

STATE OF MAINE STATE HIGHWAY COMMISSION

PLANS

BANGOR

PENOBSCOT COUNTY

MAINE FEDERAL AID INTERSTATE PROJECT NUMBERS

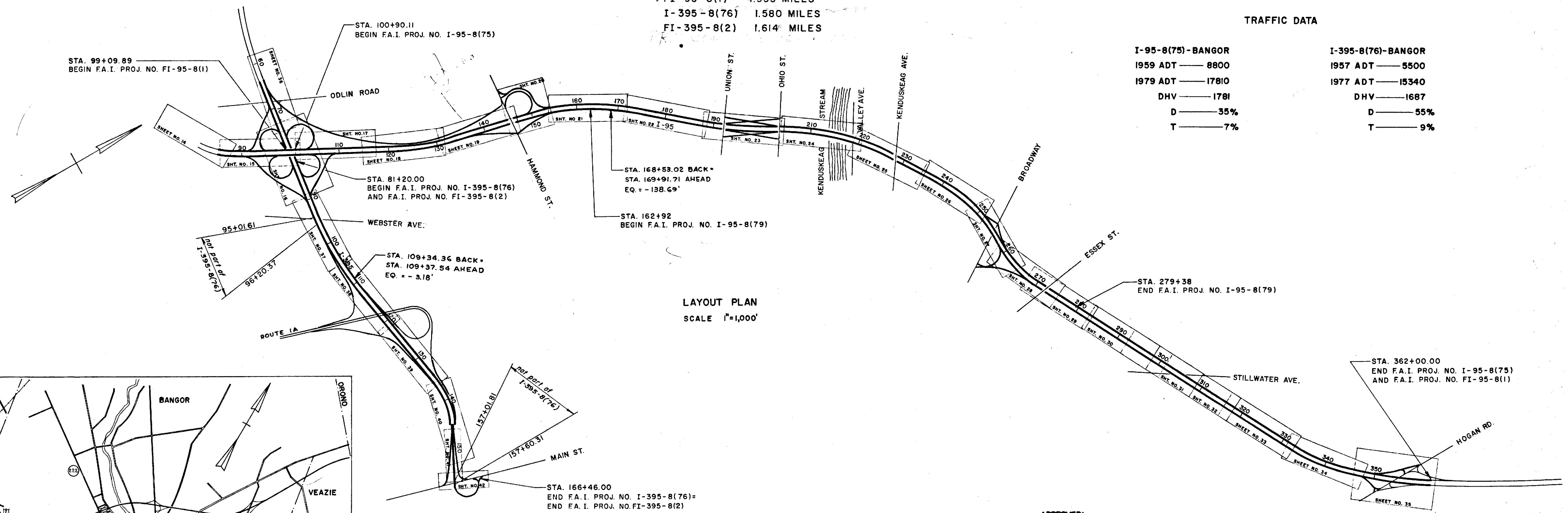
I-95-8(75) 4.919 MILES
 I-95-8(79) 2.179 MILES
 FI-95-8(1) 4.953 MILES
 I-395-8(76) 1.580 MILES
 FI-395-8(2) 1.614 MILES

CONVENTIONAL SIGNS	
STATE OR NATIONAL LINE	SURVEY LINE
COUNTY LINE	CULVERT
TOWN LINE	DROP INLET
UNFENCED PROPERTY FENCE	TROLLEY POLE
RIGHT OF WAY LINE	POWER POLE
TRAVELED WAY	TEL. POLE
RAILROAD	MARSH
RETAINING WALL	TREES
	STONE WALL

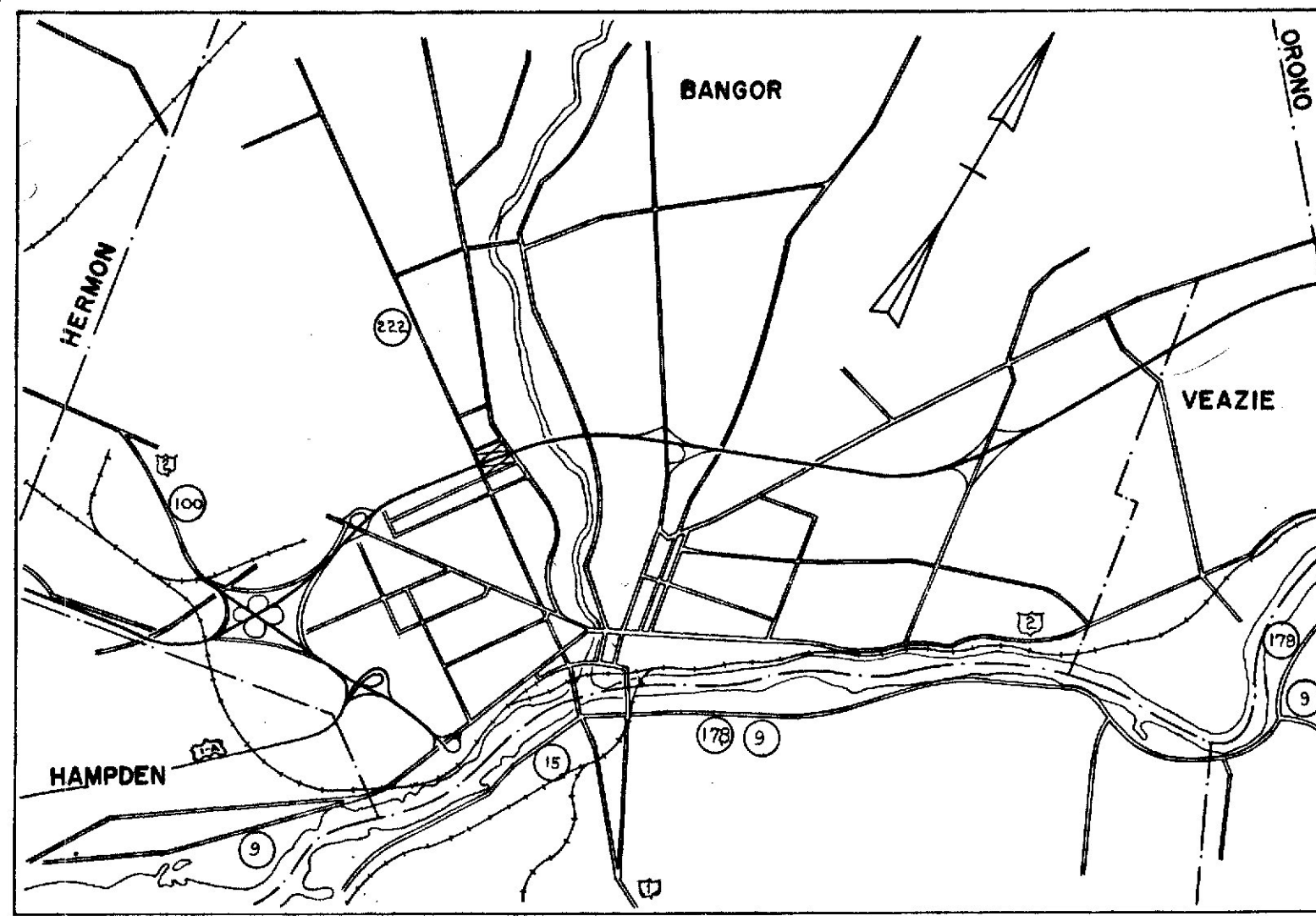
INDEX OF SHEETS		
SHEET NO.	1	TITLE PAGE
SHEET NO.	2-6	TYPICAL SECTIONS
SHEET NO.	7	QUANTITY SHEET - SPECIAL DETAILS
SHEET NO.	7A	PROPOSED REVISIONS - Ramp "E" @ I-95 S.B. - Ramp "E" @ Odlin Rd. - I-395 W.B. & Odlin Rd.
SHEET NO.	8-13	STANDARD DETAILS
SHEET NO.	14-35	PLAN AND PROFILE - I-95
SHEET NO.	36-42	PLAN AND PROFILE - I-395
SHEET NO.	43	GRADING PLAN, UNION-OHIO STREETS RAMP F
SHEET NO.	44-46	CROSS-SECTIONS, UNION-OHIO STREETS RAMP F
SHEET NO.	47-54	BRIDGE DETAILS
SHEET NO.	55-59	SIGNING DETAILS

TRAFFIC DATA

I-95-8(75)-BANGOR 1959 ADT — 8800 1979 ADT — 17810 DHV — 1781 D — 35% T — 7%	I-395-8(76)-BANGOR 1957 ADT — 5500 1977 ADT — 15340 DHV — 1687 D — 55% T — 9%
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LAYOUT PLAN
SCALE 1"=1,000'



NOTE: All Work Contemplated Under This Contract To Be Governed By And In Conformity With The Specifications Adopted JUNE, 1965 Except As Modified On These Plans And In The Special Provisions



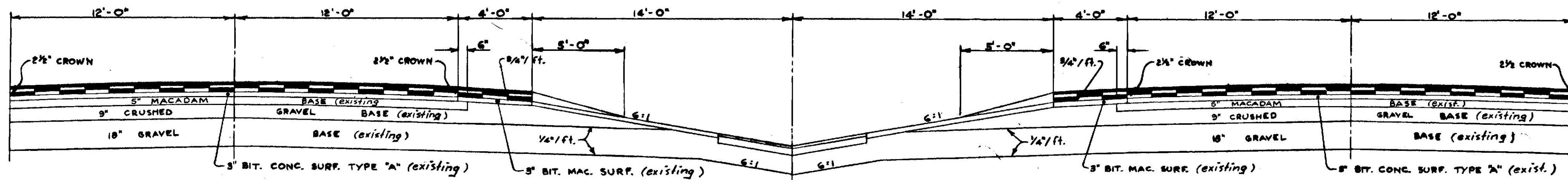
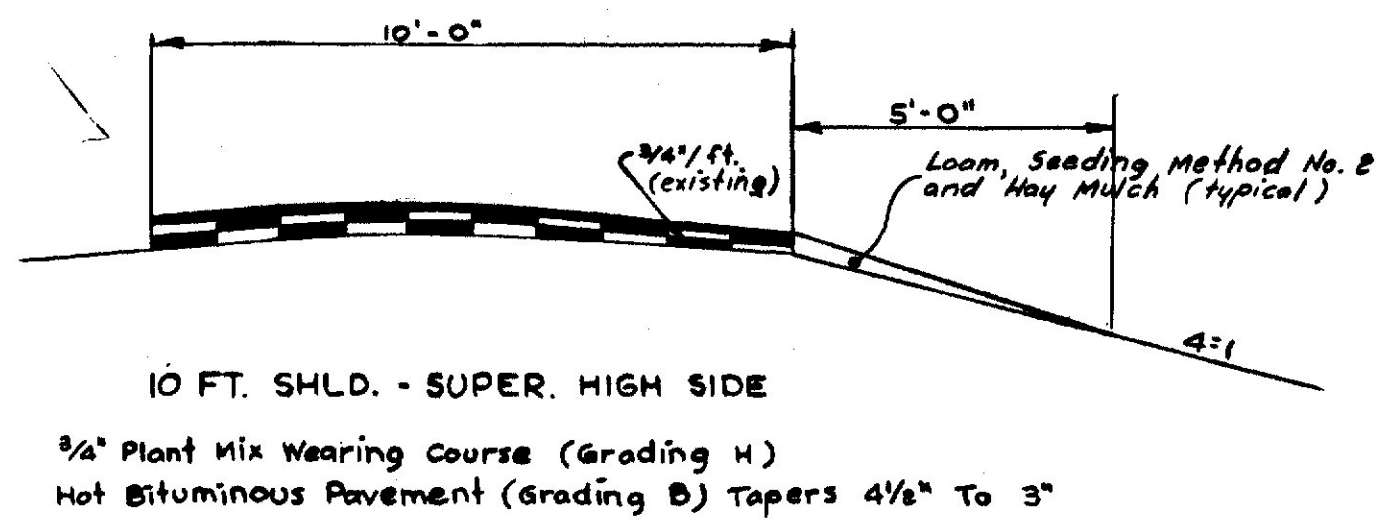
APPROVED:
 MAINE STATE HIGHWAY COMMISSION
 DATE: 28 JUNE '67
 DATE: 28 JUNE '67
 DATE: 28 JUNE '67
 DATE: 28 JUNE '67

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION 1

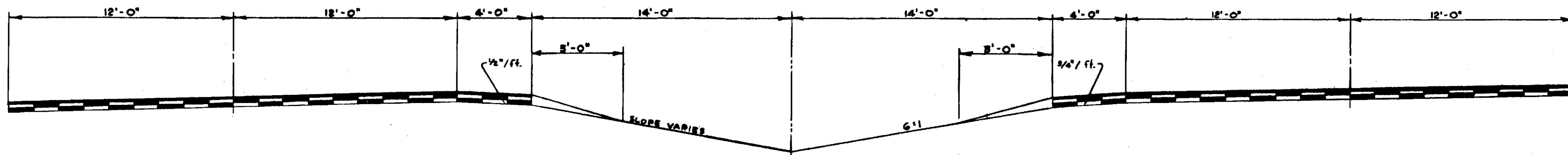
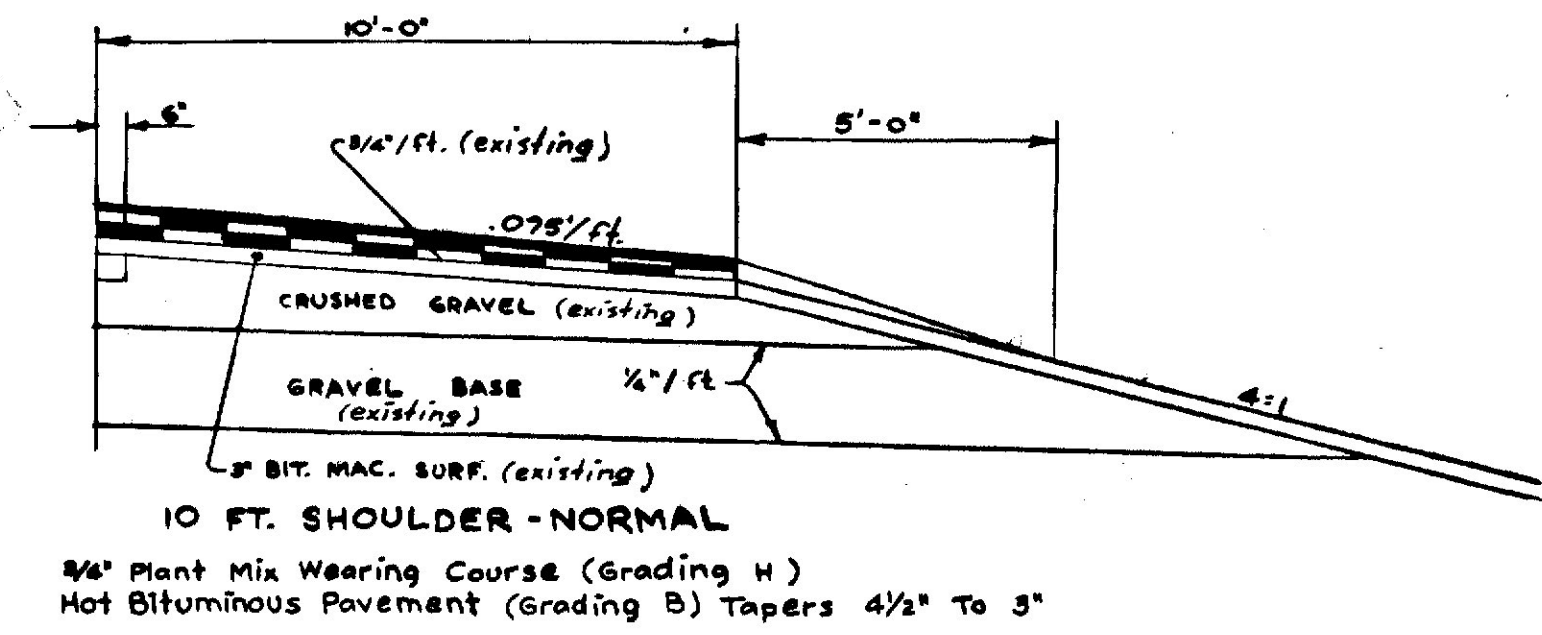
APPROVED: _____
 DIVISION ENGINEER DATE

PLANT MIX WEARING COURSE*
5/8" OVERLAY (STAGE I)
STA. 87+63 TO STA. 191+70
(I-95)

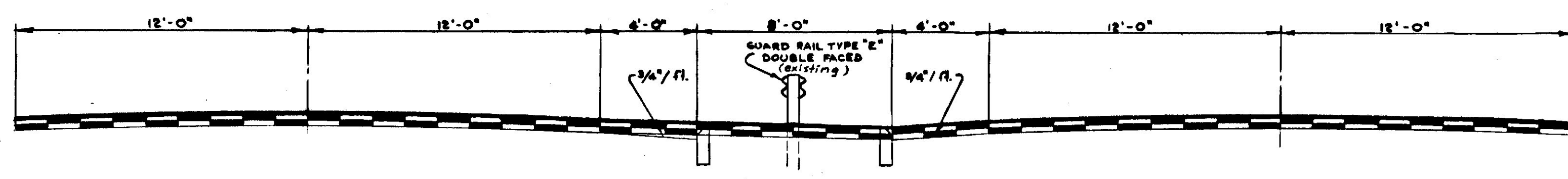
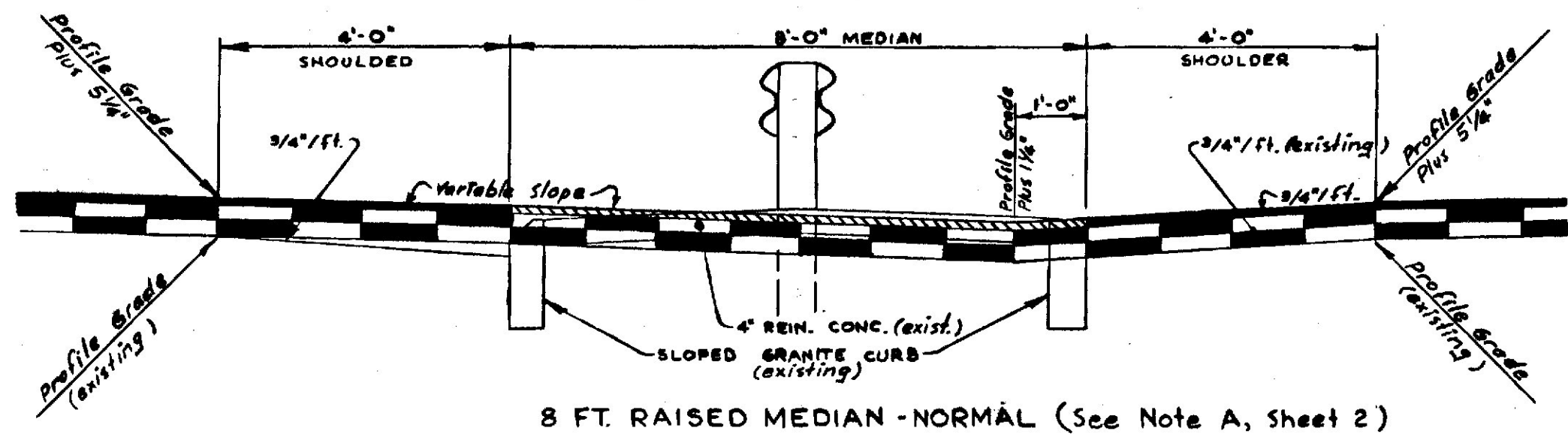
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-2(79) I-95-2(72)	2	59



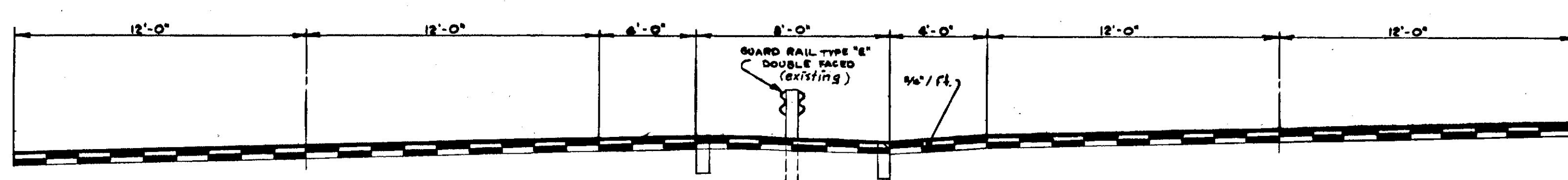
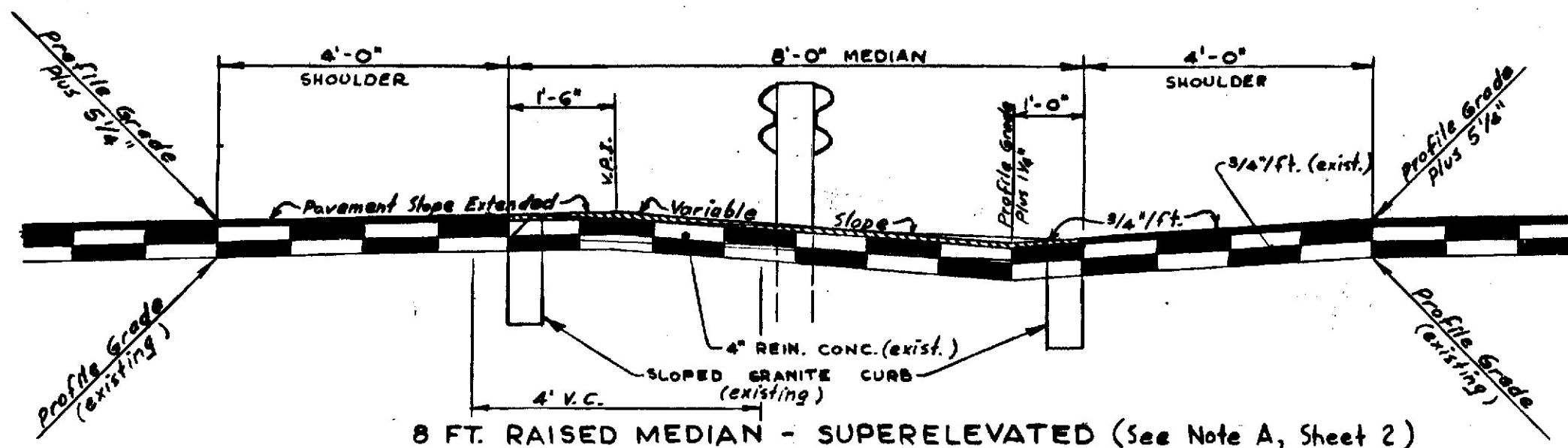
24 FT. PAVEMENT 4 FT. SHOULDER 28 FT. DEPRESSED MEDIAN 4 FT. SHOULDER 24 FT. PAVEMENT
 3/4" Plant Mix Wearing Course (Grading H) (same as 24' pavement) (same as 24' pavement) 3/4" Plant Mix Wearing Course (Grading H)
 4 1/2" Hot Bituminous Pavement (Grading B) 4 1/2" Hot Bituminous Pavement (Grading B)



24 FT. PAVEMENT 4 FT. SHOULDER 28 FT. DEPRESSED MEDIAN 4 FT. SHOULDER 24 FT. PAVEMENT
 3/4" Plant Mix Wearing Course (Grading H) (same as 24' pavement) (same as 24' pavement) 3/4" Plant Mix Wearing Course (Grading H)
 4 1/2" Hot Bituminous Pavement (Grading B) 4 1/2" Hot Bituminous Pavement (Grading B)



24 FT. PAVEMENT 8 FT. RAISED MEDIAN (See Enlarged Drawing) 24 FT. PAVEMENT
 3/4" Plant Mix Wearing Course (Grading H) 3/4" Plant Mix Wearing Course (Grading H)
 4 1/2" Hot Bituminous Pavement (Grading B) 4 1/2" Hot Bituminous Pavement (Grading B)

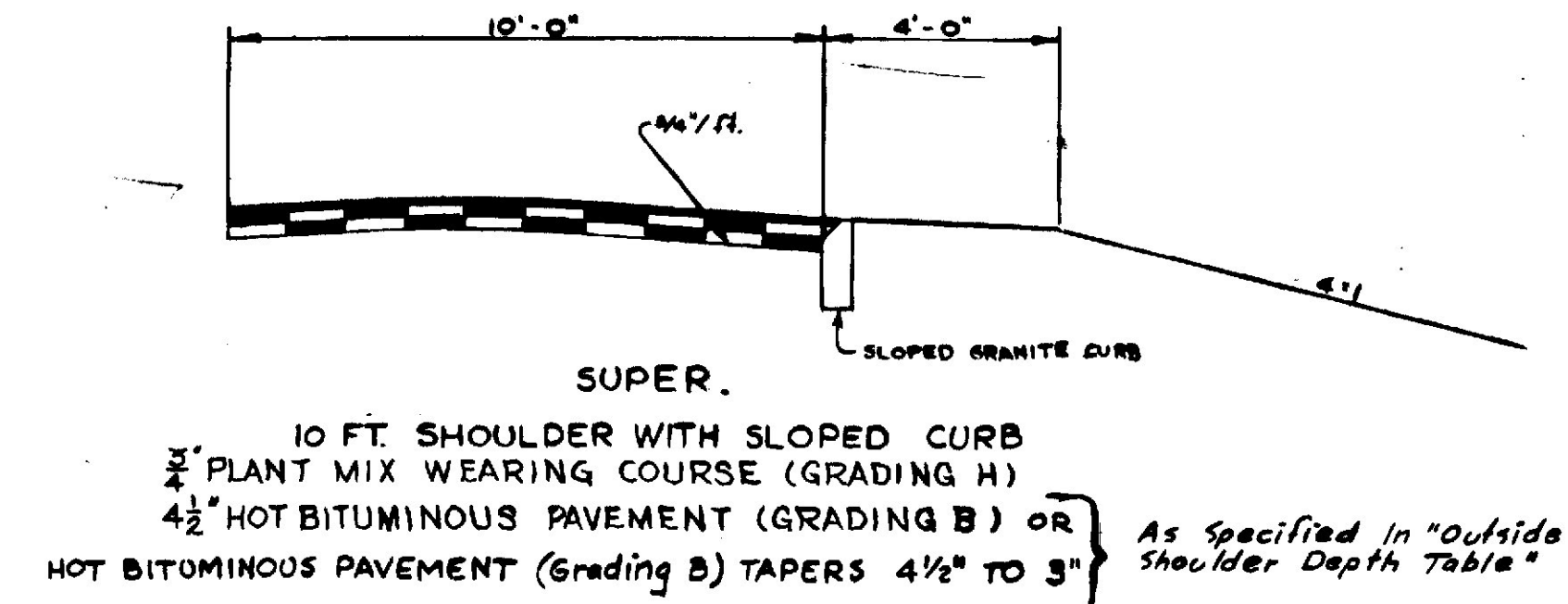


24 FT. PAVEMENT 8 FT. RAISED MEDIAN (See Enlarged Drawing) 24 FT. PAVEMENT
 3/4" Plant Mix Wearing Course (Grading H) 3/4" Plant Mix Wearing Course (Grading H)
 4 1/2" Hot Bituminous Pavement (Grading B) 4 1/2" Hot Bituminous Pavement (Grading B)

NOTE A

- Existing curb to be removed and stacked. Pay item 609.441 and 609.442.
- Existing concrete median (4") to be removed and disposed of off project, pay item 202.11.
- Existing guard rail to be removed, revised and replaced, pay item 606.181.
- Existing crushed gravel under median to be fine graded and excess material removed. Payment to be considered incidental to item 202.11.
- Hot Bituminous Pavement (grading B) to be placed to grades and slopes indicated. Pay item 403.07.
- Plant Mix Wearing Course (grading H) to be placed on shoulders with taper of 3/4" to 1/2". Pay item 415.24.
- One half inch Colored Synthetic Binder Course (green) to be placed on median. Pay item 415.23.
- Legend: - Hot Bituminous Pavement (grading B); - Plant Mix Wearing Course (grading H); - Colored Synthetic Binder Course (green)

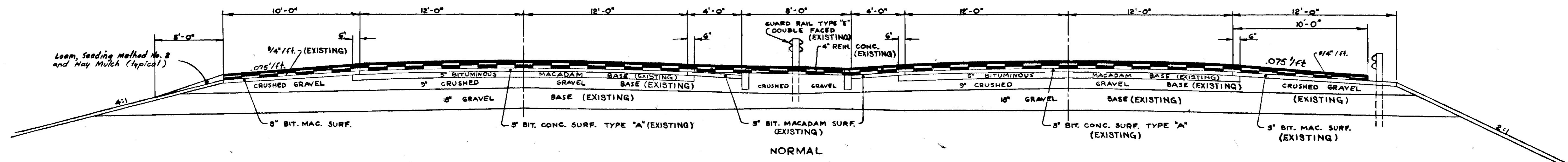
OUTSIDE SHOULDER DEPTH TABLE	
FULL DEPTH OVERLAY	TAPERED DEPTH OVERLAY
STA. 87+63 TO 103+00 S.B.	STA. 103+00 TO 118+00 S.B.
STA. 87+63 TO 117+50 N.B.	STA. 117+50 TO 134+35 N.B.
STA. 118+00 TO 119+30 S.B.	STA. 119+30 TO 139+00 S.B.
STA. 119+00 TO 133+50 S.B.	STA. 133+50 TO 142+00 S.B.
STA. 134+35 TO 139+75 N.B.	STA. 139+75 TO 155+25 N.B.
STA. 142+00 TO 155+35 S.B.	STA. 155+35 TO 187+00 S.B.
STA. 155+25 TO 160+00 N.B.	STA. 160+00 TO 186+48 N.B.
STA. 187+00 TO 191+70 S.B.	
STA. 188+48 TO 191+70 N.B.	



*NOTE: The pavement depths as shown on the plans are intended to be nominal.

PLANT MIX WEARING COURSE*
4 1/4" OVERLAY (STAGE 1)
STA. 191+70 TO STA. 272+56
(I-95)

S. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-0(78) I-95-0(79)	3	59



NORMAL

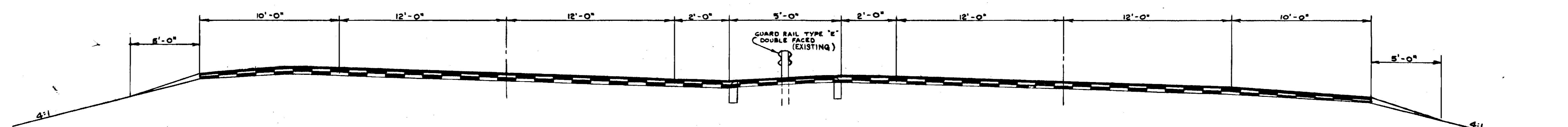
10 FT. SHOULDER
 3/4" Plant Mix Wearing Course (Grading H)
 Hot Bituminous Pavement (Grading B) Tapers 3 1/2" To 2"

24 FT. PAVEMENT
 3/4" Plant Mix Wearing Course (Grading H)
 3 1/2" Hot Bituminous Pavement (Grading B)

8 FT. RAISED MED. (See Enlarged drawing)

24 FT. PAVEMENT
 3/4" Plant Mix Wearing Course (Grading H)
 3 1/2" Hot Bituminous Pavement (Grading B)

12 FT. SHLD. - GUARD RAIL
 3/4" Plant Mix Wearing Course (Grading H)
 Hot Bituminous Pavement (Grading B) Tapers 3 1/2" To 2"



SUPERELEVATED

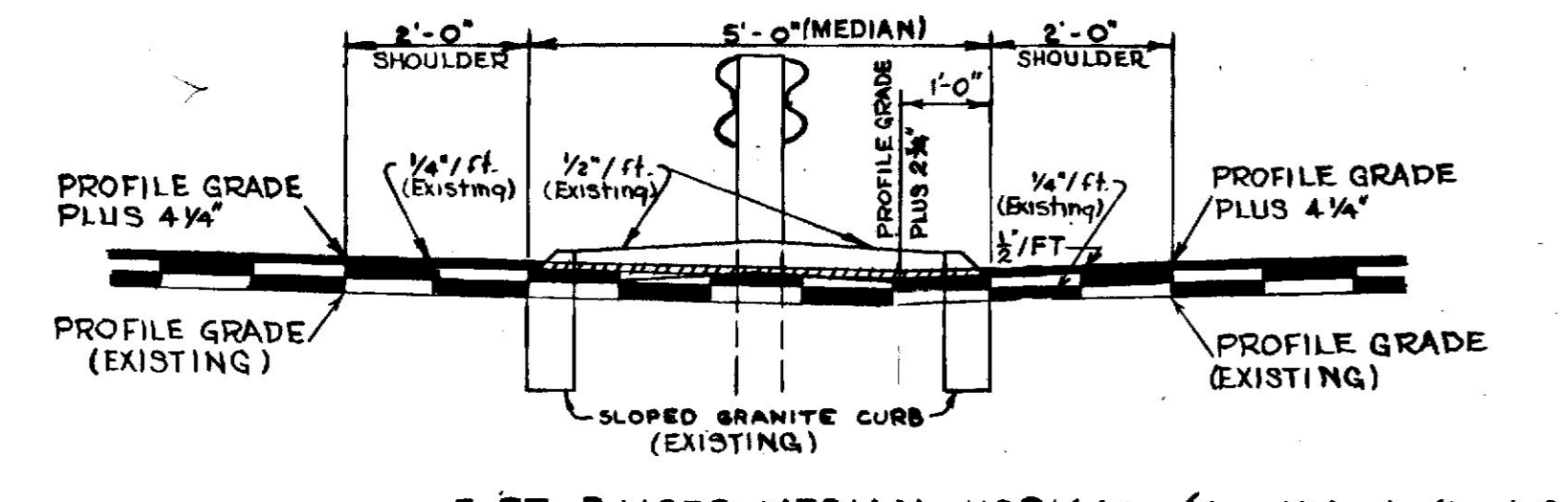
10 FT. SHOULDER
 3/4" Plant Mix Wearing Course (Grading H)
 Hot Bituminous Pavement (Grading B) Tapers 3 1/2" To 2"

24 FT. PAVEMENT
 3/4" Plant Mix Wearing Course (Grading H)
 3 1/2" Hot Bituminous Pavement (Grading B)

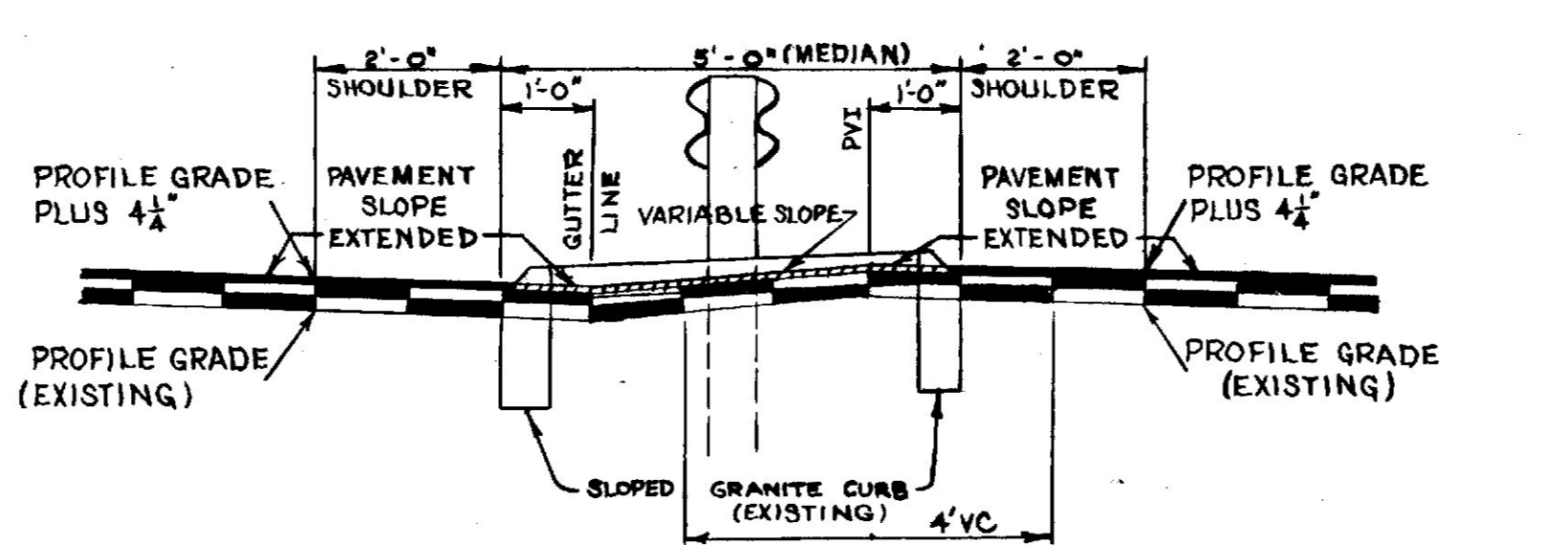
5 FT. RAISED MEDIAN (See Enlarged drawing)

24 FT. PAVEMENT
 3/4" Plant Mix Wearing Course (Grading H)
 3 1/2" Hot Bituminous Pavement (Grading B)

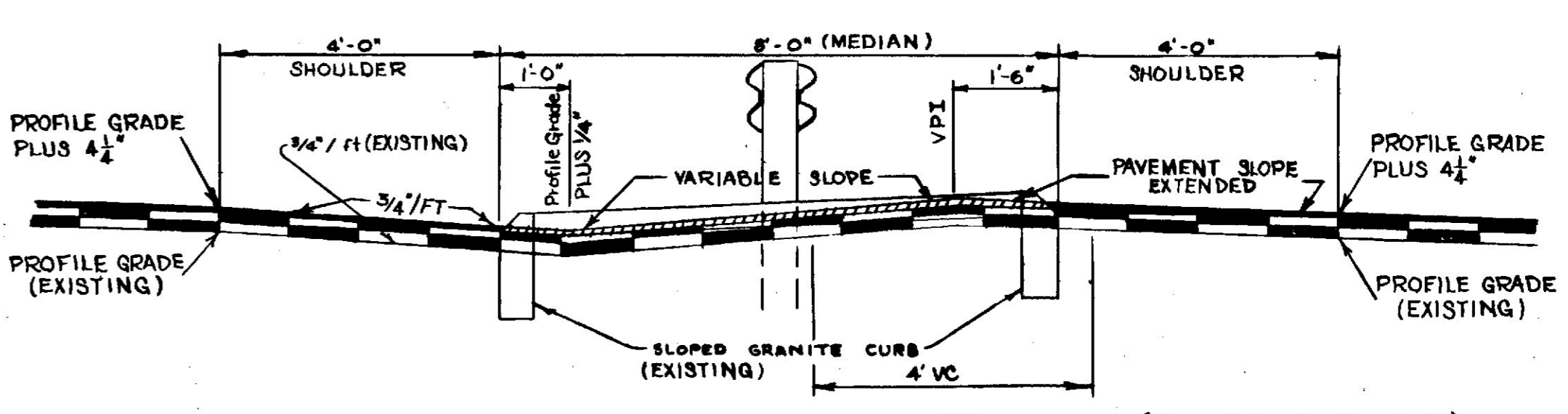
10 FT. SHOULDER
 3/4" Plant Mix Wearing Course (Grading H)
 Hot Bituminous Pavement (Grading B) Tapers 3 1/2" To 2"



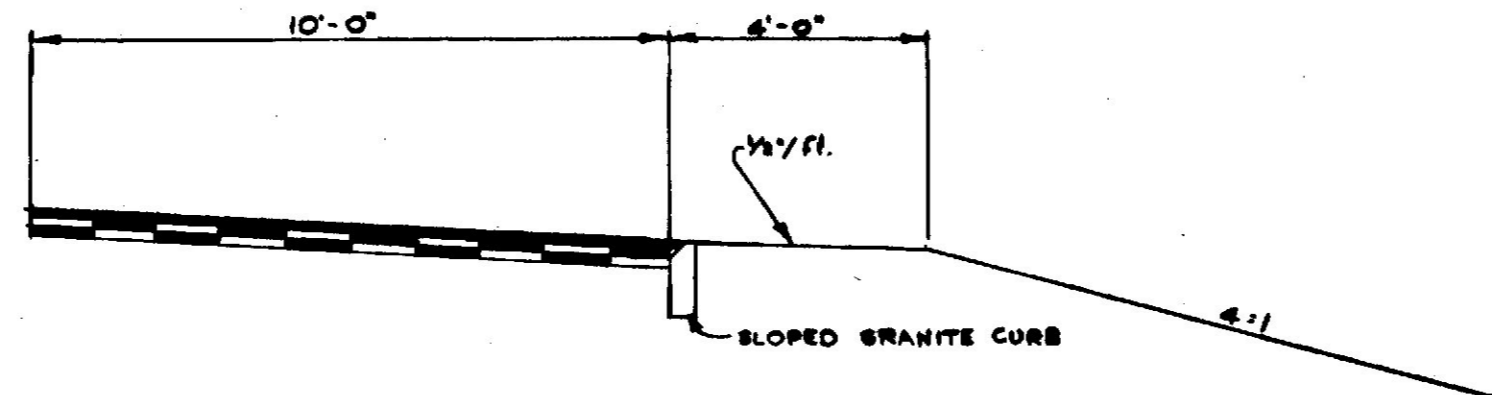
5 FT. RAISED MEDIAN - NORMAL (See Note A, Sheet 2)



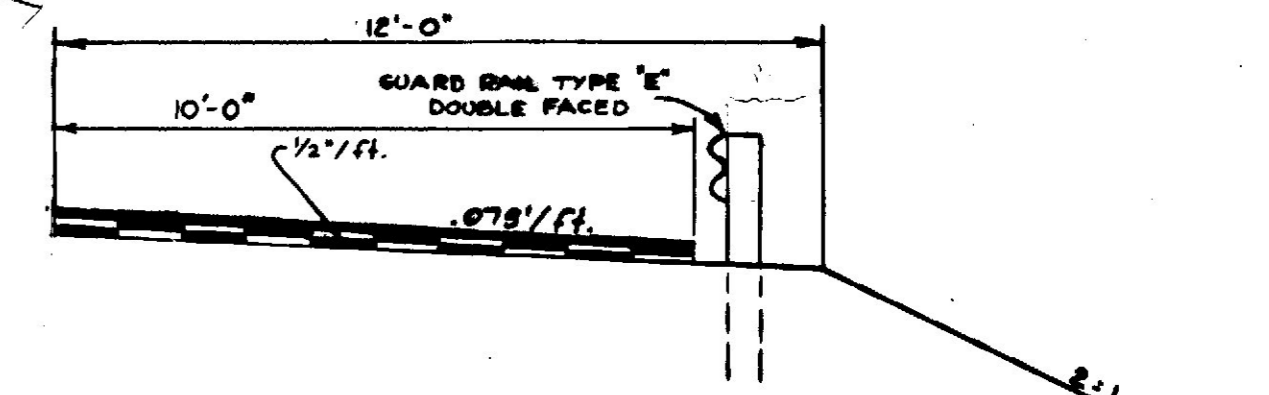
5 FT. RAISED MEDIAN - SUPER. (See Note A, Sheet 2)



8 FT. RAISED MEDIAN - SUPERELEVATED (See Note A, Sheet 2)



NORMAL
10 FT. SHOULDER WITH SLOPED CURB
 3/4" Plant Mix Wearing Course (Grading H)
 3 1/2" Hot Bituminous Pavement (Grading B) OR
 Hot Bituminous Pavement (Grading B) Tapers 3 1/2" To 2" AS SPECIFIED IN "OUTSIDE SHOULDER DEPTH TABLE"



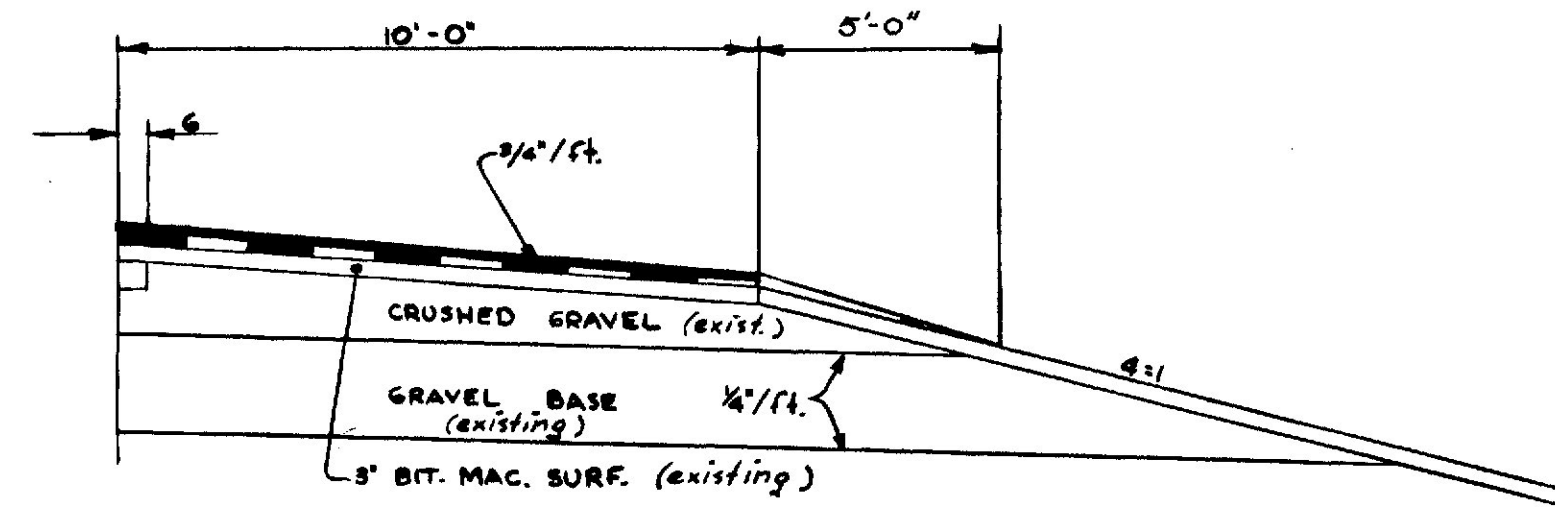
12 FT. SHLD. - GUARD RAIL - SUPER.
 3/4" Plant Mix Wearing Course (Grading H)
 Hot Bituminous Pavement (Grading B) Tapers 3 1/2" To 2"

OUTSIDE SHOULDER DEPTH TABLE	
FULL DEPTH OVERLAY	TAPERED DEPTH OVERLAY
STA 191+70 TO 192+15 SB	STA 192+15 TO 201+76 SB
STA 191+70 TO 193+19 NB	STA 193+19 TO 202+45 NB
STA 201+76 TO 208+00 SB	STA 208+00 TO 242+92 SB
STA 202+45 TO 208+07 NB	STA 208+07 TO 254+23 NB
STA 242+92 TO 247+50 SB	STA 247+50 TO 261+00 SB
STA 254+25 TO 270+00 NB	STA 266+58 TO 272+56 SB
STA 261+00 TO 266+58 SB	STA 270+00 TO 272+56 NB

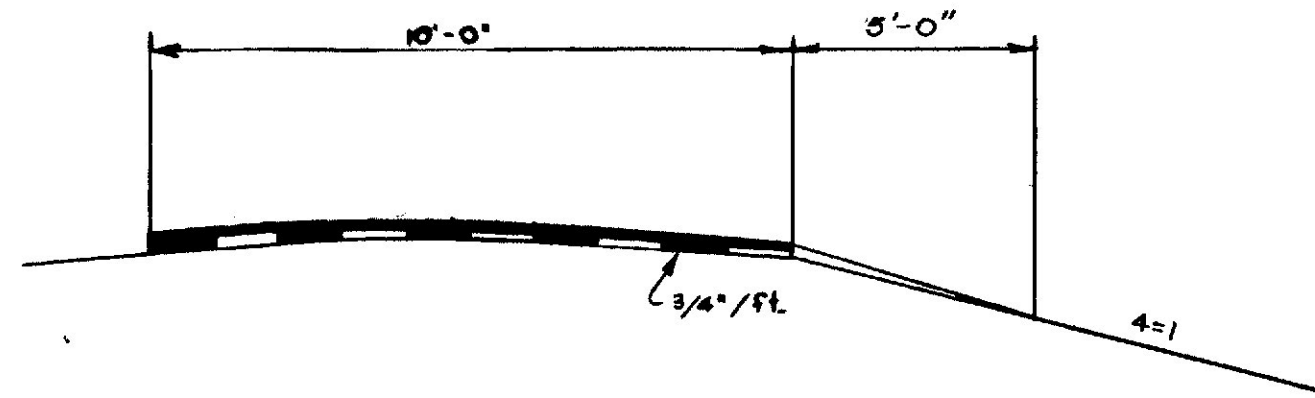
*NOTE: The pavement depths as shown on the plans are intended to be nominal

PLANT MIX WEARING COURSE*
 3/4" OVERLAY (STAGE 1)
 STA 66+50 TO STA 166+49 I-395

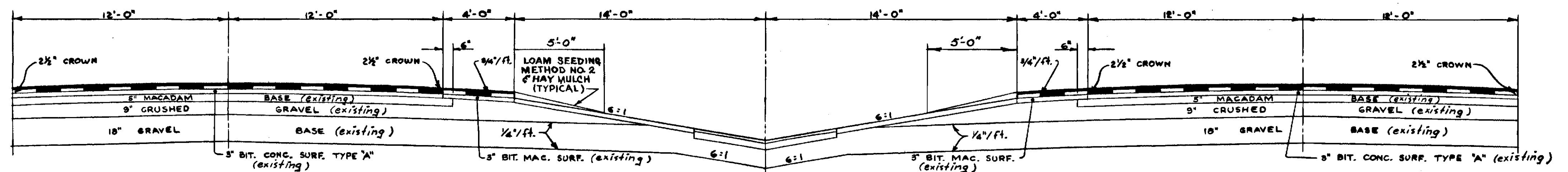
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-395-0(7)	5	59



10 FT. SHOULDER - NORMAL
 3/4" PLANT MIX WEARING COURSE (GRADING H)
 HOT BITUMINOUS PAVEMENT (GRADING B) TAPERS 2 1/2" TO 1"



10 FT. SHLD. - SUPER. HIGH SIDE
 3/4" PLANT MIX WEARING COURSE (GRADING H)
 HOT BITUMINOUS PAVEMENT (GRADING B) TAPERS 2 1/2" TO 1"



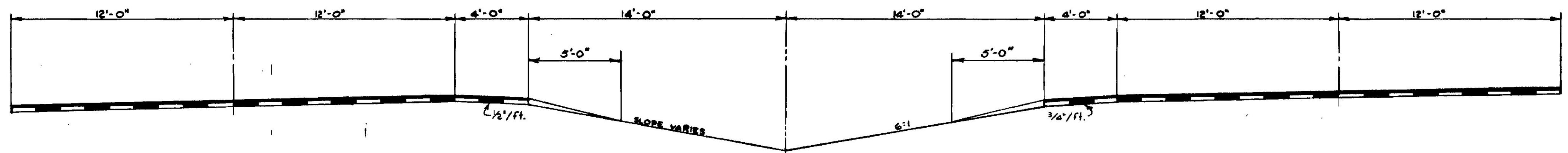
24 FT. PAVEMENT
 3/4" PLANT MIX WEARING COURSE (GRADING H)
 2 1/2" HOT BITUMINOUS PAVEMENT (GRADING B)

4 FT. SHOULDER
 (SAME AS 24' PAVEMENT)

NORMAL
 28 FT. DEPRESSED MEDIAN

4 FT. SHOULDER
 (SAME AS 24' PAVEMENT)

24 FT. PAVEMENT
 3/4" PLANT MIX WEARING COURSE (GRADING H)
 2 1/2" HOT BITUMINOUS PAVEMENT (GRADING B)



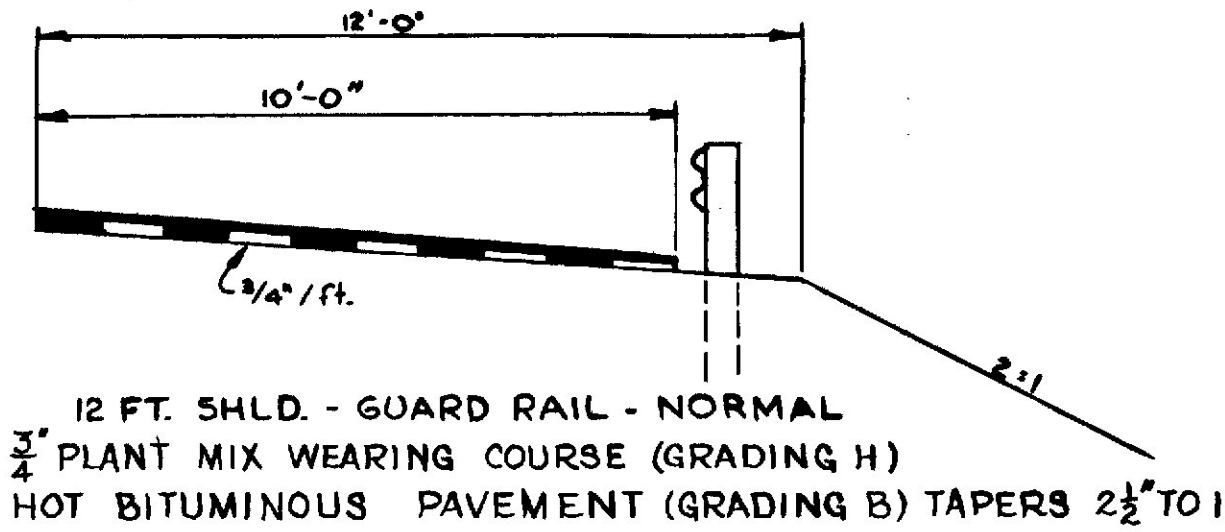
24 FT. PAVEMENT
 3/4" PLANT MIX WEARING COURSE (GRADING H)
 2 1/2" HOT BITUMINOUS PAVEMENT (GRADING B)

4 FT. SHOULDER
 (SAME AS 24' PAVEMENT)

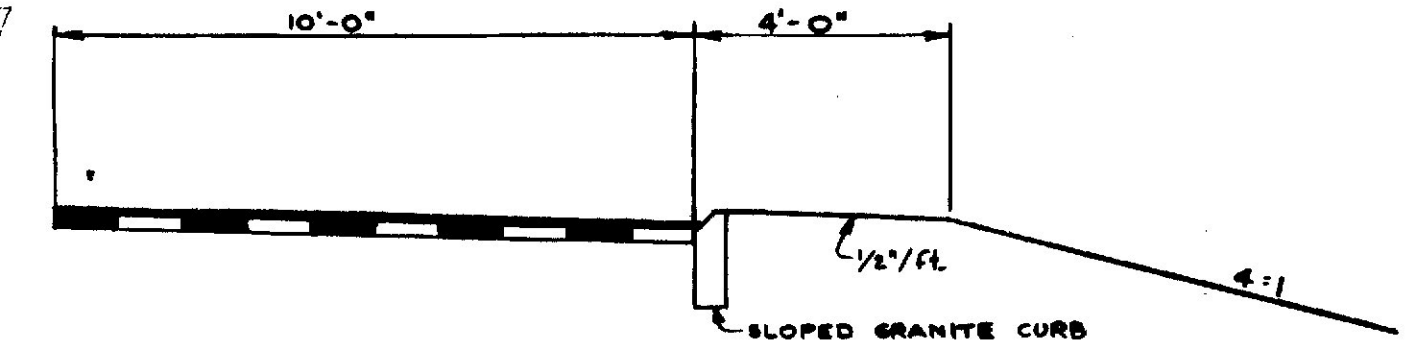
SUPERELEVATED
 28 FT. DEPRESSED MEDIAN

4 FT. SHOULDER
 (SAME AS 24' PAVEMENT)

24 FT. PAVEMENT
 3/4" PLANT MIX WEARING COURSE (GRADING H)
 2 1/2" HOT BITUMINOUS PAVEMENT (GRADING B)



12 FT. SHLD. - GUARD RAIL - NORMAL
 3/4" PLANT MIX WEARING COURSE (GRADING H)
 HOT BITUMINOUS PAVEMENT (GRADING B) TAPERS 2 1/2" TO 1"



10 FT. SHOULDER WITH SLOPED CURB - NORMAL
 3/4" PLANT MIX WEARING COURSE (GRADING H)
 2 1/2" HOT BITUMINOUS PAVEMENT (GRADING B) OR
 HOT BITUMINOUS PAVEMENT (GRADING B) TAPERS 2 1/2" TO 1" AS SPECIFIED IN
 "OUTSIDE SHOULDER DEPTH TABLE"

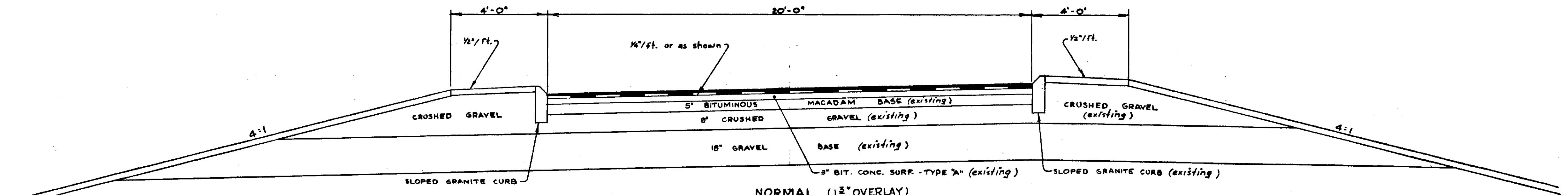
OUTSIDE SHOULDER DEPTH TABLE	
FULL DEPTH OVERLAY	TAPERED DEPTH OVERLAY
STA 63+60 TO STA 66+50 WB	STA 63+60 TO STA 70+00 EB
STA 70+00 TO STA 72+00 EB	STA 66+50 TO STA 77+35 WB
STA 74+75 TO STA 93+67 EB	STA 72+00 TO STA 74+75 EB
STA 77+35 TO STA 94+84 WB	STA 93+67 TO STA 145+67 EB
STA 145+67 TO END PROJECT WB	STA 94+84 TO STA 145+07 WB
STA 145+67 TO END PROJECT EB	

*NOTE: The pavement depths as shown on the plans are intended to be nominal.

PLANT MIX WEARING COURSE *

1 1/2" OR 3/4" OVERLAY (STAGE 1)
RAMPS

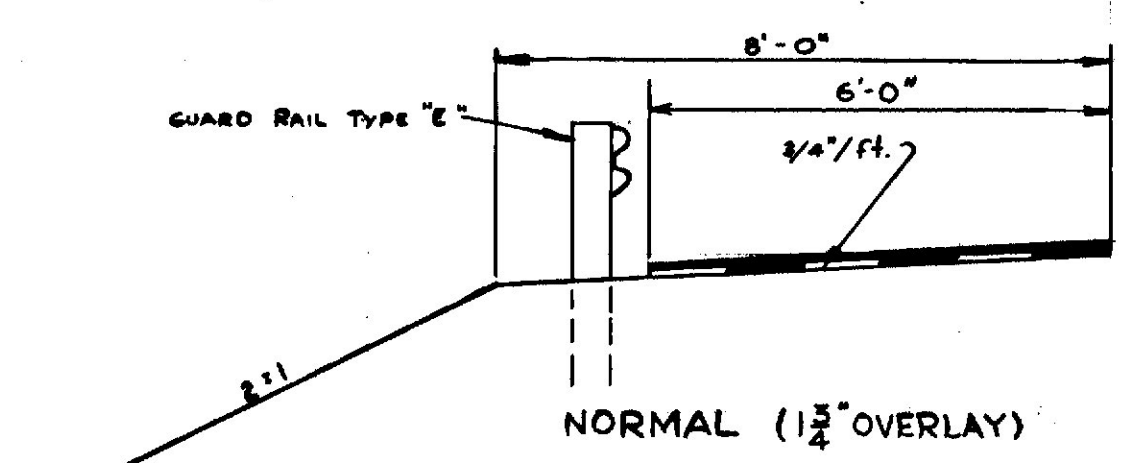
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	71-95-0(1) 71-95-0(2)	6	59



NORMAL (1 1/2" OVERLAY)

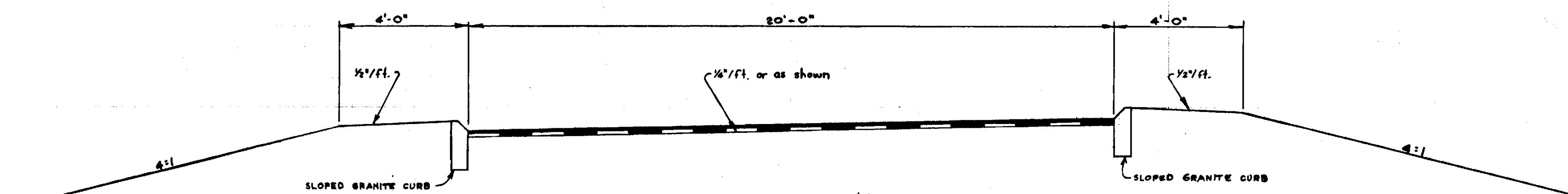
20 FT. RAMP

3/4" PLANT MIX WEARING COURSE (GRADING H)
1 1/2" HOT BITUMINOUS PAVEMENT (GRADING B)



NORMAL (1 1/2" OVERLAY)

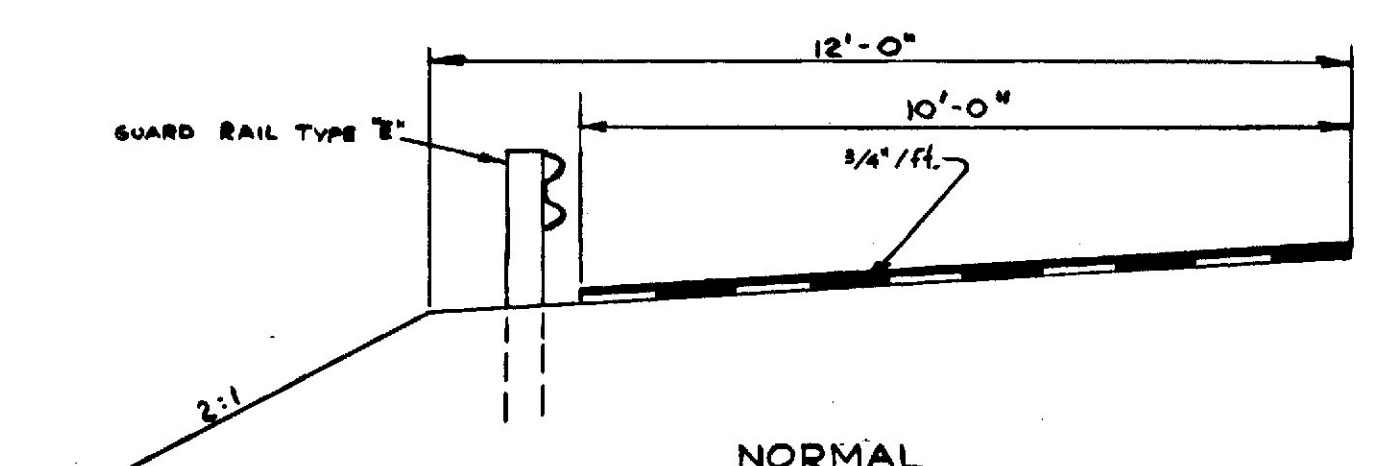
8 FT. SHOULDER - GUARD RAIL
3/4" PLANT MIX WEARING COURSE (GRADING H)
1 1/2" HOT BITUMINOUS PAVEMENT (GRADING B)



NORMAL (3/4" OVERLAY)

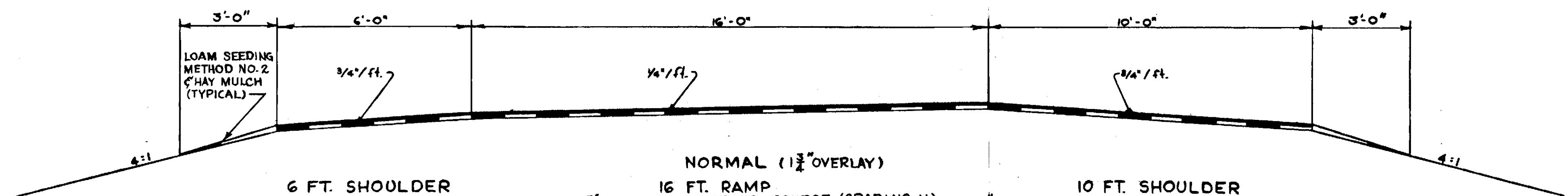
20 FT. RAMP

3/4" PLANT MIX WEARING COURSE (GRADING H)
2 1/2" HOT BITUMINOUS PAVEMENT (GRADING B)



NORMAL

12 FT. SHOULDER - GUARD RAIL
3/4" PLANT MIX WEARING COURSE (GRADING H)
1 1/2" HOT BITUMINOUS PAVEMENT (GRADING B)



NORMAL (1 1/2" OVERLAY)

6 FT. SHOULDER

16 FT. RAMP

10 FT. SHOULDER

3/4" PLANT MIX WEARING COURSE (GRADING H)
1 1/2" HOT BITUMINOUS PAVEMENT (GRADING B)

3/4" PLANT MIX WEARING COURSE (GRADING H)
1 1/2" HOT BITUMINOUS PAVEMENT (GRADING B)

3/4" PLANT MIX WEARING COURSE (GRADING H)
1 1/2" HOT BITUMINOUS PAVEMENT (GRADING B)

TABLE OF RAMP OVERLAY DEPTH

INTERCHANGE	1 1/2" OVERLAY	3/4" OVERLAY
I-95 @ I-395	RAMPS A, B, C, E, G	RAMPS E, H, A, B, C, D
HAMMOND ST.	RAMPS A, B, C, D	RAMP E, A, B, C, D
UNION - OHIO	ALL RAMPS	ALL RAMPS
BROADWAY	RAMPS K, L, M	RAMP J, K, L, M
HOGAN ROAD	RAMPS A, C	RAMPS A, C
MAIN STREET	RAMP K	RAMP J, K

*NOTE: The pavement depths as shown on the plans are intended to be nominal.

RAMPS 1 1/2" OVERLAY

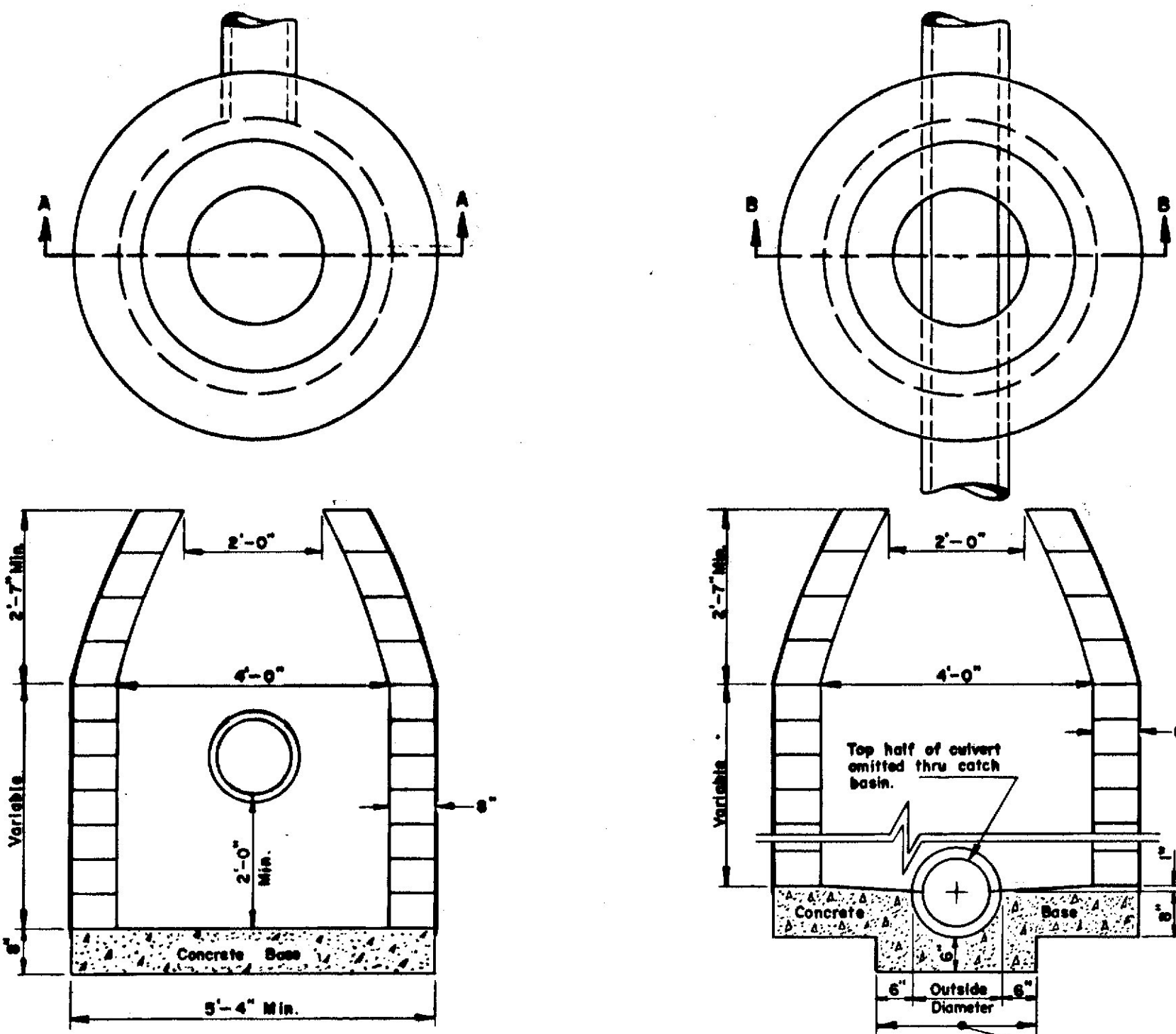
GENERAL NOTES—ALL CATCH BASINS AND MANHOLES

- Any Catch Basin in excess of 8' in depth shall, if directed be provided with steps similar to those detailed for Manholes.
- Frames, Grates & Covers shall be considered as part of the structure, and no separate payment shall be made.

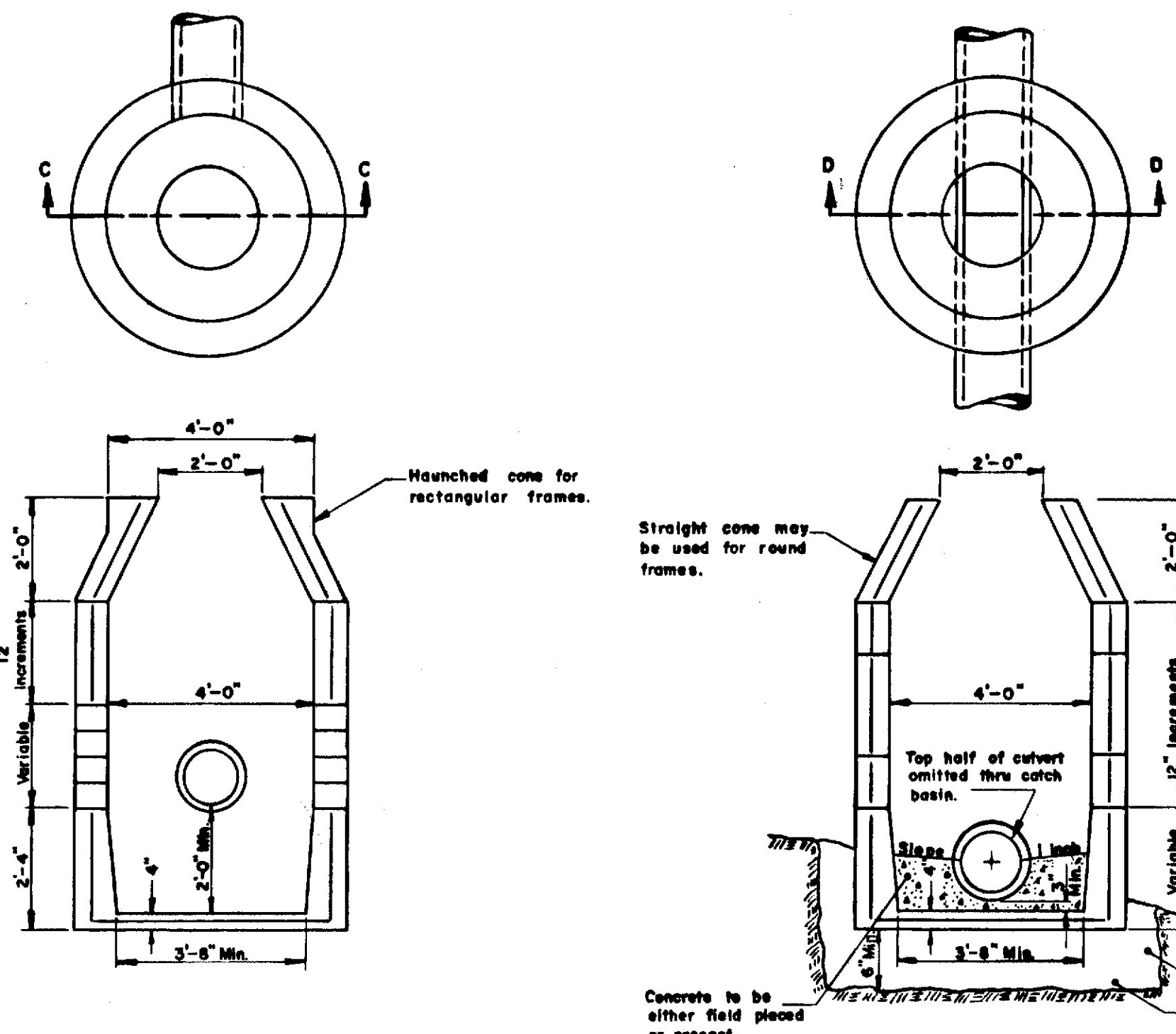
GENERAL NOTES—PRECAST CATCH BASINS AND MANHOLES

- Drain holes in precast sumps to be not over 3" in diameter, and shall be plugged with mortar when constructed.
- All precast sections of less than 8" wall thickness shall have tongue and groove joints.
- Cone and Ring sections wall thickness min. 4", max. 8".
- Minimum wall thickness of sump may be 4" as specified in A.S.T.M. C-478, however, if concrete blocks are used around the inlet and outlet pipes, the wall thickness of sump shall be 8".
- Wall around inlet and outlet pipes may be built of 8" concrete blocks or a precast ring with an opening 2" larger than the outside diameter of the pipe may be used.

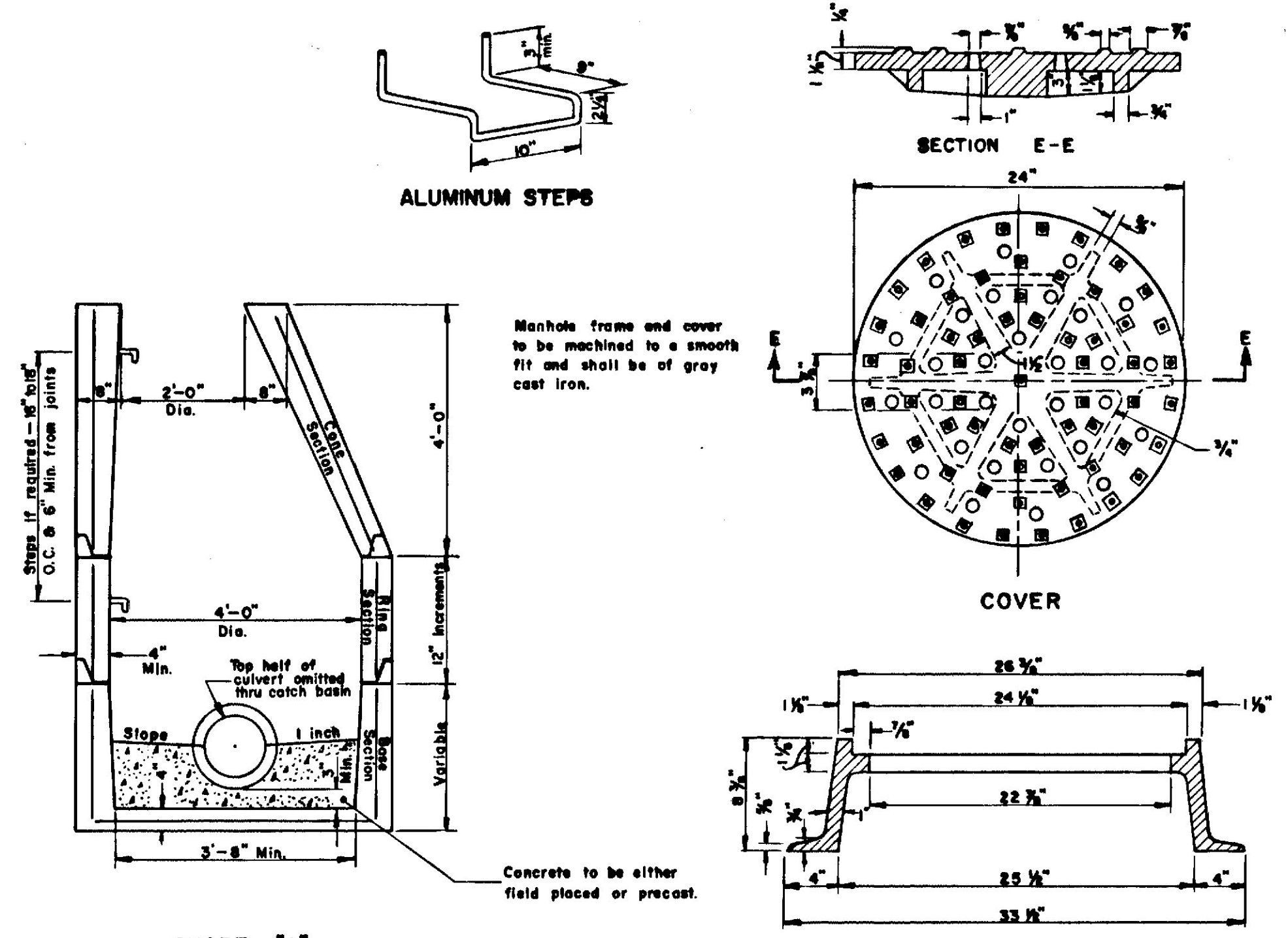
B. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-8(79) 1-95-8(1) 1-95-8(76) 1-95-8(8)	8	59



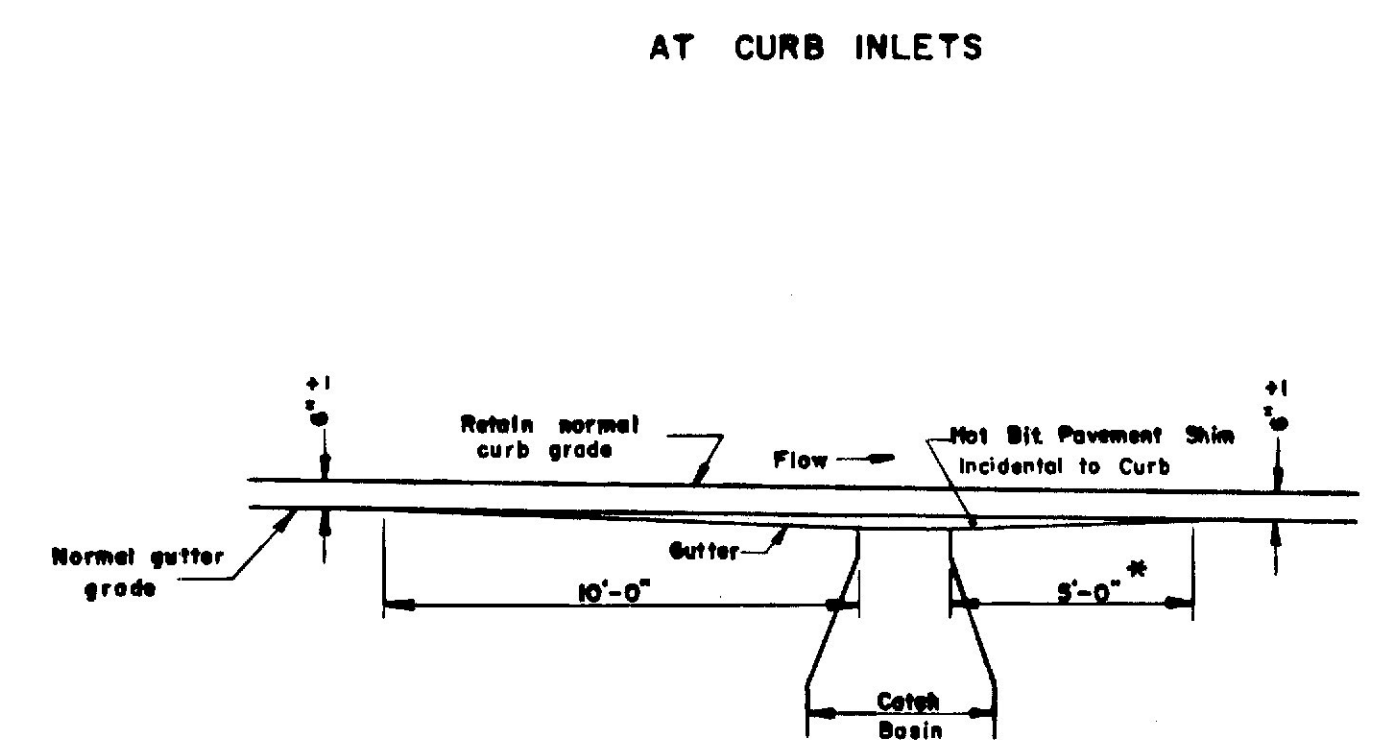
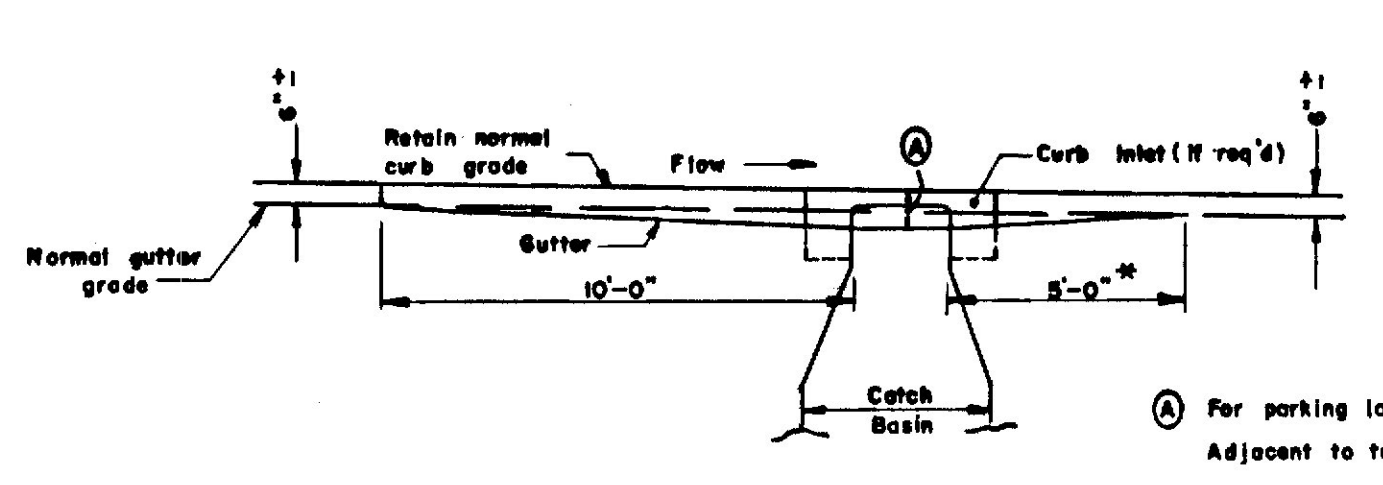
CATCH BASINS (Concrete Blocks or Bricks)



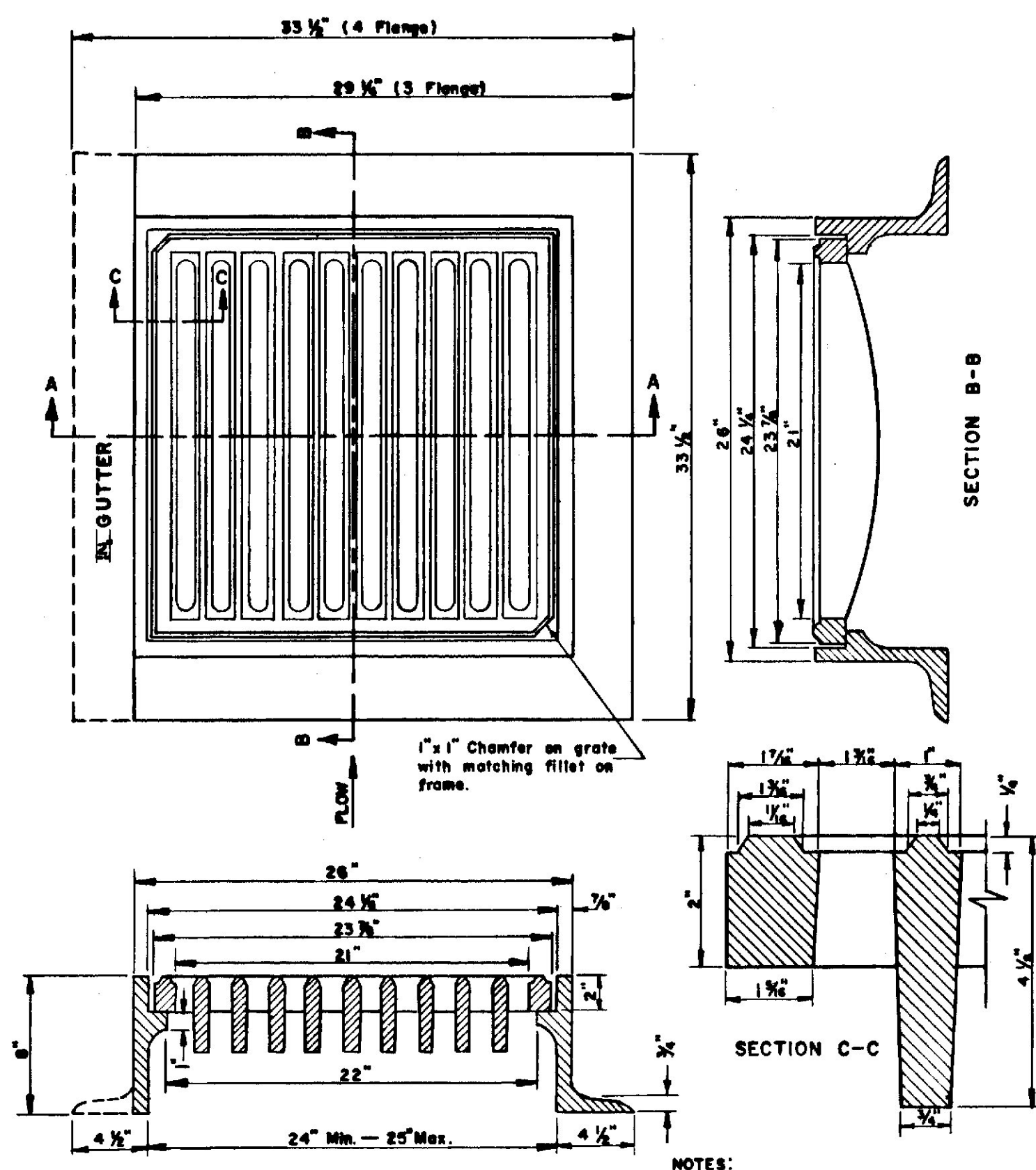
CATCH BASINS (Precast Units)



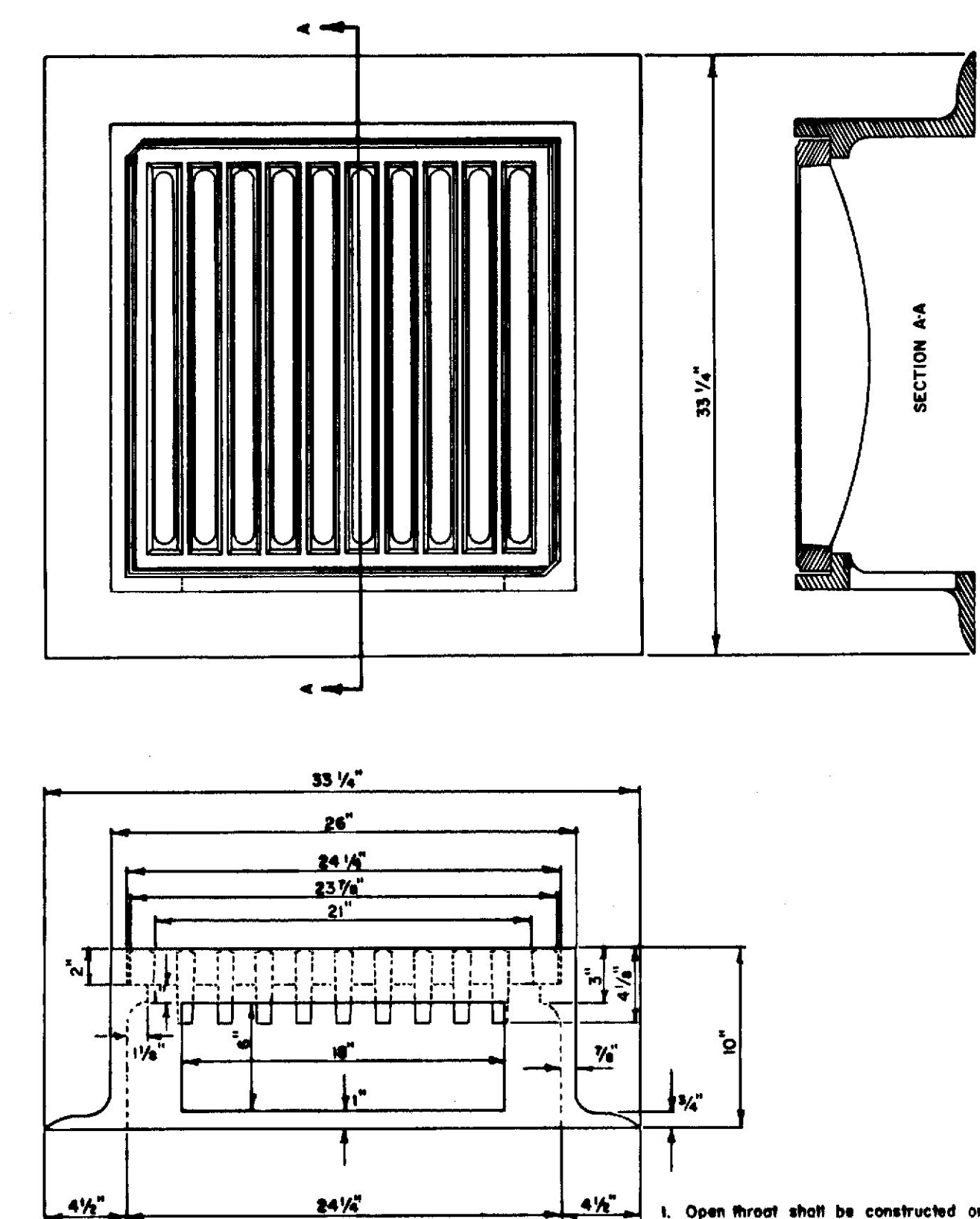
MANHOLE



GUTTER GRADE TRANSITION AT CATCH BASIN



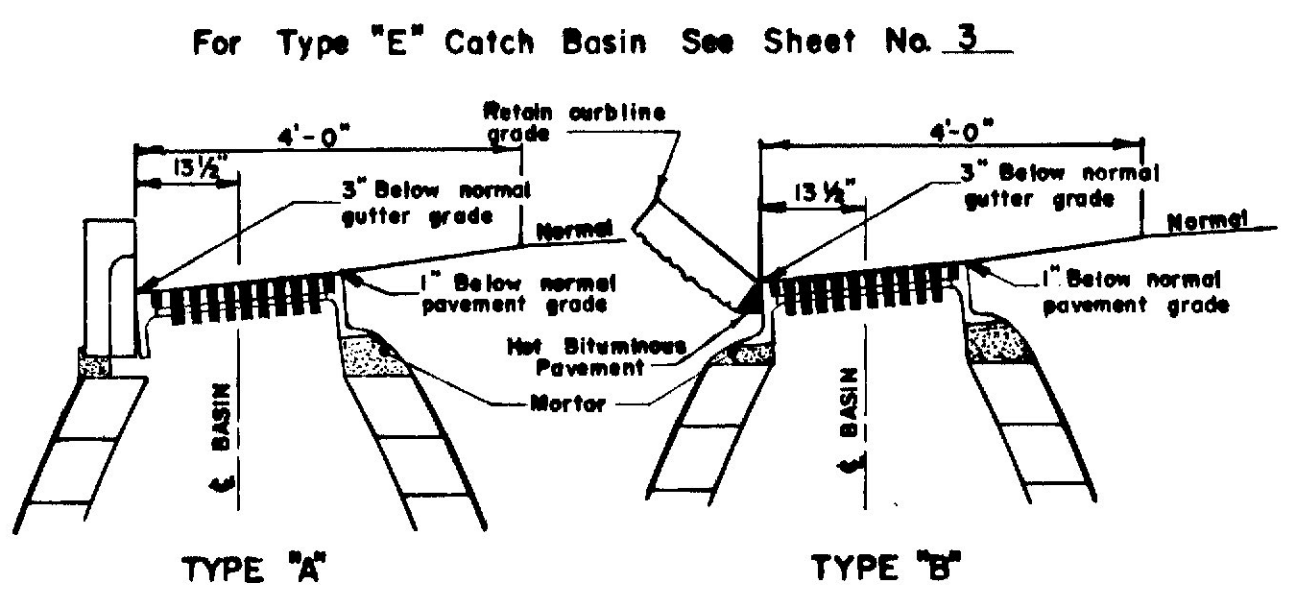
TYPE "A" & "B" CATCH BASIN TOPS



TYPE "C" CATCH BASIN TOPS

STRUCTURE	TOP					SHAPE				
	A	B	C	D	1	2	3	4	5	
CATCH BASIN										
Type A-1	X				X		X			
Type A-2	X					X		X		
Type B-1		X			X		X		X	
Type B-2		X				X		X		
Type C-1			X		X		X		X	
Type C-2			X			X		X		
MANHOLE				X		X		X	X	

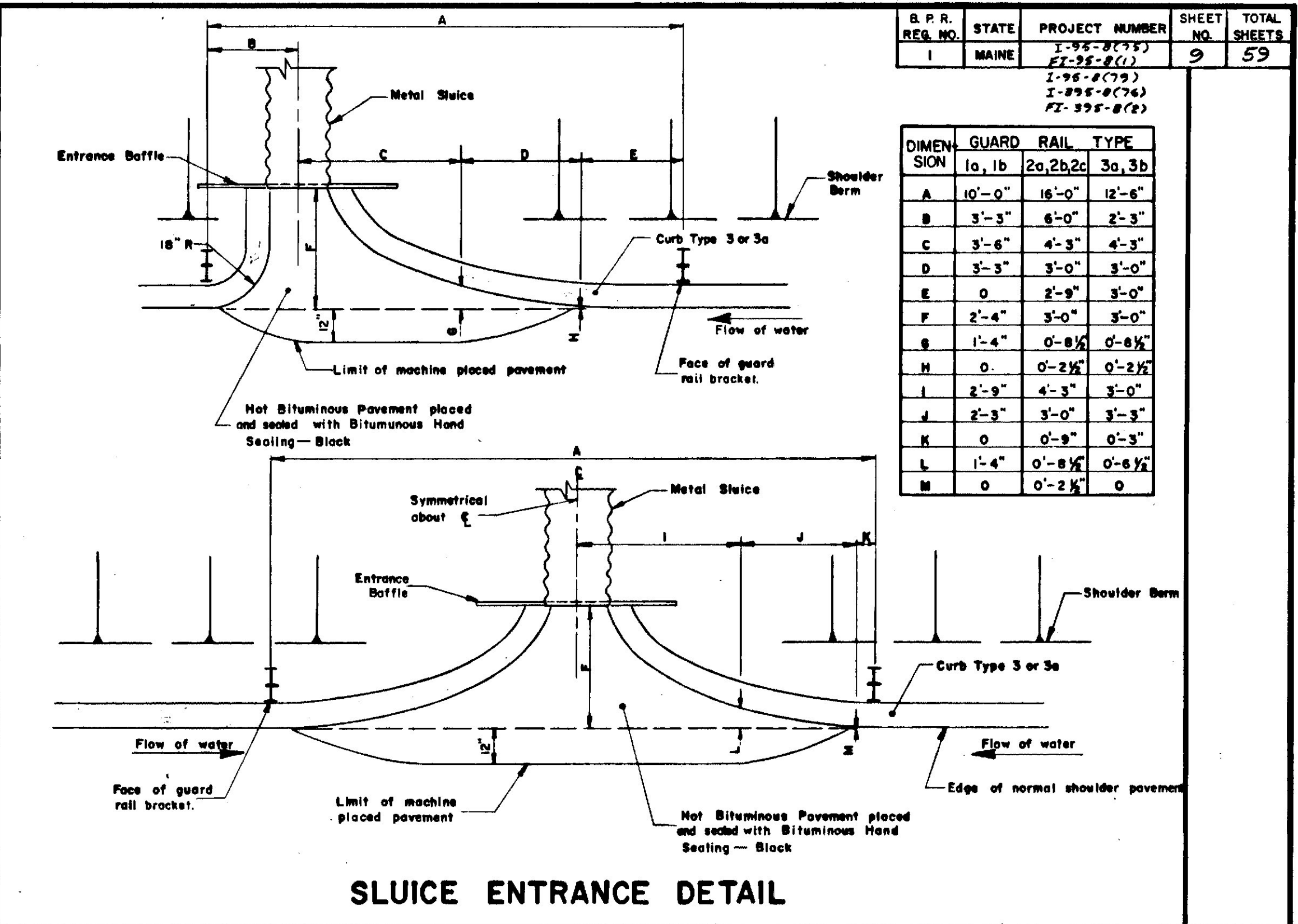
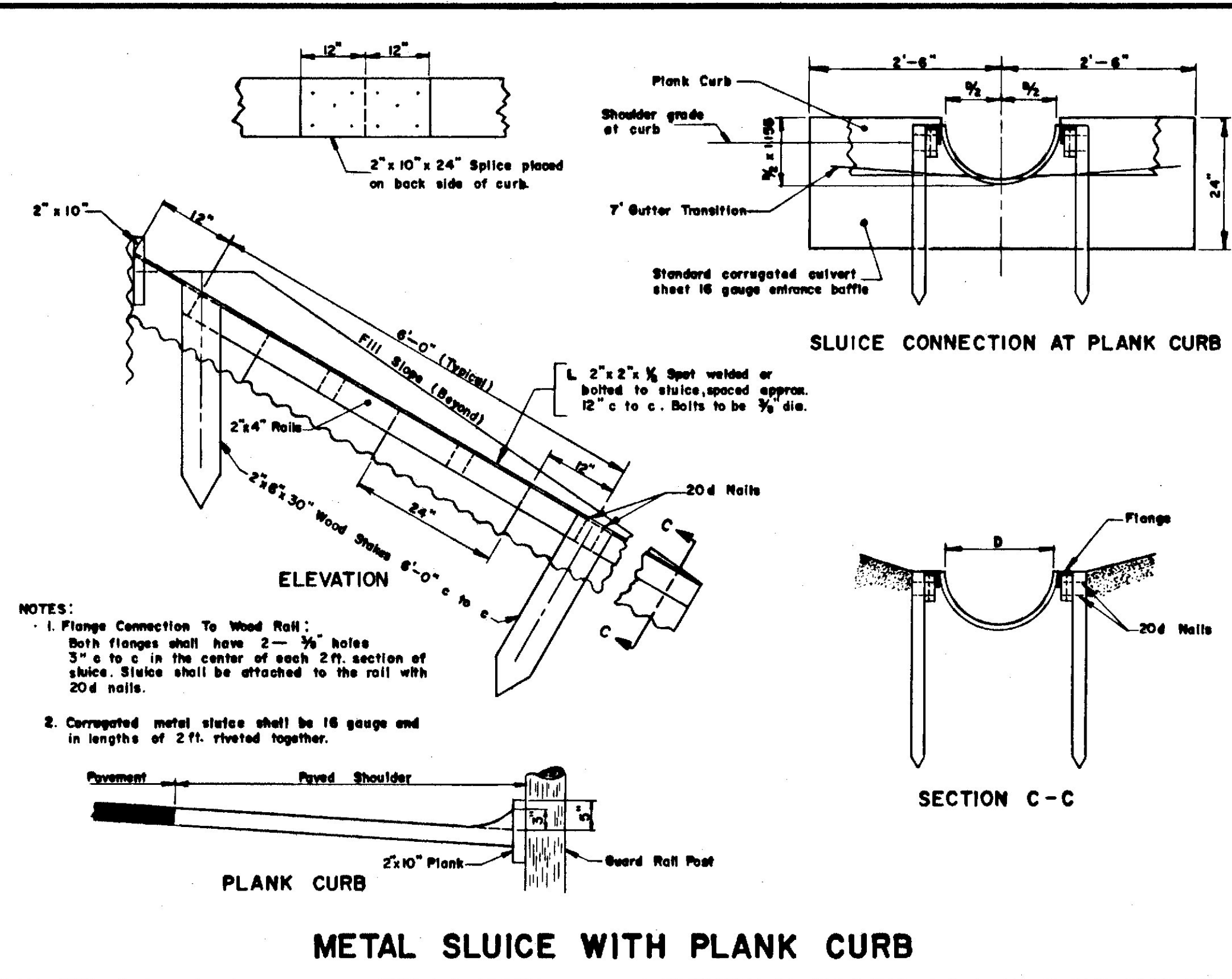
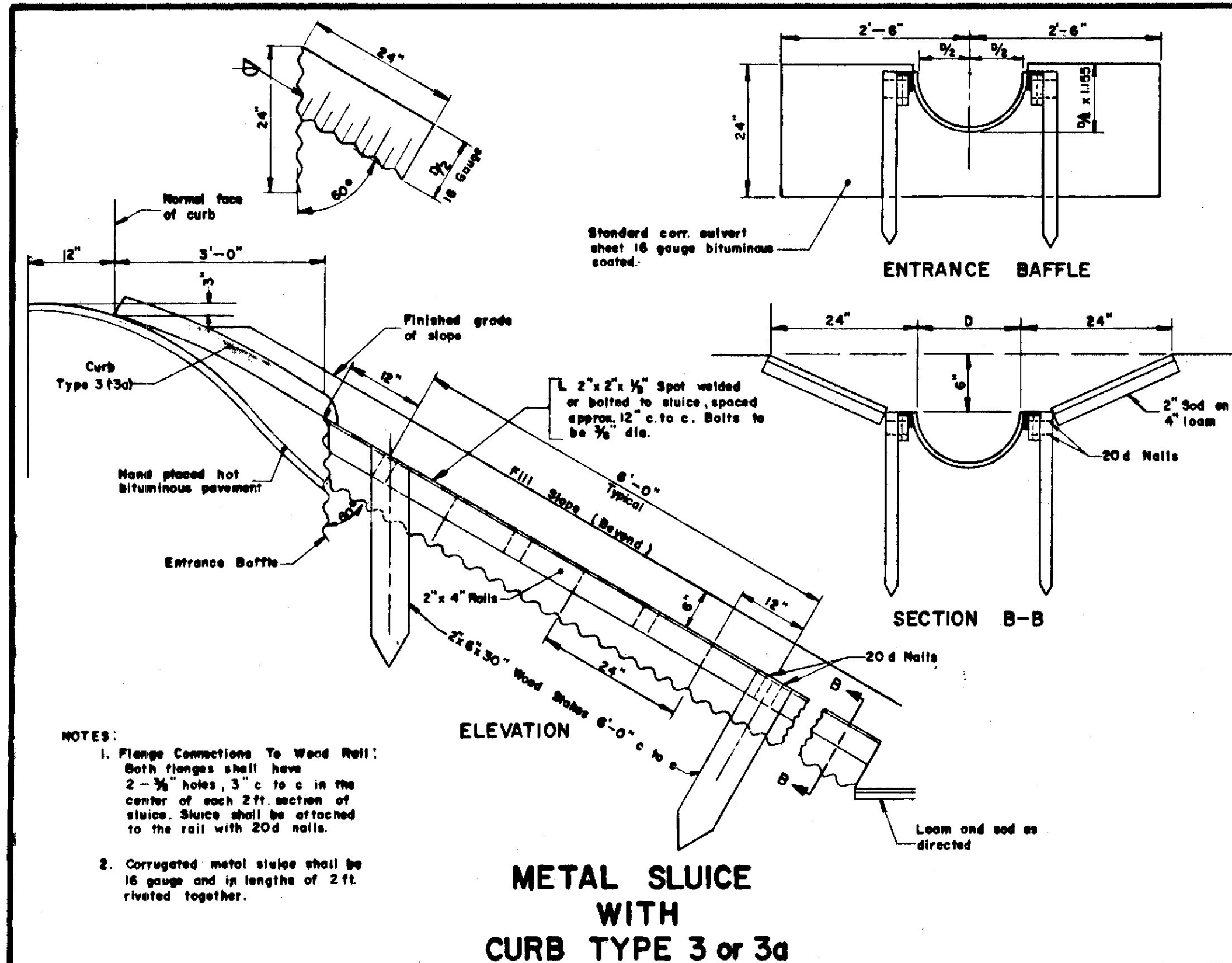
TABLE OF CATCH BASIN TYPES (COMBINATION OF TOPS AND SHAPES)



CATCH BASIN TOP INSTALLATION

REVISIONS		MAINE STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
MINOR REV.	MAY 1967	<h1>STANDARD DETAILS</h1> <h2>CATCH BASINS AND MANHOLES</h2>	

DIMENSION	GUARD RAIL TYPE		
	1a, 1b	2a, 2b, 2c	3a, 3b
A	10'-0"	16'-0"	12'-6"
B	3'-3"	6'-0"	2'-3"
C	3'-6"	4'-3"	4'-3"
D	3'-3"	3'-0"	3'-0"
E	0	2'-9"	3'-0"
F	2'-4"	3'-0"	3'-0"
G	1'-4"	0'-8 1/2"	0'-6 1/2"
H	0	0'-2 1/2"	0'-2 1/2"
I	2'-9"	4'-3"	3'-0"
J	2'-3"	3'-0"	3'-3"
K	0	0'-9"	0'-3"
L	1'-4"	0'-8 1/2"	0'-6 1/2"
M	0	0'-2 1/2"	0



CIRCULAR

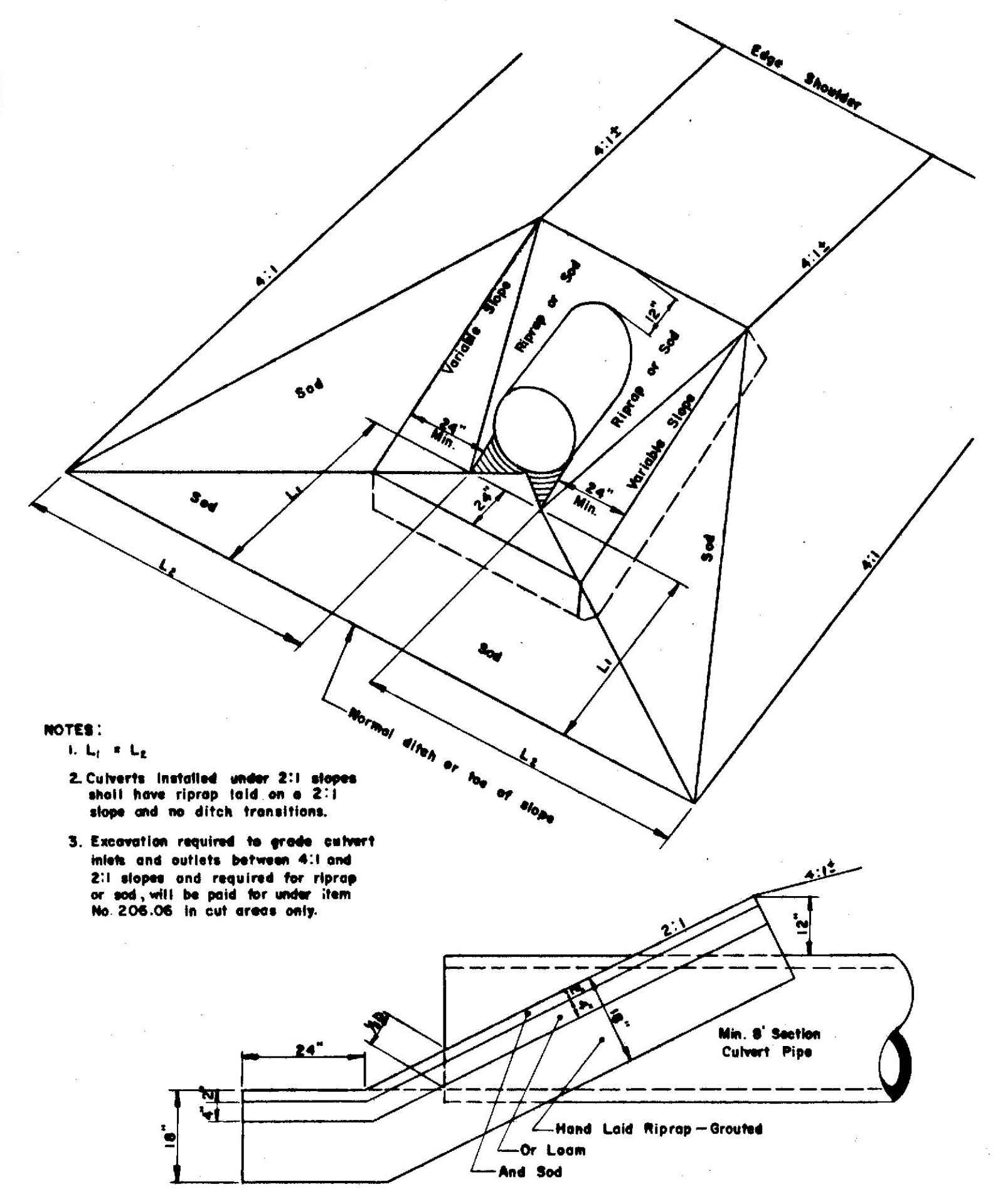
	GAUGE CMP or BCCMP	THICKNESS (inches) CAP	CLASS and WALL RCP
8 inch	16	.060	
10 "	16	.060	
12 "	16	.060	
15 "	16	.060	
18 "	16	.060	
21 "	16	.060	
24 "	16	.060	
30 "	14	.075	Wall A or B
36 "	14	.075	
42 "	12	.105	
48 "	12	.105	
54 "	12	.105	Class III
60 "	10	.135	
72 "	10	.135	
84 "	8	.164	

PIPE ARCH

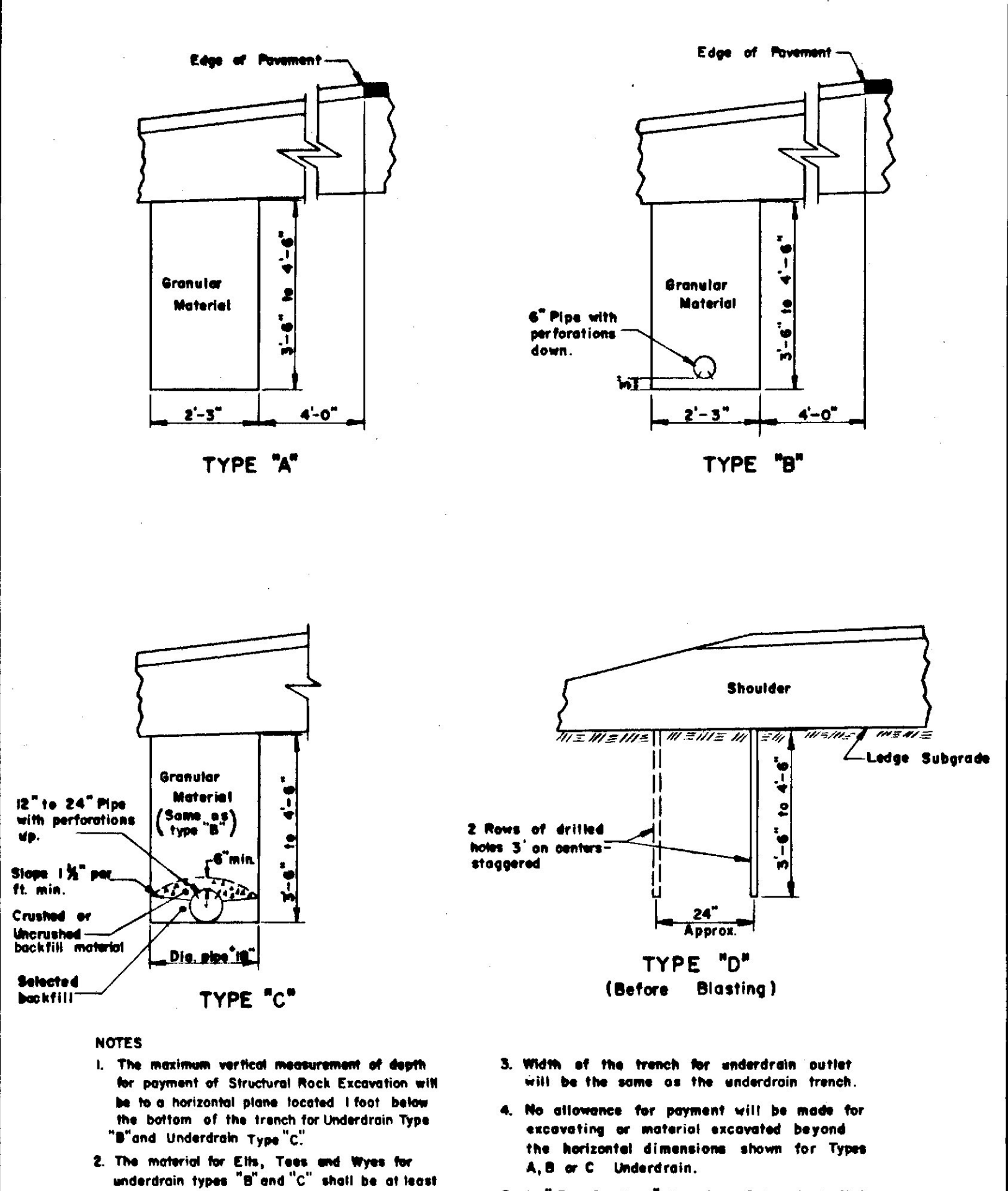
	GAUGE CMPA	THICKNESS (inches) CAPA
18" span x 11" rise	16	.060
22" " x 13" " "	16	.060
25" " x 16" " "	16	.060
29" " x 18" " "	16	.060
36" " x 22" " "	14	.075
43" " x 27" " "	14	.075
50" " x 31" " "	12	.105
58" " x 36" " "	12	.105
65" " x 40" " "	12	.105
72" " x 44" " "	10	.135

CMP = Corrugated Metal Pipe
 BCCMP = Bituminous Coated Corrugated Metal Pipe
 CAP = Corrugated Aluminum Pipe
 RCP = Reinforced Concrete Pipe
 Above abbreviations followed by "A" indicate "Arch"
 All RCPA shall be class III
 Minimum thickness, class, and wall types for culvert pipe, unless otherwise designated.

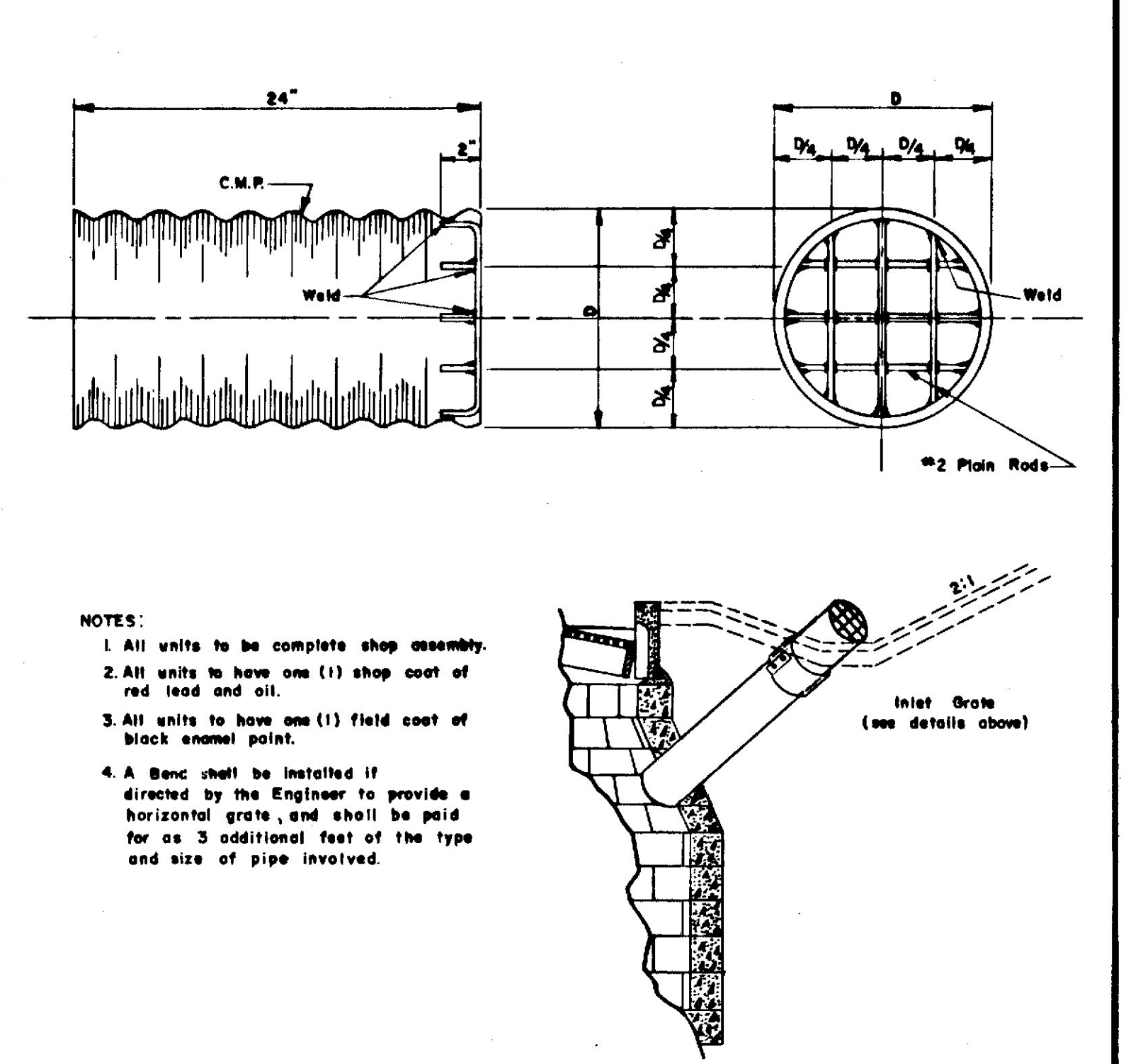
CULVERT PIPE DATA



CULVERT INLET AND OUTLET



UNDERDRAIN



INLET GATE UNIT

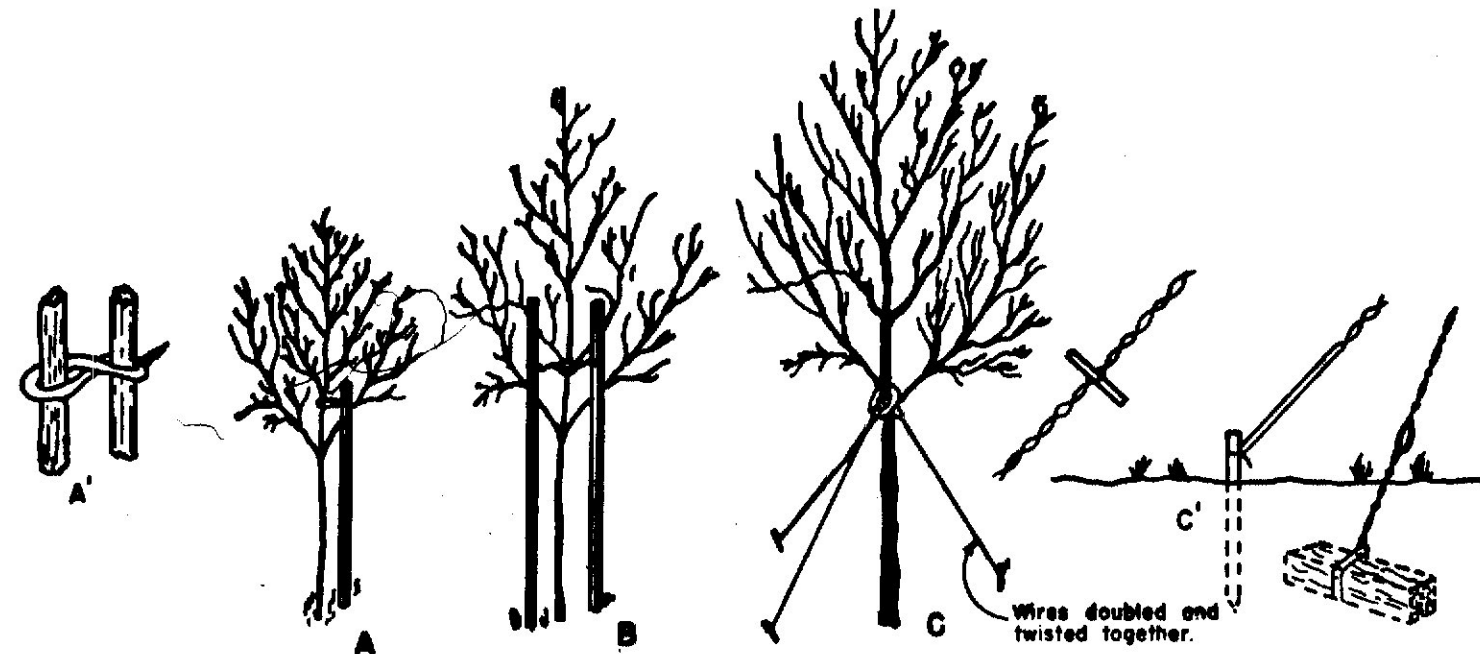
REVISIONS

MINOR REV.	DATE
	MAY 1967

MAINE STATE HIGHWAY COMMISSION
 AUGUSTA, MAINE

STANDARD DETAILS
METAL SLUICE - UNDERDRAIN - RIPRAP

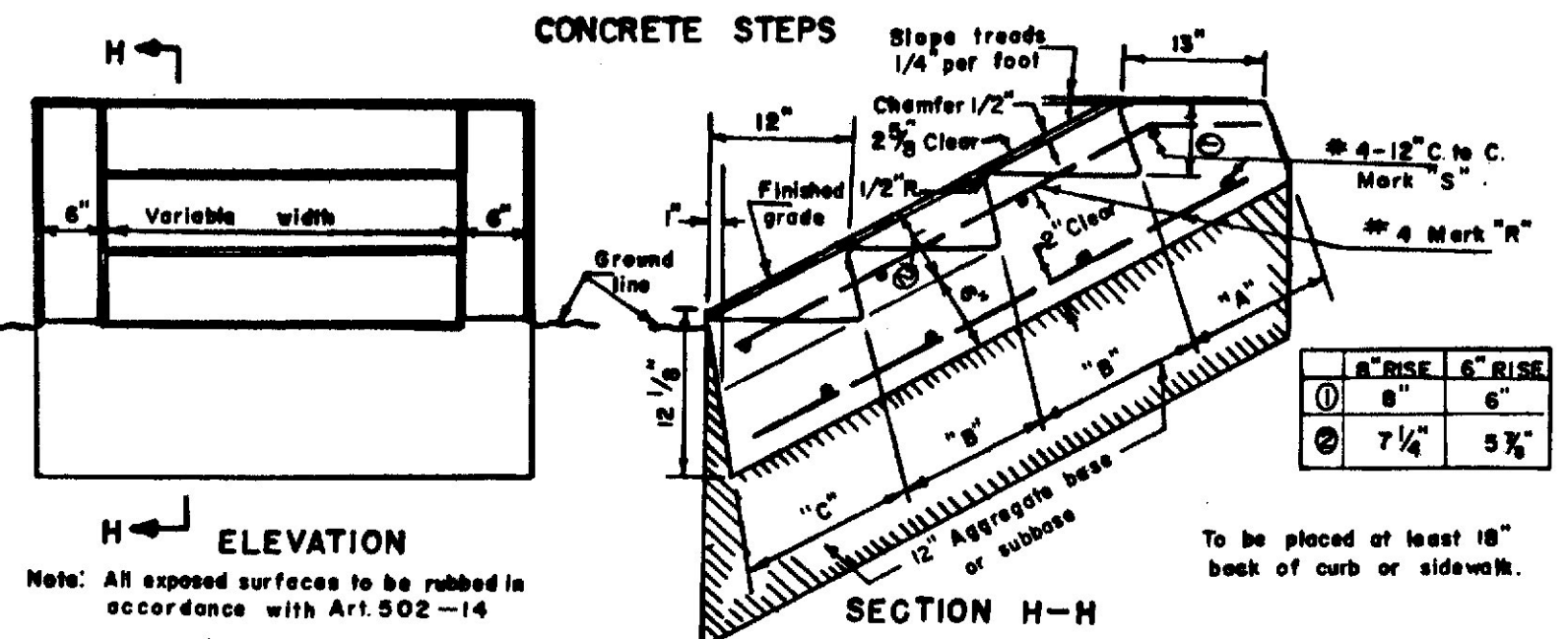
GUYING AND STAKING TREES



NOTES:

- A single stake shall be used with trees up to 2 inches in diameter. The tree to be attached to the stake by means of a wire run through a piece of old hose. See detail A and A'.
- Trees 2 to 4 inches in diameter shall be supported by two or three stakes. Attached as indicated in detail B.
- Trees over 4 inches in diameter shall be guyed with at least three guys. Cable or wire shall be attached to the tree by running the wires through a piece of hose or by the use of log hooks. The guys shall be secured to a stake, 2 x 4 inches by 4 feet or to a deadman as indicated in detail C'.

CONCRETE STEPS & SIDEWALK

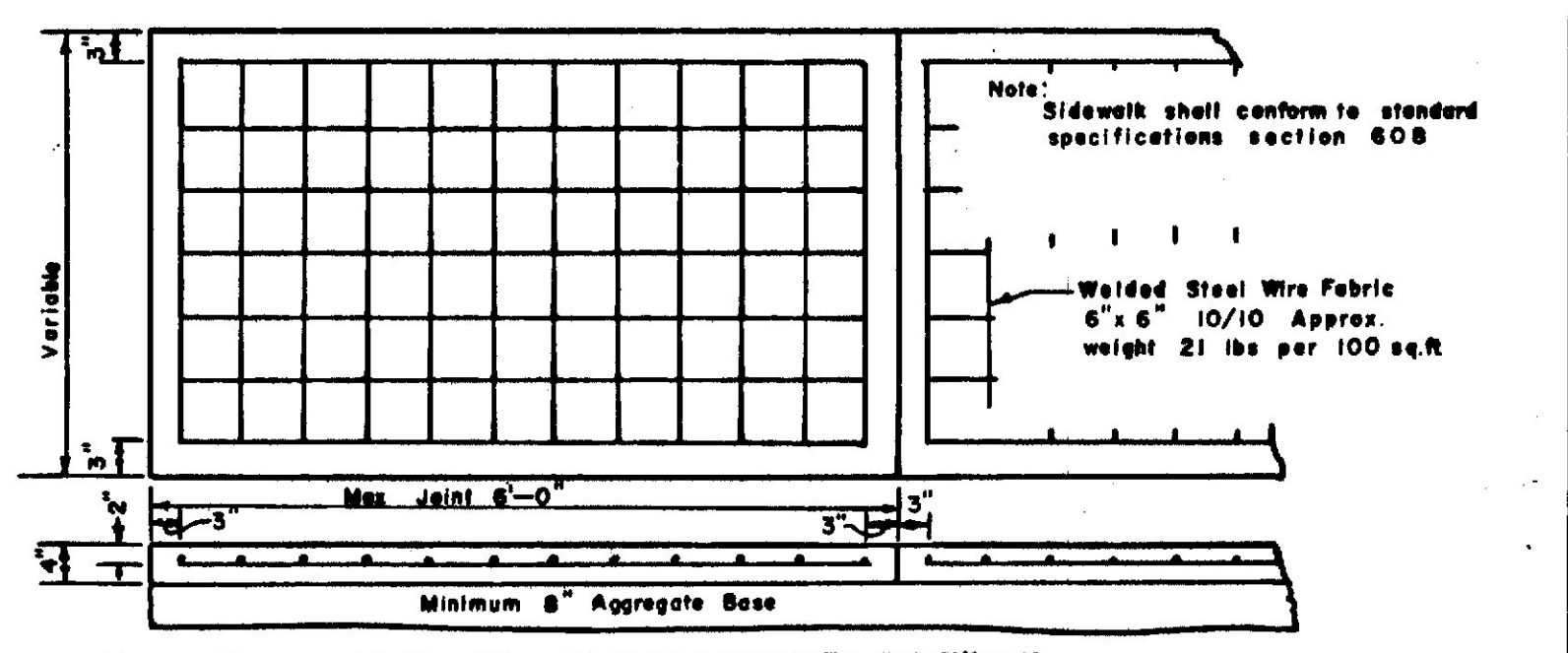


REINFORCING STEEL

Mark	Size	Number	Length (Each)	Mark	Size	Number	Length (Each)
R	#4	2 Each parapet	11' For "A"	R	#4	2 Each parapet	11' For "A"
	.058 lbs. per ft.	1 Each ft. of width	+13.4' For each "B"		.058 lbs. per ft.	1 Each ft. of width	+13.4' For each "B"
			+12' For "C"				+12' For "C"
S	#4	2 For "A"	4' Each parapet	S	#4	2 For "A"	4' Each parapet
	.058 lbs. per ft.	2 For each "B"	+12' per ft. of width		.058 lbs. per ft.	2 For each "B"	+12' per ft. of width
			2 For "C"				2 For "C"

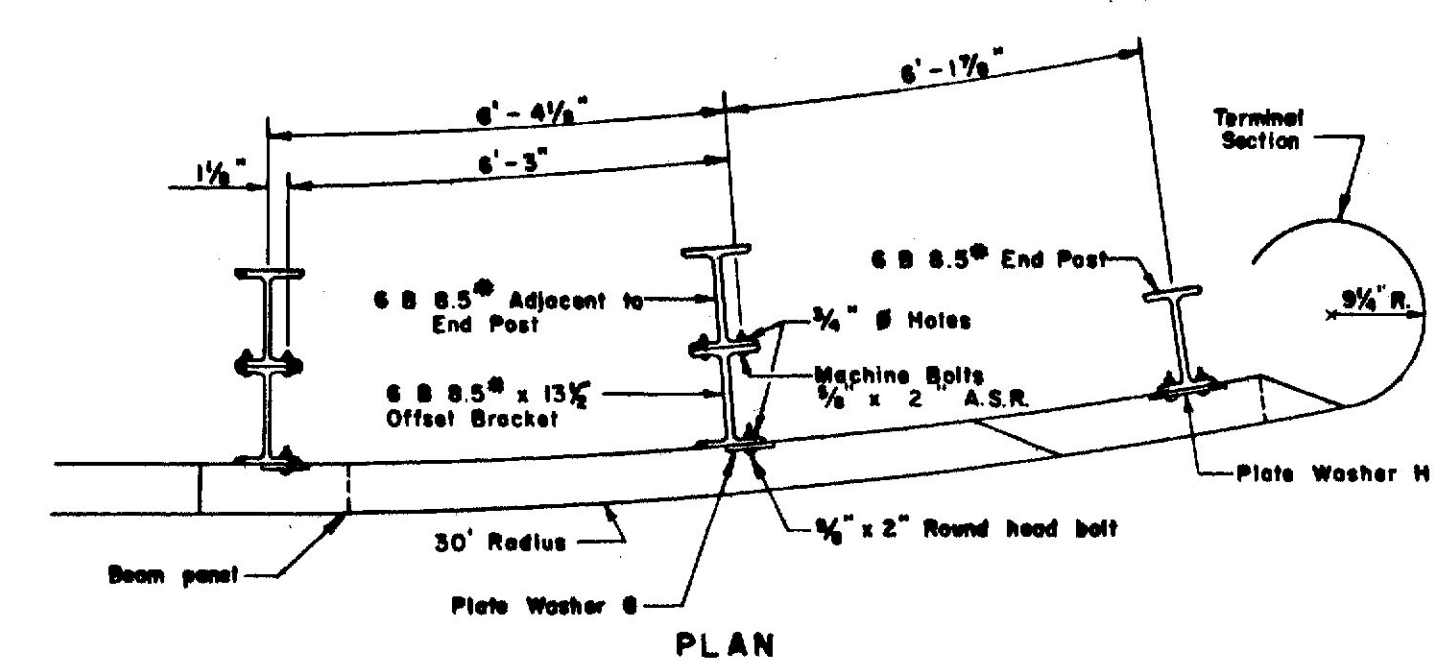
CONCRETE CLASS "A"

Section	Steps per ft. of width	Parapet each wall	Section	Steps per ft. of width	Parapet each wall
"A" Header	.030 cu. yds.	.018 cu. yds.	"A" Header	.030 cu. yds.	.018 cu. yds.
"B" Each inter step	.030 cu. yds.	.020 cu. yds.	"B" Each inter step	.030 cu. yds.	.024 cu. yds.
"C" Footer	.030 cu. yds.	.020 cu. yds.	"C" Footer	.030 cu. yds.	.024 cu. yds.

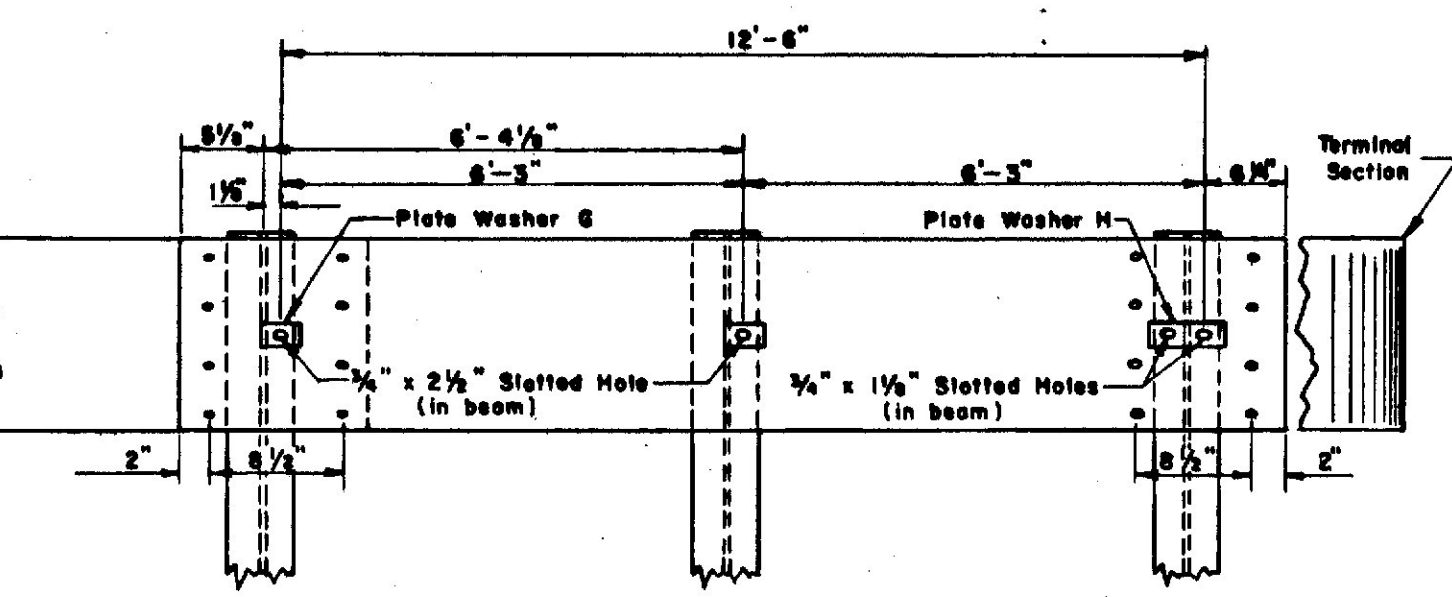


REINFORCED PORTLAND CEMENT CONCRETE SIDEWALK

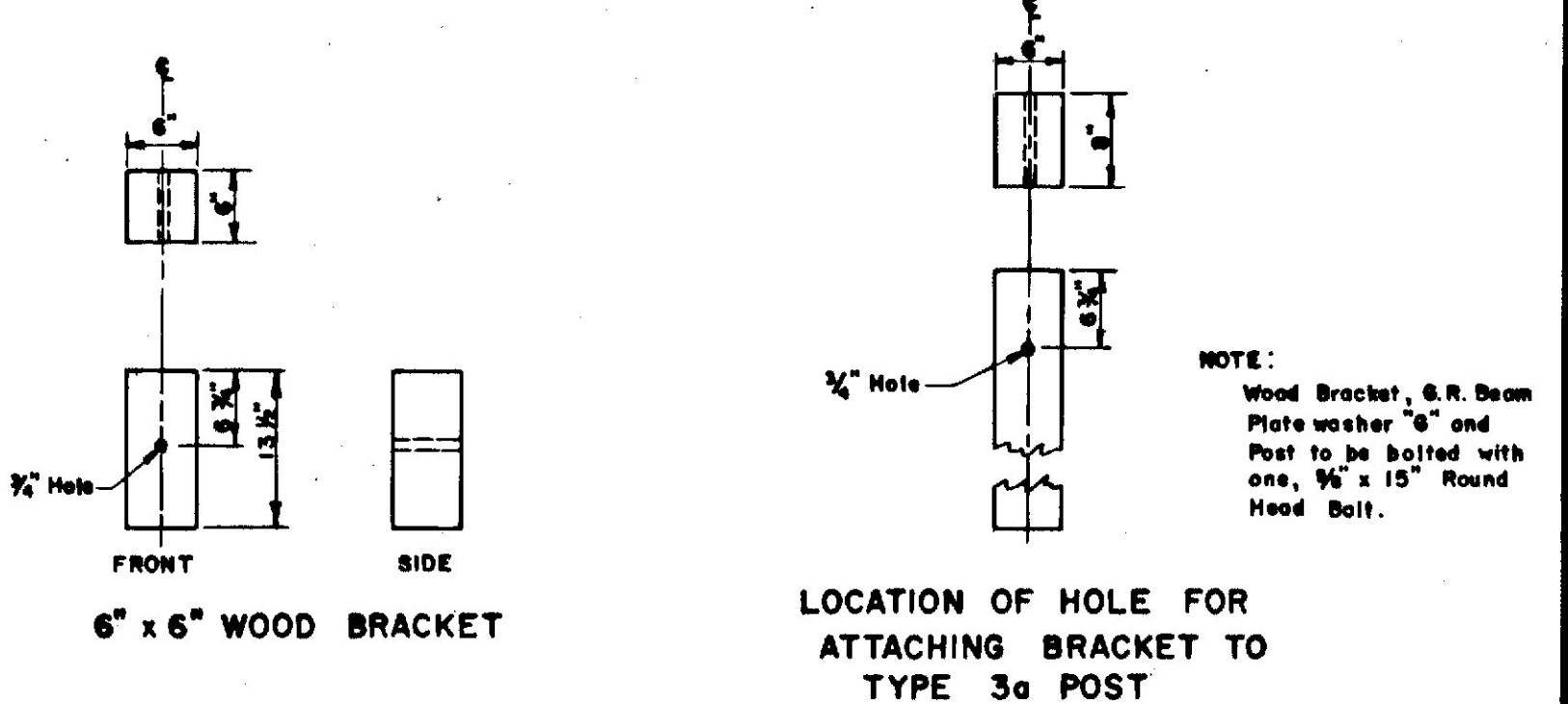
END BEAM ASSEMBLY-SPACING OF POSTS GUARD RAIL TYPE 3a and 3b



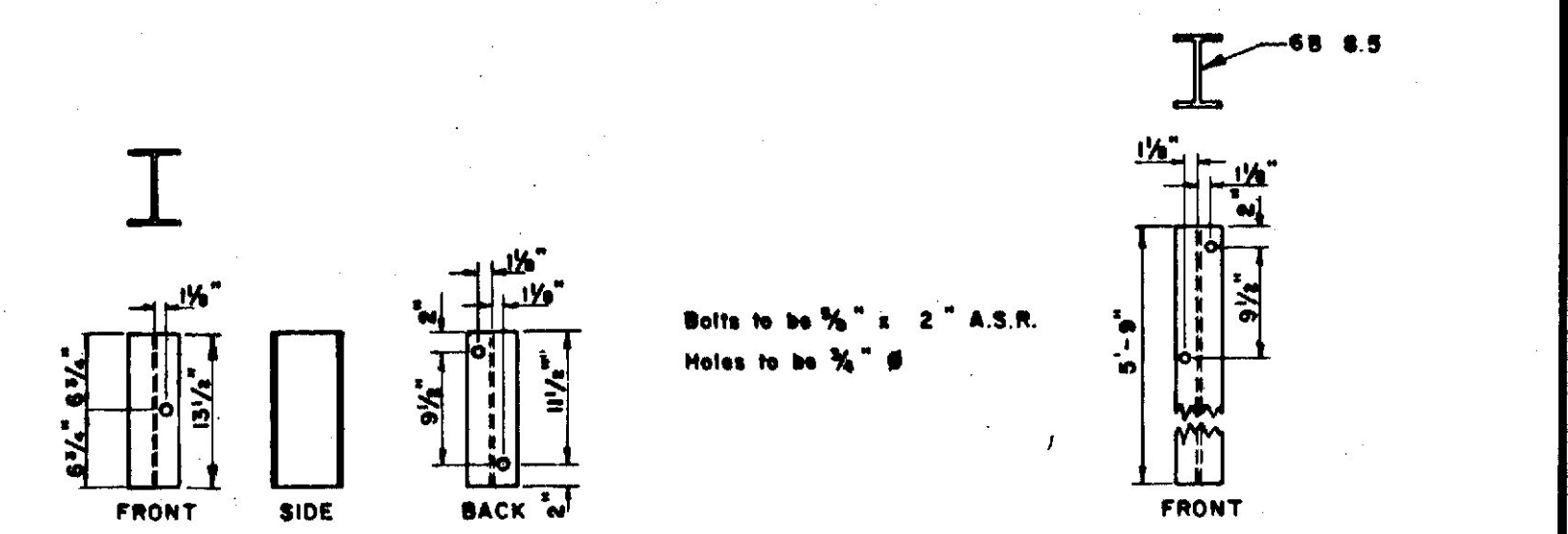
To be used in all locations except on the end away from traffic on 4 lane divided.



ELEVATION



6" x 6" WOOD BRACKET

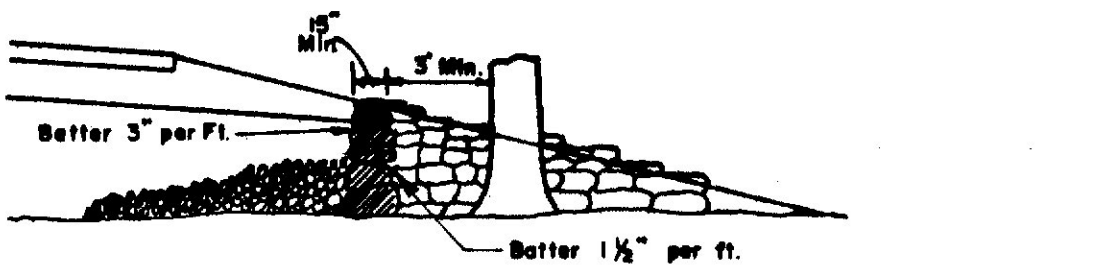


OFFSET BRACKET FOR TYPE 3a GUARD RAIL POST



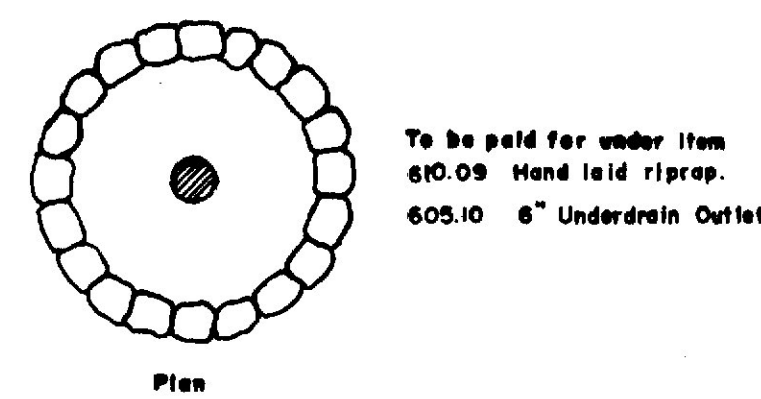
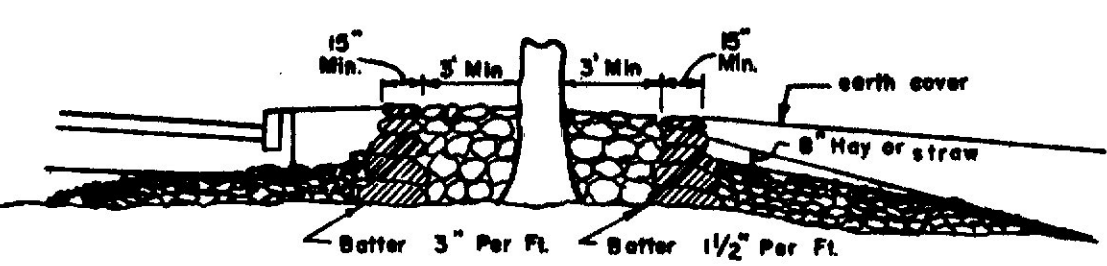
OFFSET BRACKET FOR TYPE 3b GUARD RAIL POST

TREE WELLS

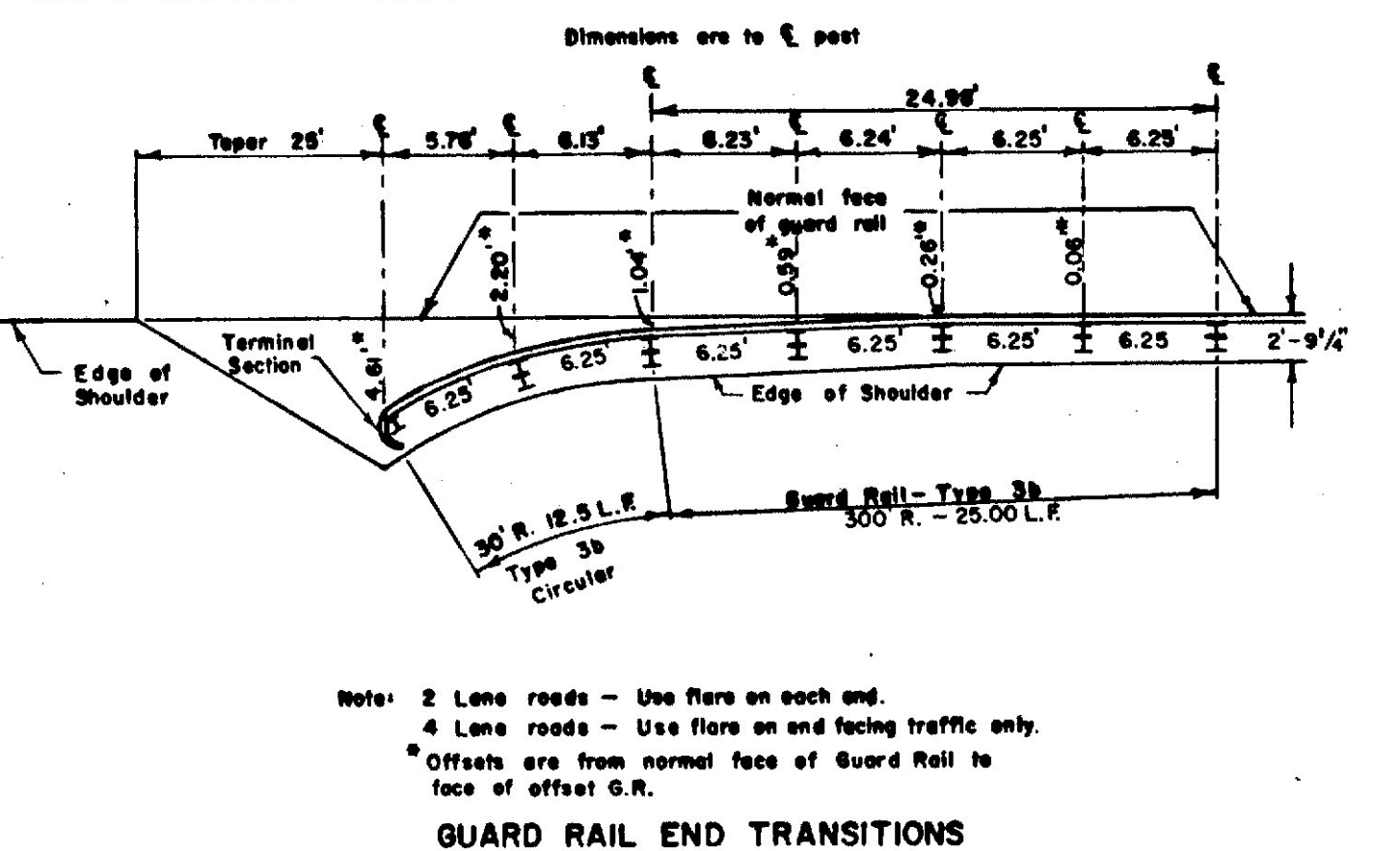
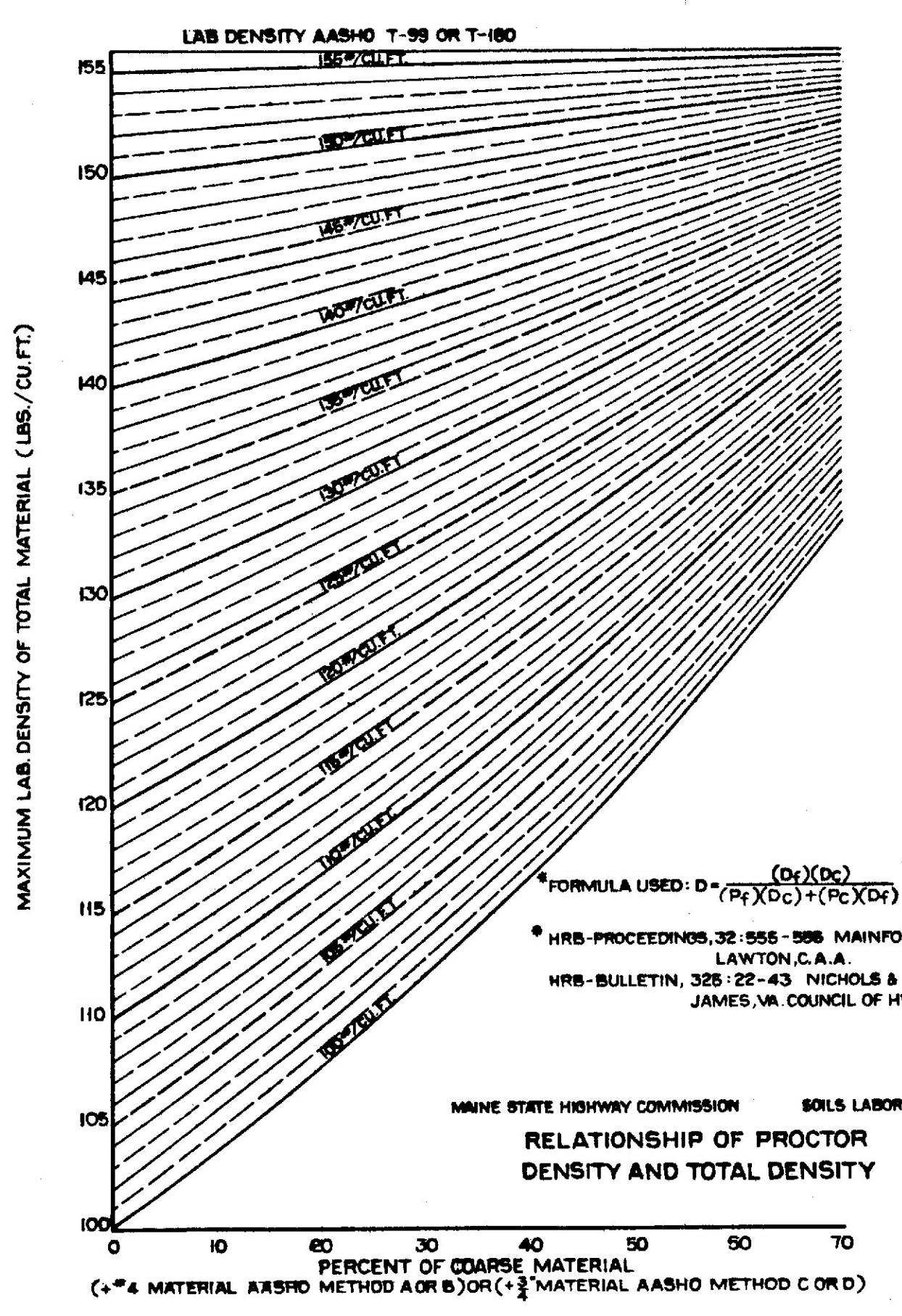


NOTES:

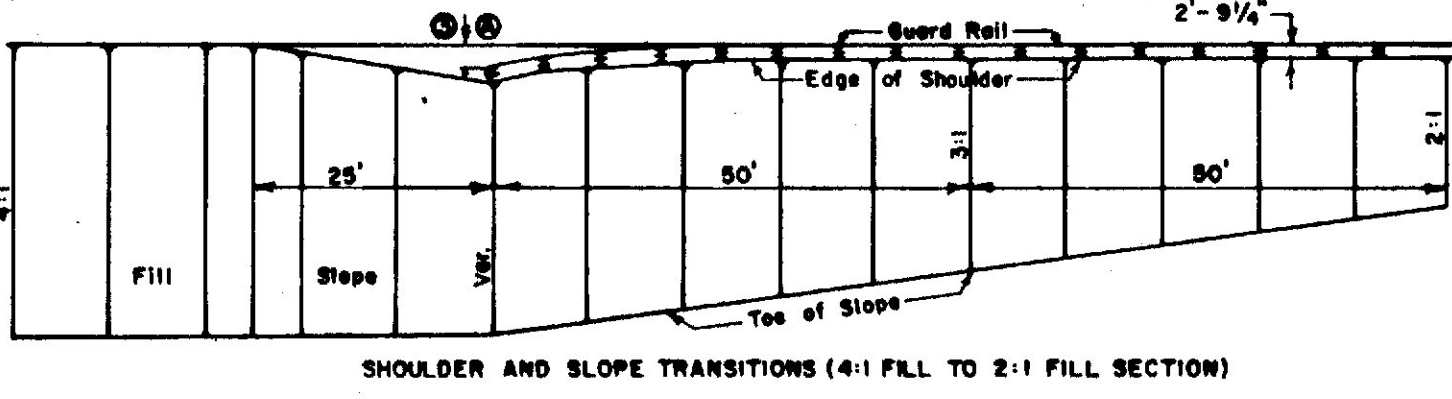
- Selected ledge excavation, crushed stone or other porous material shall be used to fill around the old ground area of the tree from the tree well to the perimeter of the branches.
- An 8" layer of hay or straw to prevent infiltration of fines shall be placed over the rock fill except in areas under the roadway and shoulders.
- If drainage away from the tree well is necessary, underdrain outlet pipe shall be used, and will be paid for under item 605.10.



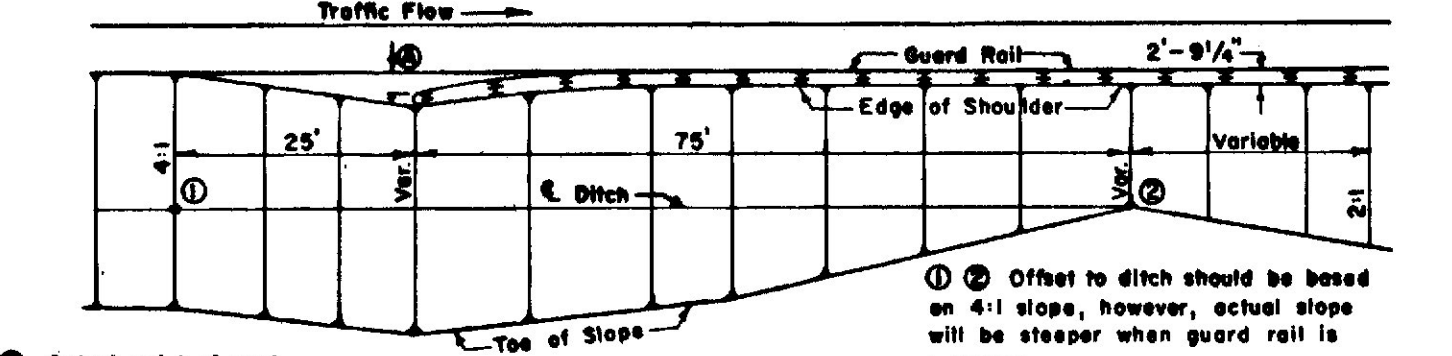
Plan



GUARD RAIL END TRANSITIONS

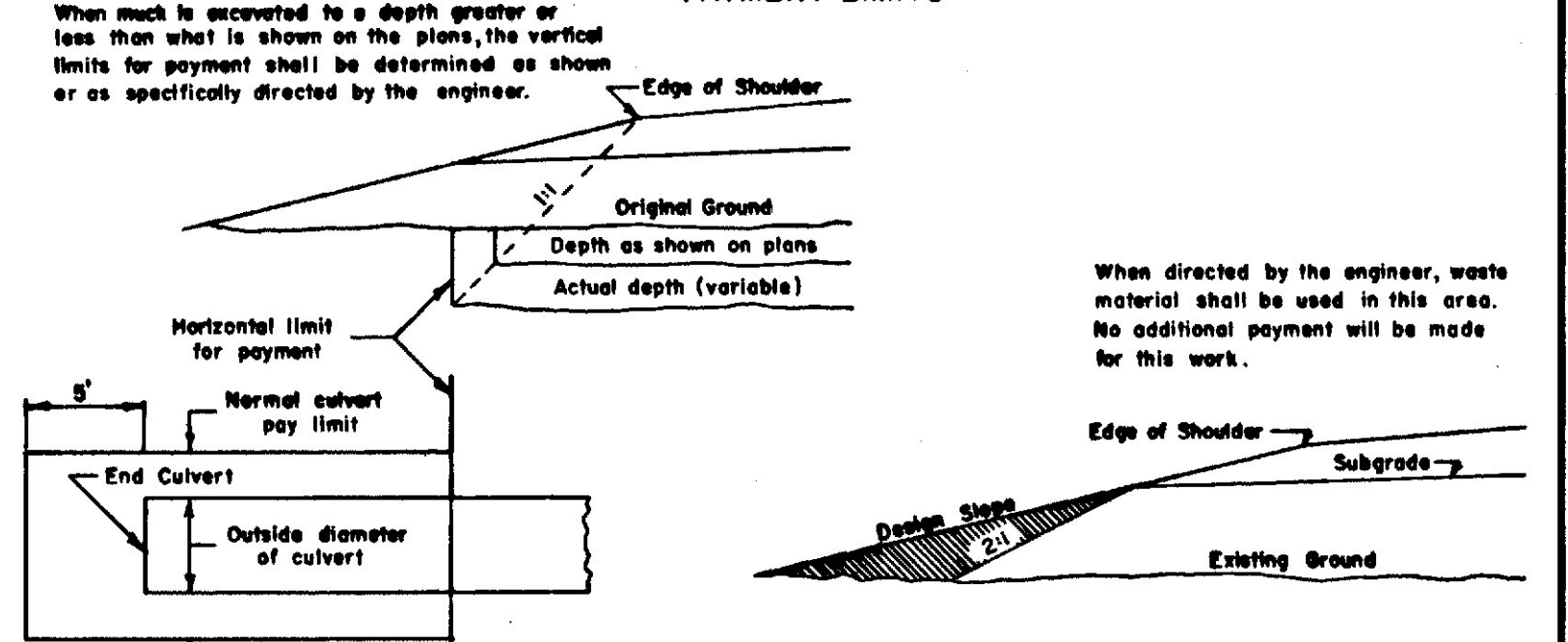


SHOULDER AND SLOPE TRANSITIONS (4:1 FILL TO 2:1 FILL SECTION)

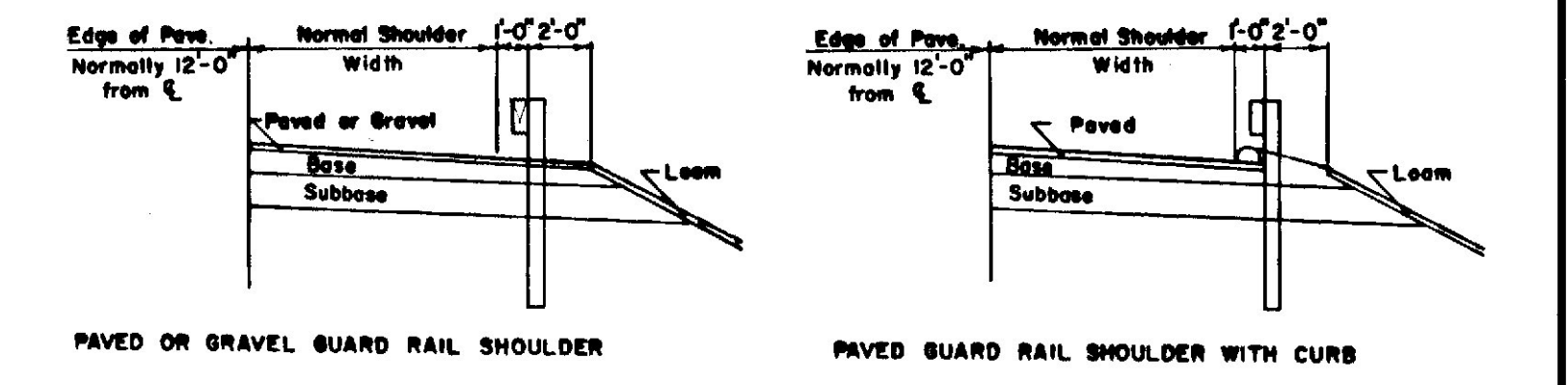


SHOULDER AND SLOPE TRANSITIONS (CUT TO FILL SECTIONS)

MUCK EXCAVATION PAYMENT LIMITS



CULVERT EXCAVATION LIMITS IN MUCK AREAS



DISPOSAL OF WASTE MATERIALS

LOCATION OF GUARD RAIL



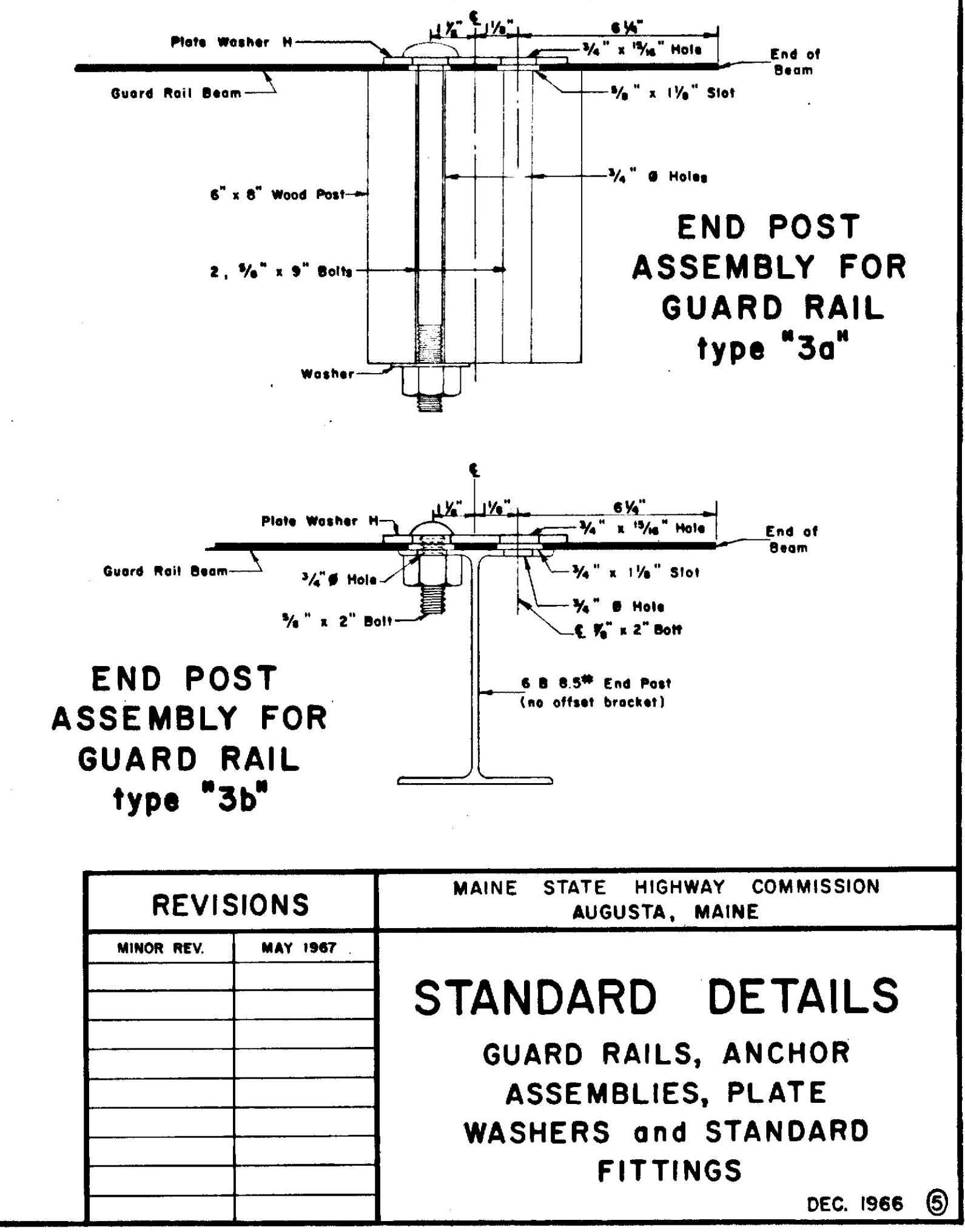
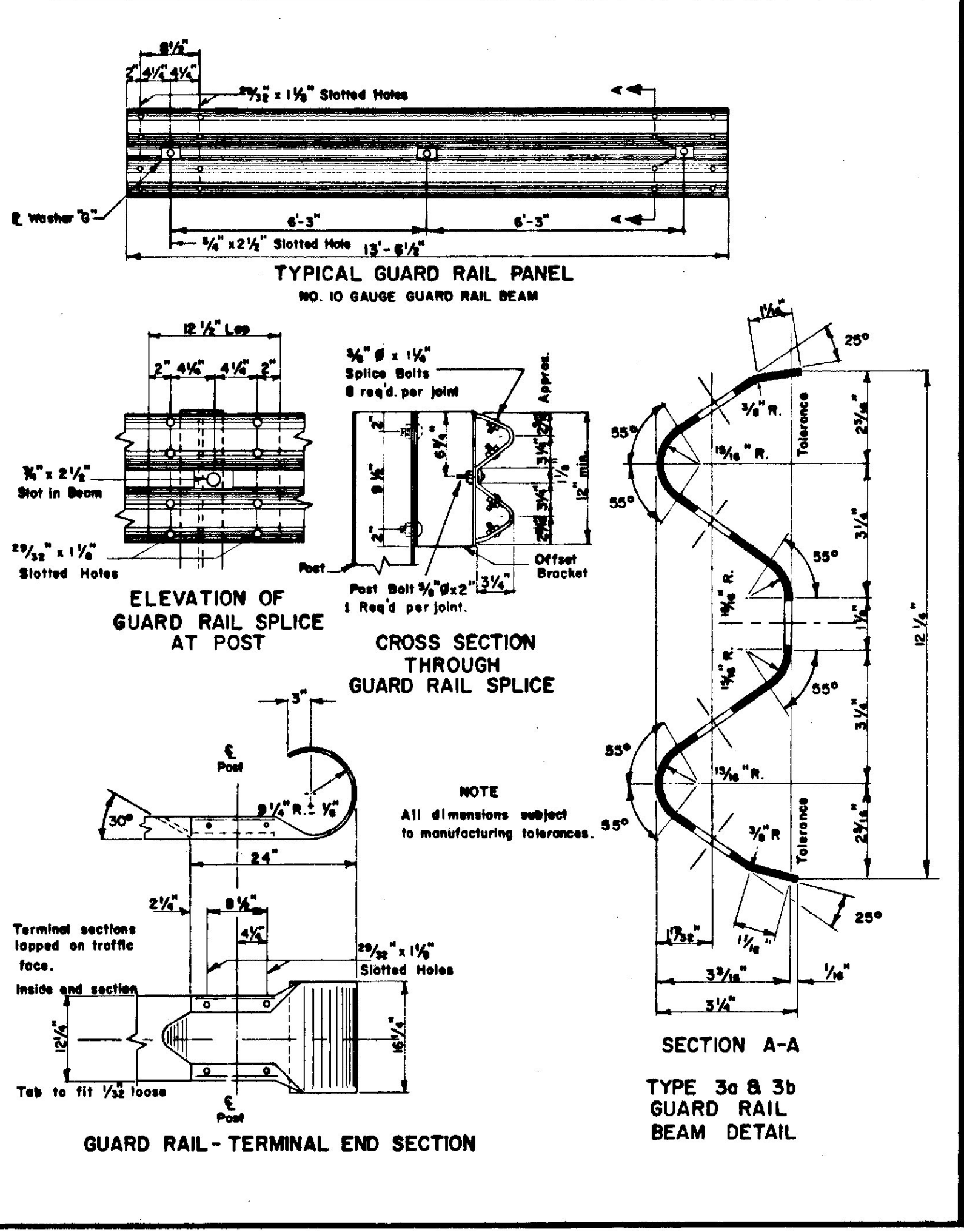
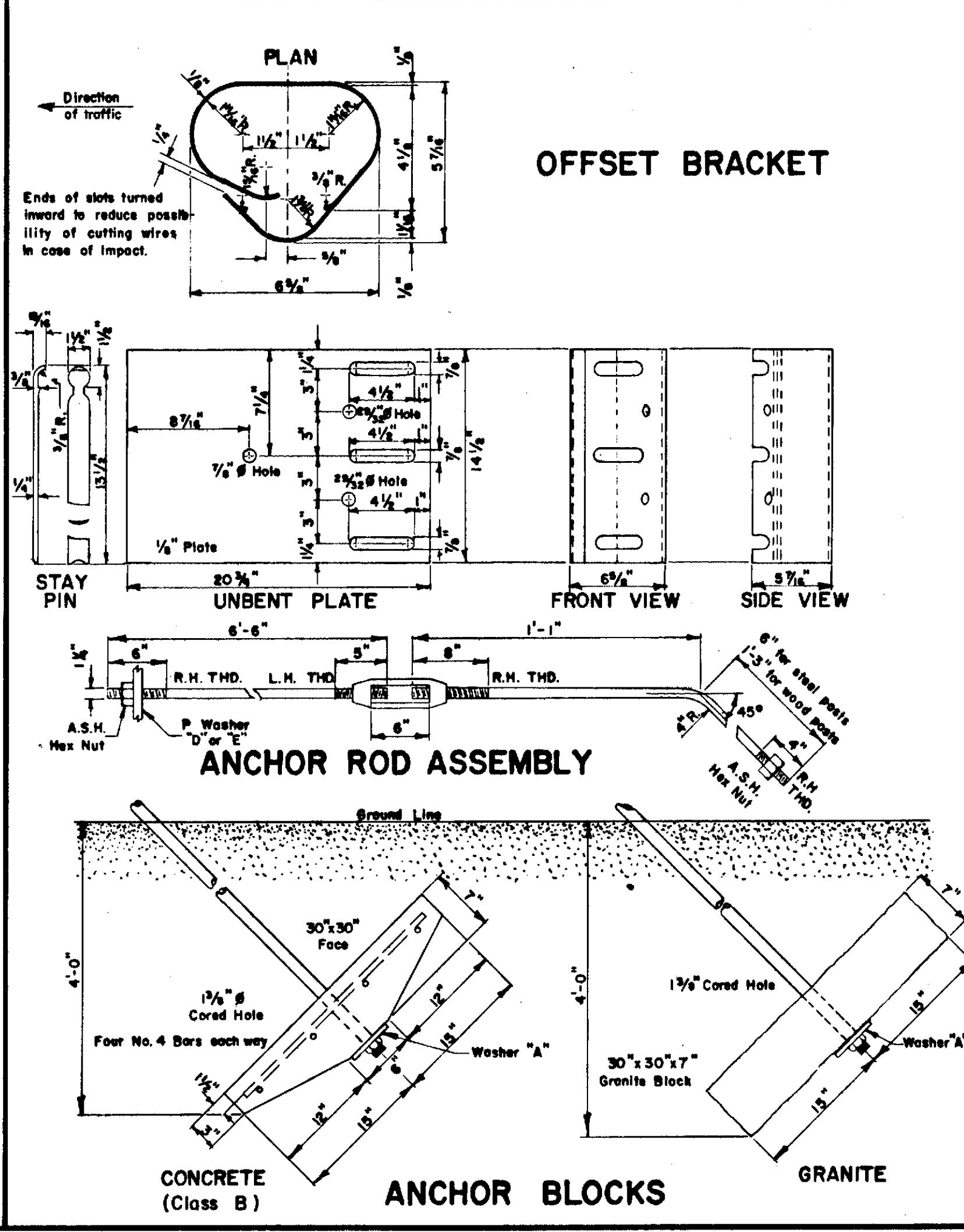
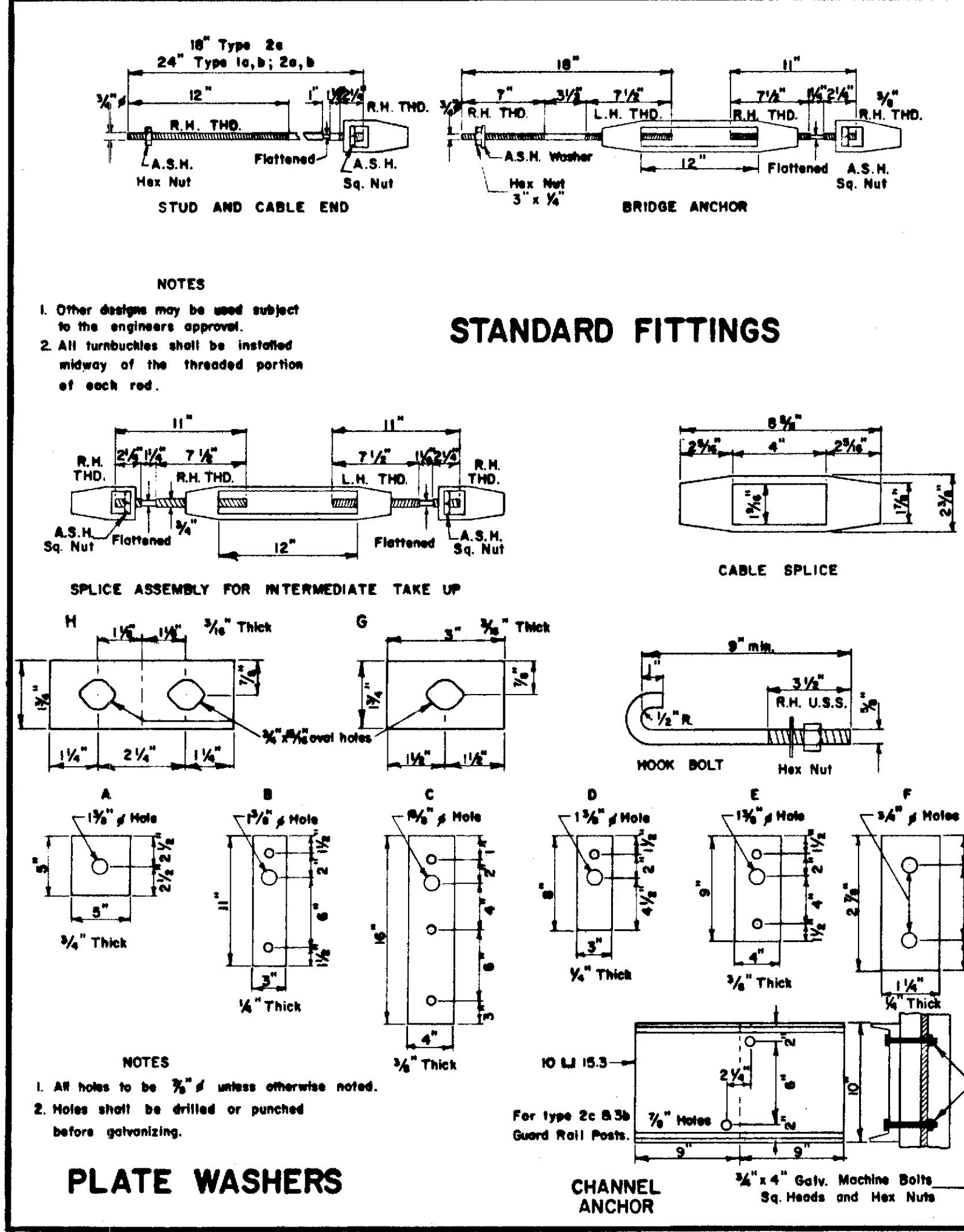
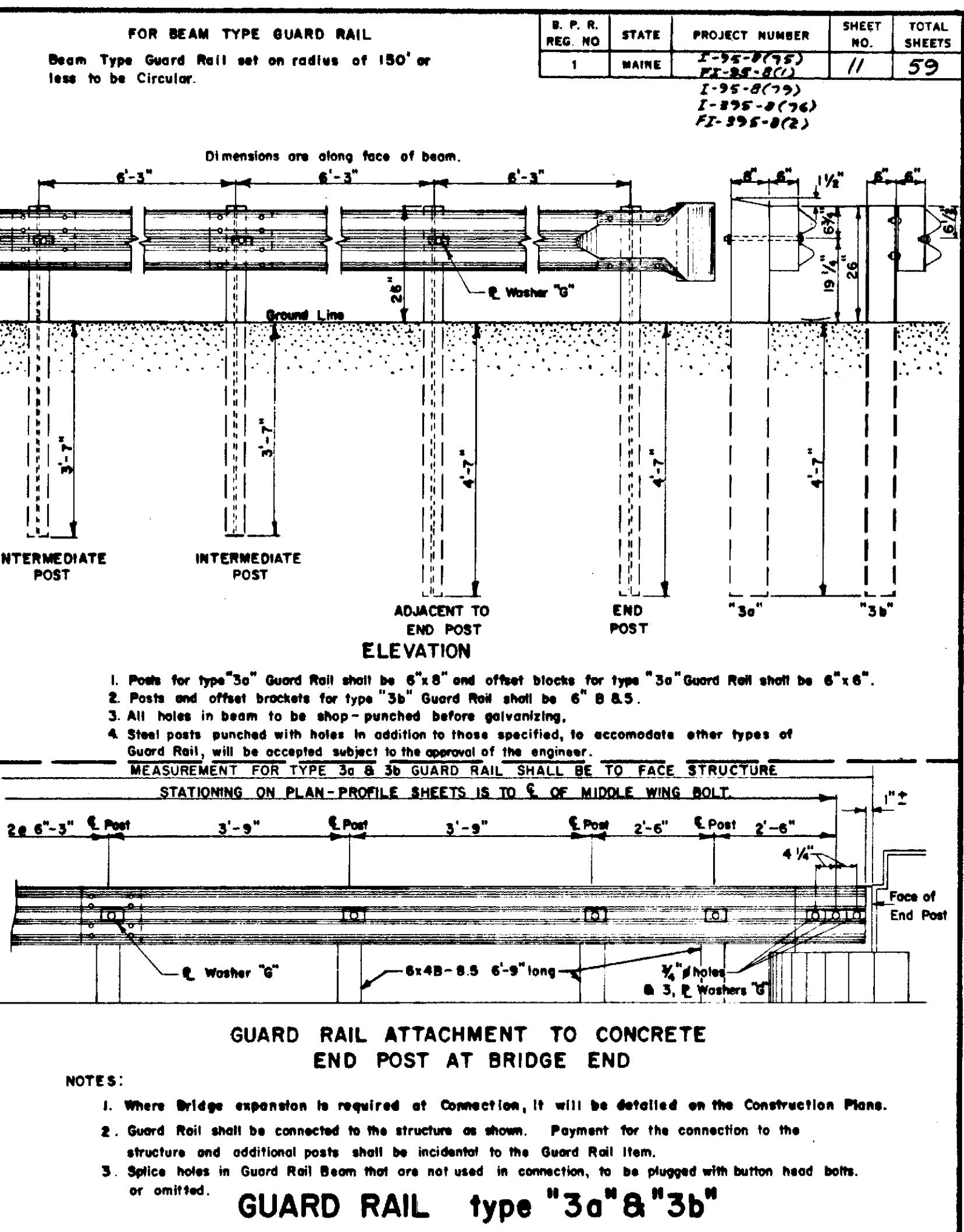
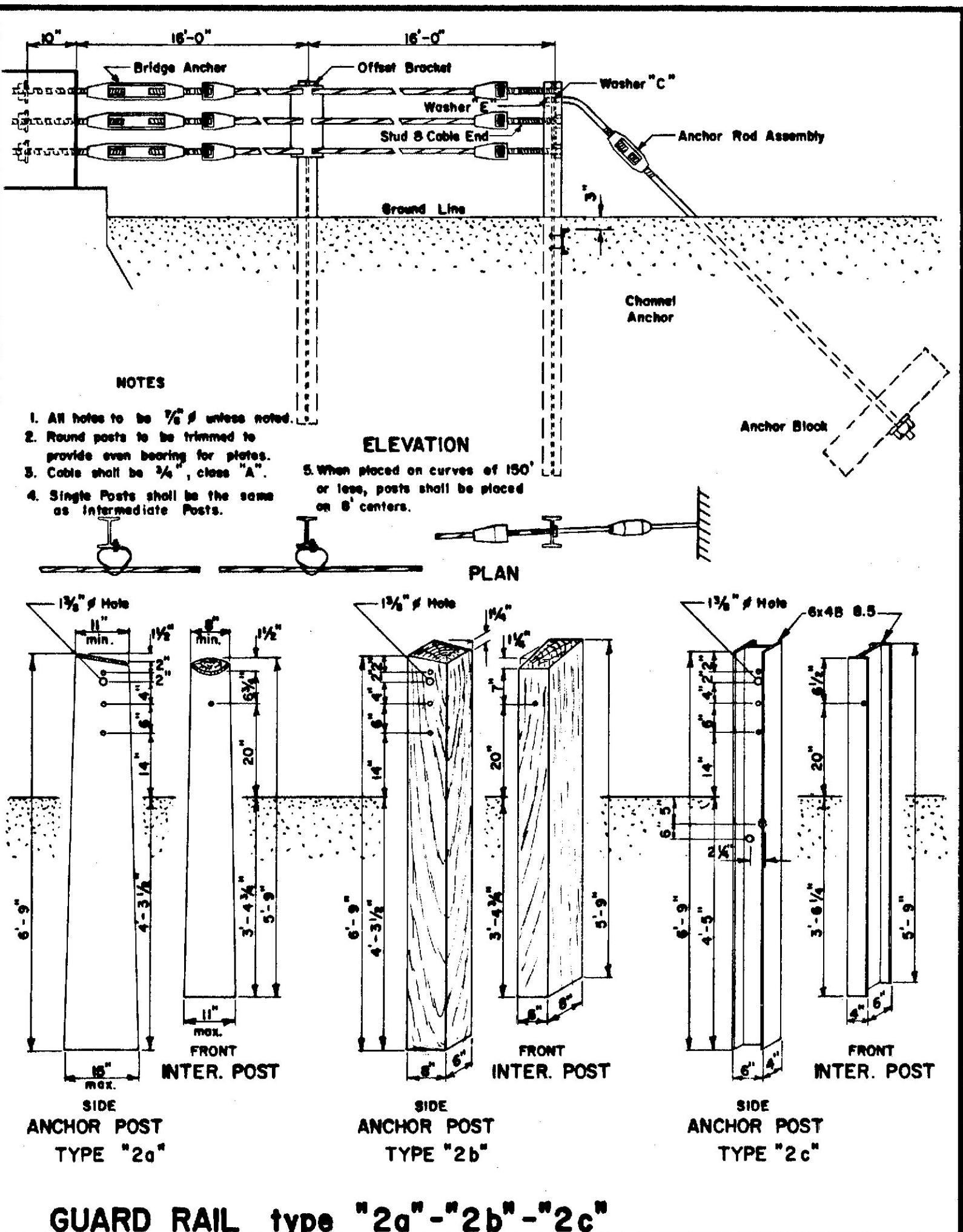
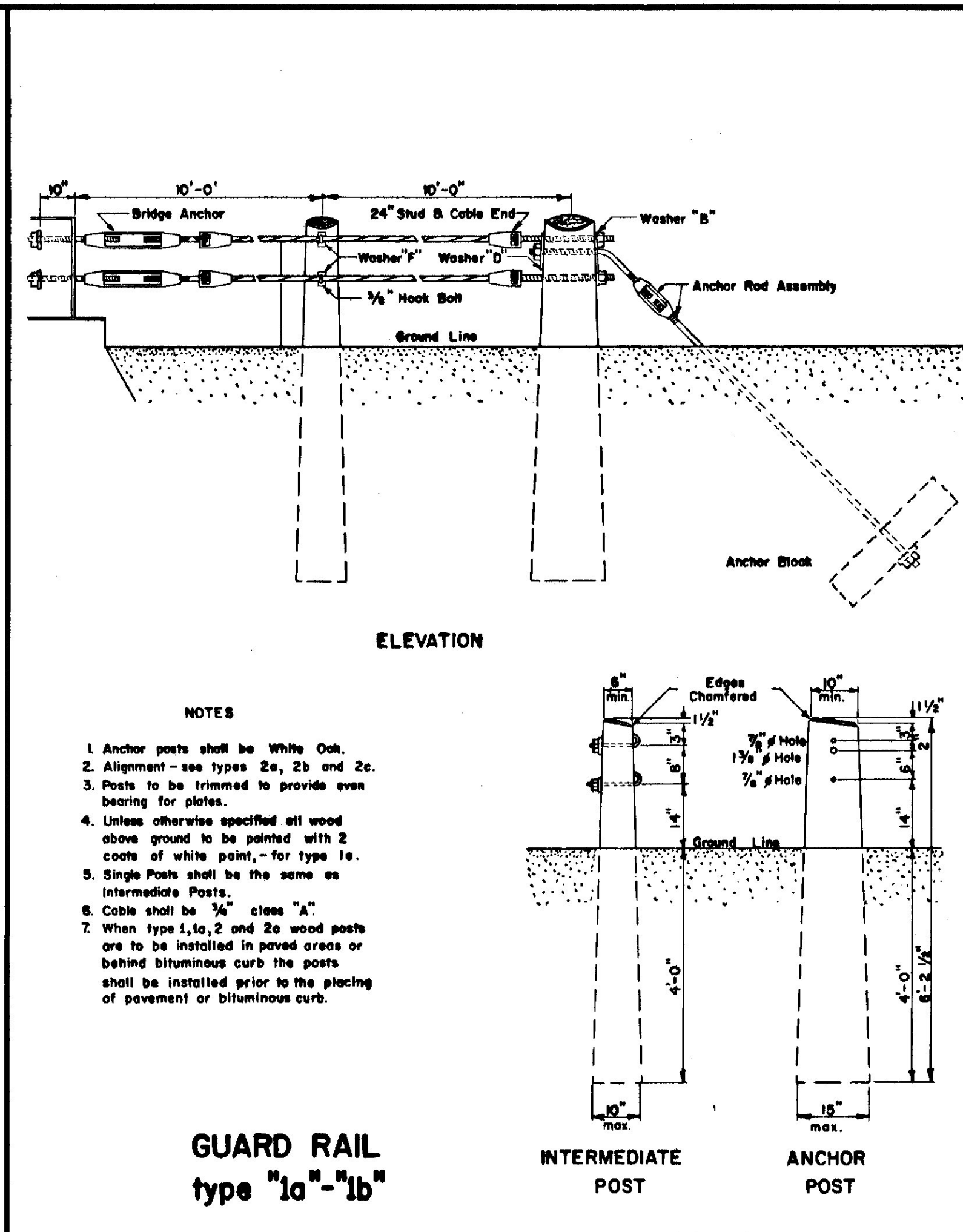
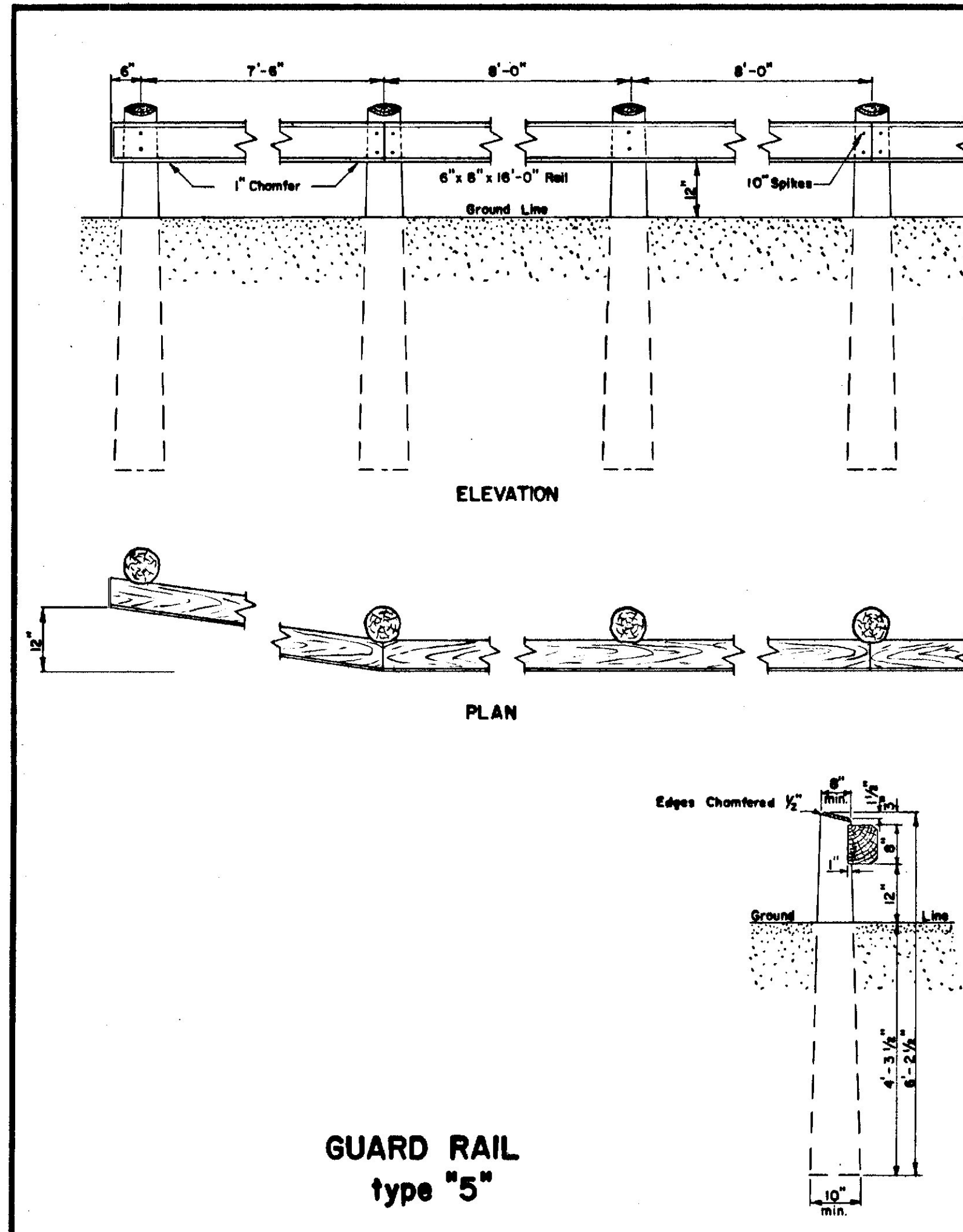
LOCATION OF GUARD RAIL

REVISIONS

NO.	DATE	DESCRIPTION
1	MAY 1967	GUARD RAIL

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS
GUARD RAIL, MUCK EXCAVATION
CONCRETE STEPS & SIDEWALK
GUYING TREES
TREE WELLS, SOILS CHART

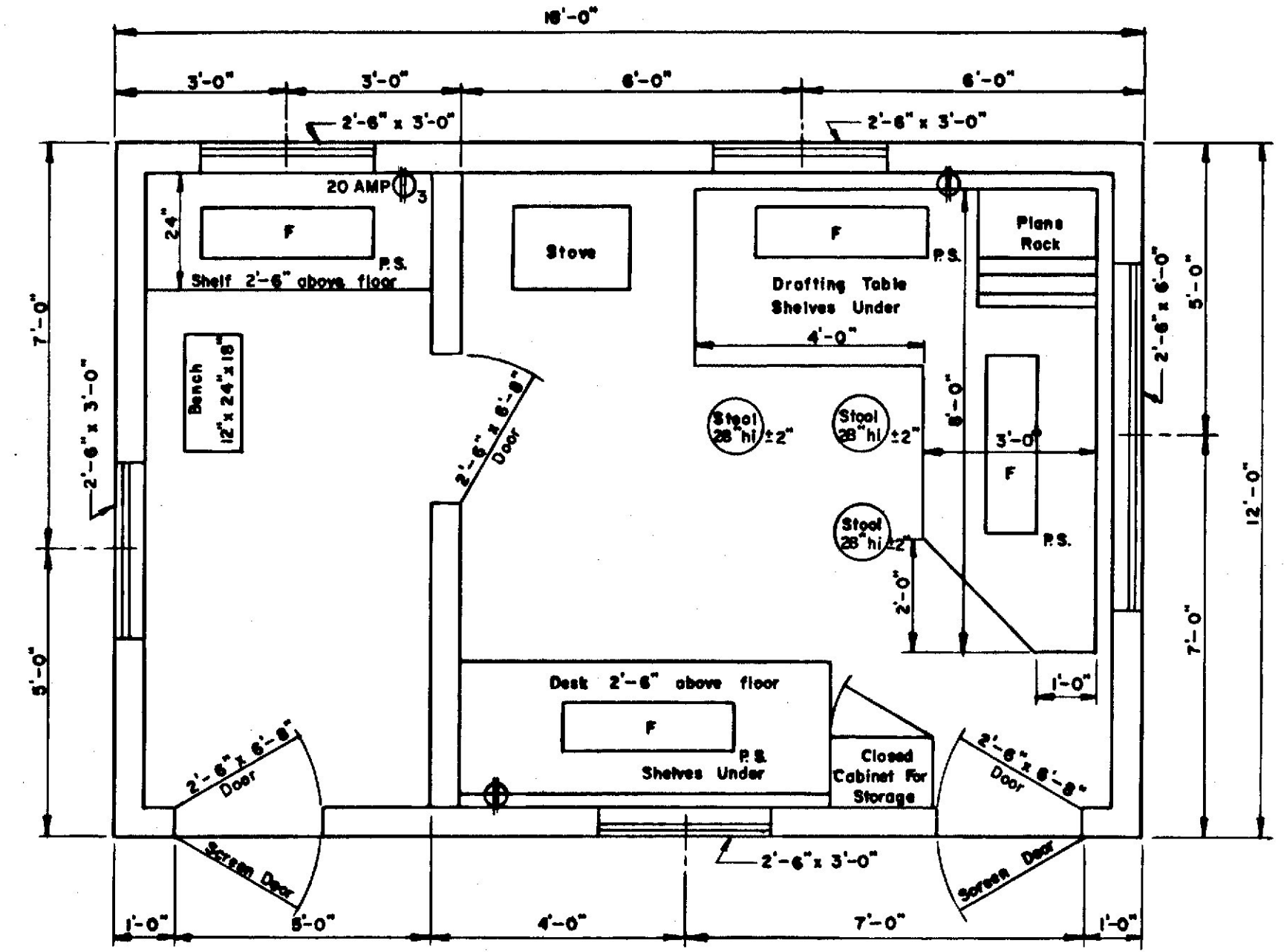


REVISIONS	
MINOR REV.	MAY 1967

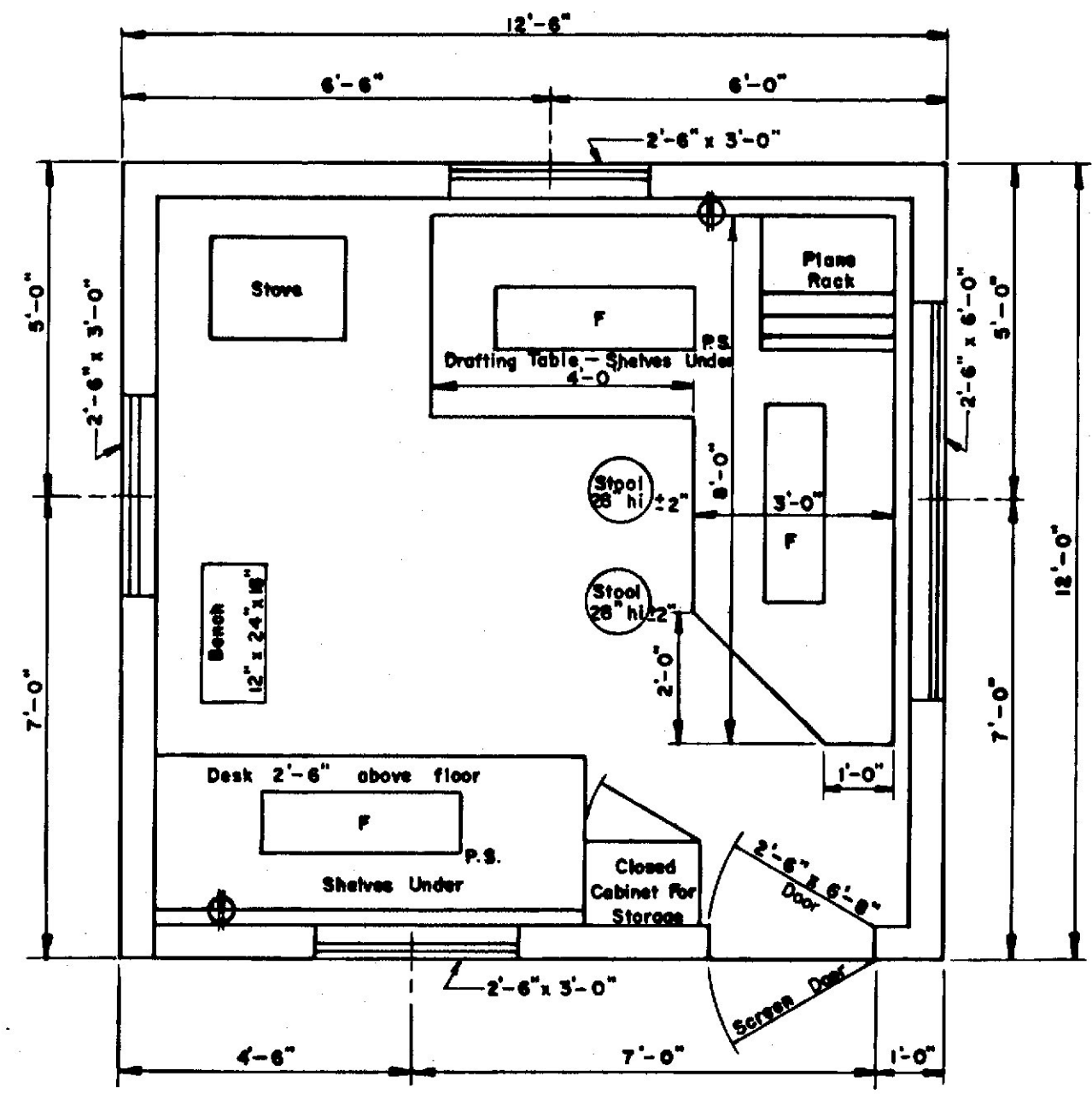
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS
GUARD RAILS, ANCHOR ASSEMBLIES, PLATE WASHERS and STANDARD FITTINGS

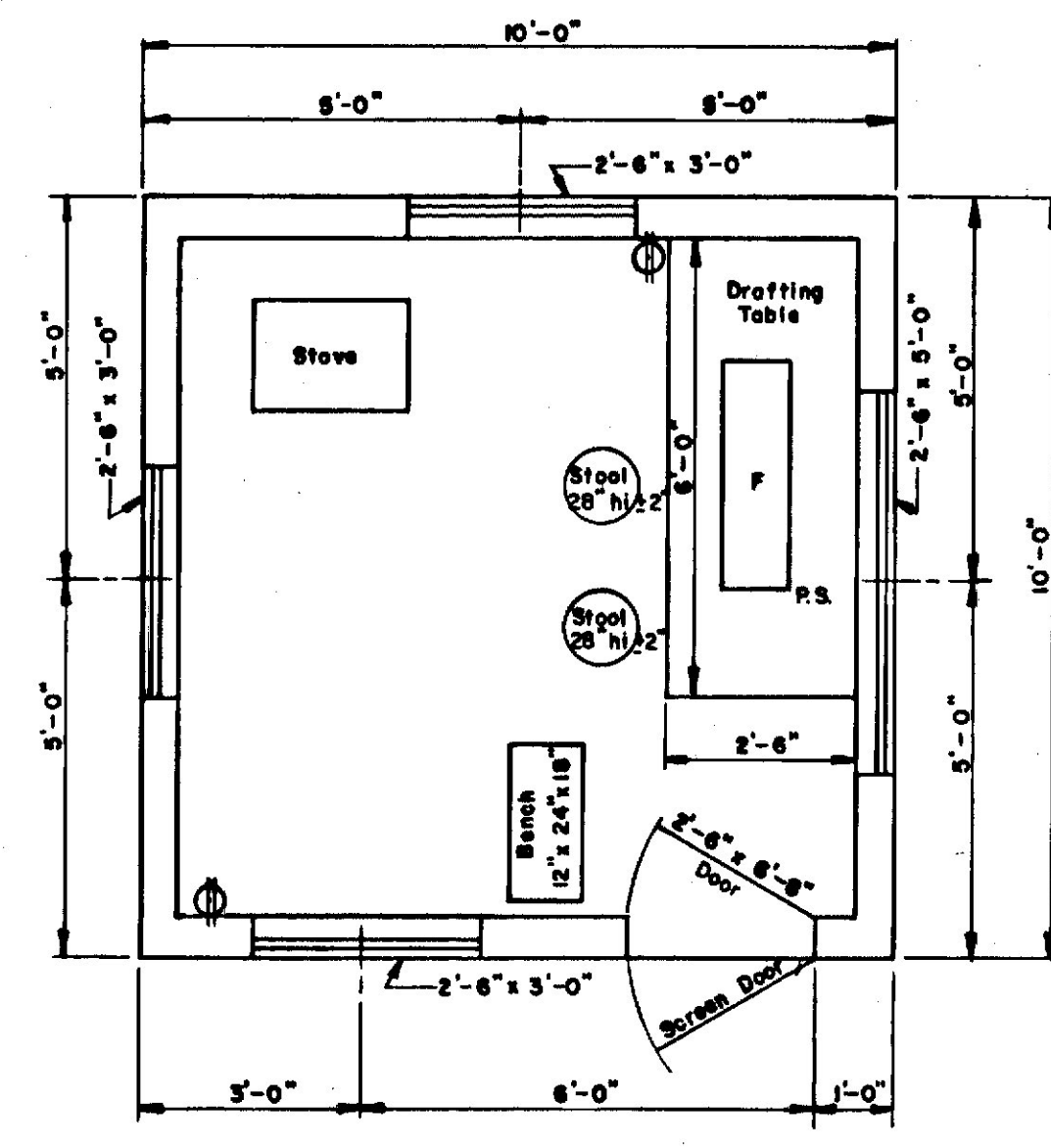
DEC. 1966



FLOOR PLAN
TYPE "A"

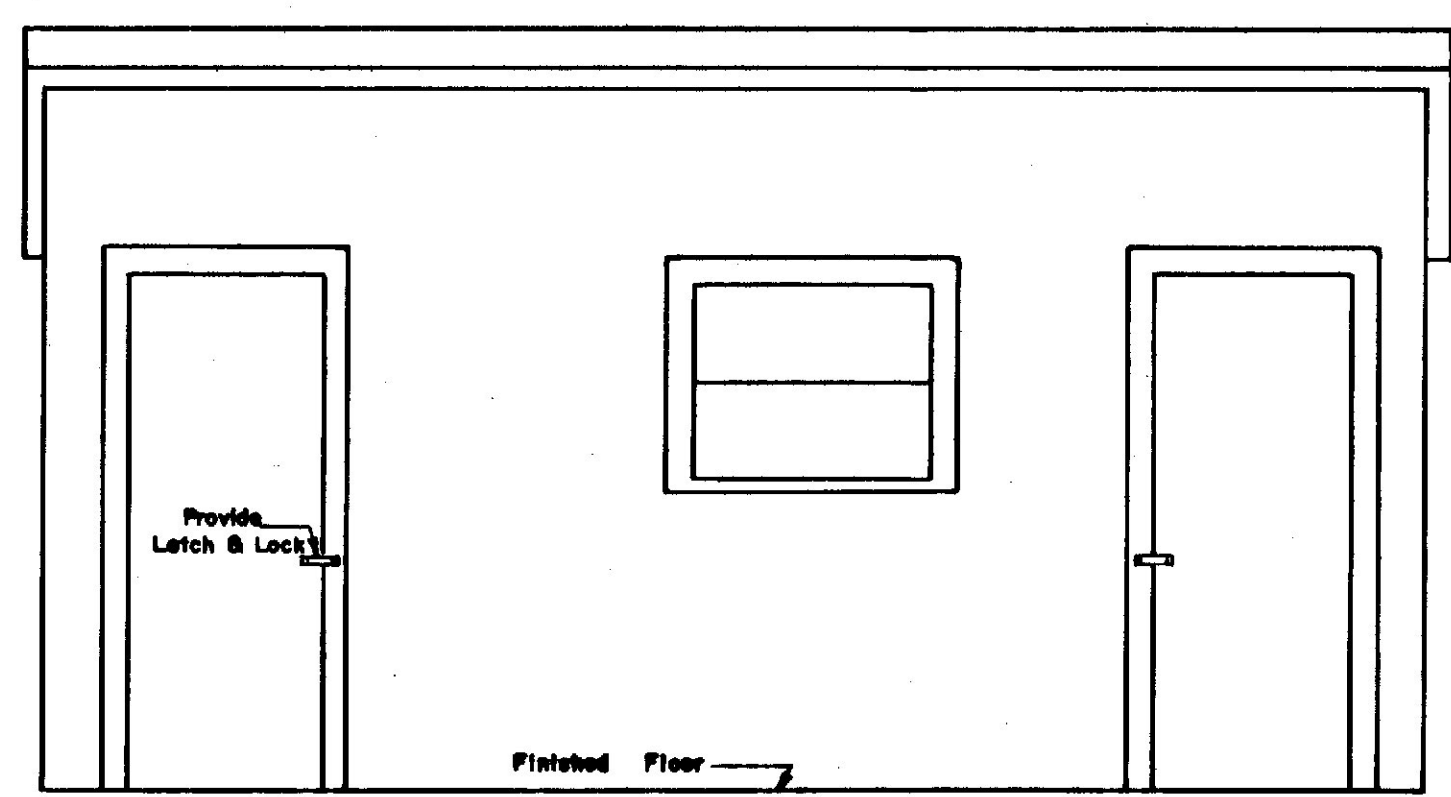


FLOOR PLAN
TYPE "B"

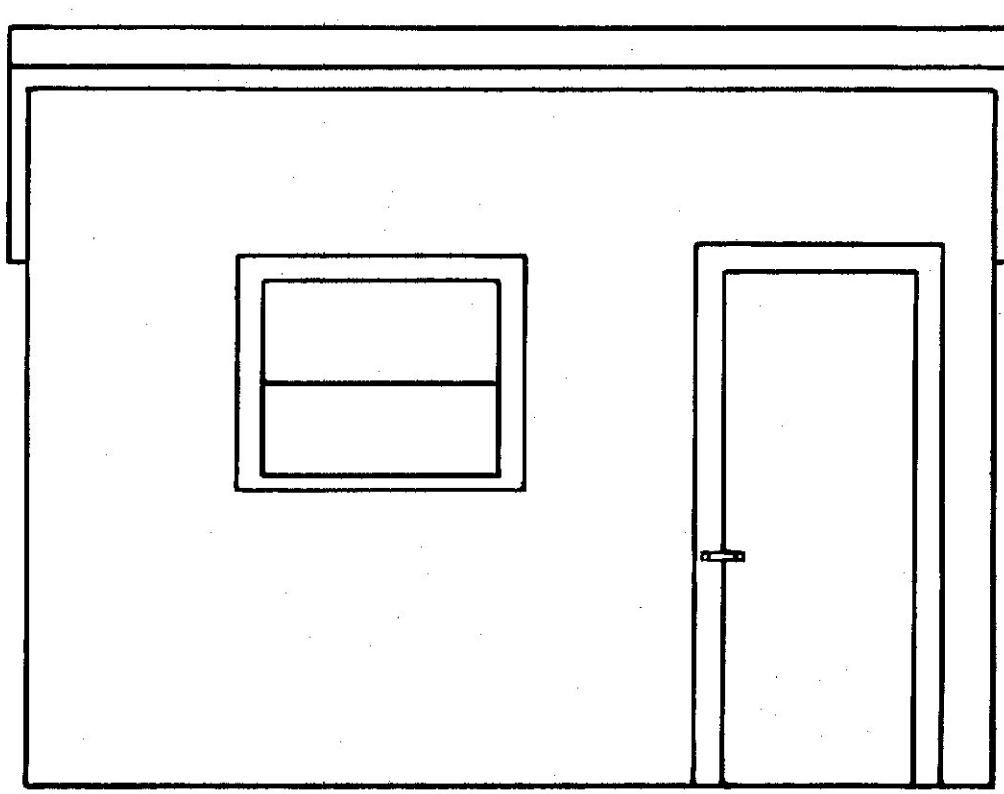


FLOOR PLAN
TYPE "C"

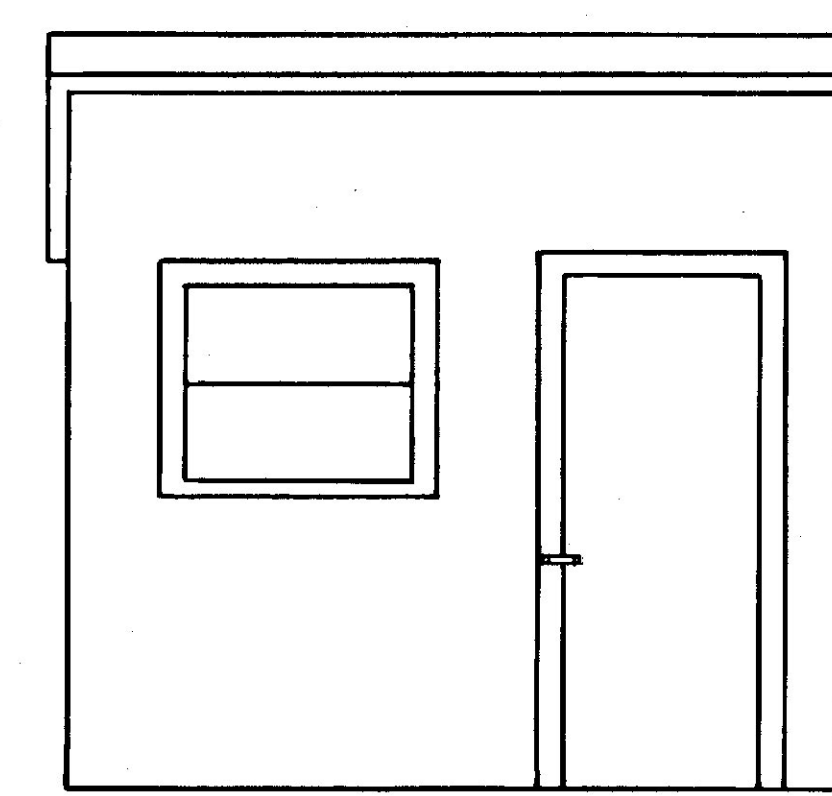
- GENERAL NOTES**
- Drafting table shall be 3'-4" high at front edge and placed 2" from studs to allow prints to hang down behind table when in use.
 - Shelves under desk shall be constructed to receive 1 1/2" x 14" x 25" transfiles.
 - Windows shall be double hung.
 - Stovepipe shall not be in direct contact with combustible material; the pipe shall be surrounded with at least 6" of fireproof material.
 - Continuous 110 volt 60 cycle electric service shall be supplied.
 - The engineer may rearrange the items shown on the plan views during construction of the field office.
 - FURNISHINGS TO BE SUPPLIED:**
 - 2 Straight back chairs for types A and B
 - 1 Bench for types A, B & C
 - 3 Stool for type A
 - 2 Stools for types B & C
 - SYMBOLS:**
 - F Fluorescent lights (2 light, rapid start 48" strips and 40 watt bulbs.)
 - P.S. Pull switch.
 - ⊕ Duplex wall outlet - 15 amp unless otherwise noted.
 - ⊕₃ Triples Wall Outlet
 - For the Type "A" Field Office one clean 55 gal. drum shall be supplied, installed on a suitable rack and equipped with a spigot suitable for drawing off water. The drum shall be furnished with water at all times.



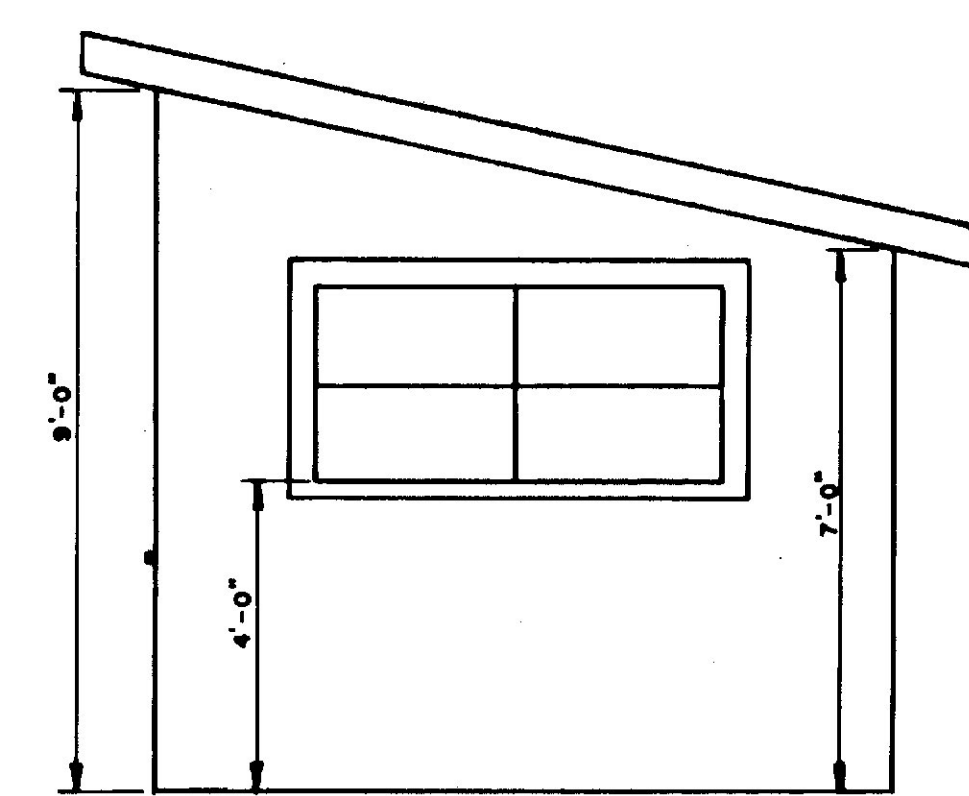
FRONT ELEVATION
TYPE "A"



FRONT ELEVATION
TYPE "B"

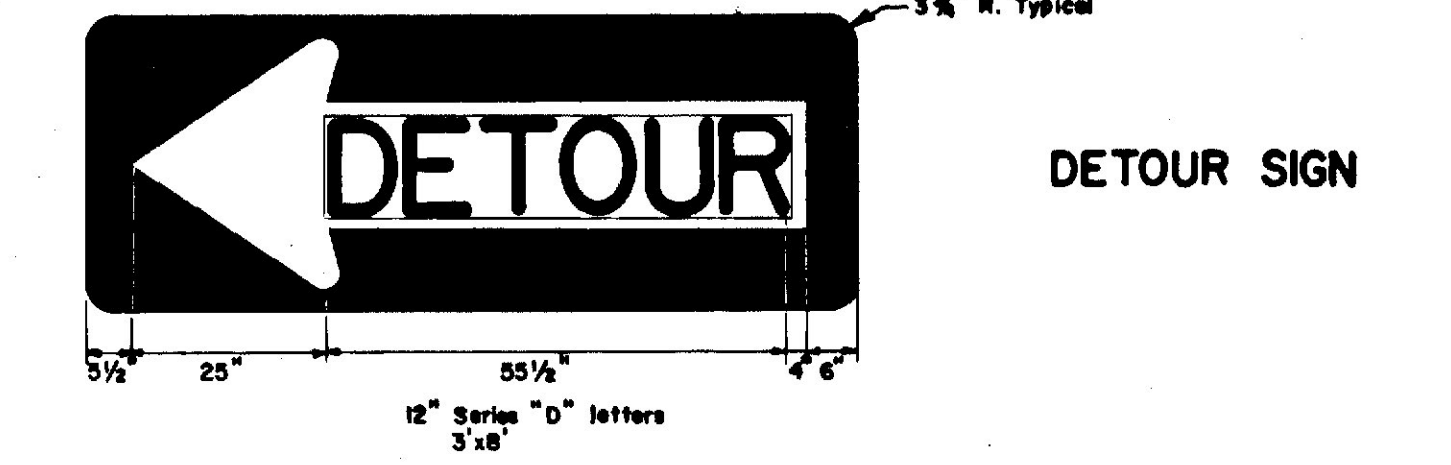
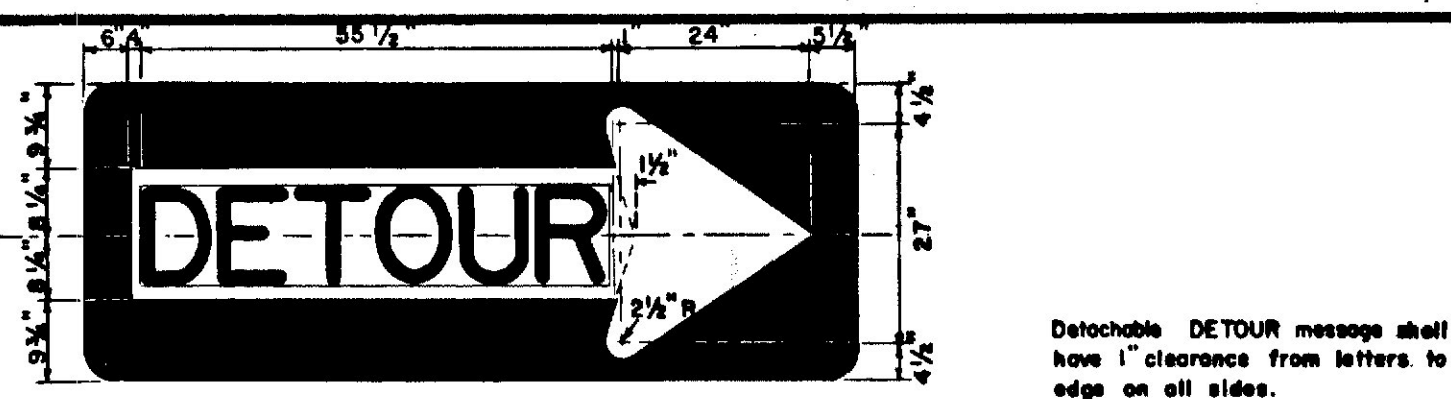


FRONT ELEVATION
TYPE "C"

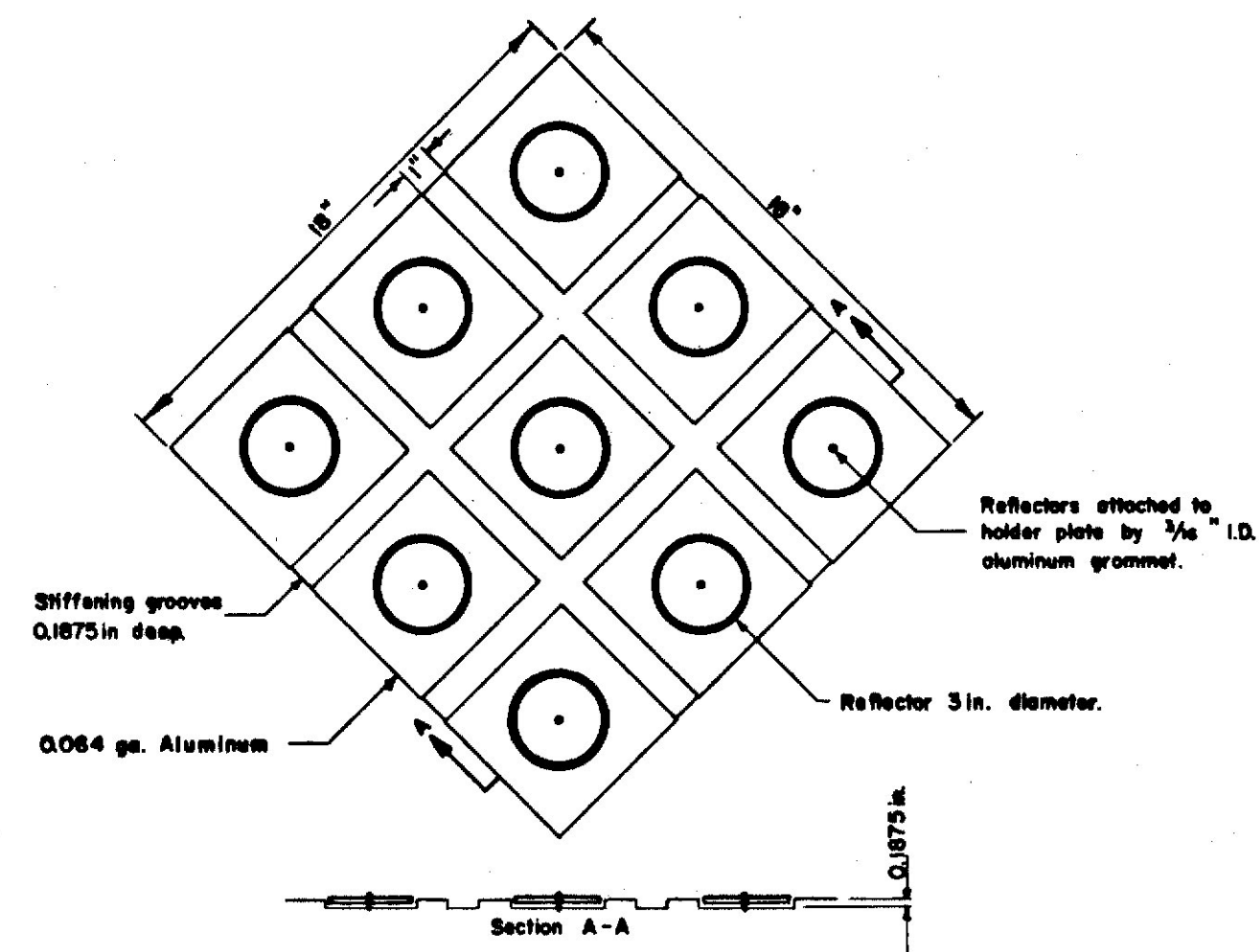


SIDE ELEVATION
TYPES "A" "B" & "C"

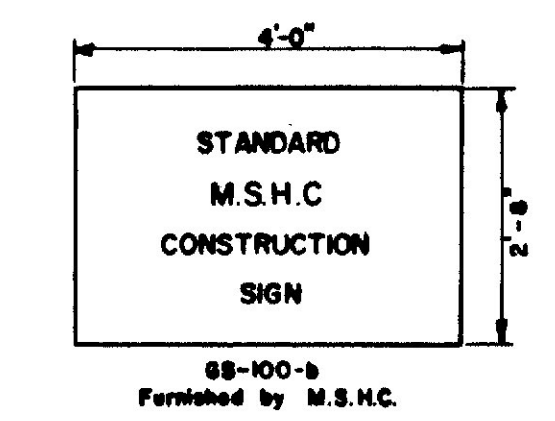
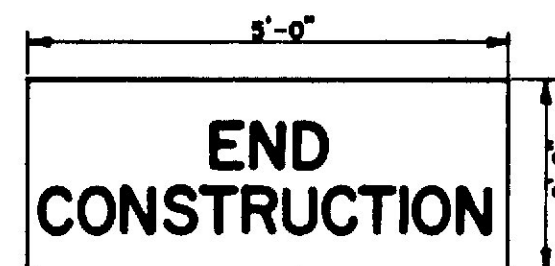
REVISIONS	MAINE STATE HIGHWAY COMMISSION AUGUSTA, MAINE
	STANDARD DETAILS FIELD OFFICES TESTING LABORATORY



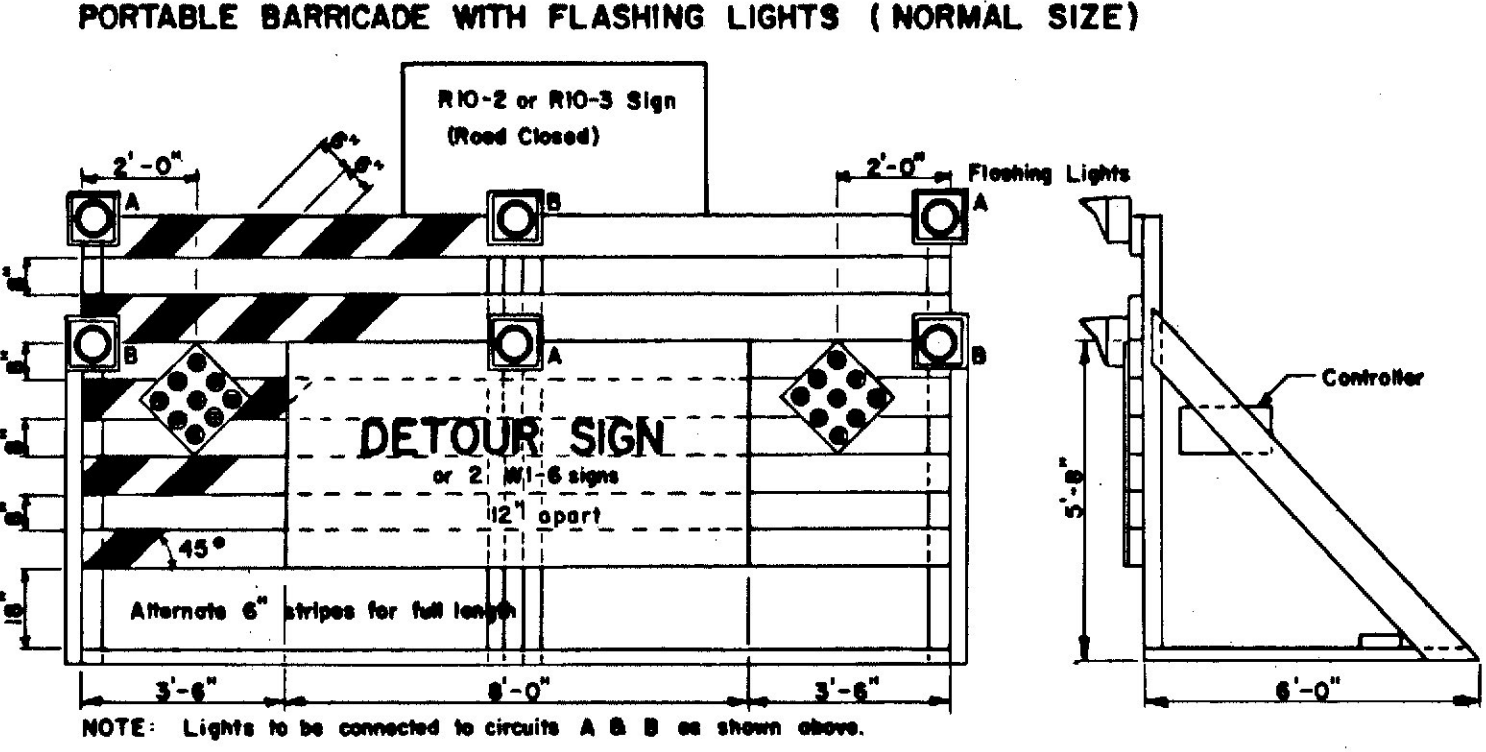
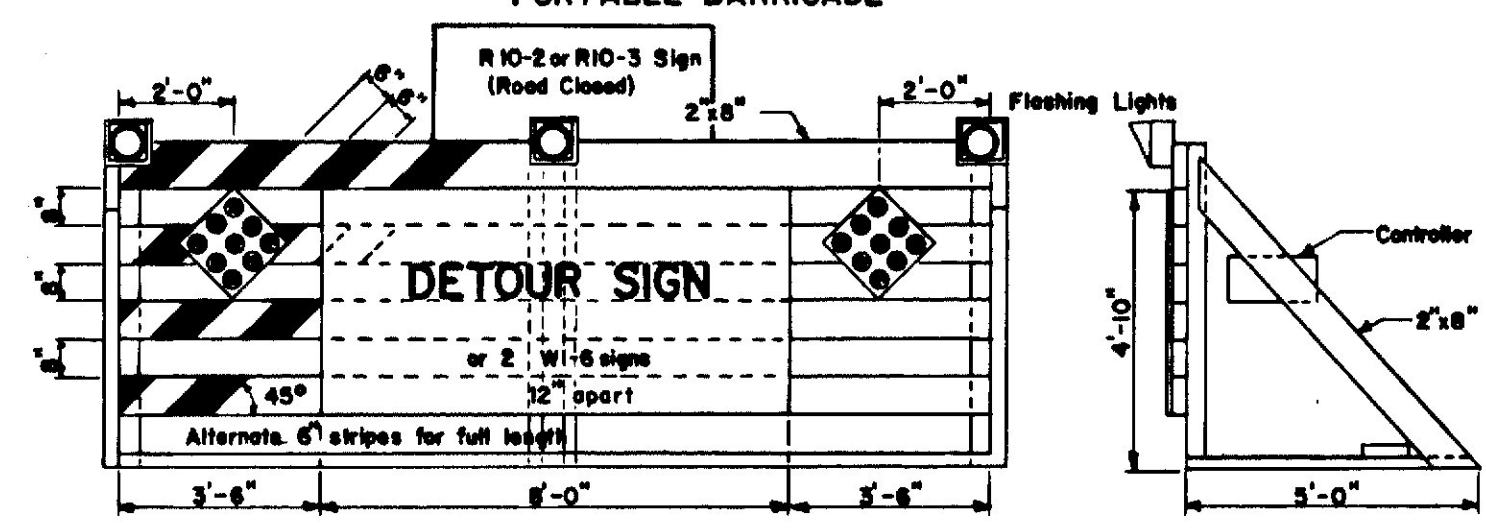
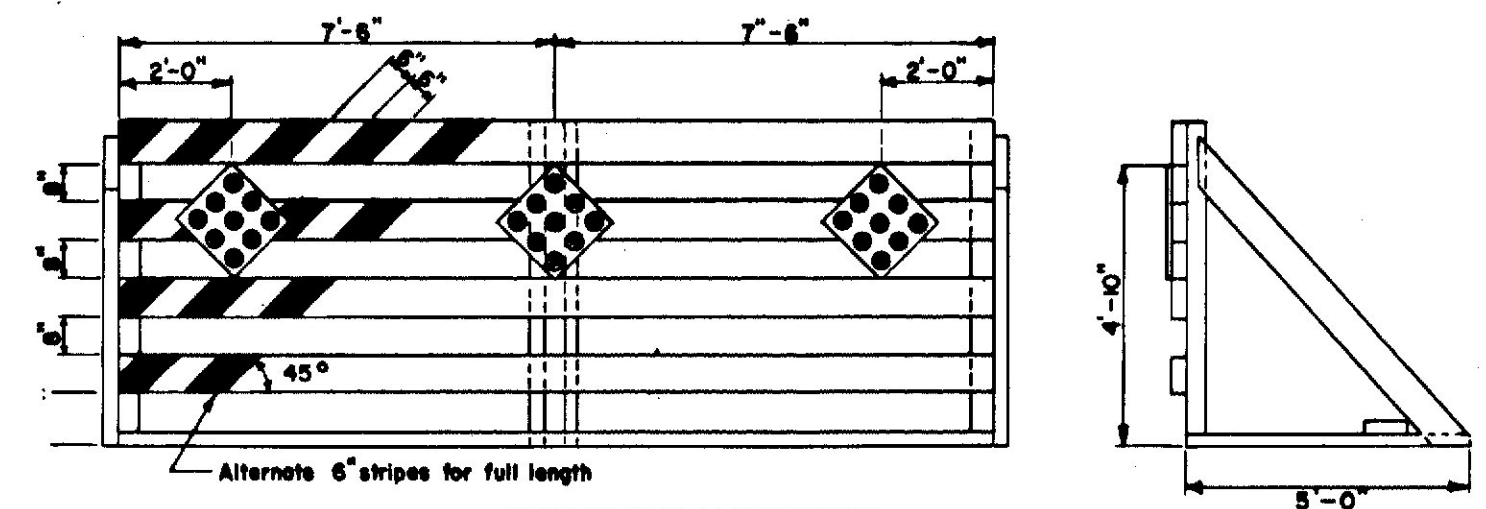
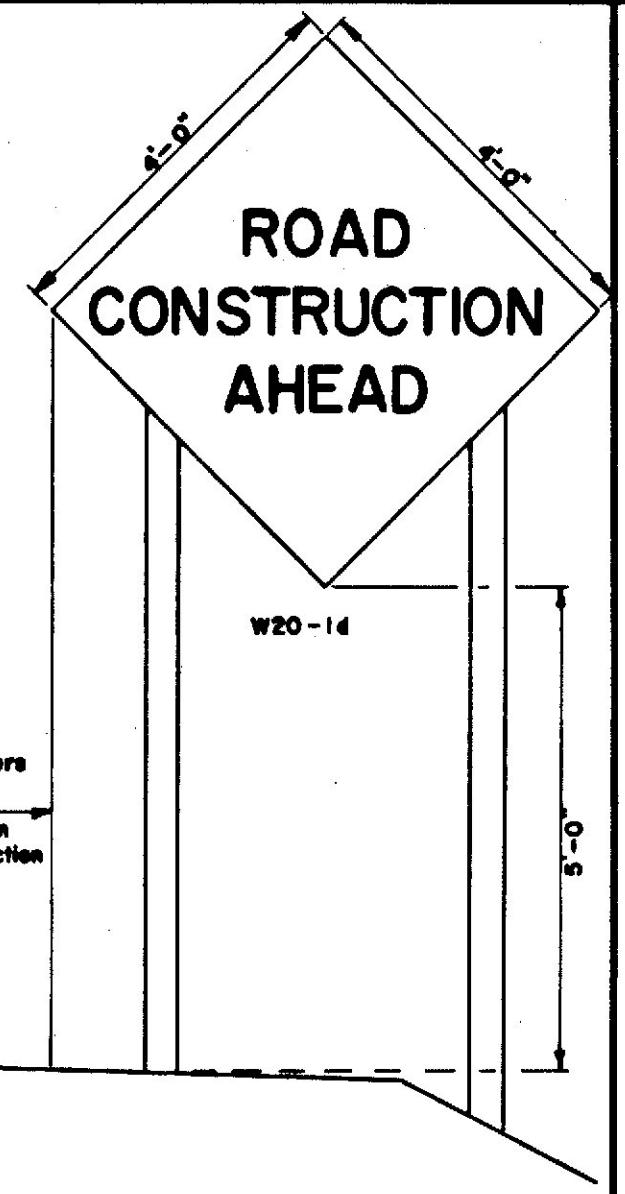
DETOUR SIGN



HAZARD MARKER



CONSTRUCTION SIGNS



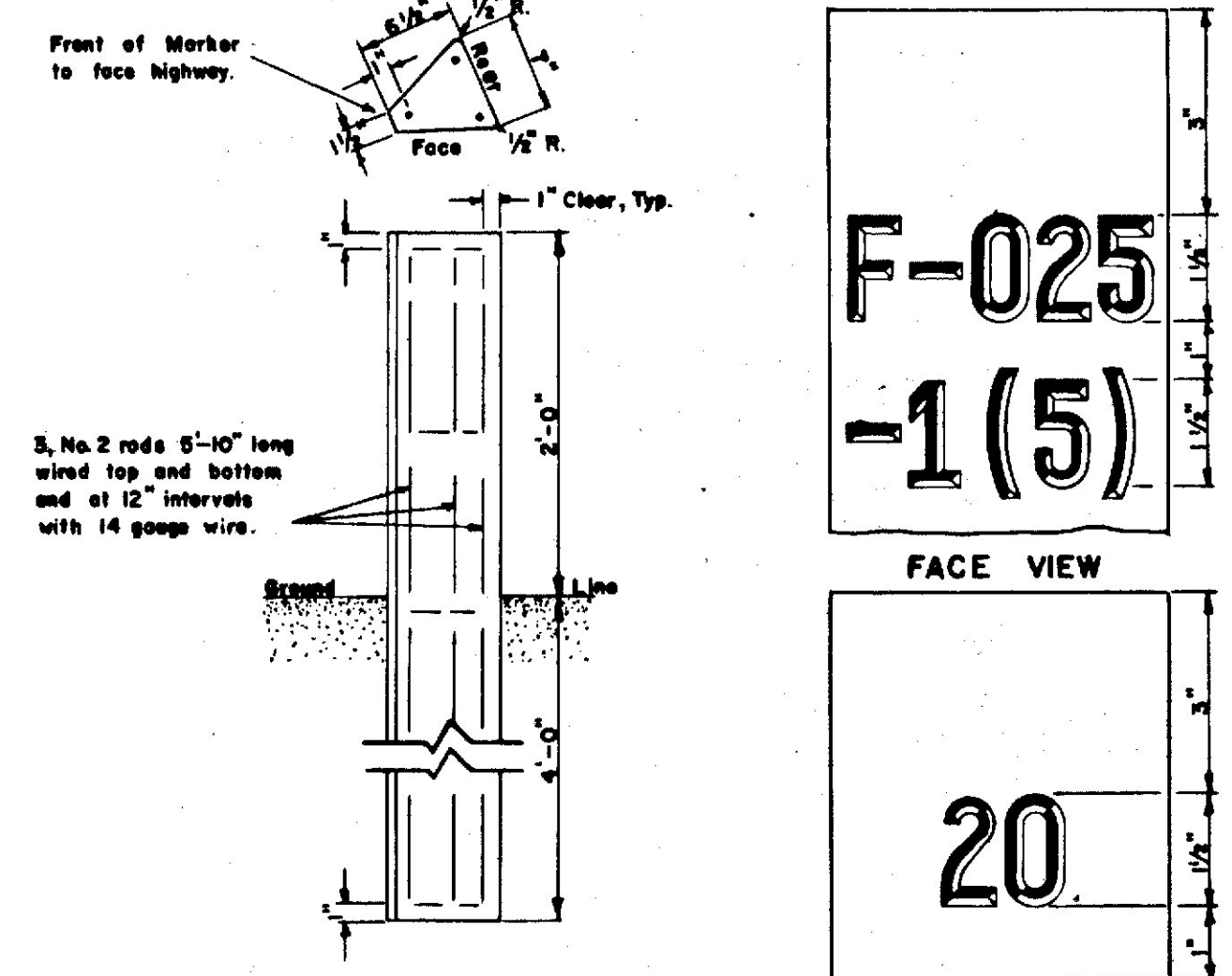
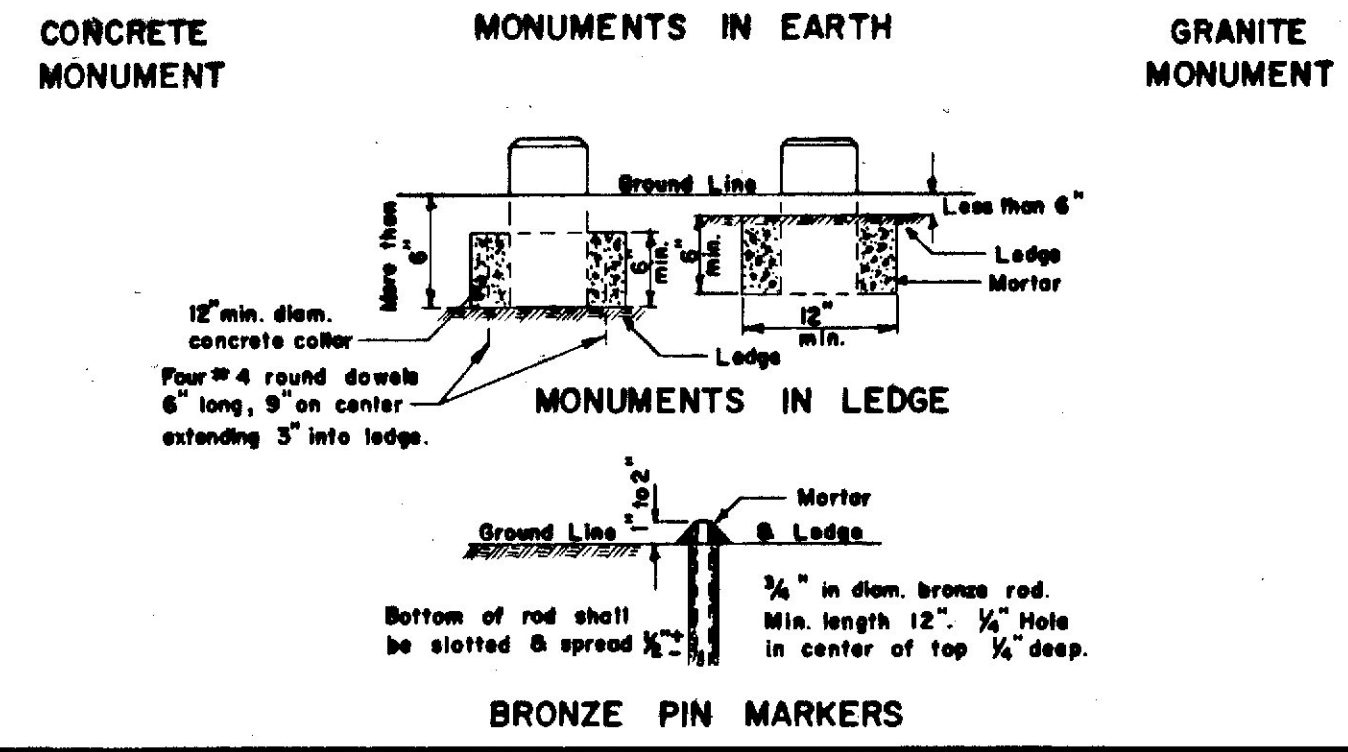
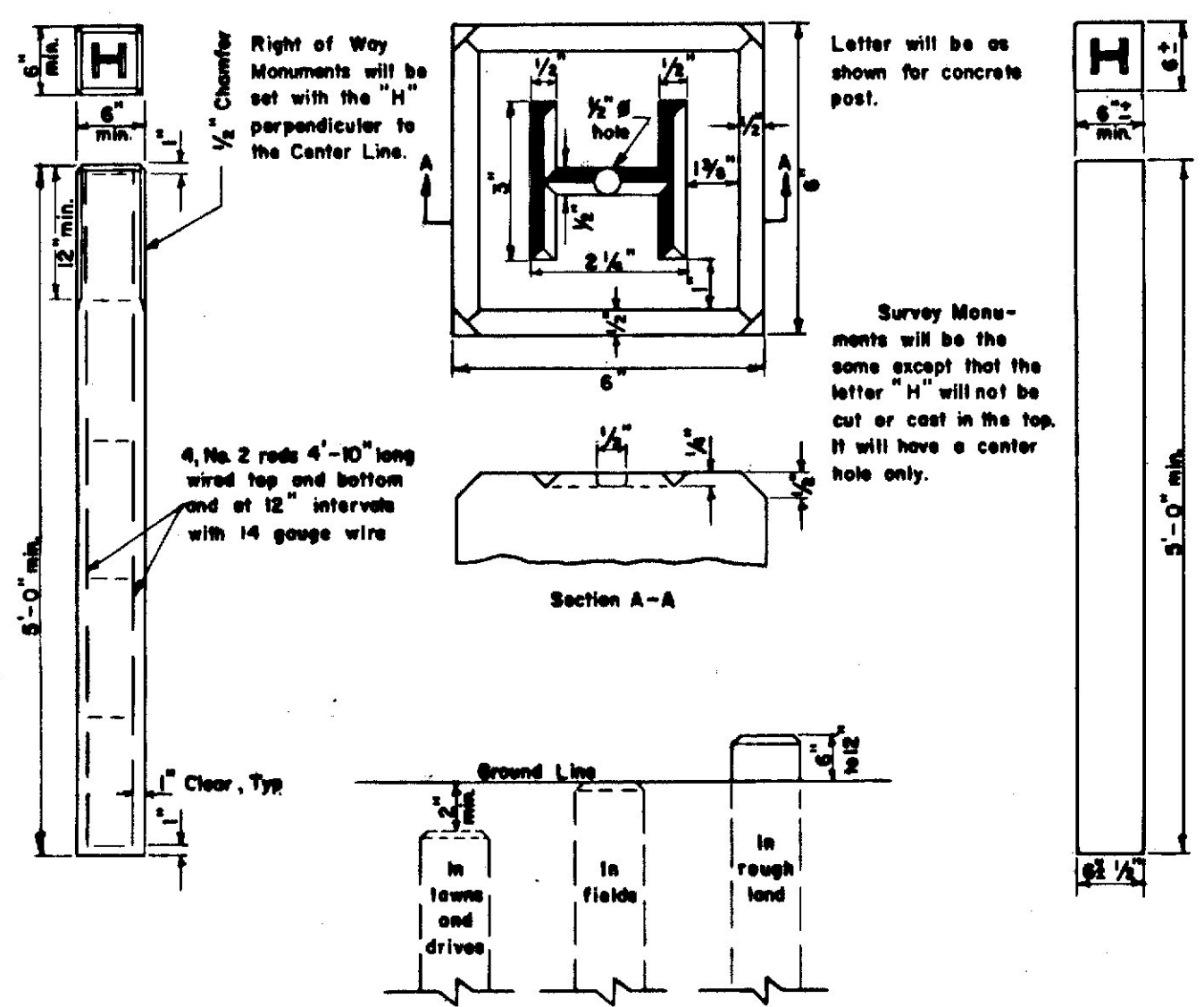
BARRICADES

- GENERAL NOTES - BARRICADES**
- Unless otherwise designated, sign designation letters shall refer to the "Manual of Uniform Traffic Control Devices for Streets and Highways", published by the Department of Commerce, Bureau of Public Roads.
 - White stripes shall be of silver reflective sheeting bonded to 0.019 minimum gauge aluminum, 16 minimum gauge galvanized steel, or 1/4" plywood. Individual white sheets may be attached to a black painted background to form the black and white stripes. At the Contractor's option the reflective sheeting and backing may extend the full width of the barricade with an opaque film or paint applied to form the stripes.
 - All signs shall be of reflective sheeting on 3/8" thick plywood. The plywood shall conform to subsection 712.25, Maine State Highway Commission, Standard Specifications, June 1965.
 - Pressure sensitive reflective sheeting will be an acceptable alternate to the reflective sheeting required by Maine State Highway Commission, Standard Specifications, June 1965.

- NOTES - PORTABLE BARRICADES**
- Lumber sizes for portable barricades shall be 2" x 8" except posts which shall be 4" x 4" (nominal sizes).
 - The detour sign shall be an oversized M5-7 sign with a demountable "DETOUR" message which shall be made of screened reflective sheeting on 1/4" plywood.
 - Hazard markers shall be attached to the barricade with a bolt assembly of steel cadmium plated 1/8" bolt, lock washer and vandal resistant nuts.
 - When two W1-6 signs are required, R10-2 or R10-3 signs shall be omitted.
 - Flashing lights housings shall be mounted to permit rotating in a vertical axis to allow for adjustment to face oncoming traffic.
 - Location of electric service and meter to be determined after the power source has been located.

- NOTES - WING BARRICADES**
- Lumber sizes for wing barricades shall be 1" x 8" except posts which shall be 4" x 4" (nominal sizes).
 - Wing barricades will not be required unless specifically called for in the special provisions.
 - Location of signs and barricades will be determined by the Engineer.

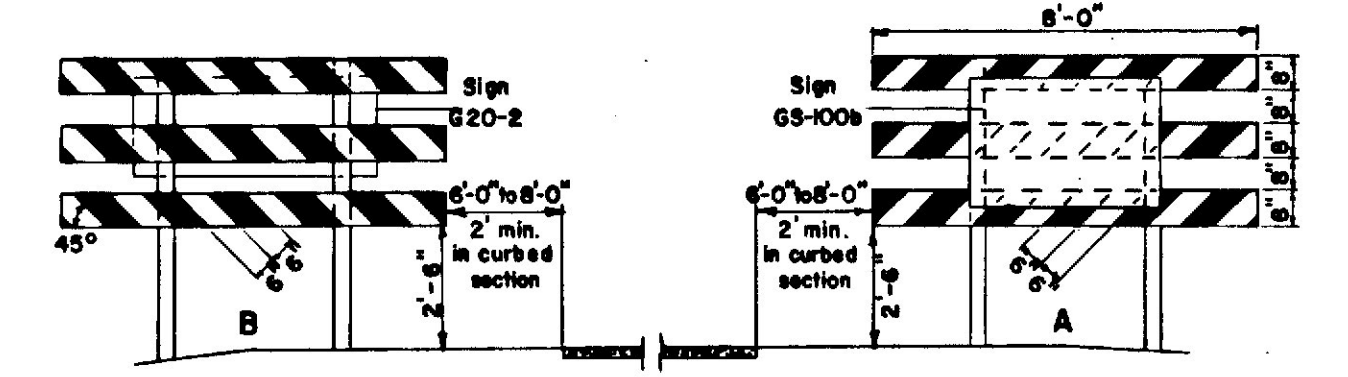
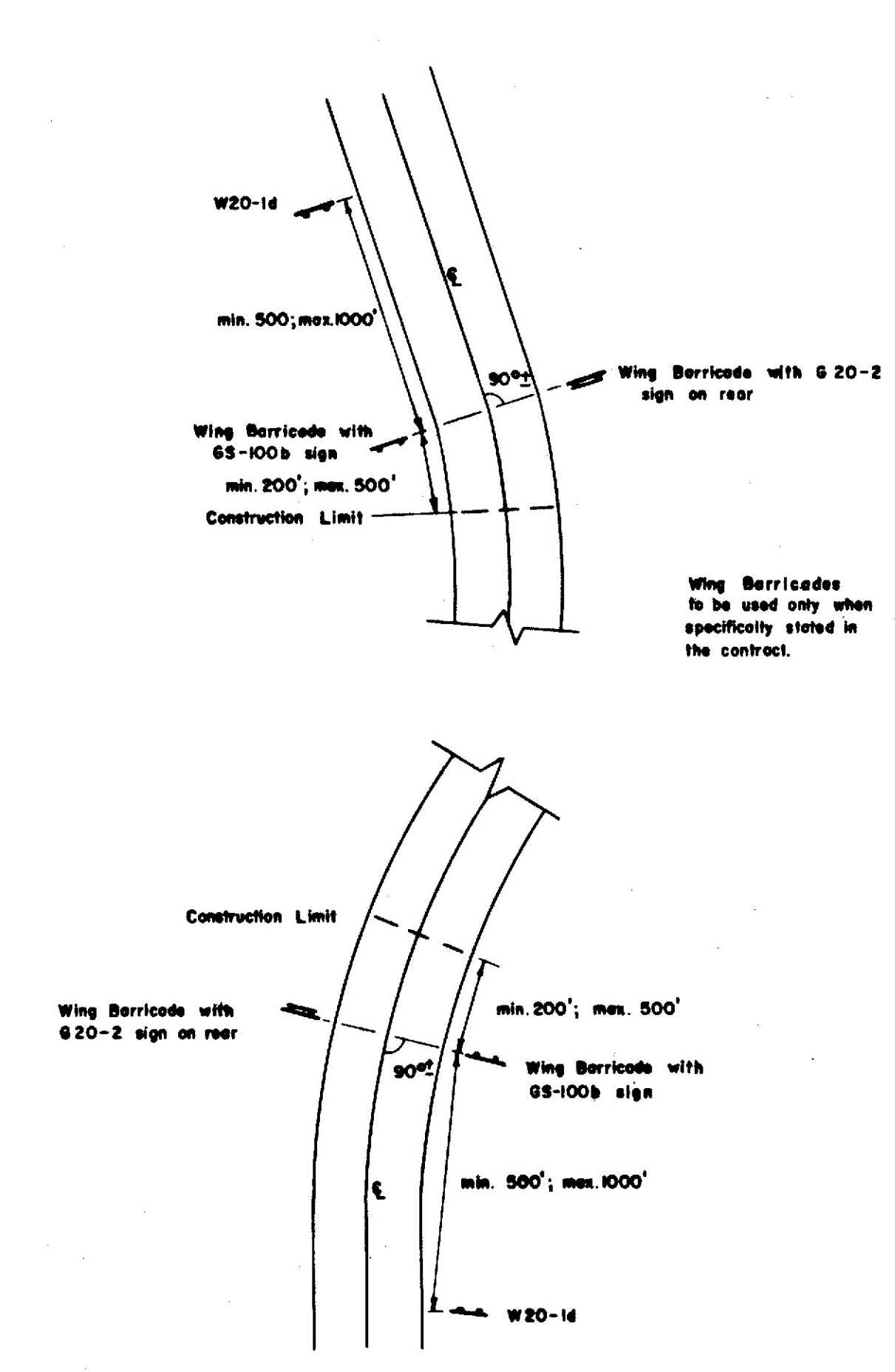
RIGHT OF WAY & SURVEY MONUMENTS



- NOTES**
- Distance from roadway depends on local conditions.
 - When posts cannot be set on the exact station, the front of the post shall be painted black from the top to 3" down, and the offset distance marked on rear with an arrow pointing in direction of beginning or end of project.
 - All markings to be 1/4" deep and 1/8" wide.

PROJECT MARKERS

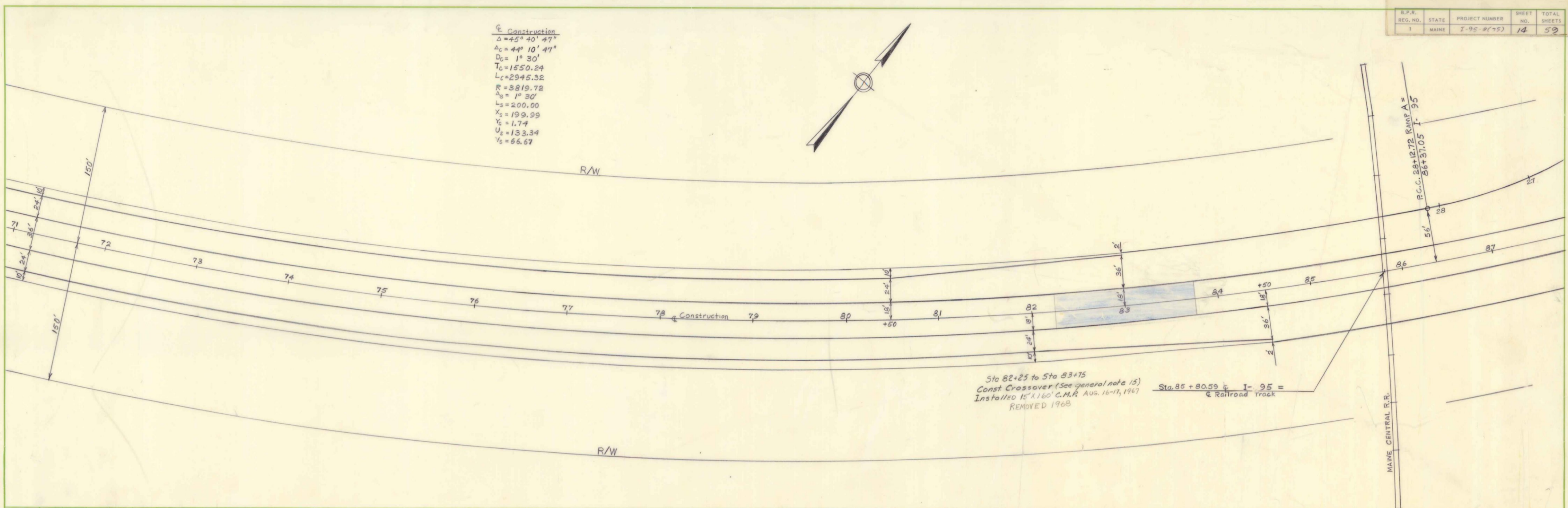
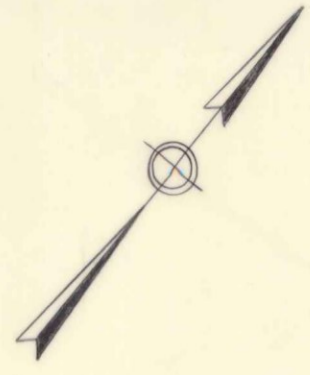
STANDARD SIGN LOCATIONS



WING BARRICADES

REVISION	MAINE STATE HIGHWAY COMMISSION AUGUSTA, MAINE
	BARRICADES WARNING SIGNS MONUMENTS PROJECT MARKERS

Construction
 $\Delta = 45^\circ 40' 47''$
 $A_c = 44^\circ 10' 47''$
 $D_c = 1^\circ 30'$
 $T_c = 1550.24$
 $L_c = 2945.32$
 $R = 3819.72$
 $A_s = 1^\circ 30'$
 $L_s = 200.00$
 $X_s = 199.99$
 $Y_s = 1.74$
 $Y_e = 133.34$
 $Y_o = 66.67$



Sta 82+25 to Sta 83+75
 Const Crossover (See general note 15)
 Installed 15' x 160' C.M.P. Aug. 16-17, 1967
 REMOVED 1968

Sta. 85 + 80.59 I-95
 Railroad track

MAINE CENTRAL R.R.

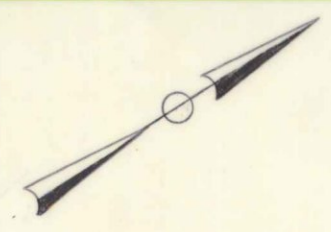
GENERAL NOTES

- All paving and associated work shall be confined to the lanes closed to traffic.
- All paving and associated work shall be completed on the lanes closed to traffic before work is started on the remaining lanes.
- No work shall be done on or adjacent to the open lanes while they are carrying two way traffic.
- All paving equipment shall be confined to the lanes closed to traffic.
- The truck haul routing on the project shall be approved by the resident engineer.
- Equipment shall not be parked or stored within 1000 feet of the traffic cross-overs.
- The loam depth in non guard rail areas shall taper from the depth of overlay at edge of shoulder to zero depth at 5 feet from edge of shoulder on main line and 3 feet from edge of shoulder on ramps.
- Upon completion of the pavement and associated items, the traffic cross-overs shall be excavated, loamed, seeded and hay mulched as directed by the resident engineer.
- All culverts installed at traffic cross-overs shall become the property of the contractor upon removal.
- All signs and barricades specifying lighting and or eliminating shall have either commercial power or approved generator power. The cost shall be incidental to the related items.
- Testing facilities for this project shall be:
 - Bituminous Liquid
 - Bituminous Mix
- Any single tree removal or clearing in the construction of traffic cross-overs shall be incidental to item no. 203.20 common excavation.
- The overlay depth shown with the notes pertaining to catch basin adjustment are for use of resident engineer. Catch basin adjustment elevations will be furnished by the engineer.
- Speed regulation signs in raised median areas on I-95 shall be removed, stored and replaced on existing bases. Payment considered incidental to item no. 202.11, removing portland cement concrete pavement.
- Construct median cross-overs with 2" Hot Bituminous Pavement (grading B), 24" Aggregate Subbase Course Gravel and Common Borrow as required.
- The cross-overs located in the raised median area of the project shall be constructed in the following manner for 1967:
 - Remove existing curb, median and guard rail in designated area.
 - Pave with 2" Hot Bituminous Pavement (grading B)
 - At time of work suspension for winter, or when directed by engineer, replace existing guard rail.
 - Payment for all work shall be under applicable bid items.
- Cross-over locations shown are approximate only and may be adjusted in the field by resident engineer.
- All excavation required for pay items 604.16, "Altering Catch Basins To Manholes," 604.161, "Altering Catch Basins," and 604.18, "Adjusting Manhole and Catch Basins To Grade," shall be considered incidental to the unit bid price for the above items.
- When recessed catch basins are to be altered to manholes in curbed areas (except the raised median area from Sta. 162+92 to Sta. 279+38 I-95) the circular curb and curb inlets shall be removed and shall become the property of the contractor. There will be no separate payment for this work and it shall be considered incidental to item 604.16, "Altering Catch Basins to Manholes."

PLAN
 DRAWN BY: TRALEE F.A. SWELL
 DATE: 5-26-67
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 DATE: [blank]

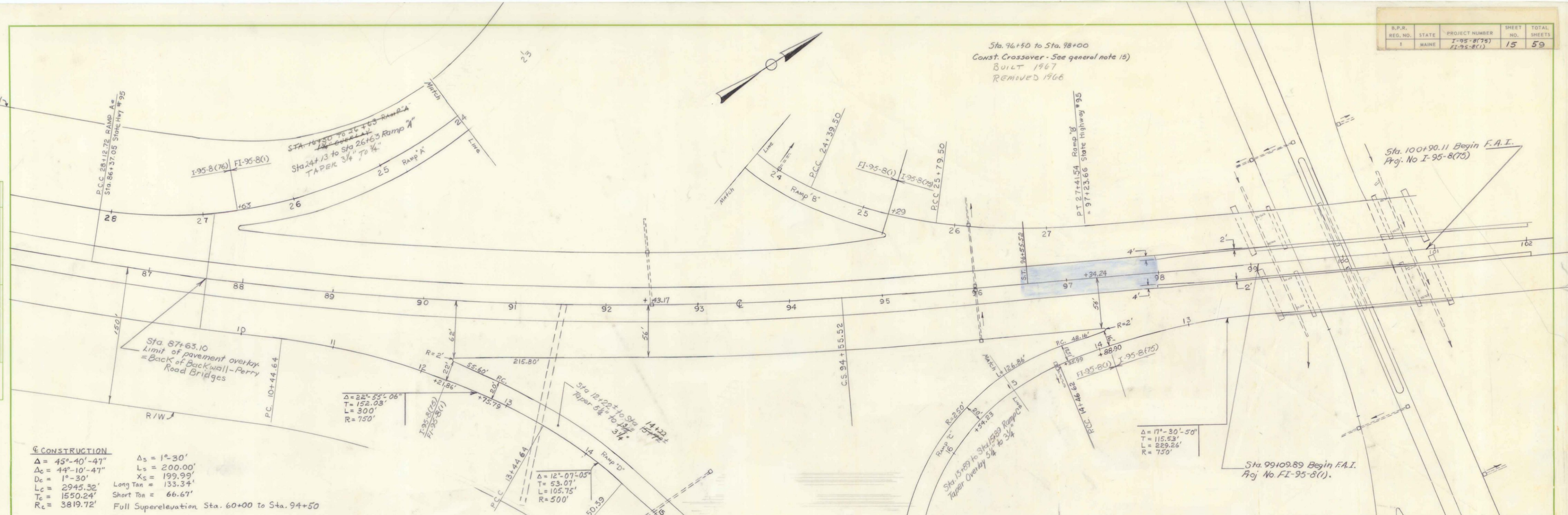
PROFILE
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 DATE: [blank]
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 DATE: [blank]

Sta. 96+50 to Sta. 98+00
Const. Crossover - See general note 15)
BUILT 1967
REMOVED 1966



DATE: 6-2-67
BY: R.P. May
SURVEYED, PLOTTED, GRADES CHECKED, STRUCTURE NOTATIONS CHECKED
ALIGNMENT CHECKED, RT. OF WAY CHECKED
NOTE BOOK NO. 6257

DATE: 6-2-67
BY: R.P. May
SURVEYED, PLOTTED, GRADES CHECKED, STRUCTURE NOTATIONS CHECKED
ALIGNMENT CHECKED, RT. OF WAY CHECKED
NOTE BOOK NO. 6257

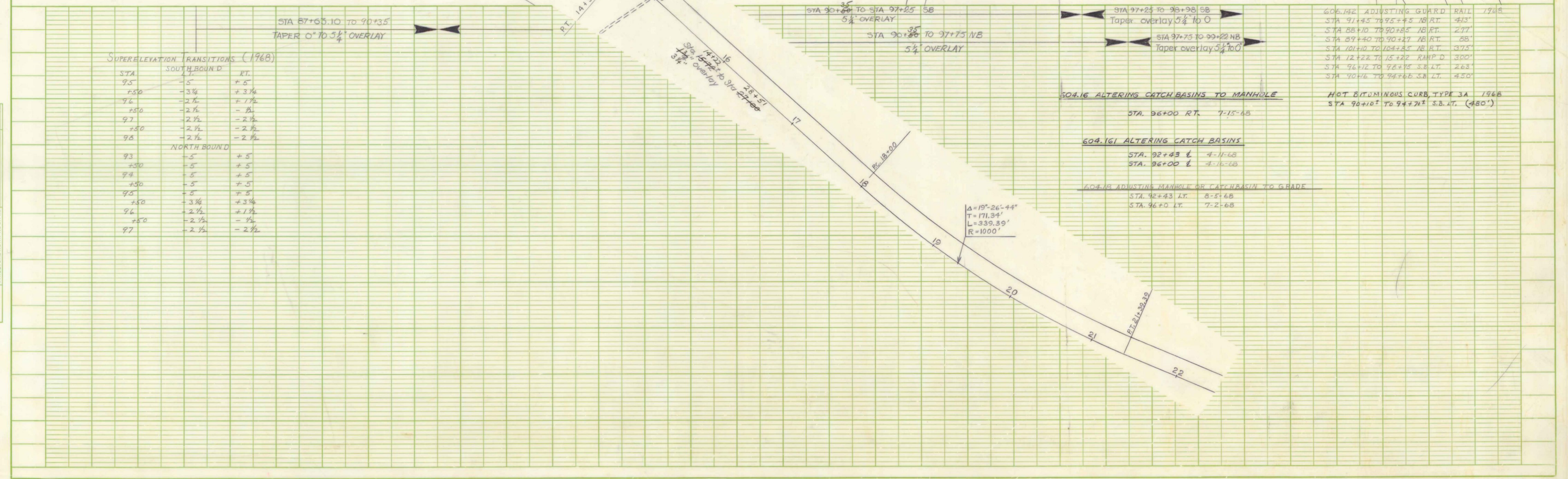


CONSTRUCTION

$\Delta = 45^{\circ}-40'-47''$	$\Delta_s = 1^{\circ}-30'$
$\Delta_c = 44^{\circ}-10'-47''$	$L_s = 200.00'$
$D_c = 1^{\circ}-30'$	$X_s = 199.99'$
$L_c = 2945.32'$	Long Ton = 133.34'
$T_c = 1550.24'$	Short Ton = 66.67'
$R_c = 3819.72'$	Full Superelevation Sta. 60+00 to Sta. 94+50

SUPERELEVATION TRANSITIONS (1968)

STA	SOUTH BOUND	RT.
95	-5	+5
+50	-3 1/2	+3 1/2
96	-2 1/2	+1 1/2
+50	-2 1/2	-5
97	-2 1/2	-2 1/2
+50	-2 1/2	-2 1/2
98	-2 1/2	-2 1/2
NORTH BOUND		
93	+5	+5
+50	+5	+5
94	+5	+5
+50	+5	+5
95	+5	+5
+50	+3 1/2	+3 1/2
96	+2 1/2	+1 1/2
+50	-2 1/2	-1 1/2
97	-2 1/2	-2 1/2



606.142 ADJUSTING GUARD RAIL 1968
 STA 91+45 TO 95+45 NB RT. 4'13"
 STA 88+10 TO 90+85 NB RT. 2'77"
 STA 89+40 TO 90+27 NB RT. 88"
 STA 101+10 TO 104+25 NB RT. 3'75"
 STA 12+22 TO 15+22 RAMP D 3'00"
 STA 96+12 TO 98+75 S.B. LT. 2.63'
 STA 90+16 TO 94+65 S.B. LT. 450'

HOT BITUMINOUS CURB, TYPE 3A 1968
 STA 96+10 TO 94+70 S.B. LT. (480')

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-395-8(76)	16	59

604.161 ALTERING CATCH BASINS

- STA 76+20 E I.S.
- STA 79+90 E I.S.
- STA 83+00 E I.S.
- STA 87+00 E I.S.
- STA 77+85 LT. I.S.
- STA 87+50 LT. I.S.

1968

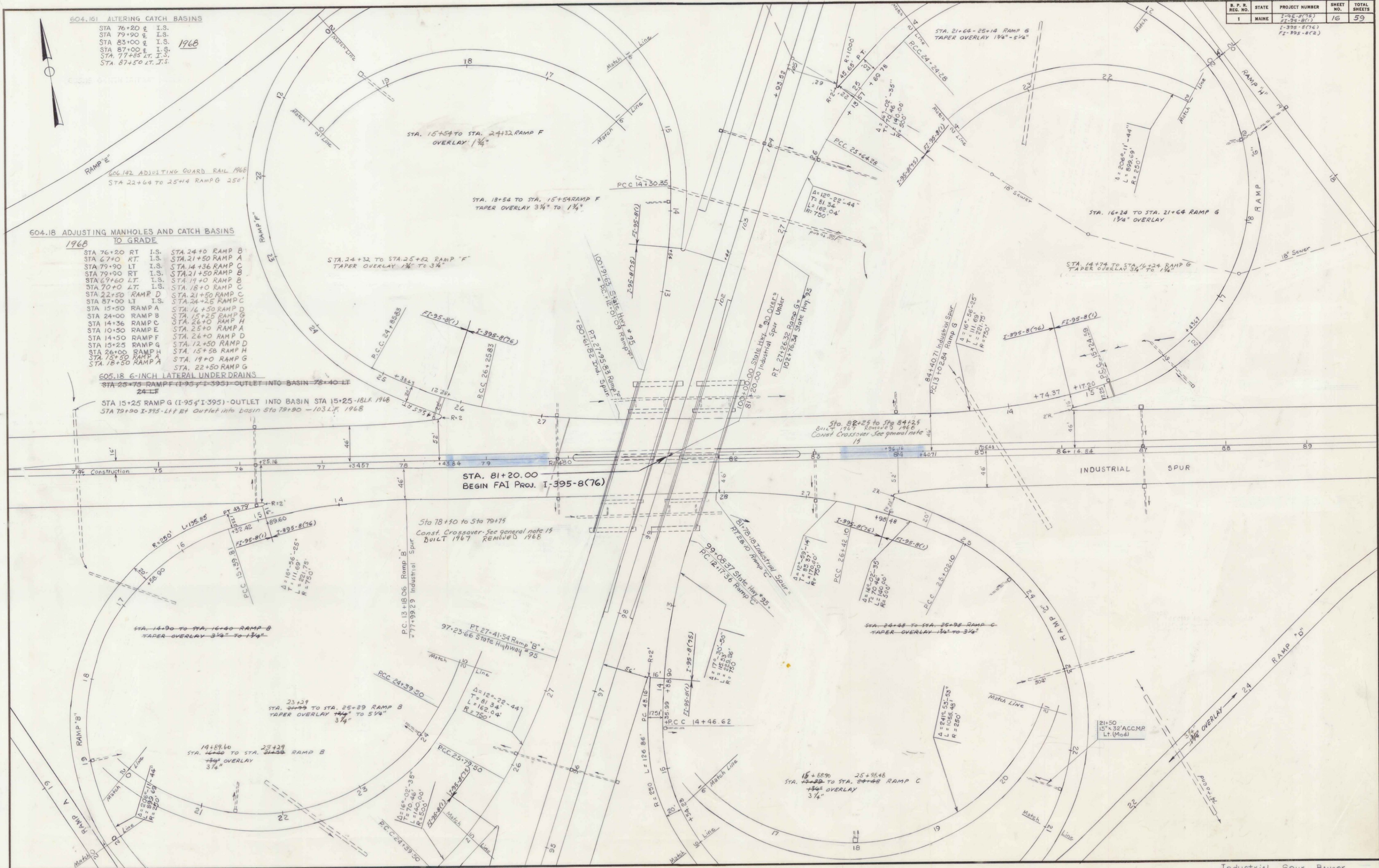
604.18 ADJUSTING MANHOLES AND CATCH BASINS TO GRADE

1968

- STA 76+20 RT I.S.
- STA 67+00 RT I.S.
- STA 79+90 LT I.S.
- STA 69+60 LT I.S.
- STA 70+00 LT I.S.
- STA 22+50 RAMP D
- STA 15+50 RAMP A
- STA 24+00 RAMP B
- STA 14+36 RAMP C
- STA 10+50 RAMP E
- STA 14+50 RAMP F
- STA 15+25 RAMP G
- STA 26+00 RAMP H
- STA 18+50 RAMP A
- STA 24+00 RAMP B
- STA 21+50 RAMP A
- STA 14+36 RAMP C
- STA 21+50 RAMP C
- STA 24+25 RAMP C
- STA 16+50 RAMP D
- STA 15+25 RAMP G
- STA 26+00 RAMP H
- STA 12+50 RAMP D
- STA 15+58 RAMP H
- STA 19+00 RAMP G
- STA 22+50 RAMP G

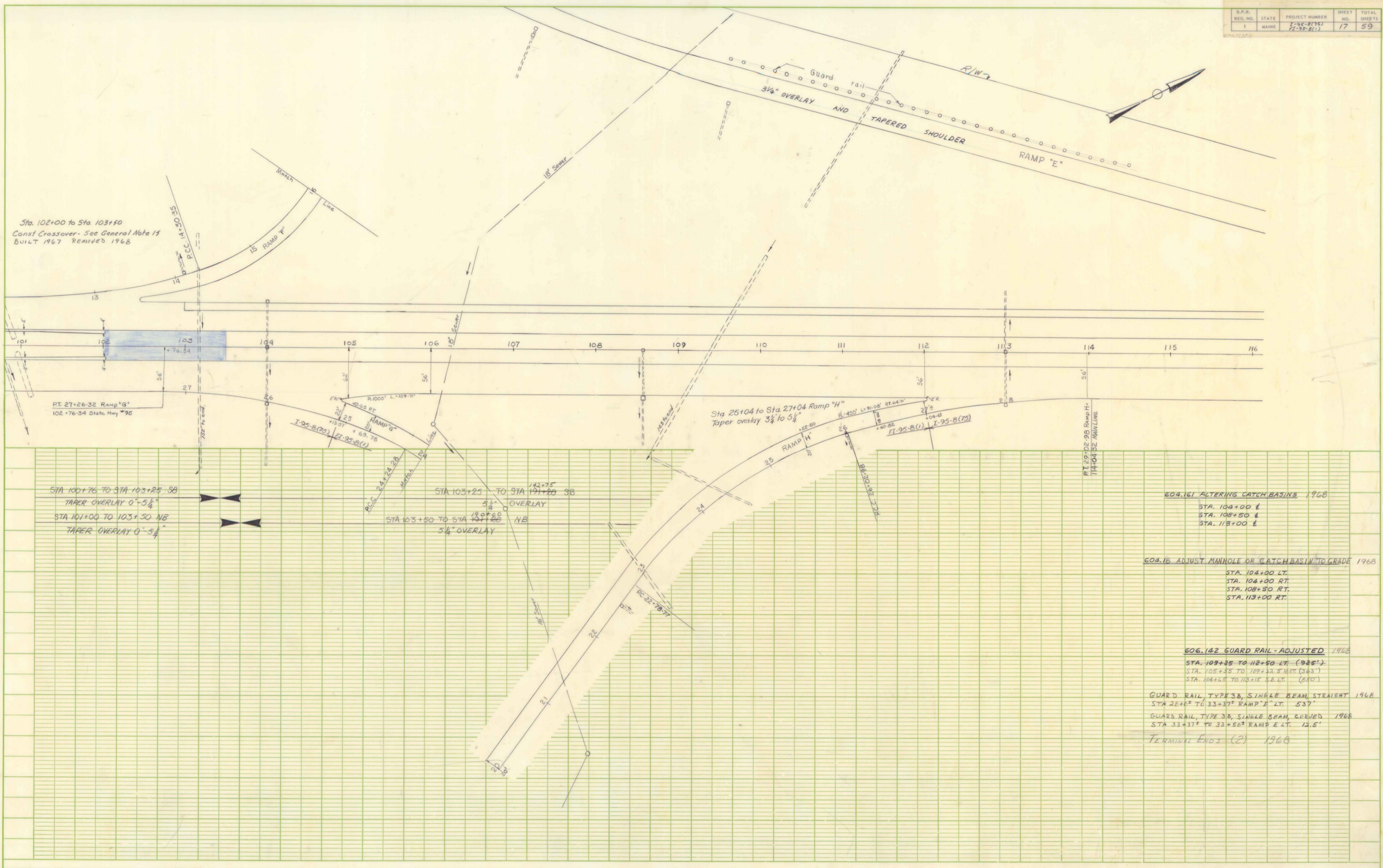
605.18 6-INCH LATERAL UNDERDRAINS

- STA 25+75 RAMP F (I-95) I-395 OUTLET INTO BASIN 76+40 LT 24 LF
- STA 15+25 RAMP G (I-95) I-395 OUTLET INTO BASIN STA 15+25-18 LF 1968
- STA 79+90 I-395-Lt Rt Outlet into Basin Sta 79+90 -103 LF 1968



DATE: 6-6-67
 BY: R.P. [unclear]
 SURVEYED: [unclear]
 PLAN: [unclear]
 NOTE BOOK: [unclear]
 NO. OF WAY CHECKED: [unclear]

DATE: [unclear]
 BY: [unclear]
 SURVEYED: [unclear]
 PROFILE: [unclear]
 NOTE BOOK: [unclear]
 NO. OF WAY CHECKED: [unclear]



604.161 ALTERING CATCH BASINS 1968
 STA. 104+00 E
 STA. 108+50 E
 STA. 113+00 E

604.16 ADJUST MANHOLE OR CATCH BASIN TO GRADE 1968
 STA. 104+00 LT.
 STA. 104+00 RT.
 STA. 108+50 RT.
 STA. 113+00 RT.

606.142 GUARD RAIL - ADJUSTED 1968
 STA. 103+25 TO 112+50 LT. (925')
 STA. 105+55 TO 109+22.5 NB RT. (363')
 STA. 104+65 TO 113+15 SB LT. (850')

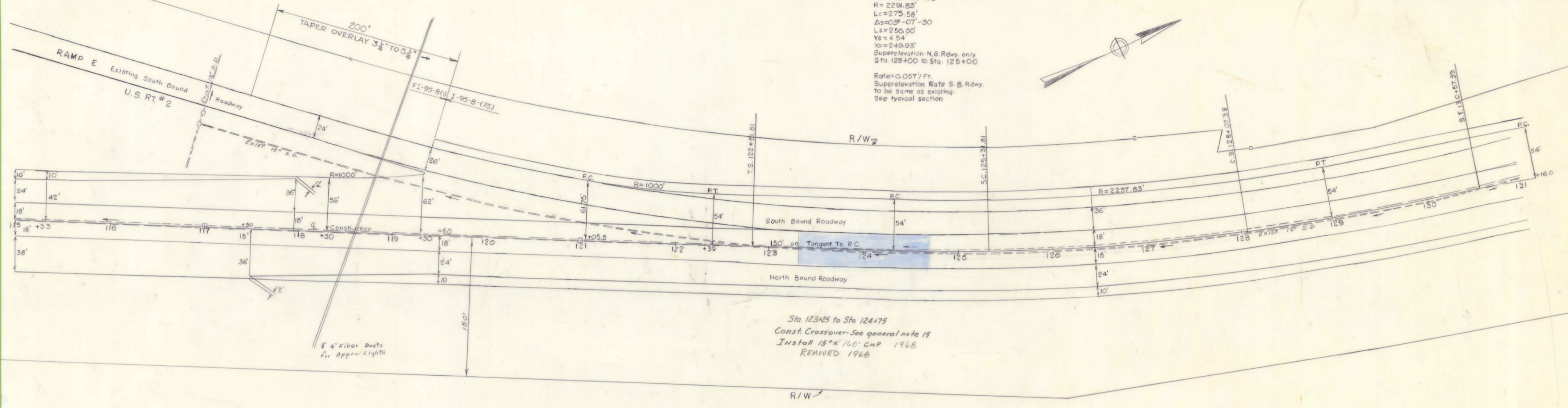
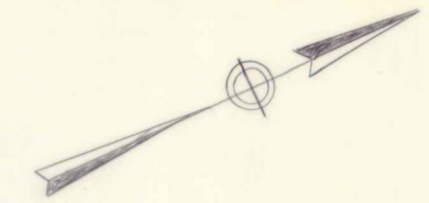
GUARD RAIL, TYPE 3B, SINGLE BEAM, STRAIGHT 1968
 STA. 28+00 TO 33+37 RAMP 'E' LT. 537'

GUARD RAIL, TYPE 3B, SINGLE BEAM, CURVED 1968
 STA. 33+37 TO 33+50 RAMP 'E' LT. 12.5'

TERMINAL ENDS (2) 1968

P.I. Sta. 126+70.88
 $\Delta = 13^{\circ}-08'-22''$
 $\Delta C = 06^{\circ}-53'-22''$
 $D_c = 02^{\circ}-30'-00''$
 $R = 2291.83'$
 $L_c = 275.56'$
 $\Delta s = 03^{\circ}-07'-30''$
 $L_s = 250.00'$
 $Y_s = 4.54'$
 $X_s = 249.93'$
 Super-elevation N.B. Rdwy. only
 Sta. 125+00 to Sta. 125+00

 Rate = 0.057'/Ft.
 Super-elevation Rate S.B. Rdwy.
 to be same as existing.
 See typical section



PLAN
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 DATE: 9/21/42
 NOTE BOOK NO. [blank]
 ALIGNMENT CHECKED BY: [blank]
 RT. OF WAY CHECKED BY: [blank]

PROFILE
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 DATE: [blank]
 PLOTTED BY: [blank]
 CHECKED BY: [blank]
 NOTE BOOK NO. [blank]
 STRUCTURE NOTATIONS: [blank]

SUPERELEVATION TRANSITIONS (1968)

STA.	LT.	RT.
120	-2 1/2	-2 1/2
+50	-2 1/2	-1 1/4
121	-2 1/2	0
+50	-2 1/2	+1 1/4
122	-2 1/2	+2 1/2
+50	-3 1/4	+3 1/4
123	-5	+5
NORTHBOUND		
122	-2 1/2	-2 1/2
+50	-2 1/2	-1
123	-2 1/2	+1 1/2
+50	-2 1/2	+2
124	-3 1/2	+3 1/2
+50	-5	+5
125	-6 1/2	+6 1/2
128	-6 1/2	+6 1/2
+50	-6 1/2	+6 1/2
129	-5	+5
+50	-3 1/2	+3 1/2
130	-2 1/2	+2
+50	-2 1/2	+1 1/2
131	-2 1/2	-1
+50	-2 1/2	-2 1/2

606.142 GUARD RAIL - ADJUSTED 1968
 STA. 117+60 TO 118+60 RT. MEDIAN (100')
 STA. 117+50 TO 119+50 LT. MEDIAN (100')
 STA. 118+85 TO 119+85 LT. (100')
 STA. 130+00 TO 130+90 AB RT. (87')
 STA. 125+88 TO 126+75 S.B. LT. (86')
 STA. 119+15 TO 119+75 S.B. RT. (63')
 STA. 119+00 TO 119+65 S.B. LT. (63')

604.161 ALTERING CATCH BASINS 1968
 STA. 117+00 £
 STA. 121+00 £
 STA. 125+00 £

Sta 12+00 to Sta 23+25 Ramp E
Pave 24' wide. Loam (4") and seed (method No 2)
existing Rt. gravel shoulder, EXCEPT IN FRONT OF
GUARD RAIL, WHICH WAS PAVED.
1968

Sta 12+00 to Sta 15+25 Ramp E
Taper overlay 0" to 3 1/4"

24' Pave. Striped for 14' Pave. and 10' Stl.

Sta 15+25 to Sta 21+25 Ramp E
3 1/4" Overlay



I-95-8(75) FI-95-8(1)
Sta 21+25 to Sta 23+25 Ramp E
Taper overlay 3 1/4" to 5 1/4"

Sta 137+00 to Sta 138+00
Const Crossover - See general note 15
BUILT 1967 REMOVED 1968

4) RAMP D
Sta 38+74 to Sta 42+24 Ramp D
Taper overlay 5 1/4" to 1 3/4"
3 1/4"

43+28
Sta 44+78 to Sta 46+53 D
Taper overlay 1 3/4" to 0"
3 1/4"

← STA 142+75 to 146+0 S.B.
TAPER 5 1/4" to 3" (1968) →

604.12 ADJUSTING GUARD RAIL 1968
STA 144+62 TO 144+85.5 S.B. LT. (137.5')
STA 145+60 TO 146+28 S.B. RT. (138")

604.16 ALTERING CATCH BASINS 1968
STA 134+00 ✓
STA 135+00 ✓
STA 140+15 ✓
STA 143+00 ✓
STA 145+17 ✓
STA 146+30 ✓

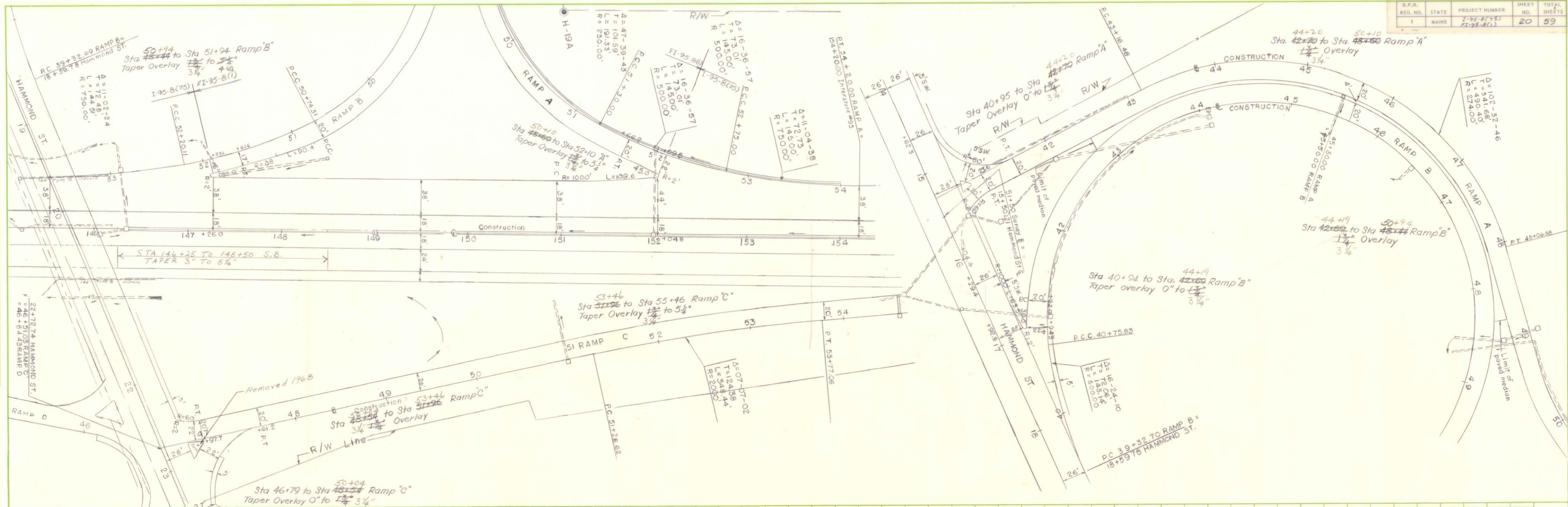
604.18 ADJUSTING MANHOLES AND CATCH BASINS TO GRADE 1968
STA 39+25 RAMP D 4 5/8" OVERLAY DEPTH
STA 43+0 RAMP D

PLAN
DATE: 6-2-67
BY: F. A. SWELL
SURVEYED: Traced
NOTE BOOK: ELEMENT CHECKED
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DATE: (blank)

PROFILE
DATE: (blank)
BY: (blank)
SURVEYED: (blank)
NOTE BOOK: (blank)
NO.: (blank)

SUPERELEVATION TRANSITIONS (1968)

STA.	SOUTHBOUND	
	LT.	RT.
131	-5'	+5'
+50	-3 3/4"	+3 3/4"
132	-2 1/2"	+2 1/2"
+50	-2 1/2"	+1 3/4"
133	-2 1/2"	0
+50	-2 1/2"	-1 1/4"
134	-2 1/2"	-2 1/2"



PLAN
 SURVEYED, PLOTTED, TRACED, AND CHECKED BY: A.H. Litch
 DATE: 6/9/42
 NOTE BOOK NO. OF WAY CHECKED: NO.

PROFILE
 SURVEYED, PLOTTED, AND CHECKED BY: A.H. Litch
 DATE: NO.
 STRUCTURE NOTATIONS: CHND

STA 146+25 TO 148+50 S.B. TAPER 3" TO 5/4"
 STA 148+50 TO 190+00 S.B. 5/4" Overlay

604.142 ADJUSTING GUARD RAIL 1968
 STA 151+75 TO 153+85 AB LT. (137.5)
 STA 152+25 TO 153+50 S.B. RT. (257)
 STA 152+15 TO 153+75 S.B. LT. (162)

604.16 ALTERING CATCH BASINS TO MANHOLE
 STA 146+30 LT.
 STA 52+00 RAMP A

604.18 ADJUSTING MANHOLES AND CATCH BASINS TO GRADE 1968
 STA 44+10 RAMP B STA 49+00 RAMP A 2 1/4" OVERLAY DEPTH
 STA 46+50 RAMP B STA 52+0 RAMP A
 STA 51+0 RAMP C STA 45+50 RAMP A
 STA 54+60 RAMP C STA 147+30 LT.

604.161 ALTERING CATCH BASINS 1968
 STA 149+00 &
 STA 152+00 &
 STA 41+15 RT RAMP A
 STA 49+00 LT RAMP A & RT.
 STA 148+50 LT.

605.18 6-INCH LATERAL UNDERDRAINS
 STA 54+60 RAMP C (HAMMOND ST.)-OUTLET INTO BASIN
 STA 54+60 RT 20 LF 1968