

STATE OF MAINE DEPARTMENT OF TRANSPORTATION



BANGOR PENOBSCOT COUNTY OHIO STREET BRIDGE OVER INTERSTATE 95 OHIO STREET PROJECT NO. STP-1872(200) PROJECT LENGTH 0.114 mi. BRIDGE NO. 5790

SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, 8th Edition 2017.

DESIGN LOADING

Live Load HL - 93 Modified for Strength I

TRAFFIC DATA

Ohio Street Current (2017) AADT.....	11000
Ohio Street Future (2037) AADT.....	11550
DHV - % of AADT.....	11%
Design Hour Volume.....	1271
% Heavy Trucks (AADT).....	5%
% Heavy Trucks (DHV).....	4%
Directional Distribution (DHV).....	51%
18 kip Equivalent P 2.0.....	153
18 kip Equivalent P 2.5.....	146
Design Speed (mph).....	25
I-95 NB Current (2017) AADT.....	19300
I-95 SB Current (2017) AADT.....	19390

MATERIALS

Concrete:	
Unless Noted Otherwise.....	Class "A"
Deck, Curbs, & Sidewalks.....	Class "LP"
I-95 Median Barriers & Pier Closure Pours.....	Class "LP"
Reinforcing Steel:	
Deck and Pier.....	ASTM A955, Grade 75, Stainless
Abutments.....	ASTM A615, Grade 60
Structural Steel:	
All Materials (Except as noted).....	ASTM A709, Grade 50, Metallized
Extra Strength Bolts.....	ASTM F3125, Grade A325, Type 1 H.D.G.

BASIC DESIGN STRESSES

Concrete:	
Class "A".....	f 'c = 4,000 psi
Class "LP".....	f 'c = 5,000 psi
Class "P".....	f 'c = 5,000 psi
Reinforcing Steel:	
Stainless.....	f y = 75,000 psi
Plain.....	f y = 60,000 psi
Structural Steel:	
ASTM A709, Grade 50.....	f y = 50,000 psi
ASTM F3125, Grade A325.....	f u = 120,000 psi

UTILITIES

Emera Maine
Bangor Water District
Bangor Sewer Department
Charter Communications
Consolidated Communications
Northern Light Health
First Light
University of Maine System

MAINTENANCE OF TRAFFIC

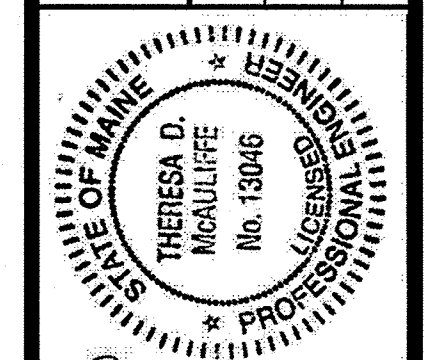
Ohio Street:
Bridge will be closed to traffic during construction.
Detour traffic to Union Street by way of 14th and Griffin Streets.

Interstate 95:
Open to vehicular traffic during construction.
Short term night-time closures, lane and full barrel, will be permitted as specified in the Special Provisions

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STATE OF MAINE	DEPARTMENT OF TRANSPORTATION	DATE
APPROVED		9/16/19
COMMISSIONER:	<i>[Signature]</i>	
CHIEF ENGINEER:	<i>[Signature]</i>	9-13-19



<i>[Signature]</i>	SIGNATURE	13046	P.E. NUMBER	9/16/2019	DATE
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PROJECT INFORMATION	BRIDGE PROGRAM	MARK PARLIN	DESIGNER	MC FARLAND JOHNSON, INC.	CONSULTANT	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE
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BANGOR	OHIO STREET BRIDGE	TITLE SHEET
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SHEET NUMBER	1
OF 73	

PROJECT LOCATION:	Ohio Street Bridge (#5790), SA 6 (Ohio Street) over Interstate 95 Latitude: 44°48'41"N Longitude: 68°47'27"W
PROGRAM AREA:	Bridge
OUTLINE OF WORK:	Bridge Replacement and Approach Work.

STP-1872(200) WIN 018722.00

Date: 9/11/2019

Username:

Division:

Filename: ... \002_Estimated_Quants.dgn

ESTIMATED QUANTITIES			
ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT
201.23	REMOVING SINGLE TREE TOP ONLY	2	EA
201.24	REMOVING STUMP	1	EA
202.15	REMOVING EXISTING MANHOLE OR CATCH BASIN	4	EA
202.19	REMOVING EXISTING BRIDGE (11933 SF)	1	LS
202.1913	REMOVE ABANDONED ASBESTOS-CONTAINING PIPE	380	LF
202.202	REMOVING PAVEMENT SURFACE	11500	SY
203.20	COMMON EXCAVATION	2000	CY
203.25	GRANULAR BORROW	1600	CY
206.082	STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES, PLAN QUANTITY	2150	CY
206.092	STRUCTURAL ROCK EXCAVATION - MAJOR STRUCTURES	26	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	1800	CY
403.2081	HOT MIX ASPHALT - 12.5 MM NOMINAL MAXIMUM SIZE (POLYMER MODIFIED)	1200	T
403.209	HOT MIX ASPHALT, 9.5 MM NOMINAL MAXIMUM SIZE (SIDEWALKS, DRIVES, ISLANDS & INCIDENTALS)	30	T
403.213	HOT MIX ASPHALT, 12.5 MM NOMINAL MAXIMUM SIZE (BASE AND INTERMEDIATE BASE COURSE)	340	T
403.2131	HOT MIX ASPHALT, NOMINAL MAXIMUM SIZE (BASE AND INTERMEDIATE BASE COURSE, POLYMER MODIFIED)	250	T
409.15	BITUMINOUS TACK COAT, APPLIED	770	G
502.219	STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS (675 CY)	1	LS
502.23	STRUCTURAL CONCRETE PIERS	111	CY
502.26	STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLAB ON STEEL BRIDGES (320 CY)	1	LS
502.291	SAW CUT GROOVING (7960 SF)	1	LS
502.31	STRUCTURAL CONCRETE APPROACH SLAB (34 CY)	1	LS
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALKS (51 CY)	1	LS
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED	71700	LB
503.13	REINFORCING STEEL, PLACING	71700	LB
503.26	STAINLESS STEEL REINFORCEMENT, FABRICATED AND DELIVERED	109000	LB
503.27	STAINLESS STEEL REINFORCEMENT, PLACING	109000	LB
504.702	STRUCTURAL STEEL FABRICATED AND DELIVERED, WELDED (291100 LBS)	1	LS
504.71	STRUCTURAL STEEL ERECTION (291100 LBS)	1	LS
505.08	SHEAR CONNECTORS (6258 EA)	1	LS
506.9104	THERMAL SPRAY COATING (SHOP APPLIED) (291100 LBS)	1	LS
507.0821	STEEL BRIDGE RAILING, 3 BAR (204 LF)	1	LS
507.0831	STEEL BRIDGE RAILING, 4 BAR (204 LF)	1	LS
512.081	FRENCH DRAINS (370 LF)	1	LS
514.06	CURING BOX FOR CONCRETE CYLINDERS	1	EA
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES (2050 SY)	1	LS
520.232	EXPANSION DEVICE - ASPHALTIC PLUG JOINT	91	LF
523.52	BEARING INSTALLATION	21	EA
523.5401	LAMINATED ELASTOMERIC BEARINGS, FIXED	7	EA
523.5402	LAMINATED ELASTOMERIC BEARINGS, EXPANSION	14	EA
524.301	TEMPORARY STRUCTURAL SUPPORT - ABUTMENT 1	1	LS
524.301	TEMPORARY STRUCTURAL SUPPORT - ABUTMENT 2	1	LS
524.301	TEMPORARY STRUCTURAL SUPPORT - PIER	1	LS
524.40	PROTECTIVE SHIELD OVER I-95	1	LS
526.301	TEMPORARY CONCRETE BARRIER, TYPE 1 (1600 LF)	1	LS
526.50	PRECAST CONCRETE BARRIER TYPE II	260	LF
526.503	PRECAST CONCRETE PIER PROTECTION BARRIER SYSTEM (129 LF)	1	LS
527.33	TRUCK MOUNTED ATTENUATOR	2	EA
527.34	WORK ZONE CRASH CUSHIONS	2	UN
534.7602	PRECAST PIER (52 CY)	1	LS
603.159	12 INCH CULVERT PIPE OPTION III	46	LF
604.072	CATCH BASIN TYPE A1-C	4	EA
604.15	MANHOLE	1	EA
604.18	ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	6	EA
605.09	6 INCH UNDERDRAIN TYPE B	500	LF
606.1304	31" W-BEAM GR, MID-WAY SPLICE - OVER 15' RADIUS	187.5	LF
606.1305	31" W-BEAM GR, MD-WY SPLICE FLARED TERMINAL	3	EA
606.1721	BRIDGE TRANSITION - TYPE I	4	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	6	EA
606.52	REMOVE AND RESET MAILBOX	1	EA
607.17	CHAIN LINK FENCE - 6 FOOT	60	LF
607.184	CHAIN LINK SNOW FENCE 3'	364	LF
607.24	REMOVE AND RESET FENCE	410	LF
608.26	CURB RAMP DETECTABLE WARNING FIELD	78	SF

ESTIMATED QUANTITIES			
ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT
609.11	VERTICAL CURB TYPE 1	610	LF
609.12	VERTICAL CURB TYPE 1 - CIRCULAR	68	LF
609.23	TERMINAL CURB TYPE 1	15	EA
610.08	PLAIN RIPRAP	560	CY
610.18	STONE DITCH PROTECTION	30	CY
615.07	LOAM	62	CY
618.13	SEEDING METHOD NUMBER 1	3	UN
618.141	SEEDING METHOD NUMBER 3	3	UN
619.12	MULCH	5	UN
619.14	EROSION CONTROL MIX	29	CY
620.58	EROSION CONTROL GEOTEXTILE	560	SY
627.18	12 INCH SOLID WHITE PAVEMENT MARKING LINE	1700	LF
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	2200	LF
627.744	6" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	6900	LF
627.75	WHITE OR YELLOW PAVEMENT & CURB MARKING	500	SF
627.77	REMOVING EXISTING PAVEMENT MARKING	4200	SF
627.781	TEMPORARY 6" PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	18900	LF
629.05	HAND LABOR, STRAIGHT TIME	20	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	20	HR
631.171	TRUCK-SMALL (INCLUDING OPERATOR)	20	HR
631.172	TRUCK-LARGE (INCLUDING OPERATOR)	20	HR
631.21	ROAD BROOM (INCLUDING OPERATORS AND HAULER)	20	HR
631.22	FRONT END LOADER (INCLUDING OPERATOR)	20	HR
634.160	HIGHWAY LIGHTING	1	LS
634.2042	LUMINAIRE - LED (CREE)	1	EA
639.18	FIELD OFFICE, TYPE A	1	EA
643.72	TEMPORARY TRAFFIC SIGNAL: WESTLAND STREET	1	LS
645.106	DEMOUNT REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGN	13	EA
645.108	DEMOUNT POLE	17	EA
645.116	REINSTALL REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGN	13	EA
645.118	REINSTALL POLE	11	EA
645.301	DEMOUNTABLE REFLECTORIZED DELINEATOR, SINGLE	5	EA
652.30	FLASHING ARROW BOARD	2	EA
652.312	TYPE III BARRICADES	28	EA
652.33	DRUM	50	EA
652.34	CONE	50	EA
652.35	CONSTRUCTION SIGNS	1800	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES (249 CDS)	1	LS
652.38	FLAGGERS	560	HR
652.381	TRAFFIC OFFICERS	710	HR
652.41	PORTABLE-CHANGEABLE MESSAGE SIGN	4	EA
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	1	LS
659.10	MOBILIZATION	1	LS
660.21	ON-THE-JOB TRAINING	1000	HR
822.305	WATER MAIN INSUL AND JACKET	180	LF
822.3302	6" CLASS 52 CLDI WATERMAIN	15	LF
822.36031	12" CLASS 52 CLDI WATERMAIN	390	LF
823.311	12" GATE VALVE W/BOX	1	EA
823.33	6" GATE VALVE W/BOX	1	EA
824.3010	HYDRANT ASSEMBLY NEW	1	EA
824.3015	REMOVE HYDRANT ASSEMBLY	1	EA
825.321	1" CORPORATION	2	EA
825.331	1" CURB STOP, BOX AND ROD	2	EA
825.434	1" COPPER SERVICE	85	LF
827.33	TRENCH INSULATION	80	LF
830.14	WATER MAIN BR CROSS INTALL	1	LS
830.15	WATER MAIN BR CROSS HANGER SYS	1	LS
845.10	STRUCTURAL STEEL UTILITY SUPPORT (1425 LBS)	1	LS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1872(200)

BRIDGE NO. 5790
WIN
018722.00
BRIDGE PLANS

PROJ. MANAGER	M. PARLIN	DATE	07-19
DESIGN-DETAILED	T. AGUILAR	BY	D. D'APALO
CHECKED-REVIEWED	B. COLBURN		T. MCALIFFE
DESIGN-DETAILED		SIGNATURE	
REVISIONS 1		P.E. NUMBER	
REVISIONS 2		DATE	
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

OHIO STREET BRIDGE
INTERSTATE 95
BANGOR PENOBSCOT COUNTY
ESTIMATED QUANTITIES

SHEET NUMBER
2

GENERAL CONSTRUCTION NOTES

1. For easements, construction limits and right-of-way lines, refer to Right-of-Way Map.
2. Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.
3. In areas where the Resident directs the Contractor not to excavate to the subgrade line shown on the plans, payment for removing existing pavement, grubbing, shaping, ditching and compacting the existing subbase layers of new subbase 6 inches or less thick will be made under appropriate equipment rental items.
4. Loam shall be placed to a nominal depth of 4 inches in lawn areas and 2 inches in all other areas unless otherwise noted or directed by the Resident.
5. Erosion Control Mix may be substituted in those areas normally receiving loam and seed as directed by the Resident. Placement shall be in accordance with Standard Specifications Section 619. Mulch. Payment will be made under Item No. 619.14, Erosion Control Mix.
6. Extended-use Erosion Control Blanket, seeded gutters, riprap downspouts and other gutters lined with Stone Ditch Protection shall be constructed after paving and shoulder work is completed, where it is apparent that runoff will cause continual erosion. Payment will be made under the appropriate Contract items.
7. Protective Coating for Concrete Surfaces shall be applied to the following areas:
 - All exposed surfaces of concrete curbs and sidewalks.
 - Fascias down to the drip notch.
 - All exposed areas of new abutments, piers, and wingwalls to one foot below grade.
 - All exposed faces of median concrete barriers and pier protection.
 - Concrete wearing surface.
8. Project information referred to below may be accessed at the following MaineDOT web address: <http://www.maine.gov/mdot/contractors/>
9. The project geotechnical report titled: "Preliminary Geotechnical Design Report For the Replacement of Ohio Street Bridge Over Interstate 95 Bangor, Maine" dated (Nov. 25, 2011 with Addendum #1 dated June 2019) may be accessed at the MaineDOT web address.
10. Geotechnical information furnished or referred to in this plan set is for the Bidders and the Contractor. No assurance is given that the information or interpretations will be representative of actual subsurface conditions at the construction site. MaineDOT will not be responsible for the Bidder's or Contractor's interpretations of, or conclusions drawn from, the geotechnical information. The boring logs contained in the plan set present factual and interpretive subsurface information collected at discrete locations. Data provided may not be representative of the subsurface conditions between the boring locations.
11. The existing bridge plans may be accessed at the MaineDOT web address. The plans are reproductions of the original drawings as prepared for the construction of the bridge. It is very unlikely that the plans will show any construction field changes or alterations which may have been made to the bridge during its lifespan.
12. The existing median concrete barrier plans (WIN 019201.00) may be accessed at the MaineDOT web address.
13. Quantities included for pay items measured and paid for by lump sum are estimated quantities and are provided by MaineDOT for informational purposes only. Lump sum pay items will be paid for at the Contract Bid amount, with no addition or reduction in payment to the Contractor if the actual final quantities are different from the MaineDOT provided estimated quantities, except as follows:
 - a. If a Lump Sum pay item is eliminated, the requirements of Standard Specifications Section 109.2, Elimination of Items, will take precedence.
 - b. If other Contract Documents specifically allow a change in payment or a Lump Sum pay item, those requirements will be followed.
 - c. If a design change results in changes to estimated quantities for Lump Sum pay items, price adjustments will be made in accordance with Standard Specifications Section 109.7, Equitable Adjustments to Compensation.
14. The existing bridge shall be removed by and become property of the Contractor. The steel portions of the existing bridge are coated with a lead-based paint system. The Contractor is responsible for the containment, proper management, and disposal of all lead-contaminated hazardous waste generated by the process of demolishing the bridge. The Contractor is responsible for implementing appropriate OSHA mandated personal protection standards related to this process. Once the existing bridge is removed, the Contractor is solely responsible for the care, custody, and control of the components of the existing bridge and any hazardous waste generated as a result of the storage, recycling, or disposal of the bridge components, including lead-coated steel. The Contractor shall recycle or reuse the steel in accordance with the Maine Department of Environmental Protection's "Maine Hazardous Waste Management Regulations," Chapter 850. A copy of this regulation is available at MaineDOT's offices on Child Street in Augusta. Payment for all labor, materials, equipment, and other costs required to remove and dispose of the existing bridge will be considered incidental to the bridge removal pay item.
15. The Contractor shall submit a Bridge Demolition Plan to the Resident at least 10 business days prior to the start of demolition work. The plan shall outline the methods and equipment to be used to remove and dispose of all materials included in the existing bridge. No work related to the removal of the bridge shall be undertaken by the Contractor until MaineDOT has reviewed the Bridge Demolition Plan for appropriateness and completeness. Payment for all work necessary for developing, submitting and finalizing the Demolition Plan will be considered incidental to the Bridge Removal pay item.
16. Reinforcing Steel Schedules for the precast pier column and precast pier cap will be the responsibility of the Contractor. Refer to Subsection 503.03 of the Standard Specifications for more information. Payment for all work associated with developing reinforcing steel schedules will be considered incidental to the related contract items. Reinforcing steel schedules shall be submitted to the Resident for approval prior to rebar fabrication.

17. All utility facilities shall be adjusted by the respective utilities unless otherwise noted.
18. Locations of utilities shown are approximate and should be verified in the field by the Contractor.
19. Two reflectorized flexible guardrail markers (Item 606.353) will be installed at each guardrail end.
20. A MASH compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail. No exposed ends are allowed.
21. Payment for connections between proposed guardrail and existing guardrail will be considered incidental to the related Contract Pay Items.
22. The clearing limits as shown on the plans are approximate. The exact limits will be established in the field by the Resident. Payment for clearing will be considered incidental to related Contract items.
23. Unless otherwise noted, Seeding Method No. 1 shall be utilized on all lawns and developed areas; Seeding Method No. 3 shall be utilized on all non-guardrail slopes, all guardrail fill slopes, and on long non-guardrail backslopes.
24. The Contractor will be responsible for maintaining all existing mailboxes to ensure that the mail will be deliverable. No separate payment will be made for this work; it will be considered incidental to the Contract.
25. No separate payment for superintendent or foreman will be made for the supervision of equipment being paid for under the equipment rental items.
26. All work shall be done in accordance with the Maine Department of Transportation's Best Management Practices for Erosion Control and Sediment Control, Latest Edition.
27. Catch basin and rim elevations noted on the cross sections are the top of grate elevations at the center of grate. Catch basin offset locations are measured to the center of grate.
28. Any necessary cutting of existing pipes to fit in areas of proposed catch basins will not be paid for separately and will be considered incidental to related Contract Pay Items.
29. Any necessary cutting of catch basins to allow for proposed pipe connections will not be paid for separately and will be considered incidental to related Contract Pay Items.
30. No existing drainage shall be abandoned, removed, or plugged without prior approval of the Resident.
31. Work required to abandon or remove existing drainage piping will not be paid for separately, but will be considered incidental to related Contract Items. Abandoned drainage piping shall be plugged at each end of the pipe with brick and mortar.
32. Unless otherwise noted, the Contractor shall maintain access to 15th Street, the I-95 Southbound On-Ramp, all commercial driveways, and residential driveways during construction.
33. The Contractor shall limit the number of vehicles on the project site to prevent blocking private residences and drives or creating unsafe traffic conditions near the project site. Only those vehicles which are required for the work shall be on site. The Contractor's workers shall park away from the site.
34. All waste material not used on the project shall be disposed of off the project site in waste areas approved by the Resident.
35. Existing Ohio Street placards affixed to the existing steel girders on the south fascia of the northbound barrel and the north fascia of the southbound barrel shall be removed prior to bridge demolition and reinstalled on the new steel girders. Payment will be incidental to the Contract. The method of attachment to the new steel shall be approved by the Resident.
36. The Contractor shall plan and conduct work accordingly so that upon final completion of the project, there is no drop-off from the edge of shoulder pavement.
37. Any damage to the slopes caused by the Contractor's equipment, personnel, or operation shall be repaired to the satisfaction of the Resident. All work, equipment, and materials required to make repairs will be at the Contractor's expense.
38. Paved entrances shall be constructed with 3" hot mix asphalt and 12" aggregate subbase course gravel.
39. Estimated quantities for required structural earth excavation related to drainage and minor structures are informational only and represent the approximate minimum quantity required to install drainage structures. Additional excavation for the Contractor's convenience or to comply with backslapping requirements will not be paid for directly but will be considered incidental to the related drainage items.
40. Lane shifts and lane closures on I-95 shall conform to MUTCD standards. Traffic control plans for lane shifts and lane closures shall be approved by the Resident. Any standard channelization devices used to shift I-95 traffic lanes shall remain in place until the protected work is completed.
41. Excavation will be required for construction of both abutments and the pier while supporting nearby travel ways (I-95 and Ohio Street). Payment for all labor, materials, equipment, and other costs required for temporary supports for this work will be paid for under Item 524.301, Temporary Structural Support - Abutment 1, Item 524.301, Temporary Structural Support - Abutment 2, and Item 524.301, Temporary Structural Support - Pier.
42. The Contractor shall coordinate the work within the cemetery fence limits with Mount Pleasant Cemetery staff and install flagging to mark the locations of existing grave sites prior to performing the work within the cemetery. The Contact for the Mount Pleasant Catholic Cemetery will be: Joe Gallant, Cemetery Director (207)947-4322, Joseph.Gallant@portlanddiocese.org

43. The Contractor shall coordinate traffic control, paving operations and limits of work on Interstate 95 and the ramps with the MaineDOT paving Contract work that will be happening in the area concurrently. The Contact for the I-95 paving project will be: Shawn Smith, MaineDOT Project Manager (207)557-1663, shawn.smith@maine.gov
44. Prior to demolishing the East abutment, the Contractor shall coordinate the removal and resetting of the survey control marker located on the Northeast wingwall with the Resident and the MaineDOT Property Office. Payment will be incidental to the Contract.
45. The removal of chain link fence will be considered incidental to the Contract.
46. Removal of existing concrete barrier, sawcutting of existing pavement, and removal of existing pavement for the installation of the median barrier and pier protection will not be paid for separately and will be considered incidental to related Contract Pay Items.
47. Portable concrete barrier used for roadway blockades shall have retroreflective tape applied to all sides that face traffic. This will be considered incidental to related contract pay items.
48. The existing abandoned utilities carried on the existing bridge shall be removed and plugged to the satisfaction of the Resident. The limits of removal shall be equal the limits of excavation. Payment for removal of existing abandoned utilities will be considered incidental to Item 202.19, Remove Existing Bridge unless noted otherwise.
49. Leveling sand used for the installation of the Precast Concrete Pier Protection Barrier System and the Precast Concrete Barrier Type II will not be paid for separately and will be considered incidental to related Contract Pay Items.
50. Due to the close proximity of this project to the Bangor International Airport, in accordance with 14CFR Part 77.9, the Contractor is required to file notice of use of tall construction equipment with the FAA at least 45 days prior to beginning construction. Reference the following website for more information: <https://oaaa.faa.gov/oaaa/external/portal.jsp>. This will be considered incidental to the Contract.

Date: 9/10/2019

Username:

Division:

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1872(200)
WIN
018722.00
BRIDGE NO. 5790
BRIDGE PLANS

PROJ. MANAGER	M. PARLIN	DATE	
DESIGN-DETAILED	T. AGUILAR	BY	D. D'PAOLO
CHECKED-REVIEWED	B. COLBURN		T. MCMAULIFFE
DESIGN-DETAILED2			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
SIGNATURE			
P.E. NUMBER			
DATE			

OHIO STREET BRIDGE
INTERSTATE 95
PENOBSCOT COUNTY
BANGOR
GENERAL CONSTRUCTION NOTES

SHEET NUMBER
3

Matchline (See Sheet Number 6)

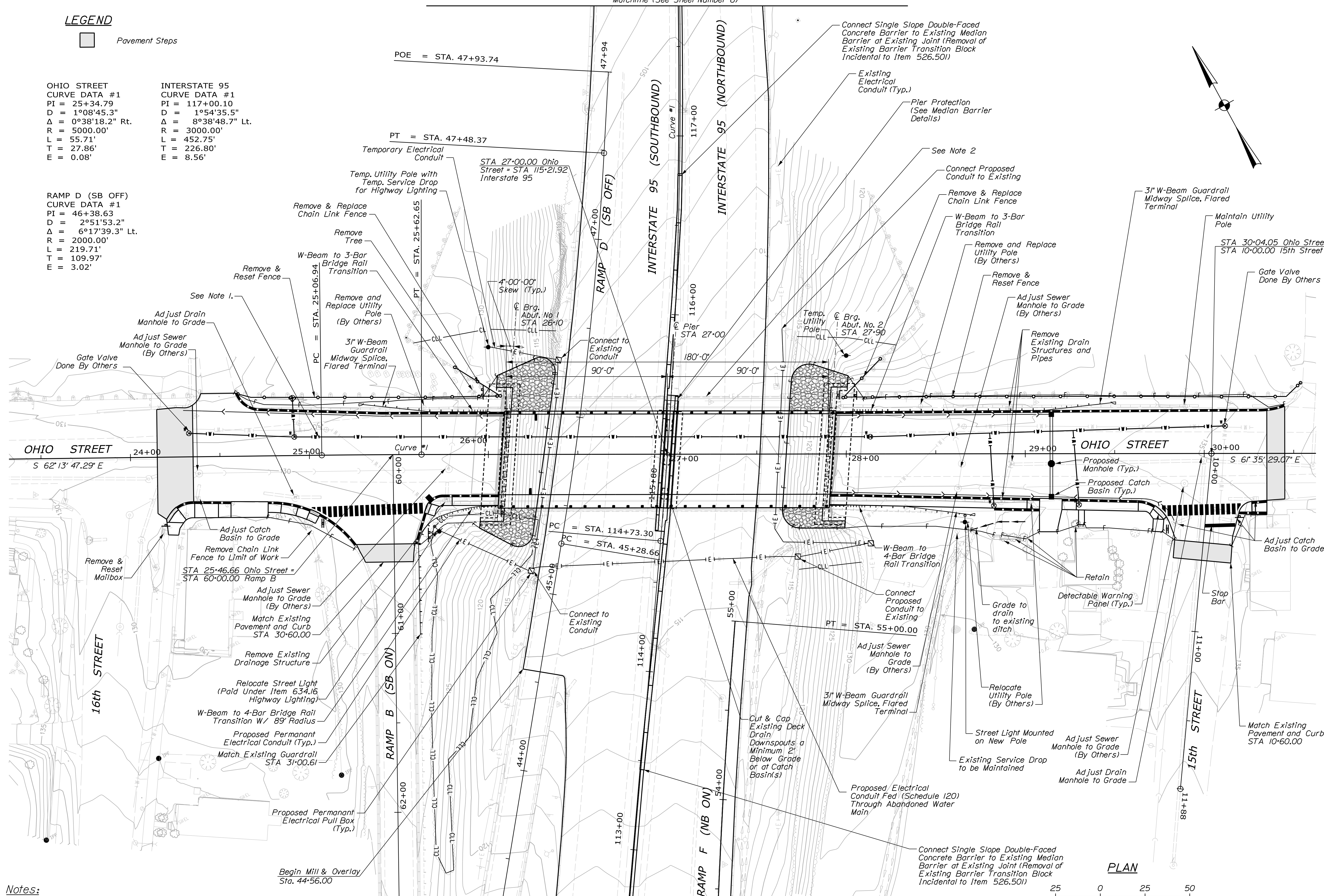
LEGEND

█ Pavement Steps

OHIO STREET
 CURVE DATA #1
 PI = 25+34.79
 D = 1°08'45.3"
 Δ = 0°38'18.2" Rt.
 R = 5000.00'
 L = 55.71'
 T = 27.86'
 E = 0.08'

INTERSTATE 95
 CURVE DATA #1
 PI = 117+00.10
 D = 1°54'35.5"
 Δ = 8°38'48.7" Lt.
 R = 3000.00'
 L = 452.75'
 T = 226.80'
 E = 8.56'

RAMP D (SB OFF)
 CURVE DATA #1
 PI = 46+38.63
 D = 2°51'53.2"
 Δ = 6°17'39.3" Lt.
 R = 2000.00'
 L = 219.71'
 T = 109.97'
 E = 3.02'



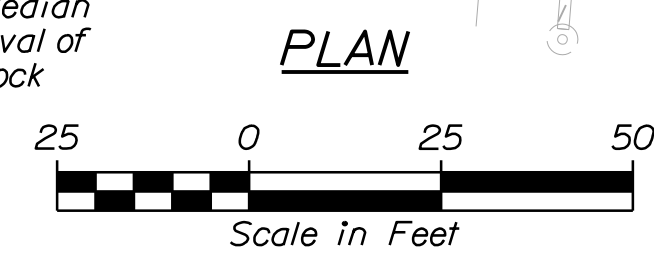
Date: 9/9/2019

Username:

Division: ...Drawings\004_General_Plan.dgn

- Notes:**
1. Waterline construction plans and details located on sheets 70 and 71.
 2. See Special Provision 634 - Highway Lighting.

Matchline (See Sheet Number 5)



STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 STP-1872(200)
 WIN 018722.00
 BRIDGE NO. 5790

PROJ. MANAGER	BY	DATE	SIGNATURE
M. PARLIN	T. ACULAR	07-19	
	D. D'PAOLO	07-19	
	B. COLBURN		
	T. MCALIFFE		

DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED2	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES

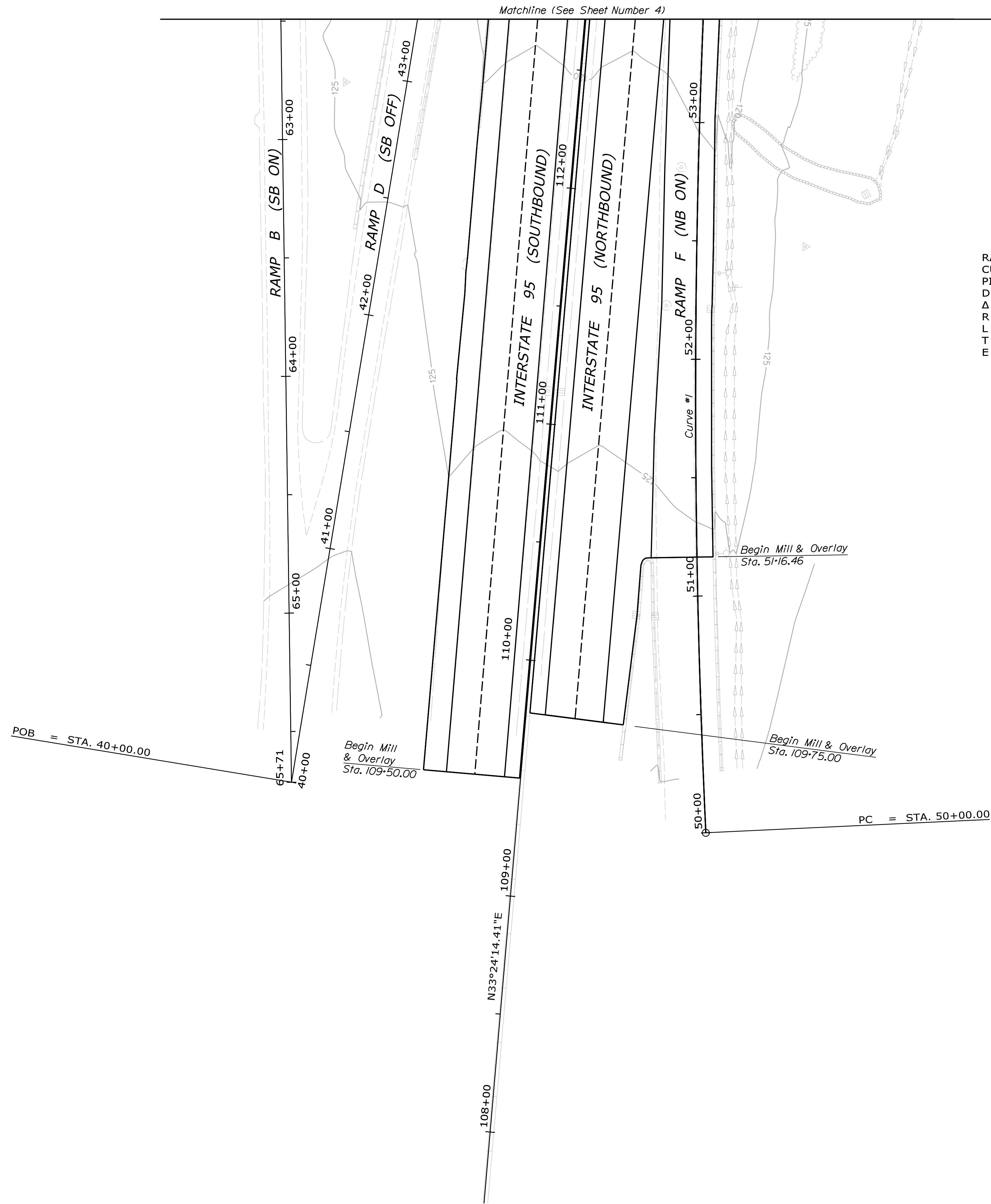
OHIO STREET BRIDGE
 INTERSTATE 95
 PENOBSCOT COUNTY
 BANGOR
GENERAL PLAN
 (1 OF 3)

SHEET NUMBER

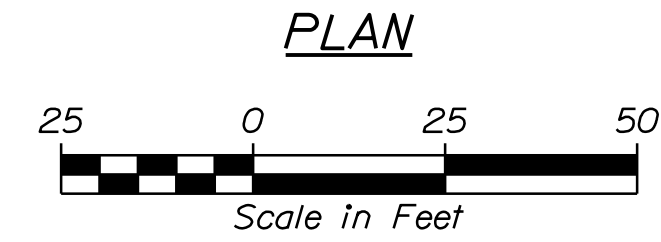
4

OF 73

McFarland and Johnson



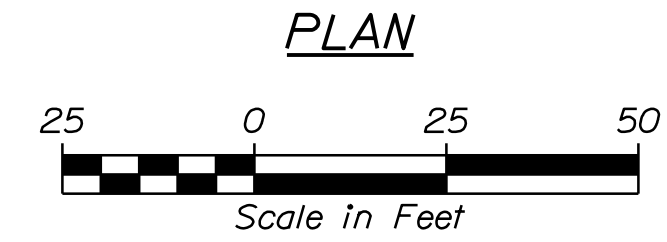
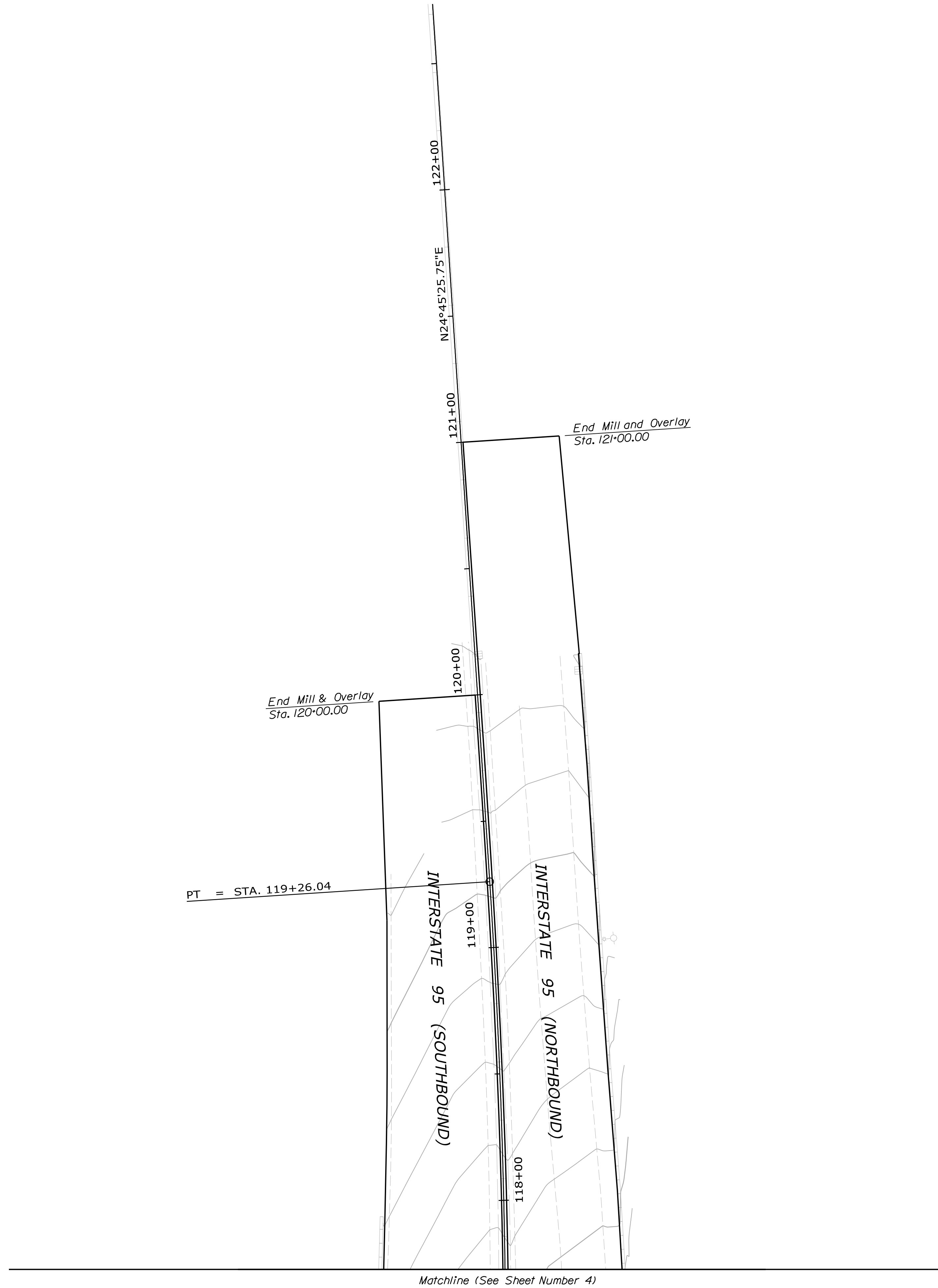
RAMP F (NB ON)
 CURVE DATA #1
 PI = 52+50.34
 D = 1°27'18.3"
 Δ = 7°16'31.7" Rt.
 R = 3937.60'
 L = 500.00'
 T = 250.34'
 E = 7.95'



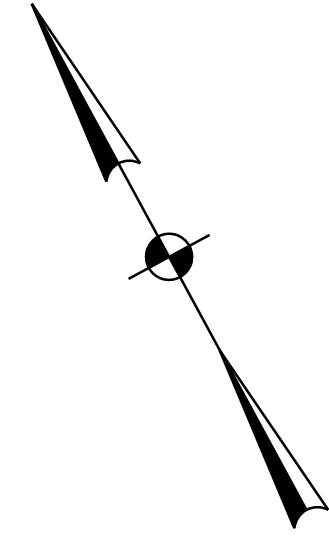
PROJ. MANAGER	M. PARLIN	DATE	
DESIGN-DETAILED	T. AQUILAR	BY	D. D'PAOLO
CHECKED-REVIEWED	B. COLBURN	DATE	07-19
DESIGN-DETAILED2		SIGNATURE	
DESIGNS-DETAILED3		P.E. NUMBER	
REVISIONS 1		DATE	
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

OHIO STREET BRIDGE	
INTERSTATE 95	
PENOBSCOT COUNTY	
BANGOR	
GENERAL PLAN	
(2 OF 3)	

BRIDGE NO. 5790	WIN	018722.00	BRIDGE PLANS
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PLAN



PROJ. MANAGER	M. PARLIN	BY	DATE
DESIGN-DETAILED	T. AGUILAR	D. D'PAOLO	07-19
CHECKED-REVIEWED	B. COLBURN	T. MCALLIFFE	07-19
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

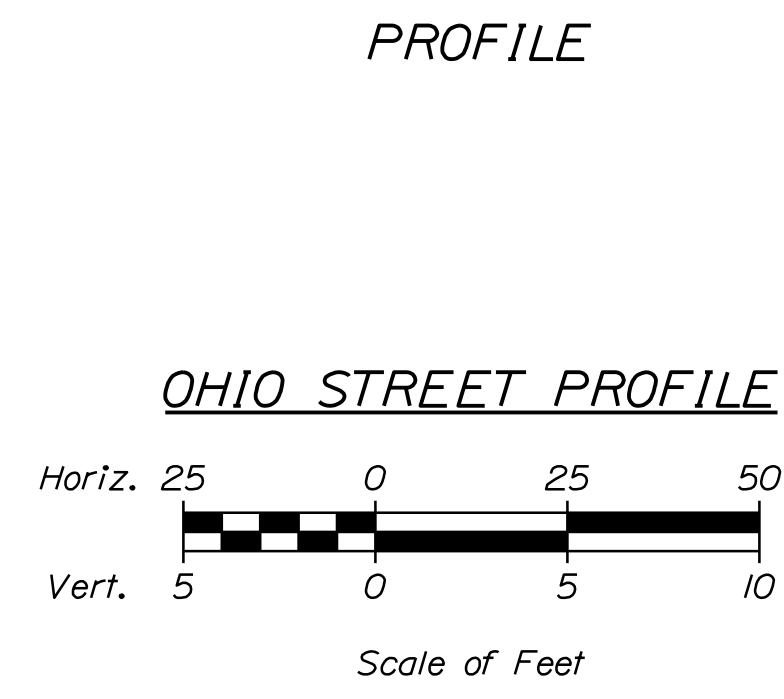
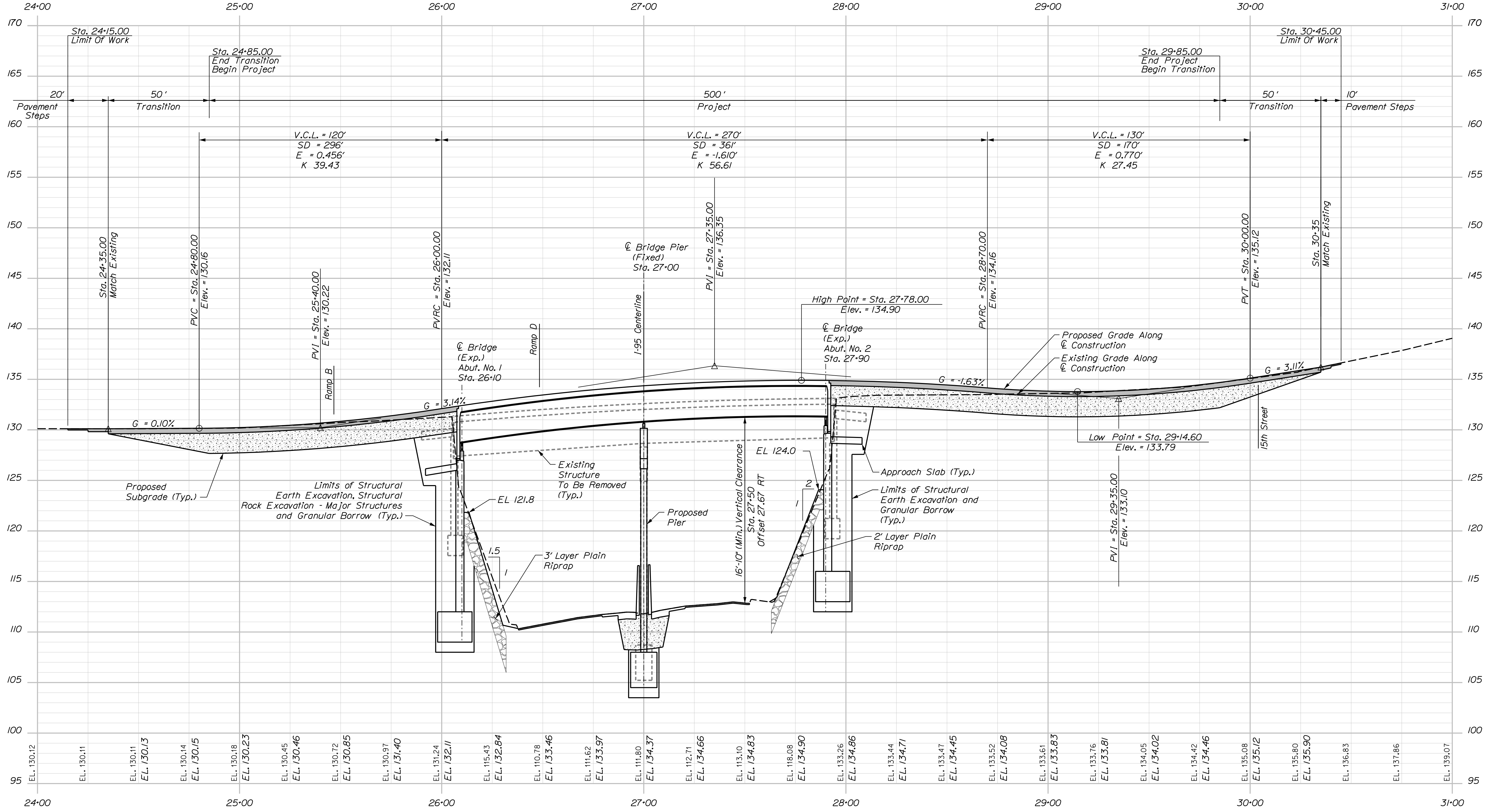
SIGNATURE	P.E. NUMBER	DATE

Date: 9/3/2019

Username:

Division:

Filename: ... \Drawings\007_Profile.dgn



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		STP-1872(200)		BRIDGE NO. 5790		WIN		018722.00		BRIDGE PLANS	
OHIO STREET BRIDGE INTERSTATE 95 PENOBSCOT COUNTY		BANGOR		PROFILE		SHEET NUMBER		7		OF 73	
PROJ. MANAGER	M. PARLIN	BY	D. D'APALO	DATE	07-19	SIGNATURE		P.E. NUMBER		DATE	
DESIGN-DETAILED	T. AQUILAR	CHECKED-REVIEWED	B. COLBURN	T. MCALIFFE	07-19	DESIGN-DETAILED2		REVISIONS 1			
						DESIGN-DETAILED3		REVISIONS 2			
								REVISIONS 3			
								REVISIONS 4			
								FIELD CHANGES			

Date: 8/27/2019

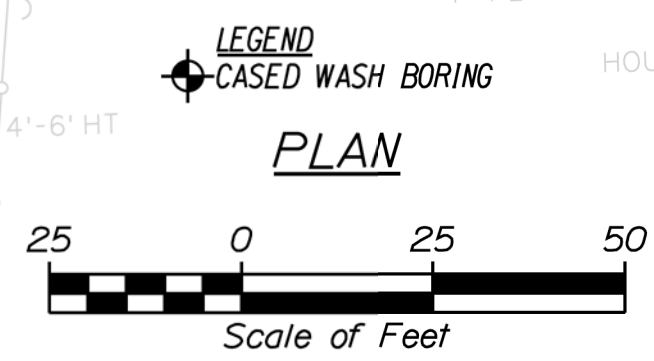
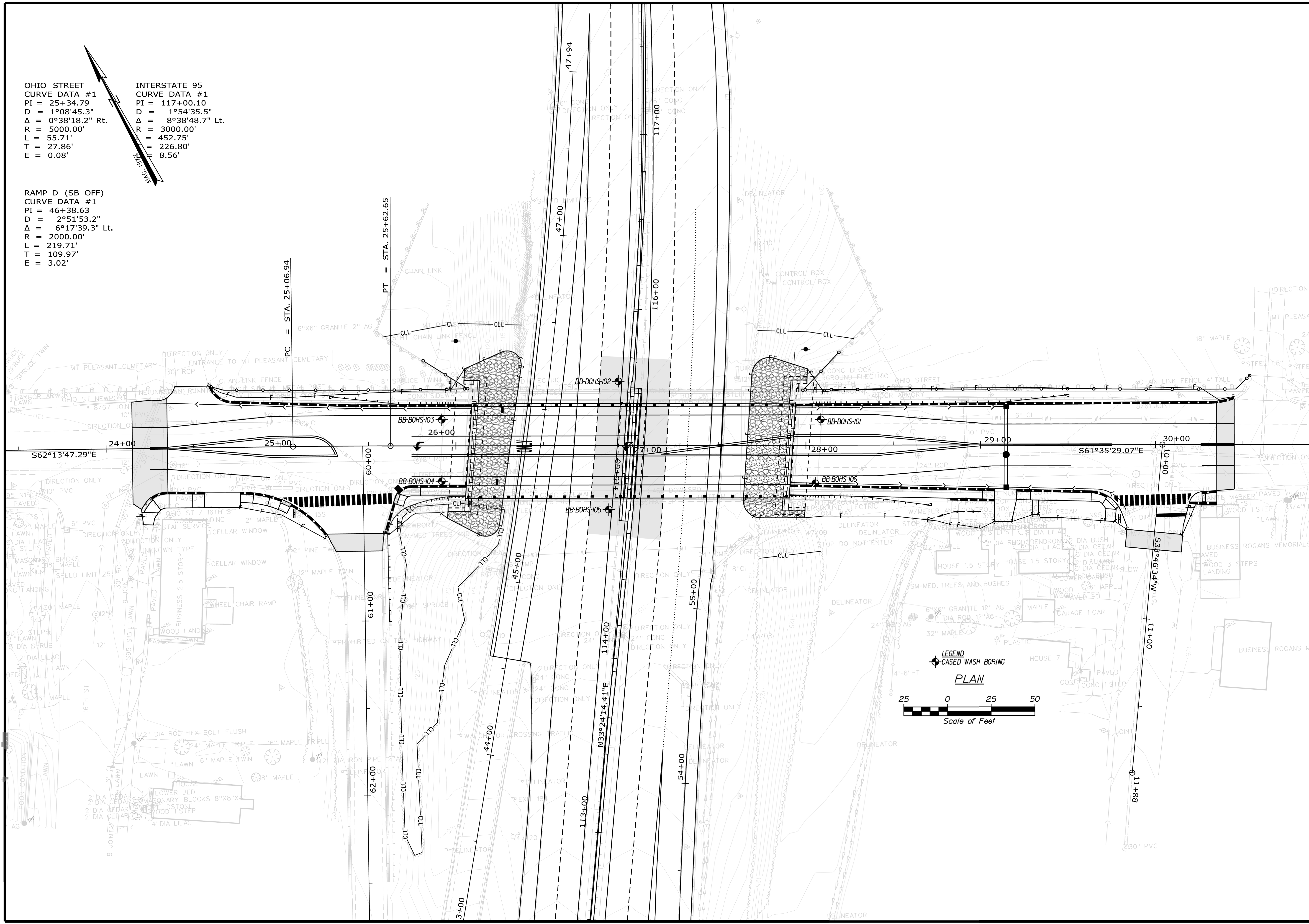
Username: Terry.White

Filename: ... \00\GEOTECH\MSTA008_BLP1.dgn Division: GEOTECH

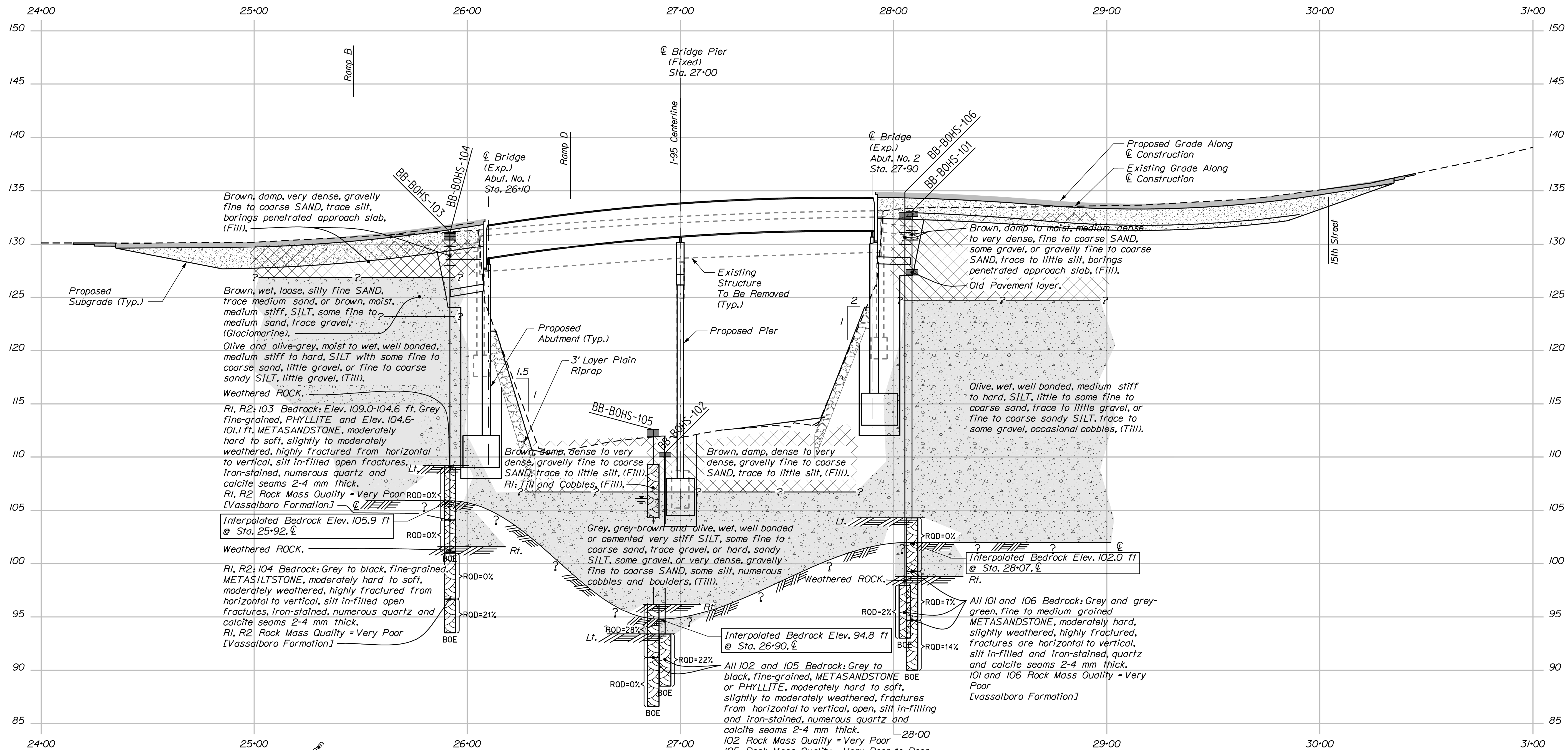
OHIO STREET
 CURVE DATA #1
 PI = 25+34.79
 D = 1°08'45.3"
 Δ = 0°38'18.2" Rt.
 R = 5000.00'
 L = 55.71'
 T = 27.86'
 E = 0.08'

INTERSTATE 95
 CURVE DATA #1
 PI = 117+00.10
 D = 1°54'35.5"
 Δ = 8°38'48.7" Lt.
 R = 3000.00'
 L = 452.75'
 T = 226.80'
 E = 8.56'

RAMP D (SB OFF)
 CURVE DATA #1
 PI = 46+38.63
 D = 2°51'53.2"
 Δ = 6°17'39.3" Lt.
 R = 2000.00'
 L = 219.71'
 T = 109.97'
 E = 3.02'



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
BANGOR		PENOBSCOT COUNTY	
OHIO STREET BRIDGE		INTERSTATE 95	
BORING LOCATION PLAN		SHEET NUMBER	
STP-1872(200)		8	
BRIDGE NO. 5790		OF 73	
WIN		018722.00	
BRIDGE PLANS			
PROJ. MANAGER	DATE	BY	DATE
DESIGN-DETAILED			
CHECKED-REVIEWED			
DESIGNS-DETAILED	APR 2019	T. WHITE	
DESIGNS-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
		SIGNATURE	DATE
		P.E. NUMBER	DATE



LEGEND

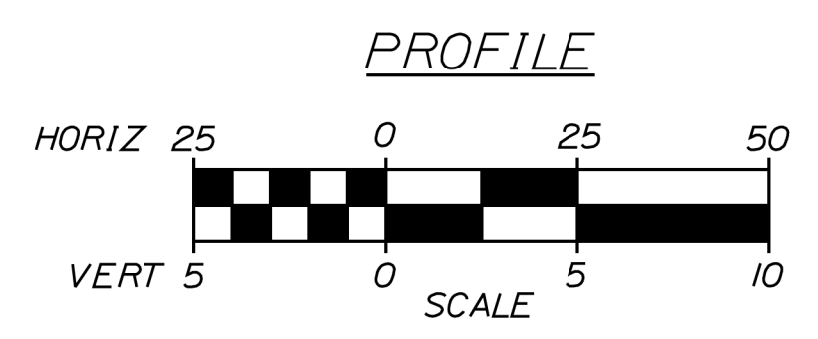
Boring No. of Feet + Ft. shown

Pavement Thickness if applicable

Strata Interface

ROD= Rock Quality Designation for Rock Core Sample

BOE= Bottom Of Exploration



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

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		STP-1872(200)		BRIDGE NO. 5790		WIN		018722.00		BRIDGE PLANS	
OHIO STREET BRIDGE		INTERSTATE 95		PENOBSCOT COUNTY		BANGOR		SHEET NUMBER		9		OF 73	
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	APR 2019	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4
INTERPRETIVE SUBSURFACE PROFILE													

Maine Department of Transportation		Project: Ohio Street Overpass of I-95		Boring No.: BB-BQHS-103	
Soil/Brock Exploration Log		Location: Bangor, Maine		WIN: 18722.00	
US CUSTOMARY UNITS					
Driller: MainDOT-Northern Test Boring	Elevation (ft.): 131.1	Auger ID/OD: 5" Solid Stem	Operator: Giguere/Giles-Wike/Wike	Date: 5/20/09-5/20/09	Drilling Method: Closed Wash Boring
Operator: Giguere/Giles-Wike/Wike	Date: N/A	Sampler: Standard Split Spoon	Logged By: B. Willer	Core Barrels: NQ-2"	Water Level: None Observed
Drilling Method: Closed Wash Boring	Core Barrels: NQ-2"	Water Level: None Observed	Home Efficiency Factor: 0.76	Home Type: Automatic	Hydraulic
Home Efficiency Factor: 0.76	Home Type: Automatic	Hydraulic	Rope & Catched		
<p>Definitions: S = Split Spoon Sample; SA = Solid Stem Auger; U = Unsuccessful Split Spoon Sample attempt; W = Water Content; Percent; L = Liquid Limit; P = Plasticity Index; H = Home Efficiency Factor - Annual Calibration Value; P1 = Plasticity Index; W = Water Level; WSP = Weight of Soil or Core; C = Consolidation Test</p>					
Sample Information		Visual Description and Remarks		Laboratory Testing Results/ASHTO and Unified Class	
Depth (ft.)	Pen./Rec. (ft.)	Sample Depth (ft.)	Blows / 6 in. Penetration (per 100 ft)	Moisture (%)	Grain Size
0		0.00			PAVEMENT
10	3.6/3	1.00 - 1.30	50/3.6/1		Brown, damp, very dense, gravelly fine to medium sand, (F711).
5	20	24/24	5.00 - 7.00	2/3/3/2	Failure
10	30	24/20	10.00 - 12.00	5/8/8/12	Failure
15	40	24/22	15.00 - 11.00	8/10/12/12	22 28
20	50	22.8/18	20.00 - 21.90	11/13/13/50/4.81	26 33
25	60	36/27	21.00 - 30.00		ROD = 0%
30	70				
35					
40					
45					
50					

Maine Department of Transportation		Project: Ohio Street Overpass of I-95		Boring No.: BB-BQHS-104	
Soil/Brock Exploration Log		Location: Bangor, Maine		WIN: 18722.00	
US CUSTOMARY UNITS					
Driller: Northern Test Boring	Elevation (ft.): 131.0	Auger ID/OD: 5" Solid Stem	Operator: Mike/Mike	Date: 5/13/09-13/09-15/09	Drilling Method: Closed Wash Boring
Operator: Mike/Mike	Date: N/A	Sampler: Standard Split Spoon	Logged By: B. Willer	Core Barrels: NQ-2"	Water Level: None Observed
Drilling Method: Closed Wash Boring	Core Barrels: NQ-2"	Water Level: None Observed	Home Efficiency Factor: 0.76	Home Type: Automatic	Hydraulic
Home Efficiency Factor: 0.76	Home Type: Automatic	Hydraulic	Rope & Catched		
<p>Definitions: S = Split Spoon Sample; SA = Solid Stem Auger; U = Unsuccessful Split Spoon Sample attempt; W = Water Content; Percent; L = Liquid Limit; P = Plasticity Index; H = Home Efficiency Factor - Annual Calibration Value; P1 = Plasticity Index; W = Water Level; WSP = Weight of Soil or Core; C = Consolidation Test</p>					
Sample Information		Visual Description and Remarks		Laboratory Testing Results/ASHTO and Unified Class	
Depth (ft.)	Pen./Rec. (ft.)	Sample Depth (ft.)	Blows / 6 in. Penetration (per 100 ft)	Moisture (%)	Grain Size
0		0.00			PAVEMENT
10	24/24	5.00 - 7.00	3/3/3/3	6 8	Brown, moist, medium stiff SILT, some fine to medium sand, trace gravel (G10/clayey fine).
15	30	24/16	15.00 - 11.00	8/11/20/23	31 39
20	40	24/14	20.00 - 22.00	11/16/10/14	26 33
25	50	24/18	25.00 - 27.00	13/14/14/13	28 35
30	60	31.6/24	30.00 - 34.30		ROD = 0%
35	70	36.4/36.4	34.30 - 37.50		ROD = 21%
40					
45					
50					

Maine Department of Transportation		Project: Ohio Street Overpass of I-95		Boring No.: BB-BQHS-102	
Soil/Brock Exploration Log		Location: Bangor, Maine		WIN: 18722.00	
US CUSTOMARY UNITS					
Driller: Northern Test Boring	Elevation (ft.): 110.4	Auger ID/OD: 5" Solid Stem	Operator: Mike/Mike	Date: 5/20/09-5/20/09	Drilling Method: Closed Wash Boring
Operator: Mike/Mike	Date: N/A	Sampler: Standard Split Spoon	Logged By: M. Morneau	Core Barrels: NQ-2"	Water Level: None Observed
Drilling Method: Closed Wash Boring	Core Barrels: NQ-2"	Water Level: None Observed	Home Efficiency Factor: 0.68	Home Type: Automatic	Hydraulic
Home Efficiency Factor: 0.68	Home Type: Automatic	Hydraulic	Rope & Catched		
<p>Definitions: S = Split Spoon Sample; SA = Solid Stem Auger; U = Unsuccessful Split Spoon Sample attempt; W = Water Content; Percent; L = Liquid Limit; P = Plasticity Index; H = Home Efficiency Factor - Annual Calibration Value; P1 = Plasticity Index; W = Water Level; WSP = Weight of Soil or Core; C = Consolidation Test</p>					
Sample Information		Visual Description and Remarks		Laboratory Testing Results/ASHTO and Unified Class	
Depth (ft.)	Pen./Rec. (ft.)	Sample Depth (ft.)	Blows / 6 in. Penetration (per 100 ft)	Moisture (%)	Grain Size
0		0.00			PAVEMENT
10	24/12	2.00 - 4.00	6/18/18/30	36 41	Brown, damp, dense, gravelly fine to coarse sand, trace silt (F711).
15	30	1.2/1	15.00 - 15.10	100/1.2/1	
20	40	58.8/48	17.00 - 21.90	ROD = 22%	NO-2
25					
30					
35					
40					
45					
50					

Maine Department of Transportation		Project: Ohio Street Overpass of I-95		Boring No.: BB-BQHS-105	
Soil/Brock Exploration Log		Location: Bangor, Maine		WIN: 18722.00	
US CUSTOMARY UNITS					
Driller: MainDOT	Elevation (ft.): 112.6	Auger ID/OD: 5" Solid Stem	Operator: Giguere/Giles	Date: 2/4/13-3/26/13	Drilling Method: Closed Wash Boring
Operator: Giguere/Giles	Date: N/A	Sampler: Standard Split Spoon	Logged By: B. Willer	Core Barrels: NQ-2"	Water Level: None Observed
Drilling Method: Closed Wash Boring	Core Barrels: NQ-2"	Water Level: None Observed	Home Efficiency Factor: 0.84	Home Type: Automatic	Hydraulic
Home Efficiency Factor: 0.84	Home Type: Automatic	Hydraulic	Rope & Catched		
<p>Definitions: S = Split Spoon Sample; SA = Solid Stem Auger; U = Unsuccessful Split Spoon Sample attempt; W = Water Content; Percent; L = Liquid Limit; P = Plasticity Index; H = Home Efficiency Factor - Annual Calibration Value; P1 = Plasticity Index; W = Water Level; WSP = Weight of Soil or Core; C = Consolidation Test</p>					
Sample Information		Visual Description and Remarks		Laboratory Testing Results/ASHTO and Unified Class	
Depth (ft.)	Pen./Rec. (ft.)	Sample Depth (ft.)	Blows / 6 in. Penetration (per 100 ft)	Moisture (%)	Grain Size
0		0.00			PAVEMENT
10	15.6/12	2.00 - 3.30	13/28/50/13.6/1		Brown, damp, very dense, gravelly, fine to coarse sand, little silt.
15	30	16.8/16.8	15.00 - 16.40	10/32/50/4.8/1	
20	40	55.2/55.2	21.40 - 26.90	ROD = 0%	
25					
30					
35					
40					
45					
50					

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1872(200)
WIN 018722.00
BRIDGE NO. 5790
BRIDGE PLANS

OHIO STREET BRIDGE
INTERSTATE 95
PENOBSCOT COUNTY
BANGOR

SIGNATURE: L. KRUSINSKI
DATE: APR 2019
P.E. NUMBER: _____
DATE: _____

REVISIONS: 1, 2, 3, 4
FIELD CHANGES

BORING LOGS (1 OF 2)

SHEET NUMBER 10 OF 73

Date: 9/3/2019

Username:

Division:

Filename: ...Drawings\012_Curbing_Plan.dgn

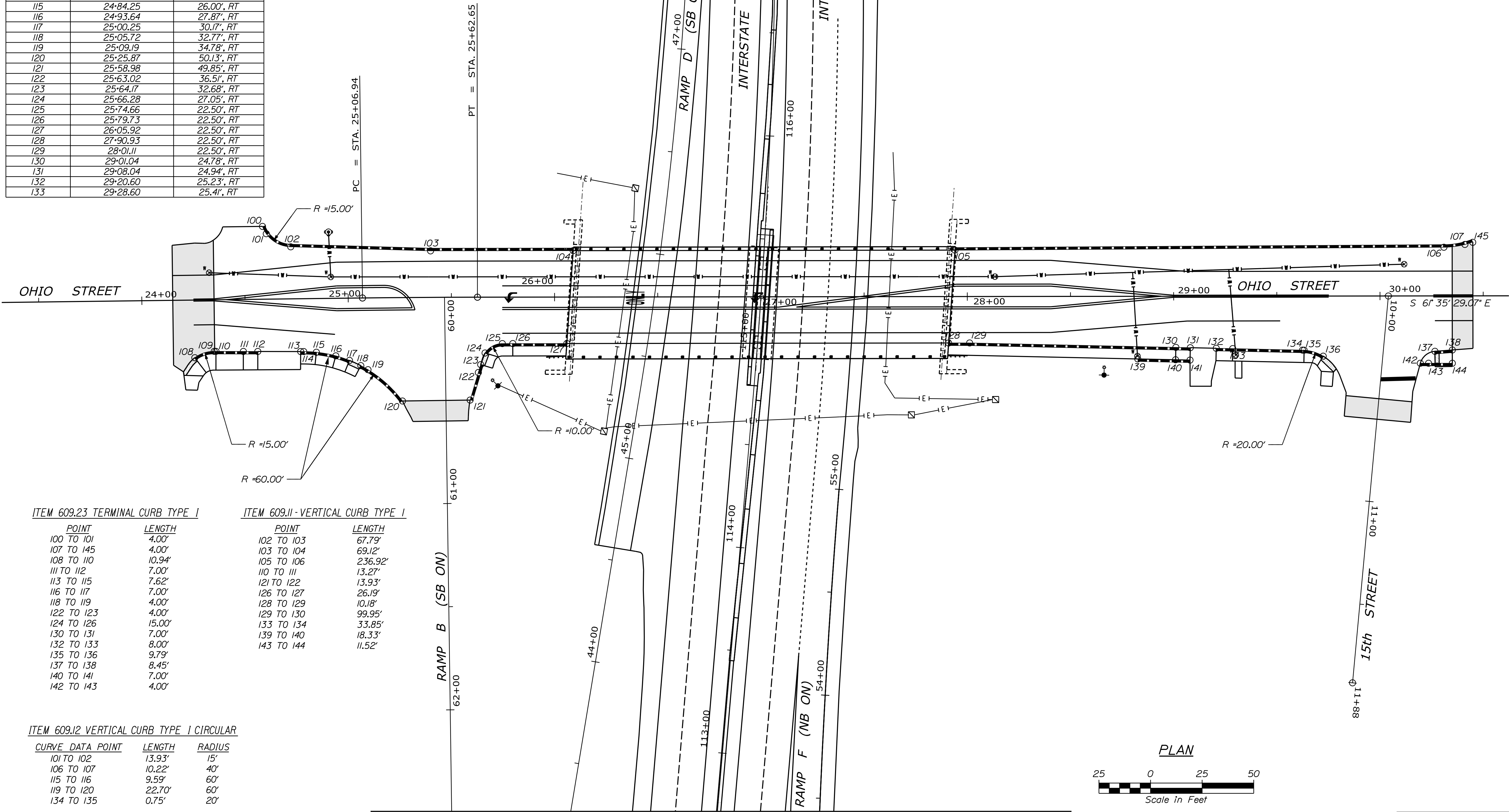
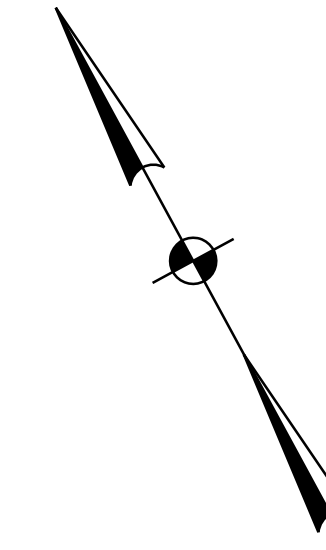
Point	Station	Offset
100	24+58.91	35.30', LT
101	24+60.71	31.74', LT
102	24+72.46	25.24', LT
103	25+40.04	22.55', LT
104	26+09.07	22.50', LT
105	27+94.08	22.50', LT
106	30+31.00	23.58', LT
107	30+41.50	25.59', LT
108	24+25.32	27.93', RT
109	24+34.77	24.96', RT
110	24+35.62	24.97', RT
111	24+48.88	25.18', RT
112	24+55.88	25.28', RT
113	24+76.64	25.58', RT
114	24+78.12	25.60', RT
115	24+84.25	26.00', RT
116	24+93.64	27.87', RT
117	25+00.25	30.17', RT
118	25+05.72	32.77', RT
119	25+09.19	34.78', RT
120	25+25.87	50.13', RT
121	25+58.98	49.85', RT
122	25+63.02	36.51', RT
123	25+64.17	32.68', RT
124	25+66.28	27.05', RT
125	25+74.66	22.50', RT
126	25+79.73	22.50', RT
127	26+05.92	22.50', RT
128	27+90.93	22.50', RT
129	28+01.11	22.50', RT
130	29+01.04	24.78', RT
131	29+08.04	24.94', RT
132	29+20.60	25.23', RT
133	29+28.60	25.41', RT

Point	Station	Offset
134	29+62.44	26.19', RT
135	29+63.19	26.22', RT
136	29+72.44	29.13', RT
137	30+26.52	26.86', RT
138	30+35.00	26.22', RT
139	28+82.57	30.36', RT
140	29+00.90	30.78', RT
141	29+07.90	30.94', RT
142	30+19.48	32.63', RT
143	30+23.48	32.63', RT
144	30+35.00	32.65', RT
145	30+45.00	26.15', LT

ITEM 608.26 CURB RAMP DETECTABLE WARNING FIELD

LOCATION

STA. 24+20, RT
 STA. 24+99, RT
 STA. 25+65, RT
 STA. 29+71, RT
 STA. 30+20, RT



ITEM 609.23 TERMINAL CURB TYPE I

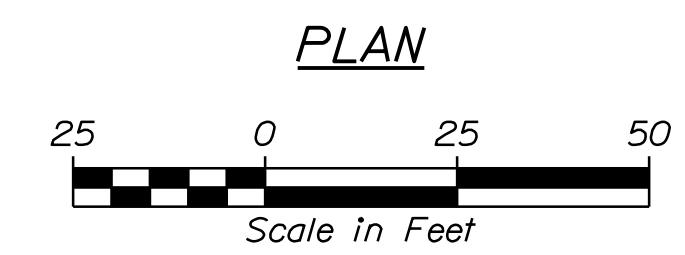
POINT	LENGTH
100 TO 101	4.00'
107 TO 145	4.00'
108 TO 110	10.94'
111 TO 112	7.00'
113 TO 115	7.62'
116 TO 117	7.00'
118 TO 119	4.00'
122 TO 123	4.00'
124 TO 126	15.00'
130 TO 131	7.00'
132 TO 133	8.00'
135 TO 136	9.79'
137 TO 138	8.45'
140 TO 141	7.00'
142 TO 143	4.00'

ITEM 609.11 - VERTICAL CURB TYPE I

POINT	LENGTH
102 TO 103	67.79'
103 TO 104	69.12'
105 TO 106	236.92'
110 TO 111	13.27'
121 TO 122	13.93'
126 TO 127	26.19'
128 TO 129	10.18'
129 TO 130	99.95'
133 TO 134	33.85'
139 TO 140	18.33'
143 TO 144	11.52'

ITEM 609.12 VERTICAL CURB TYPE I CIRCULAR

CURVE DATA POINT	LENGTH	RADIUS
101 TO 102	13.93'	15'
106 TO 107	10.22'	40'
115 TO 116	9.59'	60'
119 TO 120	22.70'	60'
134 TO 135	0.75'	20'



STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 STP-1872(200)

BRIDGE NO. 5790
 WIN
 018722.00

PROJ. MANAGER	DATE	BY	DATE
M. PARLIN	07-19	D. D'PAOLO	07-19
T. ACULAR		T. COLBURN	
T. MCALLIFFE			

OHIO STREET BRIDGE
 INTERSTATE 95
 BANGOR PENOBSCOT COUNTY
 CURBING PLAN

SHEET NUMBER

12

OF 73



Date: 9/3/2019

Username:

Division:

Filename: ... \013_Signing_Plan_1.dgn

PAVEMENT MARKINGS LEGEND

4'SWEL	4' SINGLE WHITE EDGE LINE
4'SWLL	4' SINGLE WHITE LANE LINE
4'BWLL	4' BROKEN WHITE LANE LINE
4'DWLL	4' DOTTED WHITE LANE LINE
6'SWEL	6' SINGLE WHITE EDGE LINE
6'BWLL	6' BROKEN WHITE LANE LINE
6'DWLL	6' DOTTED WHITE LANE LINE
12'SWEL	12' SINGLE WHITE EDGE LINE
4'DYCL	4' DOUBLE YELLOW CENTER LINE
4'DYLL	4' DOUBLE YELLOW LANE LINE
6'SYEL	6' SINGLE YELLOW EDGE LINE
24'WSL	24' WHITE STOP LINE
CW	CROSSWALK (SEE DETAIL)
	WHITE LEFT ARROW
	WHITE "ONLY" MESSAGE

ITEM 645.106 - REINSTALL REG. WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGN

STA 24+19.3, 38.5' RT	STA 27+96.1, 32.9' LT
STA 25+07.2, 38.2' RT*	STA 24+96.8, 32.5' LT
STA 25+67.3, 45.9' RT	STA 29+79.4, 41.7' RT*
STA 25+97.2, 34.7' LT	STA 30+19.6, 35.8' RT
STA 26+07.7, 32.1' RT	STA 25+08.9, 37.2' RT
STA 25+68.0, 35.3' RT	STA 27+66.6, 48.6' LT
*DOUBLE SIDED ASSEMBLY	

ITEM 645.108 - REINSTALL POLE

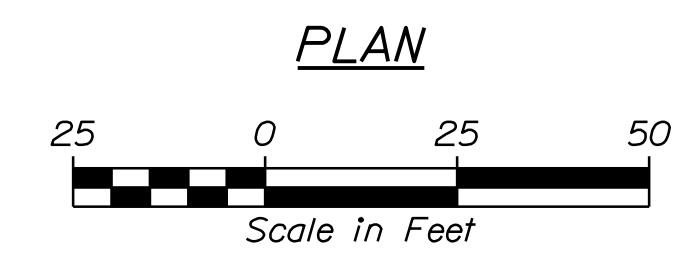
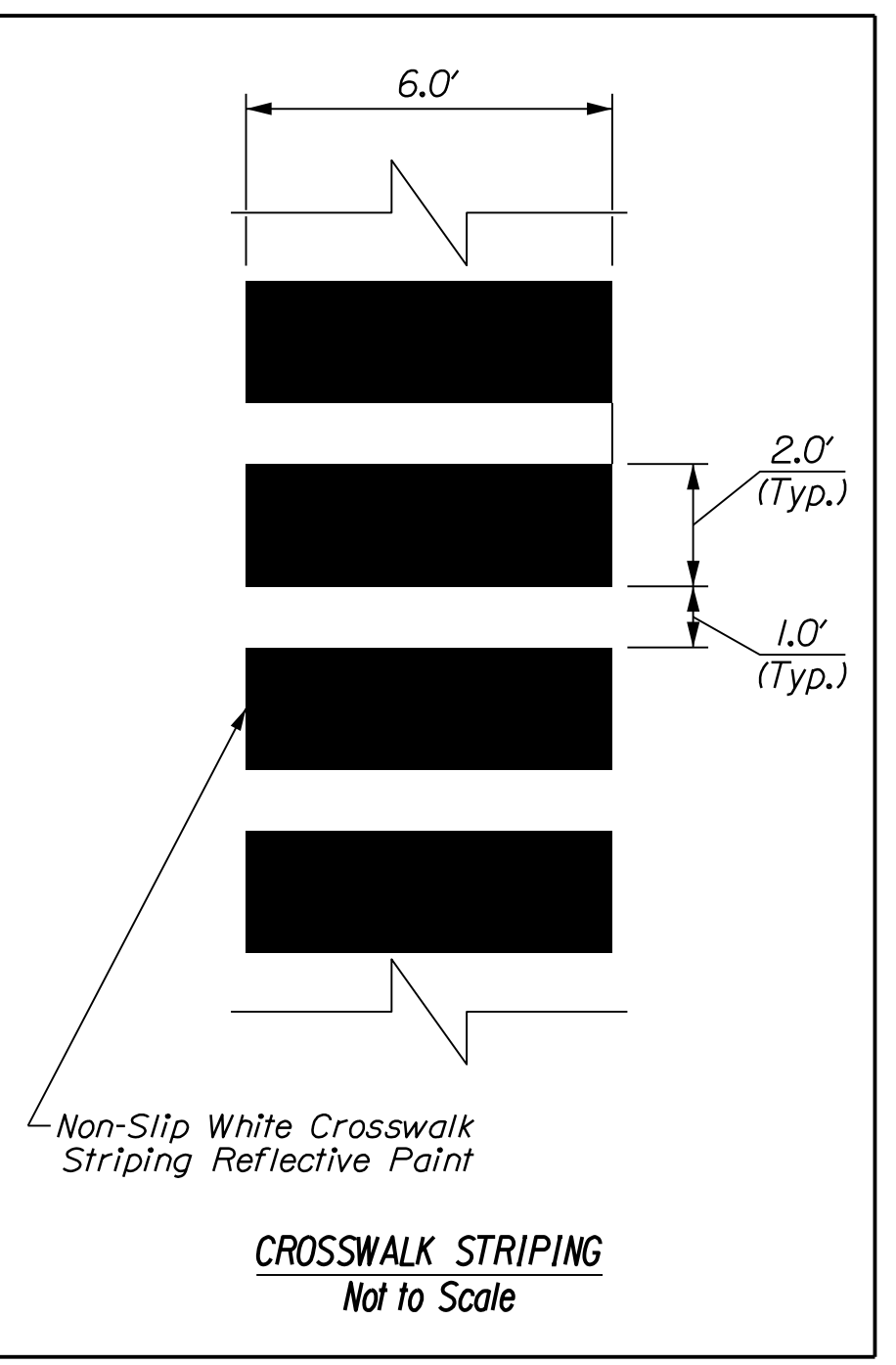
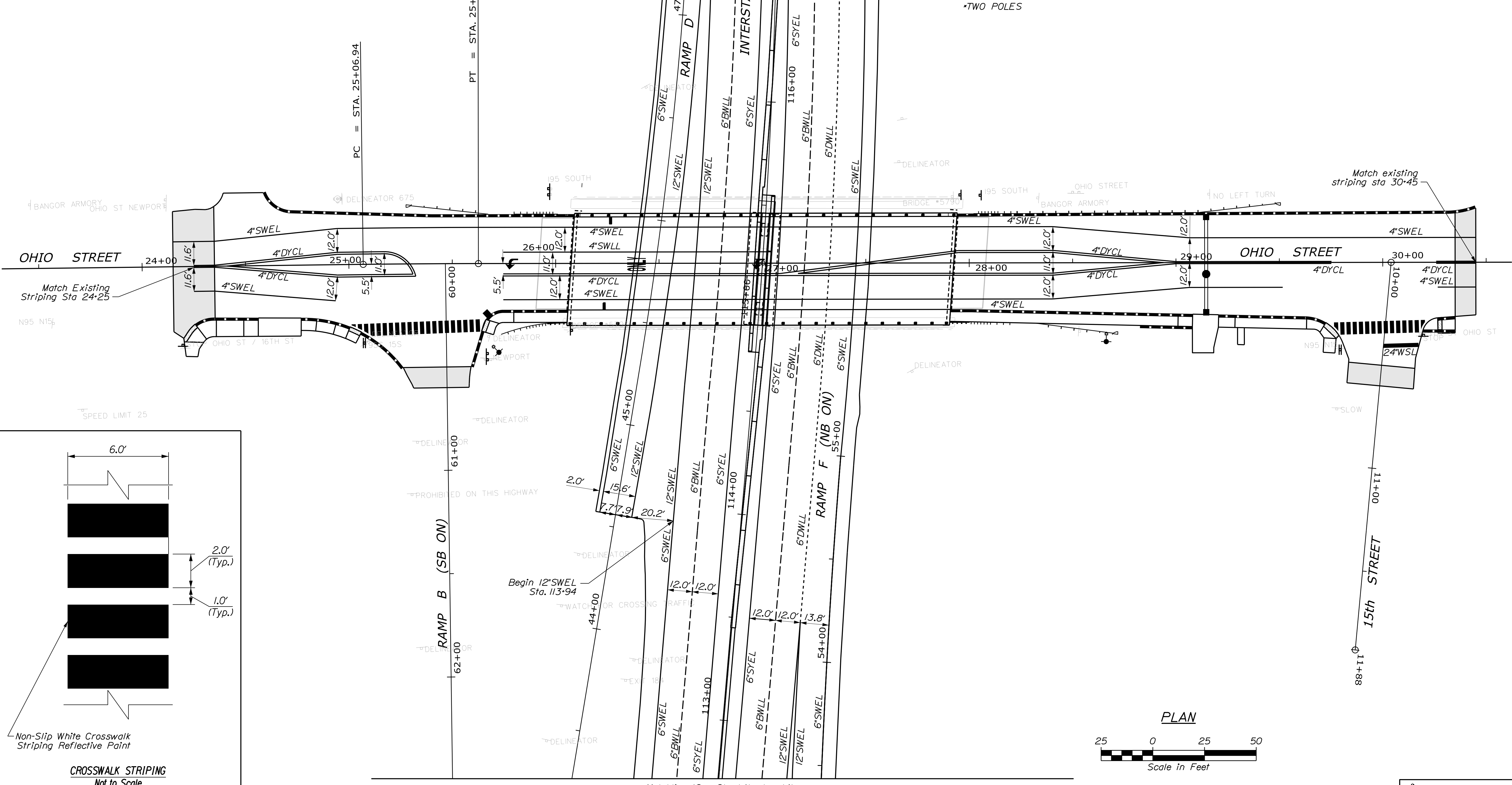
STA 24+19.3, 38.55' RT	STA 27+96.1, 32.2' LT
STA 25+07.2, 38.2' RT	STA 24+96.8, 35.3' RT
STA 25+67.3, 45.9' RT*	STA 29+79.4, 41.7' RT
STA 25+97.2, 34.7' LT*	STA 30+19.6, 35.8' RT
STA 26+07.7, 32.1' RT	STA 25+08.9, 37.2' RT
STA 25+68.0, 35.3' RT	STA 27+66.6, 48.6' LT
*TWO POLES	

ITEM 645.106 - DEMOUNT REG. WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGN



STA 24+20.4, 39.6' RT	STA 27+96.1, 32.2' LT
STA 24+96.8, 32.5' LT	STA 25+08.9, 37.2' RT
STA 25+07.2, 38.2' RT*	STA 28+05.9, 31.4' LT
STA 25+67.3, 45.9' RT	STA 25+68.0, 35.3' RT
STA 27+66.6, 48.6' LT	STA 29+79.4, 41.7' RT*
STA 25+97.2, 34.7' LT	STA 30+18.6, 35.8' RT
STA 26+07.7, 32.1' RT	
*DOUBLE SIDED ASSEMBLY	

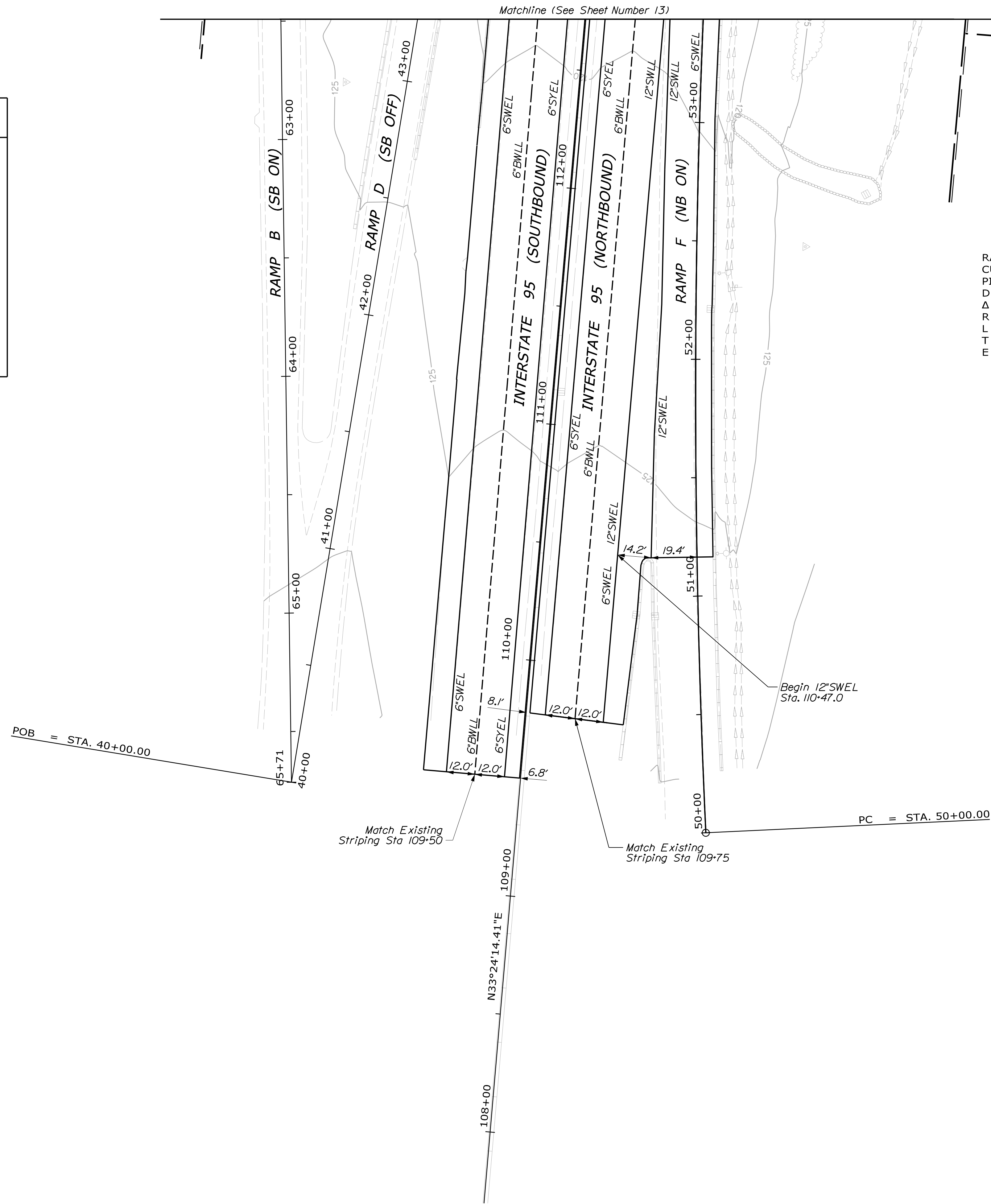
ITEM 645.108 - DEMOUNT POLE

STA 24+20.4, 39.6' RT	STA 27+96.1, 32.2' LT
STA 24+96.8, 32.5' LT	STA 25+08.9, 37.2' RT
STA 25+07.2, 38.2' RT	STA 28+05.9, 31.4' LT
STA 25+67.3, 45.9' RT*	STA 25+68.0, 35.3' RT
STA 27+66.6, 48.6' LT	STA 28+51.6, 33.6' LT*
STA 25+97.2, 34.7' LT*	STA 29+79.4, 41.7' RT
STA 26+07.7, 32.1' RT	STA 30+18.6, 35.8' RT
*TWO POLES	

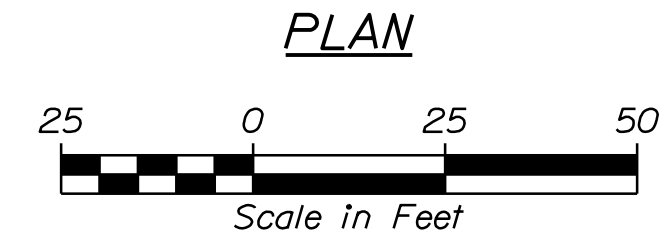


STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
STP-1872(200)		BRIDGE NO. 5790	
WIN		018722.00	
BRIDGE PLANS			
PROJ. MANAGER	M. PARLIN	BY	D. D'PAOLO
DESIGN-DETAILED	T. ACULAR	DATE	07-19
CHECKED-REVIEWED	B. COLBURN		T. MCALLIFFE
DESIGN-DETAILED2		SIGNATURE	
REVISIONS 1		P.E. NUMBER	
REVISIONS 2		DATE	
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
OHIO STREET BRIDGE			
INTERSTATE 95			
PENOBSCOT COUNTY			
BANGOR			
SIGNING AND STRIPING PLAN			
(1 OF 3)			
SHEET NUMBER			
13			
OF 73			

PAVEMENT MARKINGS LEGEND	
4'SWEL	4' SINGLE WHITE EDGE LINE
4'SWLL	4' SINGLE WHITE LANE LINE
4'BWLL	4' BROKEN WHITE LANE LINE
4'DWLL	4' DOTTED WHITE LANE LINE
6'SWEL	6' SINGLE WHITE EDGE LINE
6'BWLL	6' BROKEN WHITE LANE LINE
6'DWLL	6' DOTTED WHITE LANE LINE
12'SWEL	12' SINGLE WHITE EDGE LINE
4'DYCL	4' DOUBLE YELLOW CENTER LINE
4'DYLL	4' DOUBLE YELLOW LANE LINE
6'SYEL	6' SINGLE YELLOW EDGE LINE
24'WSL	24' WHITE STOP LINE
CW	CROSSWALK (SEE DETAIL)
	WHITE LEFT ARROW
	WHITE "ONLY" MESSAGE



RAMP F (NB ON)
 CURVE DATA #1
 PI = 52+50.34
 D = 1°27'18.3"
 Δ = 7°16'31.7" Rt.
 R = 3937.60'
 L = 500.00'
 T = 250.34'
 E = 7.95'



PROJ. MANAGER	M. PARLIN	DATE	
DESIGN-DETAILED	T. AQUILAR	BY	D. D'PAOLO
CHECKED-REVIEWED	B. COLBURN	DATE	07-19
DESIGNS-DETAILED2		SIGNATURE	
DESIGNS-DETAILED3		P.E. NUMBER	
REVISIONS 1		DATE	
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



OHIO STREET BRIDGE	
INTERSTATE 95	
PENOBSCOT COUNTY	

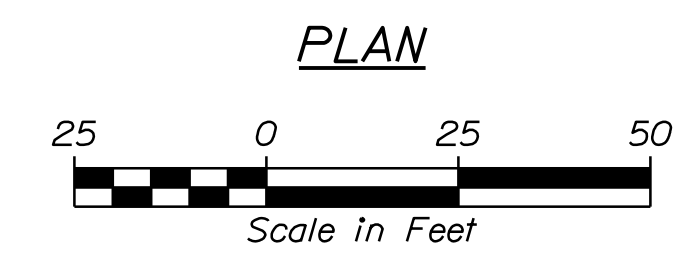
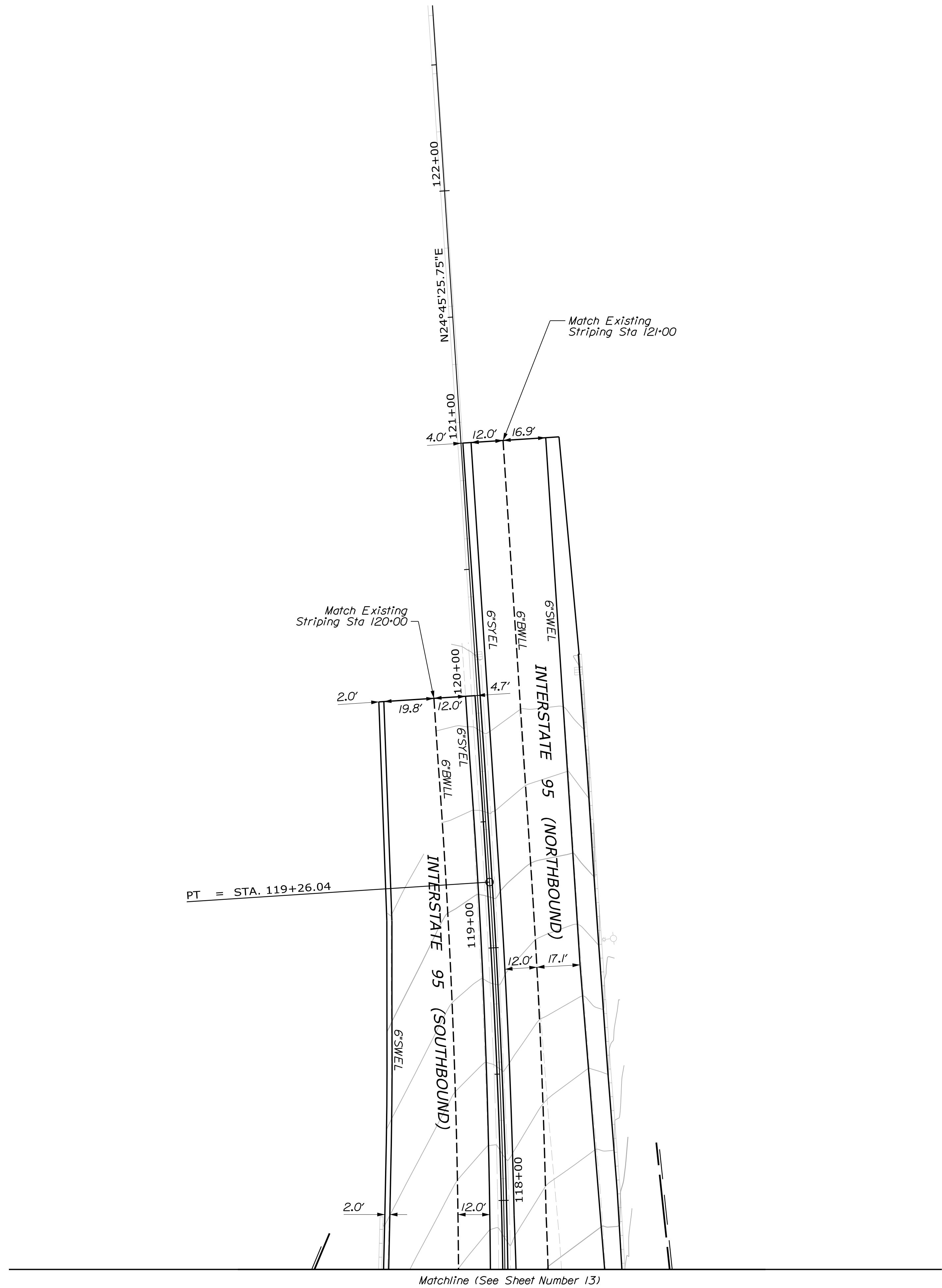
SIGNING AND STRIPING PLAN
 (2 OF 3)

SHEET NUMBER

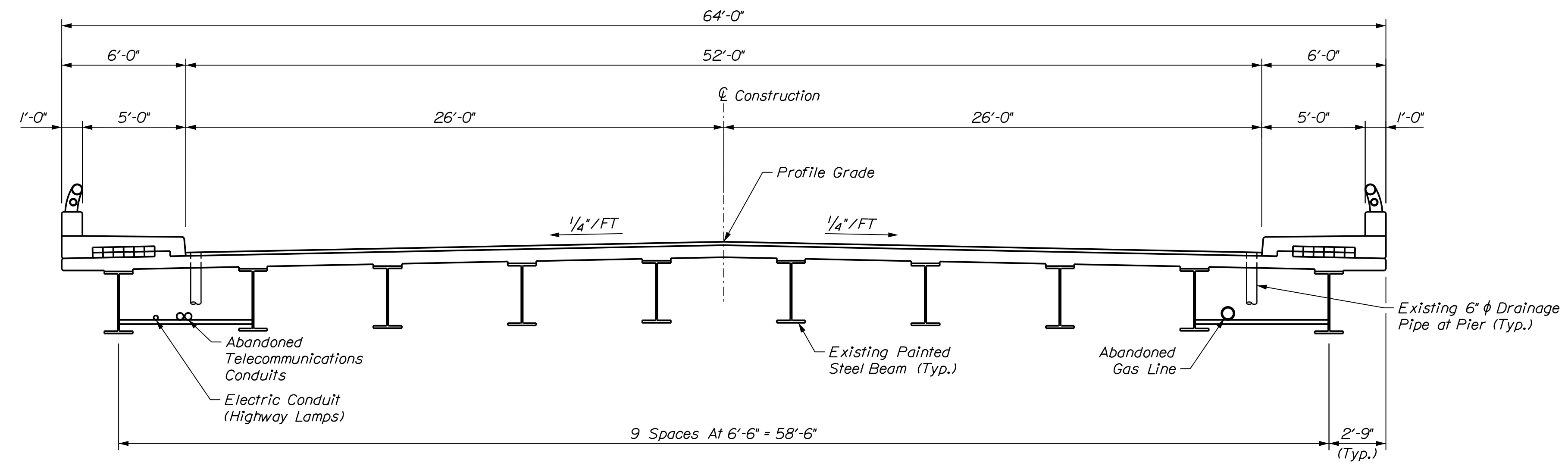
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OF 73

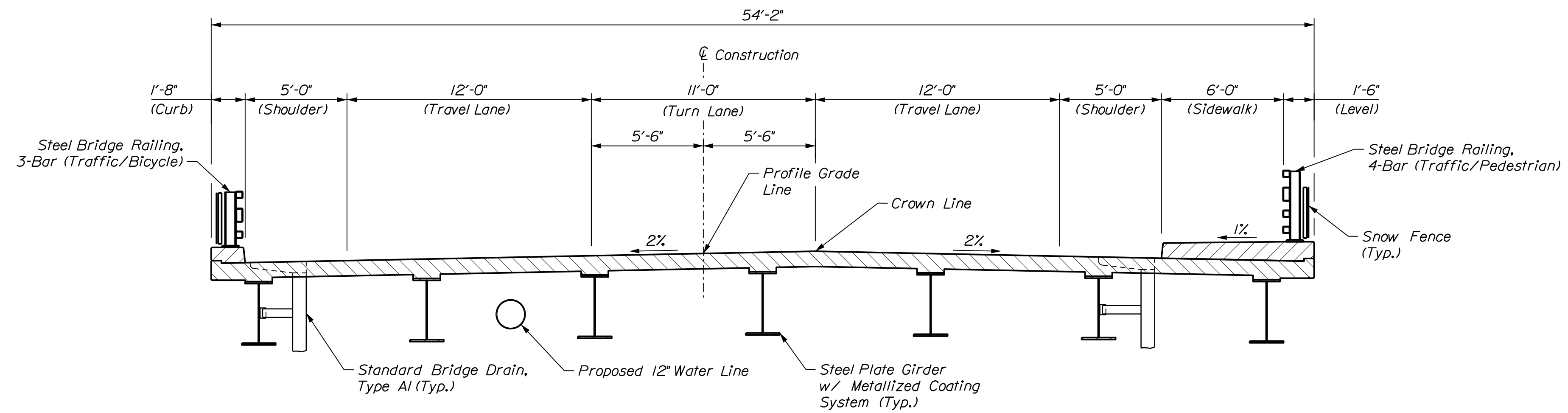
PAVEMENT MARKINGS LEGEND	
4SWEL	4" SINGLE WHITE EDGE LINE
4SWLL	4" SINGLE WHITE LANE LINE
4BWLL	4" BROKEN WHITE LANE LINE
4DWLL	4" DOTTED WHITE LANE LINE
6SWEL	6" SINGLE WHITE EDGE LINE
6BWLL	6" BROKEN WHITE LANE LINE
6DWLL	6" DOTTED WHITE LANE LINE
12SWEL	12" SINGLE WHITE EDGE LINE
4DYCL	4" DOUBLE YELLOW CENTER LINE
4DYLL	4" DOUBLE YELLOW LANE LINE
6SYEL	6" SINGLE YELLOW EDGE LINE
24WSL	24" WHITE STOP LINE
CW	CROSSWALK (SEE DETAIL)
	WHITE LEFT ARROW
	WHITE "ONLY" MESSAGE



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		STP-1872(200)	
OHIO STREET BRIDGE INTERSTATE 95 PENOBSCOT COUNTY BANGOR		SIGNING AND STRIPING PLAN (3 OF 3)	
PROJ. MANAGER	M. PARLIN	BY	D. D'PAOLO / T. MCALLIFFE
DESIGN-DETAILED	T. AGUILAR	DATE	07-19
CHECKED-REVIEWED	B. COLBURN	SIGNATURE	
DESIGNS-DETAILED2		P.E. NUMBER	
REVISIONS 1		DATE	
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
SHEET NUMBER		BRIDGE NO. 5790	
15		WIN 018722.00	
OF 73		BRIDGE PLANS	



EXISTING BRIDGE SECTION



PROPOSED BRIDGE SECTION

PROJ. MANAGER	M. PERRIN	DATE	
DESIGN-DETAILED	T. AGUILAR	BY	D. D'APALO
CHECKED-REVIEWED	B. COLBURN	DATE	07-19
DESIGN-DETAILED2		SIGNATURE	
REVISIONS 1		P.E. NUMBER	
REVISIONS 2		DATE	
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

OHIO STREET BRIDGE	
INTERSTATE 95	
BANGOR	
PENOBSCOT COUNTY	
TYPICAL SECTIONS	
(1 OF 2)	

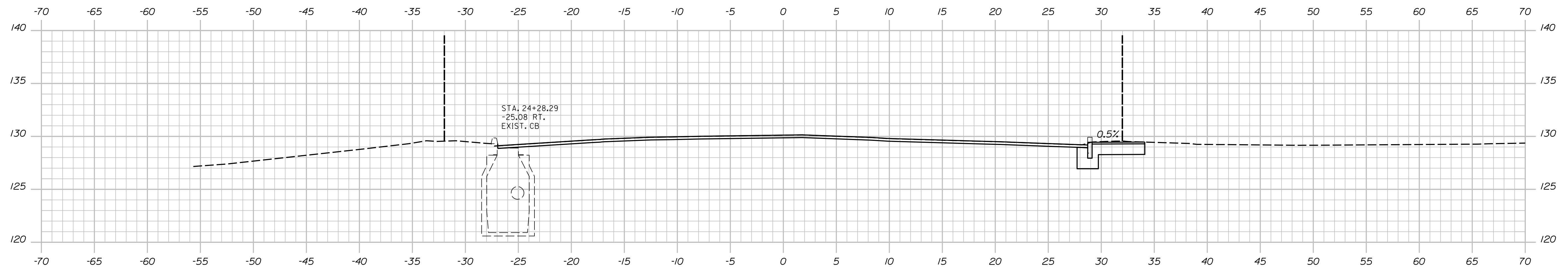
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16	
OF 73	

Date: 9/3/2019

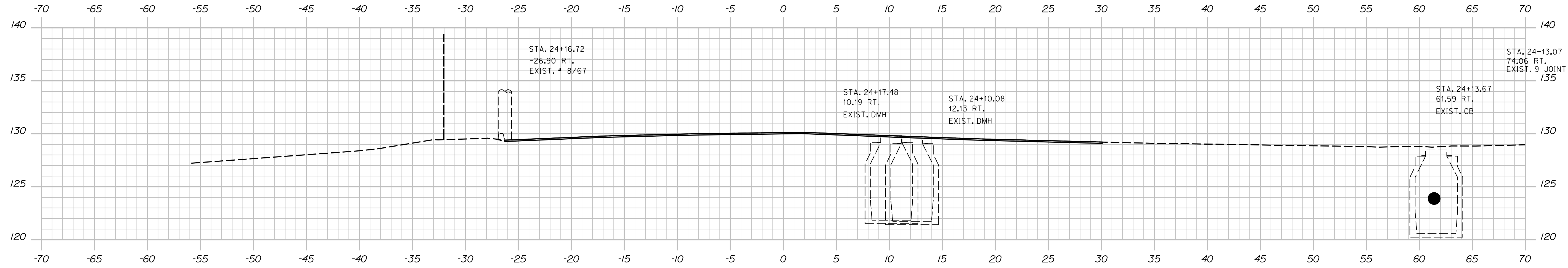
Username:

Division:

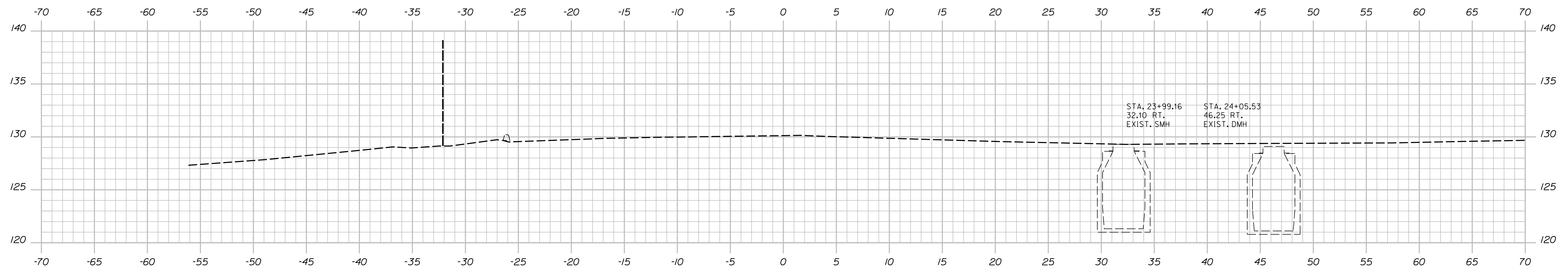
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24+25.00



24+15.00
BEGIN MILL AND OVERLAY



24+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1872(200)

BRIDGE NO. 5790
WIN
018722.00
HIGHWAY PLANS

PROJ. MANAGER	BY	DATE
M. PARIN	D. DRAPALO	07-19
DESIGN DETAILED	T. AQUILAR	07-19
CHECKED-REVIEWED	B. COLEBURN	07-19
DESIGN DETAILED	B. COLEBURN	07-19
DESIGN DETAILED	S. OZANA	07-19
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

OHIO STREET BRIDGE
OHIO STREET
PENOBSCOT COUNTY
BANGOR
CROSS SECTIONS

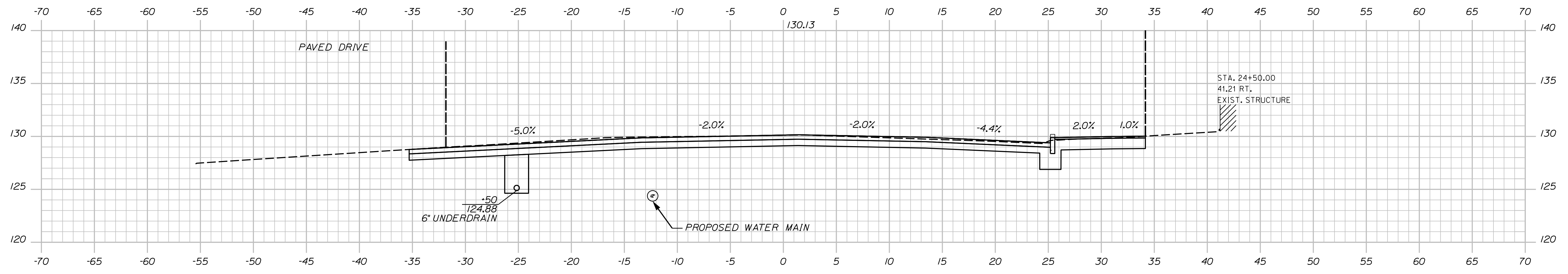
SHEET NUMBER
18
OF 73

Date: 9/3/2019

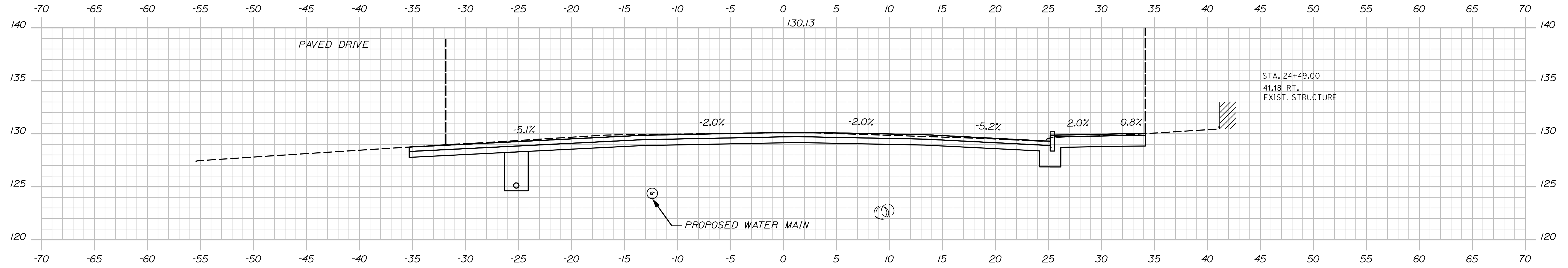
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Division:

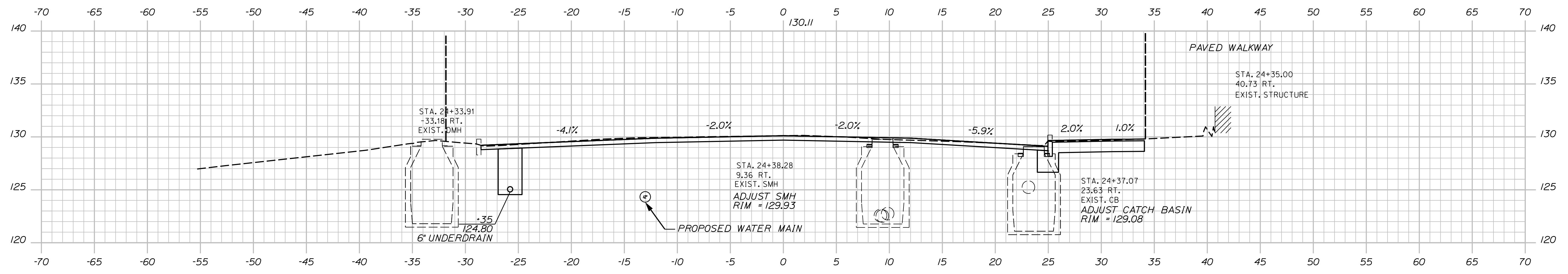
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24+50.00



24+49.00



24+35.00

BEGIN TRANSITION

DESIGNED BY	D. DEPAOLO	DATE	07-19
CHECKED BY	T. AQUILAR	DATE	07-19
DESIGNED BY	B. COLEBURN	DATE	07-19
CHECKED BY	S. OZANA	DATE	07-19
DESIGNED BY	B. COLEBURN	DATE	07-19
CHECKED BY	S. OZANA	DATE	07-19
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PROJ. MANAGER	M. PARLIN	DATE	
DESIGNED BY	D. DEPAOLO	DATE	07-19
CHECKED BY	T. AQUILAR	DATE	07-19
DESIGNED BY	B. COLEBURN	DATE	07-19
CHECKED BY	S. OZANA	DATE	07-19
DESIGNED BY	B. COLEBURN	DATE	07-19
CHECKED BY	S. OZANA	DATE	07-19
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

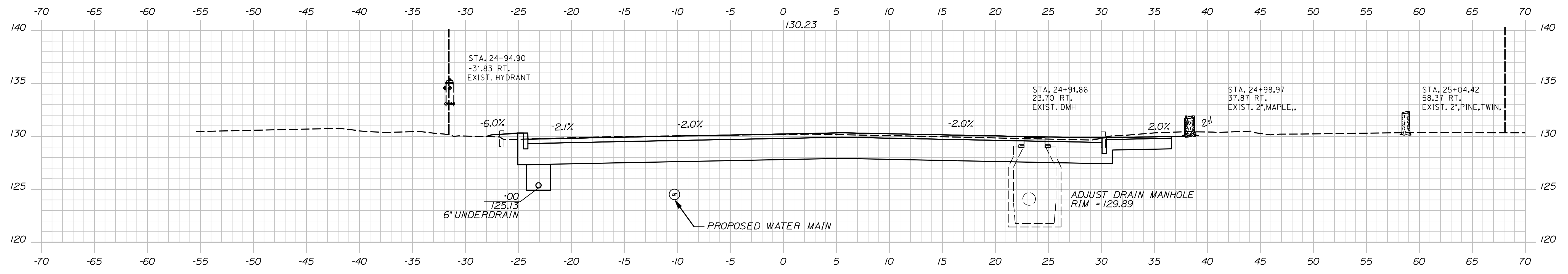
OHIO STREET BRIDGE
OHIO STREET
PENOBSCOT COUNTY
BANGOR
CROSS SECTIONS

Date: 9/3/2019

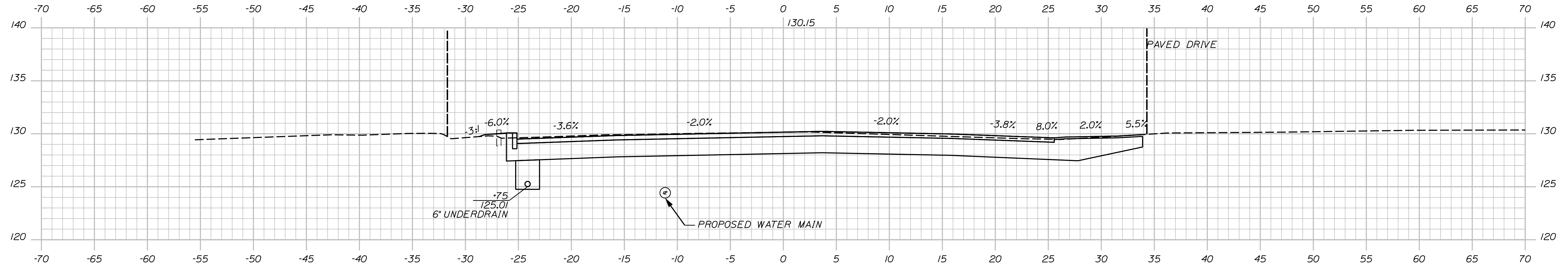
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Division:

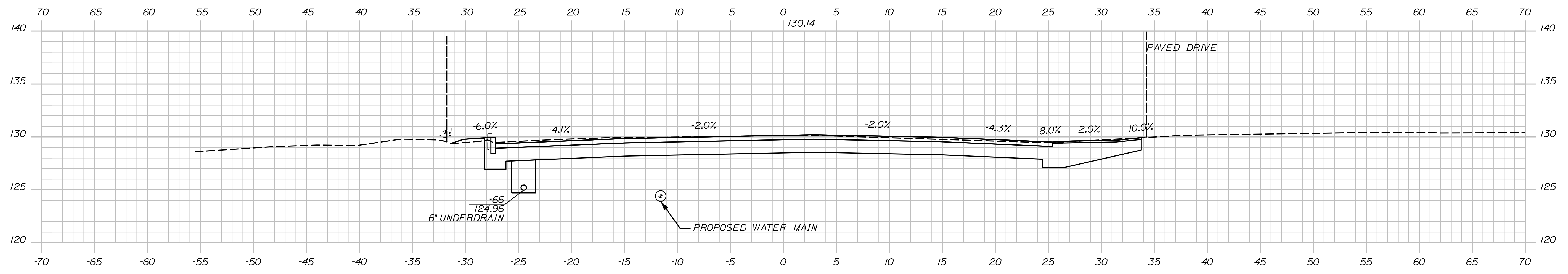
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25+00.00
 END TRANSITION BEGIN FULL DEPTH RECONSTRUCTION STA. 24+85.0



24+75.00



24+66.00

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 STP-1872(200)
 WIN
 BRIDGE NO. 5790
 018722.00
 HIGHWAY PLANS

PROJ. MANAGER	M. PARLIN	BY	D. DEPAOLO	DATE	07-19
DESIGN DETAILED	T. AQUILAR	CHECKED	T. McALLIFFE	DATE	07-19
CHECKED-REVIEWED	B. COLEBURN	DESIGNED	S. OZANA	DATE	07-19
DESIGN DETAILED	B. COLEBURN	DESIGNED	S. OZANA	DATE	07-19
REVISIONS 1		REVISIONS 1		DATE	
REVISIONS 2		REVISIONS 2		DATE	
REVISIONS 3		REVISIONS 3		DATE	
REVISIONS 4		REVISIONS 4		DATE	
FIELD CHANGES		FIELD CHANGES		DATE	

OHIO STREET BRIDGE	OHIO STREET	PENOBSCOT COUNTY
BANGOR		

CROSS SECTIONS

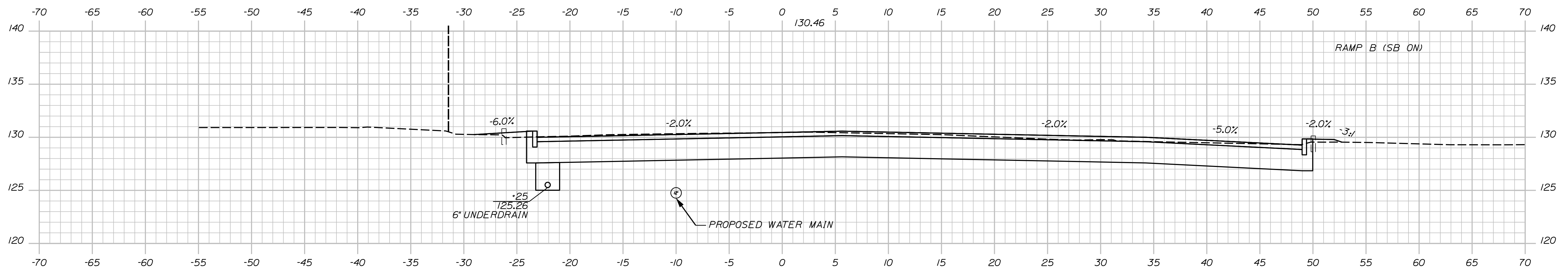
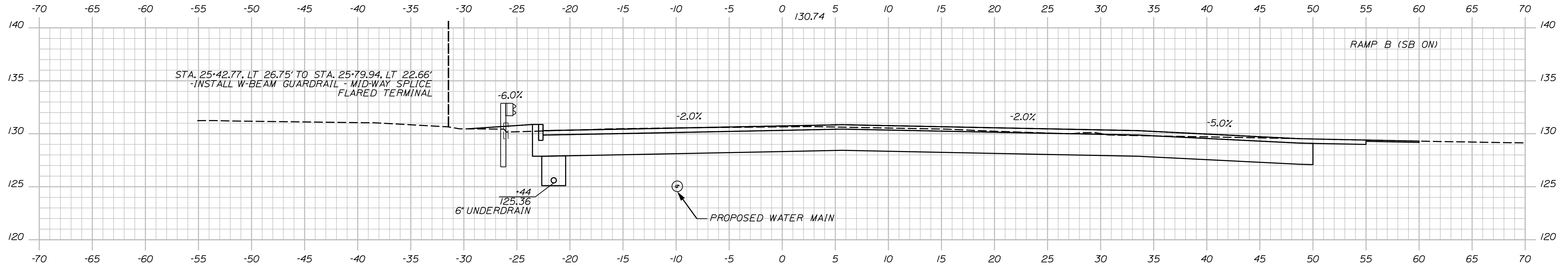
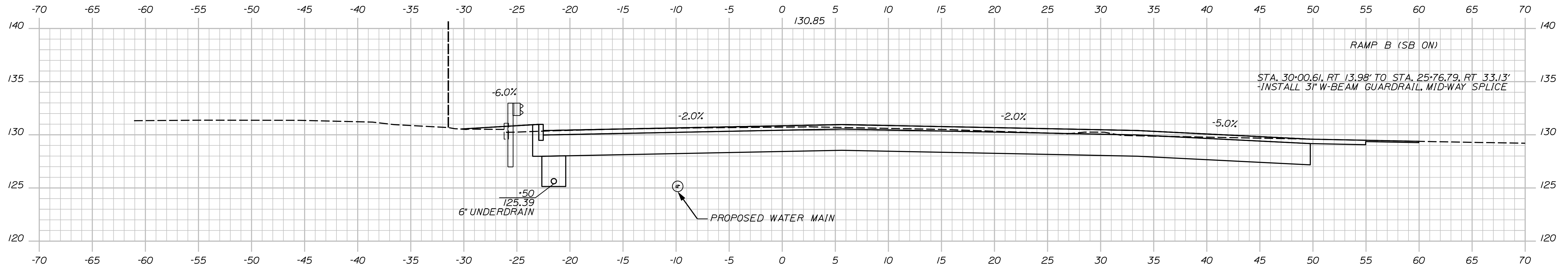
SHEET NUMBER
 20
 OF 73

Date: 9/3/2019

Username:

Division:

Filename: ... \Drawings\018-029_XSECT.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1872(200)

BRIDGE NO. 5790 WIN 018722.00 HIGHWAY PLANS

DESIGN	DATE
CHECKED	BY
DESIGNED	DATE
REVISIONS	DATE
REVISIONS	DATE
REVISIONS	DATE
FIELD CHANGES	DATE

PROJ. MANAGER	M. PARLIN
DESIGN DETAILER	T. AQUILAR
CHECKED/REVIEWED	D. DEPAOLO
DESIGN DETAILER	B. COLEBURN
REVISIONS 1	S. OZANA
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

OHIO STREET BRIDGE
OHIO STREET
PENOBSCOT COUNTY
BANGOR

CROSS SECTIONS

SHEET NUMBER

21

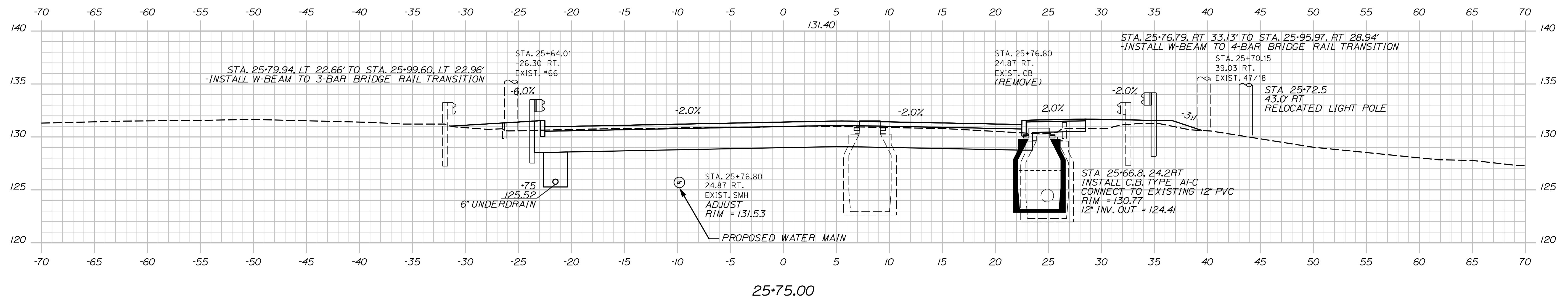
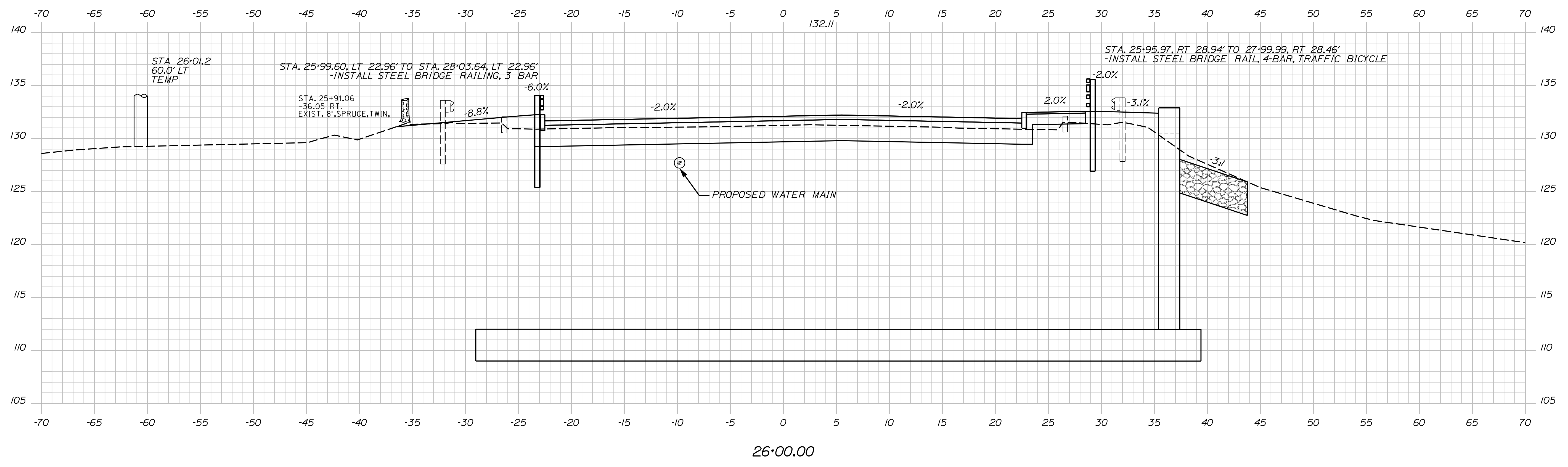
OF 73

Date: 9/3/2019

Username:

Division:

Filename: ... \Drawings\018-029_XSECT.dgn



STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 STP-1872(200)
 BRIDGE NO. 5790 WIN 018722.00
 HIGHWAY PLANS

PROJ. MANAGER
 CHECKED-REVIEWED
 DESIGNED-DETAILED
 REVISIONS 1
 REVISIONS 2
 REVISIONS 3
 REVISIONS 4
 FIELD CHANGES

DATE	BY	SIGNATURE	P.E. NUMBER	DATE
07-19	D. DEPAOLO			
07-19	T. MCALLIFFE			
07-19	S. OZANA			

OHIO STREET BRIDGE
 OHIO STREET
 PENOBSCOT COUNTY
 BANGOR
 CROSS SECTIONS

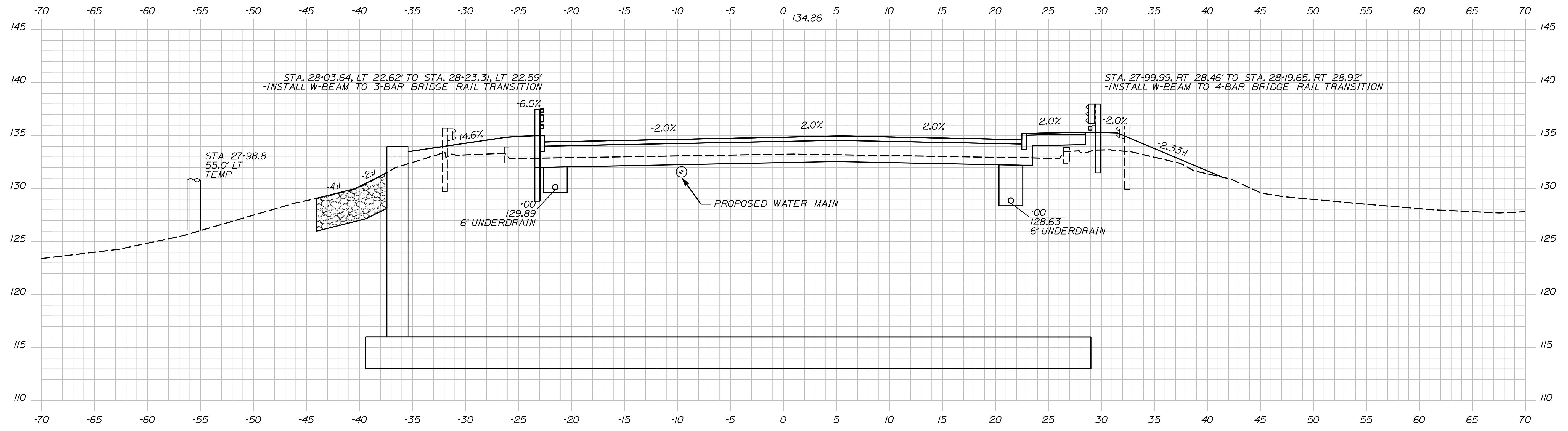
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 OF 73

Date: 9/3/2019

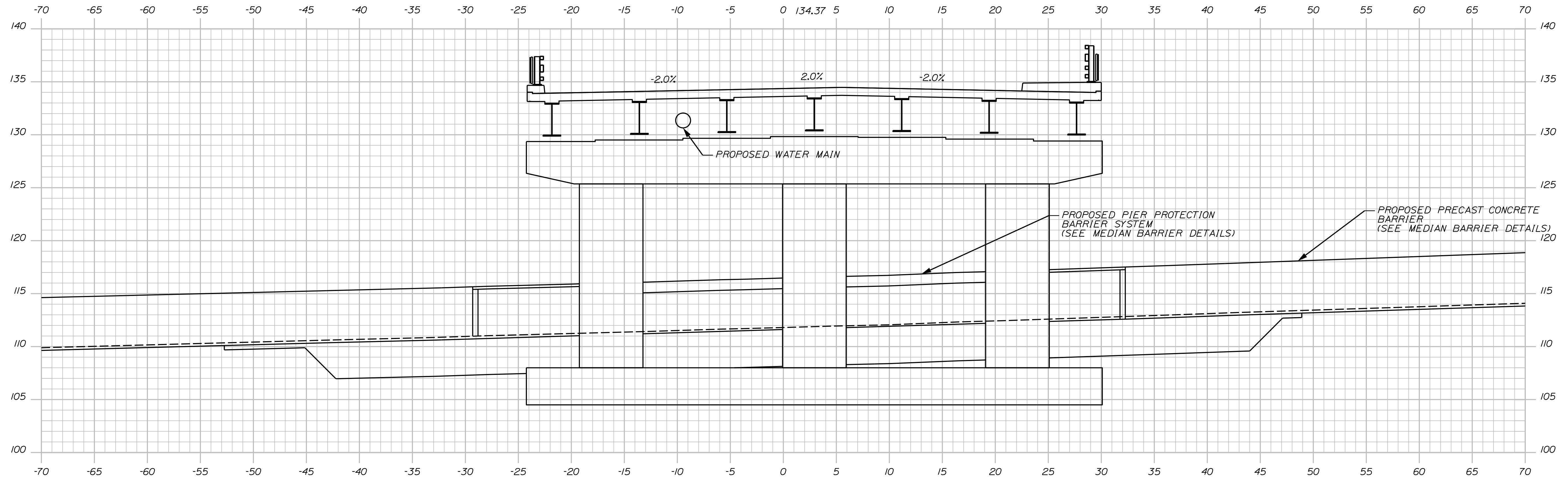
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Division:

Filename: ... \Drawings\018-029_XSECT.dgn



28+00.00



27+00.00

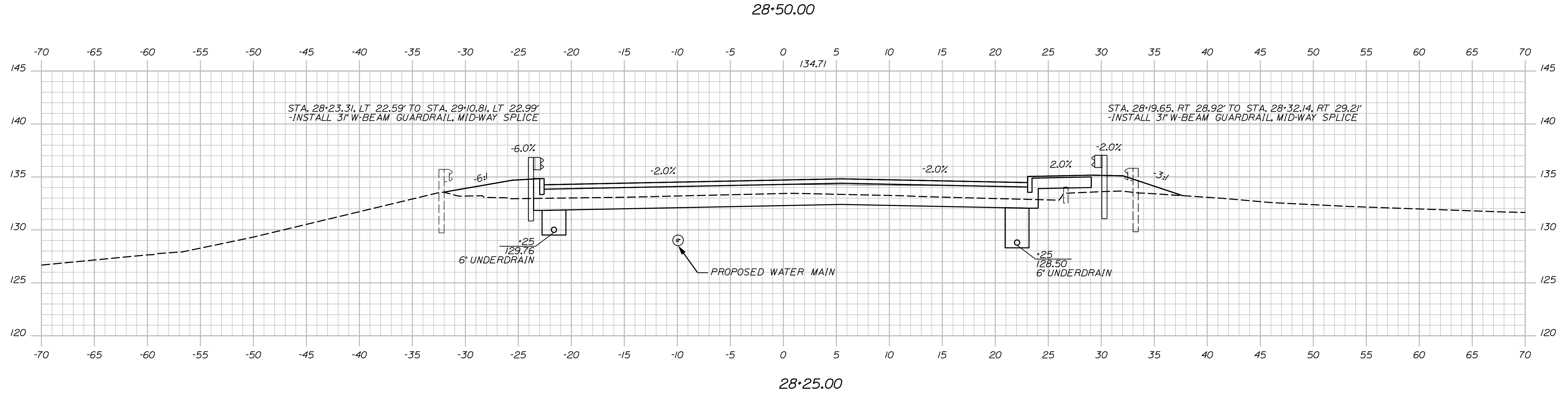
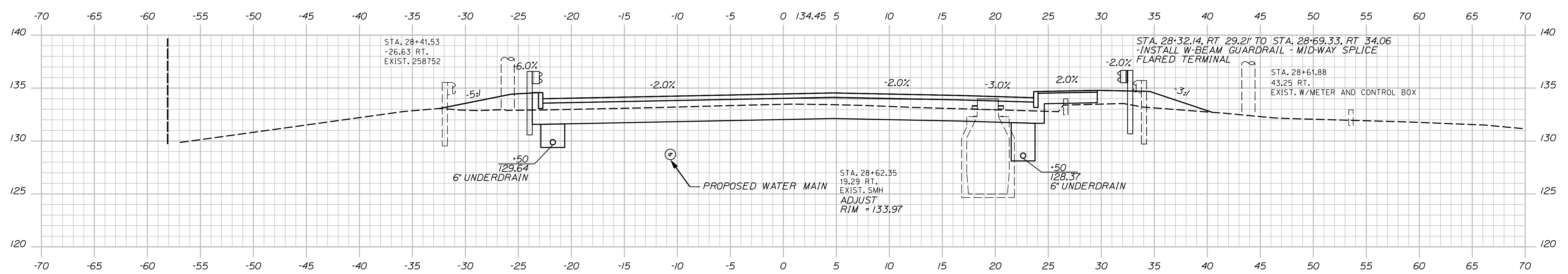
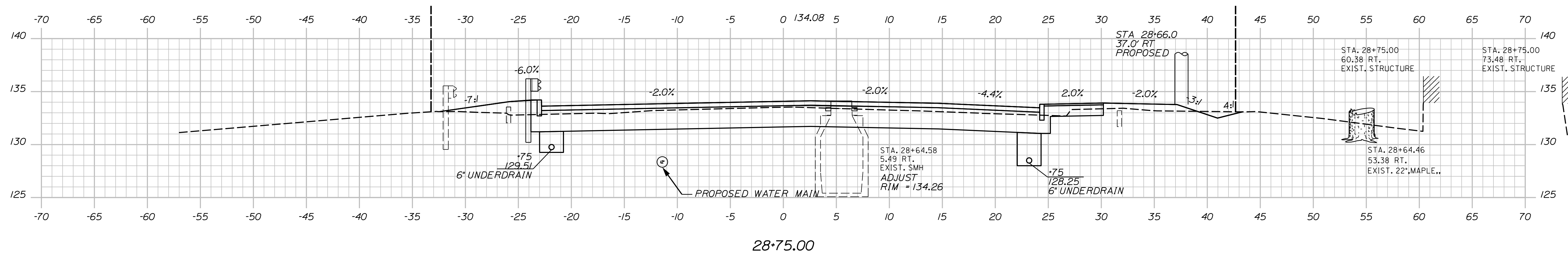
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		STP-1872(200)		WIN		HIGHWAY PLANS	
OHIO STREET BRIDGE		OHIO STREET		PENOBSCOT COUNTY		BANGOR		CROSS SECTIONS	
PROJ. MANAGER	M. PARIN	BY	D. DEPAOLO	DATE	07-19	SIGNATURE		BRIDGE NO.	5790
DESIGN-DETAILED	T. AQUILAR	CHECKED-REVIEWED	B. COLEBURN		07-19	P.E. NUMBER			
DESIGN-DETAILED	B. COLEBURN	DESIGN-DETAILED	S. OZANA		07-19	DATE			
REVISIONS 1		REVISIONS 1							
REVISIONS 2		REVISIONS 2							
REVISIONS 3		REVISIONS 3							
REVISIONS 4		REVISIONS 4							
FIELD CHANGES		FIELD CHANGES							
SHEET NUMBER		23		OF 73					

Date: 9/3/2019

Username:

Division:

Filename: ... \Drawings\018-029_XSECT.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1872(200)
WIN
018722.00
BRIDGE NO. 5790
HIGHWAY PLANS

PROJ. MANAGER
DESIGN DETAILED
CHECKED/REVIEWED
DESIGNS DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

M. PARLIN
T. AQUILAR
D. DEPAOLO
B. COLEBURN
S. COLEBURN
S. OZANA

DATE
07-19
07-19
07-19
07-19

SIGNATURE
P.E. NUMBER
DATE

OHIO STREET BRIDGE
OHIO STREET
PENOBSCOT COUNTY
BANGOR

CROSS SECTIONS

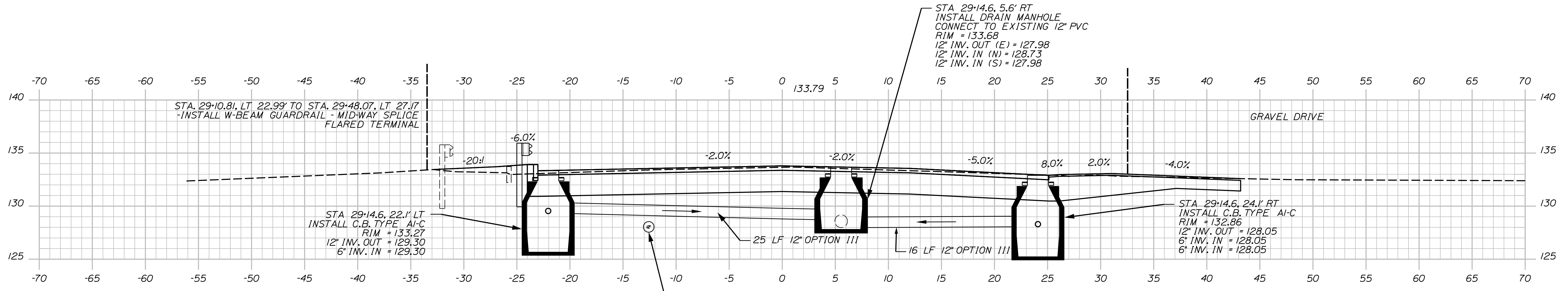
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OF 73

Date: 9/3/2019

Username:

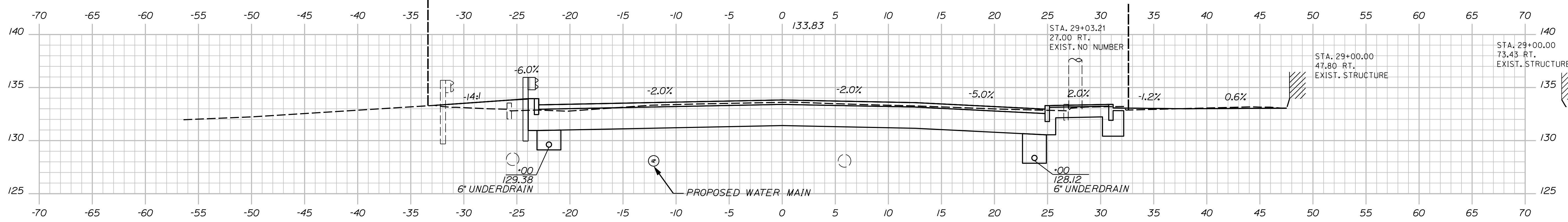
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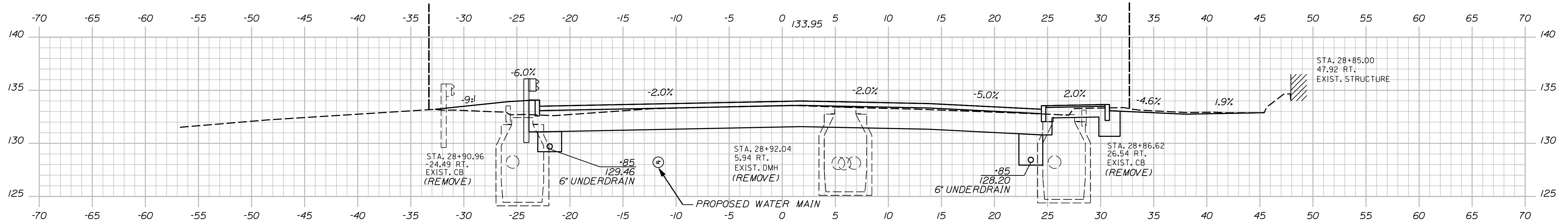


29+16.00

INSTALL WATER MAIN AT PROPER DEPTH TO ENSURE PROPER CLEARANCE OF DRAIN PIPE



29+00.00



28+85.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1872(200)
WIN
018722.00
BRIDGE NO. 5790
HIGHWAY PLANS

PROJ. MANAGER	M. PARIN	DATE	07-19
DESIGN DETAILED	T. AQUILAR	BY	D. DRAPALO
CHECKED/REVIEWED	B. COLEBURN	DATE	07-19
DESIGN DETAILED	B. COLEBURN	BY	T. MCALLIFFE
REVISIONS 1		DATE	07-19
REVISIONS 2		DATE	
REVISIONS 3		DATE	
REVISIONS 4		DATE	
FIELD CHANGES		DATE	

SIGNATURE	
P.E. NUMBER	
DATE	

OHIO STREET BRIDGE
OHIO STREET
PENOBSCOT COUNTY
BANGOR
CROSS SECTIONS

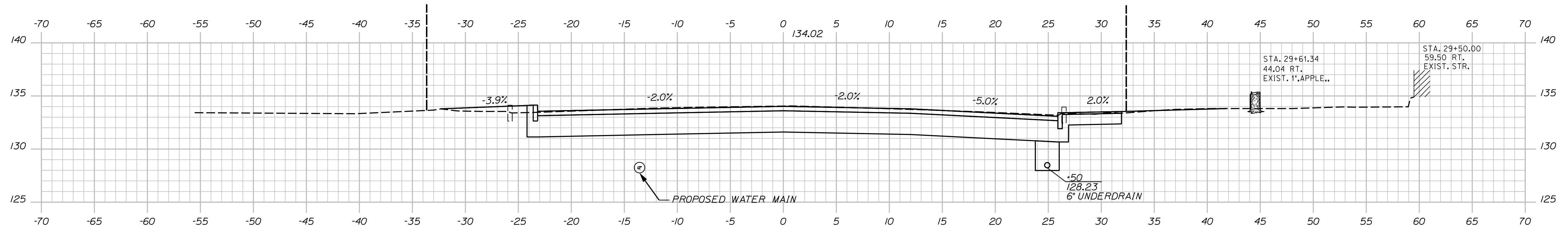
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OF 73

Date: 9/3/2019

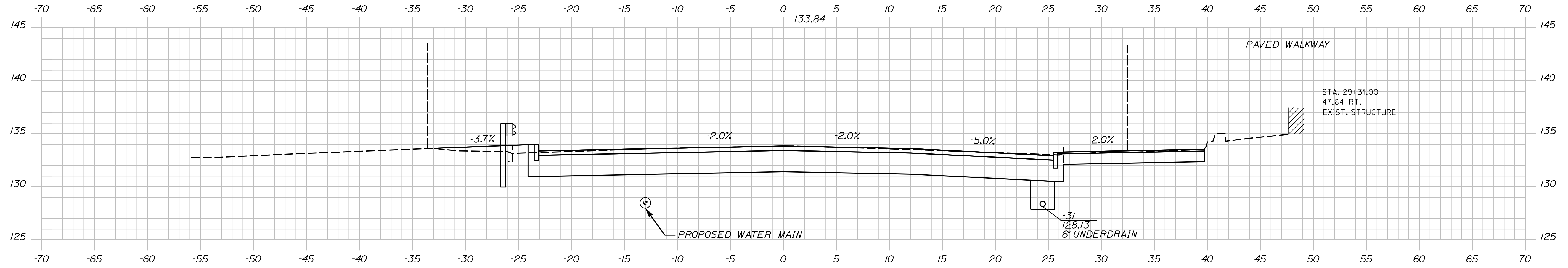
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Division:

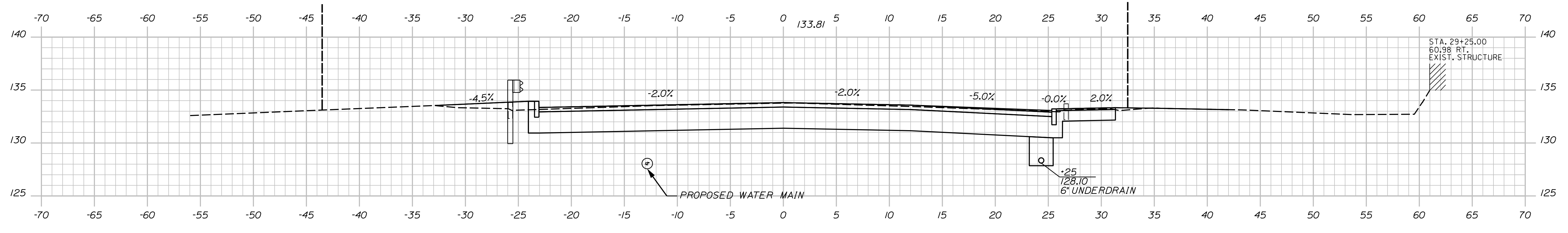
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29+50.00



29+31.00



29+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1872(200)
WIN
018722.00
BRIDGE NO. 5790
HIGHWAY PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. PARIN	D. DEPAOLO	07-19			
DESIGN DETAILED	T. AQUILAR	07-19			
CHECKED/REVIEWED	B. COLEBURN	07-19			
DESIGN DETAILED	S. OZANA	07-19			
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. PARIN	D. DEPAOLO	07-19			
DESIGN DETAILED	T. AQUILAR	07-19			
CHECKED/REVIEWED	B. COLEBURN	07-19			
DESIGN DETAILED	S. OZANA	07-19			
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

OHIO STREET BRIDGE
OHIO STREET
PENOBSCOT COUNTY
BANGOR
CROSS SECTIONS

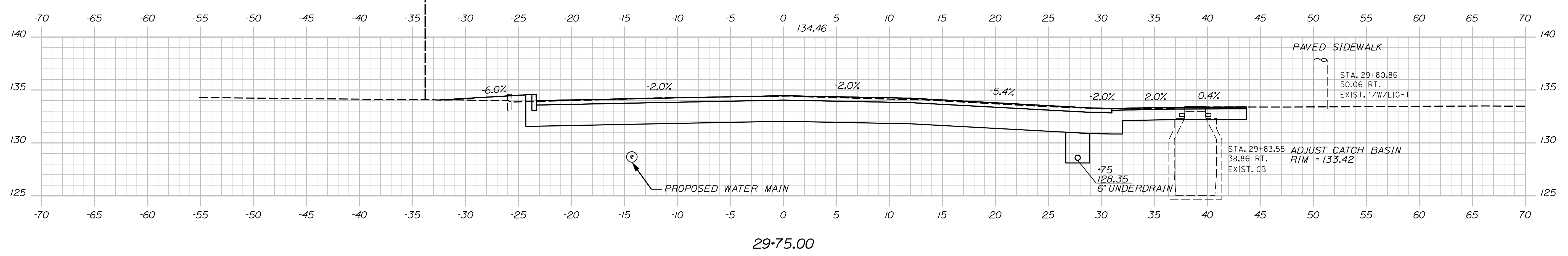
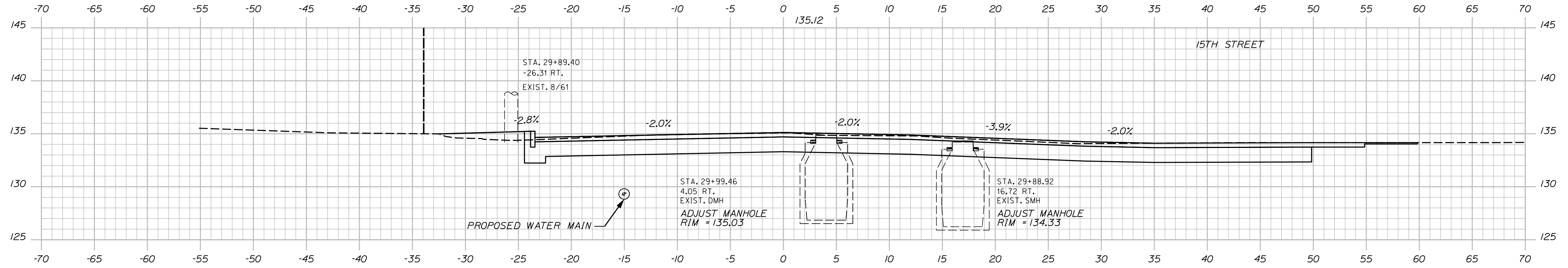
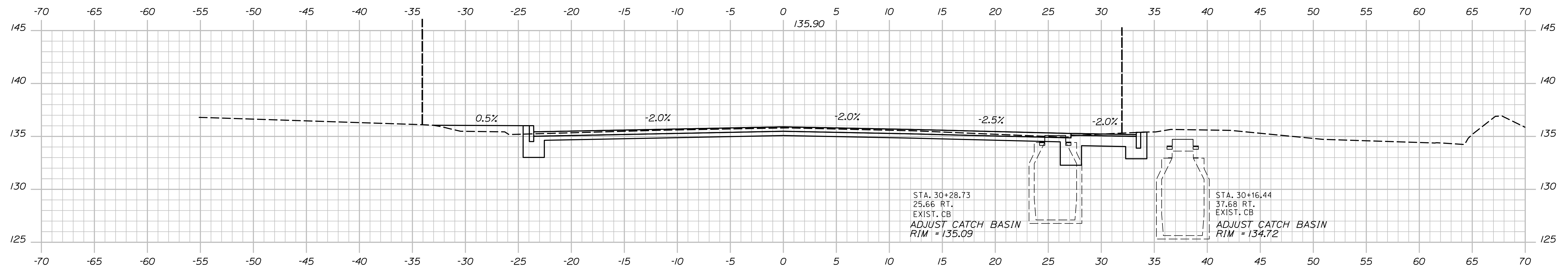
SHEET NUMBER
26
OF 73

Date: 9/3/2019

Username:

Division:

Filename: ... \Drawings\018-029_XSECT.dgn



END FULL DEPTH CONSTRUCTION BEGIN TRANSITION STA. 29+85.0

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1872(200)
WIN
018722.00
BRIDGE NO. 5790
HIGHWAY PLANS

PROJ. MANAGER	M. PARLIN	DATE	07-19
DESIGN-DETAILED	T. AQUILAR	BY	D. DEPAOLO
CHECKED-REVIEWED	B. COLEBURN	DATE	07-19
DESIGN-DETAILED	B. COLEBURN	BY	T. McALLIFFE
REVISIONS 1		DATE	07-19
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

OHIO STREET BRIDGE	OHIO STREET	PENOBSCOT COUNTY
BANGOR		

CROSS SECTIONS

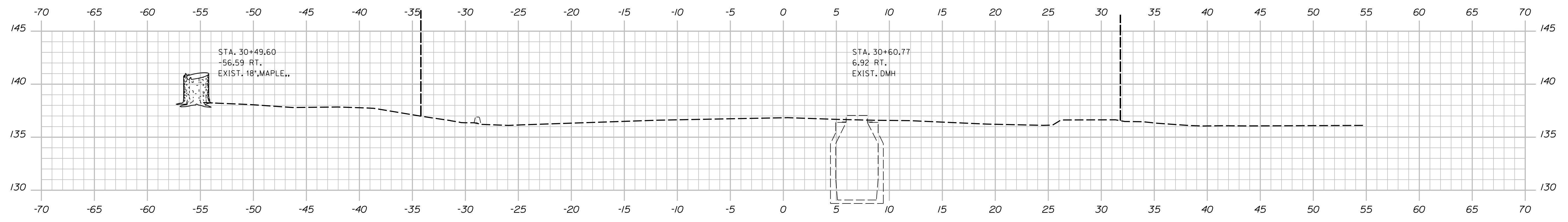
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27
OF 73

Date: 9/3/2019

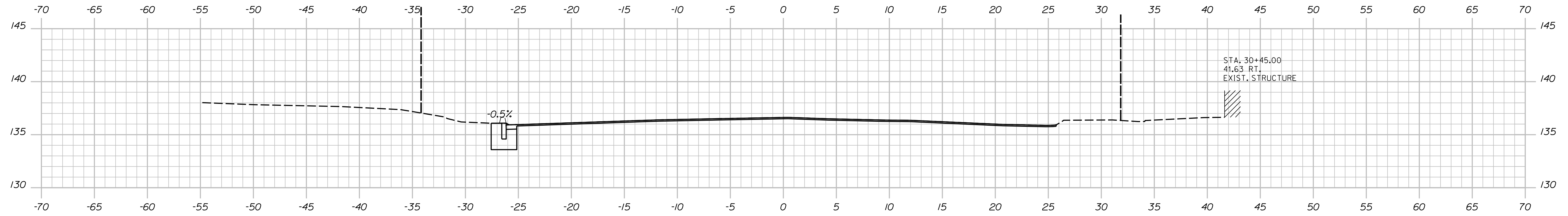
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Division:

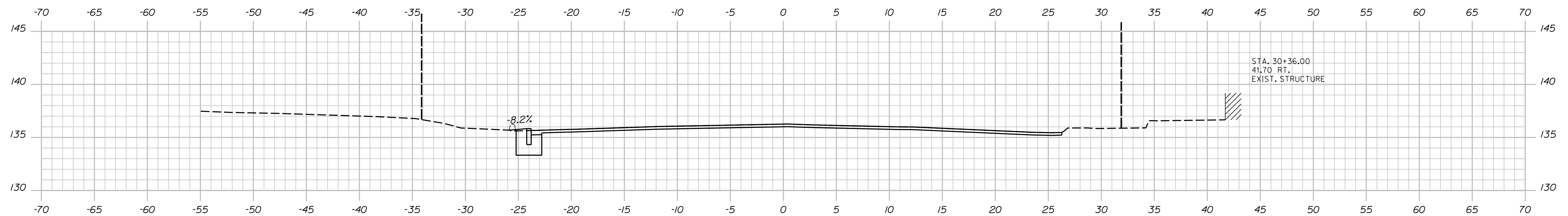
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30+50.00



30+45.00
END MILL AND OVERLAY



30+36.00
END TRANSITION BEGIN MILL AND OVERLAY STA. 30+35.0

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1872(200)
WIN
018722.00
BRIDGE NO. 5790
HIGHWAY PLANS

DESIGNER: T. AQUILAR
CHECKED: B. COLEBURN
DESIGN DATE: 07-18
REVISIONS: 1, 2, 3, 4
FIELD CHANGES

PROJ. MANAGER	BY	DATE
M. PARLIN	D. DRAPALO	07-18
T. AQUILAR	T. MCALLIFFE	07-18
B. COLEBURN	S. OZANA	07-18

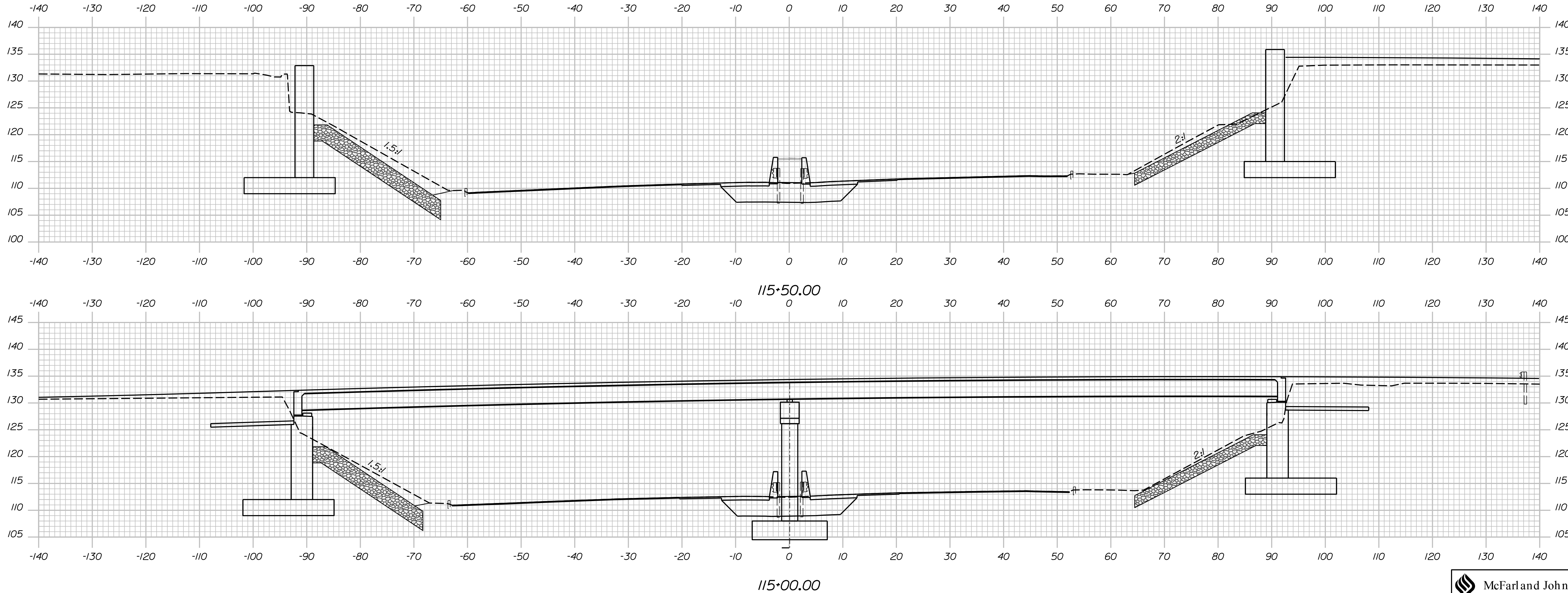
OHIO STREET BRIDGE
OHIO STREET
PENOBSCOT COUNTY
BANGOR
CROSS SECTIONS

SHEET NUMBER
28
OF 73

Date: 9/3/2019

Username:

Filename: ...Working\SVO\018-029_XSECT.dgn Division:



McFarland and Johnson

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1872(200)

BRIDGE NO. 5790
WIN
018722.00
BRIDGE PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE
M. PARLIN	D. D'APALO	07-19	
DESIGN-DETAILED	T. AQUILAR	07-19	
CHECKED-REVIEWED	B. COLBURN	07-19	
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

OHIO STREET BRIDGE
INTERSTATE 95
PENOBSCOT COUNTY
BANGOR
CROSS SECTIONS

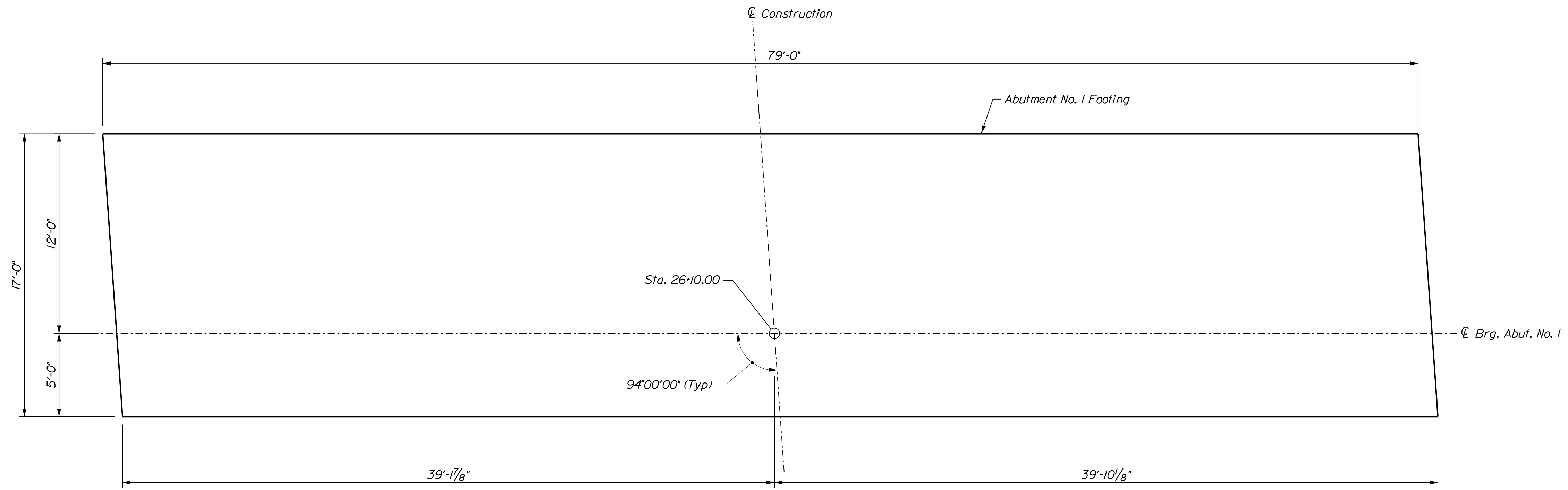
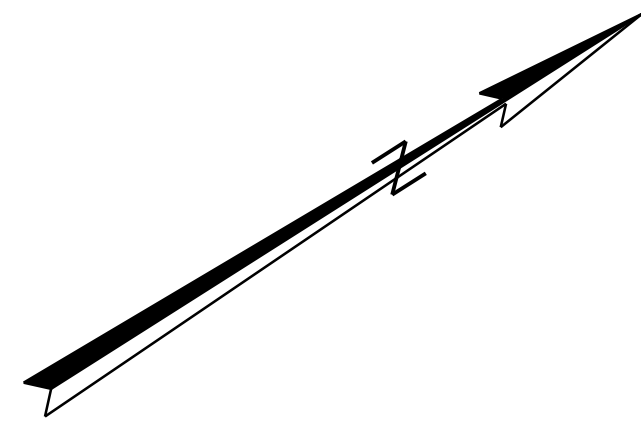
SHEET NUMBER
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OF 73

Sta. 115+00.00 to Sta. 115+50.00

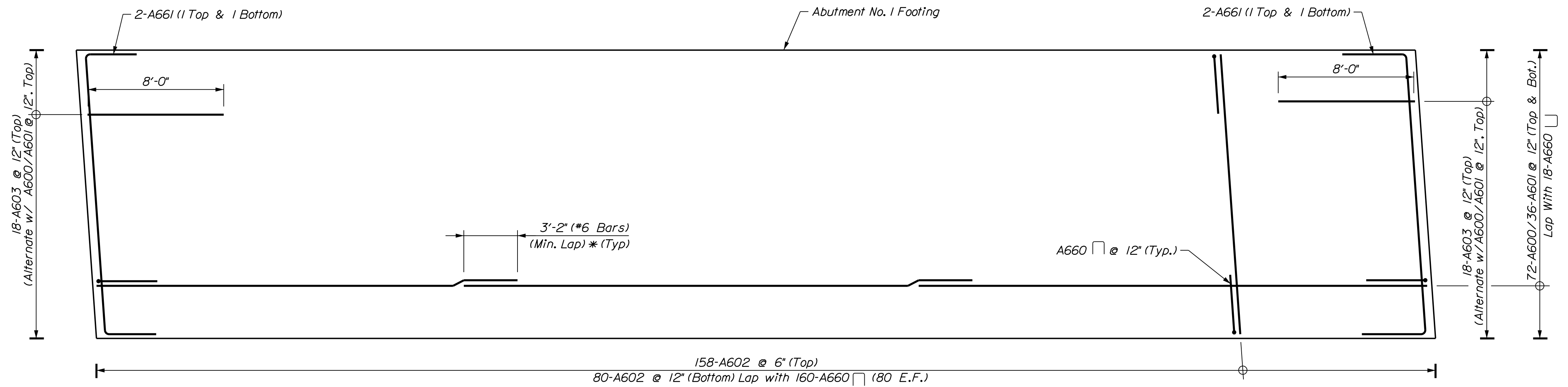
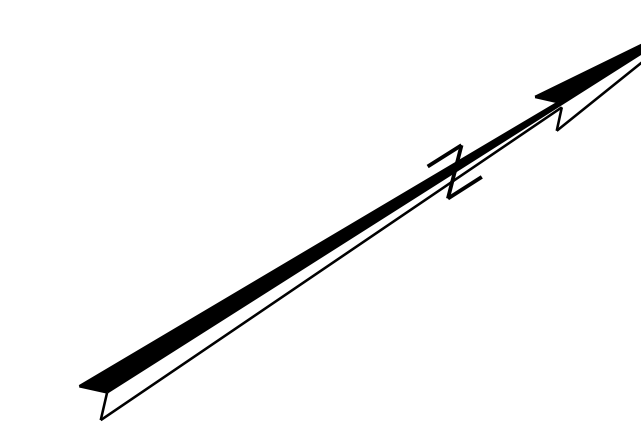
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Username:

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ABUTMENT NO. 1 FOOTING PLAN



ABUTMENT NO. 1 FOOTING REINFORCEMENT PLAN

* - Alternate lap location

ABUTMENT NOTES:

- Maximum calculated bearing pressure for Abutment No. 1 is 5.23 ksf and 4.56 ksf for Abutment No. 2 (Maine Modified Strength I.)
- Reinforcing steel shall have a minimum cover of 2 inches in the stem and 3 inches in the footing, unless otherwise noted.
- Place 4 inch diameter drains in the breastwall and wingwalls at 10 foot maximum spacing. The exact location will be determined by the Resident.
- Cover joints where waterstops are not required with standard details (Section 502(O))
- Construct French Drains behind the abutments and wingwalls, and in front of abutments in accordance with Standard Specification Section 512, French Drains. Daylight French Drains at Sta. 26+20, 67' RT at Abutment No. 1 and Sta. 27+75, 48' RT at Abutment No. 2. Coordinate daylight locations with Resident in the field.
- Over-excavate footing locations by 1 foot and replace the excavated soil with Granular Borrow for Underwater Backfill. Additional over-excavation may be necessary to remove existing fill materials or weak, disturbed or otherwise unacceptable soils, as determined by the Resident. Additionally, rock excavation may be required to provide at least 2'-0" of clearance between the bottom of the footing and the top of bedrock. Prior to placing the Granular Borrow for Underwater Backfill, proof compact the existing subgrade until firm, as determined by the Resident. Subsequently, place Granular Borrow up to the proposed footing elevation and compact to 95% of the maximum dry density as determined by AASHTO T-180.
- Final excavation to and preparation of footing bearing surfaces, and placement of footing concrete, shall be completed in the dry. Subgrades that become disturbed due to Contractor's activities, including disturbance due to water infiltration, shall be re-excavated and stabilized to the satisfaction of the Resident at no additional cost to the Department. Exposed subgrades shall be examined by the Resident prior to placement of footing concrete.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1872(200)

BRIDGE NO. 5790
WIN
018722.00
BRIDGE PLANS

PROJ. MANAGER	DATE	BY	DATE
M. PARLIN	07-19	D. D'APALO	07-19
T. AGUILAR		T. COLBURN	
T. COLBURN		T. MCALLIFFE	
DESIGN-DETAILED		SIGNATURE	
CHECKED-REVIEWED		P.E. NUMBER	
DESIGN-DETAILED2		DATE	
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

OHIO STREET BRIDGE
INTERSTATE 95
PENOBSCOT COUNTY
BANGOR
ABUTMENT NO. 1 FOOTING & REINFORCEMENT PLAN

SHEET NUMBER

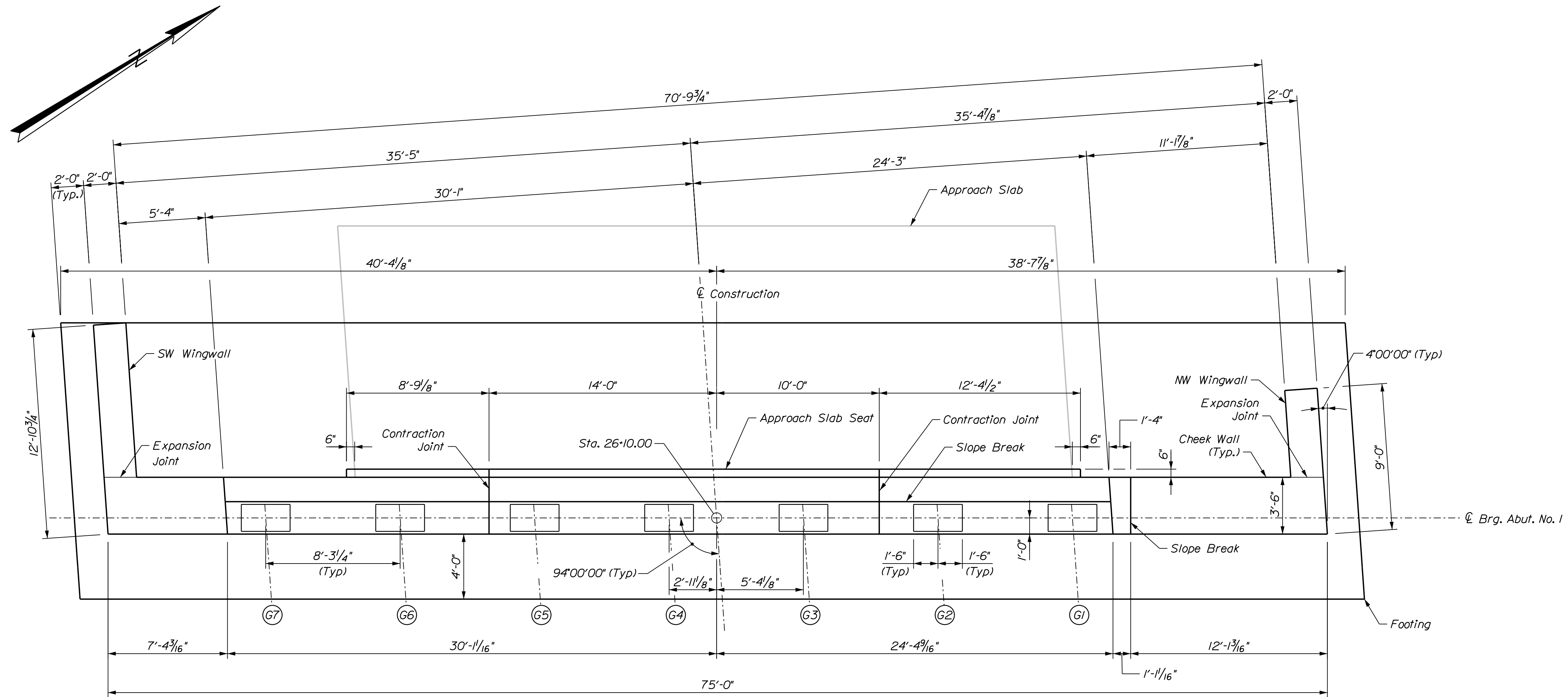
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OF 73

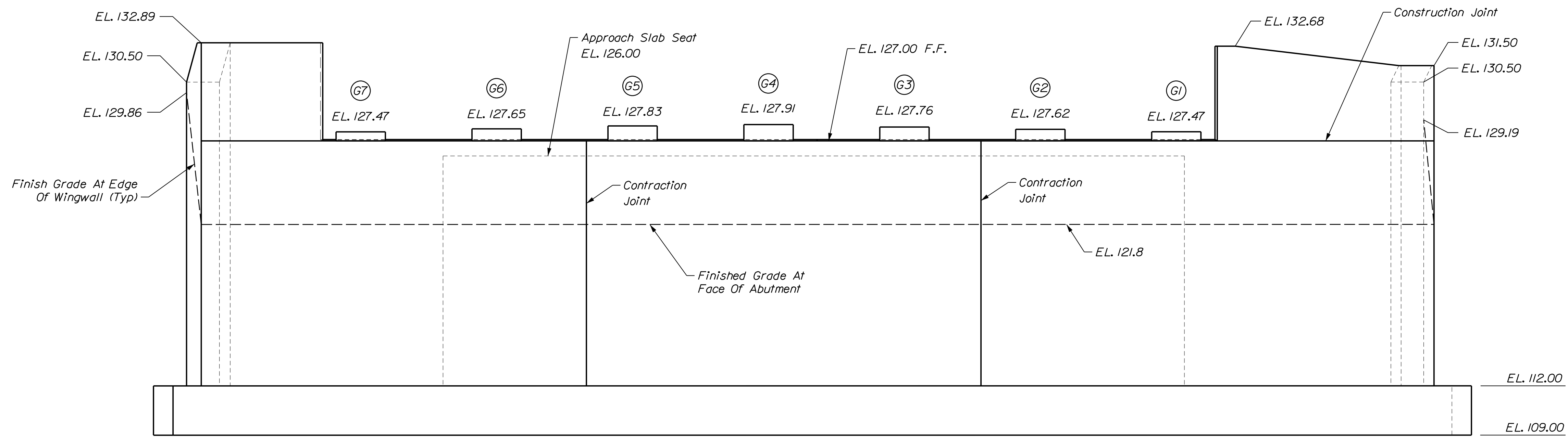
Date: 9/3/2019

Username:

Filename: ...031_Abut-1_Plan_and_Elevation.dgn Division:



ABUTMENT NO. 1 PLAN



ABUTMENT NO. 1 ELEVATION

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 STP-1872(200)
 BRIDGE NO. 5790 WIN 018722.00
 BRIDGE PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE
M. PARLIN	D. D'APALO	07-19	
T. AGUILAR	T. MCALLIFFE	07-19	
B. COLBURN			
CHECKED-REVIEWED2			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

OHIO STREET BRIDGE
 INTERSTATE 95
 BANGOR PENOBSCOT COUNTY
 ABUTMENT NO. 1
 PLAN & ELEVATION

SHEET NUMBER

31

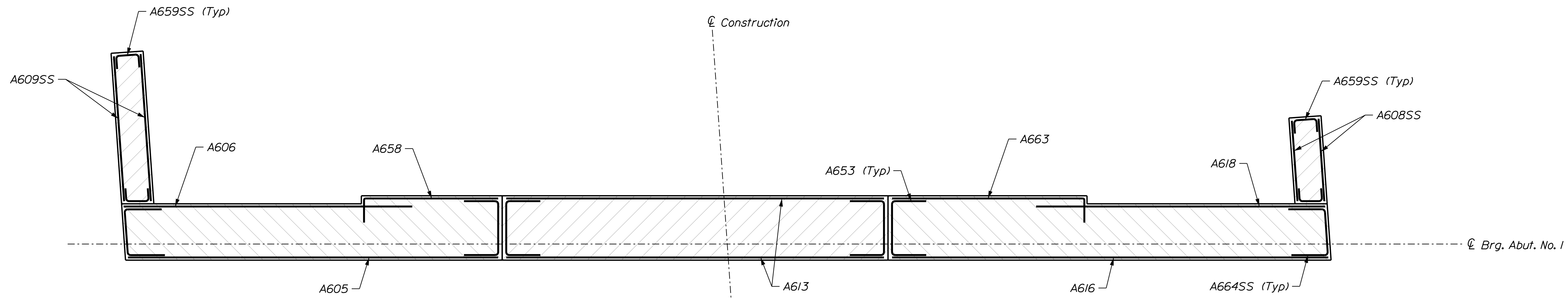
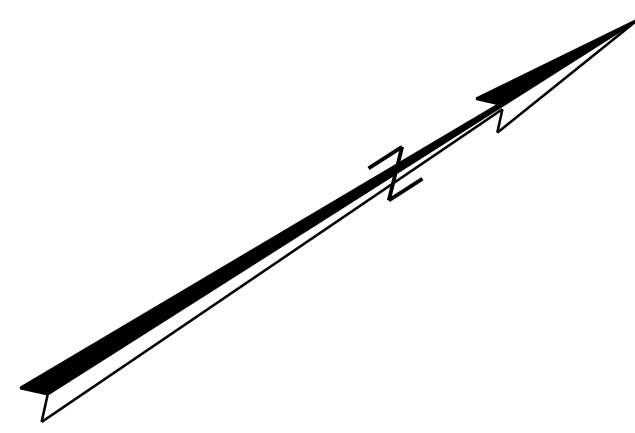
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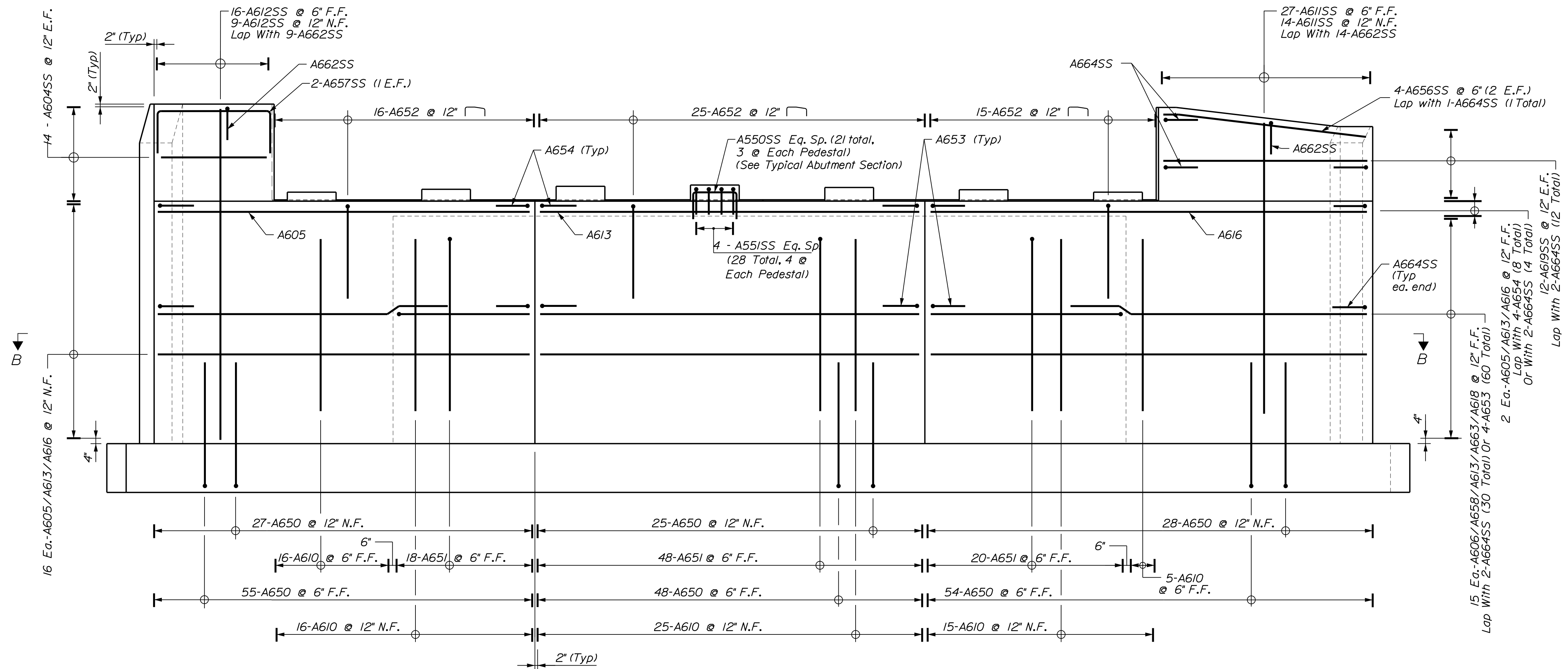
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Division:

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SECTION B-B
(Vertical Steel Not Shown For Clarity)



ABUTMENT NO. 1 REINFORCEMENT ELEVATION

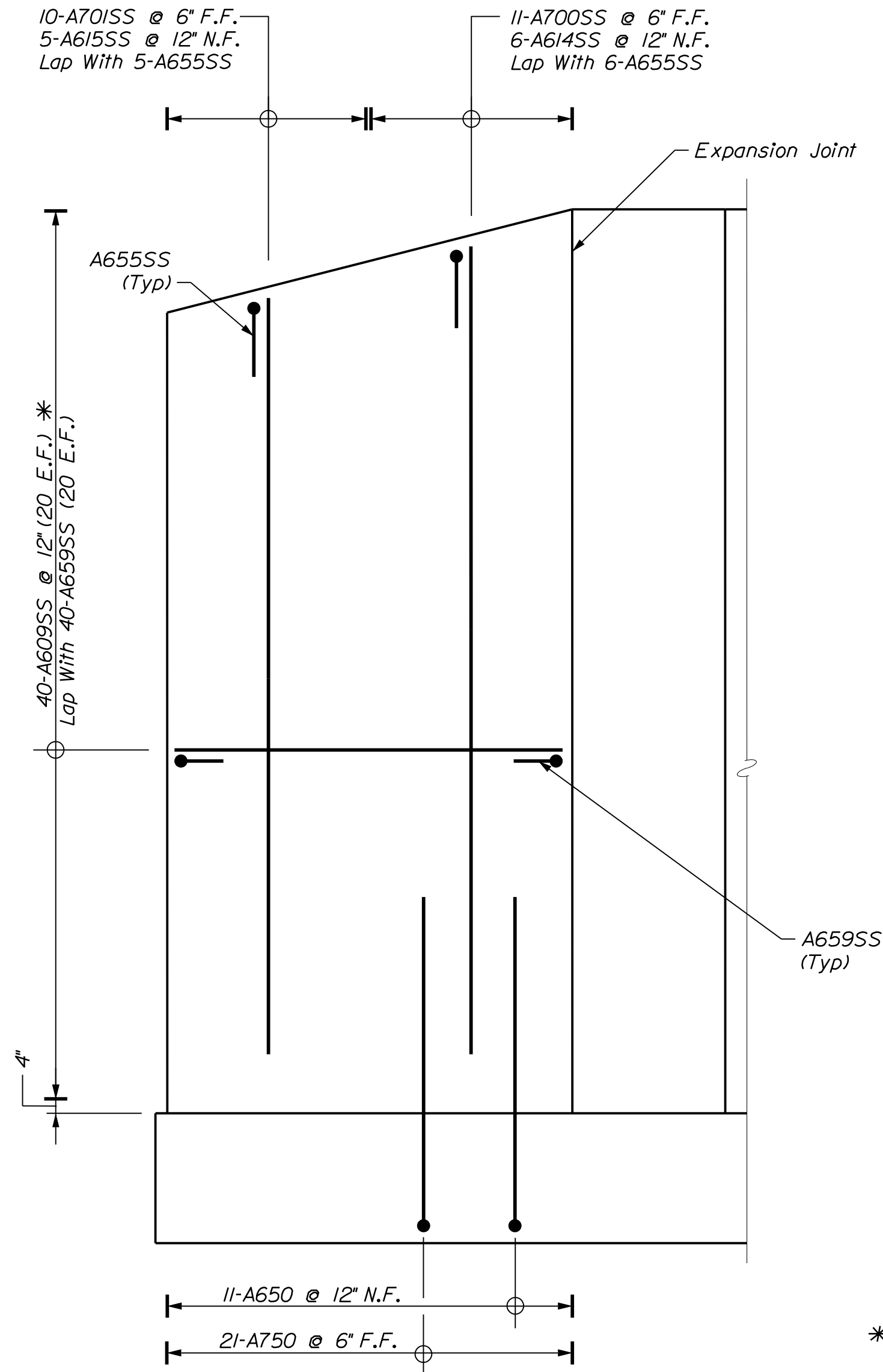
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M. PARLIN	D. D'PAOLO	07-19	
DESIGN-DETAILED	T. AGUILAR	07-19	
CHECKED-REVIEWED	B. COLBURN	07-19	
DESIGNS-DETAILED2			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
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FIELD CHANGES			

P.E. NUMBER	DATE

OHIO STREET BRIDGE
INTERSTATE 95
BANGOR PENOBSCOT COUNTY
ABUTMENT NO. 1 REINFORCEMENT

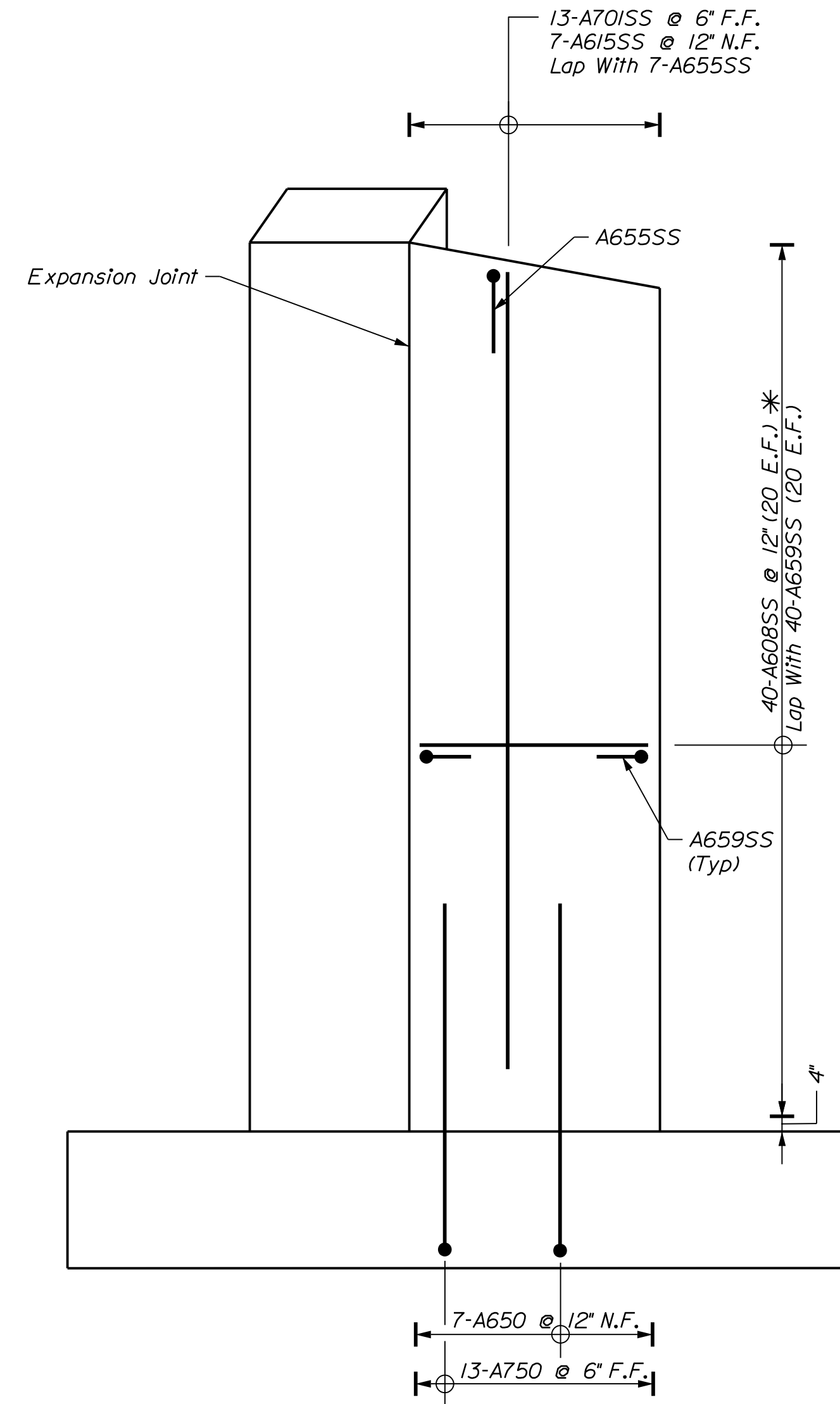
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SOUTHWEST WINGWALL REINFORCEMENT ELEVATION

* - Splay Bars At Top Of Wingwalls



NORTHWEST WINGWALL REINFORCEMENT ELEVATION

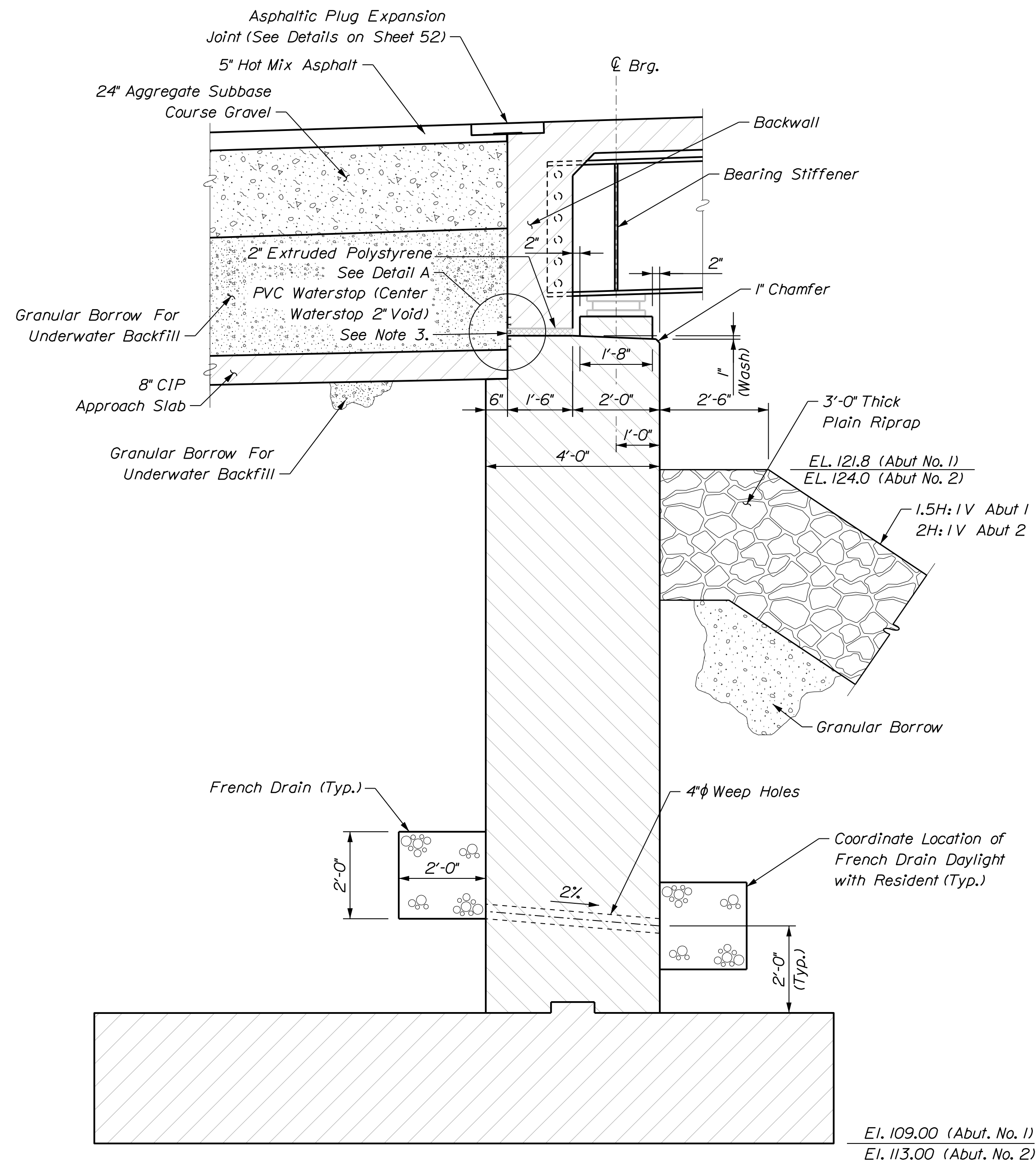
PROJ. MANAGER	M. PARLIN	BY	D. DI PAOLO	DATE	07-19
DESIGN-DETAILED	T. AGUILAR	CHECKED-REVIEWED	B. COLBURN	T. MCALLIFFE	07-19
DESIGNS-DETAILED2		DESIGNS-DETAILED3			
REVISIONS 1		REVISIONS 2			
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FIELD CHANGES					
				SIGNATURE	
				P.E. NUMBER	
				DATE	

Date: 9/3/2019

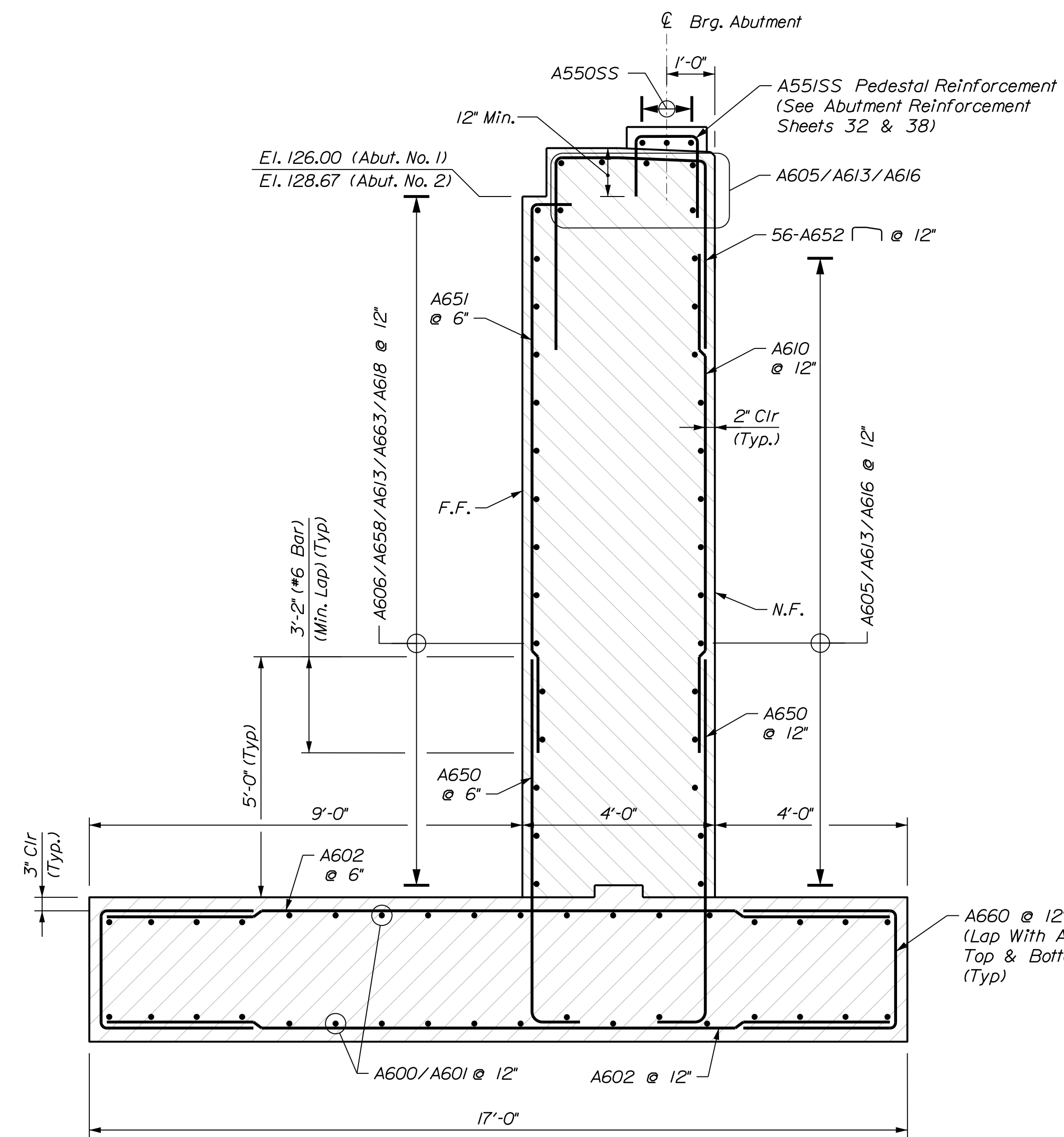
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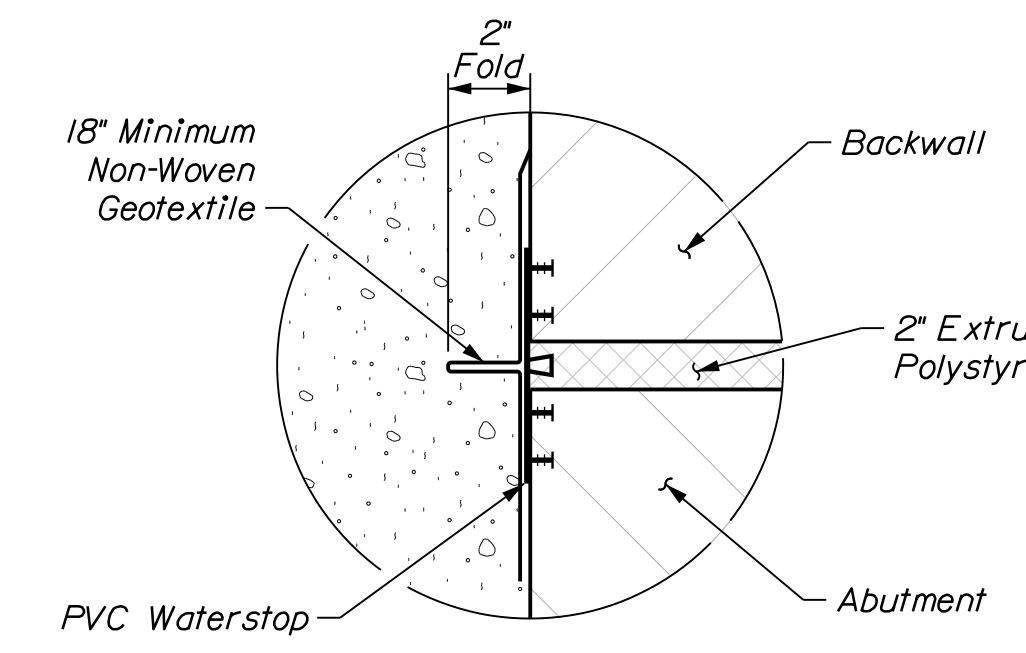
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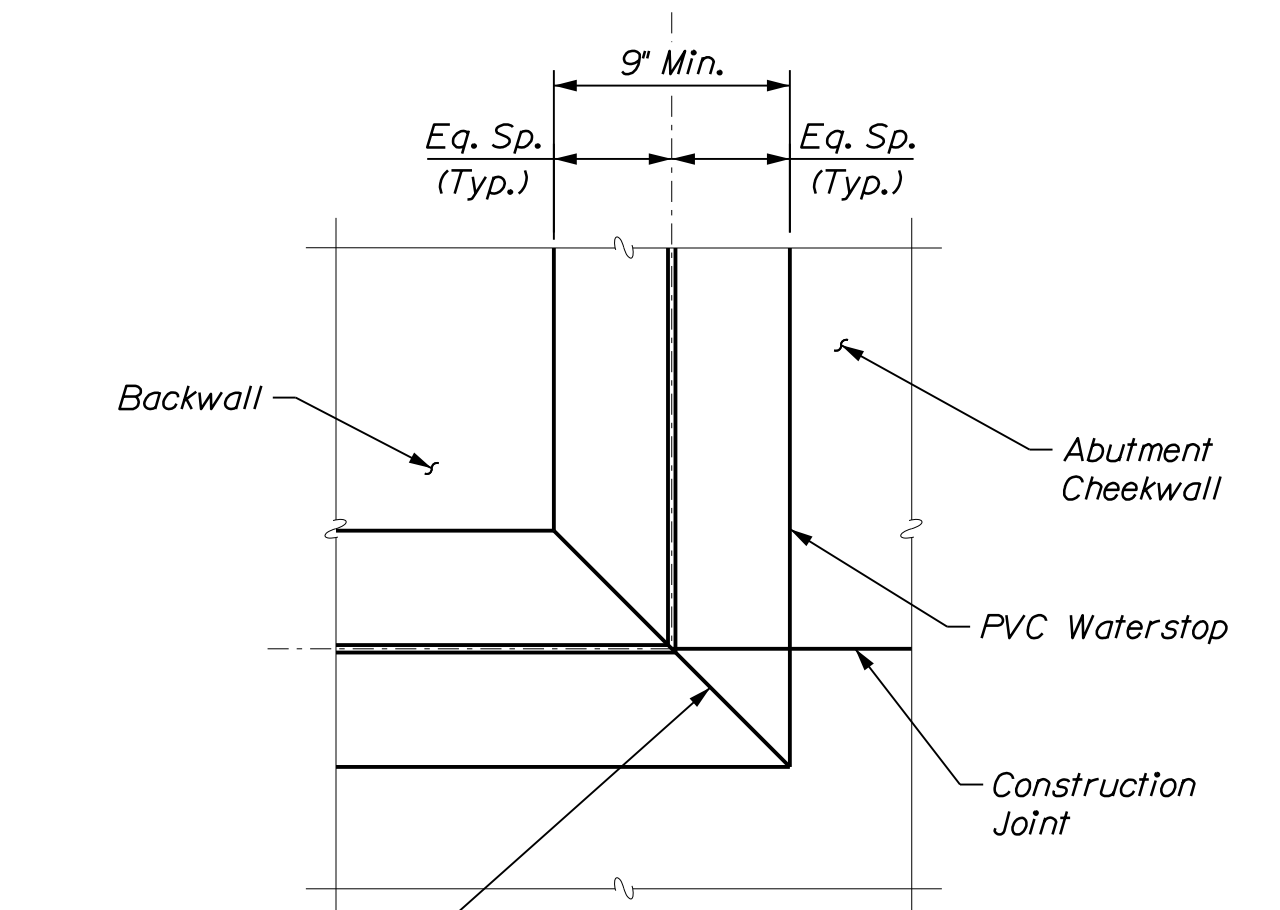
SEMI-INTEGRAL ABUTMENT - TYPICAL DETAIL



TYPICAL ABUTMENT SECTION
(Abut. No. 1 Shown)
(Abut. No. 2 Similar)



DETAIL A



DETAIL B
(Typ. Back Face Elevation)

NOTES:

1. Backwall concrete will be paid under item 502.26, "Structural Concrete Roadway and Sidewalk Slab on Steel Bridges".
2. See sheet "Superstructure Details" for Backwall details.
3. A PVC waterstop as shown in Details A and B shall be provided flush with the backwall and abutment for face along all horizontal and vertical joints, both abutments. Provided waterstop shall be capable of accommodating lateral, transverse, and shear movement. All joints between segments of waterstop shall be spliced or welded in accordance with manufacturer specifications. PVC waterstop for movement joints shall be approved by the Engineer and shall be installed in accordance with manufacturer's specifications. Payment for PVC waterstop for movement joints will not be made directly but shall be considered incidental to related 502 items. The selected PVC waterstop shall be Sika Base Seal model 925 or approved equivalent.
4. Non-woven Geotextile shall be permanently attached to the semi-integral backwall and Abutment in a manner approved by the Resident.
5. Damage to PVC Waterstop due to construction activities shall be repaired at Contractor's expense.

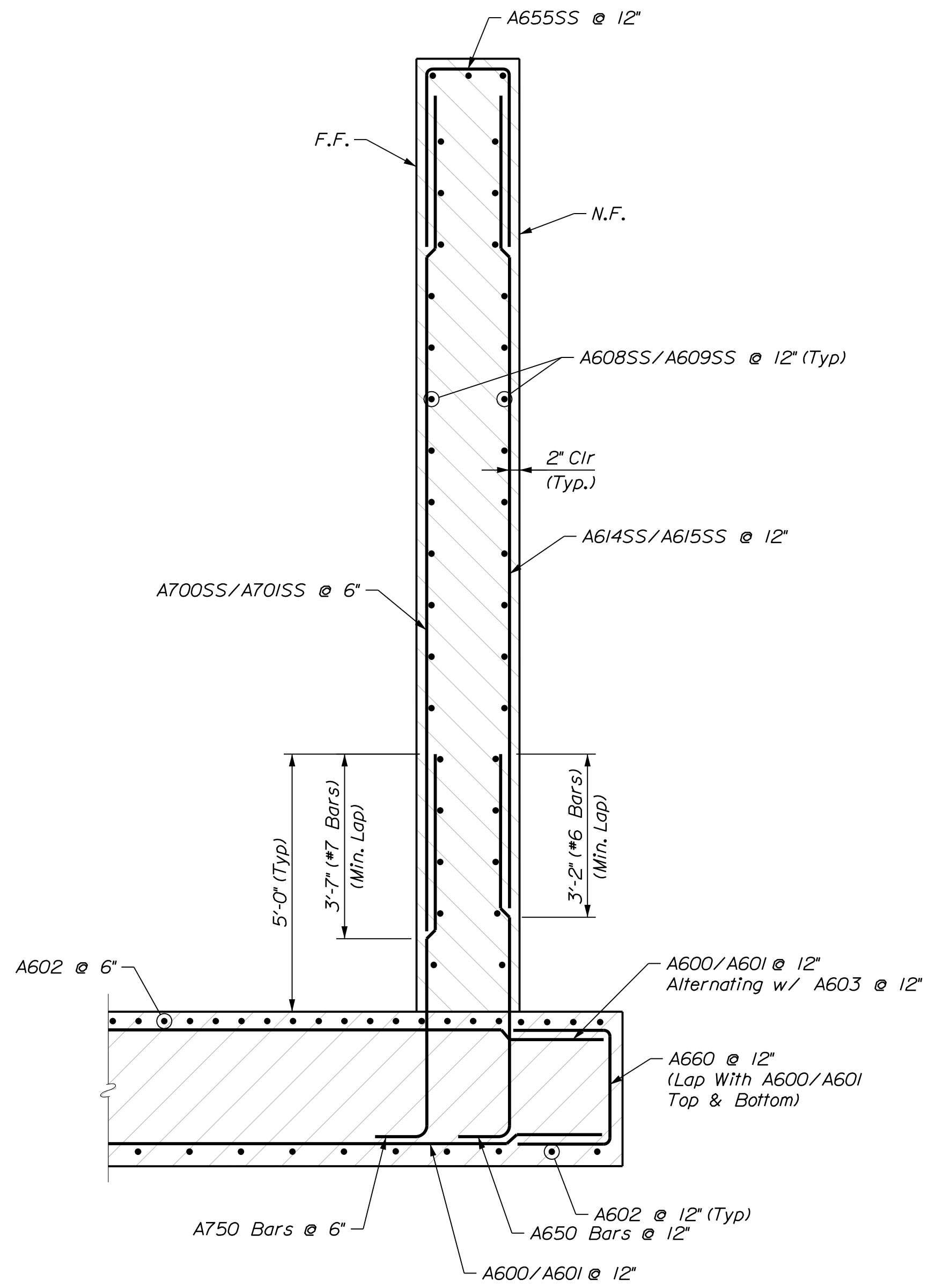
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- N.F. = Near Face
- F.F. = Far Face
- E.F. = Each Face
- M.D. = Middle

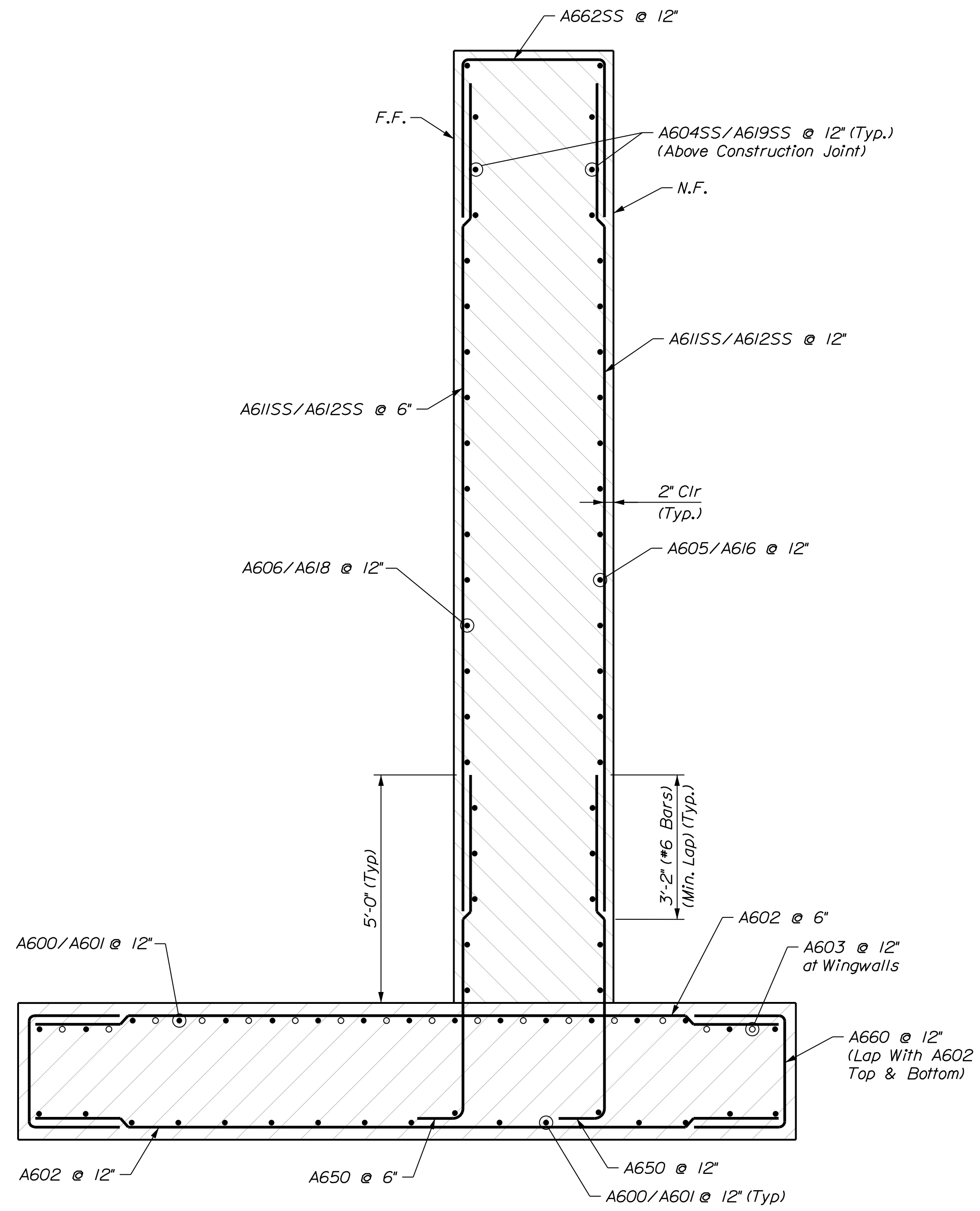
PROJ. MANAGER	BY	DATE	SIGNATURE
M. PARLIN	D. D'APALO	07-19	
DESIGN-DETAILED	T. AGUILAR	07-19	
CHECKED-REVIEWED	B. COLBURN	07-19	
DESIGN-DETAILED2	T. MCALLIFFE		
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SHEET NUMBER

34



TYPICAL WINGWALL SECTION
 (Abut. No.1 Shown)
 (Abut. No.2 Similar)



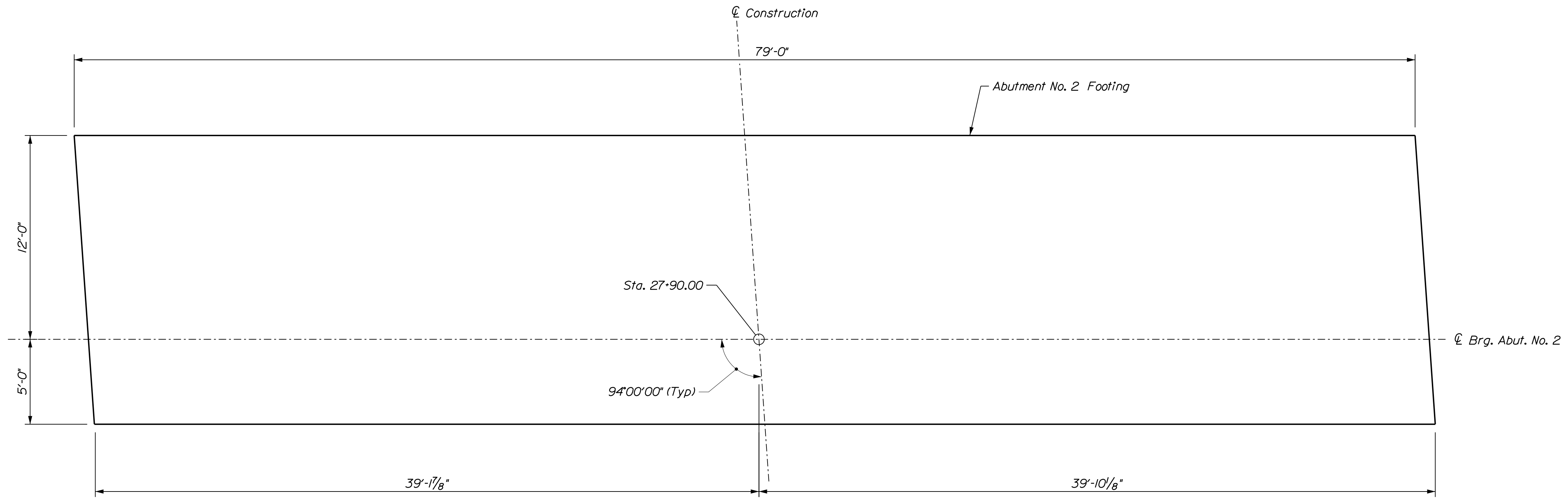
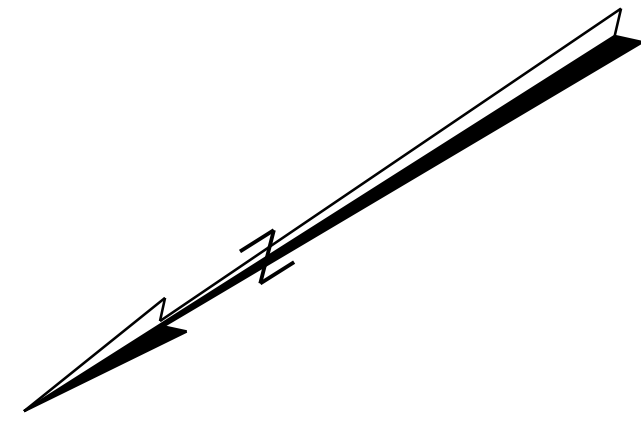
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 (Abut. No.1 Shown)
 (Abut. No.2 Similar)

PROJ. MANAGER	BY	DATE	SIGNATURE
T. AGUILAR	D. D'PAOLO	07-19	
B. COLBURN	T. MCALLIFFE	07-19	
DESIGN-DETAILED			
CHECKED-REVIEWED			
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FIELD CHANGES			

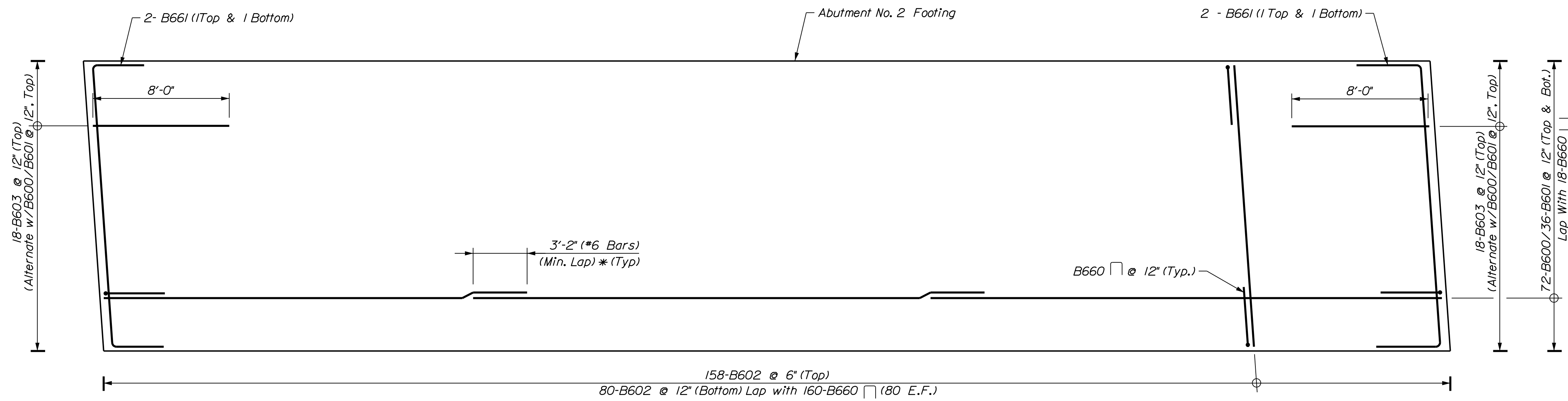
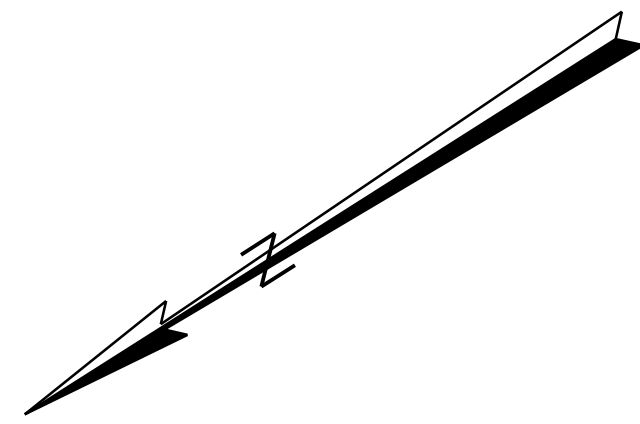
OHIO STREET BRIDGE
 INTERSTATE 95
 PENOBSCOT COUNTY
 BANGOR
**WINGWALL AND CHEEKWALL
 SECTIONS**

SHEET NUMBER

35



ABUTMENT NO. 2 FOOTING PLAN



ABUTMENT NO. 2 FOOTING REINFORCEMENT PLAN

* - Alternate lap location

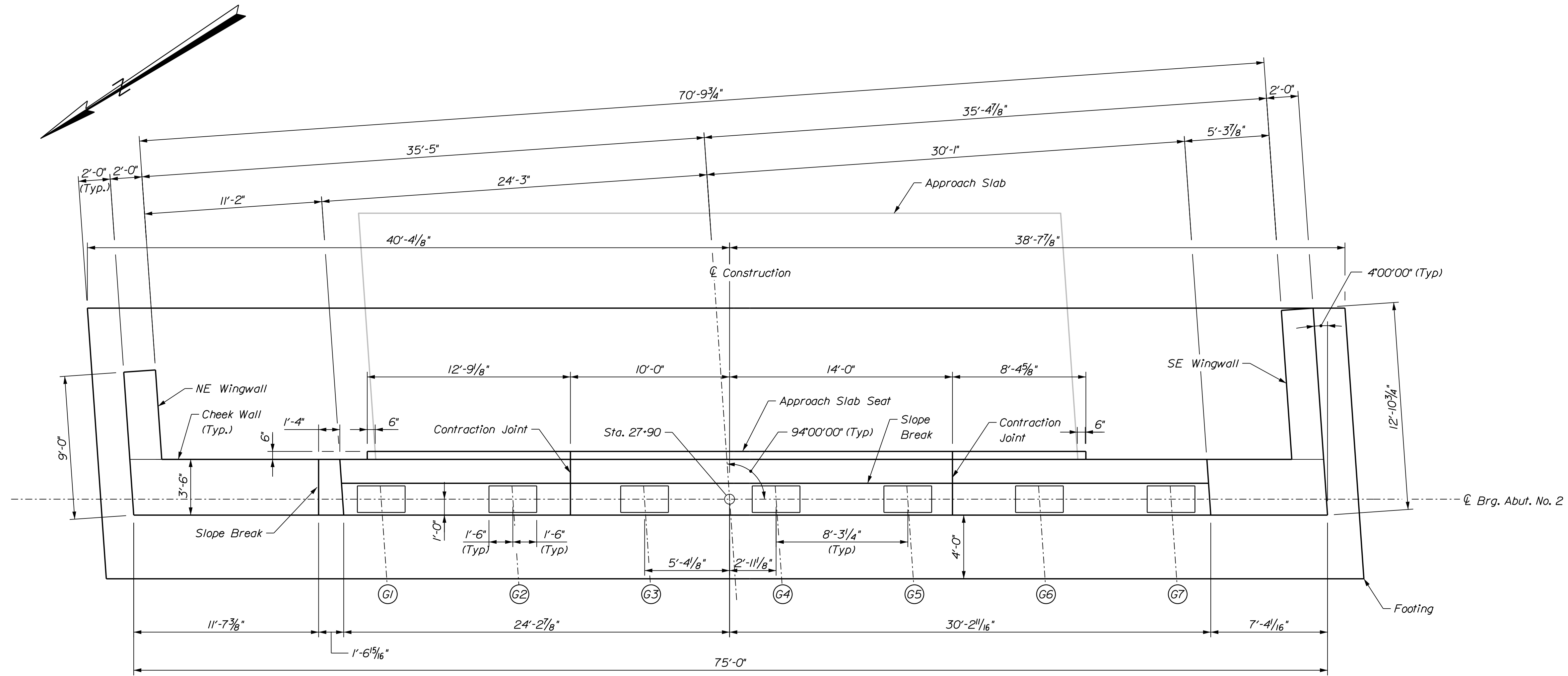
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REVISIONS 4	
FIELD CHANGES	

BY	SIGNATURE
M. PARLIN	
T. AGUILAR	
D. D'PAOLO	
B. COLBURN	
T. MCALLIFFE	
P.E. NUMBER	
DATE	

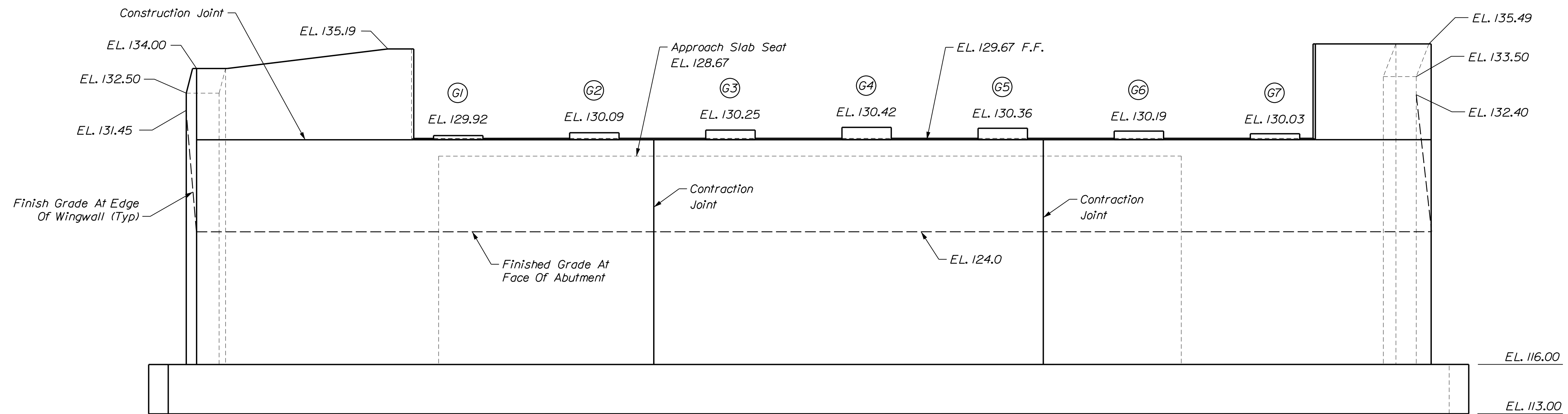
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ABUTMENT NO. 2 PLAN



ABUTMENT NO. 2 ELEVATION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1872(200)
WIN
018722.00
BRIDGE NO. 5790

SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	BY	DATE
T. AGUILAR	D. D'PAOLO	07-19
B. COLBURN	T. MCALLIFFE	07-19
DESIGN-DETAILED		
CHECKED-REVIEWED		
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OHIO STREET BRIDGE
INTERSTATE 95
PENOBSCOT COUNTY
BANGOR
ABUTMENT NO. 2
PLAN & ELEVATION

SHEET NUMBER

37

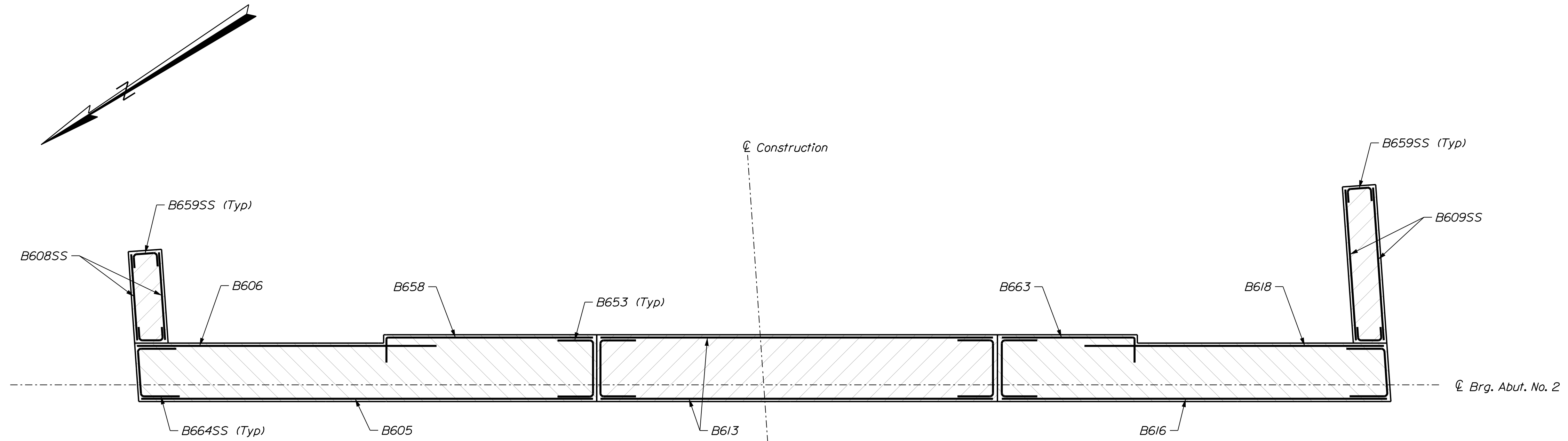
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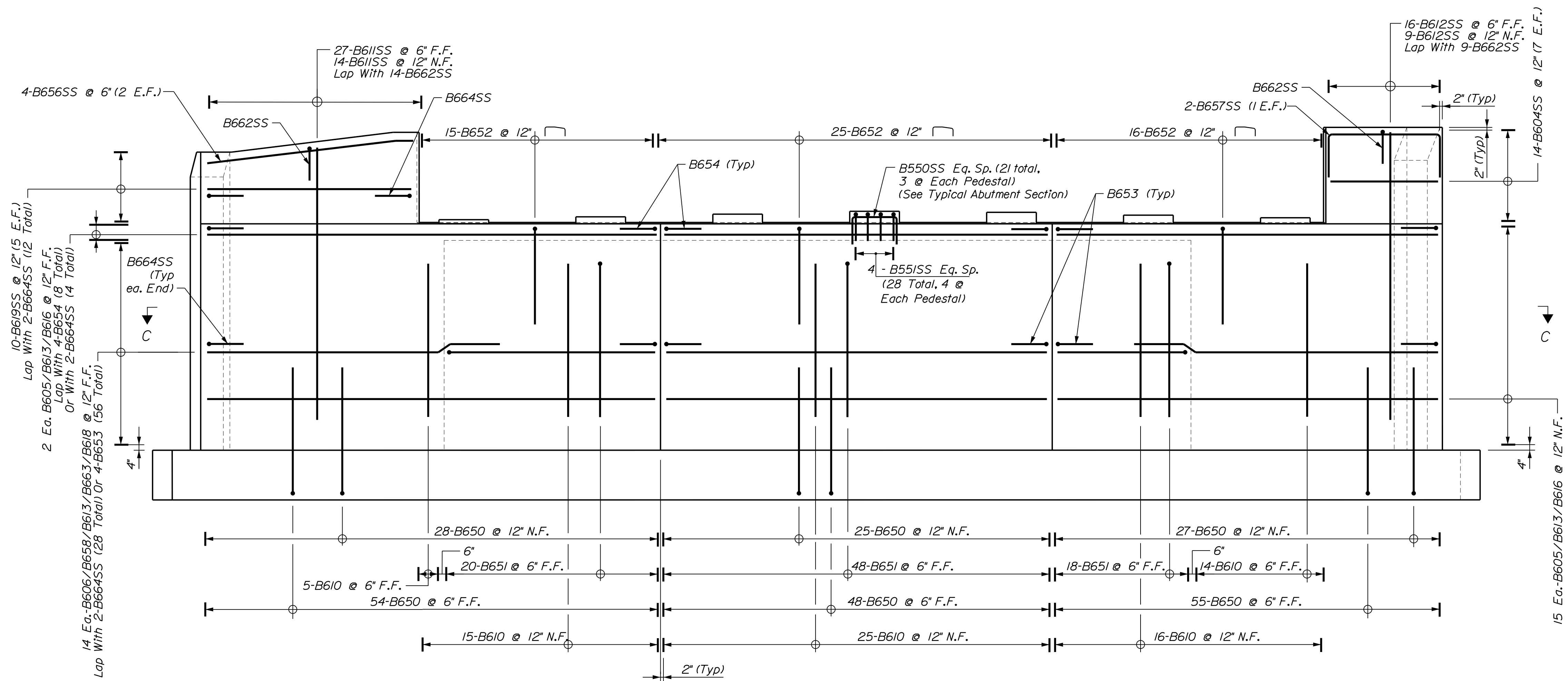
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SECTION C-C
Vertical Steel Not Shown For Clarity

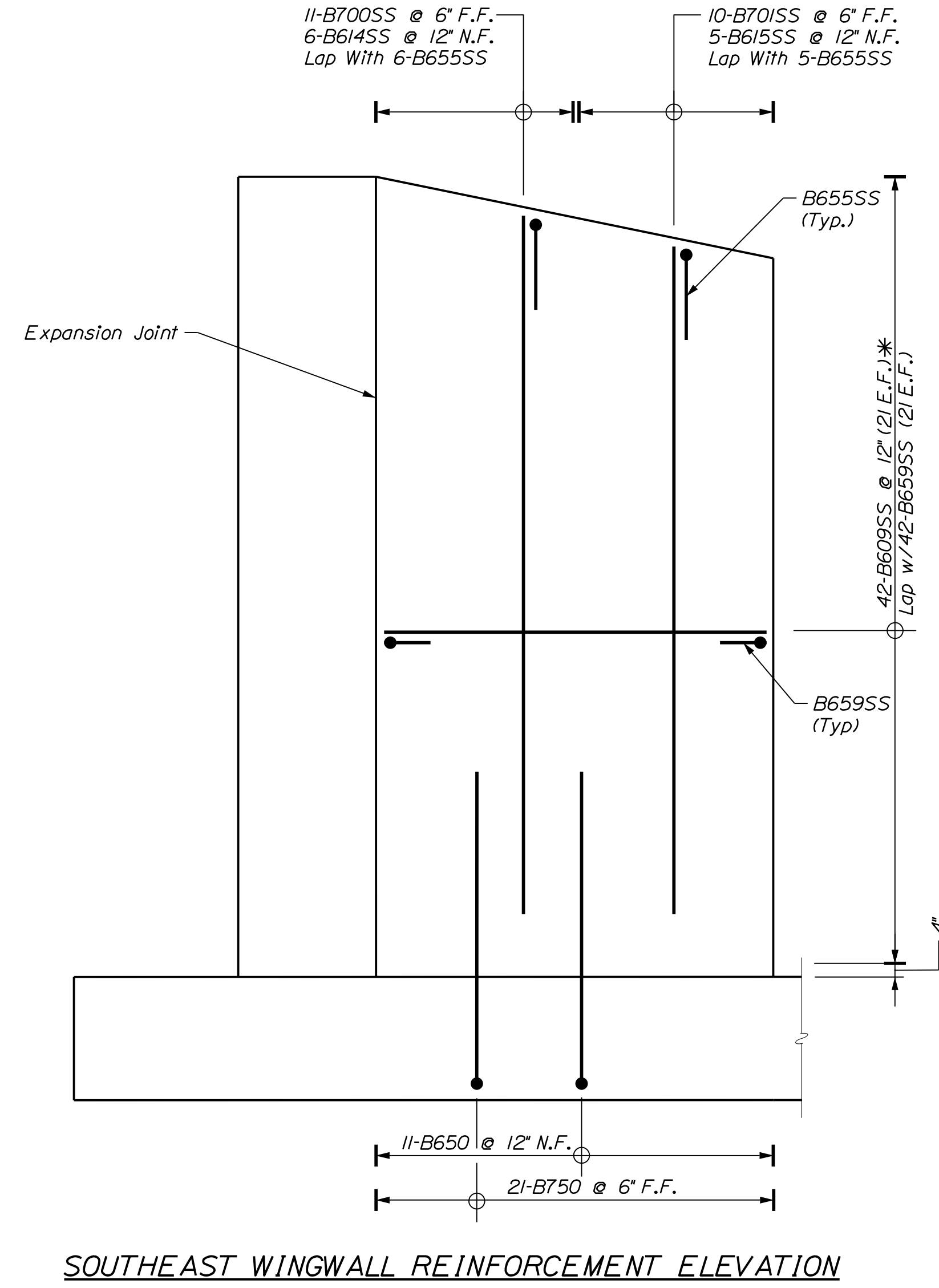
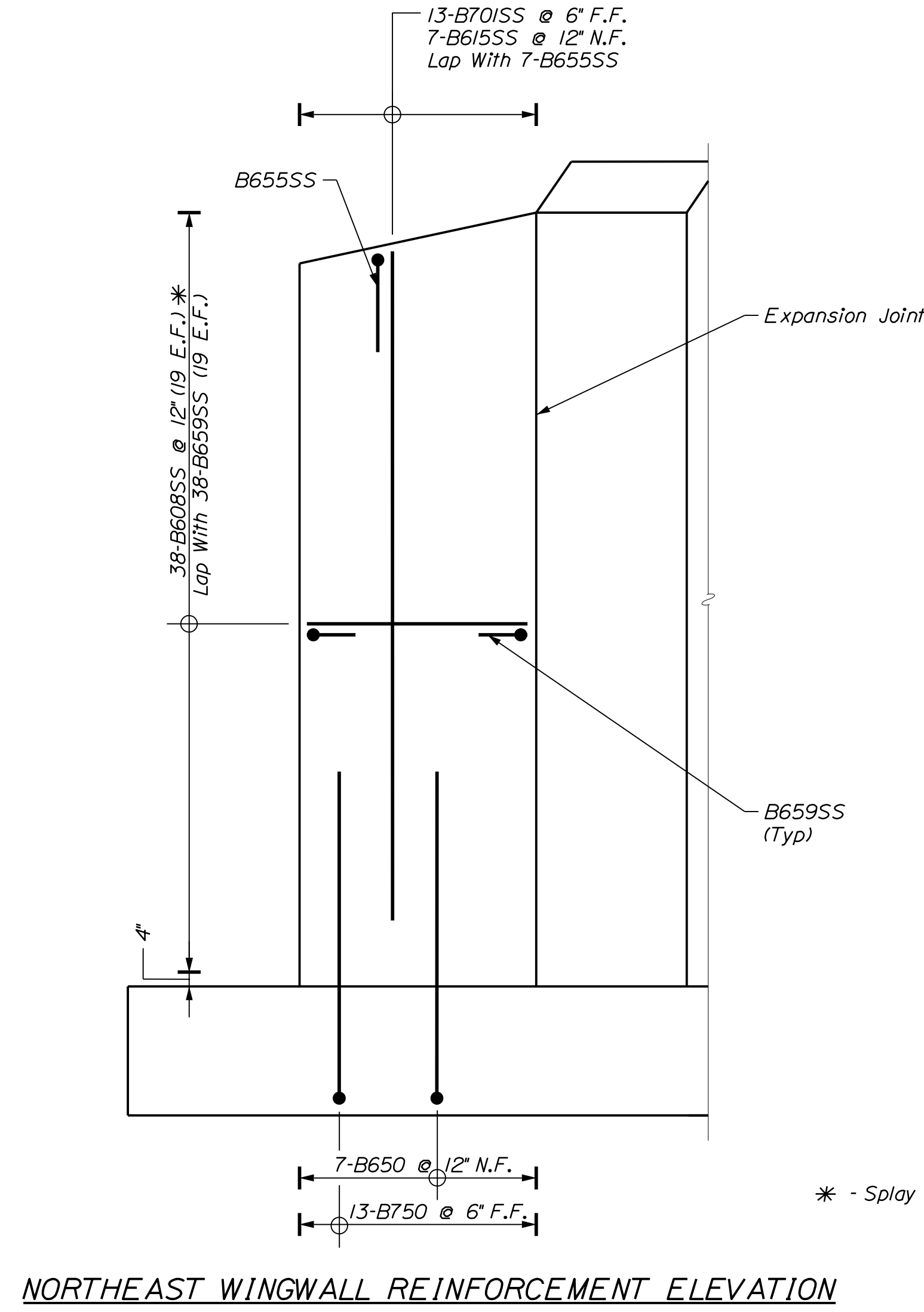


ABUTMENT NO. 2 REINFORCEMENT ELEVATION

PROJ. MANAGER	M. PARLIN	DATE	07-19
DESIGN-DETAILED	T. AQUILAR	BY	D. D'PAOLO
CHECKED-REVIEWED	B. COLBURN	DATE	07-19
DESIGNS-DETAILED2	T. MCALLIFFE	SIGNATURE	
REVISIONS 1		P.E. NUMBER	
REVISIONS 2		DATE	
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

OHIO STREET BRIDGE	
INTERSTATE 95	
PENOBSCOT COUNTY	
BANGOR	
ABUTMENT NO. 2	
REINFORCEMENT	

SHEET NUMBER	38
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PROJ. MANAGER	BY	DATE	SIGNATURE
T. AGUILAR	D. D'PAOLO	07-19	
B. COLBURN	T. MCALLIFFE	07-19	
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CHECKED-REVIEWED			
DESIGN-DETAILED2			
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REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

OHIO STREET BRIDGE
INTERSTATE 95
BANGOR PENOBSCOT COUNTY
ABUTMENT NO. 2
WINGWALL REINFORCEMENT

SHEET NUMBER

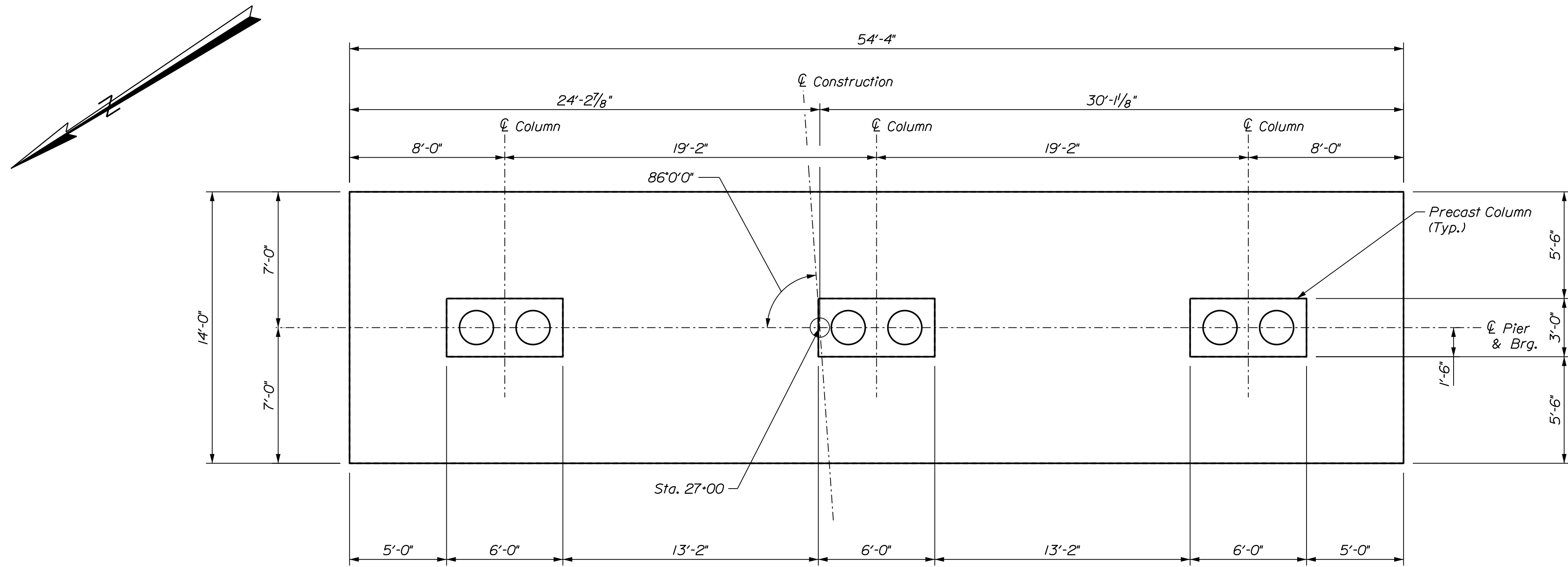
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OF 73

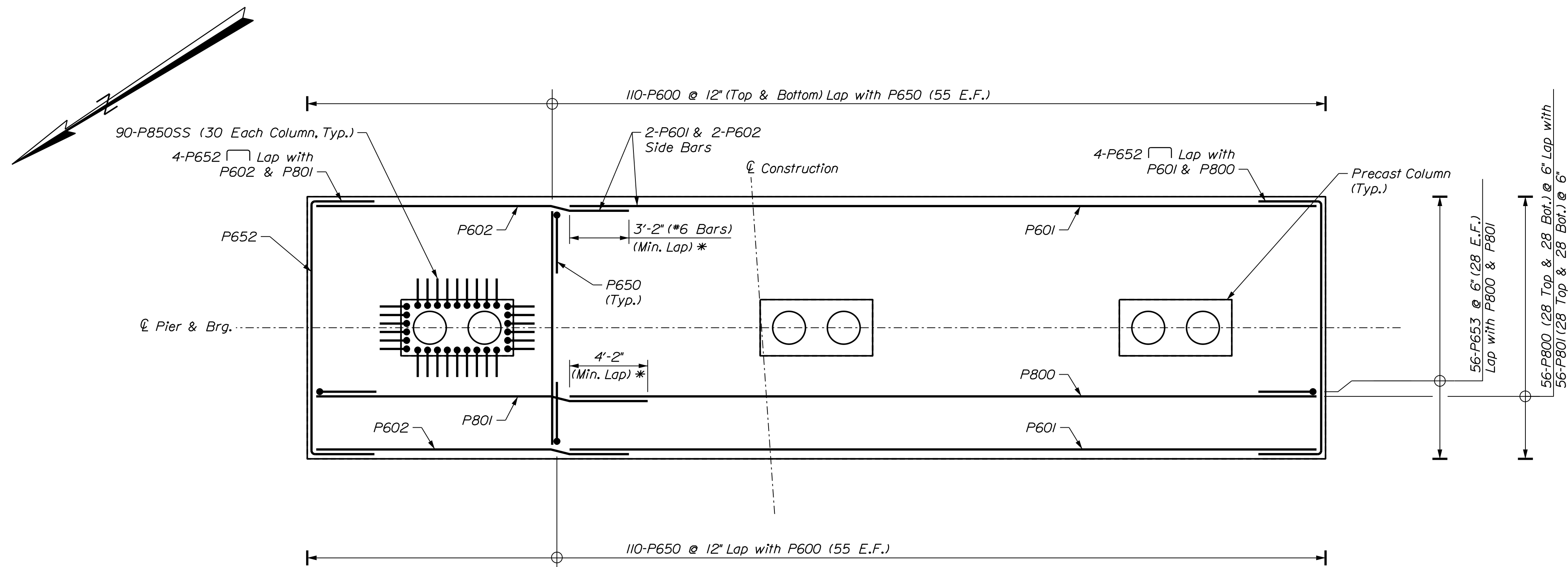
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Username:

Division: ...SVO\040_Pier_Footing_Plan.dgn



PIER FOOTING PLAN



PIER FOOTING REINFORCEMENT PLAN

* - Alternate lap location

PIER NOTES

- Maximum calculated footing bearing pressure is 6.22 ksf (Maine Modified Strength I).
- Pier cap and pier columns may be cast-in-place instead of precast if sufficient clearance for traffic is provided. For cast-in-place elements, eliminate voids and related grout details.
- The precast pier cap may be cast as a single unit, at the Contractor's discretion. For a single precast pier cap unit, eliminate the cast-in-place closure pour details and place longitudinal steel continuous through the cap.
- The reinforcing steel and couplers in the cap and columns shall be stainless steel.
- Reinforcing steel and couplers shall have a minimum concrete cover of 2 inches in the pier columns and pier cap and 3 inches in the pier footing unless otherwise noted.
- Concrete for the cast in place footing, filling column voids, and closure pour will be paid for under item 502.23, Structural Concrete Piers.
- Wind - 115 mph (Strength III).
- Over-excavate footing locations by 1 foot and replace the excavated soil with Granular Borrow for Underwater Backfill. Additional over-excavation may be necessary to remove existing fill materials or weak, disturbed or otherwise unacceptable soils, as determined by the Resident. Prior to placing the Granular Borrow for Underwater Backfill, proof compact the existing subgrade until firm, as determined by the Resident. Subsequently, place Granular Borrow up to the proposed footing elevation and compact to 95% of the maximum dry density as determined by AASHTO T-180.
- Final excavation to and preparation of footing bearing surfaces, and placement of footing concrete shall be completed in the dry. Subgrades that become disturbed due to Contractor's activities, including disturbance due to water infiltration, shall be re-excavated and stabilized to the satisfaction of the Resident at no additional cost to the Department. Exposed subgrades shall be examined by the Resident prior to placement of footing concrete.
- Waterproofing membrane shall be selected from the Qualified Products List and submitted to the Resident for review. Payment for the waterproofing membrane fabrication, delivery, and installation will be considered incidental to Item 534.7602, Precast Pier.

PRECAST NOTES

- The exact locations of the 21 inch diameter corrugated metal pipe voids shall be determined by the precast manufacturer. Locations of the voids shall not interfere with the reinforcing.
- Precast pier columns and precast pier cap units will be paid for under Item 534.7602, Precast Pier.
- Reinforcing in the precast columns and precast cap units will be paid for under item 534.7602, Precast Pier.
- Reinforcing steel in cast-in-place elements will be paid for under items 503.12, Reinforcing Steel, Fabricated and Delivered, 503.13, Reinforcing Steel, Placing, 503.26, Stainless Steel Reinforcement, Fabricated and Delivered, and 503.27, Stainless Steel Reinforcement, Placing.
- Form the top and bottom 6 inches of the corrugated metal pipe with removable forms to eliminate steel at the horizontal construction joint.
- Lifting pockets shall not be allowed in the top of the pier cap.
- Anchor rods shall be set by template prior to pouring the precast or cast-in-place pier cap.
- Grouted splice sleeve couplers shall meet the requirements of Type I Mechanical Connectors as defined in AASHTO LRFD Guide Specifications for Accelerated Bridge Construction.
- Closure pour concrete compressive strength shall be no less than 2 ksi when the beams are set.

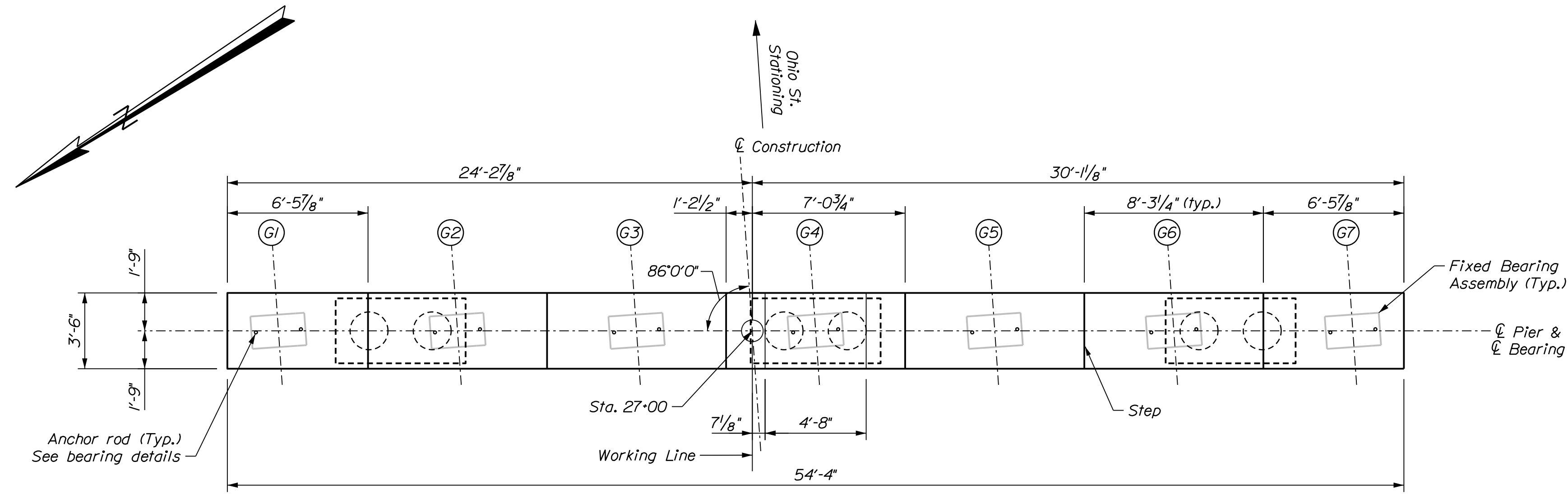
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M. PARLIN	07-19	D. D'PAOLO	
T. AGUILAR	07-19	T. MCALLIFFE	
B. COLBURN			
T. MCALLIFFE			

DESIGN-DETAILED	CHECKED-REVIEWED	DESIGNS-DETAILED3	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES

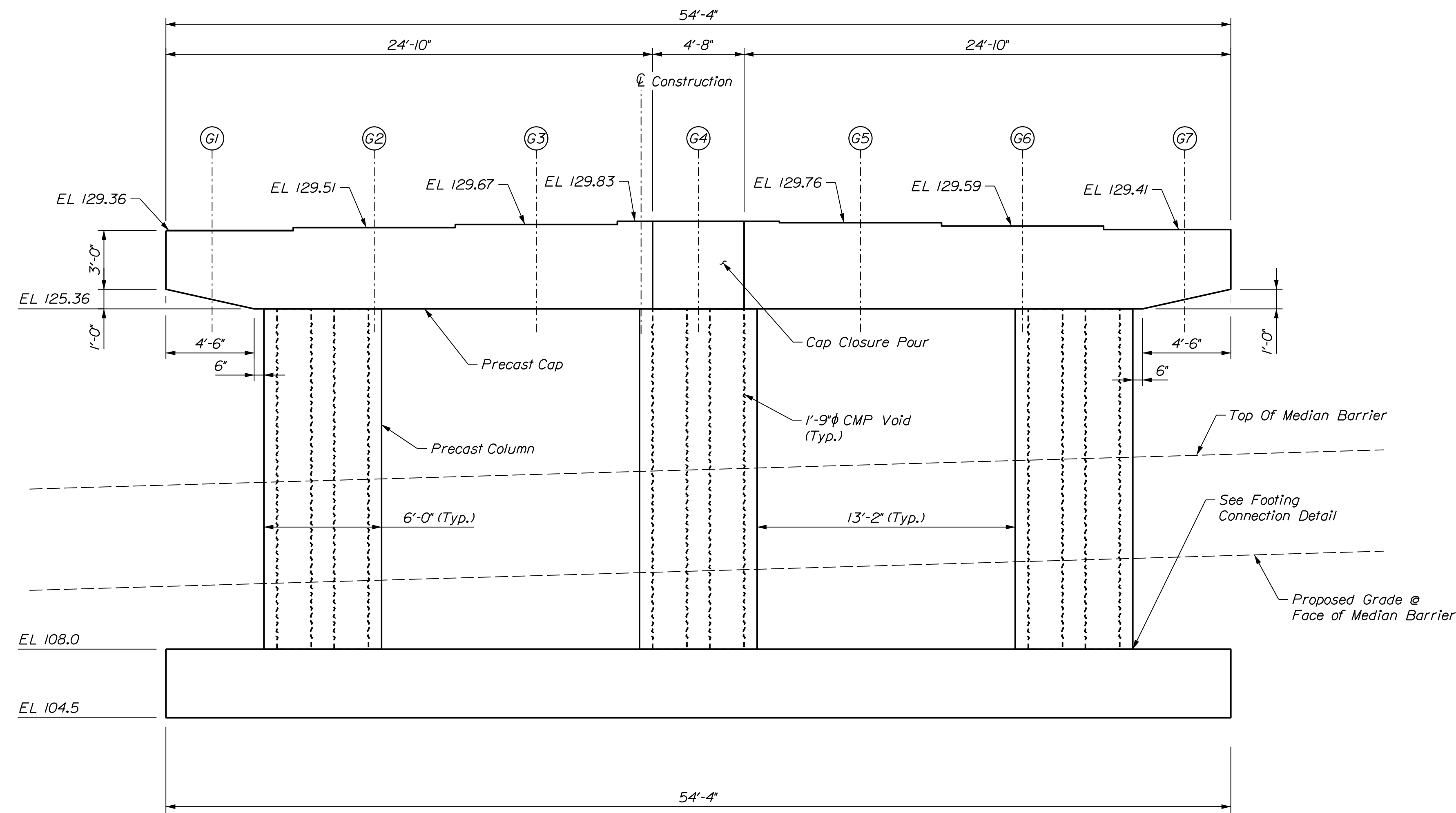
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40

OF 73



PIER CAP PLAN



PIER ELEVATION

PROJ. MANAGER	BY	DATE	SIGNATURE
M. PARLIN	D. D'PAOLO	07-19	
T. AGUILAR	T. MCALIFFE	07-19	
B. COLBURN			
I. MCALIFFE			

OHIO STREET BRIDGE
INTERSTATE 95
PENOBSCOT COUNTY
BANGOR
PIER
PLAN & ELEVATION

SHEET NUMBER

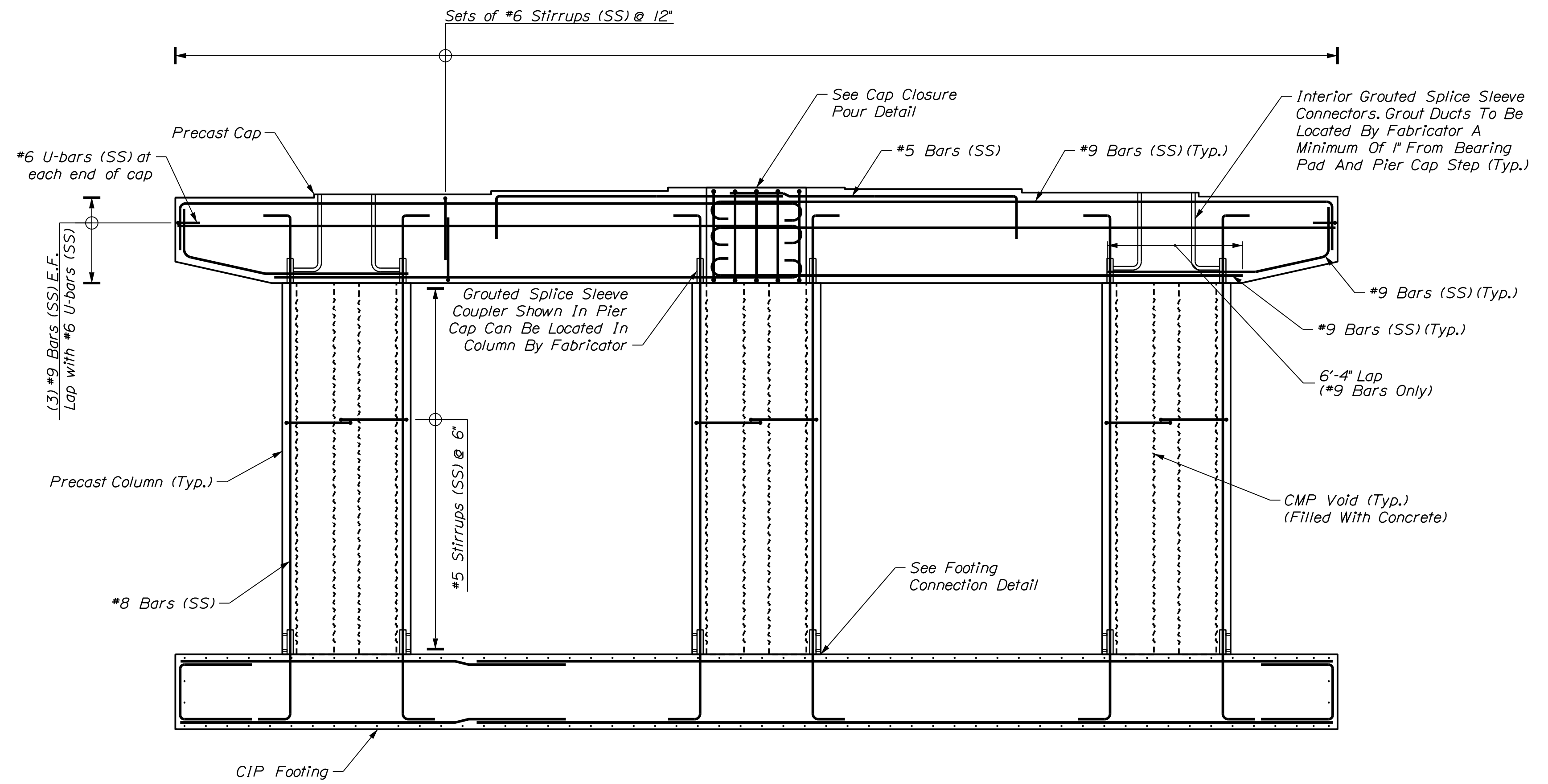
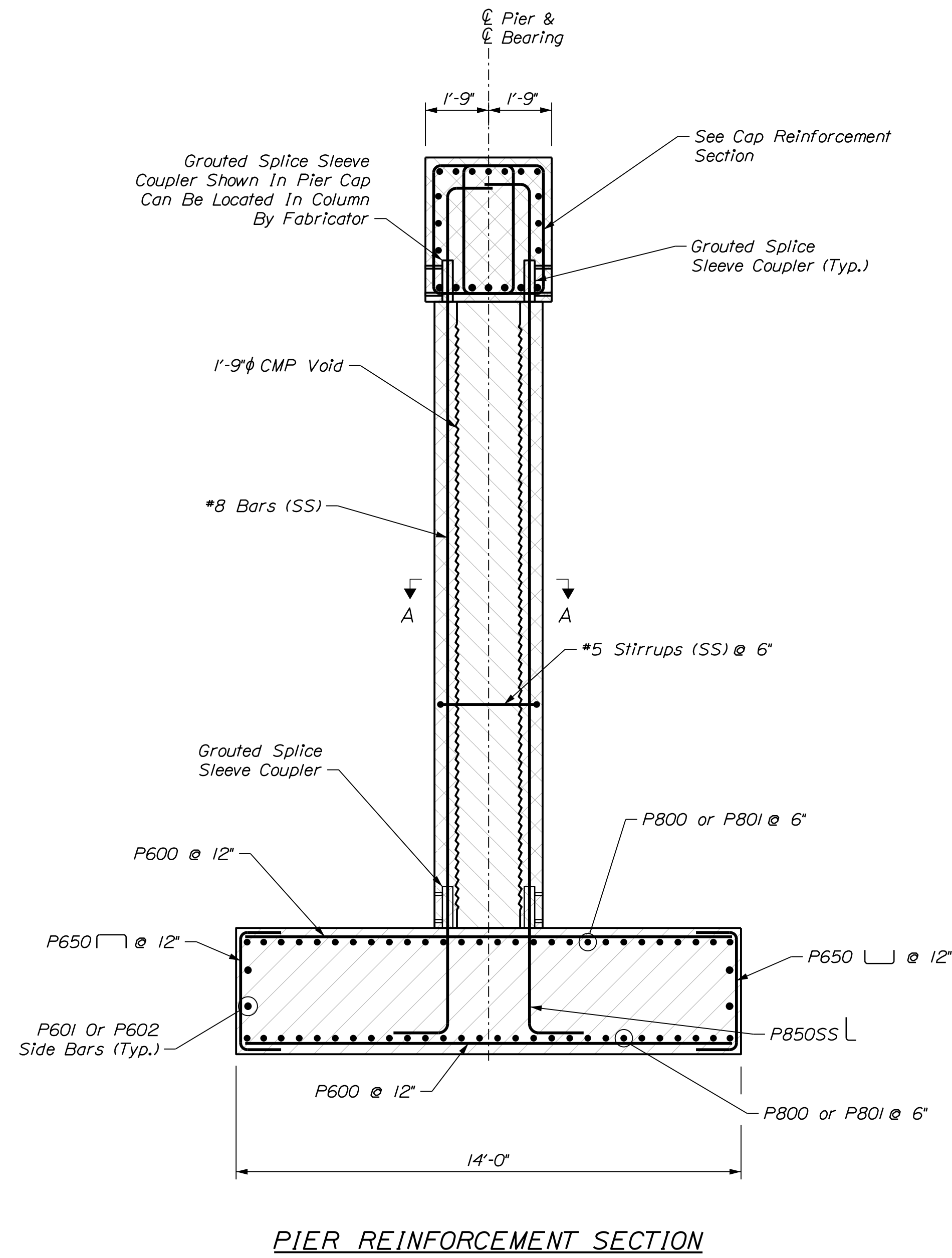
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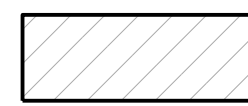

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LEGEND:

-  Cast-In-Place Concrete
-  Precast Concrete

PROJ. MANAGER	DATE	BY	DATE	SIGNATURE
M. PARLIN	07-19	D. D'PAOLO	07-19	
T. AGUILAR		T. COLBURN		
T. MCALLIFFE				
DESIGN-DETAILED				
CHECKED-REVIEWED				
DESIGN-DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

OHIO STREET BRIDGE
INTERSTATE 95
PENOBSCOT COUNTY
BANGOR
PIER TYPICAL SECTION AND
ELEVATION REINFORCEMENT

SHEET NUMBER

42

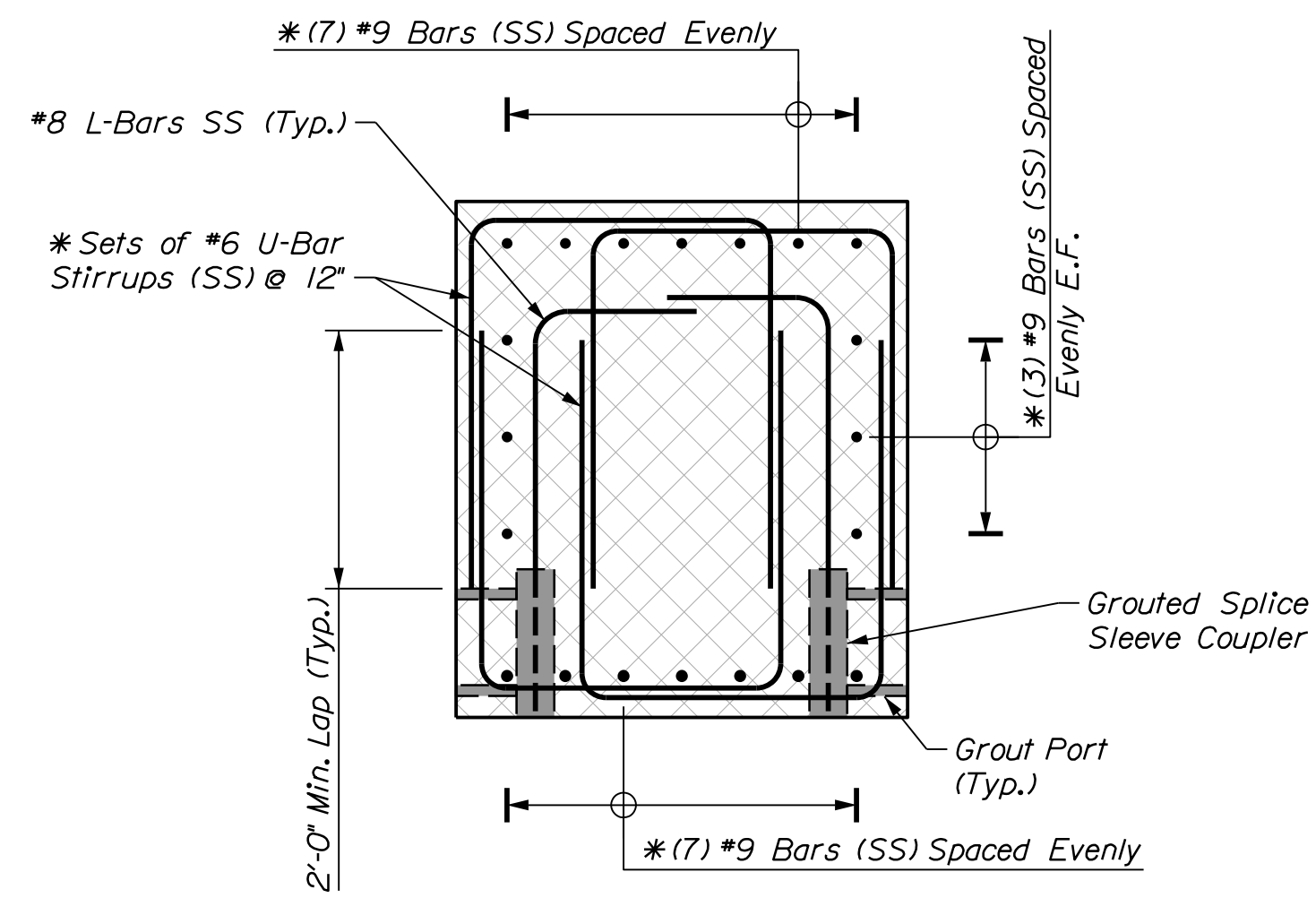
OF 73

Date: 9/3/2019

Username:

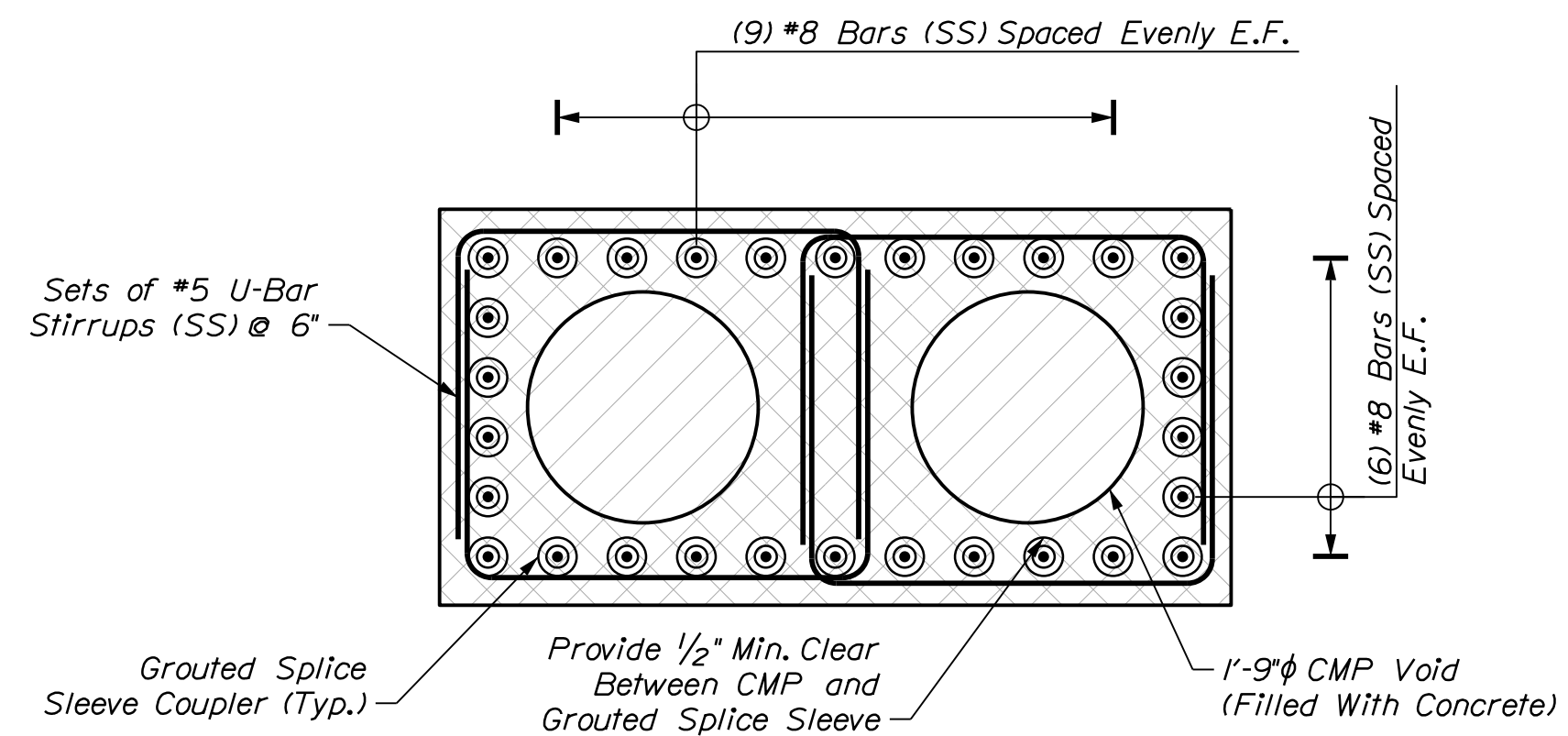
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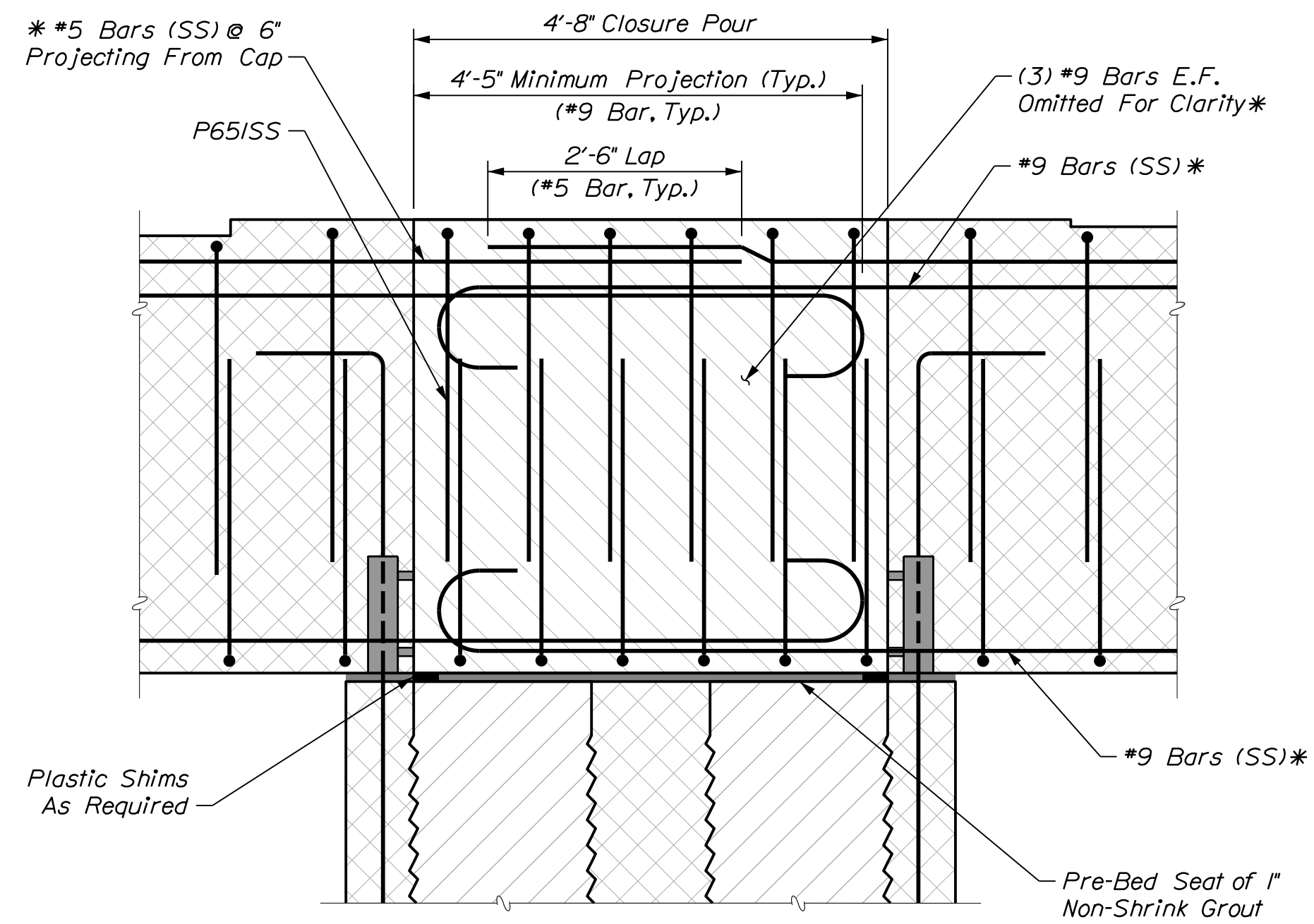


CAP REINFORCEMENT SECTION

* - Bars Included in Precast Cap

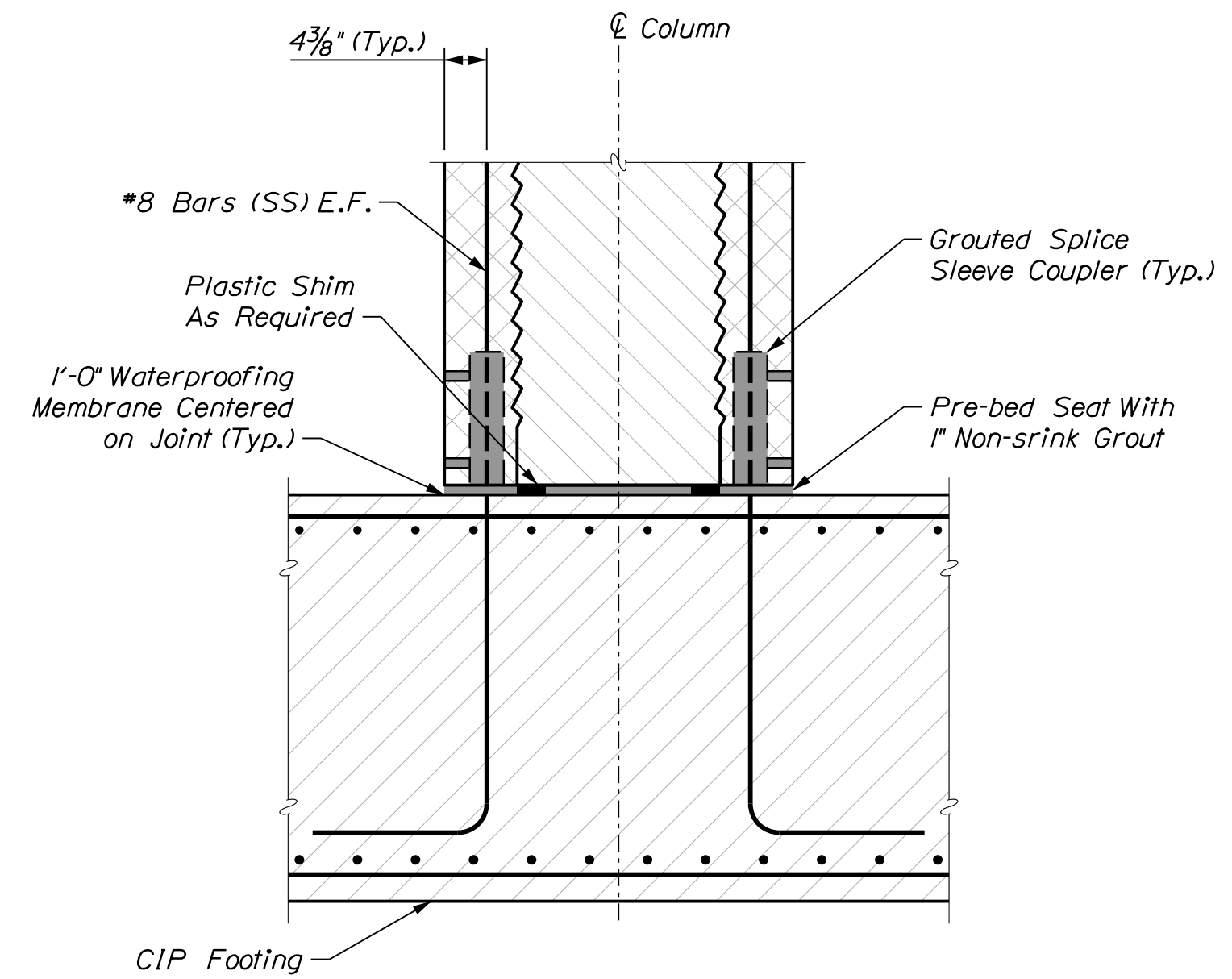


SECTION A-A



CAP CLOSURE POUR DETAIL



* - Bars Included in Precast Cap



FOOTING CONNECTION DETAIL

Footing connection detail shown.
Cap connection detail similar.

LEGEND:

-  Cast-In-Place Concrete
-  Precast Concrete

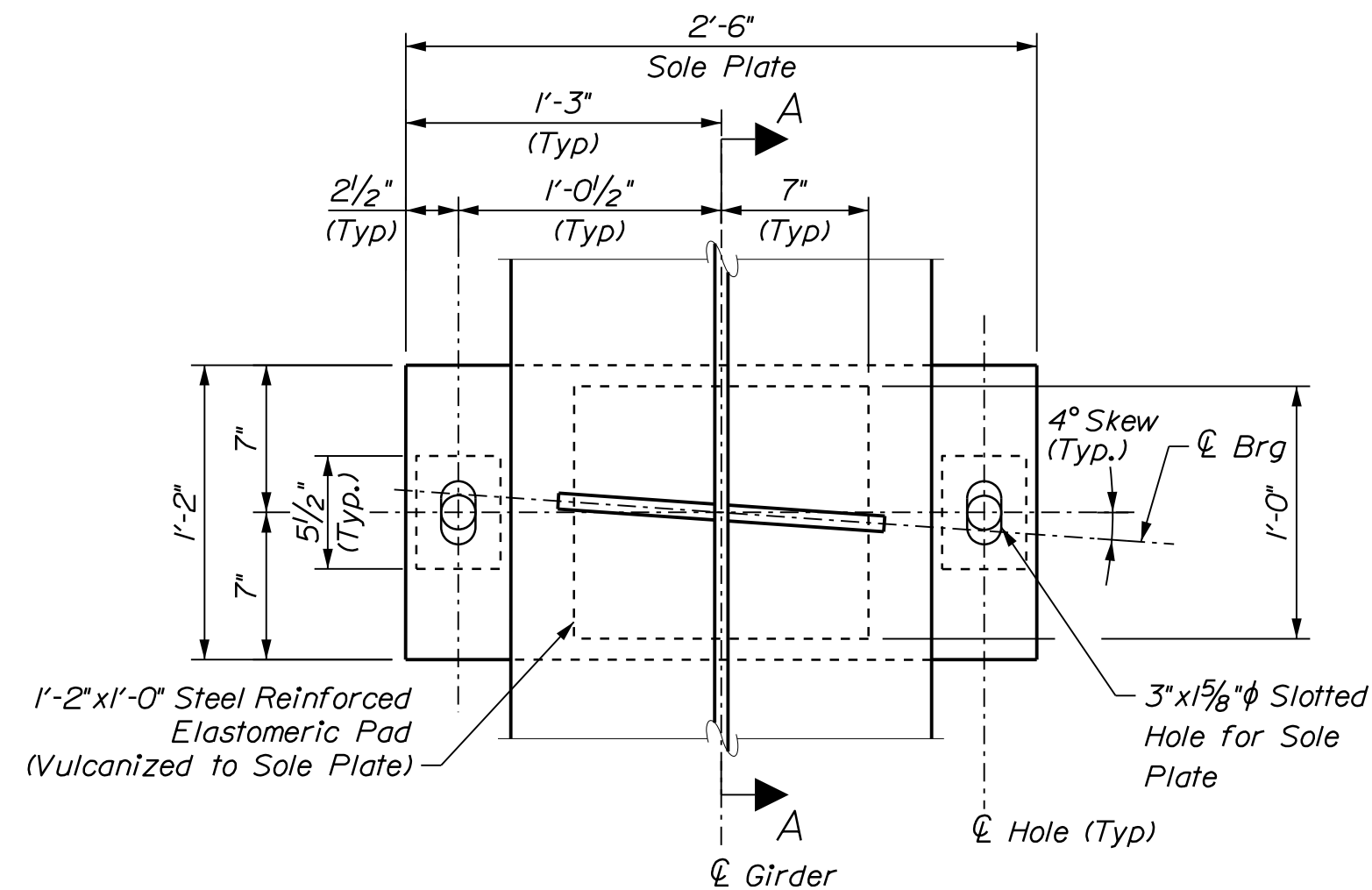
PROJ. MANAGER	BY	DATE
M. PARLIN	D. D'PAOLO	07-19
T. AGUILAR	T. MCALLIFFE	07-19
B. COLBURN		

SIGNATURE	P.E. NUMBER	DATE

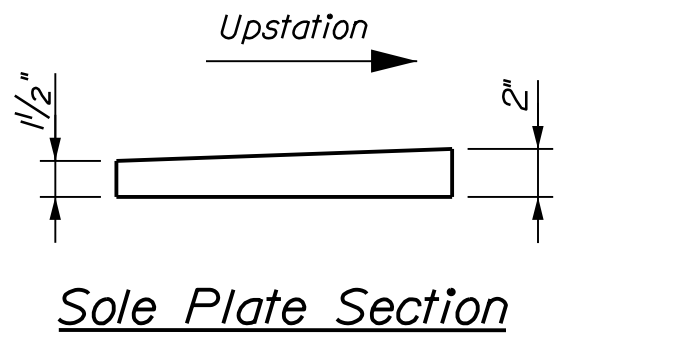
SHEET NUMBER

43

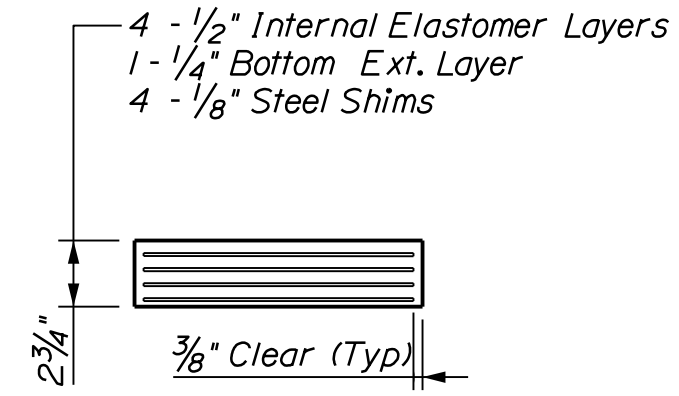
OF 73



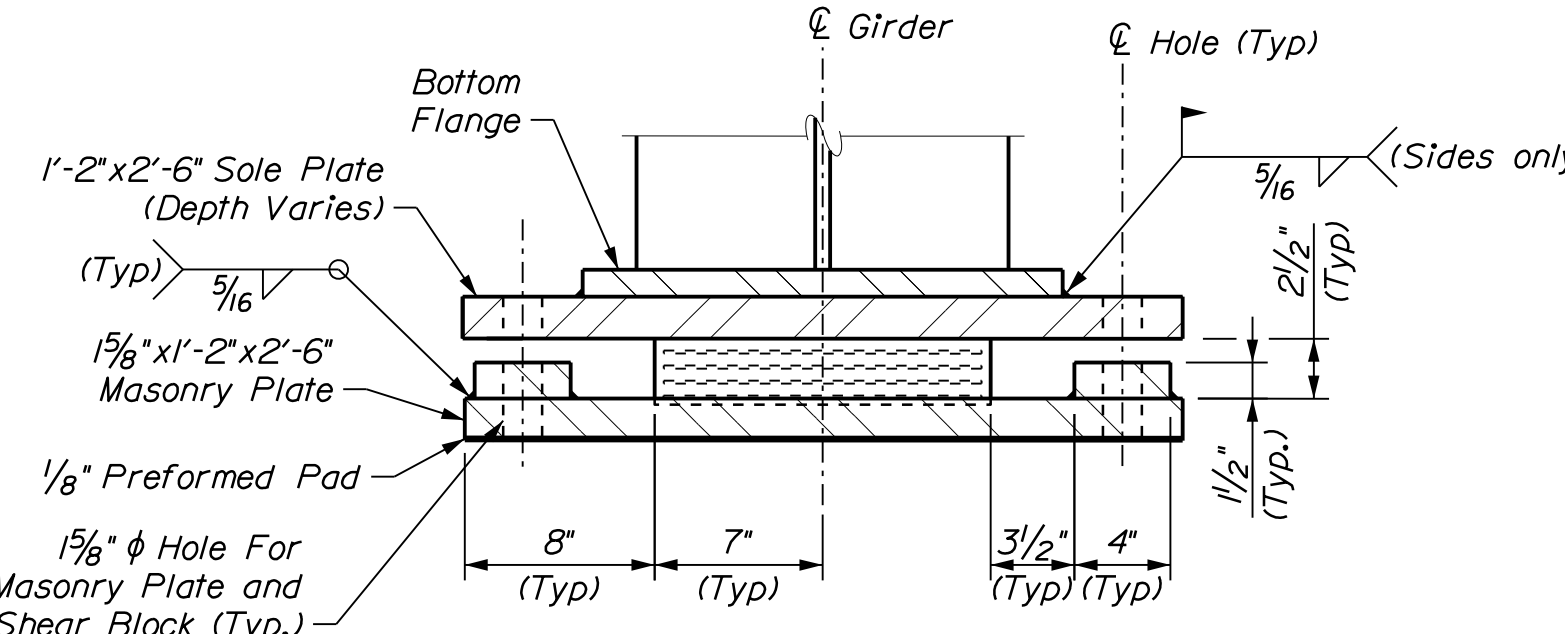
Plan



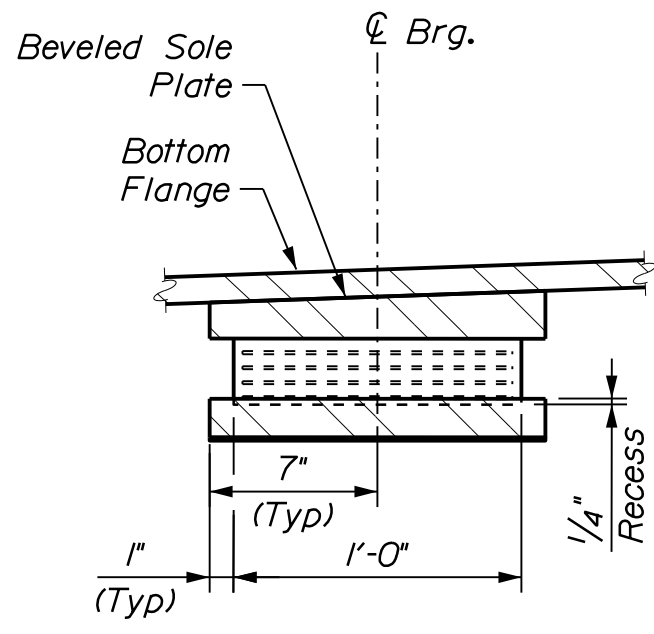
Sole Plate Section



Elastomeric Pad Section

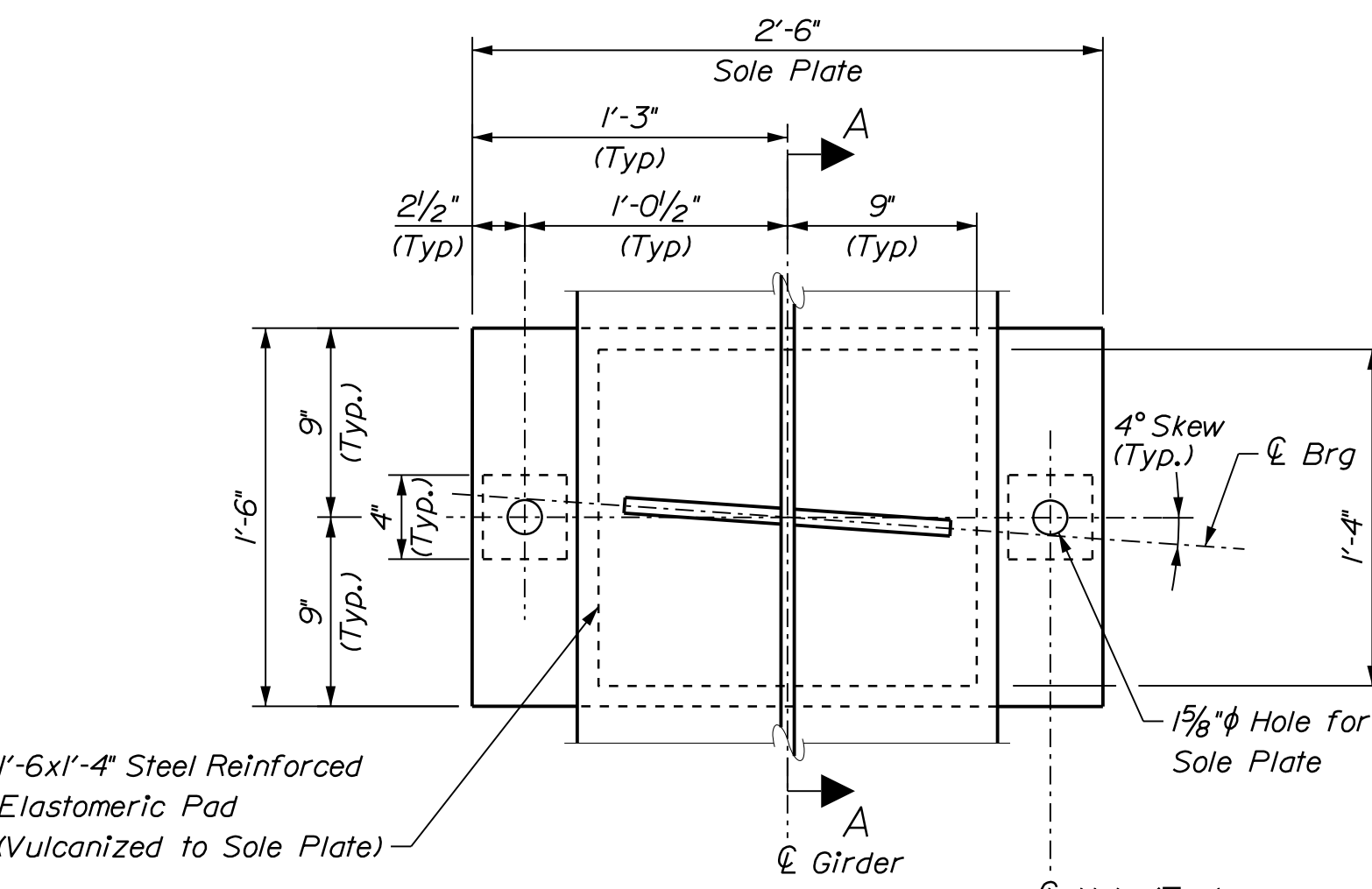


Elevation

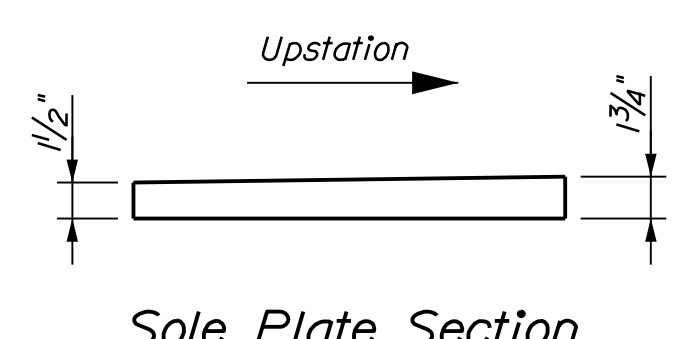


Section A-A

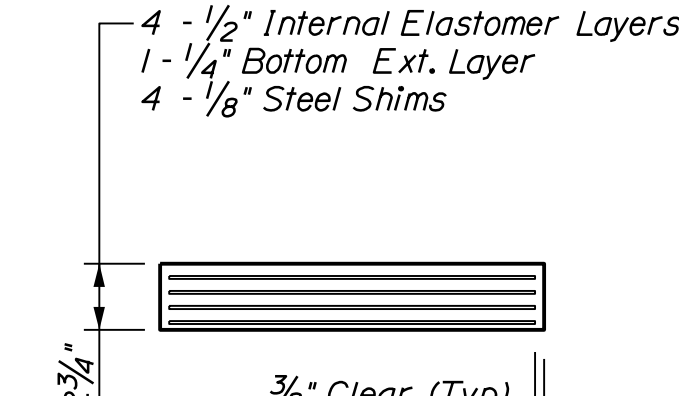
ABUTMENT 1 BEARING ASSEMBLY (EXPANSION)



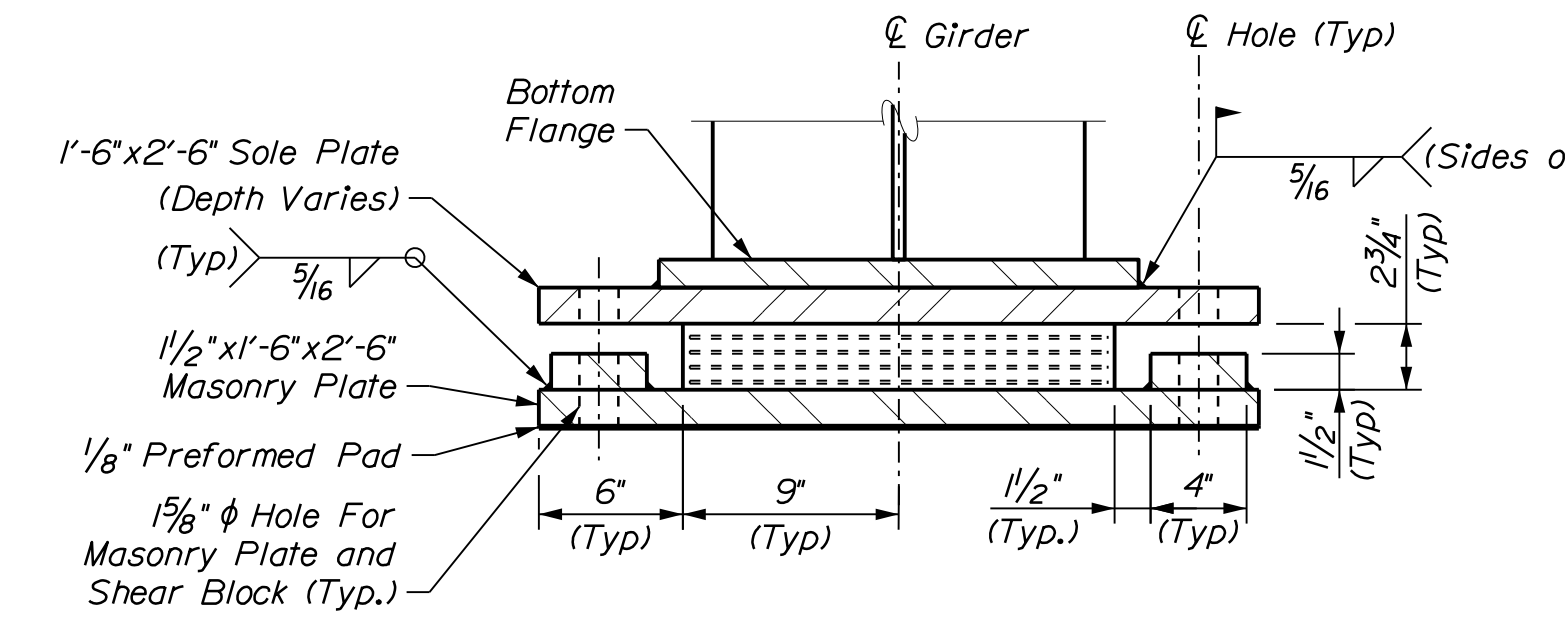
Plan



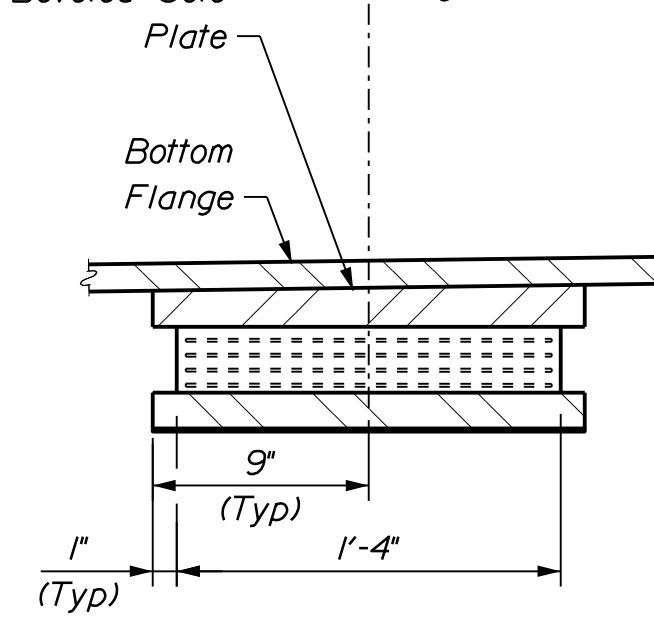
Sole Plate Section



Elastomeric Pad Section



Elevation



Section A-A

PIER BEARING ASSEMBLY (FIXED)

ELASTOMERIC BEARING NOTES

- The shear modulus of the elastomer shall be 140 psi.
- Vulcanization of the elastomer to the sole plates shall be done during the primary mold process.
- Masonry and sole plates shall meet the requirements of ASTM A 709, Grade 50. Anchor rods shall meet the requirements of ASTM F 1554, Grade 105 and shall be swaged on the embedded portion of the rod.
- Masonry plates, sole plates, and shear blocks shall be galvanized in accordance with Section 506. Anchor rods, washers, and nuts shall be galvanized to ASTM A 153 or ASTM B 695, Class 50, Type 1.
- All bearings shall be marked prior to shipping. The marks shall include the bearing location on the bridge and a direction arrow that points upstation. All marks shall be permanent and shall be visible after the bearing is installed.
- Bearings shall be covered during shipping and at any time prior to installation that the bearings may be exposed to sunlight.
- The superstructure may be erected when the ambient air temperature is within the range of 65 °F and 90 °F. If the ambient air temperature is outside this range, the bearings shall be reset as directed by the Resident.
- The Contractor shall not weld the girders to the sole plates until after all adjustments have been made in accordance with Standard Specification Section 523.094.
- All necessary precautions shall be taken to protect bearing components from field weld flash and spatter. Heat from 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.
- Upset the threads on the anchor rods after assembly of the bearing.
- The "Bearing Design Load" for each bearing, as noted in Standard Specifications Subsection 523.23.4, is given in the table. This is the total load for the Service I load combination, without impact.

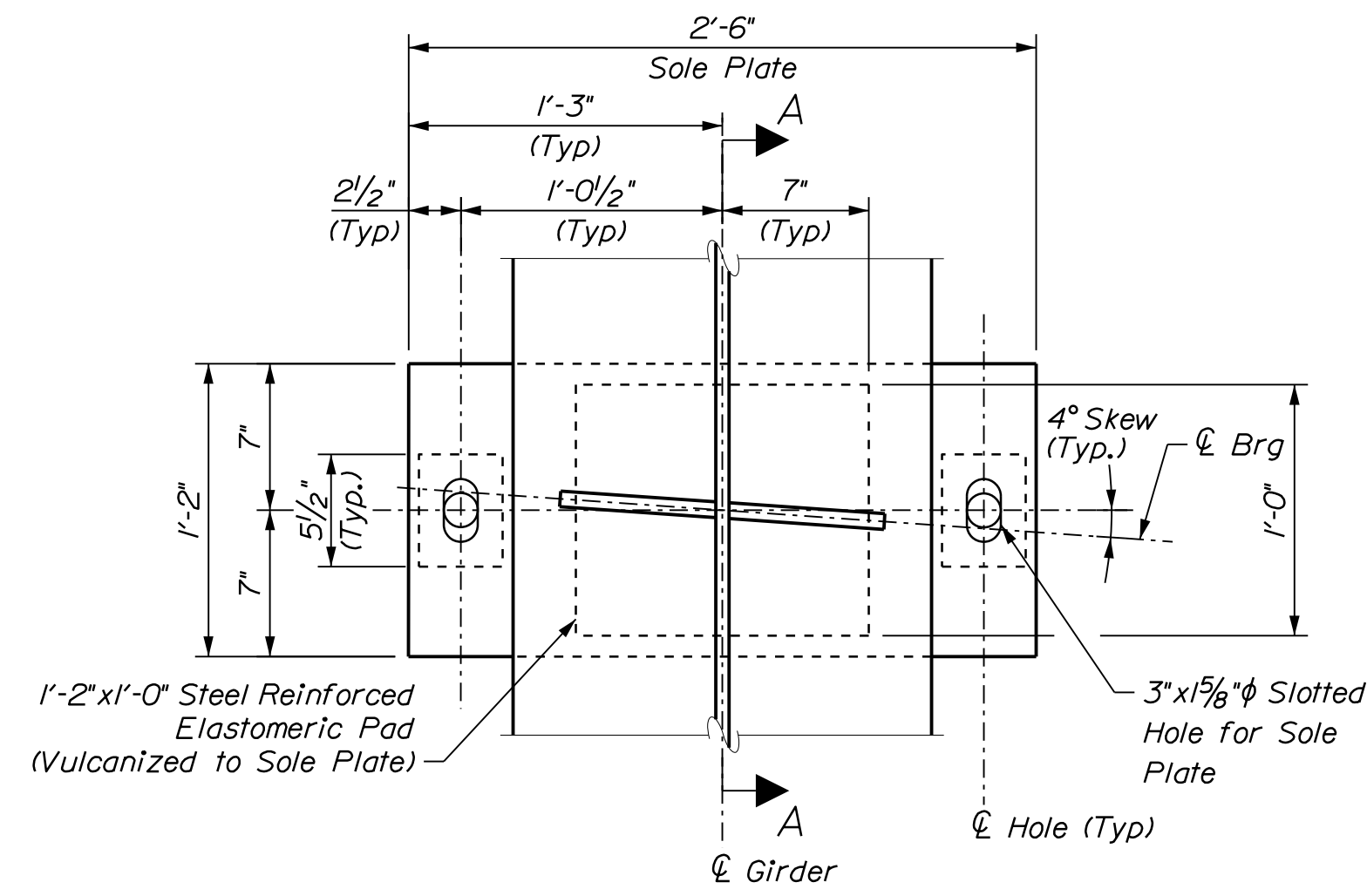
BEARING DESIGN LOADS AND MOVEMENTS (UNFACTORED)							
Brg. Type	VERTICAL REACTIONS (kips)			Horiz. Load - Long. (kips)	Horiz. Load - Trans. (kips)	MOVEMENTS (in.)	
	Dead Load	Live Load	Total			Long.	Trans.
Exp. @ Abut. 1	50	110	160	15.1	--	1/4	0
Fixed @ Pier	165	175	340	0	--	0	0
Exp. @ Abut. 2	50	110	160	15.1	--	1/4	0

PROJ. MANAGER	BY	DATE	SIGNATURE
M. PARLIN	D. D'PAOLO	07-19	
DESIGN-DETAILED	T. ACULAR	07-19	
CHECKED-REVIEWED	B. COLBURN		
DESIGN-DETAILED	T. MCALLIFFE		
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

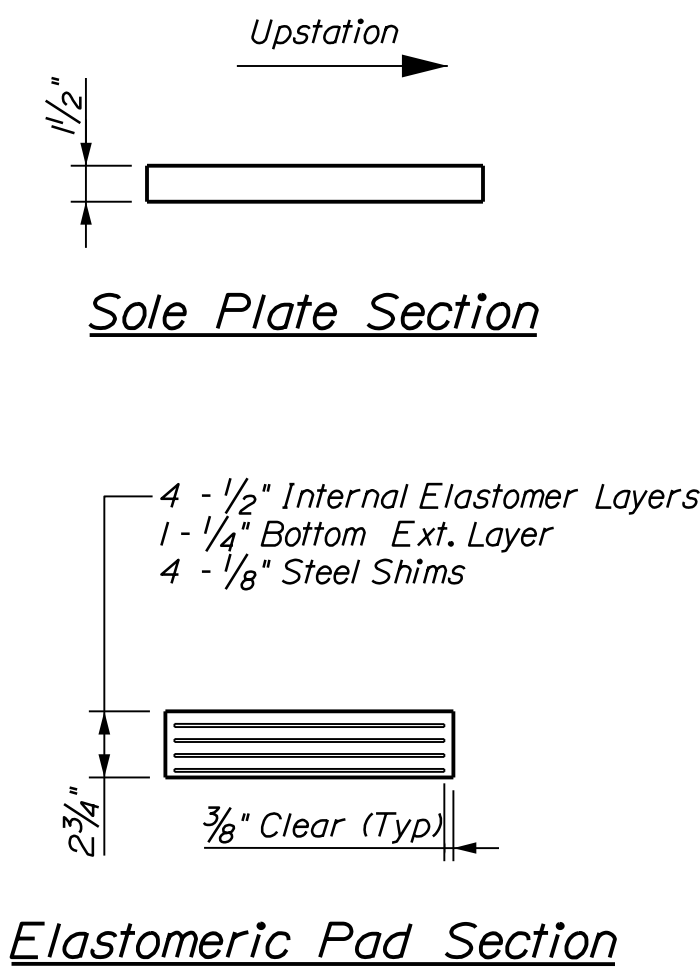
Date: 9/3/2019

Username:

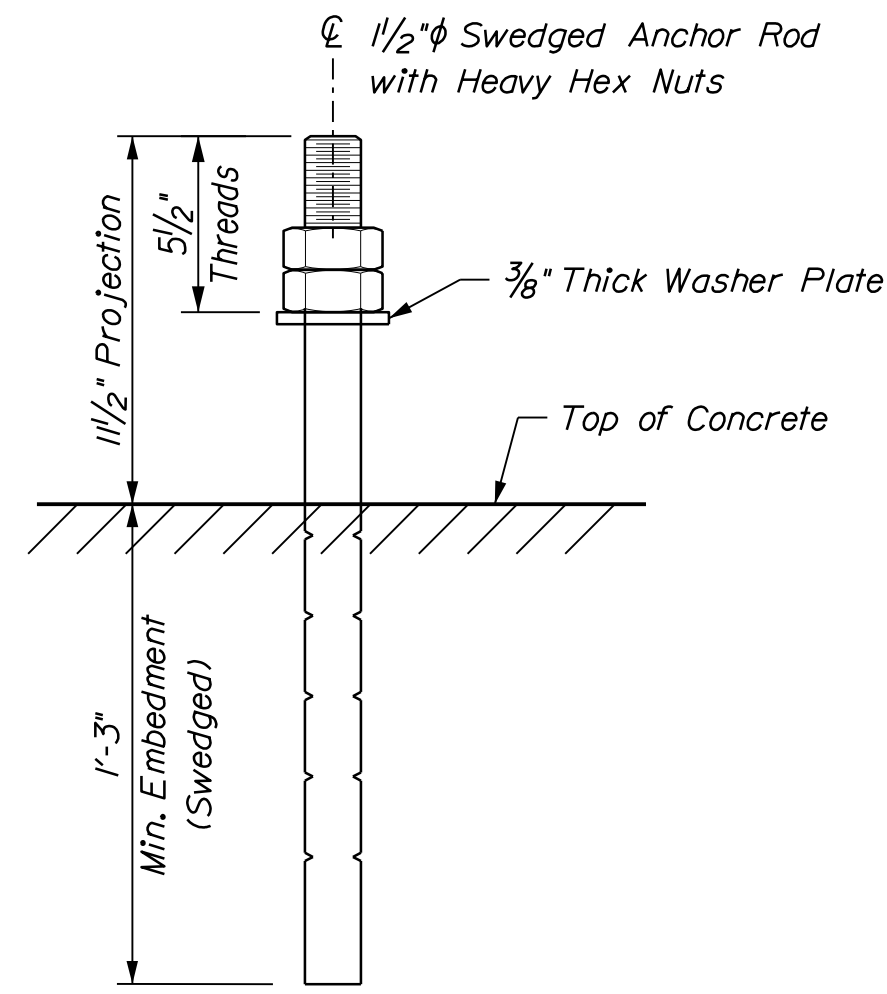
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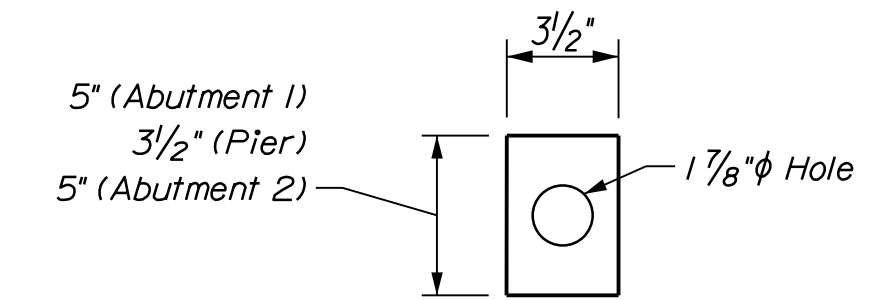
Plan



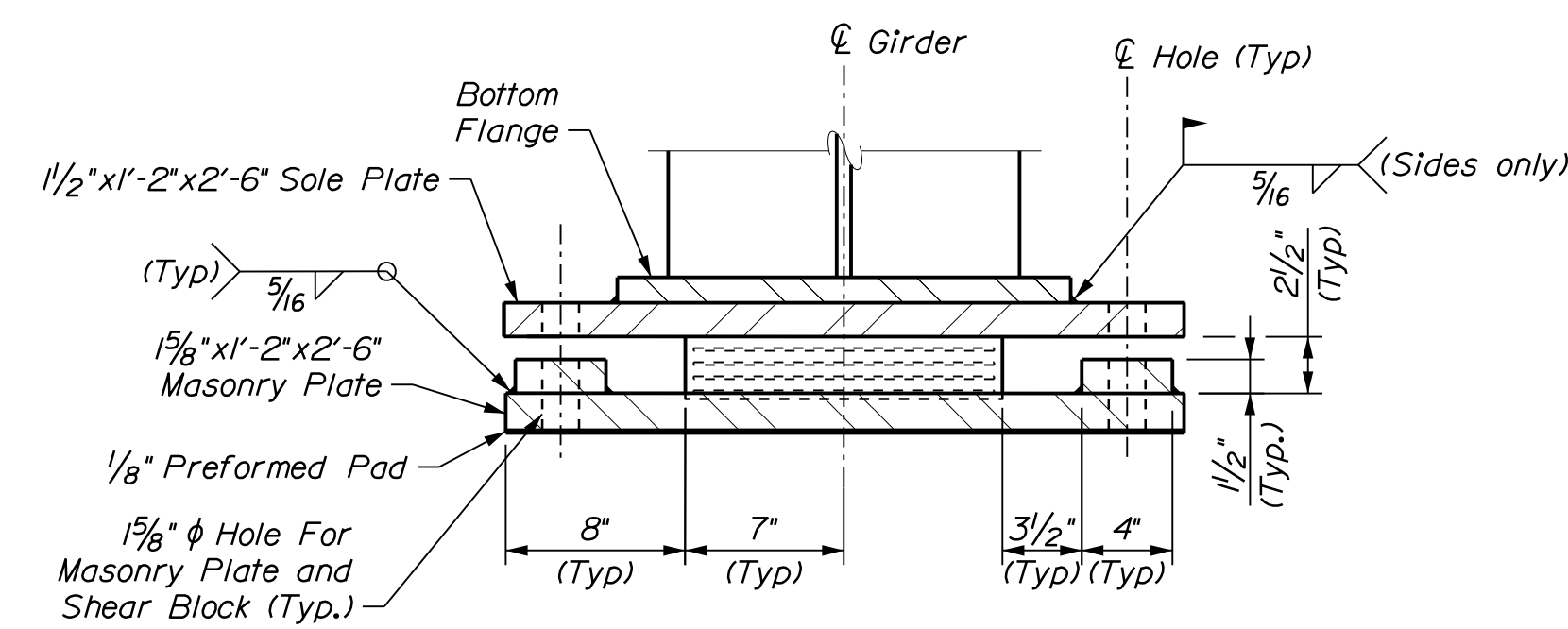
Elastomeric Pad Section



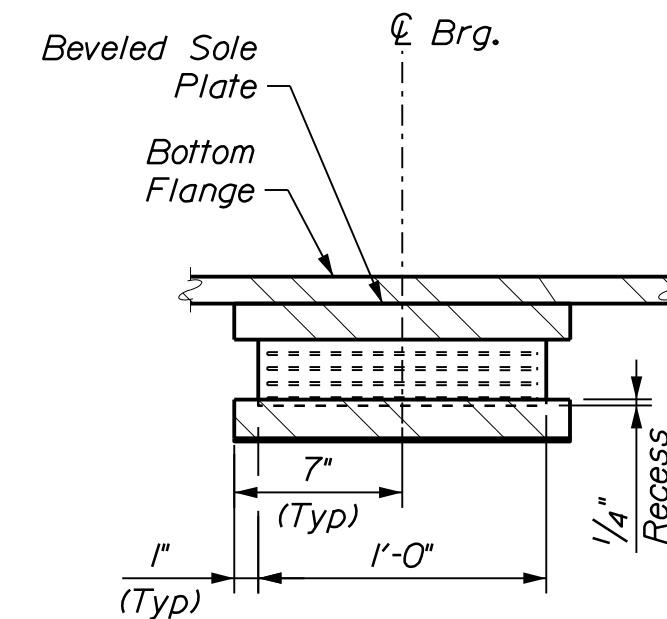
ANCHOR ROD DETAIL



WASHER PLATE DETAIL



Elevation



Section A-A

ABUTMENT 2 BEARING ASSEMBLY (EXPANSION)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1872(200)
WIN
018722.00
BRIDGE NO. 5790
BRIDGE PLANS

PROJ. MANAGER	DATE	SIGNATURE
DESIGN-DETAILED	07-19	
CHECKED-REVIEWED	07-19	
DESIGNS-DETAILED2		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

M. PARLIN		
T. AQUILAR		
D. D'APALO		
B. COLBURN		
T. MCALLIFFE		

OHIO STREET BRIDGE
INTERSTATE 95
PENOBSCOT COUNTY
BANGOR
BEARING DETAILS
(2 OF 2)

SHEET NUMBER

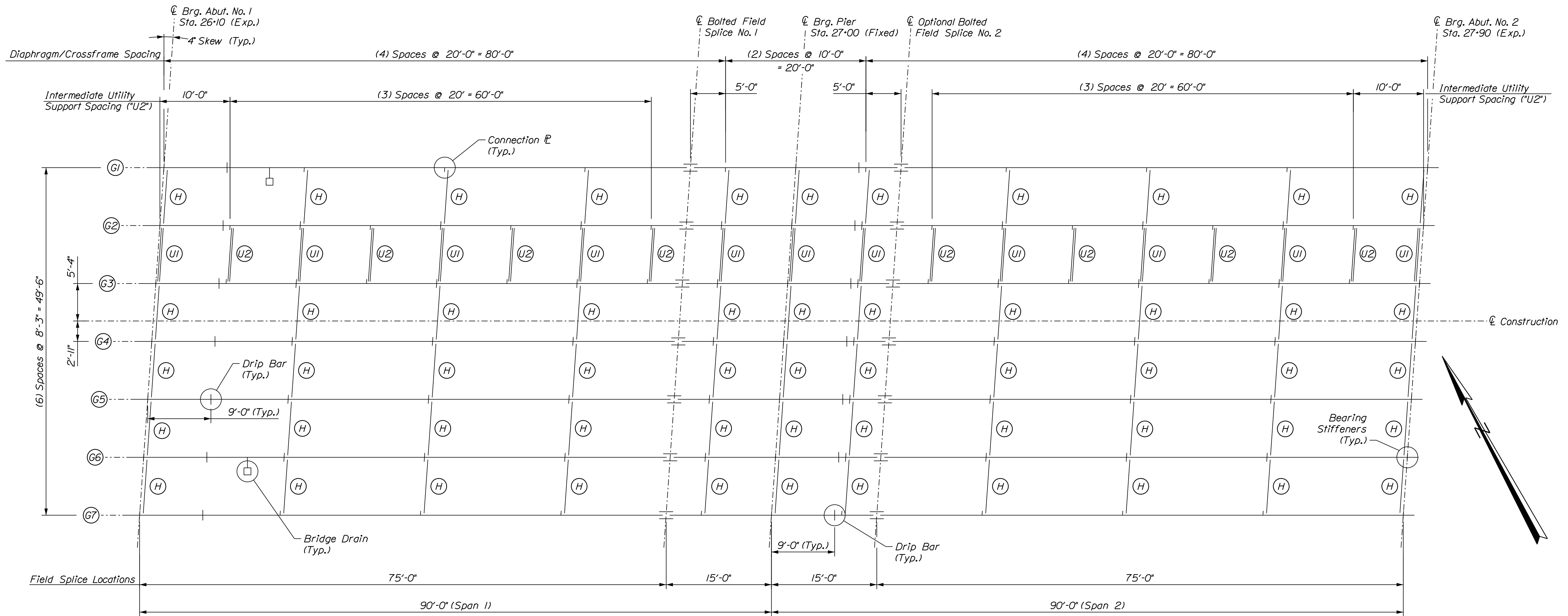
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OF 73

Date: 9/3/2019

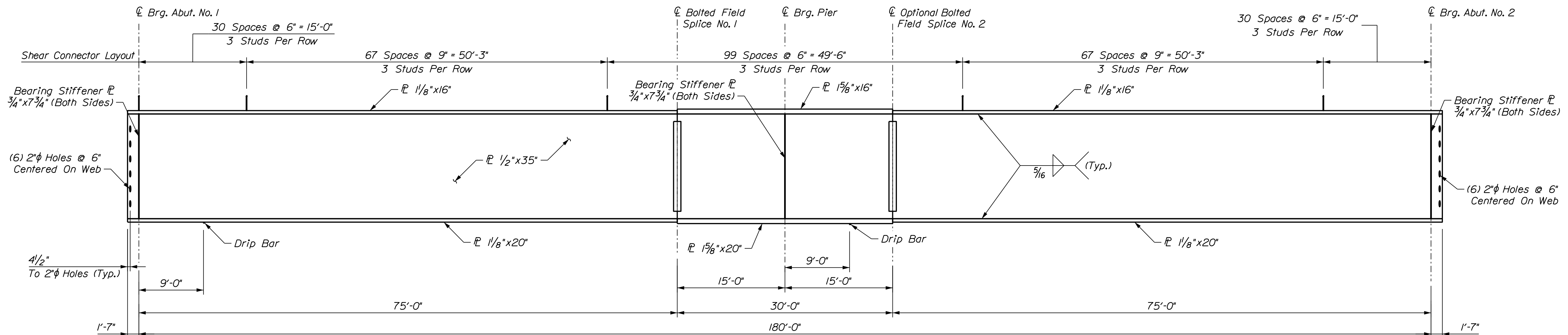
Username:

Filename: ... \046_Framing_Plan_Girder_Elev.dgn Division:



FRAMING PLAN

- Notes:**
- 1. See Structural Steel Notes on Sheet 48.
 - 2. "U" Framing shall be in-line with cross-frames in adjacent bays.
 - 3. Holes in girder web from "U2" Bent Plate Connections not shown for clarity.



GIRDER ELEVATION

PROJ. MANAGER	BY	DATE	SIGNATURE
M. PARLIN	D. DI PAOLO	07-19	
T. AGUILAR	T. MCALLIFFE	07-19	

DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS	REVISIONS	REVISIONS	FIELD CHANGES
T. AGUILAR	B. COLBURN	T. MCALLIFFE	1	2	3	4

SHEET NUMBER

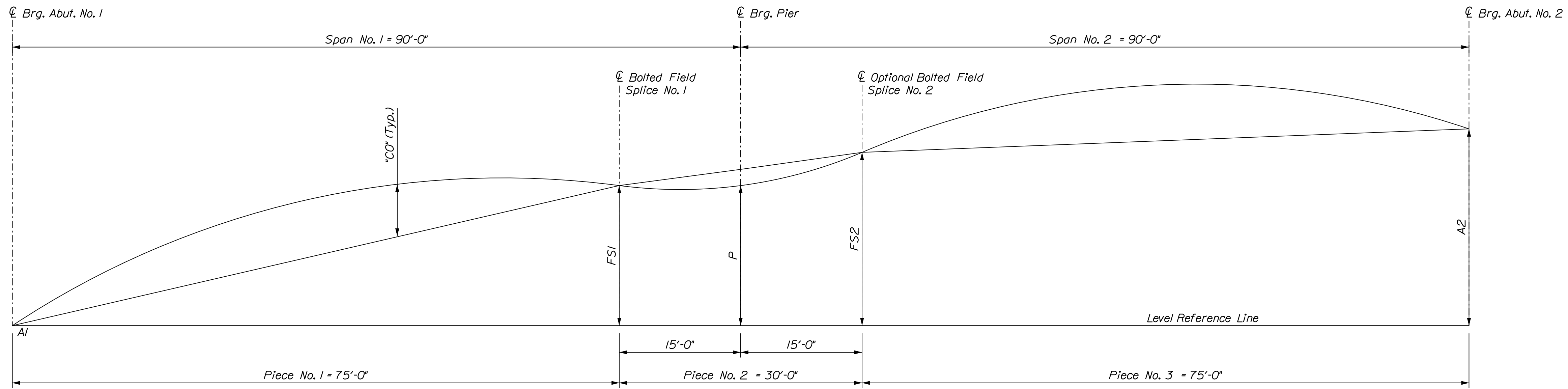
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OF 73

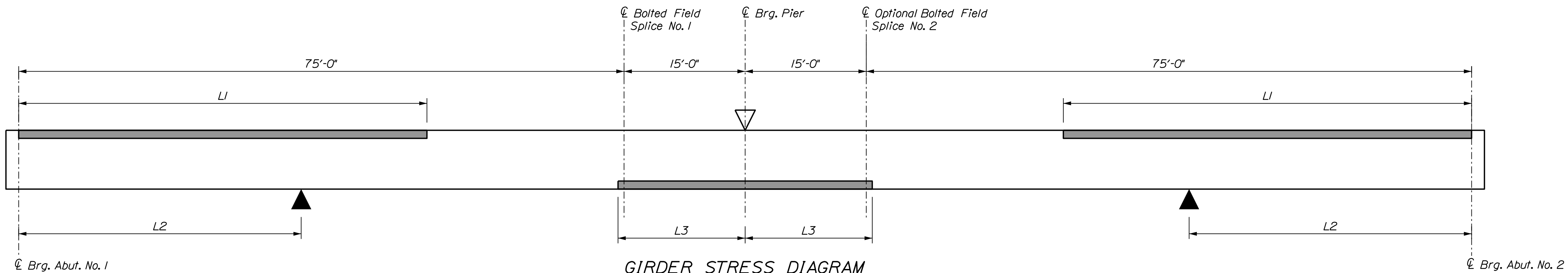
Date: 9/3/2019

Username:

Filename: ... \047_Girder_Camber_Stress_Diag.dgn Division:



CAMBER DIAGRAM



GIRDER STRESS DIAGRAM

Shaded Areas are always in compression. Other areas are in tension or have stress reversal.

- ▽ - Maximum Negative Moment
- ▲ - Maximum Positive Moment

GIRDER	A1	FS1	P	FS2	A2
1	0	1.73	1.93	2.14	2.43
2	0	1.75	1.94	2.15	2.45
3	0	1.75	1.95	2.16	2.47
4	0	1.76	1.96	2.18	2.49
5	0	1.77	1.97	2.19	2.50
6	0	1.78	1.98	2.20	2.52
7	0	1.78	1.99	2.20	2.54

GIRDER	L1	L2	L3
1	47'-7"	36'-0"	15'-0"
2 & 3	50'-7"	35'-0"	15'-9"
4	50'-0"	36'-0"	15'-7"
5 & 6	50'-10"	35'-0"	15'-10"
7	49'-9"	36'-0"	15'-6"

GIRDER	PIECE 1											PIECE 2					PIECE 3										
	CL BRG. ABUT. 1	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	CL FIELD SPLICE 1	CL FIELD SPLICE 1	1/4	CL BRG. PIER	3/4	CL FIELD SPLICE 2	CL FIELD SPLICE 2	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	CL BRG. ABUT. 2
	0.0	7.5	15.0	22.5	30.0	37.5	45.0	52.5	60.0	67.5	75.0	75.0	82.5	90.0	97.5	105.0	105.0	112.5	120.0	127.5	135.0	142.5	150.0	157.5	165.0	172.5	180.0
1 & 7	0.00	0.95	1.74	2.31	2.64	2.73	2.57	2.19	1.60	0.85	0.00	0.00	-0.03	-0.06	-0.03	0.00	0.00	0.85	1.60	2.19	2.57	2.73	2.64	2.31	1.74	0.95	0.00
2 - 6	0.00	1.03	1.89	2.51	2.88	2.97	2.79	2.37	1.72	0.91	0.00	0.00	-0.07	-0.12	-0.07	0.00	0.00	0.91	1.72	2.37	2.79	2.97	2.88	2.51	1.89	1.03	0.00

GIRDER	DEAD LOAD COMPONENT	CL BRG. ABUT. 1	1/12	2/12	3/12	4/12	5/12	6/12	7/12	8/12	9/12	10/12	11/12	CL BRG. PIER	1/12	2/12	3/12	4/12	5/12	6/12	7/12	8/12	9/12	10/12	11/12	CL BRG. ABUT. 2
1 & 7	STEEL DL	0.00	-0.09	-0.16	-0.22	-0.26	-0.27	-0.26	-0.22	-0.17	-0.11	-0.06	-0.02	0.00	-0.02	-0.06	-0.11	-0.17	-0.22	-0.26	-0.27	-0.26	-0.22	-0.16	-0.09	0.00
	DECK CONCRETE DL	0.00	-0.31	-0.59	-0.81	-0.94	-0.98	-0.93	-0.80	-0.62	-0.41	-0.21	-0.06	0.00	-0.06	-0.21	-0.41	-0.62	-0.80	-0.93	-0.98	-0.94	-0.81	-0.59	-0.31	0.00
	SUPERIMPOSED DL	0.00	-0.05	-0.09	-0.12	-0.14	-0.14	-0.14	-0.14	-0.12	-0.09	-0.06	-0.03	-0.01	0.00	-0.01	-0.03	-0.06	-0.09	-0.12	-0.14	-0.14	-0.14	-0.12	-0.09	-0.05
2 - 6	STEEL DL	0.00	-0.09	-0.17	-0.24	-0.28	-0.29	-0.27	-0.24	-0.18	-0.12	-0.06	-0.02	0.00	-0.02	-0.06	-0.12	-0.18	-0.24	-0.27	-0.29	-0.28	-0.24	-0.17	-0.09	0.00
	DECK CONCRETE DL	0.00	-0.40	-0.75	-1.02	-1.19	-1.24	-1.18	-1.02	-0.78	-0.52	-0.27	-0.08	0.00	-0.08	-0.27	-0.52	-0.78	-1.02	-1.18	-1.24	-1.19	-1.02	-0.75	-0.40	0.00
	SUPERIMPOSED DL	0.00	-0.04	-0.08	-0.11	-0.13	-0.13	-0.13	-0.13	-0.11	-0.09	-0.06	-0.03	-0.01	0.00	-0.01	-0.03	-0.06	-0.09	-0.11	-0.13	-0.13	-0.13	-0.11	-0.08	-0.04

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1872(200)

BRIDGE NO. 5790
WIN
018722.00
BRIDGE PLANS

PROJ. MANAGER	DATE	BY	DATE
M. PARLIN	07-19	D. D'PAOLO	07-19
T. AGUILAR		T. COLBURN	
T. MCALLIFFE			

OHIO STREET BRIDGE
INTERSTATE 95
PENOBSCOT COUNTY
BANGOR
GIRDER CAMBER DIAGRAM & STRESS DIAGRAM

SHEET NUMBER

47

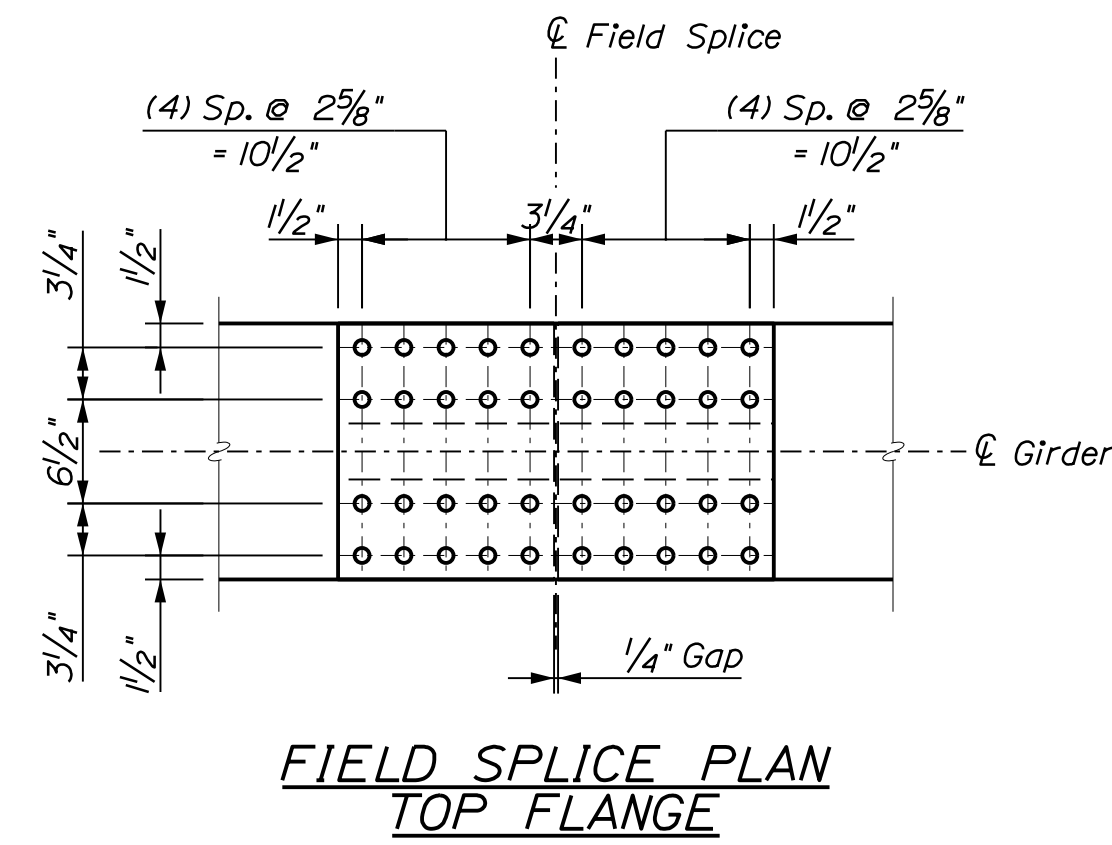
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Date: 9/3/2019

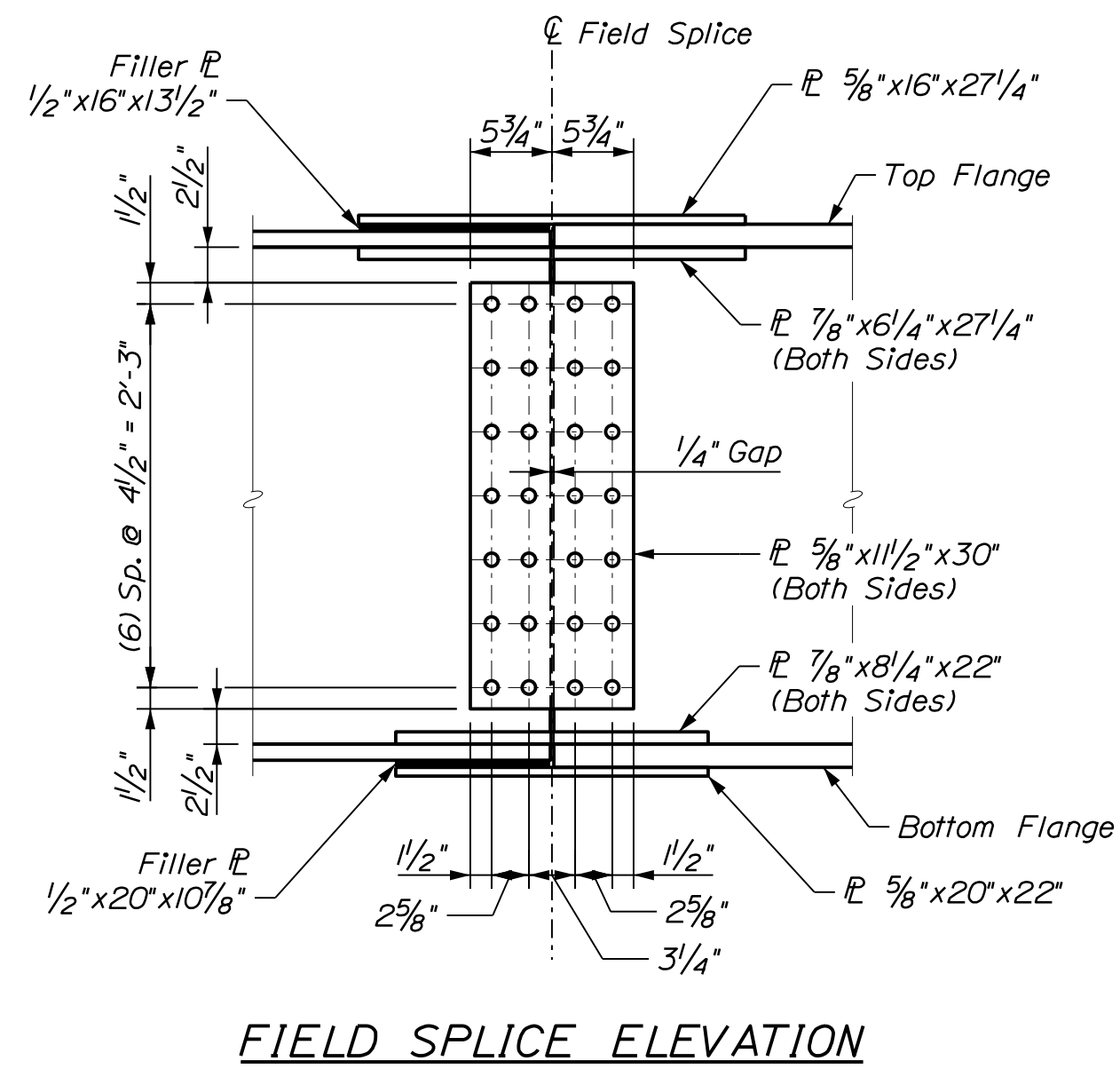
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Division:

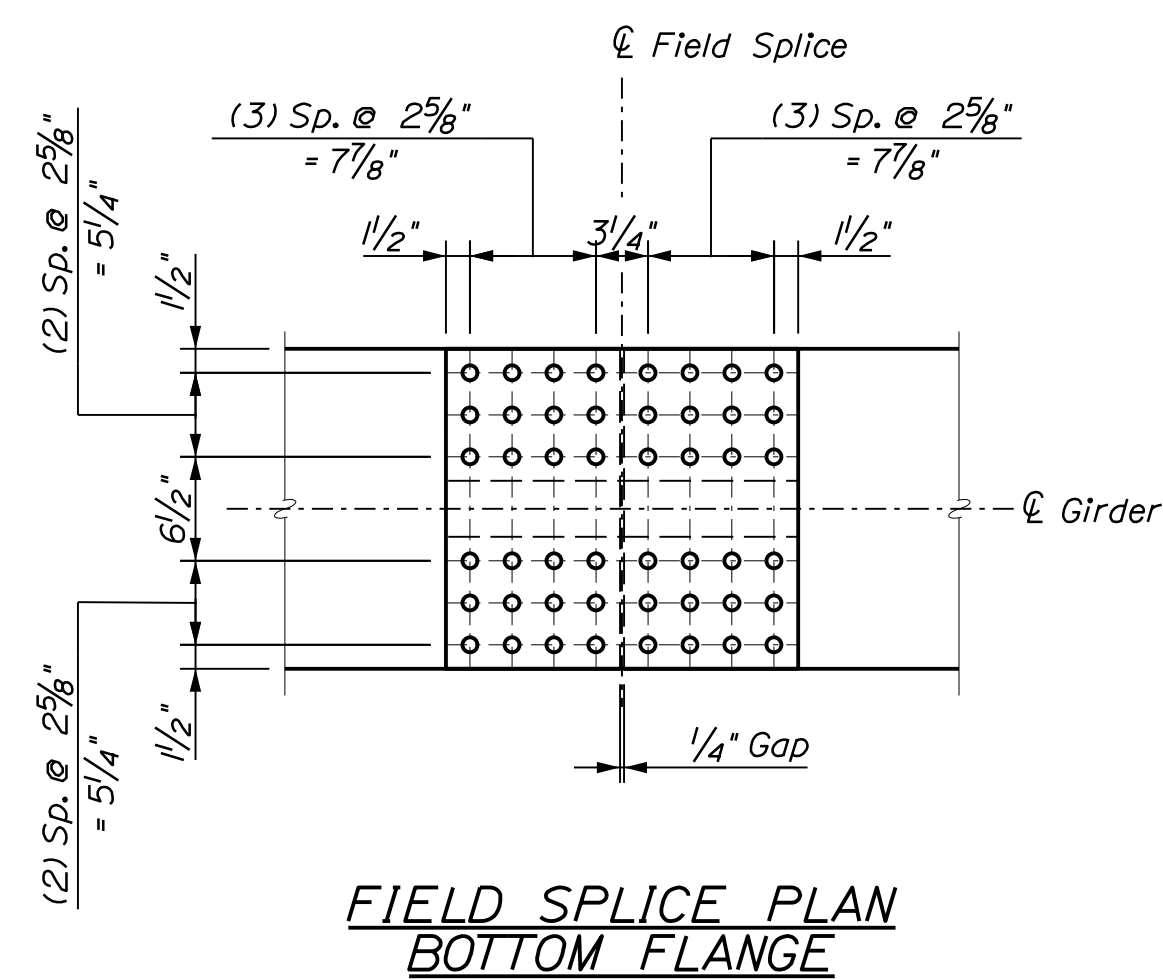
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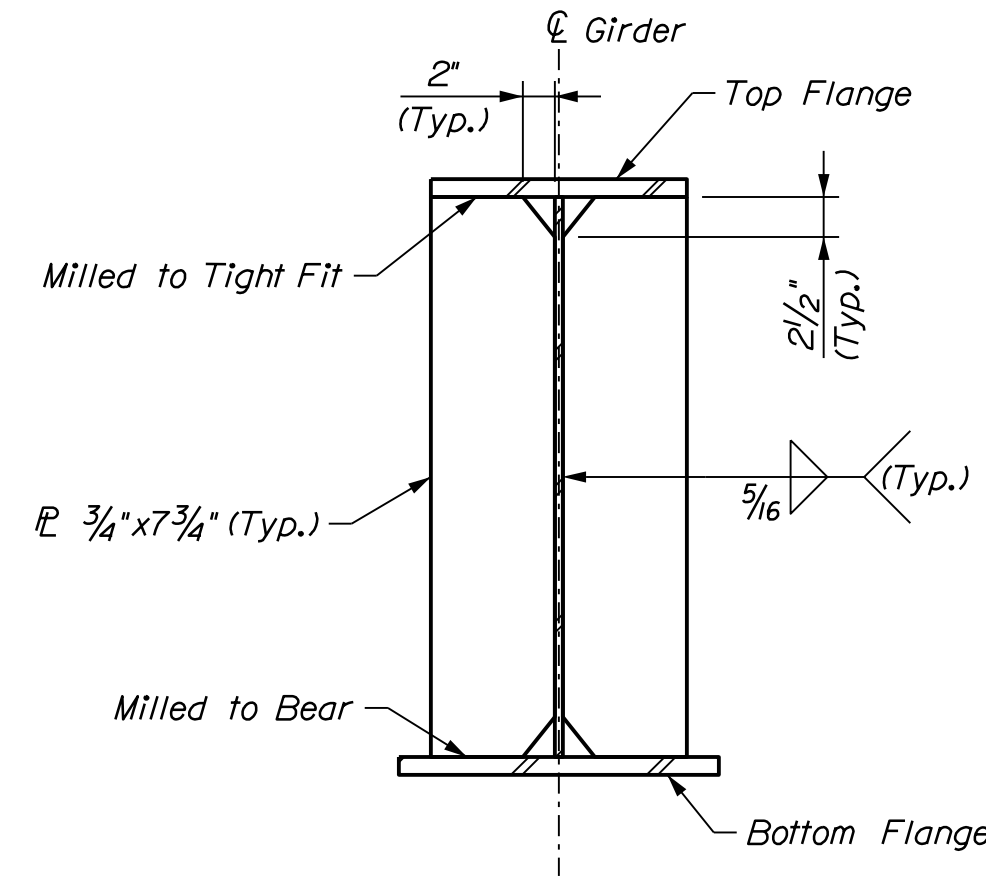
**FIELD SPlice PLAN
TOP FLANGE**



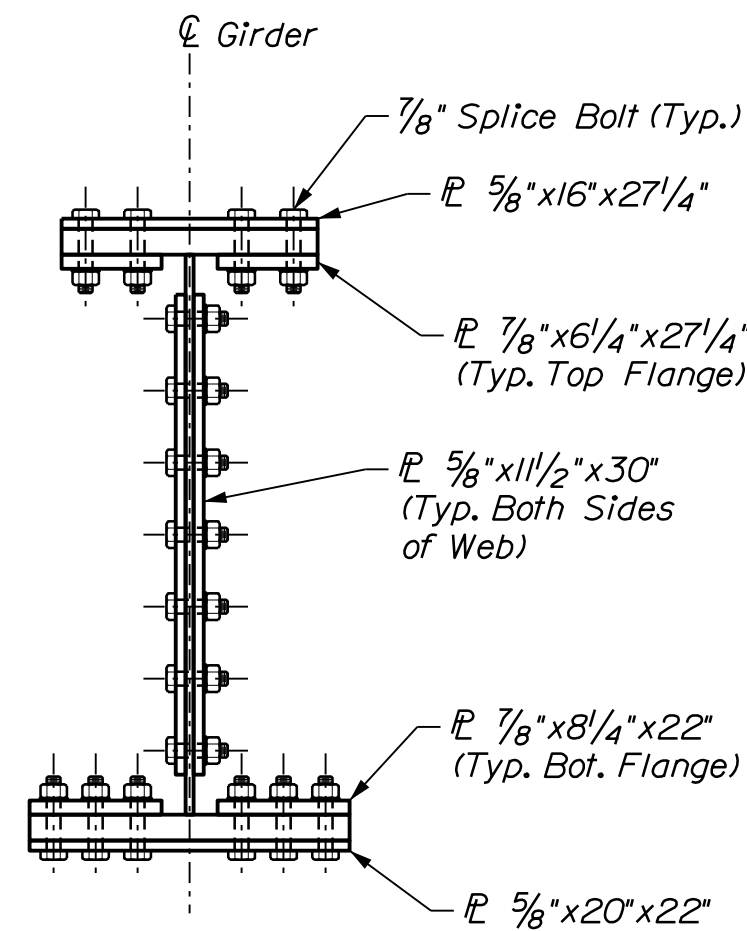
FIELD SPlice ELEVATION



**FIELD SPlice PLAN
BOTTOM FLANGE**



BEARING STIFFENER DETAIL
(Bearing stiffeners at abutments shown.)
(Bearing stiffeners at pier similar.)



TYPICAL FIELD SPlice SECTION

STRUCTURAL STEEL NOTES

1. Camber ordinates as shown are computed to compensate for all dead load deflections and for the curvature of the finished grade profile.
2. No transverse butt weld splices will be allowed in the flange plates or web plates.
3. Bearing stiffeners shall be plumb after erection and dead loading of the structure.
4. Crossframe or diaphragm connection plates may be either plumb or normal to the top flange.
5. Filler plates shall be steel conforming to the requirements of A709, Grade 50.
6. Connection plates for all Type "H" crossframes shall have a thickness of 1/2".
7. Bolted field splice connections shall be made using 7/8" diameter ASTM F3125 Grade A325 Type 1 (Galvanized) H.S. bolts. Hole size shall be 5/16" unless otherwise shown. Bolt threads shall be excluded from the shear plane of field splice connections.
8. Bolted crossframe and utility support connections shall be made using 7/8" diameter ASTM F3125 Grade A325 Type 1 (Galvanized) H.S. bolts. Hole size shall be 5/16" unless otherwise shown. Oversize or short-slotted holes are not permitted for use in crossframe connections. Bolt threads shall be excluded from the shear plane of crossframe connections.
9. Prior to structural steel erection, the Contractor shall submit an erection sequence to the Resident for approval.
10. Girder webs shall be vertical under full dead load.
11. The thermal spray coating may use any wire that meets both the requirements of SSPC-CS 23.00 Current Edition and the requirements for a Class B slip coefficient.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1872(200)
WIN
018722.00
BRIDGE NO. 5790
BRIDGE PLANS

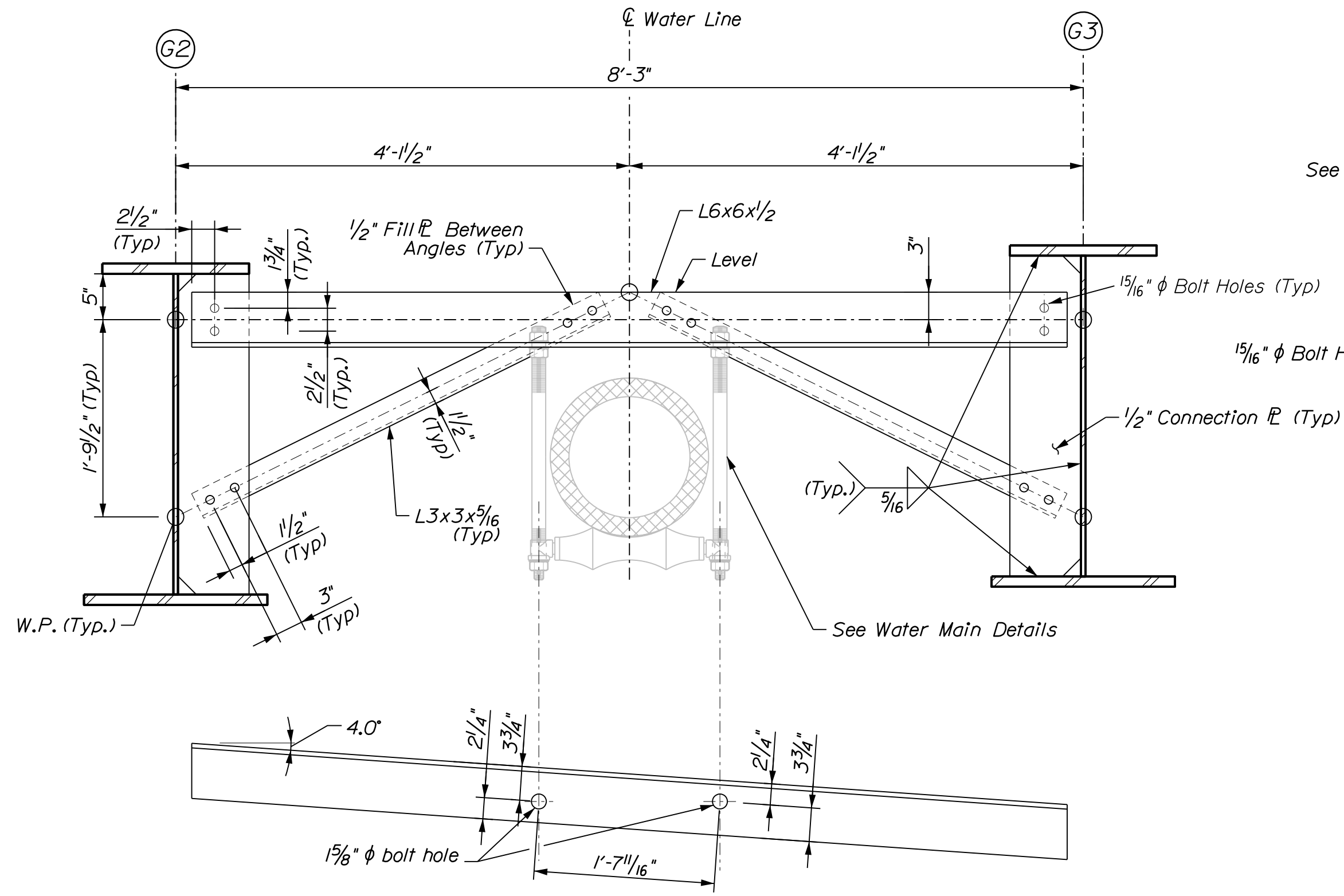
PROJ. MANAGER	DATE	BY	SIGNATURE
M. PARLIN	07-19	D. D'PAOLO	
T. AQUILAR	07-19	I. MCALLIFFE	
B. COLBURN			
I. MCALLIFFE			
DESIGN-DETAILED			
CHECKED-REVIEWED			
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

OHIO STREET BRIDGE
INTERSTATE 95
PENOBSCOT COUNTY
BANGOR
STRUCTURAL STEEL DETAILS
(1 OF 2)

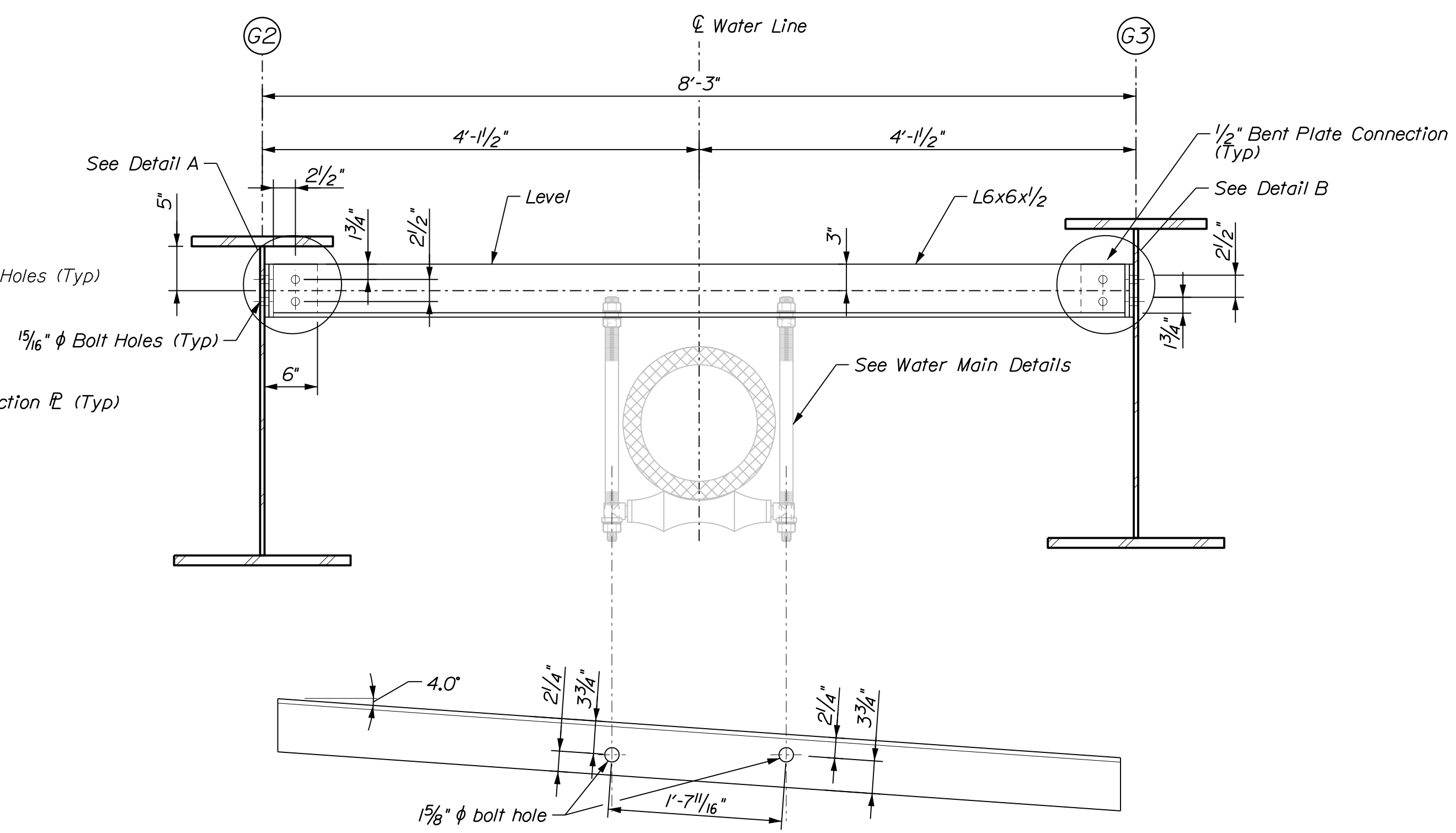
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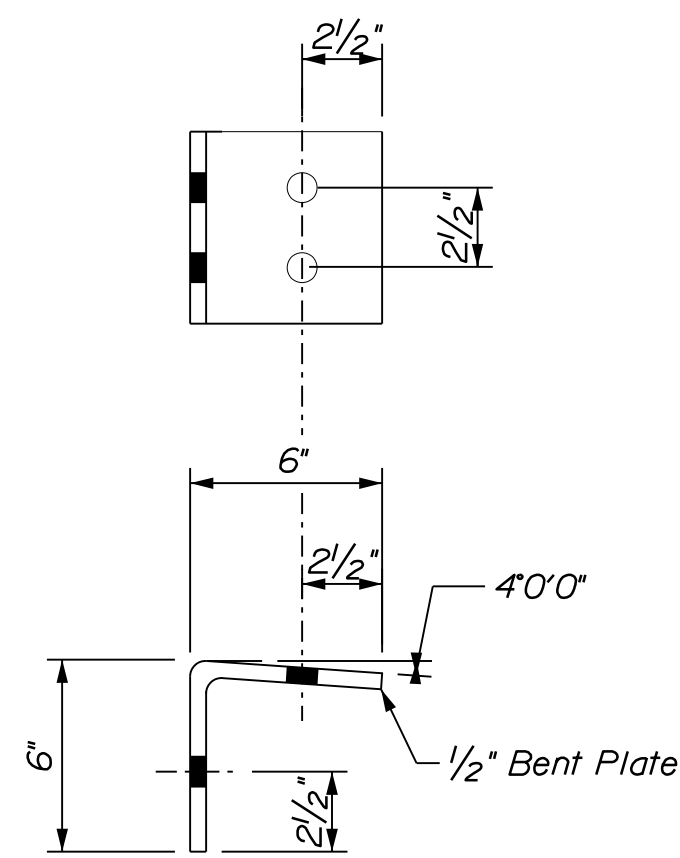
OF 73



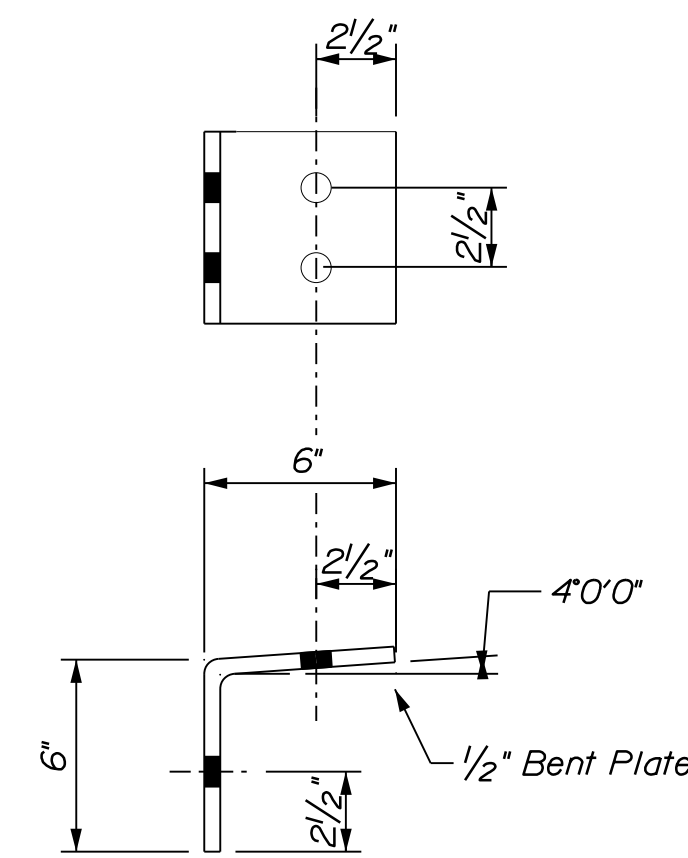
UTILITY SUPPORTS AT CROSSFRAME LOCATIONS (TYPE "U1")



INTERMEDIATE UTILITY SUPPORTS (TYPE "U2")



DETAIL A



DETAIL B

PROJ. MANAGER	DATE
DESIGN-DETAILED	07-19
CHECKED-REVIEWED	07-19
DESIGNS-DETAILED2	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

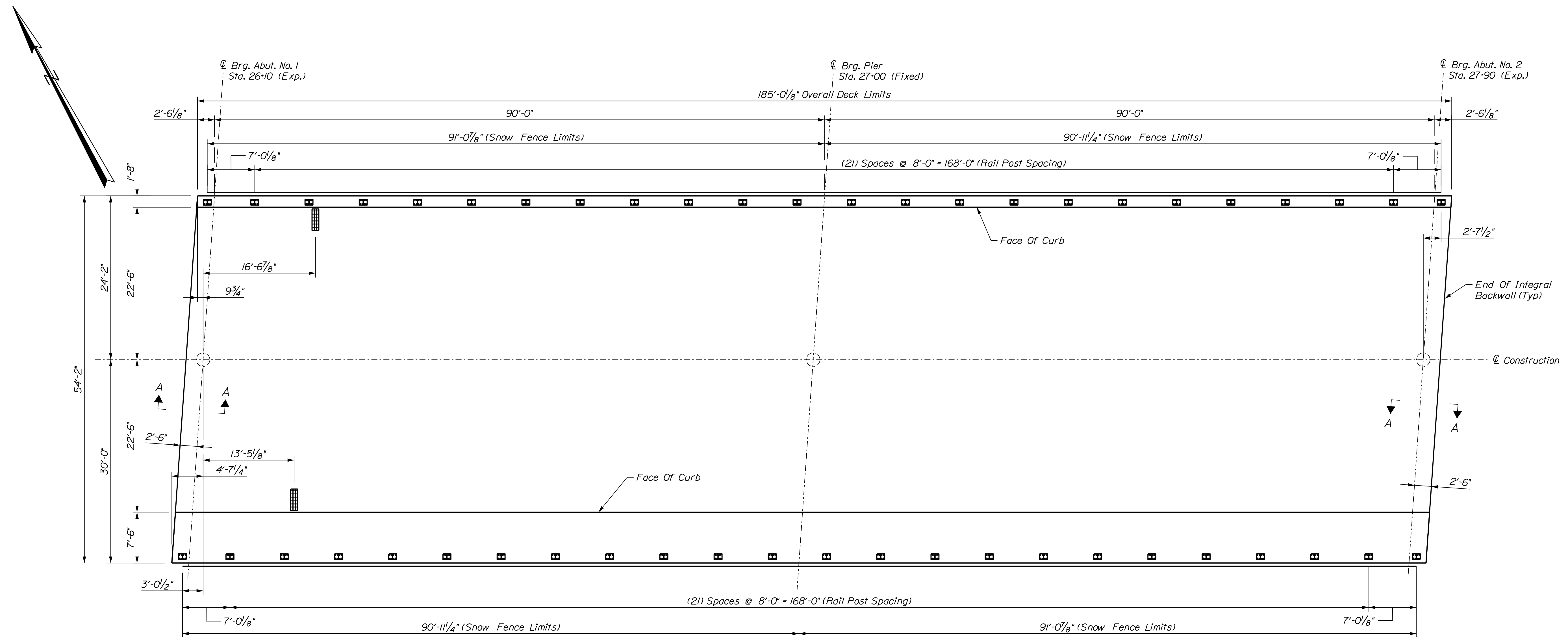
BY	SIGNATURE
D. D'APALO	
T. MCALLIFFE	
	P.E. NUMBER
	DATE

Date: 9/3/2019

Username:

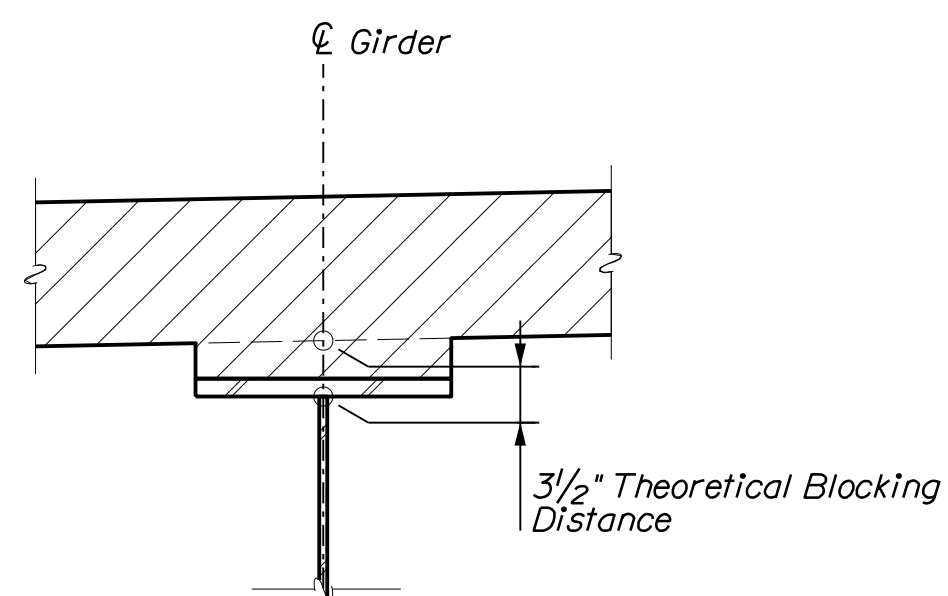
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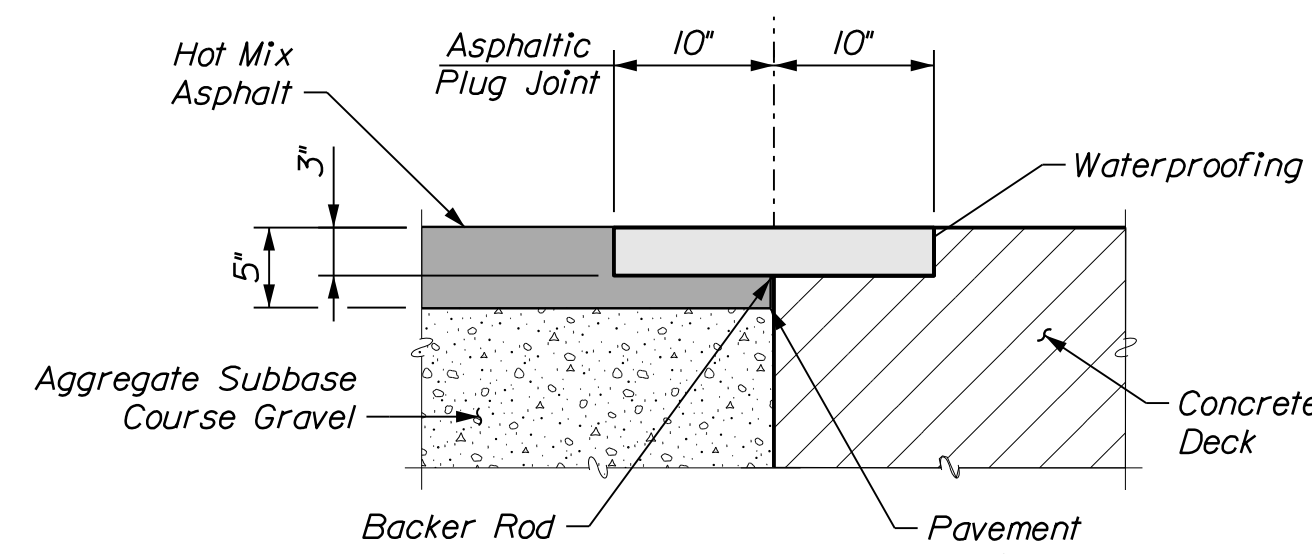


SUPERSTRUCTURE PLAN

BOTTOM OF SLAB ELEVATIONS																									
GIRDER	CL BRG. ABUT. 1	1/12	2/12	3/12	4/12	5/12	6/12	7/12	8/12	9/12	10/12	11/12	CL BRG. PIER	1/12	2/12	3/12	4/12	5/12	6/12	7/12	8/12	9/12	10/12	11/12	CL BRG. ABUT. 2
1	131.27	131.52	131.75	131.96	132.16	132.34	132.50	132.65	132.78	132.89	133.00	133.10	133.20	133.30	133.40	133.50	133.59	133.66	133.72	133.76	133.78	133.79	133.77	133.74	133.70
2	131.42	131.67	131.91	132.13	132.33	132.51	132.68	132.82	132.94	133.06	133.16	133.26	133.36	133.46	133.57	133.67	133.76	133.84	133.90	133.94	133.97	133.97	133.95	133.92	133.87
3	131.57	131.82	132.06	132.28	132.48	132.67	132.83	132.97	133.10	133.21	133.31	133.41	133.52	133.62	133.73	133.83	133.92	134.00	134.06	134.11	134.13	134.13	134.12	134.08	134.03
4	131.71	131.97	132.21	132.43	132.64	132.82	132.98	133.12	133.25	133.36	133.47	133.57	133.67	133.78	133.88	133.99	134.08	134.16	134.22	134.27	134.29	134.30	134.28	134.25	134.20
5	131.64	131.89	132.13	132.36	132.56	132.74	132.91	133.05	133.18	133.29	133.40	133.50	133.60	133.71	133.82	133.92	134.01	134.09	134.16	134.20	134.23	134.23	134.22	134.19	134.14
6	131.45	131.71	131.95	132.18	132.38	132.56	132.73	132.87	133.00	133.12	133.22	133.33	133.43	133.54	133.64	133.75	133.84	133.92	133.99	134.04	134.06	134.07	134.05	134.02	133.98
7	131.27	131.52	131.76	131.98	132.18	132.37	132.53	132.68	132.81	132.93	133.04	133.15	133.26	133.36	133.47	133.57	133.66	133.74	133.80	133.85	133.87	133.88	133.87	133.85	133.81



BLOCKING DETAIL



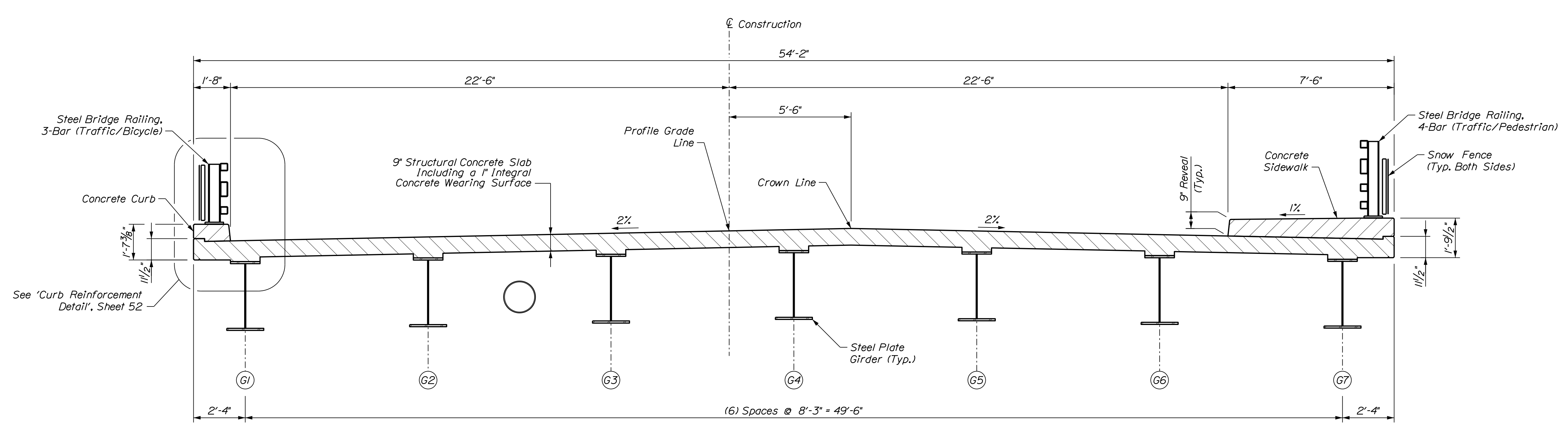
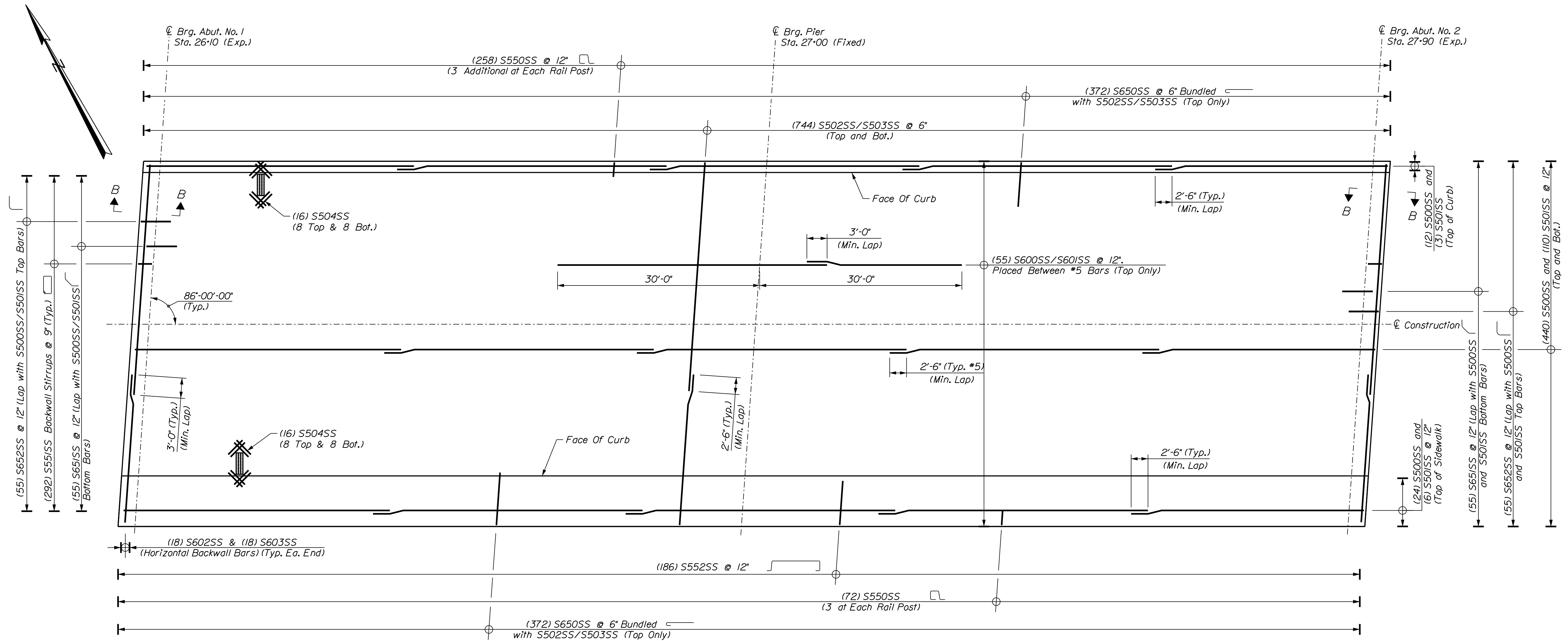
ASPHALTIC PLUG JOINT DETAIL

SUPERSTRUCTURE NOTES:

- Reinforcing steel shall have a minimum concrete cover of 2" unless otherwise noted.
- Form a one inch V-groove on the fascias at the horizontal joint between the curb and the slab.
- The theoretical blocking used for design of the structure is 3/2" at the centerline of bearing of the abutments and pier. Refer to Standard Detail 502(03) for blocking details.
- Adjust reinforcing bars to fit around the bridge drains in a manner approved by the Resident. Do not cut the transverse reinforcing bars.
- The use of Precast Concrete Deck Panels will not be allowed on this project.
- The superstructure slab concrete shall be placed in one continuous operation and the concrete shall be kept plastic until the entire placement has been made.
- 2" Extruded Polystyrene shall not be paid for separately, but will be considered incidental to Pay Item 502.26 - Structural Concrete Roadway and Sidewalk Slabs on Steel Bridges.
- Contractor shall stagger the splice locations of the longitudinal bars.
- Longitudinal saw cut groove the entire deck surface per Special Provision 502 - Longitudinal Saw Cut Grooving of Concrete Wearing Surface. Paid for under item 502.291

PROJ. MANAGER	BY	DATE	SIGNATURE
M. PARLIN	D. DI PAOLO	07-19	
T. AGUILAR	T. MCALIFFE	07-19	
B. COLBURN			
DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED2	DESIGN-DETAILED3
REVISIONS	1	2	3
REVISIONS	4	5	6
FIELD CHANGES	1	2	3

DATE	SIGNATURE	P.E. NUMBER	DATE



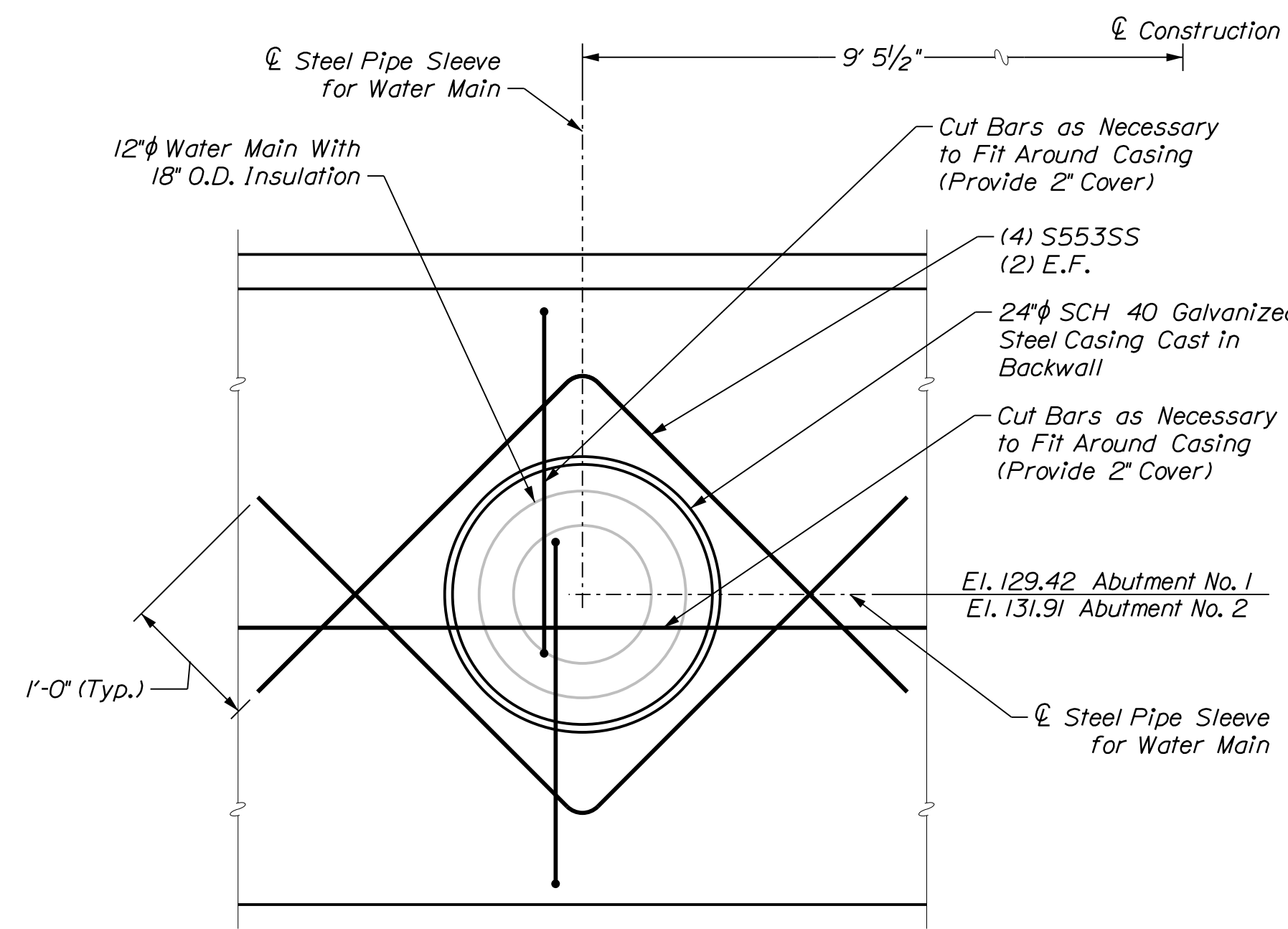
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OHIO STREET BRIDGE INTERSTATE 95 PENOBSCOT COUNTY		SUPERSTRUCTURE REINFORCEMENT PLAN		SHEET NUMBER 51	
PROJ. MANAGER M. PARLIN	DESIGN-DETAILED T. AGUILAR	BY D. DI PAOLO	DATE 07-19	SIGNATURE	P.E. NUMBER
CHECKED-REVIEWED B. COLBURN	DESIGN-DETAILED2 T. MCALLIFFE				
REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	DATE	DATE
FIELD CHANGES					

Date: 9/3/2019

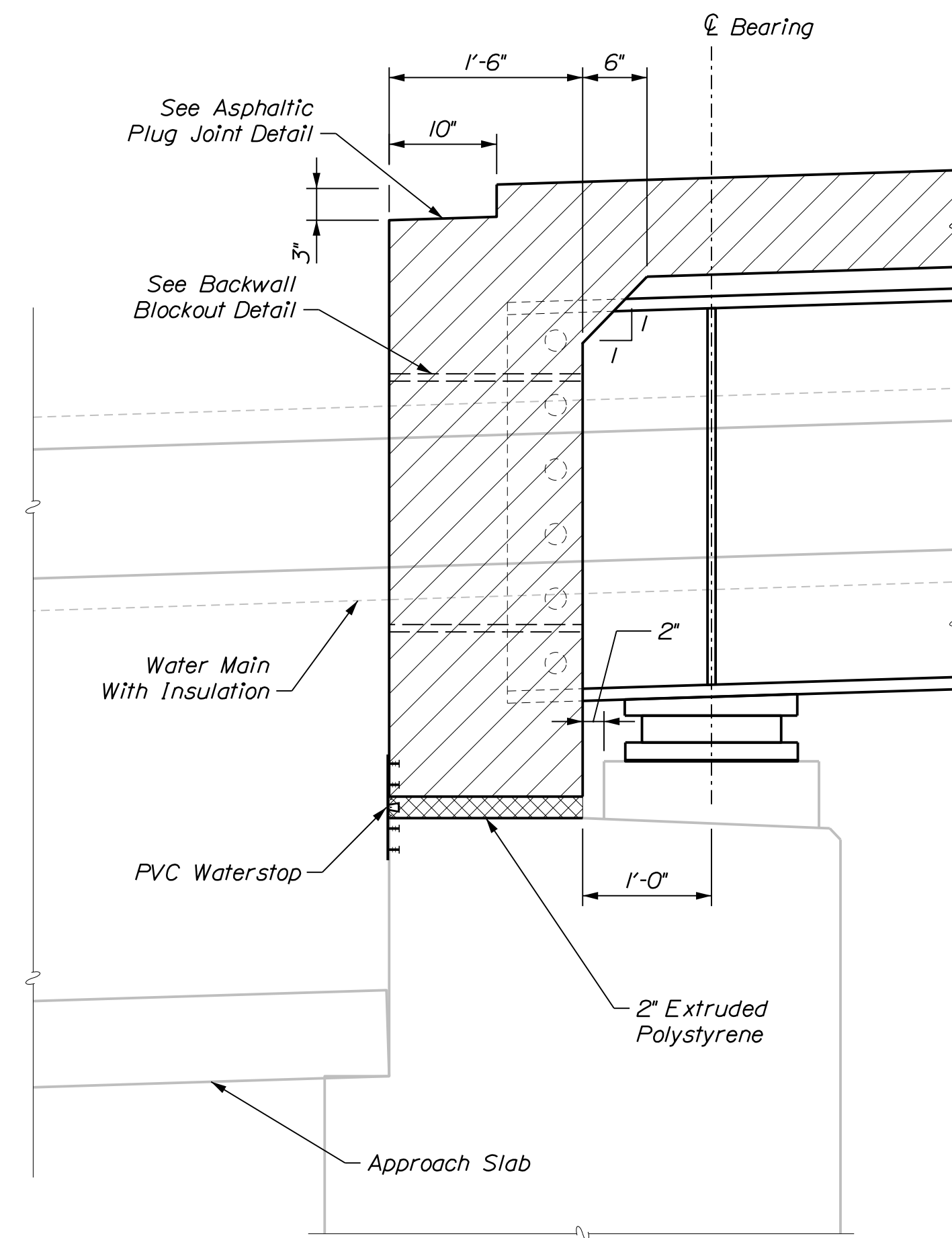
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Division:

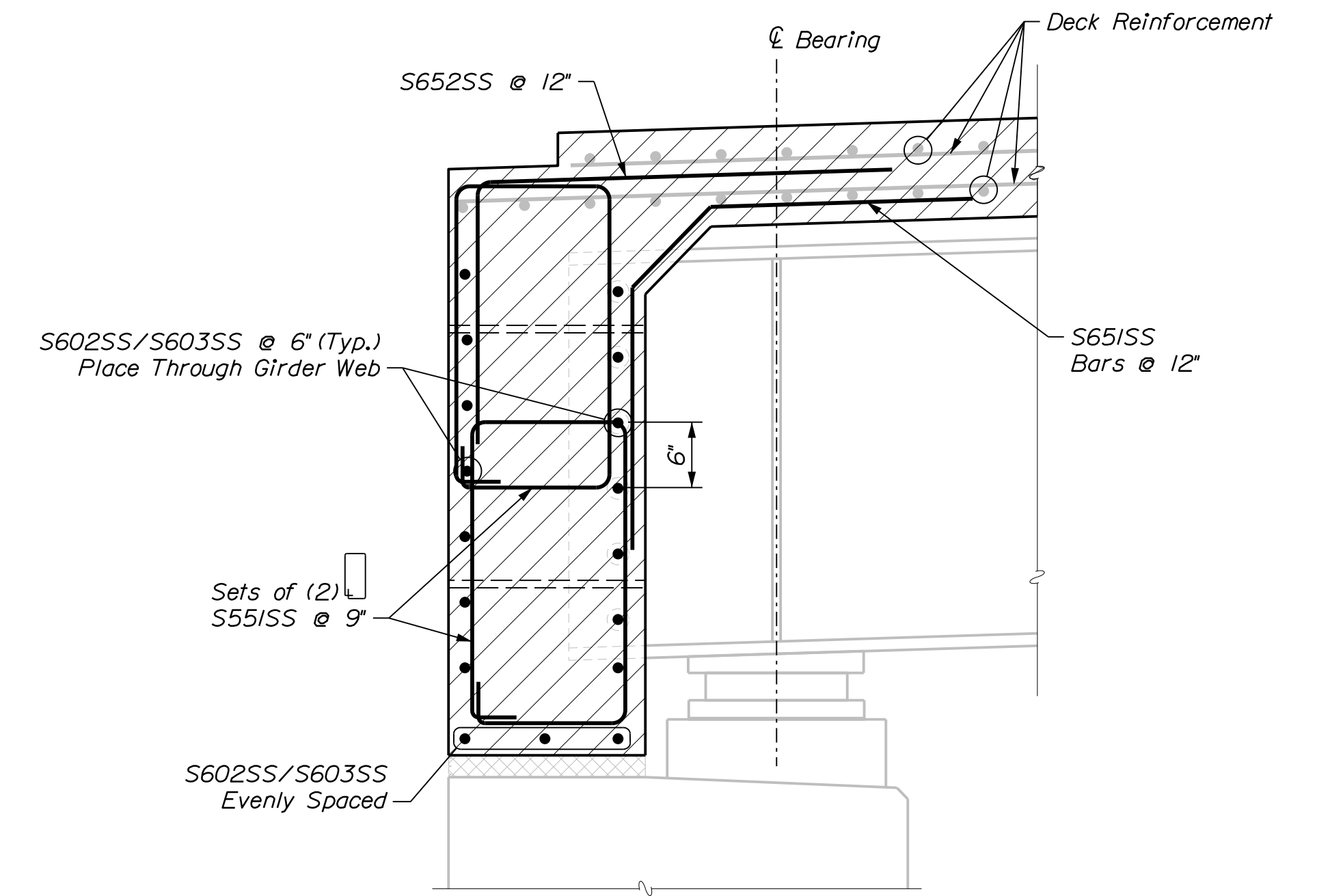
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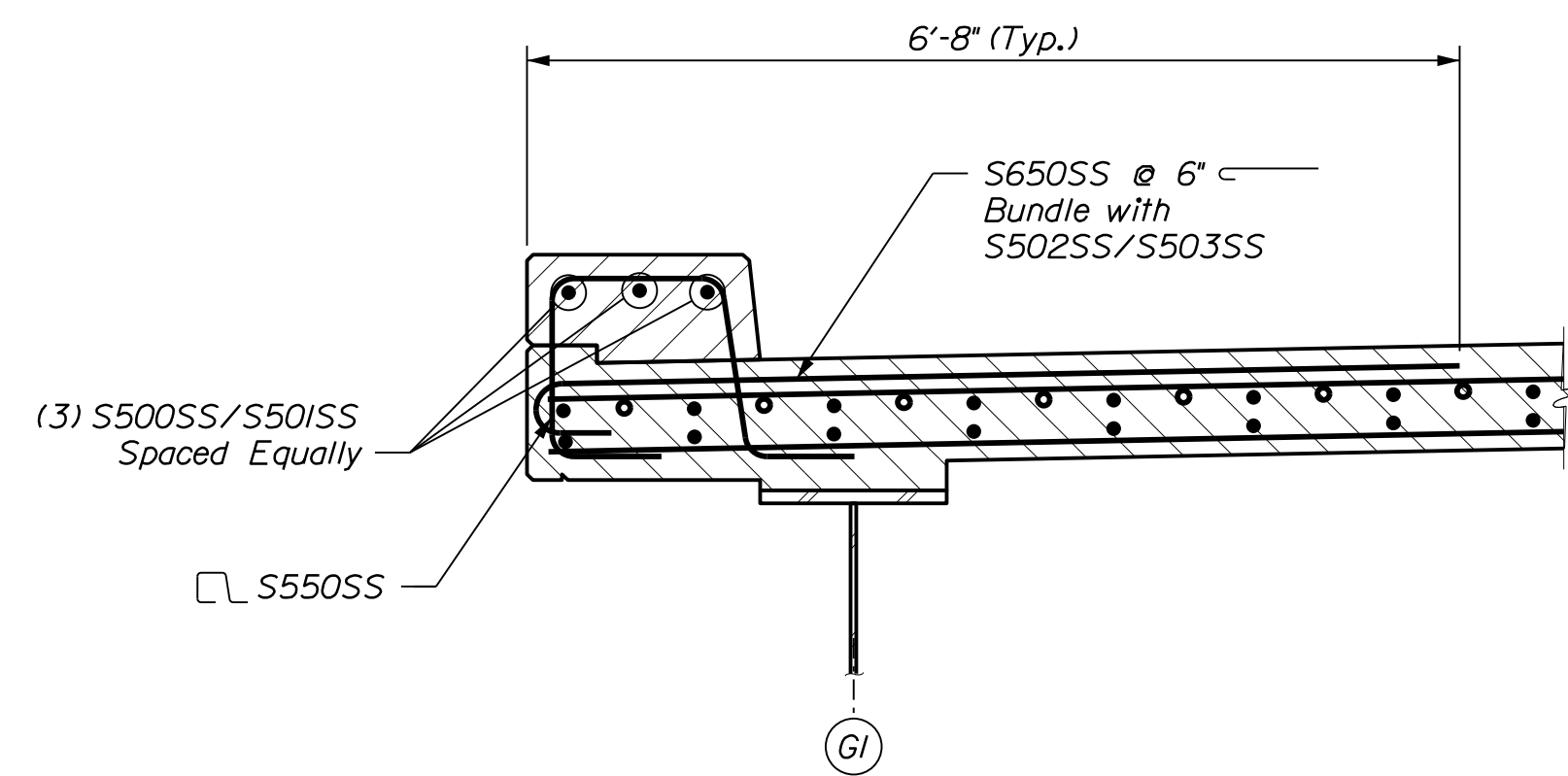
BACKWALL BLOCKOUT DETAIL (LOOKING UPSTATION)



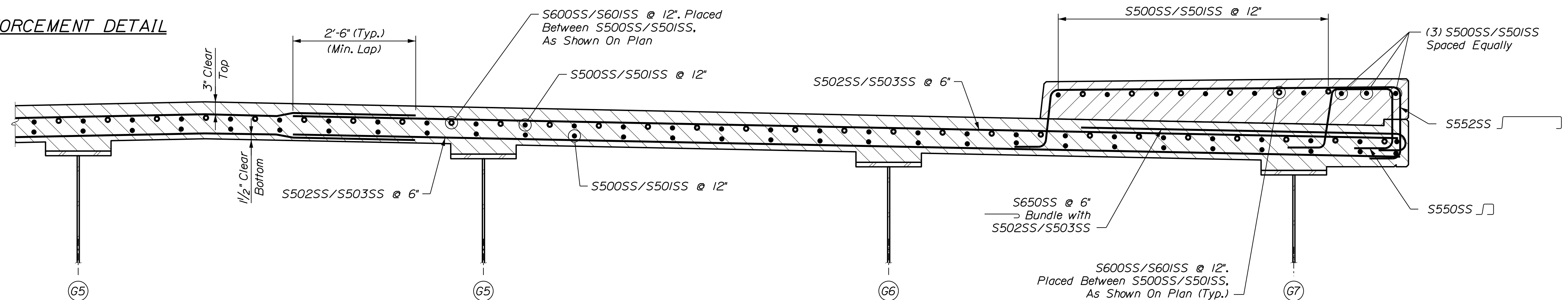
SECTION A-A (MASONRY)



SECTION B-B (REINFORCEMENT)



CURB REINFORCEMENT DETAIL



TYPICAL REINFORCEMENT SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1872(200)
WIN
018722.00
BRIDGE NO. 5790
BRIDGE PLANS

PROJ. MANAGER	DATE	BY	DATE
M. PARLIN	07-19	D. D'PAOLO	07-19
T. AGUILAR		T. COLBURN	
B. COLBURN		T. MCALLIFFE	

OHIO STREET BRIDGE
INTERSTATE 95
PENOBSCOT COUNTY
BANGOR
SUPERSTRUCTURE
DETAILS

SHEET NUMBER

52

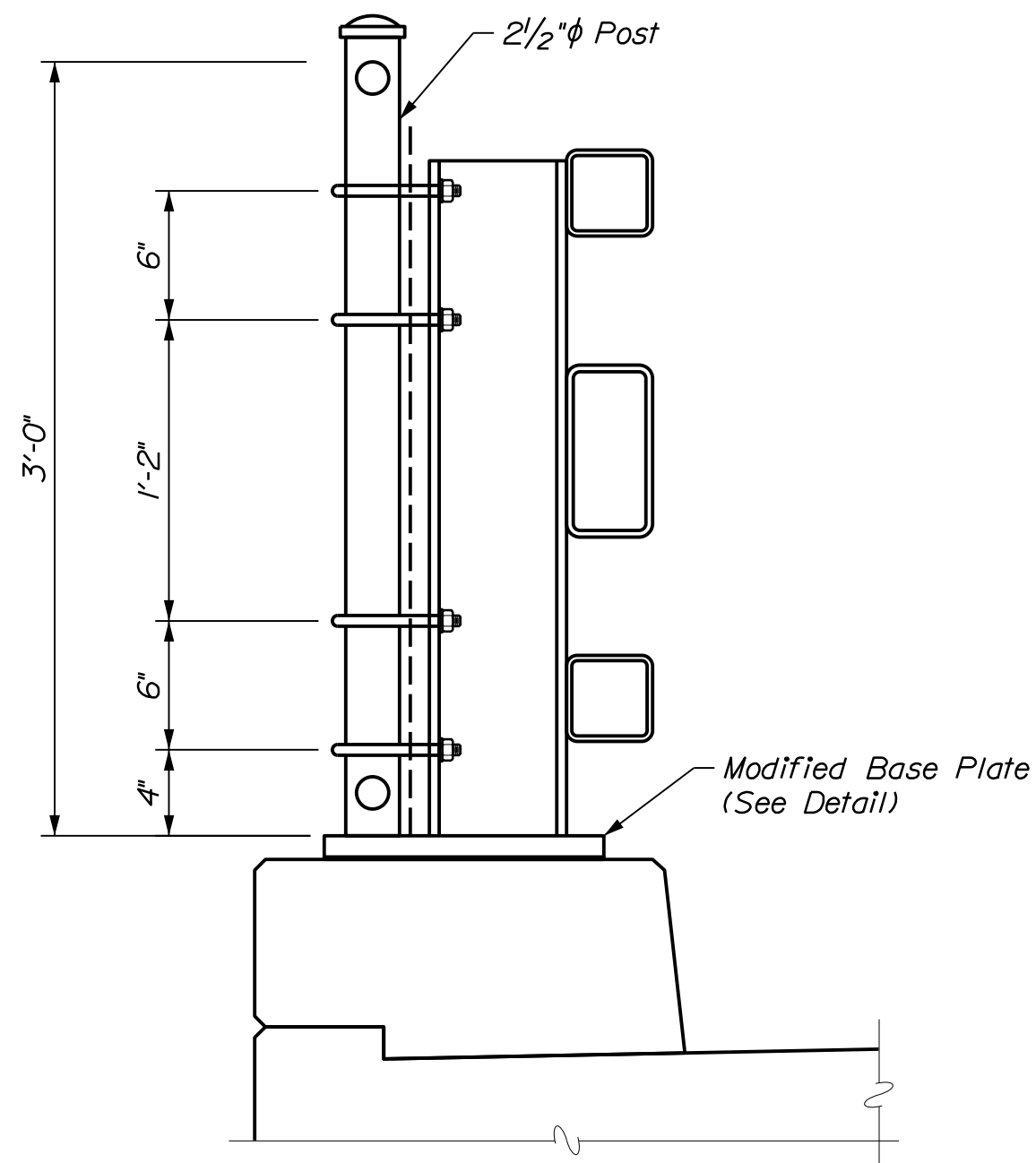
OF 73

Date: 9/3/2019

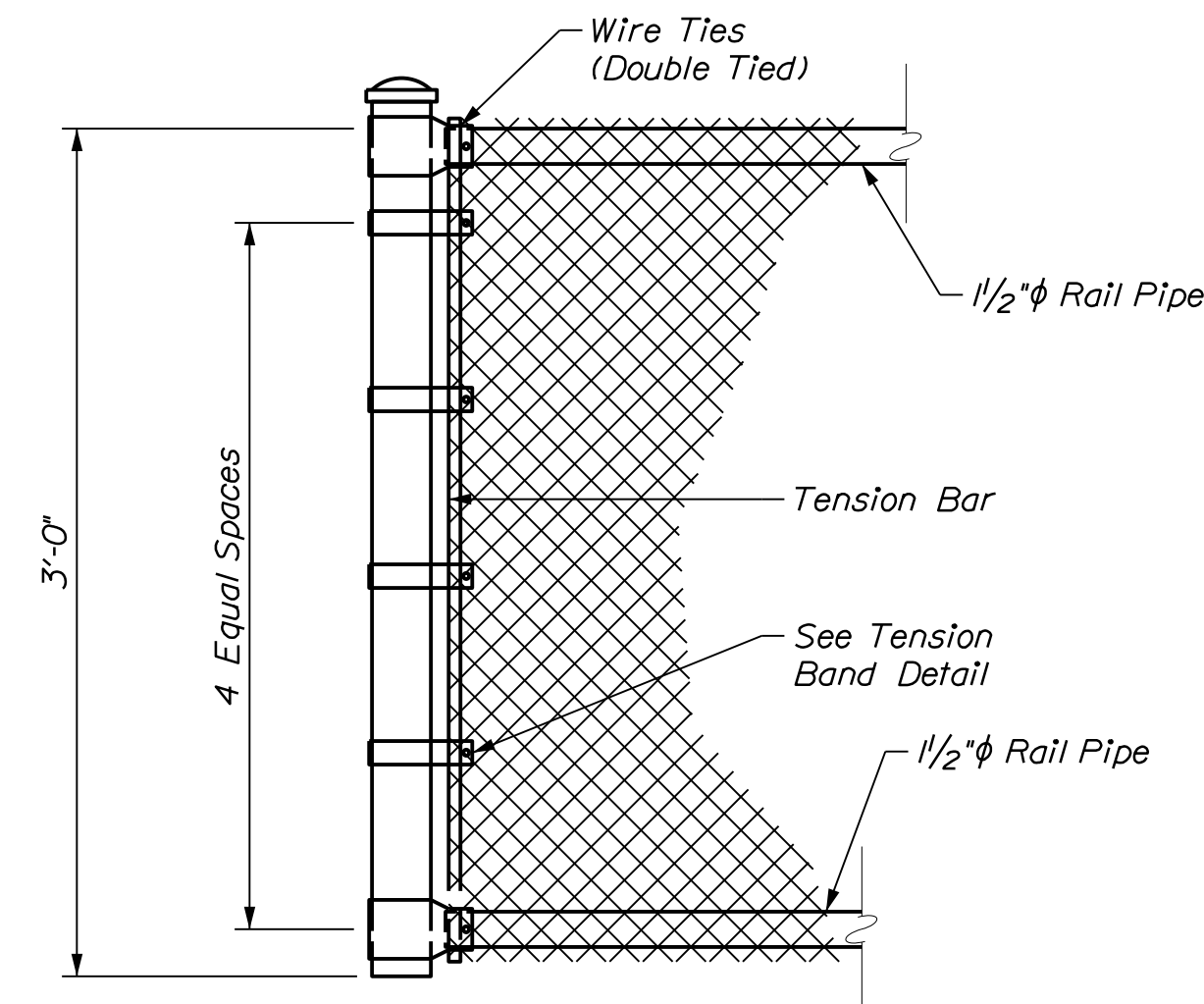
Username:

Division:

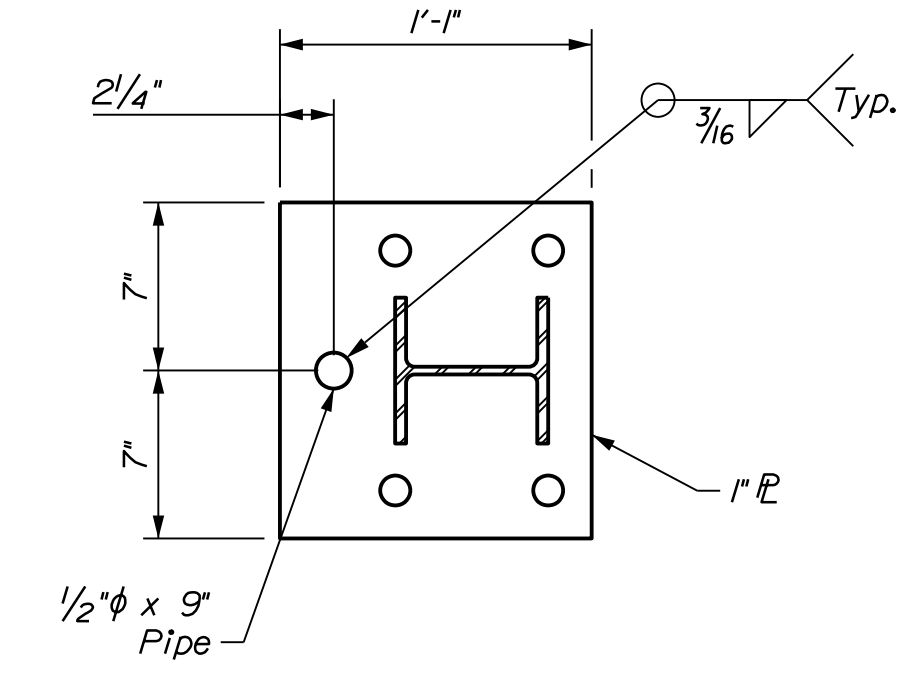
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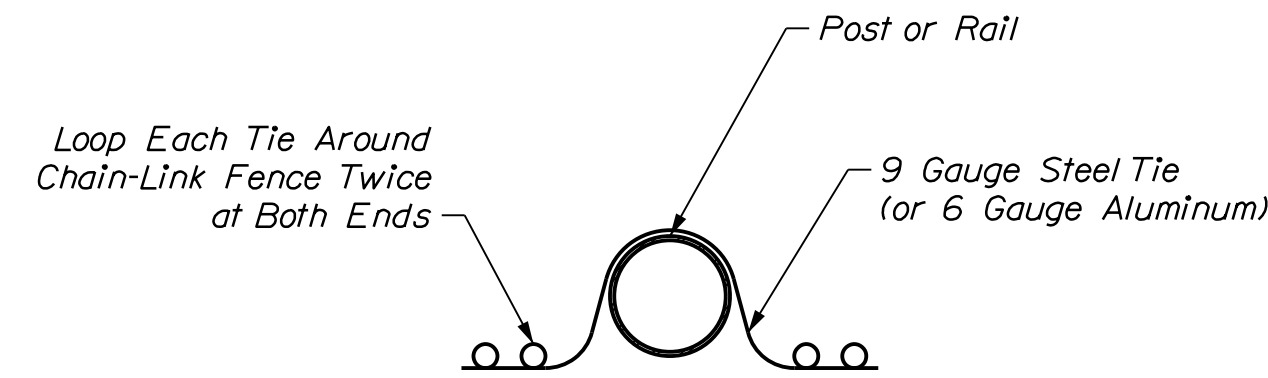
SNOW FENCE CONNECTION DETAIL



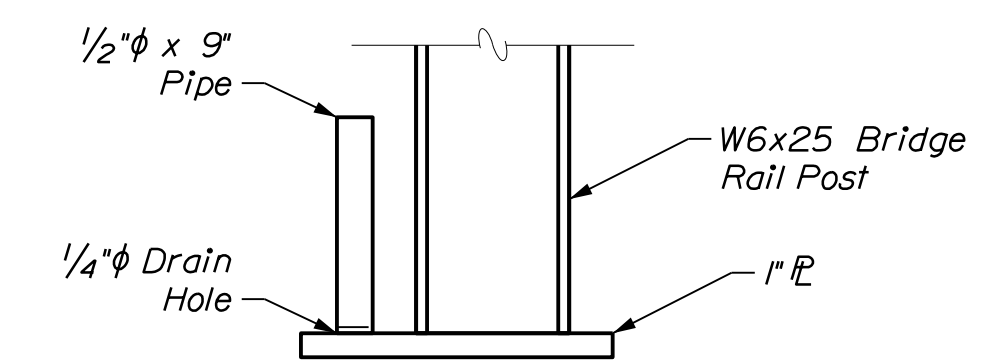
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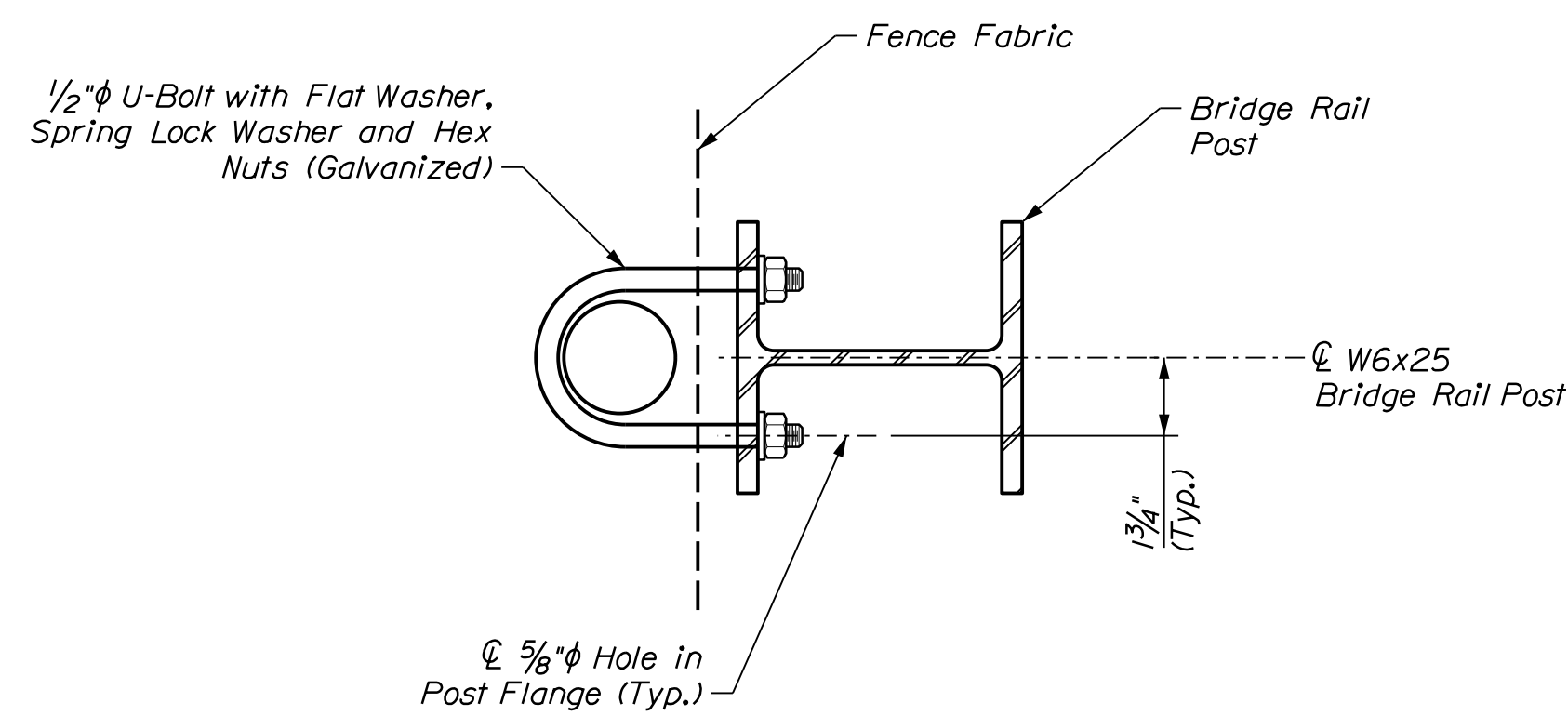
MODIFIED BASE PLATE DETAIL



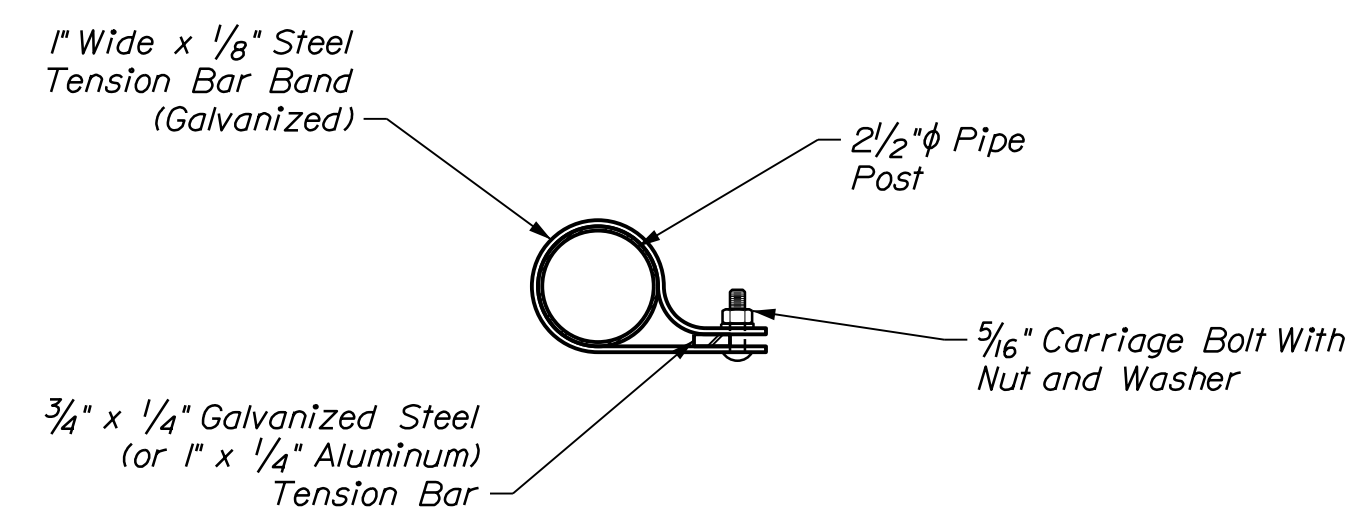
DOUBLE PIGTAILED TIE



MODIFIED BASE PLATE ELEVATION



U-BOLT CONNECTION DETAIL



TENSION BAND DETAIL

SNOW FENCE NOTES

1. For limits of Snow Fence installation, see Superstructure Plan Sheet.
2. Payment for modified base plate will be considered incidental to related contract items.
3. Unless otherwise noted, all steel materials and hardware shall be hot-dipped galvanized.

PROJ. MANAGER	BY	DATE
M. PARLIN	D. D'PAOLO	07-19
T. AGUILAR	T. MCALLIFFE	07-19
B. COLBURN		

SIGNATURE	P.E. NUMBER	DATE

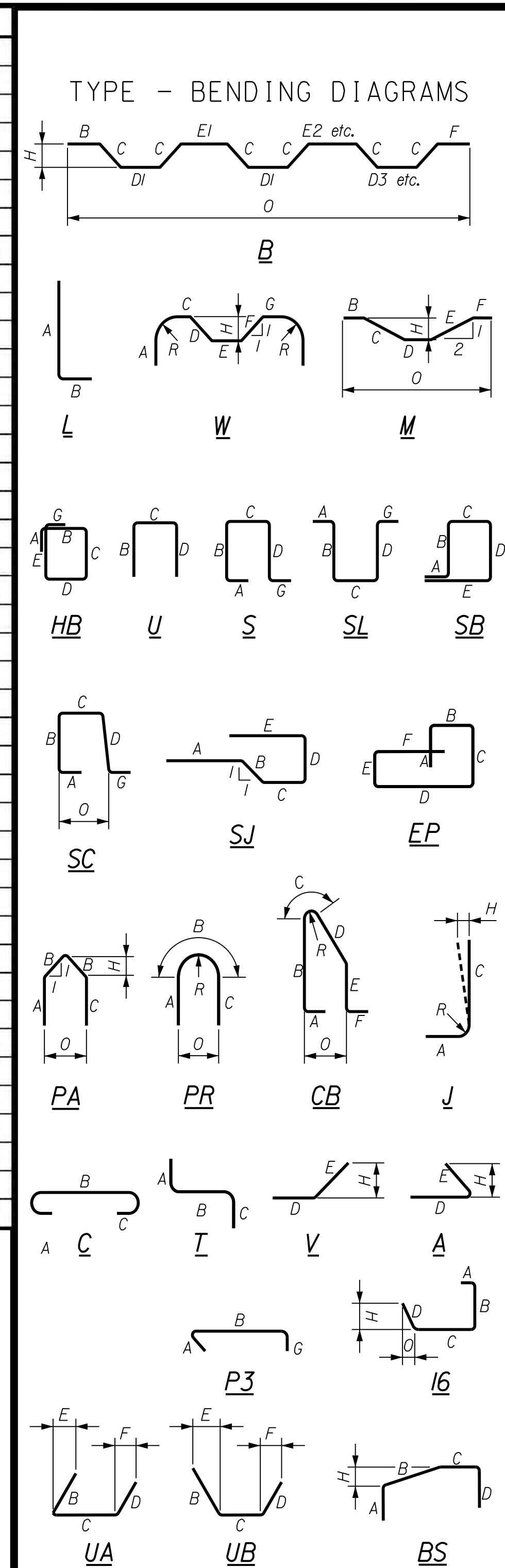
Date: 9/3/2019

Username:

Division:

Filename: ...SVO\054_Reinf_Sched_1.dgn

STRAIGHT BARS				BENT BARS																			
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
ABUTMENT NO. 1				ABUTMENT NO. 2				ABUTMENT NO. 1															
A600	72	30'-0"	Footing	B600	72	30'-0"	Footing	A550SS	21	6'-8"	U		2'-0"	2'-8"	2'-0"								Typical Abutment Section
A601	36	24'-10"	Footing	B601	36	24'-10"	Footing	A551SS	28	5'-4"	U		2'-0"	1'-4"	2'-0"								Typical Abutment Section
A602	238	16'-6"	Footing	B602	238	16'-6"	Footing																
A603	36	8'-0"	Footing	B603	36	8'-0"	Footing	A650	249	8'-9"	L	7'-9"	1'-0"										Abutment Elevation
A604SS	14	7'-1"	Abutment Elevation	B604SS	14	7'-1"	Abutment Elevation	A651	86	13'-0"	L	12'-0"	1'-0"										Abutment Elevation
A605	18	23'-11"	Abutment Elevation	B605	17	27'-11"	Abutment Elevation	A652	56	11'-5"	BS	4'-0"	2'-0"	1'-4"	4'-0"					0'-1"			Abutment Elevation
A606	15	17'-11"	Abutment Elevation	B606	14	17'-11"	Abutment Elevation	A653	60	8'-2"	U	2'-3"	3'-8"	2'-3"									Abutment Elevation
A608SS	40	5'-2"	Northwest Wingwall	B608SS	38	5'-2"	Northeast Wingwall	A654	8	7'-8"	U	2'-3"	3'-2"	2'-3"									Abutment Elevation
A609SS	40	9'-1"	Southwest Wingwall	B609SS	40	9'-1"	Southeast Wingwall	A655SS	18	8'-8"	U	3'-6"	1'-8"	3'-6"									Both Wingwalls
A610	77	12'-6"	Abutment Elevation	B610	75	12'-6"	Abutment Elevation	A656SS	4	12'-11"	V				0'-11"	12'-0"				1'-5"			Abutment Elevation
A611SS	41	18'-6"	Abutment Elevation	B611SS	41	17'-0"	Abutment Elevation	A657SS	2	12'-0"	U	2'-6"	7'-0"	2'-6"									Abutment Elevation
A612SS	25	18'-9"	Abutment Elevation	B612SS	25	17'-4"	Abutment Elevation	A658	15	10'-2"	L	8'-8"	1'-6"										Abutment Elevation
A613	33	23'-8"	Abutment Elevation	B613	30	23'-8"	Abutment Elevation	A659SS	80	3'-4"	U	0'-10"	1'-8"	0'-10"									Both Wingwalls
A614SS	6	18'-9"	Southwest Wingwalls	B614SS	6	17'-4"	Southeast Wingwall	A660	196	8'-10"	U	3'-2"	2'-6"	3'-2"									Footing
A615SS	12	17'-7"	Both Wingwalls	B615SS	12	15'-10"	Both Wingwalls	A661	4	22'-10"	U	3'-2"	16'-6"	3'-2"									Footing
A616	18	27'-3"	Abutment Elevation	B616	17	23'-3"	Abutment Elevation	A662SS	23	10'-2"	U	3'-6"	3'-2"	3'-6"									Typical Cheekwall Section
A618	15	17'-3"	Abutment Elevation	B618	14	17'-10"	Abutment Elevation	A663	15	14'-2"	L	12'-8"	1'-6"										Abutment Elevation
A619SS	12	12'-11"	Abutment Elevation	B619SS	10	12'-9"	Abutment Elevation	A664SS	47	8'-2"	UA	2'-4"	3'-2"	2'-4"	0'-2"	0'-2"							Abutment Elevation
								A750	34	9'-0"	L	7'-10"	1'-2"										Both Wingwalls
								ABUTMENT NO. 2															
A700SS	11	19'-2"	Southwest Wingwall	B700SS	11	18'-4"	Southeast Wingwall	B550SS	21	6'-8"	U		2'-0"	2'-8"	2'-0"								Typical Abutment Section
A701SS	23	17'-9"	Both Wingwalls	B701SS	23	16'-10"	Both Wingwalls	B551SS	28	5'-4"	U		2'-0"	1'-4"	2'-0"								Typical Abutment Section
								B650	249	8'-9"	L	7'-9"	1'-0"										Abutment Elevation
								B651	86	13'-0"	L	12'-0"	1'-0"										Abutment Elevation
								B652	56	11'-5"	BS	4'-0"	2'-0"	1'-4"	4'-0"					0'-1"			Abutment Elevation
								B653	56	8'-2"	U	2'-3"	3'-8"	2'-3"									Abutment Elevation
								B654	8	7'-8"	U	2'-3"	3'-2"	2'-3"									Abutment Elevation
								B655SS	18	8'-8"	U	3'-6"	1'-8"	3'-6"									Both Wingwalls
								B656SS	4	13'-1"	V				1'-7"	11'-6"				1'-4"			Abutment Elevation
								B657SS	2	12'-0"	U	2'-6"	7'-0"	2'-6"									Abutment Elevation
								B658	14	13'-8"	L	12'-2"	1'-6"										Abutment Elevation
								B659SS	80	3'-4"	U	0'-10"	1'-8"	0'-10"									Both Wingwalls
								B660	196	8'-10"	U	3'-2"	2'-6"	3'-2"									Footing
								B661	4	22'-10"	U	3'-2"	16'-6"	3'-2"									Footing
								B662SS	23	10'-2"	U	3'-6"	3'-2"	3'-6"									Typical Cheekwall Section
								B663	14	9'-8"	L	8'-2"	1'-6"										Abutment Elevation
								B664SS	44	8'-2"	UA	2'-4"	3'-2"	2'-4"	0'-2"	0'-2"							Abutment Elevation
								B750	34	9'-0"	L	7'-10"	1'-2"										Both Wingwalls



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 unless denoted by 'SS' - ASTM A955, Grade 75, Stainless

- GENERAL NOTES**
- The first two digits following the letter(s) of the mark indicate the size of the bar:
 Mark 'A502' = bar size #5
 Mark 'P805' = bar size #8
 Mark 'S650' = bar size #6
 - Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case will be based on crank bars as scheduled on the plans.

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 STP-1872(200)
 BRIDGE NO. 5790
 WIN
 018722.00
 BRIDGE PLANS

OHIO STREET BRIDGE
 INTERSTATE 95
 PENOBSCOT COUNTY
 BANGOR

REINFORCING SCHEDULE
 (1 OF 2)

SHEET NUMBER
54
 OF 73

McFarland and Johnson

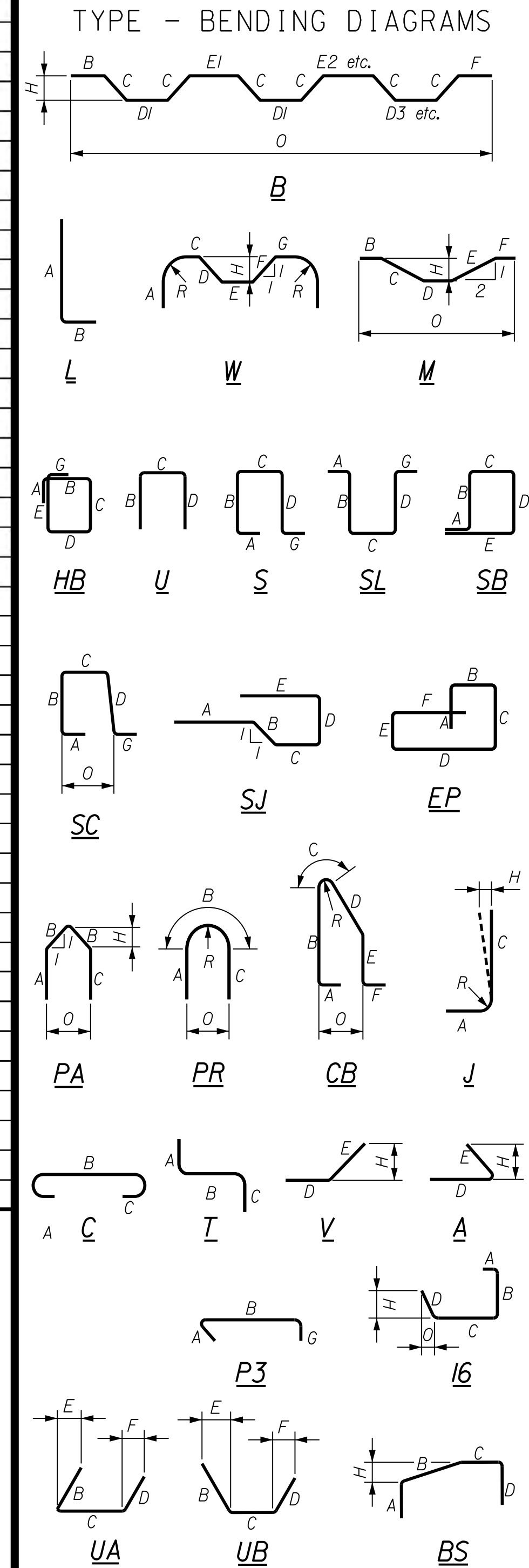
PROJ. MANAGER	M. PARLIN	DATE	07-19
DESIGN-DETAILED	T. ACUILAR	BY	D. D'APALO
CHECKED-REVIEWED	B. COLBURN	DATE	07-19
DESIGN-DETAILED	T. MCALIFFE	SIGNATURE	
REVISIONS 1		P.E. NUMBER	
REVISIONS 2		DATE	
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

Date: 9/3/2019

Username:

Division: ... \SVO\055_Reinf_Sched_2.dgn

STRAIGHT BARS				BENT BARS																				
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION		
PIER				APPROACH SLAB				PIER																
P600	114	13'-6"	Pier Footing	AS501	30	30'-0"	Both Approach Slabs	P650	110	8'-8"	U	2'-10"	3'-0"	2'-10"									Pier Reinforcement Section	
P601	4	40'-0"	Pier Footing	AS502	32	16'-6"	Both Approach Slabs	P651SS	12	10'-0"	U	3'-6"	3'-0"	3'-6"									Closure Pour Detail	
P602	4	17'-0"	Pier Footing					P652	8	19'-0"	U	2'-10"	13'-6"	2'-10"									Pier Reinforcement Plan	
				AS601	180	15'-2"	Both Approach Slabs	P653	56	8'-6"	U	2'-10"	2'-10"	2'-10"									Pier Footing	
P800	56	40'-0"	Pier Reinforcement Section					P850SS	90	5'-7"	L	3'-10"	1'-10"										Pier Reinforcement Section	
P801	56	18'-0"	Pier Reinforcement Section																					
SUPERSTRUCTURE				SUPERSTRUCTURE																				
S500SS	488	40'-0"	Deck/Backwall Reinforcing Plan	S550SS	330	5'-6"	Curb	S550SS	330	5'-6"	SC	0'-10"	1'-4"	1'-4"	1'-4"			0'-10"				1-6"	Curb	
S501SS	122	34'-8"	Deck/Backwall Reinforcing Plan	S551SS	292	9'-0"	Backwall	S551SS	292	9'-0"	HB	0'-10"	1'-2"	2'-6"	1'-2"	2'-6"								Backwall
S502SS	744	34'-0"	Deck/Backwall Reinforcing Plan	S552SS	186	11'-8"	Sidewalk	S552SS	186	11'-8"	SC	0'-10"	1'-6"	7'-2"	1'-4"			0'-10"				7'-4"	Sidewalk	
S503SS	744	22'-6"	Deck/Backwall Reinforcing Plan	S553SS	4	6'-8"	Backwall Blockout	S553SS	4	6'-8"	L	3'-4"	3'-4"										Backwall Blockout	
S504SS	32	3'-0"	Deck/Backwall Reinforcing Plan	S650SS	744	7'-2"	Deck Overhang	S650SS	744	7'-2"	C	0'-8"	6'-8"	0'-0"									Deck Overhang	
S600SS	61	40'-0"	Deck/Backwall Reinforcing Plan	S651SS	110	5'-2"	Backwall	S651SS	110	5'-2"	UB	2'-0"	1'-2"	2'-0"	1'-5"	1'-5"							Backwall	
S601SS	61	23'-0"	Deck/Backwall Reinforcing Plan	S652SS	110	5'-3"	Backwall	S652SS	110	5'-3"	L	2'-0"	3'-4"										Backwall	
S602SS	36	40'-0"	Section B-B (Reinforcement)																					
S603SS	36	16'-10"	Section B-B (Reinforcement)																					



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, unless denoted by 'SS' - ASTM A955, Grade 75, Stainless

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STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 STP-1872(200)
 BRIDGE NO. 5790
 WIN
 018722.00
 BRIDGE PLANS

PROJ. MANAGER	M. PARLIN	DATE	07-19
DESIGN-DETAILED	T. AQUILAR	BY	D. D'PAOLO
CHECKED-REVIEWED	B. COLBURN	DATE	07-19
DESIGN-DETAILED2	T. MCALLIFFE	SIGNATURE	
DESIGN-DETAILED3		P.E. NUMBER	
REVISIONS 1		DATE	
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

OHIO STREET BRIDGE
 INTERSTATE 95
 PENOBSCOT COUNTY
 BANGOR

REINFORCING SCHEDULE
 (2 OF 2)

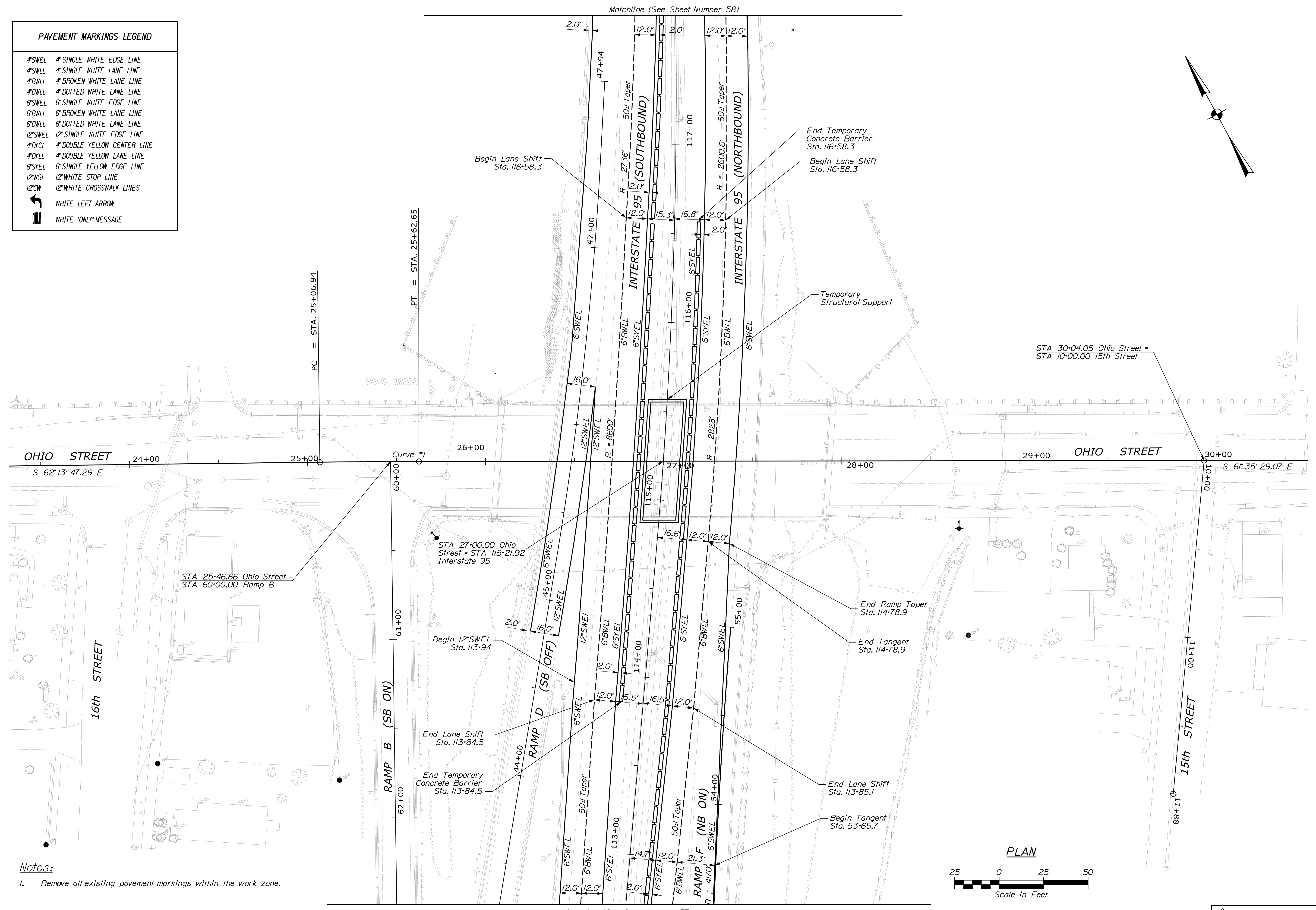
SHEET NUMBER
55
 OF 73

Date: 9/3/2019

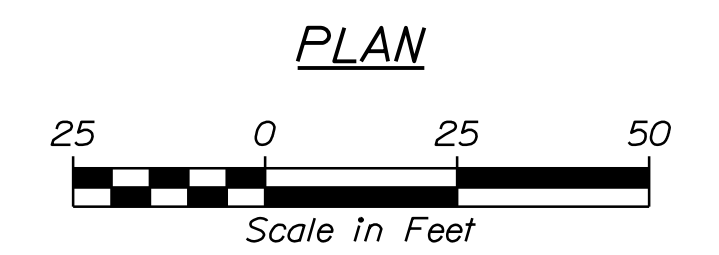
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Division: ...056_Traffic_Control_Plan_1.dgn



PAVEMENT MARKINGS LEGEND	
4'SWEL	4' SINGLE WHITE EDGE LINE
4'SWLL	4' SINGLE WHITE LANE LINE
4'BWLL	4' BROKEN WHITE LANE LINE
4'DWLL	4' DOTTED WHITE LANE LINE
6'SWEL	6' SINGLE WHITE EDGE LINE
6'BWLL	6' BROKEN WHITE LANE LINE
6'DWLL	6' DOTTED WHITE LANE LINE
12'SWEL	12' SINGLE WHITE EDGE LINE
4'DYCL	4' DOUBLE YELLOW CENTER LINE
4'DYLL	4' DOUBLE YELLOW LANE LINE
6'SYEL	6' SINGLE YELLOW EDGE LINE
12'WSL	12' WHITE STOP LINE
12'CW	12' WHITE CROSSWALK LINES
	WHITE LEFT ARROW
	WHITE "ONLY" MESSAGE

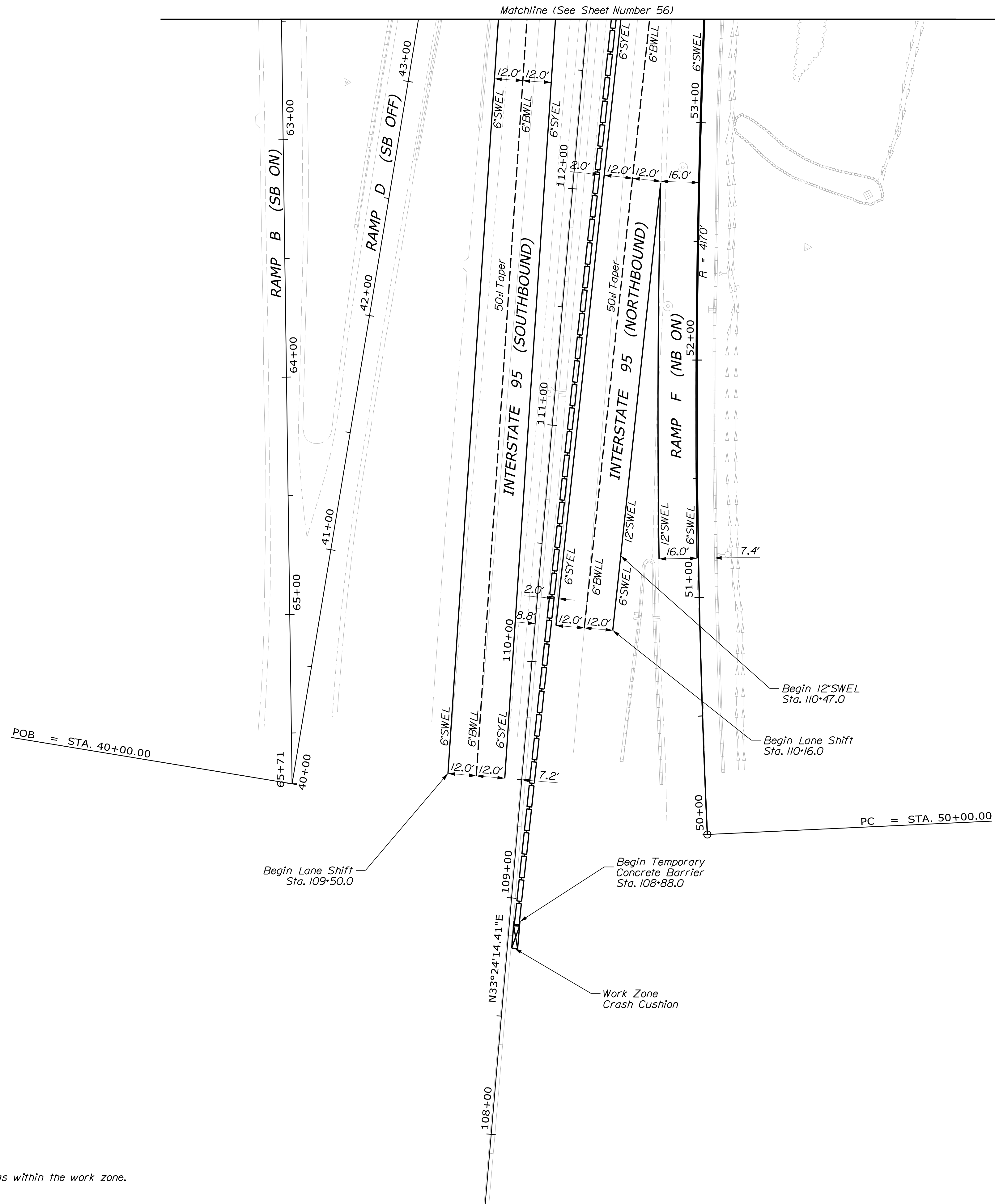


Notes:
 1. Remove all existing pavement markings within the work zone.



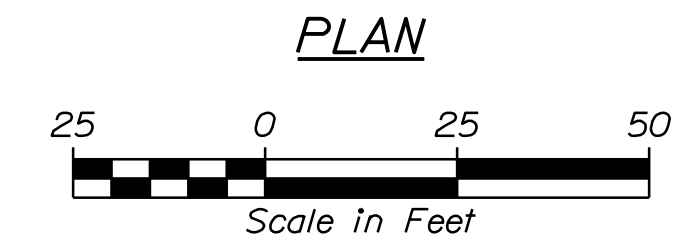
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
STP-1872(200)		BRIDGE NO. 5790	
WIN		018722.00	
BRIDGE PLANS			
PROJ. MANAGER	M. PARLIN	BY	D. D'PAOLO
DESIGN-DETAILED	T. ACULAR	DATE	07-19
CHECKED-REVIEWED	B. COLBURN	SIGNATURE	
DESIGNS-DETAILED2		P.E. NUMBER	
REVISIONS 1		DATE	
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
OHIO STREET BRIDGE			
INTERSTATE 95			
PENOBSCOT COUNTY			
BANGOR			
TRAFFIC CONTROL PLAN			
(1 OF 3)			
SHEET NUMBER			
56			
OF 73			

PAVEMENT MARKINGS LEGEND	
4'SWEL	4' SINGLE WHITE EDGE LINE
4'SWLL	4' SINGLE WHITE LANE LINE
4'BWLL	4' BROKEN WHITE LANE LINE
4'DWLL	4' DOTTED WHITE LANE LINE
6'SWEL	6' SINGLE WHITE EDGE LINE
6'BWLL	6' BROKEN WHITE LANE LINE
6'DWLL	6' DOTTED WHITE LANE LINE
12'SWEL	12' SINGLE WHITE EDGE LINE
4'DYCL	4' DOUBLE YELLOW CENTER LINE
4'DYLL	4' DOUBLE YELLOW LANE LINE
6'SYEL	6' SINGLE YELLOW EDGE LINE
12'WSL	12' WHITE STOP LINE
12'CW	12' WHITE CROSSWALK LINES
	WHITE LEFT ARROW
	WHITE "ONLY" MESSAGE



Notes:

1. Remove all existing pavement markings within the work zone.





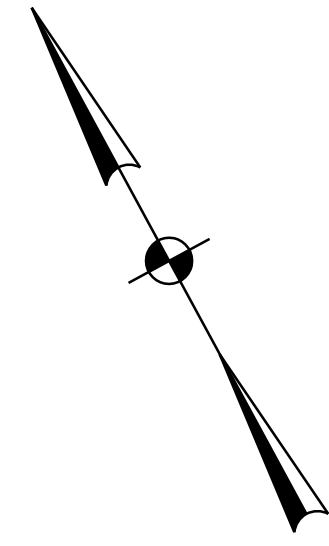
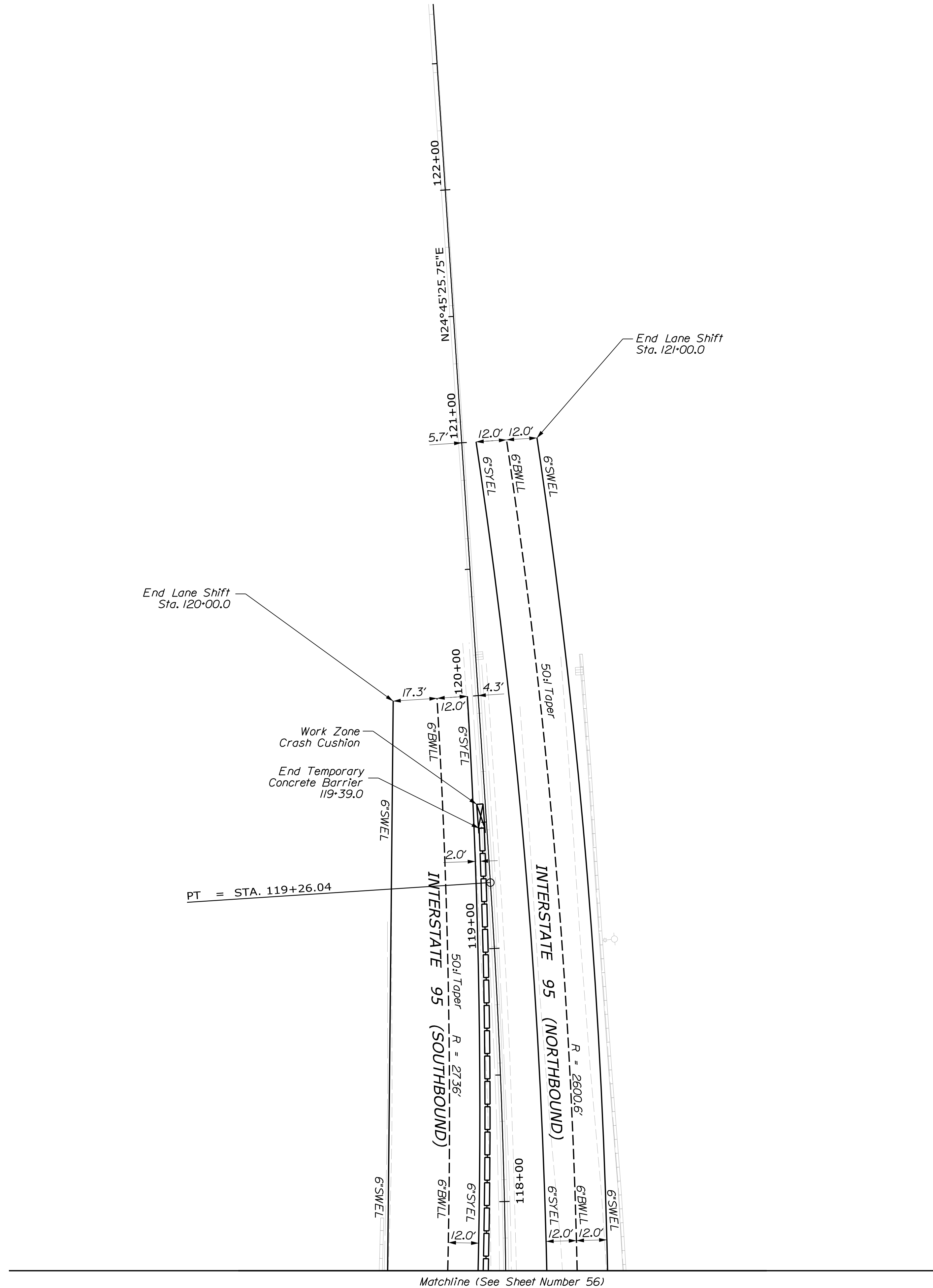
PROJ. MANAGER	BY	DATE	SIGNATURE
M. PARLIN	D. D'PAOLO	07-19	
T. AQUILAR	T. MCALLIFFE	07-19	
B. COLBURN			
DESIGN-DETAILED			P.E. NUMBER
CHECKED-REVIEWED			DATE
DESIGNS-DETAILED2			
DESIGNS-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

OHIO STREET BRIDGE
INTERSTATE 95
PENOBSCOT COUNTY
BANGOR
TRAFFIC CONTROL PLAN
(2 OF 3)

SHEET NUMBER

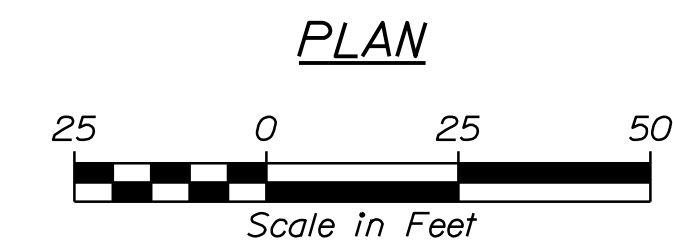
57

PAVEMENT MARKINGS LEGEND	
4'SWEL	4' SINGLE WHITE EDGE LINE
4'SWLL	4' SINGLE WHITE LANE LINE
4'BWLL	4' BROKEN WHITE LANE LINE
4'DWLL	4' DOTTED WHITE LANE LINE
6'SWEL	6' SINGLE WHITE EDGE LINE
6'BWLL	6' BROKEN WHITE LANE LINE
6'DWLL	6' DOTTED WHITE LANE LINE
12'SWEL	12' SINGLE WHITE EDGE LINE
4'DYCL	4' DOUBLE YELLOW CENTER LINE
4'DYLL	4' DOUBLE YELLOW LANE LINE
6'SYEL	6' SINGLE YELLOW EDGE LINE
12'WSL	12' WHITE STOP LINE
12'CW	12' WHITE CROSSWALK LINES
	WHITE LEFT ARROW
	WHITE "ONLY" MESSAGE



Notes:

1. Remove all existing pavement markings within the work zone.



Matchline (See Sheet Number 56)

SIGNATURE	P.E. NUMBER	DATE

PROJ. MANAGER	BY	DATE
M. PARLIN	D. D'PAOLO T. MCALLIFFE	07-19

OHIO STREET BRIDGE
INTERSTATE 95
PENOBSCOT COUNTY
BANGOR
TRAFFIC CONTROL PLAN
(3 OF 3)

SHEET NUMBER

58



W20-1 1	W20-5L 2	W4-2L 3
W20-2 4	R11-2 SET ON TYPE III BARRICADE 5	M4-10R SET ON TYPE III BARRICADE 6
M4-10L SET ON TYPE III BARRICADE 6B	M1-1 7	M3-1 8
M3-3 9	M6-1L 10	M6-1R 11
M6-3 12	M5-1L 13	M5-1R 14
M4-8 15	M4-8A 16	G20-2 17

DETOUR NOTES

- All sign locations shown are approximate. Actual locations shall be determined in the field by the Resident.
- All modifications to traffic control devices shall be in accordance with the Manual on Uniform Traffic Control Devices. Changes and adjustments to traffic control devices shall be approved by the Resident prior to implementation.
- Additional signs may be required as directed by the Resident.
- The Contractor shall cover all existing signs that conflict with work zone signs. (Incidental to Item 652.35)
- In addition to signs shown, the Contractor shall place Portable Changeable Message Signs 48 hours prior to closure. Locations and messages to be determined by the Contractor and approved by the Resident.

I-95 NB
NIGHTIME CLOSURE
DETOUR PLAN

STATE OF MAINE DEPARTMENT OF TRANSPORTATION STP-1872(200)	BRIDGE NO. 5790 WIN 018722.00 BRIDGE PLANS																																										
OHIO STREET BRIDGE PENOBSCOT COUNTY BANGOR	SHEET NUMBER 59 OF 73																																										
<table border="0" style="width: 100%;"> <tr> <th>PROJ. MANAGER</th> <th>M. PARLIN</th> <th>BY</th> <th>DATE</th> </tr> <tr> <td>CHECKED/DESIGNED</td> <td>T. AGUIAR</td> <td>D. DEPAOLO</td> <td>07-19</td> </tr> <tr> <td>DESIGNED/REVIEWED</td> <td>B. COLEBURN</td> <td>T. MCALLIFFE</td> <td>07-19</td> </tr> <tr> <td>DESIGNED/DETAILS</td> <td>B. COLEBURN</td> <td>S. OZANA</td> <td>07-19</td> </tr> <tr> <td>REVISIONS 1</td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 2</td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 3</td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 4</td> <td></td> <td></td> <td></td> </tr> <tr> <td>FIELD CHANGES</td> <td></td> <td></td> <td></td> </tr> </table>	PROJ. MANAGER	M. PARLIN	BY	DATE	CHECKED/DESIGNED	T. AGUIAR	D. DEPAOLO	07-19	DESIGNED/REVIEWED	B. COLEBURN	T. MCALLIFFE	07-19	DESIGNED/DETAILS	B. COLEBURN	S. OZANA	07-19	REVISIONS 1				REVISIONS 2				REVISIONS 3				REVISIONS 4				FIELD CHANGES				<table border="0" style="width: 100%;"> <tr> <td>SIGNATURE</td> <td>P.E. NUMBER</td> <td>DATE</td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	SIGNATURE	P.E. NUMBER	DATE			
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REVISIONS 4																																											
FIELD CHANGES																																											
SIGNATURE	P.E. NUMBER	DATE																																									



W20-1 1	W20-5L 2	W4-2L 3
W20-2 4	R11-2 SET ON TYPE III BARRICADE 5	M4-10R SET ON TYPE III BARRICADE 6
M1-1 7	M3-1 8	M3-3 9
M6-1L 10	M6-1R 11	M6-3 12
M5-1L 13	M5-1R 14	M4-8 15
M4-8A 16	C20-2 17	

DETOUR NOTES

- All sign locations shown are approximate. Actual field locations shall be determined in the field and approved by the Resident.
- All modifications to traffic control devices shall be in accordance with the Manual on Uniform Traffic Control Devices. Changes and adjustments to traffic control devices shall be approved by the Resident prior to implementation.
- Additional signs may be required as directed by the Resident.
- The Contractor shall cover all existing signs that conflict with work zone signs. (Incidental to Item 652.35)
- In addition to signs shown, the Contractor shall place Portable Changeable Message Signs 48 hours prior to closure. Locations and messages to be determined by the Contractor and approved by the Resident.

I-95 SB
NIGHTTIME CLOSURE
DETOUR PLAN

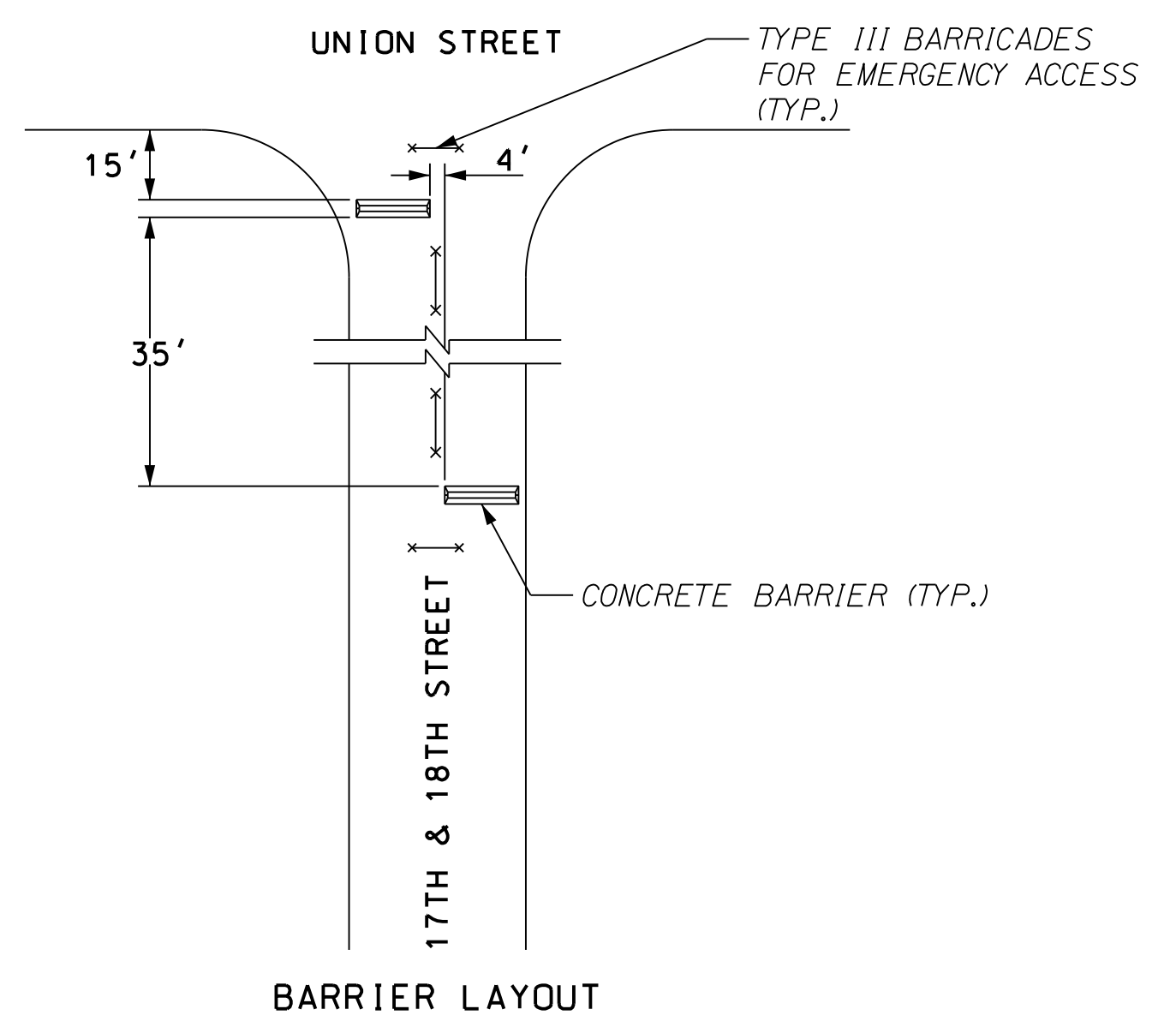
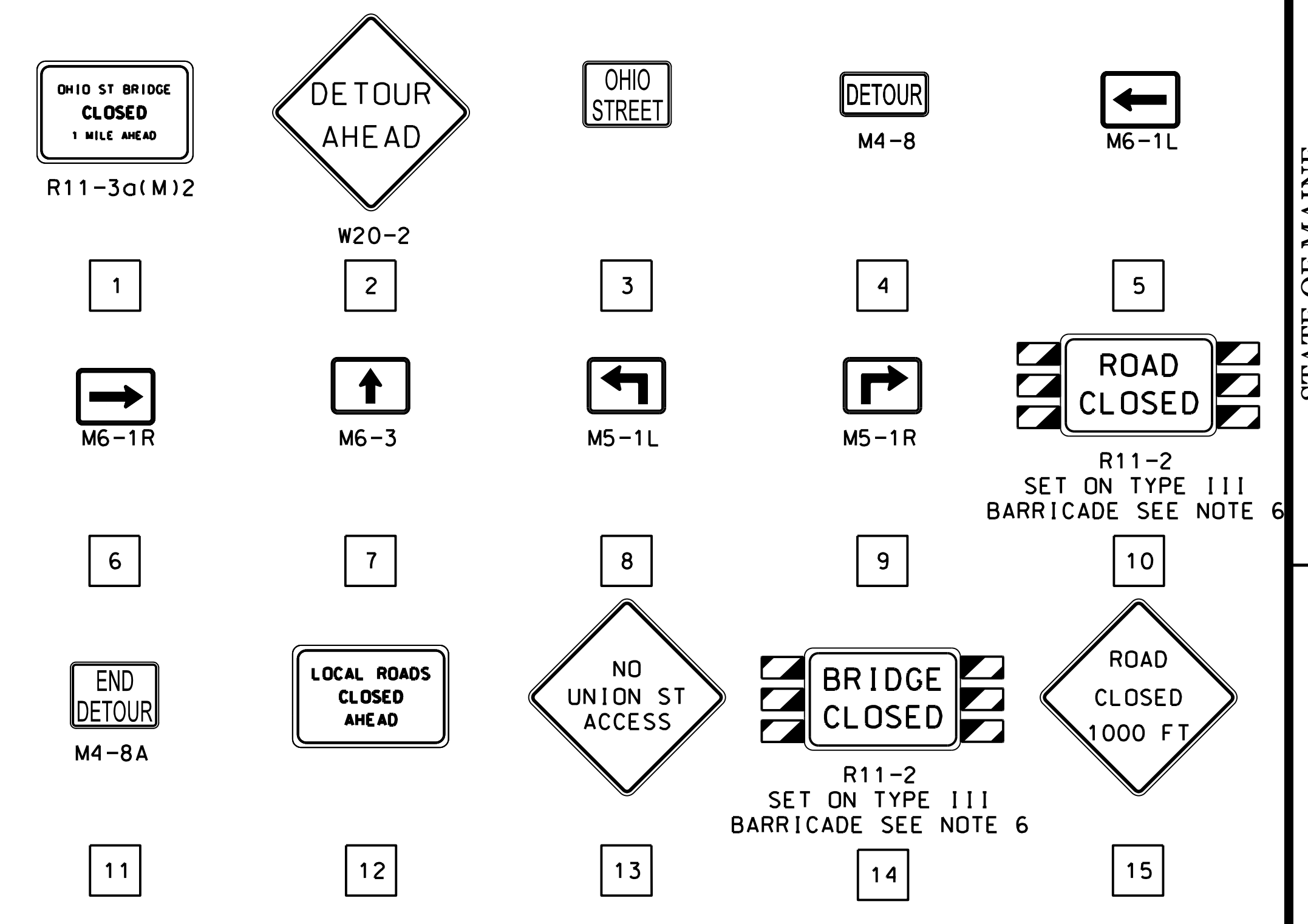
STATE OF MAINE DEPARTMENT OF TRANSPORTATION STP-1872(200)	BRIDGE NO. 5790 WIN 018722.00 BRIDGE PLANS
OHIO STREET BRIDGE PENOBSCOT COUNTY	BANGOR DETOUR PLAN (2 OF 5)
SHEET NUMBER 60	OF 73

Date: 9/3/2019

Username: sozana

Division:

Filename: ... \Drawings\061_Detour_Plan_3.dgn



BARRIER LAYOUT
DETOUR NOTES

1. All sign locations shown are approximate. Actual field locations shall be determined in the field and approved by the Resident.
2. All modifications to traffic control devices shall be in accordance with the Manual on Uniform Traffic Control Devices. Changes and adjustments to traffic control devices shall be approved by the Resident prior to implementation.
3. Additional signs may be required as directed by the Resident.
4. The Contractor shall cover all existing signs that conflict with work zone signs. (Incidental to Item 652.35)
5. In addition to signs shown, the Contractor shall place Portable Changeable Message Signs 48 hours prior to closure. Locations and messages to be determined by the Contractor and approved by the Resident.
6. Place TYPE III Barricades 10 feet in front of concrete barrier, both sides. Provide concrete barrier across pavement width of local roads with retro-reflective delineation on both sides.

OHIO STREET
BRIDGE CLOSURE
DETOUR PLAN



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		STP-1872(200)	
OHIO STREET BRIDGE		PENOBSCOT COUNTY	
BANGOR		DETOUR PLAN (3 OF 5)	
SHEET NUMBER		61	
BRIDGE NO. 5790		WIN 018722.00	
BRIDGE PLANS		DATE	
PROJ. MANAGER	M. PARLIN	BY	DATE
DESIGN-DETAILED	T. AGUIAR	D. DEPAOLO	07-19
CHECKED-REVIEWED	B. COLEBURN	T. MCALLIFFE	07-19
DESIGNS-DETAILED	B. COLEBURN	S. OZANA	07-19
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



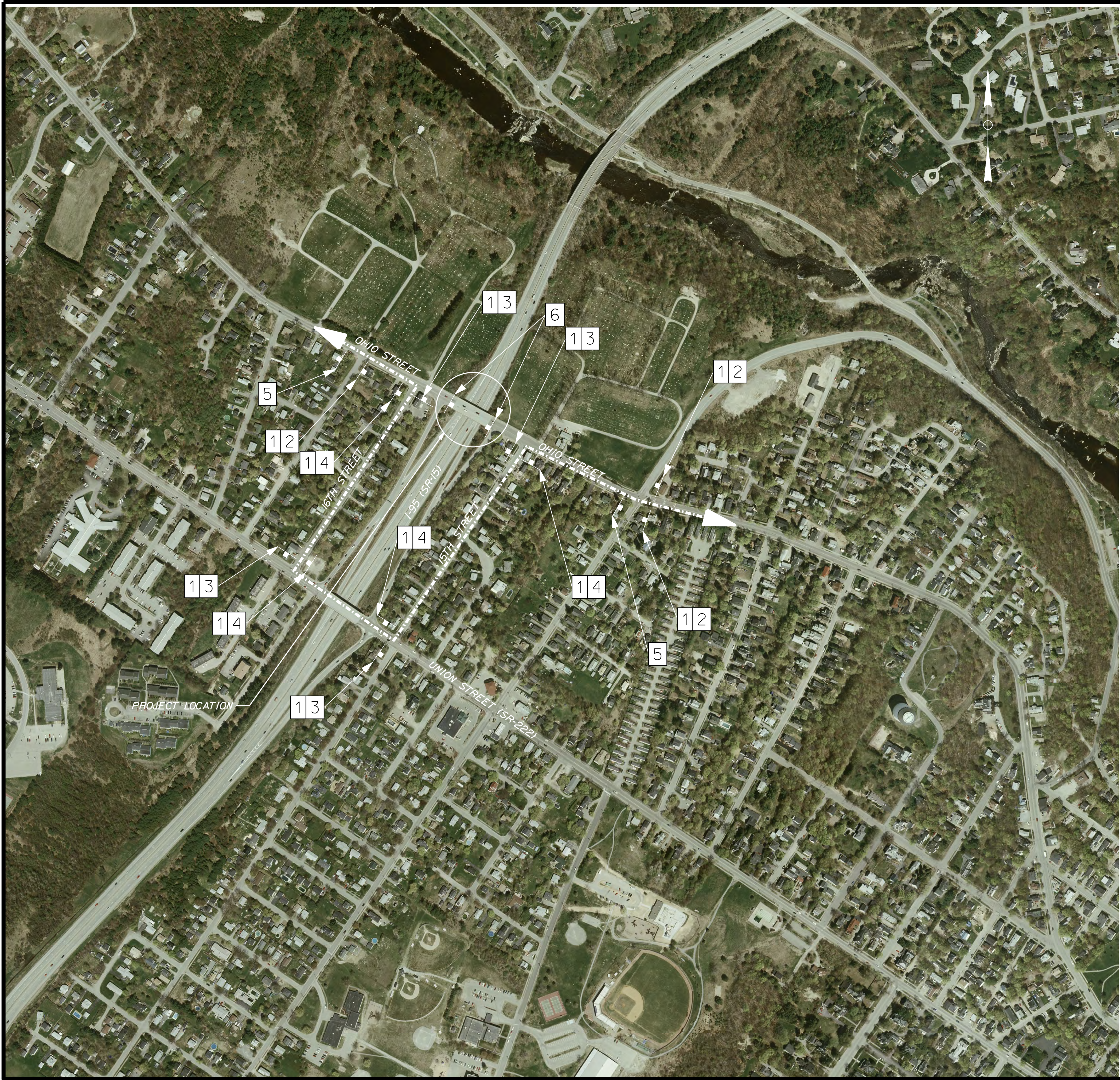
M1-1	M3-3	M6-1L
M6-1R	M5-1L	M5-1R
M4-8	M4-8a	

DETOUR NOTES

1. All sign locations shown are approximate. Actual field locations shall be determined in the field and approved by the Resident.
2. All modifications to traffic control devices shall be in accordance with the Manual on Uniform Traffic Control Devices. Changes and adjustments to traffic control devices shall be approved by the Resident prior to implementation.
3. Additional signs may be required as directed by the Resident.
4. The Contractor shall cover all existing signs that conflict with work zone signs. (Incidental to Item 652.35)
5. In addition to signs shown, the Contractor shall place Portable Changeable Message Signs 48 hours prior to closure. Locations and messages to be determined by the Contractor and approved by the Resident.

OHIO STREET BRIDGE CLOSURE
WESTBOUND TO I-95 SOUTH
DETOUR PLAN

STATE OF MAINE DEPARTMENT OF TRANSPORTATION STP-1872(200)	BRIDGE NO. 5790 WIN 018722.00 BRIDGE PLANS			
OHIO STREET BRIDGE	PENOBSCOT COUNTY	BANGOR	DETOUR PLAN (4 OF 5)	SHEET NUMBER 62 OF 73
PROJ. MANAGER DESIGN-DETAILED CHECKED-REVIEWED DESIGNS-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	M. PARLIN T. AQUILAR B. COLEBURN B. COLEBURN S. OZANA	BY D. DEPAOLO T. McALLIFFE S. OZANA	DATE 07-19 07-19 07-19	SIGNATURE P.E. NUMBER DATE



1	M4-9a 2	M4-9aL 3
M4-9aL 4	M4-8A 5	R9-9 6

DETOUR NOTES

1. All sign locations shown are approximate. Actual field locations shall be determined in the field and approved by the Resident.
2. All modifications to traffic control devices shall be in accordance with the Manual on Uniform Traffic Control Devices. Changes and adjustments to traffic control devices shall be approved by the Resident prior to implementation.
3. Additional signs may be required as directed by the Resident.
4. The Contractor shall cover all existing signs that conflict with work zone signs. (Incidental to Item 652.35)
5. In addition to signs shown, the Contractor shall place Portable Changeable Message Signs 48 hours prior to closure. Locations and messages to be determined by the Contractor and approved by the Resident.

OHIO STREET BRIDGE CLOSURE
PEDESTRIAN DETOUR PLAN

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1872(200)

PROJ. MANAGER	M. PARLIN	DATE	
DESIGN-DETAILED	T. AQUILAR	BY	D. DiPAOLO
CHECKED-REVIEWED	B. COLEBURN	DATE	07-19
DESIGN-DETAILED	B. COLEBURN	BY	T. McALLIFFE
REVISIONS 1		DATE	07-19
REVISIONS 2		DATE	
REVISIONS 3		DATE	
REVISIONS 4		DATE	
FIELD CHANGES		DATE	

OHIO STREET BRIDGE
PENOBSCOT COUNTY
BANGOR
DETOUR PLAN
(5 OF 5)

SHEET NUMBER
63
OF 73

BRIDGE NO. 5790
WIN
018722.00
BRIDGE PLANS

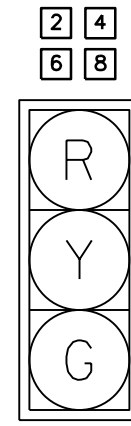


Date: 9/3/2019

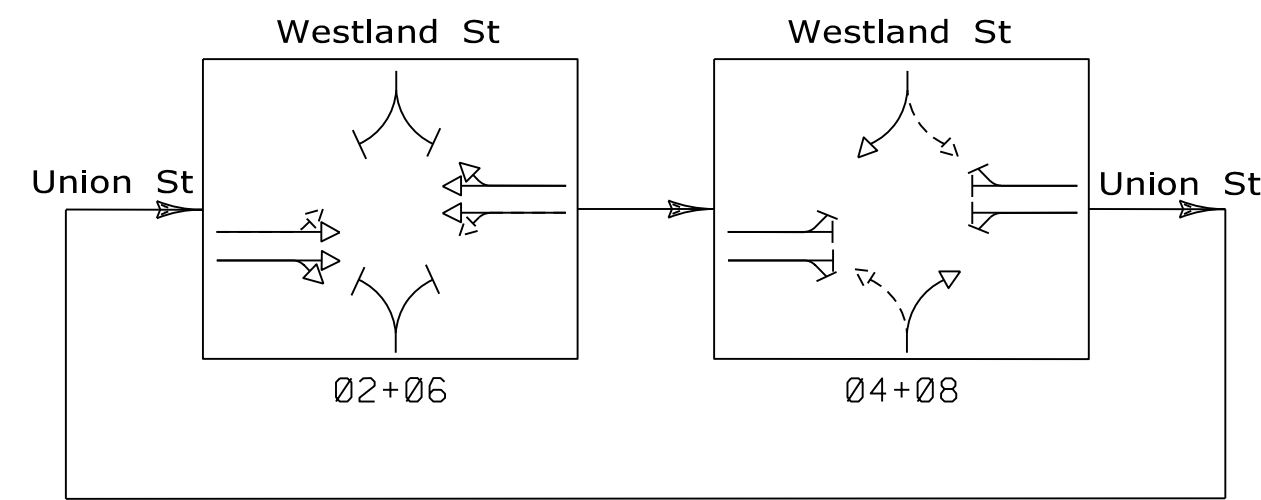
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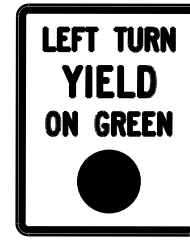
12" L.E.D. Modules With Tunnel Visors
5" (Nominal) Louvered Backplates



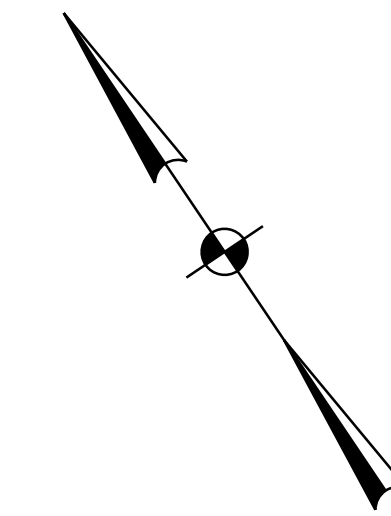
No. Required 8



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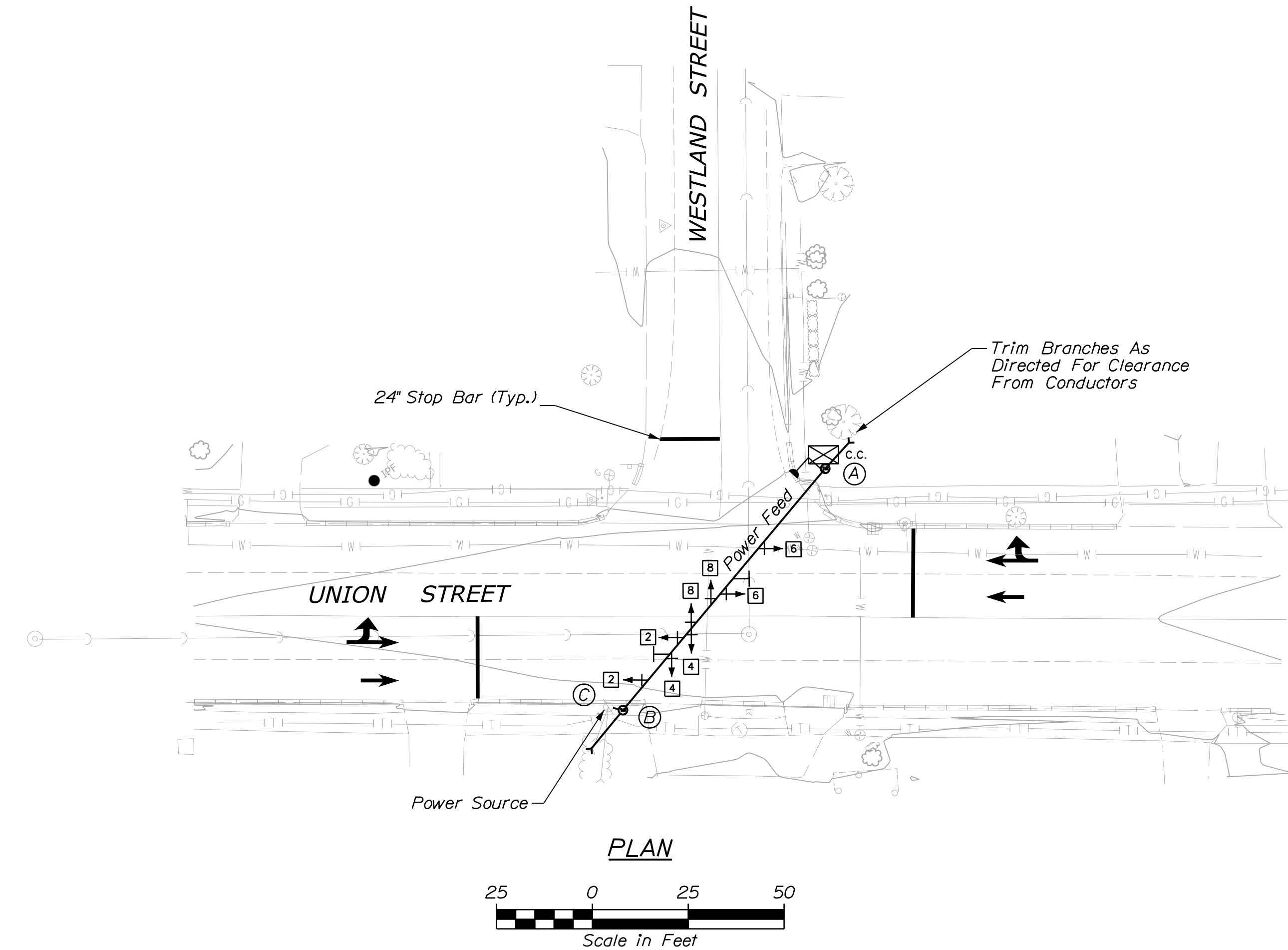


Overhead Sign
R10-12
24" X 30"
2 Required



LEGEND

Signal Conduit	-----
Pull Box	☐ P.B.
Controller Cabinet	☒ C.C.
Signal Head	▶
Opticom Receiver	▶
Strobe Light	☀
Overhead Sign	⊥
Video Detector	⊥
Video Detector on Bracket Arm	⊥
Luminaire	☀
Existing Power Pole	⊙
Wood Signal Pole With Guy	⊙
New Signal Head	☐
24" Stop Bar - Painted	—
Temporary Pavement Marking	▶



SIGNAL TIMING

	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8	Phase 9
Min Initial		10		10		10		10	
Passage Time		3		3		3		3	
Max I		40		30		40		30	
Max II		--		--		--		--	
Yellow		4		4		4		4	
Red		2		2		2		2	
Walk / Don't Walk		--		--		--		--	
Recall		Soft		Off		Soft		Off	
Detector		PR		PR		PR		PR	
Flash		FY		FR		FY		FR	
Signal Offset 45 Coordinated on Phases 2 & 6 Cycle Length 70									

Pole Notes:

- (A) Install 40' Class 3 Wood Pole and Guy Anchor. Attach Span Wire at 25.75'. Install New Meter, Cabinet, and Pole Mounted Meter Disconnect Enclosure. Install Pole Risers as required for Power Service to Controller, and for Communication Conductors to Traffic Signals, Video Detection. Install Video Detection on Bracket Arm for Detection of Approaching Traffic.
- (B) Install 40' Class 3 Wood Pole and Sidewalk Guy Anchor. Attach Span Wire at 25.75'. Span Wire From Pole (A) to Pole (B). Connect Power Aerially from Pole (B) to Pole (A).
- (C) Existing Utility Pole 81971/84/28. Power Source. Connect Power Aerially from Pole (C) to Pole (B).

Traffic Signal Notes:

1. Traffic Signal Work for This Intersection Will Include, but not be Limited to, Furnishing and Installing a Complete Econolite Nema Style TS-2 Type I Traffic Signal Cabinet, Temporary Vehicle Detection, Temporary Pavement Markings, Signal Heads and All Other Necessary Components for a Complete Working Traffic Signal Included related Incidental Work and Materials, All Equipment Shall be New.
2. All Work Shall be completed in Conformance With the Latest Revisions of the State of Maine Department of Transportation Standard Specifications for Highways and Bridges, the Manual on Uniform Traffic Control Devices (MUTCD), the National Electric Code, and Any Requirements of the Power Company.
3. An External Standalone Breaker to Disconnect Power to the New Control Cabinet Shall be Installed in a Lockable Nema Enclosure Between the Meter and the Cabinet.
4. The Control Cabinet and the Power Disconnect Enclosure Each Shall be Marked With Arc Hazard Type 2, 3, or 4 and the Appropriate PPE Required, See Section 643.09 for Other Requirements.
5. The Controller Shall be an Econolite Nema Style TS-2 Type I Capable of Coordination With the Existing Coordinated Signal System on Union St. Connection to the 2 Wire Telemetry, Connection Shall be Through a Boot on the Southern Side of the Westland St Intersection.
6. The Control Cabinet Shall Accommodate All Necessary Wiring and Control Hardware for the Traffic Signal Components.
7. Signal Assemblies Shall be Polycarbonate with 2 Inch Fluorescent Yellow Strip of Type IX or XI Retroreflective Sheeting on Outside Perimeter of Back plate and Double Spanwire Support. All Signal Assemblies and Overhead Signage Attached to Spanwires Shall be Stabilized With a Bottom Tether.
8. Locations of Any Existing Underground utilities Shown Are Approximate, the Contractor Shall be Responsible for Determining the Presence of Underground Utility Facilities Prior to Commencing Any Excavation Work or Installation of Poles, Junction Boxes, Conduit or Ground Mounted Signage and Shall Notify Utilities of Proposed Work in Accordance With MRSA Title 23 Section 3360-A, Maine "Dig Safe" System, Contractor Shall Contact Dig Safe at Least Three Working Days Prior to Beginning of Excavation, All Utilities Shall be Located Before Beginning Excavation.
9. The Contractor Shall Notify Utility Companies at Least 48 Hours Before Any Operations Are Conducted That Potentially Could Conflict With Aerial Utilities.
10. There Shall be No Splices or Junction Boxes Except as Noted on the Project Plans or Approved by the Resident.
11. All Field Wiring Shall be Neatly Bundled and Clearly Identified with Permanent, Legible, Weatherproof Tags Securely Attached to Each Cable.
12. The Maintenance of Traffic Signals Shall Remain the Responsibility of the Contractor Until Final Acceptance by MaineDOT.
13. Payment Under Item 643.72 will Include but not be Limited to, All Work and Cost Necessary to Implement Temporary Traffic Detection, Implement Temporary Timing Plan, Power Service, Meter, Meter Connection and Disconnection, Wood Poles, Bracket Arms, Spanwires, Tether Wires, Guy Wires, Signal Assemblies, Wiring Cable and All Incidentals Necessary for a Completely Functioning Temporary Traffic Signal System Coordinated With the Other Seven Signalized Intersection Along Union St Between Godfrey Boulevard and Fourteenth Street.
14. Remove Existing Stop Sign During Temporary Signal Operation. Install Temporary Traffic Markings as Shown on the Project Plans, Replace Stop Sign and Remove Temporary Traffic Markings Upon Removal of Temporary Traffic Signal System.
15. The Temporary Signal Shall Be Fully Operational Prior to Closing the Ohio Street Bridge to Traffic.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1872(200)

BRIDGE NO. 5790
WIN
018722.00
BRIDGE PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. PARLIN	D. D'PAOLO	07-19			
T. AQUILAR	T. MCALLIFFE	07-19			
B. COLBURN					

OHIO STREET BRIDGE
INTERSTATE 95
PENOBSCOT COUNTY
BANGOR
TEMPORARY SIGNAL PLAN

SHEET NUMBER

64

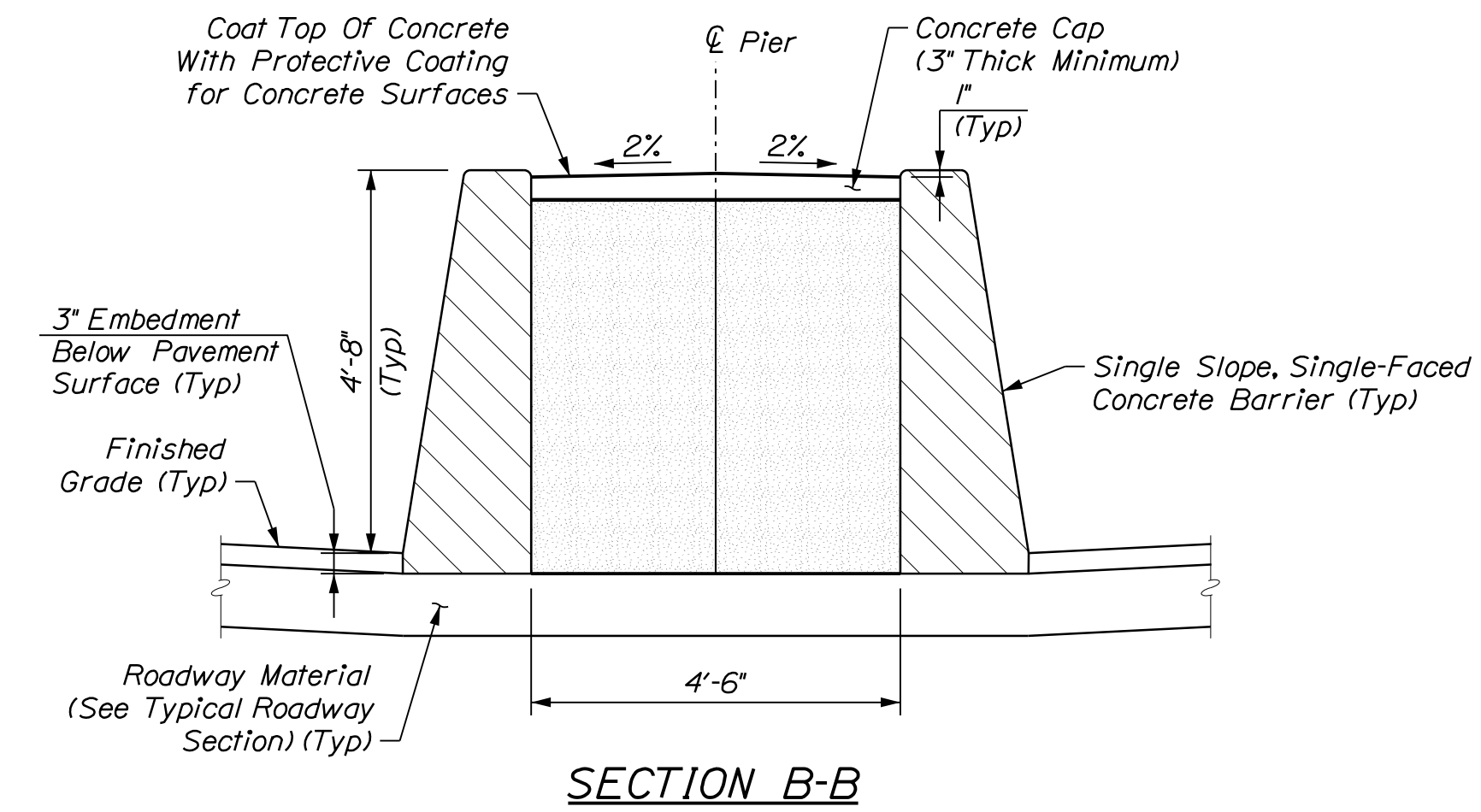
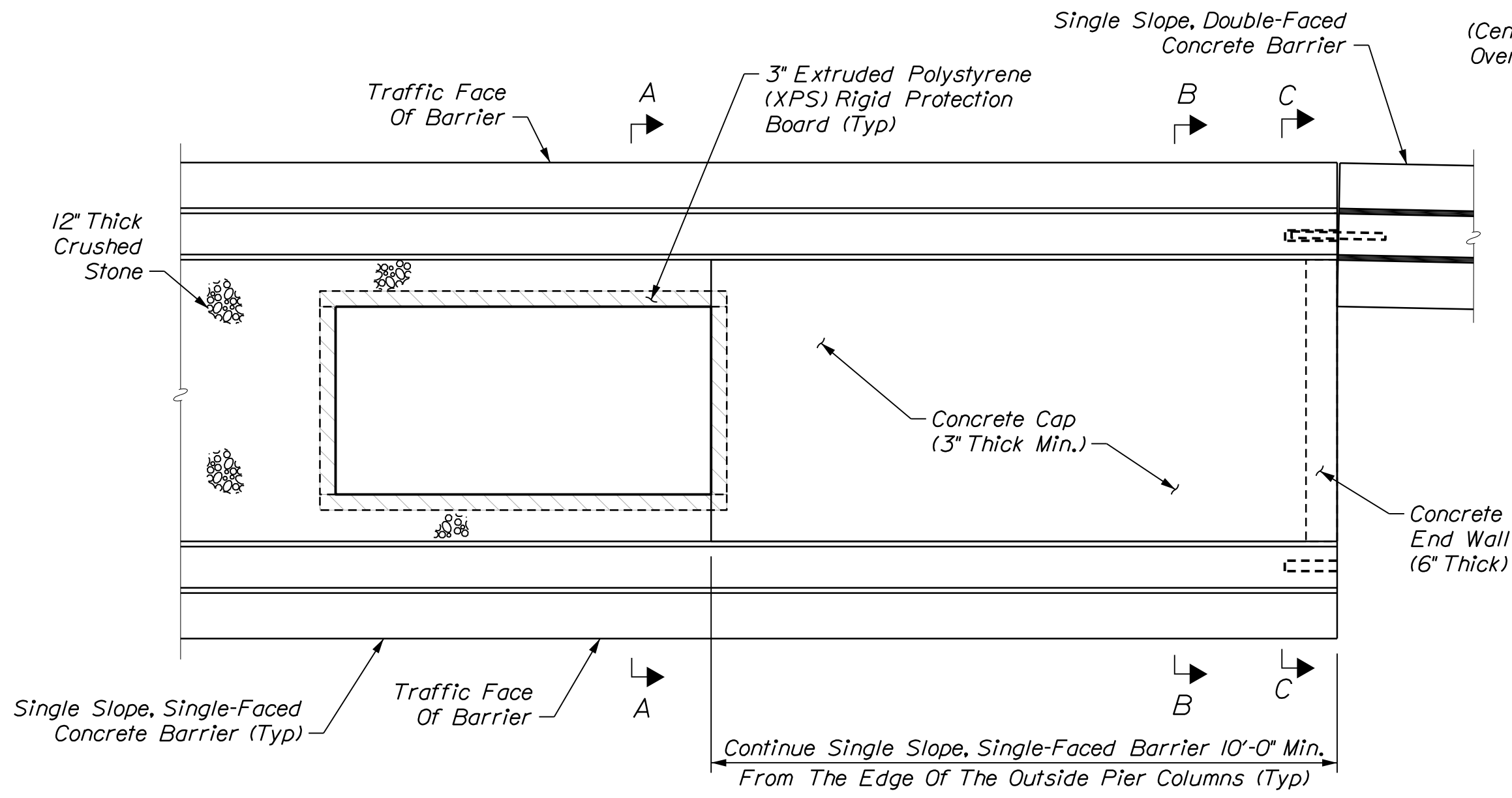
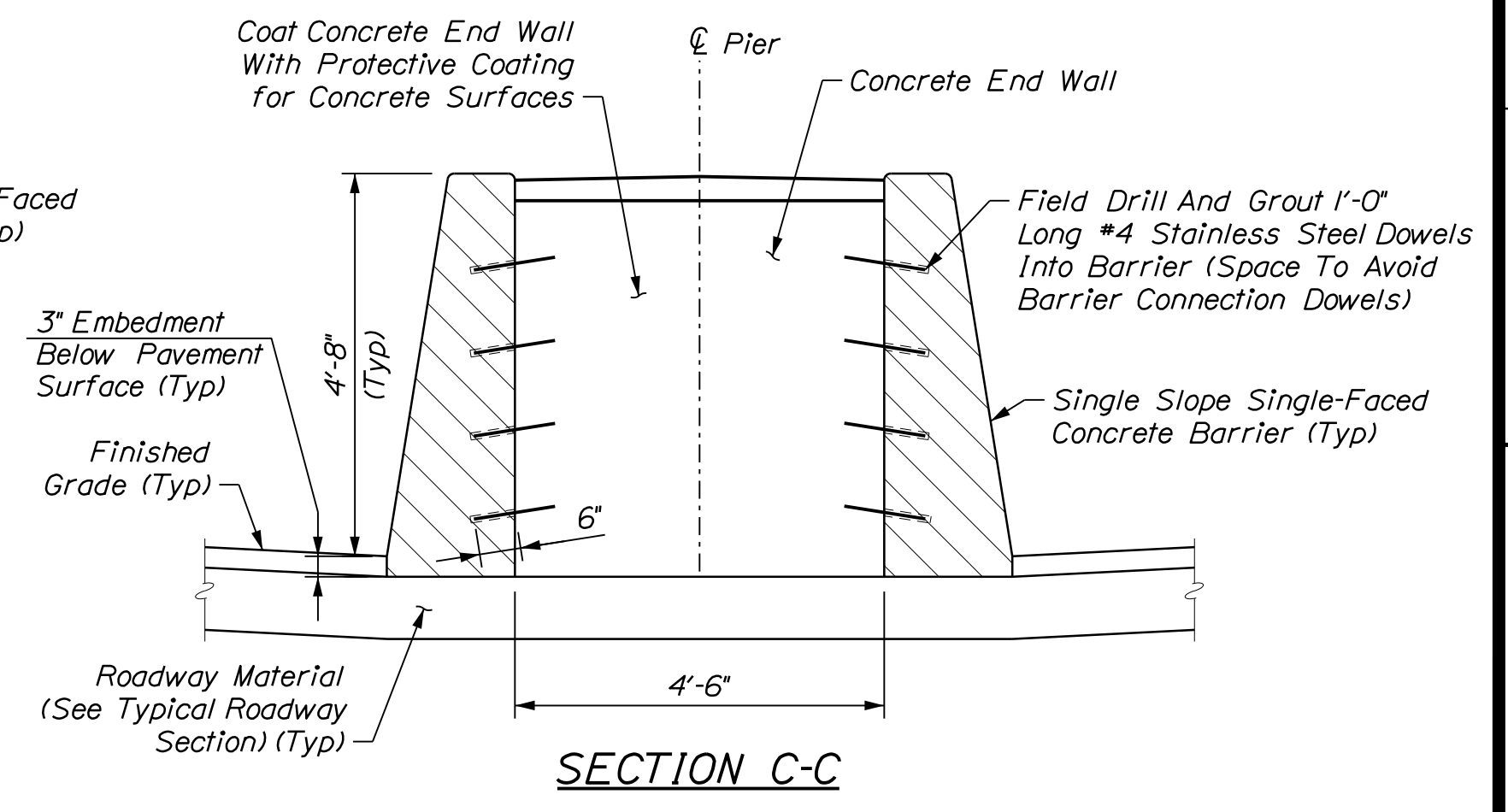
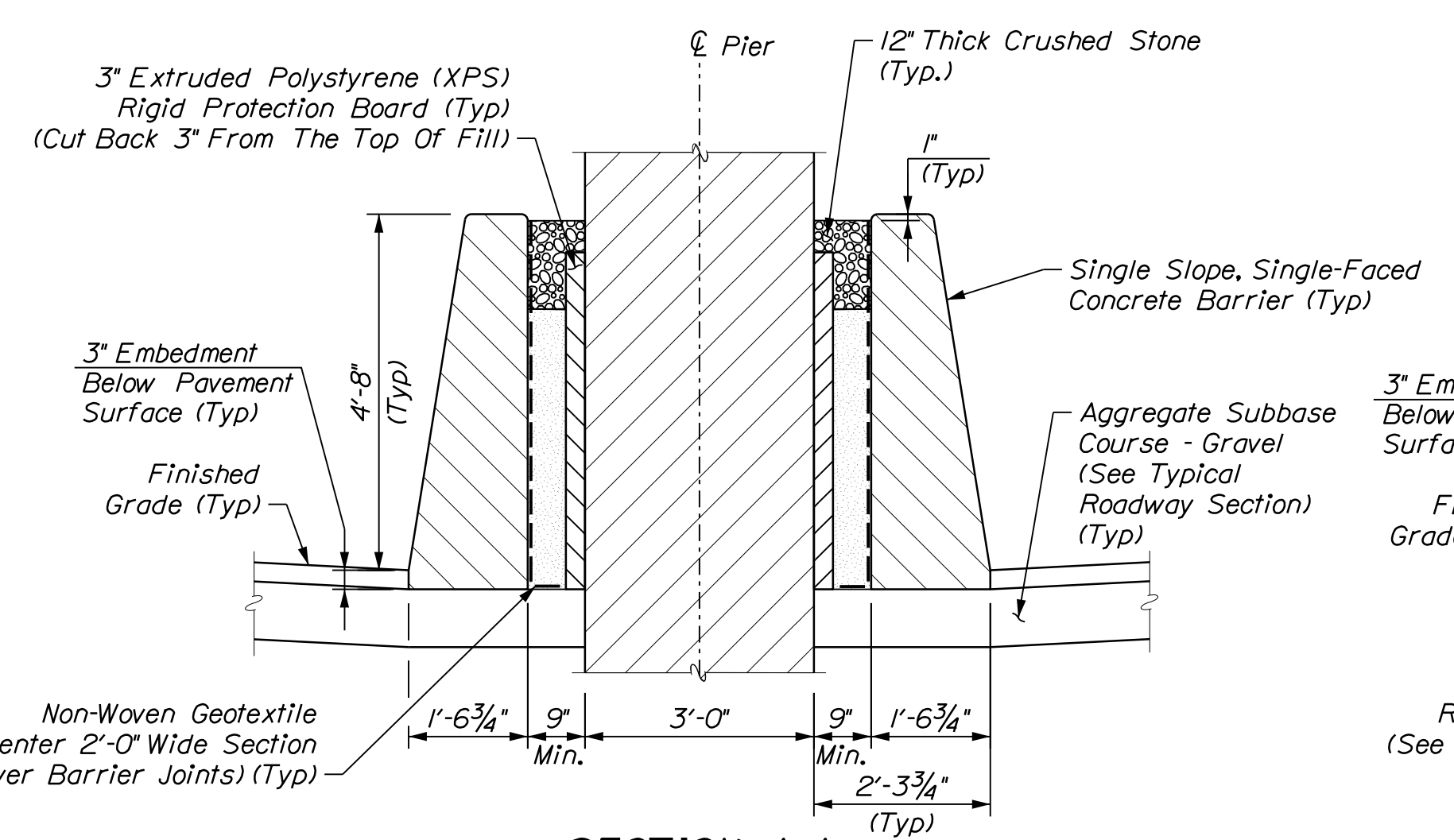
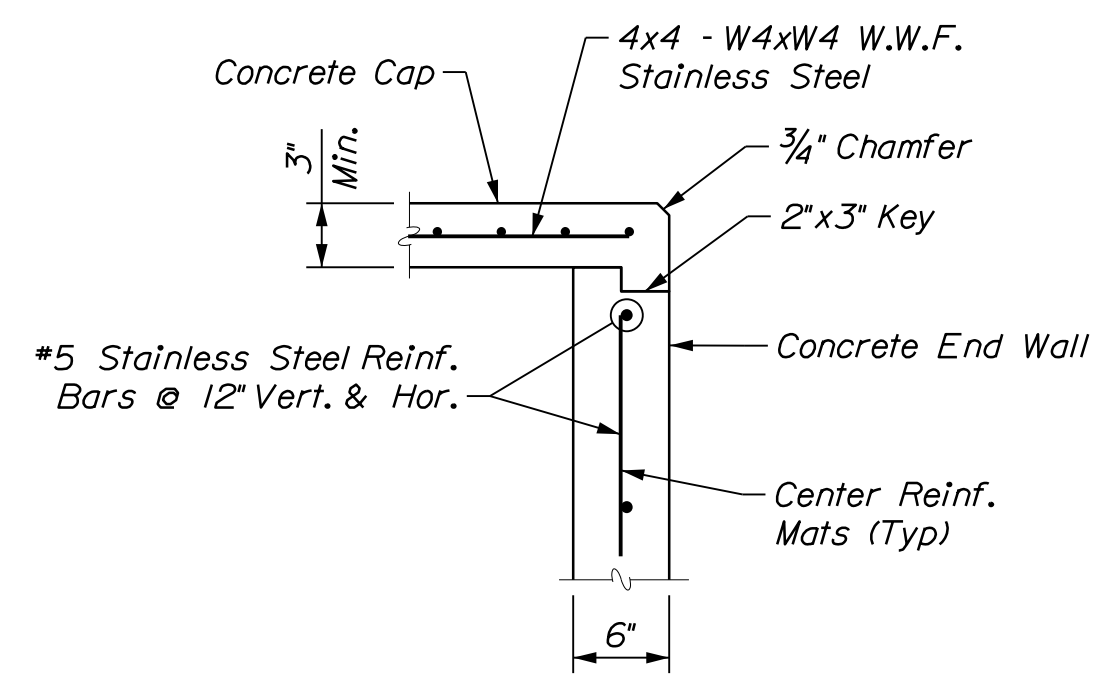
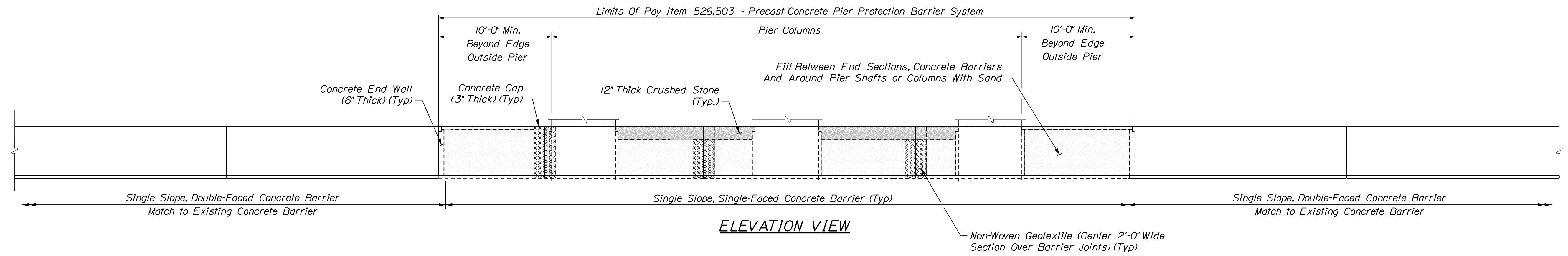
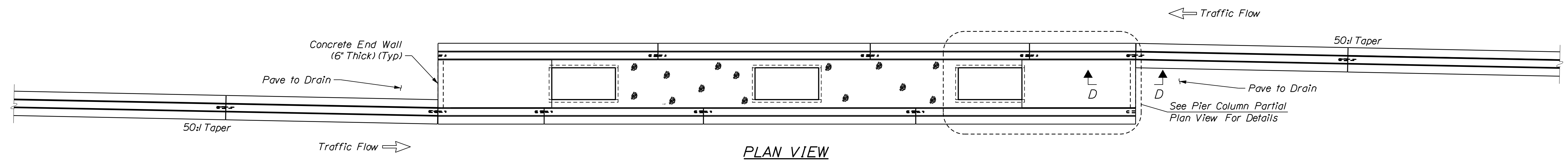
OF 73

Date: 9/3/2019

Username:

Division:

Filename: ... \065_Median_Barrier_Details.dgn



Material Notes:

1. The precast concrete barriers shall be Class LP concrete.
2. All reinforcing steel shall be stainless steel.
3. Crushed Stone shall meet the requirements of Section 703.13.
4. Sand shall meet the requirements of Section 703.05.

Notes:

1. Barrier layout shown is for protection of piers, shafts or other structures located in the median. For barrier details see Single Slope, Single-Faced Concrete Barrier Details on Sheet 66.
2. The Single Slope, Single-Faced Concrete Barrier shall extend a minimum of 10'-0" beyond the edge of outside pier columns.
3. Except as otherwise shown, free draining material, sand, shall be placed behind the concrete barrier for the full depth. Flowable fill shall not be placed behind the barrier.
4. Single Slope, Double-Faced Concrete Barrier will be paid for under pay item 526.501 - Precast Concrete Barrier Type II.
5. Single Slope, Single-Faced Concrete Barrier, sand fill, stone fill, XPS rigid protection board, non-woven geotextile, concrete cap, concrete end wall, and all incidentals required to construct the pier protection will be paid for under item 526.503-Precast Concrete Pier Protection Barrier System.

PROJ. MANAGER	BY	DATE	SIGNATURE
M. PARLIN	D. D'PAOLO	07-19	
DESIGN-DETAILED	T. AQUILAR		
CHECKED-REVIEWED	B. COLBURN		
DESIGN-DETAILED2	I. MCMAULIFFE		
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PROJ. MANAGER	BY	DATE	SIGNATURE
M. PARLIN	D. D'PAOLO	07-19	
DESIGN-DETAILED	T. AQUILAR		
CHECKED-REVIEWED	B. COLBURN		
DESIGN-DETAILED2	I. MCMAULIFFE		
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REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SHEET NUMBER


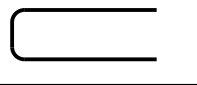
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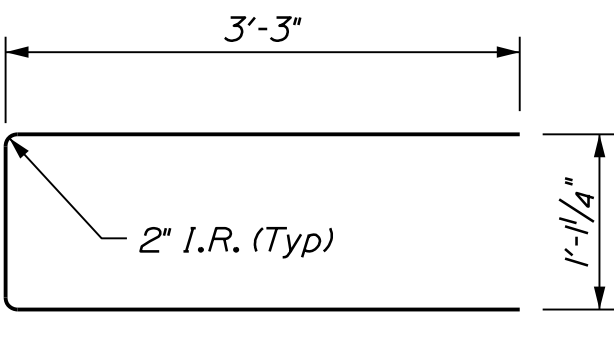
OF 73

Date: 9/3/2019

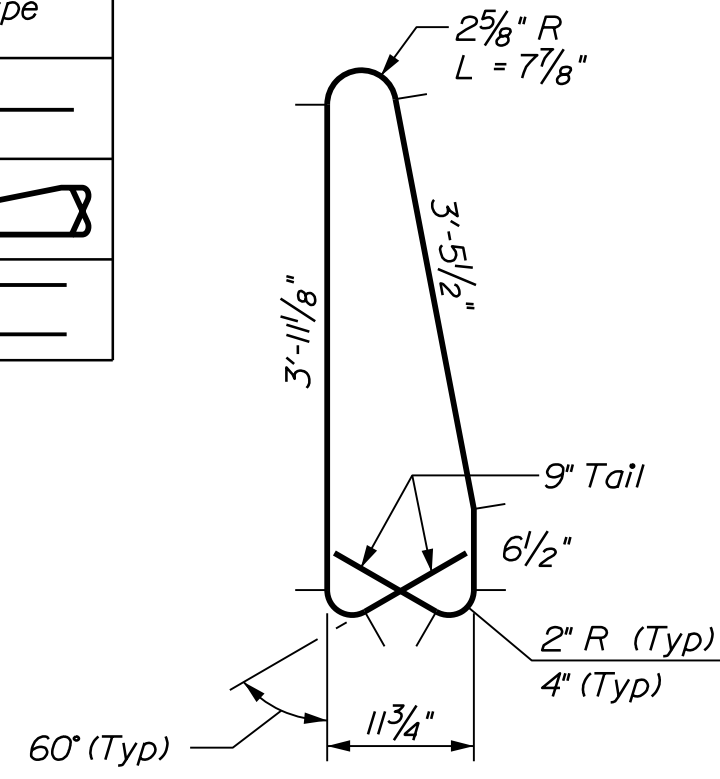
Username:

Filename: ...066_Single_Slope_Single_Faced_BarrierDetails.dgn

CONCRETE BARRIER REINFORCING SCHEDULE *				
Description	Size	No.	Unbent Length	Type
Longitudinal (Each Face)	#4	12	19'-8"	—
Stirrups	#4	29	10'-9"	
Loop Bar	#6	2	7'-3 1/2"	



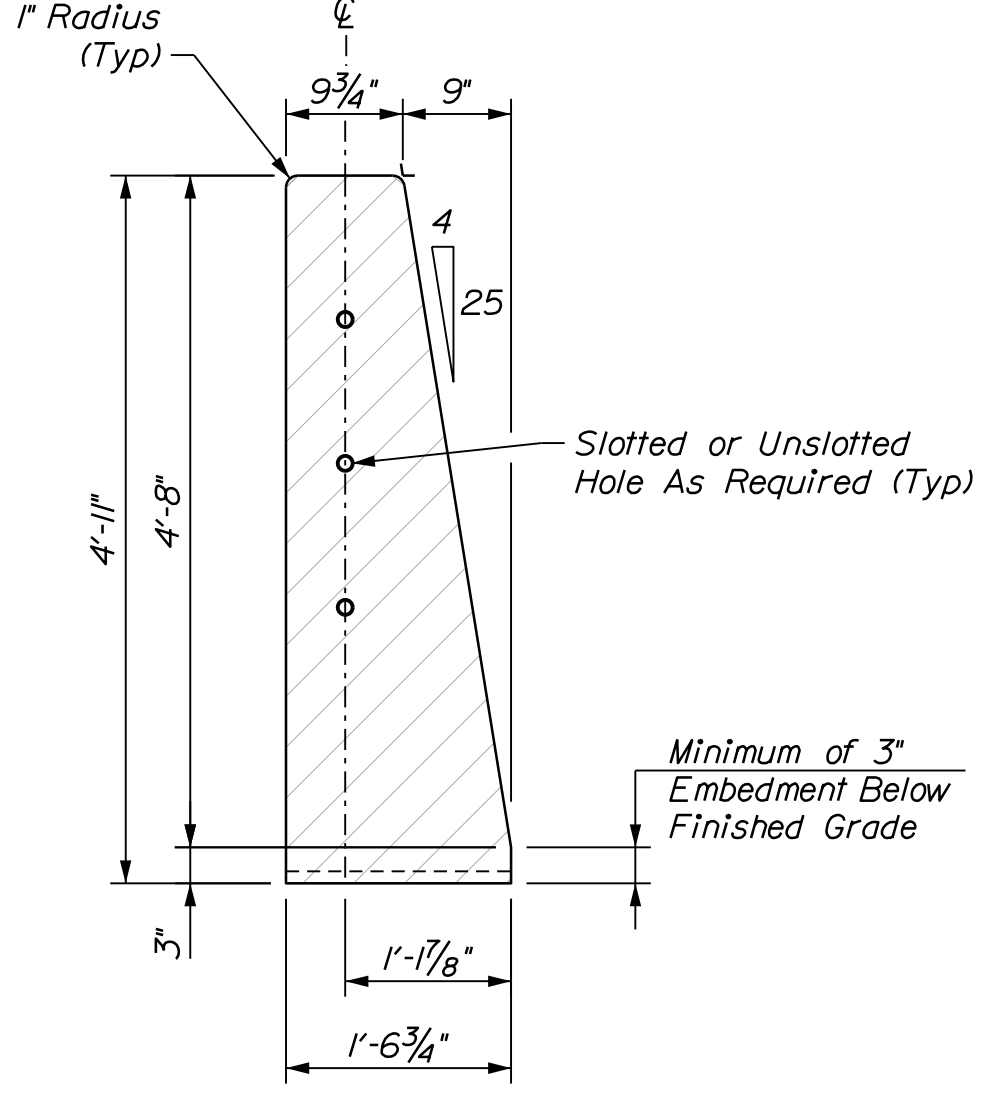
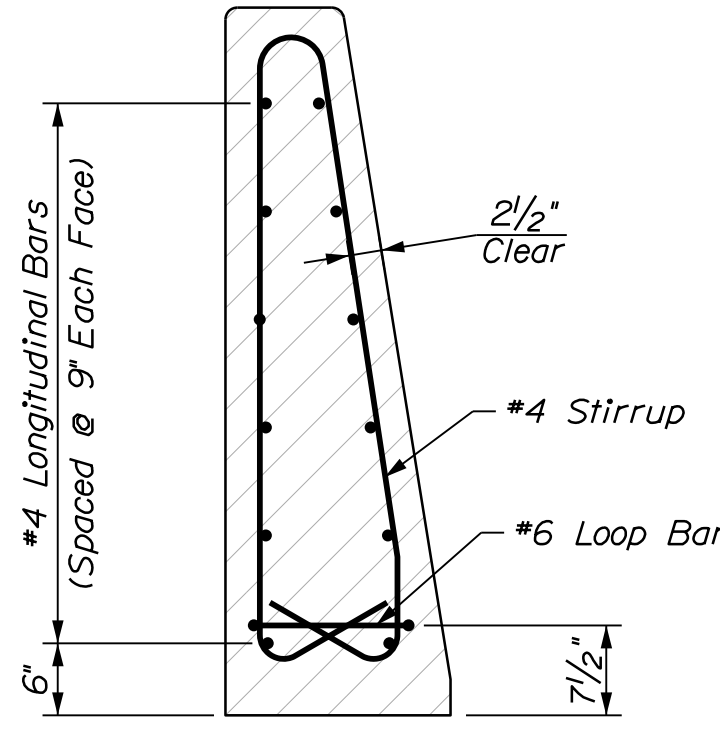
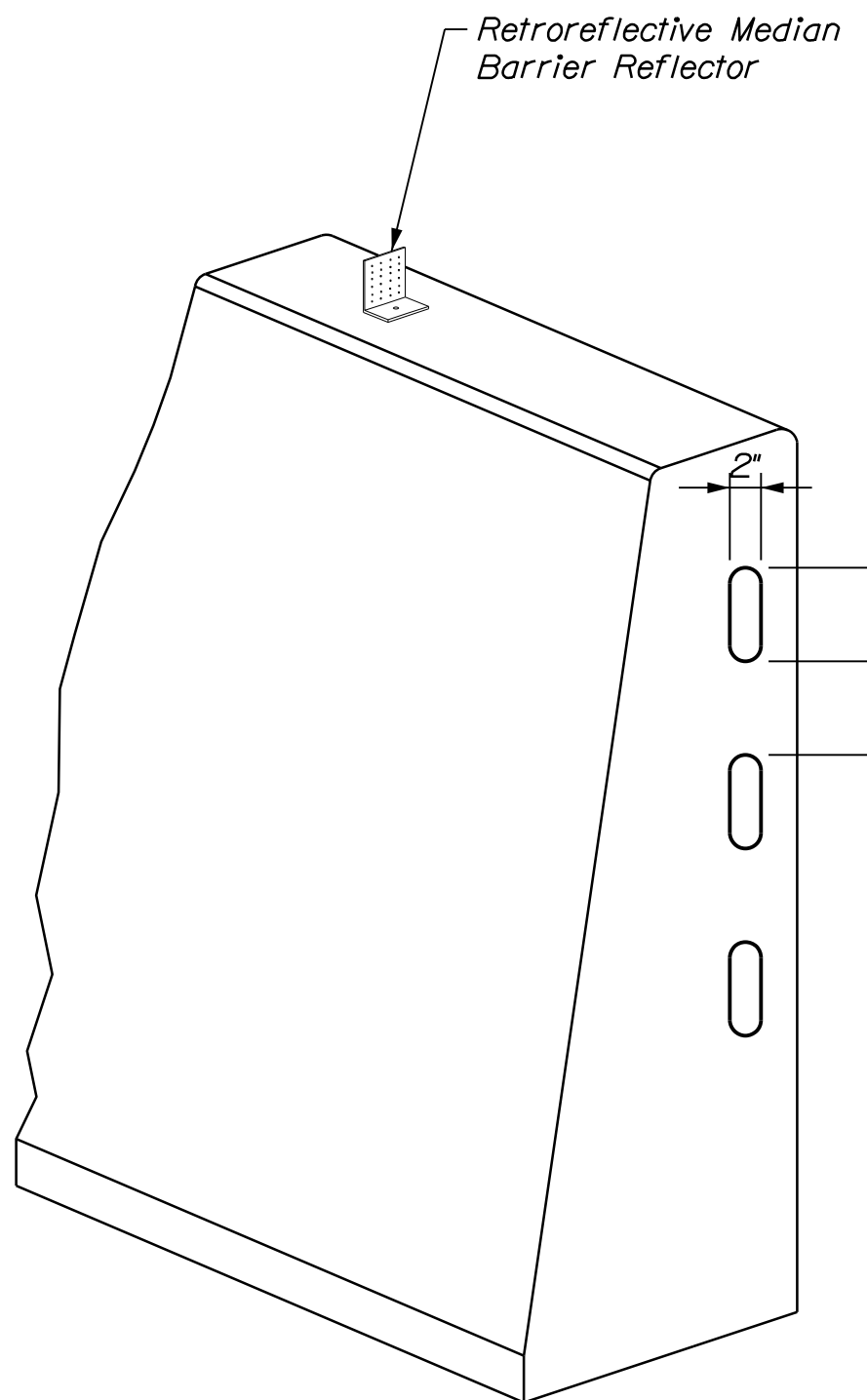
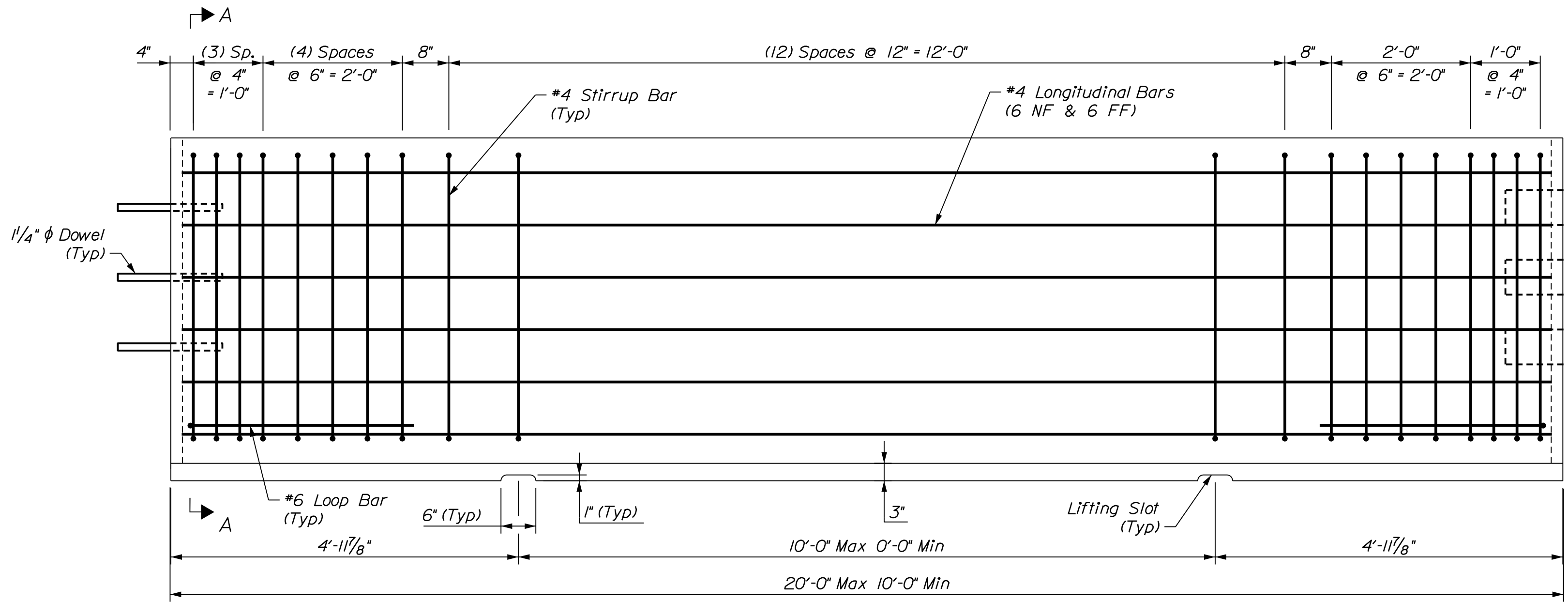
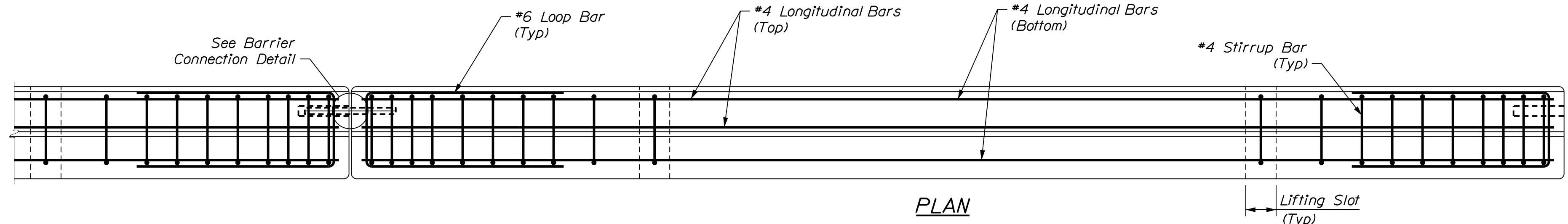
#6 LOOP BAR (TOP VIEW)



#4 STIRRUP BAR

* - Quantities Based On 20'-0" Barrier Length.

Reinforcing bar dimensions were developed based on stainless steel reinforcing. No other types of reinforcing bar shall be substituted in lieu of stainless steel reinforcing bar.



NOTES:
 1. For Barrier Connection Details, see sheet 67.

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 STP-1872(200)
 BRIDGE NO. 5790
 WIN
 018722.00
 BRIDGE PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE
M. PARLIN	D. D'APALO	07-19	
DESIGN-DETAILED	T. AGUILAR		
CHECKED-REVIEWED	B. COLBURN		
DESIGN-DETAILED	T. MCALIFFE		
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

OHIO STREET BRIDGE
 INTERSTATE 95
 PENOBSCOT COUNTY
 BANGOR
 SINGLE SLOPE, SINGLE-FACED
 CONCRETE BARRIER DETAILS

SHEET NUMBER

66

OF 73

Date: 9/3/2019

Username:

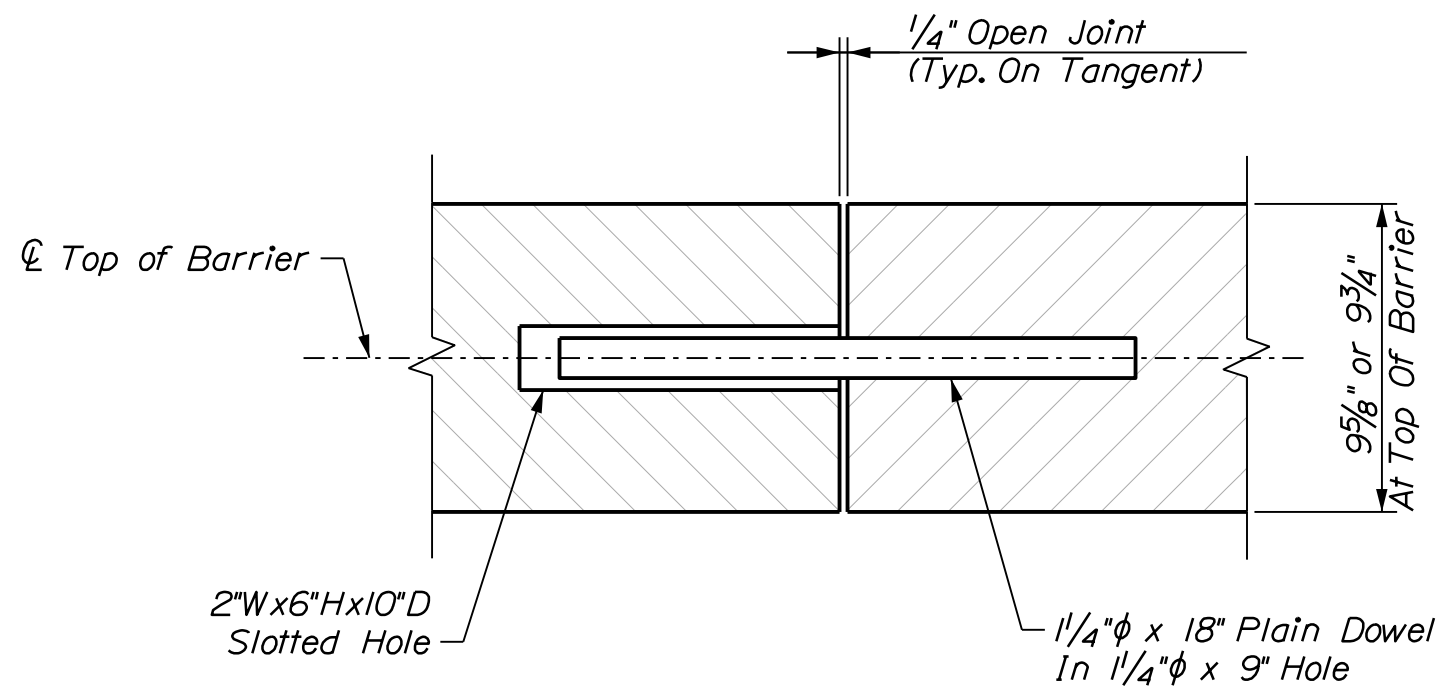
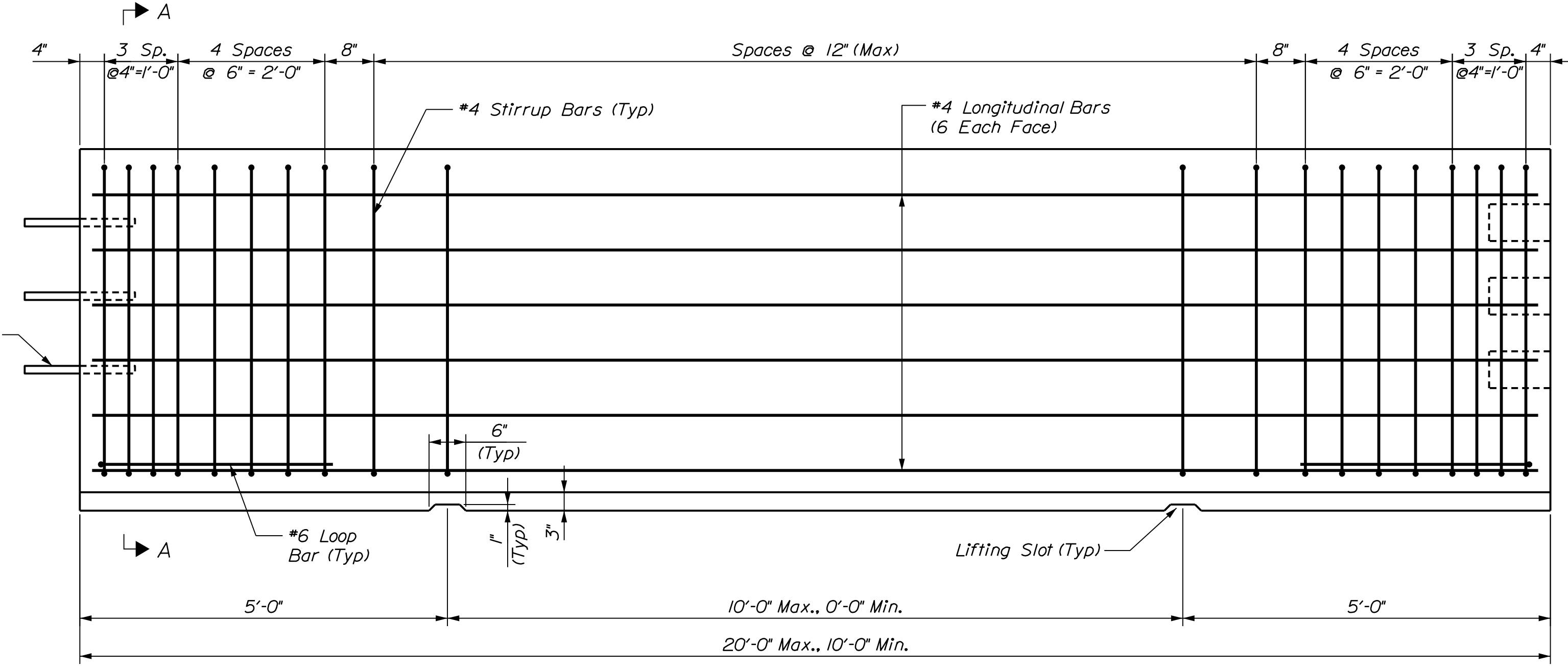
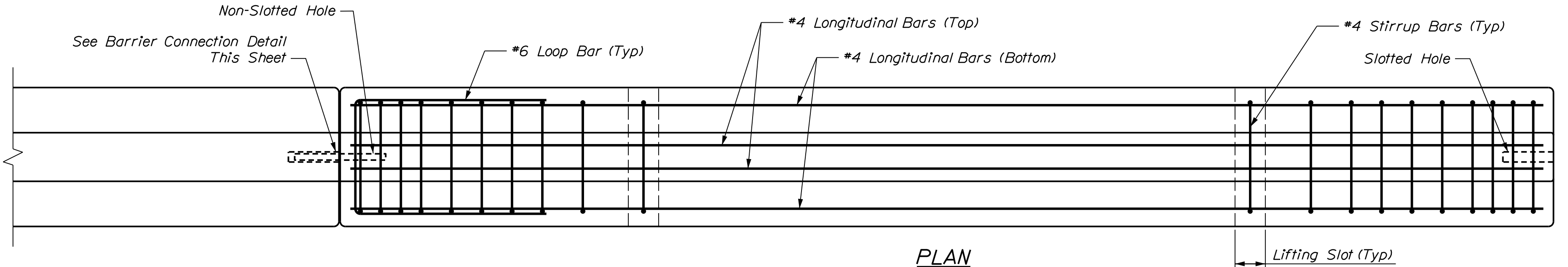
Filename: ...067_Single_Slope_Double-Faced_Barrier.dgn

CONCRETE BARRIER REINFORCING SCHEDULE *

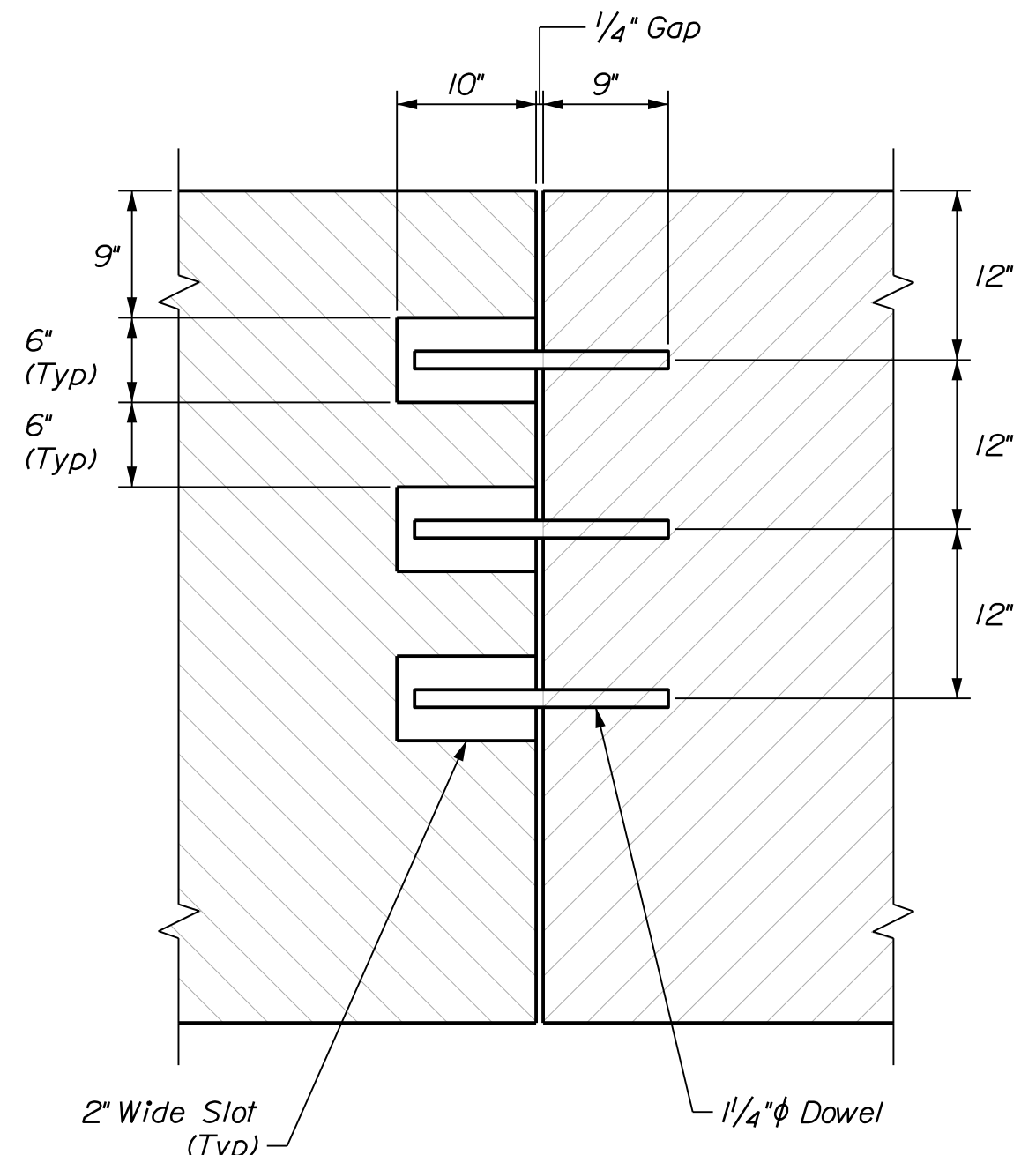
Description	Size	No.	Unbent Length	Type
Longitudinal (Each Face)	#4	12	19'-7"	
Stirrups	#4	29	10'-9"	
Loop Bar	#6	2	8'-2 1/2"	

* - Quantities Based On 20'-0" Barrier Length.

Reinforcing bar dimensions were developed based on stainless steel reinforcing. No other types of reinforcing bar shall be substituted in lieu of stainless steel reinforcing bar.

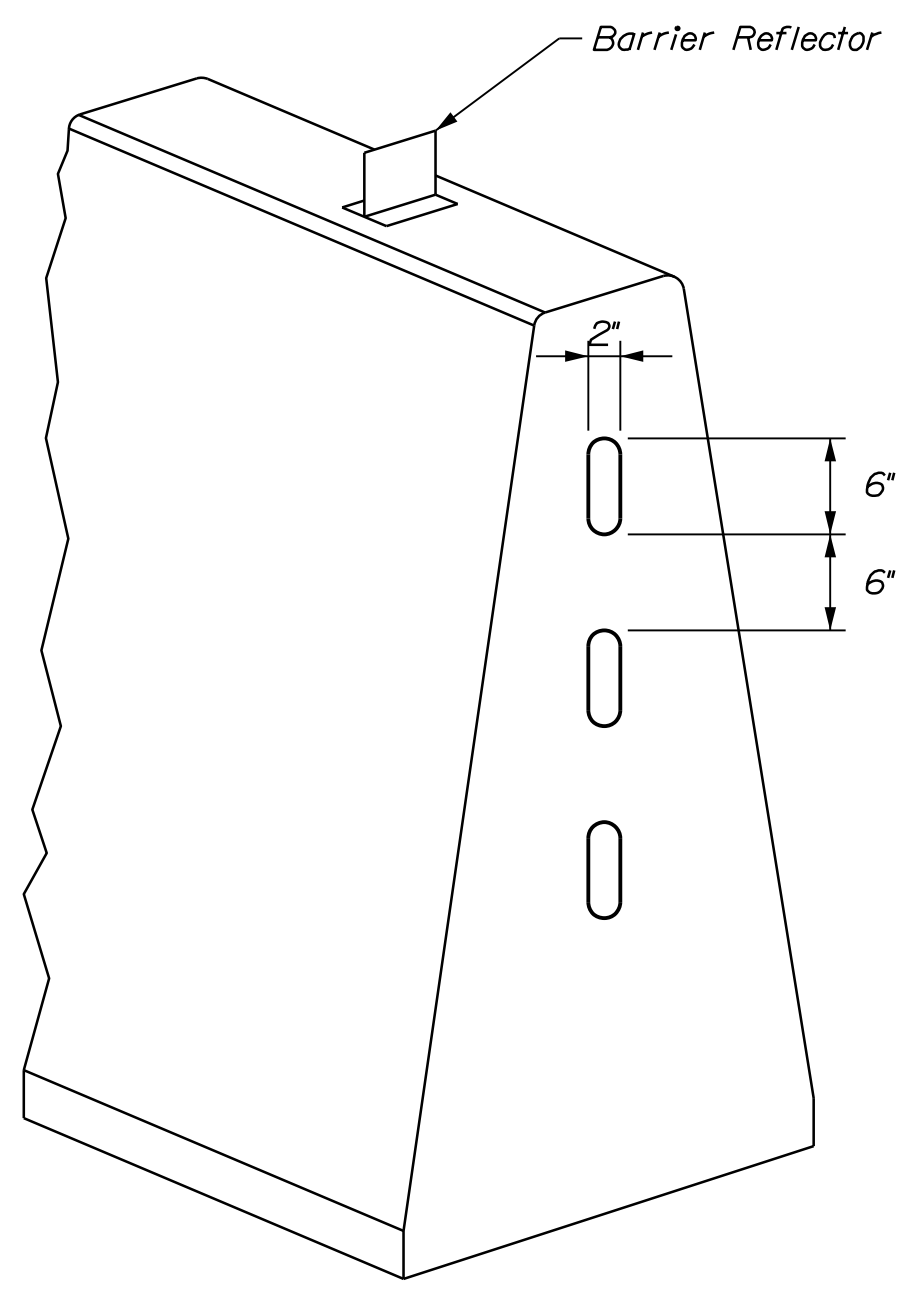


SECTION B-B



SECTION C-C

BARRIER CONNECTION DETAILS

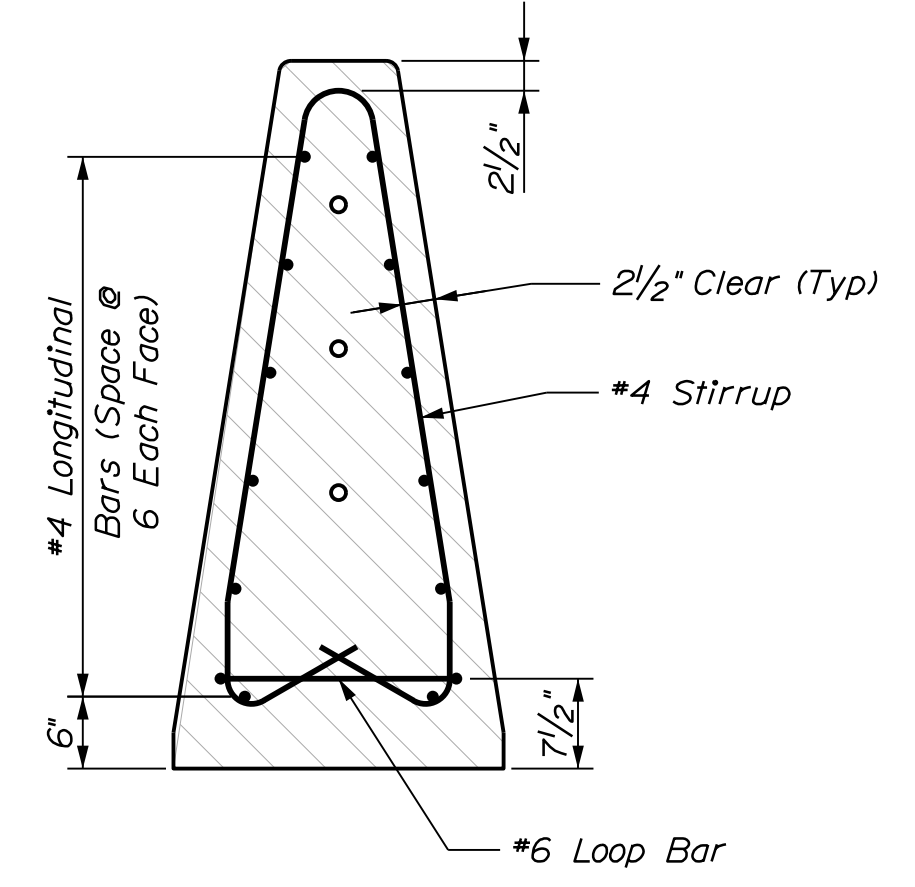


PERSPECTIVE VIEW
(Slotted End Shown)

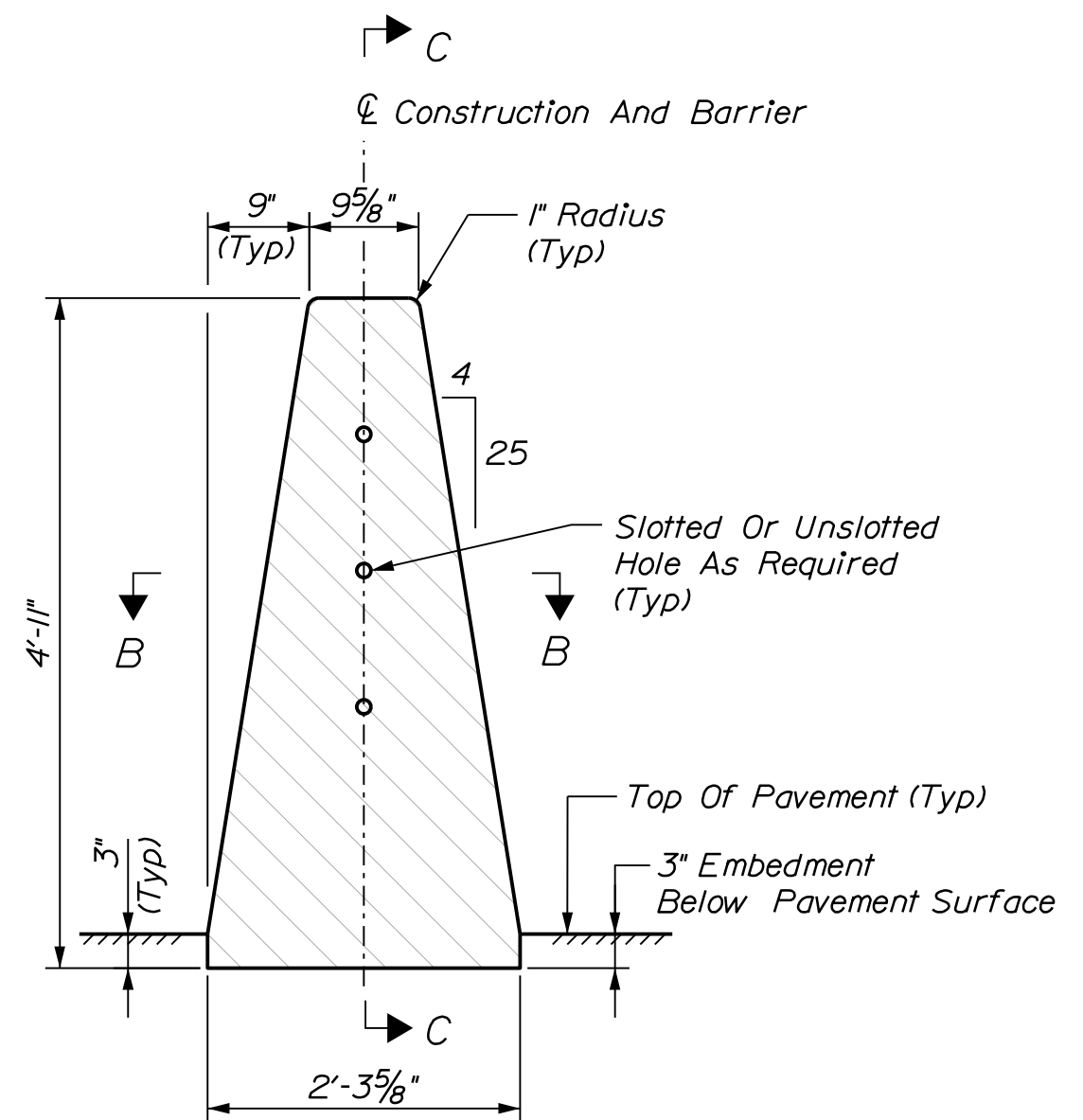
SPACING OF REFLECTORS

Radius Of Horizontal Curve	℄ To ℄ Distance Between Reflectors
Less Than 2000'	115'
2000' To 3000'	130'
3000' To 5000'	160'
Over 5000'	200'
Tangent Area	200'

TABLE I



SECTION A-A (REINFORCEMENT)



SECTION A-A (MASONRY)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1872(200)

OHIO STREET BRIDGE
INTERSTATE 95
BANGOR PENOBSCOT COUNTY

**SINGLE SLOPE, DOUBLE-FACED
CONCRETE BARRIER DETAILS**

PROJ. MANAGER	BY	DATE	SIGNATURE
M. PARLIN	D. D'PAOLO	07-19	
CHECKED-REVIEWED	T. AQUILAR	07-19	
DESIGN-DETAILED	B. COLBURN		
DESIGNS-DETAILED2	T. MCALLIFFE		
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

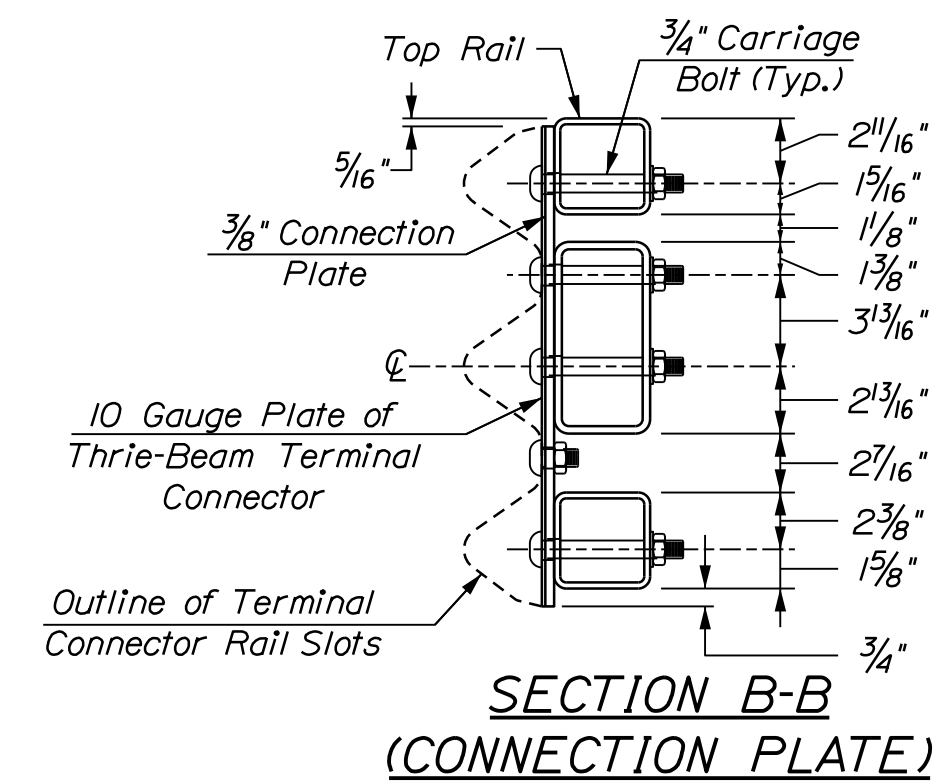
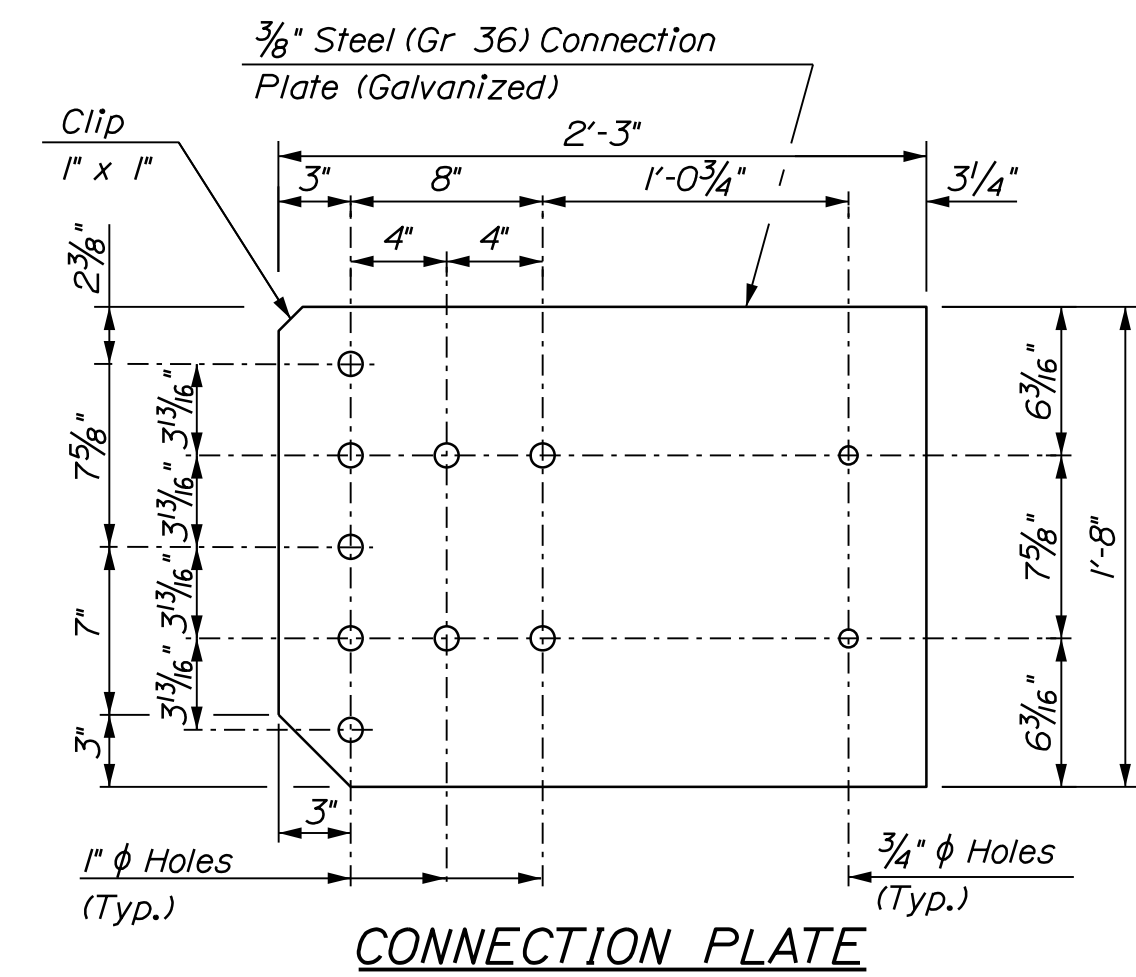
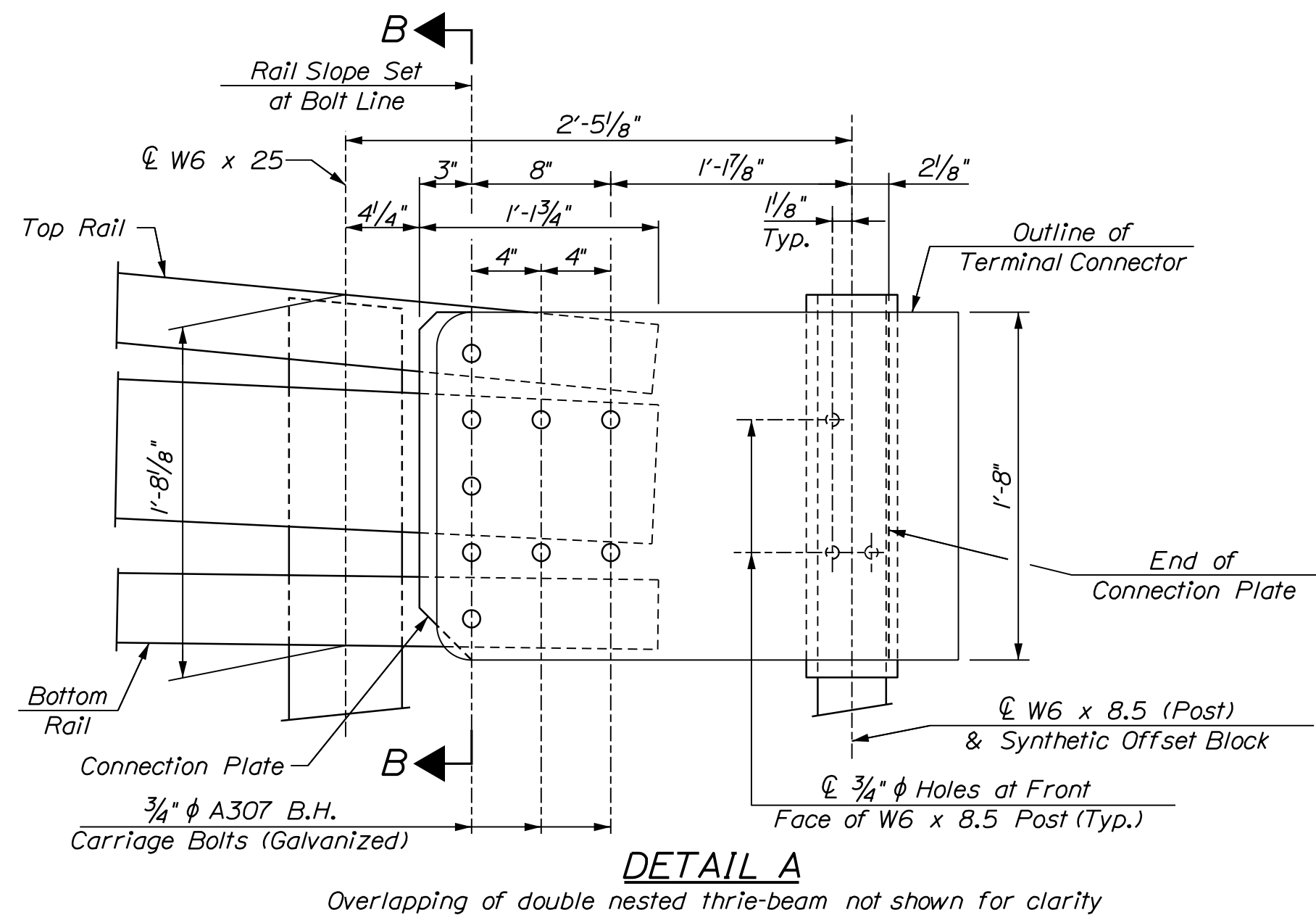
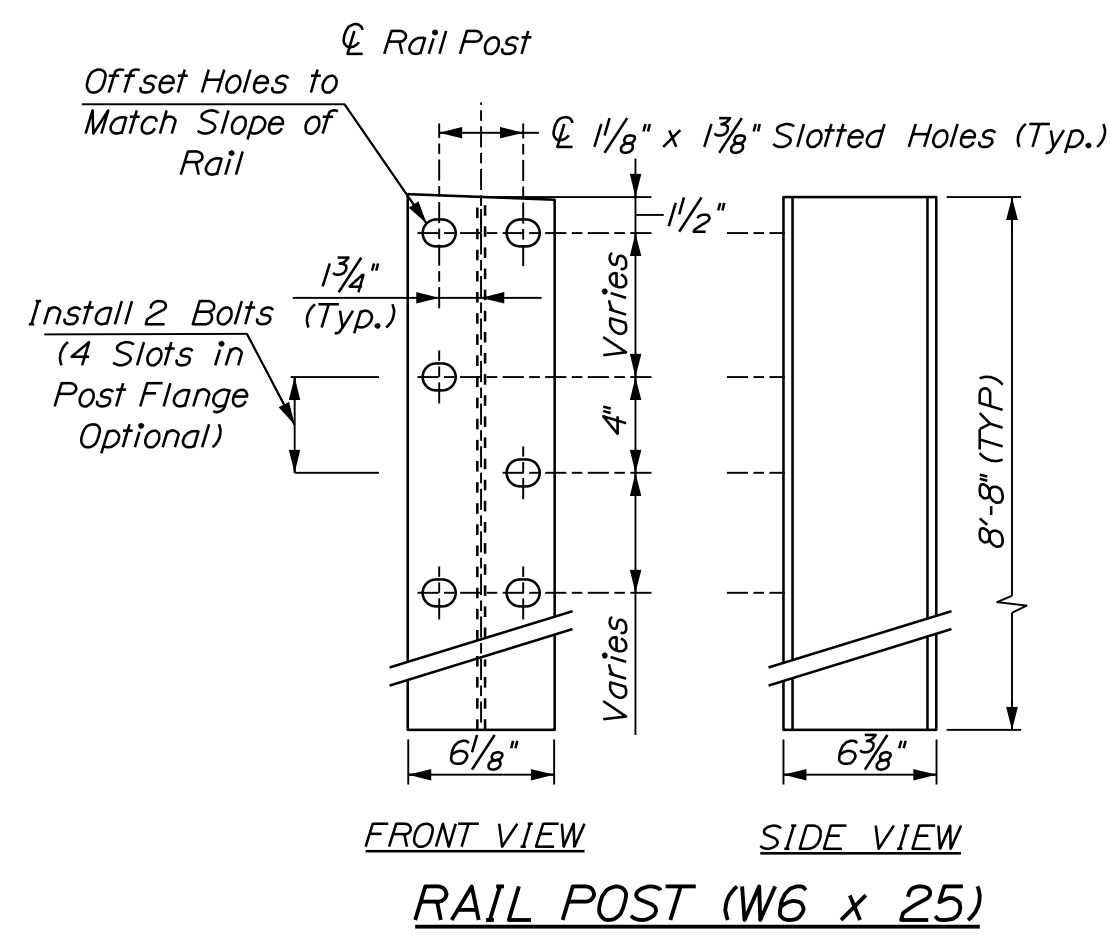
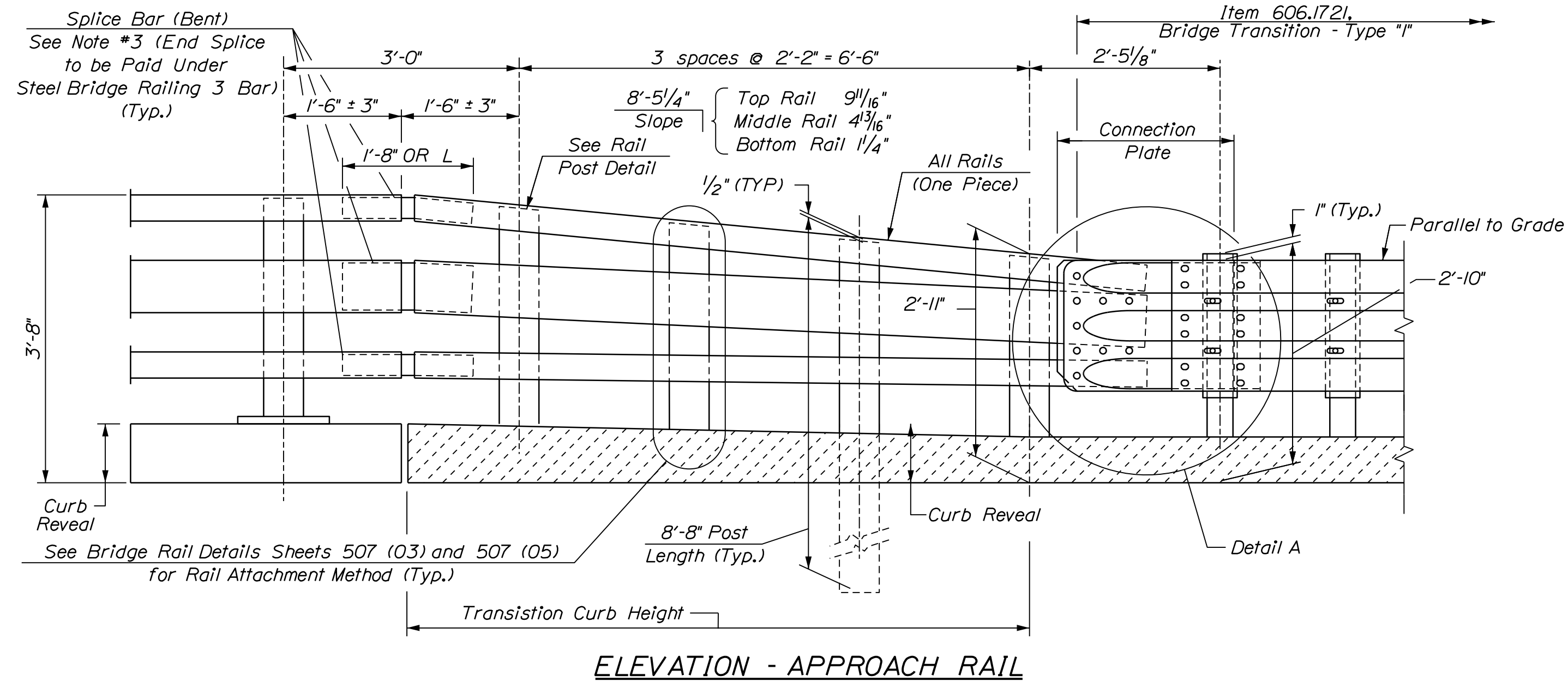
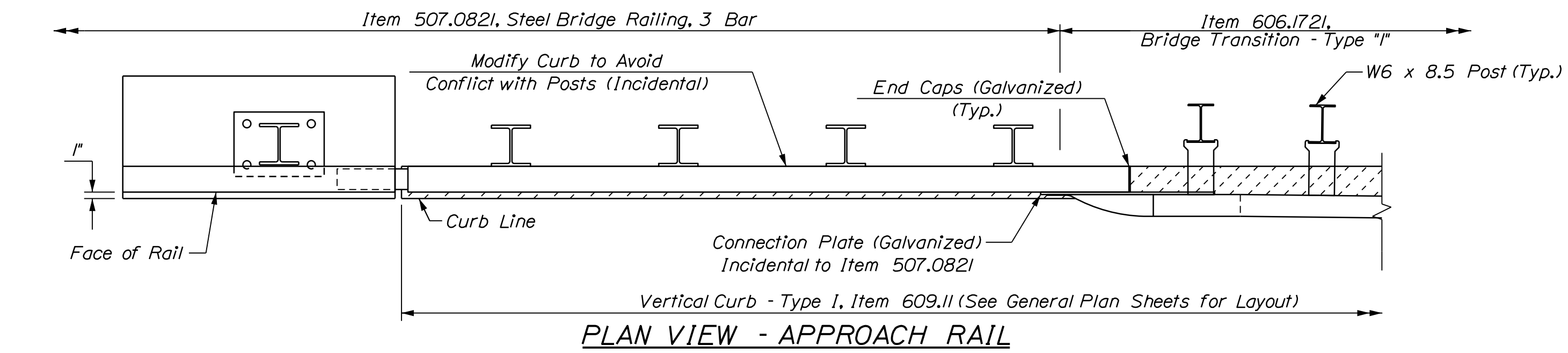
BRIDGE NO. 5790
WIN
018722.00
BRIDGE PLANS

SHEET NUMBER
67
OF 73

Date: 9/3/2019

Username:

Filename: ...068_Bridge_Rail_Transition_Details_3B.dwg



NOTES:

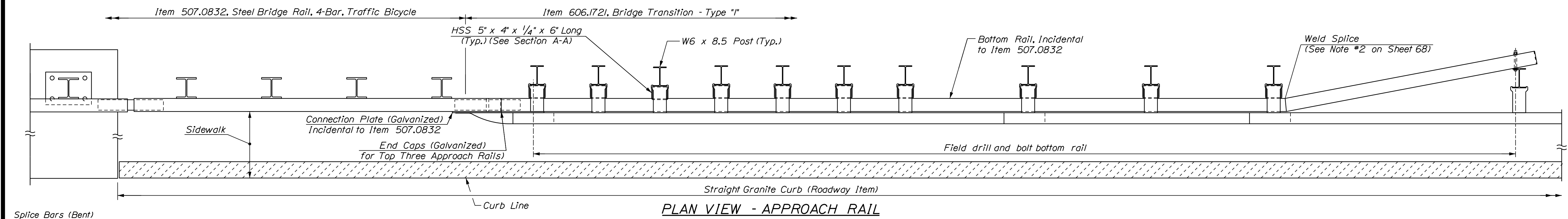
- All bridge approach rail materials, dimensions, sizes, and notes shall be the same as those of the bridge rail, unless otherwise noted. See Standard Details for additional information.
- Carriage bolts shall be ASTM A307, and nuts shall be ASTM A563 Grade A or better (galvanized).
- Weld splice bar to fit bend. Use complete joint penetration butt weld (B-U2).
- W6x25 posts shall be the same material as the bridge rail posts. W6x8.5 posts shall be the same material as a W-beam guardrail posts.

PROJ. MANAGER	BY	DATE	SIGNATURE
M. PARLIN	D. DA PAOLO	07-19	
DESIGN-DETAILED	T. AQUILAR	07-19	
CHECKED-REVIEWED	B. COLBURN		
DESIGN-DETAILED2	T. MCALLIFFE		
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

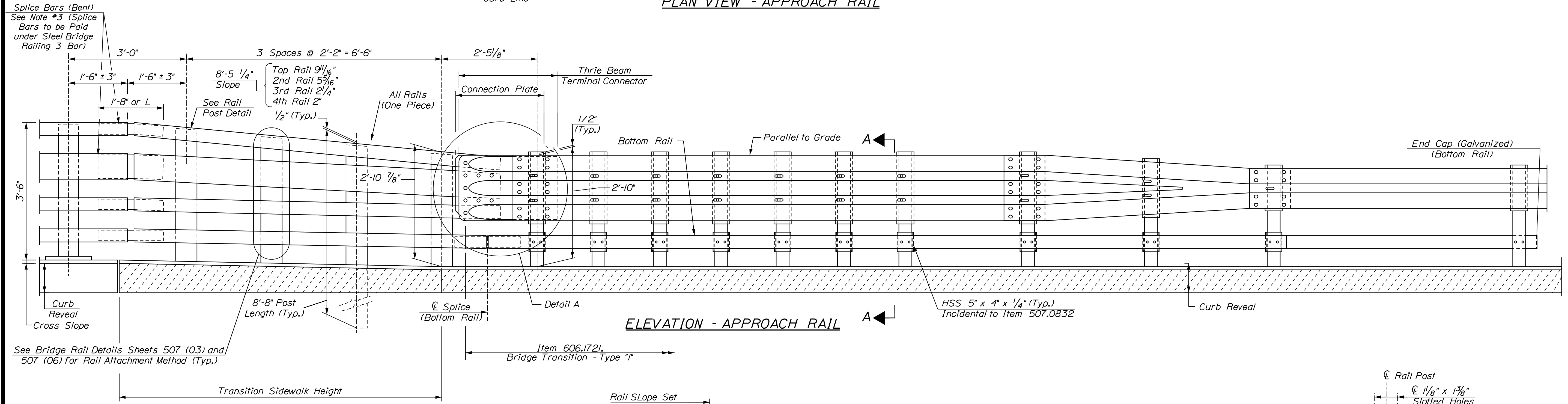
Date: 9/3/2019

Username:

Filename: ...069_Bridge_Rail_Transition_Details_4B.dwg

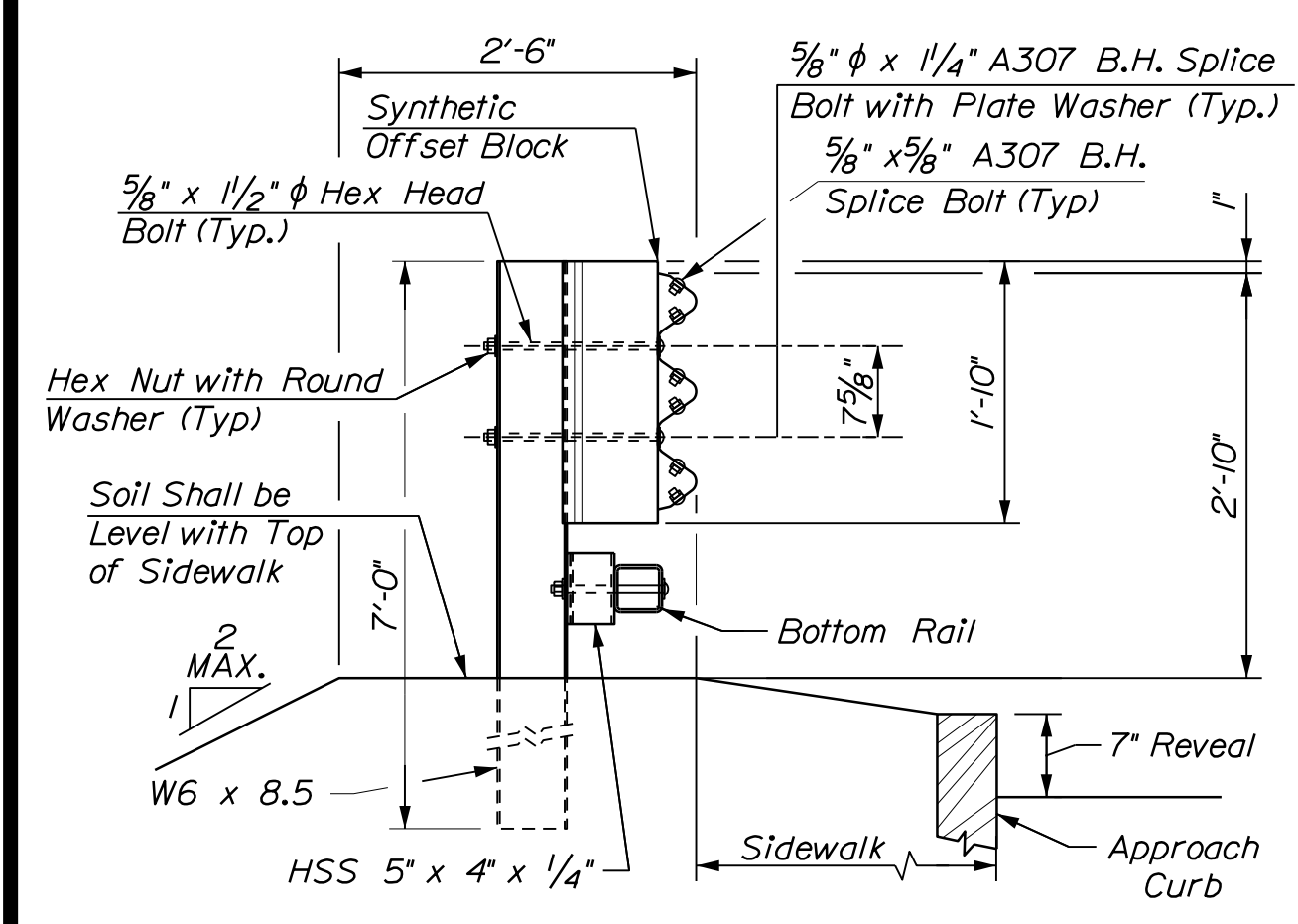


PLAN VIEW - APPROACH RAIL

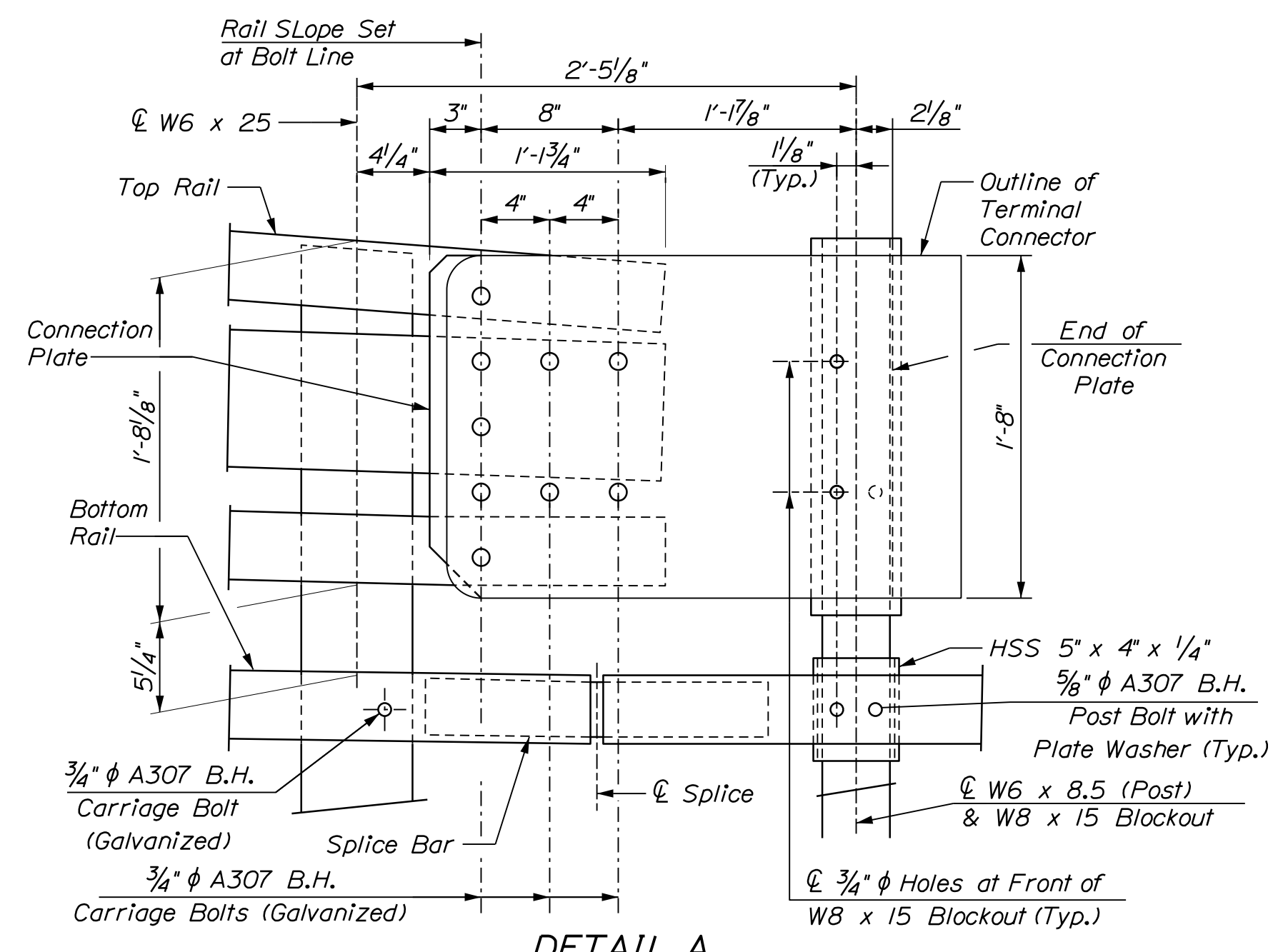


ELEVATION - APPROACH RAIL

See Bridge Rail Details Sheets 507 (03) and 507 (06) for Rail Attachment Method (Typ.)

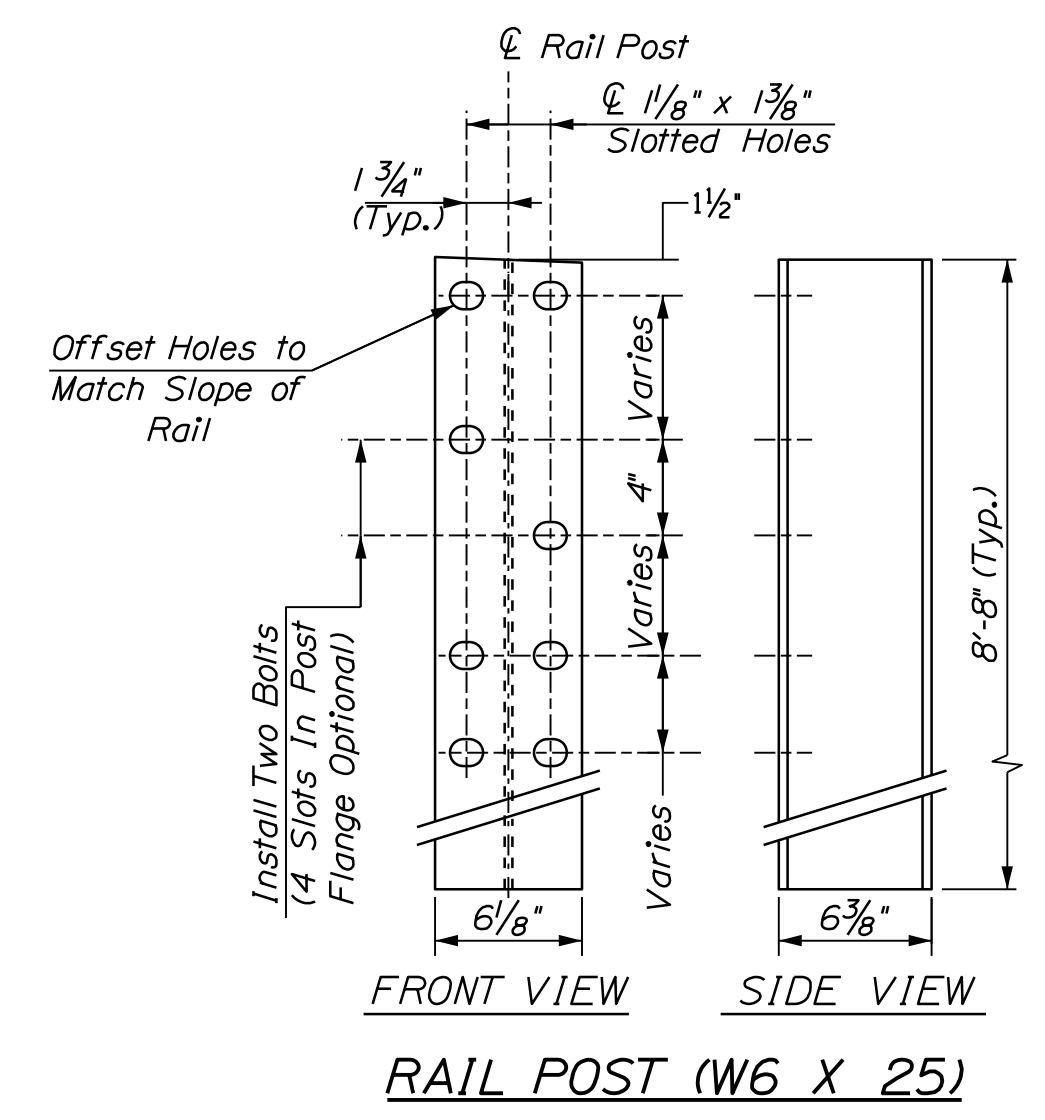


SECTION A-A (POST RAIL ASSEMBLY)



DETAIL A

(Overlapping of Double Nested Thrie-Beam Not Shown for Clarity)



RAIL POST (W6 X 25)

NOTES:
1. For notes and additional details, see sheet 68.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		STP-1872(200)		BRIDGE NO. 5790		BRIDGE PLANS	
OHIO STREET BRIDGE INTERSTATE 95 BANGOR		PENOBSCOT COUNTY		WIN		018722.00	
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE		
DESIGN-DETAILED	T. AGUILAR	07-19					
CHECKED-REVIEWED	B. COLBURN	07-19					
DESIGN-DETAILED2	T. MCALLIFFE						
DESIGNS-DETAILED3							
REVISIONS 1							
REVISIONS 2							
REVISIONS 3							
REVISIONS 4							
FIELD CHANGES							
SHEET NUMBER				69			
				OF 73			

Matchline (See Sheet Number 6)

LEGEND

Pavement Steps

CURVE DATA #1
PI = 25+34.79
D = 1°08'45.3"
Δ = 0°38'18.2" Rt.
R = 5000.00'
L = 55.71'
T = 27.86'
E = 0.08'

CONTRACTOR TO INSTALL 6"GV , APPROXIMATELY 15LF OF 6" CL52 ZINC-COATED CLDI, AND A NEW HYDRANT ASSEMBLY.

CONTRACTOR TO INSTALL APPROXIMATELY 180LF OF 12" ZINC-COATED CLDI MECH-LOK PIPE WITH INSULATION AND PIPE HANGERS AS SHOWN ON THE PLANS FROM ABUTMENT TO ABUTMENT.

BWD TO REMOVE EXISTING CONNECTION AT 15TH STREET AND INSTALL AN 8"GV AND APPROXIMATELY 80LF OF 8" DI ON 15TH ST., AND A 12" MJ CAP WITH TEMPORARY WATER LINES TO 466 AND 468 OHIO ST.

CONTRACTOR TO REMOVE EXISTING WATER MAIN PIPE AS NECESSARY TO ENSURE PROPER INSTALLATION OF NEW 12" WATER MAIN.

CONTRACTOR TO INSTALL NEW 12" GV.

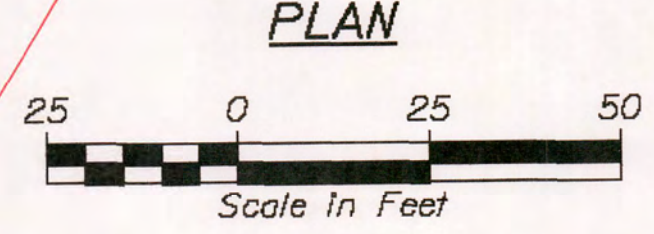
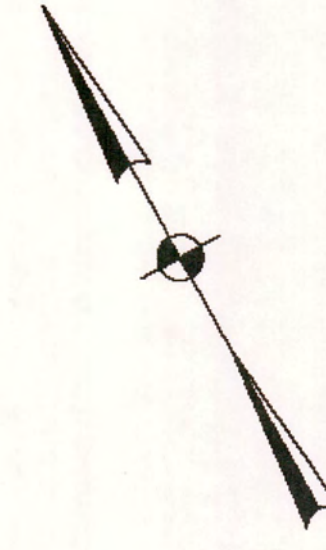
BWD TO REMOVE EXISTING CONNECTION AT 16TH STREET AND INSTALL AN 8"GV AND APPROXIMATELY 65LF OF 8" DI ON 16TH ST. AND A 12" GV ON OHIO ST.

CONTRACTOR TO REMOVE EXISTING HYDRANT ASSEMBLY.

INSTALL NEW 1" CURB STOP, CORPORATION, AND 1" COPPER. CONNECT TO EXISTING

CONTRACTOR TO INSTALL APPROXIMATELY 390LF OF 12" ZINC-COATED CLDI. CONNECT TO 12" MECH-LOK PIPE ON BRIDGE SPAN. USE THRUST RESTRAINTS AND FITTINGS AS NECESSARY.

FOLLOWING SUCCESSFUL TESTING OF NEW 12" WATER MAIN CROSSING THE BRIDGE, CONTRACTOR TO REMOVE MJ CAP AND TEMPORARY WATER CONNECTION, AND CONNECT TO NEW 12" PIPE INSTALLED BY BWD.



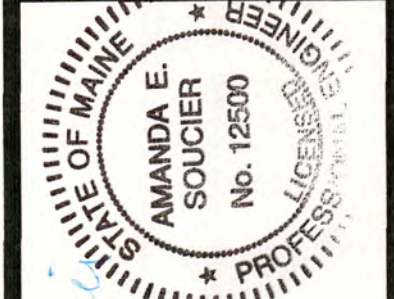
Username: ddepaolo

Division:

Filename: ...Drawings\004_General_Plan.dgn

Matchline (See Sheet Number 5)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1872(200)



SIGNATURE
P.E. NUMBER
DATE

Table with columns: PROJ. MANAGER, M. PARLIN; DESIGN-DETAILED, T. AQUILAR; CHECKED-REVIEWED, B. COLLIER; DESIGN-DETAILED, J. MCALIFFE; REVISIONS 1-4; FIELD CHANGES.

OHIO STREET BRIDGE
INTERSTATE 95
PENOBSCOT COUNTY
BANGOR
WATER MAIN PLAN

SHEET NUMBER

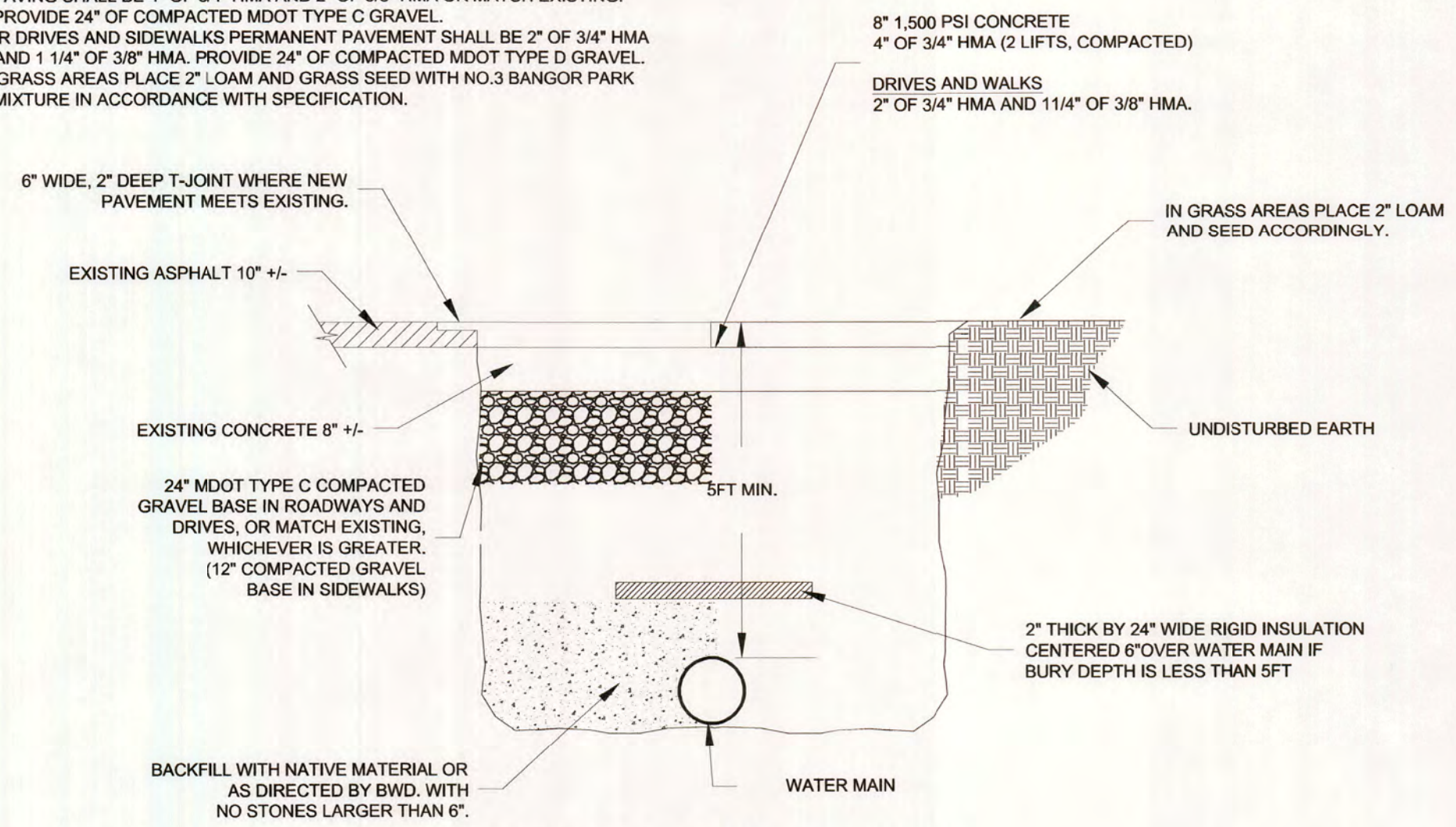
70

OF 73

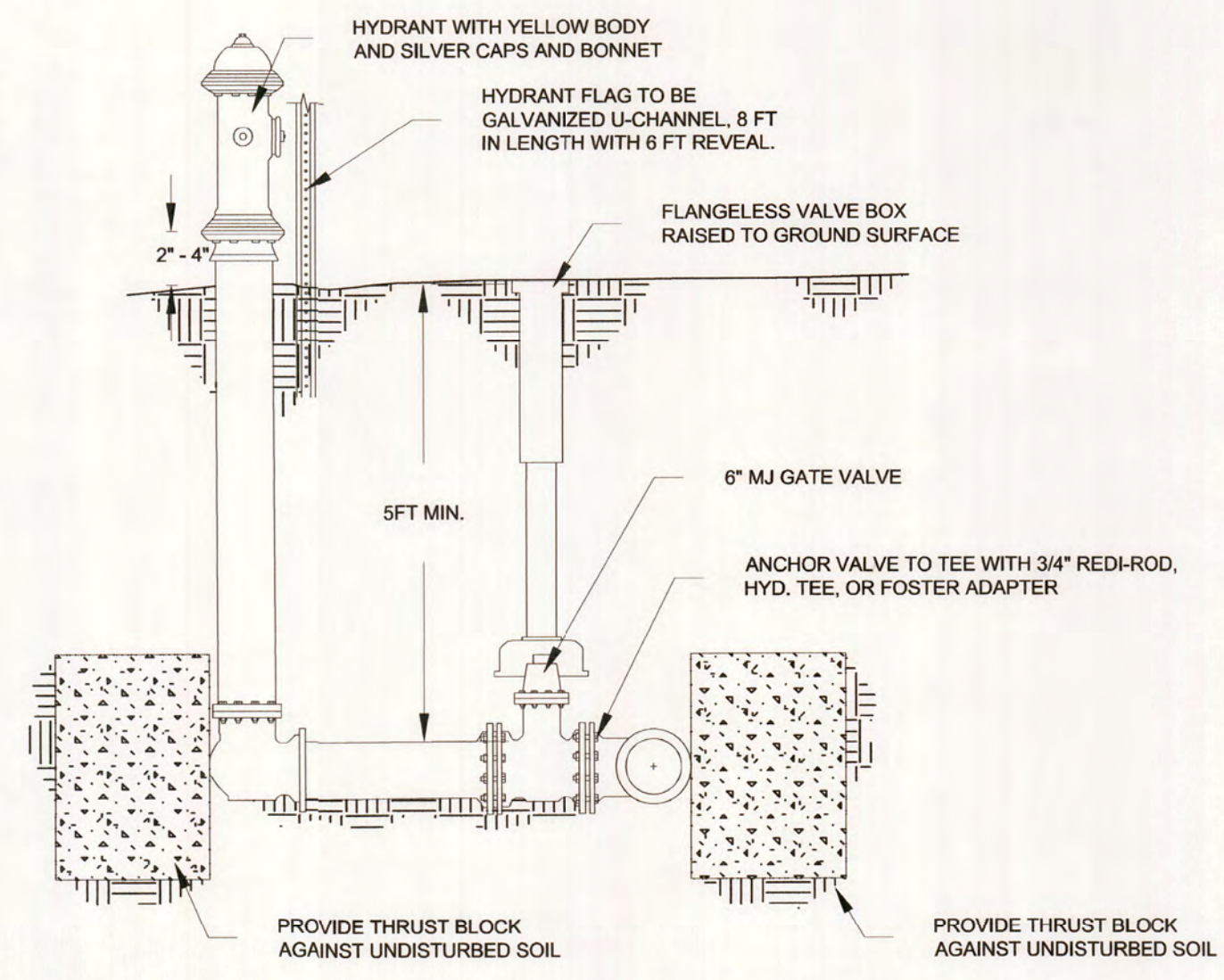
McFarland and Johnson

BRIDGE PLANS
WIN
018722.00
BRIDGE NO. 5790

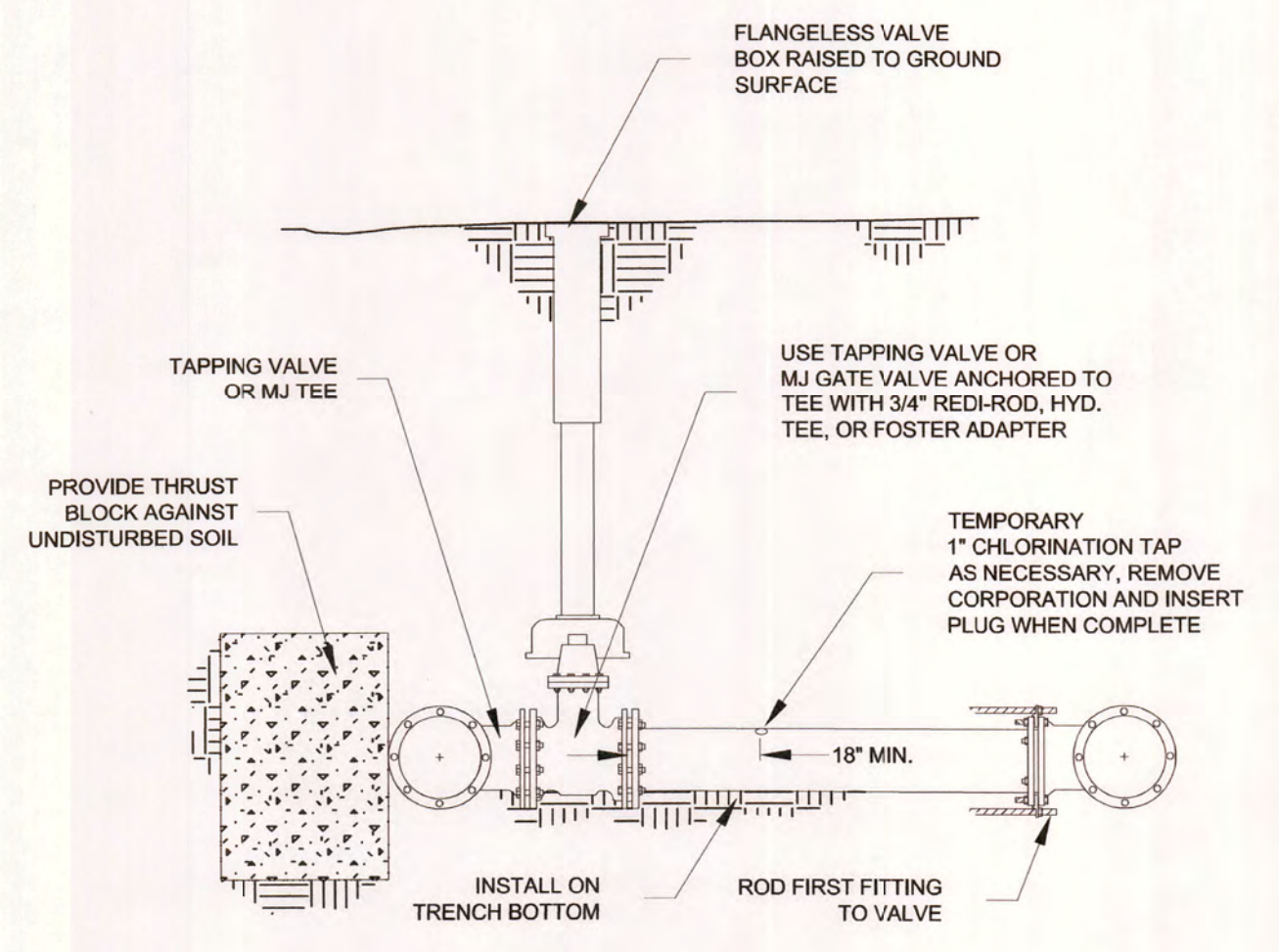
- NOTE:
 1. ALL BACKFILL MUST BE COMPACTED TO 95% OF MAXIMUM DRY DENSITY IN MAXIMUM 12" LIFTS
 2. ALL PAVEMENT MUST BE PLACED IN 2" COMPACTED LIFTS, MAXIMUM.
 3. IT IS ACCEPTABLE TO THE CITY OF BANGOR TO USE 1,500 PSI CONCRETE TO THE SURFACE FOR TEMPORARY PAVEMENT. THE TRENCH WOULD BE MILLED TO A 4" DEPTH AND PERMANENT PAVEMENT PLACED.
 4. FOR SIDE STREET TIE-INS WHERE CONCRETE IS NOT PRESENT, PERMANENT PAVING SHALL BE 4" OF 3/4" HMA AND 2" OF 3/8" HMA OR MATCH EXISTING. PROVIDE 24" OF COMPACTED MDOT TYPE C GRAVEL.
 5. FOR DRIVES AND SIDEWALKS PERMANENT PAVEMENT SHALL BE 2" OF 3/4" HMA AND 1 1/4" OF 3/8" HMA. PROVIDE 24" OF COMPACTED MDOT TYPE D GRAVEL.
 6. IN GRASS AREAS PLACE 2" LOAM AND GRASS SEED WITH NO.3 BANGOR PARK MIXTURE IN ACCORDANCE WITH SPECIFICATION.



TYPICAL PIPE TRENCH



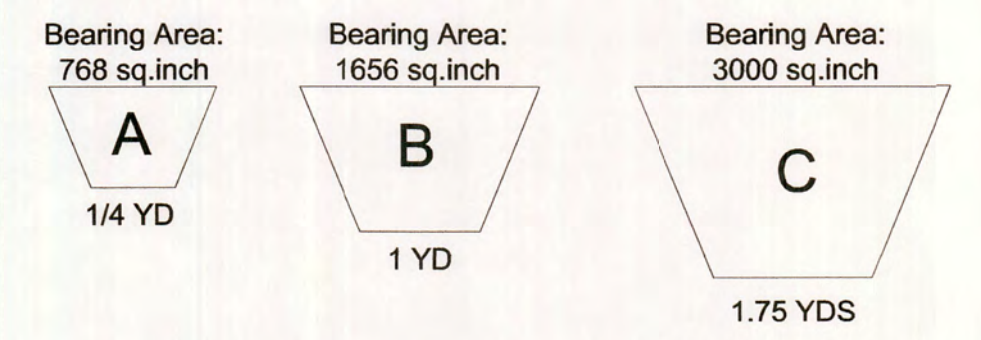
HYDRANT ASSEMBLY



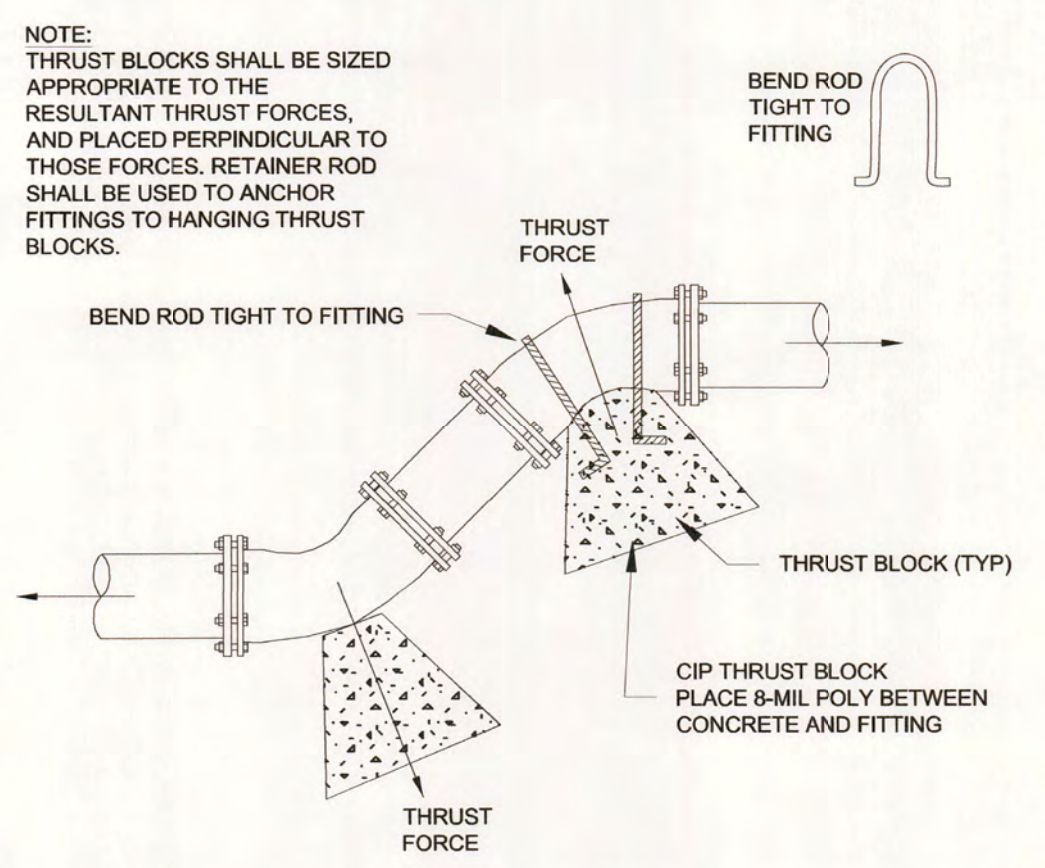
TYPICAL WATER MAIN CONNECTION

NOTE:
 CAST-IN-PLACE THRUSTBLOCKS SHALL BE FORMED AND POURED TO UNDISTURBED SOIL. THE FITTING SHALL BE PROTECTED FROM THE CONCRETE WITH 8-MIL POLY.
 THE HEIGHT AND WIDTH OF THE BEARING AREA SHALL EACH BE A MINIMUM OF 18 INCHES.
 THE THICKNESS OF THE BLOCK SHALL BE ATLEAST 18 INCHES, UNLESS OTHERWISE APPROVED BY THE BWD.

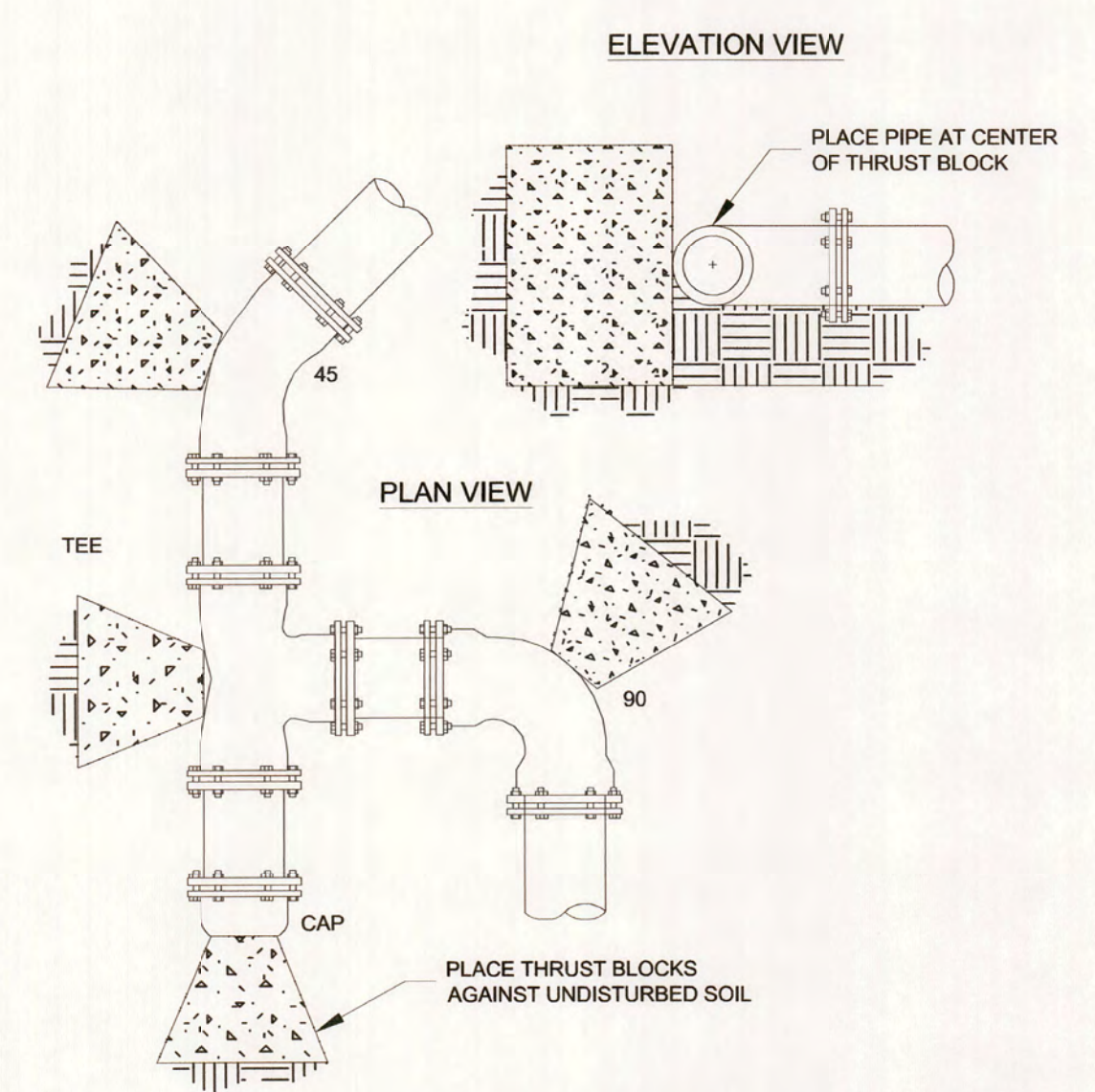
PIPE SIZE (INCH)	6	8	12	16
90 BEND	A	B	B	C
45 BEND	A	A	A	B
22.5 BEND	A	A	A	A
END	A	A	A	B
TEE	A	A	A	B



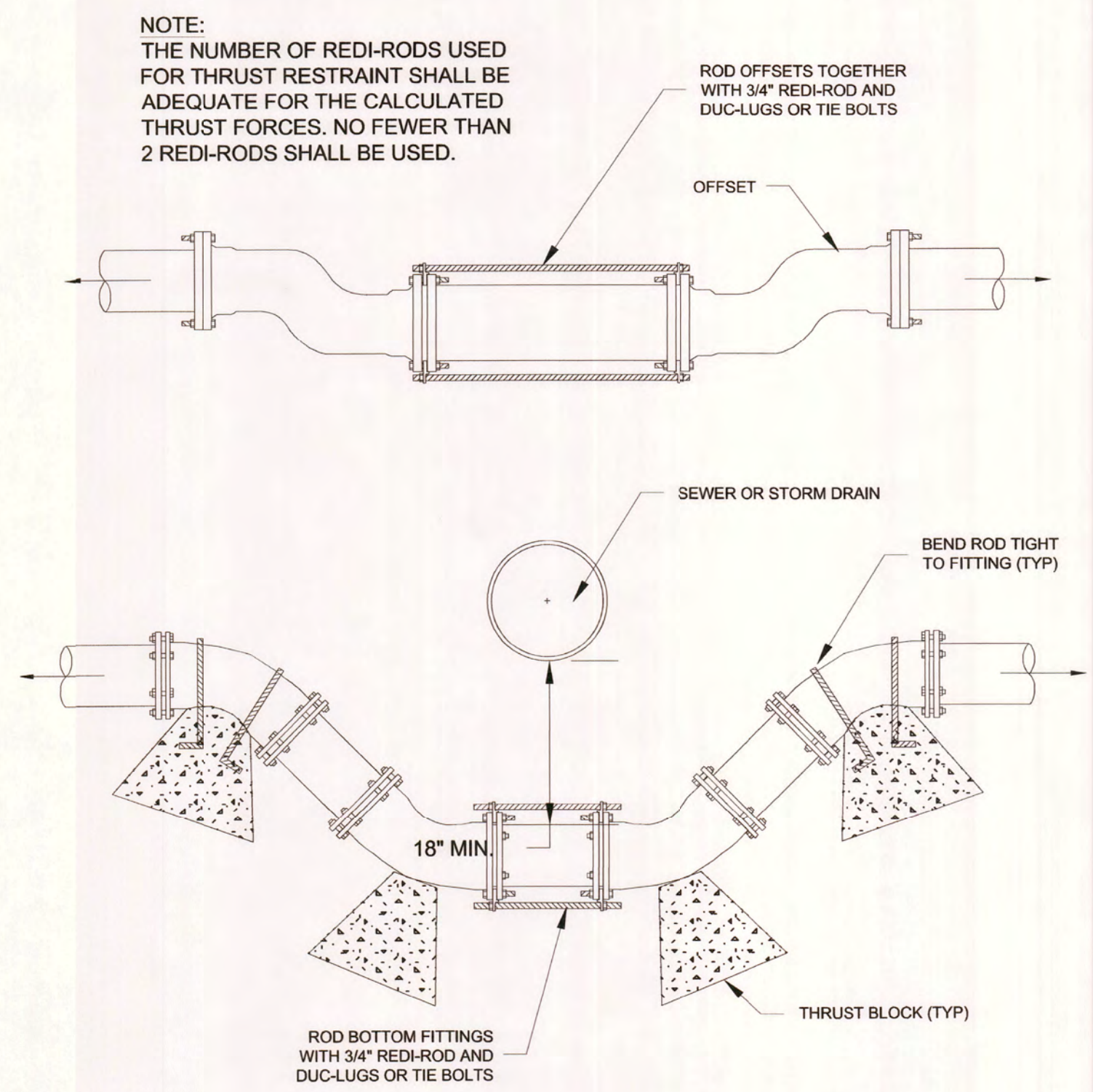
THRUST BLOCK SIZES



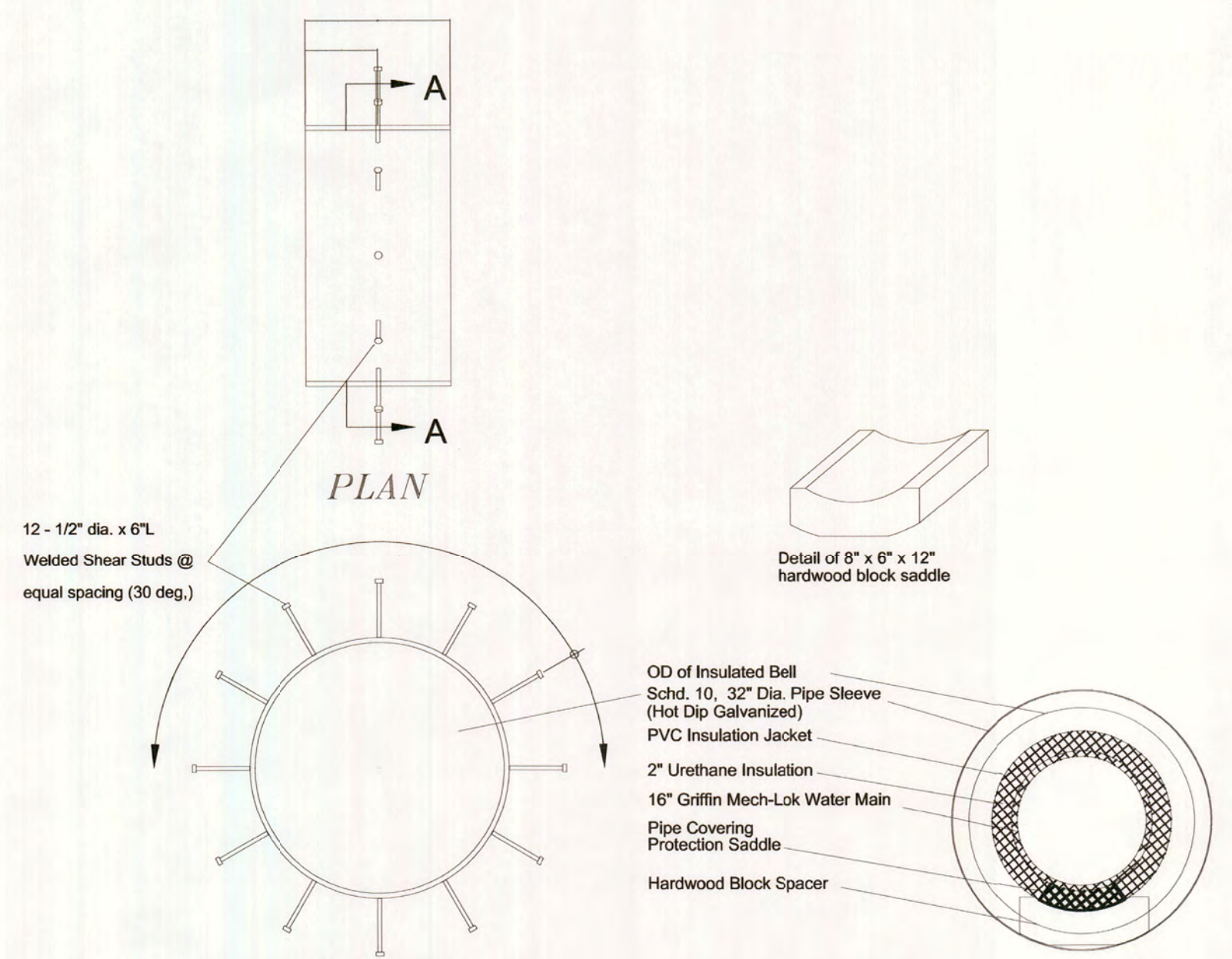
VERTICAL THRUST RESTRAINT



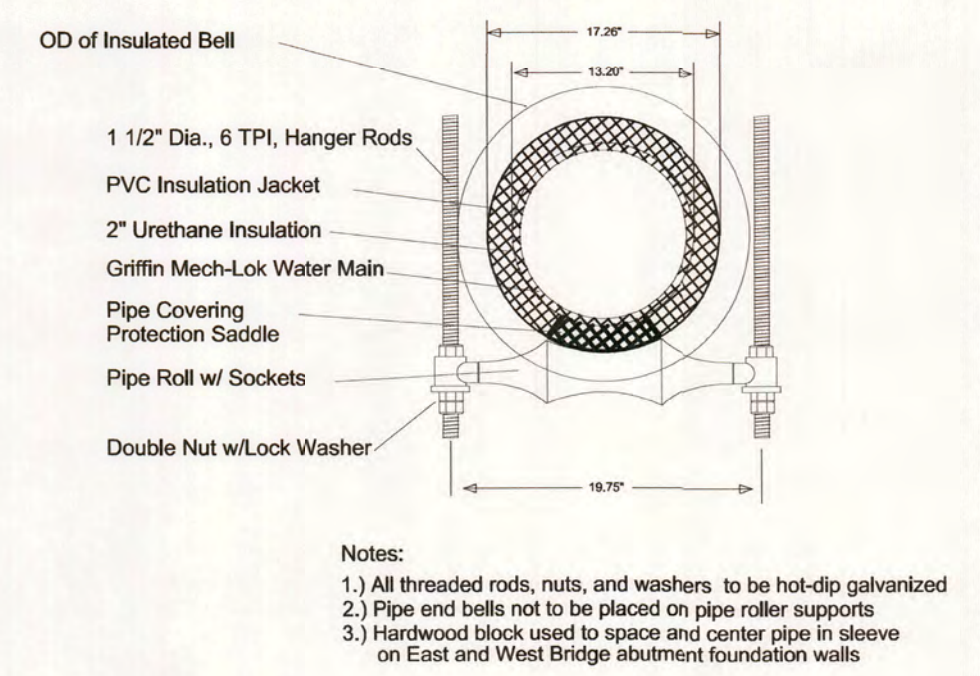
COMMON THRUST BLOCK ARRANGEMENTS



OFFSETS



SECTION A-A
 WALL SLEEVE DETAIL



PIPE HANGER DETAIL

WATER MAIN NOTES

1. Pipe roller assemblies, shields, and 12" diameter water main shall be furnished and installed as necessary from Sta. 26+10 to Sta. 27+90.
2. Threaded rod pipe hangers and galvanized pipe sleeves shall be furnished and installed at locations specified on plans.
3. 2" thick urethane pipe insulation and PVC insulation cover shall be furnished and installed as necessary from Sta. 26+10 to Sta. 27+90.
4. 2" thick trench insulation shall be installed over 12" water main where ever bury depth is less than 5 feet.

Revision
DESIGNED BY: KK
DRAWN BY: KK
CHECKED BY: AS
APPROVED BY:
Date: 8/15/19

Town, County, State _____
 Approx. Property Lines _____
 Existing Right of Way _____
 Limits of Wrought Portion _____
 Control Of Access _____
 New Right of Way _____
 New Easement _____
 New Temporary Rights _____
 New R/W Within Existing R/W _____

New R/W Along Existing R/W _____
 Building _____
 Trees Conifer _____
 Tree Line _____
 Water Edge _____
 Ledge _____
 Fence _____
 Sign _____
 Clearing Limit Line _____
 Bush Line _____
 Rock/Boulder _____
 Barb Wire _____
 Well _____
 Flag Pole _____
 Stockade _____
 Mailbox _____

PLAN LEGEND

Sanitary Sewer	Existing	Proposed	Traveler Way	Existing	Proposed
Telephone Line	Existing	Proposed	Ditch	Existing	Proposed
Electric Line	Existing	Proposed	Catch Basin	Existing	Proposed
Water Line	Existing	Proposed	Manhole	Existing	Proposed
Underdrain Line	Existing	Proposed	Sewer Manhole	Existing	Proposed
Gas Line	Existing	Proposed	Utility Pole	Existing	Proposed
Guardrail	Existing	Proposed	Fire Hydrant	Existing	Proposed
Culvert	Existing	Proposed	Curbing	Existing	Proposed

Cut Line _____
 Stonewall _____
 Baseline _____
 Monument _____
 Iron Rod Found _____
 Replacement Pin Set _____
 Fill Line _____
 Retaining Wall _____
 Traverse Point _____
 Pipe Found _____

STATE OF MAINE
 REGISTRY OF DEEDS
 COUNTY _____
 RECEIVED _____
 at _____ h _____ m _____ M and recorded in
 Plan Book _____, Page _____
 Attest: _____ REGISTER

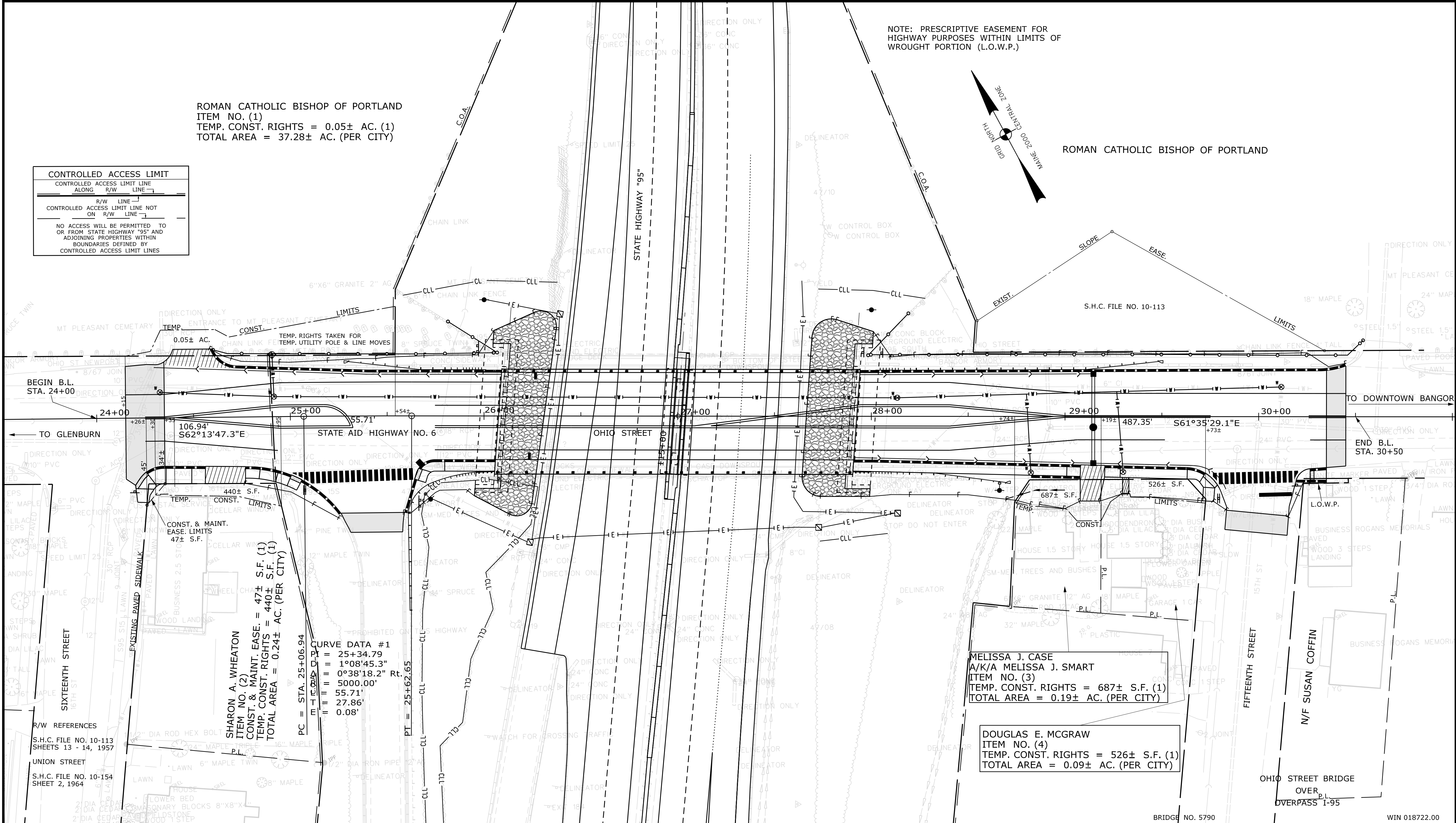
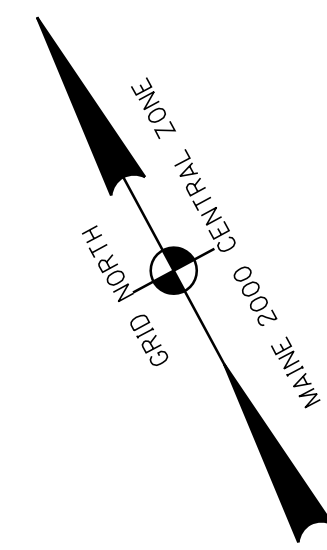
THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ADJUTING PROPERTY OWNERS.

25 0 25 50 75 100
 Scale of Feet

ROMAN CATHOLIC BISHOP OF PORTLAND
 ITEM NO. (1)
 TEMP. CONST. RIGHTS = 0.05± AC. (1)
 TOTAL AREA = 37.28± AC. (PER CITY)

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 HIGHWAY "95" AND ADJOINING PROPERTIES WITHIN BOUNDARIES DEFINED BY CONTROLLED ACCESS LIMIT LINES

NOTE: PRESCRIPTIVE EASEMENT FOR HIGHWAY PURPOSES WITHIN LIMITS OF WROUGHT PORTION (L.O.W.P.)



SHARON A. WHEATON
 ITEM NO. (2)
 CONST. & MAINT. EASE. = 47± S.F. (1)
 TEMP. CONST. RIGHTS = 440± S.F. (1)
 TOTAL AREA = 0.24± AC. (PER CITY)

MELISSA J. CASE
 A/K/A MELISSA J. SMART
 ITEM NO. (3)
 TEMP. CONST. RIGHTS = 687± S.F. (1)
 TOTAL AREA = 0.19± AC. (PER CITY)

DOUGLAS E. MCGRAW
 ITEM NO. (4)
 TEMP. CONST. RIGHTS = 526± S.F. (1)
 TOTAL AREA = 0.09± AC. (PER CITY)

ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	BDM	
FINAL RIGHT OF WAY	BDM	
AREAS	BDM	

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460
 BANGOR
 RIGHT OF WAY MAP

REVISIONS			PLAN FILED IN PLAN BOOK				PAGE COUNTY RECORD			
NO.	DATE	DESCRIPTION	BY	NO.	GRANTOR	PAGE	INSTRUMENT	DATE	BOOK	PAGE

BRUCE A. VAN NOTE
 COMMISSIONER
 JOYCE NOEL TAYLOR
 CHIEF ENGINEER
 DATE _____

STATE AID HIGHWAY NO. 6
 OHIO STREET
 BANGOR PENOBSCOT COUNTY
 FEDERAL AID PROJECT NO. STP-1872(200)
 JUNE 2019
 SCALE 1" = 25'
 RIGHT-OF-WAY MAP
 SHEET 1 OF 2
 D.O.T. FILE NO. 10-516

SHEET NUMBER
 72
 OF 73

Date: 9/3/2019

Username: betina.martin

Division: ROW

Filename: ... \00\ROW\WSTA001_RWPLAN1.dgn

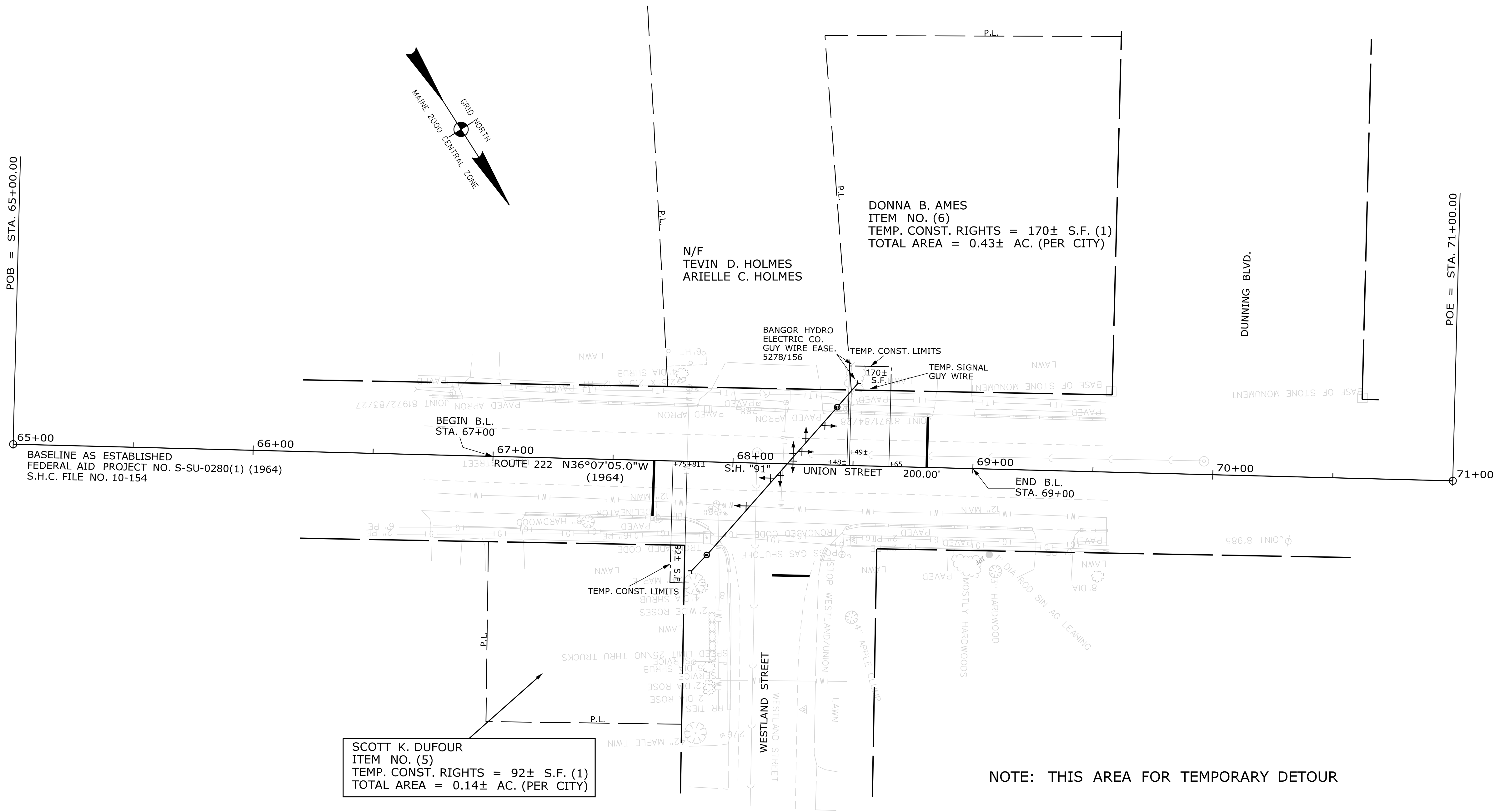
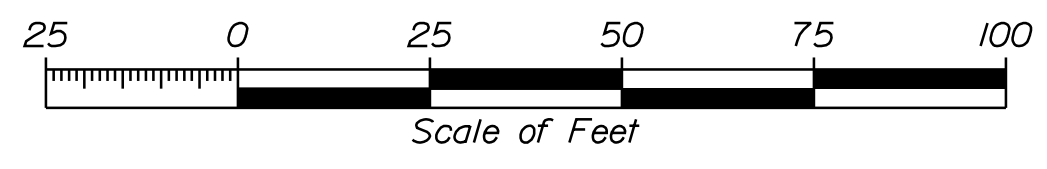
Date: 9/3/2019

Username: betina.martin

Division: ROW

Filename: ... \00\ROW\MSTA002_RWPLAN2.dgn

Town, County, State _____ Approx. Property Lines _____ P.L. Existing Right of Way _____ Limits of Wrought Portion _____ L.O.W.P. Control Of Access _____ C.O.A. New Right of Way _____ New Easement _____ New Temporary Rights _____ New R/W Within Existing R/W _____	New R/W Along Existing R/W _____ Building _____ Trees Conifer _____ Tree Line _____ Water Edge _____ Ledge _____ Fence CHAIN LINK _____ Sign _____ Clearing Limit Line _____ Bush Line _____ Rock/Boulder _____ BARB WIRE _____ Well _____ Flag Pole _____ STOCKADE _____ Mailbox _____	PLAN LEGEND <table border="0"> <tr> <td>Sanitary Sewer</td><td>Existing</td><td>Proposed</td></tr> <tr> <td>Telephone Line</td><td>Existing</td><td>Proposed</td></tr> <tr> <td>Electric Line</td><td>Existing</td><td>Proposed</td></tr> <tr> <td>Water Line</td><td>Existing</td><td>Proposed</td></tr> <tr> <td>Underdrain Line</td><td>Existing</td><td>Proposed</td></tr> <tr> <td>Gas Line</td><td>Existing</td><td>Proposed</td></tr> <tr> <td>Guardrail</td><td>Existing</td><td>Proposed</td></tr> <tr> <td>Culvert</td><td>Existing</td><td>Proposed</td></tr> </table>	Sanitary Sewer	Existing	Proposed	Telephone Line	Existing	Proposed	Electric Line	Existing	Proposed	Water Line	Existing	Proposed	Underdrain Line	Existing	Proposed	Gas Line	Existing	Proposed	Guardrail	Existing	Proposed	Culvert	Existing	Proposed	<table border="0"> <tr> <td>Traveled Way</td><td>Existing</td><td>Proposed</td></tr> <tr> <td>Ditch</td><td>Existing</td><td>Proposed</td></tr> <tr> <td>Catch Basin</td><td>Existing</td><td>Proposed</td></tr> <tr> <td>Manhole</td><td>Existing</td><td>Proposed</td></tr> <tr> <td>Sewer Manhole</td><td>Existing</td><td>Proposed</td></tr> <tr> <td>Utility Pole</td><td>Existing</td><td>Proposed</td></tr> <tr> <td>Fire Hydrant</td><td>Existing</td><td>Proposed</td></tr> <tr> <td>Curbing</td><td>Existing</td><td>Proposed</td></tr> </table>	Traveled Way	Existing	Proposed	Ditch	Existing	Proposed	Catch Basin	Existing	Proposed	Manhole	Existing	Proposed	Sewer Manhole	Existing	Proposed	Utility Pole	Existing	Proposed	Fire Hydrant	Existing	Proposed	Curbing	Existing	Proposed	Cut Line _____ Stonewall _____ Baseline _____ Monument _____ Iron Rod Found _____ IRF Replacement Pin Set _____ Fill Line _____ Retaining Wall _____ Traverse Point _____ Pipe Found _____ IPF	STATE OF MAINE REGISTRY OF DEEDS COUNTY _____ RECEIVED _____ at _____ h _____ m _____ M and recorded in Plan Book _____, Page _____ Attest: _____ REGISTER	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 ADJACENT PROPERTY OWNERS.
Sanitary Sewer	Existing	Proposed																																																				
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R/W REFERENCE
 OHIO STREET
 S.H.C. FILE NO. 10-113
 SHEETS 13 - 14, 1957
 UNION STREET
 S.H.C. FILE NO. 10-154
 SHEET 2, 1964

BRIDGE NO. 5790 WIN 018722.00

OHIO STREET BRIDGE
 OVER
 OVERPASS I-95

REVISIONS			PLAN FILED IN PLAN BOOK				PAGE COUNTY RECORD				
NO.	DATE	DESCRIPTION	BY	NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE	DATE	NOTE

BRUCE A. VAN NOTE
 COMMISSIONER
 JOYCE NOEL TAYLOR
 CHIEF ENGINEER
 DATE _____

STATE HIGHWAY "91"
 UNION STREET
 BANGOR PENOBSCOT COUNTY
 FEDERAL AID PROJECT NO. STP-1872(200)

JUNE 2019
 SCALE 1" = 25'

RIGHT-OF-WAY MAP
 SHEET 2 OF 2

D.O.T. FILE NO. 10-516

SHEET NUMBER
73
 OF 73

ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	BDM	
FINAL RIGHT OF WAY	BDM	
AREAS	BDM	

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460
 BANGOR
 RIGHT OF WAY MAP