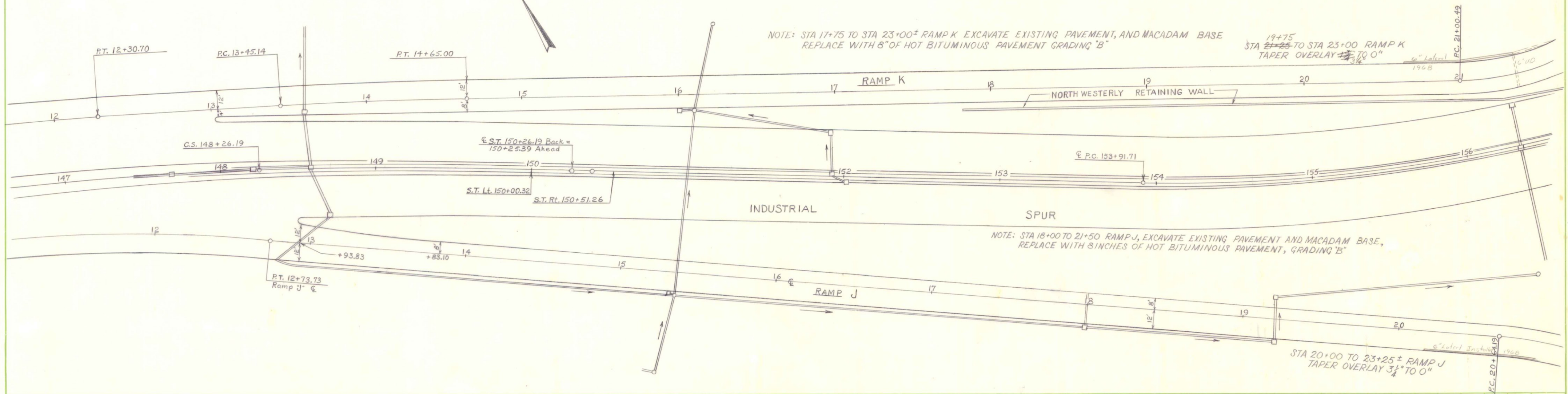
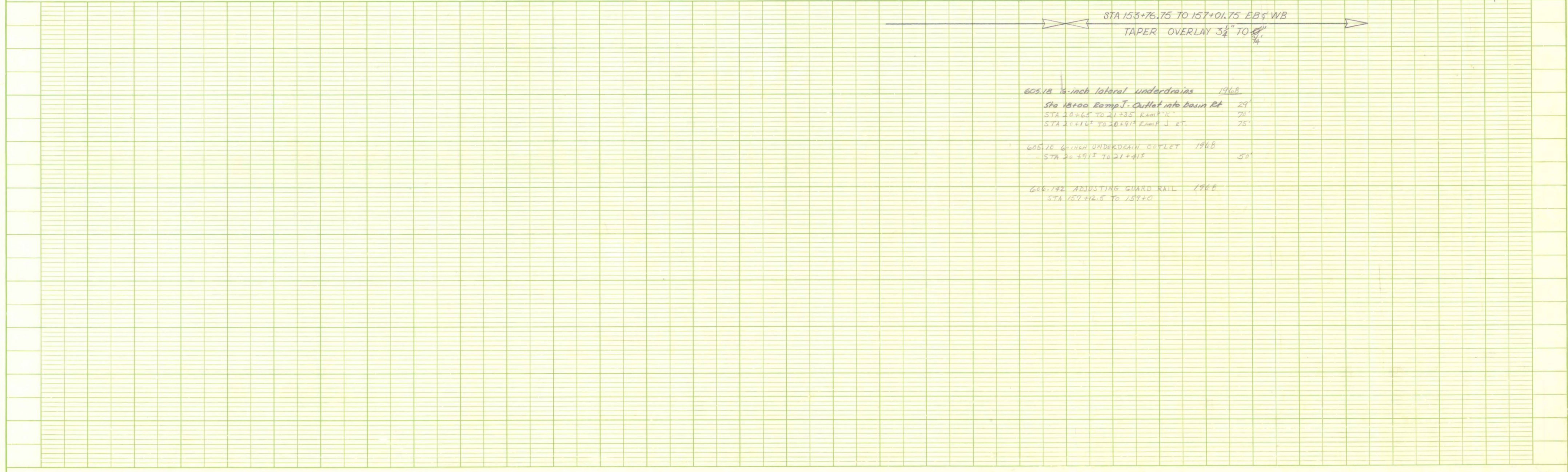


PLAN  
 SURVEYED BY: F. A. SWELL  
 DATE: 6-2-57  
 NOTE BOOK NO. OF ANY CHECKS:



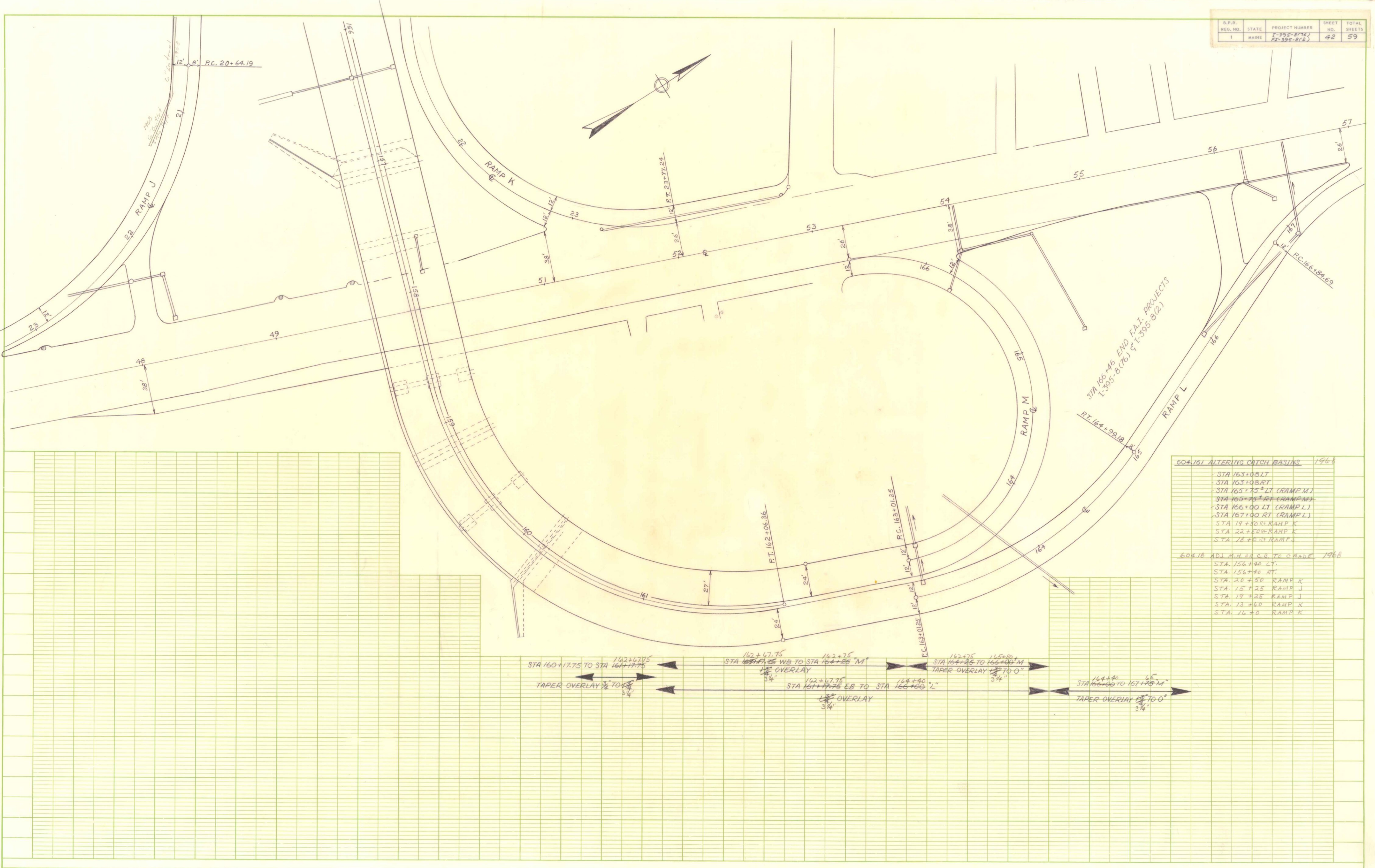
PROFILE  
 SURVEYED BY: F. A. SWELL  
 DATE: 6-2-57  
 NOTE BOOK NO. OF ANY CHECKS:



S.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
I	MAINE	1-395-8(74) PC-395-8(8)	42	59

PLAN	DATE	6-7-47
	BY	F.A. SNELL
SURVISED	TRAINED	
	NOTE BOOK	
NO.	ALIGNED	
	RT. OF WAY CHECKED	

PROFILE	DATE	
	BY	
SURVISED	GRADES CHECKED	
	STRUCTURE LOCATIONS CHECKED	
NO.		

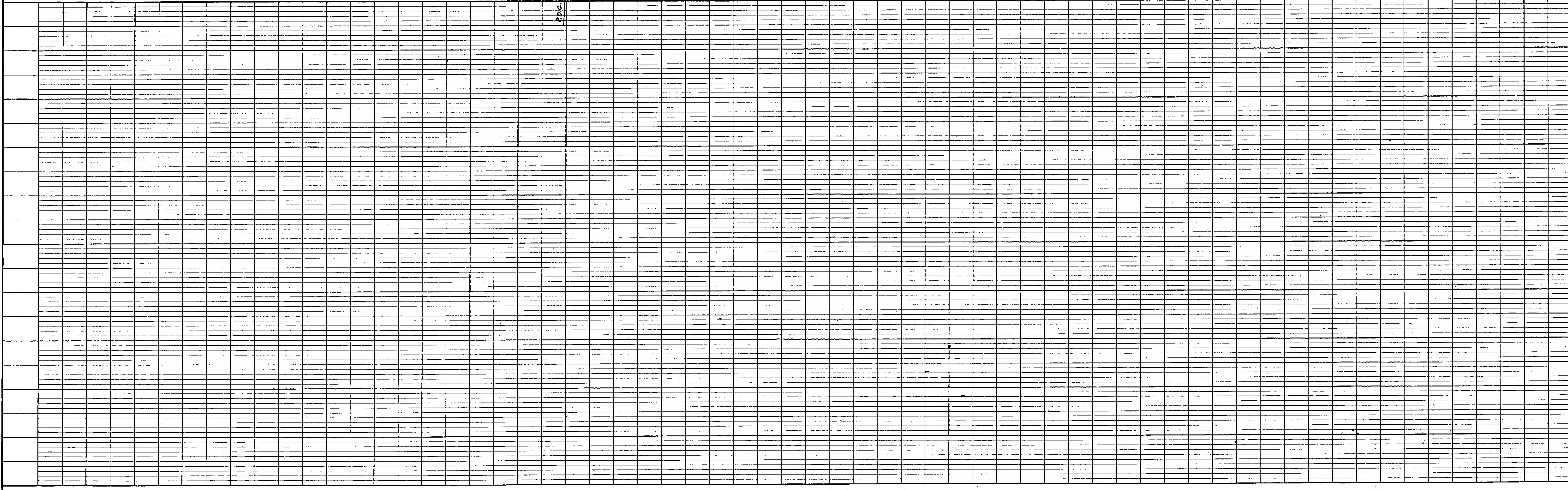
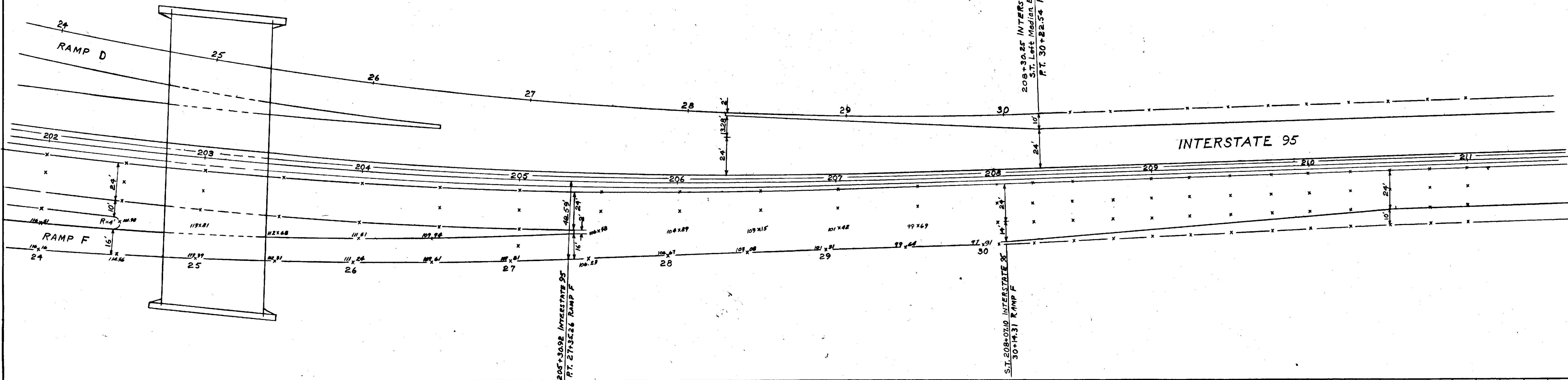
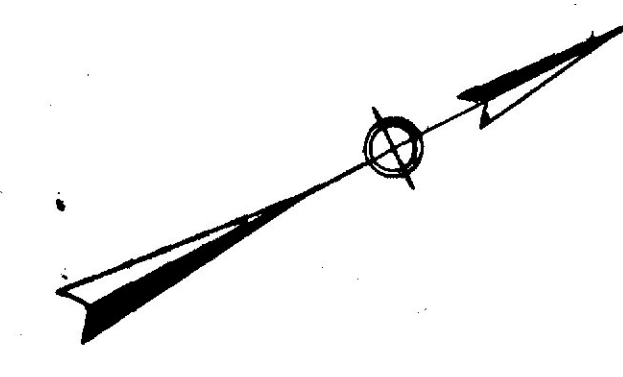


604.161 ALTERING CATCH BASINS	1966
STA 163+08 LT	
STA 163+08 RT	
STA 165+75 LT (RAMP M)	
STA 165+75 RT (RAMP M)	
STA 166+00 LT (RAMP L)	
STA 167+00 RT (RAMP L)	
STA 19+50 RT RAMP K	
STA 22+50 RT RAMP K	
STA 28+0 RT RAMP K	
604.18 ADJ. M.H. & C.B. TO GRADE	1968
STA 156+40 LT	
STA 156+40 RT	
STA 20+50 RAMP K	
STA 15+25 RAMP J	
STA 19+25 RAMP J	
STA 13+60 RAMP K	
STA 16+0 RAMP K	

S.P.R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
REG. NO.	1	FI-95-8(1)	43	59

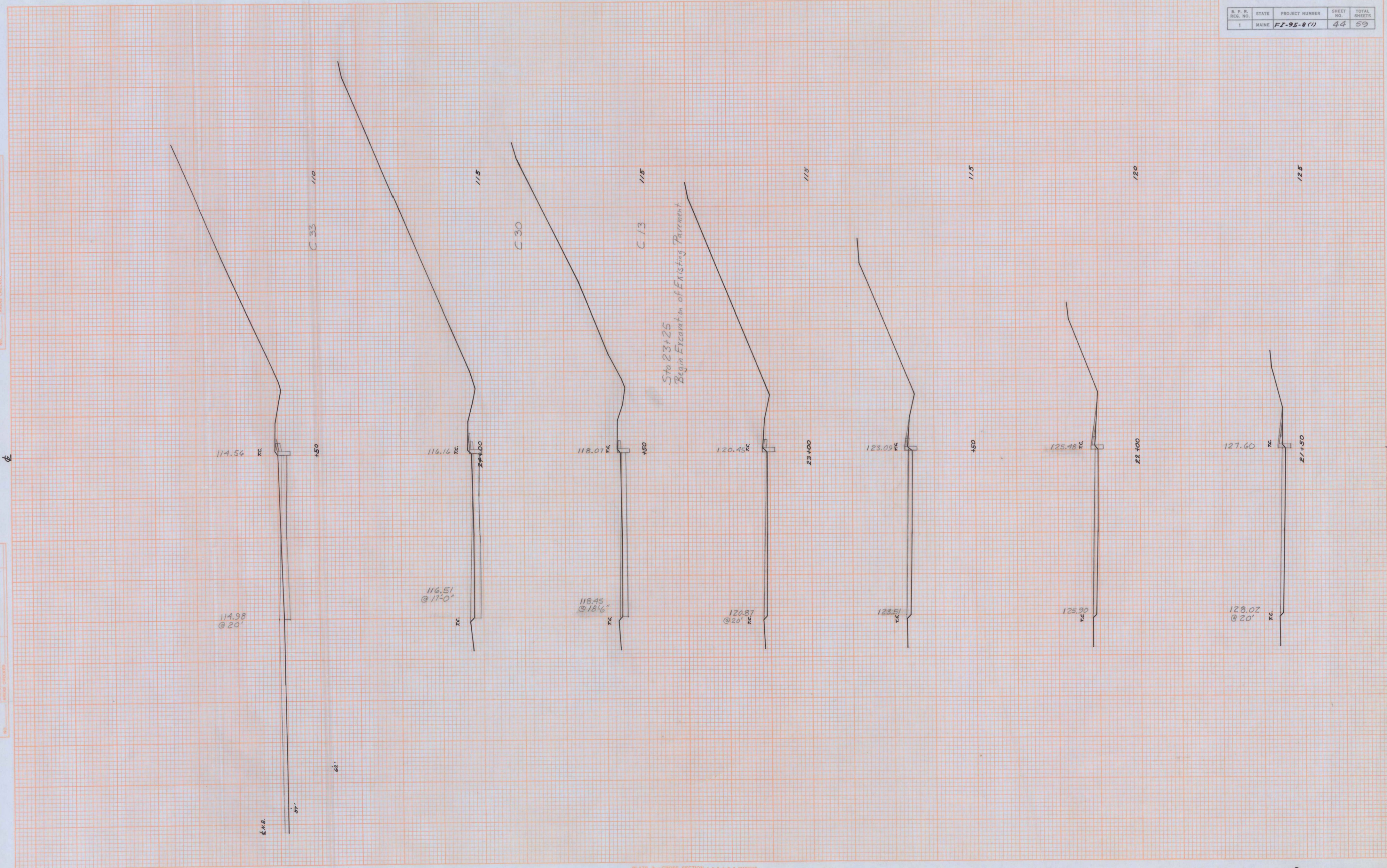
PLAN  
 SURVEYED BY T.A. SWELL  
 PLOTTED BY T.A. SWELL  
 CHECKED BY T.A. SWELL  
 DATE 1-6-77  
 NOTE BOOK NO. 101

PROFILE  
 SURVEYED BY T.A. SWELL  
 PLOTTED BY T.A. SWELL  
 CHECKED BY T.A. SWELL  
 DATE 1-6-77  
 NOTE BOOK NO. 101



FINAL SURVEY  
 DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 APPROVED: \_\_\_\_\_

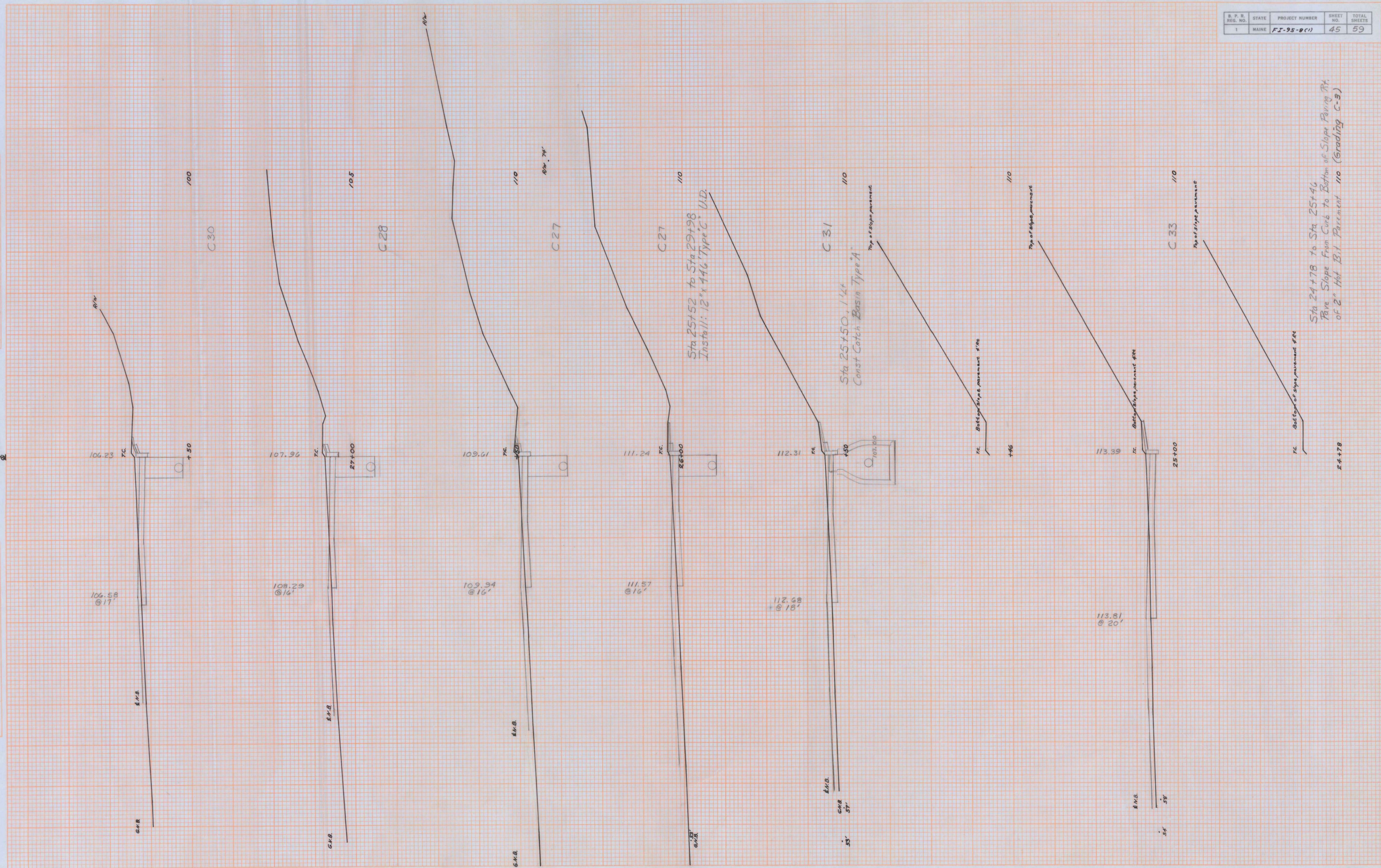
ORIGINAL SURVEY  
 DATE: 6-27-67  
 BY: Ray L. Roy  
 CHECKED: \_\_\_\_\_  
 APPROVED: \_\_\_\_\_



B. F. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-95-8(1)	45	59

ORIGINAL SURVEY PLATE  
 BY RAY L. ROY  
 DATE 6-27-67  
 CHECKED BY  
 DATE

FINAL SURVEY NOTE BOOK  
 NO. 101  
 CHECKED BY  
 DATE



Sta 24+78 to Sta 25+46  
 Five Slope From Curb to Bottom of Slope Facing Rt.  
 of 2" Hot Bit Pavement 1:10 (Grading C-3)

PLATE 3 - CROSS SECTION OF RAMP

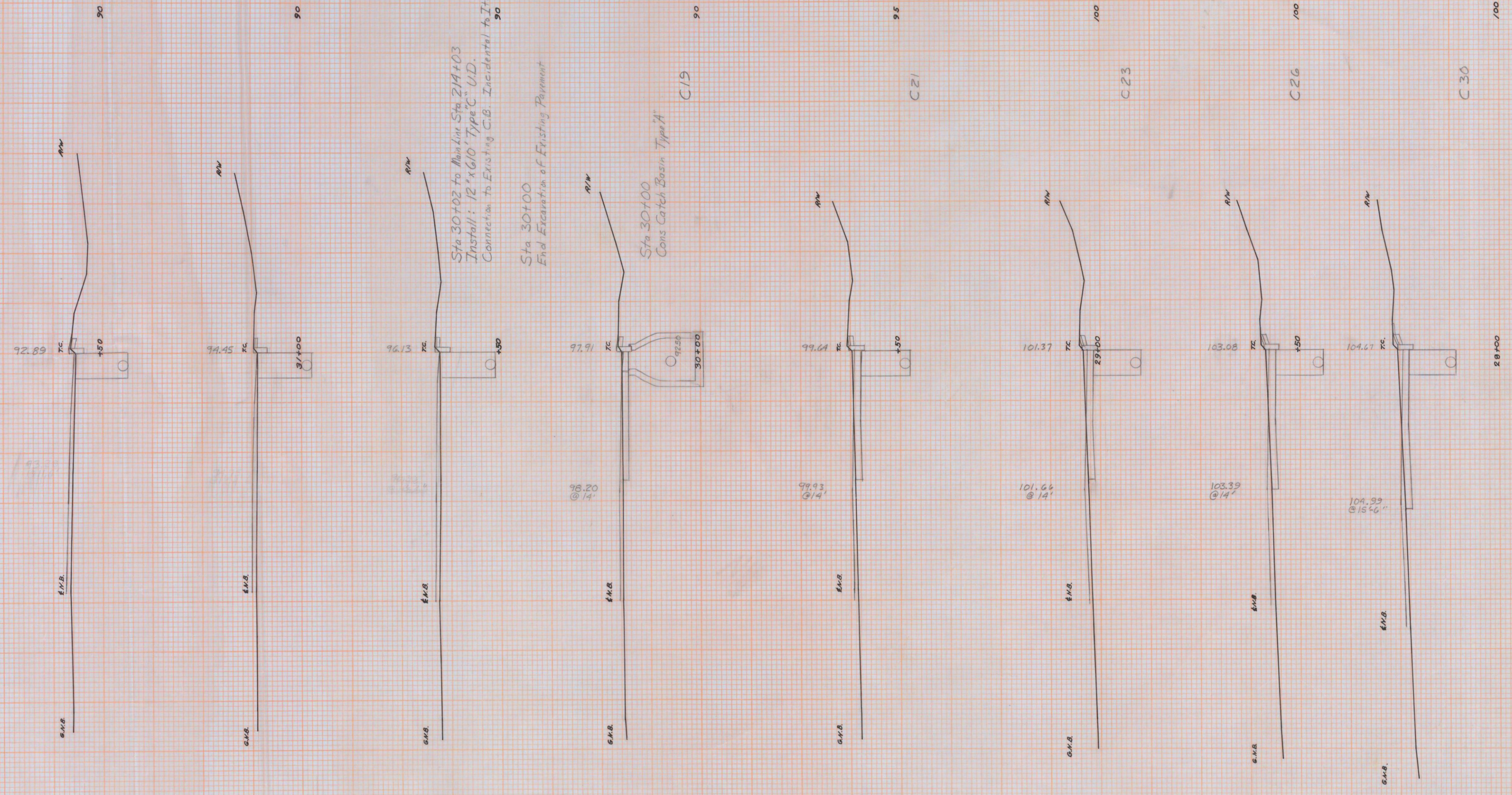
Banger

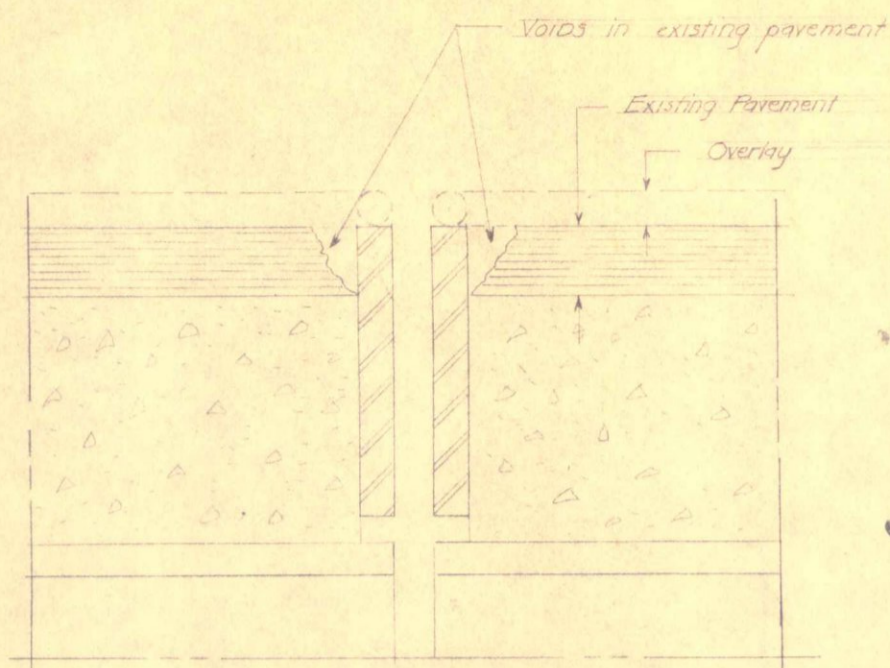
RAMP "F" STA 24+78 to 27+50

S. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	FX-95-0(1)	46	59

DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 ORIGINAL SURVEY: \_\_\_\_\_  
 PLOTTED: \_\_\_\_\_  
 NOTE BOOK: \_\_\_\_\_  
 AREA CHECKED: \_\_\_\_\_

DATE: 6-28-67  
 BY: Roy L. Roy  
 ORIGINAL SURVEY: \_\_\_\_\_  
 PLOTTED: \_\_\_\_\_  
 NOTE BOOK: \_\_\_\_\_  
 AREA CHECKED: \_\_\_\_\_





SECTION AT JOINT

NOTE - Before the  $\frac{3}{4}$ " overlay of hot bituminous pavement is constructed, any voids adjacent to expansion dams or armored joints (whether existing, or caused by welding procedures) shall be repaired in the following manner:

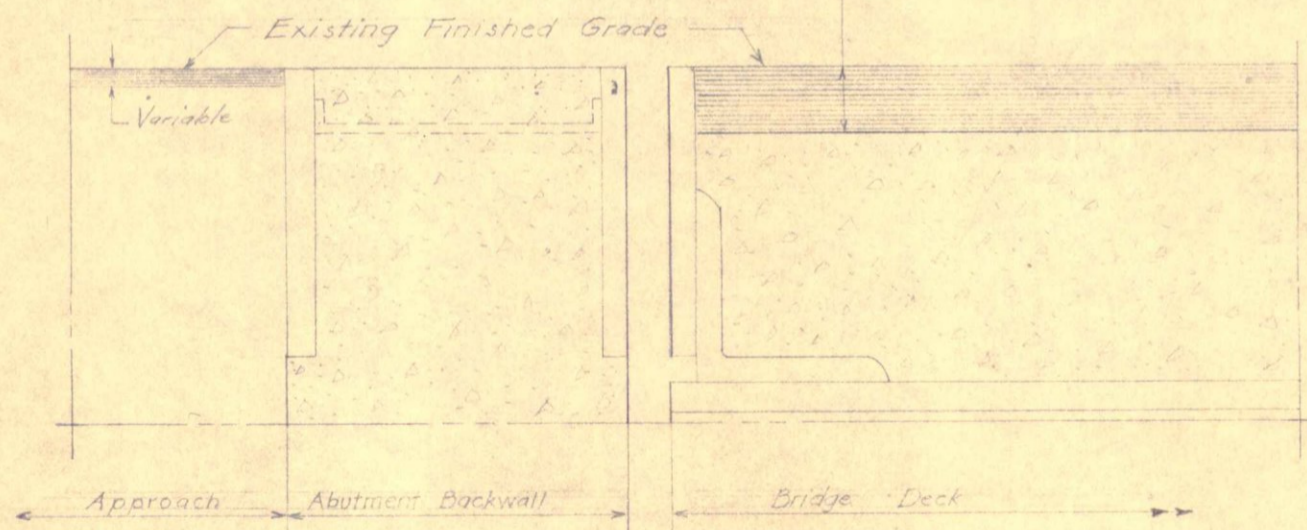
The voided area shall be thoroughly cleaned of loose pavement, sand, etc., and cut back to sound pavement as directed by the Engineer. Extreme care shall be used so that the existing membrane will not be damaged. Any damage to the membrane waterproofing shall be repaired as directed by the Engineer and the cost of this repair shall be borne by the contractor.

A tack coat shall be applied to the surface and the void filled and compacted up to the top of the original pavement. The fill material shall be the same as that used for the overlay.

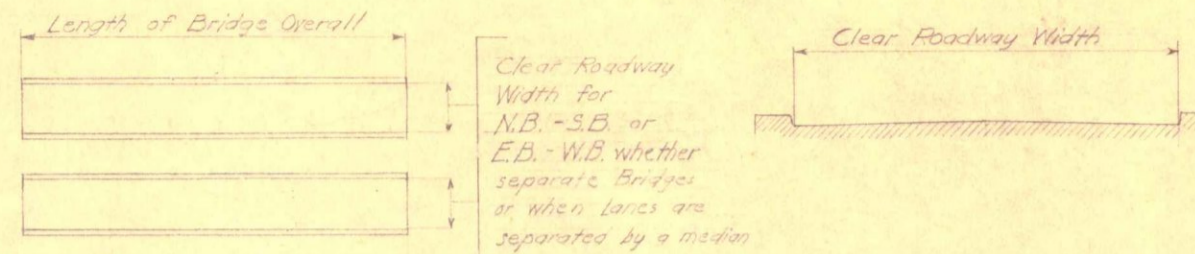
Payment for removing existing materials and cleaning the voids will be incidental to Item 415.24 Plant Mix Wearing Course (Grading H).

Payment for tack coat and paving materials used to repair the voids will be paid for under the applicable contract items.

Existing pavement and membrane waterproofing to be removed and new membrane waterproofing and hot bituminous pavement constructed



TYPICAL SECTION WHERE EXISTING PAVEMENT IS TO BE REPLACED WITH NEW PAVEMENT



Clear Roadway Width for N.B. - S.B. or E.B. - W.B. whether separate Bridges or when lanes are separated by a median

NOT PART OF THIS CONTRACT

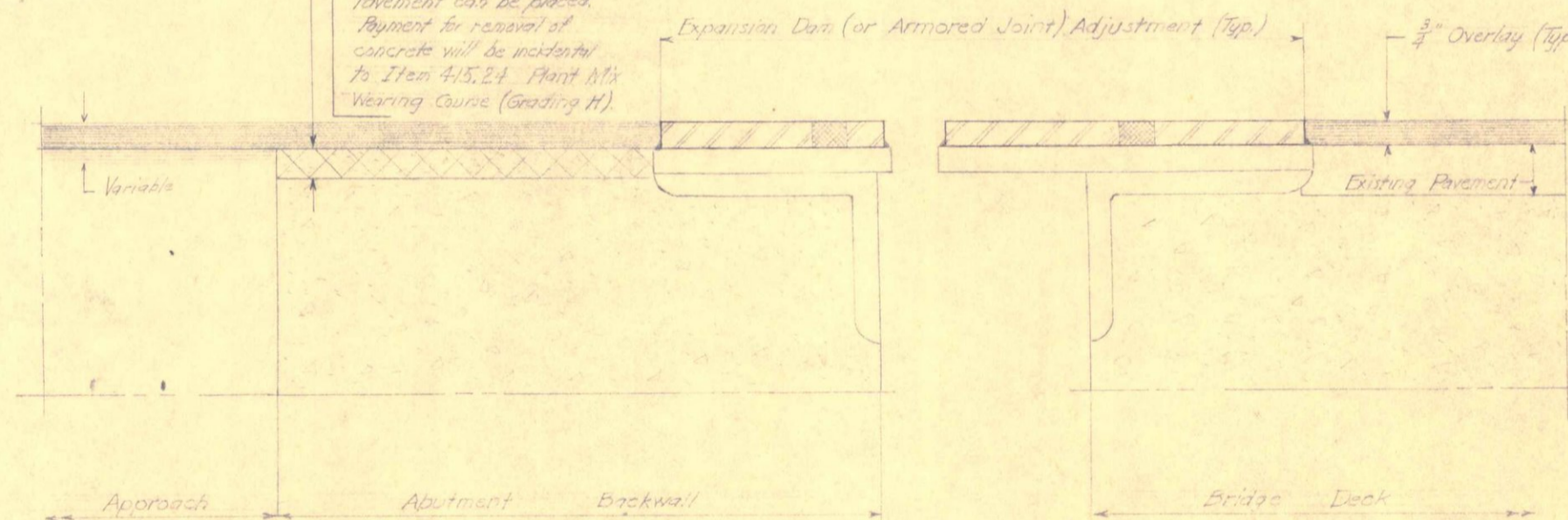
INTERSTATE DESIGNATION	LOCATION	NAME OF BRIDGE	LENGTH	N.B.		S.B.		THICKNESS	EST. QUANTITY REMOVAL EXIST. PAVEMENT	EST. QUANTITY NEW MEMBRANE WATERPROOFING	EST. QUANTITY NEW HOT BIT. PAVEMENT	REMARKS
				WIDTH	WIDTH	N.B.	S.B.					
Over I-95	Augusta	Ramp "F"	204.5 ±	14'	14'	$\frac{3}{4}$ "	$\frac{3}{4}$ "				27 tons	Hot Bituminous Pavement (Overlay) (Full Width)
I-95	Augusta	Barns Brook	488.25 ±	30'	30'	$\frac{3}{4}$ "	$\frac{3}{4}$ "				115 tons	Hot Bituminous Pavement (Overlay) (N.B. + S.B.)
I-95	Augusta	New Belgrade Road	144.86 ±	40'	40'	$\frac{3}{4}$ "	$\frac{3}{4}$ "				85 tons	" " " " (N.B. + S.B.)
I-95	Waterville	Main Street	165 ±	30'	30'	2"	2"	1100 sq. yd.	1100 sq. yd.		124 tons	Remove and replace existing pavement (N.B. + S.B.)
I-95	Bangor	Kenduskeno Stream	425 ±	29'	29'	$\frac{3}{4}$ "	2"	1370 sq. yd.	1424 sq. yd.		225 tons	Remove and replace exist. pave. (S.B.) Overlay (N.B.)
I-95	Bangor	Broadway	156.18 ±	44'	33'	$\frac{3}{4}$ "	2"	660 sq. yd.	706 sq. yd.		117 tons	Remove and replace exist. pave. (S.B.) Overlay (N.B.)
I-95	Bangor	Stillwater Avenue	354 ±	30'	30'	2"	$\frac{3}{4}$ "	720 sq. yd.	720 sq. yd.		116 tons	Remove and replace exist. pave. (N.B.) Overlay (S.B.)
I-95	Bangor	I-95 over I-395 (Industrial Spur)	180.22 ±	40'	40'	2 $\frac{1}{2}$ "	2 $\frac{1}{2}$ "	1600 sq. yd.	1500 sq. yd.		220 tons	Remove and replace existing pavement (N.B. + S.B.)
I-395	Bangor	Webster Avenue	118.71 ±	42'	42'	2 $\frac{1}{2}$ "	2 $\frac{1}{2}$ "	1108 sq. yd.	1108 sq. yd.		152 tons	Remove and replace existing pavement (E.B. + W.B.)
I-395	Bangor	Main Street	314.42 ±	27'	27'	*	*	362 sq. yd.	342 sq. yd.		126 tons	Remove and replace existing pavement in the End zone on the West end of the bridge (about 60' in length) (E.B. + W.B.); Overlay entire bridge (E.B. + W.B.)

\* 28'-0" Roadway Undivided

NOTE - ESTIMATE OF QUANTITIES FOR "REMOVAL OF EXISTING MEDIANS ON BRIDGES"

	KENDUSKENO STREAM BRIDGE - BANGOR	BROADWAY BRIDGE BANGOR
Removal of Guard Rail or Median	425 lin. ft.	150 lin. ft.
Removal of Granite Curb	856 lin. ft.	312 lin. ft.
Removal of Concrete	50 cu. yd.	28 cu. yd.

NOTE - At locations where Abutment backwall is at grade 14" shall be removed so that a total depth of 2" Hot Bit. Pavement can be placed. Payment for removal of concrete will be incidental to Item 415.24 Plant Mix Wearing Course (Grading H).



TYPICAL SECTION WHERE  $\frac{3}{4}$ " OVERLAY IS TO BE CONSTRUCTED

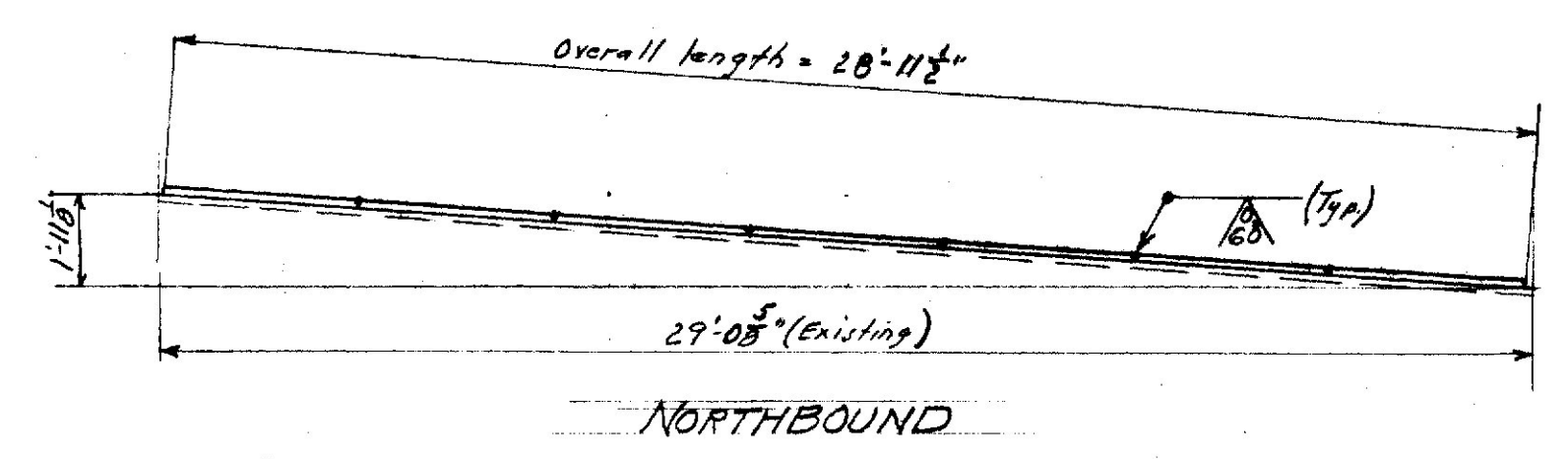
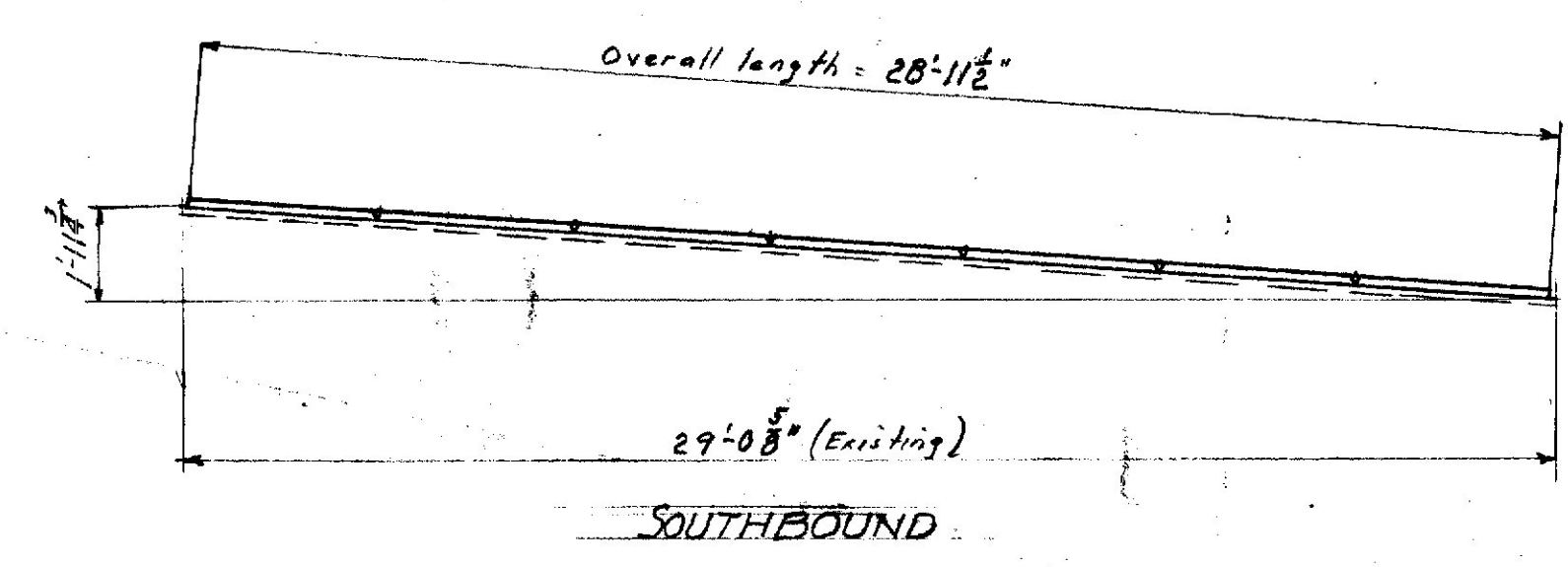
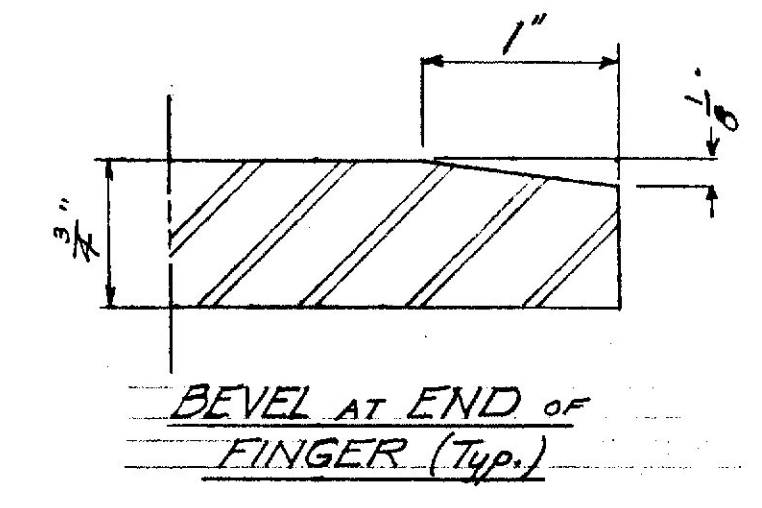
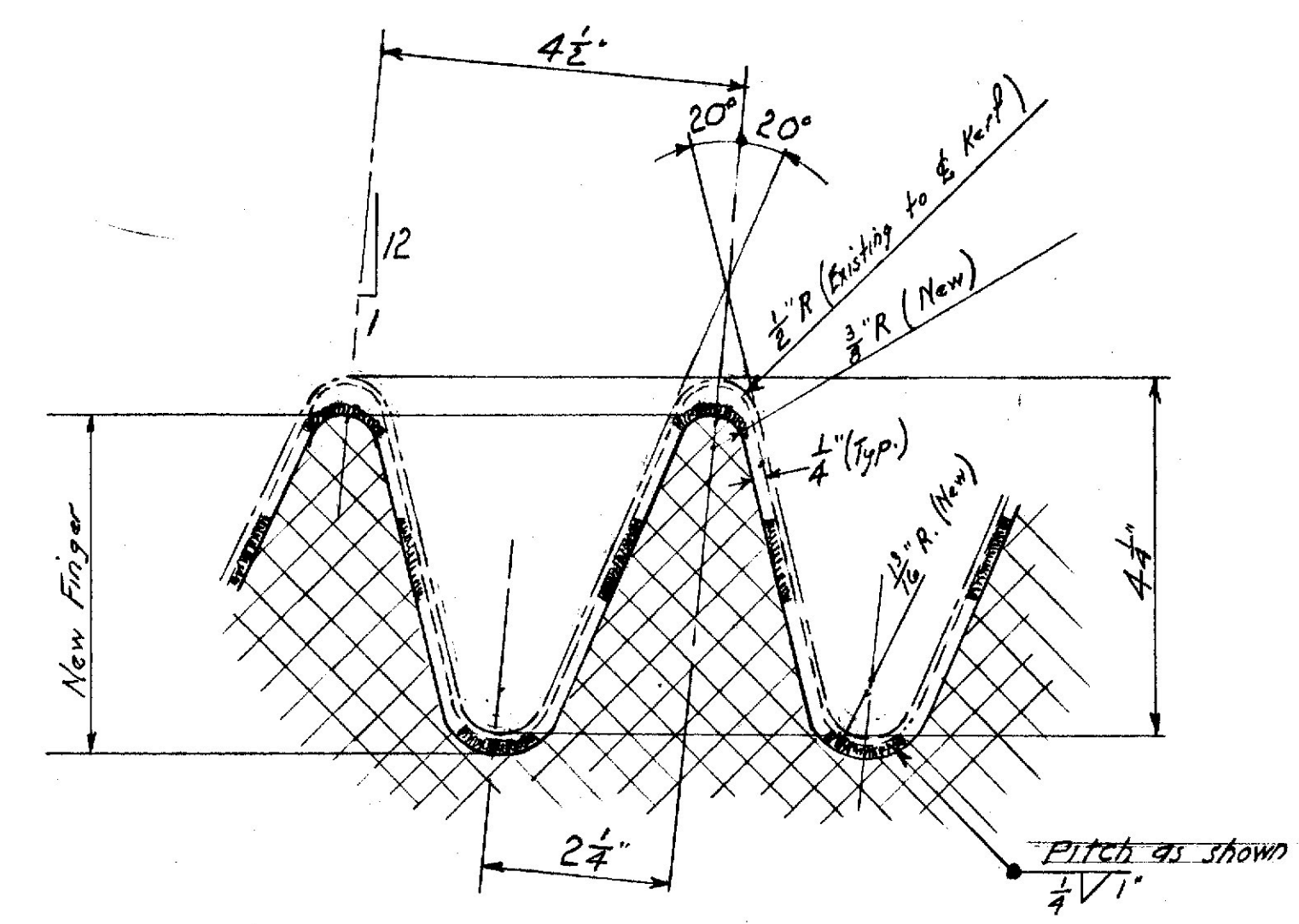
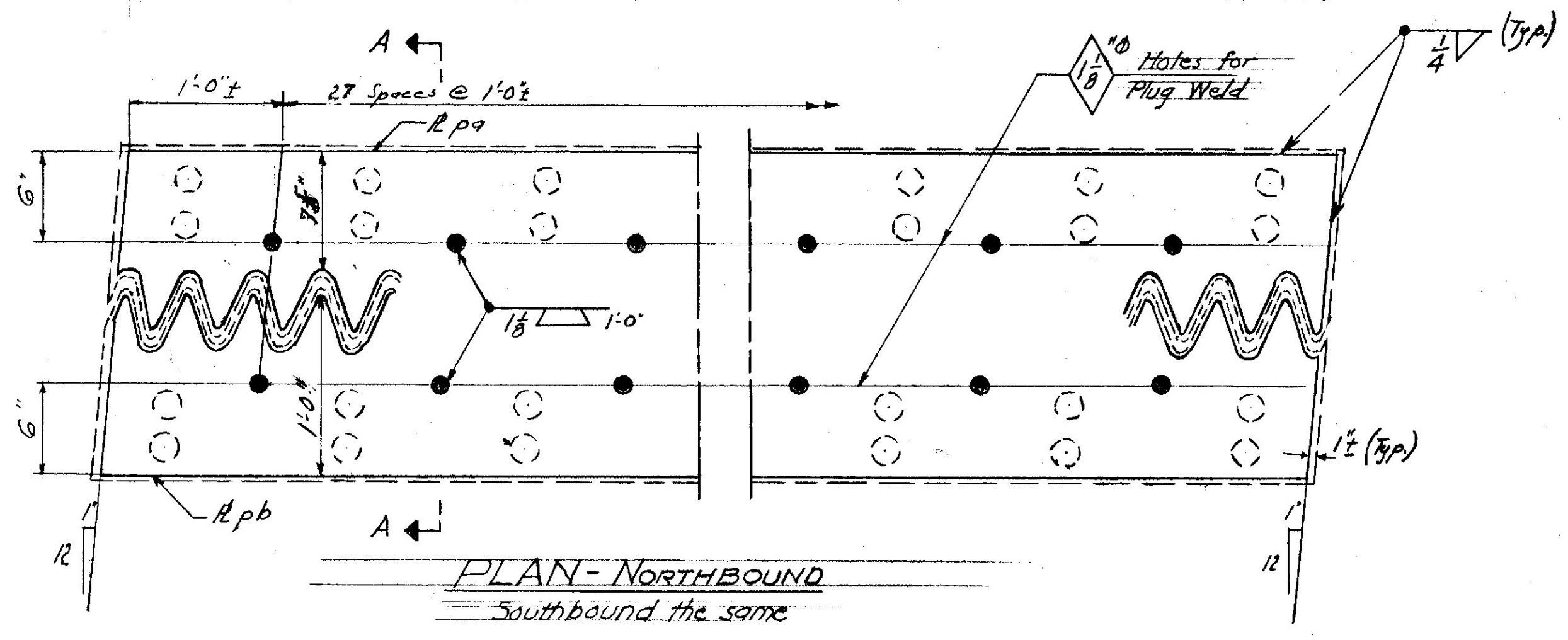
NOTE - At locations where the existing structural cement concrete is in need of repair as determined by the Engineer, such repairs shall be made by the contractor as directed by the Engineer and in accordance with the specifications. Payment for repair to structural cement concrete will be made on a "Force Account" basis (existing damaged area only). Any structural cement concrete damaged by the construction procedures used by the contractor shall be repaired in a like manner by the contractor, but the contractor shall bear the expense of the repairs in this case.

NOTE: Necessary hand placement of bituminous pavement in area of bridge scuppers to be paid as items 403.083, 403.08 or 415.24.

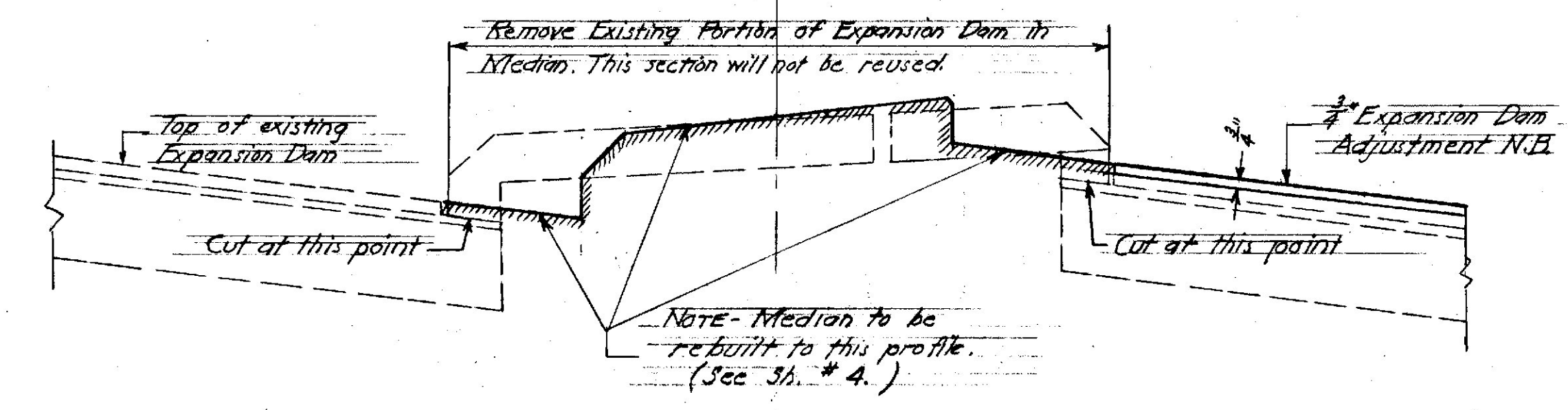
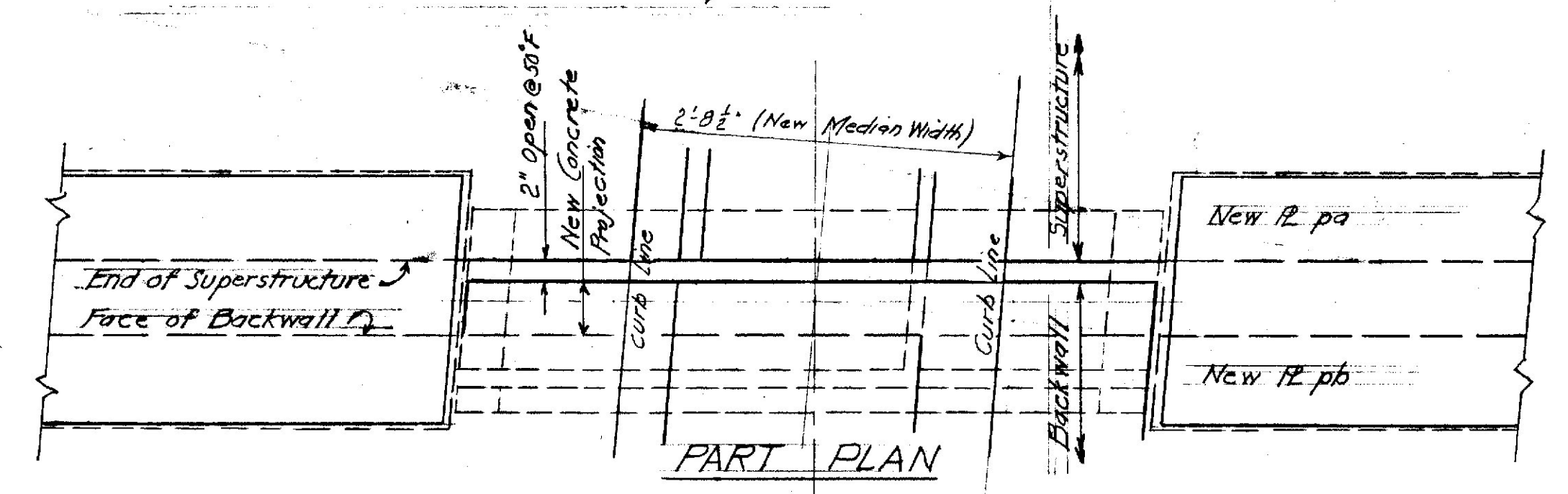
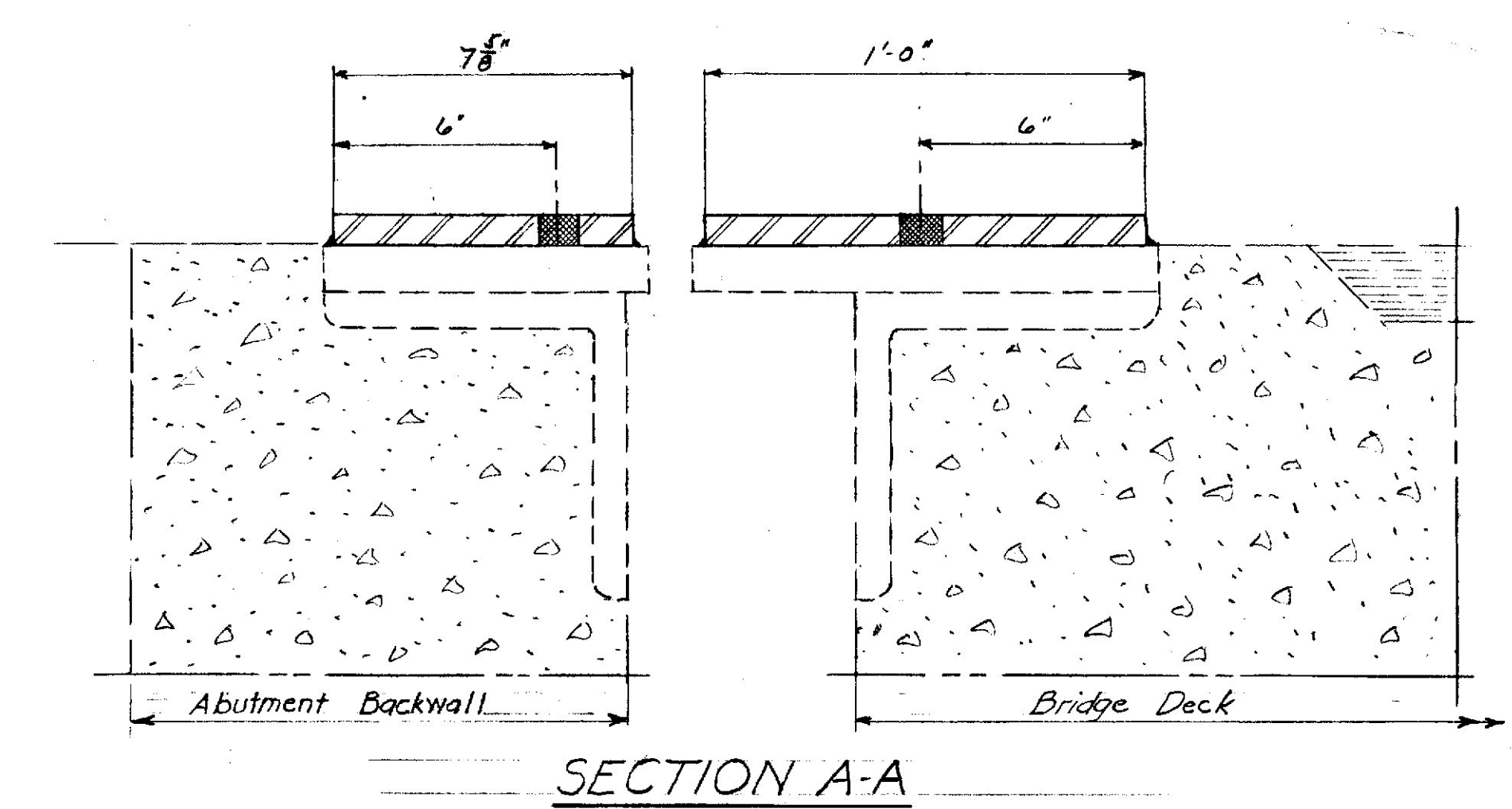
Tracing for this sheet will be found in the "Augusta, Waterville & Fairfield" Project. I-95-6(39) 6/8/67 R.R.M. (DD-23)

Note Several prints of this tracing have been inserted for your convenience. (see under)

J. R. Mellin  
STATE HIGHWAY COMMISSION  
BRIDGE DIVISION  
TYPICAL DETAILS  
FOR  
HOT BITUMINOUS PAVEMENT  
ON  
BRIDGES



NOTE - Overall length of new plates to be 28'-11 1/2" (plus)  
 Make up out of seven sections 4'-0" plus or minus a sufficient amount so that the splice will occur at the narrow width of the plate.



MATERIALS REQUIRED (N.B. ONLY)				
MARK	NO	SHAPE	LENGTH	REMARKS
pa	1	12 (3/4" thick)	28' 11 1/2"	Chilled plate (width as required) (Cut into seven sections)
pb	1	12 (3/4" thick)	28' 11 1/2"	Chilled plate (width as required) (Cut into seven sections)

\* Length does not include extra material required for steel.  
 NOTE: S.B. Material the same see Note "A"

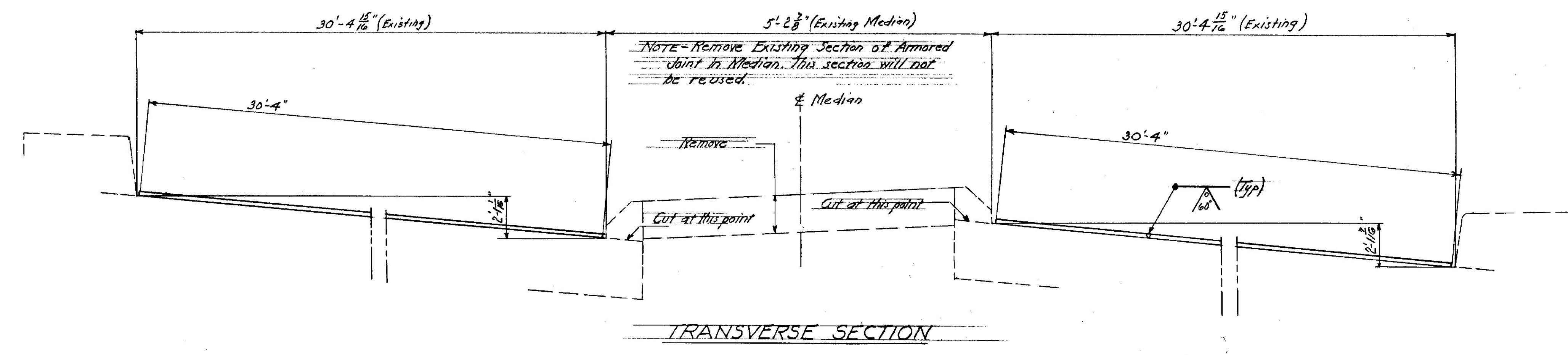
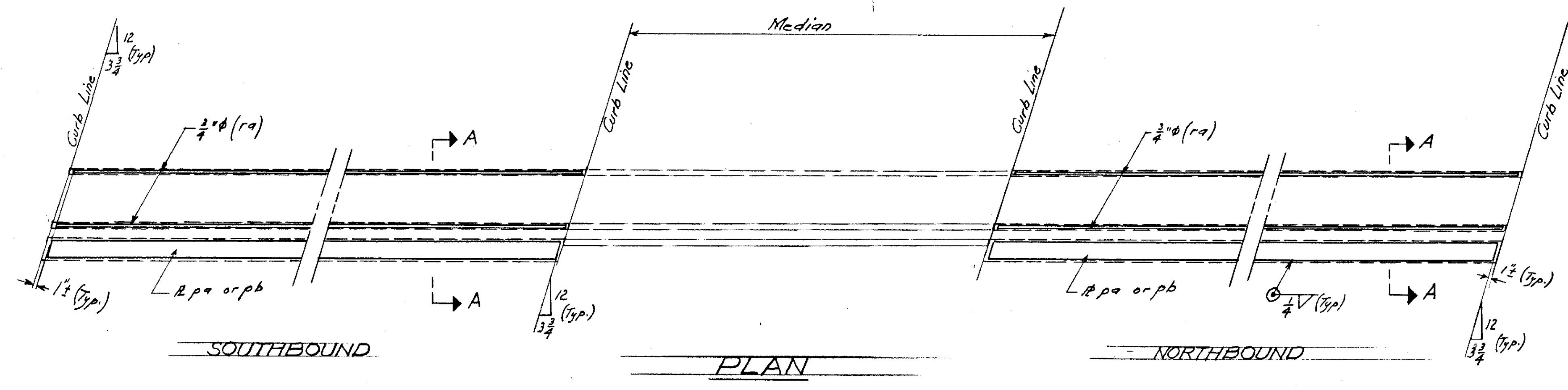
GENERAL NOTES

The existing expansion dams on the southerly abutment are to be adjusted to the new finished grade by welding new plates on top of the existing plates as shown on this sheet and in accordance with these notes and the specifications.  
 The surface of the existing plates shall be cleaned of all scale, rust or any other objectionable material in order that sound, strong welds may be obtained.  
 Any portions (such as bolt heads) projecting above the checked pattern shall be removed by grinding down sufficiently so that the new plates can be set on a true plane.  
 Any existing loose bolts that are to be covered by the new plates shall be tightened.  
 Number of Expansion Dams to be adjusted - 1 for N.B. and 1 for S.B. located at southerly abutment.

CONTRACT SPECIFICATIONS: State of Maine, State Highway Commission Standard Specifications for Highways and Bridges, Revision of June 1965.  
 STRUCTURAL STEEL: A. S. T. M. A36 (New)  
 WELDING - Use low hydrogen electrodes (E7015, E7016, E7018, E7028)

NOTE A  
 N.B. ONLY TO BE CONSTRUCTED UNDER THIS CONTRACT (Adjustment) BUT Median Section of Expo. Dam is to be removed

Melliana  
 STATE HIGHWAY COMMISSION  
 BRIDGE DIVISION  
 KENDUSKEAG STREAM BRIDGE  
 INTERSTATE 95  
 in the city of  
 BANGOR - PENOBSCOT CO.  
 Expansion Dam Adjustments  
 N.B. and S.B. Lanes  
 at Southerly Abutment



**MATERIALS REQUIRED (N.B. ONLY)**

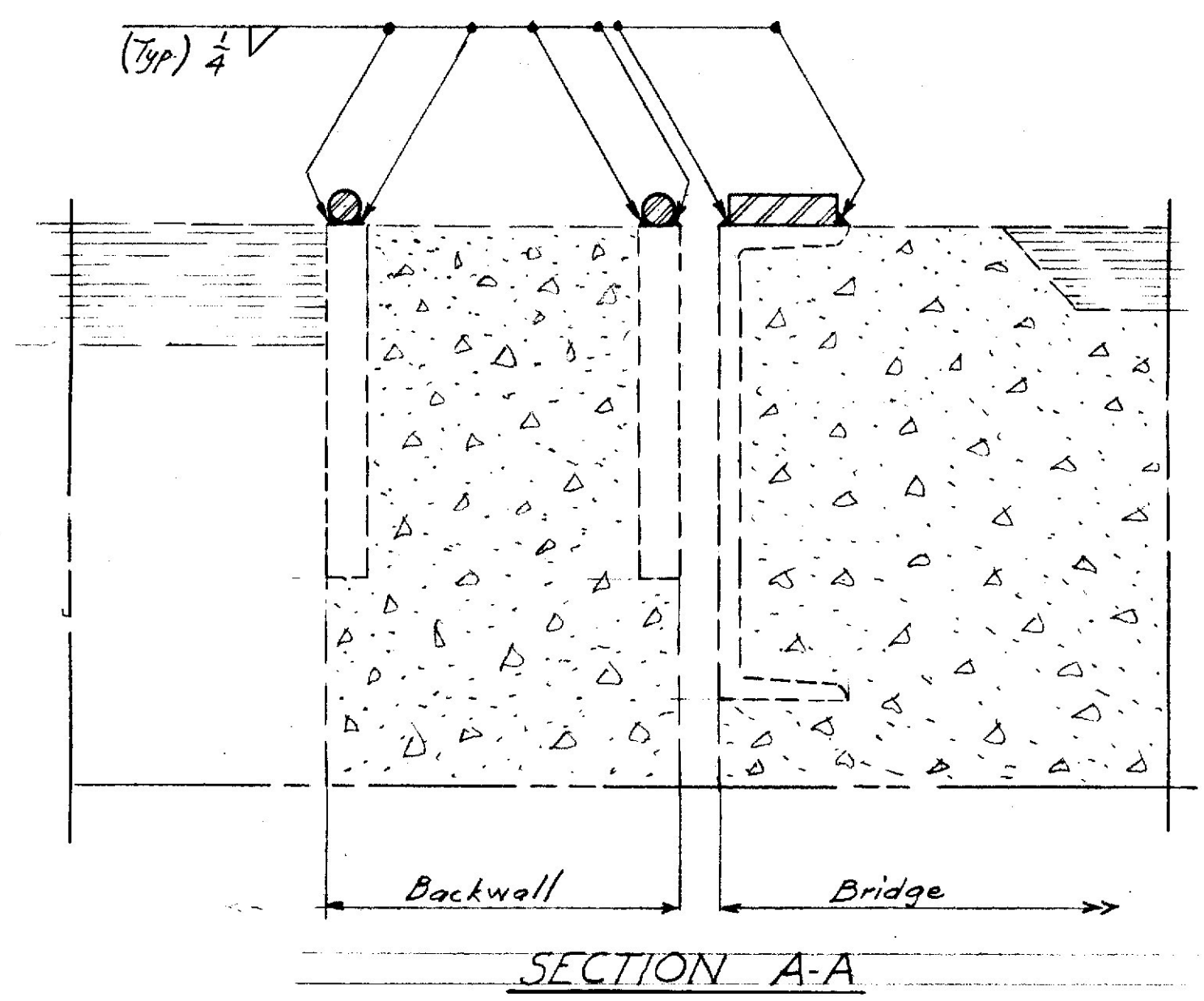
MARK NO.	SHAPE	LENGTH	REMARKS
pa	R 2 1/2 x 3/8	10' 0"	CUT ends of plates on skew
pb	R 2 1/2 x 3/8	10' 4"	" " " " " "
ra	2 3/4 # (Plain)	30' 4"	The length shown may be installed in three (3) sections

\*Length does not include extra length required for skew.  
 NOTE - S.B. materials the same see Note 'A'

**GENERAL NOTES**

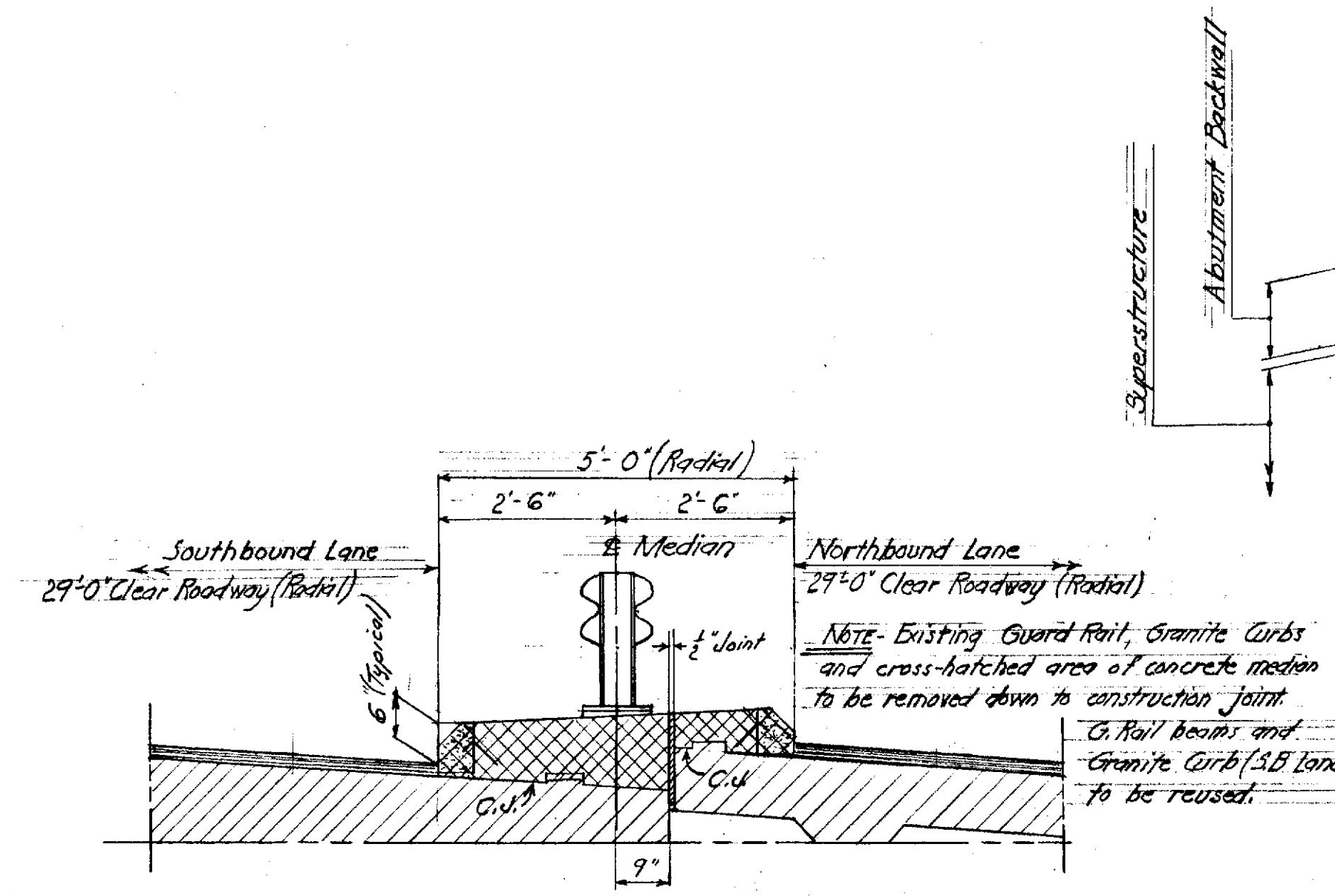
- The existing expansion dams on the northerly abutment are to be adjusted to the new finished grade by welding new plates and #4 rods on top of the existing plates and channels as shown on this sheet and in accordance with these notes and the specifications.
- The surface of existing plates and channels shall be cleaned of all scale, rust or any other objectionable material in order that sound, strong welds may be obtained.
- Number of Expansion Dams to be adjusted - 1 for N.B. and 1 for S.B. located at northerly abutment.
- CONTRACT SPECIFICATIONS: State of Maine, State Highway Commission Standard Specifications for Highways and Bridges, Revision of June 1965.
- STRUCTURAL STEEL: A.S.T.M. A36 (New Plates) and A.S.T.M. A15 (#4 Plain Bars Intermediate grade).
- WELDING: Use low hydrogen electrodes (E7015, E7016, E7018, E7028).

**NOTE A**  
 N.B. ONLY TO BE CONSTRUCTED UNDER THIS CONTRACT

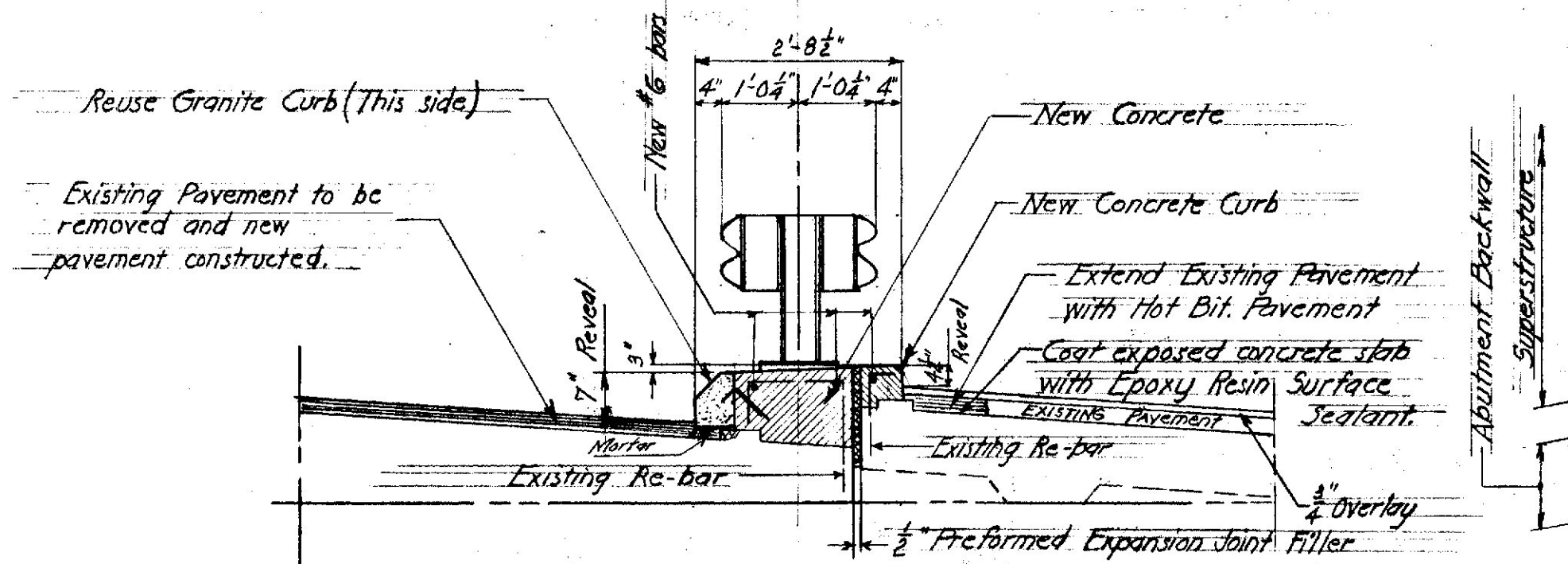


W.B. Sandler  
 ✓ Mullineux  
 STATE HIGHWAY COMMISSION  
 BRIDGE DIVISION  
 KENDUSKEAG STREAM BRIDGE  
 INTERSTATE 95  
 in the city of  
 BANGOR - PENOBSCOT CO.  
 Expansion Dam Adjustments  
 N.B. and S.B. Lanes  
 at Northerly Abutment

D.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(19)	50	59



TRANSVERSE SECTION OF EXISTING MEDIAN

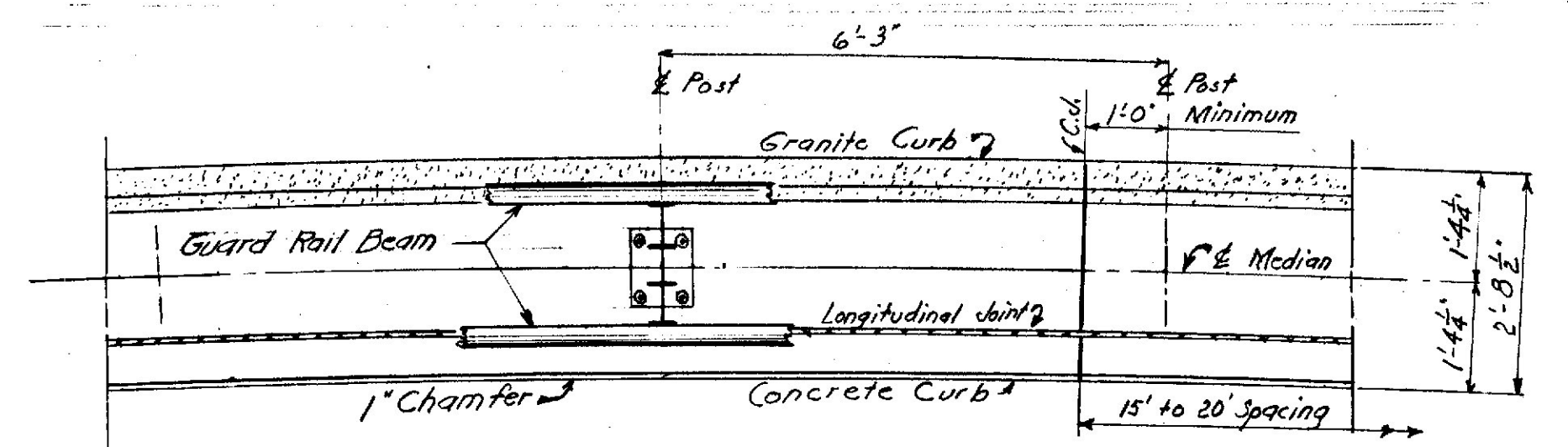


TRANSVERSE SECTION FOR NEW MEDIAN ON SUPERSTRUCTURE

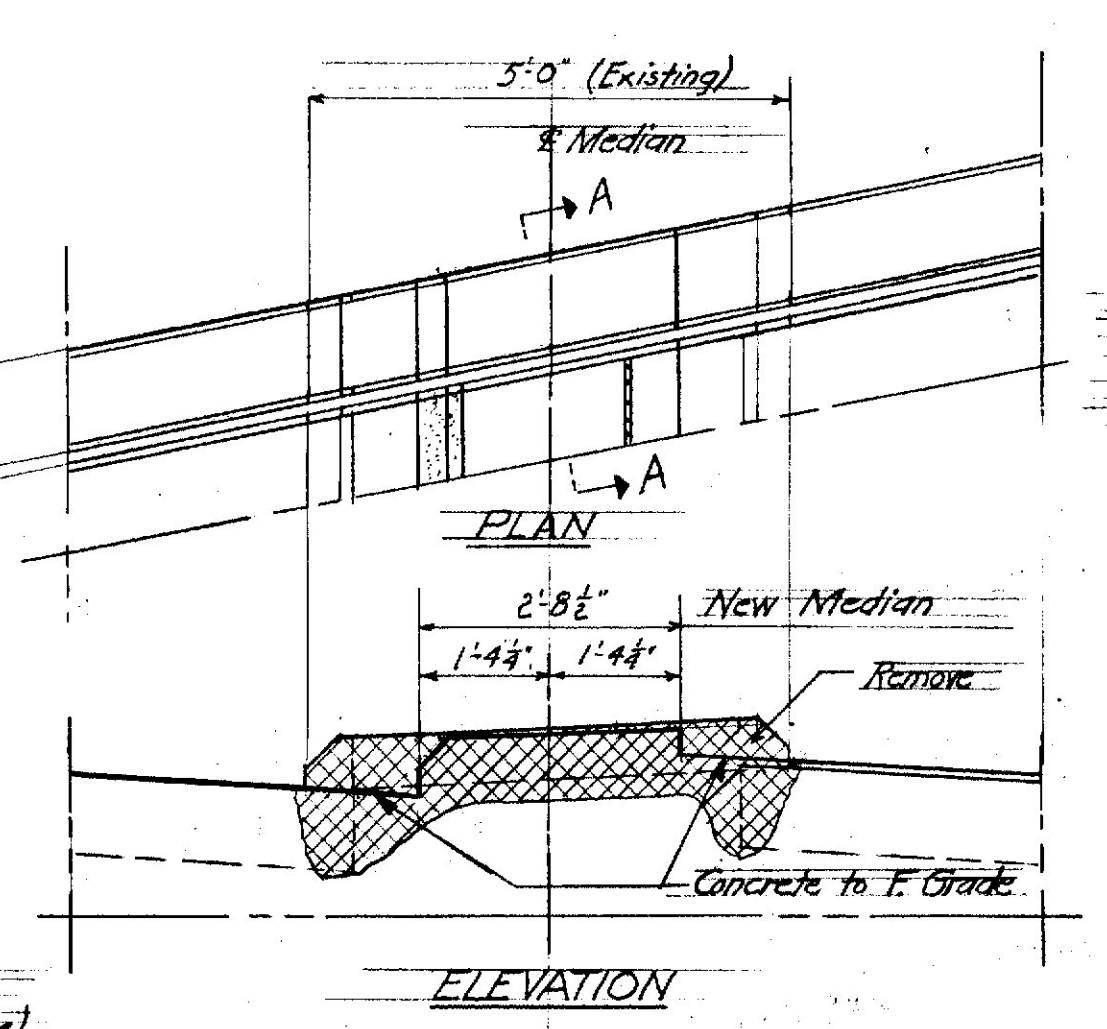
NOTE - Length of median on superstructure about 428'

Note - Existing reinforcing bars (Re-bar) to be cut and bent to conform with profile of new median. (1 inch minimum cover)  
 New Re-bars required = 1370 linear feet #6 cut to required lengths in the field. 1'-3" required for lap where spliced. (Intermediate Grade)

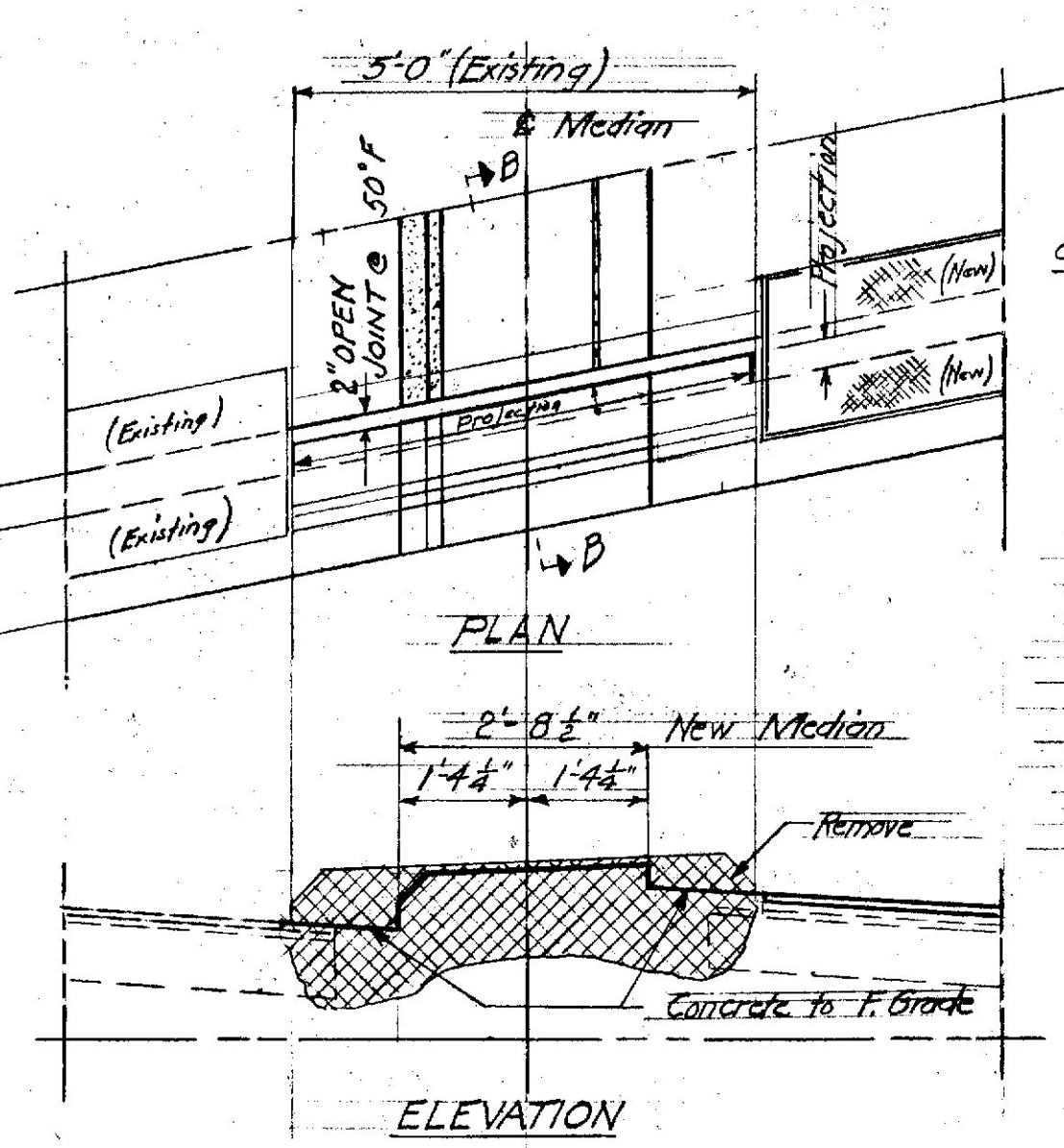
The concrete portions of the median and the curb on the Northbound side shall be cast in lengths of from 15' to 20'. Transverse joints shall be made opposite one of the joints in the granite curb but at least 1'-0" from the center of the guard rail posts. The longitudinal reinforcing bars may extend thru these joints. (Class A Concrete)  
 Estimated quantity of New Concrete = 30 c.y.



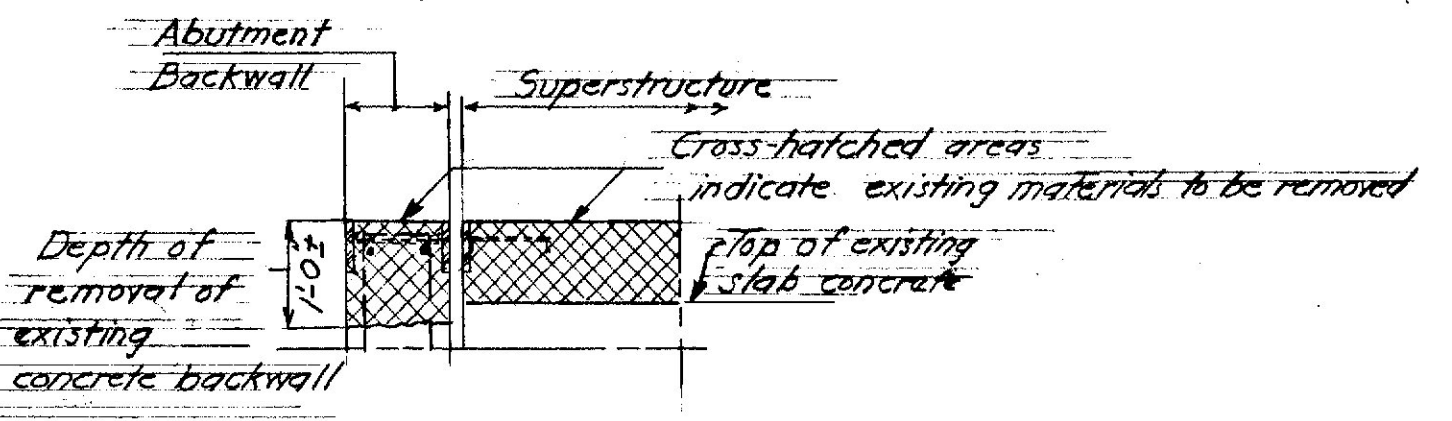
PART PLAN - MEDIAN



NORTHERLY ABUTMENT (ARMORED JOINT)

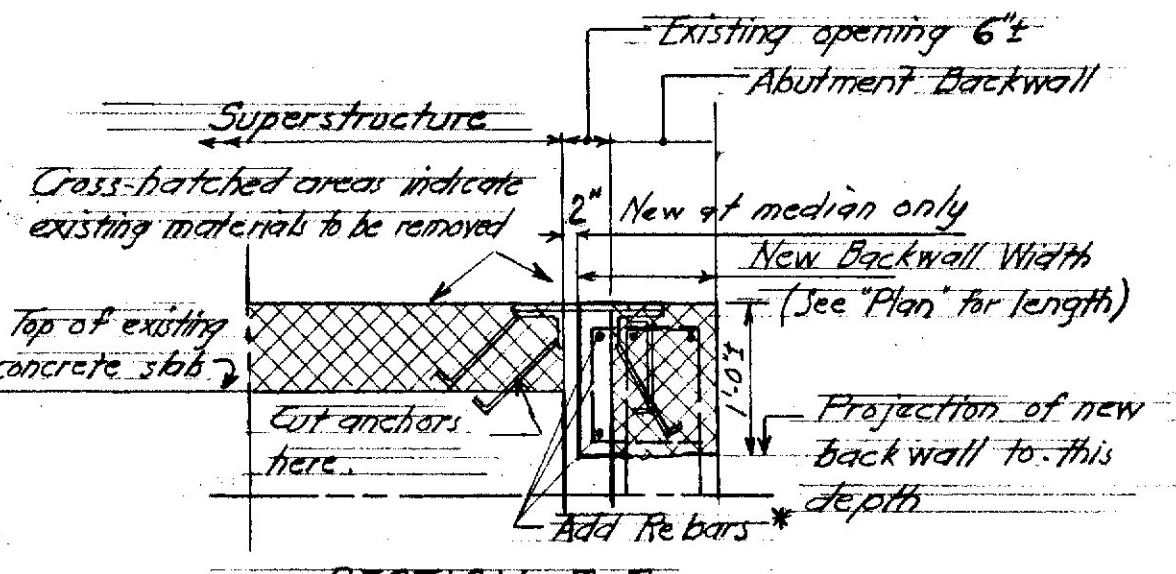


SOUTHERLY ABUTMENT (EXPANSION DAMS)



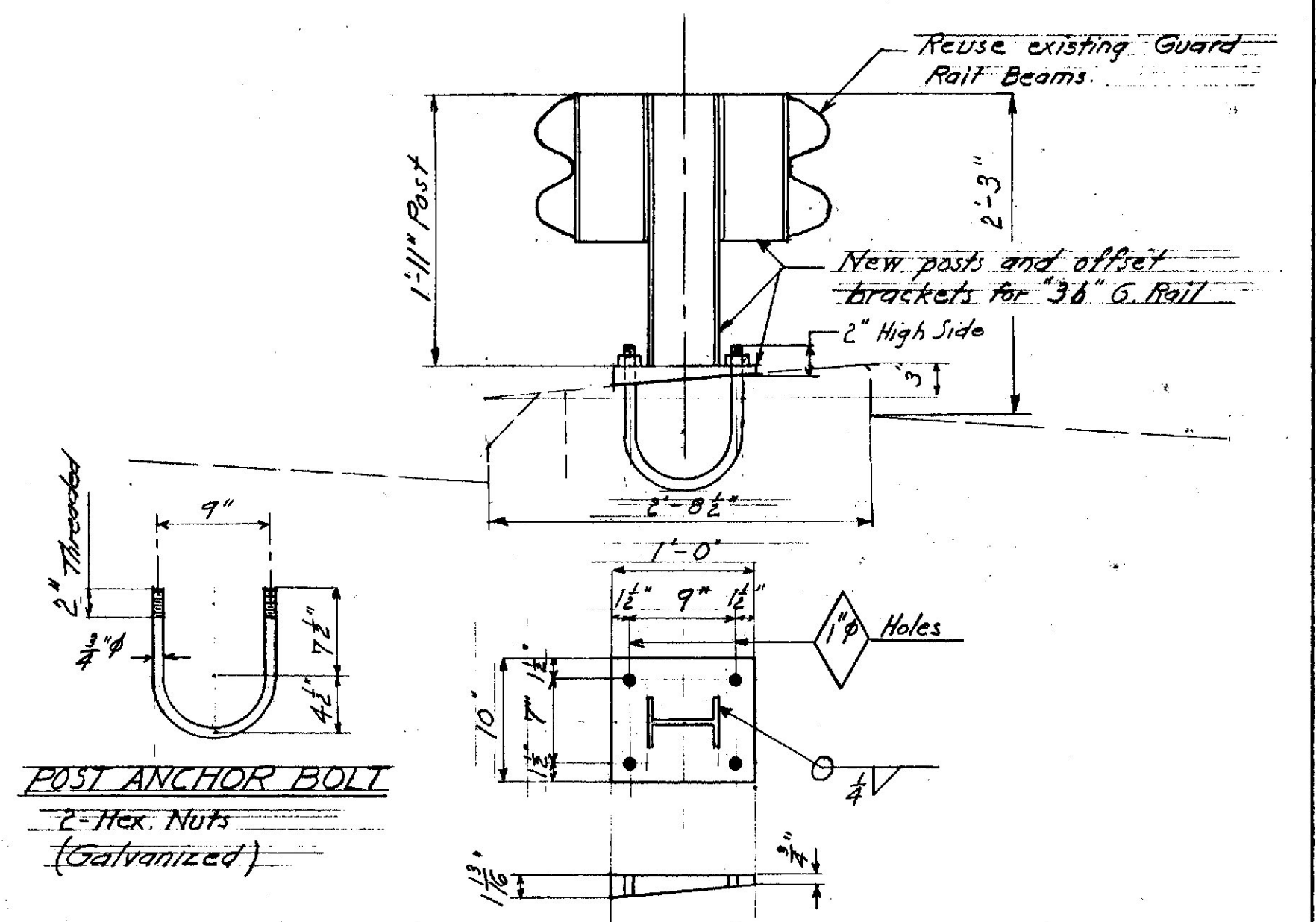
SECTION A-A

NOTE - The existing median section of the armored joint is to be removed and will not be replaced. Enough concrete shall be removed so this section can be cut from the top surface of the roadway armored joint. Existing reinforcing bars to be cut where necessary but are to be cut and/or bent in a manner so that they can be used to anchor the new concrete median in place. The profile of the new median on the backwall to match the profile of the new median on the superstructure.



SECTION B-B

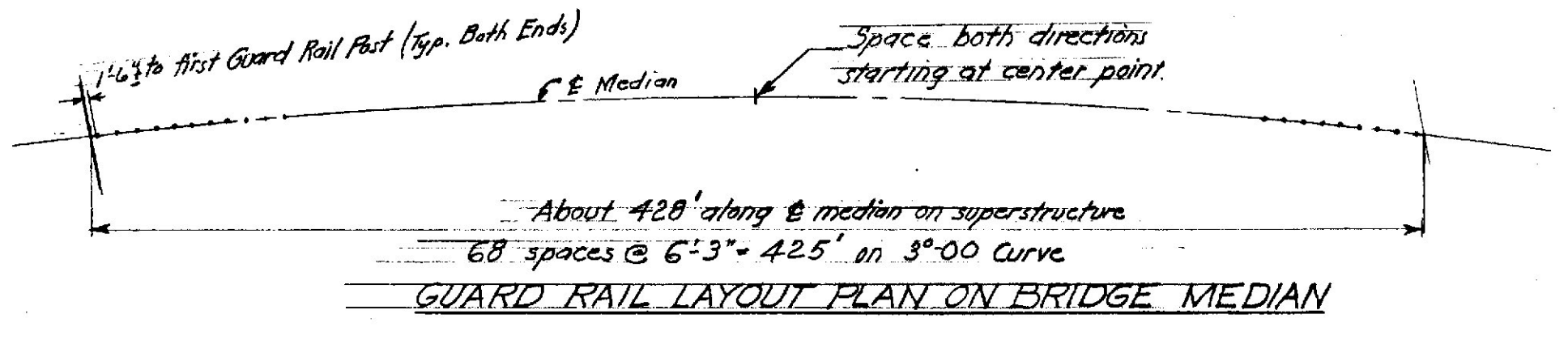
NOTE - The existing median section of the expansion dam is to be removed and will not be replaced. Enough concrete shall be removed so this section can be cut from the top surface of the roadway expansion dam. Existing reinforcing bars to be cut where necessary but are to be cut and/or bent in a manner so that they can be used to anchor the new concrete median in place. The profile of the new median on the backwall to match the profile of the new median on the superstructure.  
 \* Use Re-bars salvaged from existing median to make stirrups, etc. for reinforcing the projection on the backwall as directed by the Engineer.



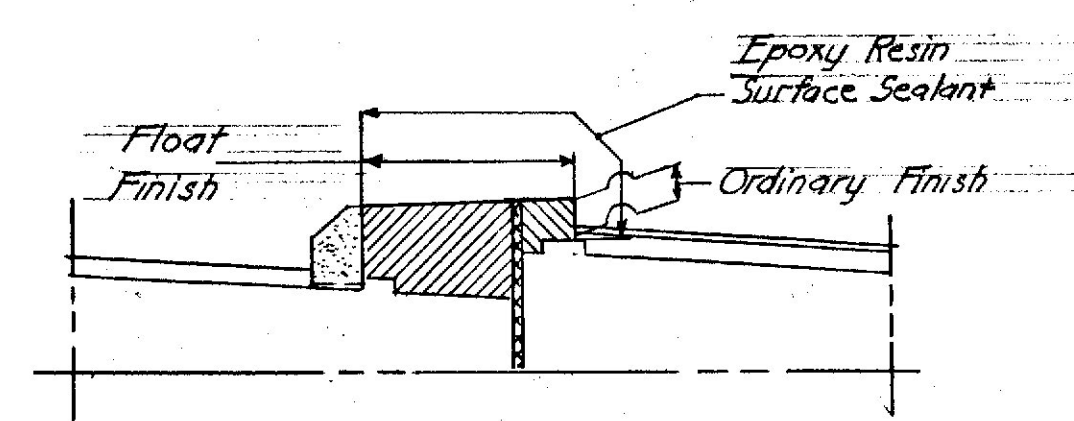
MEDIAN GUARD RAIL DETAILS

Note - Posts to be on 6'-3" spacing on bridge median.

Required: 69 posts with base plates  
 138 offset brackets including bolts for attaching to posts.  
 138 post anchor bolts and 276 hex nuts



GUARD RAIL LAYOUT PLAN ON BRIDGE MEDIAN



CONCRETE FINISH DETAILS

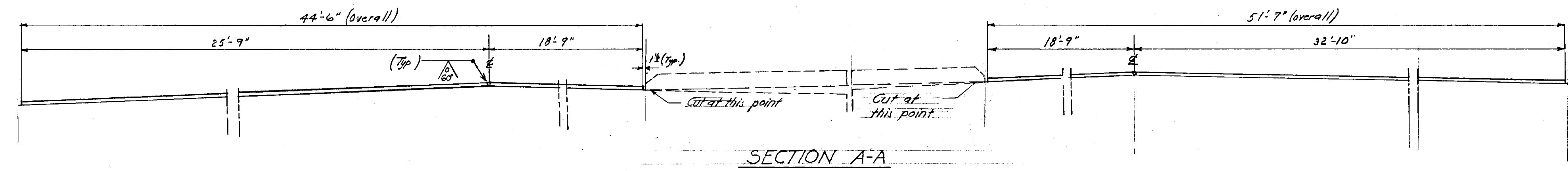
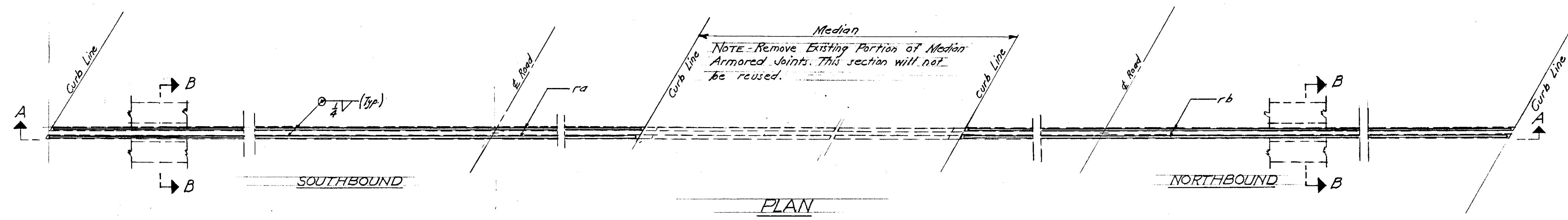
Note: Coat end vertical faces of median on superstructure and backwalls with Epoxy Resin Surface Sealant.

Brushes or spray equipment (approved by the Engineer) shall be used for the application of the Epoxy Resin Surface Sealant.

Contract Specifications: State of Maine, State Highway Commission, Standard Specifications for Highways and Bridges, Revision of June 1965.

Concrete - Class "A"  
 Reinforcing Steel - Intermediate Grade

STATE HIGHWAY COMMISSION  
 BRIDGE DIVISION  
 KENDUSKEAG STREAM BRIDGE  
 INTERSTATE 95  
 in the city of  
 BANGOR - PENOBSCOT CO.  
 Median Adjustments



MATERIALS REQUIRED (N.B. only)				
MARK NO.	SHAPE	LENGTH	REMARKS	
Southbound ra	4 $\frac{3}{8}$ " (Plain)	44' 6"	Make up "ra" and "rb" from 14' to 20' lengths except at ends where lengths may be less.	
Northbound rb	4 $\frac{3}{8}$ " (Plain)	51' 7"		

GENERAL NOTES

The existing armored joints are to be adjusted to the new finished grades by welding  $\frac{3}{8}$ " plain bars on top of the existing plates as shown on this sheet and in accordance with these notes and the specifications.

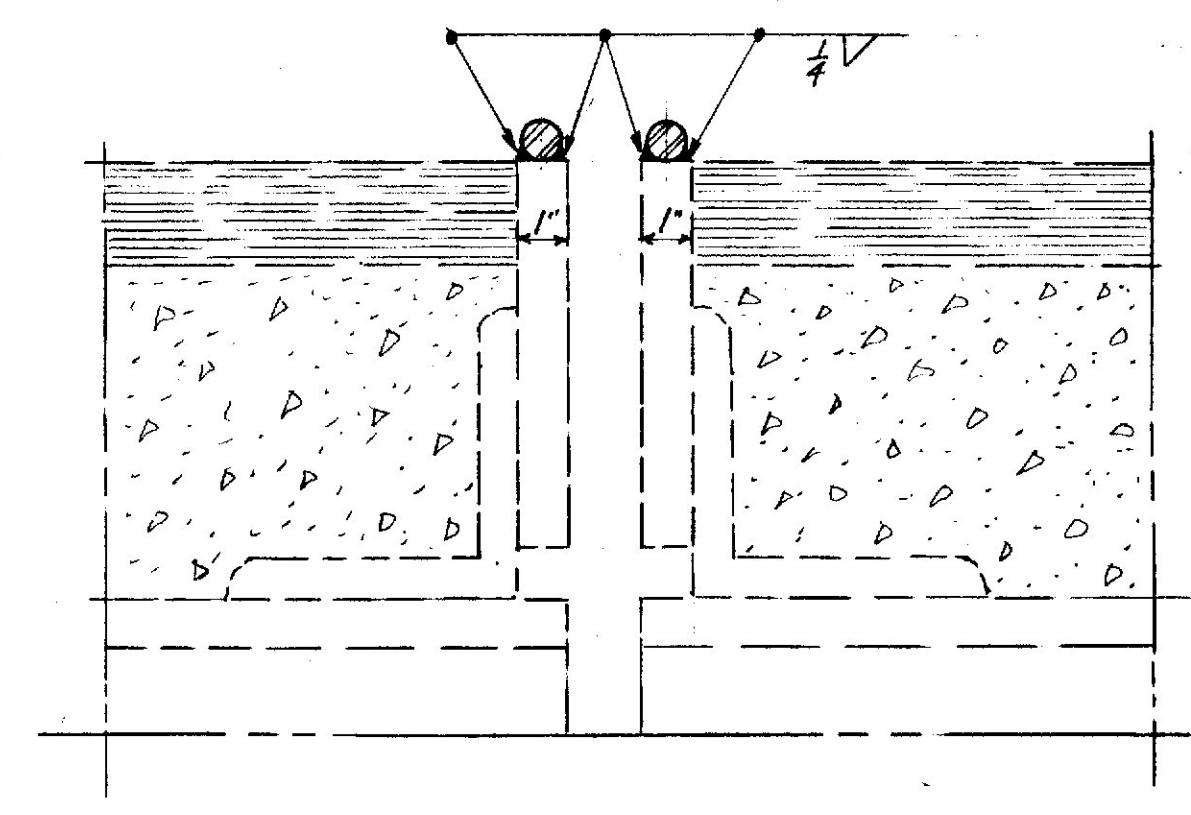
The surface of the existing armored joint shall be cleaned of all scale, rust or any other objectionable material in order that sound, strong welds may be obtained.

Number of Armored Joints to be adjusted - 2 for N.B. and 2 for S.B. located at piers.

CONTRACT SPECIFICATIONS: State of Maine, State Highway Commission Standard Specifications for Highways and Bridges, Revision of June 1965.

NEW STEEL - A.S.T.M. A15 Intermediate Grade (Plain Round)

WELDING - Use low hydrogen electrodes (E7015, E7018, E7028)

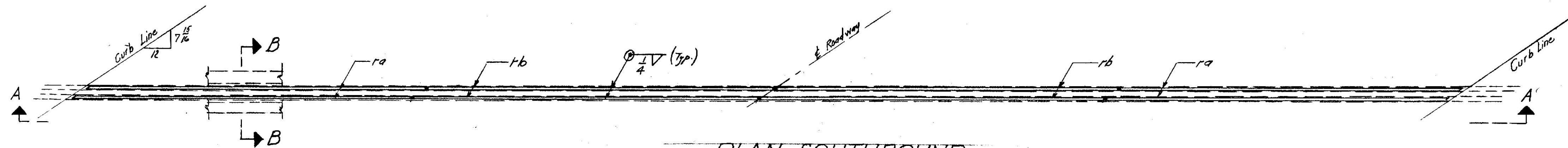


SECTION B-B

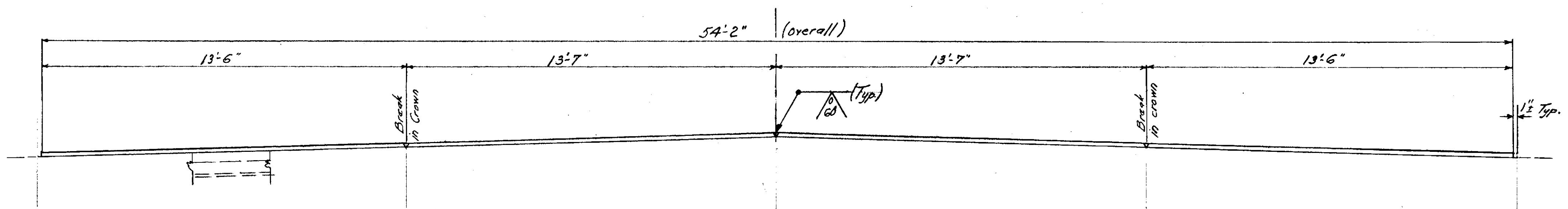
NOTE

N.B. ONLY TO BE CONSTRUCTED UNDER THIS CONTRACT.  
(MEDIAN SECTION OF ARMORED JOINT TO BE REMOVED)

W. B. Hamblett  
 ✓ Mellicone  
 STATE HIGHWAY COMMISSION  
 BRIDGE DIVISION  
 BROADWAY BRIDGE  
 INTERSTATE 95  
 in the city of  
 BANGOR - PENOBSCOT CO.  
 Armored Joint Adjustments  
 N.B. and S.B. lanes  
 Sh 5 of 8 Augusta, Maine June 1967



PLAN SOUTHBOUND  
(Northbound is similar)



SECTION A-A

MATERIALS REQUIRED (S.B. ONLY)				
MARK NO	SHAPE	LENGTH	LOCATION	
ra	3/4" (Plain)	13' 6"	Bevel one end	
rb	3/4" (Plain)	13' 7"	Square ends	

\*Length does not include extra material required for skew  
 Note- N.B. material the same see Note 'A'

GENERAL NOTES

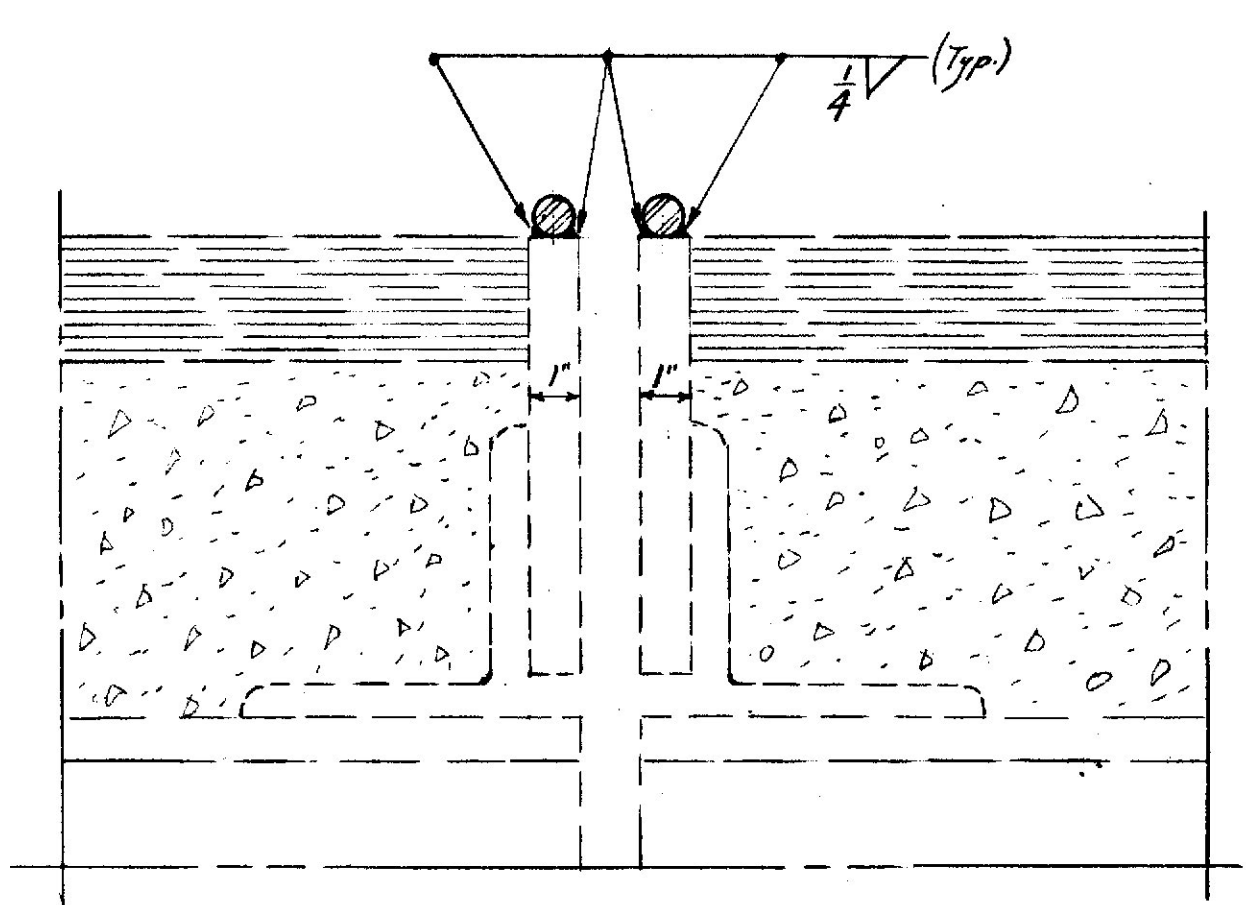
The existing armored joints are to be adjusted to the new finished grade by welding 3/4" plain bars on top of existing plates as shown on this sheet and in accordance with these notes and the specifications.  
 The surface of the existing armored joints shall be cleaned of all scale, rust or any other objectionable material in order that sound, strong welds may be obtained.  
 Number of Armored joints to be adjusted - 2 for N.B. and 2 for S.B. located at piers.

CONTRACT SPECIFICATIONS: STATE OF MAINE, STATE HIGHWAY COMMISSION  
 Standard Specifications for Highways and Bridges, Revision of June 1965.

NEW STEEL - A.S.T.M. A15 Intermediate Grade (Plain Round)  
 WELDING - Use low hydrogen electrodes (E7015, E7016, E7018, E7028)

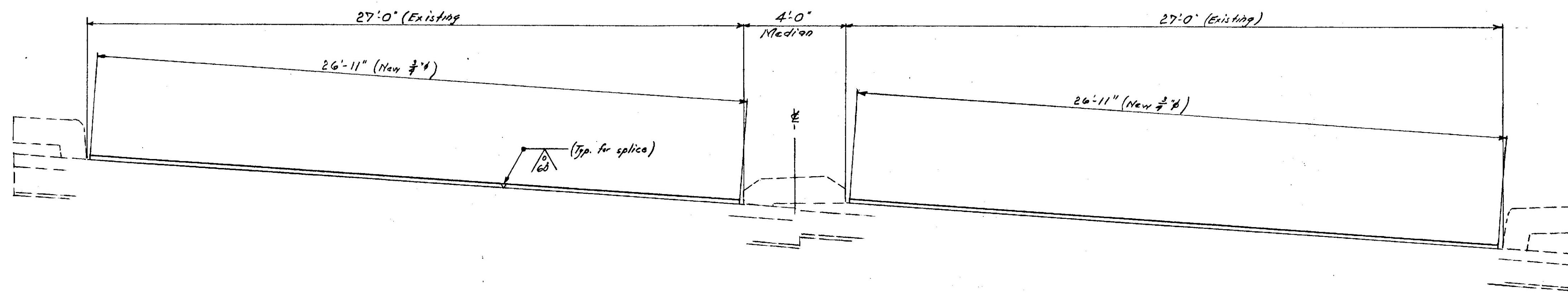
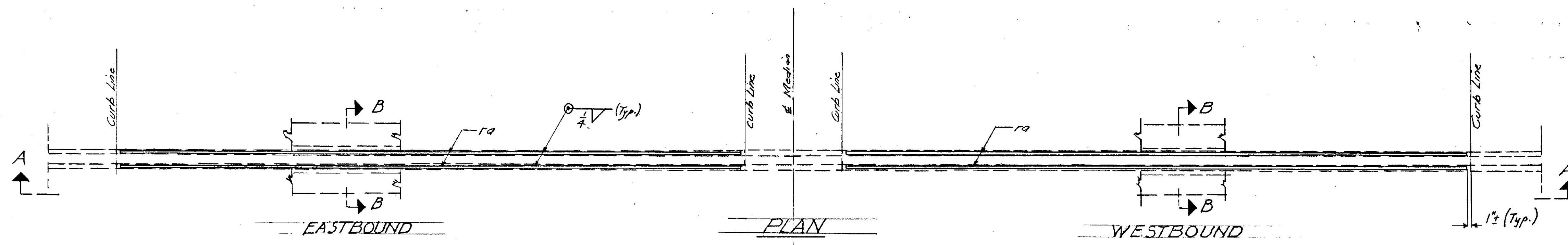
NOTE A

S.B. ONLY TO BE CONSTRUCTED UNDER THIS CONTRACT.

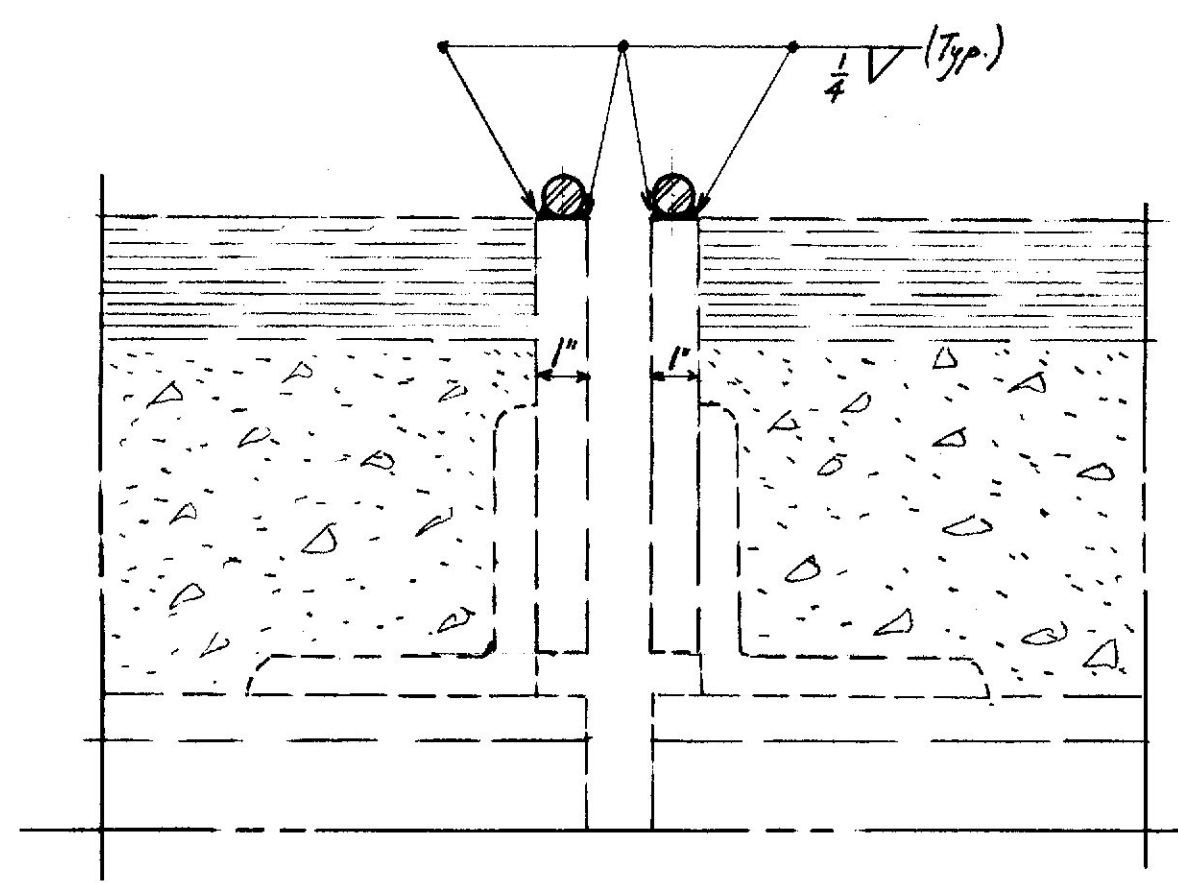


SECTION B-B

W.B. Skowille  
 ✓ Mollencamp  
 STATE HIGHWAY COMMISSION  
 BRIDGE DIVISION  
 STILLWATER AVE. BRIDGE  
 INTERSTATE 95  
 in the city of  
 BANGOR-PENOBSCOT CO.  
 Armored Joint Adjustments  
 N.B. and S.B. Bridges  
 53.7 of 8 Augusta, Maine June 1967



SECTION A-A



SECTION B-B

MATERIAL REQUIRED (E.B. and W.B.)

MARK NO.	SHAPE	LENGTH	REMARKS
ra	16 $\frac{3}{4}$ " Plain	26' 11"	Makes up from lengths 10'-0" to 20' except at ends where lengths may be less

GENERAL NOTES

The existing armored joints are to be adjusted to the new finished grade by welding  $\frac{3}{4}$ " plain bars on top of the existing plates as shown on this sheet and in accordance with these notes and the specifications. The surface of the existing armored joints shall be cleaned of all scale, rust or any other objectionable material in order that sound, strong welds may be obtained.

Number of Armored joints to be adjusted - 4 for E.B. and 4 for W.B. located at piers.

CONTRACT SPECIFICATIONS: State of Maine, State Highway Commission Standard Specifications for Highways and Bridges, Revision of June 1965.

NEW STEEL - A.S.T.M. A15 Intermediate Grade (Plain Round)

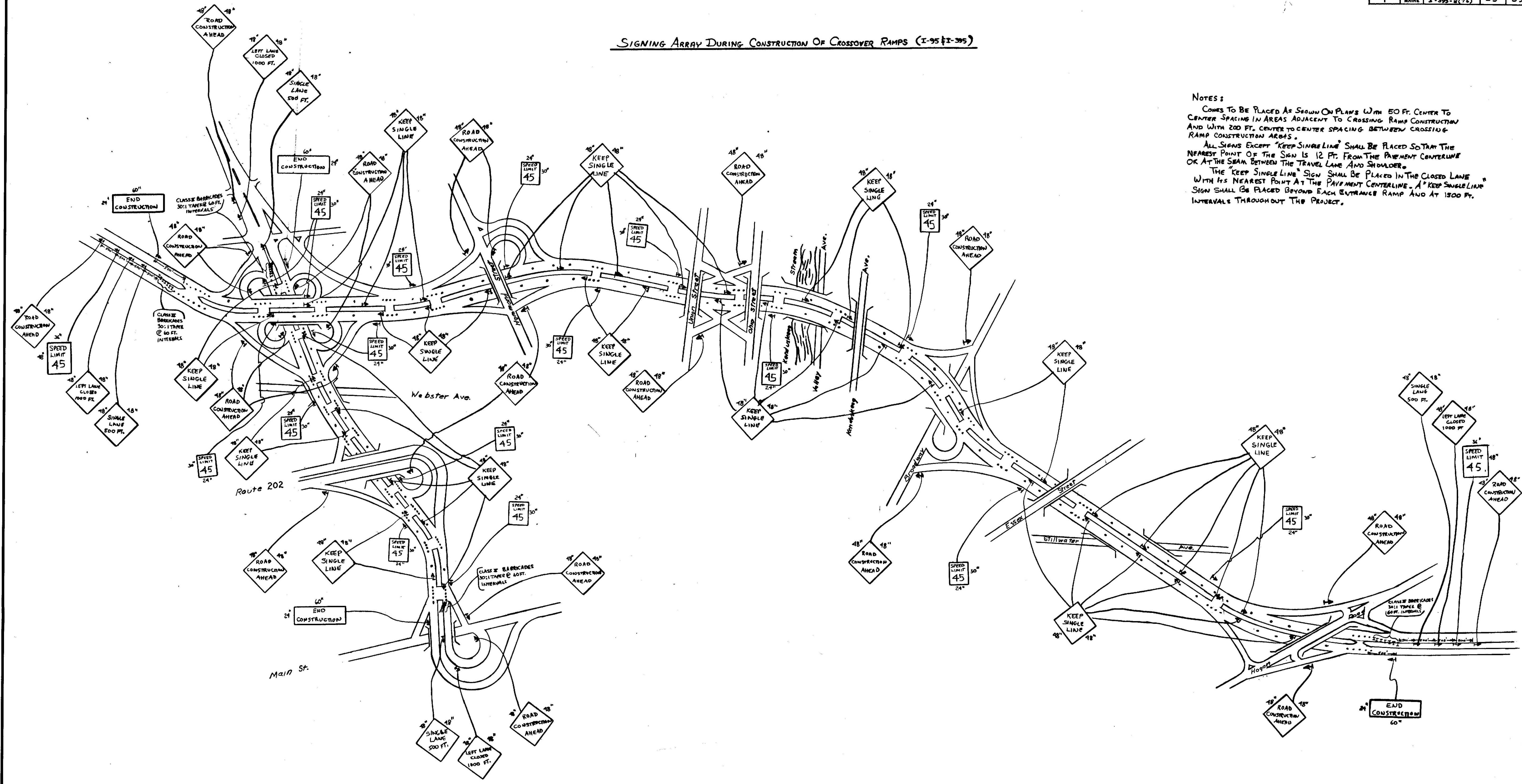
WELDING - Use low hydrogen electrodes (E7015, E7016, E7018, E7020)

NOTE

E.B. and W.B. TO BE CONSTRUCTED UNDER THIS CONTRACT.

M. B. Smith  
 ✓ Millins  
 STATE HIGHWAY COMMISSION  
 BRIDGE DIVISION  
 MAIN STREET BRIDGE  
 INDUSTRIAL SPUR I-395  
 in the city of  
 BANGOR-PENOBSCOT CO  
 Armored Joint Adjustments  
 E.B. and W.B. lanes  
 J. B. of B. Augusta, Maine June 1967

SIGNING ARRAY DURING CONSTRUCTION OF CROSSOVER RAMPS (I-95 #I-395)

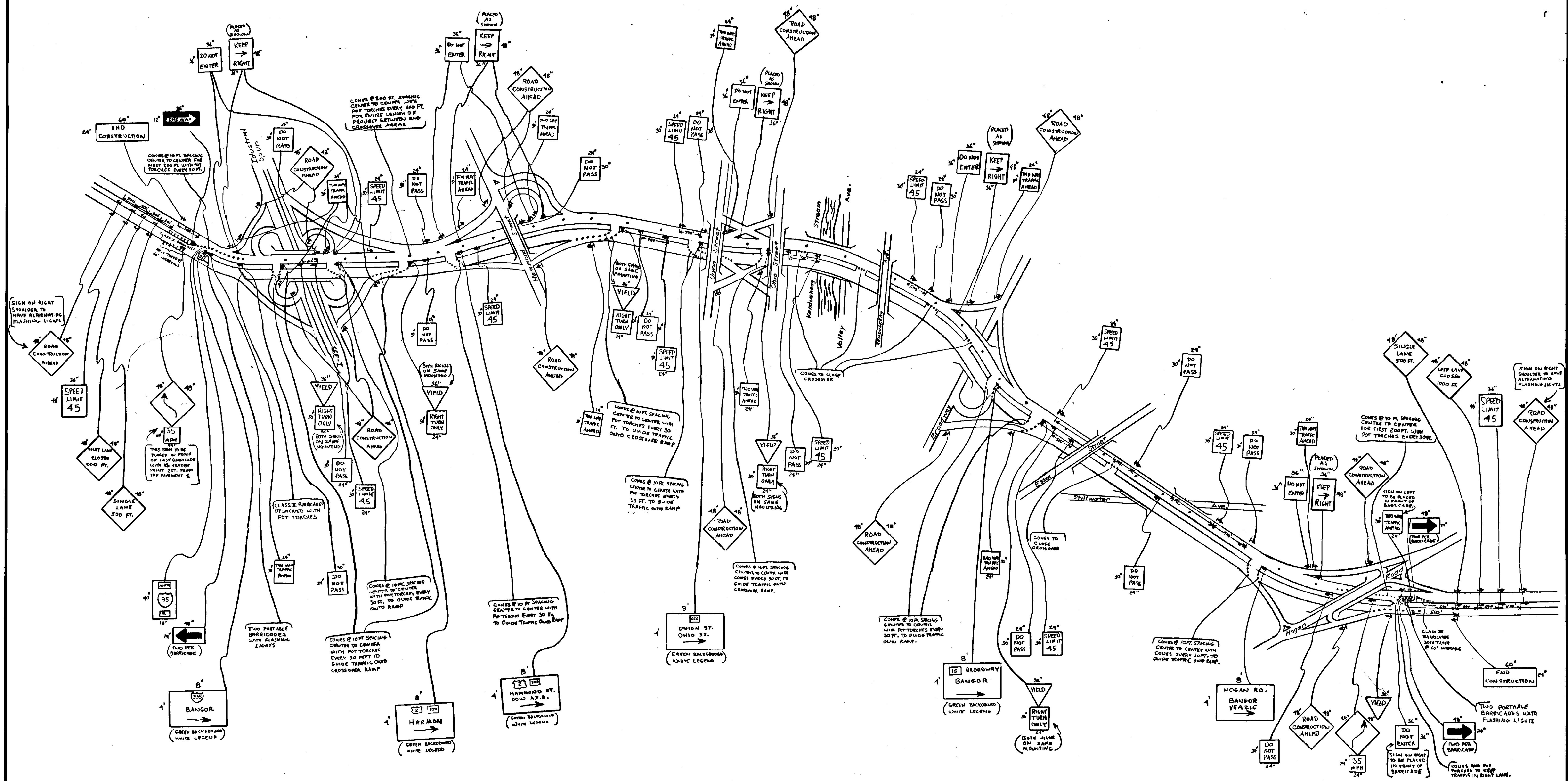


**NOTES:**  
 CONES TO BE PLACED AS SHOWN ON PLANS WITH 50 FT. CENTER TO CENTER SPACING IN AREAS ADJACENT TO CROSSING RAMP CONSTRUCTION AND WITH 200 FT. CENTER TO CENTER SPACING BETWEEN CROSSING RAMP CONSTRUCTION AREAS.  
 ALL SIGNS EXCEPT "KEEP SINGLE LINE" SHALL BE PLACED SO THAT THE NEAREST POINT OF THE SIGN IS 12 FT. FROM THE PAVEMENT CENTERLINE OR AT THE SEAM BETWEEN THE TRAVEL LANE AND SHOULDER.  
 THE "KEEP SINGLE LINE" SIGN SHALL BE PLACED IN THE CLOSED LANE WITH ITS NEAREST POINT AT THE PAVEMENT CENTERLINE. A "KEEP SINGLE LINE" SIGN SHALL BE PLACED BEYOND EACH ENTRANCE RAMP AND AT 1500 FT. INTERVALS THROUGHOUT THE PROJECT.

TWO WAY TRAFFIC SOUTHBOUND LANES (I-95)

NOTES

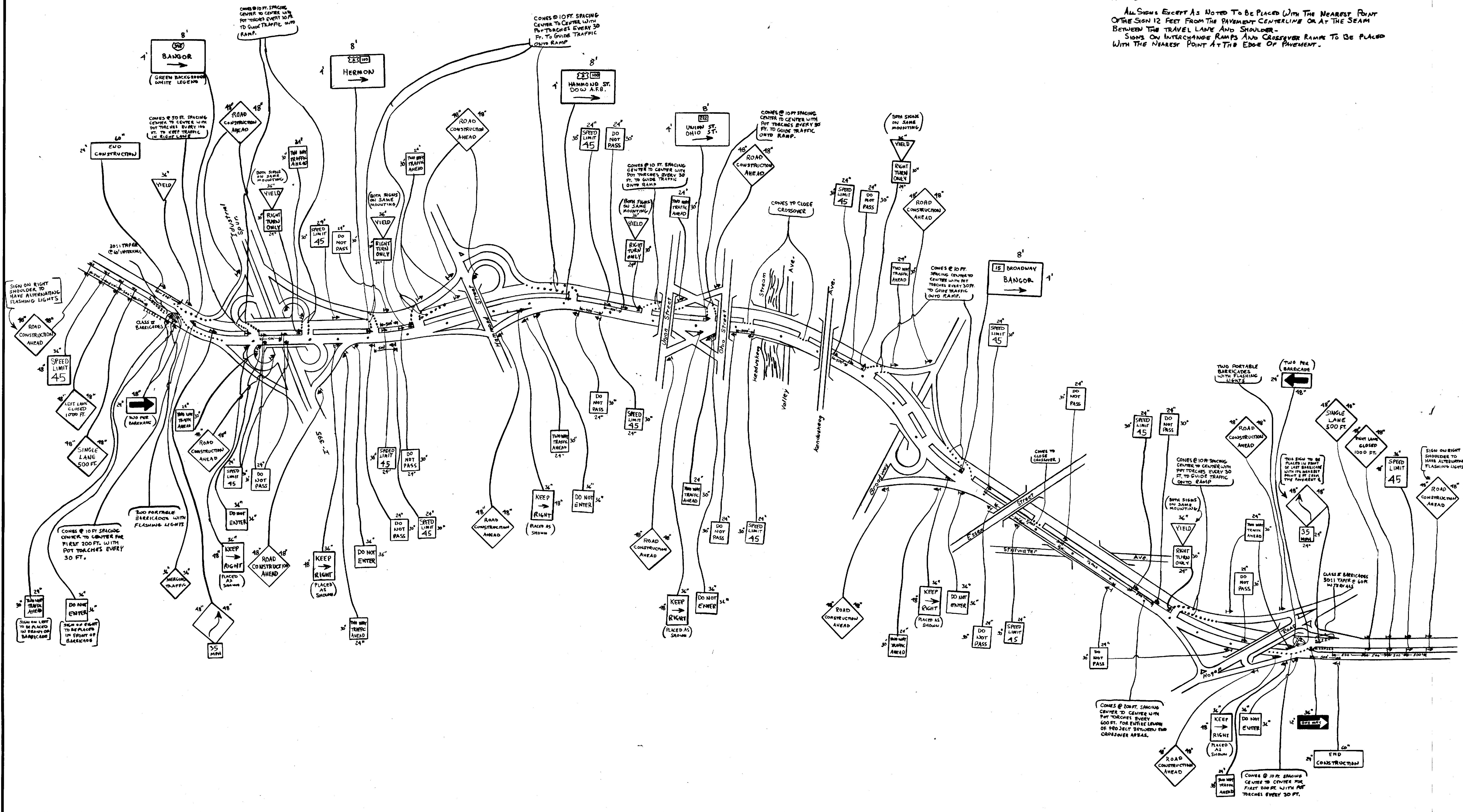
ALL SIGNS EXCEPT AS NOTED TO BE PLACED WITH THE NEAREST POINT OF THE SIGN 12 FEET FROM THE PAVEMENT CENTERLINE OR AT THE SEAM BETWEEN THE TRAVEL LANE AND SHOULDER.  
 SIGNS ON INTERCHANGE RAMP AND CROSSOVER RAMPS TO BE PLACED WITH THE NEAREST POINT AT THE EDGE OF PAVEMENT.



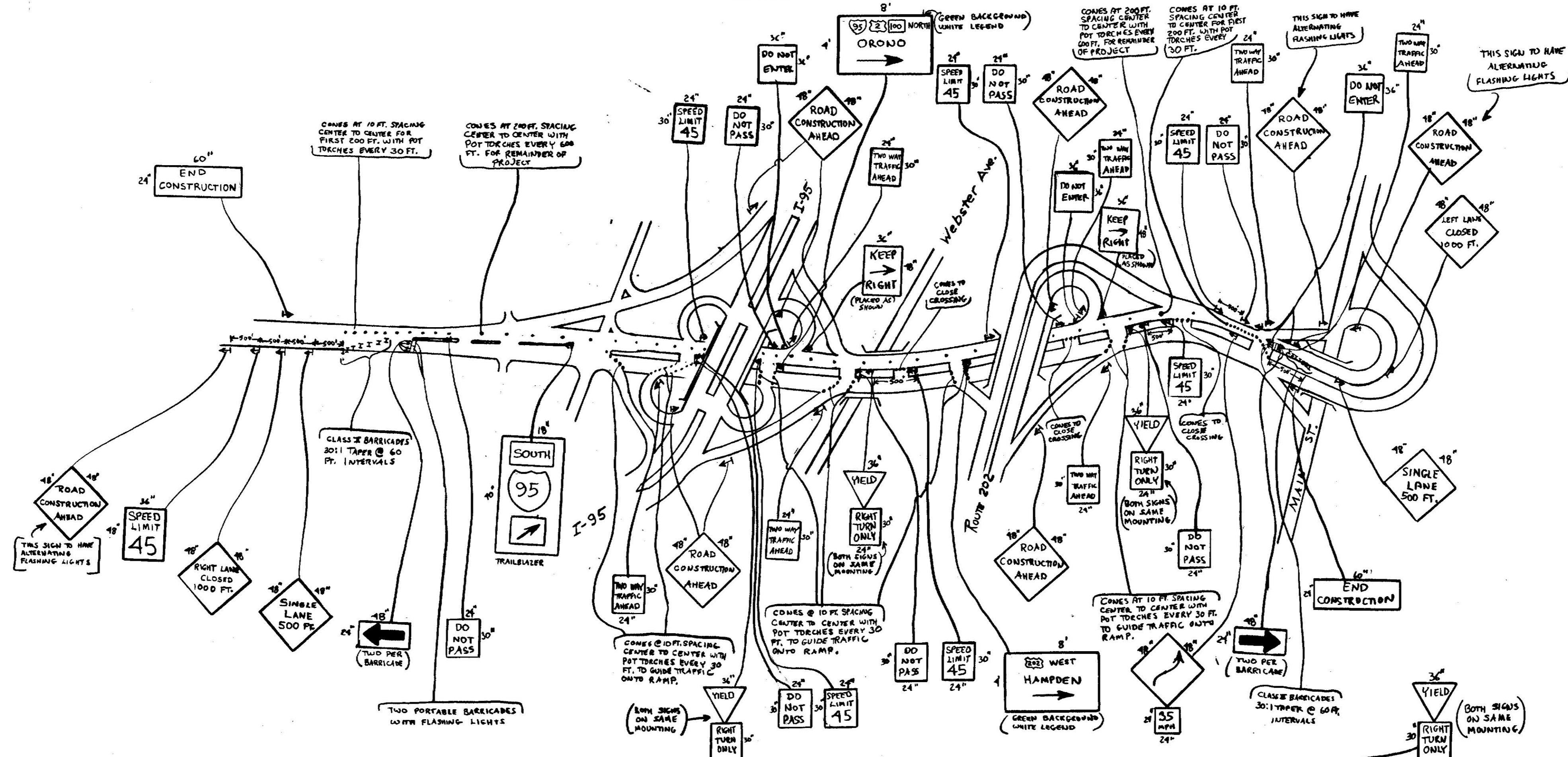
TWO WAY TRAFFIC NORTHBOUND LANES (I-95)

NOTES:

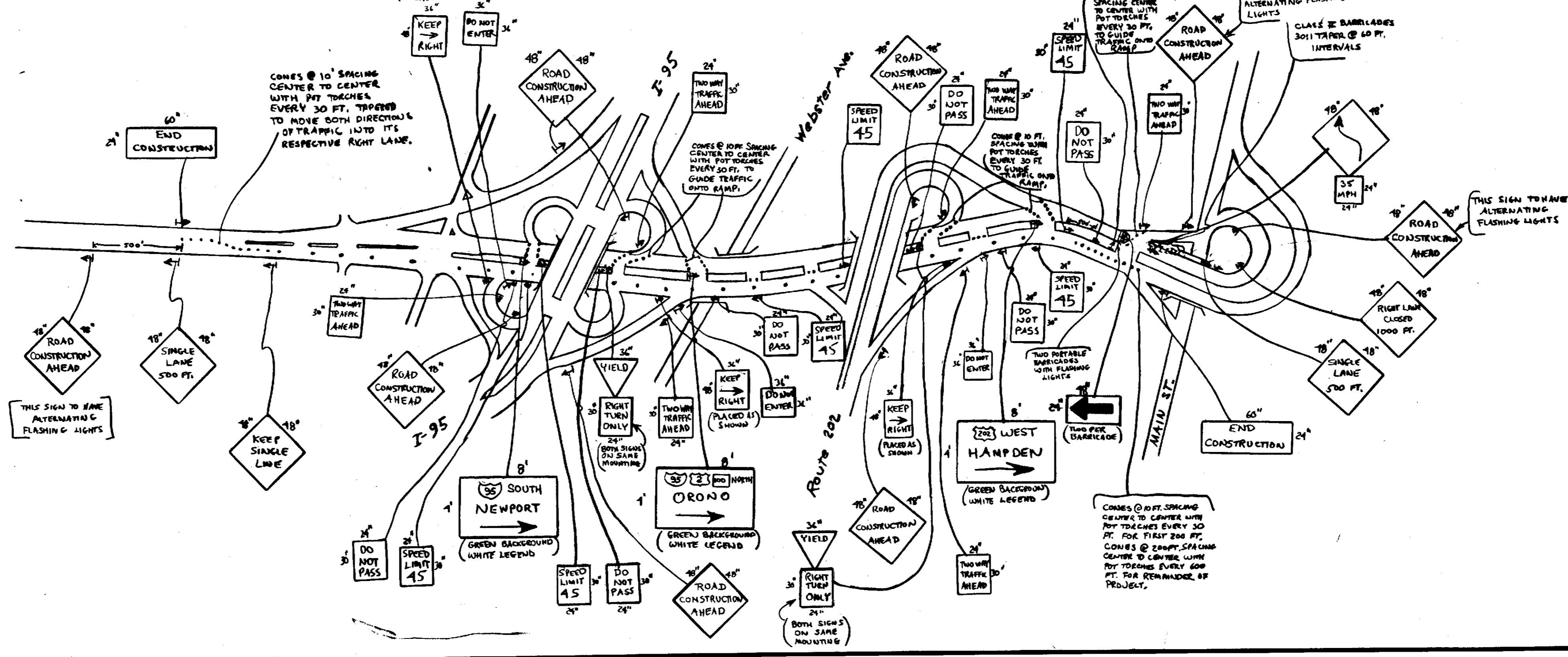
ALL SIGNS EXCEPT AS NOTED TO BE PLACED WITH THE NEAREST POINT OF THE SIGN 12 FEET FROM THE PAVEMENT CENTERLINE OR AT THE SEAM BETWEEN THE TRAVEL LANE AND SHOULDER.  
SIGNS ON INTERCHANGE RAMP AND CROSSOVER RAMP TO BE PLACED WITH THE NEAREST POINT AT THE EDGE OF PAVEMENT.



**TWO WAY TRAFFIC WESTBOUND LANES (I-395)**



**TWO WAY TRAFFIC EASTBOUND LANES (I-395)**



**NOTES:**  
 ALL SIGNS EXCEPT AS NOTED TO BE PLACED WITH THE NEAREST POINT OF THE SIGN 12 FEET FROM THE PAVEMENT CENTERLINE OR AT THE SEAM BETWEEN THE TRAVEL LANE AND SHOULDER.  
 SIGNS ON INTERCHANGE RAMPS AND CROSSOVER RAMPS TO BE PLACED WITH THE NEAREST POINT AT THE EDGE OF PAVEMENT.

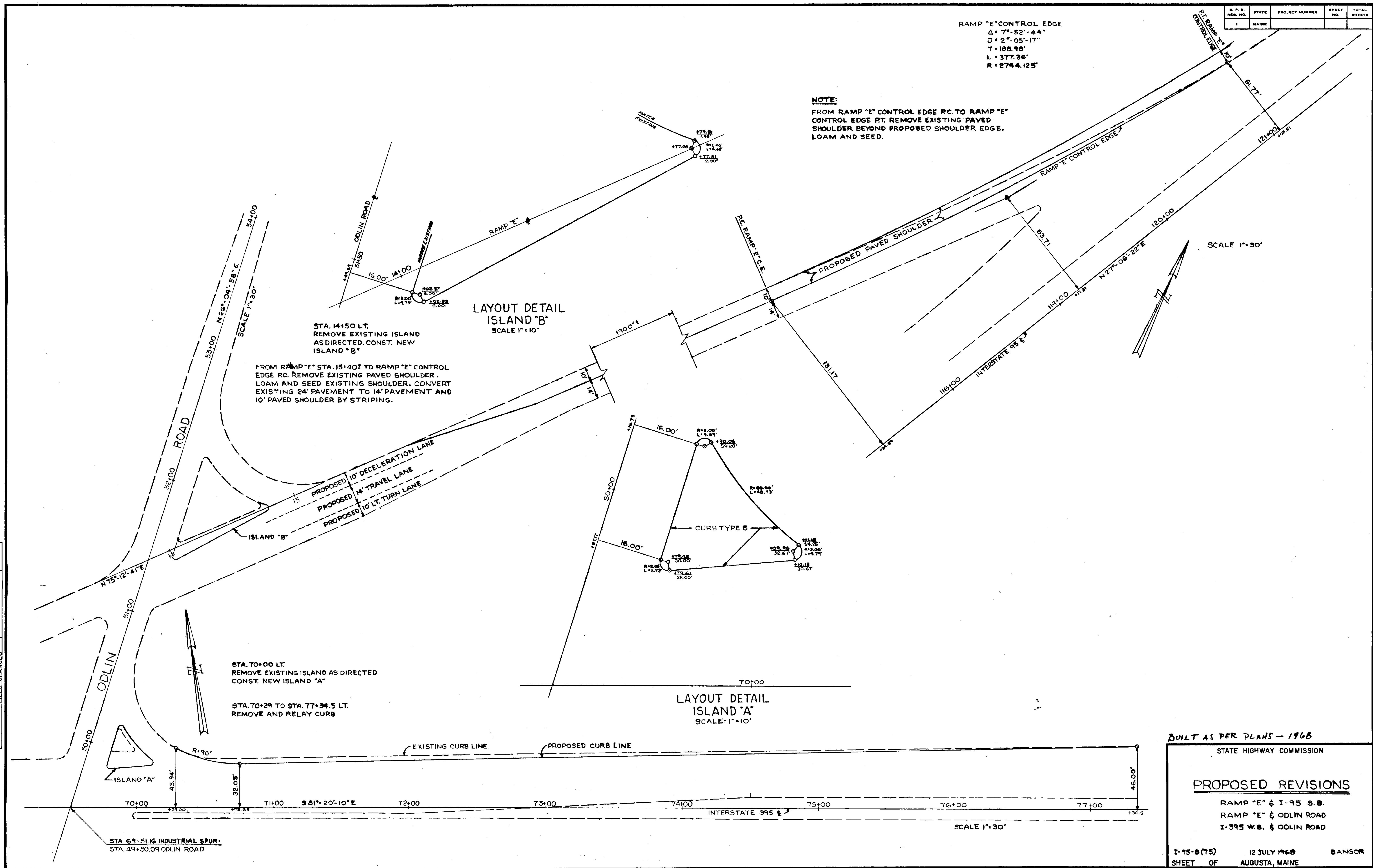


S. F. R. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			

RAMP "E" CONTROL EDGE  
 $\Delta = 7^{\circ} 52' 44''$   
 $D = 2^{\circ} 05' 17''$   
 $T = 185.98'$   
 $L = 377.36'$   
 $R = 2744.125'$

**NOTE:**  
 FROM RAMP "E" CONTROL EDGE PC TO RAMP "E" CONTROL EDGE PT. REMOVE EXISTING PAVED SHOULDER BEYOND PROPOSED SHOULDER EDGE. LOAM AND SEED.

PLANS	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	



STA. 14+50 LT.  
 REMOVE EXISTING ISLAND AS DIRECTED. CONST. NEW ISLAND "B"

FROM RAMP "E" STA. 15+40 TO RAMP "E" CONTROL EDGE PC. REMOVE EXISTING PAVED SHOULDER. LOAM AND SEED EXISTING SHOULDER. CONVERT EXISTING 24' PAVEMENT TO 14' PAVEMENT AND 10' PAVED SHOULDER BY STRIPING.

LAYOUT DETAIL ISLAND "B"  
 SCALE 1" = 10'

STA. 70+00 LT.  
 REMOVE EXISTING ISLAND AS DIRECTED. CONST. NEW ISLAND "A"

STA. 70+29 TO STA. 77+34.5 LT.  
 REMOVE AND RELAY CURB

LAYOUT DETAIL ISLAND "A"  
 SCALE 1" = 10'

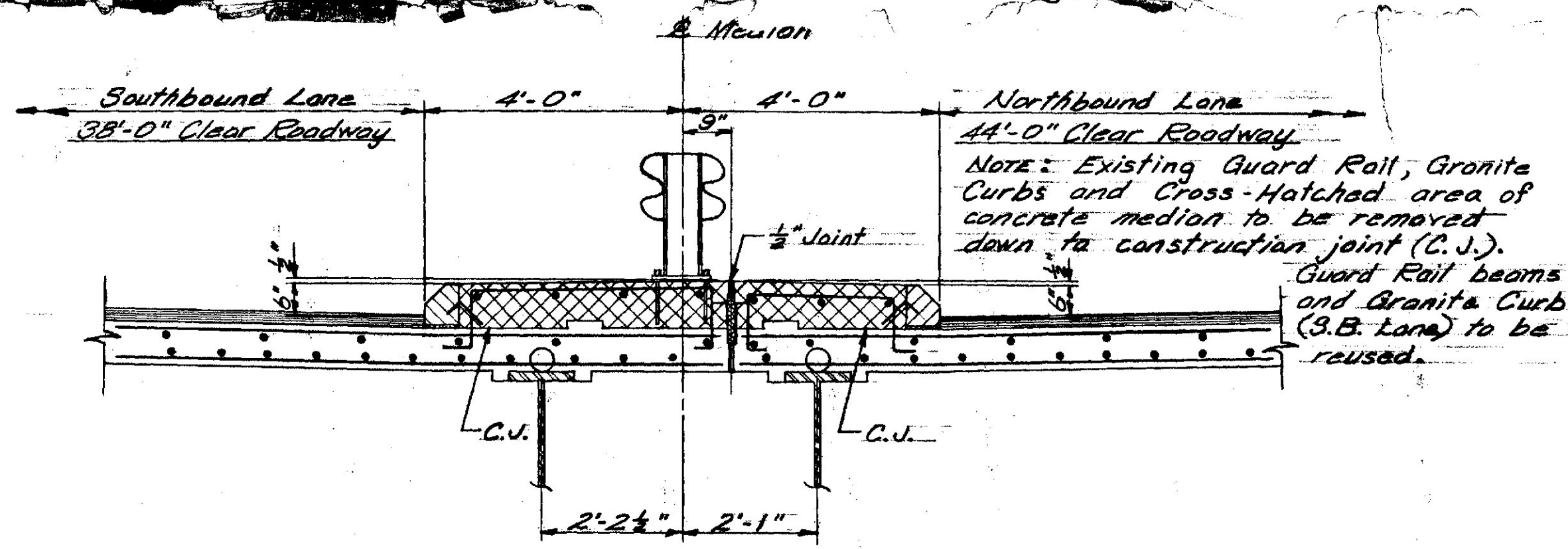
BUILT AS PER PLANS - 1968

STATE HIGHWAY COMMISSION

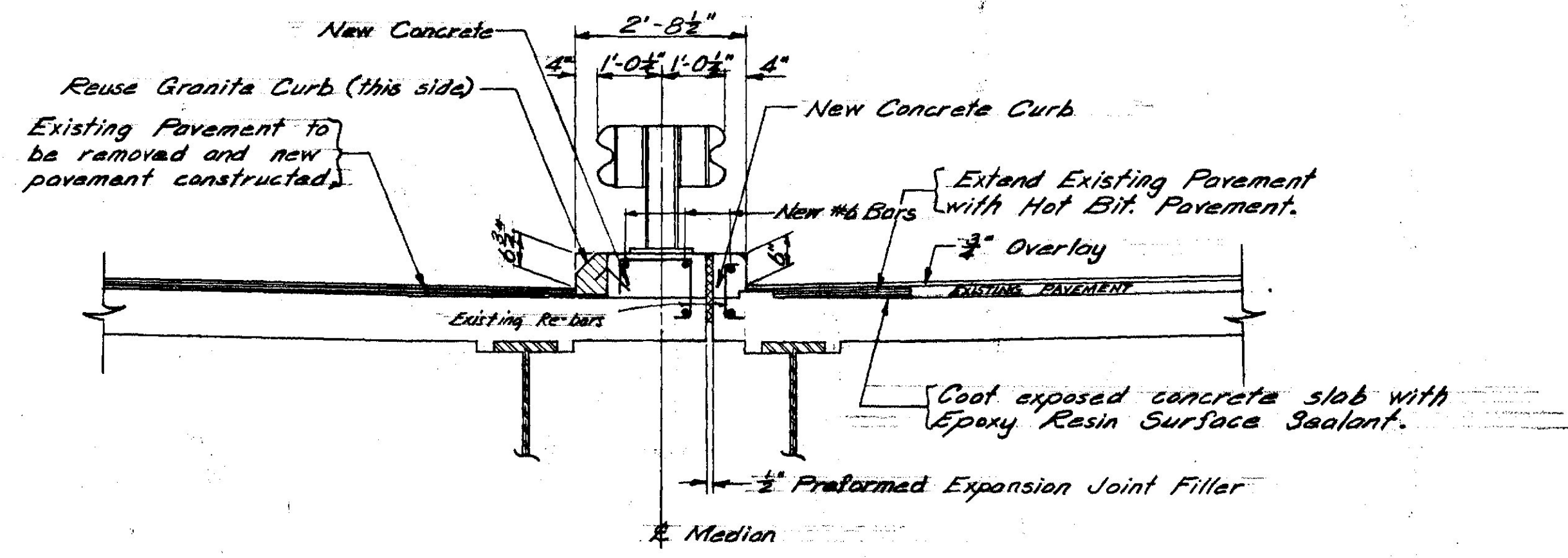
**PROPOSED REVISIONS**

RAMP "E" & I-95 S.B.  
 RAMP "E" & ODLIN ROAD  
 I-395 W.B. & ODLIN ROAD

I-95-B(75) 12 JULY 1968 BANGOR  
 SHEET OF AUGUSTA, MAINE



TRANSVERSE SECTION OF EXISTING MEDIAN



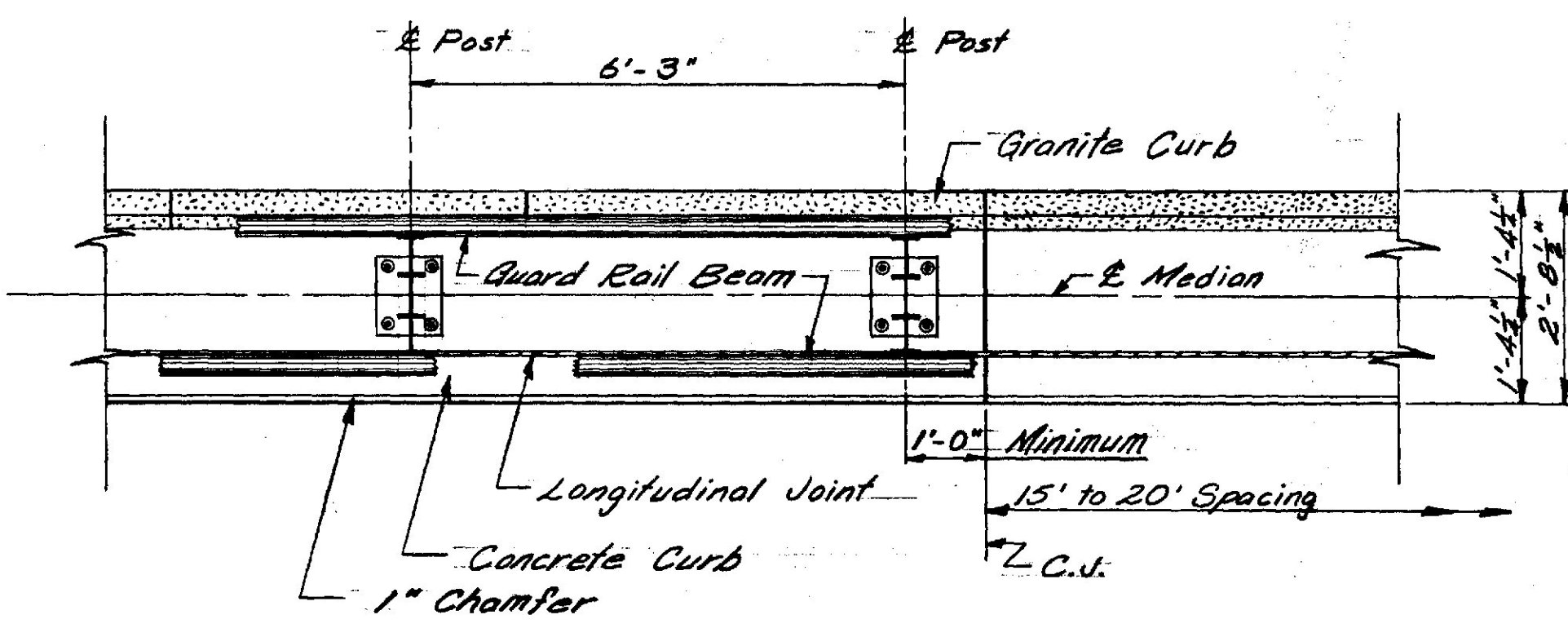
TRANSVERSE SECTION FOR NEW MEDIAN ON SUPERSTRUCTURE

Note: Length of median on superstructure approx. 157'.

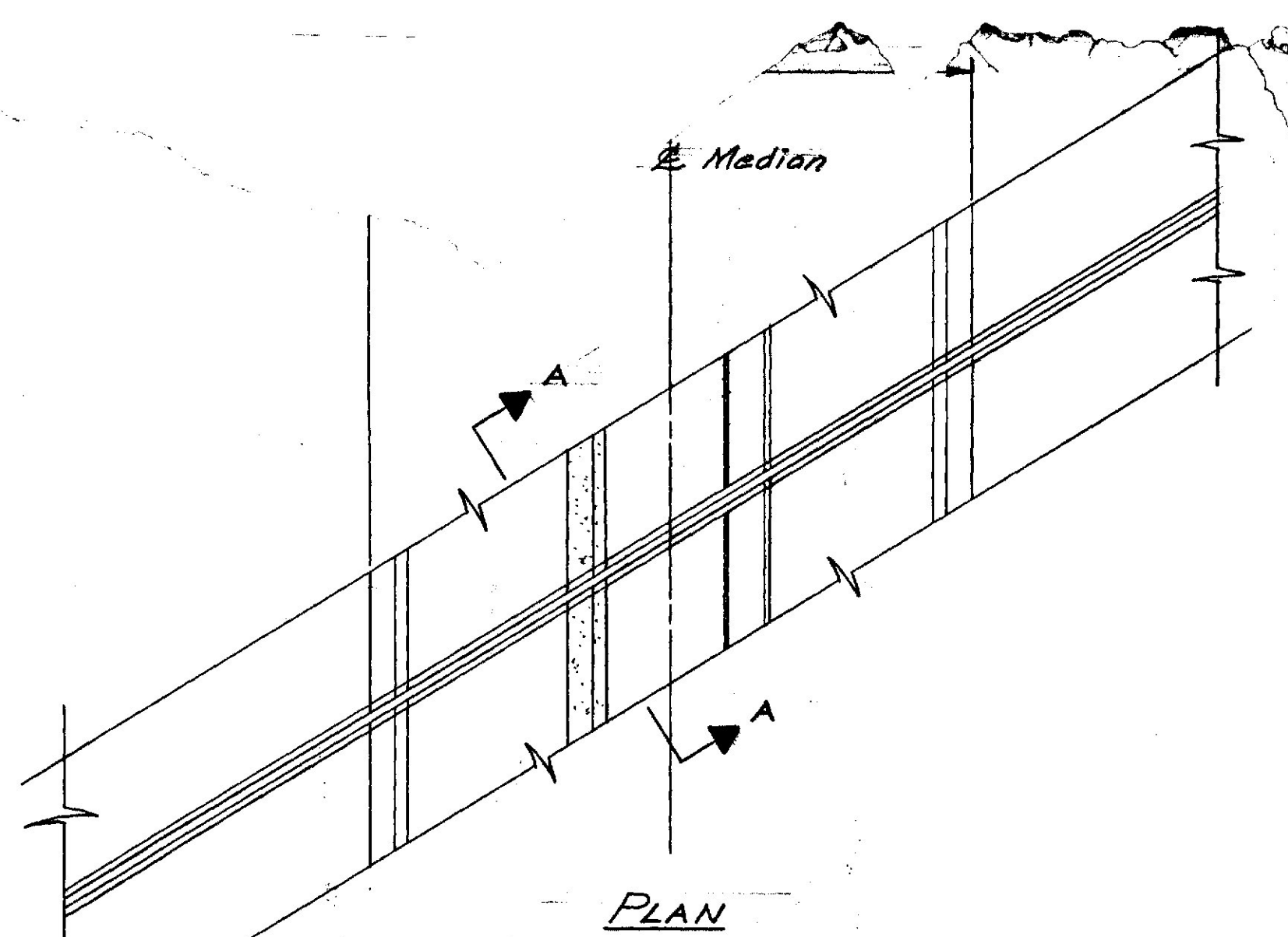
Note: Existing reinforcing bars shall be cut and bent to conform with profile of new median. (1 inch minimum cover)  
New reinforcing bars required = 370 linear feet #6 cut to required lengths in the field. 1'-3" required for lap where spliced.

The concrete portions of the median and the curb on the Northbound side shall be cast in lengths of from 15' to 20'. Transverse joints shall be made opposite a joint in the granite curb, but at least 1'-0" from the E of the guard rail posts. The longitudinal reinforcing bars may extend thru these joints.

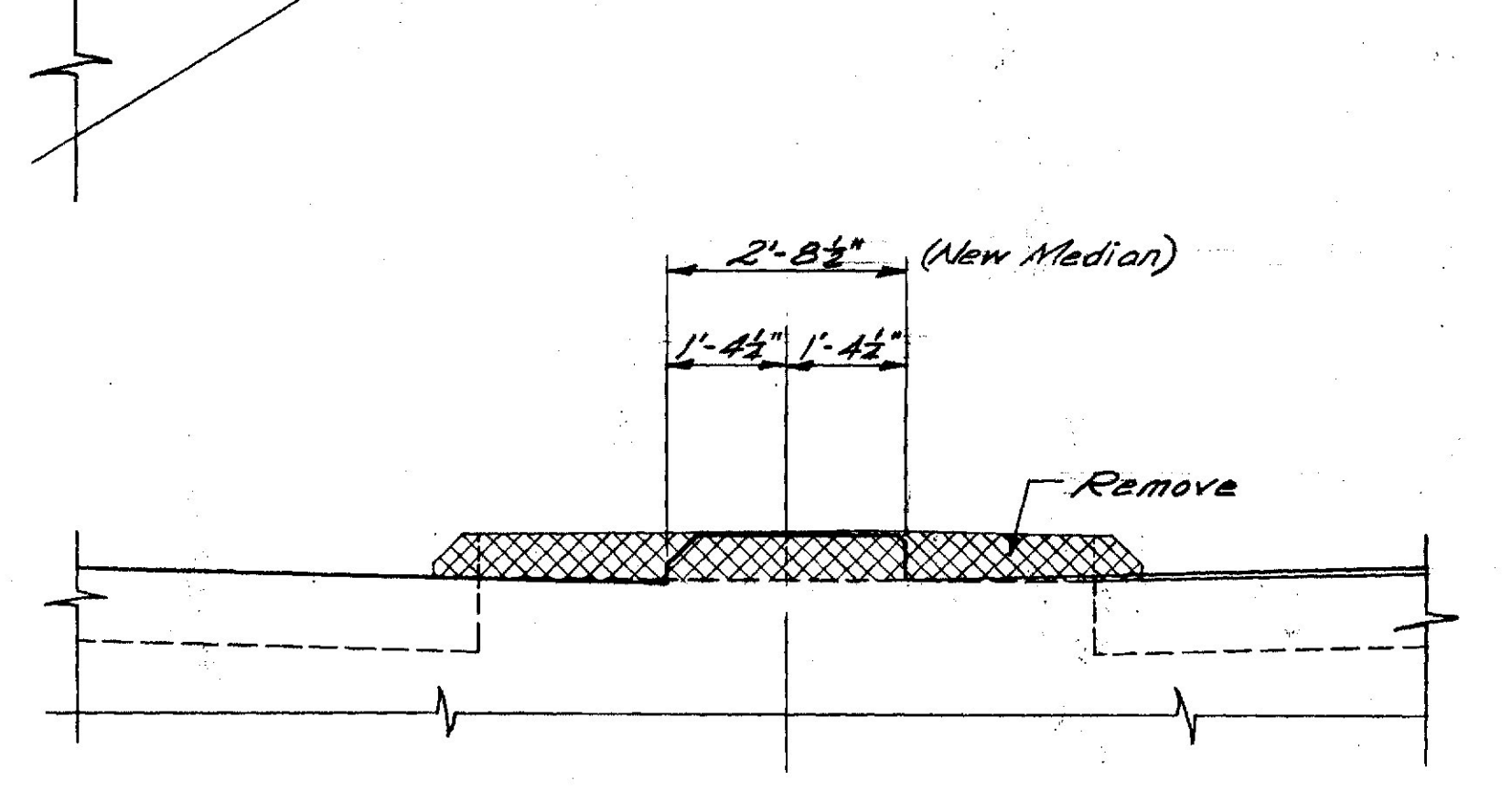
Estimated quantity of New Concrete = 9 c.y.



PART PLAN - MEDIAN

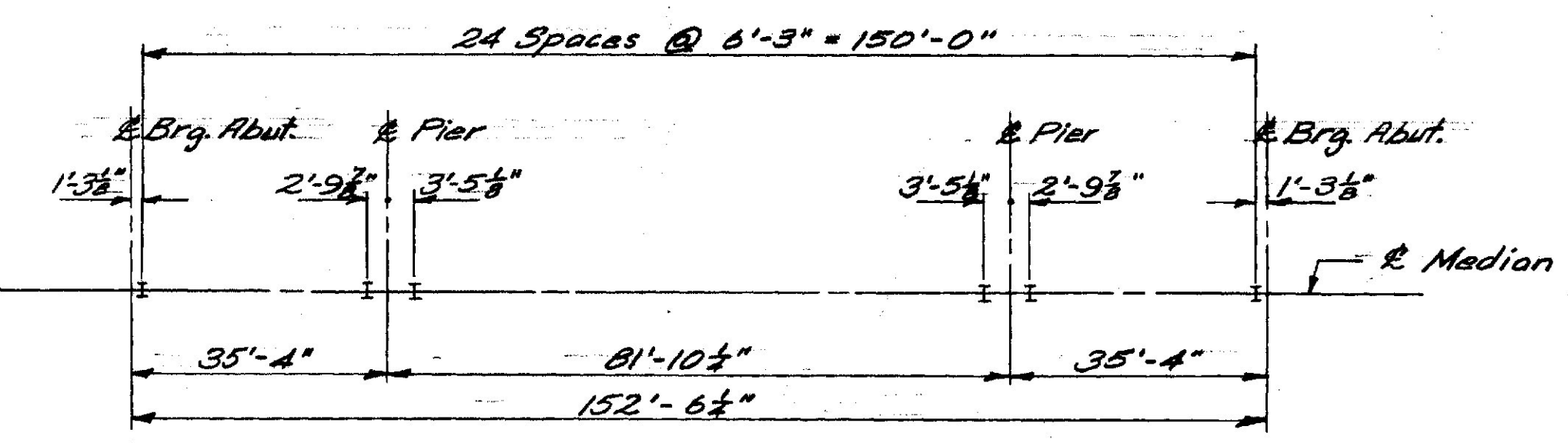


PLAN



ELEVATION

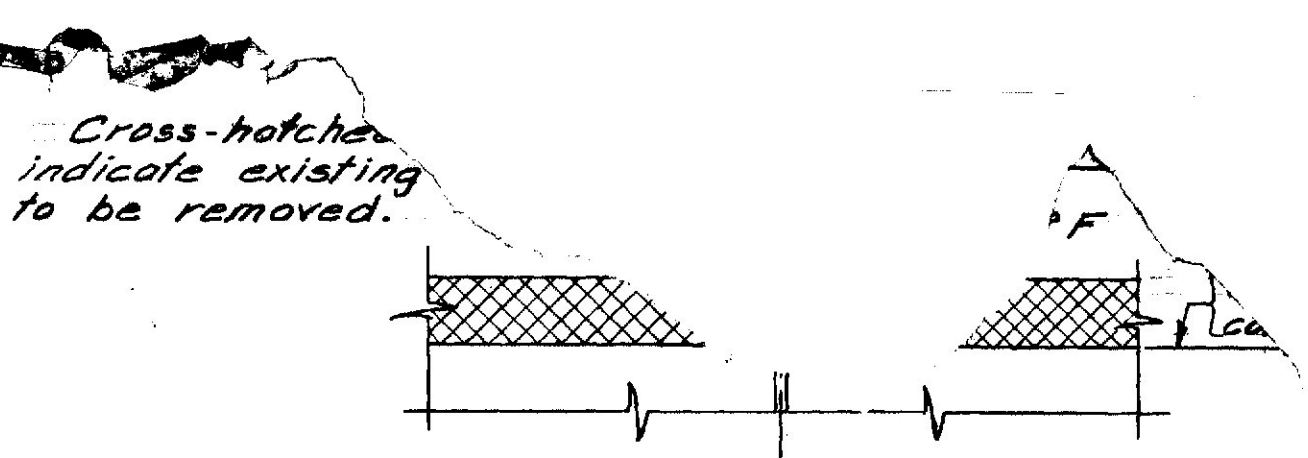
MEDIAN AT ARMORED JOINT



MEDIAN GUARD RAIL LAYOUT PLAN

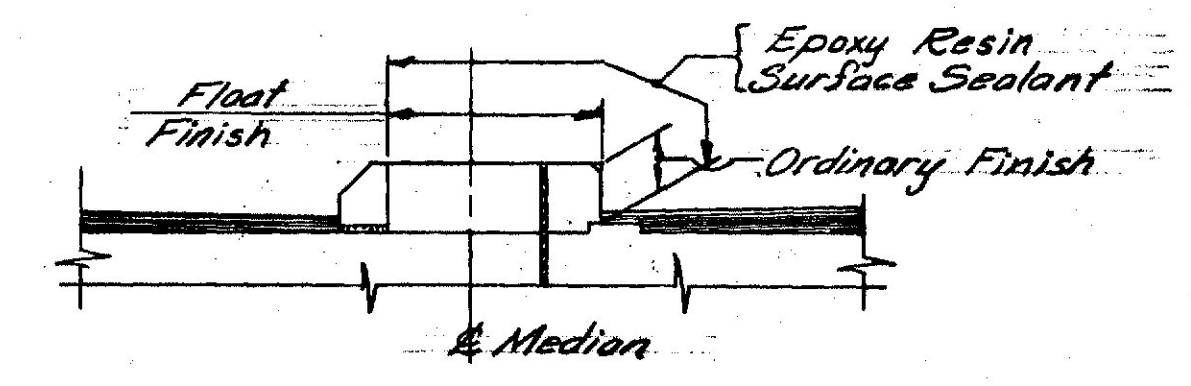
CONTRACT SPECIFICATIONS:  
State of Maine, State Highway Commission, Standard Specifications for Highways and Bridges, Revision of June 1965.

Concrete - Class "A"  
Reinforcing Steel - Intermediate Grade



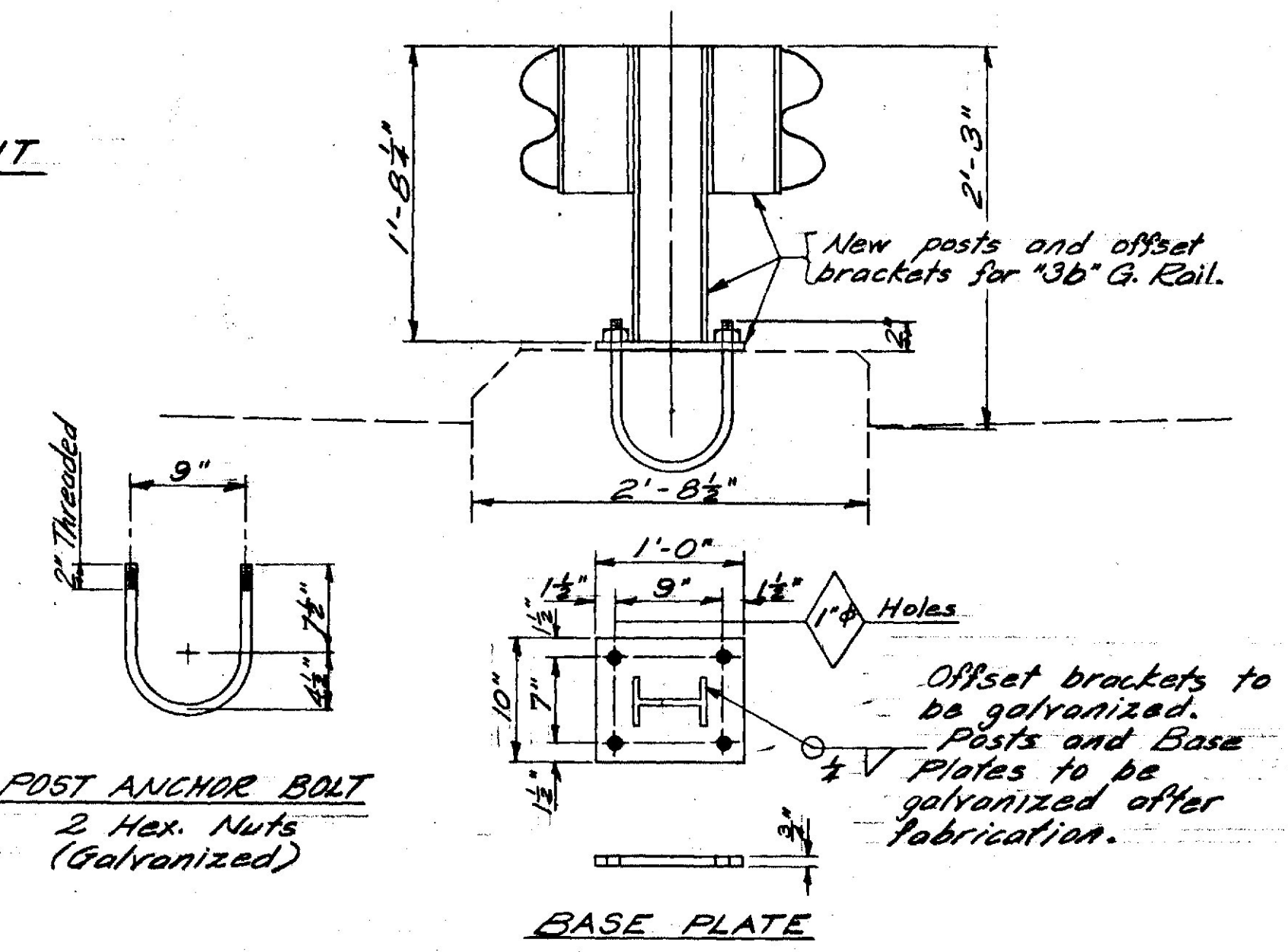
SECTION A-A

Note - The existing median section of the armored joint is to be removed and will not be replaced. Enough concrete shall be removed so this section can be cut from the top surface of the roadway armored joint. Existing reinforcing bars to be cut where necessary but are to be cut and/or bent in a manner so that they can be used to anchor the new concrete median in place.



CONCRETE FINISH DETAILS

Note - Coat end and vertical faces of median on superstructure with Epoxy Resin Surface Sealant. Brushes or spray equipment (approved by the Engineer) shall be used for the application of the Epoxy Resin Surface Sealant.



POST ANCHOR BOLT  
2 Hex. Nuts (Galvanized)

BASE PLATE

MEDIAN GUARD RAIL DETAILS

Note - Posts to be on 6'-3" spacing on bridge median.  
Required - 25 Posts with Base Plates  
50 Offset Brackets including bolts for attaching to posts.  
50 Post Anchor Bolts and 100 Hex. Nuts.

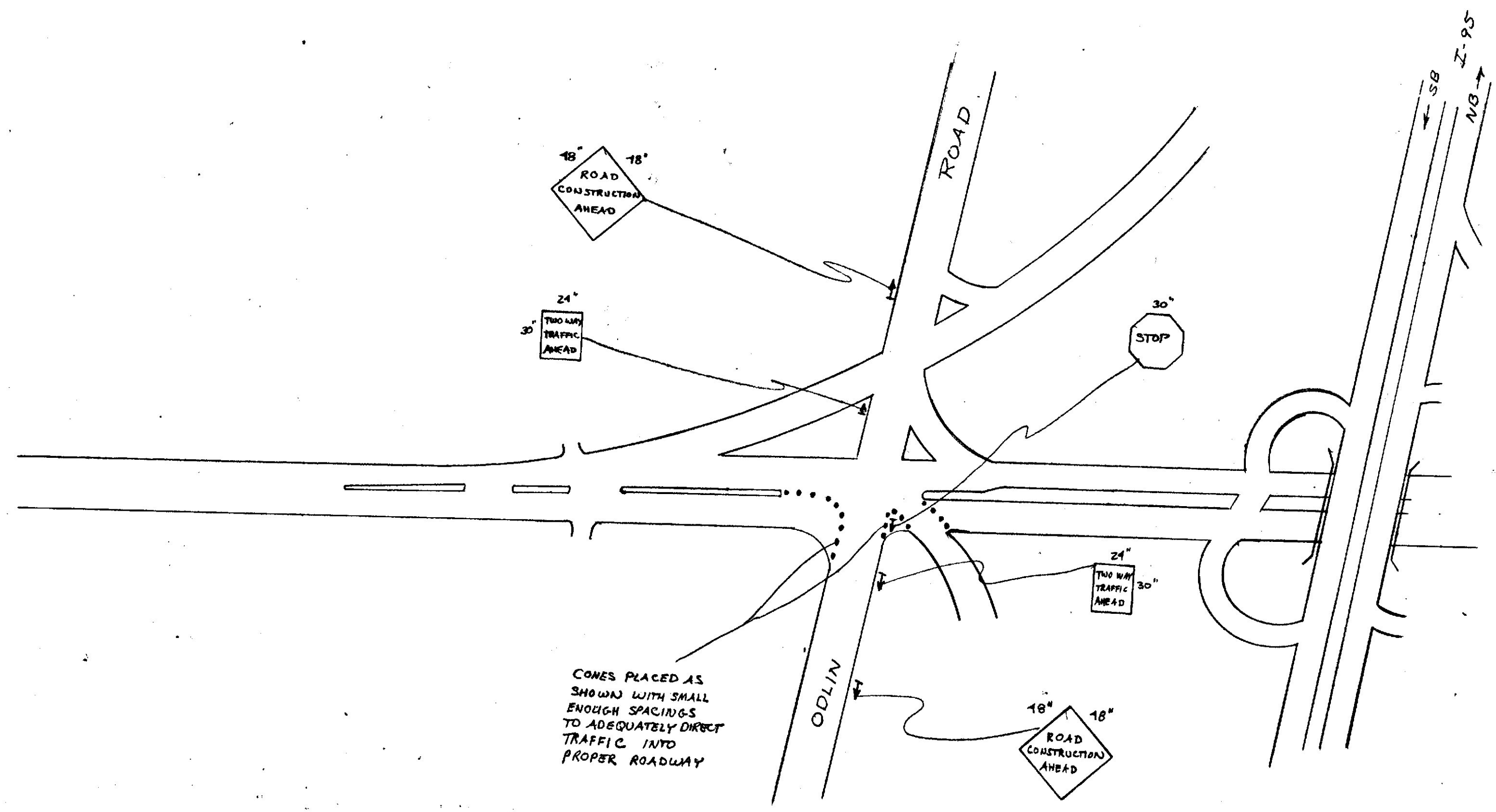
E.P. Harris  
T. Hollister

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

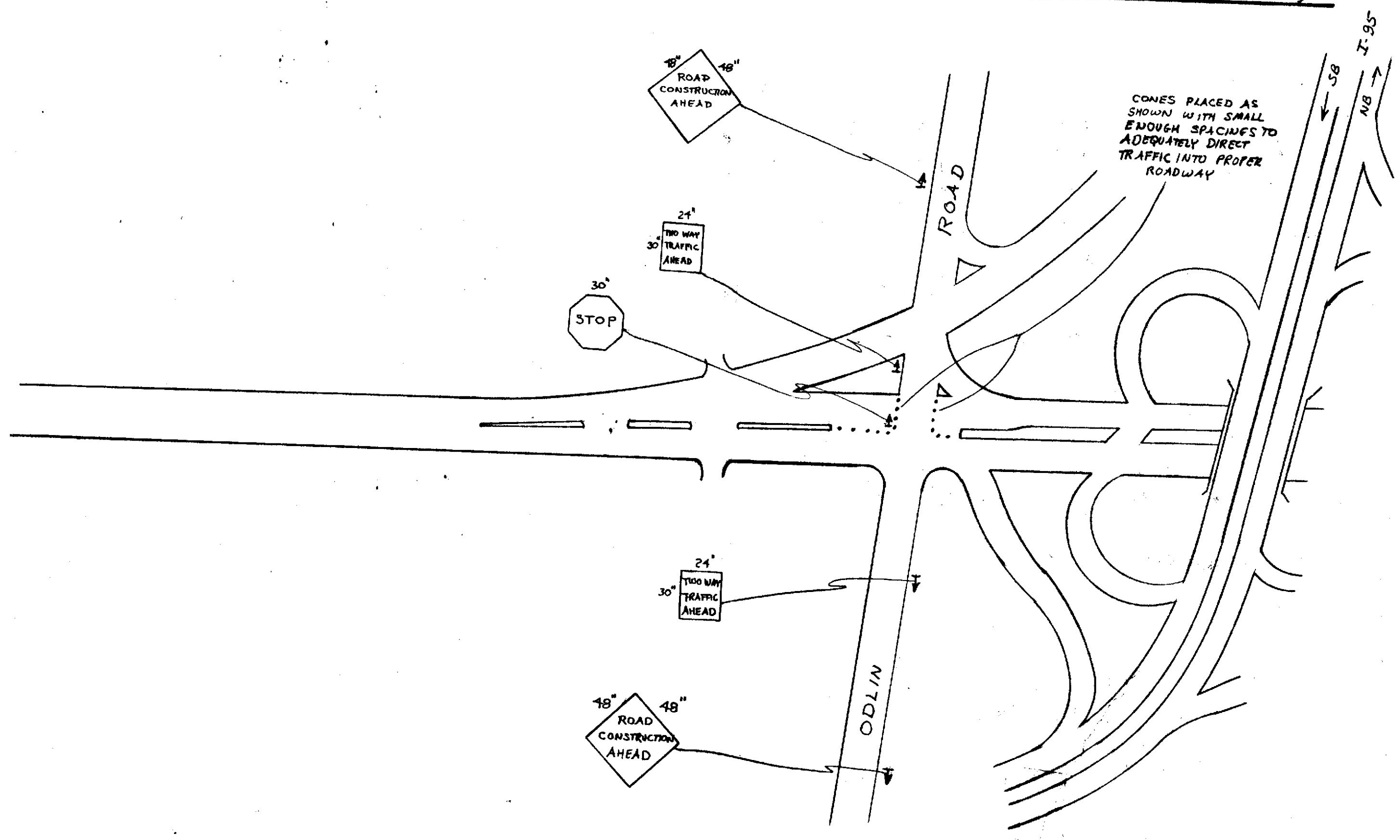
**BROADWAY BRIDGE**  
**INTERSTATE 95**  
in the city of  
**BANGOR-PENOBSCOT CO.**

Median Adjustments

St. 6 of 8 Augusta, Maine June 1967



TWO WAY TRAFFIC WESTBOUND LANES (I-395)



TWO WAY TRAFFIC EASTBOUND LANES (I-395)

REVISED 9-19-67  
THREE (3) COPIES SENT TO RESIDENT ENGINEER