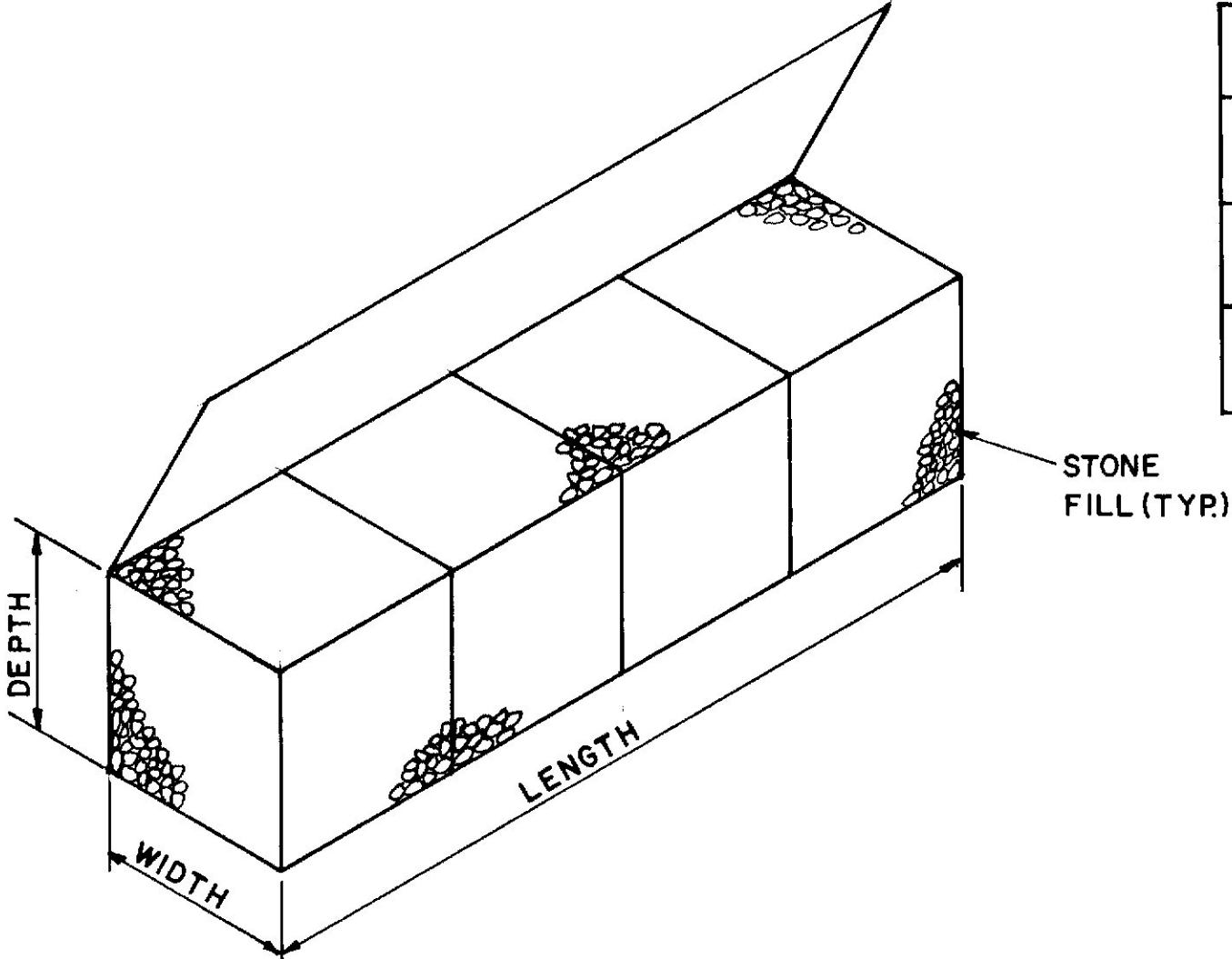


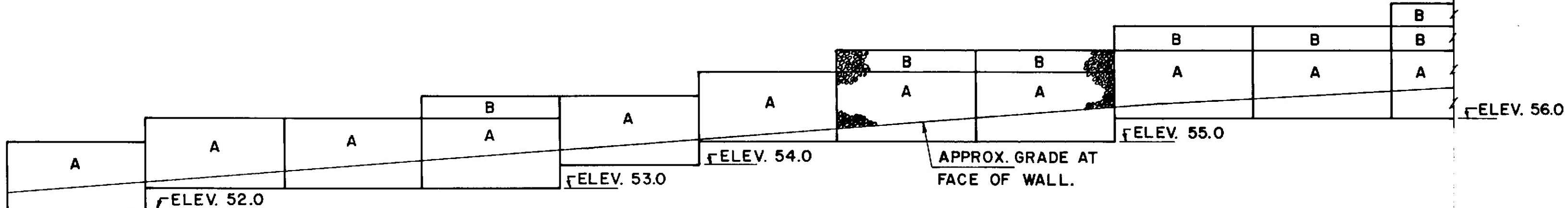
PLAN



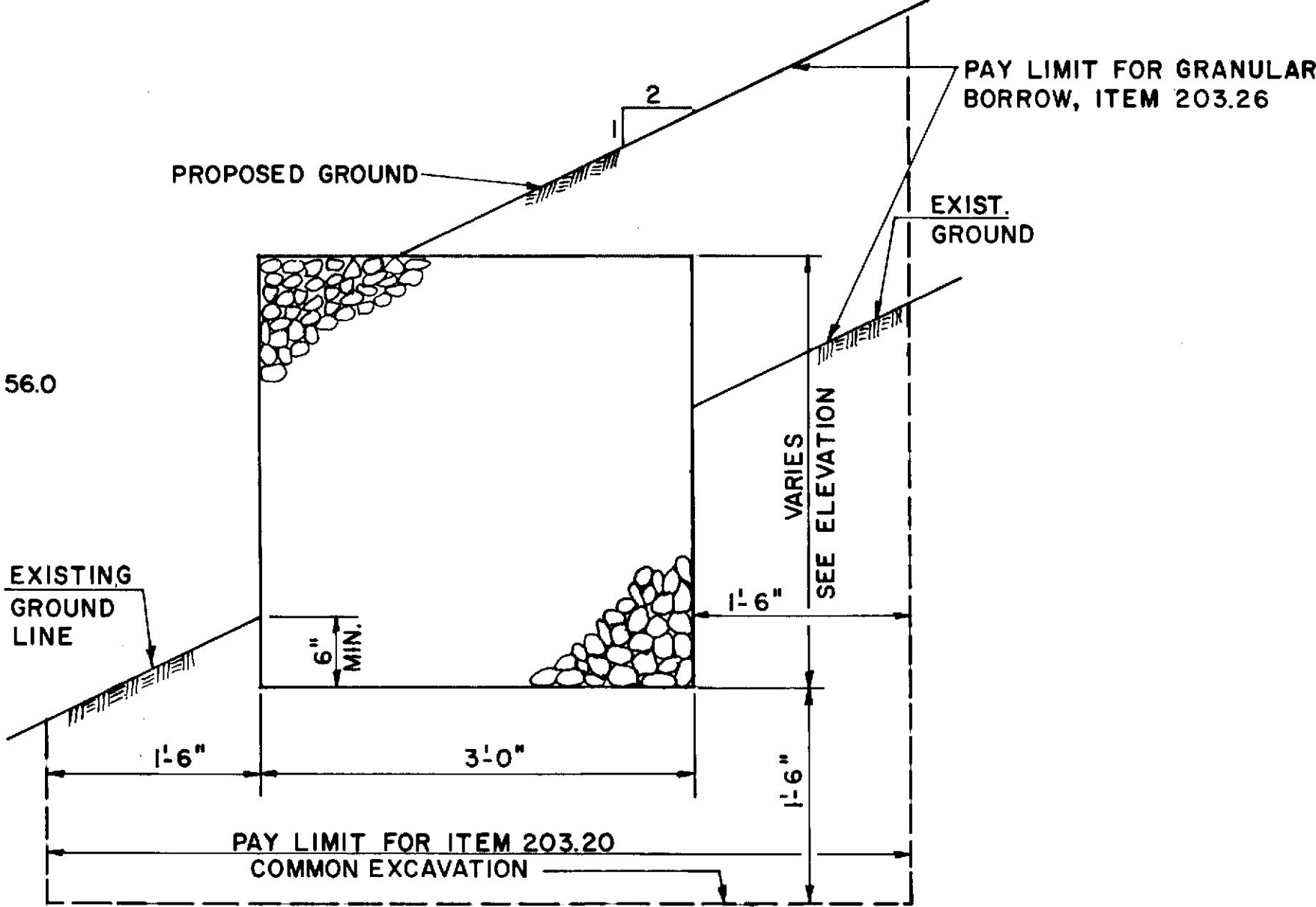
ISOMETRIC VIEW
TYPICAL GABION

GABION SCHEDULE			
UNIT	SIZE WIDTH x DEPTH x LENGTH		VOLUME
A	3' x 3' x 12'		4 C.Y.
B	3' x 1' x 12'		1.33 C.Y.

TOTAL VOLUME = 168 C.Y.



ELEVATION



TYPICAL SECTION

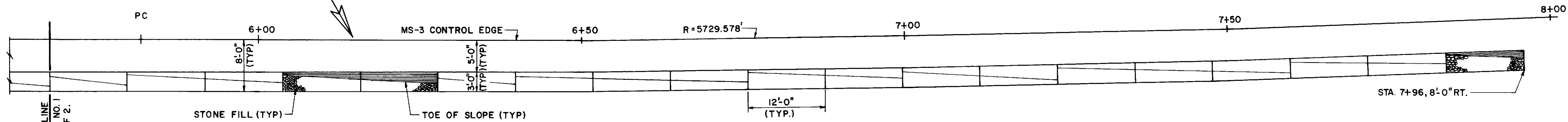
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SPECIAL DETAIL
GABION WALL
AT RAMP MS-3

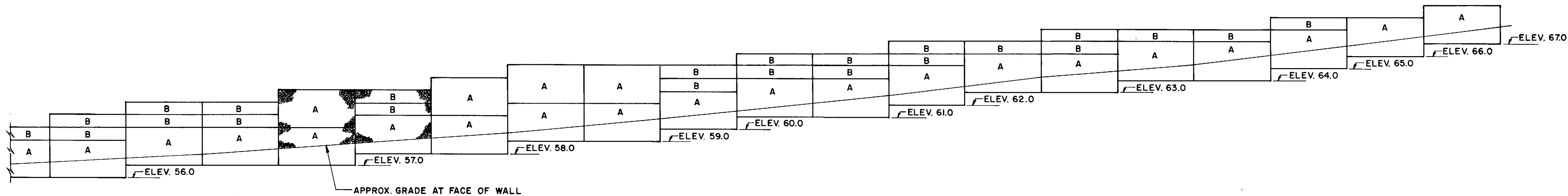
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

PLANS

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(88)	41	216



PLAN



ELEVATION

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

PLANS

BRUNING 44-32 45710-1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

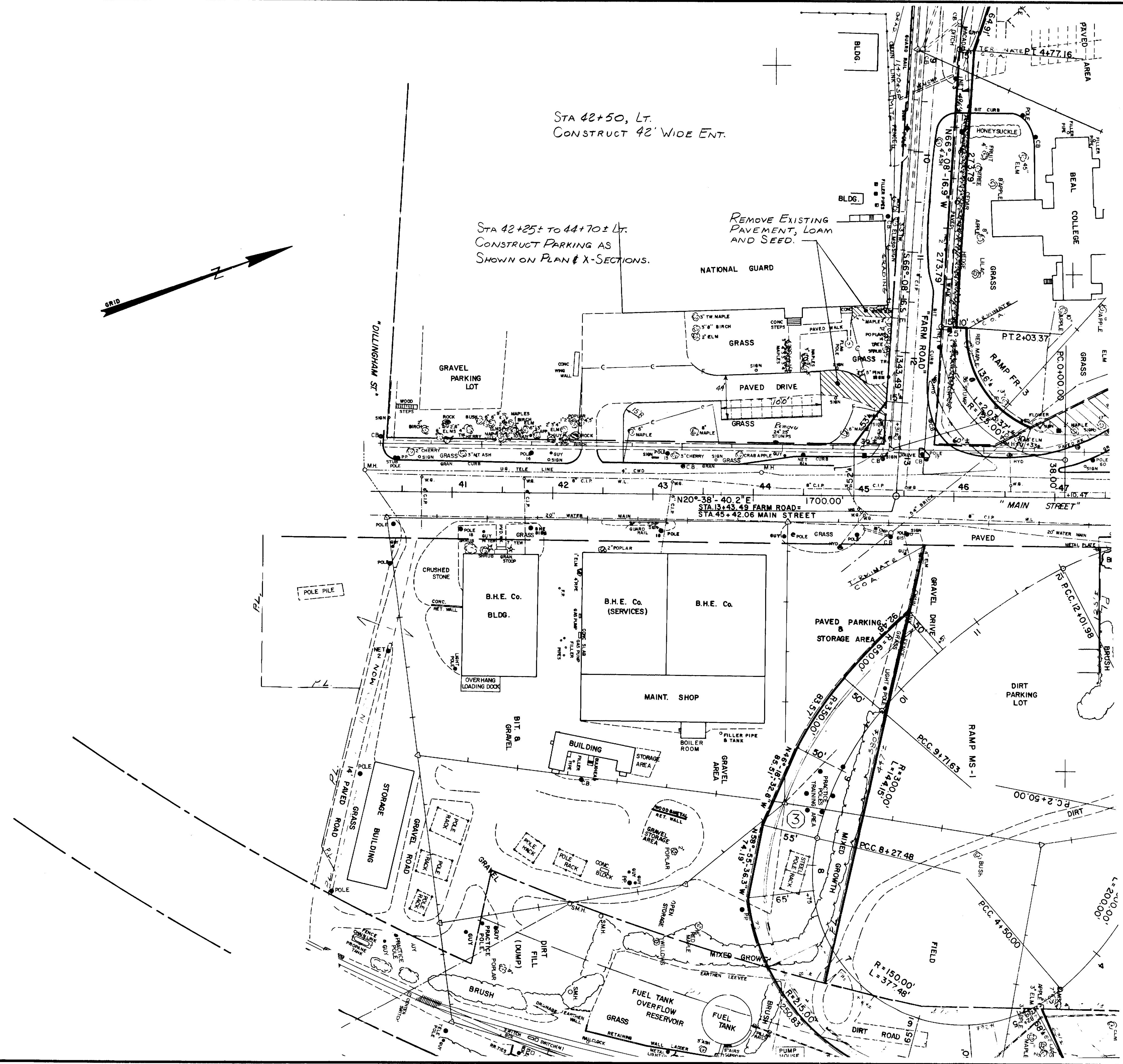
SPECIAL DETAIL
GABION WALL
AT RAMP MS-3

SHEET 2 OF 2 AUGUSTA, MAINE

BANGOR I-395

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

PLANS



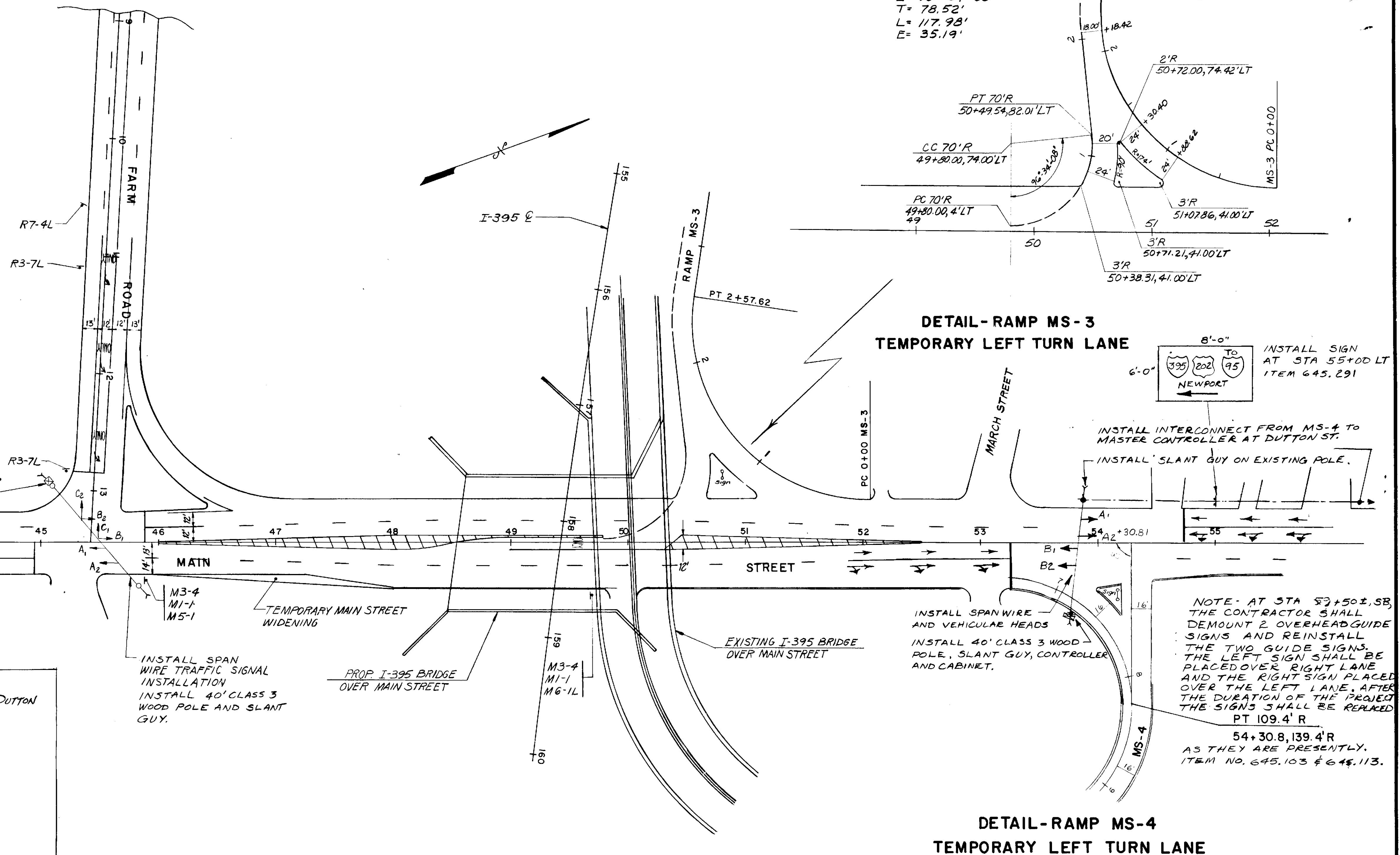
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SPECIAL DETAIL
NATIONAL GUARD
ARMORY PARKING

SHEET 1 OF 1 AUGUSTA, MAINE
BANGOR I-395

GENERAL NOTES- TRAFFIC SIGNALS

1. THE CONTROLLER AT FARM RD SHALL BE A THREE PHASE CONTROLLER WITH SOLID STATE FLASHER TO CONTROL FLASH OPERATION.
THE CONTROLLER AT RAMP MS-4 SHALL BE A TWO PHASE CONTROLLER WITH SOLID STATE FLASHER TO CONTROL FLASH OPERATION.
THESE CONTROLLERS SHALL HAVE TWO DIALS, TO SECOND AND 80 SECOND. THEY SHALL BE INTERCONNECTED VIA WIRELESS INTERCONNECT, AS MANUFACTURED BY CROUSE-HINDS (PSU SERIES); BY 3M (3M BRAND, INTERSECTION MANAGEMENT SYSTEM) OR APPROVED EQUAL.
THE CONTROLLERS AND ASSOCIATED EQUIPMENT SHALL BE NEW AND SHALL BE USED IN SIGNAL INSTALLATIONS AS SHOWN ON SHEET 99.
2. THE CONTRACTOR SHALL INSTALL INTERCONNECT FROM RAMP MS-4 TO THE EXISTING CONTROLLER AT MAIN AND DUTTON, AND USE THE EXISTING INTERCONNECT BETWEEN DUTTON ST AND BUCK ST. THE CONTROLLER AT MAIN ST AND DUTTON ST IS A MASTER CONTROLLER.
3. LOCATIONS OF POLES AND SIGNAL HEADS SHOWN ARE APPROXIMATE. FINAL LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
4. THE CONTROLLERS AT MAIN AND DUTTON, MAIN AND BUCK SHALL BE MODIFIED TO OPERATE WITH THE SEQUENCES AS SHOWN BELOW.
THE EXISTING CONTROLLER AT MAIN AND BUCK IS A 3 PHASE, 3 DIAL SECONDARY, SOLID STATE CROUSE-HINDS CONTROLLER, WITH EXCLUSIVE PED.
THE ONE AT MAIN AND DUTTON IS A 2 PHASE, 3 DIAL MASTER, SOLID STATE, CROUSE HINDS SST, WITH NO PEDESTRIAN PHASE.



SIGNAL MODIFICATION AT MAIN AND BUCK

INTERVAL	1	2	3	4	5	6	7	8	9	10	1	FLASH
MAIN ST NB	G	G	G	G	Y	R	R	R	R	R	G	Y
MAIN ST SB	G	G	Y	R	R	R	R	R	R	R	G	Y
BUCK ST	R	R	R	R	R	R	G	G	Y	R	R	R
PED MAIN	DW	DW	DW	DW	DW	FW	FW	DW	DW	DW	OFF	
PED BUCK	FW	FW	DW	DW	DW	DW	DW	DW	DW	DW	FW	OFF
DIAL 70	12	9	4	16	4	1	4	15	4	1		
DIAL 80	22	9	4	16	4	1	4	15	4	1		

OFFSET
DIAL 70 0 SEC 0%
DIAL 80 0 SEC 0%

SIGNAL MODIFICATION AT MAIN AND DUTTON

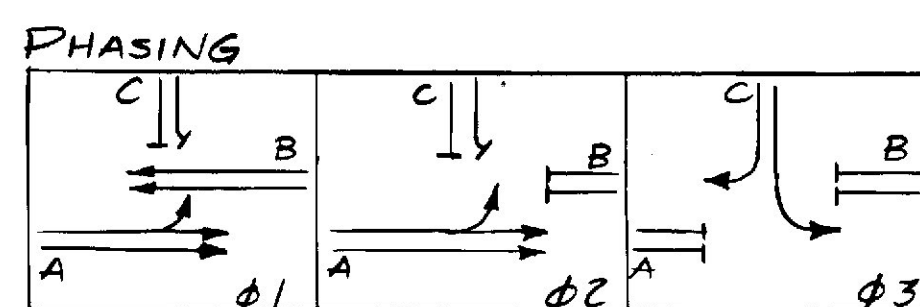
INTERVAL	1	2	3	4	5	6	1	FLASH
MAIN ST	G	Y	R	R	R	R	G	Y
DUTTON ST	R	R	R	G	Y	R	R	R
DIAL 70	40	4	1	20	4	1		
DIAL 80	50	4	1	20	4	1		

OFFSET
DIAL 70 54 SEC 76%
DIAL 80 56 SEC 70%

TEMPORARY SIGNAL @ MAIN ST AND FARM RD.

INTERVAL	1	2	3	4	5	6	7	8	1	FLASH
A1,2	G	G	G	Y	R	R	R	R	G	Y
B1,2	G	Y	R	R	R	R	R	R	G	Y
C1,2	R	R	R	R	R	G	Y	R	R	R
DIAL(70)	19	4	21	4	1	16	4	1		
DIAL(80)	29	4	25	4	1	19	4	1		

DIAL 70 OFFSET 38 SEC 54%
DIAL 80 OFFSET 38 SEC 47%

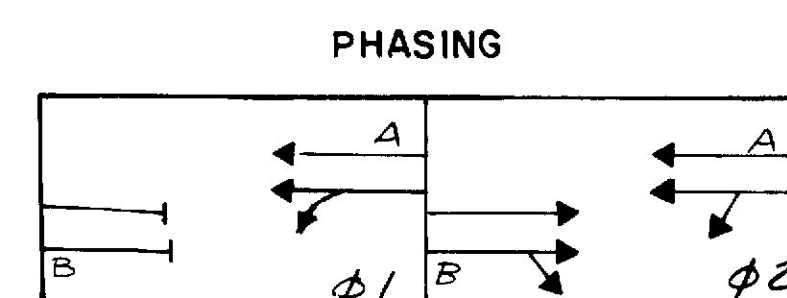


VEHICULAR INDICATIONS

R
Y
G

KEY TO SEQUENCE AND INDICATIONS
R - RED
Y - YELLOW
G - GREEN
DW - DON'T WALK
FW - FLASHING WALK
FDW - FLASHING DON'T WALK

TEMPORARY SIGNAL @ MAIN ST AND MS-4



OFFSET-
DIAL 70, 21 SEC 30%
DIAL 80, 21 SEC 26%

INTERVAL	1	2	3	1	FLASH
A1, A2	G	G	G	G	Y
B1, B2	R	G	Y	R	Y
DIAL(70)	33	33	4	-	
DIAL(80)	38	33	4	-	

VEHICULAR INDICATIONS

A1, A2	B1, B2
Y	R
G	Y
	G

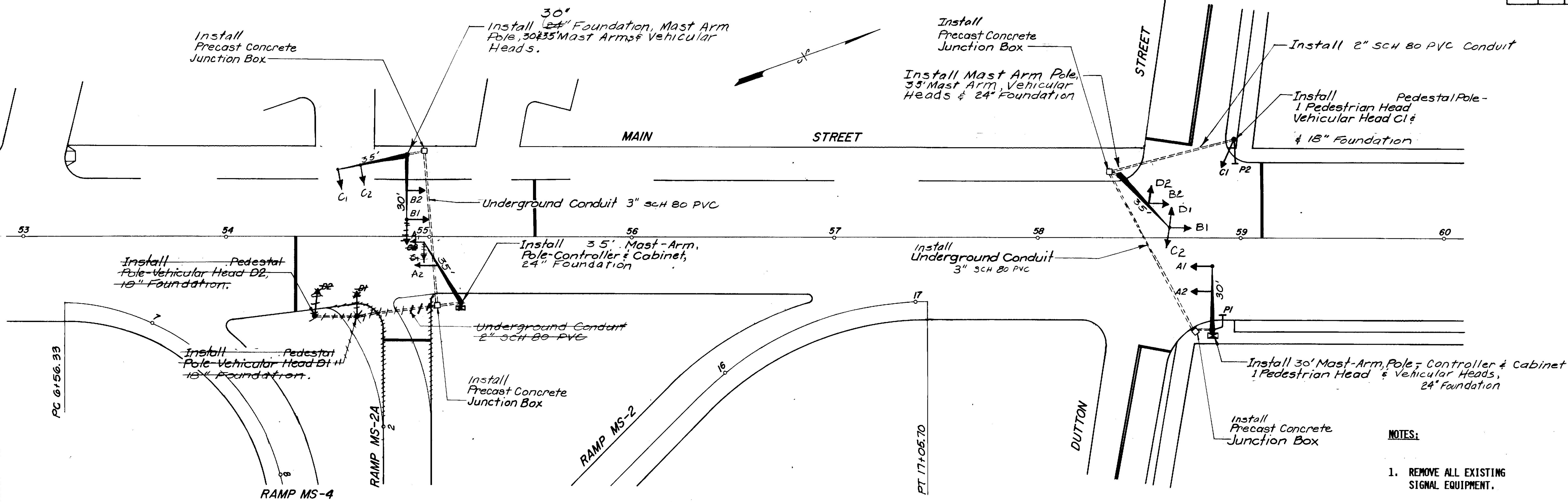
INDICATIONS SHALL BE 12".

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TEMPORARY SIGNAL
FARM ROAD AT MAIN STREET
MS-4 AT MAIN ST
TEMPORARY DETOUR AT RAMP MS-3
AND RAMP MS-4

SHEET 1 OF 1 AUGUSTA, MAINE.

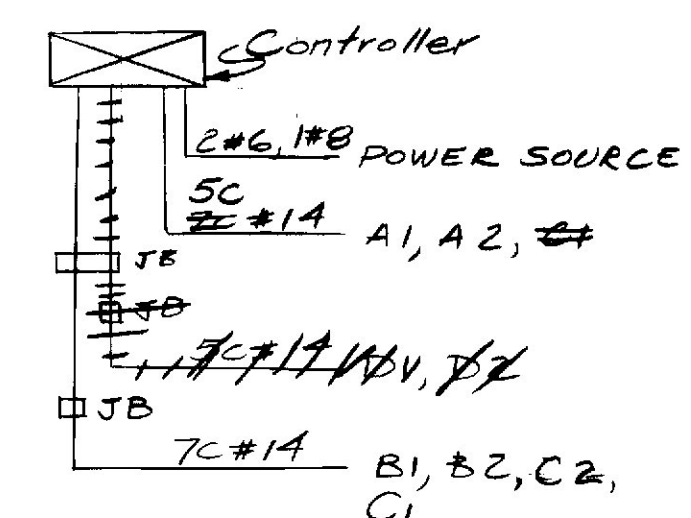
BANGOR I-395



PHASE DIAGRAM - RAMP MS-2A

<div><div>R</div><div>Y</div><div>G</div></div> <div>ALL INDICATIONS SHALL BE 12"</div> <div>A1, A2 B1, B2 C1, C2</div>												
	HOUSINGS	1	2	3	4	5	6	7	8	9	10	FLASH OPER.
	A1, A2	G	G	Y	R	R	R	R	R	R	R	Y
	B1, B2	G	G	Y	R	R	R	R	R	R	R	Y
	C1, C2	R	R	R	R	G	Y	R	R	R	R	R
D1, D2	R	R	R	R	R	R	R	G	Y	R	R	

FIELD WIRING DIAGRAM - RAMP MS-2A



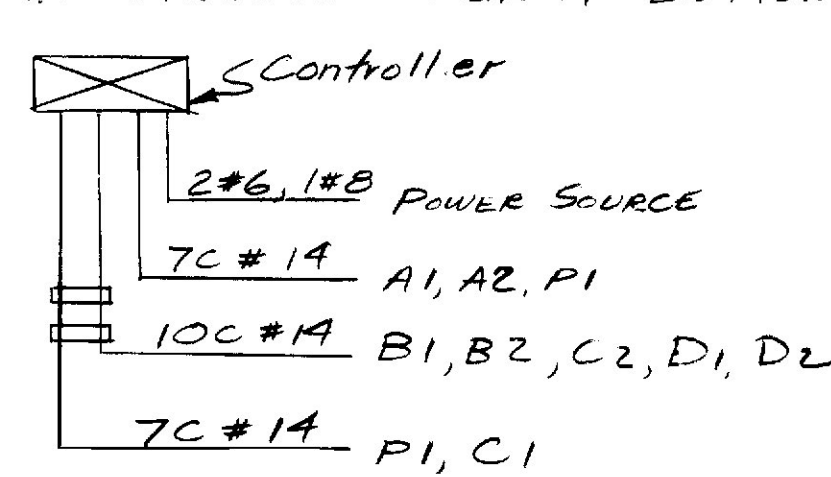
General Notes
The Controller at Main St and Ramp MS-2A Shall Be Relocated From the Temporary Signal at Main St and Farm Rd.
The Controller at Main St and Dutton St Shall be Relocated From Temporary Signal at Main St and MS-2A
Interconnect the Controller at Dutton St to the Controller at Buck St.

- LEGEND
- Controller
 - Vehicular Signal Head
 - Mast Arm & Pole
 - Pedestal Pole
 - Precast Concrete Junction Box
 - Conduit
 - Pedestrian Signal Head

PHASE DIAGRAM - DUTTON ST.

<div><div>R</div><div>Y</div><div>G</div></div> <div>ALL 12" SIGNALS</div>												
	HOUSINGS	1	2	3	4	5	6	7	8	9	10	FLASH OPER.
	A1, A2	G	G	G	Y	R	R	R	R	R	G	Y
	B1, B2	G	G	G	Y	R	R	R	R	R	G	Y
C1, C2	R	R	R	R	R	G	G	Y	R	R	R	
D1, D2	R	R	R	R	R	G	G	Y	R	R	R	
PI, P2	DW	DW	DW	DW	DW	W	FDW	FDW	R	DW	OUT	

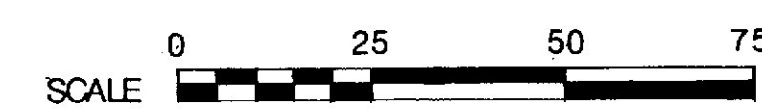
FIELD WIRING DIAGRAM - DUTTON ST



- NOTES:
- REMOVE ALL EXISTING SIGNAL EQUIPMENT.
 - POWER SOURCE FOR SIGNAL INSTALLATIONS TO BE DETERMINED BY ELECTRIC COMPANY

KEY TO SEQUENCE AND INDICATIONS

- R - CIRCULAR RED
- Y - CIRCULAR YELLOW
- G - CIRCULAR GREEN
- ←G- - GREEN LEFT ARROW
- FW - FLASHING WALK
- FDW - FLASHING DON'T WALK
- DW - DON'T WALK



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNALS

MAIN STREET AT RAMP MS-2

and

MAIN STREET AT DUTTON STREET

REVISED 4-22-86

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

BRUNING 44-132-45710-1

RAMP MS-3 CONTROL EDGE

PC	0 + 00.00	= Main St.	52 + 06.45	38.00' LT
PT	2 + 57.62	= I-395	155 + 91.68	83.41' LT
PC	5 + 82.03	= I-395	152 + 65.71	75.63' LT
PT	8 + 13.53	= I-395	150 + 34.53	63.70' LT
PC	9 + 51.22	= I-395	148 + 98.09	54.11' LT
PT	13 + 51.86	= I-395	145 + 07.27	44.79' LT

TABLE OF HORIZONTAL TIES

MAINLINE WESTBOUND MEDIAN CONTROL EDGE

PC	142 + 96.81	= I-395	142 + 96.81	11.05' LT
PCC	143 + 67.15	= I-395	143 + 66.76	10.25' LT
PT	149 + 31.10	= I-395	149 + 28.36	6.71' LT

MAINLINE EASTBOUND MEDIAN CONTROL EDGE

PC	142 + 96.81	= I-395	142 + 96.81	11.70' RT
PCC	145 + 95.81	= I-395	145 + 97.38	8.50' RT
PT	149 + 27.22	= I-395	149 + 30.05	6.71' RT

FR-1 CD CONTROL EDGE

PC	0 + 00.00	= I-395	143 + 00.00	47.67' RT
PT	4 + 93.63	= I-395	148 + 06.86	60.89' RT
POT	6 + 12.82	= I-395	149 + 30.04	64.71' RT

CD-1 CONTROL EDGE

PC	161 + 92.19	= I-395	162 + 07.18	76.71' RT
PT	169 + 01.47	= I-395	169 + 03.78	46.49' RT
POT	170 + 49.75	= I-395	170 + 49.75	42.71' RT

CD-2 CONTROL EDGE

PC	162 + 58.55	= I-395	162 + 68.76	52.71' RT
PT	169 + 52.44	= I-395	169 + 53.51	32.34' RT
POT	170 + 49.75	= I-395	170 + 49.75	30.71' RT

FARM ROAD OFFSET TRANSITION

PC	0 + 00.00	= Farm Rd.	4 + 00.00	2.00' LT
PRC	1 + 50.05	= Farm Rd.	5 + 50.00	5.50' LT
PT	3 + 00.11	= Farm Rd.	7 + 00.00	9.00' LT

RAMP FR-1 CONTROL EDGE

POT	0 + 00.14	= I-395	143 + 00.00	47.67' RT
PC	1 + 93.73	= I-395	144 + 98.85	60.44' RT
PCC	6 + 50.00	= I-395	149 + 69.80	65.49' RT
PCC	8 + 18.25	= I-395	151 + 26.29	142.74' RT
PT	10 + 15.56	= Farm Rd.	6 + 96.50	150.94' LT
PC	10 + 99.94	= Farm Rd.	6 + 96.50	74.56' LT
PT	11 + 77.66	= Farm Rd.	6 + 47.32	24.57' LT

RAMP FR-3 CONTROL EDGE

PC	0 + 00.00	= Main St.	47 + 10.47	38.00' LT
PT	2 + 03.37	= Farm Rd.	11 + 71.29	34.00' LT
PC	4 + 77.16	= Farm Rd.	8 + 97.50	34.00' LT
PCC	8 + 66.03	= I-395	153 + 31.85	137.24' RT
PT	10 + 60.54	= I-395	155 + 08.95	76.71' RT

RAMP MS-1 CONTROL EDGE

POT	0 + 00.00	= I-395	159 + 00.00	76.71' RT
PC	2 + 50.00	= I-395	161 + 47.71	92.09' RT
PCC	4 + 50.00	= I-395	163 + 25.44	170.98' RT
PCC	8 + 27.48	= I-395	162 + 07.73	429.63' RT
PCC	9 + 71.63	= Main St.	45 + 31.89	215.48' RT
PCC	12 + 01.98	= Main St.	47 + 10.58	72.36' RT
PT	13 + 46.98	= Main St.	48 + 50.00	38.00' RT

RAMP MS-2 CONTROL EDGE

PC	0 + 00.00	= I-395	170 + 49.75	42.71' LT
PCC	7 + 20.00	= I-395	163 + 18.35	80.50' LT
PCC	8 + 57.54	= I-395	161 + 85.98	119.81' LT
PT	10 + 59.49	= I-395	160 + 72.14	277.68' LT
PC	11 + 94.94	= Main St.	53 + 21.52	284.98' RT
PT	13 + 96.07	= Main St.	55 + 02.21	209.12' RT
PC	15 + 81.41	= Main St.	56 + 32.29	77.11' RT
PT	17 + 06.67	= Main St.	57 + 44.84	30.00' RT

RAMP MS-2A CONTROL EDGE

PC	0 + 00.00	= MS-2	12 + 75.00	16.00' LT
PT	1 + 50.56	= Main St.	54 + 77.97	143.01' RT
POT	2 + 93.57	= Main St.	54 + 77.97	0.00' RT

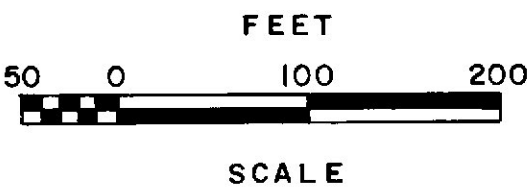
RAMP MS-4 CONTROL EDGE

PC	6 + 56.33	= Main St.	53 + 21.38	30.00' RT
PT	10 + 00.00	= Main St.	53 + 21.48	248.85' RT
PC	11 + 83.73	= I-395	160 + 41.39	225.49' LT
PCC	13 + 74.45	= I-395	159 + 52.89	70.26' LT
PCC	15 + 05.70	= I-395	158 + 25.00	42.71' LT
PT	19 + 71.34	= I-395	153 + 57.61	42.71' LT
POT	20 + 28.96	= I-395	153 + 00.00	42.71' LT
POT	22 + 79.24	= I-395	150 + 50.00	30.71' LT

SEE SHEET 2 OF 2
FOR CURVE DATA.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GEOMETRICS
MAIN STREET
INTERCHANGE



CURVE DATA

I-395 C	I-395 MED. W.B. C.E.	CD-1	RAMP MS-1	RAMP MS-2	RAMP MS-3	RAMP MS-4	RAMP FR-1	RAMP FR-3	FARM ROAD
CURVE 101 PI 146+16.270 Δ = 18°-54'-45.2" D = 2°-59'-14.0" T = 319.463' L = 633.113' R = 1918.024' E = 26.423'	CURVE 111 PI 143+31.983 Δ = 2°-06'-37.1" D = 3°-00'-00" T = 35.176' L = 70.344' R = 1909.860' E = 0.324'	CURVE 121 PI 165+48.651 Δ = 14°-11'-08.4" D = 2°-00'-00" T = 356.464' L = 709.283' R = 2864.789' E = 22.092'	CURVE 131 PI 3+53.939 Δ = 38°-11'-49.9" D = 19°-05'-54.9" T = 103.876' L = 200.000' R = 300.000' E = 17.475'	CURVE 141 PI 3+63.939 Δ = 20°-37'-35.3" D = 2°-51'-53.2" T = 363.939' L = 720.000' R = 2000.000' E = 32.843'	CURVE 151 PI 1+73.788 Δ = 98°-24'-12.5" D = 38°-11'-49.9" T = 173.787' L = 257.620' R = 150.000' E = 79.569'	CURVE 161 PI 179°-56'-51.9" Δ = 52°-21'-37.0" T = 343.672' L = 109.426' E = 18.221'	CURVE 171 PI 4+23.783 Δ = 18°-06'-51.3" D = 3°-58'-12.2" T = 230.056' L = 456.273' R = 1443.201' E = 18.221'	CURVE 181 PI 1+32.224 Δ = 93°-13'-02.9" D = 45°-50'-11.9" T = 132.224' L = 203.369' R = 125.000' E = 56.957'	CURVE 191 PI 0+75.041 Δ = 2°-40'-23.9" D = 1°-46'-53.6" T = 75.041' L = 150.054' R = 3216.036' E = 0.875'
CURVE 102 PI 158+71.596 Δ = 5°-08'-11.1" D = 0°-30'-00" T = 513.985' L = 1027.282' R = 11459.156' E = 11.521'	CURVE 112 PI 146+51.009 Δ = 16°-09'-21.4" D = 2°-51'-53.2" T = 283.858' L = 563.949' R = 2000.000' E = 20.043'	CD-2 CURVE 122 PI 166+07.203 Δ = 13°-52'-39.8" D = 7°-00'-00" T = 348.649' L = 693.886' R = 2864.789' E = 21.138'	CURVE 132 PI 9+14.229 Δ = 144°-11'-13.1" D = 38°-11'-49.9" T = 464.229' L = 377.481' R = 150.000' E = 337.861'	CURVE 142 PI 7+89.456 Δ = 19°-42'-04.4" D = 14°-19'-26.2" T = 69.456' L = 137.541' R = 400.000' E = 5.985'	CURVE 152 PI 6+97.797 Δ = 2°-18'-54.2" D = 1°-00'-00" T = 115.768' L = 231.505' R = 5729.578' E = 1.170'	CURVE 162 PI 12+94.418 Δ = 72°-50'-47.1" D = 38°-11'-49.9" T = 110.683' L = 190.712' R = 150.000' E = 36.416'	CURVE 172 PI 7+35.781 Δ = 27°-32'-31.4" D = 16°-22'-12.8" T = 85.781' L = 168.245' R = 350.000' E = 10.359'	CURVE 182 PI 10+29.541 Δ = 149°-36'-54.5" D = 38°-11'-49.9" T = 552.380' L = 391.692' R = 150.000' E = 22.385'	CURVE 192 PI 2+25.095 Δ = 2°-40'-24.0" D = 1°-46'-53.6" T = 75.041' L = 150.055' R = 3216.036' E = 0.875'
CURVE 103 PI 167+18.819 Δ = 13°-17'-49.5" D = 2°-00'-00" T = 333.927' L = 664.854' R = 2864.789' E = 19.396'	I-395 MED E.B. C.E. CURVE 113 PI 144+46.616 Δ = 8°-58'-12.5" D = 3°-00'-00" T = 149.806' L = 299.005' R = 1909.860' E = 5.867'	FR-1 CD CURVE 123 PI 2+49.207 Δ = 19°-26'-08.1" D = 3°-56'-14.3" T = 249.207' L = 493.626' R = 1455.201' E = 21.185'	CURVE 133 PI 9+00.975 Δ = 27°-31'-50.4" D = 19°-05'-54.9" T = 73.495' L = 144.150' R = 300.000' E = 8.871'	CURVE 143 PI 9+68.073 Δ = 57°-51'-18.94" D = 28°-38'-52.4" T = 110.532' L = 201.953' R = 200.000' E = 28.511'	CURVE 153 PI 11+51.867 Δ = 8°-00'-35.1" D = 1°-59'-57.3" T = 200.646' L = 400.638' R = 2865.867' E = 7.015'	CURVE 163 PI 14+41.139 Δ = 25°-04'-01.7" D = 19°-05'-54.9" T = 66.693' L = 131.251' R = 300.000' E = 7.324'	CURVE 173 PI 9+23.435 Δ = 49°-09'-13.9" D = 24°-54'-40.3" T = 105.190' L = 197.316' R = 230.000' E = 22.913'	CURVE 183 PI 9+68.074 Δ = 36°-36'-22.4" D = 19°-05'-54.9" T = 99.242' L = 191.684' R = 300.000' E = 15.989'	
	CURVE 114 PI 147+21.985 Δ = 1°-32'-56.3" D = 3°-10'-59.2" T = 166.173' L = 331.406' R = 1800.000' E = 7.654'		CURVE 134 PI 10+88.242 Δ = 21°-59'-48.8" D = 9°-32'-57.5" T = 116.611' L = 230.351' R = 600.000' E = 11.227'	CURVE 144 PI 13+01.113 Δ = 45°-22'-17.8" D = 22°-33'-26.6" T = 106.177' L = 201.139' R = 254.000' E = 21.299'		CURVE 164 PI 17+38.553 Δ = 2°-20'-13.0" D = 0°-30'-06.7" T = 232.856' L = 465.648' R = 11416.443' E = 2.375'	CURVE 174 PI 11+49.128 Δ = 89°-03'-57.1" D = 114°-35'-29.6" T = 49.191' L = 77.725' R = 50.000' E = 20.141'		
			CURVE 135 PI 12+75.927 Δ = 27°-41'-34.7" D = 19°-05'-54.9" T = 73.945' L = 145.000' R = 300.000' E = 8.979'	CURVE 145 PI 16+47.542 Δ = 45°-25'-25.7" D = 36°-15'-47.3" T = 66.132' L = 125.262' R = 158.000' E = 13.282'	CURVE 146 PI 0+87.005 Δ = 71°-53'-15.0" D = 47°-44'-47.3" T = 87.005' L = 150.561' R = 120.000' E = 28.223'				

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

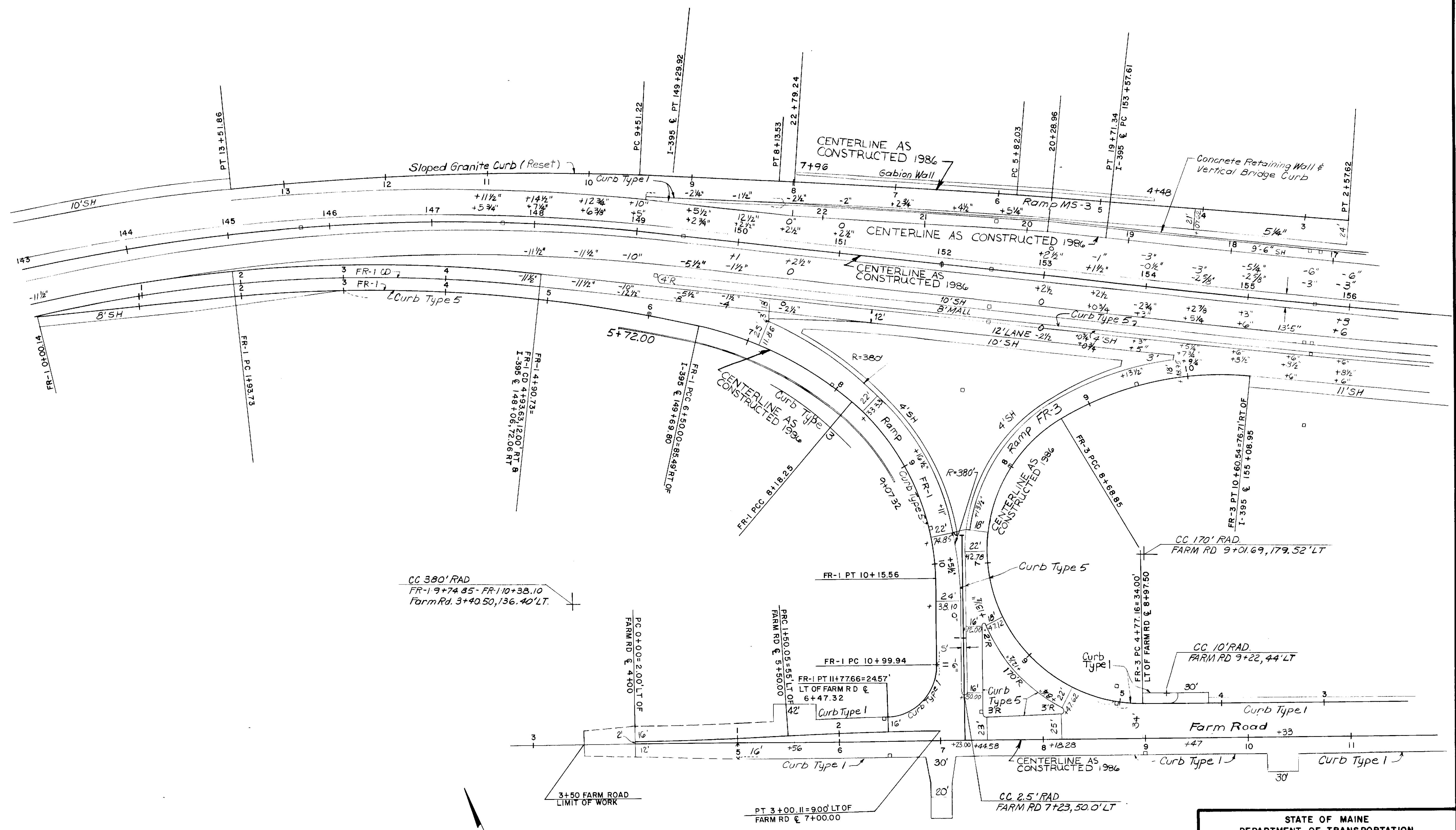
GEOMETRICS

MAIN STREET
INTERCHANGE

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

PLANS

NOTE:
CB'S ARE SHOWN FOR
INFORMATIONAL PURPOSES ONLY.
SEE GRADING AND DRAINAGE
PLANS FOR DETAILS.



CC 380' RAD
FR-1 9+74.85- FR-1 10+38.10
Farm Rd. 3+40.50, 136.40' LT.

FARM ROAD 5+50 CONSTRUCT 42' PAVED ENTRANCE LT.
FARM ROAD 7+02 CONSTRUCT 30' GRAVEL ENTRANCE RT. PAVE 3' PAD
FARM ROAD 9+47 CONSTRUCT 30' PAVED ENTRANCE LT.
FARM ROAD 10+32 CONSTRUCT 30' PAVED ENTRANCE RT.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

ROADWAY AND
CURBING PLAN
I-395
STA. 143+00 TO
STA. 156+00

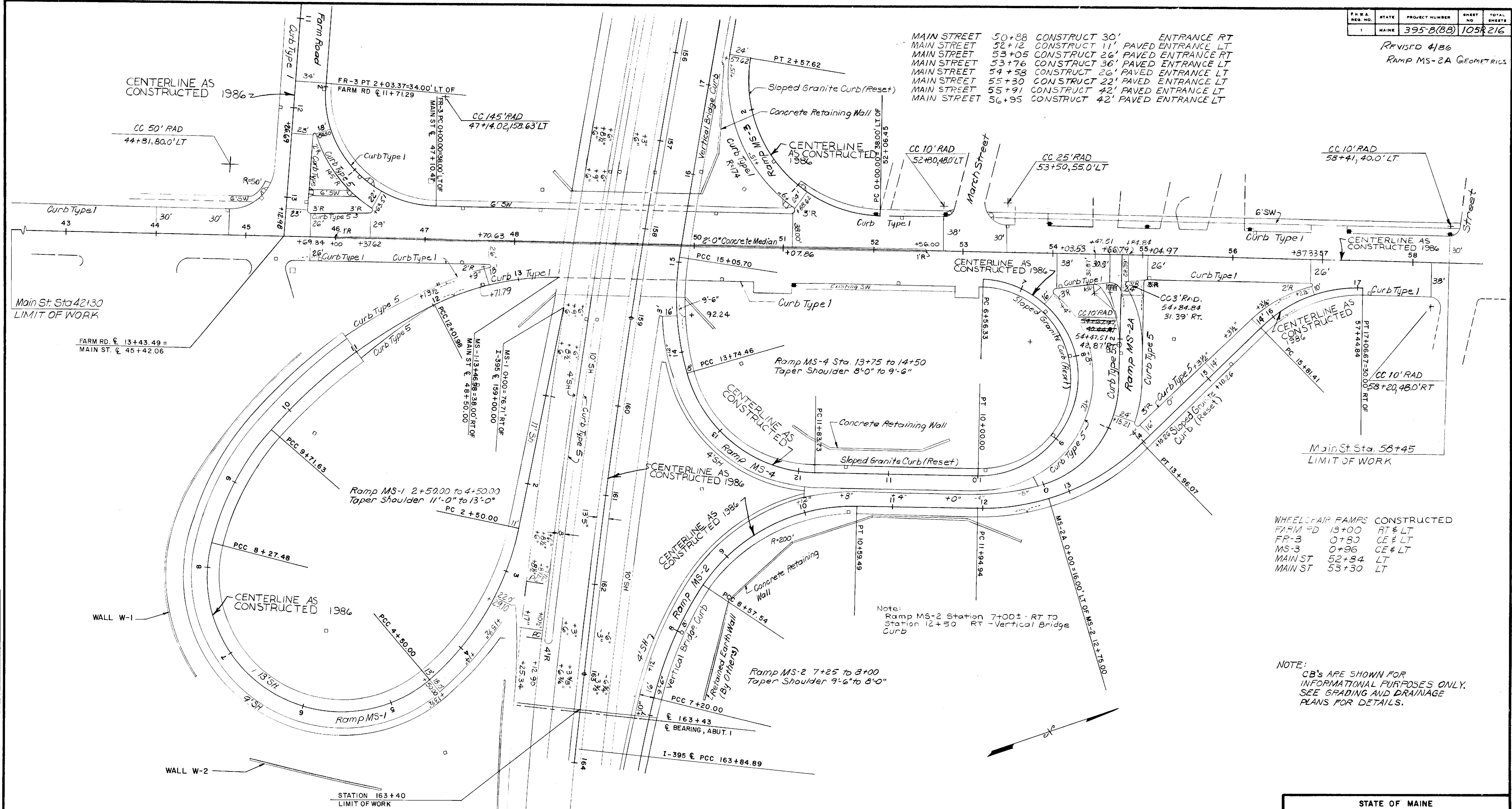
SHEET 1 OF 2 AUGUSTA, MAINE
BANGOR I-395

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

BRUNING 44.132.45710.1

F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	395-B(88)	105	216

REVISED 4/86
RAMP MS-2A GEOMETRICS



WHEELCHAIR RAMPS CONSTRUCTED

FARM RD	13+00	RT & LT
FR-3	0+80	CE & LT
MS-3	0+96	CE & LT
MAIN ST	52+84	LT
MAIN ST	53+30	LT

NOTE:
CB's ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY. SEE GRADING AND DRAINAGE PLANS FOR DETAILS.

Note:
Ramp MS-2 Station 7+00± RT TO Station 12+50 RT - Vertical Bridge Curb

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

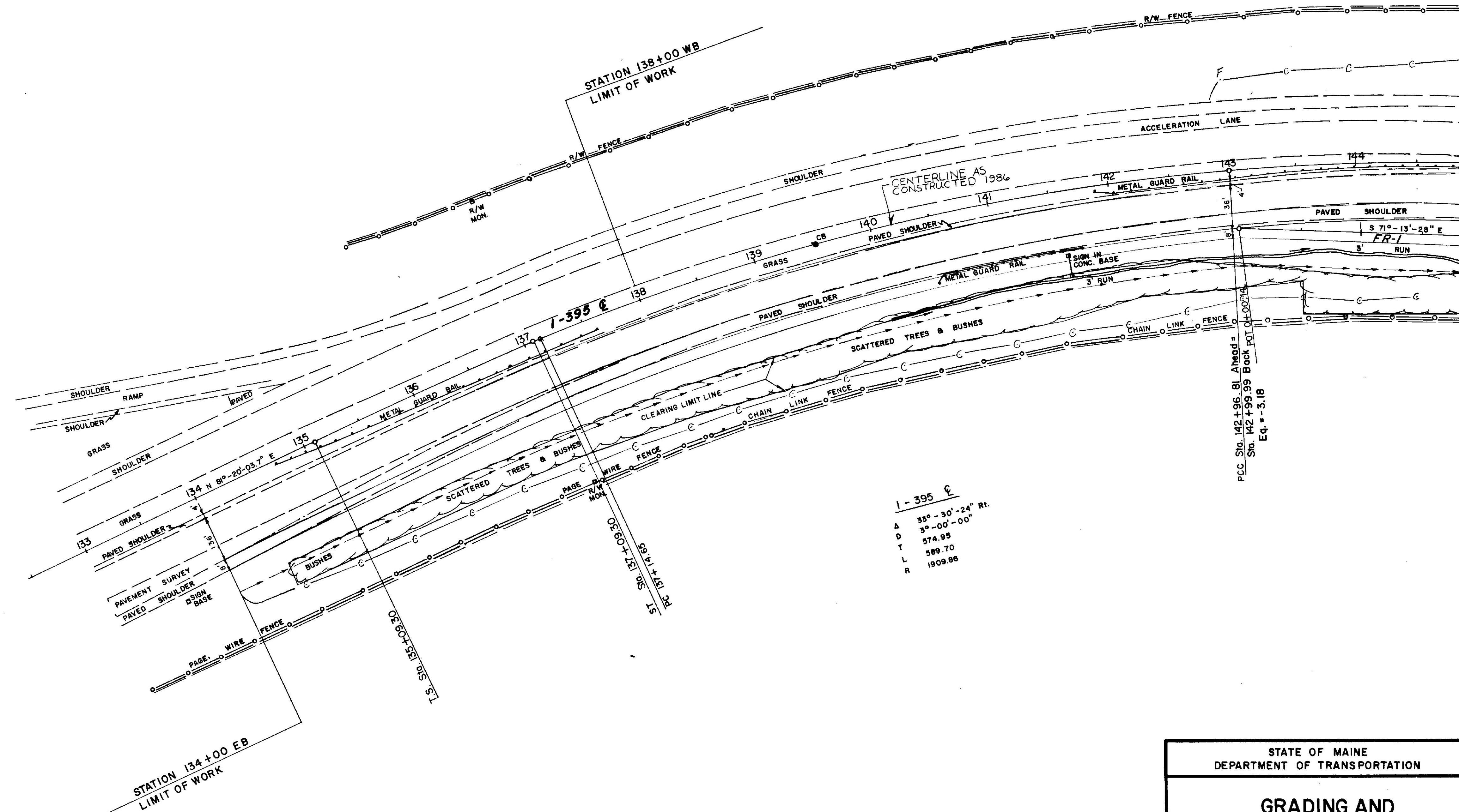
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

ROADWAY AND
CURBING PLAN
I-395
STA. 156+00 TO
STA. 165+00

SHEET 2 OF 2 AUGUSTA, MAINE
BANGOR I-395

BRUNING 44 132 45710-1

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEET
1	MAINE	395-8(88)	106	216



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

LIBRINING 44-132 45710

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GRADING AND DRAINAGE PLAN

I-395

Sta. 133+00 to

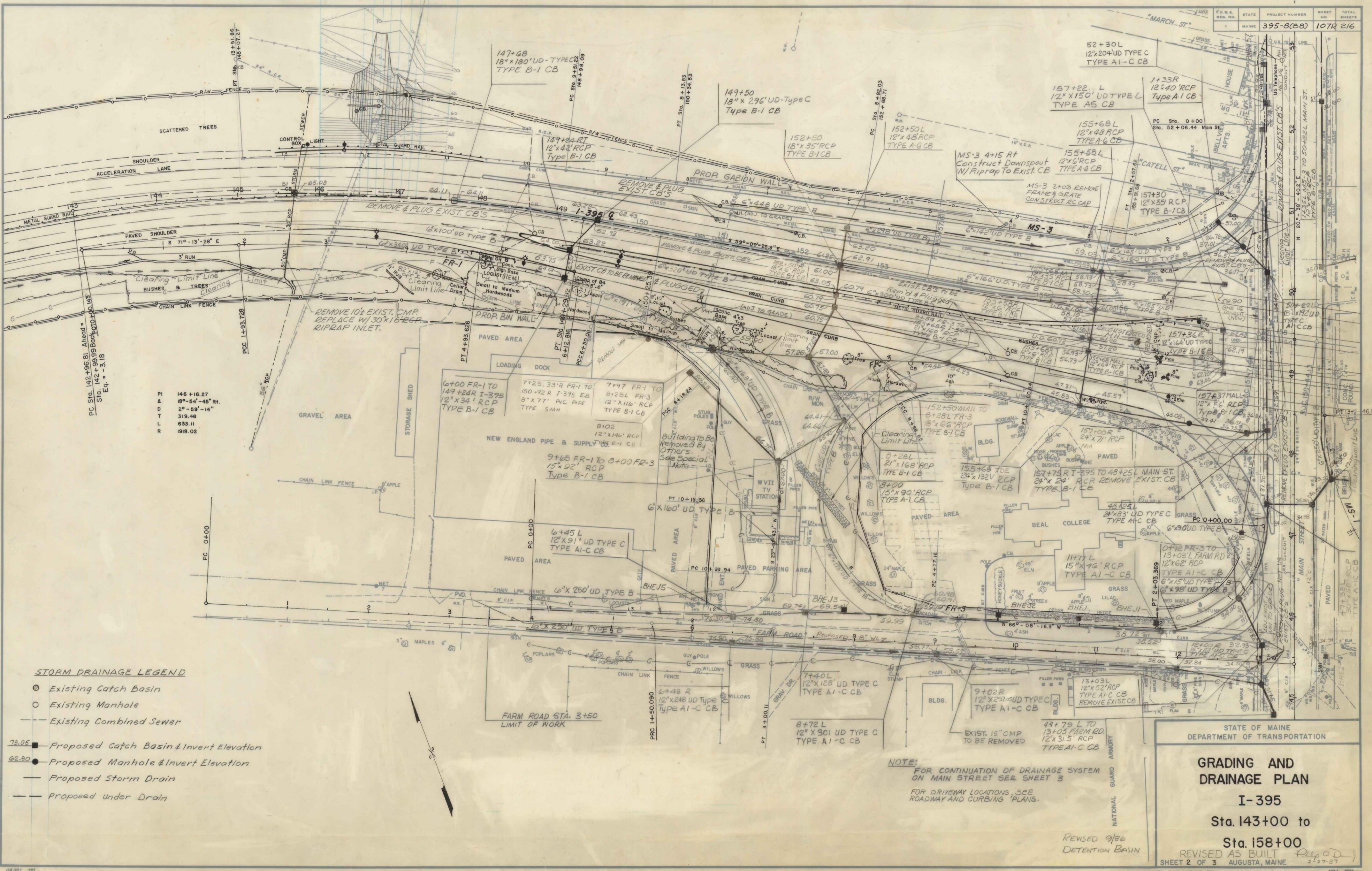
Sta. 144+00

SHEET 1 OF 3 AUGUSTA, MAINE

BANGOR

I-395

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



STORM DRAINAGE LEGEND

- Existing Catch Basin
- Existing Manhole
- Existing Combined Sewer
- 73.05 ■ Proposed Catch Basin & Invert Elevation
- 62.20 ● Proposed Manhole & Invert Elevation
- Proposed Storm Drain
- Proposed Under Drain

NOTE:
 FOR CONTINUATION OF DRAINAGE SYSTEM ON MAIN STREET SEE SHEET 3
 FOR DRIVEWAY LOCATIONS SEE ROADWAY AND CURBING PLANS.

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

GRADING AND DRAINAGE PLAN

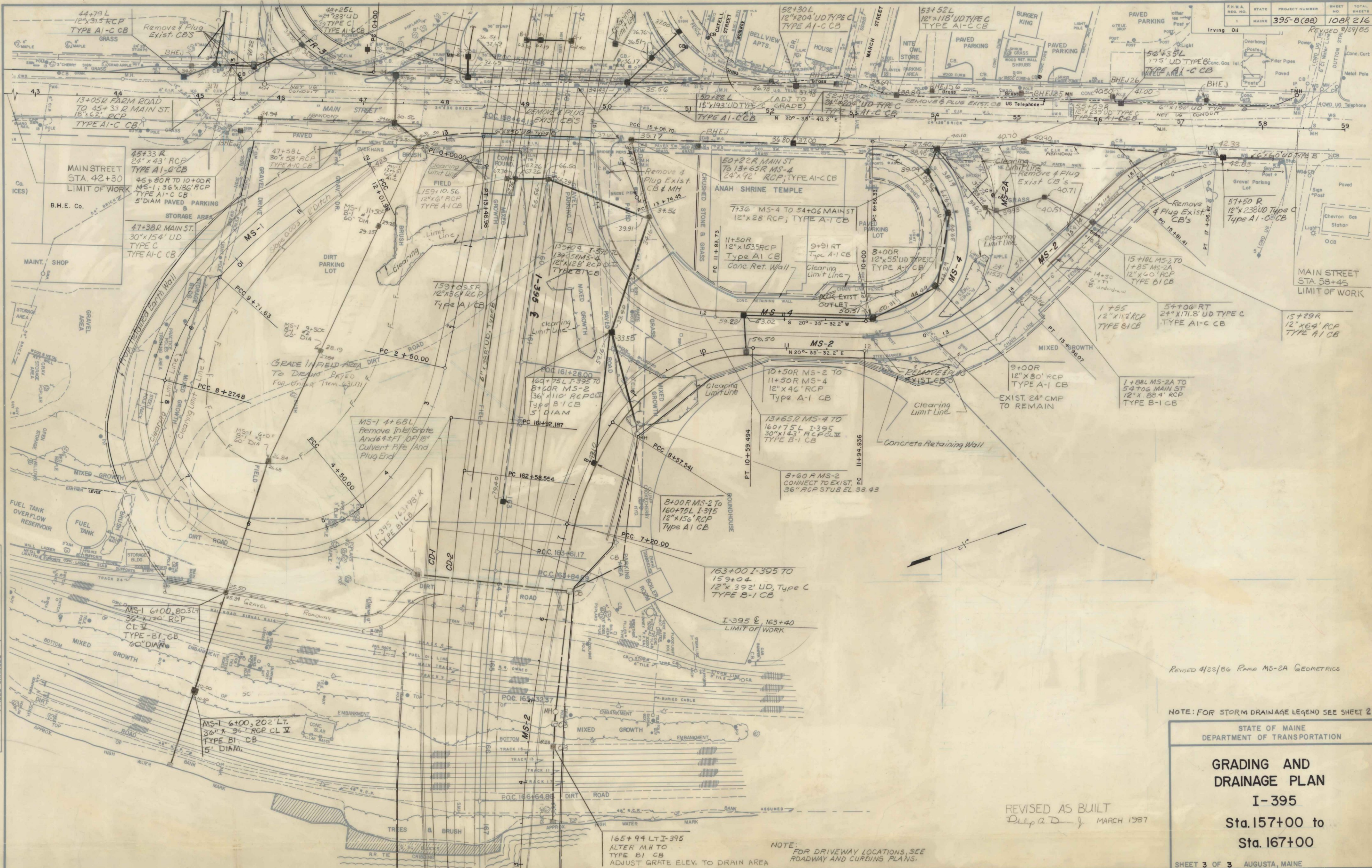
I-395

Sta. 143+00 to Sta. 158+00

REVISED AS BUILT
 SHEET 2 OF 3 AUGUSTA, MAINE 2-27-87

BANGOR

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



REVISED 4/22/86 RAMP MS-2A GEOMETRICS

NOTE: FOR STORM DRAINAGE LEGEND SEE SHEET 2

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GRADING AND DRAINAGE PLAN

I-395

Sta. 157+00 to
Sta. 167+00

SHEET 3 OF 3 AUGUSTA, MAINE

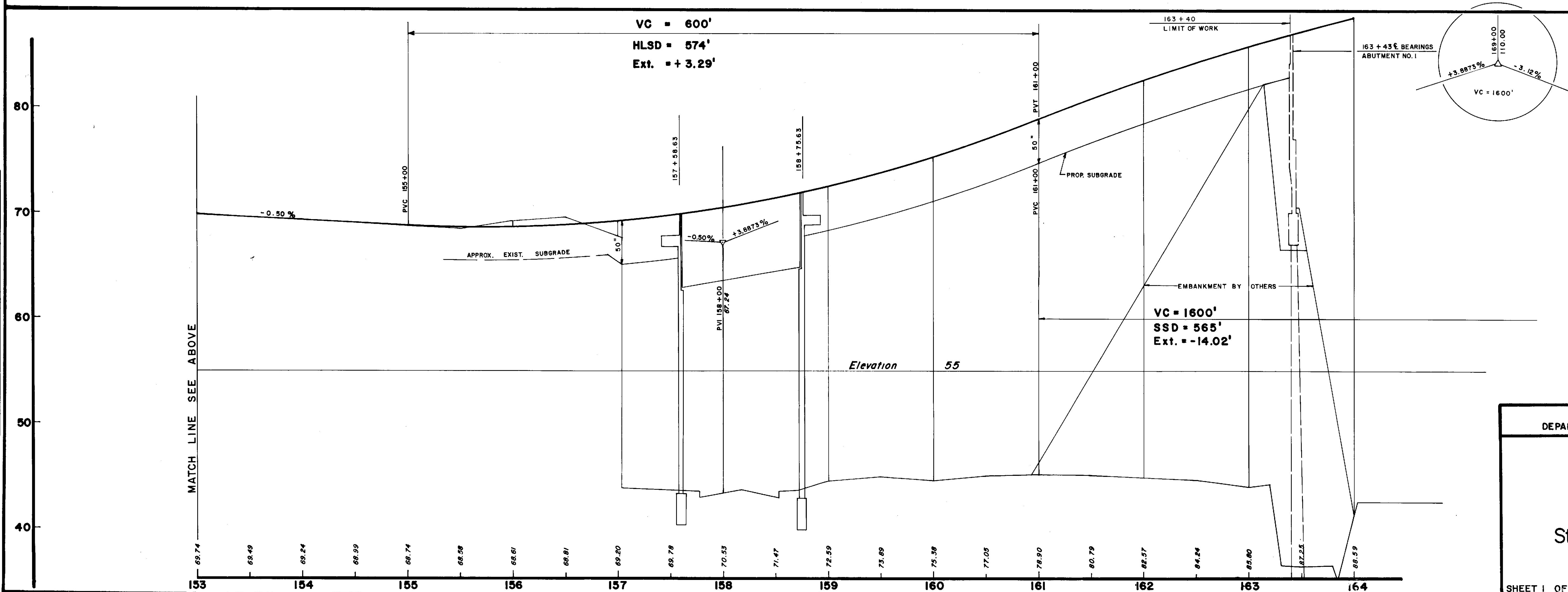
BANGOR I-395

REVISED AS BUILT
D. J. D. MARCH 1987

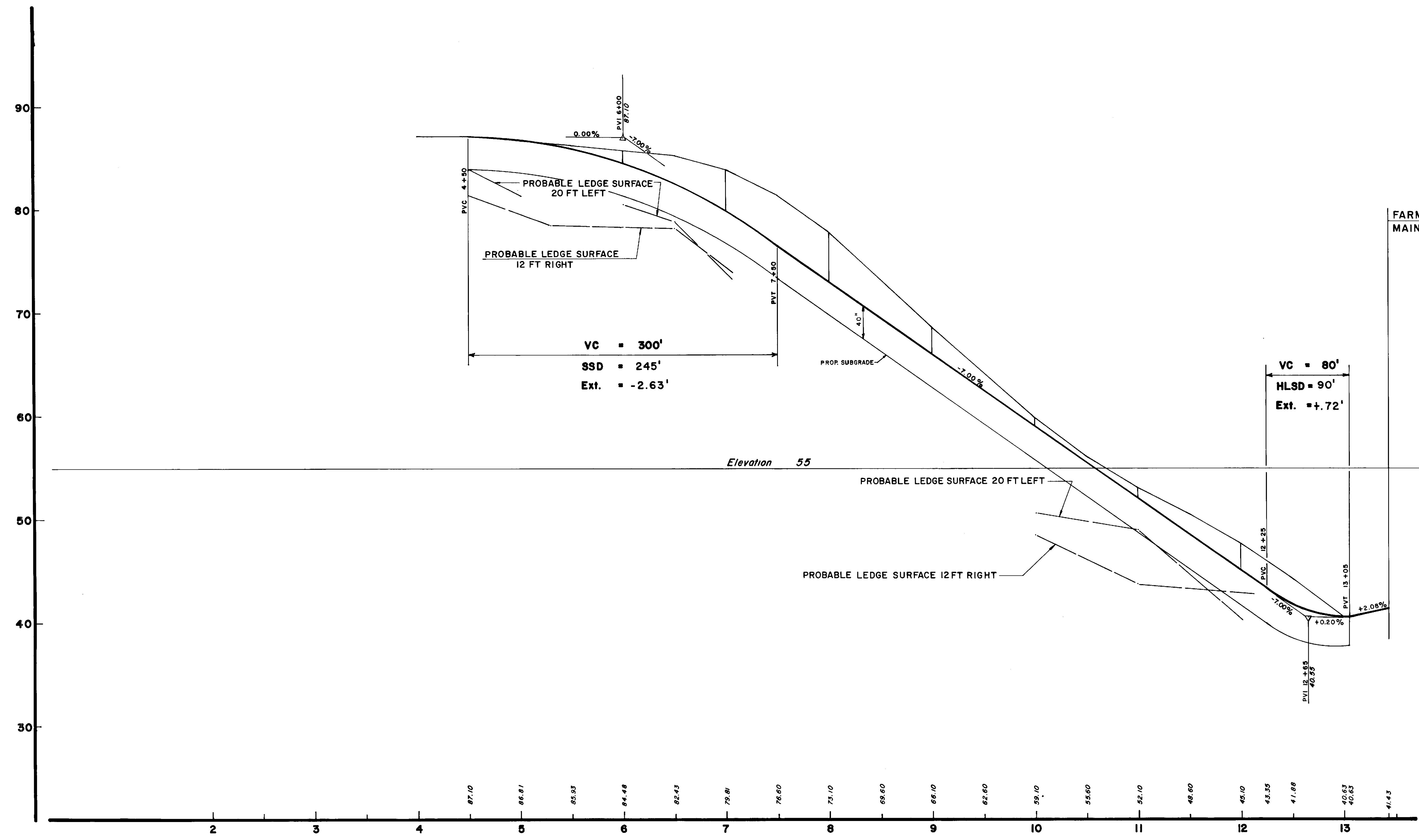
NOTE:
FOR DRIVEWAY LOCATIONS, SEE
ROADWAY AND CURBING PLANS.

165+94 LT I-395
ALTER M.H. TO
TYPE B1 CB
ADJUST GRATE ELEV. TO DRAIN AREA

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



PROFILE
MAIN LINE
Sta. 140 + 00 to
Sta. 164 + 00



FARM ROAD @ 13+43.49 =
MAIN ST. @ 45+42.06

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

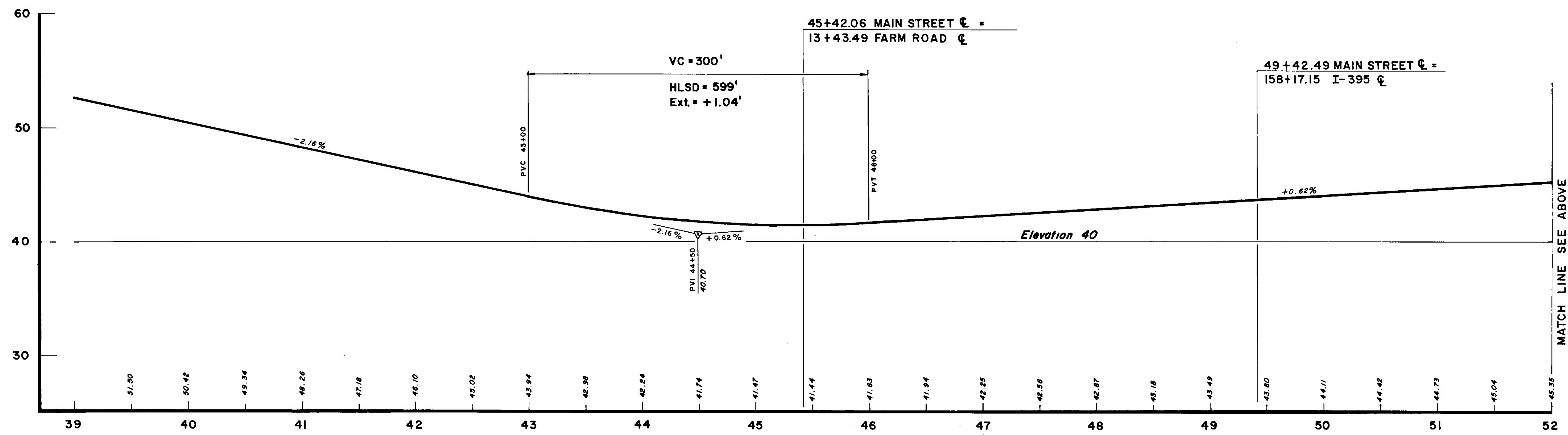
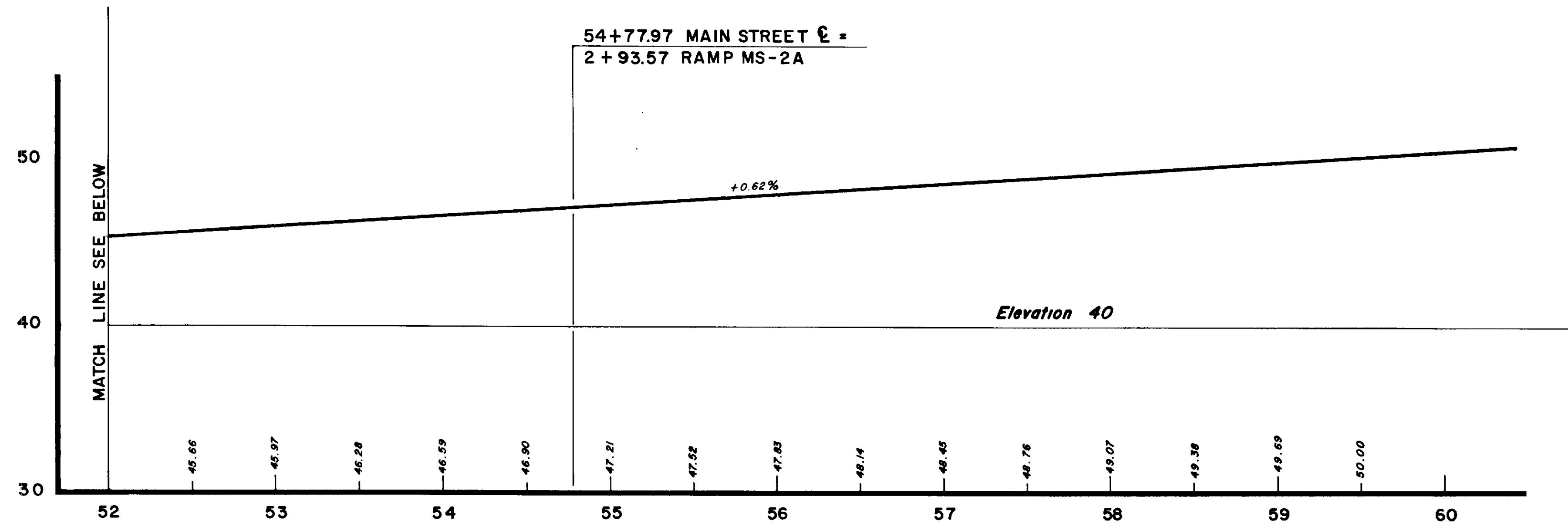
PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROFILE

FARM ROAD

SHEET 2 OF 9 AUGUSTA, MAINE
BANGOR 1-395

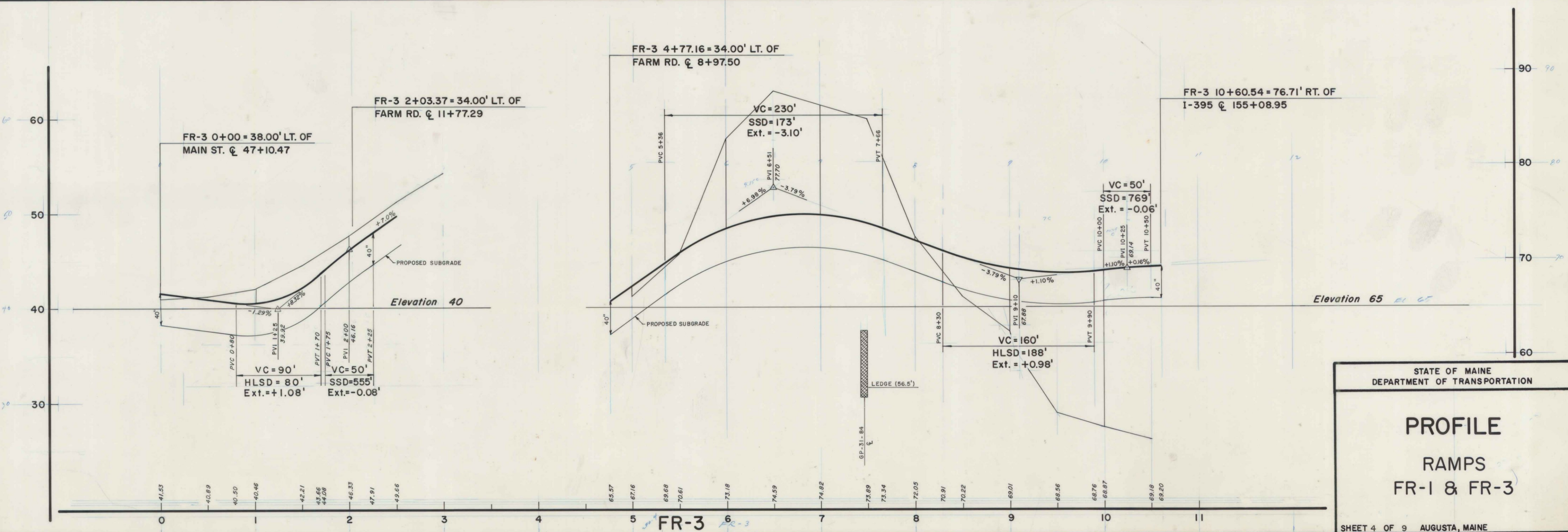
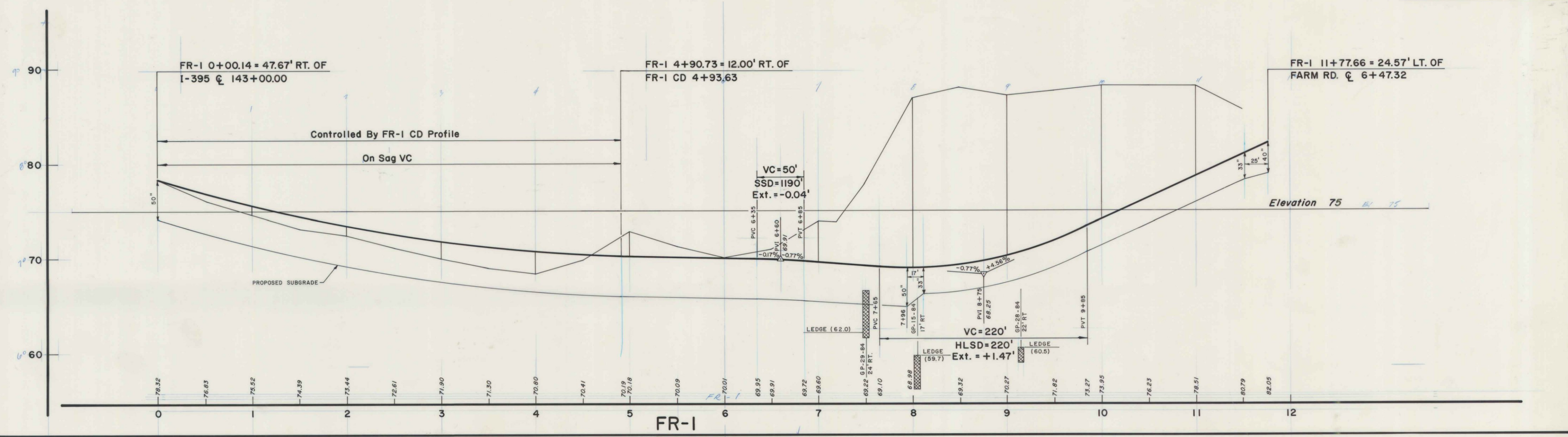


PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROFILE
MAIN ST.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**PROFILE
RAMPS
FR-1 & FR-3**

SHEET 4 OF 9 AUGUSTA, MAINE

BANGOR 390.3

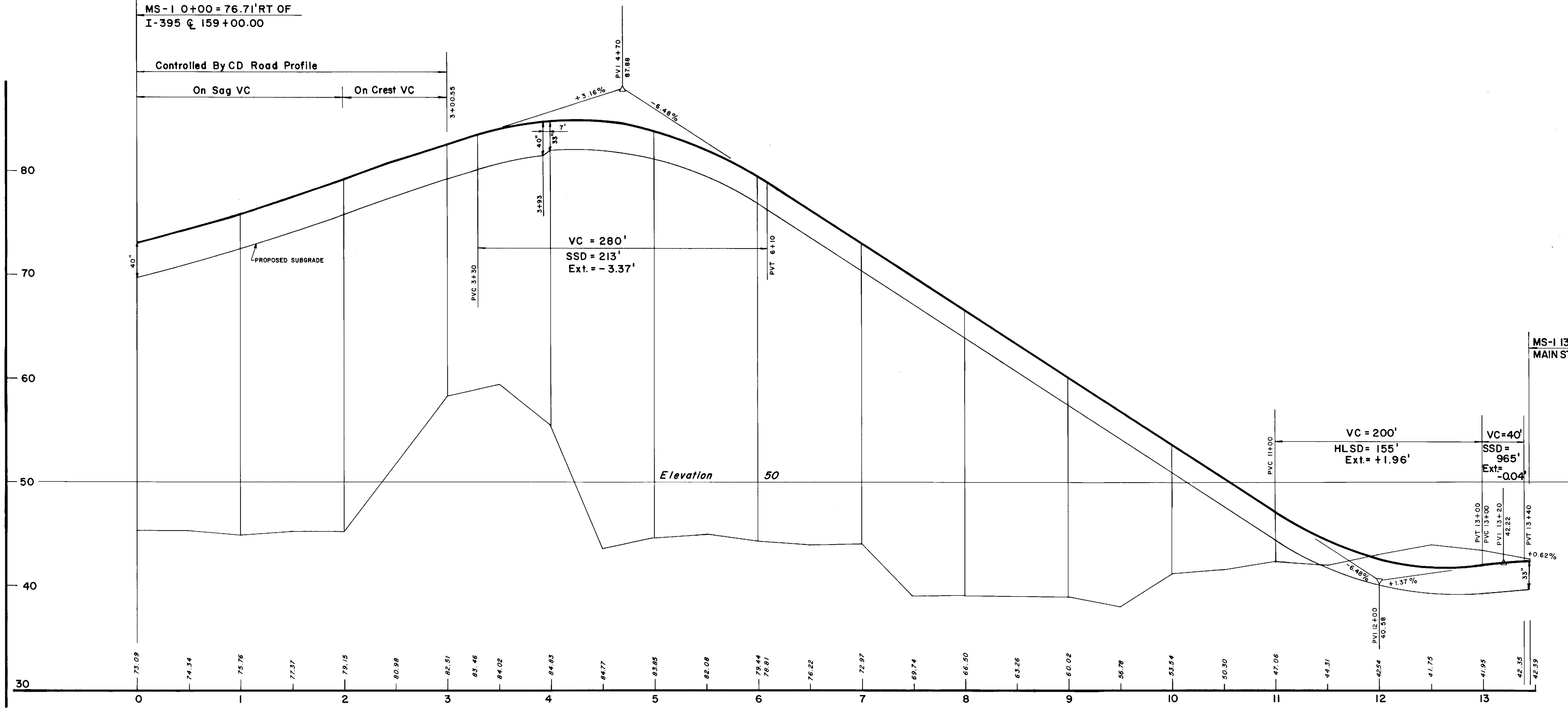
1-395

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

BRUNING 44-132 45710-1

MS-1 0+00 = 76.71' RT OF
I-395 @ 159+00.00

Controlled By CD Road Profile
On Sag VC On Crest VC



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

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

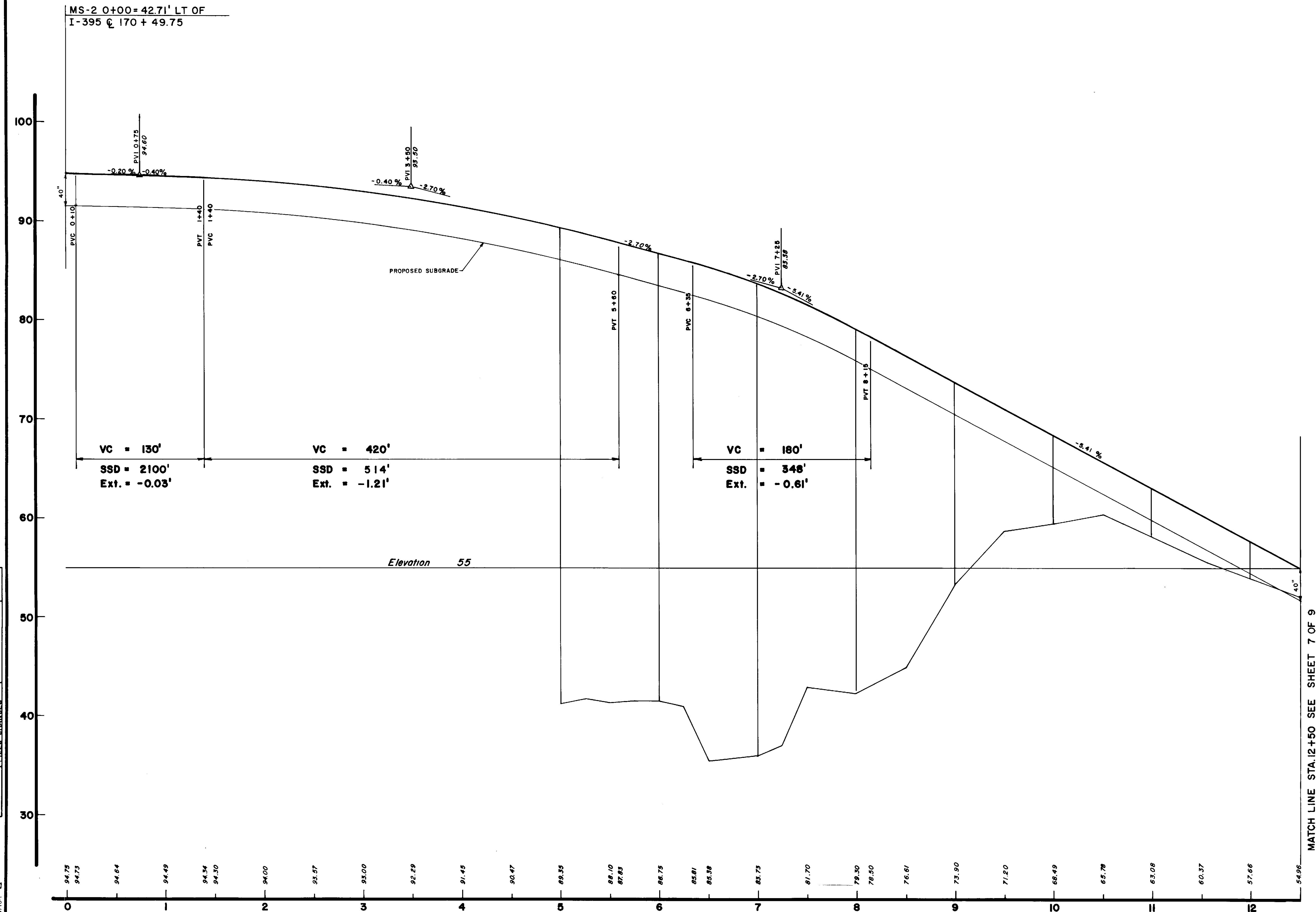
PROFILE
RAMP
MS-1

SHEET 5 OF 9 AUGUSTA, MAINE

BANGOR

I-395

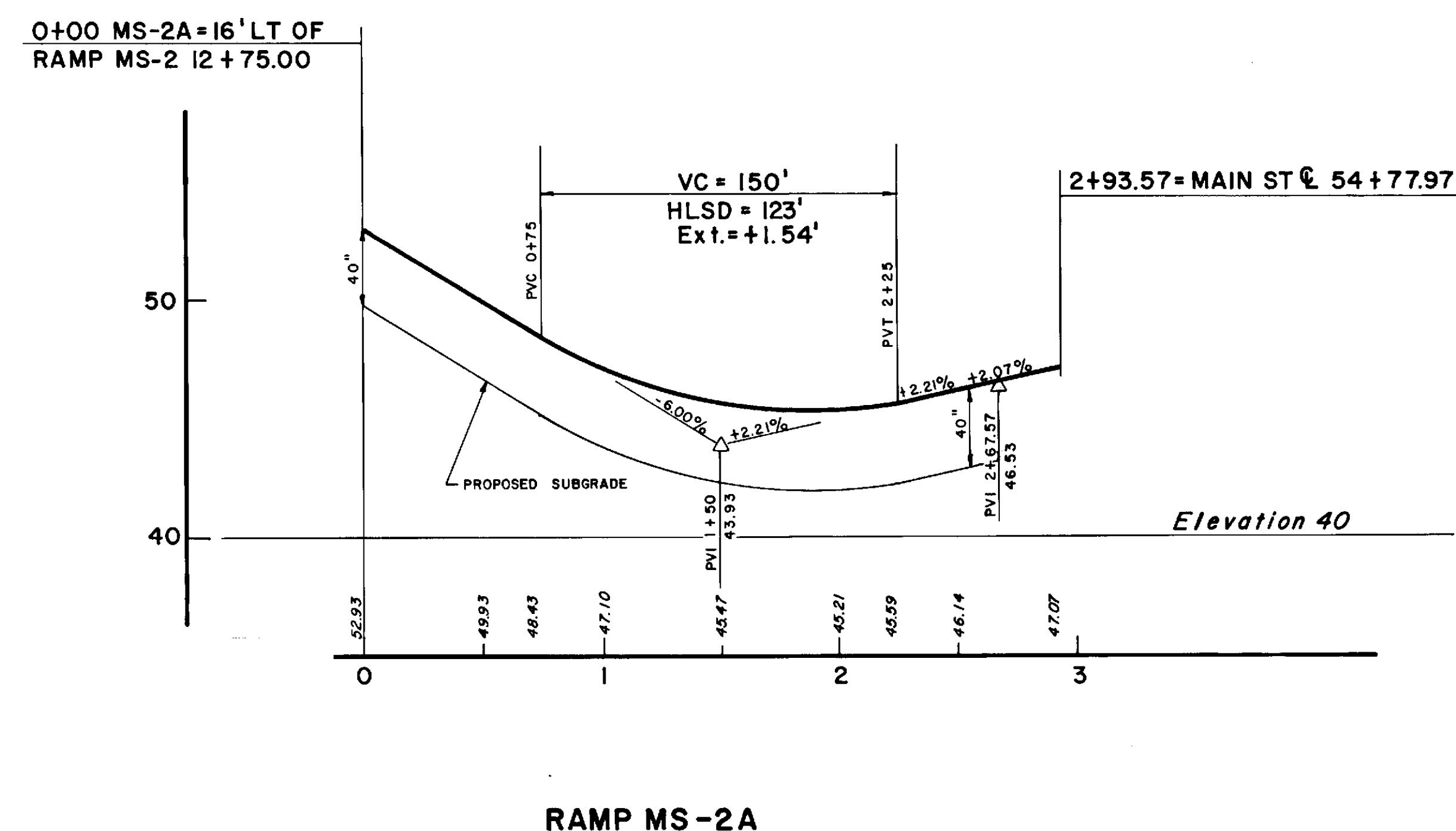
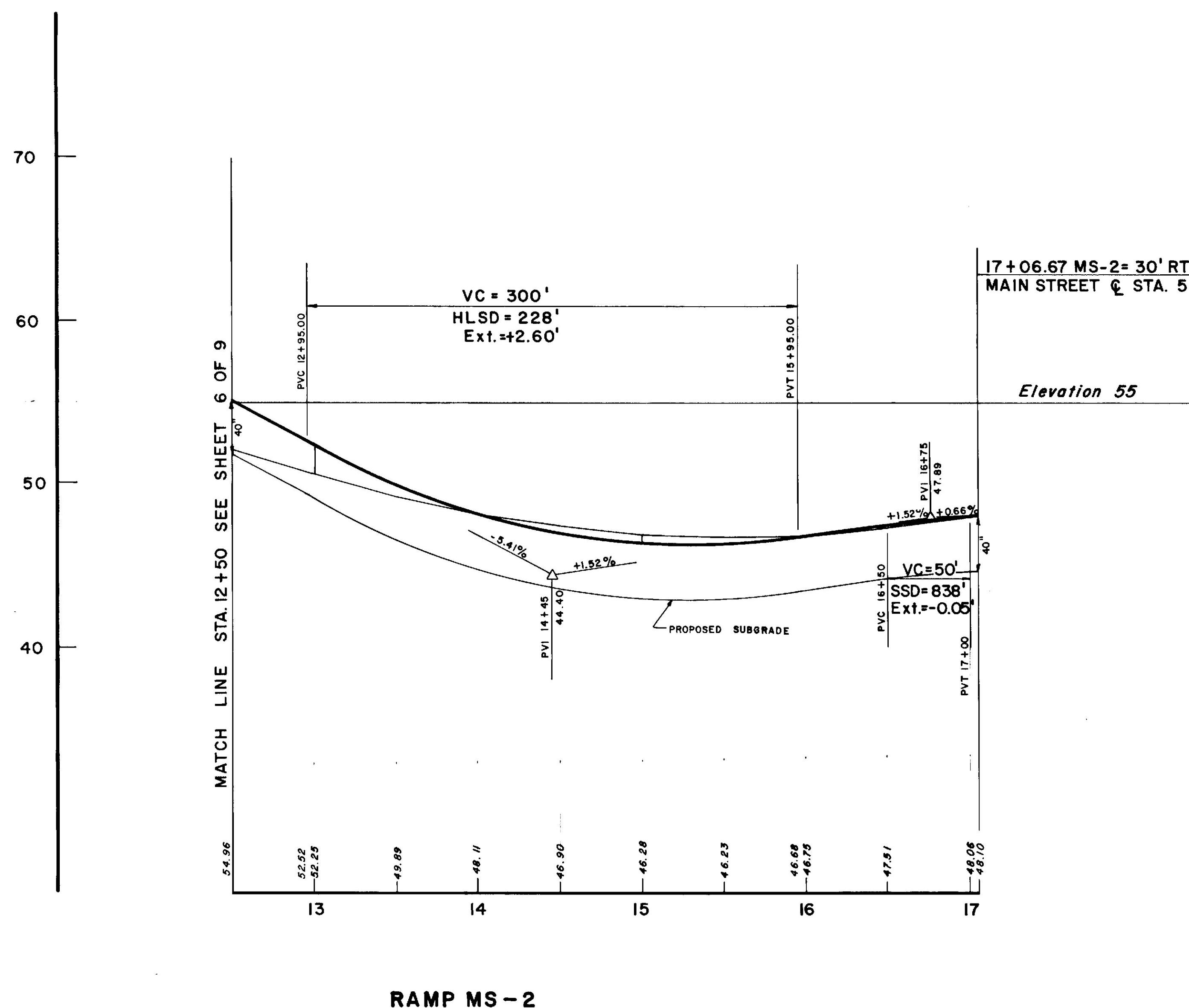
PROJECT DESIGN ENGINEER	BY	DATE
PLANS		
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		



STATE OF MAINE DEPARTMENT OF TRANSPORTATION
PROFILE RAMP MS-2 STA. 0+00 TO STA. 12+50
SHEET 6 OF 9 AUGUSTA, MAINE

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

PLANS



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROFILE RAMPS

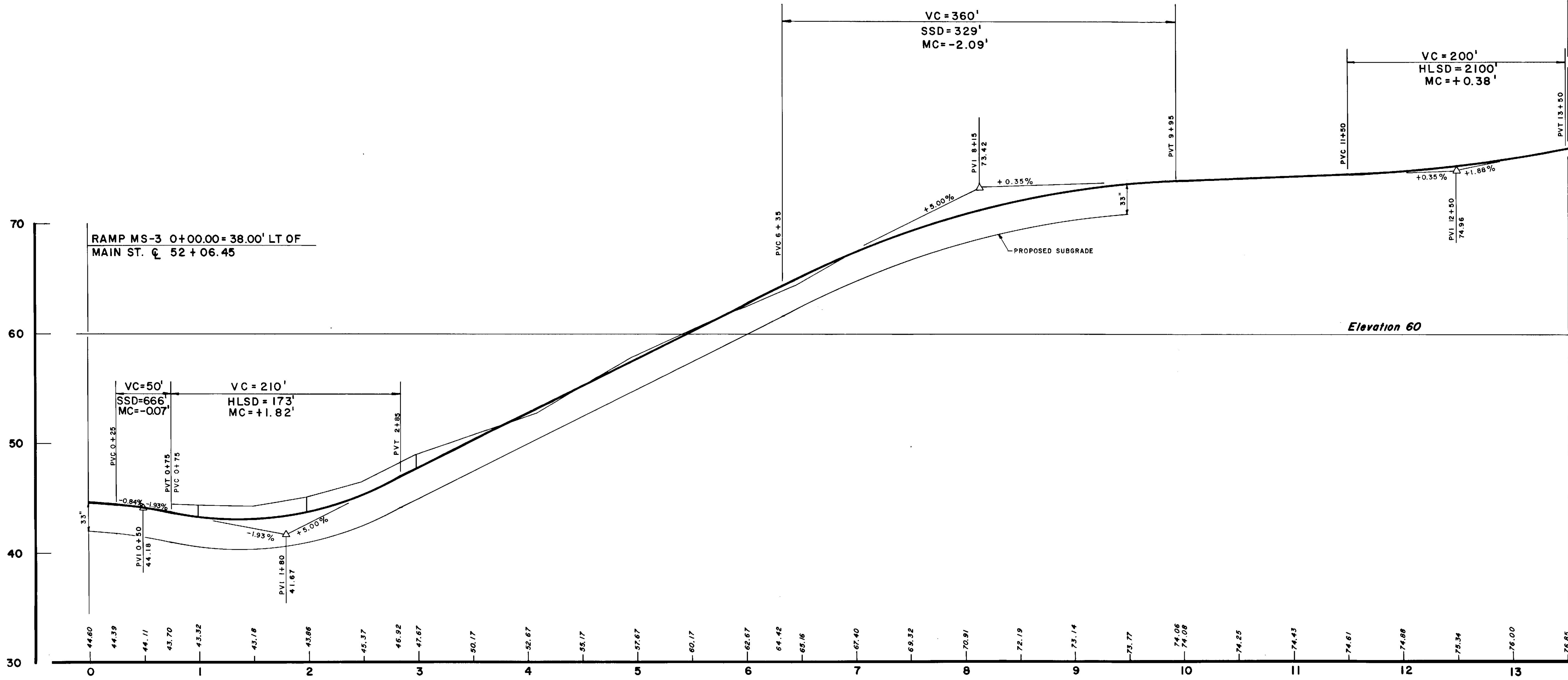
MS-2 STA. 12+50 TO 17+00
MS-2A STA. 0+00 TO 2+93.57

SHEET 7 OF 9 AUGUSTA, MAINE

BANGOR

I-395

MS-3 13+51.86=44.79' LT. OF
I-395 Q 145+07.27



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

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROFILE
RAMP
MS-3

SHEET 8 OF 9 AUGUSTA, MAINE

BANGOR

I-395

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

BRUNING 44-132 45710-1

