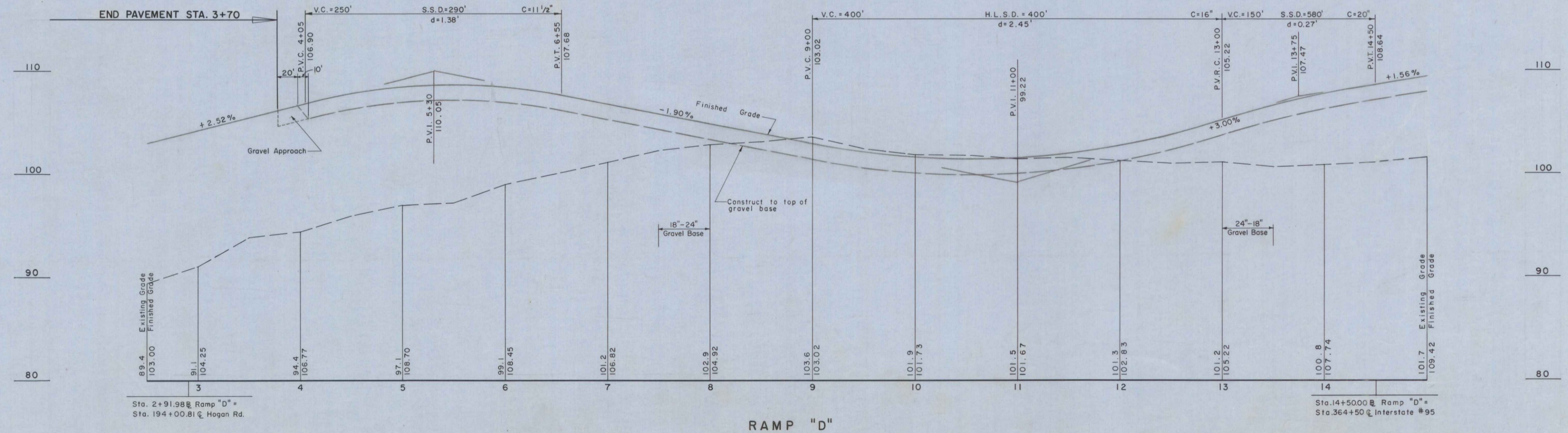
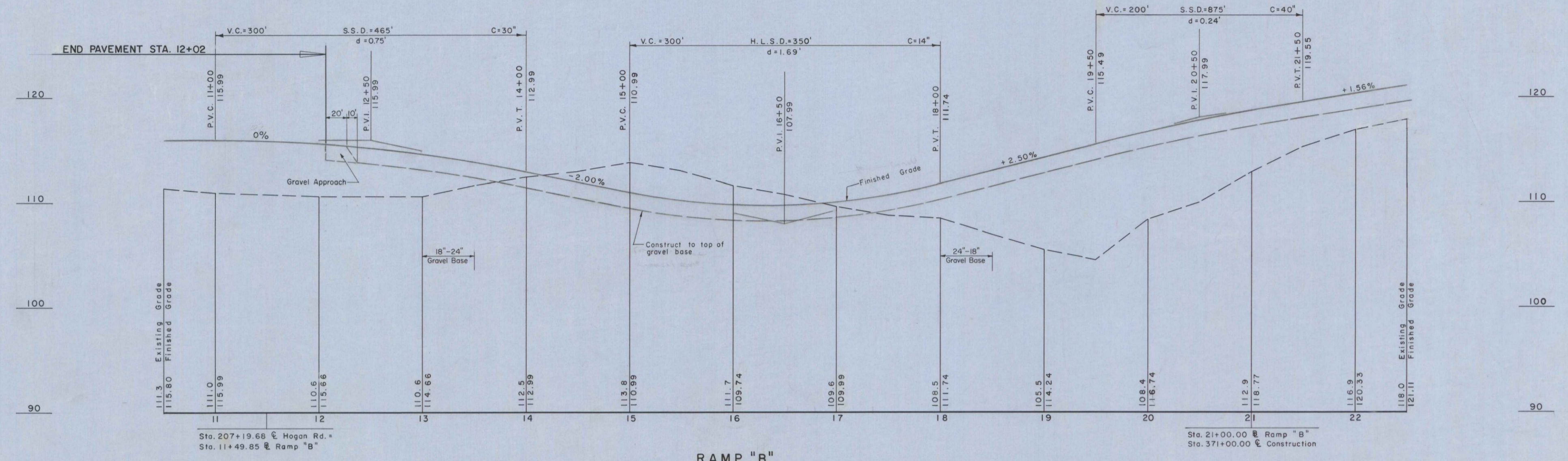


B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(18)	28	109

BANGOR INTERSTATE

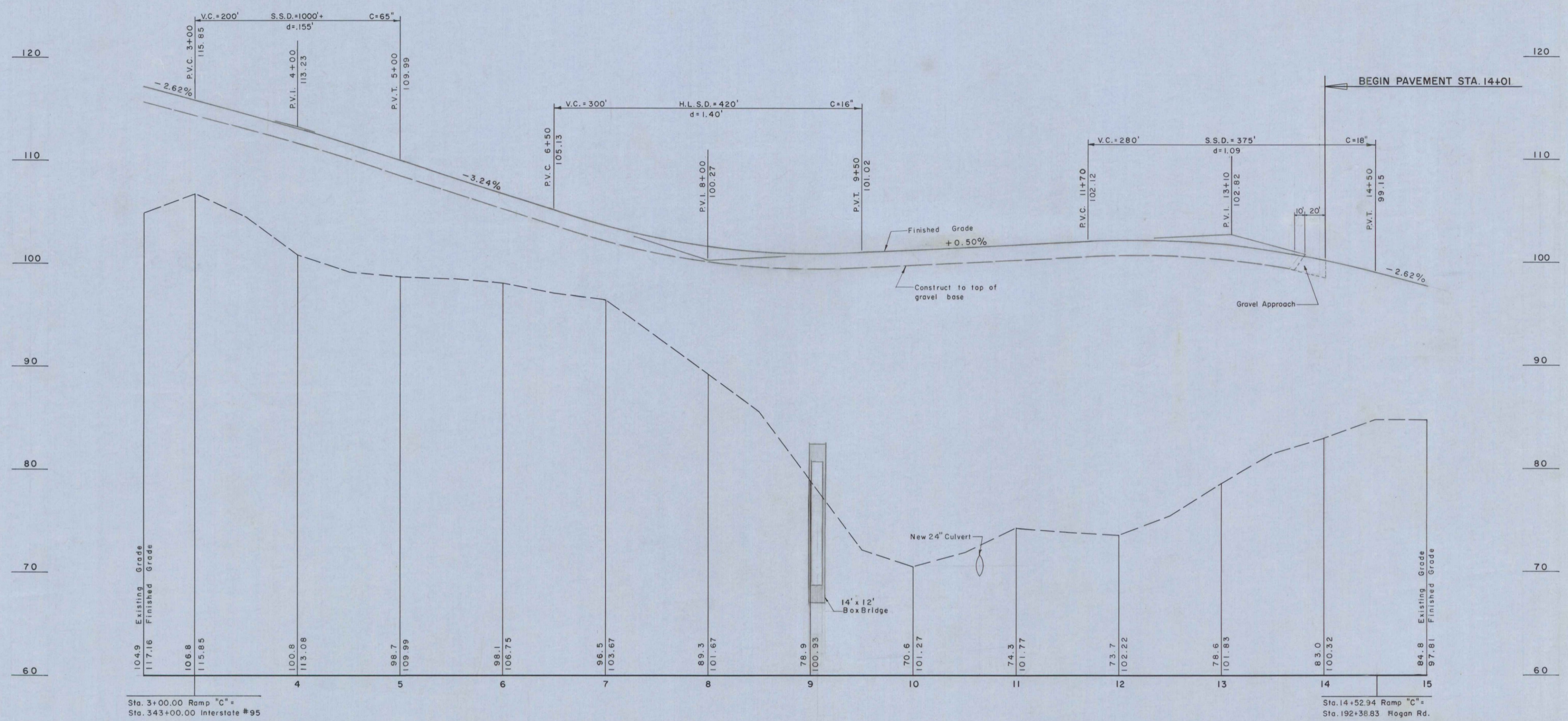


HOGAN ROAD INTERCHANGE

FINAL AS BUILT PLANS

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-8(18)	29	109

BANGOR INTERSTATE

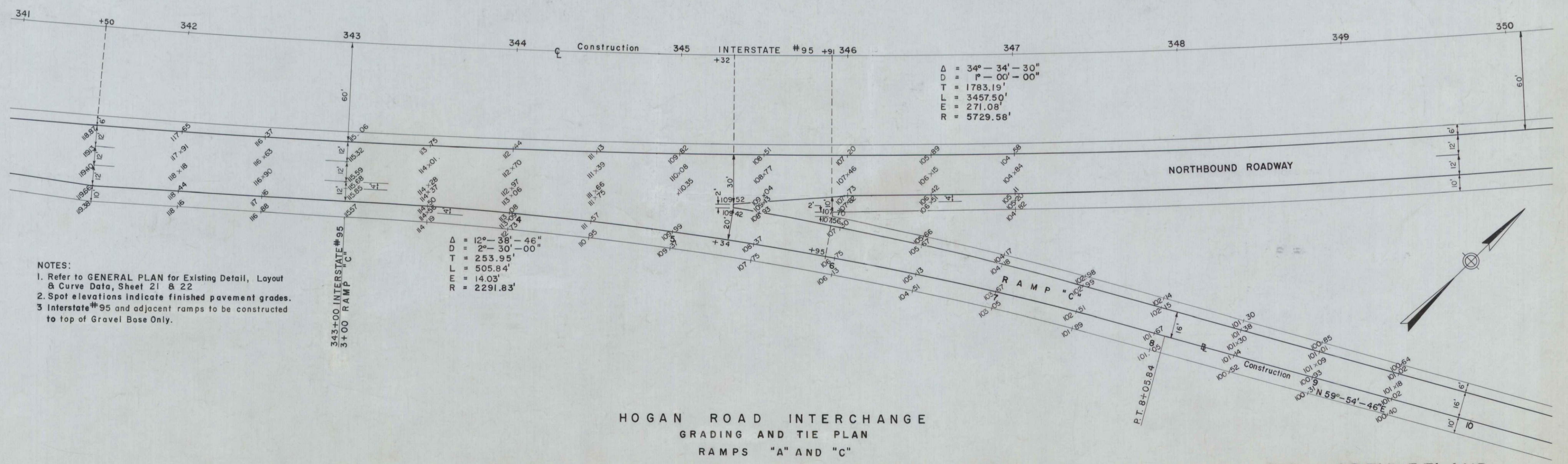
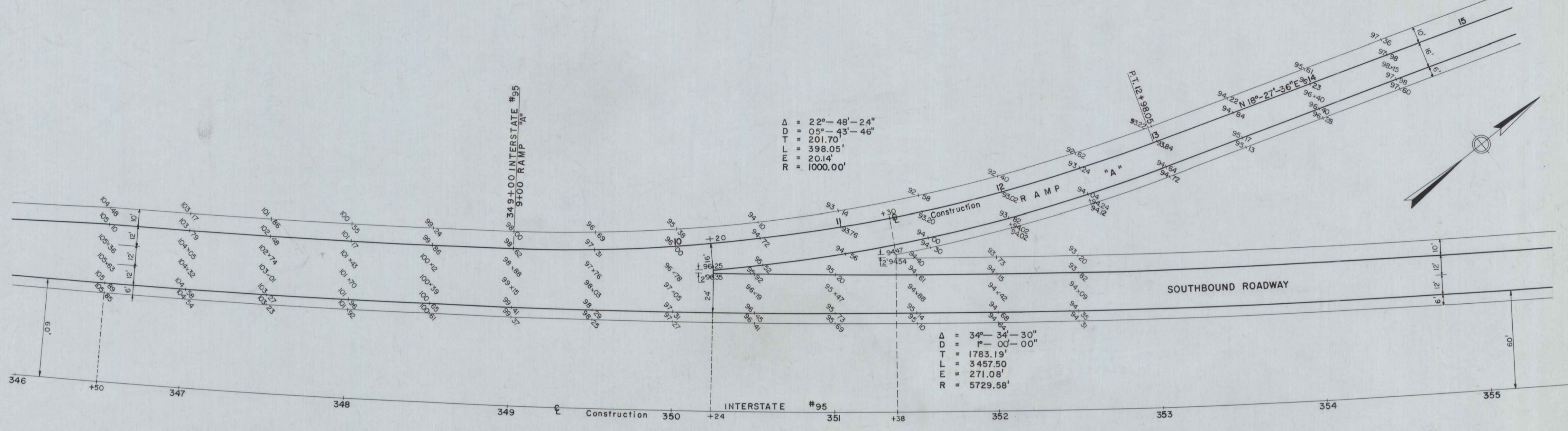


RAMP "C"

HOGAN ROAD INTERCHANGE

FINAL AS BUILT PLANS

BANGOR INTERSTATE



- NOTES:
1. Refer to GENERAL PLAN for Existing Detail, Layout & Curve Data, Sheet 21 & 22
  2. Spot elevations indicate finished pavement grades.
  3. Interstate #95 and adjacent ramps to be constructed to top of Gravel Base Only.

HOGAN ROAD INTERCHANGE  
GRADING AND TIE PLAN  
RAMPS "A" AND "C"

Scale: 1" = 30'

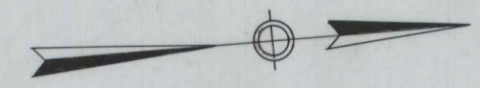
FINAL AS BUILT PLANS

B. P. R.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(18)	31	109

BANGOR INTERSTATE

CURBING - BY OTHERS

- |  |   |
|--|---|
| Install Granite Edging<br>Hogan Road<br>Sta. 204+50 Lt. (2 Island Edges)<br>Sta. 206+00 Rt. (2 Island Edges) | Install Granite Edging - Circular<br>Ramp "A"<br>Sta. 20+04 Rt. (R=2')<br>Ramp "B"<br>Sta. 12+81 Rt. (R=2') |
|--|---|



Install Granite Curb - Type I  
Hogan Road  
Sta. 201+72 to 201+97 Lt.  
Sta. 202+00 to 202+25 Rt.

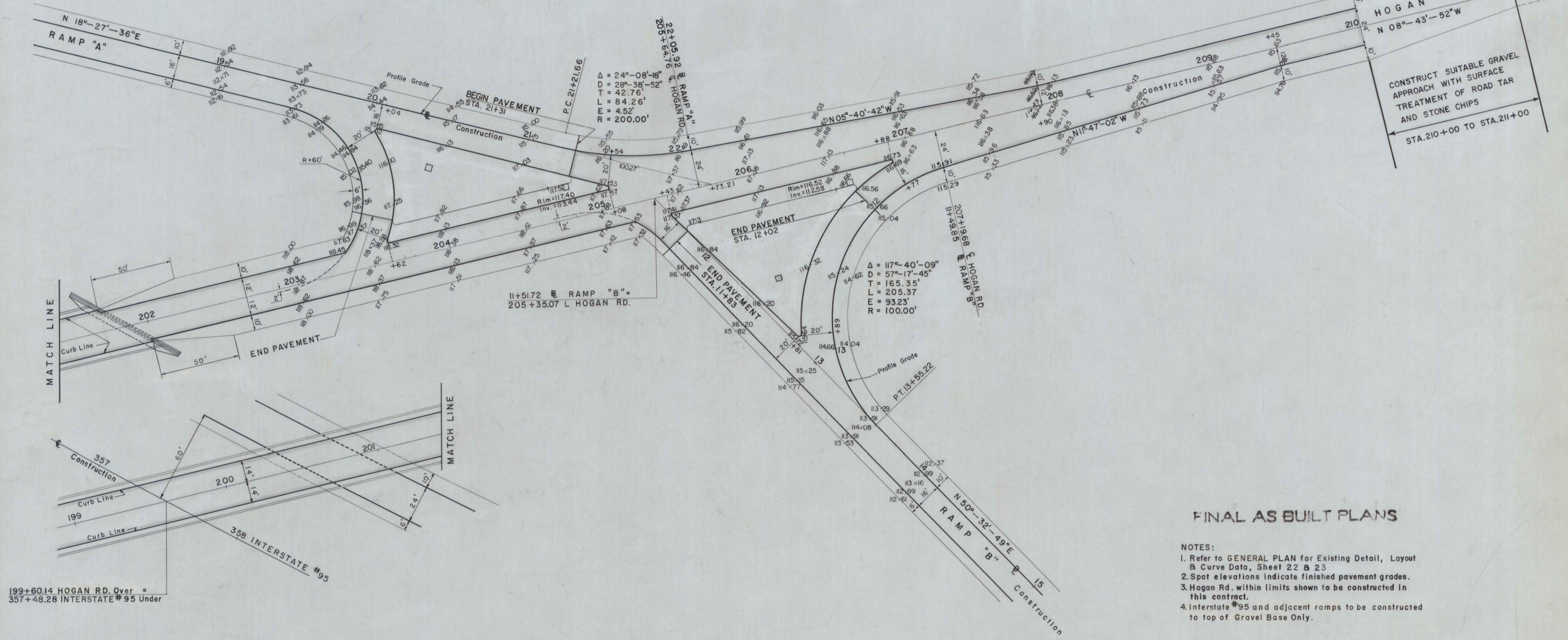
Install Granite Edging  
Hogan Road  
Sta. 203+70 to Sta. 204+83 Lt.  
Sta. 205+52 to Sta. 206+60 Rt.  
Install Granite Edging - Circular  
Hogan Road  
Sta. 203+70 Lt. (R=2')  
Sta. 204+83 Lt. (R=2')  
Sta. 205+52 Rt. (R=2')  
Sta. 206+60 Rt. (R=2')

LIMIT OF PAVEMENT  
F.A.P. I-95-8(18)  
STA. 210+00

LIMIT OF WORK  
F.A.P. I-95-8(18)  
STA. 211+00  
(Meet Existing Gravel Road)

HOGAN ROAD  
211  
N 08°-43'-52"W

CONSTRUCT SUITABLE GRAVEL  
APPROACH WITH SURFACE  
TREATMENT OF ROAD TAR  
AND STONE CHIPS  
STA. 210+00 TO STA. 211+00



199+60.14 HOGAN RD. Over =  
357+48.28 INTERSTATE #95 Under

FINAL AS BUILT PLANS

- NOTES:
1. Refer to GENERAL PLAN for Existing Detail, Layout & Curve Data, Sheet 22 & 23
  2. Spot elevations indicate finished pavement grades.
  3. Hogan Rd. within limits shown to be constructed in this contract.
  4. Interstate #95 and adjacent ramps to be constructed to top of Gravel Base Only.

HOGAN ROAD INTERCHANGE  
GRADING AND TIE PLAN  
RAMPS "A" AND "B" AT HOGAN RD.

Scale: 1" = 30'

B. P. R.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
I	MAINE	I-95-8(18)	32	109

BANGOR INTERSTATE

$\Delta = 34^{\circ}-34'-30''$   
 $D = 1^{\circ}-00'-00''$   
 $T = 1783.19'$   
 $L = 3457.50'$   
 $E = 271.08'$   
 $R = 5729.58'$

Install Granite Edging - Circular  
 Hogan Road  
 Sta. 193+00 Lt. (R=2')  
 Sta. 193+78 Lt. (R=2')  
 Sta. 194+88 Rt. (R=2')  
 Sta. 196+14 Rt. (R=2')

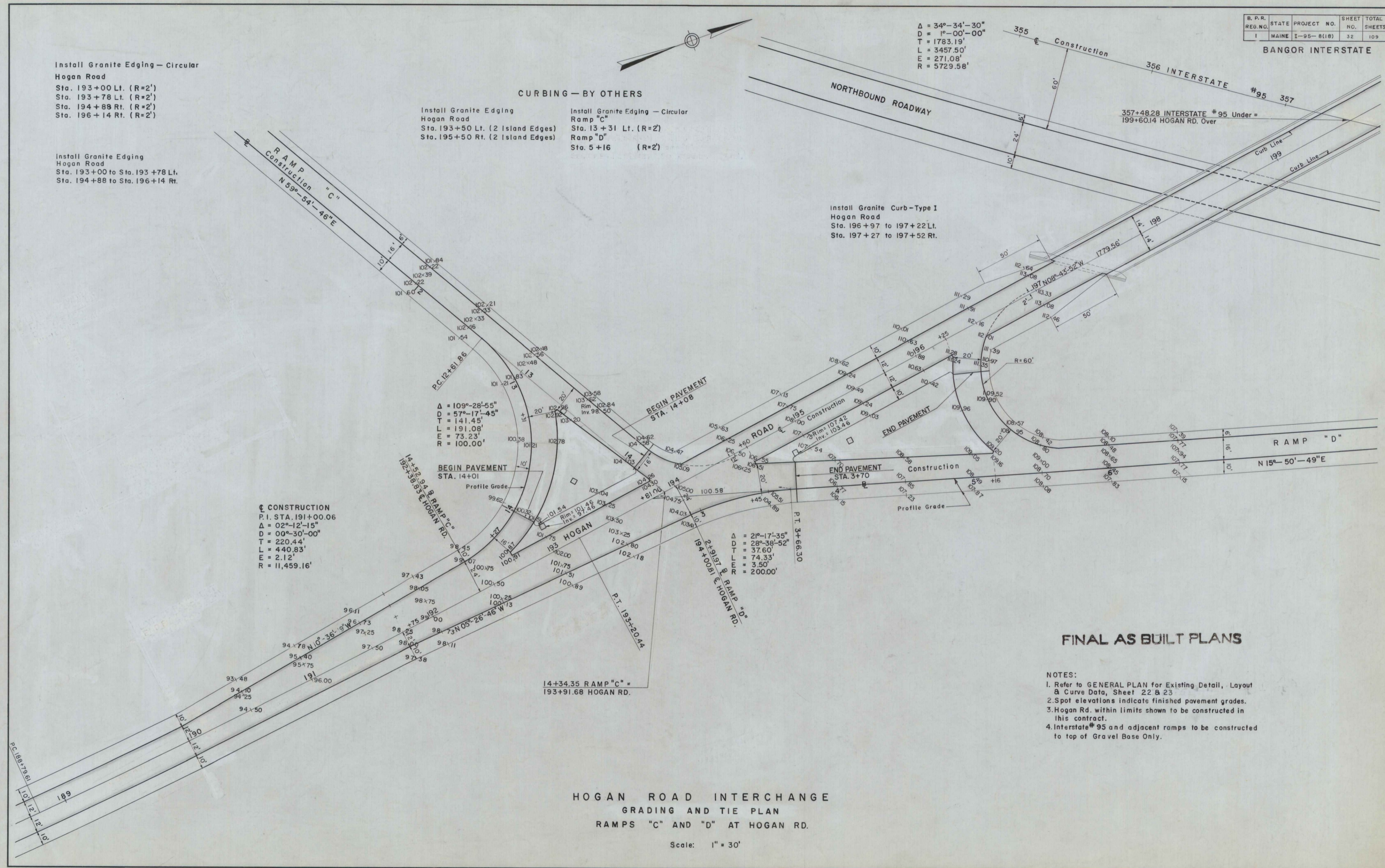
CURBING - BY OTHERS

Install Granite Edging  
 Hogan Road  
 Sta. 193+50 Lt. (2 Island Edges)  
 Sta. 195+50 Rt. (2 Island Edges)

Install Granite Edging - Circular  
 Ramp "C"  
 Sta. 13+31 Lt. (R=2')  
 Ramp "D"  
 Sta. 5+16 (R=2')

Install Granite Edging  
 Hogan Road  
 Sta. 193+00 to Sta. 193+78 Lt.  
 Sta. 194+88 to Sta. 196+14 Rt.

Install Granite Curb - Type I  
 Hogan Road  
 Sta. 196+97 to 197+22 Lt.  
 Sta. 197+27 to 197+52 Rt.



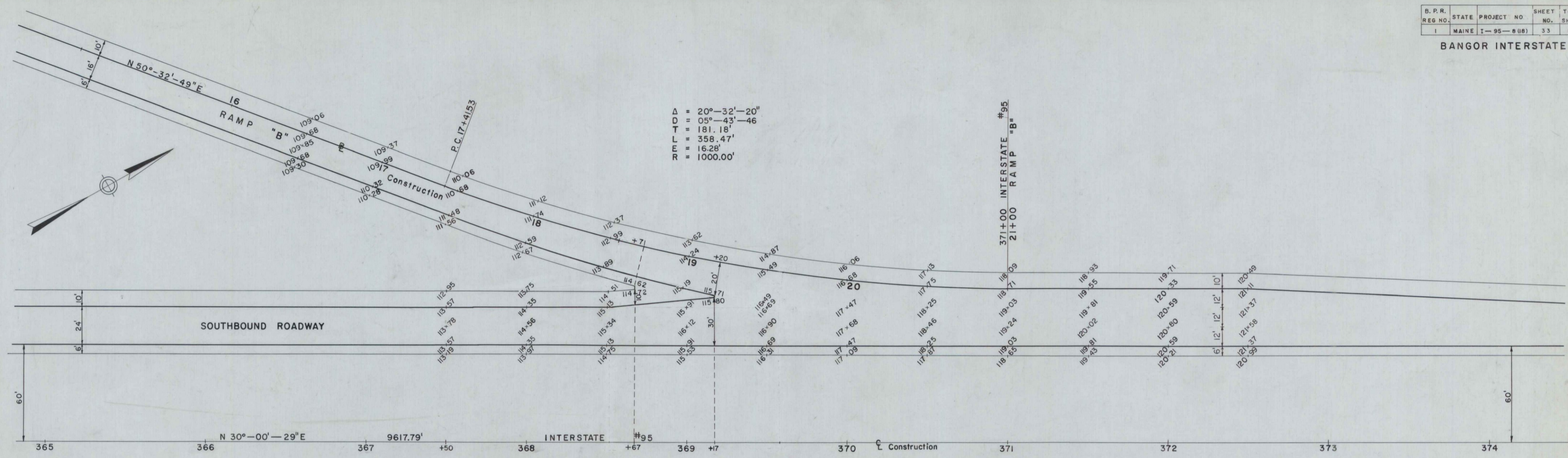
FINAL AS BUILT PLANS

- NOTES:
1. Refer to GENERAL PLAN for Existing Detail, Layout & Curve Data, Sheet 22 & 23
  2. Spot elevations indicate finished pavement grades.
  3. Hogan Rd. within limits shown to be constructed in this contract.
  4. Interstate #95 and adjacent ramps to be constructed to top of Gravel Base Only.

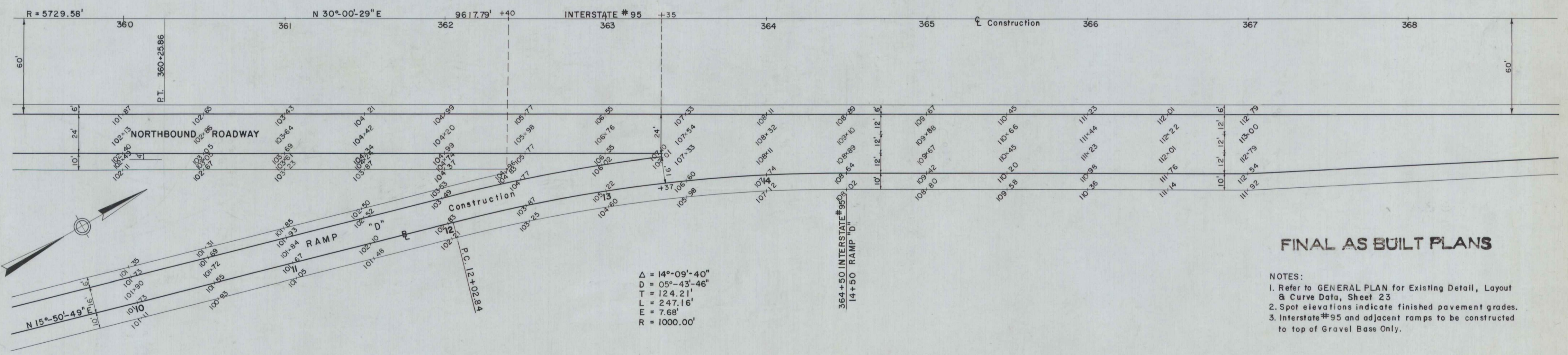
HOGAN ROAD INTERCHANGE  
 GRADING AND TIE PLAN  
 RAMPS "C" AND "D" AT HOGAN RD.

Scale: 1" = 30'

BANGOR INTERSTATE



$\Delta = 20^{\circ}-32'-20''$   
 $D = 05^{\circ}-43'-46''$   
 $T = 181.18'$   
 $L = 358.47'$   
 $E = 16.28'$   
 $R = 1000.00'$



$\Delta = 14^{\circ}-09'-40''$   
 $D = 05^{\circ}-43'-46''$   
 $T = 124.21'$   
 $L = 247.16'$   
 $E = 7.68'$   
 $R = 1000.00'$

FINAL AS BUILT PLANS

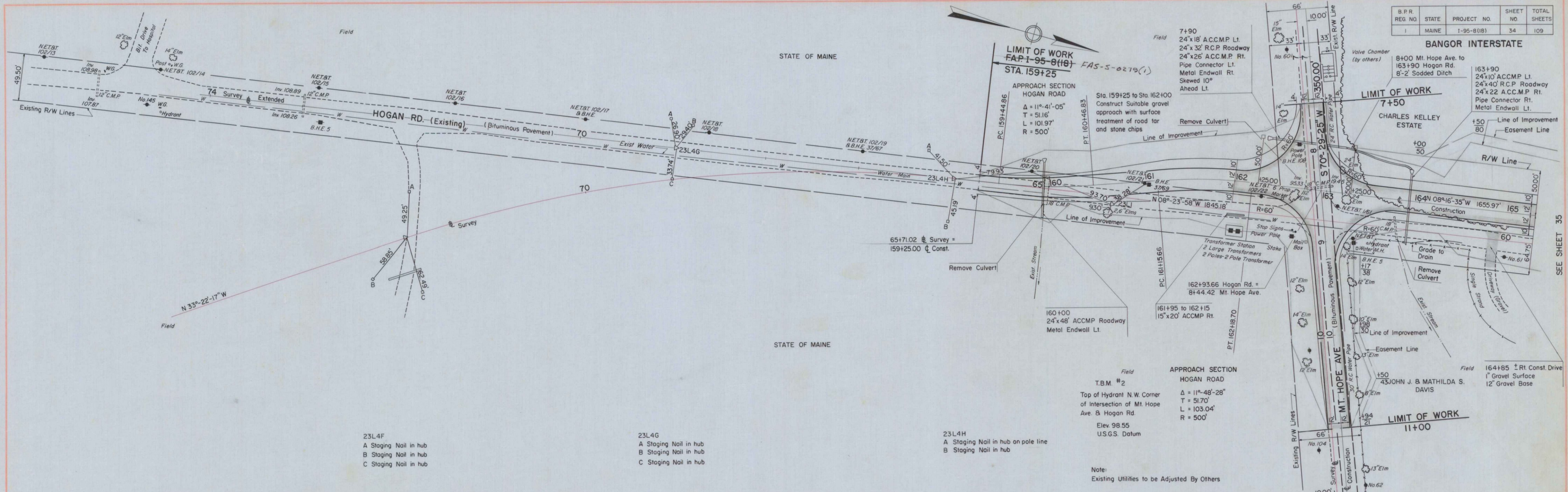
- NOTES:
1. Refer to GENERAL PLAN for Existing Detail, Layout & Curve Data, Sheet 23
  2. Spot elevations indicate finished pavement grades.
  3. Interstate #95 and adjacent ramps to be constructed to top of Gravel Base Only.

HOGAN ROAD INTERCHANGE  
 GRADING AND TIE PLAN  
 RAMPS "B" AND "D"

Scale: 1" = 30'

B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-8(18)	34	109

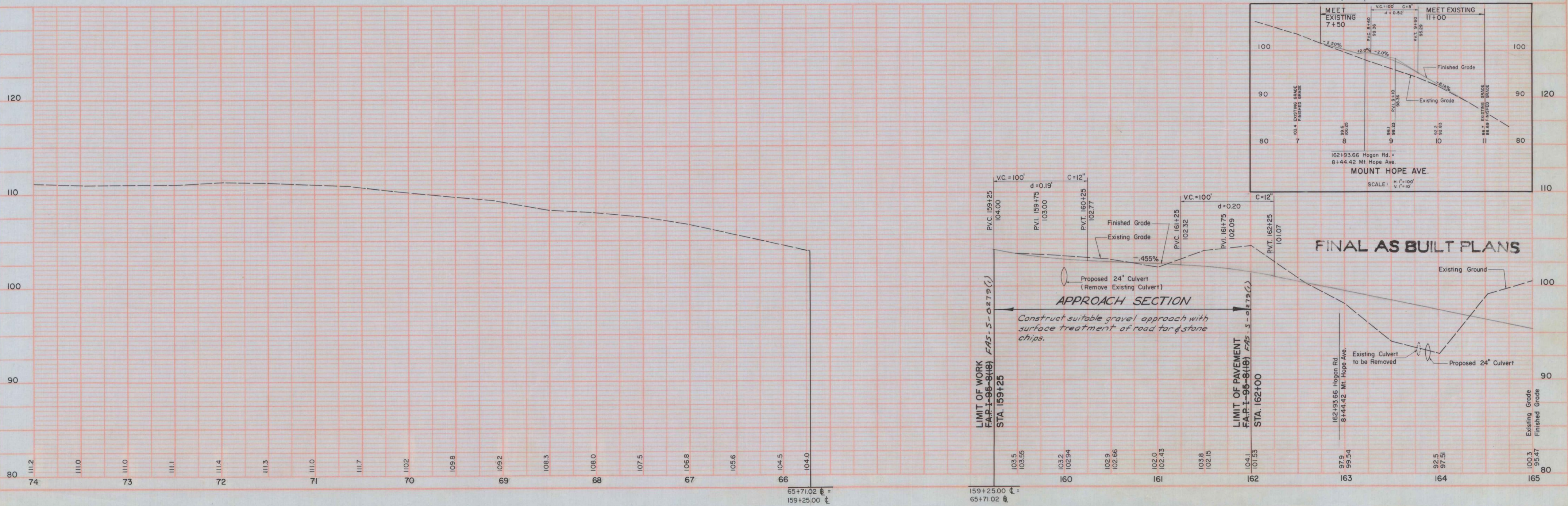
**BANGOR INTERSTATE**



23L4F  
 A Staging Nail in hub  
 B Staging Nail in hub  
 C Staging Nail in hub

23L4G  
 A Staging Nail in hub  
 B Staging Nail in hub  
 C Staging Nail in hub

23L4H  
 A Staging Nail in hub on pole line  
 B Staging Nail in hub



PLAN  
 SURVEYED BY  
 PLOTTED BY  
 CHECKED BY  
 DATE BOOK  
 NO. OF SHEETS  
 NO.

PROFILE  
 SURVEYED BY  
 PLOTTED BY  
 CHECKED BY  
 DATE BOOK  
 NO. OF SHEETS  
 NO.

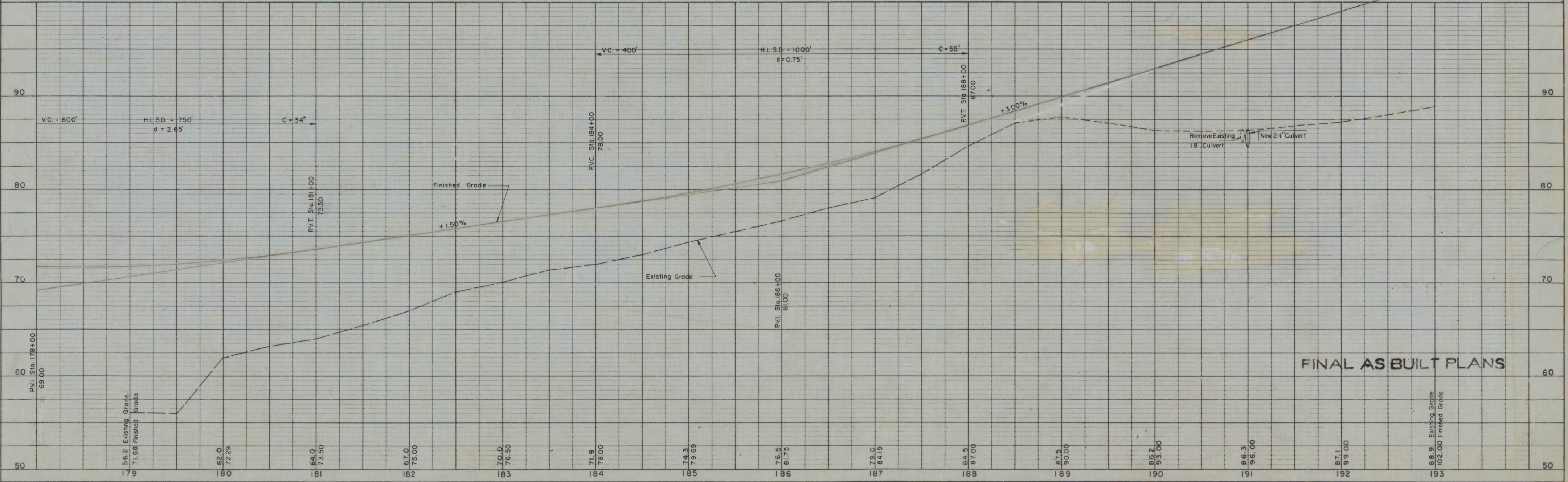
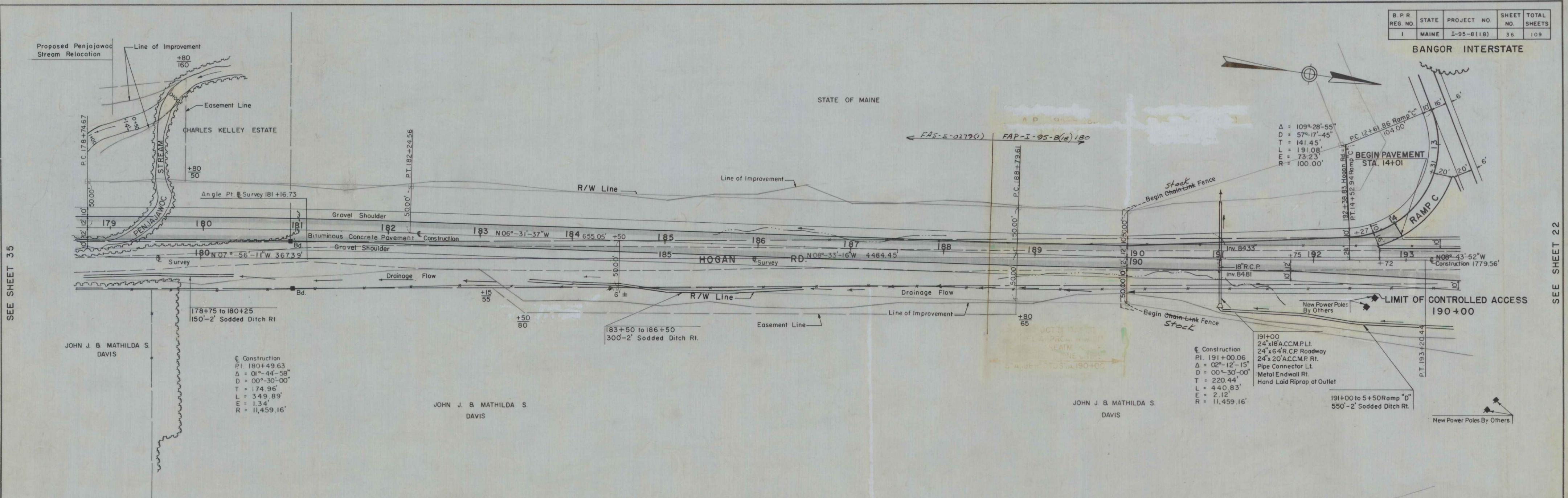
633

SEE SHEET 35



B.P.R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
I	MAINE	I-95-8(18)	36	109

BANGOR INTERSTATE

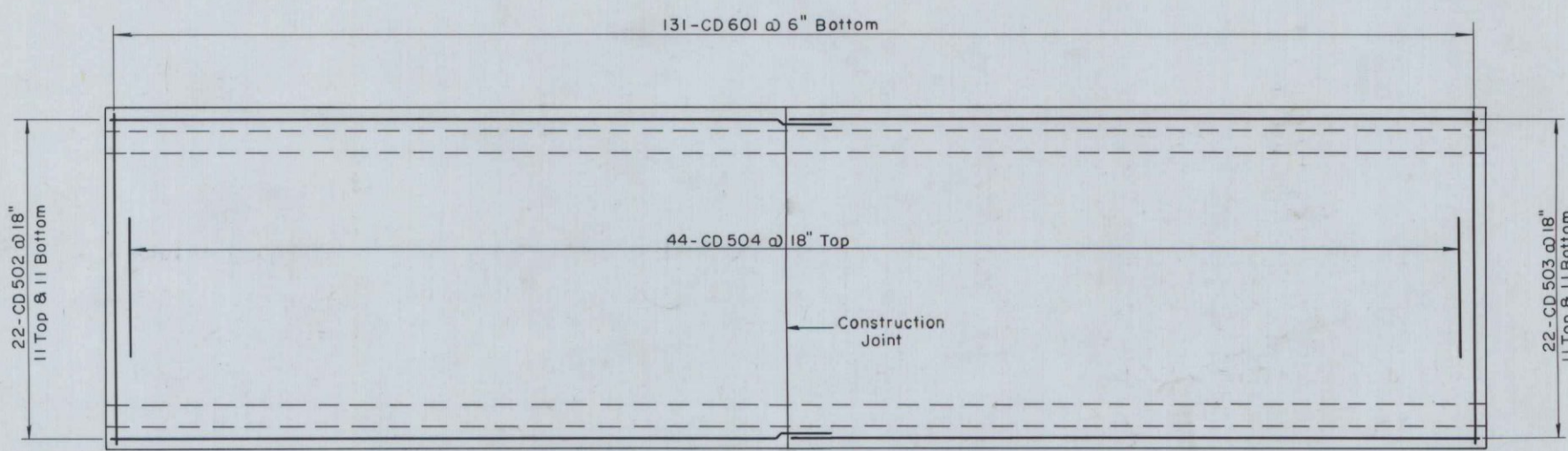


PLAN	DATE
SURVEYED	
PLOTTED	
ALIGNMENT CHECKED	
RT. OF WAY CHECKED	
NO.	

PROFILE	DATE
SURVEYED	
PLOTTED	
GRADES CHECKED	
STRUCTURE NOTATIONS CHECKED	
NO.	

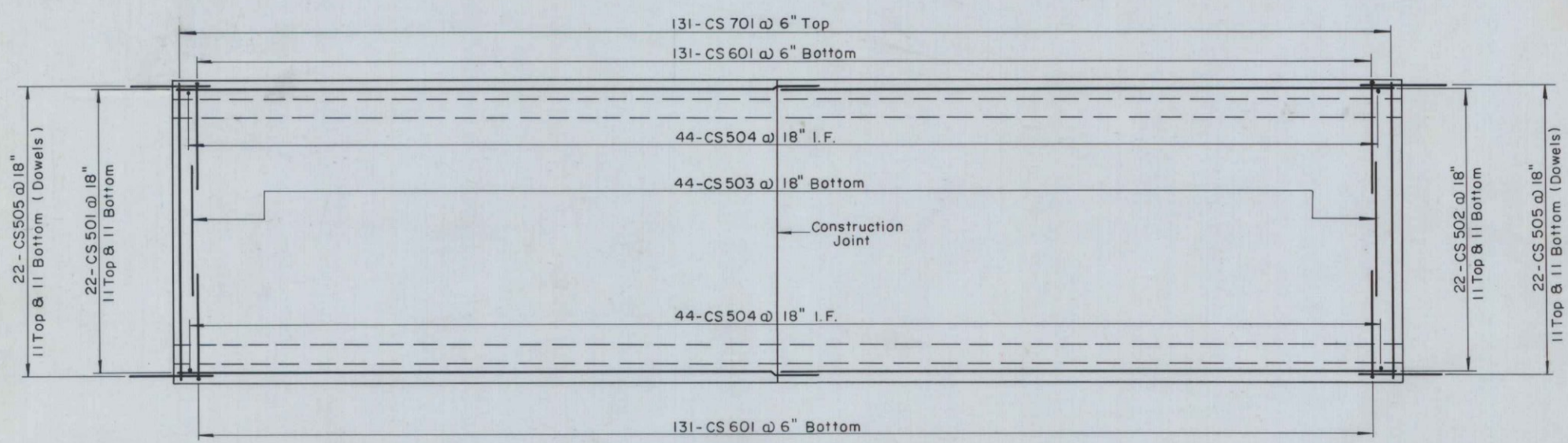
SEE SHEET 35

SEE SHEET 22



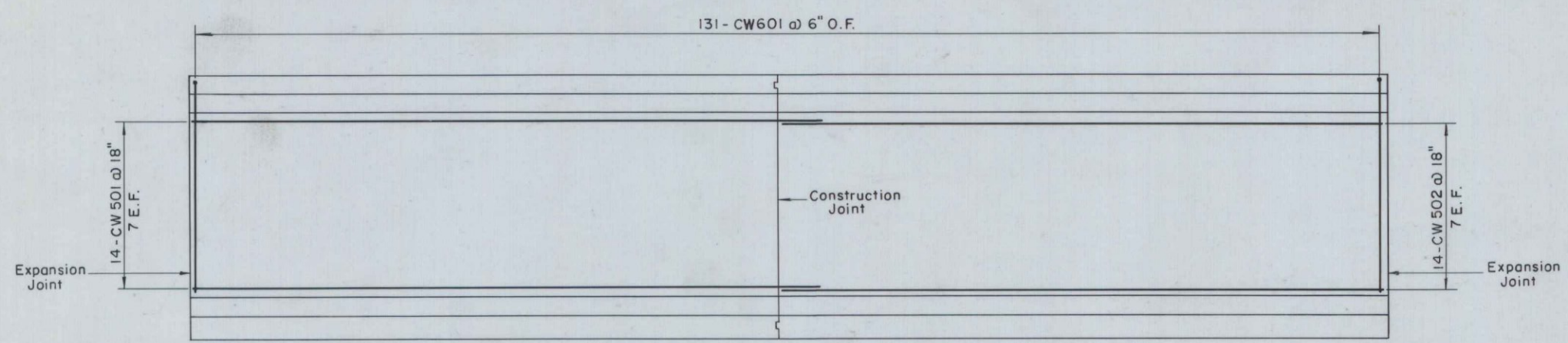
TOP SLAB REINFORCEMENT

Scale:  $\frac{3}{16}'' = 1'-0''$



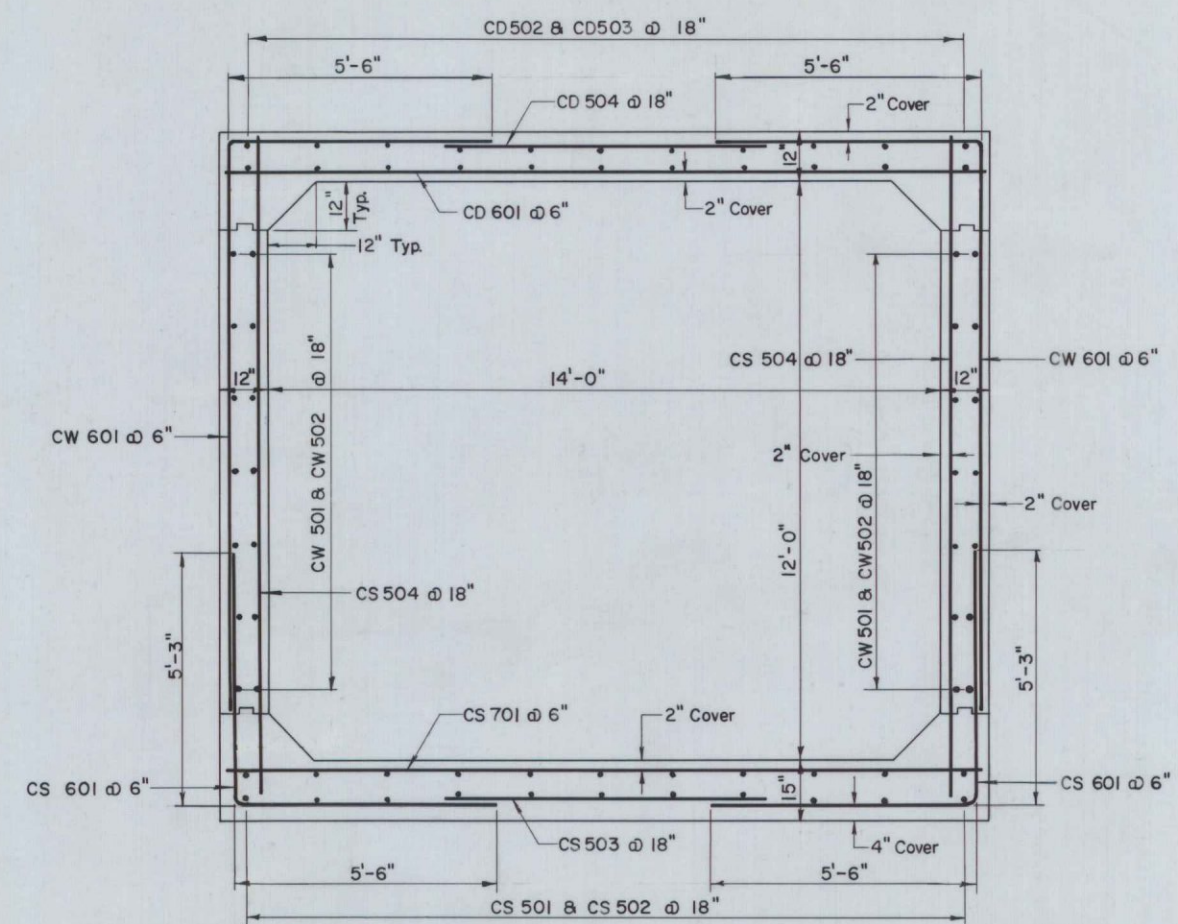
BOTTOM SLAB REINFORCEMENT

Scale:  $\frac{3}{16}'' = 1'-0''$



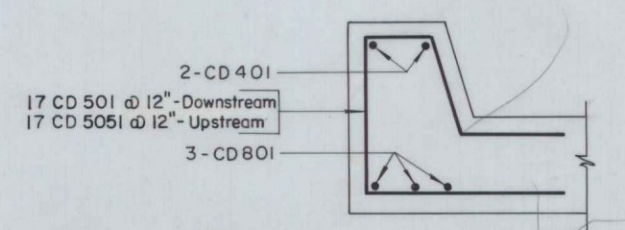
TYPICAL WALL REINFORCEMENT

Scale:  $\frac{3}{16}'' = 1'-0''$



TYPICAL CROSS SECTION

Scale:  $\frac{3}{8}'' = 1'-0''$



TYPICAL HEADWALL REINFORCEMENT

Scale:  $\frac{3}{4}'' = 1'-0''$

ESTIMATED QUANTITIES

CULVERT REINFORCEMENT 36,794 LBS.

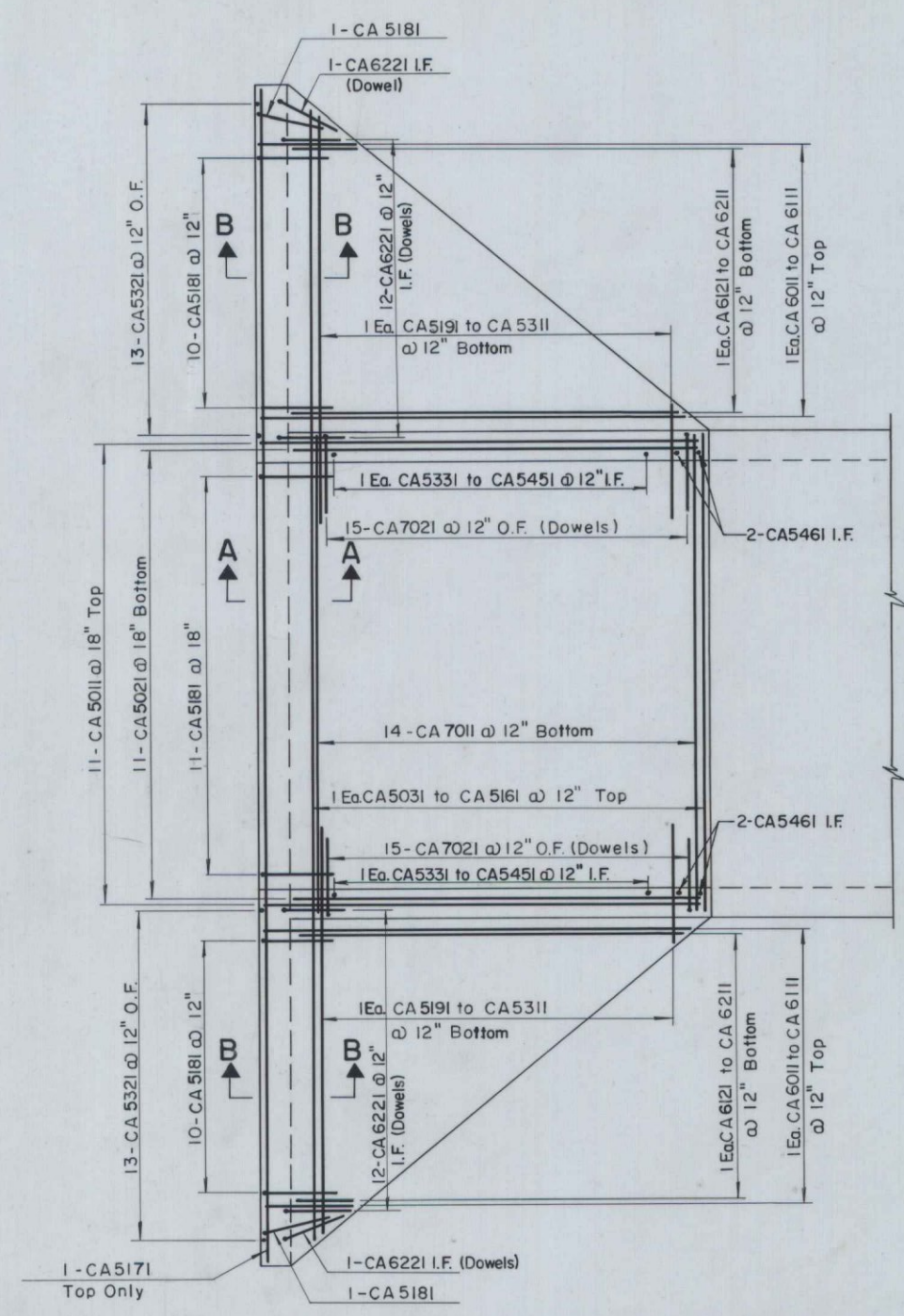
- NOTES: 1. For reinforcement in aprons, walls and sections, see Sheet No. 2.  
2. For reinforcement schedule, see Sheets No. 3 and 4.

FINAL AS BUILT PLAN

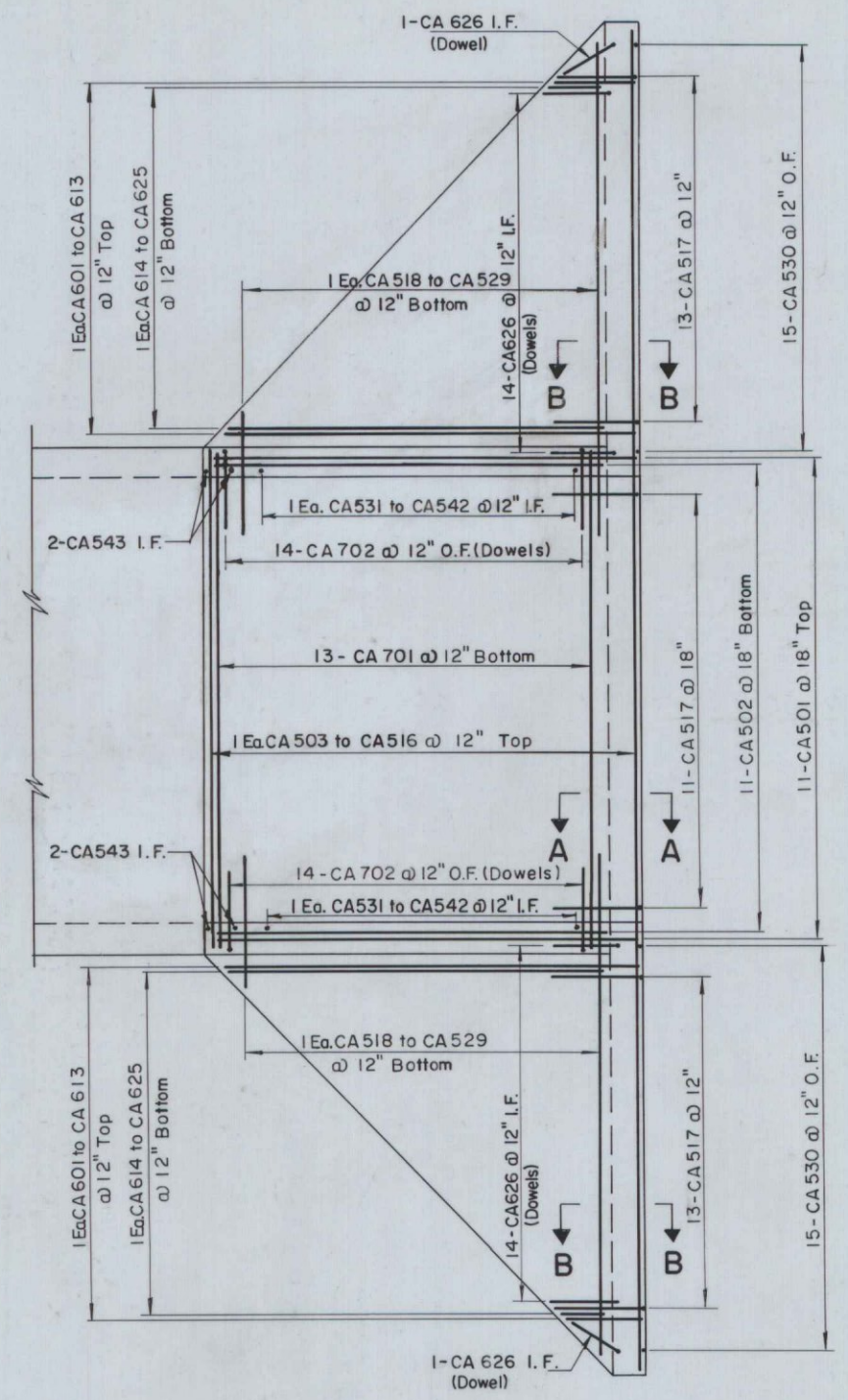
THE CLARKESON ENGINEERING CO., INC.		
DESIGN H.L.	CHECK C.J.M.	BRIDGE NO.
DRAWN V.C.S.	APPROVED W.A.H.-C.J.M.	SURVEY PLOT
STATE HIGHWAY COMMISSION		
HOGAN ROAD (RELOCATED)		
OVER		
PENJAJAWOC STREAM		
IN THE CITY OF		
BANGOR		
PENOBSCOT COUNTY		
CULVERT REINFORCEMENT		
SHEET 1 OF 4 SHEETS		AUGUSTA, MAINE

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

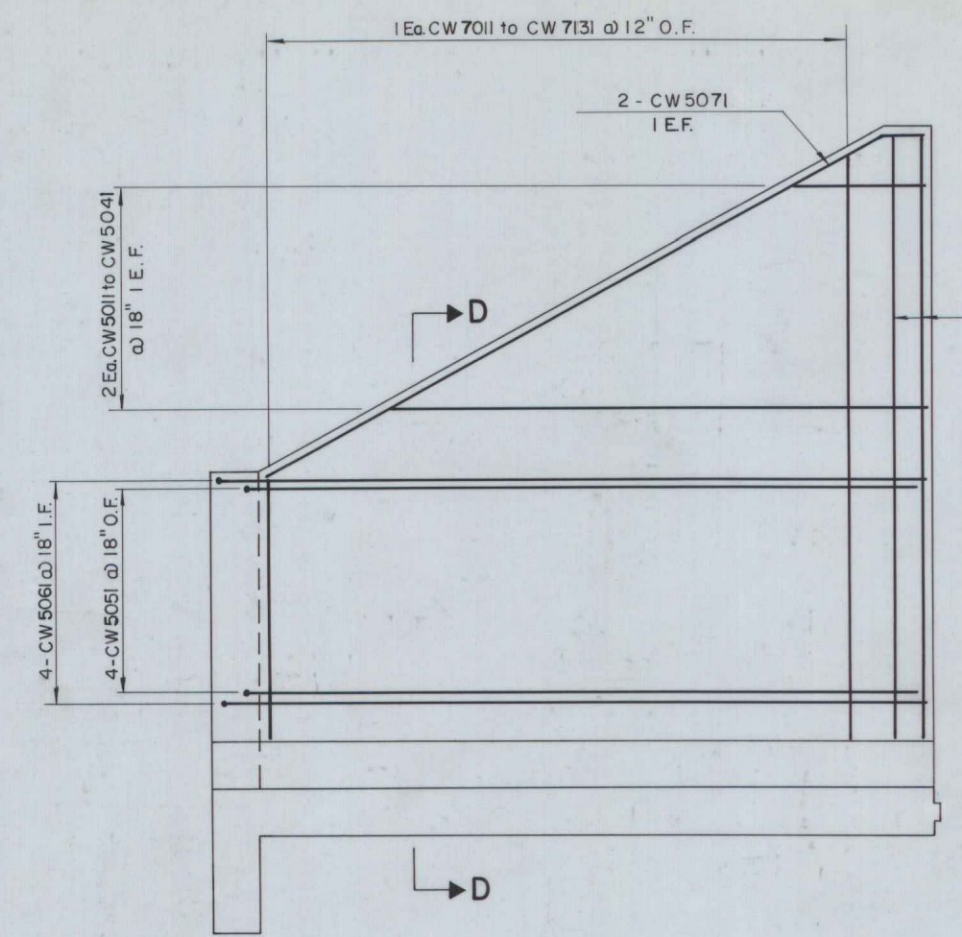
BANGOR INTERSTATE



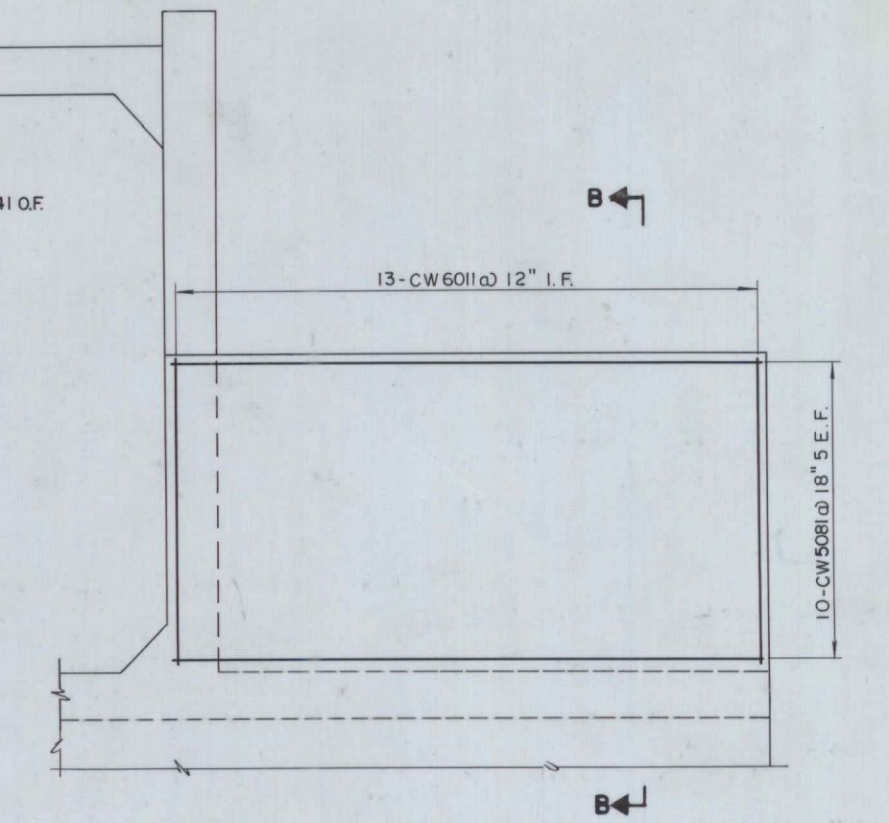
UPSTREAM APRON REINFORCEMENT  
Scale: 1/4" = 1'-0"



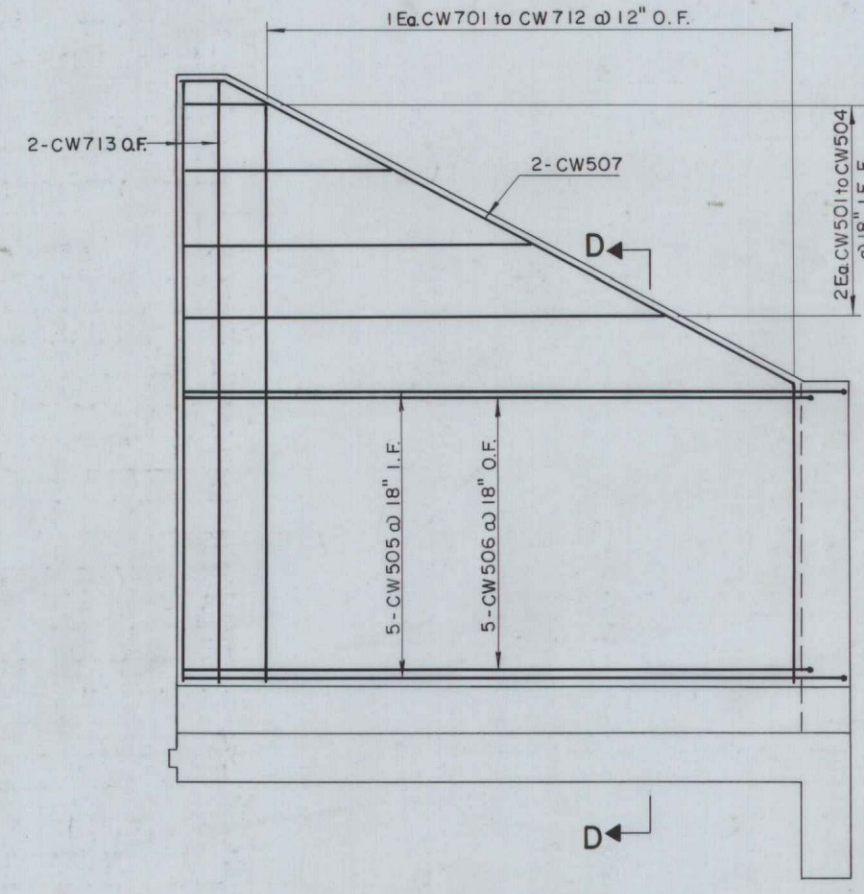
DOWNSTREAM APRON REINFORCEMENT  
Scale: 1/4" = 1'-0"



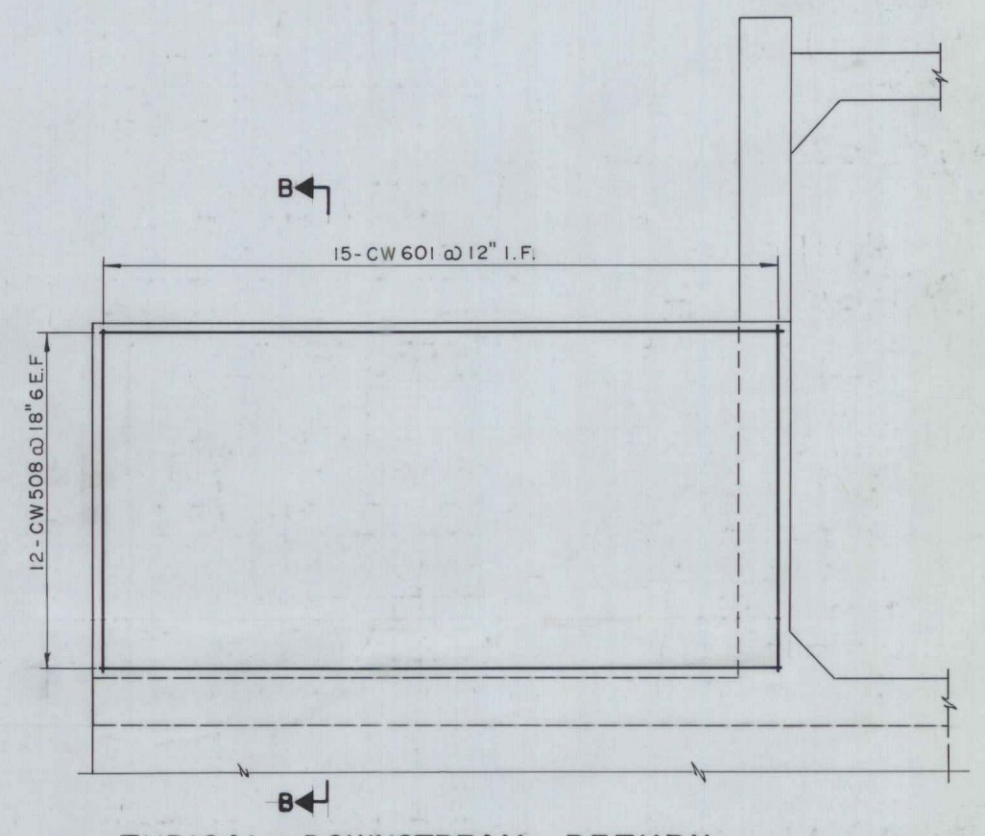
TYPICAL UPSTREAM WALL REINFORCEMENT  
Scale: 3/8" = 1'-0"



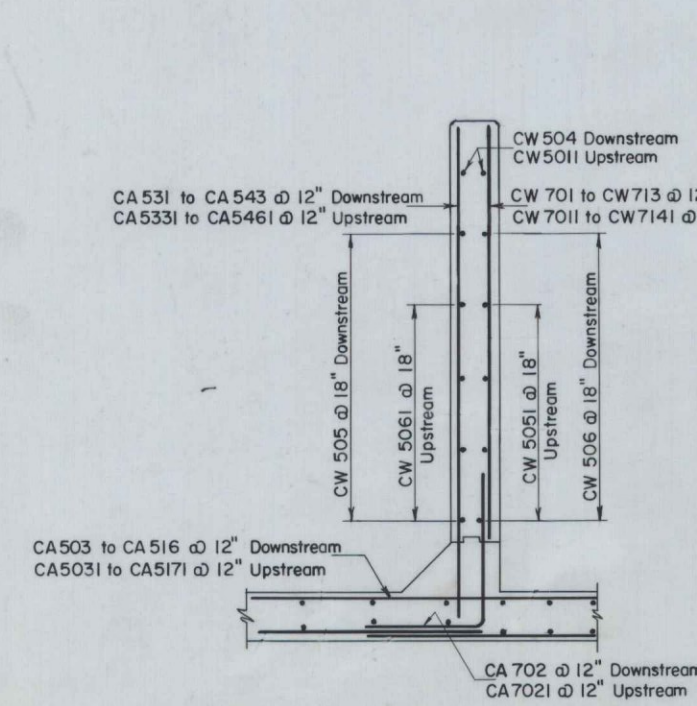
TYPICAL UPSTREAM RETURN WALL REINFORCEMENT  
Scale: 3/8" = 1'-0"



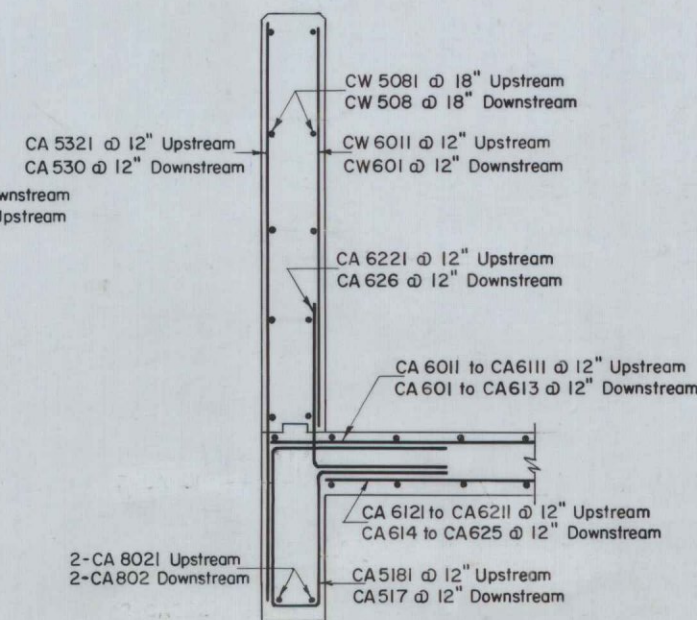
TYPICAL DOWNSTREAM WALL REINFORCEMENT  
Scale: 3/8" = 1'-0"



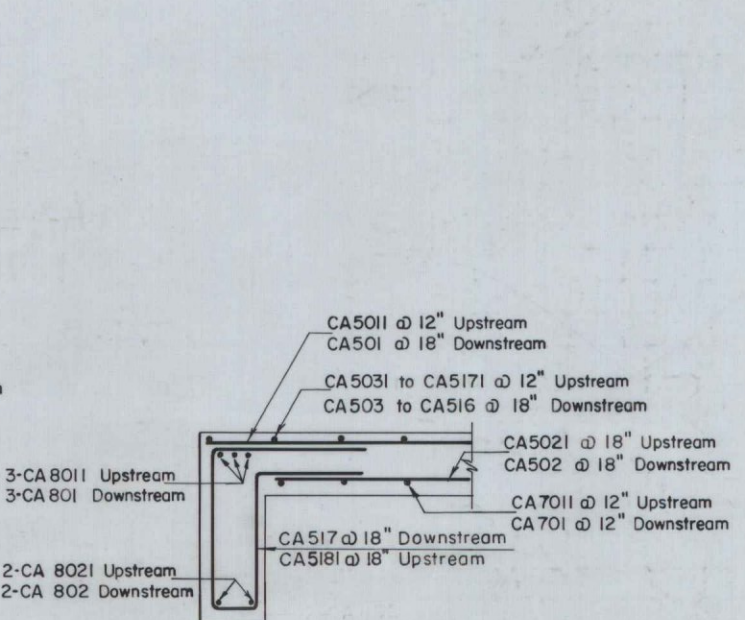
TYPICAL DOWNSTREAM RETURN WALL REINFORCEMENT  
Scale: 3/8" = 1'-0"



SECTION D-D  
Scale: 3/8" = 1'-0"



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



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

FINAL AS BUILT PLAN

THE CLARKESON ENGINEERING CO., INC.

DESIGN H. L.	CHECK C. J. M.	BRIDGE NO. SURVEY PLOT
DRAWN V. C. S.	APPROVED W. A. H.-C. J. M.	

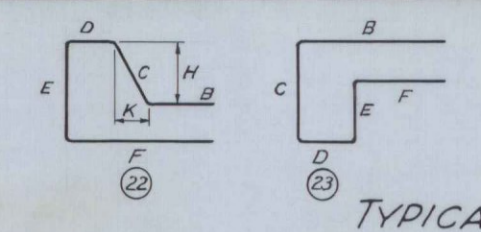
STATE HIGHWAY COMMISSION  
HOGAN ROAD (RELOCATED)  
OVER  
PENJAJAWOC STREAM  
IN THE CITY OF  
BANGOR  
PENOBSCOT COUNTY  
REINFORCEMENT DETAILS

SHEET 2 OF 4 SHEETS AUGUSTA, MAINE

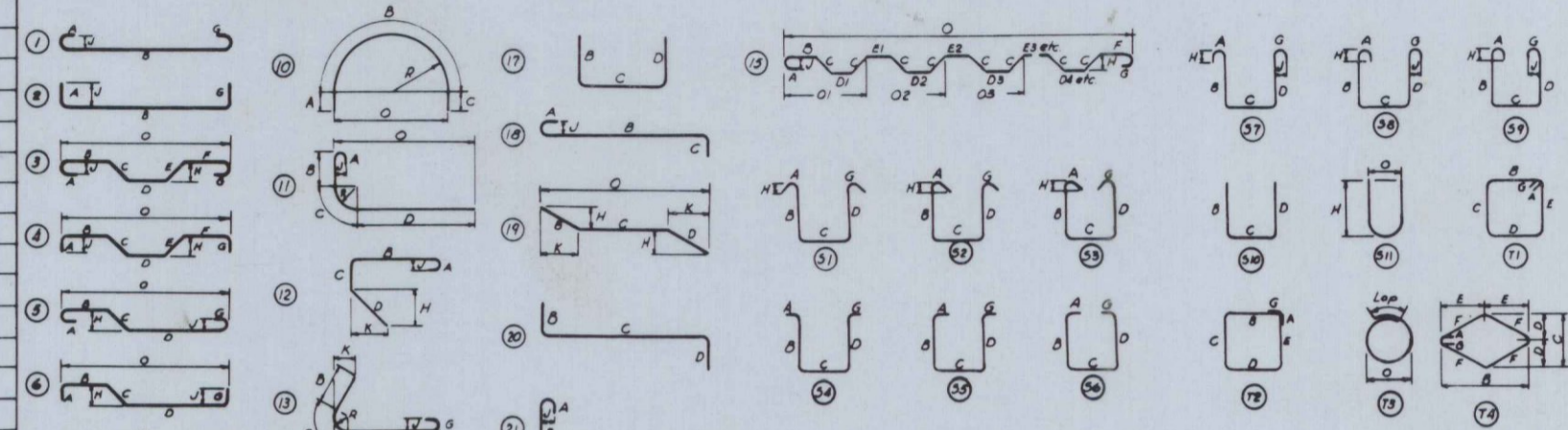


BANGOR INTERSTATE

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
AFROM (DOWNSTREAM)																	
1																	
2	2	#5	12'-4"	CA 527	Str.												
3	2		13'-4"	CA 528													
4	2		14'-4"	CA 529													
5	30		9'-11"	CA 530													
6	2		8'-0"	CA 531													
7			8'-6"	CA 532													
8			9'-1"	CA 533													
9			9'-7"	CA 534													
10			10'-2"	CA 535													
11			10'-8"	CA 536													
12			11'-2"	CA 537													
13			11'-8"	CA 538													
14			12'-2"	CA 539													
15			12'-9"	CA 540													
16			13'-3"	CA 541													
17	2		13'-10"	CA 542													
18	4	#5	14'-3"	CA 543													
19	2	#6	1'-7"	CA 601													
20			2'-8"	CA 602													
21			3'-7"	CA 603													
22			4'-7"	CA 604													
23			5'-6"	CA 605													
24			6'-6"	CA 606													
25			7'-5"	CA 607													
26			8'-5"	CA 608													
27			9'-4"	CA 609													
28			10'-4"	CA 610													
29			11'-4"	CA 611													
30			12'-2"	CA 612													
31			13'-2"	CA 613													
32			1'-8"	CA 614													
33			2'-7"	CA 615													
34			3'-7"	CA 616													
35			4'-6"	CA 617													
36			5'-6"	CA 618													
37			6'-5"	CA 619													
38			7'-5"	CA 620													
39			8'-4"	CA 621													
40			9'-4"	CA 622													
41			10'-4"	CA 623													
42			11'-2"	CA 624													
43	2		12'-2"	CA 625	Str.												
44	30	#6	5'-3"	CA 626	17	2'-6"	2'-9"										
45	13	#7	15'-8"	CA 701	Str.												
46	28	#7	6'-9"	CA 702	17	2'-6"	4'-3"										
47	3	#8	15'-8"	CA 801	Str.												
48	2	#8	42'-8"	CA 802	Str.												
49																	
50																	
51																	
52																	
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80																	
81																	



TYPICAL BAR BENDS

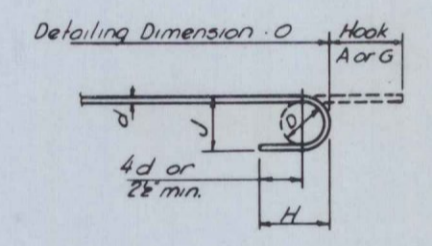


NOTES

- All dimensions are out to out of bar.
- J' dimensions on 180° hooks to be shown only where necessary to restrict hook size, otherwise standard hooks are to be used.
- Where J' is not shown, J' will be kept equal to or less than 'H'. Where J' can exceed 'H', it should be shown.
- H' dimension on stirrups to be shown where necessary to restrict hooks.
- Where bars are to be bent more accurately than standard bending tolerances, bending dimensions which require closer working should have limits indicated.
- Figures in circles show types.
- No allowance for bend curvature is to be made except for standard hook & radii in excess of same.

ENLARGED VIEW SHOWING BAR BENDING DETAILS

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
163																	
164																	
165																	
166																	
167																	
168																	
169																	
170																	
171																	
172																	
173																	
174																	
175																	
176																	
177																	
178																	
179																	
180																	
181																	
182																	
183																	
184																	
185																	
186																	
187																	
188																	
189																	
190																	



STANDARD HOOK DETAIL

BAR SIZES

Equivalent Size	Present (Numbers)
1/4"	#2
3/8"	#3
1/2"	#4
5/8"	#5
3/4"	#6
7/8"	#7
1"	#8
1 1/8"	#9
1 1/4"	#10
1 3/8"	#11

8. Bar reinforcement metal shall conform to the requirements of the Standard Specifications for new Billet-Steel Concrete Reinforcement Bars (Intermediate Grade) Serial Designation A.A.S.H.O. M31-48 or its latest revision. All bars shall be deformed to conform with A.S.T.M. Specifications A305-49.

ESTIMATED QUANTITIES  
Location      Rounds

FINAL AS BUILT PLAN

THE CLARKESON ENGINEERING CO., INC.

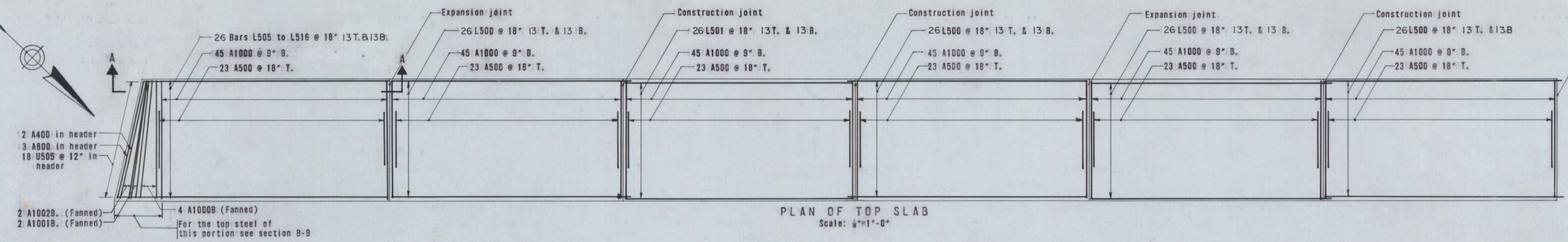
DESIGN H.L.	CHECK C.J.M.	BRIDGE NO.
DRAWN	APPROVED W.A.H.-C.J.M.	SURVEY PLOT

STATE HIGHWAY COMMISSION  
HOGAN ROAD (RELOCATED)  
OVER  
PENJAJAWOC STREAM  
IN THE CITY OF  
BANGOR  
PENOBSCOT COUNTY  
REINFORCEMENT SCHEDULE

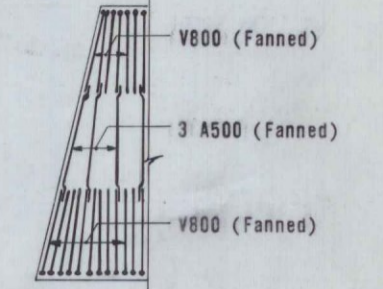
SHEET 4 OF 4 SHEETS      AUGUSTA, MAINE

B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-B (10)		

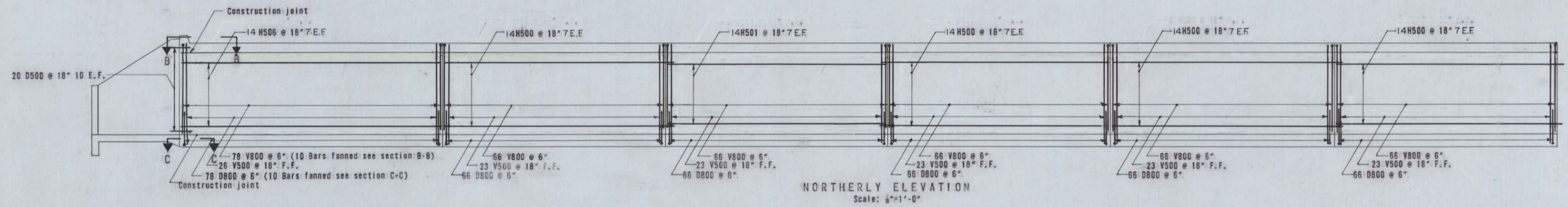
**BANGOR INTERSTATE**



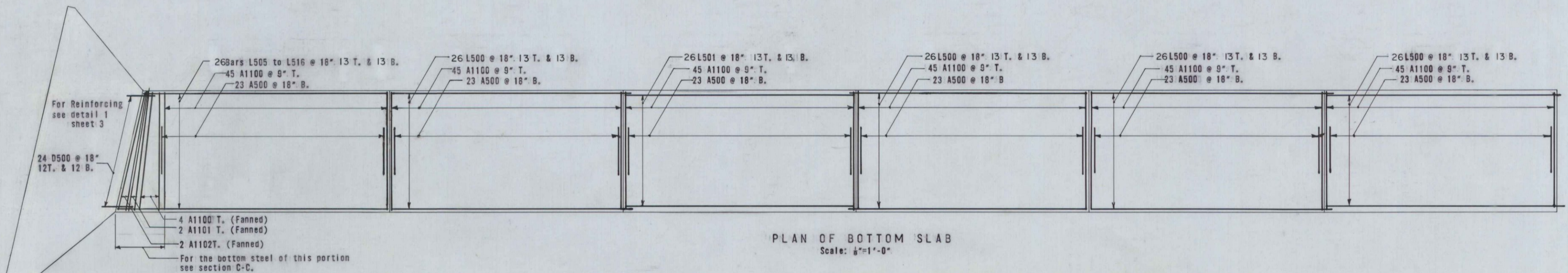
PLAN OF TOP SLAB  
Scale: 1/4"=1'-0"



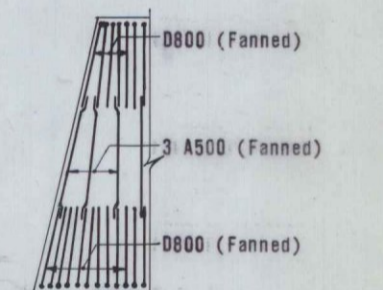
Note: For the bottom steel of this portion see plan of top slab.  
SECTION B-B  
Scale: 1/4"=1'-0"



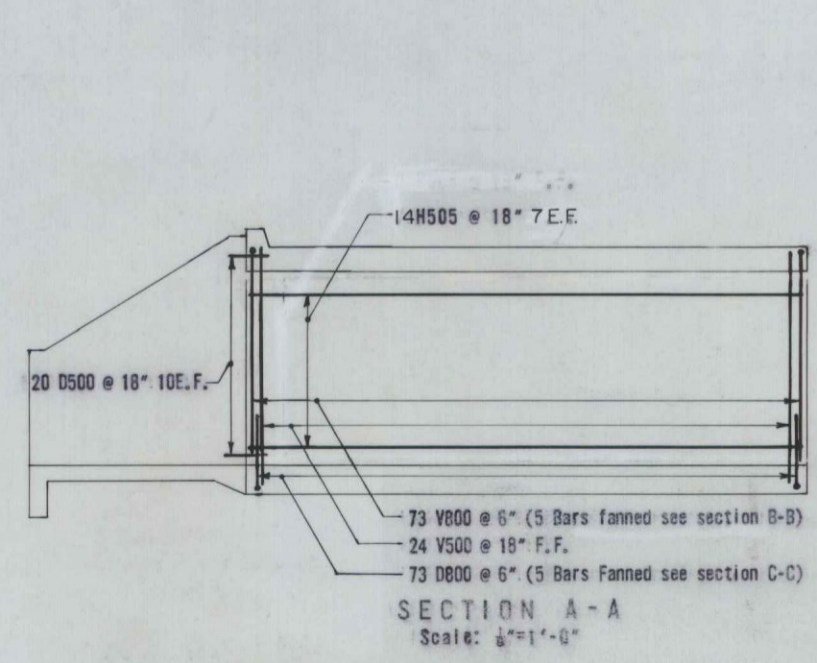
NORTHERLY ELEVATION  
Scale: 1/4"=1'-0"



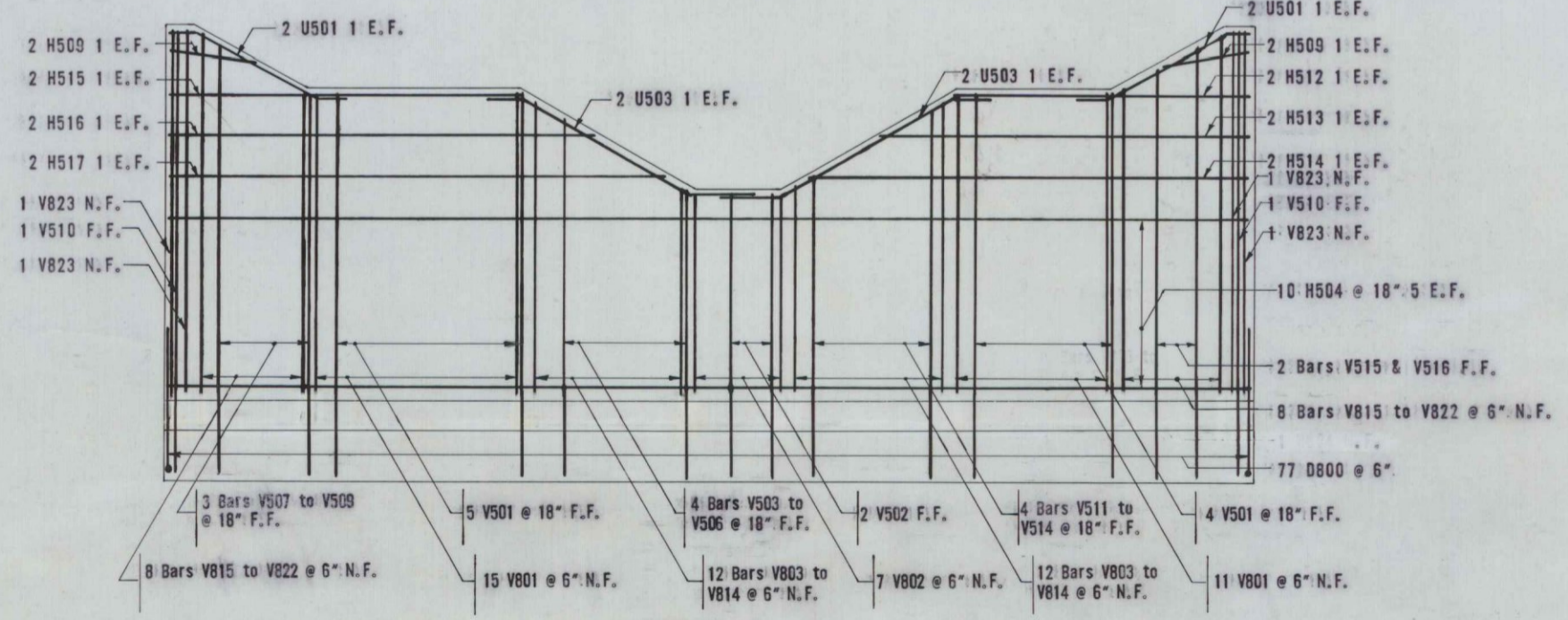
PLAN OF BOTTOM SLAB  
Scale: 1/4"=1'-0"



Note: For the top steel of this portion see plan of bottom slab.  
SECTION C-C  
Scale: 1/4"=1'-0"



SECTION A-A  
Scale: 1/4"=1'-0"



DETAIL 3  
Scale: 1/4"=1'-0"

Note:  
1. For location of Detail 3 see sheet, 2

**FINAL AS BUILT PLAN**

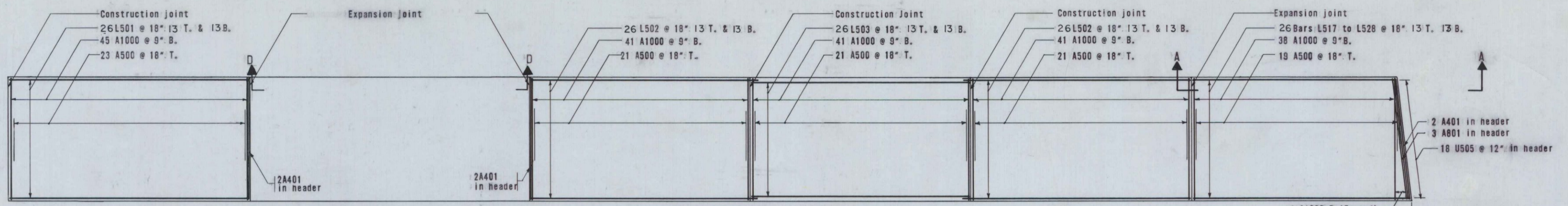
THE CLARKESON ENGINEERING CO., INC.

DESIGN	CHECK J.R.	BRIDGE NO. SURVEY PLOT
DRAWN R.S. & K.S.	APPROVED W.A.H. & C.J.M.	

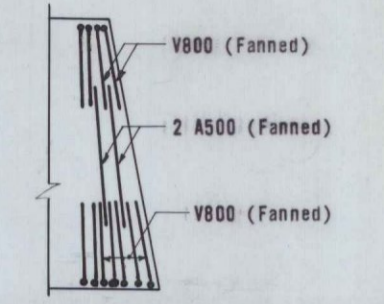
STATE HIGHWAY COMMISSION  
INTERSTATE #95  
OVER  
PENJAJAWOC STREAM  
IN THE CITY OF  
BANGOR  
PENOBSCOT COUNTY  
CULVERT REINFORCING  
PART PLAN & PART ELEVATION  
SHEET 1 OF 5 SHEETS  
AUGUSTA, MAINE

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

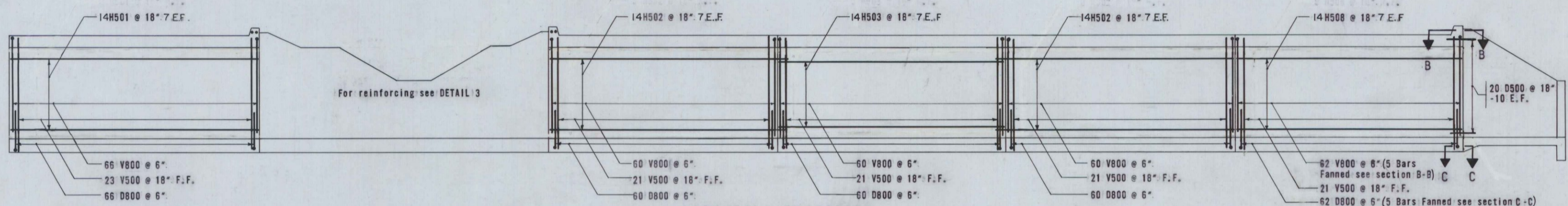
**BANGOR INTERSTATE**



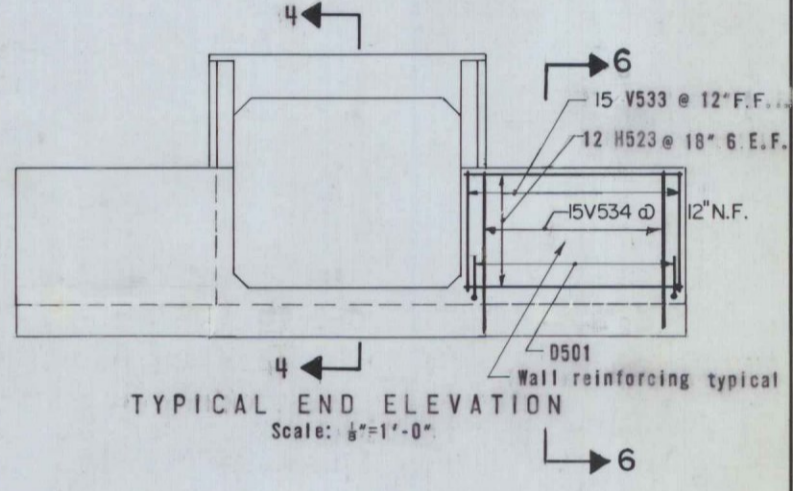
**PLAN OF TOP SLAB**  
Scale: 1/4"=1'-0"



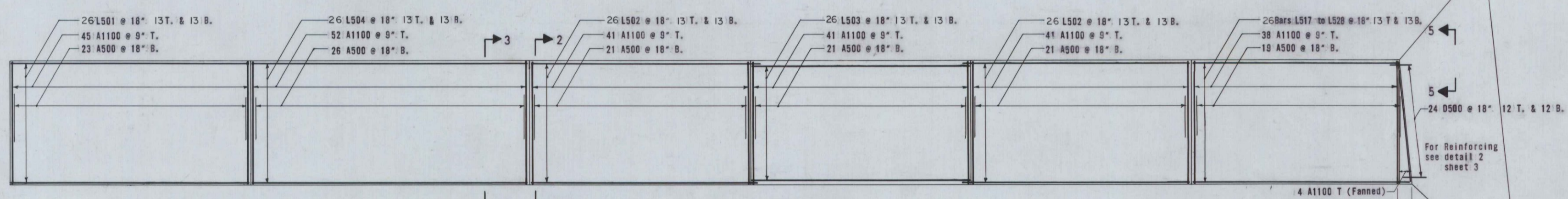
Note: For the bottom steel of this portion see plan of top slab.  
**SECTION B-B**  
Scale: 1/4"=1'-0"



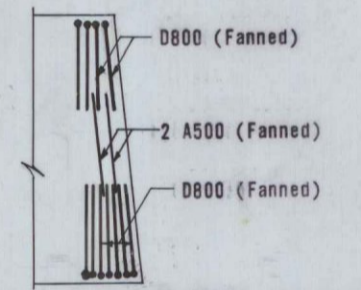
**NORTHERLY ELEVATION**  
Scale: 1/4"=1'-0"



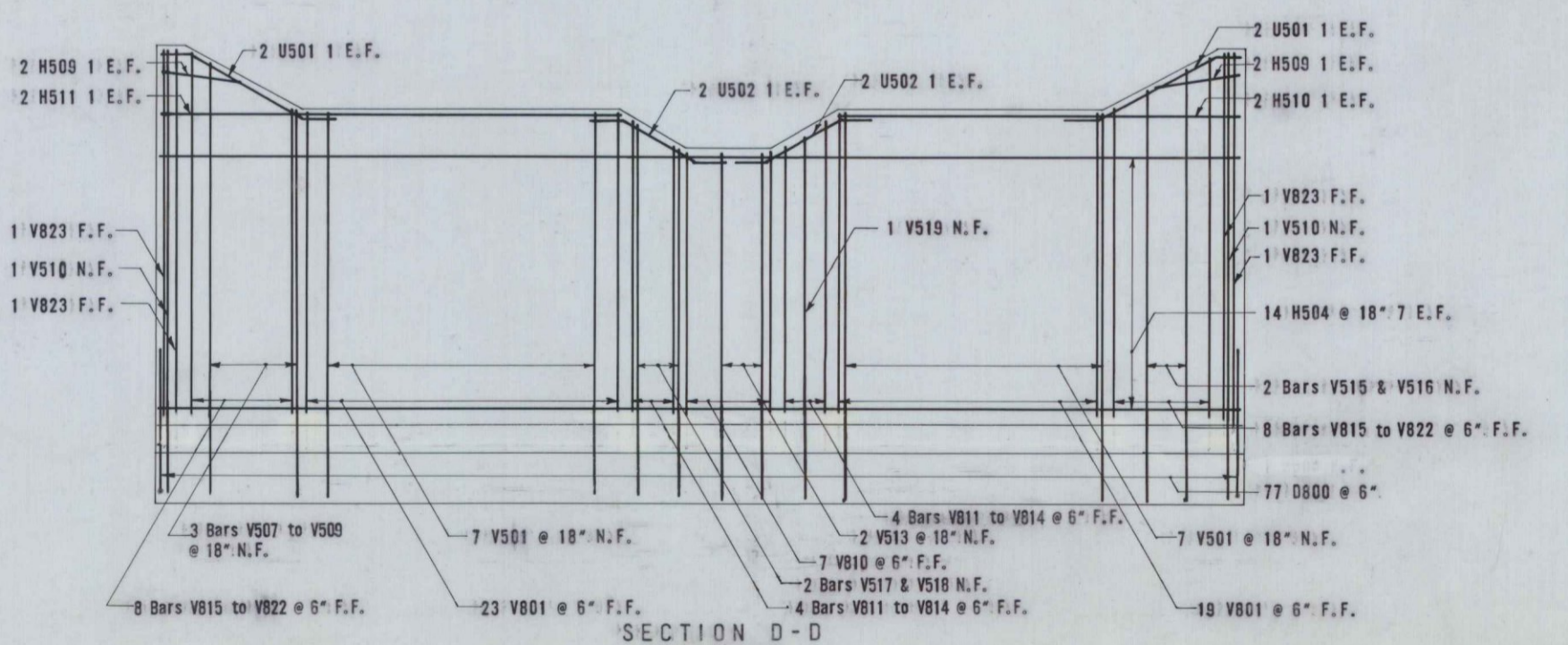
**TYPICAL END ELEVATION**  
Scale: 1/4"=1'-0"



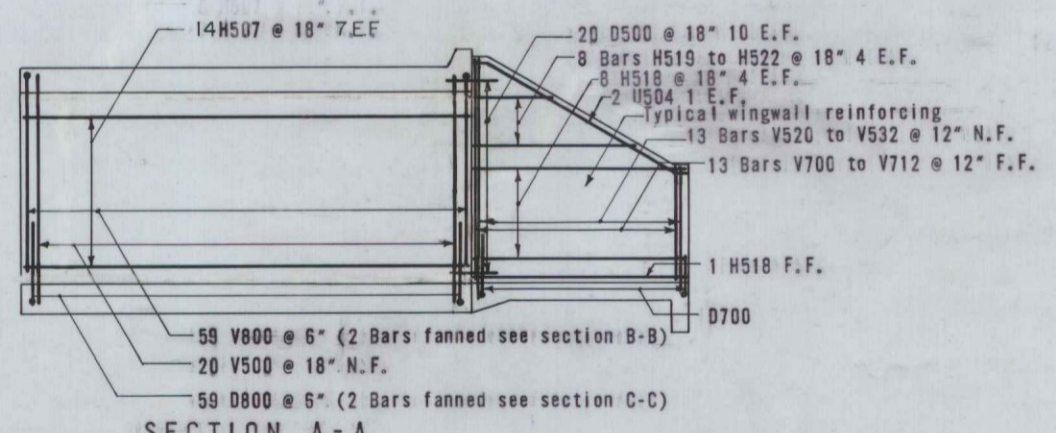
**PLAN OF BOTTOM SLAB**  
Scale: 1/4"=1'-0"



Note: For the top steel of this portion see plan of bottom slab.  
**SECTION C-C**  
Scale: 1/4"=1'-0"



**SECTION D-D**  
Scale: 1/4"=1'-0"



**SECTION A-A**  
Scale: 1/4"=1'-0"

- Notes:
- For Detail 3 see sheet 1.
  - For section 2-2, 3-3, 4-4, 5-5 and 6-6 see sheet 3.

**ESTIMATED QUANTITIES**

CULVERT REINFORCEMENT ..... 251,902 LBS.

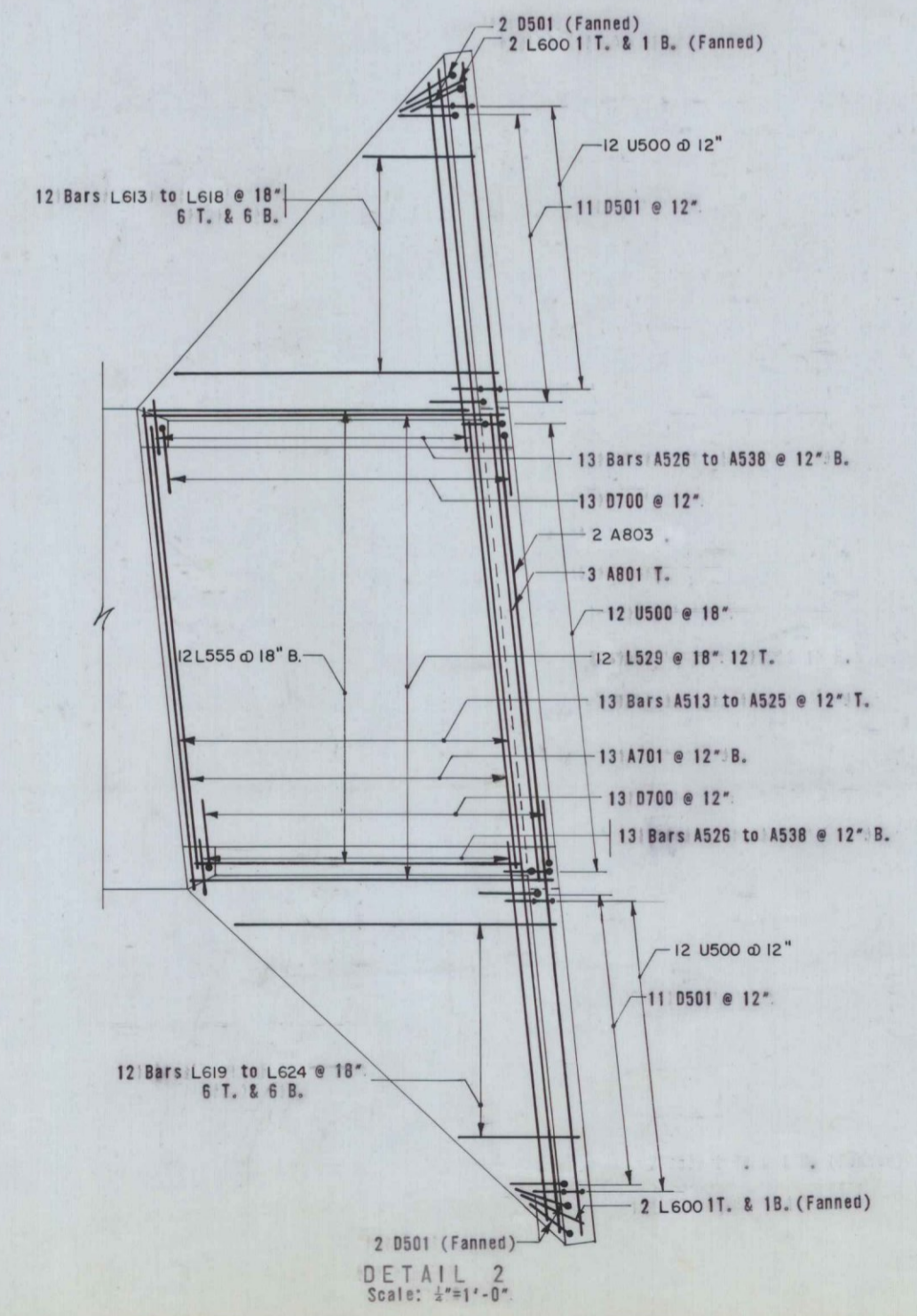
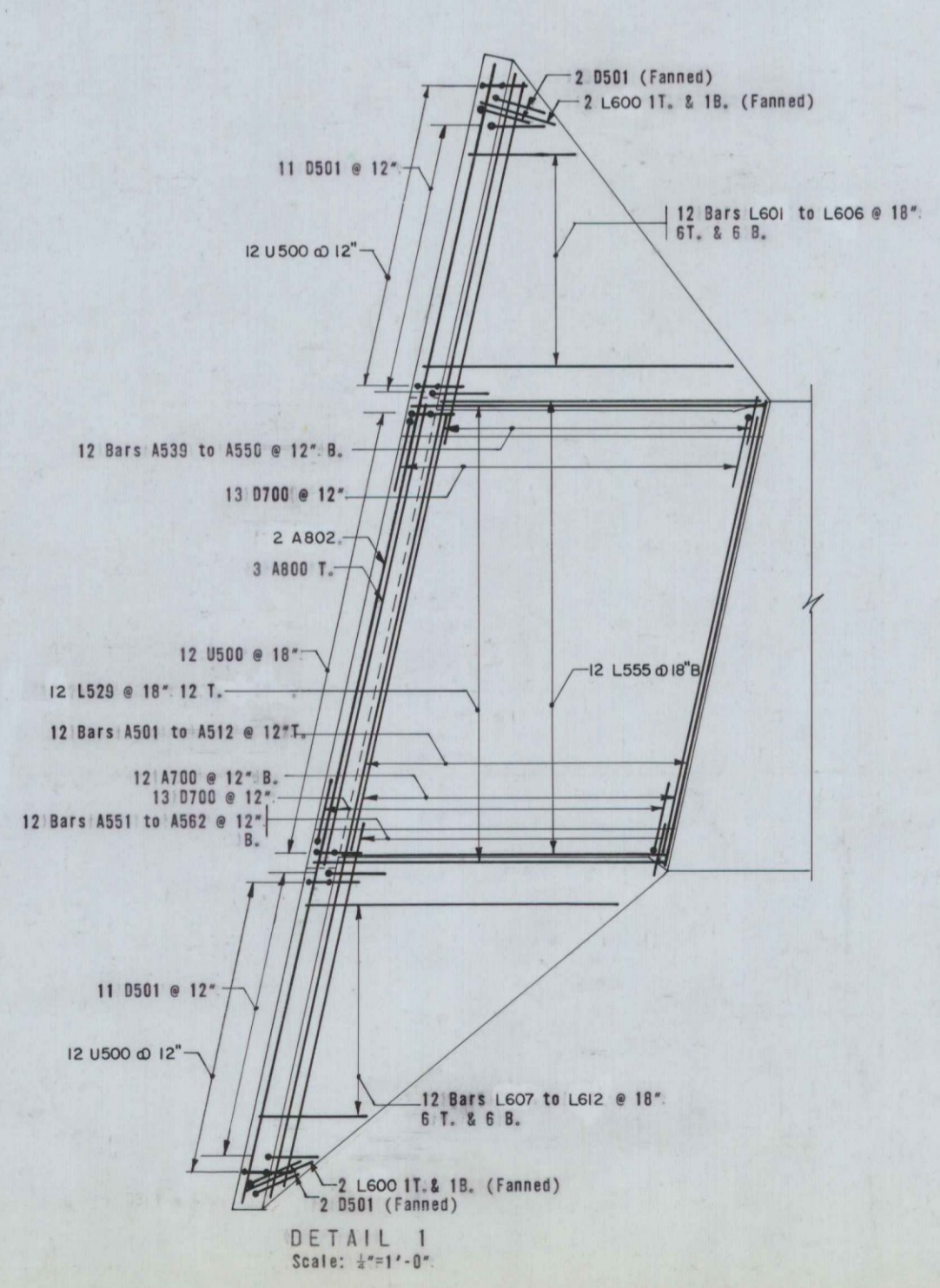
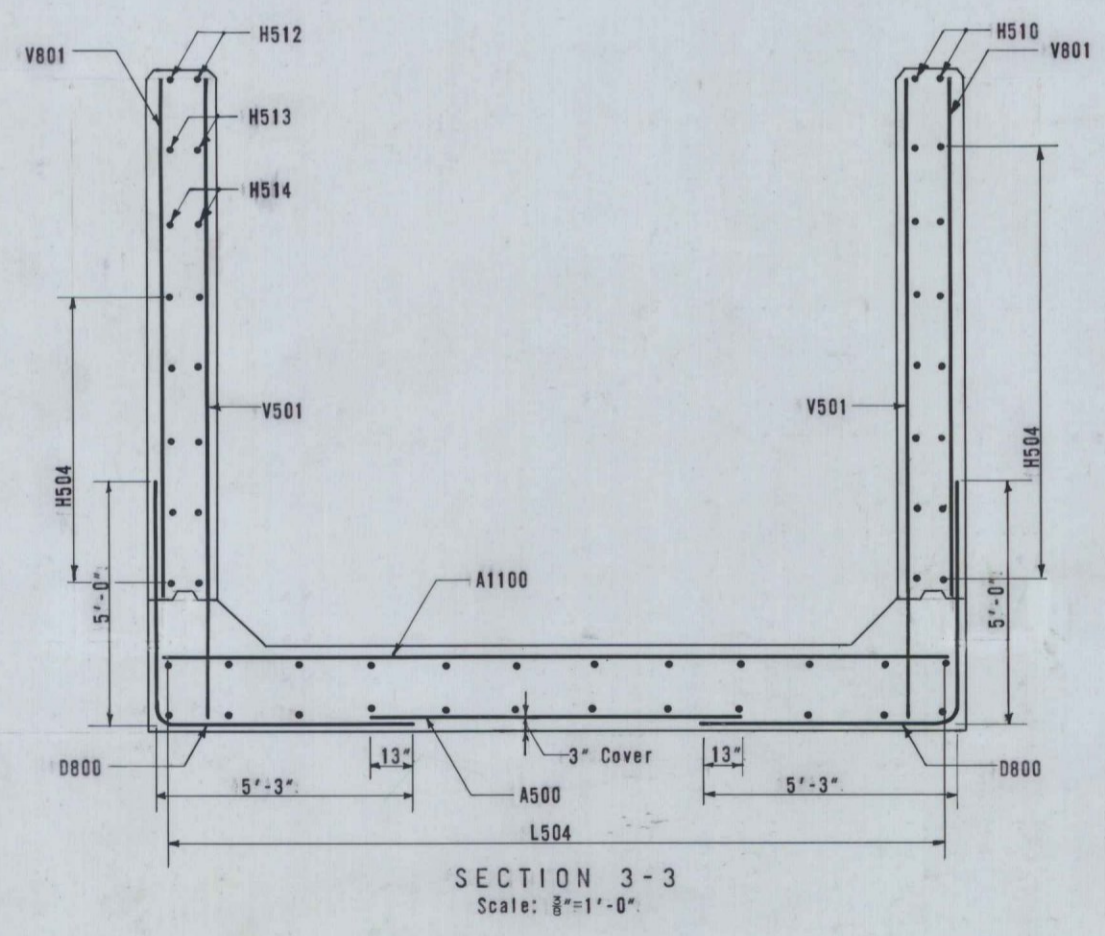
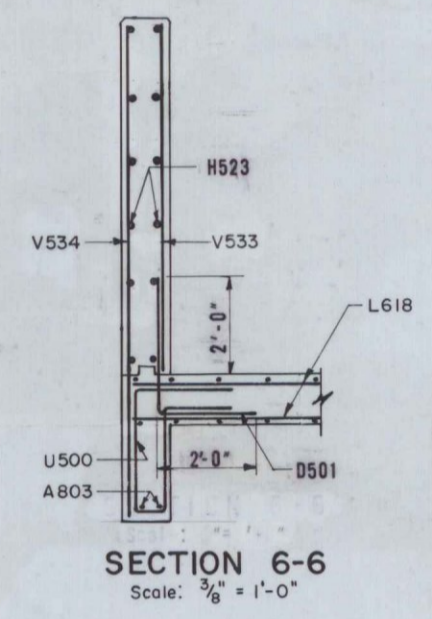
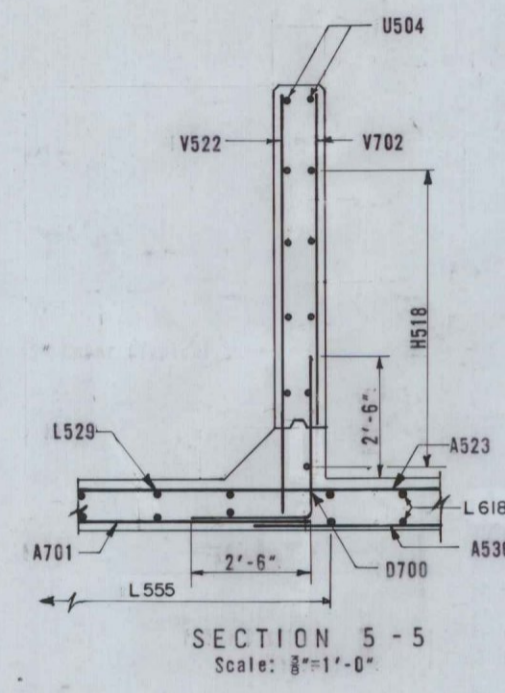
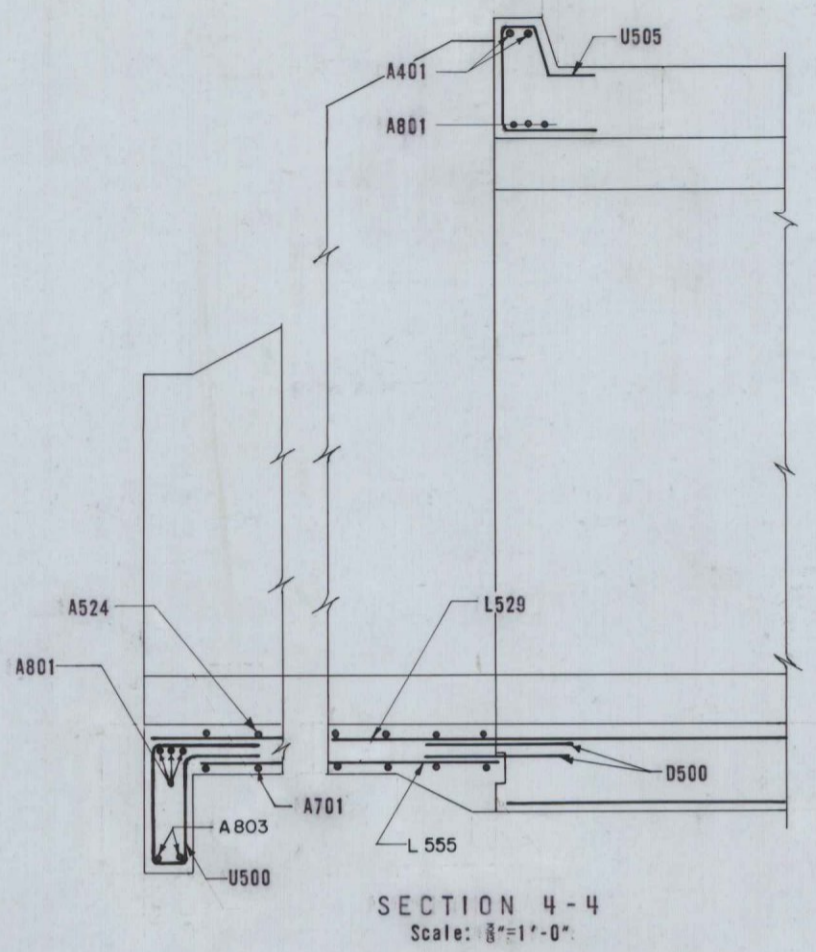
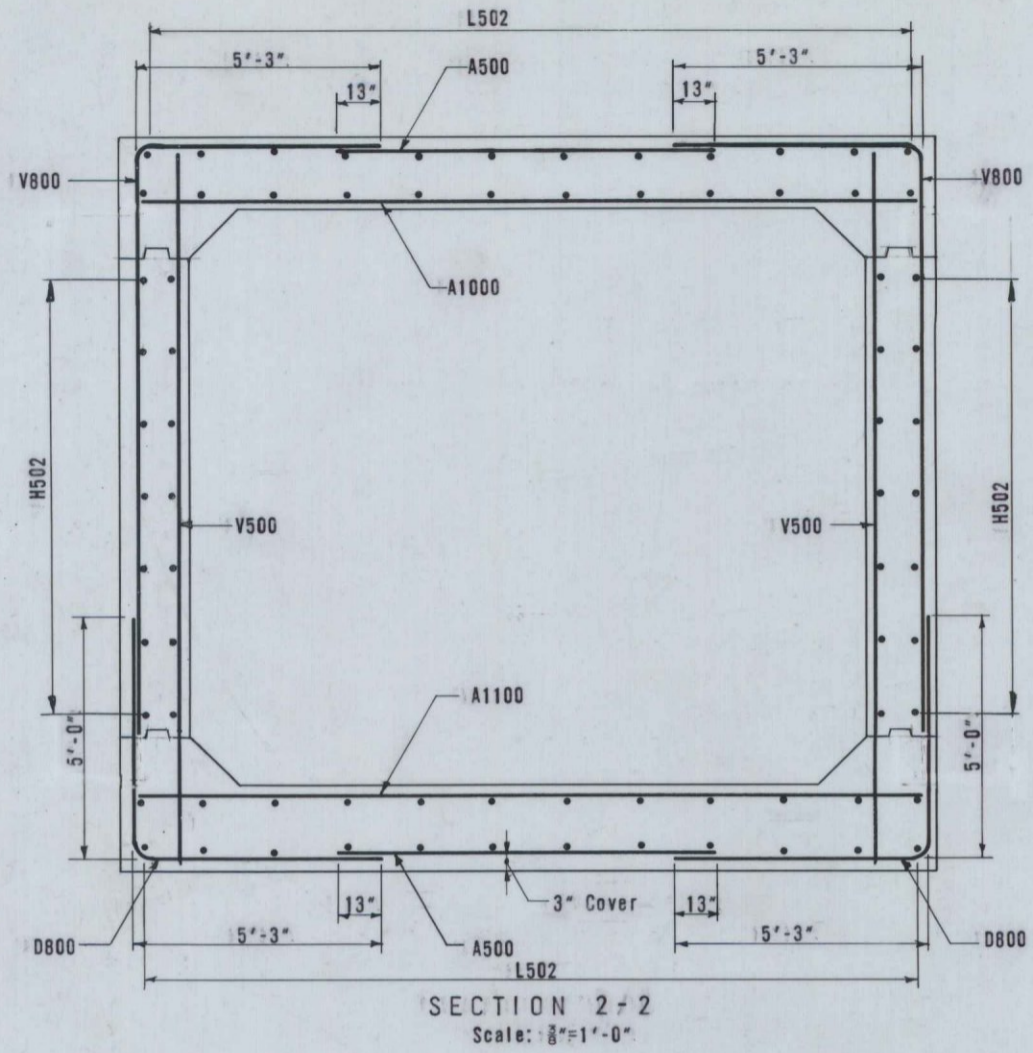
**FINAL AS BUILT PLANS**

THE CLARKSON ENGINEERING CO., INC.

DESIGN	CHECK J.R.	BRIDGE NO.
DRAWN J.L. & K.S.	APPROVED W.A.H.C.J.M.	SURVEY PLOT

STATE HIGHWAY COMMISSION  
INTERSTATE #95  
OVER  
PENJAWOC STREAM  
IN THE CITY OF  
BANGOR  
PENOBSCOT COUNTY  
CULVERT REINFORCEMENT  
PART PLAN & PART ELEVATION

BANGOR INTERSTATE



- Notes:
1. For Location of Sections 2-2, 3-3, 4-4, 5-5 and 6-6 see sheet 2.
  2. For Location of Detail 1 see sheet 1.
  3. For Location of Detail 2 see sheet 2.
  4. 2" cover except where noted.

FINAL AS BUILT PLANS

THE CLARKESON ENGINEERING CO., INC.		
DESIGN	CHECK J.R.	BRIDGE NO.
DRAWN R.S. & K.S.	APPROVED W.A.H. B.C.J.M.	SURVEY PLOT
STATE HIGHWAY COMMISSION INTERSTATE #95 OVER PENJAJAWOC STREAM IN THE CITY OF BANGOR PENOBSCOT COUNTY REINFORCING DETAILS		
SHEET 3 OF 5 SHEETS		AUGUSTA, MAINE

**BANGOR INTERSTATE**

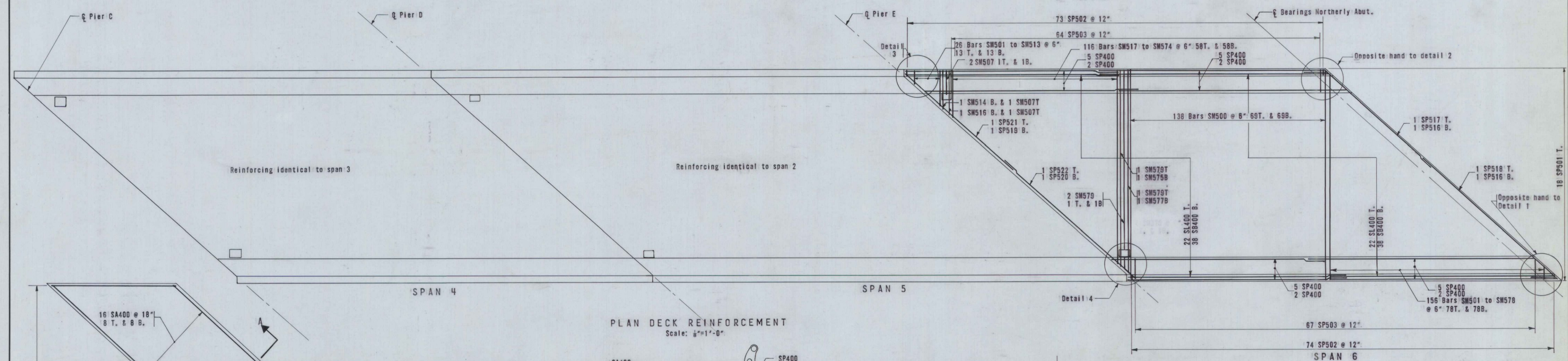
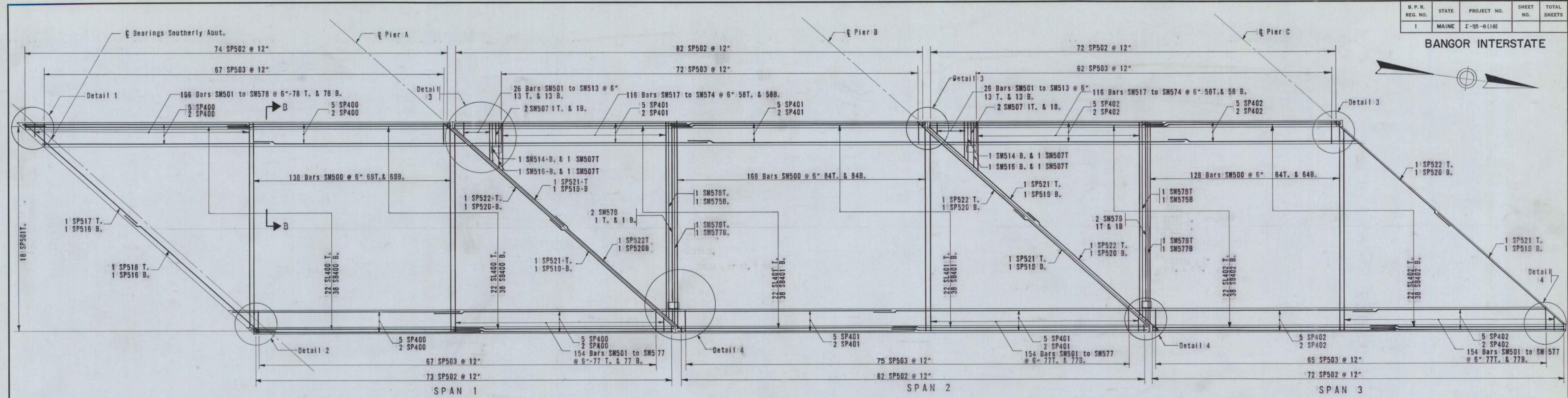
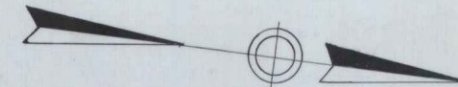
Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
<b>BOTTOM SLAB &amp; APRONS</b>																	
1	2	8	42'-0	A802	Str.												
2	2	8	41'-9	A803													
3	274	5	8'-2	A500													
4	1	5	17'-2	A501													
5	1	5	19'-6	A502													
6	1	5	21'-9	A503													
7	1	5	23'-11	A504													
8	1	5	26'-2	A505													
9	1	5	28'-4	A506													
10	1	5	30'-7	A507													
11	1	5	32'-9	A508													
12	1	5	35'-0	A509													
13	1	5	37'-2	A510													
14	1	5	39'-3	A511													
15	1	5	41'-6	A512													
16	1	5	16'-11	A513													
17	1	5	18'-11	A514													
18	1	5	20'-11	A515													
19	1	5	22'-11	A516													
20	1	5	24'-11	A517													
21	1	5	27'-0	A518													
22	1	5	29'-0	A519													
23	1	5	31'-0	A520													
24	1	5	33'-0	A521													
25	1	5	35'-1	A522													
26	1	5	37'-1	A523													
27	1	5	39'-1	A524													
28	1	5	41'-1	A525													
29	2	5	1'-8	A526													
30	2	5	2'-8	A527													
31	2	5	3'-8	A528													
32	2	5	4'-8	A529													
33	2	5	5'-8	A530													
34	2	5	6'-8	A531													
35	2	5	7'-8	A532													
36	2	5	8'-9	A533													
37	2	5	9'-9	A534													
38	2	5	10'-9	A535													
39	2	5	11'-9	A536													
40	2	5	12'-10	A537													
41	2	5	13'-10	A538													
42	1	5	1'-8	A539													
43	1	5	2'-9	A540													
44	1	5	3'-10	A541													
45	1	5	4'-11	A542													
46	1	5	6'-0	A543													
47	1	5	7'-1	A544													
48	1	5	8'-2	A545													
49	1	5	9'-3	A546													
50	1	5	10'-5	A547													
51	1	5	11'-6	A548													
52	1	5	12'-8	A549													
53	1	5	13'-7	A550													
54	1	5	1'-8	A551													
55	1	5	2'-9	A552													
56	1	5	3'-11	A553													
57	1	5	5'-1	A554													
58	1	5	6'-2	A555													
59	1	5	7'-4	A556													
60	1	5	8'-5	A557													
61	1	5	9'-7	A558													
62	1	5	10'-8	A559													
63	1	5	11'-9	A560													
64	1	5	12'-10	A561													
65	1	5	13'-11	A562													
66	12	7	16'-2	A700													
67	13	7	15'-10	A701													
68	3	8	16'-10	A800													
69	3	8	16'-6	A801													
70	536	11	16'-6	A1100													
71	2	11	16'-8	A1101													
72	2	11	16'-10	A1102													
73	48	5	2'-6	D500	Str.												
74	52	5	4'-8	D501	17		2'-8		2'-8								
75	52	7	5'-9	D700	17		3'-3		2'-6								
76	1578	8	10'-3	D800	17		5'-0		5'-3								
77	104	5	34'-1	L500	Str.												
78	52	5	32'-8	L501													
79	52	5	31'-1	L502													
80	26	5	29'-8	L503													
81	26	5	37'-8	L504	Str.												

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
82	3	5	34'-8	L505	Str.												
83	2	5	35'-2	L506													
84	2	5	35'-6	L507													
85	2	5	35'-10	L508													
86	2	5	36'-2	L509													
87	2	5	36'-6	L510													
88	2	5	36'-10	L511													
89	2	5	37'-3	L512													
90	2	5	37'-7	L513													
91	2	5	37'-11	L514													
92	2	5	38'-3	L515													
93	3	5	38'-7	L516													
94	3	5	28'-8	L517													
95	2	5	28'-10	L518													
96	2	5	29'-0	L519													
97	2	5	29'-2	L520													
98	2	5	29'-4	L521													
99	2	5	29'-6	L522													
100	2	5	29'-8	L523													
101	2	5	29'-10	L524													
102	2	5	30'-0	L525													
103	2	5	30'-1	L526													
104	2	5	30'-3	L527													
105	3	5	30'-5	L528													
106	24	5	12'-8	L529													
107	8	6	3'-0	L600													
108	2	6	3'-10	L601													
109	2	6	5'-4	L602													
110	2	6	6'-10	L603													
111	2	6	8'-4	L604													
112	2	6	9'-10	L605													
113	2	6	11'-4	L606													
114	2	6	4'-2	L607													
115	2	6	5'-8	L608													
116	2	6	7'-1	L609													
117	2	6	8'-6	L610													
118	2	6	10'-0	L611													
119	2	6	11'-5	L612													
120	2	6	4'-1	L613													
121	2	6	5'-7	L614													
122	2	6	7'-0	L615													
123	2	6	8'-6	L616													
124	2	6	10'-0	L617													
125	2	6	11'-5	L618													
126	2	6	4'-3	L619													
127	2	6	5'-8	L620													

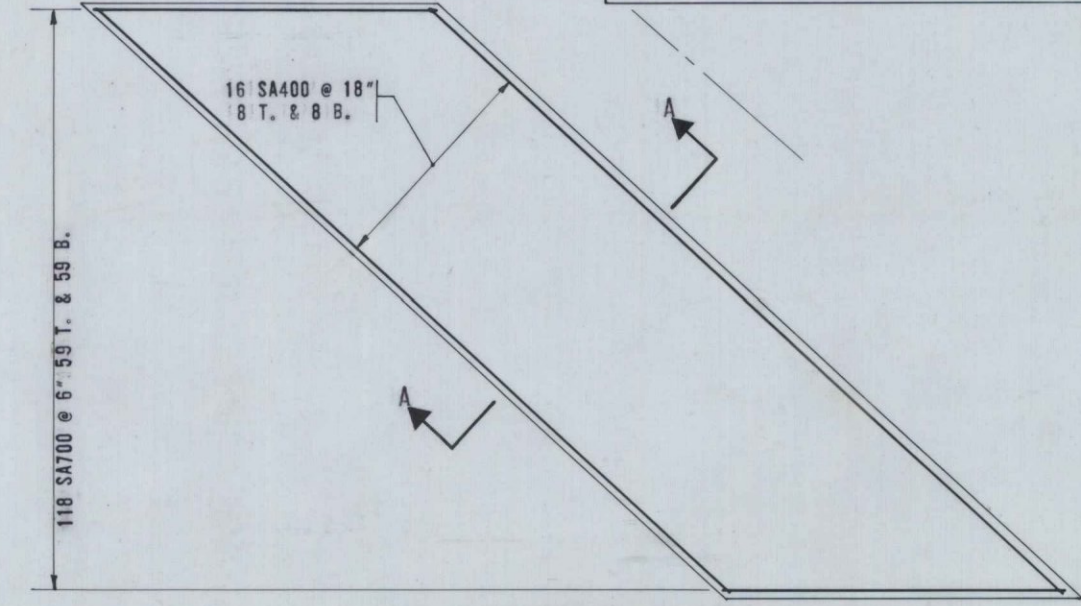


B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(18)		

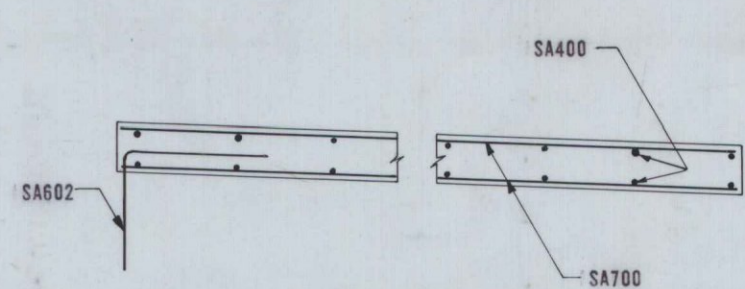
**BANGOR INTERSTATE**



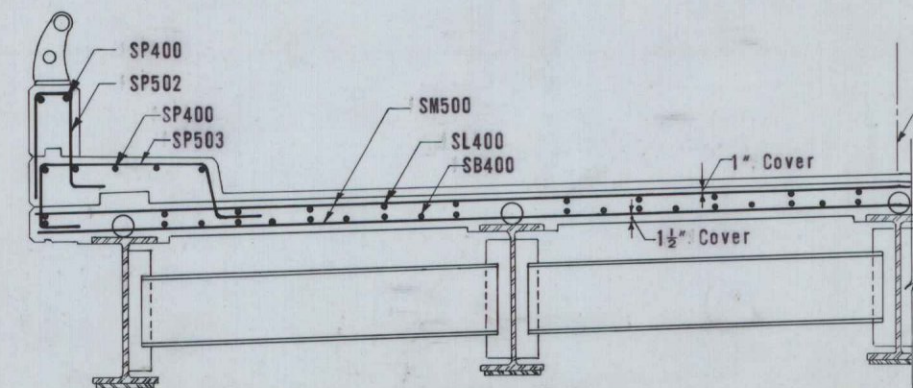
**PLAN DECK REINFORCEMENT**  
Scale: 1/8"=1'-0"



**APPROACH SLAB REINFORCEMENT PLAN**  
Not to Scale



**SECTION A-A**  
Scale: 1/2"=1'-0"



**SECTION B-B**  
Scale: 3/8"=1'-0"

Notes:  
1. For details 1, 2, 3, and 4 see sheet 2.

Construction Bridge symmetrical about centerline.

**FINAL AS BUILT PLANS**

**THE CLARKESON ENGINEERING CO., INC.**

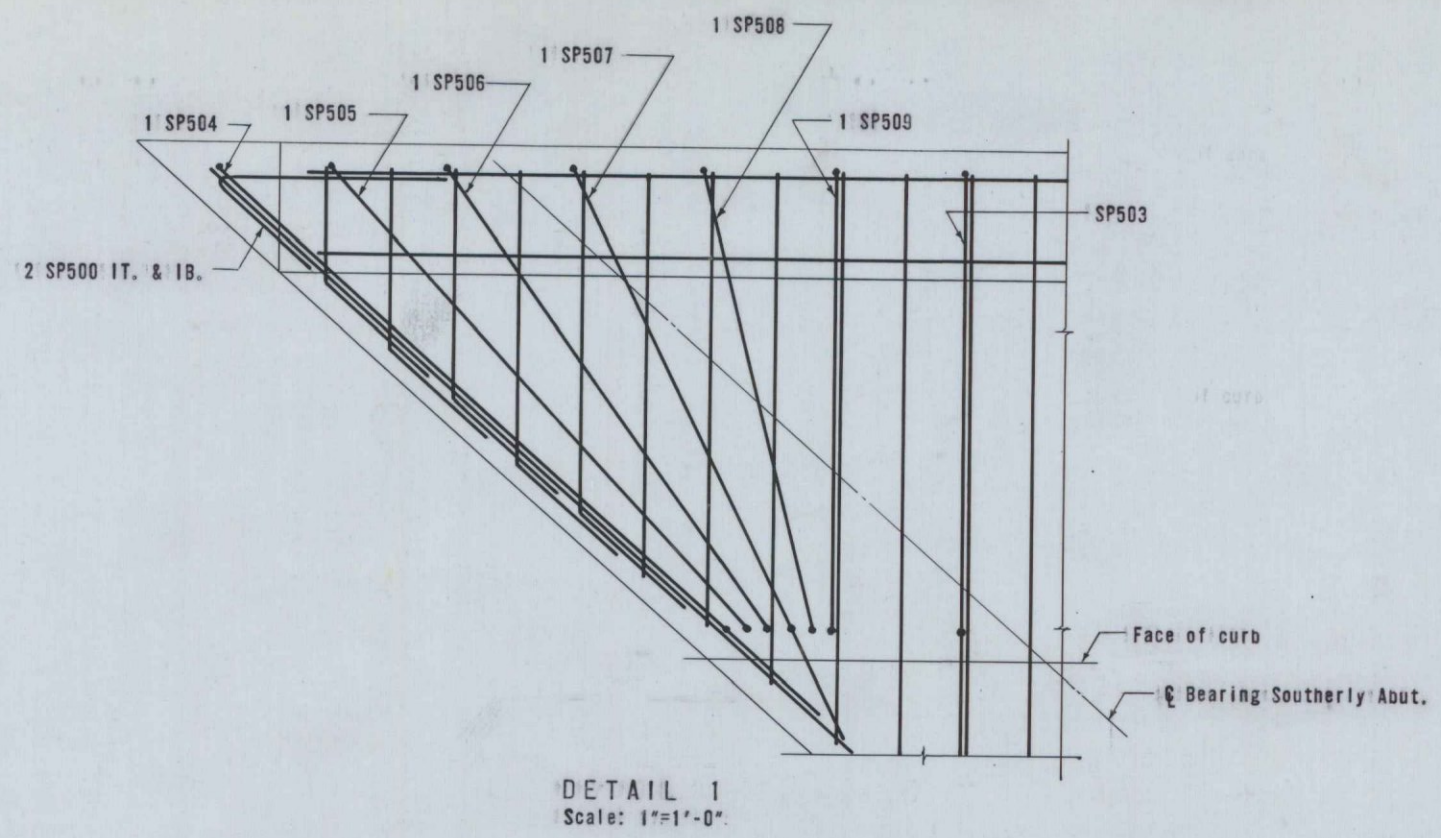
DESIGN	CHECK N.T.	BRIDGE NO.
DRAWN J.L. & K.S.	APPROVED W.A.H.-C.J.M.	SURVEY PLOT

STATE HIGHWAY COMMISSION  
INTERSTATE #95  
UNDER  
HOGAN RD.1  
IN CITY OF  
BANGOR  
PENOBSCOT COUNTY  
DECK REINFORCING PLAN

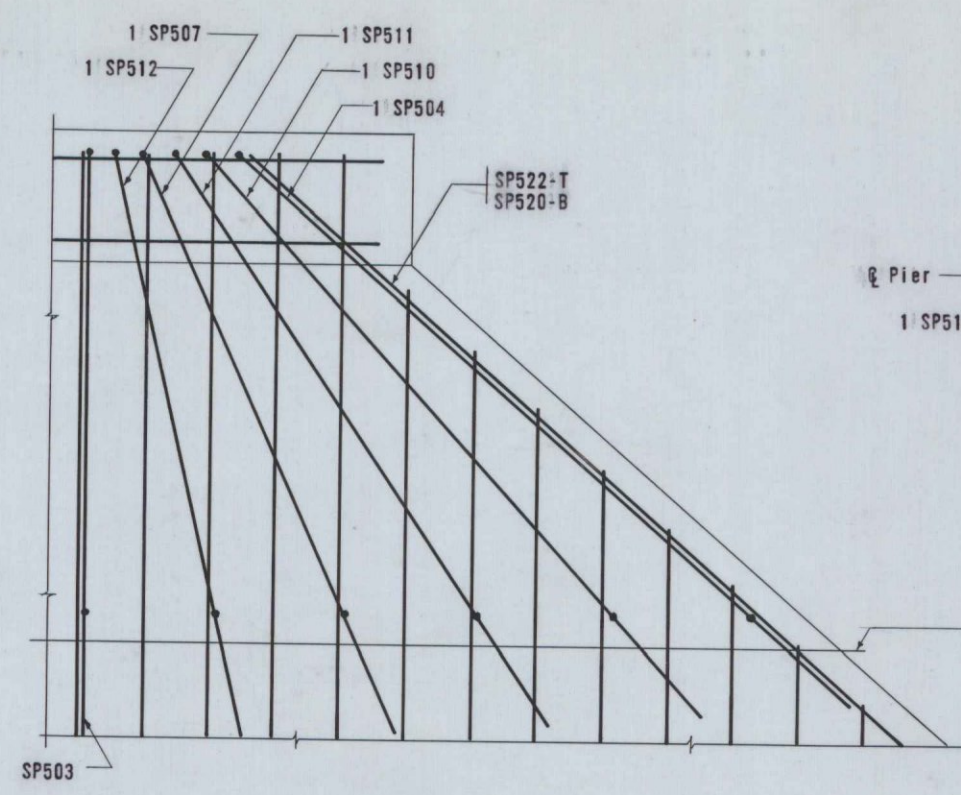
SHEET 1 OF 7 SHEETS  
AUGUSTA, MAINE

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

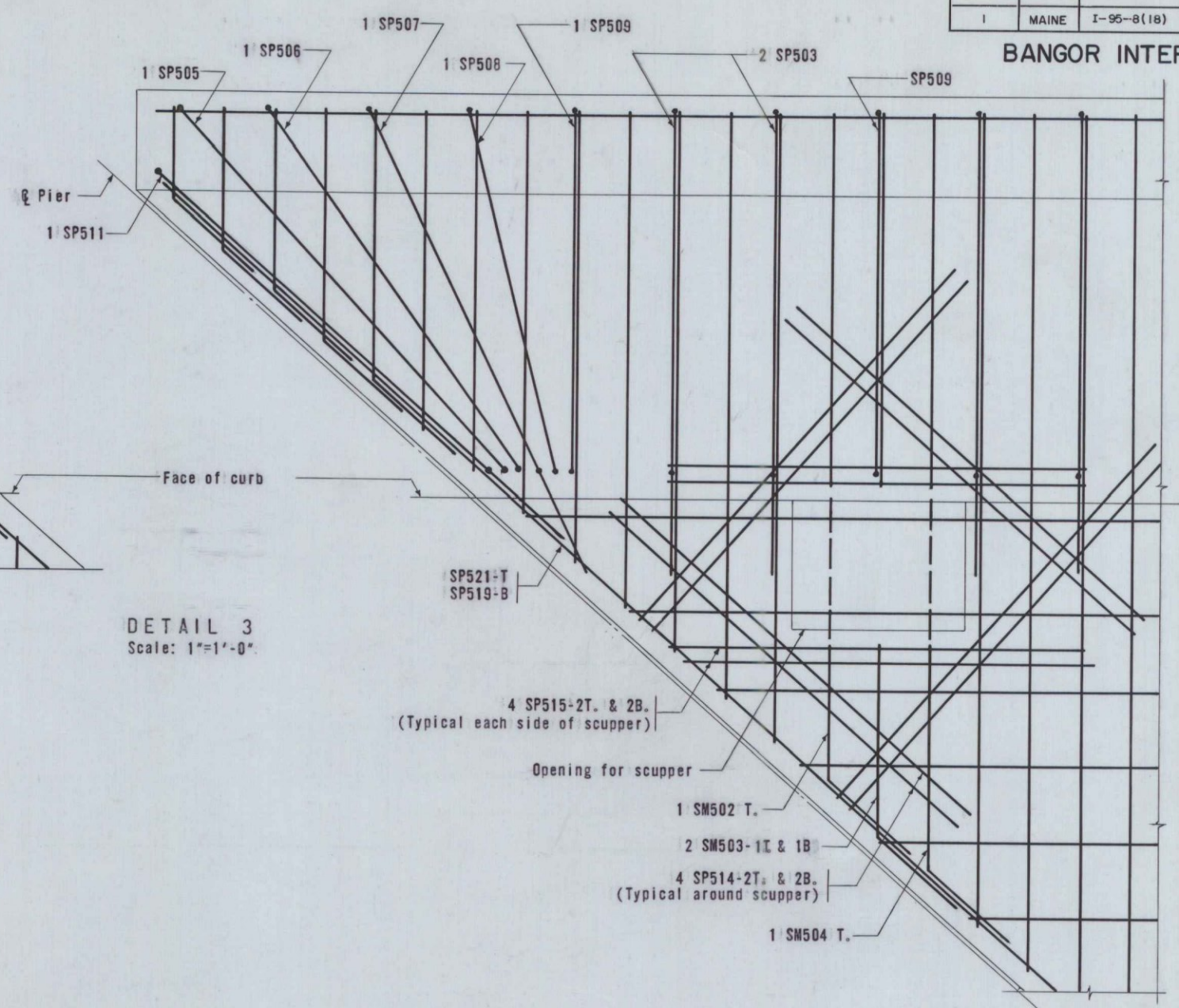
**BANGOR INTERSTATE**



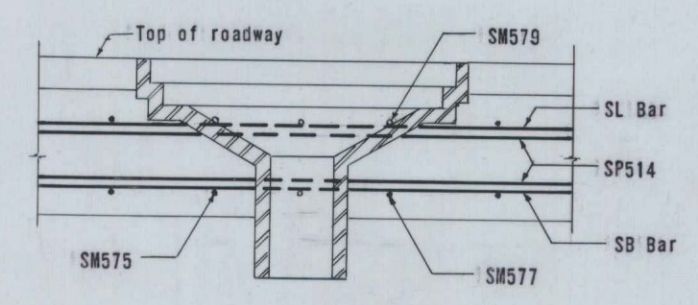
**DETAIL 1**  
Scale: 1"=1'-0"



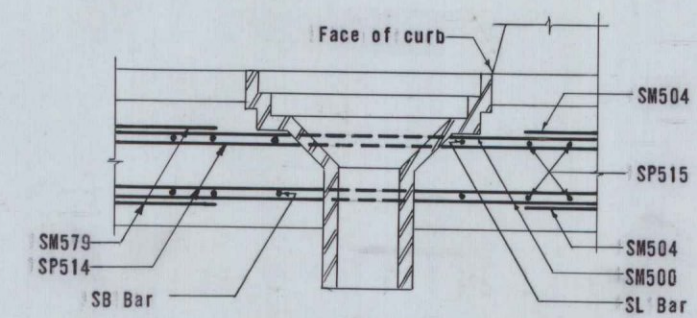
**DETAIL 2**  
Scale: 1"=1'-0"



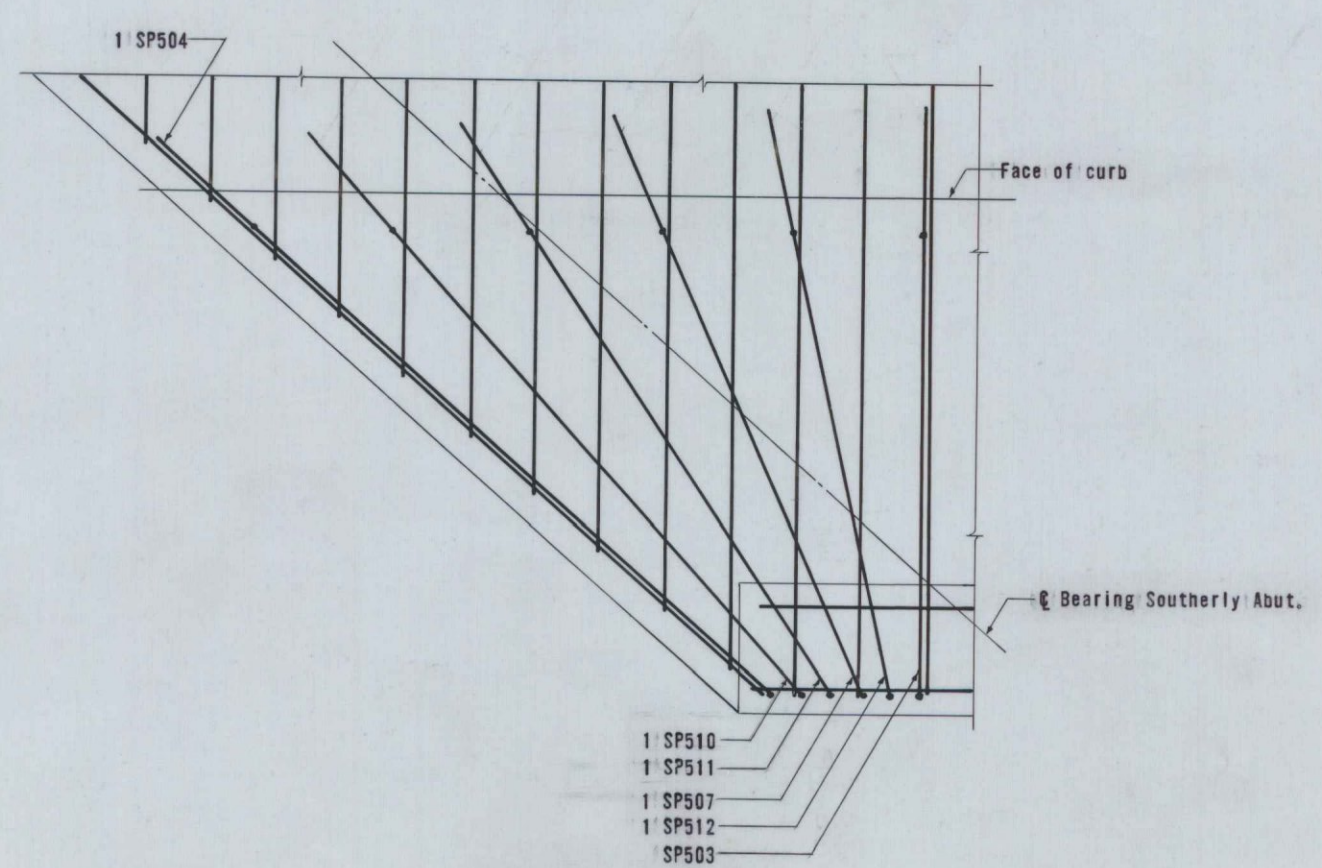
**DETAIL 3**  
Scale: 1"=1'-0"



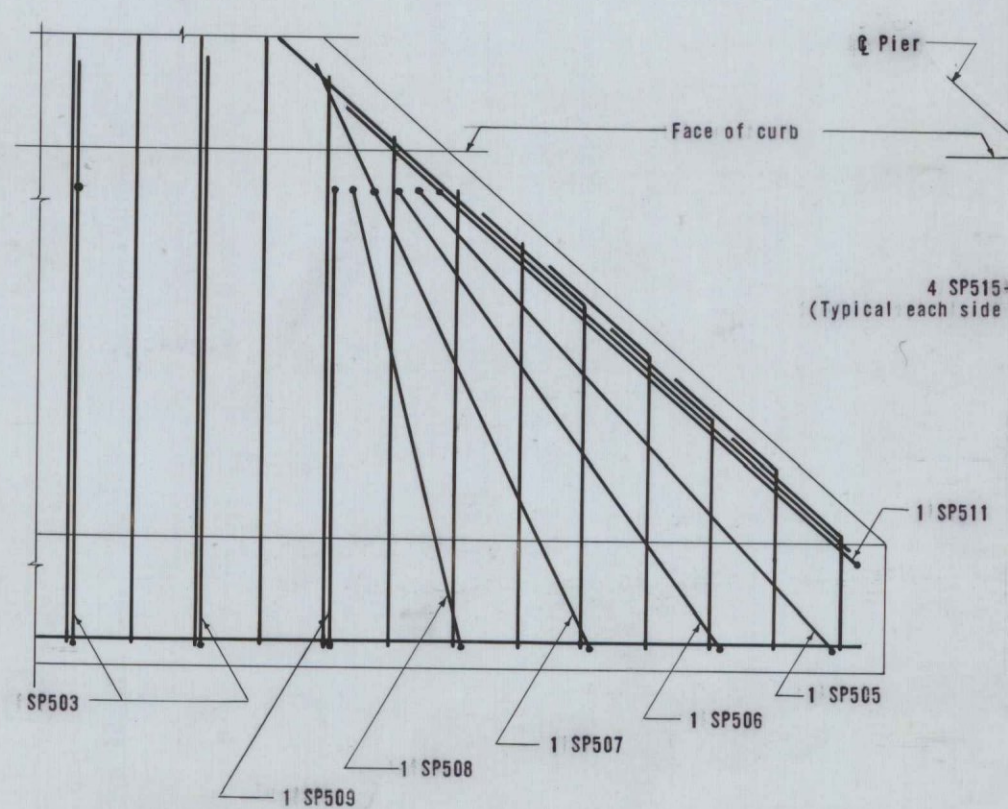
**SECTION A-A**  
Scale: 1 1/2"=1'-0"



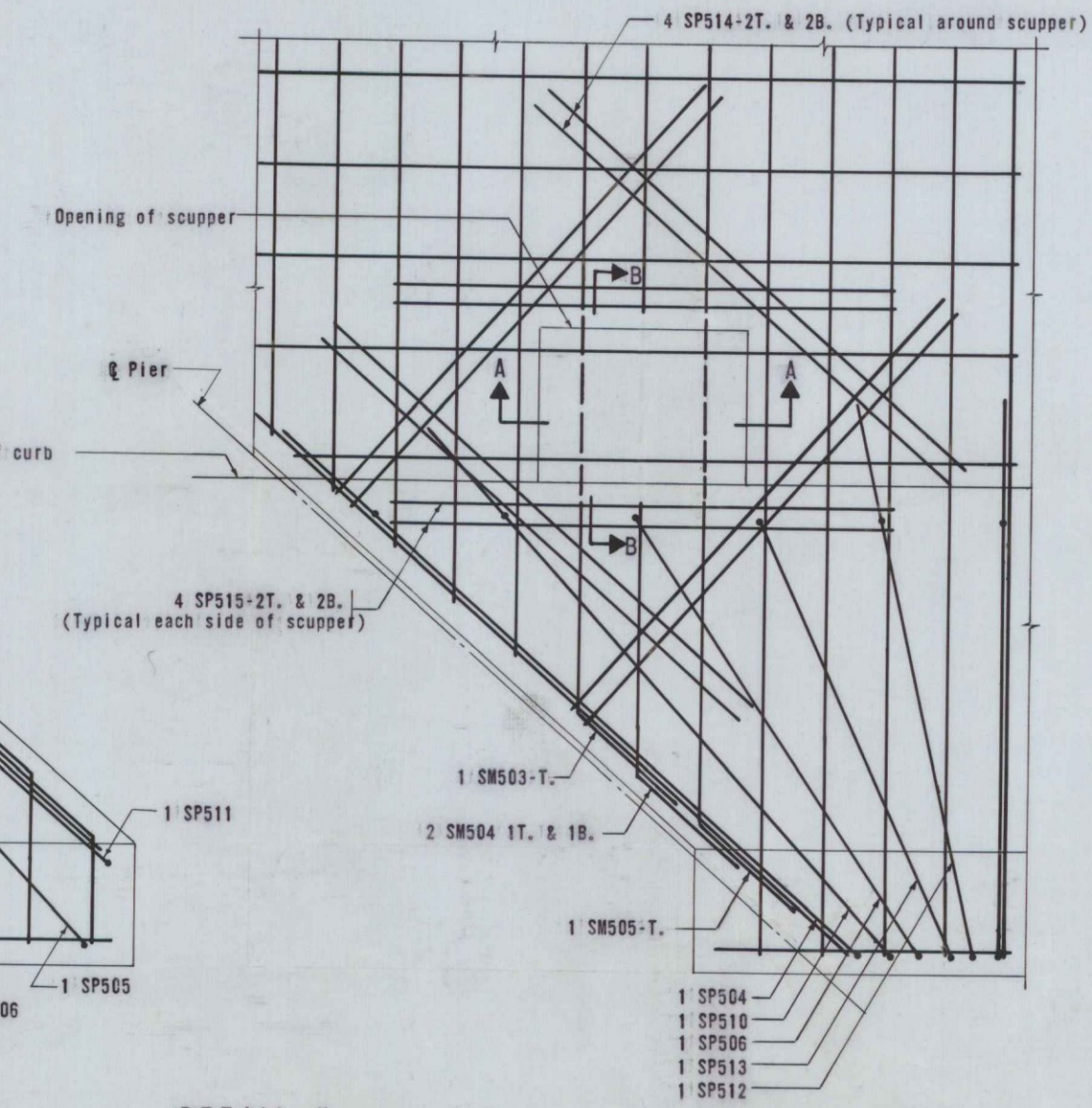
**SECTION B-B**  
Scale: 1 1/2"=1'-0"



**DETAIL 4**  
Scale: 1"=1'-0"



**DETAIL 5**  
Scale: 1"=1'-0"



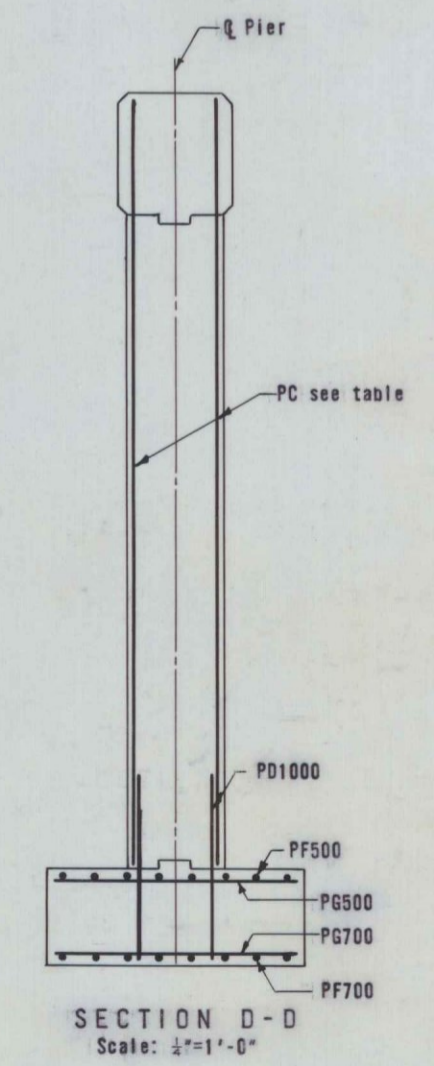
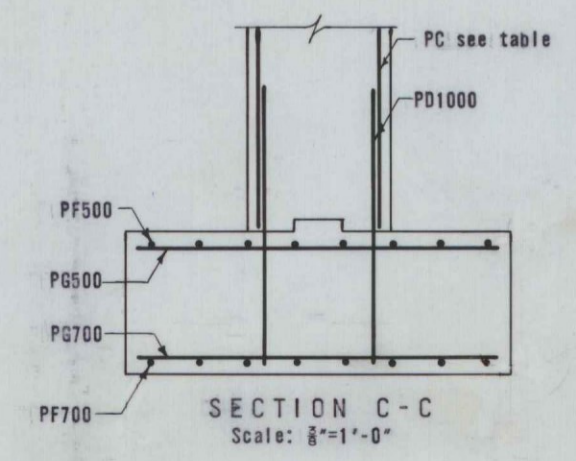
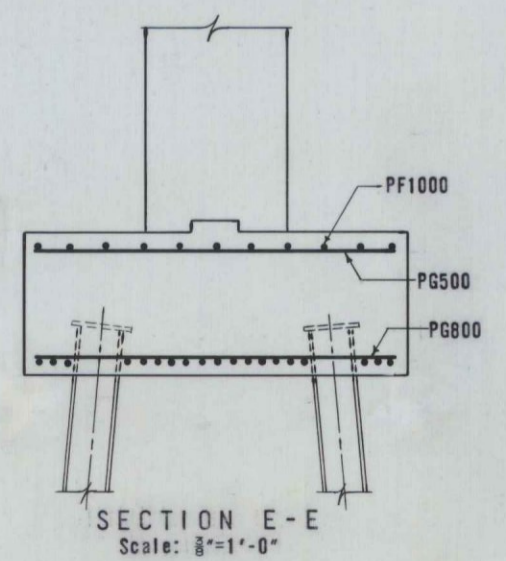
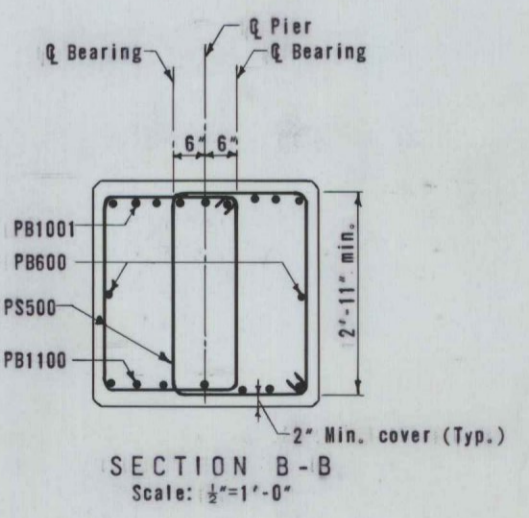
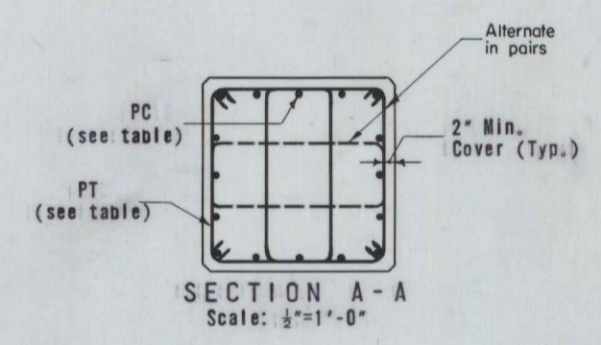
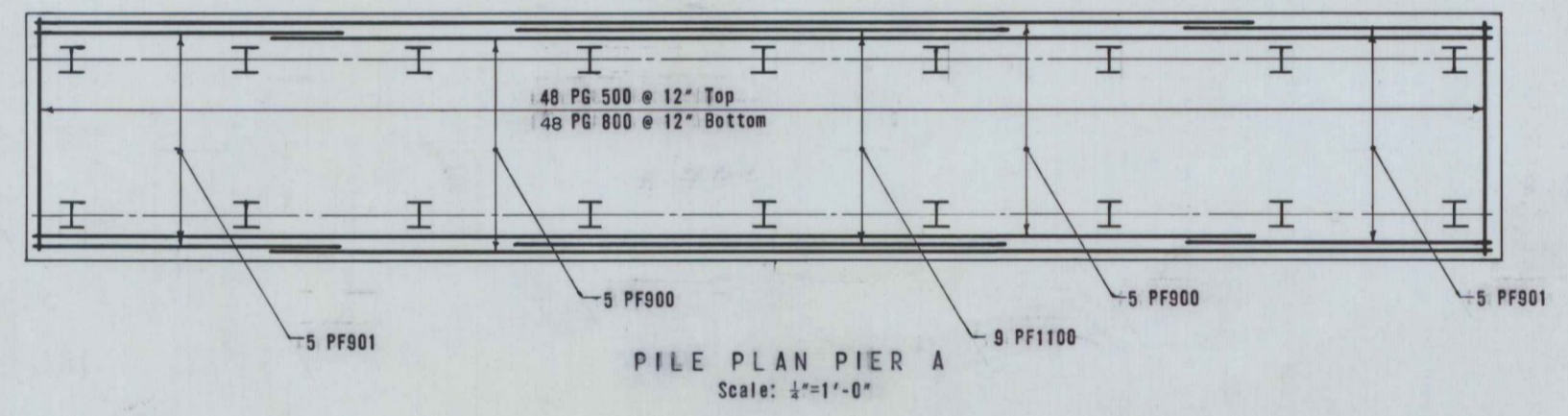
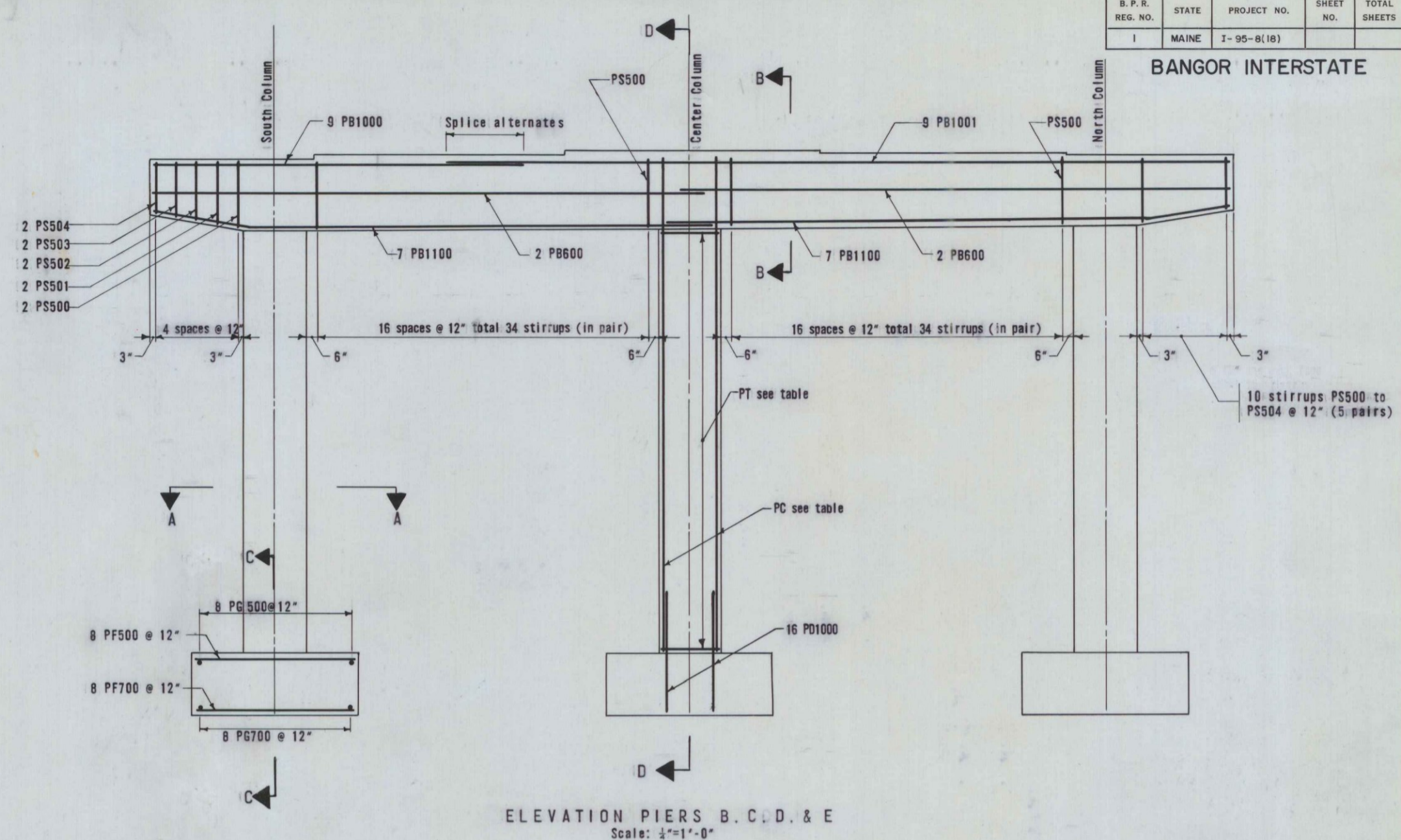
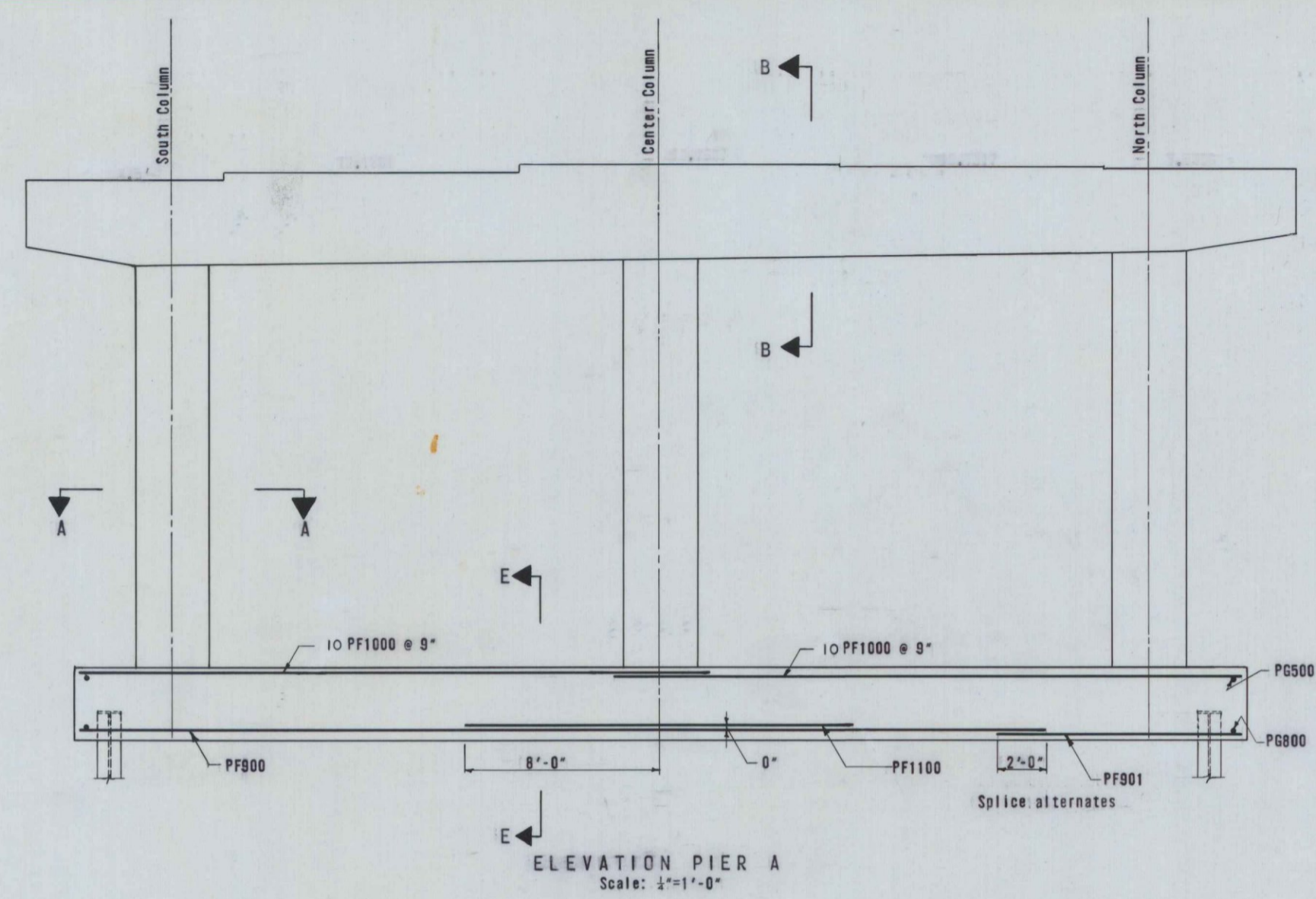
**DETAIL 6**  
Scale: 1"=1'-0"

Notes:  
1. For Locations of Details 1, 2, 3, and 4 see sheet 1.

**FINAL AS BUILT PLAN**

<b>THE CLARKESON ENGINEERING CO., INC.</b>		
DESIGN	CHECK N.T.	BRIDGE NO.
DRAWN R.S. & K.S.	APPROVED W.A.H.-C.J.M.	SURVEY PLOT
<b>STATE HIGHWAY COMMISSION</b>		
INTERSTATE #95		
UNDER		
HOGAN RD.		
IN CITY OF		
BANGOR		
PENOBSCOT COUNTY		
DECK REINFORCING DETAILS		
SHEET 2 OF 7 SHEETS		AUGUSTA, MAINE

**BANGOR INTERSTATE**



	COLUMN REINFORCING		
	South Col.	Center Col.	North Col.
Pier A	16 PC1001	16 PC1000	16 PC1000
	16 spaces @ 12" 34 PT500	16 spaces @ 12" 34 PT500	17 spaces @ 12" 36 PT500
Pier B	16 PC1002	16 PC1003	16 PC 1004
	23 spaces @ 12" 48 PT500	20 spaces @ 12" 42 PT500	17 spaces @ 12" 36 PT500
Pier C	16 PC1005	16 PC1003	16 PC1006
	20 spaces @ 12" 42 PT500	20 spaces @ 12" 42 PT500	20 spaces @ 12" 42 PT500
Pier D	16 PC1007	16 PC1008	16 PC1009
	22 spaces @ 12" 46 PT500	18 spaces @ 12" 38 PT500	15 spaces @ 12" 32 PT500
Pier E	16 PC1010	16 PC1004	16 PC1010
	17 spaces @ 12" 36 PT500	17 spaces @ 12" 36 PT500	17 spaces @ 12" 36 PT500

FINAL AS BUILT PLANS

**THE CLARKESON ENGINEERING CO., INC.**

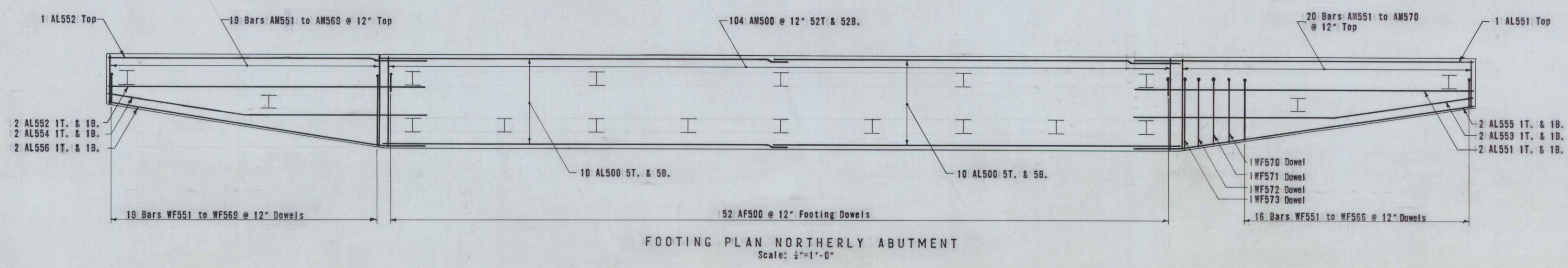
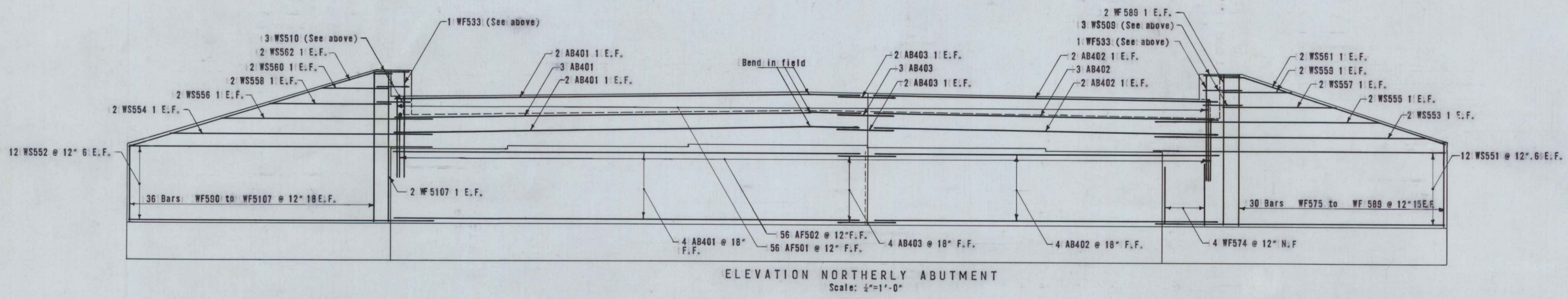
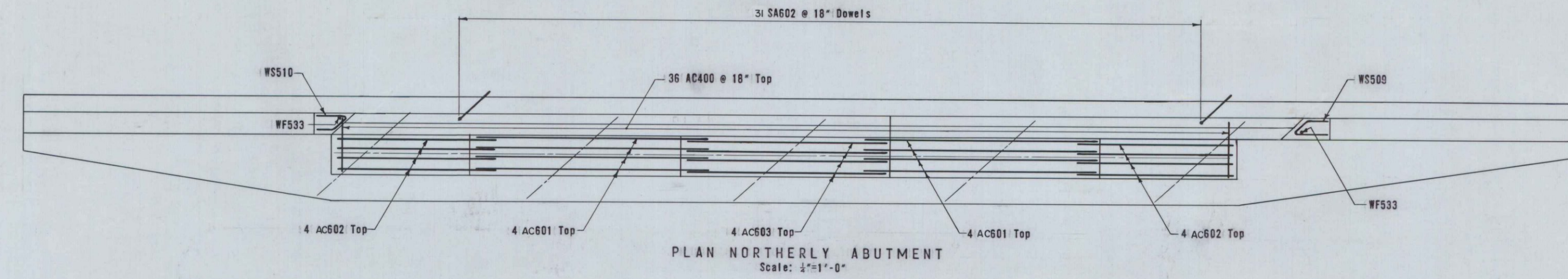
DESIGN DRAWN D.V. & A.W.	CHECK J.R. APPROVED W.A.H.-C.J.M.	BRIDGE NO. SURVEY PLOT
-----------------------------	--------------------------------------	------------------------------

STATE HIGHWAY COMMISSION  
INTERSTATE #95  
UNDER  
HOGAN RD.  
IN THE CITY OF  
BANGOR  
PENOBSCOT COUNTY  
PIER REINFORCING DETAILS

SHEET 3 OF 7 SHEETS AUGUSTA, MAINE

B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-6(18)		

BANGOR INTERSTATE



FINAL AS BUILT PLANS

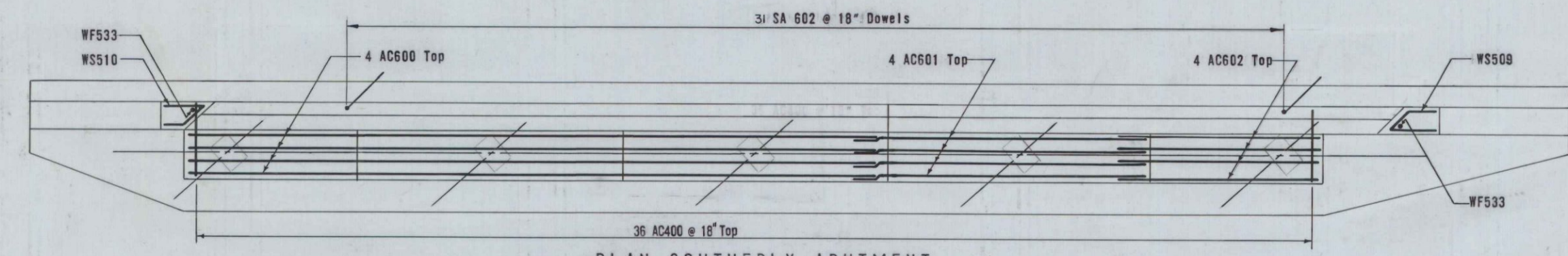
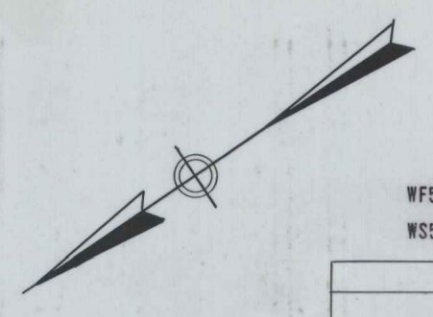
THE CLARKESON ENGINEERING CO., INC.

DESIGN	CHECK N.T.	BRIDGE NO. SURVEY PLOT
DRAWN D.V. & J.B.	APPROVED W.A.H.-C.J.M.	

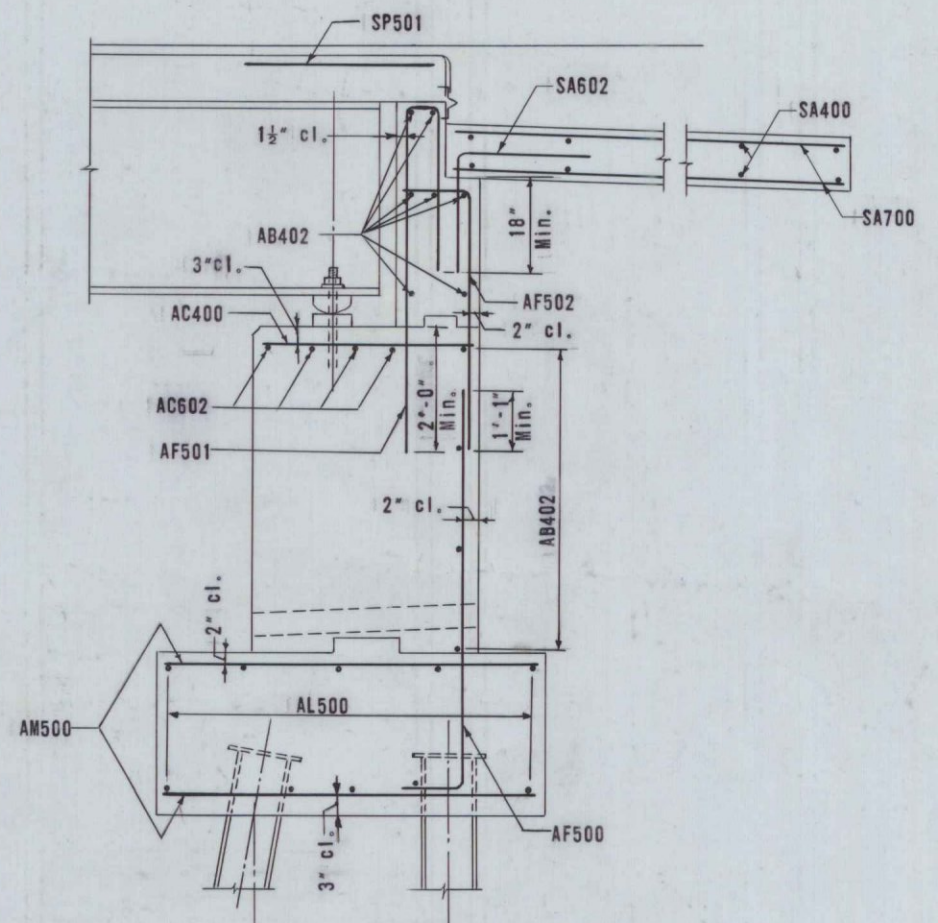
STATE HIGHWAY COMMISSION  
 INTERSTATE #95  
 UNDER  
 HOGAN RD.  
 IN THE CITY OF  
 BANGOR  
 PENOBSCOT COUNTY  
 NORTH ABUTMENT  
 REINFORCING PLAN & ELEVATION  
 SHEET 4 OF 7 SHEETS

AUGUSTA, MAINE

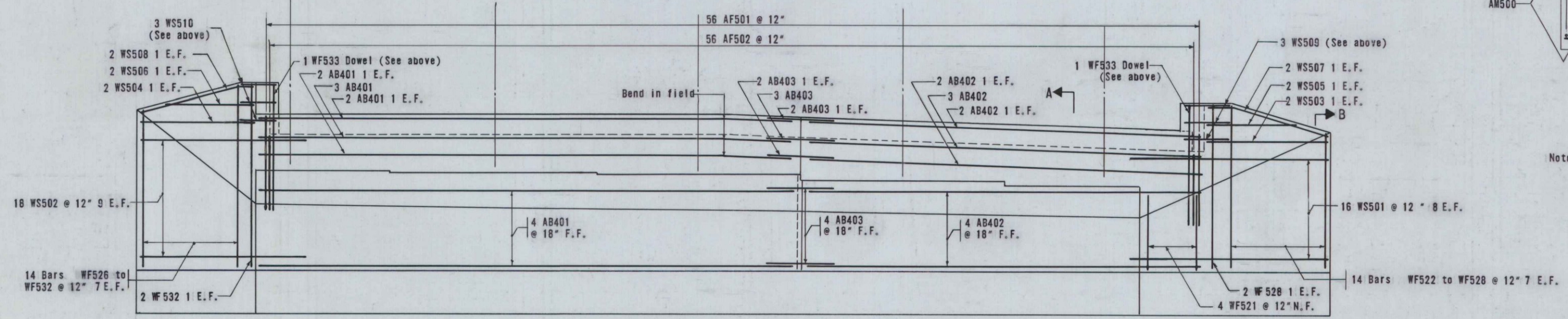
BANGOR INTERSTATE



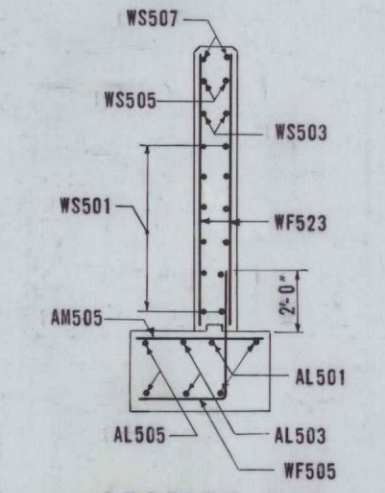
PLAN SOUTHERLY ABUTMENT  
Scale: 1/4"=1'-0"



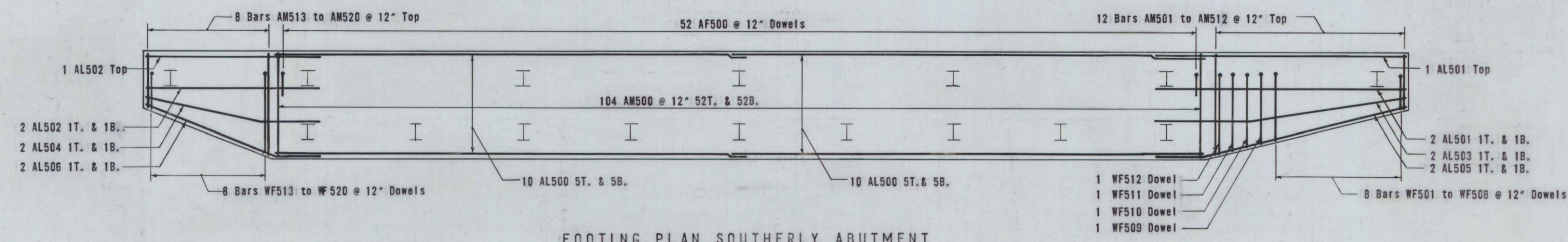
SECTION A-A  
Scale: 1/2"=1'-0"  
Note: Typical for both abutments



ELEVATION SOUTHERLY ABUTMENT  
Scale: 1/4"=1'-0"



SECTION B-B  
Scale: 1/2"=1'-0"  
Note: Typical for all wingwalls



FOOTING PLAN SOUTHERLY ABUTMENT  
Scale: 1/4"=1'-0"

FINAL AS BUILT PLANS

THE CLARKESON ENGINEERING CO., INC.		
DESIGN	CHECK N.T.	BRIDGE NO.
DRAWN R.S. & J.R.	APPROVED W.A.H.-C.J.M.	SURVEY PLOT
STATE HIGHWAY COMMISSION		
INTERSTATE #95		
UNDER		
HOGAN RD.		
IN THE CITY OF		
BANGOR		
PENOBSCOT COUNTY		
SOUTH ABUTMENT		
REINFORCING PLAN & ELEVATION		
SHEET 5 OF 7 SHEETS		AUGUSTA, MAINE



BANGOR INTERSTATE

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
SOUTH ABUTMENT																	
1	11	4	31'-6	AB401	Str.												
2	11	4	23'-2	AB402	Str.												
3	11	4	4'-0	AB403	↑												
4	36	4	3'-2	AC400													
5	4	6	31'-6	AC600													
6	4	6	13'-6	AC601	↓												
7	4	6	9'-4	AC602	Str.												
8	52	5	8'-0	AF500	20		12	7'-0									
9	56	5	8'-6	AF501	S10		5'-5	6	2'-7								
10	56	5	5'-1	AF502	20		11	4'-2									
11	20	5	26'-6	AL500	Str.												
12	3	5	14'-0	AL501	Str.												
13	3	5	9'-9	AL502	Str.												
14	2	5	14'-2	AL503	19		6'-2	8'-0									
15	2	5	10'-1	AL504	19		4'-1	6'-0									
16	2	5	14'-4	AL505	19		3'-0	11'-4									
17	2	5	10'-3	AL506	19		3'-0	7'-3									
18	104	5	5'-6	AM500	Str.												
19	1	5	2'-9	AM501	↑												
20	1	5	3'-0	AM502													
21	1	5	3'-3	AM503													
22	1	5	3'-6	AM504													
23	1	5	3'-8	AM505													
24	1	5	3'-11	AM506													
25	1	5	4'-2	AM507													
26	1	5	4'-5	AM508													
27	1	5	4'-8	AM509													
28	1	5	4'-11	AM510													
29	1	5	5'-2	AM511													
30	1	5	5'-4	AM512													
31	1	5	2'-9	AM513													
32	1	5	3'-2	AM514													
33	1	5	3'-6	AM515													
34	1	5	3'-11	AM516													
35	1	5	4'-3	AM517													
36	1	5	4'-7	AM518													
37	1	5	5'-0	AM519	↓												
38	1	5	5'-5	AM520	Str.												
39	31	6	4'-0	SA602	17		2'-0	2'-0									
40	1	5	6'-1	WF501	20		1'-10	1'-10	4'-3								
41	1	5	6'-4	WF502	20		2'-1	4'-3									
42	1	5	6'-7	WF503	20		2'-4	4'-3									
43	1	5	6'-10	WF504	20		2'-7	4'-3									
44	1	5	7'-1	WF505	20		2'-10	4'-3									
45	1	5	7'-4	WF506	20		3'-1	4'-3									
46	1	5	7'-7	WF507	20		3'-4	4'-3									
47	1	5	7'-10	WF508	20		3'-7	4'-3									
48	1	5	10'-10	WF509	20		3'-10	7'-0									
49	1	5	11'-1	WF510	20		4'-1	7'-0									
50	1	5	11'-4	WF511	20		4'-4	7'-0									
51	1	5	11'-6	WF512	20		4'-6	7'-0									
52	1	5	6'-2	WF513	20		1'-11	4'-3									
53	1	5	6'-6	WF514	20		2'-3	4'-3									
54	1	5	6'-10	WF515	20		2'-7	4'-3									
55	1	5	7'-3	WF516	20		3'-0	4'-3									
56	1	5	7'-8	WF517	20		3'-5	4'-3									
57	1	5	8'-1	WF518	20		3'-10	4'-3									
58	1	5	8'-5	WF519	20		4'-2	4'-3									
59	1	5	8'-10	WF520	20		4'-7	4'-3									
60	4	5	4'-9	WF521	Str.												
61	2	5	8'-4	WF522	↑												
62	2	5	8'-7	WF523													
63	2	5	8'-10	WF524													
64	2	5	9'-1	WF525													
65	4	5	9'-4	WF526													
66	4	5	9'-7	WF527													
67	6	5	9'-10	WF528													
68	2	5	10'-1	WF529													
69	2	5	10'-4	WF530													
70	2	5	10'-7	WF531													
71	4	5	10'-10	WF532													
72	2	5	7'-2	WF533													
73	16	5	11'-7	WS501													
74	18	5	9'-9	WS502													
75	2	5	7'-2	WS503													
76	2	5	6'-0	WS504													
77	2	5	4'-8	WS505	↓												
78	2	5	4'-9	WS506	Str.												
79	2	5	7'-4	WS507	19		1'-4	6'-0									
80	2	5	6'-11	WS508	19		11	6'-0									
81	3	5	4'-10	WS509	17a		1'-4	1'-3	2'-3								

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
NORTH ABUTMENT																	
82	3	5	4'-0	WS510	17a		11	1'-3	1'-10					11			
83																	
84																	
85	11	4	31'-6	AB401	Str.												
86	11	4	23'-2	AB402	↑												
87	11	4	4'-0	AB403													
88	36	4	3'-2	AC400													
89	8	6	13'-6	AC601													
90	8	6	9'-4	AC602													
91	4	6	11'-8	AC603	Str.												
92	52	5	8'-0	AF500	20		12	7'-0									
93	56	5	8'-6	AF501	S10		5'-5	6	2'-7								
94	56	5	5'-1	AF502	20		11	4'-2									
95	20	5	26'-6	AL500	Str.												
96	3	5	22'-0	AL551	Str.												
97	3	5	20'-9	AL552	Str.												
98	2	5	22'-1	AL553	19		10'-5	11'-8					1'-6		10'-4		22'-0
99	2	5	20'-10	AL554	19		9'-10	11'-0					1'-6		9'-9		20'-10
100	2	5	22'-2	AL555	19		3'-0	19'-2									