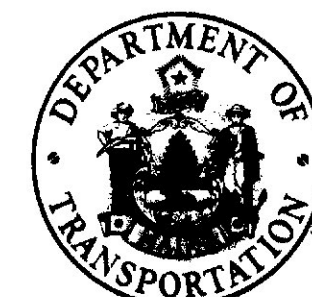


BANGOR

STATE OF MAINE DEPARTMENT OF TRANSPORTATION



BANGOR PENOBSCOT COUNTY MAINE FEDERAL AID INTERSTATE PROJECT NO. IR-95-8(130)175

TOTAL LENGTH 5.107 MILES
AN OVERLAY, BRIDGE DECK REHAB. & SAFETY PROJ.

1984

CONVENTIONAL SIGNS

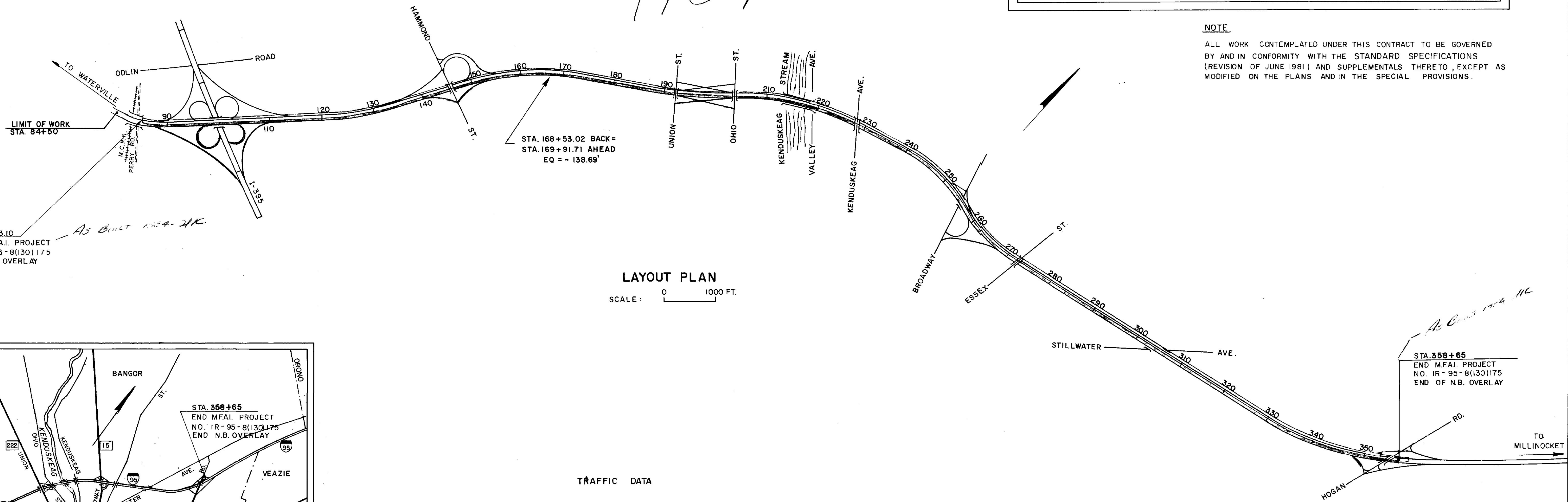
COUNTY LINES	=====	TRAVELLED WAY - PROPOSED	=====
TOWN LINES	=====	UNDERGROUND UTILITIES - EXISTING	-----
PROPERTY LINES	=====	UNDERGROUND UTILITIES - PROPOSED	-----
R/W LINES - EXISTING	=====	RAILROAD - SINGLE TRACK	=====
R/W LINES - NEW - ACCESS CONTROL	=====	RAILROAD - DOUBLE TRACK	=====
R/W LINES - NEW - NO ACCESS CONTROL	=====	UTILITY POLE - EXISTING	o
CULVERT - EXISTING	=====	UTILITY POLE - JOINT OCCUPANCY	o
CULVERT - PROPOSED	=====	PROPOSED UTILITY POLE - TEMPORARY	x
CURBING - EXISTING	=====	PROPOSED UTILITY POLE - PERMANENT	*
CURBING - PROPOSED	=====	TREES	~~~~~
TRAVELLED WAY - EXISTING	=====	WOODS	~~~~~

INDEX OF SHEETS

SHEET NO.	TITLE
1	TITLE SHEET
2-4	TYPICAL SECTIONS
5	ESTIMATE OF QUANTITIES & GENERAL NOTES
6-7	STANDARD DETAILS (Highway)
8	BREAKWAY CABLE TERMINAL
9	GUARD RAIL DETAILS
10	PLAN OF SAFETY IMPROVEMENTS
11-12	TREATMENT OF BROADWAY RAMP & I-95 ZONE AREA
13-15	MAINTANANCE OF TRAFFIC IN CONST. ZONES
16	STANDARD PAVEMENT MARKINGS
17	REMOVING PAVEMENT UNDER HOGAN ROAD
18-26	BRIDGE DETAILS
27-29	STANDARD DETAILS (Bridge)
30-31	SIGNING DETAILS
32-34	STANDARD DETAILS (Signing)

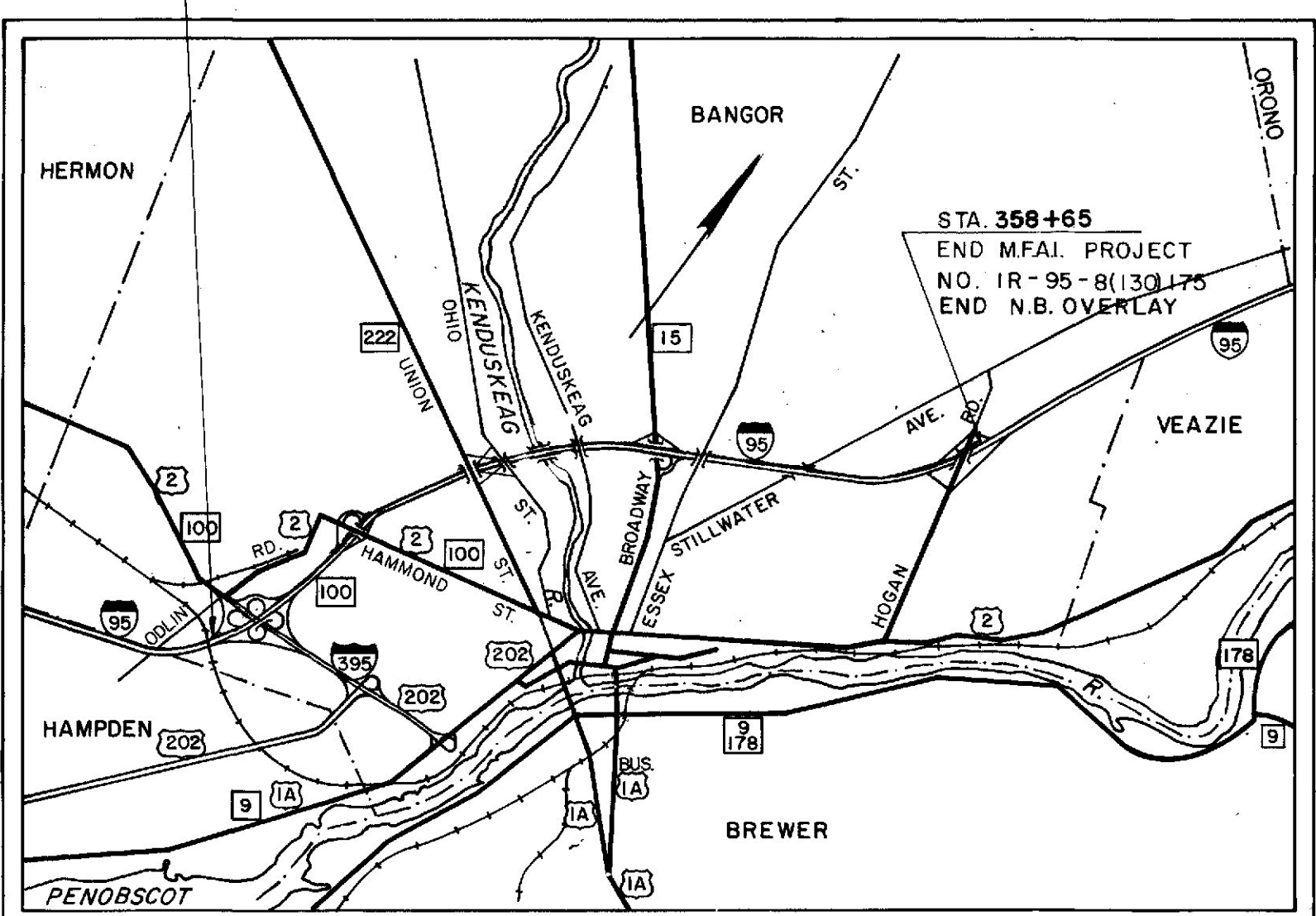
NOTE

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.



LAYOUT PLAN

SCALE: 0 1000 FT.



A PORTION OF PENOBSCOT COUNTY

SCALE 0 1 MILE

TRAFFIC DATA

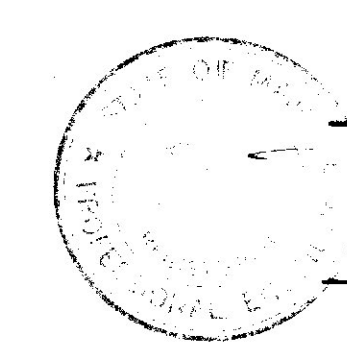
	I-95(I-395 TO HAMMOND STR.)	I-95(HAMMOND STR. TO UNION STR.)	I-95(UNION STR. TO OHIO STR.)	I-95(OHIO STR. TO BROADWAY)	I-95(BROADWAY TO HOGAN RD.)
A.D.T. 1982	24500	24630	29100	28590	20250
A.D.T. 2002	29000	29070	34280	33670	23500
D.H.V.	2900	2907	3428	3367	2350
T.(%)	8	8	5	5	6
D.(%)	55	55	55	55	55
V.	N/A	N/A	N/A	N/A	N/A
P.S.D.(%)	N/A	N/A	N/A	N/A	N/A
18 KIPS	711	714	517	508	453

VOLUMES SHOWN ARE WITH COMPLETION OF NEW I-395 BRIDGE

APPROVED:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

DATE



John N. Cygan
COMMISSIONER
Richard Coleman
CHIEF ENGINEER

3/3/83

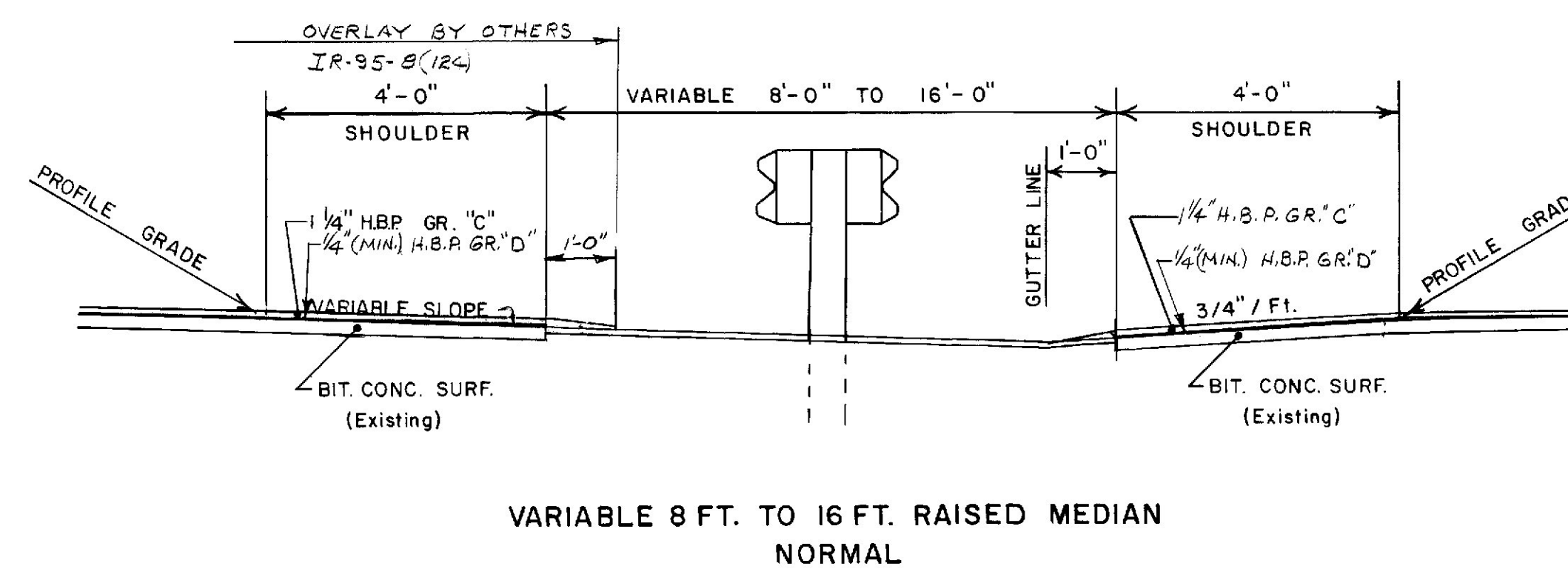
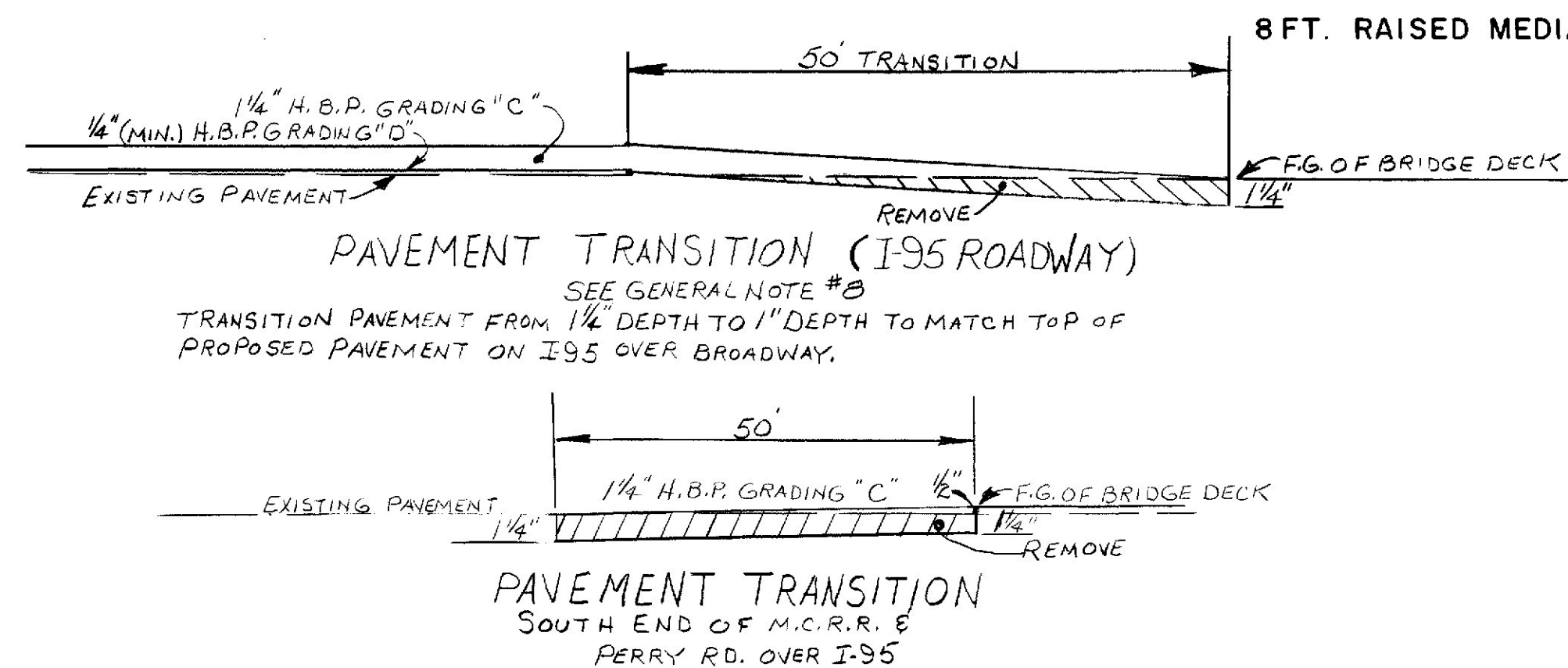
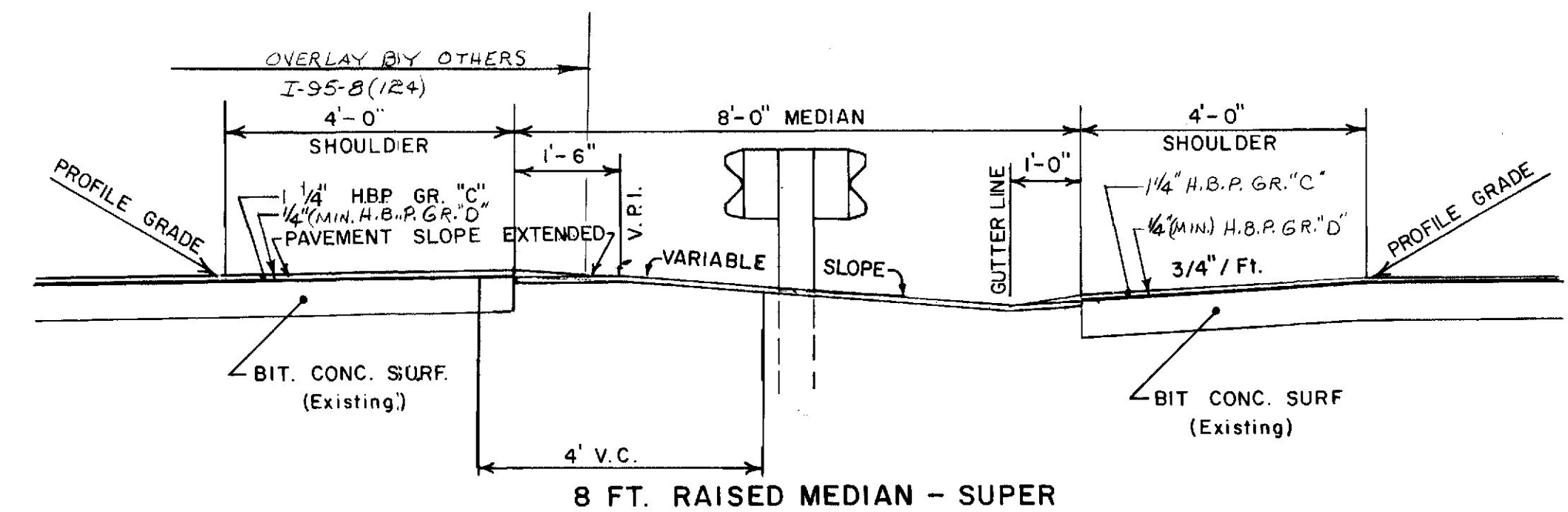
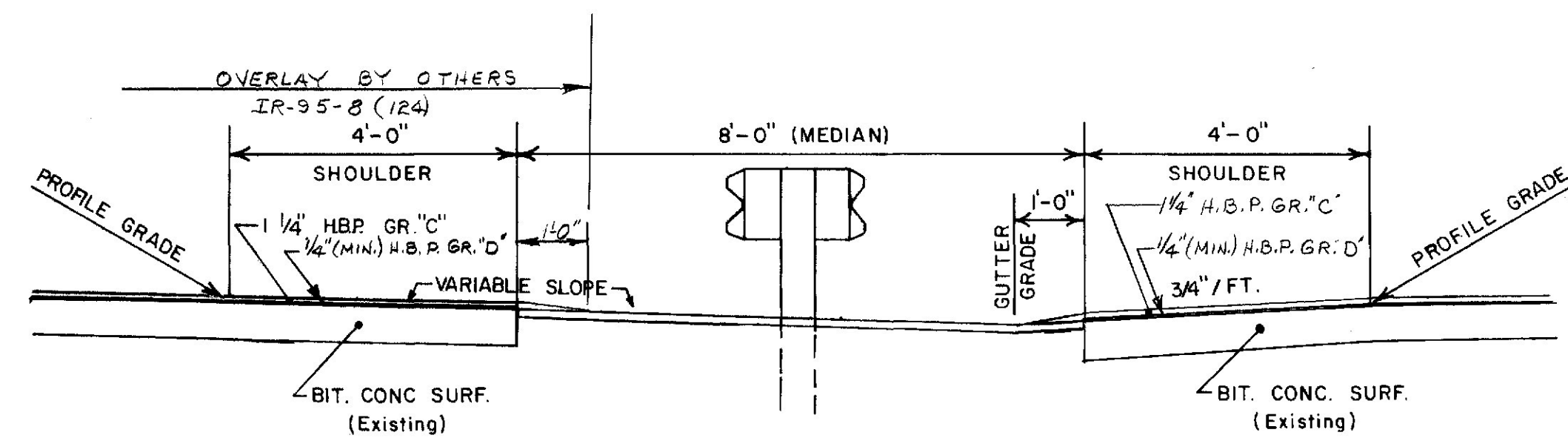
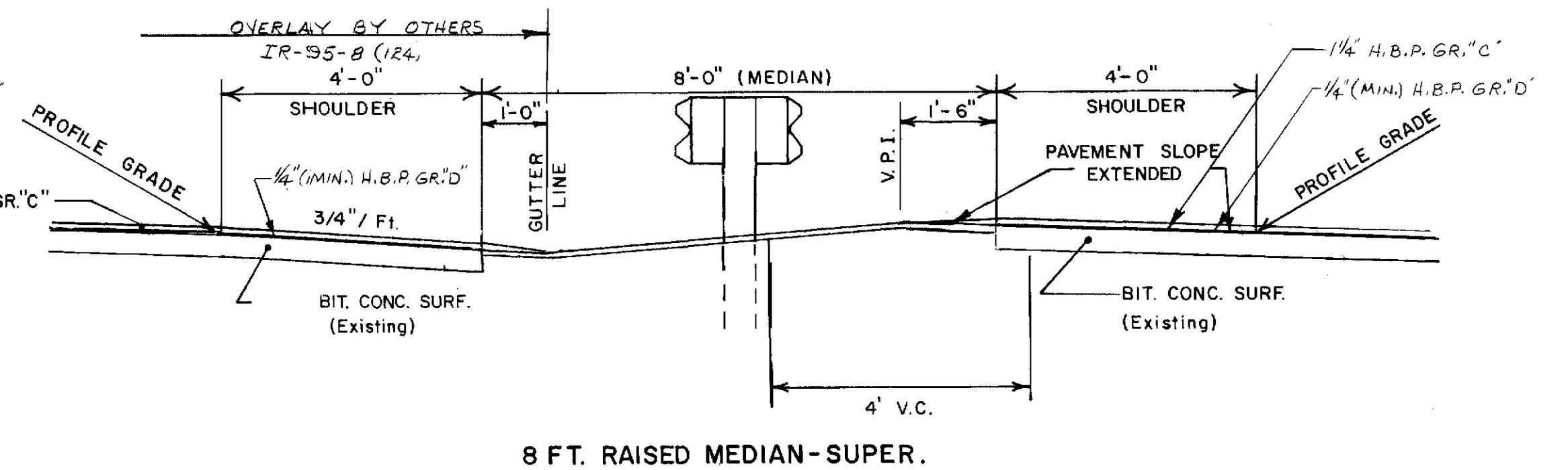
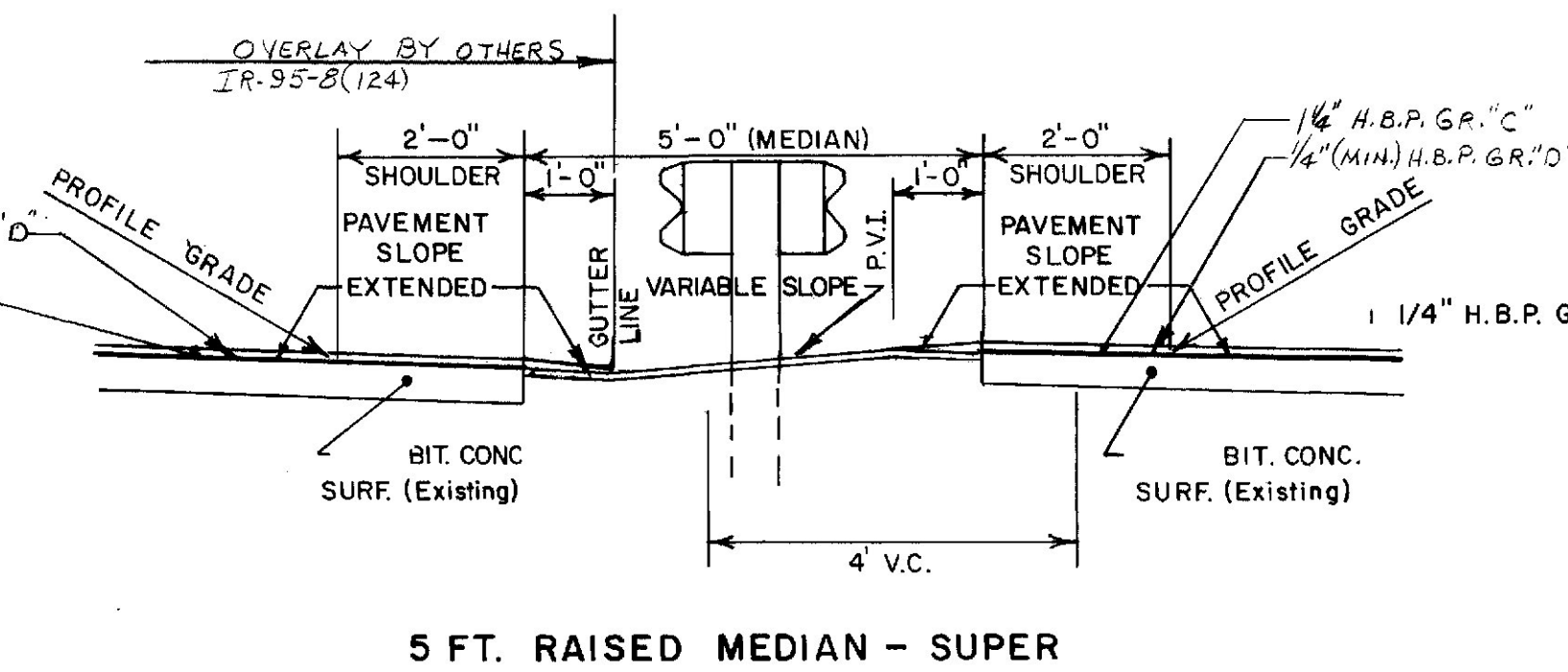
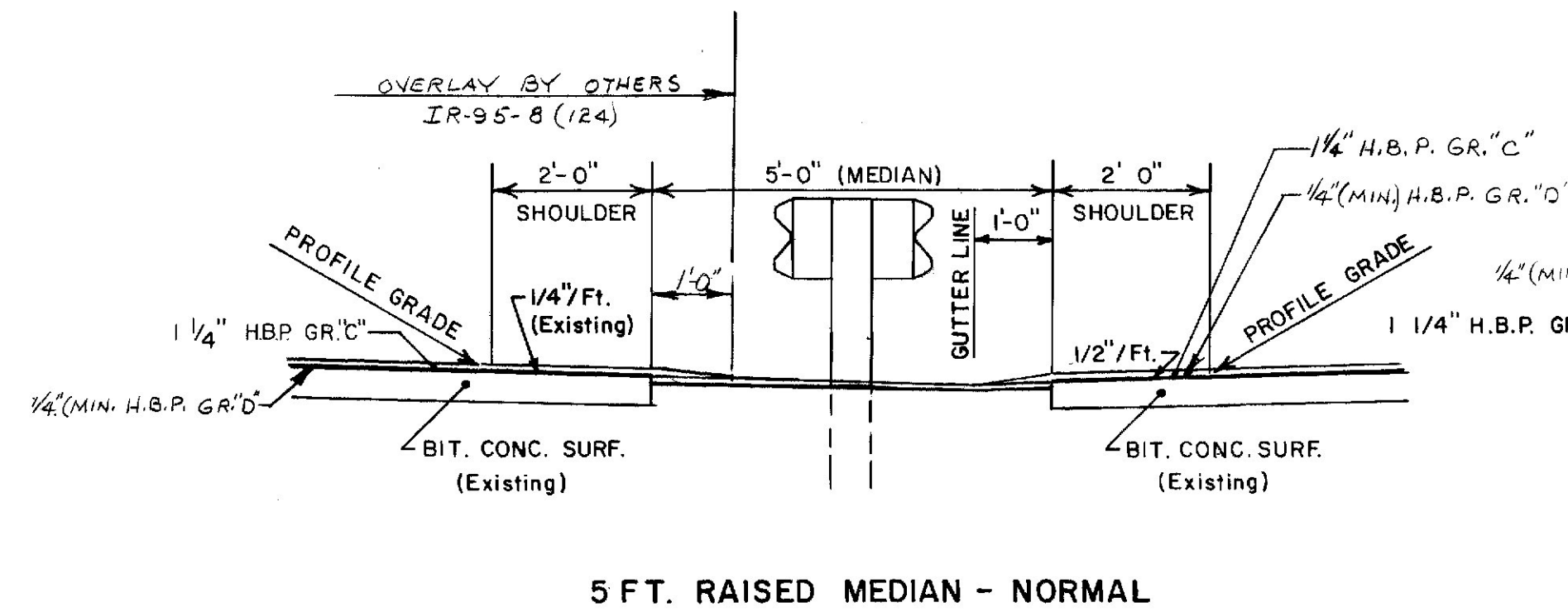
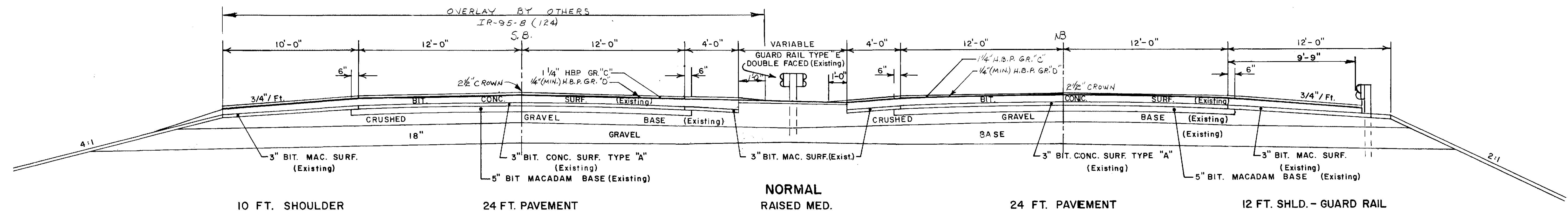
3/3/83

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1

APPROVED:

DIVISION ADMINISTRATOR DATE

1 1/2" HOT BITUMINOUS PAVEMENT OVERLAY * NORTH BOUND ONLY



* NOTE: THE PAVEMENT DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

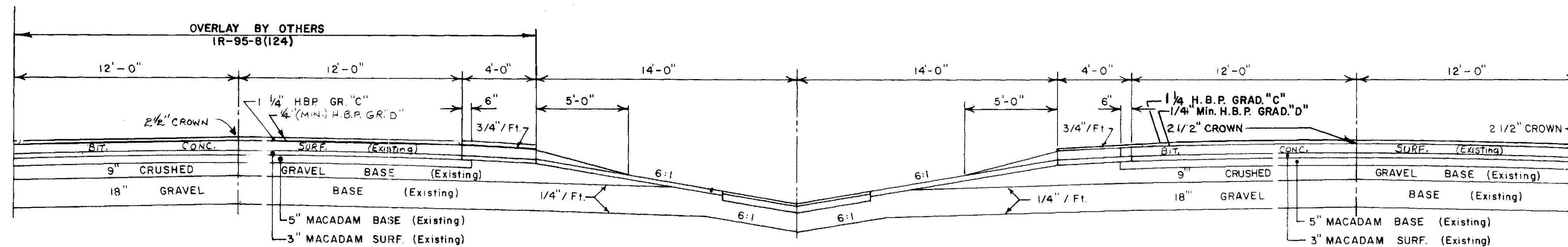
BANGOR
IR-95-8(130)
TYPICAL SECTIONS
I-95
1 1/2" OVERLAY

SHEET OF AUGUSTA, MAINE
BANGOR IR-95-8(130)

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

1 1/2" HOT BITUMINOUS PAVEMENT OVERLAY *

"NORTH BOUND ONLY"



SOUTHBOUND

24 FT. PAVEMENT

4 FT. SHOULDER

NORMAL

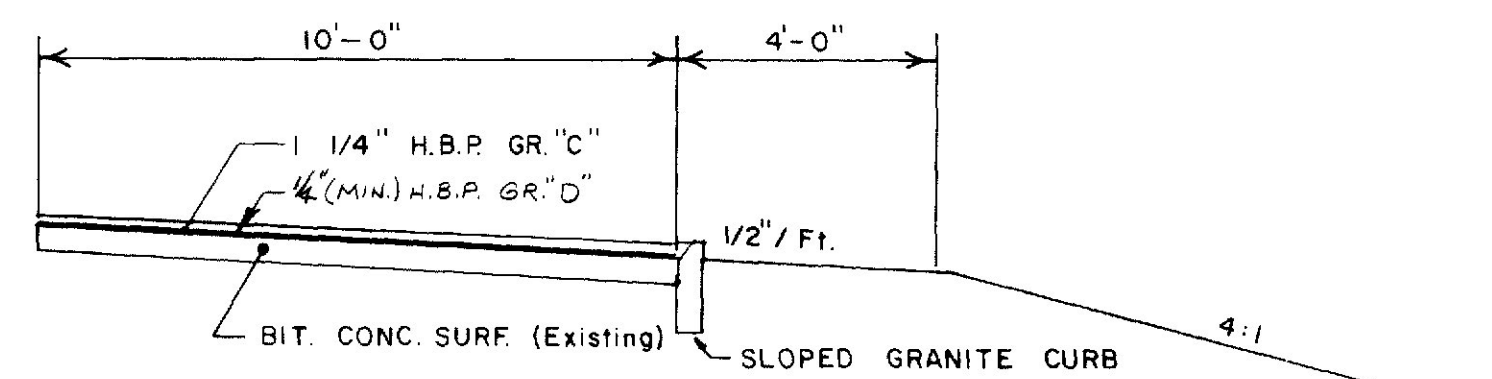
28 FT. DEPRESSED MEDIAN

4 FT. SHOULDER

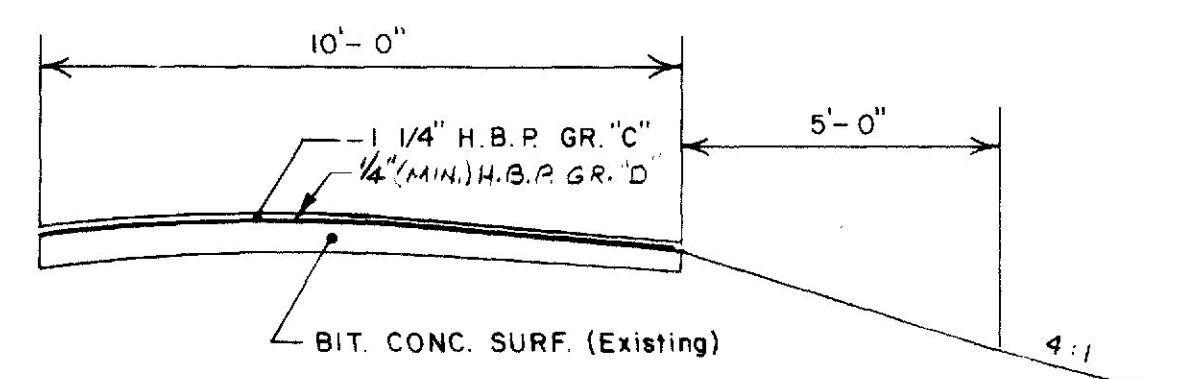
NORTHBOUND

24 FT. PAVEMENT

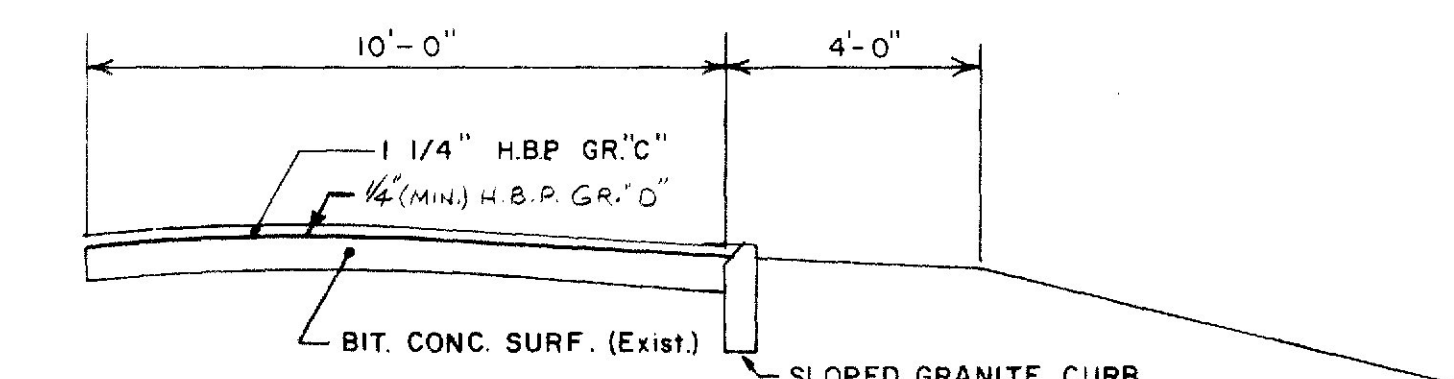
* NOTE:
THE PAVEMENT DEPTHS AS SHOWN ON
THE PLANS ARE INTENDED TO BE NOMINAL



NORMAL
10 FT. SHOULDER WITH SLOPED CURB



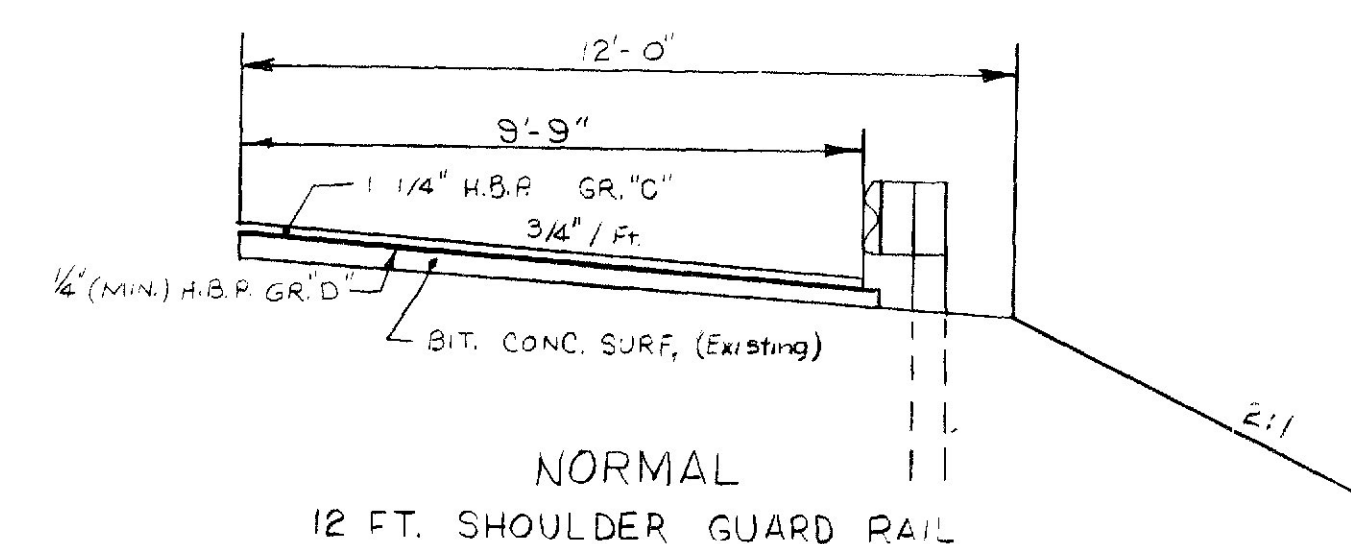
SUPER
10 FT. SHOULDER HIGH SIDE



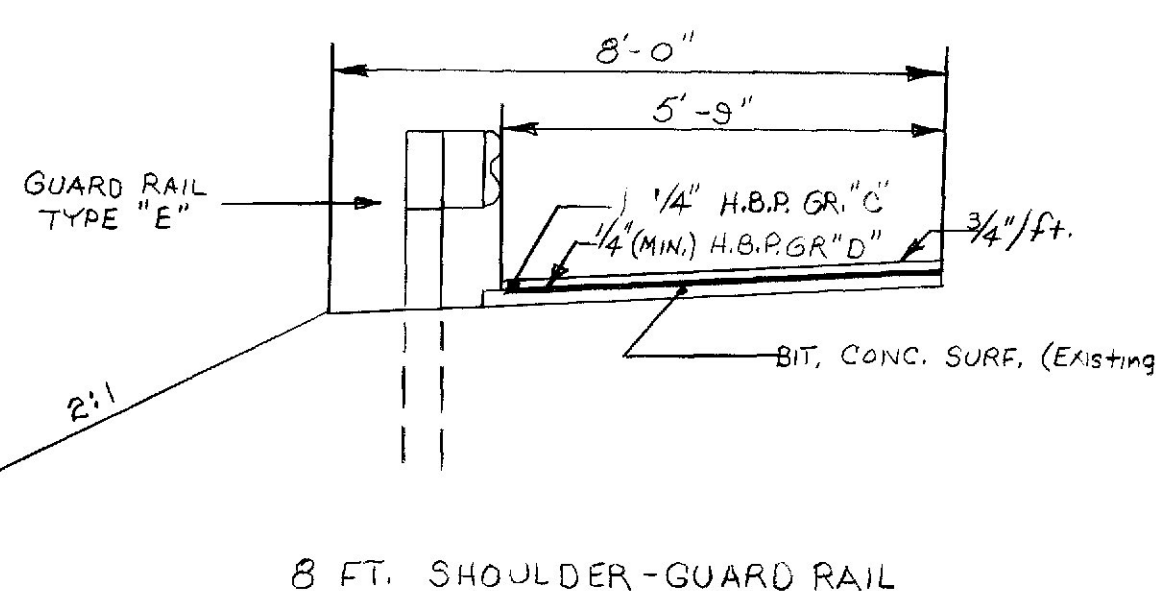
SUPER
10 FT. SHOULDER WITH SLOPED CURB

* SUPERELEVATION DATA (FROM ORIGINAL CONSTRUCTION PLANS CONVERTED TO ± P.G.)
@ 24' TRAVELED WAY

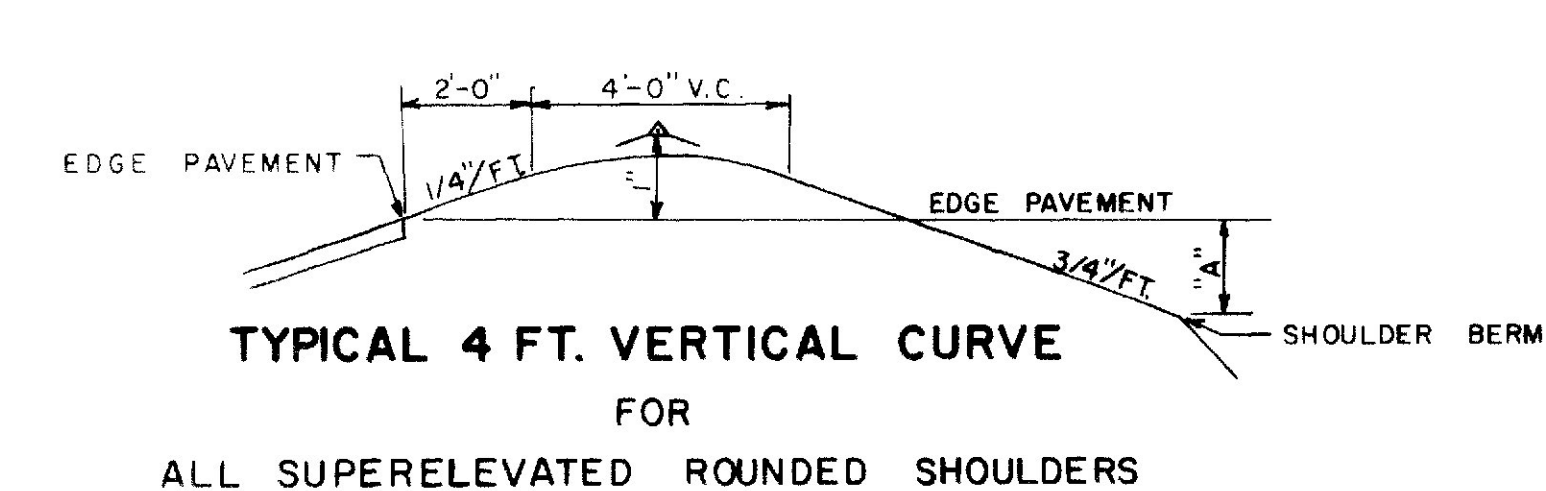
STA.	RT.	LT.	STA.	RT.	LT.	STA.	RT.	LT.
87+63 TO 95+0	-5"	+5"	202+50	-7 1/2"	+7 1/2"	252+0	+0 5/8"	-2 1/2"
+50	-3 3/4"	+3 3/4"	203+0	-3"	+3"	+50	-1"	-2 1/2"
96+0	-2 1/2"	+1 1/2"	+50	-4 1/2"	+4 1/2"	253+0 TO 258+0	-2 1/2"	-2 1/2"
+50	-2 1/2"	-1/2"	204+0 TO 206+0	-6"	+6"	+50	-2 1/2"	-1"
97+0 TO 120+0	-2 1/2"	-2 1/2"	+50	-4 1/2"	+4 1/2"	259+0	-2 1/2"	+0 5/8"
+50	-2 1/2"	-1 1/4"	207+0	-3"	+3"	+50	-2 1/2"	-2 1/2"
121+0	-2 1/2"	0	+50	-2 1/2"	+1 3/4"	260+0	-3 3/4"	+3 3/4"
+50	-2 1/2"	+1 1/4"	208+0	-2 1/2"	+0 1/4"	+50	-5 1/4"	+5 1/4"
122+0	-2 1/2"	+2 1/2"	+50	-2 1/2"	+1 1/8"	261+0	-6 1/8"	+6 1/8"
+50	-3 3/4"	+3 3/4"	209+0 TO 210+0	-2 1/2"	-2 1/2"	+50	-8 1/2"	+8 1/2"
123+0 TO 131+0	-5"	+5"	+50	-1"	-2 1/2"	262+0 TO 266+0	-10"	-10"
+50	-3 3/4"	+3 3/4"	211+0	+0 1/2"	-2 1/2"	267+0	-8 1/2"	+8 1/2"
132+0	-2 1/2"	+2 1/2"	+50	+2"	-2 1/2"	+50	-6 7/8"	+6 7/8"
+50	-2 1/2"	+1 1/4"	212+0	+3 1/2"	-3 1/2"	268+0	-5 1/4"	+5 1/4"
133+0	-2 1/2"	0	+50	+5"	-5"	+50	-3 3/4"	+3 3/4"
+50	-2 1/2"	-1 1/4"	213+0	+6 1/2"	-6 1/2"	269+0	-2 1/2"	+2 1/2"
134+0 TO 155+0	-2 1/2"	-2 1/2"	+50	-8"	-8"	+50	-2 1/2"	+0 5/8"
+50	-0 1/2"	-2 1/2"	214+0 TO 223+0	+9 1/2"	-9 1/2"	270+0	-2 1/2"	-1"
156+0	+1 1/2"	-2 1/2"	+50	+8"	-8"	270+50 TO 323+0	-2 1/2"	-2 1/2"
+50	+3 1/2"	-3 1/2"	224+0	+6 1/2"	-6 1/2"	+50	-2 1/2"	-1 1/4"
157+0	+5 1/2"	-5 1/2"	+50	+5"	-5"	324+0	-2 1/2"	0
+50	+7 1/2"	-7 1/2"	225+0	+3 1/2"	-3 1/2"	+50	-2 1/2"	+1 1/4"
158+0 TO 165+0	+9 1/2"	-9 1/2"	+50	+2"	-2 1/2"	325+0	-2 1/2"	+3"
166	+7 1/2"	-7 1/2"	226+0	+0 1/2"	-2 1/2"	+50	-2 1/2"	+4"
+50	+5 1/2"	-5 1/2"	+50	-1"	-2 1/2"	326+0 TO 358+75	-4"	+4"
167+0	+3 1/2"	-3 1/2"	227+0 TO 239+0	-2 1/2"	-2 1/2"			
+50	+1 1/2"	-2 1/2"	+50	-1"	-2 1/2"			
168+0	-1/2"	-2 1/2"	240+0	+0 5/8"	-2 1/2"			
168+50 TO 175+50	-2 1/2"	-2 1/2"	+50	+2 1/2"	-2 1/2"			
176+0	-2 1/2"	-1 1/8"	241+0	+3 3/4"	-3 3/4"			
+50	-2 1/2"	+0 1/4"	+50	+5 1/4"	-5 1/4"			
177+0	-2 1/2"	+1 5/8"	242+0	+6 7/8"	-6 7/8"			
177+50 TO 188+0	-3"	+3"	+50	+8 1/2"	-8 1/2"			
+50	-2 1/2"	+1 5/8"	243+0 TO 249+0	+10"	-10"			
189+0	-2 1/2"	+0 1/4"	+50	+8 1/2"	-8 1/2"			
+50	-2 1/2"	-1 1/8"	250+0	+5 1/4"	-5 1/4"			
190+0 TO 201+0	-2 1/2"	-2 1/2"	+50	+5 1/4"	-5 1/4"			
+50	-2 1/2"	+1 1/8"	251+0	+3 3/4"	-3 3/4"			
202+0	-2 1/2"	+0 1/4"	+50	+2 1/2"	-2 1/2"			



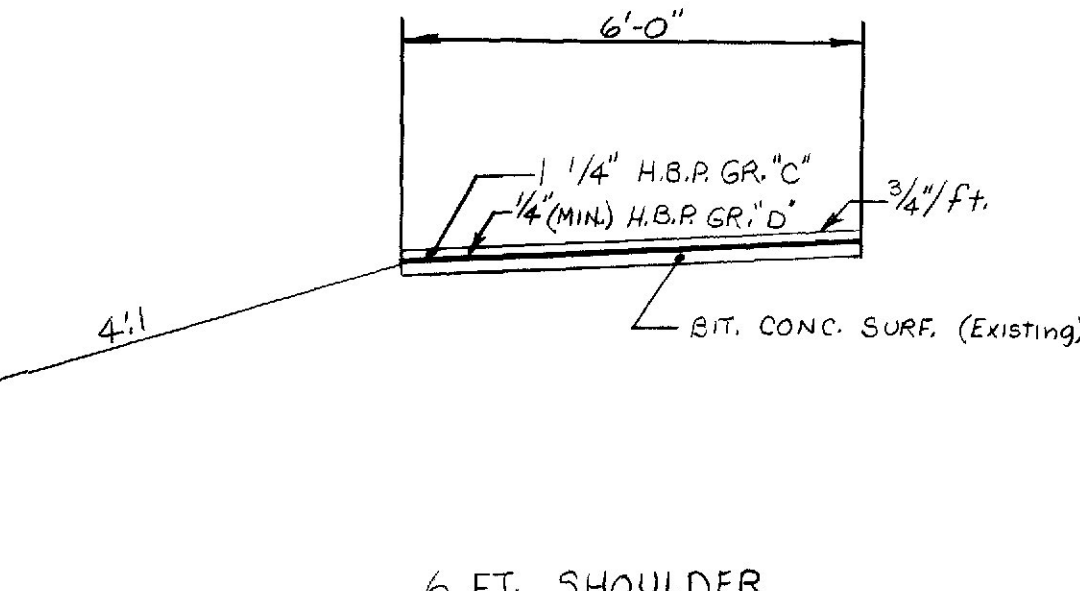
NORMAL
12 FT. SHOULDER GUARD RAIL



8 FT. SHOULDER-GUARD RAIL



TYPICAL 4 FT. VERTICAL CURVE
FOR
ALL SUPERELEVATED ROUNDED SHOULDERS



6 FT. SHOULDER

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BANGOR
IR-95-8(130)
TYPICAL SECTIONS
I-95
1 1/2" OVERLAY

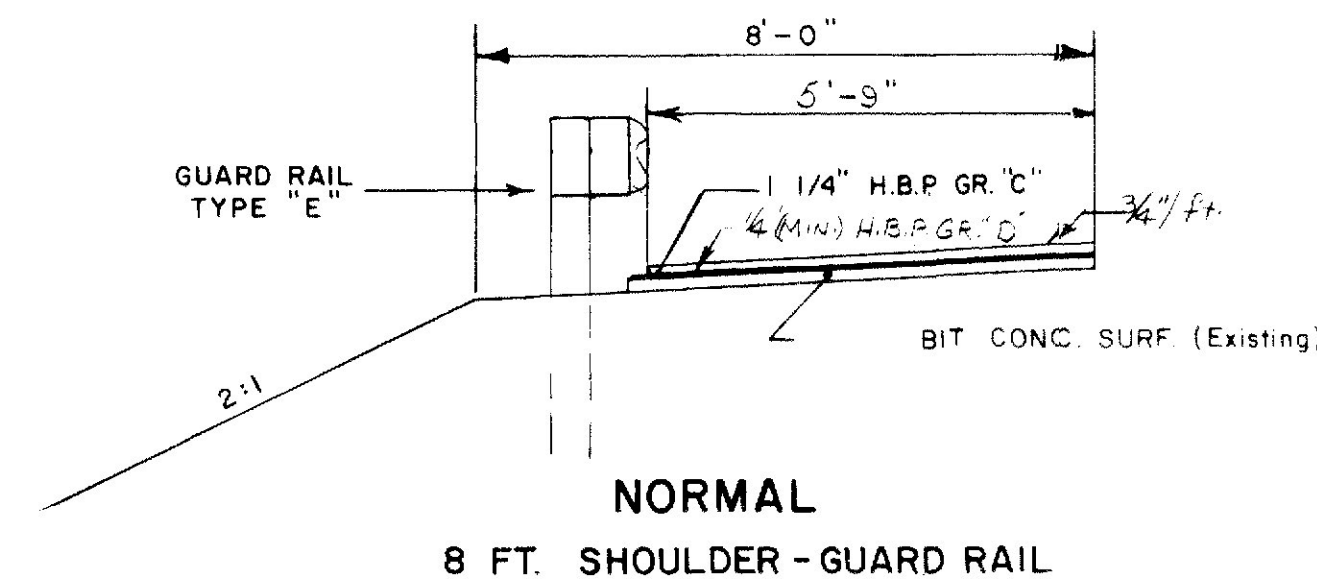
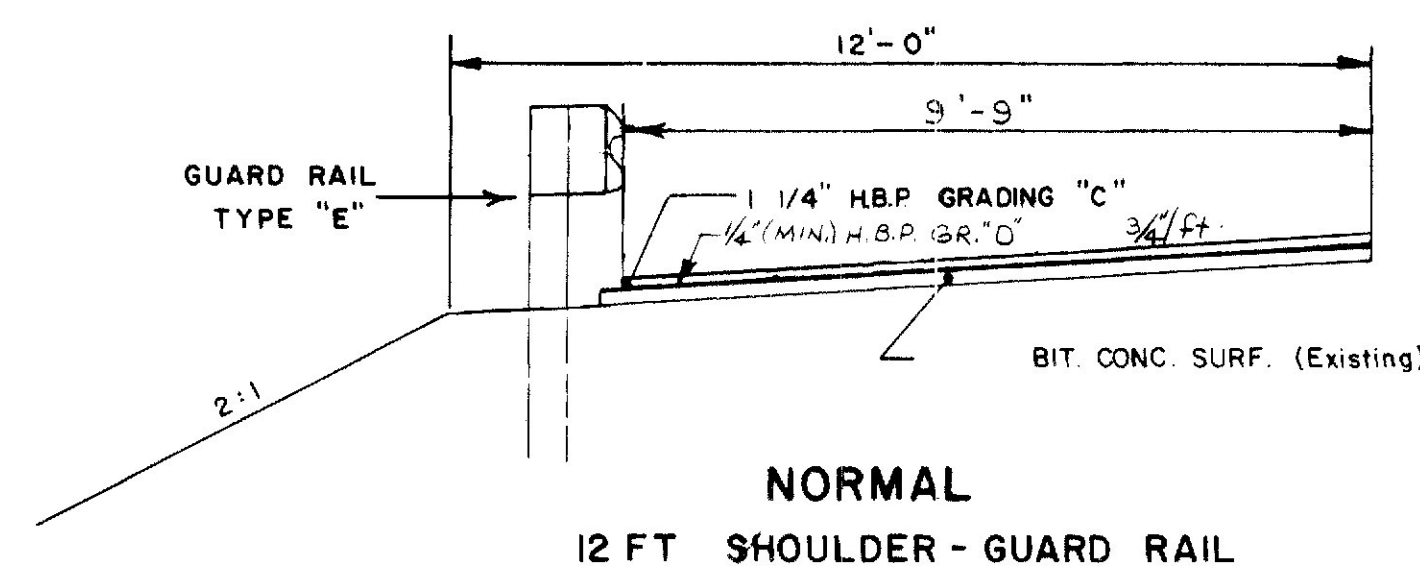
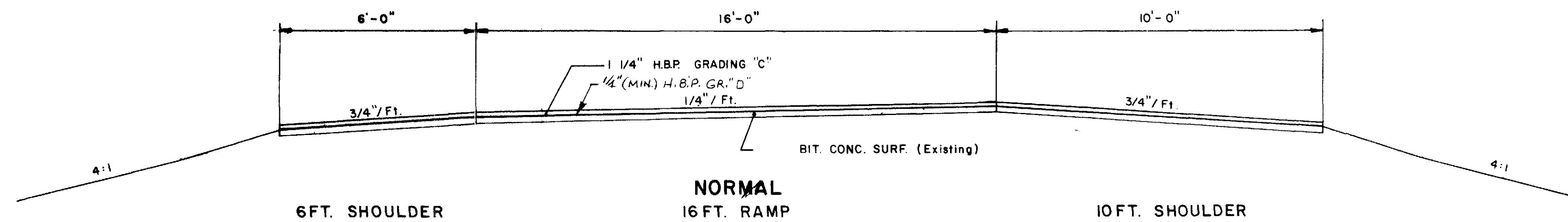
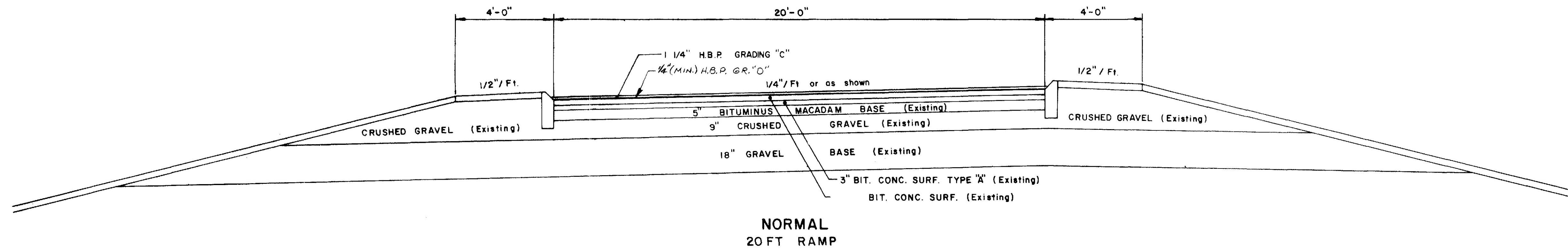
SHEET OF AUGUSTA, MAINE

BANGOR IR-95-8(130)

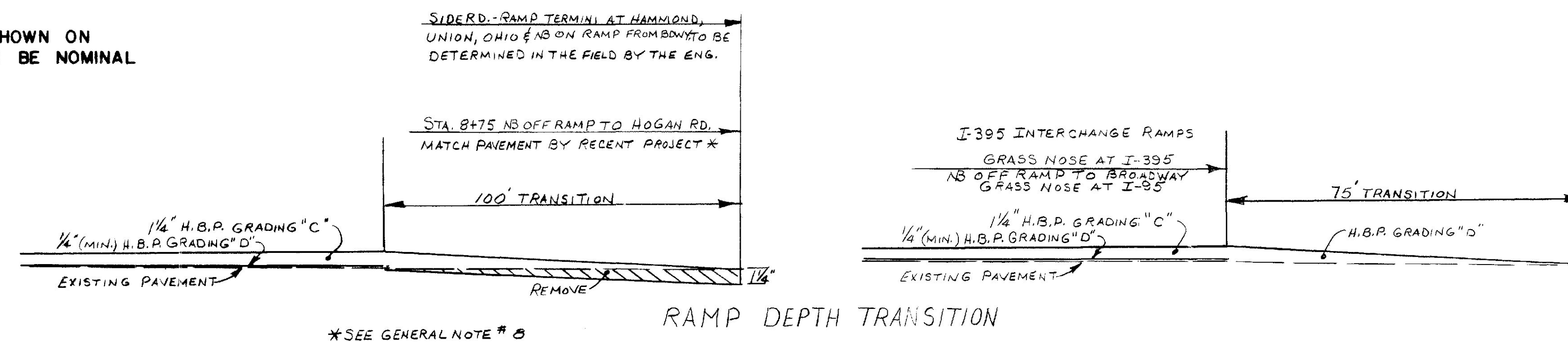
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

BRUNING 44-132 45710

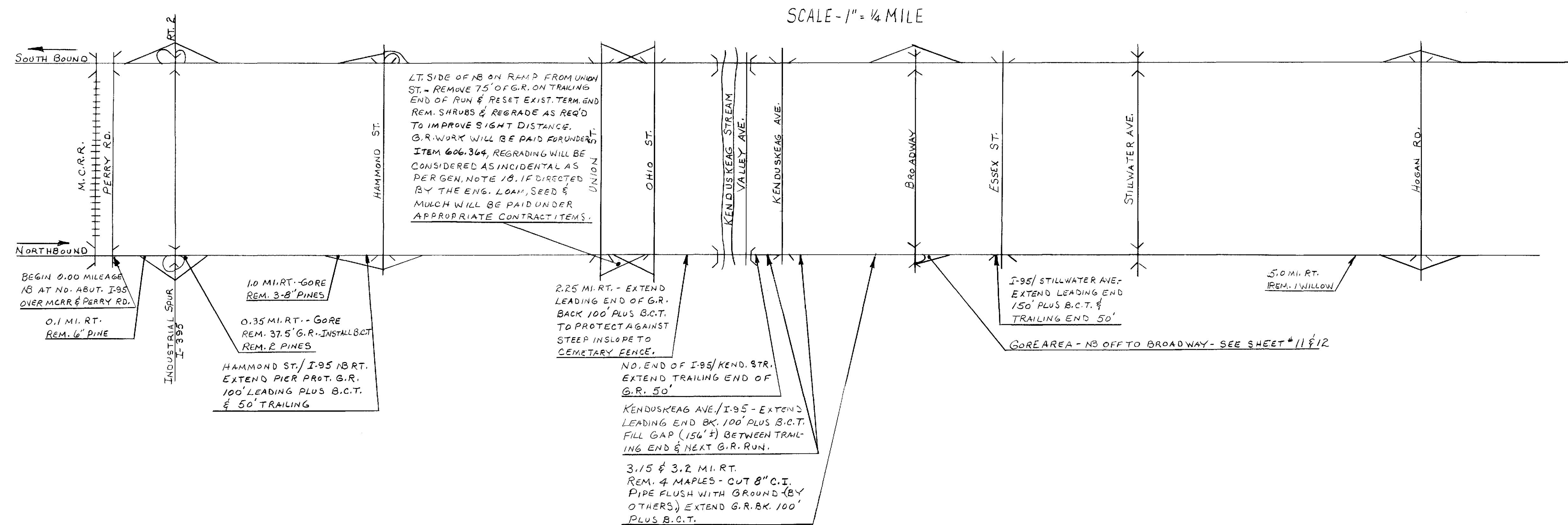
1 1/2" HOT BITUMINOUS PAVEMENT OVERLAY * "RAMPS"



* NOTE:
THE PAVEMENT DEPTHS AS SHOWN ON
THE PLANS ARE INTENDED TO BE NOMINAL



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



NOTE: THE TRAILING END OF GUARD RAIL PROTECTING AGAINST BRIDGE PIERS MUST EXTEND A MINIMUM OF 50 BEYOND THE LAST PIER.

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN
OF
SAFETY IMPROVEMENTS

SHEET OF AUGUSTA, MAINE

IR-95-8(130)

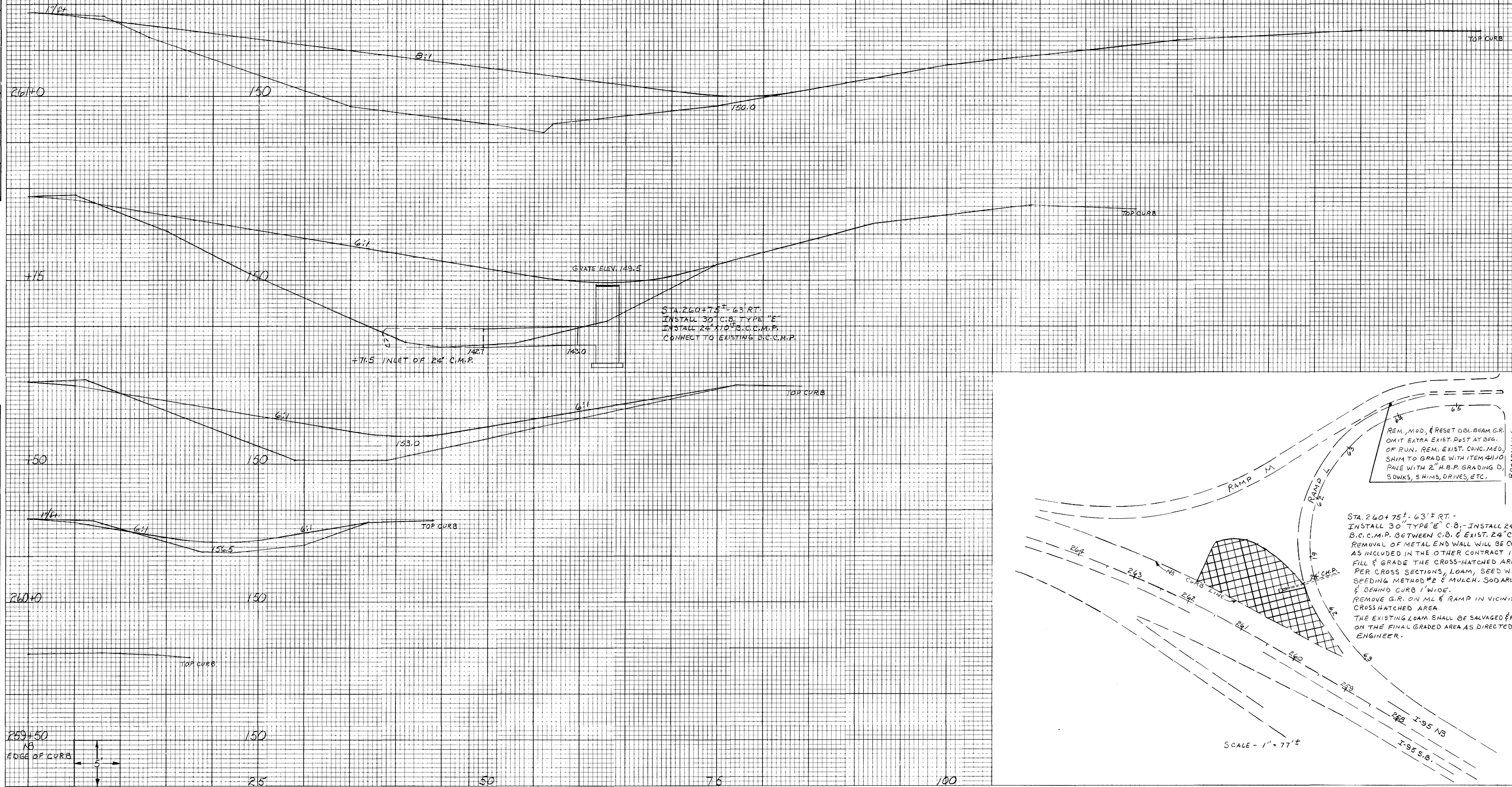
BANGOR

203-1 5000

F. H. W. A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-95-8(130)	11	34

FINAL SURVEY	SURVEYED _____	BY _____	DATE _____
	PLOTTED _____ TEMPLATE _____ AREAS _____ NO. _____ AREAS CHECKED _____		

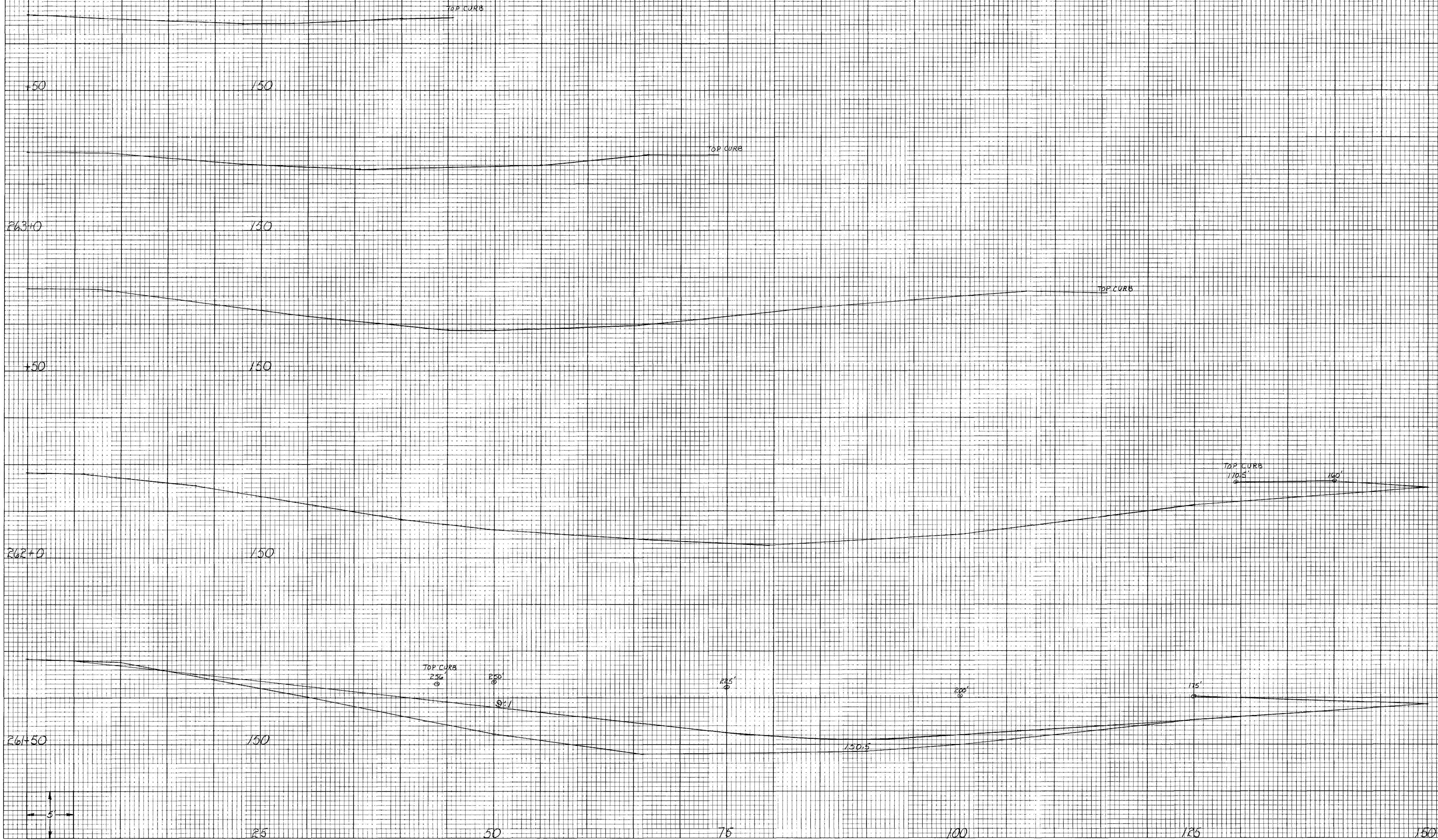
ORIGINAL	SURVIVED	BY	DATE
NOTE BOOK	PLOTTED	STROUT & CREW	1/83
LEAF	TEMP. LATE	KIMBALL	2/83
NO	AREAS	KIMBALL	2/83
	AREAS CHECKED		



IR-95-8(130) BANGOR

FINAL SURVEY	SURVEYED	BY	DATE
	PLOTTED		
	TEMPLATE		
	AREA		
	NO. CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
	PLOTTED	STRUT & CREW	1/83
	TEMPLATE	KIMBALL	2/83
	AREA	KIMBALL	2/83
	NO. CHECKED		



PLAN	SURVEYED BY	DATE
	PLOTTED BY	DATE
NOTE BOOK NO.	CHECKED BY	
REVIEWED BY		

PROFILE	SURVEYED BY	DATE
	PLOTTED BY	DATE
NOTE BOOK NO.	CHECKED BY	
REVIEWED BY		

