STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SPECIFICATIONS

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

DESIGN LOADING

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

TRAFFIC DATA

	Northbound	Southbound	State Route 15 (Broadway)
Current (2020) AADT	27120	20000	21120
Future (2040) AADT	29830	22000	23230
DHV - % of AADT	10%	11%	9%
Design Hour Volume	2983	2420	2090
Heavy Trucks (% of AADT)	7%	9%	4%
Heavy Trucks (% of DHV)	5%	4%	2%
Directional Distribution (% of DHV)	100%	100%	62%
18 kip Equivalent P 2.0	1809	1984	331
18 kip Equivalent P 2.5	1724	1890	316
Design Speed (mph)	60	60	25

MATERIALS

Concrete:
- Barriers, Curbs ..... Class "LP"
- All Other ..... Class "A"

Reinforcing Steel:
- Plain ..... ASTM A 615/A 615M, Grade 60
- Low-Carbon Chromium ..... ASTM A1035-CS, Grade 100

Structural Steel:
- All Material (except as noted) ..... ASTM A 709, Grade 50 (Metallized)
- High Strength Bolts ..... ASTM F 3125, Grade A 325, Type 1 H.D.G.

GFRP Reinforcing:
- Glass Fiber Reinforced Polymer (GFRP) ..... ASTM D7957

BASIC DESIGN STRESSES

Concrete:
- Class A ..... f 'c = 4000 psi
- Class LP ..... f 'c = 5000 psi

Reinforcing Steel:
- Plain ..... f y = 60,000 psi
- Low-Carbon Chromium ..... f y = 100,000 psi

Structural Steel:
- ASTM A 709, Grade 50 ..... F y = 50,000 psi
- ASTM F 3125, Grade A 325 ..... F μ = 120,000 psi

GFRP Reinforcing:
- #4 ..... F μ = 100,000 psi
- #6 ..... F μ = 92,950 psi

UTILITIES

Charter Communications
Northern Light Health
Bangor Water District
Bangor Sewer Department
City of Bangor
GoNetSpeed
Versant Power
Bangor Natural Gas
First Light
Covenant Health
Consolidated Communications

BANGOR
PENOBSCOT COUNTY
I-95\BROADWAY BRIDGE
OVER
STATE ROUTE 15 (BROADWAY)
INTERSTATE 95

PROJECT LENGTH 0.55 mi.
BRIDGE NO. 5789
FEDERAL AID PROJECT NO. 2227601

LIST OF DRAWINGS

Title Sheet 1
Estimated Quantities 2
General Notes 3
General Plans 4-9
Final Profiles 10-16
Boring Location Plans 17-18
Interpretive Subsurface Profile 19
Boring Logs 20-23
Typical Sections 24-26
Superelevation Tables 27-28
Cross Sections - I-95 Final 29-60
Cross Sections - Northbound Off-Ramp 61-70
Cross Sections - Southbound Off-Ramp 71-86
Cross Sections - Broadway 87-94
Retaining Wall Plan & Details 95-96
Abutment No. 1 97-104
Abutment No. 2 105-112
Abutment Details 113
Bearing Details 114
Framing Plan 115
Structural Steel Details 116
Superstructure Plan 117
Transverse Section 118
Deck Reinforcement 119-120
Superstructure Details 121
Median Barrier 122-124
Snow Fence 125
Reinforcing Schedules 126-129
Signing & Striping Plans 130-134
Sign Summary 135
Guide Sign Details 136
Overhead Sign Structure 137
Lighting Plan 138-143
Staged Construction 144-146
Traffic Control Plan - Phase 1 147-151
Traffic Control Plan - Phase 2 152-156
Traffic Control Plan - Phase 3 157-161
Traffic Control Plan - Phase 4 162-166
Profile - Southbound Diversion 167-170
Diversion Typical Sections 171
Cross Sections - Southbound Diversion 172-188
Cross Sections - Temporary Southbound Off-Ramp 189-193
Temporary Retaining Wall Plan 194-195
Temporary Signal Plan 196
Detour Plans 197-200
Utility Plan 201

MAINTENANCE OF TRAFFIC

I-95: Two Phase Construction Maintaining Two Lanes of Through Traffic in each of the Northbound and Southbound Directions with the use of an on-site Special Detour.

Broadway: Maintain two lanes of traffic in each direction and turning lane for the duration of the project outside of periodic daily lane closures.

PROJECT LOCATION	I-95/Broadway Bridge (#5789) over SR 15 Latitude: 44°49'10.0" N Longitude: 68°46'32.0" W
PROGRAM AREA	Bridge
OUTLINE OF WORK	Bridge Replacement and Roadway Approach Work

WIN 22776.01

2227601

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

STATE OF MAINE * THERESA D. McAULIFFE * No. 13046 * LICENSED PROFESSIONAL ENGINEER

SIGNATURE — P.E. NUMBER 13046 — DATE 4-17-2023

PROJECT INFORMATION

PROGRAM	BRIDGE PROGRAM
PROJECT MANAGER	ANDREW LATHE
DESIGNER	THERESA MCAULIFFE
CONSULTANT	McFARLAND JOHNSON, INC.
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

BANGOR
I-95\BROADWAY BRIDGE

TITLE SHEET

SHEET NUMBER
1
OF 201

Date:4/17/2023
Username: slister
Division:
Filename:\Sheet Files\001_Title.dgn

ESTIMATED QUANTITIES

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT
202.13	REMOVE EXISTING RAILING (RETAINED BY DEPARTMENT)	460	LF
202.15	REMOVE EXTG MANHOLE OR CATCH BASIN	14	EA
202.19	REMOVING EXISTING BRIDGE 1,000 CY	1	LS
202.202	REMOVING PAVEMENT SURFACE	31700	SY
202.2113	REMOVE, STORE, AND RESET EXISTING BARRIER 1,360 LF	1	LS
203.20	COMMON EXCAVATION	20900	CY
203.24	COMMON BORROW	7500	CY
203.25	GRANULAR BORROW	3050	CY
206.082	STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES, PLAN QUANTITY	3800	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	10800	CY
403.2081	HOT MIX ASPHALT - 12.5 MM NOMINAL MAXIMUM SIZE (POLYMER MODIFIED)	3300	T
403.209	HOT MIX ASPHALT - 9.5 MM NOMINAL MAXIMUM SIZE (SIDEWALKS, DRIVES, ISLANDS & INCIDENTALS)	54	T
403.211	HOT MIX ASPHALT - SHIM	15	T
403.2131	HOT MIX ASPHALT - 12.5 MM (BASE AND INTERMEDIATE BASE COURSE, POLYMER MODIFIED)	5600	T
409.15	BITUMINOUS TACK COAT, APPLIED	3350	G
461.131	TEMPORARY PAVEMENT	2550	T
501.239	DYNAMIC LOADING TEST - PROVIDING FOR	4	EA
501.307	FRP SHEET PILING 12,200 SF	1	LS
501.50	STEEL H-BEAM PILES 89 LB/FT, DELIVERED	9900	LF
501.501	STEEL H-BEAM PILES 89 LB/FT, IN PLACE	9900	LF
501.90	PILE TIPS	130	EA
501.91	PILE SPLICES	330	EA
501.92	PILE DRIVING EQUIPMENT MOBILIZATION	1	LS
502.219	STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS 1,850 CY	1	LS
502.26	STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLAB ON STEEL BRIDGES 300 CY	1	LS
502.31	STRUCTURAL CONCRETE APPROACH SLAB 72 CY	1	LS
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALKS 30 CY	1	LS
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED	113100	LB
503.13	REINFORCING STEEL, PLACED	113100	LB
503.17	MECHANICAL/WELDED SPLICE	120	EA
503.19	LOW-CARBON CHROMIUM REINFORCEMENT, FABRICATED AND DELIVERED	229800	LB
503.20	LOW-CARBON CHROMIUM REINFORCEMENT, PLACING	229800	LB
504.702	STRUCTURAL STEEL FABRICATED AND DELIVERED, WELDED 336,600 LB	1	LS
504.71	STRUCTURAL STEEL ERECTION 336,600 LB	1	LS
505.08	SHEAR CONNECTORS 6,747 EA	1	LS
506.9104	THERMAL SPRAY COATING (SHOP APPLIED)	1	LS
507.0821	STEEL BRIDGE RAILING, 3 BAR 380 LF	1	LS
507.0822	STEEL APPROACH RAILING, 3 BAR	4	EA
508.14	HIGH PERFORMANCE WATERPROOFING MEMBRANE 1,200 SY	1	LS
510.10	SPECIAL DETOUR, 32 FOOT ROADWAY WIDTH	1	LS
512.081	FRENCH DRAINS 420 LF	1	LS
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES 975 SY	1	LS
519.60	EXPANSION DEVICE - ASPHALTIC PLUG JOINT	230	LF
520.233	EXPANSION DEVICE - SILICONE COATED PRECOMPRESSED FOAM	12	LF
523.52	BEARING INSTALLATION	26	EA
523.5402	LAMINATED ELASTOMERIC BEARINGS, EXPANSION	26	EA
524.301	TEMPORARY STRUCTURAL SUPPORT - APPROACHES	1	LS
524.301	TEMPORARY STRUCTURAL SUPPORT - ABUTMENT 1	1	LS
524.301	TEMPORARY STRUCTURAL SUPPORT - ABUTMENT 2	1	LS
524.40	PROTECTIVE SHIELD	1	LS
526.301	PORTABLE CONCRETE BARRIER, TYPE I 7,400 LF	1	LS
526.305	TEMPORARY CONCRETE BARRIER, BRACED TYPE I 2,700 LF	1	LS
526.50	PRECAST CONCRETE BARRIER TYPE II	260	LF
527.33	TRUCK MOUNTED ATTENUATOR	2	EA
527.34	WORK ZONE CRASH CUSHION	8	UN
603.159	12 INCH CULVERT PIPE OPTION III	500	LF
603.179	18 INCH CULVERT PIPE OPTION III	500	LF
604.092	CATCH BASIN TYPE B1-C	17	EA
604.15	MANHOLE	4.5	EA
604.16	ALTER CATCH BASIN TO MANHOLE	3	EA
604.161	ALTERING CATCH BASIN	8	EA
604.18	ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	4	EA
604.182	CLEANING EXISTING CATCH BASIN AND MANHOLE	12	EA
604.245	CATCH BASIN TYPE F4-C	2	EA
605.09	6" UNDERDRAIN TYPE B	400	LF

ESTIMATED QUANTITIES

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT
605.11	12" UNDERDRAIN TYPE C	230	LF
605.13	18" UNDERDRAIN TYPE C	210	LF
605.15	24" UNDERDRAIN TYPE C	40	LF
606.1301	31" W-BEAM GR, MID WAY SPLICE -SINGLE FACED	3100	LF
606.1305	31" W-BEAM GR, MID-WAY SPLICE - FLARED TERMINAL	2	EA
606.1721	BRIDGE TRANSITION TYPE 1	4	EA
606.265	TERMINAL END-SINGLE RAIL - GALVANIZED	3	EA
606.353	REFLECTORIZED FLEXIBLE GAURDRAIL MARKER	7	EA
607.183	CHAIN LINK SNOW FENCE 33 INCH 210 LF	1	LS
607.25	REMOVE AND RESET CHAIN LINK FENCE	80	LF
609.11	VERTICAL CURB TYPE 1	450	LF
609.21	CONCRETE SLIPFORM CURB	330	LF
609.34	CURB TYPE 5	49	LF
609.35	CURB TYPE 5 - CIRCULAR	16	LF
610.08	PLAIN RIPRAP	300	CY
615.07	LOAM	240	CY
618.14	SEEDING METHOD NUMBER 2	40	UN
619.12	MULCH	40	UN
619.14	EROSION CONTROL MIX	500	CY
620.58	EROSION CONTROL GEOTEXTILE	120	SY
620.60	SEPARATION GEOTEXTILE	630	SY
626.11	PRECAST CONCRETE JUNCTION BOX	7	EA
626.22	NON-METALLIC CONDUIT	2050	LF
626.251	NON-MET UNDER PAVE COND (SCHED 80 PLUS)	300	LF
626.37	SPECIAL FOUNDATION	6	EA
626.46	48 INCH DIAMETER FOUNDATION	48	LF
627.18	12" SOLID WHITE PAVMENT MARKING	1450	LF
627.30	GROOVING FOR PAVEMENT MARKING	11000	SF
627.733	4" WHITE OR YELLOW PAVEMENT MARKING LINE	1250	LF
627.744	6" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	43700	LF
627.75	WHITE OR YELLOW PAVEMENT & CURB MARKING	520	SF
627.77	REMOVE PAVEMENT MARKINGS	21700	SF
627.781	TEMPORARY 6" PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	40100	LF
629.05	HAND LABOR, STRAIGHT TIME	20	HR
631.10	AIR COMPRESSOR (INCLUDING OPERATOR)	20	HR
631.11	AIR TOOL (INCLUDING OPERATOR)	10	HR
631.12	ALL-PURPOSE EXCAVATOR (INCLUDING OPERATOR)	10	HR
631.172	TRUCK-LARGE (INCLUDING OPERATOR)	10	HR
631.22	FRONT END LOADER (INCLUDING OPERATOR)	10	HR
634.160	HIGHWAY LIGHTING	1	LS
634.2042	LED LUMINAIRIES	6	EA
634.2044	REMOVE AND REPLACE LUMINAIRES (LED RETROFITS)	19	EA
639.18	FIELD OFFICE TYPE A	0.5	EA
643.72	TEMPORARY TRAFFIC SIGNAL	1	LS
645.103	DEMOUNT GUIDE SIGN	1	EA
645.113	REINSTALL GUIDE SIGN	1	EA
645.12	OVERHEAD GUIDE SIGN (STA 250+83)	1	LS
645.13	BRIDGE OVERPASS-MOUNTED GUIDE SIGN (STA 107+91.2) (RT 15.4')	1	LS
645.13	BRIDGE OVERPASS-MOUNTED GUIDE SIGN (STA 109+22.2) (RT 5.6')	1	LS
645.271	REGULATORY, WARNING, CONFIRMATION AND ROUTE ASSEMBLY SIGN, TYPE I	130	SF
652.30	FLASHING ARROW BOARD	2	EA
652.312	TYPE III BARRICADE	12	EA
652.33	DRUM	300	EA
652.34	CONE	50	EA
652.35	CONSTRUCTION SIGNS	1700	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	1	LS
652.38	FLAGGERS	650	HR
652.381	TRAFFIC OFFICER	1400	HR
652.41	PORTABLE-CHANGEABLE MESSAGE SIGN	5	EA
652.45	AUTOMATED TRAILER MOUNT SPEED LIMIT SIGN	2	UN
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	1	LS
659.10	MOBILIZATION	1	LS
660.21	ON-THE-JOB TRAINING	3000	HR
910.301	SPECIAL WORK - ELECTRICAL DUCT BANK AND VAULT	1	LS
910.301	SPECIAL WORK - COMMUNICATIONS DUCT BANK	1	LS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED3	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

ESTIMATED QUANTITIES

SHEET NUMBER

2

OF 201

Filename: ...\02_Estimated Quantities.dgn Division: Username: slister Date:4/26/2023

GENERAL CONSTRUCTION NOTES

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

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

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

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

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

6. Place loam 2 inches deep on all new or reconstructed sideslopes or as directed by the Resident.

7. 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 Pay Item 619.14, Erosion Control Mix.

8. Place a 24 inch wide strip of Erosion Control Blanket on the sideslopes along the top of the riprap and behind the wingwalls.

9. A MASH compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.

10. Where it is apparent that runoff will cause continual erosion, Erosion Control Blanket, seeded gutters, or riprap downspouts shall be constructed after paving and shoulder work is completed. Payment will be made under the appropriate Contract items.

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

    All exposed surfaces of concrete curbs.
    Fascias down to the drip notch.
    Top of abutment backwalls and wingwalls, and
    To one foot below the ground on vertical walls against earth.

12. Project information referred to below may be accessed at the following MaineDOT web address: http://www.maine.gov/mdot/contractors/

13. 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 any alterations which may have been made to the bridge during its life span.

14. The project geotechnical report titled: Geotechnical Design Report Interstate 95 over Broadway Bridge No. 5789" dated April 2023 may be accessed at the MaineDOT web address.

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

16. Quantities included for pay items measured and paid for by Lump Sum are estimated quantities and are provided by MaineDOT for informational purposes only. Lump Sum pay items will be paid for at the Contract Bid amount, with no addition or reduction in payment to the Contractor if the actual final quantities are different from the MaineDOT provided estimated quantities, except as follows:

    a. If a Lump Sum pay item is eliminated, the requirements of Standard Specifications Section 109.2, Elimination of Items, will take precedence.

    b. If other Contract Documents specifically allow a change in payment for a Lump Sum 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 and Time.

17. 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.

18. The existing bridge shall be removed by and become the property of the Contractor. The steel portions of the existing bridge may be 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.

19. 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://oeaaa.faa.gov/oeaaa/external/portal.jsp. This will be considered incidental to the Contract.

20. All drainage structures that are labeled as 'Temporary' on the plans shall be removed or filled as part of the completion of the project and become property of the Contractor. Payment shall be under the respective pay items. 'Temporary' drainage pipes not removed when the diversion is removed, shall be filled with flowable cementitious grout and will be considered incidental to the Contract.

21. Payment for connections for proposed guardrail to existing guardrail will be considered incidental to related contract items.

22. The existing soundwall adjacent to I-95 Northbound (Sta. 244+82 to Sta. 254+96, RT) shall remain in-place and undisturbed for the duration of the project. Any damage to the soundwall or its foundations will be repaired by the Contractor to the satisfaction of the Resident at no cost to the Department.

23. Location of utilities shown are approximate and should be verified in the field by the Contractor.

24. No existing drainage shall be abandoned, removed, or plugged without prior approval of the Resident.

25. 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 Standard Specifications Section 604 Manholes, Inlets, and Catch Basins.

26. Any necessary cutting of existing catch basins to allow for proposed pipe connections will not be paid for separately and will be considered incidental to Standard specifications Section 603 Pipe Culverts and Storm Drains or SP Section 605 Underdrains.

27. Existing culverts and catch basins will be cleaned as directed by the Resident under the appropriate pay items.

28. Inlets and outlets of all culverts shall be riprapped unless otherwise noted on the Plans or directed by the Resident.

29. Existing culverts to be removed that are beyond the limits of subgrade or proposed culvert excavation shall be paid for under item 203.30 Common Excavation.

30. All paved walkways to be constructed with 2 inches of hot mix asphalt and 12 inches of aggregate subbase course gravel, unless otherwise noted on the Plans or directed by the Resident.

31. Where called for on the Plans, where new pavement joins existing pavement, the existing pavement shall be sawcut along a smooth line to a neat, even, vertical joint as directed by the Resident. Broken or raveled edges will not be permitted. All work necessary for the preparation of this joint will be considered incidental to the related contract items.

32. Payment for removing and resetting existing fence for Contractor access shall be incidental to related contract items.

33. All existing delineators and mile marker posts on I-95 which are impacted shall be removed and reset. Payment for removing and resetting delineators and mile marker posts shall be incidental to the Contract.

34. All temporary roadways, including temporary widening of the interstate and median crossover construction, shall be constructed with a minimum 4" hot mix asphalt and 12" aggregate subbase course gravel. Upon project completion, all temporary facilities shall be removed and reestablished to their existing condition, unless within the limits of proposed construction.

35. Payment for removing and resetting existing guardrail for contractor access shall be incidental to related contract items.

36. Removal of existing guardrail will not be measured but shall be considered incidental to the various contract items. Existing guardrail removed as part of this project shall be retained by the Department. The Contractor shall remove and transport the existing guardrail to a MaineDOT facility as directed by the Resident.

37. Relocating existing overhead and ground mounted signs during traffic control phasing will not be measured but shall be considered incidental to the various contract items. Signs temporarily relocated within 30' of an active travel way shall have breakaway devices or be protected with portable concrete barrier. Temporary sign supports shall meet the requirements of Specification Section 652.

38. Removal of the existing overhead sign structure and overhead signs will not be measured but shall be considered incidental to Item 645.12 - Overhead Guide Sign.

39. Temporary drainage installed as part of the diversion shall be removed at the completion of the project. Removal of temporary drainage structures shall be paid under Item 202.15 - Remove Existing Manhole or Catch Basin. Temporary drainage pipes shall be removed or filled with flowable fill. Costs to remove or fill temporary drainage pipes shall be incidental and will not be measured.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

GENERAL NOTES

SHEET NUMBER

3

OF 201

Username: slister Date:4/17/2023

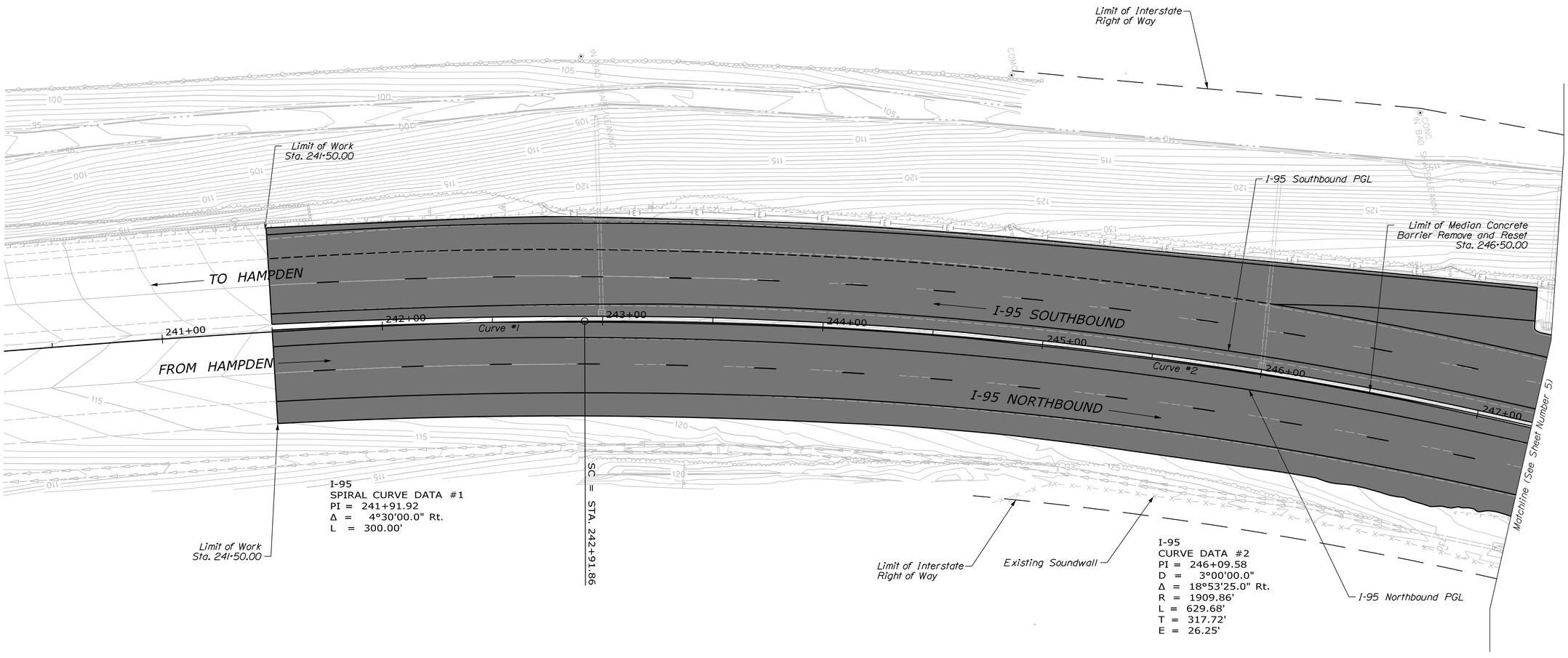
Division:

Filename: ...\03_GeneralNotes.dgn

Username: slister
Date:4/17/2023
Division:
Filename: ...\002_GeneralPlan.dgn

LEGEND

Mill & Overlay



NOTE:

1. See Lighting Plans for details of Proposed Highway Lighting

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE	BY	DATE
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SIGNATURE

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

GENERAL PLAN

SHEET NUMBER

4

OF 201

Filename: ...\003_General Plan.dgn Division: Username: slister Date:4/17/2023

LEGEND

Pavement Steps & Mill and Overlay

Limit of Interstate Right of Way

Guardrail Terminal End Single Rail

Proposed Overhead Sign Structure

I-95 Southbound PGL

SOUTHBOUND ON RAMP

I-95 SOUTHBOUND

I-95 NORTHBOUND

Matchline (See Sheet Number 4)

Matchline (See Sheet Number 6)

248+00

Curve #2

249+00

250+00

251+00

Curve #3

252+00

2:1

Begin Shoulder Widening Sta. 250+50.00

31" W-Beam Guardrail Midway Splice (Typ.)

18" Option III Pipe (Typ.)

Drain Manhole #5

Catch Basin #2

Drain Manhole #4

6" Underdrain

Remove Overhead Sign Structure

Retaining Wall

Concrete Slipform Curb Mold 3 (Typ.)

Existing Soundwall

I-95 Northbound PGL

CSI = STA. 249+21.53

ST = STA. 252+21.53

Limit of Interstate Right of Way

Limit of Interstate Right of Way

I-95
SPIRAL CURVE DATA #3
PI = 250+21.59
Δ = 4°30'00.0" Rt.
L = 300.00'

NOTE:

1. See Lighting Plans for details of Proposed Highway Lighting

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

	A. LATHE	BY	DATE
PROJ. MANAGER	S. WHITE	S. LINDSLEY	4-23
DESIGN-DETAILED	B. COLBURN	T. MCAULIFFE	4-23
CHECKED-REVIEWED	S. LISTER	S. MERKWAN	4-23
DESIGN2-DETAILED2	N. EDMAN	J. FITZ	4-23
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

GENERAL PLAN

SHEET NUMBER

5

OF 201

Filename: ...\004_General Plan.dgn Division: Username: slister Date:4/17/2023

LEGEND

Pavement Steps & Mill and Overlay

Limit of Interstate Right of Way

BROADWAY
CURVE DATA #1
PI = 108+84.06
D = 0°11'27.5"
Δ = 0°26'25.7" Lt.
R = 30000.00'
L = 230.63'
T = 115.32'
E = 0.22'

To Kenduskeag

106+00

S34°30'17.34"E

107+00

SOUTHBOUND ON RAMP

Remove and Reset Chain Link Fence

Proposed CBs & Type C UD Paid Under WIN 21663.00

CB #1 & MH #1 to be Paid Under WIN 21663.00

STA. 107+68.74

Proposed MH #2

18" Option III Pipes

24" Type C UD Pipe

Riprap Downspout

2:1

Proposed MH #3

Bridge Underdrain

STA. 255+42.64 I-95 =
STA. 108+58.23 State Rte. 15 (Broadway)

SOUTHBOUND OFF RAMP

Connect Single Slope, Double-Faced Concrete Barrier to Reset Median Barrier at Approximately Sta. 256+69.94

Steel Approach Railing, 3-Bar (Typ.)

31" W-Beam Guardrail Midway Splice (Typ.)

Bridge Underdrain

Bridge Transition, Type I (Typ.)

I-95 SOUTHBOUND

Type I Curb

Type I Curb

253+00 N87°22'30.95"E 254+00 255+00 256+00 257+00 258+00 259+00 Curve #4

TS = STA. 258+80.19

Matchline (See Sheet Number 5)

Matchline (See Sheet Number 7)

108+00

109+00

Curve #1

I-95 NORTHBOUND

STA. 0+00.00 NB OFF RAMP =
STA. 256+75.90, RT 44.00'

0+00 N87°22'30.95"E 1+00 Curve #1 Curve #2 2+00

NORTHBOUND OFF RAMP

2:1

℄ Brg. Abut. No 1
STA. 254+87.50

102'-6"

32°0'0" Skew (Typ.)

℄ Brg. Abut. No 2
STA. 255+90.00

Retaining Wall

Existing Soundwall

Concrete Slipform Curb Mold 3 (Typ.)

I-95 Northbound PGL

I-95 Southbound PGL

Connect Single Slope, Double-Faced Concrete Barrier to Reset Median Barrier at Approximately Sta. 254+12.84

PT = STA. 109+99.37

STATE ROUTE 15 (BROADWAY)

110+00

111+00

Relocate Existing Light Pole

Plain Riprap (Typ.)

Limit of Interstate Right of Way

PC = STA. 0+50.00

NB OFF RAMP
CURVE DATA #1
PI = 1+30.82
D = 9°04'48.6"
Δ = 14°35'53.1" Rt.
R = 631.00'
L = 160.77'
T = 80.82'
E = 5.16'

Proposed Electrical Conduit (Typ.)

Clearing Limit (Typ.)

PCC = STA. 2+10.77

Adjust CB to Grade

Relocate Existing Light Pole

NB OFF RAMP
CURVE DATA #2
PI = 2+66.41
D = 11°45'54.2"
Δ = 13°02'05.1" Rt.
R = 487.00'
L = 110.79'
T = 55.64'
E = 3.17'

NOTE:

1. See WIN 21663.00 Plans for Additional Work on Broadway.
2. See Utility Plan for details of Proposed Utility Relocations.
3. See Lighting Plans for details of Proposed Highway Lighting

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

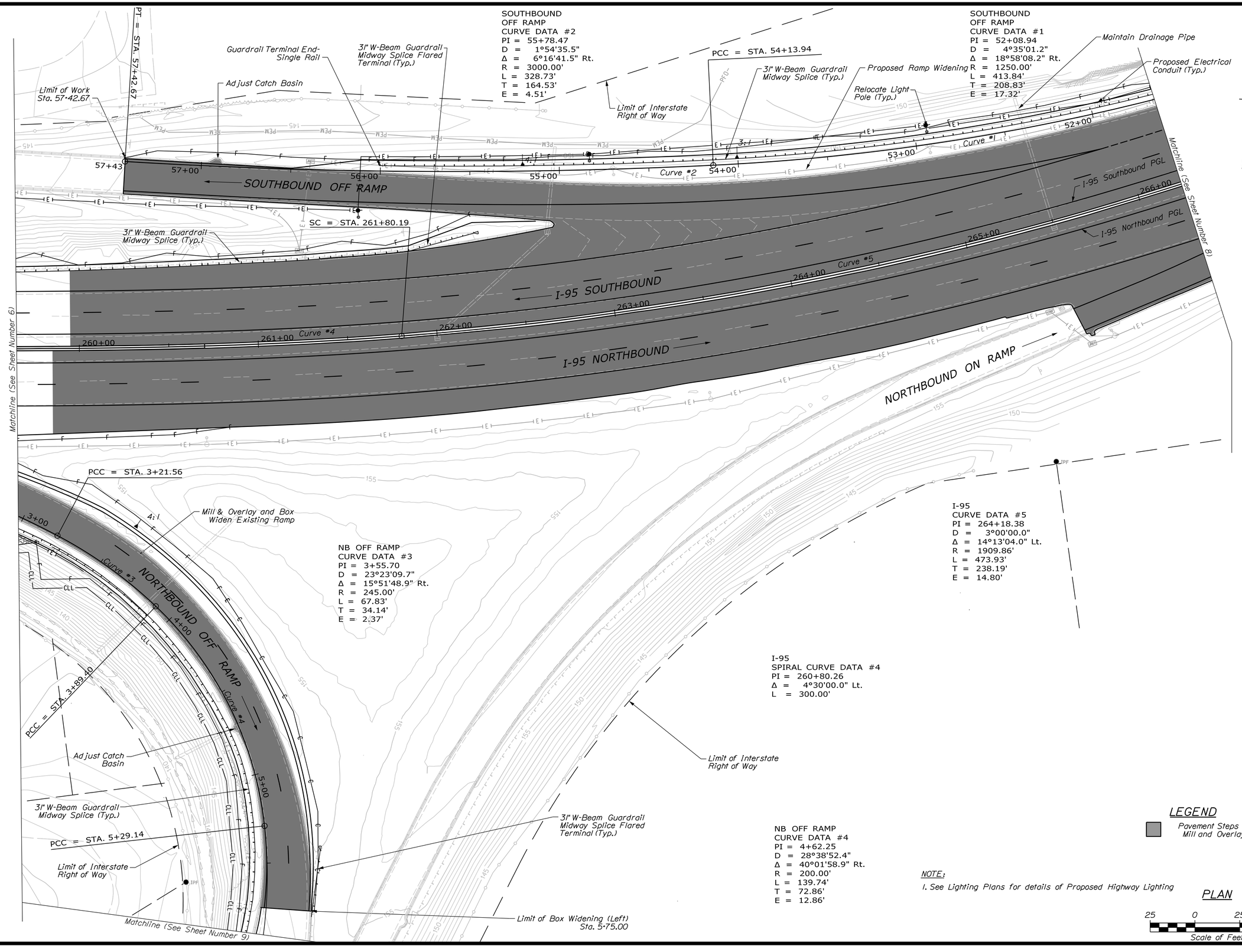
I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

GENERAL PLAN

SHEET NUMBER

6

OF 201



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKMAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

GENERAL PLAN

SHEET NUMBER
7
OF 201

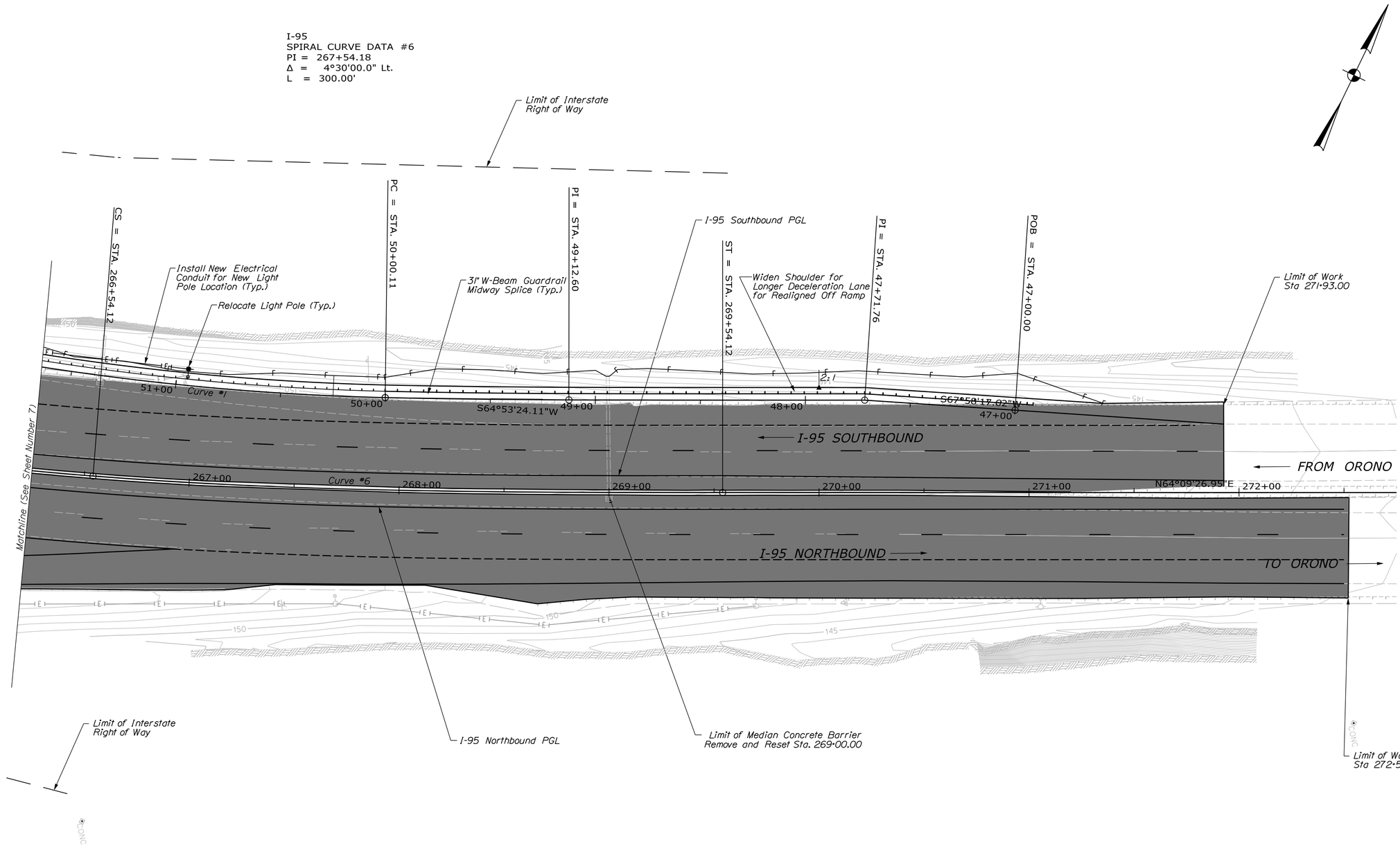
Filename: ...\005_GeneralPlan.dgn Division: Username: slister Date:4/17/2023

Username: slister
Date:4/17/2023
Division:
Filename: ...\006_GeneralPlan.dgn

LEGEND

Mill & Overlay

I-95
SPIRAL CURVE DATA #6
PI = 267+54.18
Δ = 4°30'00.0" Lt.
L = 300.00'



NOTE:

1. See Lighting Plans for details of Proposed Highway Lighting

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

			DATE
PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

GENERAL PLAN

SHEET NUMBER

8

OF 201

Filename: ...\007_GeneralPlan.dgn Division: Username: slister Date:4/17/2023

Earle Avenue

STATE ROUTE 15 (BROADWAY)

S34°56'43.06"E

113+00

114+00

115+00

116+00

117+00

Matchline (See Sheet Number 7)

Limit of Interstate Right of Way

31" W-Beam Guardrail Midway Splice (Typ.)

NB OFF RAMP
CURVE DATA #5
PI = 6+86.08
D = 22°55'05.9"
Δ = 64°14'18.6" Rt.
R = 250.00'
L = 280.29'
T = 156.94'
E = 45.18'

PT = STA. 8+09.43

Guardrail Terminal End-SingleRail

Precast Concrete Transition Curb (Typ.)

Curve #5

7+00

8+00

6+00

NORTHBOUND OFF RAMP

NORTHBOUND ON RAMP

Adjust Catch Basin

Limit of Interstate Right of Way

Limit of Pavement Work
Sta. 7+20.00

S55°08'35.42"W

Curve #2

PC = STA. 114+93.24

STA. 115+24.12 State Rte. 15 (Broadway) =
STA. 9+16.66 Northbound Off Ramp

To Bangor (Downtown)

Poplar Street

Center Street

BROADWAY
CURVE DATA #2
PI = 116+56.62
D = 0°17'11.3"
Δ = 0°56'10.0" Rt.
R = 20000.00'
L = 326.76'
T = 163.38'
E = 0.67'

NOTE:
1. See Lighting Plans for details of Proposed Highway Lighting

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

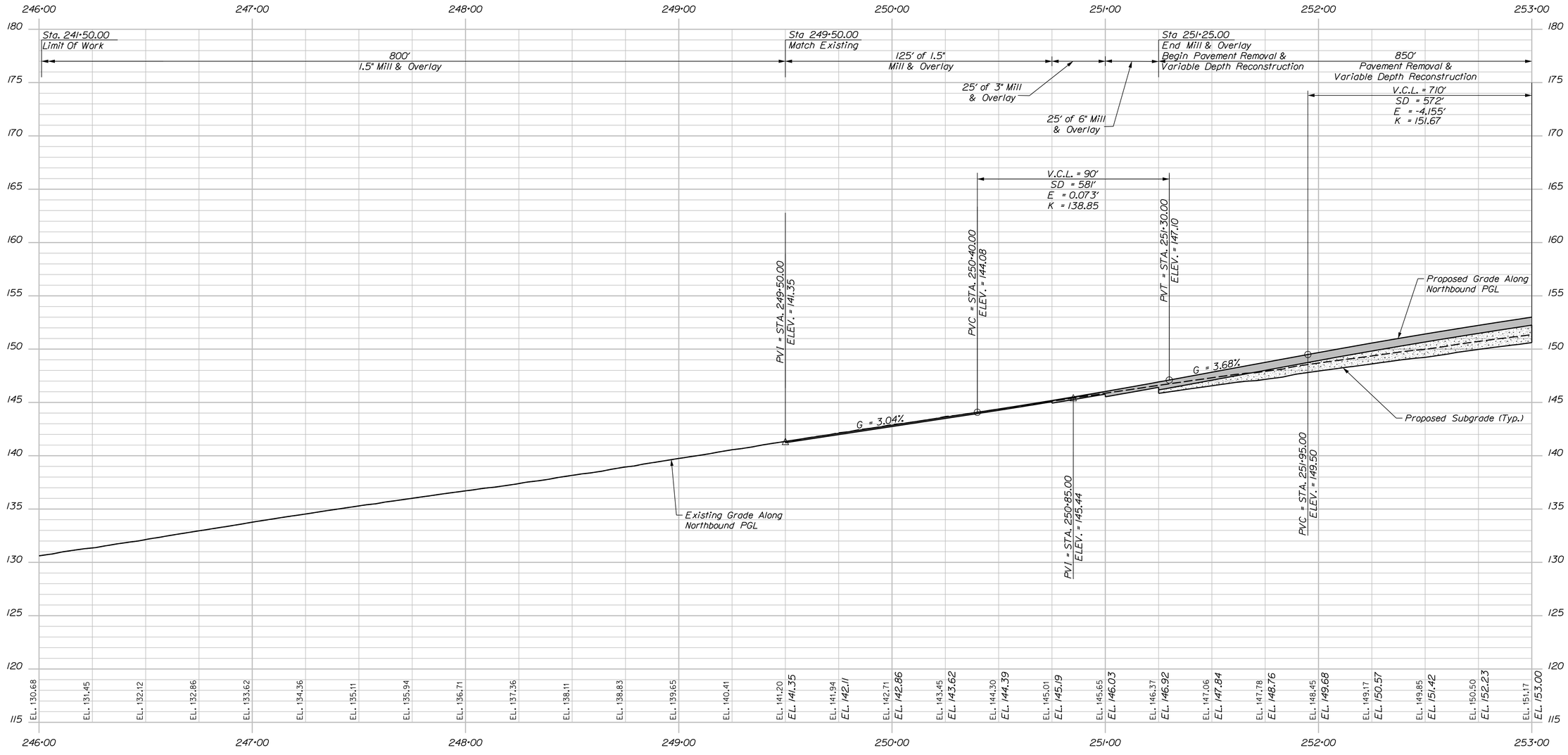
I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

GENERAL PLAN

SHEET NUMBER

9

OF 201



PROFILE
INTERSTATE 95 NORTHBOUND

Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

Usernname: slister Date:4/17/2023
Division:
Filename: ...\008_Profile Mainline.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

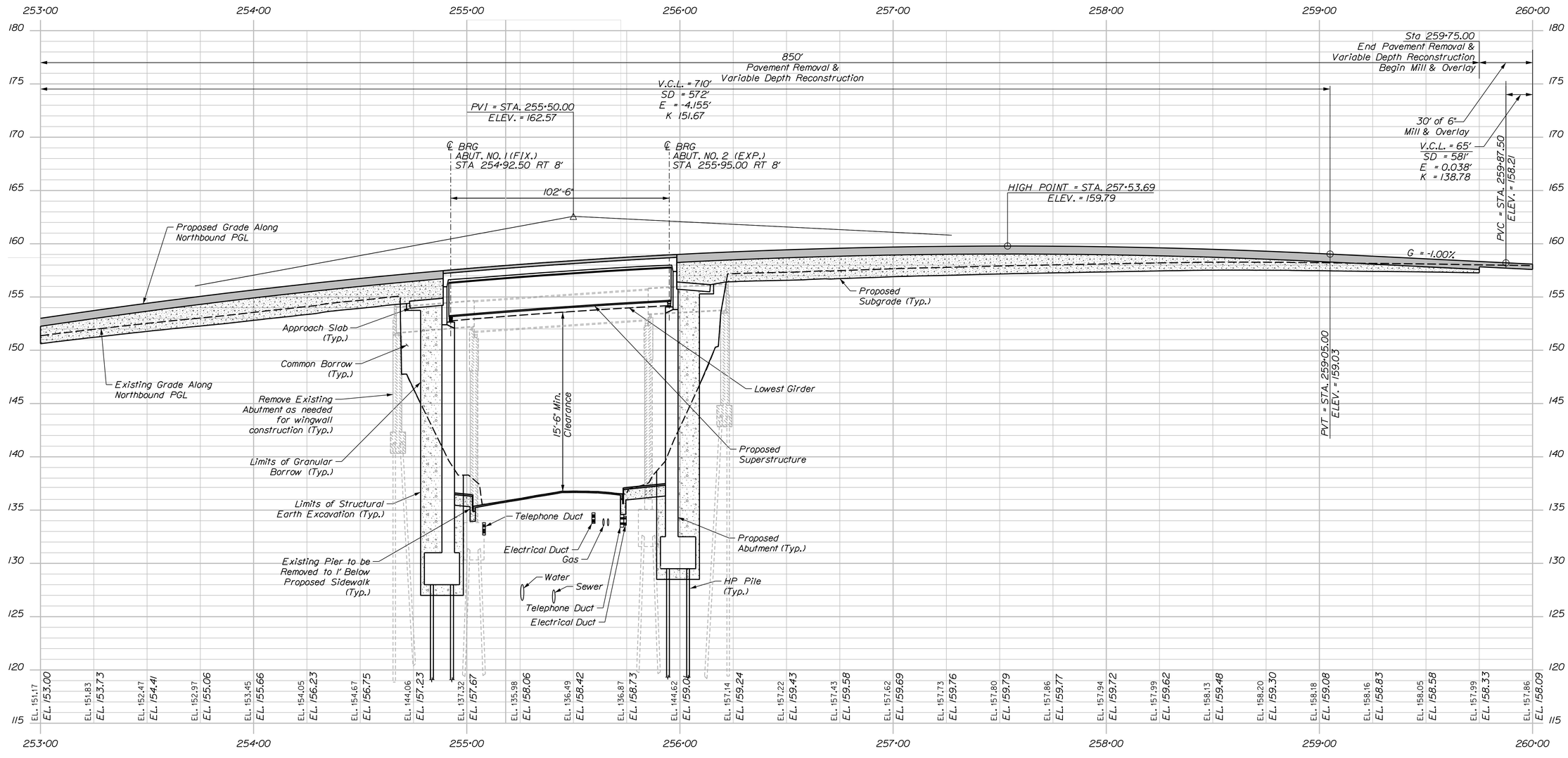
P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

PROFILE
I-95 NORTHBOUND

SHEET NUMBER
10
OF 201



PROFILE
INTERSTATE 95 NORTHBOUND

Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	BY	S. LINDSLEY
CHECKED-REVIEWED	B. COLBURN	DATE	4-23
DESIGN2-DETAILED2	S. LISTER	BY	S. MERKWAN
DESIGN3-DETAILED3	N. EDMAN	DATE	4-23
REVISIONS 1		BY	J. FITZ
REVISIONS 2		DATE	4-23
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

PROFILE
I-95 NORTHBOUND

SHEET NUMBER
11
OF 201

Username: slister Date:4/17/2023
Division:
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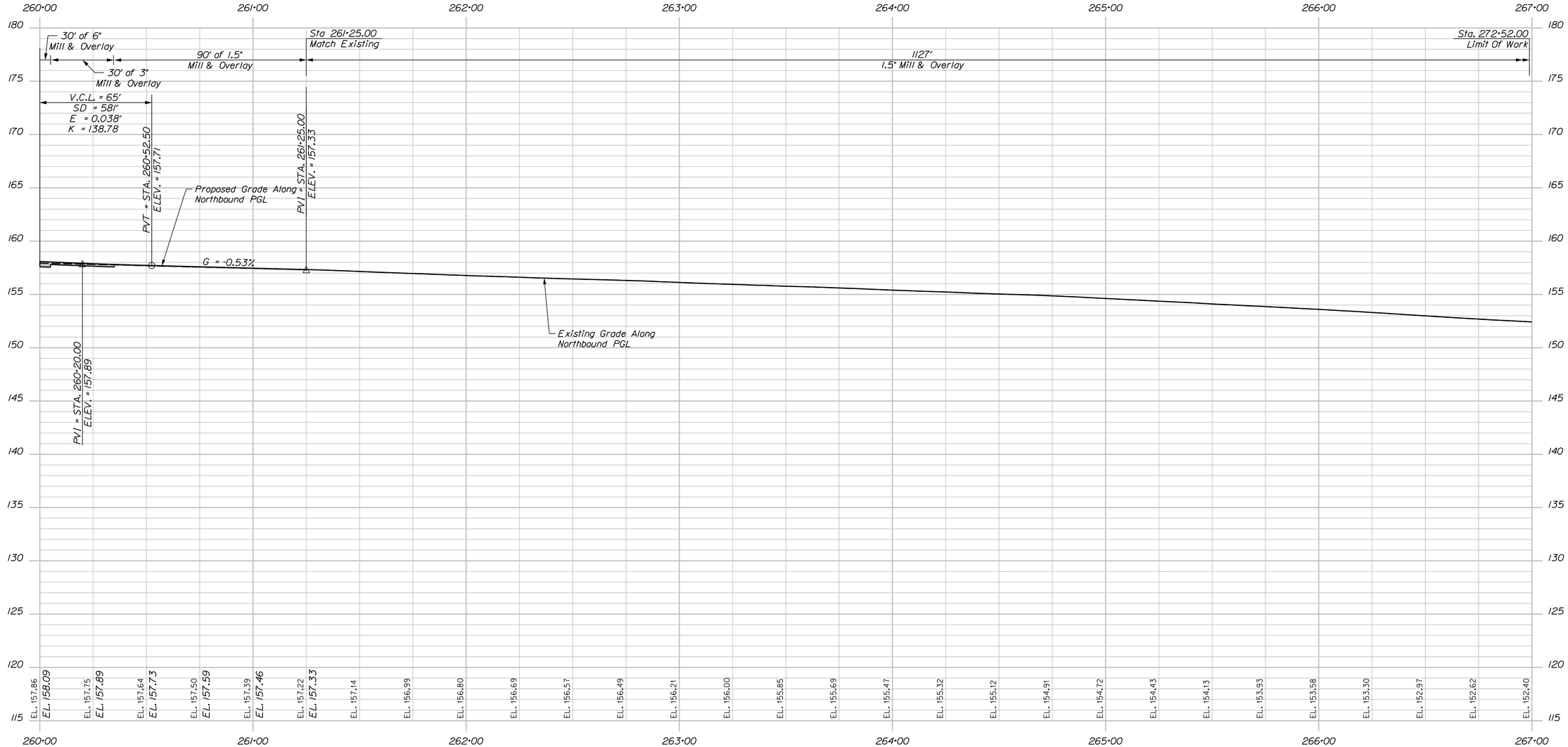

PROFILE
INTERSTATE 95 NORTHBOUND

Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

Usernome: slister Date:4/17/2023
Division:
Filename: ...\010_Profile Mainline.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

	A. LATHE	DATE
PROJ. MANAGER	A. LATHE	
DESIGN-DETAILED	S. WHITE	S. LINDSLEY 4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE 4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN 4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ 4-23
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

PROFILE I-95 NORTHBOUND

SHEET NUMBER

12

OF 201

Usernname: slister Date:4/17/2023
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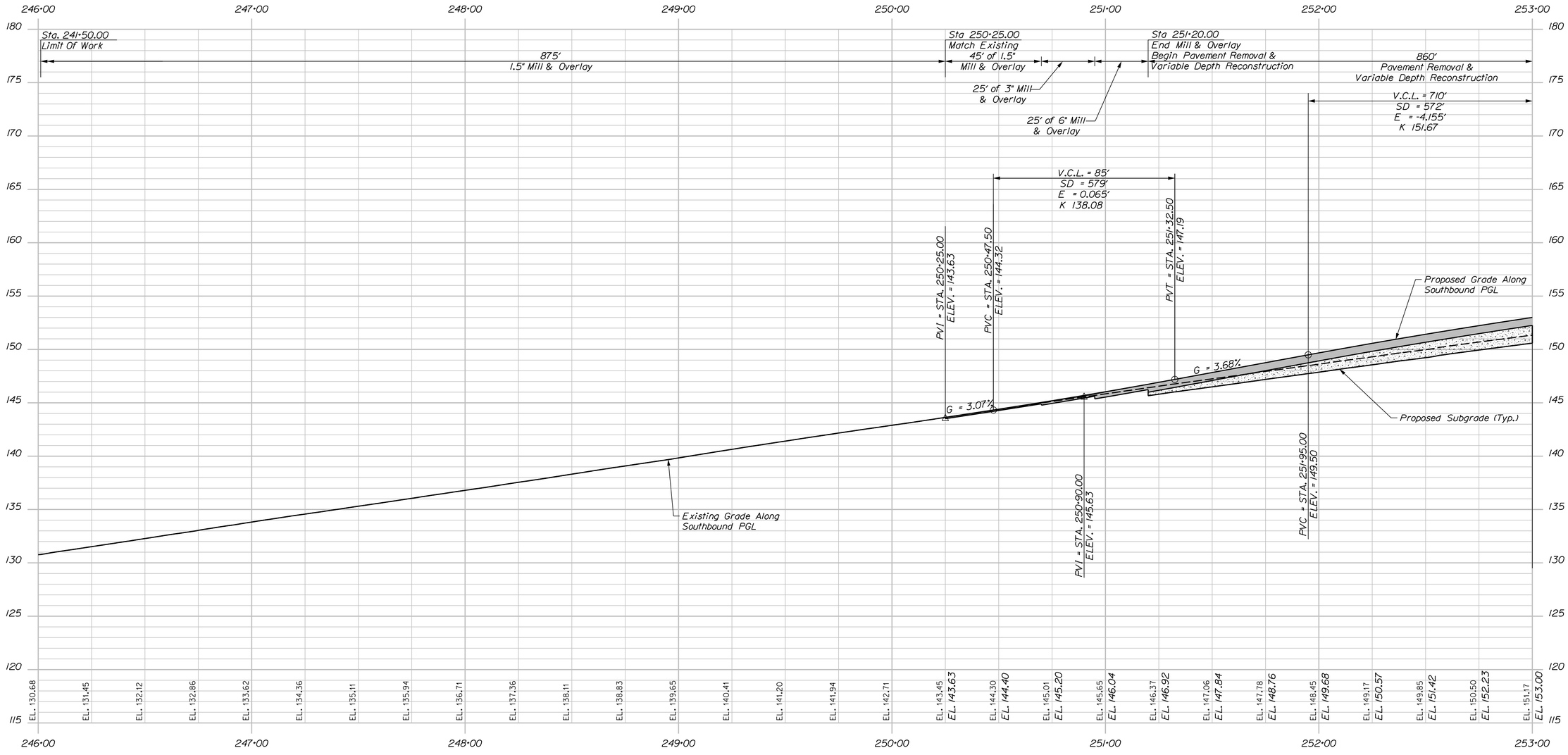


PROFILE
INTERSTATE 95 SOUTHBOUND

Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789 BRIDGE PLANS

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

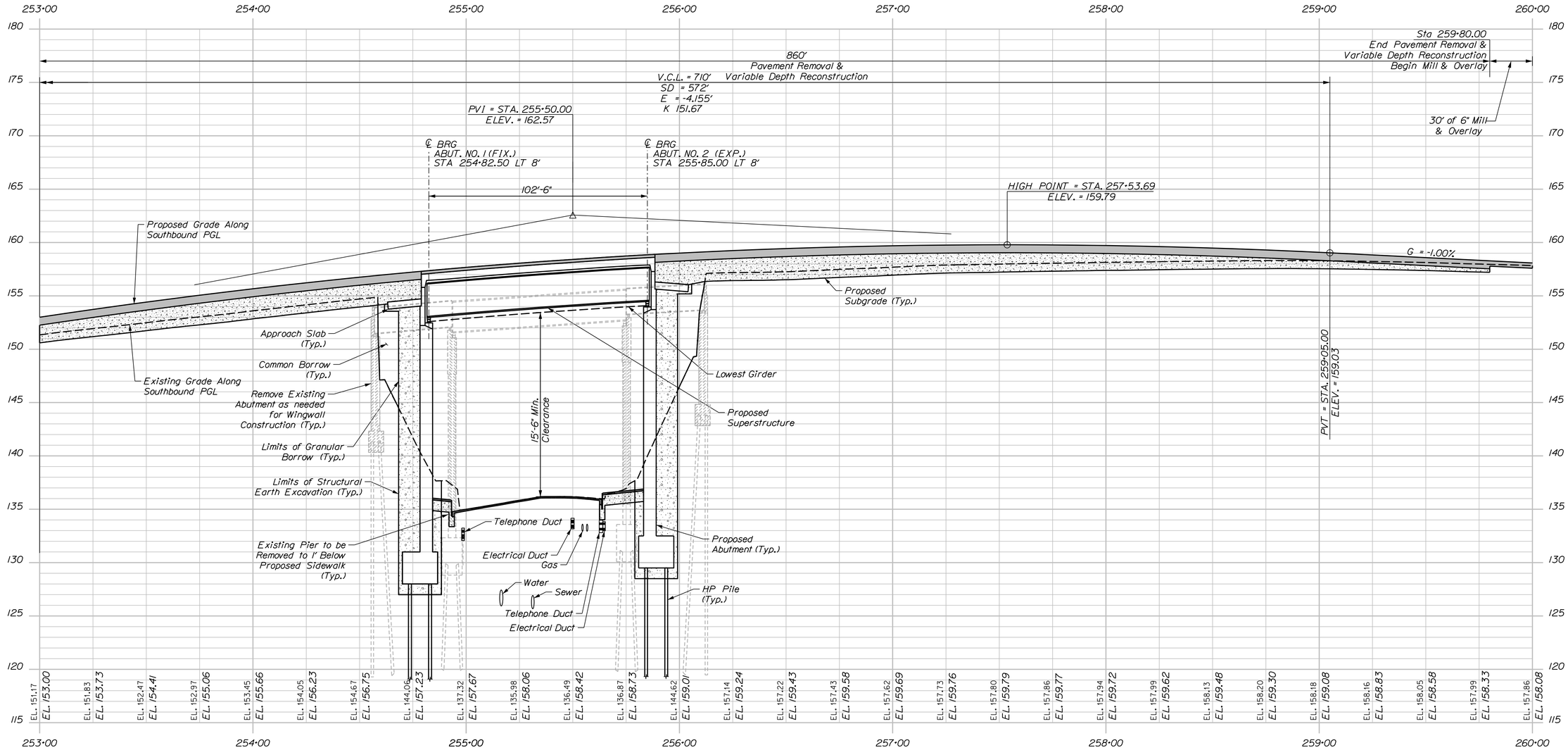
I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

PROFILE
I-95 SOUTHBOUND

SHEET NUMBER

13

OF 201



PROFILE
INTERSTATE 95 SOUTHBOUND

Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

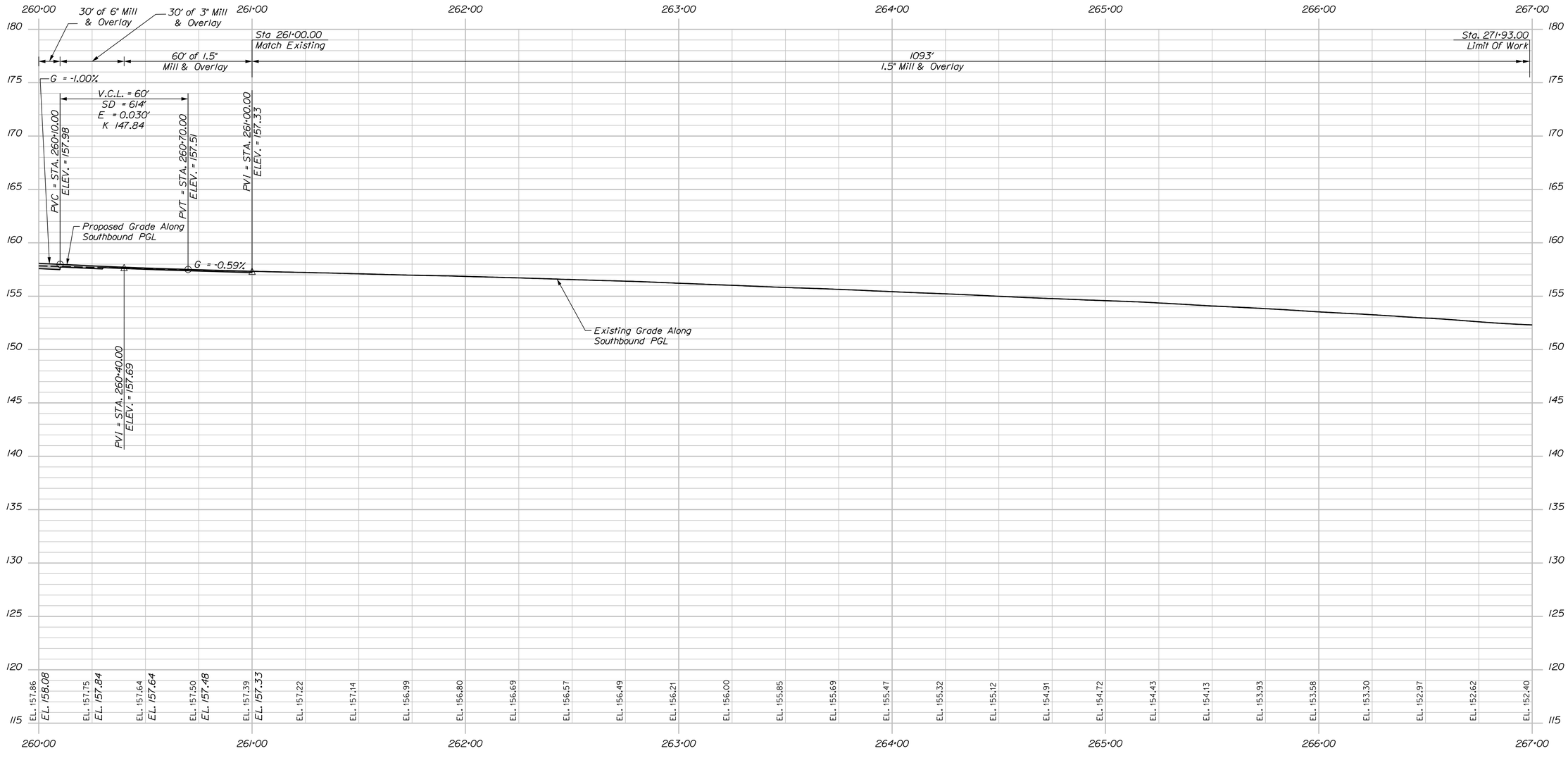
DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

PROFILE
I-95 SOUTHBOUND

SHEET NUMBER
14
OF 201

Filename: ...\012_Profile Mainline.dgn Division: Username: slister Date:4/17/2023



PROFILE
INTERSTATE 95 SOUTHBOUND

Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

Usernname: slister Date:4/17/2023
Division:
Filename: ...\013_Profile Mainline.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	BY	DATE
CHECKED-REVIEWED	B. COLBURN	S. LINDSLEY	4-23
DESIGN2-DETAILED2	S. LISTER	T. MCAULIFFE	4-23
DESIGN3-DETAILED3	N. EDMAN	S. MERKWAN	4-23
REVISIONS 1		J. FITZ	4-23
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

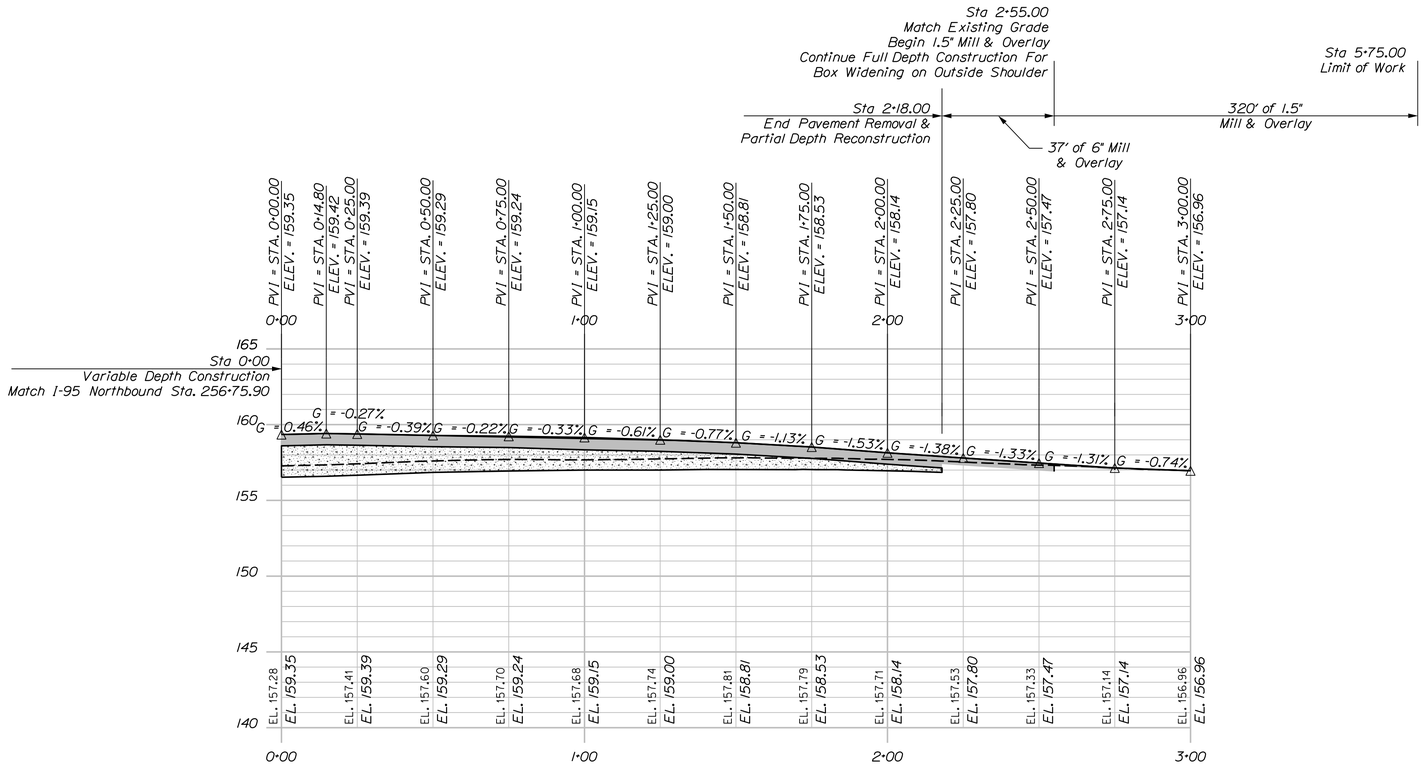
I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

PROFILE
I-95 SOUTHBOUND

SHEET NUMBER

15

OF 201



PROFILE
INTERSTATE 95 NORTHBOUND OFF RAMP

Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

Username: slister Date:4/17/2023

Division:

Filename: ...\014_Profile NB Off Ramp.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789 BRIDGE PLANS

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

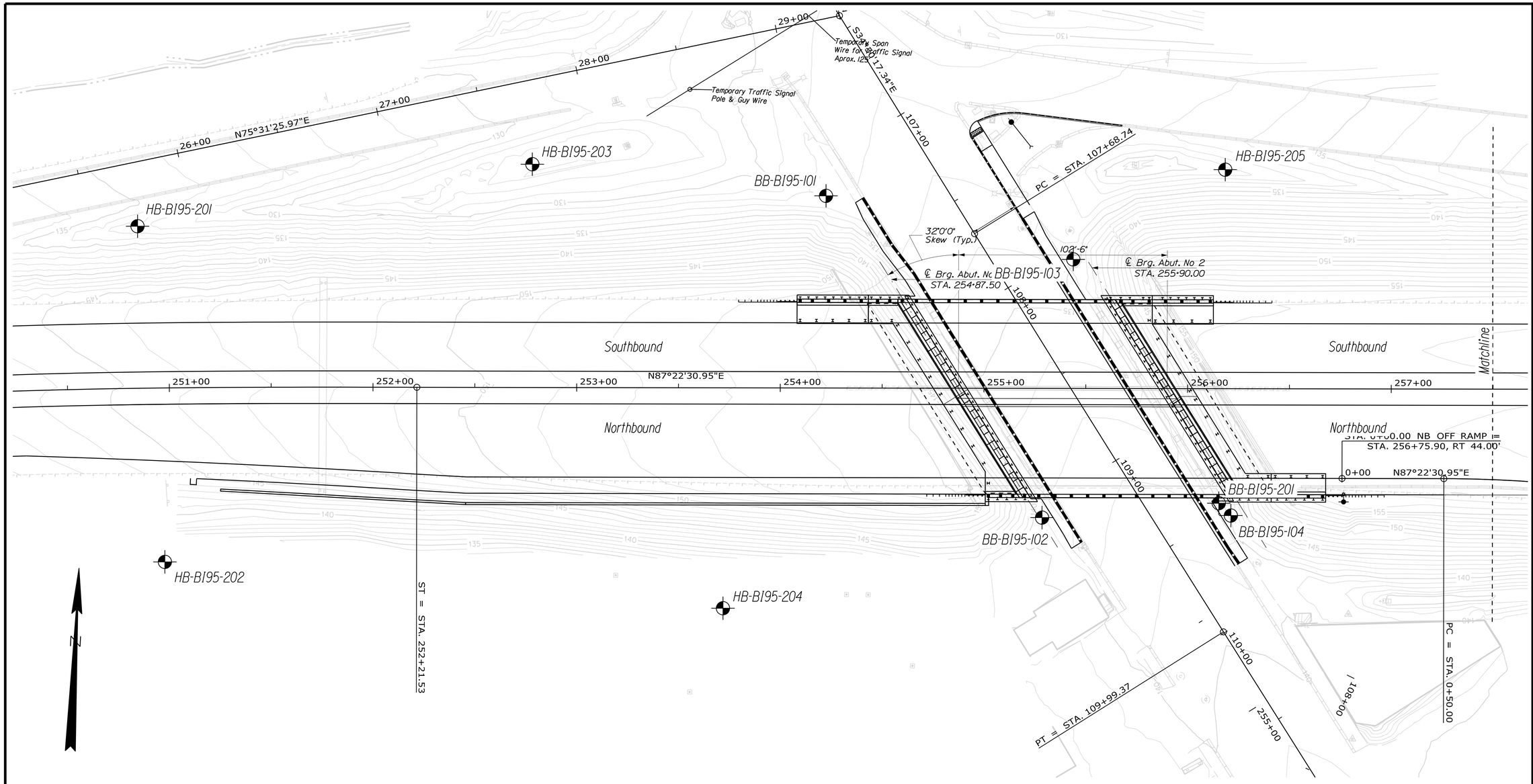
I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

PROFILE
I-95 NB OFF RAMP

SHEET NUMBER

16

OF 201



NOTES

1) Base map developed from electronic files (Topo.dgn, alignments.dgn, Bridge.dgn, and contours.dgn) provided by McFarland Johnson on November 8, 2022.

2) The as-drilled locations of the BB-BI95-100 and -200 series bridge borings and the HB-BI95-200 series highway borings were surveyed and provided by MaineDOT in an electronic file (Borings.dgn).

BORING LOCATION PLAN LEGEND

BB-BI95-104	Indicates -100 series bridge borings performed by New England Boring Contractors of Hermon, Maine between October 2 and October 15, 2018 and observed by GZA personnel.
BB-BI95-201	Indicates -200 series bridge boring performed by New England Boring Contractors of Hermon, Maine on July 7, 2022 and observed by GZA personnel.
HB-BI95-205	Indicates -200 series highway borings performed by New England Boring Contractors of Hermon, Maine between July 6 and July 12, 2022 and observed by GZA personnel.

PLAN

25 0 25 50

Scale in Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

022276.01

WIN 22276.01

Bridge No. 5789

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	A. Lothel	
DESIGN-DETAILED	M. Johnescu	B. Cardoli
CHECKED-REVIEWED	C. Snow	A. Blaisdell
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR, ME PENOBSCOT COUNTY

BORING LOCATION PLAN 1

PREPARED BY:

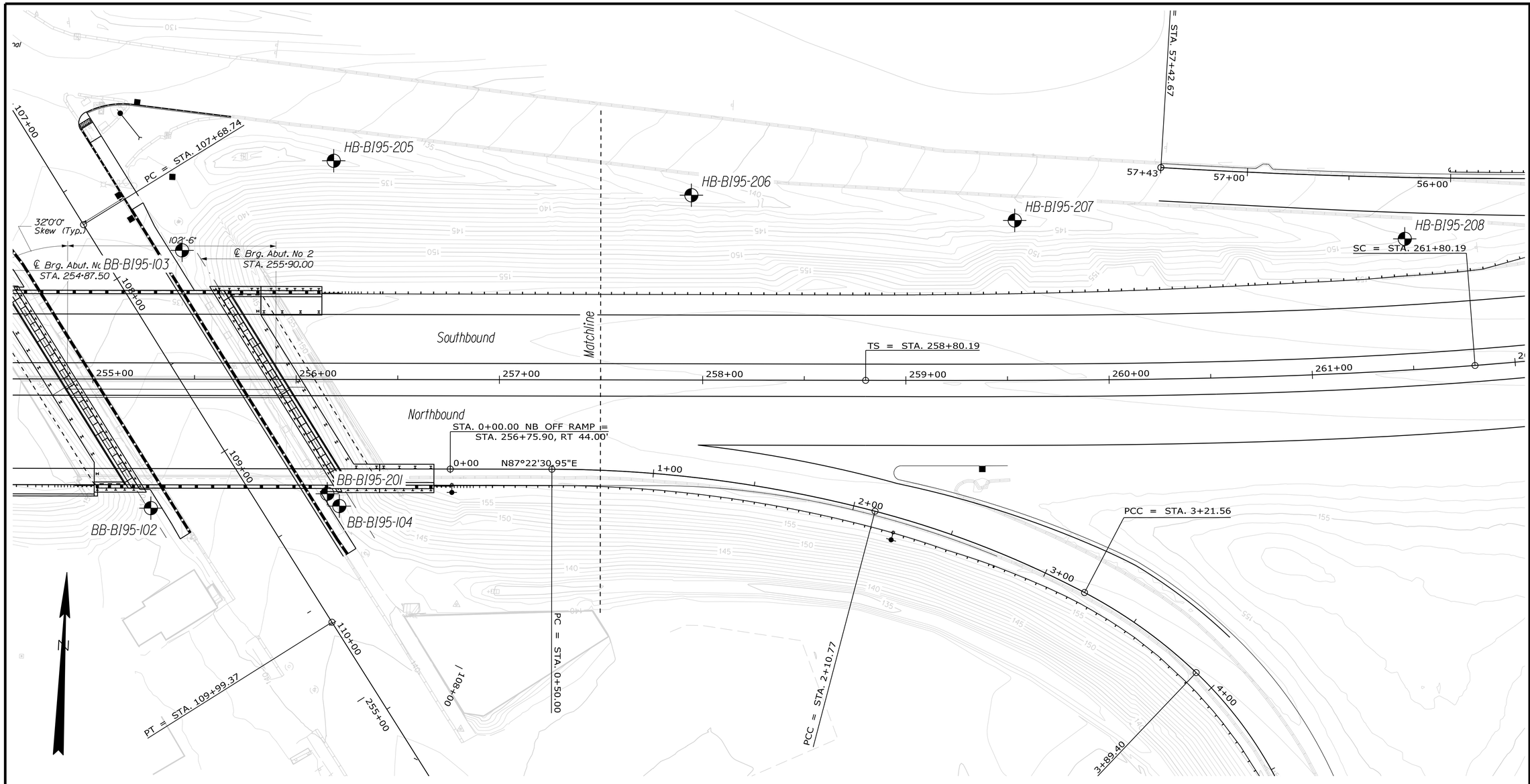
GZA

SHEET NUMBER

17

OF 201

Filename: ...\BLP\Broadway - BLP 1.dgn Division: HIGHWAY Username: common Date:4/14/2023



NOTES

1) Base map developed from electronic files (Topo.dgn, alignments.dgn, Bridge.dgn, and contours.dgn) provided by McFarland Johnson on November 8, 2022.

2) The as-drilled locations of the BB-BI95-100 and -200 series bridge borings and the HB-BI95-200 series highway borings were surveyed and provided by MaineDOT in an electronic file (Borings.dgn).

BORING LOCATION PLAN LEGEND

BB-BI95-104	Indicates borings performed by New England Boring Contractors of Hermon, Maine between October 2 and October 15, 2018 and observed by GZA personnel.
BB-BI95-201	Indicates -200 series bridge boring performed by New England Boring Contractors of Hermon, Maine on July 7, 2022 and observed by GZA personnel.
HB-BI95-208	Indicates -200 series highway borings performed by New England Boring Contractors of Hermon, Maine between July 6 and July 12, 2022 and observed by GZA personnel.

PLAN

25 0 25 50

Scale in Feet

PREPARED BY:

GZA

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

022276.01

WIN 22276.01

BRIDGE PLANS

Bridge No. 5789

	BY	DATE
PROJ. MANAGER	A. Lothel	
DESIGN-DETAILED	M. Johnescu	B. Cardell
CHECKED-REVIEWED	C. Snow	A. Blaisdell
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR, ME PENOBSCOT COUNTY

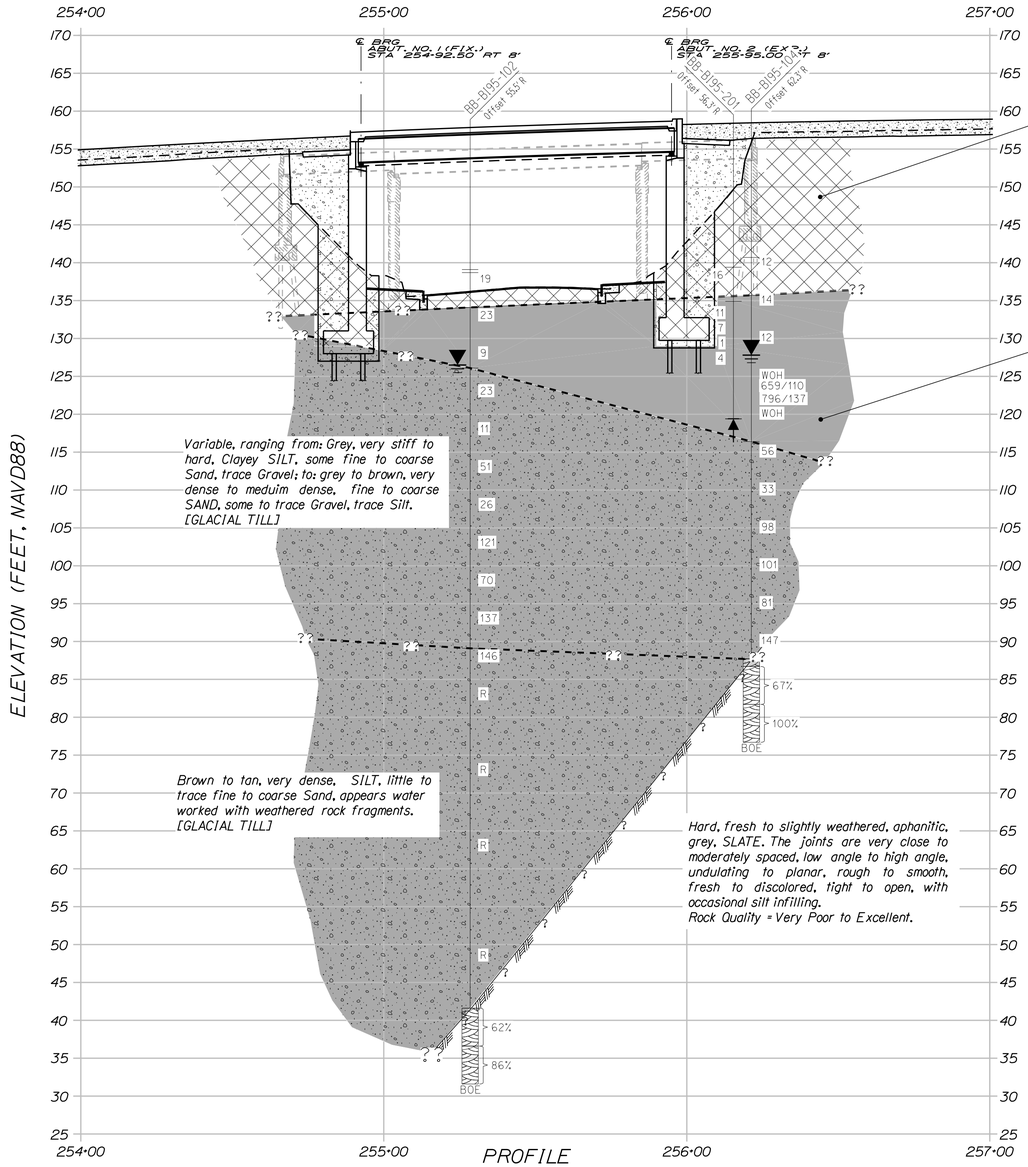
BORING LOCATION PLAN 2

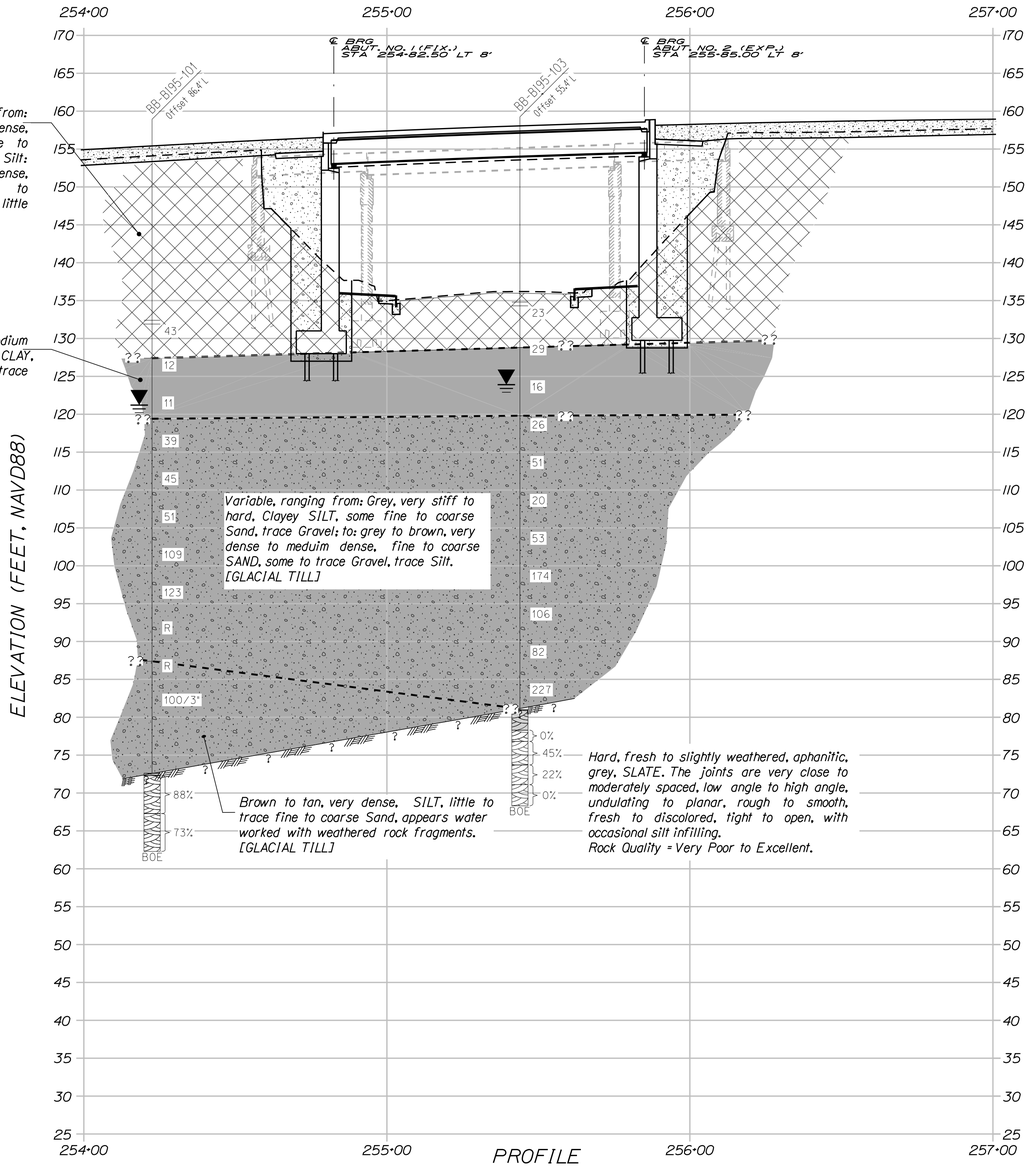
SHEET NUMBER

18

OF 201

Filename: ...\BLP\Broadway - BLP 2.dgn Division: HIGHWAY Username: common Date:4/14/2023





Division: Bridge
Filename: ...\ISP\Broadway_ISP.dgn

Date:4/14/2023
Username: BMC

Horiz. 25 0 25 50
Vert. 10 0 10 20
Scale of Feet

NOTES

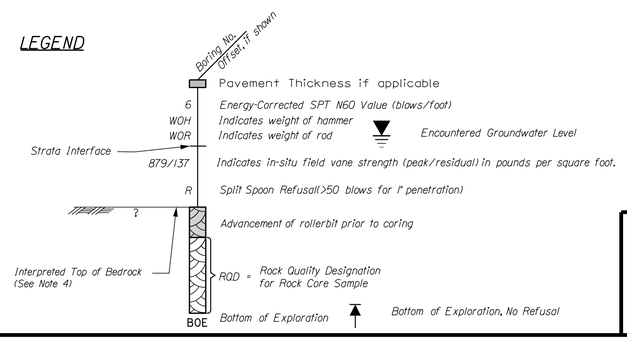
1) Base map developed from electronic files provided by McFarland Johnson Inc. on November 8, 2022 (Profile.dgn)

2) The as-drilled boring locations were surveyed by a MaineDOT survey crew and provided to GZA in an electronic file (Borings.dgn).

3) BB-B195-100 series bridge borings were performed by New England Boring Contractors and observed by GZA personnel between October 2 and 15, 2018.

4) 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 and rock transitions may vary and are probably more erratic. Boring data are shown for borings drilled off alignment, but interpreted strata are based on the borings drilled closest to the project baseline. For more specific information refer to the exploration logs.

LEGEND



PREPARED BY:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

022276.01

WIN 22276.01

Bridge No. 5789

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED	M. Johnescu	--
CHECKED-REVIEWED	C. Snow	--
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR, ME PENOBSCOT COUNTY

INTERPRETIVE SUBSURFACE PROFILE

SHEET NUMBER

19

OF 201

Filename: ...\Boring Logs - Broadway Bridge.dgn Division: HIGHWAY
Username:
common Date:4/14/2023

Maine Department of Transportation — BB-BI95-101

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Bridge over Broadway No. 5789
Location: Bangor, Maine
Boring No.: BB-BI95-101
WIN: 22276.01

Driller: New England Boring Contractors	Elevation (ft.): 132.5	Auger ID/OD: 4.25" OD SSA	
Operator: Mike Porter	Datum: NAVD88	Sampler: Standard Splitspoon	
Logged By: B. Woodman	Rig Type: Track B-53	Hammer Wt./Fall: 140#/30"	
Date Start/Finish: 10/02/18 - 10/02/18	Drilling Method: Drive & Wash	Core Barrel: NX	
Boring Location: Sta. 254+22.3, Offset 94.4 L	Casing ID/OD: 4"	Water Level *: 11.2	
Hammer Efficiency Factor: 0.931	Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

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

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Cohesive Strength or RQD (#)	N-uncorrected	N$_{60}$	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0											
	S1	24/14	0.5 - 2.5	3-10-18-13	28	43	SSA	132.0		0'-0.5': Topsoil.	
										Brown, dry, dense, fine to coarse SAND, some silt, some gravel, (Till).	G*7 A-2-4(0) (SM) WC=8.5
5	S2	24/24	5.0 - 7.0	3-4-4-6	8	12		127.5		-5.0'	
										Olive, dry, stiff, Silty CLAY, mottled throughout, (Marine Clay).	LL=36 PL=22 PI=14 WC=28.7
	S3	24/14	10.0 - 12.0	3-2-5-9	7	11		119.5		Olive, wet, stiff, Silty CLAY, little fine to medium sand, trace gravel, (Marine Clay).	
10										-13.0'	
										Increased roller bit resistance at 13.0', probable transition to Glacial Till.	
	S4	24/10	15.0 - 17.0	19-14-11-13	25	39		123.8		Brown, wet, dense, fine to coarse SAND, little gravel, little silt, (Glacial Till).	
15											
	S5	24/7	20.0 - 22.0	19-13-16-14	29	45				Brown, wet, dense, fine to coarse SAND, little gravel, trace silt, (Glacial Till).	
20											
	S6	24/24	25.0 - 27.0	16-17-16-25	33	51				Grey, wet, very dense, Silty fine to coarse SAND, little gravel, little silt, (Glacial Till).	G*8 A-4(0) (SM) WC=9.6
25											
	S7	24/16	30.0 - 32.0	28-33-37-60	70	109				Grey, wet, very dense, fine to coarse SAND, little gravel, little silt, (Glacial Till).	
30											
	S8	24/16	35.0 - 37.0	36-34-45-59	79	123	RC			Grey, wet, very dense, fine to coarse SAND, some fine to coarse gravel, some silt, (Glacial Till).	G*9 A-1-b (SM) WC=7.0
35							AHQ				
	S9	5/4	40.5 - 40.9	50/5"	R					Grey, wet, very dense, fine to coarse SAND, some gravel, little silt, (Glacial Till).	
40											
	S10	17/17	45.0 - 46.4	27-40-86/3"	R			87.5		-45.0'	
45										Brown, moist, very dense, SILT, appears water worked with weathered rock fragments, (Glacial Till).	G*10 A-4(0) (ML) WC=9.9
	S11	11/0	50.0 - 50.4	100/3"						Brown, moist, very dense, SILT, trace fine sand, appears water worked with weathered rock fragments, (Glacial Till).	
50											
55											
	R1	60/57	59.9 - 64.9	RQD = 88%			NX	72.7		-59.8'	
60										Increased roller bit resistance at 59.8', advanced to 59.9' and set up to core. R1: Hard, fresh, aphanitic, grey, SLATE. Joints are close to moderately spaced, high angle, planar to undulating, rough, fresh, tight to partially open. Rock Quality = Good Recovery = 95% Rock Core Times (min=sec): 59.9-60.9' (1:39), 60.9-61.9' (2:57), 61.9-62.9' (2:01), 62.9-63.9' (2:15), 63.9-64.9' (3:29)	
65	R2	60/58	64.9 - 69.9	RQD = 73%						R2: Hard, fresh, aphanitic, grey, SLATE with calcite veins and seams, joints are very close to close, high angle, planar to undulating, rough, fresh, tight to partially open. Rock Quality = Fair Recovery = 97% Rock Core Times (min=sec): 64.9-65.9' (2:29), 65.9-66.9' (2:34), 66.9-67.9' (2:41), 67.9-68.9' (1:51), 68.9-69.9' (1:57)	
70								62.6		-69.9'	
										Bottom of Exploration at 69.9 feet below ground surface.	

Remarks:
1. NEBC drill • D-20 automatic hammer energy transfer rate = 0.931.
2. Water levels measured approximately 20 minutes after completion of drilling after casing removal.
3. Coordinates: N173004.3, E481230.3

Stratification lines represent approximate boundaries between soil types: transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: BB-BI95-101

Maine Department of Transportation — BB-BI95-102

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Bridge over Broadway No. 5789
Location: Bangor, Maine
Boring No.: BB-BI95-102
WIN: 22276.01

Driller: New England Boring Contractors	Elevation (ft.): 138.8	Auger ID/OD: 4.25" OD SSA	
Operator: Mike Porter	Datum: NAVD88	Sampler: Standard Splitspoon	
Logged By: B. Woodman	Rig Type: Track B-53	Hammer Wt./Fall: 140#/30"	
Date Start/Finish: 10/07/18 - 10/11/18	Drilling Method: Drive & Wash	Core Barrel: NX	
Boring Location: Sta. 255+28, Offset 63.5 R	Casing ID/OD: 4"	Water Level *: 12.6'	
Hammer Efficiency Factor: 0.931	Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

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

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Cohesive Strength or RQD (#)	N-uncorrected	N$_{60}$	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0											
	S1	19/19	0.4 - 2.0	2-6-6-5	12	19	SSA	138.4		0'-0.4': Topsoil.	
										Brown, dry, medium dense, fine to coarse SAND, some gravel, little silt, (Till).	
5	S2	24/24	5.0 - 7.0	6-7-8-10	15	23		133.8		-5.0'	
										Olive, moist, very stiff, Silty CLAY, mottling throughout, (Marine Clay).	
	S3	24/24	10.0 - 12.0	2-3-3-6	6	9		125.8		Olive, wet, stiff, Silty CLAY, (Marine Clay).	LL=28 PL=19 PI=9 WC=23.2
10										-13.0'	
										Increased roller bit resistance from 13. 0'-15.0' bgs. Possible Cobbles.	
	S4	24/14	15.0 - 17.0	15-10-5-9	15	23		123.8		-15.0'	
15										Grey, moist, medium dense, Silty fine to coarse SAND, little gravel, (Glacial Till).	
	S5	24/15	20.0 - 22.0	4-4-3-5	7	11				Grey, moist, medium dense, fine to medium SAND, little silt, little gravel, (Glacial Till).	
20											
	S6	24/4	25.0 - 27.0	12-14-19-18	33	51				Grey, moist, very dense, fine to coarse SAND, some silt, little gravel, (Glacial Till).	
25											
	S7	24/11	30.0 - 32.0	9-9-8-8	17	26				Grey, moist, medium dense, fine to coarse SAND, some silt, little gravel, (Glacial Till).	
30											
	S8	19/11	35.0 - 36.6	13-19-59-50/1"	78	121	RC			Grey, moist, very dense, fine to coarse SAND, some silt, little gravel, (Glacial Till).	
35								102.3		-36.5'	
										Increased roller bit resistance from 36.5'-39.0', probable Cobble/Boulder.	
	S9	24/16	40.0 - 42.0	21-24-21-15	45	70		99.8		-39.0'	
40										Grey, moist, very dense, fine to coarse SAND, some silt, little gravel, (Glacial Till).	
45	S10	24/24	45.0 - 47.0	56-38-50-65	88	137				Grey, moist, hard, Clayey SILT, some fine to coarse sand, trace gravel, (Glacial Till).	
50	S11	24/24	50.0 - 52.0	23-52-42-39	94	146		88.8		-50.0'	
										Tan, wet, very dense, SILT, trace fine sand, appears water worked with weathered rock fragments, (Glacial Till) .	
55	S12	15/15	55.0 - 56.3	33-60-53/2"	R						
60											
65	S13	4/4	65.0 - 65.3	107/4"	R					Tan, wet, very dense, SILT, little fine sand, appears water worked with weathered rock fragments, (Glacial Till).	
70											

Remarks:
1. NEBC drill • D-20 automatic hammer energy transfer rate = 0.931.
2. Water levels measured approximately 20 minutes after completion of drilling after casing removal.
3. Coordinates: N173117.8, E481077.4

Stratification lines represent approximate boundaries between soil types: transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 2 — Boring No.: BB-BI95-102

Maine Department of Transportation — BB-BI95-102

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Bridge over Broadway No. 5789
Location: Bangor, Maine
Boring No.: BB-BI95-102
WIN: 22276.01

Driller: New England Boring Contractors	Elevation (ft.): 138.8	Auger ID/OD: 4.25" OD SSA	
Operator: Mike Porter	Datum: NAVD88	Sampler: Standard Splitspoon	
Logged By: B. Woodman	Rig Type: Track B-53	Hammer Wt./Fall: 140#/30"	
Date Start/Finish: 10/07/18 - 10/11/18	Drilling Method: Drive & Wash	Core Barrel: NX	
Boring Location: Sta. 255+28, Offset 63.5 R	Casing ID/OD: 4"	Water Level *: 12.6'	
Hammer Efficiency Factor: 0.931	Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

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

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Cohesive Strength or RQD (#)	N-uncorrected	N$_{60}$	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
75											
	S14	2/2	75.0 - 75.2	57/2"	R		39			Brown, moist, very dense, SILT, little fine to coarse sand, appears water worked with weathered rock fragments, (Glacial Till).	
80							55				
							64				
							308				
							RC				
85											
	S15	3/3	89.5 - 89.8	100/1"	R						
90											
	R1	60/54	97.5 - 102.5	RQD = 62%			NX	41.3		-97.5'	
95										R1: Hard, fresh, aphanitic, grey, SLATE with calcite veins and seams, joints are very close to close, low angle, undulating, rough, partially open, fresh. One high angle planar joint. Rock Quality = Fair Recovery = 90% Rock Core Times (min=sec): 97.5-98.5' (3:51), 98.5-99.5' (2:52), 99.5-100.5' (4:07), 100.5-101.5' (3:28), 101.5-102.5' (3:21)	
100											
	R2	58/58	102.5 - 107.3	RQD = 86%						R2: Hard, fresh, aphanitic, grey, SLATE with calcite veins and seams, joints are very close to moderately spaced, high angle, planar, rough to smooth, tight to partially open, fresh. Rock Quality = Good Recovery = 100% Rock Core Times (min=sec): 102.5-103.5' (3:22), 103.5-104.5' (2:36), 104.5-105.5' (2:48), 105.5-106.5' (2:40), 106.5-107.2' (2:08)	
105								31.6		-107.2'	
										Bottom of Exploration at 107.2 feet below ground surface.	
110											
115											
120											
125											

Remarks:
1. NEBC drill • D-20 automatic hammer energy transfer rate = 0.931.
2. Water levels measured approximately 20 minutes after completion of drilling after casing removal.
3. Coordinates: N173117.8, E481077.4

Stratification lines represent approximate boundaries between soil types: transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 2 of 2 — Boring No.: BB-BI95-102

Maine Department of Transportation — BB-BI95-103

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Bridge over Broadway No. 5789
Location: Bangor, Maine
Boring No.: BB-BI95-103
WIN: 22276.01

Driller: New England Boring Contractors	Elevation (ft.): 134.5	Auger ID/OD: 4.25" OD SSA	
Operator: Mike Porter	Datum: NAVD88	Sampler: Standard Splitspoon	
Logged By: B. Woodman	Rig Type: Track B-53	Hammer Wt./Fall: 140#/30"	
Date Start/Finish: 10/03/18 - 10/04/18	Drilling Method: Drive & Wash	Core Barrel: NX	
Boring Location: Sta. 255+43.8, Offset 63.4 L	Casing ID/OD: 4"	Water Level *: 10.9'	
Hammer Efficiency Factor: 0.931	Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

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

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Cohesive Strength or RQD (#)	N-uncorrected	N$_{60}$	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0											
	S1	18/20	0.5 - 2.0	4-5-10-13	15	23	SSA	134.0		0'-0.5': Topsoil.	
										Brown, dry, very stiff, SILT, some fine to coarse sand, little gravel, (Till).	G*11 A-4(0) (ML) WC=12.1
5	S2	24/24	5.0 - 7.0	4-10-9-7	19	29		128.5		Top 12": Brown/grey, dry, medium dense, Silty fine to medium SAND, trace gravel, (Till).	
										-6.0'	
										Bottom 12": Olive, wet, Silty CLAY, little fine sand. Brown and black mottling throughout, (Marine Clay).	
	S3	24/24	10.0 - 12.0	1-5-5-8	10	16				Olive, wet, very stiff, Silty CLAY, trace fine sand, (Marine Clay).	LL=26 PL=18 PI=8 WC=23.8
10											
	S4	24/9	15.0 - 17.0	11-8-9-11	17	26		119.5		-15.0'	
15										Grey, wet, medium dense, Clayey SILT, some fine to coarse sand, little gravel, (Glacial Till).	G*12 A-4(0) (ML) WC=57.6
	S5	24/9	20.0 - 22.0	13-16-17-15	33	51				Grey, wet, very dense, fine to coarse SAND, little silt, little gravel, (Glacial Till).	
20											
	S6	24/11	25.0 - 27.0	6-6-7-10	13	20				Grey, wet, medium dense, fine to coarse SAND, little silt, trace gravel, (Glacial Till).	
25											
	S7	24/14	30.0 - 32.0	10-17-17-24	34	53				Grey, wet, very dense, Silty fine to coarse SAND, some gravel, little silt, (Glacial Till).	
30											
	S8	24/20	35.0 - 37.0	36-54-58-73	112	174				Grey, wet, very dense, fine to coarse SAND, some gravel, little silt, (Glacial Till).	G*13 A-4(0) (SM) WC=8.6
35											
	S9	24/14	40.0 - 42.0	20-26-42-50	68	106				Grey, wet, very dense, fine to coarse SAND, little silt, trace gravel, (Glacial Till).	
40								92.0		-42.5'	
								91.0		Increased roller bit resistance from 42. 5'-43.5', probable Cobbles. -43.5'	
45	S10	24/15	45.0 - 47.0	25-33-20-34	53	82				Grey, wet, very dense, fine to coarse SAND, some gravel, little silt, (Glacial Till).	
50	S11	18/18	50.0 - 51.5	34-57-89-50/1"	146	227				Grey, wet, very dense, fine to coarse SAND, little silt, little gravel.	
55								80.7		-53.8'	
										Increased roller bit resistance at 53.8' bgs, apparent top of rock. Advanced roller bit to 56.5' and set up to core.	
	R1	18/12	56.5 - 58.0	RQD = 0%						R1: Hard, fresh to slightly weathered, aphanitic, grey, SLATE. Joints are very close, low angle, planar to undulating rough to smooth, fresh, open. Rock Quality = Very Poor Recovery = 67% Rock Core Times (min=sec): 56.5-57.5' (3:17), 57.5-58.0' (2:07)	
60	R2	37/37	58.0 - 61.1	RQD = 45%						R2: Hard, fresh to slightly weathered, aphanitic, grey, SLATE. Joints are very close to close, low angle, undulating to planar, rough, discolored to fresh, open. Rock Quality = Very Poor Recovery = 100% Rock Core Times (min=sec): 58.0-58.5' (1:92), 58.5-59.5' (2:22), 59.5-60.5' (2:12), 60.5-61.1' (1:55)	
	R3	31/22	61.1 - 63.7	RQD = 22%						R3: Hard, fresh to slightly weathered, aphanitic, grey, SLATE. Joints are very close to close, low angle, undulating to planar, rough, discolored to fresh, open. Rock Quality = Very Poor Recovery = 69% Rock Core Times (min=sec): 61.1-62.1' (2:47), 62.1-63.1' (2:58), 63.1-63.7' (1:48)	
65	R4	33/30	63.7 - 66.5	RQD = 0%				68.0		R4: Hard, fresh to slightly weathered, aphanitic, grey, SLATE. Joints are very close to close, low angle, undulating to planar, rough, discolored to fresh, open, with silt infilling. One high angle joint. Rock Quality = Very Poor Recovery = 91% Rock Core Times (min=sec): 63.7-64.7' (0:46), 64.1-65.1' (2:37), 65.1-66.1' (2:08), 66.1-66.5' (0:50)	
70										-66.5'	
										Bottom of Exploration at 66.5 feet below ground surface.	

Remarks:
1. NEBC drill • D-20 automatic hammer energy transfer rate = 0.931.
2. Water levels measured approximately 20 minutes after completion of drilling after casing removal.
3. Coordinates: N173127.1, E481204.8

Stratification lines represent approximate boundaries between soil types: transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: BB-BI95-103

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

022276.01

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

	A.L.ATHE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	M. Johnescu	B. Cordoli	--
CHECKED-REVIEWED	C. Snow	A. Blaisdell	--
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR, ME PENOBSCOT COUNTY

BORING LOGS 1

PREPARED BY:

SHEET NUMBER
20
OF 201

Filename: ...\Boring Logs - Broadway Bridge.dgn Division: HIGHWAY
Username:

common Date:4/14/2023

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: I-95 Bridge over Broadway No. 5789
Location: Bangor, Maine

Boring No.: BB-B195-201
WIN: 22276.01

Driller:	New England Boring Company	Elevation (ft.):	139.2	Auger ID/OD:	2.0/4.0"
Operator:	T. Schaefer	Datum:	NAVD88	Sampler:	Standard Splitspoon
Logged By:	E. Tome	Rig Type:	ATV-Mounted Mobile Drill B-53	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	7/7/22-7/7/22	Drilling Method:	Drive & Wash	Core Barrel:	--
Boring Location:	Sta. 256-15.4, Offset 56.3 R	Casing ID/OD:	--	Water Level *:	Not Measured
Hammer Efficiency Factor:	0.86	Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
WO = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
ROP = Weight of the Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(rl)\ res}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
No. = Hammer Efficiency Factor-60/Hammer Efficiency Factor-60 (N-uncorrected)
T$_v$ = Pocket-Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consistency Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / (6 in.) Shear Strength or RQD (if applicable)	N-uncorrected	N$_{60}$	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0										0"-0.2": Brown, dry, Silty fine to medium SAND, with organics, (Topsoil).	G=5.2996 A-1-b, SM WC=3.7
										0.2'-0.9': Brown, dry, medium dense, fine to coarse SAND, some gravel, little silt, (Fill).	
5	2D	24/20	5.0 - 7.0	4-4-4-4	8	11				Clay observed on auger flights at 4.5' bgs. Blue/grey, moist, medium stiff, Silty CLAY, (Marine Clay).	A-6, CL LL=29 PI=14 WC=20.8
	3D	24/24	7.0 - 9.0	1-3-2-2	5	7				Blue/grey, moist, medium stiff, Silty CLAY, (Marine Clay). Advanced 4" casing to 9.0'.	
	4D	24/24	9.0 - 11.0	WOH-WOH-1-3	1	1				Blue/grey, wet, very soft, Silty CLAY, (Marine Clay).	
10											
	5D	24/23	11.0 - 13.0	1-1-2-2	3	4				Olive/grey, wet, soft, Silty CLAY, (Marine Clay).	A-6, CL LL=37 PI=18 WC=29.3
	U1	24/20	13.0 - 15.0	PUSH						Olive, wet, Silty CLAY, (Marine Clay). Gravel piece on top of sample. Advanced 4" casing to 18.0'.	
15											
	U2	24/19	18.0 - 20.0	PUSH						Olive, wet, Silty CLAY.	
20								119.2		Bottom of Exploration at 20.0 feet below ground surface.	20.0

Remarks:
1. NEBC Drill *D-1 automatic hammer energy transfer rate = 0.86.
2. Coordinates: N173204.2, E481088.6

Stratification lines represent approximate boundaries between soil types: transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: BB-B195-201

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: I-95 Bridge over Broadway No. 5789
Location: Bangor, Maine

Boring No.: BB-B195-104
WIN: 22276.01

Driller:	New England Boring Contractors	Elevation (ft.):	140.1	Auger ID/OD:	4.25" OD SSA
Operator:	Mike Porter	Datum:	NAVD88	Sampler:	Standard Splitspoon
Logged By:	B. Woodman	Rig Type:	Track B-53	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	10/11/18 - 10/15/18	Drilling Method:	Drive & Wash	Core Barrel:	NX
Boring Location:	Sta. 256+21.4, Offset 62.3 R	Casing ID/OD:	4"	Water Level *:	12.9'
Hammer Efficiency Factor:	0.931	Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
WO = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
ROP = Weight of the Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(rl)\ res}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
No. = Hammer Efficiency Factor-60/Hammer Efficiency Factor-60 (N-uncorrected)
T$_v$ = Pocket-Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consistency Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / (6 in.) Shear Strength or RQD (if applicable)	N-uncorrected	N$_{60}$	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	24/15	0.0 - 2.0	1-3-5-7	8	12	SSA			Grey, dry, medium dense, GRAVEL, some fine to coarse sand, trace silt, (Fill).	G=14 A-1-a (GP-GM) WC=4.1
5	2D	24/24	5.0 - 7.0	2-4-5-4	9	14		135.1		-5.0- Olive, moist, stiff, Silty CLAY, mottling throughout, (Marine Clay).	LL=30 PL=20 PI=10 WC=20.7
											35
											32
											31
											32
10											
	3D	24/24	10.0 - 12.0	2-4-4-7	8	12				Olive, wet, stiff, Silty CLAY, trace fine sand, (Marine Clay).	8
											12
											15
											24
15											27
	4D	24/24	15.0 - 17.0	WOH-WOH-WOH-WOH							
	V1	6/6	17.6 - 18.1	S_u=659/110 psf							24
	V2	6/6	18.6 - 19.1	S_u=796/137 psf							25
											26
	MU1 50	6/0 24/24	20.0 - 20.5 20.5 - 22.0	WOH-WOH-WOH-3						Olive, wet, medium stiff, Silty CLAY, (Marine Clay).	LL=31 PL=19 PI=12 WC=28.3
20											30
											28
											26
											34
25								115.8		-24.3- Increased roller bit resistance, probable transition. No recovery.	70
	6D	24/0	25.0 - 27.0	20-18-18-18	36	56					116
											76
											88
											95
30											97
	7D	24/12	30.0 - 32.0	12-11-10-14	21	33				Grey, moist, very dense, fine to coarse SAND, some silt, some gravel, (Glacial Till).	G=15 A-4(0) (ML) WC=12.1
											75
											73
											67
35											
	8D	24/10	35.0 - 37.0	12-32-31-19	63	98					72
											117
											139
											163
40											155
	9D	24/12	40.5 - 42.5	14-21-44-35	65	101	R/C			Grey, moist, very dense, fine to coarse SAND, little silt, little gravel, (Glacial Till).	214
45											
	10D	24/18	45.0 - 47.0	30-21-31-29	52	81				Grey, moist, hard, Clayey SILT, some fine to coarse sand, some gravel, (Glacial Till) .	G=16 A-4(2) (ML) WC=9.2
50											
	11D	24/22	50.0 - 52.0	20-43-52-62/4"	95	147				Grey-brown, moist, very dense, fine to coarse SAND, little silt, little gravel, (Glacial Till).	
								87.1		-53.0- Increased roller bit resistance at 53.0' bgs, probable top of rock. Advanced roller bit to 54.0' and set up to core. R1: Hard, fresh, aphanitic, grey, SLATE with calcite stringers and veins. Joints are very close to close, low angle, rough to smooth, undulating, fresh, partially open. One high angle joint. Rock Quality = Fair Recovery = 87% Rock Core Times (min/sec): 54.0-55.0' (3:08), 55.0-56.0' (2:28), 56.0-57.0' (2:30), 57.0-58.0' (2:10), 58.0-59.0' (2:10)	
55	R1	60/52	54.0 - 59.0	RQD = 67%							
60											
	R2	58/55	59.0 - 63.8	RQD = 100%						R2: Hard, fresh, aphanitic, grey, SLATE with calcite stringers and veins. Joints are close to moderately spaced, moderate to high angle, planar, rough to smooth, fresh, tight to partially open. Rock Quality = Excellent Recovery = 95% Rock Core Times (min/sec): 58.3-59.0' (0:10), 59.0-60.0' (2:33), 60.0-61.0' (3:30), 61.0-62.0' (3:17), 62.0-63.0' (2:59), 63.0-63.8' (2:14)	
65											
70								76.3		Bottom of Exploration at 63.8 feet below ground surface.	63.8

Remarks:
1. NEBC drill *D-20 automatic hammer energy transfer rate = 0.931.
2. Water levels measured approximately 20 minutes after completion of drilling after casing removal.
3. Coordinates: N173210.5, E481082.8

Stratification lines represent approximate boundaries between soil types: transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: BB-B195-104

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: I-95 Bridge over Broadway No. 5789
Location: Bangor, Maine

Boring No.: HB-B195-201
WIN: 22276.01

Driller:	New England Boring Company	Elevation (ft.):	132.2	Auger ID/OD:	4.25" OD SSA
Operator:	T. Schaefer	Datum:	NAVD88	Sampler:	Standard Splitspoon
Logged By:	E. Tome/E. Tombaugh	Rig Type:	ATV-Mounted Mobile Drill B-53	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	7/8/22-7/11/22	Drilling Method:	Drive & Wash	Core Barrel:	--
Boring Location:	Sta. 250+85.5, Offset 79.6 L	Casing ID/OD:	4.0/4.5"	Water Level *:	11.8'
Hammer Efficiency Factor:	0.86	Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
WO = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
ROP = Weight of the Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(rl)\ res}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
No. = Hammer Efficiency Factor-60/Hammer Efficiency Factor-60 (N-uncorrected)
T$_v$ = Pocket-Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consistency Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / (6 in.) Shear Strength or RQD (if applicable)	N-uncorrected	N$_{60}$	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	24/16	0.0 - 2.0	WOH-4-12-8	16	23	SSA	132.0		Top 2": Brown, dry, SILT, with roots, (Topsoil). -0.2- Bottom 14": Brown, dry, medium dense, fine to coarse SAND and Silt, some gravel, (Fill).	G=5.2990 A-4(0), SM
	2D	24/12	2.0 - 4.0	4-7-14-12	21	30				Top 6": Grey/blue, moist, very stiff, Sandy SILT (Fill). Bottom 6": Brown, moist, gravely fine to coarse SAND, little silt, (Fill).	
	3D	24/23	4.0 - 6.0	7-14-16-18	30	43				Top 4": Brown, moist, gravely fine to coarse SAND, little silt, (Fill). Made 17": Grey/brown, SILT & CLAY, little gravel, (Fill).	G=5.2920 A-4(8), ML
	4D	9/9	6.0 - 6.8	11-50/3"	R		R/C			Bottom 2": Brown/grey, moist, GRAVEL, some fine to coarse Sand, little Silt, (Fill). Olive, moist, SAND, some fine to coarse sand, little gravel, (Fill). Advanced 4" casing to 7.0' bgs and raised ahead to 8.0'; fill in wash return. Olive, wet, very stiff, SILT & CLAY, little fine to medium sand, (Fill). Advanced 4" casing to 10.0'; increase in roller cone resistance during advancement from 12.5'-13.0'. Drill rig action indicates probable cobble from 12.5'-13.0'.	
5	5D	21/15	8.0 - 9.8	19-14-11-7	25	36					
10								119.2		-13.0-	
	6D	24/17	15.0 - 17.0	3-4-10-27	14	20				Top 13": Olive, wet, Silty CLAY, (Marine Clay).	
								116.1		-16.1- Bottom 4": Olive-brown, wet, SILT, little fine to coarse sand, trace gravel, (Glacial Till).	
15	7D	21/13	20.0 - 21.8	22-17-17-50/4"	34	49				Olive, wet, hard, fine to coarse SAND, some silt & clay, some gravel, (Glacial Till).	G=5.2922 A-2-4(0), SM
	R1	60/60	23.0 - 28.0	RQD = 72%			MR	110.4		Roller cone resistance at 22.2': possible bedrock. Advanced roller cone to 23.0' refusal, and set up to core. Splitspoon refusal at 21.8', probable top of rock. R1: Hard, fresh, aphanitic, grey, SLATE, with white veins. Primary joints are moderately spaced to wide, high angle, planar, smooth, fresh, tight to partially open. Secondary joints are close to moderately spaced, low angle to moderately dipping, planar, smooth, fresh to decomposed, tight to open. Recovery = 100% Rock Quality = Fair Rock Core Times (min/sec): 23.0-24.0' (2:42), 24.0-25.0' (2:48), 25.0-26.0' (2:29), 26.0-27.0' (2:47), 27.0-28.0' (2:55)	
20											
								104.2		-28.0- Bottom of Exploration at 28.0 feet below ground surface.	
25											
30											
35											
40											
45											

Remarks:
1. NEBC Drill *D-1 automatic hammer energy transfer rate = 0.86.
2. Coordinates: N173667.4, E481199.2

Stratification lines represent approximate boundaries between soil types: transitions may be gradual.
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Page 1 of 1
Boring No.: HB-B195-201

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: I-95 Bridge over Broadway No. 5789
Location: Bangor, Maine

Boring No.: HB-B195-202
WIN: 22276.01

Driller:	New England Boring Company	Elevation (ft.):	138.5	Auger ID/OD:	4.25" OD SSA
Operator:	T. Schaefer	Datum:	NAVD88	Sampler:	Standard Splitspoon
Logged By:	E. Tome	Rig Type:	ATV-Mounted Mobile Drill B-53	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	7/6/22-7/6/22	Drilling Method:	Drive & Wash	Core Barrel:	NX
Boring Location:	Sta. 250+98.0, Offset 85.4 R	Casing ID/OD:	4/4.5"	Water Level *:	Not Measured
Hammer Efficiency Factor:	0.86	Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
WO = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
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WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
ROP = Weight of the Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(rl)\ res}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
No. = Hammer Efficiency Factor-60/Hammer Efficiency Factor-60 (N-uncorrected)
T$_v$ = Pocket-Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consistency Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / (6 in.) Shear Strength or RQD (if applicable)	N-uncorrected	N$_{60}$	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	24/9	0.0 - 2.0	1-5-8-12	13	19	PUSH	138.3		Top 2": Brown, moist, Silty fine to coarse SAND, with organics, (Topsoil). -0.2- Bottom 7": Light brown, dry, medium dense, gravelly fine to coarse SAND, some silt, (Fill). Light brown, dry, medium dense, sandy GRAVEL, little silt, glacial till in spoon tip, (Fill).	G=5.2923 A-1-a, GM WC=2.3
	2D	24/14	2.0 - 4.0	10-10-9-12	19	27					
	3D	24/14	4.0 - 6.0	14-8-10-10	19	27	6	134.5		-4.0- Olive-brown/grey, dry, very stiff, Silty CLAY, (Marine Clay).	G=5.2920 A-4(8), ML
	4D	24/24	6.0 - 8.0	7-8-7-8	15	22				Olive-brown/grey, moist, very stiff, Silty CLAY, (Marine Clay).	
5	5D	24/24	8.0 - 10.0	3-4-3-4	7	10				Olive-brown, moist, stiff, Silty CLAY, trace fine sand, (Marine Clay). Advanced 4" casing to 10.0' bgs. Advanced roller cone to 15.0' bgs. Increased resistance of roller cone at 14.9'.	A-6, CL LL=38 PI=18 WC=24.4
											G=5.2925 A-4(0), ML
10											
	6D	V1	15.0 - 15.1	50/1"	R			123.4		Olive-brown, wet, Silty CLAY, with fractured rock in tip of spoon, (Marine Clay). Splitspoon refusal at 15.1', advanced roller bit to 16.0' and set up to core.	
	R1	56/56	16.0 - 20.7	RQD = 7%						R1: Hard, fresh to slightly weathered, aphanitic, grey, SLATE, with quartz from 16.2'-16.4' and 18.8'-19.9'. Primary joints are extremely close to close, moderately dipping, smooth, planar, fresh, tight to partially open. Secondary joints are vertical. Recovery = 100% Rock Quality = Very Poor Rock Core Times (min/sec): 16.0-17.0' (2:53), 17.0-18.0' (2:30), 18.0-19.0' (2:32), 19.0-20.0' (3:06), 20.0-20.7' (1:33)	
15								117.8		-20.7- Bottom of Exploration at 20.7 feet below ground surface.	
20											
25											
30											
35											
40											
45											

Remarks:
1. NEBC Drill *D-1 automatic hammer energy transfer rate = 0.86.
2. Coordinates: N173688.8, E481035.2

Stratification lines represent approximate boundaries between soil types: transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: HB-B195-202

	A.LATHE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	M. Johnescu	B. Cordoli	--
CHECKED-REVIEWED	C. Snow	A. Blaisdell	--
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

022276.01

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR, ME PENOBSCOT COUNTY

BORING LOGS 2

PREPARED BY:
GZA

SHEET NUMBER
21
OF 201

Filename: ...\Boring Logs - Broadway Bridge.dgn Division: HIGHWAY Username:

common Date:4/14/2023

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: I-95 Bridge over Broadway No. 5789
Location: Bangor, Maine

Boring No.: HB-B195-203
WIN: 22276.01

Driller:	New England Boring Company	Elevation (ft.):	125.7	Auger ID/OD:	2.25/6.25" HSA
Operator:	T. Schaefer	Datum:	NAVD88	Sampler:	Standard Splitspoon
Logged By:	E. Tome	Rig Type:	ATV-Mounted Mobile Drill B-53	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	7/8/22-7/8/22	Drilling Method:	HSA	Core Barrel:	--
Boring Location:	Sta. 252+78.1, Offset 109.7 L	Casing ID/OD:	--	Water Level *:	2.0'

Hammer Efficiency Factor: 0.86 Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

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

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Pen. Shear Strength or RQD (if Rock)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0								125.5		Top 2": Dark brown, wet, SILT, with organics, (Topsoil).	
								125.3		Bottom 7": Grey/blue, wet, SILT & CLAY (Marine Clay).	CL LL=23 PI=8 WC=18.1
								122.7		Top 6": Grey/blue, wet, Silty CLAY, (Marine Clay).	
								122.5		Bottom 6": Olive/grey, wet, sandy GRAVEL, little silt, wood in spoon tip, (Glacial Till).	
								122.3		Top 2": Olive/grey, wet, sandy GRAVEL, little silt, (Glacial Till).	G*S-2927 A-2-4(0), SM WC=9.6
								122.1		Bottom 11": Olive/tan, wet, dense, fine to coarse SAND, some silt & clay, some gravel, (Glacial Till)	
										Olive/tan, wet, GRAVEL, some fine to coarse sand, some silt. Spoon likely pushed rock, (Glacial Till).	
										Olive/tan, wet, medium dense, Silty fine to coarse SAND, some gravel, (Glacial Till).	
										Olive, wet, very dense, Silty fine to coarse SAND, some gravel, (Glacial Till).	
										Olive, wet, dense, fine to coarse SAND, some gravel, some silt, (Glacial Till).	G*S-2928 A-2-4(0), SM
										Olive, wet, hard, SILT, little fine to coarse sand, trace gravel, (Glacial Till).	
										Olive, wet, dense, fine to coarse SAND, some gravel, some silt, (Glacial Till). Fractured slate from 26.6'- 26.8'. Auger refusal at 29.0'.	G*S-2929 A-2-4(0), SM
								96.7		Bottom of Exploration at 29.0 feet below ground surface.	

10	24/9	0.0' - 2.0'	WOH-WOH-2-2	2	3	HSA					
20	24/12	2.0' - 4.0'	1-8-14-4	21	30						
30	24/13	4.0' - 6.0'	6-9-13-13	22	32						
40	24/1	6.0' - 8.0'	11-22-19-20	41	59						
50	24/8	8.0' - 10.0'	5-6-7-6	13	19						
60	24/10	10.0' - 12.0'	11-10-26-14	36	52						
70	24/14	15.0' - 17.0'	4-9-17-11	26	37						
80	24/10	20.0' - 22.0'	19-19-17-24	36	52						
90	24/14	25.0' - 27.0'	6-9-19-59	28	40						

Remarks:
1. NEBC Drill #D-1 automatic hammer energy transfer rate = 0.86.
2. Coordinates: N1730859.6, E481238.9

Stratification lines represent approximate boundaries between soil types: transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: HB-B195-203

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: I-95 Bridge over Broadway No. 5789
Location: Bangor, Maine

Boring No.: HB-B195-204
WIN: 22276.01

Driller:	New England Boring Company	Elevation (ft.):	138.6	Auger ID/OD:	--
Operator:	T. Schaefer	Datum:	NAVD88	Sampler:	Standard Splitspoon
Logged By:	E. Tome	Rig Type:	ATV-Mounted Mobile Drill B-53	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	7/6/22-7/6/22	Drilling Method:	Drive & Wash	Core Barrel:	--
Boring Location:	Sta. 253+72.0, Offset 108.3 R	Casing ID/OD:	4/4.5"	Water Level *:	4.0'

Hammer Efficiency Factor: 0.86 Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

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

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Pen. Shear Strength or RQD (if Rock)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0								138.1		Top 6": Brown, moist, SILT, with roots, (Topsoil).	
								137.6		Bottom 10": Olive-brown/grey, moist, Silty CLAY, (Marine Clay).	
										Olive-brown/grey/rust, moist, stiff, Silty CLAY, with rust staining, (Marine Clay).	A-6, CL LL=33 PI=16 WC=23.8
										Olive-brown/grey/rust, wet, stiff, Silty CLAY, with rust staining, (Marine Clay).	
										Olive-brown/rust, wet, stiff, Silty CLAY, (Marine Clay).	A-6, CL LL=34 PI=16 WC=24.3
										Olive-brown/rust, wet, stiff, Silty CLAY, (Marine Clay). Advanced 4" casing to 10.0' bgs.	
										Top 27": Grey, wet, Silty CLAY, (Marine Clay).	CL LL=27 PI=12 WC=24.2
								121.8		Bottom 3": Grey, wet, Silty fine to coarse SAND, little gravel, (Glacial Till). Increase in drill chatter and roller cone advancement at 17.8' bgs.	
										Grey, wet, stiff, Sandy SILT, trace gravel, (Glacial Till).	G*S-2933 A-4(2), ML
										Grey, wet, medium dense, Silty fine to coarse SAND, little gravel, 2 rounded rocks in bottom 1', (Glacial Till).	
										Grey, wet, dense, silty fine SAND, trace gravel, (Glacial Till).	
								107.6		Bottom of Exploration at 31.0 feet below ground surface.	

10	24/16	0.0' - 2.0'	WOH-WOH-2-4	2	3	PUSH					
20	24/22	2.0' - 4.0'	1-3-3-4	6	9						
30	24/24	4.0' - 6.0'	2-3-4-5	7	10						
40	24/24	6.0' - 8.0'	2-2-4-5	6	9						
50	24/24	8.0' - 10.0'	2-3-3-4	6	9						
60	24/24	15.0' - 17.0'	1-WOH-1-5	2	3						
70	24/10	20.0' - 22.0'	11-8-8-7	16	23						
80	24/10	25.0' - 27.0'	6-7-8-10	15	22						
90	24/6	29.0' - 31.0'	6-8-13-14	21	30						

Remarks:
1. NEBC Drill #D-1 automatic hammer energy transfer rate = 0.86.
2. Coordinates: N1730963.4, E481025.5

Stratification lines represent approximate boundaries between soil types: transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: HB-B195-204

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: I-95 Bridge over Broadway No. 5789
Location: Bangor, Maine

Boring No.: HB-B195-205
WIN: 22276.01

Driller:	New England Boring Company	Elevation (ft.):	130.5	Auger ID/OD:	2.25/6.25" HSA
Operator:	T. Schaefer	Datum:	NAVD88	Sampler:	Standard Splitspoon
Logged By:	E. Tomboujh	Rig Type:	ATV-Mounted Mobile Drill B-53	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	7/12/22-7/12/22	Drilling Method:	HSA	Core Barrel:	--
Boring Location:	Sta. 256+18.3, Offset 107.6 L	Casing ID/OD:	--	Water Level *:	9.8'

Hammer Efficiency Factor: 0.86 Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

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

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Pen. Shear Strength or RQD (if Rock)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0								130.4		Top 1": Brown, dry, SILT, with roots, (Topsoil).	
								130.3		Bottom 20": Brown, moist, soft, Clayey SILT, trace gravel, (Marine Clay). Iron staining.	
										Olive, moist, Silty CLAY, (Marine Clay). Iron staining.	A-6, CL LL=35 PI=17 WC=28.3
										Olive, moist, Silty CLAY, (Marine Clay).	
										Olive, moist, Silty CLAY, (Marine Clay).	
										Grey, wet, Silty CLAY, (Marine Clay).	
										Grey, wet, Silty CLAY, (Marine Clay).	A-6, CL LL=30 PI=13 WC=26.2
								110.5		Grey, wet, medium dense, silty fine to coarse SAND, little gravel, (Glacial Till).	
										Grey, wet, hard, SILT, some fine to coarse sand, some gravel, (Glacial Till).	G*S-2936 A-4(3), ML
										Grey, wet, dense, silty fine to coarse SAND, some gravel, (Glacial Till).	
								98.5		Bottom of Exploration at 32.0 feet below ground surface.	

10	24/21	0.0' - 2.0'	4-2-2-1	4	6	SSA					
20	24/24	2.0' - 4.0'	WOH-1-1-2	2	3						
30	24/24	4.0' - 6.0'	WOH-WOH-1-2	1	1						
40	24/24	6.0' - 8.0'	WOH-WOH-WOH-WOH	--							
50	24/24	8.0' - 10.0'	WOH-WOH-WOH-WOH	--		HSA					
60	24/24	15.0' - 17.0'	WOH-WOH-WOH-WOH	--							
70	24/12	20.0' - 22.0'	WOH-5-7-8	12	17						
80	24/15	25.0' - 27.0'	6-9-11-12	20	29						
90	24/16	30.0' - 32.0'	9-12-15-17	27	39						

Remarks:
1. NEBC Drill #D-1 automatic hammer energy transfer rate = 0.86.
2. Coordinates: N1731199.6, E481252.3

Stratification lines represent approximate boundaries between soil types: transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: HB-B195-205

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

022276.01

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	M. Johnescu	B. Cordoli	--
CHECKED-REVIEWED	C. Snow	A. Blaisdell	--
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR, ME PENOBSCOT COUNTY

BORING LOGS 3

PREPARED BY:
GZA

SHEET NUMBER
22
OF 201

Filename: ...\Boring Logs - Broadway Bridge.dgn Division: HIGHWAY
Username:
common Date:4/14/2023

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: I-95 Bridge over Broadway No. 5789
Location: Bangor, Maine

Boring No.: HB-B195-206
WIN: 22276.01

Driller:	New England Boring Company	Elevation (ft.):	138.0	Auger ID/OD:	2.25/6.25" HSA
Operator:	T. Schaefer	Datum:	NAVD88	Sampler:	Standard Splitspoon
Logged By:	E. Tombough	Rig Type:	ATV-Mounted Mobile Drill B-53	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	7/12/22-7/12/22	Drilling Method:	HSA	Core Barrel:	--
Boring Location:	Sta. 257+94.3, Offset 90.9 L	Casing ID/OD:	--	Water Level *†:	See Remark 2.

Hammer Efficiency Factor: 0.86 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample
WO = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of WOb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of the Person
T_p = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$T_{v(1.95)}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
Hammer Efficiency Factor=60/Hx, uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Shear Strength or RQD (if Rock)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
										Sample Information	
0	10	24/16	0.0 - 2.0	8-7-9-6	16	23	SSA	137.6		Top 5": Dark brown, dry, SILT, with roots, (Topsoil).	
								137.4		Bottom 11": Brown, dry, medium dense, SILT & CLAY, some fine to coarse sand, little gravel, (Fill).	G*S-2937 A-4(3), ML
	20	24/19	2.0 - 4.0	1-2-2-3	4	6		135.4		Top 7": Brown, moist, loose, fine to coarse Silty SAND, trace gravel, (Fill).	WC=17.3
								135.2		Bottom 12": Olive, moist, Silty CLAY, (Marine Clay).	
5	30	24/24	4.0 - 6.0	1-2-9-5	11	16				Grey, moist, very stiff, Silty CLAY, (Marine Clay).	WC=17.3
	40	24/24	6.0 - 8.0	4-4-5-5	9	13				Olive, moist, stiff, Silty CLAY, (Marine Clay). Fine sand seams at 6.8', 7.4', 7.7'.	
	50	24/24	8.0 - 10.0	2-2-3-3	5	7				Olive, moist, medium stiff, Silty CLAY, (Marine Clay).	
10							HSA				
	60	24/24	15.0 - 17.0	WOH-WOH-WOH-WOH	--					Grey, wet, Silty CLAY, (Marine Clay).	CL LL=24 PI=10 WC=28
								119.0		Increase in auger resistance during advancement at 19.0' bgs indicates probable strata change. Grey, wet, medium dense, fine to coarse Silty SAND, trace gravel, (Glacial Till).	
20	70	24/6	20.0 - 22.0	4-5-3-6	8	11					
	80	24/18	25.0 - 27.0	4-7-10-10	17	24				Grey, wet, medium dense, SILT, some fine to coarse sand, trace gravel, (Glacial Till).	G*S-2940 A-4(3), ML
25											
	90	24/24	30.0 - 32.0	7-8-10-10	18	26				Grey, wet, medium dense, fine to coarse SAND, little gravel, (Glacial Till).	
								106.0		Bottom of Exploration at 32.0 feet below ground surface.	
30								32.0			
35											
40											
45											
50											

Remarks:
1. NEBC Drill #D-1 automatic hammer energy transfer rate = 0.86.
2. Cave-in at 8.0': no water above 8.0'.
3. Coordinates: N1731376.1, E481243.8

Stratification lines represent approximate boundaries between soil types: transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: HB-B195-206

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: I-95 Bridge over Broadway No. 5789
Location: Bangor, Maine

Boring No.: HB-B195-207
WIN: 22276.01

Driller:	New England Boring Company	Elevation (ft.):	143.5	Auger ID/OD:	2.25/6.25" HSA
Operator:	T. Schaefer	Datum:	NAVD88	Sampler:	Standard Splitspoon
Logged By:	E. Tombough	Rig Type:	ATV-Mounted Mobile Drill B-53	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	7/12/22-7/12/22	Drilling Method:	HSA	Core Barrel:	--
Boring Location:	Sta. 259+53.6, Offset 78.7 R	Casing ID/OD:	--	Water Level *†:	7.8'

Hammer Efficiency Factor: 0.86 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample
WO = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of WOb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of the Person
T_p = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$T_{v(1.95)}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
Hammer Efficiency Factor=60/Hx, uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Shear Strength or RQD (if Rock)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
										Sample Information	
0	10	24/19	0.0 - 2.0	2-3-9-12	12	17	SSA	143.3		Top 2": Brown, dry, SILT, with roots, (Topsoil).	
								143.1		Bottom 17": Brown, dry, medium dense, fine to coarse SAND, some silt, trace gravel, (Fill).	
	20	24/20	2.0 - 4.0	5-15-6-4	21	30				Top 4": Brown, dry, fine to coarse Silty SAND, (Fill). Bottom 16": Grey, dry, Silty GRAVEL, some fine to coarse sand, (Fill).	G*S-2941 A-4(0), GM WC=7.9
								139.5			
5	30	24/24	4.0 - 6.0	1-3-3-4	6	9				Top 7": Olive, moist, SILT, (Marine Clay). Bottom 14": Olive, moist, stiff, Silty CLAY, (Marine Clay).	
	40	24/24	6.0 - 8.0	3-4-5-4	9	13				Olive, moist, stiff, Silty CLAY, (Marine Clay).	WC=23.1
	50	24/24	8.0 - 10.0	2-4-4-4	8	11				Olive, moist, medium stiff, Silty CLAY, (Marine Clay).	
10							HSA				
								131.0			
	60	24/4	15.0 - 17.0	16-15-12-10	27	39				Olive, moist, dense, Silty fine to coarse SAND, trace gravel, (Glacial Till). Sand coming up into hole at 17.0'.	
20	70	13/8	20.0 - 21.1	10-14-25/1"	R					Grey, wet, very dense, fine to coarse SAND, little silt, little gravel, (Glacial Till). Weathered rock in tip of spoon.	
								122.4		Bottom of Exploration at 21.1 feet below ground surface.	
25								21.1			
30											
35											
40											
45											
50											

Remarks:
1. NEBC Drill #D-1 automatic hammer energy transfer rate = 0.86.
2. Coordinates: N1731535.6, E481239.0

Stratification lines represent approximate boundaries between soil types: transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: HB-B195-207

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: I-95 Bridge over Broadway No. 5789
Location: Bangor, Maine

Boring No.: HB-B195-208
WIN: 22276.01

Driller:	New England Boring Company	Elevation (ft.):	150.1	Auger ID/OD:	2.25/6.25" HSA
Operator:	T. Schaefer	Datum:	NAVD88	Sampler:	Standard Splitspoon
Logged By:	E. Tombough	Rig Type:	ATV-Mounted Mobile Drill B-53	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	7/12/22-7/12/22	Drilling Method:	HSA	Core Barrel:	--
Boring Location:	Sta. 261+53.7, Offset 64.7 L	Casing ID/OD:	--	Water Level *†:	See Remark 2.

Hammer Efficiency Factor: 0.86 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample
WO = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of WOb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of the Person
T_p = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$T_{v(1.95)}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
Hammer Efficiency Factor=60/Hx, uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Shear Strength or RQD (if Rock)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
										Sample Information	
0	10	24/15	0.0 - 2.0	2-4-5-7	9	13	SSA	149.9		Top 2": Brown, dry, SILT, with roots (Topsoil).	
								149.7		Bottom 13": Brown, dry, medium dense, Silty fine to coarse SAND, some gravel, (Fill).	G*S-2943 A-4(0), SM WC=9.3
	20	24/10	2.0 - 4.0	5-4-2-7	6	9				Brown, moist, loose, fine to medium SAND, little silt, trace gravel, (Fill).	
	30	24/6	4.0 - 6.0	1-5-11-11	16	23				Brown, moist, hard, SILT, some fine to coarse sand, little gravel, (Fill).	G*S-2944 A-4(5), ML
5	40	24/17	6.0 - 8.0	5-8-18-10	26	37	HSA				
	50	24/9	8.0 - 10.0	10-14-9-7	23	33				Brown, moist, dense, fine to coarse SAND, some silt, little gravel, (Fill).	
								142.1			
10								8.0		Grey, moist, hard, Silty CLAY, (Marine Clay).	
	60	24/24	15.0 - 17.0	2-2-2-2	4	6				Olive, wet, medium stiff, Silty CLAY, (Marine Clay).	A-6, CL LL=30 PI=14 WC=24.6
20	70	24/21	20.0 - 22.0	WOH-WOH-2-4	2	3				Grey, wet, soft, Silty CLAY, some fine to coarse sand, 1" piece of gravel in spoon tip, (Marine Clay).	
								128.1			
	80	24/0	25.0 - 27.0	8-13-16-17	29	42				No recovery.	
25											
	90	24/7	30.0 - 32.0	48-47-45-39	92	132				Grey, wet, very dense, silty SAND, some gravel, gravel piece in tip of spoon, (Glacial Till). Increased auger resistance at 34.0'.	
30											
35	100	24/2	35.0 - 37.0	16-26-38-26	64	92					
								113.1		Grey, wet, very dense, Silty fine to coarse SAND, little gravel, (Glacial Till).	
								37.0		Bottom of Exploration at 37.0 feet below ground surface.	
40											
45											
50											

Remarks:
1. NEBC Drill #D-1 automatic hammer energy transfer rate = 0.86.
2. Cave-in at 8.5': no water above 8.5'.
3. Coordinates: N1731727.7, E481239.0

Stratification lines represent approximate boundaries between soil types: transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: HB-B195-208

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

022276.01

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE	
DESIGN-DETAILED	M. Johnescu	B. Cordoli
CHECKED-REVIEWED	C. Snow	A. Blaisdell
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

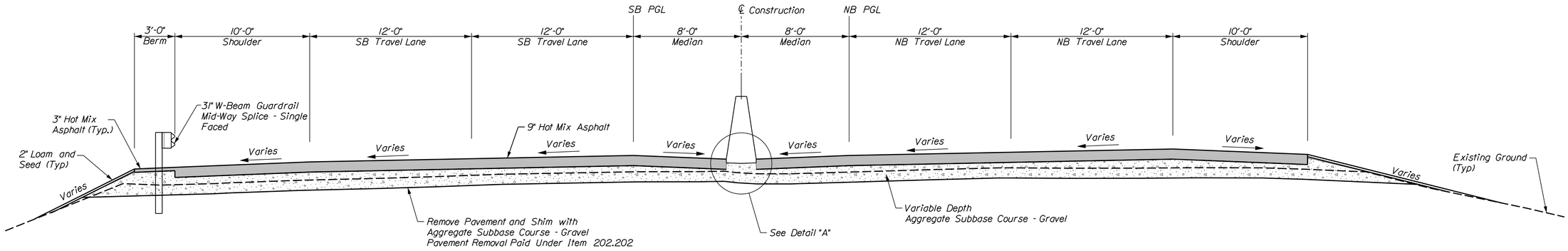
DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR, ME PENOBSCOT COUNTY

BORING LOGS 4

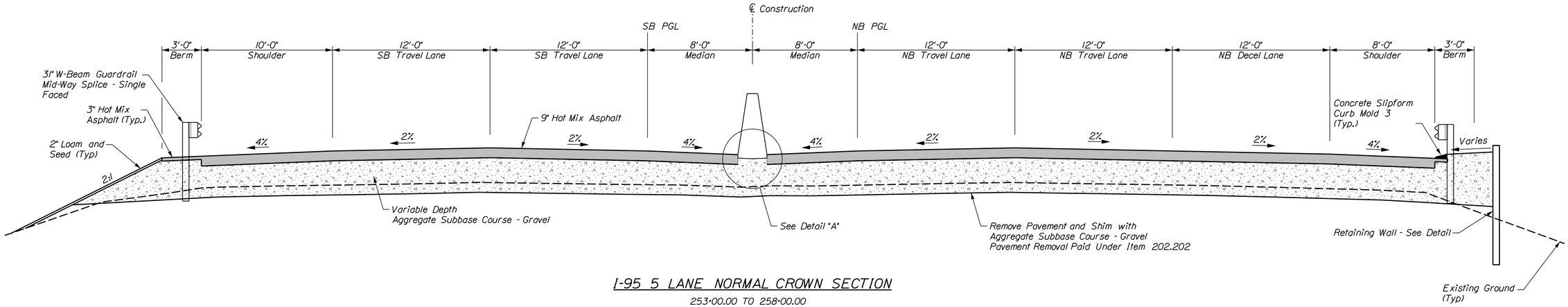
PREPARED BY:
GZA

SHEET NUMBER
23
OF 201



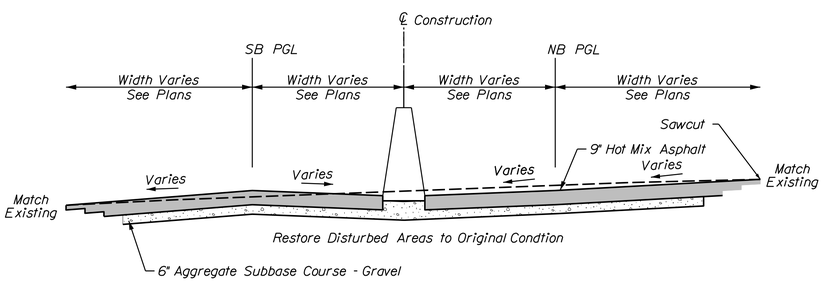
I-95 4 LANE SUPERELEVATED SECTION

251+25.00 TO 253+00.00
258+00.00 TO 259+75.00



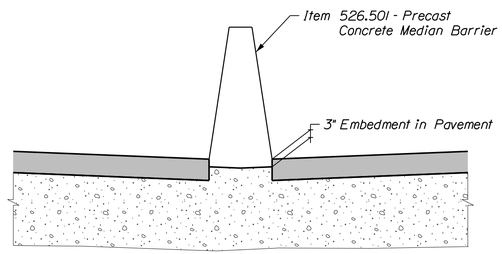
I-95 5 LANE NORMAL CROWN SECTION

253+00.00 TO 258+00.00



I-95 TYPICAL: RETURN TO EXISTING

246+50.00 To 251+00.00
259+95.00 To 269+00.00



DETAIL "A"

Not to Scale

Notes:

1. 2" of Leveling Sand to be used on top of gravel to set barrier. Payment is incidental to Item 526.501 - Precast Concrete Median Barrier
2. Vertical faces of the base and surface pavement shall be coated with hot rubberized asphalt (incidental to Payment Items).

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	A. LATHE	
DESIGN-DETAILED	S. WHITE	4-23
CHECKED-REVIEWED	B. COLBURN	4-23
DESIGN2-DETAILED2	S. LISTER	4-23
DESIGN3-DETAILED3	N. EDMAN	4-23
REVISIONS 1	S. LINDSLEY	4-23
REVISIONS 2	T. MCAULIFFE	4-23
REVISIONS 3	S. MERKWAN	4-23
REVISIONS 4	J. FITZ	4-23
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

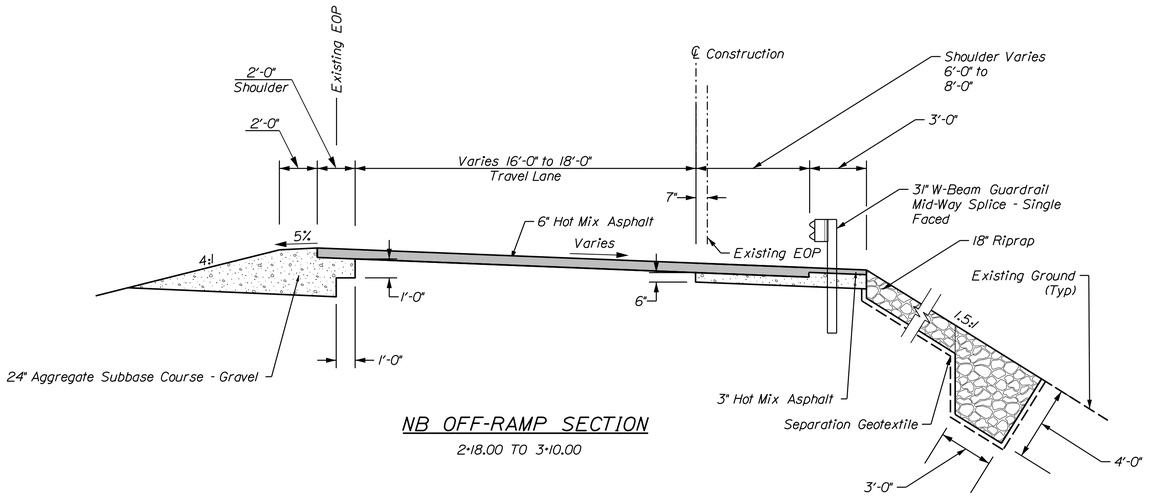
TYPICAL SECTIONS

SHEET NUMBER

24

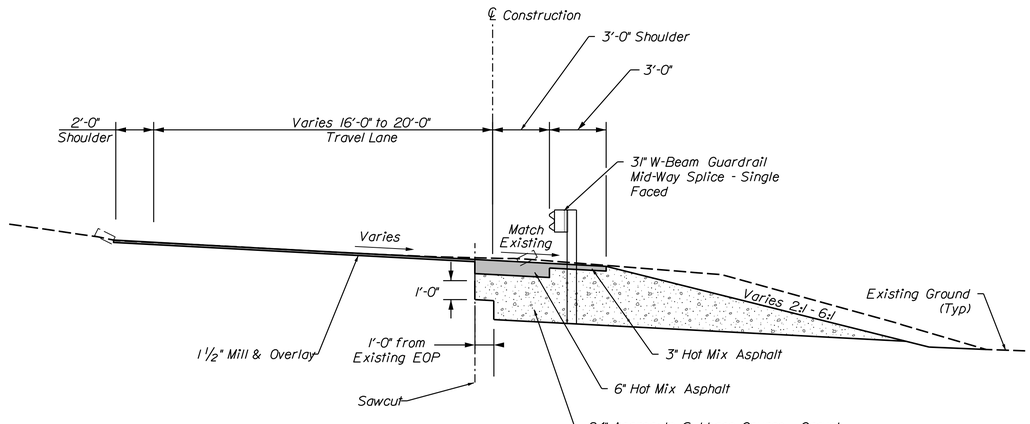
OF 201

Filename: ...\043_Typical Section.dgn Division: Username: slister Date:4/17/2023



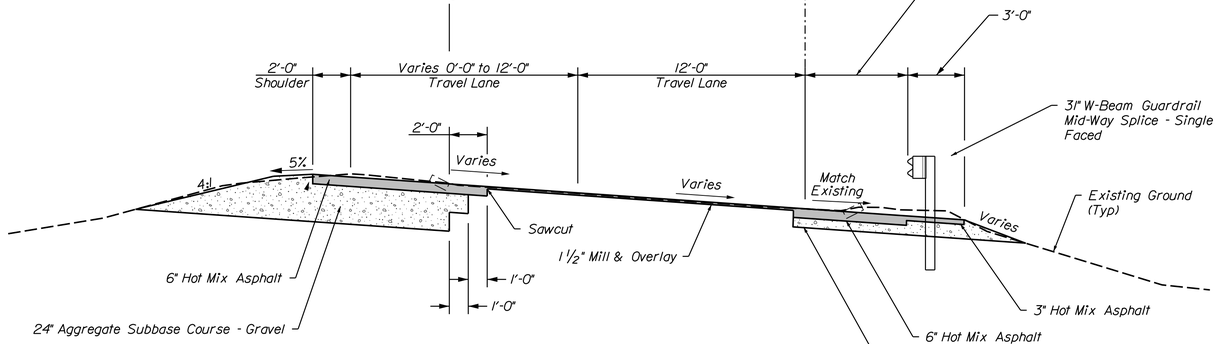
NB OFF-RAMP SECTION

2+18.00 TO 3+10.00



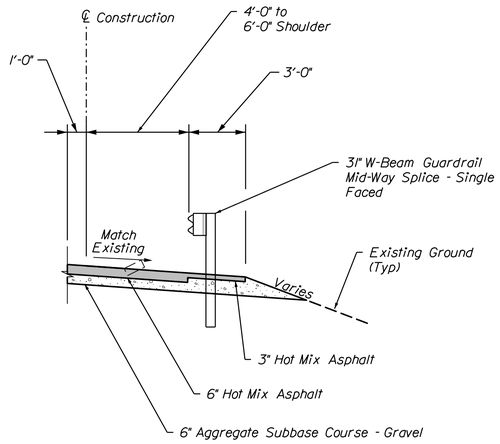
SB OFF-RAMP SECTION

47+00.00 TO 57+42.00



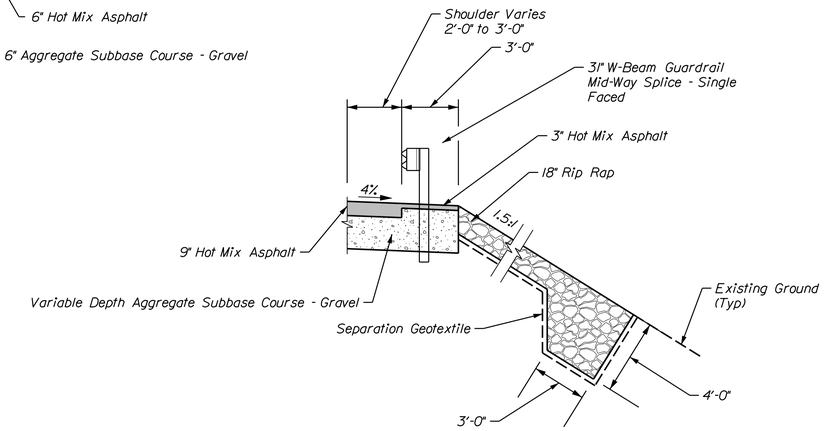
NB OFF-RAMP SECTION

3+10.00 TO 5+75.00



NB OFF-RAMP SECTION

5+75.00 to 7+20.00



NB OFF-RAMP SECTION

256+76.00 to 258+94.23

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED3	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

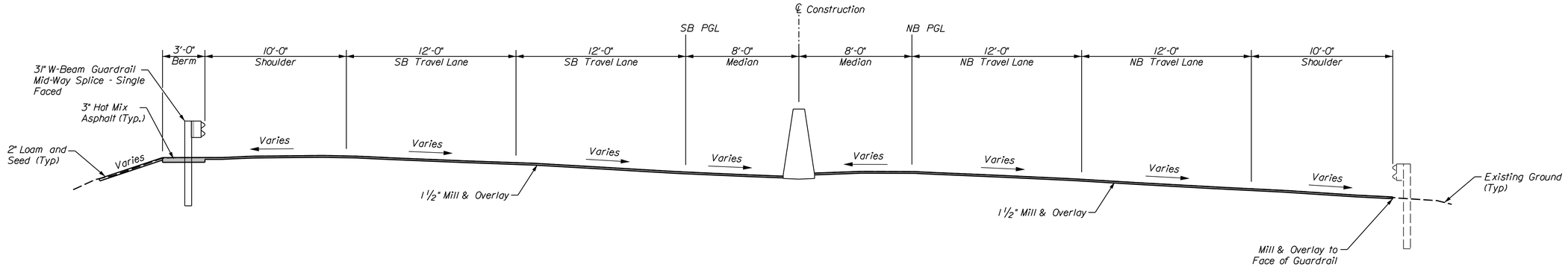
TYPICAL SECTIONS

SHEET NUMBER

25

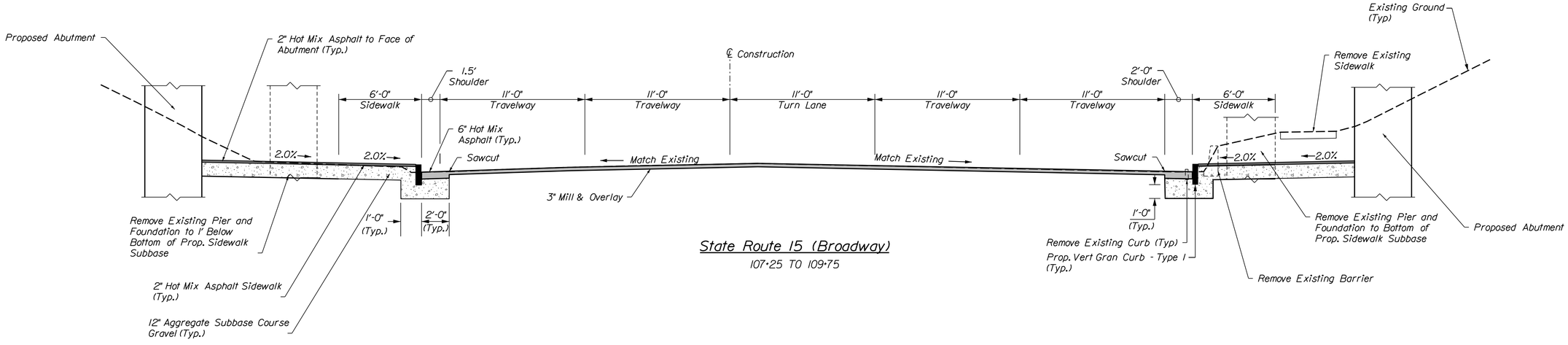
OF 201

Filename: ...\044_Typical Section.dgn Division: Username: slister Date:4/17/2023



I-95 MILL & OVERLAY SECTION

241•50.00 To 249•50.00
261•25.00 To 272•52.00



State Route 15 (Broadway)

107•25 TO 109•75

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	BY	DATE
CHECKED-REVIEWED	B. COLBURN	S. LINDSLEY	4-23
DESIGN2-DETAILED2	S. LISTER	T. MCAULIFFE	4-23
DESIGN3-DETAILED3	N. EDMAN	S. MERKWAN	4-23
REVISIONS 1		J. FITZ	4-23
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

TYPICAL SECTIONS

SHEET NUMBER

26

OF 201

Username: slister Date:4/17/2023
Division:
Filename: ...\045_TypicalSection.dgn

FOR INFORMATIONAL PURPOSES ONLY. MATCH EXISTING

I-95 Northbound
Superelevation Chart

Left Shoulder	Left Travelway	Station	Right Travelway	Right Shoulder
Match Existing		234+00.00	Match Existing	
-4.0%	-2.0%		-2.0%	-4.0%
Normal Crown				
-4.0%	-2.0%	239+00.00	-2.0%	-4.0%
	-1.4%	239+25.00		
	-0.8%	239+50.00		
	0.0%	239+83.33		
	0.4%	240+00.00		
	1.0%	240+25.00		
	1.6%	240+50.00		
	2.0%	240+66.67		
	2.2%	240+75.00	-2.2%	
	2.8%	241+00.00	-2.8%	
	3.4%	241+25.00	-3.4%	
	4.0%	241+50.00	-4.0%	
-3.4%	4.6%	241+75.00	-4.6%	-4.6%
-2.8%	5.2%	242+00.00	-5.2%	-5.2%
-2.2%	5.8%	242+25.00	-5.8%	-5.8%
-1.6%	6.4%	242+50.00	-6.4%	-6.4%
-1.0%	7.0%	242+75.00	-7.0%	-7.0%
Full Superelevation				
-1.0%	7.0%	249+25.00	-7.0%	-7.0%
-1.6%	6.4%	249+50.00	-6.4%	-6.4%
-2.2%	5.8%	249+75.00	-5.8%	-5.8%
-2.8%	5.2%	250+00.00	-5.2%	-5.2%
-3.4%	4.6%	250+25.00	-4.6%	-4.6%
	4.0%	250+50.00	-4.0%	
	3.4%	250+75.00	-3.4%	
	2.8%	251+00.00	-2.8%	
	2.2%	251+25.00	-2.2%	
-4.0%	2.0%	251+33.33	-2.0%	-4.0%
	1.6%	251+50.00		
	1.0%	251+75.00		
	0.4%	252+00.00		
	0.0%	252+16.67		
	-0.2%	252+25.00		
	-0.8%	252+50.00		
	-1.4%	252+75.00		
	-2.0%	253+00.00		
Normal Crown				

FOR INFORMATIONAL PURPOSES ONLY. MATCH EXISTING

I-95 Northbound
Superelevation Chart (cont.)

Left Shoulder	Left Travelway	Station	Right Travelway	Right Shoulder
Normal Crown				
-4.0%	-2.0%	258+00.00	-2.0%	-4.0%
		258+25.00	-1.3%	
		258+50.00	-0.6%	
		258+72.22	0.0%	
		258+75.00	0.1%	
		259+00.00	0.8%	
		259+25.00	1.5%	
		259+44.44	2.0%	
	-2.2%	259+50.00	2.2%	
	-2.8%	259+75.00	2.8%	
	-3.5%	260+00.00	3.5%	
	-4.2%	260+25.00	4.2%	
	-4.0%	260+16.67	4.0%	
-4.9%	-4.9%	260+50.00	4.9%	-3.1%
-5.6%	-5.6%	260+75.00	5.6%	-2.4%
-6.3%	-6.3%	261+00.00	6.3%	-1.7%
-7.0%	-7.0%	261+25.00	7.0%	-1.0%
Full Superelevation				
-7.0%	-7.0%	266+50.00	7.0%	-1.0%
-6.4%	-6.4%	266+75.00	6.4%	-1.6%
-5.8%	-5.8%	267+00.00	5.8%	-2.2%
-5.2%	-5.2%	267+25.00	5.2%	-2.8%
-4.6%	-4.6%	267+50.00	4.6%	-3.4%
-4.0%	-4.0%	267+75.00	4.0%	-4.0%
	-3.4%	268+00.00	3.4%	
	-2.8%	268+25.00	2.8%	
	-2.2%	268+50.00	2.2%	
	-2.0%	268+58.33	2.0%	
		268+75.00	1.6%	
		269+00.00	1.0%	
		269+25.00	0.4%	
		269+41.67	0.0%	
		269+50.00	-0.2%	
		269+75.00	-0.8%	
		270+00.00	-1.4%	
		270+25.00	-2.0%	
Normal Crown				
-4.0%	-2.0%	277+00.00	-2.0%	-4.0%
Match Existing			Match Existing	

I-95 Shoulder Cross slopes Before & After Bridge
Cross Slope Chart

SB Outside Shoulder	SB Median Shoulder	Station	NB Median Shoulder	NB Outside Shoulder
-4.0%		253+50.00		
-3.0%		253+75.00		
-2.0%	-4.0%	254+00.00	-4.0%	
	-3.0%	254+25.00	-3.0%	-4.0%
	-2.0%	254+50.00	-2.0%	-3.0%
		254+75.00		-2.0%
-2.0%	-2.0%	256+25.00	-2.0%	-2.0%
-3.0%	-3.0%	256+50.00	-3.0%	
-4.0%	-4.0%	256+75.00	-4.0%	
		257+00.00		-3.0%
		257+25.00		-4.0%

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

PIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	BY	DATE
CHECKED-REVIEWED	B. COLBURN	S. LINDSLEY	4-23
DESIGN2-DETAILED2	S. LISTER	T. MCAULIFFE	4-23
DESIGN3-DETAILED3	N. EDMAN	S. MERKWAN	4-23
REVISIONS 1		J. FITZ	4-23
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

SUPERELEVATION TABLES

SHEET NUMBER
27
OF 201

Filename: ...\047_Superelevations.dgn Division: Username: slister Date:4/17/2023

FOR INFORMATIONAL PURPOSES ONLY. MATCH EXISTING

I-95 Southbound				
Superelevation Chart				
Left Shoulder	Left Travelway	Station	Right Travelway	Right Shoulder
Match Existing		234+00.00	Match Existing	
-4.0%	2.0%		-2.0%	-4.0%
Normal Crown				
-4.0%	2.0%	239+00.00	-2.0%	-4.0%
	1.4%	239+25.00		
	0.8%	239+50.00		
	0.0%	239+83.33		
	-0.4%	240+00.00		
	-1.0%	240+25.00		
	-1.6%	240+50.00		
	-2.0%	240+66.67		
	-2.2%	240+75.00	-2.2%	
	-2.8%	241+00.00	-2.8%	
	-3.4%	241+25.00	-3.4%	
	-4.0%	241+50.00	-4.0%	
-3.4%	-4.6%	241+75.00	-4.6%	-4.6%
-2.8%	-5.2%	242+00.00	-5.2%	-5.2%
-2.2%	-5.8%	242+25.00	-5.8%	-5.8%
-1.6%	-6.4%	242+50.00	-6.4%	-6.4%
-1.0%	-7.0%	242+75.00	-7.0%	-7.0%
Full Superelevation				
-1.0%	-7.0%	249+25.00	-7.0%	-7.0%
-1.6%	-6.4%	249+50.00	-6.4%	-6.4%
-2.2%	-5.8%	249+75.00	-5.8%	-5.8%
-2.8%	-5.2%	250+00.00	-5.2%	-5.2%
-3.4%	-4.6%	250+25.00	-4.6%	-4.6%
-4.0%	-4.0%	250+50.00	-4.0%	-4.0%
	-3.4%	250+75.00	-3.4%	
	-2.8%	251+00.00	-2.8%	
	-2.2%	251+25.00	-2.2%	
	-2.0%	251+33.33	-2.0%	
	-1.6%	251+50.00		
	-1.0%	251+75.00		
	-0.4%	252+00.00		
	0.0%	252+16.67		
	0.2%	252+25.00		
	0.8%	252+50.00		
	1.4%	252+75.00		
	2.0%	253+00.00		
Normal Crown				

FOR INFORMATIONAL PURPOSES ONLY. MATCH EXISTING

I-95 Southbound				
Superelevation Chart (cont.)				
Left Shoulder	Left Travelway	Station	Right Travelway	Right Shoulder
Normal Crown				
-4.0%	2.0%	258+00.00	-2.0%	-4.0%
		258+25.00	-1.3%	
		258+50.00	-0.6%	
		258+72.22	0.0%	
		258+75.00	0.1%	
		259+00.00	0.8%	
		259+25.00	1.5%	
	0.0%	259+44.44	2.0%	
	2.2%	259+50.00	2.2%	
	2.8%	259+75.00	2.8%	
	3.5%	260+00.00	3.5%	
	4.2%	260+25.00	4.2%	
	4.0%	260+16.67	4.0%	
-4.9%	4.9%	260+50.00	4.9%	-3.1%
-5.6%	5.6%	260+75.00	5.6%	-2.4%
-6.3%	6.3%	261+00.00	6.3%	-1.7%
-7.0%	7.0%	261+25.00	7.0%	-1.0%
Full Superelevation				
-7.0%	7.0%	266+50.00	7.0%	-1.0%
-6.4%	6.4%	266+75.00	6.4%	-1.6%
-5.8%	5.8%	267+00.00	5.8%	-2.2%
-5.2%	5.2%	267+25.00	5.2%	-2.8%
-4.6%	4.6%	267+50.00	4.6%	-3.4%
-4.0%	4.0%	267+75.00	4.0%	-4.0%
	3.4%	268+00.00	3.4%	
	2.8%	268+25.00	2.8%	
	2.2%	268+50.00	2.2%	
	2.0%	268+58.33	2.0%	
		268+75.00	1.6%	
		269+00.00	1.0%	
		269+25.00	0.4%	
		269+41.67	0.0%	
		269+50.00	-0.2%	
		269+75.00	-0.8%	
		270+00.00	-1.4%	
		270+25.00	-2.0%	
Normal Crown				
-4.0%	-2.0%	277+00.00	-2.0%	-4.0%
Match Existing			Match Existing	

I-95 Northbound Off Ramp Exit 185		
Superelevation Chart		
Station	Travelway	Shoulder
0+00.00	2.00%	-4.00%
0+15.00	2.00%	
0+25.00	-2.57%	
0+50.00	4.00%	
0+58.80	4.40%	-4.40%
Full Superelevation		
6+47.23	4.40%	-4.40%

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

PIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

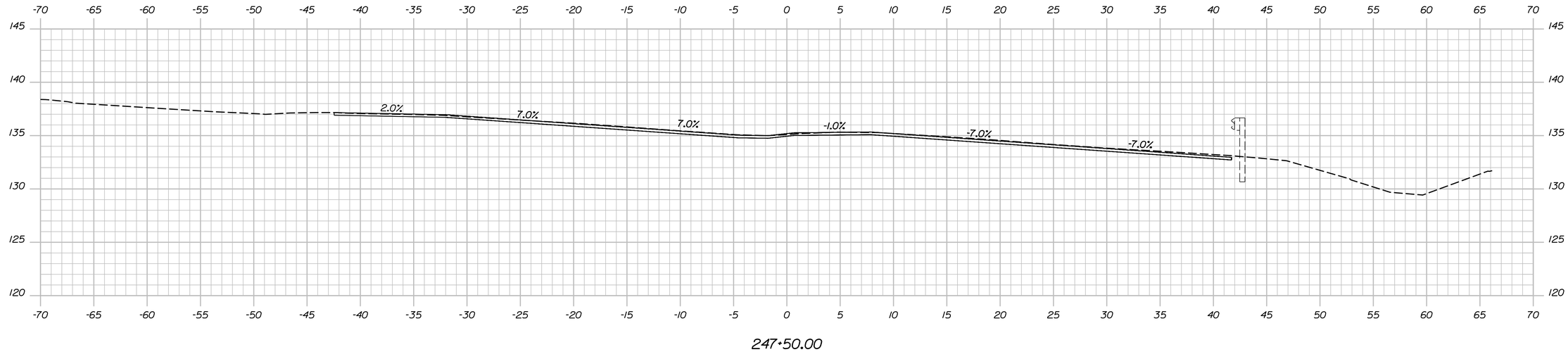
SUPERELEVATION TABLES

SHEET NUMBER

28

OF 201

Filename: ...\048_Superelevations2.dgn Division: Username: slister Date:4/17/2023



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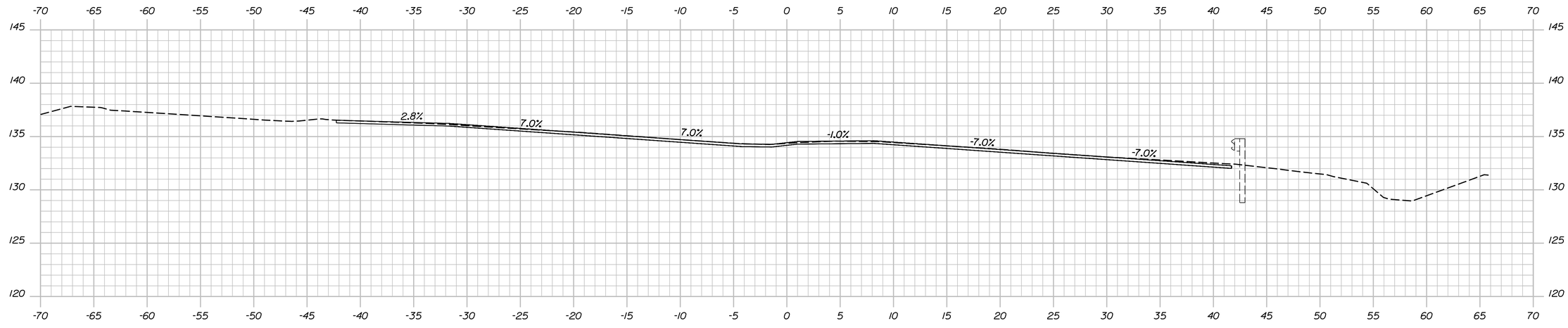

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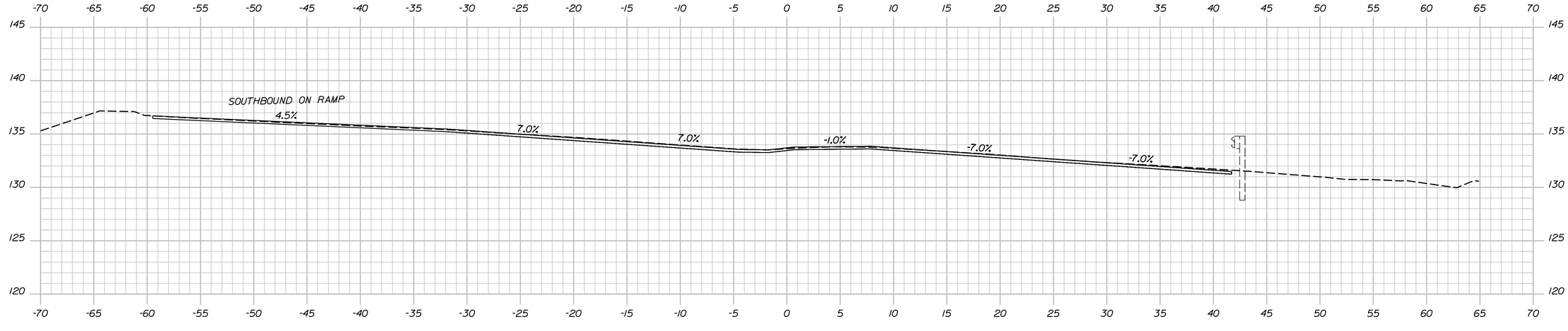

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
I-95 FINAL

SHEET NUMBER

29

OF 201

Sta. 247+00.00 to Sta. 247+50.00

Username: slister Date:4/17/2023

Division:

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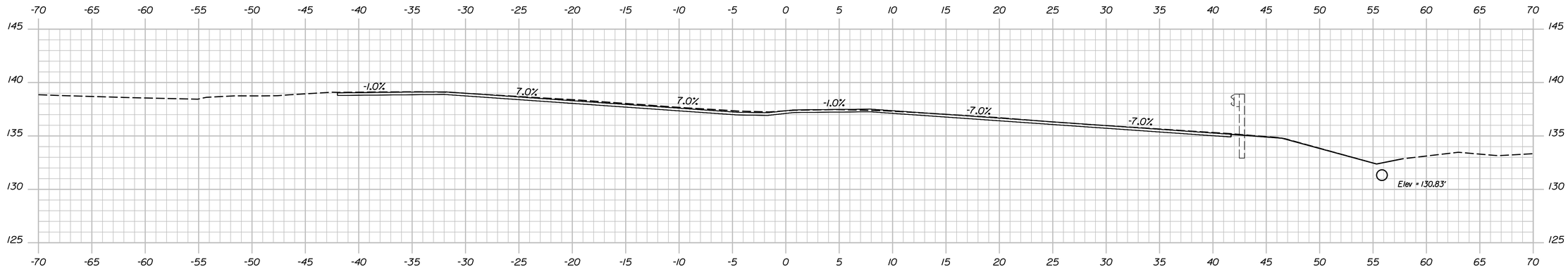

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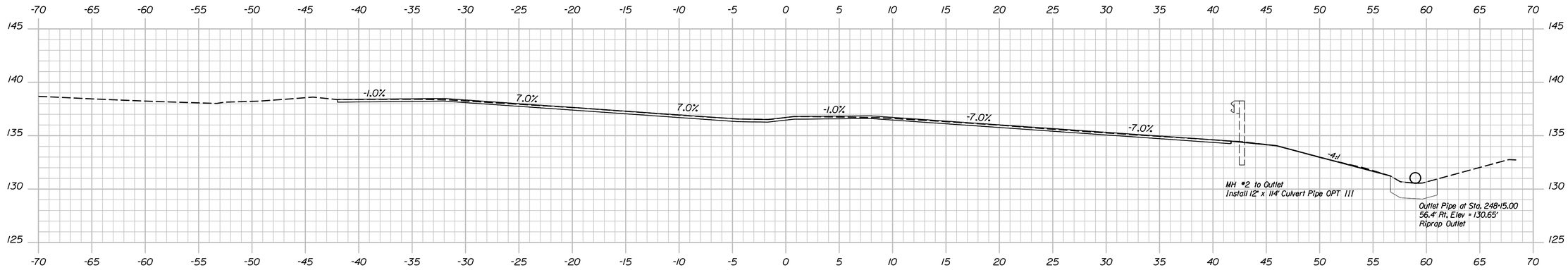

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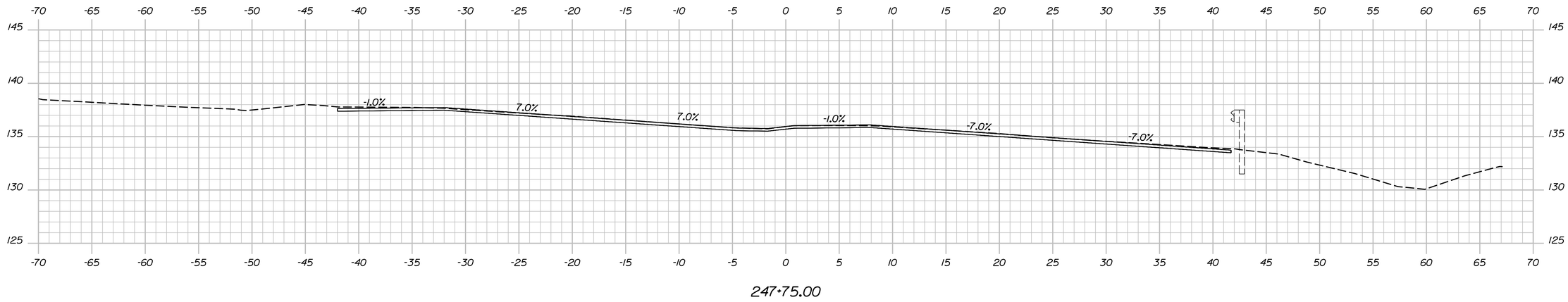

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS I-95 FINAL

SHEET NUMBER

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OF 201

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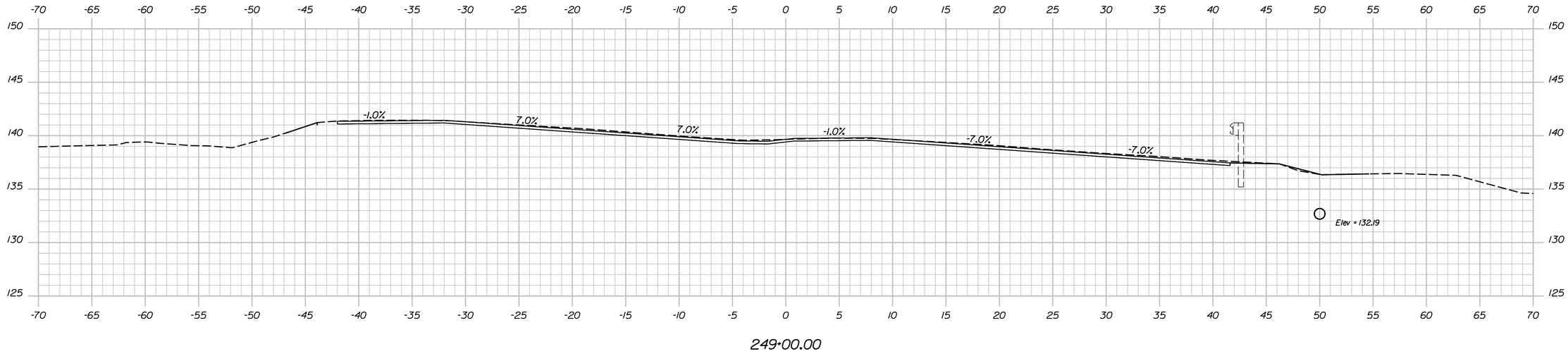

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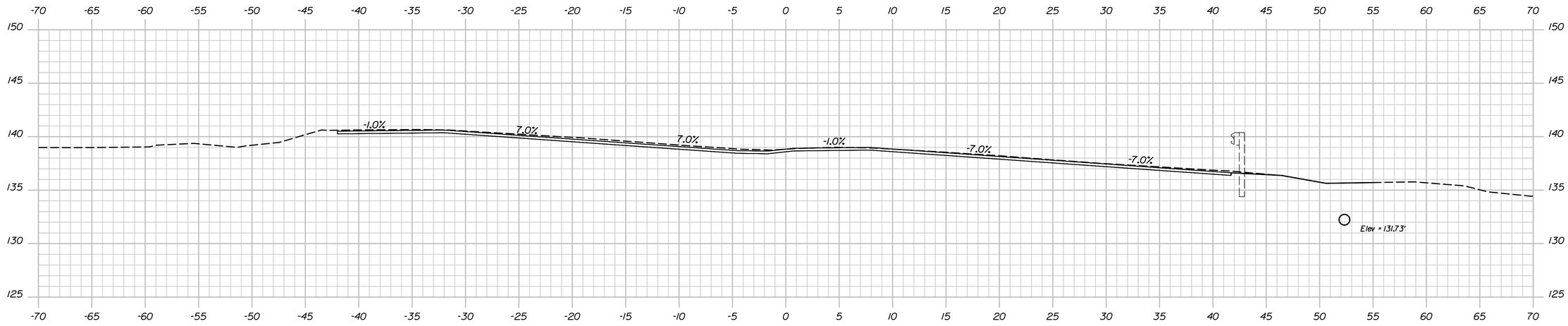

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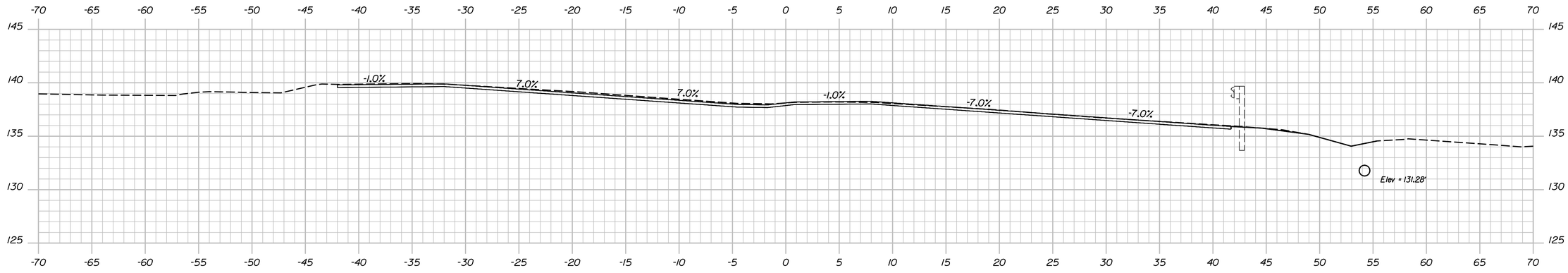

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS I-95 FINAL

SHEET NUMBER

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OF 201

Sta. 248+50.00 to Sta. 249+00.00

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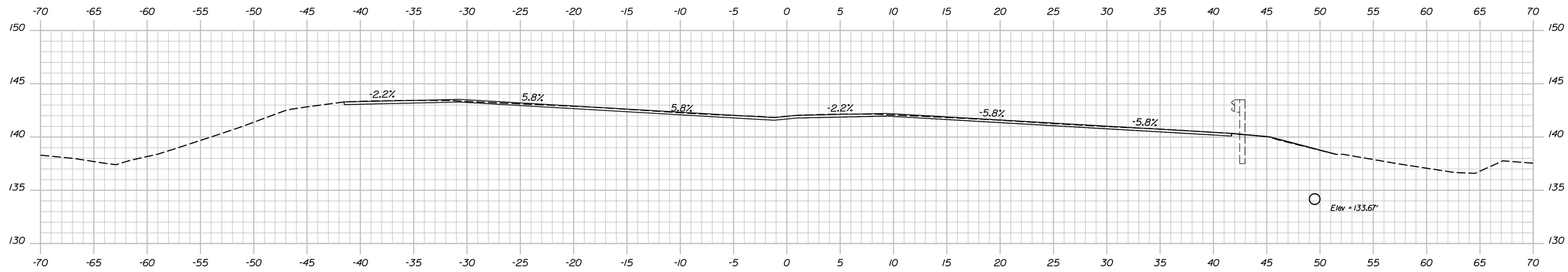

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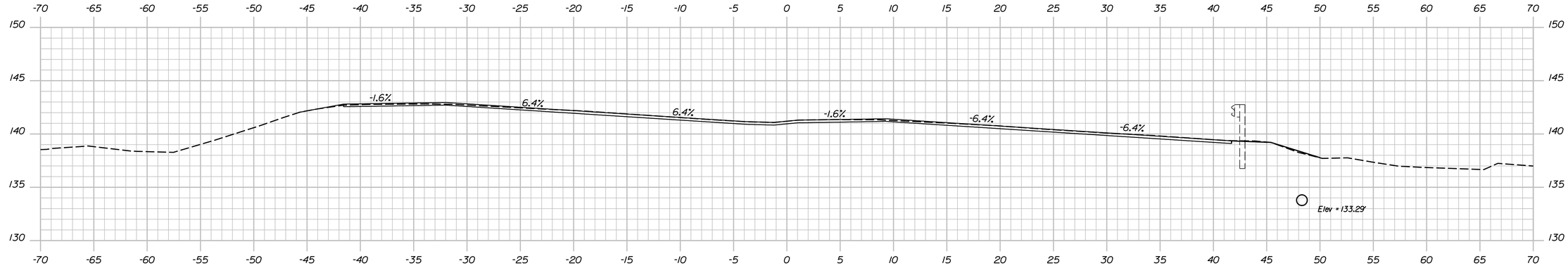

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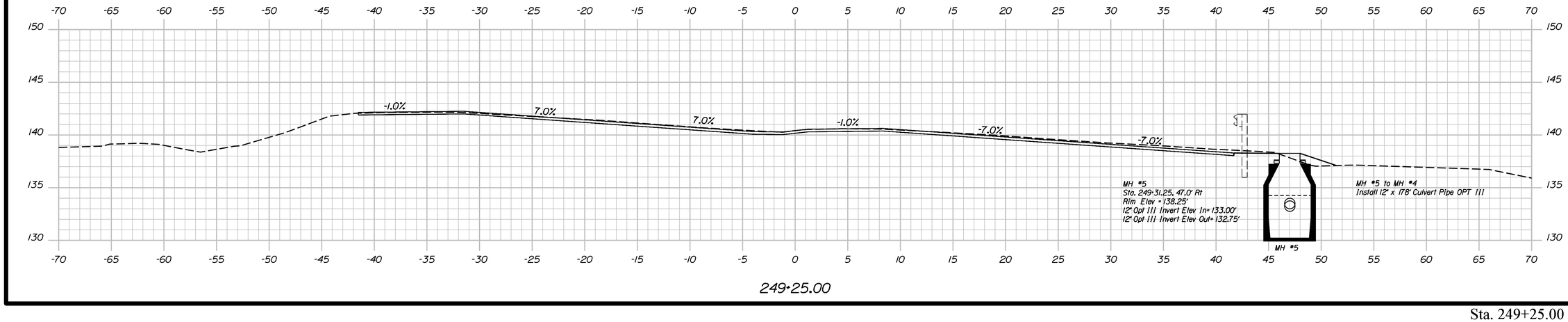

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

SIGNATURE

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
I-95 FINAL

SHEET NUMBER
32
OF 201

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Date:4/17/2023
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Division:
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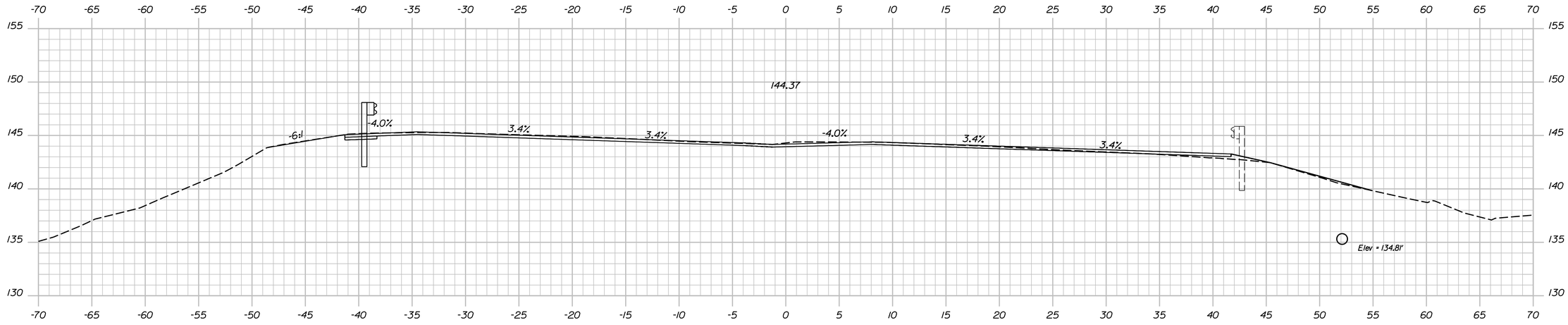

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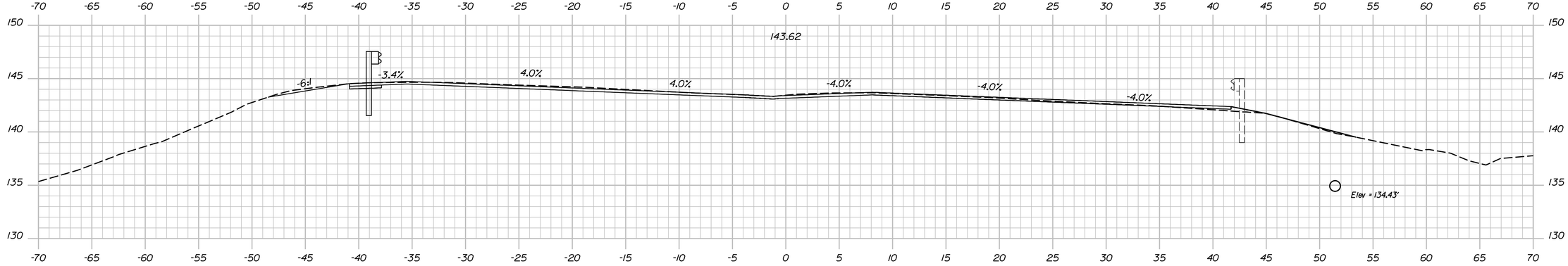

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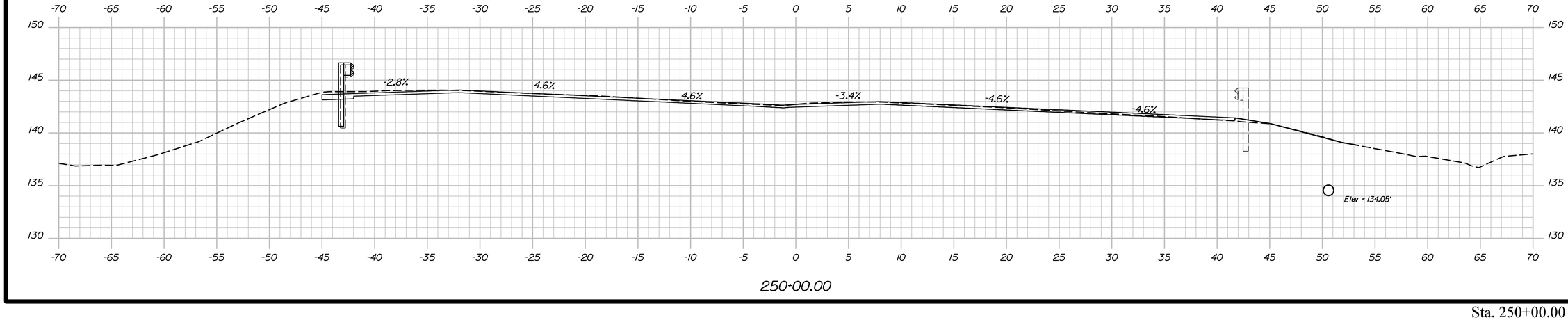

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Sta. 250+00.00 to Sta. 250+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

SIGNATURE

P.E. NUMBER

DATE

	A. LATHE	BY	DATE
PROJ. MANAGER			
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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
I-95 FINAL

SHEET NUMBER

33

OF 201

Filename: ...\Xsect_I-95 Mainline.dgn Division: Username: slister Date:4/17/2023

Username: slister Date:4/17/2023

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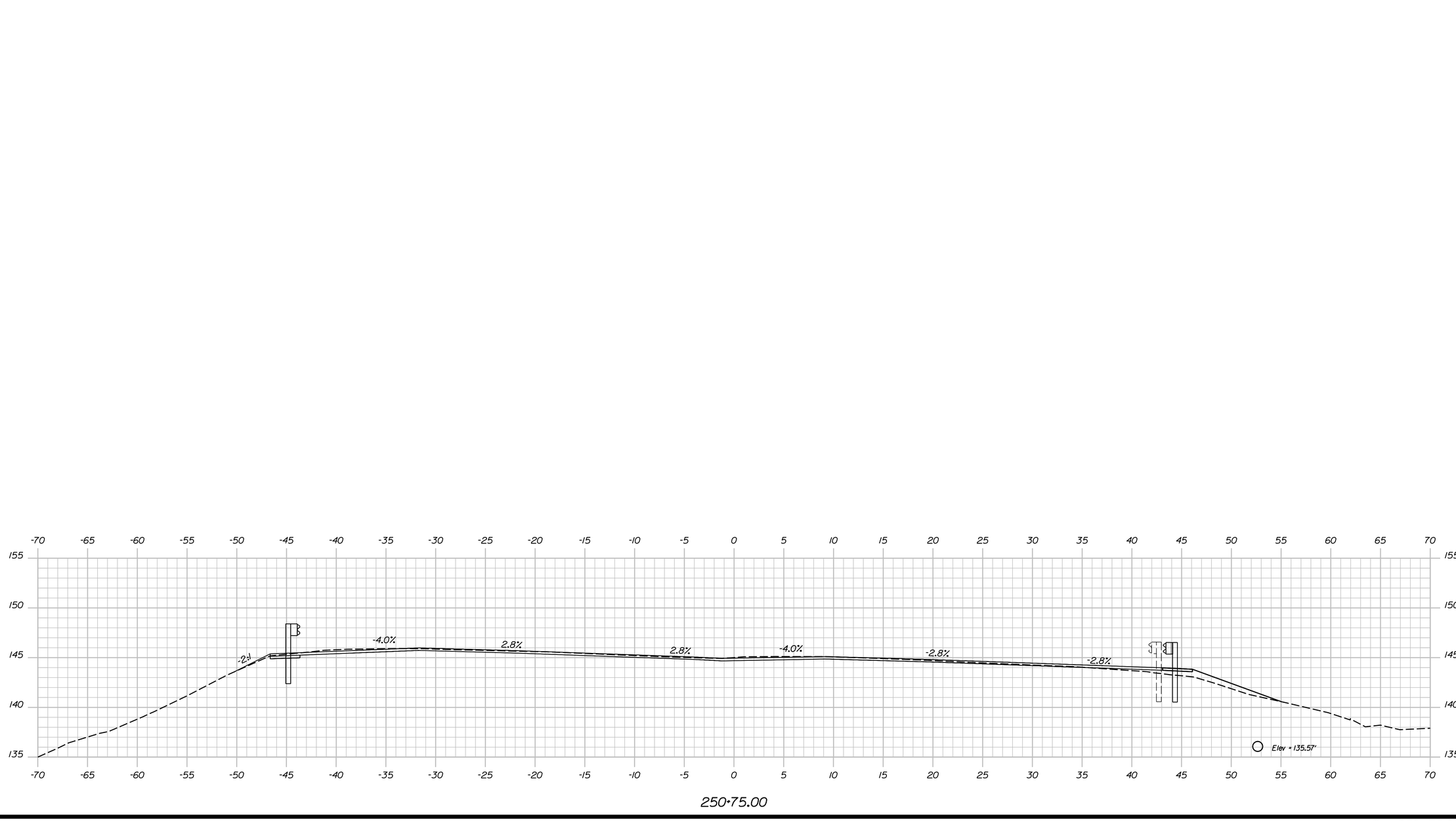

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SIGNATURE

P.E. NUMBER

DATE

2227601

WIN
22276.01

BRIDGE NO. 5789

BRIDGE CROSS SECTIONS

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

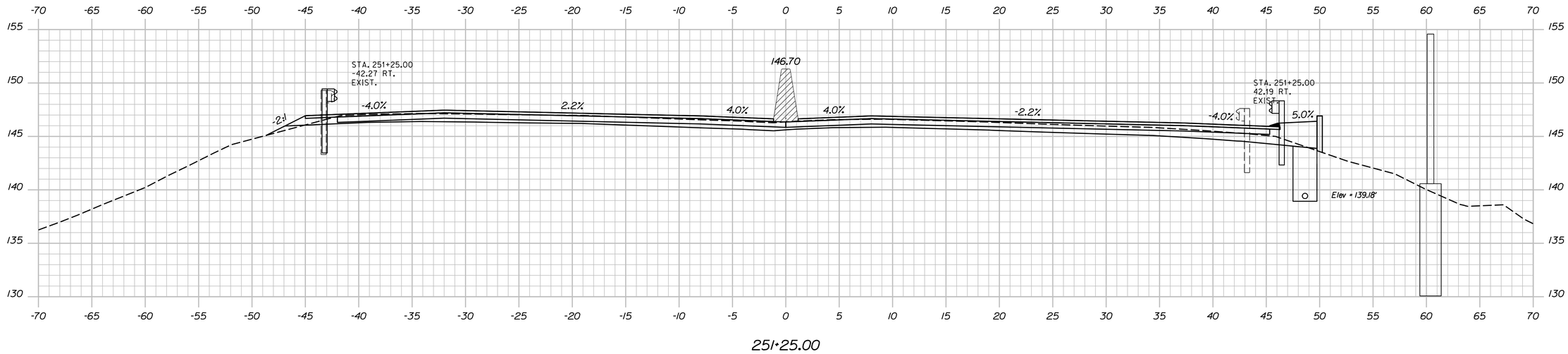
CROSS SECTIONS
I-95 FINAL

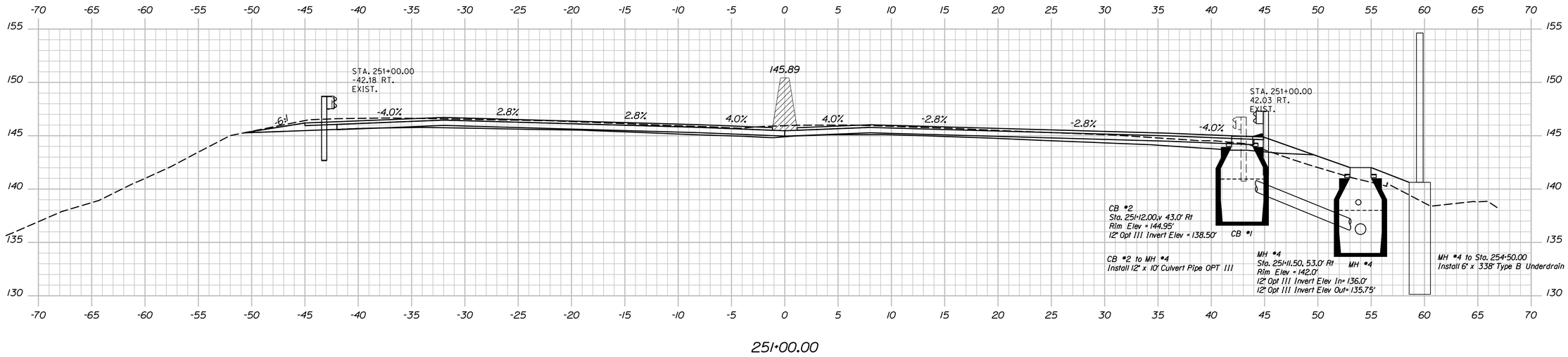
SHEET NUMBER

34

OF 201

Sta. 250+75.00 to Sta. 250+75.00





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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE	BY	DATE
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P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

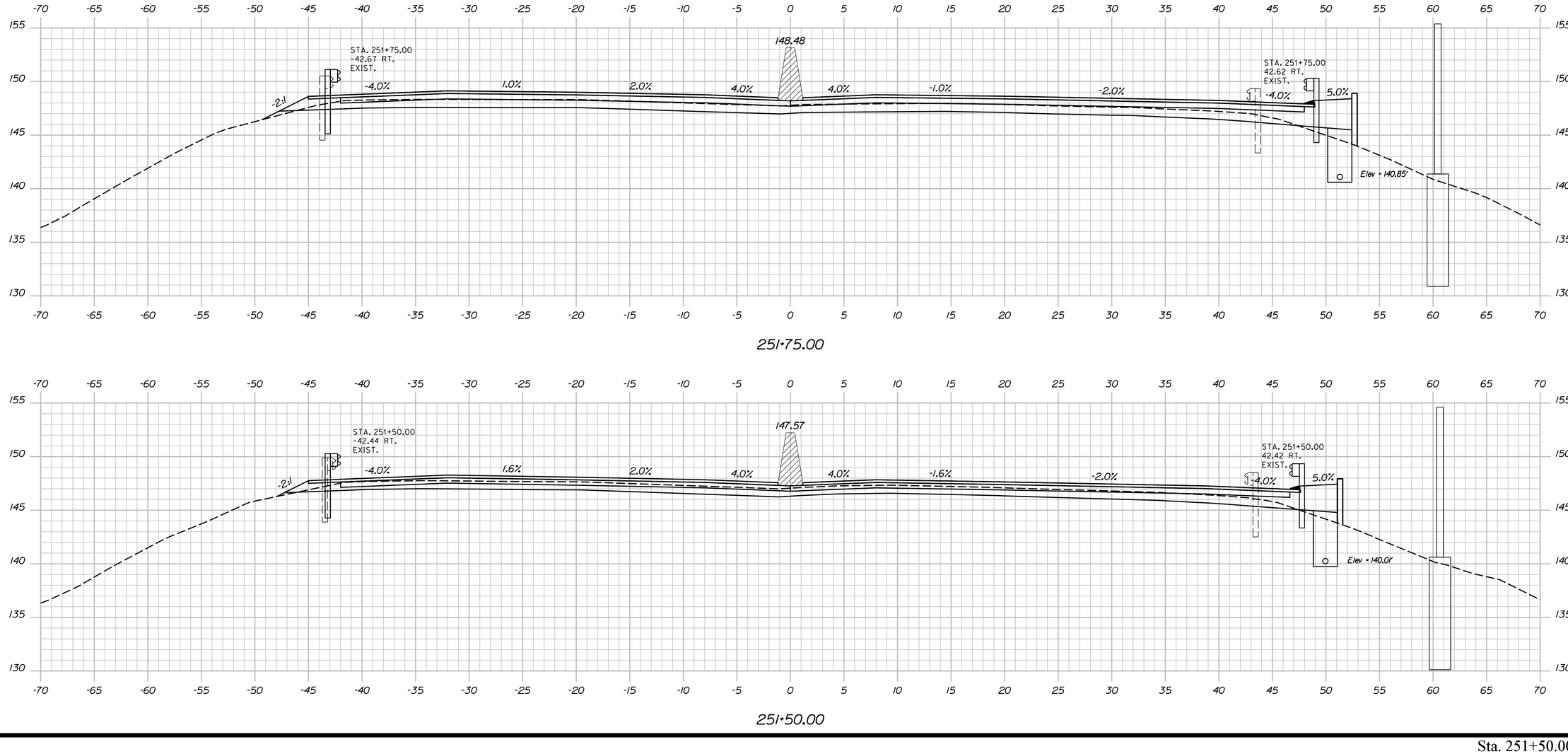
CROSS SECTIONS
I-95 FINAL

SHEET NUMBER

35

OF 201

Filename: ...\Xsect_I-95 Mainline.dgn Division: Username: slister Date:4/17/2023



Sta. 251+50.00 to Sta. 251+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE		
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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
I-95 FINAL

SHEET NUMBER

36

OF 201

Username: slister Date:4/17/2023

Division:

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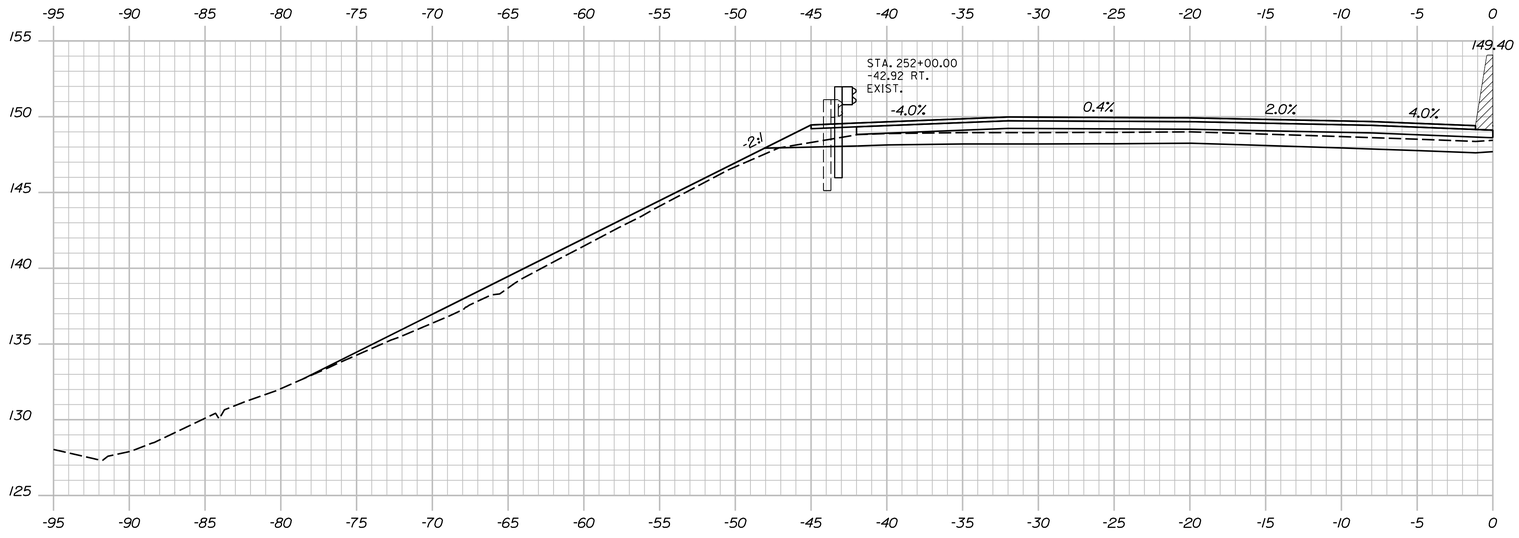

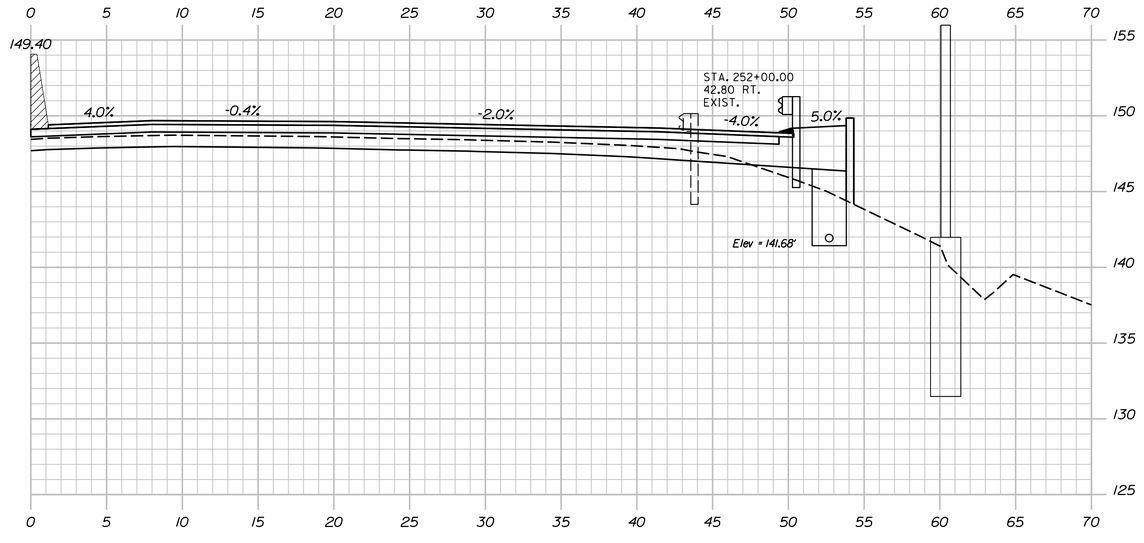

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Sta. 252+00.00

Username: slister Date:4/17/2023

Division:

Filename: ...\Xsect_I-95 Mainline.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
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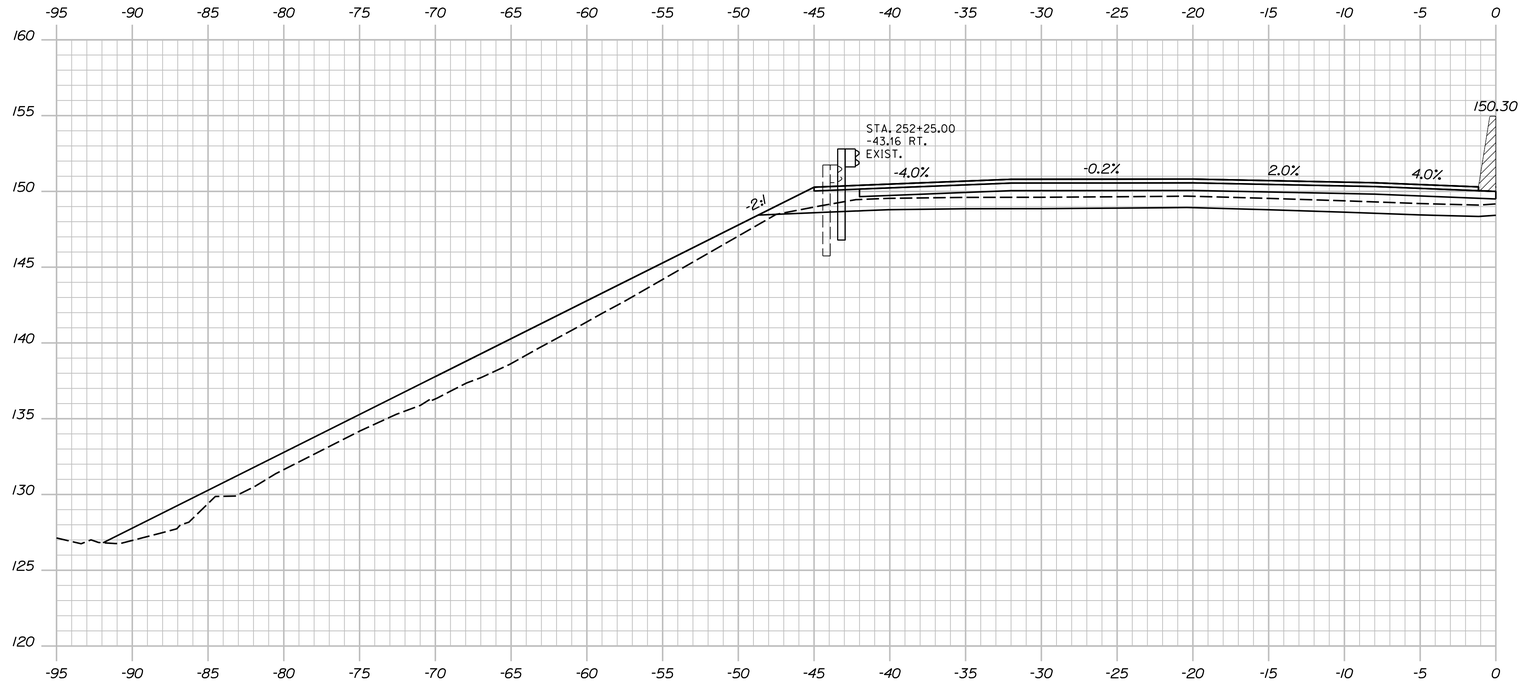
I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

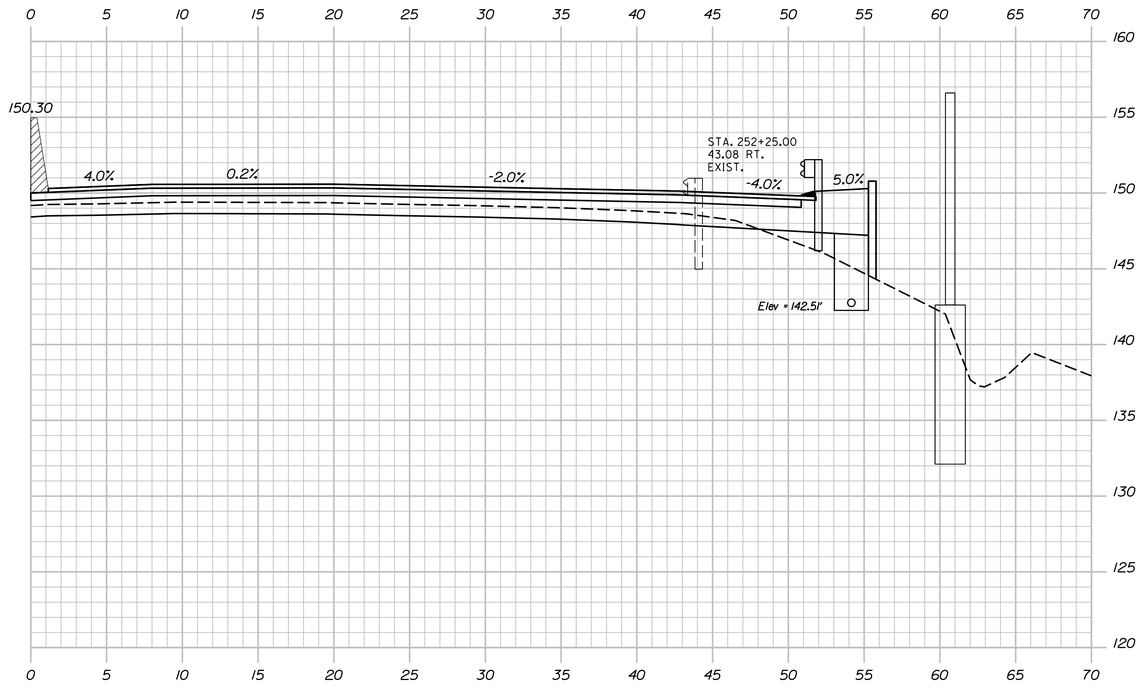
CROSS SECTIONS
I-95 FINAL

SHEET NUMBER

37

OF 201





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STATE OF MAINE
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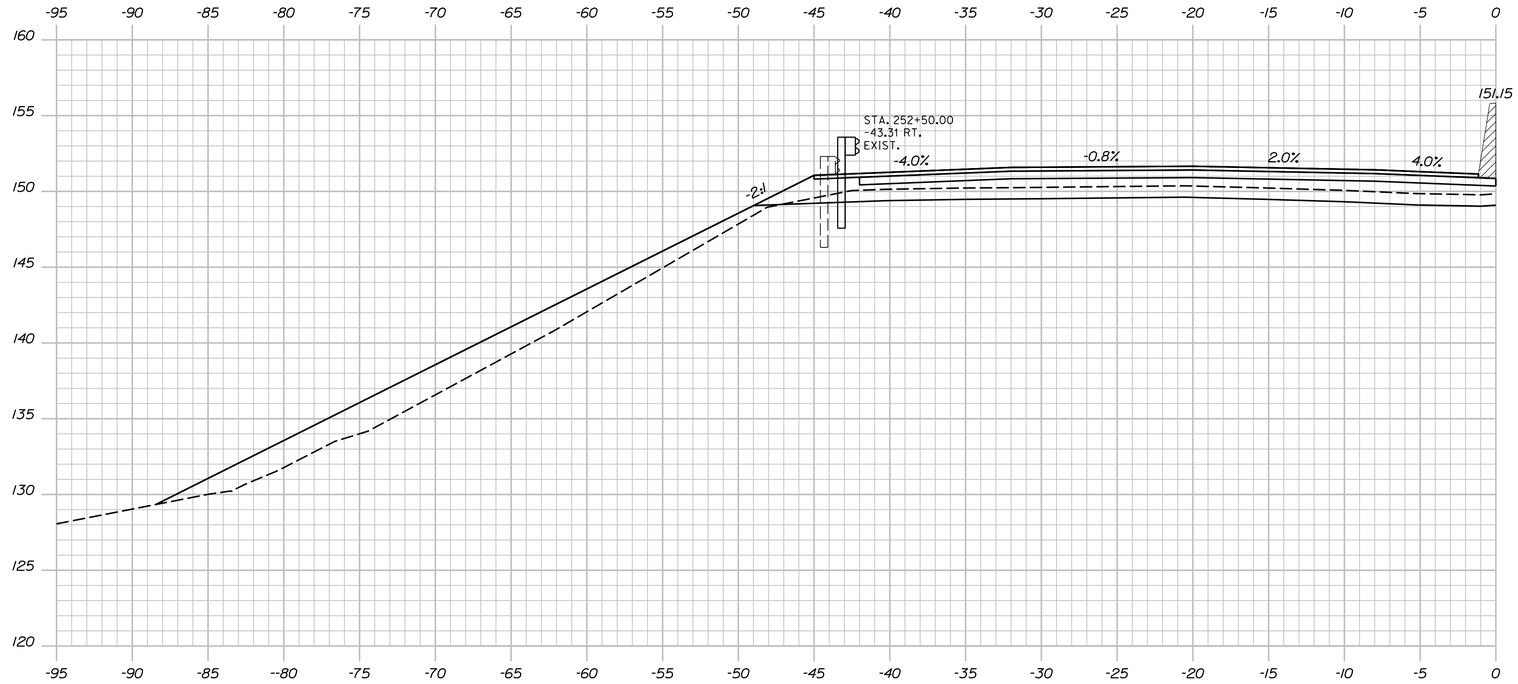
I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

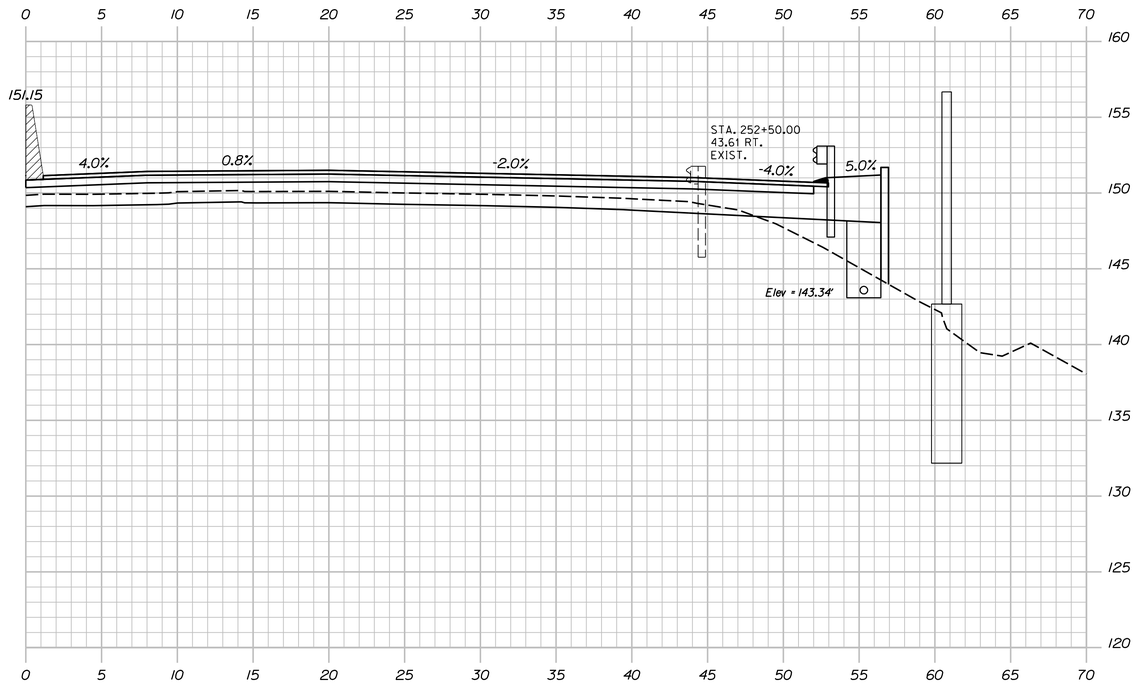
CROSS SECTIONS
I-95 FINAL

SHEET NUMBER

38

OF 201





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Sta. 252+50.00

Username: slister Date:4/17/2023

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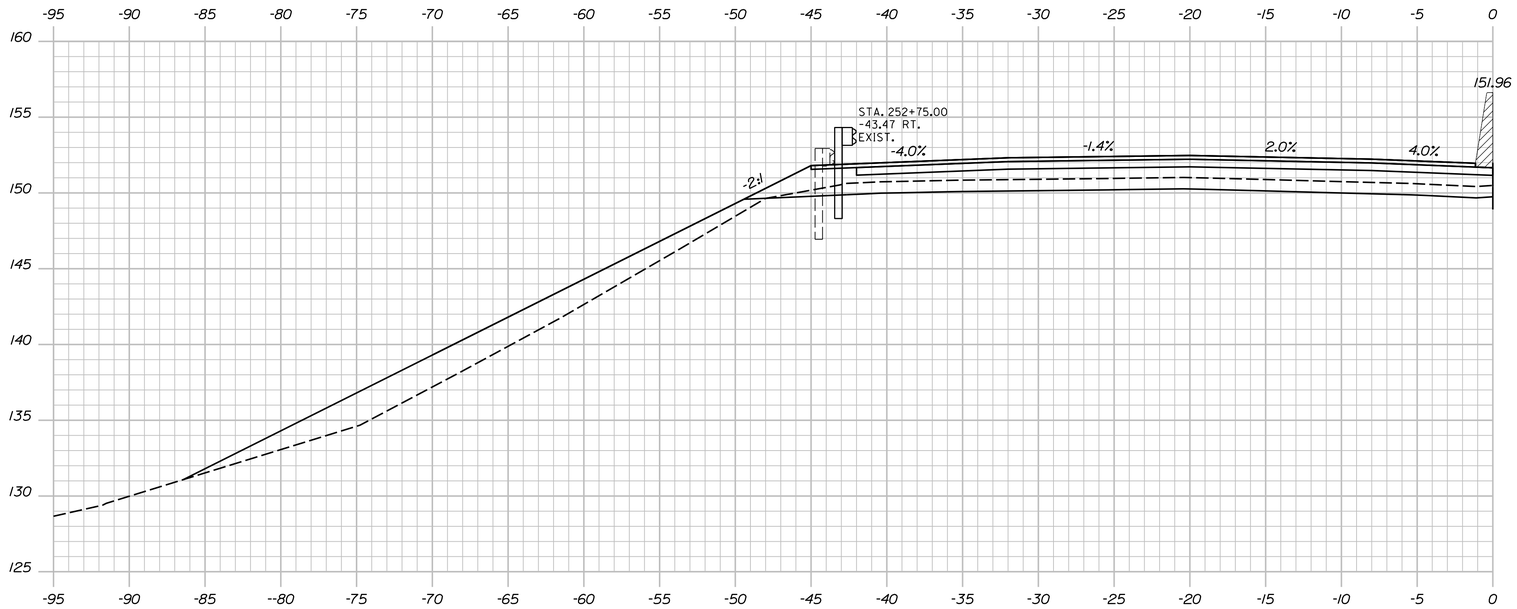
I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

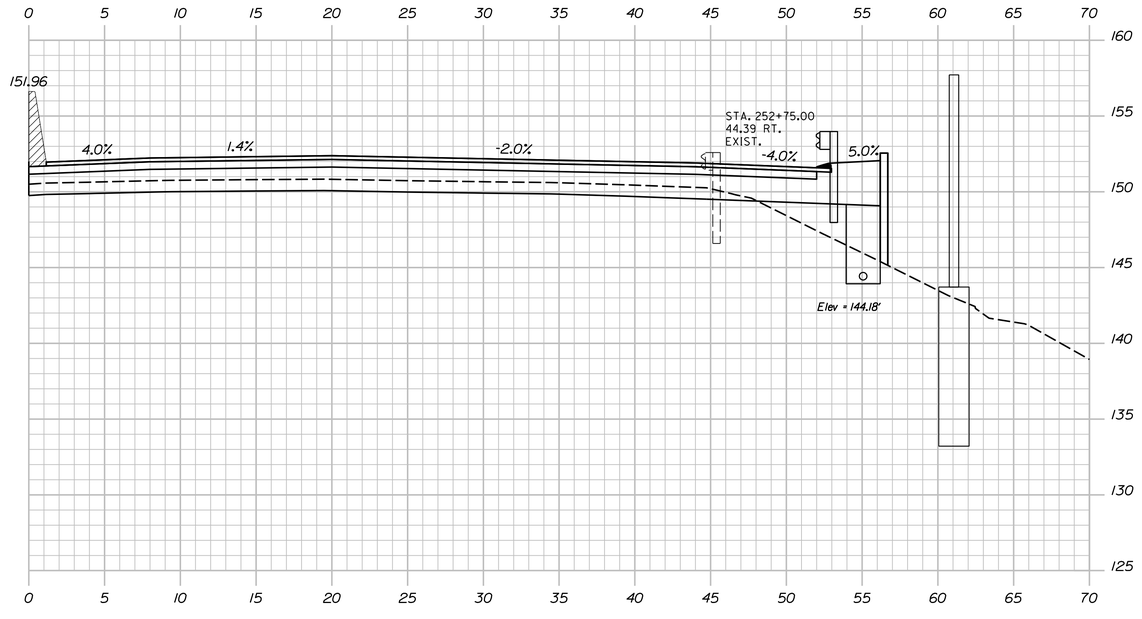
CROSS SECTIONS
I-95 FINAL

SHEET NUMBER

39

OF 201





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Sta. 252+75.00

Username: slister Date:4/17/2023

Division:

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STATE OF MAINE
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DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

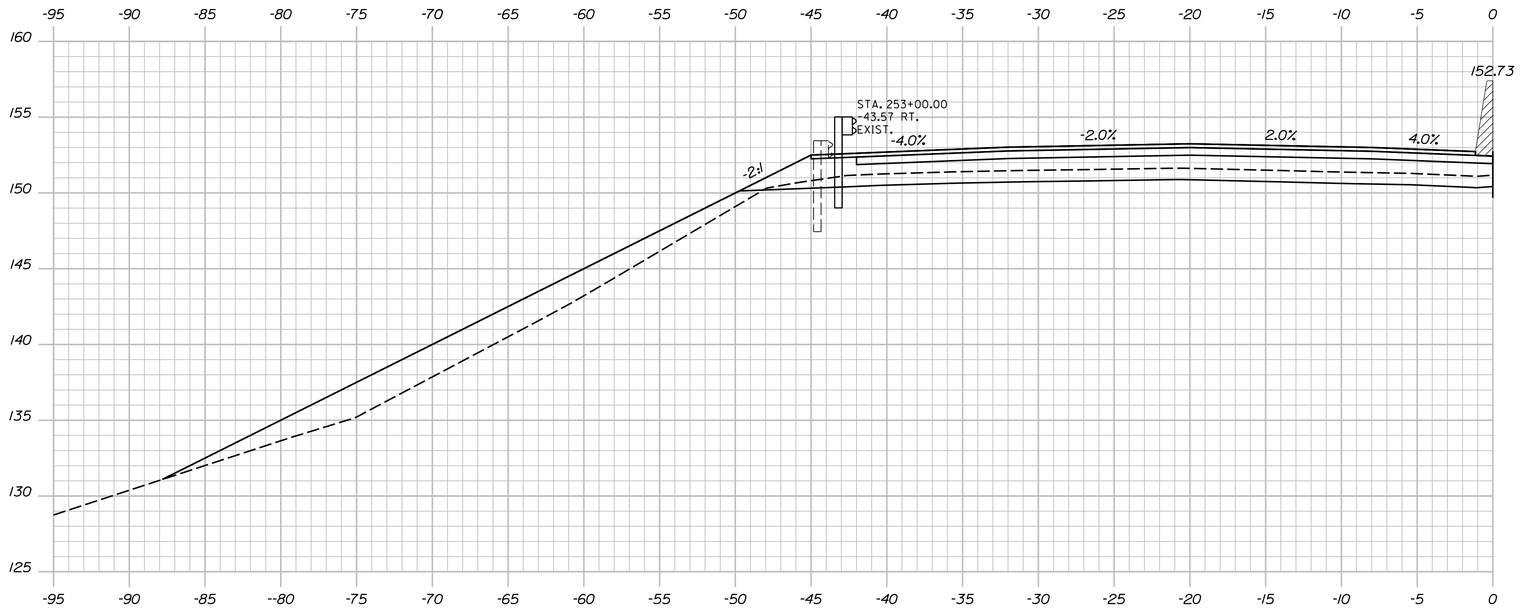
I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

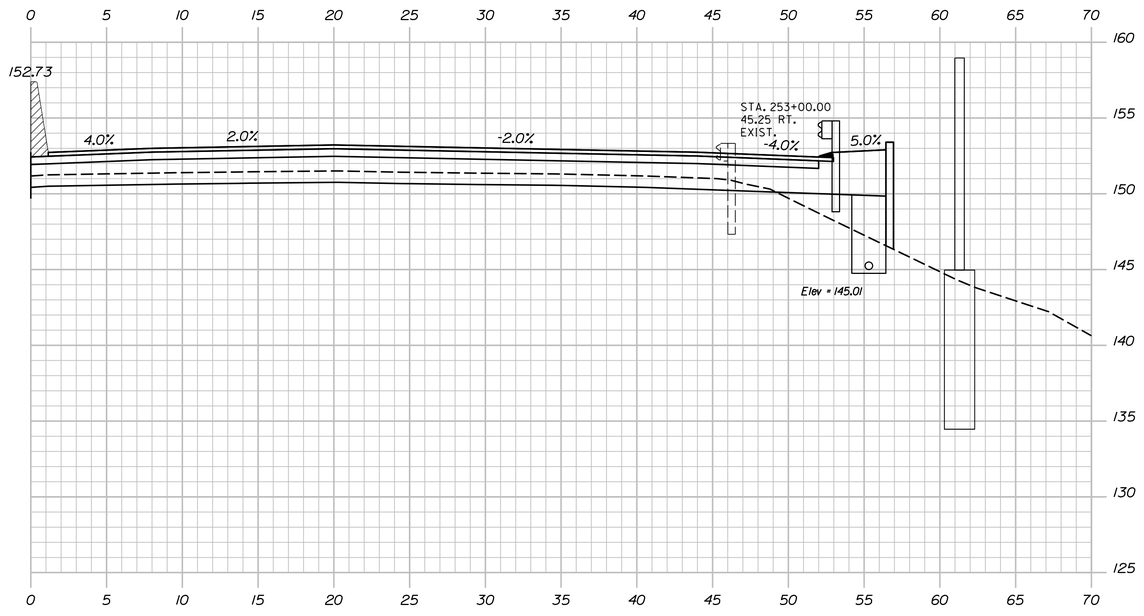
CROSS SECTIONS
I-95 FINAL

SHEET NUMBER

40

OF 201





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Username: slister

Date:4/17/2023

Division:

Filename: ...\Xsect_I-95 Mainline.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
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REVISIONS 1			
REVISIONS 2			
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FIELD CHANGES			

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DATE

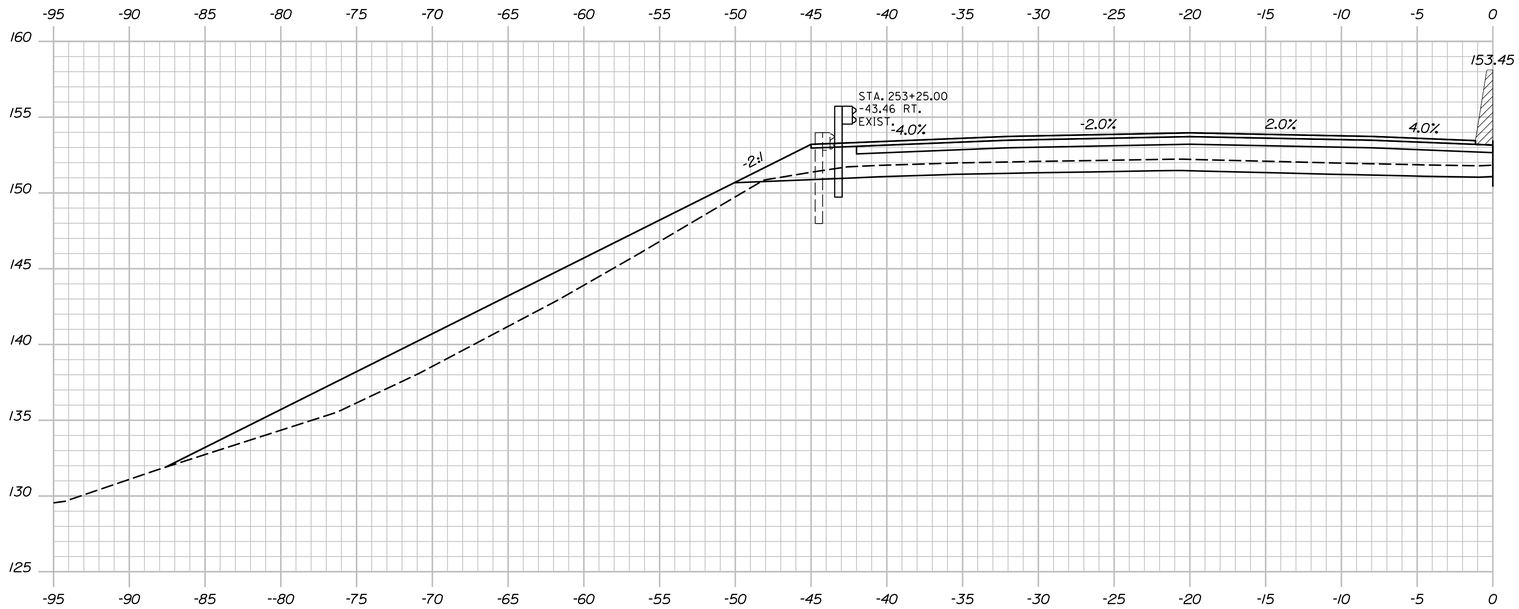
I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

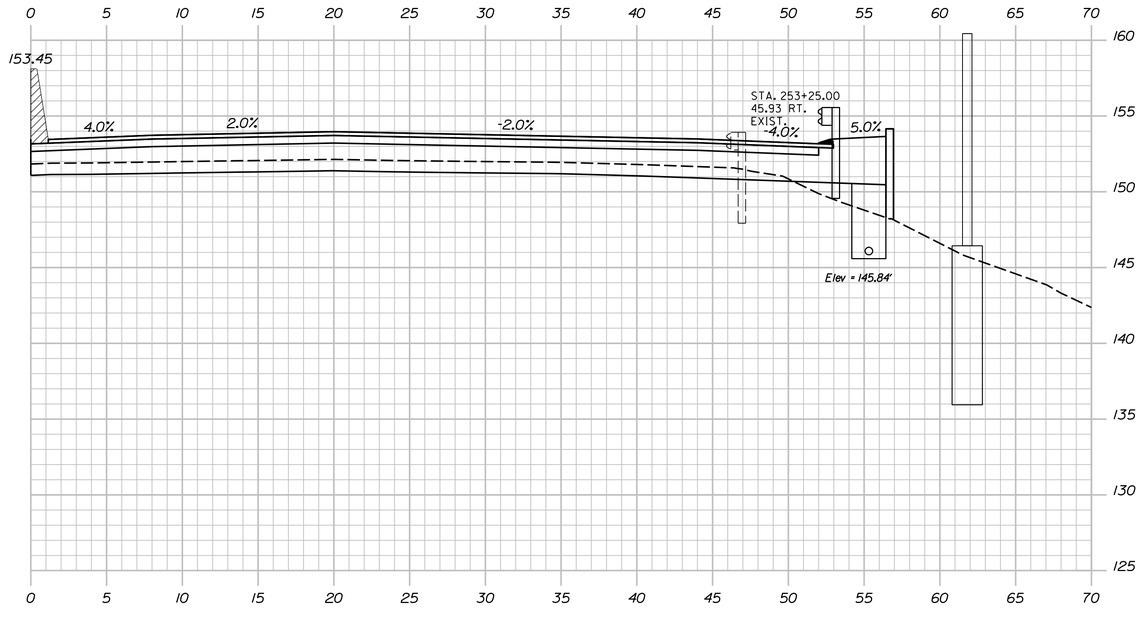
CROSS SECTIONS
I-95 FINAL

SHEET NUMBER

41

OF 201





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Date:4/17/2023

Division:

Filename: ...\Xsect_I-95 Mainline.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

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DATE

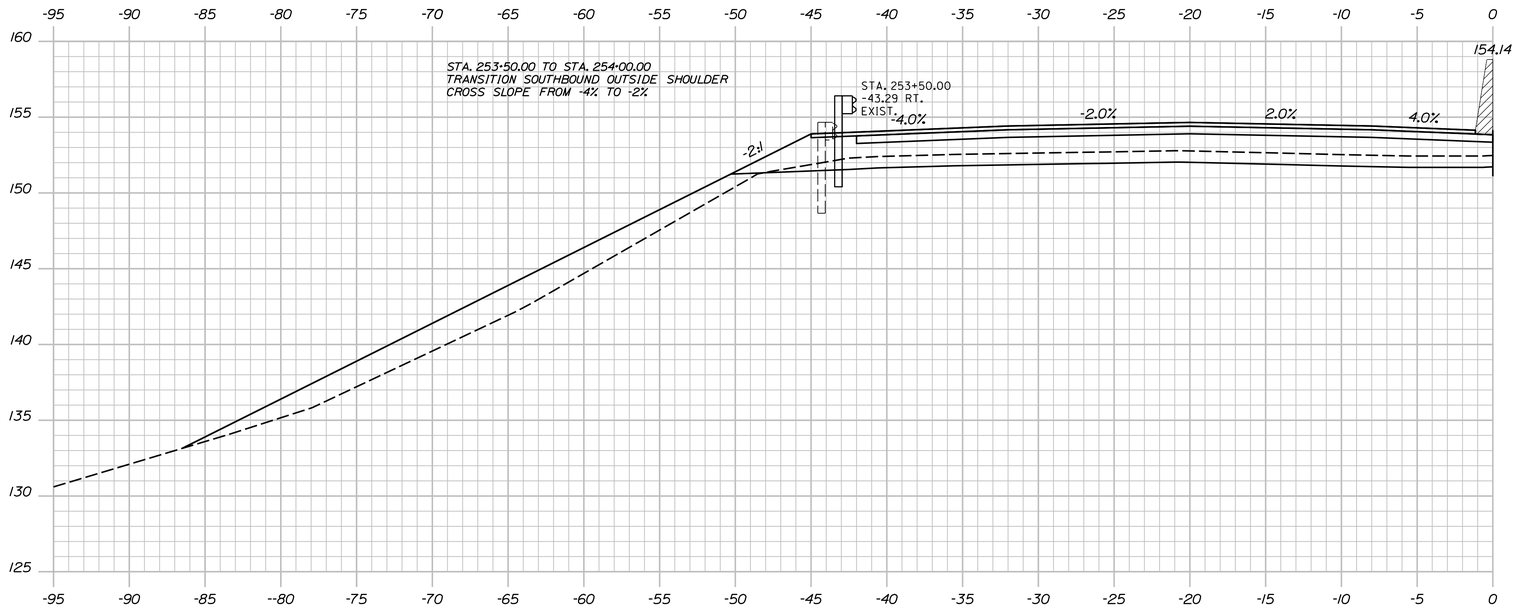
I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

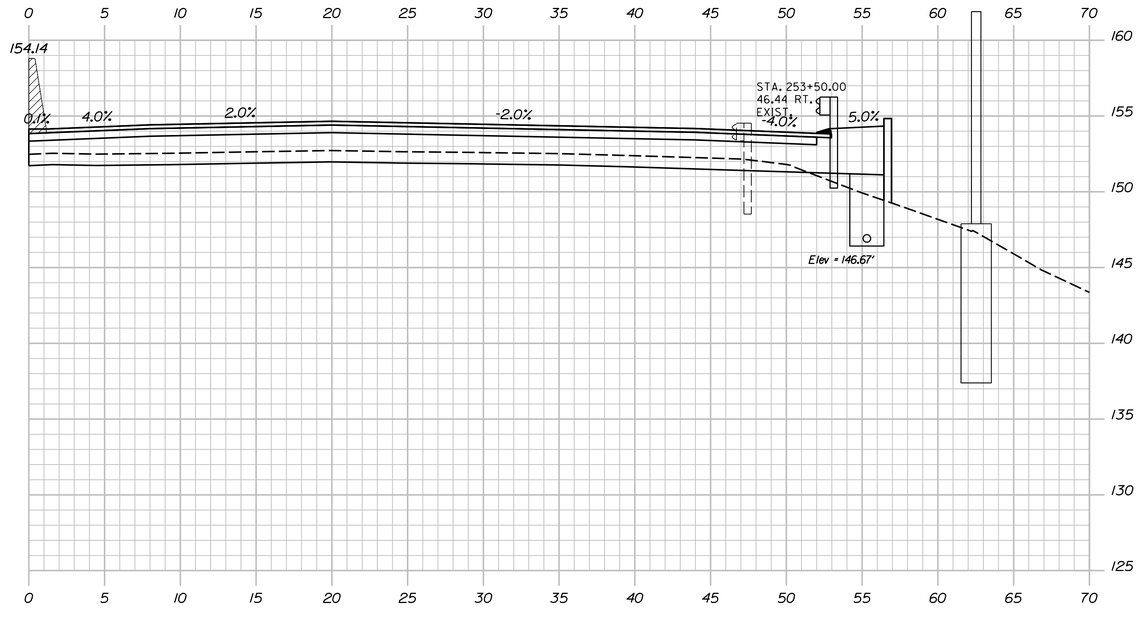
CROSS SECTIONS
I-95 FINAL

SHEET NUMBER

42

OF 201





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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

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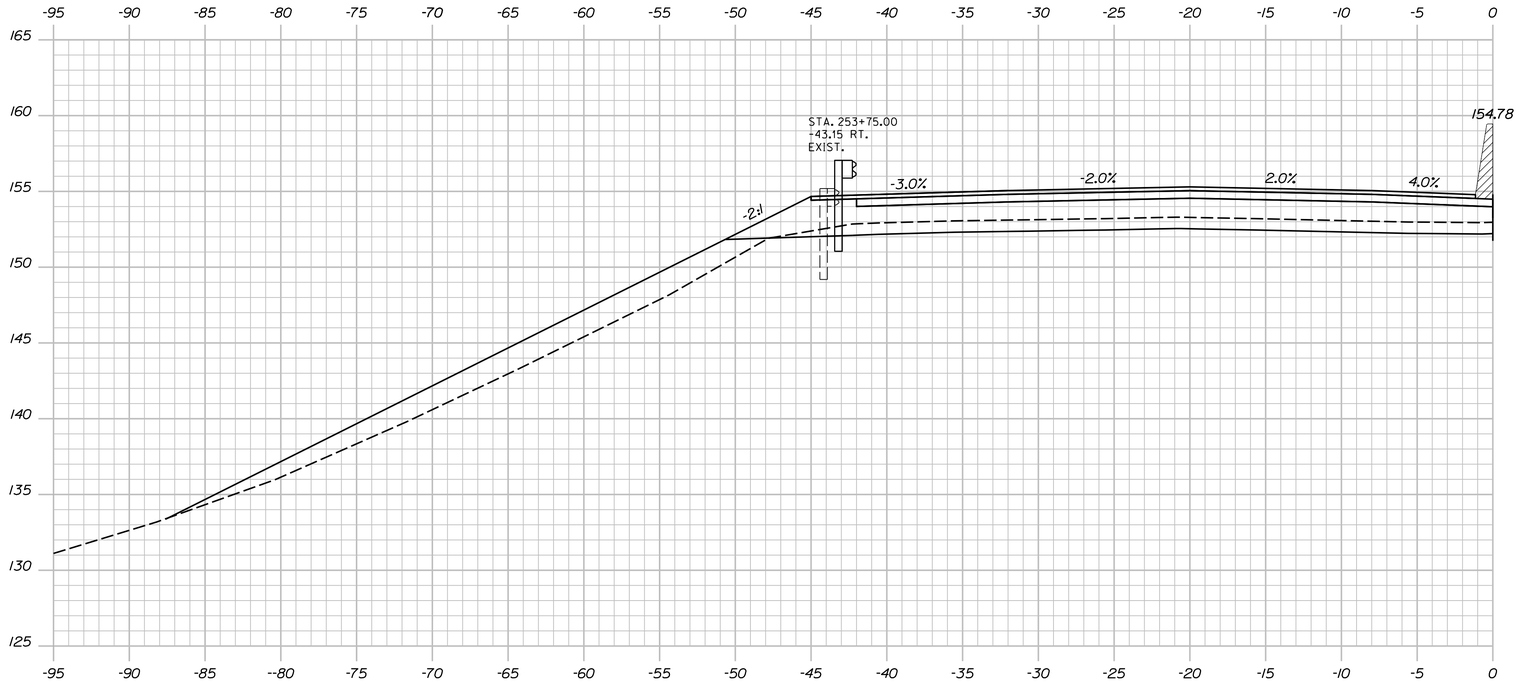
I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

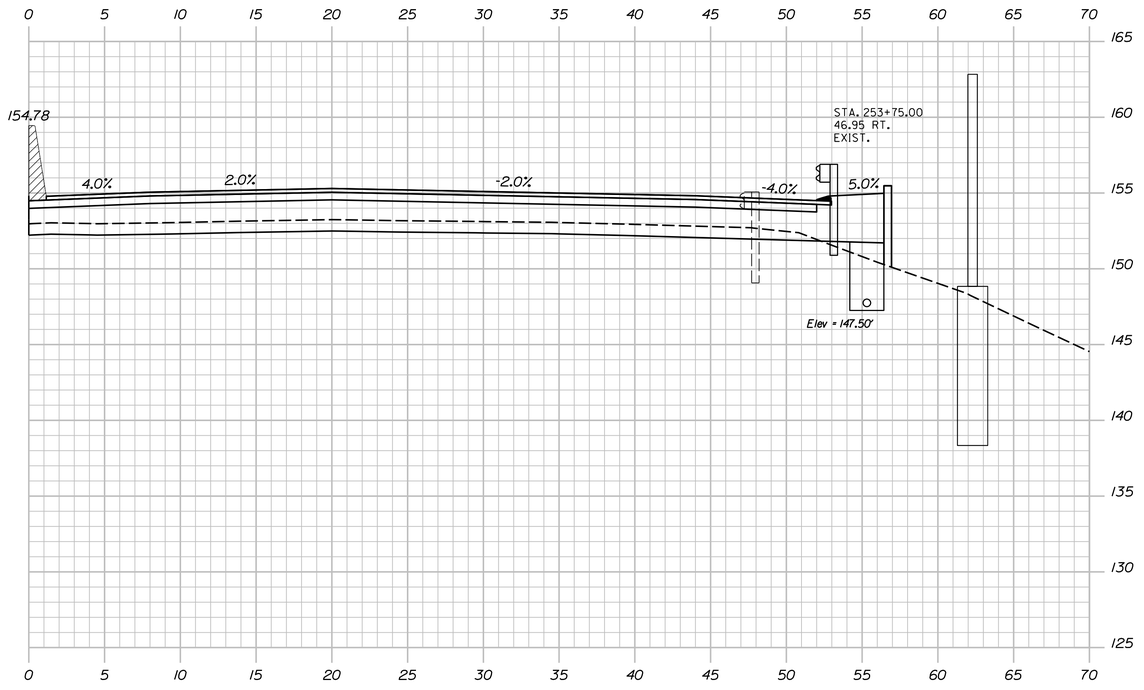
CROSS SECTIONS
I-95 FINAL

SHEET NUMBER

43

OF 201





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Username: slister

Date:4/17/2023

Division:

Filename: ...\Xsect_I-95 Mainline.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

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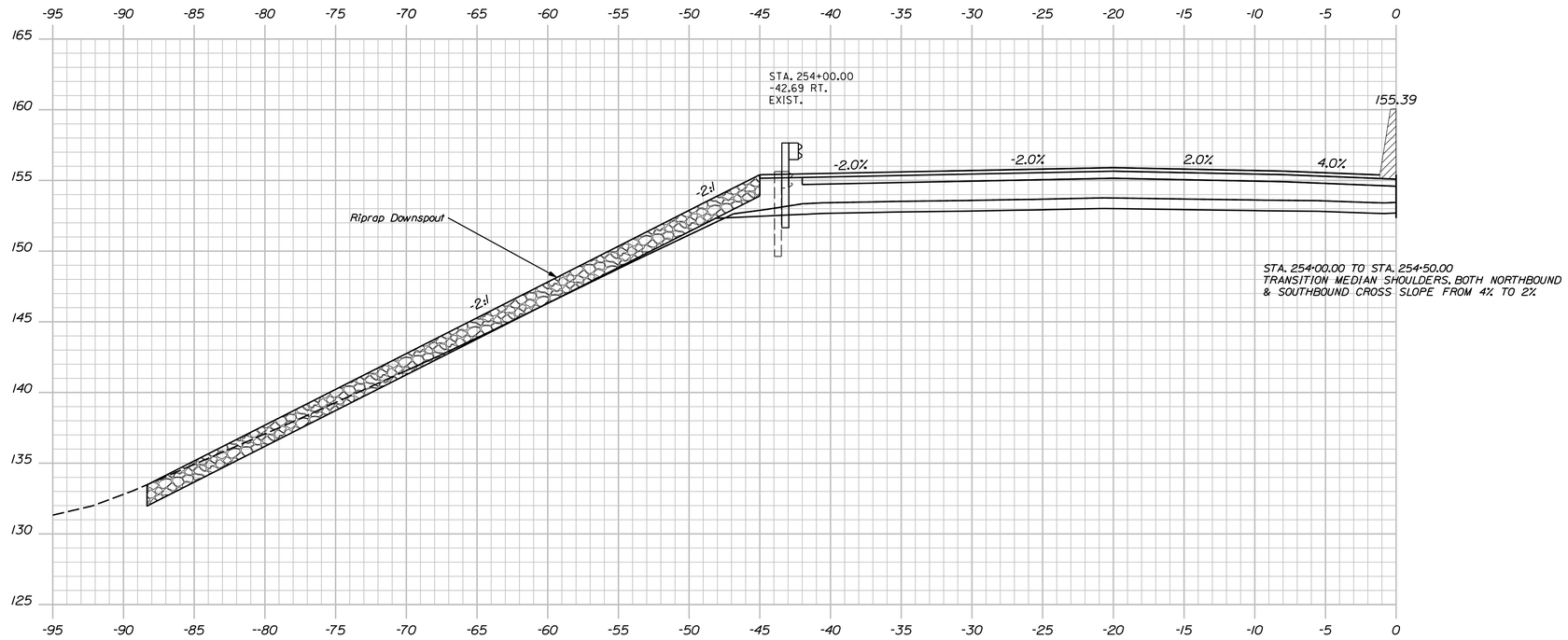
I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

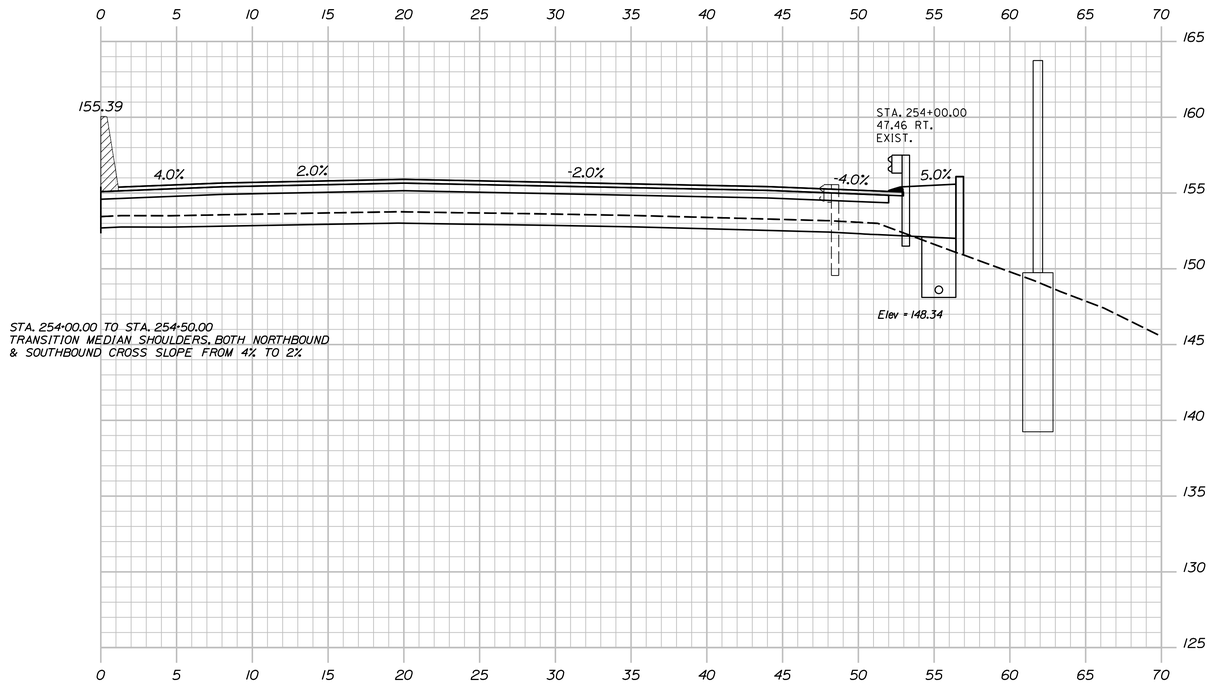
CROSS SECTIONS
I-95 FINAL

SHEET NUMBER

44

OF 201





254+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE	BY	DATE
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DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
I-95 FINAL

SHEET NUMBER

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OF 201

Sta. 254+00.00

Username: slister Date:4/17/2023
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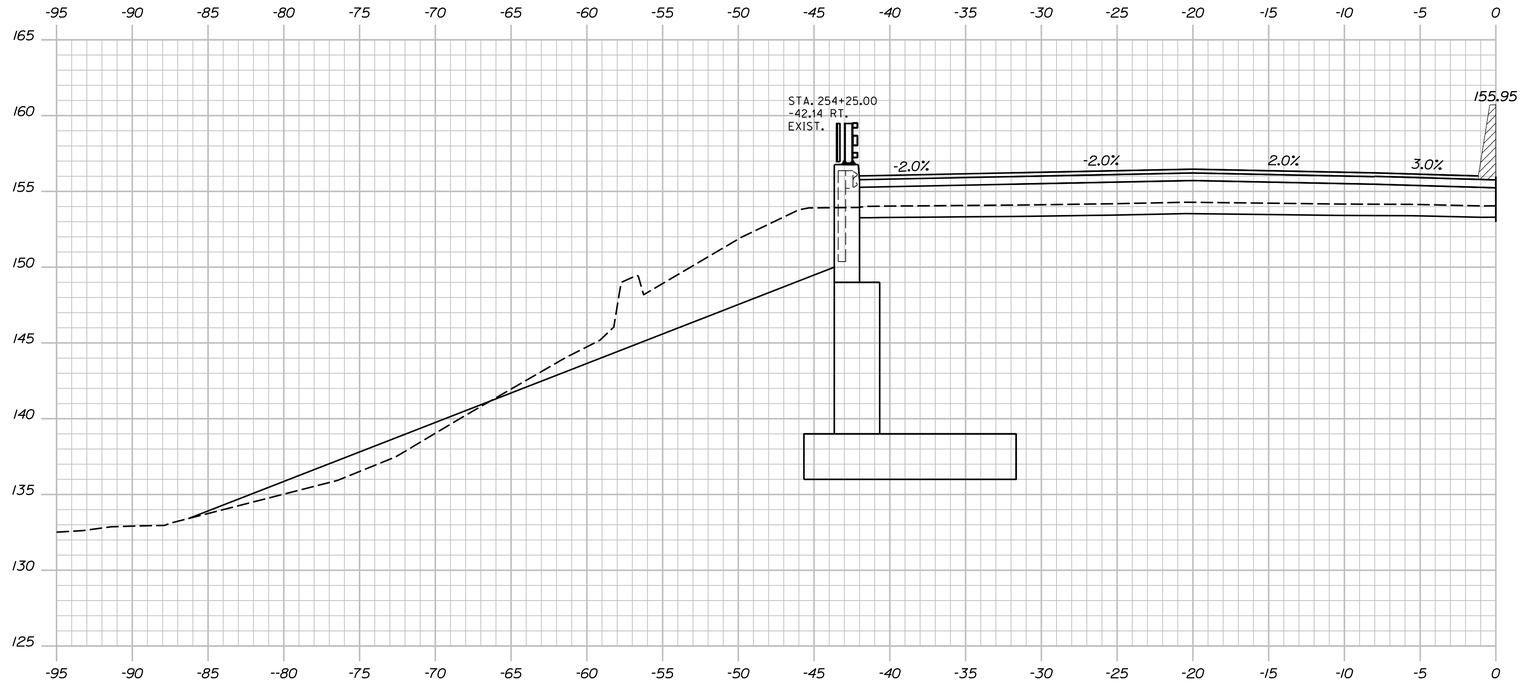

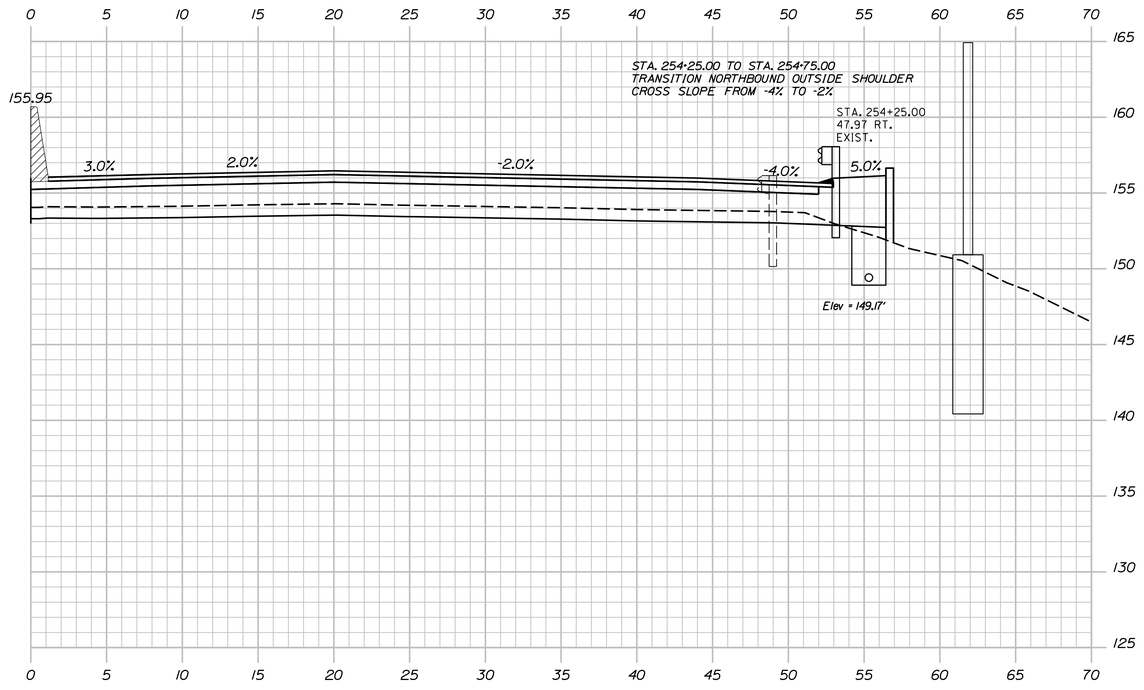

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Sta. 254+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	BY	DATE
CHECKED-REVIEWED	B. COLBURN	S. LINDSLEY	4-23
DESIGN2-DETAILED2	S. LISTER	T. MCAULIFFE	4-23
DESIGN3-DETAILED3	N. EDMAN	S. MERKWAN	4-23
REVISIONS 1		J. FITZ	4-23
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS I-95 FINAL

SHEET NUMBER

46

OF 201

Username: slister Date:4/17/2023

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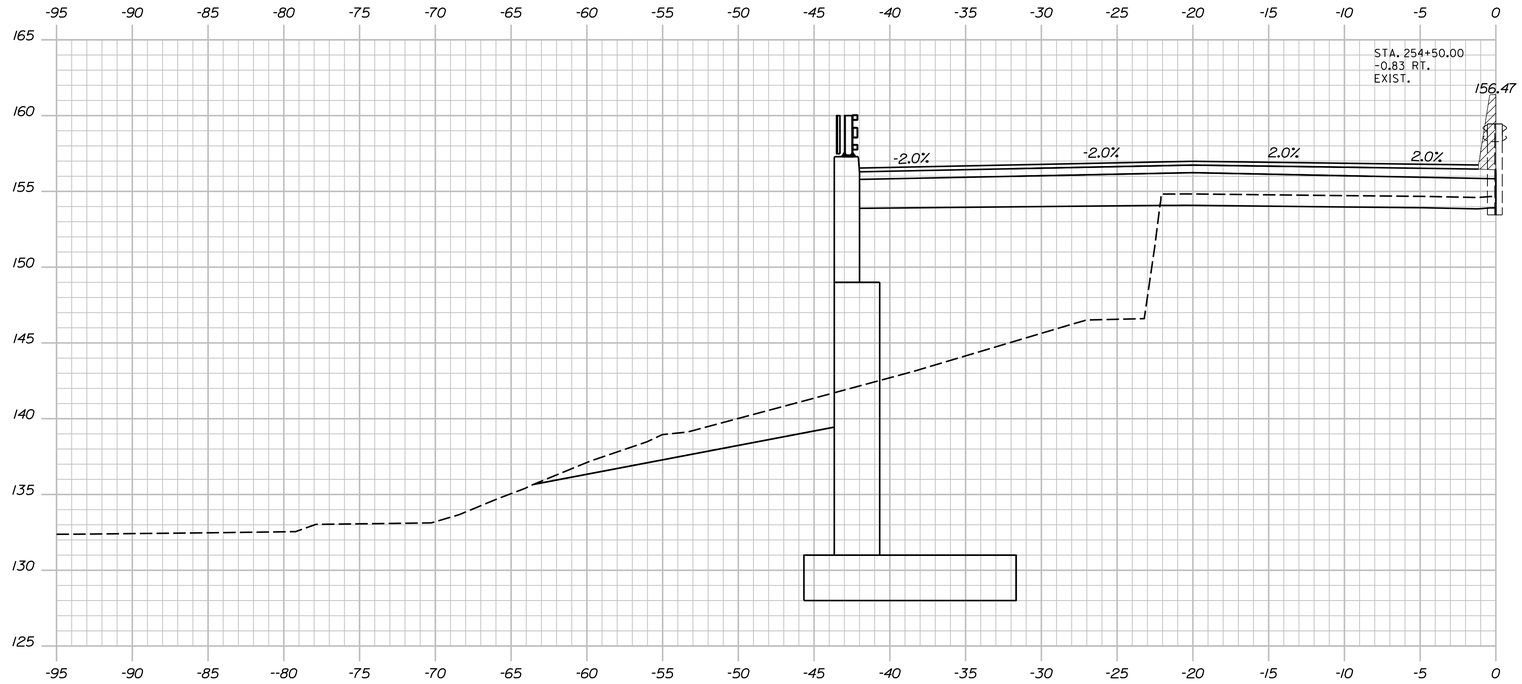

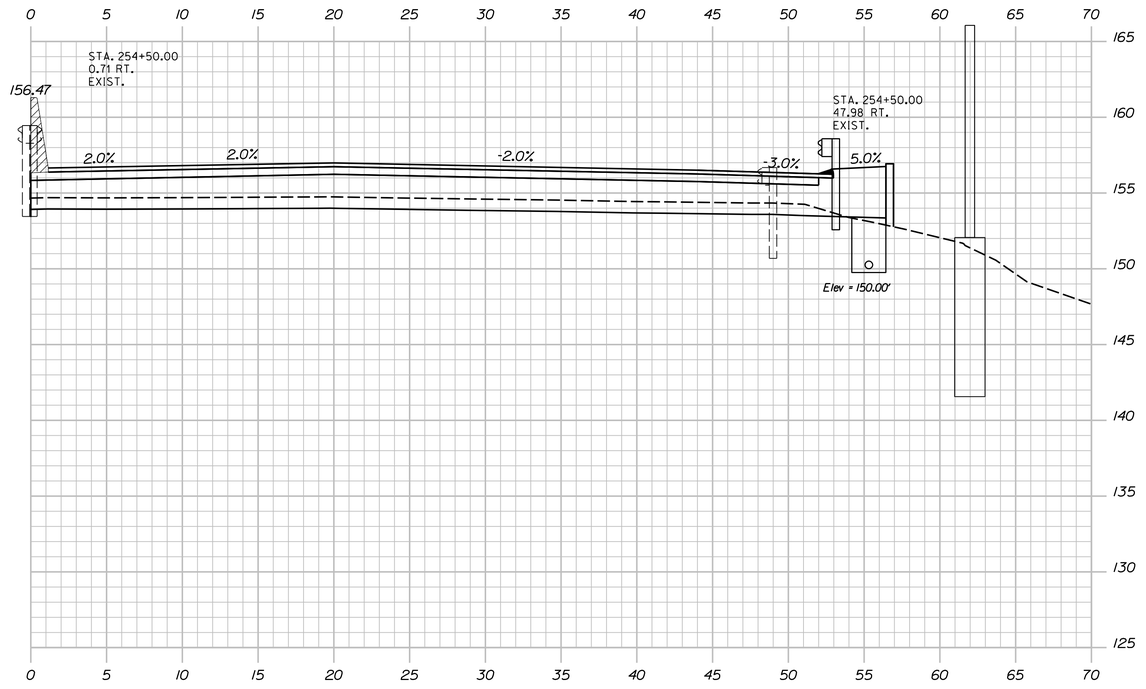

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE	BY	DATE
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REVISIONS 4			
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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
I-95 FINAL

SHEET NUMBER

47

OF 201

Username: slister Date:4/17/2023

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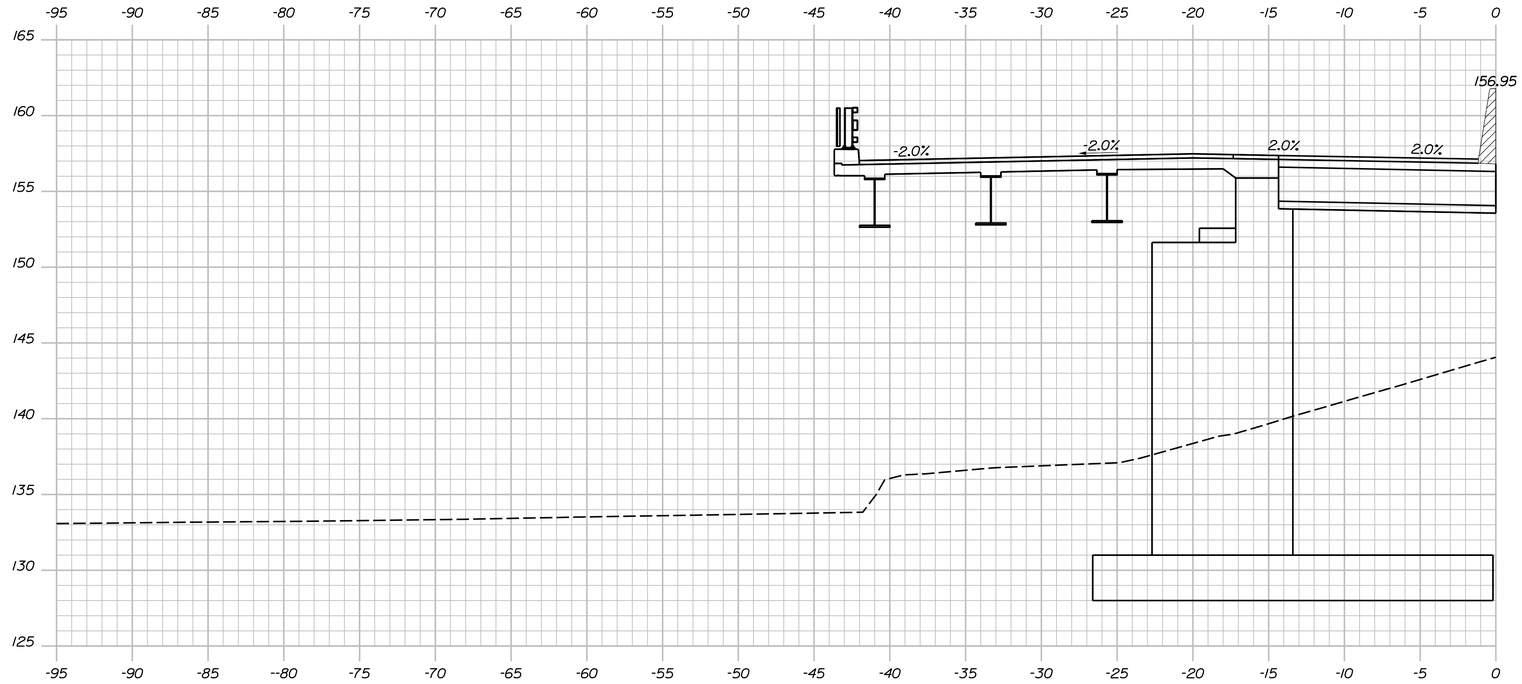

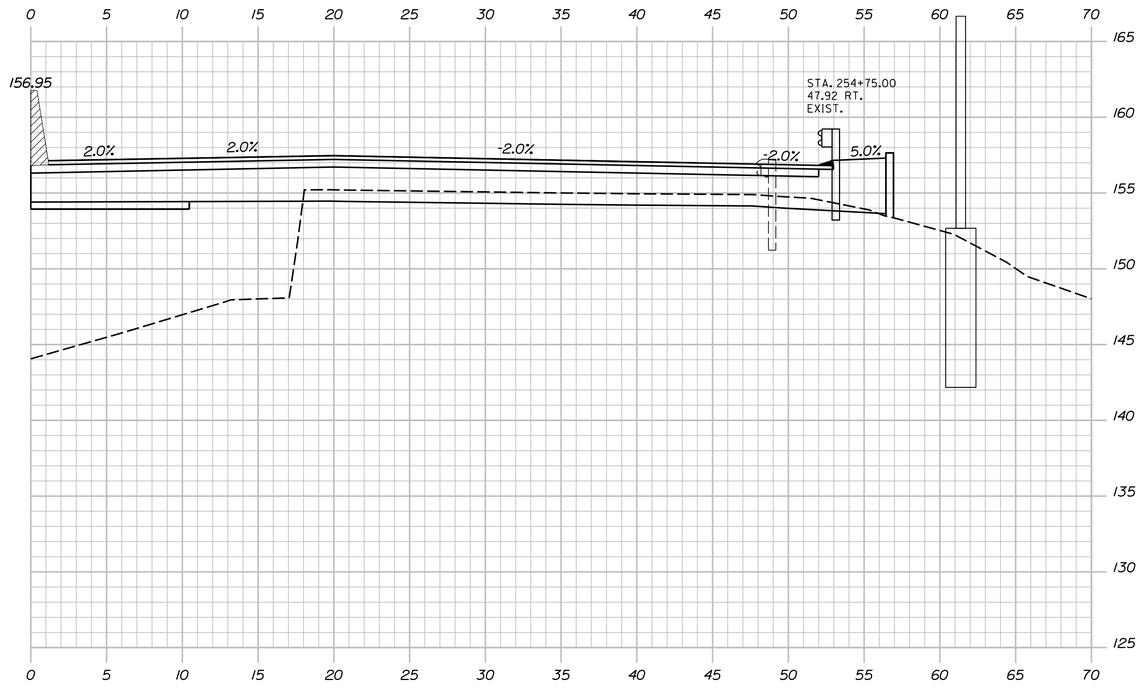

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE		
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DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
I-95 FINAL

SHEET NUMBER

48

OF 201

Sta. 254+75.00

Username: slister Date:4/17/2023
Division:
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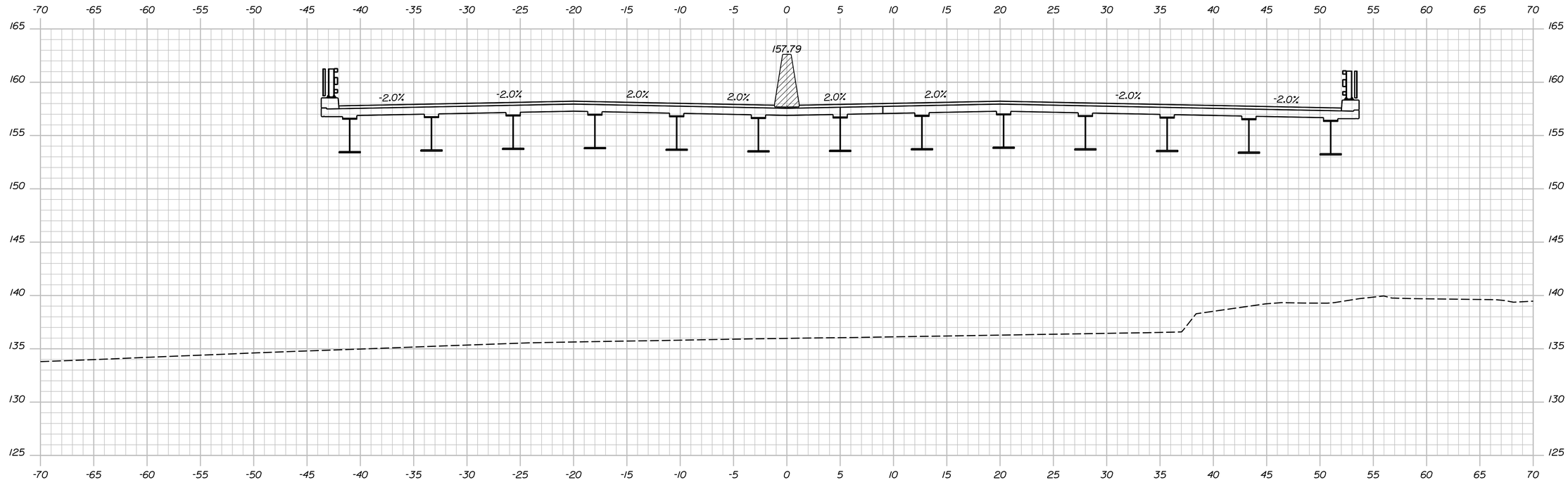

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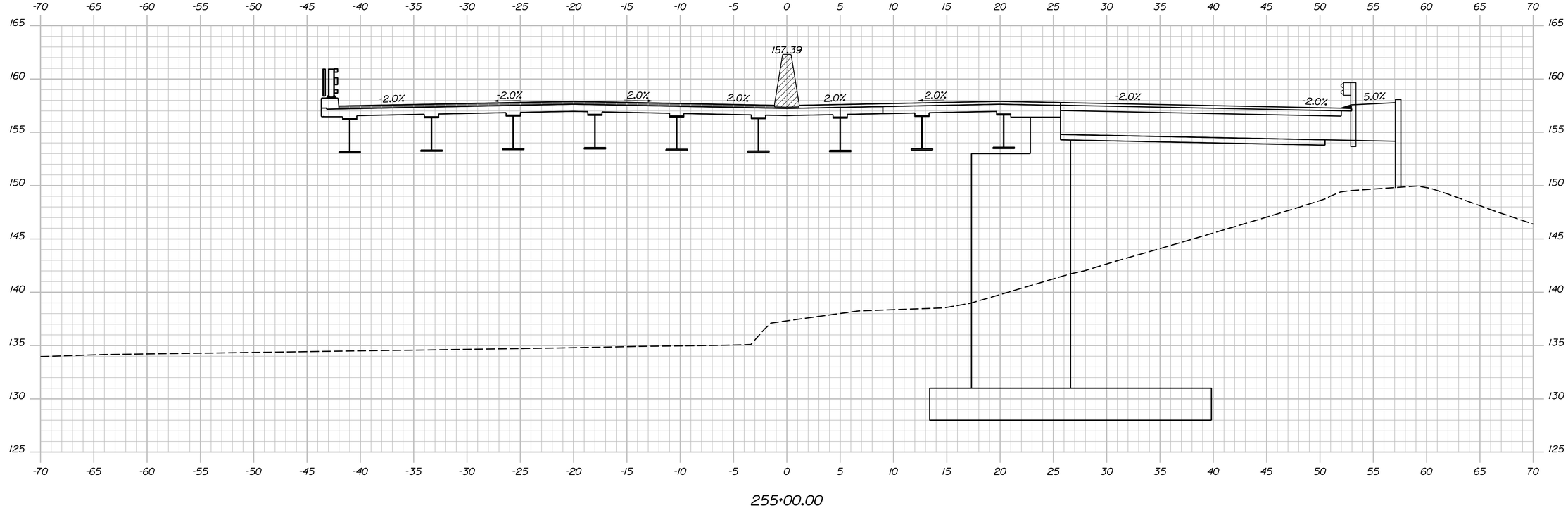

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE		
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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
I-95 FINAL

SHEET NUMBER

49

OF 201

Sta. 255+00.00 to Sta. 255+25.00

Username: slister Date:4/17/2023
Division:
Filename: ...\Xsect_I-95 Mainline.dgn

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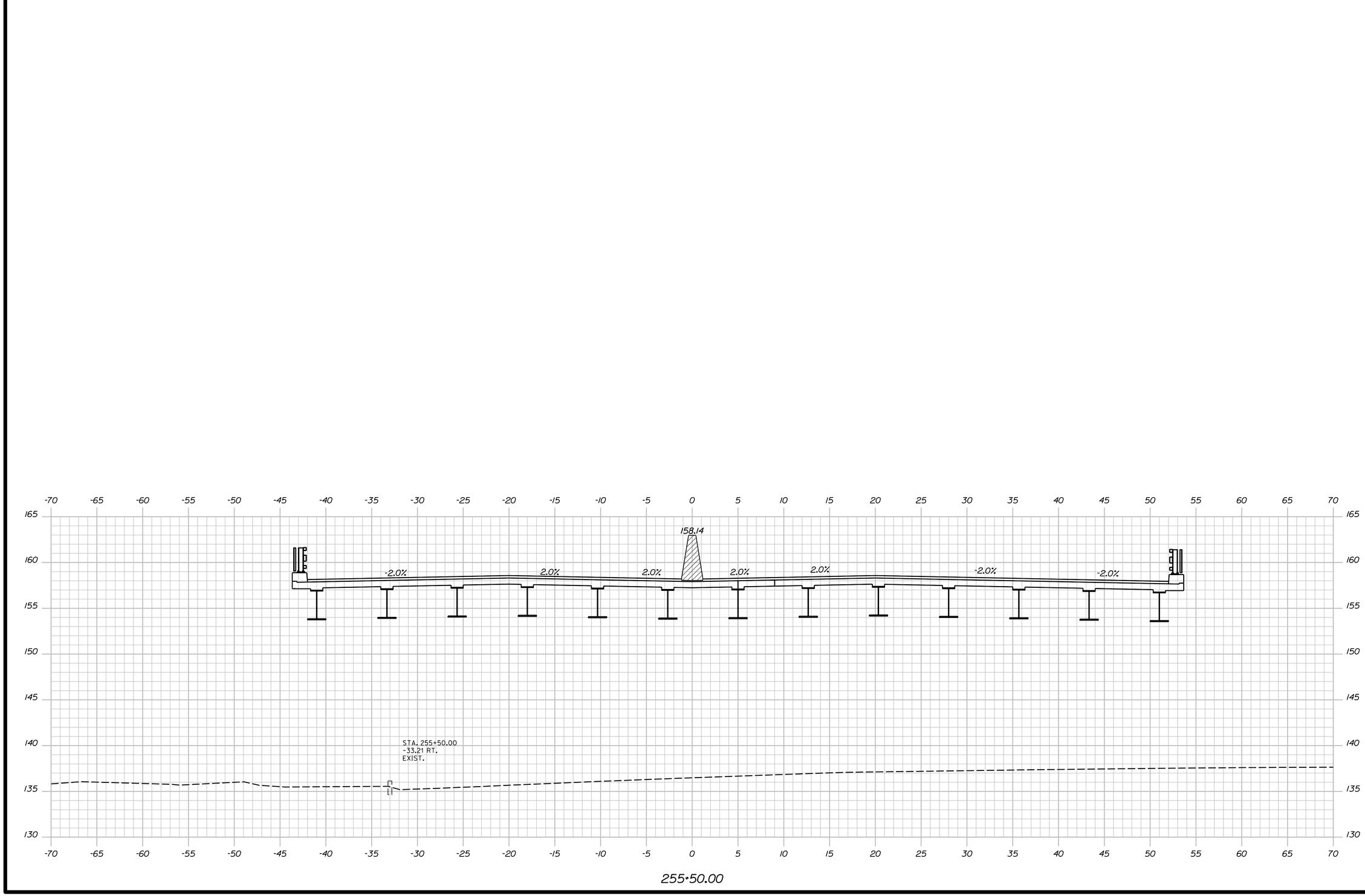

PROJ. MANAGER	A. LATHE	BY	DATE
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS I-95 FINAL

SHEET NUMBER

50

OF 201

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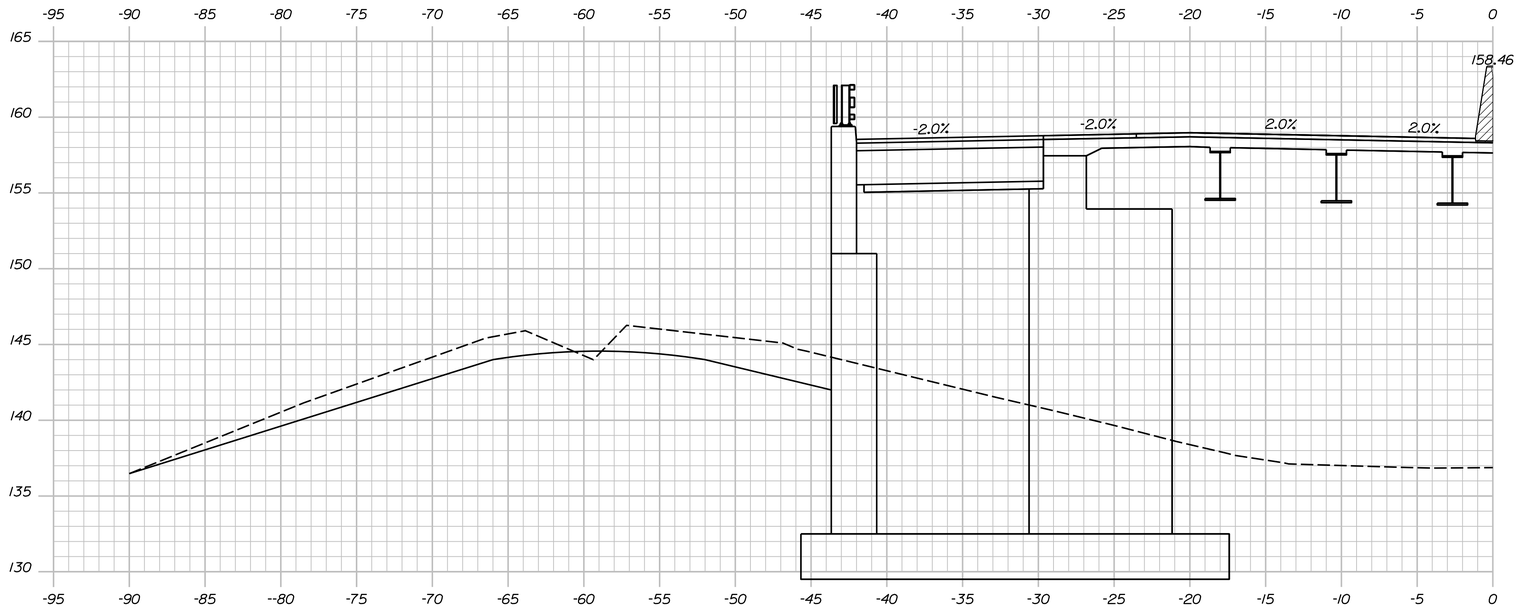

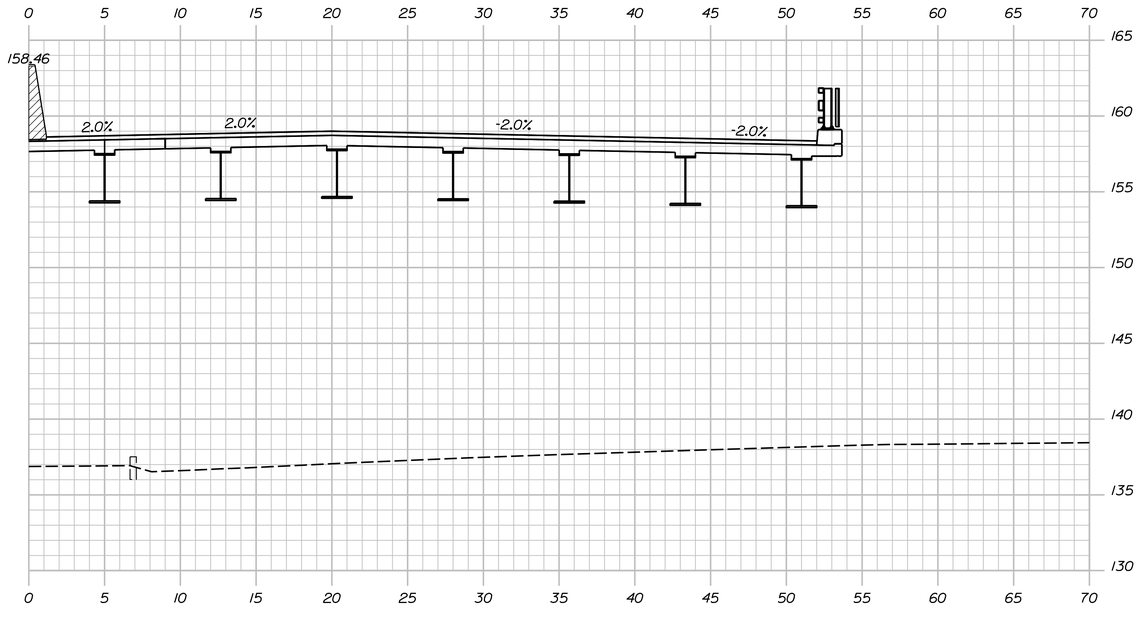

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Username: slister Date:4/17/2023

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STATE OF MAINE
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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS I-95 FINAL

SHEET NUMBER

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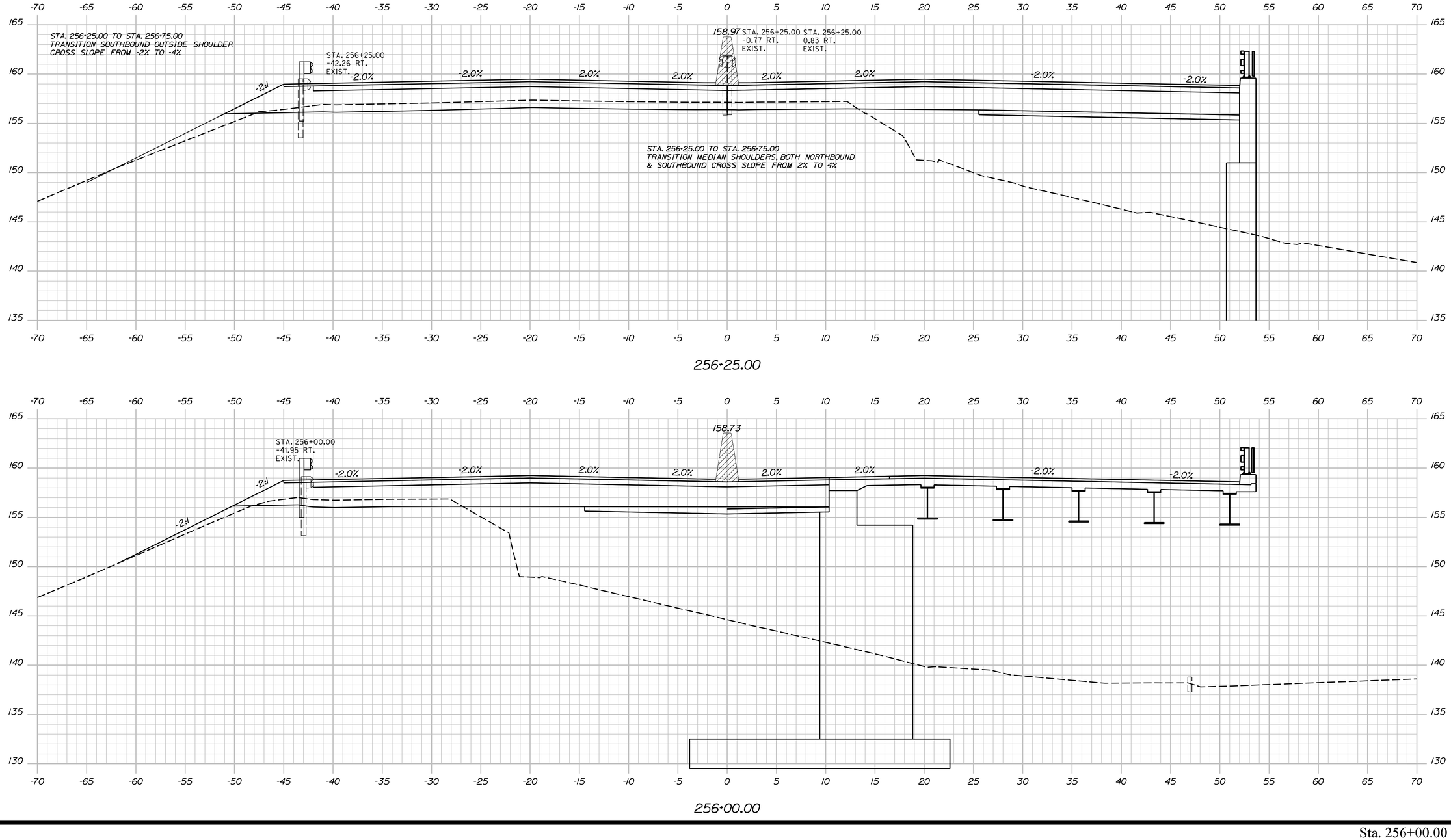
OF 201



STATE OF MAINE
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WIN 22276.01 BRIDGE CROSS SECTIONS

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
I-95 FINAL

SHEET NUMBER
52
OF 201

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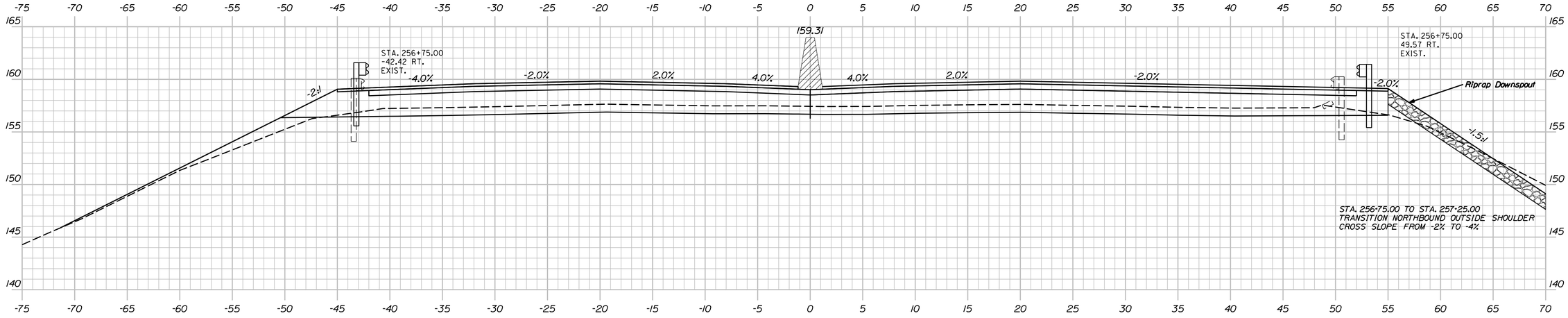

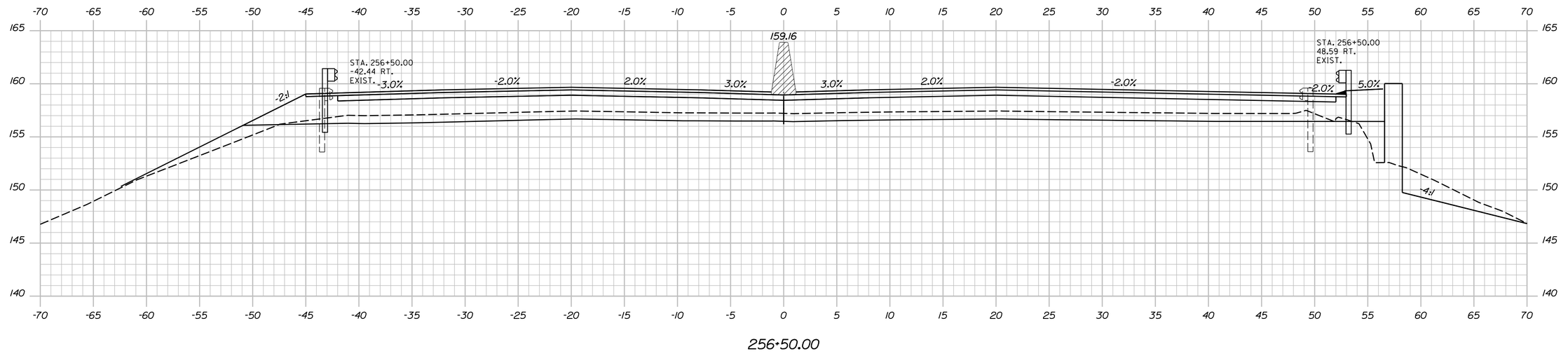

Sta. 256+50.00 to Sta. 256+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

		BY	DATE
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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
I-95 FINAL

SHEET NUMBER

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OF 201

Username: slister
Date:4/17/2023
Division:
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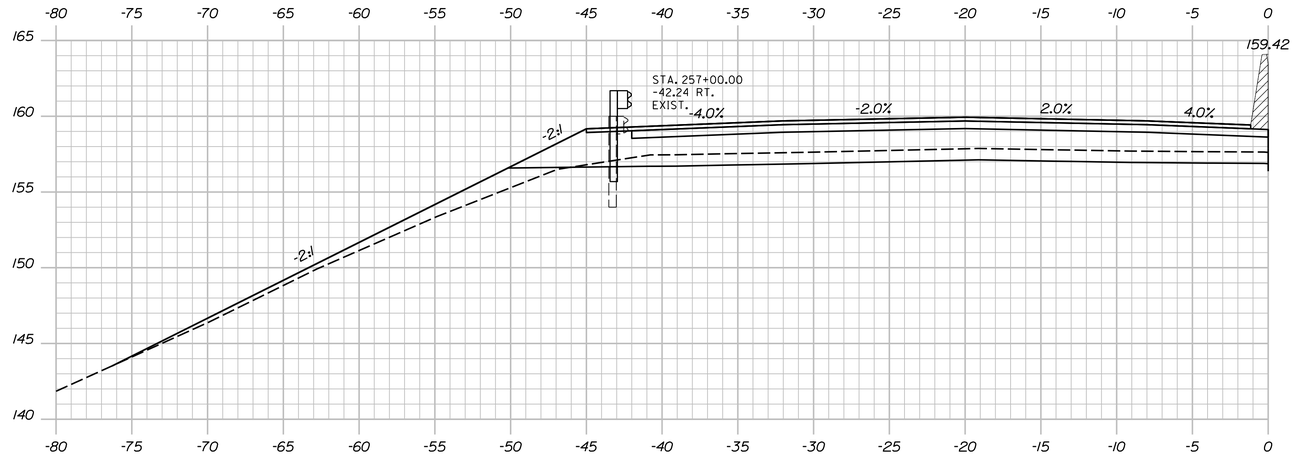
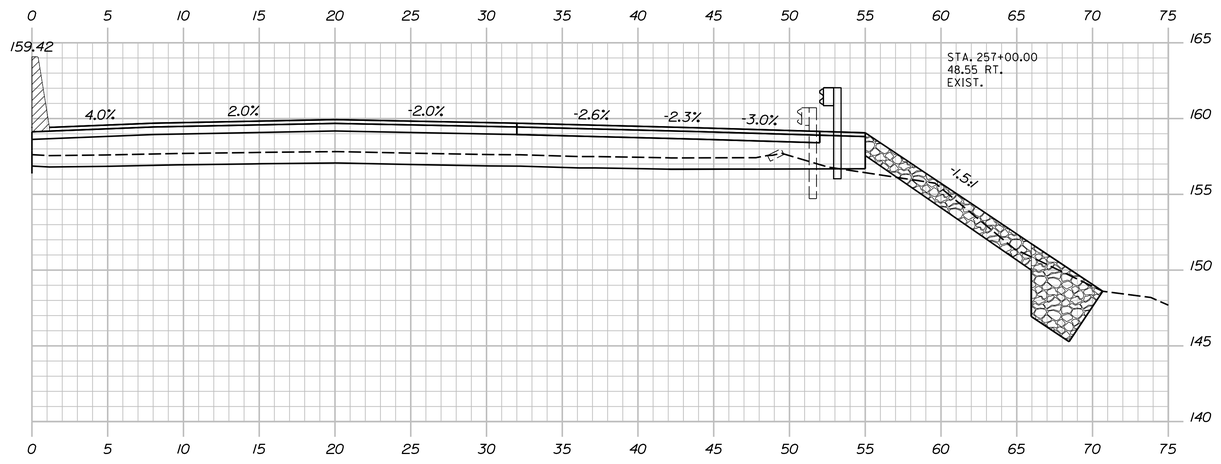




257+00.00

Usename: slister Date:4/17/2023

Division:

Filename: ...\Xsect_I-95 Mainline.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

	A. LATHE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

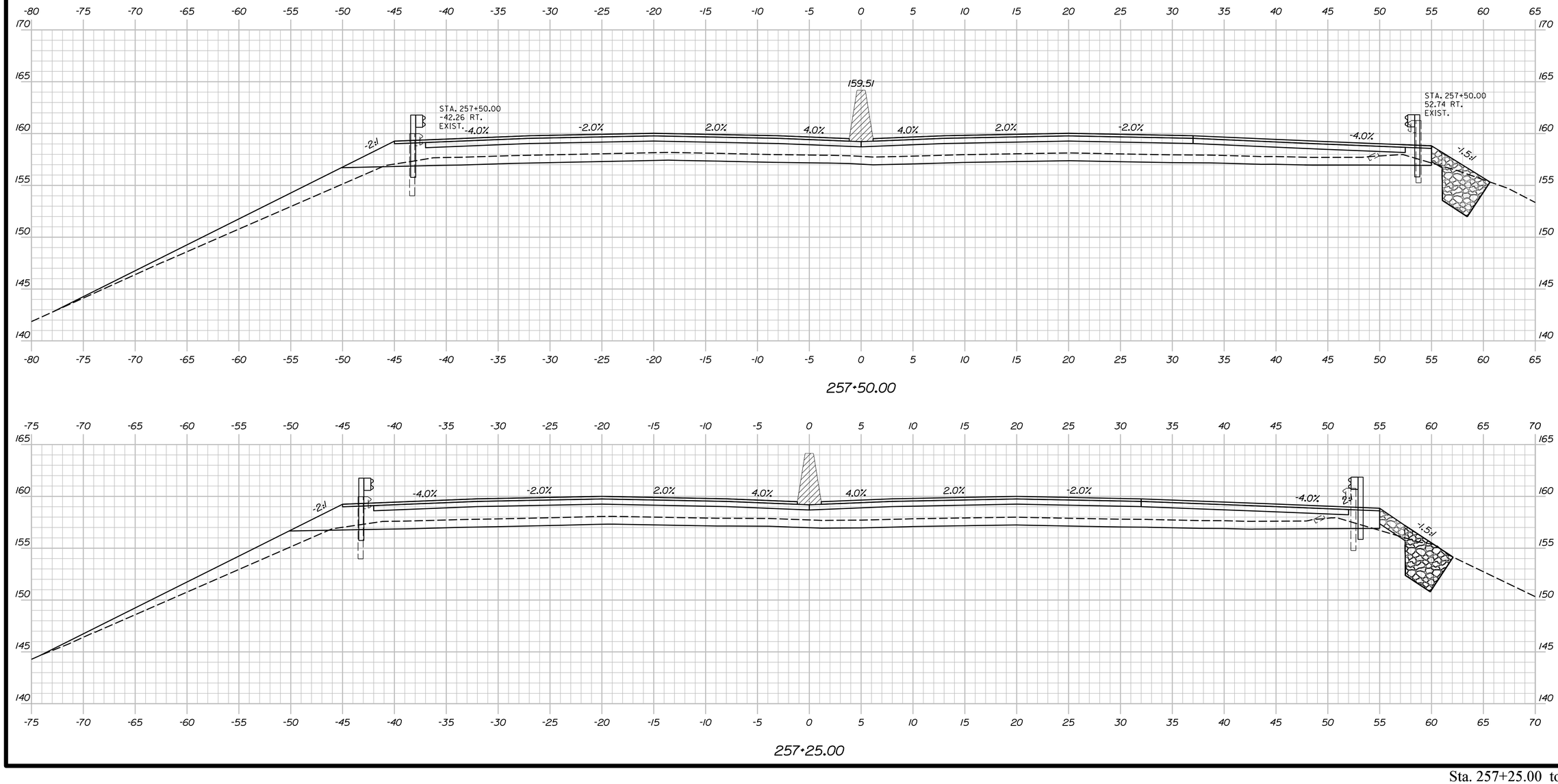
CROSS SECTIONS
I-95 FINAL

SHEET NUMBER

54

OF 201

Sta. 257+00.00



Sta. 257+25.00 to Sta. 257+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
I-95 FINAL

SHEET NUMBER

55

OF 201

Username: slister Date:4/17/2023

Division:

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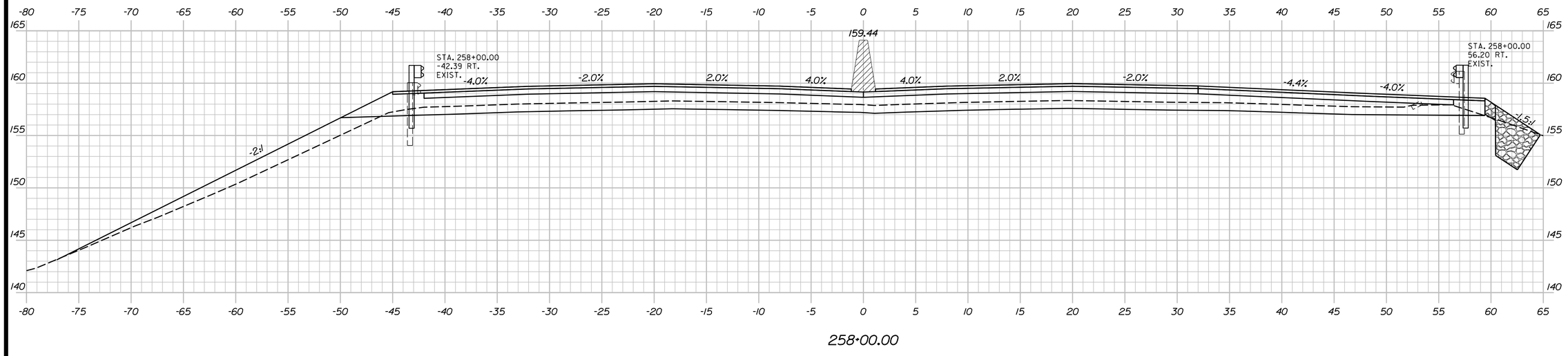

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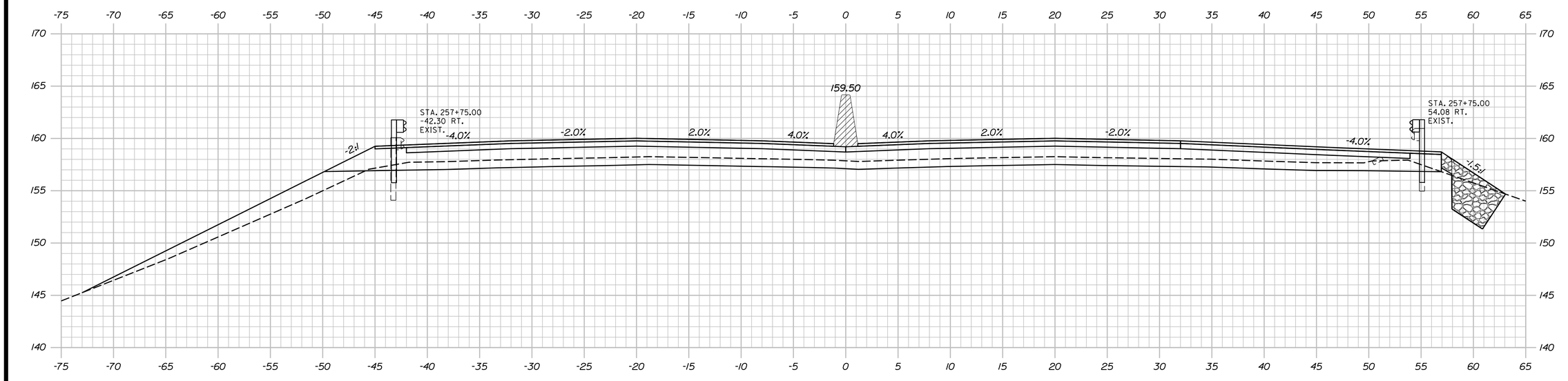

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE	BY	DATE
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REVISIONS 4			
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DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
I-95 FINAL

SHEET NUMBER

56

OF 201

Sta. 257+75.00 to Sta. 258+00.00

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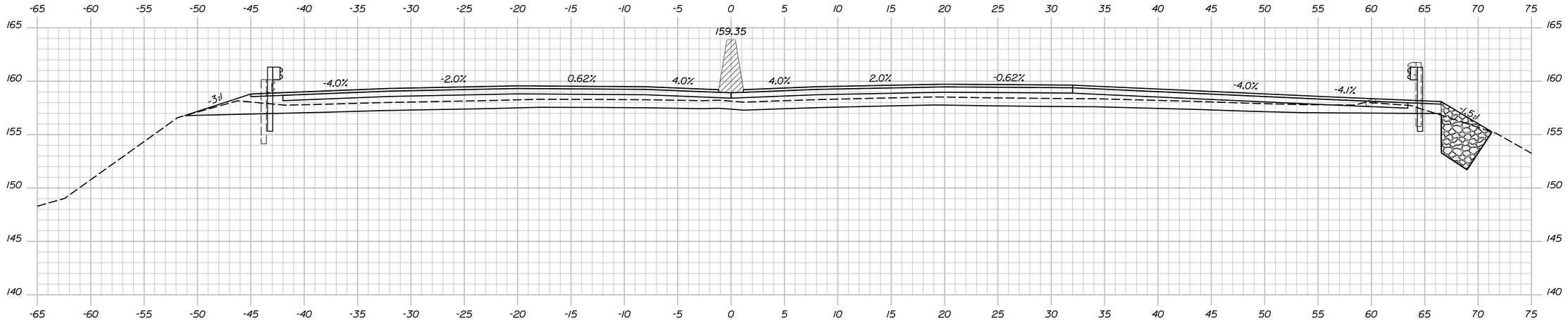

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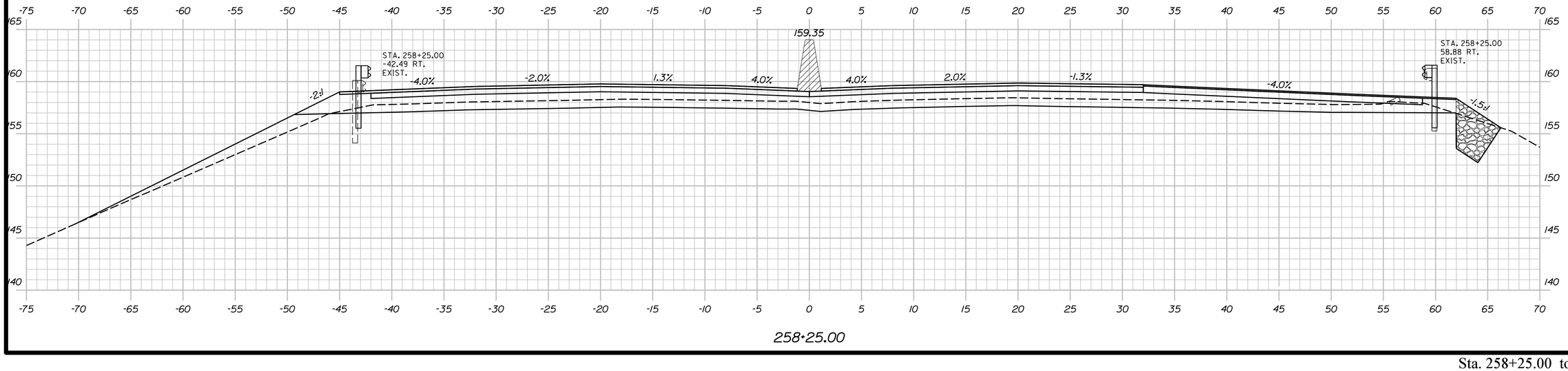

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Sta. 258+25.00 to Sta. 258+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

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DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
I-95 FINAL

SHEET NUMBER

57

OF 201

Username: slister Date:4/17/2023
Division:
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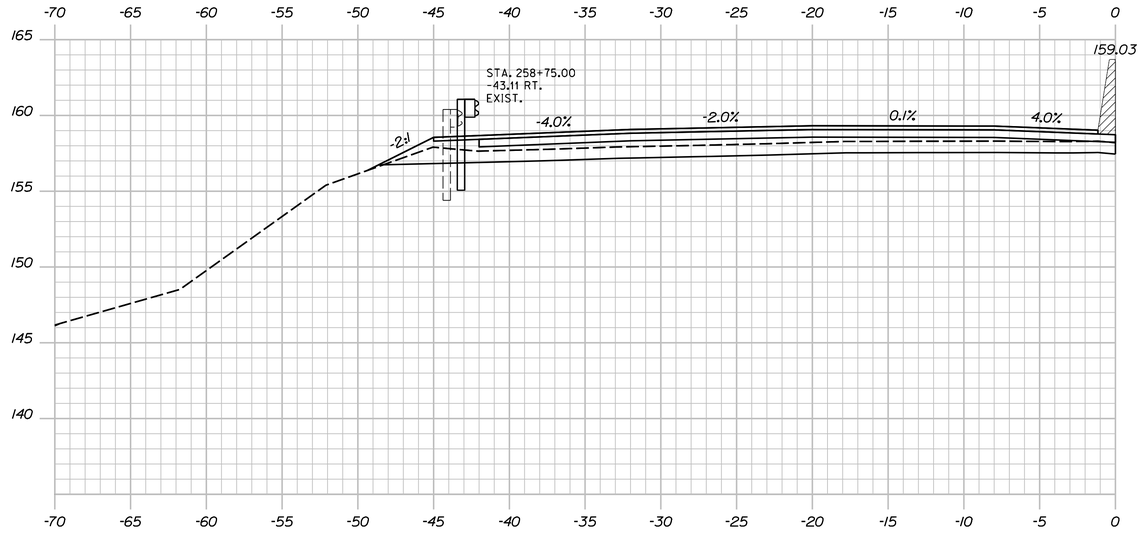

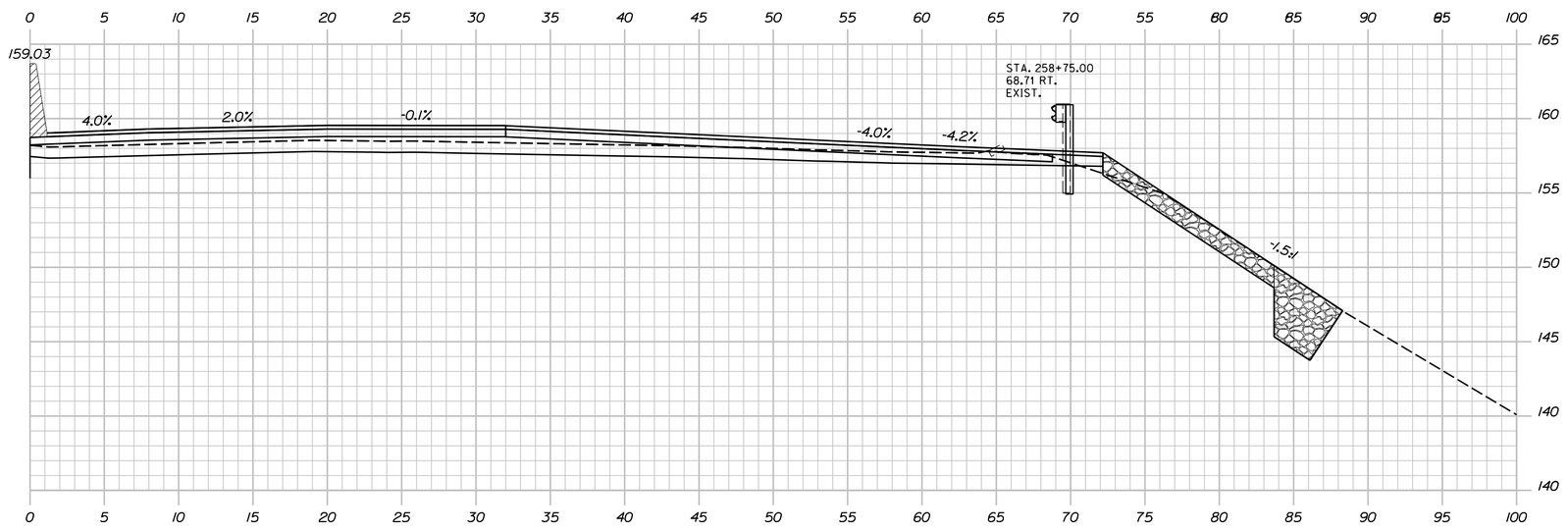

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Usermame: slister Date:4/17/2023

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Filename: ...\Xsect_I-95 Mainline.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

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DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

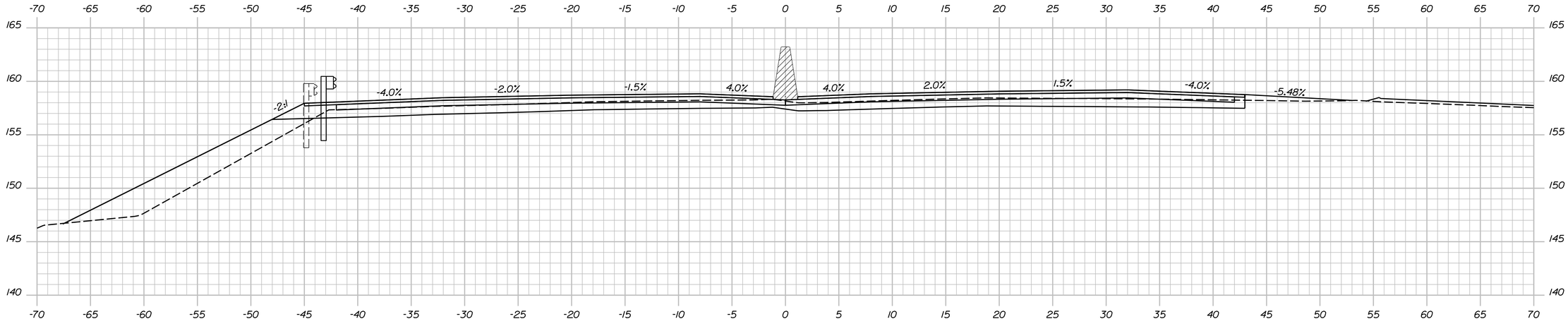
CROSS SECTIONS
I-95 FINAL

SHEET NUMBER

58

OF 201

Sta. 258+75.00



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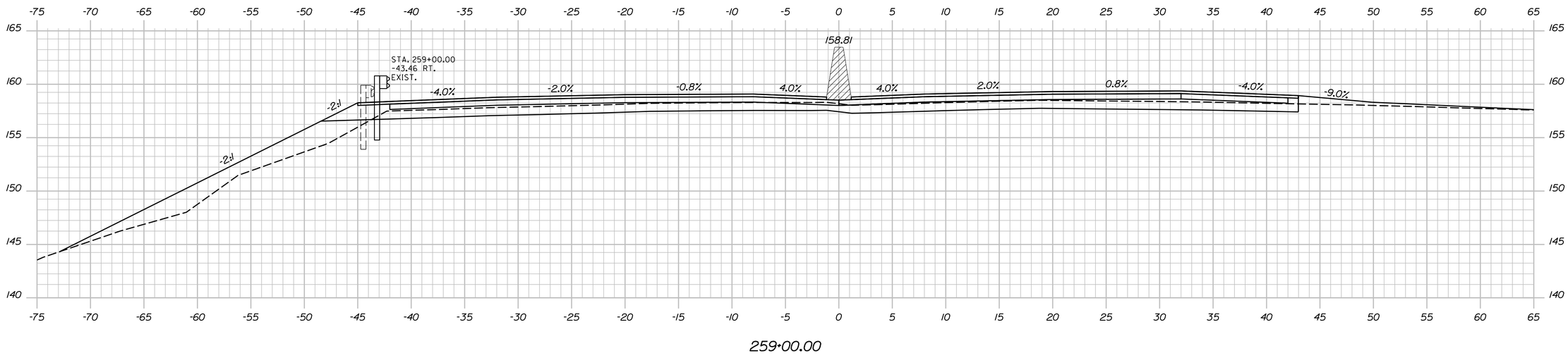

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Sta. 259+00.00 to Sta. 259+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
I-95 FINAL

SHEET NUMBER

59

OF 201

Username: slister Date:4/17/2023

Division:

Filename: ...\Xsect_I-95 Mainline.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE CROSS SECTIONS

PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
I-95 FINAL

SHEET NUMBER

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OF 201

Sta. 259+50.00 to Sta. 260+00.00

Username: slister Date:4/17/2023

Division:

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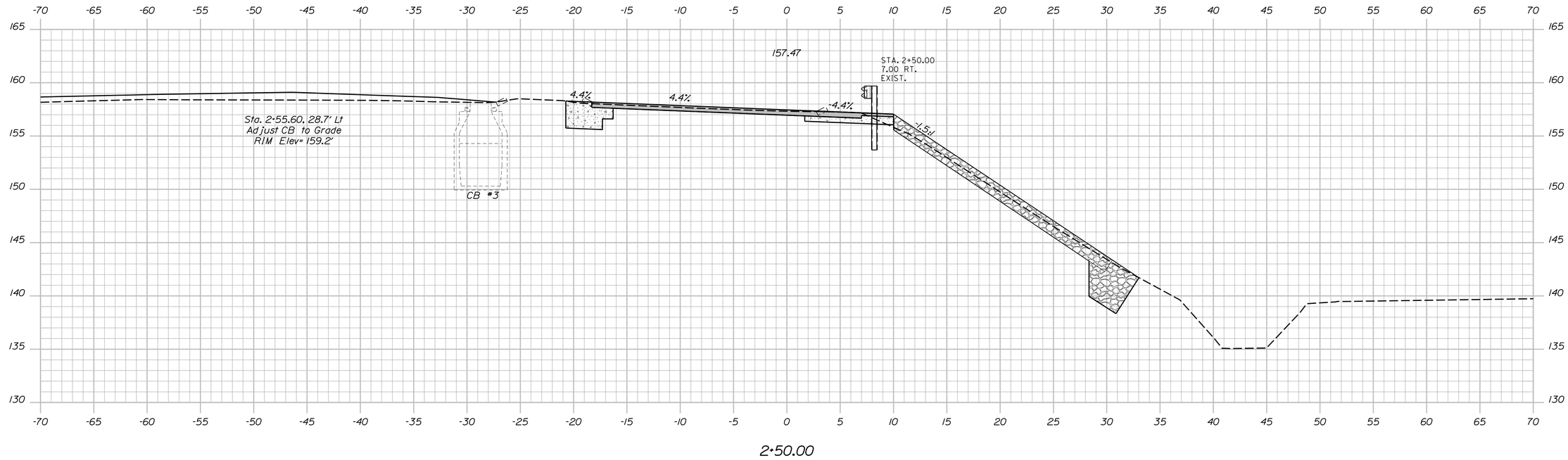

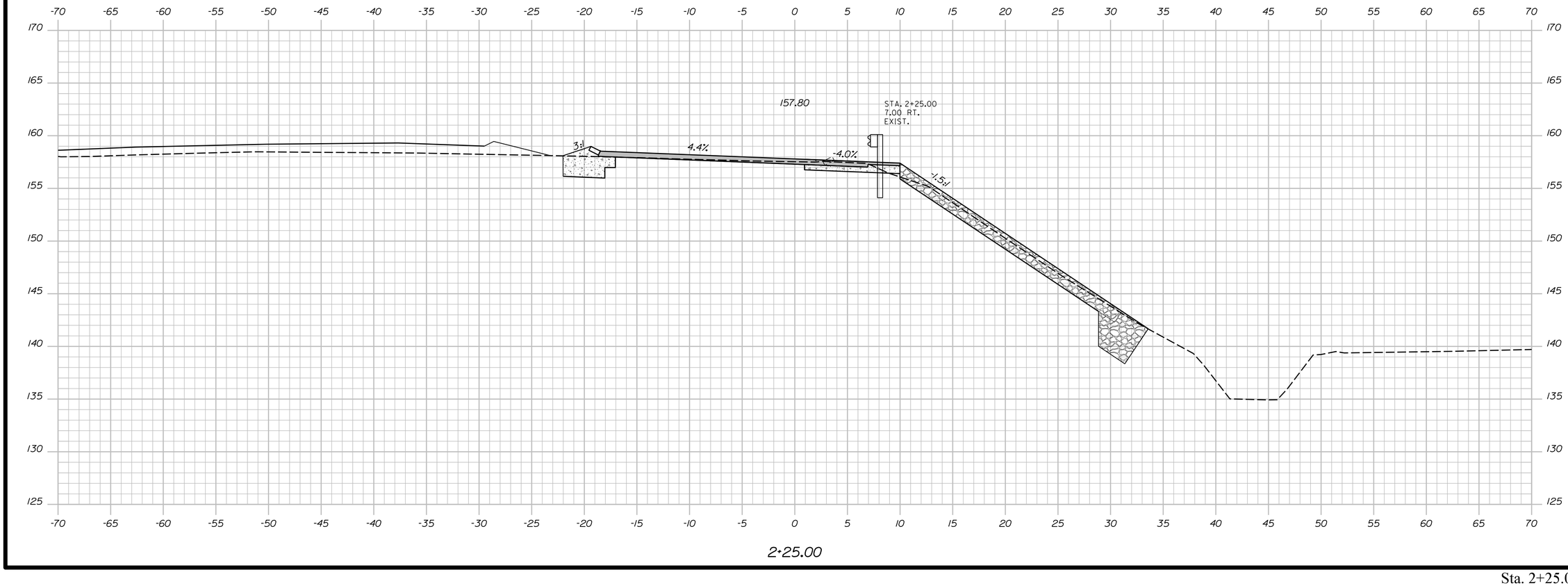

Sta. 2+25.00 to Sta. 2+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

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DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
NORTHBOUND OFF-RAMP

SHEET NUMBER

61

OF 201

Date:4/17/2023

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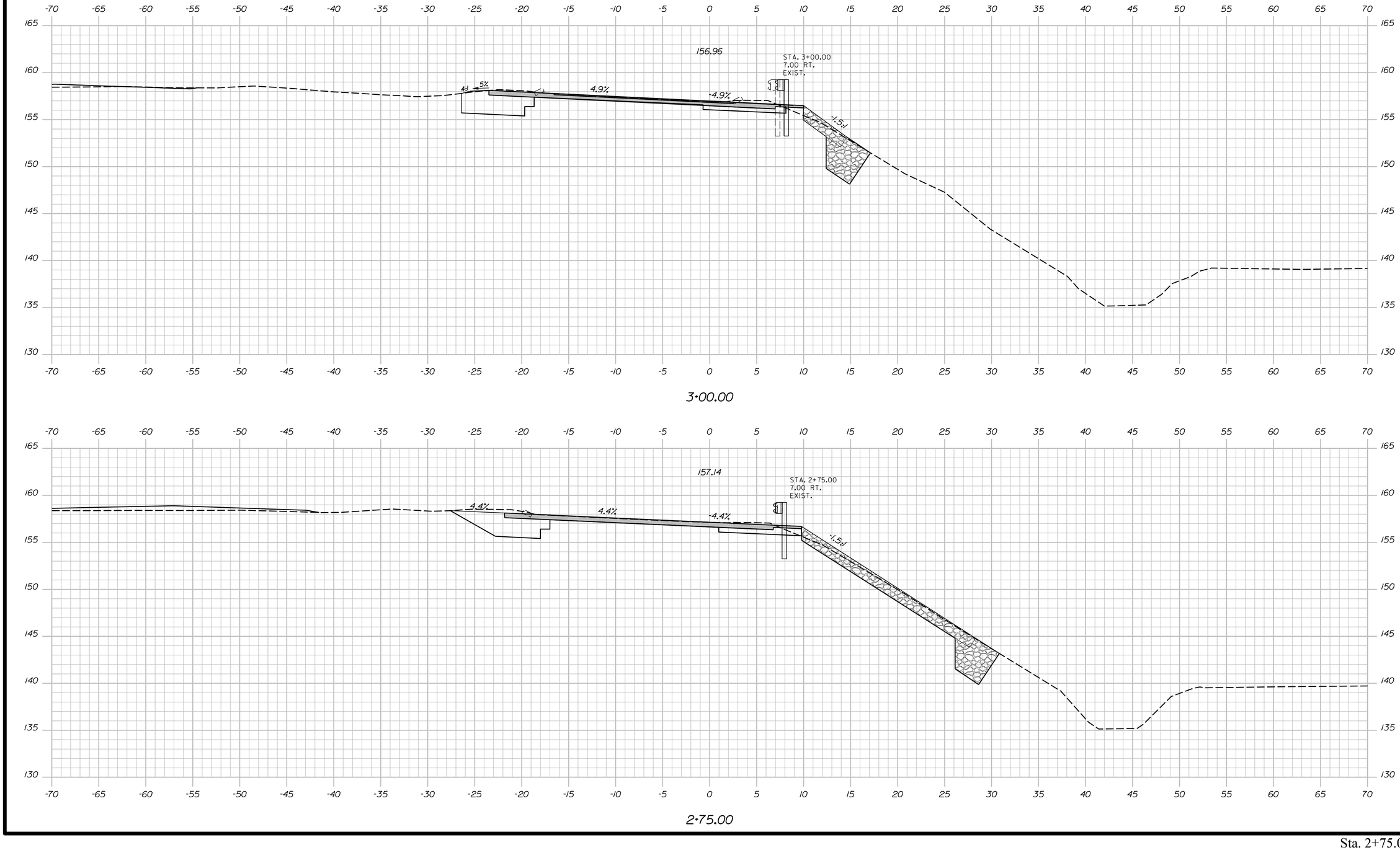

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
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DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
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REVISIONS 4			
FIELD CHANGES			

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
NORTHBOUND OFF-RAMP

SHEET NUMBER

62

OF 201

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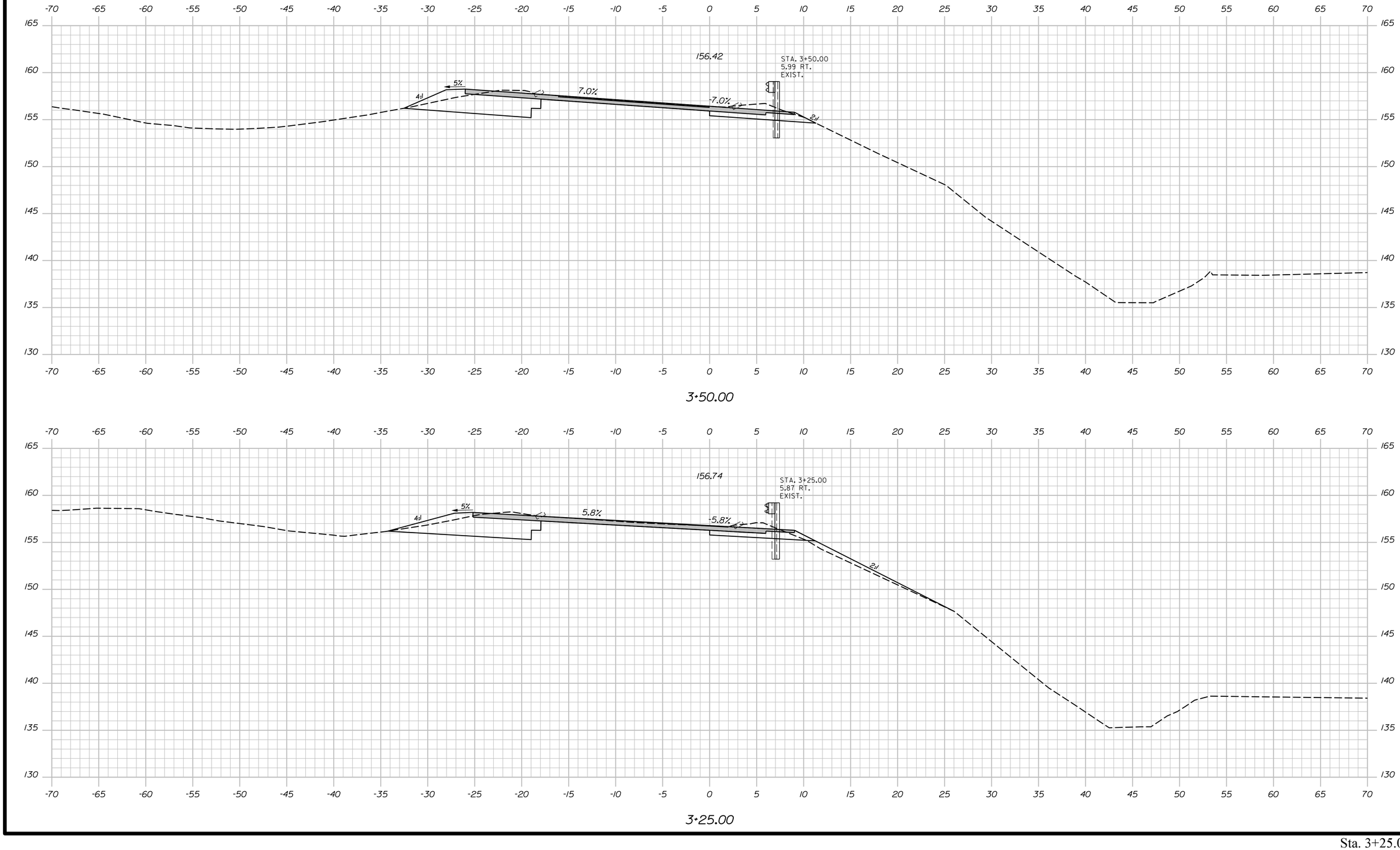

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE	BY	DATE
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REVISIONS 1			
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REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS NORTHBOUND OFF-RAMP

SHEET NUMBER

63

OF 201

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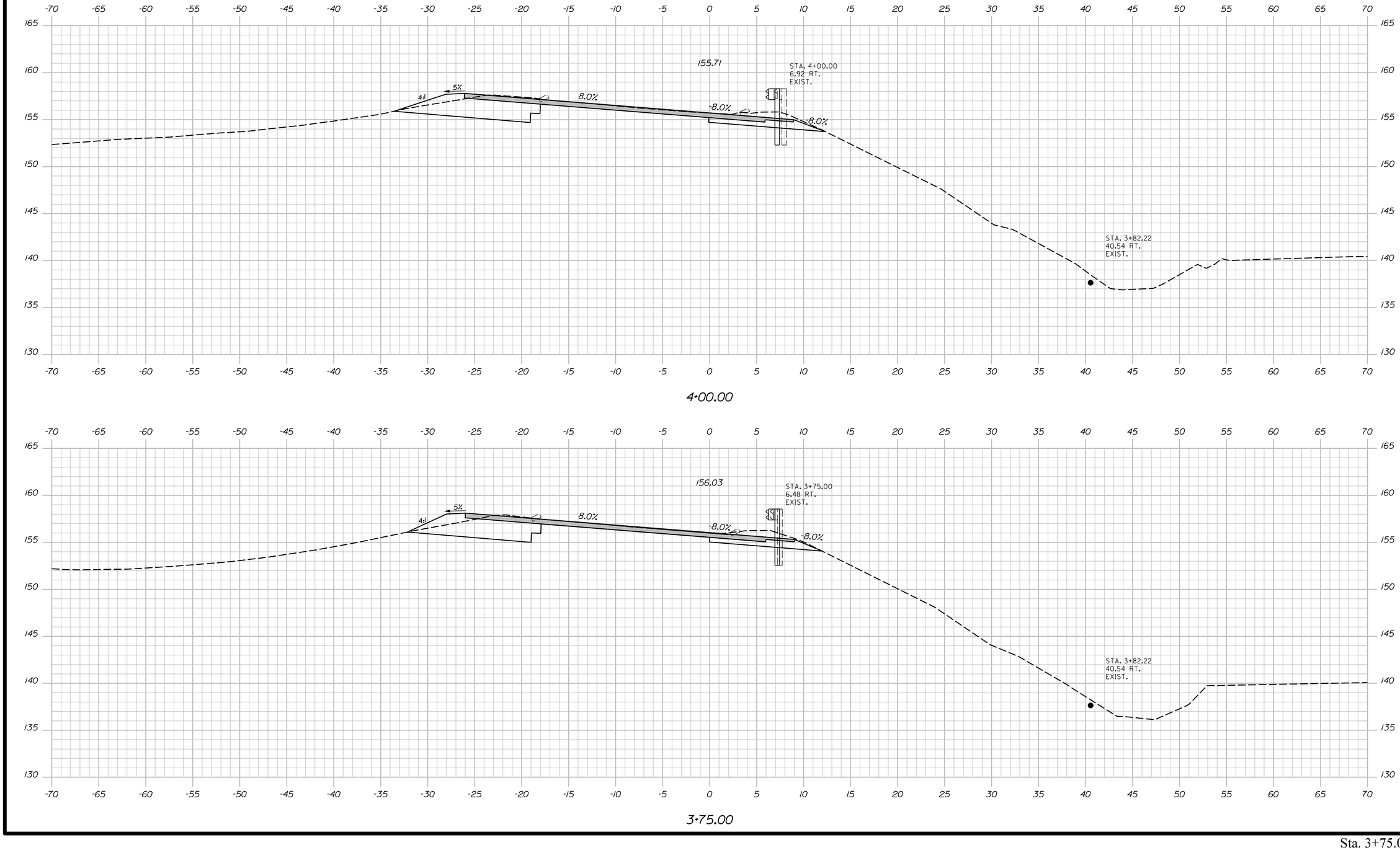

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
NORTHBOUND OFF-RAMP

SHEET NUMBER

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OF 201

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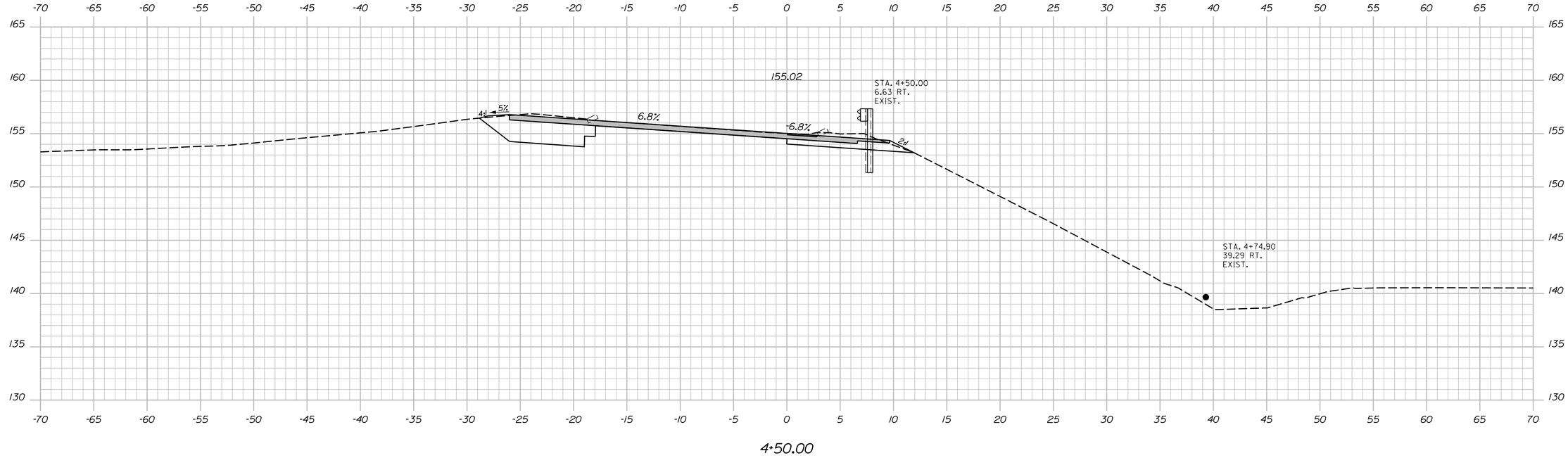

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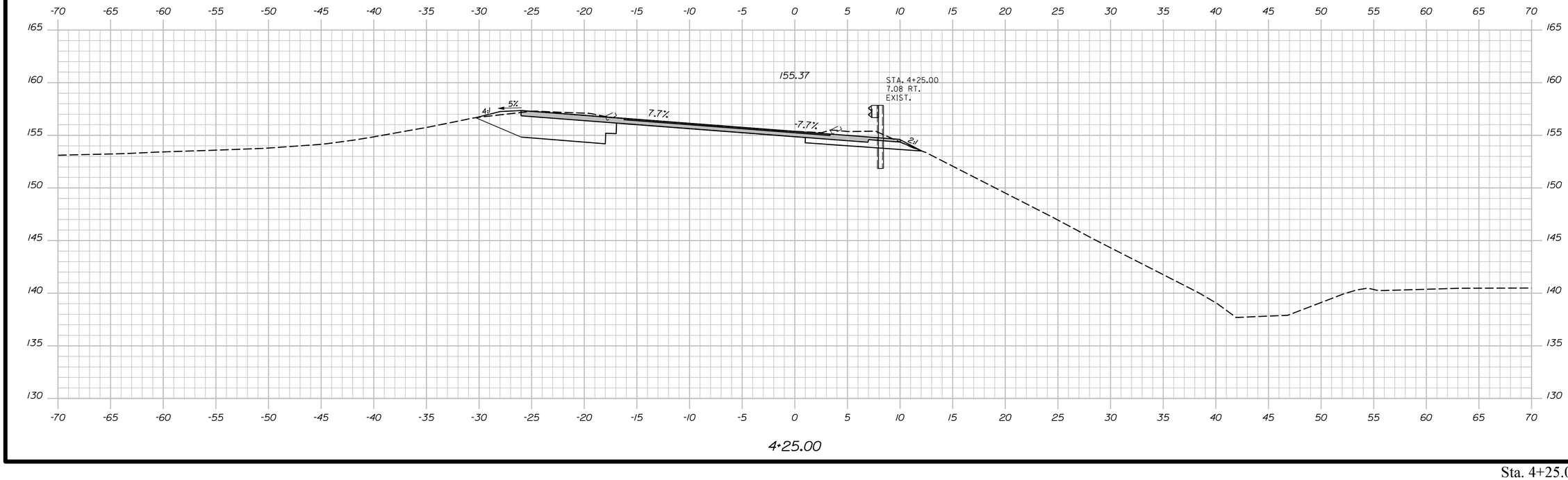

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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22276.01 BRIDGE CROSS SECTIONS

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
NORTHBOUND OFF-RAMP

SHEET NUMBER

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OF 201

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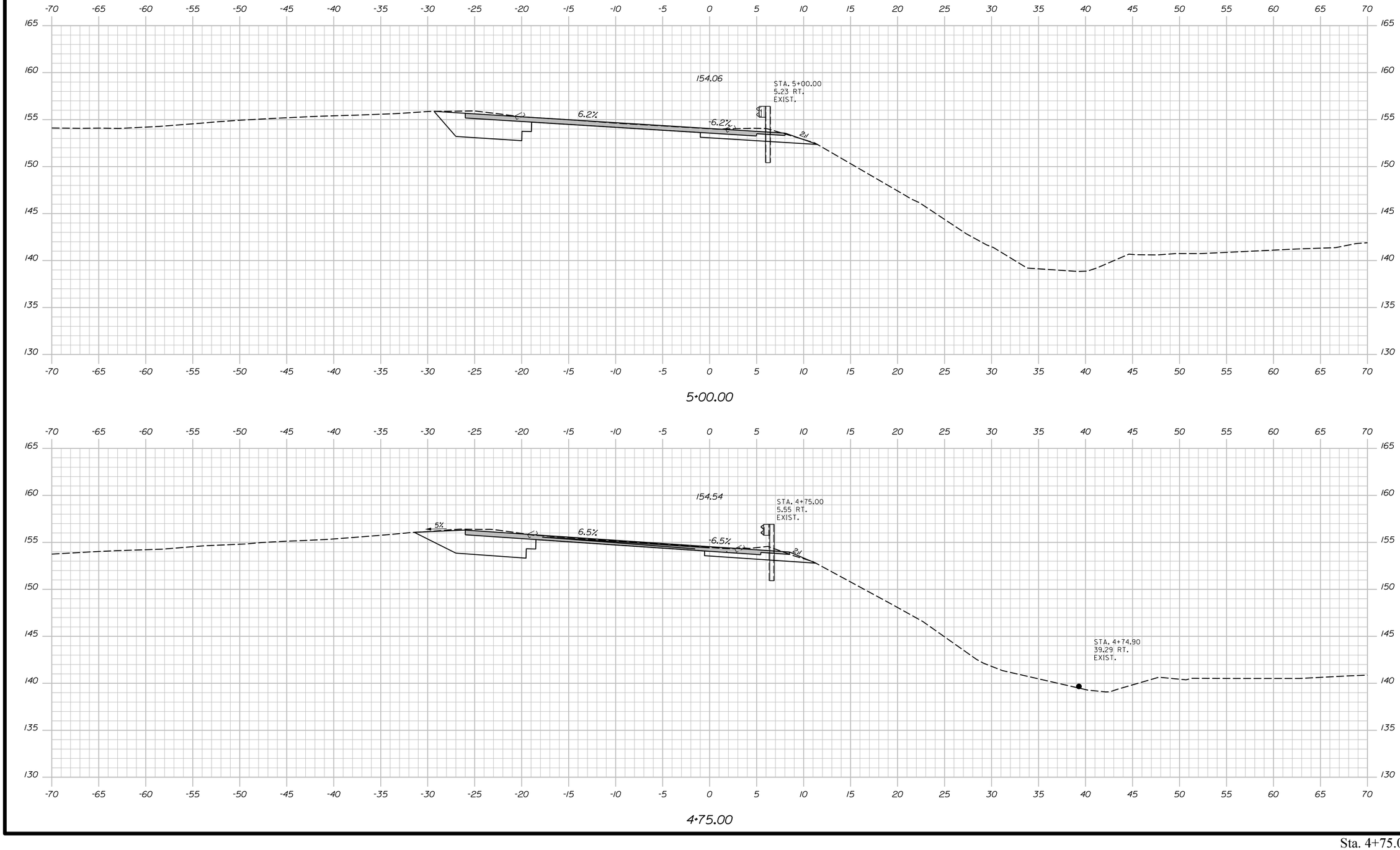

Sta. 4+75.00 to Sta. 5+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01

BRIDGE NO. 5789

BRIDGE CROSS SECTIONS

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SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
NORTHBOUND OFF-RAMP

SHEET NUMBER

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OF 201

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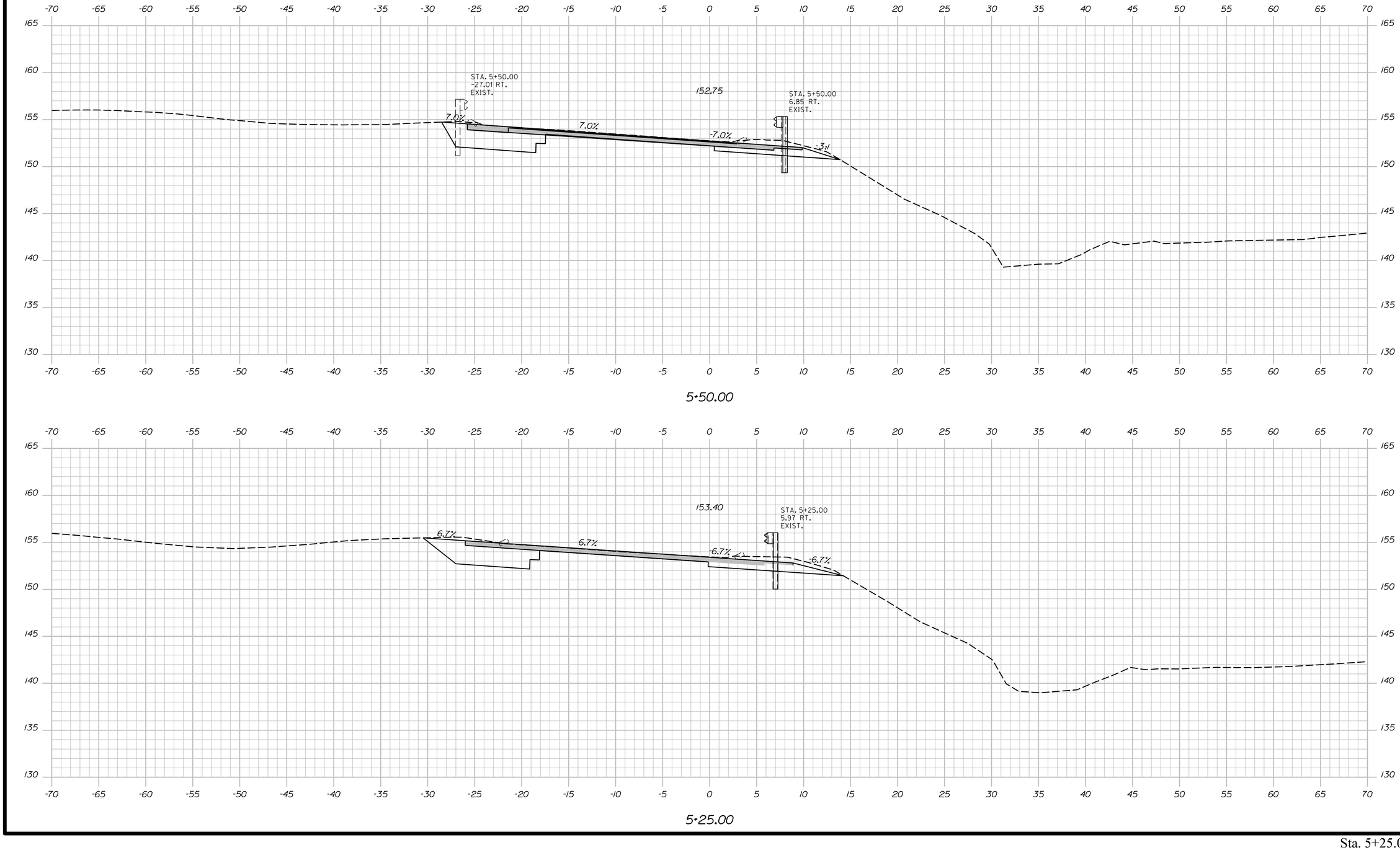

STATE OF MAINE
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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
NORTHBOUND OFF-RAMP

SHEET NUMBER

67

OF 201

Sta. 5+25.00 to Sta. 5+50.00

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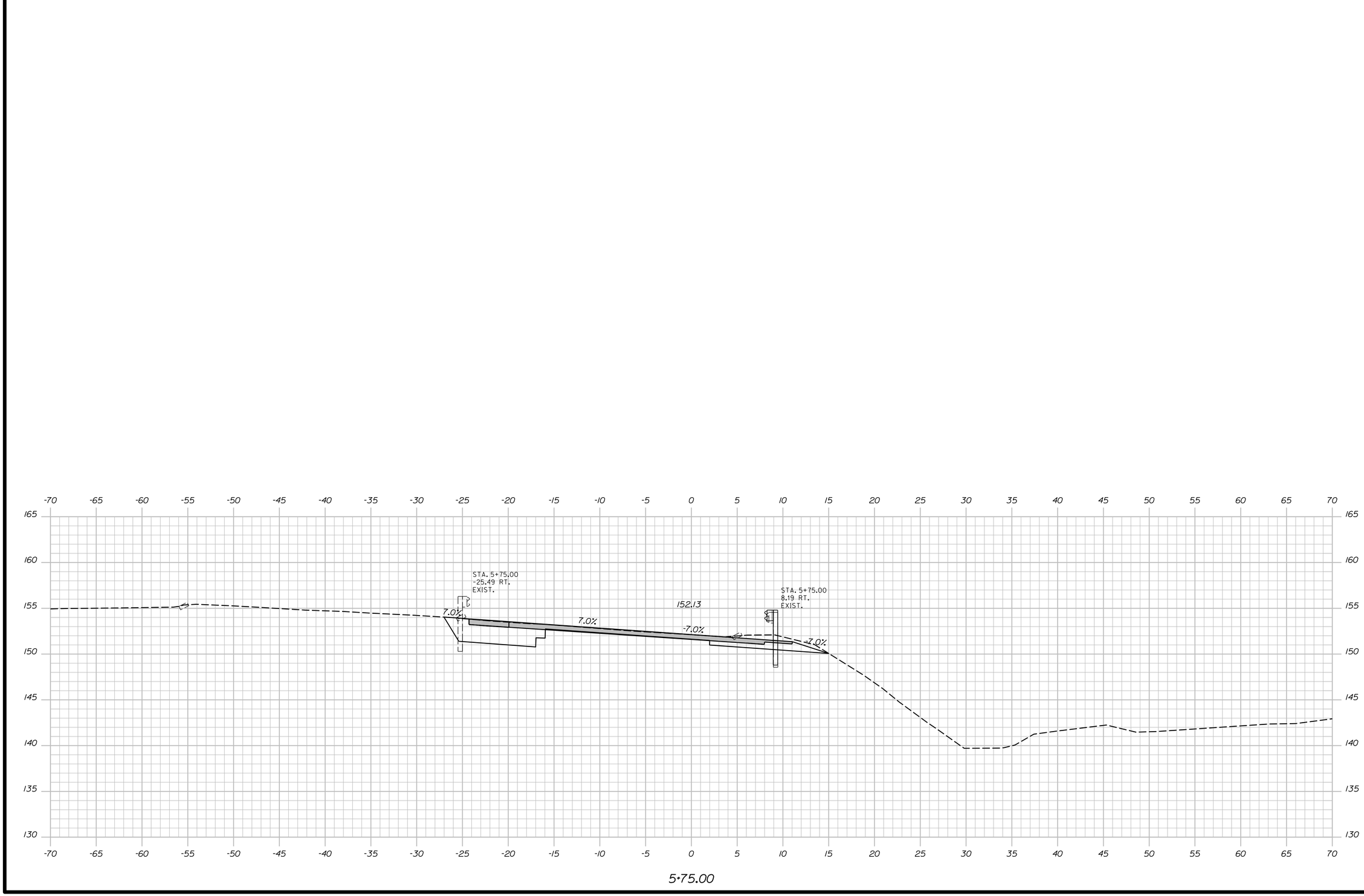

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

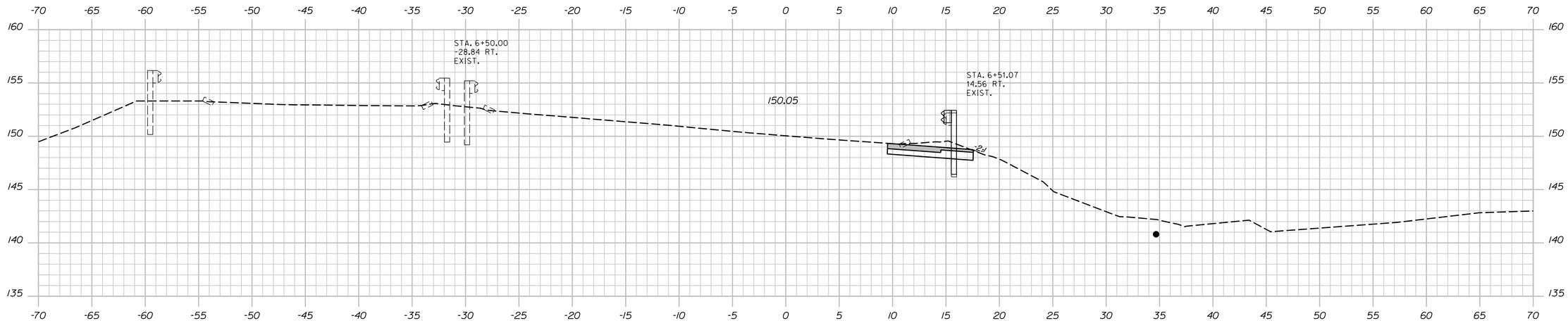
CROSS SECTIONS NORTHBOUND OFF-RAMP

SHEET NUMBER

68

OF 201

Sta. 5+75.00 to Sta. 6+00.00



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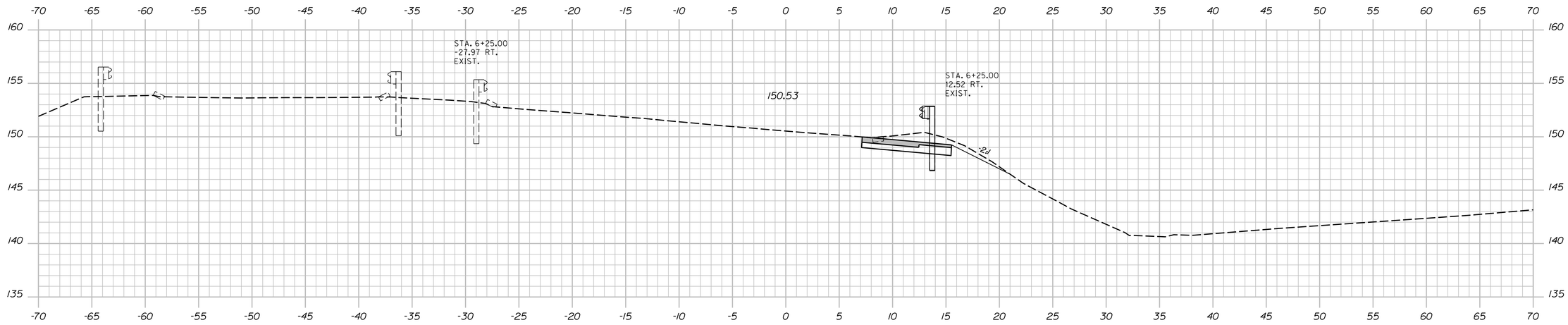

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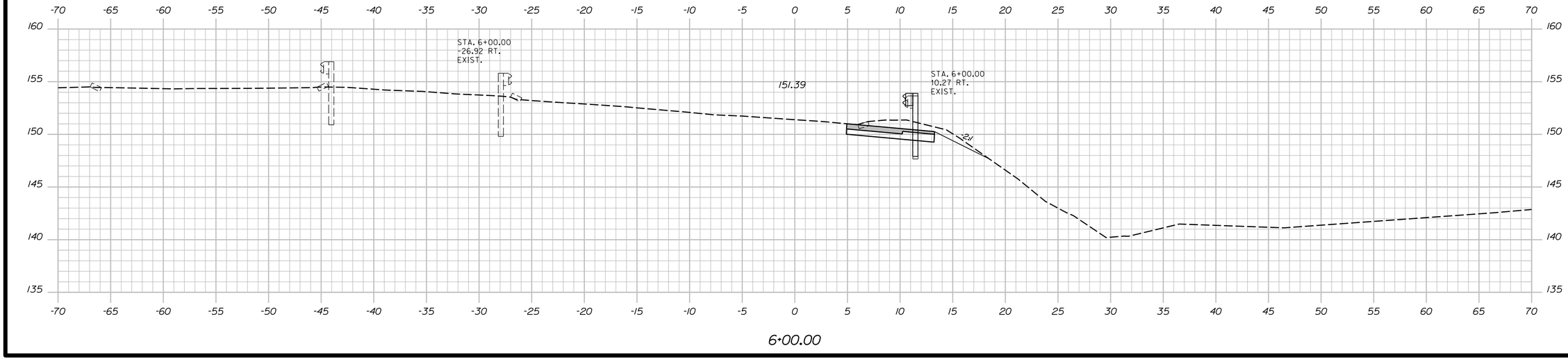

6+00.00

Sta. 6+00.00 to Sta. 6+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01

BRIDGE NO. 5789

BRIDGE CROSS SECTIONS

PROJ. MANAGER	A. LATHE		
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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
NORTHBOUND OFF-RAMP

SHEET NUMBER

69

OF 201

Username: slister Date:4/17/2023

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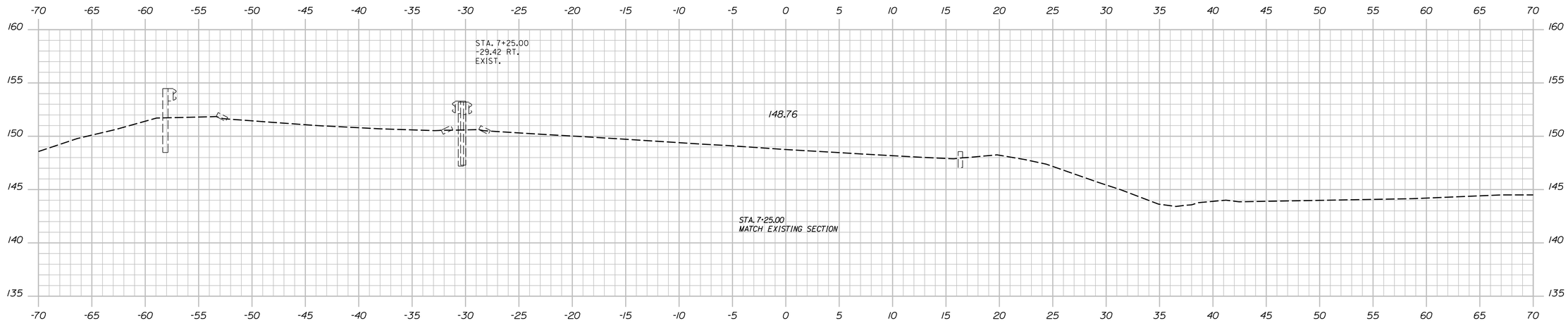

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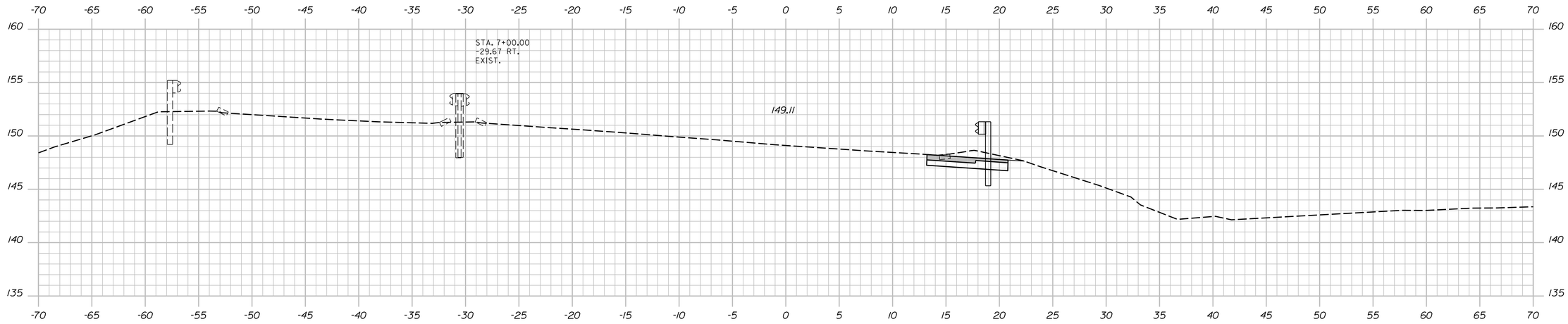

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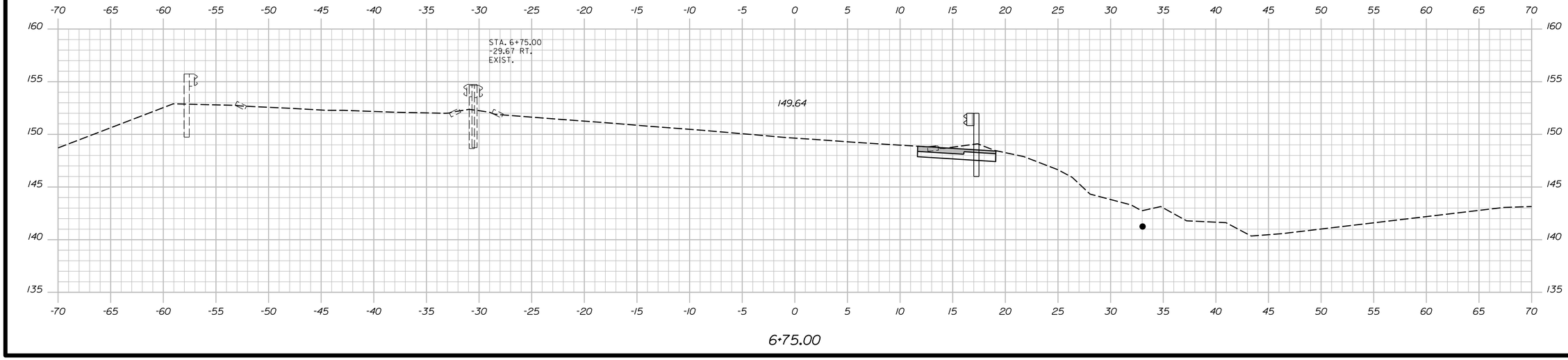


6+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
NORTHBOUND OFF-RAMP

SHEET NUMBER

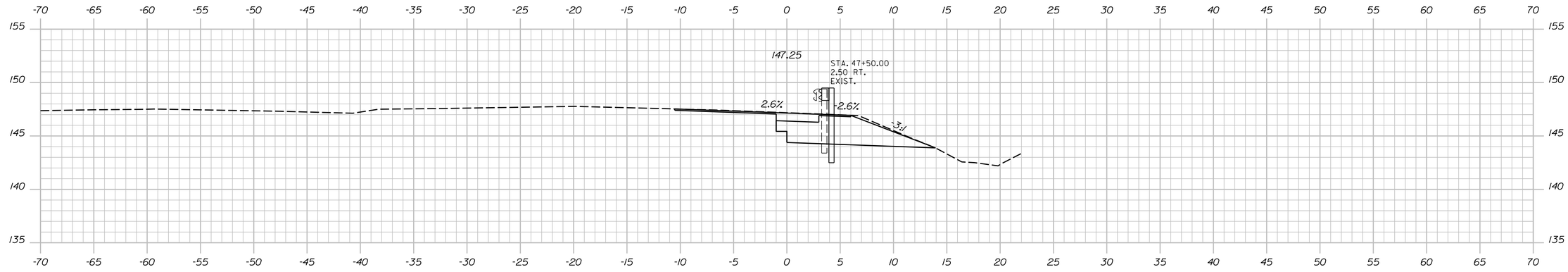
70

OF 201

Sta. 6+75.00 to Sta. 7+25.00

Username: slister Date:4/17/2023

Filename: ...\Xsect_NB Off Ramp Extension.dgn Division:



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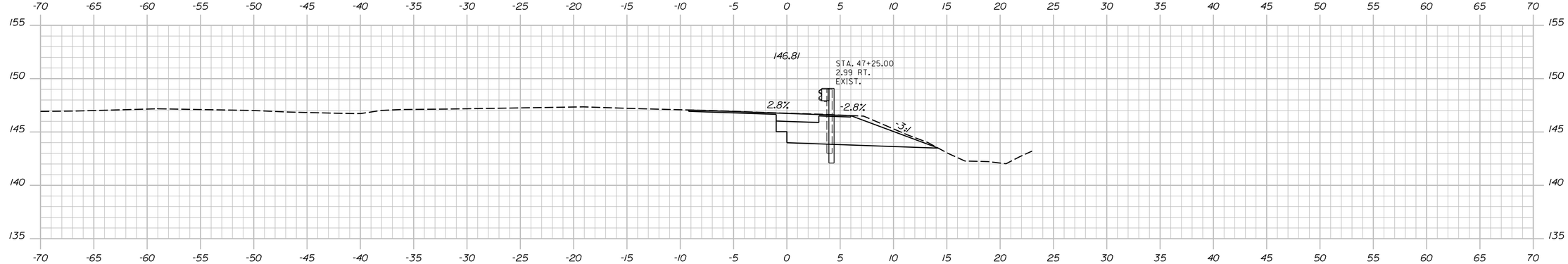

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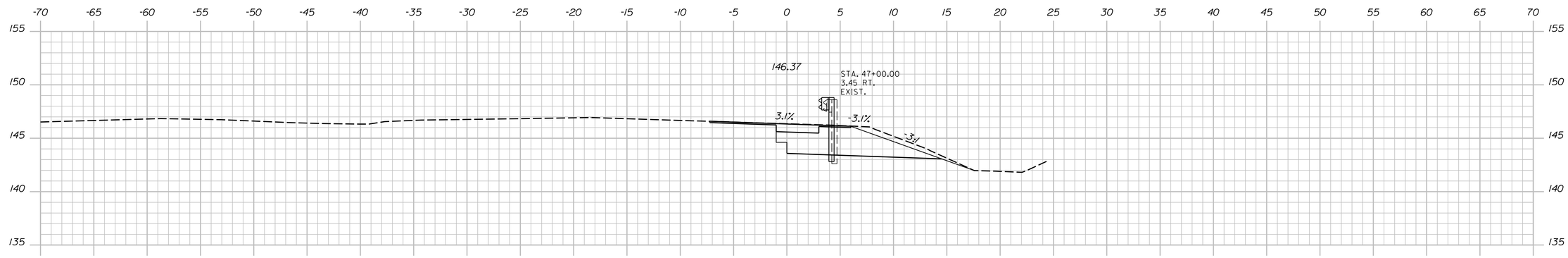

47+00.00

Sta. 47+00.00 to Sta. 47+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

	BY	DATE
PROJ. MANAGER	A. LATHE	
DESIGN-DETAILED	S. WHITE	S. LINDSLEY 4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE 4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN 4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ 4-23
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

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DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

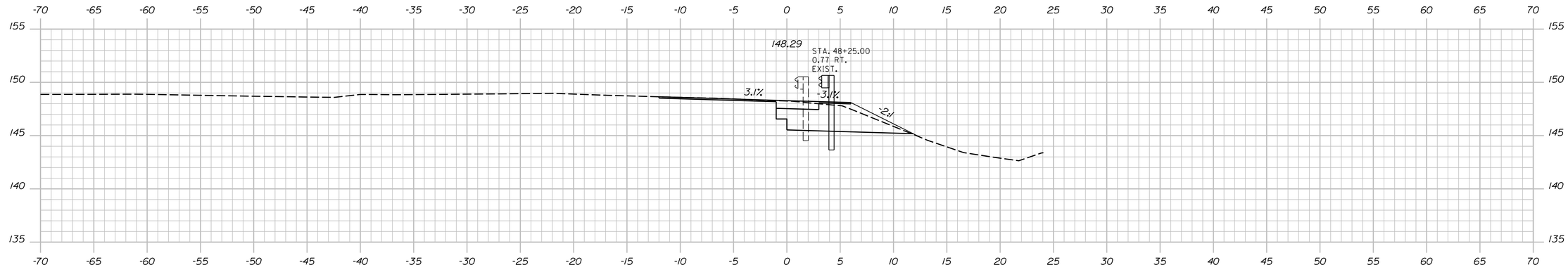
CROSS SECTIONS SOUTHBOUND OFF-RAMP

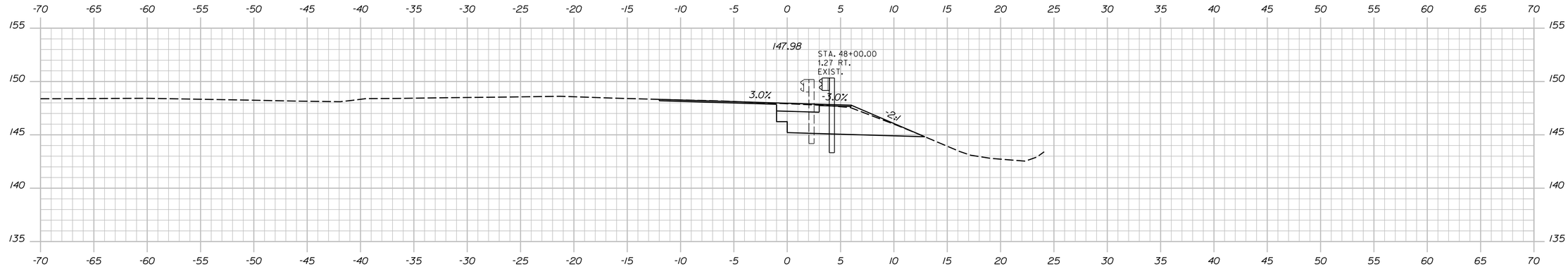
SHEET NUMBER

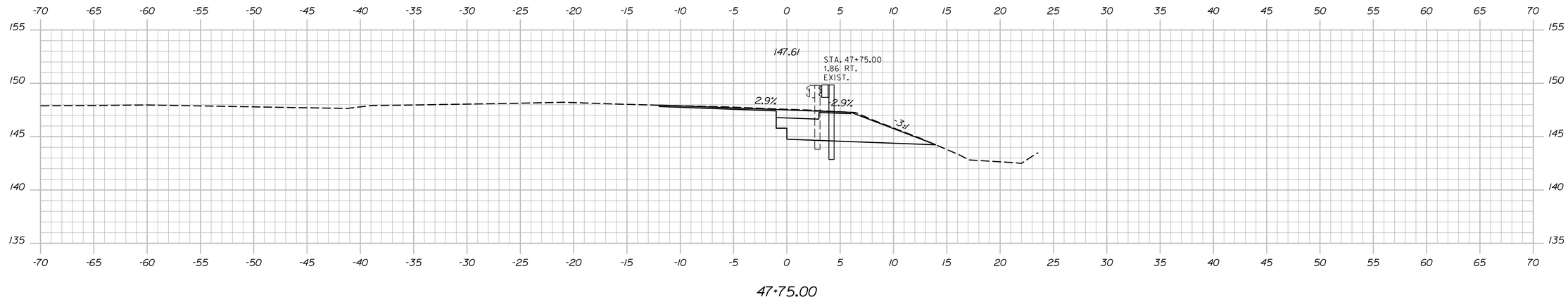
71

OF 201

Filename: ...\Drawings\Sheet Files\Xsect.dgn Division: Username: slister Date:4/17/2023







Sta. 47+75.00 to Sta. 48+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE		
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SIGNATURE

P.E. NUMBER

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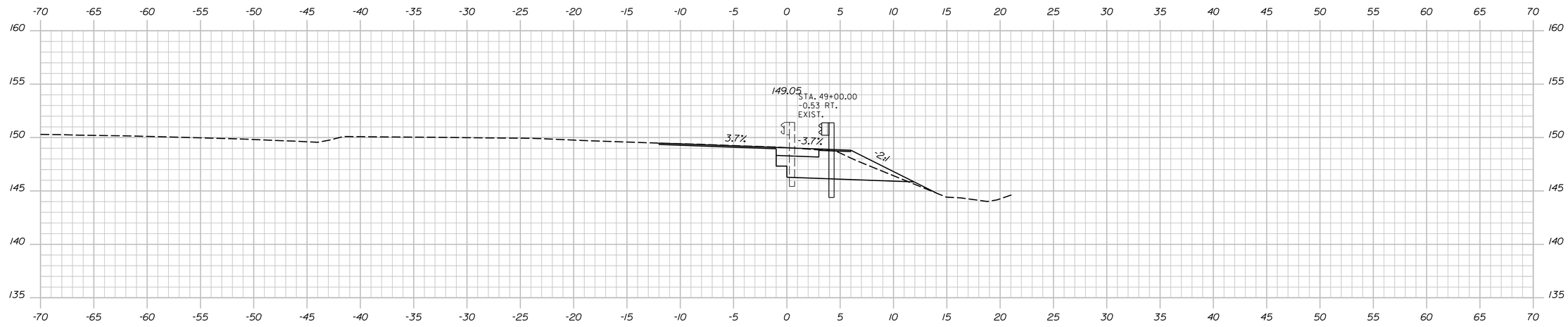
I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
SOUTHBOUND OFF-RAMP

SHEET NUMBER
72
OF 201

Filename: ...\Drowings\Sheet Files\Xsect.dgn Division: Username: slister Date:4/17/2023



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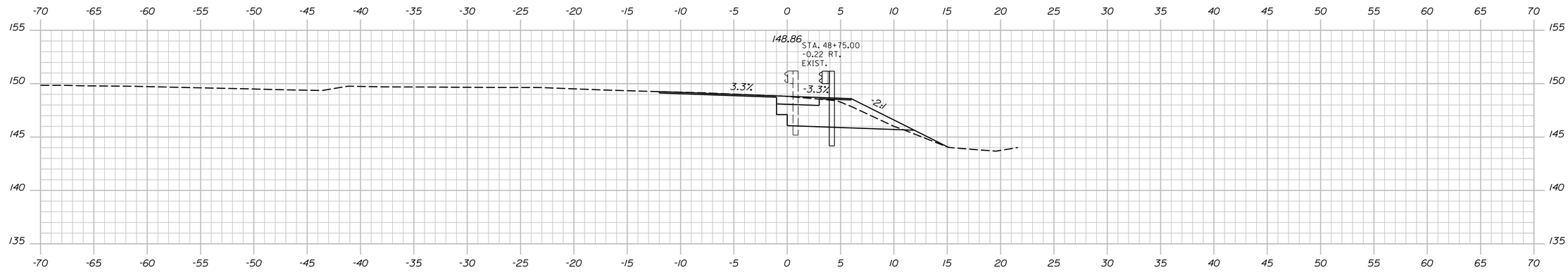

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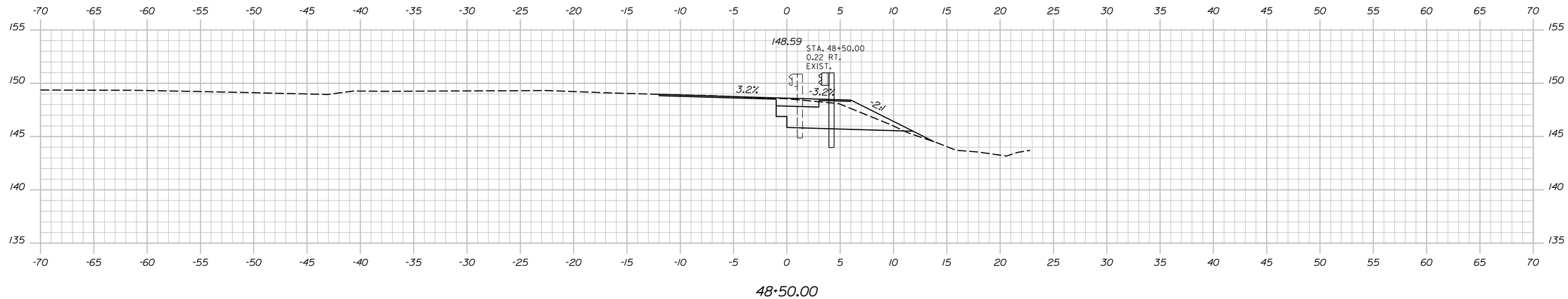

48+50.00

Sta. 48+50.00 to Sta. 49+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

SIGNATURE

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PROJ. MANAGER	S. WHITE	S. LINDSLEY	4-23
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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

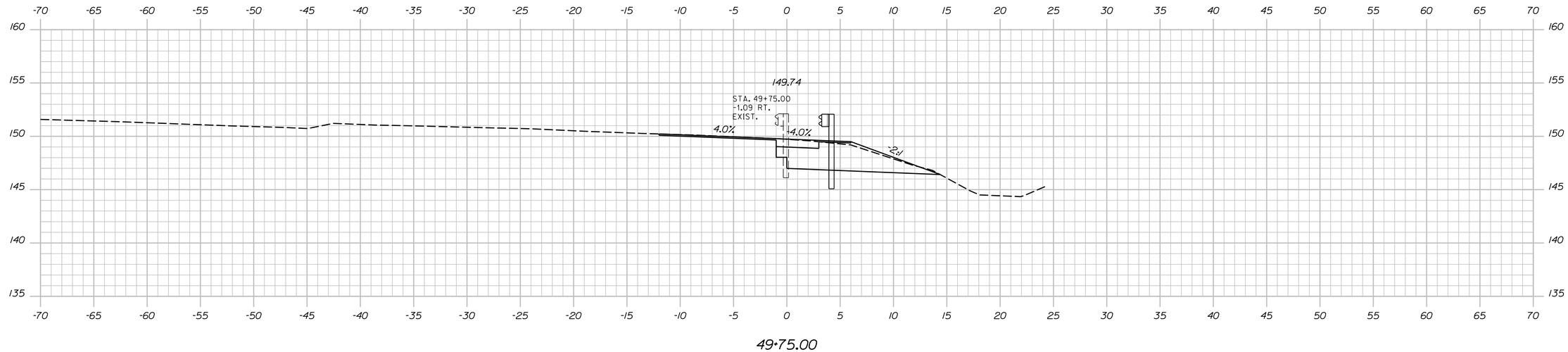
CROSS SECTIONS SOUTHBOUND OFF-RAMP

SHEET NUMBER

73

OF 201

Filename: ...\Drawings\Sheet Files\Xsect.dgn Division: Username: slister Date:4/17/2023



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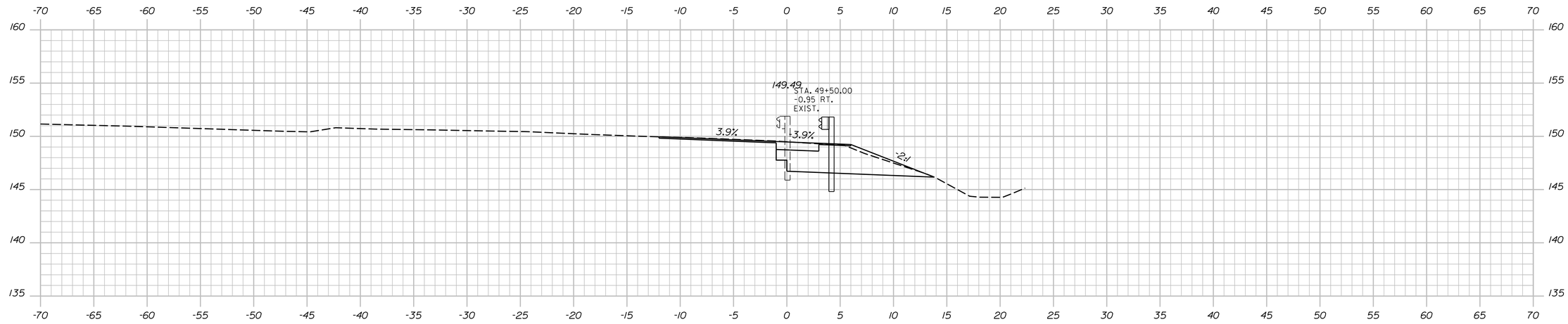

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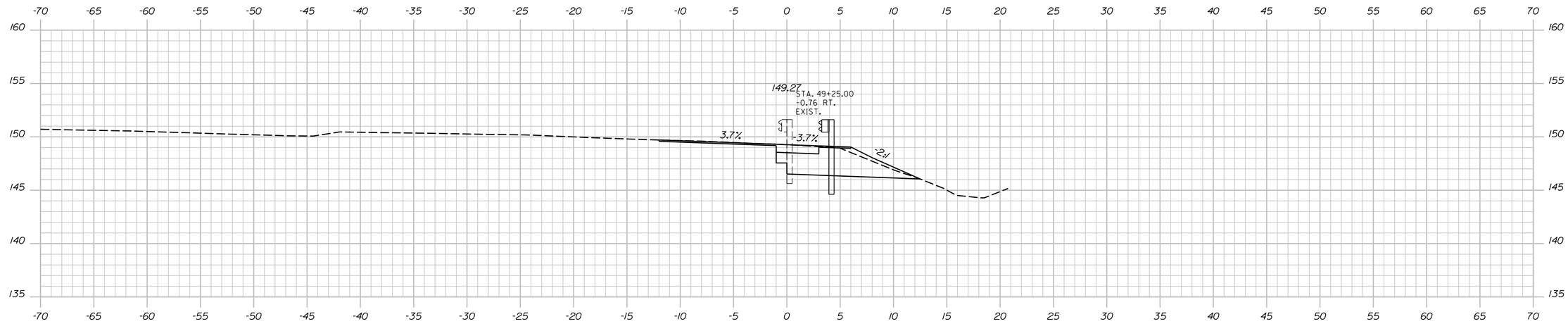

49+25.00

Sta. 49+25.00 to Sta. 49+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
SOUTHBOUND OFF-RAMP

SHEET NUMBER

74

OF 201

Username: slister Date:4/17/2023

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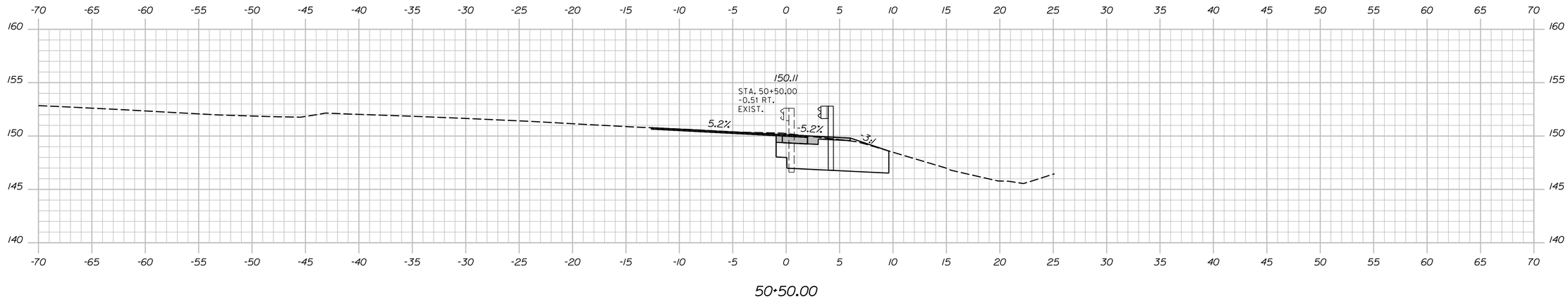

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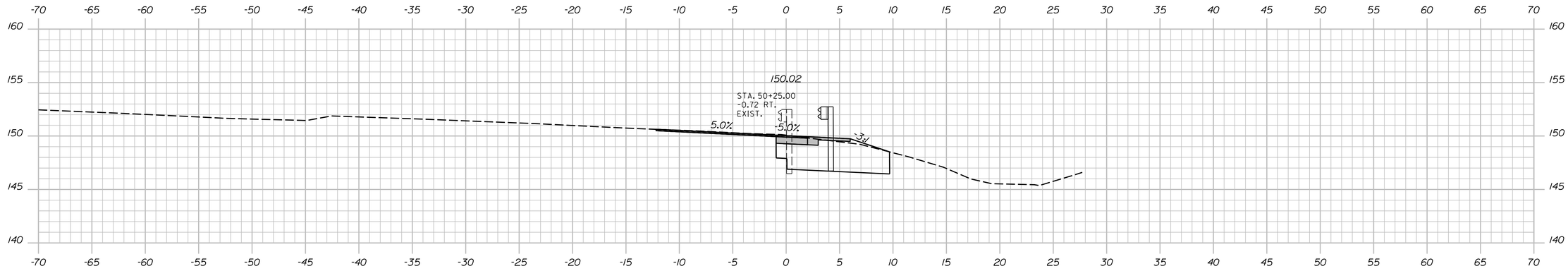

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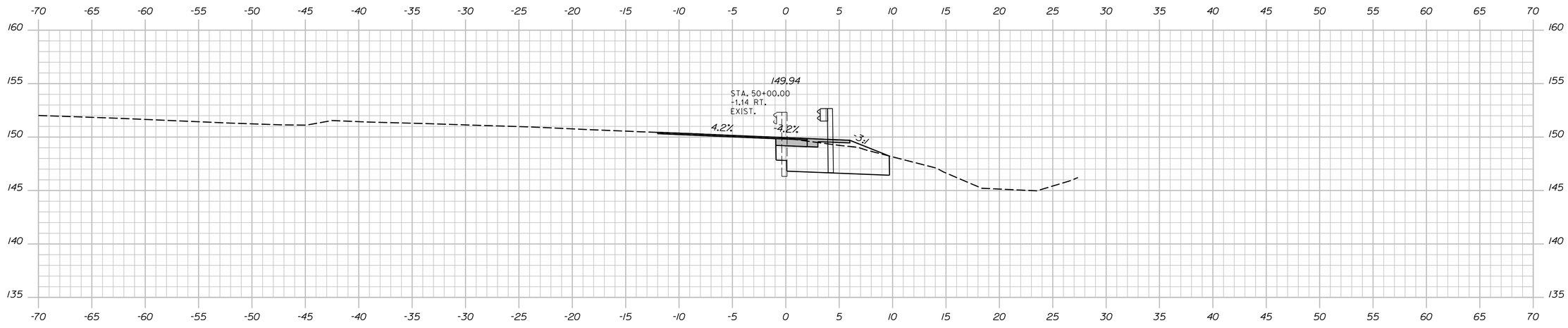

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
SOUTHBOUND OFF-RAMP

SHEET NUMBER

75

OF 201

Sta. 50+00.00 to Sta. 50+50.00

Username: slister Date:4/17/2023

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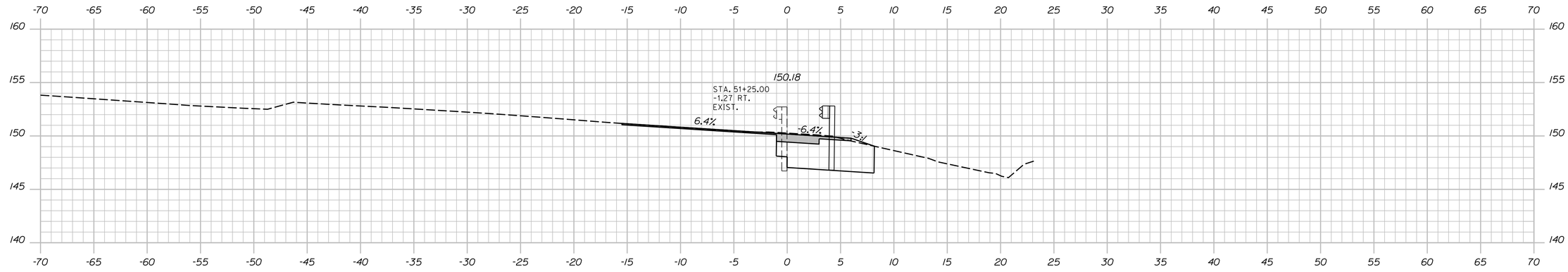

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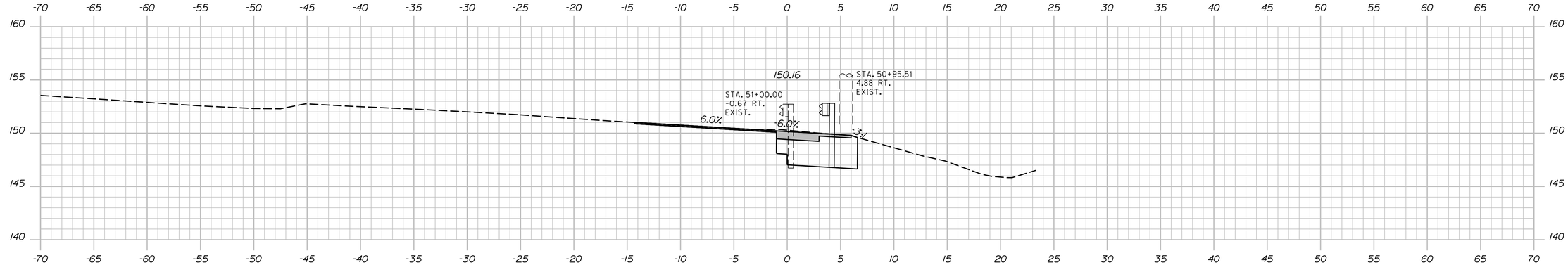

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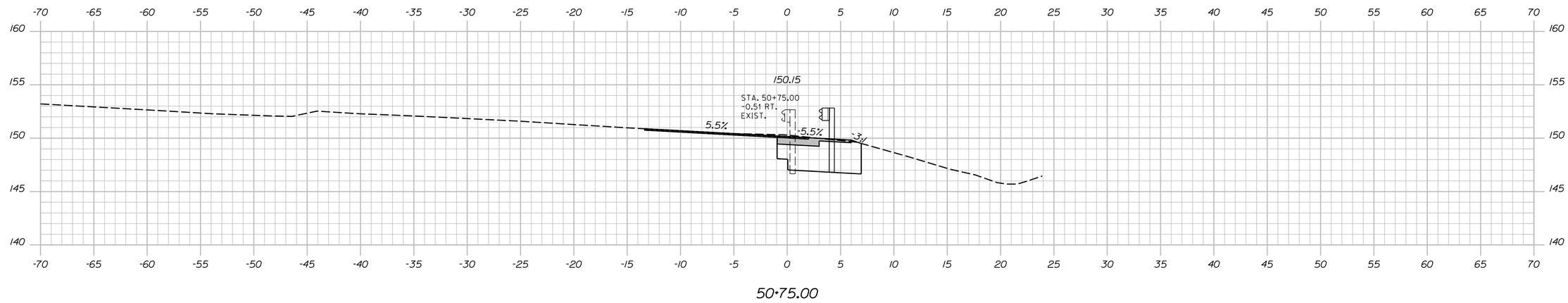

50+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

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FIELD CHANGES			

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
SOUTHBOUND OFF-RAMP

SHEET NUMBER

76

OF 201

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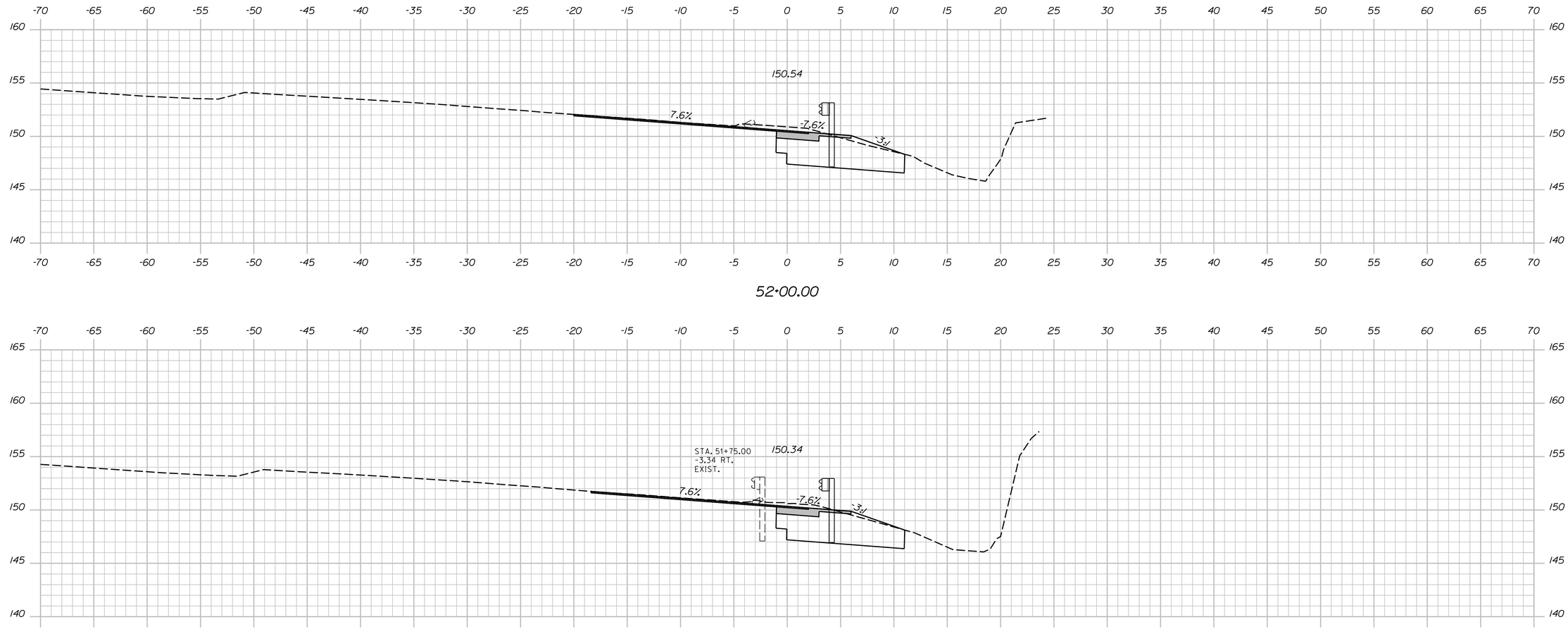

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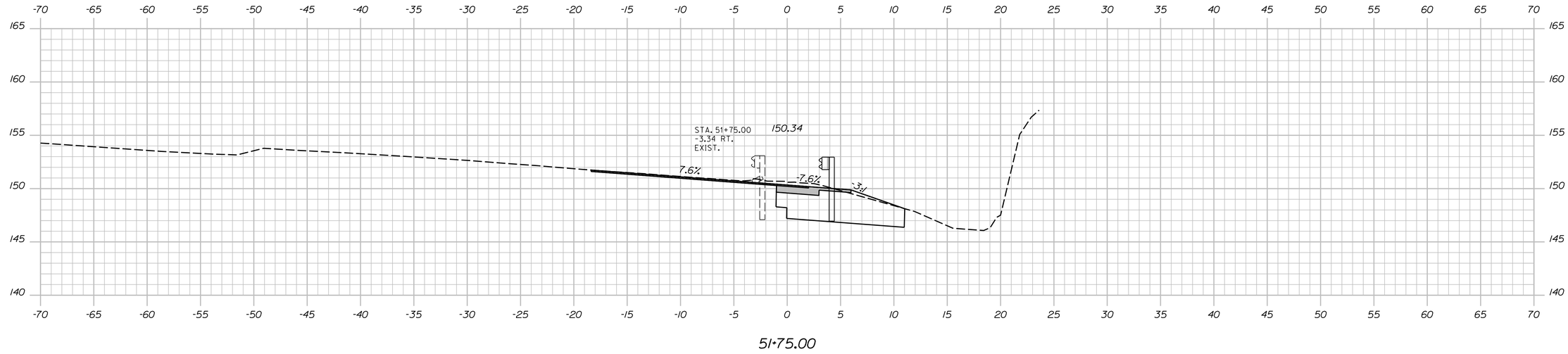

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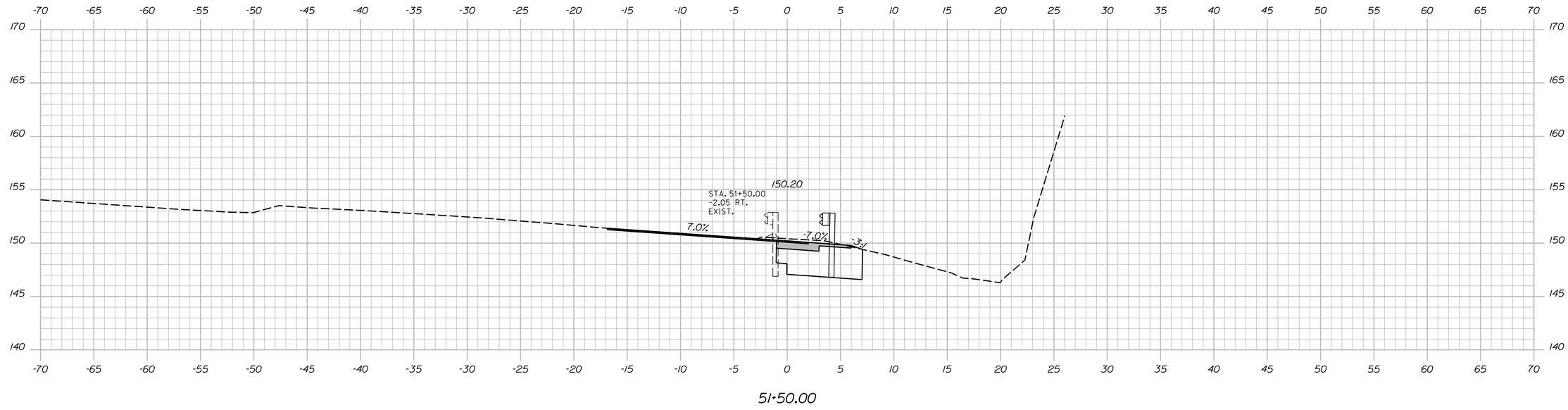

51+50.00

Sta. 51+50.00 to Sta. 52+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

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REVISIONS 4			
FIELD CHANGES			

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
SOUTHBOUND OFF-RAMP

SHEET NUMBER

77

OF 201

Username: slister Date:4/17/2023

Division:

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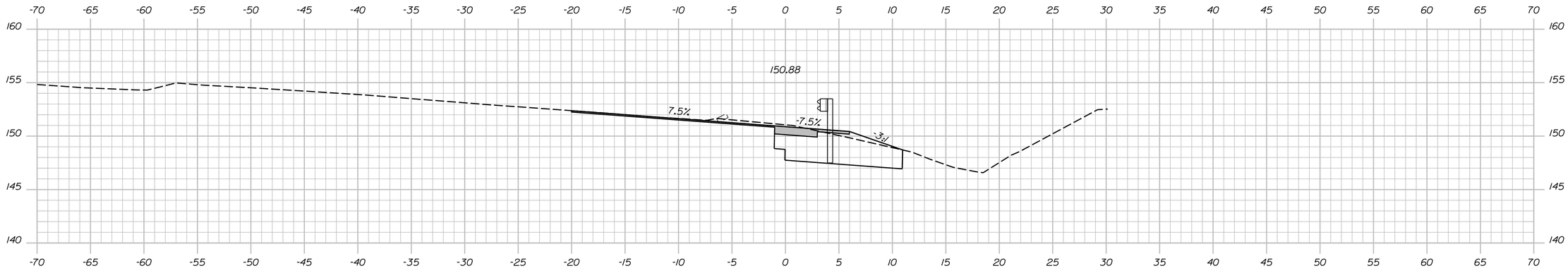

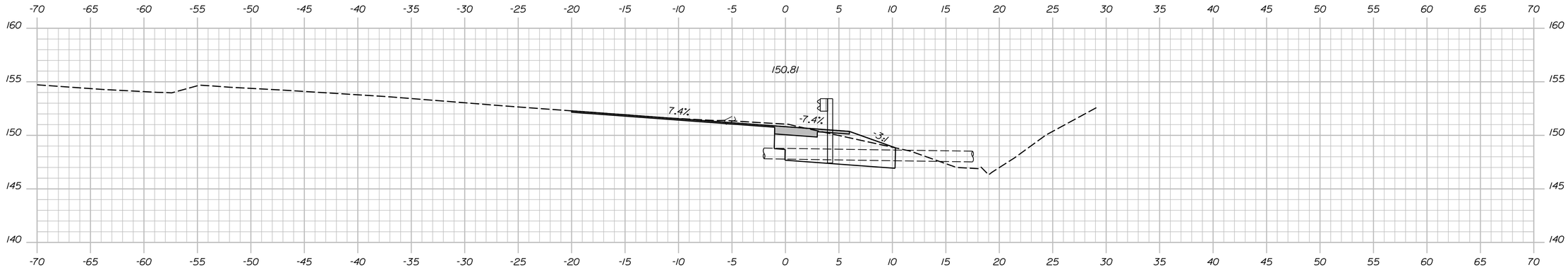

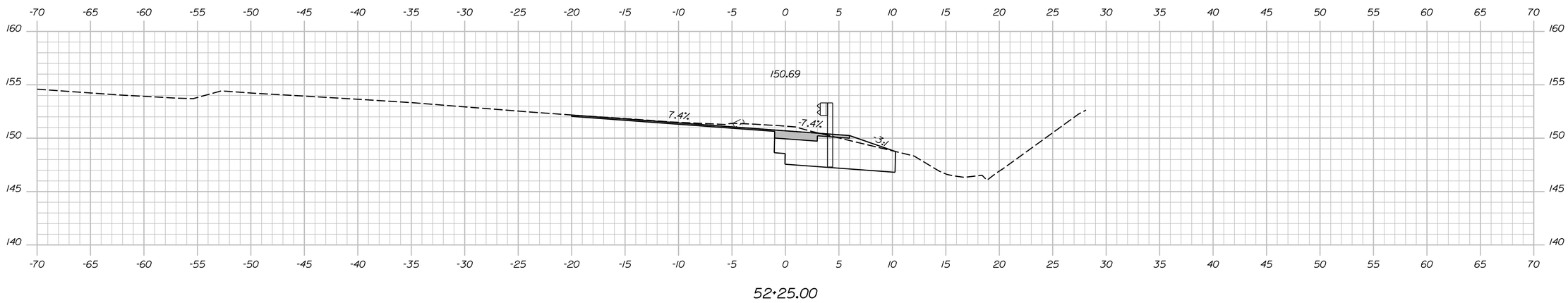

Sta. 52+25.00 to Sta. 52+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
SOUTHBOUND OFF-RAMP

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78
OF 201

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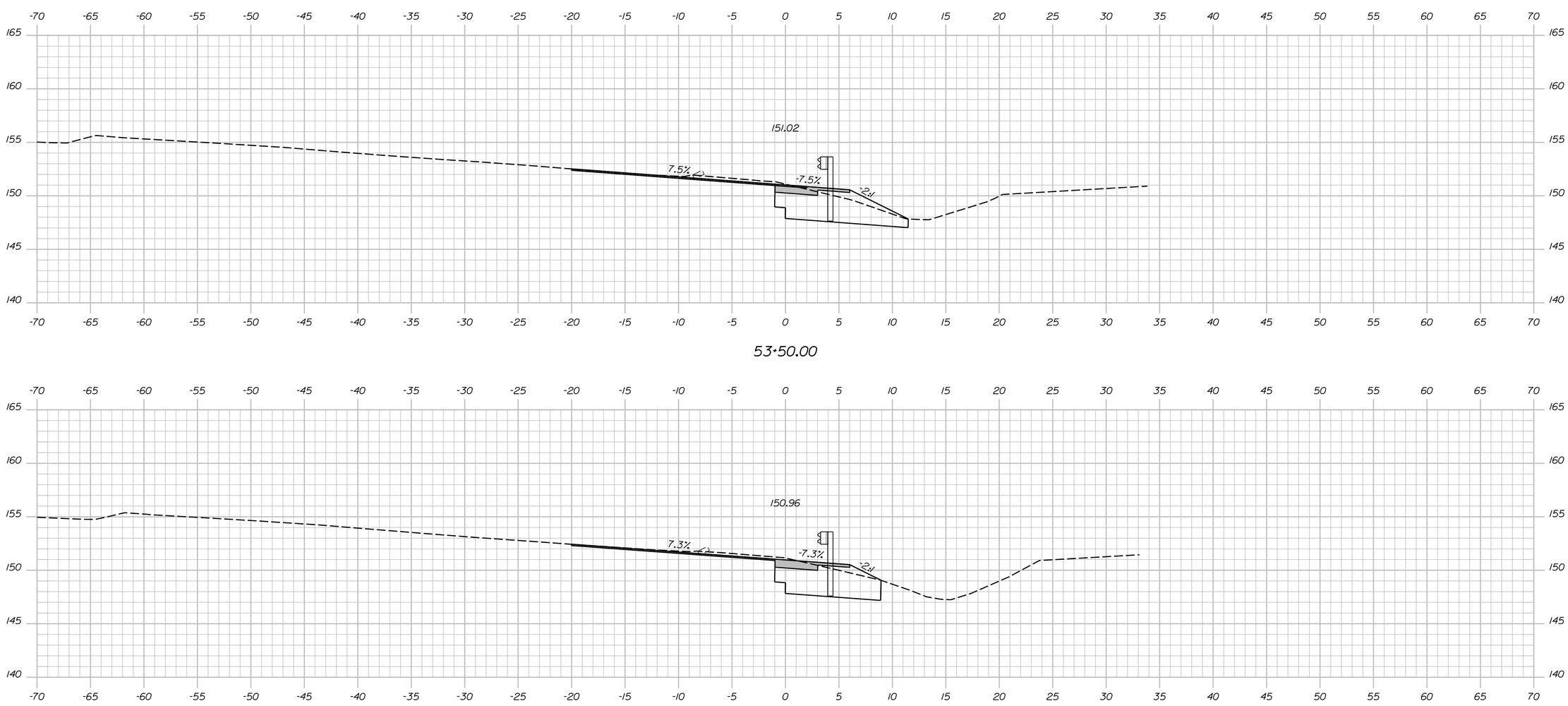

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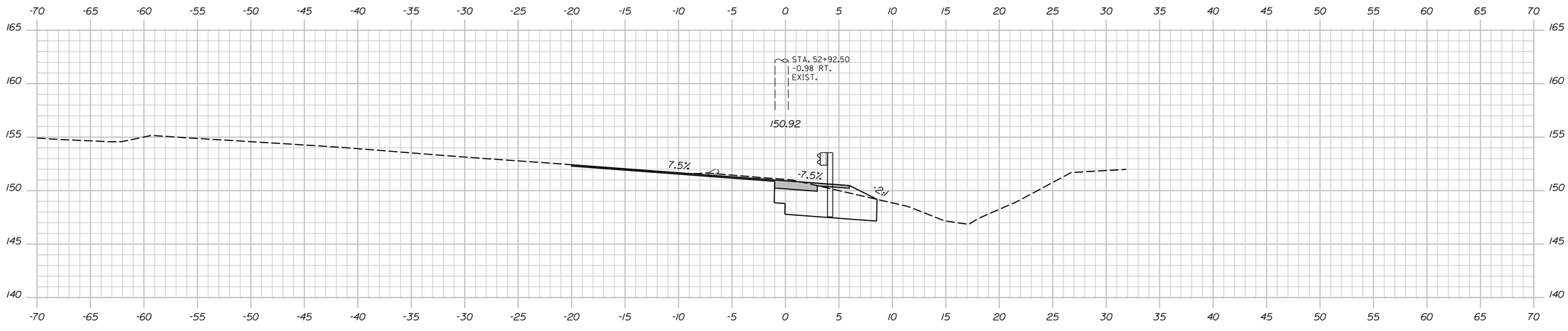

53+00.00

Sta. 53+00.00 to Sta. 53+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

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DESIGN3-DETAILED3	N. EDMAN		
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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
SOUTHBOUND OFF-RAMP

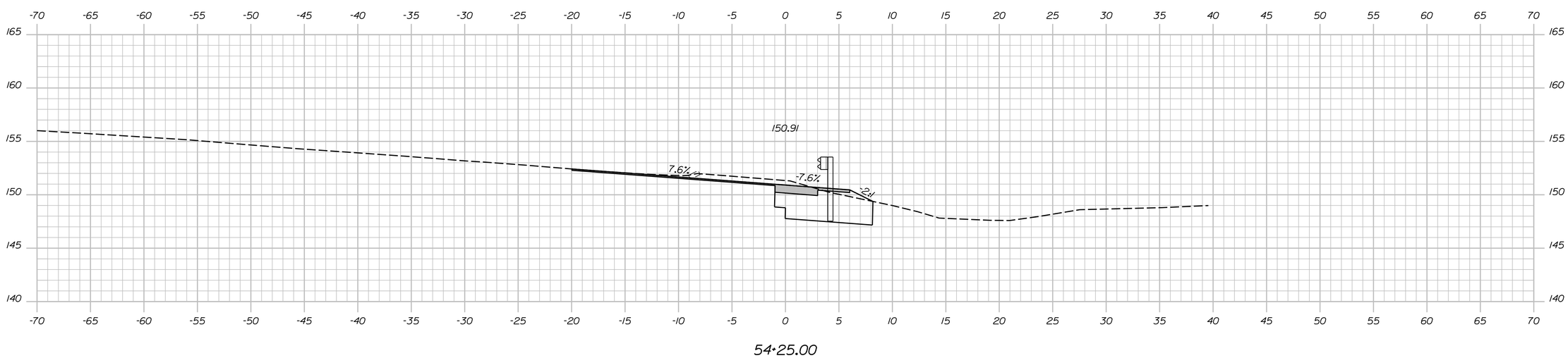
SHEET NUMBER

79

OF 201

Filename: ...\Drawings\Sheet Files\Xsect.dgn Division:

Username: slister Date:4/17/2023



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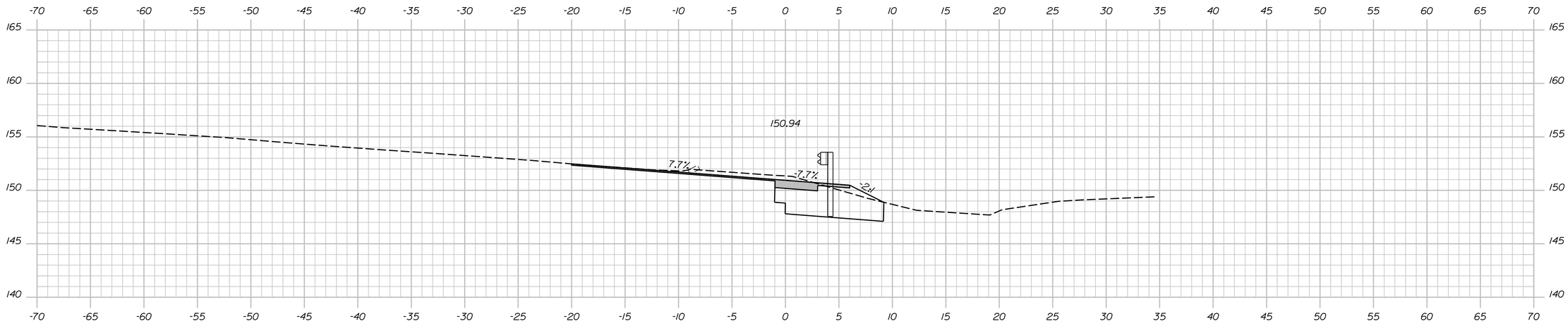

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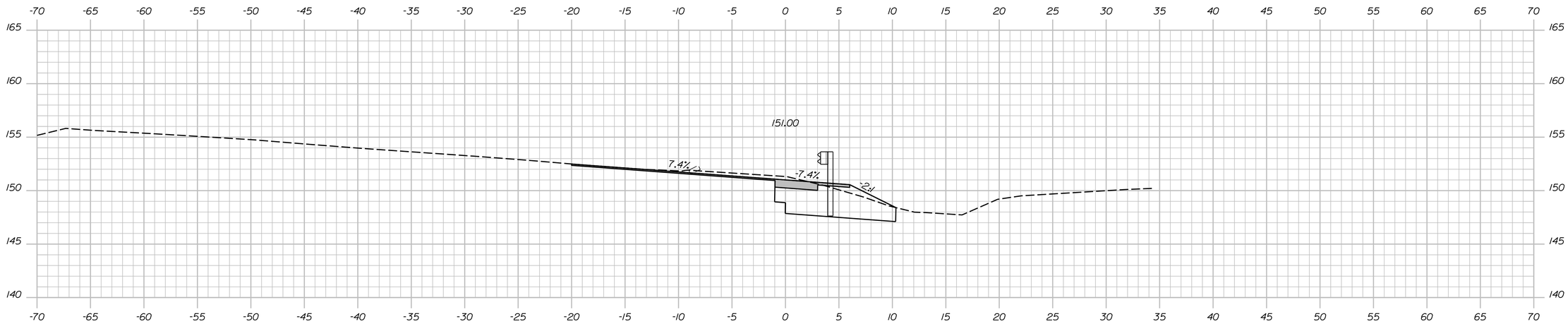

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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS SOUTHBOUND OFF-RAMP

SHEET NUMBER

80

OF 201

Sta. 53+75.00 to Sta. 54+25.00

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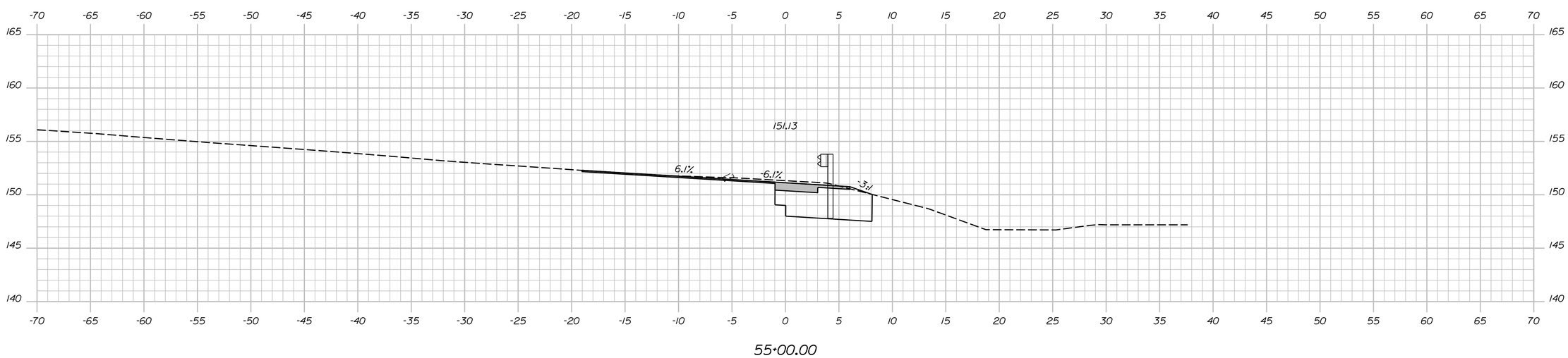
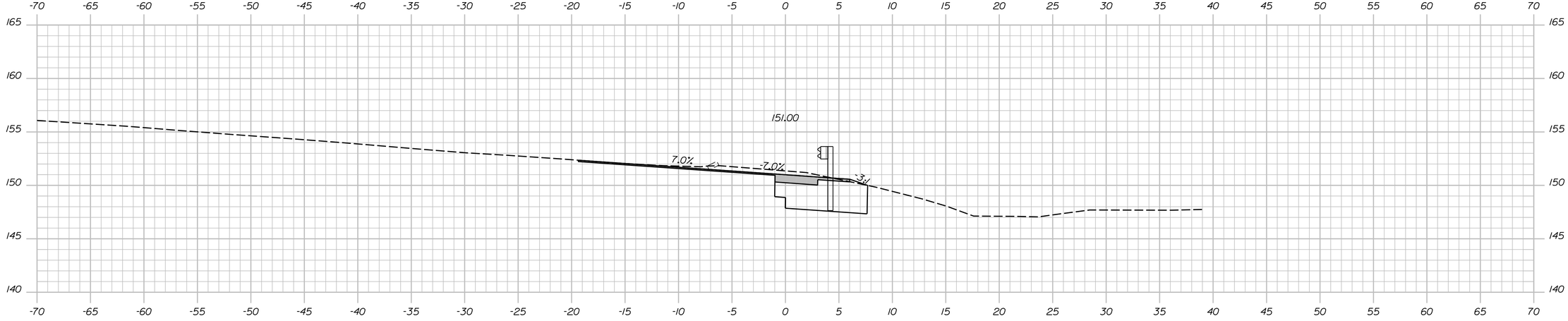
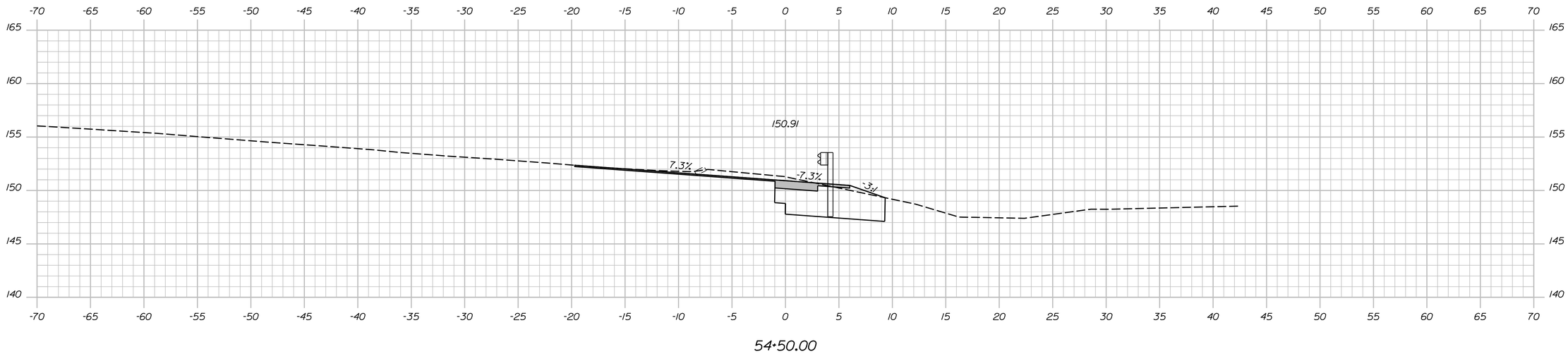
Username: slister Date:4/17/2023







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS SOUTHBOUND OFF-RAMP

SHEET NUMBER

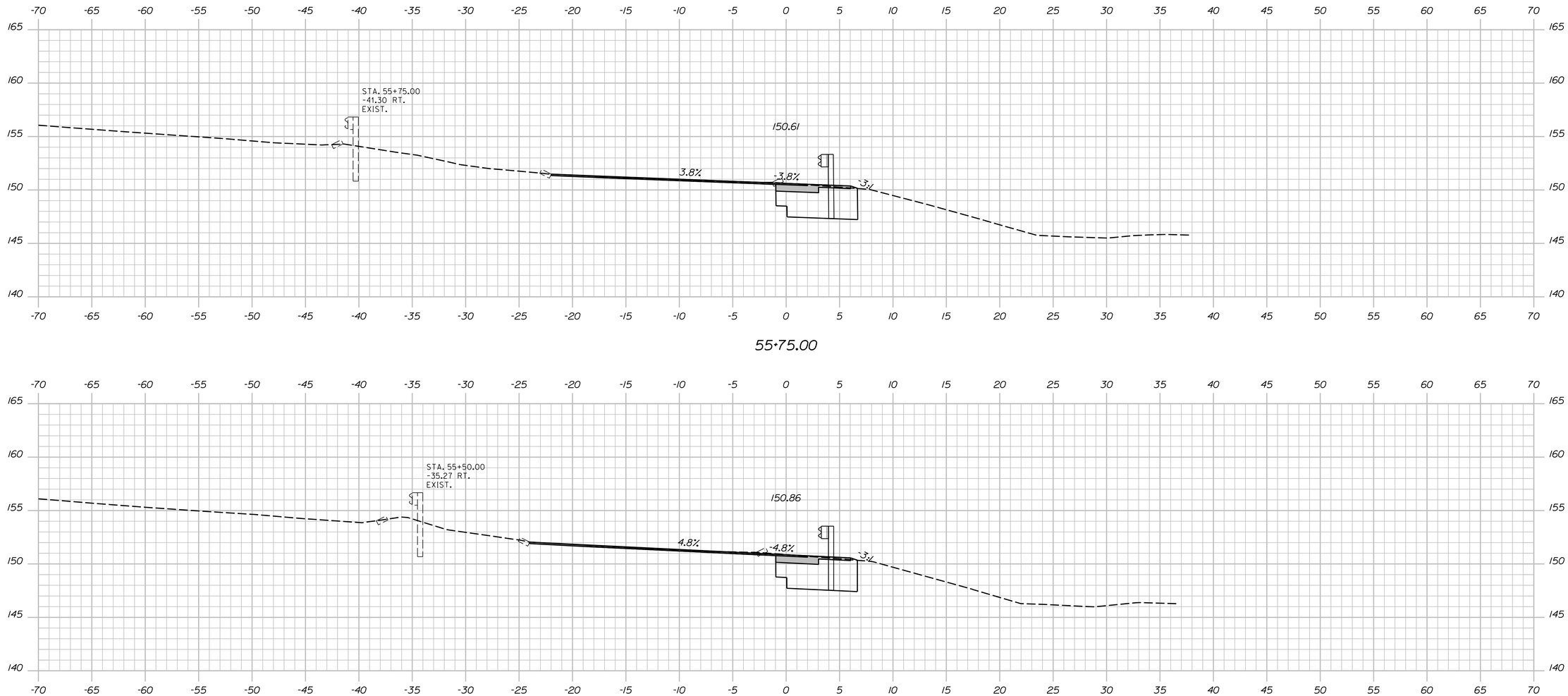
81

OF 201

Sta. 54+50.00 to Sta. 55+00.00

Filename: ...\Drawings\Sheet Files\Xsect.dgn Division:

Username: slister Date:4/17/2023



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
SOUTHBOUND OFF-RAMP

SHEET NUMBER

82

OF 201

Sta. 55+25.00 to Sta. 55+75.00

Username: slister Date:4/17/2023

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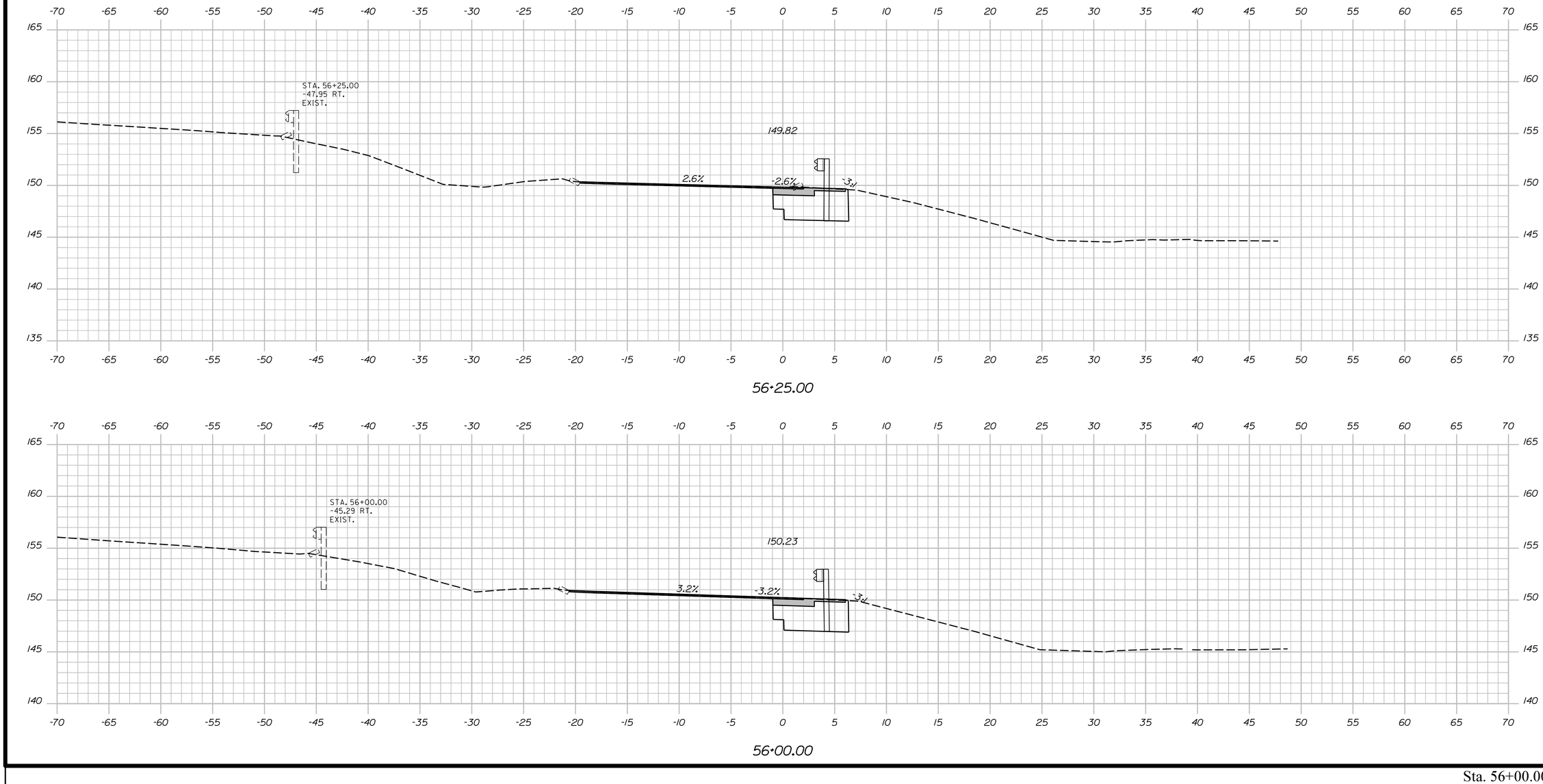

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

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DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
SOUTHBOUND OFF-RAMP

SHEET NUMBER

83

OF 201

Sta. 56+00.00 to Sta. 56+25.00

Username: slister Date:4/17/2023

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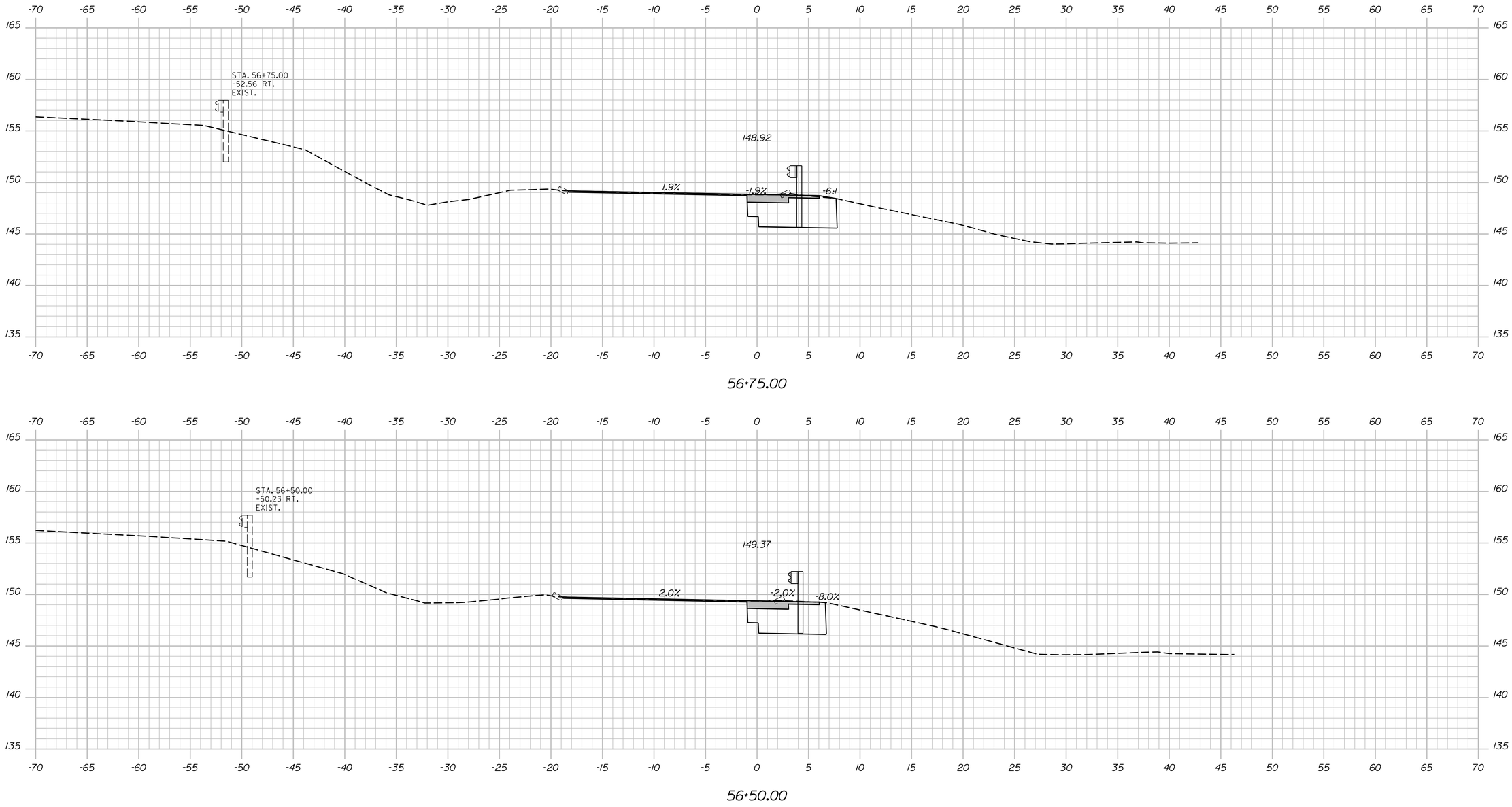

Sta. 56+50.00 to Sta. 56+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
SOUTHBOUND OFF-RAMP

SHEET NUMBER

84

OF 201

Username: slister Date:4/17/2023

Division:

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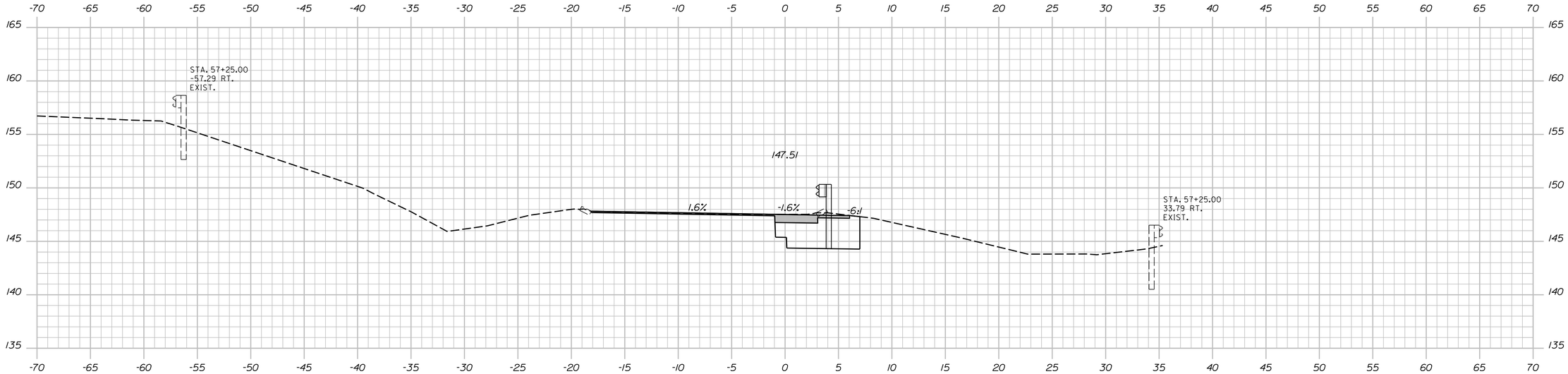

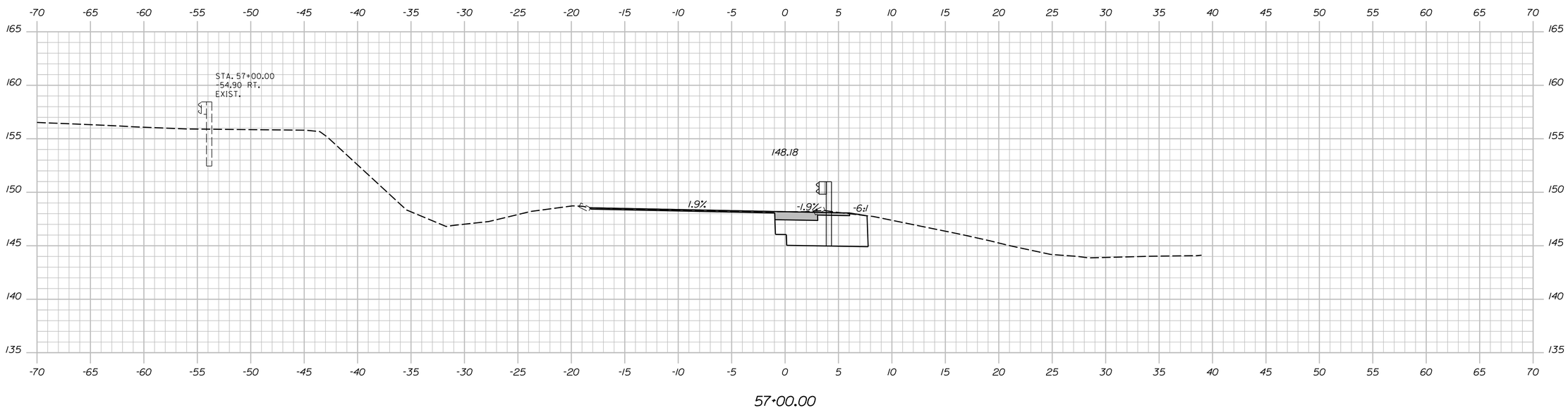

Sta. 57+00.00 to Sta. 57+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE		DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
SOUTHBOUND OFF-RAMP

SHEET NUMBER

85

OF 201

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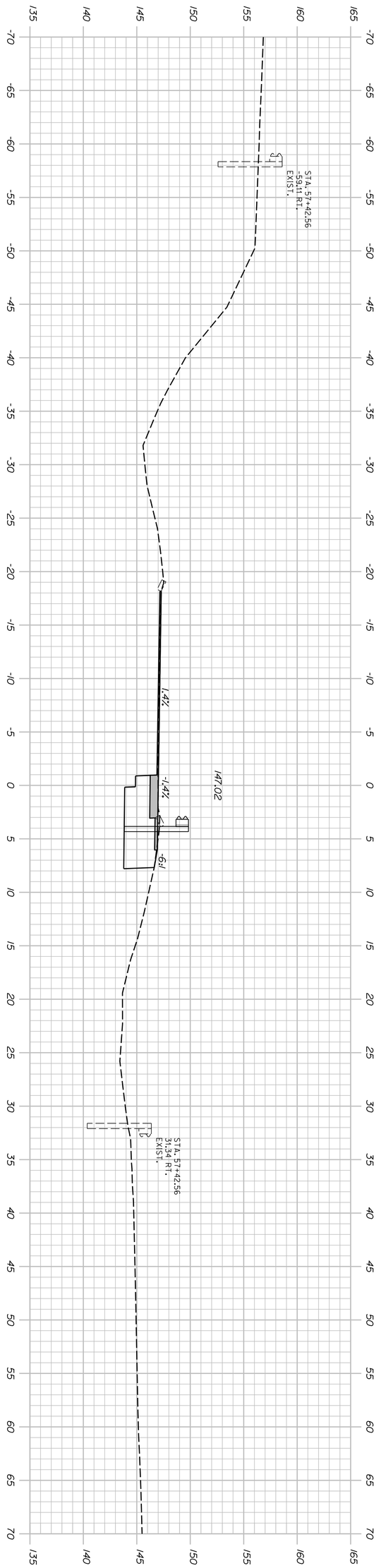


57+42.56

Sta. 57+42.56 to Sta. 57+42.56

SHEET NUMBER 86 OF 201

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS SOUTHBOUND OFF-RAMP

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

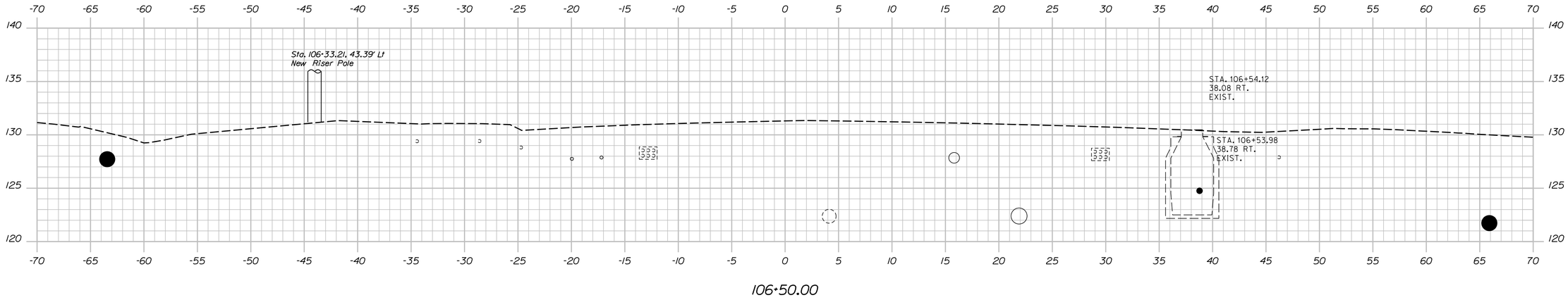
DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

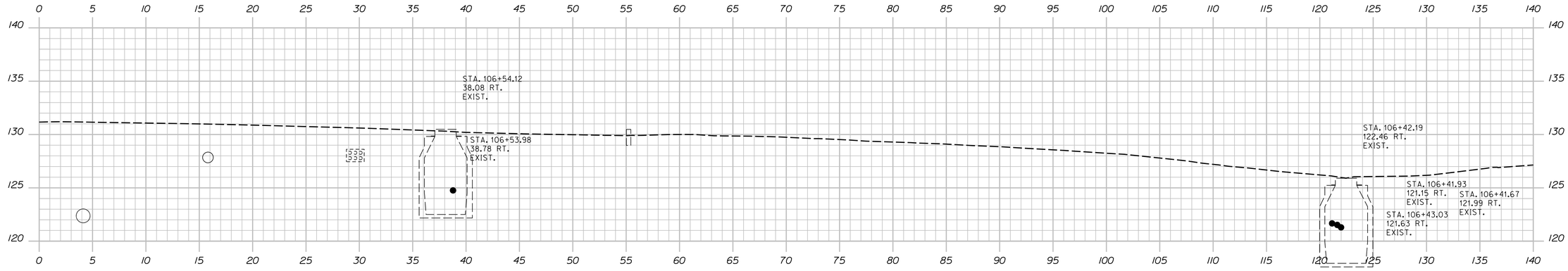
2227601

WIN 22276.01

BRIDGE NO. 5789 BRIDGE CROSS SECTIONS



106+50.00



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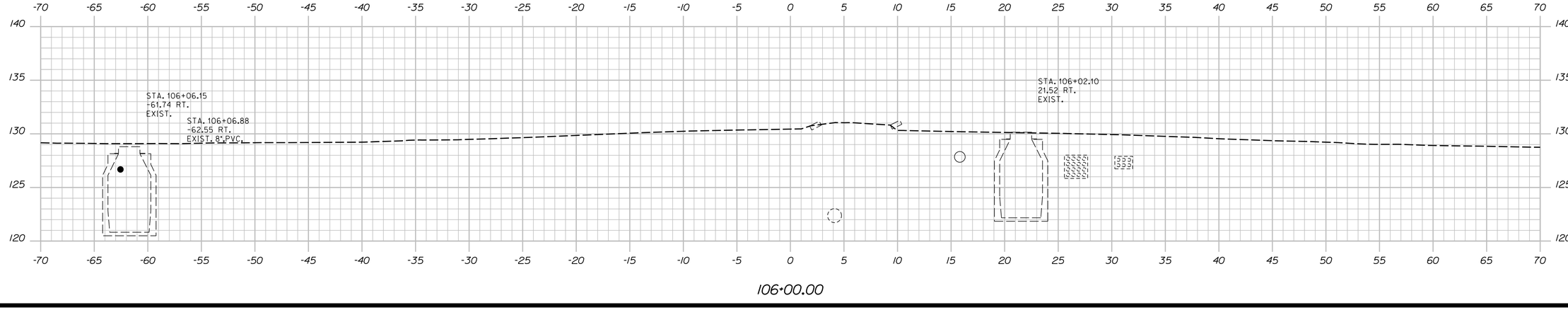

106+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

BROADWAY CROSS SECTIONS

SHEET NUMBER

87

OF 201

Sta. 106+00.00 to Sta. 106+42.20

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
A. LATHE	S. LINDSLEY	4-23
S. WHITE	T. MCAULIFFE	4-23
B. COLBURN	S. MERKWAN	4-23
S. LISTER	J. FITZ	4-23
N. EDMAN		

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

REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

BROADWAY CROSS SECTIONS

SHEET NUMBER

88

OF 201

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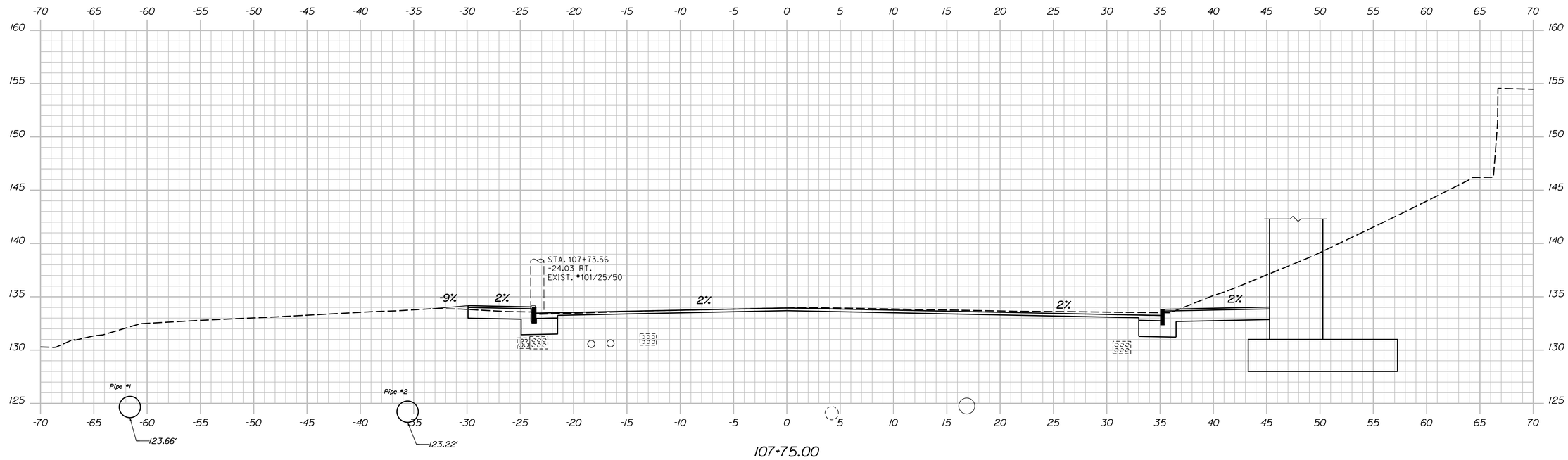
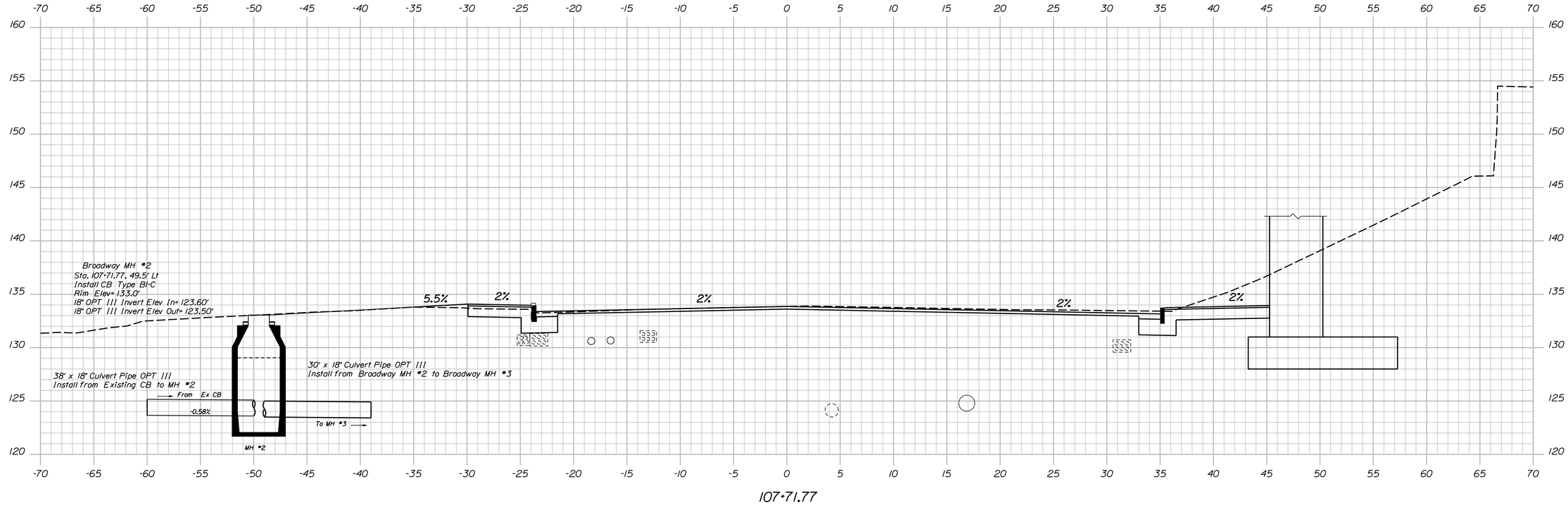


107+75.00



107+71.77

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

BROADWAY CROSS SECTIONS

SHEET NUMBER

89

OF 201

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Date:4/17/2023

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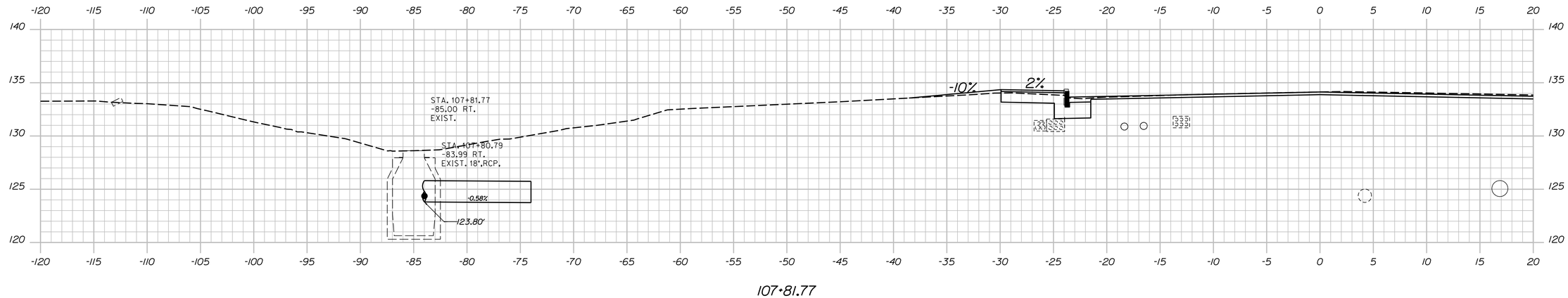

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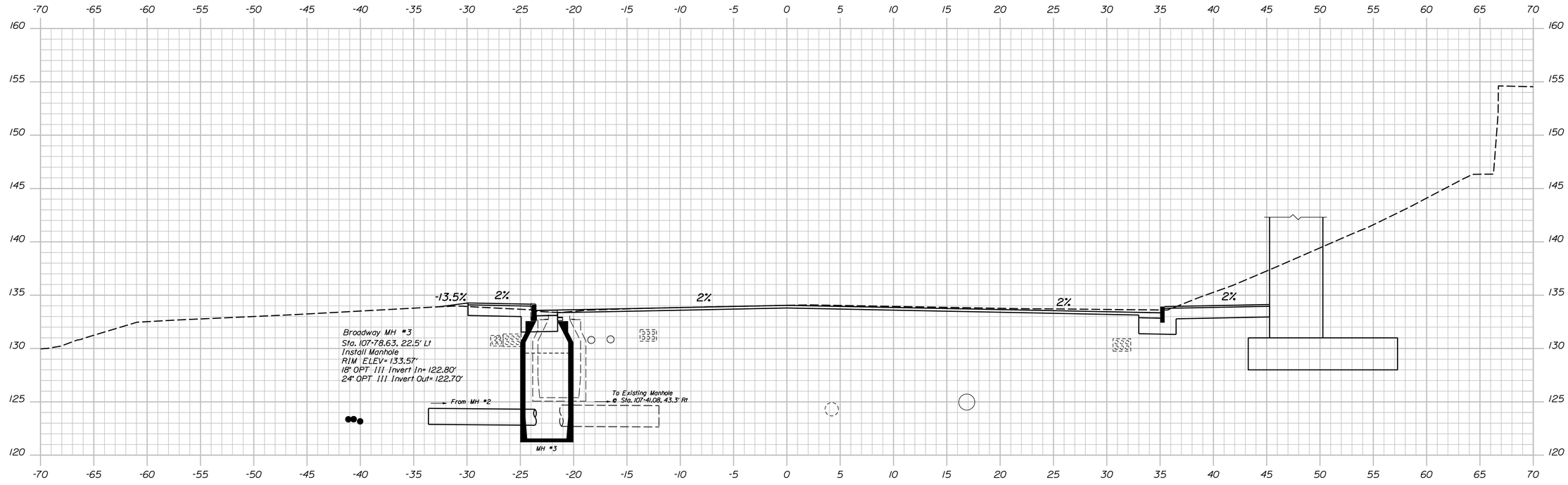

107+78.63

Sta. 107+78.63 to Sta. 107+81.77

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

		BY	DATE
PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

BROADWAY CROSS SECTIONS

SHEET NUMBER

90

OF 201

Username: slister Date:4/17/2023

Division:

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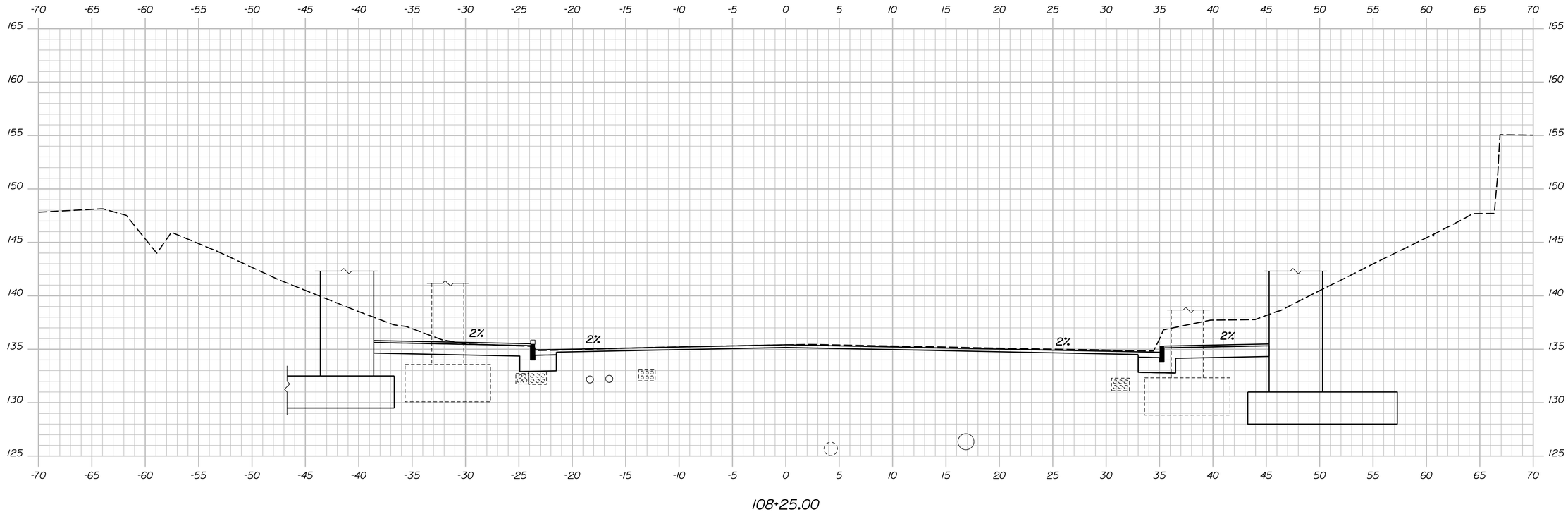

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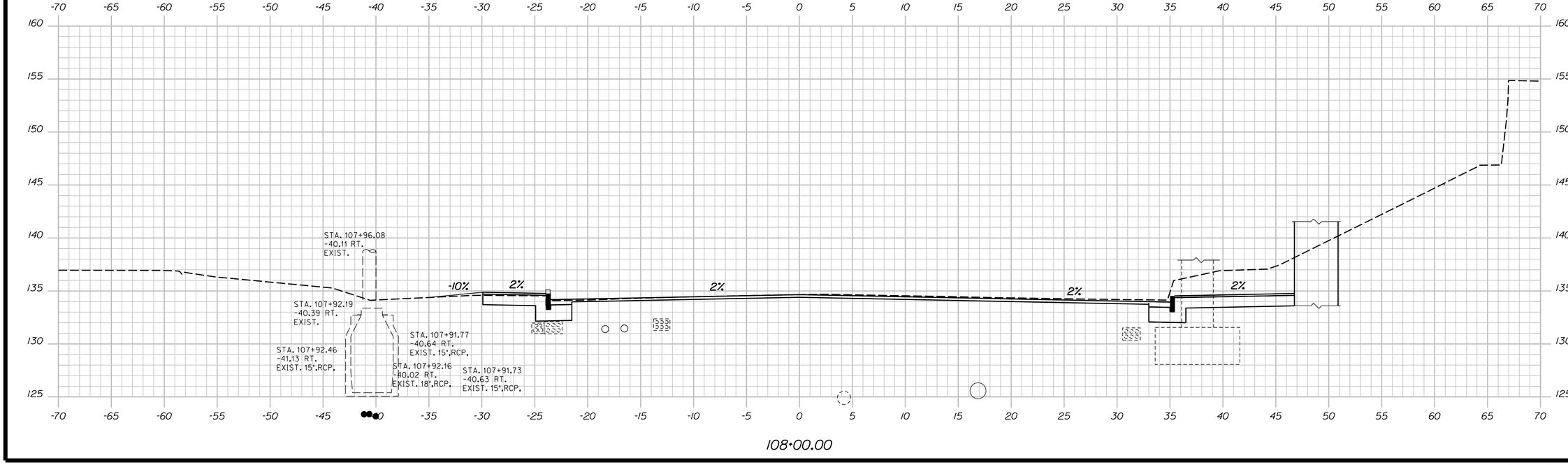

108+00.00

Sta. 108+00.00 to Sta. 108+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

INTERSTATE 95 BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

BROADWAY CROSS SECTIONS

SHEET NUMBER

91

OF 201

Username: slister Date:4/17/2023

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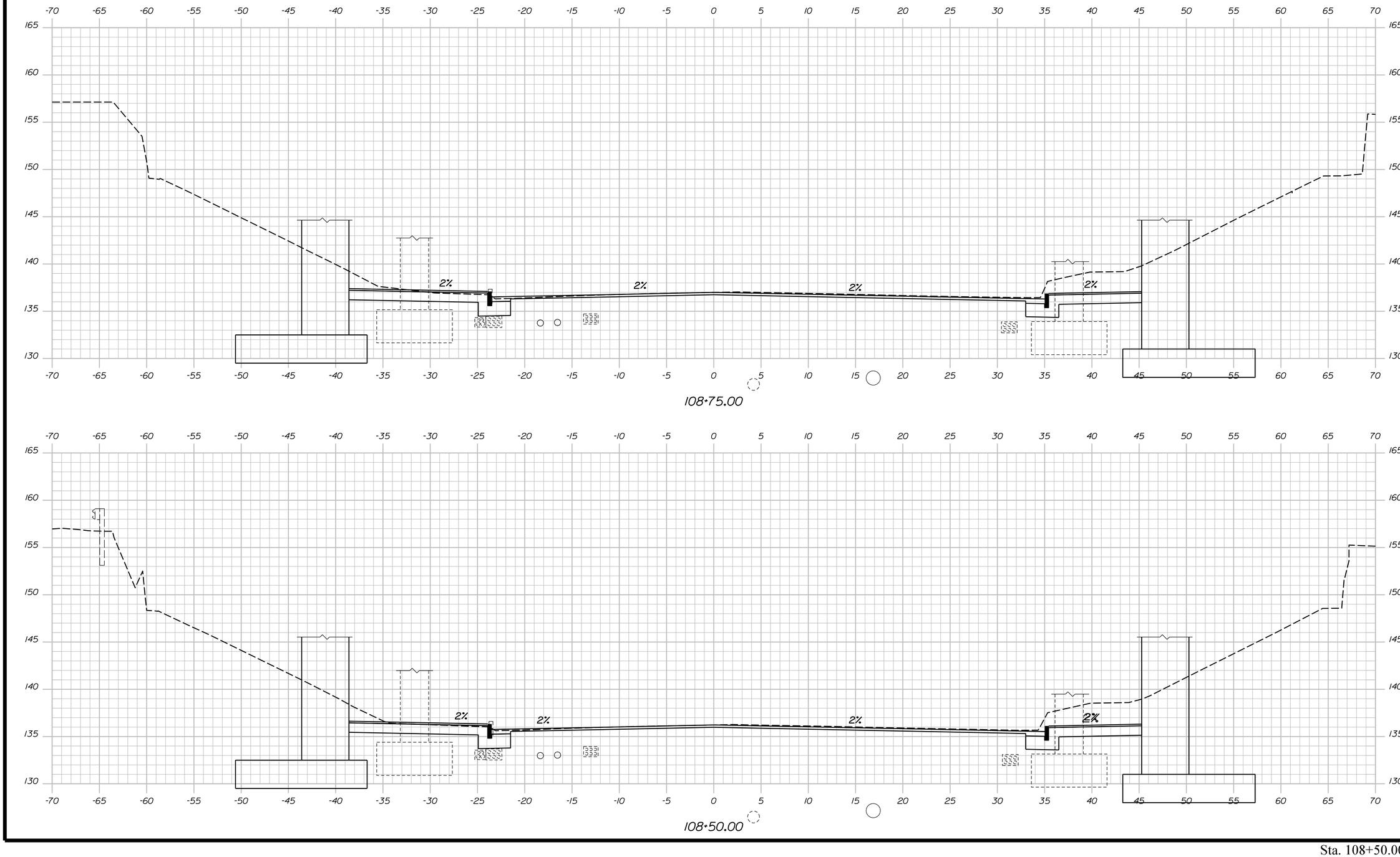

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
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DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
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FIELD CHANGES			

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

BROADWAY CROSS SECTIONS

SHEET NUMBER

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OF 201

Sta. 108+50.00 to Sta. 108+75.00

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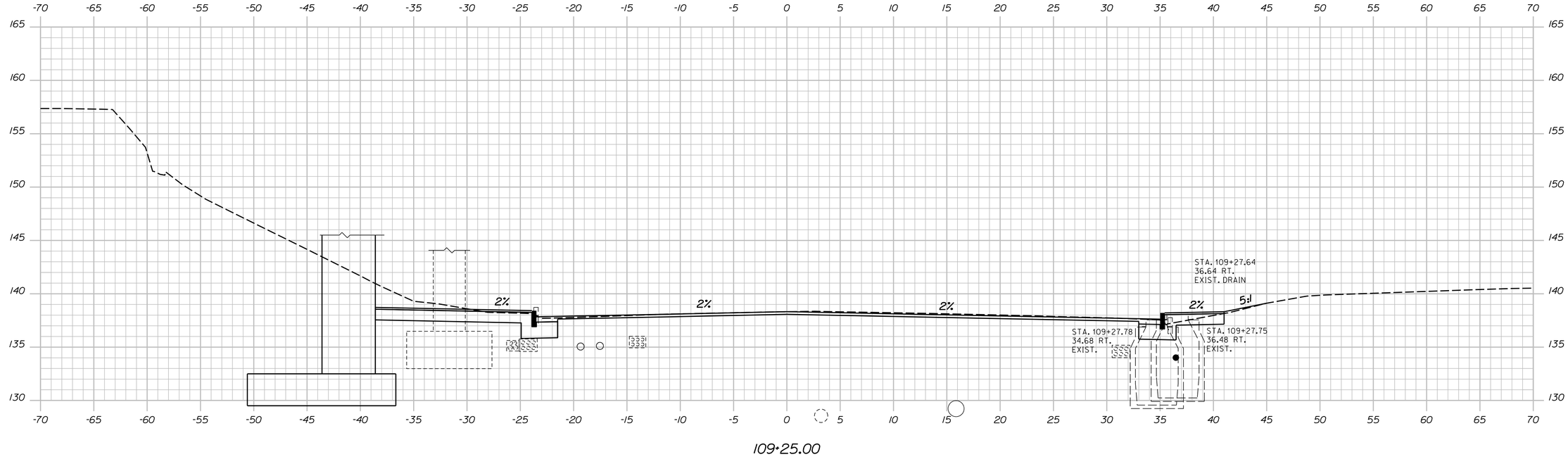
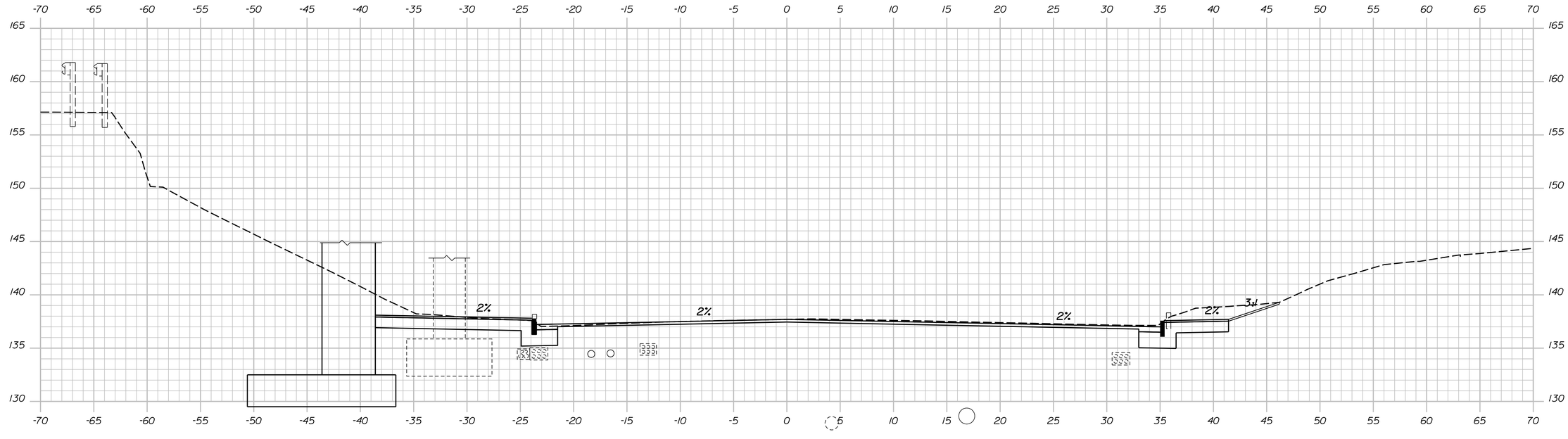


109+25.00



109+00.00

Sta. 109+00.00 to Sta. 109+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

		BY	DATE
PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
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REVISIONS 4			
FIELD CHANGES			

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DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

BROADWAY CROSS SECTIONS

SHEET NUMBER

93

OF 201

Username: slister Date:4/17/2023

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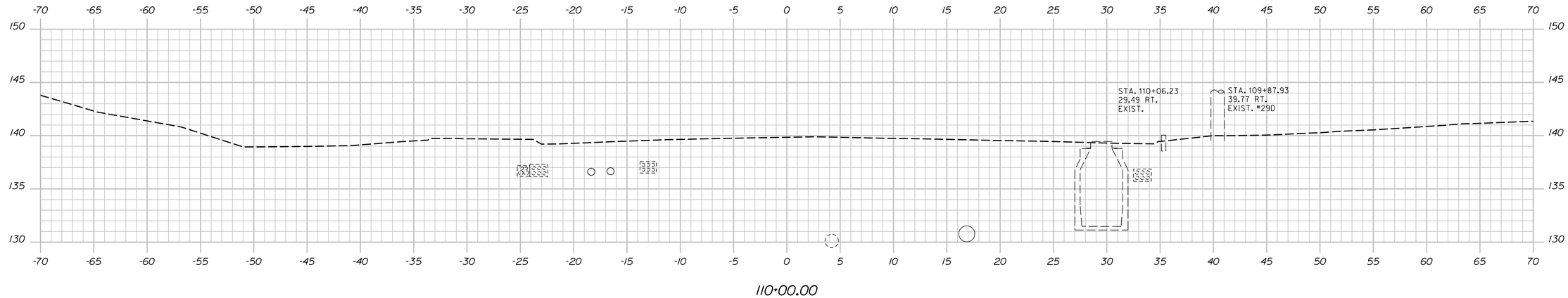

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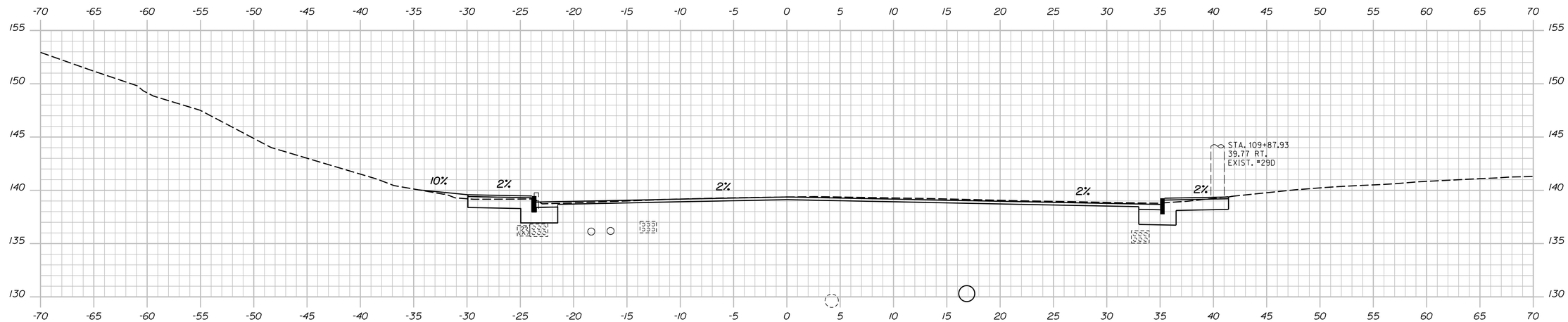

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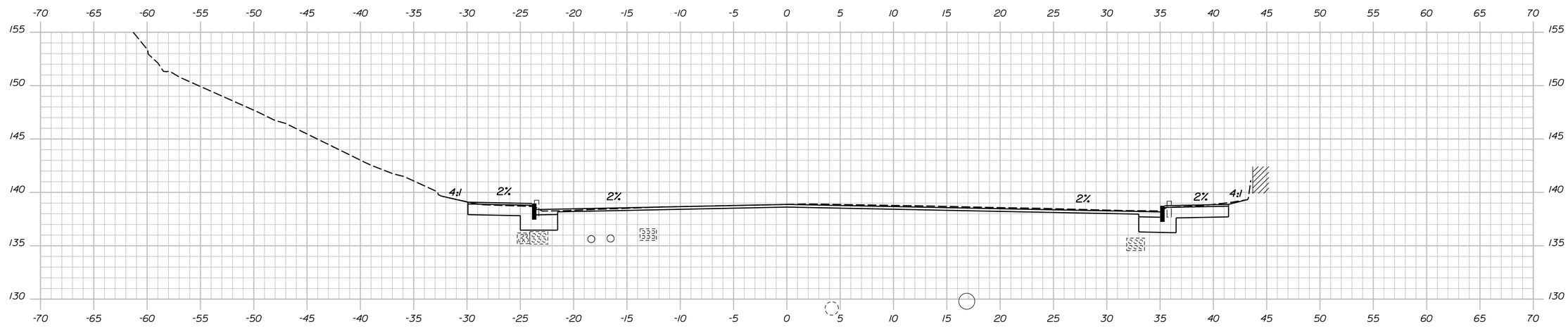

109+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE		
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REVISIONS 1			
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REVISIONS 4			
FIELD CHANGES			

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DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

BROADWAY CROSS SECTIONS

SHEET NUMBER

94

OF 201

Sta. 109+50.00 to Sta. 109+75.00

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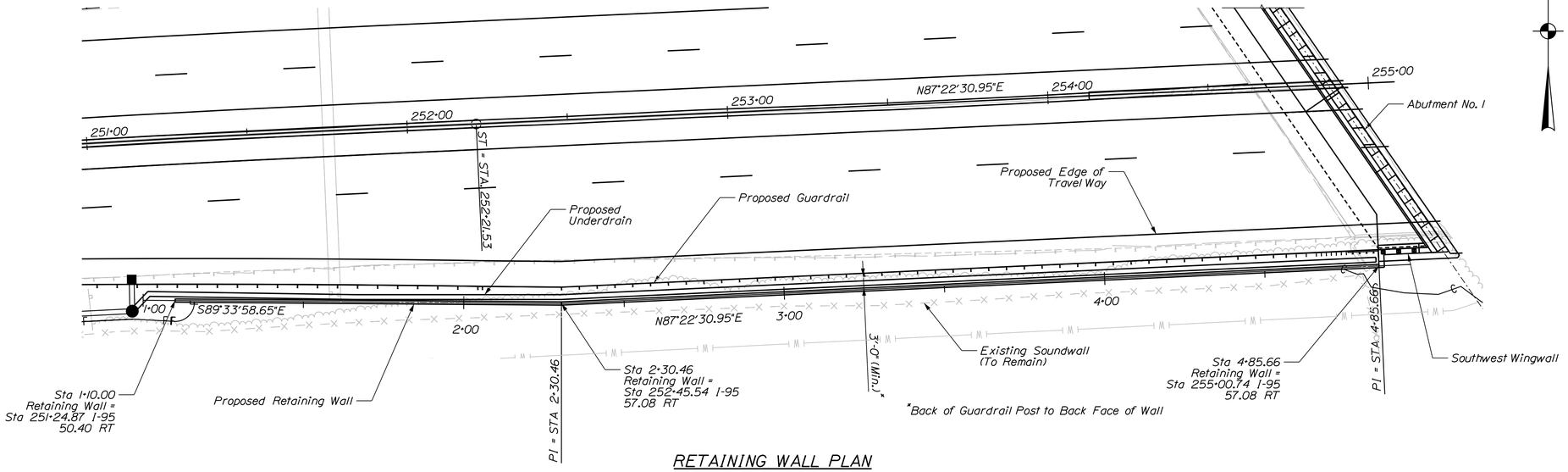
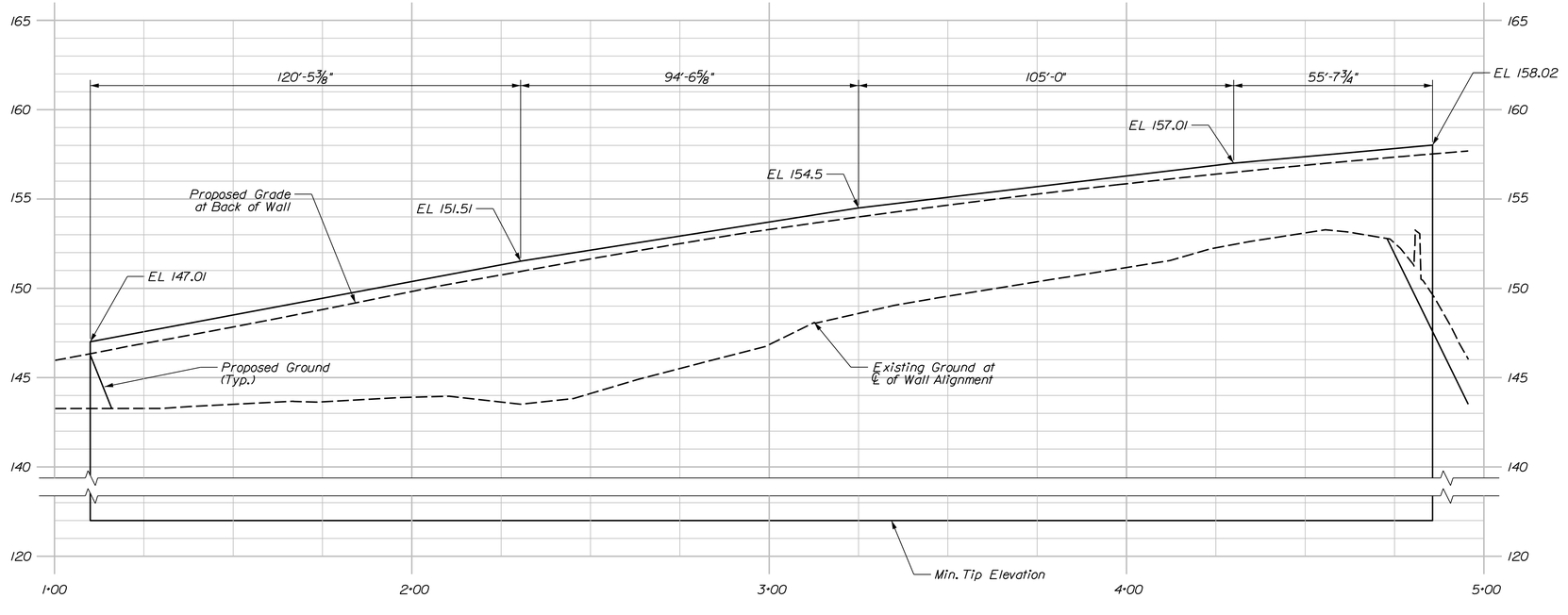


RETAINING WALL PLAN

20 0 20 40

Scale of Feet



RETAINING WALL ELEVATION

20 0 20 40

Horizontal Scale of Feet

4 0 4 8

Vertical Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

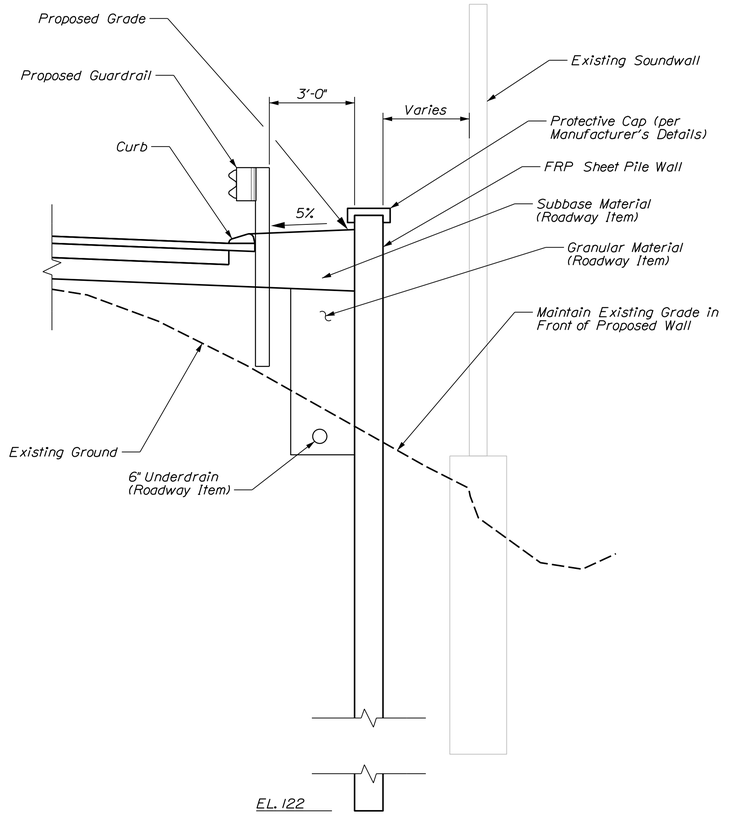
RETAINING WALL PLAN AND ELEVATION

SHEET NUMBER

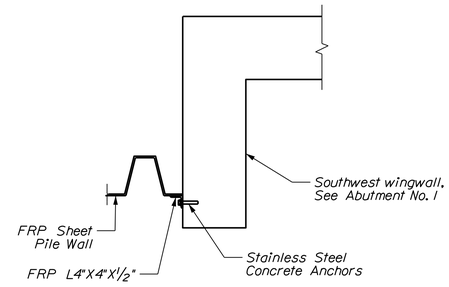
95

OF 201

Filename: ...\147_Retaining_Wall_Plan_Elevation.dgn Division: Username: slister Date:4/17/2023



TYPICAL SHEET PILE WALL SECTION



RETAINING WALL TO SOUTHWEST WINGWALL DETAIL (PLAN VIEW)

RETAINING WALL NOTES:

1. FRP sheet pile material properties, submittals, testing, and installation requirements are provided in Special Provision 501. Foundation Piles (Fiber Reinforced Polymer Sheet Pile Wall).
2. The FRP Sheet Piling Sections shall have a minimum allowable moment capacity of 29,000 foot-pounds per foot of wall including a minimum factor of Safety of 2.5 on the ultimate moment capacity. The maximum deflection criteria is 6 inches.
3. Payment for materials and installation of connection detail to Southwest Wingwall shall not be paid separately, but shall be considered incidental to the FRP Sheet Piling pay item.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

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DESIGN-DETAILED	B. COLBURN	T. MCAULIFFE	4-23
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DESIGN3-DETAILED3			
REVISIONS 1			
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REVISIONS 4			
FIELD CHANGES			

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

RETAINING WALL DETAILS

SHEET NUMBER

96

OF 201

Filename: ...\148_Retaining_Wall_Details.dgn Division: Username: slister Date:4/17/2023

PILE NOTES

1. The maximum factored pile load is 357 kips (including 14 kips allowed for downdrag) at the Strength Limit State.

2. H-Pile material shall be ASTM A572, Grade 50.

3. Estimate of Piles required (includes extra 5 feet per pile as contingency):

   Abutment No. 1 : 48 ~ HP 14x89 @ 95 feet and 13 ~ HP 14x89 @ 103 feet
   Abutment No. 2: 48 ~ HP 14x89 @ 55 feet and 21 ~ HP 14x89 @ 63 feet

   The order lengths of pile shall include an additional 5 feet of length for each test pile to accommodate dynamic pile testing.

4. All piles shall be equipped with a pile tip in accordance with Standard Specification 501.048, Prefabricated Pile Tips.

5. Drive piles to achieve a nominal pile resistance of 549 kips calculated by dividing the maximum factored axial load by a resistance factor of 0.65.

6. The Contractor shall submit to the Department, for review and acceptance, their proposed pile driving equipment with a completed "Pile and Driving Equipment Form", Figure 1, of the Standard Section 501-Foundation Piles. Approval of the proposed pile driving equipment by the Department will be based on Department-conducted wave equation analyses and the criteria specified in Section 501 and Subsection 501.042 Equipment for Driving Piles. If the Department-conducted wave equation analyses show that the proposed driving system(s) is unacceptable, the Contractor shall modify or replace the proposed driving equipment in an amendment of the QCP, at their own expense, until subsequent wave equation analyses by the Department indicate the pile can be driven to the required resistance, without damage or excessive blows.

7. The Contractor shall provide access for the agents of the Department to perform 4 dynamic pile load tests, one at each abutment, with signal matching and 24-hour (minimum) restrikes, as specified in Special Provision 501-Dynamic Loading Test, to confirm the nominal resistance of the piles. The dynamic pile load test at each abutment will be completed on the first production pile driven and will include a minimum 24-hour restrike test. The required nominal resistance for the pile is specified in Note 5.

8. The existing substructures are supported on battered concrete piles which project under proposed abutment footing locations, see profile sheets 11 and 14. The layout of the proposed piles has been developed considering existing pile locations based on available existing plans.

ABUTMENT NOTES

1. Abutments, wingwalls, and their footings shall be backfilled with Granular Borrow. Pay limits will be the structural excavation limits in cut areas and a vertical plane located 18 inches behind the footing in fill areas.

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

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

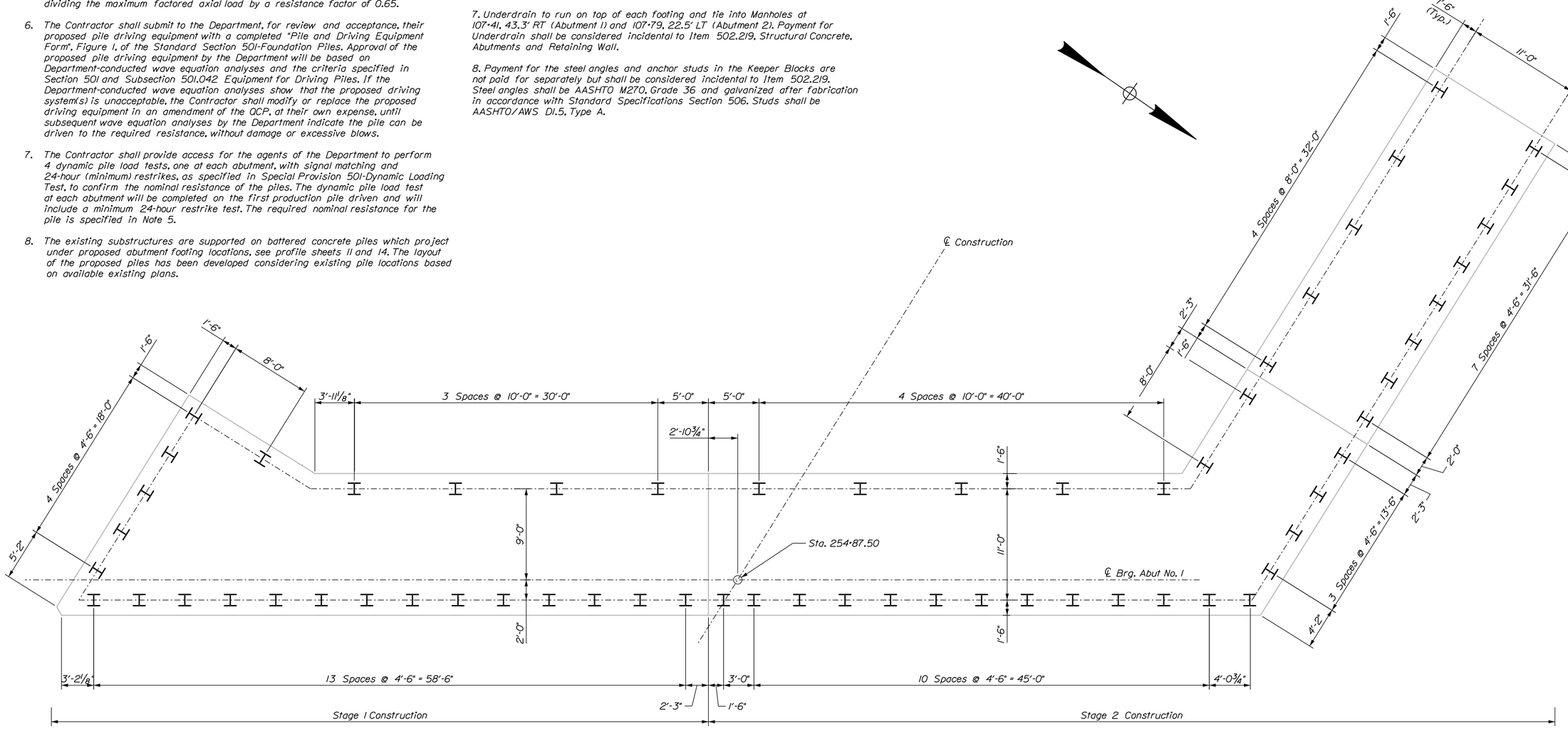
4. Cover joints where waterstops are not required in accordance with Standard Details Section 502.

5. All reinforcement shall be Low-Carbon Chromium unless noted otherwise.

6. See Lighting Plans for Under Bridge Lighting.

7. Underdrain to run on top of each footing and tie into Manholes at 107+41, 43.3' RT (Abutment 1) and 107+79, 22.5' LT (Abutment 2). Payment for Underdrain shall be considered incidental to Item 502.219, Structural Concrete, Abutments and Retaining Wall.

8. Payment for the steel angles and anchor studs in the Keeper Blocks are not paid for separately but shall be considered incidental to Item 502.219. Steel angles shall be AASHTO M270, Grade 36 and galvanized after fabrication in accordance with Standard Specifications Section 506. Studs shall be AASHTO/AWS D1.5, Type A.



ABUTMENT NO. 1 PILE LAYOUT PLAN

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
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REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
PENOBSCOT COUNTY
BANGOR

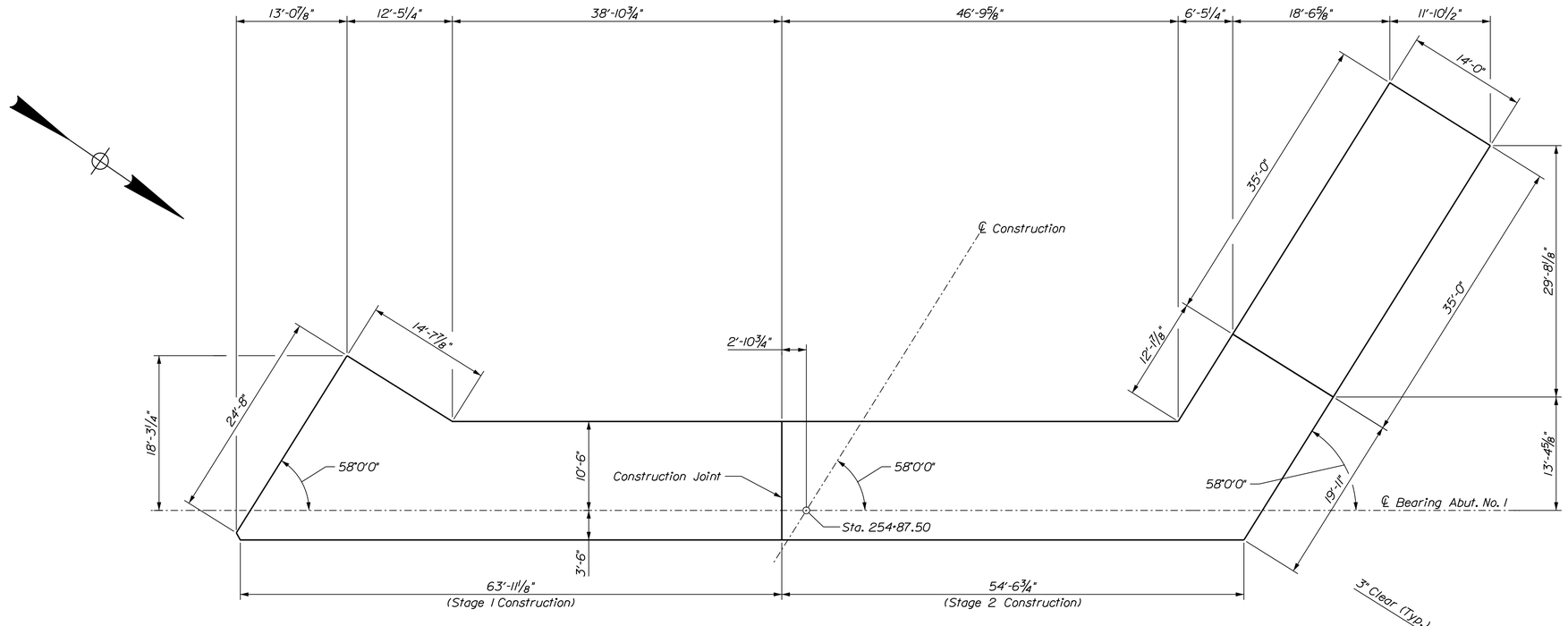
ABUTMENT NO. 1 PILE LAYOUT

SHEET NUMBER

97

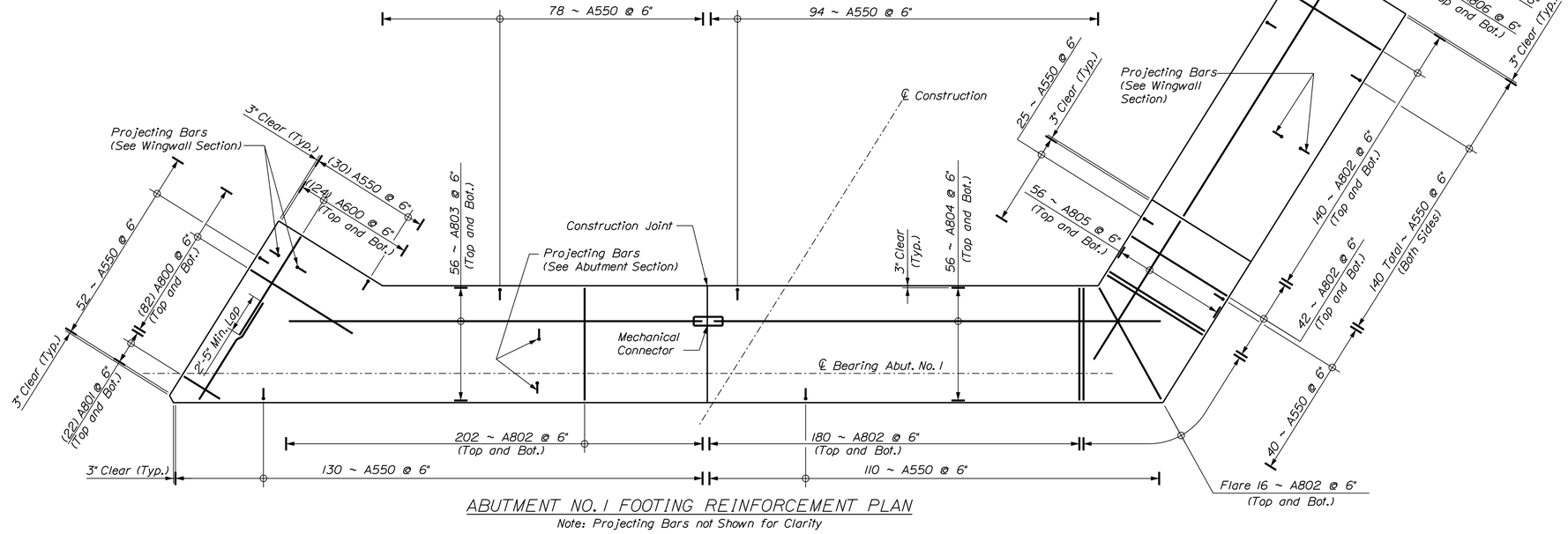
OF 201

Filename: ...\133_Abutment_1_Pile Layout.dgn Division: Username: slister Date:4/17/2023



ABUTMENT NO. 1 FOOTING PLAN

Note: Piles omitted for clarity.



ABUTMENT NO. 1 FOOTING REINFORCEMENT PLAN

Note: Projecting Bars not Shown for Clarity

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

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REVISIONS 4			
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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

ABUTMENT NO.1 FOOTING & REINFORCEMENT PLAN

SHEET NUMBER

98

OF 201

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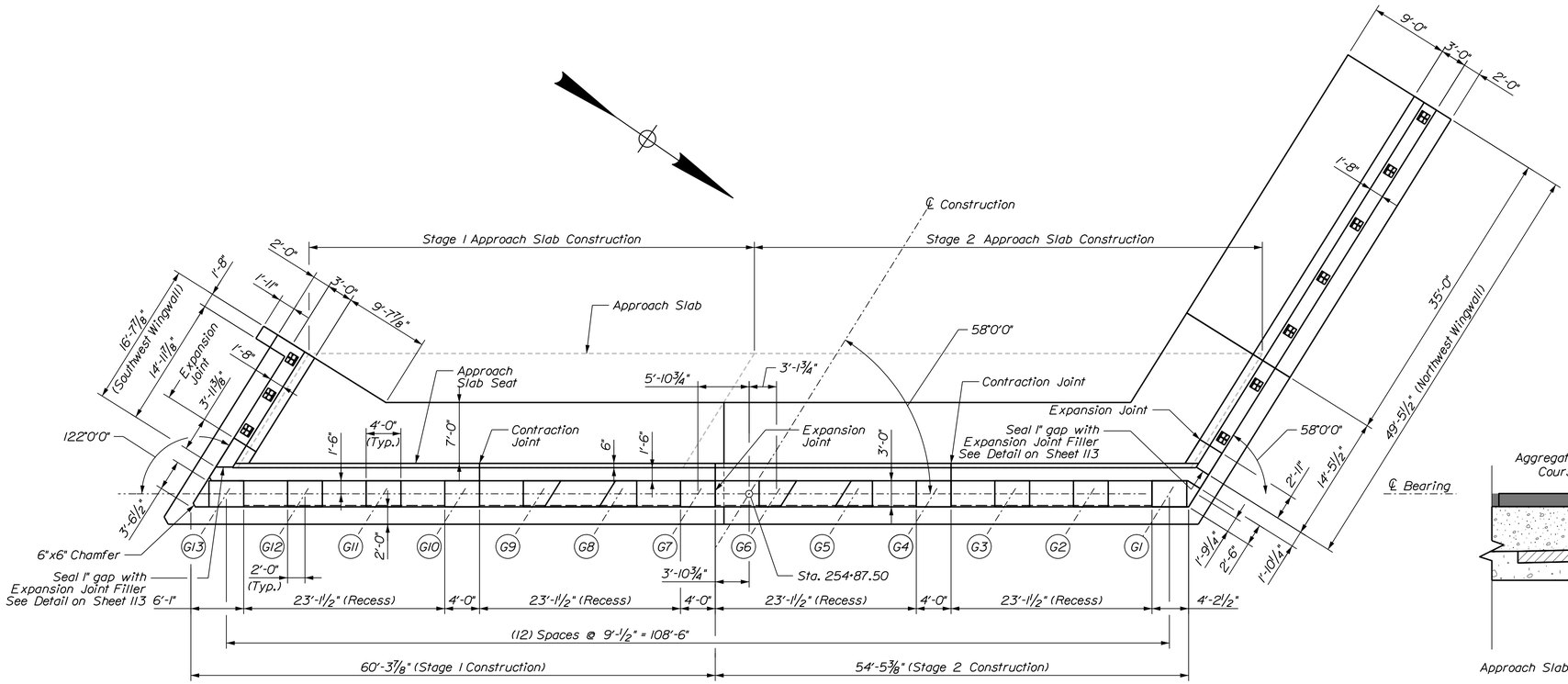
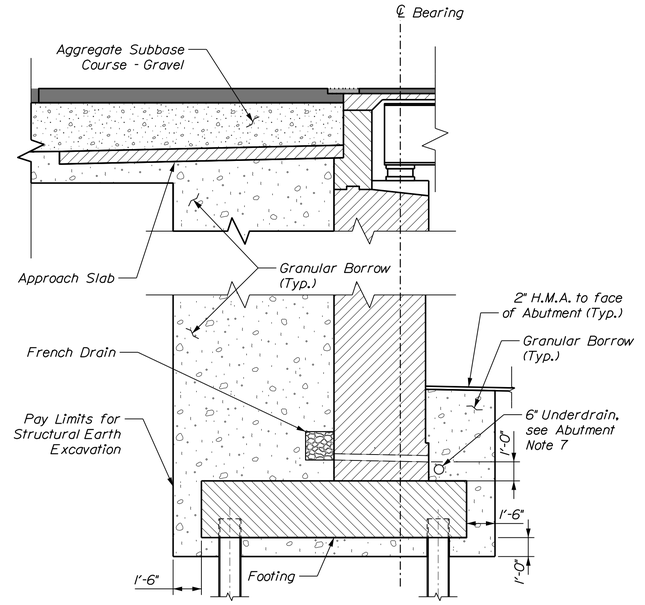


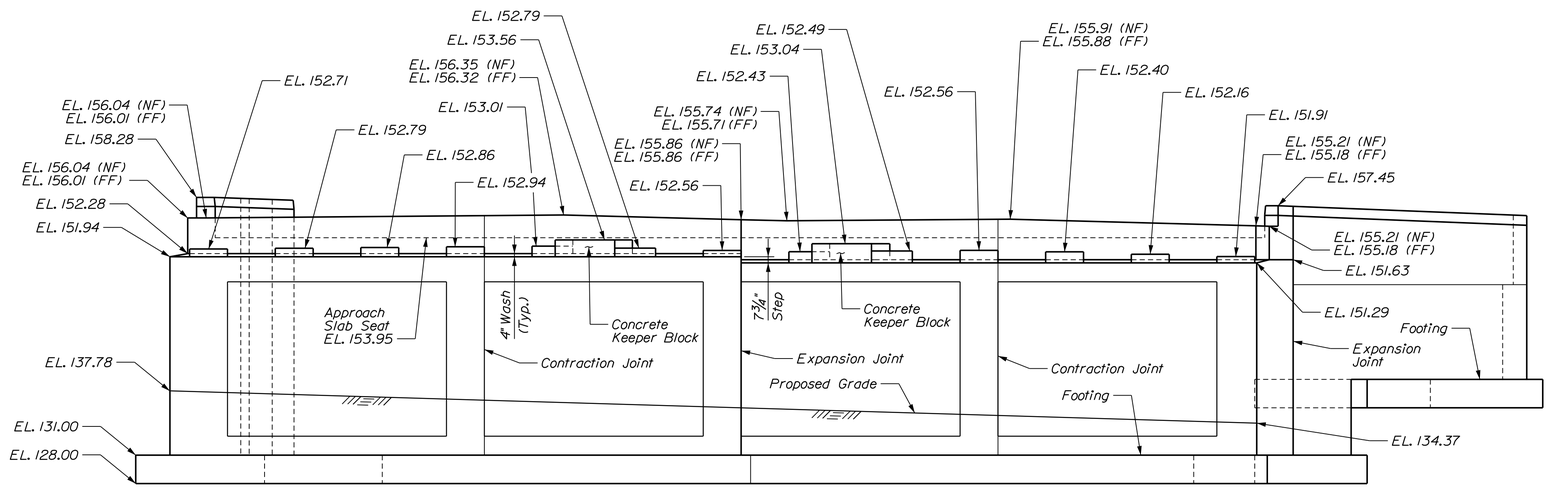
ABUTMENT NO. 1 PLAN

Note: Piles omitted for clarity.



ABUTMENT BACKFILL DETAIL

Abutment 1 shown, Abutment 2 similar



ABUTMENT NO. 1 ELEVATION

Note: Piles omitted for clarity. For Keeper Block Details see sheet 113

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

ABUTMENT NO. 1 PLAN & ELEVATION

SHEET NUMBER

99

OF 201

Username: slister Date:4/17/2023

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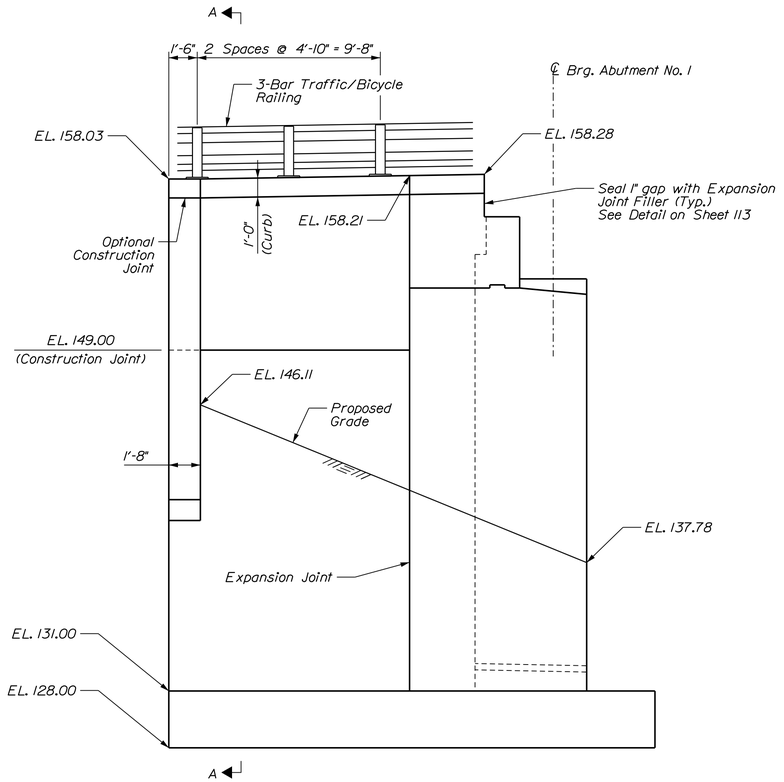
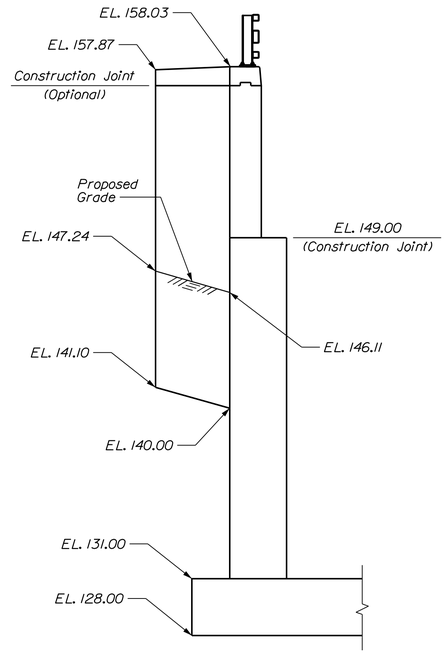
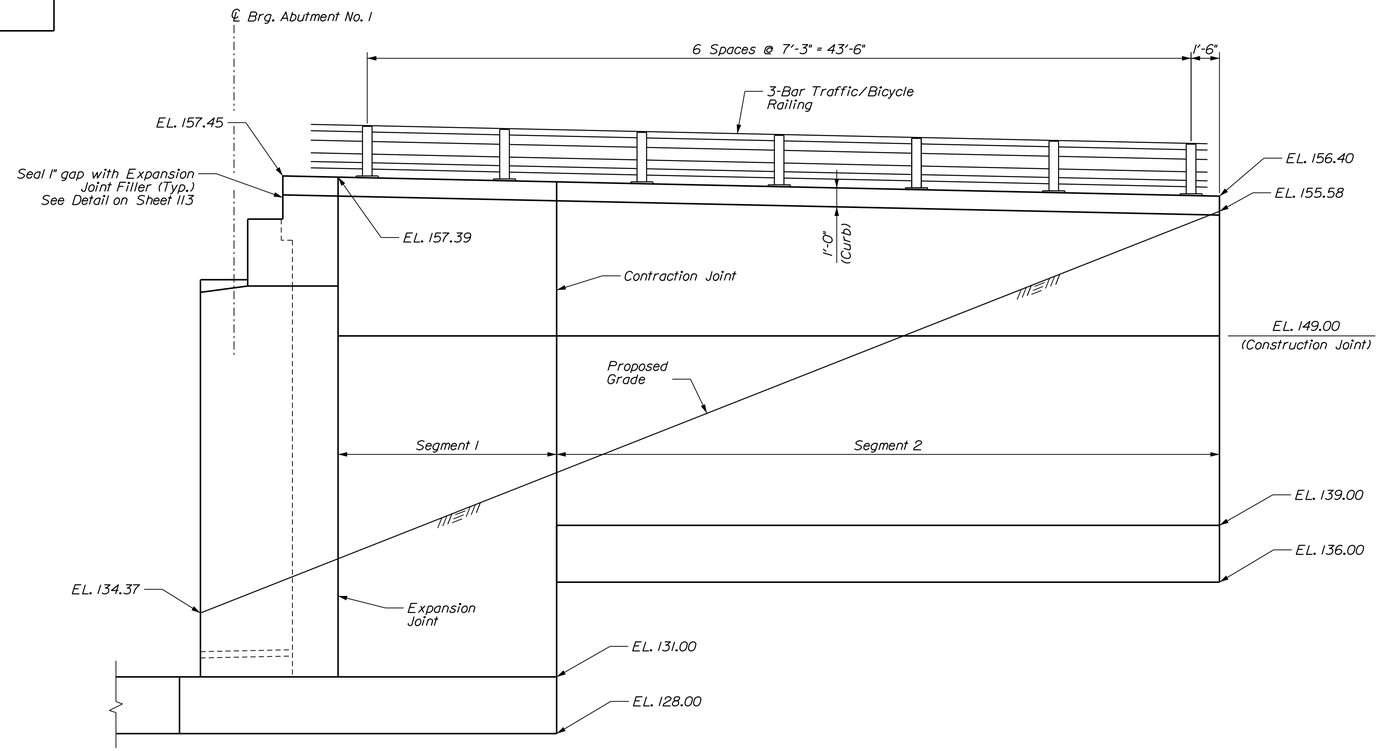


SOUTHWEST WINGWALL ELEVATION

Note: Piles omitted for clarity.



SECTION A-A



NORTHWEST WINGWALL ELEVATION

Note: Piles omitted for clarity.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE		
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REVISIONS 2			
REVISIONS 3			
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FIELD CHANGES			

SIGNATURE

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

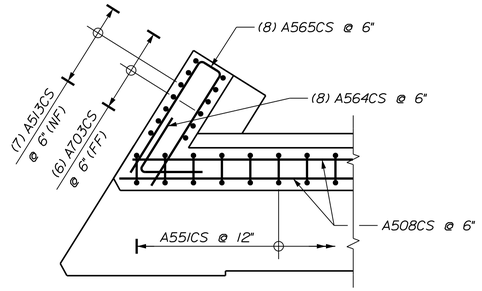
ABUTMENT NO. 1 WINGWALLS

SHEET NUMBER

100

OF 201

Filename: ...\138_Abutment_1_Wingwall_Geometry.dgn Division: Username: slister Date:4/17/2023



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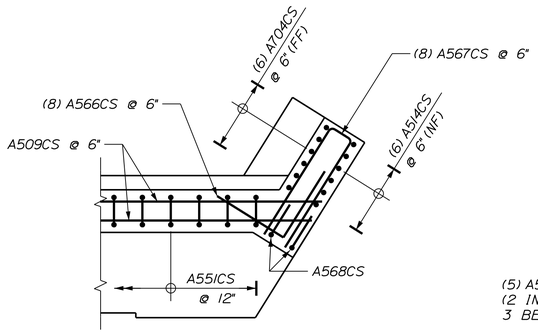

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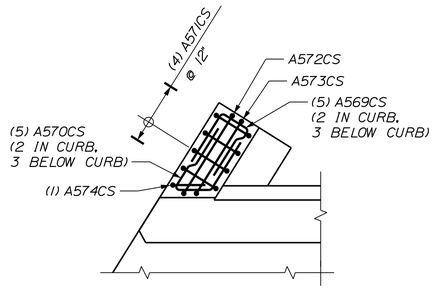
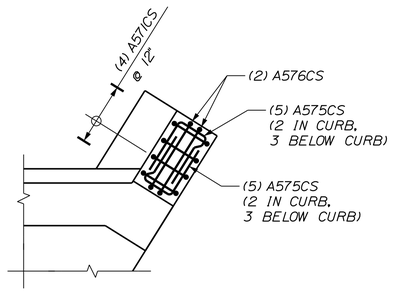
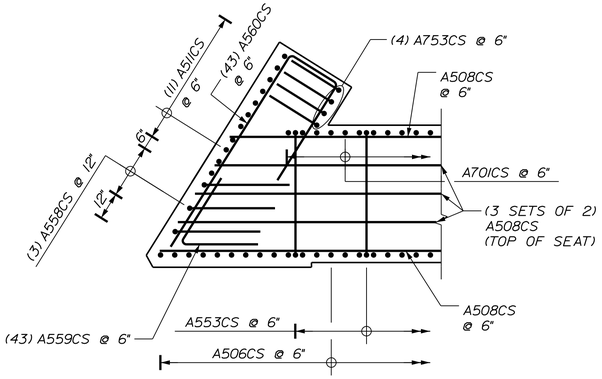


ABOVE BACKWALL (SOUTHWEST CORNER)



ABOVE BACKWALL (NORTHWEST CORNER)



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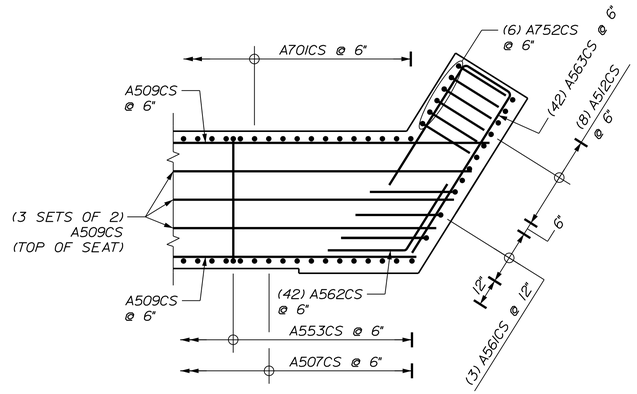

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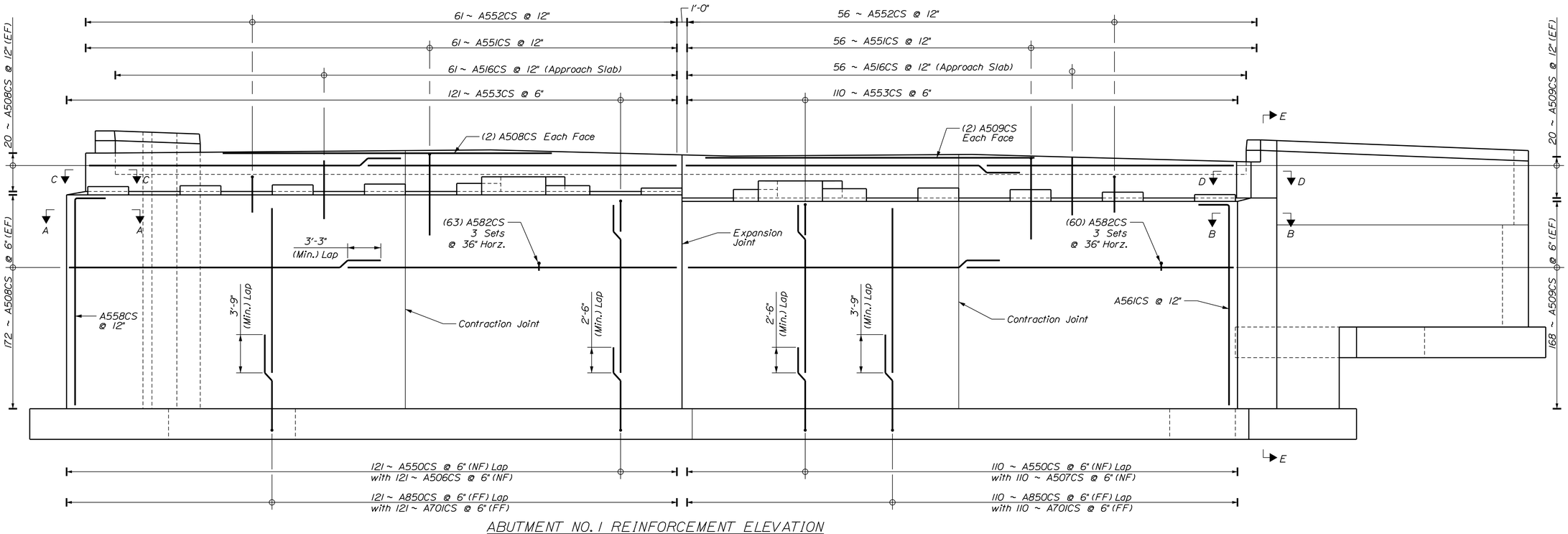

ABUTMENT NO. 1 REINFORCEMENT ELEVATION

Note: Footing bars not shown for clarity. See Sheet 113 for Pedestal and Keeper Block Reinforcing

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE	BY	DATE
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CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
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DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

ABUTMENT NO. 1 REINFORCEMENT

SHEET NUMBER

101

OF 201

Filename: ...\136_Abutment_1_Reinforcement.dgn Division: Username: slister Date:4/17/2023

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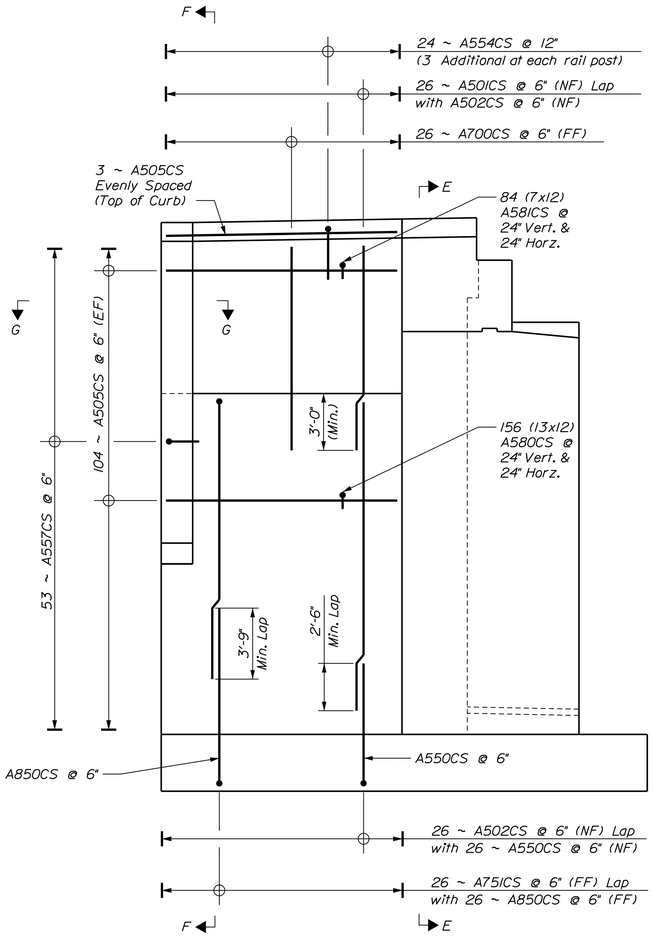
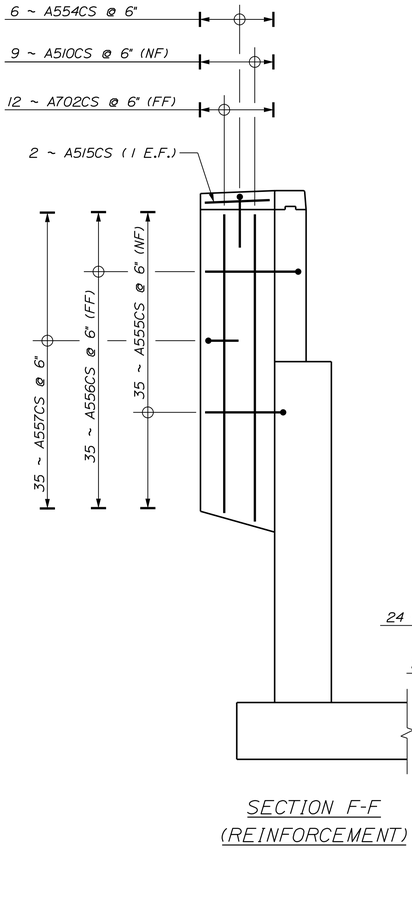


SOUTHWEST WINGWALL REINFORCEMENT ELEVATION

Note: Piles omitted for clarity.



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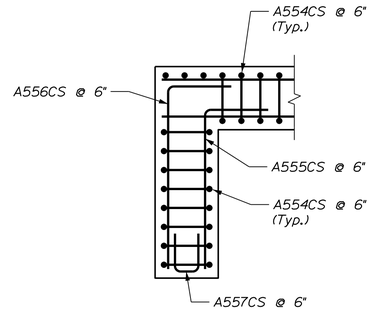
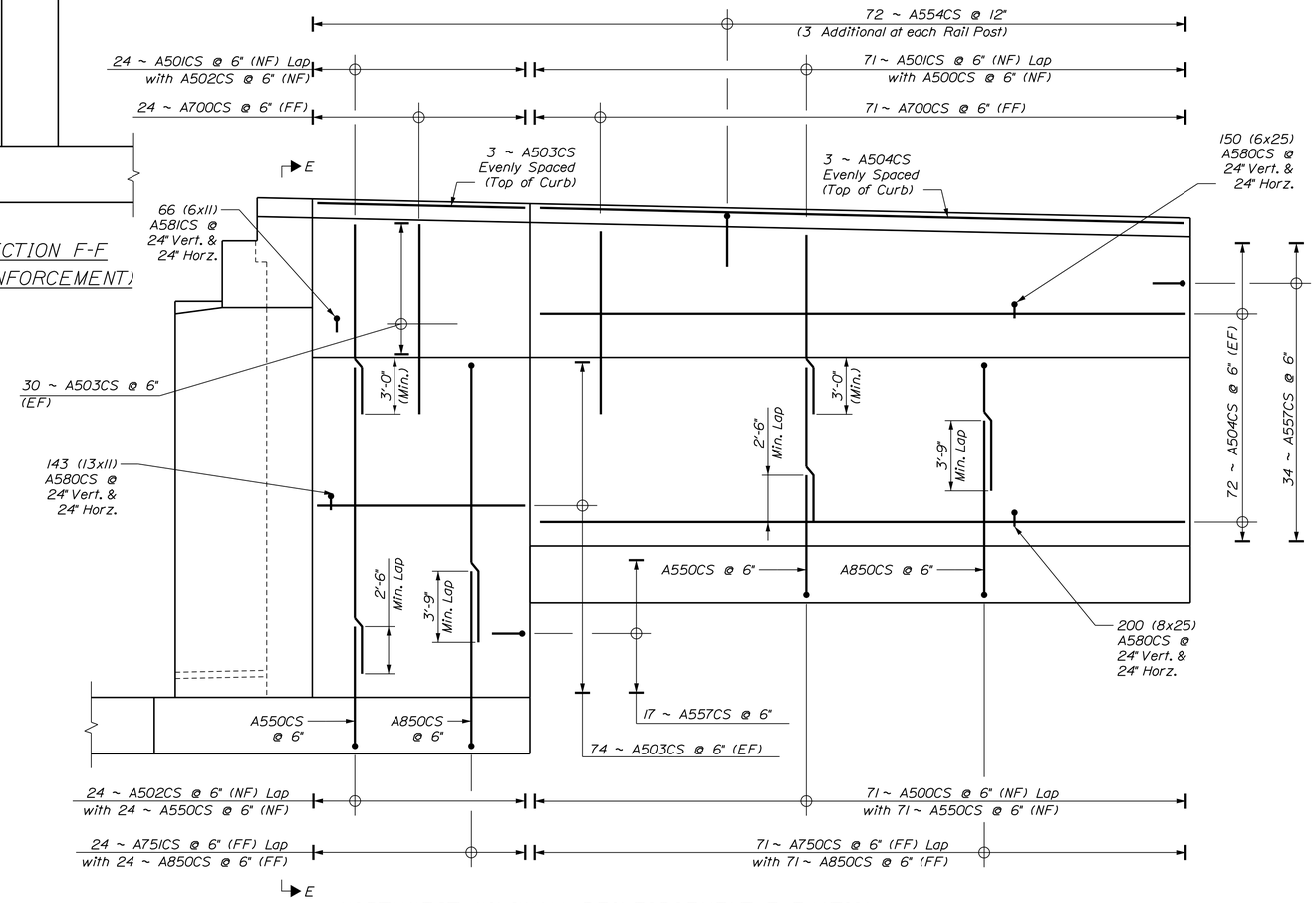
(REINFORCEMENT)



SECTION G-G (REINFORCEMENT)



NORTHWEST WINGWALL REINFORCEMENT ELEVATION

Note: Piles omitted for clarity.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

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S. WHITE	S. LINDSLEY	4-23
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S. LISTER	S. MERKWAN	4-23
N. EDMAN	J. FITZ	4-23

PROJ. MANAGER	
DESIGN-DETAILED	S. WHITE
CHECKED-REVIEWED	B. COLBURN
DESIGN2-DETAILED2	S. LISTER
DESIGN3-DETAILED3	N. EDMAN
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

SIGNATURE

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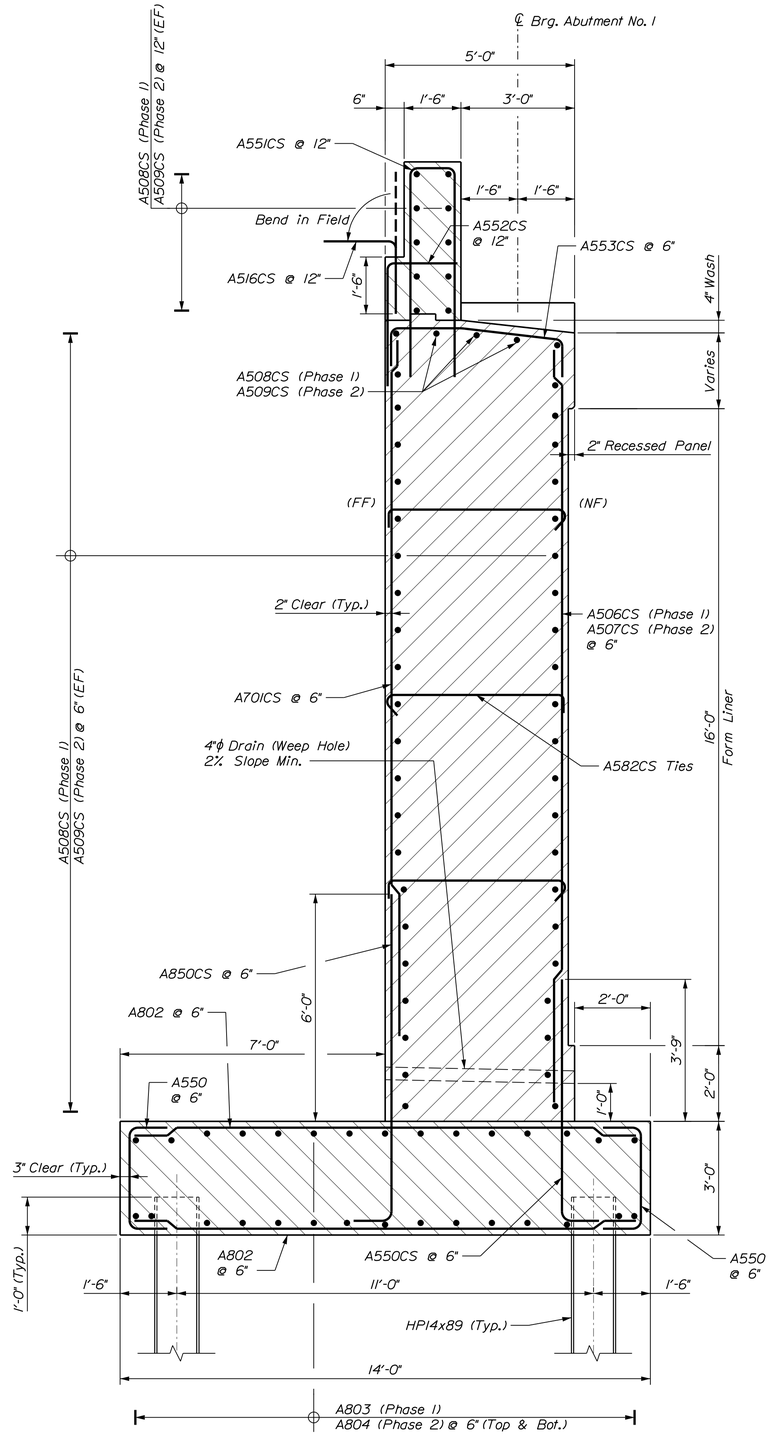
I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

ABUTMENT NO.1 WINGWALL REINFORCEMENT

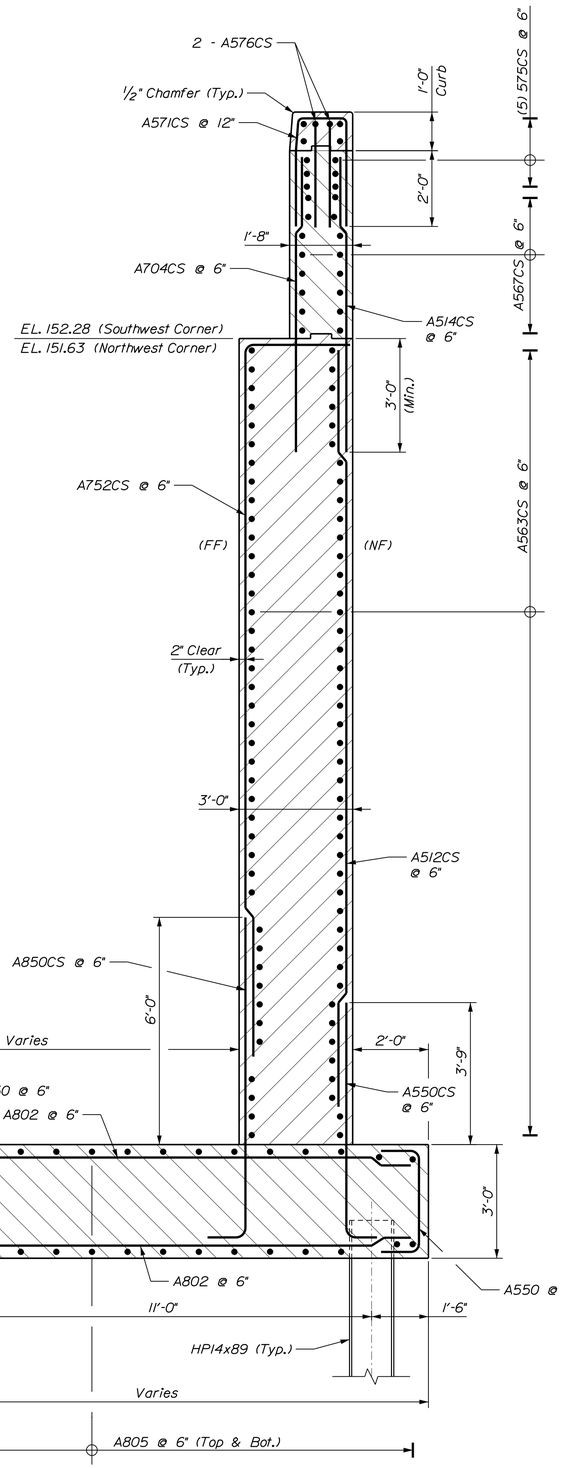
SHEET NUMBER

102

OF 201



ABUTMENT NO. 1 TYPICAL SECTION



SECTION E-E

(Northwest Corner Shown, Southwest Corner Similar)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

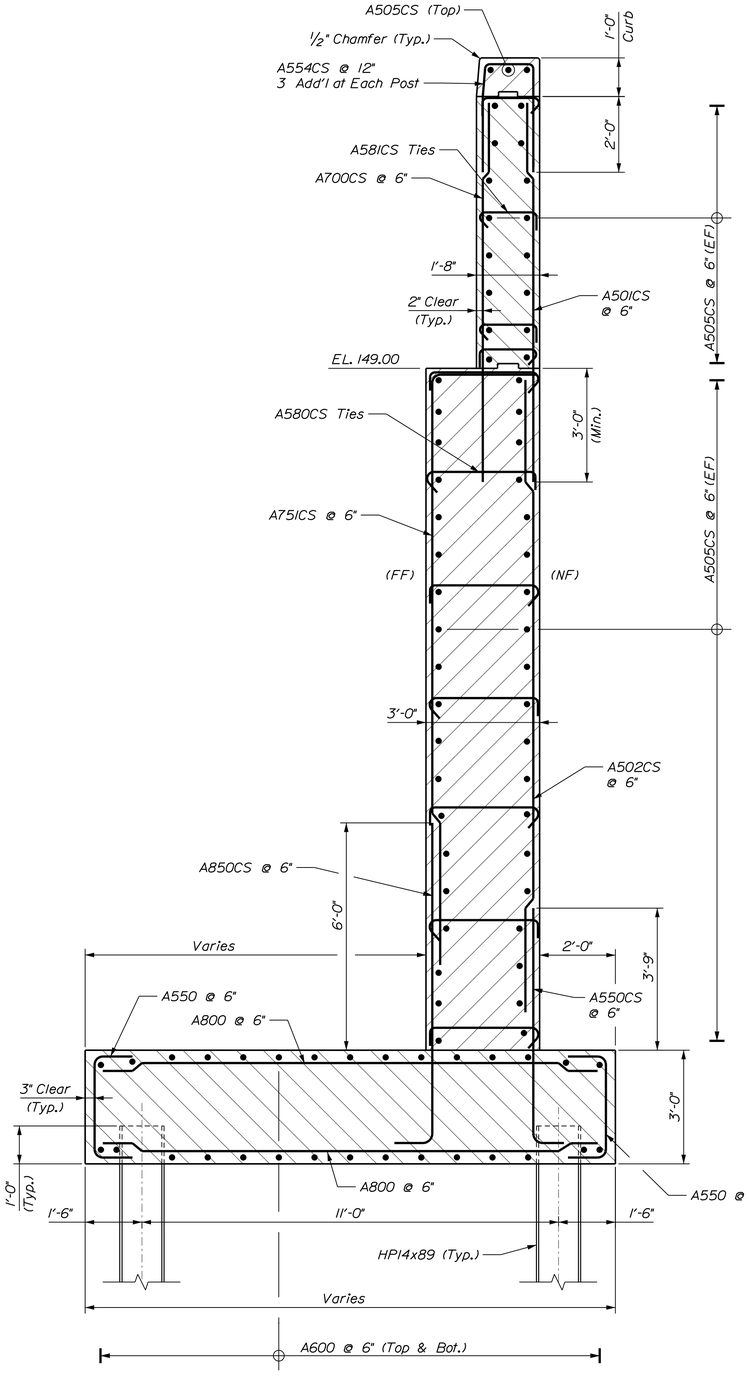
ABUTMENT NO.1 REINFORCEMENT SECTIONS

SHEET NUMBER

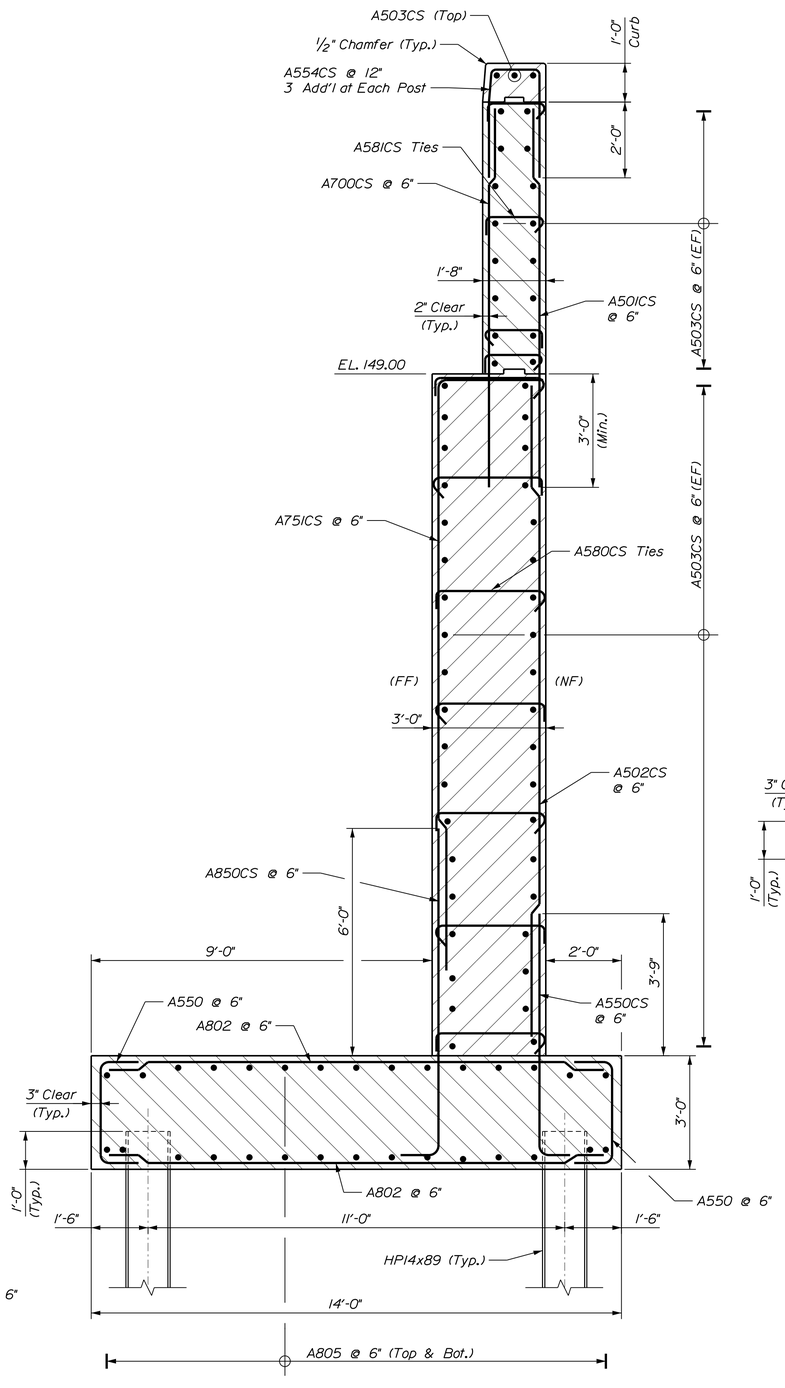
103

OF 201

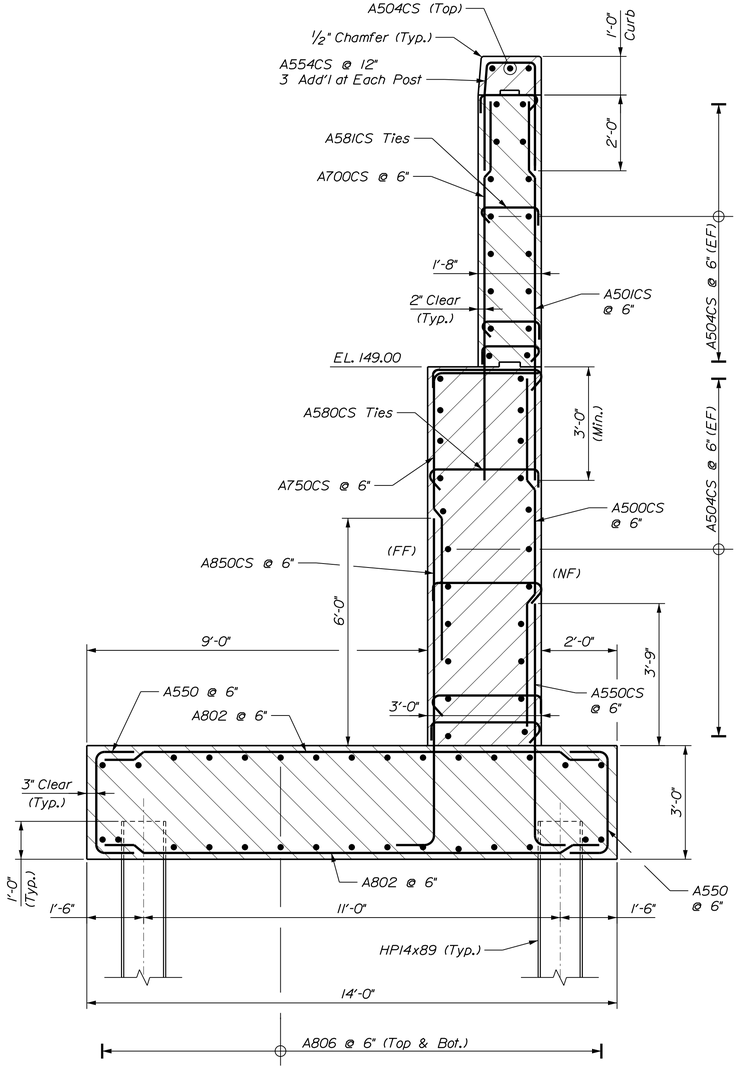
Filename: ...\137_Abutment_1_Reinforcing_Sections 01v6.dgn Username: slister Date:4/17/2023



SOUTHWEST WINGWALL TYPICAL SECTION



NORTHWEST WINGWALL (SEGMENT 1) TYPICAL SECTION



NORTHWEST WINGWALL (SEGMENT 2) TYPICAL SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE	
DESIGN-DETAILED	S. WHITE	4-23
CHECKED-REVIEWED	B. COLBURN	4-23
DESIGN2-DETAILED2	S. LISTER	4-23
DESIGN3-DETAILED3	N. EDMAN	4-23
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

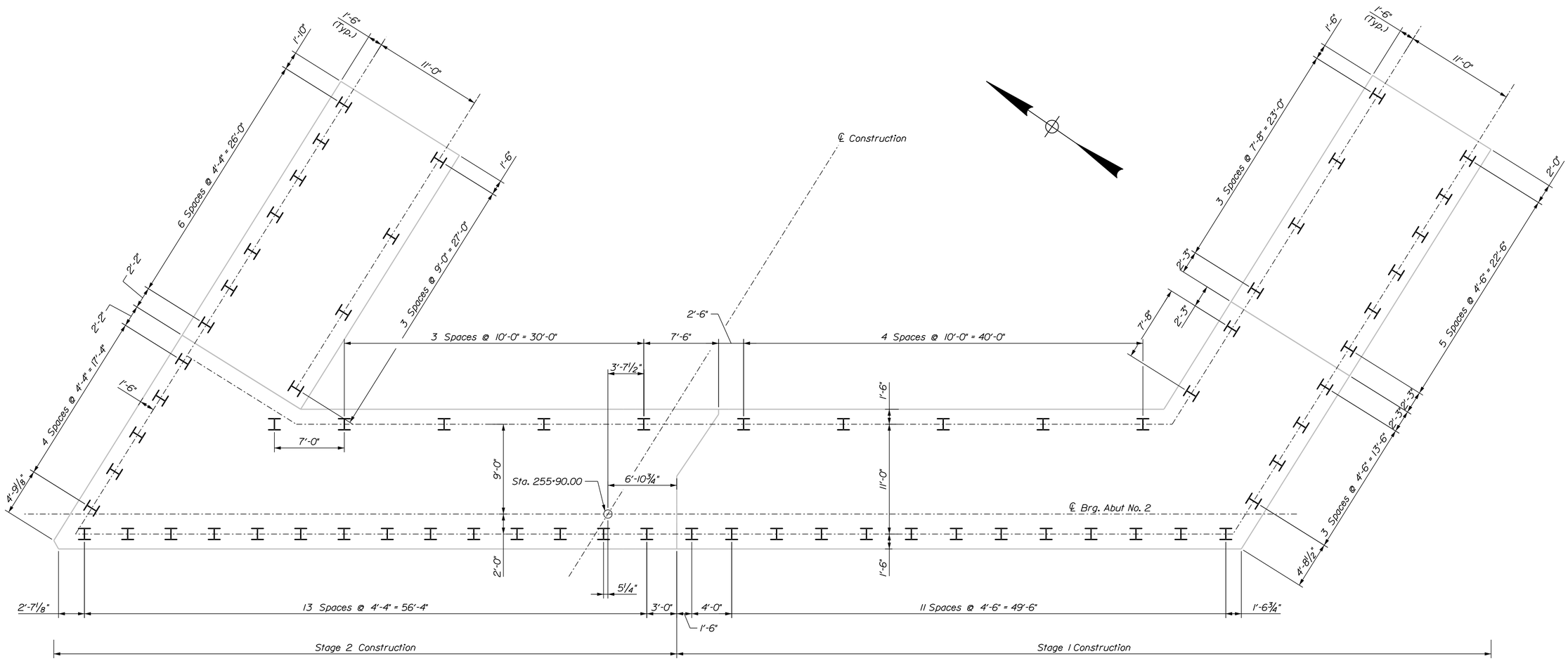
ABUTMENT NO.1 WINGWALL REINFORCEMENT SECTIONS

SHEET NUMBER

104

OF 201

Filename: ...\137_Abutment_1_Reinforcing_Sections (Division 02).dgn Username: slister Date:4/17/2023



ABUTMENT NO. 2 PILE LAYOUT PLAN

NOTES

1. For H-pile notes, see "Abutment No. 1 Pile Layout" sheet.

Username: slister Date:4/17/2023

Filename: ...\140_Abutment_2_Pile Layout.dgn Division:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789 BRIDGE PLANS

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

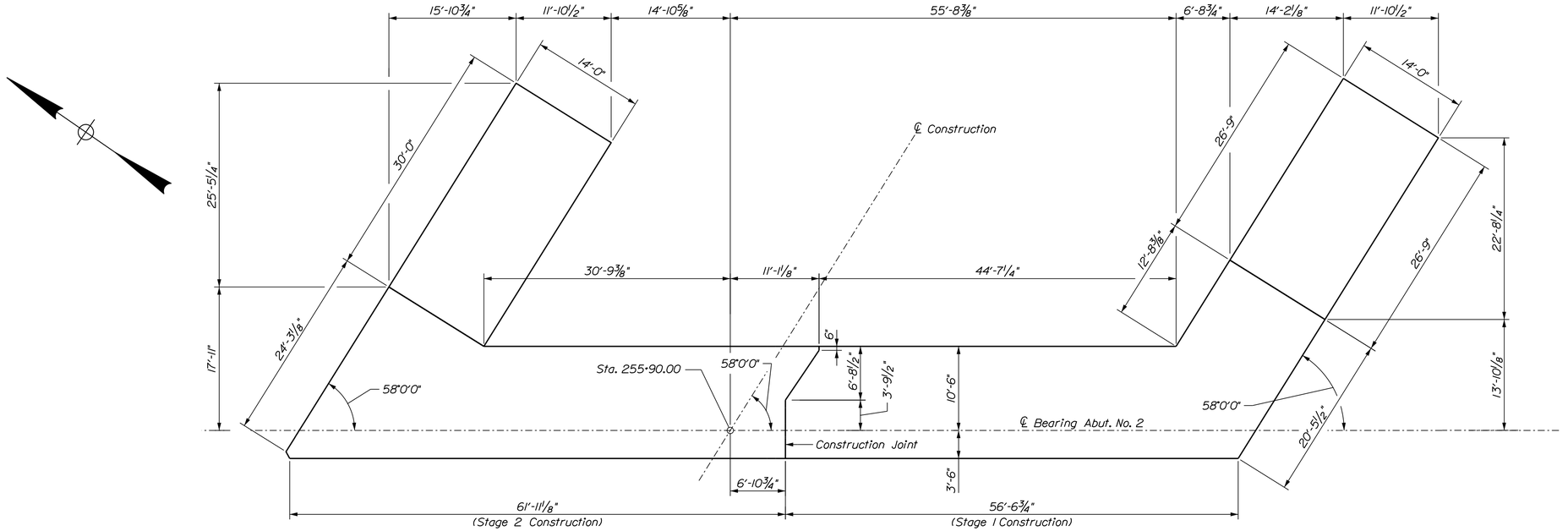
I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

ABUTMENT NO. 2 PILE LAYOUT

SHEET NUMBER

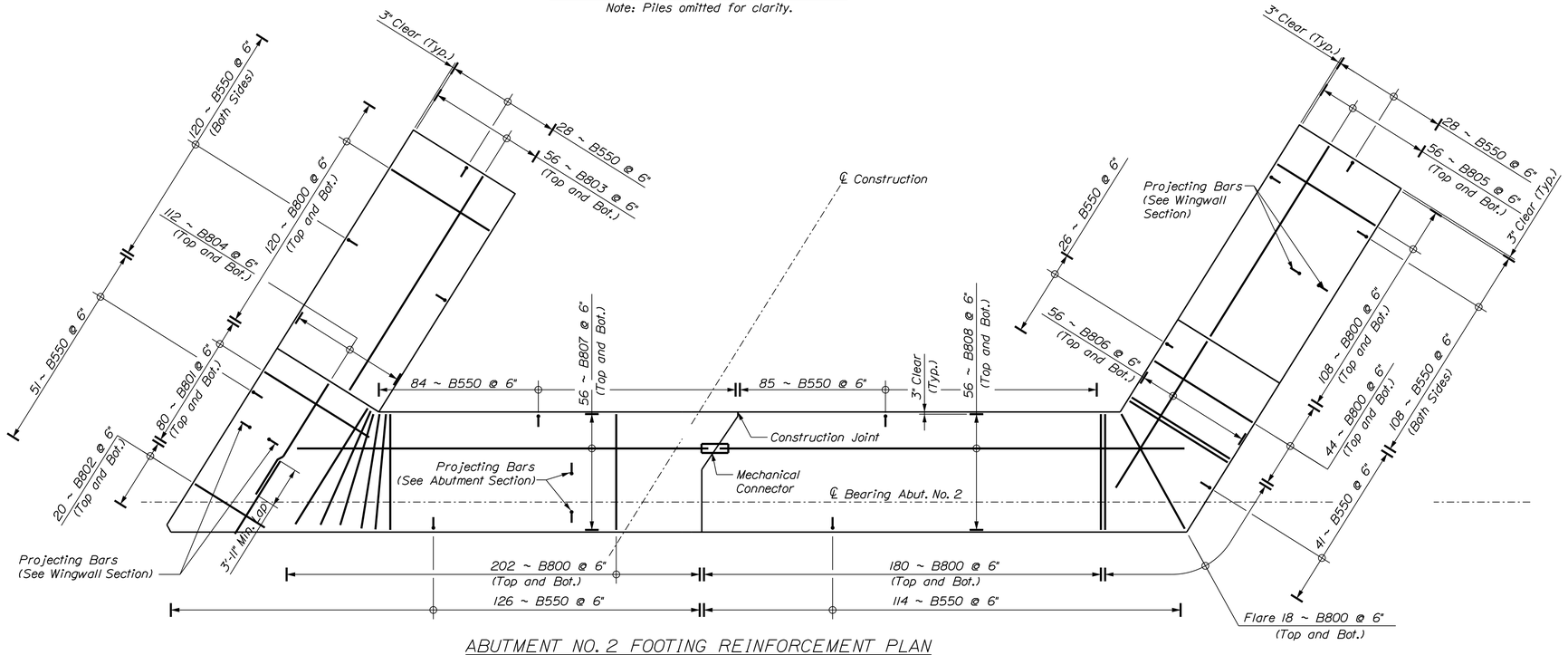
105

OF 201



ABUTMENT NO. 2 FOOTING PLAN

Note: Piles omitted for clarity.



ABUTMENT NO. 2 FOOTING REINFORCEMENT PLAN

Note: Projecting Bars not Shown for Clarity

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789 BRIDGE PLANS

	A. LATHE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

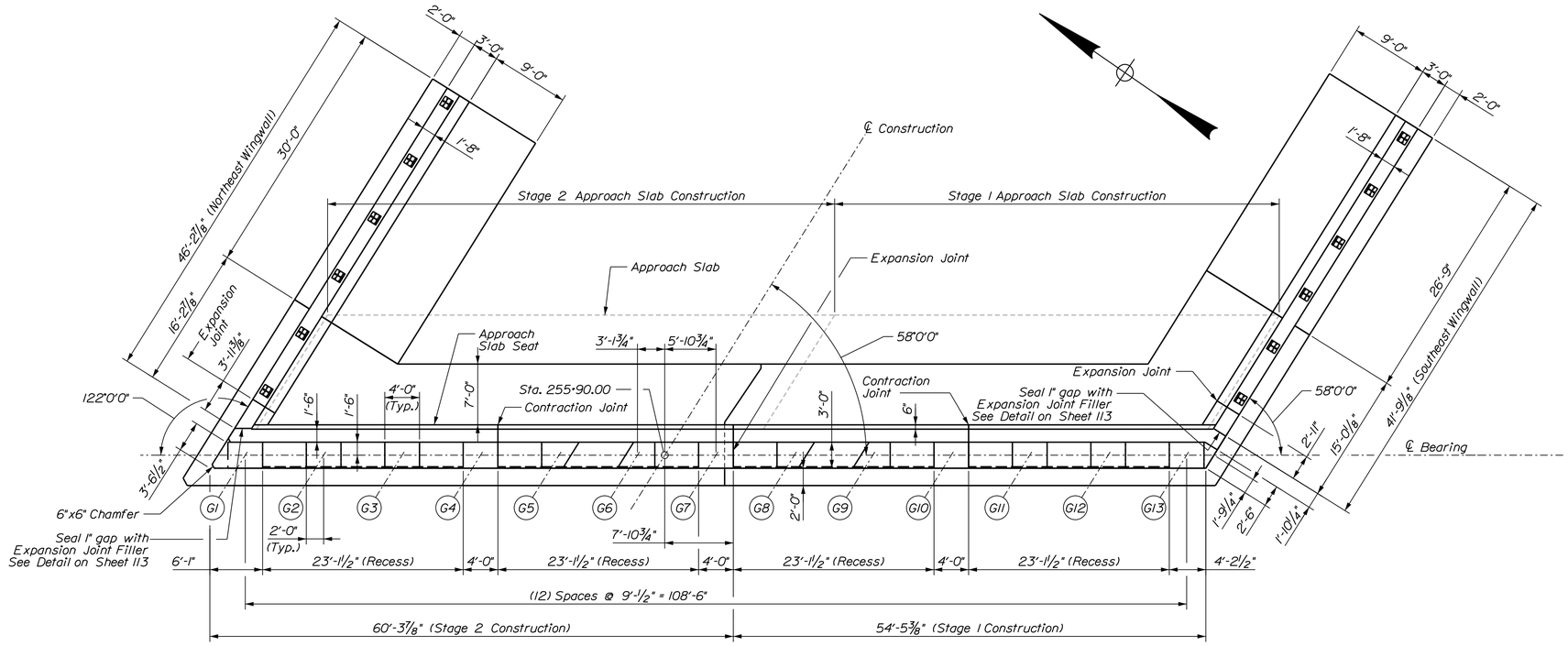
ABUTMENT NO. 2 FOOTING & REINFORCEMENT PLAN

SHEET NUMBER

106

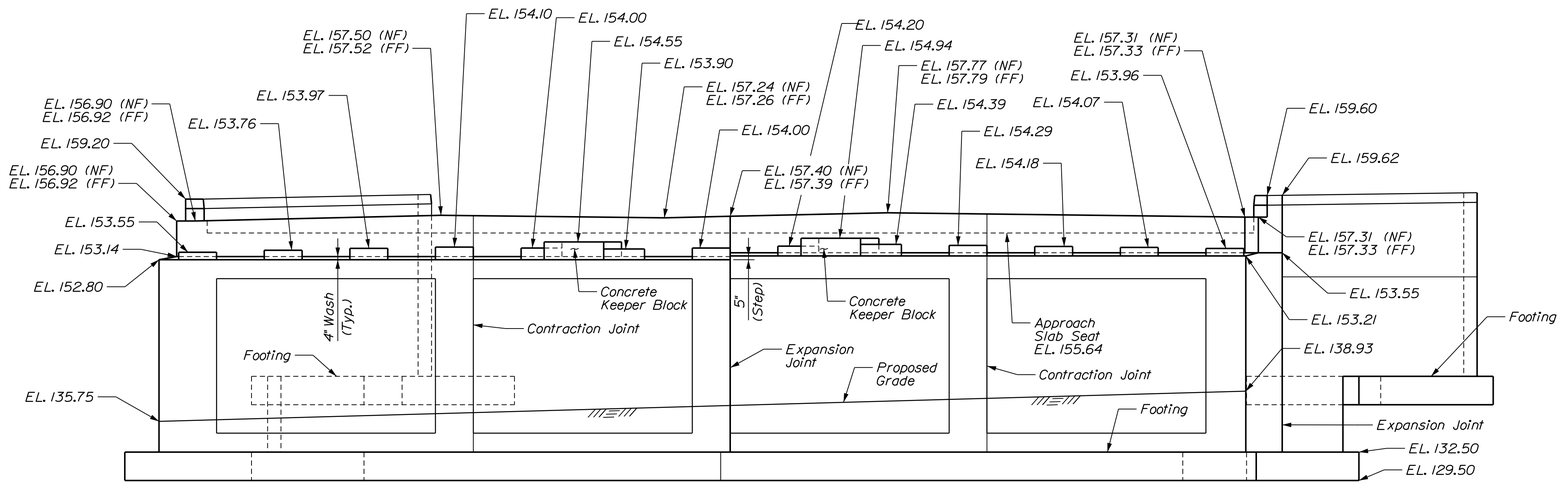
OF 201

Filename: ...\141_Abutment_2_Footing_Rebar_Plan.dgn Username: slister Date:4/17/2023



ABUTMENT NO. 2 PLAN

Note: Piles omitted for clarity.



ABUTMENT NO. 2 ELEVATION

Note: Piles omitted for clarity. For Keeper Block Details see sheet 113

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

	A. LATHE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED3	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

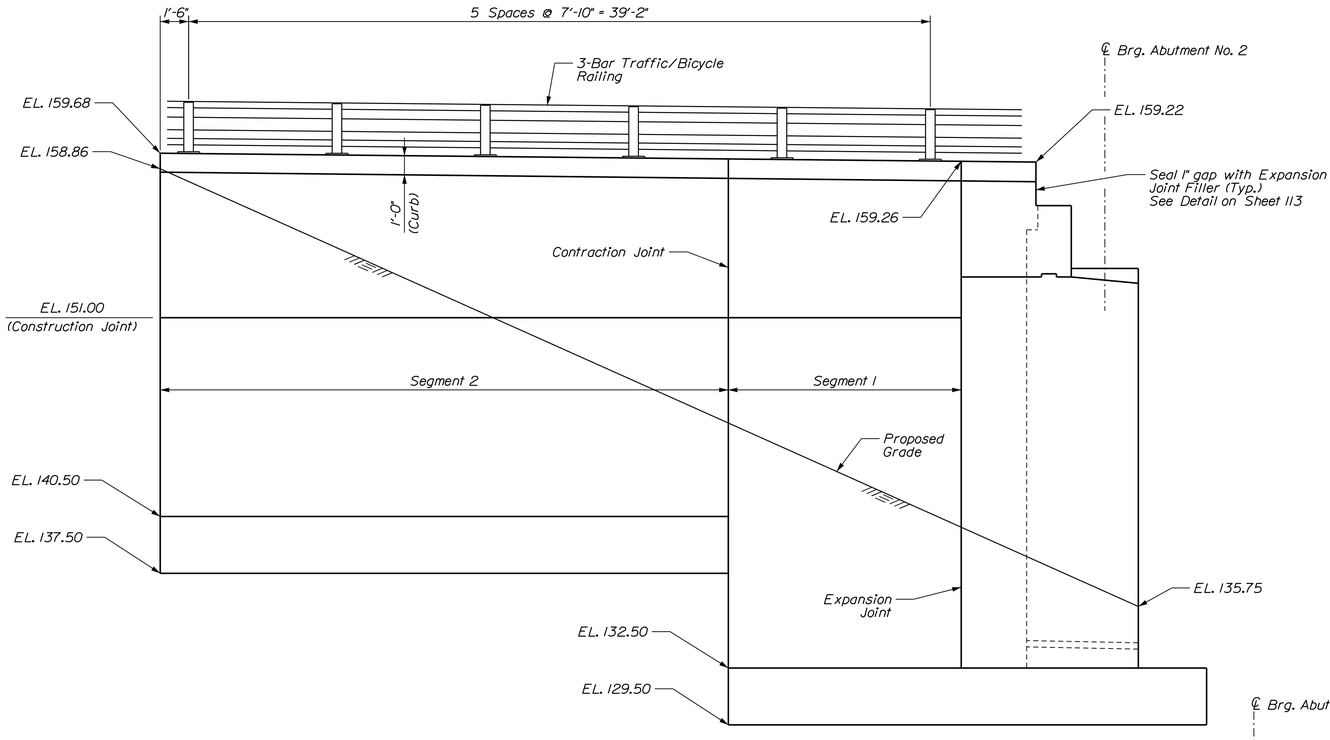
ABUTMENT NO. 2 PLAN & ELEVATION

SHEET NUMBER

107

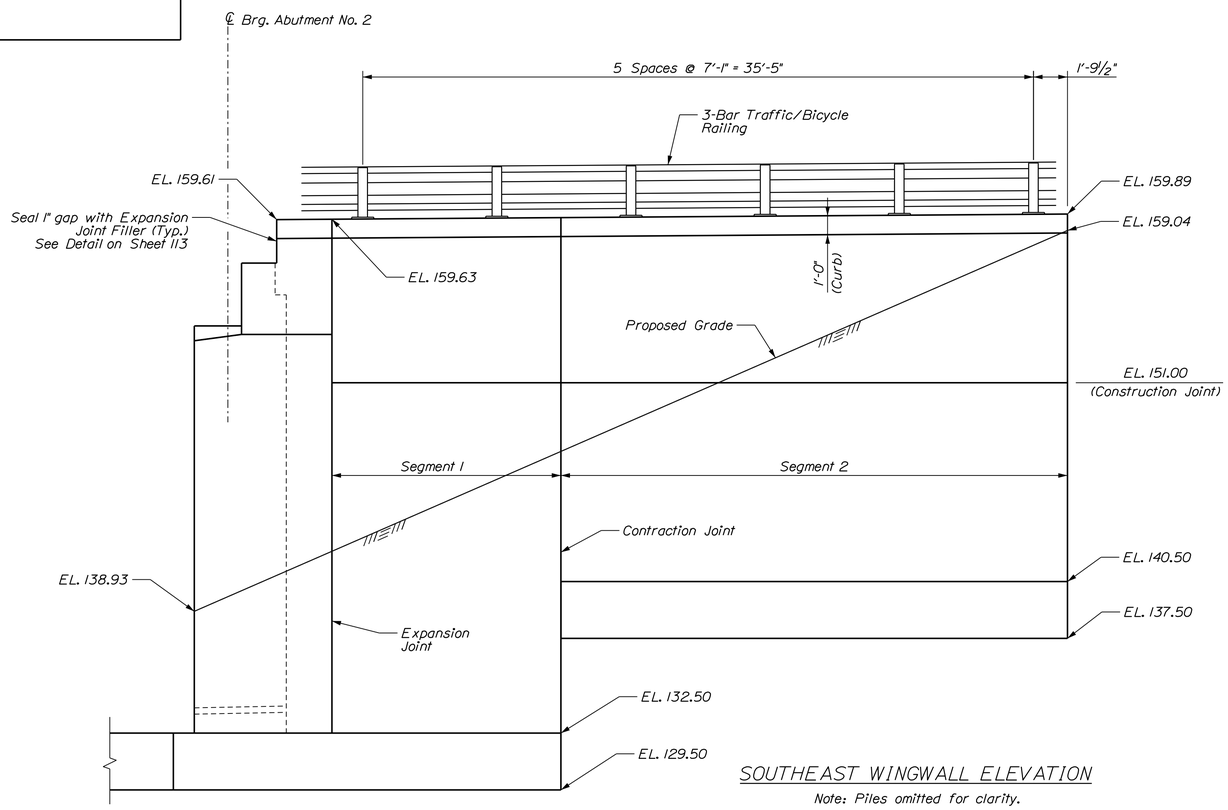
OF 201

Filename: ...\142_Abutment_2_Plan_Elevation.dgn Division: Username: slister Date:4/17/2023



NORTHEAST WINGWALL ELEVATION

Note: Piles omitted for clarity.



SOUTHEAST WINGWALL ELEVATION

Note: Piles omitted for clarity.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

ABUTMENT NO. 2 WINGWALLS

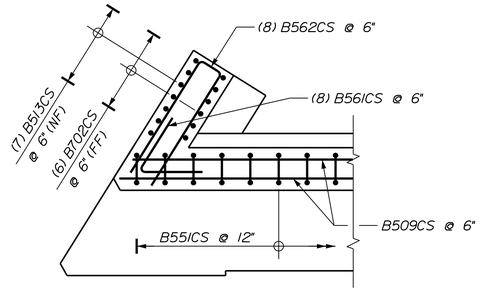
SHEET NUMBER

108

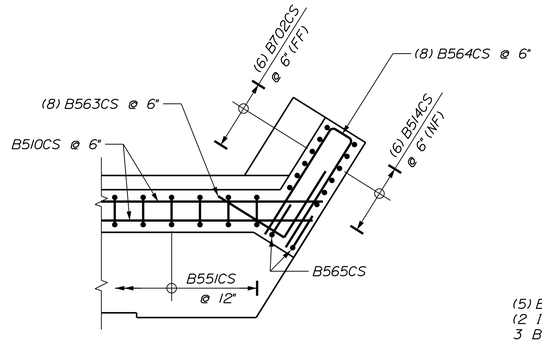
OF 201

Username: slister Date:4/17/2023

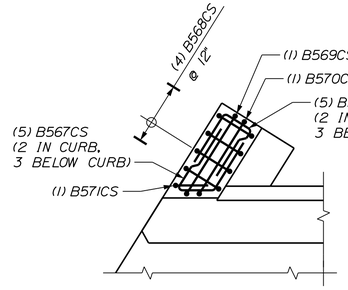
Filename: ...\145_Abutment_2_Wingwall_Geometry.dgn Division:



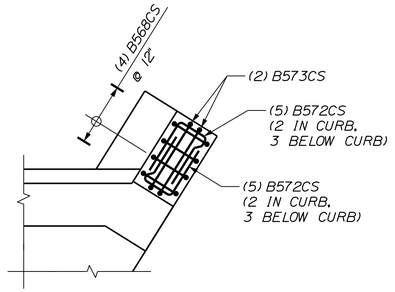
SECTION C-C



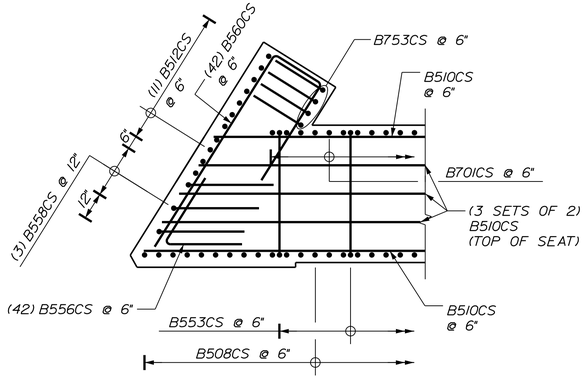
SECTION D-D



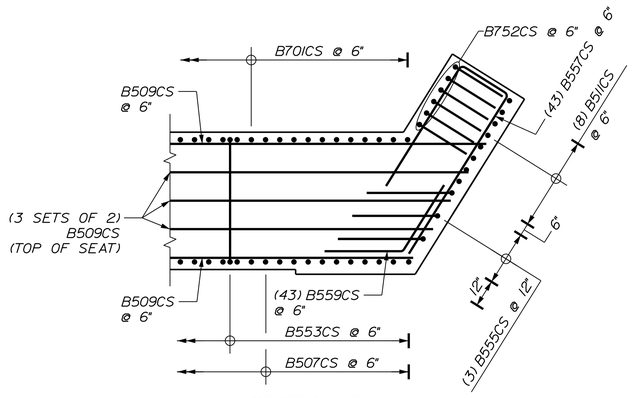
ABOVE BACKWALL
(NORTHEAST CORNER)



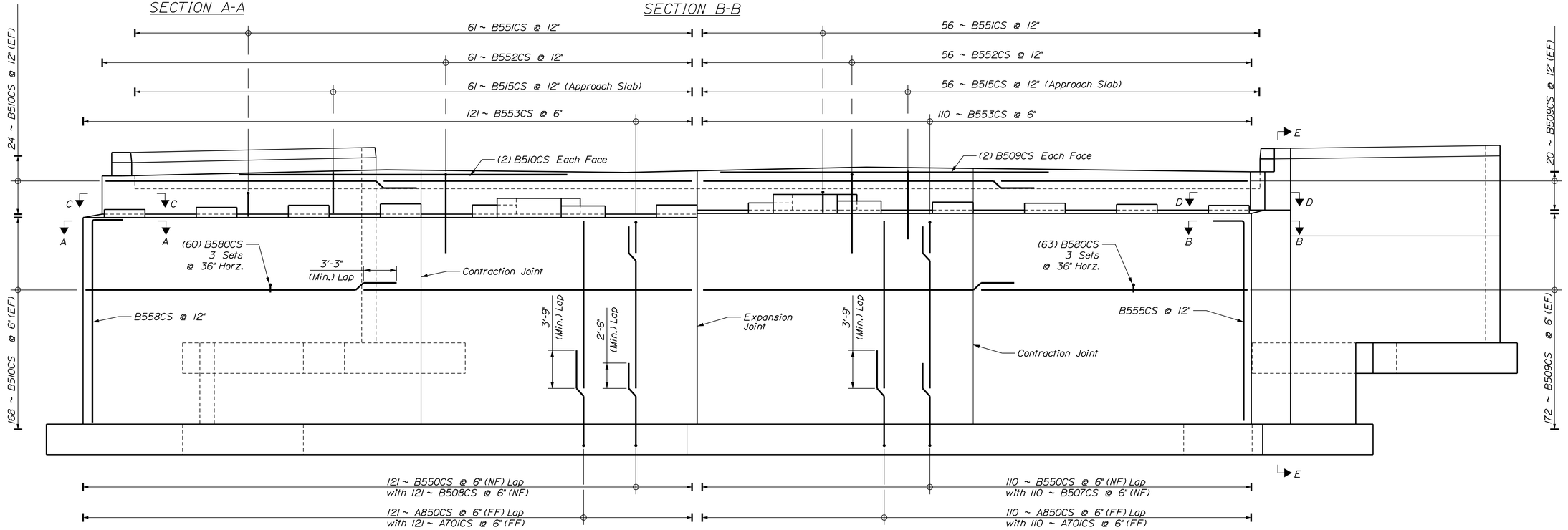
ABOVE BACKWALL
(SOUTHEAST CORNER)



SECTION A-A



SECTION B-B



ABUTMENT NO. 2 REINFORCEMENT ELEVATION

Note: Footing bars not shown for clarity. See Sheet 113 for Pedestal and Keeper Block Reinforcing

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

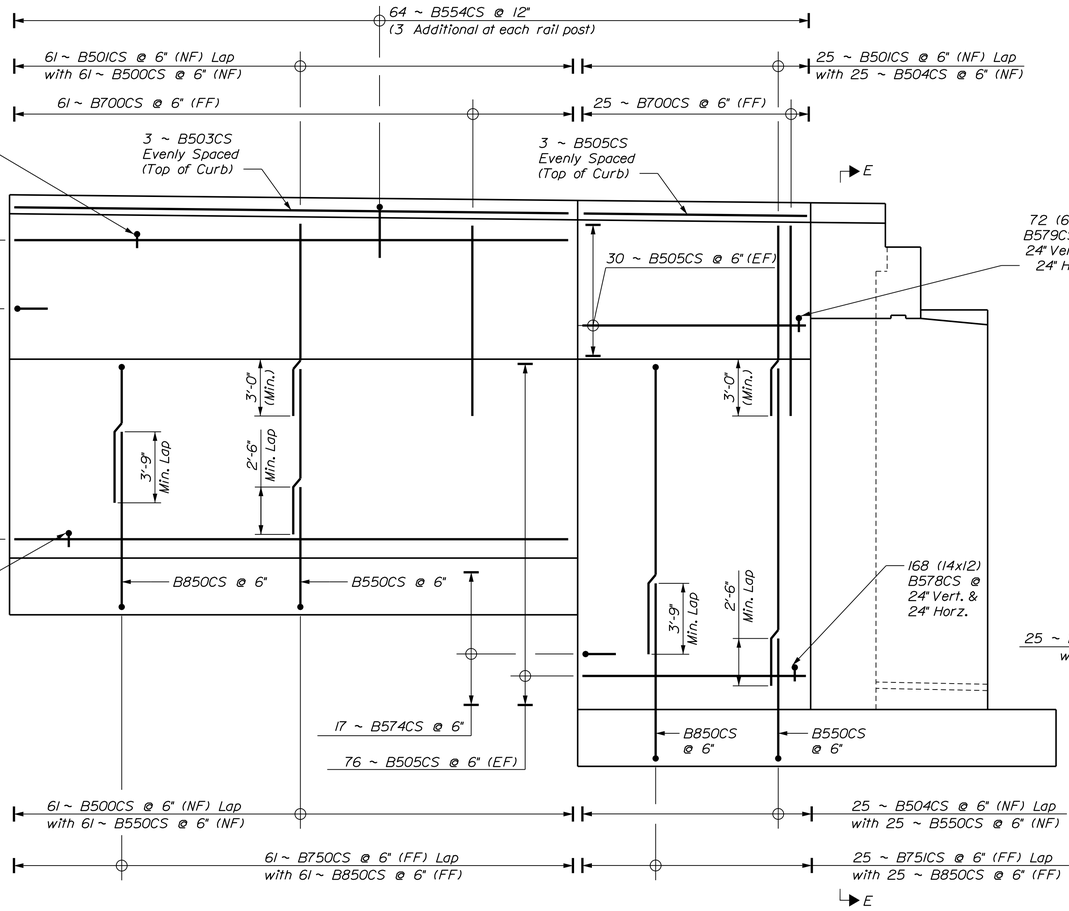
ABUTMENT NO. 2 REINFORCEMENT

SHEET NUMBER

109

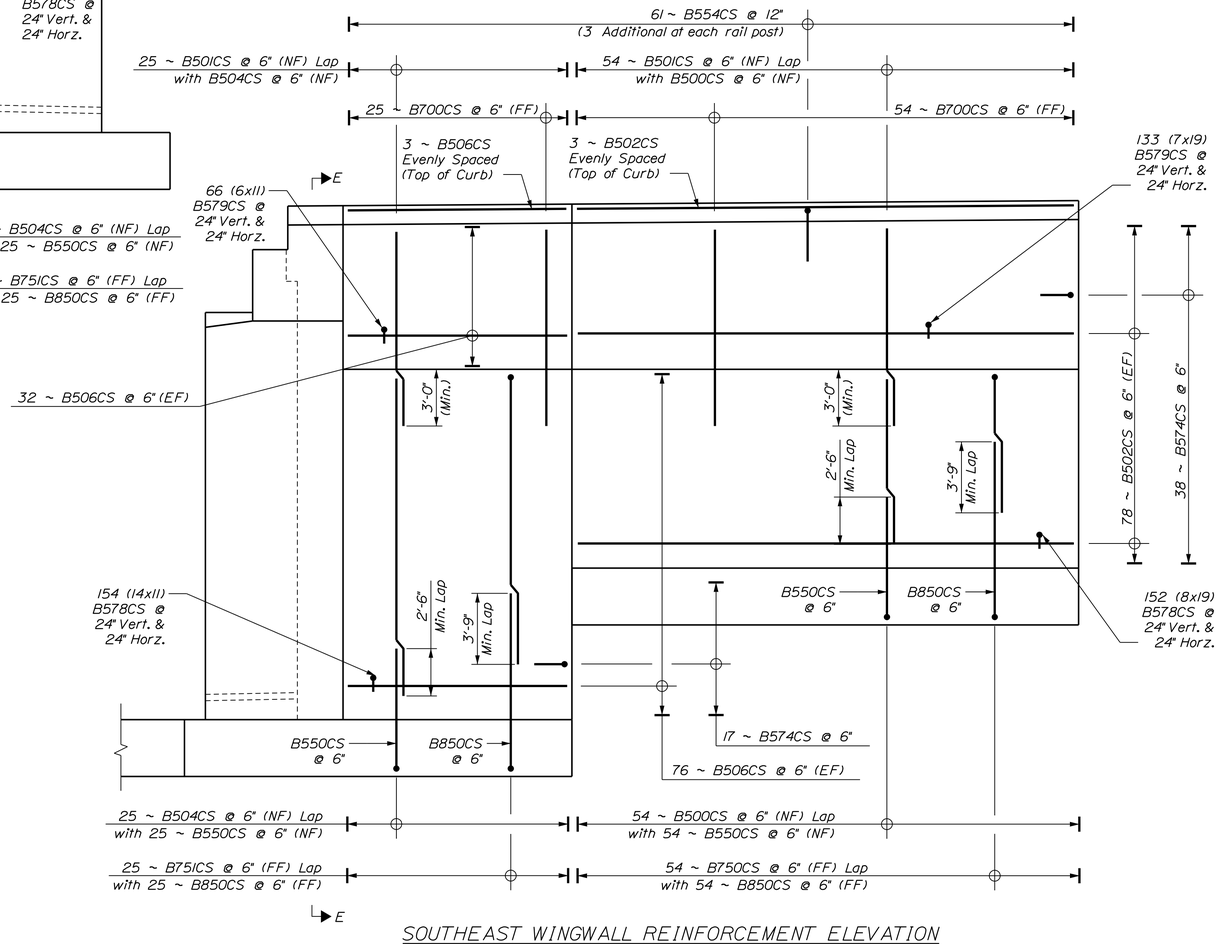
OF 201

Filename: ...\143_Abutment_2_Reinforcement.dgn Division: Username: slister Date:4/17/2023



NORTHEAST WINGWALL REINFORCEMENT ELEVATION

Note: Piles omitted for clarity.



SOUTHEAST WINGWALL REINFORCEMENT ELEVATION

Note: Piles omitted for clarity.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

ABUTMENT NO. 2 WINGWALL REINFORCEMENT

SHEET NUMBER

110

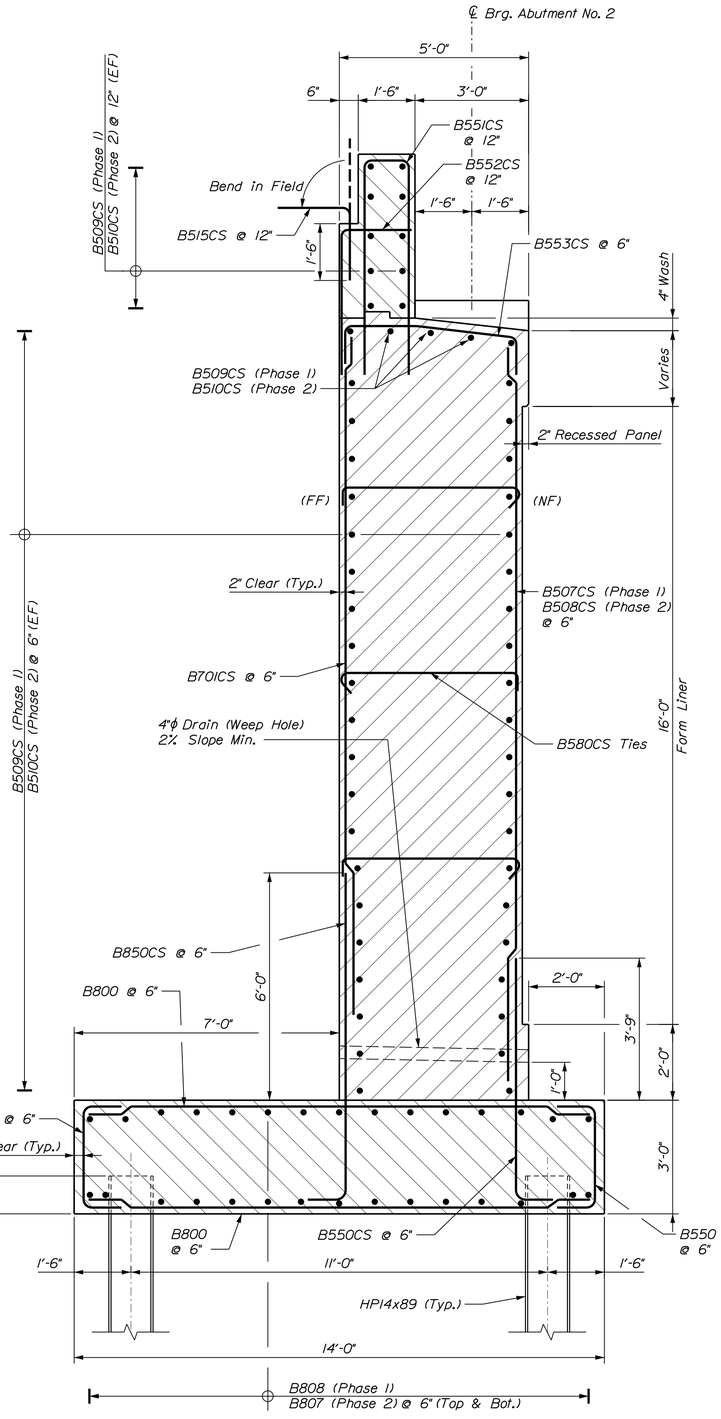
OF 201

Username: slister

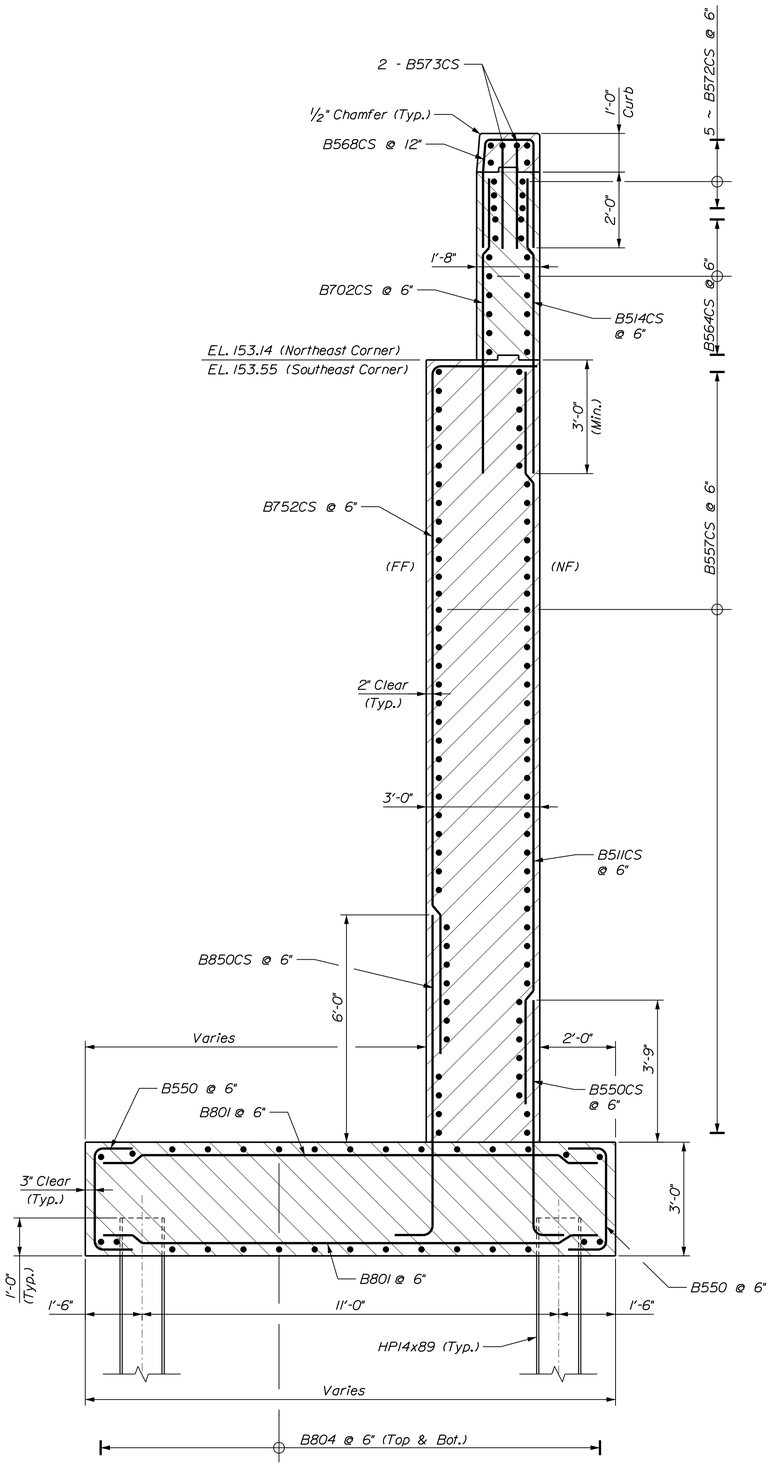
Date:4/17/2023

Filename: ...\146_Abutment_2_Wingwall_Reinforcement.dgn

Filename: ...\144_Abutment_2_Reinforcing_Sections_Divided.dgn Username: slister Date:4/17/2023



ABUTMENT NO. 2 TYPICAL SECTION



SECTION E-E

(Northeast Corner Shown, Southeast Corner Similar)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

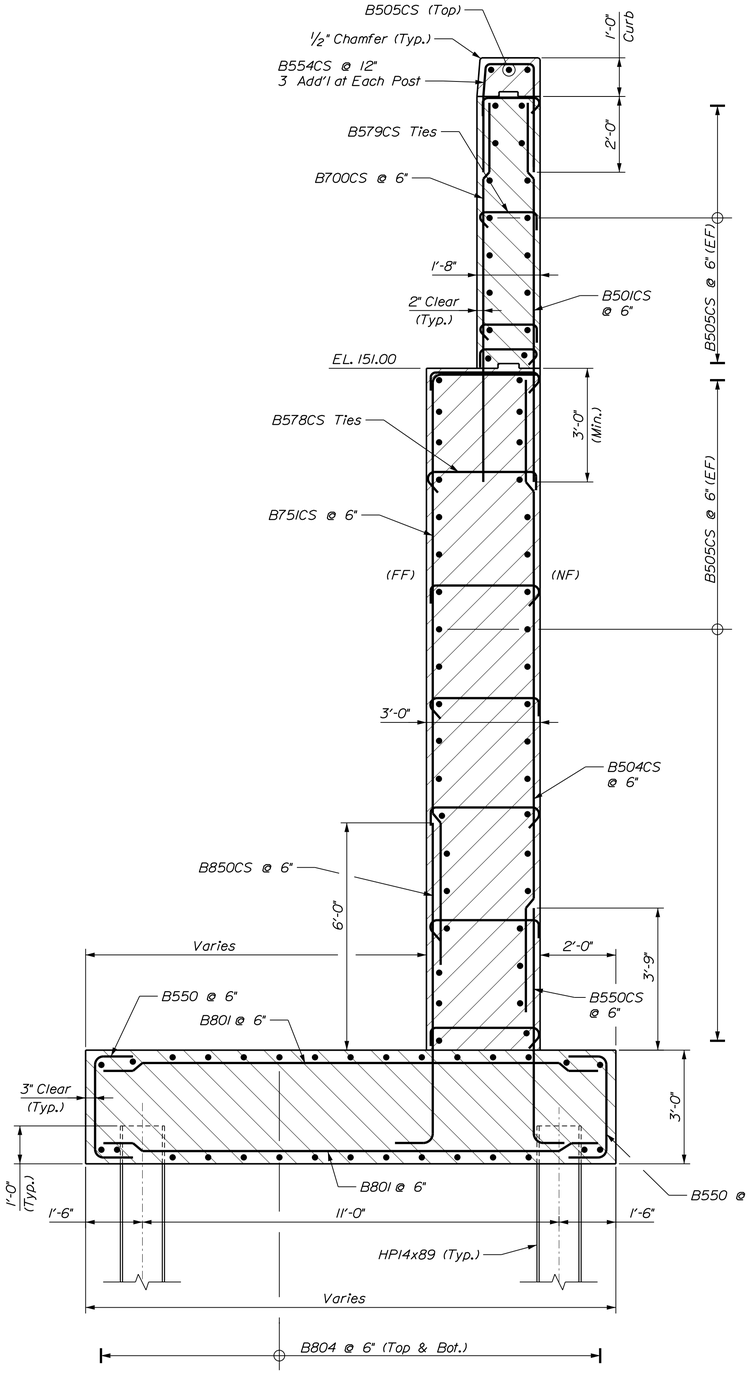
I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

ABUTMENT NO 2 REINFORCEMENT SECTIONS

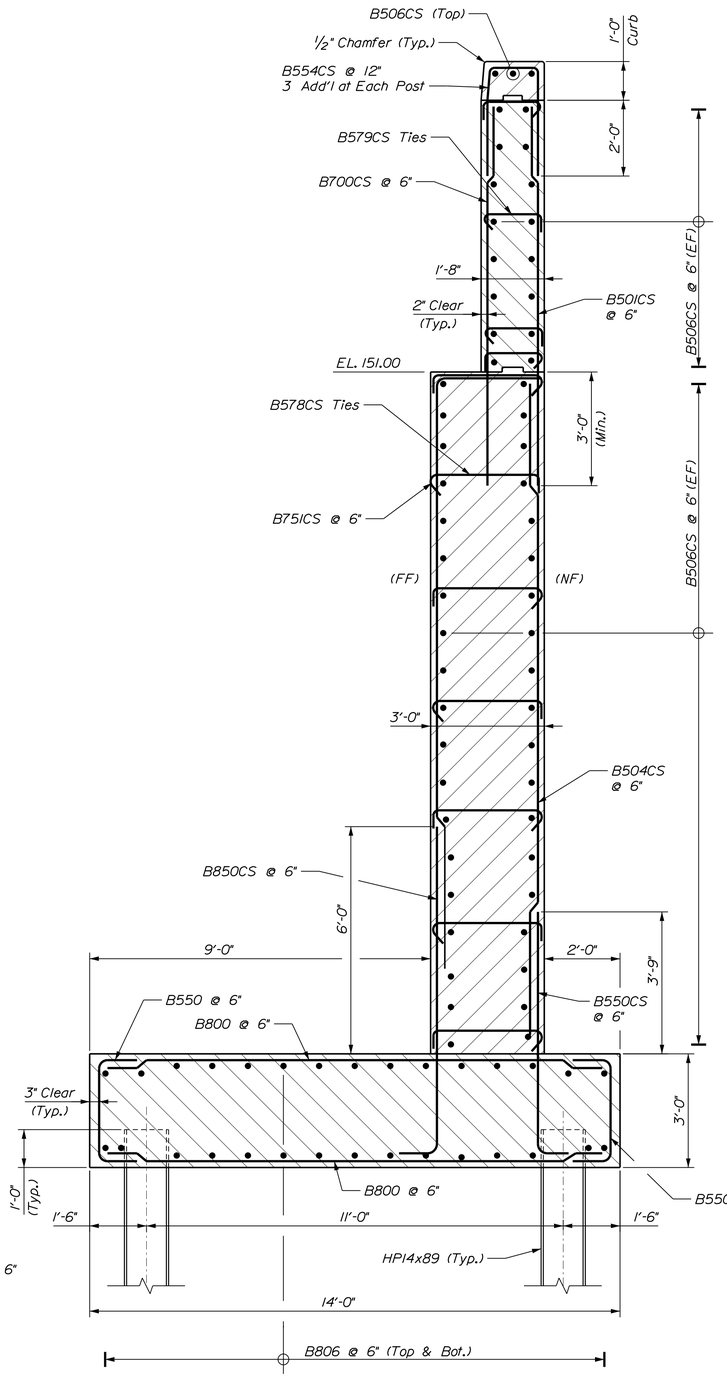
SHEET NUMBER

111

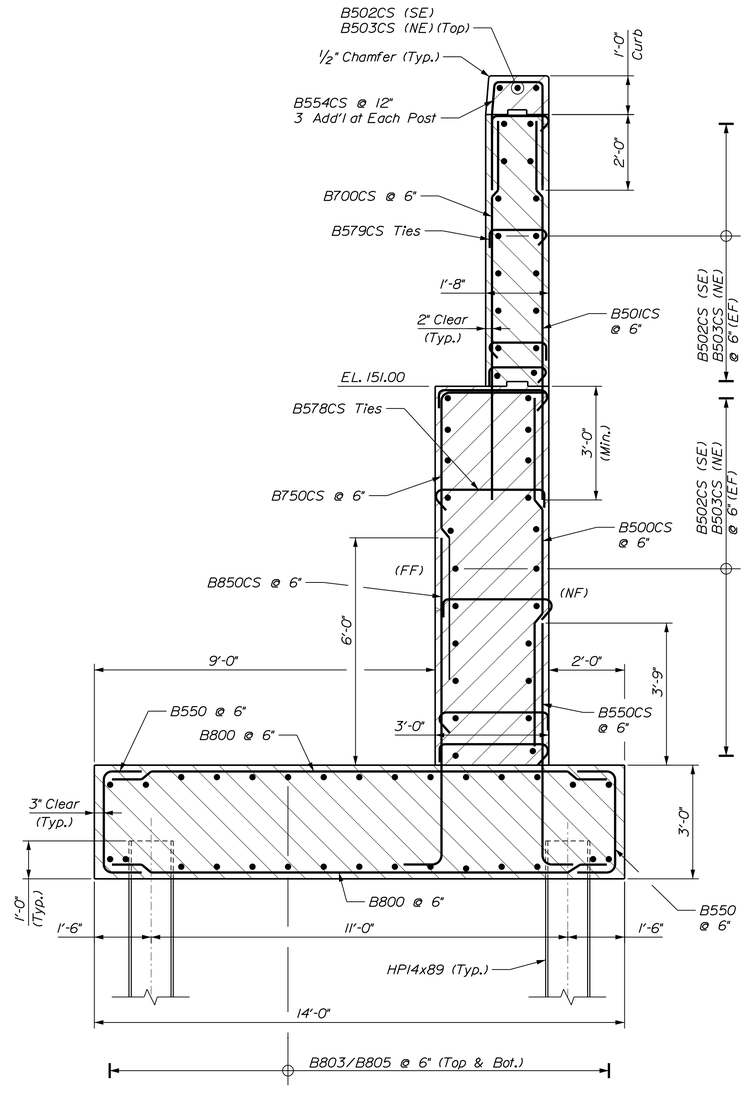
OF 201



NORTHEAST WINGWALL (SEGMENT 1) TYPICAL SECTION



SOUTHEAST WINGWALL (SEGMENT 1) TYPICAL SECTION



NORTHEAST AND SOUTHEAST WINGWALL (SEGMENT 2) TYPICAL SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	A. LATHE	
DESIGN-DETAILED	S. WHITE	4-23
CHECKED-REVIEWED	B. COLBURN	4-23
DESIGN2-DETAILED2	S. LISTER	4-23
DESIGN3-DETAILED3	N. EDMAN	4-23
REVISIONS 1	S. LINDSLEY	4-23
REVISIONS 2	T. MCAULIFFE	4-23
REVISIONS 3	S. MERKMAN	4-23
REVISIONS 4	J. FITZ	
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

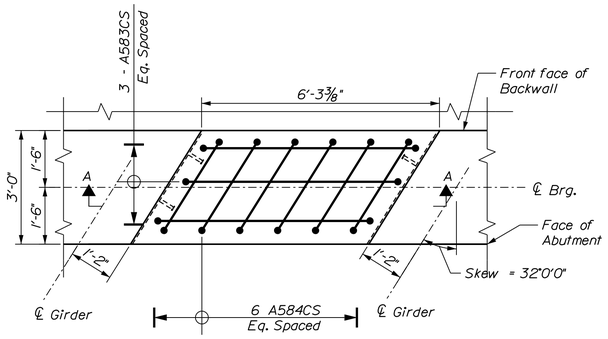
ABUTMENT NO 2 WINGWALL REINFORCEMENT SECTIONS

SHEET NUMBER

112

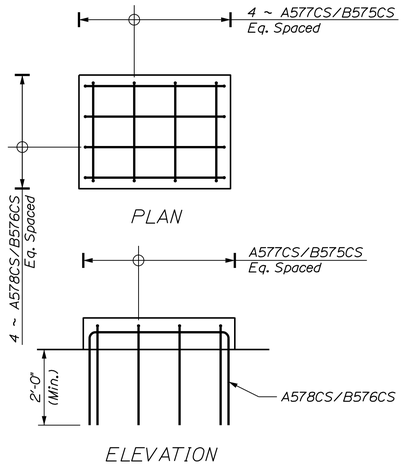
OF 201

Filename: ...\144_Abutment_2_Reinforcing_Sections_Design2).dgn Username: slister Date:4/17/2023

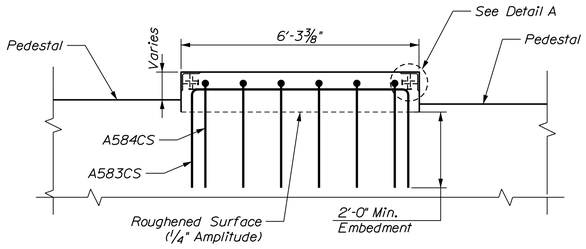


ABUTMENT KEEPER BLOCK PLAN

Abutment 2 Similar, "B5**CS"

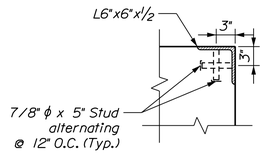


PEDESTAL REINFORCING DETAIL

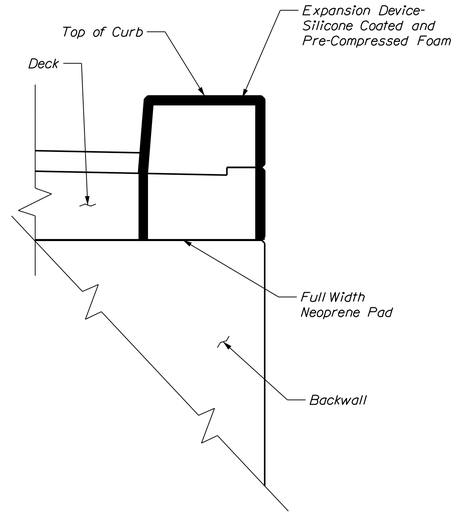


SECTION A-A

Abutment 2 Similar, "B5**CS"



DETAIL A



WINGWALL JOINT FILLER DETAIL

Other Side Similar

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789 BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	A. LATHE	
DESIGN-DETAILED	S. WHITE	S. LINDSLEY 4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE 4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN 4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ 4-23
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

ABUTMENT DETAILS

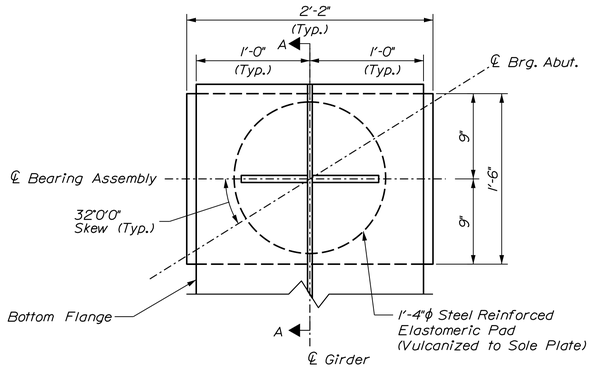
SHEET NUMBER

113

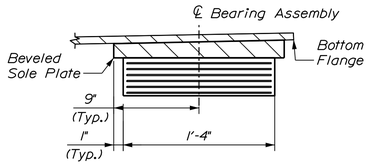
OF 201

Filename: ...\149_Bearing_Details_(1 of 2).dgn Division: Username: slister Date:4/17/2023

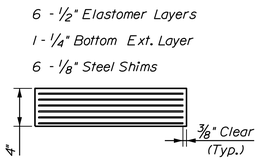
Filename: ...\150_Bearing_Details_(2 of 21).dgn Division: Username: slister Date:4/17/2023



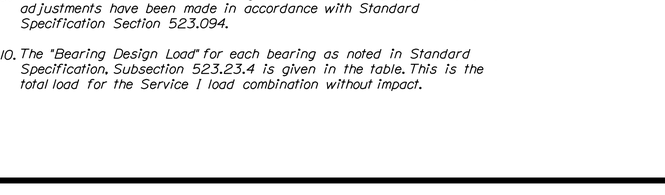
Plan



Section A-A



Elastomeric Pad Section



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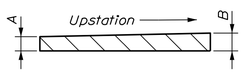

Sole Plate Section

Sole Plate Bevel Thicknesses		
Abutment	"A"	"B"
AB 1	1 1/2"	1 3/16"
AB 2	1 1/2"	1 1/2"

BEARING ASSEMBLY

ELASTOMERIC BEARING NOTES

1. The shear modulus of the elastomer shall be 130 psi and meet AASHTO M251 criteria for Design Method B.
2. Vulcanization of the elastomer to the steel plates shall be done during the primary mold process. Sole plate shall be vulcanized to the elastomer.
3. Sole plates shall meet the requirement of ASTM A709, Grade 50.
4. Sole plates shall be galvanized in accordance with Section 506.
5. 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.
6. Bearings shall be covered during shipping and at any time prior to installation that the bearings may be exposed to sunlight.
7. The Contractor shall measure the steel temperature using a calibrated surface thermometer at 5 locations, as determined by the Resident, if the ambient air temperature is less than 30°F or over 90°F within the 24 hours prior to each day of erection. The average of the measured steel temperatures shall be above 0°F and less than 90°F in order for erection to proceed.
8. 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.
9. The Contractor shall not weld the girders to the sole plate until after all adjustments have been made in accordance with Standard Specification Section 523.094.
10. The "Bearing Design Load" for each bearing as noted in Standard Specification, 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	
Criteria	Abutments
Unfactored Dead Load	80 kips
Unfactored Live Load	105 kips
Max. Longitudinal Displ.	0.48 inch
Max. Transverse Displ.	0.42 inch
Dead Load Rotation	0.000 rad.
Max. Live Load Rotation	0.003 rad.
Rotational Tolerance	0.005 rad.

STATE OF MAINE
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2227601

WIN 22276.01

BRIDGE NO. 5789 BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

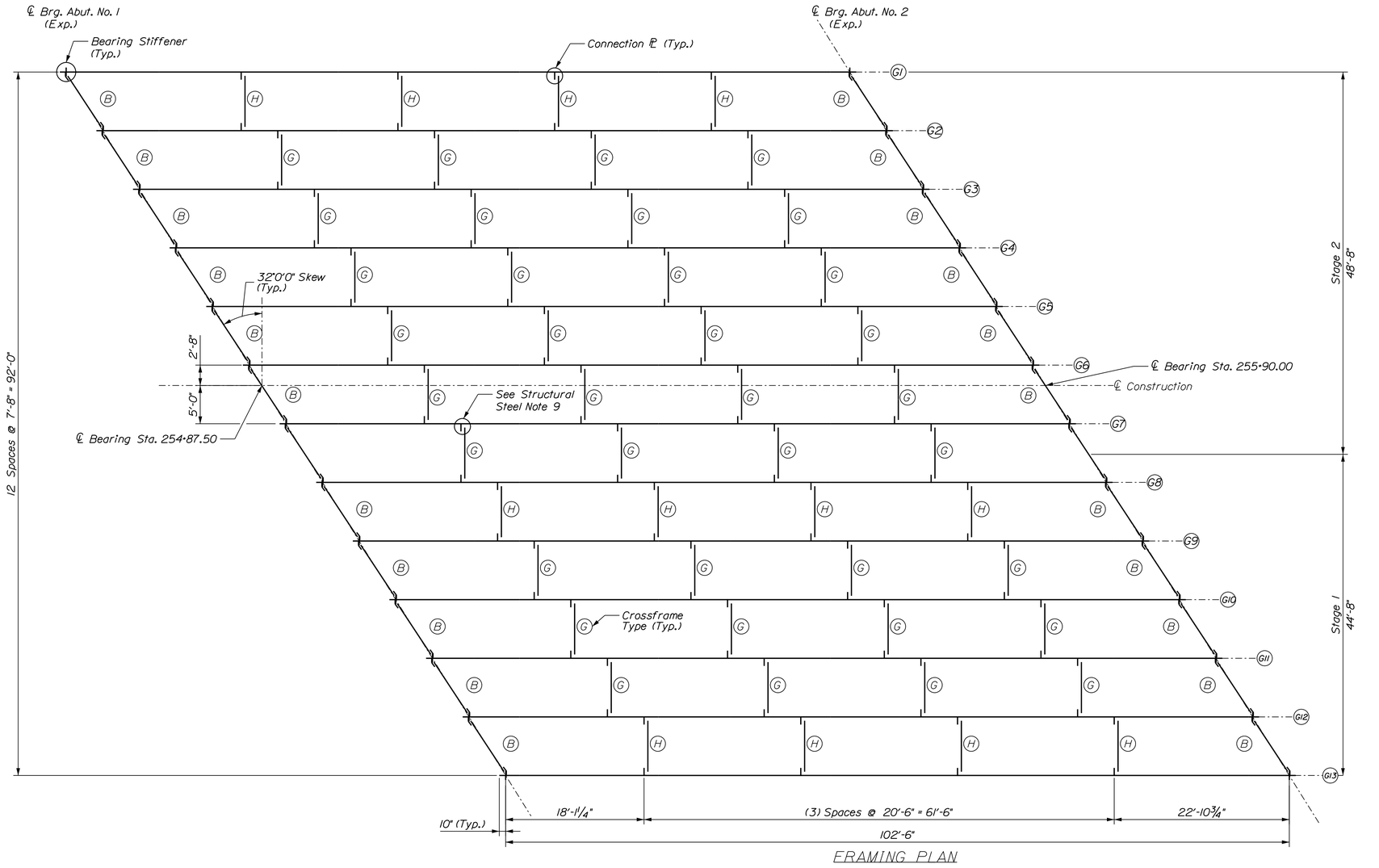
BEARING DETAILS

SHEET NUMBER

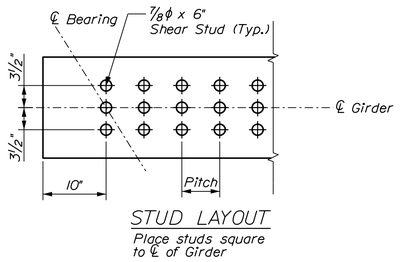
114

OF 201

Filename: ...\151_Framing_Plan.dgn Username: slister Division: Date:4/17/2023

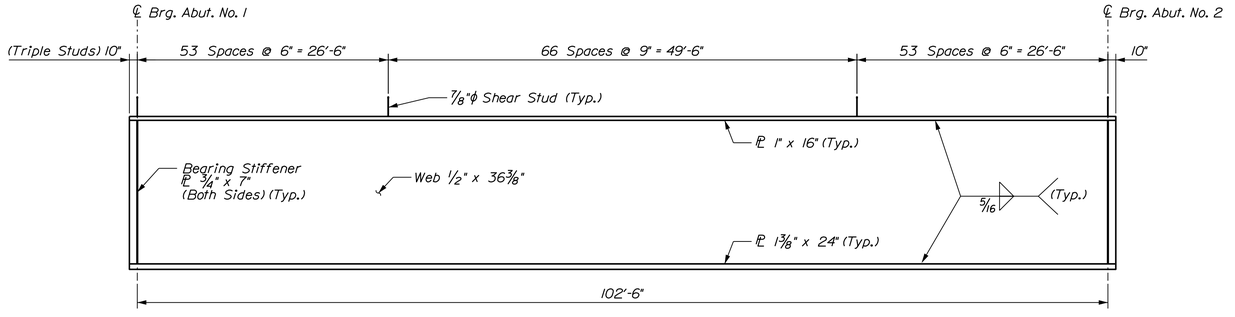


FRAMING PLAN



STUD LAYOUT

Place studs square to ℄ of Girder



GIRDER ELEVATION

519 (173 x 3 Rows) Studs Per Girder (6747 Studs Total)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
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REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

FRAMING PLAN & GIRDER ELEVATION

SHEET NUMBER

115

OF 201

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 within the middle 26 feet of the span length. Butt weld splices in flanges shall not be less than 1 foot from transverse butt weld in the web plates and no transverse web or flange butt welds shall be located within 1 foot of other transverse welds (eg. connection plates to web welds) on either flange or web.

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

4. Intermediate crossframe connection plates may be either plumb or normal to the top flange.

5. Structural Steel shall be detailed and fabricated for Steel Dead Load fit condition.

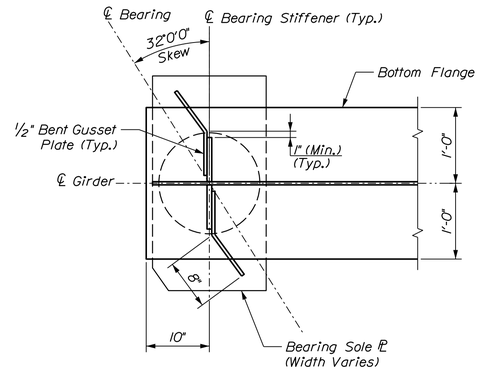
6. Structural steel was designed with a vertical construction load of 50 lb/sf and a lateral wind velocity during construction of 80 mph.

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

8. At the Contractor's option, all Structural Steel may be Hot-Dipped Galvanized in accordance with Standard Specifications Section 506, Shop Applied Protective Coating, as approved by the Resident. Double Hot-Dipped galvanizing shall be approved by the Resident. Payment will be considered incidental to Item 506.9104, Thermal Spray Coating (Shop Applied), no separate payment will be made.

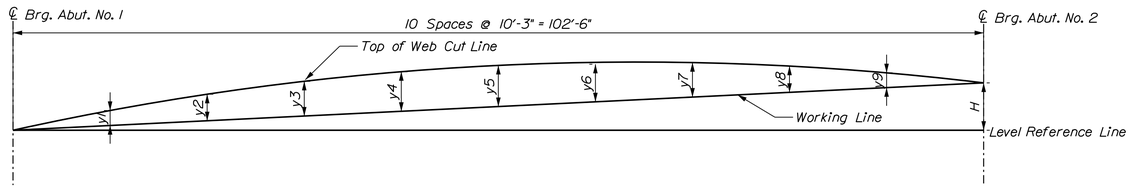
9. Holes in the connection plates for the bolts connecting the intermediate cross frames to girder 7 in bay 7 shall be field drilled using the holes in the cross frame as a template after the closure pour, and base course pavement on the bridge deck have been placed. Payment shall be considered incidental to Item 504.71, Structural Steel Erection, no separate payment will be made.

GIRDER	DEAD LOAD COMPONENT	DEAD LOAD DEFLECTIONS (INCHES)										
		CL BRG. ABUT. NO. 1	y1	y2	y3	y4	y5	y6	y7	y8	y9	CL BRG. ABUT. NO. 2
G1	STEEL DL	0.00	-0.37	-0.70	-0.95	-1.12	-1.17	-1.12	-0.96	-0.70	-0.37	0.00
	DECK CONCRETE DL	0.00	-1.17	-2.22	-3.03	-3.55	-3.73	-3.55	-3.03	-2.22	-1.17	0.00
	SUPERIMPOSED DL	0.00	-0.33	-0.62	-0.85	-1.00	-1.05	-1.00	-0.85	-0.62	-0.33	0.00
G2	STEEL DL	0.00	-0.37	-0.71	-0.97	-1.14	-1.19	-1.14	-0.97	-0.71	-0.37	0.00
	DECK CONCRETE DL	0.00	-1.23	-2.34	-3.20	-3.74	-3.93	-3.74	-3.20	-2.34	-1.23	0.00
	SUPERIMPOSED DL	0.00	-0.31	-0.59	-0.81	-0.95	-0.99	-0.95	-0.81	-0.59	-0.31	0.00
G3	STEEL DL	0.00	-0.37	-0.71	-0.97	-1.14	-1.19	-1.14	-0.97	-0.71	-0.37	0.00
	DECK CONCRETE DL	0.00	-1.23	-2.34	-3.20	-3.74	-3.93	-3.74	-3.20	-2.34	-1.23	0.00
	SUPERIMPOSED DL	0.00	-0.31	-0.59	-0.81	-0.95	-0.99	-0.95	-0.81	-0.59	-0.31	0.00
G4	STEEL DL	0.00	-0.37	-0.71	-0.97	-1.14	-1.19	-1.14	-0.97	-0.71	-0.37	0.00
	DECK CONCRETE DL	0.00	-1.23	-2.34	-3.20	-3.74	-3.93	-3.74	-3.20	-2.34	-1.23	0.00
	SUPERIMPOSED DL	0.00	-0.31	-0.59	-0.81	-0.95	-0.99	-0.95	-0.81	-0.59	-0.31	0.00
G5	STEEL DL	0.00	-0.37	-0.71	-0.97	-1.14	-1.19	-1.14	-0.97	-0.71	-0.37	0.00
	DECK CONCRETE DL	0.00	-1.23	-2.34	-3.20	-3.74	-3.93	-3.74	-3.20	-2.34	-1.23	0.00
	SUPERIMPOSED DL	0.00	-0.31	-0.59	-0.81	-0.95	-0.99	-0.95	-0.81	-0.59	-0.31	0.00
G6	STEEL DL	0.00	-0.37	-0.71	-0.97	-1.14	-1.19	-1.14	-0.97	-0.71	-0.37	0.00
	DECK CONCRETE DL	0.00	-1.23	-2.34	-3.20	-3.74	-3.93	-3.74	-3.20	-2.34	-1.23	0.00
	SUPERIMPOSED DL	0.00	-0.31	-0.59	-0.81	-0.95	-0.99	-0.95	-0.81	-0.59	-0.31	0.00
G7	STEEL DL	0.00	-0.37	-0.71	-0.97	-1.14	-1.19	-1.14	-0.97	-0.71	-0.37	0.00
	DECK CONCRETE DL	0.00	-1.23	-2.34	-3.20	-3.74	-3.93	-3.74	-3.20	-2.34	-1.23	0.00
	SUPERIMPOSED DL	0.00	-0.31	-0.59	-0.81	-0.95	-0.99	-0.95	-0.81	-0.59	-0.31	0.00
G8	STEEL DL	0.00	-0.37	-0.71	-0.97	-1.14	-1.19	-1.14	-0.97	-0.71	-0.37	0.00
	DECK CONCRETE DL	0.00	-1.23	-2.34	-3.20	-3.74	-3.93	-3.74	-3.20	-2.34	-1.23	0.00
	SUPERIMPOSED DL	0.00	-0.31	-0.59	-0.81	-0.95	-0.99	-0.95	-0.81	-0.59	-0.31	0.00
G9	STEEL DL	0.00	-0.37	-0.71	-0.97	-1.14	-1.19	-1.14	-0.97	-0.71	-0.37	0.00
	DECK CONCRETE DL	0.00	-1.23	-2.34	-3.20	-3.74	-3.93	-3.74	-3.20	-2.34	-1.23	0.00
	SUPERIMPOSED DL	0.00	-0.31	-0.59	-0.81	-0.95	-0.99	-0.95	-0.81	-0.59	-0.31	0.00
G10	STEEL DL	0.00	-0.37	-0.71	-0.97	-1.14	-1.19	-1.14	-0.97	-0.71	-0.37	0.00
	DECK CONCRETE DL	0.00	-1.23	-2.34	-3.20	-3.74	-3.93	-3.74	-3.20	-2.34	-1.23	0.00
	SUPERIMPOSED DL	0.00	-0.31	-0.59	-0.81	-0.95	-0.99	-0.95	-0.81	-0.59	-0.31	0.00
G11	STEEL DL	0.00	-0.37	-0.71	-0.97	-1.14	-1.19	-1.14	-0.97	-0.71	-0.37	0.00
	DECK CONCRETE DL	0.00	-1.23	-2.34	-3.20	-3.74	-3.93	-3.74	-3.20	-2.34	-1.23	0.00
	SUPERIMPOSED DL	0.00	-0.31	-0.59	-0.81	-0.95	-0.99	-0.95	-0.81	-0.59	-0.31	0.00
G12	STEEL DL	0.00	-0.37	-0.71	-0.97	-1.14	-1.19	-1.14	-0.97	-0.71	-0.37	0.00
	DECK CONCRETE DL	0.00	-1.23	-2.34	-3.20	-3.74	-3.93	-3.74	-3.20	-2.34	-1.23	0.00
	SUPERIMPOSED DL	0.00	-0.31	-0.59	-0.81	-0.95	-0.99	-0.95	-0.81	-0.59	-0.31	0.00
G13	STEEL DL	0.00	-0.37	-0.70	-0.95	-1.12	-1.17	-1.12	-0.96	-0.70	-0.37	0.00
	DECK CONCRETE DL	0.00	-1.17	-2.22	-3.03	-3.55	-3.73	-3.55	-3.03	-2.22	-1.17	0.00
	SUPERIMPOSED DL	0.00	-0.33	-0.62	-0.85	-1.00	-1.05	-1.00	-0.85	-0.62	-0.33	0.00



ABUTMENT STIFFENER/CONNECTION PLATE DETAIL

Top Flange Not Shown For Clarity.



CAMBER DIAGRAM

GIRDER	TABLE OF CAMBER ORDINATES "CO" (INCHES)										
	CL BRG. ABUT. NO. 1	y1	y2	y3	y4	y5	y6	y7	y8	y9	CL BRG. ABUT. NO. 2
G1-G13	0	2 5/16	4 5/16	5 7/8	6 13/16	7 3/16	6 13/16	5 7/8	4 5/16	2 5/16	0

Camber Dimensions	
Girder	H
G1	19 4/8
G2	19 1/8
G3	18 6/8
G4	18 3/8
G5	18
G6	17 5/8
G7	17 2/8
G8	16 6/8
G9	16 3/8
G10	16
G11	15 5/8
G12	15 2/8
G13	14 7/8

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

	A. LATHE	BY	DATE
PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

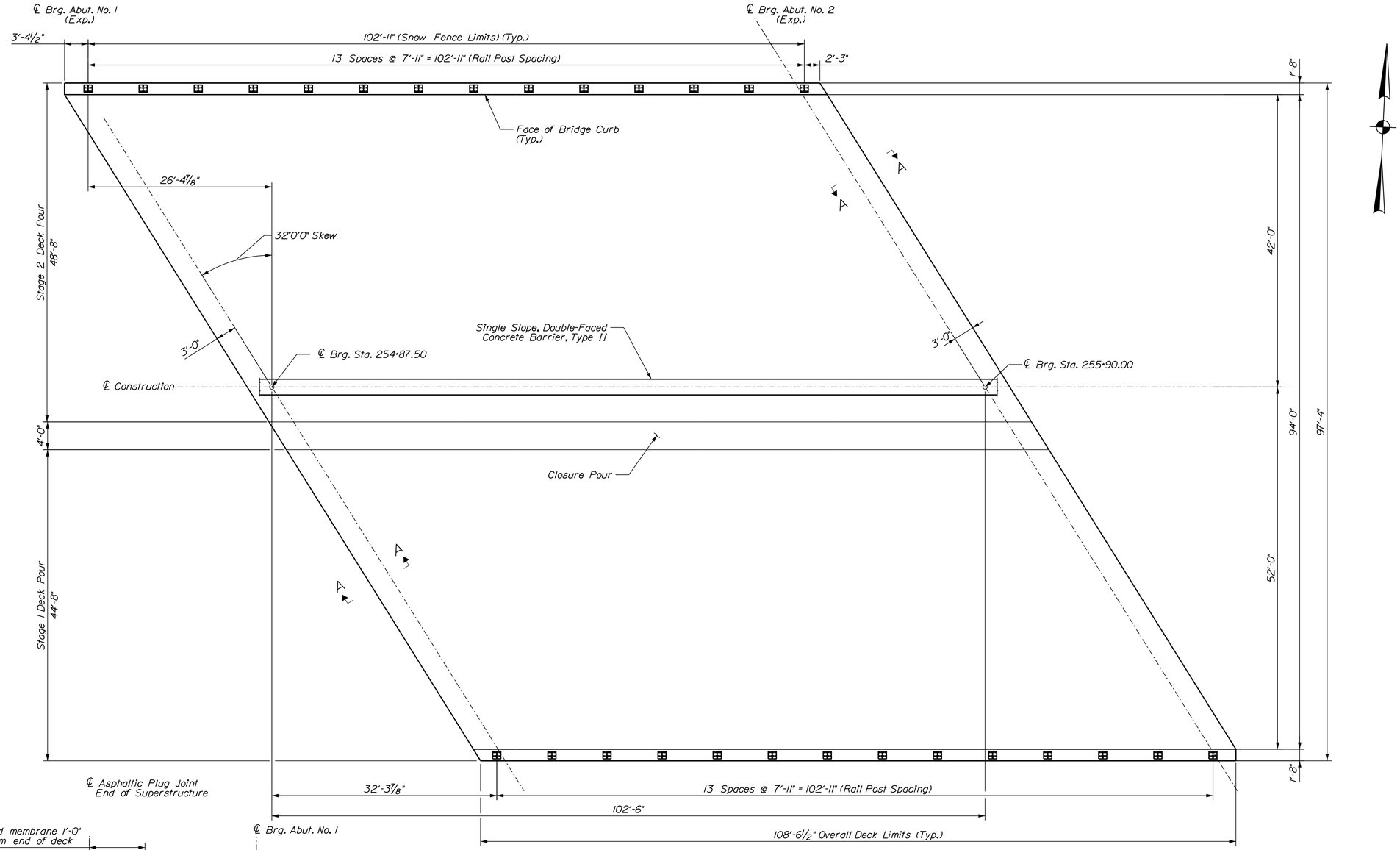
STRUCTURAL STEEL DETAILS

SHEET NUMBER

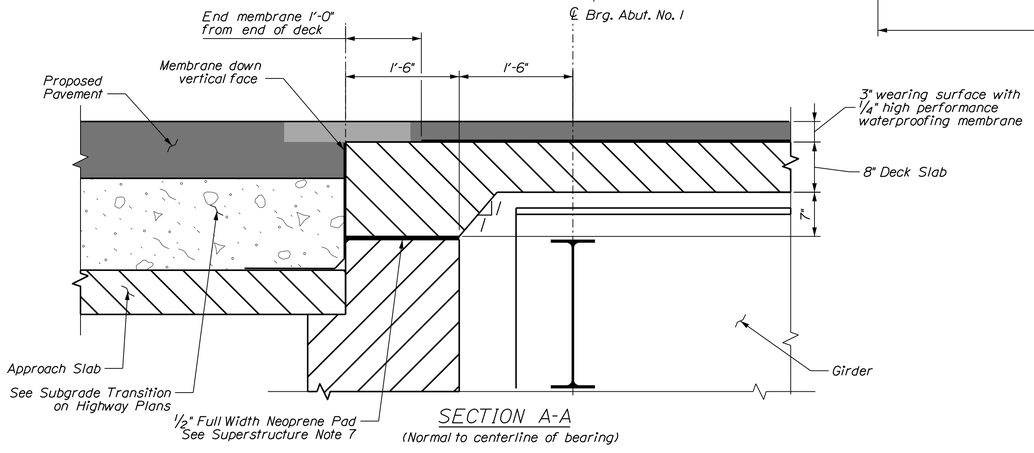
116

OF 201

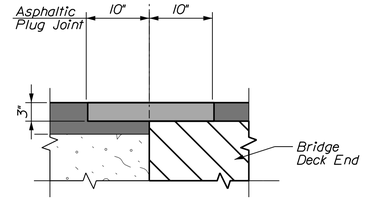
Filename: ...\152_Structurol_Steel_Details_(1 of 2).dgn Division: Username: slister Date:4/17/2023



SUPERSTRUCTURE PLAN



SECTION A-A
(Normal to centerline of bearing)



ASPHALTIC PLUG JOINT DETAIL

STATE OF MAINE
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2227601

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BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE	
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REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

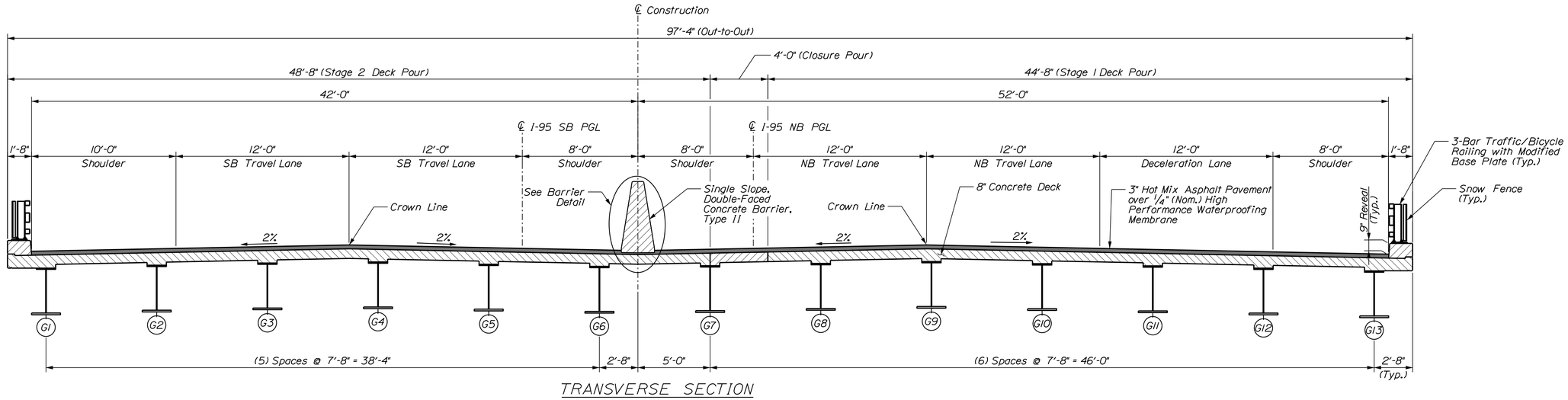
SUPERSTRUCTURE PLAN

SHEET NUMBER

117

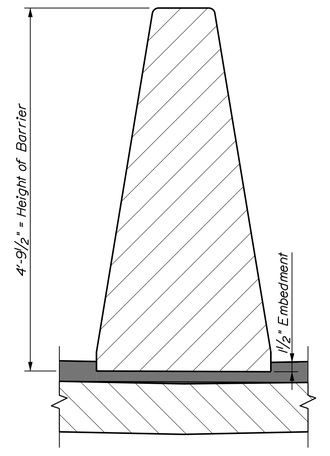
OF 201

Filename: ...\154_Superstructure_Plan.dgn Division: Username: slister Date:4/17/2023



TRANSVERSE SECTION

GIRDER	BOTTOM OF SLAB ELEVATIONS										
	CL BRG. ABUT. NO. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	CL BRG. ABUT. NO. 2
G1	155.86	156.18	156.49	156.76	156.99	157.17	157.31	157.41	157.46	157.48	157.49
G2	156.11	156.43	156.73	156.99	157.22	157.40	157.54	157.63	157.68	157.70	157.70
G3	156.35	156.67	156.96	157.23	157.45	157.63	157.76	157.85	157.90	157.91	157.91
G4	156.51	156.83	157.12	157.38	157.61	157.78	157.91	158.00	158.04	158.05	158.04
G5	156.44	156.76	157.05	157.31	157.53	157.70	157.83	157.91	157.95	157.95	157.94
G6	156.38	156.69	156.97	157.23	157.45	157.62	157.74	157.82	157.85	157.86	157.84
G7	156.51	156.74	156.96	157.16	157.34	157.49	157.62	157.73	157.81	157.88	157.94
G8	156.74	157.07	157.38	157.64	157.86	158.03	158.14	158.20	158.21	158.19	158.14
G9	156.96	157.26	157.53	157.78	157.98	158.14	158.26	158.33	158.35	158.35	158.33
G10	156.89	157.18	157.45	157.69	157.90	158.05	158.16	158.23	158.25	158.25	158.22
G11	156.81	157.10	157.37	157.61	157.81	157.96	158.07	158.13	158.15	158.14	158.11
G12	156.74	157.02	157.29	157.52	157.72	157.87	157.97	158.03	158.05	158.04	158.01
G13	156.66	156.94	157.20	157.43	157.62	157.76	157.87	157.92	157.94	157.93	157.89



BARRIER DETAIL

See sheets 122-124 for more barrier details

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

			DATE
PROJ. MANAGER	A. LATHE	BY	
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

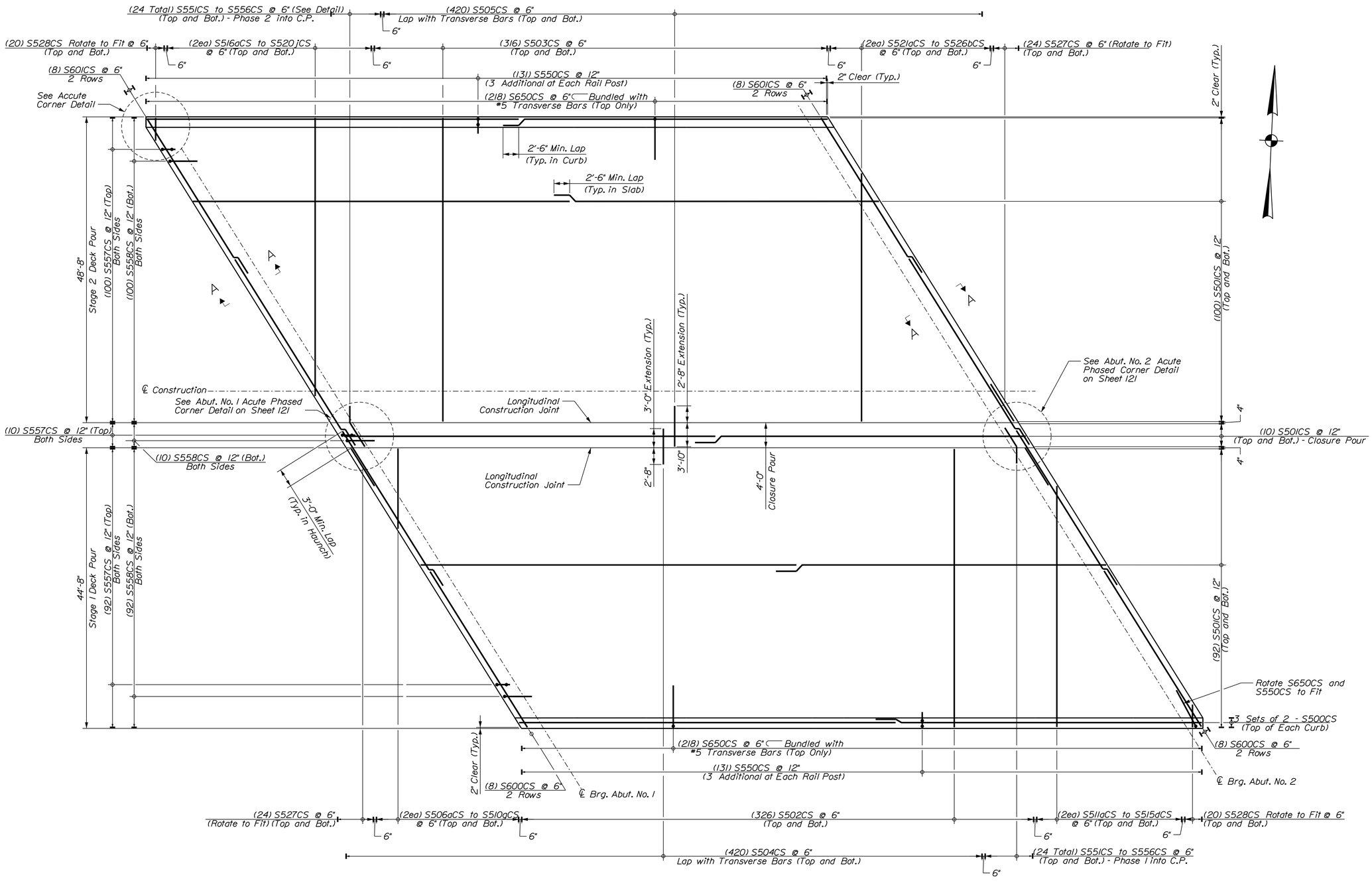
TRANSVERSE SECTION

SHEET NUMBER

118

OF 201

Filename: ...\155_Transverse_Section.dgn Division: Username: slister Date:4/17/2023



DECK REINFORCING PLAN

NOTES

1. For Section A-A see sheet 121.
2. For Acute Corner Detail see sheet 121.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

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BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	BY	S. LINDSLEY
CHECKED-REVIEWED	B. COLBURN		T. MCAULIFFE
DESIGN2-DETAILED2	S. LISTER		S. MERKWAN
DESIGN3-DETAILED3	N. EDMAN		J. FITZ
REVISIONS 1		DATE	4-23
REVISIONS 2			4-23
REVISIONS 3			4-23
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

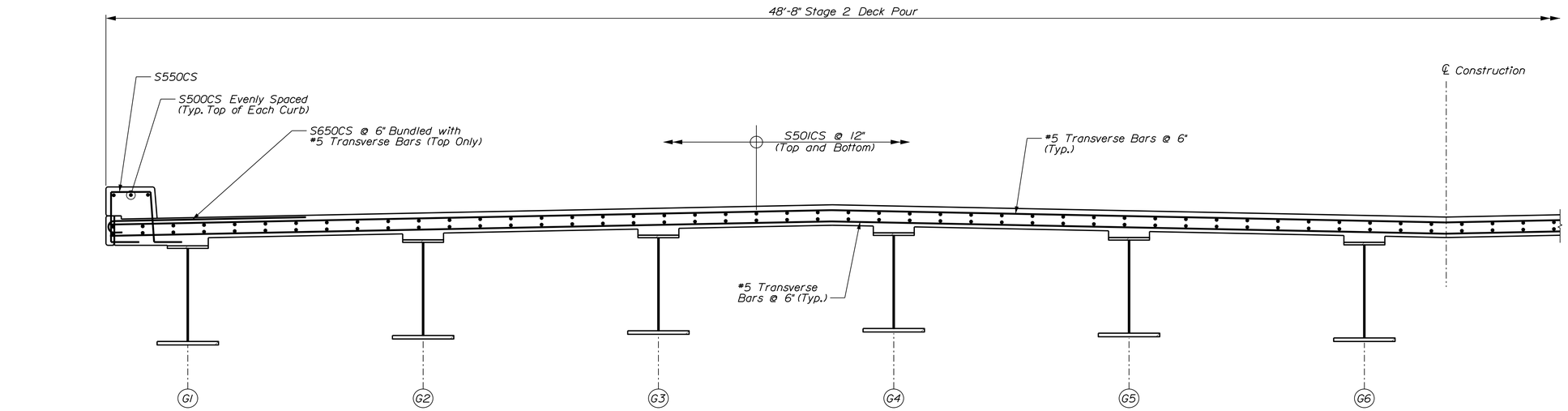
DECK REINFORCING PLAN

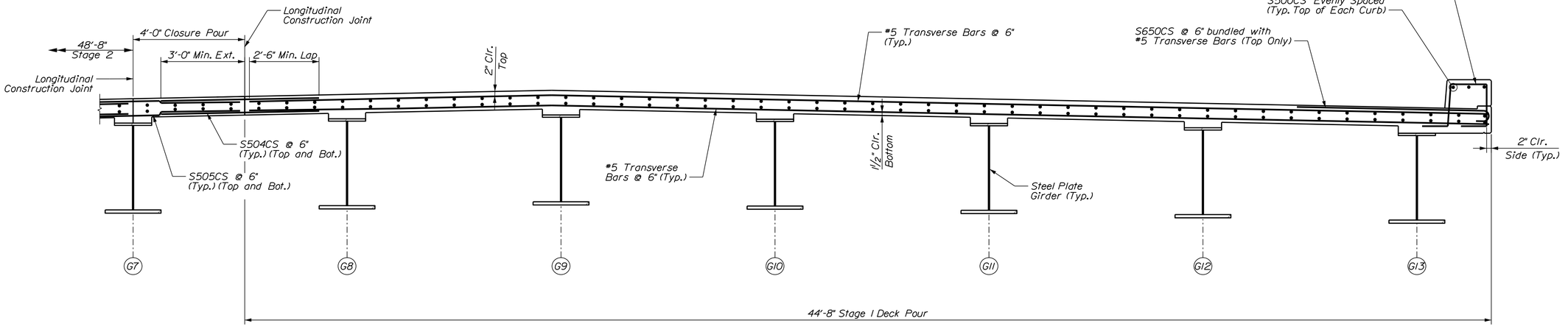
SHEET NUMBER

119

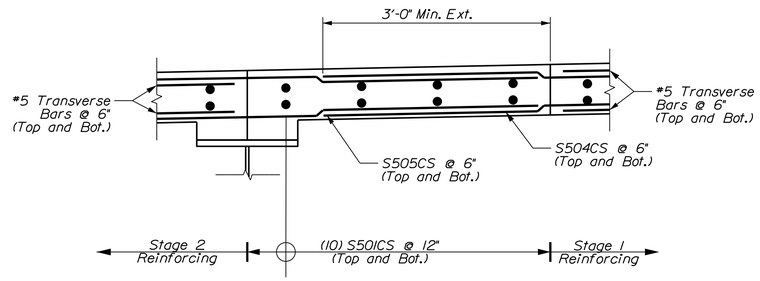
OF 201

Filename: ...\156_Deck_Reinforcing.dgn Division: Username: slister Date:4/17/2023





TYPICAL DECK REINFORCING SECTION



DECK CLOSURE POUR REINFORCING

SUPERSTRUCTURE NOTES

1. The theoretical blocking used for design of the structure is 4.00 inches at the centerlines of bearing of the abutments as measured from the top of the girder web. Refer to Standard Detail 502(03) for blocking details.
2. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
3. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
4. The superstructure slab concrete shall be placed continuously and shall be kept plastic until the entire placement has been made.
5. Precast Concrete Deck Panels are not allowed on this project.
6. All reinforcement shall be Low-Carbon Chromium unless otherwise noted.
7. Payment for the neoprene pad will be incidental to related Contract Items.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

	A. LATHE	BY	DATE
PROJ. MANAGER	S. WHITE	S. LINDSLEY	4-23
DESIGN-DETAILED	B. COLBURN	T. MCAULIFFE	4-23
CHECKED-REVIEWED	S. LISTER	S. MERKMAN	4-23
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

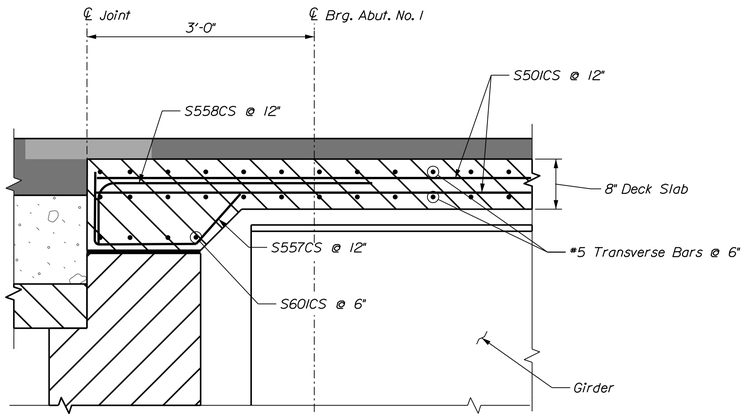
DECK REINFORCING DETAILS

SHEET NUMBER

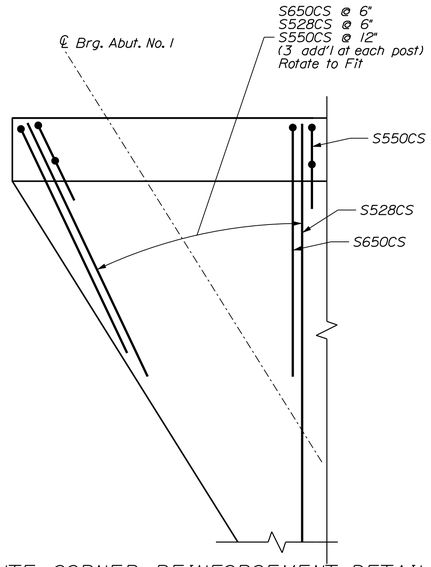
120

OF 201

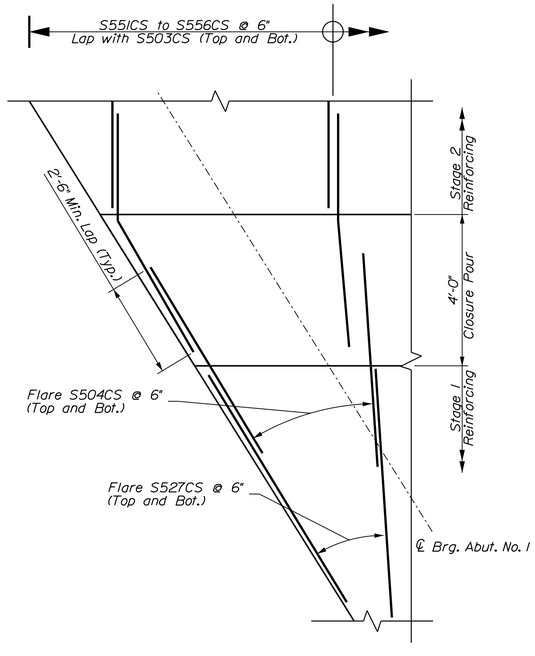
Filename: ...\157_Transverse_Section_Reinforcing.dgn Division: Username: slister Date:4/17/2023



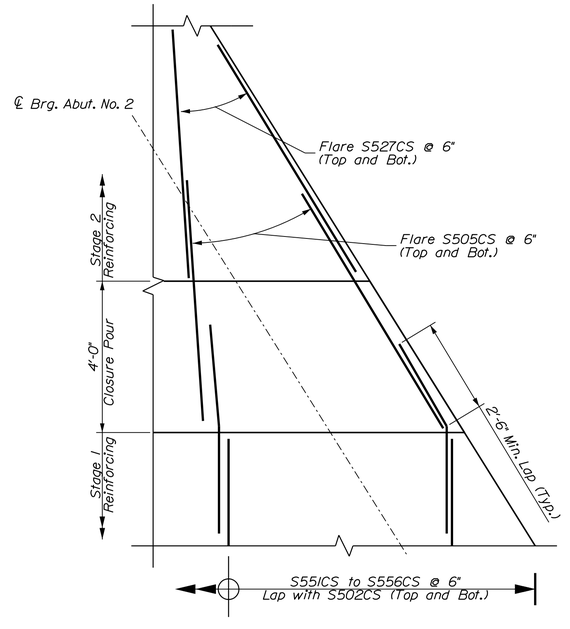
SECTION A-A
Abutment 2 Similar



ACUTE CORNER REINFORCEMENT DETAIL
Opposite Corner Similar
Longitudinal and Haunch Bars ommitted for clarity



ABUTMENT 1 ACUTE PHASED CORNER DETAIL
Longitudinal and Haunch bars ommitted for clarity



ABUTMENT 2 ACUTE PHASED CORNER DETAIL
Longitudinal and Haunch bars ommitted for clarity

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE		
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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

SUPERSTRUCTURE DETAILS

SHEET NUMBER

121

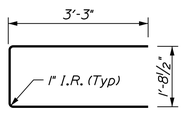
OF 201

Filename: ...\158_Superstructure_Details.dgn Division: Username: slister Date:4/17/2023

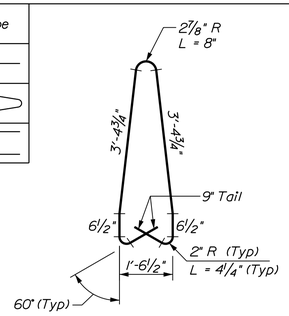
Usernam: slister Date:4/17/2023
Filename: ...\159_Barrier_Details_(1 of 3).dgn Division:

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"	



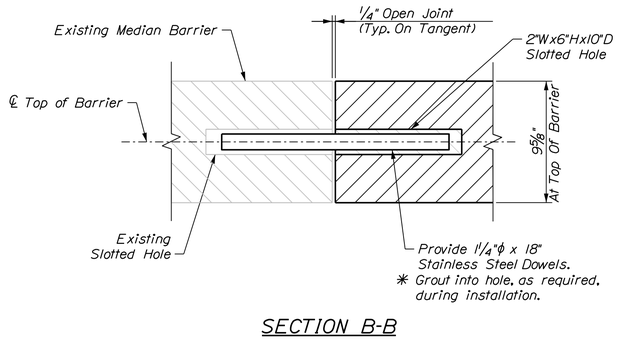
#6 LOOP BAR (TOP VIEW)



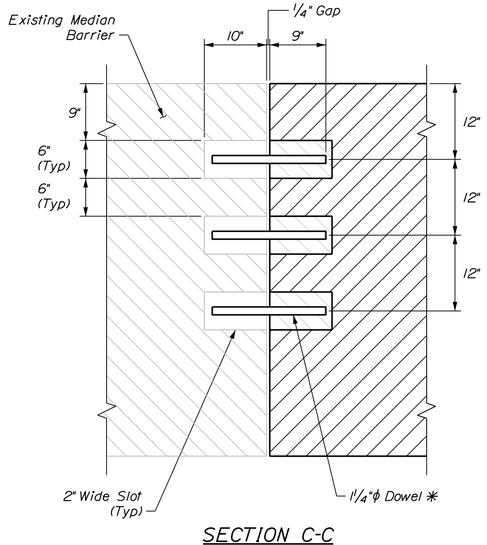
#4 STIRRUP BAR

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

Reinforcing bar dimensions were developed based on GFRP reinforcing. No other types of reinforcing bar shall be substituted.

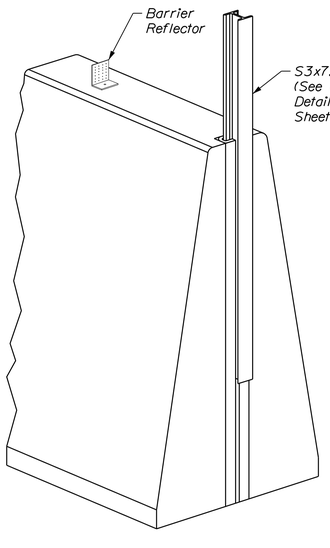


SECTION B-B

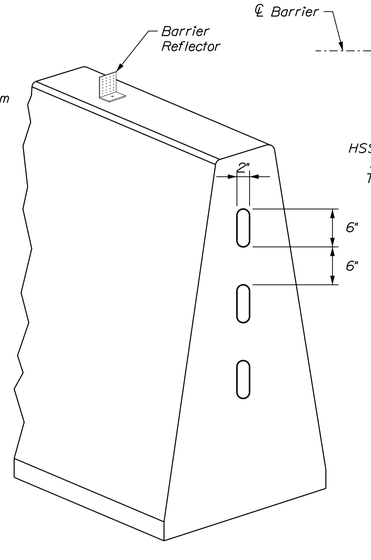


SECTION C-C

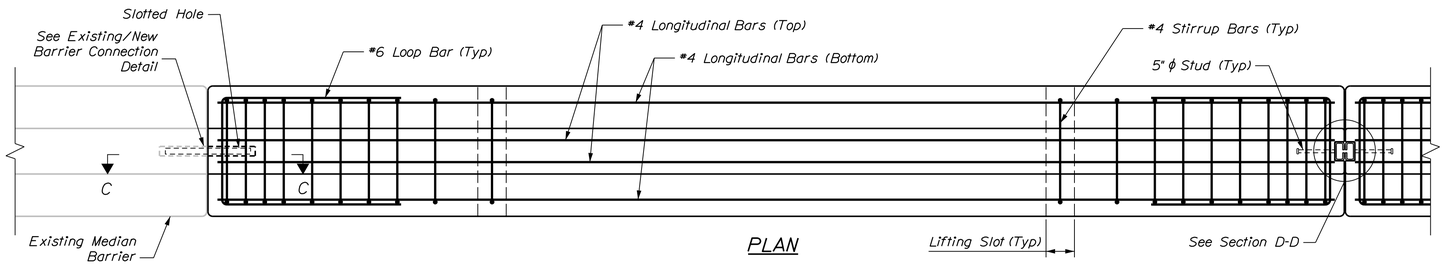
EXISTING/NEW BARRIER CONNECTION DETAILS



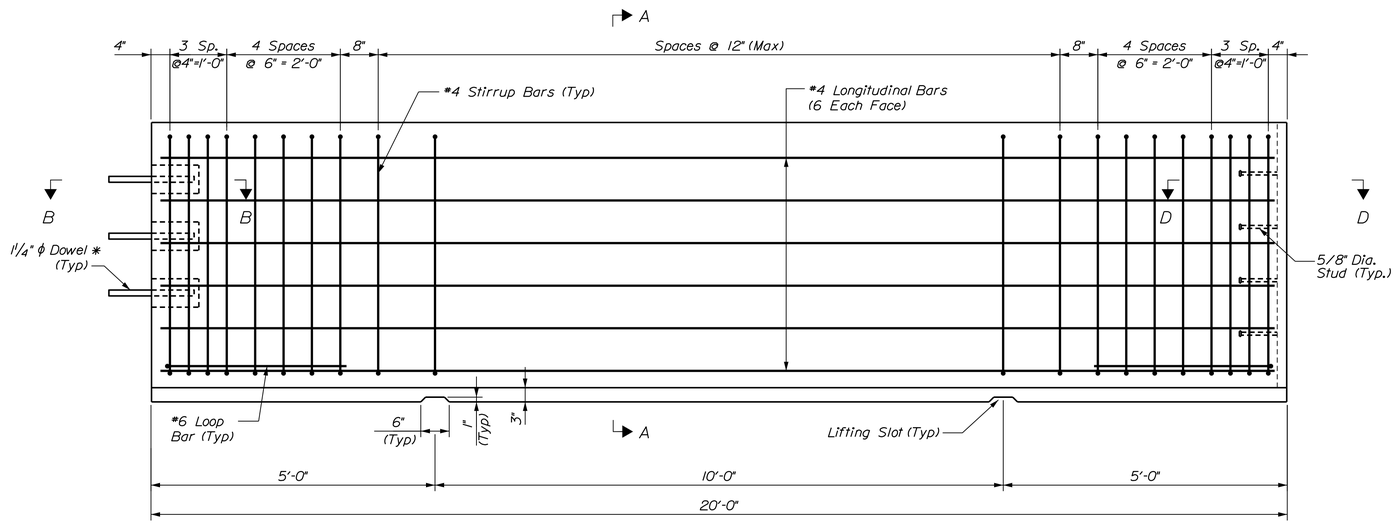
PERSPECTIVE VIEW



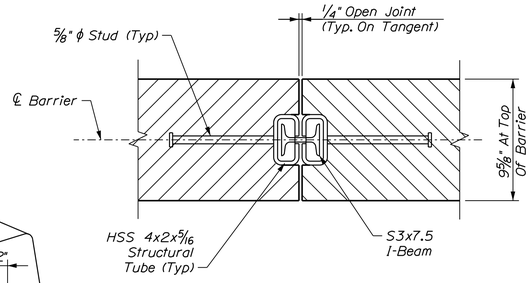
PERSPECTIVE VIEW
(Slotted End At Interface
With Existing Barrier)



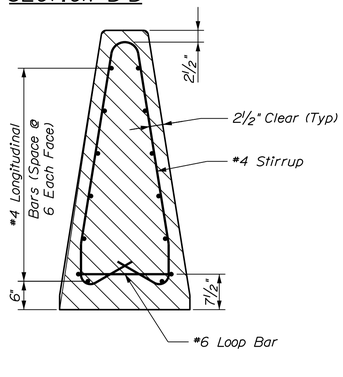
PLAN



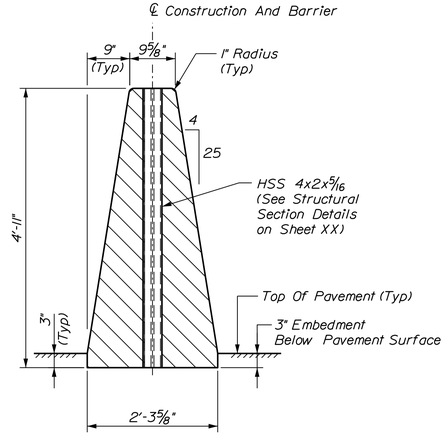
ELEVATION



SECTION D-D



SECTION A-A (REINFORCEMENT)



END VIEW (MASONRY)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
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REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
PENOBSCOT COUNTY
BANGOR

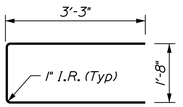
SINGLE SLOPE, DOUBLE FACE
CONCRETE BARRIER TYPE A

SHEET NUMBER
122
OF 201

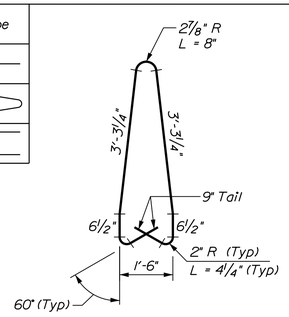
Filename: ...\160_Barrier_Details_(2 of 3).dgn Division: User:slister Date:4/17/2023 Username: slister

CONCRETE BARRIER REINFORCING SCHEDULE *

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



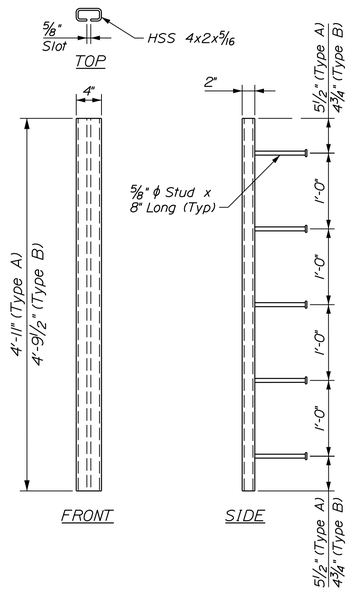
#6 LOOP BAR (TOP VIEW)



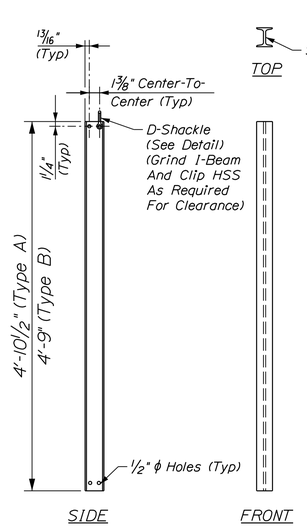
#4 STIRRUP BAR

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

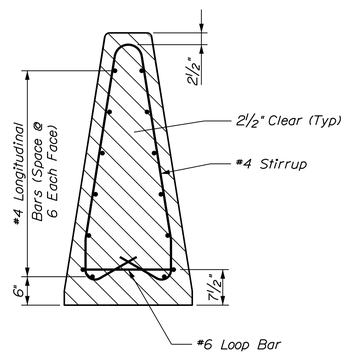
Reinforcing bar dimensions were developed based on GFRP reinforcing. No other types of reinforcing bar shall be substituted.



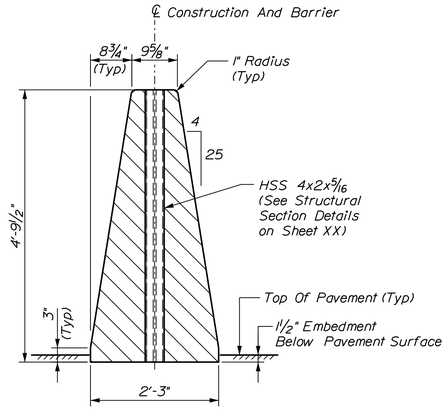
STRUCTURAL TUBE DETAILS



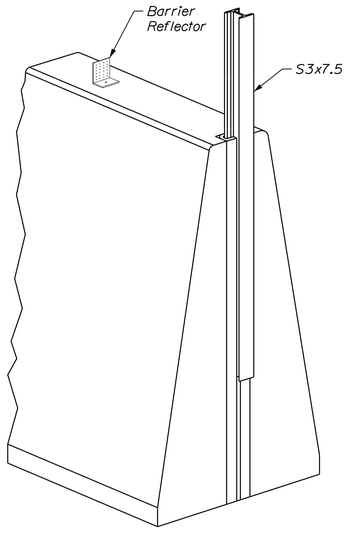
I-BEAM DETAILS



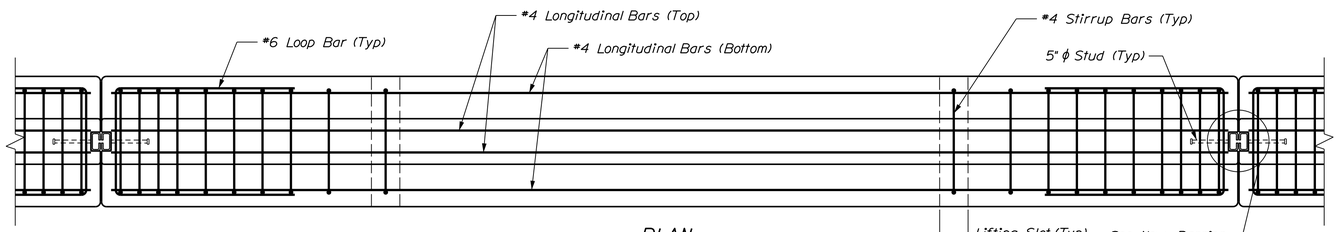
SECTION A-A (REINFORCEMENT)



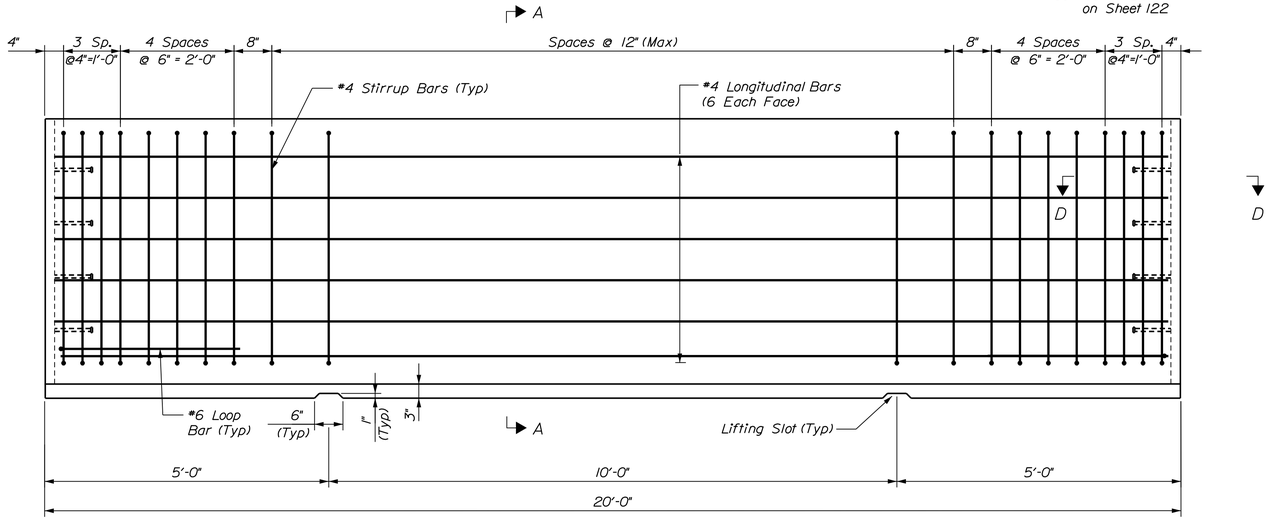
END VIEW (MASONRY)



PERSPECTIVE VIEW



PLAN



ELEVATION

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 1

NOTES:

1. Barrier Type A is placed on approaches. Type B is placed on bridge.
2. The Precast Concrete Barriers shall be Class LP Concrete.
3. All concrete reinforcing shall be GFRP conforming to ASTM D7957. Reinforcing shall not be measured for payment separately, but shall be incidental to the pay item 526.50. Precast Concrete Barrier Type 11.
4. For S-Beam connection Detail, see section D-D on Sheet 122.
5. I-Beams a Structural Tubes shall be ASTM A36 or A572 and galvanized after fabrication.
6. Each Barrier Unit shall include one S3x7.5.
7. Slots in Structural Tubes shall be cut with Mechanically Guided Means to a smooth, Uniform Surface Meeting a Surface Roughness of 1000 microinches or better (ANSI B46.1)
8. The final location of the median barrier shall be determined by the Contractor and included with the development of the shop drawings. Costs for this work shall be considered incidental to the barrier pay item.
9. Match into existing median barrier. See existing plans for WIN 019201.00 for more detail.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
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REVISIONS 1			
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REVISIONS 3			
REVISIONS 4			
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P.E. NUMBER

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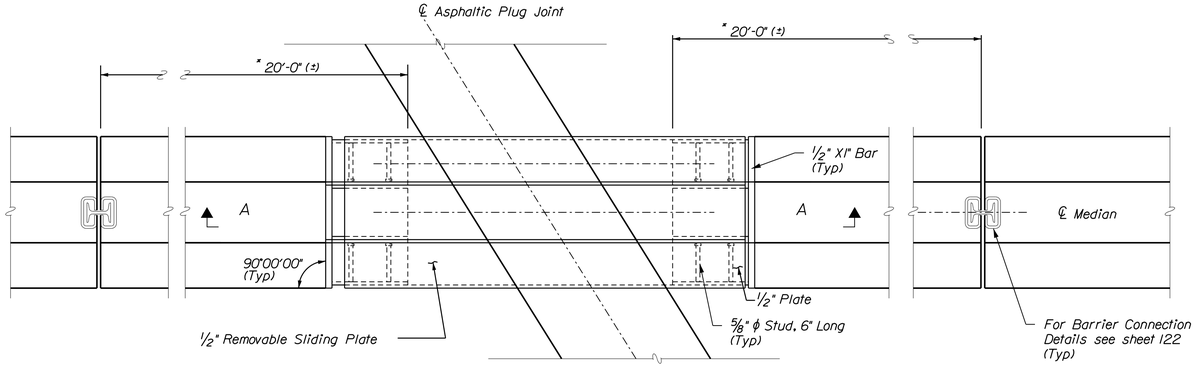
I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

SINGLE SLOPE, DOUBLE FACE CONCRETE BARRIER TYPE B

SHEET NUMBER

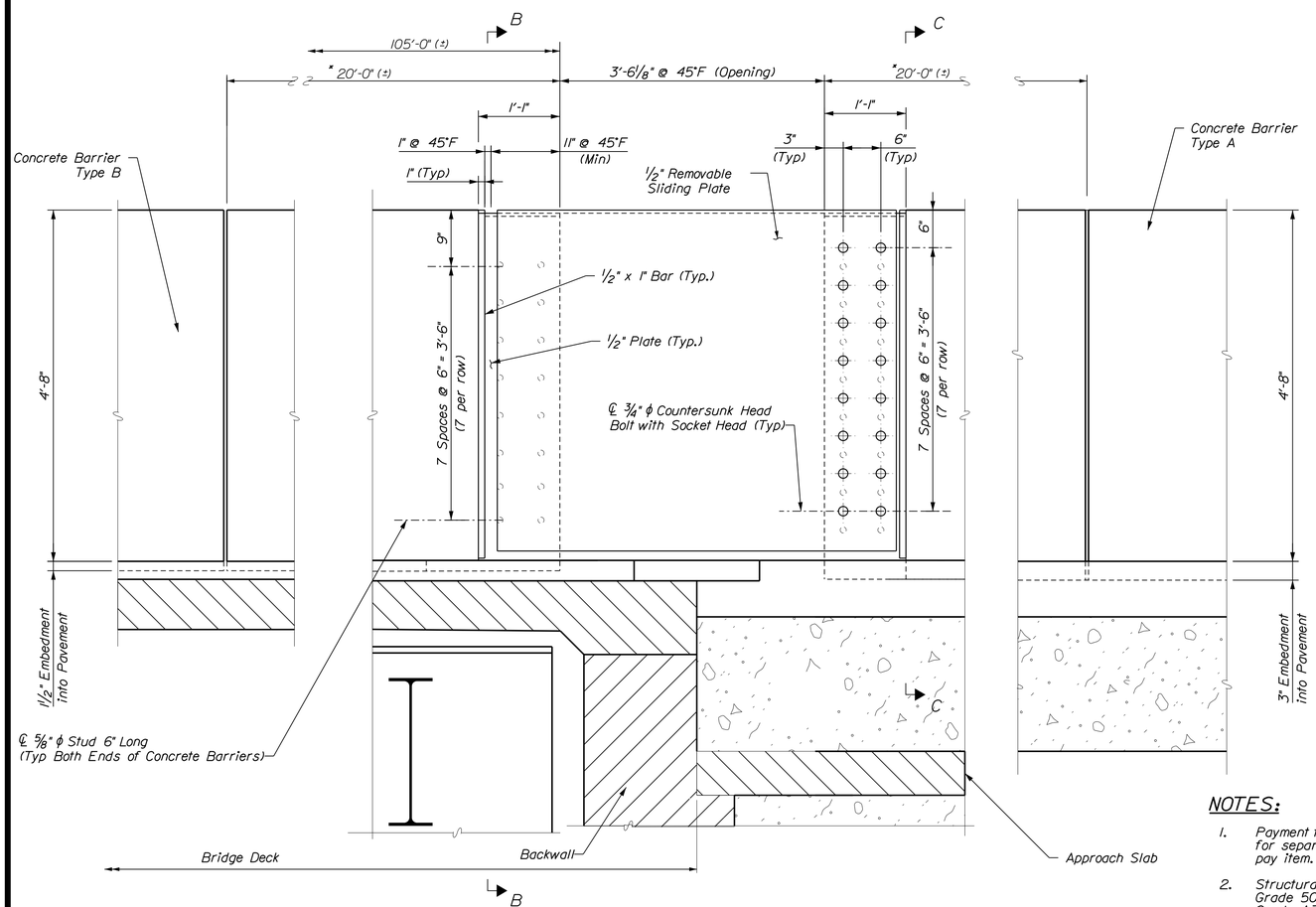
123

OF 201

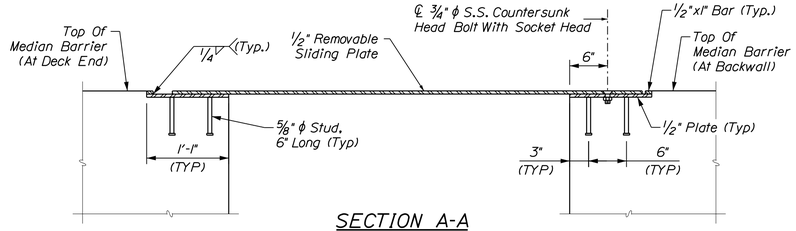


MEDIAN BARRIER AT PLUG JOINT - PLAN

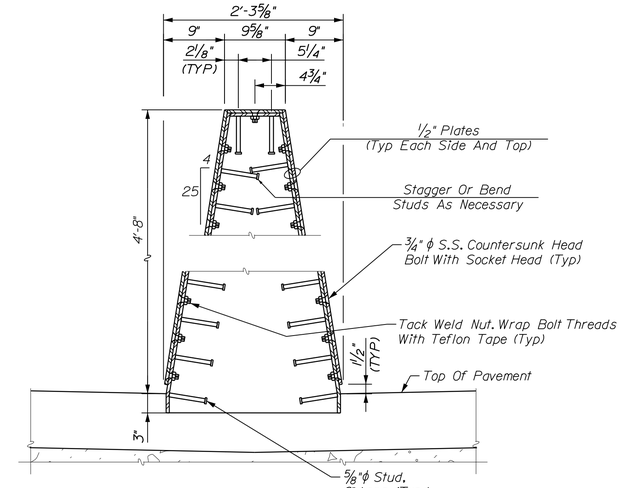
*Note: Final Length To Be Determined By Contractor Based On Final Layout



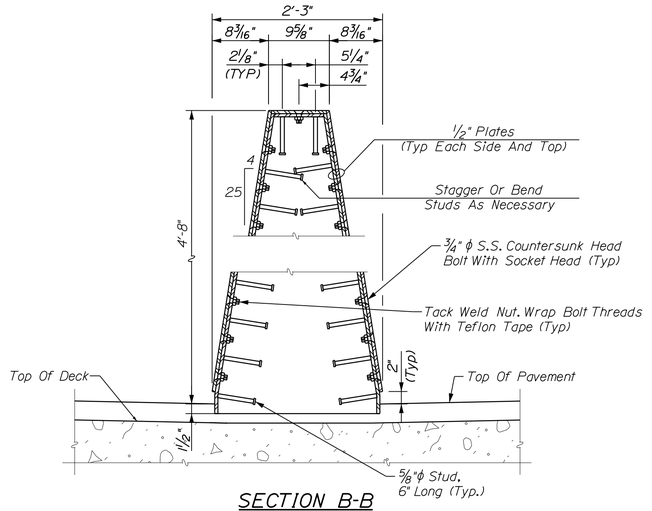
MEDIAN BARRIER AT PLUG JOINT - ELEVATION



SECTION A-A



SECTION C-C



SECTION B-B

NOTES:

1. Payment for the Median Barrier Expansion joint shall not be paid for separately, and shall be considered incidental to the barrier pay item.
2. Structural steel plates shall meet the requirements of ASTM A709, Grade 50. Fasteners shall meet the requirements of ASTM F3125, Grade A325.
3. All structural steel shall be hot-dip galvanized in accordance with Standard Specifications Section 506. Fasteners and associated hardware shall be hot dip galvanized in accordance with ASTM A153.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

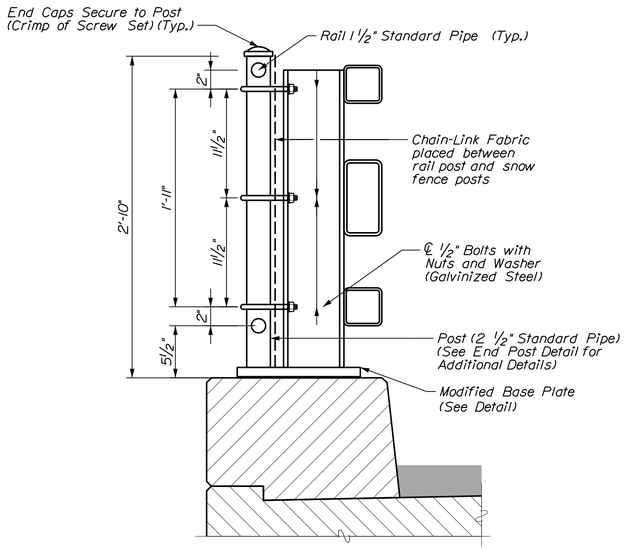
BARRIER DETAILS AT PLUG JOINT

SHEET NUMBER

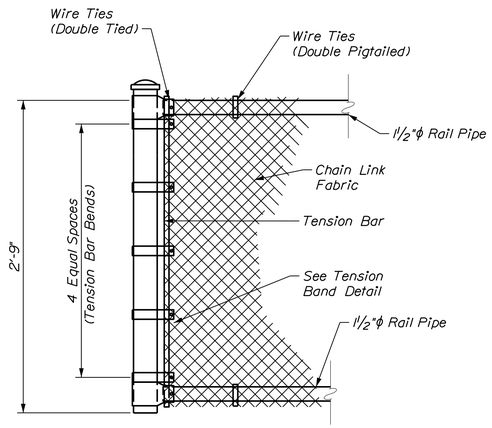
124

OF 201

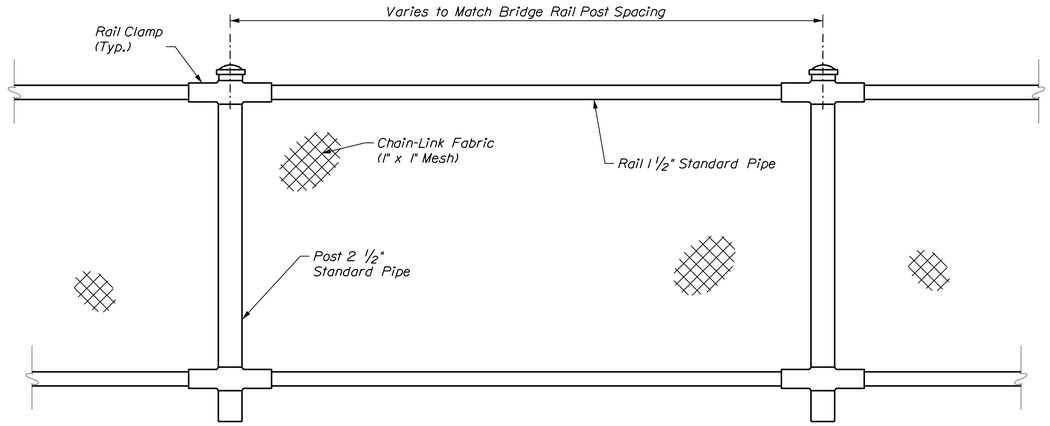
Filename: ...\161_Barrier_Details_(3 of 3).dgn Division: Username: slister Date:4/17/2023



SNOW FENCE CONNECTION DETAIL

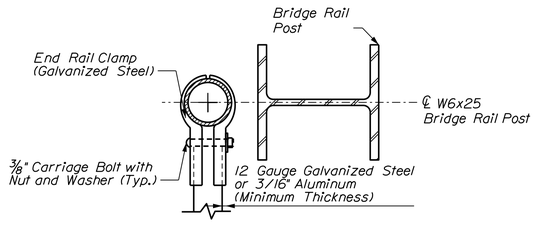


END POST DETAIL



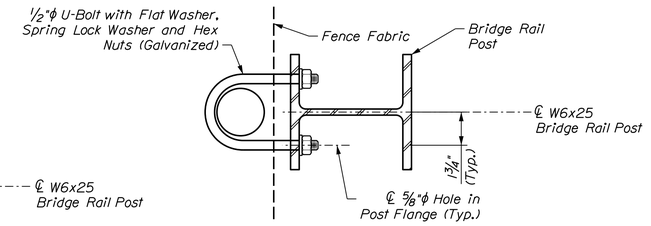
ELEVATION - SNOW FENCE

MODIFIED BASE PLATE DETAIL

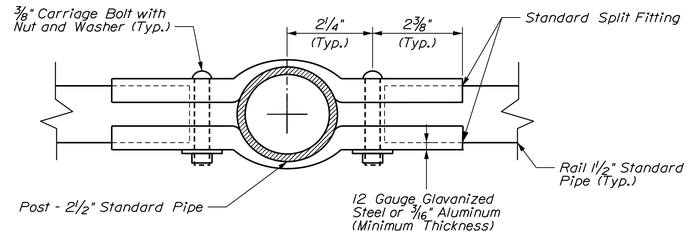


END POST SECTION

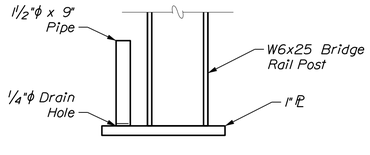
(U-Bolt Not Shown)



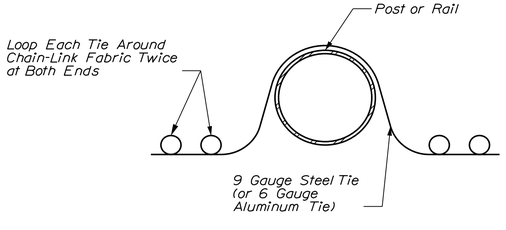
U-BOLT CONNECTION DETAIL



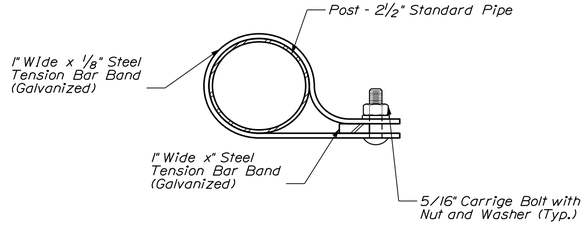
RAIL CLAMP DETAIL



MODIFIED BASE PLATE ELEVATION



DOUBLE PIGTAILED TIE



TENSION BAND DETAIL

SNOW FENCE NOTES

1. Chain-Link fence shall conform to Section 710.03 and Special Provision Section 607. The size of wire mesh (fabric) shall be 1".
2. Post and rail pipe shall be hot-dip galvanized. All pipe shall be schedule 40, standard weight. Nominal pipe sizes are shown.
3. Tension bars, bar bands, boulevard and end rail clamps shall be steel or aluminum alloy conforming to AASHTO M181 (ASTM F626). Steel components shall be hot-dip galvanized in accordance with AASHTO M111 (ASTM A123) or AASHTO M232 (ASTM A153) as applicable.
4. All bolts and nuts shall be steel conforming to ASTM A307 and ASTM A563 grade A respectively. Washers shall be hardened steel commerical type A plain and shall meet the dimensional requirements of ANSI B18.22. All bolts, nuts, and washers shall be hot-dip galvanized in accordance with AASHTO M111 (ASTM A123) or AASHTO M232 (ASTM A153) as applicable.
5. Rail may be field cut (sawn) to fit post spacing. Repair galvanizing on cut edges in accordance with ASTM A780.
6. Payment for modified base plate will be considered incidental to related contract items.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	A. LATHE	
DESIGN-DETAILED	S. WHITE	4-23
CHECKED-REVIEWED	B. COLBURN	4-23
DESIGN2-DETAILED2	S. LISTER	4-23
DESIGN3-DETAILED3	N. EDMAN	4-23
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

SNOW FENCE DETAILS

SHEET NUMBER

125

OF 201

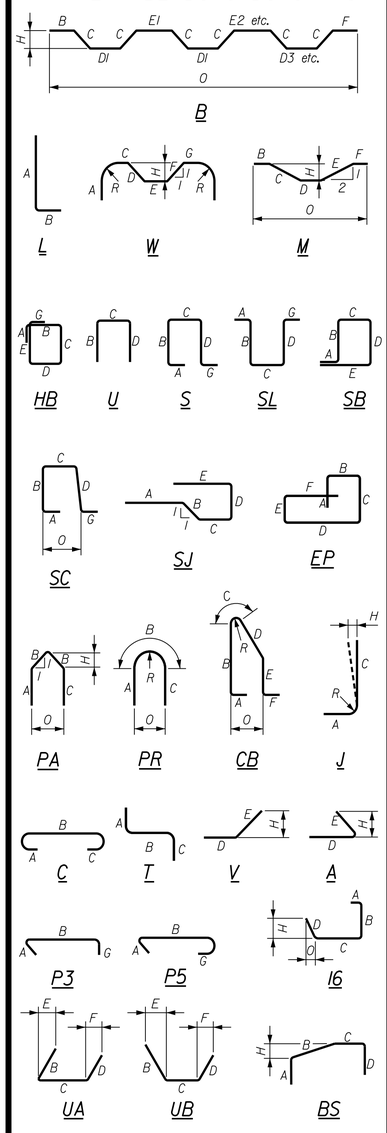
Filename: ...\Sheet Files\162_Snow_Fence.dgn Division: Username: slister Date:4/17/2023

STRAIGHT BARS							
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION
Abutment No. 1 (Plain Rebar)							
A600	124	13'-11"	SW Footing Parallel				
A800	82	14'-5"	SW Footing Perpendicular				
A801	22	7'-3"	SW Footing Perpendicular				
A802	580	13'-6"	Footing Perpendicular				
A803	56	40'-0"	Phase 1 Center Footing				
A804	56	50'-0"	Phase 2 Center Footing				
A805	56	19'-3"	Segment 1 NW Footing				
A806	56	34'-6"	Segment 2 NW Footing				
Abutment No. 1 (Low-Chromium Rebar)							
A500CS	71	9'-8"	Segment 2 NW Stem				
A501CS	121	11'-2"	Backwall Near Face				
A502CS	50	17'-8"	Stem Segment 1 Near Face				
A503CS	107	11'-3"	NW Segment 1				
A504CS	75	34'-8"	NW Segment 2				
A505CS	107	12'-5"	SW Segment 1				
A506CS	121	20'-8"	Phase 1 Stem Center				
A507CS	110	20'-0"	Phase 2 Stem Center				
A508CS	200	31'-8"	Phase 1 Center				
A509CS	196	28'-9"	Phase 2 Center				
A510CS	9	16'-9"	Flying WW Near Face				
A511CS	11	21'-0"	Phase 1 Stem Corner				
A512CS	8	20'-4"	Phase 2 Stem Corner				
A513CS	7	7'-10"	Phase 1 Backwall Near Face				
A514CS	6	7'-8"	Phase 2 Backwall Near Face				
A515CS	2	5'-3"	Flying WW Curb				
A516CS	117	3'-9"	Center Connector				
A700CS	121	11'-3"	Backwall Far Face				
A701CS	231	19'-4"	Center Stem Far Face				
A702CS	12	16'-9"	Flying WW Far Face				
A703CS	6	7'-10"	Phase 1 Backwall Far Face				
A704CS	6	7'-8"	Phase 2 Backwall Far Face				

STRAIGHT BARS							
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION
Abutment No. 2 (Plain Rebar)							
B800	672	13'-6"	Footing Perpendicular				
B801	80	14'-5"	NE Segment 1 Footing				
B802	20	7'-3"	NE Segment 1 Footing				
B803	56	29'-6"	NE Segment 2 Footing				
B804	112	14'-4"	NE Segment 1 Footing				
B805	56	26'-3"	SE Segment 2 Footing				
B806	56	20'-0"	SE Segment 1 Footing				
B807	56	45'-0"	Phase 2 Center Footing				
B808	56	50'-0"	Phase 1 Center Footing				
Abutment No. 2 (Low-Chromium Rebar)							
B500CS	115	10'-2"	Segment 2 Stem				
B501CS	165	10'-11"	Backwall Near Face				
B502CS	81	26'-5"	SE Segment 2				
B503CS	79	29'-8"	NE Segment 2				
B504CS	50	18'-2"	Segment 1 Stem				
B505CS	109	12'-0"	NE Segment 1				
B506CS	111	11'-9"	SE Segment 1				
B507CS	110	20'-5"	Phase 1 Center Stem				
B508CS	121	20'-0"	Phase 2 Center Stem				
B509CS	200	28'-7"	Phase 1 Center				
B510CS	200	31'-6"	Phase 2 Center				
B511CS	8	20'-9"	Phase 1 Stem				
B512CS	11	20'-4"	Phase 2 Stem				
B513CS	7	7'-11"	Phase 2 Backwall				
B514CS	6	7'-11"	Phase 1 Backwall				
B515CS	117	3'-9"	Center Connector				
B700CS	165	10'-11"	Backwall Far Face				
B701CS	231	18'-8"	Center Stem Far Face				
B702CS	12	7'-11"	Backwall Far Face				

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
Superstructure				Superstructure				Superstructure														
S500CS	12	55'-5"	Curb Longitudinal	S512kCS	2	29'-0"	Phase 1 Transverse	S550CS	262	6'-2"	SC	10"	1'-5"	1'-8"	1'-5"			10"		1'-9"		Curb
S501CS	202	55'-11"	Deck Longitudinal	S513aCS	2	28'-2"	Phase 1 Transverse	S551CS	8	6'-11"	V				2'-10"	4'-1"			3'-6 1/2"			Closure Pour
S502CS	326	44'-4"	Phase 1 Deck Transverse	S513bCS	2	27'-4"	Phase 1 Transverse	S552CS	8	6'-8"	V				2'-10"	3'-10"			3'-5 3/4"			Closure Pour
S503CS	316	48'-4"	Phase 2 Deck Transverse	S513cCS	2	26'-7"	Phase 1 Transverse	S553CS	12	9'-7"	V				2'-10"	6'-9"			6'-4"			Closure Pour
S504CS	420	5'-8"	Phase 1 Closure Pour	S513dCS	2	25'-9"	Phase 1 Transverse	S554CS	8	6'-5"	V				2'-10"	3'-7"			3'-5 1/2"			Closure Pour
S505CS	420	6'-6"	Phase 2 Closure Pour	S513eCS	2	25'-0"	Phase 1 Transverse	S555CS	4	6'-3"	V				2'-10"	3'-5"			3'-4 1/2"			Closure Pour
S506aCS	2	43'-9"	Phase 1 Transverse	S513fCS	2	24'-2"	Phase 1 Transverse	S556CS	8	6'-3"	V				2'-10"	3'-5"			3'-4 3/4"			Closure Pour
S506bCS	2	42'-11"	Phase 1 Transverse	S513gCS	2	23'-4"	Phase 1 Transverse	S557CS	202	2'-3"	I6	0"	7"	10"	10"			7"		7"		Haunch
S506cCS	2	42'-2"	Phase 1 Transverse	S513hCS	2	22'-7"	Phase 1 Transverse	S558CS	202	3'-4"	L	2'-9"	7"									Haunch
S506dCS	2	41'-4"	Phase 1 Transverse	S513jCS	2	21'-9"	Phase 1 Transverse															
S506eCS	2	40'-7"	Phase 1 Transverse	S513kCS	2	21'-0"	Phase 1 Transverse	S650CS	436	7'-2"	C	8"	6'-6"	0"								Curb
S506fCS	2	39'-9"	Phase 1 Transverse	S514aCS	2	20'-2"	Phase 1 Transverse															
S506gCS	2	38'-11"	Phase 1 Transverse	S514bCS	2	19'-4"	Phase 1 Transverse															
S506hCS	2	38'-2"	Phase 1 Transverse	S514cCS	2	18'-7"	Phase 1 Transverse															
S506jCS	2	37'-4"	Phase 1 Transverse	S514dCS	2	17'-9"	Phase 1 Transverse															
S506kCS	2	36'-7"	Phase 1 Transverse	S514eCS	2	17'-0"	Phase 1 Transverse															
S507aCS	2	35'-9"	Phase 1 Transverse	S514fCS	2	16'-2"	Phase 1 Transverse															
S507bCS	2	34'-11"	Phase 1 Transverse	S514gCS	2	15'-4"	Phase 1 Transverse															
S507cCS	2	34'-2"	Phase 1 Transverse	S514hCS	2	14'-7"	Phase 1 Transverse															
S507dCS	2	33'-4"	Phase 1 Transverse	S514jCS	2	13'-9"	Phase 1 Transverse															
S507eCS	2	32'-7"	Phase 1 Transverse	S514kCS	2	13'-0"	Phase 1 Transverse															
S507fCS	2	31'-9"	Phase 1 Transverse	S515aCS	2	12'-2"	Phase 1 Transverse															
S507gCS	2	30'-11"	Phase 1 Transverse	S515bCS	2	11'-4"	Phase 1 Transverse															
S507hCS	2	30'-2"	Phase 1 Transverse	S515cCS	2	10'-7"	Phase 1 Transverse															
S507jCS	2	29'-4"	Phase 1 Transverse	S515dCS	2	9'-9"	Phase 1 Transverse															
S507kCS	2	28'-7"	Phase 1 Transverse	S516aCS	2	48'-2"	Phase 2 Transverse															
S508aCS	2	27'-9"	Phase 1 Transverse	S516bCS	2	47'-4"	Phase 2 Transverse															
S508bCS	2	26'-11"	Phase 1 Transverse	S516cCS	2	46'-7"	Phase 2 Transverse															
S508cCS	2	26'-2"	Phase 1 Transverse	S516dCS	2	45'-9"	Phase 2 Transverse															
S508dCS	2	25'-4"	Phase 1 Transverse	S516eCS	2	45'-0"	Phase 2 Transverse															
S508eCS	2	24'-7"	Phase 1 Transverse	S516fCS	2	44'-2"	Phase 2 Transverse															
S508fCS	2	23'-9"	Phase 1 Transverse	S516gCS	2	43'-4"	Phase 2 Transverse															
S508gCS	2	22'-11"	Phase 1 Transverse	S516hCS	2	42'-7"	Phase 2 Transverse															
S508hCS	2	22'-2"	Phase 1 Transverse	S516jCS	2	41'-9"	Phase 2 Transverse															
S508jCS	2	21'-4"	Phase 1 Transverse	S516kCS	2	41'-0"	Phase 2 Transverse															
S508kCS	2	20'-7"	Phase 1 Transverse	S517aCS	2	40'-2"	Phase 2 Transverse															
S509aCS	2	19'-9"	Phase 1 Transverse	S517bCS	2	39'-4"	Phase 2 Transverse															
S509bCS	2	18'-11"	Phase 1 Transverse	S517cCS	2	38'-7"	Phase 2 Transverse															
S509cCS	2	18'-2"	Phase 1 Transverse	S517dCS	2	37'-9"	Phase 2 Transverse															
S509dCS	2	17'-4"	Phase 1 Transverse	S517eCS	2	37'-0"	Phase 2 Transverse															
S509eCS	2	16'-7"	Phase 1 Transverse	S517fCS	2	36'-2"	Phase 2 Transverse															
S509fCS	2	15'-9"	Phase 1 Transverse	S517gCS	2	35'-4"	Phase 2 Transverse															
S509gCS	2	14'-11"	Phase 1 Transverse	S517hCS	2	34'-7"	Phase 2 Transverse															
S509hCS	2	14'-2"	Phase 1 Transverse	S517jCS	2	33'-9"	Phase 2 Transverse															
S509jCS	2	13'-4"	Phase 1 Transverse	S517kCS	2	33'-0"	Phase 2 Transverse															
S509kCS	2	12'-7"	Phase 1 Transverse	S518aCS	2	32'-2"	Phase 2 Transverse															
S510aCS	2	11'-9"	Phase 1 Transverse	S518bCS	2	31'-4"	Phase 2 Transverse															
S510bCS	2	10'-11"	Phase 1 Transverse	S518cCS	2	30'-7"	Phase 2 Transverse															
S510cCS	2	10'-2"	Phase 1 Transverse	S518dCS	2	29'-9"	Phase 2 Transverse															
S510dCS	2	9'-4"	Phase 1 Transverse	S518eCS	2	29'-0"	Phase 2 Transverse															
S510eCS	2	8'-7"	Phase 1 Transverse	S518fCS	2	28'-2"	Phase 2 Transverse															
S510fCS	2	7'-9"	Phase 1 Transverse	S518gCS	2	27'-4"	Phase 2 Transverse															
S510gCS	2	6'-11"	Phase 1 Transverse	S518hCS	2	26'-7"	Phase 2 Transverse															
S511aCS	2	44'-2"	Phase 1 Transverse	S518jCS	2	25'-9"	Phase 2 Transverse															
S511bCS	2	43'-4"	Phase 1 Transverse	S518kCS	2	25'-0"	Phase 2 Transverse															
S511cCS	2	42'-7"	Phase 1 Transverse	S519aCS	2	24'-2"	Phase 2 Transverse															
S511dCS	2	41'-9"	Phase 1 Transverse	S519bCS	2	23'-4"	Phase 2 Transverse															
S511eCS	2	41'-0"	Phase 1 Transverse	S519cCS	2	22'-7"	Phase 2 Transverse															
S511fCS	2	40'-2"	Phase 1 Transverse	S519dCS	2	21'-9"	Phase 2 Transverse															
S511gCS	2	39'-4"	Phase 1 Transverse	S519eCS	2	21'-0"	Phase 2 Transverse															
S511hCS	2	38'-7"	Phase 1 Transverse	S519fCS	2	20'-2"	Phase 2 Transverse															
S511jCS	2	37'-9"	Phase 1 Transverse	S519gCS	2	19'-4"	Phase 2 Transverse															
S511kCS	2	37'-0"	Phase 1 Transverse	S519hCS	2	18'-7"	Phase 2 Transverse															
S512aCS	2	36'-2"	Phase 1 Transverse	S519jCS	2	17'-9"	Phase 2 Transverse															
S512bCS	2	35'-4"	Phase 1 Transverse	S519kCS	2	17'-0"	Phase 2 Transverse															
S512cCS	2	34'-7"	Phase 1 Transverse	S520aCS	2	16'-2"	Phase 2 Transverse															
S512dCS	2	33'-9"	Phase 1 Transverse	S520bCS	2	15'-4"	Phase 2 Transverse															
S512eCS	2	33'-0"	Phase 1 Transverse	S520cCS	2	14'-7"	Phase 2 Transverse															
S512fCS	2	32'-2"	Phase 1 Transverse	S520dCS	2	13'-9"	Phase 2 Transverse															
S512gCS	2	31'-4"	Phase 1 Transverse	S520eCS	2	13'-0"	Phase 2 Transverse															
S512hCS	2	30'-7"	Phase 1 Transverse	S520fCS	2	12'-2"	Phase 2 Transverse															
S512jCS	2	29'-9"	Phase 1 Transverse	S520gCS	2	11'-4"	Phase 2 Transverse															

TYPE - BENDING DIAGRAMS



All dimensions are out-to-out of bar.

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

Reinforcing Bar:
ASTM615 / A615M, Grade 60 (U.N.O.)
ASTM A1035-CS, Grade 100 (Bar Marks ending in "CS")

GENERAL NOTES

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

   Mark "A502" = bar size #5
   Mark "P805" = bar size #8
   Mark "S650" = bar size #6

2. 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 schedule on the plans.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE PLANS

BRIDGE NO. 5789

		BY	DATE
A. LATHE		S. LINDSLEY	4-23
DESIGN-DETAILED	S. WHITE	T. MCAULIFFE	4-23
CHECKED-REVIEWED	B. COLBURN	S. MERKWAN	4-23
DESIGN2-DETAILED2	S. LISTER	J. FITZ	4-23
DESIGN3-DETAILED3	N. EDMAN		
PROJ. MANAGER			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

REINFORCING SCHEDULE

SHEET NUMBER

128

OF 201

Usermame: slister

Date:4/17/2023

Filename: ...\165_Reinforcing_Schedule - Super (1 of 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
Superstructure																						
S520hCS	2	10'-7"	Phase 2 Transverse																			
S520jCS	2	9'-9"	Phase 2 Transverse																			
S521aCS	2	47'-9"	Phase 2 Transverse																			
S521bCS	2	46'-11"	Phase 2 Transverse																			
S521cCS	2	46'-2"	Phase 2 Transverse																			
S521dCS	2	45'-4"	Phase 2 Transverse																			
S521eCS	2	44'-7"	Phase 2 Transverse																			
S521fCS	2	43'-9"	Phase 2 Transverse																			
S521gCS	2	42'-11"	Phase 2 Transverse																			
S521hCS	2	42'-2"	Phase 2 Transverse																			
S521jCS	2	41'-4"	Phase 2 Transverse																			
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S522jCS	2	33'-4"	Phase 2 Transverse																			
S522kCS	2	32'-7"	Phase 2 Transverse																			
S523aCS	2	31'-9"	Phase 2 Transverse																			
S523bCS	2	30'-11"	Phase 2 Transverse																			
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S523jCS	2	25'-4"	Phase 2 Transverse																			
S523kCS	2	24'-7"	Phase 2 Transverse																			
S524aCS	2	23'-9"	Phase 2 Transverse																			
S524bCS	2	22'-11"	Phase 2 Transverse																			
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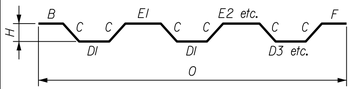
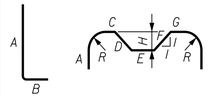
S524jCS	2	17'-4"	Phase 2 Transverse																			
S524kCS	2	16'-7"	Phase 2 Transverse																			
S525aCS	2	15'-9"	Phase 2 Transverse																			
S525bCS	2	14'-11"	Phase 2 Transverse																			
S525cCS	2	14'-2"	Phase 2 Transverse																			
S525dCS	2	13'-4"	Phase 2 Transverse																			
S525eCS	2	12'-7"	Phase 2 Transverse																			
S525fCS	2	11'-9"	Phase 2 Transverse																			
S525gCS	2	10'-11"	Phase 2 Transverse																			
S525hCS	2	10'-2"	Phase 2 Transverse																			
S525jCS	2	9'-4"	Phase 2 Transverse																			
S525kCS	2	8'-7"	Phase 2 Transverse																			
S526aCS	2	7'-9"	Phase 2 Transverse																			
S526bCS	2	6'-11"	Phase 2 Transverse																			
S527CS	48	7'-0"	Phased Acute Corner																			
S528CS	40	9'-7"	Acute Corner																			
S600CS	16	28'-10"	Phase 1 Haunch																			
S601CS	16	31'-2"	Phase 2 Haunch																			
Approach Slab																						
AS500CS	192	27'-0"	Phase 1 Transverse																			
AS501CS	192	21'-0"	Phase 2 Transverse																			
AS600CS	442	15'-0"	Longitudinal																			

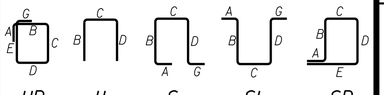
TYPE - BENDING DIAGRAMS



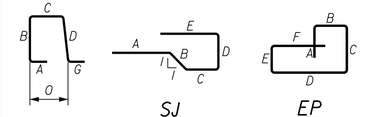
B



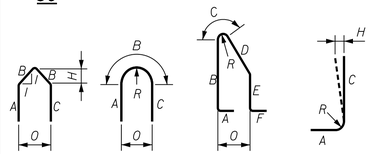
L W M



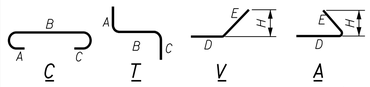
HB U S SL SB



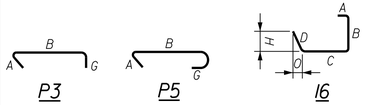
SC SJ EP



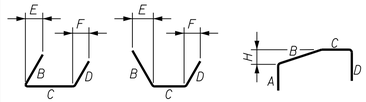
PA PR CB J



C T V A



P3 P5 I6



UA UB BS

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:
ASTM615 / A615M, Grade 60 (U.N.O.)
ASTM A1035-CS, Grade 100 (Bar Marks ending in "CS")

GENERAL NOTES

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

   Mark "A502" = bar size #5
   Mark "P805" = bar size #8
   Mark "S650" = bar size #6

2. 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 schedule on the plans.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE		DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

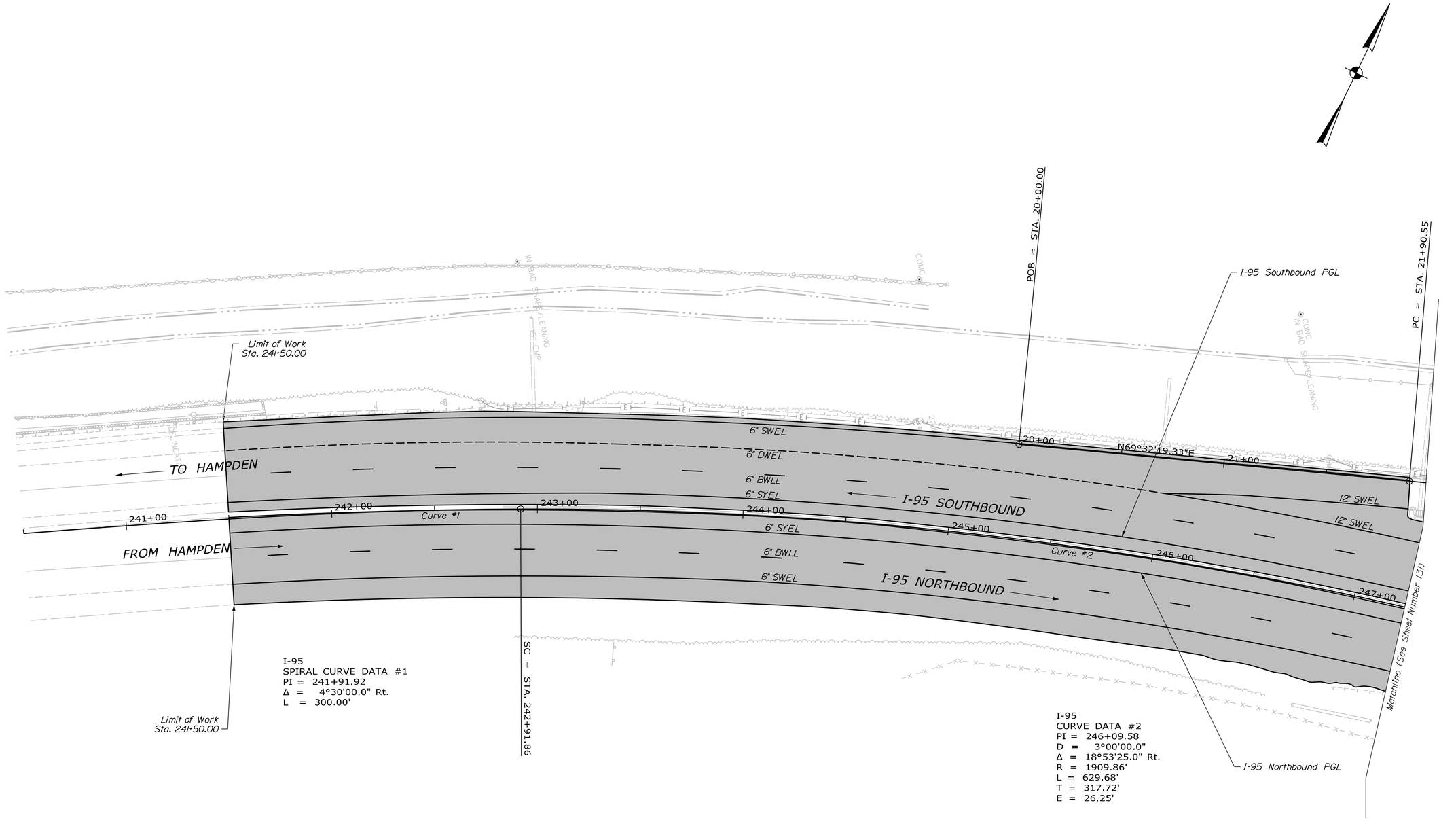
REINFORCING SCHEDULE

SHEET NUMBER

129

OF 201

Filename: ...\166_Reinforcing_Schedule - Super (2 of 2).dgn Date:4/17/2023 Username: slister



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

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REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
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FIELD CHANGES			

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

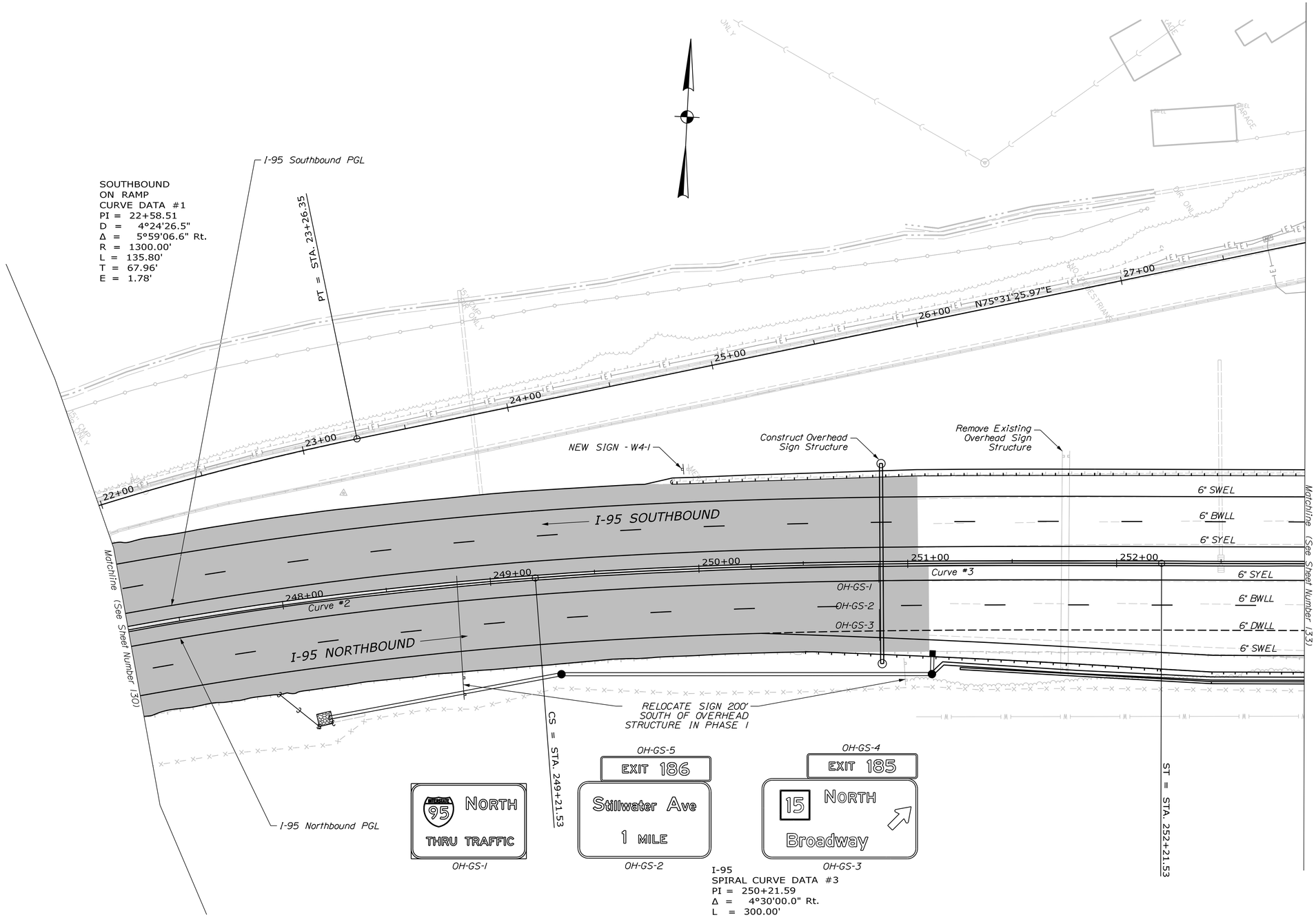
SIGNING AND STRIPING PLAN

SHEET NUMBER

130

OF 201

Filename: ...\xx1_Signing Plan.dgn Division: Username: slister Date:4/17/2023



PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
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DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

SIGNING AND STRIPING PLAN

SHEET NUMBER

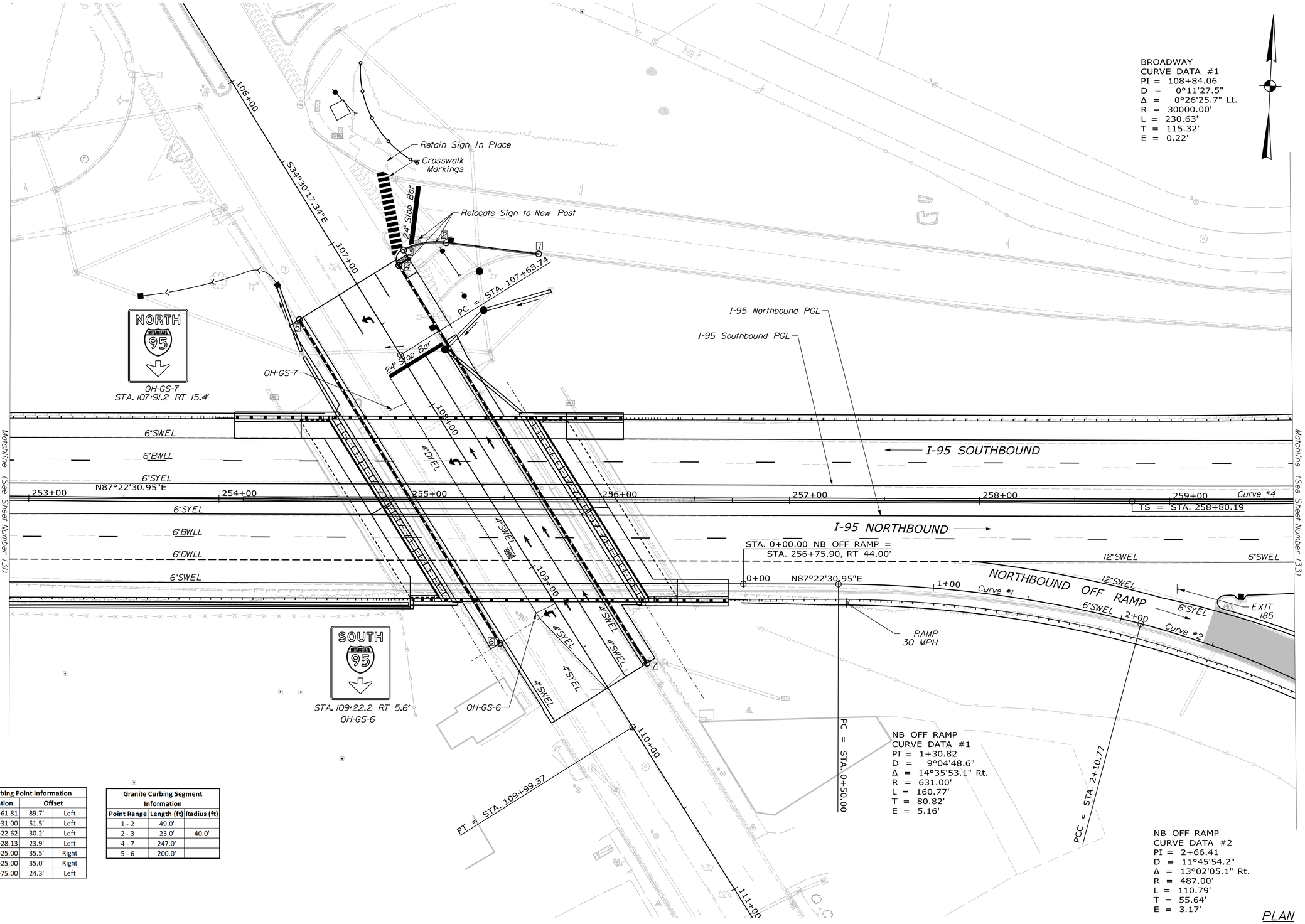
131

OF 201

Username: slister Date:4/17/2023

Division:

Filename: ...\xx2_Signing Plan.dgn



Granite Curbing Point Information			
Point #	Station	Offset	
1	107+61.81	89.7'	Left
2	107+31.00	51.5'	Left
3	107+22.62	30.2'	Left
4	107+28.13	23.9'	Left
5	107+25.00	35.5'	Right
6	109+25.00	35.0'	Right
7	109+75.00	24.3'	Left

Granite Curbing Segment Information		
Point Range	Length (ft)	Radius (ft)
1 - 2	49.0'	
2 - 3	23.0'	40.0'
4 - 7	247.0'	
5 - 6	200.0'	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

	A. LATHE		
PROJ. MANAGER			
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
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DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

SIGNING AND STRIPING PLAN

SHEET NUMBER

132

OF 201

Filename: ...\xx3_Signing Plan.dgn Division: Username: slister Date:4/17/2023

Filename: ...\xx4_Signing Plan.dgn Division: Username: slister Date:4/17/2023

PT = STA. 57+42.67
Limit of Work
57+43
57+00
56+00
55+00
6"SWEL
54+00
PCC = STA. 54+13.94
30 MPH
53+00
52+00
Curve #1
6"DWLL
Matchline (See Sheet Number 134)
I-95 Southbound PGL
266+00
I-95 Northbound PGL
265+00
264+00
Curve #5
263+00
262+00
261+00
Curve #4
260+00
6"SYEL
12"SWEL
NEW SIGN
"EXIT"
SC = STA. 261+80.19
I-95 SOUTHBOUND
I-95 NORTHBOUND
6"BWLL
6"SWEL
6"SYEL
6"BWLL
6"SWEL
Matchline (See Sheet Number 132)

PCC = STA. 3+21.56
3+00
6"BWLL
6"SWEL
Curve #3
NORTHBOUND OFF RAMP
Curve #4
6"SYEL
4+00
5+00
R5-1a &
W23-2
BACK TO BACK
PCC = STA. 3+89.40
PCC = STA. 5+29.14
IPF
Limit of Work
Sta. 5+75.00

NB OFF RAMP
CURVE DATA #3
PI = 3+55.70
D = 23°23'09.7"
Δ = 15°51'48.9" Rt.
R = 245.00'
L = 67.83'
T = 34.14'
E = 2.37'

I-95
CURVE DATA #5
PI = 264+18.38
D = 3°00'00.0"
Δ = 14°13'04.0" Lt.
R = 1909.86'
L = 473.93'
T = 238.19'
E = 14.80'

I-95
SPIRAL CURVE DATA #4
PI = 260+80.26
Δ = 4°30'00.0" Lt.
L = 300.00'

NB OFF RAMP
CURVE DATA #4
PI = 4+62.25
D = 28°38'52.4"
Δ = 40°01'58.9" Rt.
R = 200.00'
L = 139.74'
T = 72.86'
E = 12.86'

IPF

PLAN
25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2227601
WIN 22276.01
BRIDGE NO. 5789
BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	A. LATHE	
DESIGN-DETAILED	S. WHITE	S. LINDSLEY 4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE 4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN 4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ 4-23
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

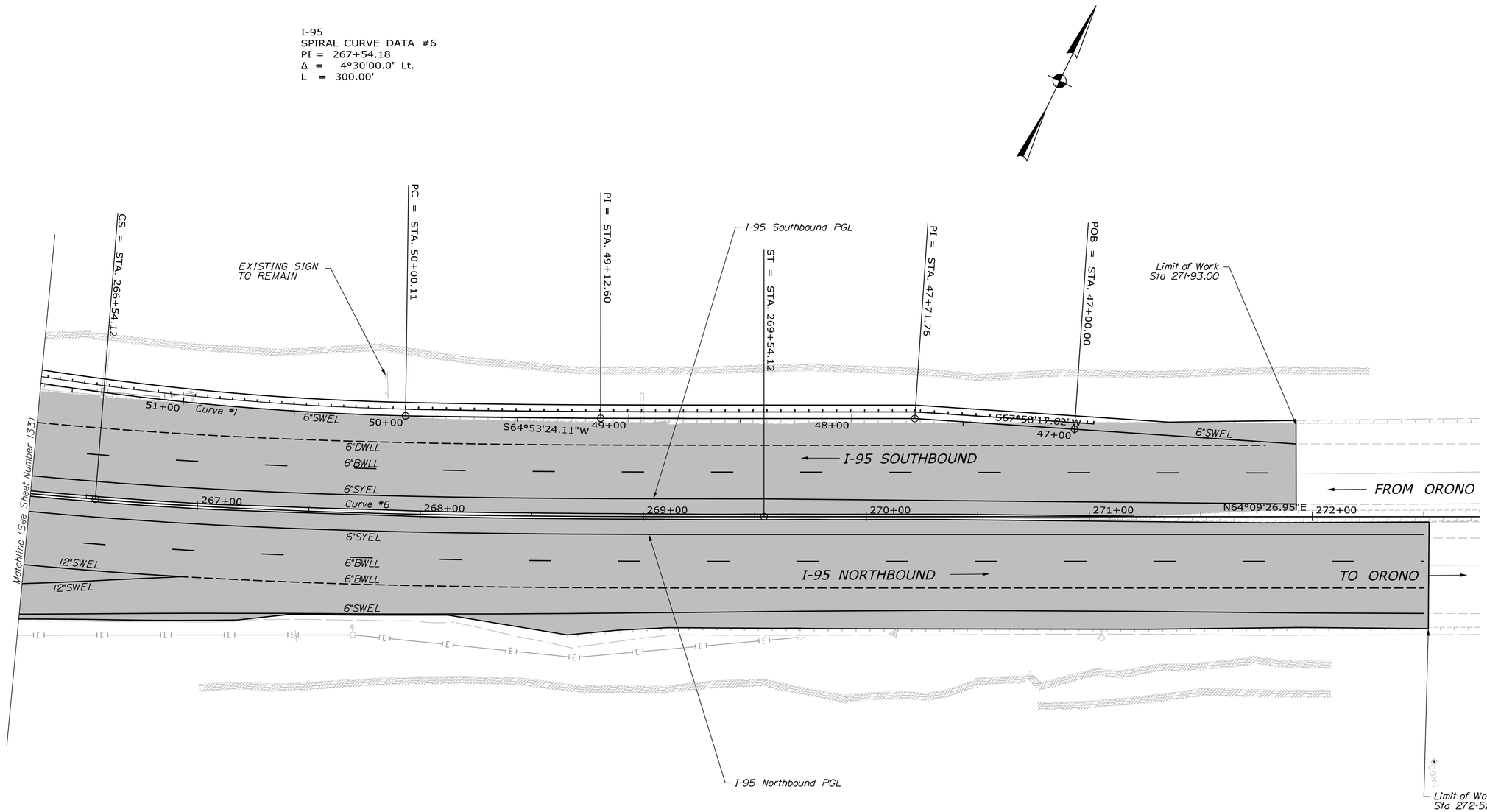
SIGNATURE
P.E. NUMBER
DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

SIGNING AND STRIPING PLAN

SHEET NUMBER
133
OF 201

I-95
SPIRAL CURVE DATA #6
PI = 267+54.18
Δ = 4°30'00.0" Lt.
L = 300.00'



PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

	BY	DATE
A. LATHE		
PROJ. MANAGER	S. WHITE	4-23
DESIGN-DETAILED	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

SIGNING AND STRIPING PLAN

SHEET NUMBER
134
OF 201

Usernam: slister Date:4/17/2023
Division:
Filename: ...\xx5_Signing Plan.dgn

PROPOSED SIGN SUMMARY

ITEM NUMBER	IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH	SIZE OF SIGN HEIGHT	GRAPHIC	NUMBER OF SIGNS REQUIRED	COLOR BACKGROUND	COLOR LEGEND BORDER	TOTAL AREA IN SQUARE FEET	SUPPORT	REMARKS
						COLOR DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"				
645.12	OH-GS-1	132"	90"	95 NORTH THRU TRAFFIC	1	GREEN	WHITE	82.5	INSTALL ON NEW OVERHEAD SUPPORT STRUCTURE	SEE DETAILS
645.12	OH-GS-2	156"	90"	Stillwater Ave 1 MILE	1	GREEN	WHITE	97.5	INSTALL ON NEW OVERHEAD SUPPORT STRUCTURE	SEE DETAILS
645.12	OH-GS-3	180"	96"	15 NORTH Broadway	1	GREEN	WHITE	120	INSTALL ON NEW OVERHEAD SUPPORT STRUCTURE	SEE DETAILS
645.12	OH-GS-4	132"	30"	EXIT 185	1	GREEN	WHITE	27.5	INSTALL ABOVE OH-GS-03	SEE DETAILS
645.12	OH-GS-5	132"	30"	EXIT 186	1	GREEN	WHITE	27.5	INSTALL ABOVE OH-GS-02	SEE DETAILS
645.13	OH-GS-6	60"	78"	SOUTH 95	1	GREEN	WHITE	32.5	NEW SIGN (MOUNT TO BRIDGE)	SEE DETAILS
645.13	OH-GS-7	60"	78"	NORTH 95	1	GREEN	WHITE	32.5	NEW SIGN (MOUNT TO BRIDGE)	SEE DETAILS
645.251	E5-1c	60"	90"	EXIT 185	2	GREEN	WHITE	75	INSTALL ON NEW BREAKWAY POSTS	SEE SHSM
645.251	R5-1a	36"	24"	WRONG WAY	1	RED	WHITE	6	INSTALL ON BACK TO BACK WITH W3-3	SEE SHSM
645.251	W3-3	36"	36"		1	YELLOW	BLACK	9	INSTALL ON BACK TO BACK WITH R5-1a	SEE SHSM
645.251	W4-1	48"	48"		1	YELLOW	BLACK	16	INSTALL ON NEW POSTS	SEE SHSM
645.251	W13-3	36"	48"	EXIT 30 M.P.H.	2	YELLOW	BLACK	24	INSTALL ON NEW POSTS	SEE SHSM

Filename: ...\121_Sign Summary.dgn Division: Username: slister Date:4/17/2023

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

	A. LATHE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

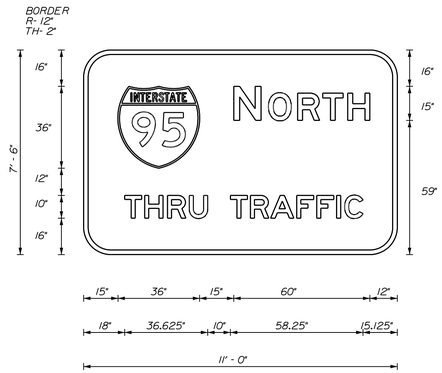
SIGN SUMMARY

SHEET NUMBER

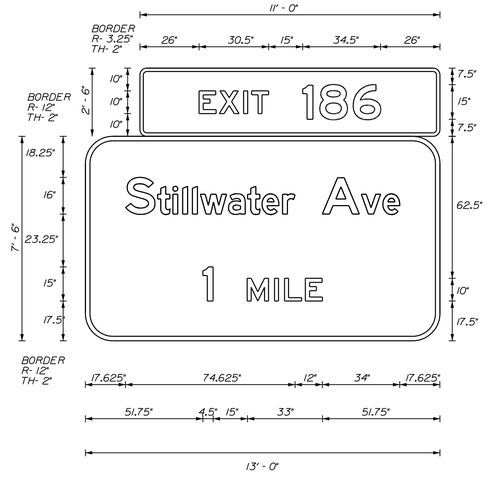
135

OF 201

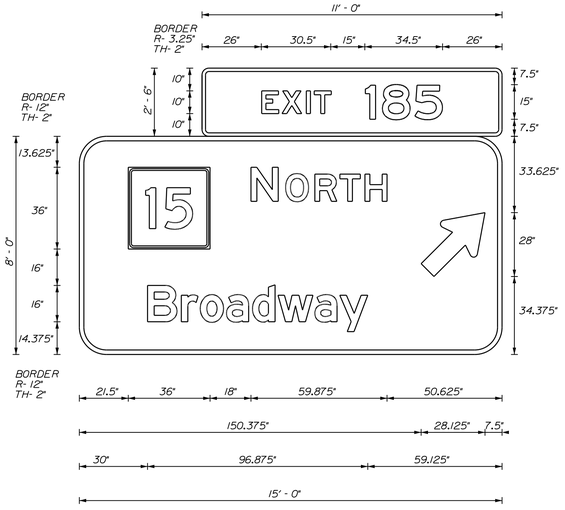
Filename: ...\120_Guide Sign Details.dgn Division: Username: slister Date:4/17/2023



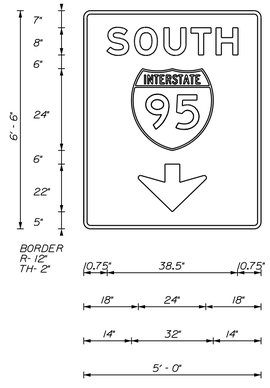
QH-GS-1



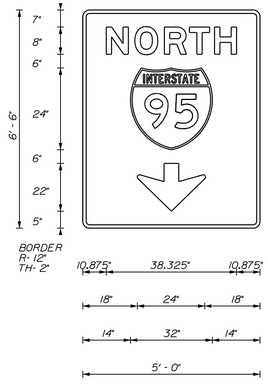
QH-GS-2



QH-GS-3



QH-GS-6



QH-GS-7

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	BY	DATE
CHECKED-REVIEWED	B. COLBURN	S. LINDSLEY	4-23
DESIGN2-DETAILED2	S. LISTER	T. MCAULIFFE	4-23
DESIGN3-DETAILED3	N. EDMAN	S. MERKWAN	4-23
REVISIONS 1		J. FITZ	4-23
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

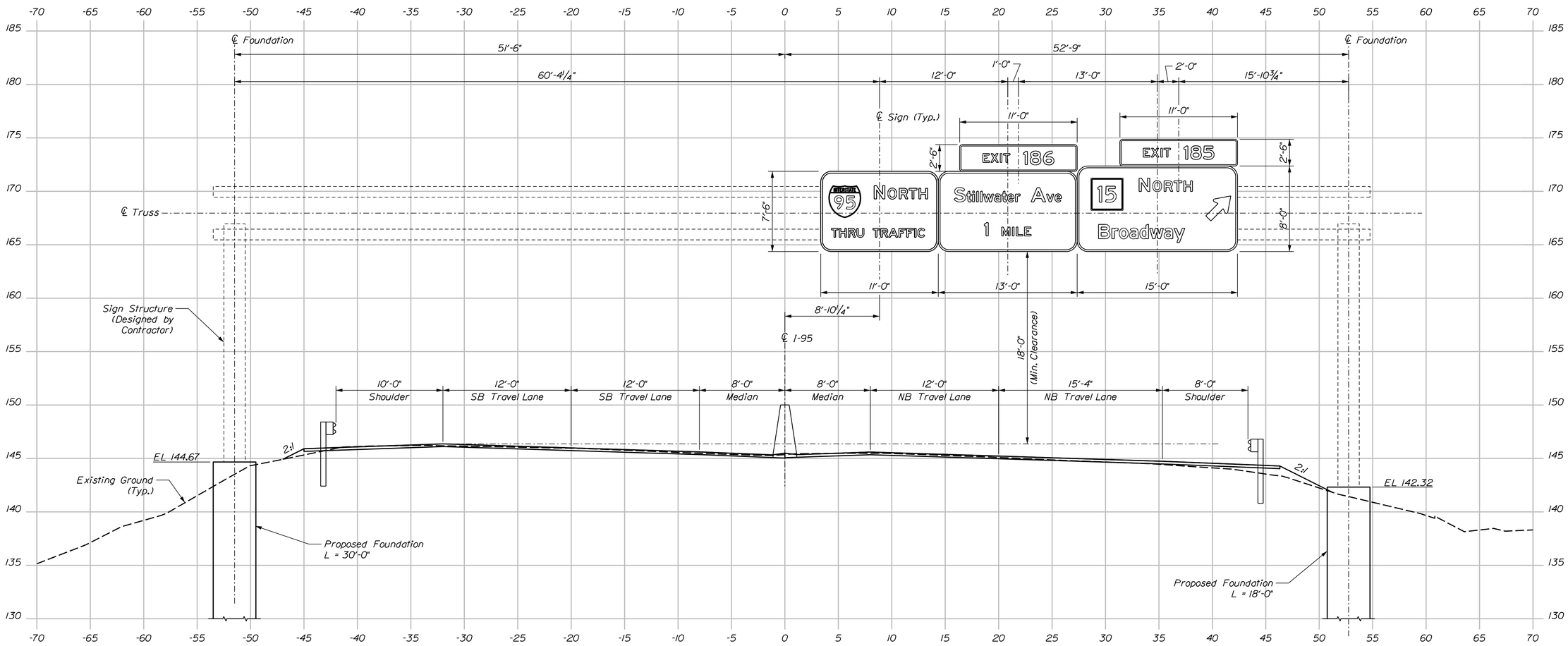
I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

GUIDE SIGN DETAILS

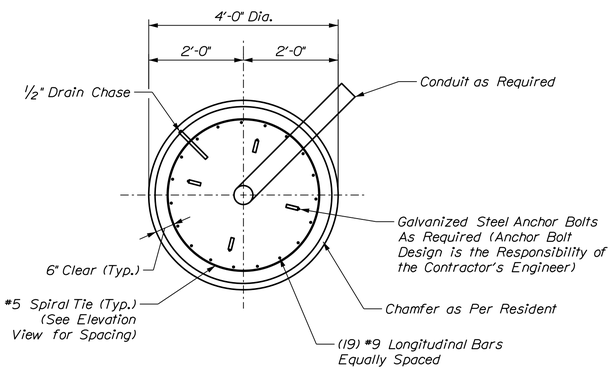
SHEET NUMBER

136

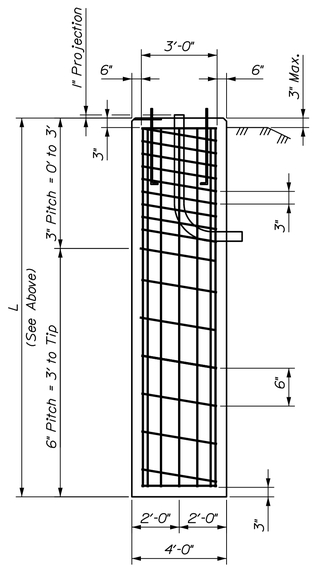
OF 201



STA 250+87.48
(LOOKING UPSTATION)
SCALE: 1" = 5'-0"



DRILLED SHAFT PLAN VIEW



DRILLED SHAFT ELEVATION VIEW

NOTES:

1. All reinforcing steel shall be grade 60 and conform to MaineDOT Standard Specifications requirements along with any project specific Supplementals or Special Provisions.
2. All Rebar shall have 3" cover unless otherwise noted.
3. Should there be a discrepancy between these Details and actual observed field conditions, report it to the Resident immediately.
4. Do no proceed with dependent work until any such discrepancy is resolved to the satisfaction of the Resident.
5. Concrete to be Class LP with f'c = 5,000 psi.
6. For boring log information used in sign bridge truss foundation design, refer to the project geotechnical report entitled: GEOTECHNICAL DESIGN REPORT INTERSTATE 95 OVER BROADWAY BRIDGE NO. 5789 dated March 2023.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

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REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

OVERHEAD SIGN STRUCTURE

SHEET NUMBER

137

OF 201

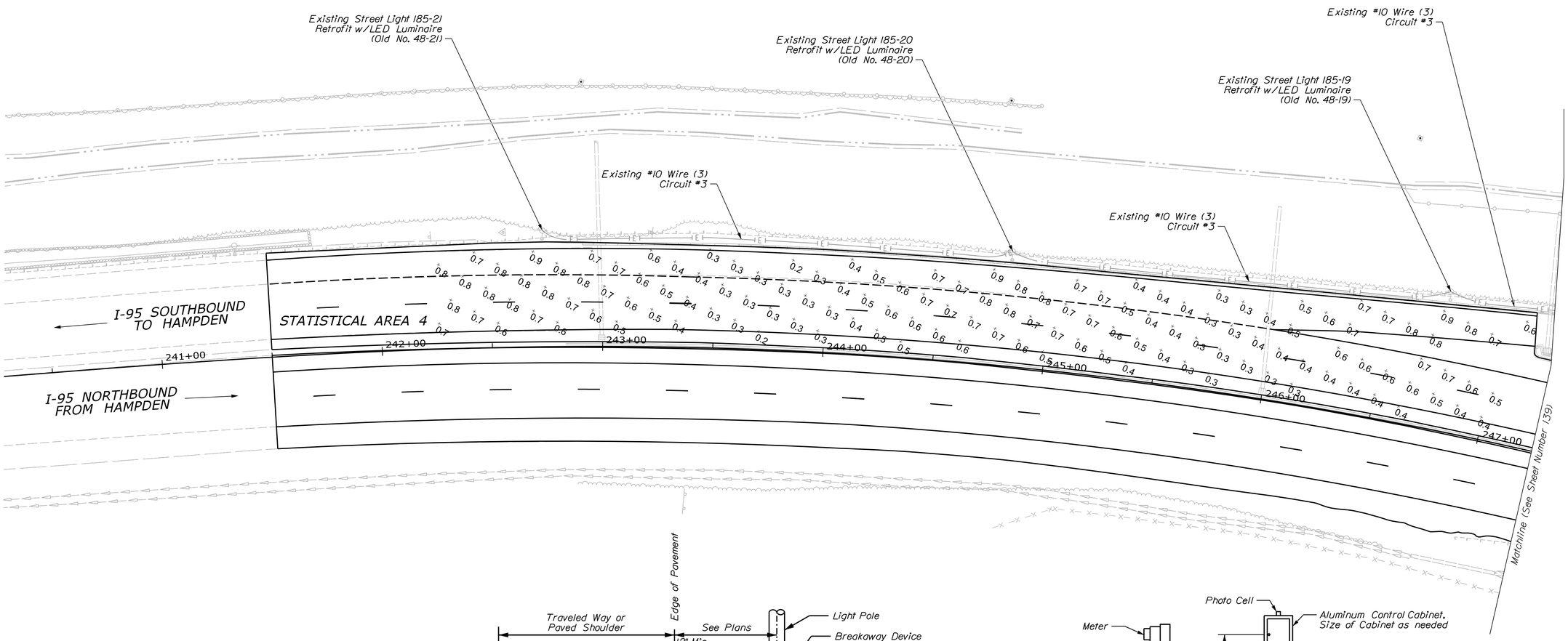
Username: slister Date:4/17/2023

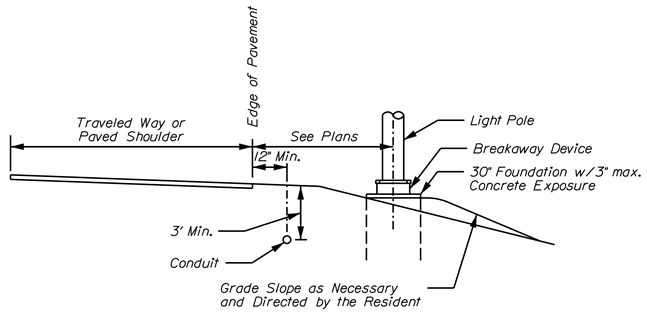
Filename: ...\122_Overhead Sign Details.dgn Division:

Filename: ...\138_Lighting Plan (1 of 6).dgn Division: Username: slister Date:4/17/2023

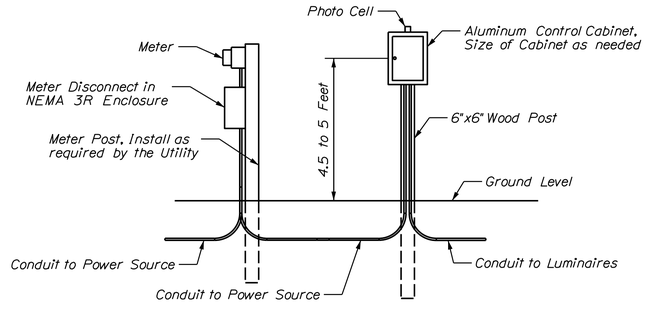
LIGHTING LEGEND

- Control Cabinet and Service
- Meter Pole
- Junction Box
- Lighting Conduit
- Existing Street Light Standard w/LED Luminaire Retrofit
- Relocate Existing Street Light Standard To New 30" Foundation w/LED Luminaire Retrofit
- Under-Bridge LED Luminaire Mounted 1' Below Bridge Seat





NORMAL SECTION



CONTROL CABINET AND SERVICE

Calculation Summary							
Stat Area	Description	Units	Avg	Max	Min	Max/Min	Avg/Min
AREA 1	I-95 NB Exit 185 Off Ramp	Fc	0.58	0.9	0.2	4.50	2.90
AREA 2	I-95 NB Exit 185 On Ramp	Fc	0.51	0.9	0.2	4.50	2.55
AREA 3	I-95 SB Exit 185 Off Ramp	Fc	0.52	0.9	0.2	4.50	2.60
AREA 4	I-95 SB Exit 185 On Ramp	Fc	0.54	0.9	0.2	4.50	2.70
AREA 5	Broadway under I-95 Bridge at Exit 185	Fc	1.01	2.1	0.3	7.00	3.37

Luminaire Schedule								
Symbol	Qty	Manufacturer	Catalog No.	Description	No. Lamps	Lumens/Lamp	LLF	Lum. Watts
	6	American Electric Lighting	ATB0 P203 MVOLT R3 UMR-XX AO	Autobahn Series ATB0 LED Type 3 Distribution 70 CRI 4000K CCT (Relocated)	1	10260	0.850	70
	13	American Electric Lighting	ATB0 P203 MVOLT R3 UMR-XX AO	Autobahn Series ATB0 LED Type 3 Distribution 70 CRI 4000K CCT	1	10260	0.850	70
	6	Holophane	HLWPC2 P10 40K MVOLT TFTM GYSDP	Wallpack Full Cutoff LED Forward Throw Medium Dist. 70 CRI 4000K CCT	1	3209	0.850	28

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	A. LATHE	
DESIGN-DETAILED	S. WHITE	S. LINDSLEY 4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE 4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN 4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ 4-23
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

LIGHTING PLAN (1 OF 6)

SHEET NUMBER

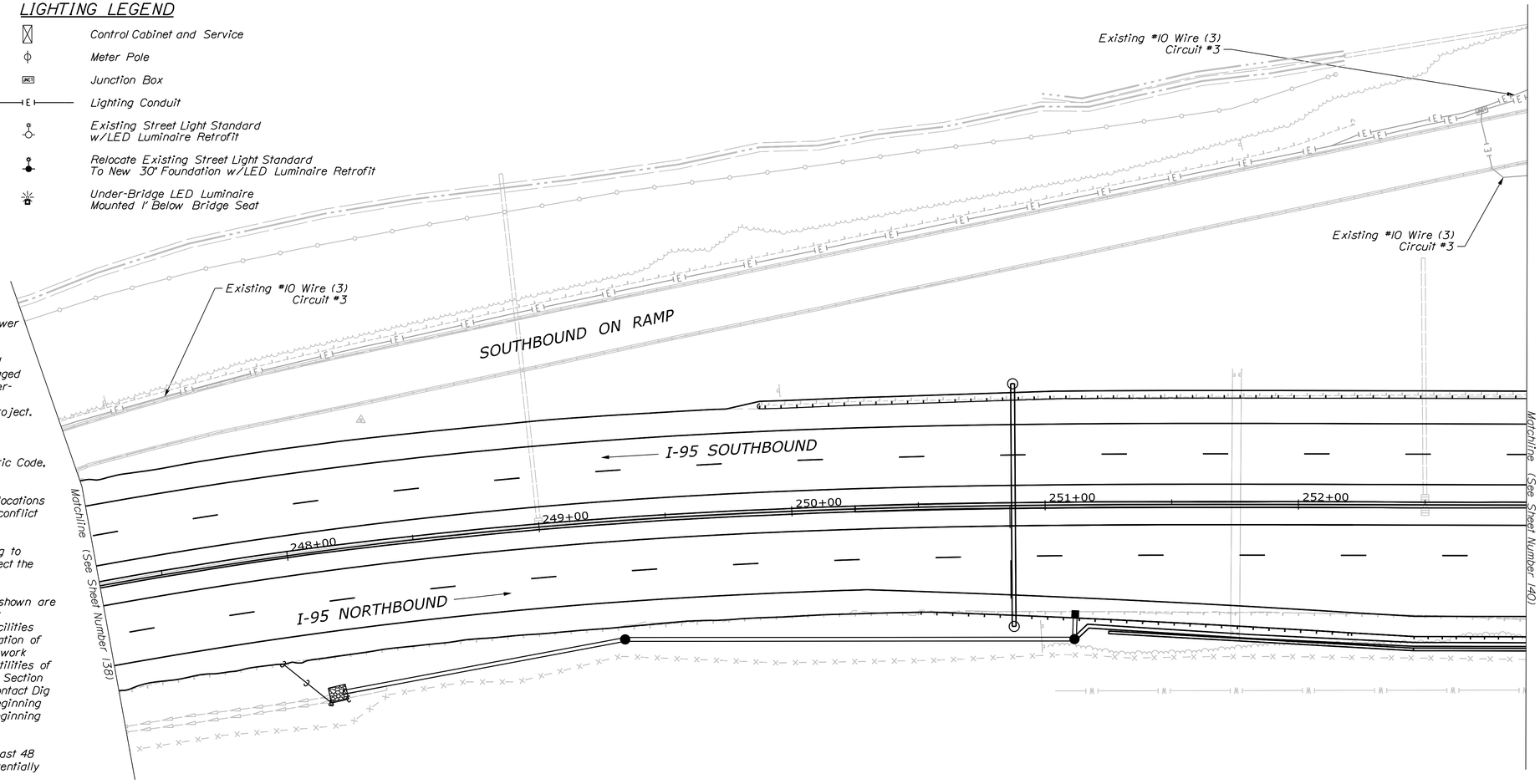
138

OF 201

Filename: ...\139_Lighting Plan (2 of 6).dgn Division:
Username: slister Date:4/17/2023

LIGHTING LEGEND

- Control Cabinet and Service
- Meter Pole
- Junction Box
- Lighting Conduit
- Existing Street Light Standard w/LED Luminaire Retrofit
- Relocate Existing Street Light Standard To New 30' Foundation w/LED Luminaire Retrofit
- Under-Bridge LED Luminaire Mounted 1' Below Bridge Seat



LIGHTING GENERAL NOTES

1. Scope of work - Retrofit existing high pressure sodium (HPS) luminaires on light standards with light emitting diode (LED) luminaires. Install new power service, control cabinet, and meter. Relocate existing light standards to new foundations as shown on these plans. This work must be completed prior to diversion construction to accommodate staged construction and proposed bridge. Install new under-bridge lighting. Maintain existing illumination levels during all nighttime hours throughout duration of project.

2. All materials and workmanship shall conform to applicable provisions of the MaineDOT Standard Specifications and Standard Details, National Electric Code, and any requirements of the power company.

3. The contractor shall field verify lighting pole relocations to avoid natural and built site features that would conflict with proper installation of new foundations.

4. The contractor shall visit the site prior to bidding to ensure awareness of site conditions that could affect the bid.

5. 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, foundations, conduit, junction boxes, or other work involving subsurface disturbance 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 (3) working days prior to the beginning of excavation. All utilities shall be located before beginning excavation.

6. The contractor shall notify utility companies at least 48 hours before any operations are conducted that potentially could conflict with aerial utilities.

7. Install lighting control cabinet at location shown on the plans. Cabinet at Sta. 107+60, 45' LT shall be a multi-circuit cabinet with luminaires I85-01 through I85-11 on circuit 1, luminaires I85-12 through I85-16 on circuit 2, and luminaires I85-17 through I85-27 on circuit 3. Payment for complete lighting control cabinet and electrical service shall be incidental to item 634.160, Highway Lighting.

8. Power supply to lighting cabinet shall be 120/240V, single-phase, three wire. The contractor shall install a meter disconnect in a separate NEMA 3R enclosure with lighting cabinet. Cabinet and disconnect enclosure shall be lockable. Each shall be marked with arc hazard type 1, 2, 3, or 4 and the appropriate personal protective equipment (PPE) required. Payment for power service shall be incidental to item 634.160, Highway Lighting.

9. All lighting circuits are to be photocell activated by a photocell mounted on lighting control cabinet.

10. Luminaire voltage shall be 240 volts.

11. Conduit not under pavement shall be 3 inch minimum, PVC schedule 40. Conduit under pavement shall be 3 inch minimum schedule 80 PVC. Minimum burial depth for conduit shall be 36 inches. Top 3 inches of conduit shall be sealed to prevent entry by rodents.

12. All exposed steel fittings and hardware shall be galvanized, except non-conductive bushings shall be used for connection of rigid metal conduit to aluminum cabinets.

13. Pull wire shall be installed in all conduit.

14. All conduit threads shall be red-headed.

15. There shall be no splices or junction boxes for lighting except as noted on the project plans or approved by the resident. Junction boxes are intended for wire pulling access only. Estimated quantities include an allowance for installation of item 626.11, precast concrete junction box, at undetermined locations.

16. Junction box covers shall be labeled "MDOT TRAFFIC" and shall be grounded.

17. All secondary lighting circuit wiring shall be #8 AWG or larger XHHW-2 stranded copper.

18. Foundations for light standards shall be designed by the Contractor. Paid for under Item 626.37, Special Foundation.

19. All lighting foundations shall have a ground rod located in or adjacent to the foundation that is bonded to the grounding conductor. Payment for the ground rod shall be included in item 634.160, Highway Lighting.

20. All lighting equipment shall be bonded to the grounding conductor.

21. If structural rock is encountered during installation of foundations, payment for excavation and doweling reinforcing into rock shall be considered incidental to foundation items.

22. All lighting fixtures shall be gasketed and shall have surge protection, a double fuse kit, and adjustable output. All lighting fixtures shall be gray in color.

23. LED Lighting fixtures to be retrofit on existing conventional light standards shall be attached with a minimum length horizontal tenon at the top of the light pole. Tenon shall be 2 inch nominal diameter. Mounting height shall be 40 feet above road grade. Orientation shall be perpendicular to the adjacent travel lane. Payment for retrofit shall be paid under Item 634.2044 - Remove and Replace Luminaires (LED Retrofits).

24. Luminaires on conventional light standards shall be IES full cutoff LED fixtures, IES distribution type 3 as noted on the plans. LED modules shall be IP66 rated. Luminaires shall be American Electric Autobahn series ATB0 fixtures, catalog number: ATB0 P203 MVOLT R3 UMR-XX A0 or approved equal.

25. Securely attach under-bridge wall pack lighting units to standard exterior wet location rated wall-mount type electrical junction boxes installed on the vertical face of the bridge abutment closest to the locations stated on the lighting plan. Under-bridge luminaires to be mounted 1 foot below the bridge seat.

26. Install precast concrete junction boxes in new sidewalk at the base of the bridge abutment walls for wiring to the under-bridge wall pack units.

27. Above-ground conduit for wall pack units shall be 3/4 inch diameter galvanized steel conduit securely attached to the face of the bridge abutments.

28. Under-bridge lighting wall pack units shall be Holophane Wallpack full cutoff LED fixtures, catalog number HLWPC2 P10 40K MVOLT TFTM GYSDP A0 DF TP or approved equal.

29. Under-bridge lighting units shall be wet location listed. Light engine housing shall be IP66 rated. Units shall be rated for -40 degrees fahrenheit minimum ambient temperature. Lighting color temperature shall be 4000K. Optics shall be forward throw medium distribution. Housings shall have grey finish and have tamper resistant hardware. Units shall be double fused. Units shall have 20kV/10kA surge protection or better.

30. All field wiring shall be neatly bundled and clearly identified with permanent, legible, weatherproof tags securely attached to each cable.

31. The maintenance of highway lighting shall remain the responsibility of the contractor until final acceptance by MaineDOT.

32. Upon completion of this project, the contractor shall furnish to MaineDOT a set of as-built lighting plans for future reference and system maintenance.

33. Payment under item 634.160, Highway Lighting will include all materials, labor, and equipment necessary to provide a fully functioning lighting system, except those items to be paid under other related bid items in the contract.

34. Payment under item 634.160, Highway Lighting, will include, but not be limited to, the pole, breakaway base, anchor bolts, tenon for fixture attachment, and all required incidentals for relocations and luminaire retrofits.

35. Payment for the under-bridge wallpack lighting units will be made under item 634.2042, LED Luminaire. Payment for conduit will be made under applicable section 626 items. Payment for precast concrete junction boxes will be made under item 626.11. Payment for wiring, surface mount electrical junction box, and all work and incidentals necessary to provide fully functioning under-bridge lighting, except for work and materials covered by other pay items of the contract, will be made under item 634.160, Highway Lighting.

36. Removal of existing light standard foundations will be incidental to item 634.160.

37. Contractor to verify quantity of LED Retrofits required prior to ordering materials.

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

LIGHTING PLAN (2 OF 6)

SHEET NUMBER

139

OF 201

Usernname: slister Date:4/17/2023
Division:
Filename: ...\140_Lighting Plan (3 of 6).dgn

LIGHTING LEGEND

- Control Cabinet and Service
- Meter Pole
- Junction Box
- Lighting Conduit
- Existing Street Light Standard w/LED Luminaire Retrofit
- Relocate Existing Street Light Standard To New 30' Foundation w/LED Luminaire Retrofit
- Under-Bridge LED Luminaire Mounted 1' Below Bridge Seat

Existing #10 Wire (3) Circuit #3

Existing Street Light To Be Removed Under WIN 21663.00 (Old No. 48-18)

New Conduit Run #8 Wire (3) Circuit #3 #10 Wire (3) Circuit #3

Vault (See Utility Plan)

Proposed Control Cabinet and Meter Pole

New Conduit Run #8 Wire (3) Circuit #2 Connect to Exist. Light Pole 185-16

Existing Street Light 185-16 Retrofit w/LED Luminaire (Old No. 48-16)

106+00 To Kenduskeag

107+00

SOUTHBOUND ON RAMP

Abandon/Remove Existing Conduit Circuit #2

Abandon/Remove Existing Conduit Circuit #2

SOUTHBOUND OFF RAMP

Existing Street Light To Be Removed Under WIN 21663.00 (Old No. 48-17)

New Conduit Run #8 Wire (3) Circuit #3

New Junction Box

Abandon/Remove Existing Conduit Circuit #3 (Incl. Bridge Surface Mount)

New Conduit Run #8 Wire (3) Circuit #1 (Beneath Exist. Sidewalk)

Abandon/Remove Existing Conduit Circuit #1 (Incl. Bridge Surface Mount)

New Conduit Run #8 Wire (3) Circuit #2 Connect from Exist. Light Pole 185-16

New Under-Bridge Light 185-27 Sta. 108+37, 39' LT

108+00

Matchline (See Sheet Number 139)

New Conduit Run #10 Wire (3) Circuit #3

New Under-Bridge Light 185-22 Sta. 107+85, 45' RT

I-95 SOUTHBOUND

New Conduit Run #10 Wire (3) Circuit #3

New Under-Bridge Light 185-26 Sta. 108+87, 39' LT

New Conduit Run #10 Wire (3) Circuit #3

Install New #8 Wire (3) - Circuit #1 From LP 185-02 to LP 185-07

Abandon/Remove Existing Conduit Circuit #1

Matchline (See Sheet Number 141)

253+00 254+00 255+00 256+00 257+00 258+00 259+00

I-95 NORTHBOUND

New Conduit Run #10 Wire (3) Circuit #3

STATISTICAL AREA 1

NORTHBOUND OFF RAMP

New Under-Bridge Light 185-23 Sta. 108+35, 45' RT

New Conduit Run #10 Wire (3) Circuit #3

New Under-Bridge Light 185-24 Sta. 108+85, 45' RT

New Under-Bridge Light 185-25 Sta. 109+37, 39' LT

110+00

STATE ROUTE 15 (BROADWAY)

New Conduit Run #8 Wire (3) Circuit #1

New Conduit Run #8 Wire (3) Circuit #1

Existing Street Light 185-02 Retrofit w/LED Luminaire and Relocate to new Foundation at Sta. 258+92, 79' RT (Old No. 48-02)

New Conduit Run #8 Wire (3) Circuit #1

New Conduit Run #8 Wire (3) Circuit #1

Existing Street Light 185-01 Retrofit w/LED Luminaire and Relocate to new Foundation at Sta. 256+88, 56' RT (Old No. 48-01)

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

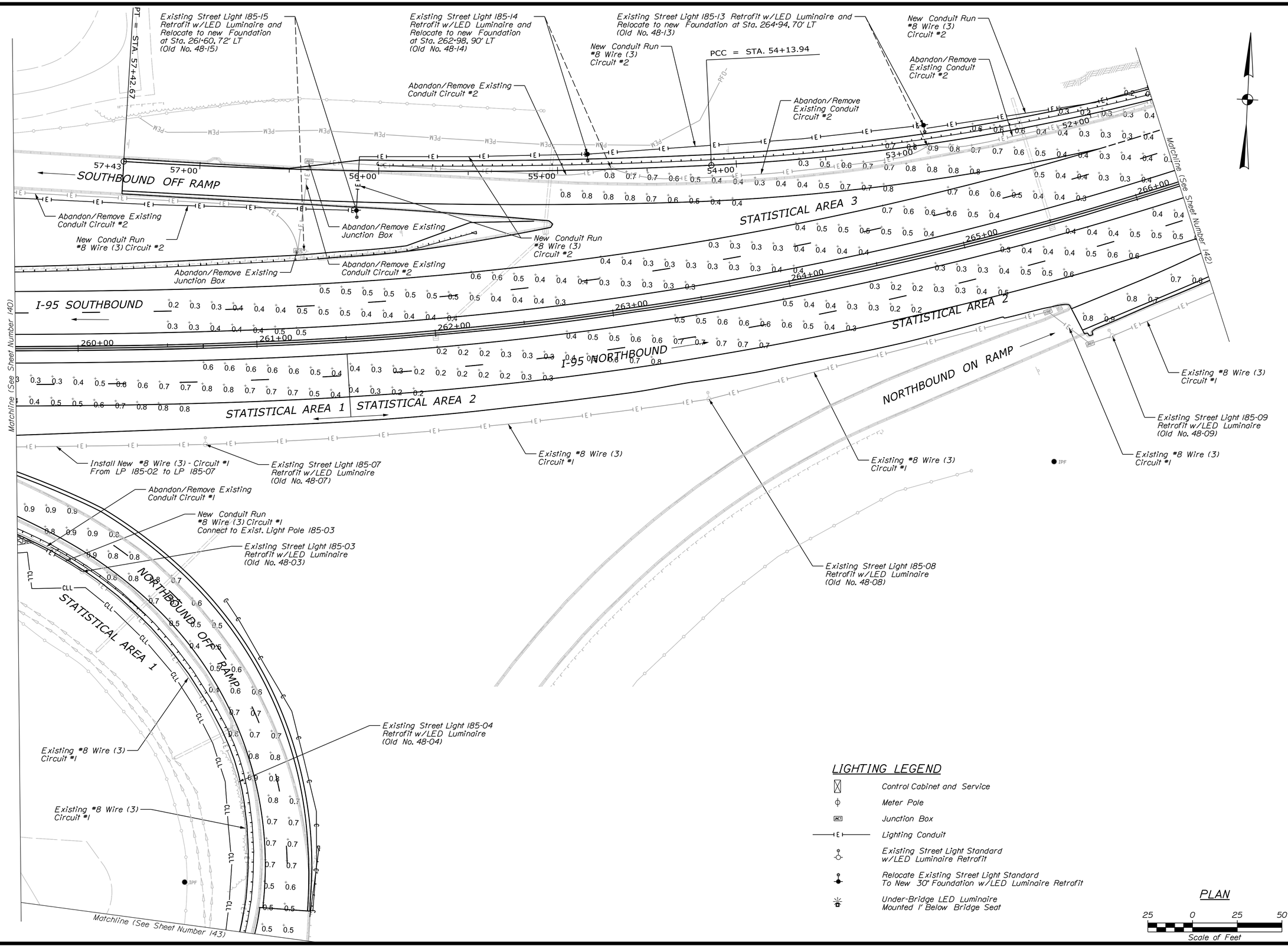
LIGHTING PLAN (3 OF 6)

SHEET NUMBER

140

OF 201

Filename: ...\141_Lighting Plan (4 of 6).dgn Username: slister Division: Date:4/17/2023



LIGHTING LEGEND

- Control Cabinet and Service
- Meter Pole
- Junction Box
- Lighting Conduit
- Existing Street Light Standard w/LED Luminaire Retrofit
- Relocate Existing Street Light Standard To New 30" Foundation w/LED Luminaire Retrofit
- Under-Bridge LED Luminaire Mounted 1' Below Bridge Seat

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

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BRIDGE NO. 5789

BRIDGE PLANS

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SIGNATURE

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

LIGHTING PLAN (4 OF 6)

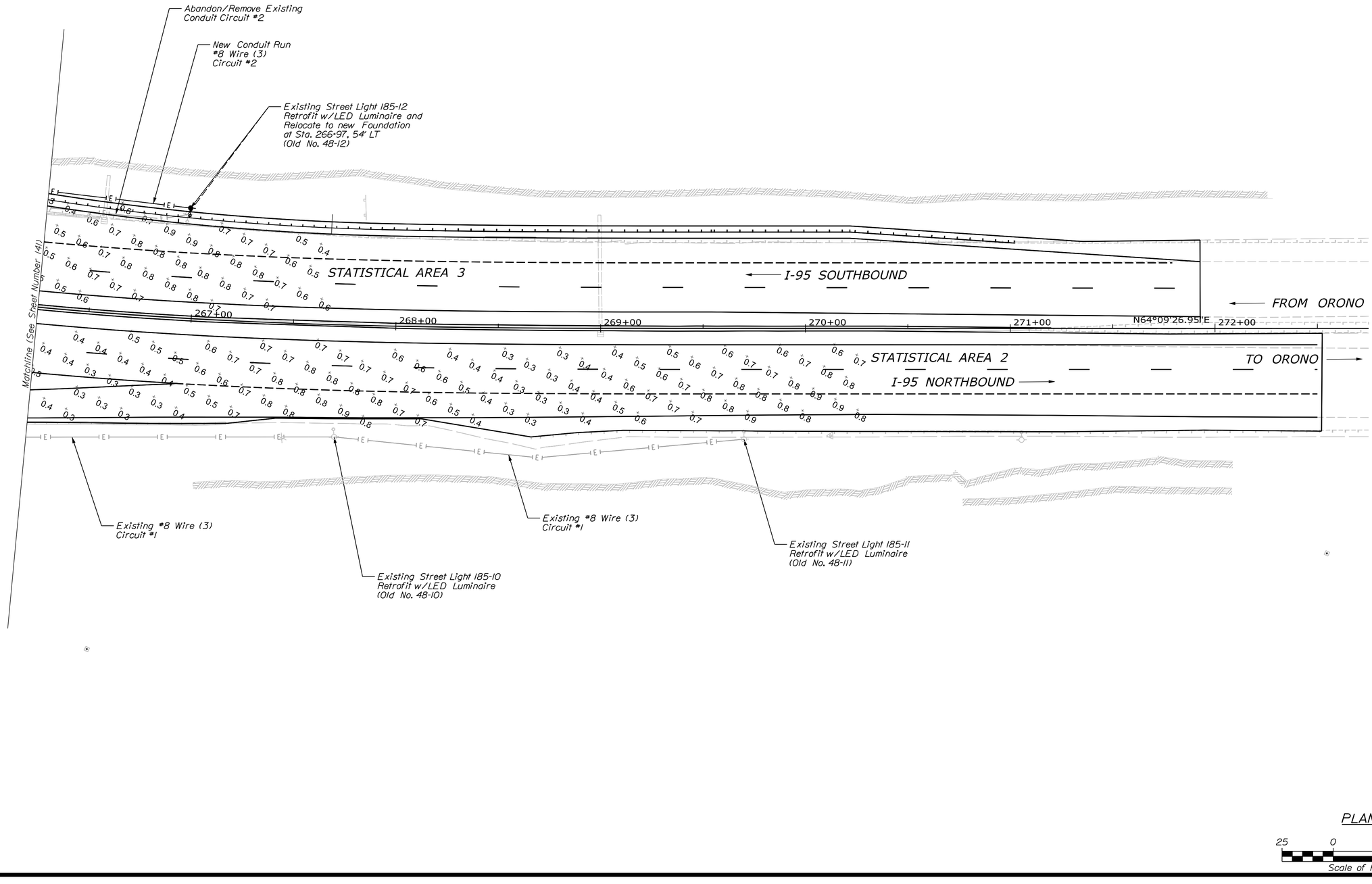
SHEET NUMBER

141

OF 201

LIGHTING LEGEND

- Control Cabinet and Service
- Meter Pole
- Junction Box
- Lighting Conduit
- Existing Street Light Standard w/LED Luminaire Retrofit
- Relocate Existing Street Light Standard To New 30' Foundation w/LED Luminaire Retrofit
- Under-Bridge LED Luminaire Mounted 1' Below Bridge Seat



PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE		
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REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

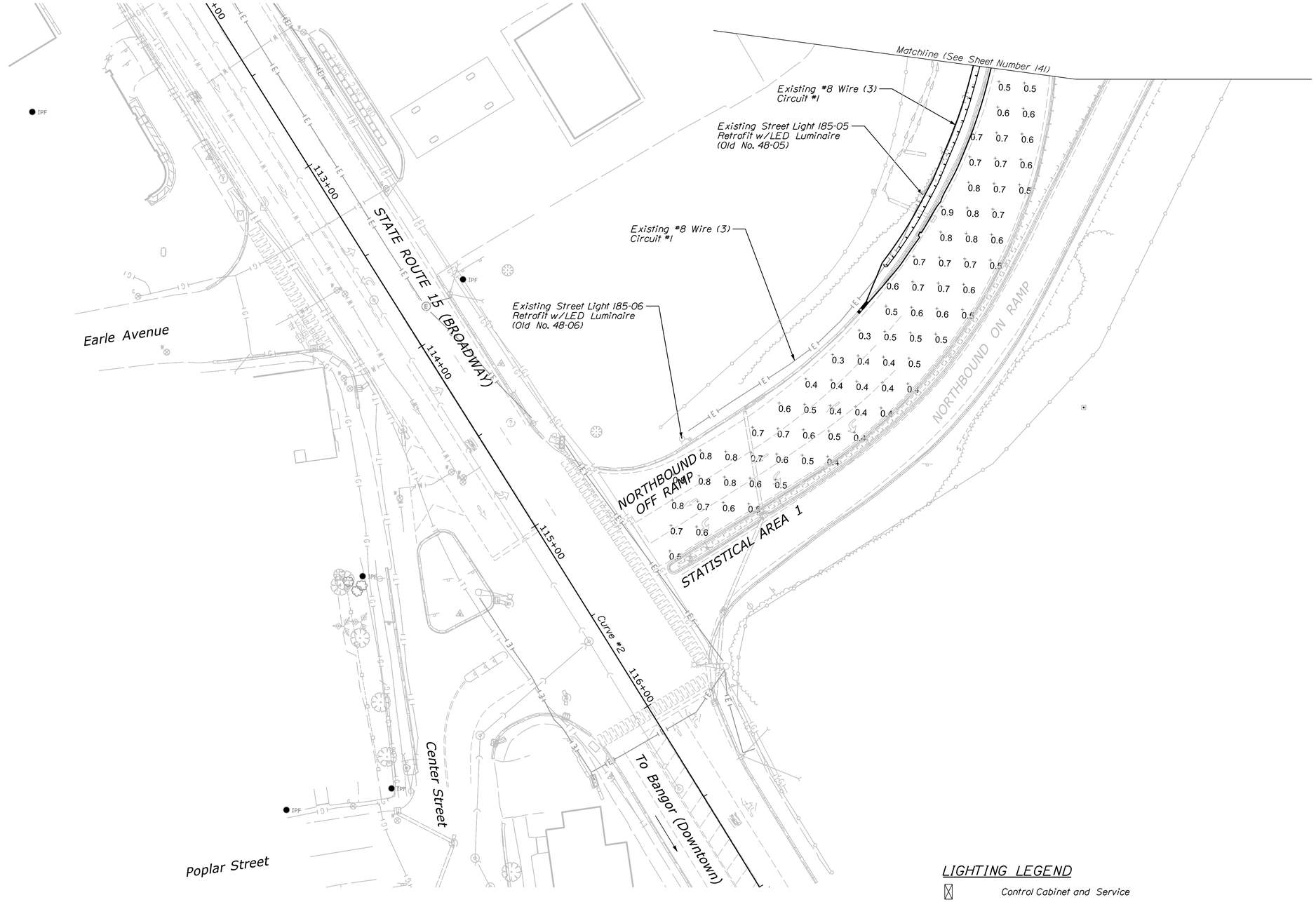
LIGHTING PLAN (5 OF 6)

SHEET NUMBER

142

OF 201

Filename: ...\142_Lighting Plan (5 of 6).dgn Division: Username: slister Date:4/17/2023



LIGHTING LEGEND

- Control Cabinet and Service
- Meter Pole
- Junction Box
- Lighting Conduit
- Existing Street Light Standard w/LED Luminaire Retrofit
- Relocate Existing Street Light Standard To New 30" Foundation w/LED Luminaire Retrofit
- Under-Bridge LED Luminaire Mount 1' Below Bridge Seat

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

	A. LATHE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
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REVISIONS 1			
REVISIONS 2			
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REVISIONS 4			
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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

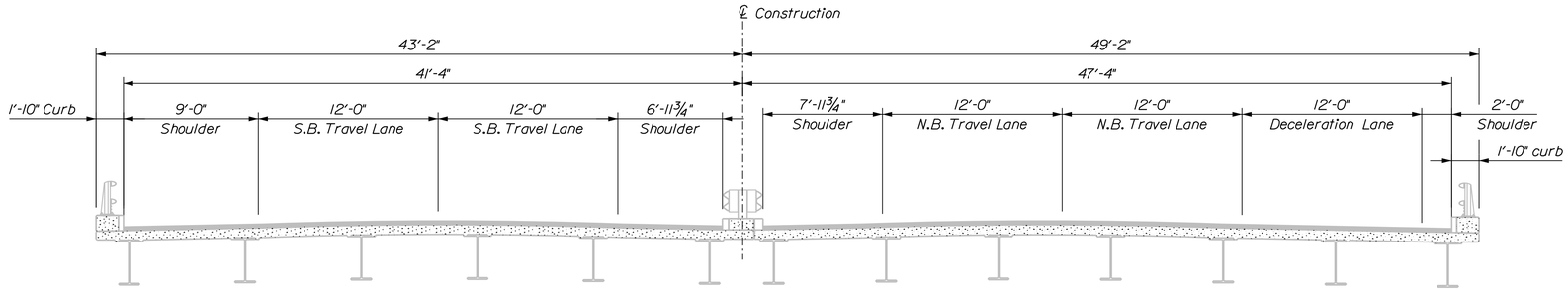
LIGHTING PLAN (6 OF 6)

SHEET NUMBER

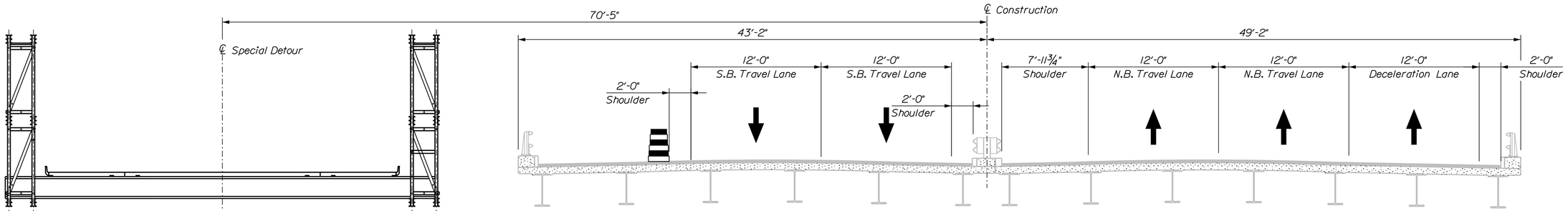
143

OF 201

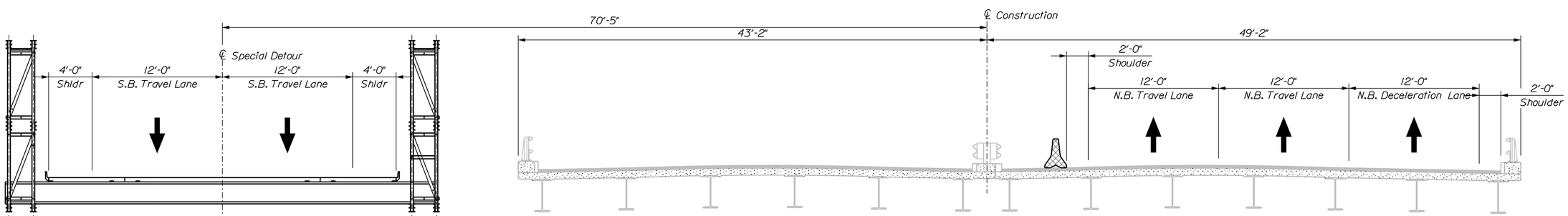
Filename: ...\143_Lighting Plan (6 of 6).dgn Division: Username: slister Date:4/17/2023



EXISTING BRIDGE SECTION



PHASE 1: BUILD SPECIAL DETOUR



PHASE 2: REMOVE MEDIAN BARRIER

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE		
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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

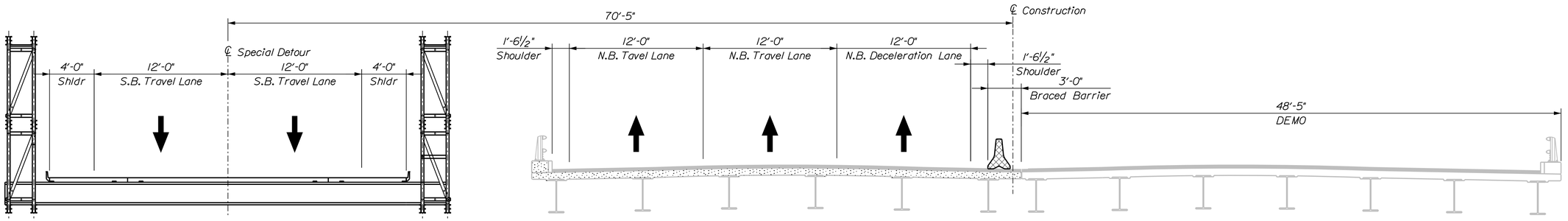
CONSTRUCTION STAGING
(1 OF 3)

SHEET NUMBER

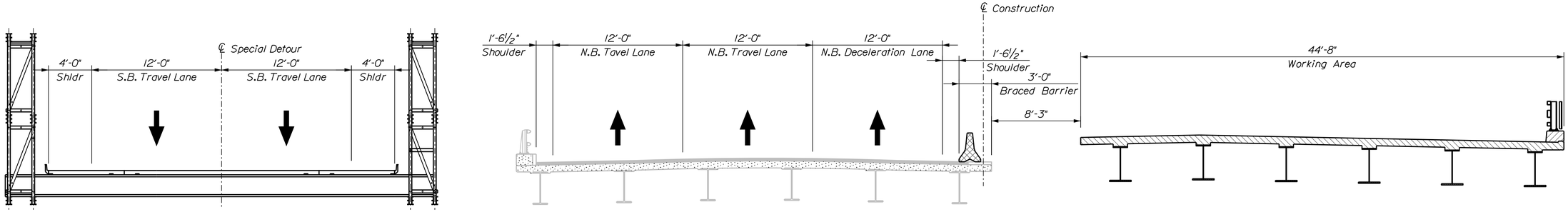
144

OF 201

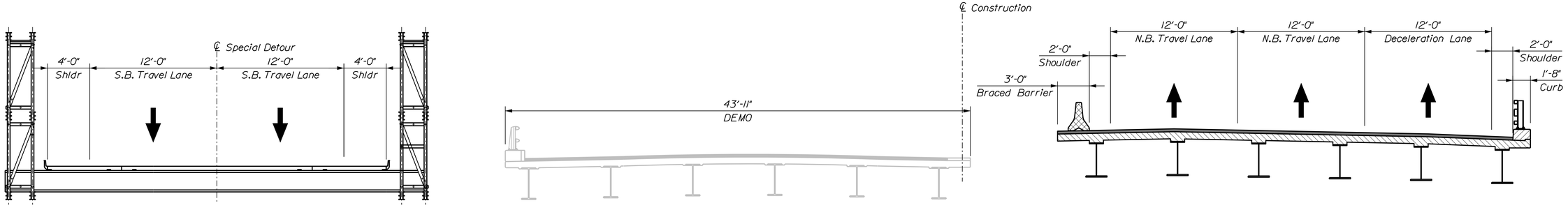
Filename: ...\122_Staged_Construction.dgn Division: Username: slister Date:4/17/2023



PHASE 3: DEMO EXISTING NORTHBOUND



PHASE 3: CONSTRUCT NEW NORTHBOUND



PHASE 4: DEMO EXISTING SOUTHBOUND

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE		
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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

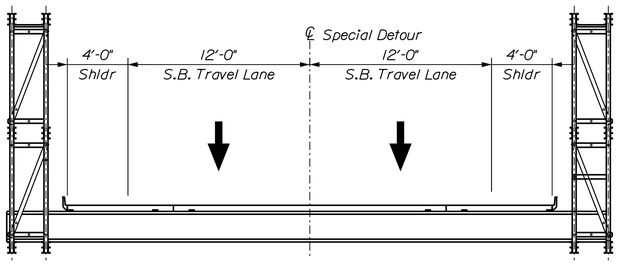
CONSTRUCTION STAGING (2 OF 3)

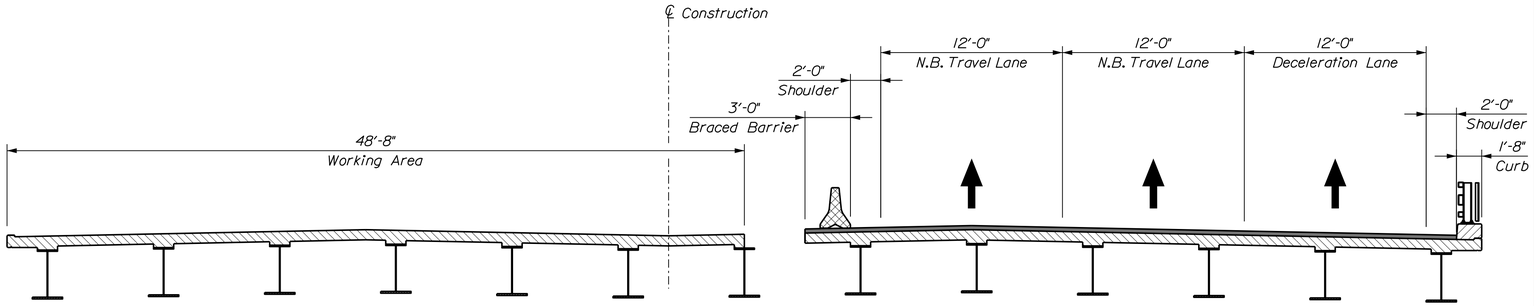
SHEET NUMBER

145

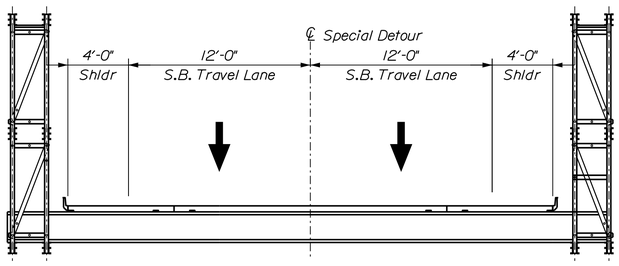
OF 201

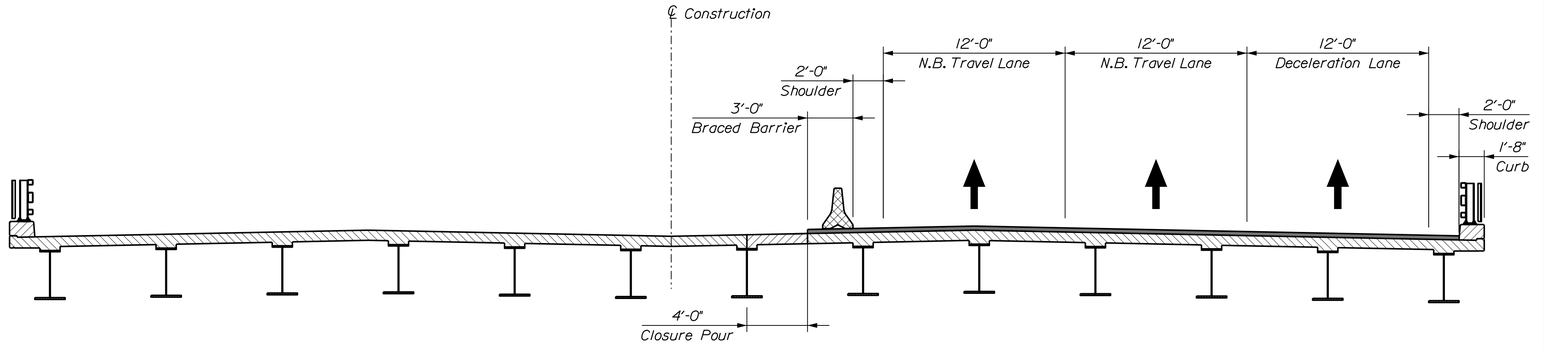
Filename: ...\123_Stoged_Construction 2.dgn Division: Username: slister Date:4/17/2023



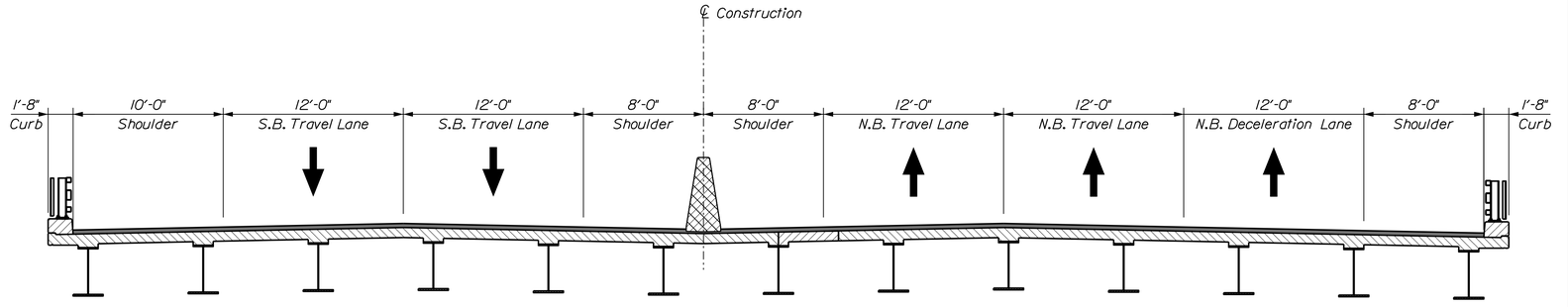


PHASE 4: CONSTRUCT NEW SOUTHBOUND





PHASE 4: CLOSURE POUR



PROPOSED TYPICAL SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE		
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CONSTRUCTION STAGING
(3 OF 3)

SHEET NUMBER

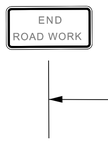
146

OF 201

Username: slister Date:4/17/2023

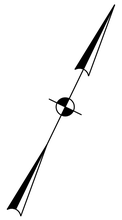
Filename: ...\124_Staged_Construction 3.dgn Division:

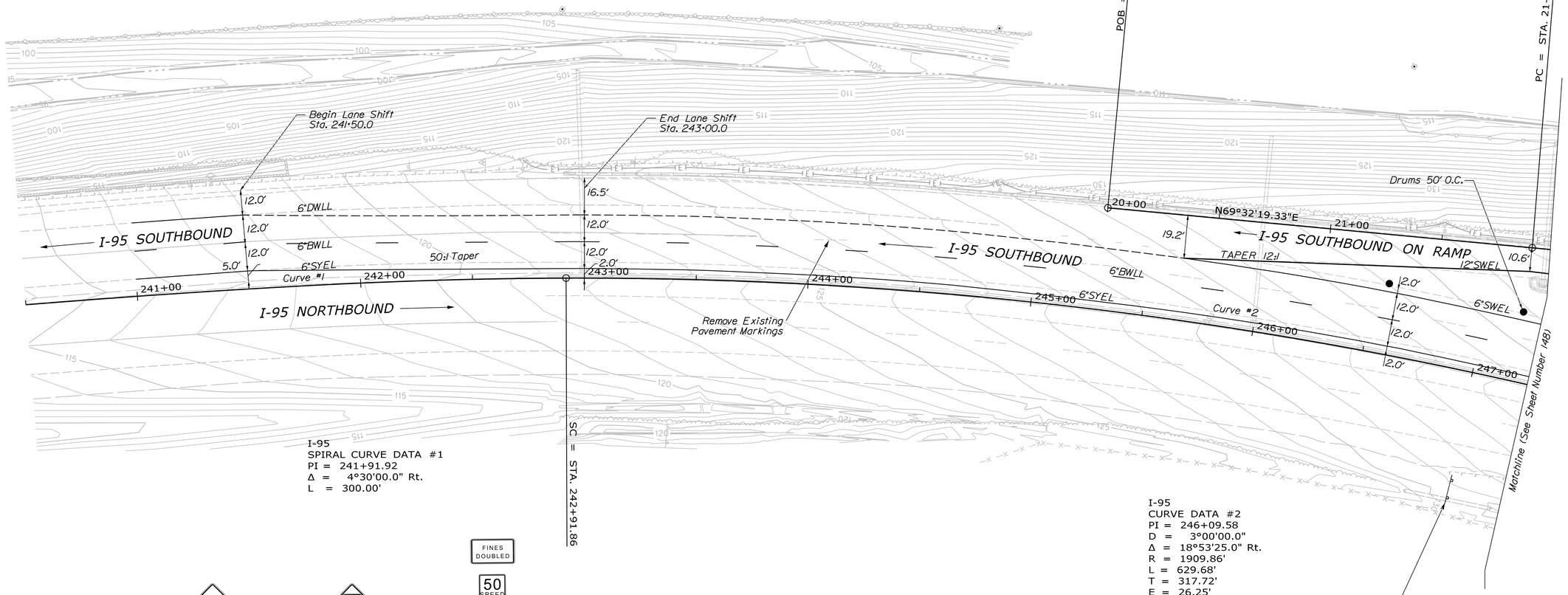
Filename: ...\016_Traffic Plan_Ph1.dgn Division: Username: slister Date:4/17/2023



N.T.S.
500'

N.T.S.
500'

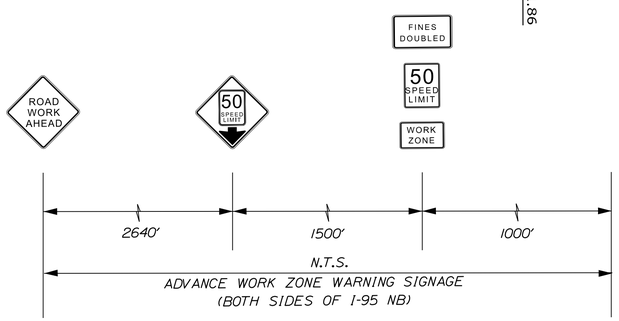




I-95
SPIRAL CURVE DATA #1
PI = 241+91.92
Δ = 4°30'00.0" Rt.
L = 300.00'

I-95
CURVE DATA #2
PI = 246+09.58
D = 3°00'00.0"
Δ = 18°53'25.0" Rt.
R = 1909.86'
L = 629.68'
T = 317.72'
E = 26.25'

Relocate Exisitng "To Bangor, Mall Rd" Sign
To Sta 247+00 in Phase 1



N.T.S.
ADVANCE WORK ZONE WARNING SIGNAGE
(BOTH SIDES OF I-95 NB)

Notes:

1. Diversion Design Speed = 50 mph
2. Remove all conflicting pavement markings within the work zone.

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

		BY	DATE
A. LATHE			
PROJ. MANAGER	S. WHITE	S. LINDSLEY	4-23
DESIGN-DETAILED	B. COLBURN	T. MCAULIFFE	4-23
CHECKED-REVIEWED	S. LISTER	S. MERKWAN	4-23
DESIGN2-DETAILED2	N. EDMAN	J. FITZ	4-23
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

TRAFFIC CONTROL PLAN PHASE 1

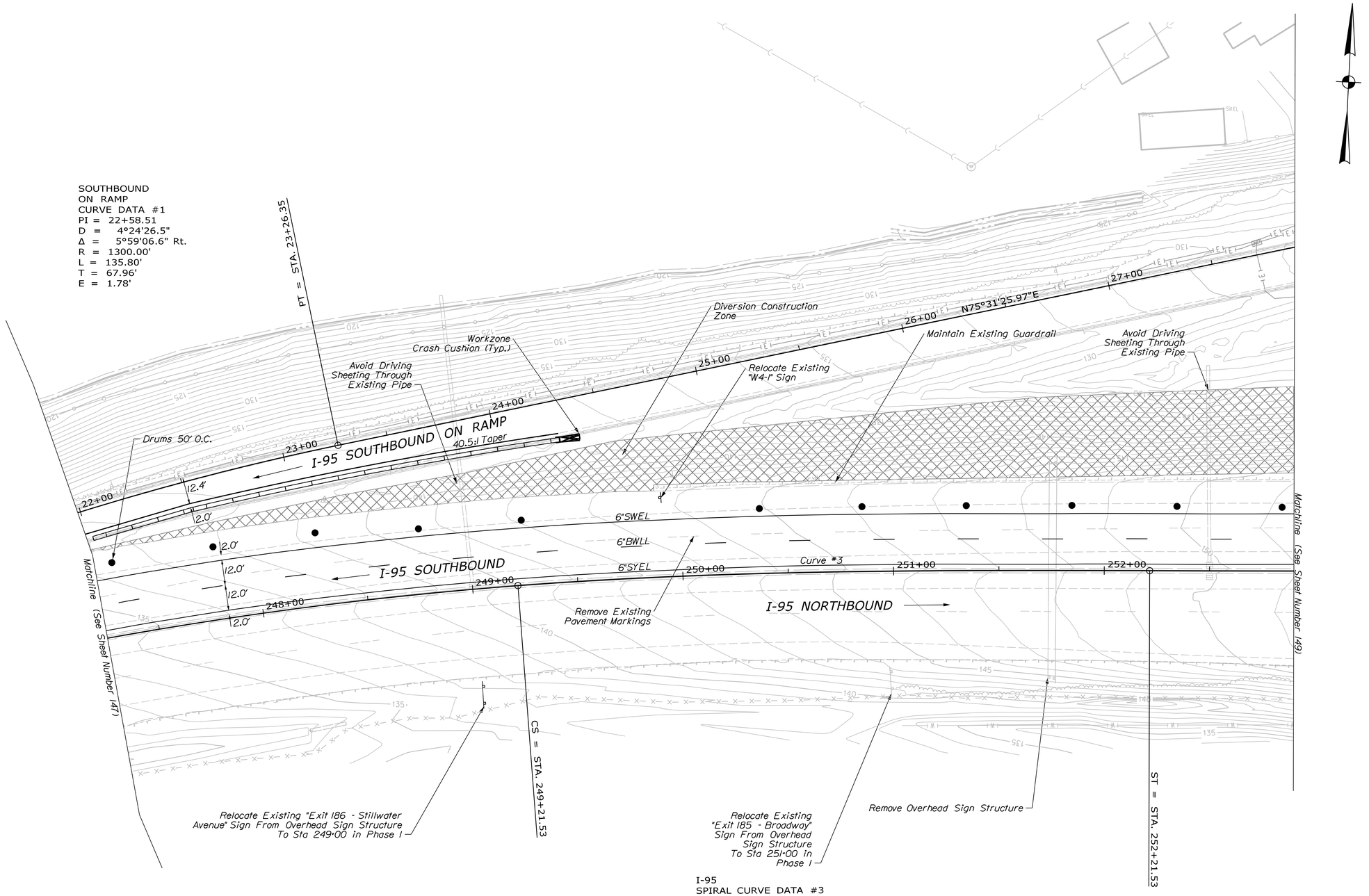
SHEET NUMBER

147

OF 201

Username: slister
Date:4/17/2023
Division:
Filename: ...\017_Traffic Plan_Ph1.dgn

SOUTHBOUND
ON RAMP
CURVE DATA #1
PI = 22+58.51
D = 4°24'26.5"
Δ = 5°59'06.6" Rt.
R = 1300.00'
L = 135.80'
T = 67.96'
E = 1.78'



I-95
SPIRAL CURVE DATA #3
PI = 250+21.59
Δ = 4°30'00.0" Rt.
L = 300.00'

Notes:

1. Diversion Design Speed = 50 mph.
2. Remove all conflicting pavement markings within the work zone.

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

TRAFFIC CONTROL PLAN PHASE 1

SHEET NUMBER

148

OF 201

Filename: ...\018_Traffic Plan_Ph1.dgn Division: Username: slister Date:4/17/2023

Temporary Span Wire for Traffic Signal Approx. 125'

Connect Temporary Traffic Signal to Utility Pole

Eliminate Slip Ramp with Temporary Bituminous Curb. Extend Sidewalk to Proposed Intersection with I-95 Off Ramp

I-95 SOUTHBOUND ON RAMP

Install Portable Concrete Barrier to Protect Signal Pole

Temporary Traffic Signal Pole & Guy Wire

Maintain Existing Guardrail

PT = STA. 310+34.75

Maintain Existing Guardrail

Connect Catch Basin to Existing Pipe

PC = STA. 107+68.74

Pipe Option 111 (Typ.)

Diversion Construction Zone

Drums 50' O.C.

I-95 SOUTHBOUND OFF RAMP

S34°30'17.34"E

N87°42'50.08"E

N87°20'19.01"E

PC = STA. 312+87.77

PC = STA. 412+67.77

I-95 SOUTHBOUND

PRC = STA. 415+79.98

TS = STA. 258+80.19

6"SWEL

6"BWLL

6"SYEL

N87°22'30.95"E

PT = STA. 411+12.76

PCC = STA. 409+60.19

Matchline (See Sheet Number 148)

Matchline (See Sheet Number 150)

I-95 NORTHBOUND

STA. 0+00.00 NB OFF RAMP = STA. 256+75.90, RT 44.00'

I-95 NORTHBOUND OFF RAMP

PC = STA. 0+50.00

PCC = STA. 2+10.77

PT = STA. 109+99.37

STATE ROUTE 15 (BROADWAY)

NB OFF RAMP
CURVE DATA #1
PI = 1+30.82
D = 9°04'48.6"
Δ = 14°35'53.1" Rt.
R = 631.00'
L = 160.77'
T = 80.82'
E = 5.16'

NB OFF RAMP
CURVE DATA #2
PI = 2+66.41
D = 11°45'54.2"
Δ = 13°02'05.1" Rt.
R = 487.00'
L = 110.79'
T = 55.64'
E = 3.17'

PLAN

25 0 25 50
Scale of Feet

Notes:

1. Diversion Design Speed = 50 mph.
2. Remove all conflicting pavement markings within the work zone.
3. Proposed Utility poles to be placed By Others once SB Slip Ramp has been removed.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
PENOBSCOT COUNTY
BANGOR

TRAFFIC CONTROL PLAN PHASE 1

SHEET NUMBER

149

OF 201

CURVE DATA #2
PI = 55+78.47
D = 1°54'35.5"
Δ = 6°16'41.5" Rt.
R = 3000.00'
L = 328.73'
T = 164.53'
E = 4.51'

SOUTHBOUND
OFF RAMP
CURVE DATA #1
PI = 52+08.94
D = 4°35'01.2"
Δ = 18°58'08.2" Rt.
R = 1250.00'
L = 413.84'
T = 208.83'
E = 17.32'

PT = STA. 57+42.67

Relocate Existing "Exit 30 MPH" Sign

PCC = STA. 54+13.94

Temporary Southbound
Off Ramp Construction Zone

Remove Existing Pavement Markings

Remove Existing Guardrail as
Needed for Construction Access.
Protect with Portable Concrete
Barrier.

Workzone Crash Cushion

Relocate Existing "Exit 185" Sign

Diversion
Construction
Zone

57+43

57+00

56+00

55+00

54+00

53+00

52+00

I-95 SOUTHBOUND
OFF RAMP

Drums 50' O.C.

SC = STA. 261+80.19

19.9'

12"SWEL

11.8'

12"SWEL

12.0'

12.0'

3.0'

266+00

265+00

264+00

263+00

262+00

261+00

260+00

Matchline (See Sheet Number 151)

SC = STA. 261+80.19

MIN. 2.0'

12.0'

12.0'

2.0'

6"SWEL

6"BWLL

6"SYEL

R = 2146'

Curve #5

Curve #4

I-95 SOUTHBOUND

I-95 NORTHBOUND

Matchline (See Sheet Number 149)

PCC = STA. 3+21.56

3+00

NORTHBOUND OFF RAMP

4+00

PCC = STA. 3+89.40

NB OFF RAMP
CURVE DATA #3
PI = 3+55.70
D = 23°23'09.7"
Δ = 15°51'48.9" Rt.
R = 245.00'
L = 67.83'
T = 34.14'
E = 2.37'

NORTHBOUND ON RAMP

I-95
CURVE DATA #5
PI = 264+18.38
D = 3°00'00.0"
Δ = 14°13'04.0" Lt.
R = 1909.86'
L = 473.93'
T = 238.19'
E = 14.80'

I-95
SPIRAL CURVE DATA #4
PI = 260+80.26
Δ = 4°30'00.0" Lt.
L = 300.00'

TPF

Notes:

1. Diversion Design Speed = 50 mph.
2. Remove all conflicting pavement markings within the work zone.

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

TRAFFIC CONTROL PLAN PHASE 1

SHEET NUMBER

150

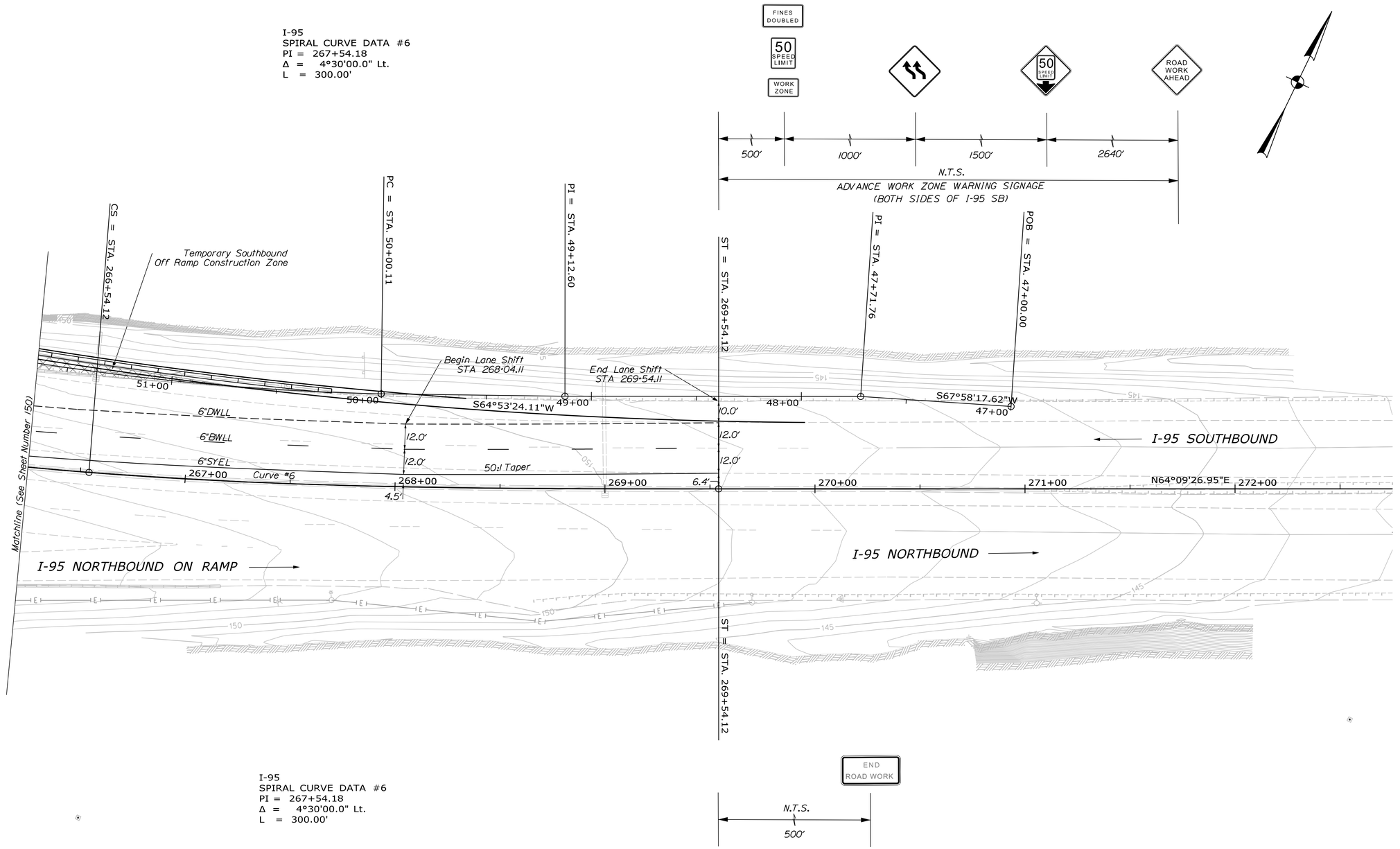
OF 201

Usernname: slister Date:4/17/2023

Filename: ...\019_Traffic Plan_Ph1.dgn Division:

Filename: ...\020_Traffic Plan_Ph1.dgn Division: Username: slister Date:4/17/2023

I-95
SPIRAL CURVE DATA #6
PI = 267+54.18
Δ = 4°30'00.0" Lt.
L = 300.00'



I-95
SPIRAL CURVE DATA #6
PI = 267+54.18
Δ = 4°30'00.0" Lt.
L = 300.00'

Notes:

1. Diversion Design Speed = 50 mph
2. Remove all conflicting pavement markings within the work zone.

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

TRAFFIC CONTROL PLAN PHASE 1

SHEET NUMBER

151

OF 201

Filename: ...\023_Traffic Plan_Ph2.dgn Division: Username: slister Date:4/17/2023

END ROAD WORK

N.T.S.
500′ 500′

PC = STA. 300+00.00
POB = STA. 20+00.00
PC = STA. 21+90.55

I-95 SOUTHBOUND
I-95 NORTHBOUND
I-95 SOUTHBOUND ON RAMP

Curve #1
241+00 242+00 243+00 244+00 245+00 246+00 247+00
300+00 301+00 302+00 303+00
20+00 21+00

7.6′ 12.0′ 12.0′
6"SYEL 6"BWLL 6"SWEL
6"DWLL 6"BWLL 6"SYEL
11.7′ 12.0′ 12.0′
12"SWEL 12"SWEL
13.7′
14.3′ 12.0′ 12.0′
6.3′ 12.0′
2.0′ Min.
2.0′ Min. 12.0′ 12.0′

50:1 Taper
25:1 Taper
R = 2081.8′
R = 2062′
R = 1881.9′
N69°32'19.33"E

PC
Begin Lane Shift
Sta. 241.50.00

I-95
SPIRAL CURVE DATA #1
PI = 241+91.92
Δ = 4°30'00.0" Rt.
L = 300.00'

SC = STA. 242+91.86

PCC
End Lane Shift
Sta 244+70.00

Workzone Crash Cushion (Typ.)

Begin Temporary Concrete Barrier
Sta. 245+32.00

Adjust Catch Basin to Grade

I-95
CURVE DATA #2
PI = 246+09.58
D = 3°00'00"
Δ = 18°53'25.0" Rt.
R = 1909.86'
L = 629.68'
T = 317.72'
E = 26.25'

Begin Temporary Concrete Barrier
Sta. 302+00

Salvage Median Barrier STA 246+50 to STA 251+00

Median Crossover Work Zone

Matchline (See Sheet Number 153)

FINES DOUBLED
50 SPEED LIMIT
WORK ZONE

ROAD WORK AHEAD
50 SPEED LIMIT

2640′ 1500′ 1000′ 500′
N.T.S.
ADVANCE WORK ZONE WARNING SIGNAGE
(BOTH SIDES OF I-95 NB)

Notes:

1. Diversion Design Speed = 50 mph.
2. Remove all conflicting pavement markings within the work zone.
3. Restrict NB Shift to Non-Winter months, and not longer than 4 weeks in duration.

PLAN
25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789 BRIDGE PLANS

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

TRAFFIC CONTROL PLAN PHASE 2

SHEET NUMBER
152
OF 201

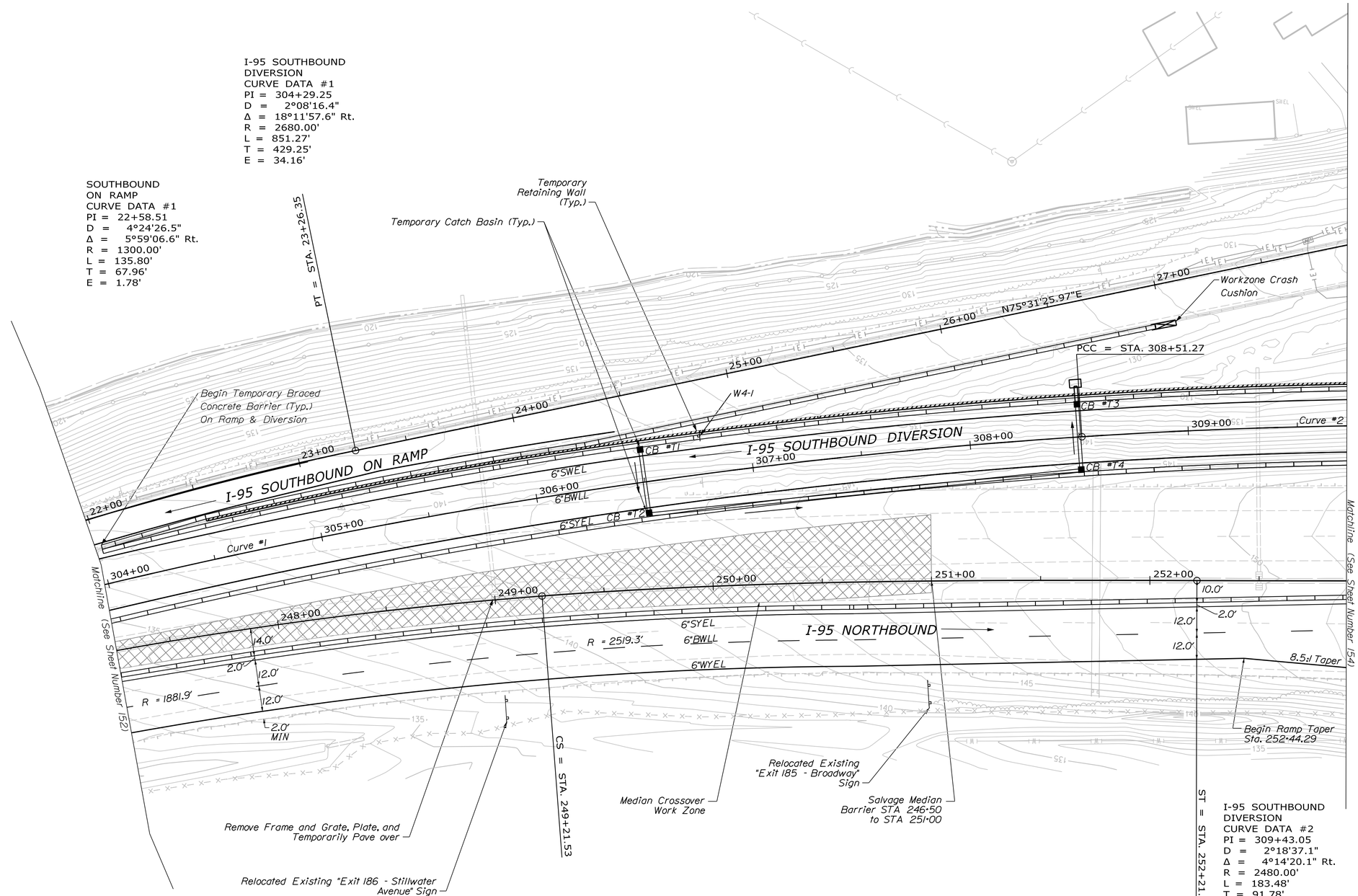
Username: slister Date:4/17/2023

Division:

Filename: ...\024_Traffic Plan_Ph2.dgn

I-95 SOUTHBOUND
DIVERSION
CURVE DATA #1
PI = 304+29.25
D = 2°08'16.4"
Δ = 18°11'57.6" Rt.
R = 2680.00'
L = 851.27'
T = 429.25'
E = 34.16'

SOUTHBOUND
ON RAMP
CURVE DATA #1
PI = 22+58.51
D = 4°24'26.5"
Δ = 5°59'06.6" Rt.
R = 1300.00'
L = 135.80'
T = 67.96'
E = 1.78'



I-95
SPIRAL CURVE DATA #3
PI = 250+21.59
Δ = 4°30'00.0" Rt.
L = 300.00'

I-95 SOUTHBOUND
DIVERSION
CURVE DATA #2
PI = 309+43.05
D = 2°18'37.1"
Δ = 4°14'20.1" Rt.
R = 2480.00'
L = 183.48'
T = 91.78'
E = 1.70'

Notes:

1. *Diversion Design Speed = 50 mph.*
2. *Remove all conflicting pavement markings within the work zone.*

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	BY	DATE
CHECKED-REVIEWED	B. COLBURN	S. LINDSLEY	4-23
DESIGN2-DETAILED2	S. LISTER	T. MCAULIFFE	4-23
DESIGN3-DETAILED3	N. EDMAN	S. MERKWAN	4-23
REVISIONS 1		J. FITZ	4-23
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

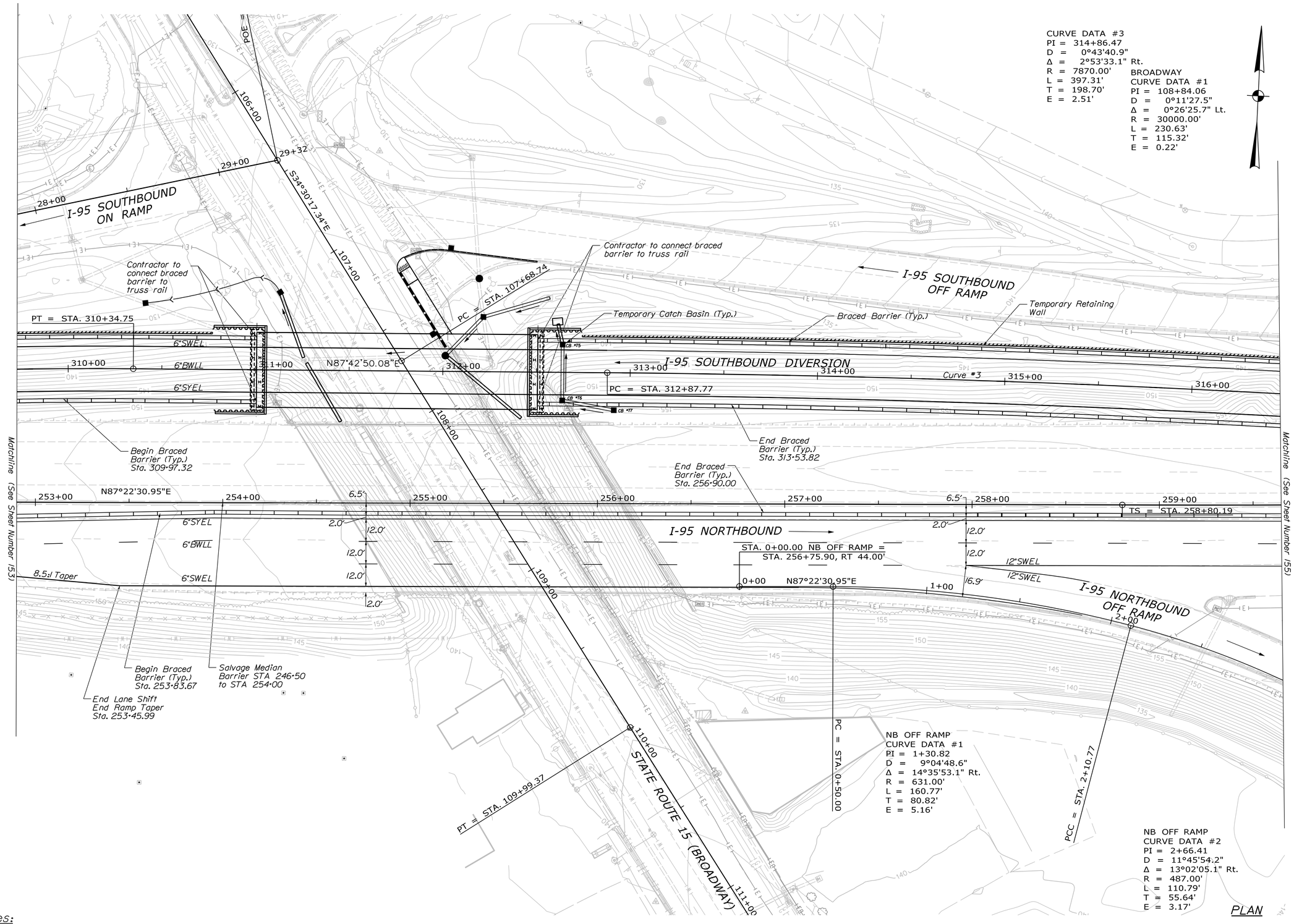
I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

TRAFFIC CONTROL PLAN PHASE 2

SHEET NUMBER

153

OF 201



Notes:

1. Diversion Design Speed = 50 mph.
2. Remove all conflicting pavement markings within the work zone.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

TRAFFIC CONTROL PLAN PHASE 2

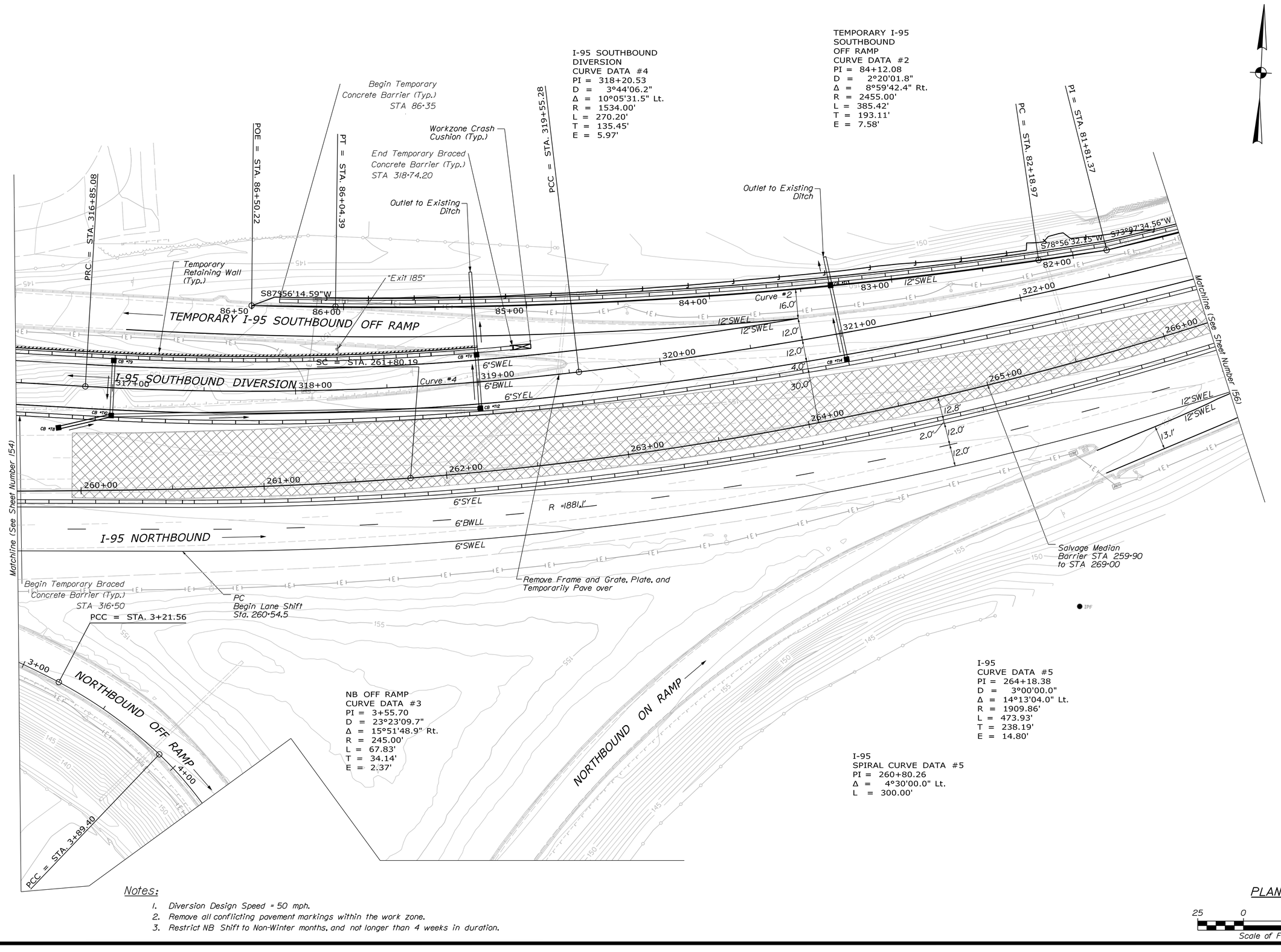
SHEET NUMBER

154

OF 201

Filename: ...\025_Traffic Plan_Ph2.dgn Division: Username: slister Date:4/17/2023

Username: slister
Date:4/17/2023
Division:
Filename: ...\026_Traffic Plan_Ph2.dgn



I-95 SOUTHBOUND DIVERSION
CURVE DATA #4
PI = 318+20.53
D = 3°44'06.2"
Δ = 10°05'31.5" Lt.
R = 1534.00'
L = 270.20'
T = 135.45'
E = 5.97'

TEMPORARY I-95 SOUTHBOUND OFF RAMP
CURVE DATA #2
PI = 84+12.08
D = 2°20'01.8"
Δ = 8°59'42.4" Rt.
R = 2455.00'
L = 385.42'
T = 193.11'
E = 7.58'

NB OFF RAMP
CURVE DATA #3
PI = 3+55.70
D = 23°23'09.7"
Δ = 15°51'48.9" Rt.
R = 245.00'
L = 67.83'
T = 34.14'
E = 2.37'

I-95
CURVE DATA #5
PI = 264+18.38
D = 3°00'00.0"
Δ = 14°13'04.0" Lt.
R = 1909.86'
L = 473.93'
T = 238.19'
E = 14.80'

I-95
SPIRAL CURVE DATA #5
PI = 260+80.26
Δ = 4°30'00.0" Lt.
L = 300.00'

Notes:

1. Diversion Design Speed = 50 mph.
2. Remove all conflicting pavement markings within the work zone.
3. Restrict NB Shift to Non-Winter months, and not longer than 4 weeks in duration.

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

TRAFFIC CONTROL PLAN PHASE 2

SHEET NUMBER

155

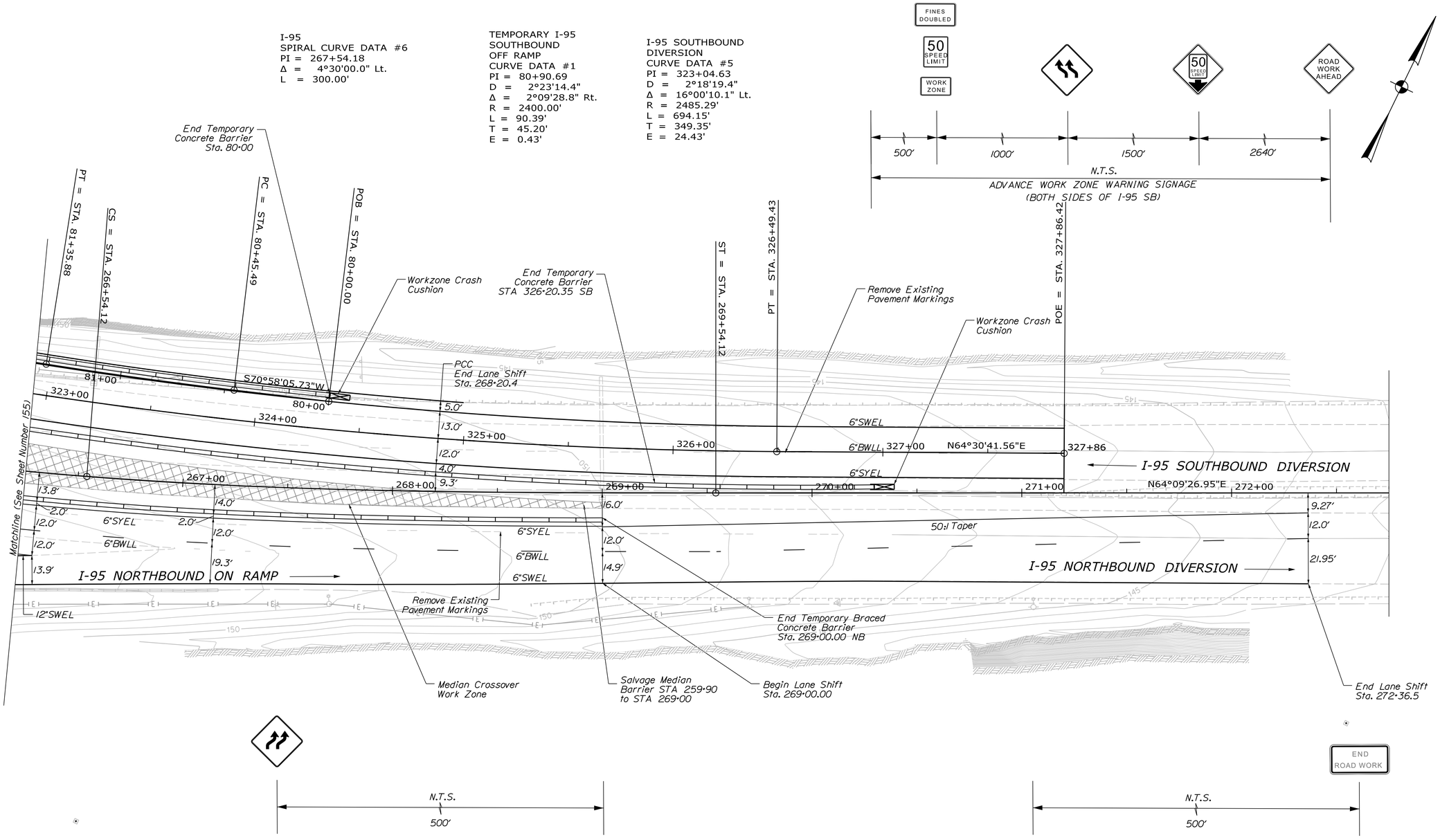
OF 201

Usernname: slister Date:4/17/2023
Division:
Filename: ...\027_Traffic Plan_Ph2.dgn

I-95
SPIRAL CURVE DATA #6
PI = 267+54.18
Δ = 4°30'00.0" Lt.
L = 300.00'

TEMPORARY I-95 SOUTHBOUND OFF RAMP
CURVE DATA #1
PI = 80+90.69
D = 2°23'14.4"
Δ = 2°09'28.8" Rt.
R = 2400.00'
L = 90.39'
T = 45.20'
E = 0.43'

I-95 SOUTHBOUND DIVERSION
CURVE DATA #5
PI = 323+04.63
D = 2°18'19.4"
Δ = 16°00'10.1" Lt.
R = 2485.29'
L = 694.15'
T = 349.35'
E = 24.43'



Notes:

1. Diversion Design Speed = 50 mph.
2. Remove all conflicting pavement markings within the work zone.
3. Restrict NB Shift to Non-Winter months, and not longer than 4 weeks in duration.

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

TRAFFIC CONTROL PLAN PHASE 2

SHEET NUMBER

156

OF 201

Filename: ...\029_Traffic Plan_Ph3.dgn Division: Username: slister Date:4/17/2023

END ROAD WORK

N.T.S.
500'

Begin I-95 SB Diversion
Sta. 300+00.00

PC = STA. 300+00.00

POB = STA. 20+00.00

PC = STA. 21+90.55

I-95 SOUTHBOUND

I-95 SOUTHBOUND ON RAMP

I-95 SOUTHBOUND DIVERSION

I-95 NORTHBOUND

I-95 NORTHBOUND

23.6'
12.0'
4.0'
7.0'
12.0'
12.0'
12.0'
10.6'
12.0'
12.0'
12.0'
2.0'

6"BWLL
6"SYEL
6"SWEL
6"BWLL
6"SWEL
25:1 Taper

Curve #1
Curve #1

20+00
21+00
300+00
301+00
302+00
303+00
400+00
401+00
402+00
403+00
241+00
242+00
243+00
244+00
245+00
246+00
247+00

N69°32'19.33"E

I-95
SPIRAL CURVE DATA #1
PI = 241+91.92
Δ = 4°30'00.0" Rt.
L = 300.00'

SC = STA. 242+91.86

PC = STA. 400+00.00

Begin I-95 NB Diversion
I-95 Sta. 400+82

Begin Temporary Concrete
Barrier Sta. 400+91

Workzone Crash Cushion

I-95
CURVE DATA #2
PI = 246+09.58
D = 3°00'00.0"
Δ = 18°53'25.0" Rt.
R = 1909.86'
L = 629.68'
T = 317.72'
E = 26.25'

Matchline (See Sheet Number 158)

ROAD WORK AHEAD

50 SPEED LIMIT

FINES DOUBLED

50 SPEED LIMIT

WORK ZONE

2640' 1500' 1000' 500'

N.T.S.
ADVANCE WORK ZONE WARNING SIGNAGE
(BOTH SIDES OF I-95 NB)

Notes:

1. Diversion Design Speed = 50 mph.
2. Remove all conflicting pavement markings within the work zone.
3. Southbound Diversion configuration is the same as Phase 2.

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

	A. LATHE	BY	DATE
PROJ. MANAGER	S. WHITE	S. LINDSLEY	4-23
DESIGN-DETAILED	B. COLBURN	T. MCAULIFFE	4-23
CHECKED-REVIEWED	S. LISTER	S. MERKWAN	4-23
DESIGN2-DETAILED2	N. EIMAN	J. FITZ	4-23
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

TRAFFIC CONTROL PLAN PHASE 3

SHEET NUMBER

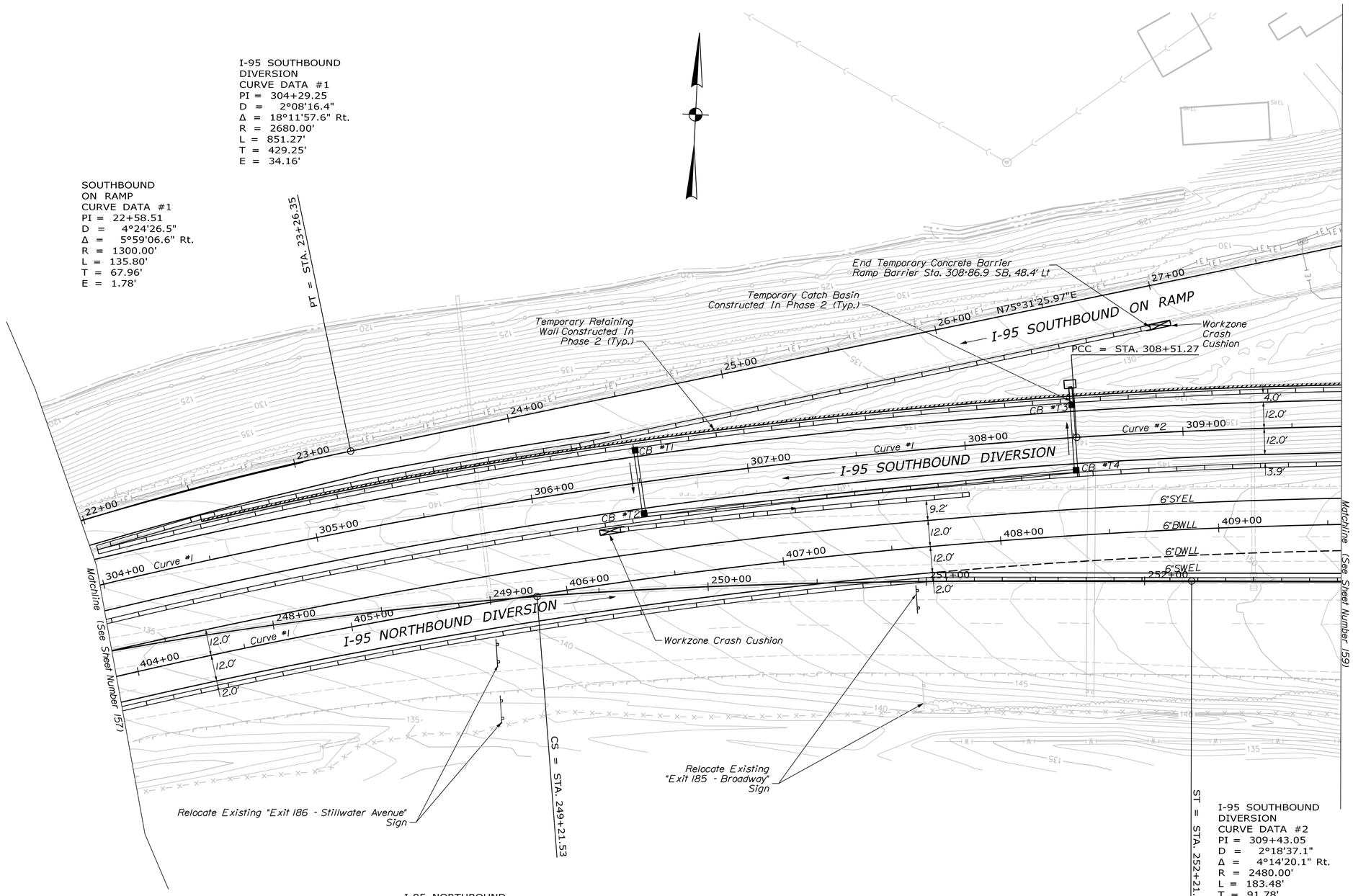
157

OF 201

Filename: ...\030_Traffic Plan_Ph3.dgn Division: Username: slister Date:4/17/2023

I-95 SOUTHBOUND
DIVERSION
CURVE DATA #1
PI = 304+29.25
D = 2°08'16.4"
Δ = 18°11'57.6" Rt.
R = 2680.00'
L = 851.27'
T = 429.25'
E = 34.16'

SOUTHBOUND
ON RAMP
CURVE DATA #1
PI = 22+58.51
D = 4°24'26.5"
Δ = 5°59'06.6" Rt.
R = 1300.00'
L = 135.80'
T = 67.96'
E = 1.78'



I-95 NORTHBOUND
DIVERSION
CURVE DATA #1
PI = 404+85.18
D = 2°06'51.2"
Δ = 20°18'02.6" Rt.
R = 2710.00'
L = 960.19'
T = 485.18'
E = 43.09'

I-95
SPIRAL CURVE DATA #3
PI = 250+21.59
Δ = 4°30'00.0" Rt.
L = 300.00'

I-95 SOUTHBOUND
DIVERSION
CURVE DATA #2
PI = 309+43.05
D = 2°18'37.1"
Δ = 4°14'20.1" Rt.
R = 2480.00'
L = 183.48'
T = 91.78'
E = 1.70'

Notes:

1. *Diversion Design Speed = 50 mph.*
2. *Remove all conflicting pavement markings within the work zone.*
3. *Southbound Diversion configuration is the same as Phase 2.*
4. *Contractor may shift offramp traffic as needed to construct ramp.*

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	A. LATHE	
DESIGN-DETAILED	S. WHITE	4-23
CHECKED-REVIEWED	B. COLBURN	4-23
DESIGN2-DETAILED2	S. LISTER	4-23
DESIGN3-DETAILED3	N. EDMAN	4-23
REVISIONS 1	S. LINDSLEY	4-23
REVISIONS 2	T. MCAULIFFE	4-23
REVISIONS 3	S. MERKMAN	4-23
REVISIONS 4	J. FITZ	4-23
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

TRAFFIC CONTROL PLAN PHASE 3

SHEET NUMBER

158

OF 201

Filename: ...\031_Traffic Plan_Ph3.dgn Division: Username: slister Date:4/17/2023

CURVE DATA #3
PI = 314+86.47
D = 0°43'40.9"
Δ = 2°53'33.1" Rt.
R = 7870.00'
L = 397.31'
T = 198.70'
E = 2.51'

BROADWAY
CURVE DATA #1
PI = 108+84.06
D = 0°11'27.5"
Δ = 0°26'25.7" Lt.
R = 30000.00'
L = 230.63'
T = 115.32'
E = 0.22'

I-95 SOUTHBOUND ON RAMP
STATE ROUTE 15 (BROADWAY)
S34°30'17.34"E
Temporary Retaining Wall (Typ.)
I-95 SOUTHBOUND OFF RAMP
Temporary Bridge
PT = STA. 310+34.75
PC = STA. 107+68.74
Temporary Catch Basin (Typ.)
End Braced Barrier (Typ.) Sta. 313+53.82
CB #T5
CB #T6
CB #T7
Begin Braced Barrier (Typ.) Sta. 309+97.32
N87°42'50.08"E
PC = STA. 312+87.77
I-95 SOUTHBOUND DIVERSION
Curve #3
PC = STA. 412+67.77
N87°20'19.01"E
I-95 NORTHBOUND DIVERSION
Curve #2
6"SYEL
6"BWLL
6"DWLL
6"SWEL
12"SWEL
12.0'
2.0'
4.0'
N87°22'30.95"E
Begin Braced Barrier Sta. 410+12.76
PT = STA. 411+12.76
PCC = STA. 409+60.19
Matchline (See Sheet Number 158)
Matchline (See Sheet Number 160)
End Braced Barrier Sta. 413+66.33
Relocate Existing "30 MPH" Sign
Relocate Existing "Exit 185" Sign
Workzone Crash Cushion
PRC = STA. 415+79.98
TS = STA. 258+80.19
TEMPORARY NORTHBOUND OFF RAMP
R = 702'
STA. 0+00.00 NB OFF RAMP = STA. 256+75.90, RT 44.00'
N87°22'30.95"E
Remove Curbing and Add Temp. Pavement
Construct Northbound Bridge and Approaches During Phase 3
PC = STA. 0+50.00
PT = STA. 109+99.37
PCC = STA. 2+10.77

I-95 NORTHBOUND DIVERSION
CURVE DATA #2
PI = 410+36.48
D = 0°43'40.9"
Δ = 1°06'38.7" Rt.
R = 7870.00'
L = 152.57'
T = 76.29'
E = 0.37'

NB OFF RAMP
CURVE DATA #1
PI = 1+30.82
D = 9°04'48.6"
Δ = 14°35'53.1" Rt.
R = 631.00'
L = 160.77'
T = 80.82'
E = 5.16'

I-95 NORTHBOUND DIVERSION
CURVE DATA #3
PI = 414+23.89
D = 0°43'40.9"
Δ = 2°16'22.7" Rt.
R = 7870.00'
L = 312.21'
T = 156.13'
E = 1.55'

NB OFF RAMP
CURVE DATA #2
PI = 2+66.41
D = 11°45'54.2"
Δ = 13°02'05.1" Rt.
R = 487.00'
L = 110.79'
T = 55.64'
E = 3.17'

Notes:

1. *Diversion Design Speed = 50 mph.*
2. *Remove all conflicting pavement markings within the work zone.*
3. *Southbound Diversion configuration is the same as Phase 2.*
4. *Contractor may shift offramp traffic as needed to construct ramp.*

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE
DESIGN-DETAILED	S. WHITE
CHECKED-REVIEWED	B. COLBURN
DESIGN2-DETAILED2	S. LISTER
DESIGN3-DETAILED3	N. EDMAN

	BY	DATE
REVISIONS 1	S. LINDSLEY	4-23
REVISIONS 2	T. MCAULIFFE	4-23
REVISIONS 3	S. MERKWAN	4-23
REVISIONS 4	J. FITZ	4-23
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

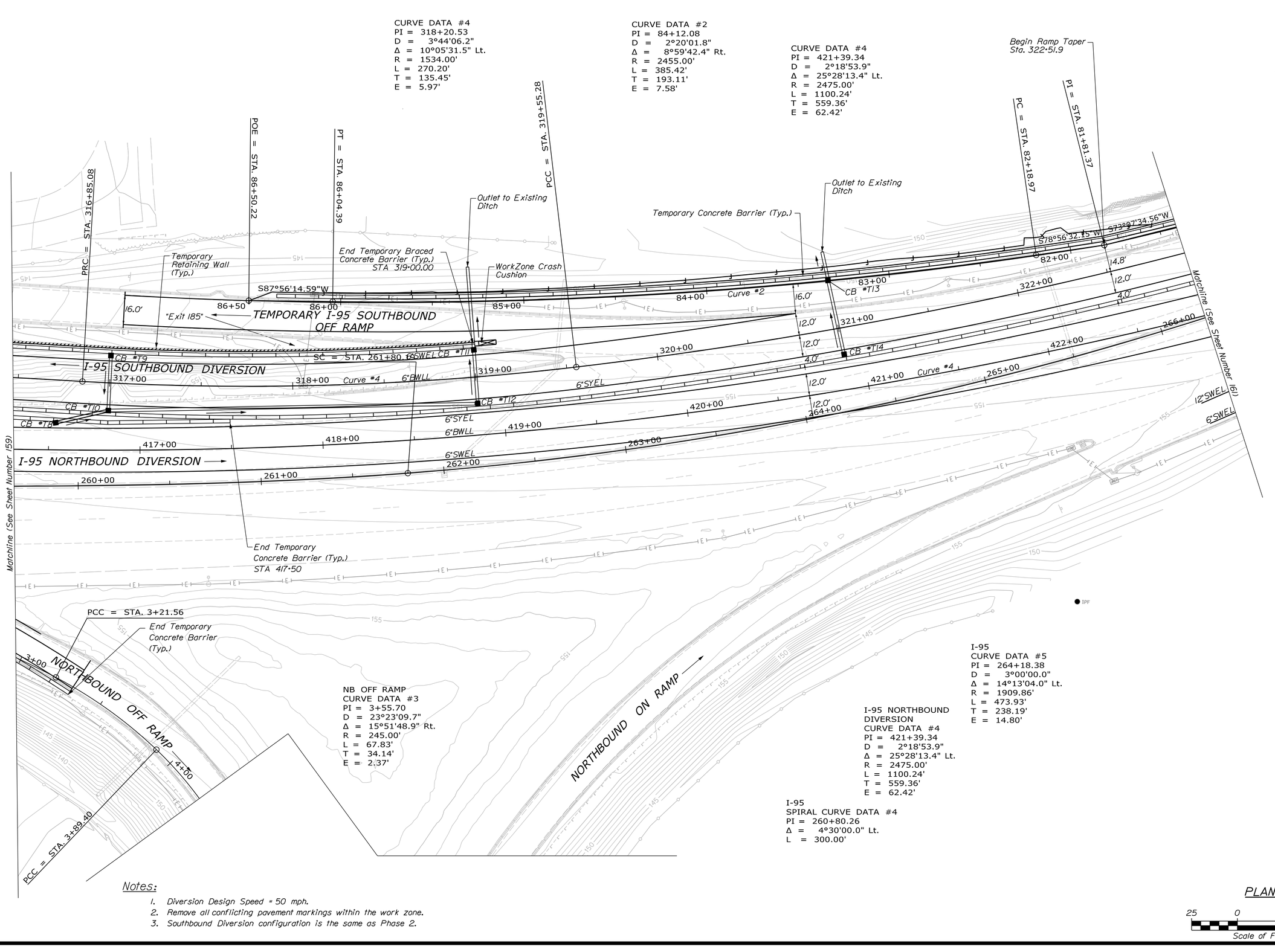
I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

TRAFFIC CONTROL PLAN PHASE 3

SHEET NUMBER

159

OF 201



Notes:

1. Diversion Design Speed = 50 mph.
2. Remove all conflicting pavement markings within the work zone.
3. Southbound Diversion configuration is the same as Phase 2.

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

TRAFFIC CONTROL PLAN PHASE 3

SHEET NUMBER

160

OF 201

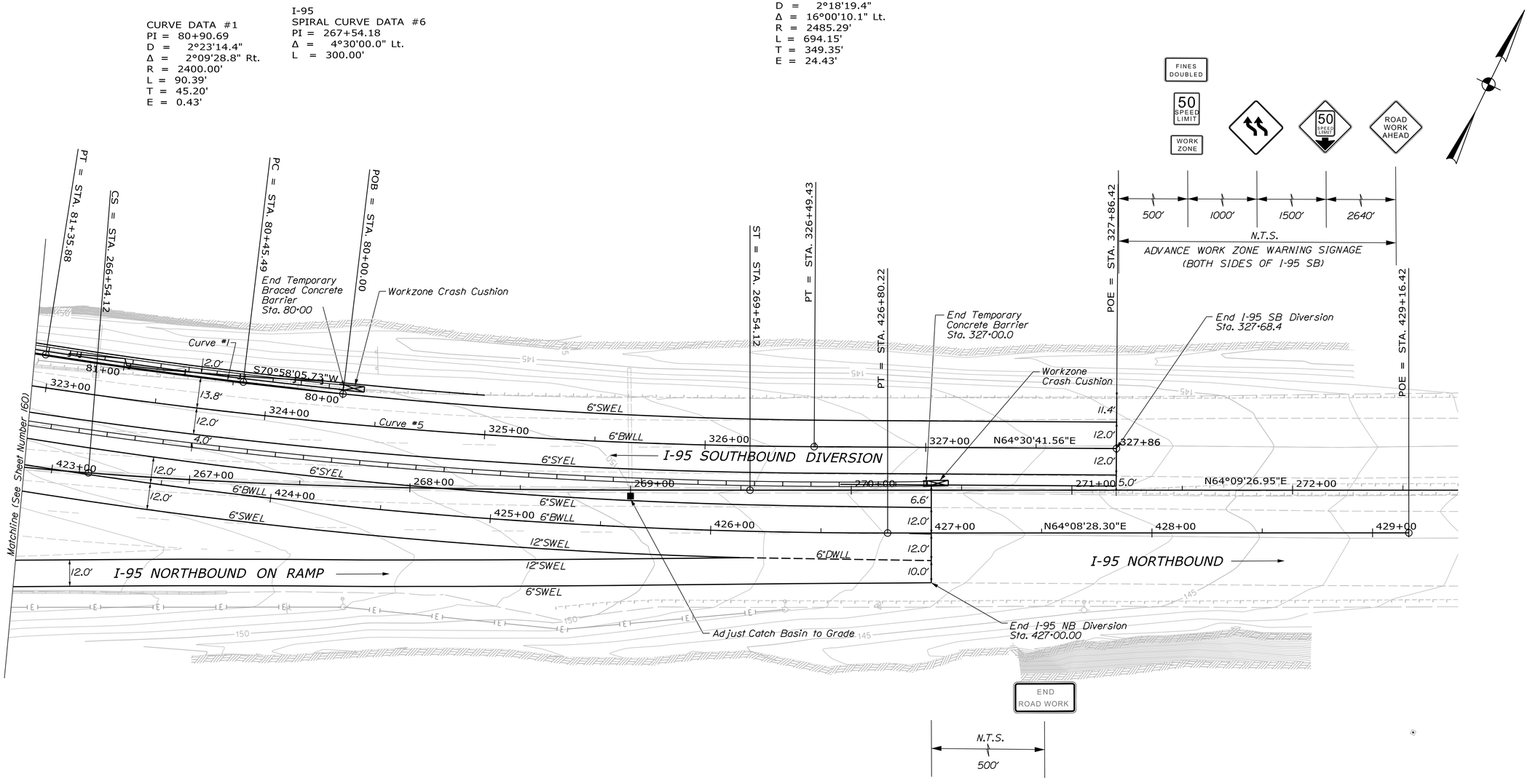
Usernome: slister Date:4/17/2023

Filename: ...\032_Traffic Plan_Ph3.dgn Division:

CURVE DATA #1
PI = 80+90.69
D = 2°23'14.4"
Δ = 2°09'28.8" Rt.
R = 2400.00'
L = 90.39'
T = 45.20'
E = 0.43'

I-95
SPIRAL CURVE DATA #6
PI = 267+54.18
Δ = 4°30'00.0" Lt.
L = 300.00'

CURVE DATA #5
PI = 323+04.63
D = 2°18'19.4"
Δ = 16°00'10.1" Lt.
R = 2485.29'
L = 694.15'
T = 349.35'
E = 24.43'



Notes:

1. Diversion Design Speed = 50 mph.
2. Remove all conflicting pavement markings within the work zone.

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

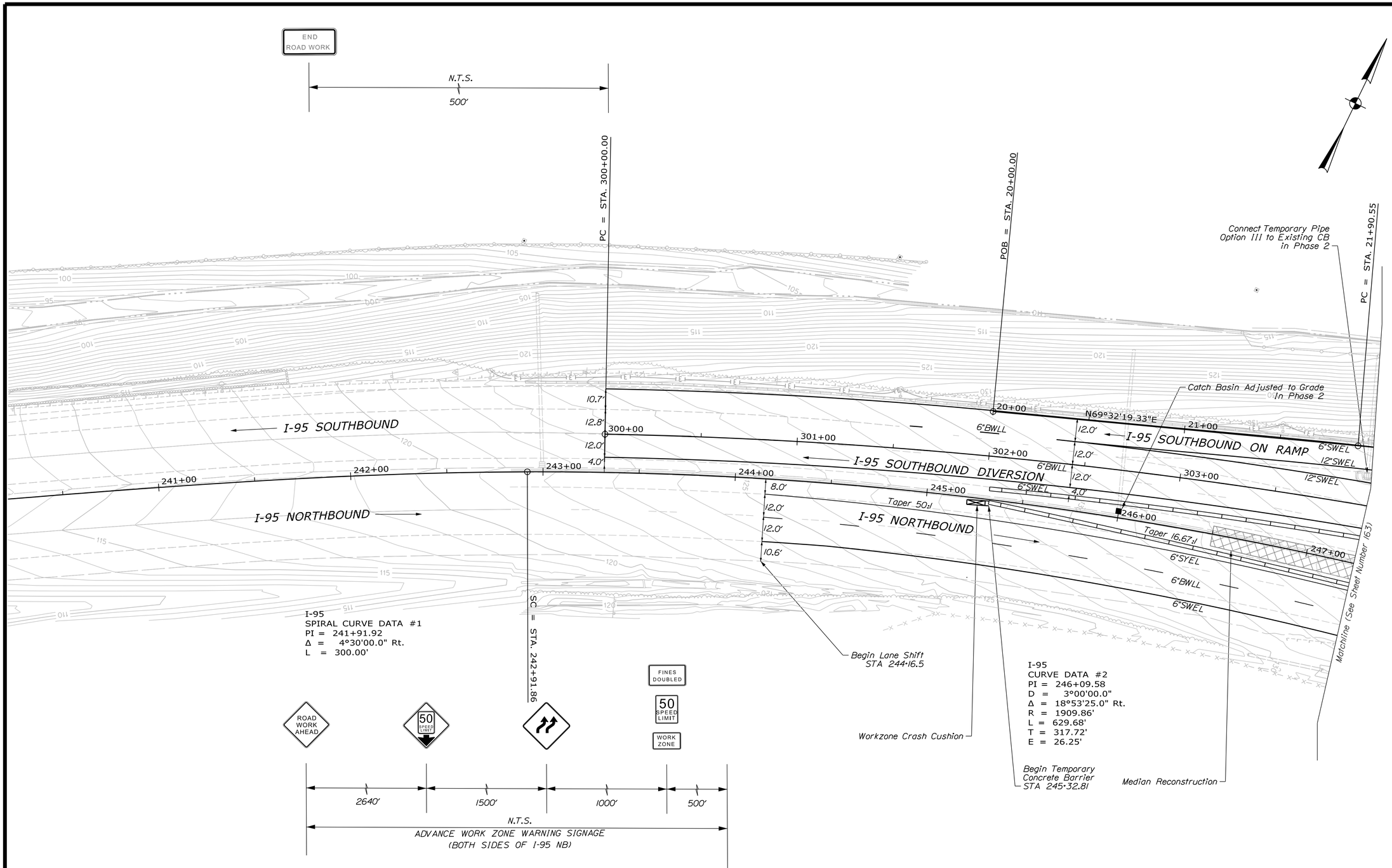
TRAFFIC CONTROL PLAN PHASE 3

SHEET NUMBER

161

OF 201

Filename: ...\033_Traffic Plan_Ph3.dgn Division: Username: slister Date:4/17/2023



Notes:

1. Diversion Design Speed = 50 mph.
2. Remove all conflicting pavement markings within the work zone.
3. Southbound Diversion configuration is same as Phase 2.
4. Restrict NB Shift to Non-Winter months, and not longer than 4 weeks in duration.

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

TRAFFIC CONTROL PLAN PHASE 4

SHEET NUMBER

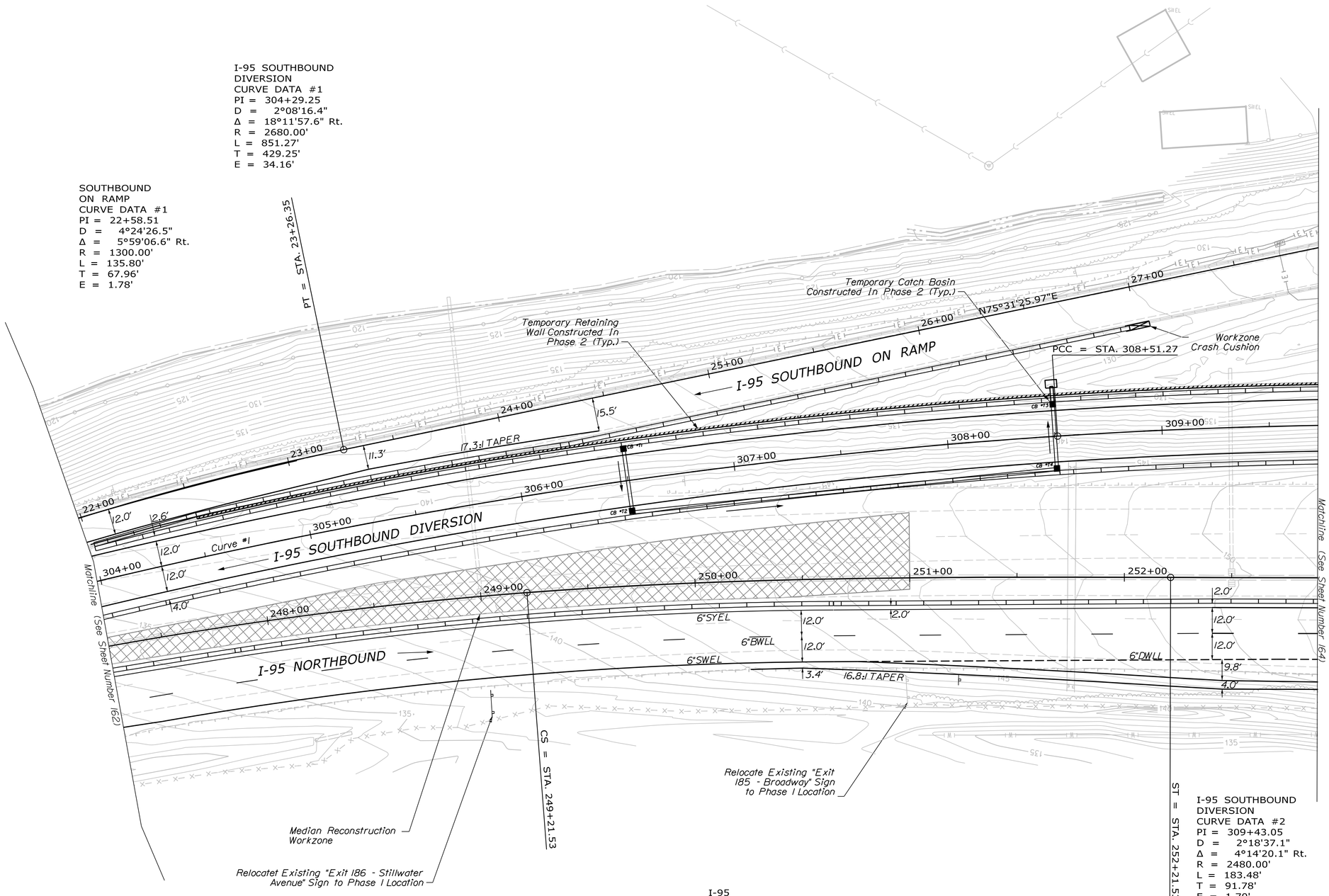
162

OF 201

Username: slister Date:4/17/2023

Division:

Filename: ...\034_Traffic Plan_Ph4.dgn



Notes:

1. *Diversion Design Speed = 50 mph.*
2. *Remove all conflicting pavement markings within the work zone.*
3. *Southbound Diversion configuration is same as Phase 2.*
4. *Restrict NB Shift to Non-Winter months, and not longer than 4 weeks in duration.*

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

TRAFFIC CONTROL PLAN PHASE 4

SHEET NUMBER

163

OF 201

Username: slister Date:4/17/2023

Division:

Filename: ...\035_Traffic Plan_Ph4.dgn

Filename: ...\036_Traffic Plan_Ph4.dgn Division: Username: slister Date:4/17/2023

CURVE DATA #3
PI = 314+86.47
D = 0°43'40.9"
Δ = 2°53'33.1" Rt.
R = 7870.00'
L = 397.31'
T = 198.70'
E = 2.51'

BROADWAY
CURVE DATA #1
PI = 108+84.06
D = 0°11'27.5"
Δ = 0°26'25.7" Lt.
R = 30000.00'
L = 230.63'
T = 115.32'
E = 0.22'

24" Option III Pipe Constructed in Phase 3

106+00

29+32

29+00

28+00

I-95 SOUTHBOUND ON RAMP

S34°30'17.34"E

107+00

Temporary Bridge

Catch Basin Constructed in Phase 3

PC = STA. 107+68.74

Pipe Option III (Typ.) Constructed in Phase 3

I-95 SOUTHBOUND OFF RAMP

Retaining Wall (Typ.) Constructed in Phase 2

Temporary Catch Basin (Typ.) Constructed in Phase 2

PT = STA. 310+34.75

Begin Braced Barrier (Typ.) Sta. 309+97.32

4'-0" 12'-0" 12'-0" 4'-0"

310+00

311+00

N87°42'50.08"E

312+00

313+00

314+00

315+00

316+00

6"SWEL

6"BWLL

6"SYEL

PC = STA. 312+87.77

I-95 SOUTHBOUND DIVERSION

CB #75

CB #76

CB #77

End Braced Barrier (Typ.) Sta. 313+53.82

End Braced Barrier (Typ.) Sta. 257+77.83

Matchline (See Sheet Number 163)

Matchline (See Sheet Number 165)

253+00

N87°22'30.95"E

254+00

255+00

256+00

257+00

258+00

259+00

TS = STA. 258+80.19

2'-0" 12'-0" 12'-0" 2'-0"

6"SYEL

6"BWLL

6"BWLL

6"SWEL

6"DWLL

I-95 NORTHBOUND

STA. 0+00.00 NB OFF RAMP = STA. 256+75.90, RT 44.00'

0+00

N87°22'30.95"E

1+00

2+00

12"SWEL

6"SWEL

14.0'

NORTHBOUND OFF RAMP

16.0'

Begin Braced Barrier (Typ.) Sta. 253+63.81

Construct Southbound Bridge and Approaches During Phase 4

109+00

110+00

111+00

STATE ROUTE 15 (BROADWAY)

PT = STA. 109+99.37

PC = STA. 0+50.00

NB OFF RAMP
CURVE DATA #1
PI = 1+30.82
D = 9°04'48.6"
Δ = 14°35'53.1" Rt.
R = 631.00'
L = 160.77'
T = 80.82'
E = 5.16'

PCC = STA. 2+10.77

NB OFF RAMP
CURVE DATA #2
PI = 2+66.41
D = 11°45'54.2"
Δ = 13°02'05.1" Rt.
R = 487.00'
L = 110.79'
T = 55.64'
E = 3.17'

PLAN

25 0 25 50
Scale of Feet

Notes:

1. Diversion Design Speed = 50 mph.
2. Remove all conflicting pavement markings within the work zone.
3. Southbound Diversion configuration is same as Phase 2.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	A. LATHE	S. LINDSLEY	4-23
DESIGN-DETAILED	S. WHITE	T. MCAULIFFE	4-23
CHECKED-REVIEWED	B. COLBURN	S. MERKWAN	4-23
DESIGN2-DETAILED2	S. LISTER	J. FITZ	4-23
DESIGN3-DETAILED3	N. EDMAN		
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

TRAFFIC CONTROL PLAN PHASE 4

SHEET NUMBER

164

OF 201

Usersname: slister Date:4/17/2023
Filename: ...\037_Traffic Plan_Ph4.dgn Division:

CURVE DATA #4
PI = 318+20.53
D = 3°44'06.2"
Δ = 10°05'31.5" Lt.
R = 1534.00'
L = 270.20'
T = 135.45'
E = 5.97'

CURVE DATA #2
PI = 84+12.08
D = 2°20'01.8"
Δ = 8°59'42.4" Rt.
R = 2455.00'
L = 385.42'
T = 193.11'
E = 7.58'

PRC = STA. 316+85.08
Begin Temporary Braced Concrete Barrier (Typ.) STA 57+43
POE = STA. 86+50.22
PT = STA. 86+04.39
End Temporary Braced Concrete Barrier (Typ.) STA 318+66.84
PCC = STA. 319+55.28
Outlet to Existing Ditch
Workzone Crash Cushion
Outlet to Existing Ditch
PC = STA. 82+18.97
PI = STA. 81+81.37
S87°56'14.59"W
S78°56'32.15"W
S73°07'34.56"W
Temporary Retaining Wall (Typ.)
TEMPORARY I-95 SOUTHBOUND OFF RAMP
I-95 SOUTHBOUND DIVERSION
I-95 NORTHBOUND
SC = STA. 261+80.19
Curve #4
Curve #2
Matchline (See Sheet Number 164)
Matchline (See Sheet Number 166)
Median Reconstruction
PCC = STA. 3+21.56
PCC = STA. 3+89.40
NORTHBOUND OFF RAMP
NORTHBOUND ON RAMP

NB OFF RAMP
CURVE DATA #3
PI = 3+55.70
D = 23°23'09.7"
Δ = 15°51'48.9" Rt.
R = 245.00'
L = 67.83'
T = 34.14'
E = 2.37'

I-95
CURVE DATA #5
PI = 264+18.38
D = 3°00'00.0"
Δ = 14°13'04.0" Lt.
R = 1909.86'
L = 473.93'
T = 238.19'
E = 14.80'

I-95
SPIRAL CURVE DATA #4
PI = 260+80.26
Δ = 4°30'00.0" Lt.
L = 300.00'

Notes:
1. Diversion Design Speed = 50 mph.
2. Remove all conflicting pavement markings within the work zone.
3. Limit the Northbound shift to a few weeks in a non-winter month. Contractor to tie into existing markings at Sta. 260+00 upon Completion of NB Median Reconstruction.

PLAN
25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2227601
WIN 22276.01
BRIDGE NO. 5789
BRIDGE PLANS

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LUSTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE
P.E. NUMBER
DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

TRAFFIC CONTROL PLAN PHASE 4

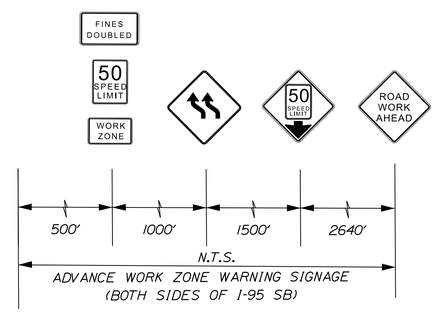
SHEET NUMBER
165
OF 201

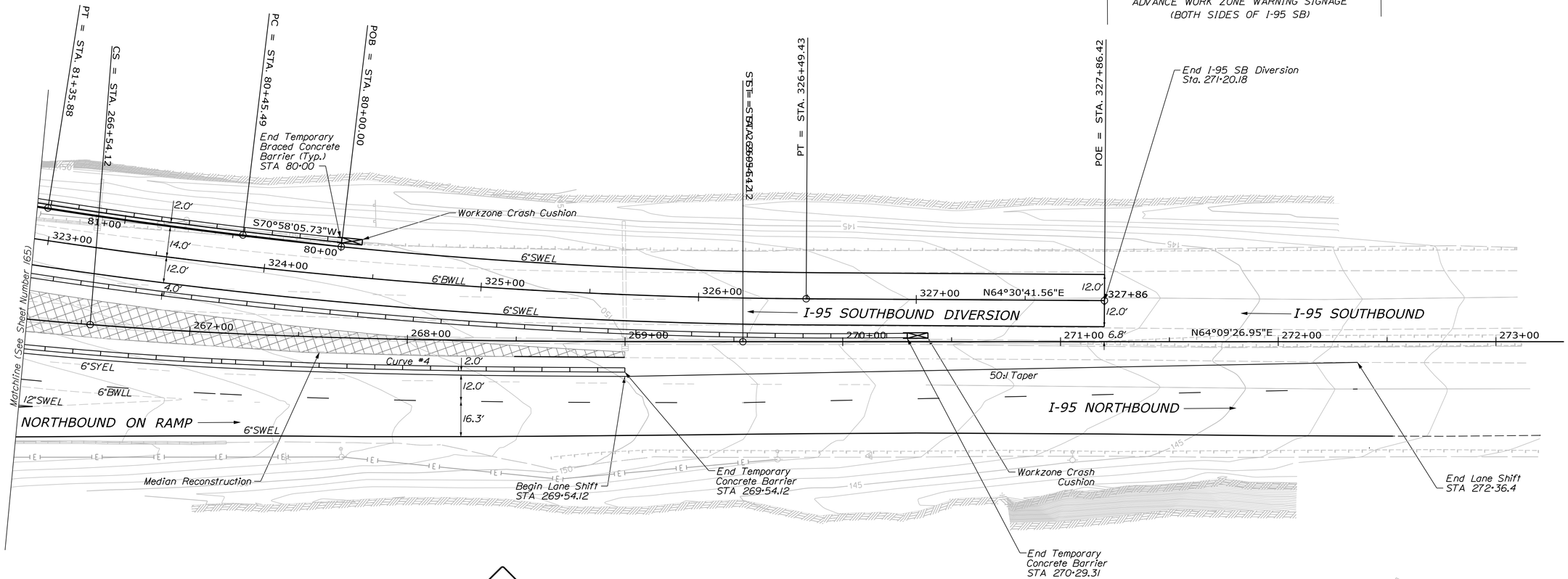
Username: slister
Date:4/17/2023
Division:
Filename: ...\038_Traffic Plan_Ph4.dgn

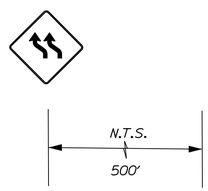
CURVE DATA #1
PI = 80+90.69
D = 2°23'14.4"
Δ = 2°09'28.8" Rt.
R = 2400.00'
L = 90.39'
T = 45.20'
E = 0.43'

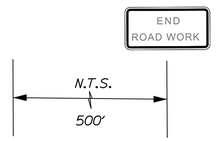
I-95
SPIRAL CURVE DATA #6
PI = 267+54.18
Δ = 4°30'00.0" Lt.
L = 300.00'

CURVE DATA #5
PI = 323+04.63
D = 2°18'19.4"
Δ = 16°00'10.1" Lt.
R = 2485.29'
L = 694.15'
T = 349.35'
E = 24.43'









Notes:

1. Diversion Design Speed = 50 mph.
2. Remove all conflicting pavement markings within the work zone.

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 6789

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	A. LATHE	
DESIGN-DETAILED	S. WHITE	S. LINDSLEY 4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE 4-23
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REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

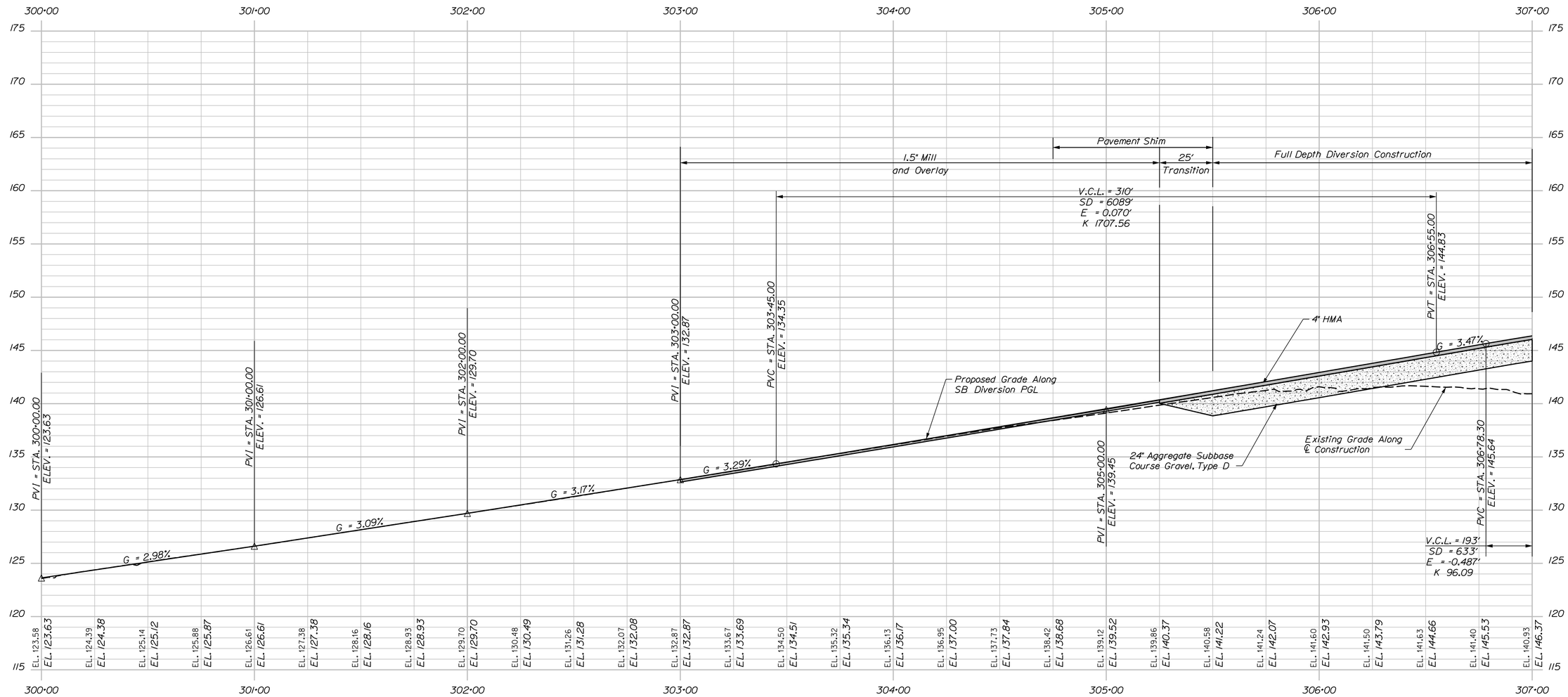
DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

TRAFFIC CONTROL PLAN PHASE 4

SHEET NUMBER
166
OF 201

Filename: ...\039_Profile SB Diversion.dgn Username: slister Division: Date:4/17/2023



PROFILE
SOUTHBOUND DIVERSION

Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

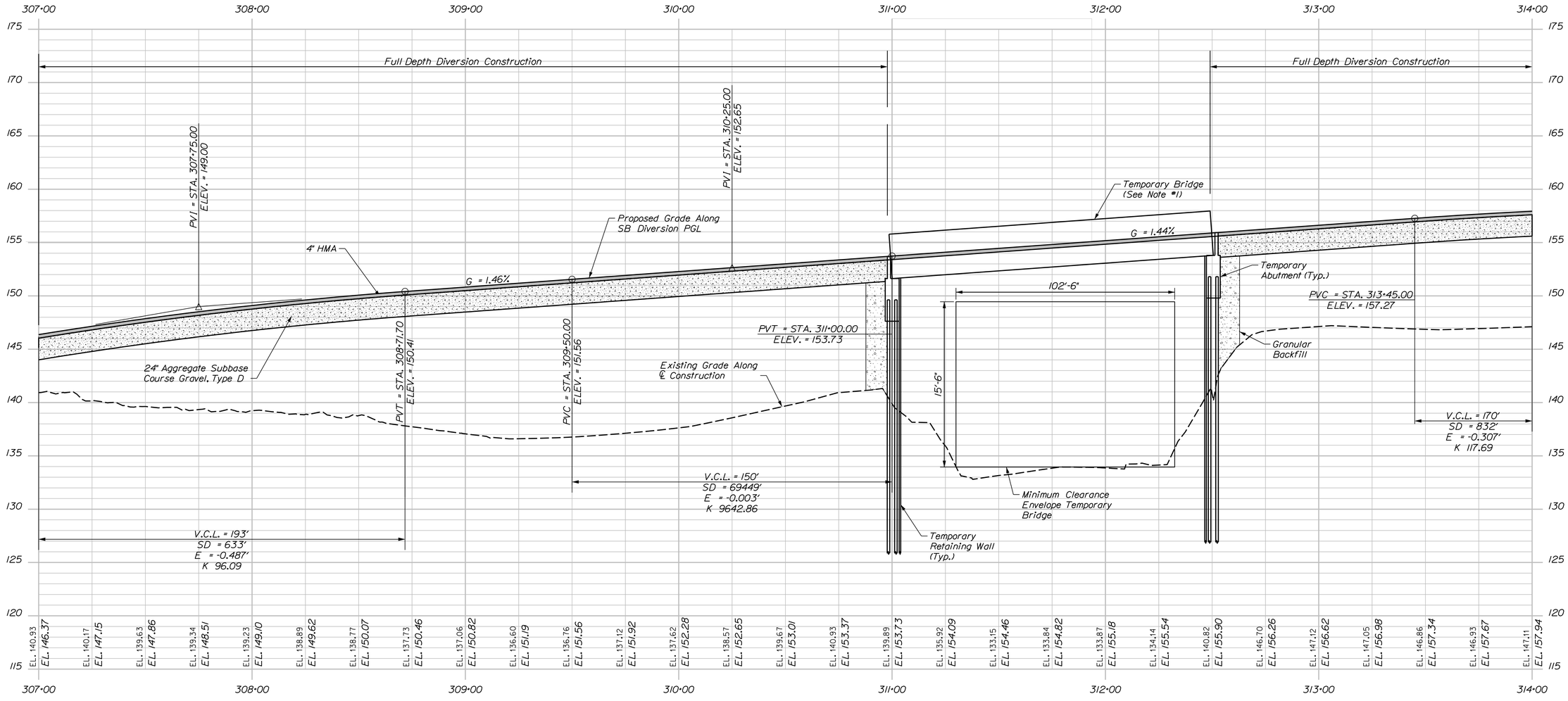
PROFILE SOUTHBOUND DIVERSION

SHEET NUMBER

167

OF 201

Usernname: slister Date:4/17/2023
Division:
Filename: ...\040_Profile SB Diversion.dgn



PROFILE
SOUTHBOUND DIVERSION

Note:

1. The Southbound Diversion Bridge is Shown for Illustrative Purposes Only. The Actual Design and Layout Shall be Determined by the Contractor.

Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

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BRIDGE NO. 5789

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
PENOBSCOT COUNTY
BANGOR

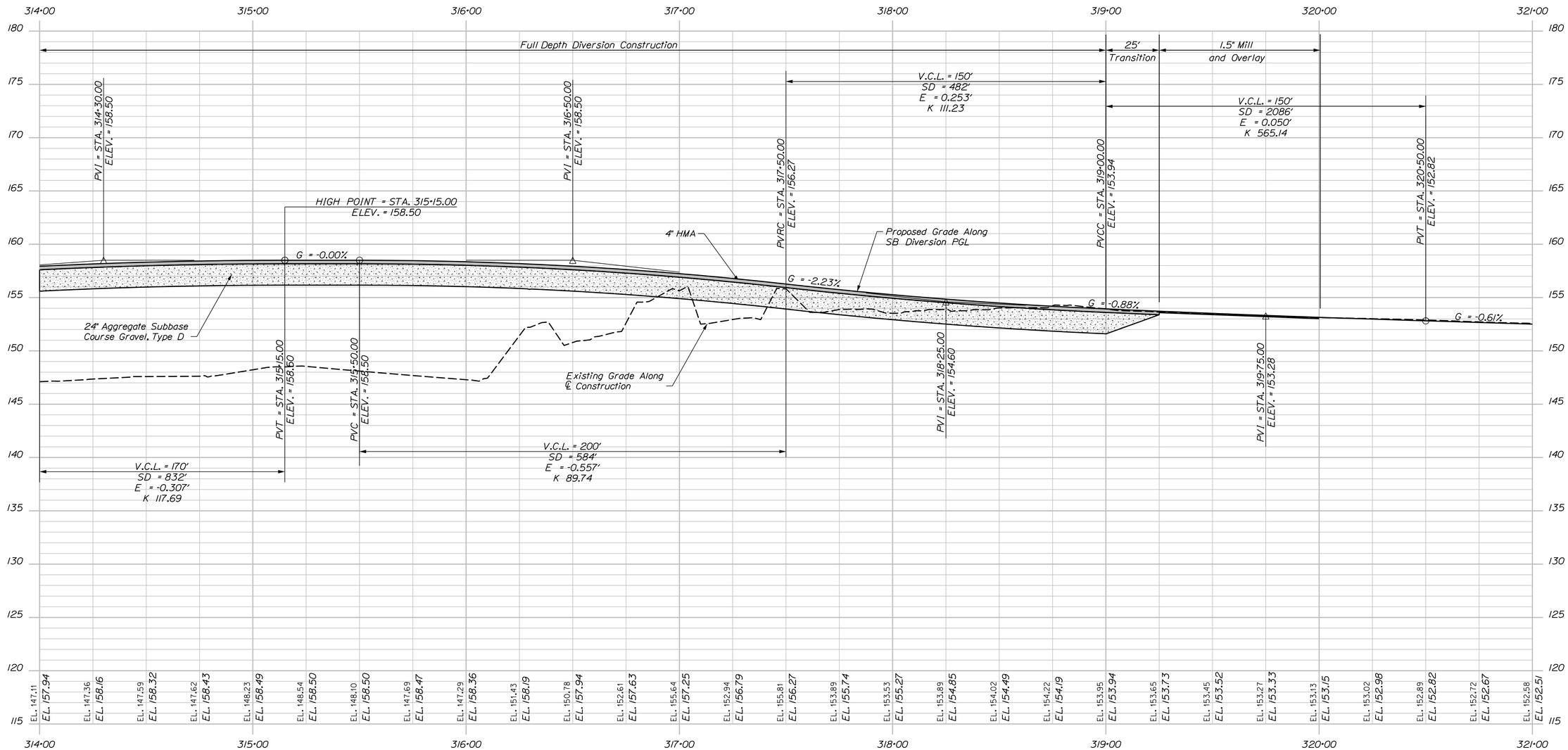
PROFILE SOUTHBOUND DIVERSION

SHEET NUMBER

168

OF 201

Filename: ...\041_Profile SB Diversion.dgn Division: Username: slister Date:4/17/2023



PROFILE
SOUTHBOUND DIVERSION

Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

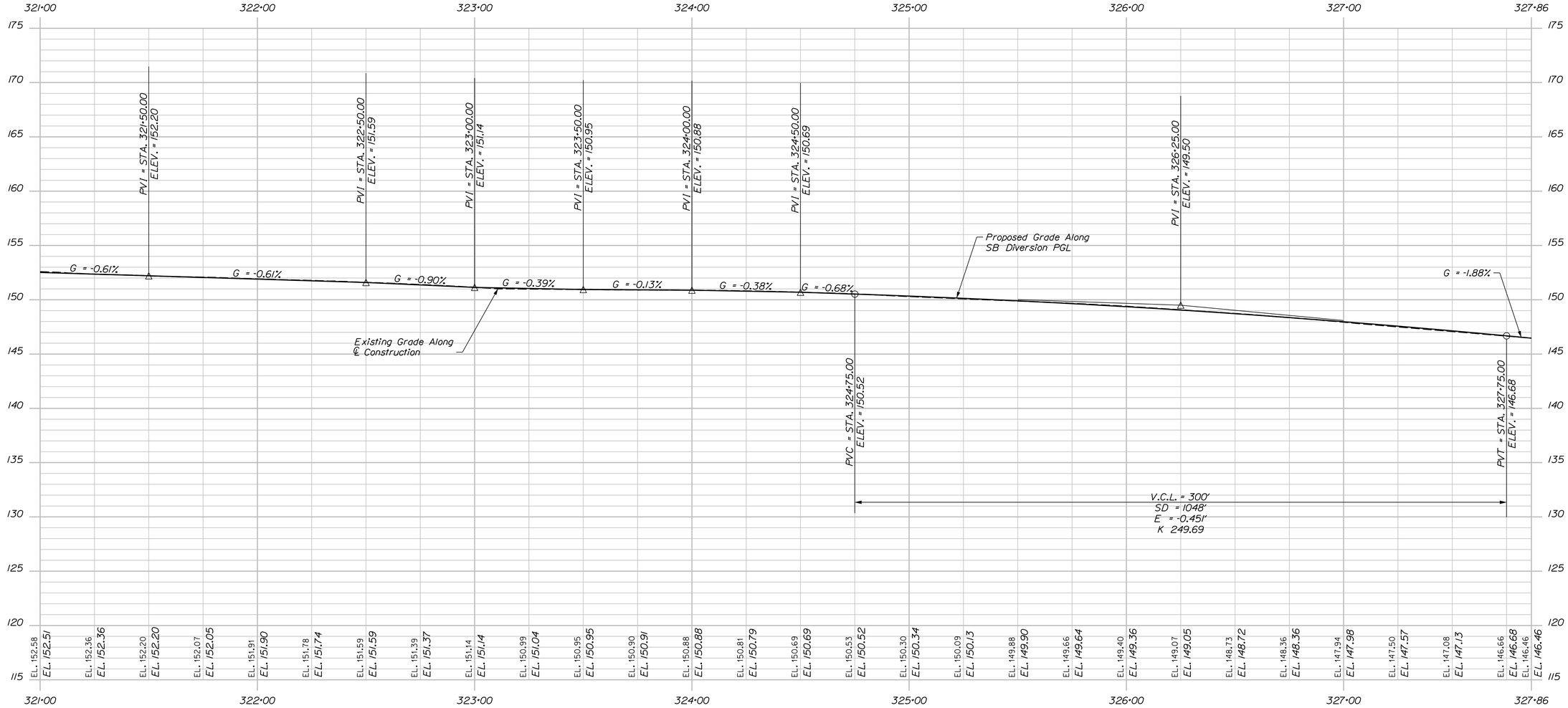
PROFILE
SOUTHBOUND DIVERSION

SHEET NUMBER

169

OF 201

Filename: ...\042_Profile SB Diversion.dgn Division: Username: slister Date:4/17/2023



PROFILE
SOUTHBOUND DIVERSION

Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789 BRIDGE PLANS

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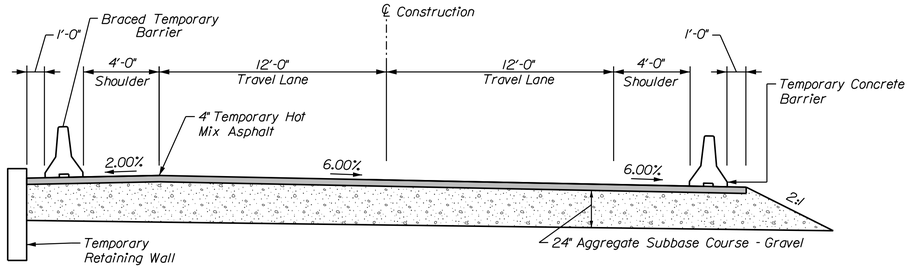
I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

PROFILE
SOUTHBOUND DIVERSION

SHEET NUMBER

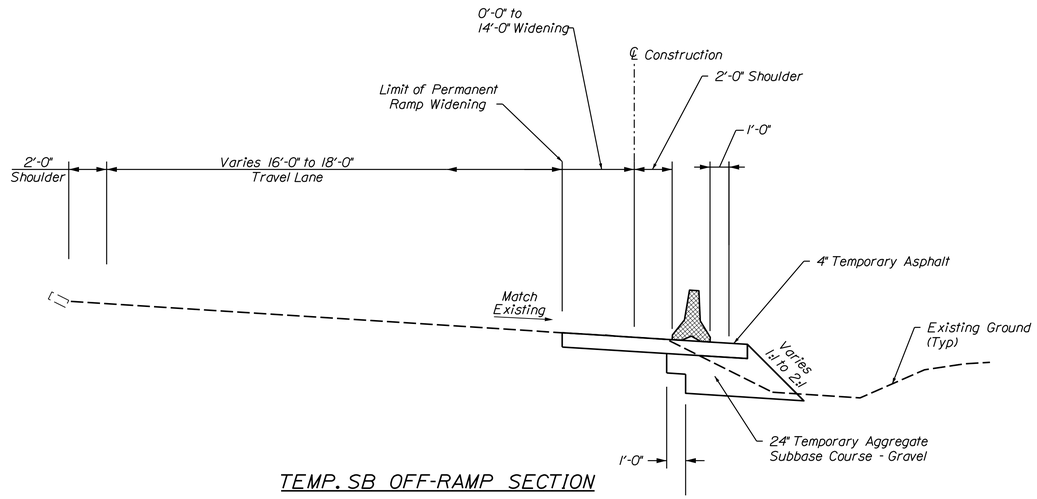
170

OF 201



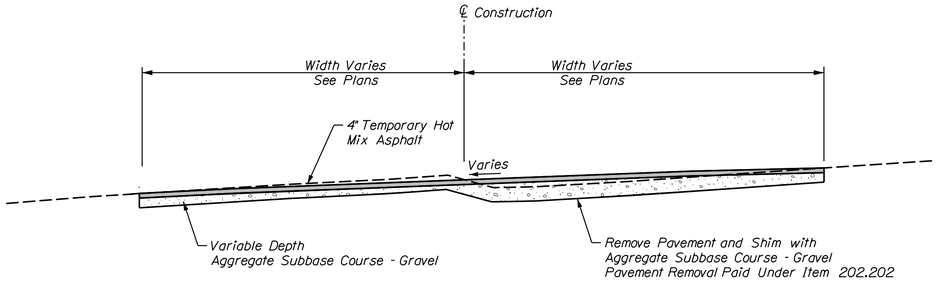
I-95 TEMPORARY SOUTHBOUND DIVERSION (SUPERELEVATION) SECTION

307+00.00 To 311+00.00
312+50.00 To 317+00.00



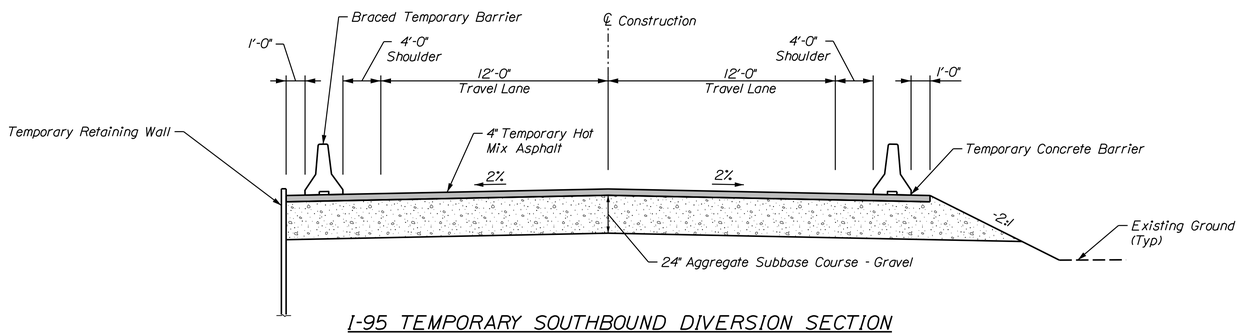
TEMP. SB OFF-RAMP SECTION

80+00.00 To 86+42.17



NB DIVERSION CROSSOVER SECTION

402+65 To 407+68
417+16 To 425+66



I-95 TEMPORARY SOUTHBOUND DIVERSION SECTION

303+00.00 To 307+00.00
311+00.00 To 312+50.00
317+00.00 To 318+74.20

I-95 Southbound Diversion				
Superelevation Chart				
Left Shoulder	Left Travelway	Station	Right Travelway	Right Shoulder
-2.0%	6.0%	300+00.00	-6.0%	-6.0%
Full Superelevation				
-2.0%	6.0%	308+00.00	-6.0%	-6.0%
	4.9%	308+50.00	-4.9%	-4.9%
	3.8%	309+00.00	-3.8%	-3.8%
Full Superelevation				
-2.0%	3.8%	309+50.00	-3.8%	-3.8%
	2.0%	310+00.00	-2.0%	-2.0%
	0.0%	310+50.00		
	-2.0%	311+00.00		
Normal Crown				
-2.0%	-2.0%	315+00.00	-2.0%	-2.0%
		315+50.00	-0.3%	
		316+00.00	1.5%	
		316+14.29	2.0%	
-3.3%	-3.3%	316+50.00	3.3%	
-5.0%	-5.0%	317+00.00	5.0%	
Full Superelevation				
-5.0%	-5.0%	319+00.00	5.0%	-2.0%
-7.2%	-7.2%	319+50.00	7.2%	-2.0%
Full Superelevation				
-7.2%	-7.2%	326+00.00	7.2%	-2.0%
-5.8%	-5.8%	326+50.00	4.7%	
-4.4%	-4.4%	327+00.00	2.3%	
-3.0%	-3.0%	327+50.00	-0.2%	
-2.0%	-2.0%	327+86.00	-2.0%	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
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REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

TYPICAL SECTIONS

SHEET NUMBER

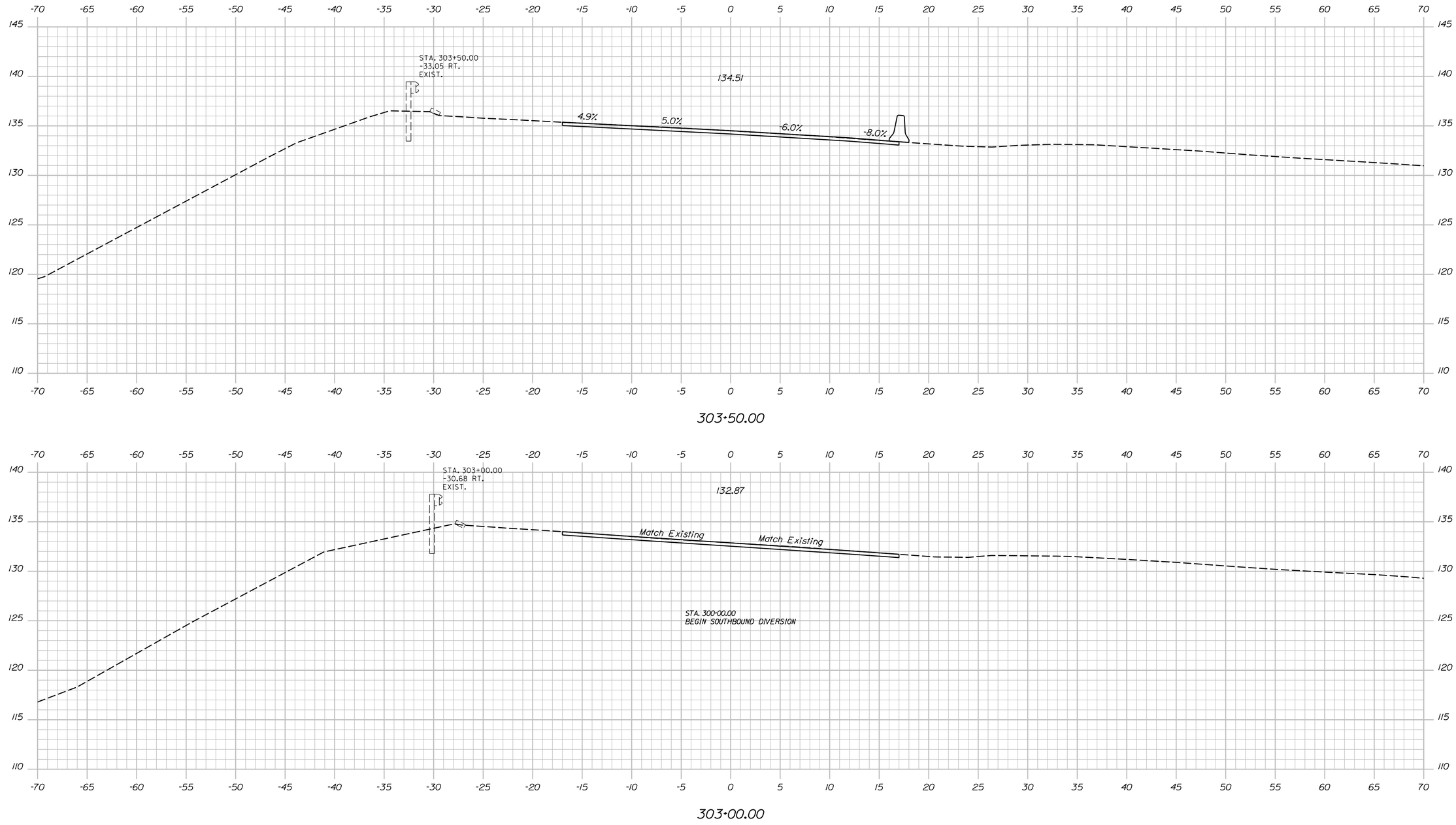
171

OF 201

Username: slister Date:4/17/2023

Division:

Filename: ...\046_Temp TypicalSections.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
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REVISIONS 1			
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SIGNATURE

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DATE

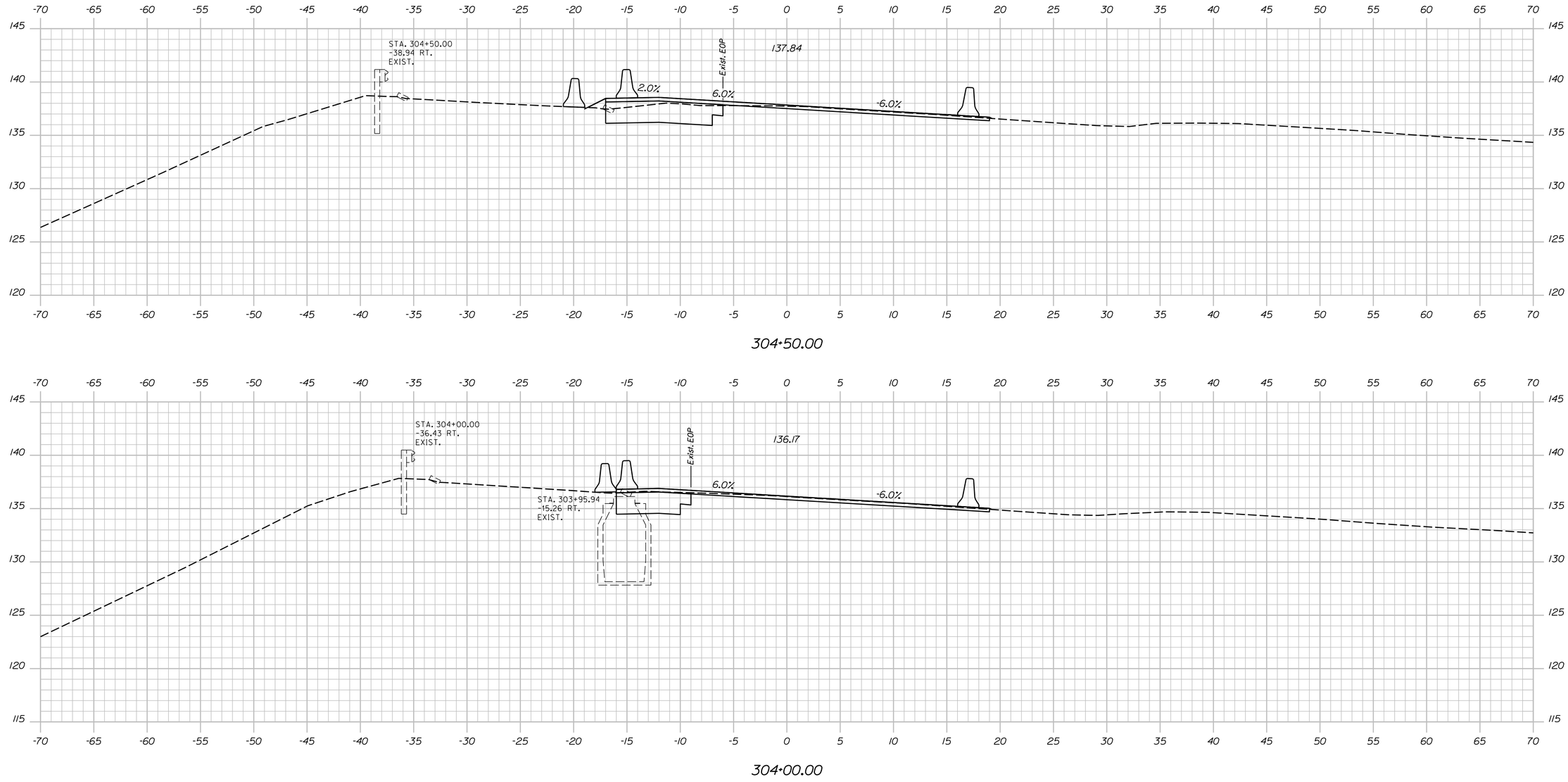
I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
SOUTHBOUND DIVERSION

SHEET NUMBER
172
OF 201

Sta. 303+00.00 to Sta. 303+50.00

Username: slister Date:4/17/2023
Division:
Filename: ...\Drawings\Sheet Files\Xsect.dgn



Sta. 304+00.00 to Sta. 304+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
SOUTHBOUND DIVERSION

SHEET NUMBER

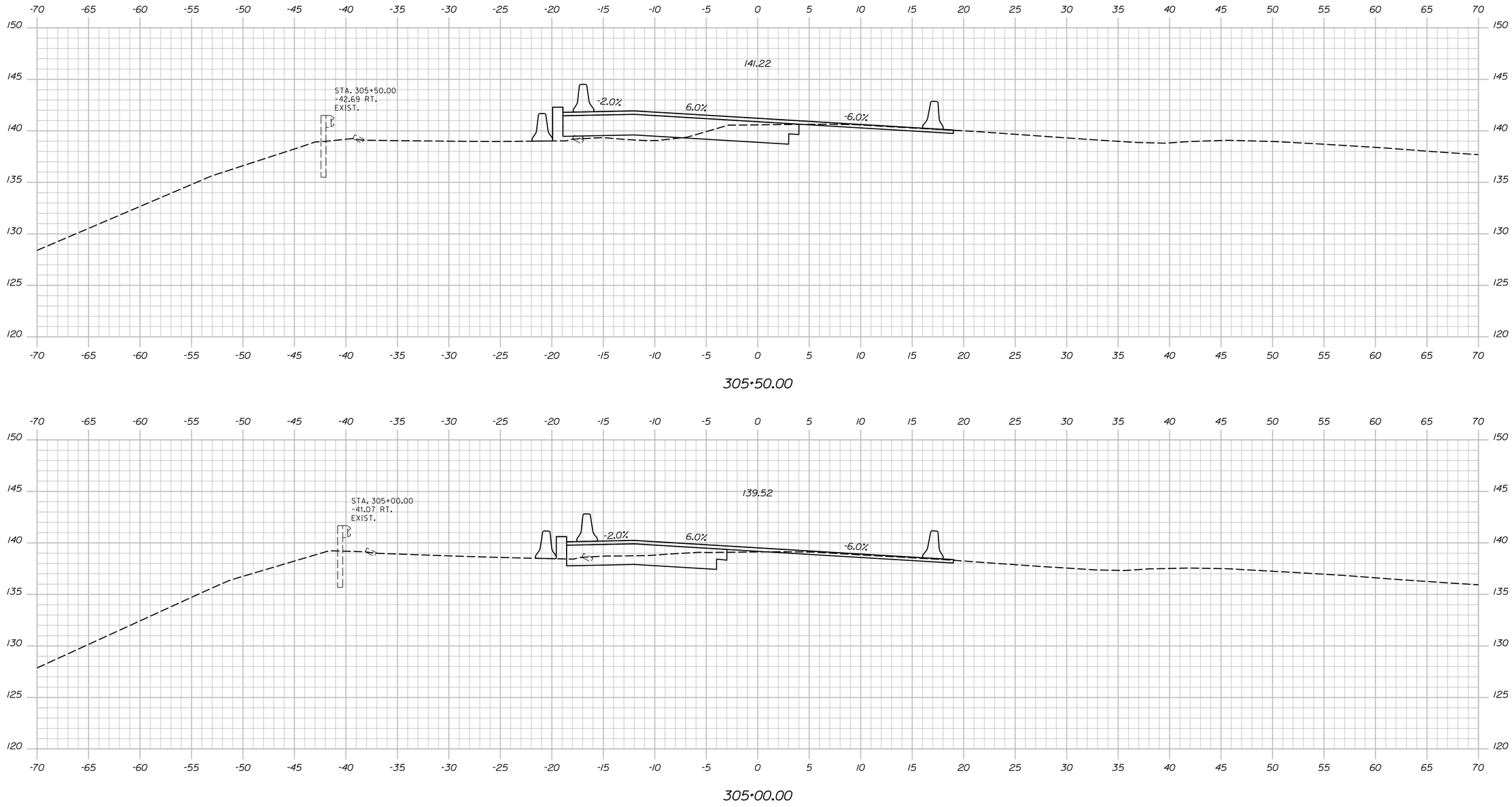
173

OF 201

Username: slister Date:4/17/2023

Division:

Filename: ...\Drawings\Sheet Files\Xsect.dgn



Sta. 305+00.00 to Sta. 305+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
SOUTHBOUND DIVERSION

SHEET NUMBER

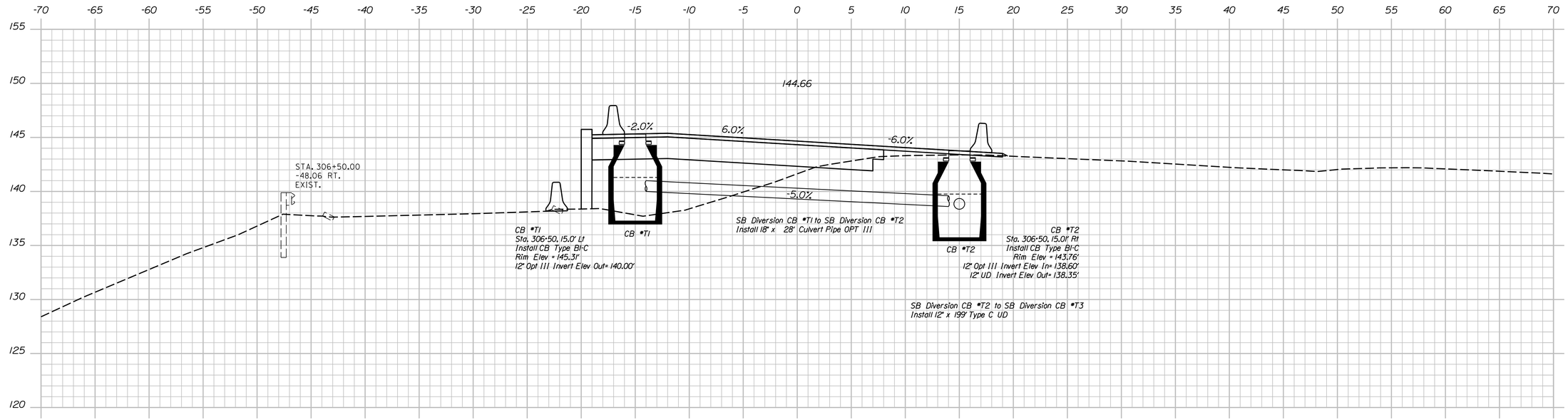
174

OF 201

Username: slister Date:4/17/2023

Division:

Filename: ...\Drawings\Sheet Files\Xsect.dgn



Sta. 306+00.00 to Sta. 306+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
SOUTHBOUND DIVERSION

SHEET NUMBER

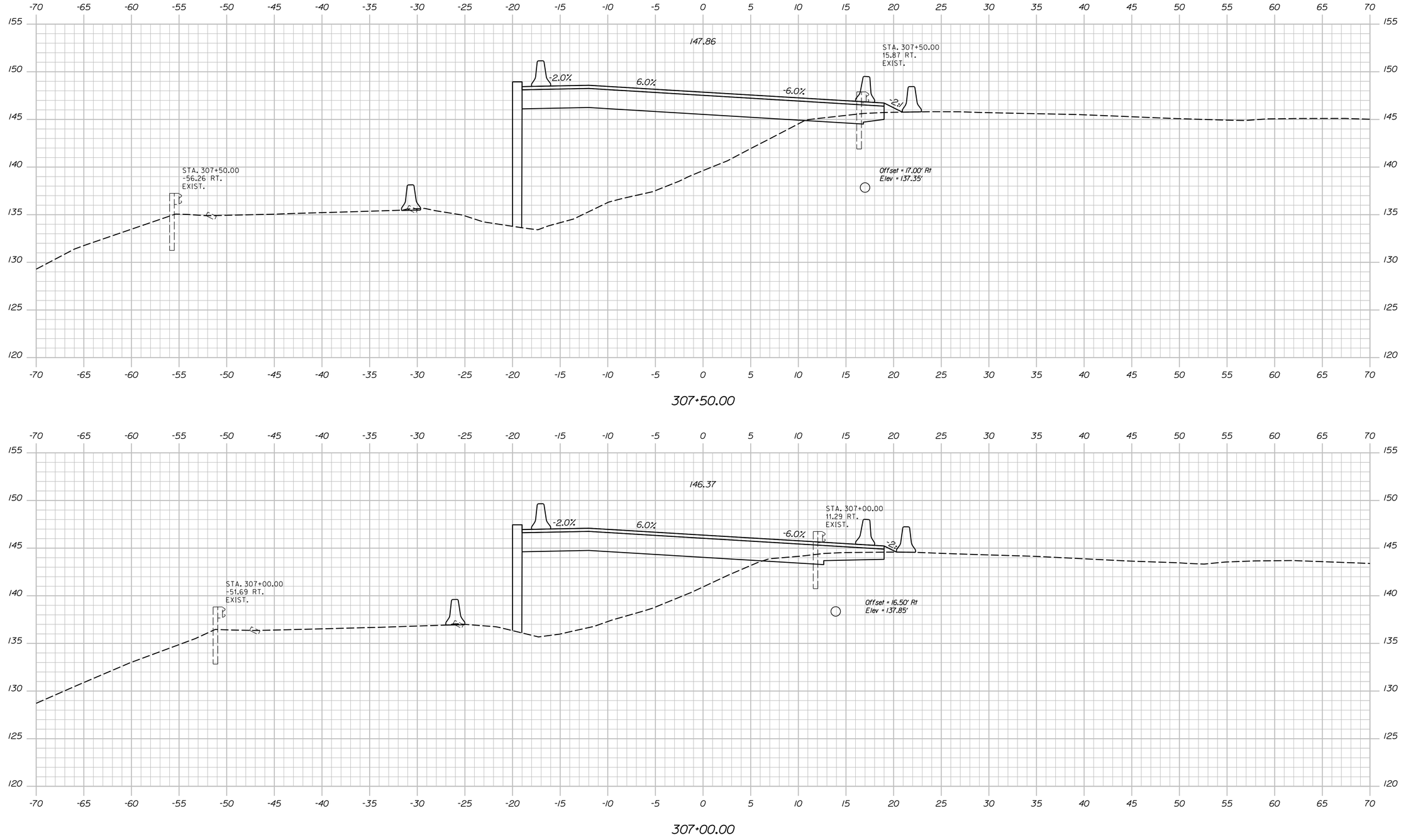
175

OF 201

Username: slister Date:4/17/2023

Division:

Filename: ...\Drawings\Sheet Files\Xsect.dgn



Sta. 307+00.00 to Sta. 307+50.00

Username: slister
Date:4/17/2023
Division:
Filename: ...\Drawings\Sheet Files\Xsect.dgn

STATE OF MAINE
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2227601

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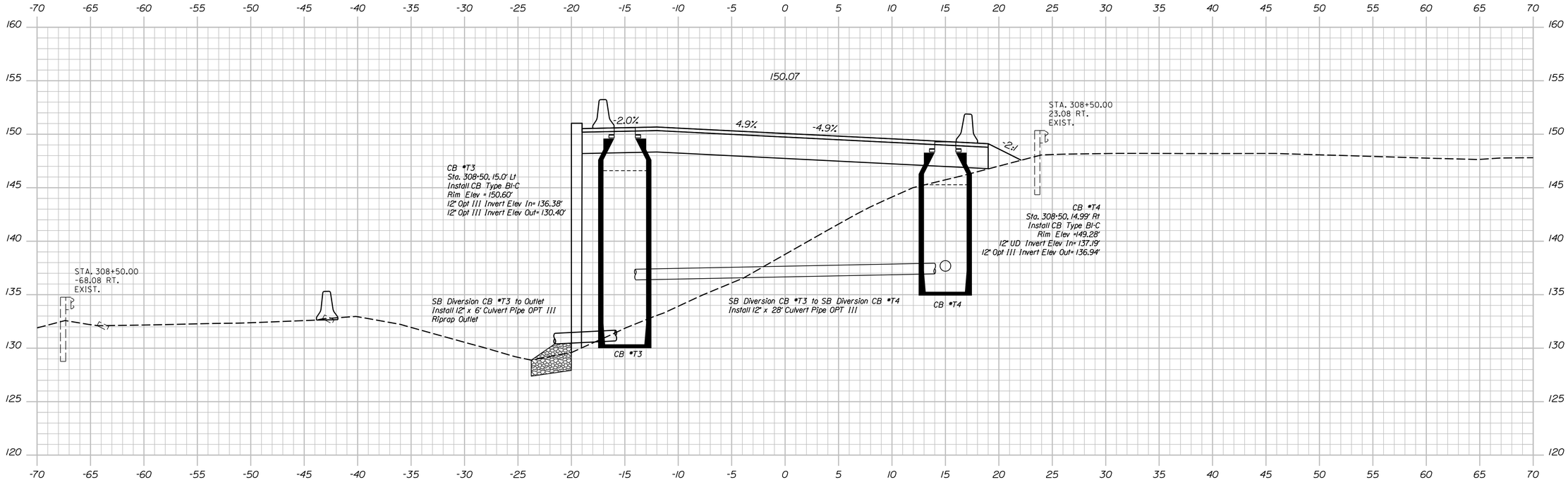
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
SOUTHBOUND DIVERSION

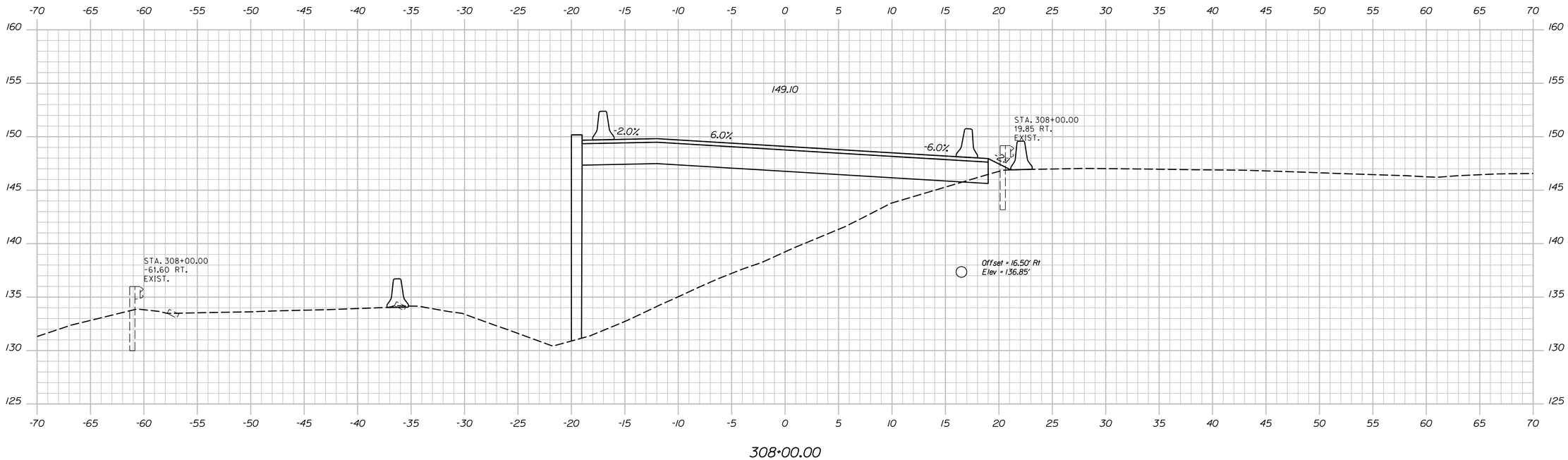
SHEET NUMBER

176

OF 201



308+50.00



308+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
SOUTHBOUND DIVERSION

SHEET NUMBER

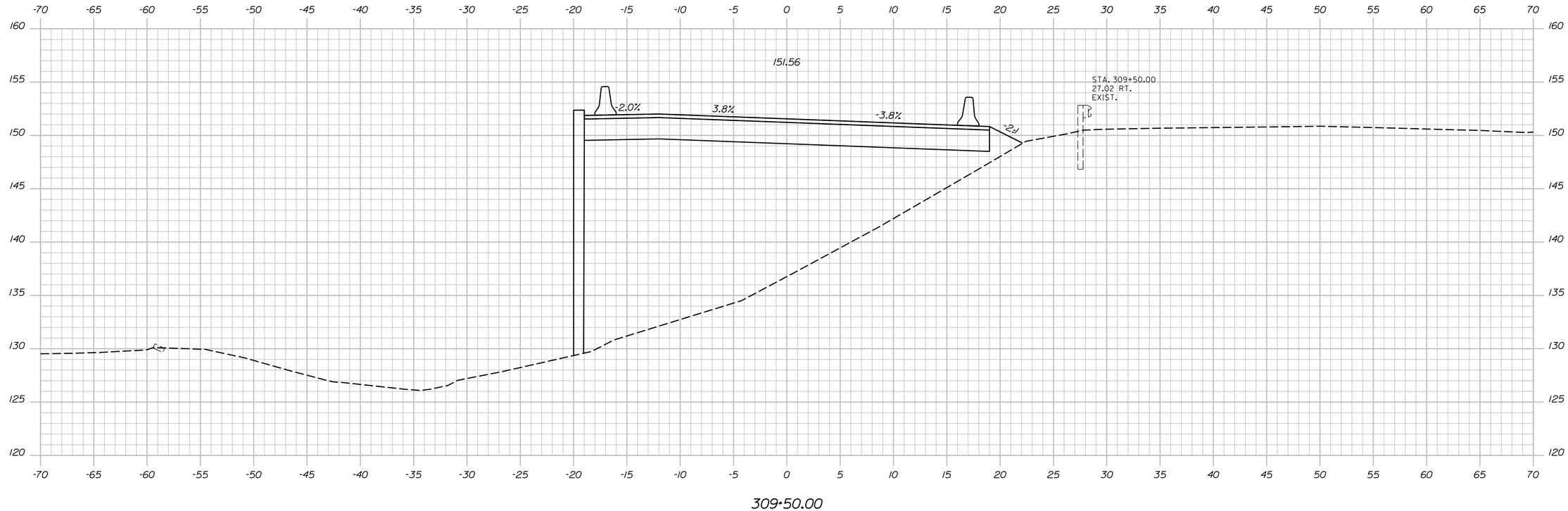
177

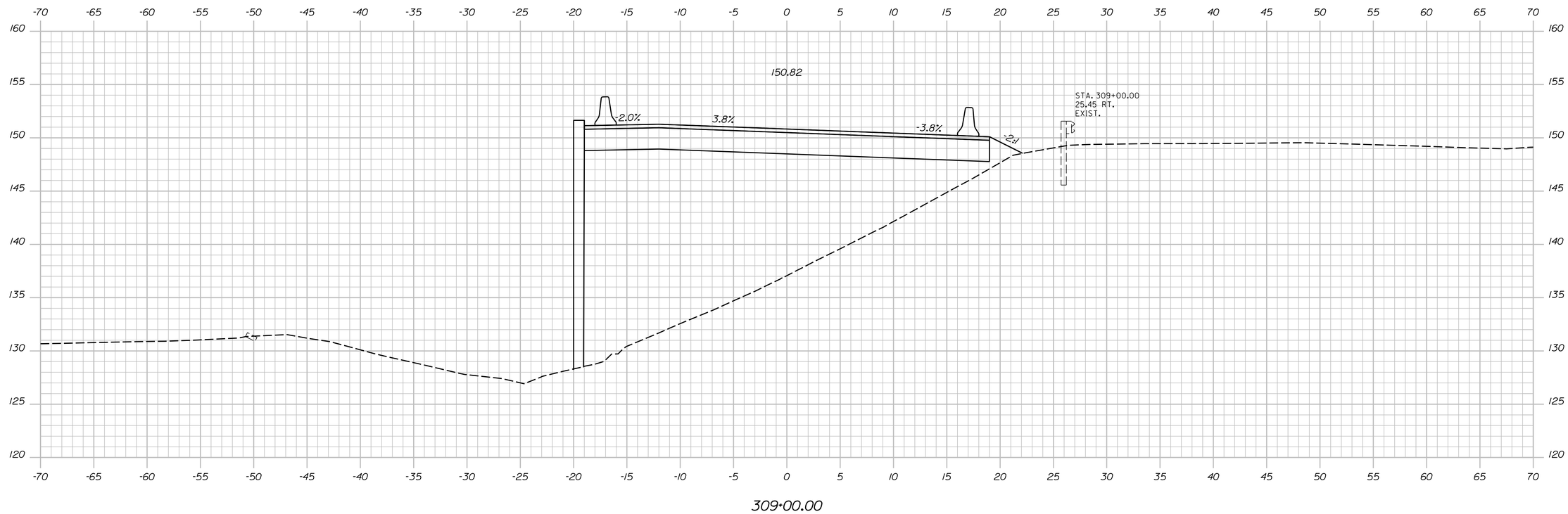
OF 201

Sta. 308+00.00 to Sta. 308+50.00

Username: slister Date:4/17/2023

Filename: ...\Drawings\Sheet Files\Xsect.dgn Division:





Sta. 309+00.00 to Sta. 309+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

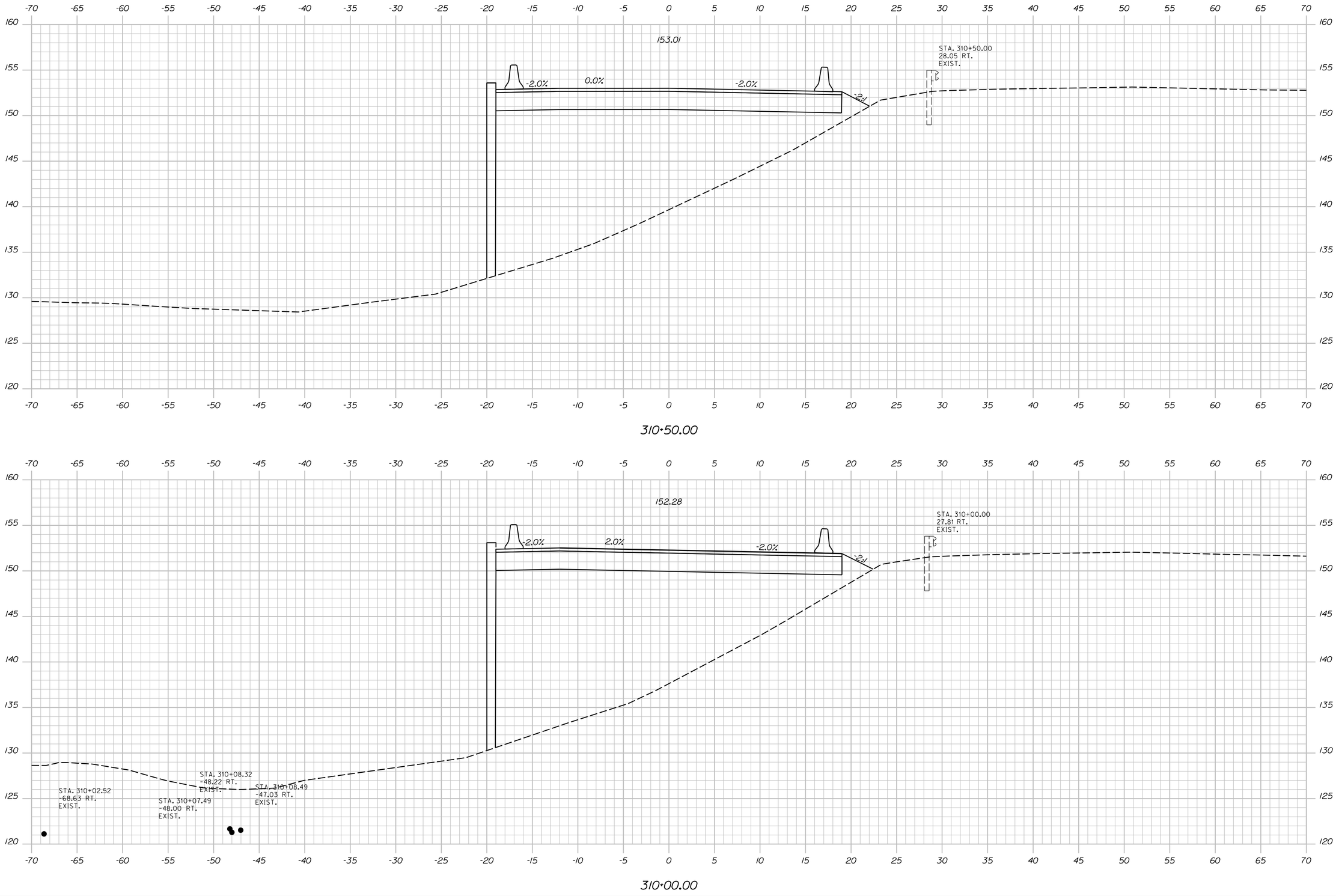
CROSS SECTIONS
SOUTHBOUND DIVERSION

SHEET NUMBER

178

OF 201

Filename: ...\Drawings\Sheet Files\Xsect.dgn Division: Username: slister Date:4/17/2023



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
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REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
SOUTHBOUND DIVERSION

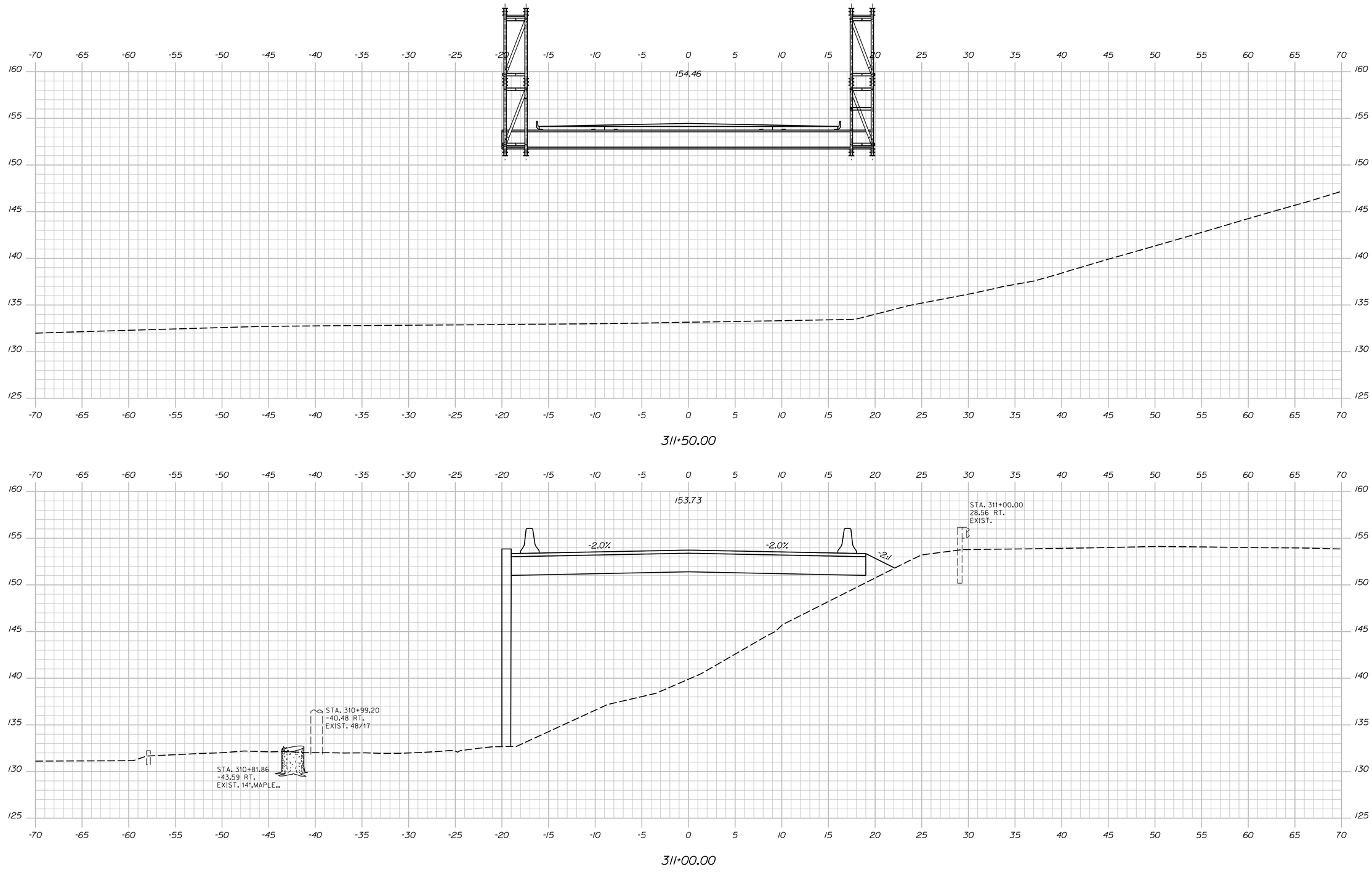
SHEET NUMBER

179

OF 201

Sta. 310+00.00 to Sta. 310+50.00

Filename: ...\Drawings\Sheet Files\Xsect.dgn Division: Username: slister Date:4/17/2023



Sta. 311+00.00 to Sta. 311+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
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REVISIONS 1			
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P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
SOUTHBOUND DIVERSION

SHEET NUMBER

180

OF 201

Username: slister Date:4/17/2023

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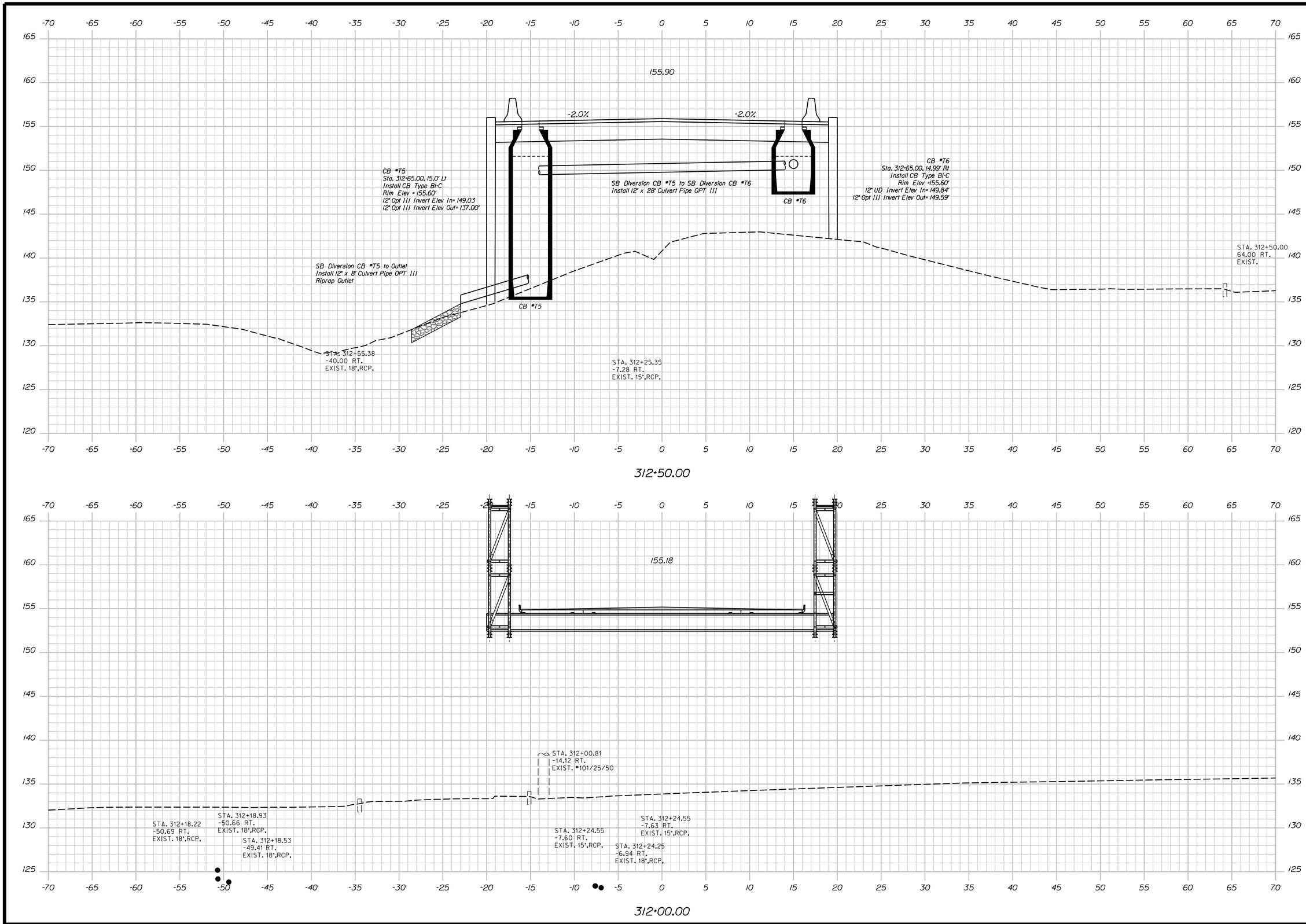


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	BY	S. LINDSLEY
CHECKED-REVIEWED	B. COLBURN		T. MCAULIFFE
DESIGN2-DETAILED2	S. LISTER		S. MERKWAN
DESIGN3-DETAILED3	N. EDMAN		J. FITZ
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

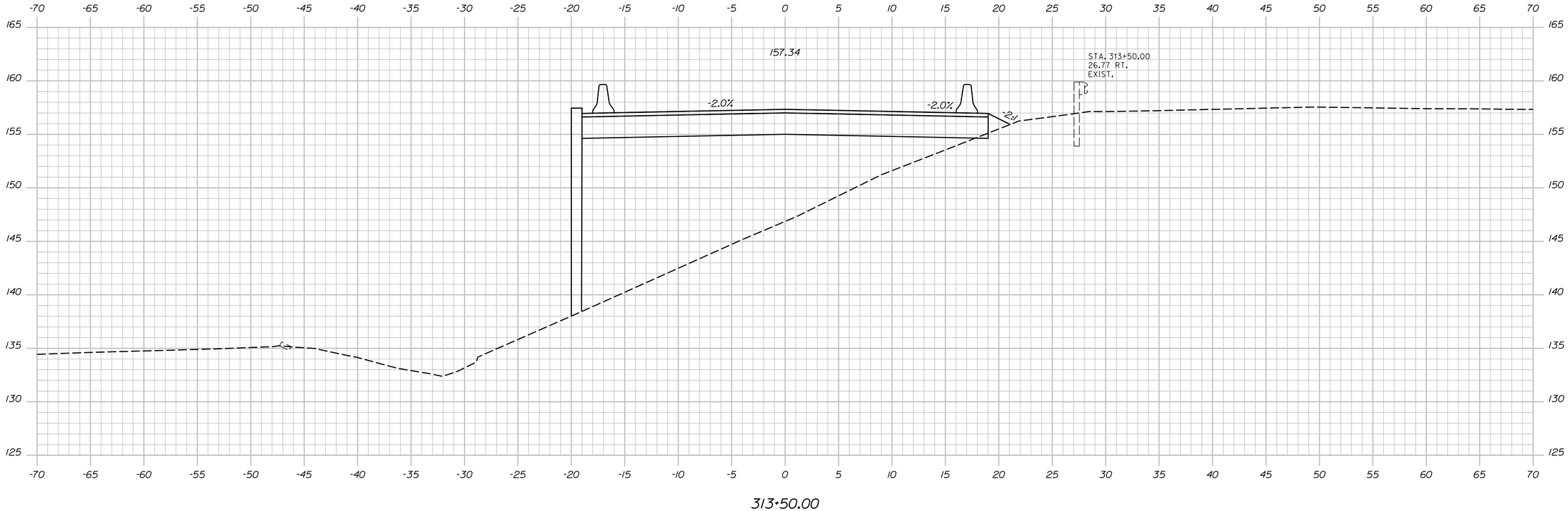
DATE

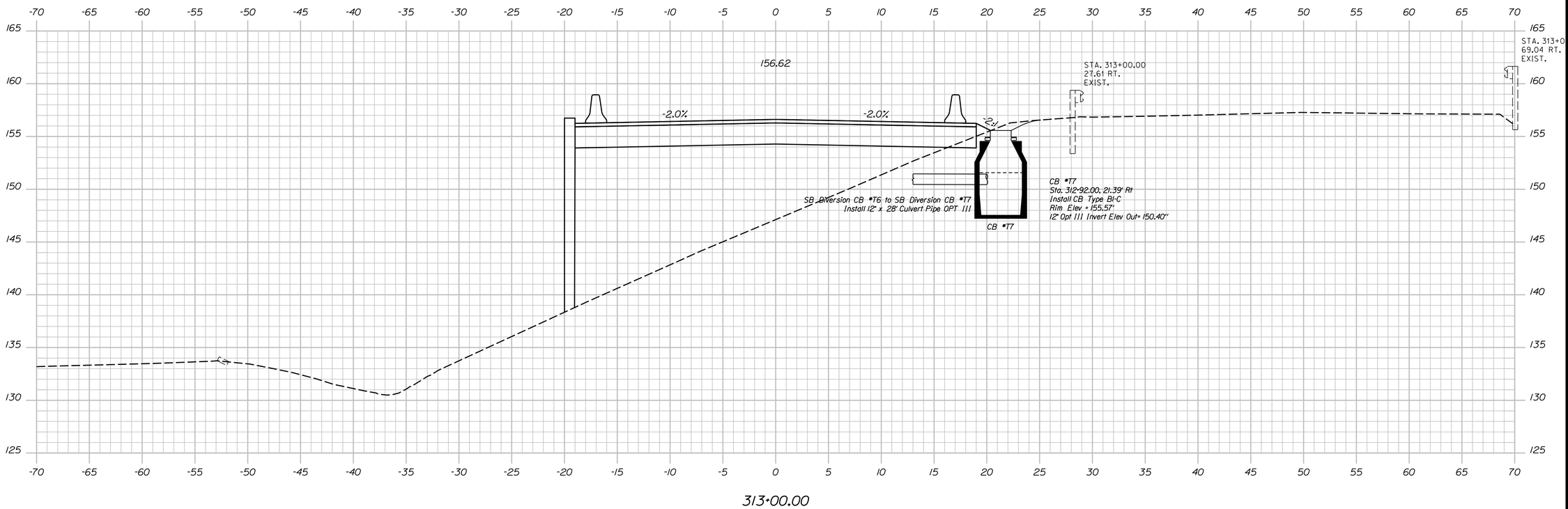
I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
SOUTHBOUND DIVERSION

SHEET NUMBER
181
OF 201

Sta. 312+00.00 to Sta. 312+50.00





Sta. 313+00.00 to Sta. 313+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE		
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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
SOUTHBOUND DIVERSION

SHEET NUMBER

182

OF 201

Username: slister Date:4/17/2023

Division:

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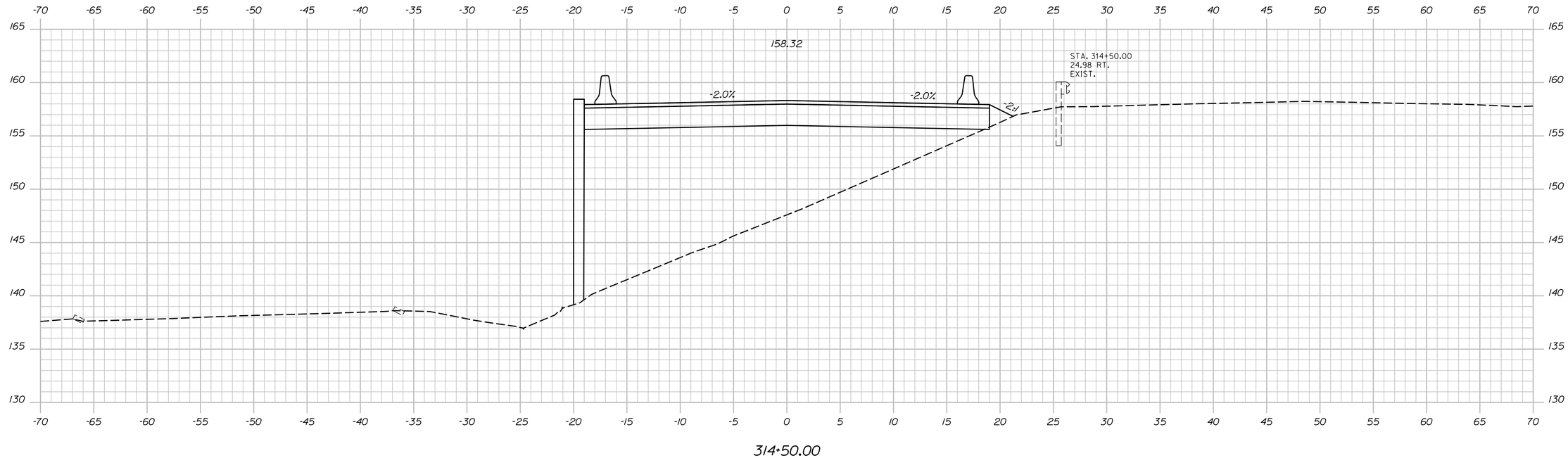

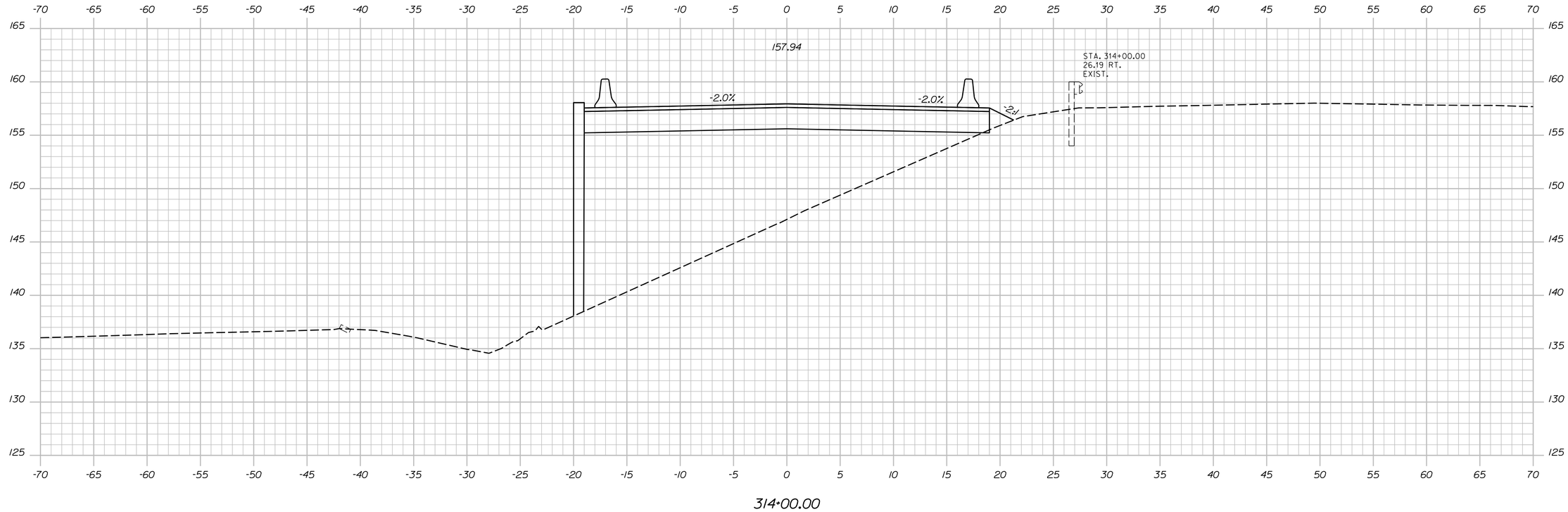

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

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REVISIONS 4			
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DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
SOUTHBOUND DIVERSION

SHEET NUMBER

183

OF 201

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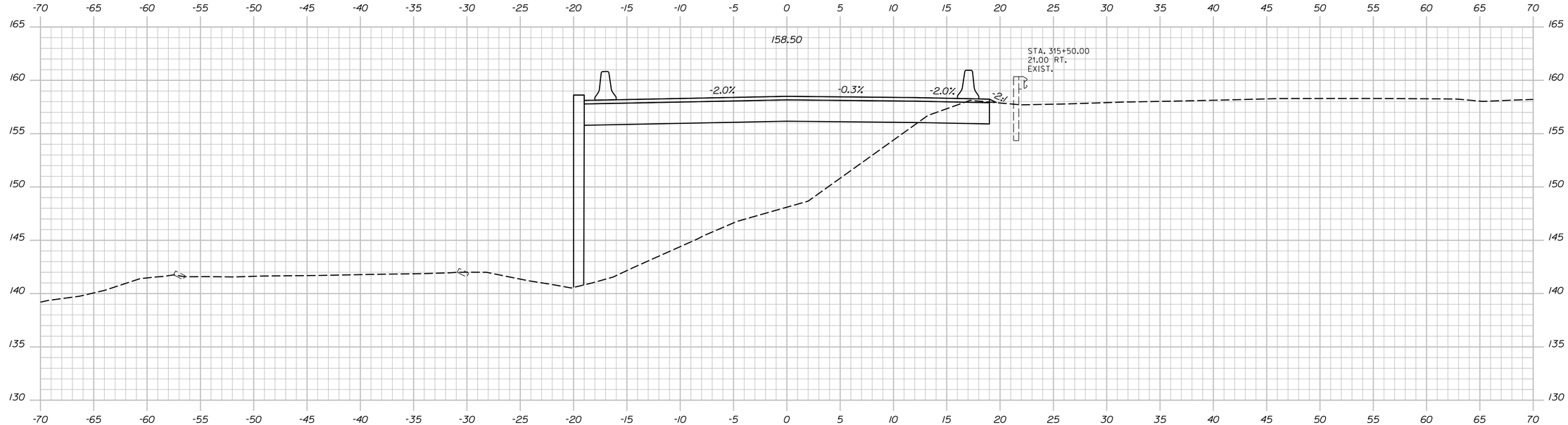
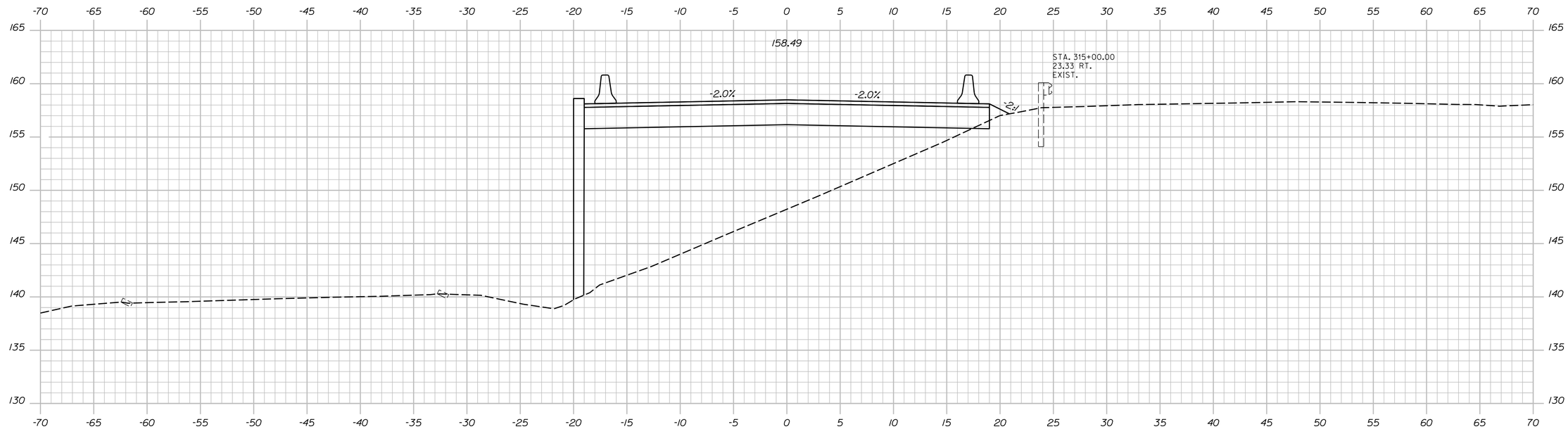


315+50.00



315+00.00

Sta. 315+00.00 to Sta. 315+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE	BY	DATE
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FIELD CHANGES			

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

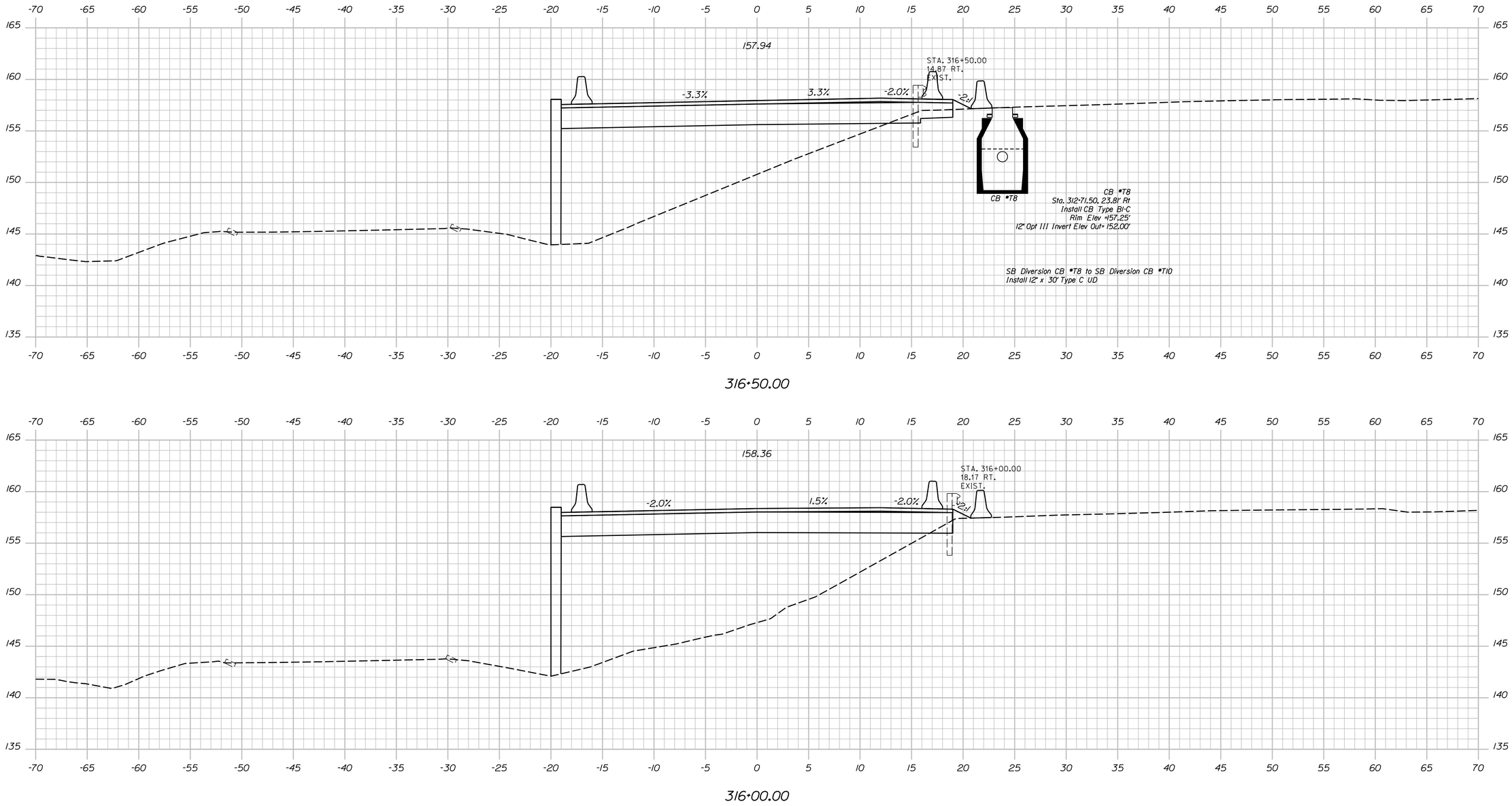
CROSS SECTIONS
SOUTHBOUND DIVERSION

SHEET NUMBER

184

OF 201

Filename: ...\Drawings\Sheet Files\Xsect.dgn Division: Username: slister Date:4/17/2023



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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE	BY	DATE
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DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

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DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
SOUTHBOUND DIVERSION

SHEET NUMBER

185

OF 201

Username: slister Date:4/17/2023

Division:

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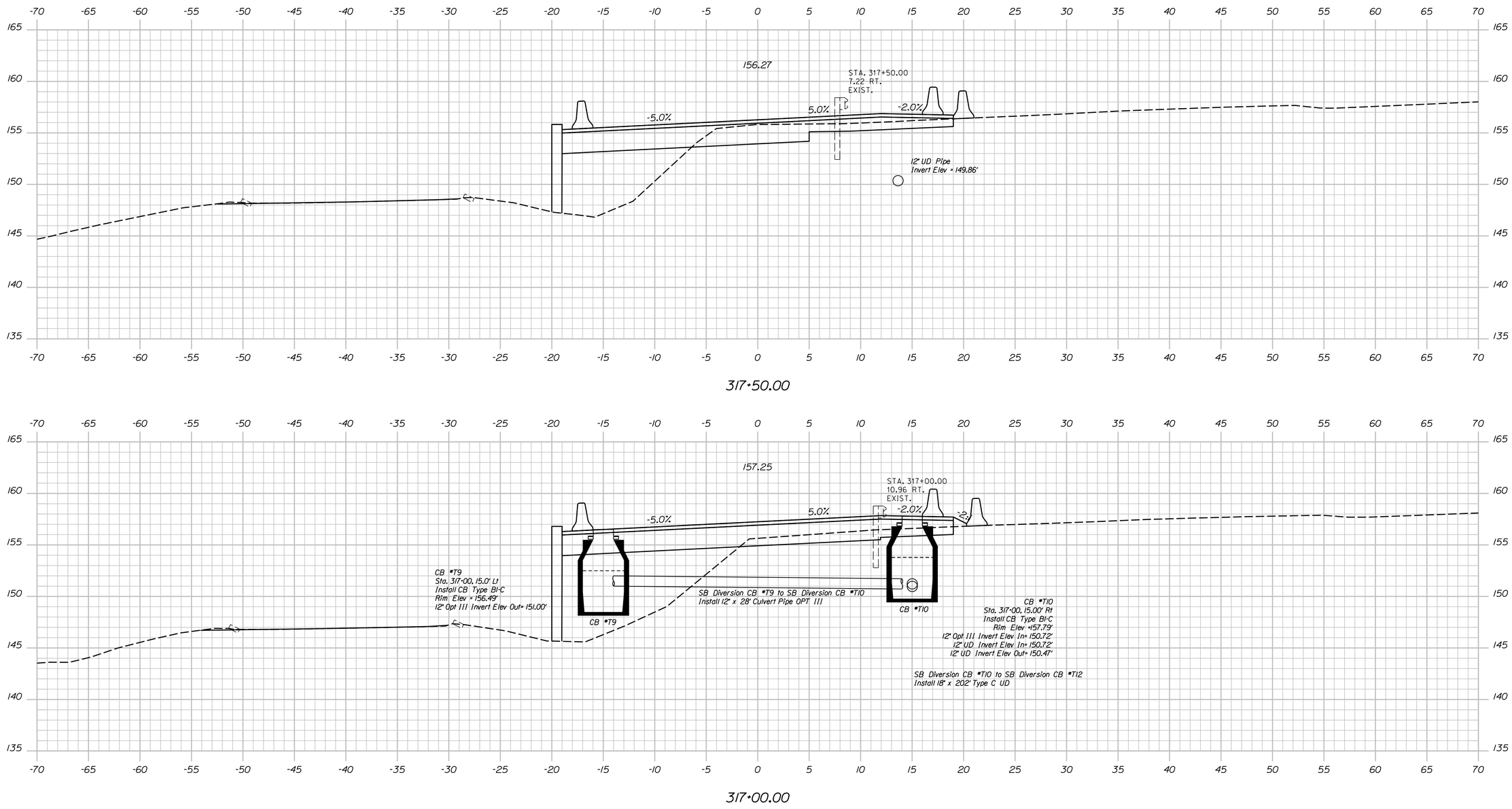

Sta. 317+00.00 to Sta. 317+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE		
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REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
SOUTHBOUND DIVERSION

SHEET NUMBER

186

OF 201

Username: slister Date:4/17/2023

Division:

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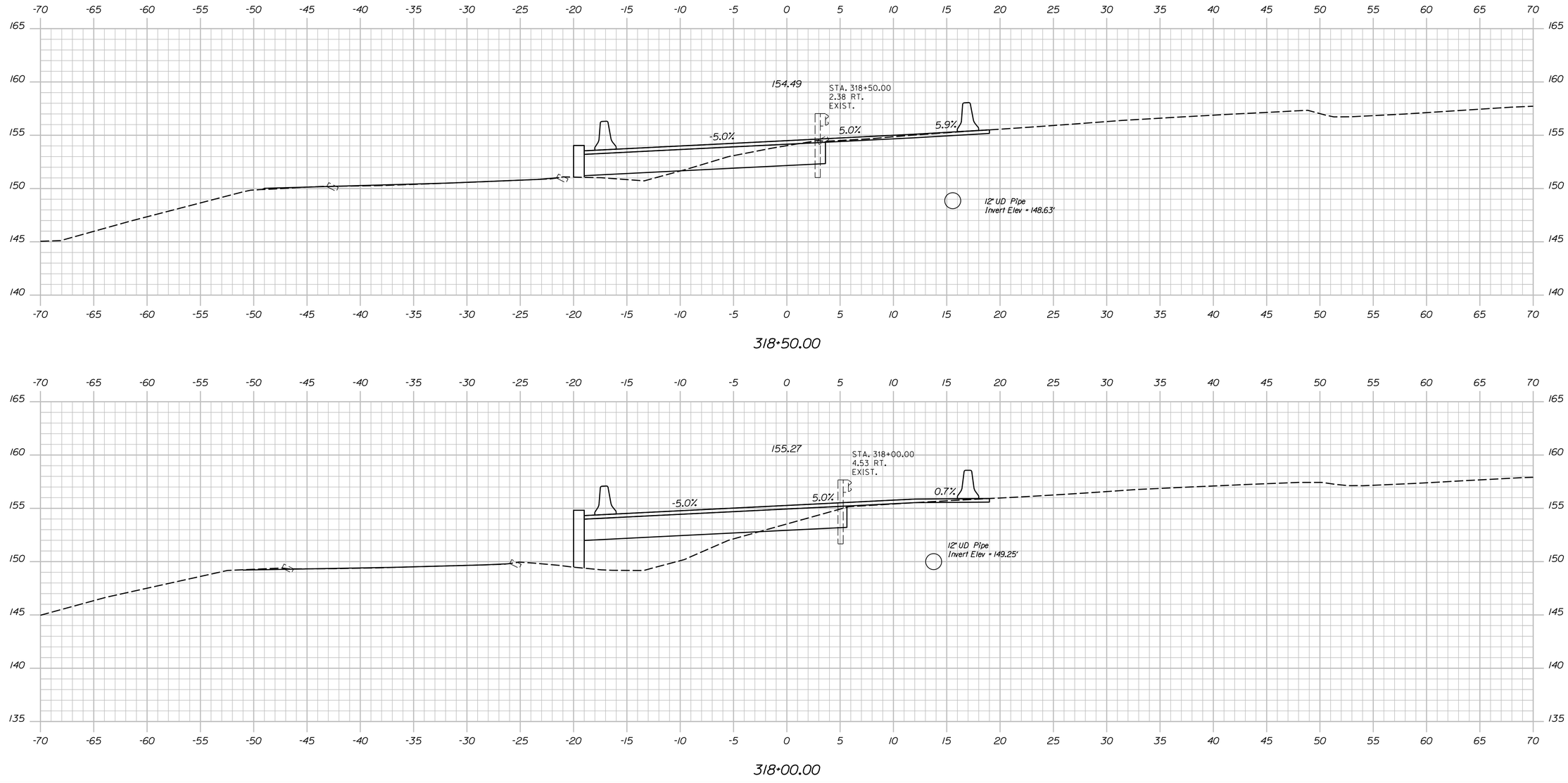

Sta. 318+00.00 to Sta. 318+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN
22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

PROJ. MANAGER	A. LATHE	BY	DATE
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
SOUTHBOUND DIVERSION

SHEET NUMBER

187

OF 201

Username: slister Date:4/17/2023

Division:

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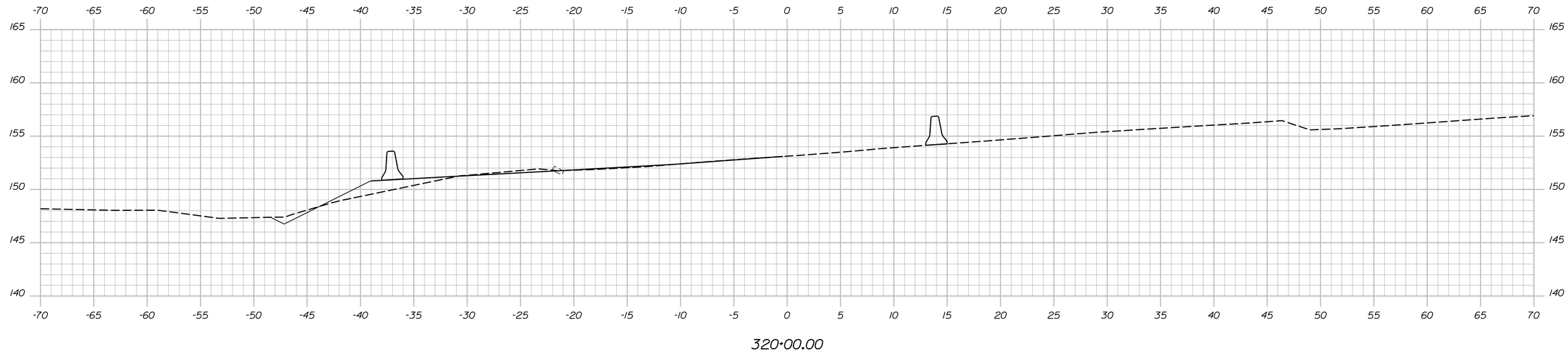

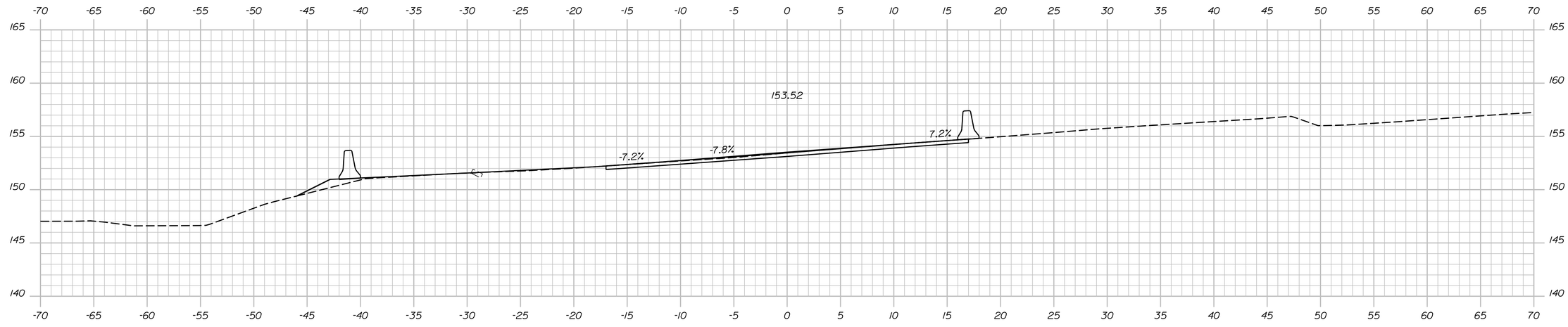

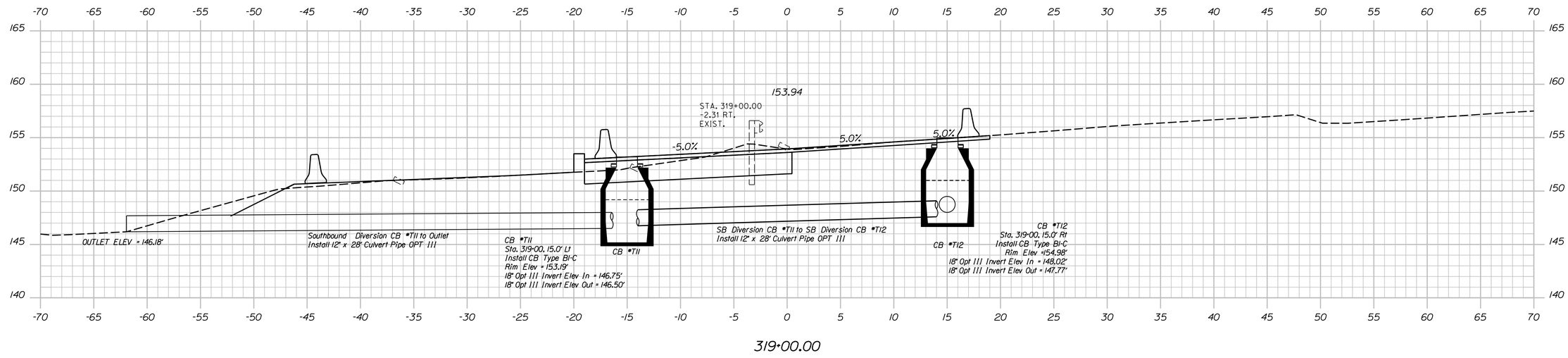

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01 BRIDGE CROSS SECTIONS

BRIDGE NO. 5789

	A. LATHE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
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DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS
SOUTHBOUND DIVERSION

SHEET NUMBER

188

OF 201

Sta. 319+00.00 to Sta. 320+00.00

Username: slister Date:4/17/2023

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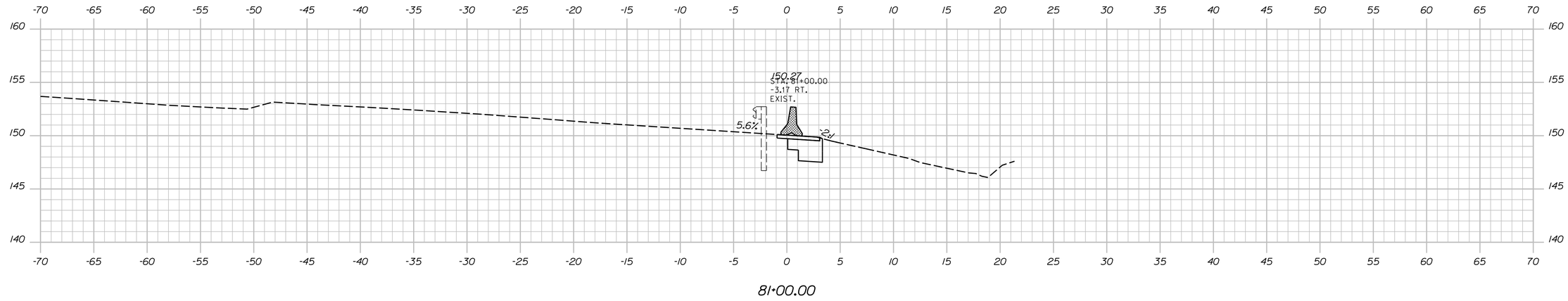
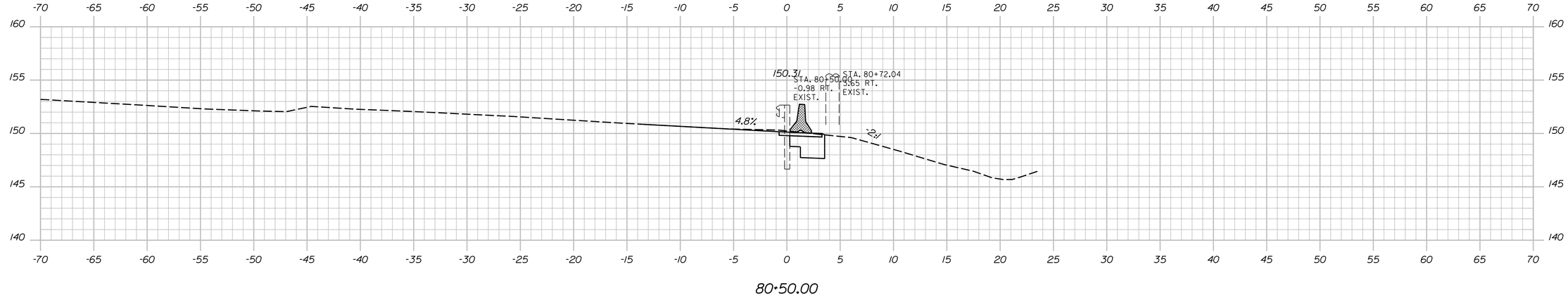
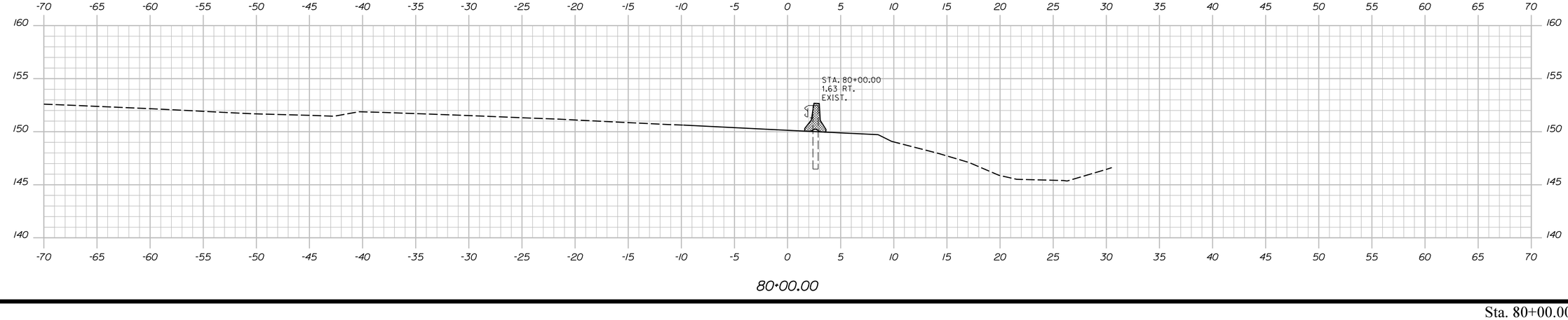






STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS TEMPORARY SOUTHBOUND OFF-RAMP

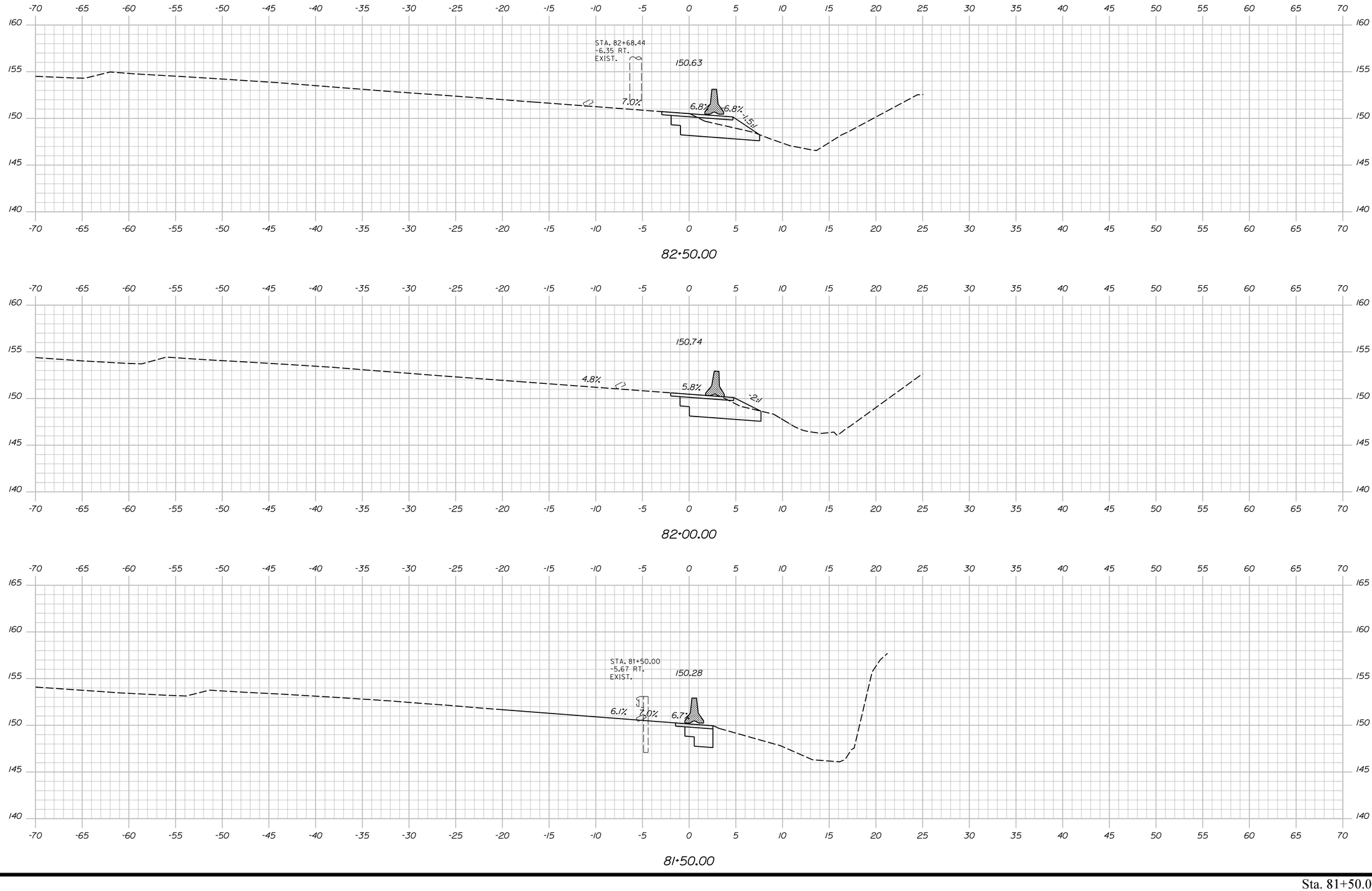
SHEET NUMBER

189

OF 201

Sta. 80+00.00 to Sta. 81+00.00

Filename: ...\Drawings\Sheet Files\Xsect.dgn Division: Username: slister Date:4/17/2023



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE	BY	DATE
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REVISIONS 1			
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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS TEMPORARY SOUTHBOUND OFF-RAMP

SHEET NUMBER

190

OF 201

Sta. 81+50.00 to Sta. 82+50.00

Username: slister Date:4/17/2023

Division:

Filename: ...\Drawings\Sheet Files\Xsect.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE	BY	DATE
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DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
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FIELD CHANGES			

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS TEMPORARY SOUTHBOUND OFF-RAMP

SHEET NUMBER

191

OF 201

Sta. 83+00.00 to Sta. 84+00.00

Username: slister Date:4/17/2023

Division:

Filename: ...\Drawings\Sheet Files\Xsect.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

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I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS TEMPORARY SOUTHBOUND OFF-RAMP

SHEET NUMBER

192

OF 201

Sta. 84+50.00 to Sta. 85+50.00

Username: slister Date:4/17/2023

Division:

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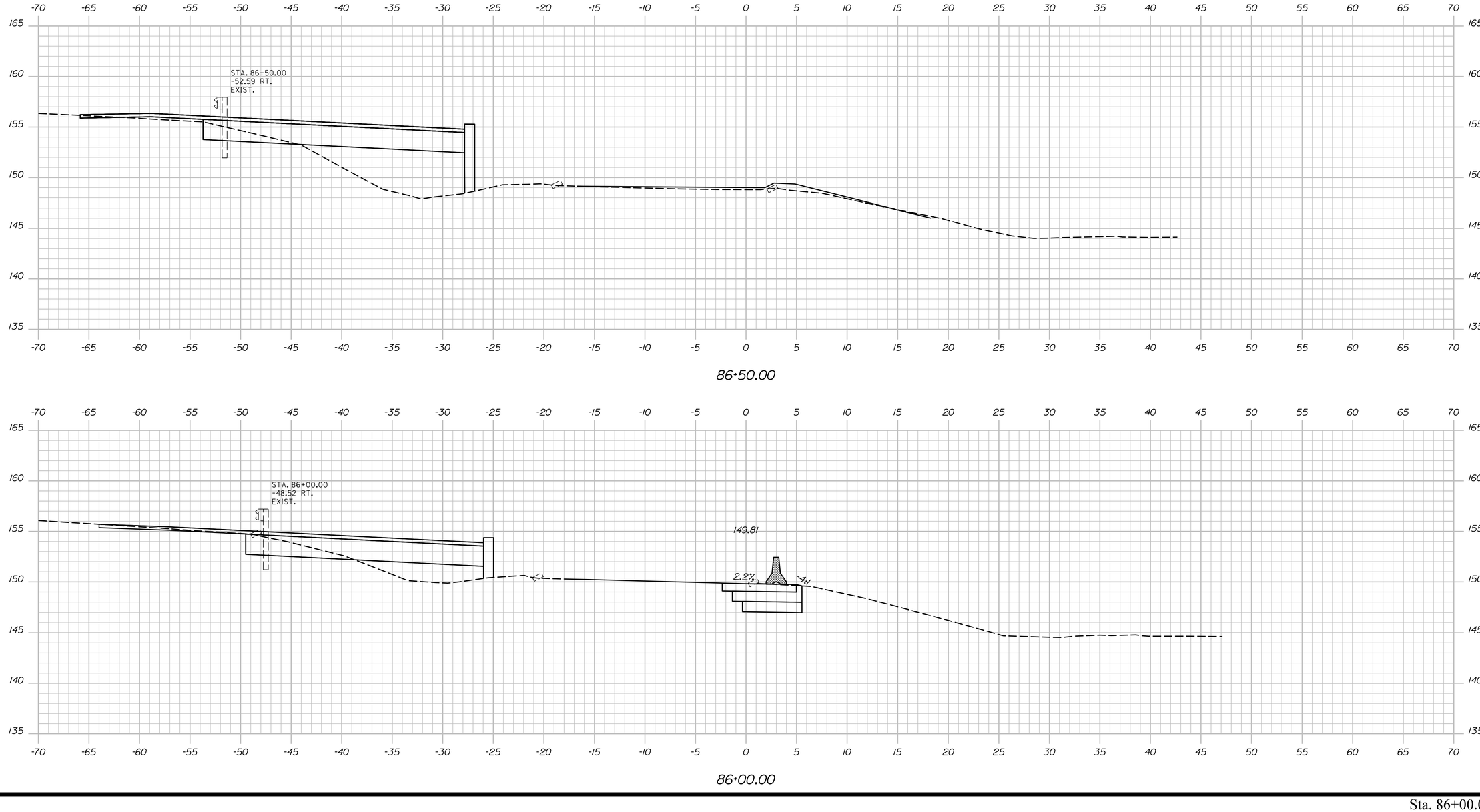

Sta. 86+00.00 to Sta. 86+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE		
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DESIGN3-DETAILED3	N. EDMAN	S. MERKWAN	4-23
REVISIONS 1		J. FITZ	4-23
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

CROSS SECTIONS TEMPORARY SOUTHBOUND OFF-RAMP

SHEET NUMBER

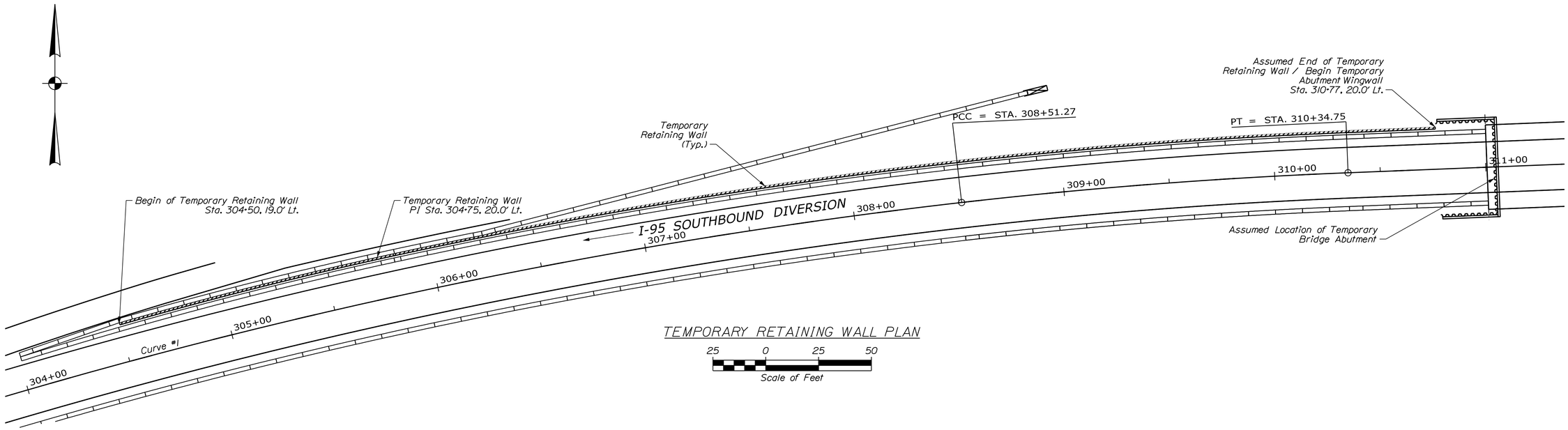
193

OF 201

Username: slister Date:4/17/2023

Division:

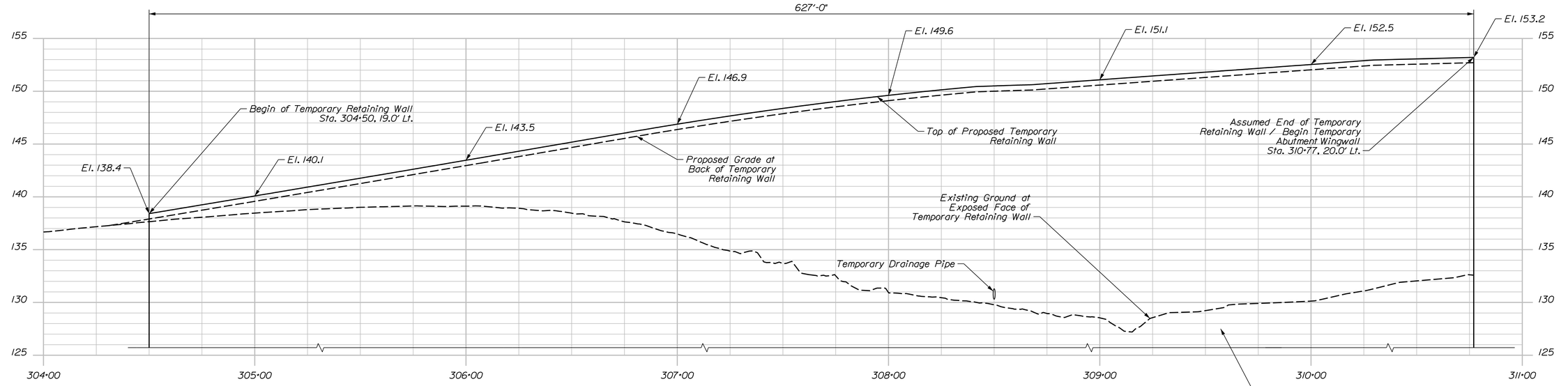
Filename: ...\Drawings\Sheet Files\Xsect.dgn



TEMPORARY RETAINING WALL PLAN

25 0 25 50

Scale of Feet



TEMPORARY RETAINING WALL PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	A. LATHE	
DESIGN-DETAILED	S. WHITE	4-23
CHECKED-REVIEWED	B. COLBURN	4-23
DESIGN2-DETAILED3	S. LISTER	4-23
DESIGN3-DETAILED3	N. EDMAN	4-23
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

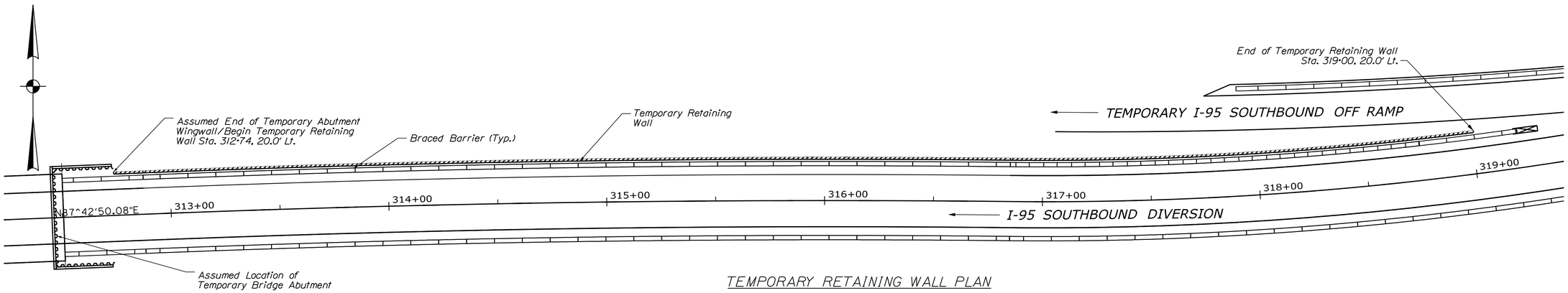
TEMPORARY RETAINING WALL PLAN AND ELEVATION (1 OF 2)

SHEET NUMBER

194

OF 201

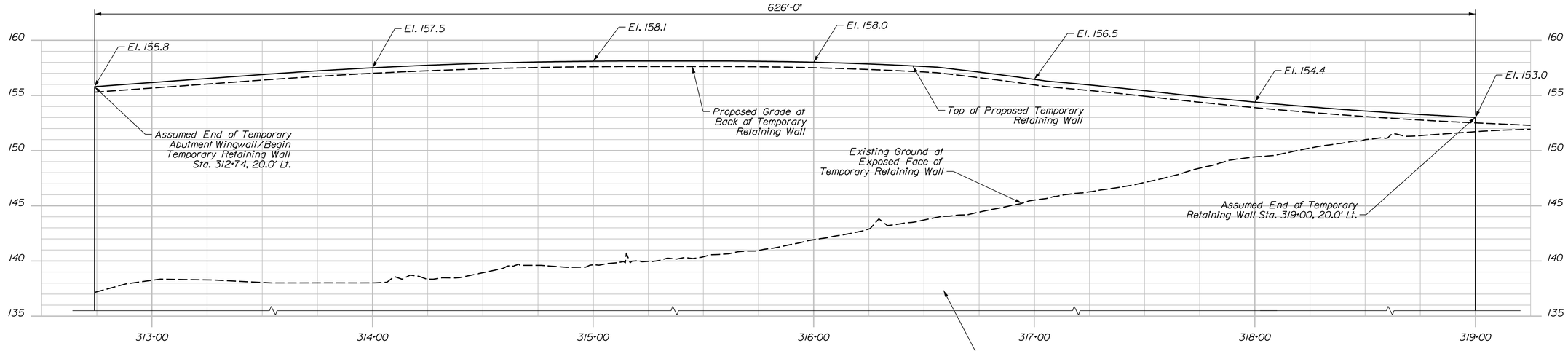
Filename: ...\XX_Temp Retaining Wall 1 of 2.dgn Division: Username: slister Date:4/17/2023



TEMPORARY RETAINING WALL PLAN

25 0 25 50

Scale of Feet

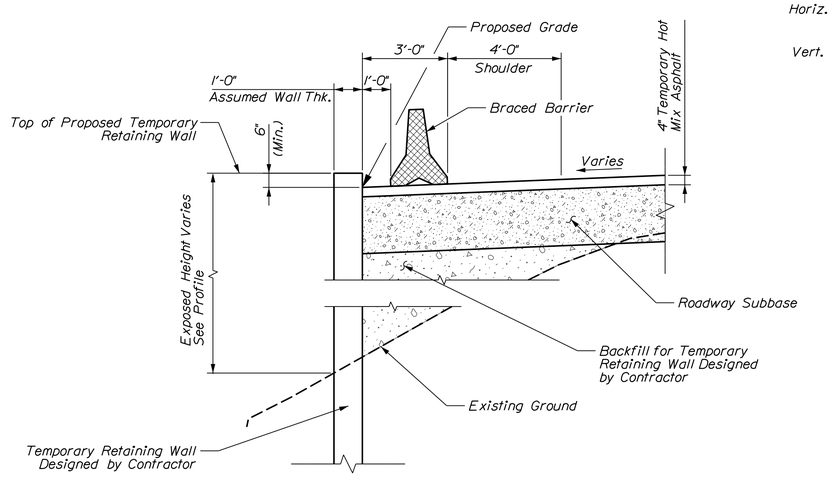


TEMPORARY RETAINING WALL PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet



TYPICAL TEMPORARY RETAINING WALL SECTION

TEMPORARY RETAINING WALL NOTES

1. The temporary retaining wall shall be designed in accordance with the current edition of AASHTO LRFD Bridge Design Specifications and AASHTO LRFD Bridge Construction Specifications.
2. The profile given is approximate in nature and is given for informational purposes only. The final elevations, begin and end locations, and thickness of the temporary retaining wall are all the responsibility of the Contractor.
3. The locations of the temporary abutments and the temporary abutment wingwalls are assumed. The Contractor shall determine the final locations and coordinate the end of the temporary retaining wall.
4. The temporary retaining wall is paid for under Item 510.10, Special Detour.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
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REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

TEMPORARY RETAINING WALL PLAN AND ELEVATION (2 OF 2)

SHEET NUMBER

195

OF 201

Username: slister Date:4/17/2023

Filename: ...\XX_Temp Retaining Wall 2 of 2.dgn Division:

Traffic Signal Notes:

1. Temporary Traffic Signal Work for this Intersection Will Include Overhead Signal Heads, Overhead Signs, Traffic Detection System, a Pedestrian Signal Head, and Mast Arm Removal. All Other Work Associated with the Temporary Signal Shall be Considered Incidental.

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, the City of Bangor and Any Requirements of the Power Company.

3. Existing Signal Head Shall Have the Arrow Balls Replaced with Standard Balls as shown on the plans or as Directed by the Engineer.

4. Existing Signal Heads Shall be Removed Along with the Mast Arm as shown on the plans or as Directed by the Engineer.

5. 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.

6. The Contractor Shall Notify Utility Companies at Least 48 Hours Before Any Operations Are Conducted That Potentially Could Conflict With Aerial Utilities.

7. There Shall be No Splices at Junction Boxes Except as Noted on the Project Plans or Approved by the Resident.

8. All Field Wiring Shall be Neatly Bundled and Clearly Identified with Permanent, Legible, Weatherproof Tags Securely Attached to Each Cable.

9. The Maintenance of the Temporary Traffic Signal Shall Remain the Responsibility of the Contractor.

10. Payment Under Item 643.72 will Include but not be Limited to, All Work and Cost Necessary to Implement Temporary Traffic Signal, Including Temporary Traffic Signal Heads, Maintaining Power Service, Meter, Wood Poles, Bracket Arms, Spanwires, Tether Wires, Guy Wires, Signal Assemblies, Wiring Cable, Vehicle Detection and All Incidentals Necessary for a Completely Functioning Temporary Traffic Signal System.

11. Install Temporary Traffic Markings as Shown on the Project Plans.

12. The Temporary Signal Shall Be Fully Operational Prior to Building the Interstate Diversion.

13. All Proposed Pedestrian Push Button Locations Shall Comply with Americans With Disabilities Act Standards, Latest Edition.

14. The Contractor Should Be Aware That This Intersection Is Part of An Interconnected System of Signals Along Broadway And That The Existing Timing And Phasing Shall Be Field Adjusted (As Necessary) Once Construction Is Complete.

15. Existing Conduit Can Be Used If Condition Is Verified First By Contractor And Determined To Meet Applicable Standards.

16. It Is the Intent of This Work To Have A Complete Operational, Tested And Accepted Temporary Traffic Signal prior to Constructing the Temporary Bridge.

17. Contractor Shall Be Responsible For Temporary Traffic Signals And Associated Work If Required. Contractor Shall Remove The Temporary Traffic Signal Once New Signal Is Operational. All Costs Associated With Temporary Signals Shall Be Incidental To The 643 Items.

18. The Locations Of Signal Equipment And Poles Including The Mounted Traffic Devices And Signs Are Approximate. Final Locations Will Be Determined in The Field By The Resident, Maine DOT Or City Representative.

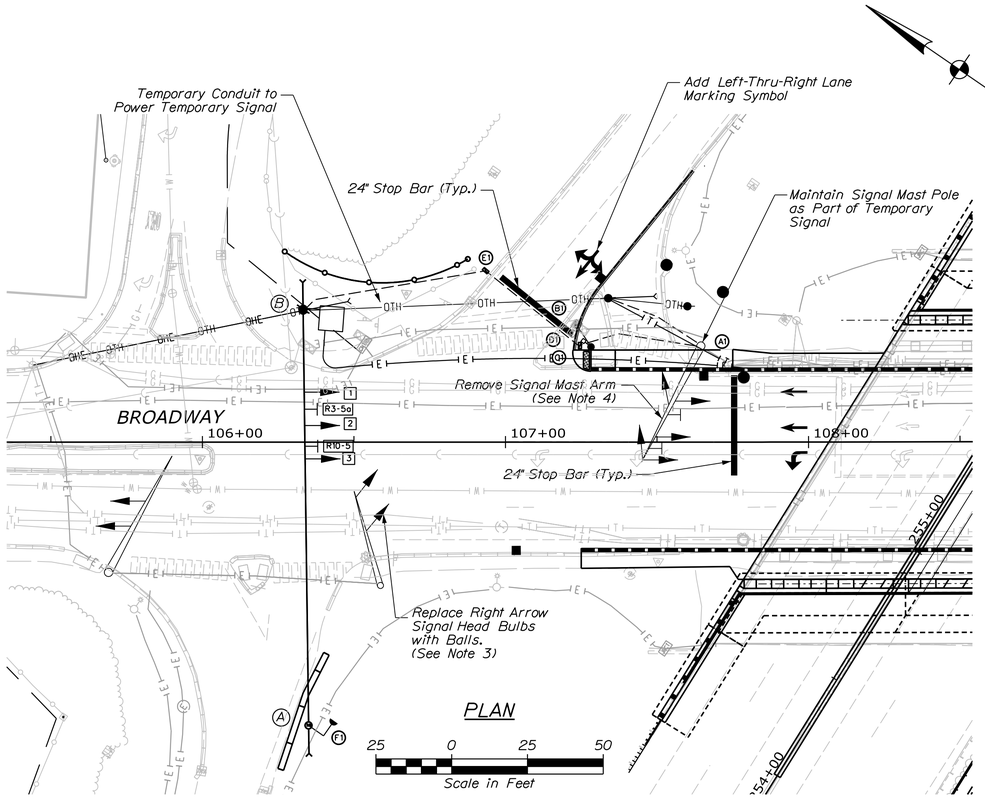
19. The Resident, City And Maine DOT Shall Have The Right And Authority To Determine The Acceptability Of Work And Materials In Progress Or Completed And Shall Have The Right To Reject Any Work Or Materials Which Do Not Conform, In Its Sole Opinion, To The Plans Or Specifications.

20. Traffic Signal Work Shall Be Completed In A Manner And Order That Will Cause The Minimum Disruption To Traffic.

21. The Contractor Shall Prepare A Material Schedule Based Upon Their Plan Review. All Schedules Shall Be Verified In The Field By The Contractor Prior To Ordering Materials Or Performing Work.

22. All Temporary Signal Sections Shall Have Led Lenses 12 Inches In Diameter, And Shall Have 5 Inch Louvered Back Plates With 3 Inch Yellow Retroreflective Strip Around Border Of Back Plates.

23. Contractor Shall Be Responsible For Obtaining Any Necessary Street/Sidewalk Occupancy Or Opening Permits.



24. Existing Video Detection Shall Have Appropriate Focal Length Based On Distance From The Stop Bar And Height Above The Ground. Location Of Video Detection and Advanced Detection Shall Be Adjusted As Needed To Meet Manufacturer Specifications And Operations. This Includes Extension Arms If Needed. The Existing Advanced Video Detection System shall be Relocated to Temporary Traffic Signal Pole A.

25. Video Detection Shall Be Checked To Ensure Occlusion Is Not Occurring. If It Is, The Equipment Or Its Location Shall Be Adjusted As Needed. This Includes Extension Arms If Needed.

26. Emergency Preemption Shall Be Maintained with the Temporary Signal System. The Contractor Shall Coordinate with the City On Specific Equipment To Be Used Such That It Is Compatible With Their Existing Equipment.

27. All Signal Cable Shall Be IMSA Rated.

38. The Temporary Signal System Must Be Fully Functional And Free Of Communications Or Equipment Failures For A Period Of Seven (7) Days. If Problems Occur, They Shall Be Rectified By The Contractor And The Start Up Period Restarted For Another Seven (7) Days.

Equipment Schedule

Designation	Item	Description	Location
A1	Existing Mast Arm Pole with 44' Mast Arm	Remove Mast Arm and Signal Heads. Relocate Advanced Video Detection. Retain Mast Until Temporary Signal is No Longer Needed. Retain Control Cabinet in Place. Adjust Emergency Preemption Reciever as Necessary Once Temporary Bridge is Installed. Relocate Signs to Temporary Span Wire.	STA. 107+65.55, 31.14' LT
B1	Existing Junction Box	Remove Plastic Junction Box and Replace with Precast Concrete Junction Box	STA. 107+23.45, 38.66' LT
C1	Existing Pedestrian Pole on 24" Concrete Foundation	Remove Pedestrian Pole and Foundation. Relocate Pedestrian Signal Head to Temporary Wood Pole.	STA. 107+28.19, 34.44' LT
D1 & E1	Precast Concrete Junction Box	Precast Concrete Junction Box Paid for by WIN 21663.00	Locations on Plans are Approximate
F1	Video Detection	Relocate Advanced Video Detection from Mast Arm A1 to Temporary Signal Pole A.	STA. 106+33.21, 43.39' LT

Pole Notes:

(A) Install 40' class 3 wood pole and guy anchor. Attach span wire at 25.75'. Protect wood pole with barrier.

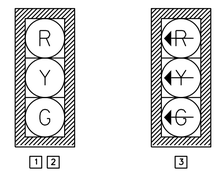
(B) Proposed utility pole attach span wire at 25.75'. Span wire from pole (A) to pole (B). Install guy anchor.

TEMPORARY SIGNAL PLAN LEGEND

- Signal Conduit
- Junction Box
- Controller Cabinet
- Signal Head
- Overhead Sign
- Video Detector on Bracket Arm
- Luminaire
- Existing Power Pole
- Wood Signal Pole With Guy
- **Pedestrian Signal Head**
- Equipment Note
- Temporary Pavement Marking

Temporary Signal Heads

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



Signal Heads to be Aligned Per MUTCD Standards

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 018722.00

BRIDGE PLANS

BRIDGE NO. 5789

				SIGNATURE	P.E. NUMBER	DATE
PROJ. MANAGER	A. LATHE	BY	DATE			
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23			
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23			
DESIGN2-DETAILED2						
DESIGN3-DETAILED3						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

I-95\BROADWAY BRIDGE
INTERSTATE 95
BANGOR PENOBSCOT COUNTY

TEMPORARY SIGNAL PLAN

SHEET NUMBER
196
OF 201

McFarland Johnson

Username: slister Date:4/17/2023
Filename: ...\Sheet Files\XX_Signal_Plan.dgn Division:

Filename: ...\114_Detour_Broodway.dgn Division: Username: slister Date:4/17/2023

1. ROAD CLOSED 1000 FT. — 48" x 48"

2. ROAD CLOSED 500 FT. — 48" x 48"

3. DETOUR AHEAD — 48" x 48"

4.
DETOUR	24" x 12"
NORTH	24" x 12"
BROAD-WAY	24" x 24"
↑	21" x 15"

5.
DETOUR	24" x 12"
NORTH	24" x 12"
BROAD-WAY	24" x 24"
→	21" x 15"

6.
DETOUR	24" x 12"
NORTH	24" x 12"
BROAD-WAY	24" x 24"
←	21" x 15"

7.
DETOUR	24" x 12"
NORTH	24" x 12"
BROAD-WAY	24" x 24"
↱	21" x 15"

8.
END DETOUR	24" x 24"
NORTH	24" x 12"
BROAD-WAY	24" x 24"

9.
DETOUR	24" x 12"
SOUTH	24" x 12"
BROAD-WAY	24" x 24"
↑	21" x 15"

10.
DETOUR	24" x 12"
SOUTH	24" x 12"
BROAD-WAY	24" x 24"
→	21" x 15"

11.
DETOUR	24" x 12"
SOUTH	24" x 12"
BROAD-WAY	24" x 24"
←	21" x 15"

12.
END DETOUR	24" x 24"
SOUTH	24" x 12"
BROAD-WAY	24" x 24"

13. ROAD CLOSED AHEAD LOCAL TRAFFIC ONLY — 60" x 30"

14. BROADWAY UNDER I-95 — 66" x 12"; ROAD CLOSED 0.55 MILES AHEAD LOCAL TRAFFIC ONLY — 60" x 30"

15. BROADWAY UNDER I-95 — 66" x 12"; ROAD CLOSED 0.15 MILES AHEAD — 60" x 30"

16. BROADWAY UNDER I-95 — 66" x 12"; ROAD CLOSED 1.2 MILES AHEAD LOCAL TRAFFIC ONLY — 60" x 30"

17. 48" x 30" — ROAD CLOSED

PCMS MESSAGES

	PCMS #1 (PRIOR TO CLOSURE)	PCMS #1	PCMS #2	PCMS #3
SCREEN #1	BROADWAY UNDER I-95	BROADWAY UNDER I-95 CLOSED	DETOUR ROUTE	DETOUR ROUTE
SCREEN #2	ROAD CLOSURE	USE DETOUR ROUTE	USE EXIT 184	USE EXIT 185
SCREEN #3	XX/XX TO XX/XX			

DETOUR NOTES

1. ALL SIGN LOCATIONS SHOWN ARE APPROXIMATE. ACTUAL LOCATIONS SHALL BE DETERMINED IN THE FIELD 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. ANY AND ALL CHANGES AND ADJUSTMENTS TO TRAFFIC CONTROL DEVICES SHALL BE INCLUDED IN THE TRAFFIC CONTROL PLAN SUBMITTED. THE TRAFFIC CONTROL PLAN SHALL BE SUBMITTED, DESIGNED, AND STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN STATE OF MAINE, AND SHALL BE APPROVED BY THE RESIDENT PRIOR TO IMPLEMENTATION.
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 PRIOR TO CLOSURE. LOCATIONS AND MESSAGES TO BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE RESIDENT.
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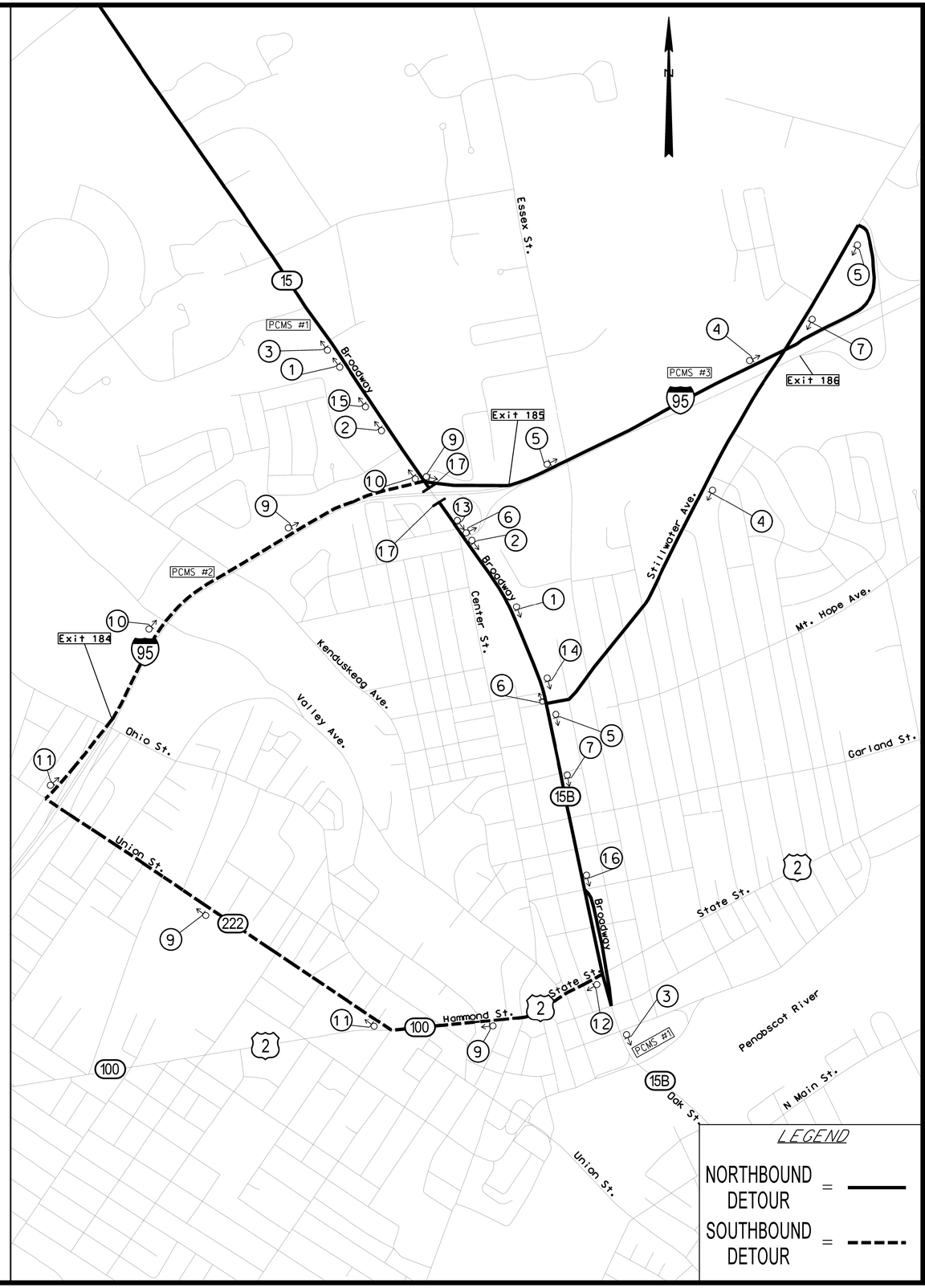

LEGEND

NORTHBOUND DETOUR = ——

SOUTHBOUND DETOUR = - - - -

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789 — BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	S. LINDSLEY	4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	4-23
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95/BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

DETOUR PLAN BROADWAY UNDER I-95 CLOSED

SHEET NUMBER

197

OF 201

Filename: ...\115_Detour_SBRamps.dgn Division: Username: slister Date:4/17/2023

1 — ROAD CLOSED 1000 FT. — 48" x 48"

2 — ROAD CLOSED 500 FT. — 48" x 48"

3 — DETOUR AHEAD — 48" x 48"

4 — DETOUR 24" x 12" / SOUTH 24" x 12" / I-95 ON RAMP 24" x 24" / ↑ 21" x 15"

5 — DETOUR 24" x 12" / SOUTH 24" x 12" / I-95 ON RAMP 24" x 24" / → 21" x 15"

6 — DETOUR 24" x 12" / SOUTH 24" x 12" / I-95 ON RAMP 24" x 24" / ← 21" x 15"

7 — END DETOUR 24" x 24" / SOUTH 24" x 12" / I-95 ON RAMP 24" x 24"

8 — DETOUR 24" x 12" / SOUTH 24" x 12" / I-95 EXIT 185 24" x 24" / ↑ 21" x 15"

9 — DETOUR 24" x 12" / SOUTH 24" x 12" / I-95 EXIT 185 24" x 24" / → 21" x 15"

10 — DETOUR 24" x 12" / SOUTH 24" x 12" / I-95 EXIT 185 24" x 24" / ← 21" x 15"

11 — END DETOUR 24" x 24" / SOUTH 24" x 12" / I-95 EXIT 185 24" x 24"

12 — SOUTHBOUND ON RAMP 66" x 12" / ROAD CLOSED 0.3 MILES AHEAD 60" x 30"

13 — SOUTHBOUND ON RAMP 66" x 12" / ROAD CLOSED 1.2 MILES AHEAD 60" x 30"

14 — 48" x 30" ROAD CLOSED

PCMS MESSAGES

	PCMS #1	PCMS #2
SCREEN #1	I-95 SOUTHBOUND EXIT 185 CLOSED	BROADWAY I-95 SOUTHBOUND ON RAMP CLOSED
SCREEN #2	USE I-95 EXIT 186	USE DETOUR ROUTE

ALL PCMS (PRIOR TO CLOSURE)

SCREEN #1	I-95 SOUTHBOUND RAMPS ON BROADWAY CLOSED
SCREEN #2	XX/XX TO XX/XX

DETOUR NOTES

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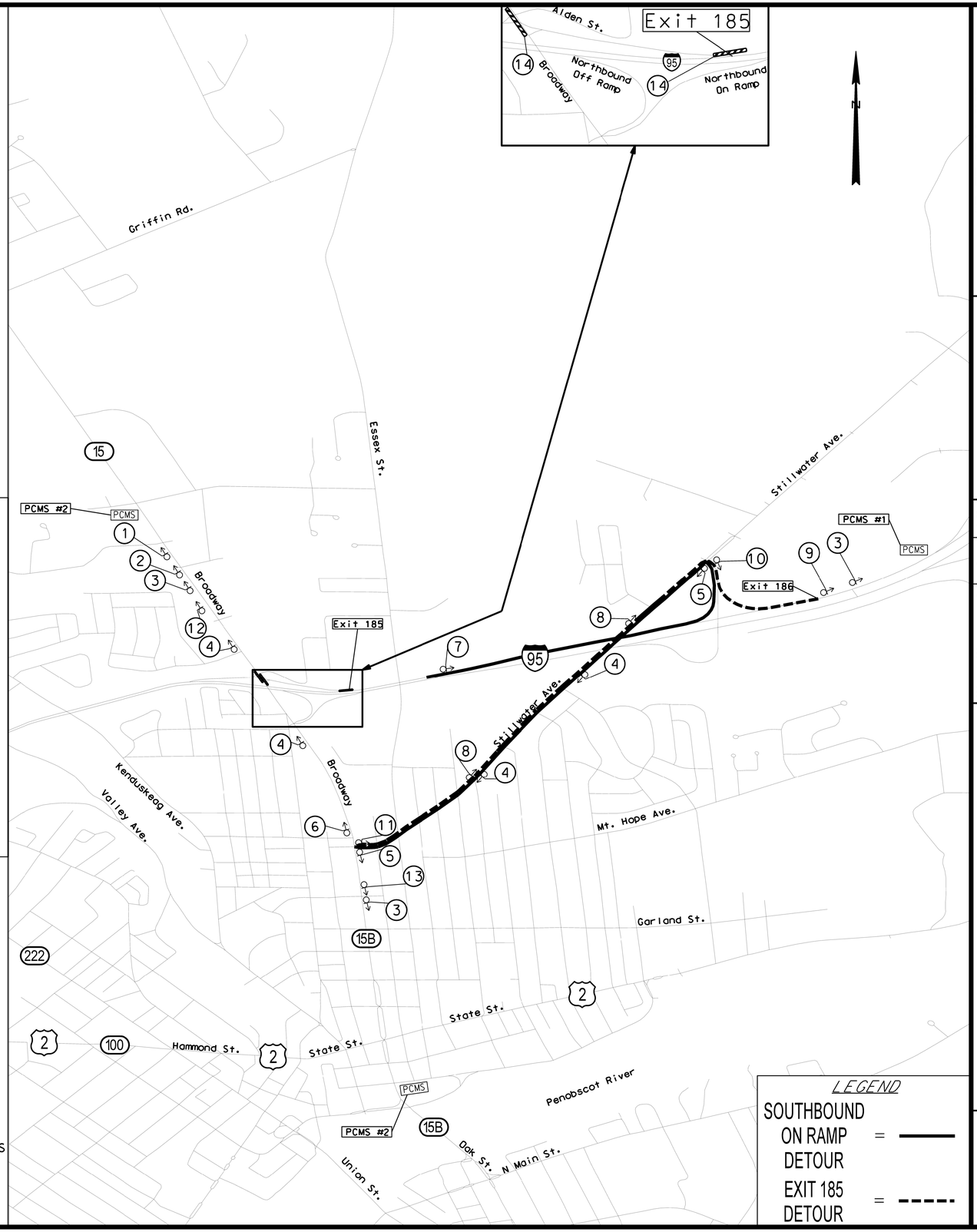

LEGEND

SOUTHBOUND ON RAMP DETOUR =

EXIT 185 DETOUR =

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	A. LATHE	
DESIGN-DETAILED	S. WHITE	4-23
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REVISIONS 4	J. FITZ	
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

I-95 BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

DETOUR PLAN SOUTHBOUND RAMPS CLOSED

SHEET NUMBER

198

OF 201

Filename: ...\116_Detour_NBRamps.dgn Division: Username: slister Date:4/17/2023

1 — DETOUR AHEAD — 48" x 48"

2
- DETOUR — 24" x 12"
- NORTH — 24" x 12"
- I-95 EXIT 185 — 24" x 24"
- ↑ — 21" x 15"

3
- DETOUR — 24" x 12"
- NORTH — 24" x 12"
- I-95 EXIT 185 — 24" x 24"
- → — 21" x 15"

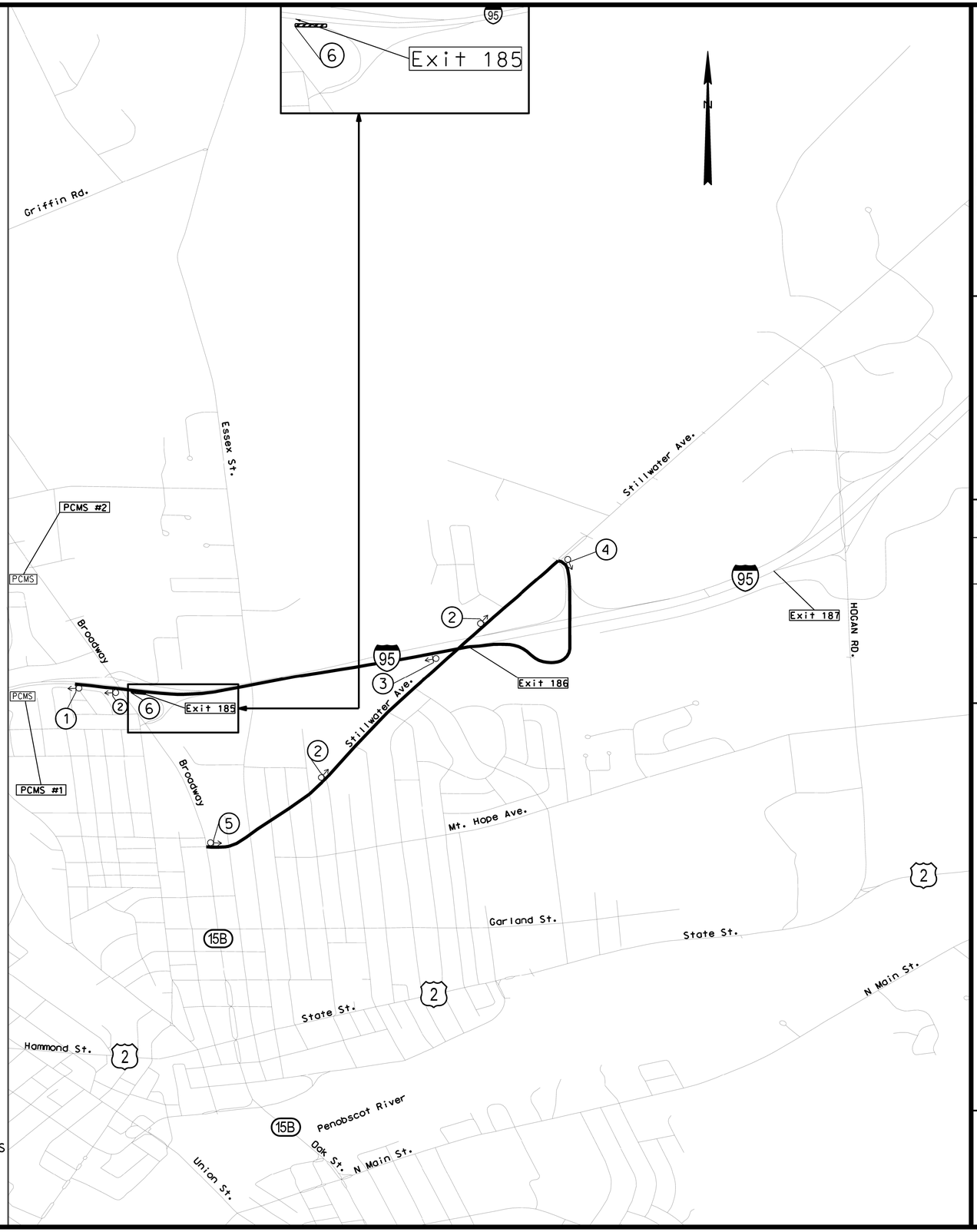
4
- DETOUR — 24" x 12"
- NORTH — 24" x 12"
- I-95 EXIT 185 — 24" x 24"
- ← — 21" x 15"

5
- END DETOUR — 24" x 24"
- NORTH — 24" x 12"
- I-95 EXIT 185 — 24" x 24"

6 — 48" x 30" — ROAD CLOSED

PCMS MESSAGES

	PCMS	ALL PCMS (PRIOR TO CLOSURE)
SCREEN #1	I-95 NORTHBOUND EXIT 185 CLOSED	I-95 NORTHBOUND RAMPS TO BROADWAY CLOSED
SCREEN #2	USE I-95 EXIT 186	XX/XX TO XX/XX



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DEPARTMENT OF TRANSPORTATION

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WIN 22276.01

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SIGNATURE

P.E. NUMBER

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I-95 BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

DETOUR PLAN NORTHBOUND OFF RAMP CLOSED

SHEET NUMBER

199

OF 201

Filename: ...\Sheet Files\117_Detour_I95.dgn Division: Username: slister Date:4/17/2023

1. DETOUR AHEAD — 48" x 48"

2. DETOUR / NORTH / 95 — 24" x 12" / 24" x 12" / 24" x 24" / 21" x 15"

3. DETOUR / NORTH / 95 — 24" x 12" / 24" x 12" / 24" x 24" / 21" x 15"

4. DETOUR / NORTH / 95 — 24" x 12" / 24" x 12" / 24" x 24" / 21" x 15"

5. DETOUR / NORTH / 95 — 24" x 12" / 24" x 12" / 24" x 24" / 21" x 15"

6. END DETOUR / NORTH / 95 — 24" x 24" / 24" x 12" / 36" x 36"

7. DETOUR / SOUTH / 95 — 24" x 12" / 24" x 12" / 24" x 24" / 21" x 15"

8. DETOUR / SOUTH / 95 — 24" x 12" / 24" x 12" / 24" x 24" / 21" x 15"

9. END DETOUR / SOUTH / 95 — 24" x 24" / 24" x 12" / 24" x 24"

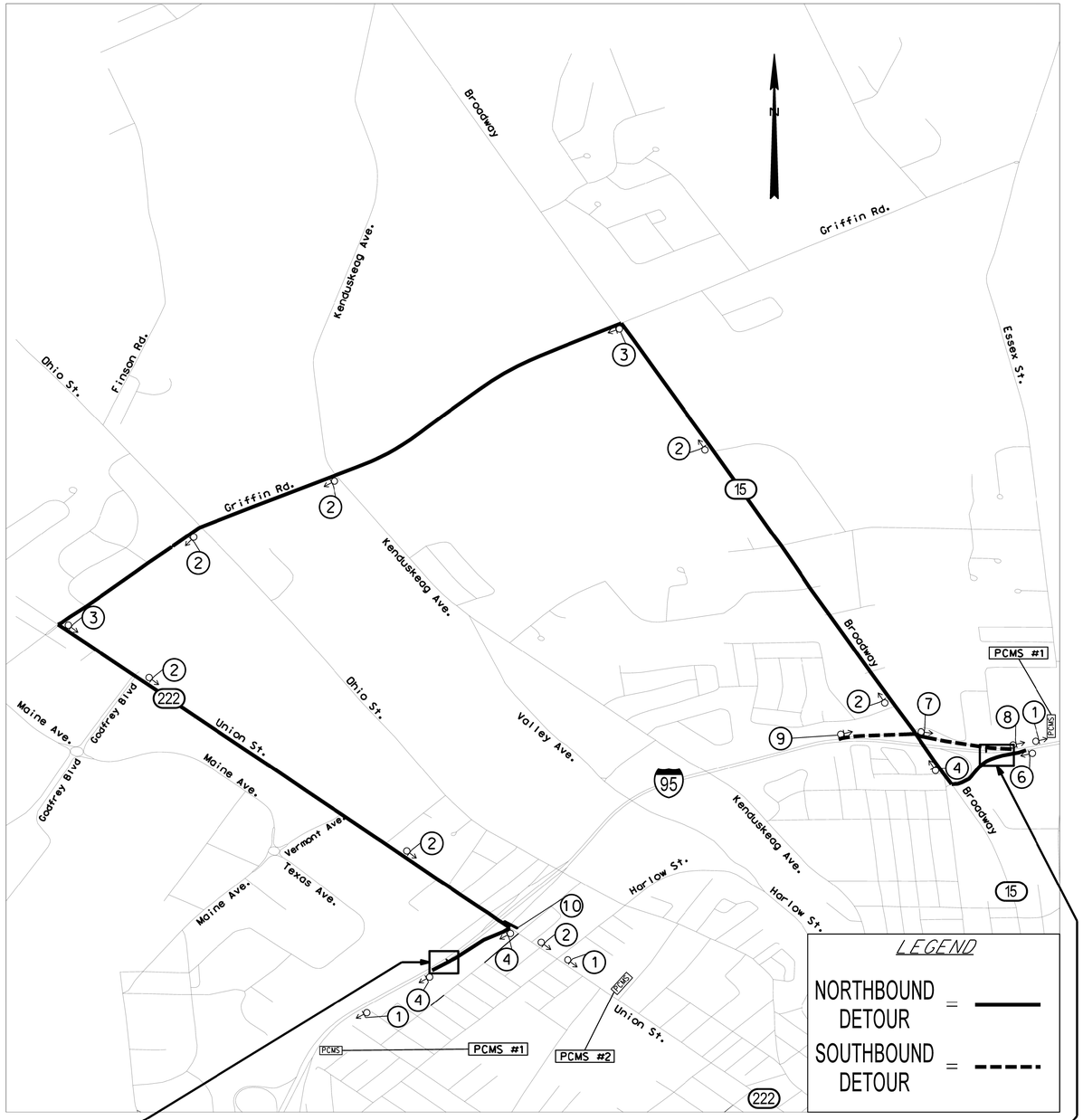
10. 48" x 30" ROAD CLOSED

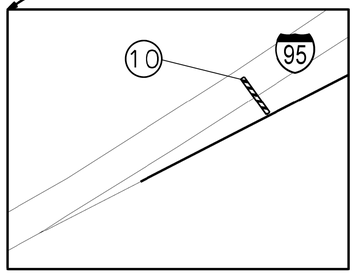
PCMS MESSAGES

	PCMS (PRIOR TO CLOSURE)	PCMS #1	PCMS #2
SCREEN #1	I-95 CLOSURE	I-95 CLOSED AHEAD	I-95 OVER BROADWAY CLOSED
SCREEN #2	XX PM TO XX AM	VEHICLES MUST EXIT AHEAD	USE DETOUR ROUTE
		USE DETOUR ROUTE	

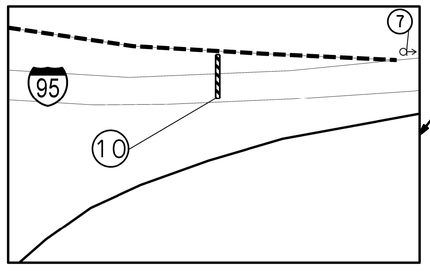
DETOUR NOTES

1. ALL SIGN LOCATIONS SHOWN ARE APPROXIMATE. ACTUAL LOCATIONS SHALL BE DETERMINED IN THE FIELD 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. ANY AND ALL CHANGES AND ADJUSTMENTS TO TRAFFIC CONTROL DEVICES SHALL BE INCLUDED IN THE TRAFFIC CONTROL PLAN SUBMITTED. THE TRAFFIC CONTROL PLAN SHALL BE SUBMITTED, DESIGNED, AND STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN STATE OF MAINE, AND SHALL BE APPROVED BY THE RESIDENT PRIOR TO IMPLEMENTATION.
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 PRIOR TO CLOSURE. LOCATIONS AND MESSAGES TO BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE RESIDENT.
6. ADDITIONAL SIGNS MAY BE NEEDED AS DIRECTED BY THE RESIDENT.





NOT TO SCALE



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	A. LATHE	
DESIGN-DETAILED	S. WHITE	S. LINDSLEY 4-23
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE 4-23
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN 4-23
DESIGN3-DETAILED3	N. EDMAN	J. FITZ 4-23
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

I-95 BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

DETOUR PLAN I-95 CLOSED

SHEET NUMBER

200

OF 201

Utility Notes:

1. 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 National Electric Code, the City of Bangor and Any Requirements of the Power Company.

2. 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.

3. The Contractor Shall Notify Utility Companies at Least 48 Hours Before Any Operations Are Conducted That Potentially Could Conflict With Aerial Utilities.

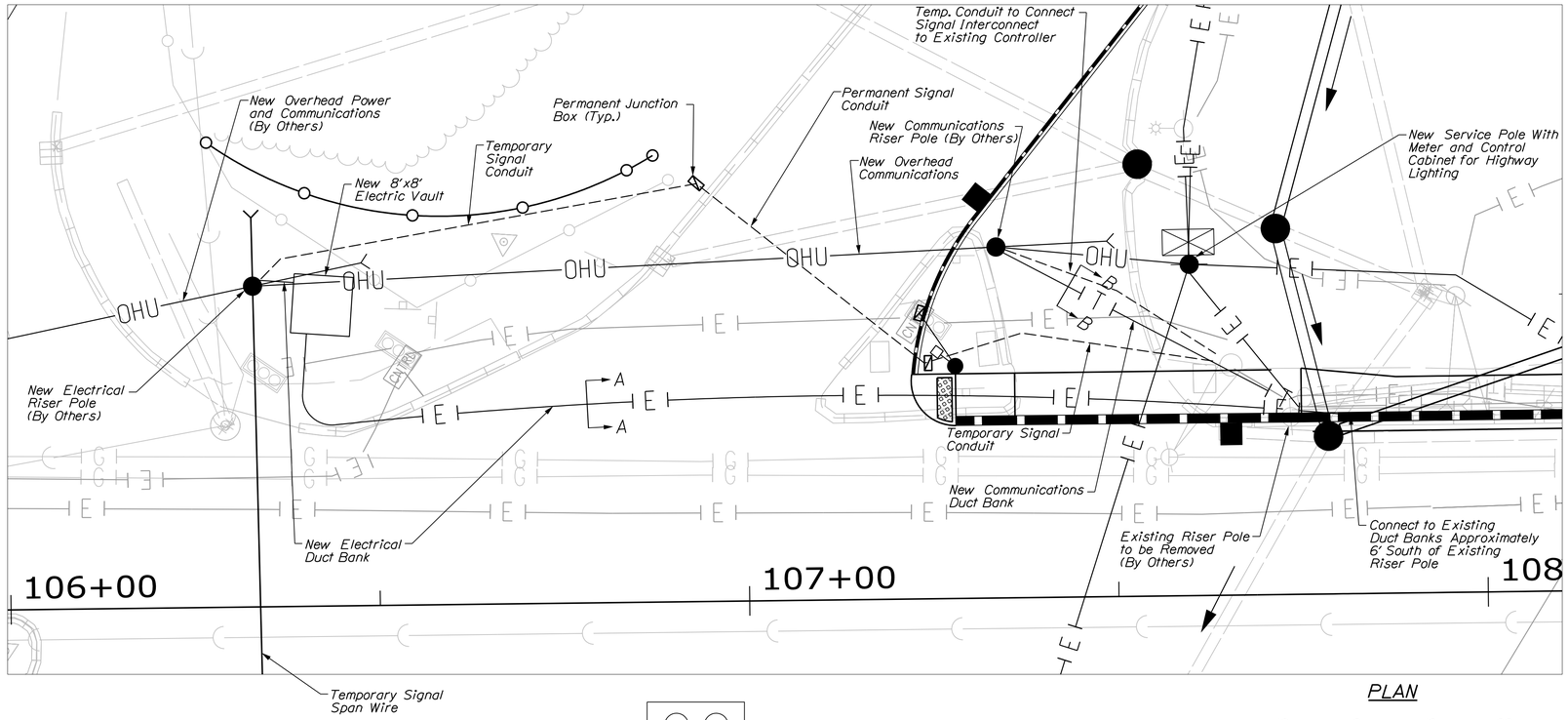
4. There Shall be No Splices at Junction Boxes Except as Noted on the Project Plans or Approved by the Resident.

5. All Field Wiring Shall be Neatly Bundled and Clearly Identified with Permanent, Legible, Weatherproof Tags Securely Attached to Each Cable.

6. See Temporary Signal Plan for Temporary Conduit and Temporary Signal Information.

7. See Lighting Plans for Lighting Conduit Information.

8. Contractor to Utilize Temporary and Permanent Signal Conduit to Connect Temporary Signal Equipment and Power to Existing Signal Controller. Permanent Signal Conduit and Junction Boxes to be Paid Under WIN 21663.00. Temporary Signal Conduit and Junction Boxes to be Incidental to Item 643.72 - Temporary Traffic Signal.



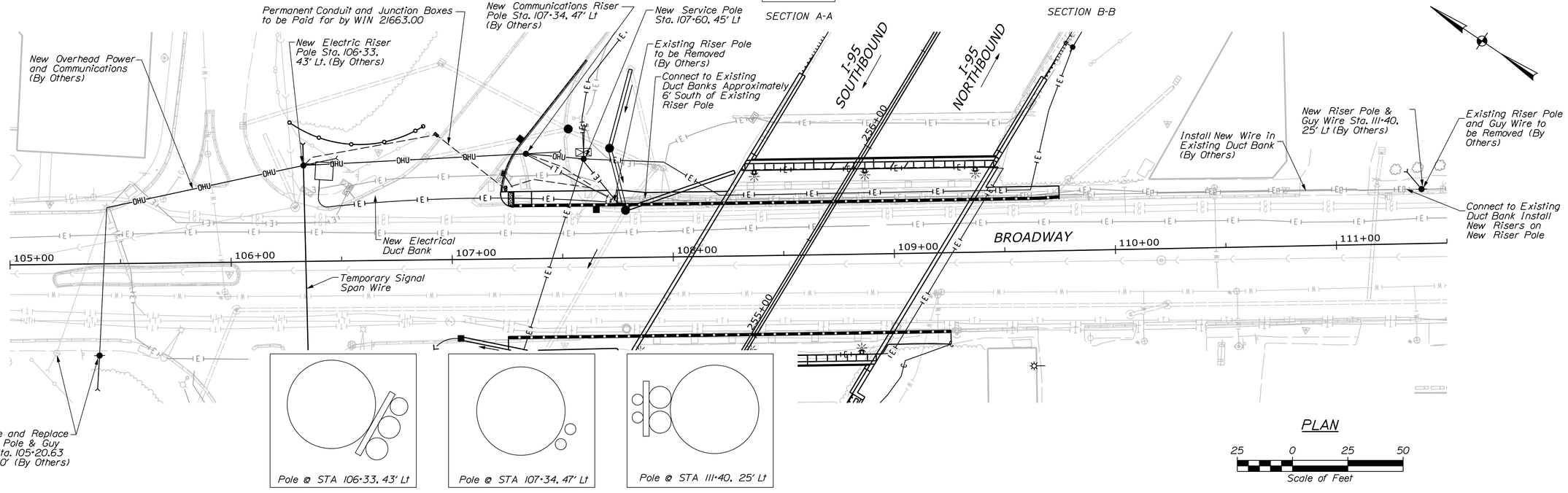
SECTION A-A

SECTION B-B

PLAN

10 0 10 20

Scale of Feet



Riser Pole Configuration Details

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2227601

WIN 22276.01

BRIDGE NO. 5789

BRIDGE PLANS

PROJ. MANAGER	A. LATHE		
DESIGN-DETAILED	S. WHITE	BY	S. LINDSLEY
CHECKED-REVIEWED	B. COLBURN	T. MCAULIFFE	
DESIGN2-DETAILED2	S. LISTER	S. MERKWAN	
DESIGN3-DETAILED3	N. EDMAN	J. FITZ	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

DATE: 4-23, 4-23, 4-23, 4-23

SIGNATURE

P.E. NUMBER

DATE

I-95\BROADWAY BRIDGE
STATE ROUTE 15 (BROADWAY)
BANGOR PENOBSCOT COUNTY

UTILITY PLAN

SHEET NUMBER

201

OF 201

Username: slister Date:4/17/2023

Division:

Filename: ...\202_Utility1 Plan.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BROADWAY (ROUTE 15)

PENOBSCOT COUNTY

ROADWAY & INTERSECTION IMPROVEMENTS

FEDERAL PROJECT HSIP-2166(300)

PROJECT LENGTH: 0.20 MILES

PLAN LEGEND

Town, County, State		Catch Basins	Existing ■ Proposed
Property Lines		Manholes	Existing ● Proposed
R/W Lines-Existing		Proposed Underdrain	
R/W Lines-Proposed		Proposed Ditch	
Culvert-Existing		Existing Ditch	
Culvert Proposed		Utility Poles	Existing ♦ Proposed
Curbing	Existing / Proposed	Fire Hydrants	Existing ◉ Proposed
Type 1		Existing Water Line	
Type 3		Existing San. Sewer	
Type 5		Existing San. Sewer Manhole	
Outline of Bodies of Water		Guardrail-Existing	
Exposed Bedrock		Guardrail-Proposed	
Buildings		Guardrail-Cable, Other	
Trees	Conifer / Deciduous	Centerline-Existing	
Tree Line		Centerline-Proposed	10+00
Clearing Limit Line		Travelway-Existing	
Railroad		Travelway-Proposed	

Boring — HB-XXX-###

Pavement Core — PC-#

Test Pit — TP-XXX-###

Probe — P-#.#X

#.# = Depth

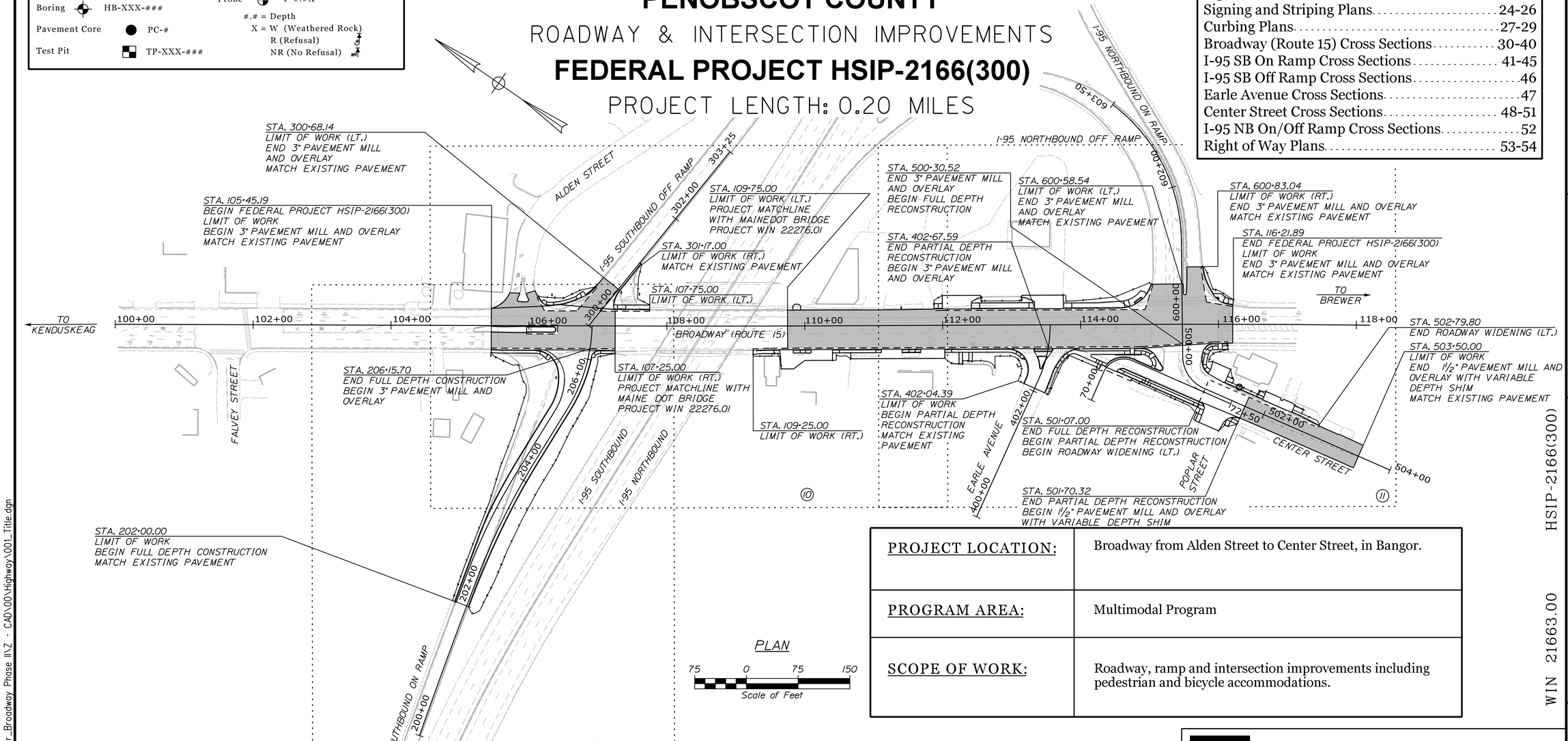
X = W (Weathered Rock)

R (Refusal)

NR (No Refusal)

INDEX OF SHEETS

Description	Sheet No.
Title Sheet	1
Typical Sections	2-3
Estimated Quantities	4
Details Sheet	5
Special Details - Tri-City Pizza Exit	5a-5b
General Notes	6-7
Construction Notes	8
General Plans	9-11
Profile Sheets	12-15
Boring Location Plan with Boring Logs	16
Mast Arm Foundations	17
Signal Plans	18-19
Signal Notes	20
Signal Detail Sheets	21-23
Signing and Striping Plans	24-26
Curbing Plans	27-29
Broadway (Route 15) Cross Sections	30-40
I-95 SB On Ramp Cross Sections	41-45
I-95 SB Off Ramp Cross Sections	46
Earle Avenue Cross Sections	47
Center Street Cross Sections	48-51
I-95 NB On/Off Ramp Cross Sections	52
Right of Way Plans	53-54



PLAN

75 0 75 150

Scale of Feet

PROJECT LOCATION:	Broadway from Alden Street to Center Street, in Bangor.
PROGRAM AREA:	Multimodal Program
SCOPE OF WORK:	Roadway, ramp and intersection improvements including pedestrian and bicycle accommodations.

WIN 21663.00 HSIP-2166(300)

BANGOR
BROADWAY (ROUTE 15)

TITLE SHEET

SHEET NUMBER 1 OF 54

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

DATE

APPROVED

COMMISSIONER:

CHIEF ENGINEER:

STATE OF MAINE ★ DONALD G. ETTINGER, JR. No. 9244 LICENSED PROFESSIONAL ENGINEER ★

SIGNATURE

9244 P.E. NUMBER

05-01-2023 DATE

PROJECT INFORMATION

PROGRAM	MULTIMODAL
PROJECT MANAGER	D. LORING
DESIGNER	D. ETTINGER
CONSULTANT	GORRILL PALMER
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

GORRILL PALMER

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207.772.2515

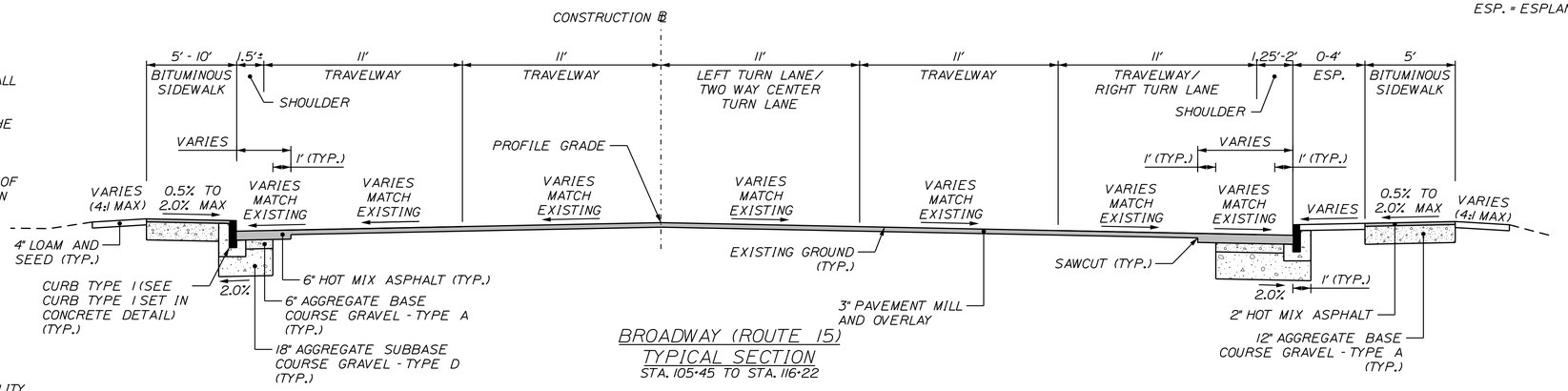
Filename: ...\00\Highway\001_Title.dgn Division: HIGHWAY Username: Jared.Winchenbach Date:5/5/2023

U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\001_Title.dgn

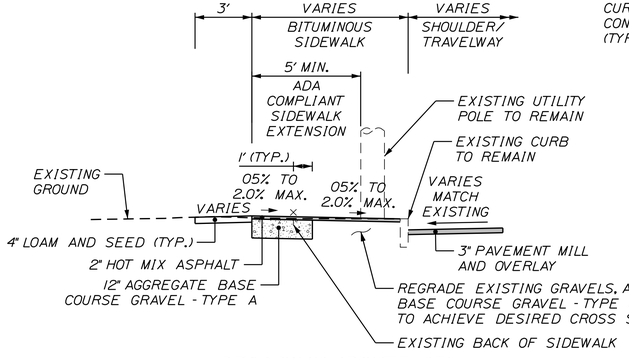
NOTES:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
3. THE SHOULDER PAVEMENT THICKNESS SHALL BE THE SAME AS THE TRAVELWAY PAVEMENT THICKNESS FOR ALL ROADWAYS, UNLESS OTHERWISE NOTED.
4. SAWCUT LOCATION SHALL BE 2' INSIDE PROPOSED CURB OR EDGE OF EXISTING PAVEMENT, WHICHEVER IS CLOSEST TO THE CONSTRUCTION BASELINE OR AS SHOWN ON PLANS. COORDINATE WORK WITH RESIDENT.
5. THE STATIONING UNDER EACH TYPICAL IS APPROXIMATE.

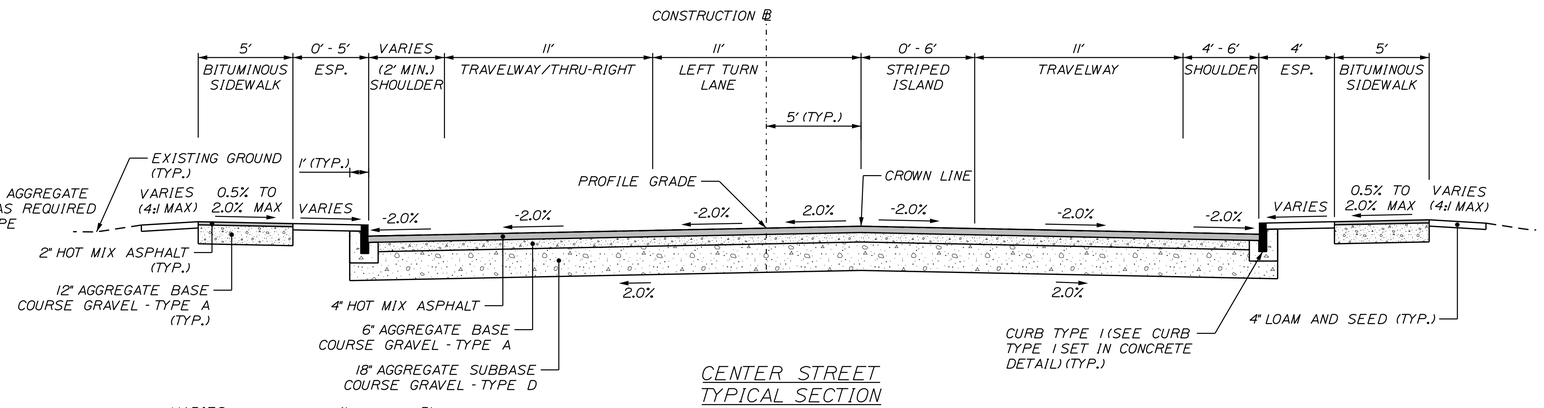
ESP. = ESPLANADE



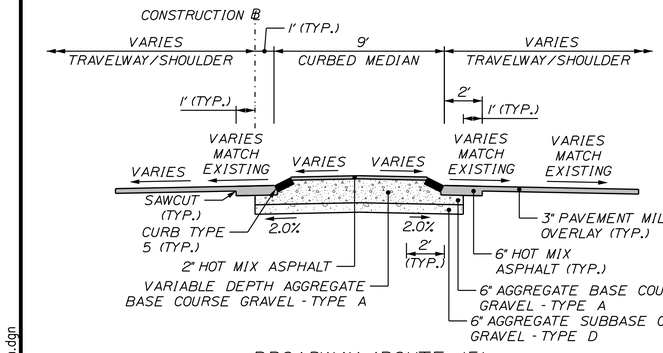
BROADWAY (ROUTE 15) TYPICAL SECTION
STA. 105+45 TO STA. 116+22



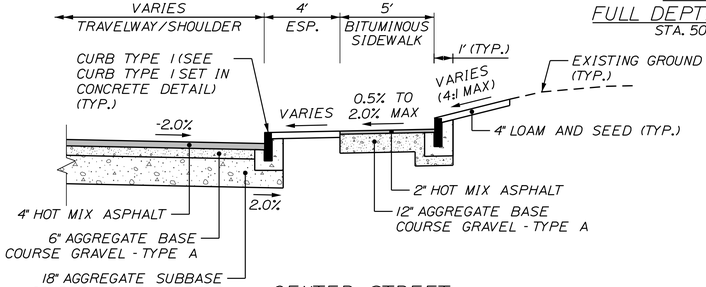
BROADWAY (ROUTE 15) SIDEWALK WIDENING
STA. 109+83 TO STA. 109+94, LT.



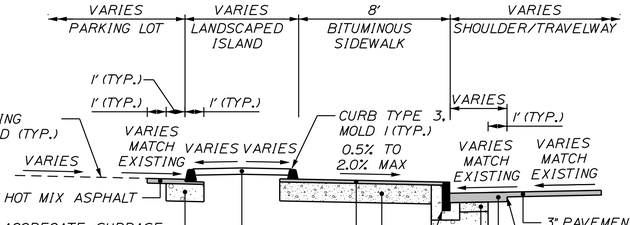
CENTER STREET TYPICAL SECTION FULL DEPTH RECONSTRUCTION
STA. 500+30 TO STA. 501+07



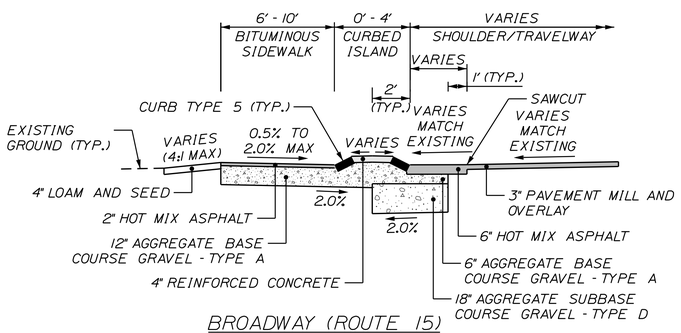
BROADWAY (ROUTE 15) CURBED MEDIAN
STA. 105+96 TO STA. 106+40, RT.



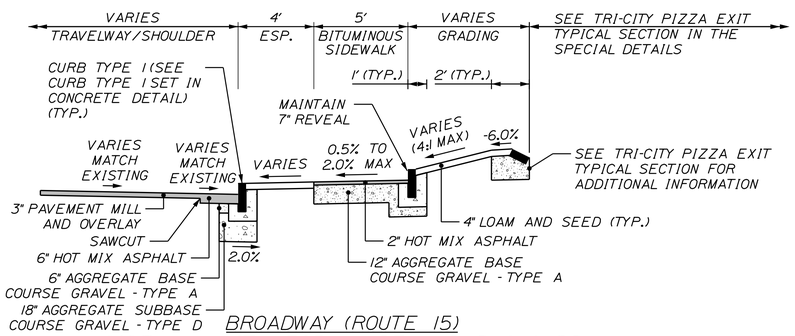
CENTER STREET SIDEWALK WITH ESPLANADE AND BACKCURB
STA. 500+50 TO STA. 501+09, RT.



BROADWAY (ROUTE 15) SIDEWALK WITH BACKCURB ISLAND
STA. 112+42 TO STA. 112+56, LT.
STA. 113+14 TO STA. 113+34, LT.



BROADWAY (ROUTE 15) AT-GRADE CURBED PEDESTRIAN ISLAND
STA. 114+78 TO STA. 114+90, LT.
STA. 115+96 TO STA. 116+01, LT.



BROADWAY (ROUTE 15) SIDEWALK WITH ESPLANADE AND BACKCURB
STA. 114+50 TO STA. 114+88, RT.

NOT TO SCALE

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN 21663.00

	BY	DATE
PROJ. MANAGER	D. LORING	
DESIGN-DETAILED	M. RICHARD	05\23
CHECKED-REVIEWED	J. WINCHENBACH	D. ETTINGER 05\23
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE
P.E. NUMBER
DATE

BANGOR
BROADWAY (ROUTE 15)

TYPICAL SECTIONS

SHEET NUMBER 2 OF 54

GORRILL PALMER
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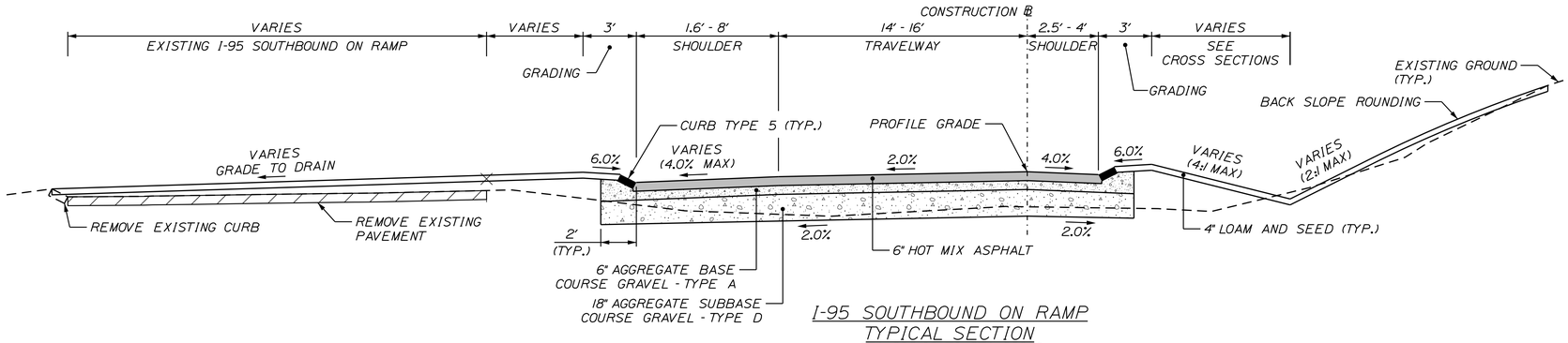
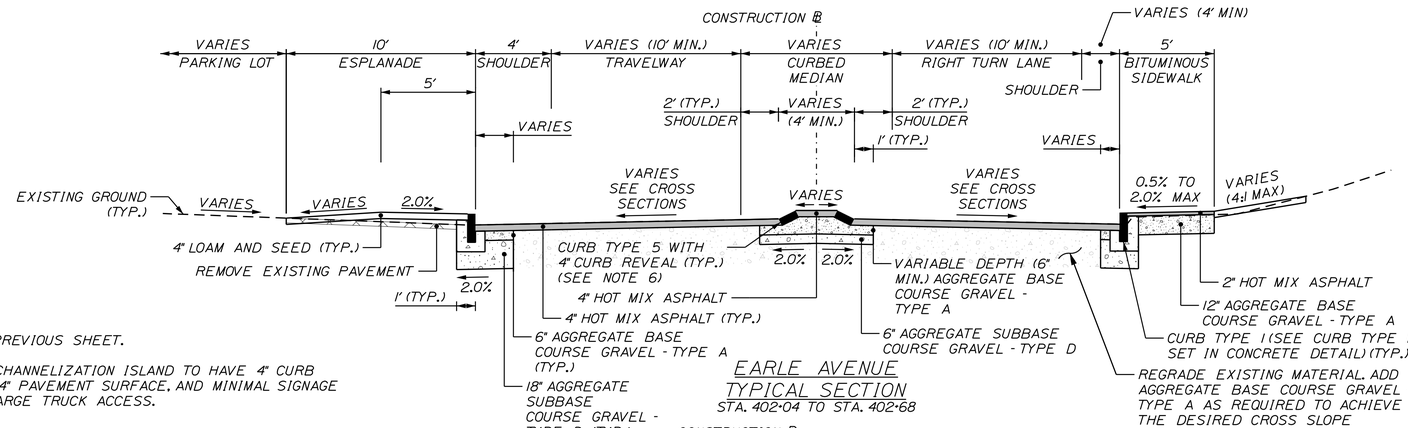
Username: Mike.Cundiff Date:5/1/2023
Division: HIGHWAY
Filename: ...\002_Typical Section.dgn
U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\002_Typical Section.dgn



I-95 SOUTHBOUND ON RAMP
TYPICAL SECTION
STA. 202+00 TO STA. 206+16

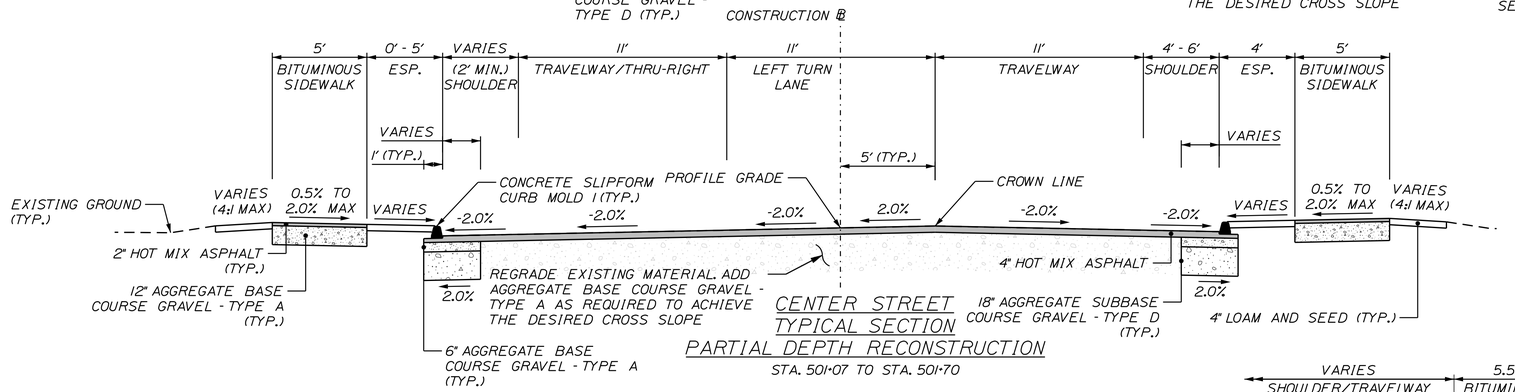


EARLE AVENUE
TYPICAL SECTION
STA. 402+04 TO STA. 402+68

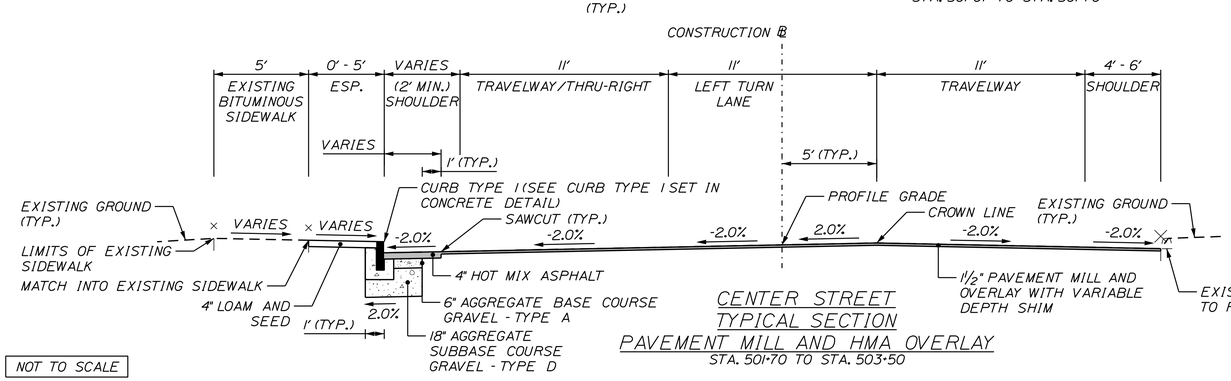
NOTES:

1. SEE NOTES ON PREVIOUS SHEET.

6. EARLE AVENUE CHANNELIZATION ISLAND TO HAVE 4" CURB TYPE 5 REVEAL, 4" PAVEMENT SURFACE, AND MINIMAL SIGNAGE TO ALLOW FOR LARGE TRUCK ACCESS.

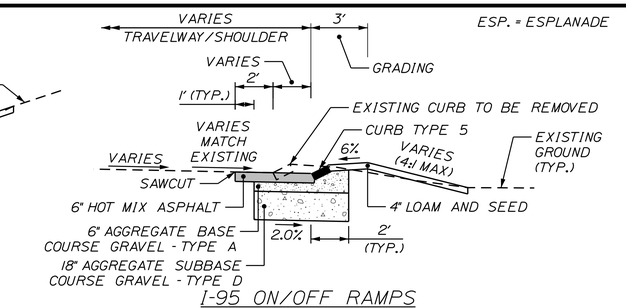


CENTER STREET
TYPICAL SECTION
PARTIAL DEPTH RECONSTRUCTION
STA. 501+07 TO STA. 501+70

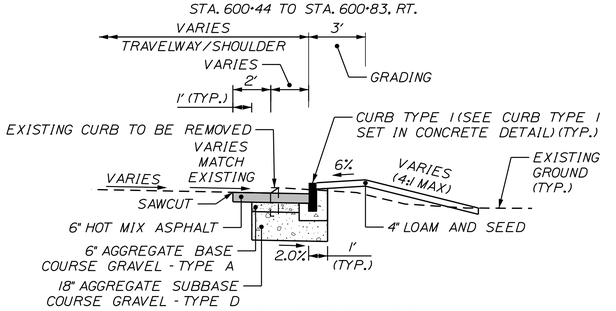


CENTER STREET
TYPICAL SECTION
PAVEMENT MILL AND HMA OVERLAY
STA. 501+70 TO STA. 503+50

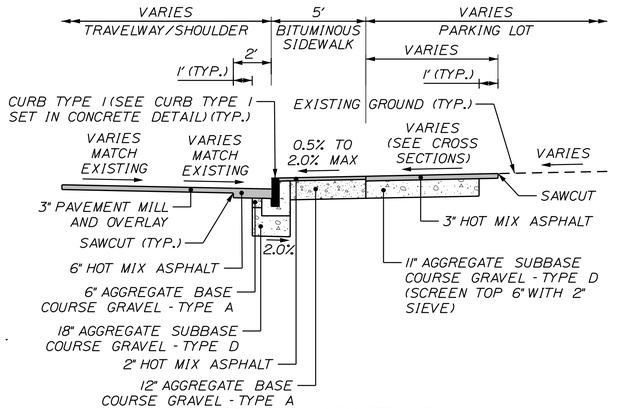
NOT TO SCALE



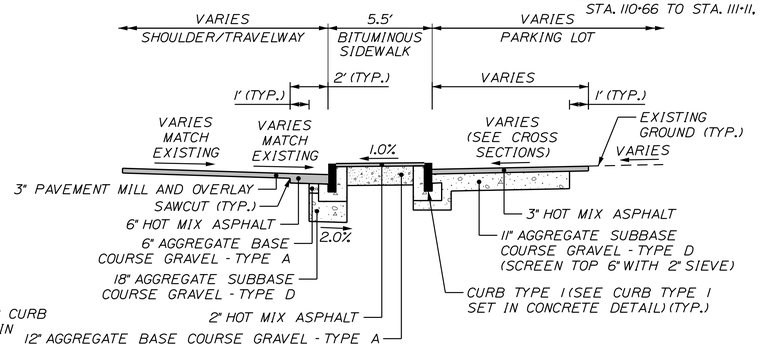
I-95 ON/OFF RAMPS
SLOPED CURB WITHOUT SIDEWALK
STA. 300+46 TO STA. 301+17, RT.
STA. 600+44 TO STA. 600+83, RT.



I-95 ON/OFF RAMPS
VERTICAL CURB WITHOUT SIDEWALK
STA. 300+32 TO STA. 300+50, LT.
STA. 600+45 TO STA. 600+59, LT.



BROADWAY (ROUTE 15)
SIDEWALK WITH ADJACENT PARKING LOT
STA. 109+83 TO STA. 110+09, RT.
STA. 110+66 TO STA. 111+11, RT.



BROADWAY (ROUTE 15)
SIDEWALK ISLAND
STA. 111+41 TO STA. 111+68, RT.

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

	BY	DATE
D. LORING	M. CUNDIFF	05\23
M. RICHARD	D. ETTINGER	05\23
J. WINDERBACH	-	-
-	-	-
-	-	-
-	-	-
-	-	-

SIGNATURE

P.E. NUMBER

DATE

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

BANGOR
BROADWAY (ROUTE 15)

TYPICAL SECTIONS

SHEET NUMBER
3
OF 54

Filename: ...\003_Typical Section.dgn Division: HIGHWAY Username: Mike.Cundiff Date:5/1/2023
U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\003_Typical Section.dgn

ITEM	ITEM DESCRIPTION	UNIT	QUANTITY
201.23	REMOVING SINGLE TREE TOP ONLY	EA	4
201.24	REMOVING STUMP	EA	4
202.15	REMOVING EXISTING MANHOLE OR CATCH BASIN	EA	5
202.202	REMOVING PAVEMENT SURFACE	SY	6200
203.20	COMMON EXCAVATION	CY	3200
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	CY	1750
304.14	AGGREGATE BASE COURSE - TYPE A	CY	950
403.2081	HOT MIX ASPHALT - 12.5MM NOMINAL MAXIMUM SIZE (POLYMER MODIFIED)	T	755
403.209	HOT MIX ASPHALT, 9.5 MM NOMINAL MAXIMUM SIZE (SIDEWALKS, DRIVES, ISLANDS & INCIDENTALS)	T	255
403.211	HOT MIX ASPHALT, 9.5 MM NOMINAL MAXIMUM SIZE (SHIMMING)	T	90
403.2131	HOT MIX ASPHALT, 12.5 MM NOMINAL MAXIMUM SIZE (BASE AND INTERMEDIATE BASE COURSE, POLYMER MODIFIED)	T	1115
409.15	BITUMINOUS TACK COAT, APPLIED	G	770
603.132	8 INCH CULVERT PIPE OPTION III	LF	54
603.159	12 INCH CULVERT PIPE OPTION III	LF	115
603.169	15 INCH CULVERT PIPE OPTION III	LF	8
603.41	24 INCH REINFORCED CONC. PIPE CLASS IV	LF	32
604.072	CATCH BASIN TYPE A1-C	EA	7.5
604.09	CATCH BASIN TYPE B1 (WITH SOLID COVER)	EA	1
604.092	CATCH BASIN TYPE B1-C	EA	10
604.096	60" CATCH BASIN TYPE B1-C	EA	1.375
604.16	ALTERING CATCH BASIN TO MANHOLE	EA	4
604.164	REBUILDING CATCH BASIN	EA	2
604.18	ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	EA	15
604.249	CATCH BASIN TYPE F6-C	EA	1
605.09	6 INCH UNDERDRAIN TYPE B	LF	875
605.11	12 INCH UNDERDRAIN TYPE C	LF	140
605.15	24 INCH UNDERDRAIN TYPE C	LF	115
608.26	CURB RAMP DETECTABLE WARNING FIELD	SF	225
609.11	VERTICAL CURB TYPE 1	LF	811
609.12	VERTICAL CURB TYPE 1 - CIRCULAR	LF	137
609.21	CONCRETE SLIPFORM CURB	LF	70
609.219	CONCRETE SLIPFORM CURB - TERMINAL END	LF	40
609.221	TERMINAL CURB TYPE 1	LF	260
609.222	TERMINAL CURB TYPE 1 - CIRCULAR	LF	121
609.31	CURB TYPE 3	LF	132
609.34	CURB TYPE 5	LF	1208
609.35	CURB TYPE 5 - CIRCULAR	LF	68
609.50	CONCRETE BASE FOR CURBING	LF	2605
613.319	EROSION CONTROL BLANKET	SY	275
615.07	LOAM	CY	305
618.13	SEEDING METHOD NUMBER 1	UN	25
619.12	MULCH	UN	25
619.13	BARK MULCH	CY	10
626.11	PRECAST CONCRETE JUNCTION BOX	EA	11
626.21	METALLIC CONDUIT	LF	65
626.22	NON-METALLIC CONDUIT	LF	630
626.3211	20-INCH DIAMETER FOUNDATION	LF	70
626.38	GROUND MOUNTED CABINET FOUNDATION	EA	2
626.44	36-INCH DIAMETER FOUNDATION	LF	53
626.46	48-INCH DIAMETER FOUNDATION	LF	27.5
626.501	SPREAD FOOTING FOUNDATION	CY	8
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	LF	7900
627.744	6" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	LF	1900
627.75	WHITE OR YELLOW PAVEMENT & CURB MARKING	SF	3770
627.77	REMOVING EXISTING PAVEMENT MARKING	SF	100
627.78	TEMPORARY 4" PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	LF	10700
629.05	HAND LABOR, STRAIGHT TIME	HR	16
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	HR	8
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	HR	8
631.32	CULVERT CLEANER (INCLUDING OPERATORS)	HR	8
639.18	FIELD OFFICE, TYPE A	EA	0.5
643.80	TRAFFIC SIGNALS AT: BROADWAY (ROUTE 15) AND I-95 SOUTHBOUND RAMPS	LS	1
643.80	TRAFFIC SIGNALS AT: BROADWAY (ROUTE 15) AND I-95 NORTHBOUND RAMPS	LS	1
643.83	VIDEO DETECTION SYSTEM: BROADWAY (ROUTE 15) AND I-95 SOUTHBOUND RAMPS	LS	1
643.83	VIDEO DETECTION SYSTEM: BROADWAY (ROUTE 15) AND I-95 NORTHBOUND RAMPS	LS	1
643.92	PEDESTAL POLE	EA	12
643.94	DUAL PURPOSE POLE (WITH 32' MAST ARM)	EA	1
643.94	DUAL PURPOSE POLE (WITH 40' MAST ARM)	EA	1
643.94	DUAL PURPOSE POLE (WITH 44' MAST ARM)	EA	1
643.94	DUAL PURPOSE POLE (WITH 47' MAST ARM)	EA	1
643.94	DUAL PURPOSE POLE (WITH 50' MAST ARM)	EA	1
643.94	DUAL PURPOSE POLE (WITH 50' & 42' MAST ARM)	EA	1
645.103	DEMOUNT GUIDE SIGN	EA	2
645.108	DEMOUNT POLE	EA	2
645.113	REINSTALL GUIDE SIGN	EA	2
645.118	REINSTALL POLE	EA	2
645.292	REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGNS TYPE II	SF	311
645.512	LED BLANK-OUT SIGN, OVERHEAD MOUNT	EA	2
652.31	TYPE I BARRICADE	EA	4
652.312	TYPE III BARRICADES	EA	4
652.33	DRUM	EA	100
652.34	CONE	EA	100
652.35	CONSTRUCTION SIGNS	SF	400
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	CD	120
652.38	FLAGGERS	HR	3100
652.381	TRAFFIC OFFICERS	HR	80
652.41	PORTABLE-CHANGEABLE MESSAGE SIGN	EA	4
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LS	1
658.20	ACRYLIC LATEX COLOR FINISH (GREEN)	SY	85
659.10	MOBILIZATION	LS	1
803.01	TEST PITS	EA	1

EARTHWORK SUMMARY

COMMON EXCAVATION FOR ESTIMATE

COMMON EXCAVATION (FROM MODEL OR PLANS)	3200	
GRUBBING IN FILL	40	
PAVEMENT SALVAGE IN FILL	160	
TOTAL COMMON EXCAVATION		3400

FILL FOR BORROW CALCULATIONS

COMMON FILL (FROM MODEL OR PLANS)	470	
GRUBBING IN FILL	40	
PAVEMENT SALVAGE IN FILL	160	
TOTAL FILL		670

ROCK EXCAVATION FOR ESTIMATE

ROCK EXCAVATION (FROM CROSS SECTIONS)	0	
ROCK EXCAVATION (BOULDERS)	0	
TOTAL ROCK EXCAVATION		0

AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS

ALL DEDUCTIONS:		
GRUBBING IN CUT	360	
GRUBBING IN FILL	40	
PAVEMENT SALVAGE (CUT & FILL)	650	
TOTAL DEDUCTIONS		1050
TOTAL AVAILABLE COMMON EXCAVATION (-) TOTAL DEDUCTIONS	2350	
TOTAL AVAILABLE STRUCTURAL EXCAVATION (UNDERDRAIN ONLY)	0	
TOTAL AVAILABLE NON-ROCK EXCAVATION		2350

COMPUTATION OF WASTE STORAGE & WASTE MATERIAL

TOTAL AVAILABLE WASTE STORAGE AREA (FROM CROSS SECTIONS)	470	
GRUBBING IN CUT	360	
GRUBBING IN FILL	40	
TOTAL WASTE MATERIAL	400	
TOTAL WASTE MATERIAL TO BE UTILIZED*		400
TOTAL WASTE MATERIAL TO BE WASTED		0

COMPUTATION FOR SURPLUS MATERIAL OR COMMON BORROW FOR ESTIMATE

TOTAL AVAILABLE NON-ROCK EXCAVATION	2350	x 0.90	=	2115
TOTAL AVAILABLE ROCK EXCAVATION	0	x 1.30	=	0
TOTAL AVAILABLE STRUCTURAL ROCK EXCAVATION	0	x 1.30	=	0
TOTAL WASTE MATERIAL TO BE UTILIZED	400	x 0.90	=	360

TOTAL AVAILABLE EXCAVATION	2475
BORROW NEEDED = TOTAL FILL (-) TOTAL AVAILABLE EXCAVATION	0
IF NO BORROW IS NEEDED, SURPLUS MATERIAL = AVAILABLE EXCAVATION (-) TOTAL FILL, (+) TOTAL WASTE MATERIAL TO BE WASTED	1805
SURPLUS MATERIAL	**1805 CY**

GRANULAR BORROW IN LOW WET AREAS	0
GRANULAR BORROW TO MAINTAIN TRAFFIC	0
BORROW NEEDED (-) REQUIRED GRANULAR BORROW WITHIN FILL	0
COMMON BORROW	**0 CY**

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73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

	BY	DATE
DESIGNED	D. LORING	
DETAILED	M. RICHARD	05\23
CHECKED-REVIEWED	J. WINCHENBACH	05\23
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

PROJ. MANAGER: M. ETTINGER

SIGNATURE

P.E. NUMBER

DATE

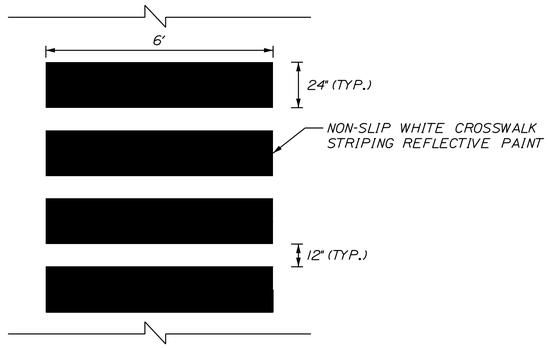
BANGOR
BROADWAY (ROUTE 15)

ESTIMATED QUANTITIES

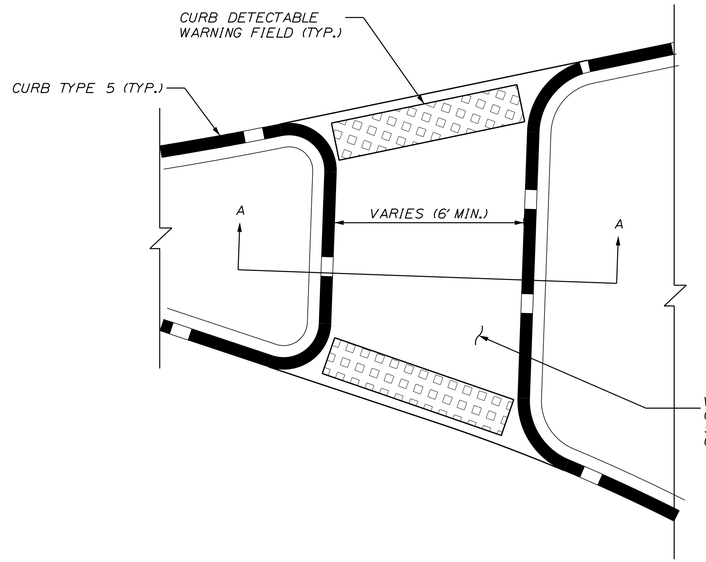
SHEET NUMBER
4
OF 54

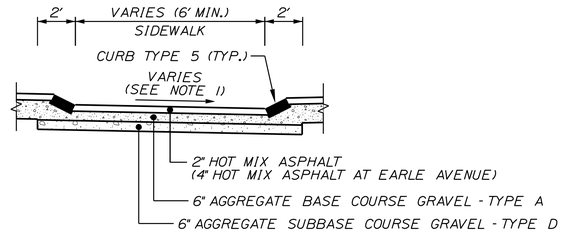
Filename: ...\00\Highway\004_Quantity.dgn Division: HIGHWAY Username: Mike.Cundiff Date:5/1/2023

U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\004_Quantity.dgn



CITY CROSSWALK STRIPING DETAIL



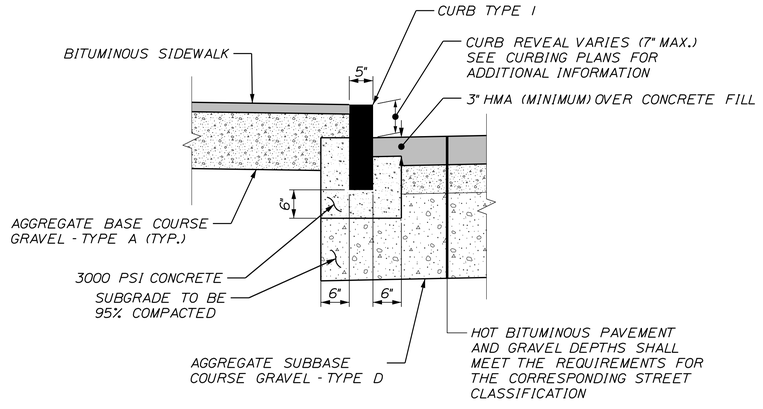


SECTION A-A

NOTES:

1. CROSS SLOPES SHALL BE 2% MAX WHERE PRACTICAL. IN LOCATIONS WHERE THE EXISTING ROADWAY PROFILE IS GREATER THAN 2%, CROSS SLOPES MUST VARY TO MATCH PROFILE GRADE AT INTERFACES WITH ROADWAYS.

MEDIAN
PEDESTRIAN AT GRADE CROSSING DETAIL



CURB TYPE 1 SET IN CONCRETE
DETAIL

CURB SET IN CONCRETE NOTES:

1. INDIVIDUAL PIECES OF CURB SHORTER THAN 4 L.F. ARE NOT ALLOWED, WITH EXCEPTION OF RADIAL CURB.
2. THE MINIMUM HEIGHT OF THE CONCRETE BACKING SHALL BE 10-INCHES OR TO THE TOP OF THE REINFORCED CONCRETE SIDEWALK, WHICHEVER IS GREATER, MEASURED FROM THE BOTTOM OF CURB.
3. WOODEN SHIMS MAY BE USED TO SET THE CURB.

NOT TO SCALE

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

	BY	DATE
PROJ. MANAGER	D. LORING	
DESIGN-DETAILED	M. RICHARD	05\23
CHECKED-REVIEWED	J. WINDENBACH	05\23
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

BANGOR
BROADWAY (ROUTE 15)

DETAILS SHEET

SHEET NUMBER
5
OF 54

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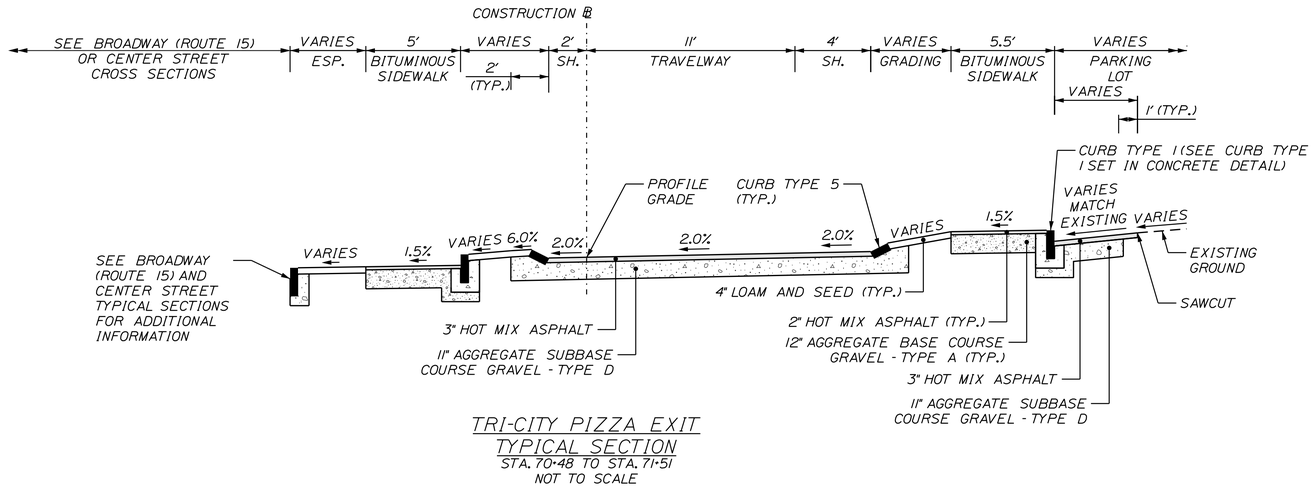
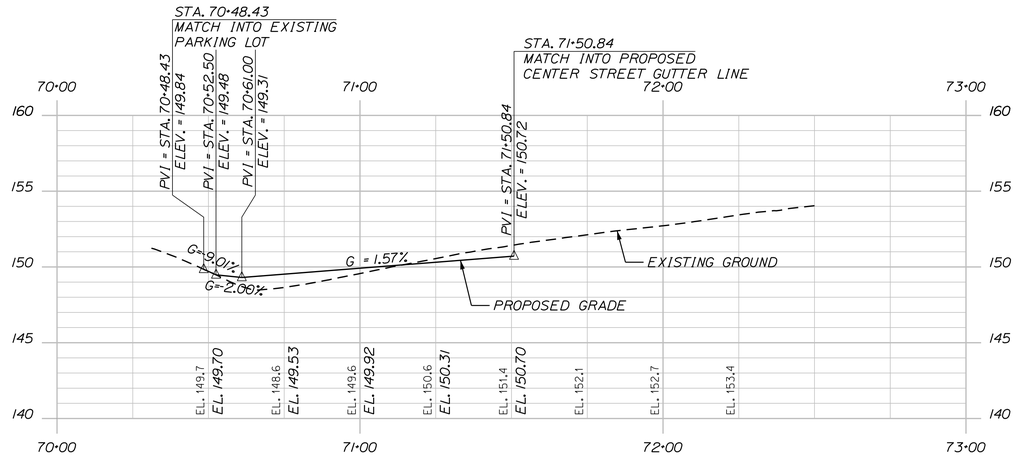
Filename: ...\00\Highway\005_Details.dgn Division: HIGHWAY Username: Mike.Cundiff Date:5/1/2023
U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\005_Details.dgn

ESP. = ESPLANADE
SH. = SHOULDER



TRI-CITY PIZZA EXIT
TYPICAL SECTION
STA. 70+48 TO STA. 71+51
NOT TO SCALE



TRI-CITY PIZZA EXIT PROFILE

PROFILE
Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

		BY	DATE
PROJ. MANAGER	D. LORING		
DESIGN-DETAILED	M. RICHARD	M. CUNDIFF	05\23
CHECKED-REVIEWED	J. WINCHENBACH	T. ETTINGER	05\23
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

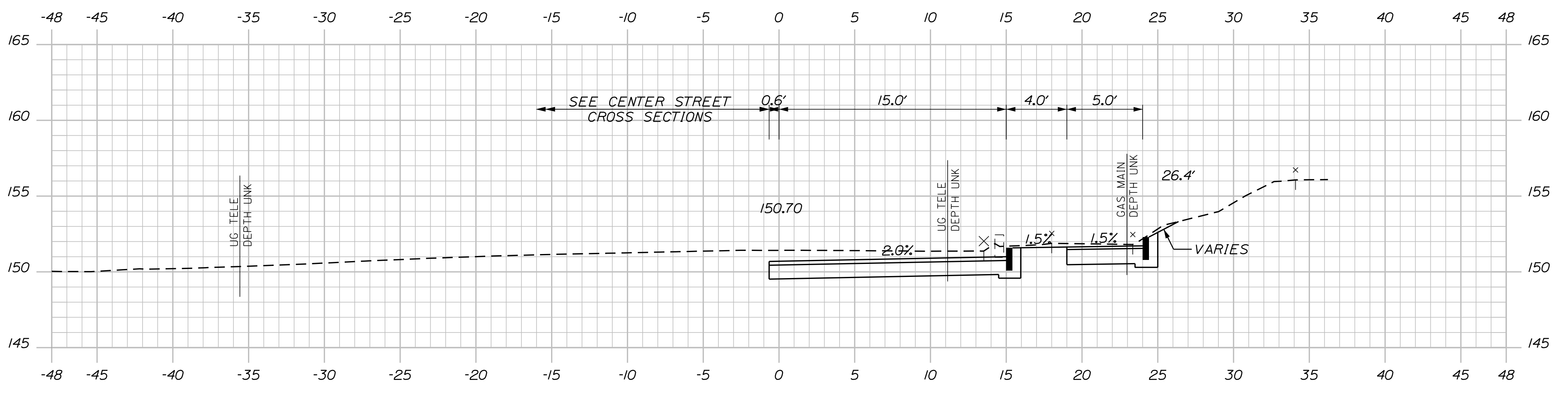
DATE

BANGOR
BROADWAY (ROUTE 15)

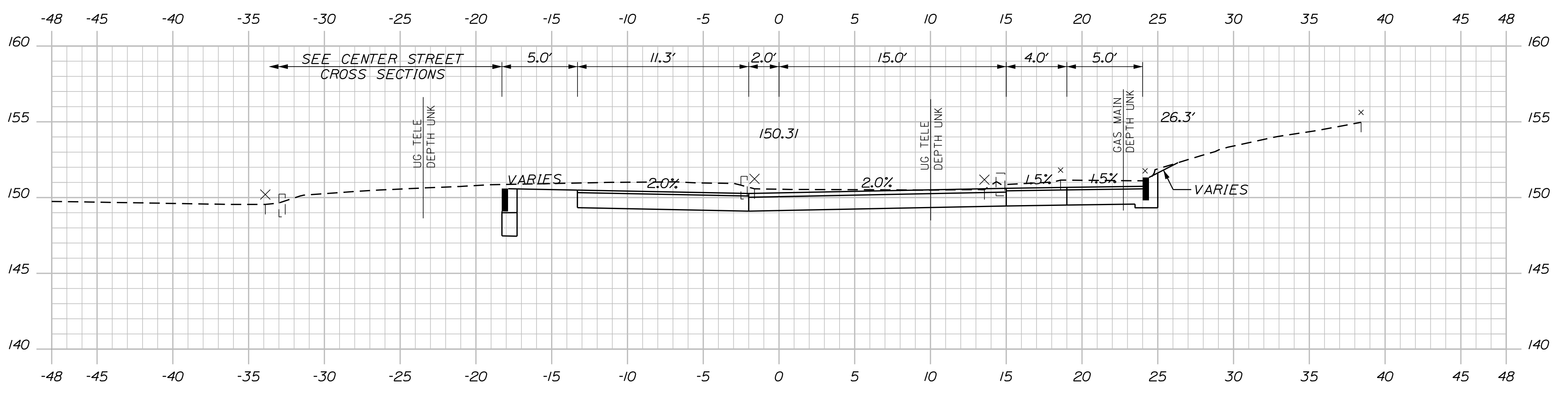
SPECIAL DETAILS -
TRI-CITY PIZZA EXIT

SHEET NUMBER
5a
OF 54

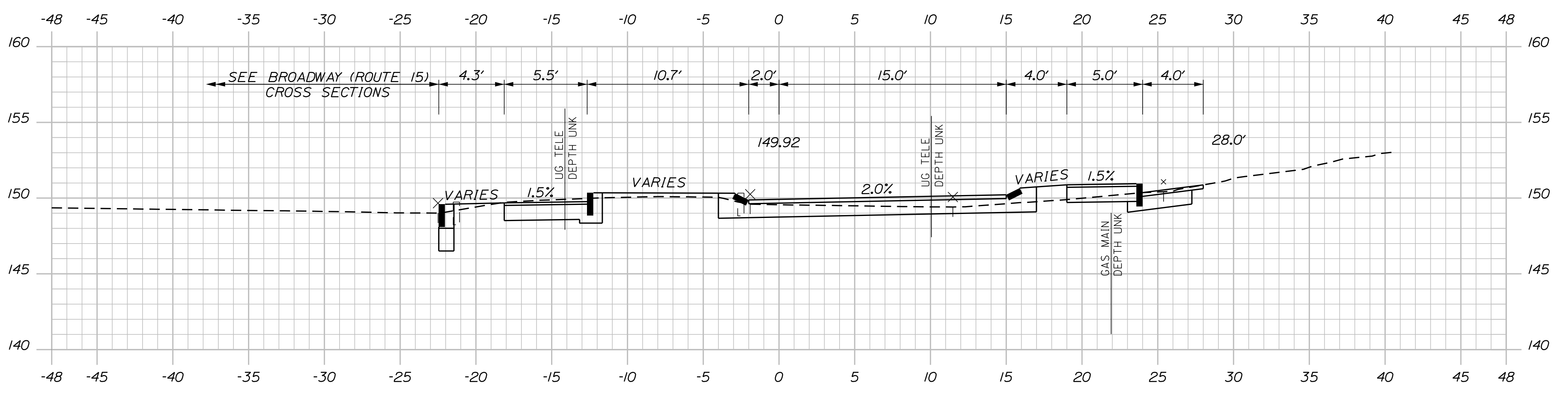
Username: Mike.Cundiff Date:5/1/2023
Division: HIGHWAY
Filename: ...\00\Highway\005a_SpecDets.dgn
U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\005a_SpecDets.dgn



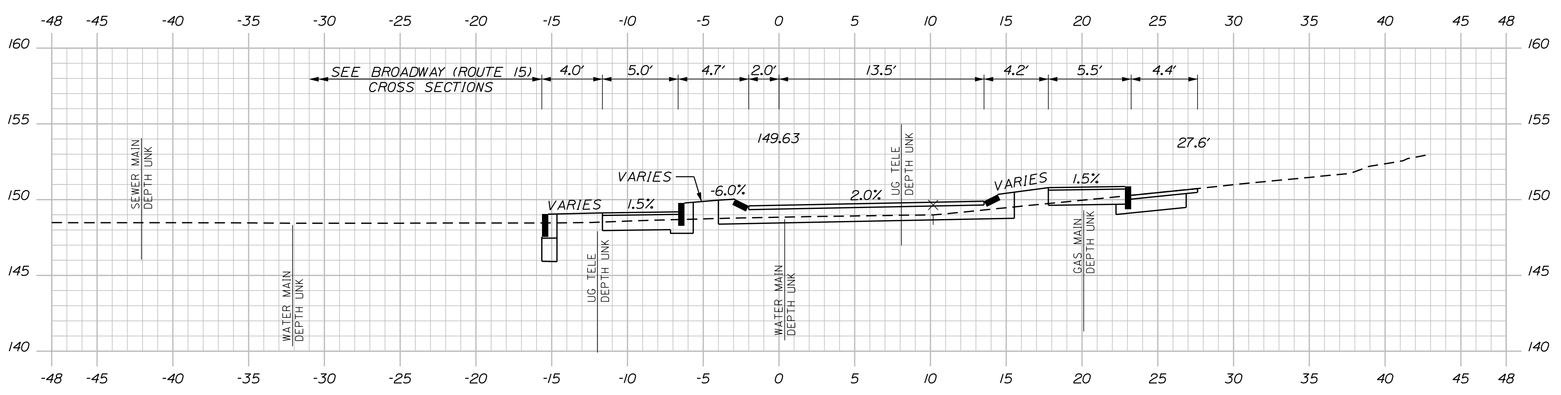
71+50.00



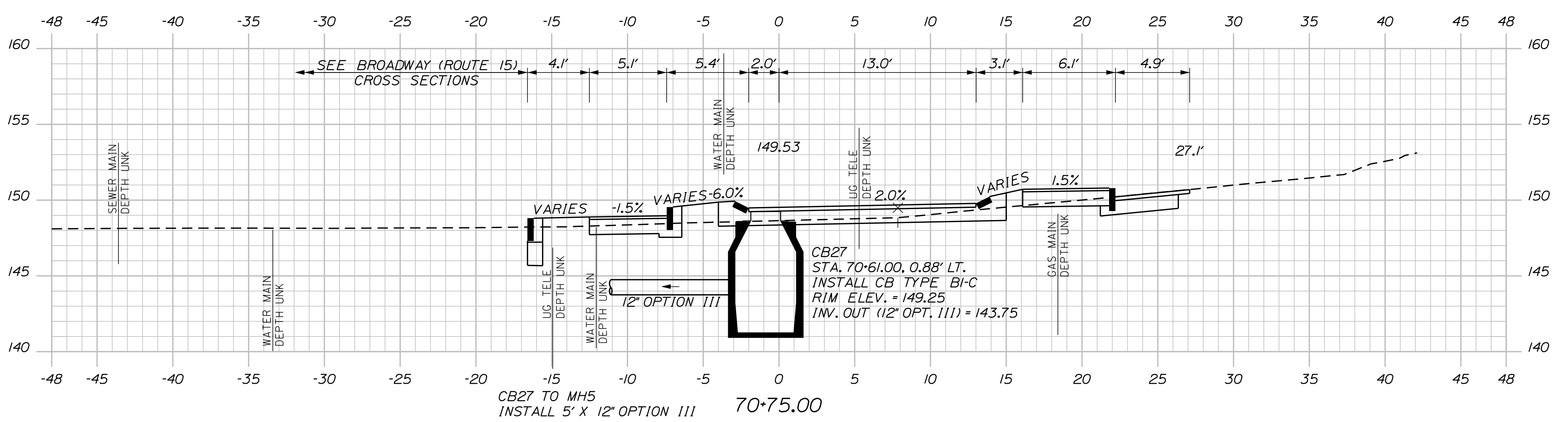
71+25.00



71+00.00



70+81.30



CB27 TO MH5
INSTALL 5' X 12" OPTION III

70+75.00

Sta. 70+75.00 to Sta. 71+50.00

SHEET NUMBER 5b OF 54

BANGOR
BROADWAY (ROUTE 15)
SPECIAL DETAILS - TRI-CITY PIZZA EXIT

PROJ. MANAGER	D. LORING	BY	DATE
DESIGN-DETAILED	M. RICHARD	M. CUNDIFF	05\23
CHECKED-REVIEWED	J. WINCHENBACH	D. ETTINGER	05\23
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-		-
REVISIONS 2	-		-
REVISIONS 3	-		-
REVISIONS 4	-		-
FIELD CHANGES			-

SIGNATURE

P.E. NUMBER

DATE

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

GENERAL NOTES:

1. ALL WORK TO CONFORM TO CURRENT MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS AND STANDARD DETAILS, AND CITY OF BANGOR REQUIREMENTS.
2. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL & SEDIMENT CONTROL, LATEST EDITION.
3. THE CITY OF BANGOR SHALL HAVE THE RIGHT AND AUTHORITY TO DETERMINE THE ACCEPTABILITY OF WORK AND MATERIALS IN PROGRESS OR COMPLETED. THE CITY OF BANGOR AND THE INSPECTOR SHALL HAVE THE RIGHT TO REJECT ANY WORK OR MATERIALS WHICH DO NOT CONFORM, IN ITS SOLE OPINION, TO THE PLANS.
4. THE CONTRACTOR SHALL PROVIDE THE CITY OF BANGOR AND THE INSPECTOR WITH A SCHEDULE OF WORK FOR CONSTRUCTING THE IMPROVEMENTS AND AN EMERGENCY CONTACT LIST.
5. IT IS THE CONTRACTORS' RESPONSIBILITY TO FAMILIARIZE THEMSELVES WITH THE EXISTING CONDITIONS PRIOR TO BIDDING.
6. ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE THEIR OWN MATERIAL SCHEDULES BASED UPON THEIR PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS, OR PERFORMING WORK.
7. CONTRACTOR SHALL NOT PARK, IMPEDE ACCESS, OR STORE EQUIPMENT/MATERIAL ON ADJACENT CITY OR PRIVATELY OWNED LAND WITHOUT WRITTEN CONSENT FROM THE CITY OR LAND OWNER.
8. THE CONTRACTOR SHALL RESTORE ALL AREAS DISTURBED OR DAMAGED BY CONSTRUCTION ACTIVITIES TO ORIGINAL FINISH SURFACE (ROADWAY, SIDEWALK, ETC.) UNLESS NOTED OTHERWISE ON PLANS. RESTORATION OF PAVED SURFACES, SIDEWALKS AND OTHER AREAS SHALL BE INCIDENTAL TO THE PROJECT. ALL CURB DAMAGED BY CONSTRUCTION ACTIVITIES SHALL BE REPLACED IN KIND AND SHALL CONFORM TO MAINEDOT/CITY STANDARDS. COST SHALL BE INCIDENTAL TO THE PROJECT.
9. CITY RETAINS THE RIGHT TO KEEP ANY AND ALL REMOVED FACILITIES/STRUCTURES AND MATERIALS. CONTRACTOR SHALL DISPOSE OF UNWANTED/UNUSED FACILITIES/STRUCTURES OFF SITE IN CONFORMANCE WITH APPLICABLE FEDERAL, STATE, AND LOCATION REGULATIONS.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION OF ALL TREES AND SHRUBS ON THE PROJECT WHICH ARE NOT TO BE REMOVED.
11. THE CONTRACTOR SHALL SUBMIT A PLAN TO CONTROL TRAFFIC DURING CONSTRUCTION TO THE CITY OF BANGOR FOR APPROVAL, CONFORMING TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", MOST CURRENT EDITION. THE PLAN SHALL BE SPECIFIC TO THE PROJECT CONDITIONS.
12. PROPERTY LINE AND RIGHT-OF-WAY MONUMENTS SHALL NOT BE DISTURBED BY CONSTRUCTION. IF DISTURBED, THEY SHALL BE RESET TO THEIR ORIGINAL LOCATIONS AT THE CONTRACTOR'S EXPENSE, BY A MAINE PROFESSIONAL LAND SURVEYOR.
13. THE CONTRACTOR SHALL COMPLETE THE WORK WITHIN THE RIGHT-OF-WAY (INCLUDING EASEMENTS), AND WILL BE RESPONSIBLE IF THEY TRESPASS ON PRIVATE PROPERTY.
14. STATIONS REFERENCED ARE APPROXIMATE.
15. ALL CLEARING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE. THE ACTUAL LINES FOR CLEARING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AND APPROVED BY THE INSPECTOR.
16. ANY FINE GRADING AND/OR RECOMPACTION OF GRAVEL SHALL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED INCIDENTAL TO ITEM 304.10.
17. LOAM HAS BEEN ESTIMATED FOR 100% OF THE DISTURBED SLOPE AREA. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS DIRECTED BY THE INSPECTOR.
18. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES, UNLESS OTHERWISE NOTED OR DIRECTED.
19. ALL DISTURBED SLOPE AREAS SHALL BE LOAMED AND SEEDED, UNLESS OTHERWISE NOTED, SEEDING METHOD NO. 1 SHALL BE UTILIZED.
20. MULCH SHALL BE APPLIED IN AREAS SEEDED BY SEEDING METHOD NO. 1.
21. ANY DAMAGE TO EXISTING SLOPES AND PAVEMENT AREAS CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE INSPECTOR. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.
22. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICAL SECTIONS OR FLATTER, OR DIRECTED BY THE INSPECTOR.
23. DO NOT EXCAVATE FOR AGGREGATE SUBBASE COURSE WHERE EXISTING MATERIAL IS SUITABLE AS DETERMINED BY THE INSPECTOR.
24. IN AREAS WHERE THE INSPECTOR DIRECTS THE CONTRACTOR NOT TO EXCAVATE TO THE SUBGRADE LINE SHOWN ON THE PLANS, PAYMENT FOR REMOVING EXISTING PAVEMENT, GRUBBING, SHAPING, DITCHING, AND COMPACTING THE EXISTING SUBBASE AND LAYERS OF NEW SUBBASE 6 INCHES OR LESS THICK WILL BE MADE UNDER APPROPRIATE EQUIPMENT RENTAL ITEMS.
25. AREAS REQUIRING FILL ON THE PROJECT WILL COME FROM SUITABLE EXCAVATION FROM EXCAVATION AREAS.
26. GRUBBING IN FILL AREAS HAS BEEN SHOWN ON THE CROSS SECTIONS AND THE QUANTITIES NOTED. THESE LIMITS ARE APPROXIMATE AND HAVE BEEN USED FOR ESTIMATING PURPOSES ONLY. ACTUAL GRUBBING LIMITS MAY VARY BASED ON FIELD CONDITIONS AS DIRECTED BY THE INSPECTOR.
27. EXISTING INSLOPES IN PROPOSED FILL AREAS SHALL BE BENCHED BY EXCAVATING STEPS OF SUFFICIENT WIDTH TO PERMIT PLACING AND COMPACTING THE FILL MATERIAL ALONG WITH THE MATERIAL REMOVED.
28. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN ACCEPTABLE WASTE AREAS REVIEWED BY THE INSPECTOR. GRADING, SEEDING AND MULCHING OF WASTE AREAS SHALL BE CONSIDERED INCIDENTAL.
29. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
30. THE UTILITIES INVOLVED IN THIS CONTRACT ARE NOTED IN THE SPECIAL PROVISIONS. SEE SP 104, UTILITIES FOR ADDITIONAL INFORMATION.
31. ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITY UNLESS OTHERWISE NOTED.
32. THE LOCATION OF THE EXISTING UTILITIES AND DRAINAGE SHOWN ON THE PLANS WERE COMPILED FROM FIELD SURVEY. LOCATIONS ARE APPROXIMATE AND NOT GUARANTEED TO BE ACCURATE, NOR IS IT GUARANTEED THAT ALL UTILITIES ARE SHOWN. NO SEPARATE OR ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR DUE TO ANY VARIANCE BETWEEN THE DATA SHOWN ON THE PLANS AND THE ACTUAL FIELD CONDITIONS ENCOUNTERED.
33. EXISTING ABANDONED WATER MAINS BROKEN BY THE CONTRACTOR DURING CONSTRUCTION SHALL HAVE THE ENDS PLUGGED WITH BRICK AND MORTAR. COST FOR ALL LABOR AND MATERIAL WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO DIRECT PAYMENT WILL BE MADE.
34. PROPOSED UTILITY POLE LOCATIONS ARE APPROXIMATE AND SHOWN ON THE PLANS. FINAL POLE LOCATIONS WILL BE DETERMINED BY VERSANT IN THE FIELD.
35. TEST PITS SHALL BE COMPLETED AT ALL LOCATIONS WHERE PROPOSED EQUIPMENT MAY CONFLICT WITH EXISTING UTILITIES. PAYMENT FOR TEST PITS SHALL BE UNDER ITEM 803.01, TEST PITS. COORDINATE WORK WITH INSPECTOR.
36. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE INSPECTOR.
37. EXISTING CULVERTS TO REMAIN SHALL BE CLEANED AS DIRECTED BY THE INSPECTOR. PAYMENT WILL BE MADE UNDER ITEM 631.32 CULVERT CLEANER (INCLUDING OPERATOR).
38. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE INSPECTOR.
39. THE CULVERT SIZES SHOWN ON THE PLANS AND CROSS SECTIONS ARE FOR SMOOTH-LINED PIPES.
40. CONCRETE PIPE TIES (ITEM NUMBER 603.55) SHALL BE USED AT THE LAST TWO JOINTS ON OPEN ENDED REINFORCED CONCRETE PIPES.
41. CATCH BASIN AND RIM ELEVATIONS NOTED ON THE PLANS ARE THE TOP OF THE GRATE ELEVATIONS AT THE CENTER OF THE GRATE. CATCH BASIN OFFSET LOCATIONS ARE MEASURED TO THE CENTER OF THE GRATE.
42. ALL TYPE A CATCH BASINS PLACED ON A TYPE 1 CIRCULAR CURB SHALL HAVE THE CURB HEADSTONE CUT AT THE SAME RADIUS AS ADJACENT CIRCULAR CURB. PAYMENT SHALL BE INCIDENTAL TO STANDARD SPECIFICATION SECTION 604, MANHOLES, INLETS AND CATCH BASINS. SEE CURBING PLANS FOR PROPOSED HEADSTONE LOCATIONS.
43. 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 ITEM 604.
44. ANY NECESSARY CUTTING OF EXISTING CATCH BASINS TO ALLOW FOR PROPOSED PIPE CONNECTIONS WILL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED INCIDENTAL TO ITEM 603 OR 605.
45. REMOVAL OF EXISTING DRAINAGE, AS NOTED ON THE PLANS, SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20, COMMON EXCAVATION.
46. IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS, IT SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW MATERIAL FOR UNDERWATER BACKFILL AS SPECIFIED IN STANDARD SPECIFICATION 703.19 AND WILL BE CONSIDERED INCIDENTAL TO THE 603 AND 605 ITEMS.
47. FLAT TOPS FOR CATCH BASINS ARE NOT ALLOWED UNLESS NOTED ON THE PLANS OR DIRECTED BY THE INSPECTOR.
48. PLASTIC END CAPS SHALL BE PLACED ON THE INLET END OF ALL DEAD-END 6 INCH TYPE B UNDERDRAIN AND SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM.
49. ALL UNDERDRAIN SHOWN ON THE CROSS SECTIONS WILL HAVE FLOW LINE SCALED FROM THE CROSS SECTIONS. ALL FLOW LINE ELEVATIONS ARE SUBJECT TO APPROVAL BY THE INSPECTOR.
50. AS DIRECTED BY THE INSPECTOR, ALL EXISTING UNDERDRAIN OUTLETS SHALL BE LOCATED, CLEANED OUT AND DITCHED AS REQUIRED OR REPLACED AS NECESSARY. PAYMENT WILL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.
51. ALL DITCH ELEVATIONS SHOWN ON THE CROSS SECTIONS ARE FOR THE FINISHED DITCH FLOW LINE.
52. PRIOR TO PLACEMENT OF SURFACE PAVEMENT, CONTRACTOR SHALL CHECK AND ENSURE POSITIVE DRAINAGE FLOW ALONG THE GUTTER LINES. COORDINATE WITH INSPECTOR ON ANY AREAS OF CONCERN. THIS WORK SHALL BE CONSIDERED AS INCIDENTAL TO THE PROJECT.
53. PAYMENT FOR PAVEMENT AND CONCRETE REMOVAL WHERE SHOWN ON THE PLANS SHALL BE PAID FOR UNDER ITEM 203.20, COMMON EXCAVATION.
54. PAVEMENT CUT LINES SHALL BE NEAT, CLEAN AND STRAIGHT AS DIRECTED BY THE INSPECTOR. PAYMENT FOR CUTTING OF EXISTING PAVEMENT SHALL BE INCIDENTAL TO THE RELATED CONTRACT ITEMS AS SPECIFIED IN THE STANDARD SPECIFICATIONS SECTION 401.17-JOINTS.
55. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING (OR MILLING) SHALL BE INCIDENTAL TO THE RELATED PAVING (OR MILLING) ITEMS. THIS INCLUDES KILLING AND REMOVAL OF ALL VEGETATIVE MATTER.
56. ALL JOINTS BETWEEN EXISTING AND PROPOSED HOT BITUMINOUS PAVEMENT SHALL BE SAWCUT AND VERTICAL, AS NOTED OR DIRECTED.
57. ALL JOINTS BETWEEN EXISTING AND PROPOSED HOT BITUMINOUS PAVEMENT SHALL BE BUTTED. PAYMENT SHALL BE CONSIDERED INCIDENTAL TO ITEM 202.202, REMOVING PAVEMENT SURFACE.
58. CONTRACTOR SHALL GRADE GUTTER LINE TO ENSURE THAT NO CROSSWALK LANDING IS AT A LOW POINT.
59. PROPOSED SAWCUT AND BOX GRAVEL LOCATIONS ARE SUBJECT TO CHANGE AT THE DIRECTION OF THE INSPECTOR.
60. CUTTING OF EXISTING CURB SHALL BE INCIDENTAL TO CURB PAY ITEMS OF THE CONTRACT.
61. REMOVAL OF EXISTING CURBING SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20 - COMMON EXCAVATION.
62. ALL GRANITE CURBING THAT IS REMOVED AND STACKED AND NOT REUSED ON THE PROJECT SHALL BE TURNED OVER TO THE CITY OF BANGOR. PAYMENT FOR WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20, COMMON EXCAVATION.
63. GRANITE CURBING (VERTICAL AND SLOPED) SHALL BE INSTALLED IN A CONCRETE BASE. SEE SPECIAL PROVISION 609. PAYMENT FOR CONCRETE WORK SHALL BE UNDER ITEM 609.50, CONCRETE BASE FOR CURBING.
64. BACKING UP BITUMINOUS OR CONCRETE SLIPFORM CURB IS INCIDENTAL TO THE CURB ITEMS. IN AREAS WHERE NEW BITUMINOUS OR CONCRETE SLIPFORM CURB IS DESIGNATED TO REPLACE EXISTING, THE REMOVAL OF THE OLD BITUMINOUS OR CONCRETE SLIPFORM CURB SHALL BE INCIDENTAL TO THE NEW CURB. IF CALLED FOR ON THE PLANS OR DIRECTED BY THE INSPECTOR, LOAM OR DIRTY BORROW WILL BE PAID FOR SEPARATELY.
65. CONTRACTOR SHALL CONSTRUCT ALL SIDEWALKS, RAMPS AND LANDINGS TO BE ADA COMPLIANT IN ACCORDANCE WITH THE MAINEDOT'S LATEST STANDARD DETAILS AND RELATED NOTES. THESE STANDARD DETAILS AND NOTES APPLY TO ALL SIDEWALK TYPES (BITUMINOUS, CONCRETE, BRICK, ETC). CONTRACTOR SHALL VERIFY THAT ALL GRADES AND SLOPES ARE ADA COMPLIANT PRIOR TO PLACEMENT OF THE SURFACE MATERIAL AND SHALL COORDINATE WITH THE INSPECTOR ON ANY NON-COMPLIANT LOCATIONS (PRIOR TO PLACEMENT OF SURFACE MATERIAL). CONTRACTOR SHALL ALSO VERIFY THAT ALL GRADES AND SLOPES ARE ADA COMPLIANT AFTER PLACEMENT OF THE SURFACE MATERIAL. FAILURE TO CONSTRUCT SIDEWALKS, RAMPS AND LANDINGS TO BE ADA COMPLIANT WITHOUT EXCEPTION DOCUMENTATION MAY RESULT IN REJECTION OF WORK BY THE INSPECTOR. CONTRACTOR SHALL REBUILD ALL REJECTED WORK AREAS AT NO ADDITIONAL COST TO THE PROJECT. CONTRACTOR SHALL PLAN THE WORK ACCORDINGLY.
66. ALL PAVED SIDEWALKS TO BE CONSTRUCTED WITH 12" AGGREGATE SUBBASE COURSE-GRAVEL AND 2" HOT MIX ASPHALT UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE INSPECTOR.
67. CROSS SLOPES FOR SIDEWALK SECTIONS SHALL BE STRAIGHT UNLESS OTHERWISE DIRECTED BY THE INSPECTOR
68. ALL PEDESTRIAN RAMPS SHALL BE 6 FT. WIDE MINIMUM OR AS SHOWN ON PLANS. ALL PEDESTRIAN RAMPS SHALL MEET THE AMERICANS WITH DISABILITIES ACT STANDARDS, LATEST EDITION.
69. DETECTABLE WARNING FIELDS SHALL BE INSTALLED AT EACH CURB RAMP ADJACENT TO A MARKED CROSSWALK.
70. DETECTABLE WARNING FIELDS SHALL BE 24 INCHES WIDE AND EXTEND THE FULL WIDTH OF THE RAMP OPENINGS. ACTUAL PAYMENT FOR ITEM 608.26 SHALL INCLUDE ANY CUTTING OF THE DETECTABLE WARNING FIELDS AND ALL CONCRETE WORK REQUIRED BY THE DETAILS.
71. DRIVEWAY ACCESS SHALL BE MAINTAINED AT ALL TIMES.
72. PAYMENT FOR THE REMOVAL OF THE EXISTING CONCRETE ISLAND (ON CENTER STREET) AND ALL CONCRETE FOUNDATIONS SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20, COMMON EXCAVATION.

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BANGOR, MAINE 04401

WIN
21663.00

PROJ. MANAGER	D. LORING			
DESIGN-DETAILED	M. RICHARD	M. CUNDIFF	05\23	
CHECKED-REVIEWED	J. WINCHENBACH	D. ETTINGER	05\23	SIGNATURE
DESIGN2-DETAILED2	-	-	-	
DESIGN3-DETAILED3	-	-	-	P.E. NUMBER
REVISIONS 1	-	-	-	
REVISIONS 2	-	-	-	
REVISIONS 3	-	-	-	DATE
REVISIONS 4	-	-	-	
FIELD CHANGES	-	-	-	

BANGOR
BROADWAY (ROUTE 15)

GENERAL NOTES

SHEET NUMBER
6
OF 54

Filename: ...\00\Highway\006_GenNotes1.dgn Division: HIGHWAY Username: Mike.Cundiff Date:5/1/2023
U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\006_GenNotes1.dgn

GENERAL NOTES:

73. DRIVEWAY FILL SIDE SLOPES SHALL BE THE SAME AS THE FILL SIDE SLOPES WITHOUT GUARDRAIL UNLESS OTHERWISE NOTED ON THE PLANS.

74. RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 2 INCHES OF HOT MIX ASPHALT AND 12 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.

75. COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 3 INCHES OF HOT MIX ASPHALT AND 11 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.

76. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE THAT THE MAIL WILL BE DELIVERABLE. PAYMENT FOR THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.

77. WATER AND/OR CALCIUM CHLORIDE SHALL BE FURNISHED AND APPLIED IN ACCORDANCE WITH MAINE DOT SPECIFICATIONS - SECTION 637 - DUST CONTROL WORK SHALL BE INCIDENTAL TO THE PROJECT. NO SEPARATE PAYMENT WILL BE MADE.

78. FOR EASEMENTS, CONSTRUCTION LIMITS, AND RIGHT-OF-WAY LINES, REFER TO RIGHT-OF-WAY PLANS.

79. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING OPERATIONAL BUSINESS DIRECTIONAL SIGNS (OBDS) TO ENSURE THAT THEY ARE VISIBLE TO THE TRAVELING PUBLIC. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

80. PAYMENT FOR THE REMOVAL OF THE EXISTING LIGHT POLES (2) AND FOUNDATIONS AS NOTED ON THE PLANS SHALL BE CONSIDERED INCIDENTAL TO ITEM 643.80, TRAFFIC SIGNALS AT: BROADWAY (ROUTE 15) AND I-95 SOUTHBOUND RAMPS. NO SEPERATE PAYMENT SHALL BE MADE.

81. THE CONTRACTOR SHALL UTILIZE EXISTING LIGHTING CONDUIT TO RUN 3-#8 WIRES (CIRCUT #3) FROM THE EXISTING LIGHTING CONTROLLER CABINET LOCATED AT THE NORTHEAST CORNER OF THE BROADWAY (ROUTE 15) AND I-95 SOUTHBOUND RAMPS TO THE EXISTING LIGHT POLE AT THE TOP OF THE I-95 SOUTHBOUND ON RAMP (APPROXIMATELY STA. 246+75, LT. ON THE MAINEDOT BRIDGE PLANS). THIS ADDITIONAL WORK WILL NEED TO BE COMPLETED IN ORDER TO REMOVE THE EXISTING POLE AT THE SOUTHEAST CORNER OF THE RAMP AND MAINTAIN POWER TO THE EXISTING LIGHTS AT THE MERGE POINT OF THE I-95 SOUTHBOUND ON RAMP AND I-95 SOUTHBOUND MAINLINE. THIS WORK SHALL BE INCIDENTAL TO ITEM 643.80, TRAFFIC SIGNALS AT: BROADWAY (ROUTE 15) AND I-95 SOUTHBOUND RAMPS. NO SEPERATE PAYMENT SHALL BE MADE FOR THIS WORK.

82. GEOTECHNICAL INFORMATION FURNISHED OR REFERRED TO IN THE BID DOCUMENTS IS FOR THE USE OF THE BIDDERS. NO ASSURANCE IS GIVEN THAT THE INFORMATION OR INTERPRETATIONS WILL BE REPRESENTATIVE OF THE ACTUAL SUBSURFACE CONDITIONS THROUGHOUT THE CONSTRUCTION SITE. MAINEDOT WILL NOT BE RESPONSIBLE FOR ANY INTERPRETATIONS OR CONCLUSIONS DRAWN FROM THE GEOTECHNICAL INFORMATION. THE BORING LOGS PROVIDED IN THE BID DOCUMENTS (IF ANY) PRESENT FACTUAL AND INTERPRETIVE SUBSURFACE INFORMATION COLLECTED AT DISCRETE LOCATIONS. DATA PROVIDED MAY NOT BE REPRESENTATIVE OF THE SUBSURFACE CONDITIONS BETWEEN BORING LOCATIONS.

83. A REVIEW BY MAINE DEPARTMENT OF TRANSPORTATION (MAINEDOT) ENVIRONMENTAL OFFICE (ENV) OF THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION (MDEP) FILE ROOM DATABASES SPECIFIC TO BANGOR, ME INDICATES THAT THE PROPERTY AT 490 BROADWAY AVENUE (NORTHWEST CORNER OF THE INTERSECTION OF BROADWAY AVE. AND EARLE AVE.) IS A MDEP VOLUNTARY RESPONSE ACTION PROGRAM (VRAP) SITE (MDEP #REM 01916). SUBSURFACE ASSESSMENTS SPECIFIC TO THIS PROPERTY WERE CONDUCTED IN 2021 AND 2022. THE ASSESSMENTS IDENTIFIED SPECIFIC AREAS OF SUBSURFACE IMPACTS / CONTAMINANTS OF CONCERN (COCS), PRIMARILY CONSISTING OF PETROLEUM AND VOLATILE ORGANIC COMPOUNDS (VOCS). COCS ARE ASSOCIATED WITH FORMER USE OF THE SITE AS A BUS GARAGE AND DRY-CLEANING FACILITY. THE ASSESSMENTS DID NOT IDENTIFY OR LOCATE COCS AT THE PROPERTY IN THE VICINITY OF THE CORNER OF BROADWAY AVENUE AND EARLE AVENUE, WHICH IS THE PROPOSED INSTALL LOCATION OF CATCH BASIN (CB)14 (MAINEDOT STATION 402+30.33 34.29 9/32 LT) AND CB15 (MAINEDOT STATION 402+40.12 25.24 5/32 LT). HOWEVER, DESPITE ASSESSMENT RESULTS, THE CONTRACTOR SHALL REMAIN ALERT FOR EVIDENCE OF PETROLEUM PRODUCT AND/OR HAZARDOUS MATERIAL CONTAMINATION DURING THE PROPOSED EXCAVATION. IN THE EVENT THE CONTRACTOR ENCOUNTERS INDICATORS OF SOIL AND/OR GROUNDWATER CONTAMINATION, THE CONTRACTOR SHALL IMMEDIATELY STOP WORK IN THE IMPACTED AREA, SECURE THE EXCAVATION, AND NOTIFY THE RESIDENT. THE RESIDENT SHALL CONTACT THE SENIOR GEOLOGIST IN THE MAINEDOT-ENV OFFICE AT (207) 624-3000 AND THE MDEP AT 800-482-0777.

IN ADDITION, THE MAINEDOT-ENV DATABASE REVIEW ENCOUNTERED INFORMATION SUGGESTING PETROLEUM RELATED CONTAMINATION WAS POTENTIALLY PRESENT IN THE VICINITY OF THE IRVING CIRCLE K RETAIL GASOLINE STATION - APPROXIMATELY AT MAINEDOT STATION 112+00 THROUGH APPROXIMATELY MAINEDOT STATION 114+25 - LEFT OF CENTER, AND APPROXIMATELY FROM MAINEDOT STATION 110+50+50 TO APPROXIMATELY MAINEDOT STATION 112+00 - RIGHT OF CENTER. IN VICINITY OF A FORMER RETAIL GASOLINE STATION. BASED ON THE SCOPE OF WORK PRESENTED, AVAILABLE DATA INDICATES THAT CONTAMINATION IMPACTS MAY ONLY BE ADJACENT TO THE IMMEDIATE AREAS OF ANY PLANNED EXCAVATION.

CONSIDERING AVAILABLE ENVIRONMENTAL DATA, THE CONTRACTOR SHALL EMPLOY APPROPRIATE HEALTH AND SAFETY MEASURES TO PROTECT ITS WORKERS AGAINST HAZARDS ASSOCIATED WITH WORKING NEAR PETROLEUM / HAZARDOUS MATERIAL IMPACTED SOIL/GROUNDWATER. FURTHERMORE, THE CONTRACTOR SHALL REMAIN ALERT FOR ANY ADDITIONAL EVIDENCE OF CONTAMINATION WITHIN THE LIMITS OF WORK. IF THE CONTRACTOR ENCOUNTERS EVIDENCE OF SOIL OR GROUNDWATER CONTAMINATION, THE CONTRACTOR SHALL SECURE THE EXCAVATION, STOP WORK IN THE CONTAMINATED AREA, AND IMMEDIATELY NOTIFY THE RESIDENT. THE RESIDENT OR CITY OF BANGOR ENGINEER SHALL CONTACT THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION (MDEP) AT 800-482-0777. WORK MAY ONLY CONTINUE WITH AUTHORIZATION FROM THE RESIDENT OR CITY OF BANGOR ENGINEER.

84. THE 3" PAVEMENT MILL AND 3" HMA OVERLAY ON BROADWAY (ROUTE 15) (WIN 21663.00) SHALL BE COMPLETED AT THE SAME TIME AS THE 3" PAVEMENT MILL AND 3" HMA OVERLAY UNDER THE BRIDGE ON BROADWAY (ROUTE 15) (WIN 022276.01).

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

		BY	DATE
PROJ. MANAGER	D. LORING		
DESIGN-DETAILED	M. RICHARD	M. CUNDIFF	05\23
CHECKED-REVIEWED	J. WINCHENBACH	D. ETTINGER	05\23
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

BANGOR
BROADWAY (ROUTE 15)

GENERAL NOTES

SHEET NUMBER

7

OF 54

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Filename: ...\00\Highway\007_GenNotes2.dgn Division: HIGHWAY Username: Mike.Cundiff Date:5/1/2023
U:\3938_Bangor_Broadway Phase IN\Z - CAD\00\Highway\007_GenNotes2.dgn

DRIVEWAYS AND ENTRANCES

STATION	DESCRIPTION	OPENING
STA. 109+75, RT.	COMMERCIAL PAVED ENTRANCE	20 FT
STA. 110+25, RT.	COMMERCIAL PAVED ENTRANCE	31 FT
STA. 111+24, RT.	COMMERCIAL PAVED ENTRANCE	30 FT
STA. 111+92, RT.	COMMERCIAL PAVED ENTRANCE	37 FT
STA. 112+20, LT.	COMMERCIAL PAVED ENTRANCE	42 FT
STA. 113+50, LT.	COMMERCIAL PAVED ENTRANCE	42 FT
STA. 501+16, LT.	RESIDENTIAL PAVED ENTRANCE	28 FT
STA. 501+25, RT.	POPLAR STREET	61 FT
STA. 502+00, LT.	RESIDENTIAL PAVED ENTRANCE	23 FT
STA. 502+25, LT.	RESIDENTIAL PAVED ENTRANCE	23 FT
TRI-CITY PIZZA	COMMERCIAL PAVED EXIT	18 FT

ITEM 201.11 - CLEARING

STA. 105+40 TO STA. 105+64, RT.
STA. 109+20 TO STA. 109+41, RT.
STA. 109+83 TO STA. 109+94, LT.
STA. 111+86 TO STA. 112+00, LT.
STA. 600+41 TO STA. 600+76, RT.

ITEM 201.23 - REMOVING SINGLE TREE TOP ONLY

STATION	
STA. 500+83.00, RT.	12" HARDWOOD
STA. 500+97.79, RT.	16" HARDWOOD
STA. 501+55.26, LT.	16" HARDWOOD
STA. 502+66.25, LT.	16" MAPLE

ITEM 201.24 - REMOVING STUMP

STATION	
STA. 500+83.00, RT.	12" HARDWOOD
STA. 500+97.79, RT.	16" HARDWOOD
STA. 501+55.26, LT.	16" HARDWOOD
STA. 502+66.25, LT.	16" MAPLE

ITEM 202.15 - REMOVING EXISTING MH OR CB

STATION
STA. 106+54.12, 38.08' RT.
STA. 115+20.09, 33.92' RT.
STA. 115+83.82, 35.13' RT.
STA. 205+12.82, 10.83' LT.
STA. 500+87.77, 17.85' LT.

ITEM 603.132 8" CULVERT OPTION III

STATION	LENGTH
CB14 TO CB15	9 LF
CB15 TO CB16	25 LF
CB16 TO CB17	20 LF

ITEM 603.159 12" CULVERT OPTION III

STATION	LENGTH
CB18 TO MH5	35 LF
MH5 TO CB19	6 LF
CB20 TO MH6	22 LF
CB18 TO EXISTING 18" CMP	6 LF
MH8 TO CB23	30 LF
MH8 TO CB22	11 LF
CB27 TO MH5	5 LF

ITEM 603.169 15" CULVERT OPTION III

STATION	LENGTH
CB2 TO CB3	8 LF

ITEM 603.1951 24" RCP CLASS IV

STATION	LENGTH
MH2 TO CB1	12 LF
CB1 TO CB2	20 LF

ITEM 604.072 CATCH BASIN TYPE A1-C

STATION	DESCRIPTION
STA. 106+15.50, 34.74' RT.	CB6
STA. 106+45.62, 29.30' LT.	CB7
STA. 107+06.10, 33.88' RT.	CB9
STA. 115+00.21, 36.24' RT.	CB20
STA. 115+90.35, 26.69' RT.	CB22
STA. 402+40.12, 25.24' LT.	(FLAT TOP) CB15
STA. 500+81.27, 22.39' LT.	CB23

ITEM 604.09 CATCH BASIN TYPE B1 (WITH SOLID COVER)

STATION	DESCRIPTION
STA. 114+35.58, 51.54' RT.	MH5

ITEM 604.092 CATCH BASIN TYPE B1-C

STATION	DESCRIPTION
STA. 114+31.37, 60.59' RT.	CB19
STA. 205+10.00, 20.87' LT.	CB1
STA. 205+46.00, 26.31' LT.	CB4
STA. 205+46.57, 2.87' RT.	CB5
STA. 300+70.29, 0.88' RT.	CB10
STA. 402+30.33, 34.29' LT.	(FLAT TOP) CB14
STA. 402+49.65, 2.27' RT.	(FLAT TOP) CB16
STA. 600+47.86, 40.73' RT.	CB26
STA. 70+61.00, 0.88' LT.	CB27

NOTE:
1. THERE IS NO MH4 ON THIS PROJECT.

ITEM 604.096 60" CATCH BASIN TYPE B1-C

STATION	DESCRIPTION
STA. 205+10.00, 2.87' RT.	CB2

ITEM 604.16 ALTER CATCH BASIN TO MANHOLE

STATION	DESCRIPTION
STA. 205+02.47, 54.38' LT.	MH1
STA. 205+07.45, 33.33' LT.	MH2
STA. 300+87.26, 15.10' RT.	MH3
STA. 600+53.86, 33.94' RT.	MH7

ITEM 604.164 REBUILDING CATCH BASIN

STATION	DESCRIPTION
STA. 114+01.09, 35.78' RT.	(NEENAH) CB18
STA. 300+37.15, 28.25' LT.	CB8

ITEM 604.18 ADJUST MANHOLE OR CATCH BASIN TO GRADE

STATION	DESCRIPTION
STA. 106+02.10, 21.52' RT.	
STA. 107+65.30, 22.50' LT.	CB11
STA. 109+27.64, 36.64' RT.	CB12
STA. 110+06.65, 29.44' RT.	
STA. 110+22.88, 25.14' RT.	
STA. 111+23.98, 21.65' LT.	
STA. 111+58.04, 33.63' RT.	CB13
STA. 114+28.61, 28.56' RT.	
STA. 115+24.54, 29.69' RT.	MH6
STA. 115+76.43, 30.26' RT.	MH8
STA. 116+15.23, 27.80' LT.	CB21
STA. 402+60.88, 22.47' RT.	CB17
STA. 501+19.14, 30.01' RT.	CB24
STA. 501+37.94, 6.25' RT.	
STA. 501+61.61, 18.63' RT.	CB25

ITEM 604.249 CATCH BASIN TYPE F6-C

STATION	DESCRIPTION
STA. 205+10.00, 13.71' RT.	CB3

ITEM 605.09 6" UNDERDRAIN TYPE B

STATION	LENGTH
STA. 105+45.29, RT. TO CB6	68.3 LF
STA. 202+00.00, RT. TO CB2	307.0 LF
STA. 202+00.00, LT. TO CB1	311.9 LF
CB20 TO STA. 500+55.84, RT.	30.1 LF
CB23 TO STA. 502+50.00, RT.	157.2 LF

ITEM 605.11 12" UNDERDRAIN TYPE C

STATION	LENGTH
CB1 TO CB4	31 LF
CB4 TO CB6	64 LF
CB7 TO CB8	43 LF

ITEM 605.15 24" UNDERDRAIN TYPE C

STATION	LENGTH
CB2 TO CB5	33 LF
CB5 TO CB9	78 LF

ITEM 608.26 CURB RAMP

DETECTABLE WARNING FIELD	SF
STA. 106+21, LT.	13
STA. 106+30, RT.	10
STA. 106+81, LT.	10
STA. 106+92, RT.	10
STA. 107+26, LT.	12
STA. 113+16, RT.	10
STA. 113+38, RT.	11
STA. 113+57, RT.	13
STA. 113+72, RT.	10
STA. 114+75, RT.	10
STA. 114+75, LT.	13
STA. 114+92, LT.	13
STA. 115+06, RT.	10
STA. 115+79, RT.	10
STA. 115+94, LT.	10
STA. 116+03, LT.	12
STA. 116+03, RT.	10
STA. 501+17, RT.	9
STA. 501+57, RT.	11
STA. 70+26, LT.	9
STA. 70+26, RT.	9

ITEM 613.319 - EROSION CONTROL BLANKET SY

STA. 202+00 TO STA. 205+10 RT.	210 SY
STA. 205+10 TO STA. 206+00 RT.	65 SY

ITEM 626.3211 - 20-INCH DIAMETER FOUNDATION

STA. 106+60.78, 42.79' LT.
STA. 114+75.69, 39.72' LT.
STA. 114+78.60, 37.42' RT.
STA. 114+93.05, 47.35' RT.
STA. 115+98.72, 30.76' RT.
STA. 116+09.04, 40.35' LT.
STA. 205+82.31, 55.76' LT.
STA. 206+03.22, 8.17' RT.
STA. 300+33.05, 37.19' LT.
STA. 300+50.40, 12.77' RT.
STA. 500+36.03, 35.08' LT.
STA. 500+42.15, 46.03' RT.
STA. 600+44.82, 51.28' RT.
STA. 600+48.05, 55.95' LT.

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WIN
21663.00

		BY	DATE
PROJ. MANAGER	D. LORING		
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FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

BANGOR
BROADWAY (ROUTE 15)

CONSTRUCTION NOTES

SHEET NUMBER
8
OF 54

Filename: ...\008_Construction Notes.dgn Division: HIGHWAY Username: Mike.Cundiff Date:5/1/2023
U:\3938_Bangor_Broadway Phase IN\Z - CAD\00\Highway\008_Construction Notes.dgn

NOTES:

1. SHADING DENOTES LIMITS OF 3" PAVEMENT MILL AND OVERLAY.

SUSAN L. RUSH
LIVING TRUST
SUSAN L. RUSH,
SOLE TRUSTEE

CITY OF BANGOR

VACATIONLAND
REALTY LLC

STA. 105+45.19
BEGIN FEDERAL PROJECT
HSIP-2166(300)
LIMIT OF WORK
BEGIN 3" PAVEMENT MILL AND
OVERLAY
MATCH EXISTING PAVEMENT

BROADWAY (ROUTE 15) CONST.Ⓑ

I-95 EXIT 185 SB ON RAMP
CONST.Ⓐ

EXISTING GUARDRAIL
TO REMAIN

STA. 202+00.00
LIMIT OF WORK
BEGIN FULL DEPTH CONSTRUCTION
MATCH EXISTING PAVEMENT

PCC = STA. 202+42.40

SLOPE LINES ON SOUTH SIDE
OF I-95 SOUTHBOUND ON RAMP
SHALL MATCH INTO PROPOSED
FILL LINES ON MAINE DOT
BRIDGE PLANS AT THE LIMITS
SHOWN ON THIS PLAN

I-95 EXIT 185 SB ON RAMP
CONST.Ⓐ

N87°01'24.3"E

PT = STA. 204+31.75

I-95 SOUTHBOUND

I-95 NORTHBOUND

PC = STA. 205+22.06

ALTER CB
TO MH

ALTER CB
TO MH

REMOVE
EXISTING
CURB
(TYP.)

SHOULDER
BREAK

SAWCUT (TYP.)

REMOVE

REMOVE

REMOVE

INSTALL 45° ELBOW

24" RCP CLASS IV

15" OPTION III

24" UD "C" TO BE INSTALLED
UNDER MAINE DOT BRIDGE
PROJECT WIN 022276.01

PROJECT MATCHLINE WITH MAINE
DOT BRIDGE PROJECT WIN 022276.01

STA. 206+15.70
END FULL DEPTH CONSTRUCTION
BEGIN 3" PAVEMENT MILL
AND OVERLAY

STA. 106+86.65 BROADWAY (ROUTE 15) CONST.Ⓑ =
STA. 300+00.00 I-95 EXIT 185
SB OFF RAMP CONST.Ⓐ

STA. 106+91.63 BROADWAY (ROUTE 15) CONST.Ⓑ =
STA. 206+48.87 I-95 EXIT 185
SB ON RAMP CONST.Ⓐ

UTILITY POLE TO BE
RELOCATED IN COORDINATION
WITH MAINE DOT BRIDGE PROJECT

ADJUST
CB TO
GRADE

ALTER CB
TO MH

PC=STA. 107+6

MH1
MH2
MH3
CB1
CB2
CB3
CB4
CB5
CB6
CB7
CB8
CB9
CB10
CB11

12" UD "C"
24" UD "C"
6" UD "B"
4" RCP
8" HARDWOOD
TRIPLE
15" RCP
15" CMP
6" UD "B"

LAYOUT SCALE

25 0 25 50
Scale of Feet

CURVE DATA A1
PI = 201+21.21
D = 0°35'48.6"
Δ = 1°26'48.1" Rt.
R = 9600.00'
L = 242.40'
T = 121.21'
E = 0.77'

CURVE DATA A2
PI = 203+37.36
D = 5°43'46.5"
Δ = 10°50'55.9" Rt.
R = 1000.00'
L = 189.35'
T = 94.96'
E = 4.50'

CURVE DATA A3
PI = 205+86.98
D = 23°52'23.7"
Δ = 30°16'19.9" Lt.
R = 240.00'
L = 126.80'
T = 64.92'
E = 8.63'

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

	BY	DATE
PROJ. MANAGER	D. LORING	-
DESIGN-DETAILED	M. RICHARD	05\23
CHECKED-REVIEWED	J. WINCHENBACH	05\23
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	M. CUNDIFF	05\23
	D. ETTINGER	05\23

SIGNATURE

P.E. NUMBER

DATE

BANGOR
BROADWAY (ROUTE 15)

GENERAL PLANS

SHEET NUMBER
9
OF 54

Filename: ...\Highway\009_Plan Sheet 1.dgn Username: Mike.Cundiff Division: HIGHWAY Date:5/1/2023

U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\009_Plan Sheet 1.dgn

NOTES:

1. SEE PREVIOUS SHEET.
2. THE EXISTING UTILITY POLES AND ASSOCIATED UTILITY DUCT BANK SHALL BE REMOVED/EXTENDED IN COORDINATION WITH THE MAINE DOT BRIDGE PROJECT (WIN 022276.01). FOR ADDITIONAL INFORMATION REGARDING THE PROPOSED UTILITY POLE LOCATIONS OR THE ASSOCIATED UTILITY WORK REFER TO THE MAINE DOT BRIDGE PROJECT WIN 022276.01 PLANS AND SPECIFICATIONS.
3. FOR ADDITIONAL INFORMATION REGARDING THE TEMPORARY SIGNAL AT THE INTERSECTION OF BROADWAY (ROUTE 15) AND THE I-95 SB RAMPS, REFER TO THE MAINE DOT BRIDGE PROJECT WIN 022276.01 PLANS AND SPECIFICATIONS.

LOVLEY DEVELOPMENT INC

LOVLEY DEVELOPMENT INC

ALDEN STREET

CEDARJACK INC

STA. 301+17.00
LIMIT OF WORK (RT.)
MATCH EXISTING PAVEMENT

S85°37'47.8"E

I-95 EXIT 185 SB OFF RAMP CONST.℄

PROPOSED UTILITY POLE (SEE NOTE 2)

STA. 300+68.14
LIMIT OF WORK (LT.)
END 3" PAVEMENT MILL AND OVERLAY
MATCH EXISTING PAVEMENT

ALTER CB TO MH

UTILITY POLES TO BE RELOCATED IN COORDINATION WITH MAINE DOT BRIDGE PROJECT (SEE NOTE 2)

STA. 107+25 TO 109+75,
PEDESTRIAN AND LIGHTING IMPROVEMENTS UNDER BRIDGE TO BE COMPLETED BY MAINE DOT BRIDGE PROJECT WIN 022276.01

REMOVE EXISTING PAVEMENT, REGRADE EXISTING GRAVELS/ADD NEW GRAVELS WHERE REQUIRED, AND REPAVE SIDEWALK

UTILITY POLE TO BE RELOCATED IN COORDINATION WITH MAINE DOT BRIDGE PROJECT (SEE NOTE 2)

STA. 105+45.19
BEGIN FEDERAL PROJECT HSIP-2166(300)
LIMIT OF WORK
BEGIN 3" PAVEMENT MILL AND OVERLAY
MATCH EXISTING PAVEMENT

REBUILD CB WITH 2' OFFSET CONE

ADJUST CB TO GRADE

STA. 109+75.00
LIMIT OF WORK (LT.)
PROJECT MATCHLINE WITH MAINE DOT BRIDGE PROJECT WIN 22276.01

WIDEN SIDEWALK AROUND BACK OF EXISTING UTILITY POLE TO PROVIDE 5' MINIMUM CLEARANCE

STA. 106+86.65 BROADWAY (ROUTE 15) CONST.℄ =
STA. 300+00.00 I-95 EXIT 185
SB OFF RAMP CONST.℄

STA. 107+75.00
LIMIT OF WORK (LT.)
PC=STA. 107+68.74

EXISTING CURB TO REMAIN

PT = STA. 109+99.37

ADJUST CB TO GRADE

BROADWAY (ROUTE 15) CONST.℄

S34°30'17.3"E

S34°56'43.1"E

STA. 106+91.63 BROADWAY (ROUTE 15) CONST.℄ =
STA. 206+48.87 I-95 EXIT 185
SB ON RAMP CONST.℄

ADJUST MH TO GRADE

STA. 206+15.70
END FULL DEPTH CONSTRUCTION
BEGIN 3" PAVEMENT MILL AND OVERLAY

SAWCUT (TYP.)

REMOVE

ADJUST MH TO GRADE

ADJUST CB TO GRADE

STA. 107+25.00
LIMIT OF WORK (RT.)
PROJECT MATCHLINE WITH MAINE DOT BRIDGE PROJECT WIN 022276.01

STA. 109+25.00
LIMIT OF WORK (RT.)

EXISTING UTILITY POLE TO REMAIN

EXISTING HYDRANT TO REMAIN

EXISTING SIGN BED TO REMAIN

ADJUST CB TO GRADE

FSL REALTY TRUST

DWJ REALTY TRUST

MARK D. GRANDCHAMP
DIANNE M. GRANDCHAMP

REMOVE EXISTING CURB (TYP.)

REMOVE EXISTING LIGHT POLE

UTILITY POLE TO BE RELOCATED IN COORDINATION WITH MAINE DOT BRIDGE PROJECT (SEE NOTE 2)

APPROXIMATE LOCATION OF THE PROPOSED SPAN WIRE POLE FOR TEMPORARY SIGNAL (SEE NOTE 3)

VACATIONLAND REALTY LLC

ALTER CB TO MH

ALTER CB TO MH

STA. 107+25 TO 109+75
3" PAVEMENT MILL AND HMA OVERLAY TO BE COMPLETED UNDER MAINE DOT BRIDGE PROJECT WIN 022276.01

REMOVE EXISTING LIGHT POLE, RUN NEW #8 WIRES FROM EXISTING LIGHTING CONTROLLER CABINET TO THE LIGHT POLE AT THE TOP OF THE I-95 SOUTHBOUND ON-RAMP (SEE GENERAL NOTES FOR ADDITIONAL INFORMATION)

PC = STA. 205+22.06

PT = STA. 204+31.75

I-95 SOUTHBOUND

I-95 NORTHBOUND

I-95 EXIT 185 SB ON RAMP CONST.℄

CURVE DATA A2
PI = 203+37.36
D = 5°43'46.5"
Δ = 10°50'55.9" Rt.
R = 1000.00'
L = 189.35'
T = 94.96'
E = 4.50'

CURVE DATA A3
PI = 205+86.98
D = 23°52'23.7"
Δ = 30°16'19.9" Lt.
R = 240.00'
L = 126.80'
T = 64.92'
E = 8.63'

CURVE DATA B1
PI = 108+84.06
D = 0°11'27.5"
Δ = 0°26'25.7" Lt.
R = 30000.00'
L = 230.63'
T = 115.32'
E = 0.22'

LAYOUT SCALE

25 0 25 50

Scale of Feet

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

	BY	DATE
SIGNATURE		
P.E. NUMBER		
DATE		
D. LORING	M. CUNDIFF	05\23
M. RICHARD	D. ETTINGER	05\23
CHECKED-REVIEWED	J. WINCHENBACH	D. ETTINGER
DESIGN1-DETAILED	-	-
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

PROJ. MANAGER

BANGOR
BROADWAY (ROUTE 15)

GENERAL PLANS

SHEET NUMBER
10
OF 54

Filename: ...\Highway\010_Plan Sheet 2.dgn Username: Mike.Cundiff Division: HIGHWAY Date:5/1/2023

U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\010_Plan Sheet 2.dgn

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

NOTES:

1. SEE PREVIOUS SHEET.
4. THE CONTRACTOR SHALL COORDINATE WITH THE CITY OF BANGOR (AND THE INSPECTOR) TO INCORPORATE THE PLANTING OF THE NEW TREE INTO THE CONTRACTORS SCHEDULE. THE ACTUAL PLANTING OF THE TREE WILL BE COMPLETED BY OTHERS. THIS COORDINATION WORK SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO SEPARATE PAYMENT SHALL BE MADE.

CURVE DATA E1
PI = 602+44.45
D = 22°55'05.9"
Δ = 52°21'08.3" Lt.
R = 250.00'
L = 228.43'
T = 122.89'
E = 28.57'

CURVE DATA B2
PI = 116+56.62
D = 0°17'11.3"
Δ = 0°56'10.0" Rt.
R = 20000.00'
L = 326.76'
T = 163.38'
E = 0.67'

CURVE DATA C1
PI = 402+59.88
D = 30°09'20.4"
Δ = 24°34'59.0" Lt.
R = 190.00'
L = 81.52'
T = 41.40'
E = 4.46'

CURVE DATA D1
PI = 500+79.46
D = 112°20'40.8"
Δ = 65°37'42.0" Lt.
R = 51.00'
L = 58.42'
T = 32.89'
E = 9.68'

CURVE DATA F1
PI = 70+76.42
D = 179°02'57.5"
Δ = 90°00'00.0" Rt.
R = 32.00'
L = 50.27'
T = 32.00'
E = 13.25'

LAYOUT SCALE
25 0 25 50
Scale of Feet

	DATE	BY
DESIGN-DETAILED	05\23	D. LORING
CHECKED-REVIEWED	05\23	M. CUNDIFF
DESIGN2-DETAILED2	-	M. RICHARD
DESIGN3-DETAILED3	-	L.WINDERBACH
REVISIONS 1	-	D. ETTINGER
REVISIONS 2	-	
REVISIONS 3	-	
REVISIONS 4	-	
FIELD CHANGES	-	

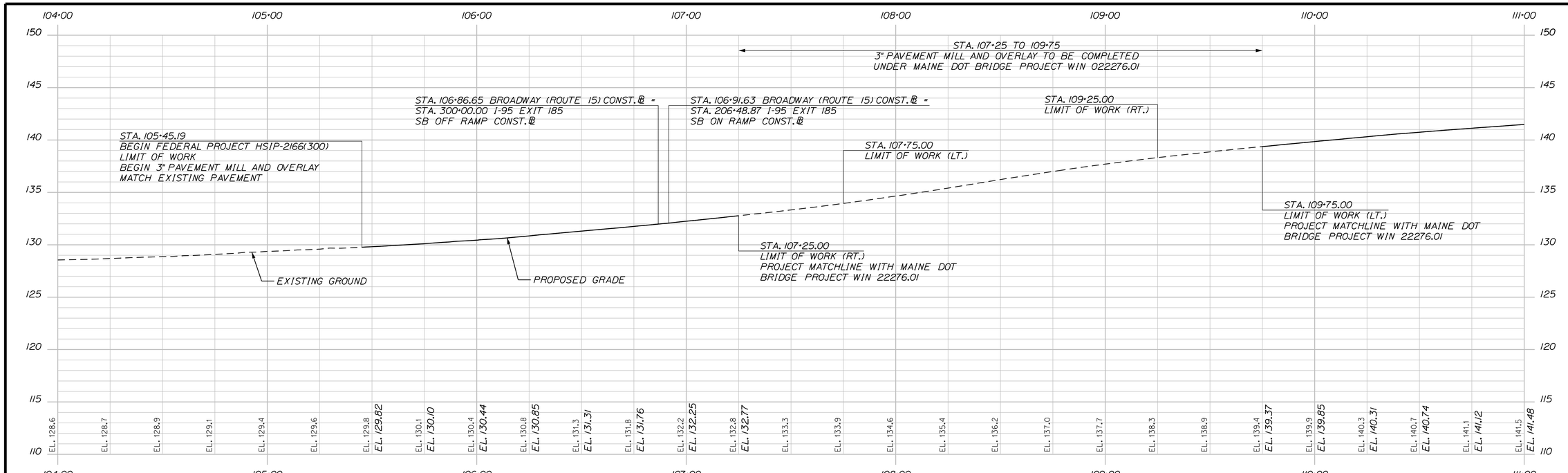
PROJ. MANAGER — SIGNATURE
P.E. NUMBER
DATE

BANGOR
BROADWAY (ROUTE 15)

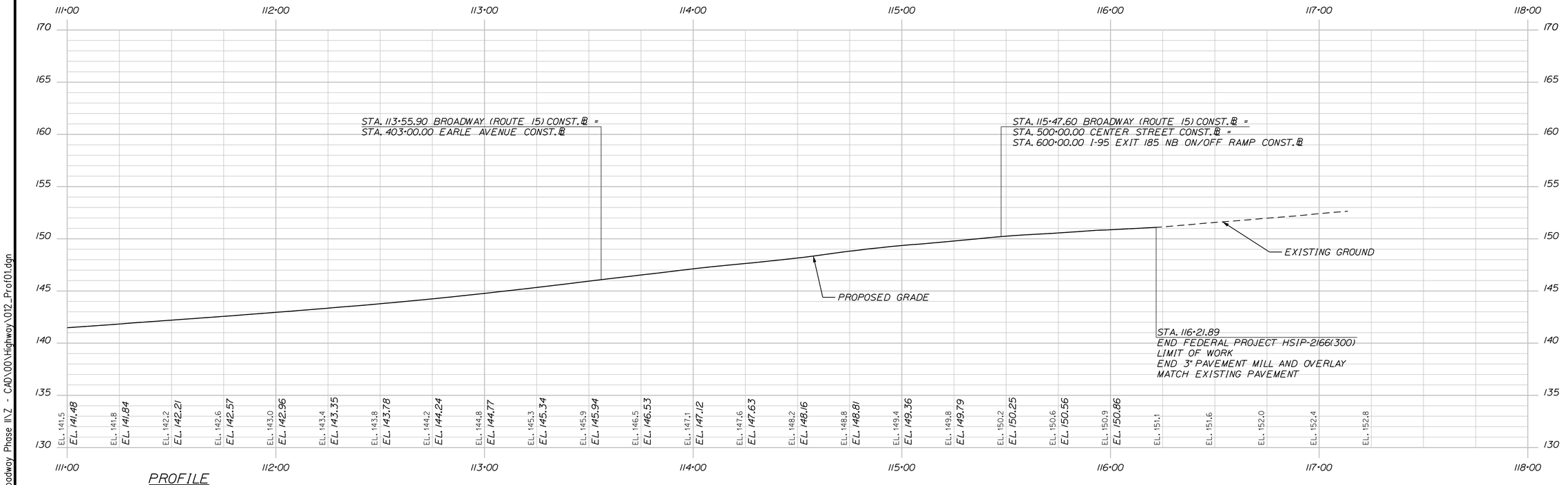
GENERAL PLANS

SHEET NUMBER
11
OF 54

Filename: ...\Highway\011_Plan Sheet 3.dgn Division: HIGHWAY Username: Mike.Cundiff Date:5/1/2023
U:\3938_Bangor_Broadway Phase II\Z - CADD\00\Highway\011_Plan Sheet 3.dgn



BROADWAY (ROUTE 15) PROFILE



BROADWAY (ROUTE 15) PROFILE

PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

GORRILL PALMER

Relationships. Responsiveness. Results.
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207.772.2515

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

PROJ. MANAGER	D. LORING		
DESIGN-DETAILED	M. RICHARD	BY	DATE
CHECKED-REVIEWED	J. WINCHENBACH	M. CUNDIFF	05\23
DESIGN2-DETAILED2	-	D. ETTINGER	05\23
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

BANGOR
BROADWAY (ROUTE 15)

PROFILE SHEETS

SHEET NUMBER

12

OF 54

Filename: ...\00\Highway\012_Prof01.dgn Division: HIGHWAY Username: Mike.Cundiff Date:5/1/2023

U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\012_Prof01.dgn

Username: Mike.Cundiff Date:5/1/2023
Division: HIGHWAY
Filename: ...\00\Highway\013_Prof02.dgn
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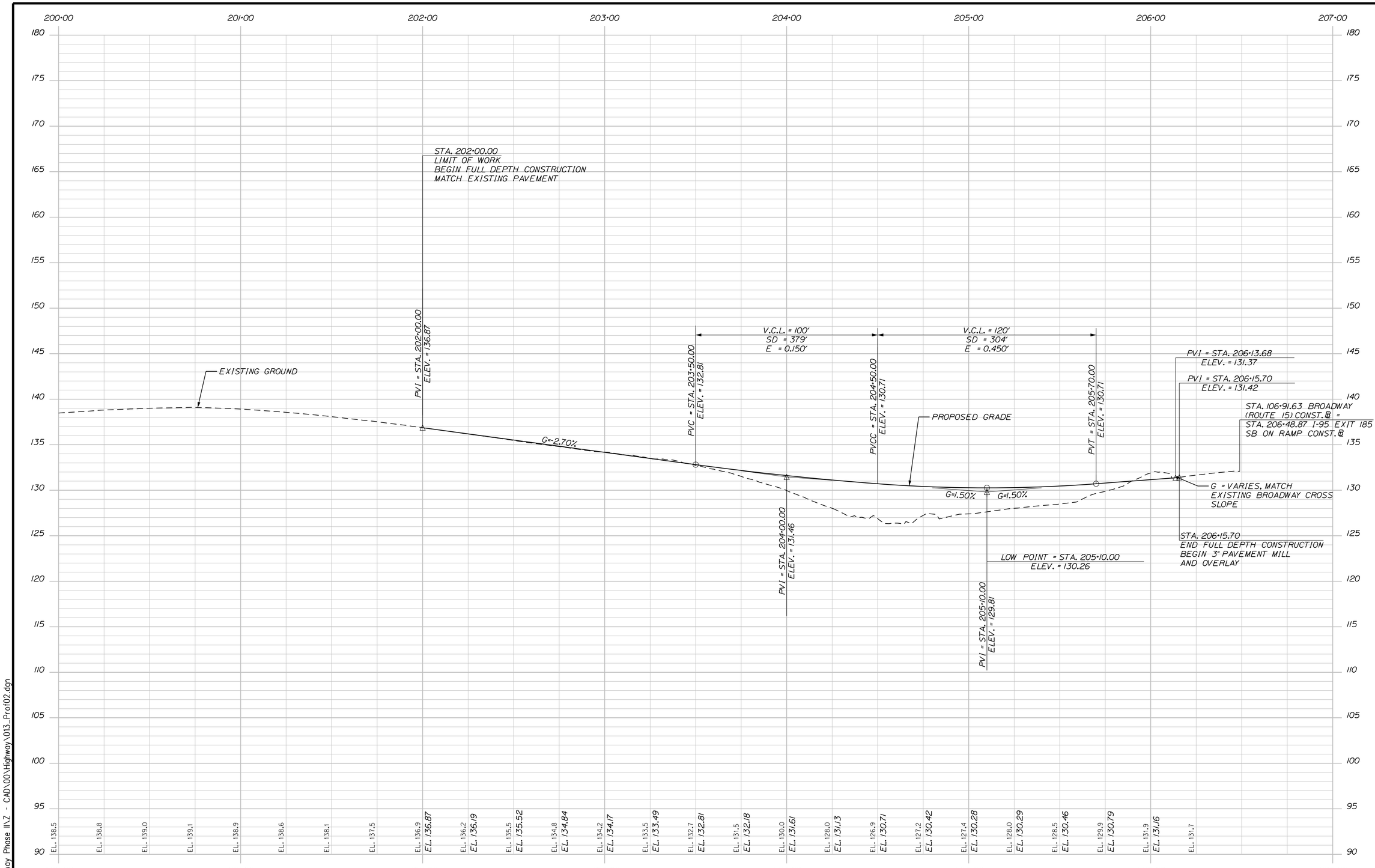

PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

I-95 EXIT 185 SOUTHBOUND ON RAMP PROFILE

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CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

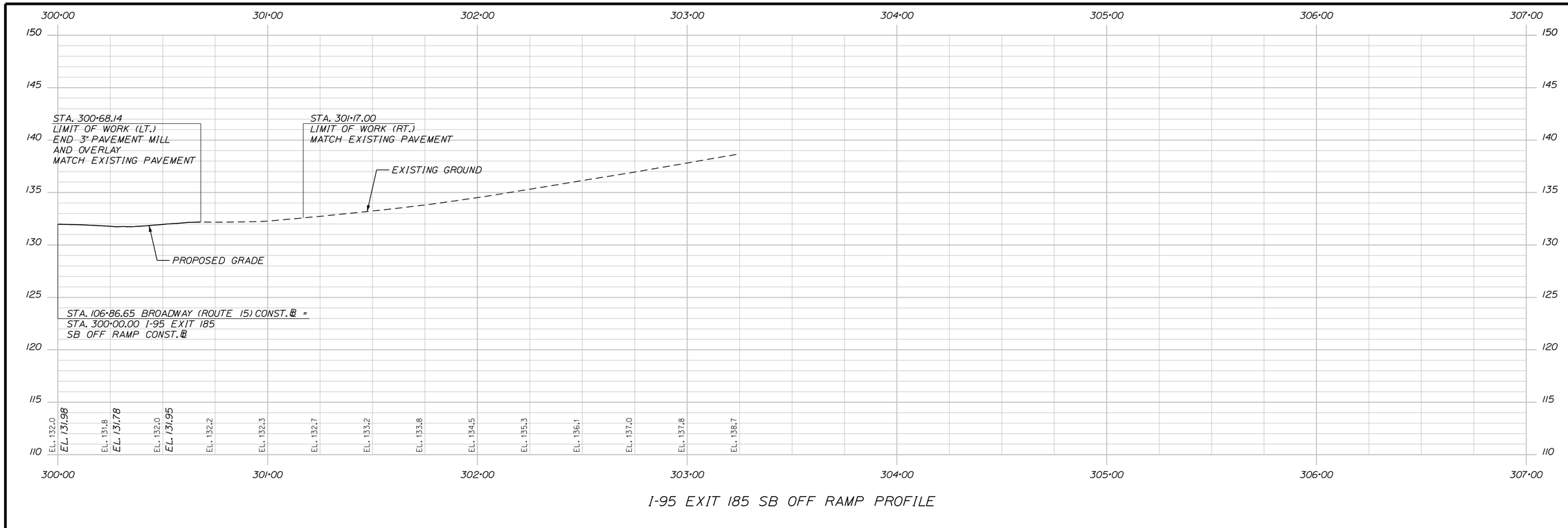
WIN
21663.00

PROJ. MANAGER	D. LORING			
DESIGNED-DETAILED	M. RICHARD	M. CUNDIFF	05\23	SIGNATURE
CHECKED-REVIEWED	J. WINCHENBACH	D. ETTINGER	05\23	
DESIGN2-DETAILED2	-	-	-	P.E. NUMBER
DESIGN3-DETAILED3	-	-	-	
REVISIONS 1	-	-	-	DATE
REVISIONS 2	-	-	-	
REVISIONS 3	-	-	-	
REVISIONS 4	-	-	-	
FIELD CHANGES	-	-	-	

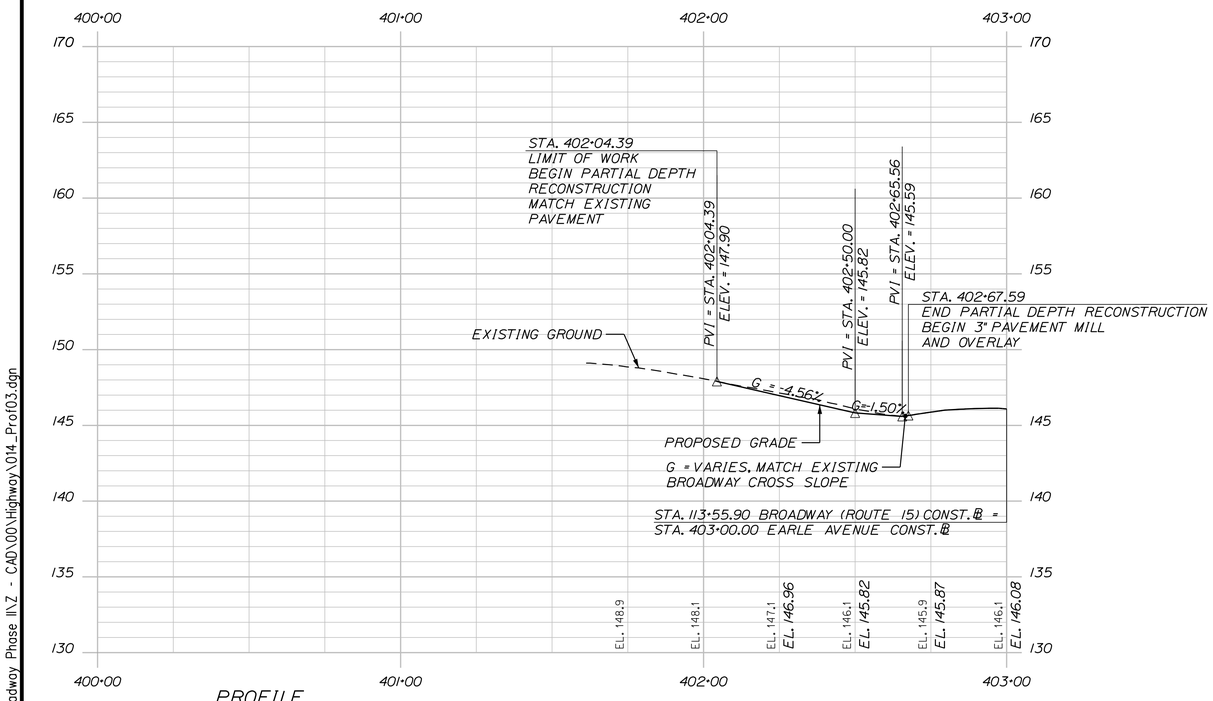
BANGOR
BROADWAY (ROUTE 15)

PROFILE SHEETS

SHEET NUMBER
13
OF 54



I-95 EXIT 185 SB OFF RAMP PROFILE



PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

EARLE AVENUE PROFILE

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

	BY	DATE
PROJ. MANAGER	D. LORING	-
DESIGN-DETAILED	M. RICHARD	05\23
CHECKED-REVIEWED	J. WINDENBACH	D. ETTINGER
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

BANGOR
BROADWAY (ROUTE 15)

PROFILE SHEETS

SHEET NUMBER

14

OF 54

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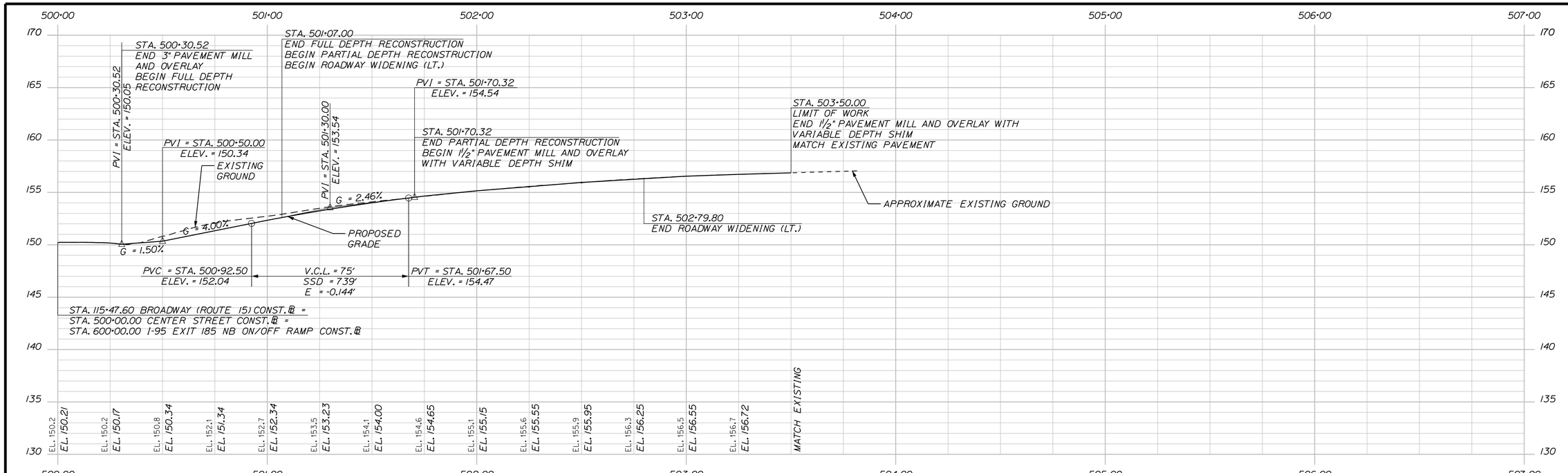
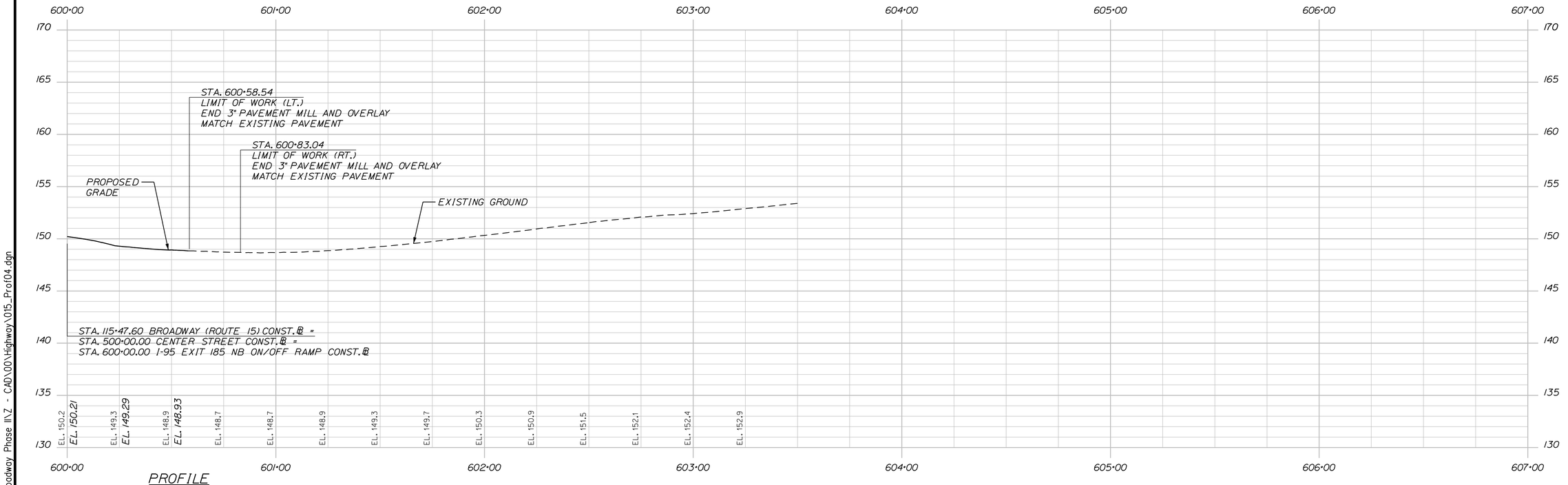
Filename: ...\00\Highway\014_Prof03.dgn Username: Mike.Cundiff Division: HIGHWAY Date:5/1/2023

U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\014_Prof03.dgn



CENTER STREET PROFILE



PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

I-95 EXIT 185 NB ON/OFF RAMP PROFILE

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

		BY	DATE
PROJ. MANAGER	D. LORING		
DESIGN-DETAILED	M. RICHARD	M. CUNDIFF	05\23
CHECKED-REVIEWED	J. WAGNERMAGH	D. ETTINGER	05\23
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

BANGOR
BROADWAY (ROUTE 15)

PROFILE SHEETS

SHEET NUMBER

15

OF 54

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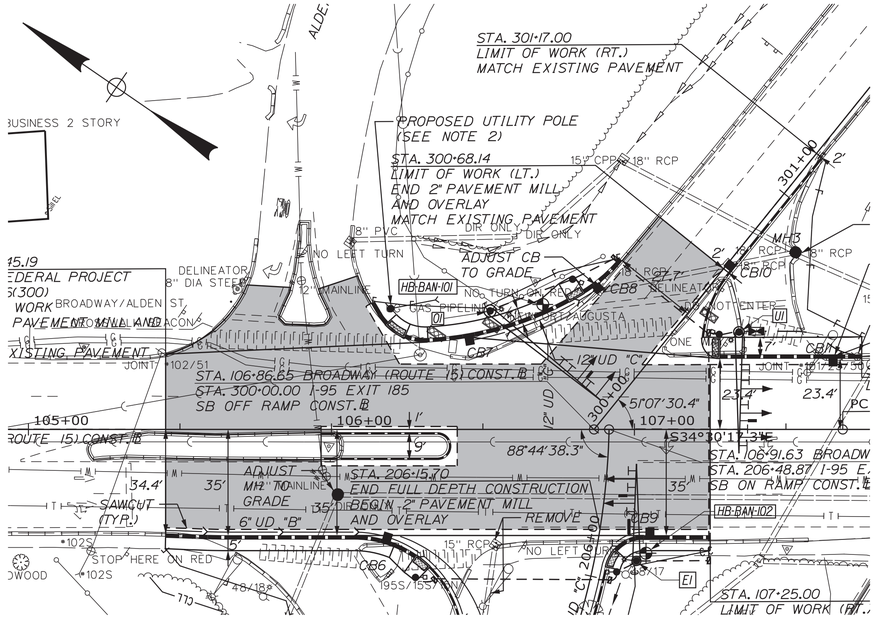
Filename: ...\00\Highway\015_Prof04.dgn Division: HIGHWAY Username: Mike.Cundiff Date:5/1/2023

U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\015_Prof04.dgn


STA. 301+17.00
LIMIT OF WORK (RT.)
MATCH EXISTING PAVEMENT
PROPOSED UTILITY POLE
(SEE NOTE 2)
STA. 300+68.14
LIMIT OF WORK (LT.)
END 2" PAVEMENT MILL
AND OVERLAY
MATCH EXISTING PAVEMENT
ADJUST CB
TO GRADE
HB-BAN-101
NO LEFT TURN
DIR ONLY
BUSINESS 2 STORY
DELINEATOR
8" DIA STEEL
BROADWAY/ALDEN ST.
MAINLINE
EXISTING PAVEMENT
JOINT *102/51
STA. 106+86.65 BROADWAY (ROUTE 15) CONST. ID
STA. 300+00.00 I-95 EXIT 185
SB OFF RAMP CONST. ID
105+00
106+00
107+00
ROUTE 15) CONST. ID
12" UD "C"
12" UD "B"
5°07'30.4"
S34°30'12.3"E
88°44'38.3"
23.4'
PC
9'
35'
34.4'
SAWCUT
(TYP.)
ADJUST
MH2 TO
GRADE
STA. 206+15.70
END FULL DEPTH CONSTRUCTION
BEGIN 2" PAVEMENT MILL
AND OVERLAY
REMOVE
CB9
HB-BAN-102
STA. 206+48.87 I-95 E.
SB ON RAMP CONST. ID
STOP HERE ON RED
*102S
CB6
15" RCP
48/18"
NO LEFT TURN
CB17
E1
STA. 107+25.00
LIMIT OF WORK (RT.)
301+00
2'
MH3
CBIO
18" RCP
8" PVC
DIR ONLY
NO TURN ON RED
CB8
CB7
U1
ONE WAY
NOT ENTER
CB11
CB12
CB13
CB14
CB15
CB16
195S/155S/155N
U2
U3
U4
U5
U6
U7
U8
U9
U10
U11
U12
U13
U14
U15
U16
U17
U18
U19
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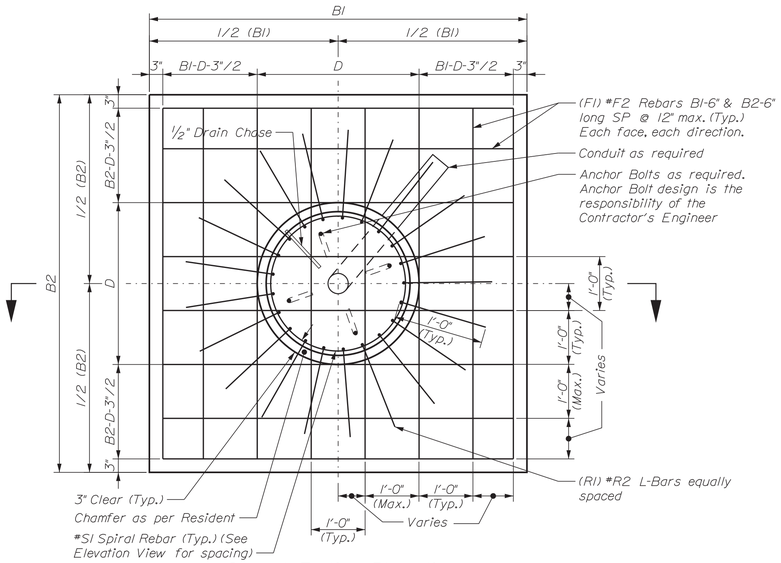
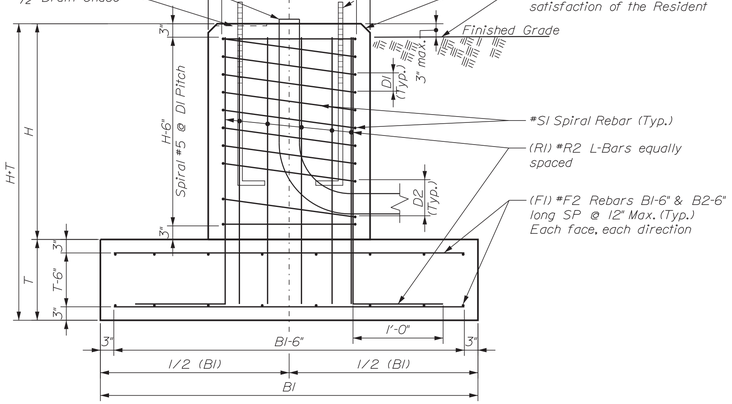
U38
U39
U40
U41



Spread Footing Plan View

Not to Scale (See Table for Spread Footing Dimensions & Reinforcement Information)



Spread Footing Elevation View

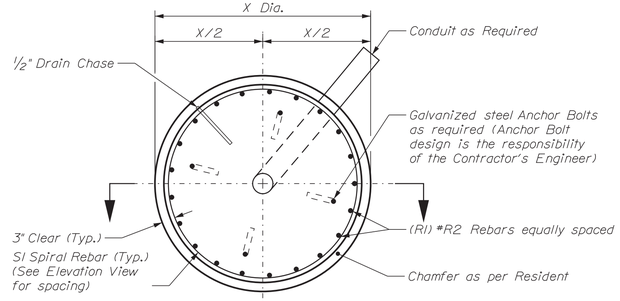
Not to Scale (See Table for Spread Footing Dimensions & Reinforcement Information)

MAST ARM U2

See Table below and Boring Location Plan, Sheet ? for Station & Offset of Mast Arm

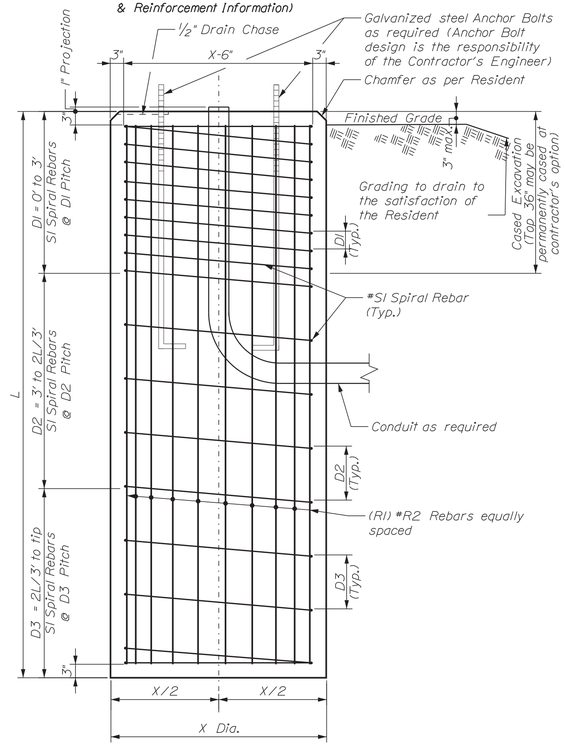
NOTES:

1. All reinforcing steel is to be grade 60 and conform to MaineDOT Standard Specification requirements along with any project specific Supplementals or Special Provisions.
2. All rebar shall have 3" cover unless otherwise noted.
3. Should there be a discrepancy between these Details and actual observed field conditions report it to the Resident immediately.
4. Do not proceed with dependent work until any such discrepancy is resolved to the satisfaction of the Resident.
5. Concrete to be Class LP with f'c = 5,000 PSI.
6. Foundation sizes are designed based on estimated loading conditions and are subject to change based on the design of the above-ground components and the actual loading conditions at the top of each foundation submitted by the Contractor in accordance with Standard Specification Section 626.034. Any increase in foundation size based on the submitted loading conditions shall be paid for at the unit price bid by the Contractor. Any reduction in foundation size shall be to the benefit of the Department at the unit price bid by the Contractor.
7. For construction of the spread footing at Mast Arm U2 bedrock may need to be removed, Bedrock removal shall be done in accordance with Standard Specification Section 203.042.
8. For spread footing foundations, L-Bars shall have a Min. 1'-0" Leg.



Drilled Shaft Plan View

Not to Scale (See Table for Drilled Shaft Dimensions & Reinforcement Information)



Drilled Shaft Elevation View

Not to Scale (See Table for Drilled Shaft Dimensions & Reinforcement Information)

MAST ARMS E1, O1, U1, H2 & J2

See Table below and Boring Location Plan, Sheet ? for Station & Offsets of Mast Arms

SPREAD FOOTING FOUNDATION

Mast Arm	Station & Offset	Footing Dimensions B1 Length (feet)	Footing Dimensions B2 Length (feet)	Footing Dimensions T Footing Height (feet)	Shaft Dimensions H Shaft Height (feet)	Shaft Dimensions D Shaft Diameter (feet)	Reinforcing Steel - Footing F1 Horizontal Rebars Quantity	Reinforcing Steel - Footing F2 Horizontal Rebars Size	Reinforcing Steel - Footing S2 Maximum Spacing (inches)	Reinforcing Steel - Shaft R1 Vertical Rebars Quantity	Reinforcing Steel - Shaft R2 Vertical/L-Bar Size	Reinforcing Steel - Shaft S1 Spiral Rebars Size	Spiral Bar Spacing D1 (in) 0 ft to H ft
U2	114+99.31, 51.72 Right	9.0	9.0	2.0	3.5	4.0	40	#5	12	21	#9	#5	4

DRILLED SHAFT FOUNDATIONS

Mast Arm	Station	Offset (feet)	X Diameter (feet)	L Length (feet)	R1 Longitudinal Rebars Quantity	R2 Longitudinal Rebars Size	S1 Spiral Rebars Size	Spiral Bar Spacing D1 (in) 0 to 3 ft	Spiral Bar Spacing D2 (in) 3 ft to 2L/3 ft	Spiral Bar Spacing D3 (in) 2L/3 ft to tip
E1	107+00.66	43.38 Right	3.0	15.0	15	#8	#5	4	8	12
O1	106+52.34	39.10 Left	3.0	19.5	15	#8	#5	4	8	12
U1	107+34.49	32.14 Left	3.0	18.5	15	#8	#5	4	8	12
H2	114+81.56	47.43 Left	4.0	13.0	21	#9	#5	4	4	12
J2	600+48.00	46.96 Right	4.0	14.5	21	#9	#5	4	4	12

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2166(300)

WIN 21663.00

HIGHWAY PLANS

STATE OF MAINE ★ ENGINEER ★ Kathleen Maguire 7120 LICENSED PROFESSIONAL

SIGNATURE
7120
P.E. NUMBER
3/30/2023
DATE

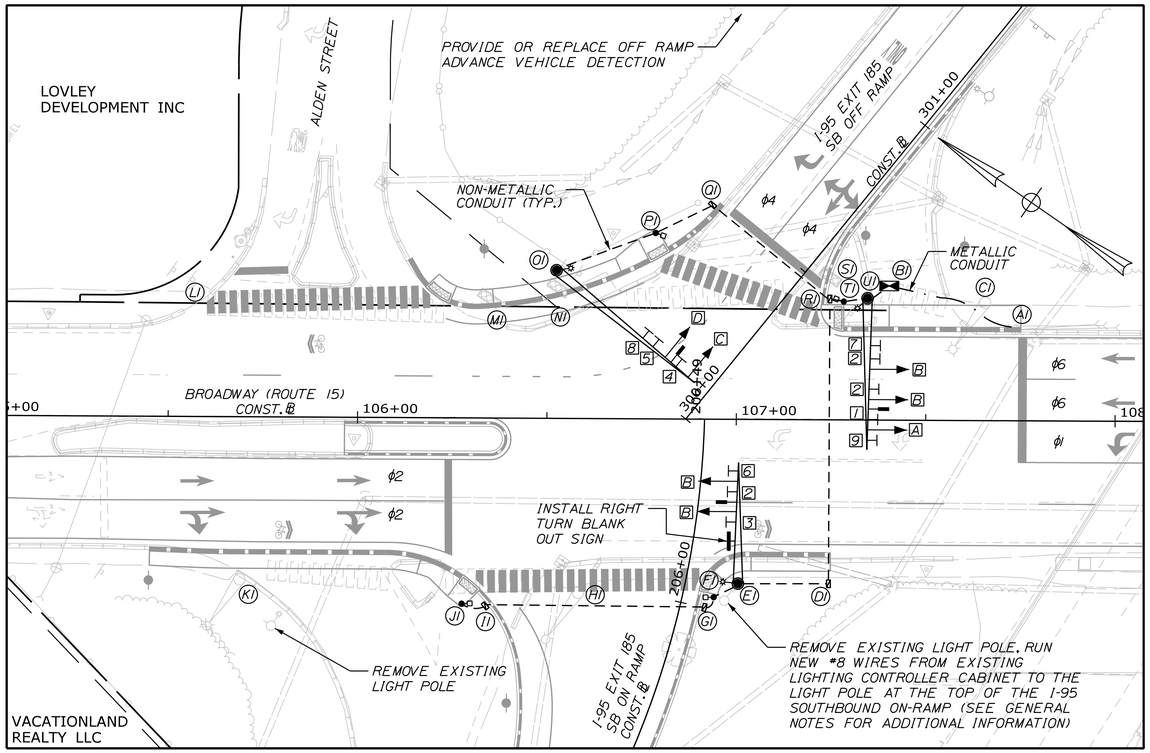
	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED		
CHECKED-REVIEWED	K.MAGUIRE	APR 2022
DESIGN2-DETAILED2	T.WHITE	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
ROUTE 15 (BROADWAY)

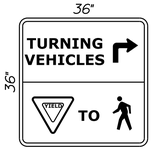
MAST ARM FOUNDATIONS

SHEET NUMBER
17
OF 54

Filename: ...\GEOTECH\MSTA\003_MAF SF&DS.dgn Division: GEOTECH Username: Kate.Maguire Date:3/30/2023



LED RIGHT TURN BLANKOUT SIGN



36"x36"
(1 PROPOSED)

SIGN SHALL BE LIT WHEN PEDESTRIAN CROSSING BUTTON ACTUATED AND PHASE 2 HAS GREEN BALL.

PEDESTRIAN SIGNAL HEADS

16"x18" LED WITH COUNT DOWN TIMER

(4 PROPOSED)

SIGNAL PLAN LEGEND

EXISTING		PROPOSED
	EQUIPMENT NOTE	X##
	SIGNAL HEAD	X
	VIDEO DETECTOR	
	LED RIGHT TURN BLANK OUT SIGN	
	CONTROLLER CABINET	
	PEDESTRIAN SIGNAL HEAD	
	MAST ARM WITH DUAL PURPOSE POLE AND SIGNAL STANDARD	
	MAST ARM WITH SIGNAL STANDARD	
	MOUNTED SIGN	
	JUNCTION BOX	
	SIGNAL CONDUIT (3" PVC, SCH 80, UNLESS OTHERWISE NOTED)	

LAYOUT SCALE

20 0 20 40

Scale of Feet

EQUIPMENT SCHEDULE

DESIGNATION	ITEM	DESCRIPTION	LOCATION *
AI	EXISTING UTILITY POLE	POWER SOURCE FOR NEW ATC CONTROLLER CABINET.	STA. 107+73.56, 24.03' LT.
BI	ATC CONTROLLER CABINET GROUND MOUNTED WITH CABINET FOUNDATION	GROUND MOUNTED WITH BASE EXTENSION. CONCRETE FOUNDATION, AND NEW ATC CONTROLLER. EXTEND POWER FROM NEARBY UTILITY POLE, AS NOTED ON THE PLANS.	STA. 107+40.22, 35.42' LT.
CI	EXISTING MAST ARM POLE WITH 44'± MAST ARM ON CONCRETE FOUNDATION	REMOVE EXISTING MAST ARM POLE WITH 44'± MAST ARM, SIGNAL HEADS, OVERHEAD SIGNS, VEHICLE DETECTION, POLE MOUNTED CONTROLLER CABINET, AND CONCRETE FOUNDATION.	STA. 107+65.55, 31.14' LT.
DI, GI, II, OI, RI	PRECAST CONCRETE JUNCTION BOX.	PRECAST CONCRETE JUNCTION BOX.	LOCATIONS ON PLAN ARE APPROXIMATE
EI	DUAL PURPOSE POLE WITH 32' MAST ARM ON CONCRETE FOUNDATION (SEE MAST ARM FOUNDATIONS)	INSTALL DUAL PURPOSE POLE WITH 32' MAST ARM, SIGNAL HEADS, OVERHEAD SIGNS, VEHICLE DETECTION, OVERHEAD ILLUMINATION, AND LED RIGHT TURN BLANKOUT SIGN ON NEW CONCRETE FOUNDATION.	STA. 107+00.66, 43.38' RT.
FI	PEDESTAL POLE ON 20 INCH DIAMETER CONCRETE FOUNDATION	INSTALL 10' PEDESTAL POLE, PEDESTRIAN COUNTDOWN HEAD, PEDESTRIAN SIGN, AND APS COMPLIANT PUSH BUTTON ON 20 INCH CONCRETE FOUNDATION.	STA. 206+03.22, 8.17' RT.
HI	EXISTING MAST ARM POLE WITH 30'± MAST ARM ON CONCRETE FOUNDATION	REMOVE EXISTING MAST ARM POLE WITH 30'± MAST ARM, SIGNAL HEADS, OVERHEAD SIGNS, VEHICLE DETECTION, AND CONCRETE FOUNDATION.	STA. 205+95.77, 26.97' LT.
JI	PEDESTAL POLE ON 20 INCH DIAMETER CONCRETE FOUNDATION	INSTALL 10' PEDESTAL POLE, PEDESTRIAN COUNTDOWN HEAD, PEDESTRIAN SIGN, AND APS COMPLIANT PUSH BUTTON ON 20 INCH CONCRETE FOUNDATION.	STA. 205+82.31, 55.76' LT.
KI	EXISTING MAST ARM POLE WITH 44'± MAST ARM ON CONCRETE FOUNDATION	REMOVE EXISTING MAST ARM POLE WITH 44'± MAST ARM, SIGNAL HEADS, OVERHEAD SIGNS, VEHICLE DETECTION, AND CONCRETE FOUNDATION.	STA. 105+69.05, 42.94' RT.
LI	EXISTING PEDESTAL POLE ON CONCRETE FOUNDATION	REMOVE EXISTING PEDESTAL POLE, SUPPLEMENTAL EQUIPMENT, AND CONCRETE FOUNDATION.	APPROX. STA. 105+55.00, 33.00' LT.
MI	EXISTING PEDESTAL POLE ON CONCRETE FOUNDATION	REMOVE EXISTING PEDESTAL POLE, SUPPLEMENTAL EQUIPMENT, AND CONCRETE FOUNDATION.	STA. 106+34.60, 31.63' LT.
NI	EXISTING PEDESTAL POLE ON CONCRETE FOUNDATION	REMOVE EXISTING PEDESTAL POLE, SUPPLEMENTAL EQUIPMENT, AND CONCRETE FOUNDATION.	STA. 106+52.88, 34.44' LT.
OI	DUAL PURPOSE POLE WITH 47' MAST ARM ON CONCRETE FOUNDATION (SEE MAST ARM FOUNDATIONS)	INSTALL DUAL PURPOSE POLE WITH 47' MAST ARM, SIGNAL HEADS, OVERHEAD SIGNS, VEHICLE DETECTION, AND OVERHEAD ILLUMINATION ON NEW CONCRETE FOUNDATION.	STA. 106+52.34, 39.10' LT.
PI	PEDESTAL POLE ON 20 INCH DIAMETER CONCRETE FOUNDATION	INSTALL 10' PEDESTAL POLE, PEDESTRIAN COUNTDOWN HEAD, PEDESTRIAN SIGN, AND APS COMPLIANT PUSH BUTTON ON 20 INCH CONCRETE FOUNDATION.	STA. 300+33.05, 37.19' LT.
SI	EXISTING PEDESTAL POLE ON CONCRETE FOUNDATION	REMOVE EXISTING PEDESTAL POLE, SUPPLEMENTAL EQUIPMENT, AND CONCRETE FOUNDATION.	STA. 300+53.16, 5.88' RT.
TI	PEDESTAL POLE ON 20 INCH DIAMETER CONCRETE FOUNDATION	INSTALL 10' PEDESTAL POLE, PEDESTRIAN COUNTDOWN HEAD, PEDESTRIAN SIGN, AND APS COMPLIANT PUSH BUTTON ON 20 INCH CONCRETE FOUNDATION.	STA. 300+50.40, 12.77' RT.
UI	DUAL PURPOSE POLE WITH 40' MAST ARM ON CONCRETE FOUNDATION (SEE MAST ARM FOUNDATIONS)	INSTALL DUAL PURPOSE POLE WITH 40' MAST ARM, SIGNAL HEADS, OVERHEAD SIGNS, VEHICLE DETECTION, AND OVERHEAD ILLUMINATION ON NEW CONCRETE FOUNDATION.	STA. 107+34.49, 32.14' LT.

* EQUIPMENT TO BE ADJUSTED BY RESIDENT, MAINEDOT, OR CITY AS DIRECTED

* STATION AND OFFSET INFORMATION IS APPROXIMATE

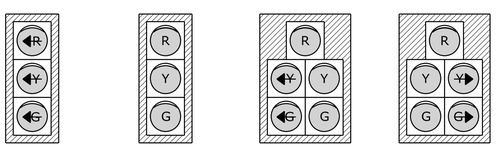
SIGN LEGEND

1	2	3	4	5	6	7	8	9
R3-5(L) 30"x36"	R3-5a 30"x36"	R3-6(R) 30"x36"	R3-6 30"x36"	R3-5(R) 30"x36"	R3-2 36" x 36"	R3-1 36" x 36"	R10-11a 30"x36"	R10-5 30"x36"
(1 PROPOSED)	(3 PROPOSED)	(1 PROPOSED)	(1 PROPOSED)	(1 PROPOSED)	(1 PROPOSED)	(1 PROPOSED)	(1 PROPOSED)	(1 PROPOSED)

LANE USE SIGNS SHALL BE CENTERED AS CLOSE AS PRACTICAL TO ASSOCIATED LANE.

PROPOSED SIGNAL HEADS

ALL LENSES 12" LED WITH 5" LOUVERED BACK PLATE AND 3" RETROREFLECTIVE YELLOW BORDER



A	B	C	D
ϕ1	ϕ2, ϕ6	ϕ4	ϕ4
(1 PROPOSED)	(4 PROPOSED)	(1 PROPOSED)	(1 PROPOSED)

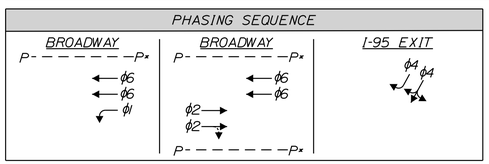
SIGNAL HEADS TO BE ALIGNED PER MUTCD STANDARDS

TIMING NOTES:
* BROADWAY COORDINATION PLANS
  6:30 AM - 10:30 AM
  10:30 AM - 11:00 PM
* FLASH OPERATION
  11:00 PM - 6:30 AM
WITH BROADWAY FLASHING YELLOW AND SIDE STREETS FLASHING RED.

SIGNAL NOTES

1. ALL PROPOSED PEDESTRIAN PUSH BUTTON LOCATIONS SHALL COMPLY WITH AMERICANS WITH DISABILITIES ACT STANDARDS, LATEST EDITION.
2. THE CONTRACTOR SHOULD BE AWARE THAT THIS INTERSECTION IS PART OF AN INTERCONNECTED SYSTEM OF SIGNALS ALONG BROADWAY AND THAT THE EXISTING TIMING AND PHASING SHALL BE MAINTAINED.
3. EXISTING CONDUIT CAN BE USED IF CONDITION IS VERIFIED FIRST BY CONTRACTOR AND DETERMINED TO MEET APPLICABLE STANDARDS.
4. AREAS WHERE EXISTING STRUCTURES AND FOUNDATIONS ARE REMOVED SHALL BE RAISED TO GRADE BY THE CONTRACTOR. ANY COSTS ASSOCIATED WITH RAISING THESE AREAS TO GRADE SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

PHASING SEQUENCE



* WALK= 5 SECONDS
  PED CLEARANCE = 14 SECONDS

* WALK= 5 SECONDS
  PED CLEARANCE = 17 SECONDS

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

PROJ. MANAGER	D. LORING			
DESIGN-DETAILED	M. RICHARD	M. CUNDIFF	05\23	-
CHECKED-REVIEWED	J. WADSWORTH	R. DUNTON	05\23	-
DESIGN2-DETAILED2	-	-	-	-
DESIGN3-DETAILED3	-	-	-	-
REVISIONS 1	-	-	-	-
REVISIONS 2	-	-	-	-
REVISIONS 3	-	-	-	-
REVISIONS 4	-	-	-	-
FIELD CHANGES	-	-	-	-

SIGNATURE

P.E. NUMBER

DATE

BANGOR
BROADWAY (ROUTE 15)

SIGNAL PLANS

SHEET NUMBER
18
OF 54

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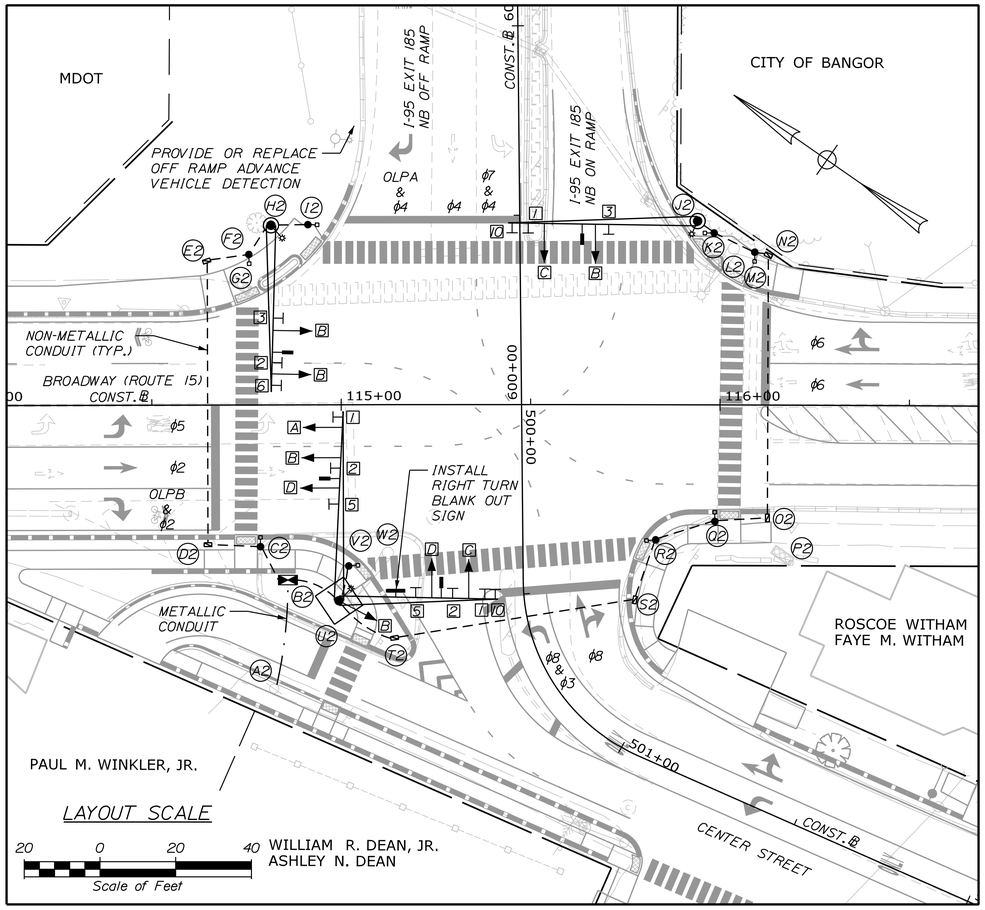
Filename: ...\Highway\018_Signal Plan 01.dgn Division: HIGHWAY Username: Mike.Cundiff Date:5/1/2023
U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\018_Signal Plan 01.dgn



SIGNAL NOTES

1. ALL PROPOSED PEDESTRIAN PUSH BUTTON LOCATIONS SHALL COMPLY WITH AMERICANS WITH DISABILITIES ACT STANDARDS, LATEST EDITION.
2. THE CONTRACTOR SHOULD BE AWARE THAT THIS INTERSECTION IS PART OF AN INTERCONNECTED SYSTEM OF SIGNALS ALONG BROADWAY AND THAT THE EXISTING TIMING AND PHASING SHALL BE MAINTAINED.
3. EXISTING CONDUIT CAN BE USED IF CONDITION IS VERIFIED FIRST BY CONTRACTOR AND DETERMINED TO MEET APPLICABLE STANDARDS.
4. AREAS WHERE EXISTING STRUCTURES AND FOUNDATIONS ARE REMOVED SHALL BE RAISED TO GRADE BY THE CONTRACTOR. ANY COSTS ASSOCIATED WITH RAISING THESE AREAS TO GRADE SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

SIGN LEGEND

R3-5(L) 30"x36"	R3-5a 30"x36"	R3-6(R) 30"x36"	R3-5(R) 30"x36"	R3-2 36" x 36"	R10-12 30"x36"
1	2	3	5	6	10
(3 PROPOSED)	(3 PROPOSED)	(2 PROPOSED)	(2 PROPOSED)	(1 PROPOSED)	(2 PROPOSED)

LANE USE SIGNS SHALL BE CENTERED AS CLOSE AS PRACTICAL TO ASSOCIATED LANE.

TIMING NOTES:

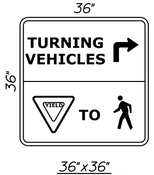
* BROADWAY COORDINATION PLANS
  6:30 AM - 10:30 AM
  10:30 AM - 11:00 PM
* FLASH OPERATION
  11:00 PM - 6:30 AM
  WITH BROADWAY FLASHING YELLOW AND SIDE STREETS FLASHING RED.

PEDESTRIAN SIGNAL HEADS

16"x18" LED WITH COUNT DOWN TIMER

(8 PROPOSED)

LED RIGHT TURN BLANKOUT SIGN

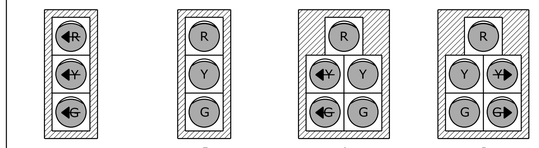


36"x36"
(1 PROPOSED)

SIGN SHALL BE LIT WHEN PEDESTRIAN CROSSING BUTTON ACTUATED AND PHASE 4 HAS GREEN BALL.

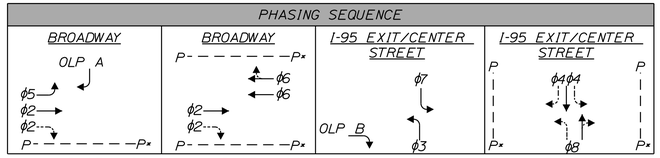
PROPOSED SIGNAL HEADS

ALL LENSES 12" LED WITH 5" LOUVERED BACK PLATE AND 3" RETROREFLECTIVE YELLOW BORDER



SIGNAL HEADS TO BE ALIGNED PER MUTCD STANDARDS

PHASING SEQUENCE



* WALK= 5 SECONDS PED CLEARANCE = 22 SECONDS
* WALK= 5 SECONDS PED CLEARANCE = 30 SECONDS
* WALK= 5 SECONDS PED CLEARANCE = 20 SECONDS

SIGNAL PLAN LEGEND

EXISTING		PROPOSED
	EQUIPMENT NOTE	X#
	SIGNAL HEAD	X
	VIDEO DETECTOR	
	LED RIGHT TURN BLANK OUT SIGN	
	CONTROLLER CABINET	
	PEDESTRIAN SIGNAL HEAD	
	MAST ARM WITH DUAL PURPOSE POLE AND SIGNAL STANDARD	
	MAST ARM WITH SIGNAL STANDARD	
	MOUNTED SIGN	#
	JUNCTION BOX	
	SIGNAL CONDUIT (3" PVC, SCH 80, UNLESS OTHERWISE NOTED)	

EQUIPMENT SCHEDULE

DESIGNATION	ITEM	DESCRIPTION	LOCATION *
A2	EXISTING UTILITY POLE	POWER SOURCE FOR NEW ATC CONTROLLER CABINET.	STA. 500+58.47, 69.28' RT.
B2	ATC CONTROLLER CABINET GROUND MOUNTED WITH CABINET FOUNDATION	GROUND MOUNTED WITH BASE EXTENSION, CONCRETE FOUNDATION, AND NEW ATC CONTROLLER. EXTEND POWER FROM NEARBY UTILITY POLE, AS NOTED ON THE PLANS.	STA. 114+85.81, 46.25' RT.
C2	PEDESTAL POLE ON 20 INCH DIAMETER CONCRETE FOUNDATION	INSTALL 10' PEDESTAL POLE, PEDESTRIAN COUNTDOWN HEAD, PEDESTRIAN SIGN, AND APS COMPLIANT PUSH BUTTON ON 20 INCH CONCRETE FOUNDATION.	STA. 114+78.60, 37.42' RT.
D2, E2, N2, O2, S2, T2	PRECAST CONCRETE JUNCTION BOX.	PRECAST CONCRETE JUNCTION BOX.	LOCATION ON PLANS ARE APPROXIMATE
F2	PEDESTAL POLE ON 20 INCH DIAMETER CONCRETE FOUNDATION	INSTALL 10' PEDESTAL POLE, PEDESTRIAN COUNTDOWN HEAD, PEDESTRIAN SIGN, AND APS COMPLIANT PUSH BUTTON ON 20 INCH CONCRETE FOUNDATION.	STA. 114+75.69, 39.72' LT.
G2	EXISTING PEDESTAL POLE ON CONRETE FOUNDATION	REMOVE EXISTING PEDESTAL POLE, SUPPLEMENTAL EQUIPMENT, AND CONCRETE FOUNDATION.	STA. 114+73.44, 31.75' LT.
H2	DUAL PURPOSE POLE WITH 44' MAST ARM ON CONCRETE FOUNDATION (SEE MAST ARM FOUNDATIONS)	INSTALL DUAL PURPOSE POLE WITH 44' MAST ARM, SIGNAL HEADS, OVERHEAD SIGNS, VEHICLE DETECTION, AND OVERHEAD ILLUMINATION ON NEW CONCRETE FOUNDATION.	STA. 114+81.56, 47.43' LT.
I2	PEDESTAL POLE ON 20 INCH DIAMETER CONCRETE FOUNDATION	INSTALL 10' PEDESTAL POLE, PEDESTRIAN COUNTDOWN HEAD, PEDESTRIAN SIGN, AND APS COMPLIANT PUSH BUTTON ON 20 INCH CONCRETE FOUNDATION.	STA. 600+48.05, 55.95' LT.
J2	DUAL PURPOSE POLE WITH 50' MAST ARM ON CONCRETE FOUNDATION (SEE MAST ARM FOUNDATIONS)	INSTALL DUAL PURPOSE POLE WITH 50' MAST ARM, SIGNAL HEADS, OVERHEAD SIGNS, VEHICLE DETECTION, AND OVERHEAD ILLUMINATION ON NEW CONCRETE FOUNDATION.	STA. 600+48.00, 46.96' RT.
K2	PEDESTAL POLE ON 20 INCH DIAMETER CONCRETE FOUNDATION	INSTALL 10' PEDESTAL POLE, PEDESTRIAN COUNTDOWN HEAD, PEDESTRIAN SIGN, AND APS COMPLIANT PUSH BUTTON ON 20 INCH CONCRETE FOUNDATION.	STA. 600+44.82, 51.28' RT.
L2	EXISTING MAST ARM POLE WITH 60'± MAST ARM ON CONCRETE FOUNDATION	REMOVE EXISTING MAST ARM POLE WITH 60'± MAST ARM, SIGNAL HEADS, OVERHEAD SIGNS, VEHICLE DETECTION, PEDESTRIAN COUNTDOWN HEADS, PEDESTRIAN SIGN, APS PUSH BUTTON, AND CONCRETE FOUNDATION.	STA. 116+03.51, 41.25' LT.
M2	PEDESTAL POLE ON 20 INCH DIAMETER CONCRETE FOUNDATION	INSTALL 10' PEDESTAL POLE, PEDESTRIAN COUNTDOWN HEAD, PEDESTRIAN SIGN, AND APS COMPLIANT PUSH BUTTON ON 20 INCH CONCRETE FOUNDATION.	STA. 116+09.04, 40.35' LT.
P2	EXISTING PEDESTAL POLE ON CONRETE FOUNDATION	REMOVE EXISTING PEDESTAL POLE, SUPPLEMENTAL EQUIPMENT, AND CONCRETE FOUNDATION.	STA. 116+16.65, 39.70' RT.
Q2	PEDESTAL POLE ON 20 INCH DIAMETER CONCRETE FOUNDATION	INSTALL 10' PEDESTAL POLE, PEDESTRIAN COUNTDOWN HEAD, PEDESTRIAN SIGN, AND APS COMPLIANT PUSH BUTTON ON 20 INCH CONCRETE FOUNDATION.	STA. 115+98.72, 30.76' RT.
R2	PEDESTAL POLE ON 20 INCH DIAMETER CONCRETE FOUNDATION	INSTALL 10' PEDESTAL POLE, PEDESTRIAN COUNTDOWN HEAD, PEDESTRIAN SIGN, AND APS COMPLIANT PUSH BUTTON ON 20 INCH CONCRETE FOUNDATION.	STA. 500+36.03, 35.08' LT.
U2	DUAL PURPOSE POLE WITH 42' AND 50' MAST ARMS ON CONCRETE FOUNDATION (SEE MAST ARM FOUNDATIONS)	INSTALL DUAL PURPOSE POLE WITH A 42' AND 50' MAST ARM, SIGNAL HEADS, OVERHEAD SIGNS, VEHICLE DETECTION, OVERHEAD ILLUMINATION, AND LED RIGHT TURN BLANKOUT SIGN ON NEW CONCRETE FOUNDATION.	STA. 114+99.31, 51.72' RT.
V2	PEDESTAL POLE ON 20 INCH DIAMETER CONCRETE FOUNDATION	INSTALL 10' PEDESTAL POLE, PEDESTRIAN COUNTDOWN HEAD, PEDESTRIAN SIGN, AND APS COMPLIANT PUSH BUTTON ON 20 INCH CONCRETE FOUNDATION.	STA. 500+42.15, 46.03' RT.
W2	EXISTING MAST ARM POLE WITH 55'± MAST ARM ON CONCRETE FOUNDATION	REMOVE EXISTING MAST ARM POLE WITH 55'± MAST ARM, SIGNAL HEADS, OVERHEAD SIGNS, VEHICLE DETECTION, POLE MOUNTED CONTROLLER CABINET, AND CONCRETE FOUNDATION.	STA. 115+12.25, 39.10' RT.

* EQUIPMENT TO BE ADJUSTED BY RESIDENT, MAINEDOT, OR CITY AS DIRECTED
* STATION AND OFFSET INFORMATION IS APPROXIMATE

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

	BY	DATE	SIGNATURE
PROJ. MANAGER	D. LORING		
DESIGN-DETAILED	M. RICHARD	05\23	
CHECKED-REVIEWED	J. WINCHENBACH	05\23	
DESIGN2-DETAILED2	-	-	P.E. NUMBER
DESIGN3-DETAILED3	-	-	
REVISIONS 1	-	-	DATE
REVISIONS 2	-	-	
REVISIONS 3	-	-	
REVISIONS 4	-	-	
FIELD CHANGES			

BANGOR
BROADWAY (ROUTE 15)

SIGNAL PLANS

SHEET NUMBER
19
OF 54

Filename: ...\Highway\019_SignalPlan 02.dgn Username: Mike.Cundiff Division: HIGHWAY Date:5/1/2023

U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\019_SignalPlan 02.dgn

Filename: ...\Highway\020_SignalNotes01.dgn Division: HIGHWAY Username: Mike.Cundiff Date:5/1/2023
U:\3938_Bangor_Broadway Phase IN.Z - CAD\00\Highway\020_SignalNotes01.dgn

SIGNAL NOTES

1. ALL MATERIALS AND WORK SHALL CONFORM TO THE CITY OF BANGOR AND MAINE DOT STANDARD SPECIFICATIONS AND BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", U.S.D.O.T., F.H.W.A., LATEST EDITION.
2. ALL SIGNAL AND SIGNAL RELATED EQUIPMENT SHALL MEET OR EXCEED THE CITY OF BANGOR TRAFFIC SIGNAL STANDARDS.
3. IT IS THE INTENT OF THIS WORK TO HAVE A COMPLETE OPERATIONAL, TESTED AND ACCEPTED TRAFFIC SIGNAL UPON COMPLETION OF THIS CONTRACT.
4. TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN A MANNER AND ORDER THAT WILL CAUSE THE MINIMUM DISRUPTION TO TRAFFIC.
5. THE RESIDENT, CITY AND MAINE DOT SHALL HAVE THE RIGHT AND AUTHORITY TO DETERMINE THE ACCEPTABILITY OF WORK AND MATERIALS IN PROGRESS OR COMPLETED AND SHALL HAVE THE RIGHT TO REJECT ANY WORK OR MATERIALS WHICH DO NOT CONFORM, IN ITS SOLE OPINION, TO THE PLANS OR SPECIFICATIONS.
6. THE LOCATIONS OF SIGNAL EQUIPMENT AND POLES INCLUDING THE MOUNTED TRAFFIC DEVICES AND SIGNS ARE APPROXIMATE. FINAL LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT, MAINE DOT OR CITY REPRESENTATIVE.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR TEMPORARY TRAFFIC SIGNALS AND ASSOCIATED WORK IF REQUIRED. CONTRACTOR SHALL REMOVE THE TEMPORARY TRAFFIC SIGNAL ONCE NEW SIGNAL IS OPERATIONAL. ALL COSTS ASSOCIATED WITH TEMPORARY SIGNALS SHALL BE INCIDENTAL TO THE 643 ITEMS.
8. TWO COPIES OF AS-BUILT PLANS, SIGNAL TIMING, WIRING DIAGRAMS, BOX PRINTS AND EQUIPMENT MANUALS SHALL BE LEFT IN THE CONTROLLER CABINET. ONE ELECTRONIC COPY OF EACH SHALL BE PROVIDED TO THE CITY ENGINEER/PUBLIC WORKS DIRECTOR.
9. CONTRACTOR SHALL PROVIDE AND INSTALL ALL JUNCTION BOXES PER MAINE DOT STANDARDS AT A MINIMUM.
10. THE CONTRACTOR SHALL PREPARE A MATERIAL SCHEDULE BASED UPON THEIR PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
11. UTILITIES THAT HAVE FACILITIES IN THE GENERAL PROJECT ARE LISTED IN SPECIAL PROVISION 104.
12. UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY AND THE CONTRACTOR IS RESPONSIBLE FOR FINDING EXACT LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL CONTACT DIG SAFE AT 1-888-DIG-SAFE AND APPROPRIATE AUTHORITIES PRIOR TO ANY SUBSURFACE ACTIVITIES.
13. THE CONTRACTOR SHALL MEET ALL REQUIREMENTS OF THE UTILITY COMPANIES WHEN MODIFYING THE EXISTING SERVICE CONNECTIONS AND WHEN INSTALLING EQUIPMENT ON THEIR POLES OR NEAR THEIR WIRES.
14. THE CONTRACTOR IS RESPONSIBLE FOR THE RELOCATION AND/OR INSTALLATION OF POWER METERS IF REQUIRED AND ASSURING THE POWER METER LOCATION AND INSTALLATION CONFORMS TO THE LOCAL UTILITY REQUIREMENTS. THIS WORK WILL BE INCIDENTAL TO ITEM 643.80.
15. ALL CONDUIT CROSSING AREAS OF EXISTING PAVEMENT SHALL BE INSTALLED USING TRENCHLESS TECHNOLOGIES, UNLESS OTHERWISE APPROVED.
16. ALL NEW SIGNAL SECTIONS SHALL HAVE LED LENSES 12 INCHES IN DIAMETER, AND SHALL HAVE 5 INCH LOUVERED BACK PLATES WITH 3" YELLOW RETROREFLECTIVE STRIP AROUND BORDER OF BACK PLATES.
17. ALL SPLICES WILL BE MADE IN THE CABINETS OR POLES MEETING MAINE DOT SPECIFICATIONS.
18. THE CONTRACTOR SHALL PROVIDE MAST ARM DESIGN IN ACCORDANCE WITH SECTION 643.023.
19. ANY DAMAGE TO SLOPES, NON-BRICK SIDEWALKS OR PAVEMENT RESULTING FROM INSTALLATION OF MAST ARM POLES AND FOUNDATIONS, SHALL BE REPAIRED BY THE CONTRACTOR AS DIRECTED BY THE RESIDENT. COSTS OF REPAIRS SHALL BE INCIDENTAL TO PAYMENT UNDER SECTION 643.
20. PAYMENT FOR MAST ARM OR DUAL PURPOSE POLES AND FOUNDATIONS SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS 643, 645 AND 626 AND WILL BE FULL COMPENSATION FOR ALL LABOR, EQUIPMENT AND MATERIALS FOR THE ACCEPTED SIGNAL OR SIGN INSTALLATION INCLUDING BUT NOT LIMITED TO SIGNS, SIGNALS, SUPPORT STRUCTURES AND FOUNDATIONS, EXCAVATION, EXCAVATION STABILIZATION, BACKFILL, REPLACEMENT OF SUBBASE GRAVEL, REPLACEMENT OR REPAIR OF HIGHWAY PAVEMENT, SIDEWALK, SLOPE REGRADING, AND PLACEMENT OF LOAM, SEED AND MULCH ON DISTURBED SLOPES. PAYMENT FOR CONSTRUCTION TRAFFIC CONTROL WILL BE MADE UNDER APPLICABLE PAY ITEMS OF SECTION 652.
21. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY NECESSARY STREET/SIDEWALK OCCUPANCY OR OPENING PERMITS.
22. ALL SIGNAL HEADS AND SIGNS SHALL BE MOUNTED TO MAST ARMS WITH ASTROBRACKETS.
23. ALL CONFLICTING SIGNS AND PAVEMENT MARKINGS SHALL BE PERMANENTLY REMOVED IN ACCORDANCE WITH THE MAINE DOT STANDARD SPECIFICATIONS, LATEST EDITION.
24. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING RED-LINE AS-BUILT DRAWINGS OF THE FINAL WORK TO THE RESIDENT. THOSE DRAWINGS SHALL BE A CLEAN SET OF PLANS SHOWING ALL CHANGES, MODIFICATIONS, AND ELEVATIONS TO THE BID PLANS.
25. COUNTDOWN PEDESTRIAN HEADS SHALL HAVE AUDIBLE/TACTILE FEATURES AND SHALL BE INCIDENTAL TO ITEM 643.80. IF PUSH BUTTONS ARE LOCATED LESS THAN 10 FEET APART OR ON THE SAME POLE, EACH PUSH BUTTON SHALL PROVIDE THE FOLLOWING FEATURES: PUSH BUTTON LOCATOR TONE, TACTILE ARROW, SPEECH WALK MESSAGE FOR THE WALKING PERSON INDICATION, SPEECH PUSH BUTTON INFORMATION MESSAGE. IF FROM WHERE A PEDESTRIAN ENTERS THE CROSSWALK TO THE PEDESTRIAN HEAD ON THE OPPOSITE SIDE IS MORE THAN 100 FEET. THE NUMBERS SHALL BE AT LEAST 9 INCHES HIGH.
26. ALL PROPOSED PEDESTRIAN PUSH BUTTON LOCATIONS SHALL MEET THE AMERICANS WITH DISABILITIES ACT STANDARDS, LATEST EDITION.
27. ALL SIGNAL EQUIPMENT INCLUDING CONTROLLER CABINET, UPRIGHTS, AND MAST ARMS SHALL BE GALVANIZED.
28. ALL SIGNAL HEADS SHALL BE HEAVY DUTY POLYCARBONATE.
29. VIDEO DETECTION SHALL BE FLIR TRAFISENSE2 (THERMO BASED SYSTEM) WITH COUNTING CAPABILITIES ENABLED AND IP ACCESSIBLE VIEWING AND CONFIGURATION.
30. THE PROPOSED TRAFFIC SIGNAL TIMING AND PHASING PLAN SHALL BE INPUT BY THE CONTRACTOR UNDER OBSERVATIONS BY THE RESIDENT OR MAINE DOT REPRESENTATIVE. THE CONTRACTOR SHALL PROVIDE 48 HOURS NOTICE TO THE RESIDENT.
31. JUNCTION BOXES SHALL BE LISTED AS TIER 22 RATING (22000LBS).
32. THE TRAFFIC SIGNAL SHALL BE EQUIPPED WITH AN APPLIED INFORMATION FMU SO SIGNAL CAN BE MONITORED REMOTELY.
33. SEE STANDARD SPECIFICATIONS FOR GROUND MOUNTED CABINET FOUNDATION SIZE AND REINFORCING REQUIREMENTS.
34. ALL SIGNAL EQUIPMENT INCLUDING CONTROLLER CABINET, UPRIGHTS, AND MAST ARMS SHALL BE POWDER COAT BLACK IN COLOR. UPRIGHTS AND MAST ARMS SHALL BE GALVANIZED.
35. ALL SIGNAL HEADS SHALL BE HEAVY DUTY POLYCARBONATE.
36. VIDEO DETECTION SHALL BE TRAFFICAM X-STREAM VIDEO.
37. SEE MAINEDOT STANDARD SPECIFICATIONS AND STANDARD DETAILS, LATEST EDITION FOR CONTROLLER EQUIPMENT REQUIREMENTS.
38. VIDEO DETECTION SHALL HAVE APPROPRIATE FOCAL LENGTH BASED ON DISTANCE FROM THE STOP BAR AND HEIGHT ABOVE THE GROUND. LOCATION OF VIDEO DETECTION AND ADVANCED DETECTION SHALL BE ADJUSTED AS NEEDED TO MEET MANUFACTURER SPECIFICATIONS AND OPERATIONS. THIS INCLUDES EXTENSION ARMS IF NEEDED.
39. VIDEO DETECTION SHALL BE CHECKED TO ENSURE OCCLUSION IS NOT OCCURING. IF IT IS, THE EQUIPMENT OR ITS LOCATION SHALL BE ADJUSTED AS NEEDED. THIS INCLUDES EXTENSION ARMS IF NEEDED.
40. EMERGENCY PREEMPTION SHALL BE PROVIDED WITH THE NEW SIGNAL SYSTEM. THE CONTRACTOR SHALL COORDINATE WITH THE CITY ON SPECIFIC EQUIPMENT TO BE USED SUCH THAT IT IS COMPATIBLE WITH THEIR EXISTING EQUIPMENT.
41. SEE SIGNAL CABINET DETAIL SPECIFICATIONS FOR CONTROLLER EQUIPMENT REQUIREMENTS.
42. THE CABINET SHALL HAVE A UL APPROVED GENERATOR SWITCH.
43. ALL SIGNAL CABLE SHALL BE IMSA RATED.
44. THE POWER SERVICE METER AND SEPARATE DISCONNECT ENCLOSURE SHOULD BE MOUNTED ON THE SIDE OF THE NEW ATC CABINET, TO ALLOW DISCONNECT OF THE SIGNAL IN CASE OF EMERGENCY WITHOUT OPENING THE DOORS.
45. THE SEPARATE DISCONNECT ENCLOSURE SHOULD HAVE TWO BREAKERS, ONE FOR THE SIGNALS AND ONE FOR LIGHTING.
46. LIGHTING CONTROLS CAN BE INSTALLED IN THE ATC CABINET AND WILL NOT REQUIRE A SEPARATE ENCLOSURE.
47. PROPOSED OVERHEAD LIGHTING SHALL BE LED WITH TYPE 3 DISTRIBUTION.
48. STOP BAR VIDEO DETECTION (SBVD) SHALL BE SUPPLIED BY ONE OF THE FOLLOWING MANUFACTURERS:
    A. GRIDSMART/CUBIC
    B. MIO VISION
    C. FLIR (THERMAL)
    D. WAVETRONIX STOP BAR DETECTION SYSTEM
49. ADVANCED VEHICLE DETECTION, IF REQUIRED, SHALL BE THE WAVETRONIX SMART SENSOR ADVANCE.
50. ALL EXISTING SIGNAL EQUIPMENT THAT IS REMOVED SHALL BE RETURNED TO THE CITY.
51. THE NEW CONTROLLER CABINET SHALL BE EQUIPPED FOR A MINIMUM OF 16 PHASES.
52. CITY TO MAKE AND SUPPLY MAST ARM SUPPORTED STREET NAME SIGNS AND CONTRACTOR WILL ERECT. THIS ITEM SHALL BE INCIDENTAL TO 645 ITEMS.
53. PAYMENT FOR REMOVAL OF EXISTING SIGNS SHALL BE INCIDENTAL TO OTHER 645 ITEMS.
54. ALL NEW CONTROLLERS AND CABINETS SHALL BE TRANSIT SIGNAL PRIORITY (TSP) CAPABLE/READY AND AUTOMATIC VEHICLE LOCATION (AVL) CAPABLE.
55. SIGNAL EQUIPMENT:
    -SIGNAL HOUSINGS SHALL BE MCCAIN MODEL MTSTA OR MTSTP SERIES ONLY
    - LED MODULES FOR VEHICLE INDICATIONS SHALL BE GELCORE MODEL DR6 SERIES ONLY
    - LED MODULES FOR PEDESTRIAN INDICATIONS SHALL BE GELCORE MODEL PS7 SERIES ONLY
    - PEDESTRIAN PUSH BUTTON ASSEMBLIES SHALL BE POLARA iN3 NAVIGATOR-3 WIRE AUDIBLE-TACTILE PEDESTRIAN SIGNAL SYSTEM.
56. TRAFFIC STRUCTURES:
    - MAST ARMS SHALL BE VALMONT SM16 OR CB16 SERIES ONLY (GALVANIZED)
    - PEDESTAL POLES SHALL BE ONE PIECE WELDED CONFIGURATION.
57. PROPOSED SIGNS ON SIGNAL MAST ARMS AND POLES SHALL BE INCIDENTAL TO ITEM 643.80.
58. REMOVAL OF THE EXISTING SIGNAL SYSTEM SHALL BE INCIDENTAL TO PAY ITEM 643.80.
59. REMOVE EXISTING PEDESTAL POLE FOUNDATIONS NOT BEING REUSED AND EXISTING MAST ARM FOUNDATIONS TO A MINIMUM OF TWO FEET BELOW GRADE. FILL IN HOLE, RESURFACE TO MATCH SURROUNDING AREA. PAYMENT INCIDENTAL TO ITEM 643.80.
60. REMOVE EXISTING CONTROLLER CABINET FOUNDATIONS THAT ARE NOT BEING REUSED, RESURFACE TO MATCH SURROUNDING AREA. PAYMENT INCIDENTAL TO 643.80.
61. THE BOTTOM OF THE HOUSING OF NEW SIGNAL FACES SHALL BE AT LEAST 17 FEET BUT NOT MORE THAN 19 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY UNLESS OTHERWISE SPECIFIED.
62. THE CONTRACTOR IS DIRECTED TO PROJECT SPECIAL PROVISION 718 FOR ADDITIONAL INFORMATION RELATED TO THE CONTROLLER AND CONTROLLER CABINET. SPECIAL PROVISION 718 EXPANDS UPON THE INFORMATION FOUND IN THESE NOTES. AS SUCH, THE MORE RESTRICTIVE LANGUAGE BETWEEN THESE NOTES AND SPECIAL PROVISION 718 SHALL GOVERN THE WORK TO BE PERFORMED UNDER THIS PROJECT.
63. THE SIGNAL SYSTEM MUST BE FULLY FUNCTIONAL AND FREE OF COMMUNICATIONS OR EQUIPMENT FAILURES FOR A PERIOD OF SEVEN (7) DAYS. IF PROBLEMS OCCUR, THEY SHALL BE RECTIFIED BY THE CONTRACTOR AND THE START UP PERIOD RESTARTED FOR ANOTHER SEVEN (7) DAYS.
64. UPON DEMONSTRATING A SUCCESSFUL 7 DAY START UP TEST, THE CITY AND MAINEDOT SHALL EVALUATE THE OPERATION OF THE SYSTEM FOR A PERIOD OF 30 DAYS. SHOULD THE SYSTEM MALFUNCTION DURING THIS PERIOD THE CONTRACTOR SHALL MAKE ANY REPAIRS OR CORRECTIONS AND THE ACCEPTANCE TEST PERIOD WILL START OVER AGAIN. ACCEPTANCE TESTING MUST DEMONSTRATE TO THE CITY AND MAINEDOT THAT ALL HARDWARE AND EQUIPMENT FUNCTION IN ACCORDANCE WITH THESE SPECIFICATIONS, REQUIREMENTS, THROUGH-PUTS AND FUNCTIONALITY.
65. THE CONTRACTOR SHALL WARRANTY ALL WORK AND EQUIPMENT FOR A MINIMUM PERIOD OF ONE YEAR AFTER INSTALLATION AND ACCEPTANCE.
66. THE CONTRACTOR SHALL COORDINATE, ATTEND, AND PARTICIPATE IN A FIELD REVIEW WITH CITY STAFF (AS NEEDED) TO FIELD ADJUST SIGNAL TIMING AND PHASING OF THE TRAFFIC SIGNALS. THIS FIELD REVIEW SHALL TAKE PLACE BETWEEN TWO WEEKS AND 30 DAYS AFTER COMPLETION OF THE SIGNAL INSTALLATION AND VERIFICATION OF NORMAL SIGNAL OPERATIONS, UNLESS OTHERWISE APPROVED BY THE CITY.

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

			BY	DATE
PROJ. MANAGER	D. LORING			
DESIGN-DETAILED	M. RICHARD	M. CUNDIFF	M. CUNDIFF	05\23
CHECKED-REVIEWED	M. RICHARD	J. WINCHENBACH	D. ETTINGER	05\23
DESIGN2-DETAILED2	-	-	-	-
DESIGN3-DETAILED3	-	-	-	-
REVISIONS 1	-	-	-	-
REVISIONS 2	-	-	-	-
REVISIONS 3	-	-	-	-
REVISIONS 4	-	-	-	-
FIELD CHANGES	-	-	-	-

SIGNATURE

P.E. NUMBER

DATE

BANGOR
BROADWAY (ROUTE 15)

SIGNAL NOTES

SHEET NUMBER
20
OF 54

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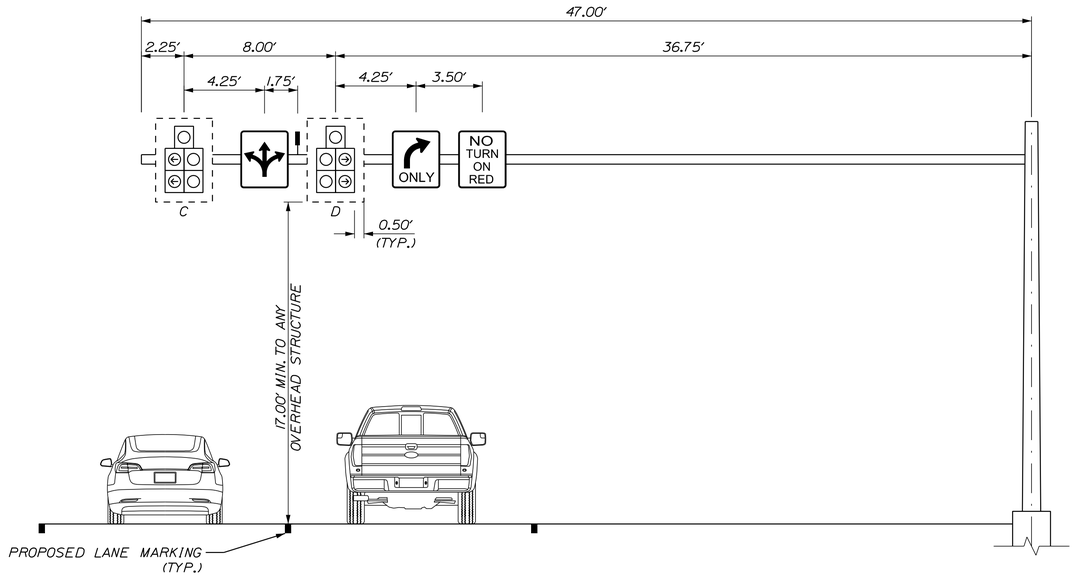
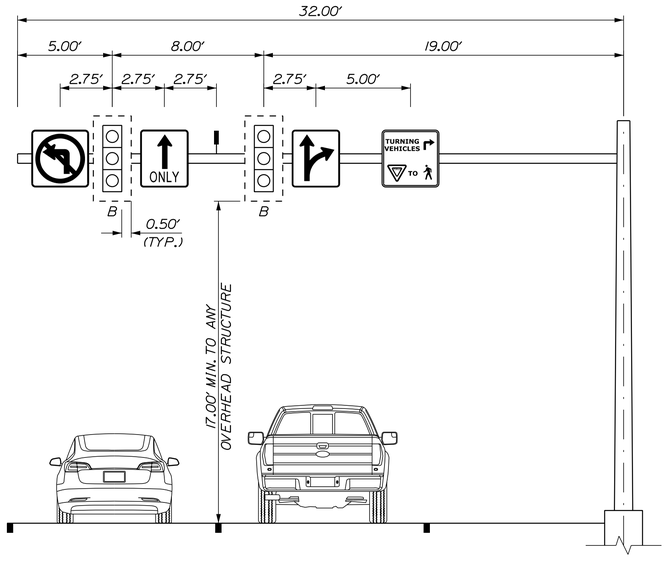


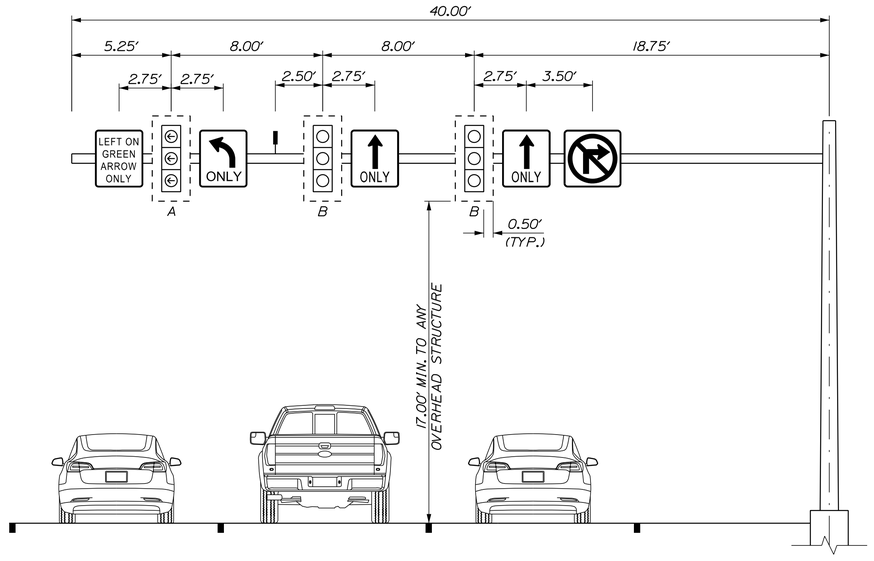
DUAL PURPOSE POLE 01 AT I-95 SOUTHBOUND OFF RAMP/BROADWAY (ROUTE 15) INTERSECTION LOOKING WEST ON I-95 SOUTHBOUND OFF RAMP APPROACH

LEGEND	
VIDEO DETECTOR	!

NOTES:
1. EQUIPMENT ATTACHED TO THE BASE OF DUAL PURPOSE POLES NOT SHOWN. OVERHEAD ILLUMINATION ALSO NOT SHOWN.
2. SEE SIGNAL PLANS FOR SIGNAL HEAD AND SIGNING INFORMATION.



DUAL PURPOSE POLE E1 AT BROADWAY (ROUTE 15)/ I-95 SOUTHBOUND ON RAMP INTERSECTION LOOKING SOUTH ON BROADWAY (ROUTE 15) APPROACH



DUAL PURPOSE POLE U1 AT BROADWAY (ROUTE 15)/ I-95 SOUTHBOUND OFF RAMP INTERSECTION LOOKING NORTH ON BROADWAY (ROUTE 15) APPROACH

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

PROJ. MANAGER	D. LORING			
DESIGN-DETAILED	M. RICHARD	M. CUNDIFF	05\23	SIGNATURE
CHECKED-REVIEWED	J. WINCHENBACH	D. ETTINGER	05\23	
DESIGN2-DETAILED2	-	-	-	P.E. NUMBER
DESIGN3-DETAILED3	-	-	-	
REVISIONS 1	-	-	-	DATE
REVISIONS 2	-	-	-	
REVISIONS 3	-	-	-	
REVISIONS 4	-	-	-	
FIELD CHANGES	-	-	-	

BANGOR
BROADWAY (ROUTE 15)

SIGNAL DETAIL SHEETS

SHEET NUMBER
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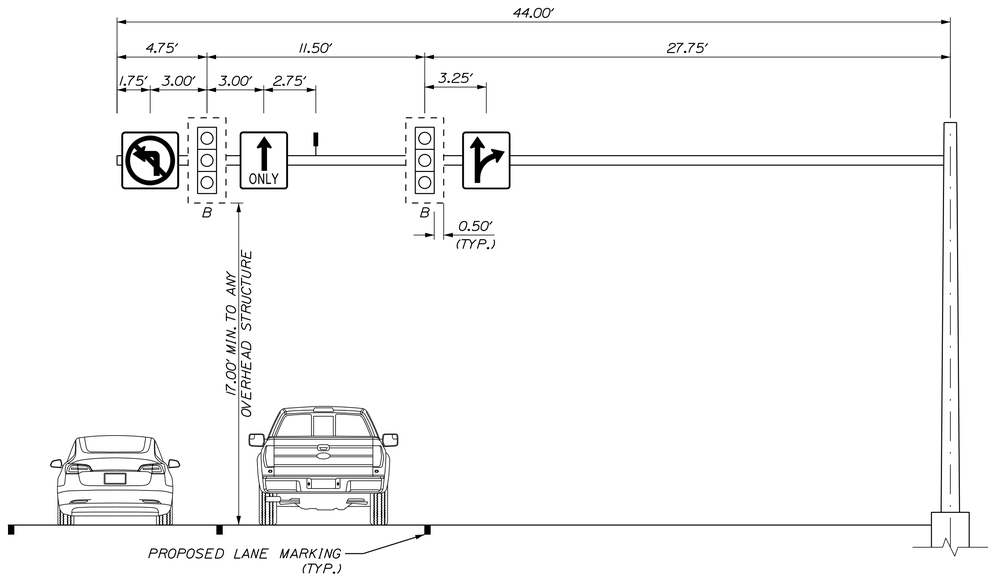
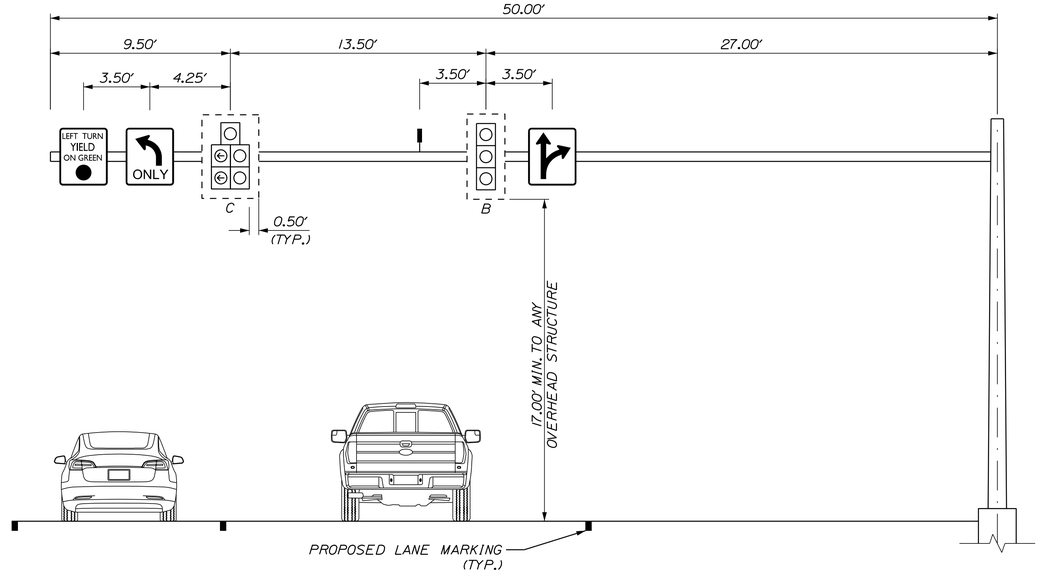


DUAL PURPOSE POLE H2 BROADWAY (ROUTE 15)/I-95 NORTHBOUND OFF RAMP INTERSECTION
LOOKING NORTH ON BROADWAY (ROUTE 15) APPROACH

LEGEND	
VIDEO DETECTOR	

NOTES:
1. SEE PREVIOUS SHEET



DUAL PURPOSE POLE J2 I-95 EXIT 185 NORTHBOUND OFF RAMP/BROADWAY (ROUTE 15) INTERSECTION
LOOKING EAST ON CENTER STREET APPROACH

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

PROJ. MANAGER	D. LORING		
DESIGN-DETAILED	M. RICHARD	BY	DATE
CHECKED-REVIEWED	J. WINCHENBACH	M. CUNDIFF	05\23
DESIGN2-DETAILED2	-	D. ETTINGER	05\23
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

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BANGOR
BROADWAY (ROUTE 15)

SIGNAL DETAIL SHEETS

SHEET NUMBER
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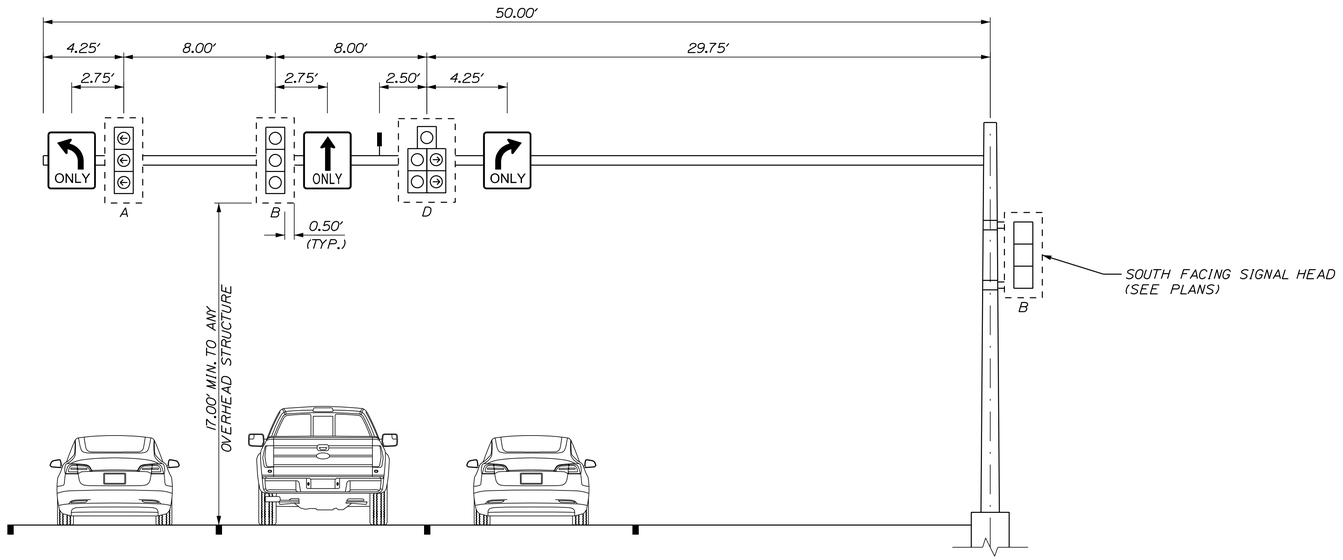
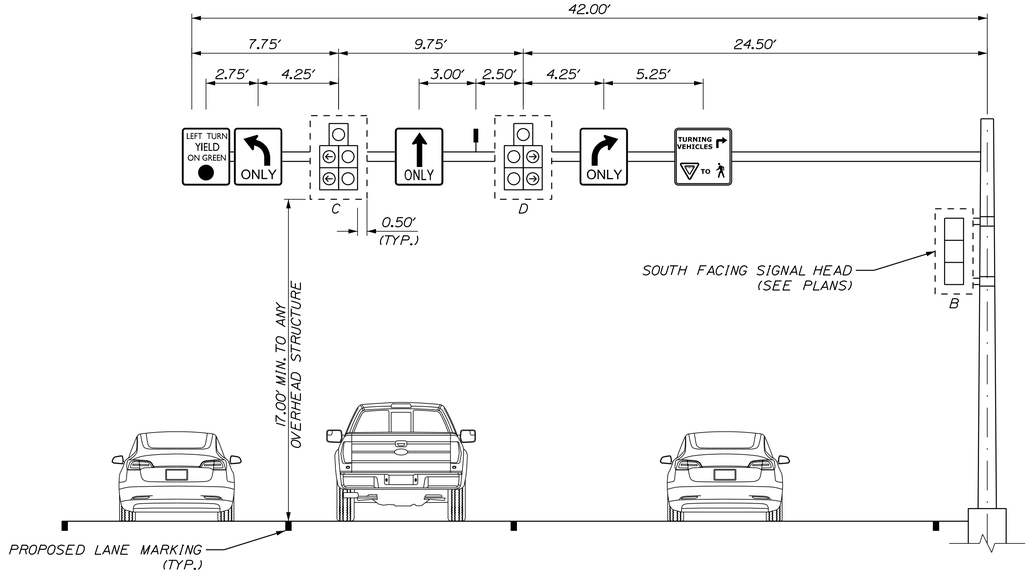


DUAL PURPOSE POLE U2 BROADWAY (ROUTE 15)/
I-95 NORTHBOUND OFF RAMP INTERSECTION
LOOKING SOUTH ON BROADWAY (ROUTE 15) APPROACH (VIEW 1)



DUAL PURPOSE POLE U2 BROADWAY (ROUTE 15)/
I-95 NORTHBOUND OFF RAMP INTERSECTION
LOOKING WEST ON I-95 185 NORTHBOUND OFF RAMP APPROACH (VIEW 2)

LEGEND	
VIDEO DETECTOR	I

NOTES:
1. SEE PREVIOUS SHEET

CITY OF BANGOR
73 HARLOW STREET,
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		BY	DATE
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FIELD CHANGES	-	-	-

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BANGOR
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SIGNAL DETAIL SHEETS

SHEET NUMBER
23
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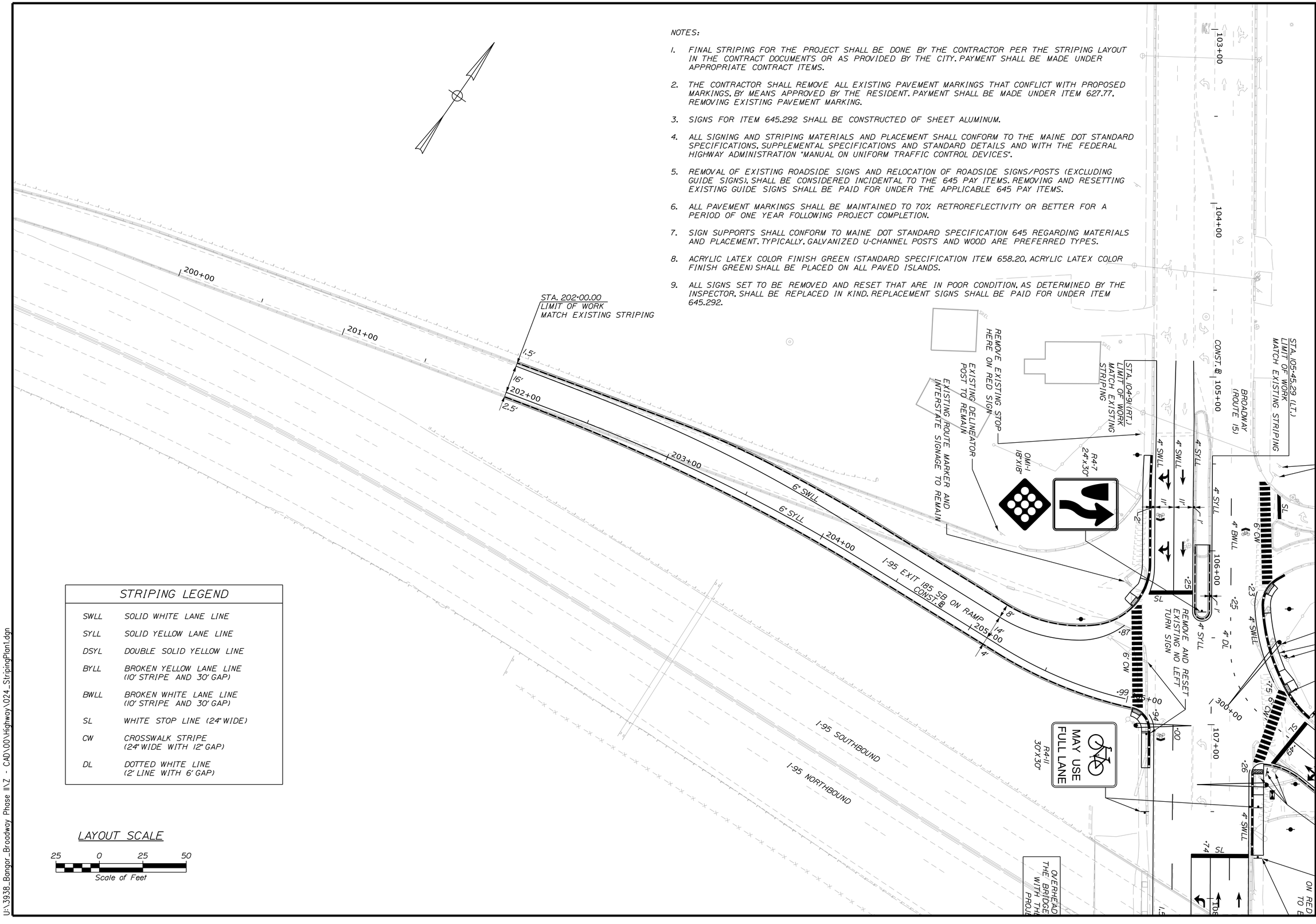
NOTES:

1. FINAL STRIPING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE STRIPING LAYOUT IN THE CONTRACT DOCUMENTS OR AS PROVIDED BY THE CITY. PAYMENT SHALL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.
2. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED MARKINGS, BY MEANS APPROVED BY THE RESIDENT. PAYMENT SHALL BE MADE UNDER ITEM 627.77, REMOVING EXISTING PAVEMENT MARKING.
3. SIGNS FOR ITEM 645.292 SHALL BE CONSTRUCTED OF SHEET ALUMINUM.
4. ALL SIGNING AND STRIPING MATERIALS AND PLACEMENT SHALL CONFORM TO THE MAINE DOT STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND STANDARD DETAILS AND WITH THE FEDERAL HIGHWAY ADMINISTRATION "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".
5. REMOVAL OF EXISTING ROADSIDE SIGNS AND RELOCATION OF ROADSIDE SIGNS/POSTS (EXCLUDING GUIDE SIGNS), SHALL BE CONSIDERED INCIDENTAL TO THE 645 PAY ITEMS. REMOVING AND RESETTING EXISTING GUIDE SIGNS SHALL BE PAID FOR UNDER THE APPLICABLE 645 PAY ITEMS.
6. ALL PAVEMENT MARKINGS SHALL BE MAINTAINED TO 70% RETROREFLECTIVITY OR BETTER FOR A PERIOD OF ONE YEAR FOLLOWING PROJECT COMPLETION.
7. SIGN SUPPORTS SHALL CONFORM TO MAINE DOT STANDARD SPECIFICATION 645 REGARDING MATERIALS AND PLACEMENT. TYPICALLY, GALVANIZED U-CHANNEL POSTS AND WOOD ARE PREFERRED TYPES.
8. ACRYLIC LATEX COLOR FINISH GREEN (STANDARD SPECIFICATION ITEM 658.20, ACRYLIC LATEX COLOR FINISH GREEN) SHALL BE PLACED ON ALL PAVED ISLANDS.
9. ALL SIGNS SET TO BE REMOVED AND RESET THAT ARE IN POOR CONDITION, AS DETERMINED BY THE INSPECTOR, SHALL BE REPLACED IN KIND. REPLACEMENT SIGNS SHALL BE PAID FOR UNDER ITEM 645.292.



STRIPING LEGEND

SWLL	SOLID WHITE LANE LINE
SYLL	SOLID YELLOW LANE LINE
DSYL	DOUBLE SOLID YELLOW LINE
BYLL	BROKEN YELLOW LANE LINE (10' STRIPE AND 30' GAP)
BWLL	BROKEN WHITE LANE LINE (10' STRIPE AND 30' GAP)
SL	WHITE STOP LINE (24" WIDE)
CW	CROSSWALK STRIPE (24" WIDE WITH 12" GAP)
DL	DOTTED WHITE LINE (2' LINE WITH 6' GAP)

LAYOUT SCALE

25 0 25 50

Scale of Feet

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

	BY	DATE
D. LORING		
M. RICHARD	M. CUNDIFF	05\23
J. WINCHENBACH	D. ETTINGER	05\23
-	-	-
-	-	-

SIGNATURE

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PROJ. MANAGER	D. LORING	-	-
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DESIGN3-DETAILED3	-	-	-
REVISIONS 1		-	-
REVISIONS 2		-	-
REVISIONS 3		-	-
REVISIONS 4		-	-
FIELD CHANGES		-	-

BANGOR
BROADWAY (ROUTE 15)

SIGNING AND
STRIPING PLANS

SHEET NUMBER

24

OF 54

Filename: ...\Highway\024_StripingPlan1.dgn Division: HIGHWAY Username: Mike.Cundiff Date:5/1/2023

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Filename: ...\Highway\025_StripingPlan2.dgn Division: HIGHWAY Username: Mike.Cundiff Date:5/1/2023
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CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

	BY	DATE
PROJ. MANAGER	D. LORING	
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CHECKED-REVIEWED	M. CUNDIFF	05\23
DESIGN2-DETAILED2	D. ETTINGER	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

BANGOR
BROADWAY (ROUTE 15)

SIGNING AND
STRIPING PLANS

SHEET NUMBER
25
OF 54

STA. 303+00.00
LIMIT OF WORK
MATCH EXISTING STRIPING

1-95 EXIT 185 SB OFF RAMP CONST.℄

EXISTING SIGN TO REMAIN

EXISTING DO NOT ENTER SIGN TO REMAIN

REMOVE AND RESET EXISTING DO NOT ENTER SIGN AND NO TURN ON RED SIGN

REMOVE AND RESET EXISTING GUIDE SIGN AND POST ON NEW 20" DIAMETER CONCRETE FOUNDATION. REMOVE EXISTING CONCRETE FOUNDATION

EXISTING GAS LINE MARKER TO REMAIN

EXISTING KEEP RIGHT SIGN TO REMAIN

EXISTING STOP SIGN AND DESTINATION SIGNS TO REMAIN

STA. 105+45.29 (LT.)
LIMIT OF WORK
MATCH EXISTING STRIPING

BROADWAY
(ROUTE 15)

CONST.℄

REMOVE AND RESET EXISTING DO NOT ENTER SIGN AND ONE WAY SIGNAGE (2) ON SAME POST

R3-1
24"X24"
(BELOW STOP HERE ON RED SIGN CALLED TO BE RESET)

REMOVE AND RESET EXISTING STOP HERE ON RED SIGN

DIRECTIONAL ARROW PAVEMENT MARKING (TYP.)

R3-8B
30"X36"

EXISTING NO RIGHT TURN SIGN AND AIRPORT WAY FINDING SIGNS TO REMAIN

OM3-R
12"X36"

MAY USE FULL LANE
R4-11
30"X30"

EXISTING SIGN WAS REMOVED PRIOR TO START OF PROJECT

STA. 110+00
(SEE NOTE 8)

STA. 109+25
(SEE NOTE 8)

REMOVE AND RESET EXISTING NO LEFT TURN SIGN

STA. 104+91 (RT.)
LIMIT OF WORK
MATCH EXISTING STRIPING

R4-7
24"x30"

OM1-1
18"X18"

REMOVE EXISTING STOP HERE ON RED SIGN

EXISTING DELINEATOR POST TO REMAIN

EXISTING ROUTE MARKER AND INTERSTATE SIGNAGE TO REMAIN

1-95 EXIT 185 SB ON RAMP CONST.℄

1-95 SOUTHBOUND

1-95 NORTHBOUND

INSTALL SHARED LANE MARKING AT 150' O.C.

EXISTING BUSINESS SIGN TO REMAIN

EXISTING DELINEATOR POST TO REMAIN

EXISTING SPEED LIMIT SIGN TO REMAIN

OVERHEAD SIGNING ATTACHED TO THE BRIDGE SHALL BE COORDINATED WITH THE MAINE DOT BRIDGE PROJECT WIN 022276.01

STRIPING LEGEND

SWLL	SOLID WHITE LANE LINE
SYLL	SOLID YELLOW LANE LINE
DSYL	DOUBLE SOLID YELLOW LINE
BYLL	BROKEN YELLOW LANE LINE (10' STRIPE AND 30' GAP)
BWLL	BROKEN WHITE LANE LINE (10' STRIPE AND 30' GAP)
SL	WHITE STOP LINE (24" WIDE)
CW	CROSSWALK STRIPE (24" WIDE WITH 12" GAP)
DL	DOTTED WHITE LINE (2' LINE WITH 6' GAP)

LAYOUT SCALE

25 0 25 50
Scale of Feet

NOTES:

1. SEE NOTES ON PREVIOUS SHEET.
10. DO NOT STRIPE ALONG THE CONSTRUCTION ℄ FROM STA. 109+25 TO STA. 110+00. THIS 75' SECTION SHOULD REMAIN UNSTRIPED.

STRIPING LEGEND	
SWLL	SOLID WHITE LANE LINE
SYLL	SOLID YELLOW LANE LINE
DSYL	DOUBLE SOLID YELLOW LINE
BYLL	BROKEN YELLOW LANE LINE (10' STRIPE AND 30' GAP)
BWLL	BROKEN WHITE LANE LINE (10' STRIPE AND 30' GAP)
SL	WHITE STOP LINE (24" WIDE)
CW	CROSSWALK STRIPE (24" WIDE WITH 12" GAP)
DL	DOTTED WHITE LINE (2' LINE WITH 6' GAP)

NOTES:

1. SEE NOTES ON PREVIOUS SHEET.
11. STRIPE 50' ALONG THE POPLAR STREET CENTERLINE.
12. REMOVE AND RESET EXISTING GUIDE SIGN AND POST ON NEW 20" DIAMETER CONCRETE FOUNDATION. REMOVE EXISTING CONCRETE FOUNDATION.

SIGNAGE ON EXISTING LIGHT POLE TO REMAIN

MAY USE FULL LANE R4-11 30"X30"

OM3-R 12"X36"

EXISTING SIGN WAS REMOVED PRIOR TO START OF PROJECT

INSTALL SHARED LANE MARKING AT 150' O.C.

R3-2 24"X24"

I-95 EXIT 185 NB ON RAMP

CONST.@ 602+00

I-95 EXIT 185 NB OFF RAMP

EXISTING SIGNAGE WITHIN I-95 NB RAMP MEDIAN ISLAND TO REMAIN (TYP.)

EXISTING INTERSTATE SIGNAGE TO REMAIN

STA. 600+83.04 LIMIT OF WORK MATCH EXISTING STRIPING

EXISTING INTERSTATE AND ROUTE MARKER SIGNAGE TO REMAIN

DIRECTIONAL ARROW PAVEMENT MARKING (TYP.)

STA. 117+50.00 LIMIT OF WORK MATCH EXISTING STRIPING

BROADWAY (ROUTE 15) CONST.@

CENTER STREET

POPLAR STREET

EARLE AVENUE CONST.@

RIGHT LANE MUST TURN RIGHT R3-7 30"X30"

EXISTING BUSINESS SIGN TO REMAIN

REMOVE AND RESET EXISTING LANE USE SIGN

REMOVE EXISTING STOP SIGN, RESET EXISTING DESTINATION SIGNS (2) ON NEW STOP SIGN

REMOVE EXISTING YIELD SIGNS (2) AND NO LEFT TURN SIGN

R4-7 24"X30"

OMI-1 18"X18"

24" SYLL AT 45° SPACED @ 25' O.C.

12" SWLL SPACED EVENLY AT 45° (MINIMUM 3 CHEVRONS)

R5-1 30"X30" DO NOT ENTER

R1-1 30"X30" STOP

R3-2 24"X24"

REMOVE EXISTING DELINEATOR POSTS (3)

24" SYLL AT 45° SPACED @ 20' O.C.

EXISTING GAS LINE MARKER TO REMAIN

REMOVE AND RESET EXISTING DELINEATOR POST

STA. 401+50.00 LIMIT OF WORK MATCH EXISTING STRIPING

REMOVE AND RESET EXISTING HOSPITAL WAY FINDING SIGNS (2)

SEE NOTE 12

SEE NOTE 9

EXISTING STOP SIGN TO REMAIN

EXISTING CROSS WALK AHEAD SIGNAGE TO REMAIN

BUSINESS M4-3 24"X12"

15 M1-5 24"X24"

REMOVE EXISTING ROUTE MARKER SIGNS (2)

EXISTING CROSS WALK AHEAD SIGNAGE TO REMAIN

EXISTING SPEED LIMIT SIGN AND EMERGENCY ROUTE SIGN TO REMAIN

6" SYLL AT 45° MATCH EXISTING SPACING

STA. 504+00.00 LIMIT OF WORK MATCH EXISTING STRIPING

ONLY R3-8 30"X30"

LAYOUT SCALE

25 0 25 50

Scale of Feet

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN 21663.00

	BY	DATE
PROJ. MANAGER	D. LORING	
DESIGN-DETAILED	M. CUNDIFF	05\23
CHECKED-REVIEWED	M. RICHARD	05\23
DESIGN2-DETAILED2	J. WINDENBACH	-
DESIGN3-DETAILED3	D. ETTINGER	-
REVISIONS 1		-
REVISIONS 2		-
REVISIONS 3		-
REVISIONS 4		-
FIELD CHANGES		-

SIGNATURE

P.E. NUMBER

DATE

BANGOR
BROADWAY (ROUTE 15)

SIGNING AND STRIPING PLANS

SHEET NUMBER 26

OF 54

Filename: ...\Highway\026_StripingPlan3.dgn Division: HIGHWAY Username: Mike.Cundiff Date:5/1/2023

U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\026_StripingPlan3.dgn

Filename: ...\Highway\027_CurbingPlan_01.dgn Division: HIGHWAY Username: Mike.Cundiff Date:5/1/2023

U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\027_CurbingPlan_01.dgn

CURB TABLE

PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
100	202+00.00, 17.72' LT.	101	202+94.24, 20.06' LT.	95.35	-	5
101	202+94.24, 20.06' LT.	102	203+54.57, 22.00' LT.	61.66	500.00	5
102	203+54.57, 22.00' LT.	103	204+31.75, 22.00' LT.	78.87	1022.00	5
103	204+31.75, 22.00' LT.	104	205+11.52, 22.00' LT.	79.77	-	5
104	205+11.52, 22.00' LT.	105	205+67.58, 35.21' LT.	52.93	80.00	5
105	205+67.58, 35.21' LT.	106	205+80.73, 43.32' LT.	13.75	36.00	5
106	205+80.73, 43.32' LT.	107	205+88.85, 52.14' LT.	11.00	36.00	TD5
108	202+00.00, 2.45' RT.	109	203+45.87, 4.00' RT.	145.50	1280.00	5
109	203+45.87, 4.00' RT.	110	204+31.75, 4.00' RT.	85.53	996.00	5
110	204+31.75, 4.00' RT.	111	205+22.06, 4.00' RT.	90.32	-	5
111	205+22.06, 4.00' RT.	112	205+93.21, 4.00' RT.	72.33	244.00	5
112	205+93.21, 4.00' RT.	113	206+04.03, 4.00' RT.	11.00	244.00	TD5

1 = VERTICAL GRANITE CURB
TD1 = VERTICAL GRANITE TIPDOWN
5 = SLOPED GRANITE CURB
TD5 = SLOPED GRANITE TIPDOWN (PAID FOR UNDER ITEM 609.34 - CURB TYPE 5)
HS = HEADSTONE
CSC = CONCRETE SLIPFORM CURB (MOLD 1)
TDCSC = CONCRETE SLIPFORM CURB (MOLD 1) TIPDOWN
3 = BITUMINOUS CURB TYPE 3 (MOLD 1)

200+00 A1 I-95 EXIT 185 SB ON RAMP 201+00 CONST. ℄

100 101 102 103 104 105 106 107 108 109 110 111 112 113

202+00 203+00 204+00 205+00 206+00

I-95 EXIT 185 SB ON RAMP CONST. ℄

PCC = STA. 202+42.40

PT = STA. 204+31.75

PC = STA. 205+22.06

N87°01'24.3"E

A2 A3

103+00 104+00 105+00 106+00 107+00 108+00

BROADWAY (ROUTE 15) CONST. ℄

S34°30'17.3"E

300+00

PC=STA. 107+6

LAYOUT SCALE

25 0 25 50

Scale of Feet

CURVE DATA A1
PI = 201+21.21
D = 0°35'48.6"
Δ = 1°26'48.1" Rt.
R = 9600.00'
L = 242.40'
T = 121.21'
E = 0.77'

CURVE DATA A2
PI = 203+37.36
D = 5°43'46.5"
Δ = 10°50'55.9" Rt.
R = 1000.00'
L = 189.35'
T = 94.96'
E = 4.50'

CURVE DATA A3
PI = 205+86.98
D = 23°52'23.7"
Δ = 30°16'19.9" Lt.
R = 240.00'
L = 126.80'
T = 64.92'
E = 8.63'

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

		BY	DATE
PROJ. MANAGER	D. LORING		
DESIGN-DETAILED	M. RICHARD	M. CUNDIFF	05\23
CHECKED-REVIEWED	J. WINCHENBACH	D. ETTINGER	05\23
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

BANGOR
BROADWAY (ROUTE 15)

CURBING PLANS

SHEET NUMBER

27

OF 54

CURB TABLE

PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
199	106+13.11, 41.64' LT.	200	106+15.39, 37.74' LT.	4.52	-	I
200	106+15.39, 37.74' LT.	201	106+17.77, 34.53' LT.	4.00	18.00	TDI
202	106+24.09, 30.16' LT.	203	106+31.91, 28.83' LT.	8.00	18.00	TDI
203	106+31.91, 28.83' LT.	204	106+35.90, 29.12' LT.	4.00	110.00	TDI
204	106+35.90, 29.12' LT.	205	106+43.45, 30.07' LT.	7.61	110.00	I
205	106+43.45, 30.07' LT.	206	106+47.38, 30.77' LT.	4.00	110.00	HS
206	106+47.38, 30.77' LT.	207	106+69.87, 37.81' LT.	23.61	110.00	I
207	106+69.87, 37.81' LT.	208	106+77.09, 41.27' LT.	8.00	110.00	TDI
209	300+31.69, 31.11' LT.	209A	300+35.49, 29.86' LT.	4.00	55.00	TDI
209A	300+35.49, 29.86' LT.	210	300+39.37, 28.90' LT.	4.00	55.00	HS
210	300+39.37, 28.90' LT.	211	300+50.07, 27.72' LT.	10.78	55.00	I
212	301+17.00, 2.00' RT.	213	300+68.14, 2.00' RT.	48.86	-	5
213	300+68.14, 2.00' RT.	214	300+55.90, 3.92' RT.	12.44	40.00	5
214	300+55.90, 3.92' RT.	215	300+46.02, 8.67' RT.	11.00	40.00	TD5
216	107+28.22, 23.39' LT.	217	107+40.22, 23.40' LT.	12.00	-	TDI
217	107+40.22, 23.40' LT.	217A	107+63.56, 23.42' LT.	23.34	-	I
217A	107+63.56, 23.42' LT.	218	107+67.55, 23.42' LT.	4.00	-	HS
218	107+67.55, 23.42' LT.	218A	107+75.00, 23.43' LT.	7.43	-	I

I = VERTICAL GRANITE CURB
TDI = VERTICAL GRANITE TIPDOWN
5 = SLOPED GRANITE CURB
TD5 = SLOPED GRANITE TIPDOWN (PAID FOR UNDER ITEM 609.34 - CURB TYPE 5)
HS = HEADSTONE
CSC = CONCRETE SLIPFORM CURB (MOLD I)
TDCSC = CONCRETE SLIPFORM CURB (MOLD I) TIPDOWN
3 = BITUMINOUS CURB TYPE 3 (MOLD I)

CURB TABLE

PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
236	109+25.00, 34.99' RT.	236A	109+26.50, 34.95' RT.	1.51	-	I**
236A	109+26.50, 34.95' RT.	236B	109+28.67, 34.88' RT.	2.17	-	CB*
236B	109+28.67, 34.88' RT.	237	109+50.00, 34.25' RT.	21.37	-	I
237	109+50.00, 34.25' RT.	238	109+55.20, 34.25' RT.	5.21	30034.25	I
238	109+55.20, 34.25' RT.	239	109+63.20, 34.25' RT.	8.00	30034.25	TDI
240	109+83.17, 34.25' RT.	241	109+93.16, 34.25' RT.	10.00	30034.25	TDI
241	109+93.16, 34.25' RT.	242	110+01.15, 34.25' RT.	8.00	30034.25	I
242	110+01.15, 34.25' RT.	243	110+09.15, 34.25' RT.	8.00	-	TDI
244	110+39.99, 34.25' RT.	245	110+49.99, 34.25' RT.	10.00	-	TDI
245	110+49.99, 34.25' RT.	246	111+02.99, 34.25' RT.	53.00	-	I
246	111+02.99, 34.25' RT.	247	111+10.99, 34.25' RT.	8.00	-	TDI
248	111+40.99, 34.25' RT.	249	111+50.99, 34.25' RT.	10.00	-	TDI
249	111+50.99, 34.25' RT.	249A	111+56.04, 34.25' RT.	5.05	-	I
249A	111+56.04, 34.25' RT.	250	111+60.04, 34.25' RT.	4.00	-	HS
250	111+60.04, 34.25' RT.	251	111+68.04, 34.25' RT.	8.00	-	TDI
252	111+40.99, 39.75' RT.	253	111+50.99, 39.75' RT.	10.00	-	TDI
253	111+50.99, 39.75' RT.	254	111+60.04, 39.75' RT.	9.05	-	I
254	111+60.04, 39.75' RT.	255	111+68.04, 39.75' RT.	8.00	-	TDI

* EXISTING OPEN THROAT CB IN CURB
** THIS SECTION OF CURB WILL BE PAID FOR UNDER WIN 021663.00 BUT SHOULD BE A PART OF A LONGER SECTION OF CURB INSTALLED UNDER THE MAINEDOT BRIDGE PROJECT.

CURB TABLE

PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
219	105+96.59, 1.01' RT.	220	106+35.00, 1.01' RT.	38.41	-	5
220	106+35.00, 1.01' RT.	221	106+35.00, 10.01' RT.	14.14	4.50	5
221	106+35.00, 10.01' RT.	222	105+96.59, 10.01' RT.	38.41	-	5
223	105+45.29, 34.42' RT.	224	105+59.17, 34.89' RT.	13.88	-	I
224	105+59.17, 34.89' RT.	225	105+65.88, 35.00' RT.	6.72	200.00	I
225	105+65.88, 35.00' RT.	226	106+07.53, 35.00' RT.	41.64	-	I
226	106+07.53, 35.00' RT.	227	106+13.30, 35.47' RT.	5.79	36.00	I
227	106+13.30, 35.47' RT.	228	106+17.20, 36.32' RT.	4.00	36.00	HS
228	106+17.20, 36.32' RT.	229	106+28.01, 41.40' RT.	12.00	36.00	TDI
231	106+93.38, 39.37' RT.	232	107+04.10, 35.00' RT.	12.00	13.00	TDI
232	107+04.10, 35.00' RT.	233	107+08.10, 35.00' RT.	4.00	-	HS
233	107+08.10, 35.00' RT.	234	107+25.00, 35.00' RT.	16.90	-	I

CURVE DATA A2
PI = 203+37.36
D = 5°43'46.5"
Δ = 10°50'55.9" Rt.
R = 1000.00'
L = 189.35'
T = 94.96'
E = 4.50'

CURVE DATA A3
PI = 205+86.98
D = 23°52'23.7"
Δ = 30°16'19.9" Lt.
R = 240.00'
L = 126.80'
T = 64.92'
E = 8.63'

CURVE DATA B1
PI = 108+84.06
D = 0°11'27.5"
Δ = 0°26'25.7" Lt.
R = 30000.00'
L = 230.63'
T = 115.32'
E = 0.22'

LAYOUT SCALE
25 0 25 50
Scale of Feet

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

		BY	DATE
PROJ. MANAGER	D. LORING		
DESIGN-DETAILED	M. RICHARD	M. CUNDIFF	05\23
CHECKED-REVIEWED	J. WINCHENBACH	D. ETTINGER	05\23
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

BANGOR
BROADWAY (ROUTE 15)

CURBING PLANS

SHEET NUMBER
28
OF 54

Usename: Mike.Cundiff Date:5/1/2023
Division: HIGHWAY
Filename: ...\Highway\028_CurbingPlan_02.dgn
U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\028_CurbingPlan_02.dgn

CURB TABLE

PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
300	111+87.78, 23.34' LT.	301	111+93.78, 23.42' LT.	6.00	-	TDI
301	111+93.78, 23.42' LT.	302	111+99.78, 23.50' LT.	6.00	-	TDI
303	112+41.78, 23.50' LT.	304	112+53.78, 23.50' LT.	12.00	-	TDI
304	112+53.78, 23.50' LT.	305	113+25.37, 23.50' LT.	71.59	-	I
305	113+25.37, 23.50' LT.	306	113+33.37, 23.50' LT.	8.00	-	TDI
307	112+55.90, 40.55' LT.	308	112+42.78, 35.23' LT.	14.21	50.00	3
308	112+42.78, 35.23' LT.	309	112+43.79, 31.50' LT.	5.23	2.00	3
309	112+43.79, 31.50' LT.	310	113+31.37, 31.50' LT.	87.58	-	3
310	113+31.37, 31.50' LT.	311	113+32.30, 35.27' LT.	5.32	2.00	3
311	113+32.30, 35.27' LT.	312	113+14.48, 40.74' LT.	18.75	50.00	3
313	113+75.37, 23.50' LT.	314	113+87.37, 23.50' LT.	12.00	-	TDI
314	113+87.37, 23.50' LT.	315	114+55.86, 23.50' LT.	68.49	-	I
315	114+55.86, 23.50' LT.	316	114+64.58, 24.27' LT.	8.77	50.00	I
316	114+64.58, 24.27' LT.	317	114+72.31, 26.28' LT.	8.00	50.00	TDI
318	114+81.04, 30.30' LT.	319	114+89.12, 36.17' LT.	10.00	50.00	5
319	114+89.12, 36.17' LT.	320	114+86.46, 39.15' LT.	6.28	2.00	5
320	114+86.46, 39.15' LT.	321	114+79.02, 33.76' LT.	9.20	46.00	5
321	114+79.02, 33.76' LT.	318	114+81.04, 30.30' LT.	6.28	2.00	5

I = VERTICAL GRANITE CURB
TDI = VERTICAL GRANITE TIPDOWN
5 = SLOPED GRANITE CURB
TD5 = SLOPED GRANITE TIPDOWN (PAID FOR UNDER ITEM 609.34 - CURB TYPE 5)
HS = HEADSTONE
CSC = CONCRETE SLIPFORM CURB (MOLD I)
TDCSC = CONCRETE SLIPFORM CURB (MOLD I) TIPDOWN
3 = BITUMINOUS CURB TYPE 3 (MOLD I)

CURVE DATA E1
PI = 602+44.45
D = 22°55'05.9"
Δ = 52°21'08.3" Lt.
R = 250.00'
L = 228.43'
T = 122.89'
E = 28.57'

CURB TABLE

PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
322	114+95.64, 43.22' LT.	323	114+97.93, 46.50' LT.	4.00	50.00	TDI
323	114+97.93, 46.50' LT.	324	115+03.41, 58.16' LT.	12.93	50.00	I
325	115+76.80, 83.36' LT.	326	115+85.86, 53.93' LT.	30.97	85.00	5
326	115+85.86, 53.93' LT.	327	115+91.57, 44.54' LT.	11.00	85.00	TD5
328	115+96.66, 38.04' LT.	329	115+99.36, 35.49' LT.	3.72	30.00	5
329	115+99.36, 35.49' LT.	330	116+00.83, 36.19' LT.	2.04	0.90	5
330	116+00.83, 36.19' LT.	331	116+00.83, 38.26' LT.	2.08	-	5
331	116+00.83, 38.26' LT.	332	115+99.53, 39.56' LT.	2.04	1.30	5
332	115+99.53, 39.56' LT.	333	115+97.32, 39.55' LT.	2.21	-	5
333	115+97.32, 39.55' LT.	328	115+96.66, 38.04' LT.	2.09	0.90	5
334	116+05.99, 31.30' LT.	335	116+13.61, 28.96' LT.	8.00	30.00	TDI
335	116+13.61, 28.96' LT.	336	116+17.55, 28.31' LT.	4.00	-	HS
336	116+17.55, 28.31' LT.	336A	116+20.60, 27.80' LT.	3.10	-	I

CURVE DATA B2
PI = 116+56.62
D = 0°17'11.3"
Δ = 0°56'10.0" Rt.
R = 20000.00'
L = 326.76'
T = 163.38'
E = 0.67'

CURB TABLE

PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
337	112+02.99, 34.25' RT.	338	112+12.99, 34.25' RT.	10.00	-	TDI
338	112+12.99, 34.25' RT.	339	112+94.46, 34.25' RT.	81.47	-	I
339	112+94.46, 34.25' RT.	340	113+07.93, 37.44' RT.	13.97	30.00	I
340	113+07.93, 37.44' RT.	341	113+14.51, 41.94' RT.	8.00	30.00	TDI
342	402+43.98, 30.49' LT.	343	402+40.96, 27.43' LT.	4.00	30.00	TDI
343	402+40.96, 27.43' LT.	344	402+37.59, 24.68' LT.	4.00	30.00	HS
344	402+37.59, 24.68' LT.	345	402+13.71, 16.41' LT.	23.86	30.00	I
345	402+13.71, 16.41' LT.	346	402+08.39, 16.38' LT.	5.32	-	I
346	402+08.39, 16.38' LT.	347	402+04.39, 16.36' LT.	4.00	-	TDI
348	402+04.39, 15.50' RT.	349	402+12.38, 15.50' RT.	8.00	60.00	TDI
349	402+12.38, 15.50' RT.	350	402+33.88, 14.77' RT.	22.73	-	I
350	402+33.88, 14.77' RT.	351	402+43.29, 15.93' RT.	10.24	73.00	I
351	402+43.29, 15.93' RT.	352	402+53.70, 19.69' RT.	12.00	73.00	TDI
353	113+73.34, 46.05' RT.	354	113+74.73, 44.61' RT.	2.00	73.00	TDI
354	113+74.73, 44.61' RT.	355	113+79.29, 40.73' RT.	6.00	35.00	TDI
355	113+79.29, 40.73' RT.	356A	113+99.59, 34.25' RT.	21.65	35.00	I
356A	113+99.59, 34.25' RT.	356B	114+01.75, 34.25' RT.	2.17	-	CB*
356B	114+01.75, 34.25' RT.	357	114+67.77, 34.25' RT.	66.01	-	I
357	114+67.77, 34.25' RT.	358	114+71.77, 34.25' RT.	4.00	-	TDI
359	114+77.77, 34.25' RT.	360	114+81.77, 34.25' RT.	4.00	-	TDI
360	114+81.77, 34.25' RT.	361	114+87.81, 34.25' RT.	6.05	-	I
361	114+87.81, 34.25' RT.	362	114+97.98, 36.41' RT.	10.47	25.00	I
362	114+97.98, 36.41' RT.	363	115+01.50, 38.32' RT.	4.00	25.00	HS
363	115+01.50, 38.32' RT.	364	115+04.67, 40.76' RT.	4.00	25.00	TDI
365	115+79.57, 35.28' RT.	366	115+81.98, 32.10' RT.	4.00	15.00	TDI
366	115+81.98, 32.10' RT.	367	115+88.56, 28.22' RT.	7.71	15.00	I
367	115+88.56, 28.22' RT.	368	115+92.51, 27.65' RT.	4.00	15.00	HS
368	115+92.51, 27.65' RT.	369	115+99.52, 27.58' RT.	7.00	-	TDI
370	116+05.53, 27.52' RT.	371	116+09.53, 27.47' RT.	4.00	-	TDI
371	116+09.53, 27.47' RT.	372	116+13.33, 27.43' RT.	3.80	-	I

* EXISTING OPEN THROAT CB IN CURB

CURB TABLE

PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
373	70+46.05, 7.19' LT.	374	70+50.87, 7.95' LT.	6.00	-	TDI
374	70+50.87, 7.95' LT.	375	70+52.00, 2.09' LT.	6.00	-	TDI
376	70+60.10, 15.00' RT.	377	70+76.81, 22.57' RT.	10.00	-	TDI
377	70+76.81, 22.57' RT.	378	72+00.61, 24.00' RT.	110.93	-	I
378	72+00.61, 24.00' RT.	379	72+08.61, 24.00' RT.	8.00	-	TDI

CURVE DATA C1
PI = 402+59.88
D = 30°09'20.4"
Δ = 24°34'59.0" Lt.
R = 190.00'
L = 81.52'
T = 41.40'
E = 4.46'

CURB TABLE

PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
400	402+61.75, 18.76' LT.	401	402+66.46, 5.05' RT.	24.25	-	5
401	402+66.46, 5.05' RT.	402	402+63.57, 7.14' RT.	4.57	2.00	5
402	402+63.57, 7.14' RT.	403	402+62.76, 6.66' RT.	0.97	89.00	5
403	402+62.76, 6.66' RT.	404	402+61.80, 5.31' RT.	1.73	2.00	5
404	402+61.80, 5.31' RT.	405	402+56.74, 17.28' LT.	23.11	-	5
405	402+56.74, 17.28' LT.	406	402+57.32, 19.13' LT.	2.01	2.00	5
406	402+57.32, 19.13' LT.	407	402+57.99, 19.75' LT.	0.86	49.00	5
407	402+57.99, 19.75' LT.	400	402+61.75, 18.76' LT.	4.31	2.00	5
408	402+51.70, 11.08' LT.	409	402+54.42, 0.60' LT.	10.81	-	5
409	402+54.42, 0.60' LT.	410	402+51.86, 1.78' RT.	4.28	2.00	5
410	402+51.86, 1.78' RT.	411	402+35.42, 1.19' LT.	16.75	89.00	5
411	402+35.42, 1.19' LT.	412	402+34.74, 5.04' LT.	5.44	2.00	5
412	402+34.74, 5.04' LT.	413	402+48.43, 12.20' LT.	14.95	49.00	5
413	402+48.43, 12.20' LT.	408	402+51.70, 11.08' LT.	3.84	2.00	5

CURB TABLE

PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
500	500+44.94, 39.38' RT.	501	500+53.37, 32.10' RT.	15.00	350.00	TDI
501	500+53.37, 32.10' RT.	502	500+56.08, 30.38' RT.	4.69	350.00	I
502	500+56.08, 30.38' RT.	503	71+36.05, 2.00' LT.	10.10	4.00	I
503	71+36.05, 2.00' LT.	504	71+32.05, 2.00' LT.	4.00	-	I
504	71+32.05, 2.00' LT.	505	71+28.05, 2.00' LT.	4.00	-	TDI
507	501+57.65, 23.46' RT.	508	501+60.90, 21.14' RT.	4.00	20.00	TDI
508	501+60.90, 21.14' RT.	509	501+70.31, 18.48' RT.	9.88	20.00	I
510	500+41.06, 29.05' LT.	511	500+65.75, 25.74' LT.	15.00	32.00	TDI
511	500+65.75, 25.74' LT.	512	500+78.16, 24.02' LT.	6.58	32.00	I
512	500+78.16, 24.02' LT.	513	500+85.34, 23.01' LT.	4.00	20.00	HS
513	500+85.34, 23.01' LT.	514	500+99.35, 21.72' LT.	8.00	20.00	TDI
515	501+29.67, 19.20' LT.	516	501+37.67, 19.00' LT.	8.00	160.00	TDCSC
516	501+37.67, 19.00' LT.	517	501+44.67, 19.00' LT.	7.00	-	TDCSC
517	501+44.67, 19.00' LT.	518	501+81.92, 19.00' LT.	37.25	-	CSC
518	501+81.92, 19.00' LT.	519	501+89.92, 19.00' LT.	8.00	-	TDCSC
520	502+35.88, 19.00' LT.	521	502+47.88, 19.00' LT.	12.00	-	TDCSC
521	502+47.88, 19.00' LT.	522	502+50.00, 19.00' LT.	2.12	-	CSC
522	502+50.00, 19.00' LT.	523	502+79.80, 17.07' LT.	29.86	-	CSC

CURB TABLE

PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
530	71+23.05, 2.00' LT.	531	71+12.05, 2.00' LT.	11.00	-	TD5
531	71+12.05, 2.00' LT.	533	70+94.68, 2.00' LT.	17.37	-	5
533	70+94.68, 2.00' LT.	534	70+67.32, 2.00' LT.	29.07	34.00	5
534	70+67.32, 2.00' LT.	535	70+56.97, 2.00' LT.	11.00	34.00	TD5
536	70+68.97, 13.27' RT.	537	70+83.82, 13.97' RT.	8.84	9.00	TD5
537	70+83.82, 13.97' RT.	539	71+12.05, 15.00' RT.	23.37	-	5
539	71+12.05, 15.00' RT.	540	71+23.05, 15.00' RT.	11.00	-	TD5
541	71+28.05, 15.00' RT.	542	71+36.05, 15.00' RT.	8.00	-	TDI
542	71+36.05, 15.00' RT.	543	72+09.69, 15.00' RT.	73.63	-	I
543	72+09.69, 15.00' RT.	544	72+13.85, 16.17' RT.	4.38	8.00	I
544	72+13.85, 16.17' RT.	545	72+16.61, 19.00' RT.	4.00	8.00	TDI
546	114+49.81, 43.25' RT.	547	114+53.81, 43.25' RT.	4.00	-	TDI
547	114+53.81, 43.25' RT.	548	114+83.81, 43.25' RT.	30.00	-	I
548	114+83.81, 43.25' RT.	549	114+87.81, 43.25' RT.	4.00	-	TDI

PROVIDE 5" CURB REVEAL
CONNECT TO EXISTING BITUMINOUS CURB
MAINTAIN 6" CURB REVEAL
BROADWAY (ROUTE 15)
CONSTRUCTION ℄
I-95 EXIT 185 NB OFF RAMP
I-95 EXIT 185 NB ON RAMP
PC = STA. 601+21.57
PC= STA. 114+93.24
S34°56'43.1"E
N54°38'23.7"E
S54°38'23.7"W
PC = STA. 500+46.57
PT=STA. 501+04.99
PT=STA. 70+94.68
S10°59'18.3"E
PC=STA. 70+44.42
N79°00'41.7"E
PC = STA. 402+18.48
PT = STA. 402+20.00
EARLE AVENUE CONST. ℄
TRI-CITY PIZZA EXIT CONST. ℄
CENTER STREET CONST. ℄
LAYOUT SCALE
25 0 25 50
Scale of Feet

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

	BY	DATE
DESIGN-DETAILED	M. CUNDIFF	05\23
CHECKED-REVIEWED	J. WINCHENBACH	05\23
DESIGN2-DETAILED2	D. ETTINGER	-
DESIGN3-DETAILED3		-
REVISIONS 1		-
REVISIONS 2		-
REVISIONS 3		-
REVISIONS 4		-
FIELD CHANGES		-

PROJ. MANAGER: D. LORING
M. RICHARD
J. WINCHENBACH

SIGNATURE
P.E. NUMBER
DATE

BANGOR
BROADWAY (ROUTE 15)
CURBING PLANS

SHEET NUMBER
29
OF 54

Filename: ...\Highway\029_CurbingPlan_03.dgn Username: Mike.Cundiff Division: HIGHWAY
U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\029_CurbingPlan_03.dgn Date:5/1/2023

Filename: ...\Z - CAD\00\Highway\Xsect.dgn Username: Mike.Cundiff Division: HIGHWAY Date:5/1/2023
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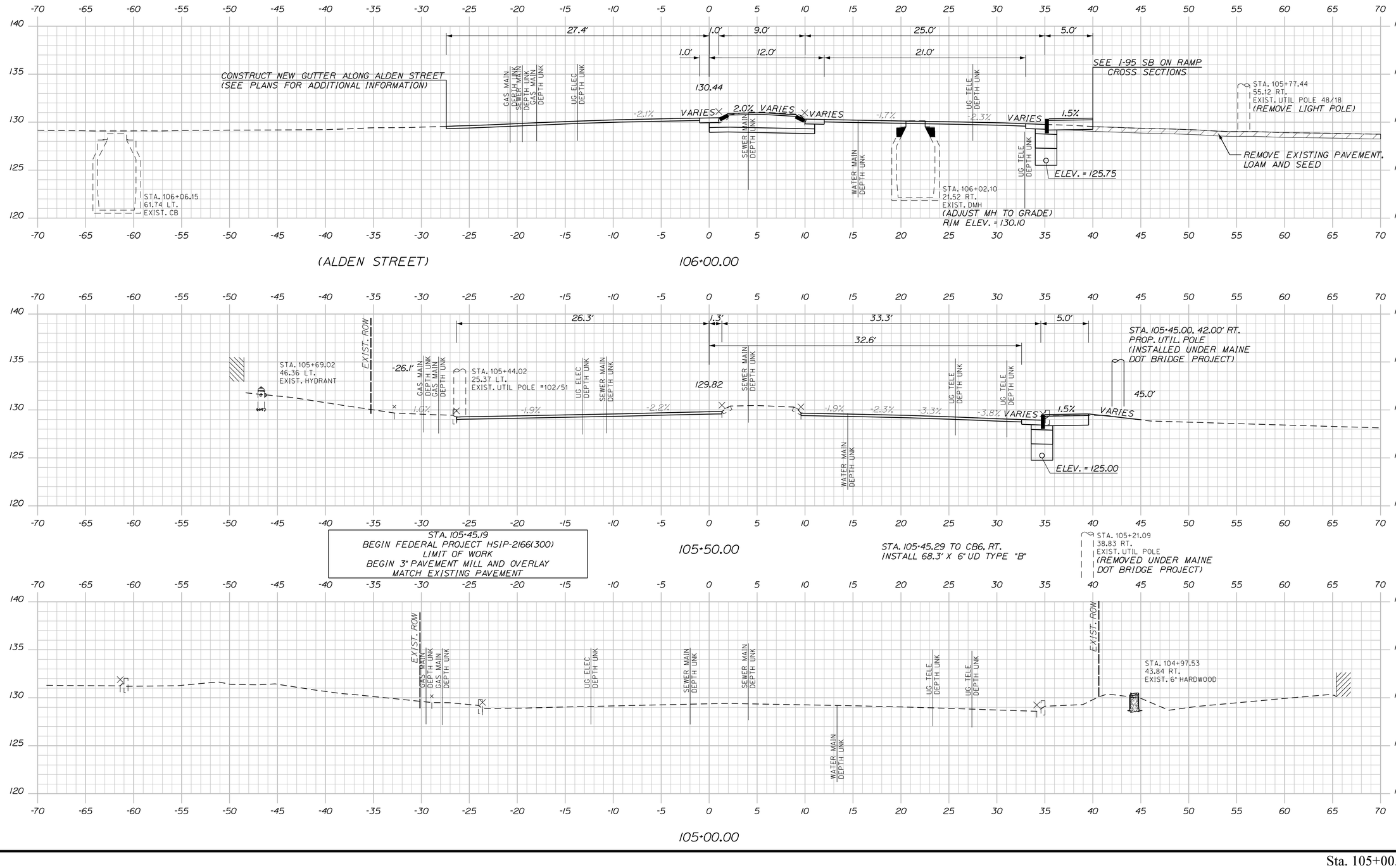


CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

	BY	DATE
D. LORING		
PROJ. MANAGER	M. CUNDIFF	05\23
DESIGN-DETAILED	M. RICHARD	05\23
CHECKED-REVIEWED	T. WADSWORTH	-
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

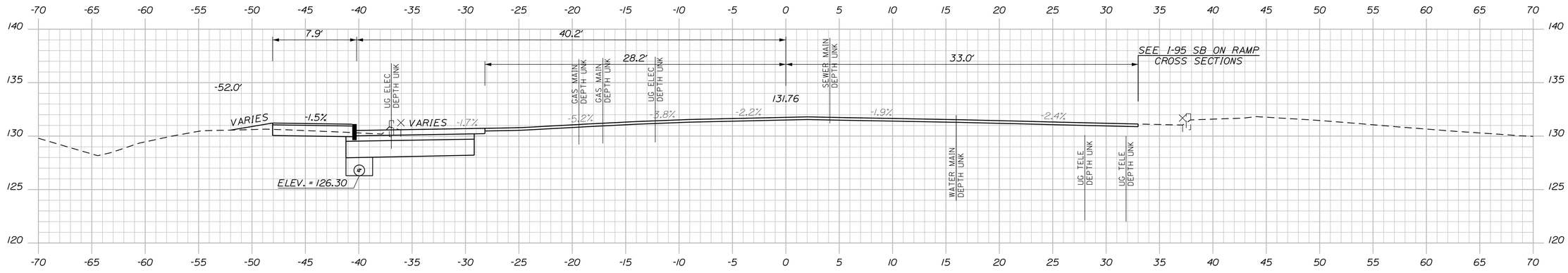
BANGOR
BROADWAY (ROUTE 15)

BROADWAY (ROUTE 15) CROSS SECTIONS

SHEET NUMBER
30
OF 54

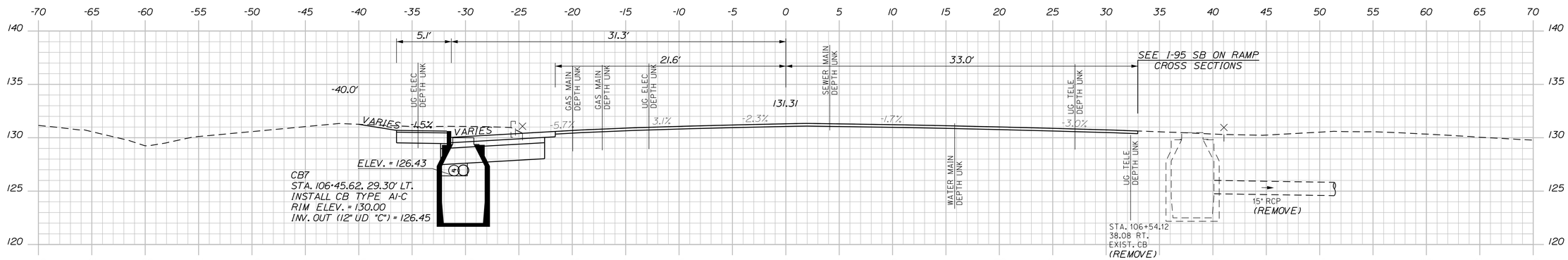
STA. 106+91.63 BROADWAY (ROUTE 15) CONSTRUCTION ℄ =
STA. 206+48.87 I-95 EXIT 185 SB ON RAMP CONSTRUCTION ℄

STA. 106+85.65 BROADWAY (ROUTE 15) CONSTRUCTION ℄ =
STA. 300+00.00 I-95 EXIT 185 SB OFF RAMP CONSTRUCTION ℄



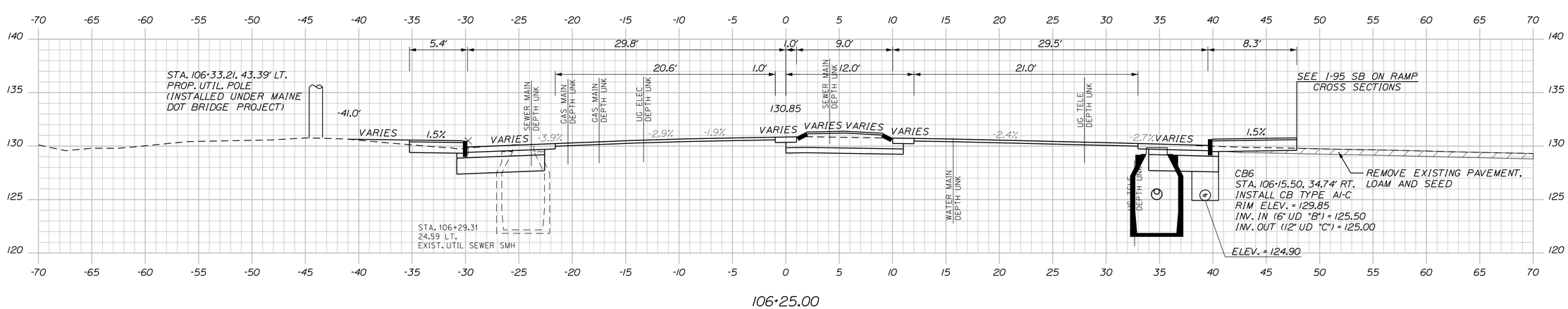
CB7 TO CB8
INSTALL 43' X 12" UD TYPE "C"

106+75.00



106+50.00

CB4 TO CB6
INSTALL 64' X 12" UD TYPE "C"



106+25.00

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

PROJ. MANAGER	D. LORING		
DESIGN-DETAILED	M. RICHARD		
CHECKED-REVIEWED	I. WINDERBACH		
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

BANGOR
BROADWAY (ROUTE 15)
BROADWAY (ROUTE 15)
CROSS SECTIONS

SHEET NUMBER
31
OF 54

Sta. 106+25.00 to Sta. 106+75.00

Filename: ...\Z - CAD\00\Highway\Xsect.dgn Username: Mike.Cundiff Division: HIGHWAY Date:5/1/2023
U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\Xsect.dgn

Filename: ...\Z - CAD\00\Highway\Xsect.dgn Division: HIGHWAY Username: Mike.Cundiff Date:5/1/2023
U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\Xsect.dgn

STA. 107+60.04, 44.82' LT.
PROP. UTIL. POLE
(INSTALLED UNDER MAINE
DOT BRIDGE PROJECT)

STA. 107+75.00
LIMIT OF WORK (LT.)

STA. 107+73.56
24.03' LT.
EXIST. UTIL POLE #101/25/50
(REMOVED UNDER MAINE
DOT BRIDGE PROJECT)

7.0'
23.4'
21.4'

SEE I-95 EXIT 185 SB OFF RAMP
CROSS SECTIONS

REMOVE EXISTING PAVEMENT,
LOAM AND SEED

1.5%
VARIES

-3.3%
-1.9%
-1.4%
-1.7%
4.8%

GAS MAIN DEPTH UNK
GAS MAIN DEPTH UNK
UG ELEC DEPTH UNK
SEWER MAIN DEPTH UNK
UG TELE DEPTH UNK
UG TELE DEPTH UNK
WATER MAIN DEPTH UNK
UG ELEC DEPTH UNK

MH3
STA. 107+53.16
58.46 LT.
EXIST. CB
(SEE I-95 SOUTHBOUND
OFF RAMP CROSS SECTIONS)

CBII
STA. 107+65.30
22.50 LT.
EXIST. CB
(ADJUST CB TO GRADE)
RIM ELEV. = 132.80
INV. OUT (EXIST. 15") = 127.25±

STA. 107+41.09
43.32 RT.
EXIST. DMH

STA. 107+33.90, 47.48' LT.
PROP. UTIL. POLE
(INSTALLED UNDER MAINE
DOT BRIDGE PROJECT)

STA. 107+25 TO STA. 109+75,
PEDESTRIAN AND LIGHTING IMPROVEMENTS UNDER BRIDGE
TO BE COMPLETED BY MAINE DOT BRIDGE PROJECT WIN 022127.6.01

107+50.00

STA. 107+25.00
LIMIT OF WORK (RT.)
PROJECT MATCH LINE WITH MAINE DOT
BRIDGE PROJECT WIN 022276.01

25.0'
35.4'
5.3'
33.0'
45.0'

SEE I-95 EXIT 185 SB
OFF RAMP CROSS SECTIONS

-2.3%
-3.0%
-3.4%
-2.2%
-1.5%
-2.0%

132.25

STA. 106+97.09
47.88 RT.
EXIST. LIGHT POLE 48/17
(REMOVE EXISTING LIGHT POLE, RUN
NEW #8 WIRES FROM EXISTING
LIGHTING CONTROLLER CABINET TO THE
LIGHT POLE AT THE TOP OF THE I-95
SOUTHBOUND ON-RAMP SEE GENERAL
NOTES FOR ADDITIONAL INFORMATION)

CB8
STA. 106+88.39
46.10 LT.
EXIST. CB
(SEE I-95 SOUTHBOUND
OFF RAMP CROSS SECTIONS)

CB9
STA. 107+06.10, 33.88' RT.
INSTALL CB TYPE A1-C
RIM ELEV. = 131.60
INV. IN (24" UD "C") = 122.05 (FROM MAINEDOT BRIDGE PROJECT)
INV. OUT (24" UD "C") = 122.05

24" UD

107+00.00

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

	BY	DATE
PROJ. MANAGER	D. LORING	
DESIGN-DETAILED	M. RICHARD	05\23
CHECKED-REVIEWED	J. WAGNERMACH	M. CUNDIFF 05\23
DESIGN2-DETAILED2	-	D. ETTINGER -
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

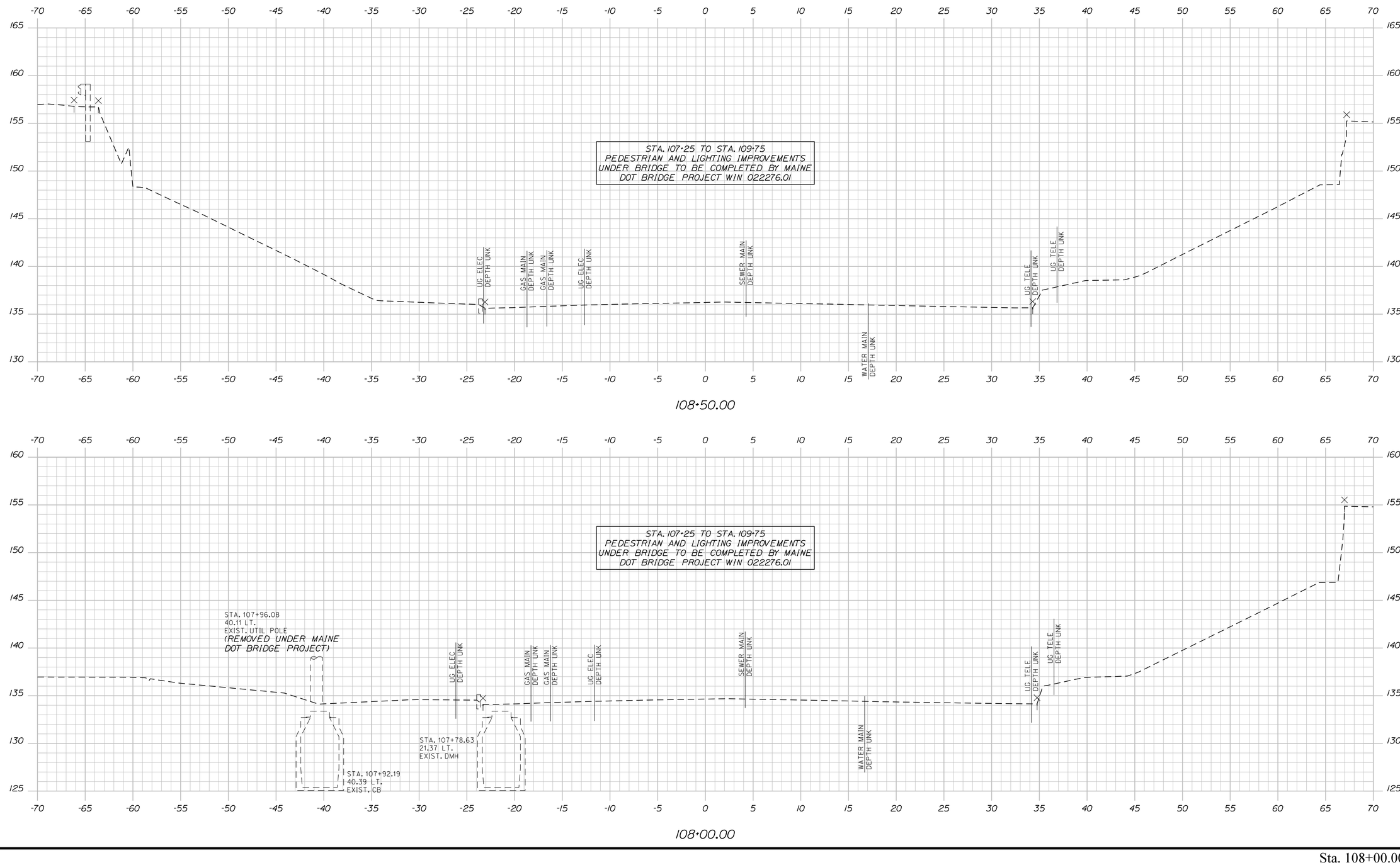
BANGOR
BROADWAY (ROUTE 15)

BROADWAY (ROUTE 15)
CROSS SECTIONS

SHEET NUMBER
32
OF 54

Sta. 107+00.00 to Sta. 107+50.00

Username: Mike.Cundiff Date:5/1/2023
Filename: ...\Z - CAD\00\Highway\Xsect.dgn Division: HIGHWAY
U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\Xsect.dgn



CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

PROJ. MANAGER	D. LORING		
DESIGN-DETAILED	M. RICHARD	BY	DATE
CHECKED-REVIEWED	J. WINCHENBACH	M. CUNDIFF	05\23
DESIGN2-DETAILED2	-	D. ETTINGER	05\23
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

BANGOR
BROADWAY (ROUTE 15)

BROADWAY (ROUTE 15)
CROSS SECTIONS

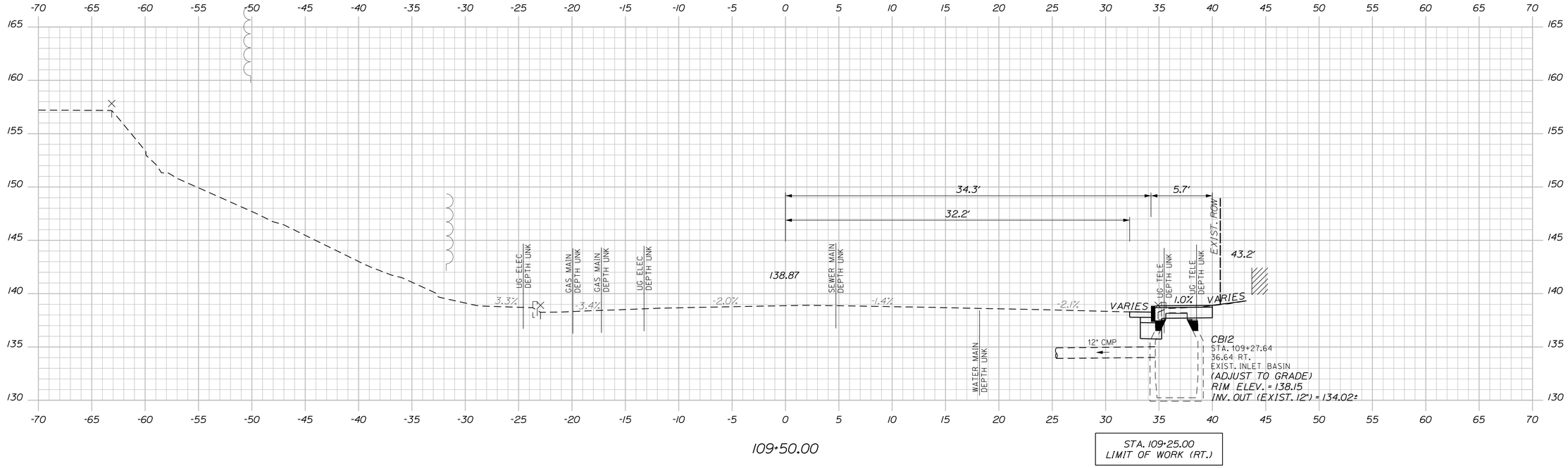
SHEET NUMBER

33

OF 54

Sta. 108+00.00 to Sta. 108+50.00

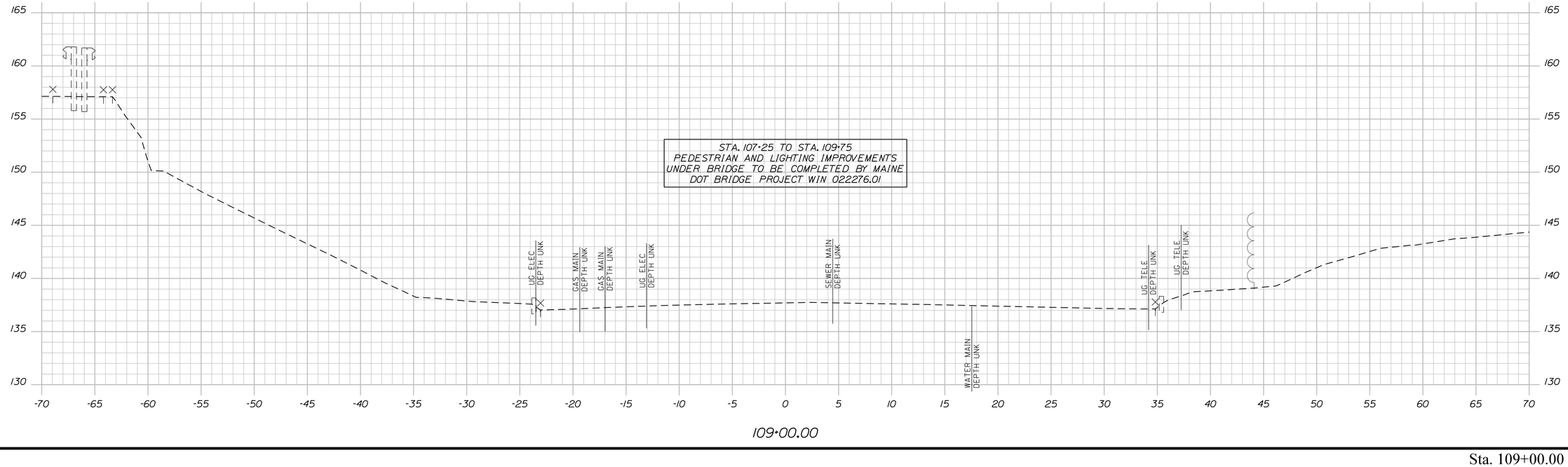
STA. 109+75.00
LIMIT OF WORK (LT.)
PROJECT MATCH LINE WITH MAINE DOT
BRIDGE PROJECT WIN 022276.01



109+50.00

STA. 109+25.00
LIMIT OF WORK (RT.)

STA. 107+25 TO STA. 109+75
PEDESTRIAN AND LIGHTING IMPROVEMENTS
UNDER BRIDGE TO BE COMPLETED BY MAINE
DOT BRIDGE PROJECT WIN 022276.01



109+00.00

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

		BY	DATE
PROJ. MANAGER	D. LORING		
DESIGN-DETAILED	M. RICHARD	M. CUNDIFF	05\23
CHECKED-REVIEWED	J. WAGNER	D. ETTINGER	05\23
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

BANGOR
BROADWAY (ROUTE 15)

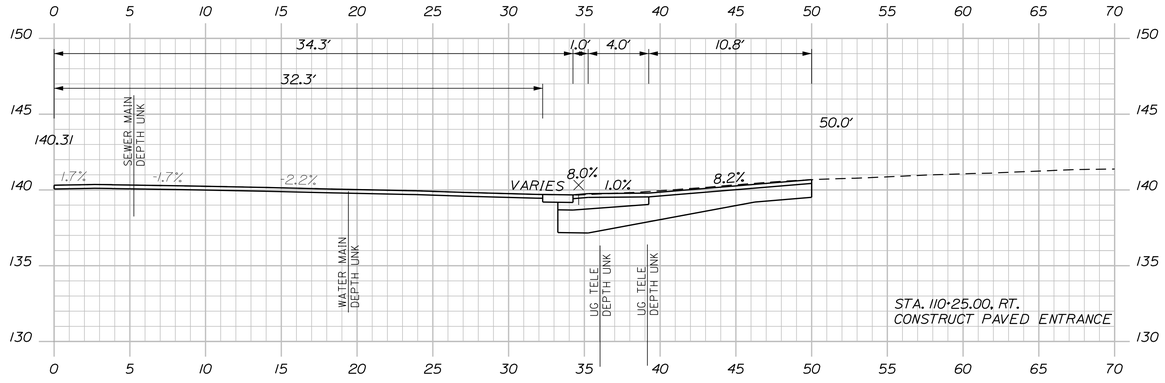
BROADWAY (ROUTE 15)
CROSS SECTIONS

SHEET NUMBER
34
OF 54

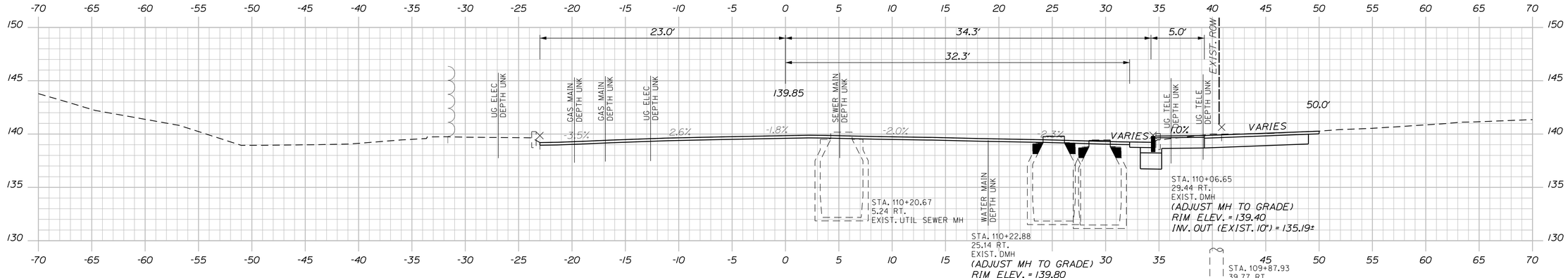
Sta. 109+00.00 to Sta. 109+50.00

Filename: ...\Z - CAD\00\Highway\Xsect.dgn Division: HIGHWAY Username: Mike.Cundiff Date:5/1/2023

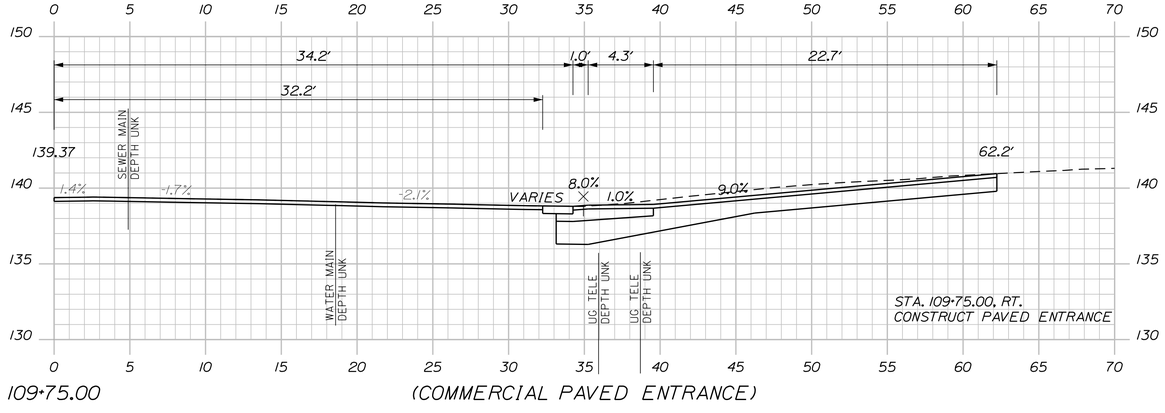
U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\Xsect.dgn



110+25.00 (COMMERCIAL PAVED ENTRANCE)



110+00.00



109+75.00 (COMMERCIAL PAVED ENTRANCE)

Sta. 109+75.00 to Sta. 110+25.00

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

PRO.: MANAGER	BY	DATE
DESIGN-DETAILED	D. LORING	-
CHECKED-REVIEWED	M. RICHARD	05\23
DESIGN2-DETAILED2	M. CUNDIFF	05\23
DESIGN3-DETAILED3	J. WINCHENBACH	-
REVISIONS 1	D. ETTINGER	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

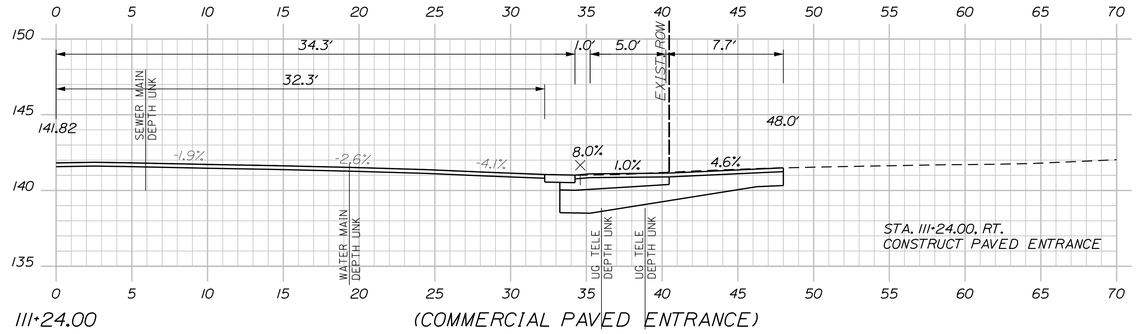
DATE

BANGOR
BROADWAY (ROUTE 15)
CROSS SECTIONS

SHEET NUMBER
35
OF 54

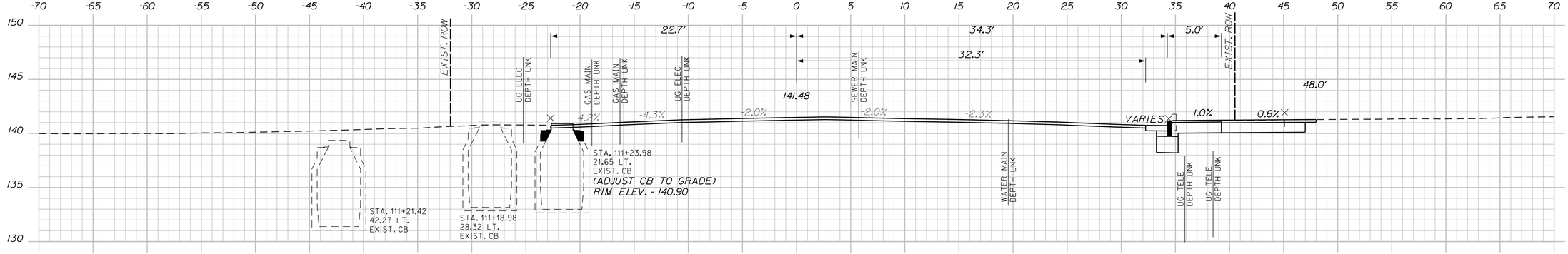
Filename: ...\Z - CAD\00\Highway\Xsect.dgn Division: HIGHWAY Username: Mike.Cundiff Date:5/1/2023

U:\3938_Bangor_Broadway_Phase II\Z - CAD\00\Highway\Xsect.dgn



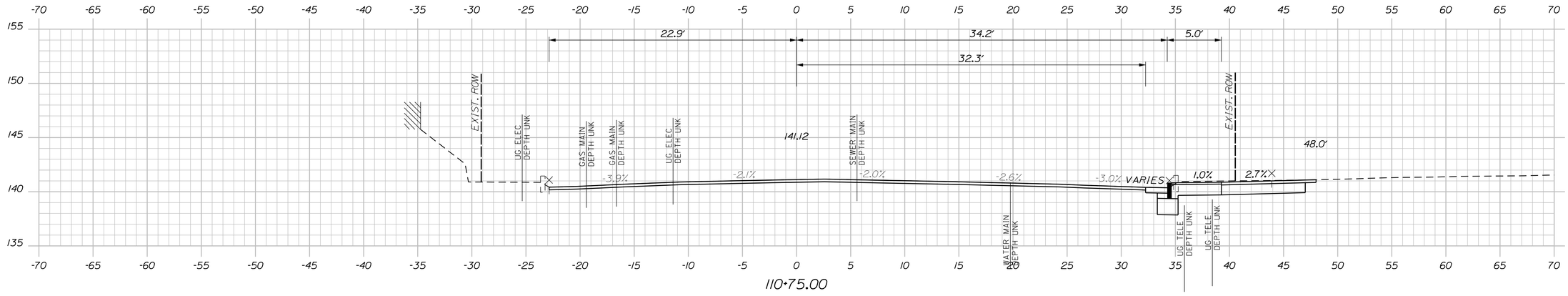
111+24.00

(COMMERCIAL PAVED ENTRANCE)

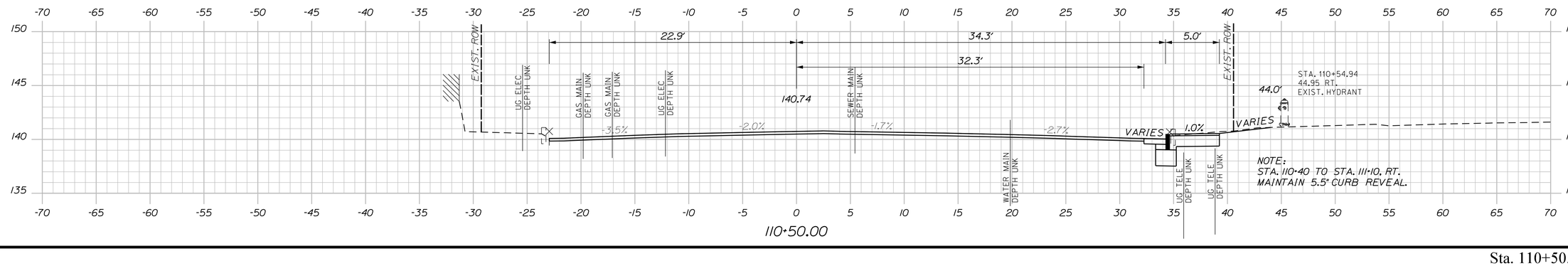


111+00.00

NOTE:
STA. 110+85 TO STA. 111+10, RT.
MAINTAIN 6" CURB REVEAL.



110+75.00



110+50.00

NOTE:
STA. 110+40 TO STA. 111+10, RT.
MAINTAIN 5.5" CURB REVEAL.

Sta. 110+50.00 to Sta. 111+24.00

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

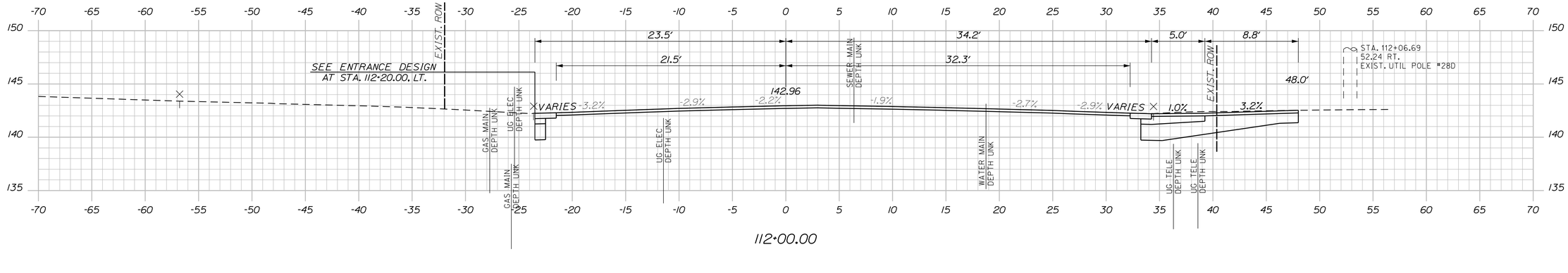
PROJ. MANAGER	D. LORING			
DESIGN-DETAILED	M. RICHARD	M. CUNDIFF	05\23	SIGNATURE
CHECKED-REVIEWED	J. WINCHENBACH	D. ETTINGER	05\23	
DESIGN2-DETAILED2	-	-	-	P.E. NUMBER
DESIGN3-DETAILED3	-	-	-	
REVISIONS 1	-	-	-	
REVISIONS 2	-	-	-	DATE
REVISIONS 3	-	-	-	
REVISIONS 4	-	-	-	
FIELD CHANGES	-	-	-	

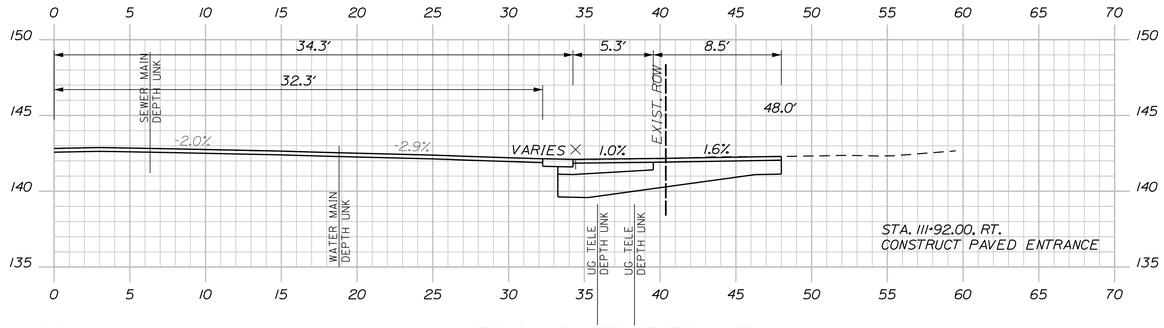
BANGOR
BROADWAY (ROUTE 15)

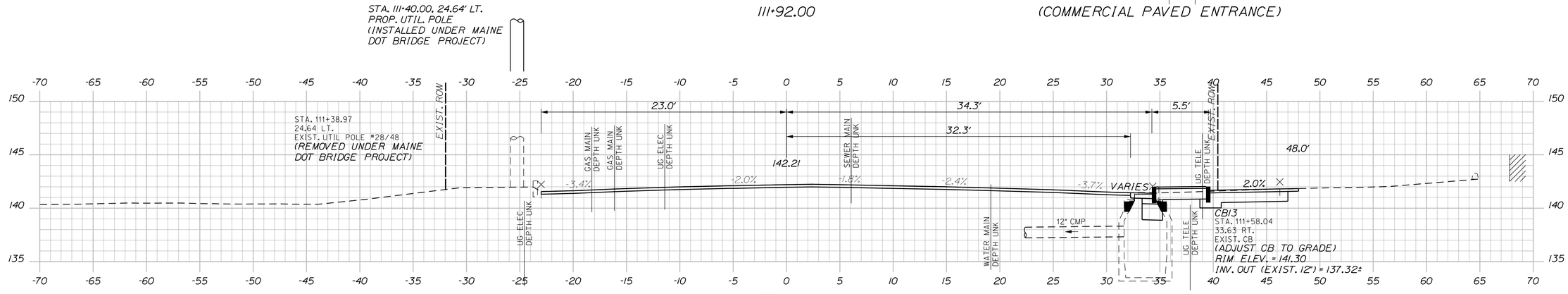
BROADWAY (ROUTE 15)
CROSS SECTIONS

SHEET NUMBER
36
OF 54

Username: Mike.Cundiff Date:5/1/2023
Division: HIGHWAY
Filename: ...\Z - CAD\00\Highway\Xsect.dgn
U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\Xsect.dgn







NOTE:
STA. 111+41 TO STA. 111+66, RT.
CURB REVEAL (BACKCURB) SHALL VARY TO ACHIEVE AN ADA COMPLIANT SIDEWALK

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

PROJ. MANAGER	D. LORING		
DESIGN-DETAILED	M. RICHARD	BY	M. CUNDIFF
CHECKED-REVIEWED	J. WINDENBACH	BY	D. ETTINGER
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES		DATE	05\23
		DATE	05\23
		SIGNATURE	
		P.E. NUMBER	
		DATE	

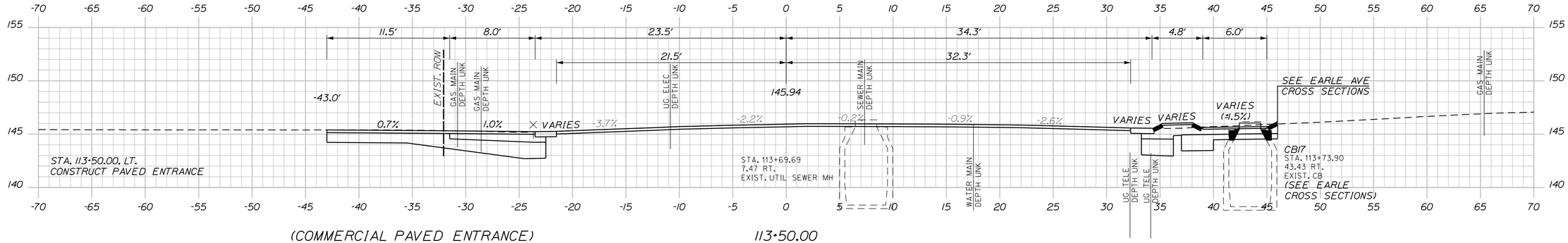
BANGOR
BROADWAY (ROUTE 15)

BROADWAY (ROUTE 15)
CROSS SECTIONS

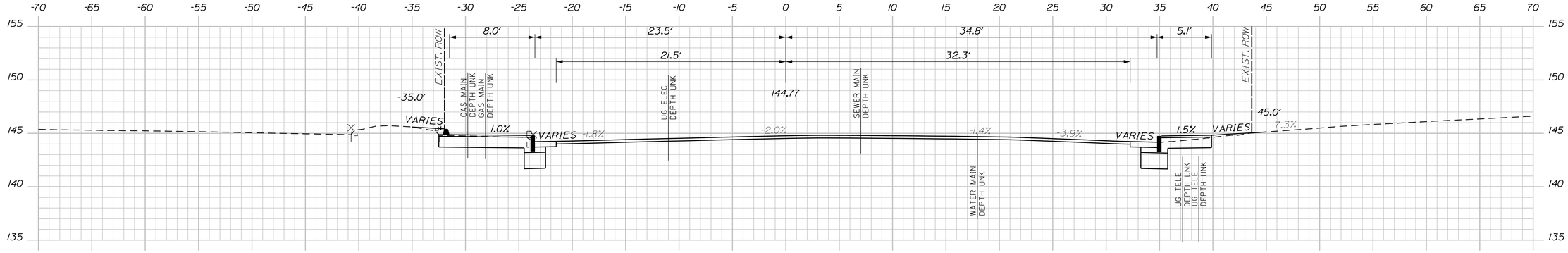
SHEET NUMBER
37
OF 54

Sta. 111+50.00 to Sta. 112+00.00

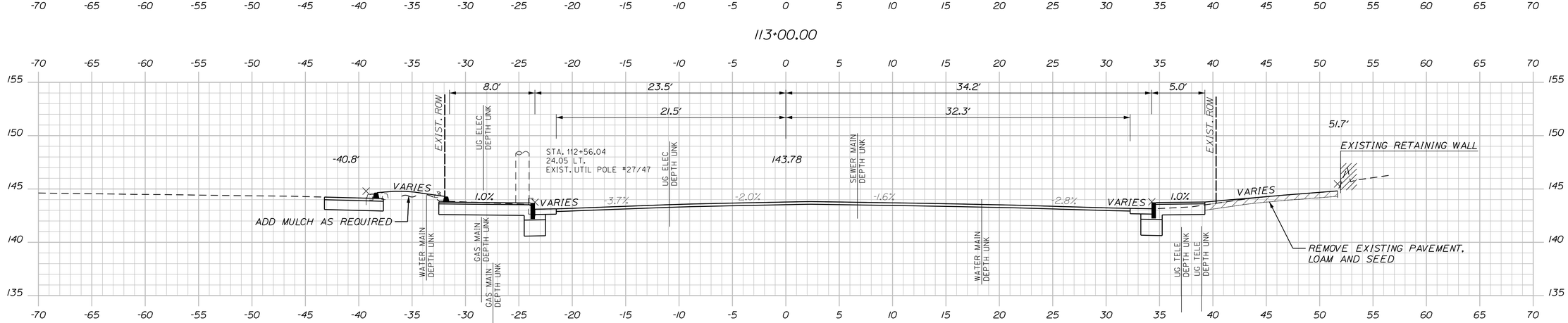
Filename: ...\Z - CAD\00\Highway\Xsect.dgn Username: Mike.Cundiff Division: HIGHWAY Date:5/1/2023
U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\Xsect.dgn



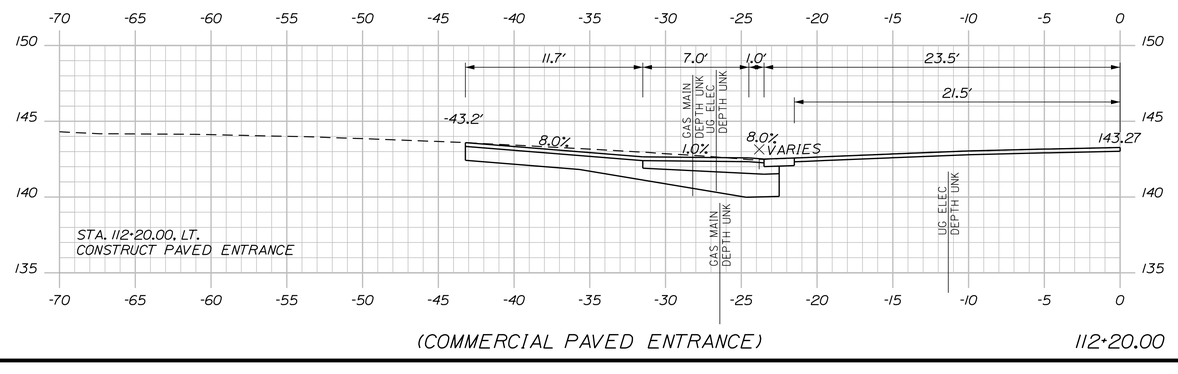
(COMMERCIAL PAVED ENTRANCE) 113+50.00



113+00.00



112+50.00



(COMMERCIAL PAVED ENTRANCE) 112+20.00

Sta. 112+20.00 to Sta. 113+50.00

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

PROJ. MANAGER	D. LORING	BY	DATE
DESIGN-DETAILED	M. RICHARD	M. CUNDIFF	05\23
CHECKED-REVIEWED	M. WINCHENBACH	D. ETTINGER	05\23
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

BANGOR
BROADWAY (ROUTE 15)

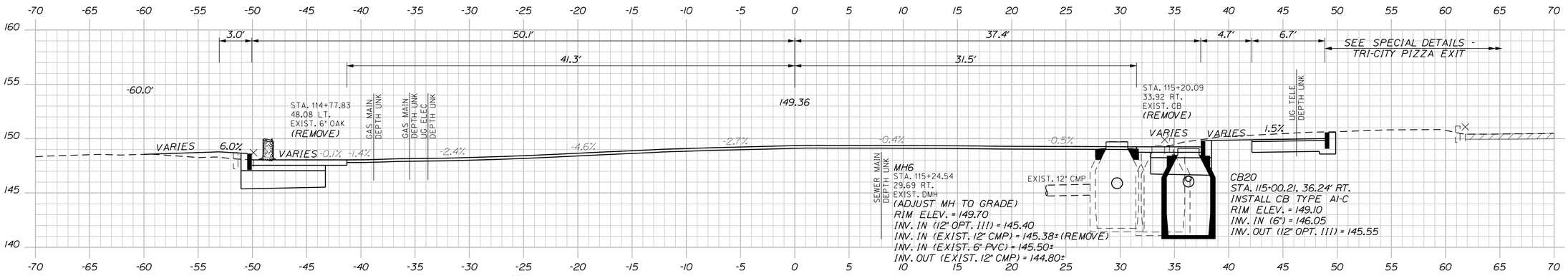
BROADWAY (ROUTE 15)
CROSS SECTIONS

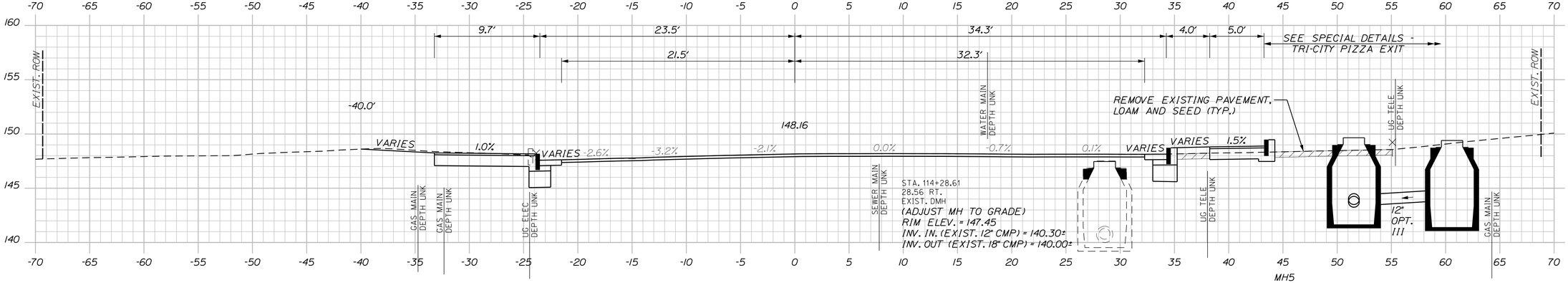
SHEET NUMBER
38
OF 54

Username: Mike.Cundiff Date:5/1/2023
Division: HIGHWAY
Filename: ...\Z - CAD\00\Highway\Xsect.dgn
U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\Xsect.dgn

STA. 115+47.60 BROADWAY (ROUTE 15) CONSTRUCTION ℄ =
STA. 500+00.00 CENTER STREET CONSTRUCTION ℄ =
STA. 600+00.00 I-95 EXIT 185 NB ON/OFF RAMP CONSTRUCTION ℄

CB20 TO 500+55.84, RT.
INSTALL 30.1' X 6" UD TYPE "B"





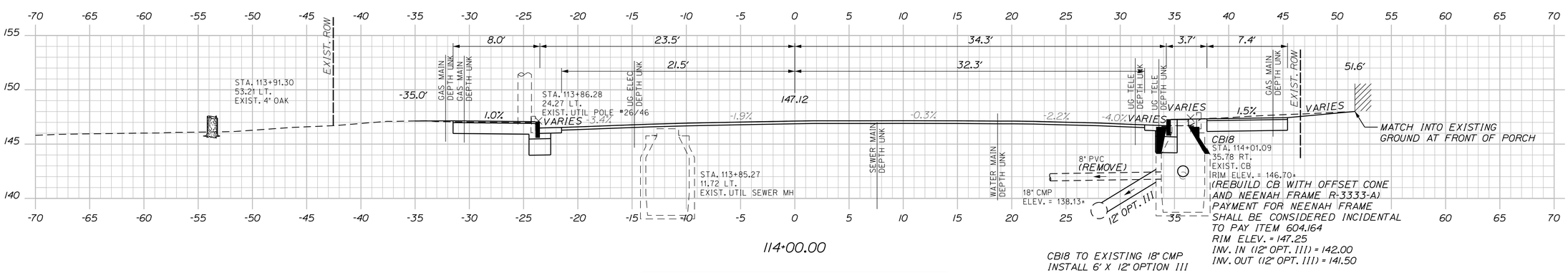
MH5
STA. 114+35.58, 51.54' RT.
INSTALL CB TYPE BI
(WITH SOLID COVER)
RIM ELEV. = (TBD IN FIELD)
INV. IN (12" OPT. III) = 143.50
INV. IN (12" OPT. III) = 143.50
INV. OUT (12" OPT. III) = 143.25

CB27
(SEE SPECIAL DETAILS - TRI-CITY PIZZA EXIT)

MH5 TO CBI9
INSTALL 6' X 12" OPTION III

CBI8 TO MH5
INSTALL 35' X 12" OPTION III

CBI9
STA. 114+31.37, 60.59' RT.
INSTALL CB TYPE BI-C
RIM ELEV. = 149.40
INV. OUT (12" OPT. III) = 143.75



CBI8 TO EXISTING 18" CMP
INSTALL 6' X 12" OPTION III

STA. 113+55.90 BROADWAY (ROUTE 15) CONSTRUCTION ℄ =
STA. 403+00.00 EARLE AVENUE CONSTRUCTION ℄

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

	BY	DATE
PROJ. MANAGER	D. LORING	
DESIGN-DETAILED	M. RICHARD	05\23
CHECKED-REVIEWED	J. WINCHENBACH	05\23
DESIGN2-DETAILED2	M. CUNDIFF	-
DESIGN3-DETAILED3	D. ETTINGER	-
REVISIONS 1		-
REVISIONS 2		-
REVISIONS 3		-
REVISIONS 4		-
FIELD CHANGES		-

SIGNATURE

P.E. NUMBER

DATE

BANGOR
BROADWAY (ROUTE 15)
BROADWAY (ROUTE 15)
CROSS SECTIONS

SHEET NUMBER
39
OF 54

Sta. 114+00.00 to Sta. 115+00.00

Division: HIGHWAY Username: Mike.Cundiff Date:5/1/2023
Filename: ...\Z - CAD\00\Highway\Xsect.dgn
U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\Xsect.dgn

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

PROJ. MANAGER	D. LORING			
DESIGN-DETAILED	M. RICHARD	M. CUNDIFF	05\23	SIGNATURE
CHECKED-REVIEWED	J. WINCHENBACH	D. ETTINGER	05\23	
DESIGN2-DETAILED2	-	-	-	P.E. NUMBER
DESIGN3-DETAILED3	-	-	-	
REVISIONS 1	-	-	-	DATE
REVISIONS 2	-	-	-	
REVISIONS 3	-	-	-	
REVISIONS 4	-	-	-	
FIELD CHANGES	-	-	-	

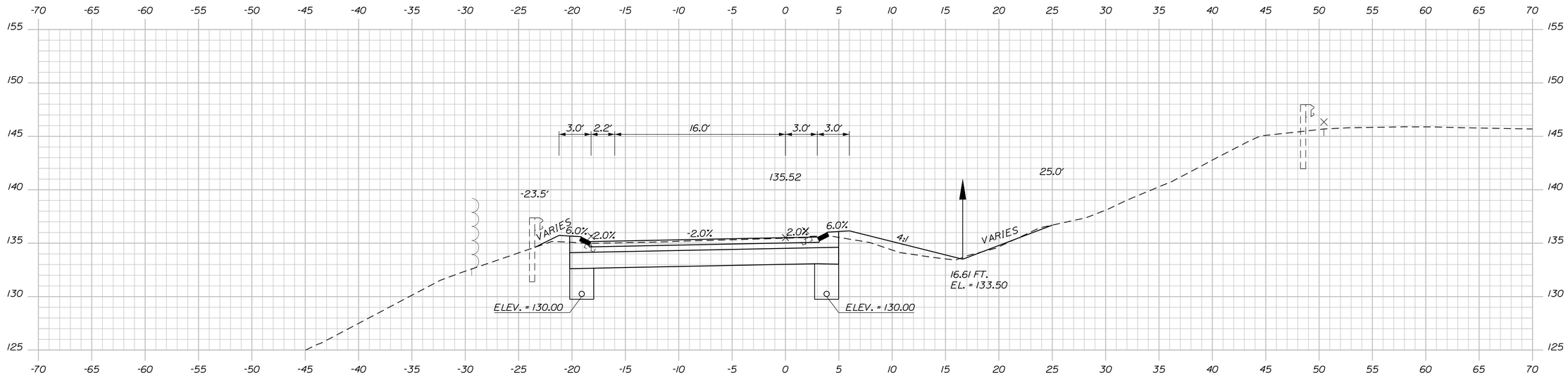
BANGOR
BROADWAY (ROUTE 15)
CROSS SECTIONS

SHEET NUMBER
40
OF 54

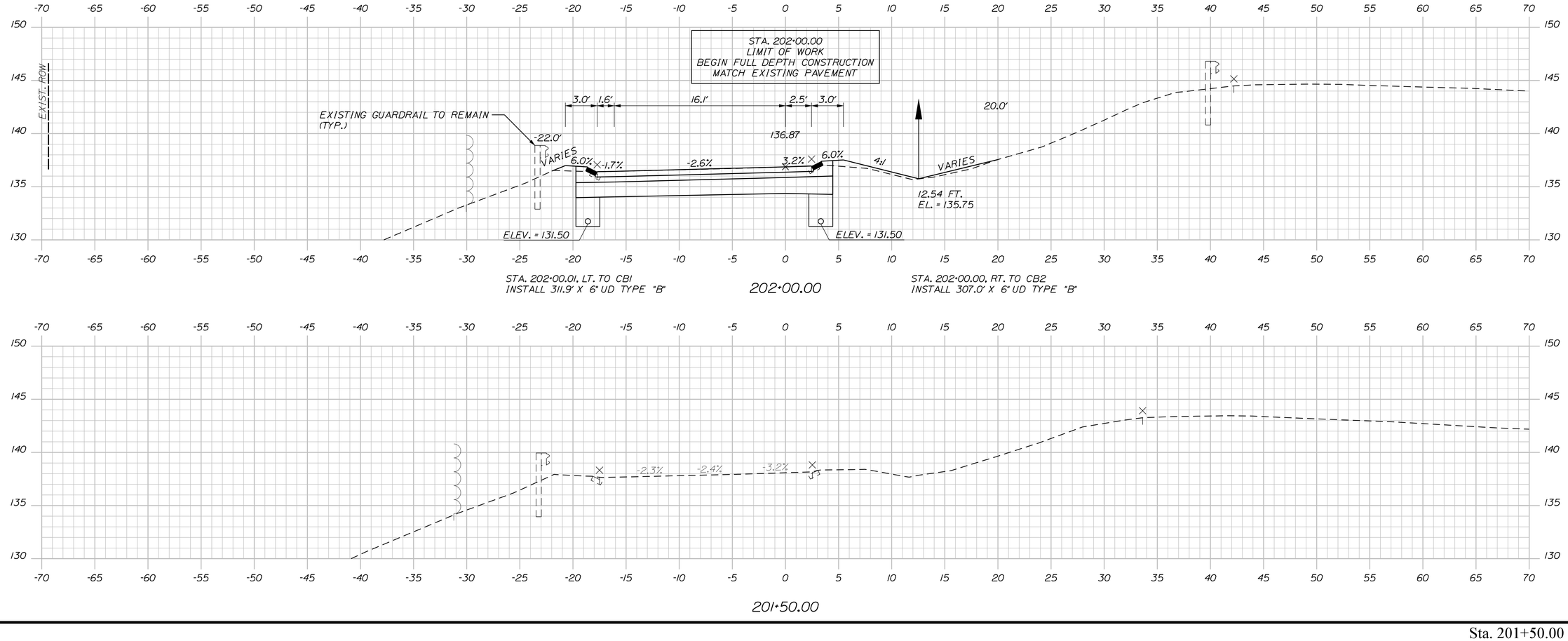
Sta. 115+50.00 to Sta. 116+50.00

Filename: ...\Z - CAD\00\Highway\Xsect.dgn Division: HIGHWAY Username: Mike.Cundiff Date:5/1/2023

U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\Xsect.dgn



202+50.00



202+00.00

201+50.00

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

PROJ. MANAGER	D. LORING			
DESIGN-DETAILED	M. RICHARD	M. CUNDIFF	05\23	SIGNATURE
CHECKED-REVIEWED	I. WINDERMERE	D. ETTINGER	05\23	
DESIGN2-DETAILED2	-	-	-	P.E. NUMBER
DESIGN3-DETAILED3	-	-	-	
REVISIONS 1	-	-	-	
REVISIONS 2	-	-	-	
REVISIONS 3	-	-	-	DATE
REVISIONS 4	-	-	-	
FIELD CHANGES	-	-	-	

BANGOR
BROADWAY (ROUTE 15)

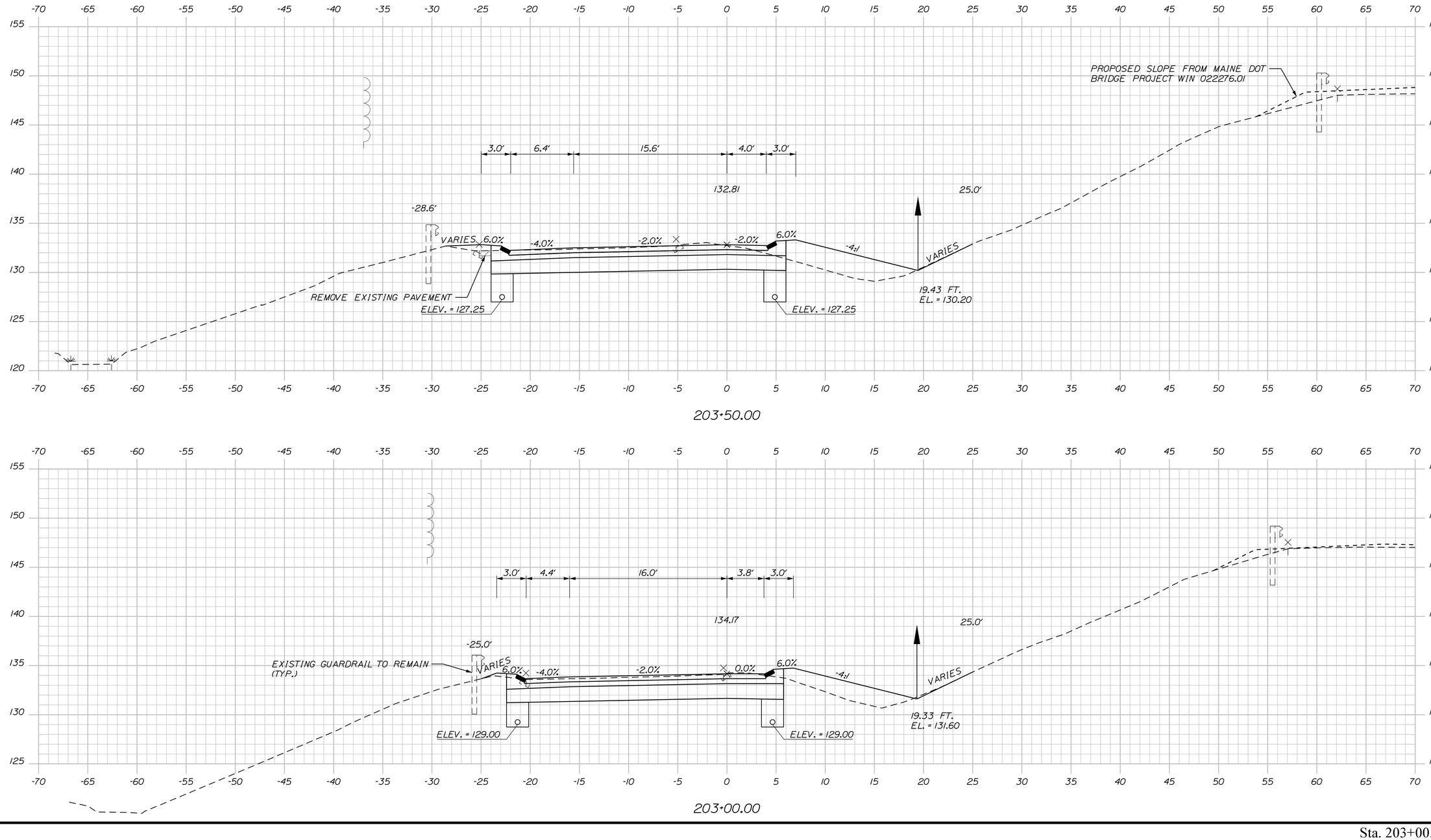
I-95 SB ON RAMP
CROSS SECTIONS

SHEET NUMBER
41
OF 54

Sta. 201+50.00 to Sta. 202+50.00

Filename: ...\Z - CAD\00\Highway\Xsect.dgn Division: HIGHWAY Username: Mike.Cundiff Date:5/1/2023
U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\Xsect.dgn

Filename: ...\Z - CAD\00\Highway\Xsect.dgn Division: HIGHWAY Username: Mike.Cundiff Date:5/1/2023
U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\Xsect.dgn



CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN 21663.00

PROJ. MANAGER	D. LORING			
DESIGN-DETAILED	M. RICHARD	M. CUNDIFF	05\23	
CHECKED-REVIEWED	J. WINCHENBACH	D. ETTINGER	05\23	
DESIGN2-DETAILED2	-	-	-	
DESIGN3-DETAILED3	-	-	-	
REVISIONS 1	-	-	-	
REVISIONS 2	-	-	-	
REVISIONS 3	-	-	-	
REVISIONS 4	-	-	-	
FIELD CHANGES	-	-	-	

SIGNATURE

P.E. NUMBER

DATE

BANGOR
BROADWAY (ROUTE 15)

I-95 SB ON RAMP
CROSS SECTIONS

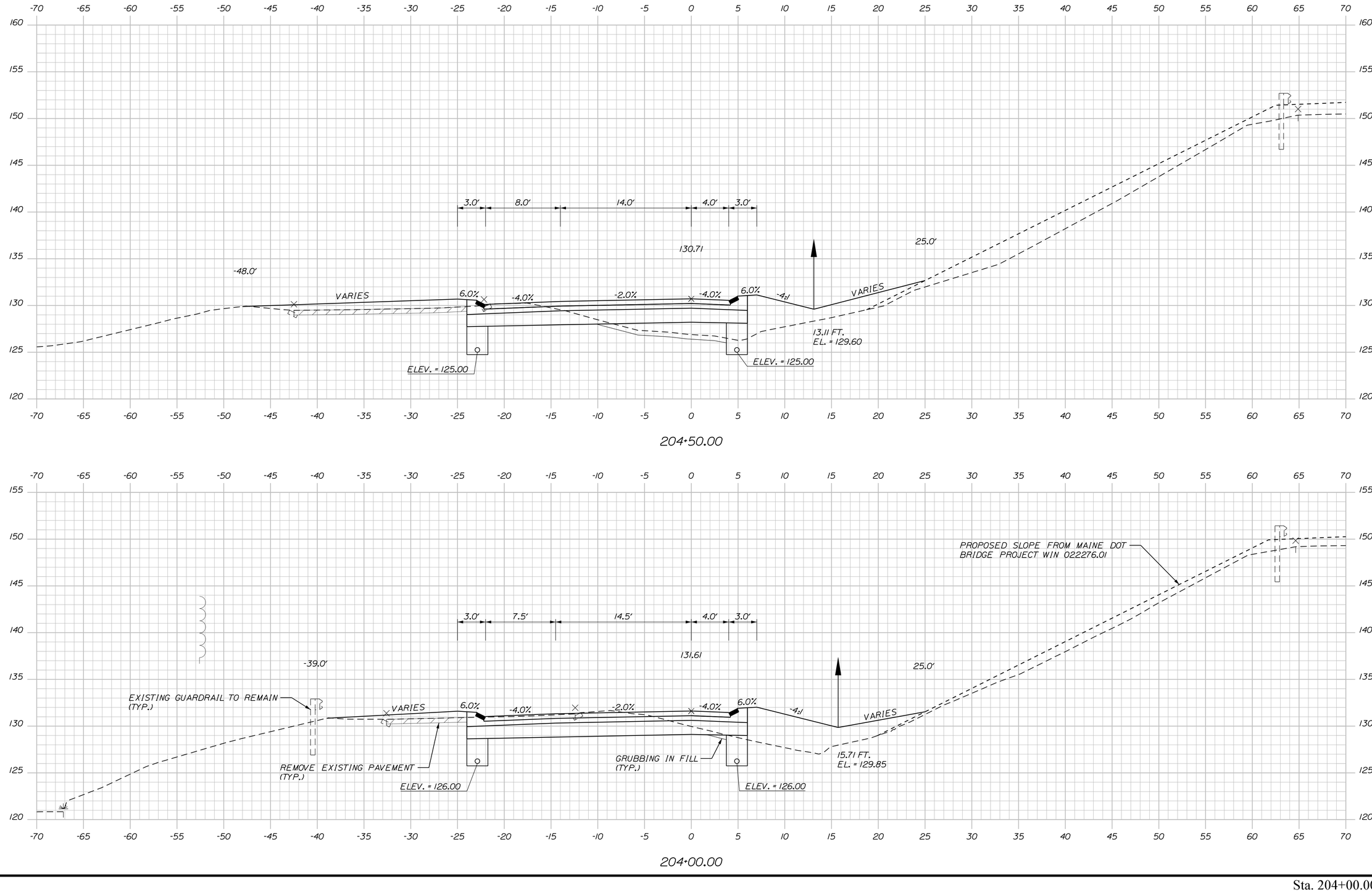
SHEET NUMBER

42

OF 54

Sta. 203+00.00 to Sta. 203+50.00

Filename: ...\Z - CAD\00\Highway\Xsect.dgn Division: HIGHWAY Username: Mike.Cundiff Date:5/1/2023
U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\Xsect.dgn



CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

	BY	DATE
PROJ. MANAGER	D. LORING	
DESIGN-DETAILED	M. RICHARD	05\23
CHECKED-REVIEWED	J. WINCHENBACH	05\23
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	M. CUNDIFF	-
REVISIONS 2	D. ETTINGER	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

BANGOR
BROADWAY (ROUTE 15)

I-95 SB ON RAMP
CROSS SECTIONS

SHEET NUMBER

43

OF 54

Sta. 204+00.00 to Sta. 204+50.00

CB5 TO CB9
INSTALL 78' X 24" UD TYPE "C"

3.0' 8.4' 20.2' 4.0' 3.0'

APPROXIMATE LOCATION OF PROPOSED SPAN WIRE POLE FOR TEMPORARY SIGNAL (SEE MAINEDOT BRIDGE PROJECT FOR ADDITIONAL INFORMATION)

130.46

-93.0'

VARIES

+6.0% VARIES -2.0% -4.0% 6.0% VARIES VARIES

20.0'

10.00 FT.
EL. = 130.25

CB5
STA. 205+46.57, 2.87' RT.
INSTALL CB TYPE BI-C
(11' DEPTH)
RIM ELEV. = 130.25
INV. IN (24" UD "C") = 121.70±
INV. OUT (24" UD "C") = 121.65

24" CMP
(REMOVE)

ELEV. = 124.35

205+50.00

CB4
STA. 205+46.00, 26.31' LT.
INSTALL CB TYPE BI-C
RIM ELEV. = 129.70
INV. IN (12" UD "C") = 124.25
INV. OUT (12" UD "C") = 124.00

-50.00
ELEV. = 121.75

3.0' 8.0' 14.0' 4.0' 3.0'

CB1 TO CB4
INSTALL 31' X 12" UD TYPE "C"

130.26

CB2 TO CB5
INSTALL 33' X 24" UD TYPE "C"

MH1
STA. 205+02.47
54.38 LT.
EXIST. CB
(ALTER CB TO MH)
RIM ELEV. = 129.45

MH2
STA. 205+07.45
33.33 LT.
EXIST. CB
(ALTER CB TO MH)
RIM ELEV. = 130.00
INV. IN (24" RCP CLASS IV) = 120.75

CB1
STA. 205+10.00, 20.87' LT.
INSTALL CB TYPE BI-C
(11' DEPTH)
RIM ELEV. = 129.60
INV. IN (6" UD "B") = 124.00
INV. IN (12" UD "C") = 123.50
INV. IN (24" RCP CLASS IV) = 121.00
INV. OUT (24" RCP CLASS IV) = 120.85

CB2
STA. 205+10.00, 2.87' RT.
INSTALL 60" CB TYPE BI-C
(11' DEPTH)
RIM ELEV. = 130.05
INV. IN (6" UD "B") = 124.00
INV. IN (24" UD "C") = 121.30
INV. IN (15" OPT. III) = 123.65
INV. OUT (24" RCP CLASS IV) = 121.25

20.0'

-63.0'

VARIES

6.0% -4.0% -2.0% -4.0% 6.0% -4.0% VARIES

13.71 FT.
EL. = 129.25

15" OPTION III

CB3
STA. 205+10.00, 13.71' RT.
INSTALL CB TYPE F6
RIM ELEV. = 129.25
INV. OUT (15" OPT. III) = 124.25

EXIST. 24" CMP
(REMOVE)

EXIST. 24" CMP

EXIST. 24" RCP

24" RCP CLASS IV

EXIST. 24" CMP
(REMOVE)

24" RCP CLASS IV

INV. OUT= 120.46±

INV. OUT = 120.69±

INV. IN = 120.62±

STA. 205+12.82
10.83 LT.
EXIST. CB
(REMOVE)

205+10.00 (LOW POINT)

CB1 TO MH2
INSTALL 12' X 24" RCP CLASS IV

CB1 TO CB2
INSTALL 20' X 24" RCP CLASS IV

CB2 TO CB3
INSTALL 8' X 15" OPT. III

PROPOSED SLOPE FROM MAINE DOT BRIDGE PROJECT WIN 022276.01

3.0' 8.0' 14.0' 4.0' 3.0'

130.28

20.0'

-61.0'

VARIES

6.0% -4.0% -2.0% -4.0% 6.0% -4.0% VARIES

12.36 FT.
EL. = 129.35

REMOVE EXISTING PAVEMENT, LOAM AND SEED (TYP.)

ELEV. = 124.30

GRUBBING IN FILL (TYP.)

205+00.00

ELEV. = 124.30

Sta. 205+00.00 to Sta. 205+50.00

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

	BY	DATE
PROJ. MANAGER	D. LORING	
DESIGN-DETAILED	M. CUNDIFF	05\23
CHECKED-REVIEWED	M. RICHARD	J. WINCHENBACH 05\23
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

BANGOR
BROADWAY (ROUTE 15)

I-95 SB ON RAMP
CROSS SECTIONS

SHEET NUMBER

44

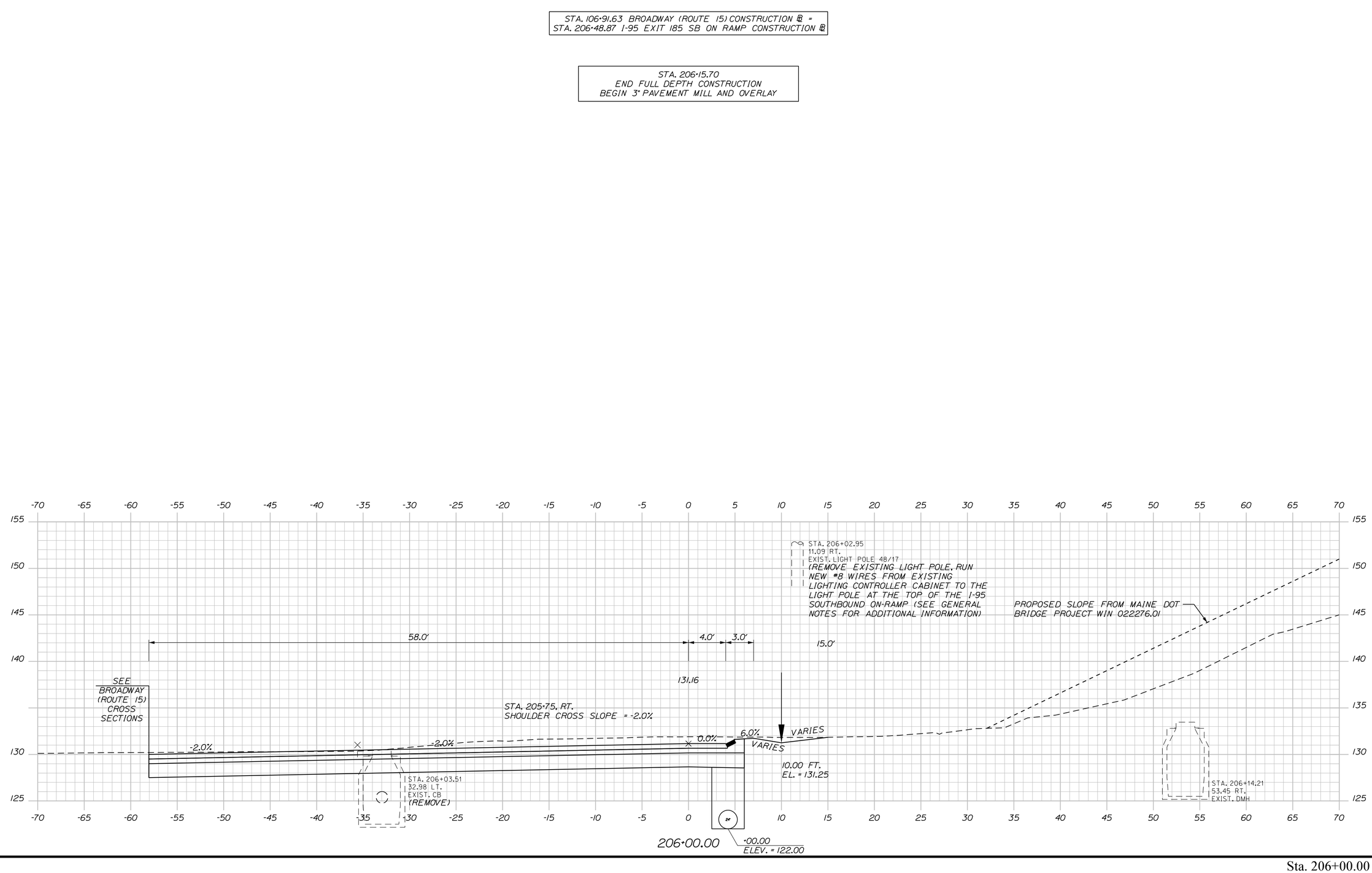
OF 54

Filename: ...\Z - CAD\00\Highway\Xsect.dgn Username: Mike.Cundiff Division: HIGHWAY Date:5/1/2023

U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\Xsect.dgn

STA. 106+91.63 BROADWAY (ROUTE 15) CONSTRUCTION ℄ =
STA. 206+48.87 I-95 EXIT 185 SB ON RAMP CONSTRUCTION ℄

STA. 206+15.70
END FULL DEPTH CONSTRUCTION
BEGIN 3" PAVEMENT MILL AND OVERLAY



CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

PROJ. MANAGER	D. LORING	BY	DATE
DESIGN-DETAILED	M. RICHARD	M. CUNDIFF	05\23
CHECKED-REVIEWED	J. WINCHENBACH	D. ETTINGER	05\23
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

BANGOR
BROADWAY (ROUTE 15)

I-95 SB ON RAMP
CROSS SECTIONS

SHEET NUMBER

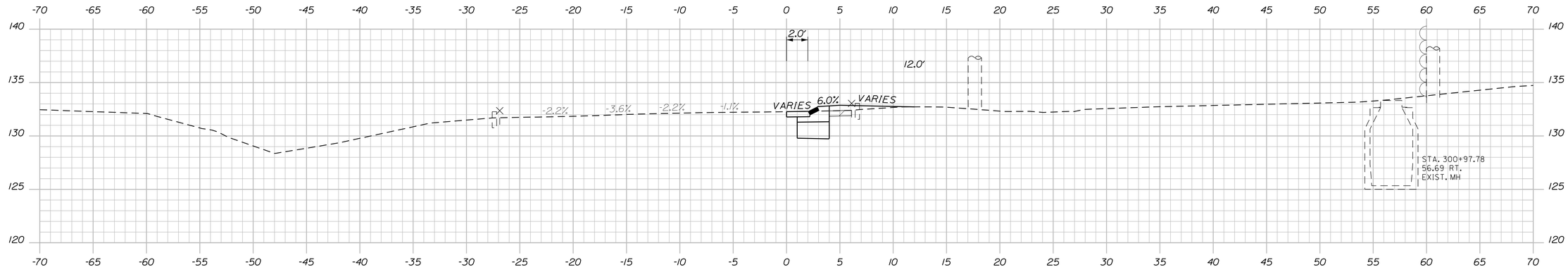
45

OF 54

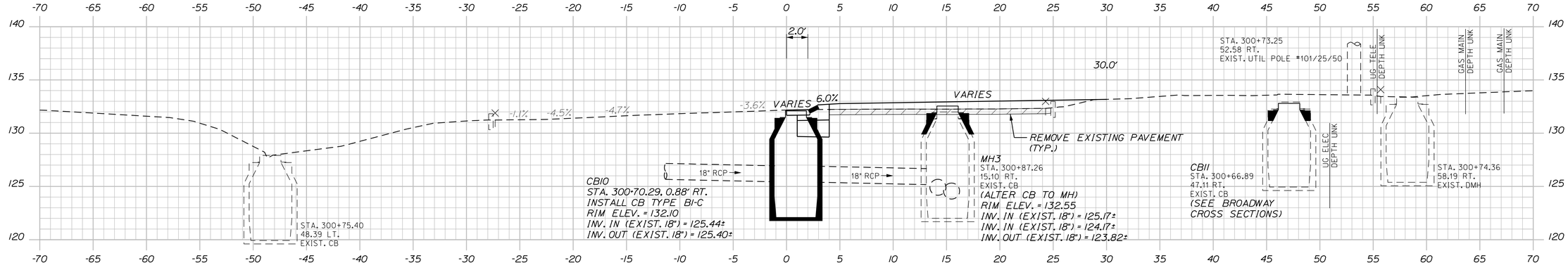
Sta. 206+00.00 to Sta. 206+00.00

Username: Mike.Cundiff Date:5/1/2023
Division: HIGHWAY
Filename: ...\Z - CAD\00\Highway\Xsect.dgn
U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\Xsect.dgn

STA. 301+17.00
LIMIT OF WORK (RT.)
MATCH EXISTING PAVEMENT

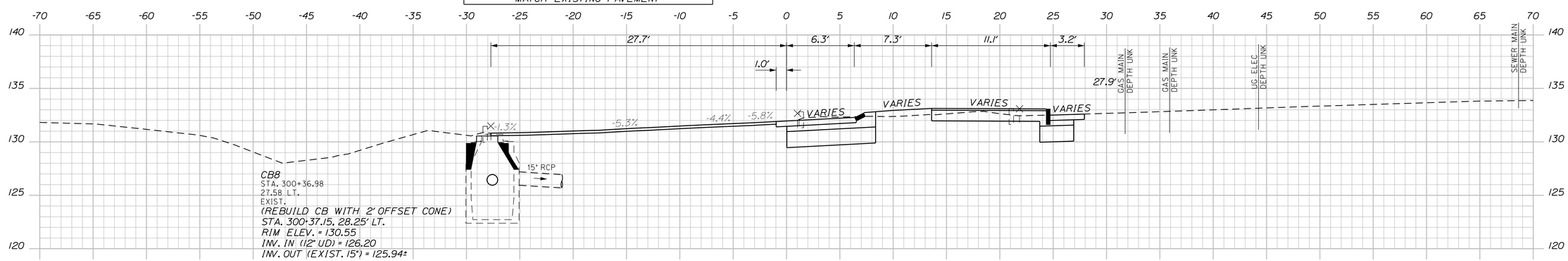


301+00.00



STA. 300+68.14
LIMIT OF WORK (LT.)
END 3" PAVEMENT MILL AND OVERLAY
MATCH EXISTING PAVEMENT

300+75.00



300+50.00

STA. 106+86.65 BROADWAY (ROUTE 15) CONSTRUCTION ℄=
STA. 300+00.00 I-95 EXIT 185 SB OFF RAMP CONSTRUCTION ℄

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

	BY	DATE
D. LORING		
M. RICHARD	M. CUNDIFF	05\23
I. WINDERBACH	D. ETTINGER	05\23
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVIEWED

SIGNATURE

P.E. NUMBER

DATE

BANGOR
BROADWAY (ROUTE 15)
I-95 SB OFF RAMP
CROSS SECTIONS

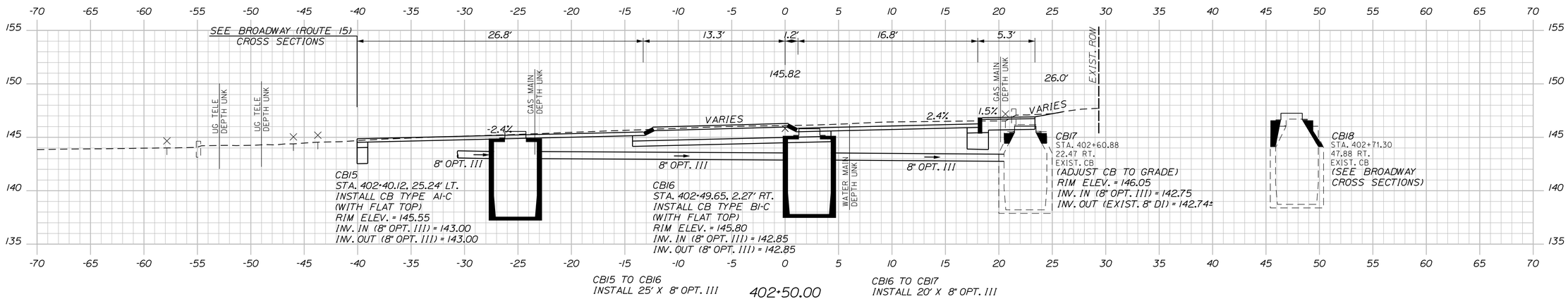
SHEET NUMBER
46
OF 54

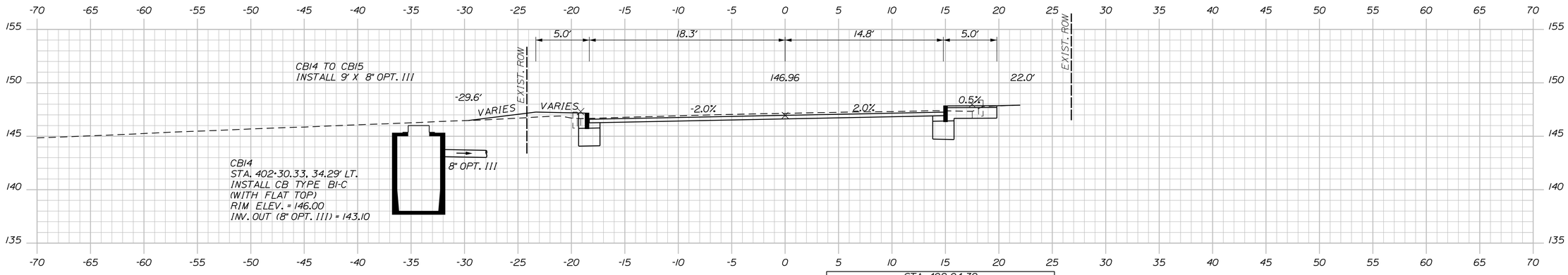
Sta. 300+50.00 to Sta. 301+00.00

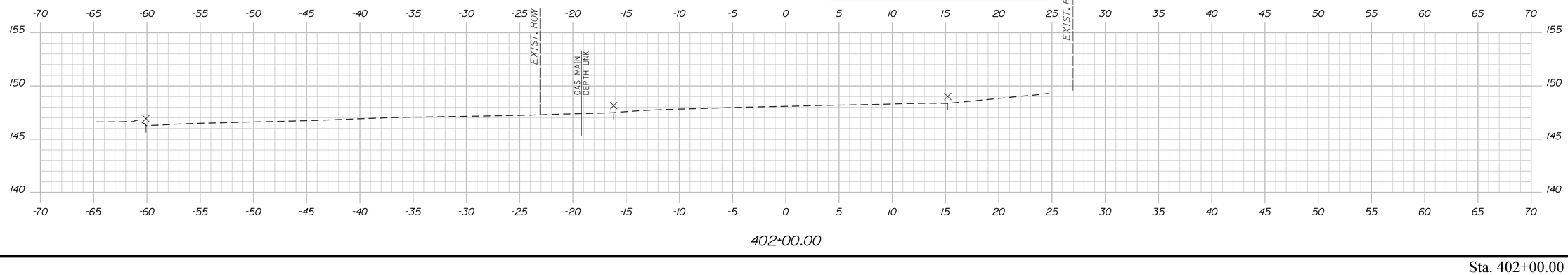
Filename: ...\Z - CAD\00\Highway\Xsect.dgn Username: Mike.Cundiff Division: HIGHWAY Date:5/1/2023
U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\Xsect.dgn

STA. 113+55.90 BROADWAY (ROUTE 15) CONSTRUCTION ℄ =
STA. 403+00.00 EARLE AVENUE CONSTRUCTION ℄

STA. 402+67.59
END PARTIAL DEPTH RECONSTRUCTION
BEGIN 3" PAVEMENT MILL AND OVERLAY







CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

	BY	DATE
PROJ. MANAGER	D. LORING	
DESIGN-DETAILED	M. RICHARD	05\23
CHECKED-REVIEWED	J. WINDENBACH	05\23
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

BANGOR
BROADWAY (ROUTE 15)
EARLE AVENUE
CROSS SECTIONS

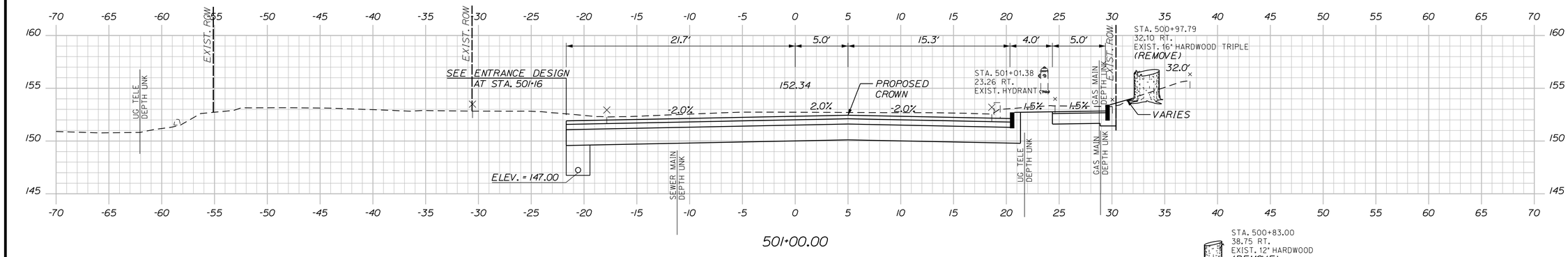
SHEET NUMBER
47
OF 54

Filename: ...\Z - CAD\00\Highway\Xsect.dgn Username: Mike.Cundiff Date:5/1/2023 Division: HIGHWAY
U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\Xsect.dgn

Sta. 402+00.00 to Sta. 402+50.00

Filename: ...\Z - CAD\00\Highway\Xsect.dgn Username: Mike.Cundiff Division: HIGHWAY Date:5/1/2023

U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\Xsect.dgn



CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

	BY	DATE
D. LORING	M. CUNDIFF	05\23
M. RICHARD	D. ETTINGER	05\23
J. WINDENBACH	-	-
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	D. LORING
DESIGN-DETAILED	M. RICHARD
CHECKED-REVIEWED	J. WINDENBACH
DESIGN2-DETAILED2	-
DESIGN3-DETAILED3	-
REVISIONS 1	-
REVISIONS 2	-
REVISIONS 3	-
REVISIONS 4	-
FIELD CHANGES	-

BANGOR
BROADWAY (ROUTE 15)

CENTER STREET
CROSS SECTIONS

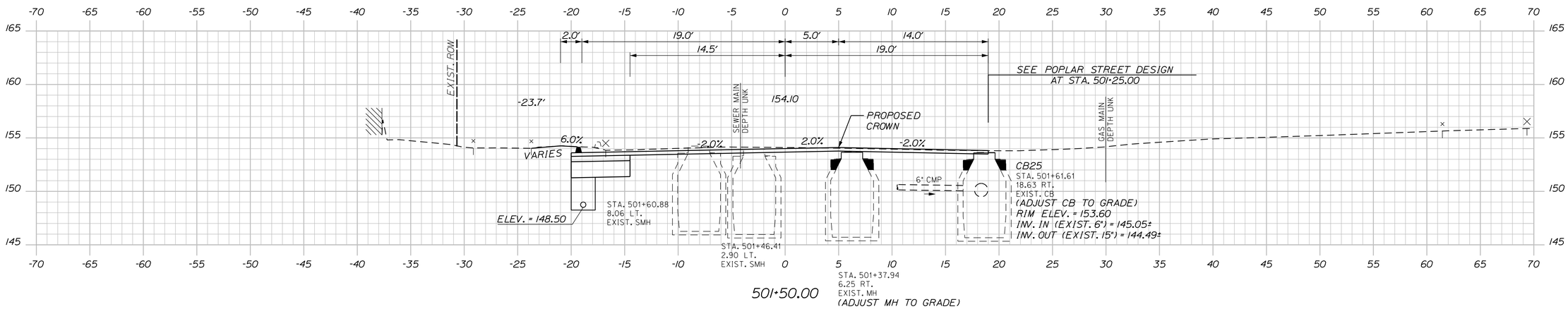
SHEET NUMBER

48

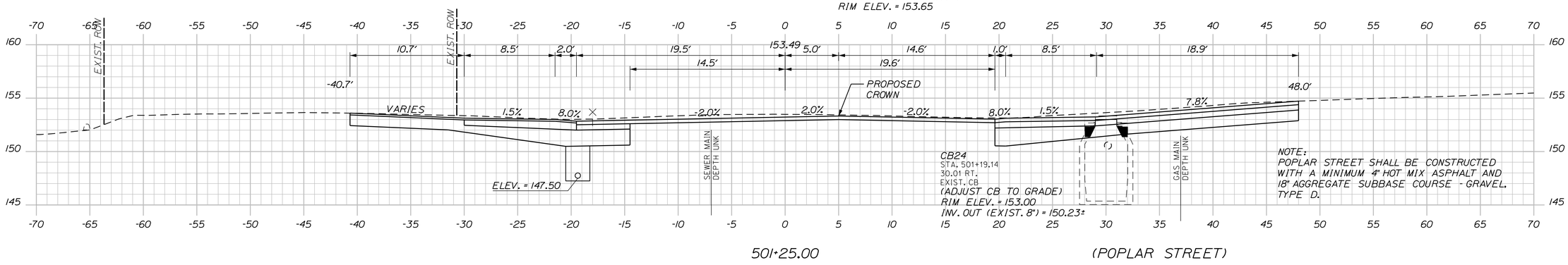
OF 54

Sta. 500+50.00 to Sta. 501+00.00

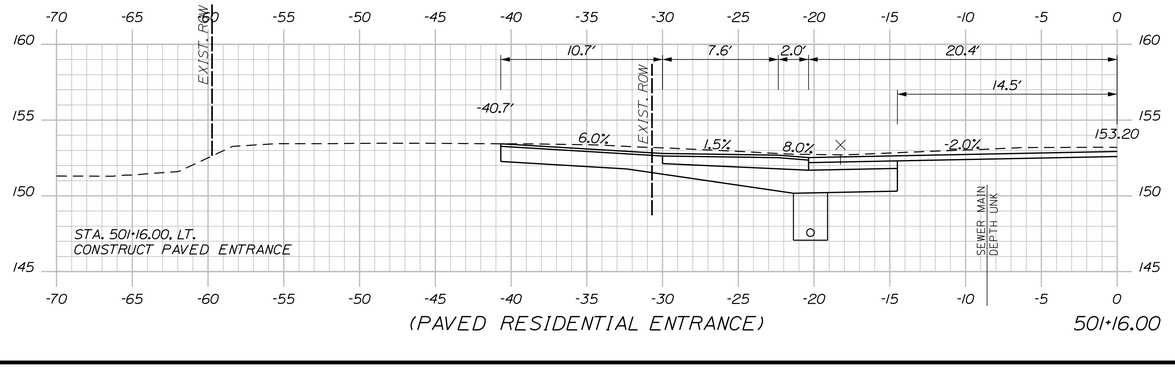
STA. 501+55.26
18.93 LT.
EXIST. 16" HARDWOOD
(REMOVE)



501+50.00



501+25.00 (POPLAR STREET)



(PAVED RESIDENTIAL ENTRANCE) 501+16.00

Sta. 501+16.00 to Sta. 501+50.00

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

		BY	DATE
PROJ. MANAGER	D. LORING		
DESIGN-DETAILED	M. RICHARD	M. CUNDIFF	05\23
CHECKED-REVIEWED	J. WINCHENBACH	D. ETTINGER	05\23
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

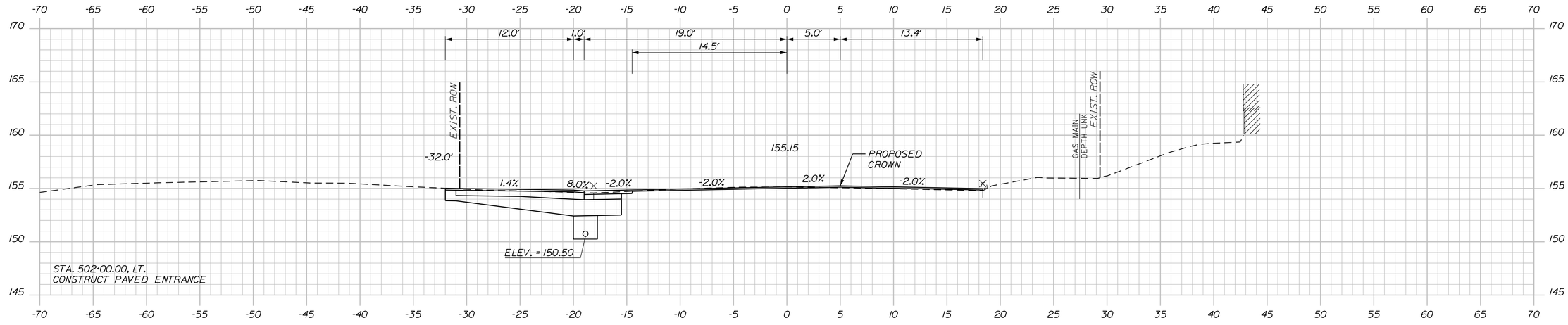
BANGOR
BROADWAY (ROUTE 15)

CENTER STREET
CROSS SECTIONS

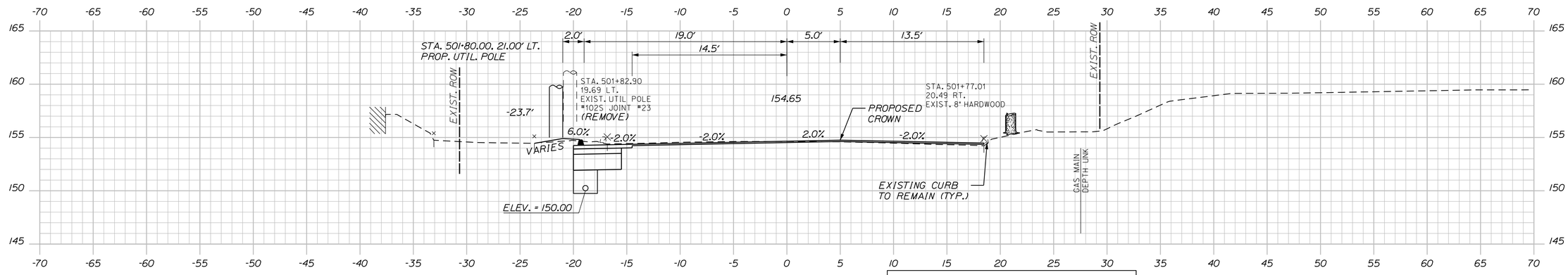
SHEET NUMBER
49
OF 54

Filename: ...\Z - CAD\00\Highway\Xsect.dgn Username: Mike.Cundiff Date:5/1/2023 Division: HIGHWAY

U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\Xsect.dgn

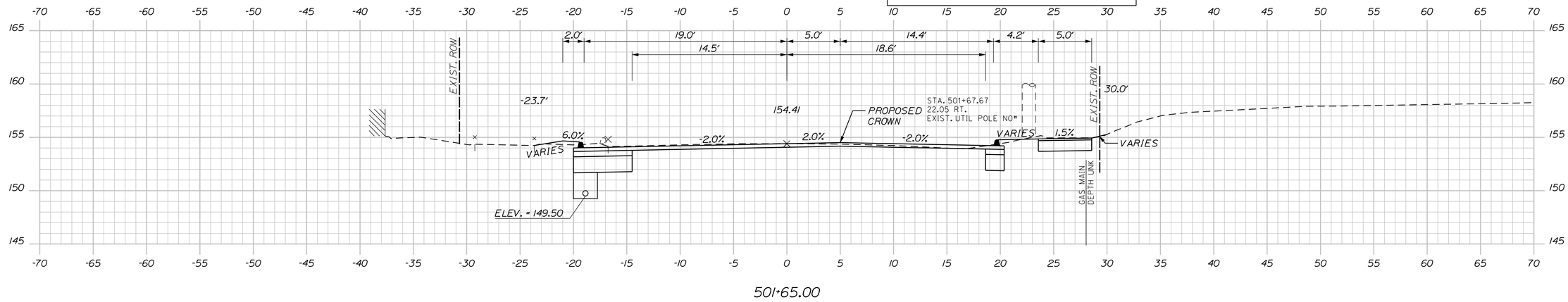


(PAVED RESIDENTIAL ENTRANCE) 502+00.00



501+75.00

STA. 501+70.32
END PARTIAL DEPTH RECONSTRUCTION
BEGIN 1½" PAVEMENT MILL AND OVERLAY
WITH VARIABLE DEPTH SHIM



501+65.00

Sta. 501+65.00 to Sta. 502+00.00

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

	BY	DATE
D. LORING		
M. RICHARD	M. CUNDIFF	05\23
CHECKED-REVIEWED	J. WINDERBACH	D. ETTINGER	05\23
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

BANGOR
BROADWAY (ROUTE 15)

CENTER STREET
CROSS SECTIONS

SHEET NUMBER

50

OF 54

Filename: ...\Z - CAD\00\Highway\Xsect.dgn Division: HIGHWAY Username: Mike.Cundiff Date:5/1/2023

U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\Xsect.dgn

CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN
21663.00

PROJ. MANAGER	D. LORING		
DESIGN-DETAILED	M. RICHARD	BY	M. CUNDIFF
CHECKED-REVIEWED	J. WINDENBACH	BY	D. ETTINGER
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

DATE 05\23
DATE 05\23
SIGNATURE
P.E. NUMBER
DATE

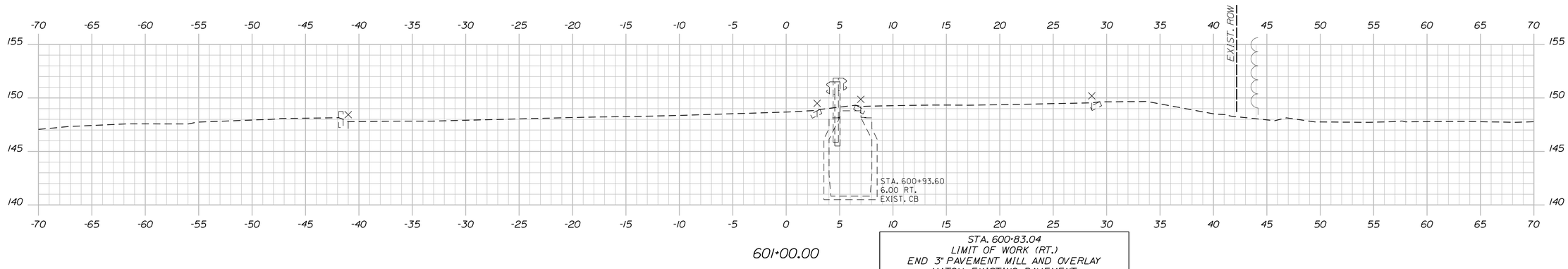
BANGOR
BROADWAY (ROUTE 15)
CENTER STREET
CROSS SECTIONS

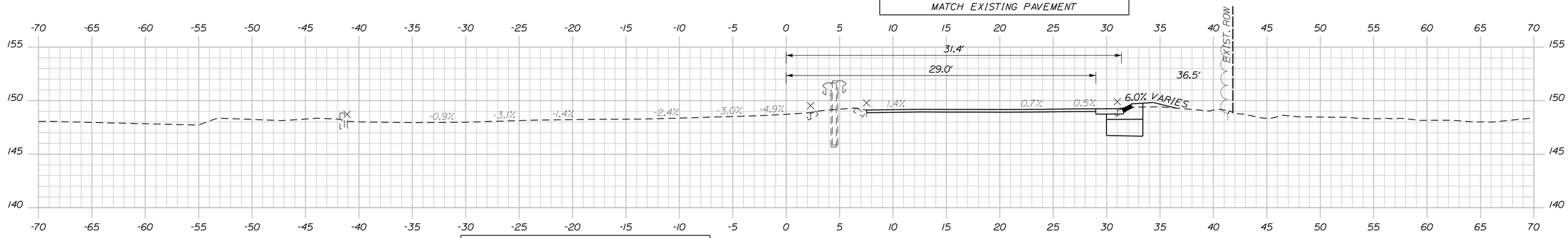
SHEET NUMBER
51
OF 54

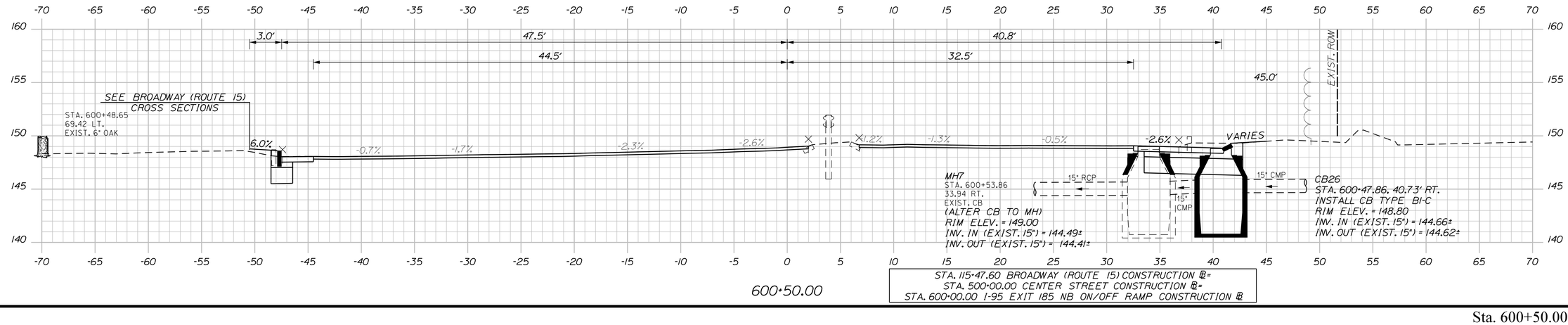
Sta. 502+25.00 to Sta. 503+00.00

Filename: ...\Z - CAD\00\Highway\Xsect.dgn Username: Mike.Cundiff Division: HIGHWAY Date:5/1/2023
U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\Xsect.dgn

Filename: ...\Z - CAD\00\Highway\Xsect.dgn Username: Mike.Cundiff Date:5/1/2023
Division: HIGHWAY
U:\3938_Bangor_Broadway Phase II\Z - CAD\00\Highway\Xsect.dgn







CITY OF BANGOR
73 HARLOW STREET,
BANGOR, MAINE 04401

WIN 21663.00

PROJ. MANAGER	D. LORING		
DESIGN-DETAILED	M. RICHARD	REVISIONS 1	-
CHECKED-REVIEWED	J. WINDENBACH	REVISIONS 2	-
DESIGN2-DETAILED2	-	REVISIONS 3	-
DESIGN3-DETAILED3	-	REVISIONS 4	-
		FIELD CHANGES	-

BY	DATE
M. CUNDIFF	05\23
D. ETTINGER	05\23
-	-
-	-
-	-
-	-
-	-

SIGNATURE

P.E. NUMBER

DATE

BANGOR
BROADWAY (ROUTE 15)
I-95 NB ON/OFF RAMP
CROSS SECTIONS

SHEET NUMBER
52
OF 54

Sta. 600+50.00 to Sta. 601+00.00

Date: $date$
Username: $user$
Division: $wkgroup$
Filename: $file$

PLAN LEGEND

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

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

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

25 0 25 50 75 100
Scale of Feet

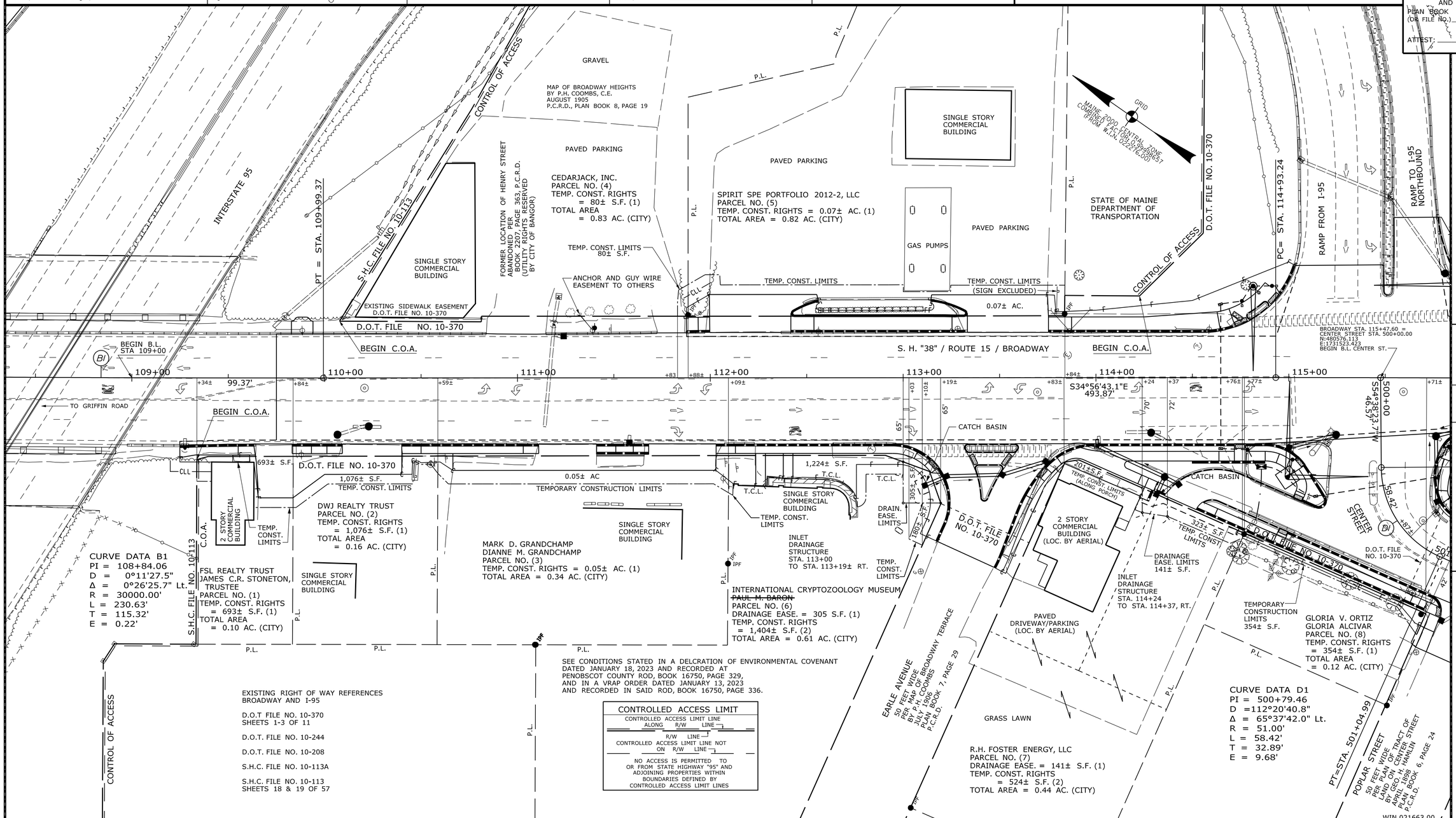
STATE OF MAINE REGISTRY OF DEEDS

COUNTY OF _____

RECEIVED _____, 20____

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

ATTEST: _____
REGISTRAR



TECH	CHECKED
ITEM	
EXISTING CONDITION PLAN	G.L.L. B.S.
FINAL RIGHT OF WAY	C.D.P. C.D.P.
AREAS	B.S.

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

REVISIONS

NO.	DATE	DESCRIPTION	BY
1	3/23/23	OWNERSHIP CHANGE PARCEL NO. (6)	C.D.P.

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	03-20-23	16776	132

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

STATE HIGHWAY "38"
ROUTE 15 \ BROADWAY
BANGOR PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. HSIP-2166(300)

OCTOBER 2022	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 10-531
SCALE 1" = 25'	SHEET 1 OF 2	

SHEET NUMBER
53
OF 54

PLAN LEGEND

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

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

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

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE
REGISTRY OF DEEDS
COUNTY _____
RECEIVED _____, _____
at _____h_____m_____M and
recorded in Plan Bk _____, Pg._____
Attest: _____
REGISTER

CONTROLLED ACCESS LIMIT
CONTROLLED ACCESS LIMIT LINE ALONG R/W LINE
R/W LINE
CONTROLLED ACCESS LIMIT LINE NOT ON R/W LINE
NO ACCESS IS PERMITTED TO OR FROM STATE HIGHWAY "95" AND ADJOINING PROPERTIES WITHIN BOUNDARIES DEFINED BY CONTROLLED ACCESS LIMIT LINES

SINGLE STORY COMMERCIAL BUILDING
PAVED PARKING
GAS PUMPS
STATE OF MAINE DEPARTMENT OF TRANSPORTATION
GRID
MAINE 2000 CENTRAL ZONE COMBINED FACTOR 0.9999857 FROM W.I.N. 022216.00
P.I.
D.O.T. FILE NO. 10-370
CONTROL OF ACCESS
PC= STA. 114+93.24
RAMP FROM I-95
RAMP TO I-95 NORTHBOUND
S.H.C. FILE NO. 10-113
CONTROL OF ACCESS
TEMP. CONST. LIMITS (SIGN EXCLUDED) 0.07± AC.
TEMP. CONST. LIMITS 550± C.L.L.
C.O.A.
BEGIN C.O.A.
D.O.T. FILE NO. 10-370
CURVE DATA B2
PI = 116+56.62
D = 0°17'11.3"
Δ = 0°56'10.0" Rt.
R = 20000.00'
L = 326.76'
T = 163.38'
E = 0.67'
CITY OF BANGOR
PARCEL NO. (10)
TEMP. CONST. RIGHTS = 550± S.F. (1)
TOTAL AREA = 8.87± AC. (CITY)
BROADWAY STA. 115+47.60 = CENTER STREET STA. 500+00.00
N:480576.113
E:1731523.423
BEGIN B.L. CENTER ST.
S. H. "38" / ROUTE 15 / BROADWAY
BEGIN C.O.A.
S. H. "38" / ROUTE 15B / BROADWAY
END B.L. STA 118+00
306.76'
D.O.T. FILE NO. 10-370
113+00 114+00 115+00 116+00 117+00 118+00
S34°56'43.1"E 493.87'
S25°38'23.7"W 46.37'
500+00
CATCH BASIN
T.C.L.L.
DRAIN. EASE. LIMITS
D.O.T. FILE NO. 10-370
2 STORY COMMERCIAL BUILDING (LOC. BY AERIAL)
201± S.F. TEMP. CONST. LIMITS (ALONG PORCH)
305± S.F.
180± S.F.
323± S.F. TEMP. CONST. LIMITS
DRAINAGE EASE. LIMITS 141± S.F.
INLET DRAINAGE STRUCTURE STA. 114+24 TO STA. 114+37, RT.
TEMPORARY CONSTRUCTION LIMITS 354± S.F.
GLORIA V. ORTIZ
GLORIA ALCIVAR
PARCEL NO. (8)
TEMP. CONST. RIGHTS = 354± S.F. (1)
TOTAL AREA = 0.12 AC. (CITY)
PAVED DRIVEWAY/PARKING (LOC. BY AERIAL)
EARLE AVENUE 50 FEET WIDE PER MAP OF BROADWAY TERRACE BY P. H. COMBS JULY 1906 PLAN BOOK 7, PAGE 29 P.C.R.D.
GRASS LAWN
R.H. FOSTER ENERGY, LLC
PARCEL NO. (7)
DRAINAGE EASE. = 141± S.F. (1)
TEMP. CONST. RIGHTS = 524± S.F. (2)
TOTAL AREA = 0.44 AC. (CITY)
CURVE DATA D1
PI = 500+79.46
D =112°20'40.8"
Δ = 65°37'42.0" Lt.
R = 51.00'
L = 58.42'
T = 32.89'
E = 9.68'
PT=STA. 501+04.99
POPLAR STREET 50 FEET WIDE PER PLAN OF TRACT OF LAND ON CENTER STREET BY GEO. H. HAMLIN APRIL 1898 P.C.R.D. PLAN BOOK 6, PAGE 24
PC=STA. 500+46.57
663± S.F.
TEMP. CONST. LIMITS
2 STORY BUILDING
CENTER STREET
BANGOR CITY SEWER EASE.
58.42'
501+00
502+00
503+00
504+00
295.01'
S10°59'18.3"E
CENTER STREET
END B.L.
60 FEET WIDE PER PLAN OF TRACT OF LAND ON CENTER STREET BY GEO. H. HAMLIN APRIL 1898 P.C.R.C. PLAN BOOK 6, PAGE 24
ROSCOE WITHAM
FAYE M. WITHAM
PARCEL NO. (9)
TEMP. CONST. RIGHTS = 843± S.F. (2)
TOTAL AREA = 0.12 AC. (CITY)
TO STILLWATER AVENUE
ANCHOR AND GUY WIRE EASEMENT TO OTHERS
HARLAND I. HASEY, JR.
PARCEL NO. (12)
TEMP. CONST. RIGHTS = 144± S.F. (1)
TOTAL AREA = 0.27 AC. (CITY)
TEMP. CONST. LIMITS 180± S.F.
TEMP. CONST. LIMITS 144± S.F.
2 STORY BUILDING
ZACHORY J. LAPIERRE
PARCEL NO. (11)
TEMP. CONST. RIGHTS = 101± S.F. (1)
TOTAL AREA = 0.18 AC. (CITY)
101± S.F.
PLAN REF. FOR PARCEL NOS. 8, 9, 11, 12:
PLAN OF SUBDIVISION OF LOT NO. 12 HOLLAND ESTATE
MADE FOR BENNING C. ADDITON
BY G.S. VICKERY, C.E.
OCTOBER 17, 1896
AMENDED NOVEMBER 26, 1897
P.C.R.D., PLAN BOOK 6, PAGE 24
EXISTING RIGHT OF WAY REFERENCES BROADWAY AND I-95
D.O.T FILE NO. 10-370 SHEETS 1-3 OF 11
D.O.T. FILE NO. 10-244
D.O.T. FILE NO. 10-208
S.H.C. FILE NO. 10-113A
S.H.C. FILE NO. 10-113 SHEETS 18 & 19 OF 57
WIN 021663.00

ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	B.S.	G.L.L.
FINAL RIGHT OF WAY	C.D.P.	B.S.
AREAS	C.D.P.	B.S.

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

REVISIONS

NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
		COND.	03-20-23	16776	132

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

STATE HIGHWAY "38"
ROUTE 15 \ BROADWAY
BANGOR PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. HSIP-2166(300)

OCTOBER 2022	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 10-531
SCALE 1" = 25'	SHEET 2 OF 2	

SHEET NUMBER
54
OF 54

Filename: $file$ Division: $wkgroup$ Username: $user$ Date: $date$