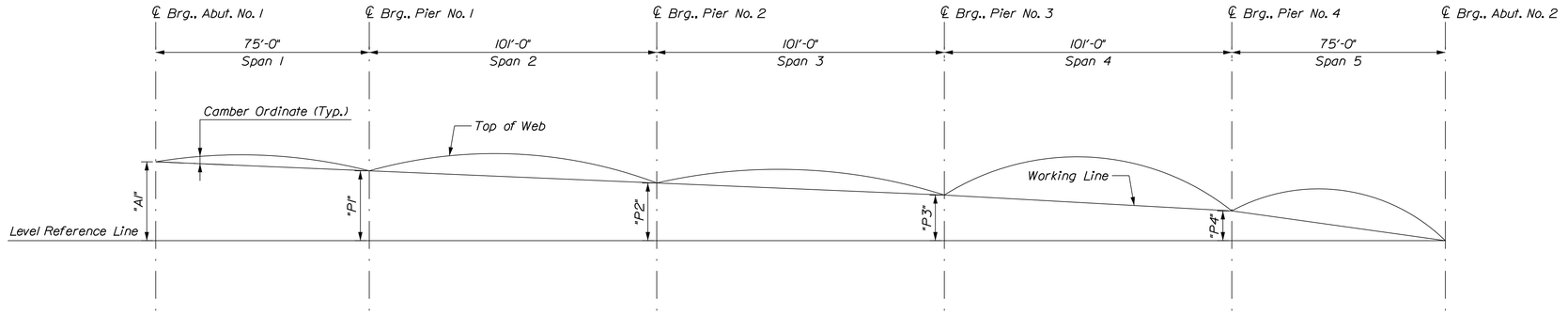
		DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	YP	KDW 11/25
CHECKED-REVIEWED	JAP	SMH 11/25
DESIGN2-DETAILED2	JAP	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

HOGAN ROAD NO. 2 BRIDGE
I-95
PENOBSCOT
BANGOR

STRUCTURAL STEEL DETAILS
(2 OF 4)

SHEET NUMBER
B-76
443
OF 485

Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\B37_WB_StructurDl_DEFL.dgn



CAMBER DIAGRAM

Not to Scale

TABLE OF CAMBER DIMENSIONS (ft)					
Girder	A1	P1	P2	P3	P4
1	4.82	4.22	3.38	2.53	1.63
2	5.06	4.44	3.59	2.75	1.80
3	5.30	4.67	3.82	2.97	1.95
4	5.53	4.90	4.05	3.20	2.09
5	5.76	5.13	4.28	3.44	2.20
6	5.99	5.36	4.51	3.67	2.30
7	6.22	5.59	4.75	3.90	2.37

Girder	℄ Brg.. Abut. No. 1	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	℄ Brg.. Pier No. 1	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	℄ Brg.. Pier No. 2	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	℄ Brg.. Pier No. 3
1	0.00	0.52	0.88	1.07	1.08	0.99	0.79	0.54	0.27	0.07	0.00	0.27	0.72	1.18	1.50	1.61	1.47	1.12	0.66	0.22	0.00	0.15	0.52	0.93	1.23	1.35	1.23	0.93	0.52	0.15	0.00
2	0.00	0.43	0.72	0.87	0.92	0.85	0.68	0.46	0.22	0.05	0.00	0.27	0.72	1.18	1.50	1.61	1.47	1.13	0.66	0.22	0.00	0.15	0.52	0.93	1.23	1.35	1.23	0.93	0.52	0.15	0.00
3	0.00	0.34	0.61	0.78	0.84	0.78	0.63	0.42	0.19	0.03	0.00	0.27	0.72	1.18	1.50	1.61	1.47	1.13	0.66	0.22	0.00	0.15	0.52	0.93	1.23	1.35	1.23	0.93	0.52	0.15	0.00
4	0.00	0.33	0.60	0.77	0.83	0.78	0.62	0.42	0.19	0.03	0.00	0.27	0.72	1.18	1.50	1.61	1.47	1.13	0.66	0.22	0.00	0.15	0.52	0.93	1.23	1.35	1.23	0.93	0.52	0.15	0.00
5	0.00	0.33	0.60	0.77	0.83	0.78	0.62	0.42	0.19	0.03	0.00	0.27	0.72	1.18	1.50	1.61	1.47	1.12	0.66	0.22	0.00	0.15	0.52	0.93	1.23	1.35	1.23	0.93	0.52	0.15	0.00
6	0.00	0.33	0.60	0.77	0.83	0.78	0.62	0.42	0.19	0.03	0.00	0.27	0.72	1.18	1.50	1.61	1.47	1.13	0.66	0.22	0.00	0.15	0.52	0.93	1.23	1.35	1.23	0.93	0.52	0.15	0.00
7	0.00	0.33	0.60	0.77	0.83	0.78	0.62	0.42	0.19	0.03	0.00	0.27	0.72	1.18	1.50	1.61	1.47	1.13	0.66	0.22	0.00	0.15	0.52	0.93	1.23	1.35	1.23	0.93	0.52	0.15	0.00

Girder	℄ Brg.. Pier No. 3	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	℄ Brg.. Pier No. 4	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	℄ Brg.. Abut. No. 2
1	0.00	0.28	0.77	1.29	1.70	1.89	1.84	1.57	1.16	0.62	0.00	0.74	1.45	2.08	2.52	2.75	2.73	2.43	1.86	1.04	0.00
2	0.00	0.34	0.90	1.48	1.95	2.21	2.22	2.02	1.55	0.82	0.00	0.74	1.45	2.08	2.52	2.75	2.73	2.43	1.86	1.04	0.00
3	0.00	0.43	1.07	1.75	2.31	2.66	2.76	2.53	1.90	1.00	0.00	0.73	1.43	2.03	2.47	2.68	2.64	2.33	1.75	0.96	0.00
4	0.00	0.54	1.30	2.09	2.76	3.22	3.34	2.98	2.21	1.15	0.00	0.70	1.36	1.93	2.33	2.51	2.44	2.09	1.53	0.80	0.00
5	0.00	0.68	1.58	2.51	3.32	3.83	3.85	3.37	2.46	1.28	0.00	0.64	1.24	1.75	2.09	2.22	2.08	1.75	1.25	0.66	0.00
6	0.00	0.84	1.91	3.00	3.90	4.35	4.27	3.68	2.67	1.39	0.00	0.55	1.07	1.50	1.76	1.80	1.68	1.41	1.02	0.54	0.00
7	0.00	1.03	2.28	3.50	4.37	4.74	4.58	3.92	2.83	1.46	0.00	0.44	0.85	1.18	1.36	1.39	1.32	1.14	0.84	0.45	0.00

TABLES OF CAMBER ORDINATES @ 10th POINTS (IN.)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 6787

BRIDGE PLANS

vhb

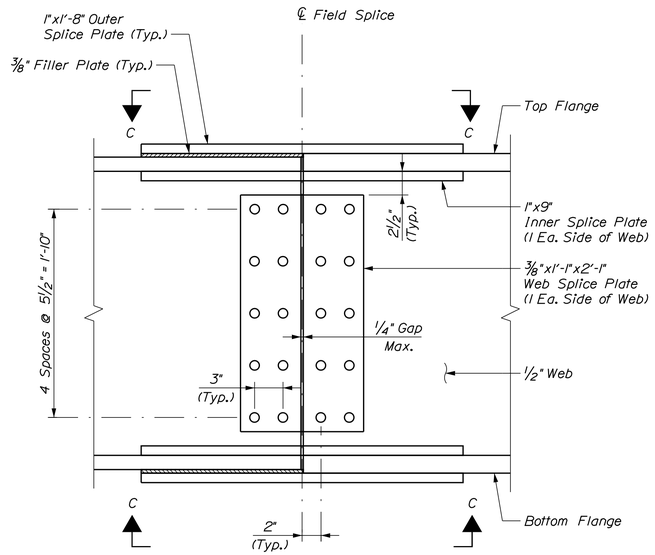
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	YP	KDW	11/25
CHECKED-REVIEWED	JAH	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
PENOBSCOT
BANGOR

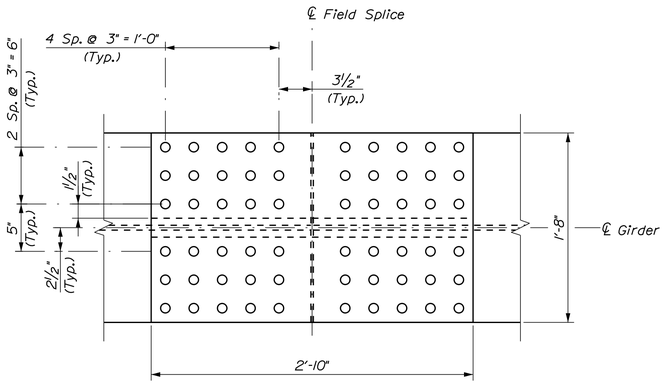
STRUCTURAL STEEL DETAILS
(3 OF 4)

SHEET NUMBER
B-77
444
OF 485

Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\B37_WB_Structural_Camber.dgn



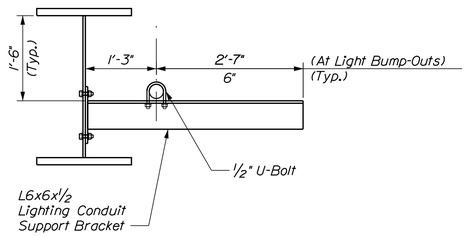
ELEVATION

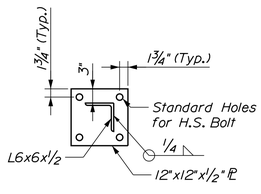


VIEW C-C

BOLTED FIELD SPLICE

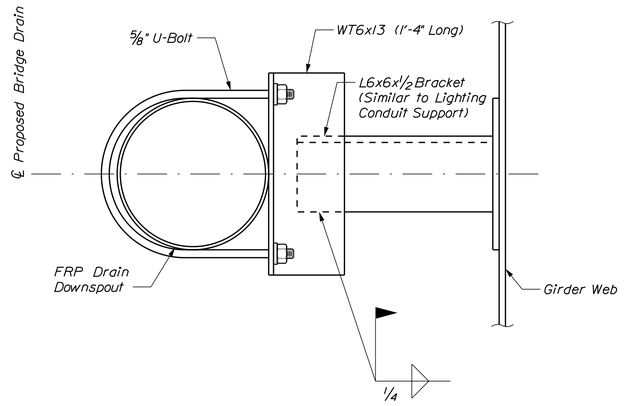
(Field Splice 1 Shown, Field Splice 2, 3, and 4 Similar)
(Stud Shear Connectors Not Shown for Clarity)





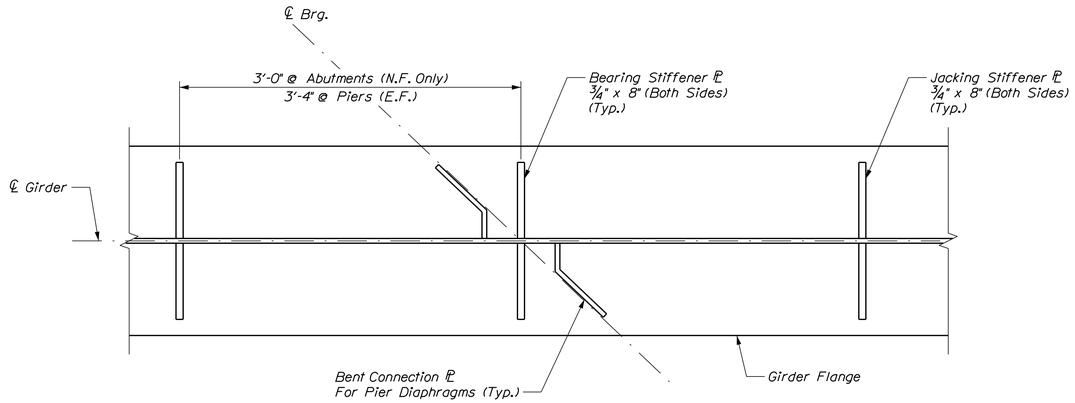
LIGHTING CONDUIT SUPPORT DETAIL

(All Components HDG)



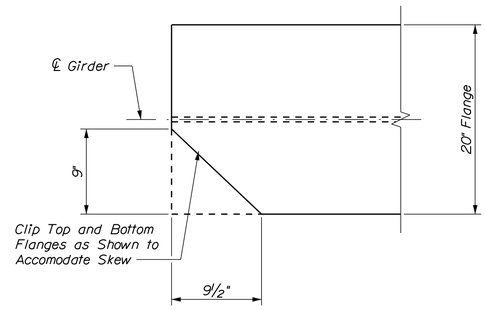
TYPE "F" BRIDGE DRAIN ATTACHMENT DETAIL

(Not to Scale)



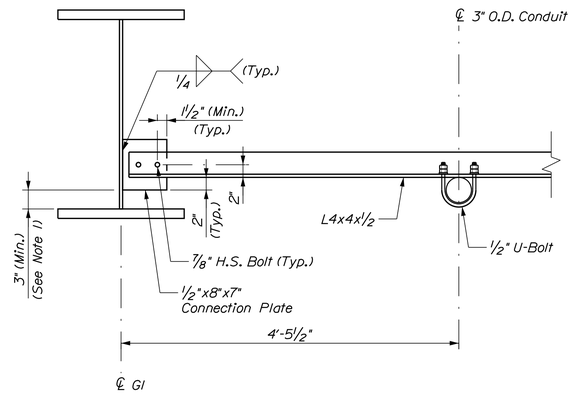
BEARING STIFFENER AND JACKING STIFFENER DETAIL

(Interior Girder at Pier Shown, Others Similar)
(Not to Scale)



GIRDER END - CLIPPED FLANGE DETAIL

(Abutment No. 1 Shown, Abutment No. 2 Similar but Opposite Hand)



TRAFFIC CONDUIT SUPPORT

(All Components HDG)

TRAFFIC CONDUIT SUPPORT NOTE

1. Contractor and Fabricator shall coordinate location of Traffic Conduit Support based on location of penetration through backwalls. Conduit shall be located without abrupt changes in height and without low spots or dips. Bottom of U-Bolt shall be at least 1 inch above the bottom of bottom flange.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

BRIDGE NO. 6787

WIN 18595.11

BRIDGE PLANS

vhb

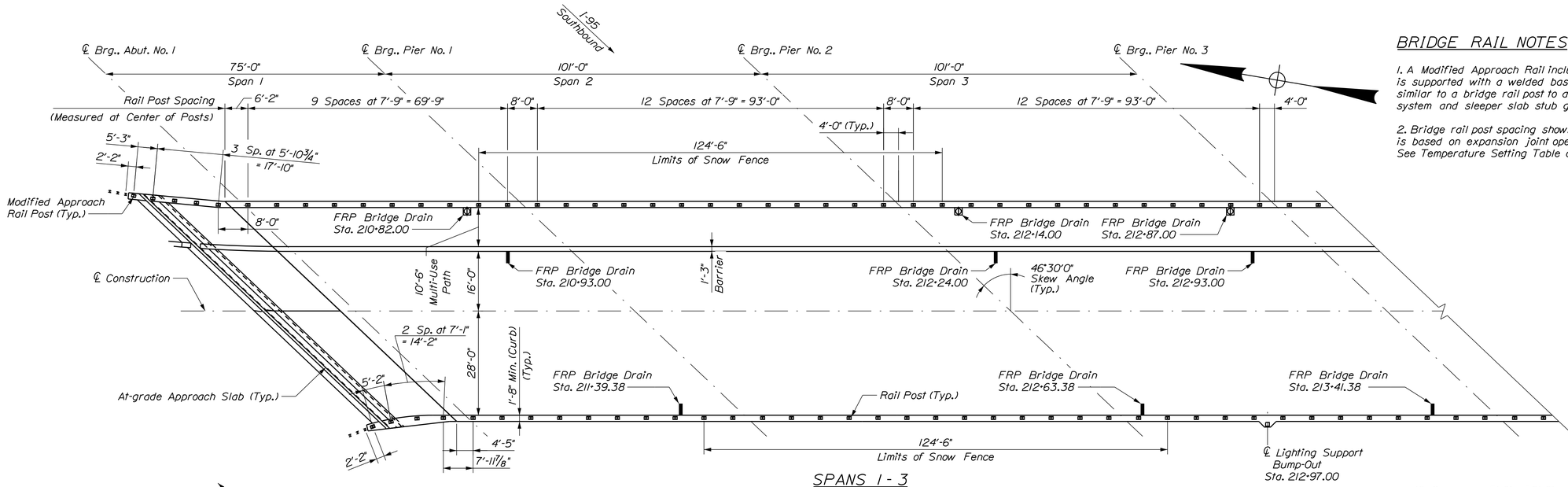
	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	KDW	11/25
CHECKED-REVIEWED	JAP	11/25
DESIGN2-DETAILED2	YP	
DESIGN3-DETAILED3	SMH	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

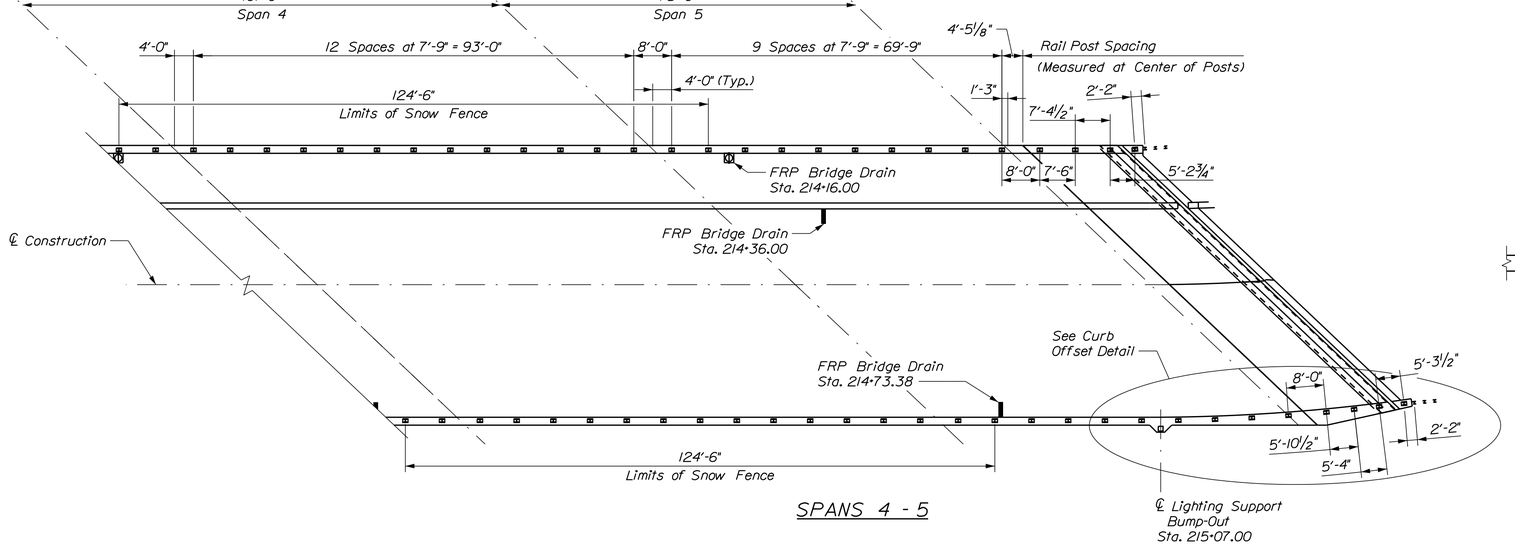
STRUCTURAL STEEL DETAILS (4 OF 4)

SHEET NUMBER
B-78
445
OF 485

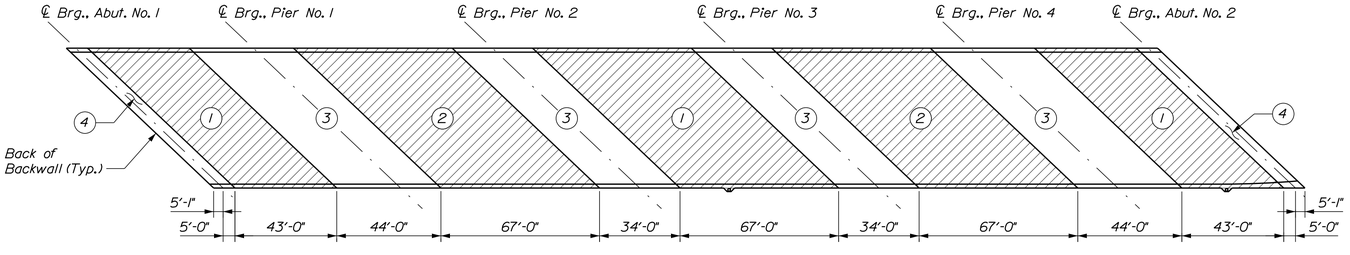
Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\B37_WB_Structural_Steel_Details_3.dgn



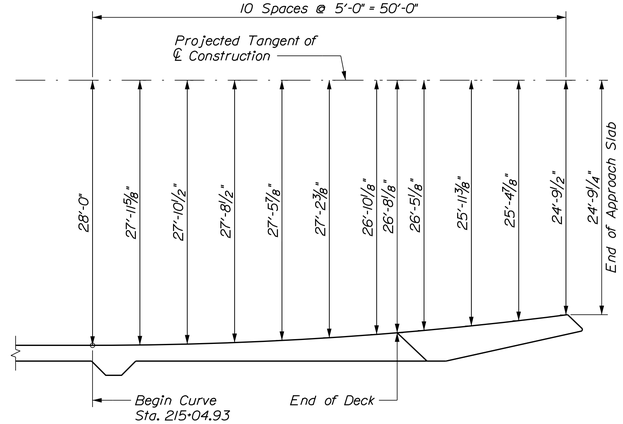
SPANS 1 - 3



SPANS 4 - 5



DECK POUR SEQUENCE



CURB OFFSET DETAIL

(Rail Posts and Sleeper Slab Not Shown)

BRIDGE RAIL NOTES

1. A Modified Approach Rail includes a shortened first post that is supported with a welded base plate and anchorage system similar to a bridge rail post to accommodate the expansion joint system and sleeper slab stub geometry.

2. Bridge rail post spacing shown at approach and sleeper slabs is based on expansion joint opening of "J" at 45°F. See Temperature Setting Table on Expansion Joint Details sheet.

SUPERSTRUCTURE NOTES

1. The theoretical blocking used for design of the structure is 4 inches at the centerline of bearing of the abutments and piers. Refer to Standard Detail 502(03) for blocking details.

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

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 placements shall follow the Deck Pour Sequence identified on the Plans. Concrete shall be kept plastic during each placement. A minimum of 5 days shall elapse between successive partial placements. Bottom of Slab Tables provided assume the pour sequence shown. If the concrete is placed in one continuous operation, the concrete shall be kept plastic one complete span behind the span being placed.

5. Precast Concrete Deck Panels are not allowed on this project.

6. Adjust reinforcing steel to fit around the bridge drains in a manner approved by the Resident. Do not cut transverse reinforcing bars.

7. The Contractor shall verify that the lighting support bumpout in the deck and curb is sufficient to accommodate the actual light standard to be used prior to forming the deck. Any necessary adjustments to dimensions and reinforcing shall be approved by the Resident.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE PLANS

BRIDGE NO. 6787

vhb

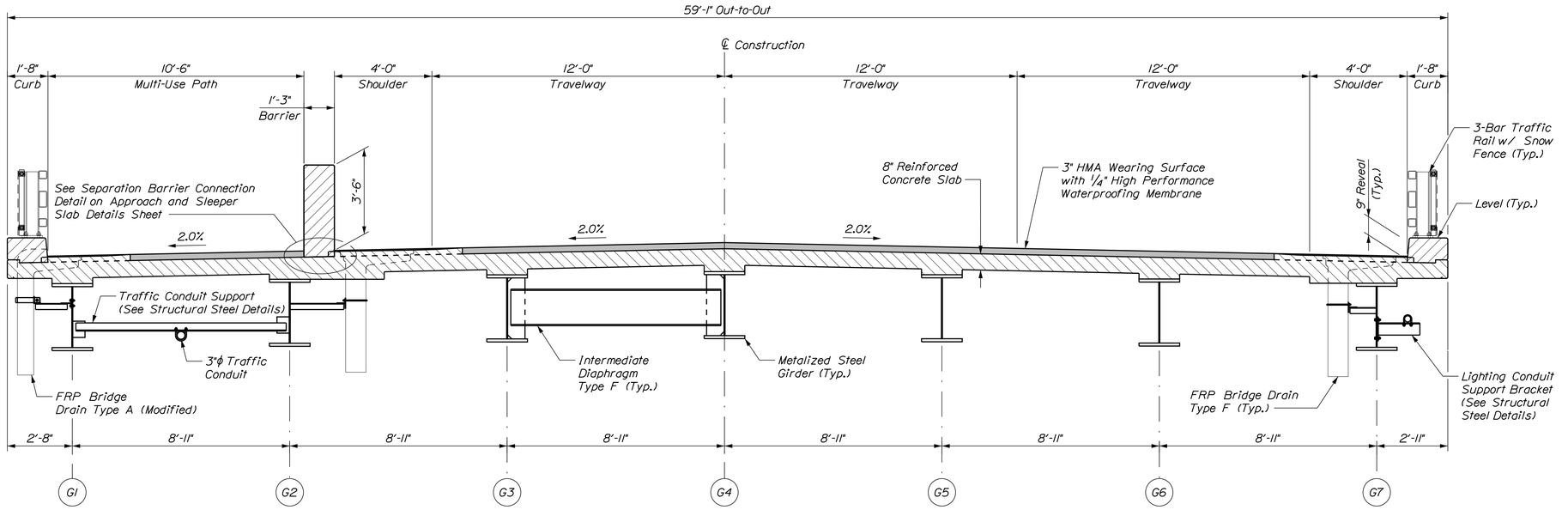
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	JAH	JAH	11/25
CHECKED-REVIEWED	YP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

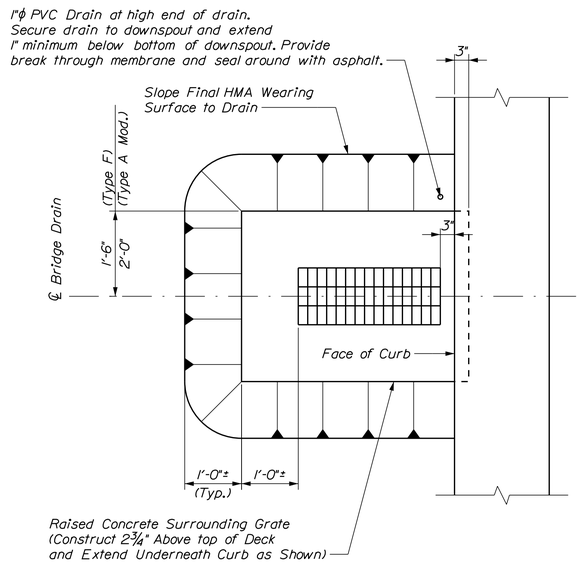
SUPERSTRUCTURE PLAN

SHEET NUMBER
B-79
446
OF 485

Filename: ...\B38_WB_Superstructure Plan.dgn Username: jamesdavis Division: HIGHWAY Date:08/29/2025



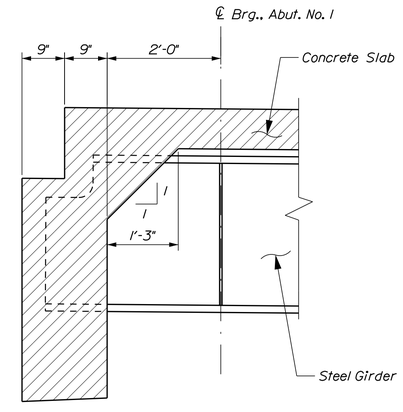
PROPOSED BRIDGE SECTION



CONCRETE SURROUND DETAIL AT BRIDGE DRAINS

(Not to Scale)

(Type F Drain Shown. Concrete Surround and Pavement Depression Similar at Type A (Modified))



DECK END AND SUPERSTRUCTURE BACKWALL DETAIL

(Horizontal Dimensions Normal to Abutment)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE PLANS

BRIDGE NO. 6787

vhb

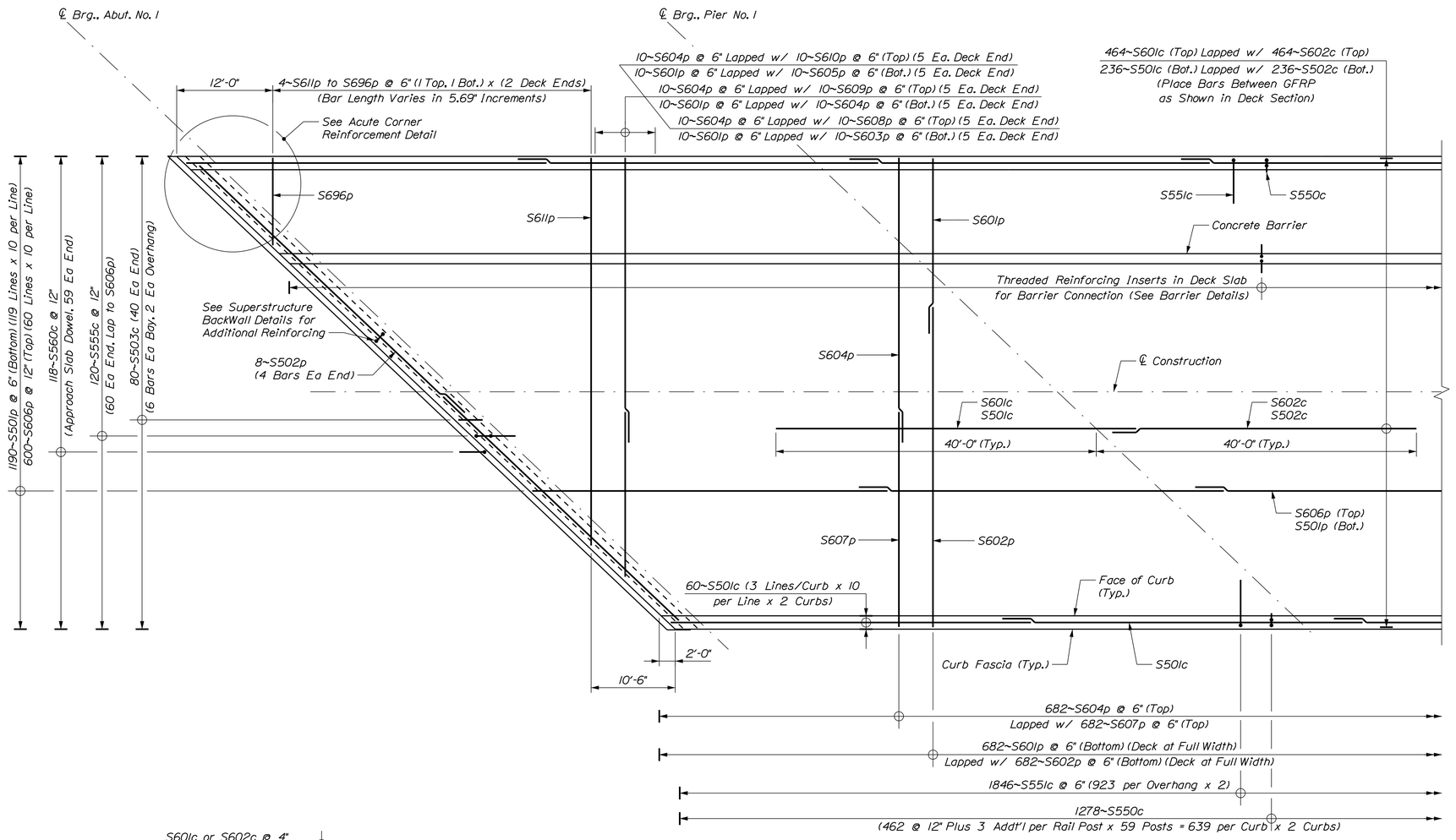
	L. ROWE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	JAH	JAH	11/25
CHECKED-REVIEWED	YP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

SUPERSTRUCTURE DETAILS (1 OF 4)

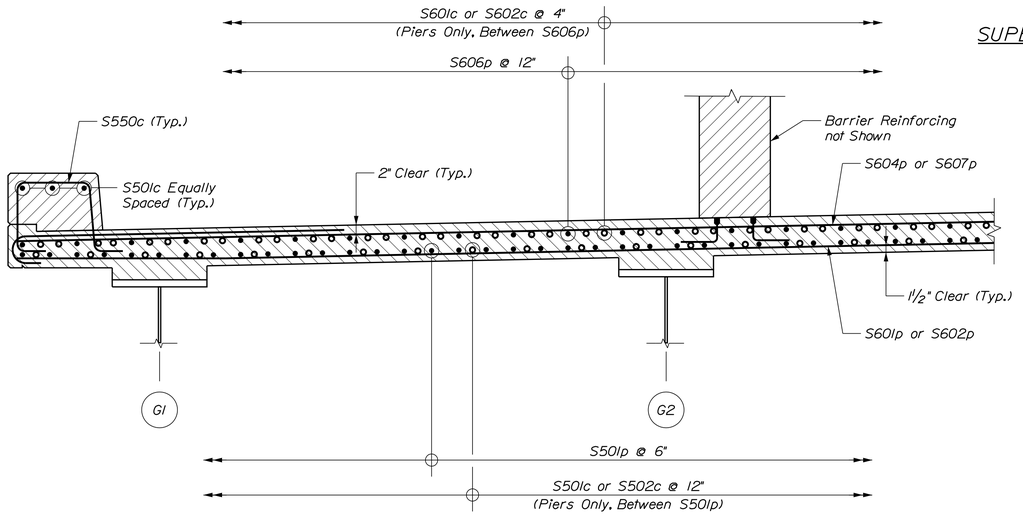
SHEET NUMBER
B-80
447
OF 485

Filename: ...\B39_WB_Transverse_Section.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025

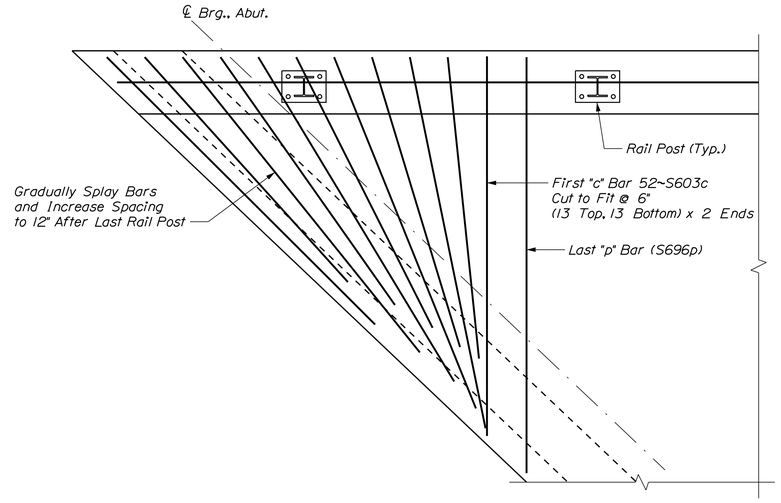


SUPERSTRUCTURE REINFORCING PLAN

MINIMUM LAP SPLICE LENGTHS		
Bar Material	Bar Size	Lap Length (in)
"p" Bar	#5	34
	#6	44
"c" Bar	#5	39
	#6	47



PARTIAL TRANSVERSE REINFORCING SECTION
(Tapered Deck End Reinforcing not Shown)



ACUTE CORNER REINFORCEMENT DETAIL
(Not all Bars Shown for Clarity)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 6787

BRIDGE PLANS

vhb

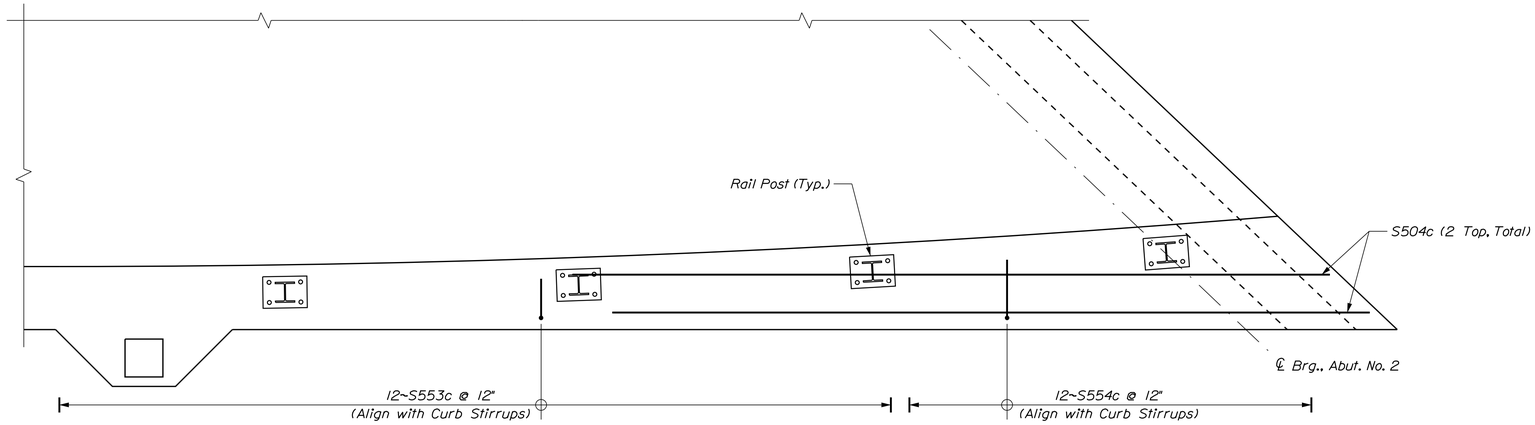
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	SMH	KDW	11/25
CHECKED-REVIEWED	HMR	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

SUPERSTRUCTURE DETAILS
(2 OF 4)

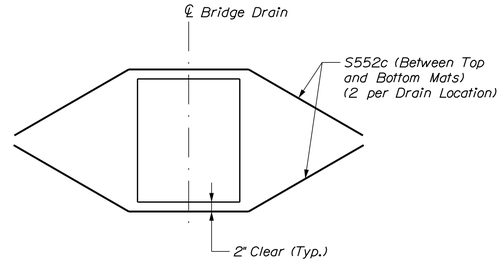
SHEET NUMBER
B-81
448
OF 485

Filename: ...\MSTA\xxx_WB Deck_Rein_01.dgn Division: HIGHWAY Username: jomesdavis Date:08/29/2025



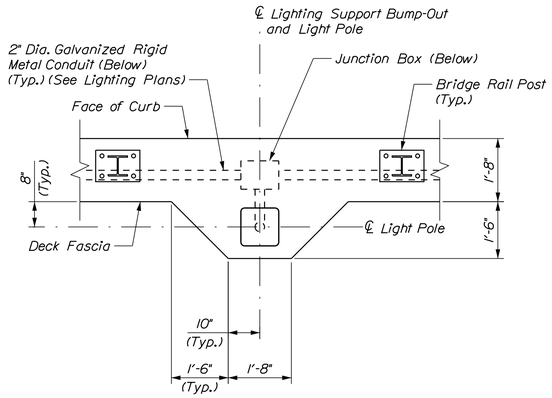
CURB TAPER REINFORCEMENT DETAIL AT ABUTMENT NO. 2

(Typical Curb Reinforcing not Shown)

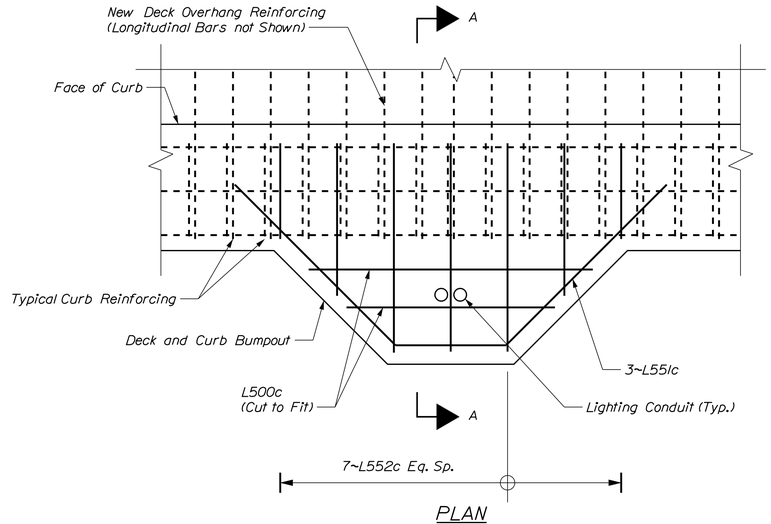


REINFORCING DETAIL AT BRIDGE DRAINS

(Typical Deck Reinforcing Not Shown)

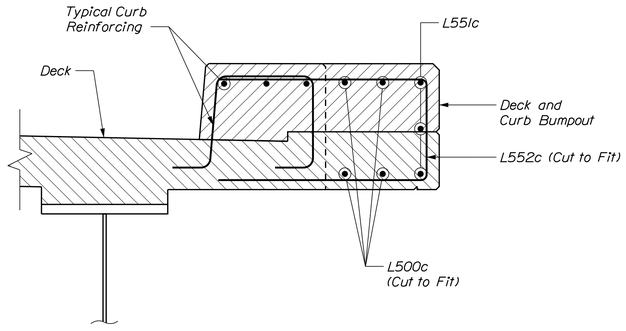


LIGHT POLE BUMP-OUT PLAN



PLAN

(Light Pole Anchorage Not Shown)



SECTION A-A

(Conduit and Light Pole Anchorage Not Shown)
(Typical Deck Reinforcing Not Shown)

LIGHT POLE BUMPOUT REINFORCING DETAILS

(Existing Deck Reinforcing Not Shown)
(Adjust Reinforcing to Accommodate Lighting Conduit and Anchorages)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

BRIDGE NO. 6787

WIN 18595.11

BRIDGE PLANS

vhb

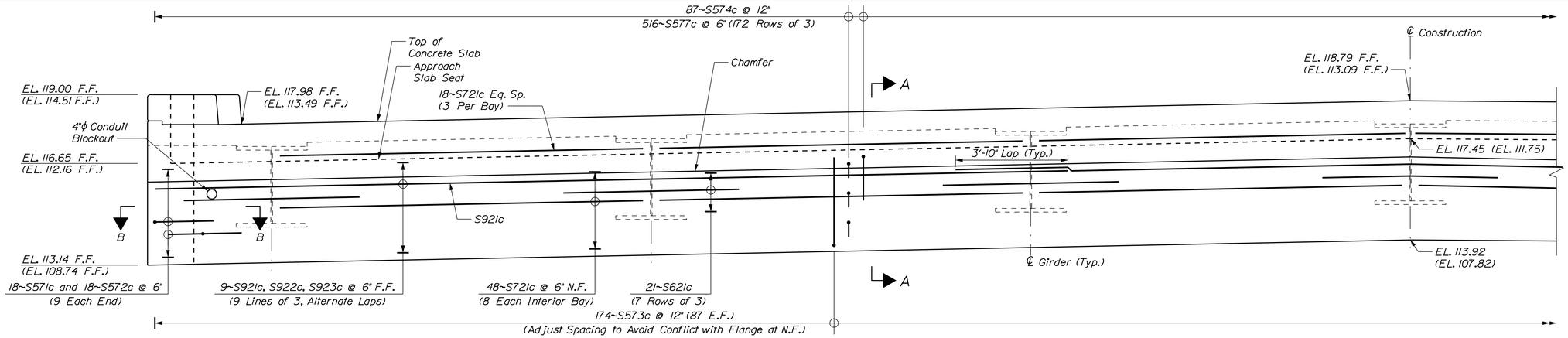
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	SMH	KDW	11/25
CHECKED-REVIEWED	HMR	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

SUPERSTRUCTURE DETAILS
(3 OF 4)

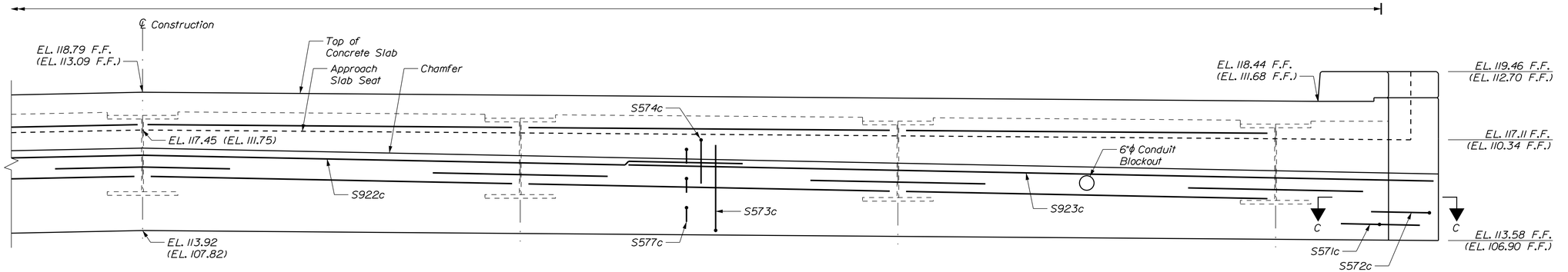
SHEET NUMBER
B-82
449
OF 485

Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\MSTA\xxx_WB Deck_Rein_01.dgn



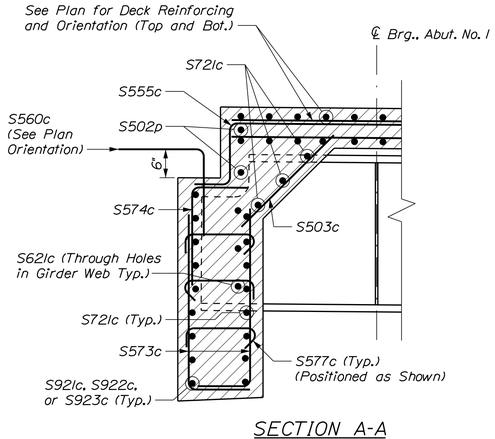
SUPERSTRUCTURE BACKWALL ELEVATION AND REINFORCING

(All Ties Placed Perpendicular to Backwall Face)
(Reinforcing Details at Abutment No. 1 Shown, Abutment No. 2 Similar)
(Abutment 2 Elevations Shown in Parenthesis)
(Deck Slab Reinforcement and Approach Slab Dowels Not Shown)

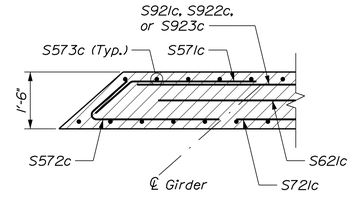


SUPERSTRUCTURE BACKWALL ELEVATION AND REINFORCING

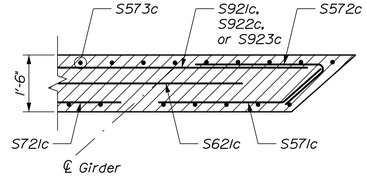
(All Ties Placed Perpendicular to Backwall Face)
(Reinforcing Details at Abutment No. 1 Shown, Abutment No. 2 Similar)
(Abutment 2 Elevations Shown in Parenthesis)
(Deck Slab Reinforcement and Approach Slab Dowels Not Shown)



SECTION A-A



SECTION B-B



SECTION C-C

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 6787

BRIDGE PLANS

vhb

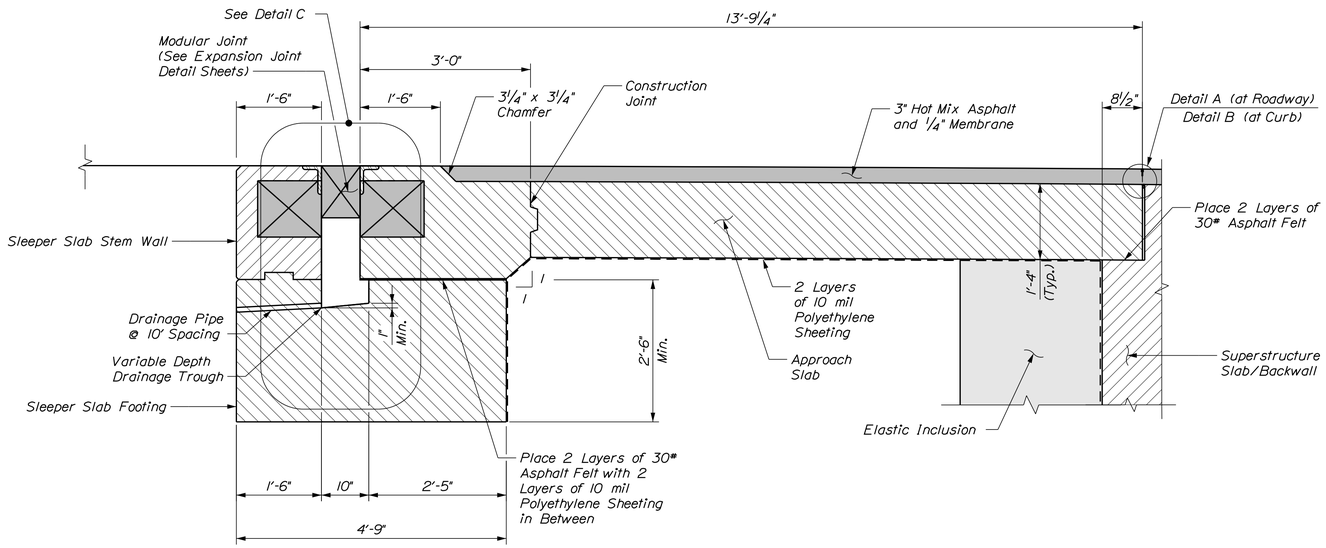
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	JAH	KDW	11/25
CHECKED-REVIEWED	YP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

SUPERSTRUCTURE DETAILS
(4 OF 4)

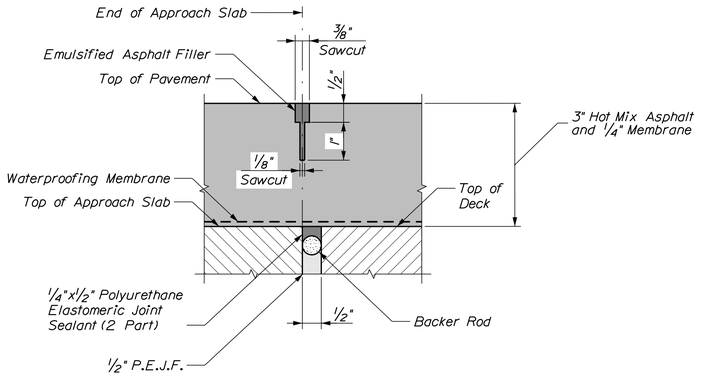
SHEET NUMBER
B-83
450
OF 485

Filename: ...\B40_WB_Superstructure_Details_Backwall.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025

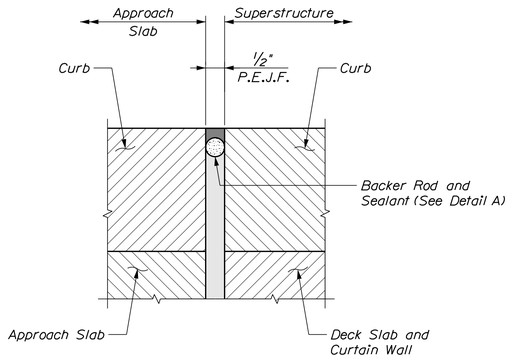


APPROACH AND SLEEPER SLAB TYPICAL SECTION @ ℄ ROADWAY

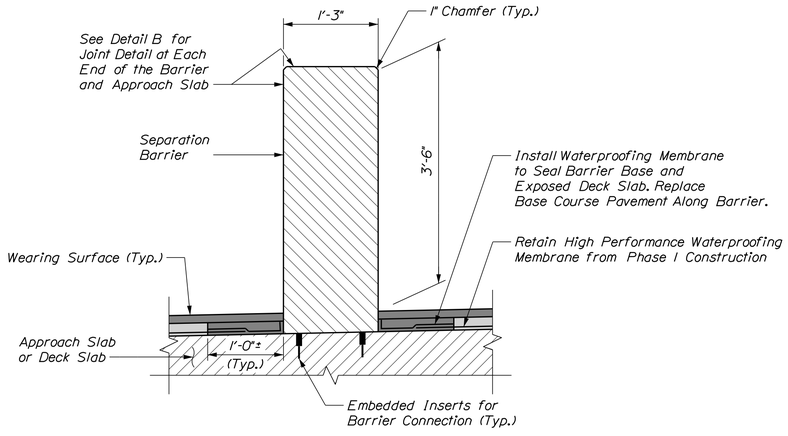
(Approach Slab No. 1 Shown. Approach Slab No. 2 Similar)
(Horizontal Dimensions Normal to Abutment)
(See Abutment Earthwork Details for Backfill Information)



DETAIL A

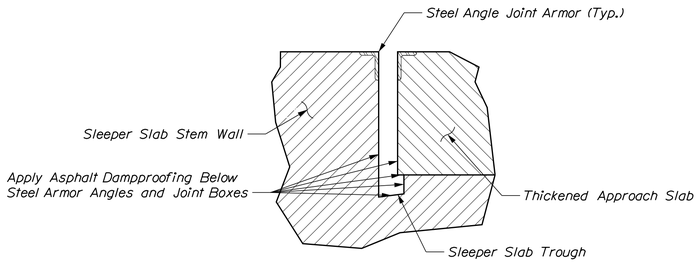


DETAIL B



SEPARATION BARRIER CONNECTION DETAIL

(Barrier Reinforcing Not Shown)



DETAIL C

NOTES

1. Joint sealant, backer rod, and P.E.J.F shall continue between gaps on all top and side faces at the curbs and separation barrier.

2. Asphalt Dampproofing shall meet the requirements of either ASTM D449 Type II, ASTM D1227 Type II-Class 1, or ASTM D1227 Type III-Class 1. The product shall be applied in accordance with the manufacturer's recommendations. Payment for Asphalt Dampproofing will not be made directly, but will be considered incidental to related Contract Items.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE PLANS

BRIDGE NO. 6787

vhb

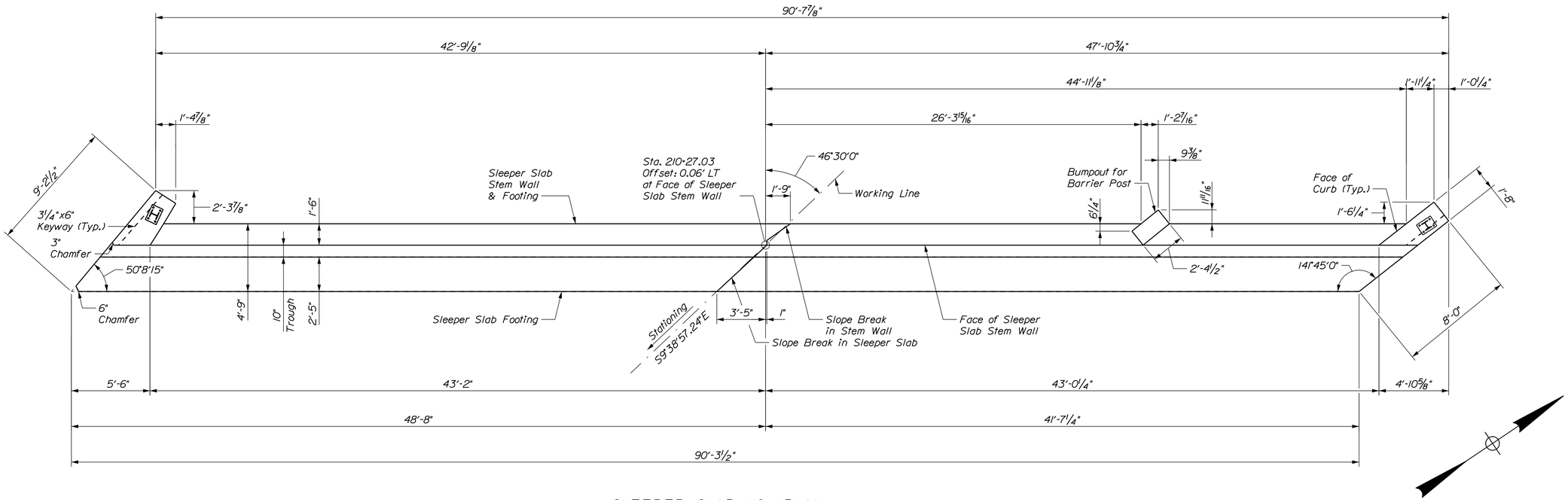
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	YP	JAH	11/25
CHECKED-REVIEWED	SMH	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

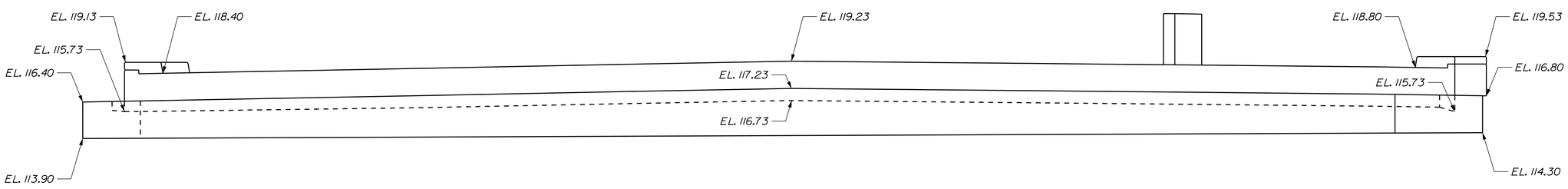
APPROACH AND SLEEPER
SLAB DETAILS (1 OF 5)

SHEET NUMBER
B-84
451
OF 485

Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\B46_WB_Approach and Sleeper Details.dgn



SLEEPER SLAB NO. 1 PLAN
(Approach Slab Not Shown for Clarity)



SLEEPER SLAB NO. 1 ELEVATION
(Bridge Joint and Approach Slab Not Shown)
(Elevations at Bottom of Drainage Trough Shown)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 6787

BRIDGE PLANS

vhb

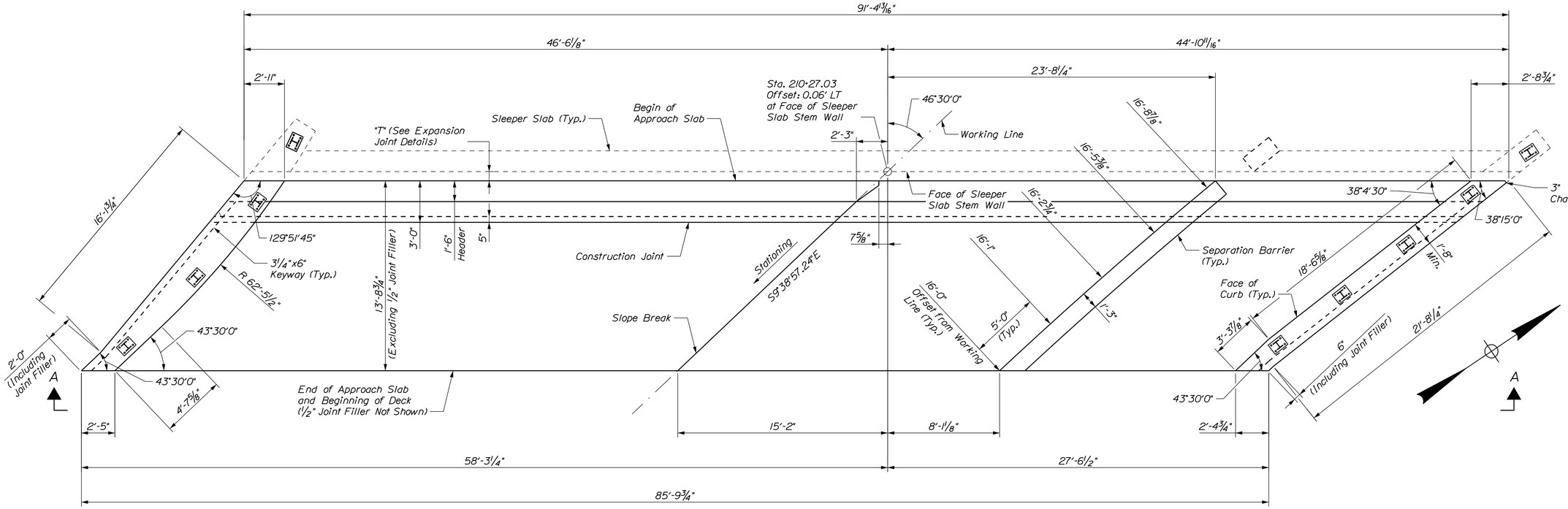
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	JAH	KDW	11/25
CHECKED-REVIEWED	YP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

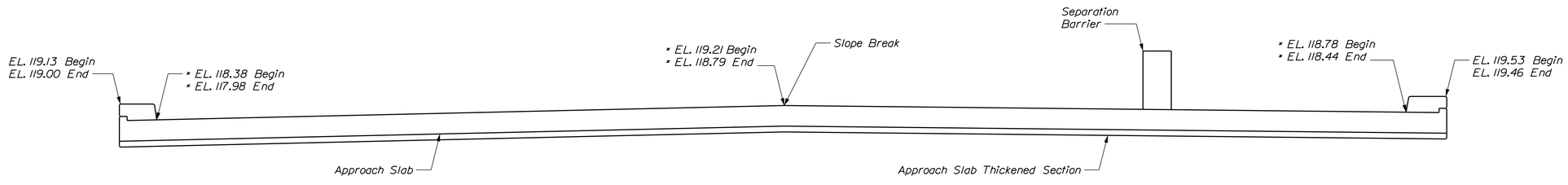
APPROACH AND SLEEPER SLAB DETAILS (2 OF 5)

SHEET NUMBER
B-85
452
OF 485

Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\B42_WB_Abutment_1_Sleeper_Slab.dgn



APPROACH SLAB NO. 1 PLAN



VIEW A-A

(Pavement and Membrane Not Shown)

* Elevations Given at Top of Concrete

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE PLANS

BRIDGE NO. 6787

vhb

	L. ROWE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	JAH	KDW	11/25
CHECKED-REVIEWED	YP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

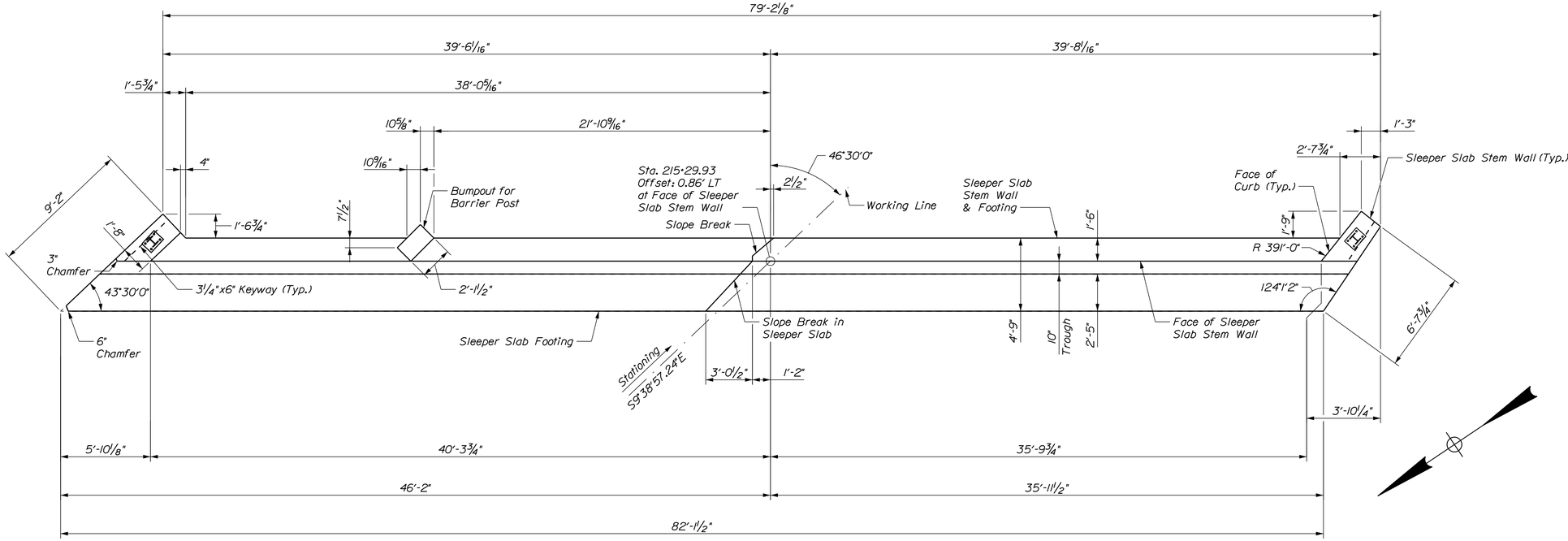
APPROACH AND SLEEPER
SLAB DETAILS (3 OF 5)

SHEET NUMBER
B-86
453
OF 485

Username: jamesdavis Date:08/29/2025

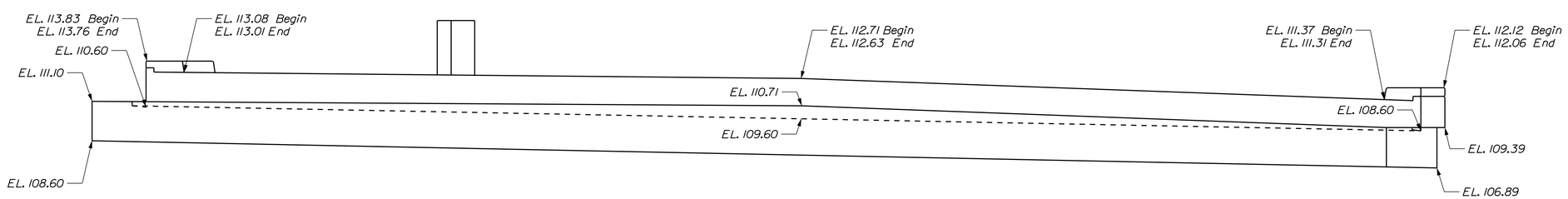
Division: HIGHWAY

Filename: ...\MSTA\B43_WB_Approach Slab.dgn



SLEEPER SLAB NO. 2 PLAN

(Approach Slab Not Shown for Clarity)



SLEEPER SLAB NO. 2 ELEVATION

(Bridge Joint and Approach Slab Not Shown)

(Elevations at Bottom of Drainage Trough Shown)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 6787

BRIDGE PLANS

vhb

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	JAH	KDW	11/25
CHECKED-REVIEWED	YP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

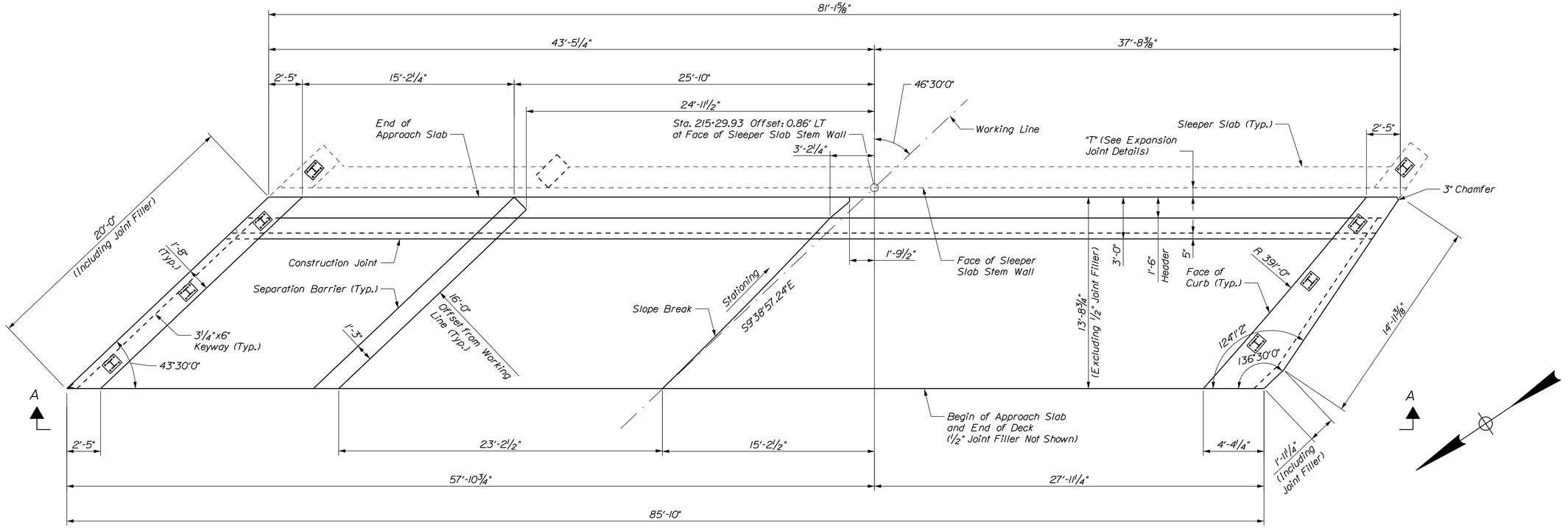
APPROACH AND SLEEPER
SLAB DETAILS (4 OF 5)

SHEET NUMBER
B-87
454
OF 485

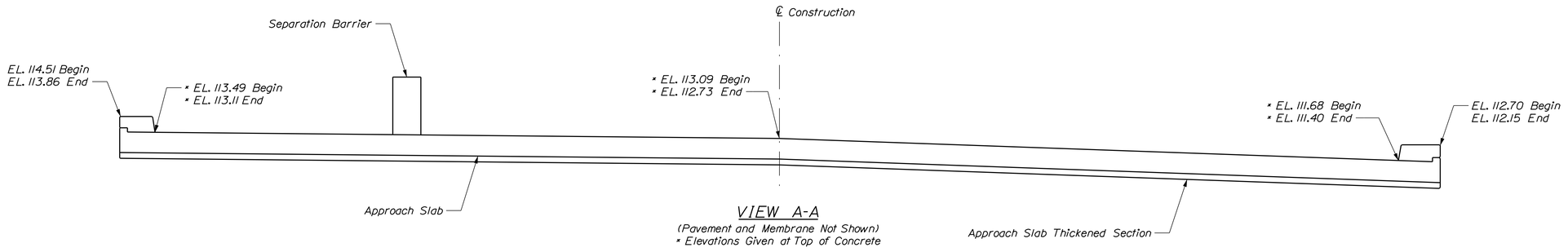
Username: jamesdavis Date:08/29/2025

Division: HIGHWAY

Filename: ...\B44_WB_Abutment_2_Sleeper_Slab.dgn



APPROACH SLAB NO. 2 PLAN



VIEW A-A

(Pavement and Membrane Not Shown)

* Elevations Given at Top of Concrete

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 6787

BRIDGE PLANS

vhb

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	JAH	KDW	11/25
CHECKED-REVIEWED	YP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

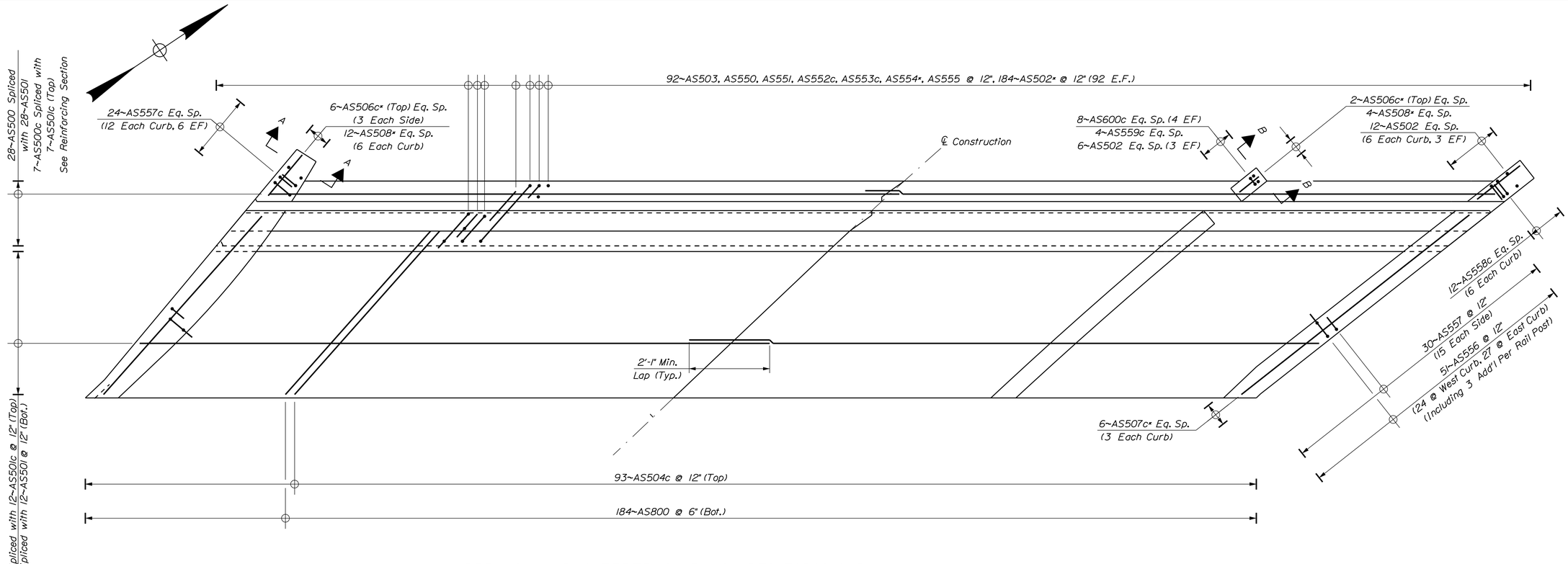
APPROACH AND SLEEPER SLAB DETAILS (5 OF 5)

SHEET NUMBER
B-88
455
OF 485

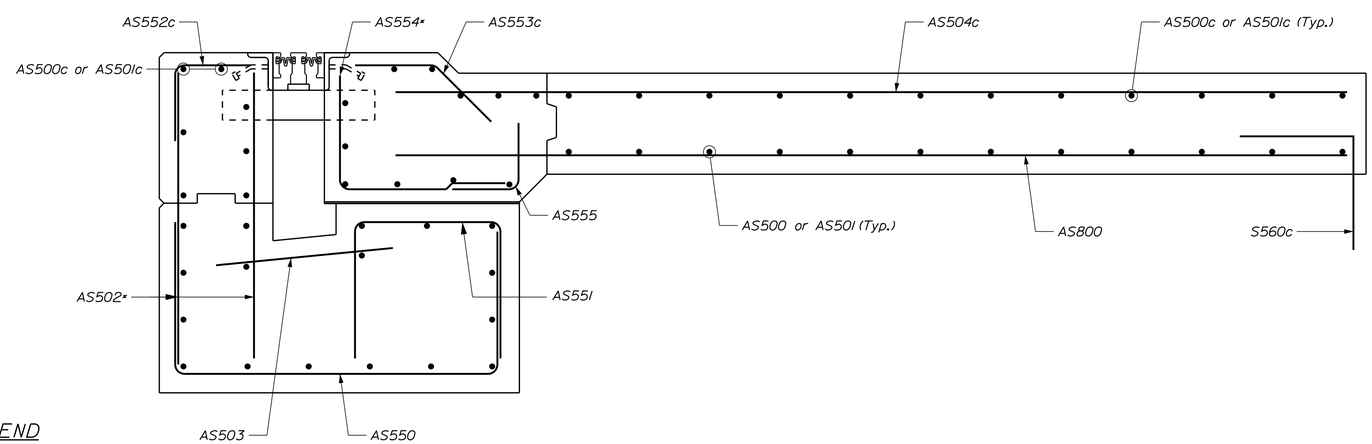
Username: jamesdavis Date:08/29/2025

Division: HIGHWAY

Filename: ...\B45_WB_Approach Slab No. 2.dgn



APPROACH AND SLEEPER SLAB NO. 1 REINFORCING PLAN



LEGEND

* = Splay or cut to fit

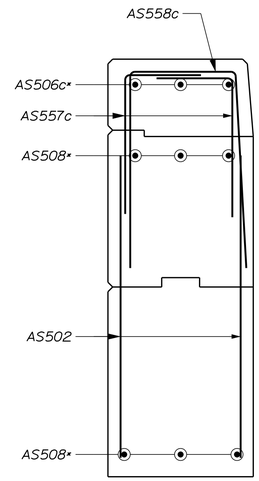
APPROACH AND SLEEPER SLAB NOTES

1. Reinforcing steel for approach and sleeper slabs shall have a minimum concrete cover of 3 inches at the bottom face against backfill, and 2 inches elsewhere unless otherwise noted.

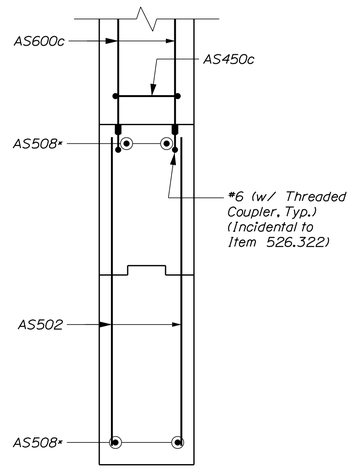
2. Modular joint and its support boxes are not shown. Splay bars and/or field cut bars to avoid conflict when required.

3. Reinforcing for the concrete barrier on approach slab not shown, refer to Concrete Path and Barrier Details for more information.

TYPICAL APPROACH AND SLEEPER SLAB SECTION



SECTION A-A



SECTION B-B

(Reinforcing at Bump Out Section Shown)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 6787

BRIDGE PLANS

vhb

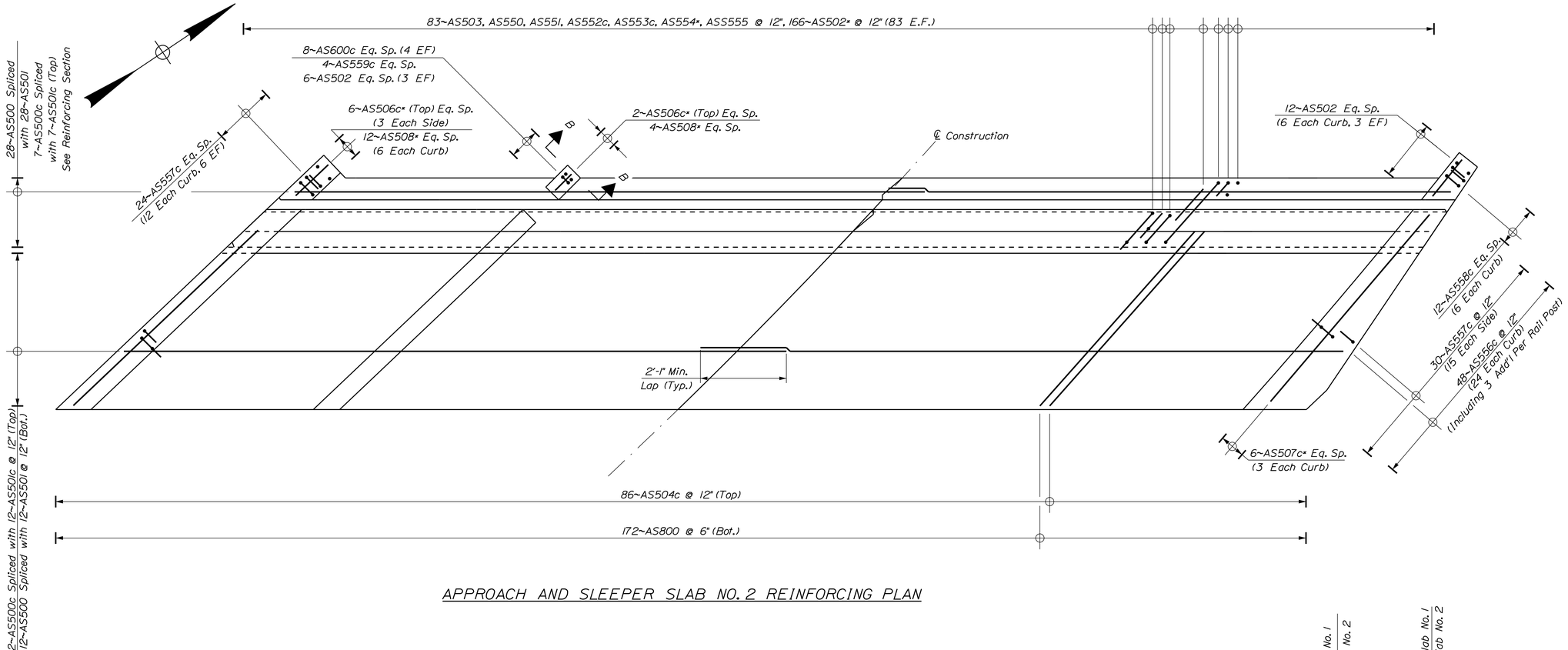
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	JAH	JAH	11/25
CHECKED-REVIEWED	YP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

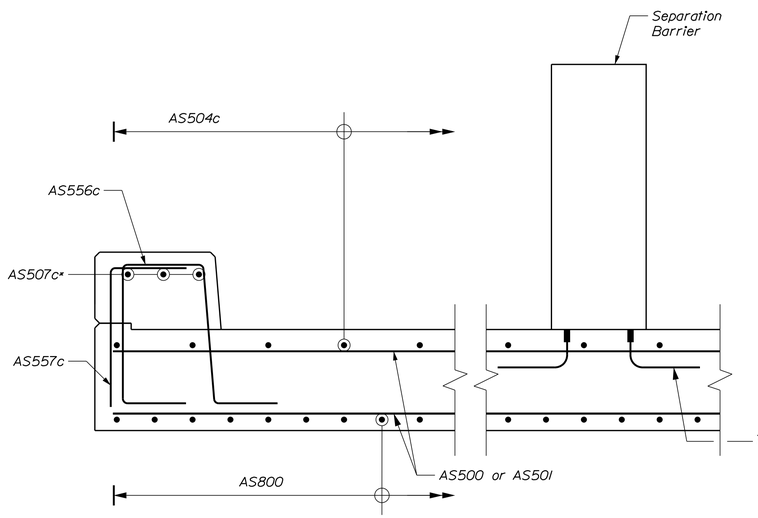
APPROACH AND SLEEPER SLAB REINFORCING (1 OF 2)

SHEET NUMBER
B-89
456
OF 485

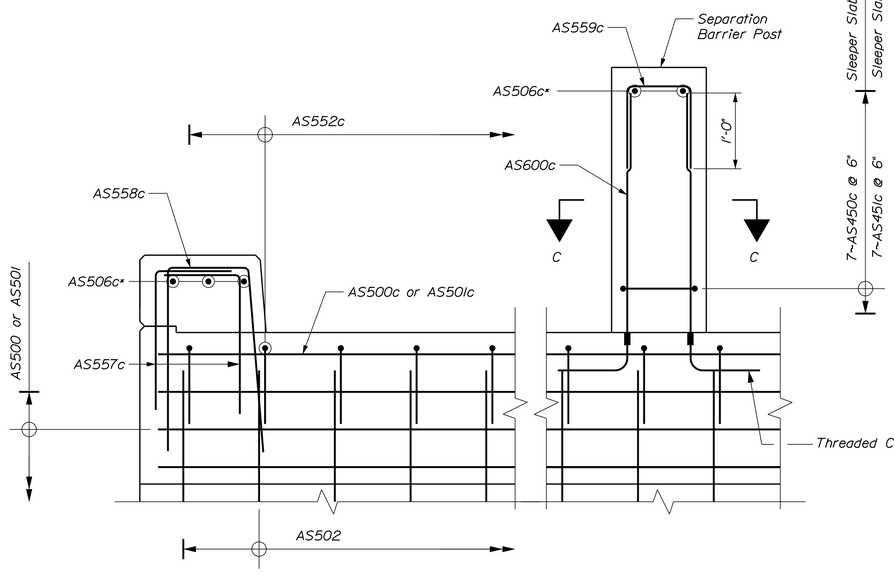
Filename: ...\xxx_WB_Approach Slab 1_Rein.dgn Username: jamesdavis Date:08/29/2025
Division: HIGHWAY



APPROACH AND SLEEPER SLAB NO. 2 REINFORCING PLAN

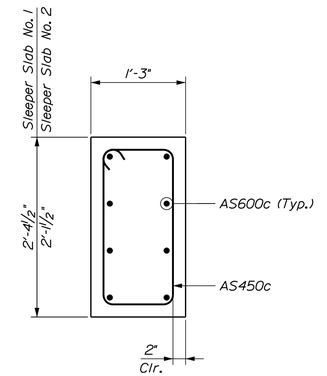


TYPICAL CURB AND BARRIER ON APPROACH SLAB DETAIL



TYPICAL CURB AND BARRIER ON SLEEPER SLAB DETAIL

(Expansion Dam Plates Not Shown)



SECTION C-C

(Barrier Post on Stubwall)

LEGEND

* = Splay or cut to fit

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 6787

BRIDGE PLANS

vhb

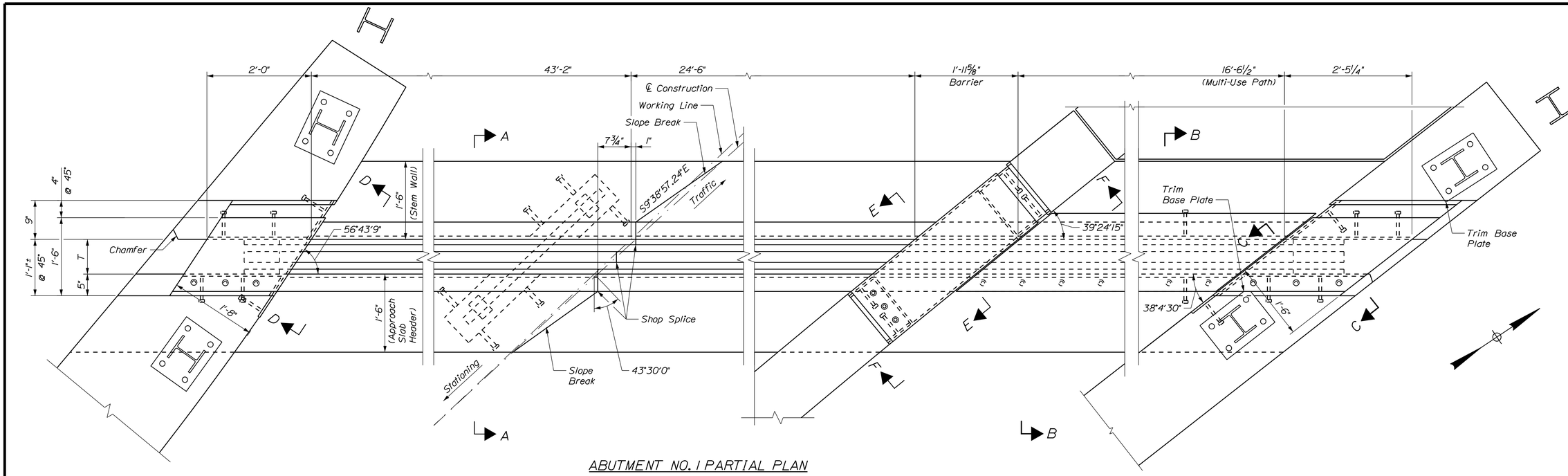
L. ROWE	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED	JAH	11/25
CHECKED-REVIEWED	YP	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3	SMH	11/25
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

APPROACH AND SLEEPER SLAB REINFORCING (2 OF 2)

SHEET NUMBER
B-90
457
OF 485

Filename: ...\xxx_WB_Approach Slab 2_Rein.dgn Division: HIGHWAY Username: jomesdavis Date:08/29/2025



ABUTMENT NO. 1 PARTIAL PLAN

EXPANSION DEVICE NOTES

1. Each "Expansion Device - Modular Joint" consists of one sleeper slab stem wall element and one approach slab end element with expansion dams and elastomeric seals as required.

2. The Expansion Device shall be fabricated to be installed normal to grade.

3. Anchor studs shall be installed using automatically timed stud welding equipment.

4. The Expansion Device shall be installed with a joint opening of "J" at 45°F. The joint opening shall be adjusted for temperature in the field at the time of installation according to the Temperature Setting Table. A structure above 45°F will result in a smaller joint opening.

5. Welding to reinforcement steel will be allowed within the blockouts at the end of the approach slab and top of sleeper slab stem wall.

6. After the Expansion Device is in final position, secure all positioning adjustment devices with welds or other approved means to ensure proper positioning is maintained during concrete placement.

7. The superstructure slab, sleeper slab, and approach slab concrete shall be in place before the Expansion Device is fixed in position. No allowance for movement due to dead load deflection is necessary.

8. The concrete blockouts may be placed with the curb concrete. An approved epoxy bonding agent shall be applied to all vertical surfaces of the blockout before making the final concrete placement.

9. Modular joint is shown for illustrative purposes only. Actual details and dimensions of expansion device may vary significantly depending on joint supplier. It is the responsibility of the Contractor to adjust dimensions and Temperature Setting Table as required to accommodate the actual joint supplied.

10. Actual blockout dimensions (depth and width) required by the expansion device manufacturer may vary from those shown on the Plans. Changes to the blockout dimensions and support system shall be coordinated by and the responsibility of the Contractor. Payment for changes to the blockout dimensions or support system will be considered incidental to related Contract items.

11. Modular joint shall be supplied by one of the following manufacturers:

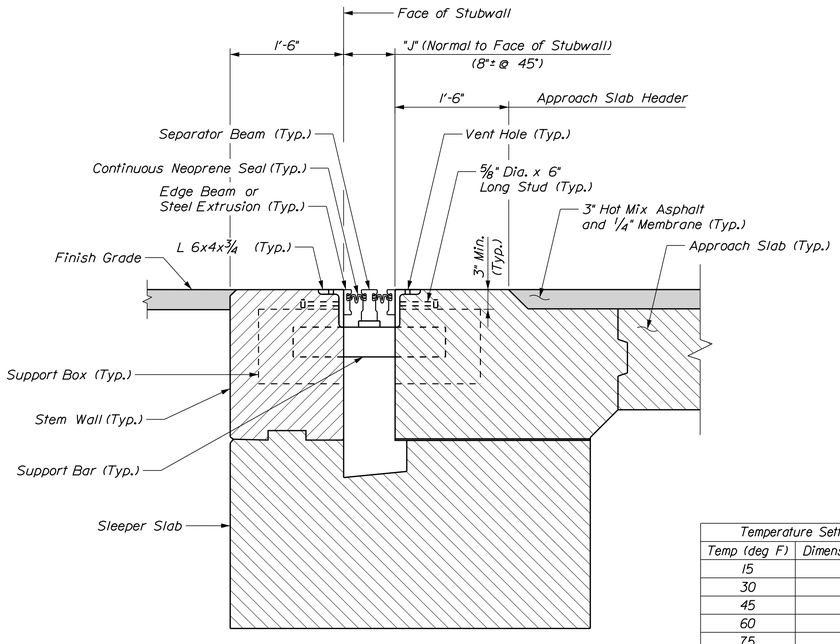
The D.S. Brown Company
North Baltimore, OH

Watson-Bowman Acme Corporation
Amherst, NY

12. Provide ¾" Dia. vent holes at 1'-6" O.C. along horizontal leg of L6x4x¾. Warp angle legs to accommodate varying grades on each side slope break to ensure the horizontal angle leg is parallel with finished grade and the vertical leg is plumb. L6x4 may be replaced with an equivalent plate weldment.

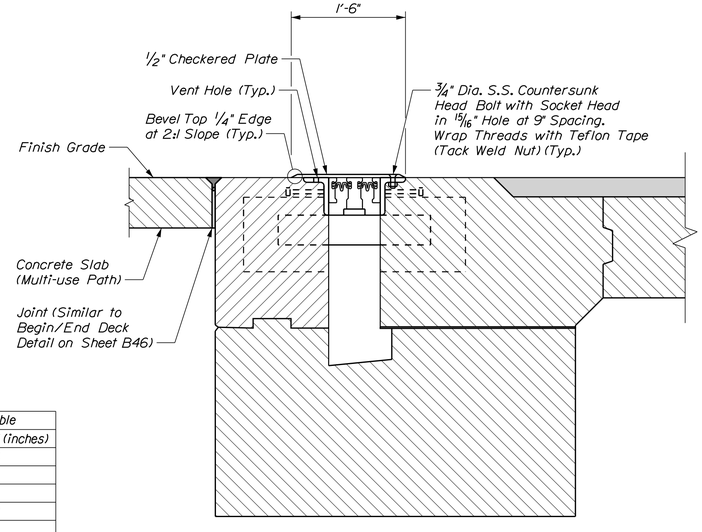
NOTE

1. See Expansion Joint Details 2 of 2 for additional sections and details.



SECTION A-A

Temperature Setting Table	
Temp (deg F)	Dimension "J" (inches)
15	8.36
30	8.18
45	8
60	7.82
75	7.64
90	7.46



SECTION B-B
(Multi-Use Path Joint Cover Plate Detail)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 6787

BRIDGE PLANS

vhb

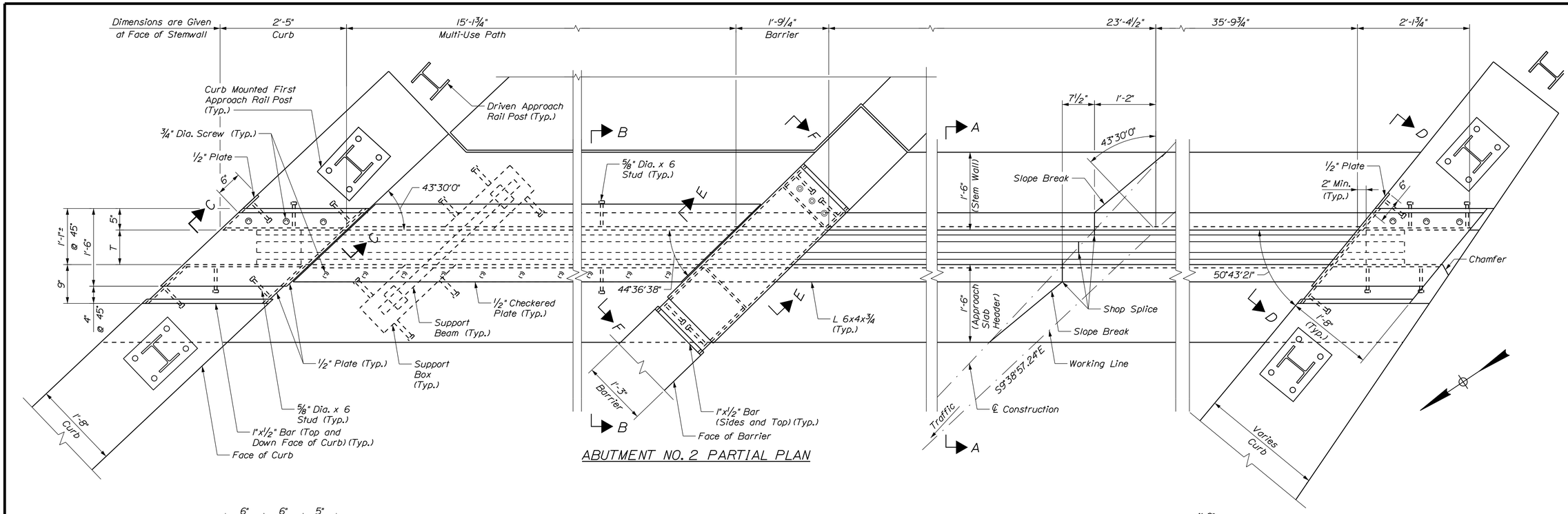
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	KDW	KDW	11/25
CHECKED-REVIEWED	YP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

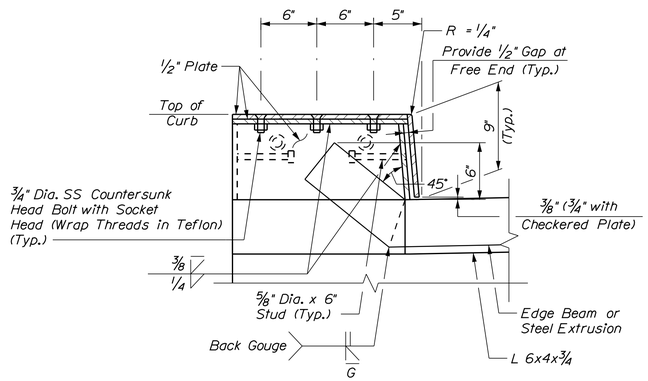
EXPANSION JOINT DETAILS
(1 OF 2)

SHEET NUMBER
B-91
458
OF 485

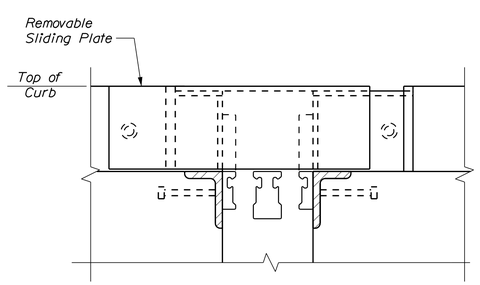
Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\B48_Bridge_Joint_Abut 1.dgn



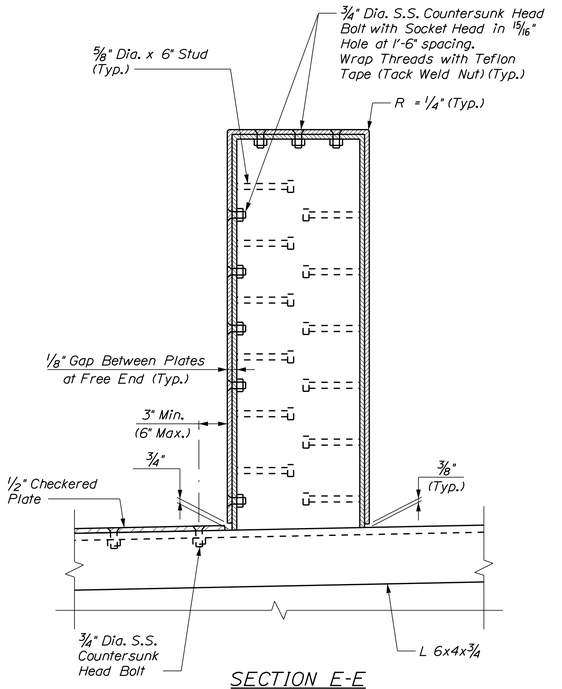
ABUTMENT NO. 2 PARTIAL PLAN



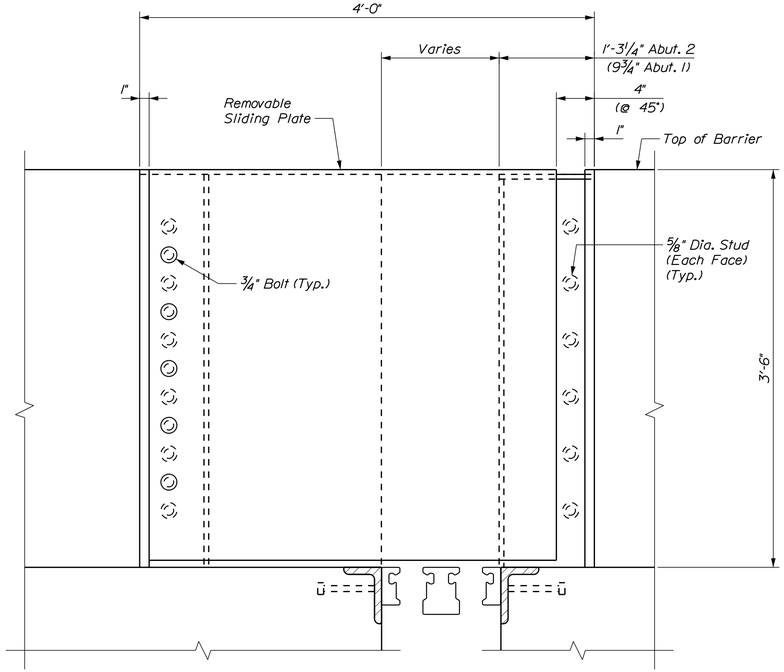
SECTION C-C
(Curb Details Vary. See Plan)



VIEW D-D



SECTION E-E
(Reinforcing Steel and Edge Beam or Steel Extrusion Not Shown for Clarity)



VIEW F-F

NOTES

1. See Expansion Joint Details 1 of 2 for Section A-A and B-B.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE PLANS

BRIDGE NO. 6787

vhb

PROJ. MANAGER	L. ROWE
DESIGN-DETAILED	KDW
CHECKED-REVIEWED	YP
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	

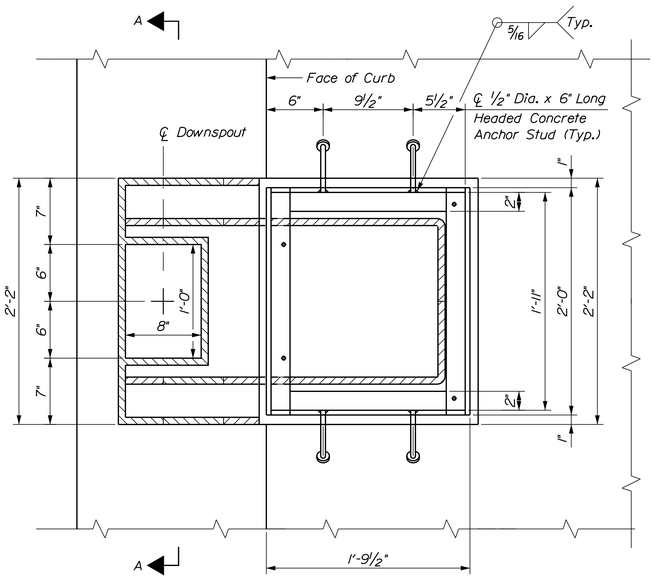
REVISIONS	BY	DATE
REVISIONS 1	KDW	11/25
REVISIONS 2	SMH	11/25
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

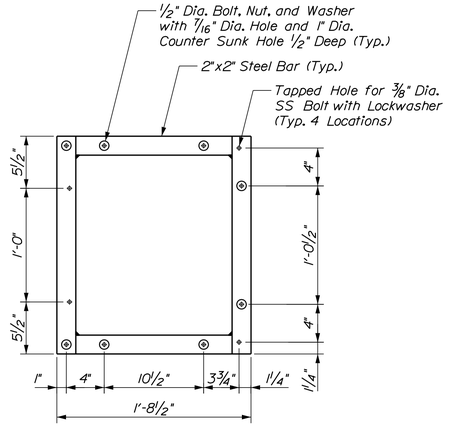
EXPANSION JOINT DETAILS (2 OF 2)

SHEET NUMBER
B-92
459
OF 485

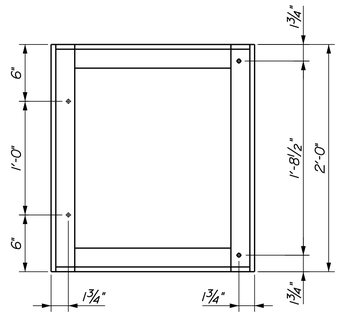
Filename: ...\B47_Bridge_Joint_Abut 2.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025



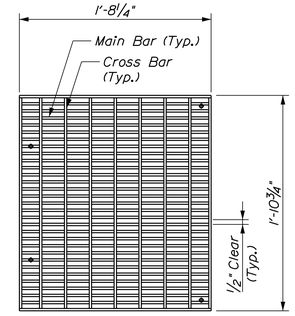
PLAN VIEW
(Raised Concrete Frame Surround Not Shown)
Not to Scale



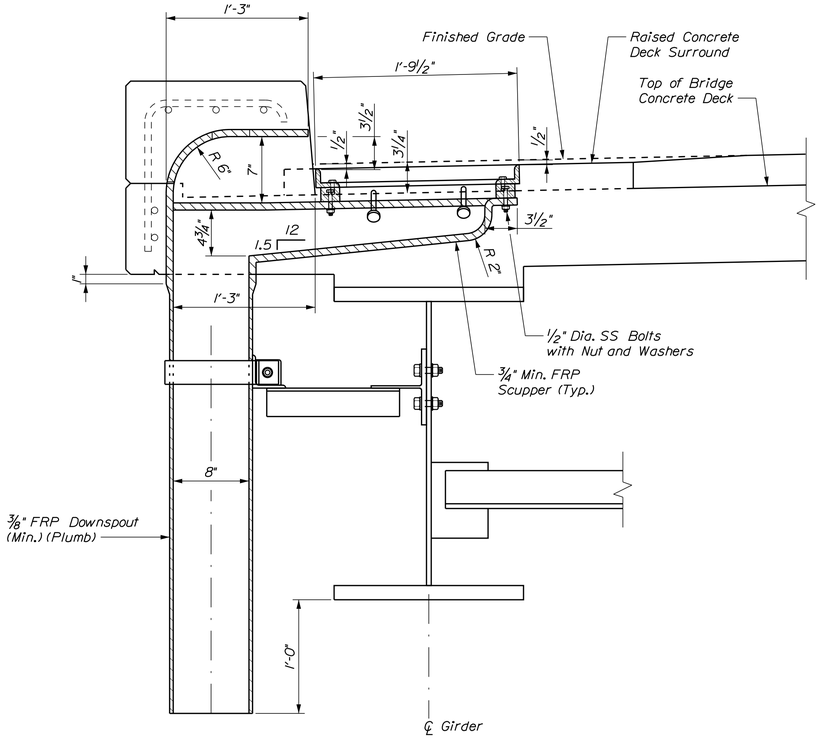
GRATING SUB FRAME
Not to Scale



GRATING BASE FRAME
Not to Scale



GRATING FRAME
Not to Scale



TYPICAL SECTION
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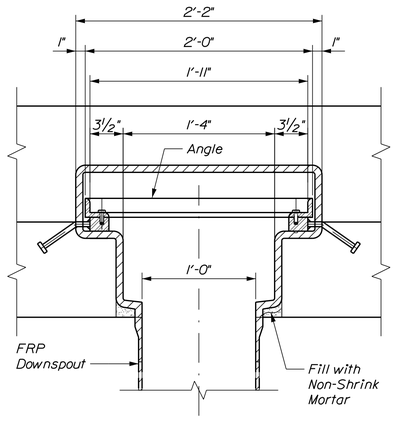
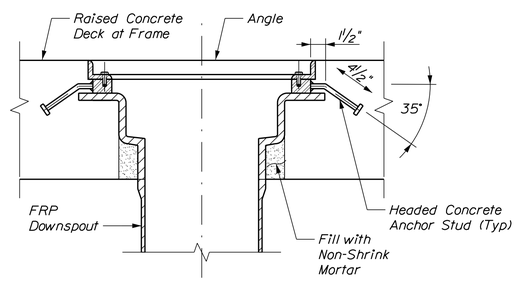


SECTION A-A
Not to Scale



SECTION B-B
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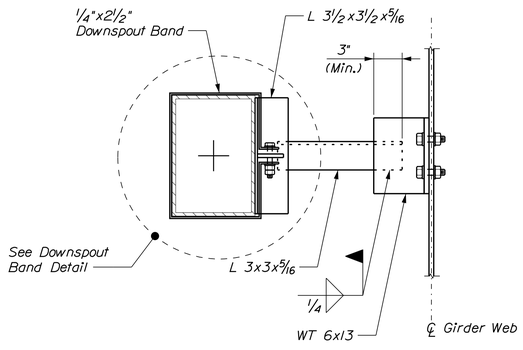
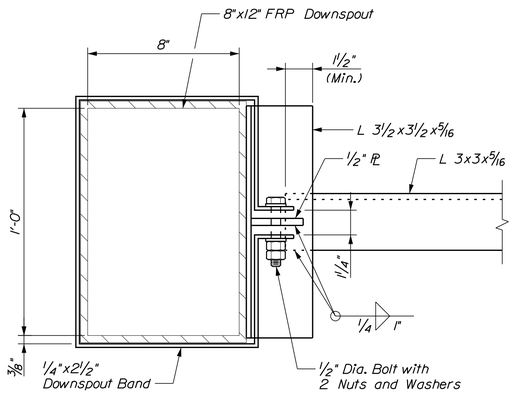


SECTION C-C
Not to Scale



DOWNSPOUT BAND DETAIL
Not to Scale

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE NO. 6787

BRIDGE PLANS

vhb

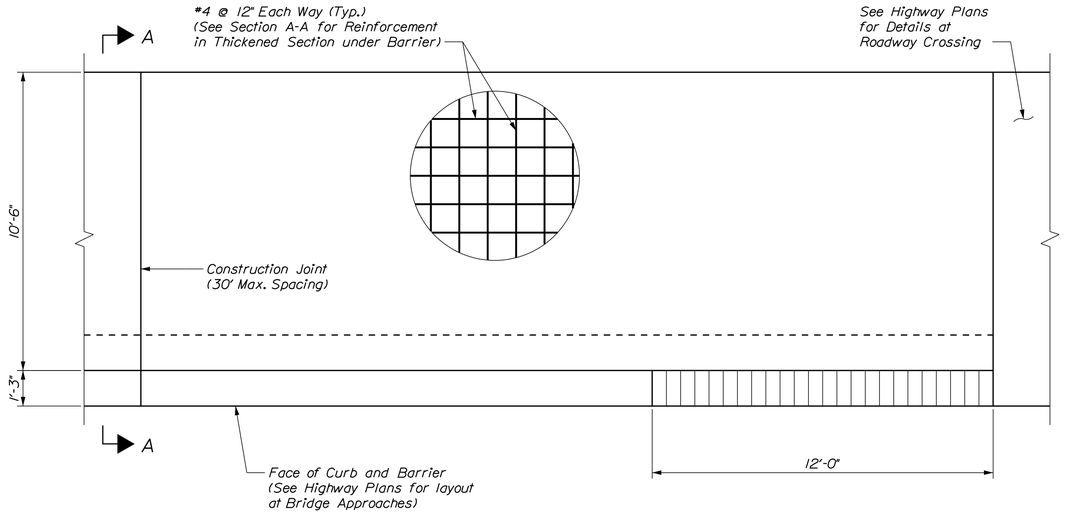
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	K.JB	KDW	11/25
CHECKED-REVIEWED	SMH	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

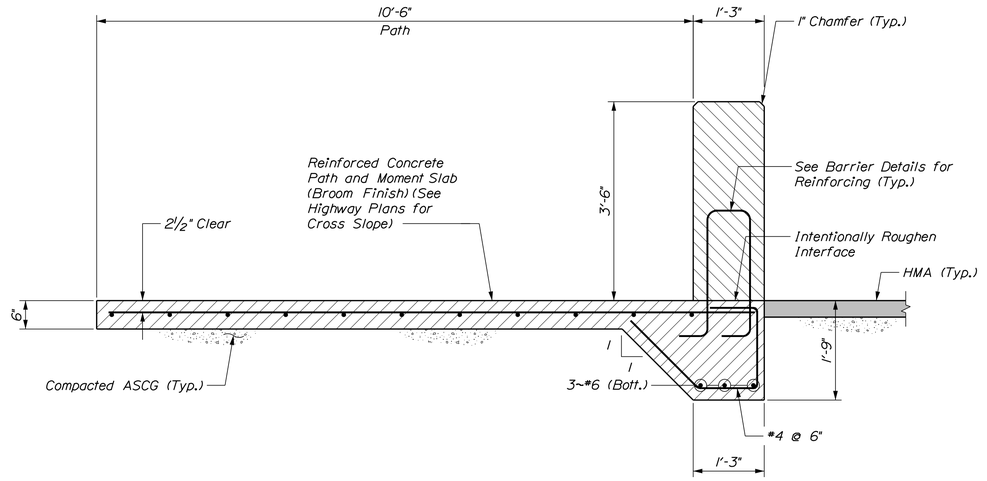
BRIDGE DRAIN TYPE A (MOD.)
DETAILS

SHEET NUMBER
B-93
460
OF 485

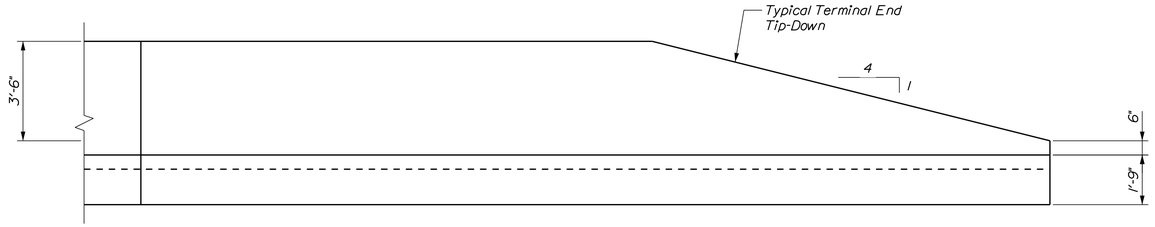
Filename: ...\BRIDGE\MSTA\B50_WB_BDrain.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025



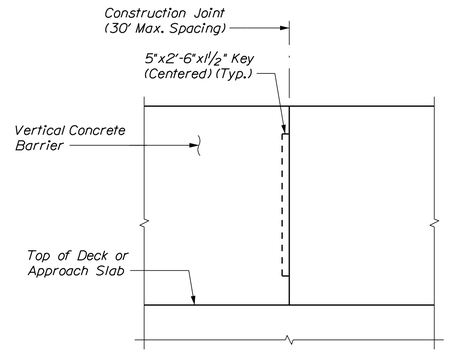
PLAN



SECTION A-A

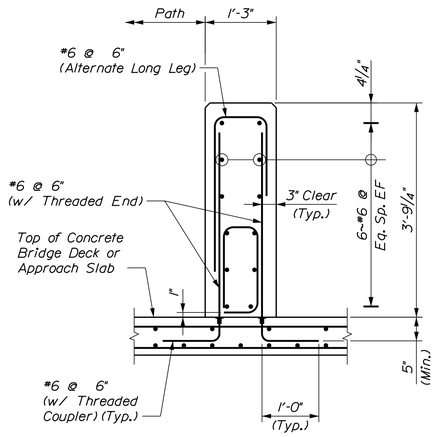


ELEVATION



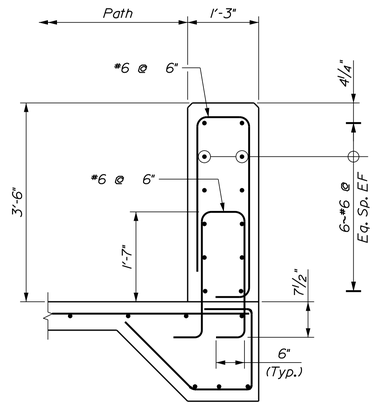
BARRIER CONSTRUCTION JOINT DETAIL

(Front Elevation Shown)
(Joint Detail on Moment Slab Similar)

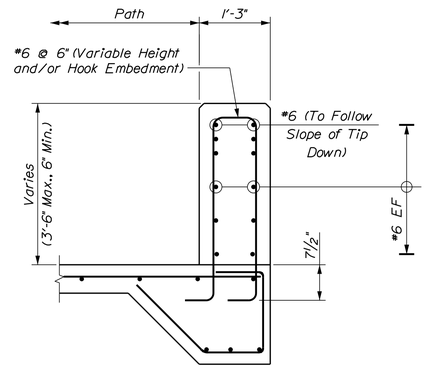


BARRIER ON DECK OR APPROACH SLAB

(3" HMA Pavement and ¼" Membrane Not Shown)



BARRIER ON MOMENT SLAB



BARRIER TIP-DOWN ON MOMENT SLAB

CONCRETE PATH AND BARRIER NOTES

1. Reinforced concrete path and moment slab shall conform to Special Provision Section 502.

2. Reinforced concrete barrier shall conform to Special Provision Section 526.

3. Protective coating for concrete surfaces shall be applied to all exposed surfaces of path and barrier to 6 inches below grade.

4. Reinforcement for concrete path/moment slab and barrier shall be low carbon chromium. Clear cover shall be 3 inches minimum unless otherwise noted.

5. During phased construction, protect embedded threaded couplers in bridge deck and approach slab as approved by the Resident.

6. Longitudinal bar splices shall be staggered so that 50% or less are at same location in moment slab or barrier.

7. The vertical concrete barrier is similar to a state of Connecticut Department of Transportation parapet detail that was evaluated at a test level 4 (TL-4) and determined to comply with MASH 2016 criteria.

8. Barrier reinforcement shall be low-carbon chromium steel. Moment slab reinforcement shall be plain steel.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

BRIDGE NO. 6787

WIN 18595.11

BRIDGE PLANS

vhb

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	SMH	KDW	11/25
CHECKED-REVIEWED	YP	SMH	11/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

CONCRETE PATH AND BARRIER DETAILS

SHEET NUMBER
B-94
461
OF 485

Username: jamesdavis Date:08/29/2025
Division: HIGHWAY
Filename: ...\B49_WB_Pedestrian Railing.dgn

STRAIGHT BARS

MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION
ABUTMENT 1				ABUTMENT 2			
A500	19	7'-10"	Abutment Horizontal	B500	15	11'-7"	Abutment Horizontal
A501	23	10'-11"	Abutment Horizontal	B501	19	12'-3"	Abutment Horizontal
A502	42	38'-6"	Abutment Horizontal	B502	34	38'-6"	Abutment Horizontal
A503	42	25'-7"	Abutment Horizontal	B503	34	25'-7"	Abutment Horizontal
A504	23	13'-10"	Abutment Horizontal	B504	19	14'-4"	Abutment Horizontal
A505	19	8'-5"	Abutment Horizontal	B505	15	8'-9"	Abutment Horizontal
A506c	7	7'-10"	Abutment Horizontal	B506c	7	11'-7"	Abutment Horizontal
A507c	35	12'-7"	Abutment Horizontal	B507c	35	12'-7"	Abutment Horizontal
A508c	7	8'-4"	Abutment Horizontal	B508c	7	8'-9"	Abutment Horizontal
A509	5	11'-4"	Flywall 1 Vertical	B509	3	9'-5"	Flywall 3 Vertical
A509c	15	11'-4"	Wingwall 1 Vertical	B509c	13	9'-5"	Wingwall 3 Vertical
A510	5	8'-9"	Flywall 1 Vertical	B510	4	7'-4"	Flywall 3 Vertical
A510c	5	8'-9"	Flywall 1 Vertical	B510c	4	7'-4"	Flywall 3 Vertical
A511	5	6'-9"	Flywall 1 Vertical	B511	3	5'-11"	Flywall 3 Vertical
A511c	5	6'-9"	Flywall 1 Vertical	B511c	3	5'-11"	Flywall 3 Vertical
A512c	10	11'-10"	Wingwall 2 Vertical	B512	3	4'-7"	Flywall 3 Vertical
A513	5	11'-8"	Flywall 2 Vertical	B512c	3	4'-7"	Flywall 3 Vertical
A513c	5	11'-8"	Flywall 2 Vertical	B513	3	7'-7"	Flywall 4 Vertical
A514	4	10'-6"	Flywall 2 Vertical	B513c	11	7'-7"	Wingwall 4 Vertical
A514c	4	10'-6"	Flywall 2 Vertical	B514	3	5'-8"	Flywall 4 Vertical
A515	4	9'-4"	Flywall 2 Vertical	B514c	3	5'-8"	Flywall 4 Vertical
A515c	4	9'-4"	Flywall 2 Vertical	B515	2	4'-8"	Flywall 4 Vertical
A516	20	17'-10"	Wingwall 1 Horizontal	B515c	2	4'-8"	Flywall 4 Vertical
A516c	20	17'-10"	Wingwall 1 Horizontal	B516	2	3'-8"	Flywall 4 Vertical
A517	1	11'-9"	Wingwall 1 Horizontal	B516c	2	3'-8"	Flywall 4 Vertical
A517c	1	11'-9"	Wingwall 1 Horizontal	B517	2	2'-8"	Flywall 4 Vertical
A518	1	10'-7"	Wingwall 1 Horizontal	B517c	2	2'-8"	Flywall 4 Vertical
A518c	1	10'-7"	Wingwall 1 Horizontal	B518	16	15'-10"	Wingwall 3 Horizontal
A519	1	9'-6"	Wingwall 1 Horizontal	B518c	16	15'-10"	Wingwall 3 Horizontal
A519c	1	9'-6"	Wingwall 1 Horizontal	B519	1	13'-3"	Wingwall 3 Horizontal
A520	1	8'-4"	Wingwall 1 Horizontal	B519c	1	13'-3"	Wingwall 3 Horizontal
A520c	1	8'-4"	Wingwall 1 Horizontal	B520	1	12'-2"	Wingwall 3 Horizontal
A521	1	7'-2"	Wingwall 1 Horizontal	B520c	1	12'-2"	Wingwall 3 Horizontal
A521c	1	7'-2"	Wingwall 1 Horizontal	B521	1	11'-1"	Wingwall 3 Horizontal
A522	1	6'-0"	Wingwall 1 Horizontal	B521c	1	11'-1"	Wingwall 3 Horizontal
A522c	1	6'-0"	Wingwall 1 Horizontal	B522	1	10'-0"	Wingwall 3 Horizontal
A523	1	4'-11"	Wingwall 1 Horizontal	B522c	1	10'-0"	Wingwall 3 Horizontal
A523c	1	4'-11"	Wingwall 1 Horizontal	B523	1	8'-11"	Wingwall 3 Horizontal
A524	1	3'-9"	Wingwall 1 Horizontal	B523c	1	8'-11"	Wingwall 3 Horizontal
A524c	1	3'-9"	Wingwall 1 Horizontal	B524	1	7'-10"	Wingwall 3 Horizontal
A525	1	2'-7"	Wingwall 1 Horizontal	B524c	1	7'-10"	Wingwall 3 Horizontal
A525c	1	2'-7"	Wingwall 1 Horizontal	B525	1	6'-9"	Wingwall 3 Horizontal
A526	1	1'-6"	Wingwall 1 Horizontal	B525c	1	6'-9"	Wingwall 3 Horizontal
A526c	1	1'-6"	Wingwall 1 Horizontal	B526	1	5'-8"	Wingwall 3 Horizontal
A527	20	18'-7"	Wingwall 2 Horizontal	B526c	1	5'-8"	Wingwall 3 Horizontal
A527c	20	18'-7"	Wingwall 2 Horizontal	B527	1	4'-7"	Wingwall 3 Horizontal
A528	2	15'-10"	Wingwall 2 Horizontal	B527c	1	4'-7"	Wingwall 3 Horizontal
A528c	2	15'-10"	Wingwall 2 Horizontal	B528	1	3'-7"	Wingwall 3 Horizontal
A529	1	14'-1"	Wingwall 2 Horizontal	B528c	1	3'-7"	Wingwall 3 Horizontal
A529c	1	14'-1"	Wingwall 2 Horizontal	B529	12	16'-7"	Wingwall 4 Horizontal
A530	1	12'-5"	Wingwall 2 Horizontal	B529c	12	16'-7"	Wingwall 4 Horizontal
A530c	1	12'-5"	Wingwall 2 Horizontal	B530	1	10'-2"	Wingwall 4 Horizontal
A531	1	10'-9"	Wingwall 2 Horizontal	B530c	1	10'-2"	Wingwall 4 Horizontal
A531c	1	10'-9"	Wingwall 2 Horizontal	B531	1	9'-2"	Wingwall 4 Horizontal
A532	1	9'-0"	Wingwall 2 Horizontal	B531c	1	9'-2"	Wingwall 4 Horizontal
A532c	1	9'-0"	Wingwall 2 Horizontal	B532	1	8'-2"	Wingwall 4 Horizontal
A533	1	7'-4"	Wingwall 2 Horizontal	B532c	1	8'-2"	Wingwall 4 Horizontal
A533c	1	7'-4"	Wingwall 2 Horizontal	B533	1	7'-3"	Wingwall 4 Horizontal
A534	1	5'-7"	Wingwall 2 Horizontal	B533c	1	7'-3"	Wingwall 4 Horizontal
A534c	1	5'-7"	Wingwall 2 Horizontal	B534	1	6'-3"	Wingwall 4 Horizontal
A535	1	3'-11"	Wingwall 2 Horizontal	B534c	1	6'-3"	Wingwall 4 Horizontal
A535c	1	3'-11"	Wingwall 2 Horizontal	B535	1	5'-3"	Wingwall 4 Horizontal
A536	1	2'-2"	Wingwall 2 Horizontal	B535c	1	5'-3"	Wingwall 4 Horizontal
A536c	1	2'-2"	Wingwall 2 Horizontal	B536	1	4'-3"	Wingwall 4 Horizontal
A600	200	9'-6"	Footing Horizontal	B536c	1	4'-3"	Wingwall 4 Horizontal
A601	66	34'-11"	Footing Horizontal	B537	1	3'-3"	Wingwall 4 Horizontal
A602	14	9'-7"	Wingwall 1 Vertical	B537c	1	3'-3"	Wingwall 4 Horizontal
A603	10	10'-1"	Wingwall 2 Vertical	B538	1	2'-4"	Wingwall 4 Horizontal
A700c	6	17'-1"	Wingwall 1 Horizontal	B538c	1	2'-4"	Wingwall 4 Horizontal
A701c	6	15'-6"	Wingwall 2 Horizontal	B539	1	1'-4"	Wingwall 4 Horizontal
				B539c	1	1'-4"	Wingwall 4 Horizontal
				B600	200	9'-6"	Footing Horizontal
				B601	66	34'-11"	Footing Horizontal
				B602	19	7'-8"	Wingwall 3 Vertical
				B603	9	5'-10"	Wingwall 4 Vertical
				B700c	6	15'-1"	Wingwall 3 Horizontal
				B701c	6	14'-5"	Wingwall 4 Horizontal

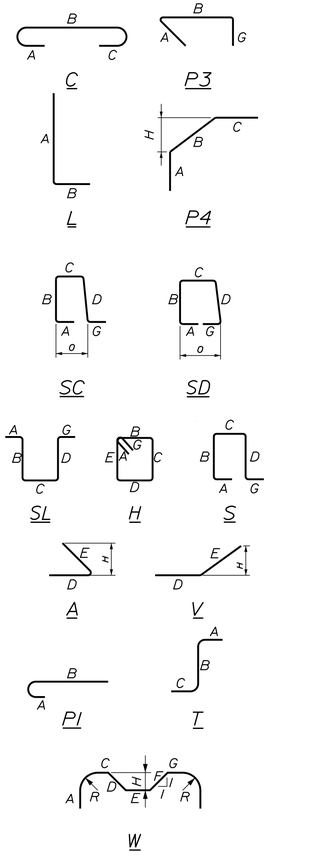
MARK	QTY.	LENGTH	LOCATION

BENT BARS

MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
ABUTMENT 1														
A550	200	4'-2"	S	0'-0"	0'-10"	2'-6"	0'-10"			0'-0"				Footing U-Bar
A551	18	4'-0"	S	0'-0"	0'-10"	2'-4"	0'-10"			0'-0"				Footing U-Bar
A552	32	6'-2"	S	0'-0"	0'-10"	4'-6"	0'-10"			0'-0"				Footing Pile Ties
A553	196	8'-7"	L	7'-9"	0'-10"									Footing Vertical Near Face
A554c	182	9'-5"	L	2'-8"	6'-9"									Abutment Near Face Verticals
A555	174	8'-11"	L	3'-4"	5'-7"									Abutment Far Face Verticals
A556	19	6'-0"	V				1'-0"	5'-0"			3'-7"			Abutment Corner Bar
A557	19	6'-8"	V				1'-0"	5'-8"			4'-1"			Abutment Corner Bar
A558c	14	2'-6"	V				1'-6"	1'-0"			0'-9"			Abutment Cheekwall
A559c	7	5'-6"	A				3'-6"	2'-0"			1'-4"			Abutment Cheekwall
A560c	7	4'-9"	A				3'-0"	1'-9"			1'-2"			Abutment Cheekwall
A561c	7	2'-0"	V				1'-0"	1'-0"			0'-9"			Abutment Cheekwall
A562c	16	4'-8"	S	0'-0"	1'-6"	1'-8"	1'-6"			0'-0"				Top of Wingwall
A563c	56	7'-8"	S	0'-0"	3'-0"	1'-8"	3'-0"			0'-0"				Flywall U-Bar
A564c	38	3'-6"	S	0'-0"	1'-0"	1'-6"	1'-0"			0'-0"				Flywall End Bar
A650	174	9'-9"	L	8'-9"	1'-0"									Footing Vertical Far Face
A850	24	12'-1"	L	10'-9"	1'-4"									Footing Vertical Far Face
ABUTMENT 2														
B550	200	4'-2"	S	0'-0"	0'-10"	2'-6"	0'-10"			0'-0"				Footing U-Bar
B551	18	4'-0"	S	0'-0"	0'-10"	2'-4"	0'-10"			0'-0"				Footing U-Bar
B552	32	6'-2"	S	0'-0"	0'-10"	4'-6"	0'-10"			0'-0"				Footing Pile Ties
B553	198	8'-7"	L	7'-9"	0'-10"									Footing Vertical Near Face
B554c	188	6'-8"	L	2'-8"	4'-0"									Abutment Near Face Verticals
B555	174	7'-6"	L	3'-2"	4'-4"									Abutment Far Face Verticals
B556	15	4'-2"	L	3'-8"	0'-6"									Abutment Corner Bar
B557	15	6'-8"	V				1'-0"	5'-8"			4'-1"			Abutment Corner Bar
B558c	7	2'-6"	V				1'-6"	1'-0"			0'-9"			Abutment Cheekwall
B559c	7	6'-6"	A				4'-6"	2'-0"			1'-4"			Abutment Cheekwall
B560c	7	4'-9"	A				3'-0"	1'-9"			1'-2"			Abutment Cheekwall
B561c	7	2'-0"	V				1'-0"	1'-0"			0'-9"			Abutment Cheekwall
B562c	14	4'-8"	S	0'-0"	1'-6"	1'-8"	1'-6"			0'-0"				Top of Wingwall
B563c	50	7'-8"	S	0'-0"	3'-0"	1'-8"	3'-0"			0'-0"				Flywall U-Bar
B564c	22	3'-6"	S	0'-0"	1'-0"	1'-6"	1'-0"			0'-0"				Flywall End Bar
B650	174	8'-3"	L	7'-3"	1'-0"									Footing Vertical Far Face
B850	28	12'-1"	L	10'-9"	1'-4"									Footing Vertical Far Face

MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

TYPE - BENDING DIAGRAMS



All dimensions are out-to-out of bar.

Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 315 and ACI Standard 318.

Reinforcing Bar: ASTM A615, Grade 60
ASTM A1035, Type CS, Grade 100
ASTM D7957, Glass Fiber Reinforced Polymer

GENERAL NOTES

1. The first two digits following the letter(s) of the mark indicate the size of the bar:

   Mark "A502" = bar size #5
   Mark "B805" = bar size #8
   Mark "S650" = bar size #6

2. Bar Marks ending in a letter indicate the following:

   c = Low Carbon Chromium

   p = Glass Fiber Reinforced Polymer

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE PLANS

BRIDGE NO. 6787

vhb

	L. ROWE	DATE
PROJ. MANAGER		
DESIGN-DETAILED	JAH	11/25
CHECKED-REVIEWED	YP	11/25
DESIGN2-DETAILED2	SMH	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

REINFORCING SCHEDULE
(1 OF 3)

SHEET NUMBER
B-95
462
OF 485

Filename: ...\MSTA\XXX_Reinf_Sched.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025

STRAIGHT BARS

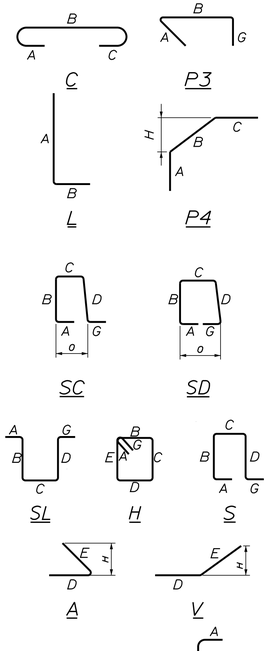
MARK	QTY.	LENGTH	LOCATION
PIER 1			
1PF700	196	11'-6"	Pier Footing Horizontal
1PF701	62	29'-6"	Pier Footing Horizontal
1PF900	24	29'-6"	Pier Footing Horizontal
1P500c	116	12'-8"	Stem A Horizontal
1P501c	116	20'-11"	Stem B Horizontal
1P502c	12	12'-7"	Pedestal Bars
1P503c	4	14'-2"	Pedestal Bars
1P504c	4	9'-3"	Pedestal Bars
1P600c	8	12'-8"	Pier Cap A Horizontal
1P601c	2	16'-8"	Pier Cap A Horizontal
1P602c	2	20'-8"	Pier Cap A Horizontal
1P603c	2	24'-8"	Pier Cap A Horizontal
1P604c	2	28'-8"	Pier Cap A Horizontal
1P605c	2	32'-9"	Pier Cap A Horizontal
1P606c	14	36'-8"	Pier Cap A Horizontal
1P607c	8	20'-11"	Pier Cap B Horizontal
1P608c	2	25'-1"	Pier Cap B Horizontal
1P609c	2	29'-4"	Pier Cap B Horizontal
1P610c	2	33'-7"	Pier Cap B Horizontal
1P611c	2	37'-9"	Pier Cap B Horizontal
1P612c	2	42'-0"	Pier Cap B Horizontal
1P613c	14	44'-8"	Pier Cap B Horizontal
1PI000c	75	21'-10"	Pier Stem Verticals
1PI001c	75	17'-10"	Pier Stem Verticals
PIER 2			
2PF700	196	11'-6"	Pier Footing Horizontal
2PF701	62	29'-6"	Pier Footing Horizontal
2PF900	24	29'-6"	Pier Footing Horizontal
2P500c	110	12'-8"	Stem A Horizontal
2P501c	110	20'-11"	Stem B Horizontal
2P502c	12	12'-7"	Pedestal Bars
2P503c	4	14'-2"	Pedestal Bars
2P504c	4	9'-3"	Pedestal Bars
2P600c	8	12'-8"	Pier Cap A Horizontal
2P601c	2	16'-8"	Pier Cap A Horizontal
2P602c	2	20'-8"	Pier Cap A Horizontal
2P603c	2	24'-8"	Pier Cap A Horizontal
2P604c	2	28'-8"	Pier Cap A Horizontal
2P605c	2	32'-9"	Pier Cap A Horizontal
2P606c	14	36'-8"	Pier Cap A Horizontal
2P607c	8	20'-11"	Pier Cap B Horizontal
2P608c	2	25'-1"	Pier Cap B Horizontal
2P609c	2	29'-4"	Pier Cap B Horizontal
2P610c	2	33'-7"	Pier Cap B Horizontal
2P611c	2	37'-9"	Pier Cap B Horizontal
2P612c	2	42'-0"	Pier Cap B Horizontal
2P613c	14	44'-8"	Pier Cap B Horizontal
2PI000c	75	20'-6"	Pier Stem Verticals
2PI001c	75	16'-6"	Pier Stem Verticals

MARK	QTY.	LENGTH	LOCATION
PIER 3			
3PF700	196	11'-6"	Pier Footing Horizontal
3PF701	62	29'-6"	Pier Footing Horizontal
3PF900	24	29'-6"	Pier Footing Horizontal
3P500c	114	12'-8"	Stem A Horizontal
3P501c	114	20'-11"	Stem B Horizontal
3P502c	12	12'-7"	Pedestal Bars
3P503c	4	14'-2"	Pedestal Bars
3P504c	4	9'-3"	Pedestal Bars
3P600c	8	12'-8"	Pier Cap A Horizontal
3P601c	2	16'-8"	Pier Cap A Horizontal
3P602c	2	20'-8"	Pier Cap A Horizontal
3P603c	2	24'-8"	Pier Cap A Horizontal
3P604c	2	28'-8"	Pier Cap A Horizontal
3P605c	2	32'-9"	Pier Cap A Horizontal
3P606c	14	36'-8"	Pier Cap A Horizontal
3P607c	8	20'-11"	Pier Cap B Horizontal
3P608c	2	25'-1"	Pier Cap B Horizontal
3P609c	2	29'-4"	Pier Cap B Horizontal
3P610c	2	33'-7"	Pier Cap B Horizontal
3P611c	2	37'-9"	Pier Cap B Horizontal
3P612c	2	42'-0"	Pier Cap B Horizontal
3P613c	14	44'-8"	Pier Cap B Horizontal
3PI000c	75	21'-2"	Pier Stem Verticals
3PI001c	75	17'-2"	Pier Stem Verticals
PIER 4			
4PF700	196	11'-6"	Pier Footing Horizontal
4PF701	62	29'-6"	Pier Footing Horizontal
4PF900	24	29'-6"	Pier Footing Horizontal
4P500c	108	12'-8"	Stem A Horizontal
4P501c	108	20'-11"	Stem B Horizontal
4P502c	12	12'-7"	Pedestal Bars
4P503c	4	14'-2"	Pedestal Bars
4P504c	4	9'-3"	Pedestal Bars
4P600c	8	12'-8"	Pier Cap A Horizontal
4P601c	2	16'-8"	Pier Cap A Horizontal
4P602c	2	20'-8"	Pier Cap A Horizontal
4P603c	2	24'-8"	Pier Cap A Horizontal
4P604c	2	28'-8"	Pier Cap A Horizontal
4P605c	2	32'-9"	Pier Cap A Horizontal
4P606c	14	36'-8"	Pier Cap A Horizontal
4P607c	8	20'-11"	Pier Cap B Horizontal
4P608c	2	25'-1"	Pier Cap B Horizontal
4P609c	2	29'-4"	Pier Cap B Horizontal
4P610c	2	33'-7"	Pier Cap B Horizontal
4P611c	2	37'-9"	Pier Cap B Horizontal
4P612c	2	42'-0"	Pier Cap B Horizontal
4P613c	14	44'-8"	Pier Cap B Horizontal
4PI000c	75	19'-6"	Pier Stem Verticals
4PI001c	75	15'-6"	Pier Stem Verticals

BENT BARS

MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
PIER 1														
1PF550	168	6'-0"	S	0'-0"	1'-0"	4'-0"	1'-0"			0'-0"				Pier Footing Stirrup
1PFI050c	75	13'-3"	L	10'-3"	3'-0"									Column Primary Reinforcing
1PFI051c	75	17'-3"	L	14'-3"	3'-0"									Column Primary Reinforcing
1P550c	116	6'-8"	S	0'-0"	2'-0"	2'-8"	2'-0"			0'-0"				Pier Stem Edge Stirrups
1P551c	1472	3'-8"	P3	0'-6"	2'-4"					0'-10"				Pier Stem Ties
1P552c	54	13'-2"	S	0'-0"	5'-0"	3'-2"	5'-0"			0'-0"				Pier Cap Stirrups
1P553c	240	12'-2"	S	0'-0"	5'-0"	2'-2"	5'-0"			0'-0"				Pier Cap Stirrups
1P554c	112	10'-8"	S	0'-0"	4'-3"	2'-2"	4'-3"			0'-0"				Pier Cap Stirrups
1P555c	66	6'-2"	S	0'-0"	1'-6"	3'-2"	1'-6"			0'-0"				Pier Cap Stirrups
1P650c	16	18'-1"	P4	4'-0"	12'-1"	2'-0"					2'-10"			Pier Cap Horizontal
1P651c	16	18'-1"	P4	4'-0"	12'-1"	2'-0"					3'-0"			Pier Cap Horizontal
1PI050c	16	19'-10"	L	18'-0"	1'-10"									Pier Cap Top Mats
1PI051c	16	26'-4"	L	24'-6"	1'-10"									Pier Cap Top Mats
1PI052c	16	21'-10"	L	20'-0"	1'-10"									Pier Cap Top Mats
1PI053c	16	32'-4"	L	30'-6"	1'-10"									Pier Cap Top Mats
PIER 2														
2PF550	168	6'-0"	S	0'-0"	1'-0"	4'-0"	1'-0"			0'-0"				Pier Footing Stirrup
2PFI050c	75	13'-3"	L	10'-3"	3'-0"									Column Primary Reinforcing
2PFI051c	75	17'-3"	L	14'-3"	3'-0"									Column Primary Reinforcing
2P550c	110	6'-8"	S	0'-0"	2'-0"	2'-8"	2'-0"			0'-0"				Pier Stem Edge Stirrups
2P551c	1424	3'-8"	P3	0'-6"	2'-4"					0'-10"				Pier Stem Ties
2P552c	54	13'-2"	S	0'-0"	5'-0"	3'-2"	5'-0"			0'-0"				Pier Cap Stirrups
2P553c	240	12'-2"	S	0'-0"	5'-0"	2'-2"	5'-0"			0'-0"				Pier Cap Stirrups
2P554c	112	10'-8"	S	0'-0"	4'-3"	2'-2"	4'-3"			0'-0"				Pier Cap Stirrups
2P555c	66	6'-2"	S	0'-0"	1'-6"	3'-2"	1'-6"			0'-0"				Pier Cap Stirrups
2P650c	16	18'-1"	P4	4'-0"	12'-1"	2'-0"					2'-10"			Pier Cap Horizontal
2P651c	16	18'-1"	P4	4'-0"	12'-1"	2'-0"					3'-0"			Pier Cap Horizontal
2PI050c	16	19'-10"	L	18'-0"	1'-10"									Pier Cap Top Mats
2PI051c	16	26'-4"	L	24'-6"	1'-10"									Pier Cap Top Mats
2PI052c	16	21'-10"	L	20'-0"	1'-10"									Pier Cap Top Mats
2PI053c	16	32'-4"	L	30'-6"	1'-10"									Pier Cap Top Mats
PIER 3														
3PF550	168	6'-0"	S	0'-0"	1'-0"	4'-0"	1'-0"			0'-0"				Pier Footing Stirrup
3PFI050c	75	13'-3"	L	10'-3"	3'-0"									Column Primary Reinforcing
3PFI051c	75	17'-3"	L	14'-3"	3'-0"									Column Primary Reinforcing
3P550c	114	6'-8"	S	0'-0"	2'-0"	2'-8"	2'-0"			0'-0"				Pier Stem Edge Stirrups
3P551c	1472	3'-8"	P3	0'-6"	2'-4"					0'-10"				Pier Stem Ties
3P552c	54	13'-2"	S	0'-0"	5'-0"	3'-2"	5'-0"			0'-0"				Pier Cap Stirrups
3P553c	240	12'-2"	S	0'-0"	5'-0"	2'-2"	5'-0"			0'-0"				Pier Cap Stirrups
3P554c	112	10'-8"	S	0'-0"	4'-3"	2'-2"	4'-3"			0'-0"				Pier Cap Stirrups
3P555c	66	6'-2"	S	0'-0"	1'-6"	3'-2"	1'-6"			0'-0"				Pier Cap Stirrups
3P650c	16	18'-1"	P4	4'-0"	12'-1"	2'-0"					2'-10"			Pier Cap Horizontal
3P651c	16	18'-1"	P4	4'-0"	12'-1"	2'-0"					3'-0"			Pier Cap Horizontal
3PI050c	16	19'-10"	L	18'-0"	1'-10"									Pier Cap Top Mats
3PI051c	16	26'-4"	L	24'-6"	1'-10"									Pier Cap Top Mats
3PI052c	16	21'-10"	L	20'-0"	1'-10"									Pier Cap Top Mats
3PI053c	16	32'-4"	L	30'-6"	1'-10"									Pier Cap Top Mats
PIER 4														
4PF550	168	6'-0"	S	0'-0"	1'-0"	4'-0"	1'-0"			0'-0"				Pier Footing Stirrup
4PFI050c	75	13'-3"	L	10'-3"	3'-0"									Column Primary Reinforcing
4PFI051c	75	17'-3"	L	14'-3"	3'-0"									Column Primary Reinforcing
4P550c	108	6'-8"	S	0'-0"	2'-0"	2'-8"	2'-0"			0'-0"				Pier Stem Edge Stirrups
4P551c	1408	3'-8"	P3	0'-6"	2'-4"					0'-10"				Pier Stem Ties
4P552c	54	13'-2"	S	0'-0"	5'-0"	3'-2"	5'-0"			0'-0"				Pier Cap Stirrups
4P553c	240	12'-2"	S	0'-0"	5'-0"	2'-2"	5'-0"			0'-0"				Pier Cap Stirrups
4P554c	112	10'-8"	S	0'-0"	4'-3"	2'-2"	4'-3"			0'-0"				Pier Cap Stirrups
4P555c	66	6'-2"	S	0'-0"	1'-6"	3'-2"	1'-6"			0'-0"				Pier Cap Stirrups
4P650c	16	18'-1"	P4	4'-0"	12'-1"	2'-0"					2'-10"			Pier Cap Horizontal
4P651c	16	18'-1"	P4	4'-0"	12'-1"	2'-0"					3'-0"			Pier Cap Horizontal
4PI050c	16	19'-10"	L	18'-0"	1'-10"									Pier Cap Top Mats
4PI051c	16	26'-4"	L	24'-6"	1'-10"									Pier Cap Top Mats
4PI052c	16	21'-10"	L	20'-0"	1'-10"									Pier Cap Top Mats
4PI053c	16	32'-4"	L	30'-6"	1'-10"									Pier Cap Top Mats

TYPE - BENDING DIAGRAMS



All dimensions are out-to-out of bar.

Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 315 and ACI Standard 318.

Reinforcing Bar: ASTM A615, Grade 60
ASTM A1035, Type CS, Grade 100
ASTM D7957, Glass Fiber Reinforced Polymer

GENERAL NOTES

1. The first two digits following the letter(s) of the mark indicate the size of the bar:

   Mark "A502" = bar size #5
   Mark "B805" = bar size #8
   Mark "S650" = bar size #6

2. Bar Marks ending in a letter indicate the following:

   c = Low Carbon Chromium

   p = Glass Fiber Reinforced Polymer

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE PLANS

BRIDGE NO. 6787

vhb

	L. ROWE	DATE
PROJ. MANAGER		
DESIGN-DETAILED	JAH	11/25
CHECKED-REVIEWED	YP	11/25
DESIGN2-DETAILED2	SMH	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

REINFORCING SCHEDULE
(2 OF 3)

SHEET NUMBER
B-96
463
OF 485

Filename: ...\MSTA\XXX_Reinf_Sched2.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025

STRAIGHT BARS

MARK	QTY.	LENGTH	LOCATION
APPROACH AND SLEEPER SLAB			
AS500	80	50'-0"	Approach Slab Transverse Bars
AS500c	38	50'-0"	Approach Slab Transverse Bars
AS501	80	43'-2"	Approach Slab Transverse Bars
AS501c	38	43'-2"	Approach Slab Transverse Bars
AS502	386	3'-9"	Sleeper Slab Verticals
AS503	175	2'-6"	Drainage Trough Support
AS504c	179	19'-6"	Approach Slab Top Mat
AS506c	16	4'-0"	Sleeper Slab Curb Bar
AS507c	12	21'-8"	Approach Slab Curb Bar
AS800	356	19'-6"	Approach Slab Bottom Mat
AS600c	16	3'-2"	Barrier Post Vertical
AS508	32	4'-0"	Sleeper Slab Horizontal Bar
SUPERSTRUCTURE BACKWALL			
S621c	42	6'-0"	Backwall Transverse Dowel
S721c	132	12'-7"	Backwall Transverse
S921c	18	31'-1"	Backwall Transverse
S922c	18	36'-1"	Backwall Transverse
S923c	18	26'-1"	Backwall Transverse
SUPERSTRUCTURE			
S501p	1190	49'-0"	Longitudinal
S502p	8	44'-3"	Deck End
S601p	712	22'-3"	Transverse Bar
S602p	682	40'-3"	Transverse Bar
S603p	10	37'-11"	Tapered Deck End Bottom
S604p	722	35'-7"	Tapered Deck End Bottom
S605p	10	33'-3"	Tapered Deck End Bottom
S606p	600	49'-10"	Longitudinal
S607p	682	27'-0"	Transverse Bar
S608p	10	24'-8"	Tapered Deck End Top
S609p	10	22'-4"	Tapered Deck End Top
S610p	10	20'-0"	Tapered Deck End Top
S611p	4	49'-3"	Top and Bot Tapered Bar
↓ ↓ ↓ ↓ Reduce Each Consecutive Bar Length by 5.69 Inches. ↓ ↓ ↓ ↓			
S696p	4	9'-5"	Top and Bot Tapered Bar
S501c	296	49'-6"	Curb Longitudinal
S502c	236	33'-9"	Pier Longitudinal
S503c	80	4'-0"	Deck Fillet
S504c	2	20'-0"	Abutment 2 Deck End Curb Bar
S601c	464	45'-0"	Transverse Bar
S602c	464	39'-0"	Over Pier, Longitudinal
S603c	52	9'-0"	Acute Corner Bar
L500c	8	4'-2"	Lighting Bumpout

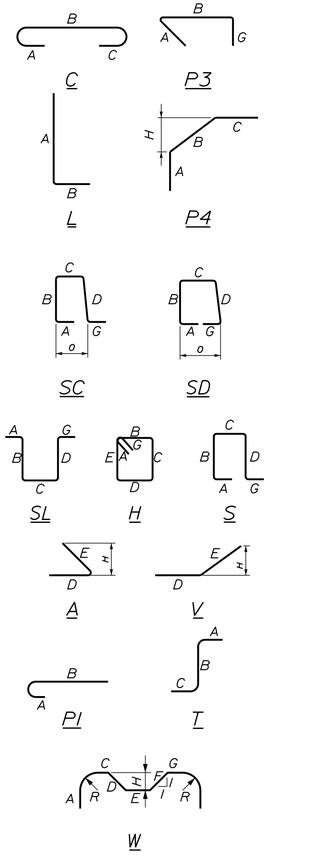
MARK	QTY.	LENGTH	LOCATION
SUPERSTRUCTURE			

BENT BARS

MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
APPROACH AND SLEEPER SLAB														
AS450c	7	4'-8"	H	0'-5"	0'-11"	2'-0"	0'-11"	2'-0"		0'-5"				Barrier Post Ties - Sleeper Slab 1
AS451c	7	4'-5"	H	0'-5"	0'-11"	1'-9"	0'-11"	1'-9"		0'-5"				Barrier Post Ties - Sleeper Slab 2
AS550	175	10'-6"	S	0'-0"	2'-1"	6'-4"	2'-1"			0'-0"				Sleeper Slab Footing
AS551	175	7'-2"	S	0'-0"	2'-1"	3'-0"	2'-1"			0'-0"				Sleeper Slab Footing
AS552c	175	3'-0"	L	1'-6"	1'-6"									Sleeper Slab Stem
AS553c	175	3'-0"	V				1'-6"	1'-6"			1'-1"			Approach Slab Thickened Section
AS554	175	5'-1"	L	3'-6"	1'-7"									Approach Slab Thickened Section
AS555	175	2'-0"	L	1'-0"	1'-0"									Approach Slab Thickened Section
AS556c	99	6'-5"	SC	0'-10"	1'-9"	1'-3"	1'-9"			0'-10"		1'-4"		Curb Stirrups
AS557c	108	3'-0"	L	1'-9"	1'-3"									Curb Hooks
AS558c	24	5'-11"	SC	0'-0"	2'-4"	1'-3"	2'-4"			0'-0"		1'-4"		Sleeper Slab Curb Stirrups
AS559c	8	2'-11"	S	0'-0"	1'-0"	0'-11"	1'-0"			0'-0"				Barrier Post
SUPERSTRUCTURE BACKWALL														
S571c	36	5'-0"	V				3'-4"	1'-8"			1'-3"			Backwall Horizontal
S572c	36	5'-0"	A				3'-4"	1'-8"			1'-2"			Backwall Horizontal
S573c	348	4'-3"	L	3'-1"	1'-2"									Backwall Vertical
S574c	174	2'-11"	L	1'-11"	1'-0"									Backwall Vertical
S577c	1032	2'-2"	P3	0'-6"	1'-2"					0'-6"				Backwall Tie
SUPERSTRUCTURE														
S550c	1278	4'-11"	SC	0'-6"	1'-4"	1'-3"	1'-4"			0'-6"		1'-5"		Curb and Railing Stirrups
S551c	1846	6'-7"	C	0'-7"	6'-0"	0'-0"								Transverse Hook Bars
S552c	24	5'-2"	P4	1'-10"	1'-6"	1'-10"					1'-3¼"			Drain Bar
S553c	12	3'-10"	SL	0'-0"	1'-3"	1'-4"	1'-3"			0'-0"				Curb Flare Supplement
S554c	12	5'-4"	SL	0'-0"	2'-0"	1'-4"	2'-0"			0'-0"				Curb Flare Supplement
S555c	120	5'-1"	T	2'-6"	1'-6"	1'-1"								Deck End Bar
S560c	118	4'-10"	L	2'-5"	2'-5"									Approach Slab Dowel
L551c	6	6'-8"	W	0'-0"		0'-0"	2'-8"	1'-4"	2'-8"	0'-0"	1'-10"		0'-0"	Lighting Support
L552c	14	6'-8"	SL	0'-0"	2'-8"	1'-4"	2'-8"			0'-0"				Lighting Support

MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

TYPE - BENDING DIAGRAMS



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ASTM A1035, Type CS, Grade 100
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

BRIDGE PLANS

BRIDGE NO. 6787

vhb

		DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	JAH	11/25
CHECKED-REVIEWED	YP	11/25
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

HOGAN ROAD NO. 2 BRIDGE
I-95
BANGOR PENOBSCOT

REINFORCING SCHEDULE
(3 OF 3)

SHEET NUMBER
B-97
464
OF 485

Filename: ...\MSTA\XXX_Reinf_Sched3.dgn Division: HIGHWAY Username: jamesdavis Date:08/29/2025

GENERAL NOTES: LIGHTING

1. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO APPLICABLE PROVISIONS OF THE CURRENT EDITIONS OF THE MAINE DEPARTMENT OF TRANSPORTATION (MAINEDOT) STANDARD SPECIFICATIONS AND STANDARD DETAILS, NATIONAL ELECTRIC CODE (NEC) AND ANY REQUIREMENTS OF THE POWER COMPANY.
2. FIELD-VERIFY POLE LOCATIONS TO AVOID NATURAL AND BUILT SITE FEATURES THAT WOULD CONFLICT WITH PROPER INSTALLATION OF POLE FOUNDATIONS.
3. HIGHWAY LIGHTING FIXTURE VOLTAGE SHALL BE 240 VOLTS. INTERSECTION LIGHTING VOLTAGE SHALL BE 120 VOLTS.
4. LIGHTING FIXTURES SHALL BE IES FULL CUTOFF, LIGHT EMITTING DIODE (LED) FIXTURES
5. ALL FIXTURES SHALL BE GASKETED AND HAVE SURGE PROTECTION AND A DOUBLE FUSE KIT. ALL FIXTURES SHALL BE GRAY. IF DIFFERENT FIXTURES ARE PROPOSED, THEY SHALL BE IES FULL CUTOFF, TYPE 3 IES DISTRIBUTION TYPE AS NOTED IN THE LUMINAIRE SCHEDULE, LED LUMINAIRES. B.U.G. RATINGS SHALL BE EQUAL TO OR BETTER THAN THE DESIGNED FIXTURES. THE CONTRACTOR MUST DEMONSTRATE THAT THE PROPOSED FIXTURES WILL REASONABLY EQUAL THE LIGHT LEVELS AND DISTRIBUTIONS SHOWN ON THE PLANS, IN THE OPINION OF MAINEDOT.
6. CONDUIT SHALL BE 2" MINIMUM. MINIMUM BURIAL DEPTH FOR CONDUIT SHALL BE 36" TO THE TOP OF PIPE. ALL CONDUIT ENDS SHALL BE FITTED WITH PULLING BELL ENDS.
7. A JUNCTION BOX/HANDHOLE SHALL BE INSTALLED AT EACH POLE. THE WIRING IN CONDUITS SHALL BE CONTINUOUS BETWEEN JUNCTION BOXES/HANDHOLES WITHOUT RUNNING SPLICES IN CONDUITS.
8. UPON COMPLETION OF THIS PROJECT, THE CONTRACTOR SHALL FURNISH TO MAINEDOT A SET OF AS-BUILT PLANS FOR FUTURE REFERENCE AND SYSTEM MAINTENANCE.
9. ALL LIGHT BASES SHALL HAVE A GROUND ROD LOCATED ADJACENT TO THE POLE THAT IS BONDED TO THE GROUNDING CONDUCTOR.
10. LOAD CENTER SHALL BE MARKED WITH ARC FLASH HAZARD TYPE 1, 2, 3 OR 4 AND THE APPROPRIATE PPE REQUIRED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUCTING AN ARC FLASH STUDY.
11. EACH LOAD CENTER SHALL HAVE A PHOTOCELL TO CONTROL ALL LIGHTS ON THAT SERVICE. INDIVIDUAL PHOTOCELLS ON LIGHTS WILL NOT BE ACCEPTED.
12. BREAKAWAY DEVICES FOR LIGHT POLES SHALL CONFORM TO THE LATEST VERSION OF "AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS" AND NCHRP REPORT 350. THE BREAKAWAY DEVICE SHALL BE DESIGNED SO THAT THE ANCHOR BOLTS WILL NOT BEND WHEN A VEHICLE HITS THE POLE. A FRANGIBLE COUPLING SUCH AS TRANSPO POLE-SAFE 5000 SERIES (WITH A FEMALE ANCHOR), THE MANITOBA SAFETY BASE WITH REACTION PLATE, OR APPROVED EQUAL SHALL BE USED. BREAKAWAY DEVICES SHALL BE INSTALLED ON ALL POLES.
13. WIRE SHALL BE STRANDED COPPER XHHW-2, SIZE AS NOTED ON THE PLANS.
14. FOUNDATIONS SHALL BE 24 INCH DIAMETER BY 7' HEIGHT FOUNDATIONS. PRECAST FOUNDATIONS MAY BE USED, AND IF USED SHALL INCLUDE CAST CONDUIT INSERTS AT EACH POLE. CONTRACTOR SHALL PROVIDE 18" OF EXTRA WIRE SLACK.
15. FOR ALL CONDUIT RUNS FROM HANDHOLE TO POLE, THE CONTRACTOR SHALL INSTALL 3"C WITH 2#10 AND 1#10 GND.

ROADWAY LUMINAIRE SCHEDULE

SYMBOL	QUANTITY	CATALOG NUMBER	DESCRIPTION	LUMENS	VOLTAGE	MAXIMUM WATTS
	1	ATB2 P601MVOLT R3	AUTOBAHN LED ROADWAY P601TYPE III 4000K MOUNTED AT 35'	27079	EXISTING	175
	58	ATB2 P601MVOLT R3	AUTOBAHN LED ROADWAY P601TYPE III 4000K MOUNTED AT 40'	27079	240	175
	7	ATB2 P601MVOLT R3	AUTOBAHN LED ROADWAY P601TYPE III 4000K MOUNTED AT 40'	27079	120	175

LOAD CENTER A

MAIN CIRCUIT BREAKER: 100 — PROJECT NAME: BANGOR I-95 EXIT 187
MAIN BUS: 100 — FED FROM: OVERHEAD SERVICE
VOLTAGE: 120/240V-1P-3W — LOCATION: HOGAN ROAD

DESCRIPTION	PHASE WATTAGE ΦA	PHASE WATTAGE ΦB	BREAKER POLE	BREAKER AMP	BREAKER CKT	BUS	BREAKER CKT	BREAKER AMP	BREAKER POLE	PHASE WATTAGE ΦA	PHASE WATTAGE ΦB	DESCRIPTION
A-1	1050	1050	2	15	1		2	15	2	525	525	A-2
A-3	1050	1050	2	15	3		4	15	2	-	-	A-4
	2100	2100								525	525	

	ΦA	ΦB		CALCULATED LOAD VALUES	
PANEL PHASE TOTALS	2625	2625	SINGLE THROW DOUBLE POLE CIRCUITS, SIZED TO LOAD	TOTAL CONNECTED KW	5.25
				TOTAL CONNECTED AMP	21.88

LOAD CENTER B

MAIN CIRCUIT BREAKER: 100 — PROJECT NAME: BANGOR I-95 EXIT 187
MAIN BUS: 100 — FED FROM: OVERHEAD SERVICE
VOLTAGE: 120/240V-1P-3W — LOCATION: HOGAN ROAD

DESCRIPTION	PHASE WATTAGE ΦA	PHASE WATTAGE ΦB	BREAKER POLE	BREAKER AMP	BREAKER CKT	BUS	BREAKER CKT	BREAKER AMP	BREAKER POLE	PHASE WATTAGE ΦA	PHASE WATTAGE ΦB	DESCRIPTION
B-1	875	875	2	15	1		2	15	2	438	438	B-2
B-3	1050	1050	2	15	3		4	15	2	-	-	B-4
	1925	1925								438	438	

	ΦA	ΦB		CALCULATED LOAD VALUES	
PANEL PHASE TOTALS	2363	2363	SINGLE THROW DOUBLE POLE CIRCUITS, SIZED TO LOAD	TOTAL CONNECTED KW	4.73
				TOTAL CONNECTED AMP	19.69

CONDUIT SUMMARY - CIRCUITS A-1

LINK FROM	LINK TO	DISTANCE	REMARKS
SERVICE POINT	LOAD CENTER A	65'	2-#2 CKT A-1, 1-#2 GND
LOAD CENTER A	PULL BOX NO. 1	185'	2-#2 CKT A-1, 1-#2 GND
PULL BOX NO. 1	PULL BOX NO. 2	175'	2-#2 CKT A-1, 1-#2 GND
PULL BOX NO. 2	PULL BOX NO. 3	100'	2-#2 CKT A-1, 1-#2 GND
PULL BOX NO. 3	POLE NO. 7	160'	2-#2 CKT A-1, 1-#2 GND
POLE NO. 7	POLE NO. 8	205'	2-#2 CKT A-1, 1-#2 GND
POLE NO. 8	POLE NO. 9	235'	2-#2 CKT A-1, 1-#2 GND
PULL BOX NO. 3	POLE NO. 10	100'	2-#2 CKT A-1, 1-#2 GND
POLE NO. 10	POLE NO. 11	165'	2-#2 CKT A-1, 1-#2 GND
POLE NO. 11	POLE NO. 12	205'	2-#2 CKT A-1, 1-#2 GND
POLE NO. 12	POLE NO. 13	250'	2-#2 CKT A-1, 1-#2 GND
POLE NO. 13	POLE NO. 14	540'	2-#2 CKT A-1, 1-#2 GND
POLE NO. 14	POLE NO. 15	235'	2-#2 CKT A-1, 1-#2 GND
POLE NO. 15	POLE NO. 16	180'	2-#2 CKT A-1, 1-#2 GND
POLE NO. 16	POLE NO. 17	245'	2-#2 CKT A-1, 1-#2 GND
POLE NO. 17	POLE NO. 18	230'	2-#2 CKT A-1, 1-#2 GND

CONDUIT SUMMARY - CIRCUITS A-2

LINK FROM	LINK TO	DISTANCE	REMARKS
SERVICE POINT	LOAD CENTER A	65'	2-#2 CKT A-2, 1-#2 GND
LOAD CENTER A	POLE NO. 1	195'	2-#6 CKT A-2, 1-#6 GND
POLE NO. 1	POLE NO. 2	210'	2-#6 CKT A-2, 1-#6 GND
POLE NO. 2	POLE NO. 3	225'	2-#6 CKT A-2, 1-#6 GND
POLE NO. 3	POLE NO. 4	90'	2-#6 CKT A-2, 1-#6 GND
POLE NO. 4	POLE NO. 5	255'	2-#6 CKT A-2, 1-#6 GND
POLE NO. 5	POLE NO. 6	240'	2-#6 CKT A-2, 1-#6 GND

CONDUIT SUMMARY - CIRCUITS A-3

LINK FROM	LINK TO	DISTANCE	REMARKS
SERVICE POINT	LOAD CENTER A	65'	2-#2 CKT A-3, 1-#2 GND
LOAD CENTER A	PULL BOX NO. 1	185'	2-#4 CKT A-3, 1-#4 GND
PULL BOX NO. 1	PULL BOX NO. 2	175'	2-#4 CKT A-3, 1-#4 GND
PULL BOX NO. 2	POLE NO. 19	95'	2-#4 CKT A-3, 1-#4 GND
POLE NO. 19	POLE NO. 20	205'	2-#4 CKT A-3, 1-#4 GND
POLE NO. 20	POLE NO. 21	125'	2-#4 CKT A-3, 1-#4 GND
POLE NO. 20	POLE NO. 22	170'	2-#4 CKT A-3, 1-#4 GND
POLE NO. 22	POLE NO. 23	200'	2-#4 CKT A-3, 1-#4 GND
POLE NO. 19	PULL BOX NO. 3	120'	2-#4 CKT A-3, 1-#4 GND
PULL BOX NO. 3	POLE NO. 24	185'	2-#4 CKT A-3, 1-#4 GND
PULL BOX NO. 3	POLE NO. 25	115'	2-#4 CKT A-3, 1-#4 GND
POLE NO. 25	POLE NO. 26	195'	2-#4 CKT A-3, 1-#4 GND
POLE NO. 26	POLE NO. 27	350'	2-#4 CKT A-3, 1-#4 GND
POLE NO. 27	POLE NO. 28	85'	2-#4 CKT A-3, 1-#4 GND
POLE NO. 28	POLE NO. 29	230'	2-#4 CKT A-3, 1-#4 GND
POLE NO. 29	POLE NO. 30	230'	2-#4 CKT A-3, 1-#4 GND

CONDUIT SUMMARY - CIRCUITS B-1

LINK FROM	LINK TO	DISTANCE	REMARKS
SERVICE POINT	LOAD CENTER B	65'	2-#4 CKT B-1, 1-#4 GND
LOAD CENTER B	PULL BOX NO. 1	65'	2-#4 CKT B-1, 1-#4 GND
PULL BOX NO. 1	POLE NO. 31	325'	2-#4 CKT B-1, 1-#4 GND
POLE NO. 31	POLE NO. 32	220'	2-#4 CKT B-1, 1-#4 GND
POLE NO. 32	POLE NO. 33	225'	2-#4 CKT B-1, 1-#4 GND
LOAD CENTER B	POLE NO. 34	60'	2-#4 CKT B-1, 1-#4 GND
POLE NO. 34	POLE NO. 35	265'	2-#4 CKT B-1, 1-#4 GND
POLE NO. 35	POLE NO. 36	660'	2-#4 CKT B-1, 1-#4 GND
PULL BOX NO. 36	POLE NO. 37	240'	2-#4 CKT B-1, 1-#4 GND
POLE NO. 37	POLE NO. 38	245'	2-#4 CKT B-1, 1-#4 GND
POLE NO. 38	POLE NO. 39	255'	2-#4 CKT B-1, 1-#4 GND
POLE NO. 39	POLE NO. 40	245'	2-#4 CKT B-1, 1-#4 GND

CONDUIT SUMMARY - CIRCUITS B-2

LINK FROM	LINK TO	DISTANCE	REMARKS
SERVICE POINT	LOAD CENTER B	65'	2-#4 CKT B-2, 1-#4 GND
LOAD CENTER B	POLE NO. 41	255'	2-#6 CKT B-2, 1-#6 GND
POLE NO. 41	POLE NO. 42	145'	2-#6 CKT B-2, 1-#6 GND
POLE NO. 42	POLE NO. 43	180'	2-#6 CKT B-2, 1-#6 GND
POLE NO. 43	POLE NO. 44	210'	2-#6 CKT B-2, 1-#6 GND
POLE NO. 44	POLE NO. 45	240'	2-#6 CKT B-2, 1-#6 GND

CONDUIT SUMMARY - CIRCUITS B-3

LINK FROM	LINK TO	DISTANCE	REMARKS
SERVICE POINT	LOAD CENTER B	65'	2-#4 CKT B-3, 1-#4 GND
LOAD CENTER B	PULL BOX NO. 1	125'	2-#4 CKT B-3, 1-#4 GND
PULL BOX NO. 1	POLE NO. 46	190'	2-#4 CKT B-3, 1-#4 GND
PULL BOX NO. 1	POLE NO. 47	120'	2-#4 CKT B-3, 1-#4 GND
POLE NO. 47	PULL BOX NO. 2	90'	2-#4 CKT B-3, 1-#4 GND
PULL BOX NO. 2	POLE NO. 48	50'	2-#4 CKT B-3, 1-#4 GND
PULL BOX NO. 2	PULL BOX NO. 3	115'	2-#4 CKT B-3, 1-#4 GND
PULL BOX NO. 3	POLE NO. 49	65'	2-#4 CKT B-3, 1-#4 GND
POLE NO. 49	POLE NO. 50	160'	2-#4 CKT B-3, 1-#4 GND
POLE NO. 50	PULL BOX NO. 4	425'	2-#4 CKT B-3, 1-#4 GND
PULL BOX NO. 4	POLE NO. 51	85'	2-#4 CKT B-3, 1-#4 GND
PULL BOX NO. 4	POLE NO. 52	200'	2-#4 CKT B-3, 1-#4 GND
POLE NO. 52	POLE NO. 53	245'	2-#4 CKT B-3, 1-#4 GND
POLE NO. 53	POLE NO. 54	245'	2-#4 CKT B-3, 1-#4 GND
PULL BOX NO. 3	POLE NO. 55	150'	2-#4 CKT B-3, 1-#4 GND
POLE NO. 55	POLE NO. 56	220'	2-#4 CKT B-3, 1-#4 GND
POLE NO. 56	POLE NO. 57	220'	2-#4 CKT B-3, 1-#4 GND

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

L. ROWE	BY	DATE
DESIGN-DETAILED	CL	11/25/2025
CHECKED-REVIEWED	AV	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
PROJ. MANAGER		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
I-95 EXIT 187 DDI

GENERAL NOTES

SHEET NUMBER
L-1
465
OF 485

Filename: ...\te\eng\lighting\PLANLT01.dgn Username: jamesdavis Division: HIGHWAY Date:11/25/2025

SPRINGER DR

LUMINAIRE A5
STA. 12+28.5,
114.5' LT
SIGNAL CKT

POLE 23
STA. 200+72.5,
35.4' LT
CKT A-3

POLE 22
STA. 202+44.4,
51.6' LT
CKT A-3

POLE 20
STA. 603+28.4,
14.0' LT
CKT A-3

POLE 21
STA. 602+24.6,
07.4' RT
CKT A-3

SPUR A

LUMINAIRE A4
STA. 11+37.8,
59.1' LT
SIGNAL CKT

HOGAN RD (WB)

HOGAN RD (WB)
CONSTRUCTION ℄

HOGAN RD

HOGAN RD
CONSTRUCTION ℄

LUMINAIRE A1
STA. 12+34.8,
52.2' RT
SIGNAL CKT

POLE 9
STA. 100+06.8,
31.6' RT
CKT A-1

HOGAN RD (EB)

HOGAN RD (EB)
CONSTRUCTION ℄

LUMINAIRE A3
STA. 11+40.8,
74.3' RT
SIGNAL CKT

SIGNAL LOAD CENTER
STA. 12+62.5,
46.8' RT
120 V

POLE 8
STA. 102+05.0,
30.3' RT
CKT A-1

POLE 7
STA. 104+03.0,
29.4' RT
CKT A-1

BANGOR MALL BLVD

LIGHTING LEGEND:

- NEW LIGHTING CONDUIT
- PROPOSED PULL BOX
- PROPOSED POLE-MOUNTED 120/240V LOAD CENTER AND METER DISCONNECT
- PROPOSED POLE/LUMINAIRE
- PROPOSED LUMINAIRE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE
DESIGN-DETAILED	CL
CHECKED-REVIEWED	AV
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

BY	DATE
CL	11/25/2025
AV	11/25/2025

BANGOR
HOGAN ROAD

PLAN (1 OF 13)

SHEET NUMBER
L-2
466
OF 485

Filename: ...\te\eng\lighting\PLANLT01.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

Filename: ...\te\eng\lighting\PLANLT01.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

POLE 25
STA. 702+49.3,
19.7' LT
CKT A-3

POLE 21
STA. 602+24.6,
07.4' RT
CKT A-3

POLE 19
STA. 205+27.7,
32.5' LT
CKT A-3

LOAD CENTER A
STA. 206+02.8,
50.3' LT
240 V

POLE 24
STA. 704+91.7,
19.3' LT
CKT A-3

REMOVE
EXISTING
LIGHT POLE

POLE 45
STA. 109+14.9,
06.9' LT
CKT B-2

POLE 1
STA. 207+08.1,
24.2' RT
CKT A-2

POLE 7
STA. 104+03.0,
29.4' RT
CKT A-1

POLE 10
STA. 801+59.3,
19.0' RT
CKT A-1

POLE 11
STA. 803+06.3,
16.7' RT
CKT A-1

POLE 2
STA. 208+78.4,
24.6' RT
CKT A-2

POLE 12
STA. 804+79.7,
14.3' RT
CKT A-1

POLE 4
STA. 210+74.7,
33.4' RT
CKT A-2

POLE 3
STA. 900+82.7,
14.6' LT
CKT A-2

POLE 13
STA. 807+04.9,
14.3' RT
CKT A-1

BMP A

SPUR A

SPUR B

RAMP A

RAMP B

HOGAN RD (WB)
CONSTRUCTION ℄

HOGAN RD
CONSTRUCTION ℄

HOGAN RD (EB)
CONSTRUCTION ℄

RAMP B
CONSTRUCTION ℄

HOGAN RD (WB)

HOGAN RD (EB)

LIGHTING LEGEND:

- NEW LIGHTING CONDUIT
- PROPOSED PULL BOX
- PROPOSED POLE-MOUNTED 120/240V LOAD CENTER AND METER DISCONNECT
- PROPOSED POLE/LUMINAIRE
- PROPOSED LUMINAIRE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	CL	CL	11/25/2025
CHECKED-REVIEWED	AV	AV	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HOGAN ROAD

PLAN (2 OF 13)

SHEET NUMBER
L-3
467
OF 485

Filename: ...\te\eng\lighting\PLANLT01.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025

POLE 35
STA. 407+11.1,
23.4' LT
CKT B-1

POLE 34
STA. 404+00.0
04.2' RT
CKT B-1

LOAD CENTER B
STA. 404+34.3,
28.1' RT
240 V

POLE 42
STA. 501+21.6,
17.8' LT
CKT B-2

POLE 44
STA. 111+67.0,
18.9' LT
CKT B-2

POLE 43
STA. 113+51.0,
18.9' LT
CKT B-2

POLE 41
STA. 115+60.6,
24.3' LT
CKT B-2

POLE 47
STA. 402+85.2
25.3' LT
CKT B-3

POLE 48
STA. 218+06.8,
17.3' RT
CKT B-3

POLE 5
STA. 212+97.0,
30.4' RT
CKT A-2

POLE 6
STA. 215+07.0,
30.4' RT
CKT A-2

POLE 46
STA. 1007+95.9,
24.2' LT
CKT B-3

RAMP D
BMP D1
SPUR D
HOGAN RD (EB)
HOGAN RD (WB)
HOGAN RD CONSTRUCTION ℄
℄ HOGAN RD (EB) CONSTRUCTION ℄
HOGAN RD (WB) CONSTRUCTION ℄
RAMP C
SPUR C
I-95 (SB)
I-95 (NB)

LIGHTING LEGEND:

- NEW LIGHTING CONDUIT
- PROPOSED PULL BOX
- PROPOSED POLE-MOUNTED 120/240V LOAD CENTER AND METER DISCONNECT
- PROPOSED POLE/LUMINAIRE
- PROPOSED LUMINAIRE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

	BY	DATE
L. ROWE		
DESIGN-DETAILED	CL	11/25/2025
CHECKED-REVIEWED	AV	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
PROJ. MANAGER		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
HOGAN ROAD

PLAN (3 OF 13)

SHEET NUMBER
L-4
468
OF 485

POLE 31
STA. 400+73.3,
20.7' RT
CKT B-1

LUMINAIRE 32
STA. 222+36.4,
21.8' LT
CKT B-1

SIGNAL LOAD CENTER
STA. 224+62.5,
36.7' LT
120 V

LUMINAIRE 33
STA. 224+61.9,
22.0' LT
CKT B-1

POLE 47
STA. 402+14.8,
25.3' LT
CKT B-3

POLE 48
STA. 218+06.8,
17.3' RT
CKT B-3

POLE 49
STA. 119+27.7,
29.2' RT
CKT B-3

POLE 50
STA. 121+69.5,
28.8' RT
CKT B-3

POLE 51
STA. 123+73.6,
29.2' RT
CKT B-3

POLE 52
STA. 1101+15.1,
20.7' RT
CKT B-3

POLE 53
STA. 1005+61.2,
34.2' RT
CKT B-3

HOGAN RD (WB)

HOGAN RD (EB)

HOGAN RD CONSTRUCTION ℄

HOGAN RD (WB) CONSTRUCTION ℄

HOGAN RD (EB) CONSTRUCTION ℄

RAMP C

SPUR C

LIGHTING LEGEND:

- NEW LIGHTING CONDUIT
- PROPOSED PULL BOX
- PROPOSED POLE-MOUNTED 120/240V LOAD CENTER AND METER DISCONNECT
- PROPOSED POLE/LUMINAIRE
- PROPOSED LUMINAIRE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	CL	11/25/2025
CHECKED-REVIEWED	AV	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
HOGAN ROAD

PLAN (4 OF 13)

SHEET NUMBER
L-5
469
OF 485

Filename: ...\te\eng\lighting\PLANLT01.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

Filename: ...\te\eng\lighting\PLANLT01.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

LUMINAIRE B2
STA. 1300+96.8,
44.5' LT
SIGNAL CKT

SIGNAL LOAD CENTER
STA. 224+62.5,
36.7' LT
120 V

LUMINAIRE 33
STA. 224+61.9,
22.0' LT
CKT B-1

LUMINAIRE B4
STA. 38+56.4,
33.5' LT
SIGNAL CKT

LUMINAIRE B5
STA. 38+58.1,
51.8' LT
SIGNAL CKT

LUMINAIRE B3
STA. 37+76.6,
82.8' LT
SIGNAL CKT

POLE 51
STA. 123+73.6,
29.2' RT
CKT B-3

HASKELL RD

HOGAN RD (WB)

HOGAN RD (EB)

HOGAN RD

HOGAN RD (EB)
CONSTRUCTION ℄

HOGAN RD
CONSTRUCTION ℄

SYLVAN RD

1302+00
1301+00
1300+00
223+00
224+00
225+00
225+12
35+00
36+00
37+00
38+00
39+00
40+00
41+00
41+50
123+00
124+00
124+77

LIGHTING LEGEND:

- NEW LIGHTING CONDUIT
- PROPOSED PULL BOX
- PROPOSED POLE-MOUNTED 120/240V LOAD CENTER AND METER DISCONNECT
- PROPOSED POLE/LUMINAIRE
- PROPOSED LUMINAIRE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

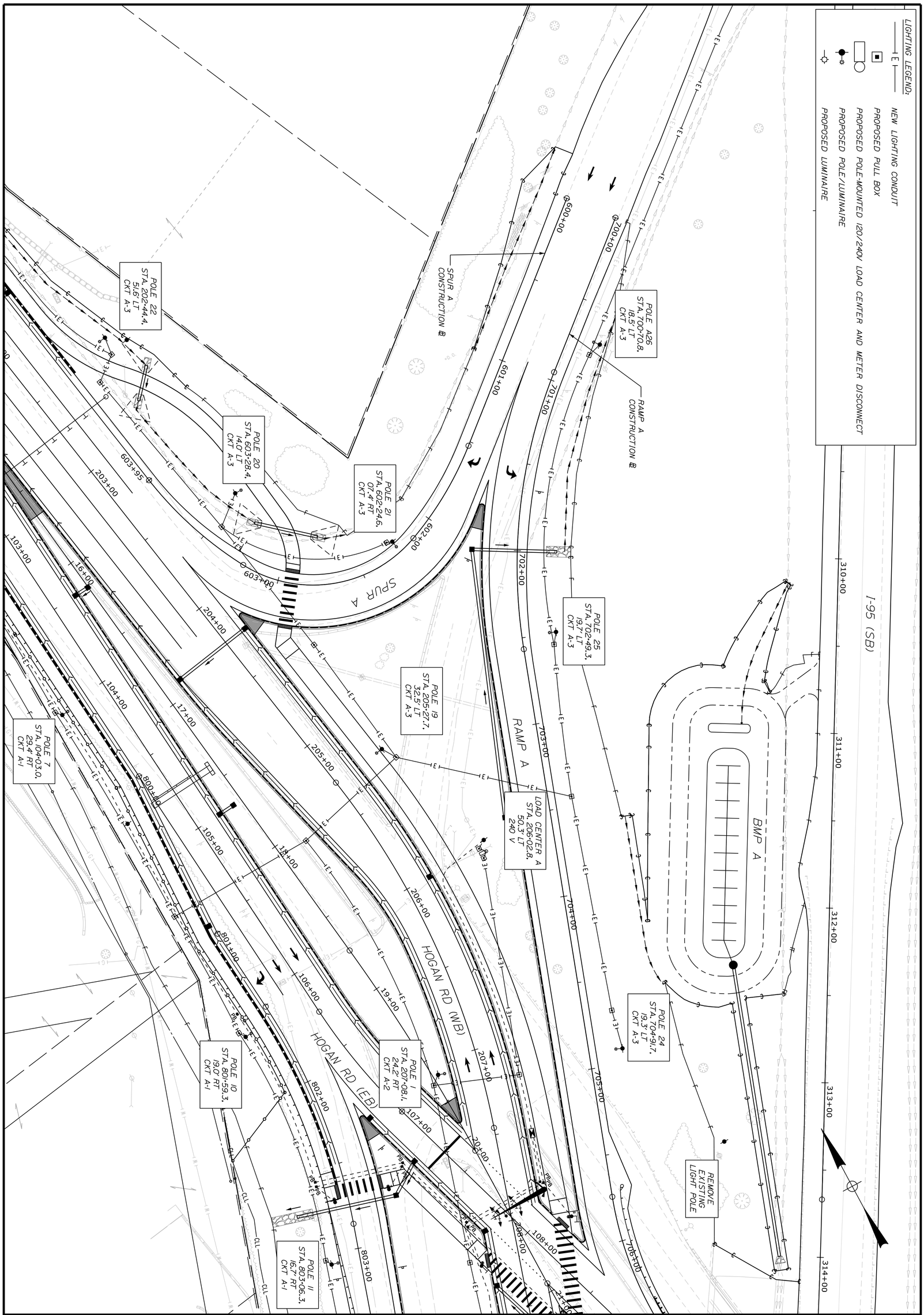
vhb

	BY	DATE
L. ROWE		
PROJ. MANAGER	CL	11/25/2025
DESIGN-DETAILED	CL	11/25/2025
CHECKED-REVIEWED	AV	
DESIGN2-DETAILED2	AV	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
HOGAN ROAD

PLAN (5 OF 13)

SHEET NUMBER
L-6
470
OF 485



BANGOR
RAMP A / SPUR A

PLAN (6 OF 13)

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	CL	CL	11/25/2025
CHECKED-REVIEWED	AV	AV	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS

SHEET NUMBER L-2
471
OF 485

LIGHTING LEGEND:

- NEW LIGHTING CONDUIT
- PROPOSED PULL BOX
- PROPOSED POLE-MOUNTED 120/240V LOAD CENTER AND METER DISCONNECT
- PROPOSED POLE/LUMINAIRE
- PROPOSED LUMINAIRE

POLE 44
STA. 111+67.0,
18.9' LT
CKT B-2

POLE 5
STA. 212+97.0,
30.4' RT
CKT A-2

POLE 45
STA. 109+14.9,
06.9' LT
CKT B-2

REMOVE
EXISTING
LIGHT POLE

POLE 4
STA. 210+74.7,
33.4' RT
CKT A-2

POLE 24
STA. 704+91.7,
19.3' LT
CKT A-3

POLE 3
STA. 900+82.7,
14.6' LT
CKT A-2

SPUR B
CONSTRUCTION ℄

POLE 2
STA. 208+78.4,
24.6' RT
CKT A-2

POLE 13
STA. 807+04.9,
14.3' RT
CKT A-1

RAMP B
CONSTRUCTION ℄

POLE 1
STA. 207+08.1,
24.2' RT
CKT A-2

POLE 12
STA. 804+79.7,
14.3' RT
CKT A-1

POLE 11
STA. 803+06.3,
16.7' RT
CKT A-1

POLE 10
STA. 801+59.3,
19.0' RT
CKT A-1

HOGAN RD (EB)

HOGAN RD (WB)

I-95 (SB)

RAMP B

SPUR B

313+00 314+00 315+00 316+00 317+00 318+00 319+00

111+00 112+00 25+00 213+00 24+00 212+00 110+00 23+00 211+00 109+00 22+00 210+00 706+00 705+00 21+00 209+00 108+00 208+00 20+00 207+00 107+00 19+00 106+00 802+00 801+00 901+00 902+00 902+11 807+00 808+00 806+00 805+00 804+00 803+00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

	L. ROWE	DATE
PROJ. MANAGER		
DESIGN-DETAILED	CL	11/25/2025
CHECKED-REVIEWED	AV	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
RAMP B / SPUR B

PLAN (7 OF 13)

SHEET NUMBER
L-8
472
OF 485

Filename: ...\te\eng\lighting\PLANLT01.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

Filename: ...\te\eng\lighting\PLANLT01.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	CL	CL	11/25/2025
CHECKED-REVIEWED	AV	AV	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
RAMP B / SPUR B

PLAN (8 OF 13)

SHEET NUMBER
L-9
473
OF 485

REMOVE EXISTING LIGHT POLE

POLE 55
STA. 1208+20.3,
43.8' RT
CKT B-3

REMOVE EXISTING LIGHT POLE

POLE 56
STA. 1206+01.2,
26.9' RT
CKT B-3

POLE 57
STA. 1203+81.0,
35.3' RT
CKT B-3

REMOVE EXISTING LIGHT POLE

1001+00
1000+00
1210+00
1209+00
1208+00
1207+00
1206+00
1205+00
1204+00
1203+00

I-95 (NB)

I-95 (SB)

I-95 (SB) CONSTRUCTION ℄

RAMP B

RAMP B CONSTRUCTION ℄

327+00
328+00
329+00
330+00
331+00
332+00
333+00
816+00
817+00
818+00
819+00
820+00
821+00
822+00

POLE 16
STA. 816+80.4,
19.2' RT
CKT A-1

REMOVE EXISTING LIGHT POLE

POLE 17
STA. 818+99.3,
23.2' RT
CKT A-1

POLE 18
STA. 821+09.4,
23.2' RT
CKT A-1

BMP S

CLL

LIGHTING LEGEND:

- NEW LIGHTING CONDUIT
- PROPOSED PULL BOX
- PROPOSED POLE-MOUNTED 120/240V LOAD CENTER AND METER DISCONNECT
- PROPOSED POLE/LUMINAIRE
- PROPOSED LUMINAIRE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

	DATE	BY
L. ROWE	11/25/2025	CL
PROJ. MANAGER	11/25/2025	AV
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
RAMP B / SPUR B

PLAN (9 OF 13)

SHEET NUMBER
L-10
474
OF 485

Filename: ...\te\eng\lighting\PLANLT01.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025

Filename: ...\te\eng\lighting\PLANLT01.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

LIGHTING LEGEND:

- NEW LIGHTING CONDUIT
- PROPOSED PULL BOX
- PROPOSED POLE-MOUNTED 120/240V LOAD CENTER AND METER DISCONNECT
- PROPOSED POLE/LUMINAIRE
- PROPOSED LUMINAIRE

POLE 53
STA. 1005+61.2
34.2' RT
CKT B-3

POLE 54
STA. 1210+17.3
22.8' RT
CKT B-3

POLE 55
STA. 1208+20.3
43.8' RT
CKT B-3

POLE 16
STA. 816+80.4
19.2' RT
CKT A-1

REMOVE EXISTING LIGHT POLE

REMOVE EXISTING LIGHT POLE

RAMP C

RAMP C CONSTRUCTION B

I-95 (NB)

1100+00 1000+00 1001+00 1002+00 1003+00 1004+00 1005+00 1006+00 1208+ 1209+00 1210+00 1211+00 1212+00 1213+00 1214+00 1215+00 328+ 817+ 327+00 816+00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE	DATE
DESIGN-DETAILED	CL	11/25/2025
CHECKED-REVIEWED	AV	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
RAMP C / SPUR C

PLAN (11 OF 13)

SHEET NUMBER
L-11
475
OF 485

LIGHTING LEGEND:

- NEW LIGHTING CONDUIT
- PROPOSED PULL BOX
- PROPOSED POLE-MOUNTED 120/240V LOAD CENTER AND METER DISCONNECT
- PROPOSED POLE/LUMINAIRE
- PROPOSED LUMINAIRE

POLE 37
STA. 415+50.3
23.2' RT
CKT B-1

REMOVE EXISTING LIGHT POLE

POLE 36
STA. 413+34.3
21.2' RT
CKT B-1

BMP N

BMP D2

RAMP D

RAMP D CONSTRUCTION ℄

I-95 (NB)

I-95 (SB)

1228+00 1227+00 1226+00 1225+00 1224+00 1223+00 1222+00 1221+00

415+00 414+00 413+00 412+00 411+00 410+00 409+00

309+00 310+00 311+00 312+00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE	DATE
DESIGN-DETAILED	CL	11/25/2025
CHECKED-REVIEWED	AV	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
RAMP D / SPUR D

PLAN (12 OF 13)

SHEET NUMBER
L-12
476
OF 485

Filename: ...\te\eng\lighting\PLANLT01.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025

Usernname: jomesdavis Date:11/25/2025

Division: HIGHWAY

Filename: ...\te\eng\lighting\PLANLT01.dgn

LIGHTING LEGEND:

- E — NEW LIGHTING CONDUIT
- PROPOSED PULL BOX
- PROPOSED POLE-MOUNTED 120/240V LOAD CENTER AND METER DISCONNECT
- PROPOSED POLE/LUMINAIRE
- PROPOSED LUMINAIRE

POLE 40
STA. 422+09.2,
29.2' RT
CKT B-1

POLE 39
STA. 419+93.1,
29.2' RT
CKT B-1

POLE 38
STA. 417+71.6,
23.3' RT
CKT B-1

REMOVE EXISTING LIGHT POLE

REMOVE EXISTING LIGHT POLE

RAMP D, CONSTRUCTION #2

3:1

3:1

4:1

423+00 1235+00 422+00 421+00 1234+00 420+00 1233+00 419+00 1232+00 418+00 1231+00 417+00 1230+00 416+00 1229+00

RAMP D

I-95 (NB)

I-95 (SB)

+00 302+00 303+00 304+00 305+00 306+00 307+00 308+00

REMOVE EXISTING LIGHT POLE

POLE 30
STA. 301+59.2,
43.4' RT
CKT A-3

REMOVE EXISTING LIGHT POLE

POLE 29
STA. 303+63.2,
43.9' RT
CKT A-3

REMOVE EXISTING LIGHT POLE

POLE 27
STA. 305+95.5,
31.9' RT
CKT A-3

POLE 28
STA. 305+54.5,
83.9' RT
CKT A-3

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

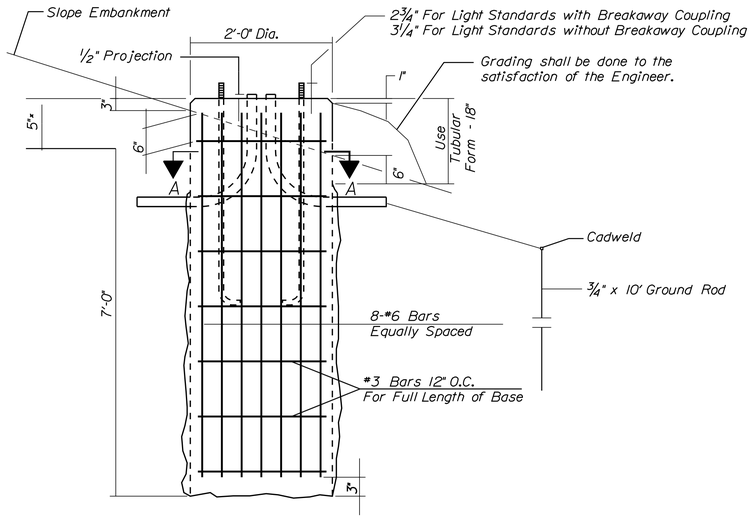
vhb

PROJ. MANAGER	L. ROWE	DATE
DESIGN-DETAILED	CL	11/25/2025
CHECKED-REVIEWED	AV	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
RAMP D / SPUR D

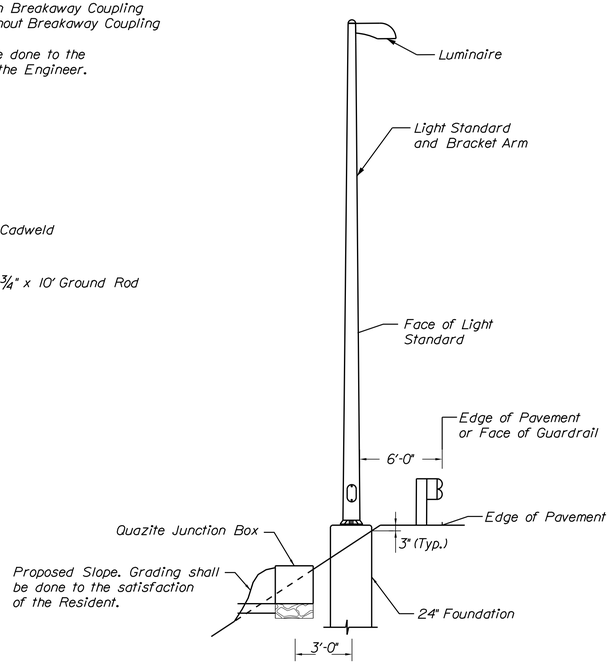
PLAN (13 OF 13)

SHEET NUMBER
L-13
477
OF 485

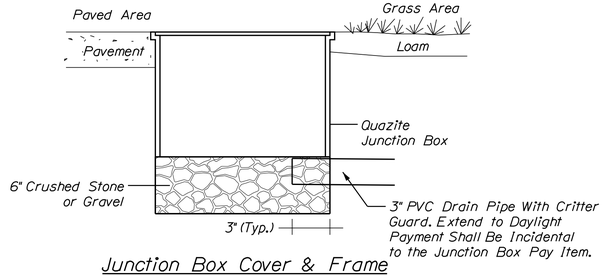


24 Inch Foundation

Note:
Where solid rock is encountered at less than the required distance below ground level, reinforcing steel shall be doweled into ledge as shown on MaineDOT Standard Detail 626(06). Payment shall be incidental to the foundation pay item.

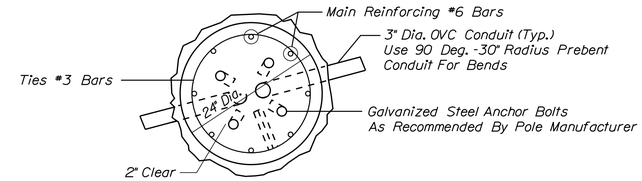


Placement of Light Standard

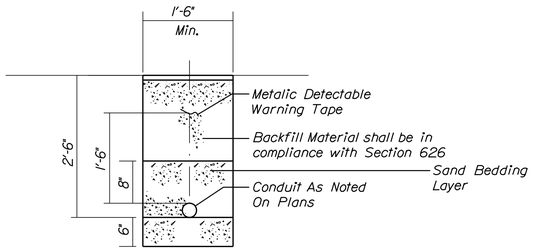


Junction Box Cover & Frame

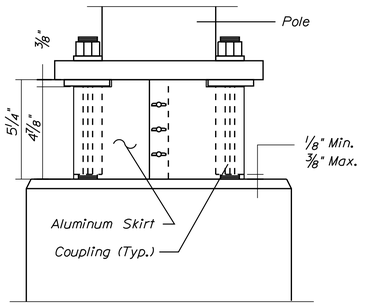
Note: Install junction boxes on grade



Section A-A



Trench Cross Section



Breakaway Couplings and Skirt Detail

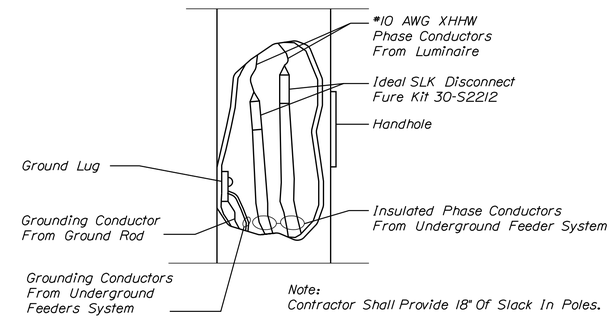
NOTES:

1. Junctions Boxes For Highway Shall Be Quazite® Or Approved Equal And In Accordance With Special Provision 626.

2. Splices In Box Shall Be Made With ILSCO USPA-350SS-DB Dual Rated Insulated, In-line, Waterproof Splice, UL Listed For Direct Burial (Wire Range From 350KCMIL - 10AWG Stranded) Only. Provide Enough Slack In Wire To Allow Removal Of Splices And Neatly Arrange Wire In Box.

3. The Cover Shall Be Labeled With Function Designation In 1" Min Text As Follows:
"Lighting For Lighting Conduit"
"Communication For Communication Conduits"
"Signal" For Singal Conduits

4. Cover Shall Be Heavy Duty Type Tier 22 With (2) 1/2" Stainless Steal Penta-Head Bolts.



Typical Pole Wiring Detail

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

		DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	CL	11/25/2025
CHECKED-REVIEWED	AV	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
I-95 EXIT 187 DDI

CONSTRUCTION DETAILS

SHEET NUMBER
L-14
478
OF 485

Filename: ...\te\eng\lighting\PLANLT01.dgn Username: jamesdavis Division: HIGHWAY Date:11/25/2025

GENERAL NOTES:

1. TEMPORARY LIGHTING CRITERIA:
   0.8 FOOT CANDLES AVERAGE INITIAL INTENSITY
   4:1 OR LESS AVERAGE/MINIMUM UNIFORMITY RATIO
   10:1 OR LESS MAXIMUM/MINIMUM UNIFORMITY RATIO

2. BARRIER-MOUNTED 100 W LED FLOODLIGHT (RAB-FX100 OR EQUIVALENT) SPACED:
   XX' ON CENTERS AT 20' M.H. (XX°TILT) FOR 1 LANE OF TRAFFIC;
   XX' ON CENTERS AT 20' M.H. (XX°TILT) FOR 2 LANES OF TRAFFIC;
   XX' ON CENTERS AT 20' M.H. (XX°TILT) FOR 3 LANES OF TRAFFIC.

3. MAINTAIN LIGHTING THROUGHOUT ALL PHASES OF CONSTRUCTION EITHER BY MAINTAINING THE EXISTING LIGHTING SYSTEM, PROVIDING TEMPORARY LIGHTING, OR ACTIVATING THE PROPOSED LIGHTING SYSTEM. THE TEMPORARY LIGHTING SYSTEM SHOULD BE OPERATIONAL BEFORE REMOVAL OF THE EXISTING LIGHTING SYSTEM. TEMPORARY LIGHTING SHALL BE PROVIDED FOR MAINLINE, RAMPS, MERGING, AND DIVERGING AREAS DURING ALL PHASES OF CONSTRUCTION, EITHER BY USING THE EXISTING LIGHTING WHERE PRACTICAL OR BY PROVIDING NEW TEMPORARY LIGHTING WHEN THE ROADWAY RECONSTRUCTION AFFECTS THE EXISTING LIGHTING. EXISTING ILLUMINATION LEVELS SHALL BE MAINTAINED BY THE ELECTRICAL CONTRACTOR DURING ALL PHASES OF CONSTRUCTION. PORTABLE-GENERATOR-OPERATED LIGHTS ARE NOT ACCEPTABLE FOR USE AS TEMPORARY LIGHTING. THE COST FOR MAINTAINING HIGHWAY LIGHTING (INCLUDING ELECTRIC SERVICE) IS INCLUDED IN THE COST FOR LUMP SUM MAINTENANCE OF TRAFFIC.

4. FURNISH, INSTALL, MAINTAIN, RELOCATE AND REMOVE THE TEMPORARY LIGHTING SYSTEM IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE AND NATIONAL ELECTRIC SAFETY CODE REQUIREMENTS.

5. PROVIDE OVERHEAD WIRING WHEREVER POSSIBLE AT A MINIMUM HEIGHT OF $15\frac{5}{32}$ ABOVE THE HIGHEST CONSTRUCTION GRADE LEVEL DURING ALL PHASES OF CONSTRUCTION. UNDERGROUND CONDUIT AND CONDUCTORS SHALL BE PROVIDED WHERE OVERHEAD WIRING WOULD INTERFERE WITH CONSTRUCTION.

6. WHEREVER POSSIBLE, UTILIZE EXISTING CIRCUITS FROM THE EXISTING SERVICE POINTS TO POWER THE TEMPORARY LIGHTING SYSTEM.

7. INSTALL TEMPORARY OR PROPOSED FIXTURES AND MODIFICATIONS TO EXISTING SYSTEMS DURING DAYLIGHT HOURS. THESE POLES SHALL BE OPERATIONAL AT NIGHT. THE CONTRACTOR MAY ELECT TO REMOVE/INSTALL POLES AT NIGHT, BUT SHALL PROVIDE SUFFICIENT LIGHTING PER TEMPORARY LIGHTING CRITERIA (PROVIDED ABOVE) TO COMPENSATE FOR THE DOWN POLES.

8. ALL COMPONENTS OF THE TEMPORARY LIGHTING SYSTEMS THAT ARE NOT PART OF THE PROPOSED LIGHTING SYSTEM SHALL BE REMOVED WHEN NO LONGER NEEDED.

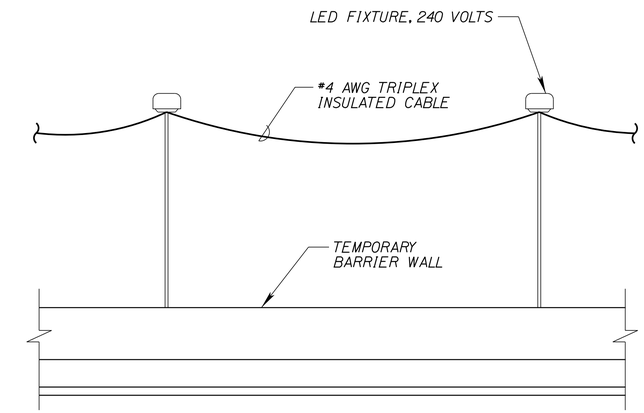
9. PRIOR TO ANY EQUIPMENT ORDER, SUBMIT FOR APPROVAL EQUIPMENT SPECIFICATION OR DESIGN DATA FOR ALL MATERIAL PROPOSED FOR THE TEMPORARY LIGHTING DESIGN, SPECIFICALLY INCLUDING:

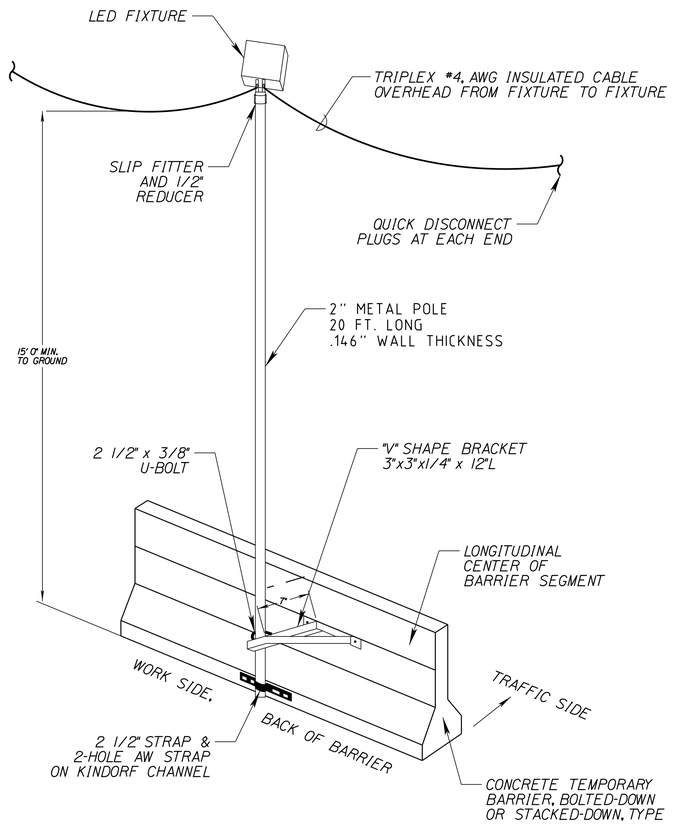
   A. LUMINAIRE PHOTOMETRICS, INCLUDING ELECTRONIC IES PHOTOMETRIC FILES
   B. POLE STRENGTH CALCULATIONS
   C. POLE FRANGIBILITY TEST (IF APPLICABLE)
   D. TEMPORARY SERVICE POINTS (IF REQUIRED, INCLUDING WIRING DIAGRAMS)
   E. CALCULATIONS AND DRAWINGS FOR TEMPORARY BARRIER WALL AND/OR DIRECT BURIAL LIGHT POLES AND MOUNTING
   F. LOAD CENTER ELECTRICAL EQUIPMENT, INCLUDING WIRING SCHEMATICS
   G. DESIGN CALCULATIONS, INCLUDING VOLTAGE DROP CALCULATIONS AND LOAD ANALYSIS

10. TEMPORARY LIGHT POLES NOT BEHIND BARRIER MUST BE BREAKAWAY.

11. ALL STRUCTURE CALCULATIONS AND DRAWINGS MUST BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF FLORIDA.

12. THE NOMINAL HEIGHT OF THE TEMPORARY LIGHT POLES SHALL NOT EXCEED THE NOMINAL HEIGHT OF THE EXISTING LIGHT POLES.





NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

	L. ROWE	DATE
PROJ. MANAGER		
DESIGN-DETAILED	CL	11/25/2025
CHECKED-REVIEWED	AV	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
I-95 EXIT 187 DDI

TEMPORARY LIGHTING
NOTES AND DETAILS

SHEET NUMBER
L-15
479
OF 485

Filename: ...\te\eng\lighting\PLANLT01.dgn Username: jamesdavis Division: HIGHWAY Date:11/25/2025

PLAN LEGEND

Town, County, State		New R/W Along Existing R/W		Existing	Proposed	Existing	Proposed
Approx. Property Lines P.L.		Building	Clearing Limit Line	Sanitary Sewer		Traveled Way	
Existing Right of Way		Trees Conifer	Deciduous	Telephone Line		Ditch	
Limits of Wrought Portion L.O.W.P.		Tree Line	Bush Line	Electric Line		Catch Basin	
Control Of Access C.O.A.		Water Edge		Water Line		Manhole	
New Right of Way		Ledge	Rock/Boulder Flag Pole	Underdrain Line		Sewer Manhole	
New Easement		Fence CHAIN LINK	BARB WIRE STOCKADE	Gas Line		Utility Pole	
New Temporary Rights		Sign	Well WELL Mailbox	Guardrail		Fire Hydrant	
New R/W Within Existing R/W				Culvert		Curbing	

Cut Line	Fill Line	Monument	Traverse Point
Stonewall	Retaining Wall	Iron Rod Found IRF	Pipe Found IPF
Baseline 10+00 11+00 12+00		Replacement Pin Set	

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE REGISTRY OF DEEDS

COUNTY OF _____

RECEIVED _____, 20____

AT _____HRS._____ MINS. ____.M.
AND RECORDED IN
PLAN BOOK
(OR FILE NO.)_____, PAGE _____

ATTEST: _____
REGISTRAR

IRVING OIL TERMINALS INC.
f/k/a COBALT PROPERTIES LLC
PARCEL NO. (1)
SIGNAL SYSTEM EASE. = 41± S.F. (1)
TEMP. CONST. RIGHTS = 79± S.F. (1)
TOTAL LOT AREA = 1.18± AC. (CITY)

SIGNAL SYSTEM EASE. LIMITS
(PEDESTRIAN POST AND BURIED ELEC. LINE)
41± S.F.

PLAN:
WEBBER INTERSTATE PARK
SPRINGER REALTY
BY ANDREW J. SHYKA, L.S.
MAY 1978
PLAN BOOK D59, PAGE 78, P.C.R.D.

EXIST. CONST. & MAINT.
EASE. FOR SIDEWALK
D.O.T. FILE NO. 10-503
MARCH 2017

TEMP. CONST. LIMITS
79± S.F.

20' WIDE BURIED
ELECTRIC LINE
EASE. TO EMERA MAINE

TO STILLWATER AVENUE

SPRINGER DRIVE
(TOWN WAY)
(WIDTH VARIES)

DEED BOOK 13827, PAGE 95, P.C.R.D.

SIGNAL SYSTEM EASE. LIMITS
(MAST ARM POLE
& BURIED ELEC. LINE)

WATERLINE EASE. TO OTHERS

SEE PLAN REF.
FOR SPRINGER DRIVE

N:487093.439
E:1739780.146

237± S.F.

BEGIN
EXIST.
C.O.A.

TOWN WAY
S.H. "279" (FEE)

CURVE DATA #1
PI = 11+90.02
D = 1°54'35.5"
Δ = 1°30'22.3" Lt.
R = 3000.00'
L = 78.86'
T = 39.43'
E = 0.26'

PC = STA. 11+50.58
N:487178.010
E:1739664.416

PT=STA. 12+29.44
N:487100.090
E:1739676.568

BEGIN D.O.T.
FILE NO. 10-238
END S.H.C.
FILE NO. 10-113

FEE HWY.

9+50 10+00 11+00 12+00 13+00 14+00 15+00 16+00

S. 8°06'38.5" E. 150.58'

78.86'

S. 9°37'00.8" E. 291.38'

S. 7°28'47.1" E. 341.14'

BEGIN B.L.
HOGAN RD. SECTION I
N:487327.084
E:1739643.172

STATE AID HIGHWAY NO. 21
HOGAN ROAD

S.A.H. NO. 21 / HOGAN ROAD
NORTH BOUND

S.A.H. NO. 21 / HOGAN ROAD
SOUTH BOUND

S.A.H. NO. 21
HOGAN ROAD
SOUTH BOUND

EXIT RAMP
FROM I-95 S.

S.H.C. FILE NO. 10-113
DEC. 1958, SHEET 30

S.H.C. FILE NO. 10-113 DEC. 1958, SHEET 30

EXISTING C.O.A.

N:486939.736
E:1739804.966

MAINE 2000 GRID CENTRAL ZONE (2011)
VERTICAL: NAVD88
COMBINED FACTOR: 0.99999036

PLAN:
WEBBER INTERSTATE PARK
SPRINGER REALTY
BY ANDREW J. SHYKA, L.S.
MAY 1978
PLAN BOOK D59, PAGE 78, P.C.R.D.

M & H SPRINGWATER, LLC
PARCEL NO. (3)
SIGNAL SYSTEM EASE. = 237± S.F. (1)
TOTAL LOT AREA = 1.06± AC. (DEED+PLAN)

D.O.T. FILE NO. 10-238
OCT. 1977
SHEET 3 OF 3

EXIST. SLOPE EASE. LIMITS
D.O.T. FILE NO. 10-238
OCT. 1977, SHEET 3 OF 3

S.H. "279" (FEE)
TOWN WAY

SEE CONDITIONAL SIGN VARIANCE
FROM CITY OF BANGOR
BOOK 4580, PAGE 334, P.C.R.D.

251± S.F.

49'± 65.00'

57.00'

BEGIN EXISTING C.O.A.

S.H.C. FILE NO. 10-113 DEC. 1958, SHEET 30

EXIST. C.O.A.

AREA I

270.82' (374.7'± TOTAL)

TEMP. CONST. LIMITS

1,743± S.F.

298'±

EXISTING C.O.A.

0.05± AC.

C.O.A. RELOCATED
ALONG NEW R.O.W. LINE

99± S.F.

462± S.F.

DRAIN EASE

SLOPE EASEMENT LIMITS

94.8'± S.H.C. FILE NO. 10-113 DEC. 1958, SHEET 30

0.07± AC.

BEGIN C.O.A. RELOCATION
STA: 12+51.9 RT.

PAVED PARKING

LIMITS OF 30' WATERLINE EASEMENT
TO BANGOR WATER DISTRICT
BOOK 2132, PAGE 125, P.C.R.D.

EXIST. DRAIN. OUTLET EASE.
D.O.T. FILE NO. 10-238, OCT. 1977, SHEET 2 OF 3
P.C.R.D., PLAN BOOK D93, PAGE 80, SHEET A

OUTLET DRAINAGE STRUCTURES
STA. 14+50 TO STA. 14+70 RT.

PC=STA. 15+20.82
N:486812.807
E:1739732.545

PT=STA. 15+32.01
N:486801.742
E:1739726.908

SIGNAL SYSTEM
EASE. LIMITS
(SPAN POLE)
15± S.F.

C.O.A. RELOCATED
ALONG NEW R.O.W. LINE

PAVED PARKING

LIMITS OF 30' WATERLINE EASEMENT
TO BANGOR WATER DISTRICT
BOOK 2132, PAGE 125, P.C.R.D.

EXIST. SLOPE EASE. LIMITS
D.O.T. FILE NO. 10-238, OCT. 1977, SHEETS 2 AND 3 OF 3
P.C.R.D., PLAN BOOK D93, PAGE 80, SHEETS A & B

1-STORY COMMERCIAL BUILDING
"BOB'S DISCOUNT FURNITURE"
LOC. APPROX. FROM AERIAL

CONTROLLED ACCESS LIMIT

CONTROLLED ACCESS LIMIT LINE
ALONG R/W LINE

R/W LINE
CONTROLLED ACCESS LIMIT LINE NOT
ON R/W LINE

NO ACCESS IS PERMITTED TO
OR FROM S.H. "279" & S.A.H. NO. 21 AND
ADJOINING PROPERTIES WITHIN
BOUNDARIES DEFINED BY
CONTROLLED ACCESS LIMIT LINES

BANGOR MALL BOULEVARD
(TOWN WAY)
(100' WIDE PER SUBDIV. PLAN)

FINAL SUBDIVISION PLAN
BANGOR MALL
BY JAMES W. SEWALL COMPANY
OCTOBER 13, 1978
PLAN BOOK D34, PAGE 83, P.C.R.D.

CITY OF BANGOR
PARCEL NO. (2)
LAND TAKEN = 251± S.F.
TEMP. CONST. RIGHTS = 99± S.F. (1)
TOTAL LOT AREA = 1,200 S.F. (CALC.)
REM. LOT AREA = 949± S.F.

20' X 60' SIGN-MAINTENANCE/USE EASEMENT TO OTHERS
BOOK 4618, PAGE 295, P.C.R.D.

REVISED SUBDIVISION PLAN
OF LOT 19 & 16A
FOR BANMAK ASSOCIATES
BY PLISGA & DAY LAND SURVEYORS
APPROVED FEB. 5, 1990
PLAN BOOK D92-91, P.C.R.D.

WATERSTONE BANGOR, LLC
PARCEL NO. (4)
LAND TAKEN = 0.05± AC.
SLOPE EASE. = 0.07± AC. (1)
DRAINAGE EASE. = 462± S.F. (1)
SIGNAL SYSTEM EASE. = 15± S.F. (1)
TEMP. CONST. RIGHTS = 1,743± S.F. (1)
TOTAL LOT AREA = 6.8± AC. (CITY)
REM. LOT AREA = 6.75± AC.

CURVE DATA #2
PI = 15+26.42
D = 19°05'54.9"
Δ = 2°08'13.7" Rt.
R = 300.00'
L = 11.19'
T = 5.60'
E = 0.05'

EXISTING RIGHT OF WAY REFERENCES

HOGAN ROAD
NORTH OF BANGOR MALL BLVD.
D.O.T. FILE NO. 10-238
OCT. 1977, SHEET 3 OF 3
P.C.R.D., PLAN BOOK D93, PAGE 80, SHEET B
CONDEMN.: 2/14/1978
P.C.R.D., BOOK 2834, PAGE 74

HOGAN ROAD
SOUTH OF BANGOR MALL BLVD.
S.H.C. FILE NO. 10-113
DEC. 1958, SHEET 30 OF 57
P.C.R.D. PLAN BOOK 21, PAGE 70

(FOR SIDE ROADS AND EASEMENT ONLY
REFS., SEE LABELS ON LOCATION)

WIN 018595.10

REVISIONS			
NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK		PAGE	COUNTY RECORD		
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE

DALE F. DOUGHTY
ACTING COMMISSIONER

WILLIAM A. PULVER
CHIEF ENGINEER

DATE

ITEM	CHECKED
EXISTING CONDITION PLAN	G.L.L.
FINAL RIGHT OF WAY	B.S.
AREAS	B.S.
TECH	D.G.
	B.S.
	S.A.N.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460

BANGOR
RIGHT OF WAY MAP

STATE AID HWY. NO. 21 & STATE HWYS. "279" & "95"
HOGAN ROAD & I-95 RAMPS & REVERSE DIRECTION LOOP
BANGOR PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. 1859510

JULY 2025	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 10-544
SCALE 1" = 25'	SHEET 1 OF 6	

SHEET NUMBER
R-1
480
OF 485

Date: $date$
Username: $user$
Division: $wkgroup$
Filename: $file$

Date:$date$

Username: $user$

Division: $wkgroup$

Filename: $file$

PLAN LEGEND

Town, County, State	New R/W Along Existing R/W	Sanitary Sewer	Traveled Way
Approx. Property Lines P.L.	Building	Telephone Line	Ditch
Existing Right of Way	Clearing Limit Line	Electric Line	Catch Basin
Limits of Wrought Portion L.O.W.P.	Trees Conifer / Deciduous	Water Line	Manhole
Control Of Access C.O.A.	Tree Line / Bush Line	Underdrain Line	Sewer Manhole
New Right of Way	Water Edge	Gas Line	Utility Pole
New Easement	Ledge / Rock/Boulder / Flag Pole	Guardrail	Fire Hydrant
New Temporary Rights	Fence CHAIN LINK / BARB WIRE / STOCKADE	Culvert	Curbing
New R/W Within Existing R/W	Sign / Well / Mailbox		

Existing	Proposed

Cut Line	Fill Line
Stonewall	Retaining Wall
Baseline 10+00 11+00 12+00	
Monument	Traverse Point
Iron Rod Found IRF	Pipe Found IPF
Replacement Pin Set	

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE REGISTRY OF DEEDS

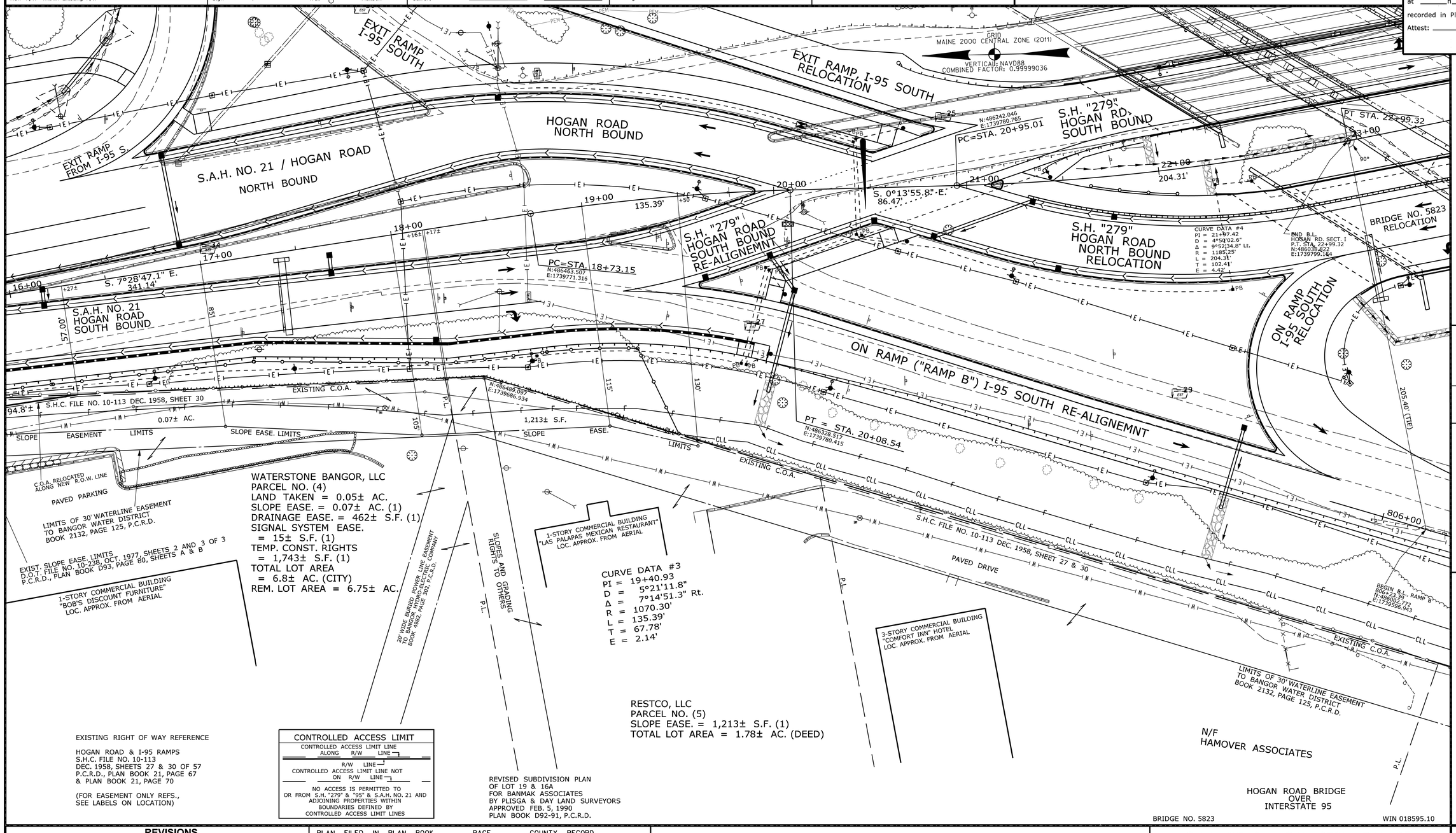
COUNTY _____

RECEIVED _____, _____

at _____h _____m _____M and

recorded in Plan Bk _____, Pg. _____

Attest: _____
REGISTER



EXISTING RIGHT OF WAY REFERENCE

HOGAN ROAD & I-95 RAMPS
S.H.C. FILE NO. 10-113
DEC. 1958, SHEETS 27 & 30 OF 57
P.C.R.D., PLAN BOOK 21, PAGE 67
& PLAN BOOK 21, PAGE 70

(FOR EASEMENT ONLY REFS., SEE LABELS ON LOCATION)

CONTROLLED ACCESS LIMIT

CONTROLLED ACCESS LIMIT LINE ALONG R/W LINE

CONTROLLED ACCESS LIMIT LINE NOT ON R/W LINE

NO ACCESS IS PERMITTED TO OR FROM S.H. "279" & "95" & S.A.H. NO. 21 AND ADJOINING PROPERTIES WITHIN BOUNDARIES DEFINED BY CONTROLLED ACCESS LIMIT LINES

REVISED SUBDIVISION PLAN
OF LOT 19 & 16A
FOR BANMAK ASSOCIATES
BY PLISGA & DAY LAND SURVEYORS
APPROVED FEB. 5, 1990
PLAN BOOK D92-91, P.C.R.D.

REVISIONS NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK	PAGE	COUNTY RECORD NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE

DALE F. DOUGHTY
ACTING COMMISSIONER

WILLIAM A. PULVER
CHIEF ENGINEER

DATE

ITEM	CHECKED
EXISTING CONDITION PLAN	B.S. / G.L.L.
FINAL RIGHT OF WAY	B.S. / D.G.
AREAS	B.S. / S.A.N.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460

BANGOR
RIGHT OF WAY MAP

S.A.H. NO. 21 - S.H. "279" - S.H. "95"
HOGAN ROAD - ON/OFF RAMPS I-95 SOUTH
BANGOR PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. 1859510

JULY 2025	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 10-544
SCALE 1" = 25'	SHEET 2 OF 6	

SHEET NUMBER
R-2
481
OF 485

PLAN LEGEND

Town, County, State	New R/W Along Existing R/W	Sanitary Sewer	Traveled Way
Approx. Property Lines P.L.	Building / Clearing Limit Line	Telephone Line	Ditch
Existing Right of Way	Trees Conifer / Deciduous	Electric Line	Catch Basin
Limits of Wrought Portion L.O.W.P.	Tree Line / Bush Line	Water Line	Manhole
Control Of Access C.O.A.	Water Edge	Underdrain Line	Sewer Manhole
New Right of Way	Ledge / Rock/Boulder / Flag Pole	Gas Line	Utility Pole
New Easement	Fence CHAIN LINK / BARB WIRE / STOCKADE	Guardrail	Fire Hydrant
New Temporary Rights	Sign / Well / Mailbox	Culvert	Curbing
New R/W Within Existing R/W			

Existing	Proposed

Cut Line	Fill Line
Stonewall	Retaining Wall
Baseline 10+00 11+00 12+00	
Monument	Traverse Point
Iron Rod Found ● IRF	Pipe Found ● IPF
Replacement Pin Set	

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE
REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____, _____
at _____h _____m _____M and
recorded in Plan Bk _____, Pg. _____
Attest: _____
REGISTER

PT STA. 22+99.32
S3+00
90°
BRIDGE NO. 5823 RELOCATION
S.H. "279" HOGAN ROAD NORTH BOUND RELOCATION
END B.L. RD. SECT. 1 HOGAN RD. STA. 22+99.32 P: 1480359.264 N:485922.1 E:1739799.364
ON RAMP I-95 SOUTH RELOCATION
205.40' (TIE)
I-95 SOUTH
I-95 NORTH
TO ORONO
TO HAMPDEN
MAINE 2000 CENTRAL ZONE (2011) GRID
VERTICAL: NAVD88
COMBINED FACTOR: 0.99999036
S. 47°08'54" E. 616.69' TO HOGAN RD. B.L. STA. 31+00.00
END B.L. RAMP "B" STA. 809+73.96 N:485670.000 E:1739486.934
ON RAMP ("RAMP B") I-95 SOUTH / S.H. "95"
806+00 807+00 808+00 809+00
S. 17°37'15.7" W. 242.34'
108.23'
159°07'25"
BEGIN B.L., RAMP "B" 806+23.39 N:486002.772 E:1739596.943
STA. 809+73.96 N:485670.000 E:1739486.934
PC=STA. 808+65.73 N:485771.805 E:1739523.583
N:485706.865 E:1739432.480
EXISTING C.O.A.
TEMPORARY CONSTRUCTION LIMITS
0.07± AC.
S.H.C. FILE NO. 10-113 DEC. 1958, SHEET 27
30' WATERLINE EASEMENT TO BANGOR WATER DISTRICT BOOK 2132, PAGE 125, P.C.R.D.
30' LINE/POLE EASEMENT TO BANGOR HYDRO-ELECTRIC COMPANY BOOK 2998, PAGE 303
PENJAJAWOC STREAM
Flow
DAM
30' WATERLINE EASEMENT TO BANGOR WATER DISTRICT BOOK 2132, PAGE 127, P.C.R.D.
LIMITS OF 30' WATERLINE EASEMENT TO BANGOR WATER DISTRICT BOOK 2132, PAGE 125, P.C.R.D.
DRAINAGE OUTLET STA. 807+75 RT.
REVISED SUBDIVISION PLAN OF LOT 19 & 16A FOR BANMAK ASSOCIATES BY PLISGA & DAY LAND SURVEYORS APPROVED FEB. 5, 1990 PLAN BOOK D92-91, P.C.R.D.
EXIST. STREAM RELOCATION EASE. S.H.C. FILE NO. 10-113 SHEET 27 OF 57, 1958
CURVE DATA #3
PI = 809+19.87
D = 4°01'23.7"
Δ = 4°21'15.3" Rt.
R = 1424.12'
L = 108.23'
T = 54.14'
E = 1.03'
N/F HAMOVER ASSOCIATES
P.L.
DETENTION POND (LOC. APPROX. FROM AERIAL)
BANGOR MALL REALTY LLC.
BANGOR CH LLC
BANGOR NASSIM LLC
PARCEL NO. (6)
DRAINAGE EASE. = (1)
TEMP. CONST. RIGHTS = 0.07± AC. (1)
TOTAL LOT AREA = 5.04± AC. (CITY)
70' WIDE SLOPE/GRADING EASE. TO NORTHERLY ABUTTER
30' LINE/POLE EASEMENT TO BANGOR HYDRO-ELECTRIC COMPANY BOOK 2998, PAGE 303
EXISTING RIGHT OF WAY REFERENCE
INTERSTATE 95 & RAMPS
S.H.C. FILE NO. 10-113
DEC. 1958, SHEETS 27 & 30 OF 57
P.C.R.D., PLAN BOOK 21, PAGES 67 & 70
HOGAN ROAD BRIDGE OVER INTERSTATE 95
BRIDGE NO. 5823
WIN 018595.10

CONTROLLED ACCESS LIMIT

CONTROLLED ACCESS LIMIT LINE ALONG R/W LINE

CONTROLLED ACCESS LIMIT LINE NOT ON R/W LINE

NO ACCESS IS PERMITTED TO OR FROM STATE HIGHWAYS "279" & "95" AND ADJOINING PROPERTIES WITHIN BOUNDARIES DEFINED BY CONTROLLED ACCESS LIMIT LINES

ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	B.S.	G.L.L.
FINAL RIGHT OF WAY	B.S.	D.G.
AREAS	B.S.	S.A.N.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460

BANGOR
RIGHT OF WAY MAP

REVISIONS

NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE

DALE F. DOUGHTY
ACTING COMMISSIONER
WILLIAM A. PULVER
CHIEF ENGINEER
DATE

STATE HIGHWAYS "279" & "95"
HOGAN ROAD & ON-RAMP I-95 SOUTH
BANGOR PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. 1859510

JULY 2025	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 10-544
SCALE 1" = 25'	SHEET 3 OF 6	

SHEET NUMBER
R-3
482
OF 485

Date: $date$ Username: $user$ Division: $wkgroup$ Filename: $file$

PLAN LEGEND

Town, County, State		New R/W Along Existing R/W		Sanitary Sewer	Existing / Proposed	Traveled Way	Existing / Proposed
Approx. Property Lines	P.L.	Building	Clearing Limit Line	Telephone Line		Ditch	
Existing Right of Way		Trees Conifer	Deciduous	Electric Line		Catch Basin	
Limits of Wrought Portion	L.O.W.P.	Tree Line	Bush Line	Water Line		Manhole	
Control Of Access	C.O.A.	Water Edge		Underdrain Line		Sewer Manhole	
New Right of Way		Ledge	Rock/Boulder	Gas Line		Utility Pole	
New Easement		Fence CHAIN LINK	BARB WIRE STOCKADE	Guardrail		Fire Hydrant	
New Temporary Rights		Sign	Well WELL	Culvert		Curbing	
New R/W Within Existing R/W			Mailbox				

Cut Line	Fill Line	Monument	Traverse Point
Stonewall	Retaining Wall	Iron Rod Found IRF	Pipe Found IPF
Baseline 10+00 11+00 12+00		Replacement Pin Set	

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE
REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____, _____
at _____h _____m _____M and
recorded in Plan Bk _____, Pg. _____
Attest: _____
REGISTER

CURVE DATA #6
PI = 30+83.57
D = 7°13'50.7"
Δ = 10°11'11.5" Lt.
R = 792.39'
L = 140.88'
T = 70.63'
E = 3.14'

CONTROLLED ACCESS LIMIT
CONTROLLED ACCESS LIMIT LINE ALONG R/W LINE
R/W LINE
CONTROLLED ACCESS LIMIT LINE NOT ON R/W LINE
NO ACCESS WILL BE PERMITTED TO OR FROM STATE HIGHWAYS "279" & "95" AND ADJOINING PROPERTIES WITHIN BOUNDARIES DEFINED BY CONTROLLED ACCESS LIMIT LINES

1-STORY COMMERCIAL BUILDING

AUTOMOTIVE COMMERCIAL BUILDING

GAS STATION CANOPY

GRID MAINE 2000 CENTRAL ZONE (2011)
VERTICAL: NAVD88
COMBINED FACTOR: 0.99999036

SIGN EASEMENTS TO LAND N/F OF JOHN B. DARLING (SOUTH SIDE OF HASKELL ROAD), LAND N/F OF SAM'S REAL ESTATE BUSINESS TRUST (EAST SIDE OF HASKELL ROAD), AND LAND N/F OF JAS HOGAN ROAD, LLC (EAST SIDE OF HOGAN ROAD)

FINAL PLAN
WEBBER INTERSTATE PARK SOUTH
FOR WEBBER PETROLEUM CO.
BY ANDREW J. SHYKA LAND SURVEYOR
DATED APRIL 10, 1979
APPROVED BY CITY OF BANGOR MAY 21, 1979
PLAN BOOK D70, PAGE 79, P.C.R.D.

POWER LINE EASEMENT TO BANGOR HYDRO-ELECTRIC CO. BOOK 1675, PAGE 132 PARCEL A

LIMITS OF 10' WIDE ACCESS EASEMENT TO BANGOR HYDRO-ELECTRIC CO. BOOK 1675, PAGE 132 PARCEL B

HAMOVER ASSOCIATES
PARCEL NO. (7)
LAND TAKEN
= 0.05± AC.
TEMP. CONST. RIGHTS
= 532± S.F. (1)
TOTAL LOT AREA
= 1.735± AC. (DEED)
REM. LOT AREA
= 1.69± AC.

JAS HOGAN ROAD, LLC
PARCEL NO. (8)
LAND TAKEN = 0.05± AC.
TEMP. CONST. RIGHTS
= 0.08± AC. (2)
TOTAL LOT AREA
= 0.91± AC. (CALC.)
REM. LOT AREA = 0.86± AC.

BRENNAN DEVELOPMENT COMPANY, LLC
PARCEL NO. (10)
LAND TAKEN = 1.56± AC. (2)
DRAINAGE EASE. = 427± S.F. (1)
SIGNAL SYSTEM EASE. = 86± S.F. (1)
TEMP. CONST. RIGHTS = 157± S.F. (1)
TOTAL LOT AREA = 2.79± AC. (CALC.)
REM. LOT AREA = 1.23± AC.

HASKELL ROAD
(TOWN WAY)
BOOK 4911, PAGE 280, P.C.R.D.
PLAN BOOK D113, PAGE 24, P.C.R.D.
BOOK 4911, PAGE 280, P.C.R.D.
TO REVERSE DIRECTION LOOP

PAVED PARKING
50' R/W TO OTHERS
10' R/W TO OTHERS (SEE BK. 2831, PG. 19)
REVERSE DIRECTION LOOP BASE LINE (SEE SHEET 6 FOR REVERSE DIRECTION LOOP)
N. 82°38'56.8" E. 450.00'
1+00
0+00
C.O.A. RELOCATED ALONG NEW R.O.W. LINE
92.6'±
AREA II
TEMP. CONST. LIMITS 532± S.F.
156.89'
220'±
EXIST. C.O.A.
0.05± AC.
147.8'±
127.00'
END C.O.A. RELOCATION STA. 33+75.1 LT.
154.23'
S.H.C. FILE NO. 10-113 DEC. 1958
TEMP. CONST. LIMITS
348± S.F.
200'±
70'±
643'±
245.1'±
184'±
0.05± AC.
177'±
86± S.F.
14'±
SIGNAL SYSTEM EASE. LIMITS
EXIST. SLOPE EASE. LIMITS, S.H.C. FILE NO.10-113, SHEET 28, DEC. 1958
BOOK 4911, PAGE 280, P.C.R.D.
BOOK 5409, PAGE 60, P.C.R.D.
R=484825.460 E:1740090.113
81.00'
16'±
END EXIST. C.O.A.
0+00
BEGIN B.L. REVERSE DIRECTION LOOP N:484981.860 E:1740063.820
30.42' (TYP.)
90°
52.00'
35+00
+75
+27
+50±
36+00
37+00
+20
+33.9±
38+0
67.54'
55.00'
60'
S.H. "279" / HOGAN ROAD NORTH BOUND
ON RAMP I-95 NORTH
PT=STA. 31+53.83 N:484918.943 E:1739955.154
BEGIN B.L. HOGAN RD. SECT. II 31+00.00 N:485250.589 E:1739939.039
S.H. "279" HOGAN ROAD NORTH BOUND RE-ALIGNMENT
54.78'
+31±
+48
S. 6°38'10.8" E.
+10
279.79'
+50
+90
+60
+15
S.H. "279" / HOGAN ROAD SOUTH BOUND
PT=STA. 34+83.88 N:484881.569 E:1740048.113
PC=STA. 34+34.10 N:484934.831 E:1740048.114
+08±
+11±
+19±
+62±
+65±
+75.1
+94.95
+50
+51
280.27'
S. 19°22'12.6" E.
33+00
34+00
+63.44
90.00'
PC = STA. 37+68.67 N:484603.654 E:1740092.747
98'
43'±
CURVE DATA #8
PI = 38+02.44
D = 1°08'45.3"
Δ = 0°46'26.2" Rt.
R = 5000.00'
L = 67.54'
T = 33.77'
E = 0.11'
32+00
31+00
+15±
58.83'
END EXIST. C.O.A.
70'±
100'±
(667.5'± TOTAL)
214'±
S.H.C. FILE NO. 10-113 DEC. 1958, SHEET 28
S.H. "279" HOGAN ROAD SOUTH BOUND RELOCATION
S.H.C. FILE NO. 10-113 DEC. 1958, SHEET 28
N:484957.540 E:1739968.961 (R)
AREA III
0.17± AC.
90.00'
100'
32±
274.5'±
0.08± AC.
105'
110'
NEW C.O.A.
34.78' (TOTAL = 626.2'±)
EASEMENT
DRAINAGE OUTLET STA. 37+11± RT.
END NEW C.O.A. STA. 37+63± RT.
+21.0±
+27±
63'±
N. 47°08'54" W. 616.69' TO ON-RAMP I-95 SOUTH B.L. STA. 809+73.96
N:485216.749 E:1739881.325
ELECTRIC 302436 Ø
90.00'
27'±
36.6'±
BEGIN C.O.A. RELOCATION STA. 31+21 RT.
C.O.A. RELOCATED ALONG NEW R.O.W. LINE
EXIST. C.O.A.
END EXIST. C.O.A. RELOCATION & BEGIN NEW C.O.A. STA. 33+51 RT.
0.29± AC.
C.O.A. RELOCATED
240.5'±
280.27'
0.16± AC.
EASEMENT
115'
CLL
PSS
LIMITS
EXIT RAMP I-95 NORTH RELOCATION
S.H.C. FILE NO. 10-113 DEC. 1958, SHEET 27
EXIST. C.O.A.
SLOPE
EXIST. POWER LINE EASEMENT TO BANGOR HYDRO-ELECTRIC COMPANY AS SHOWN ON D.O.T. FILE NO. 10-336 SHEET 5, DEC. 1989
EXIST. SLOPE EASE. LIMITS D.O.T. FILE NO. 10-336 DEC. 1989, SHEETS 4 & 5 OF 5 PLAN BOOK D137, PAGES 94 & 95, P.C.R.D.
EXISTING RIGHT OF WAY REFERENCE
HOGAN ROAD & I-95 RAMPS
S.H.C. FILE NO. 10-113 DEC. 1958, SHEETS 27 & 28 OF 57 P.C.R.D., PLAN BOOK 21, PAGES 67 & 68
CONDEMNATION RECORDED ON JAN. 7, 1958, AT P.C.R.D. IN BOOK 1656, PAGE 148 (FEE INTEREST)
(FOR SIDE ROADS AND EASEMENT ONLY REFS., SEE LABELS ON LOCATION)
MAINE COMMUNITY COLLEGE SYSTEM
PARCEL NO. (11)
LAND TAKEN = 0.29± AC.
SLOPE EASE. = 0.16± AC. (1)
TOTAL LOT AREA = 2.09± AC. (CALC.)
REM. LOT AREA = 1.80± AC.
EXISTING WATER LINE (LOCATION APPROXIMATE ONLY) SEE D.O.T. FILE NO. 10-238 1977, SHEET 1 OF 3
CURVE DATA #7
PI = 34+61.60
D = 23°14'42.8"
Δ = 12°44'01.8" Rt.
R = 246.48'
L = 54.78'
T = 27.50'
E = 1.53'
FORMER LOCATION OF SYLVAN RD. PRIOR TO 2001 (ROADWAY REMOVED BUT R/W NOT FORMALLY DISCONTINUED BY CITY OF BANGOR)
NOTE: PRESCRIPTIVE EASEMENT FOR HIGHWAY PURPOSES WITHIN LIMITS OF WROUGHT PORTION (L.O.W.P.)
EXIST. SLOPE EASE. LIMITS D.O.T. FILE NO. 10-336 DEC. 1989, SHEETS 4 & 5 OF 5 P.C.R.D., PLAN BOOK D137, PAGES 94 & 95
DARLING'S
PARCEL NO. (9)
LAND TAKEN = 0.17± AC.
SLOPE EASE. = 0.08± AC. (1)
DRAINAGE EASE. = (1)
SIGNAL SYSTEM EASE. = 184± S.F. (1)
TOTAL LOT AREA = 2.89± AC. (CALC.)
REM. LOT AREA = 2.72± AC.
(SEE ALSO SHEET 5)
REVISION TO SUBDIVISION OF THE JOHN B. DARLING PROPERTY BY PLISGA & DAY LAND SURVEYORS APPROVED SEPTEMBER 19, 2000 PLAN BOOK 2001, PAGE 4, P.C.R.D.
20' WIDE SEWER EASE. TO CITY OF BANGOR BOOK 4071, PAGE 123
PENJAJAWOC STREAM
SYLVAN ROAD
FEE OWNERSHIP (TOWN WAY) CITY OF BANGOR BOOK 4911, PAGE 280, P.C.R.D. AUG. 1, 2001 66' WIDE
WIN 018595.10

ITEM	CHECKED
EXISTING CONDITION PLAN	G.L.L.
FINAL RIGHT OF WAY	B.S.
AREAS	D.G.
	B.S.
	S.A.N.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460
BANGOR
RIGHT OF WAY MAP

REVISIONS			
NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK PAGE	COUNTY RECORD				
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE

DALE F. DOUGHTY
ACTING COMMISSIONER
WILLIAM A. PULVER
CHIEF ENGINEER
DATE

STATE HIGHWAY "279" - STATE HIGHWAY "95"
HOGAN ROAD - I-95 RAMPS
BANGOR PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. 1859510

JULY 2025	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 10-544
SCALE 1" = 25'	SHEET 4 OF 6	

SHEET NUMBER
R-4
483
OF 485

Date: $date$
Username: $user$
Division: $wkgroup$
Filename: $file$

PLAN LEGEND

Town, County, State	New R/W Along Existing R/W	Sanitary Sewer (Existing / Proposed)	Traveled Way (Existing / Proposed)
Approx. Property Lines P.L.	Building / Clearing Limit Line	Telephone Line	Ditch
Existing Right of Way	Trees Conifer / Deciduous	Electric Line	Catch Basin
Limits of Wrought Portion L.O.W.P.	Tree Line / Bush Line	Water Line	Manhole
Control Of Access C.O.A.	Water Edge	Underdrain Line	Sewer Manhole
New Right of Way	Ledge / Rock/Boulder / Flag Pole	Gas Line	Utility Pole
New Easement	Fence CHAIN LINK / BARB WIRE / STOCKADE	Guardrail	Fire Hydrant
New Temporary Rights	Sign / Well WELL / Mailbox	Culvert	Curbing

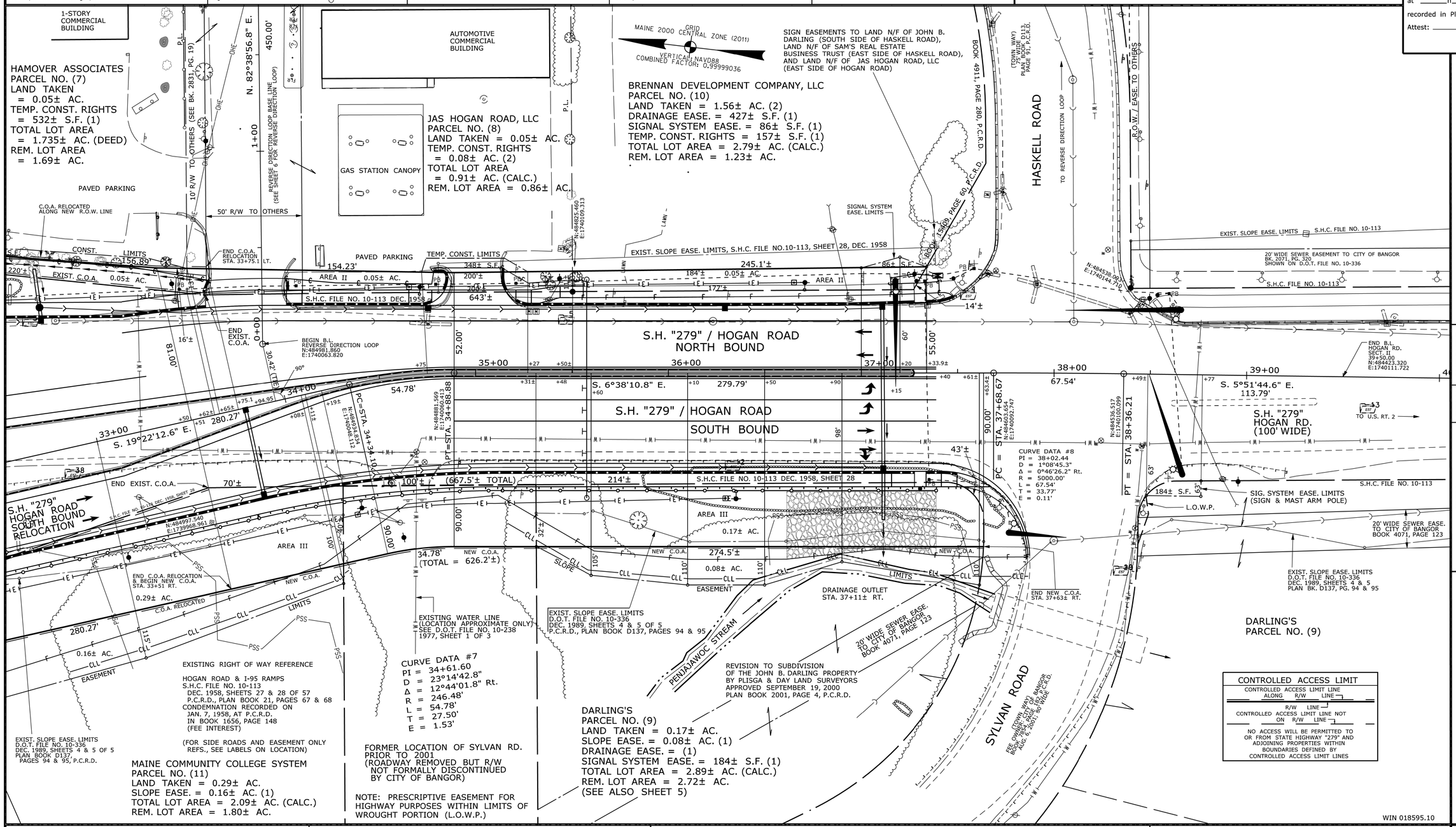
Cut Line / Fill Line
Stonewall / Retaining Wall
Baseline 10+00 / 11+00 / 12+00
Monument / Traverse Point
Iron Rod Found ● IRF / Pipe Found ● IPF
Replacement Pin Set

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____, _____
at _____h _____m _____M and
recorded in Plan Bk _____, Pg. _____
Attest: _____
REGISTER



TECH	CHECKED
G.L.L.	
B.S.	D.G.
B.S.	S.A.N.
B.S.	

ITEM	
EXISTING CONDITION PLAN	
FINAL RIGHT OF WAY	
AREAS	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460
BANGOR
RIGHT OF WAY MAP

REVISIONS

NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK ____ PAGE ____ COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE

DALE F. DOUGHTY
ACTING COMMISSIONER
WILLIAM A. PULVER
CHIEF ENGINEER
DATE

STATE HIGHWAY "279"
HOGAN ROAD
BANGOR PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. 1859510

JULY 2025	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 10-544
SCALE 1" = 25'	SHEET 5 OF 6	

SHEET NUMBER
R-5
484
OF 485

Division: $wkgroup$ Username: $user$ Date: $date$
Filename: $file$

Date:$date$
Username: $user$
Division: $wkgroup$
Filename: $file$

PLAN LEGEND

Town, County, State	New R/W Along Existing R/W	Sanitary Sewer	Existing / Proposed	Traveled Way	Existing / Proposed	Cut Line	Fill Line
Approx. Property Lines P.L.	Building / Clearing Limit Line	Telephone Line		Ditch		Stonewall	Retaining Wall
Existing Right of Way	Trees Conifer / Deciduous	Electric Line		Catch Basin		Baseline 10+00 11+00 12+00	
Limits of Wrought Portion L.O.W.P.	Tree Line / Bush Line	Water Line		Manhole		Monument / Traverse Point	
Control Of Access C.O.A.	Water Edge	Underdrain Line		Sewer Manhole		Iron Rod Found ● IRF	Pipe Found ● IPF
New Right of Way	Ledge / Rock/Boulder / Flag Pole	Gas Line		Utility Pole		Replacement Pin Set ◎	
New Easement	Fence CHAIN LINK / BARB WIRE / STOCKADE	Guardrail		Fire Hydrant			
New Temporary Rights	Sign / Well WELL / Mailbox	Culvert		Curbing			
New R/W Within Existing R/W							

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____, _____
at _____h_____m_____M and
recorded in Plan Bk _____, Pg._____
Attest: _____
REGISTER

MAINE 2000 CENTRAL ZONE (2011)
VERTICAL: NAVD88
COMBINED FACTOR: 0.99999036

N/F SAM'S REAL ESTATE BUSINESS TRUST
"SAM'S CLUB"

HASKELL ROAD (TOWN WAY)

END B.L., REVERSE DIRECTION LOOP
4+50.00
N:485039.436
E:1740510.121

N:485160.127
E:1740472.516

124.5'±

190.9'±

66.3'±

R. = 312.5'

98.7'±

163.3'

N:484872.380
E:1740491.700

427± S.F.

DRAINAGE EASEMENT LIMITS

157± S.F. TEMP. CONST. LIMITS

DRAINAGE STRUCTURE
STA. 3+92 TO
STA. 4+10.3± RT.

S. 83°05'12" W.
63.4'±

N:484864.750
E:1740428.769

162.84'

1.51± AC.

AREA IV

S. 38°01'07" W.
121.15'

N:484769.303
E:1740354.148

247.96'

N. 82°38'56.8" E.
450.75'

S.82°59'00"W.
57.68'

N:485157.700
E:1740469.921

3.5'±

200.3'±

P.L.

LAWN

REVERSE DIRECTION LOOP

REVERSE DIRECTION LOOP BASE LINE

0+00 +58
1+00 +46.97
2+00 +24.72
3+00 +25±
4+00 +27.1± +10.32±

N/F DARLING'S
PER CITY RECORDS

EXISTING RIGHT OF WAY REFERENCE

HASKELL ROAD (TOWN WAY)
PROPOSED HASKELL ROAD ALTERATION PLAN FOR
WAL-MART STORES INC.
BY JAMES W. SEWALL COMPANY
DATED SEPTEMBER 19, 1990
REVISED THROUGH FEBRUARY 22, 1991
75' WIDE
PLAN BOOK D113, PAGE 91
DEED BOOK 4911, PAGE 280, P.C.R.D.

50' ROW TO OTHERS
SEE BK. 7883, PAGE 291

N:485131.542
E:1740271.266

121.9'±
284'±

P.O.B.
AREA IV

162.1'±

0.07± AC.

CONST. LIMITS

TEMP.

20.7'±

N:485045.350
E:1740259.045

HAMOVER ASSOCIATES
PARCEL NO. (7)
(SEE SHEET 4)

1-STORY
COMMERCIAL
BUILDING

JAS HOGAN ROAD, LLC
PARCEL NO. (8)
LAND TAKEN = 0.05± AC.
TEMP. CONST. RIGHTS = 0.08± AC. (2)
TOTAL LOT AREA = 0.91± AC. (CALC.)
REM. LOT AREA = 0.86± AC.

N:484847.261
E:1740286.680

N. 6°51'10" W.
85.6'±

N:484762.256
E:1740296.896

APPROXIMATE DRIVEWAY LOCATION
(FROM AERIAL IMAGERY;
NOT FIELD VERIFIED)

DRIVEWAY FIELD LOCATED FROM AERIAL

FOR PARCEL NO. (11) SEE SHEET 4

BRENNAN DEVELOPMENT COMPANY, LLC
PARCEL NO. (10)
LAND TAKEN = 1.56± AC. (2)
DRAINAGE EASE. = 427± S.F. (1)
SIGNAL SYSTEM EASE. = 86± S.F. (1)
TEMP. CONST. RIGHTS = 157± S.F. (1)
TOTAL LOT AREA = 2.79± AC. (CALC.)
REM. LOT AREA = 1.23± AC.

FORMER LOCATION OF HASKELL ROAD (DISCONTINUED: SEE BOOK 4990, PAGE 18. P.C.R.D.)

20' R.O.W. / EASE. TO OTHERS

TO HOGAN ROAD

WIN 018595.10

ITEM	CHECKED
EXISTING CONDITION PLAN	G.L.L.
FINAL RIGHT OF WAY	D.G.
AREAS	S.A.N.
	B.S.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460
BANGOR
RIGHT OF WAY MAP

REVISIONS

NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE

DALE F. DOUGHTY
ACTING COMMISSIONER
WILLIAM A. PULVER
CHIEF ENGINEER
DATE

REVERSE DIRECTION LOOP
HASKELL ROAD (TOWN WAY)
BANGOR PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. 1859510

JULY 2025 | SCALE 1" = 25' | RIGHT-OF-WAY MAP SHEET 6 OF 6 | D.O.T. FILE NO. 10-544

SHEET NUMBER
R-6
485
OF 485