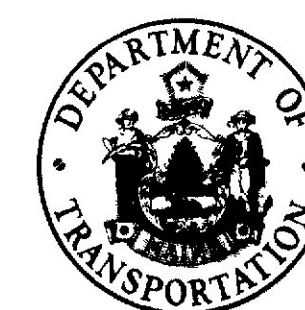


Irrelevant pages have been removed.
The full plan set is available on request.

Reel 250 + 251

STATE OF MAINE

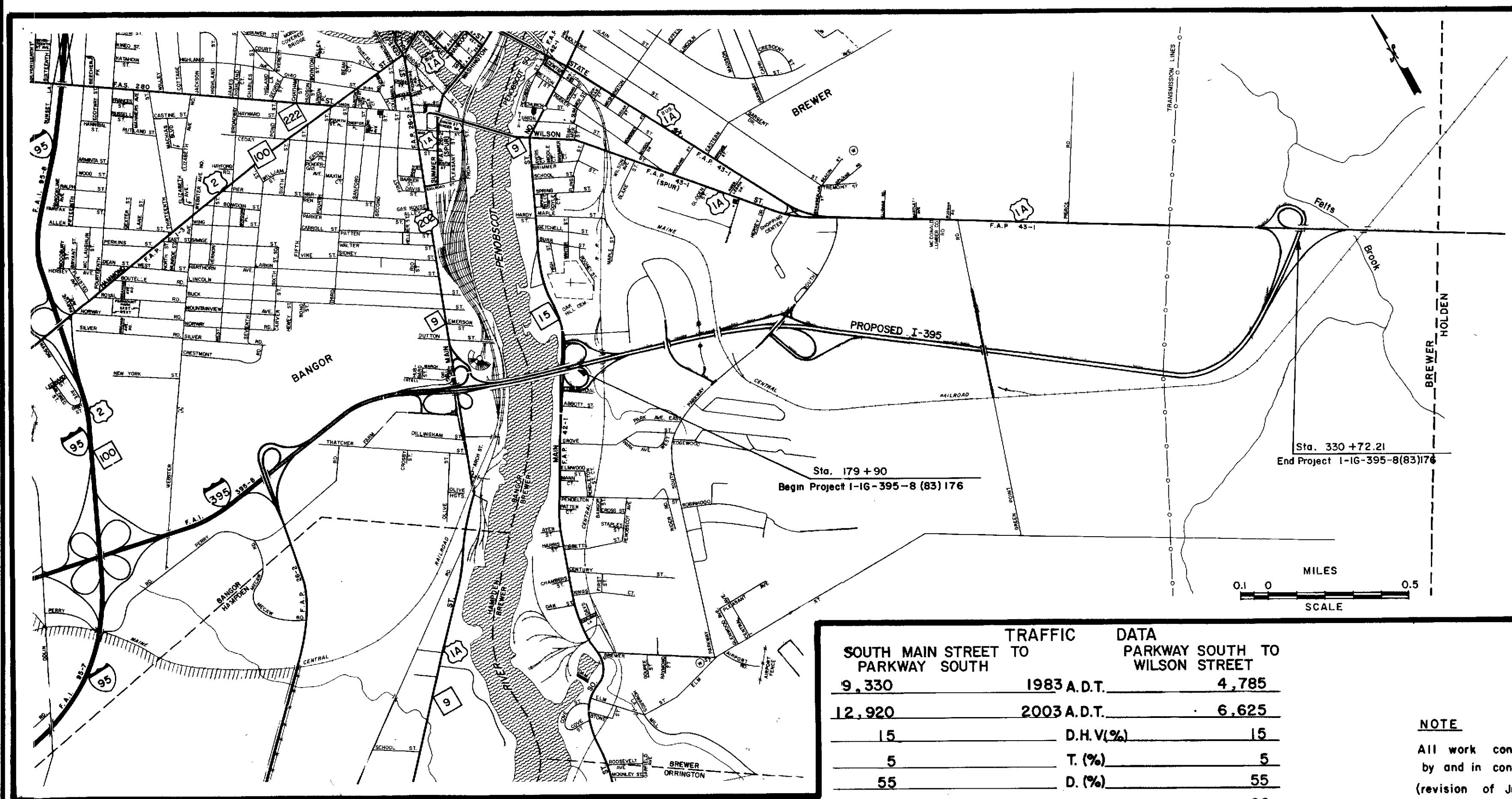
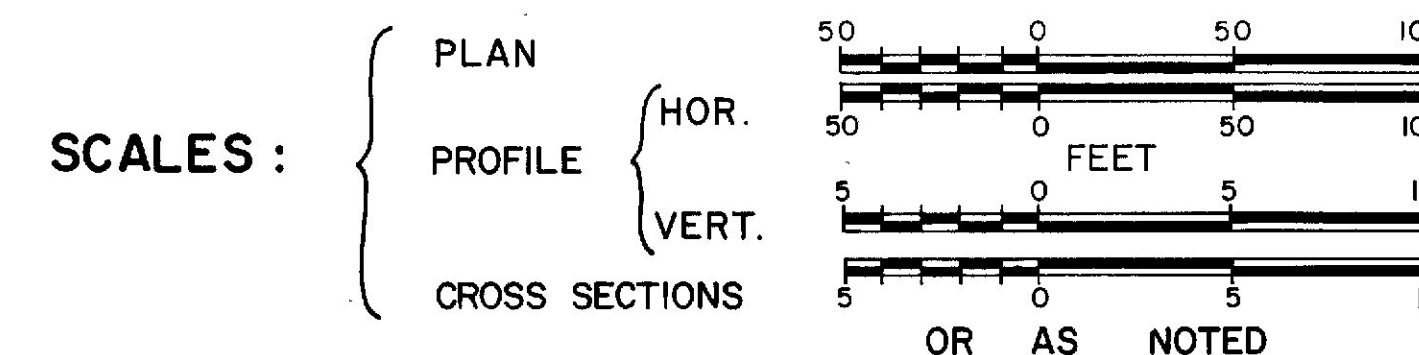
DEPARTMENT OF TRANSPORTATION



PLANS
BREWER
PENOBSCOT COUNTY
MAINE FEDERAL AID INTERSTATE
I-IG-395-8(83)176

PROJECT LENGTH: 2.856 MILES

GRADING, DRAINAGE & BASE
COMPLETED 1985



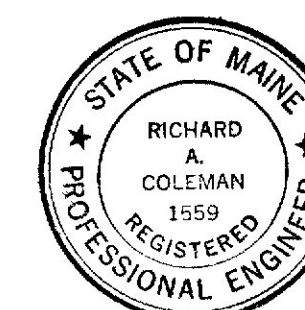
A PORTION OF PENOBSCOT COUNTY

TRAFFIC DATA		SOUTH MAIN STREET TO PARKWAY SOUTH	
1983 A.D.T.	4,785	9,330	
2003 A.D.T.	6,625	12,920	
D.H.V.(%)	15	15	
T. (%)	5	5	
D. (%)	55	55	
V.	60	60	
P.S.D. (%)	N/A	N/A	
18 KIPS	143	269	

NOTE

All work contemplated under this contract to be governed by and in conformity with the STANDARD SPECIFICATIONS (revision of June 1981) and supplementals thereto, except as modified on the plans and in the special provisions.

DESCRIPTION	SHEET NO.
TITLE SHEET	1
LAYOUT PLAN	2
TYPICAL SECTIONS I-395 M	3-5
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Cross Sections	513-544
Wilson Street. Plan & Profile	545-548
Cross Sections	549-621



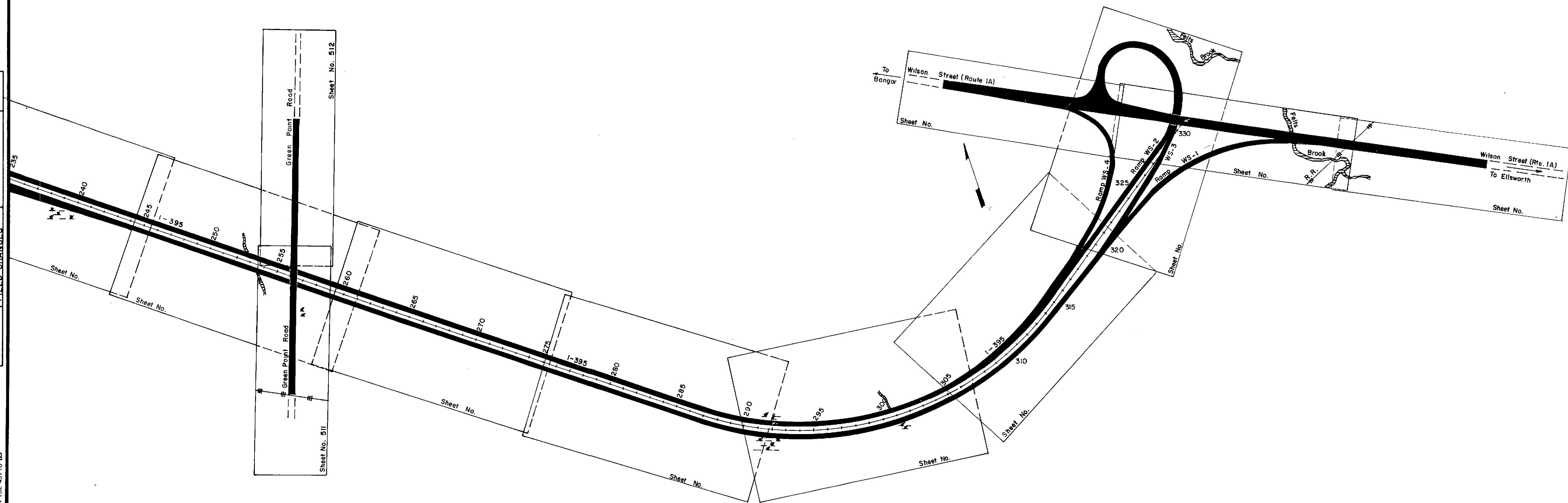
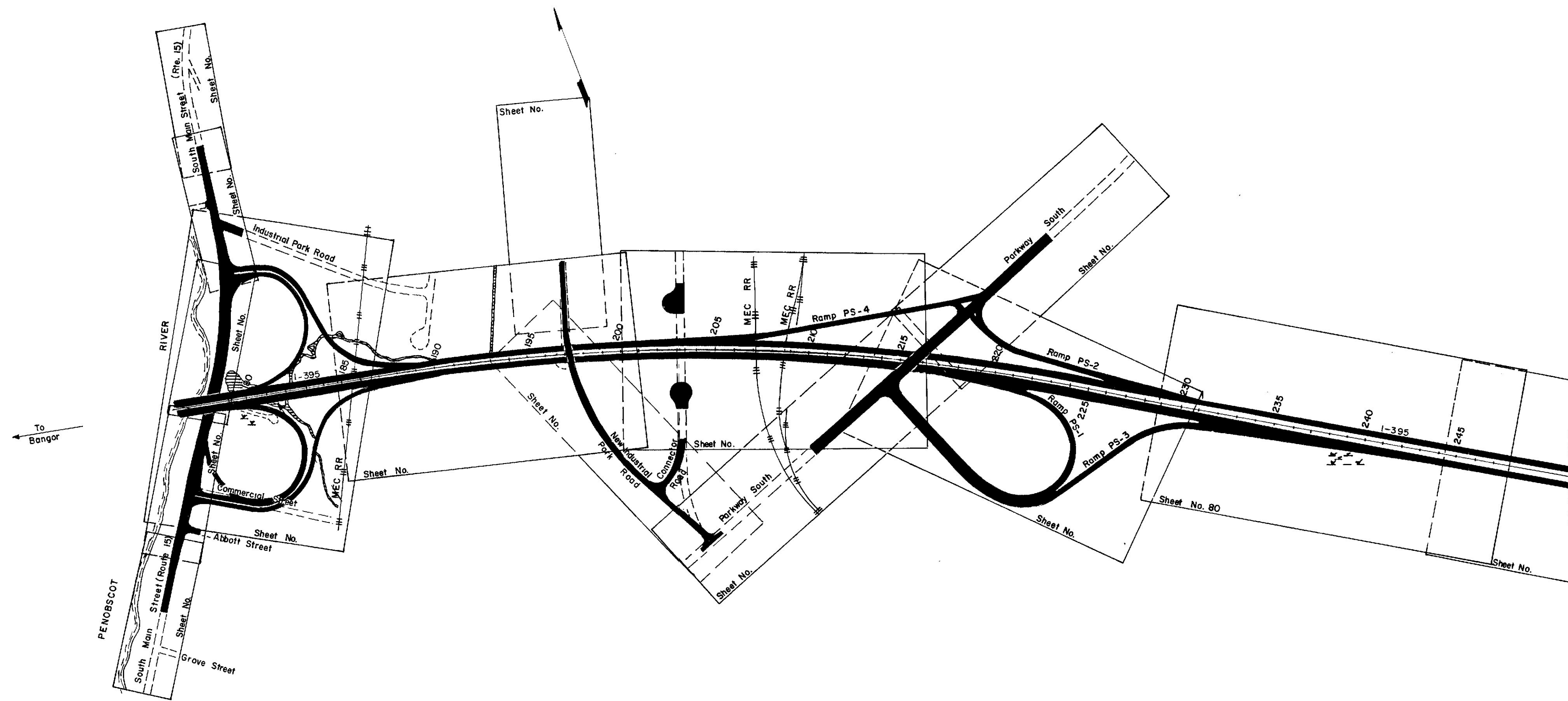
APPROVED:
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
COMMISSIONER
Richard A. Coleman
CHIEF ENGINEER

DATE
Feb. 9 1983
Feb. 9 1983

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1

APPROVED:
DIVISION ADMINISTRATOR
DATE

Revised *Philip D. Smith* 2-12-87



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

LAYOUT PLAN

As-Built February 1987
Drawn by P.Dunn

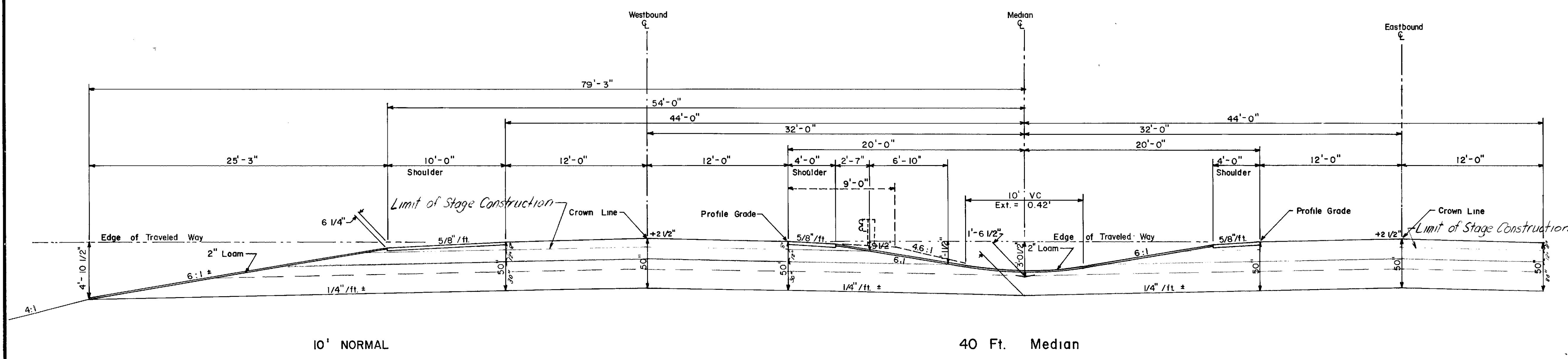
BANGOR-BREWER

1-395

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

BRUNING 44-132-45710-85

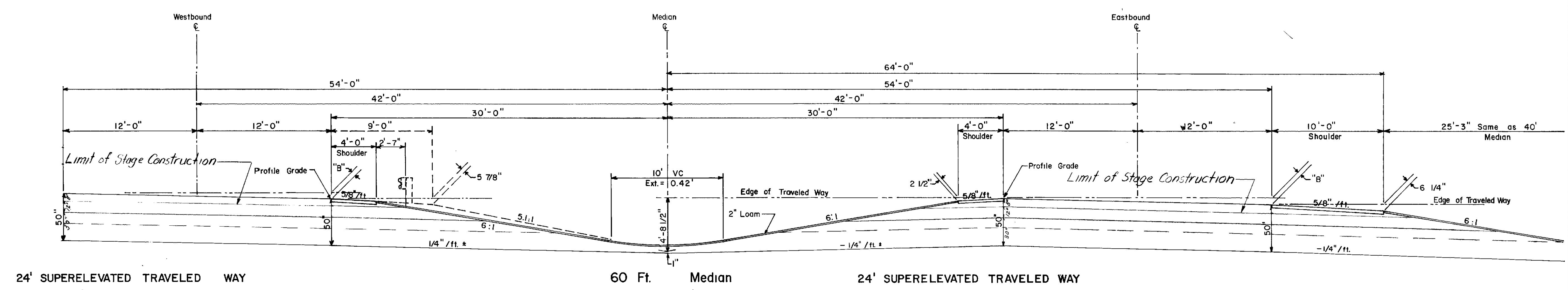
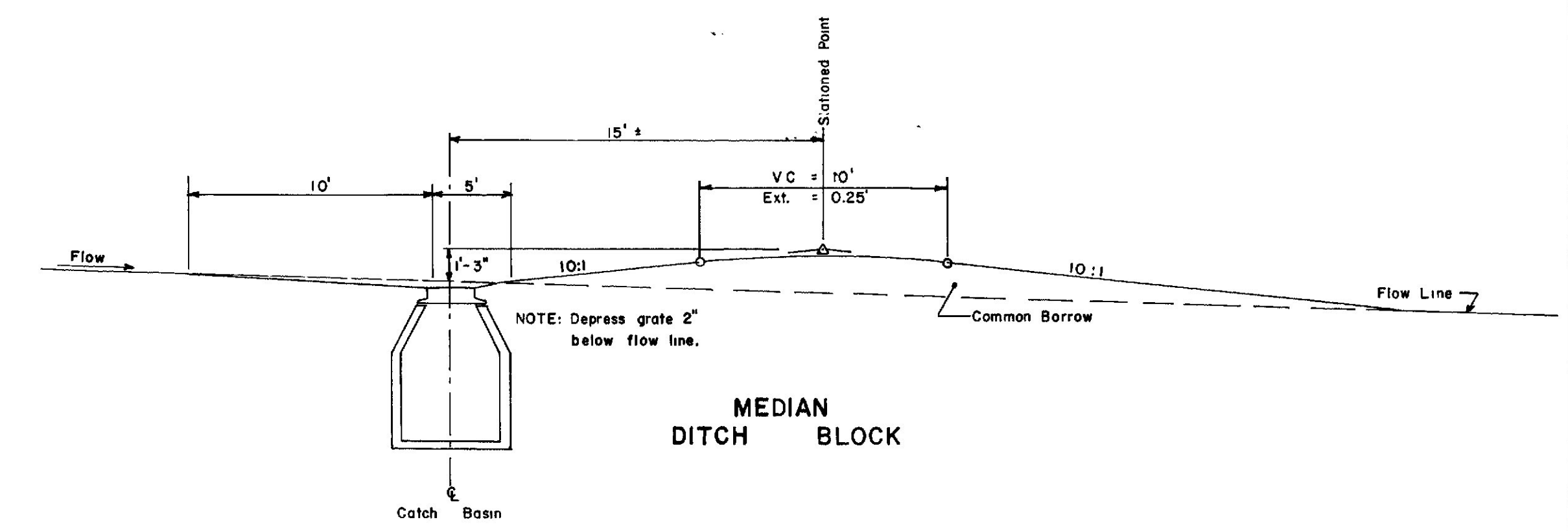


OPTION B
Quantities same as Eastbound

181 + 19	—	186 + 70
221 + 50	—	225 + 57
231 + 00	—	303 + 50
317 + 95	—	328 + 00

OPTION B
24" Crushed Stone Base = 121.70 C.Y./100 L.F.
18" Selected Granular Material = 222.22 C.Y./100 L.F.

201 + 50 — 212 + 00



OPTION B
Quantities same as Normal Traveled Way

189 + 00	—	200 + 50	(B = +6")
201 + 00	—	219 + 50	(B = +5 1/2")
288 + 50	—	313 + 50	(B = -14 1/2")

OPTION B
24" Crushed Stone Base = 200.06 C.Y./100 L.F.
18" Selected Granular Material = 301.78 C.Y./100 L.F.

229 + 00 — 313 + 50

OPTION B
Quantities same as Normal Traveled Way

192 + 50	—	212 + 00	(B = -5 1/2")
212 + 50	—	222 + 00	(B = -6")
288 + 50	—	313 + 00	(B = +14 1/2")

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

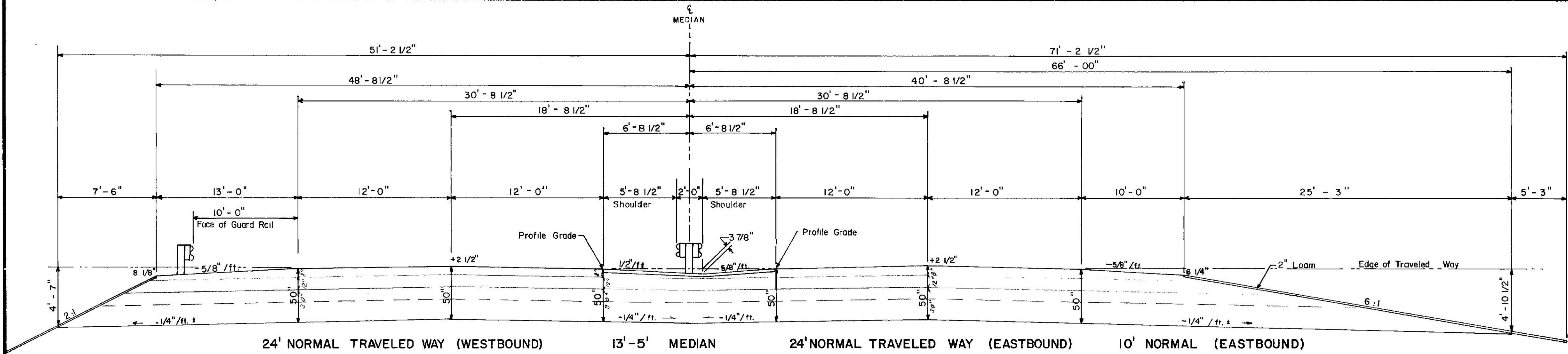
MAIN LINE

As-Built February 1987
Drawn by P. Dunn

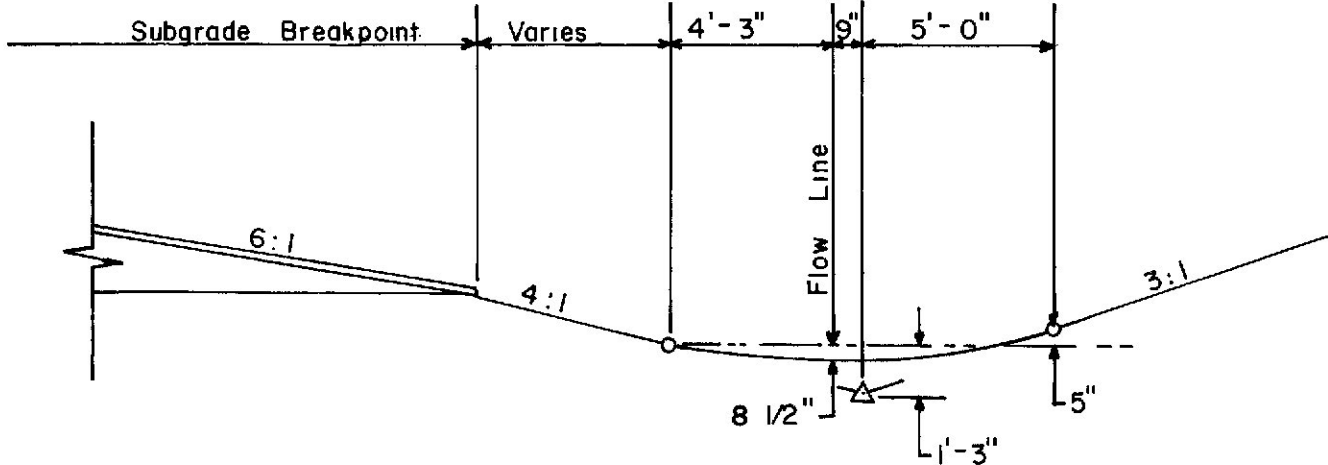
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

PLANS

MAIN LINE



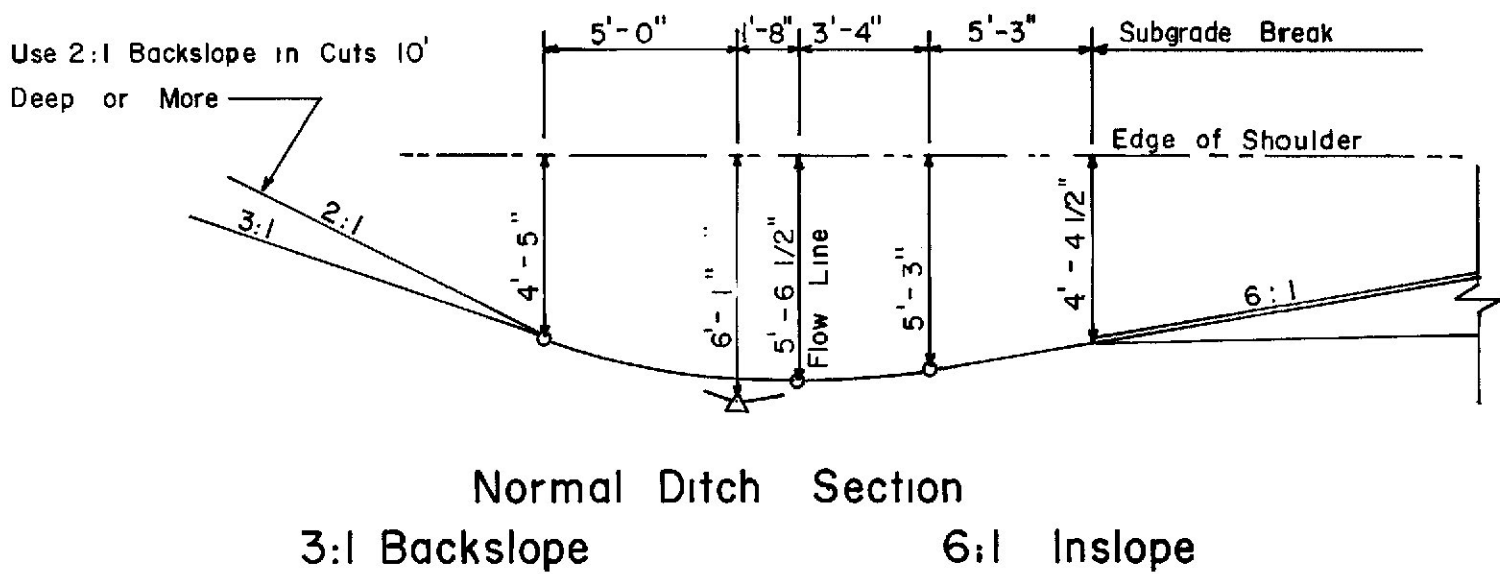
OPTION B		OPTION B		OPTION B		OPTION B	
24" Crushed Stone Base	= 177.78 C.Y./100 L.F.	24" Crsd. Ste. Base	= 99.38 C.Y./100 L.F.	Quantities same as Westbound		24" Crsd. Ste. Base	= 135.03 C.Y./100 L.F.
18" Selected Granular Material	= 133.33 C.Y./100 L.F.	18" Sel. Gran. Mat.	= 74.54 C.Y./100 L.F.			18" Sel. Gran. Mat.	= 167.52 C.Y./100 L.F.
179 + 00	- 187 + 00	179 + 00	- 181 + 50	179 + 00	- 189 + 50	180 + 67	- 187 + 57
222 + 50	- 285 + 50			225 + 00	- 285 + 50	203 + 00	- 216 + 00
316 + 50	- 326 + 50					221 + 10	- 231 + 83
						243 + 50	- 286 + 50



Special Ditch Section
4:1 Inslope 3:1 Backslope

NOTES

1. The subbase depths as shown on the plans are intended to be nominal.
2. When the superelevation exceeds 5/8" / ft., the low side shoulder shall have the same slope as the traveled way.
3. Station to station limits not listed are in transition areas.
4. These notes apply to all typical section sheets.
5. Crowns for both normal and superelevated sections for all courses shall be straight.



Normal Ditch Section
3:1 Backslope 6:1 Inslope

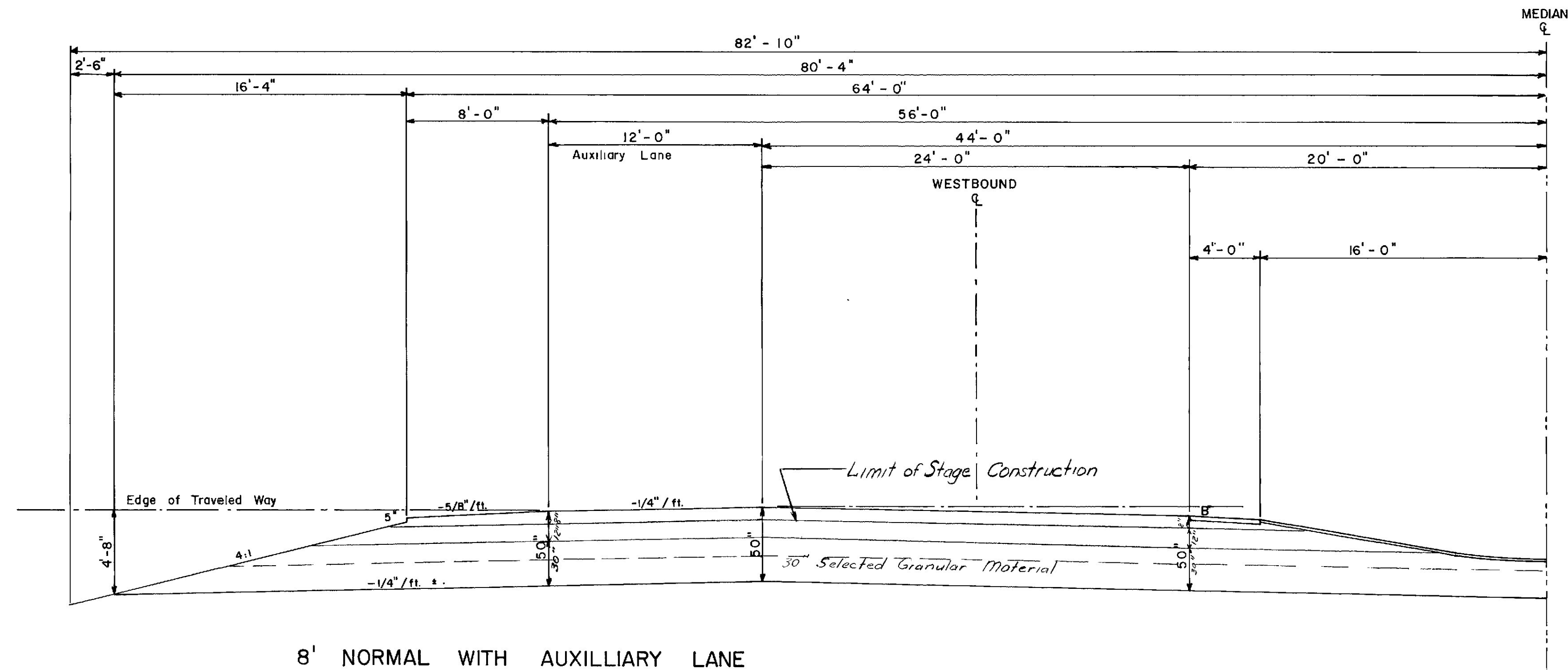
MAIN LINE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

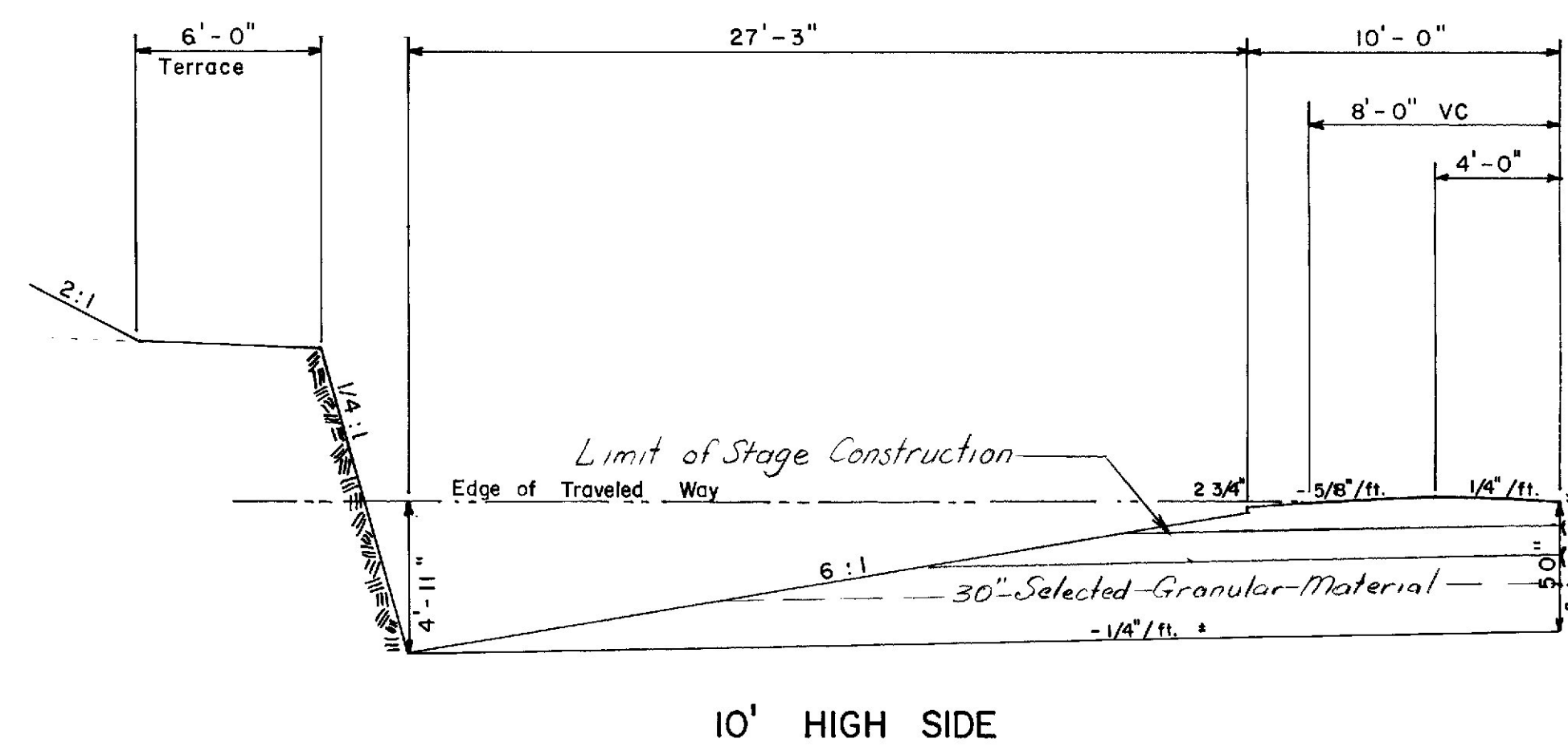
MAIN LINE

As-Built February 1987
Drawn by P. Dunn



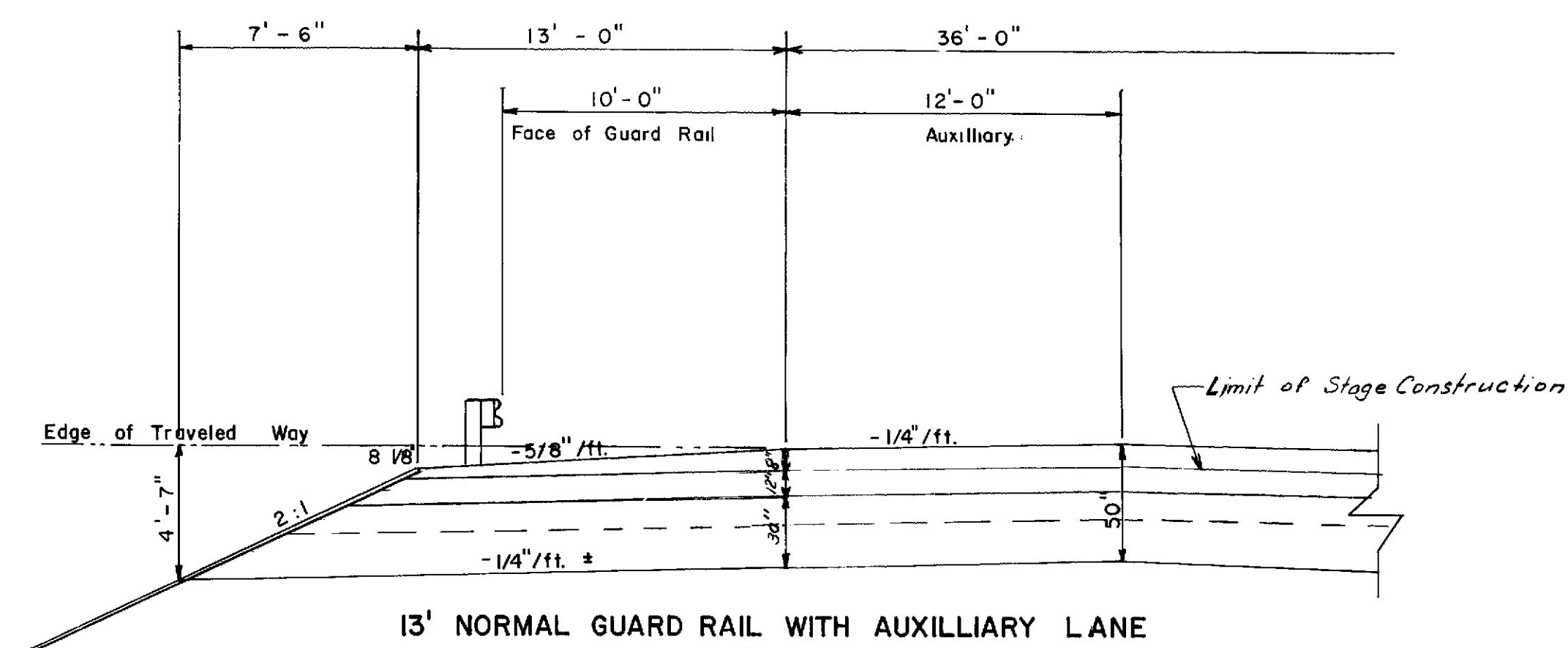
8' NORMAL WITH AUXILLIARY LANE

OPTION B
 24" Crushed Stone Base = 189.38 C.Y./100 L.F.
 18" Selected Granular Material = 183.41 C.Y./100 L.F.
 196+00 - 204+00



10' HIGH SIDE

OPTION B
 24" Crushed Stone Base = 149.86 C.Y./100 L.F.
 18" Selected Granular Material = 178.61 C.Y./100 L.F.
 207+08 - 221+00 Lt. (Westbound)
 287+00 - 313+50 Rt. (Eastbound)



13' NORMAL GUARD RAIL WITH AUXILLIARY LANE

OPTION B
 24" Crushed Stone Base = 266.67 C.Y./100 L.F.
 18" Selected Granular Material = 200.00 C.Y./100 L.F.
 189+00 - 195+50

MAIN LINE

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

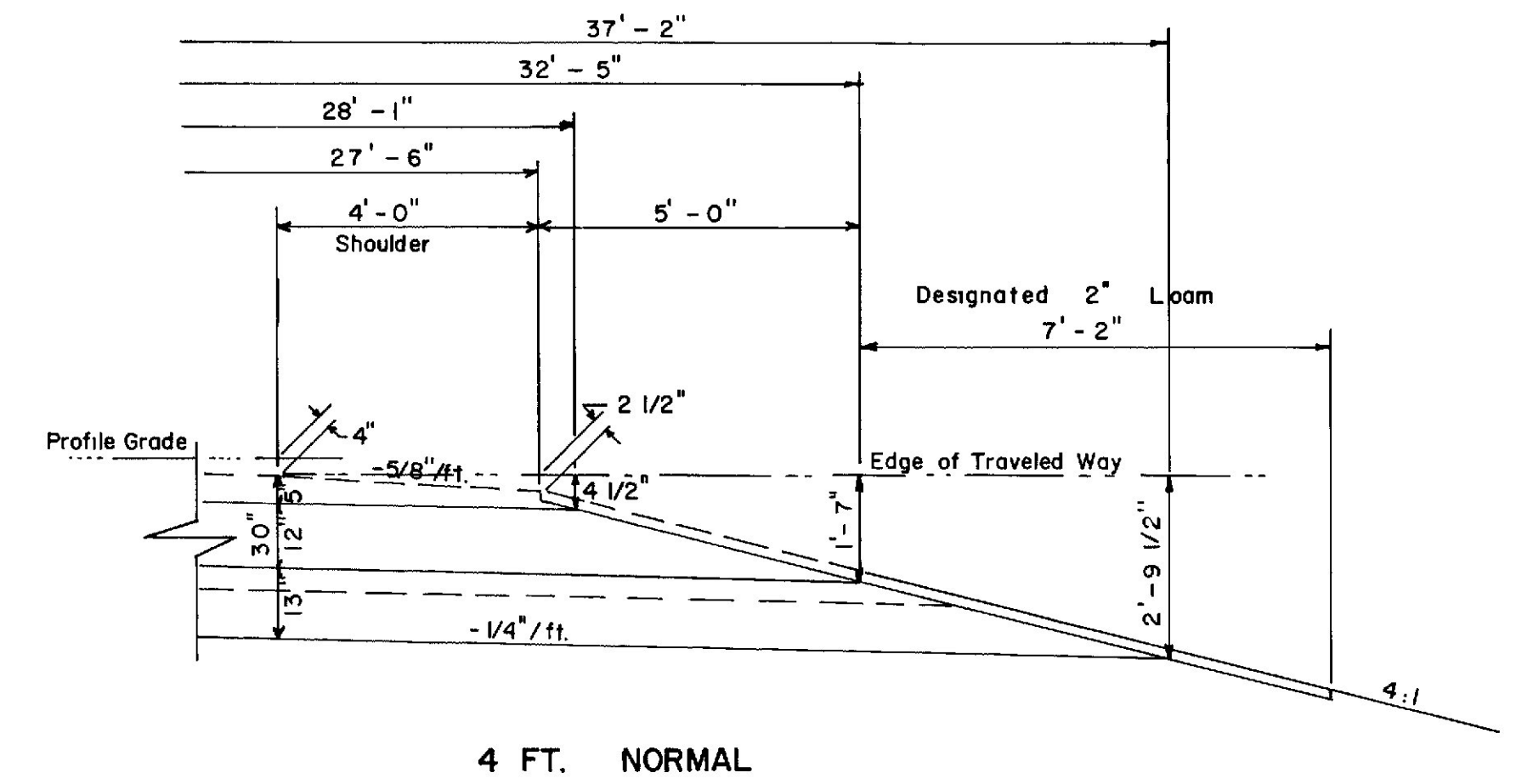
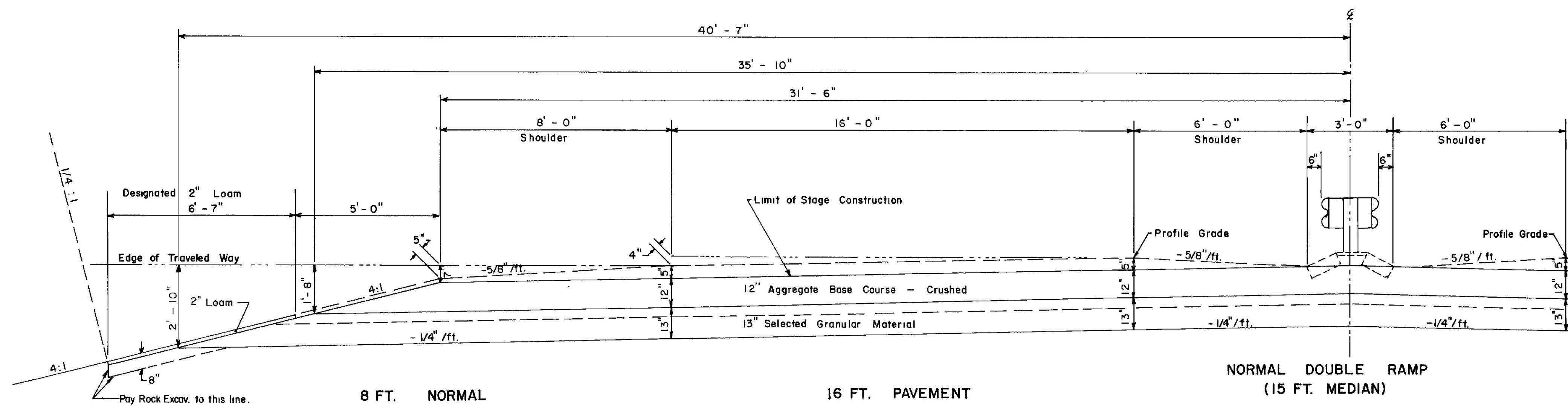
TYPICAL SECTIONS

MAIN LINE

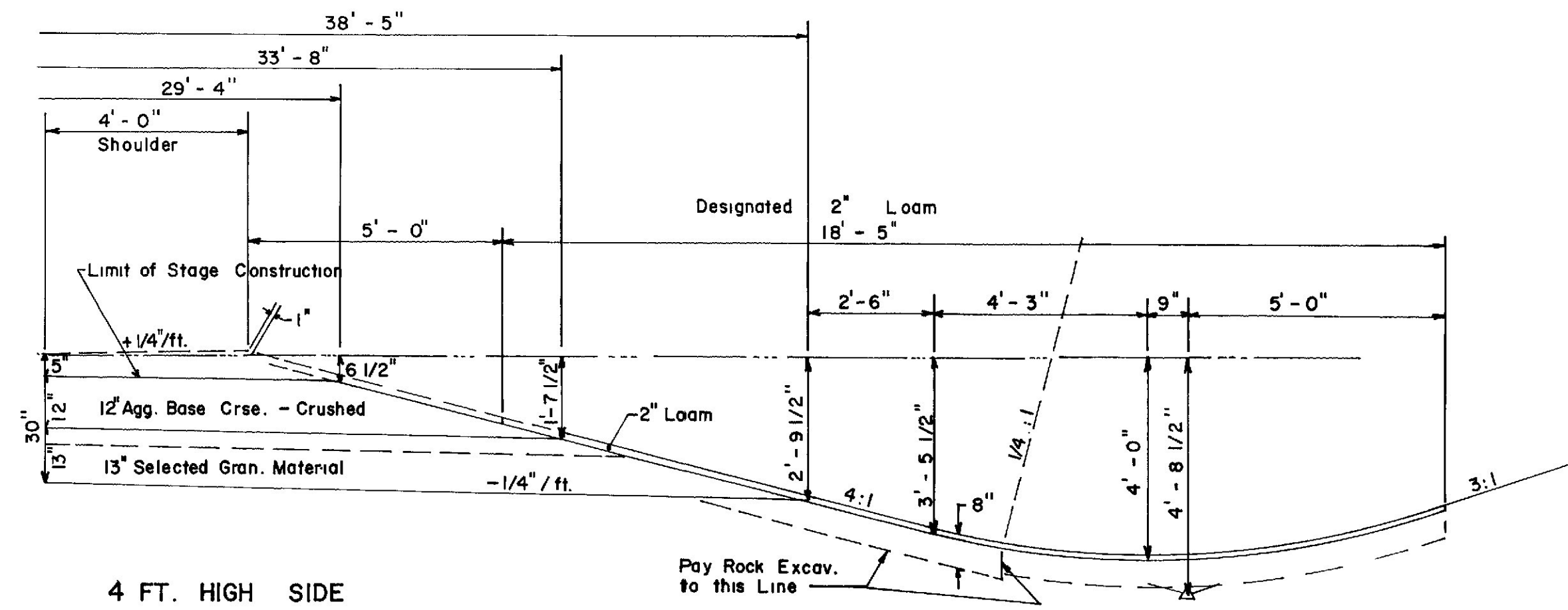
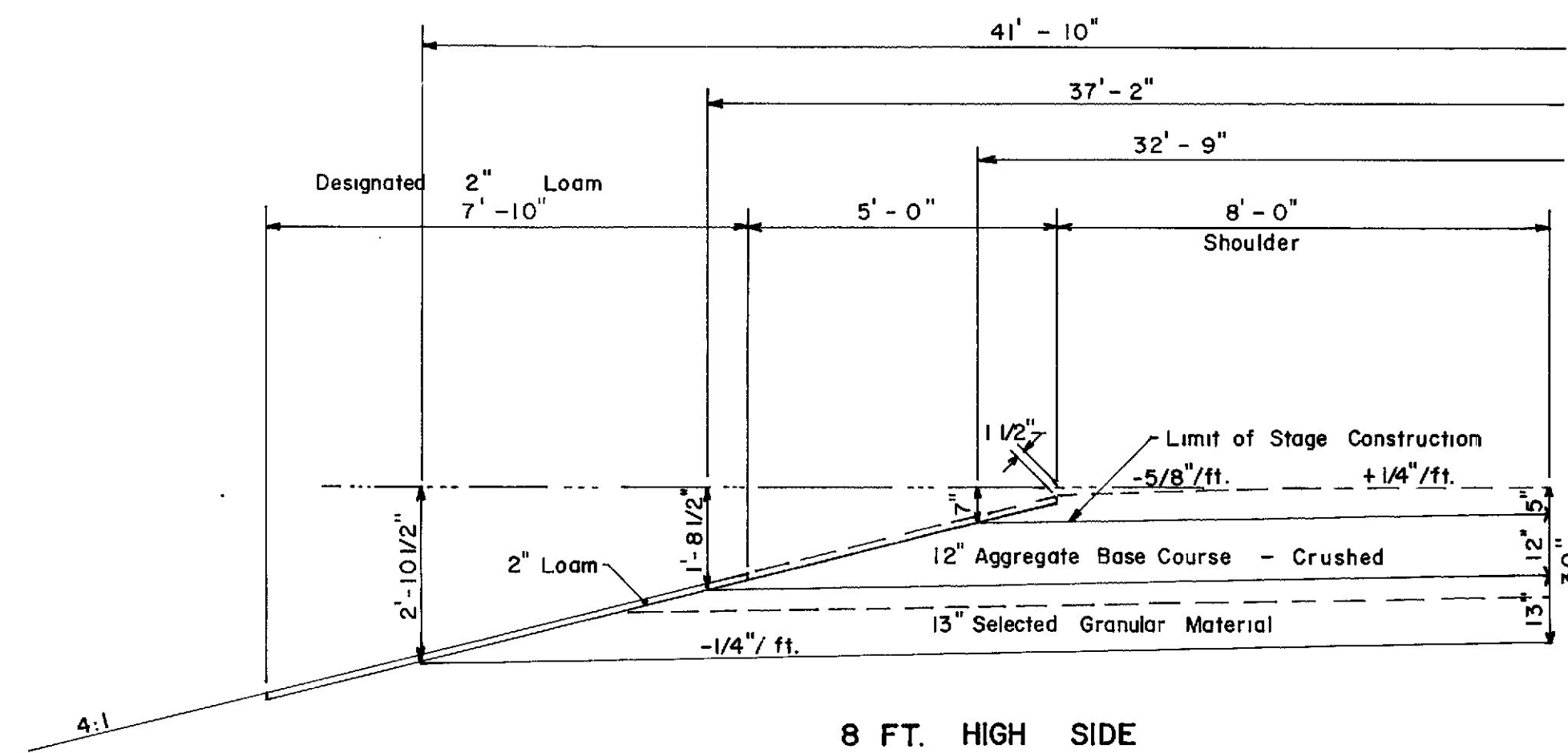
As-Built February 1987
 Drawn By P.Dunn

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS



OPTION "B"				OPTION "B"			
16" Crushed Stone Base	54.19 C.Y./100 L.F.	16" Crushed Stone Base	79.01 C.Y./100 L.F.	16" Crushed Stone Base	74.07 C.Y./100 L.F.	16" Crushed Stone Base	37.00 C.Y./100 L.F.
9" Selected Granular Material	42.25 C.Y./100 L.F.	9" Selected Granular Material	44.44 C.Y./100 L.F.	9" Selected Granular Material	41.67 C.Y./100 L.F.	9" Selected Granular Material	33.64 C.Y./100 L.F.
Sta. 13 + 75 — 18 + 75 Rt.	WS - 4	Sta. 6 + 79 — 12 + 78 Lt.	SM - 3	Sta. 329 + 50 — 340 + 77	WS - 2/3	Sta. 324 + 78 — 329 + 00 Lt.	WS - 3A
Sta. 324 + 77 — 329 + 10 Rt.	WS - 3A	Sta. 1 + 78 — 7 + 00 Lt.	SM - 4			Sta. 12 + 25 — 14 + 25 Lt.	PS - 3
Sta. 5 + 75 — 12 + 15 Rt.	PS - 2A	Sta. 9 + 00 — 18 + 75 Lt.	WS - 4				
Sta. 11 + 50 — 19 + 25 Rt.	PS - 3	Sta. 333 + 50 — 340 + 77 Lt. & Rt.	WS - 2/3				
		Sta. 324 + 78 — 330 + 50 Rt.	WS - 3A				
		Sta. 5 + 75 — 12 + 15 Lt.	PS - 2A				
		Sta. 11 + 30 — 19 + 30 Lt.	PS - 3				



OPTION "B"			
16" Crushed Stone Base	60.42 C.Y./100 L.F.		
9" Selected Granular Material	46.98 C.Y./100 L.F.		
Sta. 4 + 50 — 11 + 30 Rt.	PS - 1/3		

OPTION "B"			
16" Crushed Stone Base	43.21 C.Y./100 L.F.		
9" Selected Granular Material	36.32 C.Y./100 L.F.		
Sta. 6 + 90 — 12 + 78 Rt.	SM - 3		
Sta. 1 + 78 — 5 + 55 Lt.	SM - 4A		
Sta. 16 + 25 — 20 + 00 Lt.	WS - 4		
Sta. 5 + 44 — 7 + 35 Lt.	PS - 2A		
Sta. 10 + 63 — 12 + 15 Lt.	PS - 2A		
Sta. 14 + 25 — 20 + 50 Lt.	PS - 3		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

RAMPS
SM - 3, SM - 4, PS - 2,
PS - 3, WS - 3, WS - 4

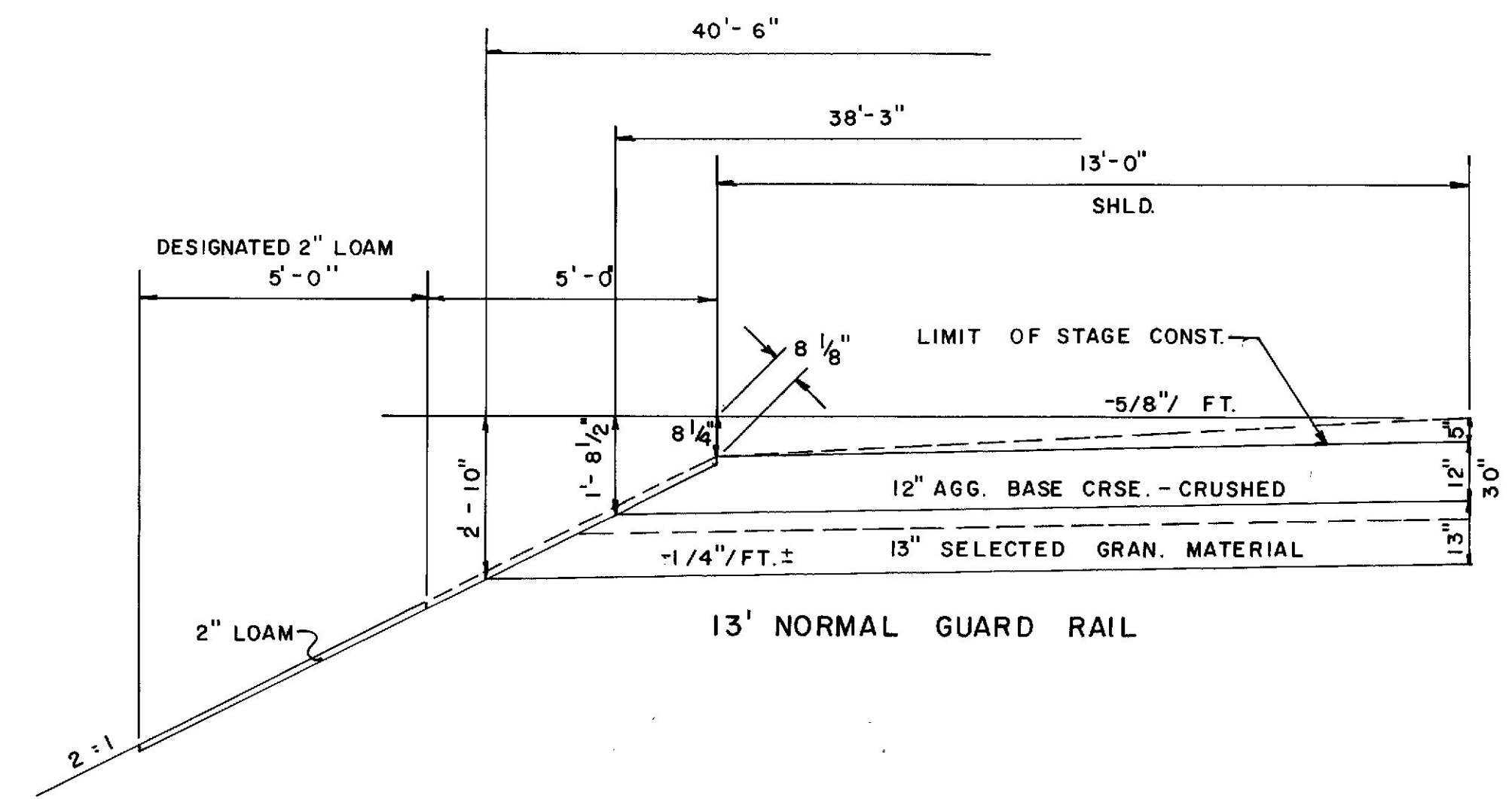
As-Built February 1987
Drawn By P. Dunn

RANGOR - BRFWER

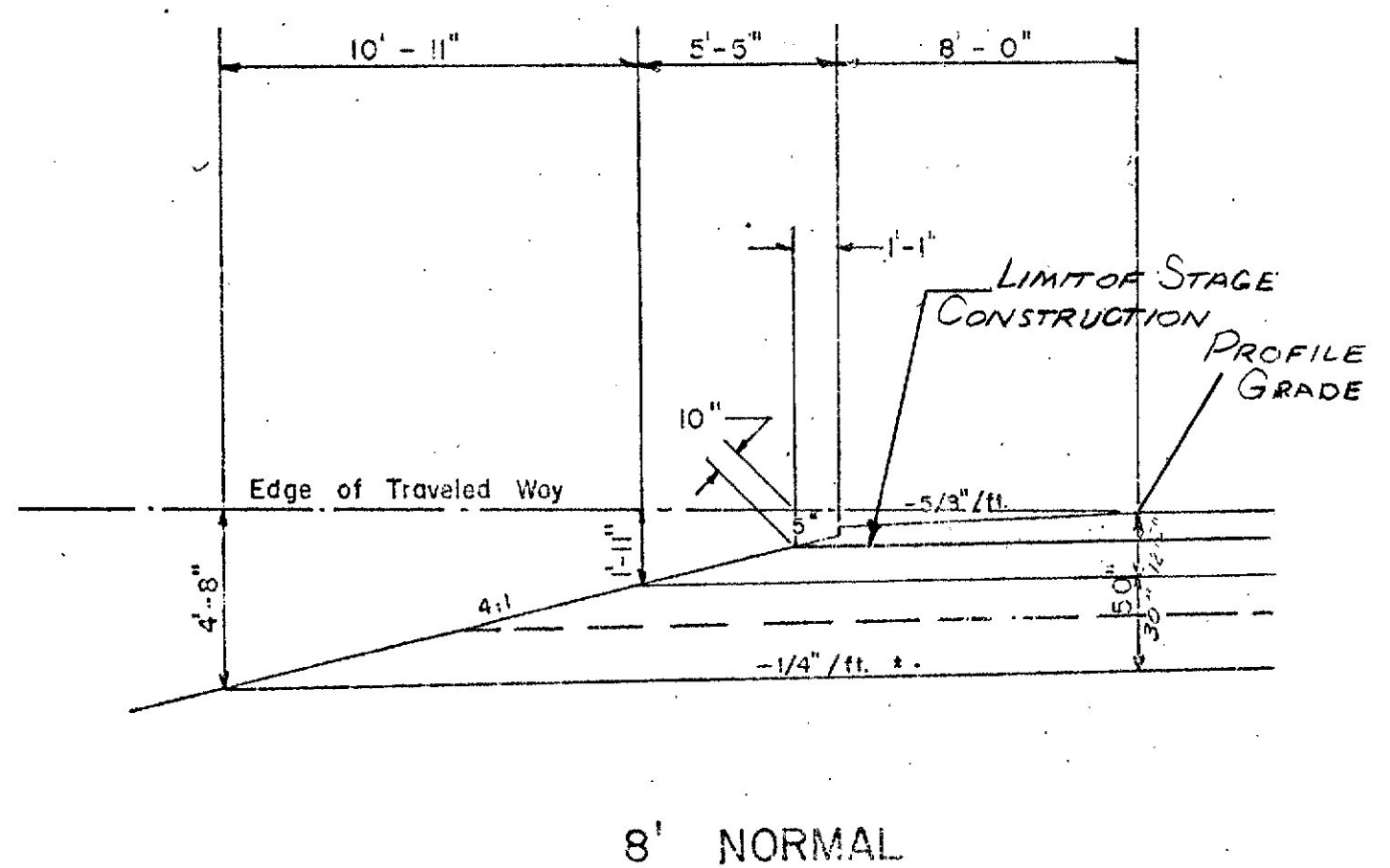
I - 395

PROJECT DESIGN ENGINEER
DESIGN - DETAILED
CHECKED
REVISIONS
FIELD CHANGES
PLANS

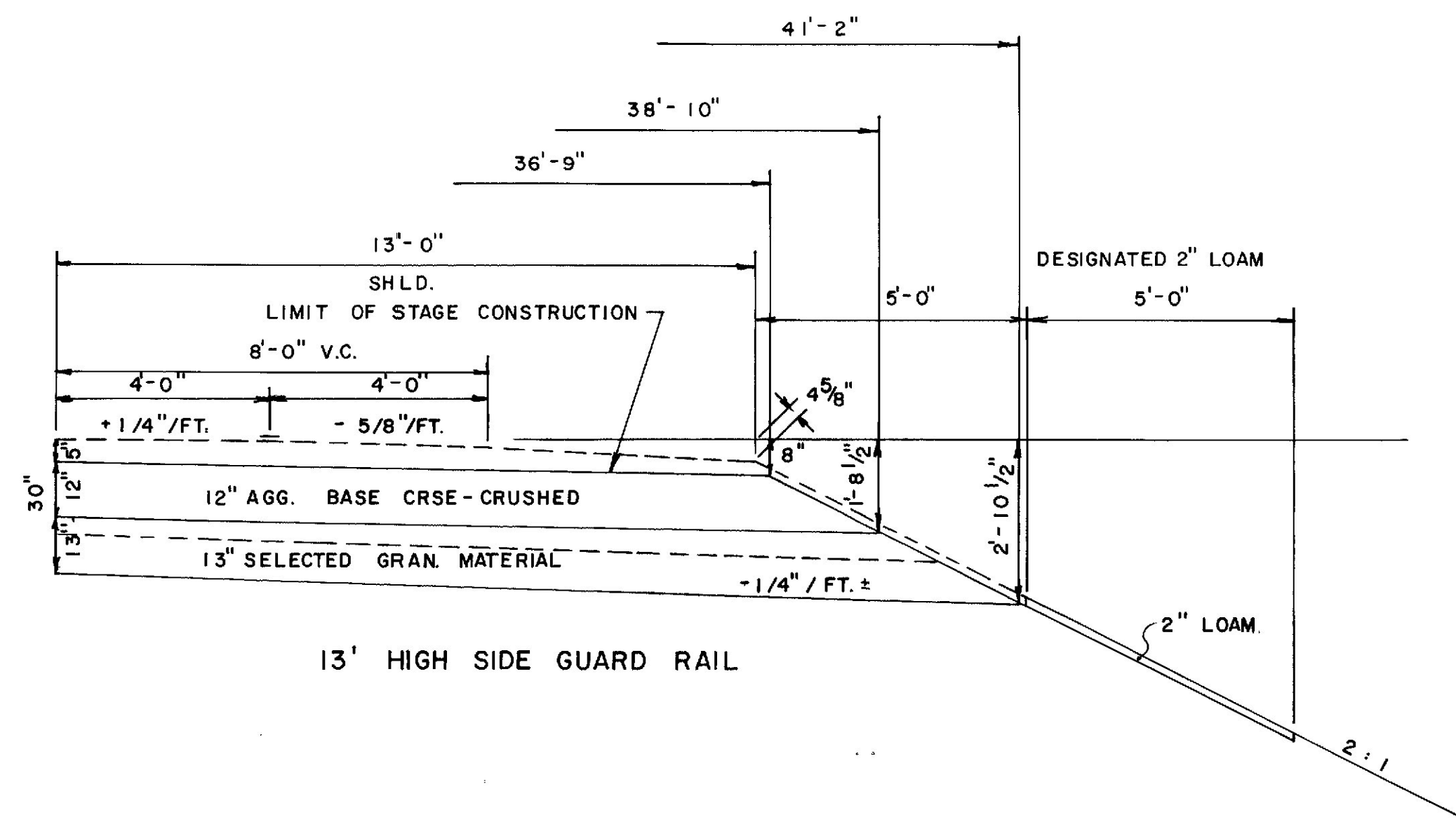
BRUNING 44-132-45710-1



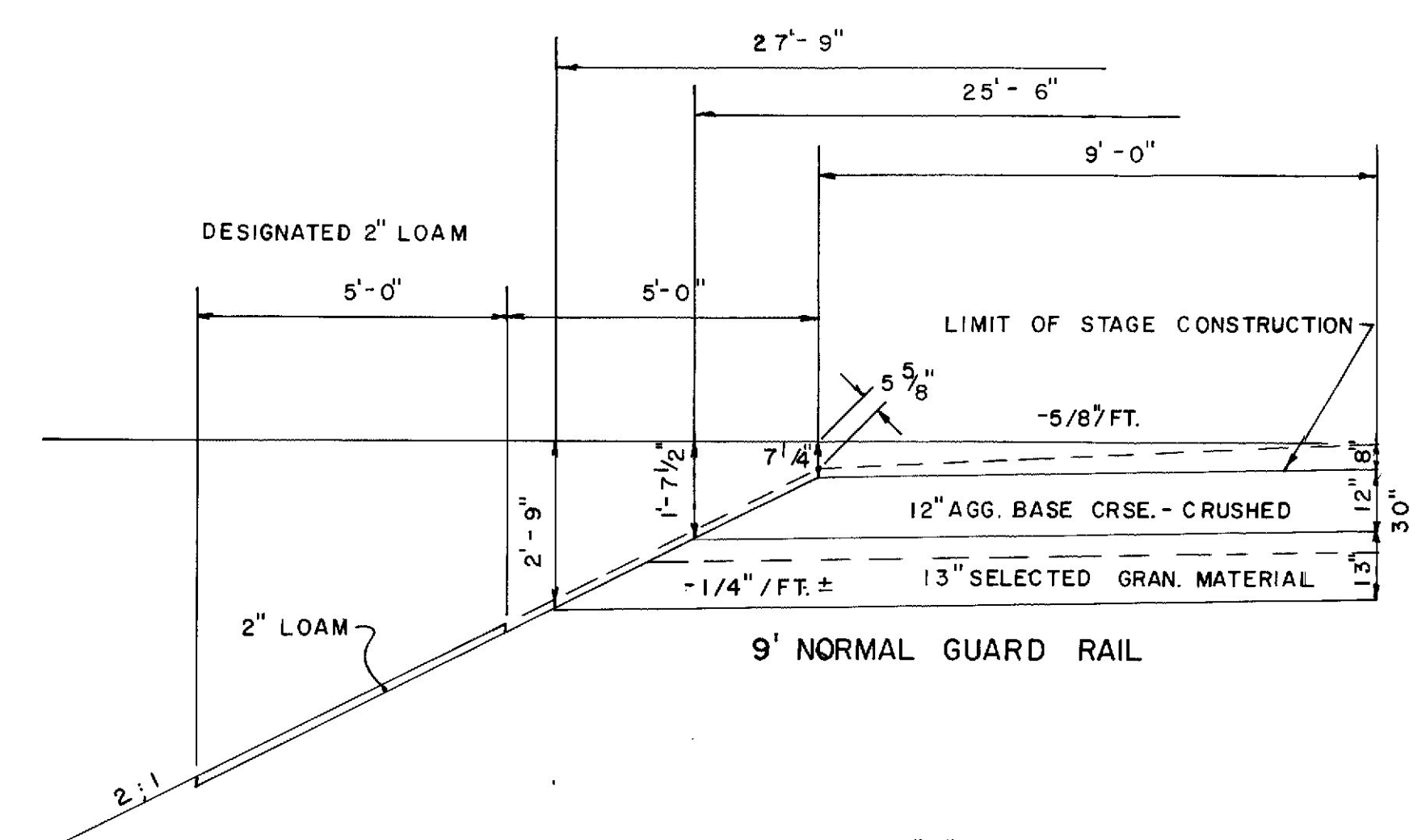
OPTION "B"
 16" CRUSHED STONE BASE = 68.72 C.Y./100 L.F.
 9" SELECTED GRAN. MATERIAL = 45.36 C.Y./100 L.F.
 STA. 6+79 - 12+78 RT. SM-3
 1+78 - 7+25 RT. SM-4A
 9+00 - 13+75 RT. WS-4
 333+50 - 340+77 LT. WS-2/3



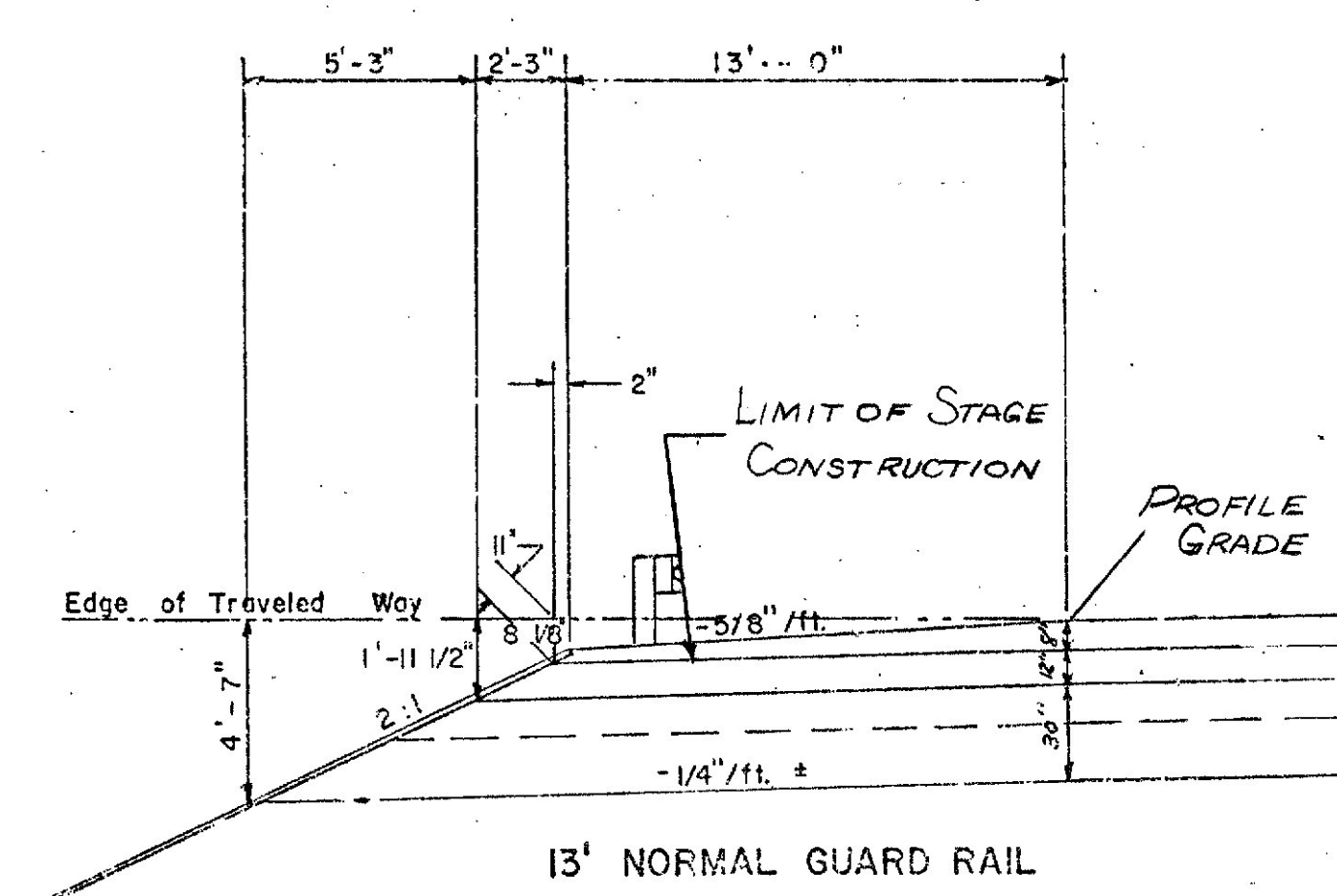
OPTION "B"
 24" Crushed Stone Base = 100.50 C.Y./100 L.F.
 16" Selected Granular Material = 116.74 C.Y./100 L.F.
 STA 17+70 TO 28+60, RT. SM-3
 STA 0+50 TO 5+75, RT. PS-2A
 STA 19+25 TO 31+95, RT. PS-3
 STA 18+75 TO 31+60, RT. WS-4



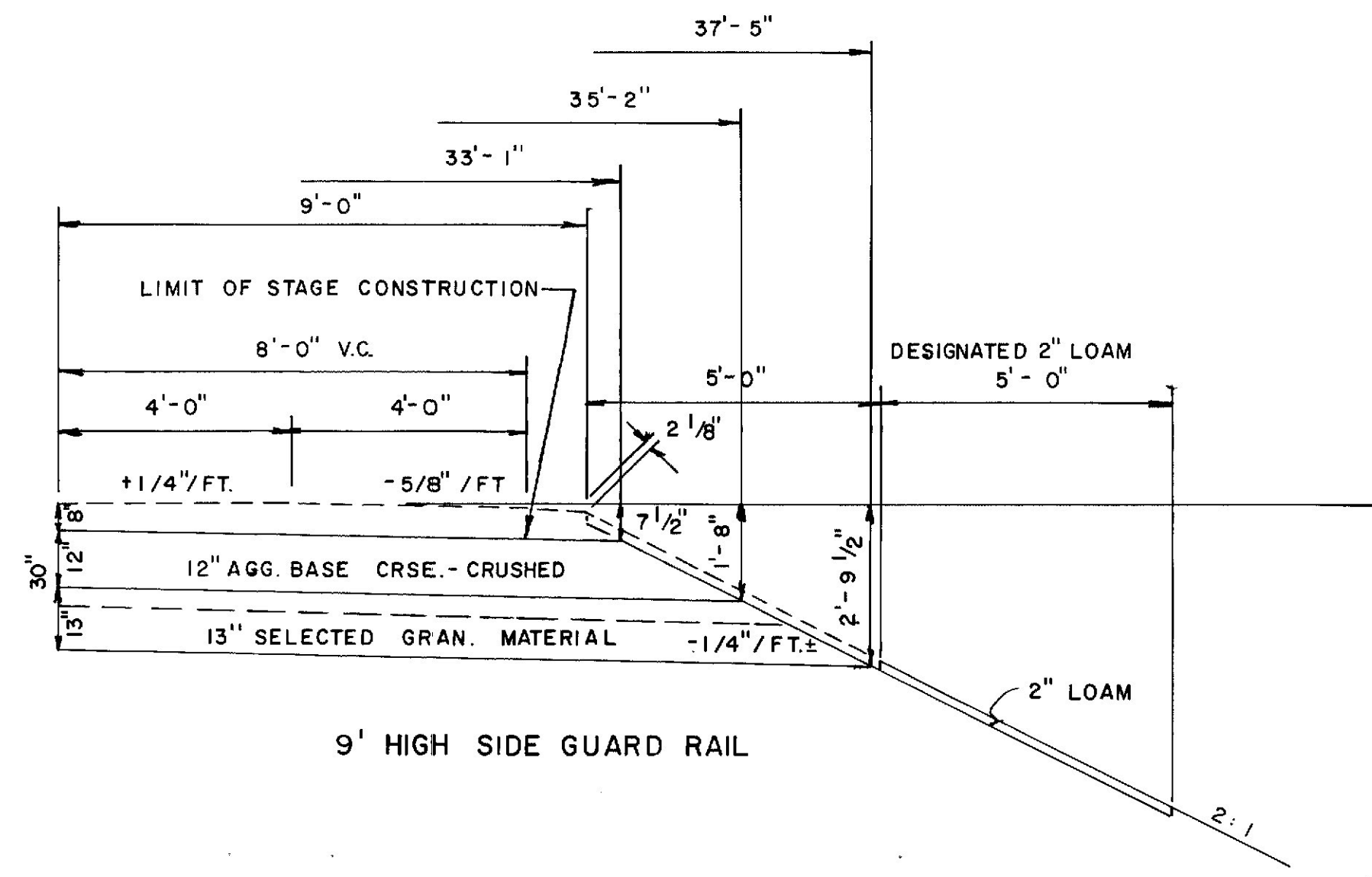
OPTION "B"
 16" CRUSHED STONE BASE = 73.16 C.Y./100 L.F.
 9" SELECTED GRAN. MATERIAL = 47.14 C.Y./100 L.F.
 STA. 333+50 - 340+77 RT. WS-2/3
 329+10 - 330+50 RT. WS-3A



OPTION "B"
 16" CRUSHED STONE BASE = 51.13 C.Y./100 L.F.
 9" SELECTED GRAN. MATERIAL = 34.03 C.Y./100 L.F.
 STA. 5+55 - 6+50 LT. SM-4A



OPTION "B"
 24" Crushed Stone Base = 113.07 C.Y./100 L.F.
 16" Selected Granular Material = 105.81 C.Y./100 L.F.
 STA 12+75 TO 17+70, RT. SM-3



OPTION "B"
 16" CRUSHED STONE BASE = 53.79 C.Y./100 L.F.
 9" SELECTED GRAN. MATERIAL = 36.68 C.Y./100 L.F.
 STA. 9+00 - 16+25 LT. WS-4
 7+35 - 10+63 LT. PS-2A

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	MM/23	1-24-87
CHECKED		
REVISIONS		
FIELD CHANGES		

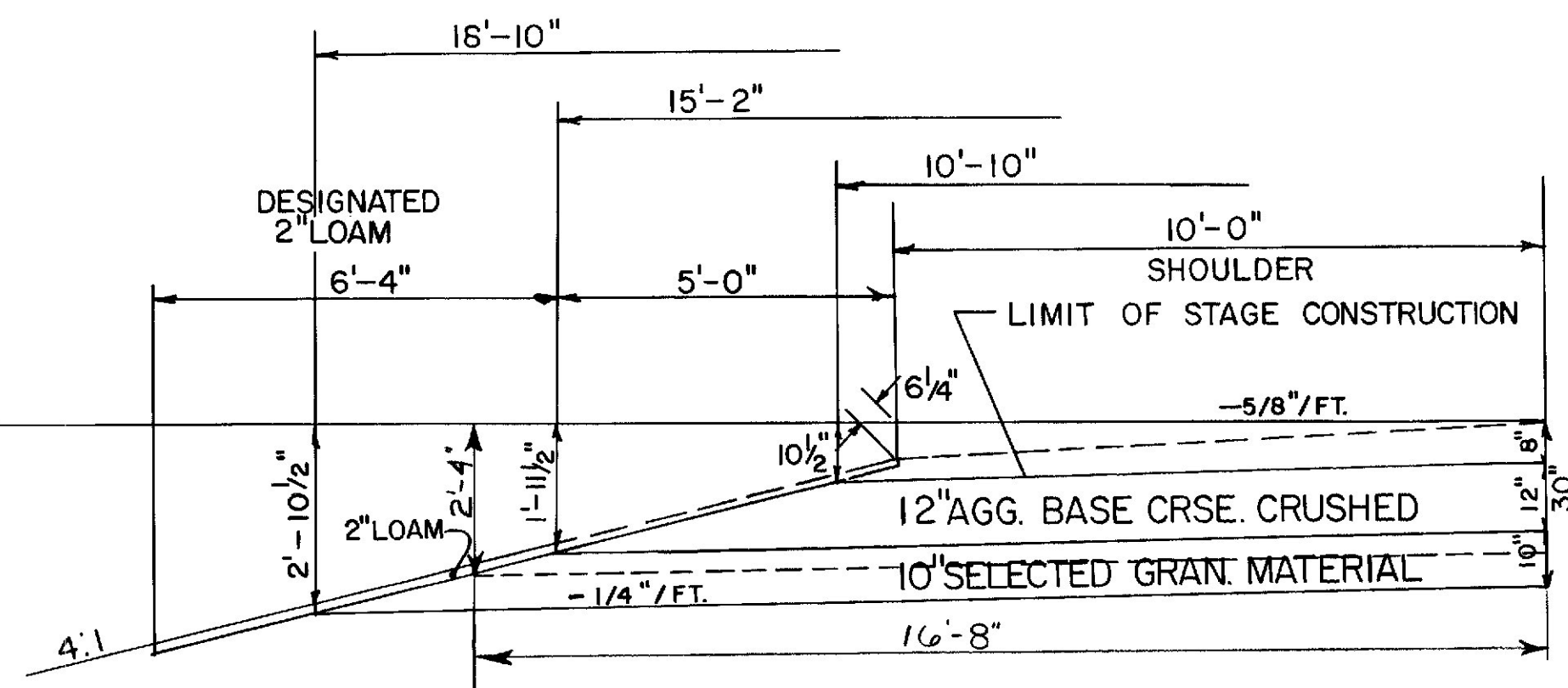
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

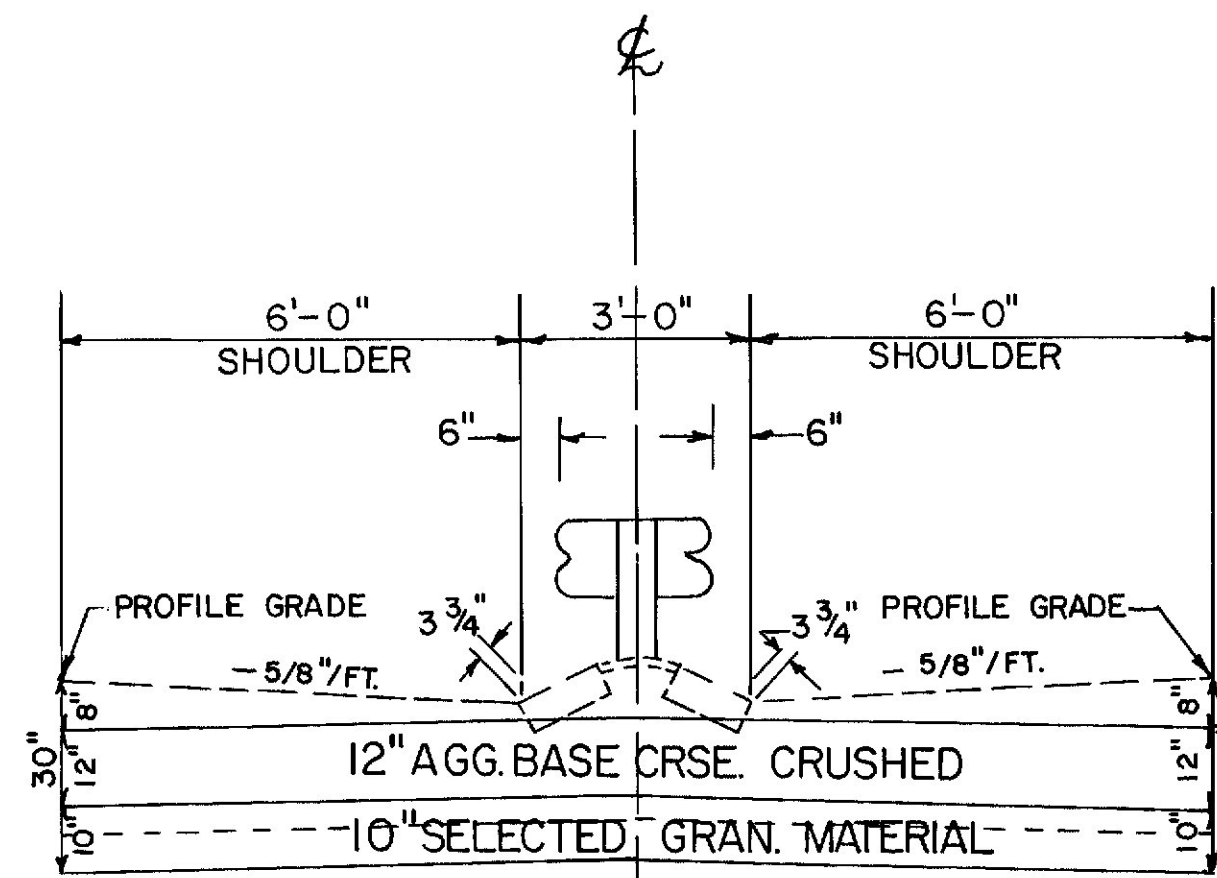
RAMPS
SM-3, SM-4
PS-2, PS-3
WS-3, WS-4

As-Built
Drawn By February 1987
P. Dunn

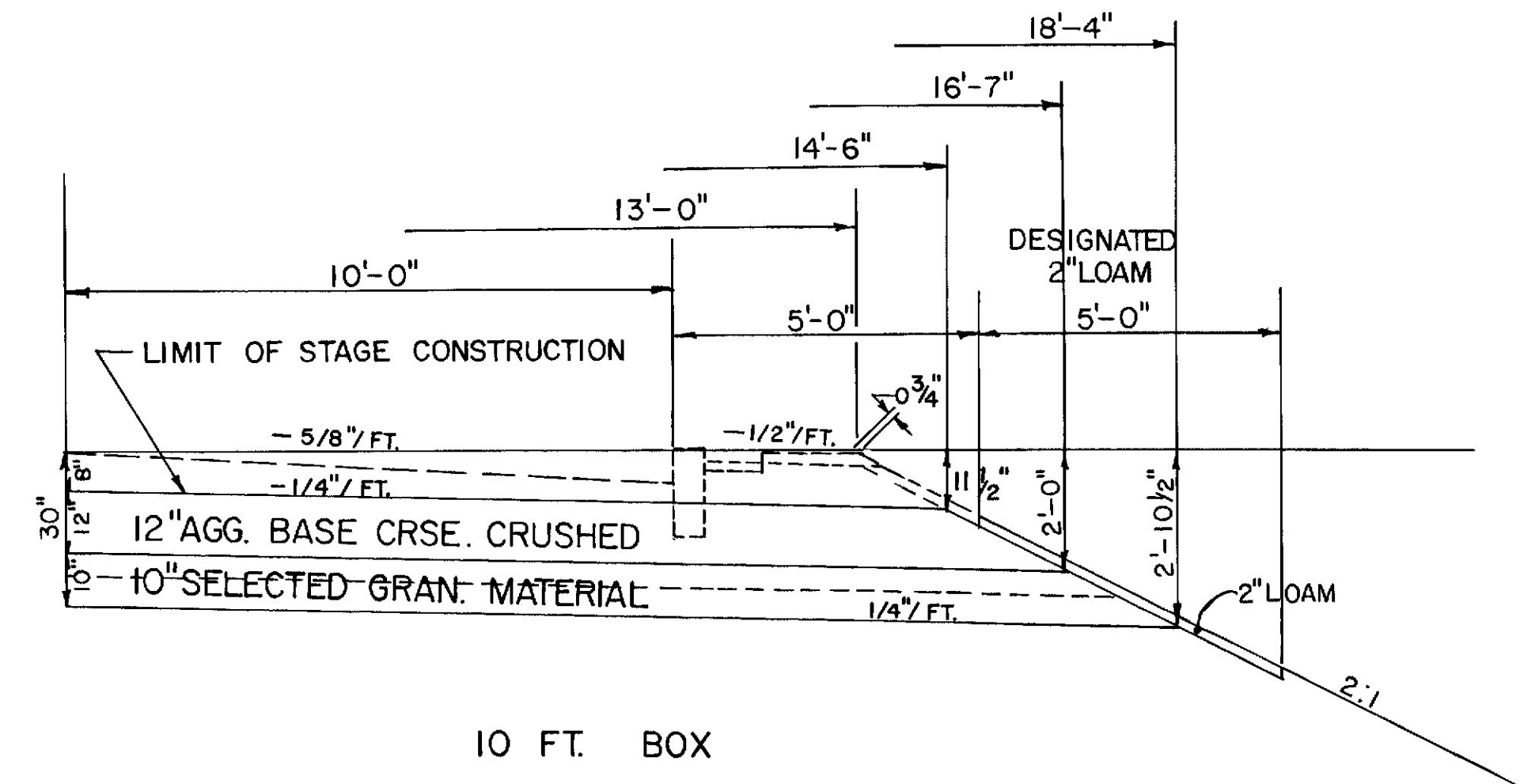
SHEET OF AUGUSTA, MAINE
BANGOR- BREWER 1-395



10 FT. NORMAL



NORMAL DOUBLE RAMP
(15 Ft. Median)



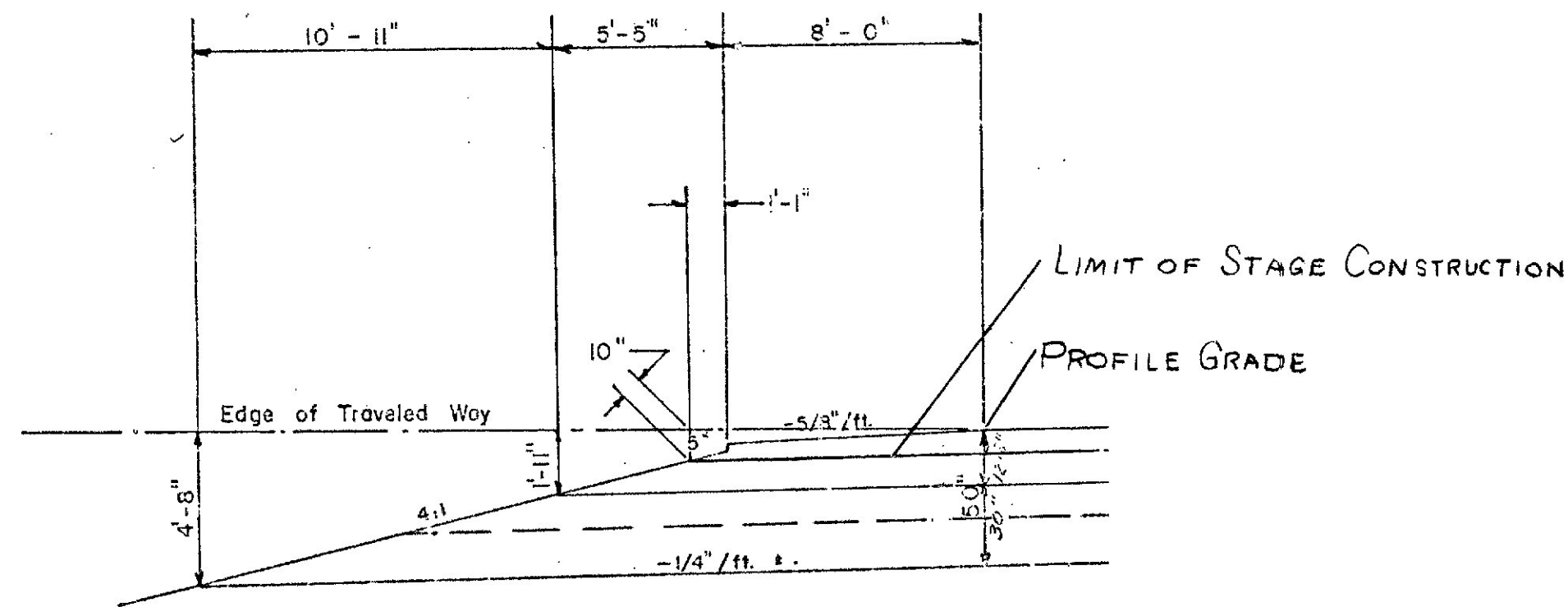
10 FT. BOX

OPTION "B"
16" CRUSHED STONE BASE - 68.16 C.Y./100 L.F.
6" SELECTED GRAN. MATERIAL - 32.86 C.Y./100 L.F.
STA 328+06 TO 329+80 LT. WS-2C

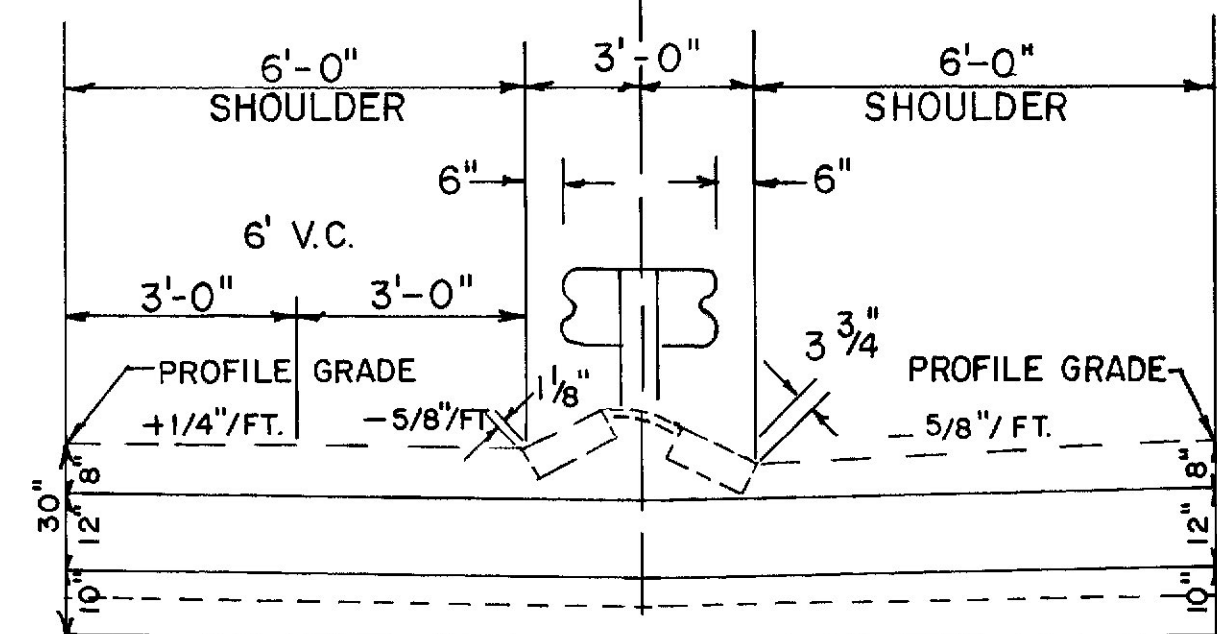
OPTION "B"
16" CRUSHED STONE BASE - 74.07 C.Y./100 L.F.
6" SELECTED GRAN. MATERIAL - 27.78 C.Y./100 L.F.
STA 0+50 TO 7+50 PS-1/3

OPTION "B"
16" CRUSHED STONE BASE 78.03 C.Y./100 L.F.
6" SELECTED GRAN. MATERIAL 33.61 C.Y./100 L.F.

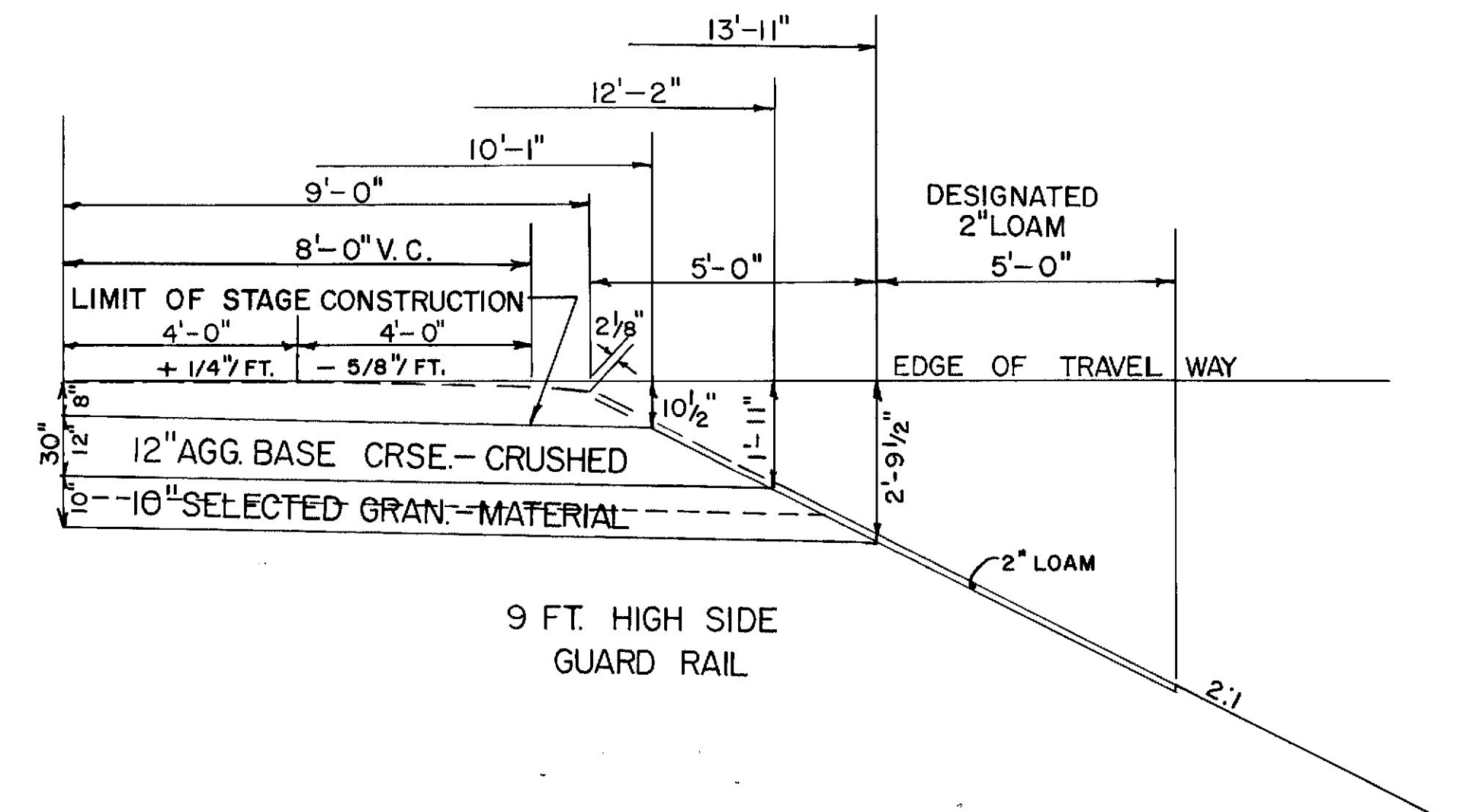
STA 3+00 TO 5+50 RT. WS-2A



8' NORMAL



6 FT. HIGH CURBED
(15 Ft. Median)



9 FT. HIGH SIDE
GUARD RAIL

OPTION "B"
24" CRUSHED STONE BASE = 100.50 C.Y./100 L.F.
16" SELECTED GRANULAR MATERIAL = 116.74 C.Y./100 L.F.

STA 23+30 TO 17+90 LT. PS-1
STA 195+75, I-395 TO 13+90 RT. PS-4B
STA 2+75 TO 7+75 RT. WS-1

OPTION "B"
16" CRUSHED STONE BASE 74.07 C.Y./100 L.F.
6" SELECTED GRAN. MATERIAL - 27.78 C.Y./100 L.F.
STA 7+50 TO 11+30 PS-1/3

OPTION "B"
16" CRUSHED STONE BASE 56.30 C.Y./100 L.F.
6" SELECTED GRAN. MATERIAL 25.26 C.Y./100 L.F.
STA 10+50 TO 15+00 LT. WS-1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

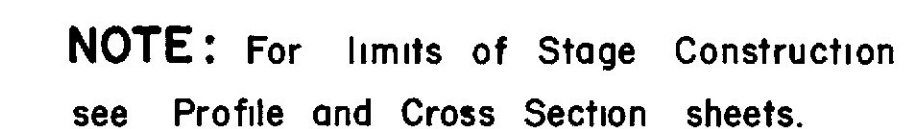
RAMPS

PS-1, PS-4
WS-1, WS-2

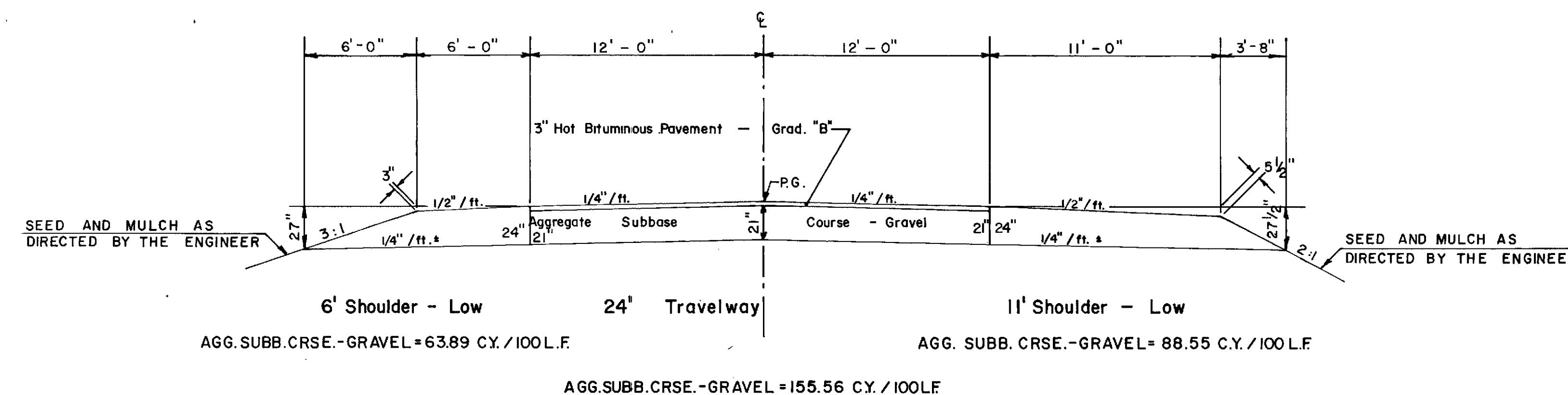
As-Built
Drawn By February 1987
P. Dunn
SHEET OF AUGUSTA, MAINE

BANGOR-BREWSTER 1-395

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	



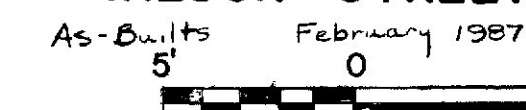
WILSON STREET DETOUR



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WILSON STREET

WILSON STREET DETOUR



DRAINAGE CONT'D.

F. H. W. A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	10 395 8(83)	16	621

STATION	PRECOATED GALVANIZED			B C C M P		C M P		CULVERT PIPE		CATCH BASINS						MAN HOLES	UNDERDRAINS				REMARKS
	STEEL	PIPE	ARCH	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1-C	B1	B1-C	F3	F4	F5		F6	B'	C'	B' OUTLET	
	SPAN	LENGTH	RISE															LENGTH	SIZE	LENGTH	
250+00 Rt								12"	26'											Opt. III	
253+30 SxW. Ab'd. Rt								30"	248'											Opt. III	
255+00 to 255+26x																	26'				
255+26x										1											
255+26 to 259+28x																	15"	332'		w/3-22.5° Elbows	
260+00x										1											
260+02 to 263+28x																	18"	326'			
264+00x										1											
267+00 Rt								21"	136'											Opt. III	
266+53 Sx'd. Ab'd. Rt								36"	228'											Opt. III	
266+53 Sx'd. Ab'd. Rt								36"	228'											Opt. III	
266+68 Rt to 267+00x								12"	34'											Opt. III	
267+00x										1											
267+02 to 272+27x																	592'				
273+00x													1								
273+00 to 274+50 Rt								12"	109'											Opt. III	
273+01 to 275+93x																	592'				
279+00													1								
279+00 to 276+48 Rt								18"	264'											Opt. III	
279+02 to 280+00																	28'				
284+95x										1 1/2										5' DIAMETER	
284+95 Sx'd. Rk. Rt								36"	212'											Opt. III (2-Sections)	
297+99x										1 1/2											
297+99 Sx'd. Ab'd. Rt								30"	232'											Opt. III (2-Sections)	
300+48 to 307+98																	750'				
308+00 Lt.								12"	88'											Opt. III	
308+00x													1								
308+02 to 313+28x																	590'				
313+50x										1											
313+50 Sx'd. Rk. Rt								24"	228'											Opt. III (2-Sections)	
313+55 to 317+98x																	438'				
316+00x										1											
318+00 Sx'd. Rk. Lt								24"	236'											Opt. III (2-Sections)	
318+01 to 319+61x																	198'				
318+00 to 319+48 Lt																	198'				
319+50 Lt to 2+00 Rt. WS-1								36"	174'											Opt. III	
319+71 to 321+99																	228'				
322+01 to 325+99																	12"	398'			
322+00x													1								
323+00 to 323+50 Lt																	97'				
326+00 Lt													1								
326+01 to 329+23 Lt																	15"	322'			
		</																			

BREWER

Revised
Philip A. Dunn, Jr. 2-12-87

00
M
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4
1
5

DRAINAGE

STATION	PRECOATED GALVANIZED			BCCMP		CMP		CULVERT PIPE		CATCH BASINS						MAN HOLES	UNDERDRAINS				REMARKS	
	STEEL	PIPE	ARCH	SPAN	LENGTH	RISE	SIZE	LENGTH	SIZE	LENGTH	A-C	B-1	B-C	F-3	F-4		F-5	F-6	B	C		B' OUTLET
South Main St. 211+11 to 211+98 Rt.																			18"	88'		
212+00 Rt.														1								
212+00, 31' to 67' Rt.									12"	36'											Opt. III w/1-20° Elbow	
212+00, 68' Rt.															1							
212+02 to 213+98 Rt.																		18"	126'			
214+00 Rt.														1								
214+00 Skid Add. Rt. 10°									18"	36'											Opt. III	
214+20	77"	169'	52"																			
222+28	77"	187'	52"																			
Ramps Q+15 to SM-113														1								
Q+15 to Q+50, 25' Rt. SM-113									18"	52'											Opt. III	
Q+44 to Q+100 & SM-113																		386'				
2+00 to 2+98 & SM-2/4																		12"	99'			
3+00 & SM-2/4														1/8								
3+02 to 4+37 & SM-2/4																		150'				
4+25 to 4+100 Rt. SM-113									12"	62'											Opt. III	
4+25 & SM-113														1/8								
5+18 SM-3									18"	34'											Opt. I	
5+18 SM-3									18"	72'											Opt. III	
6+00 SM-4A									72"	228'											Opt. III	
6+65 SM-113									72"	196'											Opt. III	
8+10 SM-2B									18"	68'											Opt. III	
8+10 SM-2B									18"	46'											Opt. I	
Pathway South 16+37 to 19+13 Lt.																		30"	276'			
19+15 Lt.														1								
19+15 Rt.														1								
19+15									18"	38'											Opt. III	
19+15, 23' to 33' Rt.									12"	10'											Opt. III w/1-22.5° Elbow	
19+17 to 21+51 Rt.																		239'				
19+17 to 21+53 Lt.																		24"	236'			
21+55 Lt.														1								
21+55 Rt.														1								
21+55									24"	38'											Opt. III	
24+57 to 23+01 Lt.																		142'				
24+57 to 22+72 Rt.																		18"	118'			
25+75 Lt. to 26+00 Lt.									15"	32'											Opt. I	
26+10 Lt.														1								
26+00 Lt. to 26+25 Rt.									12"	46'											Opt. III	
26+12 to 30+23 Lt.																		12"	422'			
26+50 Rt.														1								
26+52 to 30+17 Rt.																		329'				
30+25 Lt.																						
30+25 Lt. to 30+31 Rt.									12"	39'											Pathway So.	
30+31 Rt.														1								
30+27 to 35+00 Lt.																		473'				

DRAINAGE CONT'D.

STATION	PRECOATED GALVANIZED			BCCMP		CMP		CULVERT PIPE		CATCH BASINS						MAN HOLES	UNDERDRAINS				REMARKS			
	STEEL	PIPE	ARCH	SPAN	LENGTH	RISE	SIZE	LENGTH	SIZE	LENGTH	A1-C	B1	B1-C	F3	F4		F5	F6	B			C		B OUTLET
																			LENGTH	SIZE		LENGTH	LENGTH	
Pathway South 30+27 to 34+87 Rt.																			454'					
Ramps																								
17+00 PS-1	42"	68'	29"																					
1+00, 2' Lt. to 42' Lt. PS-1/3									18"	40'													Opt. III	
1+00, 2' Rt. to 42' Rt. PS-1/3									18"	40'													Opt. III	
Q+08 PS-1/3											1													
Q+10 to Q+98 PS-1/3																			18"	88'				
1+00 PS-1/3											1													
1+02 to 4+98 PS-1/3																			12"	396'				
5+00 & PS-1/3											1													
5+02 to 8+98 & PS-1/3																			12"	396'				
9+00 PS-1/3											1													
9+02 & to 12+72 Lt. PS-1/3																			370'					
New Ind. Park Rd. 38+50	35"	119'	29"																				Pipe Arch	
42+50									30"	66'													Opt. III	
72+96 to 93+52 Lt.									15"	58'													Opt. I	
Q+50	35"	52'	29"																				Gulf Oil Ent. Pipe Arch	
Cann. Rd. 21+30									15"	59'													Opt. I	
24+83 to 25+43									18"	60'													Opt. I	
Green Point Rd. 3+95 to 4+31 Lt.									15"	36'													Opt. I Detour Rd.	
5+64									18"	46'													Opt. I Detour Rd.	
30+85 to 31+45 Rt.									15"	60'													Opt. I	
34+34 to 37+66 Rt.									15"	32'													Opt. I	
36+81 to 37+19 Lt.									15"	38'													Opt. I	
45+50 to 38+07 Rt.																			704'				w/1-22.5" Elbow	
37+75 Lt. to 37+90 "									15"	23'													Opt. I	
37+80 to 39+50 Lt.																			15"	160'			w/1-22.5" Elbow	
38+07 to 38+23 Rt.																					20'			
39+88 to 40+12 Lt.									15"	29'													Opt. I	
Wilson St. 50+80 Lt.	57"	42'	38"																					
50+80 Rt.	57"	32'	38"																					
50+80									18"	62'													Opt. I Detour Rd.	
4+90 Rt.									12"	46'													Opt. I Detour Rd.	
13+70 & &									108"	1118'													Detour Rd. (Temp.)	
76+50, 26' Lt.																							Alter C.R. to M.H.	
76+50, 26' Lt.																							Alter C.R. to M.H.	
Maine Central Railroad (Detour)																								
87+70									24"	26'													Opt. III Detour	

BREWER

Revised
Philip A. Dunn, Jr. 2-12-87

DRAINAGE CONT'D.

F. H. W. A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	10 395 8 (83)	18	621

[illegible][illegible]

GENERAL NOTES

1. UTILITIES INVOLVED IN THIS CONTRACT ARE AS FOLLOWS:
- A) CITY OF BREWER (SEWER)
 - B) BREWER WATER DISTRICT
 - C) BANGOR HYDRO-ELECTRIC COMPANY
 - D) NEW ENGLAND TELEPHONE COMPANY
 - E) MAINE CENTRAL RAILROAD COMPANY
 - F) MAINE ELECTRIC POWER COMPANY
 - G) GOASTAL CABLE TV
- ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITY UNLESS OTHERWISE NOTED ON THE PLANS.
2. ALL CONCRETE BUILDING FOUNDATIONS SHALL BE REMOVED FROM WITHIN AND OUTSIDE CONSTRUCTION SLOPE LIMITS AS DETERMINED BY THE ENGINEER. ALL CONCRETE REMOVED WILL BE PAID FOR UNDER ITEM 203.21, ROCK EXCAVATION.
3. CLEARING LIMITS SHALL BE 15' BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES IN NON GUARD RAIL FILL AREAS AND 5' BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES IN GUARD RAIL AND CUT AREAS.
4. SELECTIVE CLEARING AND THINNING LIMITS SHALL BE BETWEEN THE CLEARING LIMIT LINE AND SELECTIVE CLEARING AND THINNING LINE OR RIGHT-OF-WAY LINE AS SHOWN ON THE PLANS.
5. THE CLEARING AND THE SELECTIVE CLEARING AND THINNING LIMIT LINES SHOWN ON THE PLANS ARE FOR ESTIMATING PURPOSES ONLY. THE ACTUAL LIMIT LINES FOR PAYMENTS SHALL BE ESTABLISHED IN THE FIELD.
6. THE GRUBBING DEPTH HAS BEEN ESTIMATED AS 9 INCH IN FIELD AREAS AND 15 INCH IN WOODED AREAS.
7. ALL DITCH ELEVATIONS SHOWN ON THE CROSS SECTIONS ARE FINISH FLOW LINE.
8. THE "LEDGE TO EARTH" OR "EARTH TO LEDGE" TRANSITIONS AS SHOWN ON THE PROFILES SHALL BE BACKFILLED WITH GRANULAR BORROW FOR UNDERWATER BACKFILL.
9. BECAUSE OF THE PROXIMITY OF THE PROJECT TO THE PENOBSCOT RIVER AND FELTS BROOK, ADEQUATE EROSION CONTROL MEASURES SHALL BE TAKEN AND THE SLOPES STABILIZED AS SOON AS POSSIBLE.
10. ALL EXCAVATION AND BACKFILLING, BOTH IN THE VICINITY OF THE RAILROAD TRACKS ON WILSON STREET AND ADJACENT TO RAMP WS-2/3 ~~WETLAND~~ AREAS, MUST BE COMPLETED PRIOR TO CONSTRUCTING ANY EMBANKMENT WITHIN 100 FEET OF THE EXCAVATION AREAS.
- IN THE AREA NEAR THE RAILROAD, THE BACKFILLING OPERATION SHALL FOLLOW THE EXCAVATION SO THAT NO MORE THAN 50 FEET OF TRENCH IS OPEN AT ANY TIME.
- THE EXCAVATION MUST NOT BE LEFT OPEN DURING THE PASSAGE OF A TRAIN.
11. ALL TOE BERMS IN RTE. 1A AREA, SHALL BE COMPLETED BEFORE THE MAIN EMBANKMENT IS CONSTRUCTED ABOVE THE DESIGNED BERM ELEVATION. RAMP WS-1 EMBANKMENT MUST BE CONSTRUCTED CONCURRENTLY WITH THE ROUTE 1A FILL.
12. IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS, IT SHALL MEET THE REQUIREMENTS FOR "GRANULAR BORROW-UNDERWATER BACKFILL" AND WILL BE PAID FOR AS GRANULAR BORROW.
13. REQUIRED DITCH PROTECTION SHOWN ON THE PLANS IS FOR ESTIMATING PURPOSES ONLY. ACTUAL TYPE AND LOCATION FOR EROSION CONTROL MESH, SOD, STONE DITCH PROTECTION AND RIPRAP FOR DITCH PROTECTION SHALL BE DETERMINED IN THE FIELD.
14. DRIVEWAY FILL SIDE SLOPES SHALL BE 3:1 UNLESS OTHERWISE NOTED ON THE PLANS.
15. THE ENGINEER WILL DESIGNATE UNSAFE RECOVERY AREAS' AT THE TOES OF 4:1 OR 6:1 FILL SLOPES TO BE GRADED BY BULLDOZER AND/OR OTHER HOURLY RENTAL ITEMS. BOULDERS, LARGE STUMPS AND OTHER OBJECTS SHALL BE BURIED OR REMOVED. THE USE OF BORROW OR WASTE MATERIAL MAY BE AUTHORIZED FOR SOME AREAS. UPON COMPLETION OF THE GRADING, THE AREAS SHALL BE SEEDED WITH METHOD NUMBER 2 AND MULCHED.
16. PAVED ENTRANCES SHALL BE CONSTRUCTED WITH:
- 2" HOT BITUMINOUS PAVEMENT, GRADING D
12" AGGREGATE SUBBASE COURSE-GRAVEL
- UNPAVED ENTRANCES SHALL BE CONSTRUCTED WITH:
- 14" AGGREGATE SUBBASE COURSE-GRAVEL
17. A 3' SQUARE RIPRAP PAD SHALL BE CONSTRUCTED AT U.D. OUTLETS.
18. ONE GUARD RAIL DELINEATOR POST SHALL BE INSTALLED AT EACH UNDERDRAIN OUTLET.
19. CURB TYPE 3 TO BE INSTALLED WITH MOLD 1 AND SEALED WITH BITUMINOUS SEALING - BLACK WHEN DIRECTED.
20. NO DIRECT PAYMENT FOR STRUCTURAL EARTH EXCAVATION SHALL BE MADE, EXCEPT AS PROVIDED IN THE STANDARD SPECIFICATIONS. ESTIMATED STRUCTURAL EXCAVATION REQUIRED 7,050 C.Y.
21. ALL JOINTS BETWEEN EXISTING AND PROPOSED HOT BITUMINOUS PAVEMENT SHALL BE BUTTED. ALL NECESSARY PAVEMENT CUTTING SHALL BE DONE IN SUCH A MANNER AS TO LEAVE A CLEAN VERTICAL FACE. PAYMENT WILL BE INCIDENTAL TO ITEM 403.
22. DESIGNATED LOAM REQUIRED 12,730 C.Y.
ESTIMATED UNDESIGNATED LOAM 0
TOTAL LOAM REQUIRED 12,730 C.Y.
ESTIMATED LOAM SALVAGED 14,319 C.Y.
23. LOAM SHALL BE PLACED AS SHOWN ON THE PLANS OR AS ORDERED. ALL SLOPES SHALL BE SEEDED WITH SEEDING, METHOD NO. 2 UNLESS OTHERWISE NOTED OR ORDERED.
24. MULCH SHALL BE APPLIED IN AREAS SEEDED BY SEEDING, METHOD NO. 2 AND AREAS SEEDED BY METHOD NO. 1 WHEN DIRECTED.
25. LOAM DEPTH UNDER SOD, EROSION CONTROL MESH AND SEEDING SHALL BE 2 INCHES AND IS NOMINAL.
26. PLACE A SOD STRIP 1 FOOT WIDE BEHIND CURB WHERE CURB IS ADJACENT TO SEEDED AREAS.

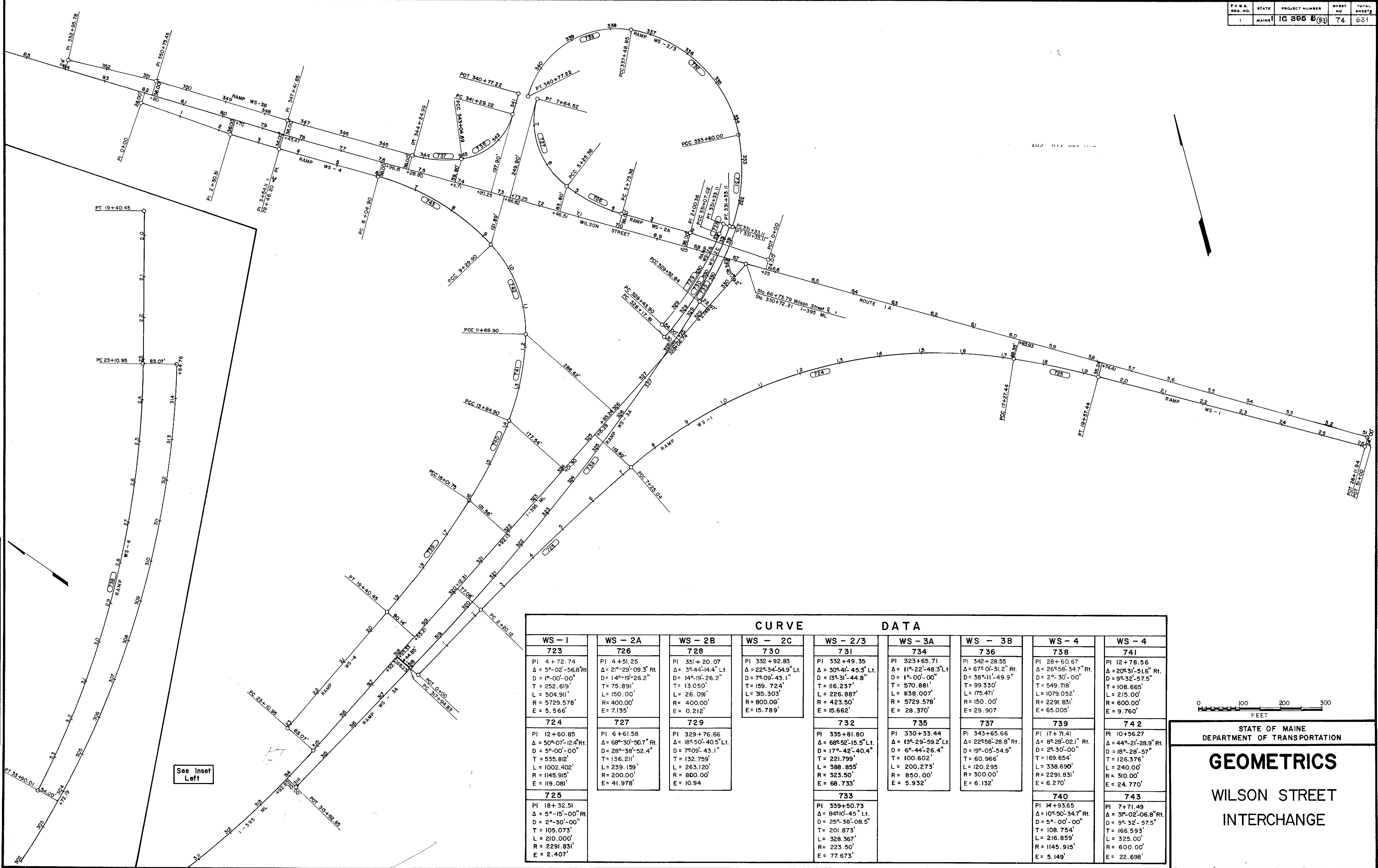
PLACE A SOD STRIP 1 FOOT WIDE ADJACENT TO ALL RIPRAPED AREAS.

PLACE SOD IN OTHER AREAS AS CALLED FOR ON THE PLANS OR AS ORDERED.
27. ALL MATERIAL EXCAVATED SHALL BE UTILIZED UNLESS OTHERWISE DIRECTED BY THE ENGINEER. WASTE STORAGE AREAS AS SHOWN ON THE PLANS SHALL BE USED TO THE FULLEST EXTENT WITH MATERIAL UNSUITABLE FOR EMBANKMENT CONSTRUCTION.
28. WHEN REMOVING THE WILSON STREET DETOUR IN THE AREA WHERE FILTER FABRIC WAS PLACED ON TOP OF WETLANDS, THE FINAL 18 INCHES OF EXCAVATION ON TOP OF THE FABRIC SHALL BE REMOVED WITH EQUIPMENT THAT SHALL NOT PUNCTURE THE FILTER FABRIC. ENOUGH MATERIAL SHALL BE REMOVED FROM THE TOP OF THE FABRIC SO THE FILTER FABRIC CAN BE REMOVED FROM THE EXISTING GROUND WITHOUT ANY MATERIAL SPILLING ONTO THE EXISTING WETLAND. ALL WORK INVOLVED TO REMOVE THE FILTER FABRIC WILL BE INCIDENTAL TO COMMON EXCAVATION.
29. ALL ROCK SHALL BE BLASTED AT LEAST 300 FEET FROM CENTERLINE ON EACH SIDE OF MAINE CENTRAL RAILROAD (CALAIS BRANCH) MAINLINE AND PARKWAY SOUTH MAINLINE PRIOR TO PLACING OF ANY CONCRETE AT BRIDGE SITES BY OTHERS.
30. THE ROCK UNDER THE MAIN CENTRAL RAILROAD (CALAIS BRANCH) DETOUR AND THE PARKWAY SOUTH DETOUR WITHIN THE LIMITS OF I-395 EXCAVATION SHALL BE BLASTED PRIOR TO GRADING OF THE DETOURS.
31. ALL EXISTING BITUMINOUS PAVEMENT AND PAVEMENT ON THE TWO DETOURS TO BE REMOVED WILL BE SALVAGED. THE QUANTITY OF MATERIAL TO BE SALVAGED IS ESTIMATED TO BE 4800 C.Y.

BREWER Revised
Philip A. Dunn, Jr. 2-12-87

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS



CURVE				DATA			
WS - 1 723	WS - 2A 726	WS - 2B 728	WS - 2C 730	WS - 2/3 731	WS - 3A 734	WS - 3B 736	WS - 4 738
PI 4 + 72.74 Δ = 5°-02'-56.8" Rt. D = 1°-00'-00" T = 252.619' L = 504.911' R = 5729.578' E = 5.566'	PI 4 + 51.25 Δ = 21°-29'-09.3" Rt. D = 14°-19'-26.2" T = 75.891' L = 150.00' R = 400.00' E = 7.135'	PI 331 + 20.07 Δ = 3°-44'-14.4" Lt. D = 14°-19'-26.2" T = 13.050' L = 26.091' R = 400.00' E = 0.212'	PI 332 + 92.83 Δ = 22°-34'-54.9" Lt. D = 7°-09'-43.1" T = 159.724' L = 315.303' R = 800.00' E = 15.789'	PI 332 + 49.35 Δ = 30°-41'-45.3" Lt. D = 13°-31'-44.8" T = 116.237' L = 226.887' R = 423.50' E = 15.662'	PI 323 + 65.71 Δ = 11°-22'-48.3" Lt. D = 1°-00'-00" T = 570.881' L = 1138.007' R = 5729.578' E = 28.370'	PI 342 + 28.55 Δ = 67°-01'-31.2" Rt. D = 38°-11'-49.9" T = 99.330' L = 175.471' R = 150.00' E = 29.907'	PI 28 + 60.67 Δ = 26°-58'-34.7" Rt. D = 2°-30'-00" T = 549.718' L = 1079.052' R = 2291.831' E = 65.005'
724	727	729		732	735	737	739
PI 12 + 60.85 Δ = 50°-07'-12.4" Rt. D = 5°-00'-00" T = 535.812' L = 1002.402' R = 1145.915' E = 119.081'	PI 6 + 61.58 Δ = 68°-30'-50.7" Rt. D = 28°-38'-52.4" T = 136.211' L = 239.159' R = 200.00' E = 41.978'	PI 329 + 76.66 Δ = 18°-50'-40.5" Lt. D = 7°-09'-43.1" T = 132.759' L = 263.120' R = 800.00' E = 10.94		PI 335 + 81.80 Δ = 68°-52'-15.5" Lt. D = 17°-42'-40.4" T = 221.799' L = 388.855' R = 323.50' E = 68.733'	PI 330 + 33.44 Δ = 13°-29'-59.2" Lt. D = 6°-44'-26.4" T = 100.602' L = 200.273' R = 850.00' E = 5.932'	PI 343 + 65.66 Δ = 22°-58'-28.8" Rt. D = 19°-05'-54.9" T = 60.966' L = 120.295' R = 300.00' E = 6.132'	PI 17 + 71.41 Δ = 8°-28'-02.1" Rt. D = 2°-30'-00" T = 169.654' L = 338.690' R = 2291.831' E = 6.270'
725			733			740	742
PI 18 + 32.51 Δ = 5°-15'-00" Rt. D = 2°-30'-00" T = 105.073' L = 210.000' R = 2291.831' E = 2.407'			PI 339 + 50.73 Δ = 84°-10'-45" Lt. D = 25°-38'-08.5" T = 201.873' L = 328.367' R = 223.50' E = 77.673'			PI 14 + 93.65 Δ = 10°-50'-34.7" Rt. D = 5°-00'-00" T = 108.754' L = 216.859' R = 1145.915' E = 5.149'	PI 10 + 56.27 Δ = 44°-21'-28.9" Rt. D = 18°-28'-57" T = 126.376' L = 240.00' R = 310.00' E = 24.770'
							743
							PI 12 + 78.56 Δ = 20°-31'-51.6" Rt. D = 9°-32'-57.5" T = 108.665' L = 215.00' R = 600.00' E = 9.760'



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GEOMETRICS

WILSON STREET INTERCHANGE