

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



WATERVILLE
KENNEBEC COUNTY
INTERSTATE 95
BRIDGE PRESERVATION PROJECT
FEDERAL PROJECT NO. 02718420
PROJECT LENGTH: 0.8 MILE
I-95 SB/ SPECIALIST WADE A. SLACK MEMORIAL BRIDGE (#1457),
I-95 SB/ MESSALONSKEE STREAM (#1458), I-95 NB/ COUNTY
ROAD (#5816), and I-95 NB/ MESSALONSKEE STREAM (#5817)

LIST OF DRAWINGS

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MAINTENANCE OF TRAFFIC

Utilize crossovers for Bridges 1458, 1459, 5816 and 5817. Staged construction with lane closures for Bridge 1457.

MATERIALS

Concrete:
Joint Headers PPC

BASIC DESIGN STRESSES

Concrete:
PPC f'c = 3,000 psi

TRAFFIC DATA

Current (2024) AADT	17220
Future (2036) AADT	18250
DHV - % of AADT	11%
Design Hour Volume	2008
Heavy Trucks (% of AADT)	17%
Heavy Trucks (% of DHV)	13%
Directional Distribution (% of DHV)	100%
18 kip Equivalent P 2.0	4432
18 kip Equivalent P 2.5	4221
Design Speed (mph)	75

PROJECT LOCATION	I-95 Waterville, Maine
PROGRAM AREA	Bridge Program
OUTLINE OF WORK	Joint Modifications and Wearing Surface Replacement

WIN 27184.20

INTERSTATE 95
WATERVILLE
TITLE SHEET


SHEET NUMBER

1

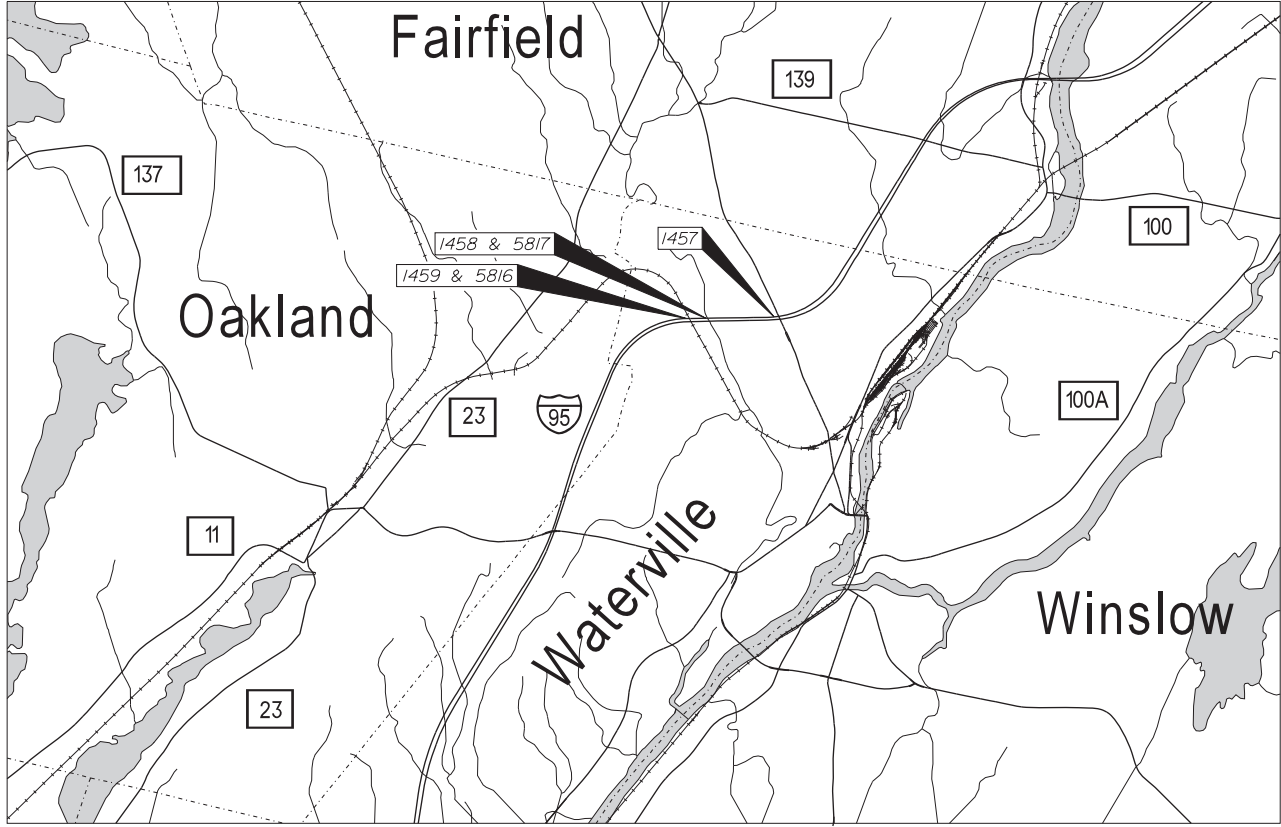
OF 34

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	DATE 12-20-2024
APPROVED 	DATE 12-15-2024
COMMISSIONER J. L. G. G. G.	CHIEF ENGINEER J. L. G. G. G.

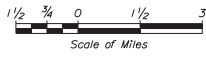


SIGNATURE 	DATE December 16, 2024
P.E. NUMBER 11158	DATE 12-15-2024

PROJECT INFORMATION	Bridge	Program
PROGRAM MANAGER	Blunt, W. J.	Blunt, W. J.
DESIGNER	Blunt, W. J.	Blunt, W. J.
CONSULTANT	Blunt, W. J.	Blunt, W. J.
PROJECT RESIDENT	Blunt, W. J.	Blunt, W. J.
CONTRACTOR	Blunt, W. J.	Blunt, W. J.
PROJECT COMPLETION DATE		



LOCATION MAP



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		DATE		BY	
		DESIGN	DATE	DESIGN	DATE
2718420		DESIGN	DATE	DESIGN	DATE
		DESIGN	DATE	DESIGN	DATE
		DESIGN	DATE	DESIGN	DATE
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AS NOTED	WIN	27184.20	27184.20	27184.20	27184.20
BRIDGE PLANS					

INTERSTATE 95 BRIDGE JOINT REHABILITATIONS WATERVILLE, KENNEBEC COUNTY BRIDGE LOCATION MAP	SHEET NUMBER 2 OF 34
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ESTIMATED I-95 BRIDGE QUANTITIES							
ITEM NO.	DESCRIPTION	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	UNIT
		Bridge No. 1457	Bridge No. 1458	Bridge No. 1459	Bridge No. 5816	Bridge No. 5817	
202.127	Removing of Existing Bituminous Pavement (9395 SY)		0.40	0.10	0.10	0.40	1 LS
202.202	Removing Pavement Surface		635	635	635	635	2540 SY
202.205	Rumble Strips - Shoulder	500	2900	750	2900	7800	1F
202.207	Rumble Strips, Fill	500	2900	750	2900	7800	1F
403.2084	High Performance Pavement Surface		669	212	669	1762	TON
403.210	Hot Mix Asphalt 9.5 mm		25	25	25	100	TON
403.211	Hot Mix Asphalt 9.5 mm Nominal Maximum Size (Shimming)		5	10	5	30	TON
409.15	Bituminous Tack Coat, Applied		262	96	262	716	GAL
461.131	Temporary Pavement		50	50	50	200	TON
508.14	High Performance Waterproofing Membrane (9395 SY)		0.40	0.10	0.10	0.40	1 LS
510.301	Expressway Median Crossover		1	1	1	4	LS
518.51	Repair of Upward Facing Surfaces - Below Reinforcing Steel < 8 in		336	87	336	846	SF
520.243	Bridge Joint Modification Type 3	2	4	2	4	14	EA
526.301	Temporary Concrete Barrier, Type I (5370 LF)	0.14	0.28	0.15	0.28	1	LS
527.33	Truck Mounted Attenuator		0.5	0.5	0.5	2	EA
527.34	Work Zone Crash Cushions		1	0.5	0.5	3	UN
619.14	Erosion Control Mix		5	5	5	20	CY
627.51	6" Temporary Pavement Tape, Yellow or White	340	4400	1360	1250	4300	11650 LF
627.57	12" Removable Black Line Masking Tape		160	160		320	LF
627.744	6" White or Yellow Painted Pavement Marking Line		3300	1500	3800	10100	LF
627.77	Removing Existing Pavement Marking	515	3200	805	3200	8525	SF
627.781	Temporary 6" Painted Pavement Marking Line, White or Yellow	3000	18800	4700	18800	50000	LF
629.05	Hand Labor, Straight Time	3	3	3	3	15	HR
631.112	Welding Machine (Including operator)	3	3	3	3	15	HR
631.133	Skid Steer (Including operator)	4	4	4	4	20	HR
631.172	Truck-Large (Including operator)	2	2	2	2	10	HR
639.19	Field Office Type B	0.2	0.2	0.2	0.2	1	EA
652.30	Flashing Arrow Board		0.5	0.5	0.5	2	EA
652.312	Type III Barricades	2	6	4	6	22	EA
652.33	Drum	20	85	35	85	260	EA
652.34	Cone	15	20	10	20	75	EA
652.35	Construction Signs		215	200	325	1285	SF
652.361	Maintenance of Traffic Control Devices		0.2	0.2	0.2	1	LS
652.41	Portable-Changeable Message Sign	1.6	1.6	1.6	1.6	8	EA
652.441	Type I Smart Work Zone System	0.2	0.2	0.2	0.2	1	EA
652.45	Automated Trailer Mounted Speed Limit Sign	0.4	0.4	0.4	0.4	2	UN
652.46	Sequential Flashing Warning Lights	5	5	5	5	25	UN
652.47	Temporary Portable Rumble Strip	1	2	1	2	7	GP
656.75	Temporary Soil Erosion and Water Pollution Control	1	1	1	1	5	LS
659.10	Mobilization	0.2	0.2	0.2	0.2	1	LS


Note: Estimated Quantities for each bridge are provided here for reference purposes only.

GENERAL CONSTRUCTION NOTES

1. The existing bridge plans may be accessed at the MaineDOT web address. The plans are reproductions of the original drawings as prepared for the construction of the bridge. It is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the bridge during its life span.
2. All dimensions, angles, and stationing shown on existing plans are taken from as-built construction drawings from 1958 through 2018 and are not guaranteed to be accurate. All information based on or relating to the existing bridges shall be verified in the field by the Contractor.
3. Quantities included for pay items measured and paid for by Lump Sum are estimated quantities and are provided by MaineDOT for informational purposes only. Lump Sum pay items will be paid for at the Contract Bid amount, with no addition or reduction in payment to the contractor if the actual final quantities are different from the MaineDOT provided estimated quantities, except as follows:
- a. If a Lump Sum pay item is eliminated, the requirements of the Standard Specifications Section 109.2, Elimination of Items, will take precedence.
- b. If other Contract Documents specifically allow a change in payment for a Lump Sum pay item, those requirements will be followed.
- c. If a design change results in changes to estimated quantities for Lump Sum pay items, price adjustments will be made in accordance with Standard Specifications Section 109.7, Equitable Adjustments to Compensation and Time.
4. Reinforcing steel shall have a minimum concrete cover of 2" unless otherwise noted.
5. All reinforcing steel that is to be exposed and reused shall be cleaned by a method approved by the Resident. Payment shall be incidental to the related Contract Items.
6. Any damage to existing concrete, reinforcing steel, joint steel, or joint seals resulting from the work performed shall be repaired or replaced by a method approved by the Resident at no cost to the Department.
7. New seals indicated to be replaced shall extend the full width of the bridge plus a distance of 6" beyond the outside face of the barrier on each side of the bridge.

8. All existing materials which are removed from the work area shall be removed from the site and properly disposed of by the Contractor. These existing materials include, but are not limited to, concrete, steel joint armor, reinforcing steel, silt, and other debris on or attached to the structure within the work areas. The cost of removal and disposal shall be incidental to the cost of the work items for which these removals are required.
9. If the depth of deteriorated concrete is at/or below the reinforcing steel, then remove the concrete to a minimum depth of 1 inch below the reinforcing bars.
10. Project information referred to below may be accessed at the following MaineDOT web address: <http://www.maine.gov/mdot/contractors>.
11. The existing bridge plans may be accessed at the MaineDOT web address. The plans are reproductions of the original drawings as prepared for the construction of the bridge. It is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the bridge during its life span.

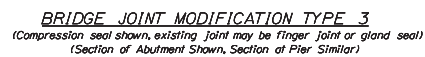
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
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WIN
27184.20
AS NOTED
BRIDGE PLANS



PROJ. MANAGER	AMELLE CORNEAU	DATE	BY
DESIGN OF FILED	M.C.	12/18/24	EW
DESIGN OF FILED	W.C.	12/18/24	EW
DESIGN OF FILED	W.C.	12/18/24	EW
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REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

INTERSTATE 95
BRIDGE JOINT REHABILITATIONS
WATERVILLE, KENNEBEC COUNTY
GENERAL CONSTRUCTION
NOTES AND QUANTITIES

SHEET NUMBER
3
OF 34

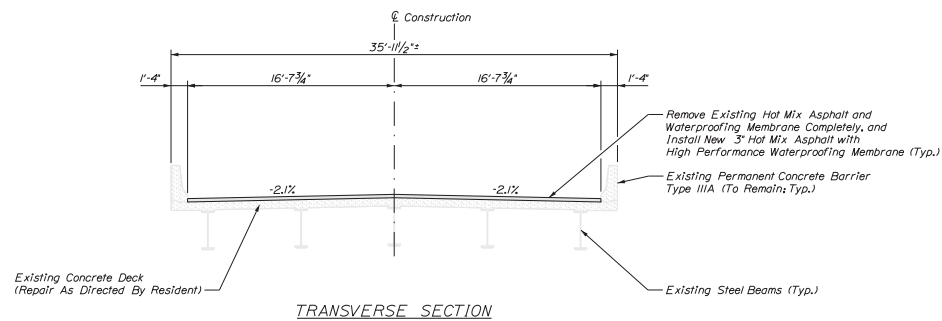


1. Keeper bars shall be positioned to allow top of compression seal to sit $1/4"$ to $1/2"$ below top of armor. If existing keeper bar does not permit the seal to seat at the specified depth, the Contractor shall notify the Resident.
2. If the base material temperature falls below 32 degrees Fahrenheit, the base metal shall be heated to a minimum of 80 degrees Fahrenheit before welding. If the base metal temperature falls below 50 degrees Fahrenheit, the base metal shall be heated to remove any moisture. A welding procedure and listing of proposed welding consumables shall be submitted to the Resident for approval.

1. Remove headers at joints per plans and specifications.
2. Complete wearing surface milling as indicated on plans or as directed by Resident at joint locations.
3. Pave millings areas through the project, including headers, ensuring 3" depth of pavement at the joint locations.
Suspend joints during paving operation to prevent damage.
4. Saw cut new pavement surface where required to complete joint header replacement.
5. Place header concrete to match new paved surface. Complete additional joint work as indicated on plans or as directed by the Resident.



Movement Ratings are Rounded Up to the Nearest $\frac{1}{8}$ °.
The Movement Rating at Abut. No. 1 is Approximately $1\frac{5}{8}$ °.
The Movement Rating at Abut. No. 2 is Approximately $1\frac{3}{4}$ °.

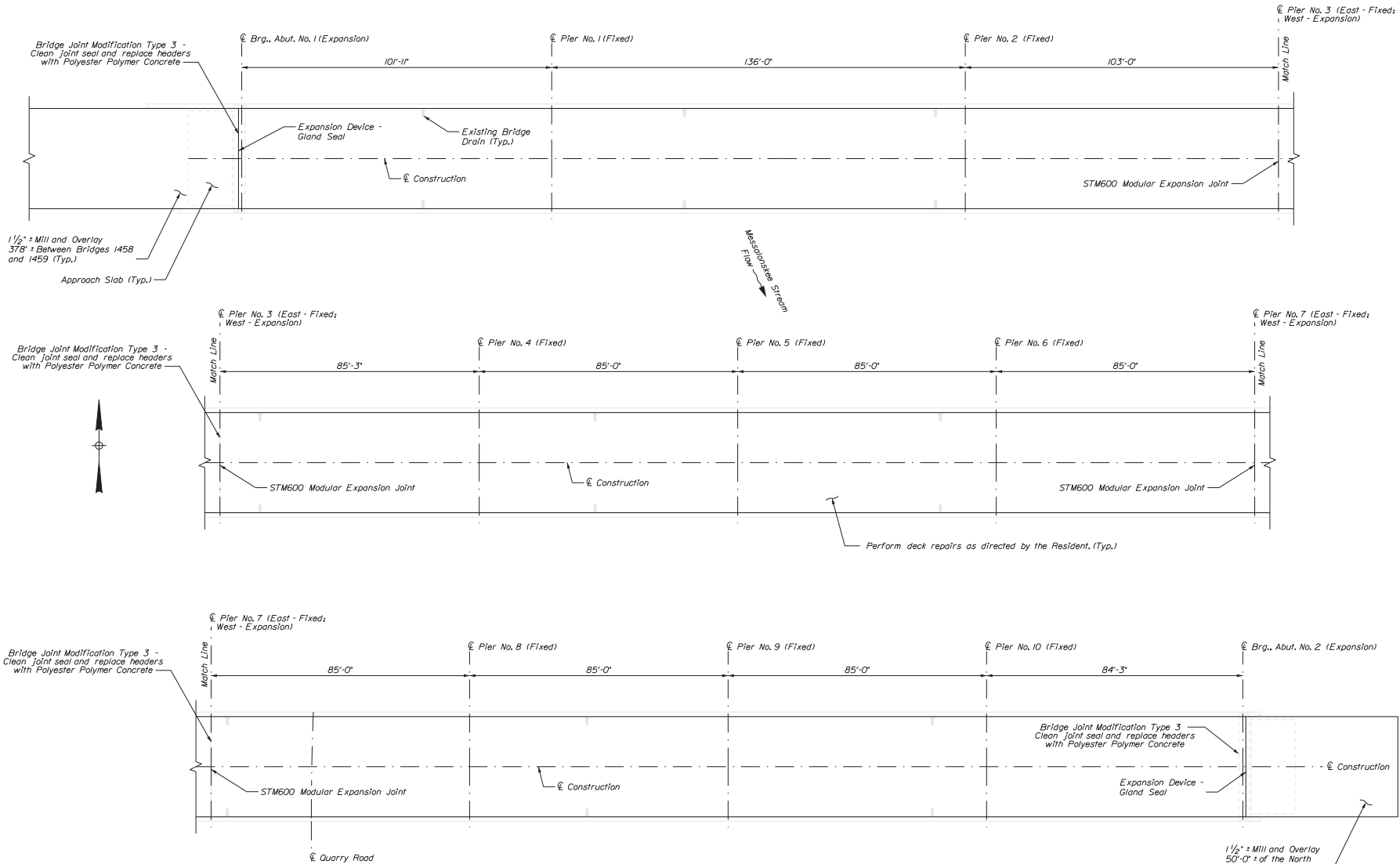


Date: 12/16/2024

Username: mchigman

Division: HIGHWAY

Filename: ...007_SB_Messalonskee_Stream.dgn



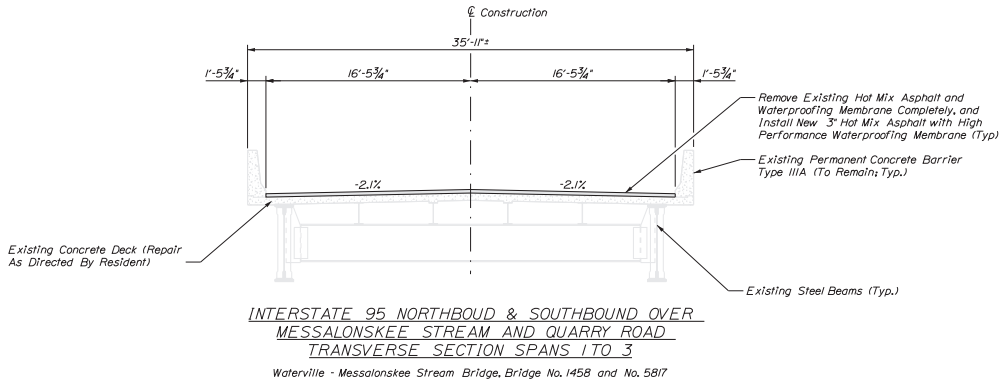
MOVEMENT RATING:

Movement Ratings are Rounded Up to the Nearest 1/8".
The Movement Rating at Abut. No. 1 is Approximately 2 1/4".
The Movement Rating at Pier 3 is Approximately 4 3/8".
The Movement Rating at Pier 7 is Approximately 4 1/4".
The Movement Rating at Abut. No. 2 is Approximately 2 1/8".

**I-95 SOUTHBOUND OVER MESSALONSKEE
STREAM AND QUARRY ROAD**
(Bridge No. 1458)

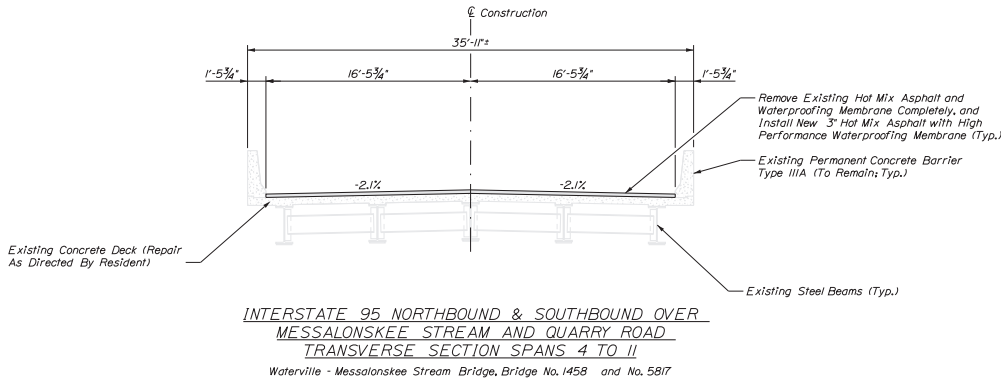


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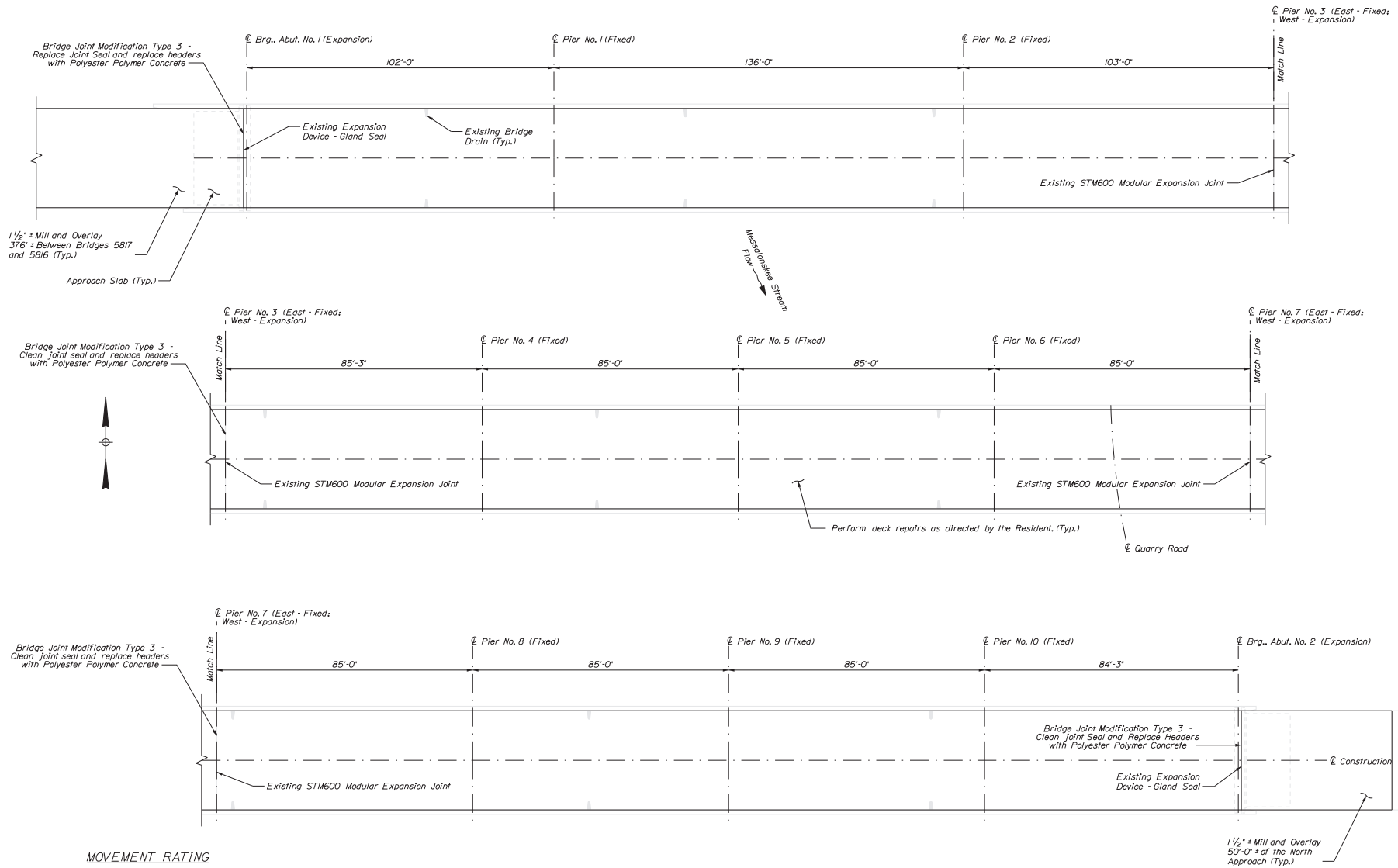
INTERSTATE 95 NORTHBOUND & SOUTHBOUND OVER
MESSALONSKEE STREAM AND QUARRY ROAD
TRANSVERSE SECTION SPANS 1 TO 3
Waterville - Messalonskee Stream Bridge, Bridge No. 1458 and No. 5817

TRANSVERSE SECTION



INTERSTATE 95 NORTHBOUND & SOUTHBOUND OVER
MESSALONSKEE STREAM AND QUARRY ROAD
TRANSVERSE SECTION SPANS 4 TO 11
Waterville - Messalonskee Stream Bridge, Bridge No. 1458 and No. 5817

TRANSVERSE SECTION



MOVEMENT RATING

Movement Ratings are Rounded Up to the Nearest $\frac{1}{8}$ ".
 The Movement Rating at Abut. No. 1 is Approximately $2 \frac{1}{4}$ ".
 The Movement Rating at Pier 3 is Approximately $4 \frac{3}{8}$ ".
 The Movement Rating at Pier 7 is Approximately $4 \frac{1}{4}$ ".
 The Movement Rating at Abut. No. 2 is Approximately $2 \frac{1}{8}$ ".

INTERSTATE 95 NORTHBOUND OVER MESSALONSKEE
STREAM AND QUARRY ROAD

Waterville - Messalonskee Stream Bridge, Bridge No. 5817

PLAN

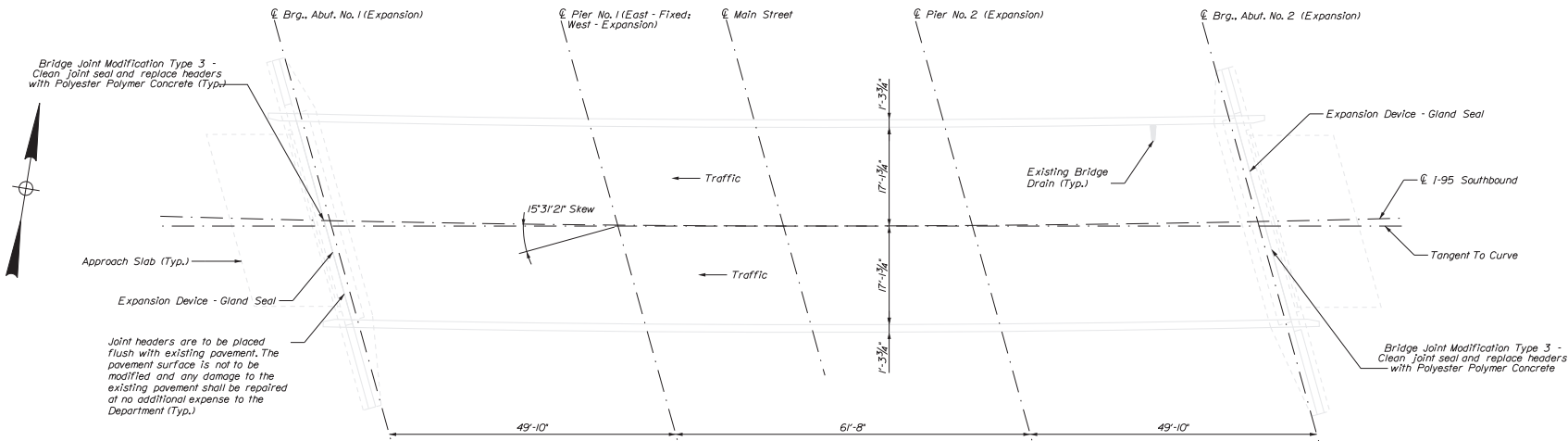
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CHECKED-REVISED	BJR	R.S. Bunt	07/6/2024
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

Date: 12/16/2024

Username: mchigman

Division: HIGHWAY

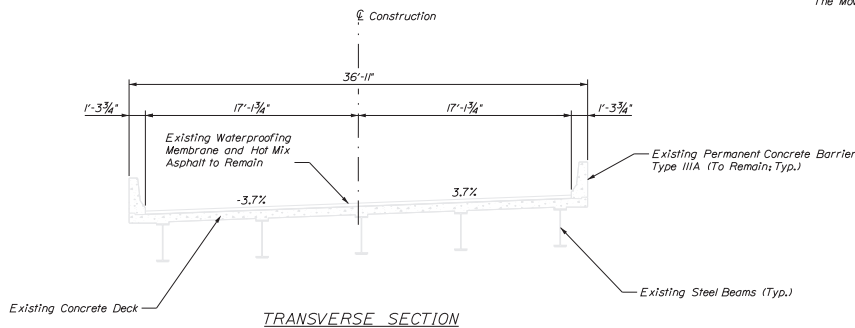
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I-95 SOUTHBOUND OVER MAIN STREET
(Bridge No. 1457)

MOVEMENT RATING:

Movement Ratings are Rounded Up to the Nearest 1/8".
The Movement Rating at Abut. No. 1 is Approximately 7/8".
The Movement Rating at Abut. No. 2 is Approximately 1 1/8".



TRANSVERSE SECTION



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PROJECT MAINTENANCE OF TRAFFIC CONTROL REQUIREMENTS

1. THE CONTRACTOR SHALL PREPARE AND SUBMIT A TRAFFIC CONTROL PLAN (TCP) IN ACCORDANCE WITH STANDARD SPECIFICATIONS SECTION 652 AND APPLICABLE SPECIAL PROVISIONS.
2. THE TRAFFIC CONTROL DETAILS THAT ARE PROVIDED ON THE FOLLOWING SHEETS ARE INTENDED FOR INFORMATIONAL PURPOSES TO GUIDE THE CONTRACTOR'S DEVELOPMENT OF THE PROJECT TCP. THE PROVIDED TRAFFIC CONTROL DETAILS ARE NOT A COMPLETE TCP. THE PROVIDED TRAFFIC CONTROL DETAILS SHOW THE LAYOUT FOR THE NORTHBOUND BRIDGES CLOSURE ONLY; THE CONTRACTOR SHALL PROVIDE A COMPLETE PROJECT TCP TO INCLUDE BOTH THE NORTHBOUND BRIDGES CLOSURE AND THE SOUTHBOUND BRIDGES CLOSURE.
3. THE CONTRACTOR'S TCP SHALL INCLUDE PORTABLE CHANGEABLE MESSAGE SIGNS FOR EACH DIRECTION OF TRAFFIC. PROPOSED MESSAGES SHALL BE PROVIDED BY THE CONTRACTOR AND APPROVED BY THE RESIDENT. THE PCMS SHALL BE INTEGRATED INTO THE SMART WORK ZONE SYSTEM.
4. THE TCP SHALL BE SIGNED AND STAMPED BY A PROFESSIONAL ENGINEER LICENSED BY THE STATE OF MAINE.
5. THE MAXIMUM SPACING FOR CHANNELIZING DEVICES SHALL BE 50 FEET ALONG A TAPER AND 100 FEET ALONG A TANGENT.
6. THE DESIGN SPEED FOR THE CROSS-OVERS SHALL BE A MINIMUM OF 55 MPH.
7. THE MINIMUM DESIGN SPEED FOR TRANSITION TAPERS SHALL BE 70 MPH PRIOR TO THE CROSS-OVERS AND 60 MPH FOLLOWING THE CROSS-OVERS.
8. A WORK ZONE SPEED LIMIT SHALL BE APPLIED ALONG THE CROSS-OVERS AND THEIR APPROACHES AT 55 MPH. THE WORK ZONE SPEED LIMIT SHALL BE SIGNED USING AUTOMATED TRAILER MOUNTED SPEED LIMIT SIGNS.
9. R2-12 'END WORK ZONE SPEED LIMIT' SIGNS SHALL BE INCLUDED ANYTIME THE WORK ZONE SPEED LIMIT IS APPLIED.
10. WHERE DRUMS ARE PLACED ALONG A SHOULDER OR LANE CLOSURE TANGENT, THE DRUMS SHOULD BE PLACED TWO FEET FROM THE TRAVELED WAY.
11. WHERE TRAFFIC IS ADJACENT TO TEMPORARY OR PERMANENT BARRIER AND/OR GUARDRAIL FOR MORE THAN THREE CONSECUTIVE CALENDAR DAYS, A MINIMUM OF ONE FOOT OF SHOULDER ON EACH SIDE OF THE TRAVELED WAY SHALL BE PROVIDED.
12. WHERE LANE CLOSURES AND/OR LANE SHIFTS ARE REQUIRED FOR MORE THAN SEVEN CONSECUTIVE CALENDAR DAYS, TEMPORARY PAVEMENT MARKINGS SHALL BE APPLIED.
13. THE CONTRACTOR SHALL IDENTIFY, RECORD, AND SUBMIT TO THE RESIDENT THE LOCATIONS OF ALL EXISTING PAVEMENT MARKINGS AND RUMBLE STRIPS WITHIN THE PROJECT AREA. THIS WORK SHALL BE INCIDENTAL TO ITEM 510.301 EXPRESSWAY MEDIAN CROSSOVER.
14. WHERE TEMPORARY RUMBLE STRIPS ARE REQUIRED, W8-1 'BUMP' SIGNS SHALL BE POSTED AT THE RUMBLE STRIPS AND W24-1A 'RUMBLE STRIPS AHEAD' SIGNS SHALL BE POSTED IN ADVANCE OF THE FIRST SET OF TEMPORARY RUMBLE STRIPS.
15. WHERE TEMPORARY RUMBLE STRIPS ARE INSTALLED, THEY SHALL BE INSTALLED IN A SERIES OF AT LEAST TWO SETS, SEPARATED BY AT LEAST 800 FEET. NO RUMBLE STRIPS SHALL BE INSTALLED WITHIN THE TWO-WAY CROSS-OVER TRAFFIC AREA.
16. THE CONTRACTOR SHALL USE STATE TROOPERS IN A ROLLING ROADBLOCK TO TRANSITION TRAFFIC TO THE CROSS-OVER AND TO TRANSITION TRAFFIC WHEN CLOSING THE CROSS-OVER.
17. THE CONTRACTOR SHALL CLOSE THE I-95 EXIT 130 SOUTHBOUND ON RAMP ANYTIME THERE IS A DAYTIME LANE CLOSURE ALONG I-95 SOUTHBOUND. THE CONTRACTOR SHALL DETOUR TRAFFIC USING THE EXIT 130 DETOUR PLAN.

SUGGESTED TEMPORARY TRAFFIC CONTROL SEQUENCE - NORTHBOUND BRIDGES CLOSURE

PREVIOUS WORK HAS UNCOVERED THE PRE - EXISTING NORTHBOUND CROSSOVERS. THE CONTRACTOR SHALL COMPLETE THE NORTHBOUND CROSSOVERS TO CLOSE THE I-95 NORTHBOUND BRIDGES.

PHASE 1: CONSTRUCT CROSS-OVERS

1. INSTALL W20-11A 'ROAD WORK AHEAD' AND G20-2 'END ROAD WORK' SIGNS AT THE LIMITS OF THE PROJECT FOR I-95 NORTHBOUND AND I-95 SOUTHBOUND. THESE SIGNS MAY REMAIN THROUGHOUT ALL CONSTRUCTION PHASES.
2. ESTABLISH NIGHTTIME LEFT LANE CLOSURES ALONG I-95 NORTHBOUND AND I-95 SOUTHBOUND TO COMPLETE REMAINING EXCAVATION OF EXISTING OVERBURDEN AND STORE ON SITE. PROVIDE A MINIMUM 500-FOOT BUFFER ZONE FROM THE END OF THE LANE CLOSURE TO THE BEGINNING OF OVERBURDEN STORAGE AREA WITHIN 30 FEET OF THE EDGE OF PAVEMENT. PROVIDE A MINIMUM 200-FOOT BUFFER ZONE BEYOND THE END OF THE OVERBURDEN STORAGE AREA.
3. CONSTRUCT TEMPORARY BEST MANAGEMENT PRACTICE (BMP) FOR COLLECTION AND TREATMENT OF CONSTRUCTION STORMWATER, MEDIAN DRAINAGE AND STORMWATER BMP(S) SHALL BE MAINTAINED FOR THE DURATION OF THE PROJECT.
4. FOLLOWING OVERBURDEN EXCAVATION, THE CONTRACTOR SHALL REQUEST THE RESIDENT AND ENGINEER OF RECORD TO INSPECT THE CONDITION OF THE RAMP A AND RAMP D PAVEMENT.
5. CONTRACTOR SHALL SURVEY THE MEDIAN AT THE SOUTHERN AND NORTHERN CROSS-OVER AREAS. PREPARE AND SUBMIT THE PROPOSED CROSS-OVER DESIGNS.
6. REMOVE AND FILL THE EXISTING RUMBLE STRIPS ALONG THE I-95 SOUTHBOUND ROADWAY (LEFT AND RIGHT SIDES) THROUGHOUT THE WORK ZONE AND WITHIN 25 FEET OF THE CROSS-OVER PAVEMENT TIE-INS ON THE LEFT SIDE OF THE I-95 NORTHBOUND ROADWAY.
7. FOLLOWING MAINE DOT APPROVAL OF THE CROSS-OVER DESIGN, CONSTRUCT THE RAMP A AND RAMP D CROSS-OVERS IN THE MEDIAN BETWEEN THE I-95 NORTHBOUND EDGE OF PAVEMENT AND THE I-95 SOUTHBOUND EDGE OF PAVEMENT.
8. ESTABLISH SIDE SLOPES TO MAINTAIN EXISTING DRAINAGE. SIDE SLOPES SHALL BE GRADED AT A MAXIMUM OF 1.5%.
9. WHEN WORKERS ARE NOT PRESENT, INSTALL DRUMS AT THE EDGE OF MAINLINE PAVEMENT AT THE CROSS-OVERS, SPACED AT NOT MORE THAN 20-FOOT ON CENTER. INCLUDE THREE TYPE III BARRICADES WITH ONE R11-2 'ROAD CLOSED' SIGN MOUNTED TO ONE OF THE BARRICADES.

PHASE 2A: RIGHT LANE CLOSURE TO PREPARE RIGHT LANE FOR TRAFFIC SHIFT

1. INSTALL A RIGHT LANE CLOSURE ALONG I-95 SOUTHBOUND. THE END OF THE LANE CLOSURE TAPER SHALL BE AT LEAST 1,000 FEET NORTH OF THE THEORETICAL GORE FOR THE EXIT 130 SOUTHBOUND OFF-RAMP. THE CONTRACTOR SHALL CLOSE THE EXIT 130 SOUTHBOUND ON RAMP DURING LANE CLOSURES. THE CONTRACTOR SHALL DETOUR TRAFFIC ACCORDING TO THE DETOUR PLAN.
2. THERE SHALL BE A MINIMUM OF 3 SETS OF TEMPORARY RUMBLE STRIPS INCLUDING ONE AT LEAST 250 FEET PRIOR TO THE LANE REDUCTION TAPER, ONE AT THE END OF THE RIGHT LANE CLOSURE TAPER AND ONE PRIOR TO THE EXIT 130 ON-RAMP ENTRANCE.
3. REMOVE THE EXISTING RIGHT (WHITE) EDGE LINE FROM APPROXIMATELY 400 FEET NORTH OF THE NORTHERN LIMIT OF THE PHASE 4 CENTERLINE TEMPORARY BARRIER TO APPROXIMATELY 300 FEET SOUTH OF THE SOUTHERN LIMIT OF THE PHASE 4 CENTERLINE TEMPORARY BARRIER.
4. PLACE A TEMPORARY WHITE EDGE LINE THREE FEET OFFSET RIGHT FROM THE EXISTING EDGE LINE. TAPER THE NORTHERN END AND SOUTHERN END AT 60:1 TO MATCH INTO THE EXISTING EDGE LINE.
5. PLACE A TEMPORARY YELLOW EDGE LINE THREE FEET OFFSET RIGHT FROM THE EXISTING I-95 SOUTHBOUND LANE LINE BEGINNING APPROXIMATELY 200 FEET NORTH OF THE NORTHERN LIMIT OF THE PHASE 4 CENTERLINE TEMPORARY BARRIER TO APPROXIMATELY THE EXISTING MEDIAN EMERGENCY CROSS-OVER.
6. TAPER THE NORTHERN END OF THE TEMPORARY YELLOW EDGE LINE AT 60:1 TO MATCH INTO THE EXISTING LANE LINE.

PHASE 2B: LEFT LANE CLOSURE TO PREPARE LEFT LANE FOR TRAFFIC SHIFT

1. INSTALL A LEFT LANE CLOSURE ALONG I-95 SOUTHBOUND. THE END OF THE LANE CLOSURE TAPER SHALL BE AT LEAST 1,000 FEET NORTH OF THE THEORETICAL GORE FOR THE EXIT 130 SOUTHBOUND OFF-RAMP. THE CONTRACTOR SHALL CLOSE THE EXIT 130 SOUTHBOUND ON RAMP DURING LANE CLOSURES. THE CONTRACTOR SHALL DETOUR TRAFFIC ACCORDING TO THE DETOUR PLAN.
2. REMOVE THE EXISTING LANE LINE (WHITE) FROM 80 FEET NORTH OF THE BEGINNING OF THE LEFT LANE CLOSURE TAPER TO THE BEGINNING OF THE RIGHT LANE SHIFT (AT THE NORTHERN LIMIT OF THE YELLOW EDGE LINE INSTALLED IN PHASE 3A). PLACE A TEMPORARY YELLOW EDGE LINE ALONG THE TAPER AND TANGENT PORTION OF THE LANE CLOSURE WHERE THE LANE LINE HAS BEEN REMOVED.
3. THERE SHALL BE A MINIMUM OF 3 SETS OF TEMPORARY RUMBLE STRIPS INCLUDING ONE AT LEAST 250 FEET PRIOR TO THE LANE REDUCTION TAPER, ONE AT THE END OF THE RIGHT LANE CLOSURE TAPER AND ONE PRIOR TO THE EXIT 130 ON-RAMP ENTRANCE.
4. REMOVE THE EXISTING LEFT (YELLOW) EDGE LINE FROM 100 FEET NORTH OF THE NORTHERN LIMIT OF THE CROSS-OVER TO 100 FEET SOUTH OF THE SOUTHERN LIMIT OF THE CROSS-OVER. PLACE A TEMPORARY WHITE EDGE LINE THREE FEET OFFSET LEFT FROM THE EXISTING EDGE LINE. CONNECT THE TEMPORARY WHITE EDGE LINE TO THE EXISTING WHITE EDGE LINES ON THE CROSS-OVERS.
5. EXTEND THE TEMPORARY BARRIER FROM THE LEFT SIDE OF THE NORTHERN CROSS-OVER TO THE I-95 SOUTHBOUND CENTERLINE, CONTINUING THE TEMPORARY BARRIER SOUTH TO THE LEFT SIDE OF THE SOUTHERN CROSS-OVER.
6. PLACE A TEMPORARY YELLOW EDGE LINE AT TWO FEET LEFT OF THE TEMPORARY BARRIER, CONNECTING THE TWO ENDS TO THE EXISTING YELLOW EDGE LINES ON THE CROSS-OVERS. TAPER THE RIGHT LANE YELLOW EDGE LINE AT THE SOUTHERN END OF THE TEMPORARY BARRIER 100' TO MATCH INTO THE EXISTING EDGE LINE.
7. STAGE AND INSTALL PHASE 3 CONSTRUCTION SIGNS AND WARNING DEVICES ALONG I-95 NORTHBOUND FOR THE CROSS - OVER OPERATION.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2718420

BRIDGE PLANS

WIN
27184.20



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REVISIONS 2		REVISIONS 2	
REVISIONS 3		REVISIONS 3	
REVISIONS 4		REVISIONS 4	
FIELD CHANGES		FIELD CHANGES	

INTERSTATE 95
BRIDGE JOINT REHABILITATIONS
WATERVILLE, KENNEBEC COUNTY

TCP NOTES
(1 OF 3)

SHEET NUMBER

11

OF 34

SUGGESTED TEMPORARY TRAFFIC CONTROL SEQUENCE (CONTINUED)

PHASE 3: ACTIVATE MEDIAN CROSS-OVERS; RAMP A AND RAMP D (CLOSE BRIDGES 5816 AND 5817)

1. MAINTAIN I-95 SOUTHBOUND LEFT LANE CLOSURE FROM PHASE 2B THROUGHOUT CROSS-OVER OPERATION. THE CONTRACTOR SHALL MAINTAIN THE CLOSURE OF THE EXIT 130 SOUTHBOUND ON RAMP DURING THE I-95 SOUTHBOUND LANE CLOSURE. THE CONTRACTOR SHALL MAINTAIN THE DETOUR ACCORDING TO THE DETOUR PLAN.
2. ESTABLISH RIGHT LANE CLOSURE ALONG I-95 NORTHBOUND.
3. PLACE CHANNELIZING DEVICES ACROSS THE EXISTING MEDIAN EMERGENCY CROSS-OVER TO PROHIBIT ACCESS DURING CROSS-OVER OPERATIONS.
4. UNCOVER PHASE 3 CONSTRUCTION SIGNS. USE A STATE TROOPER IN A ROLLING ROADBLOCK TO PILOT I-95 NORTHBOUND TRAFFIC TO THE CROSS - OVER. PLACE CONSTRUCTION SIGNS AND WARNING DEVICES NORTH OF THE SOUTHERN CROSS - OVER UNTIL BRIDGE WORK IS COMPLETED.
5. MAINTAIN I-95 NORTHBOUND CLOSURE AT THE SOUTHERN CROSS-OVER UNTIL BRIDGE WORK IS COMPLETED.
6. COMPLETE BRIDGE JOINT REPAIRS TO BRIDGES 5816 AND 5817 WHILE I-95 NORTHBOUND IS DIVERTED.

PHASE 4A: RE-OPEN I-95 NORTHBOUND

1. SWEEP AND CLEAR ALL CONSTRUCTION DEBRIS FROM THE I-95 NORTHBOUND CONSTRUCTION ZONES.
2. REMOVE TEMPORARY STRIPING AND DRUMS FROM THE NORTHBOUND ROADWAY AT THE NORTHERN CROSS-OVER TIE-IN.
3. TRANSITION I-95 NORTHBOUND FROM RIGHT LANE CLOSURE TO LEFT LANE CLOSURE AT THE SOUTHERN AND NORTHERN CROSS-OVER TIE-IN. REMOVE TEMPORARY STRIPING FROM THE NORTHBOUND ROADWAY AT THE SOUTHERN CROSS-OVER TIE-IN.
4. REMOVE TEMPORARY BARRIER ALONG THE CROSS-OVERS WITHIN 36 FEET OF THE I-95 NORTHBOUND AND I-95 SOUTHBOUND TRAVELED WAY.
5. REMOVE THE I-95 NORTHBOUND LEFT LANE CLOSURE AND RETURN I-95 NORTHBOUND TO TWO TRAVEL LANES.

PHASE 4B: REMOVE I-95 SOUTHBOUND TEMPORARY BARRIER

1. MAINTAIN I-95 SOUTHBOUND LEFT LANE CLOSURE. REMOVE TEMPORARY BARRIER ALONG THE I-95 SOUTHBOUND CENTERLINE. BEGINNING FROM THE SOUTHERN END AND WORKING NORTH. REPLACE TEMPORARY BARRIER WITH DRUMS DURING REMOVAL. THE CONTRACTOR SHALL MAINTAIN THE CLOSURE OF THE EXIT 130 SOUTHBOUND ON RAMP DURING THE I-95 SOUTHBOUND LANE CLOSURE. THE CONTRACTOR SHALL MAINTAIN THE DETOUR ACCORDING TO THE DETOUR PLAN.
2. REMOVE THE TEMPORARY YELLOW AND WHITE EDGE LINES FROM THE I-95 SOUTHBOUND LEFT LANE. RE-INSTALL ORIGINAL LEFT LANE YELLOW EDGE LINE.
3. REMOVE THE TEMPORARY YELLOW AND WHITE EDGE LINES FROM I-95 SOUTHBOUND. INSTALL NEW TEMPORARY YELLOW EDGE LINE, WHITE LANE LINE AND WHITE EDGE LINE AT ORIGINAL LOCATIONS.
4. RE - ESTABLISH PHASE 1 TRAFFIC CONTROL ALONG I-95 SOUTHBOUND AND I-95 NORTHBOUND. REOPEN THE EXIT 130 SOUTHBOUND ON RAMP WHEN I-93 SOUTHBOUND IS RETURNED TO TWO THROUGH LANES.

SUGGESTED TEMPORARY TRAFFIC CONTROL SEQUENCE - SOUTHBOUND BRIDGES CLOSURE

WHEN THE I-95 NORTHBOUND CROSS - OVERS ARE NO LONGER NEEDED, TRANSITION THE WORK ZONE TO CLOSE THE I-95 SOUTHBOUND BRIDGES.

PHASE 5: REMOVE I-95 NORTHBOUND CROSS - OVERS; CONSTRUCT I-95 SOUTHBOUND CROSS - OVERS

1. ESTABLISH NIGHTTIME LEFT LANE CLOSURES ALONG I-95 NORTHBOUND AND I-95 SOUTHBOUND FOR OVERBURDEN EXCAVATION. PROVIDE A MINIMUM 500-FOOT BUFFER ZONE FROM THE END OF THE LANE CLOSURE TO THE BEGINNING OF THE EXCAVATION IMPACT AREA WITHIN 30 FEET OF THE EDGE OF PAVEMENT. PROVIDE A MINIMUM 200-FOOT BUFFER ZONE BEYOND THE END OF THE EXCAVATION IMPACT AREA.
2. MAINTAIN TEMPORARY BMP FOR COLLECTION AND TREATMENT OF CONSTRUCTION STORMWATER.
3. EXCAVATE OVERBURDEN FROM THE SOUTHBOUND CROSS-OVERS (RAMPS B AND C). PLACE EXCAVATED MATERIAL ON NORTHBOUND CROSS-OVERS WITH SEED AND MULCH TO RETURN THE NORTHBOUND CROSS-OVERS (RAMPS A AND D) TO PRE-EXISTING CONDITIONS. CONSTRUCT/MODIFY MEDIAN DRAINAGE TO CONTROL STORMWATER.
4. FOLLOWING OVERBURDEN EXCAVATION, THE CONTRACTOR SHALL REQUEST THE RESIDENT AND ENGINEER OF RECORD TO INSPECT THE CONDITION OF THE RAMP B AND RAMP C PAVEMENT.
5. REMOVE AND FILL THE EXISTING REMAINING RUMBLE STRIPS ALONG THE I-95 NORTHBOUND ROADWAY (LEFT AND RIGHT SIDES) THROUGHOUT THE WORK ZONE.
6. CONSTRUCT THE RAMP B AND RAMP C CROSS-OVERS IN THE MEDIAN BETWEEN THE I-95 SOUTHBOUND EDGE OF PAVEMENT AND THE I-95 NORTHBOUND EDGE OF PAVEMENT.
7. R2-12 "END WORK ZONE SPEED LIMIT" SIGNS SHALL BE INCLUDED ANYTIME THE WORK ZONE SPEED LIMIT IS APPLIED.
8. THE CONTRACTOR'S TCP SHALL INCLUDE PORTABLE CHANGEABLE MESSAGE SIGNS FOR EACH DIRECTION OF TRAFFIC. PROPOSED MESSAGES SHALL BE PROVIDED BY THE CONTRACTOR AND APPROVED BY THE RESIDENT.

PHASE 6A: RIGHT LANE CLOSURE TO PREPARE RIGHT LANE FOR TRAFFIC SHIFT

1. INSTALL A RIGHT LANE CLOSURE ALONG I-95 NORTHBOUND. REMOVE THE EXISTING RIGHT (WHITE) EDGE LINE TO 380 FEET SOUTH OF THE SOUTH END OF THE PHASE 8 CENTERLINE TEMPORARY BARRIER. REMOVE THE EXISTING RIGHT EDGE LINE TO 230 FEET NORTH OF THE NORTH END OF THE PHASE 8 CENTERLINE TEMPORARY BARRIER.
2. PLACE A TEMPORARY WHITE EDGE LINE THREE FEET OFFSET RIGHT FROM THE EXISTING EDGE LINE. TAPER THE SOUTHERN END AND NORTHERN END AT 60:1 TO MATCH INTO THE REMAINING EDGE LINE.
3. PLACE A TEMPORARY YELLOW EDGE LINE THREE FEET OFFSET RIGHT FROM THE EXISTING I-95 NORTHBOUND LANE LINE. BEGINNING APPROXIMATELY 200 FEET SOUTH OF THE SOUTHERN LIMIT OF THE PHASE 8 CENTERLINE TEMPORARY BARRIER TO APPROXIMATELY 50 FEET NORTH OF THE NORTHERN LIMIT OF THE PHASE 8 CENTERLINE TEMPORARY BARRIER.
4. TAPER THE SOUTHERN END OF THE TEMPORARY YELLOW EDGE LINE AT 60:1 TO MATCH INTO THE EXISTING LANE LINE.

PHASE 6B: LEFT LANE CLOSURE TO PREPARE LEFT LANE FOR TRAFFIC SHIFT

1. INSTALL A LEFT LANE CLOSURE ALONG I-95 NORTHBOUND. REMOVE THE EXISTING LANE LINE (WHITE) FROM 80 FEET SOUTH OF THE END OF THE LANE CLOSURE TAPER TO THE BEGINNING OF THE RIGHT LANE SHIFT (AT THE SOUTHERN LIMIT OF THE YELLOW EDGE LINE. INSTALLED IN PHASE 6A). PLACE A TEMPORARY YELLOW EDGE LINE ALONG THE TAPER AND TANGENT PORTION OF THE LANE CLOSURE WHERE THE LANE LINE HAS BEEN REMOVED.
2. REMOVE THE EXISTING LEFT (YELLOW) EDGE LINE FROM 100 FEET SOUTH OF THE SOUTHERN LIMIT OF THE CROSS-OVER TO 100 FEET NORTH OF THE NORTHERN LIMIT OF THE CROSS-OVER. PLACE A TEMPORARY WHITE EDGE LINE THREE FEET OFFSET LEFT FROM THE EXISTING EDGE LINE. CONNECT THE TEMPORARY WHITE EDGE LINE TO THE EXISTING WHITE EDGE LINES ALONG THE CROSS-OVERS.
3. EXTEND THE TEMPORARY BARRIER FROM THE LEFT SIDE OF THE SOUTHERN CROSS-OVER TO THE I-95 NORTHBOUND CENTERLINE. CONTINUING THE TEMPORARY BARRIER NORTH TO THE LEFT SIDE OF THE NORTHERN CROSS-OVER.
4. PLACE A TEMPORARY YELLOW EDGE LINE AT TWO FEET LEFT OF THE TEMPORARY BARRIER, CONNECTING THE TWO ENDS TO THE EXISTING YELLOW EDGE LINES ON THE CROSS-OVERS. TAPER THE RIGHT LANE YELLOW EDGE LINE AT THE NORTHERN END OF THE TEMPORARY BARRIER 100' TO MATCH INTO THE EXISTING EDGE LINE.
5. STAGE AND INSTALL PHASE 7 CONSTRUCTION SIGNS AND WARNING DEVICES ALONG I-95 SOUTHBOUND FOR THE CROSS-OVER OPERATION.

PHASE 7: ACTIVATE MEDIAN CROSS-OVERS; RAMP B AND RAMP C (CLOSE BRIDGES 1457 AND 1458)


1. MAINTAIN THE I-95 NORTHBOUND LEFT LANE CLOSURE FROM PHASE 6B THROUGHOUT CROSS-OVER OPERATION.
2. ESTABLISH RIGHT LANE CLOSURE ALONG I-95 SOUTHBOUND SO THAT I-95 SOUTHBOUND IS IN A SINGLE LANE AT LEAST 1000 FEET NORTH OF THE EXIT 130 SOUTHBOUND ON-RAMP GORE. THE CONTRACTOR SHALL CLOSE THE EXIT 130 SOUTHBOUND ON RAMP DURING LANE CLOSURES. THE CONTRACTOR SHALL DETOUR TRAFFIC ACCORDING TO THE DETOUR PLAN.
3. THERE SHALL BE A MINIMUM OF 2 SETS OF TEMPORARY RUMBLE STRIPS ALONG THE SOUTHBOUND APPROACH INCLUDING ONE AT LEAST 250 FEET PRIOR TO THE SOUTHBOUND LANE REDUCTION TAPER AND ONE AT THE END OF THE RIGHT LANE CLOSURE TAPER.
4. PLACE CHANNELIZING DEVICES ACROSS THE EXISTING MEDIAN EMERGENCY CROSS-OVER TO PROHIBIT ACCESS DURING THE CROSS-OVER OPERATIONS.
5. UNCOVER PHASE 7 CONSTRUCTION SIGNS. USE A STATE TROOPER IN A ROLLING ROADBLOCK TO PILOT THE I-95 SOUTHBOUND TRAFFIC TO THE CROSS-OVER. PLACE CONSTRUCTION SIGNS AND WARNING DEVICES SOUTH OF THE NORTHERN CROSS-OVER UNTIL BRIDGE WORK IS COMPLETED.
6. COMPLETE BRIDGE JOINT REPAIRS TO BRIDGES 1458 AND 1457 WHILE I-95 SOUTHBOUND IS DIVERTED.

PHASE 8A: RE - OPEN I-95 SOUTHBOUND

1. SWEEP AND CLEAR ALL CONSTRUCTION DEBRIS FROM THE I-95 SOUTHBOUND CONSTRUCTION ZONES.
2. REMOVE TEMPORARY STRIPING AND DRUMS FROM THE SOUTHBOUND ROADWAY AT THE SOUTHERN CROSS-OVER TIE-IN.
3. TRANSITION I-95 SOUTHBOUND FROM A RIGHT LANE CLOSURE TO A LEFT LANE CLOSURE AT THE NORTHERN AND SOUTHERN CROSS-OVER TIE-IN. REMOVE ALL TEMPORARY STRIPING FROM THE SOUTHBOUND ROADWAY. THE CONTRACTOR SHALL MAINTAIN THE CLOSURE OF THE EXIT 130 SOUTHBOUND ON RAMP DURING THE I-95 SOUTHBOUND LANE CLOSURE. THE CONTRACTOR SHALL MAINTAIN THE DETOUR ACCORDING TO THE DETOUR PLAN.
4. REMOVE TEMPORARY BARRIER ALONG THE CROSS-OVERS WITHIN 36 FEET OF THE I-95 SOUTHBOUND AND I-95 NORTHBOUND TRAVELED WAY.
5. RESTRIPE I-95 SOUTHBOUND TO PRE-EXISTING CONDITIONS.
6. REMOVE THE I-95 SOUTHBOUND LANE CLOSURE AND RETURN I-95 SOUTHBOUND TO TWO TRAVEL LANES. REOPEN THE EXIT 130 SOUTHBOUND ON RAMP.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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BRIDGE PLANS

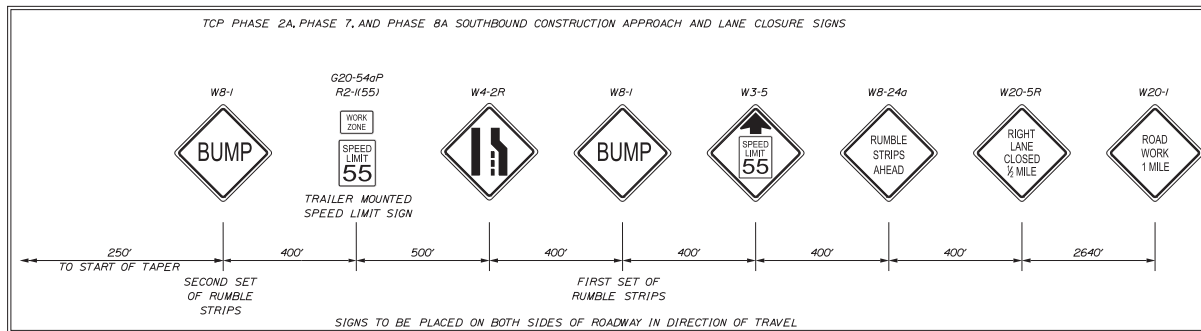


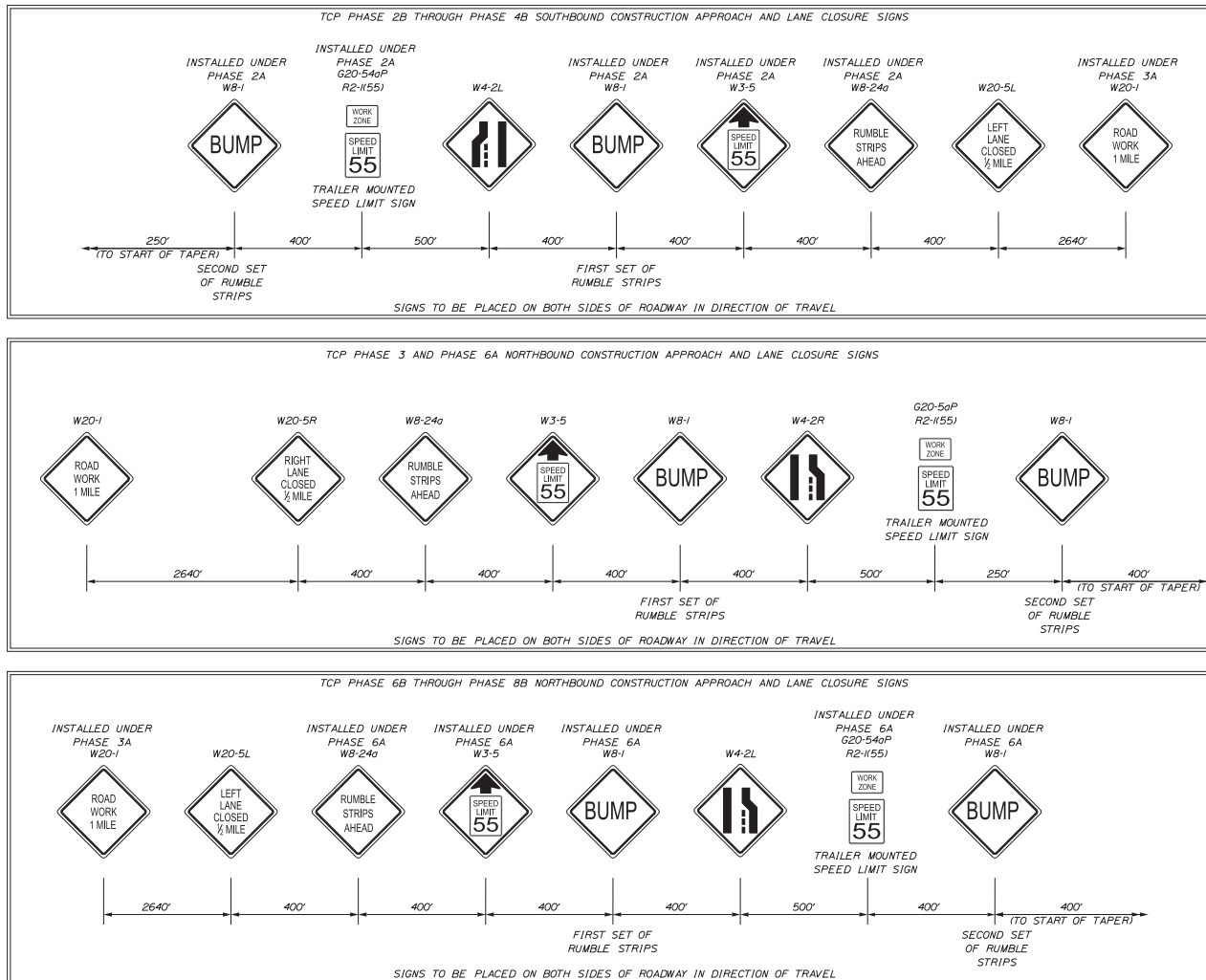
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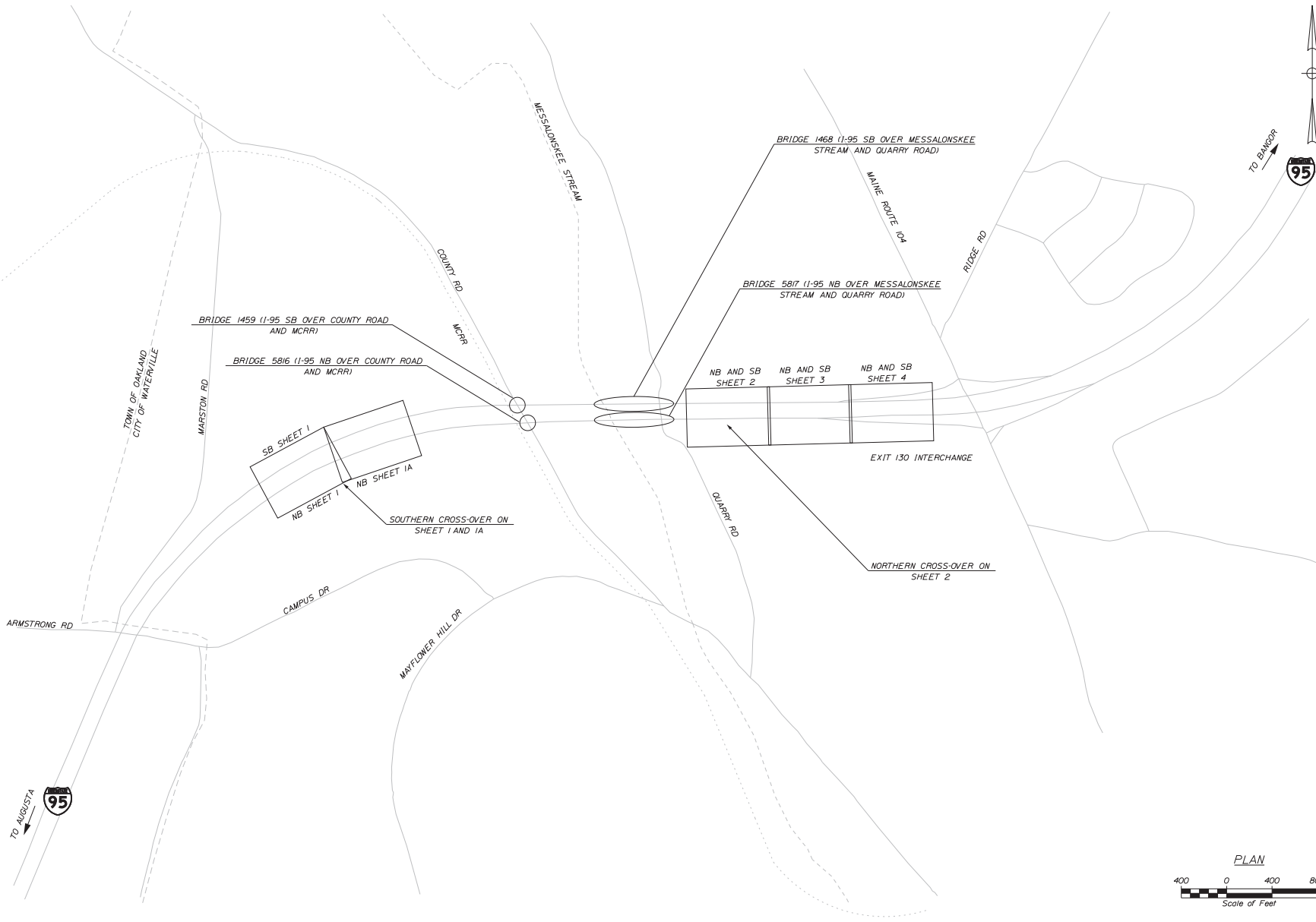
INTERSTATE 95
BRIDGE JOINT REHABILITATIONS
WATERVILLE, KENNEBEC COUNTY

TCP NOTES
(2 OF 3)

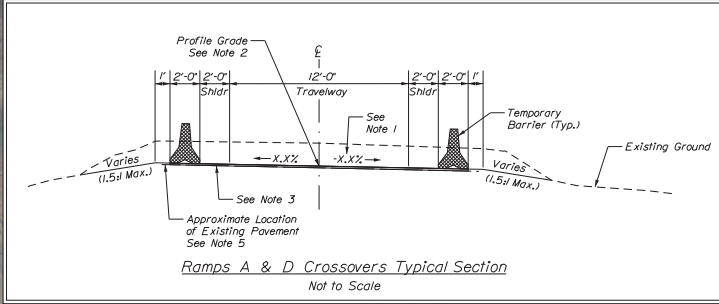
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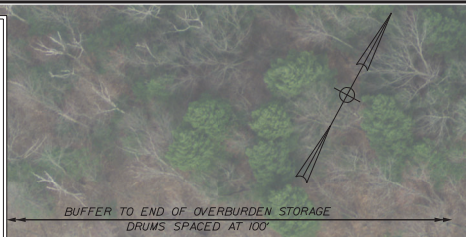
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INTERSTATE 95 BRIDGE JOINT REHABILITATIONS WATERVILLE, KENNEBEC COUNTY		TCP KEY PLAN		SHEET NUMBER 16		OF 34	
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- Notes:**
1. Contractor shall determine cross-slopes and submit as part of the Traffic Control Plan for approval.
 2. Contractor shall determine proposed profiles and submit as part of the Traffic Control Plan for approval. Existing plans, which show the previous time these crossovers were constructed, are available online.
 3. In the crossovers, after removal of 12-18" of soil, clean and perform a 3/4" overlay on existing pavement. 3" of new HMA shall be placed in areas where no existing pavement is present. Pavement shall be paid for by the Ton as Item #61.31 - Temporary Pavement. Based on site conditions, the Contractor may propose or amend their Traffic Control Plan with an alternative pavement structure for approval.
 4. Side slopes shall be graded so as to allow existing drainage to be maintained. If temporary drainage structures are required, they shall be incidental to Item 510.301 - Expressway Median Crossover.
 5. Location and width of existing pavement shown in approximate. Depth from existing ground varies.



CROSSOVER A PLAN



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2718420	WIN	27184.20	BRIDGE PLANS	
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INTERSTATE 95 BRIDGE JOINT REHABILITATIONS WATERVILLE, KENNEBEC COUNTY TCP PHASE 1 (SHEET 1 OF 2)					
SHEET NUMBER		17			
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Date: 12/16/2024

Username: mchipman

Division: HIGHWAY

Filename: ...MSTA018_TCP_Phase1_02.dgn

NOTE 1
1. UPON REMOVAL OF GUARDRAIL, INSTALL TEMPORARY END TERMINAL ON BLUNT END. PROTECT END TERMINAL WITH TEMPORARY BARRIER (MINIMUM 25-FOOT OVERLAP) SUCH THAT THE NORTH END OF THE TEMPORARY BARRIER TAPERS AWAY FROM THE SOUTHBOUND TRAVEL WAY TO A MINIMUM DISTANCE OF 36 FEET.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
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BRIDGE PLANS



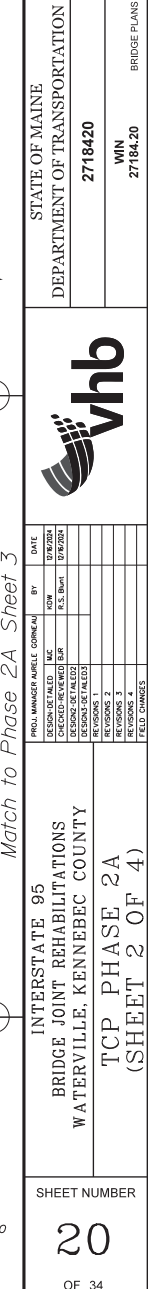
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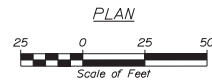
INTERSTATE 95
BRIDGE JOINT REHABILITATIONS
WATERVILLE, KENNEBEC COUNTY
TCP PHASE 1
(SHEET 2 OF 2)

SHEET NUMBER
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OF 34



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TCP PHASE 2A (SHEET 1 OF 4)										BRIDGE PLANS									
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Match to Phase 2A Sheet 2

Match to Phase 2A Sheet 4

INTERSTATE 95
BRIDGE JOINT REHABILITATIONS
WATERVILLE, KENNEBEC COUNTY

TCP PHASE 2A
(SHEET 3 OF 4)

SHEET NUMBER

21

OF 34

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

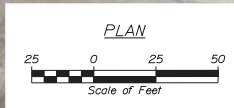
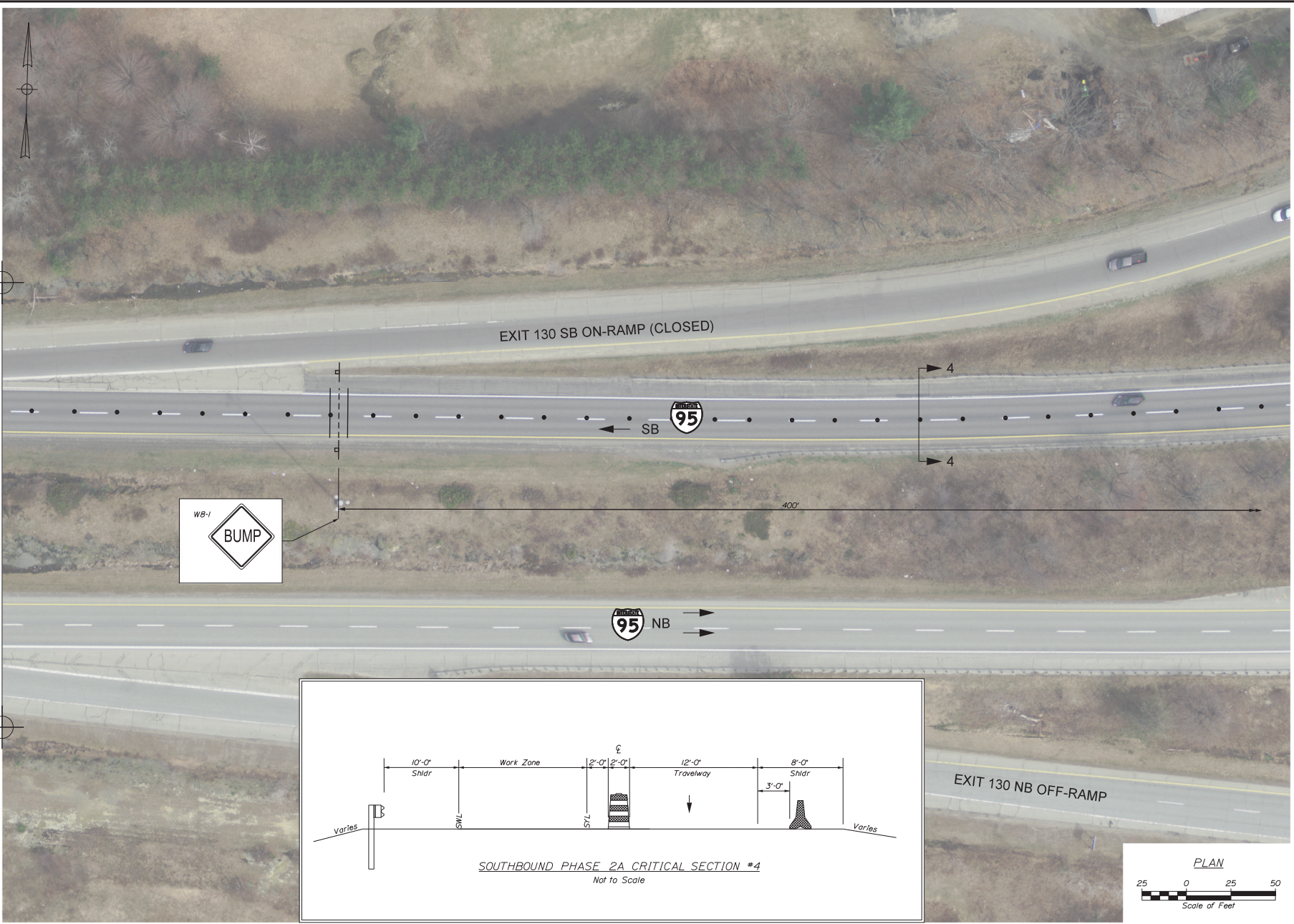
2718420


WIN
27184.20

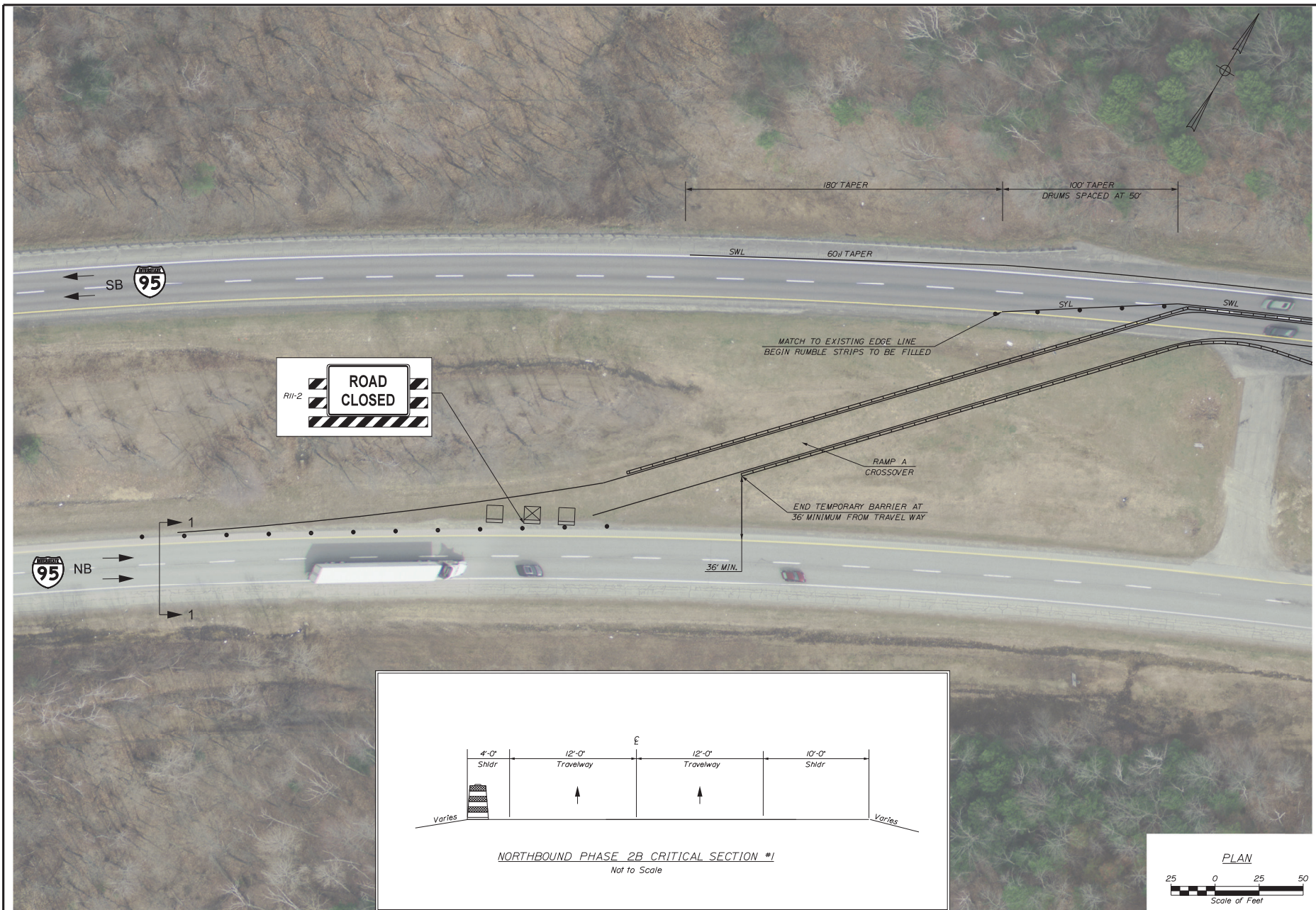
BRIDGE PLANS

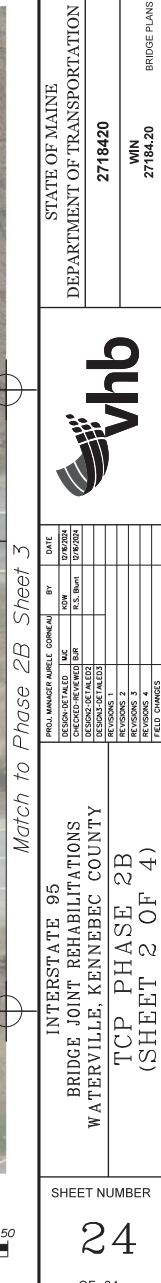


Match to Phase 2A Sheet 3



	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	DATE	BY
	2718420	2/1/2024	MC
	WIN	27184.20	2/1/2024
INTERSTATE 95 BRIDGE JOINT REHABILITATIONS WATERVILLE, KENNEBEC COUNTY		DESIGN OF PAVED	BY
TCP PHASE 2A (SHEET 4 OF 4)		DESIGN OF PAVED	BY
SHEET NUMBER		REVISIONS 1	BY
22		REVISIONS 2	BY
OF 34		REVISIONS 3	BY
		REVISIONS 4	BY
		FIELD CHANGES	BY





Match to Phase 2B Sheet 2

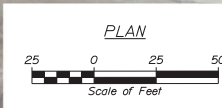
Match to Phase 2B Sheet 4



PROJ. MANAGER	DATE	BY
SECTION OF FILED	DATE	DATE
SECTION OF FILED	DATE	DATE
SECTION OF FILED	DATE	DATE
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

INTERSTATE 95
BRIDGE JOINT REHABILITATIONS
WATERVILLE, KENNEBEC COUNTY
TCP PHASE 2B
(SHEET 3 OF 4)

Match to Phase 2B Sheet 3



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2718420
WIN
27184.20
BRIDGE PLANS



PROJ. MANAGER	AMÉLIE CORNÉL	BY	DATE
DESIGNER <td>DESIGN-DETAILED</td> <td>KDW</td> <td>12/16/2024</td>	DESIGN-DETAILED	KDW	12/16/2024
CHECKER <td>CHECKED-REVIEWED</td> <td>R.S. BOWEN</td> <td>12/16/2024</td>	CHECKED-REVIEWED	R.S. BOWEN	12/16/2024
APPROVER <td>DESIGN-DETAILED</td> <td></td> <td></td>	DESIGN-DETAILED		
REVISIONS	DESIGN-DETAILED		
1	REVISIONS 1		
2	REVISIONS 2		
3	REVISIONS 3		
4	REVISIONS 4		
FIELD CHANGES			

INTERSTATE 95
BRIDGE JOINT REHABILITATIONS
WATERVILLE, KENNEBEC COUNTY
TCP PHASE 2B
(SHEET 4 OF 4)

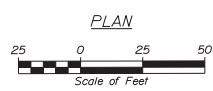
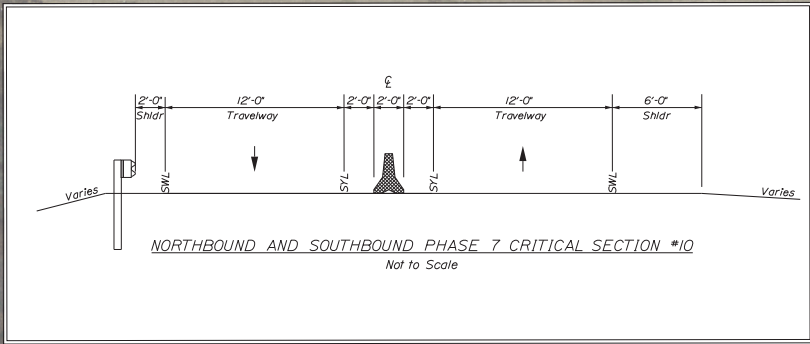
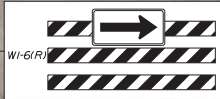
SHEET NUMBER
26
OF 34




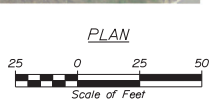
PROJ. MANAGER	AURELE CORNEAU	BY	DATE
DESIGN-DETAILED	MAC	KOW	07/6/2024
CHECKED-REVIEWED	BJR	K.S. Bouni	07/6/2024
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			




Match to Phase 7 Sheet 1



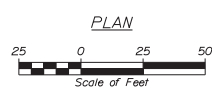
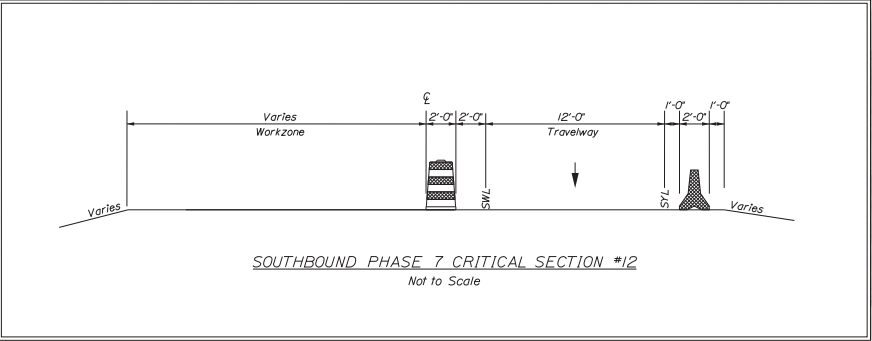
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		DATE	BY
		DATE	BY
2718420	WIN	DESIGN OF PALED	MC
		DESIGN OF PALED	MC
		DESIGN OF PALED	MC
		DESIGN OF PALED	MC
27184.20	WIN	REVISIONS 1	
		REVISIONS 2	
		REVISIONS 3	
		REVISIONS 4	
FIELD CHANGES			
INTERSTATE 95 BRIDGE JOINT REHABILITATIONS WATERVILLE, KENNEBEC COUNTY		SHEET NUMBER	
TCP PHASE 7 (SHEET 1A OF 4)		30	
		OF 34	



<div style="text-align: center;">  </div>	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
	2718420	
	WIN 27184.20 BRIDGE PLANS	
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Match to Phase 7 Sheet 2

Match to Phase 7 Sheet 4





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2718420
WIN
27184.20
BRIDGE PLANS

PROJ. MANAGER	DATE	BY
SECTION OF FILED	DATE	DATE
SECTION OF FILED	DATE	DATE
SECTION OF FILED	DATE	DATE
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

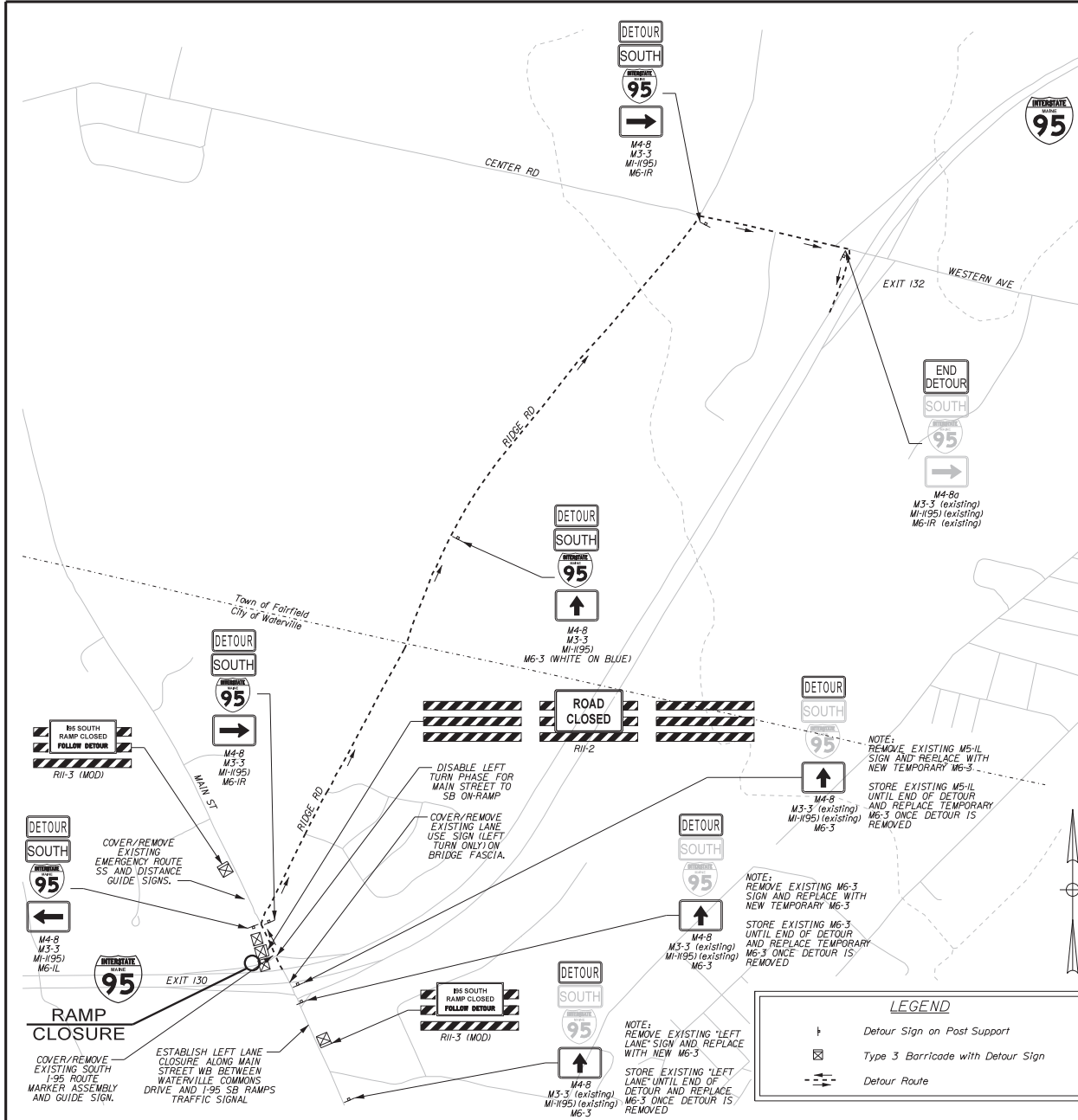
INTERSTATE 95
BRIDGE JOINT REHABILITATIONS
WATERVILLE, KENNEBEC COUNTY
TCP PHASE 7
(SHEET 3 OF 4)

SHEET NUMBER
32
OF 34

<div style="text-align: center;">  </div>	STATE OF MAINE	
	DEPARTMENT OF TRANSPORTATION	
	2718420	
	WIN	
	27184-20	
BRIDGE PLANS		

<div style="text-align: center;">  </div>	INTERSTATE 95	
	BRIDGE JOINT REHABILITATIONS	
	WATERVILLE, KENNEBEC COUNTY	
	TCP PHASE 7	
	(SHEET 4 OF 4)	

SHEET NUMBER	
33	
OF 34	



DETOUR FOR EXIT 130 SB ON-RAMP CLOSURE

Sign	Text Dimensions (Inches)		Size	Quantity and Color
	Letter Height	Vertical Spacing		
M1-195	SHSB		30"x24"	4 - White on Blue
M3-3	SOUTH		24"x12"	4 - White on Blue
M4-8	DETOUR		24"x12"	7 - Black on Orange
M4-8a	END DETOUR		24"x18"	1 - Black on Orange
M6-1L	←		21"x15"	1 - White on Blue
M6-1R	→		21"x15"	2 - White on Blue
M6-3	↑		21"x15"	1 - White on Blue
M6-3	↑		21"x15"	3 - Black on Orange
R11-2	ROAD CLOSED		48"x30"	1 - Black on White
R11-3(MOD)	IS SOUTH RAMP CLOSED FOLLOW DETOUR	6" 5" 4"	3.38" 3.38" 60"x30"	2 - Black on White



DATE	BY	DATE	BY
DESIGN	DATE	DESIGN	DATE
REVISIONS	REVISIONS	REVISIONS	REVISIONS
1		2	
3		4	
5		6	