

NOTE: 110 Sheets including Sheet 14-A

STATE OF MAINE STATE HIGHWAY COMMISSION

PLAN AND PROFILE

BANGOR

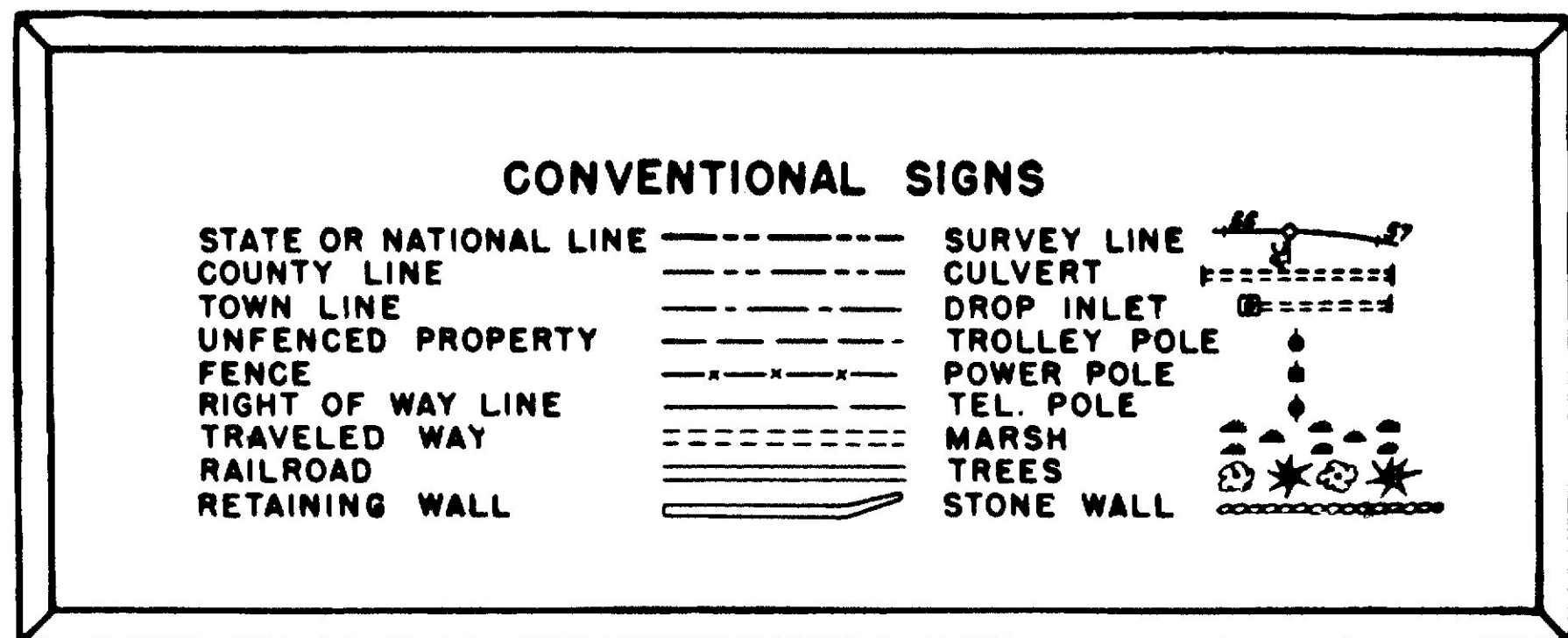
PENOBSCOT COUNTY

MAINE FEDERAL AID INTERSTATE #95

PROJECT NO. I-95-8(18)180 & FAS-S-0297(1)

TOTAL LENGTH 1.335 MILES

SCALES { PLAN 1 IN. = 50 FT. or As Noted
 { PROFILE { HOR. 1 IN. = 50 FT.
 { VER. 1 IN. = 5 FT.
 { CROSS SECTIONS 1 IN. = 10 FT.



SHEET NO.

1	Title Sheet
2 - 5	Typical Sections
6 - 7	Quantity Sheets
8 - 12	Standard Details
13	Special Details - Portable Barricades
14	Special Details - Superelevation Data
14-A	Special Details - Chain Link Fence
15 - 18	Subsurface Data
19	General Plan and Profile 302+00 to 317+00
20	General Plan and Profile 317+00 to 332+00
21	General Plan and Profile 332+00 to 347+00
22	General Plan 347+00 to 362+00
23	General Plan 361+00 to 376+00
24	Profile Interstate #95 347+00 to 377+00
25	Profile Hogan Road 190+00 to 199+00
26	Profile Hogan Road 199+00 to 211+00
27	Profile Ramp "A"
28	Profiles Ramps "B" and "D"
29	Profile Ramp "C"
30	Grading and Tie Plan Ramps "A" and "C"
31	Grading and Tie Plan Ramps "A" and "B" at Hogan Road
32	Grading and Tie Plan Ramps "C" and "D" at Hogan Road
33	Grading and Tie Plan Ramps "B" and "D"
34	Hogan Road General Plan and Profile 159+25 to 165+00
35	Hogan Road General Plan and Profile 165+00 to 179+00
36	Hogan Road General Plan and Profile 179+00 to 193+00

BRIDGE PLANS

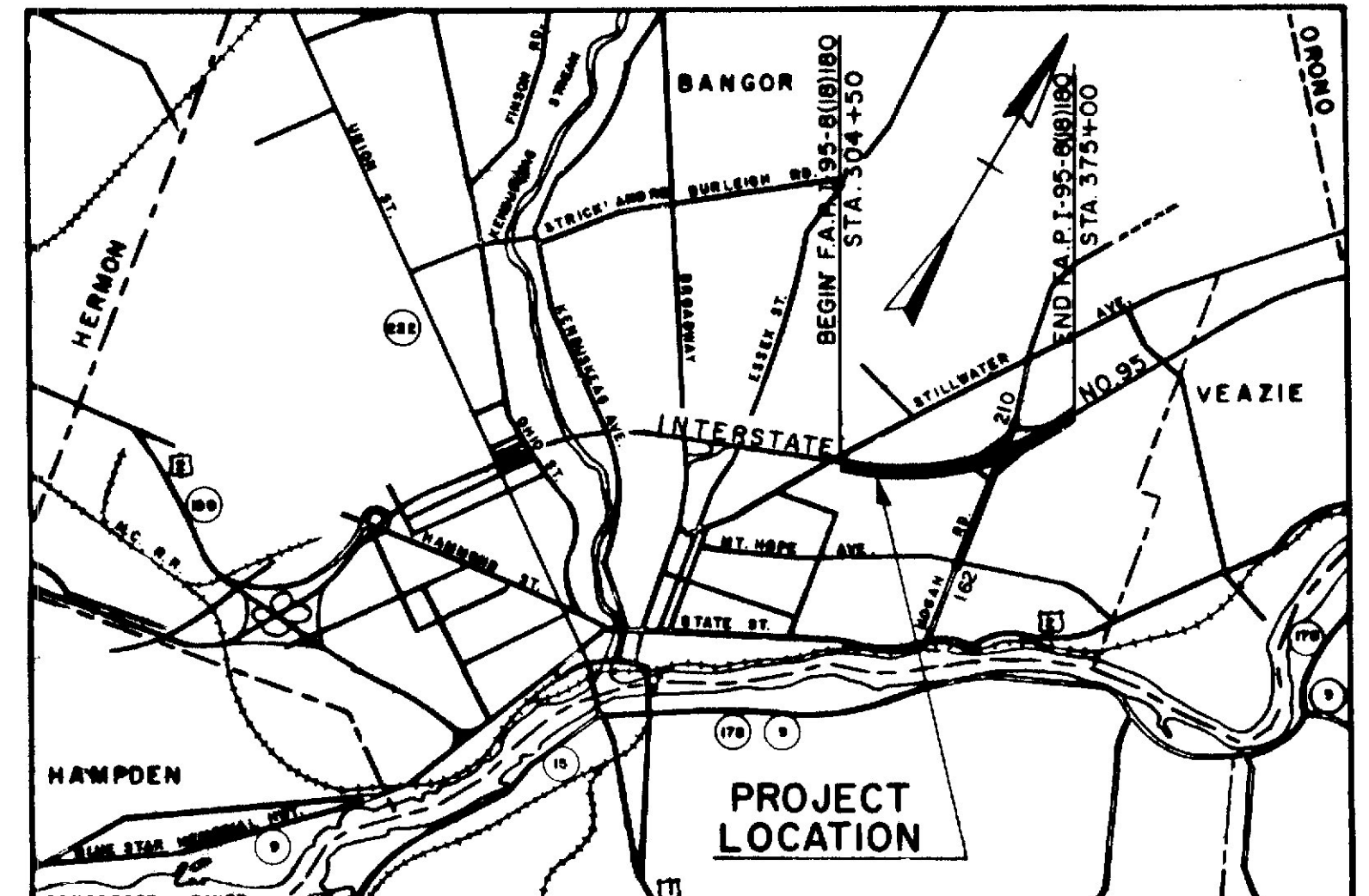
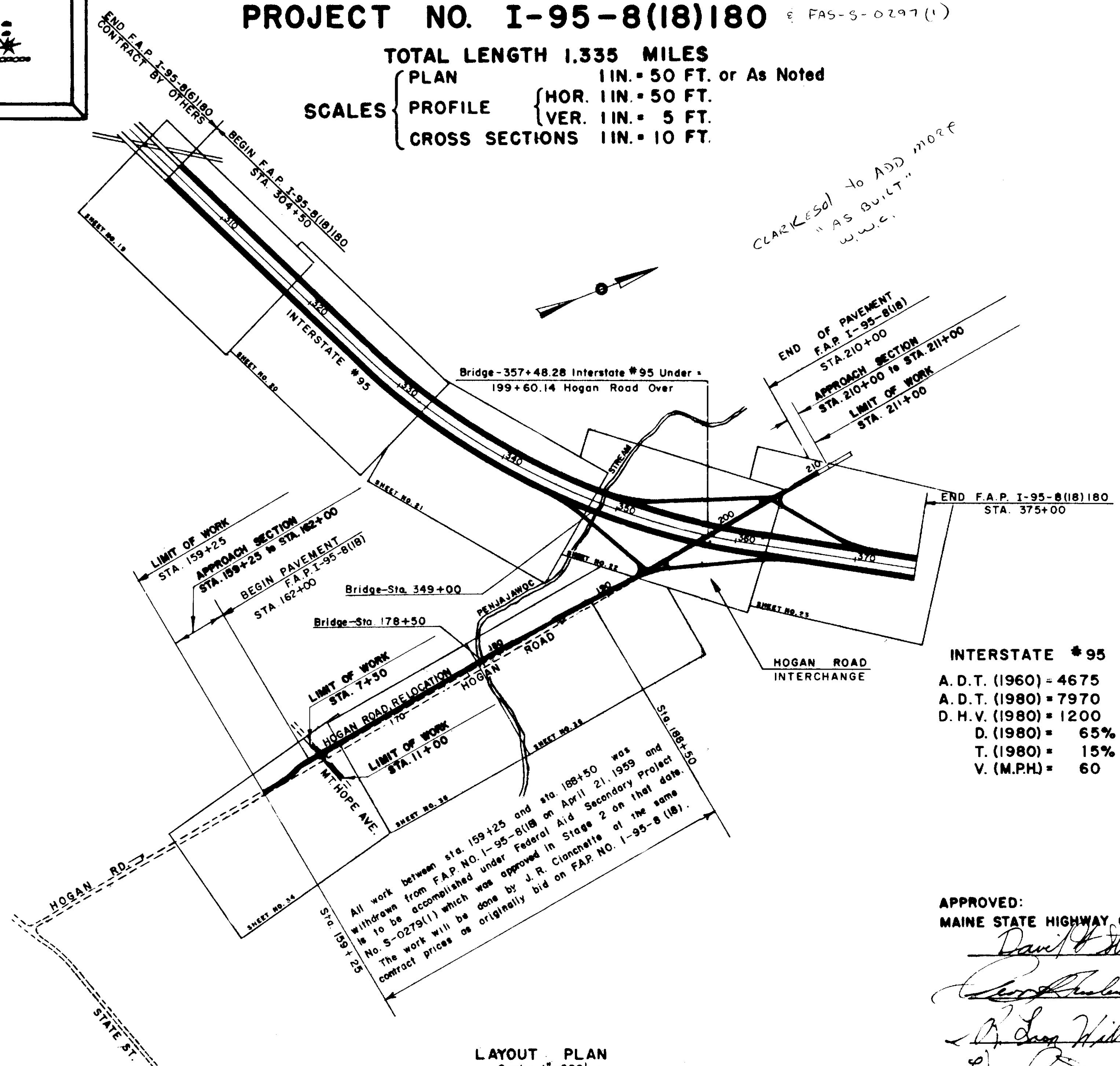
37 - 45	Hogan Road Bridge
46 - 48	Box Bridge - Interstate #95
49 - 50	Box Bridge - Hogan Road

CROSS-SECTIONS

51 - 85	Interstate #95
86 - 95	Ramps "A", "B", "C", and "D"
96 - 106	Hogan Road
107	Mt. Hope Ave.
108	Penjajawoc Stream Relocation - Interstate #95
109	Penjajawoc Stream Relocation - Hogan Road

Interstate #95 and adjacent Ramps shall be Constructed to top of Gravel Base only within the limits indicated on the Plans. Construction of Hogan Road is to include pavement.

All work contemplated under this contract to be governed by and in conformity with the Standard Specifications, Highways and Bridges, revision of Jan. 1956, except as modified on these plans and by the Special Provisions.



All work between Sta. 159+25 and Sta. 199+50 was withdrawn from F.A.P. NO. I-95-8(18) on April 21, 1959 and is to be accomplished under Federal Aid Secondary Project No. S-0279(1) which was approved in Stage 2 on that date. The work will be done by J.R. Cianchette at the same contract price as originally bid on F.A.P. NO. I-95-8(18).

LAYOUT PLAN
Scale: 1" = 600'

APPROVED:
 MAINE STATE HIGHWAY COMMISSION
David S. Thomas
 CHAIRMAN
Joseph W. Williams
 CHIEF ENGINEER

1960
FINAL AS BUILT PLANS

CONSULTING ENGINEERS
 THE CLARKSON ENGINEERING COMPANY, INC.
 BOSTON, MASS.
John Clarkson
 CONSULTING ENGINEER
 7/31/58
 DATE

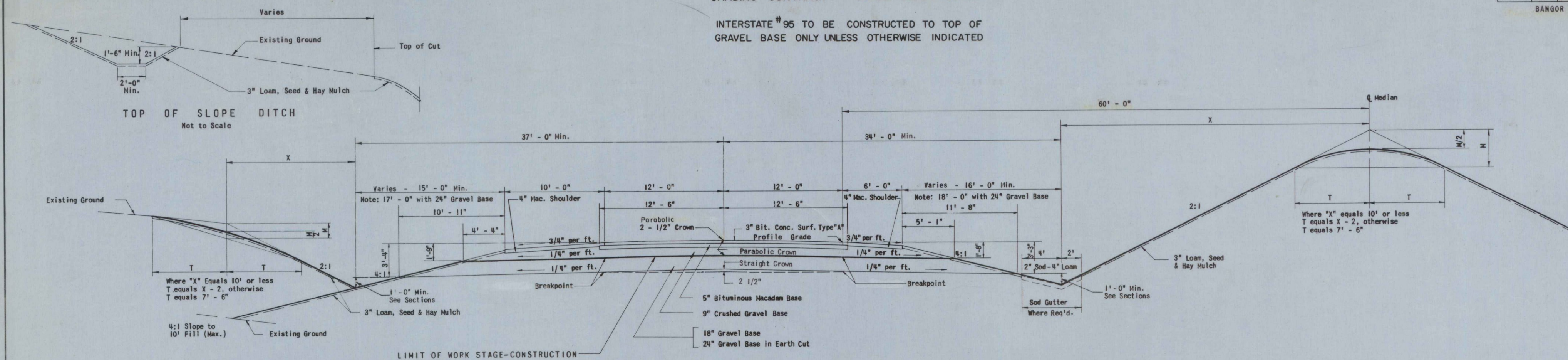
DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS
 REGION 1
 APPROVED:
 DIVISION ENGINEER
 DATE

Reel #116
 Sheets # 37-50 to B. MAINT.

GRADING CONTRACT — STAGE CONSTRUCTION

INTERSTATE #95 TO BE CONSTRUCTED TO TOP OF GRAVEL BASE ONLY UNLESS OTHERWISE INDICATED

BANGOR INTERSTATE



10' PAVED SHOULDER CY/100 L.F.

4" Bituminous Macadam Surface	12.19
Crushed Gravel Base (to 4:1 Slope)	36.33
18" Gravel Base (to 4:1 Slope)	91.92
24" Gravel Base (to 4:1 Slope)	130.64

SOUTHBOUND TYPICAL SECTION - NORMAL

Scale: 1" = 5'

24' PAVEMENT CY/100 L.F.

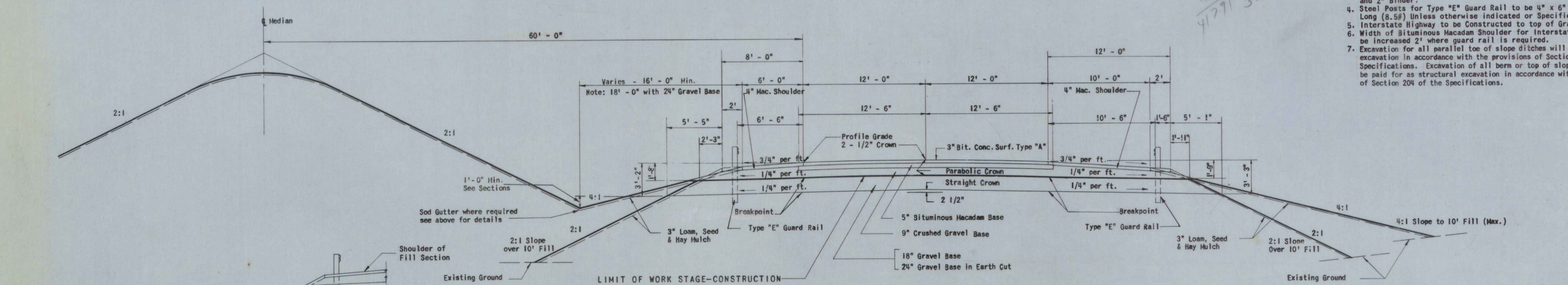
3" Bituminous Concrete Surface	22.22
5" Bituminous Macadam Base (25' Wide)	38.58
9" Crushed Gravel Base	66.67
18" Gravel Base	136.42
24" Gravel Base	180.87

6' PAVED SHOULDER CY/100 L.F.

4" Bituminous Macadam Surface	7.25
Crushed Gravel Base (to 4:1 Slope)	27.46
18" Gravel Base (to 4:1 Slope)	73.74
24" Gravel Base (to 4:1 Slope)	106.40

- NOTES:
- Use 4:1 Slopes on all side slopes for fills up to 10'
 - Use 2:1 Slopes on all side slopes for fills over 10'
 - Bituminous Concrete Surface Type "A" to consist of 1" Surface and 2" Binder.
 - Steel Posts for Type "E" Guard Rail to be 4" x 6" by 5' - 9" Long (8.5#) Unless otherwise indicated or Specified.
 - Interstate Highway to be constructed to top of Gravel Base only.
 - Width of Bituminous Macadam Shoulder for Interstate Highway to be increased 2' where guard rail is required.
 - Excavation for all parallel toe of slope ditches will be paid for as excavation in accordance with the provisions of Section 203 of the Specifications. Excavation of all berm or top of slope ditches will be paid for as structural excavation in accordance with the provisions of Section 204 of the Specifications.

Handwritten notes:
 18640
 180.87
 13064
 41291
 73.74
 136.42
 91.92
 30208



8' PAVED SHOULDER CY/100 L.F.

4" Bituminous Macadam Surface	9.72
Crushed Gravel Base (to 2:1 Slope)	29.23
18" Gravel Base (to 2:1 Slope)	62.80

NORTHBOUND TYPICAL SECTION - NORMAL

Scale: 1" = 5'

12' PAVED SHOULDER CY/100 L.F.

4" Bituminous Macadam Surface	14.66
Crushed Gravel Base (to 2:1 Slope)	38.14
18" Gravel Base (to 2:1 Slope)	83.09

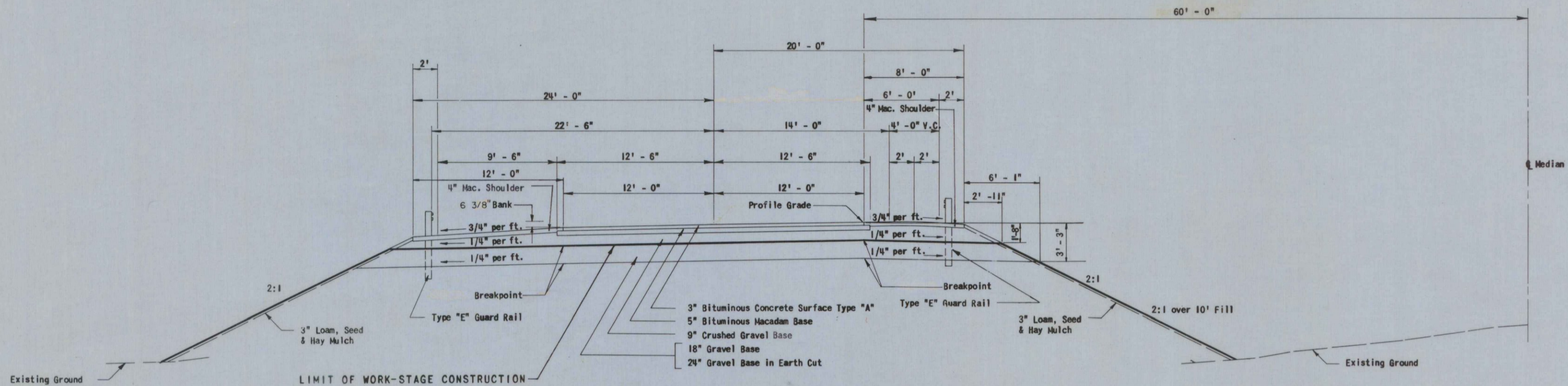
FINAL AS BUILT PLANS

MAINE STATE HIGHWAY COMMISSION
 AUGUSTA, MAINE

TYPICAL SECTIONS

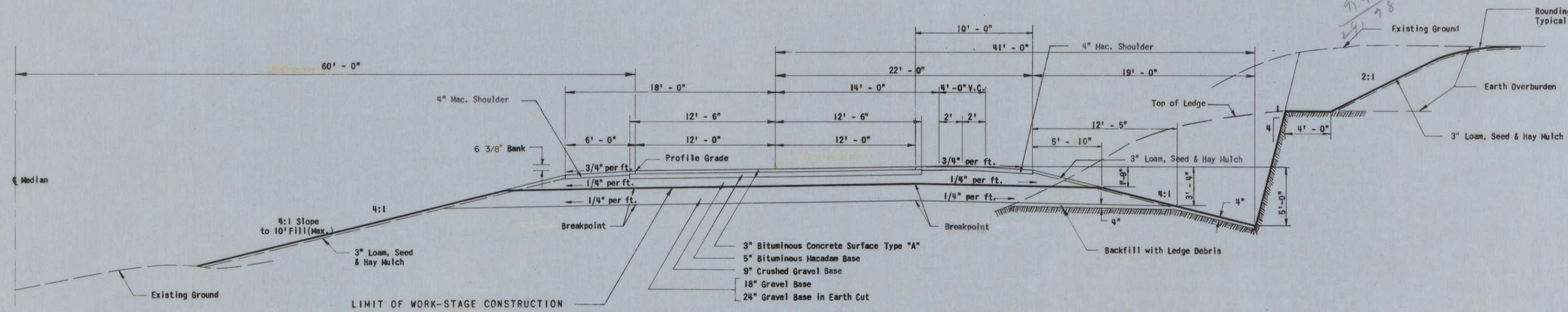
TOP OF SLOPE DITCH
 Not to Scale

BOTTOM OF SLOPE DITCH
 Not to Scale



SOUTHBOUND TYPICAL SECTION - SUPERELEVATED
Showing B=0.53' Superelevation for D = 1'-00'
Scale: 1" = 5'

12' PAVED SHOULDER	24' PAVEMENT	8' PAVED SHOULDER	6' PAVED SHOULDER
For Quantities see Typical Section - Normal	3" Bituminous Concrete Surface 5" Bituminous Macadam Base (25' Wide) 9" Crushed Gravel Base 18" Gravel Base 24" Gravel Base	4" Bituminous Macadam Surface Crushed Gravel Base (to 2:1 Slope) 18" Gravel Base (to 2:1 Slope) 24" Gravel Base (to 2:1 Slope)	4" Bituminous Macadam Surface Crushed Gravel Base (to 2:1 Slope) 18" Gravel Base (to 2:1 Slope) 24" Gravel Base (to 2:1 Slope)
	CY/100 L.F.	CY/100 L.F.	CY/100 L.F.
	22.22 38.58 66.67 133.33 177.78	9.72 39.36 66.73 92.77	7.25 38.07 81.83 117.19



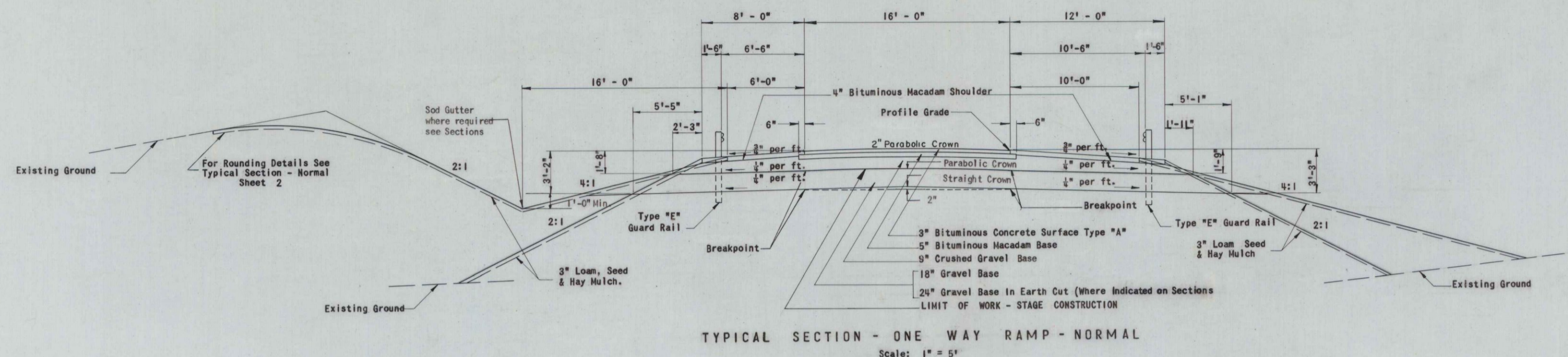
NORTHBOUND TYPICAL SECTION - SUPERELEVATED
Showing B=0.53' Superelevation for D = 1'-00'
Scale: 1" = 5'

6' PAVED SHOULDER	10' PAVED SHOULDER	12' PAVED SHOULDER
For Quantities see Typical Section - Normal	4" Bituminous Macadam Surface Crushed Gravel Base (to 4:1 Slope) 18" Gravel Base (to 4:1 Slope) 24" Gravel Base (to 4:1 Slope)	4" Bituminous Macadam Surface Crushed Gravel Base (to 2:1 Slope) 18" Gravel Base (to 2:1 Slope) 24" Gravel Base (to 2:1 Slope)
	CY/100 L.F.	CY/100 L.F.
	12.19 51.38 100.14 141.62	14.66 52.64 86.97 119.78

FINAL AS BUILT PLANS

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

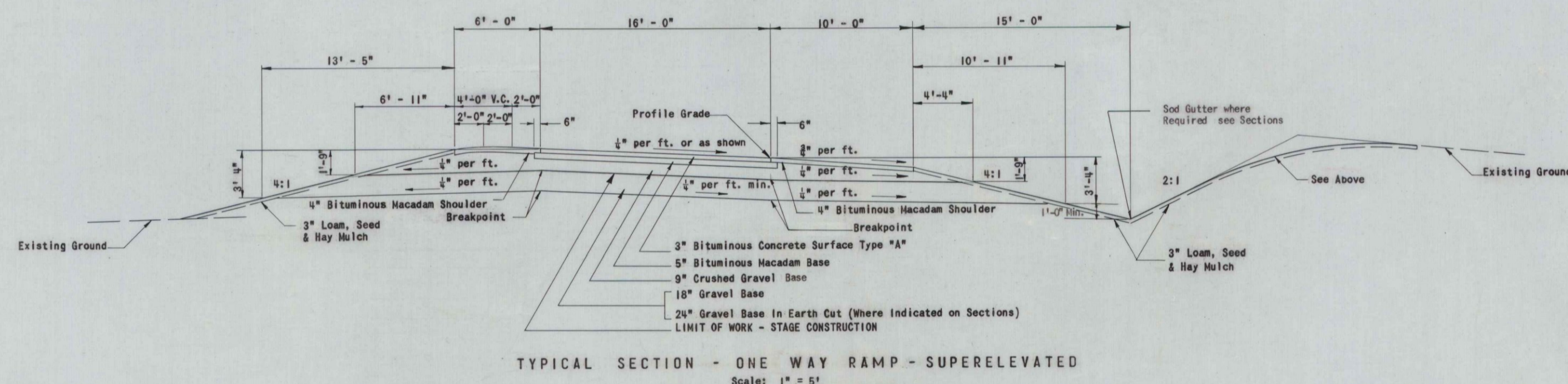
TYPICAL SECTIONS



TYPICAL SECTION - ONE WAY RAMP - NORMAL
Scale: 1" = 5'

8' SHOULDER	C.Y./100 L.F.
4" Bituminous Macadam	9.72
Crushed Gravel Base (to 2:1)	29.23
18" Gravel Base	62.80
16' PAVEMENT	C.Y./100 L.F.
3" Bituminous Concrete	14.81
5" Bituminous Macadam (17')	26.23
9" Crushed Gravel Base	44.44
18" Gravel Base	88.89
12' SHOULDER	C.Y./100 L.F.
4" Bituminous Macadam	14.66
Crushed Gravel Base (to 2:1)	38.14
18" Gravel Base	83.09

6' and 10' PAVED SHOULDER
(See Quantities - Typical Section Normal)

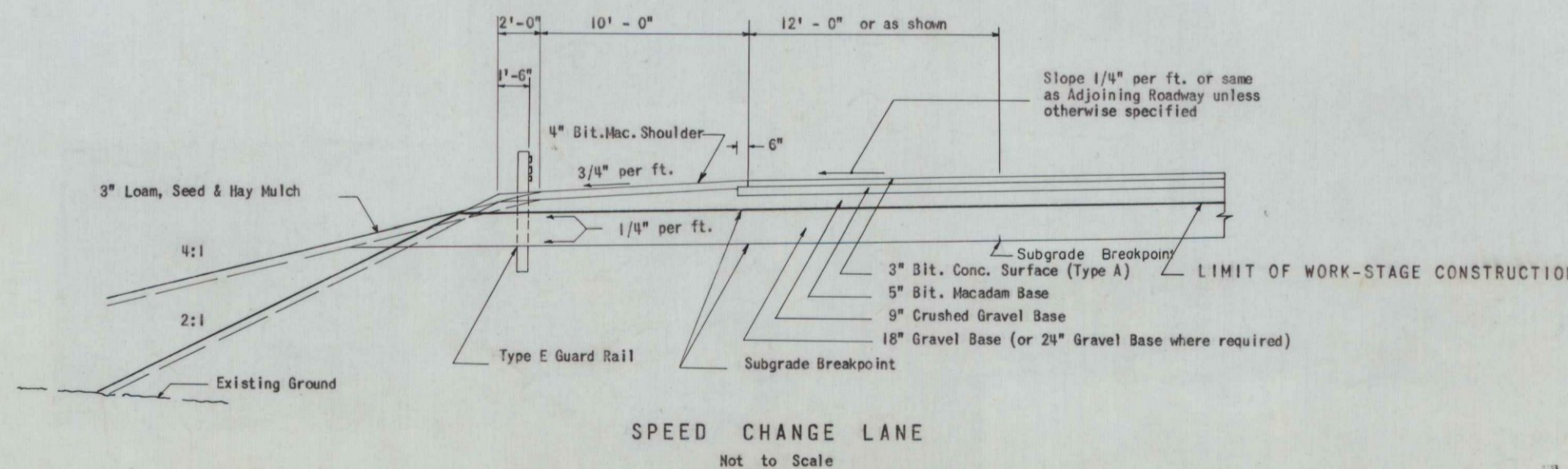


TYPICAL SECTION - ONE WAY RAMP - SUPERELEVATED
Scale: 1" = 5'

6' SHOULDER	C.Y./100 L.F.
4" Bituminous Macadam	7.26
Crushed Gravel Base	38.14
18" Gravel Base	83.84
16' PAVEMENT	C.Y./100 L.F.
3" Bituminous Concrete	14.81
5" Bituminous Macadam (17')	26.23
9" Crushed Gravel Base	44.44
18" Gravel Base	88.89
10' SHOULDER	C.Y./100 L.F.
4" Bituminous Macadam	12.19
Crushed Gravel (to 4:1)	36.33
18" Gravel Base	91.92

8' PAVED SHOULDER
(See Quantities Typical Section Super-elevated - Southbound)

12' PAVED SHOULDER
(See Quantities - Typical Section Normal)



SPEED CHANGE LANE
Not to Scale

FINAL AS BUILT PLANS

MAINE STATE HIGHWAY COMMISSION
AUGUSTA MAINE

TYPICAL SECTIONS

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201-5	Clearing	8	Acre
202-5	Removing Trees (9" - 24")	7	Each
202-6	Removing Trees (over 24")	2	Each
203-9	Earth Excavation	151,000	C.Y.
203-10	Rock Excavation	10,100	C.Y.
204-10	Structural Earth Excavation - Drainage	8,170	C.Y.
204-11	Structural Rock Excavation - Drainage	70	C.Y.
204-14	Structural Earth Excavation - Piers	430	C.Y.
204-15	Structural Rock Excavation - Piers	130	C.Y.
204-16	Structural Earth Excavation - Channel	7,000	C.Y.
204-17	Structural Rock Excavation - Channel	20	C.Y.
204-18	Structural Rock Excavation - Fencing	200	L.F.
205-8	Common Borrow	139,300	C.Y.
205-9	Granular Borrow	63,800	C.Y.
207-10	Machine Aerting	250	Hours
210-7	Selective Thinning	2	Acres
302-7	Gravel Base Course - In Place Measurement	79,590	C.Y.
	Gravel for Foundations	500	C.Y.
302-9	Crushed Gravel Base Course - In Place Measurement	4,300	C.Y.
303-8	Bituminous Macadam Base Course	1,400	Ton
308-5	Overhaul (In Place Measure)	382,000	Yd.Hi.
308-6	Overhaul (Fit Measure)	288,000	Yd.Hi.
309-5	Stripping Pits	14,200	C.Y.
310-6	Sprinkling	180	Unit
311-6	Calcium Chloride	10	Ton
401-11	Gravel Surface Course	560	C.Y.
402-16	Stone Chips	55	Ton
403-13	Bituminous Macadam Surface Course	740	Ton
404-28	Bituminous Concrete Surface Course - Type "A"	2,670	Ton
501-7	Road Tar	2,200	Gal.
502-7	Asphalt Cement	11,000	Gal.
503-8	Emulsified Asphalt (Quick Setting Grade)	12,300	Gal.
507-6	Membrane Waterproofing	1,400	S.Y.
602-11	15" Asphalt Coated Corrugated Metal Pipe	112	L.F.
602-14	24" Asphalt Coated Corrugated Metal Pipe	380	L.F.
602-16	36" Asphalt Coated Corrugated Metal Pipe	180	L.F.
602-25	15" x 6" Asphalt Coated Corrugated Metal Bends	6	Each
602-26	15" x 2" Asphalt Coated Corrugated Metal Connecting Bands	15	Each
603-11	15" Reinforced Concrete Pipe	500	L.F.
603-13	24" Reinforced Concrete Pipe	500	L.F.
603-15	36" Reinforced Concrete Pipe	300	L.F.
603-22	24" Extra Strength Reinforced Concrete Pipe	92	L.F.
605-24	Catch Basins - Type "F"	5	Each
605-26	Catch Basins - Type "H"	5	Each
606-10	Underdrain - Type "B"	500	L.F.
606-16	Underdrain Outlets	100	L.F.
607-7	Metal Endwall for 24" Pipe	9	Each
607-9	Metal Endwall for 36" Pipe	4	Each
701-33	Portland Cement Concrete, Abutments & Retaining Walls	200	C.Y.
701-35	Portland Cement Concrete, Piers	350	C.Y.
701-40	Portland Cement Concrete, Roadway & Sidewalk Slabs on Steel Bridges	610	C.Y.
701-47	Portland Cement	4,120	Bbl.
701-50	Portland Cement Concrete, Box Bridges	1,585	C.Y.
702-103	Structural Steel, Fabricated & Delivered	687,100	Lb.
702-104	Structural Steel, Erection	687,100	Lb.
703-9	Bronze or Copper-Alloy Bearing & Expansion Plates, Delivered	1,600	Lb.
703-10	Bronze or Copper-Alloy Bearing & Expansion Plates, Placing	1,600	Lb.
705-13	Reinforcing Steel, Delivered	485,900	Lb.
705-14	Reinforcing Steel, Placing	485,900	Lb.
708-16	Steel H-Beam Piles, 42 Lbs./Ft.	1,340	L.F.
709-5	Bridge Drainage	1	L.S.
710-5	Shear Connectors, Delivered & Placed	1	L.S.
804-6	French Drains	80	C.Y.
806-5	Cut Slope Drains	200	L.F.
807-15	Aluminum Railing	905	L.F.
901-8	Granite Curb - Type I	100	L.F.
901-14	Granite Edging	425	L.F.
901-15	Granite Edging - Circular	40	L.F.
905-25	Guard Rail - Type "C"	800	L.F.
905-27	Guard Rail - Type "E"	1,750	L.F.
905-32	Anchorage for Type "C" Guard Rail	4	Each
905-34	End Wings	4	Each
905-38	Guard Rail - Type "E" - Terminal Section	5	Each
906-18	Fencing - Metal Posts	9,800	L.F.
907-10	Hand Laid Riprap	1,200	C.Y.
908-8	Loam Excavation	17,300	C.Y.
908-9	Loam Borrow	450	C.Y.
909-7	Sodding	18,550	S.Y.
910-10	Seeding - Parkway Mixture	1,355	Unit
912-6	Hay Mutch	152	Ton
914-6	Project Markers	1	Each
915-6	Right of Way Monuments	33	Each
916-6	Underdrain Outlet Markers	2	Each
917-6	Traffic Officers	200	H.Hrs.
928-14	72" Chain Link Fence	5,900	L.F.
929-10	Portable Barricades	14	Each
930-13	Portable Barricade with Flashing Lights	2	Each
933-6	Slope Paving for Bridges	770	S.Y.

CLEARING

STATION TO STATION	SIDE	REMARK
Interstate #95		
317 + 40 to 320 + 90	Lt.	
321 + 55 to 322 + 60	Lt.	
321 + 80 to 322 + 20	Rt.	
347 + 90 to 349 + 10	Lt.	
348 + 90 to 350 + 40	Rt.	
351 + 10 to 352 + 35	Rt.	
351 + 80 to 352 + 25	Lt.	
9 + 85 to 12 + 40	Ramp "C"	
308 + 10 to 312 + 80	Lt.	Along Fence
312 + 20 to 313 + 40	Lt.	
308 + 00 to 314 + 40	Rt.	
Hogan Road		
163 + 20 to 174 + 50	Lt.	
173 + 00 to 174 + 50	Rt.	
174 + 50 to 181 + 05	Lt. & Rt.	

GRANITE EDGING

STATION TO STATION	LENGTH	KIND
Hogan Road		
193 + 02 to 193 + 79 Lt.	77'	Straight
194 + 87 to 196 + 15 Rt.	128'	"
203 + 69 to 204 + 80 Lt.	111'	"
205 + 53 to 206 + 58 Rt.	105'	"
193 + 02 Lt.	5.0'	Circular R = 2'
193 + 79 Lt.	4.0'	"
194 + 87 Rt.	5.3'	"
196 + 15 Rt.	4.0'	"
203 + 69 Lt.	4.0'	"
204 + 80 Lt.	5.3'	"
205 + 53 Rt.	4.3'	"
206 + 58 Rt.	5.1'	"

RIGHT OF WAY MONUMENTS

STATION	LEFT	RIGHT	NO.	REMARK
305 + 50.00	200.00		1	
310 + 00.00	200.00	200.00	2	
318 + 00.00	200.00	200.00	2	
325 + 68.36	200.00	200.00	2	
337 + 50.00	200.00	200.00	2	
343 + 00.00		200.00	1	
349 + 00.00	200.00		1	
364 + 50.00		200.00	1	
371 + 00.00	200.00	200.00	2	
Ramp "A"				
12 + 98.05	75.00		1	
21 + 21.66	75.00		1	
Ramp "B"				
13 + 55.22	75.00		1	
17 + 41.53	75.00		1	
Ramp "C"				
8 + 05.84		104.00	1	
12 + 61.86		104.00	1	
Ramp "D"				
3 + 66.30		75.00	1	
11 + 99.20		75.00	1	
Hogan Road				
163 + 25.00	50.00		1	
172 + 00.00	50.00		1	
178 + 74.67	50.00		1	
182 + 24.56	50.00		1	
184 + 50.00		50.00	1	
188 + 79.61	50.00	50.00	2	
190 + 00.00		50.00	2	
207 + 89.76	75.00		1	
209 + 44.68		75.00	1	

FENCING - METAL POSTS

STATION TO STATION	SIDE	LENGTH	REMARK
304 + 50 to 343 + 00	Rt.	3910'	
3 + 00 "C" to 9 + 40 "C"	Rt.	617'	
305 + 08 to 349 + 00	Lt.	4310'	
9 + 00 "A" to 10 + 70 "A"	Lt.	170'	
Hogan Road			
163 + 30 to 164 + 60	Rt.	130'	
168 + 60 to 170 + 00	Rt.	140'	
186 + 50 to 190 + 00	Lt.	350'	
188 + 50 to 190 + 00	Rt.	150'	

GRAVEL BASE

STATION TO STATION	DESCRIPTION
Northbound	
304 + 00 to 312 + 00	18" Gravel Base
312 + 00 to 312 + 50	18" to 24" Gravel Base
312 + 50 to 314 + 50	24" " "
314 + 50 to 315 + 00	24" to 18" " "
315 + 00 to 318 + 00	18" " "
318 + 00 to 318 + 50	18" to 24" " "
318 + 50 to 321 + 00	24" " "
321 + 00 to 321 + 50	24" to 18" " "
321 + 50 to 355 + 00	18" " "
355 + 00 to 355 + 50	18" to 24" " "
355 + 50 to 365 + 00	24" " "
365 + 00 to 365 + 50	24" to 18" " "
365 + 50 to 374 + 50	18" " "
Southbound	
304 + 50 to 355 + 00	18" " "
355 + 00 to 355 + 50	18" to 24" " "
355 + 50 to 365 + 00	24" " "
365 + 00 to 365 + 50	24" to 18" " "
365 + 50 to 374 + 50	18" " "
Ramp "A"	
9 + 00 to 22 + 06	18" " "
Ramp "B"	
11 + 50 to 13 + 00	18" " "
13 + 00 to 13 + 50	18" to 24" " "
13 + 50 to 18 + 00	24" " "
18 + 00 to 18 + 50	24" to 18" " "
18 + 50 to 21 + 00	18" " "
Ramp "C"	
3 + 00 to 14 + 53	18" " "
Ramp "D"	
2 + 92 to 7 + 50	18" " "
7 + 50 to 8 + 00	18" to 24" " "
8 + 00 to 13 + 00	24" " "
13 + 00 to 13 + 50	24" to 18" " "
13 + 50 to 14 + 50	18" " "
Hogan Road	
162 + 00 to 175 + 00	24" " "
175 + 00 to 175 + 50	24" to 18" " "
175 + 50 to 187 + 00	18" " "
187 + 00 to 187 + 50	18" to 24" " "
187 + 50 to 189 + 50	24" " "
189 + 50 to 190 + 00	24" to 18" " "
190 + 00 to 197 + 33±	18" " "
201 + 85± to 210 + 00	18" " "
Mount Hope Avenue	
	24" " "

GRANITE CURB - TYPE I

STATION TO STATION	LENGTH	KIND
Hogan Road		
197 + 05 to 197 + 22 Lt.	25'	Straight
201 + 72 to 201 + 97 Lt.	25'	"
197 + 25 to 197 + 50 Rt.	25'	"
202 + 00 to 202 + 25 Rt.	25'	"

SUMMARY OF CLASSIFIED EXCAVATION AND BORROW

Total Excavation from Cross Sections	152,061 C.Y.
Less Loam Excavation in Cuts	4,630
Sub-Total	148,031 C.Y. x 1.02 = 151,000 C.Y. (Earth Excavation)
Other Suitable Excavation	
Box Bridge & Channel Less Backfill	9,679
Sub-Total	157,710
Estimated Earth Shrinkage Factor (-15%)	23,657
Available Fill from Cross Sections	134,053 C.Y.
Total Rock Excavation from Cross Sections	10,063 C.Y. + 37 = 10,100 C.Y. (Rock Excavation)
Estimated Rock Swellage Factor (+40%)	4,025
Available Rock Fill from Cross Sections	14,088 C.Y.
Total Earth Embankment from Cross Sections	319,846 C.Y.
Plus Loam Excavation in Fills	13,269
Total Embankment Required	333,115 C.Y.
Less Available Rock Fill	14,088
Embankment Sub-Total	319,027 C.Y.
20% Granular Borrow	63,805 C.Y. = 5 = 63,800 C.Y. (Granular Borrow)
Embankment Sub-Total	255,222 C.Y.
Less Available Fill from Cross Sections	134,053
Total Borrow	121,169 C.Y. x 1.15 = 139,300 C.Y. (Common Borrow)

FINAL AS BUILT PLANS

SODDING			
STATION TO STATION	SIDE	REMARK	
Southbound			
304 + 50 to 307 + 50	Rt.		
311 + 75 to 312 + 75	Rt.		
320 + 25 to 324 + 00	Rt.		
353 + 00 to 363 + 50	Rt.		
373 + 25 to 375 + 00	Rt.		
320 + 25 to 334 + 00	Lt.		
337 + 00 to 348 + 50	Lt.		
355 + 00 to 358 + 50	Lt.		
359 + 50 to 367 + 00	Lt.		
18 + 50 "h" to 375 + 00	Lt.		
Northbound			
311 + 75 to 313 + 25	Lt.		
319 + 25 to 324 + 00	Lt.		
335 + 50 to 347 + 50	Lt.		
353 + 50 to 363 + 50	Lt.		
368 + 50 to 375 + 00	Lt.		
311 + 75 to 315 + 50	Rt.		
318 + 25 to 342 + 00	Rt.		
352 + 00 to 355 + 50	Rt.		
356 + 50 to 360 + 00	Rt.		
361 + 00 to 361 + 50	Rt.		
349 + 00 to 353 + 50	Q		
Ramp "B"			
18 + 35 to 18 + 90	Lt.		
Ramp "D"			
4 + 50 to 5 + 50	Rt.		
334 + 00 NB to 334 + 00 SB	Q	Drainage Ditch	
334 + 00 to 334 + 50 SB	Lt.	" "	
368 + 05 to 368 + 50 NB	Rt.	" "	
368 + 50 NB to 368 + 75 SB	Q	" "	
9 + 90 to 10 + 65 Ramp "C"	Rt.	" "	
10 + 50 Ramp "D"	Rt.	" "	
343 + 50 NB to 343 + 50 SB	Q	" "	
Hogan Road			
8 + 00 Mt. Hope to 163 + 90	Lt.		
170 + 25 to 176 + 50	Lt.		
170 + 25 to 175 + 25	Rt.		
178 + 75 to 180 + 25	Rt.		
183 + 50 to 188 + 25	Rt.		
191 + 00 to 4 + 50 "h"	Rt.		
166 + 60 Hogan Rd.	Rt.	Drainage Ditch	

CATCH BASINS & MANHOLES (DRAINAGE)			
STATION	SIDE	CATCH BASIN	MANHOLE
Hogan Road			
193 + 01	Lt.	H	
193 + 38	Lt.	F	
194 + 90	Rt.	H	
195 + 28	Rt.	F	
204 + 00	Lt.	F	
204 + 82	Lt.	H	
206 + 00	Rt.	F	
206 + 59	Rt.	H	
Ramp "C"			
13 + 40	Lt.	H	
Ramp "D"			
10 + 50	Lt.	F	

ROADWAY CULVERTS										
STATION	SIZE	ACHP LEFT	R. C. P.	ACHP RIGHT	PIPE CONN.	V. C. P.	6' BENDS	2' BANDS	REMARKS	
334 + 00 N.B.	36"	30'	48'	30'	I				With Metal Endwall	
334 + 00 S.B.	36"	28'	56'	22'	I				With Metal Endwall	
343 + 50 N.B.	24"	24'	68'	18'	I				With Metal Endwall	
343 + 50 S.B.	24"	22'	40'	34'	I				With Metal Endwall	
368 + 50	36"	14'	76'	14'	I				With Metal Endwall	
Ramp "A"										
14 + 00	24"	14'	84'	12'	I				R. C. P. - Ex. Str. - with Metal Endwall	
Ramp "B"										
18 + 90	36"	28'	96'	14'	I				With Metal Endwall	
Ramp "C"										
10 + 65	24"	14'	124'	14'	I				Method "B" with Metal Endwall	
13 + 40 to 193 + 38 Hogan Rd.	15"		52'							
Ramp "h"										
10 + 50	24"		52'	28'	I					
Hogan Road										
160 + 00	24"	24'		24'					With Metal Endwall	
161 + 95 to 162 + 15	15"			20'					Driveway Culvert	
163 + 90	24"	10'	40'	22'	I				With Metal Endwall	
166 + 60	24"	12'	44'	24'	I				With Metal Endwall	
191 + 00	24"	16'	64'	20'	I				With Metal Endwall	
193 + 01 to 193 + 38	15"		36'							
193 + 38	15"	32'	48'				2	5		
194 + 90 to 195 + 28	15"		36'							
195 + 28	15"		44'	22'	I		2	5		
203 + 10 to 204 + 00	15"	24'	48'		I		2	5		
204 + 00 to 204 + 82	15"		84'							
205 + 43 to 206 + 00	15"		44'	10'	I					
206 + 00 to 206 + 59	15"		72'							
Mount Hope Avenue										
7 + 90	24"	18'	32'	26'	I				With Metal Endwall	

LOAM EXCAVATION			
STATION TO STATION	EST. DEPTH	AVG. WIDTH	LENGTH
315 + 00 to 349 + 00 N.B.	0.5'	149'	3400'
315 + 00 to 349 + 00 S.B.	0.5'	109'	3400'
360 + 00 to 362 + 50 S.B.	0.5'	120'	250'
Hogan Road			
158 + 00 to 162 + 00 Lt. RT.	0.5'	75'	400'
165 + 00 to 173 + 00 Rt.	0.5'	17'	800'
181 + 00 to 187 + 50 Lt.	0.5'	54'	650'
183 + 00 to 188 + 00 Rt.	0.5'	27'	500'

PORTABLE BARRICADES		
STATION	NO.	REMARK
Ramp "A"	4	One with Flashing Light
Ramp "B"	4	
Ramp "C"	4	
Ramp "D"	4	One with Flashing Light

DRIVEWAY		
STATION	SIDE	DESCRIPTION
Hogan Road		
164 + 85	Rt.	1" Gravel Surface on 12" Gravel Base

GUARD RAIL - TYPE "E"				
STATION TO STATION	SIDE	LENGTH	REMARK	
Hogan Road				
189 + 75 Lt. to 13 + 96 "C" Rt.		315'		
194 + 00 to 197 + 22	Lt.	322'		
201 + 72 to 203 + 50	Lt.	178'		
21 + 22 "A" to 206 + 25	Lt.	140'		
176 + 75 to 180 + 25	Rt.	350'		
196 + 40 to 197 + 50	Rt.	110'		
202 + 00 to 205 + 25	Rt.	325'		

GD. RAIL - TYPE "E" - TERM. SECT. & END WINGS		
STATION	SIDE	REMARK
Hogan Road		
197 + 22	Lt.	End Wing
197 + 50	Rt.	" "
201 + 72	Lt.	" "
202 + 00	Rt.	" "
176 + 75	Rt.	Term. Section
180 + 25	Rt.	" "
189 + 75	Lt.	" "
205 + 25	Rt.	" "
206 + 25	Lt.	" "

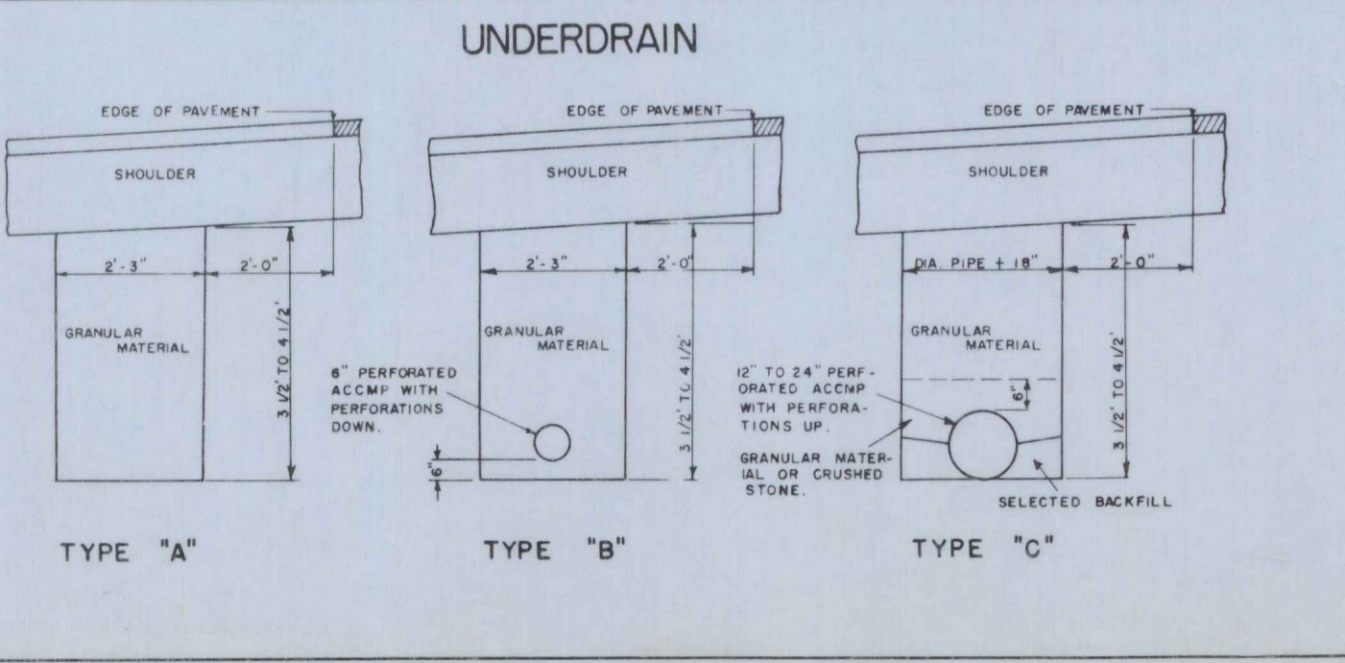
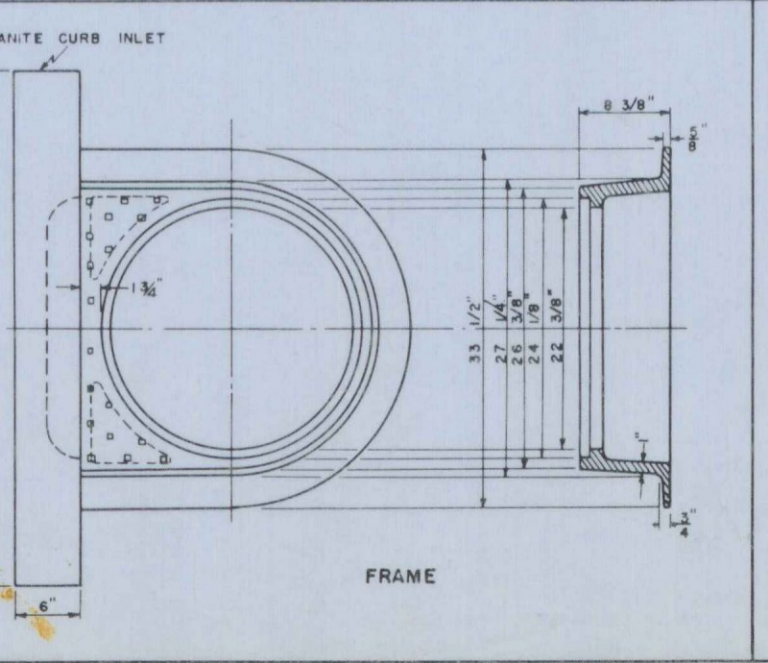
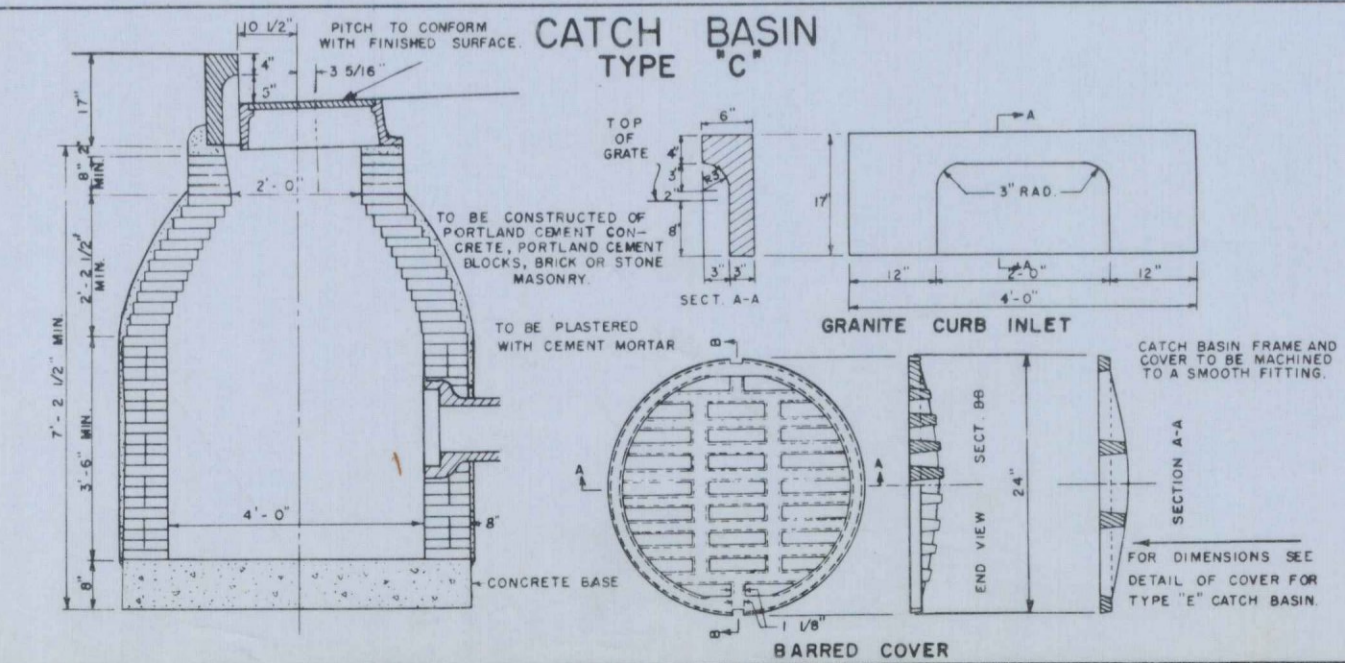
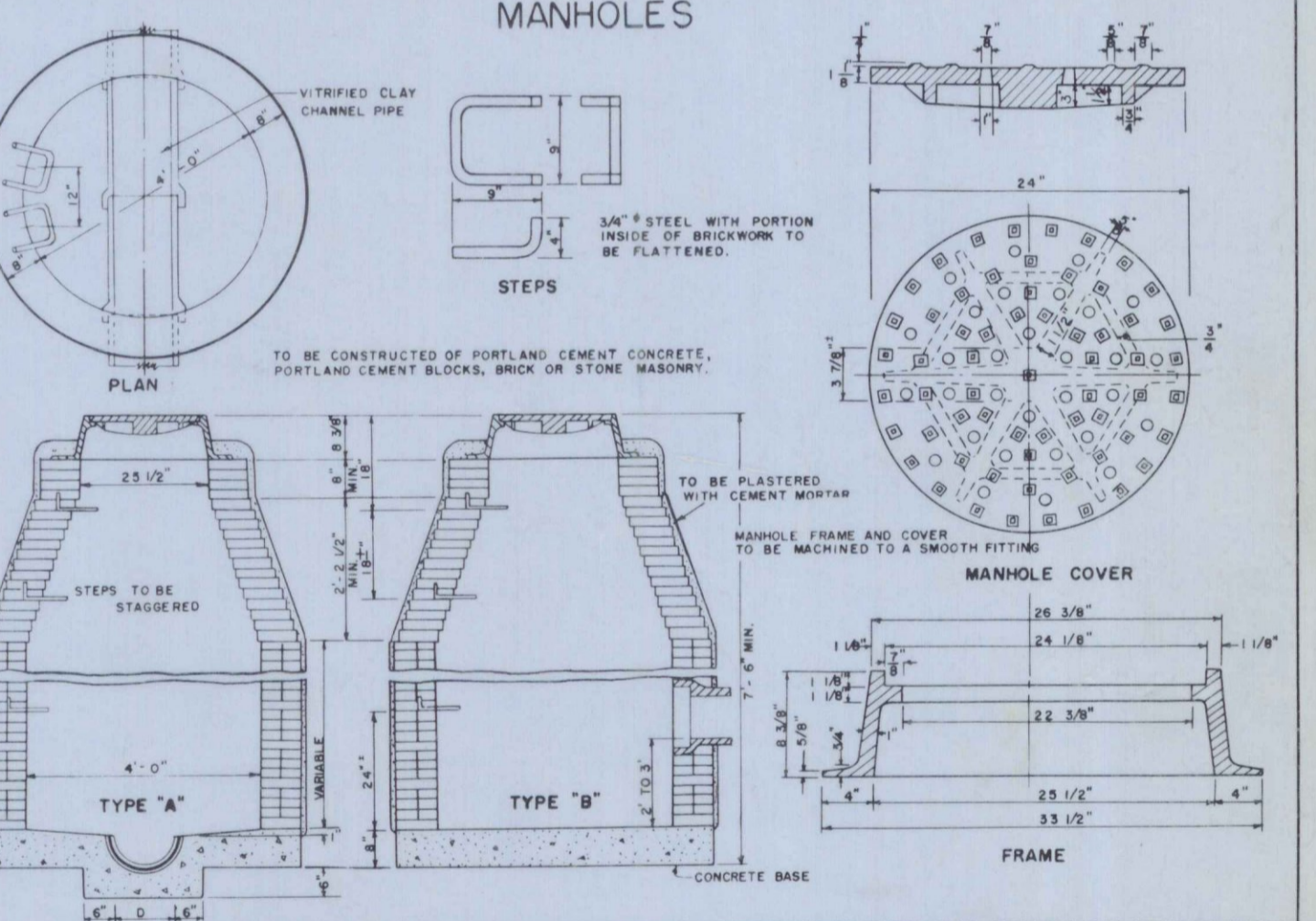
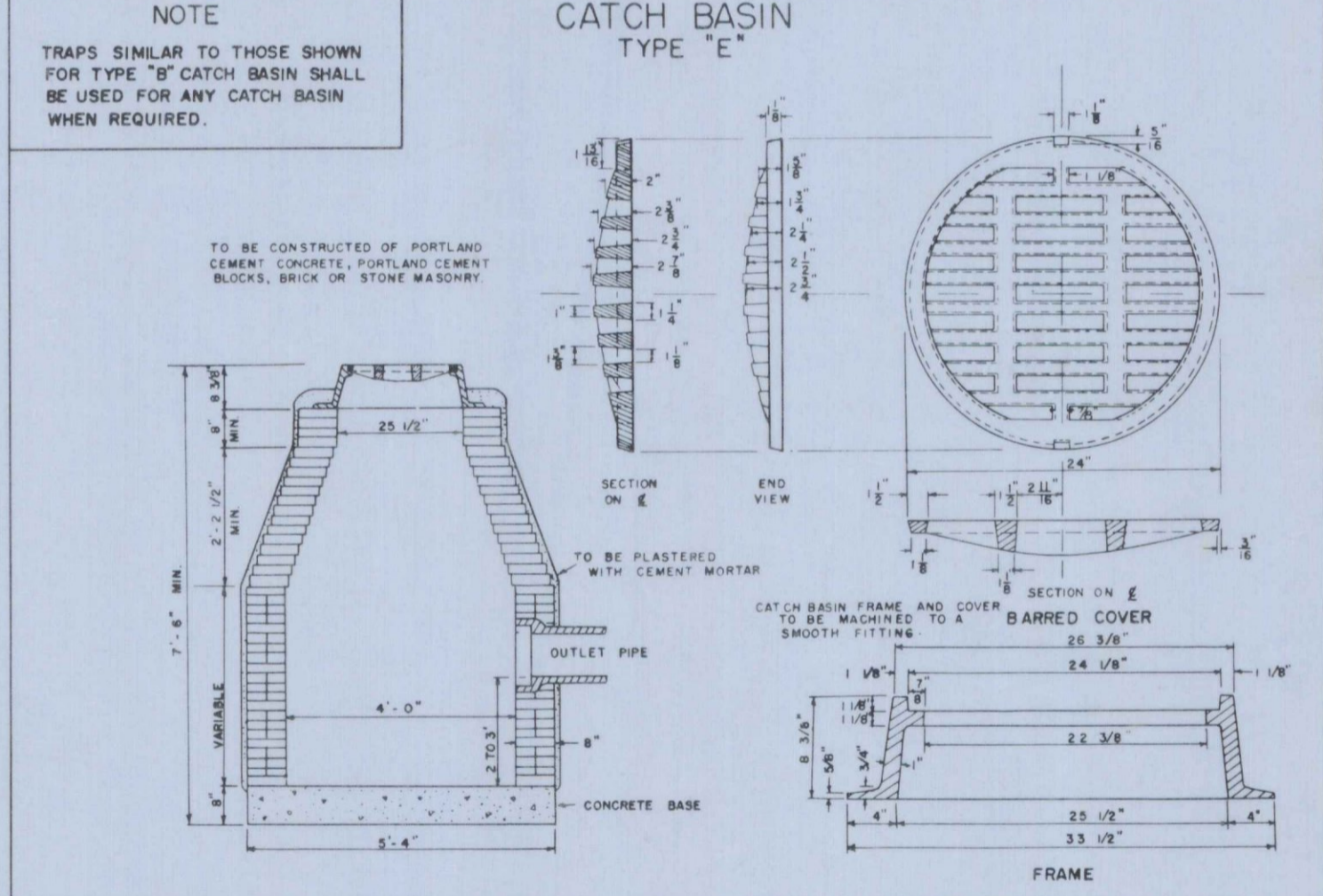
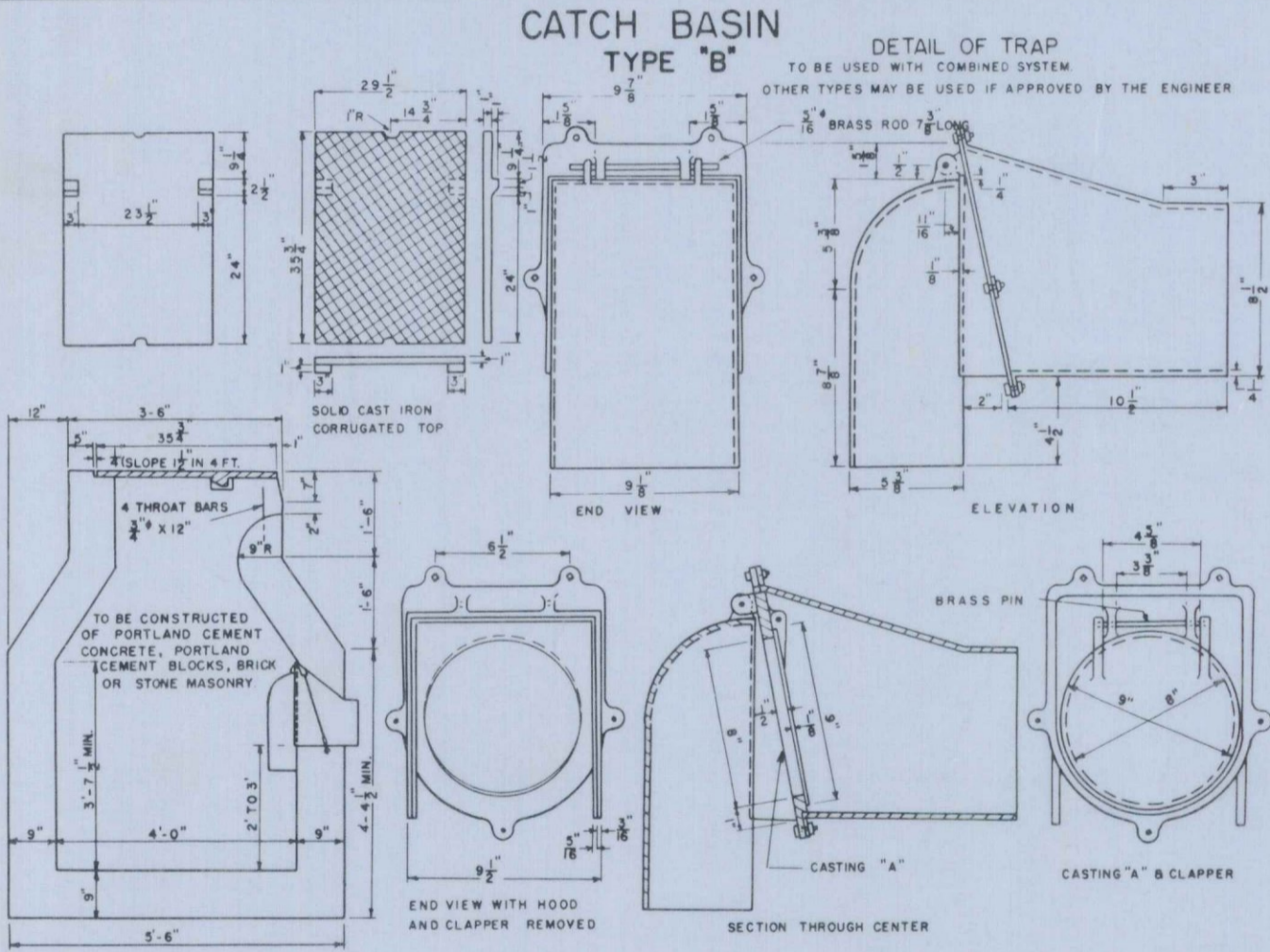
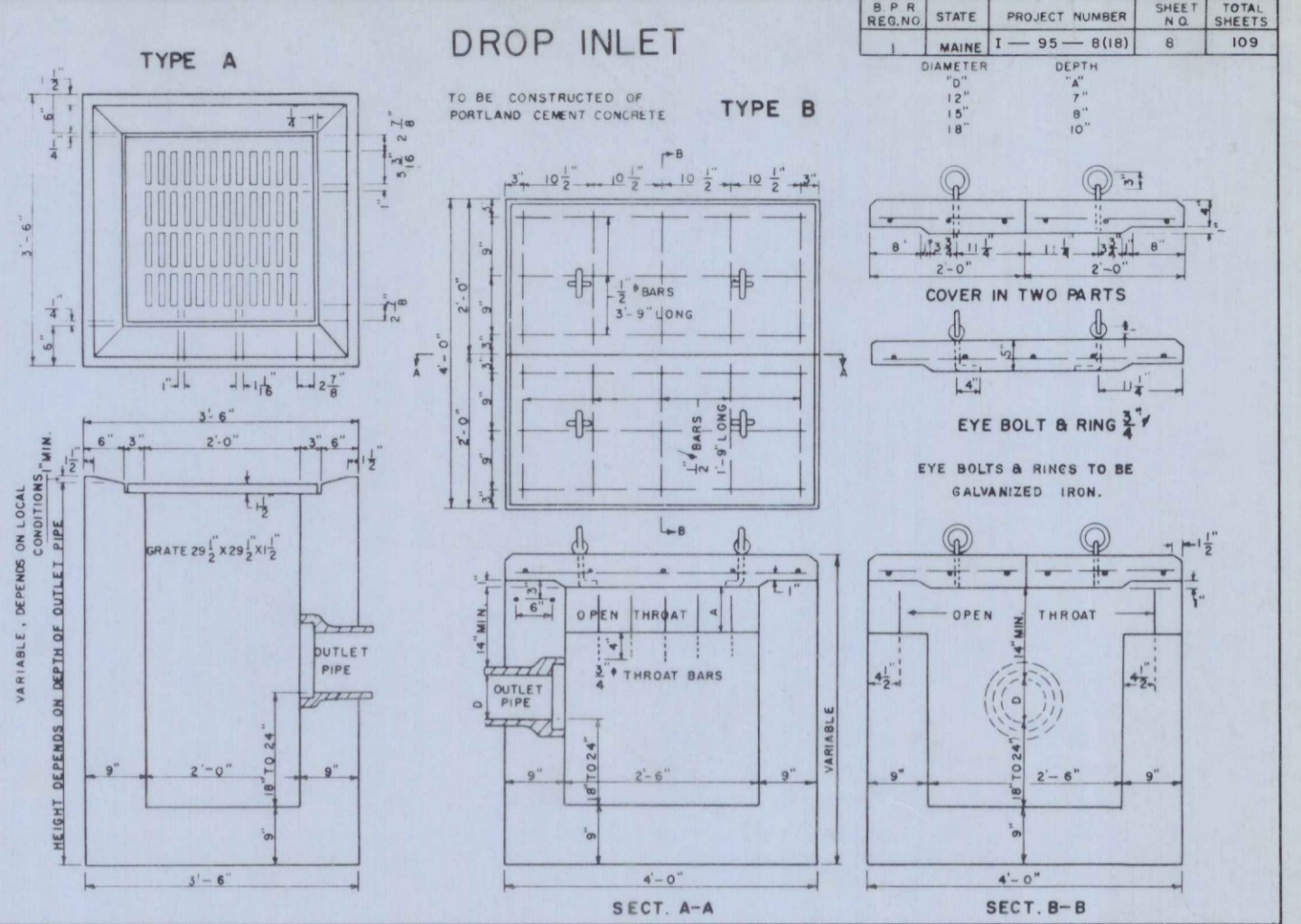
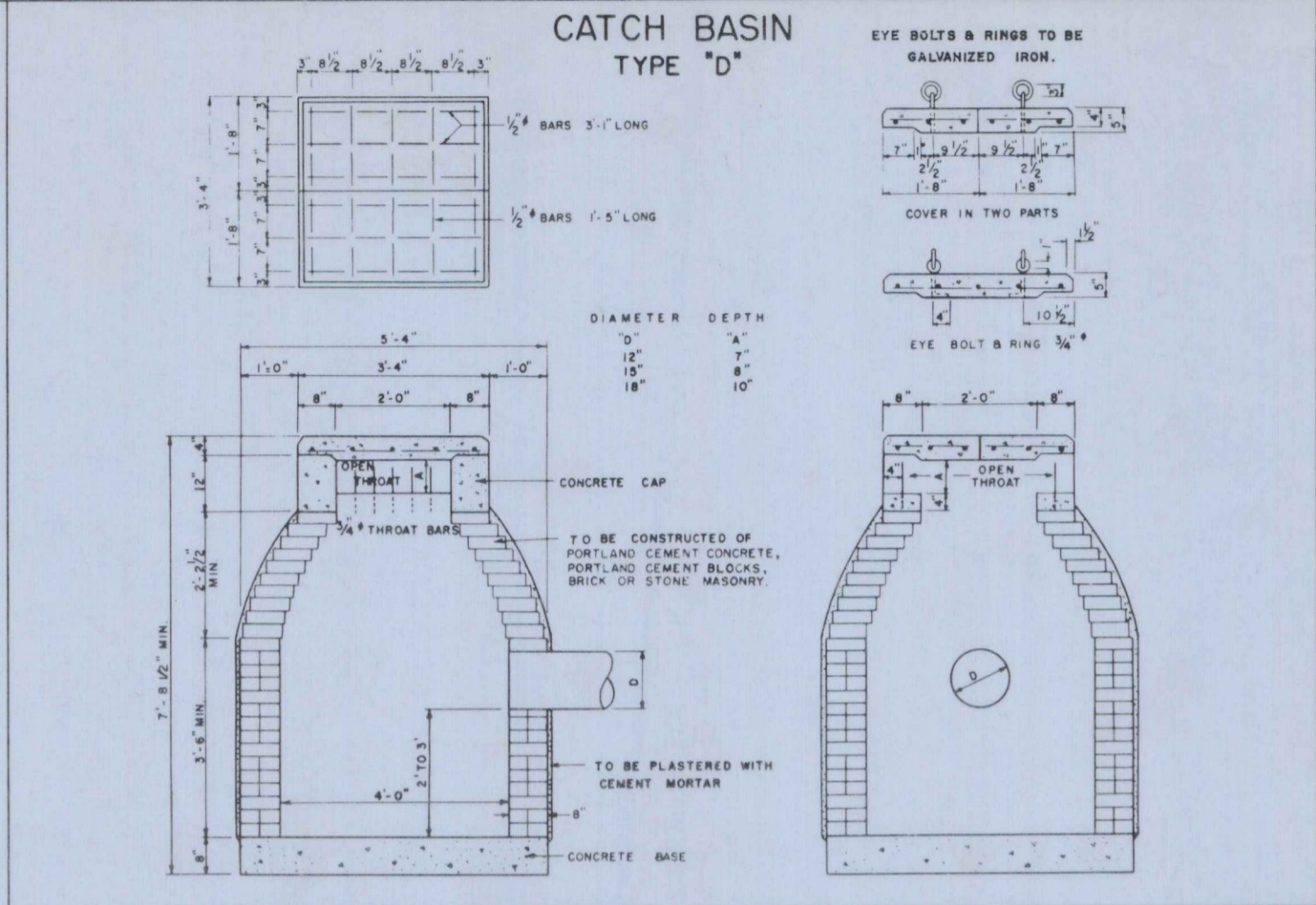
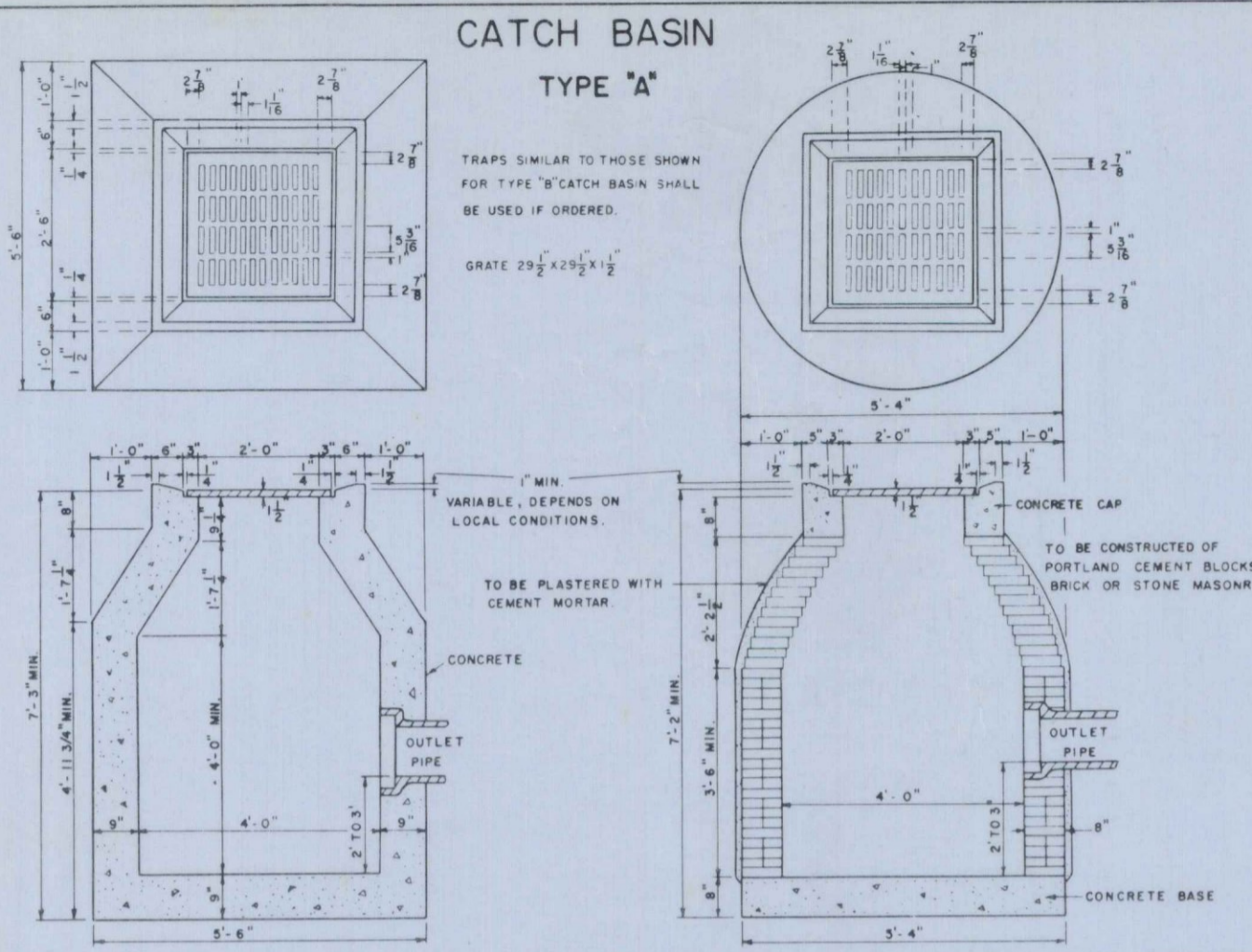
72" CHAIN LINK FENCE				
STATION TO STATION	SIDE	LENGTH	REMARK	
10 + 70 "A" Lt. to 211 + 00 Hogan	Lt.	1616'		
9 + 40 "C" Rt. to 190 + 00 Hogan	Lt.	563'		
211 + 00 Hogan Rt. to 375 + 00	Lt.	1517'		
190 + 00 Hogan Rt. to 375 + 00	Rt.	2160'		

REMOVING TREES			
STATION	SIDE	OFFSET	DESCRIPTION
Mount Hope Ave.			
8 + 25	Lt.	25	24" Elm
8 + 55	Lt.	25	24" Elm
9 + 05	Lt.	22	14" Elm
9 + 85	Lt.	25	12" Elm
10 + 25	Lt.	22	13" Elm
8 + 50	Rt.	30	12" Elm
9 + 50	Rt.	32	12" Elm
9 + 85	Rt.	32	14" Elm
10 + 25	Rt.	30	12" Elm

GUARD RAIL - TYPE "C"				
STATION TO STATION	SIDE	LENGTH	REMARK	
Hogan Road				
177 + 25 to 181 + 75	Lt.	450'		
185 + 75 to 188 + 75	Lt.	300'		

GUARD RAIL - TYPE "C" - ANCHORAGES		
STATION	SIDE	REMARK
Hogan Road		
177 + 25	Lt.	
181 + 75	Lt.	
185 + 75	Lt.	
188 + 75	Lt.	

BANGOR INTERSTATE				
S.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(18)	8	109

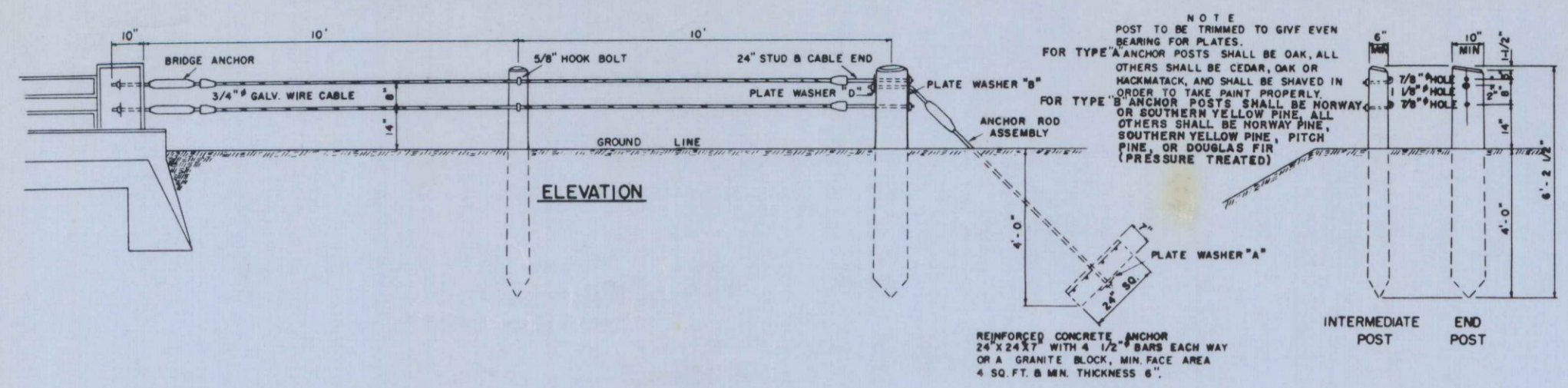


NOTE: ALL CATCH BASINS AND MANHOLES CONSTRUCTED OF PORTLAND CEMENT BLOCKS, BRICK OR STONE MASONRY SHALL BE CYLINDRICAL IN SHAPE.

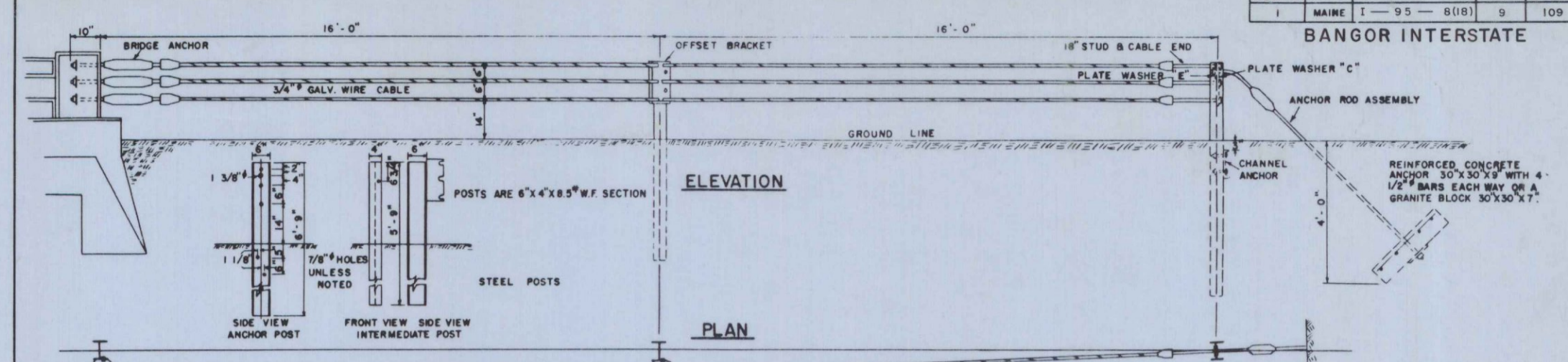
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

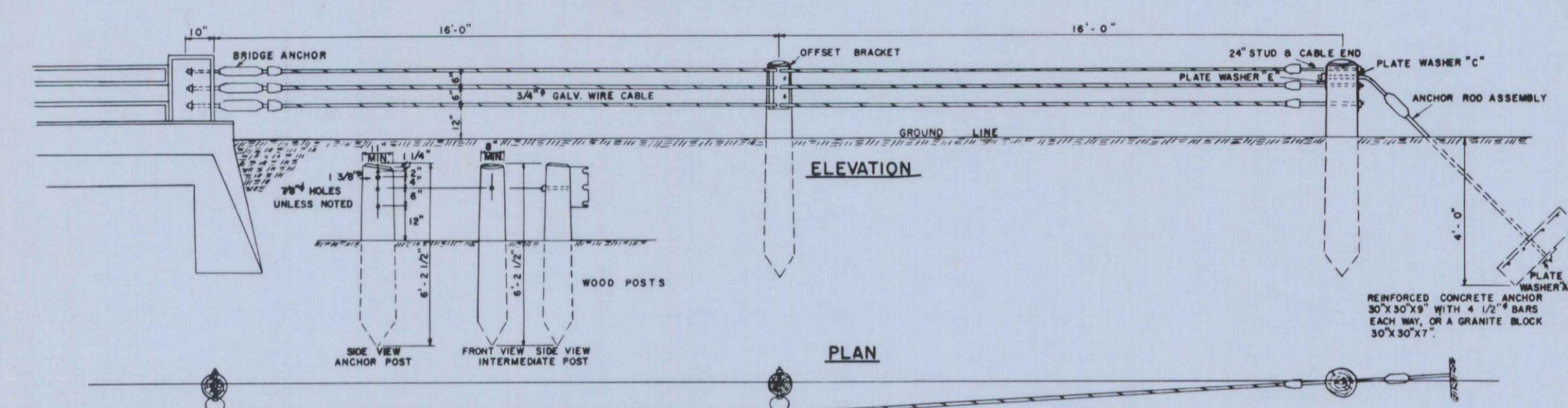
CATCH BASINS, MANHOLES,
DROP INLETS AND
UNDERDRAINS



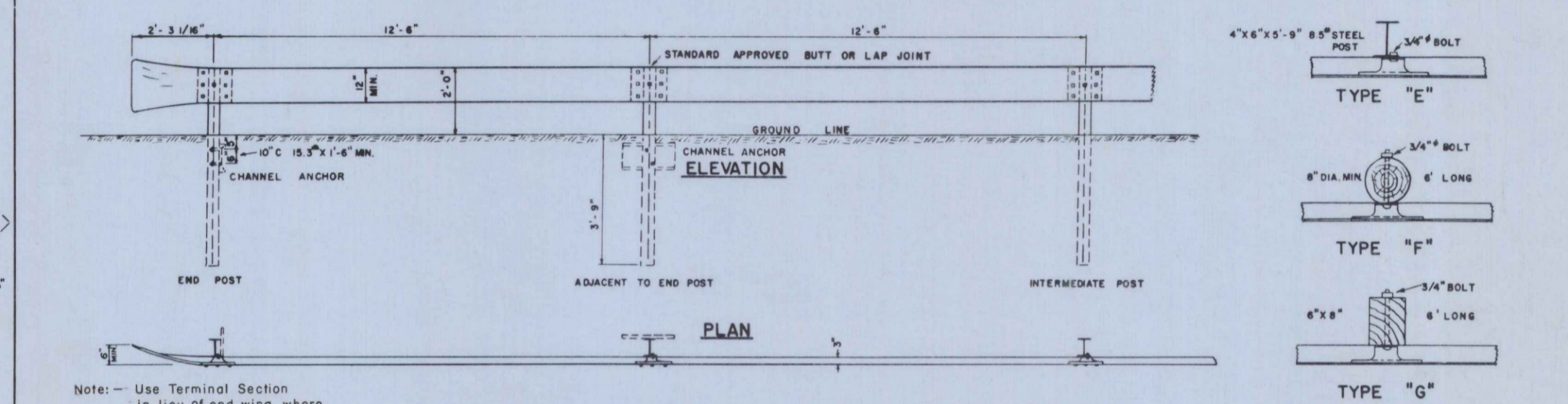
GUARD RAIL TYPE "A" & "B"



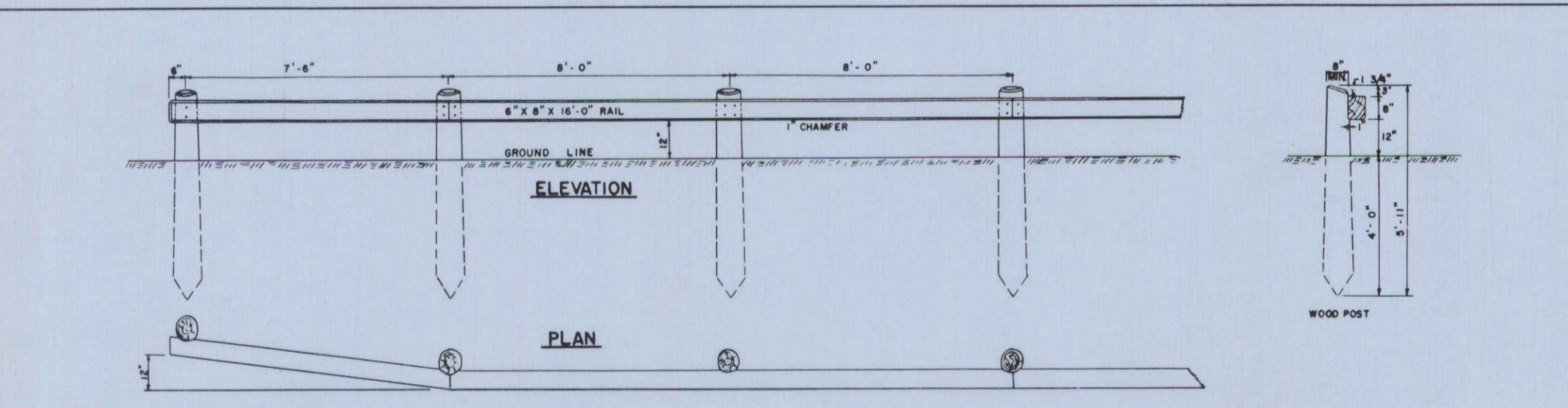
GUARD RAIL TYPE "C"



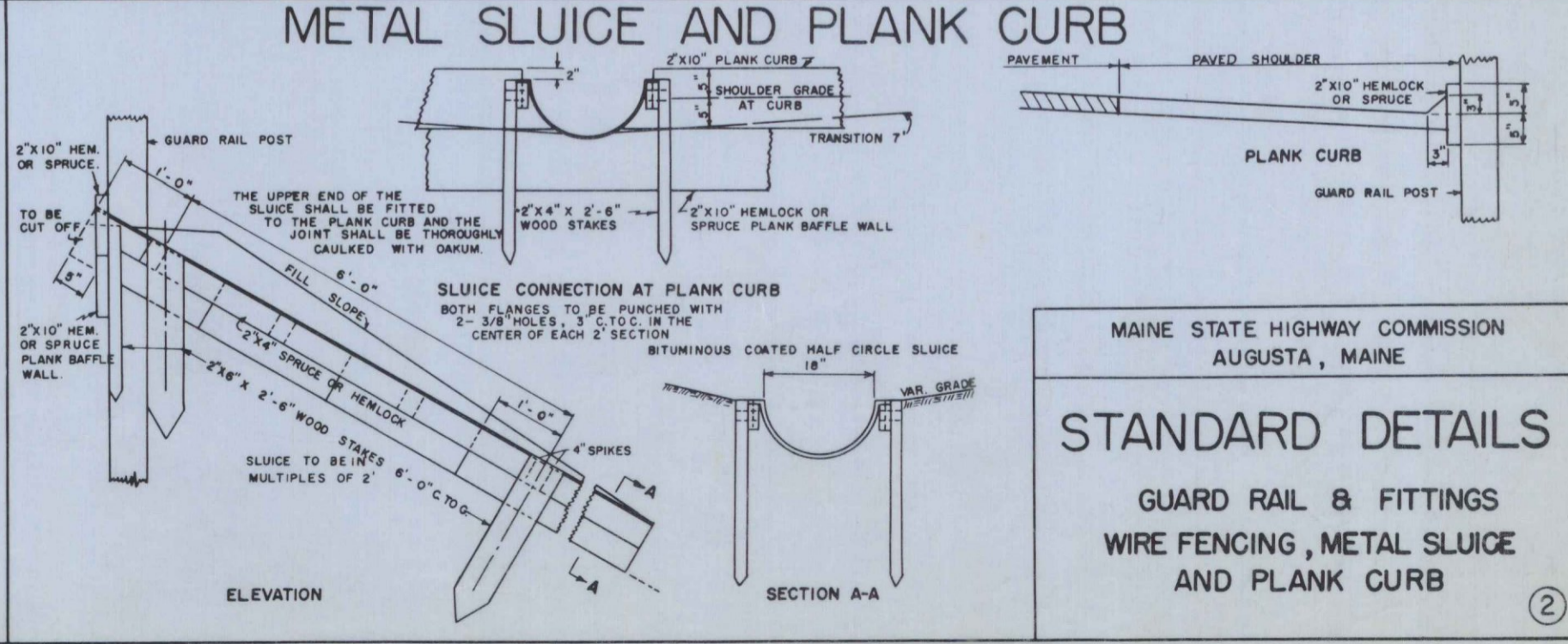
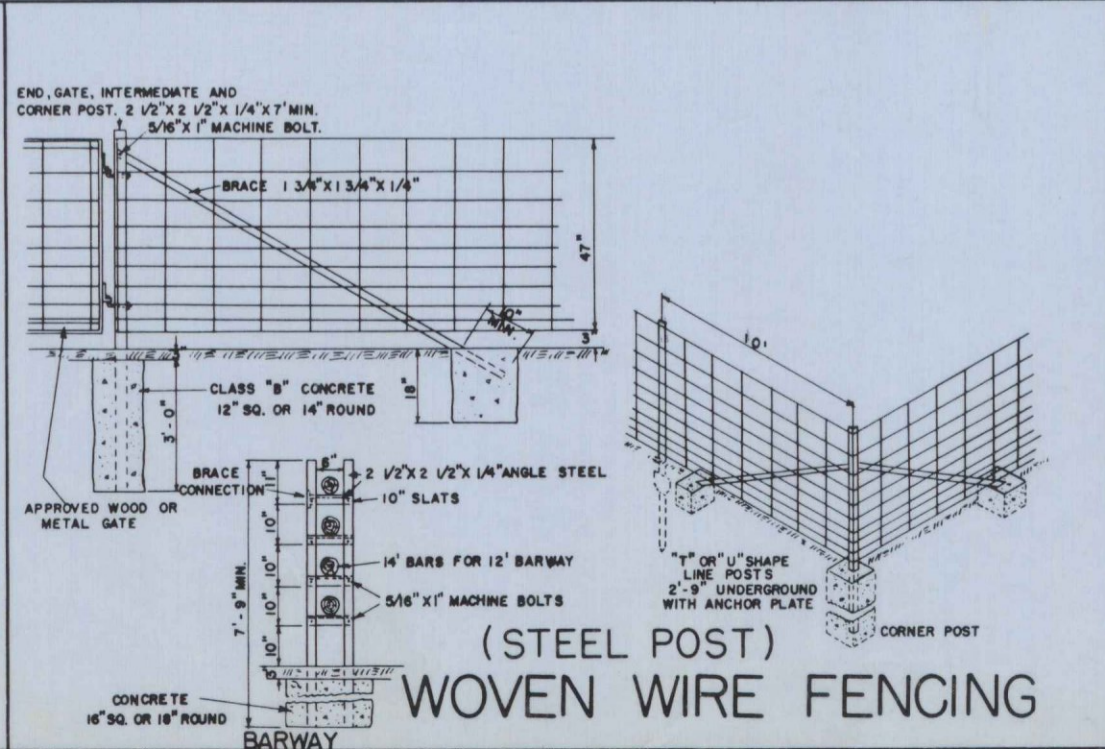
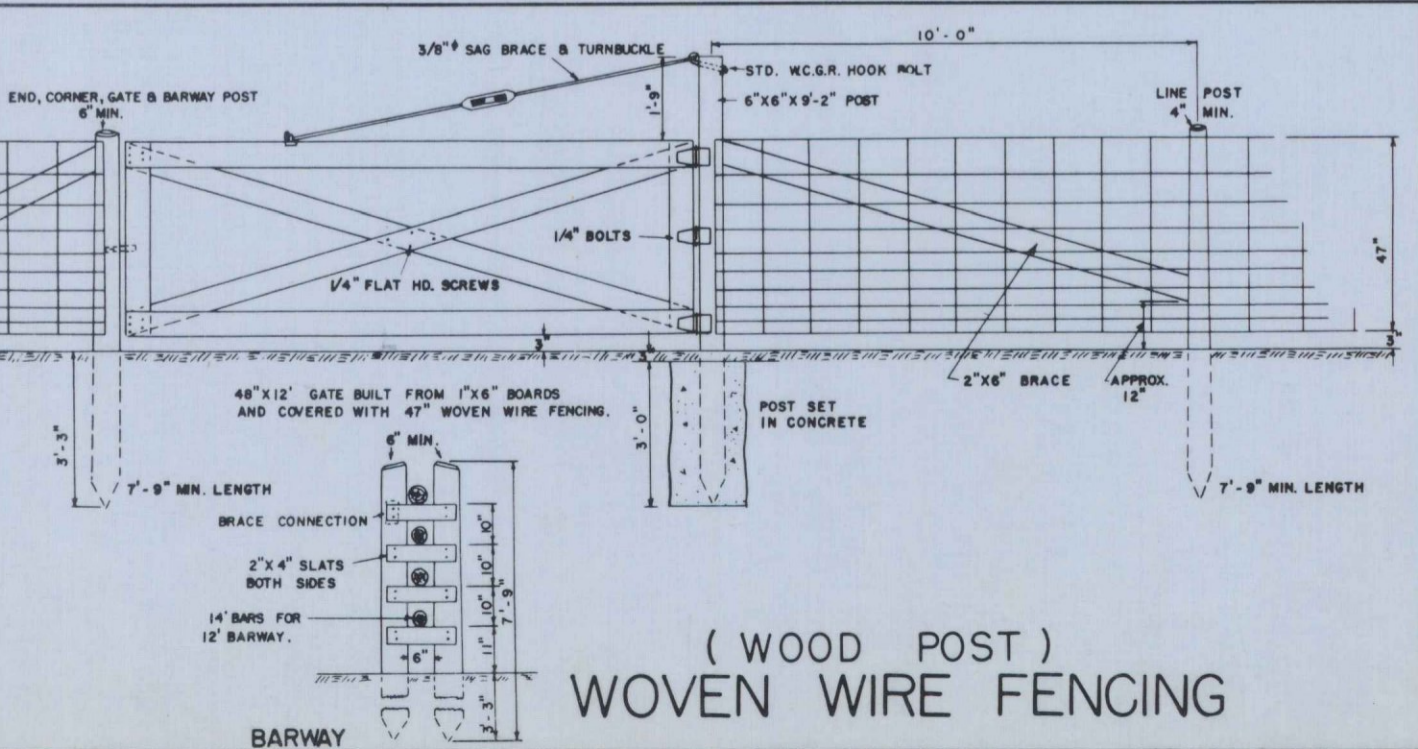
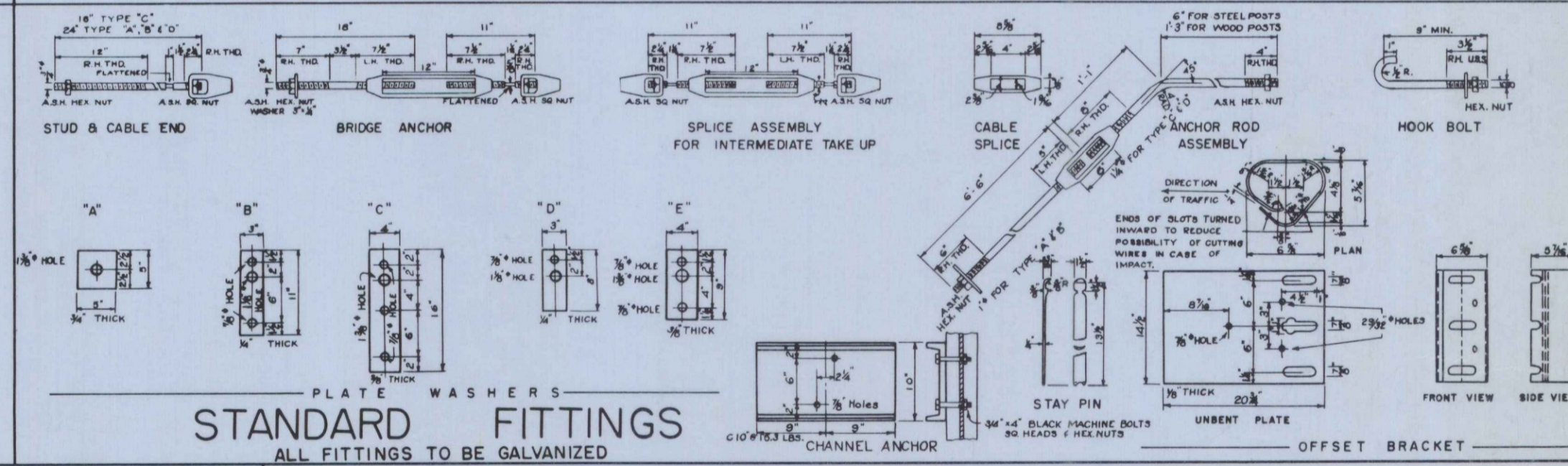
GUARD RAIL TYPE "D"



GUARD RAIL TYPE "E", "F" & "G"



GUARD RAIL TYPE "H"

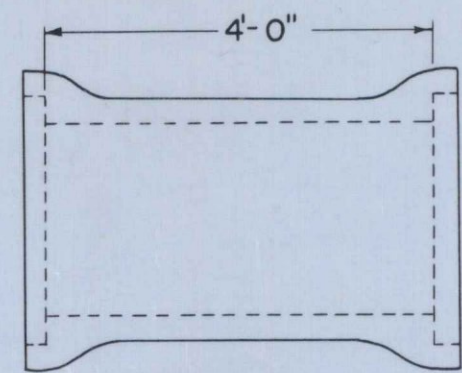
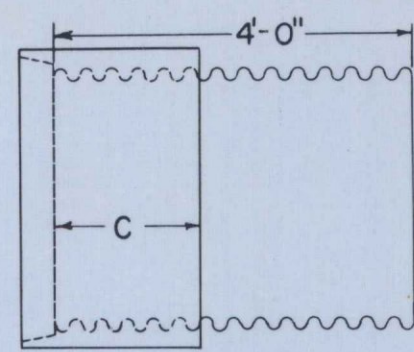


MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS
GUARD RAIL & FITTINGS
WIRE FENCING, METAL SLUICE
AND PLANK CURB

2

PIPE CONNECTIONS



GROOVE END COMBINATION
For 30" to 72", inclusive, diameter connection between concrete and metal pipe

"C" = 17" min. for sizes 30" to 48" incl.
"C" = 23" min. for sizes over 48"

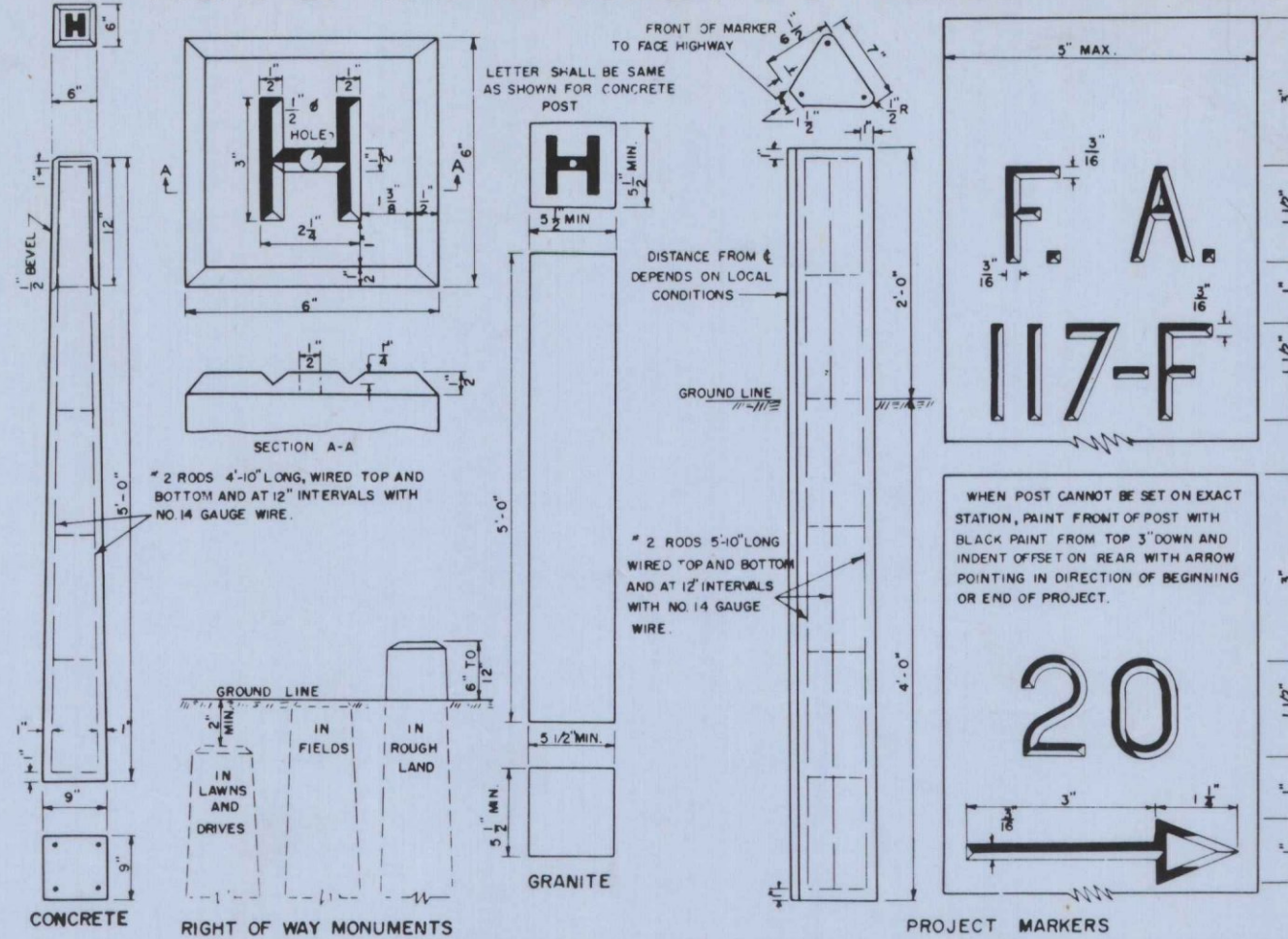
Asphalt coated corrugated metal pipe shall conform to the latest standard specifications

REINFORCED CONCRETE PIPE CONNECTOR DOUBLE BELL

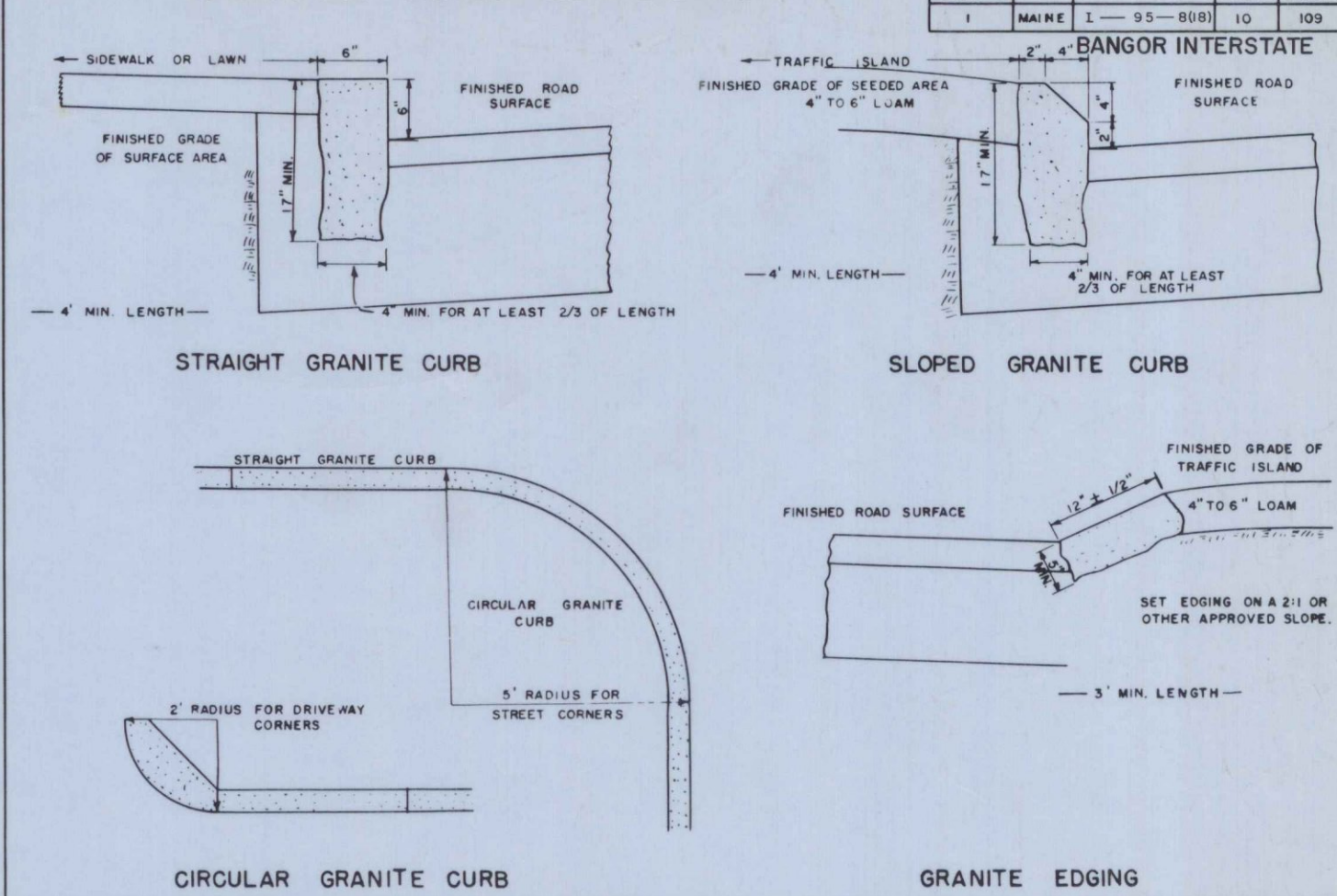
For 12" to 24", inclusive, diameter connection between concrete and metal pipe

Reinforced concrete pipe shall conform to the latest standard specifications

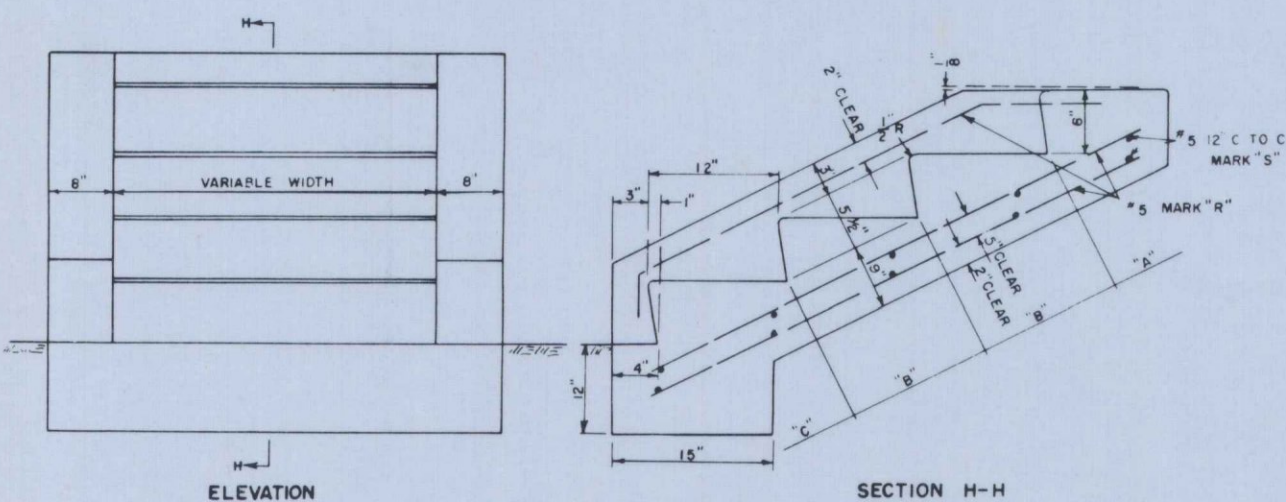
RIGHT OF WAY MONUMENTS & PROJECT MARKERS



GRANITE CURB & EDGING



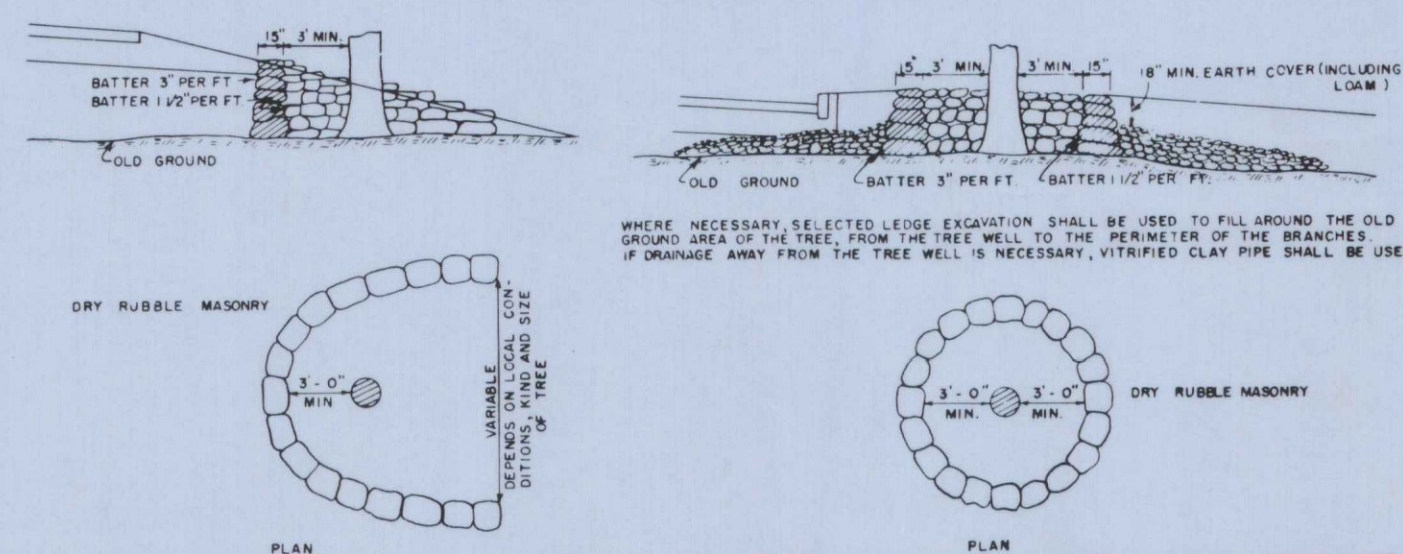
CONCRETE STEPS



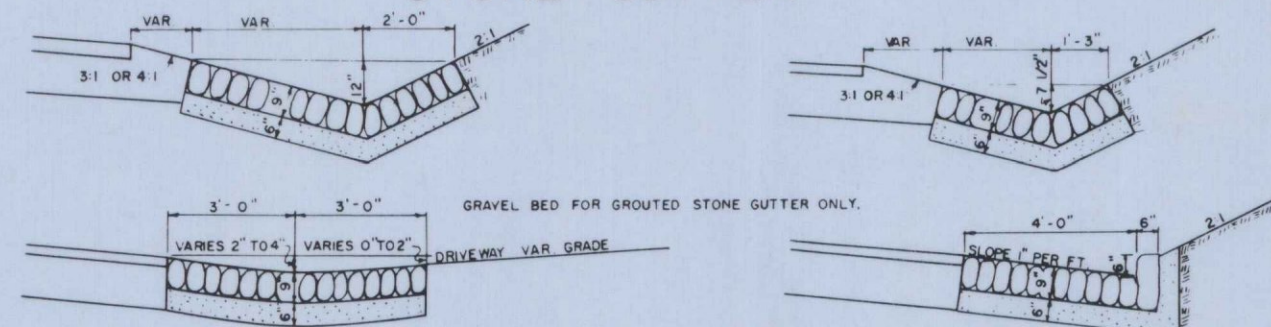
CONCRETE CLASS "A"		
SECTION	STEPS PER FT. OF WIDTH	PARAPET EACH WALL
"A" HEADER	.032 CU. YDS.	0.22 CU. YDS.
"B" EA. INTER ST.	0.040 CU. YDS.	0.40 CU. YDS.
"C" FOOTER	0.071 CU. YDS.	0.65 CU. YDS.

REINFORCING STEEL			
MARK	SIZE	NUMBER	LENGTH (EACH)
R	"5	3 EACH PARAPET	8" FOR "A"
		1043 LBS. PER FT. 2 EACH FT. OF WIDTH	+13" FOR EACH "B"
			+16" FOR "C"
S	"5	2 FOR "A"	6" EACH PARAPET
		2 FOR EACH "B"	+12" PER FT. OF WIDTH
		4 FOR "C"	

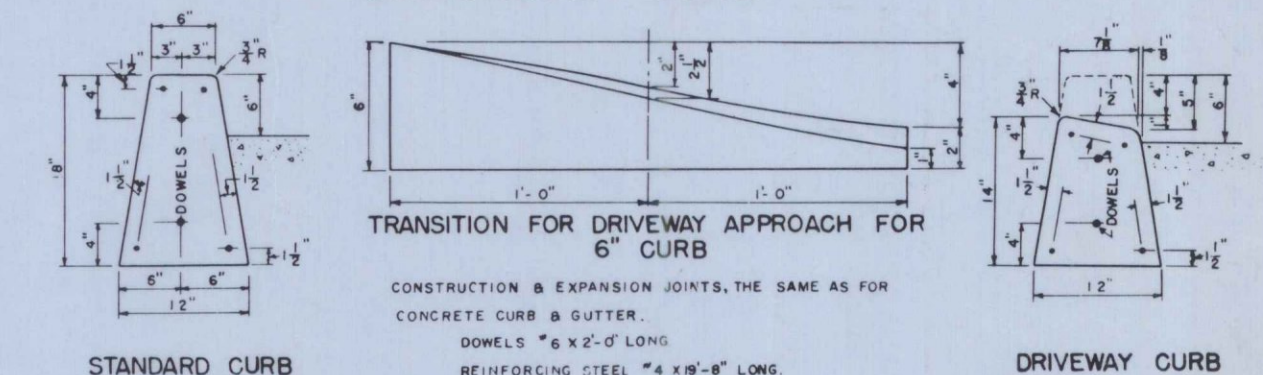
TREE WELLS



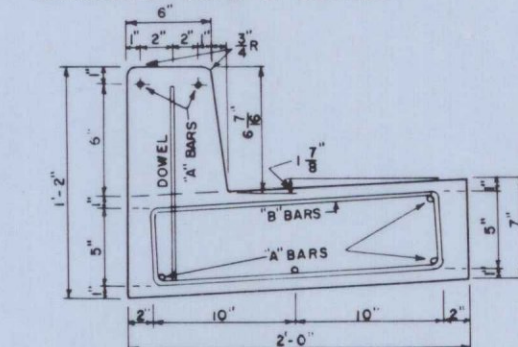
STONE GUTTER



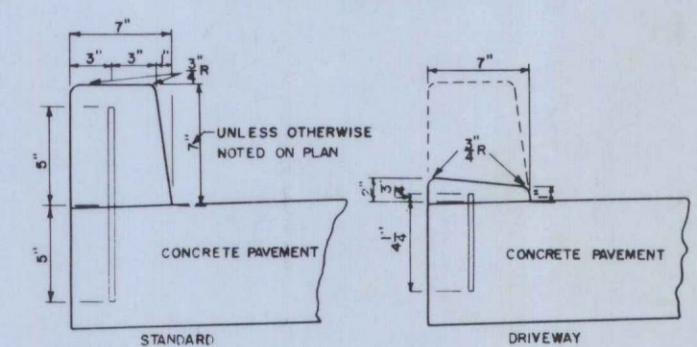
CONCRETE CURB



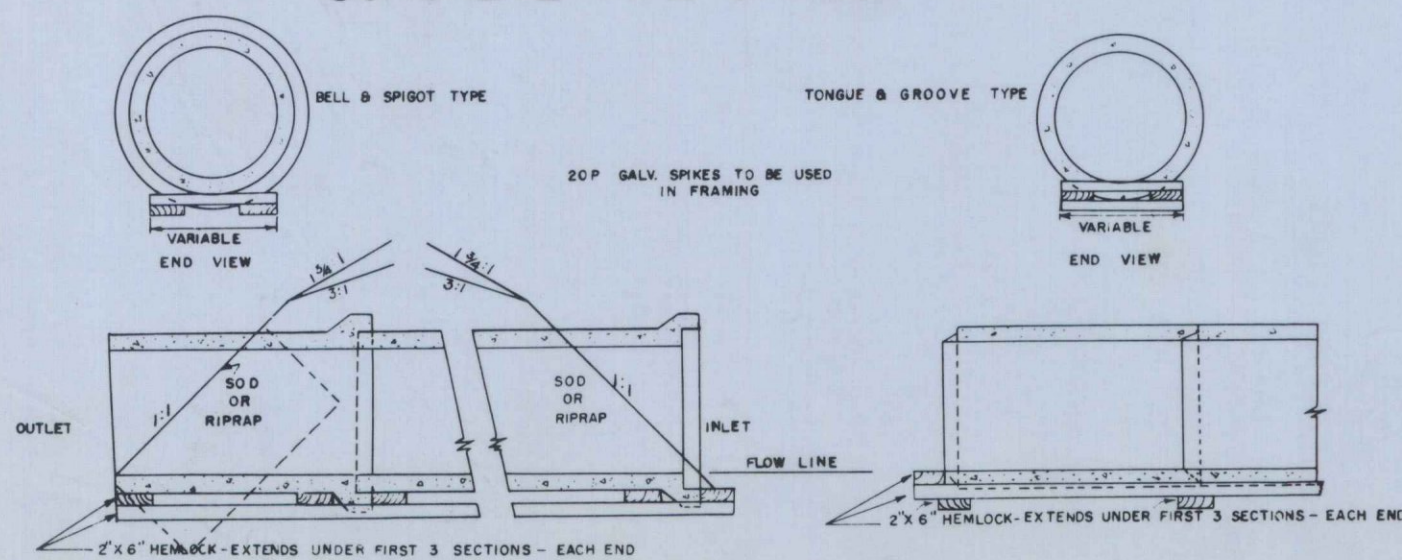
CONCRETE CURB & GUTTER



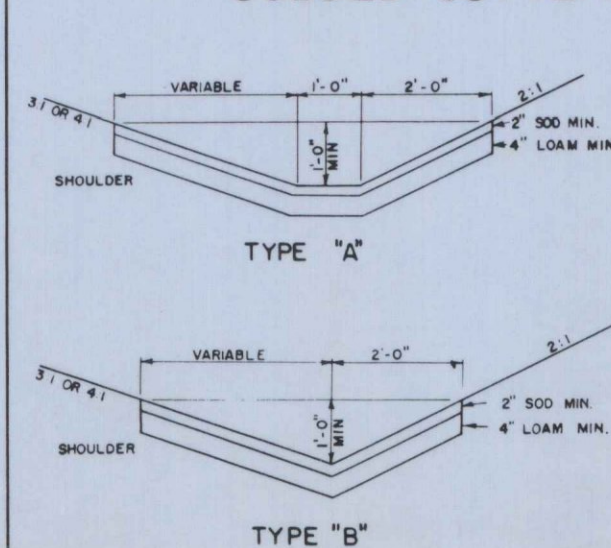
INTEGRAL CONCRETE CURB



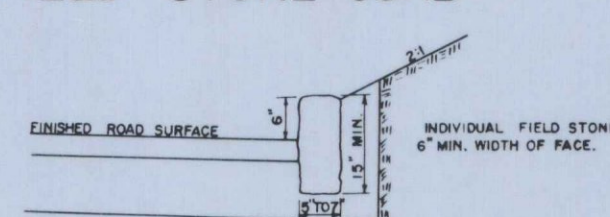
CONCRETE PIPE CRADLE



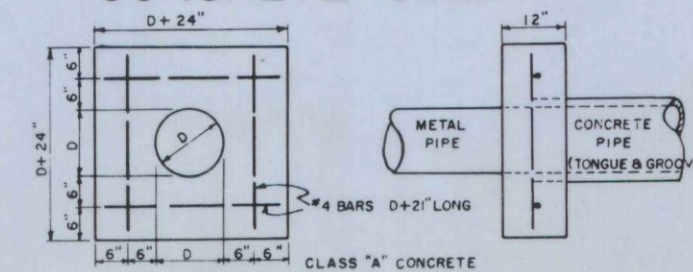
SODDED GUTTER



FIELD STONE CURB



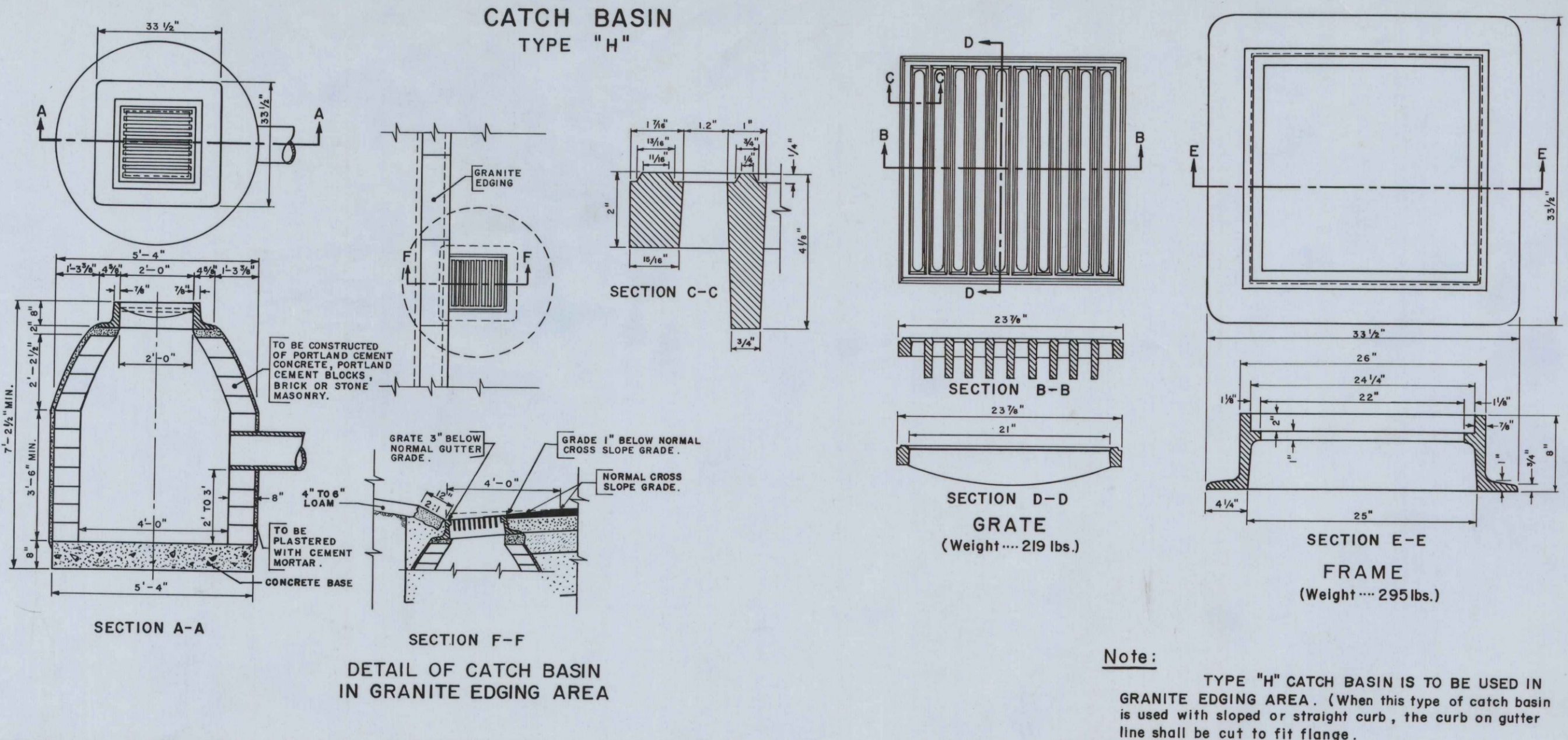
CONCRETE COLLAR



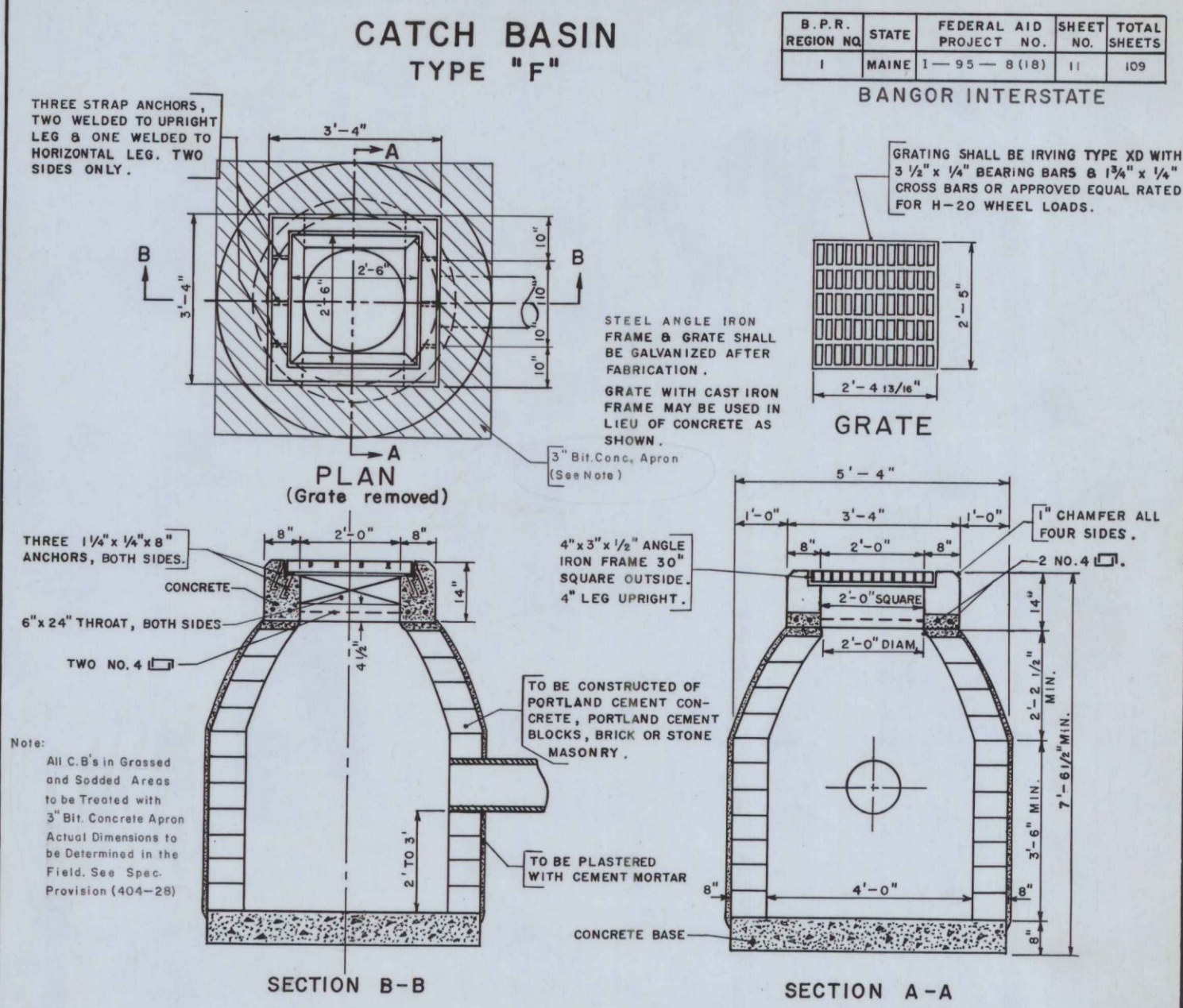
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

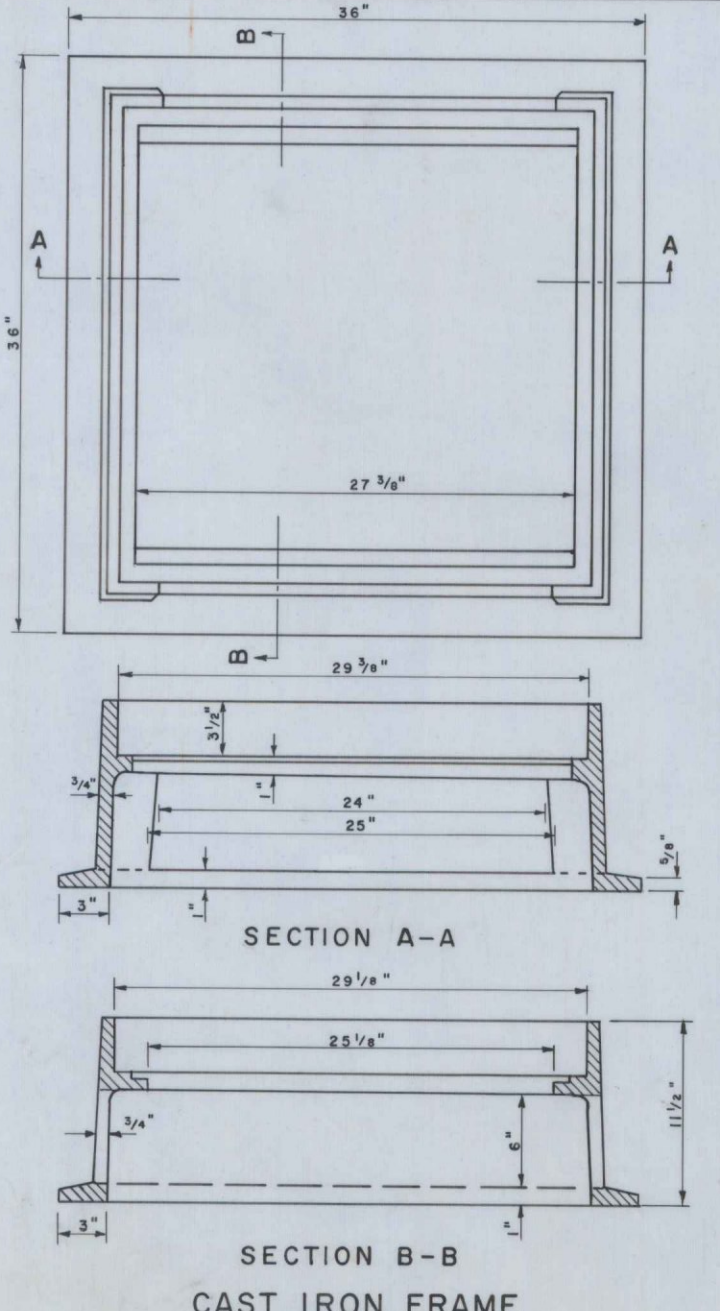
MISCELLANEOUS ITEMS



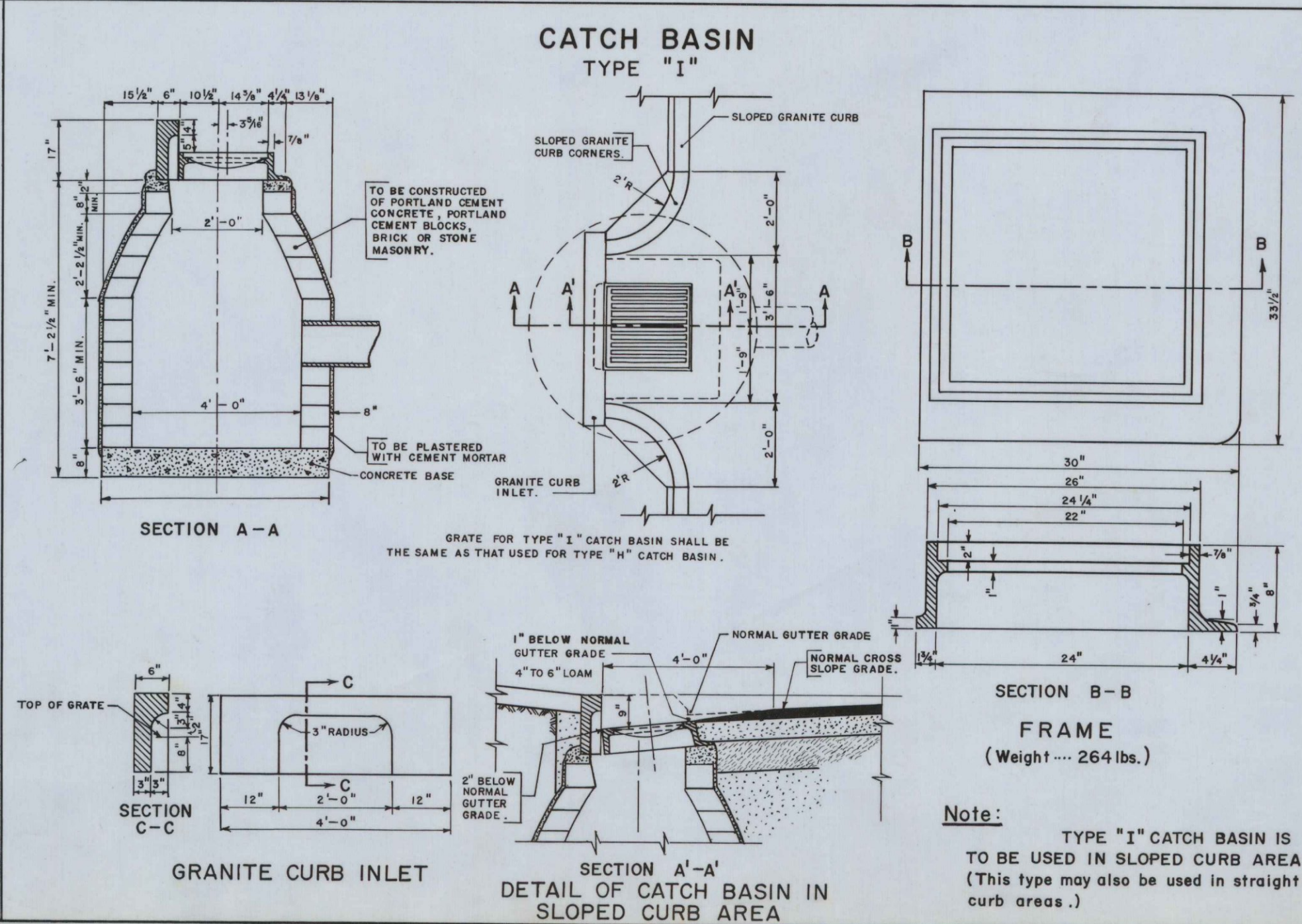
Note: TYPE "H" CATCH BASIN IS TO BE USED IN GRANITE EDGING AREA. (When this type of catch basin is used with sloped or straight curb, the curb on gutter line shall be cut to fit flange.)



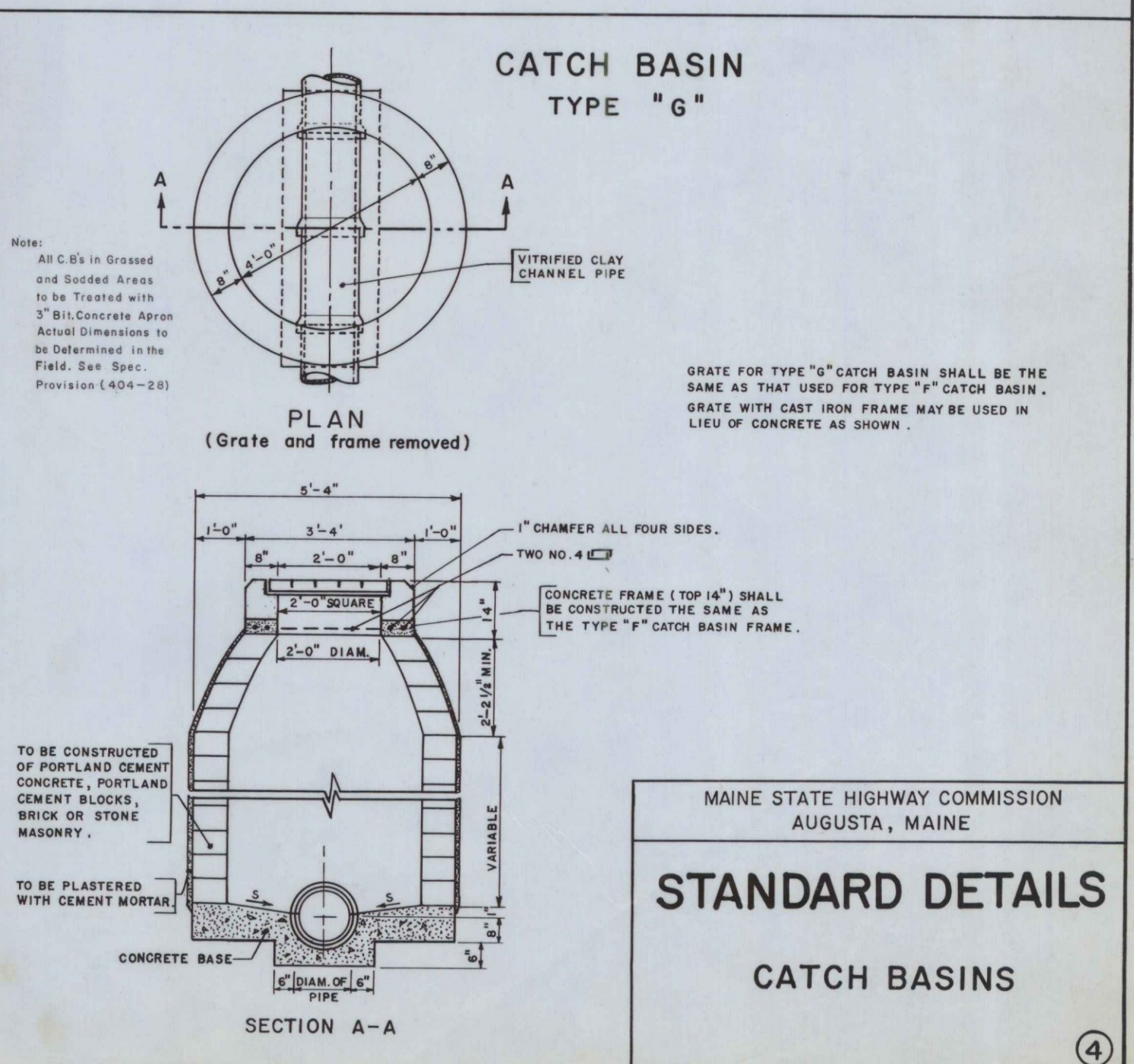
Note: All C.B.'s in Grassed and Sodded Areas to be Treated with 3" Bit. Concrete Apron Actual Dimensions to be Determined in the Field. See Spec. Provision (404-28)



(Alternate for reinforced concrete frame-type "F" & "G" catch basins)



Note: TYPE "I" CATCH BASIN IS TO BE USED IN SLOPED CURB AREA. (This type may also be used in straight curb areas.)

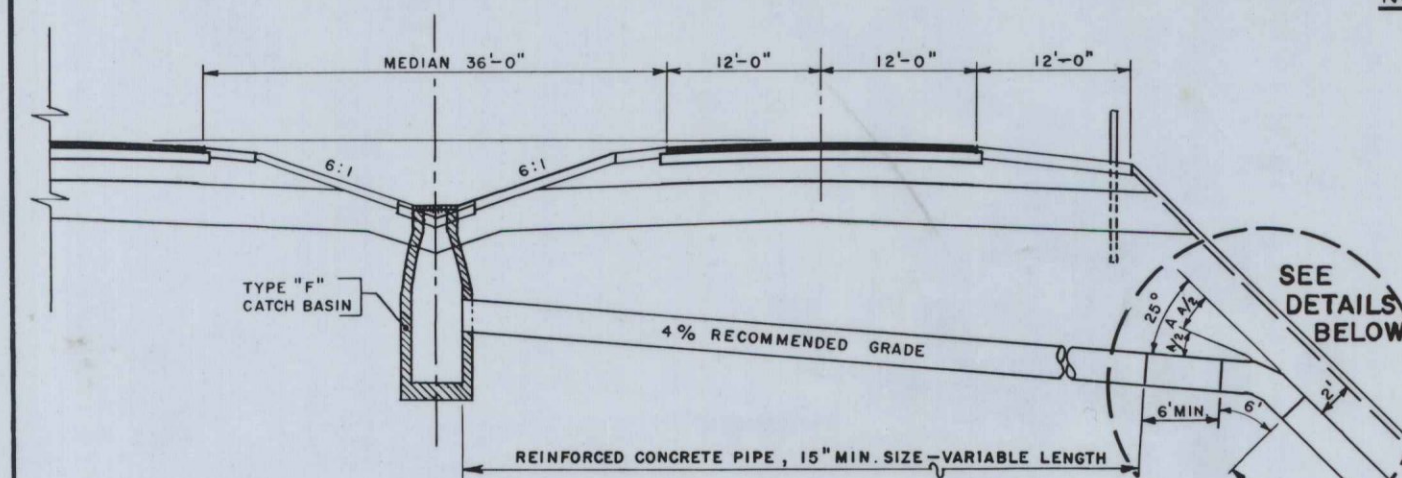


MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

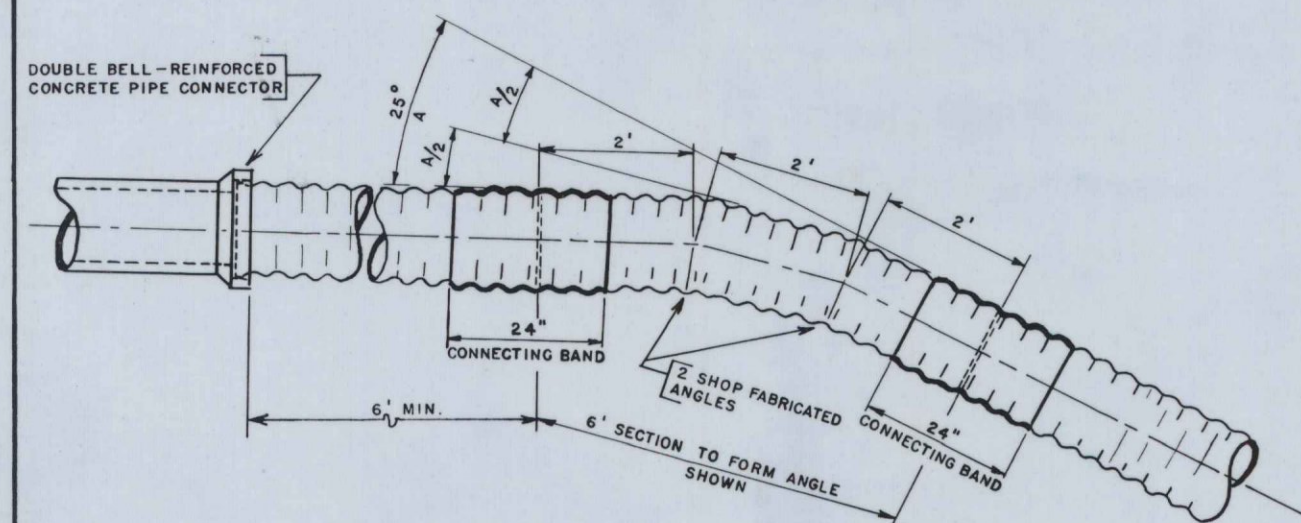
STANDARD DETAILS

CATCH BASINS

BENDS AND BANDS for A.C.C.M.P. MEDIAN DRAINAGE



DRAINAGE SECTION



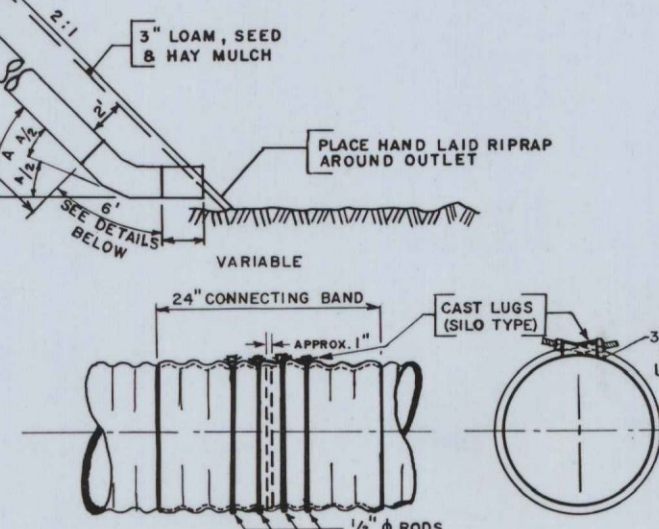
DETAIL OF SIX-FOOT BENDS

NOTE: 24" CONNECTING BANDS SHALL BE USED ON THE ENDS OF EACH ANGLE SECTION. THESE BANDS SHALL BE WATER TIGHT AND DRAWN SECURE BY MEANS OF FOUR THREADED GALVANIZED RODS 1/2" ROUND, PLACED UNIFORMLY EACH SIDE OF THE PIPE ENDS, AND TIGHTENED WITH SILO TYPE LUGS. THE LONGITUDINAL SEAM UNDER THE COLLAR SHALL BE WELDED AND RIVETS OMITTED.

WHEN STRAIGHT LENGTH OF A.C.C.M.P. ON SLOPE EXCEEDS 20 FEET, 24" BAND OR BANDS SHALL BE USED IN THE SAME MANNER AS DESCRIBED ABOVE. AN ITEM COVERING EACH SIZE OF 24" CONNECTING BANDS SHALL BE INCLUDED IN THE PROPOSAL.

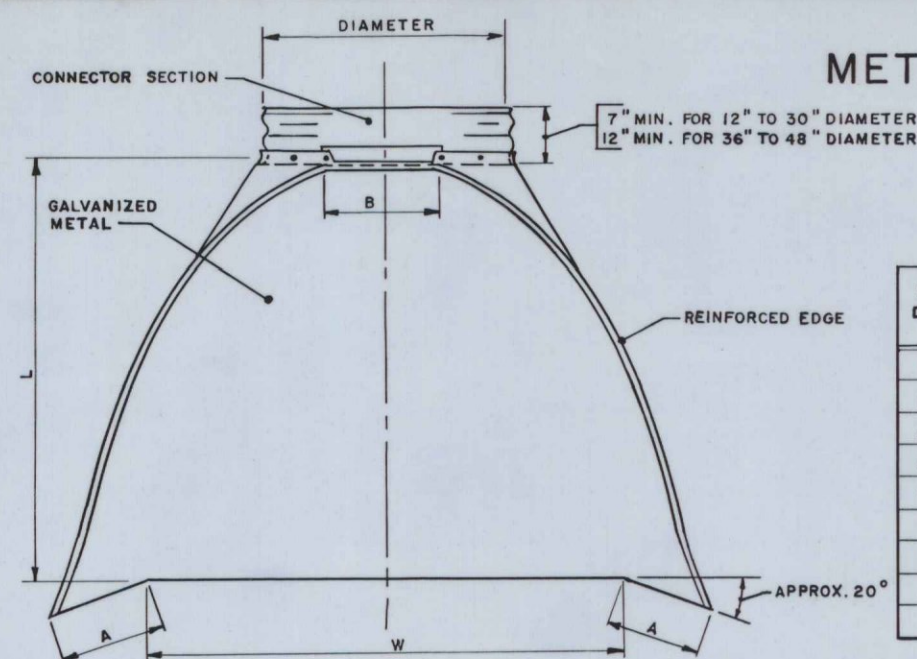
BID ITEMS FOR 15", 18" & 24" A.C.C.M.P. SIX FOOT SECTION TO FORM 25° ANGLE SHALL BE SHOWN IN THE ITEM DESCRIPTION AS "SIX FOOT BENDS". WHEN FILL IS 10' OR MORE IN DEPTH AT THE OUTSIDE SHOULDER BERM USE OUTLET FROM CATCH BASIN AS SHOWN; WHEN FILL IS LESS THAN 10' USE STRAIGHT GRADE LINE FROM CATCH BASIN TO OUTLET END OF PIPE.

SEE DETAILS BELOW

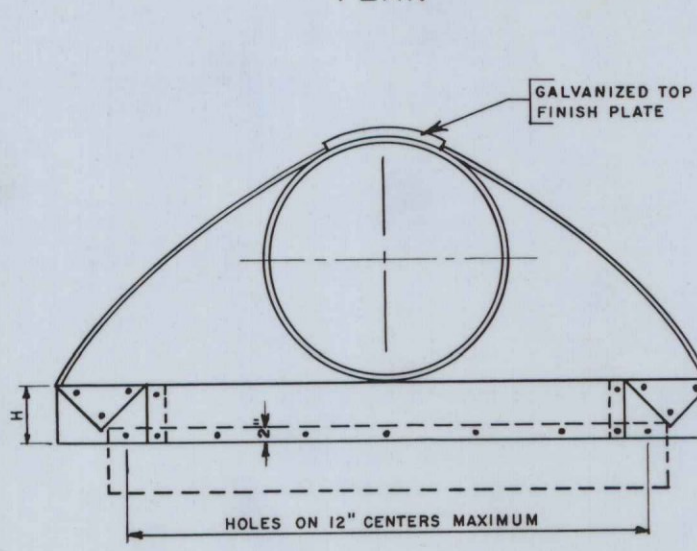


DETAIL OF 24" CONNECTING BANDS

METAL ENDWALLS

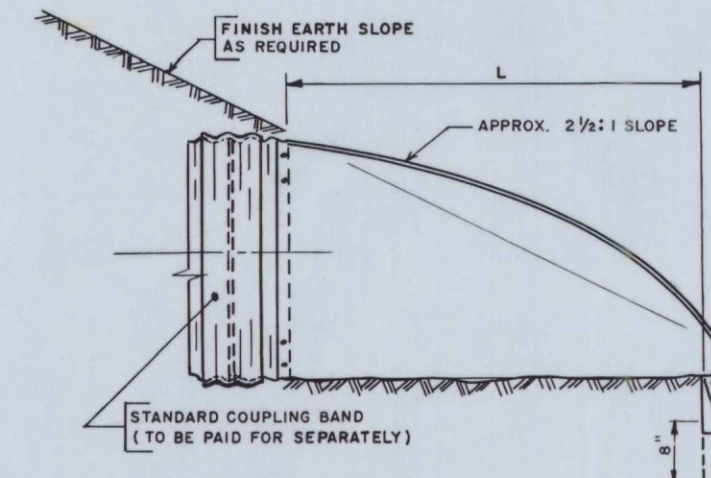


PLAN



ELEVATION

PIPE DIAM.	GAUGE	DIMENSIONS				
		A 1" TOL.	B MAX.	H 1" TOL.	L 1 1/2" TOL.	W 2" TOL.
12"	16	4 3/4"	6"	6"	21"	24"
15"	16	6"	8"	6"	26"	30"
18"	16	7"	9"	6"	31"	36"
21"	16	8 1/4"	11"	6"	36"	42"
24"	14	9 1/2"	12"	6"	42"	48"
30"	14	12"	15"	7 1/4"	52 1/2"	60"
36"	12	14"	18"	9"	63"	72"
42"	12	16"	21"	10 1/2"	73 1/2"	84"



SIDE ELEVATION

B. P. R. REGION NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(18)	12	109

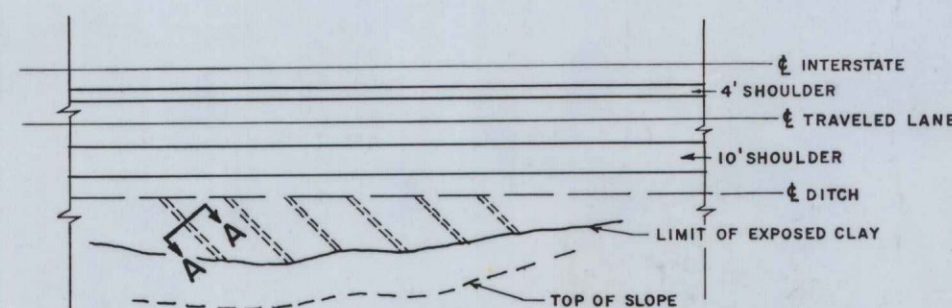
BANGOR INTERSTATE

TOE PLATE TO BE PUNCHED TO MATCH HOLES IN SKIRT LIP. LENGTH OF TOE PLATE IS W+10" FOR 12" TO 30" DIAMETER PIPE, INCLUSIVE, AND W+22" FOR 36" TO 42" DIAMETER PIPE INCLUSIVE.

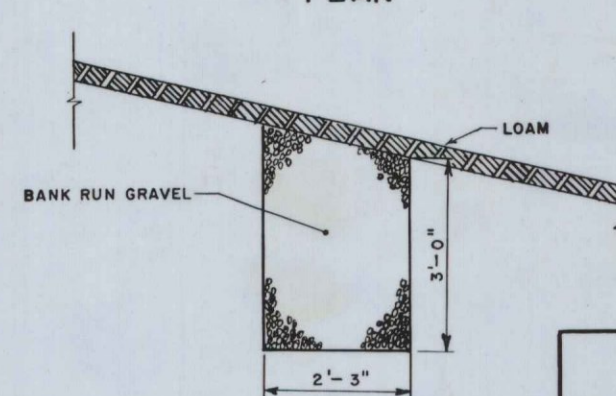
SKIRT SECTION FOR 12" TO 24" DIAMETER PIPE, INCLUSIVE, TO BE MADE IN ONE PIECE. SKIRT SECTION FOR 30" TO 48" DIAMETER PIPE MAY BE MADE FROM TWO SHEETS JOINED BY RIVETING OR BOLTING ON CENTERLINE.

CONNECTOR SECTION, CORNER PLATE AND TOE PLATE TO BE SAME GAUGE AS SKIRT AND EACH TO BE GALVANIZED. TOE PLATE TO BE INCLUDED IN UNIT COST.

CUT SLOPE DRAIN

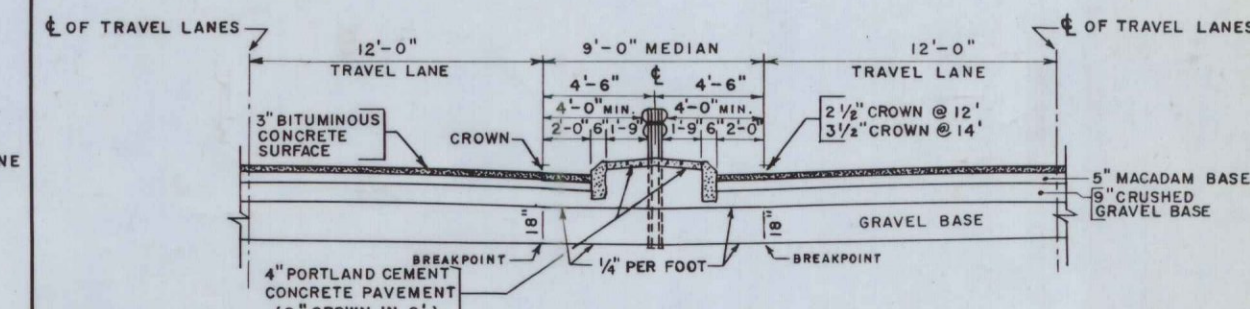


PLAN

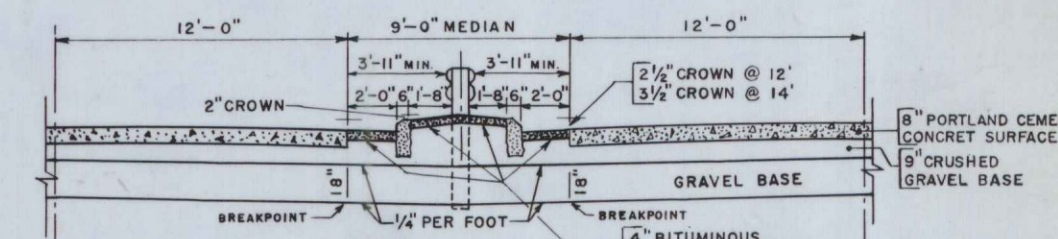


SECTION A-A

9-FOOT MEDIAN

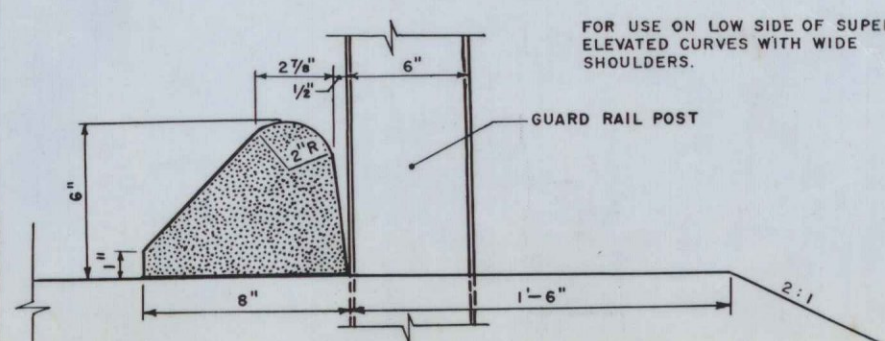


STEEL POST



WOOD POST

BITUMINOUS CONCRETE CURB



FOR USE ON LOW SIDE OF SUPER-ELEVATED CURVES WITH WIDE SHOULDERS.

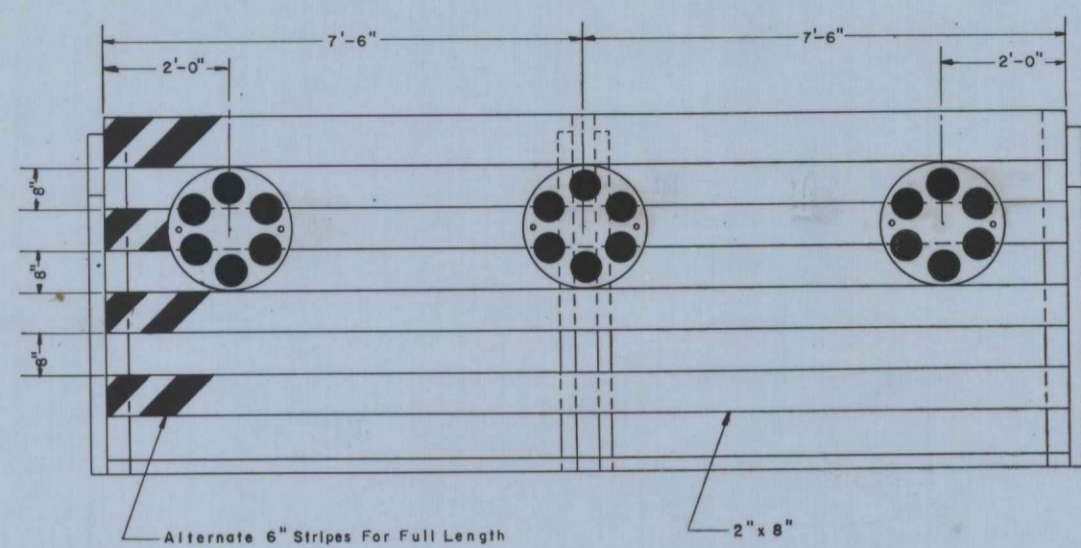
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

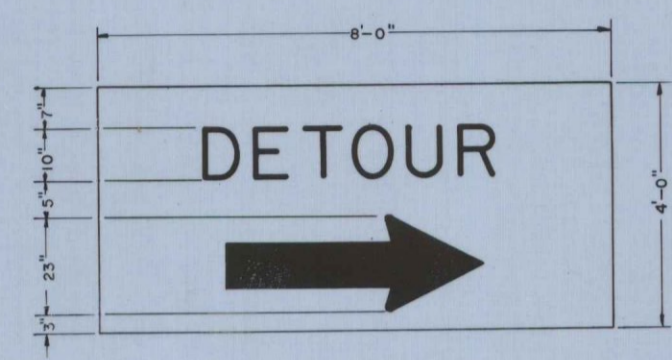
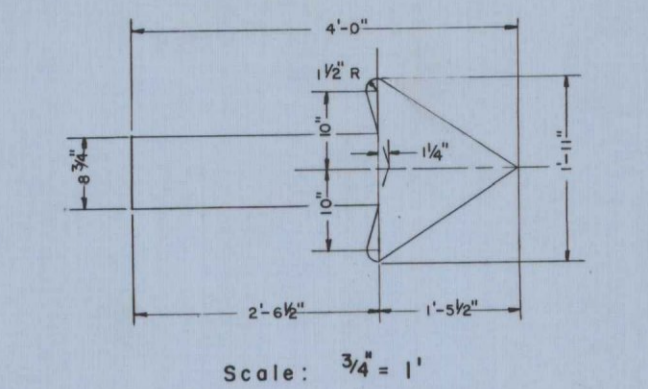
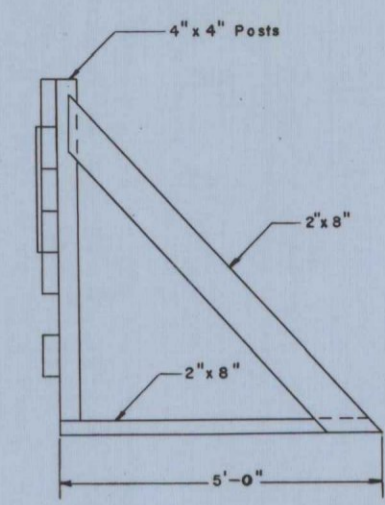
BENDS & BANDS, METAL ENDWALLS, GUARD RAIL ON RAMPS, CUT SLOPE DRAIN, 9-FOOT MEDIAN & BITUMINOUS CONCRETE CURB

B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	T-95-8 (18)	13	109

BANGOR INTERSTATE



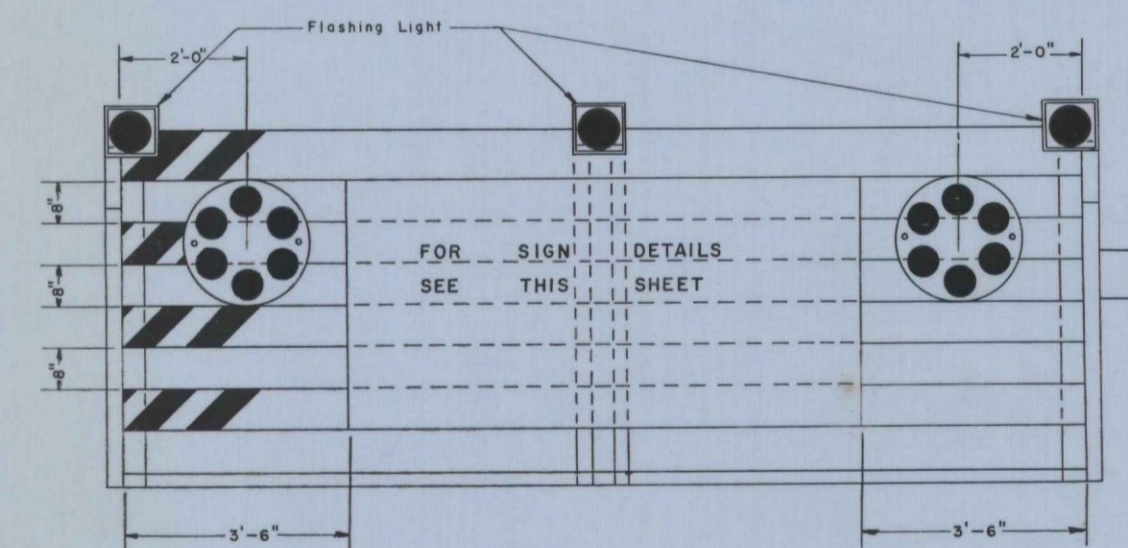
PORTABLE BARRICADE
Scale: 1/2" = 1'



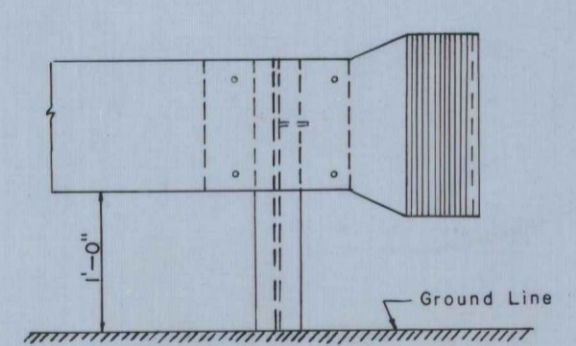
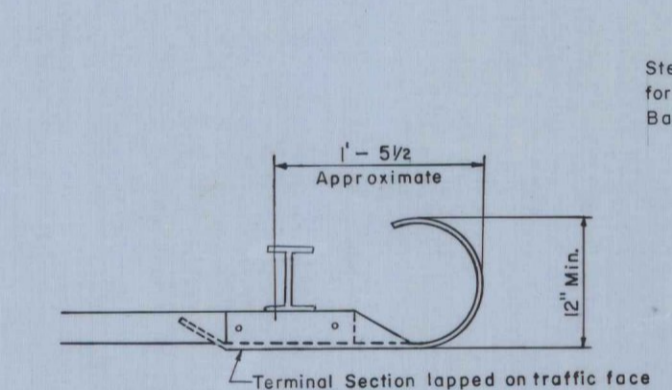
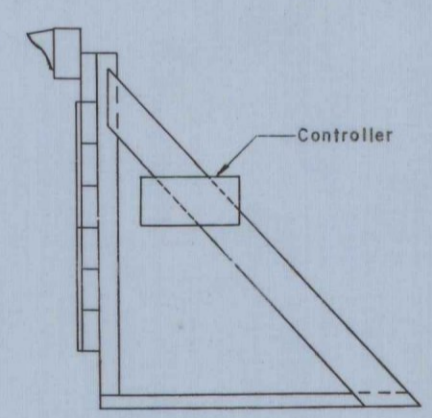
DETOUR SIGN FOR PORTABLE BARRICADE
Scale: 1/2" = 1'

GENERAL NOTES:

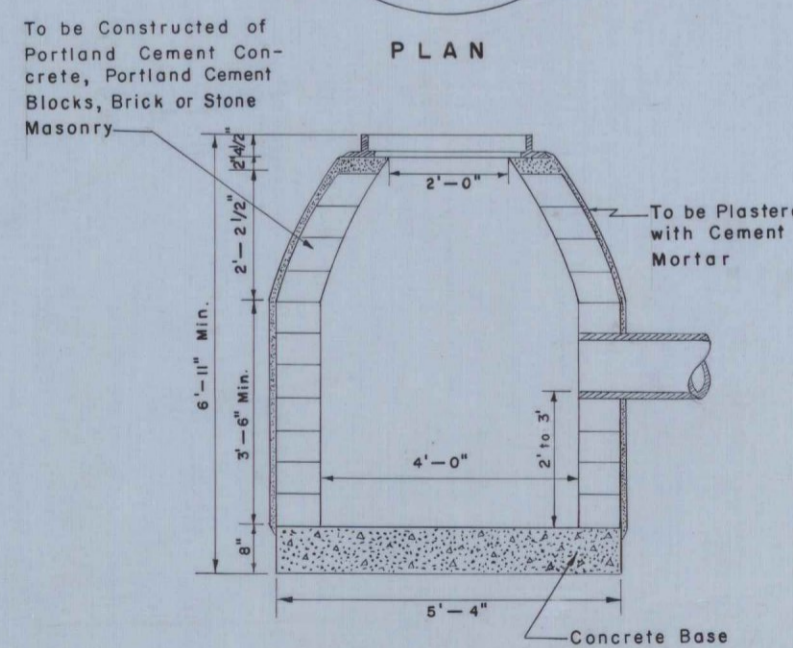
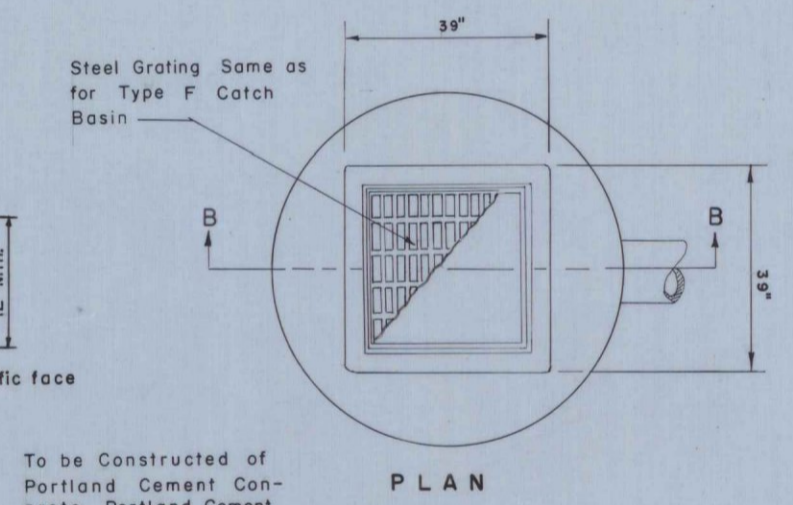
- Lumber sizes for use on Barricades shall be 2" x 8" except for Posts which shall be 4" x 4".
- Detour Sign shall be 5/8" thick plywood.
- Alternate 6" stripes shall be painted or screened in black on a background of silver reflective sheeting.
- The word "DETOUR" and Arrow shall be painted or screened in black on a background of yellow reflective sheeting.
- Flashing Lights shall be Mounted to permit rotation to face oncoming traffic.
- Reflector clusters shall consist of a red background with red Reflectors similar to AGA Designation #1816 - A1 (PDON).
- The Barricades shall be securely anchored in place by means of sandbags, weights, or large stones.
- Location of Service and Meter to be determined after Power Source has been decided.



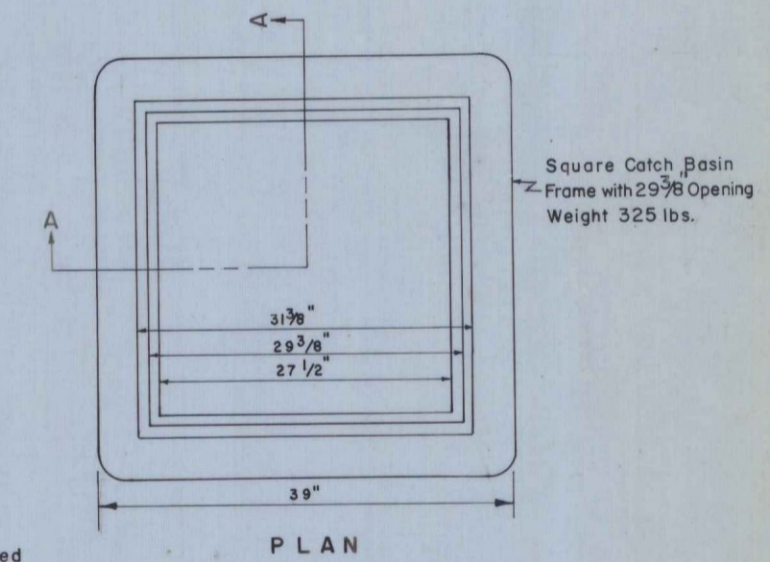
PORTABLE BARRICADE WITH FLASHING LIGHTS AND DETOUR SIGN
Scale: 1/2" = 1'



GUARD RAIL TYPE "E" TERMINAL SECTION
Scale: 1" = 1'-0"



SECTION B-B
Scale: 1/2" = 1'-0"

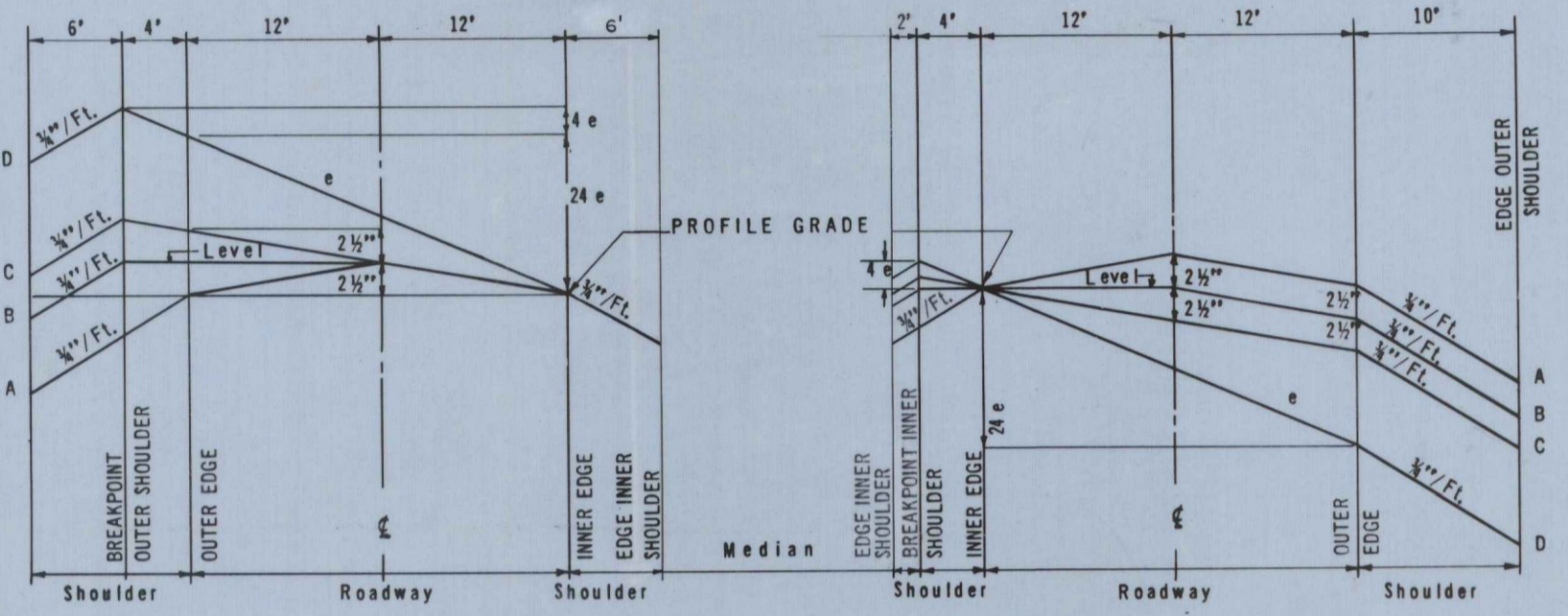
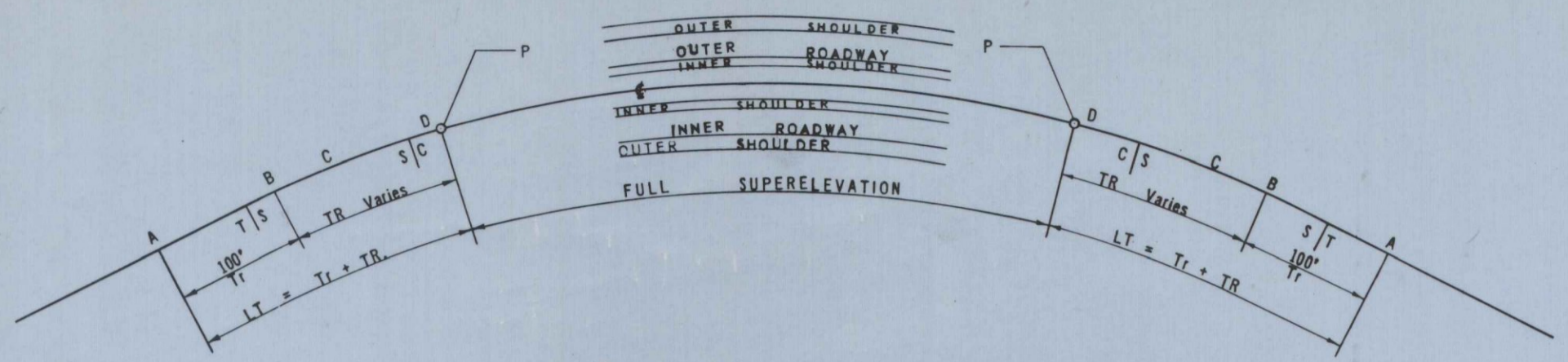


SECTION A-A FRAME
Scale: 1" = 1'-0"

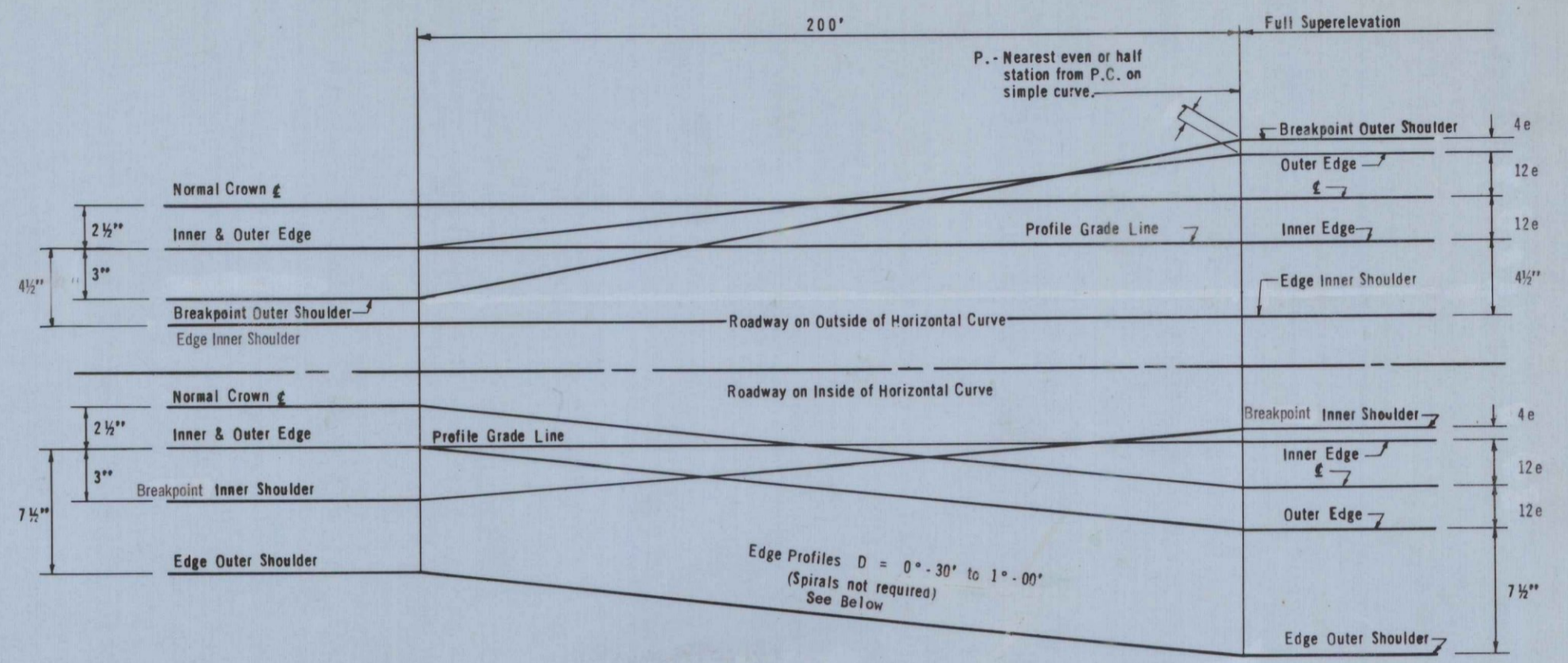
CATCH BASIN TYPE J (NOT IN THIS CONTRACT)
THE CLARKSON ENGINEERING CO., INC.
CONSULTING ENGINEERS
BOSTON MASSACHUSETTS

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE
SPECIAL DETAILS
CATCH BASIN TYPE J
PORTABLE BARRICADES
GUARD RAIL TYPE E
SCALE: AS NOTED

BANGOR INTERSTATE



BANKING DIAGRAM



D = 0° - 30' to D = 1° - 00'

Distance from P Along \mathcal{C}	OUTER ROADWAY						INNER ROADWAY										
	Breakpoint Outer Shoulder	Outer Edge		\mathcal{C}	Inner Edge	Edge Inner Shoulder	Breakpoint Inner Shoulder	Inner Edge	\mathcal{C}	Outer Edge	Edge Outer Shoulder						
	D=0°-30' D=1°-00'	D=0°-30'	D=1°-00'	D=0°-30'	D=1°-00'		D=0°-30' D=1°-00'		D=0°-30'	D=1°-00'	D=0°-30' D=1°-00'						
P	+0.49	+0.62	+0.42	+0.53	+0.21	+0.26	0.00	-0.375	+0.07	+0.09	0.00	-0.21	-0.26	-0.42	-0.53	-1.04	-1.15
50	+0.30	+0.40	+0.315	+0.40	+0.21	+0.21	0.00	-0.375	-0.01	0.00	0.00	-0.105	-0.14	-0.315	-0.40	-0.935	-1.02
100	+0.12	+0.18	+0.21	+0.26	+0.21	+0.21	0.00	-0.375	-0.09	-0.08	0.00	0.00	-0.02	-0.21	-0.26	-0.83	-0.88
150	-0.07	-0.03	+0.105	+0.13	+0.21	+0.21	0.00	-0.375	-0.17	-0.16	0.00	+0.105	+0.09	-0.105	-0.13	-0.725	-0.75
200	-0.25	-0.25	+0.00	+0.00	+0.21	+0.21	0.00	-0.375	-0.25	-0.25	0.00	+0.21	+0.21	0.00	0.00	-0.62	-0.62

Normal

e = .0175 for D = 0° - 30'
e = .0221 for D = 1° - 00'

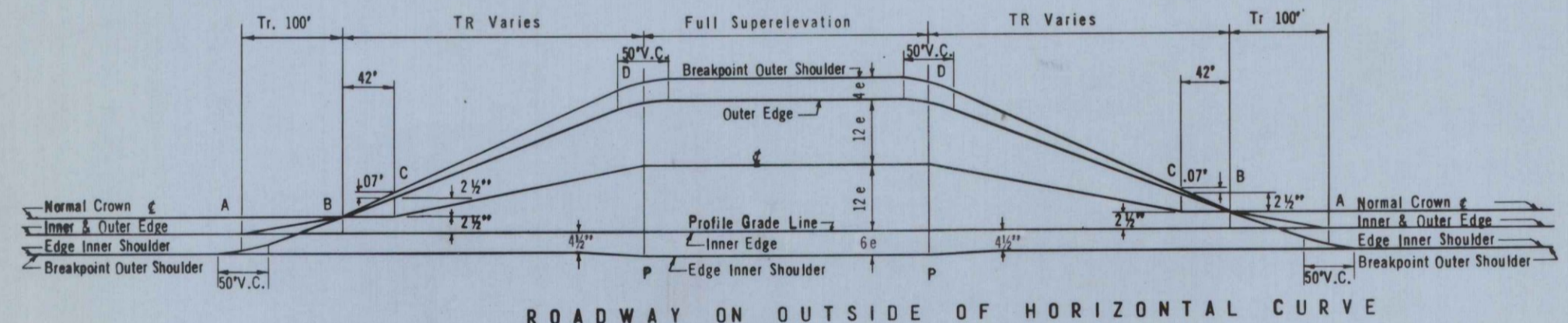
D = 1° - 30' TO D = 3° - 00'

Distance from P along \mathcal{C} Construction	OUTER ROADWAY						INNER ROADWAY					
	Breakpoint Outer Shoulder	Outer Edge	\mathcal{C}	Inner Edge	Edge Inner Shoulder	Breakpoint Inner Shoulder	Inner Edge	\mathcal{C}	Outer Edge	Edge Outer Shoulder		
	LT=250° D=1°-30' TR=150° e=.0375	LT=300° D=1°-45' TR=200° e=.047	LT=350° D=2°-30' TR=260° e=.057	LT=400° D=3°-00' TR=300° e=.066								
P	+1.85	+1.58	+0.79	0.00	-0.375	+0.26	0.00	-0.79	-1.58	-2.24		
50	+1.60	+1.36	+0.68	0.00	-0.375	+0.22	0.00	-0.68	-1.36	-1.97		
100	+1.32	+1.13	+0.56	0.00	-0.375	+0.18	0.00	-0.56	-1.13	-1.74		
150	+1.05	+0.90	+0.45	0.00	-0.375	+0.15	0.00	-0.45	-0.90	-1.52		
200	+0.78	+0.67	+0.33	0.00	-0.375	+0.11	0.00	-0.33	-0.67	-1.29		
250	+0.50	+0.44	+0.21	0.00	-0.375	+0.07	0.00	-0.21	-0.44	-1.06		
300	+0.21	+0.21	+0.21	0.00	-0.375	+0.00	0.00	0.00	-0.21	-0.83		
350	-0.02	+0.105	+0.21	0.00	-0.375	-0.125	0.00	+0.105	-0.105	-0.725		
400	-0.22	0.00	+0.21	0.00	-0.375	-0.25	0.00	+0.21	0.00	-0.62		
Normal	-0.25	0.00	+0.21	0.00	-0.375	-0.25	0.00	+0.21	0.00	-0.62		

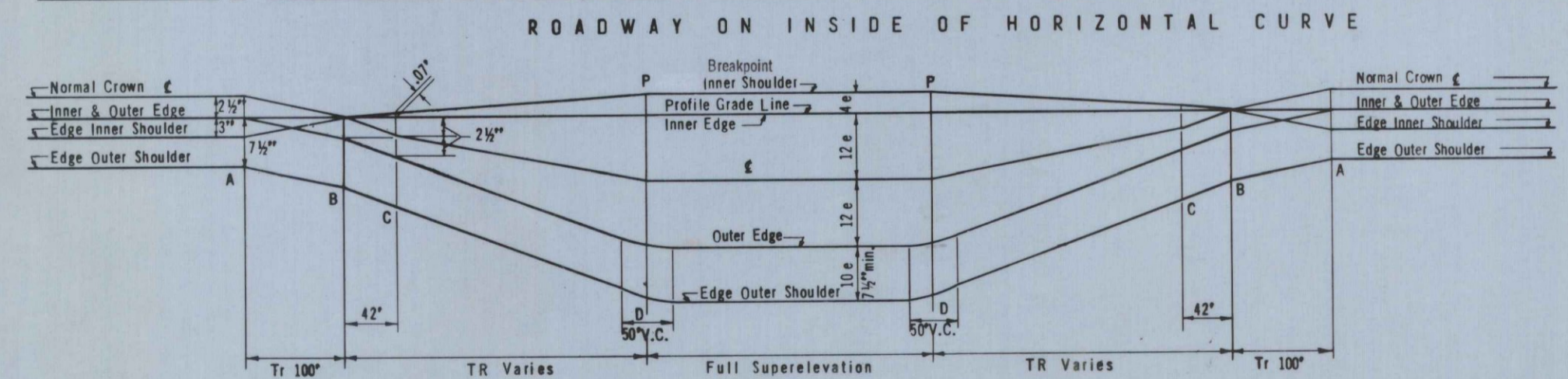
SUPERELEVATION CHART

P = Point of Full Superelevation, nearest even or half station on Simple Curve, unless otherwise noted.
e = Rate of Superelevation (foot per foot).
Tr = Tangent Runoff (100 feet).
TR = Transition Runoff (Varies).
LT = Total Length of Transition (Tr + T).

- NOTES:
- All distances are in feet and are added (+) to or subtracted (-) from Profile Elevation.
 - Fifty (50) foot Vertical Curves, shown, are to be used when grade changes are 0.30% or more.



ROADWAY ON OUTSIDE OF HORIZONTAL CURVE



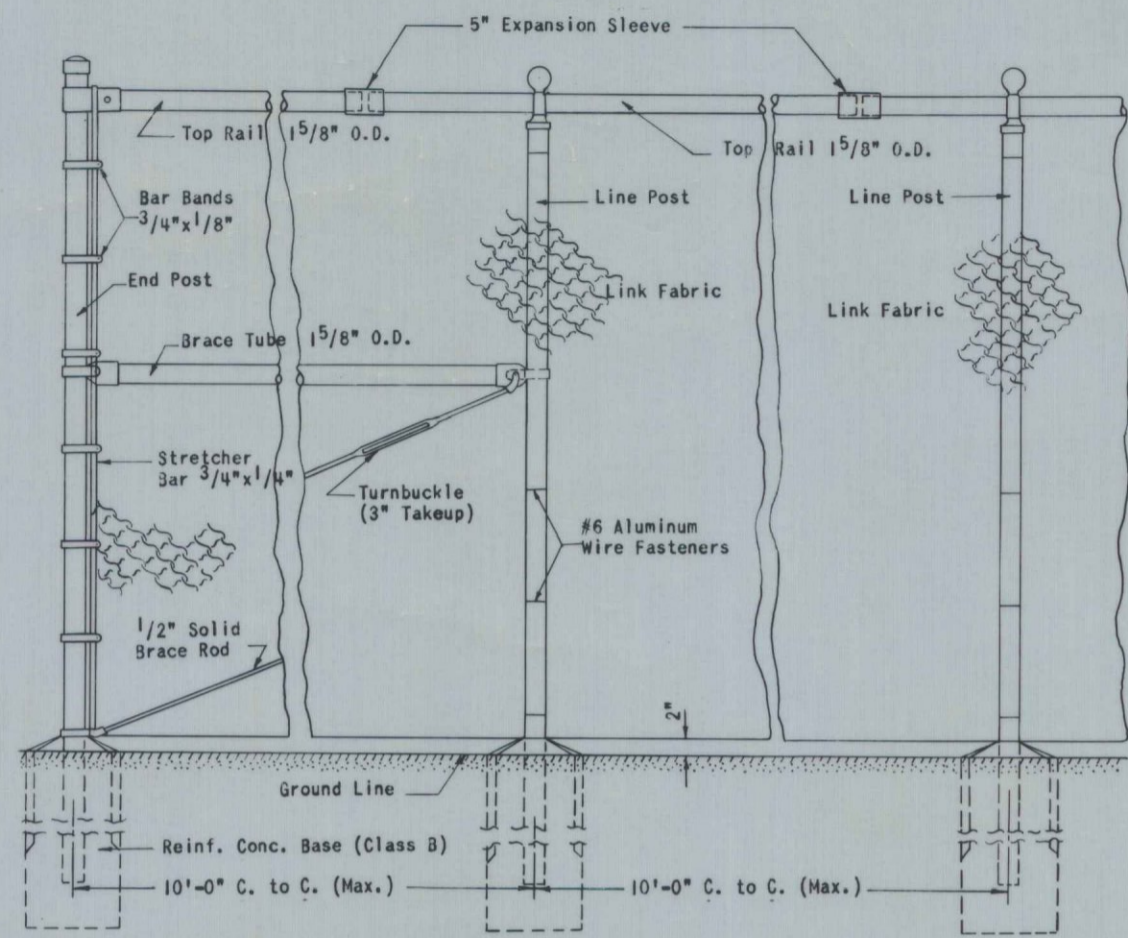
EDGE PROFILES D = 1° - 30' TO D = 3° - 00' (Spirals Required)

MAINE STATE HIGHWAY COMMISSION
AUGUSTA MAINE

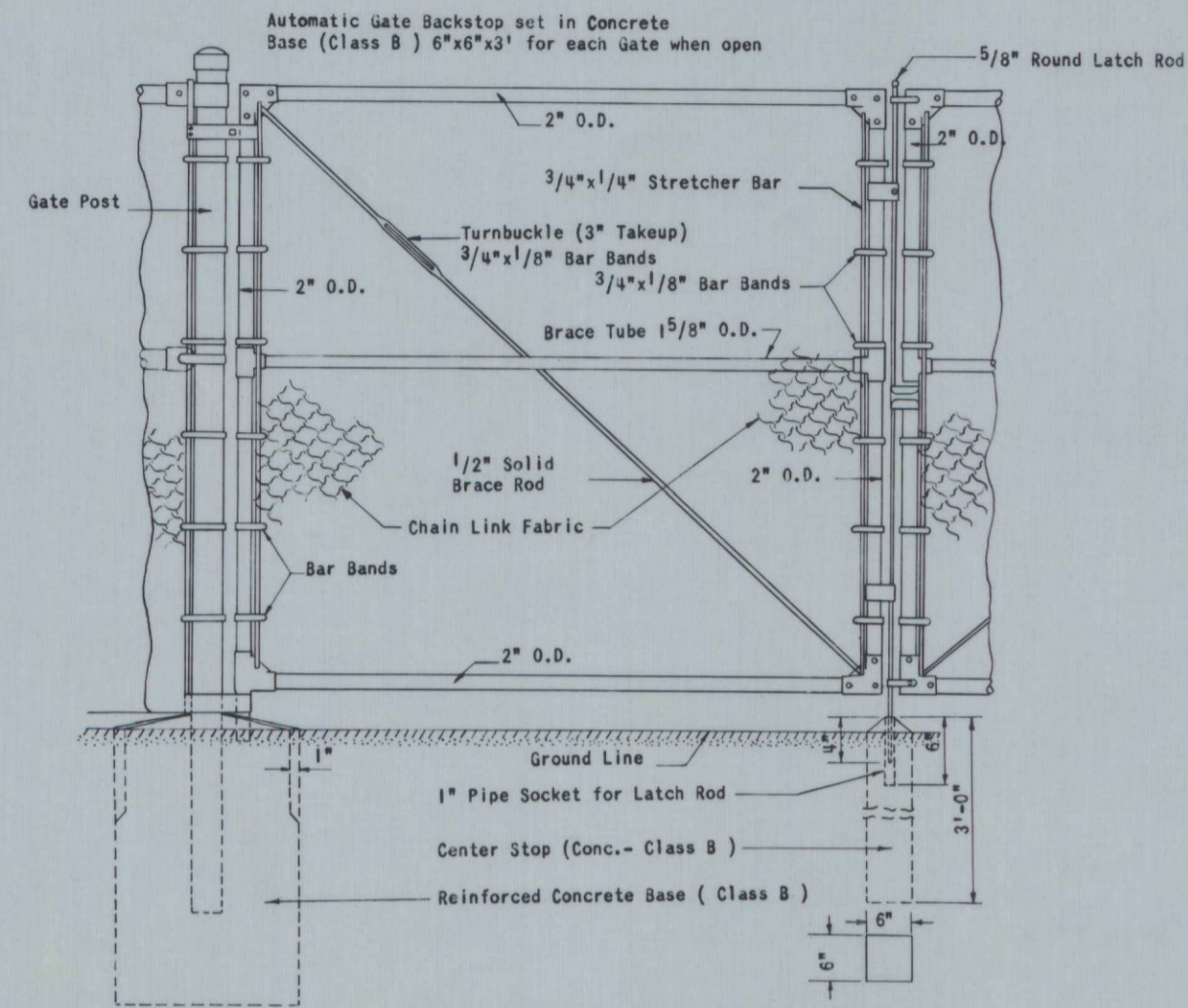
SPECIAL DETAILS

SUPERELEVATION DATA

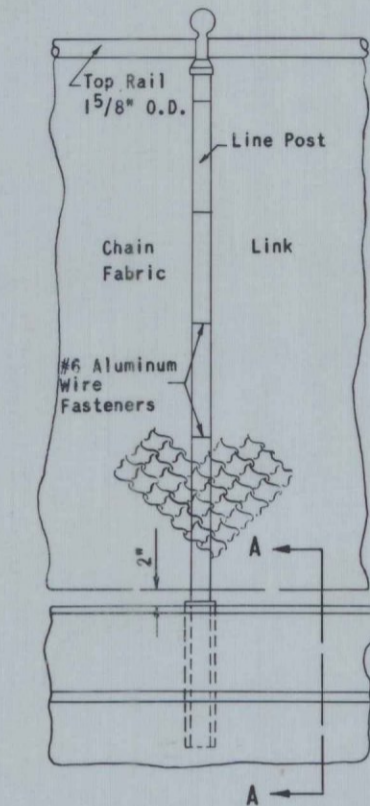
THE CLARKESON ENGINEERING CO., INC.
CONSULTING ENGINEERS
BOSTON MASSACHUSETTS



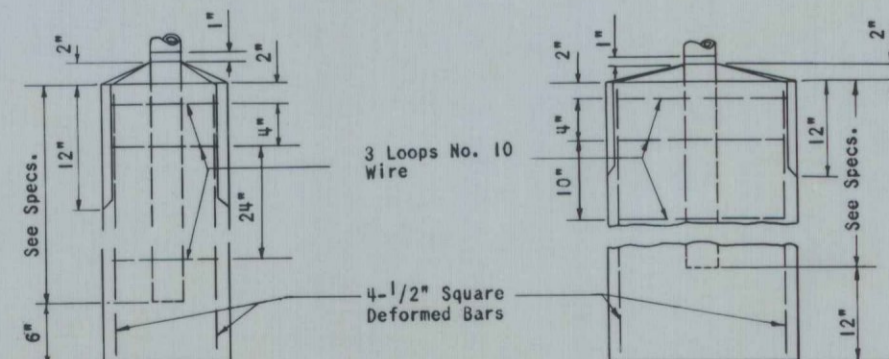
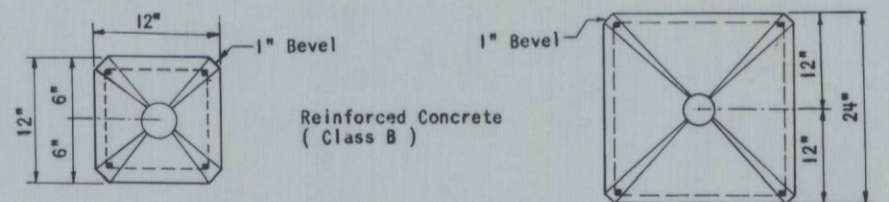
CHAIN LINK FENCE



DOUBLE GATES

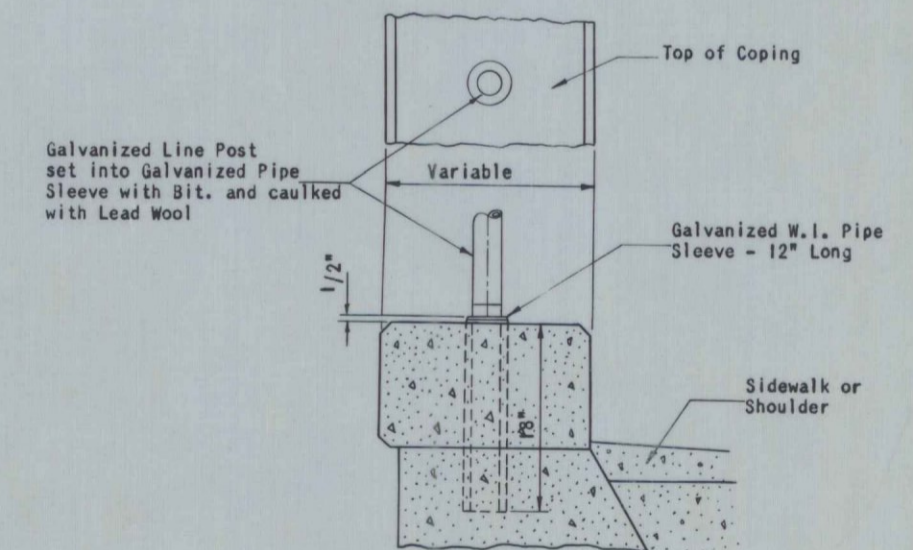


FENCE ON WALL



LINE POST BASE

GATE POST BASE



SECTION A - A

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

SPECIAL DETAILS

CHAIN LINK FENCE

THE CLARKESON ENGINEERING CO., INC.
BOSTON CONSULTING ENGINEERS MASSACHUSETTS

ELEV.	DEPTH	BLOW COUNT	REMARKS
113.6	0.0 - 8.0'		Wet Plastic Sandy Clayey Silt

ELEV.	DEPTH	BLOW COUNT	REMARKS
106.6	0.0 - 4.0'		Firm Plastic Sandy Clayey Silt
104.6	4.0 - 6.0'		Very Dry Firm Clay - Silt

GROUND WATER ELEV. 106.1

LEGEND:
 R.S. = Red Sounding Hammer - 60 lb.
 Drop - 18 in.
 Rod - 1 in.
 A.B. = Auger Boring
 B. & S. = Boring and Sounding

NOTES:
 1. Subsurface data were supplied by the Maine State Highway Commission during the period of April 1958.
 2. Subsurface investigations were taken for the purpose of design and show conditions at test points only. They do not necessarily show nature of materials to be encountered during construction.
 3. The contractor is to form his own opinion of the character of the material and is to make his own interpretation of subsurface data. The Engineer does not warrant the findings as being accurate or complete.

SUBSURFACE DATA NO. 1

NORTHBOUND
 STA. 302 + 50 - 72' LT. R.S.

ELEV.	DEPTH	BLOW COUNT	REMARKS
139.0	0.0 - 1.0'	Hand	
138.0	1.0 - 2.0'	Hand	
137.0	2.0 - 3.0'	Hand	
136.0	3.0 - 4.0'	300	
135.0	4.0 - 5.0'	275	
134.0	5.0 - 6.0'	225	
133.0	6.0 - 7.0'	236	
132.0	7.0 - 8.0'	400	
131.0	8.0 - 9.0'	400	
130.0	9.0 - 10.0'	430	Refusal

STA. 306 + 50 - 72' LT. R.S.

ELEV.	DEPTH	BLOW COUNT	REMARKS
140.5	0.0 - 3.0'	Hand	
139.5	3.0 - 4.0'	100	
138.5	4.0 - 5.0'	165	
137.5	5.0 - 6.0'	200	
136.5	6.0 - 7.0'	230	
135.5	7.0 - 8.0'	656	
134.5	8.0 - 9.0'	420	
133.5	9.0 - 10.0'	560	Refusal

STA. 312 + 00 - 70' LT. A.B.

ELEV.	DEPTH	BLOW COUNT	REMARKS
143.2	0.0 - 4.8'		Wet Gray Plastic Sandy Silt
141.0	4.8 - 7.0'		Pebbly Clay-Silt Refusal

STA. 317 + 00 - 70' LT. R.S.

ELEV.	DEPTH	BLOW COUNT	REMARKS
144.2	0.0 - 4.8'		Wet Plastic Brown Sandy Clayey Silt
142.5	4.8 - 6.5'		Firm Pebbly Sandy Silt

STA. 322 + 00 - 70' LT. A.B.

ELEV.	DEPTH	BLOW COUNT	REMARKS
131.6	0.0 - 4.0'		Wet Plastic Brown Sandy Clayey Silt
129.6	4.0 - 6.0'		Firm Pebbly Sandy Silt

STA. 327 + 00 - 70' LT. A.B.

ELEV.	DEPTH	BLOW COUNT	REMARKS
121.9	0.0 - 7.0'		Firm Plastic Brown Sandy Clayey Silt

NORTHBOUND
 STA. 332 + 00 - 70' LT. A.B.

ELEV.	DEPTH	BLOW COUNT	REMARKS
116.8	0.0 - 7.0'		Wet Plastic Sandy Clayey Silt

STA. 337 + 00 - 70' LT. A.B.

ELEV.	DEPTH	BLOW COUNT	REMARKS
113.6	0.0 - 8.0'		Wet Plastic Sandy Clayey Silt

STA. 342 + 00 - 70' LT. A.B.

ELEV.	DEPTH	BLOW COUNT	REMARKS
106.5	0.0 - 4.0'		Firm Plastic Sandy Clayey Silt
104.5	4.0 - 6.0'		Dry Very Firm Clay - Silt

STA. 347 + 50 - 70' LT. A.B.

ELEV.	DEPTH	BLOW COUNT	REMARKS
84.2	0.0 - 6.0'		Firm Plastic Clay - Silt

STA. 351 + 00 - 70' LT. A.B.

ELEV.	DEPTH	BLOW COUNT	REMARKS
71.0	0.0 - 2.0'		Wet Plastic Sandy Clay - Silt
70.5	2.0 - 2.5'		Course Gravel

STA. 352 + 00 - 70' LT. A.B.

ELEV.	DEPTH	BLOW COUNT	REMARKS
70.0	0.0 - 2.5'		Plastic Sandy Silt
69.0	2.5 - 3.5'		Silty Gravel

STA. 352 + 50 - 70' LT. A.B.

ELEV.	DEPTH	BLOW COUNT	REMARKS
69.8	0.0 - 2.0'		Firm Silty Sand
68.8	2.0 - 3.0'		Sandy Gravel

NORTHBOUND
 STA. 352 + 85 - 70' LT. B. & S.

ELEV.	DEPTH	BLOW COUNT	REMARKS
70.4	0.0 - 3.0'		Firm Clay - Silt
69.4	3.0 - 4.0'		Silty Sand & Gravel
68.4	4.0 - 5.0'	27	
67.4	5.0 - 6.0'	27	
66.4	6.0 - 7.0'	29	
65.4	7.0 - 8.0'	25	
64.9	8.0 - 8.5'	14	

STA. 354 + 00 - 70' LT. A.B.

ELEV.	DEPTH	BLOW COUNT	REMARKS
78.8	0.0 - 3.0'		Sandy Clay - Silt
77.8	3.0 - 4.0'		Pebbly Sand

STA. 356 + 00 - 40' RT. R.S.

ELEV.	DEPTH	BLOW COUNT	REMARKS
98.9	0.0 - 5.0'	103	
97.9	5.0 - 6.0'	92	
96.9	6.0 - 7.0'	94	
95.9	7.0 - 8.0'	100	
94.9	8.0 - 9.0'	84	
93.9	9.0 - 10.0'	71	
92.9	10.0 - 11.0'	67	
91.9	11.0 - 12.0'	51	
90.9	12.0 - 13.0'	56	
89.9	13.0 - 14.0'	45	
88.9	14.0 - 15.0'	41	
87.9	15.0 - 16.0'	38	

STA. 359 + 00 - 30' LT. R.S.

ELEV.	DEPTH	BLOW COUNT	REMARKS
98.9	0.0 - 6.0'	95	
97.9	6.0 - 7.0'	105	
96.9	7.0 - 8.0'	105	
95.9	8.0 - 9.0'	101	
94.9	9.0 - 10.0'	106	
93.9	10.0 - 11.0'	80	
92.9	11.0 - 12.0'	66	
91.9	12.0 - 13.0'	70	
90.9	13.0 - 14.0'	63	
89.9	14.0 - 15.0'	56	
89.4	15.0 - 15.5'	45	Refusal

STA. 360 + 00 - 30' LT. B. & S.

ELEV.	DEPTH	BLOW COUNT	REMARKS
100.2	0.0 - 4.0'	100	
99.2	4.0 - 5.0'	105	
98.2	5.0 - 6.0'	124	
97.2	6.0 - 7.0'	125	
96.2	7.0 - 8.0'	104	
95.2	8.0 - 9.0'	160	
94.2	9.0 - 10.0'	148	
93.2	10.0 - 11.0'	113	
92.2	11.0 - 12.0'	91	
91.2	12.0 - 13.0'	170	
90.7	13.0 - 13.5'	90	

GROUND WATER ELEV. 101.7

NORTHBOUND
 STA. 361 + 00 - 0 R.S.

ELEV.	DEPTH	BLOW COUNT	REMARKS
98.6	0.0 - 5.0'	42	
97.6	5.0 - 6.0'	62	
96.6	6.0 - 7.0'	75	
95.6	7.0 - 8.0'	88	
94.6	8.0 - 9.0'	107	
93.6	9.0 - 10.0'	98	
92.6	10.0 - 11.0'	80	
91.6	11.0 - 12.0'	91	

STA. 362 + 00 - 30' LT. R.S.

ELEV.	DEPTH	BLOW COUNT	REMARKS
103.0	0.0 - 3.0'	48	
102.0	3.0 - 4.0'	74	
101.0	4.0 - 5.0'	100	
100.0	5.0 - 6.0'	103	
99.0	6.0 - 7.0'	105	
98.0	7.0 - 8.0'	109	
97.0	8.0 - 9.0'	103	
96.0	9.0 - 10.0'	109	No Refusal

SOUTHBOUND
 STA. 304 + 00 - 72' RT. R.S.

ELEV.	DEPTH	BLOW COUNT	REMARKS
137.0	0.0 - 3.0'	Hand	
136.0	3.0 - 4.0'	100	
135.0	4.0 - 5.0'	150	
134.0	5.0 - 6.0'	230	
133.0	6.0 - 7.0'	400	
132.0	7.0 - 8.0'	250	Refusal

STA. 308 + 50 - 72' RT. R.S.

ELEV.	DEPTH	BLOW COUNT	REMARKS
146.0	0.0 - 2.0'	Hand	
145.0	2.0 - 3.0'	120	

STA. 310 + 50 - 72' RT. R.S.

ELEV.	DEPTH	BLOW COUNT	REMARKS
147.0	0.0 - 2.5'	Hand	
147.0	2.5 - 3.0'	75	
146.5	3.0 - 3.5'	200	Refusal

STA. 312 + 00 - 70' RT. A.B.

ELEV.	DEPTH	BLOW COUNT	REMARKS
143.0	0.0 - 5.0'		Wet Gray Plastic Sandy Silt
141.5	5.0 - 6.5'		Pebbly Clay - Silt

SOUTHBOUND
 STA. 316 + 00 - 30' RT. R.S.

ELEV.	DEPTH	BLOW COUNT	REMARKS
147.0	0.0 - 3.0'	21	
146.0	3.0 - 4.0'	71	
145.0	4.0 - 5.0'	100	
144.0	5.0 - 6.0'	135	Refusal

STA. 317 + 00 - 70' RT. A.B.

ELEV.	DEPTH	BLOW COUNT	REMARKS
145.0	0.0 - 4.5'		Wet Plastic Brown Sandy Clayey Silt
143.0	4.5 - 6.5'		Firm Pebbly Sandy Silt

STA. 319 + 00 - 40' LT. R.S.

ELEV.	DEPTH	BLOW COUNT	REMARKS
142.9	0.0 - 5.0'	166	
141.9	5.0 - 6.0'	150	
141.2	6.0 - 6.7'	95	Refusal

STA. 322 + 00 - 40' LT. A.B.

ELEV.	DEPTH	BLOW COUNT	REMARKS
131.6	0.0 - 4.0'		Wet Plastic Brown Sandy Clayey Silt
129.6	4.0 - 6.0'		Firm Pebbly Sandy Silt

STA. 327 + 00 - 70' RT. A.B.

ELEV.	DEPTH	BLOW COUNT	REMARKS
121.8	0.0 - 7.0'		Firm Plastic Sandy Silt

STA. 332 + 00 - 70' RT. A.B.

ELEV.	DEPTH	BLOW COUNT	REMARKS
116.9	0.0 - 7.0'		Wet Plastic Sandy Clayey Silt

SOUTHBOUND

STA. 347 + 50 - 70' RT. A.B.

GROUND ELEVATION 90.2			
ELEV.	DEPTH	BLOW COUNT	REMARKS
84.2	0.0-6.0		Firm Plastic Clay - Silt

STA. 351 + 00 - 70' RT. A.B.

GROUND ELEVATION 73.0			
ELEV.	DEPTH	BLOW COUNT	REMARKS
71.0	0.0-2.0		Wet Plastic Sandy Clay - Silt
70.5	2.0-2.5		Coarse Gravel
GROUND WATER ELEVATION 73.0			

STA. 352 + 10 - 70' RT. A.B.

GROUND ELEVATION 72.5			
ELEV.	DEPTH	BLOW COUNT	REMARKS
70.0	0.0-2.5		Plastic Sandy Silt
69.0	2.5-3.5		Silty Gravel

STA. 352 + 50 - 30' LT. A.B.

GROUND ELEVATION 72.8			
ELEV.	DEPTH	BLOW COUNT	REMARKS
70.5	0.0-2.3		Sand
68.8	2.3-4.0		Gravel

STA. 352 + 50 - 70' RT. A.B.

GROUND ELEVATION 71.8			
ELEV.	DEPTH	BLOW COUNT	REMARKS
69.8	0.0-2.0		Firm Silty Sand
68.8	2.0-3.0		Sandy Gravel

STA. 352 + 85 - 70' RT. B.&S.

GROUND ELEVATION 73.5			
ELEV.	DEPTH	BLOW COUNT	REMARKS
70.8	0.0-2.7		Firm Clay Silt
69.5	2.7-4.0		Silty Sandy Gravel
68.5	4.0-5.0	27	
67.5	5.0-6.0	27	
66.5	6.0-7.0	29	
65.5	7.0-8.0	25	
65.0	8.0-8.5	14	

STA. 354 + 00 - 70' RT. A.B.

GROUND ELEVATION 81.8			
ELEV.	DEPTH	BLOW COUNT	REMARKS
78.8	0.0-3.0		Sandy Clay Silt
77.8	3.0-4.0		Pebbly Sand
GROUND WATER ELEVATION 79.3			

SOUTHBOUND

STA. 356 + 00 - 40' LT. R.S.

GROUND ELEVATION 95.2			
ELEV.	DEPTH	BLOW COUNT	REMARKS
93.2	0.0-2.0		
92.2	2.0-3.0	65	
91.2	3.0-4.0	70	
90.2	4.0-5.0	123	
89.2	5.0-6.0	135	
88.2	6.0-7.0	131	
87.2	7.0-8.0	139	
86.2	8.0-9.0	140	
85.2	9.0-10.0	118	
84.2	10.0-11.0	108	
83.2	11.0-12.0	85	
82.2	12.0-13.0	90	

STA. 356 + 00 - 30' RT. B.&S.

GROUND ELEVATION 95.2			
ELEV.	DEPTH	BLOW COUNT	REMARKS
92.2	0.0-3.0		
91.2	3.0-4.0	147	Wet Stoney
90.2	4.0-5.0	115	
89.2	5.0-6.0	160	
88.2	6.0-7.0	192	Clay - Silt
87.2	7.0-8.0	195	
86.2	8.0-9.0	203	
85.2	9.0-10.0	185	
84.2	10.0-11.0	152	
83.2	11.0-12.0	125	
82.7	12.0-12.5	67	
GROUND WATER ELEVATION 93.0			

STA. 358 + 00 - 40' LT. R.S.

GROUND ELEVATION 103.1			
ELEV.	DEPTH	BLOW COUNT	REMARKS
98.1	0.0-5.0		
97.1	5.0-6.0	75	
96.1	6.0-7.0	103	
95.1	7.0-8.0	155	Refusal

STA. 360 + 00 - 40' LT. R.S.

GROUND ELEVATION 105.8			
ELEV.	DEPTH	BLOW COUNT	REMARKS
101.8	0.0-4.0		
100.8	4.0-5.0	111	
99.8	5.0-6.0	116	
98.8	6.0-7.0	117	
97.8	7.0-8.0	129	
96.8	8.0-9.0	147	
95.8	9.0-10.0	130	
94.8	10.0-11.0	98	
93.8	11.0-12.0	107	
92.8	12.0-13.0	200	
91.8	13.0-14.0	272	
90.8	14.0-15.0	312	

SOUTHBOUND

STA. 360 + 00 - 40' LT. R.S.

GROUND ELEVATION 105.8			
ELEV.	DEPTH	BLOW COUNT	REMARKS
95.8	0.0-10.0		
94.8	10.0-11.0	75	
93.8	11.0-12.0	66	
92.8	12.0-13.0	80	
91.8	13.0-14.0	115	
90.8	14.0-15.0	94	

STA. 361 + 00 40' LT. R.S.

GROUND ELEVATION 106.7			
ELEV.	DEPTH	BLOW COUNT	REMARKS
104.7	0.0-2.0		
103.7	2.0-3.0	36	
102.7	3.0-4.0	63	
101.7	4.0-5.0	94	
100.7	5.0-6.0	108	
99.7	6.0-7.0	125	
98.7	7.0-8.0	134	
97.7	8.0-9.0	132	
96.7	9.0-10.0	114	
95.7	10.0-11.0	103	
94.7	11.0-12.0	100	
93.7	12.0-13.0	165	
92.2	13.0-13.5	104	

STA. 361 + 00 - 6 R.S.

GROUND ELEVATION 106.2			
ELEV.	DEPTH	BLOW COUNT	REMARKS
104.2	0.0-2.0		
103.2	2.0-3.0	30	
102.2	3.0-4.0	60	
101.2	4.0-5.0	99	
100.2	5.0-6.0	91	
99.2	6.0-7.0	107	
98.2	7.0-8.0	105	
97.2	8.0-9.0	109	
96.2	9.0-10.0	113	
95.2	10.0-11.0	75	

STA. 362 + 00 - 40' Lt. R.S.

GROUND ELEVATION 107.2			
ELEV.	DEPTH	BLOW COUNT	REMARKS
104.2	0.0-3.0		
103.2	3.0-4.0	75	
102.2	4.0-5.0	100	
101.2	5.0-6.0	99	
100.2	6.0-7.0	114	
99.2	7.0-8.0	136	
98.2	8.0-9.0	142	
97.2	9.0-10.0	110	
96.2	10.0-11.0	116	
95.2	11.0-12.0	148	Refusal

ROD SOUNDINGS

NORTHBOUND

STATION	OFFSET		GROUND ELEV.	DEPTH
	LT.	RT.		
309 + 00	72'		149.3	2.5 R
" "	30'		149.5	2.0 R
" "		✓	148.4	1.5 R
" "		40'	142.3	2.5 R
" "		80'	146.3	2.0 R
309 + 50	30'		150.5	1.0 R
" "		✓	148.5	0.5 R
" "		40'	149.0	3.0 R
310 + 00	30'		151.0	3.0 R
" "		✓	150.5	2.0 R
" "		40'	149.4	4.0 R
311 + 00	30'		148.5	2.0 R
" "		✓	148.5	2.5 R
" "		40'	148.1	4.5 R
312 + 00	30'		147.7	5.0 R
" "		✓	148.5	2.5 R
" "		40'	148.8	3.0 R
313 + 00	30'		148.0	10.0 R
" "		✓	148.0	8.0 N
" "		40'	150.0	8.0 N
314 + 00	30'		148.5	6.0 R
" "		✓	148.4	8.0 R
" "		40'	149.0	8.0 R
315 + 00	30'		149.1	5.5 R
" "		✓	149.1	7.5 R
" "		40'	148.7	10.0 R
316 + 00	30'		150.0	7.0 R
" "		✓	149.5	7.6 R
" "		40'	149.5	8.7 R
317 + 00	30'		149.7	8.5 R
" "		✓	150.0	8.0 R
" "		40'	148.9	8.5 R
318 + 00	30'		147.4	6.0 R
" "		✓	146.5	8.0 N
" "		40'	146.0	5.6 R
319 + 00	30'		145.1	7.0 R
" "		✓	144.8	7.0 R
" "		40'	143.4	7.7 R
320 + 00	30'		141.5	8.5 R
" "		✓	141.5	8.0 N
" "		40'	139.5	5.9 R
356 + 00		✓	96.7	14.0 N
357 + 00	70'		91.0	12.0 N
" "		✓	90.2	11.0 R
" "		40'	90.1	16.0 N
358 + 00	30'		103.5	12.0 R
" "		✓	103.1	12.5 R
" "	70'		104.0	15.0 R
359 + 00	70'		105.0	12.0 R
" "		✓	104.2	10.0 N
" "		40'	104.2	16.0 N
360 + 00		40'	104.0	13.5 R

SOUTHBOUND

STATION	OFFSET		GROUND ELEV.	DEPTH
	LT.	RT.		
309 + 00	40'		151.2	3.0 R
" "		✓	150.2	3.0 R
" "		30'	149.0	2.0 R
309 + 50	40'		151.8	3.5 R
" "		✓	150.6	2.5 R
" "		30'	150.8	1.5 R
310 + 00	40'		150.2	1.0 R
" "		✓	150.5	2.5 R
" "		30'	150.8	1.5 R
311 + 00	40'		149.5	3.0 R
" "		✓	149.4	2.0 R
" "		30'	149.2	1.5 R
312 + 00	40'		148.9	3.5 R
" "		✓	148.4	5.5 R
" "		30'	148.0	1.5 R
313 + 00	40'		148.1	3.5 R
" "		✓	148.5	4.5 R
" "		30'	148.3	4.5 R
314 + 00	40'		148.6	6.2 R
" "		✓	148.2	5.8 R
" "		30'	148.4	3.8 R
315 + 00	40'		149.2	6.0 R
" "		✓	149.2	7.5 R
" "		30'	149.2	7.0 R
316 + 00	40'		150.0	8.0 R
" "		✓	150.0	7.0 R
317 + 00	40'		150.0	7.5 R
" "		✓	149.5	7.4 R
" "		30'	149.5	7.0 R
318 + 00	40'		153.0	4.0 R
" "		✓	151.2	4.0 R
" "		30'	151.0	4.0 R
319 + 00		✓	147.5	3.5 R
" "		30'	146.6	3.2 R
320 + 00	40'		143.0	3.7 R
" "		✓	143.8	3.7 R
" "		30'	144.0	5.0 R
357 + 00		✓	99.0	16.0 N
358 + 00		30'	104.8	7.6 R
" "		70'	105.0	15.0 R
359 + 00	40'		105.0	8.5 R
" "		✓	105.3	8.4 R
" "		30'	105.5	10.0 R
" "		70'	105.0	12.0 R

LEGEND:

NORTHBOUND ROADWAY

SOUTHBOUND ROADWAY

B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-B(18)	17	109

BANGOR INTERSTATE

STA. 363 + 00 - 40' Lt.
A.B.

GROUND ELEVATION 104.3			
ELEV.	DEPTH	BLOW COUNT	REMARKS
100.3	0.0-4.0		Brown, Firm, Silt

STA. 367 + 50 - 50' Lt.
A.B.

GROUND ELEVATION 99.5			
ELEV.	DEPTH	BLOW COUNT	REMARKS
92.5	0.0-7.0		Wet, Firm, Clay Silt

STA. 362 + 00 - 30' Rt.
R.S.

GROUND ELEVATION 105.5			
ELEV.	DEPTH	BLOW COUNT	REMARKS
93.7	0.0-11.8		Refusal

STA. 368 + 00 - 40' Rt.
A.B.

GROUND ELEVATION 106.1			
ELEV.	DEPTH	BLOW COUNT	REMARKS
102.6	0.0-3.5		Dry, Firm Silt

STA. 373 + 15 - 6
B & S

GROUND ELEVATION 116.0			
ELEV.	DEPTH	BLOW COUNT	REMARKS
112.5	0.0-3.5		Pebbly, Wet, Silt
112.0	3.5-4.0	100	(Boulder)

STA. 363 + 00 - Q
B & S

GROUND ELEVATION 103.4			
ELEV.	DEPTH	BLOW COUNT	REMARKS
99.4	0.0-4.0		Brown, Gray Firm, Silt
95.4	4.0-3.0		

STA. 368 + 65 - 70' Lt.
A.B.

GROUND ELEVATION 100.0			
ELEV.	DEPTH	BLOW COUNT	REMARKS
93.0	0.0-7.0		Firm, Wet, Silty Clay

STA. 363 + 00 - 50' Lt.
B & S

GROUND ELEVATION 107.6			
ELEV.	DEPTH	BLOW COUNT	REMARKS
104.1	0.0-3.5		Firm, Dry Silt

STA. 368 + 65 - 50' Lt.
A.B.

GROUND ELEVATION 105.4			
ELEV.	DEPTH	BLOW COUNT	REMARKS
101.4	0.0-4.0		Brown, Dry, Firm Silt

STA. 373 + 15 - 70' Rt.
B & S

GROUND ELEVATION 109.3			
ELEV.	DEPTH	BLOW COUNT	REMARKS
105.8	0.0-3.5		Pebbly, Wet Silt
105.3	3.5-4.0		(Boulder)
104.3	4.0-5.0	100	
103.0	5.0-6.0	150	

STA. 363 + 00 - 50' Rt.
A.B.

GROUND ELEVATION 100.2			
ELEV.	DEPTH	BLOW COUNT	REMARKS
106.7	0.0-3.5		Firm, Dry Silt

STA. 368 + 65 - 40' Lt.
A.B.

GROUND ELEVATION 101.8			
ELEV.	DEPTH	BLOW COUNT	REMARKS
95.3	0.0-6.5		Firm, Wet Silt

STA. 363 + 00 - 6
B & S

GROUND ELEVATION 106.5			
ELEV.	DEPTH	BLOW COUNT	REMARKS
103.0	0.0-3.5		Brown, Gray Firm Dry, Silt
98.5	3.5-8.0		

STA. 368 + 65 - 6
A.B.

GROUND ELEVATION 104.5			
ELEV.	DEPTH	BLOW COUNT	REMARKS
100.5	0.0-4.0		Wet, Firm, Silty Clay
97.5	4.0-7.0		Pebbly Silt

STA. 365 + 00 - 40' Lt.
A.B.

GROUND ELEVATION 103.9			
ELEV.	DEPTH	BLOW COUNT	REMARKS
99.9	0.0-4.0		Brown, Wet, Firm Silt

STA. 368 + 65 - Q
A.B.

GROUND ELEVATION 98.8			
ELEV.	DEPTH	BLOW COUNT	REMARKS
91.3	0.0-7.5		Firm, Wet Silt

STA. 363 + 00 - 40' Rt.
B & S

GROUND ELEVATION 105.5			
ELEV.	DEPTH	BLOW COUNT	REMARKS
102.0	0.0-3.5		Brown, Gray, Firm Wet Silt

STA. 368 + 65 - 40' Rt.
A.B.

GROUND ELEVATION 103.5			
ELEV.	DEPTH	BLOW COUNT	REMARKS
96.5	0.0-7.0		Brown, Wet Silt

STA. 365 + 00 - 6
A.B.

GROUND ELEVATION 102.2			
ELEV.	DEPTH	BLOW COUNT	REMARKS
98.2	0.0-4.0		Firm, Dry Silt

STA. 369 + 00 - 40' Lt.
A.B.

GROUND ELEVATION 103.6			
ELEV.	DEPTH	BLOW COUNT	REMARKS
98.6	0.0-5.0		Brown, Dry, Firm Clay - Silt

STA. 365 + 00 - 50' Lt.

GROUND ELEVATION 108.0			
ELEV.	DEPTH	BLOW COUNT	REMARKS
104.0	0.0-4.0		Dry, Firm Silt

STA. 368 + 65 - 70' Rt.
A.B.

GROUND ELEVATION 102.3			
ELEV.	DEPTH	BLOW COUNT	REMARKS
95.3	0.0-7.0		Firm, Wet, Silty Clay

STA. 365 + 00 - 50' Rt.
A.B.

GROUND ELEVATION 101.4			
ELEV.	DEPTH	BLOW COUNT	REMARKS
99.4	0.0-2.0		Firm, Dry Silt

STA. 369 + 00 - 50' Rt.
A.B.

GROUND ELEVATION 102.6			
ELEV.	DEPTH	BLOW COUNT	REMARKS
97.6	0.0-5.0		Brown, Gray, Firm Silt

STA. 365 + 00 - Q
A.B.

GROUND ELEVATION 106.8			
ELEV.	DEPTH	BLOW COUNT	REMARKS
103.3	0.0-3.5		Dry, Firm, Silt

STA. 369 + 00 - 50' Lt.
A.B.

GROUND ELEVATION 102.3			
ELEV.	DEPTH	BLOW COUNT	REMARKS
97.3	0.0-5.0		Silt

STA. 368 + 00 - 40' Lt.

GROUND ELEVATION 104.0			
ELEV.	DEPTH	BLOW COUNT	REMARKS
100.5	0.0-3.5		Brown Dry Firm Silt

STA. 369 + 00 - 50' Lt.
A.B.

GROUND ELEVATION 100.7			
ELEV.	DEPTH	BLOW COUNT	REMARKS
95.7	0.0-5.0		Brown, Dry, Firm Silt

STA. 365 + 00 - 40' Rt.
A.B.

GROUND ELEVATION 108.0			
ELEV.	DEPTH	BLOW COUNT	REMARKS
101.6	0.0-4.0		Dry, Firm, Silt

STA. 369 + 00 - 6
A.B.

GROUND ELEVATION 103.7			
ELEV.	DEPTH	BLOW COUNT	REMARKS
98.7	0.0-5.0		Firm, Damp Brown Silt

STA. 368 + 00 - 6

GROUND ELEVATION 102.1			
ELEV.	DEPTH	BLOW COUNT	REMARKS
98.1	0.0-4.0		Brown, Gray, Dry Firm Silt

STA. 373 + 15 - 70' Lt.
B & S

GROUND ELEVATION 109.0			
ELEV.	DEPTH	BLOW COUNT	REMARKS
105.5	0.0-3.5		Pebbly, Wet Silt
104.0	3.5-5.0	100	Boulders
103.0	5.0-6.0	150	

STA. 368 + 00 - 50' Lt.
A.B.

GROUND ELEVATION 108.0			
ELEV.	DEPTH	BLOW COUNT	REMARKS
105.0	0.0-3.0		Brown, Dry, Firm Silt

STA. 369 + 00 - 40' Rt.
A.B.

GROUND ELEVATION 102.0			
ELEV.	DEPTH	BLOW COUNT	REMARKS
97.0	0.0-5.0		Brown, Wet, Firm Silt

STA. 368 + 00 - 50' Rt.

GROUND ELEVATION 98.2			
ELEV.	DEPTH	BLOW COUNT	REMARKS
95.2	0.0-3.0		Dry, Firm Silt

STA. 373 + 15 - 6
R.S.

GROUND ELEVATION 114.0			
ELEV.	DEPTH	BLOW COUNT	REMARKS
112.5	0.0-1.5		
112.0	1.5-2.0	40	
110.5	2.0-3.5	50	
110.0	3.5-4.0	50	
109.0	4.0-5.0	59	
108.0	5.0-6.0	60	
107.0	6.0-7.0	95	

STA. 368 + 00 - Q
A.B.

GROUND ELEVATION 107.1			
ELEV.	DEPTH	BLOW COUNT	REMARKS
103.6	0.0-3.5		Dry, Firm Silt

STA. 369 + 00 - 70' Rt.
A.B.

GROUND ELEVATION 102.5			
ELEV.	DEPTH	BLOW COUNT	REMARKS
97.5	0.0-5.0		Brown, Dry, Firm Silt

LEGEND:

- R.S. - Rod Sounding
- Hammer = 60 lb.
- Drop = 18 in.
- Rod = 1 in.
- A.B. - Auger Boring
- B & S - Boring & Sounding

NOTES:

1. Subsurface data were supplied by the Maine State Highway Commission during the period of July 1958.
2. Subsurface investigations were taken for the purpose of design and show conditions at test points only. They do not necessarily show the nature of materials to be encountered during construction.
3. The contractor is to form his own opinion of the character of the material and is to make his own interpretation of subsurface data. The Engineer does not warrant the findings as being accurate or complete.

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

SUBSURFACE DATA NO. 3.

THE CLARKESON ENGINEERING CO., INC.
CONSULTING ENGINEERS
BOSTON MASSACHUSETTS

HOGAN ROAD

Sta. 139 + 00 - 25' Lt. R.S.

Ground Elevation 56.1			
Elev.	Depth	Blow Count	Remarks
49.1	0.0-7.0		
48.1	7.0-8.0	12	
47.1	8.0-9.0	25	
46.1	9.0-10.0	90	
45.1	10.0-11.0	90	
44.1	11.0-12.0	538	Refusal

Sta. 141 + 00 - 25' Lt. R.S.

Ground Elevation 53.7			
Elev.	Depth	Blow Count	Remarks
44.6	0.0-9.1		
43.6	9.1-10.1	190	
42.6	10.1-11.1	385	

Sta. 141 + 00 - R.S.

Ground Elevation 54.3			
Elev.	Depth	Blow Count	Remarks
48.3	0.0-6.0		Firm, Pebbly Silt
47.3	6.0-7.0	115	
46.3	7.0-8.0	165	
45.3	8.0-9.0	200	
44.3	9.0-10.0	225	
43.3	10.0-11.0	275	
42.3	11.0-12.0	360	

Sta. 141 + 00 - 25' Rt. R.S.

Ground Elevation 56.0			
Elev.	Depth	Blow Count	Remarks
47.0	0.0-9.0		
46.0	9.0-10.0	135	
45.0	10.0-11.0	110	
44.0	11.0-12.0		
43.0	12.0-13.0	345	

Sta. 143 + 00 - 25' Lt. R.S.

Ground Elevation 64.5		
Elev.	Depth	Description
58.5	0.0-6.0	Very Firm
47.5	6.0-17.0	

Sta. 145 + 00 - 25' Lt. R.S.

Ground Elevation 86.1			
Elev.	Depth	Blow Count	Remarks
84.1	0.0-2.0		
83.1	2.0-3.0		
82.1	3.0-4.0	13	
81.1	4.0-5.0	21	
80.1	5.0-6.0	99	
79.1	6.0-7.0	185	
78.1	7.0-8.0	105	
77.1	8.0-9.0	136	
76.1	9.0-10.0	140	
75.1	10.0-11.0	190	
74.1	11.0-12.0	164	
73.1	12.0-13.0		
72.1	13.0-14.0	219	
71.1	14.0-15.0	208	
70.1	15.0-16.0	187	
69.1	16.0-17.0	150	
68.1	17.0-18.0	110	
67.1	18.0-19.0	90	
66.1	19.0-20.0	115	
65.1	20.0-21.0	135	
64.1	21.0-22.0	143	

Sta. 143 + 00 - 25' Rt. R.S.

Ground Elevation 68.8		
Elev.	Depth	Description
63.8	0.0-5.0	Firm
54.8	5.0-14.0	

Sta. 146 + 50 - R.S.

Ground Elevation 95.0			
Elev.	Depth	Blow Count	Remarks
91.0	0.0-4.0		
90.0	4.0-5.0	311	
89.0	5.0-6.0	100	
88.0	6.0-7.0	650	Pebbles & Boulders

Sta. 147 + 00 - A.B.

Ground Elevation 95.0		
Elev.	Depth	Description
87.0	0.0-8.0	Gray & Brown, Clayey Silt

Sta. 147 + 50 - R.S.

Ground Elevation 94.5			
Elev.	Depth	Blow Count	Remarks
70.5	0.0-24.0		Pebbly Silt
70.0	24.0-24.5	240	
68.5	24.5-26.0		

Sta. 147 + 50 - 25' Rt. R.S.

Ground Elevation 94.0			
Elev.	Depth	Blow Count	Remarks
86.0	0.0-8.0		Firm
69.0	8.0-25.0		Less Firm
68.0	25.0-26.0	231	

Sta. 150 + 00 - B. & S.

Ground Elevation 102.8		
Elev.	Depth	Description
98.8	0.0-4.0	Gray & Brown, Clay Silt
85.8	4.0-17.0	

Sta. 150 + 00 - 25' Rt. R.S.

Ground Elevation 102.5			
Elev.	Depth	Blow Count	Remarks
95.5	0.0-7.0		
94.5	7.0-8.0		
93.5	8.0-9.0	50	
92.5	9.0-10.0	65	
91.5	10.0-11.0	90	
90.5	11.0-12.0	135	
89.5	12.0-13.0	103	
88.5	13.0-14.0	180	
87.5	14.0-15.0	251	
87.0	15.0-15.5	98	

Sta. 152 + 50 - A.B.

Ground Elevation 106.6		
Elev.	Depth	Description
102.6	0.0-4.0	Firm, Brown & Gray, Clayey Silt

Sta. 153 + 00 - 25' Lt. R.S.

Ground Elevation 108.0			
Elev.	Depth	Blow Count	Remarks
100.0	0.0-8.0		
99.0	8.0-9.0	350	

Sta. 153 + 00 - R.S.

Ground Elevation 109.2			
Elev.	Depth	Blow Count	Remarks
102.4	0.0-6.8		Clayey Silt
101.1	6.8-8.1	110	
100.2	8.1-9.0	13	

Sta. 153 + 00 - 25' Rt. R.S.

Ground Elevation 109.0			
Elev.	Depth	Blow Count	Remarks
100.0	0.0-9.0		
99.0	9.0-10.0	170	

Sta. 156 + 00 - A.S.

Ground Elevation 106.9		
Elev.	Depth	Description
102.8	0.0-4.1	Firm, Gray & Brown, Clayey Silt

Sta. 160 + 00 - A.B.

Ground Elevation 103.1		
Elev.	Depth	Description
99.1	0.0-4.0	Firm Gray & Brown, Clayey Silt

Sta. 161 + 50 - R.S.

Ground Elevation 104.1		
Elev.	Depth	Description
97.1	0.0-7.0	Clayey Silt

Sta. 163 + 50 - A.B.

Ground Elevation 94.0		
Elev.	Depth	Description
90.0	0.0-4.0	Brown & Gray, Clayey Silt
Ground Water Elevation 93.1		

Sta. 165 + 50 - R.S.

Ground Elevation 98.8			
Elev.	Depth	Blow Count	Remarks
92.8	0.0-6.0		Clayey Silt
91.8	6.0-7.0	130	

Sta. 169 + 00 - R.S.

Ground Elevation 99.4			
Elev.	Depth	Blow Count	Remarks
94.4	0.0-5.0		Clayey Silt
93.4	5.0-6.0	286	
92.4	6.0-7.0	270	
91.4	7.0-8.0	220	
90.4	8.0-9.0	325	

Sta. 171 + 50 - R.S.

Ground Elevation 90.0			
Elev.	Depth	Blow Count	Remarks
87.0	0.0-3.0		
86.0	3.0-4.0	225	
85.0	4.0-5.0	250	

Sta. 173 + 50 - 25' Lt. R.S.

Ground Elevation 77.0			
Elev.	Depth	Blow Count	Remarks
64.0	0.0-13.0		
63.0	13.0-14.0	52	
62.0	14.0-15.0	39	
61.5	15.0-15.5	34	

Sta. 173 + 50 - R.S.

Ground Elevation 76.2			
Elev.	Depth	Blow Count	Remarks
71.2	0.0-5.0		
70.2	5.0-6.0	325	

Sta. 173 + 50 - 25' Rt. R.S.

Ground Elevation 73.2			
Elev.	Depth	Blow Count	Remarks
67.2	0.0-6.0		
66.2	6.0-7.0	69	
65.2	7.0-8.0	80	
64.2	8.0-9.0	95	
63.2	9.0-10.0	82	
62.2	10.0-11.0	83	
61.2	11.0-12.0	100	
60.2	12.0-13.0	110	
59.2	13.0-14.0	130	
58.2	14.0-15.0	155	
57.2	15.0-16.0	215	

Sta. 174 + 50 - 25' Lt. R.S.

Ground Elevation 73.0			
Elev.	Depth	Blow Count	Remarks
71.0	0.0-7.0		
70.0	7.0-8.0	104	
69.0	8.0-9.0	153	
68.0	9.0-10.0	350	

Sta. 177 + 00 - A.B.

Ground Elevation 58.0		
Elev.	Depth	Description
57.0	0.0-4.0	Wet, Firm, Brown Silt
Ground Water Elevation 63.0		

Sta. 178 + 20 - B. & S.

Ground Elevation 59.0			
Elev.	Depth	Blow Count	Remarks
57.0	0.0-2.0		Hard, Dry Silt
56.0	2.0-3.0	40	
55.0	3.0-4.0	45	
54.0	4.0-5.0	79	
53.0	5.0-6.0	85	

Sta. 179 + 00 - 40' Lt. A.B.

Ground Elevation 56.2		
Elev.	Depth	Description
54.2	0.0-2.0	Hard, Dry Silt

Sta. 182 + 00 - A.B.

Ground Elevation 67.0		
Elev.	Depth	Description
63.0	0.0-4.0	Firm, Brown and Gray, Clayey Silt

Sta. 185 + 85 - A.B.

Ground Elevation 75.0		
Elev.	Depth	Description
71.0	0.0-4.0	Firm, Brown and Gray, Clayey Silt

Sta. 188 + 50 - 25' Lt. R.S.

Ground Elevation 73.2			
Elev.	Depth	Blow Count	Remarks
68.3	0.0-4.9		
67.2	4.9-6.0	165	

Sta. 188 + 50 - 25' Rt. R.S.

Ground Elevation 76.5			
Elev.	Depth	Blow Count	Remarks
72.5	0.0-4.0		
71.5	4.0-5.0	115	
70.5	5.0-6.0	100	

LEGEND:

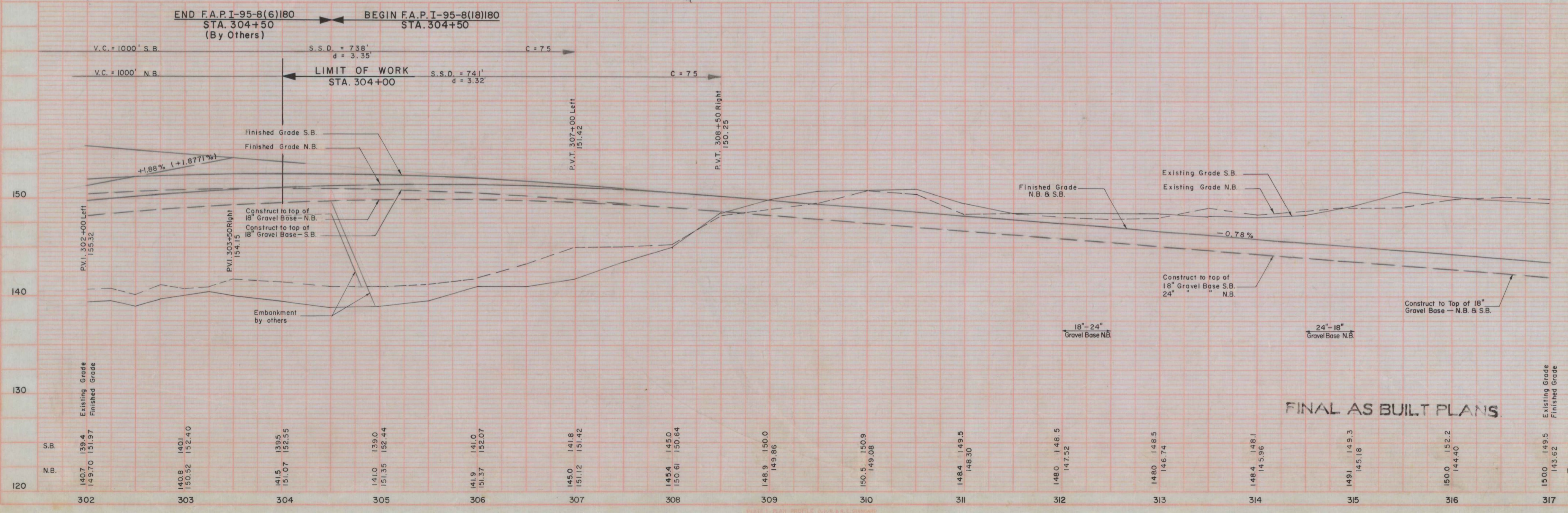
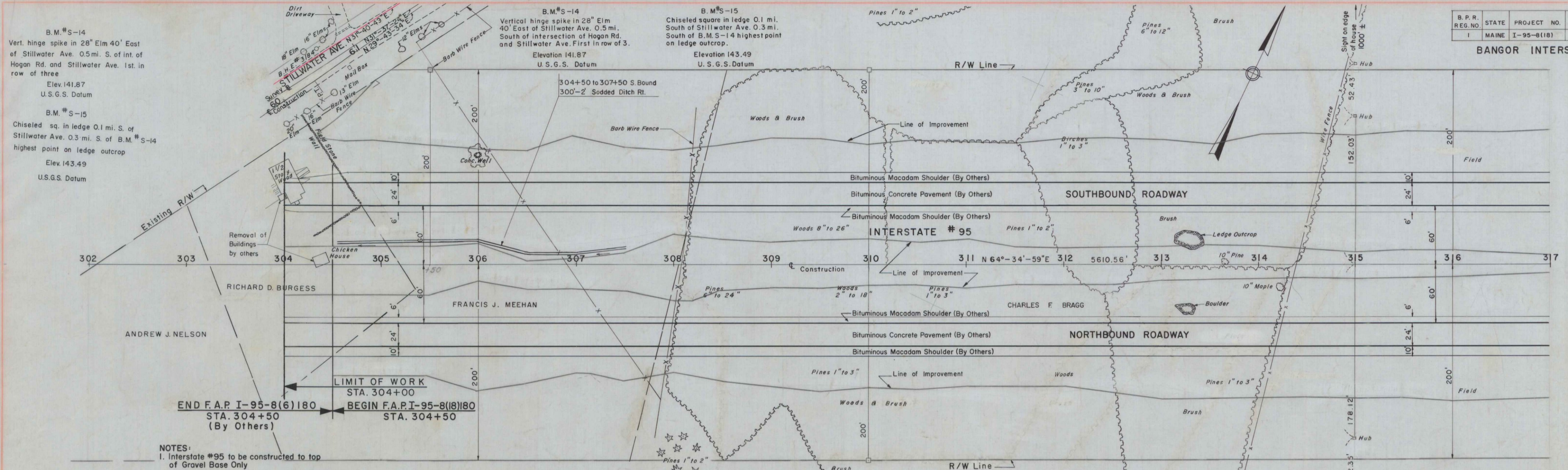
- A.B. - Auger Boring
- B. & S. - Boring and Sounding
- R.S. - Rod Sounding
- Hammer - 60 lb.
- Drop - 18 in.
- Rod - 1 in.
- R.S.* - Rod Sounding - Hand Hammer - 35 lb. Rod - 1 in.
- N - No Refusal
- R - Refusal

NOTES:

1. Subsurface data were supplied by the Maine State Highway Commission during the period of July-August 1958.
2. Subsurface investigations were taken for the purpose of design and show conditions at test points only. They do not necessarily show the nature of materials to be encountered during construction.
3. The contractor is to form his own opinion of the character of the material and is to make his own interpretation of the subsurface data. The Engineer does not warrant the findings as being accurate or complete.

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(18)	19	109

BANGOR INTERSTATE

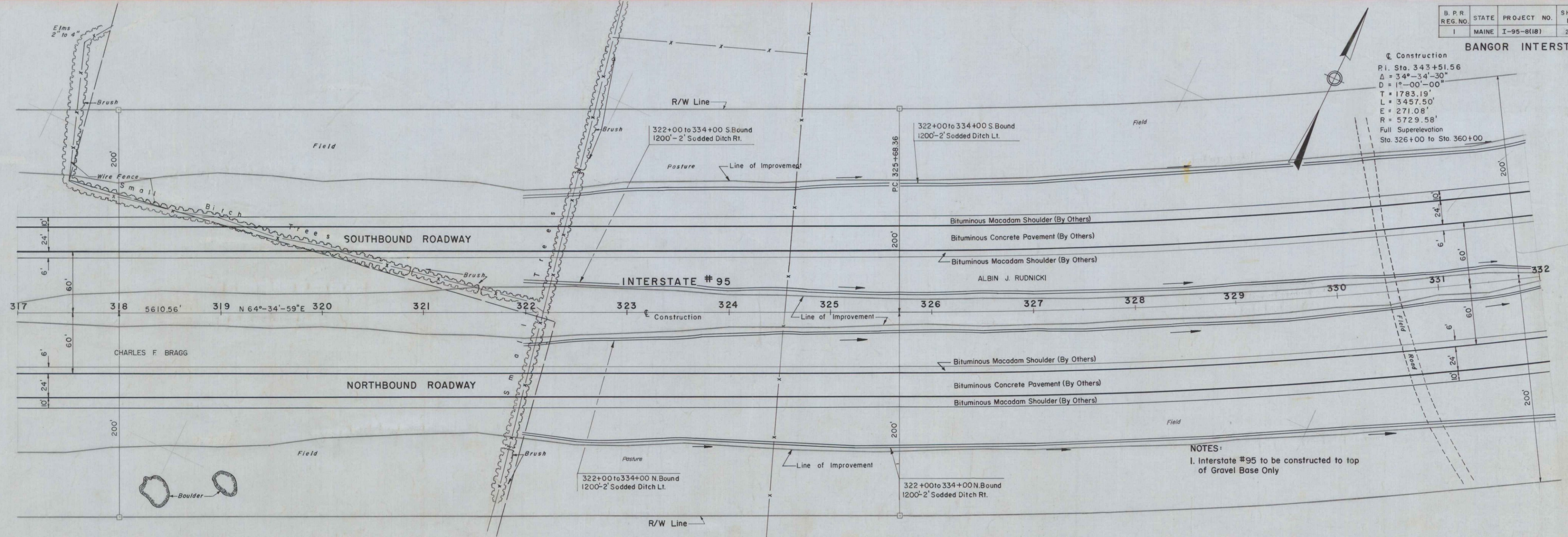


SEE SHEET 20

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(18)	20	109

BANGOR INTERSTATE

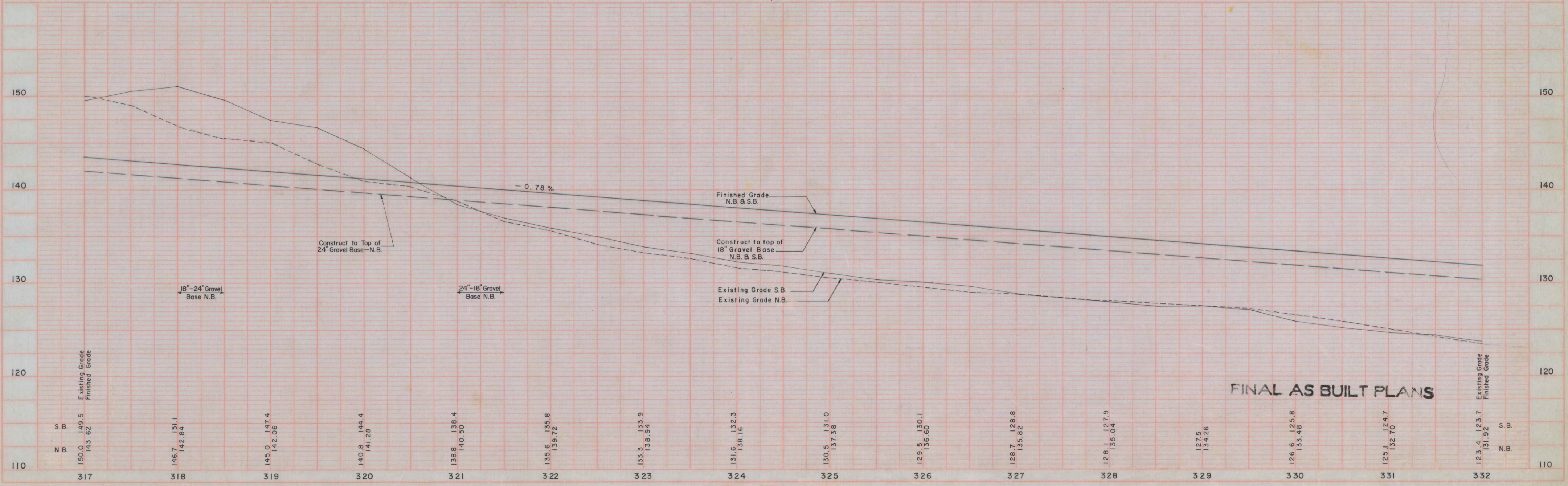
Construction
 P.I. Sta. 343+51.56
 $\Delta = 34^\circ - 34' - 30''$
 $D = 1^\circ - 00' - 00''$
 $T = 1783.19'$
 $L = 3457.50'$
 $E = 271.08'$
 $R = 5729.58'$
 Full Superelevation
 Sta. 326+00 to Sta. 360+00



NOTES:
 1. Interstate #95 to be constructed to top of Gravel Base Only

SEE SHEET 19

SEE SHEET 21



FINAL AS BUILT PLANS

PLAN
 DATE
 DRAWN BY
 CHECKED BY
 APPROVED BY

PROFILE
 DATE
 DRAWN BY
 CHECKED BY
 APPROVED BY

B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(18)	22	109

BANGOR INTERSTATE

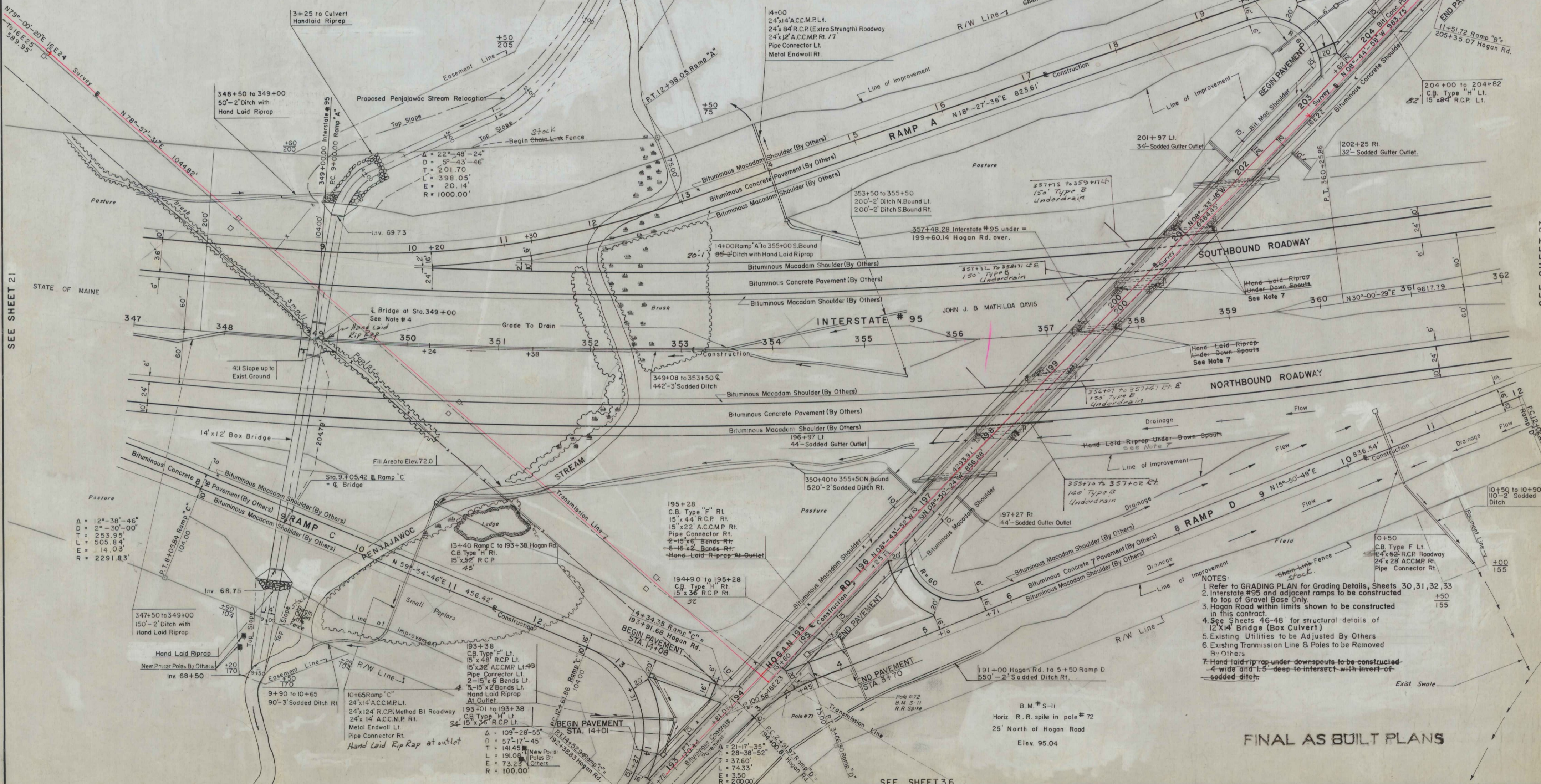
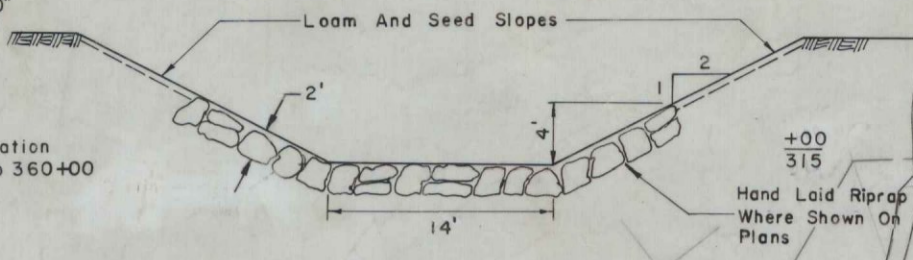
203+10 to 204+00
 C.B. Type "F" Lt.
 15" x 48" R.C.P. Lt.
 15" x 24" A.C.C.M.P. Lt.
 Pipe Connector Lt.
 2-15" x 6" Bends Lt.
 3-15" x 2" Bends Lt.
 Hand Laid Riprap At Outlet

Δ = 24°-08'-18"
 D = 28°-38'-52"
 T = 42.76'
 L = 84.26'
 E = 4.52'
 R = 200.00'

Construction
 P.I. Sta. 343+51.56
 Δ = 34°-34'-30"
 D = 1°-00'-00"
 T = 1783.19'
 L = 3457.50'
 E = 271.08'
 R = 5729.58'
 Full Super-elevation
 Sta. 326+00 to 360+00

TYPICAL CHANNEL SECTION

No Scale



- NOTES:
1. Refer to GRADING PLAN for Grading Details, Sheets 30, 31, 32, 33
 2. Interstate #95 and adjacent ramps to be constructed to top of Gravel Base Only
 3. Hogan Road within limits shown to be constructed in this contract
 4. See Sheets 46-48 for structural details of 12'x14' Bridge (Box Culvert)
 5. Existing Utilities to be Adjusted By Others
 6. Existing Transmission Line & Poles to be Removed By Others
 7. Hand laid riprap under downspouts to be constructed 4' wide and 1.5' deep to intersect with invert of sodded ditch.

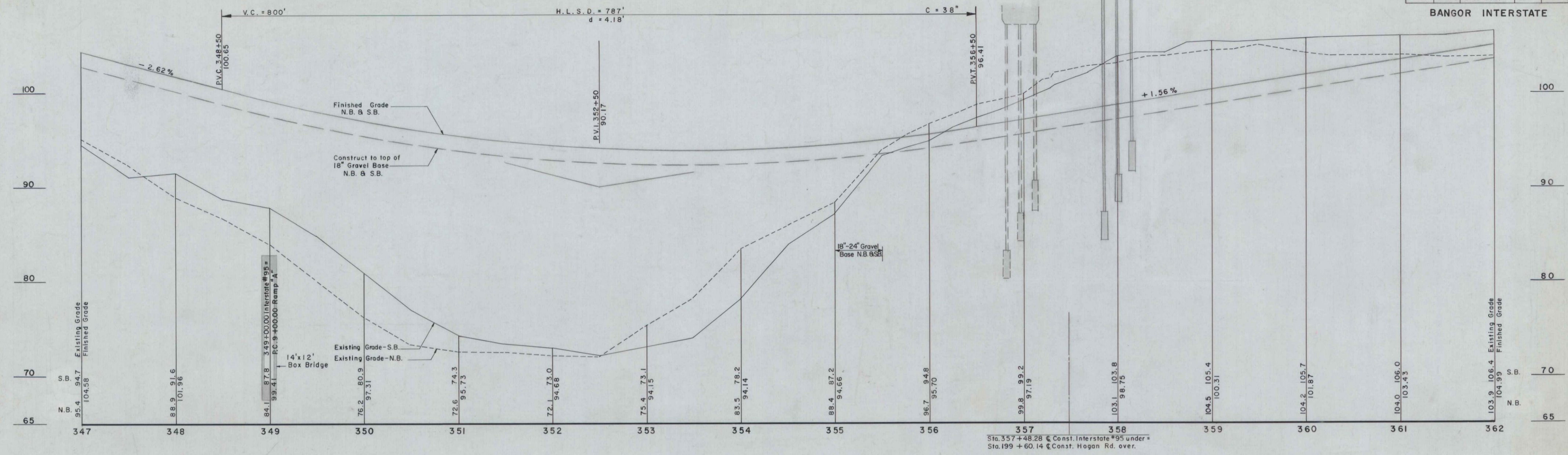
FINAL AS BUILT PLANS

SEE SHEET 21

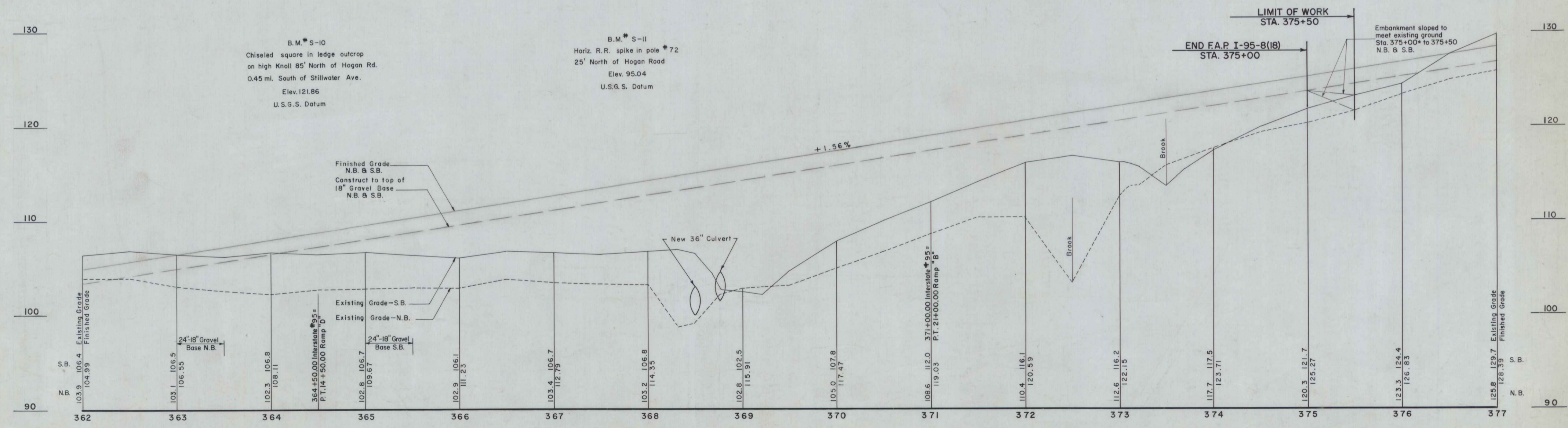
SEE SHEET 23

B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
I	MAINE	I-95-8(18)	24	109

BANGOR INTERSTATE



Sta. 357 + 48.28 @ Const. Interstate #95 under =
Sta. 199 + 60.14 @ Const. Hogan Rd. over.



B.M. # S-10
Chiseled square in ledge outcrop
on high Knoll 85' North of Hogan Rd.
0.45 mi. South of Stillwater Ave.
Elev. 121.86
U.S.G.S. Datum

B.M. # S-11
Horiz. R.R. spike in pole # 72
25' North of Hogan Road
Elev. 95.04
U.S.G.S. Datum

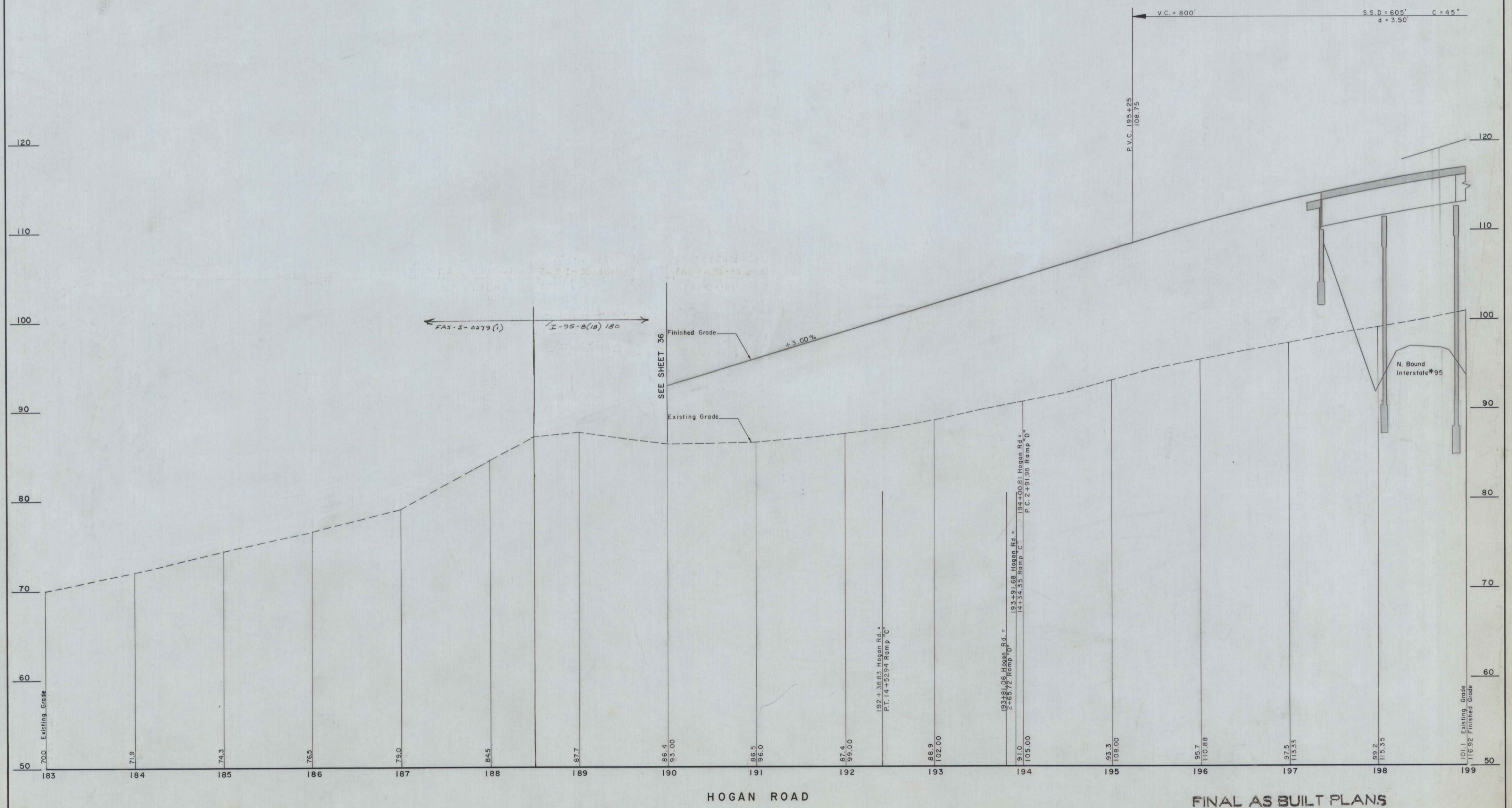
LIMIT OF WORK
STA. 375+50
END F.A.P. I-95-8(18)
STA. 375+00
Embankment sloped to
meet existing ground
Sta. 375+00* to 375+50
N.B. & S.B.

INTERSTATE #95 (BANGOR INTERSTATE)

FINAL AS BUILT PLANS

B. R. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-B(18)	25	109

BANGOR INTERSTATE



HOGAN ROAD

FINAL AS BUILT PLANS

← FAS-S-0279 (1) I-95-B(18) 180 →

SEE SHEET 36

Finished Grade
Existing Grade

+3.00%

V.C. = 800' S.S.D. = 605' C = 45' d = 3.50'

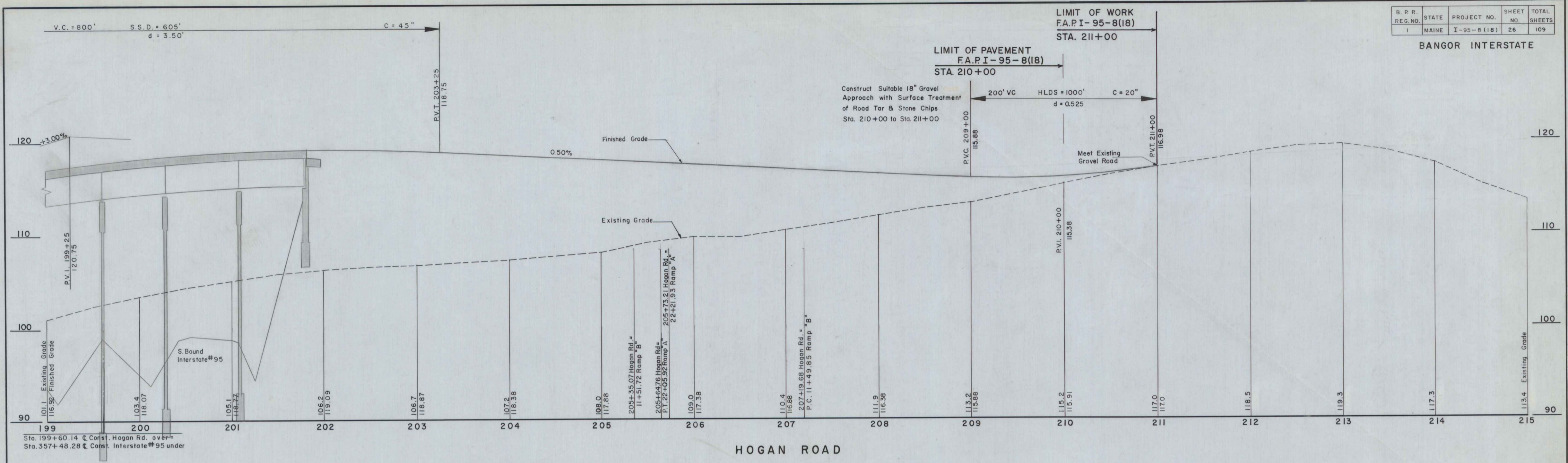
P.V.C. 195+25
108.75

N. Bound
Interstate #95

101.1 Existing Grade
116.92 Finished Grade

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(18)	26	109

BANGOR INTERSTATE

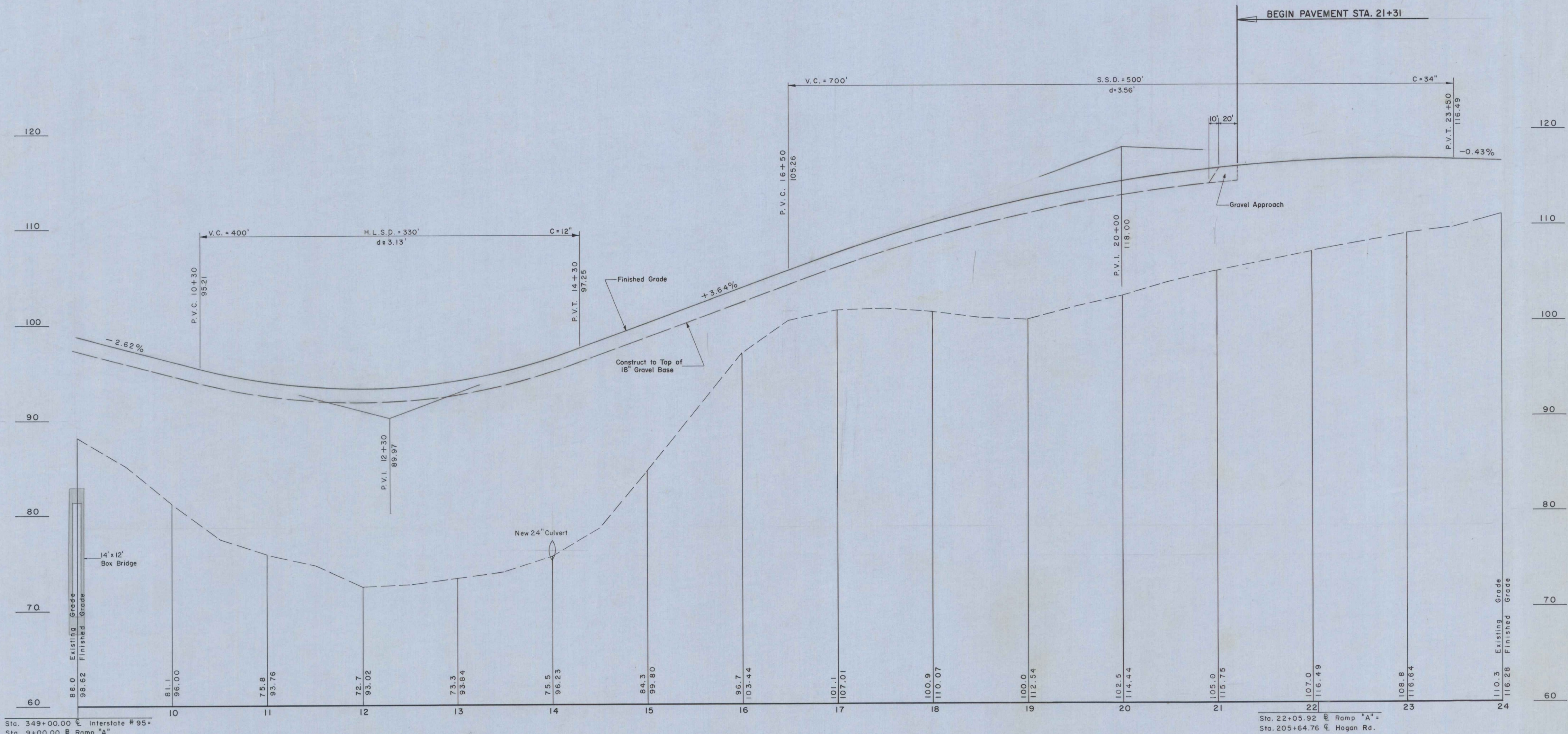


HOGAN ROAD

FINAL AS BUILT PLANS

B. P. R.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(18)	27	109

BANGOR INTERSTATE



Sta. 349+00.00 @ Interstate # 95 =
Sta. 9+00.00 @ Ramp "A"

Sta. 22+05.92 @ Ramp "A" =
Sta. 205+64.76 @ Hogan Rd.

RAMP "A"

HOGAN ROAD INTERCHANGE

FINAL AS BUILT PLANS