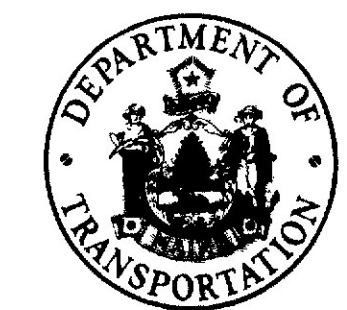


STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

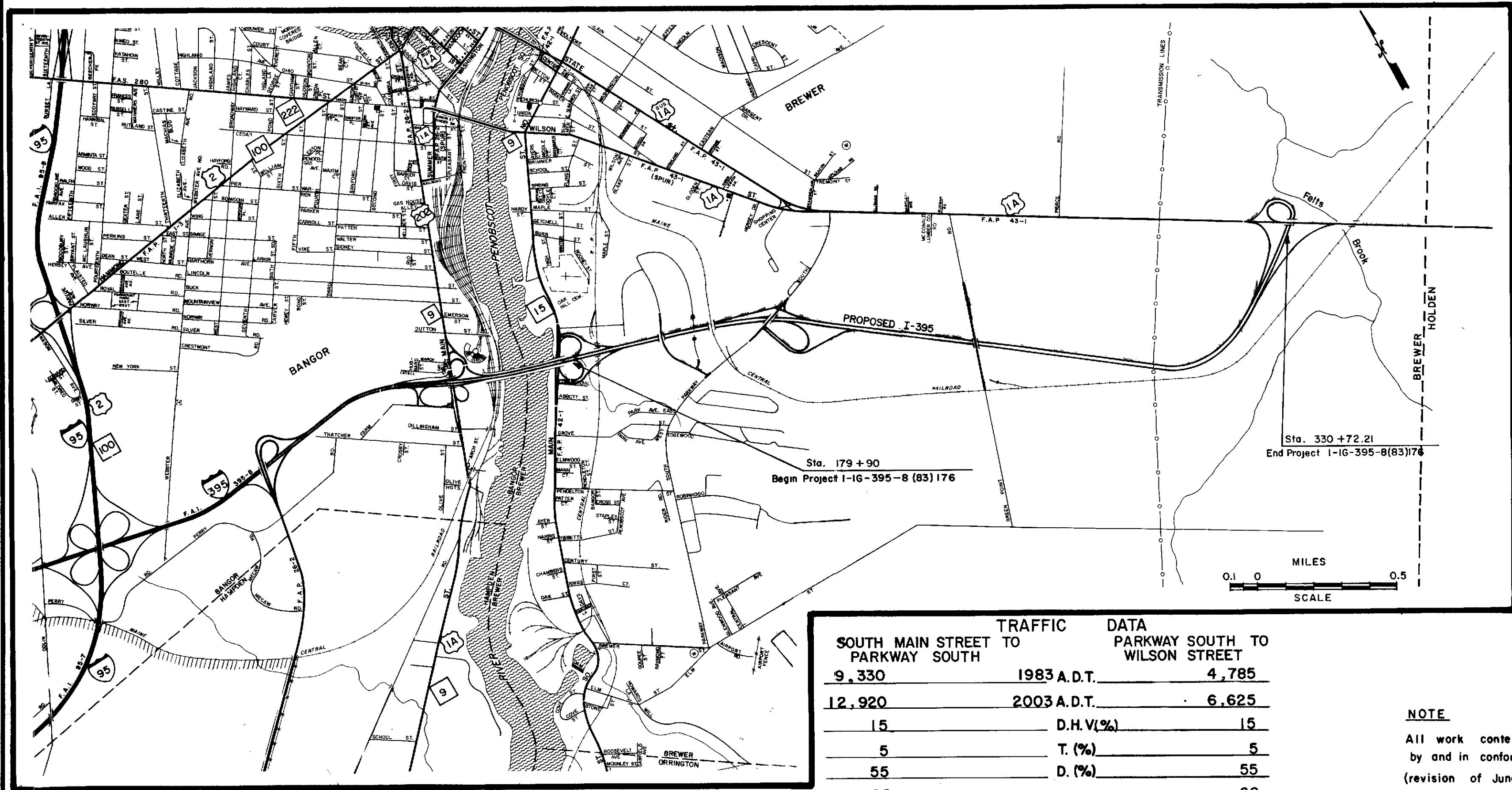
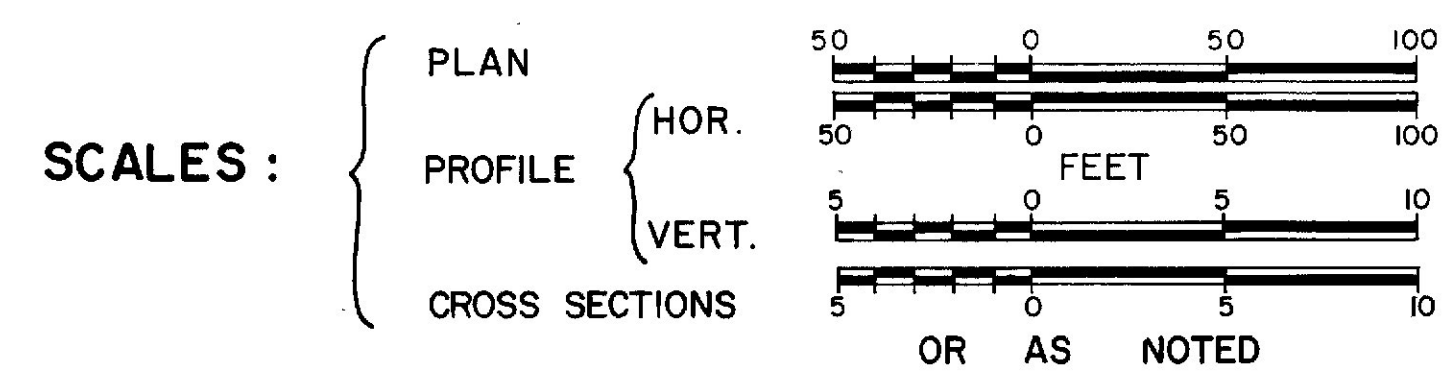
Reel 250 + 251

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



PLANS
BREWER
PENOBSCOT COUNTY
MAINE FEDERAL AID INTERSTATE
I-IG-395-8(83)176

PROJECT LENGTH: 2.856 MILES
GRADING, DRAINAGE & BASE
COMPLETED 1985



A PORTION OF PENOBSCOT COUNTY

TRAFFIC DATA	
SOUTH MAIN STREET TO PARKWAY SOUTH	PARKWAY SOUTH TO WILSON STREET
9,330	1983 A.D.T. 4,785
12,920	2003 A.D.T. 6,625
15	D.H.V.(%) 15
5	T.(%) 5
55	D.(%) 55
60	V. 60
N/A	P.S.D.(%) N/A
269	18 KIPS 143

NOTE
All work contemplated under this contract to be governed by and in conformity with the STANDARD SPECIFICATIONS (revision of June 1981) and supplementals thereto, except as modified on the plans and in the special provisions.

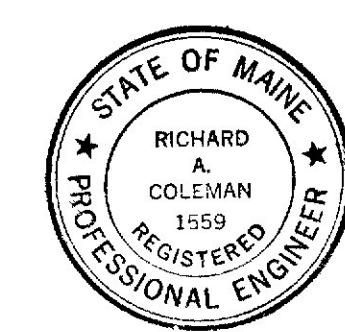
INDEX OF SHEETS

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-------------	-----------

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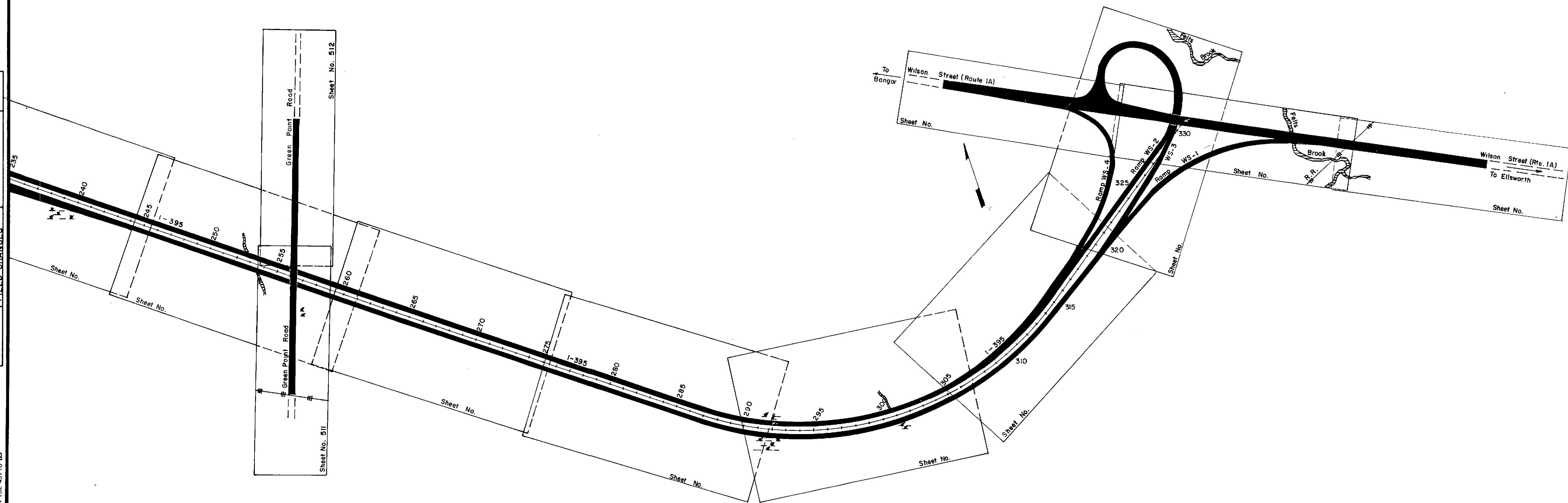
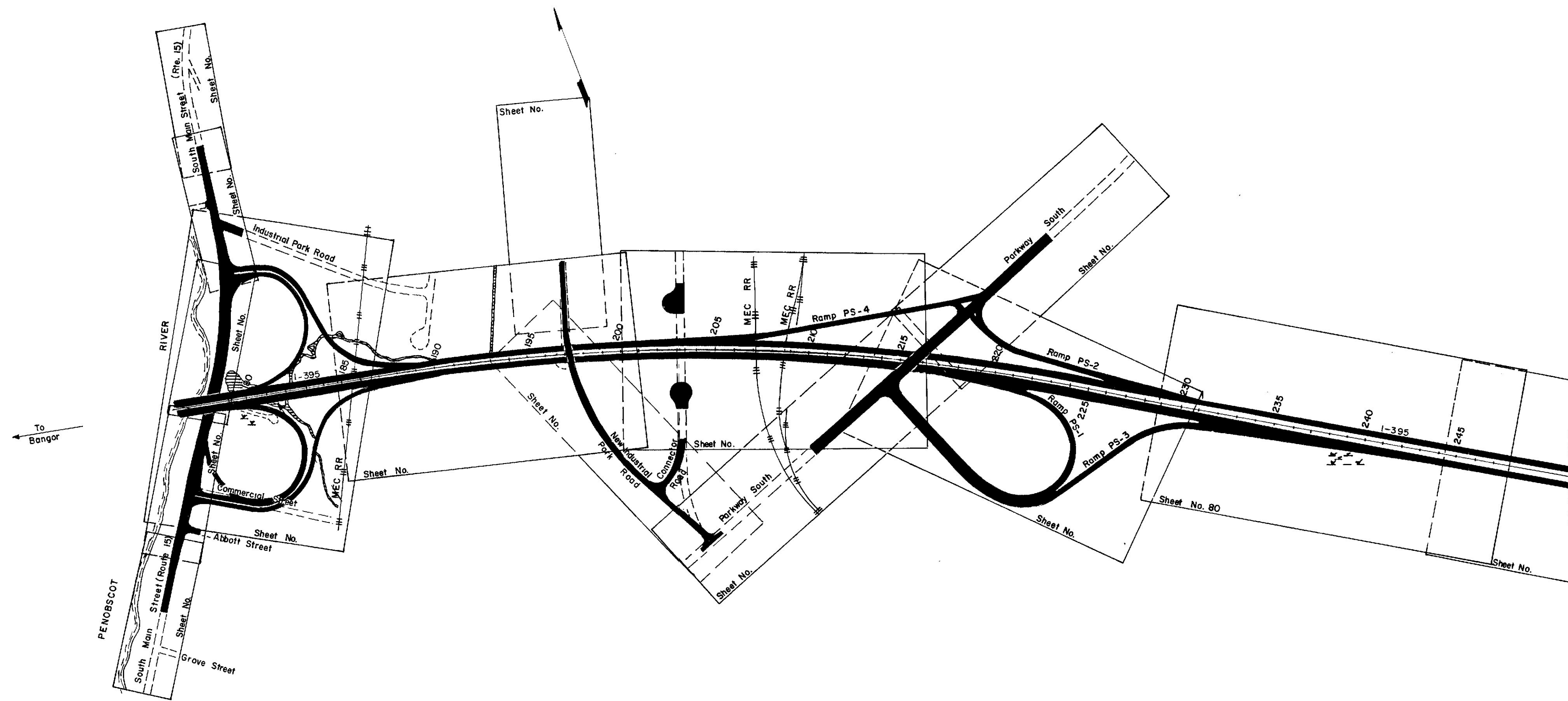
APPROVED:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
COMMISSIONER
Richard Coleman
CHIEF ENGINEER



DATE
Feb. 9 1983
Feb. 9 1983

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1
APPROVED:
DIVISION ADMINISTRATOR
DATE
Revised Philip D. 2-12-87



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

LAYOUT PLAN

As-Built February 1987
Drawn by P. Dunn

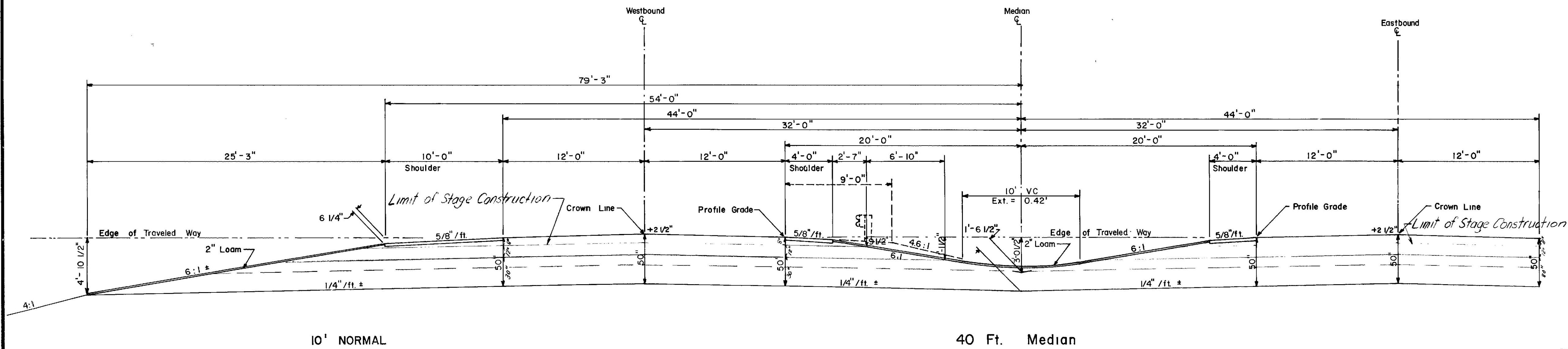
BANGOR-BREWER

1-395

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

PLANS

BRUNING 44-132-45710-85

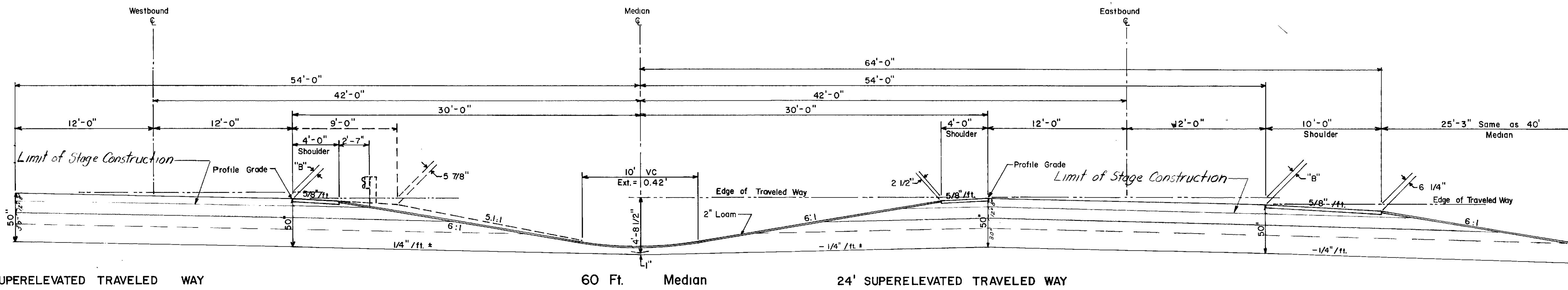
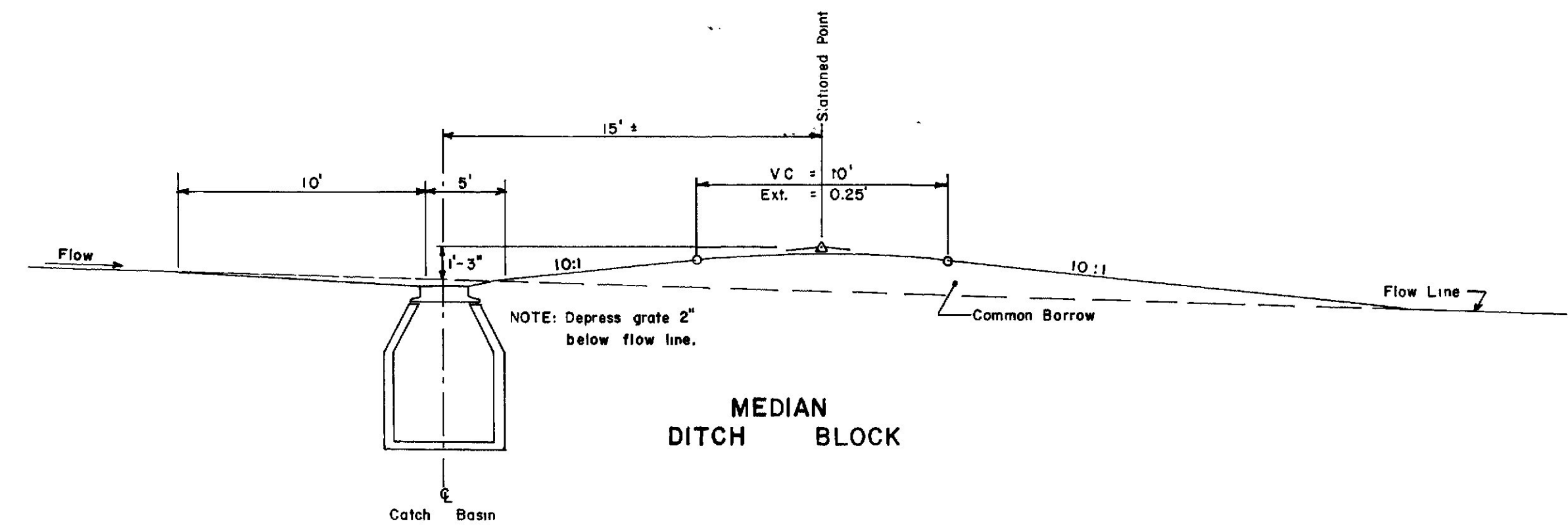


OPTION B
Quantities same as Eastbound

181 + 19 — 186 + 70
221 + 50 — 225 + 57
231 + 00 — 303 + 50
317 + 95 — 328 + 00

OPTION B
24" Crushed Stone Base = 121.70 C.Y./100 L.F.
18" Selected Granular Material = 222.22 C.Y./100 L.F.

201 + 50 — 212 + 00



OPTION B
Quantities same as Normal Traveled Way

189 + 00 — 200 + 50 (B = +6")
201 + 00 — 219 + 50 (B = +5 1/2")
288 + 50 — 313 + 50 (B = -14 1/2")

OPTION B
24" Crushed Stone Base = 200.06 C.Y./100 L.F.
18" Selected Granular Material = 301.78 C.Y./100 L.F.

229 + 00 — 313 + 50

OPTION B
Quantities same as Normal Traveled Way

192 + 50 — 212 + 00 (B = -5 1/2")
212 + 50 — 222 + 00 (B = -6")
288 + 50 — 313 + 00 (B = +14 1/2")

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

MAIN LINE

As-Built February 1987
Drawn by P. Dunn

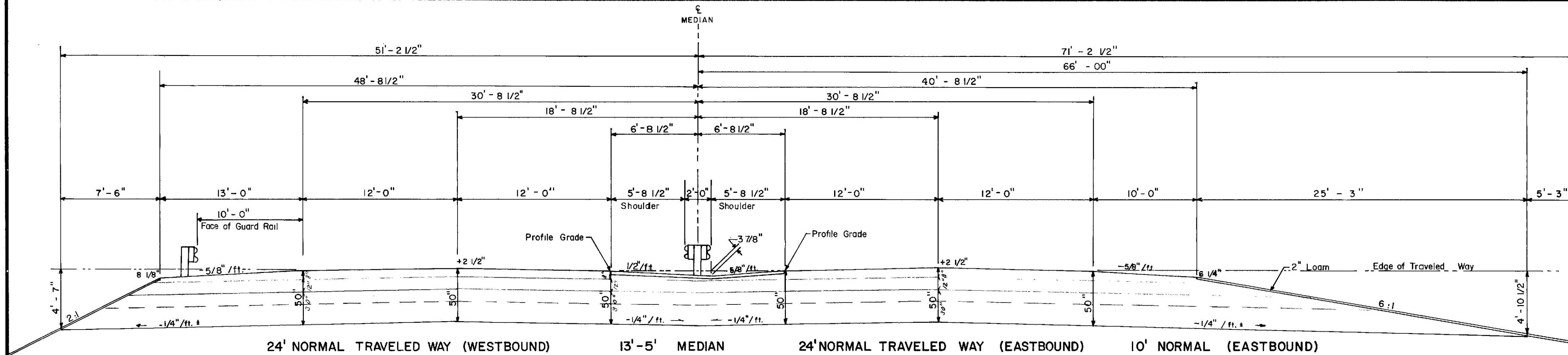
MAIN LINE

BANGOR-BREWER

I-395

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

PLANS



OPTION B
24" Crushed Stone Base = 177.78 C.Y./100 L.F.
18" Selected Granular Material = 133.33 C.Y./100 L.F.

179 + 00 - 187 + 00
222 + 50 - 285 + 50
316 + 50 - 326 + 50

OPTION B
24" Crsd. Ste. Base = 99.38 C.Y./100 L.F.
18" Sel. Gran. Mat. = 74.54 C.Y./100 L.F.

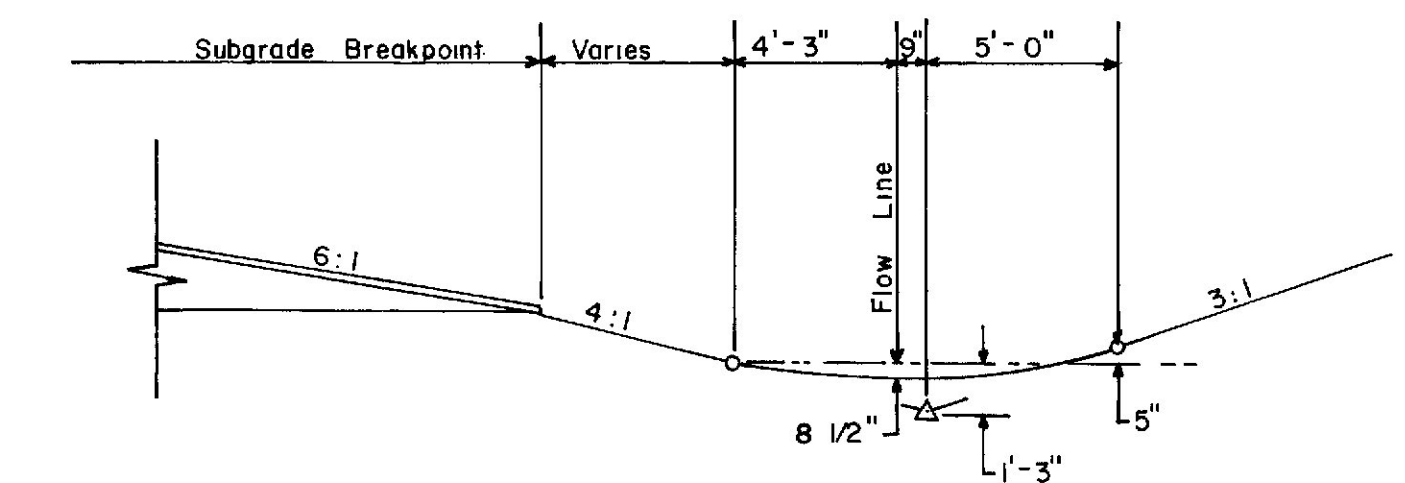
179 + 00 - 181 + 50

OPTION B
Quantities same as Westbound

179 + 00 - 189 + 50
225 + 00 - 285 + 50

OPTION B
24" Crsd. Ste. Base = 135.03 C.Y./100 L.F.
18" Sel. Gran. Mat. = 167.52 C.Y./100 L.F.

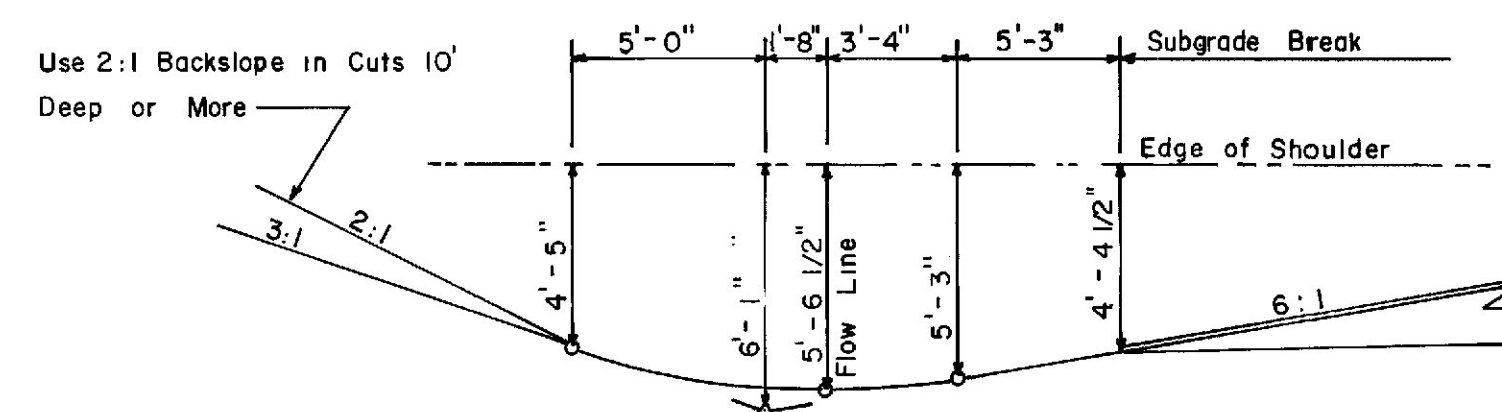
180 + 67 - 187 + 57
203 + 00 - 216 + 00
221 + 10 - 231 + 83
243 + 50 - 286 + 50



Special Ditch Section
4:1 Inslope 3:1 Backslope

NOTES

- The subbase depths as shown on the plans are intended to be nominal.
- When the superelevation exceeds 5/8" / ft., the low side shoulder shall have the same slope as the traveled way.
- Station to station limits not listed are in transition areas.
- These notes apply to all typical section sheets.
- Crowns for both normal and superelevated sections for all courses shall be straight.



Normal Ditch Section
3:1 Backslope 6:1 Inslope

MAIN LINE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

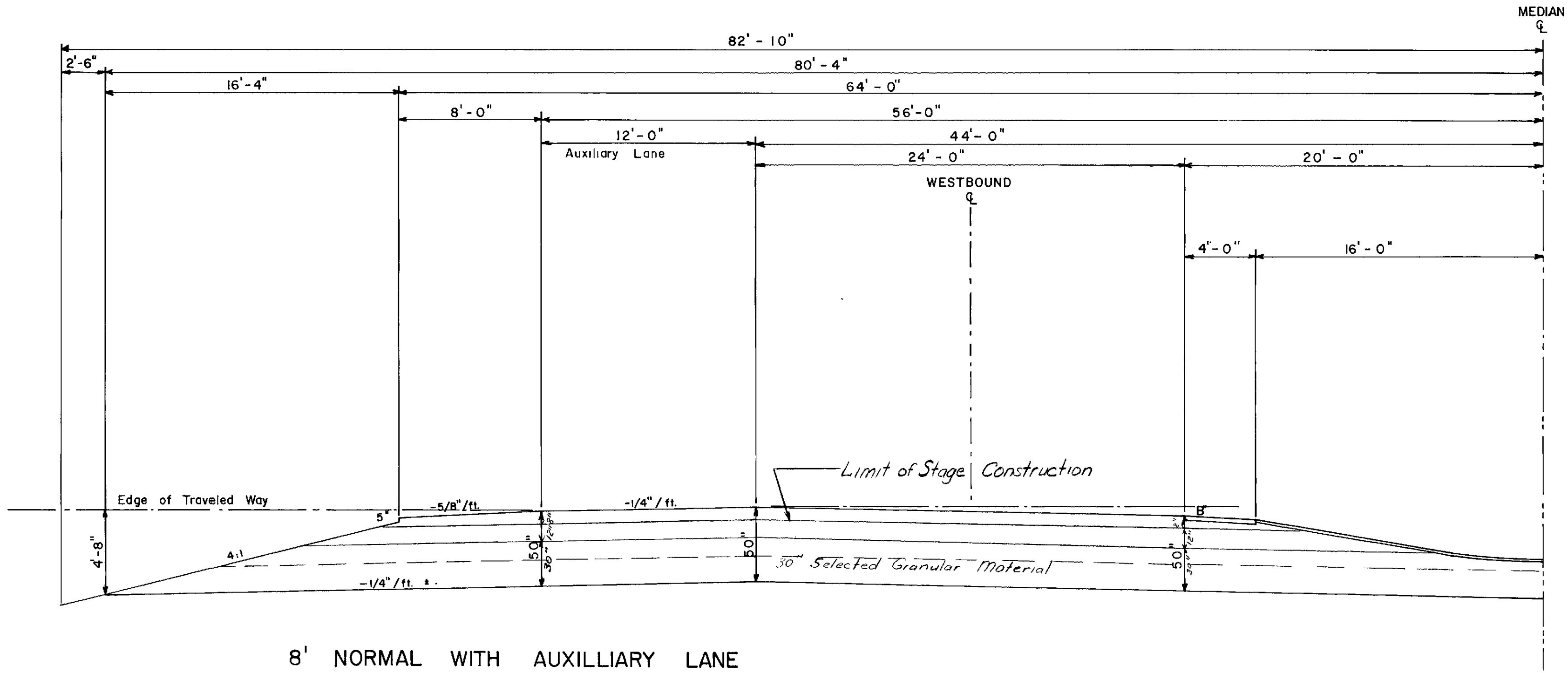
MAIN LINE

As-Built February 1987
Drawn by P. Dunn

BANGOR-BREWER

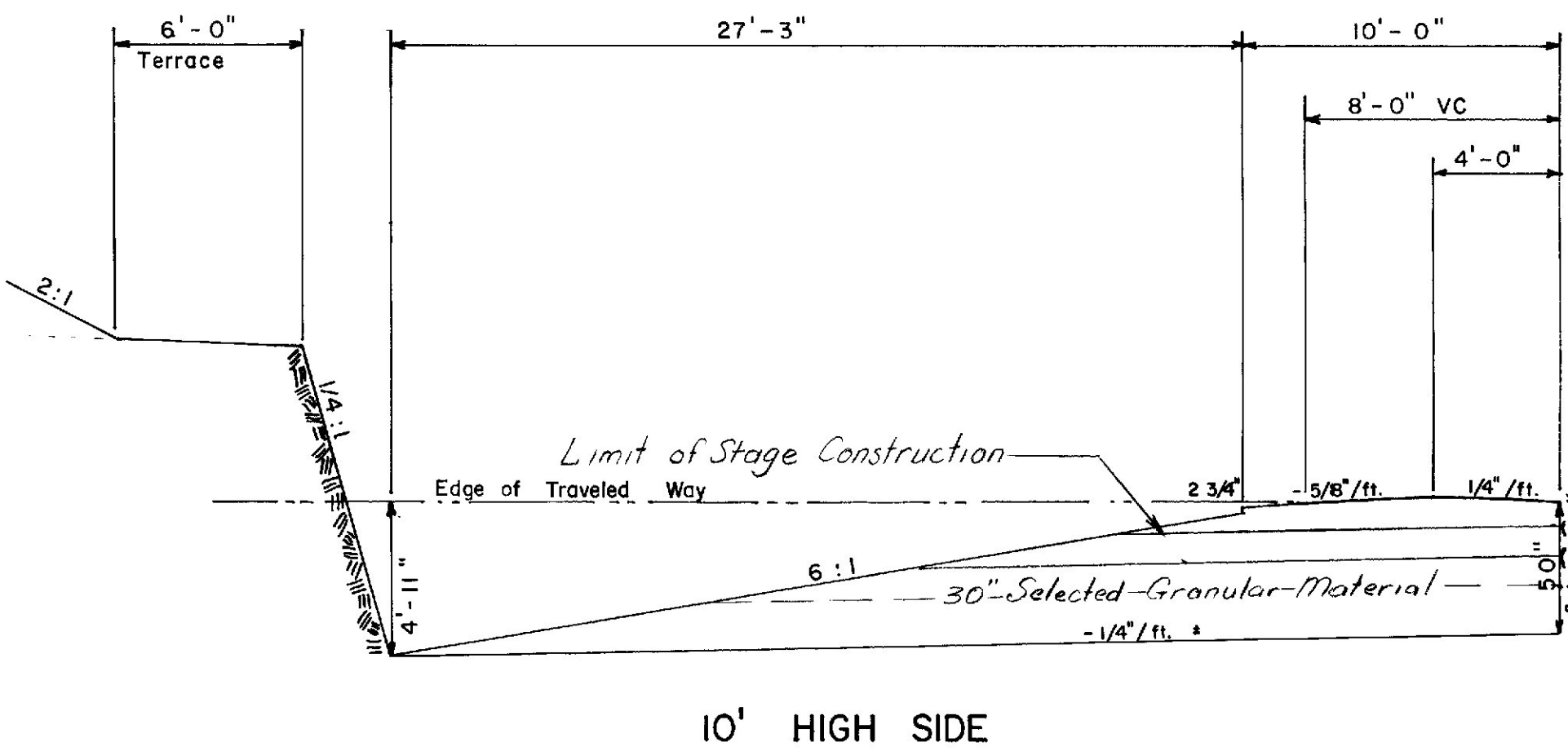
1-395

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



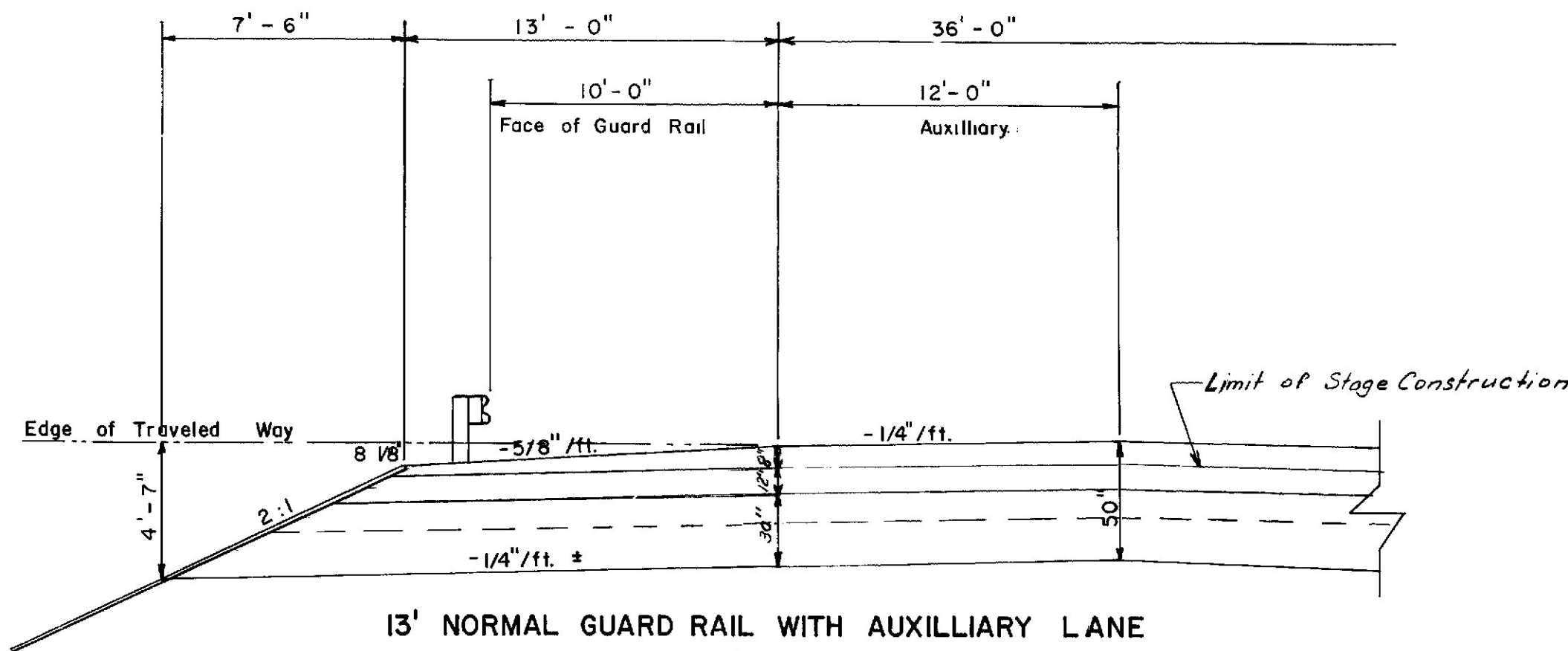
8' NORMAL WITH AUXILLIARY LANE

OPTION B
 24" Crushed Stone Base = 189.38 C.Y./100 L.F.
 18" Selected Granular Material = 183.41 C.Y./100 L.F.
 196+00 - 204+00



10' HIGH SIDE

OPTION B
 24" Crushed Stone Base = 149.86 C.Y./100 L.F.
 18" Selected Granular Material = 178.61 C.Y./100 L.F.
 207+08 - 221+00 Lt. (Westbound)
 287+00 - 313+50 Rt. (Eastbound)



13' NORMAL GUARD RAIL WITH AUXILLIARY LANE

OPTION B
 24" Crushed Stone Base = 266.67 C.Y./100 L.F.
 18" Selected Granular Material = 200.00 C.Y./100 L.F.
 189+00 - 195+50

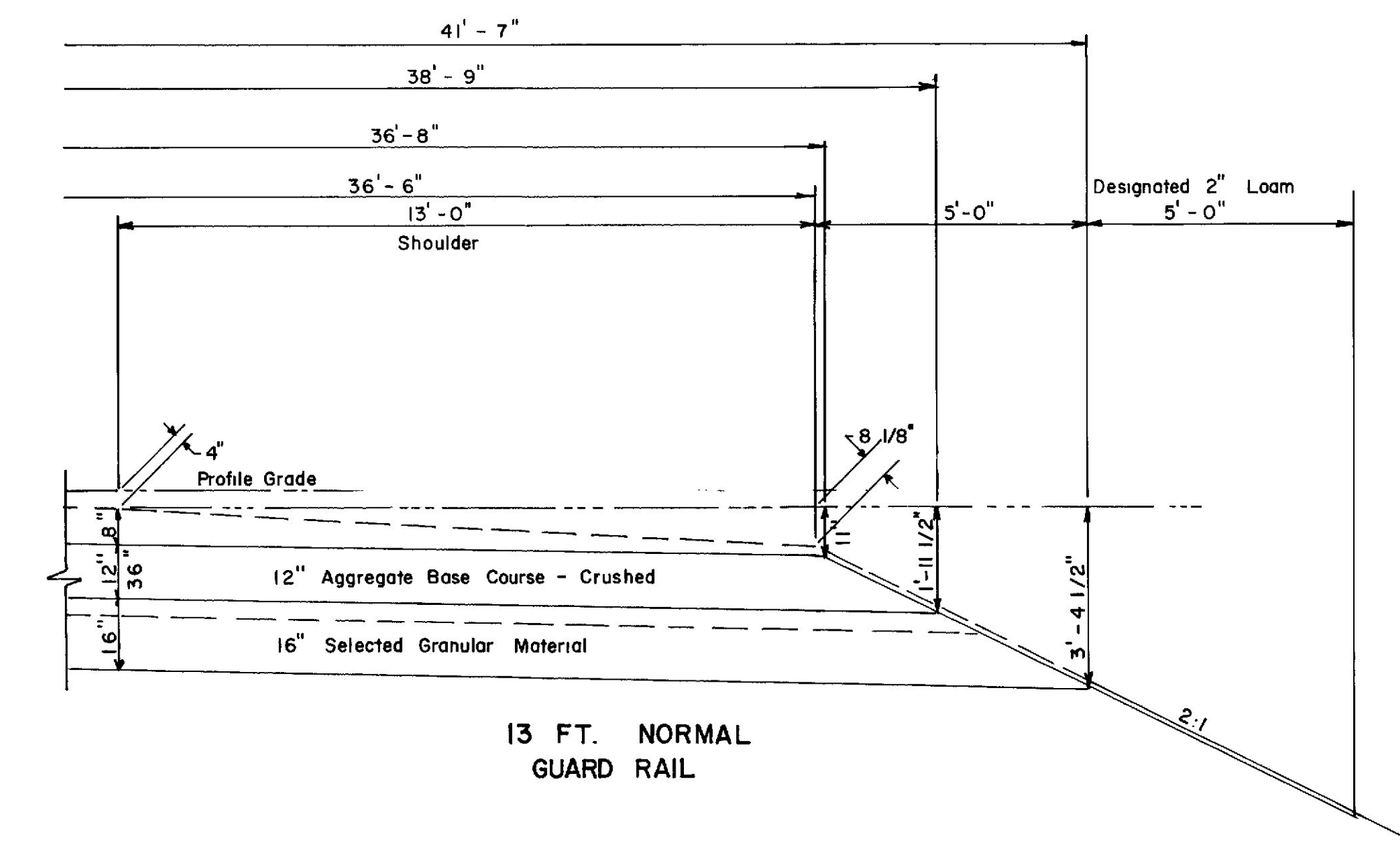
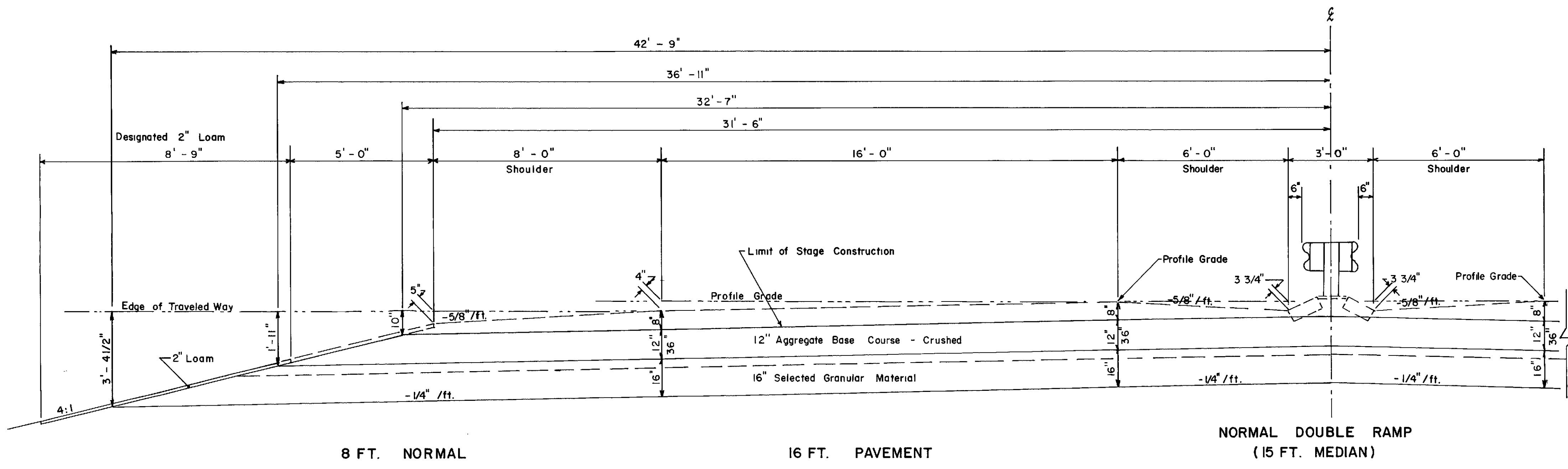
MAIN LINE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

MAIN LINE

As-Built February 1987
Drawn By P.Dunn

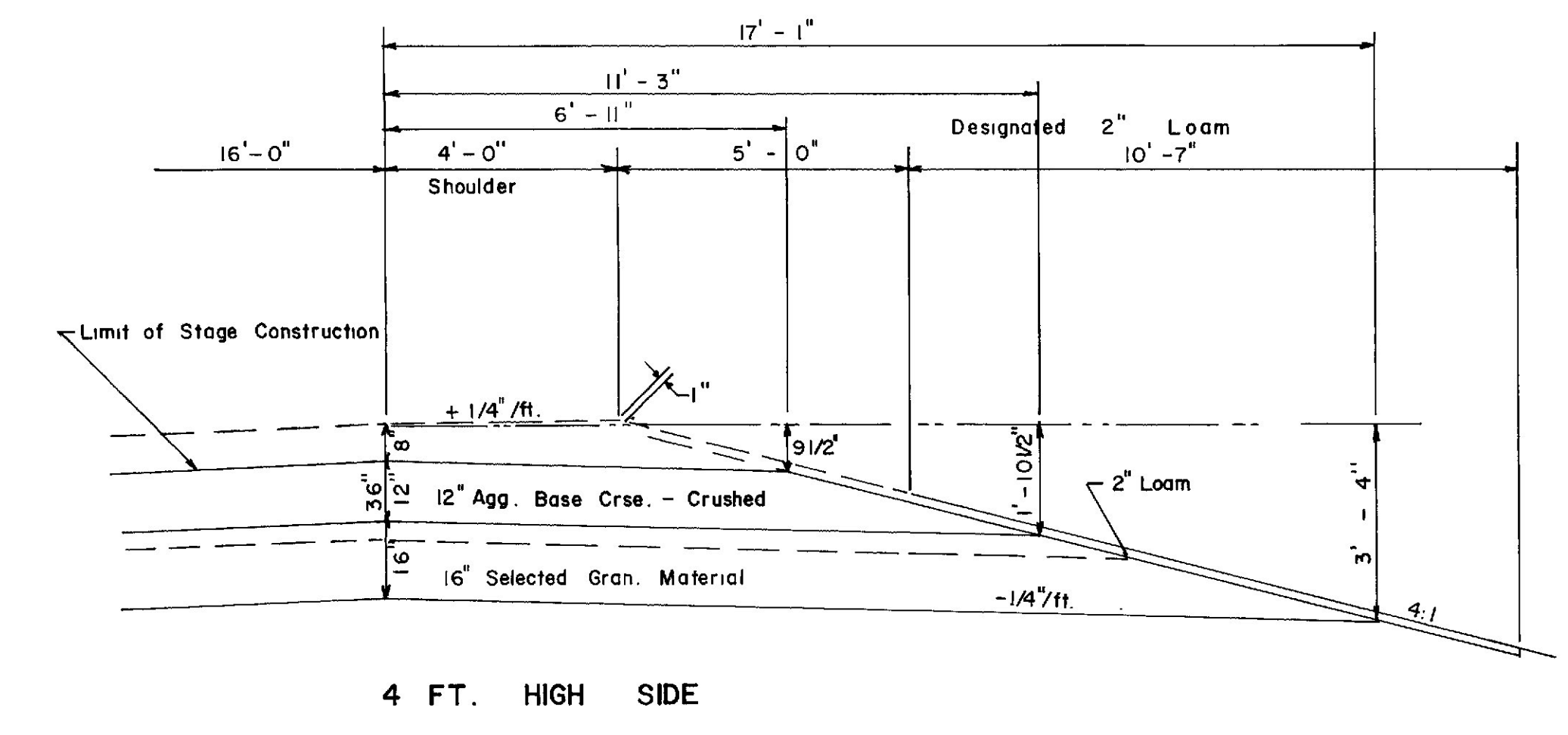
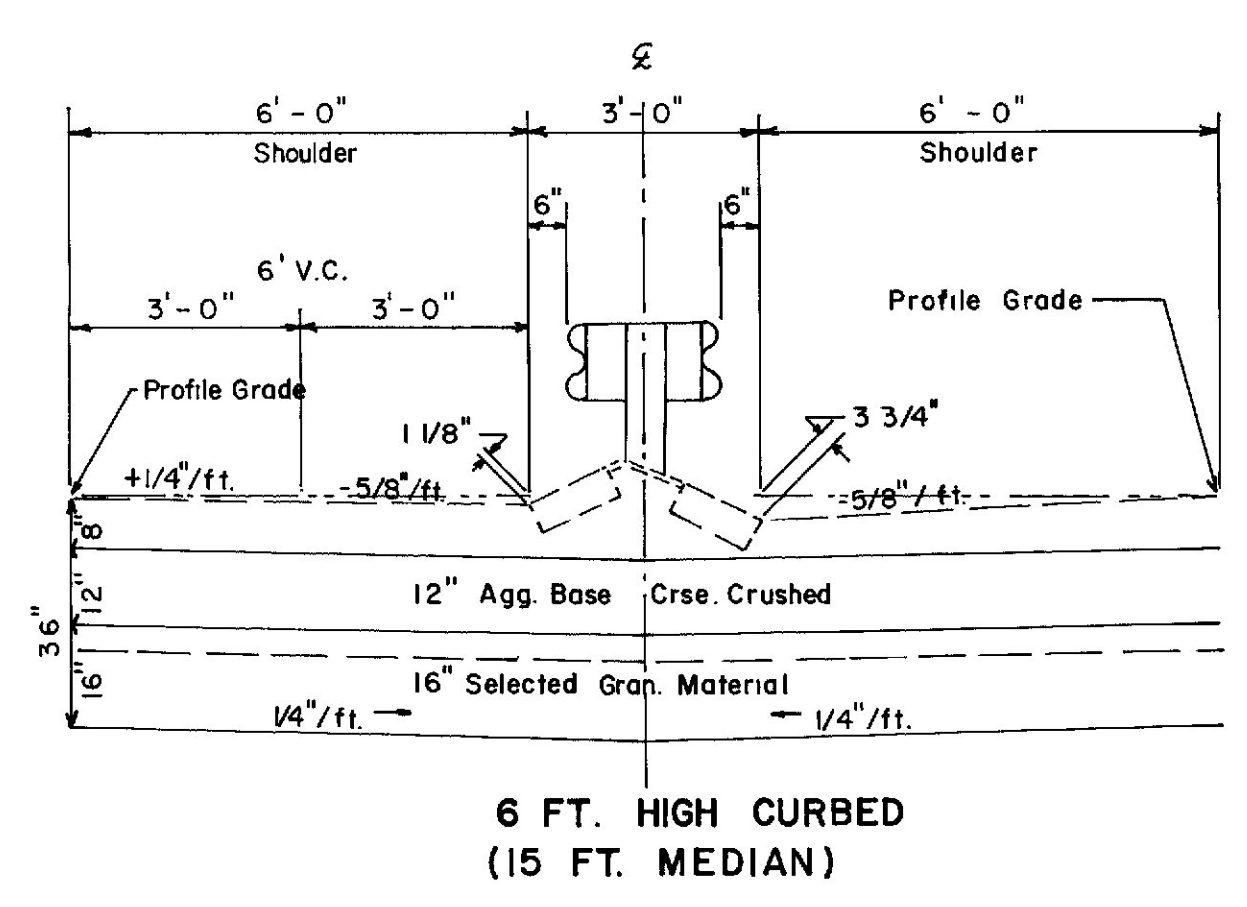
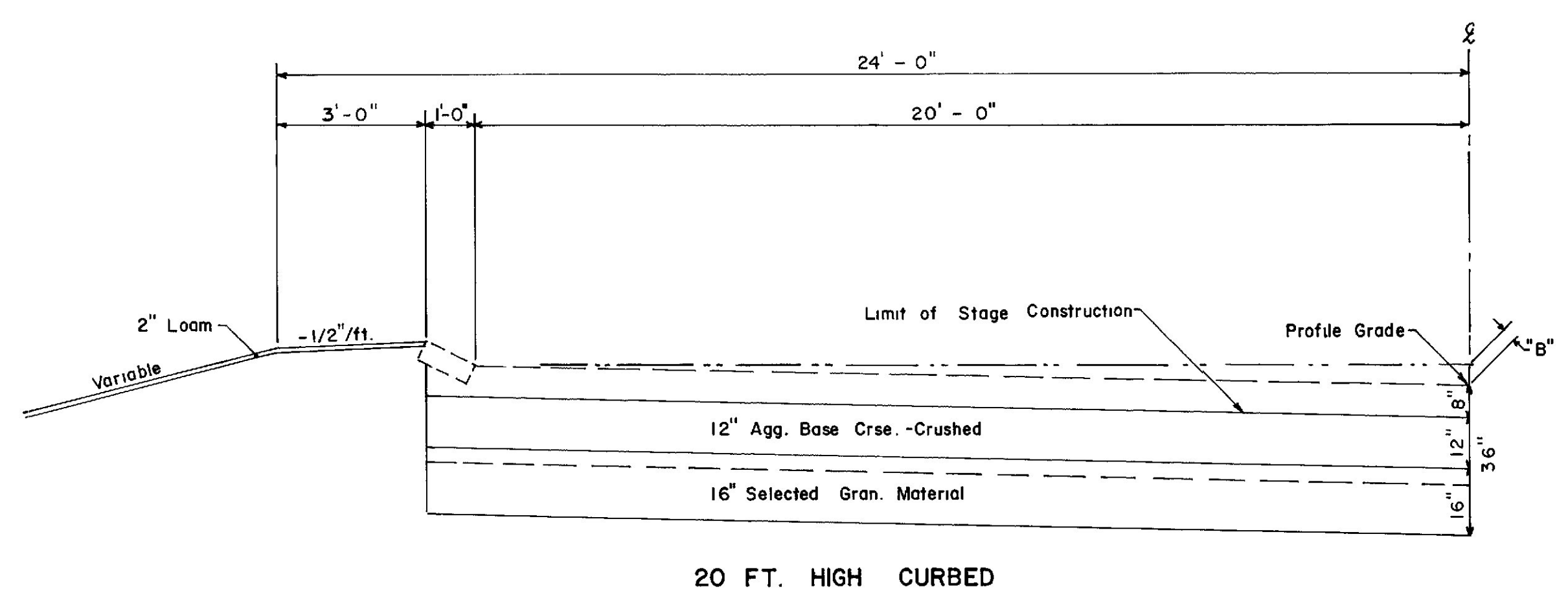


OPTION "B"	
16" Crushed Stone Base	59.56 C.Y./100 L.F.
12" Selected Granular Material	63.23 C.Y./100 L.F.
Sta. 9+25 — 11+25 Rt.	SM-1
Sta. 1+50 — 3+00 Rt.	SM-1/3
Sta. 2+50 — 6+50 Rt.	SM-2/4 — SM-2B

OPTION "B"	
16" Crushed Stone Base	79.01 C.Y./100 L.F.
12" Selected Granular Material	59.26 C.Y./100 L.F.
Sta. 2+75 — 12+50 Lt.	SM-1
Sta. 2+50 — 10+75 Lt.	SM-2A — SM-2B
Sta. 2+50 — 5+60 Lt.	SM-2/4
Sta. 1+50 — 6+79 Rt.	SM-1/3

OPTION "B"	
16" Crushed Stone Base	74.07 C.Y./100 L.F.
12" Selected Granular Material	55.56 C.Y./100 L.F.
Sta. 1+50 — 2+00	SM-1/3

OPTION "B"	
16" Crushed Stone Base	72.74 C.Y./100 L.F.
12" Selected Granular Material	63.07 C.Y./100 L.F.
Sta. 2+50 — 9+25 Rt.	SM-1
Sta. 6+50 — 11+50 Rt.	SM-2B



OPTION "B"	
16" Crushed Stone Base	103.70 C.Y./100 L.F.
12" Selected Granular Material	77.78 C.Y./100 L.F.
Sta. 11+25 — 12+50 Rt.	SM-1

OPTION "B"	
16" Crushed Stone Base	74.07 C.Y./100 L.F.
12" Selected Granular Material	55.56 C.Y./100 L.F.
Sta. 2+50 — 5+60	SM-2/4
Sta. 2+00 — 6+79	SM-1/3

OPTION "B"	
16" Crushed Stone Base	48.81 C.Y./100 L.F.
12" Selected Granular Material	55.21 C.Y./100 L.F.
Sta. 2+50 — 6+57 Lt.	SM-1
Sta. 6+00 — 10+75 Lt.	SM-2B

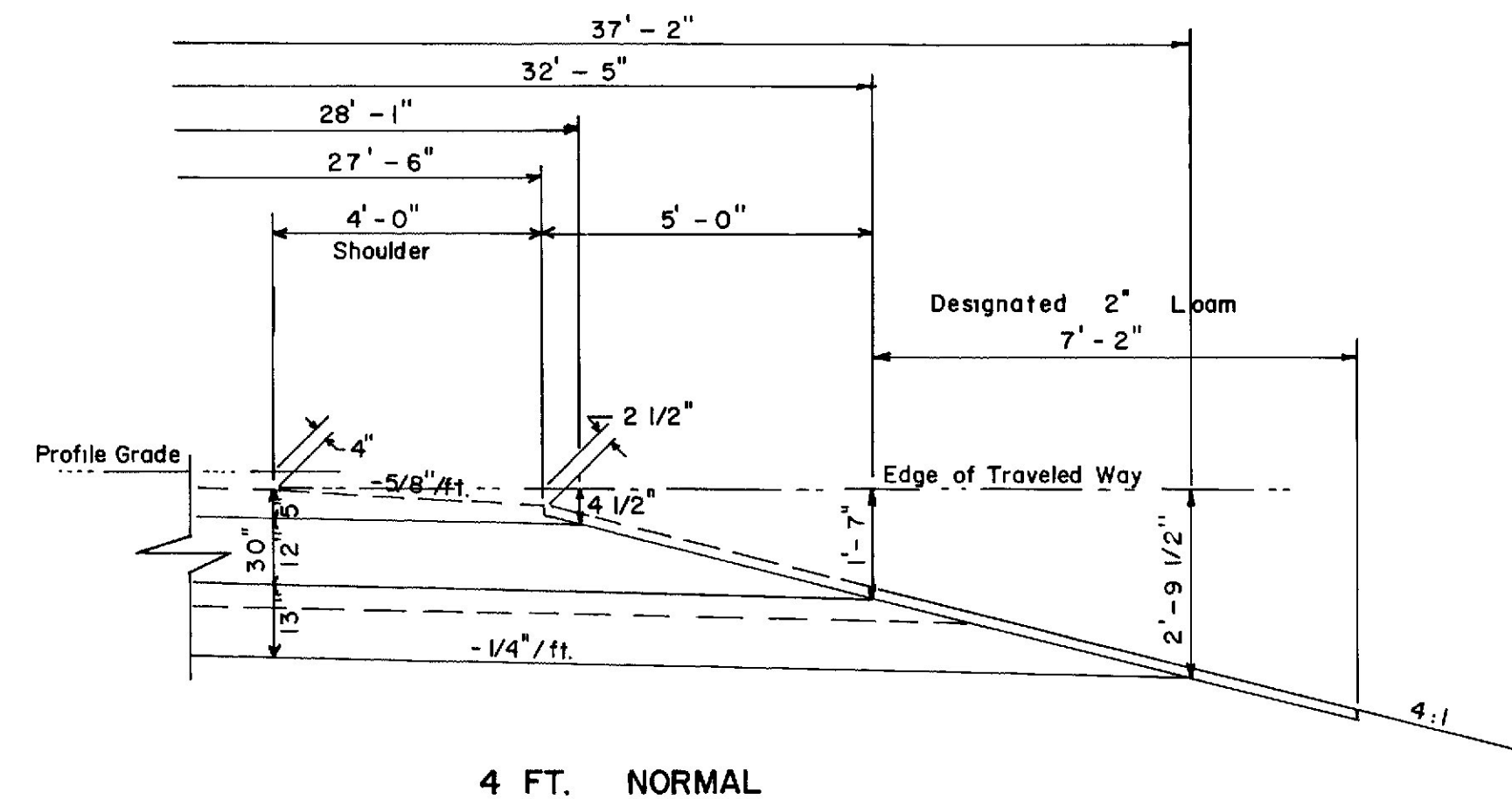
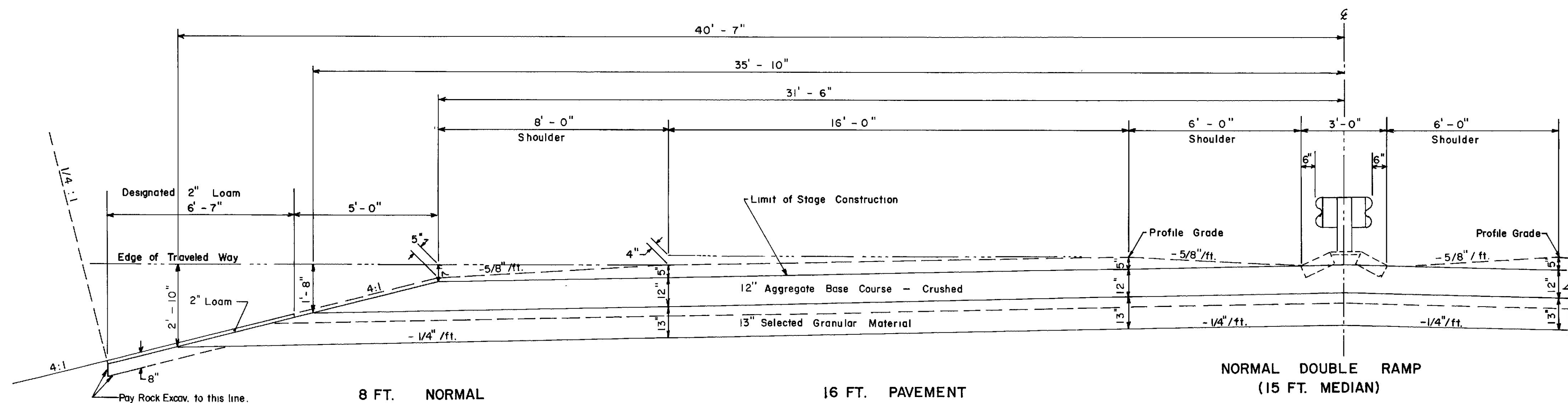
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
RAMPS
SM-1 — SM-2

As-Builts February 1987
Drawn By P.Dunn

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

PLANS



OPTION "B"	
16" Crushed Stone Base	54.19 C.Y./100 L.F.
9" Selected Granular Material	42.25 C.Y./100 L.F.

Sta. 13 + 75 — 18 + 75 Rt. WS - 4
Sta. 324 + 77 — 329 + 10 Rt. WS - 3A
Sta. 5 + 75 — 12 + 15 Rt. PS - 2A
Sta. 11 + 50 — 19 + 25 Rt. PS - 3

OPTION "B"	
16" Crushed Stone Base	79.01 C.Y./100 L.F.
9" Selected Granular Material	44.44 C.Y./100 L.F.

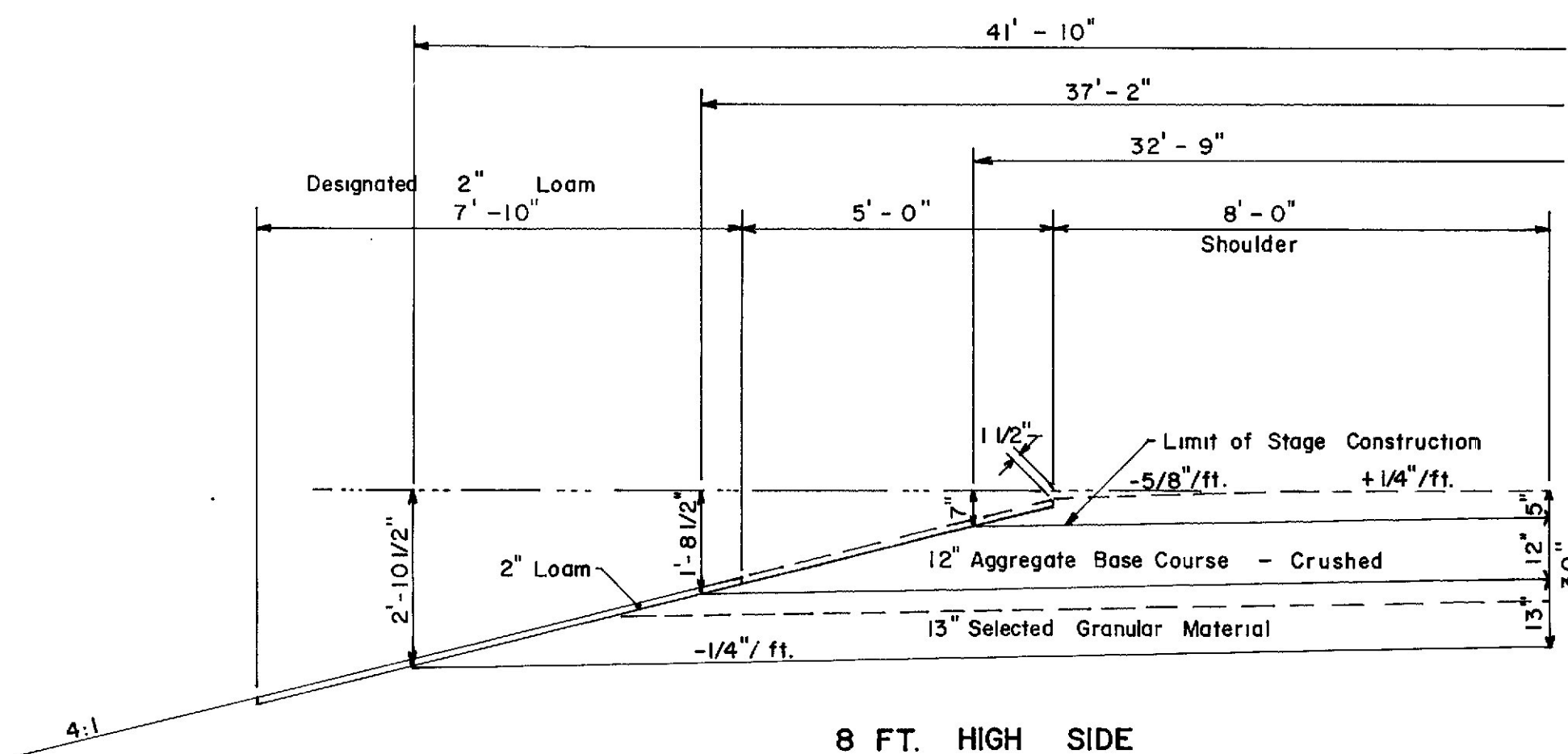
Sta. 6 + 79 — 12 + 78 Lt. SM - 3
Sta. 1 + 78 — 7 + 00 Lt. SM - 4
Sta. 9 + 00 — 18 + 75 Lt. WS - 4
Sta. 333 + 50 — 340 + 77 Lt. & Rt. WS - 2/3
Sta. 324 + 78 — 330 + 50 Rt. WS - 3A
Sta. 5 + 75 — 12 + 15 Lt. PS - 2A
Sta. 11 + 30 — 19 + 30 Lt. PS - 3

OPTION "B"	
16" Crushed Stone Base	74.07 C.Y./100 L.F.
9" Selected Granular Material	41.67 C.Y./100 L.F.

Sta. 329 + 50 — 340 + 77 WS - 2/3

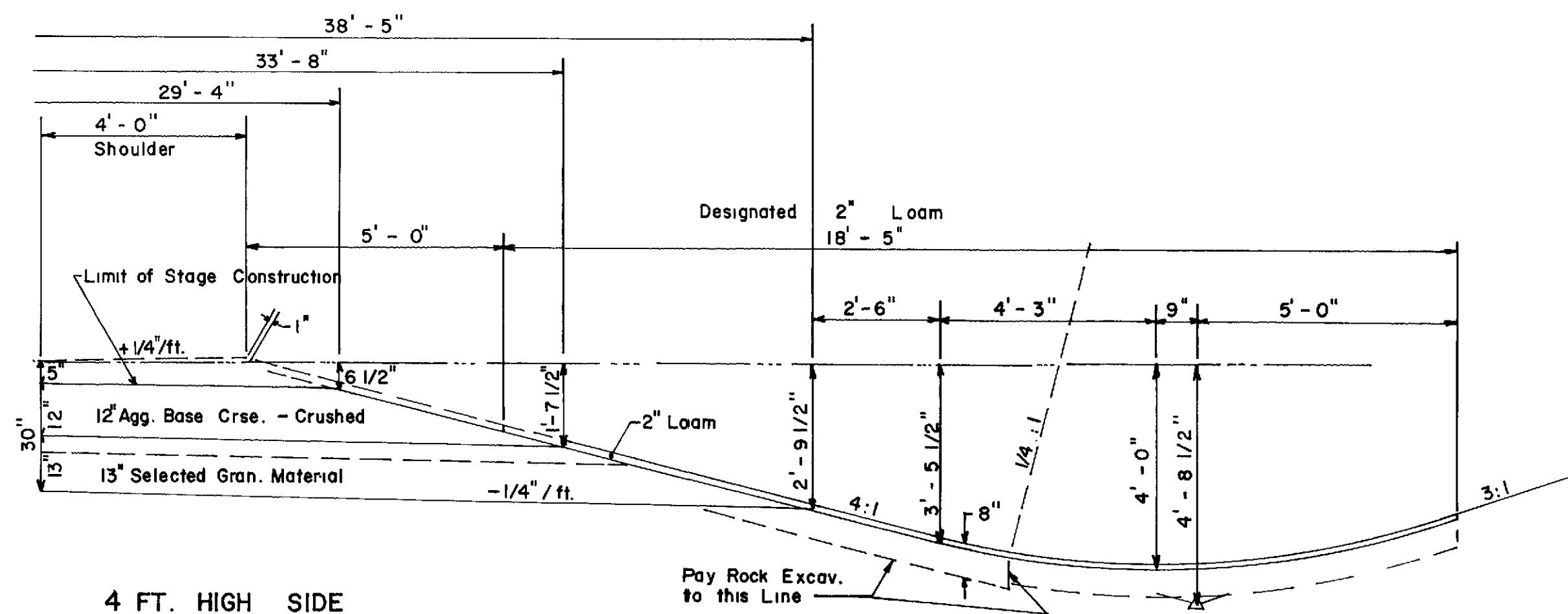
OPTION "B"	
16" Crushed Stone Base	37.00 C.Y./100 L.F.
9" Selected Granular Material	33.64 C.Y./100 L.F.

Sta. 324 + 78 — 329 + 00 Lt. WS - 3A
Sta. 12 + 25 — 14 + 25 Lt. PS - 3



OPTION "B"	
16" Crushed Stone Base	60.42 C.Y./100 L.F.
9" Selected Granular Material	46.98 C.Y./100 L.F.

Sta. 4 + 50 — 11 + 30 Rt. PS - 1/3



OPTION "B"	
16" Crushed Stone Base	43.21 C.Y./100 L.F.
9" Selected Granular Material	36.32 C.Y./100 L.F.

Sta. 6 + 90 — 12 + 78 Rt. SM - 3
Sta. 1 + 78 — 5 + 55 Lt. SM - 4A
Sta. 16 + 25 — 20 + 00 Lt. WS - 4
Sta. 5 + 44 — 7 + 35 Lt. PS - 2A
Sta. 10 + 63 — 12 + 15 Lt. PS - 2A
Sta. 14 + 25 — 20 + 50 Lt. PS - 3

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

RAMPS
SM - 3, SM - 4, PS - 2,
PS - 3, WS - 3, WS - 4

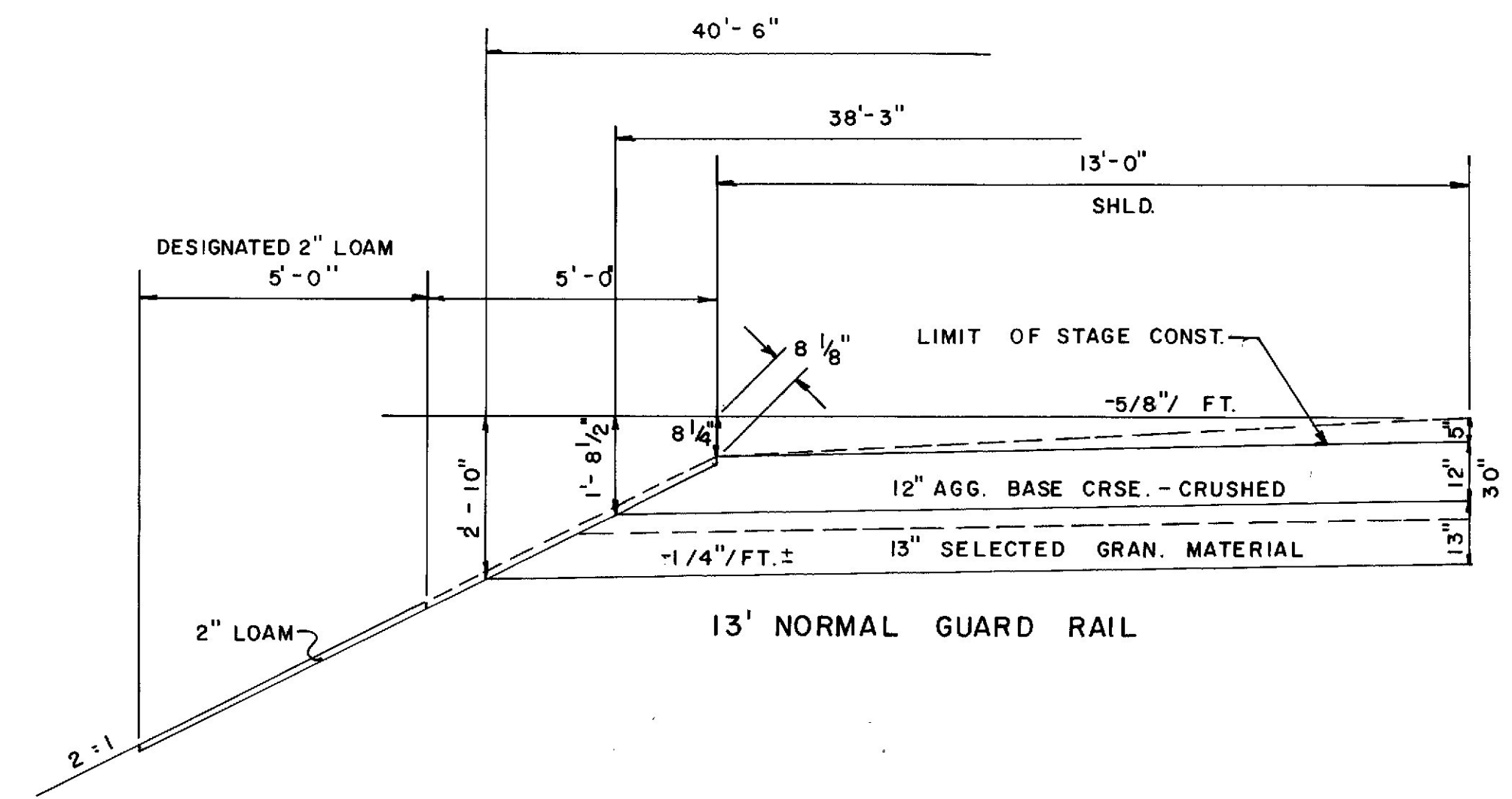
As-Built February 1987
Drawn By P. Dunn

RANGOR - BRFWER

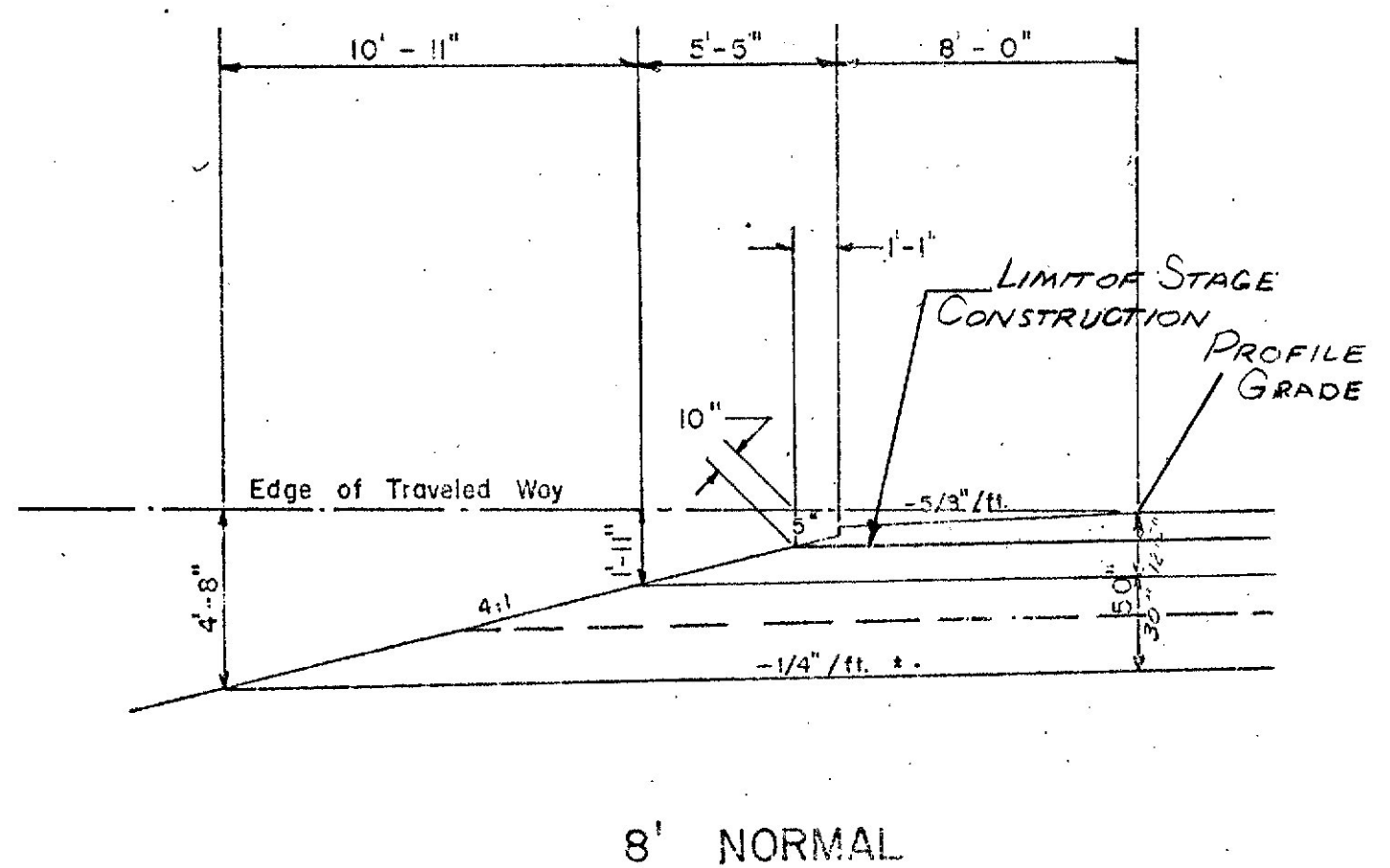
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PROJECT DESIGN ENGINEER
DESIGN - DETAILED
CHECKED
REVISIONS
FIELD CHANGES
PLANS
BY
DATE

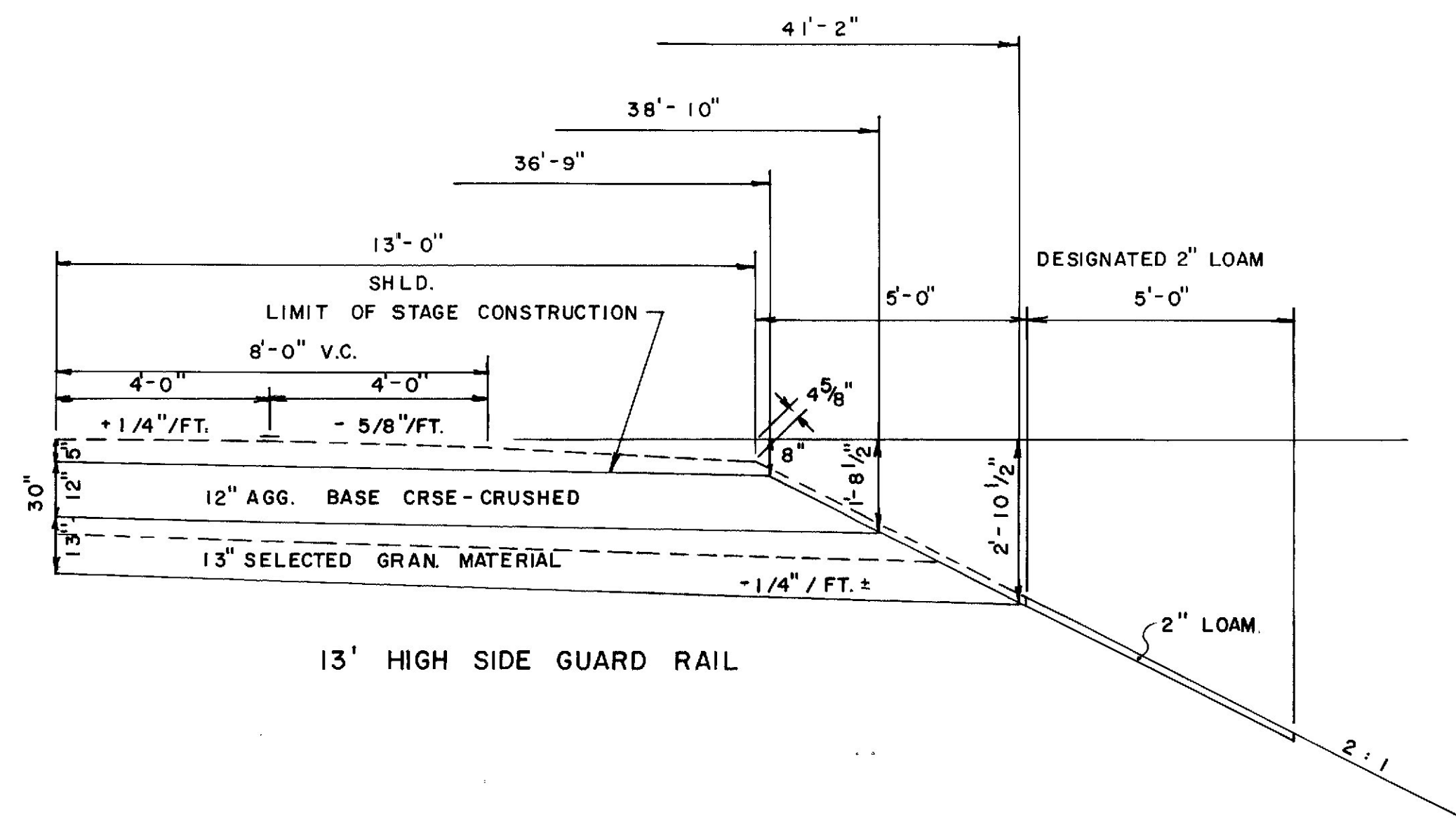
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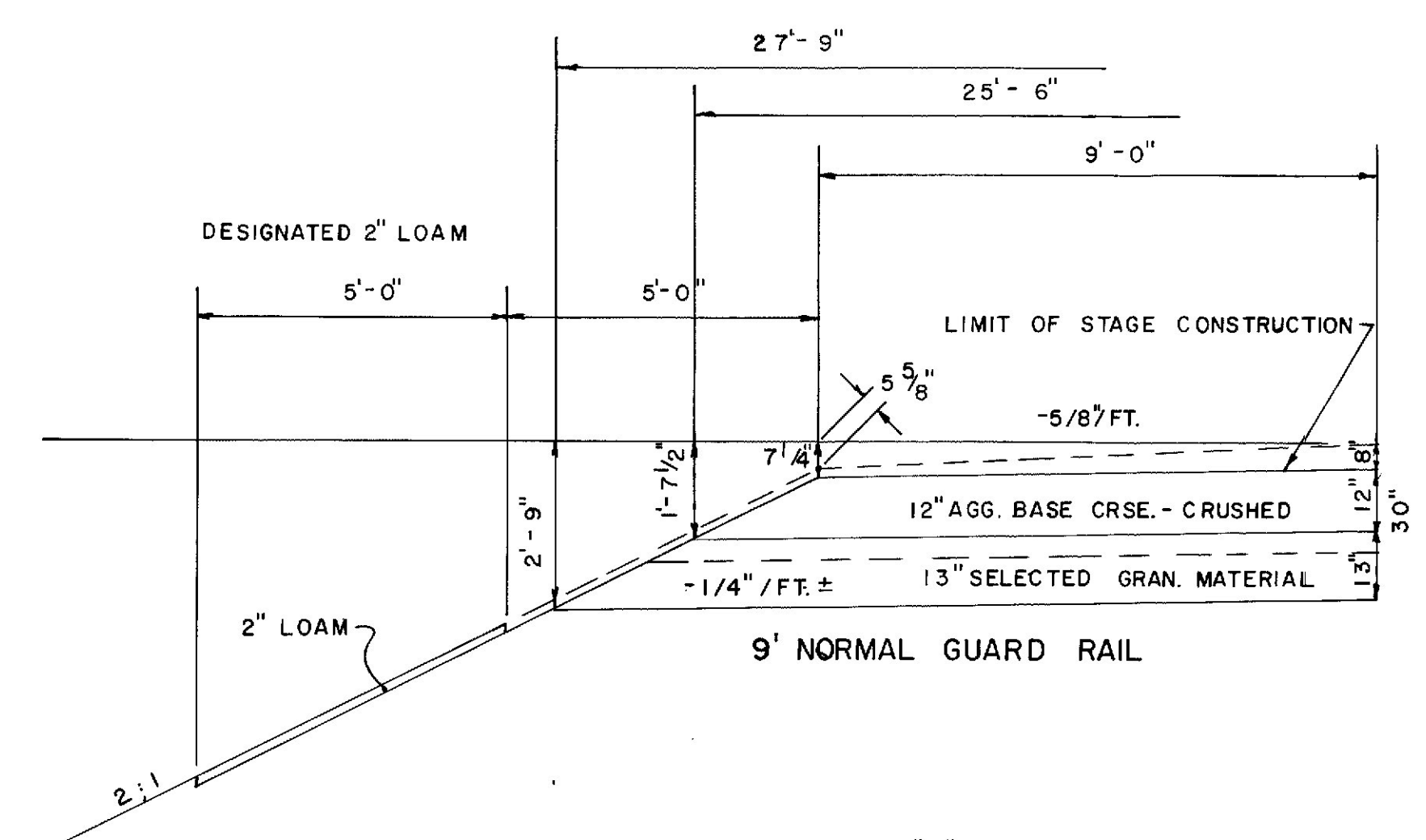
OPTION "B"
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 9" SELECTED GRAN. MATERIAL = 45.36 C.Y./100 L.F.
 STA. 6+79 - 12+78 RT. SM-3
 1+78 - 7+25 RT. SM-4A
 9+00 - 13+75 RT. WS-4
 333+50 - 340+77 LT. WS-2/3



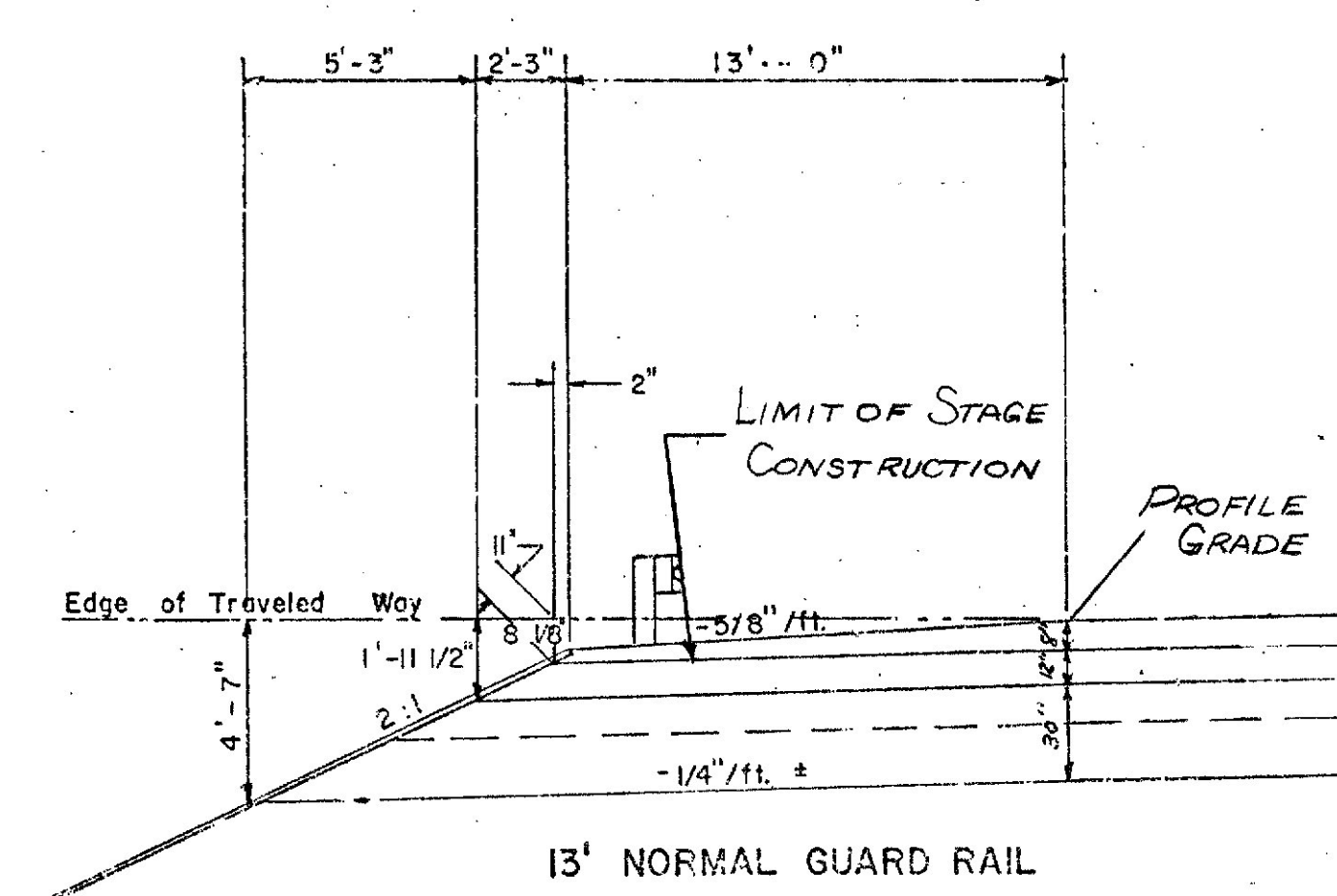
OPTION "B"
 24" Crushed Stone Base = 100.50 C.Y./100 L.F.
 16" Selected Granular Material = 116.74 C.Y./100 L.F.
 STA 17+70 TO 28+60, RT. SM-3
 STA 0+50 TO 5+75, RT. PS-2A
 STA 19+25 TO 31+95, RT. PS-3
 STA 18+75 TO 31+60, RT. WS-4



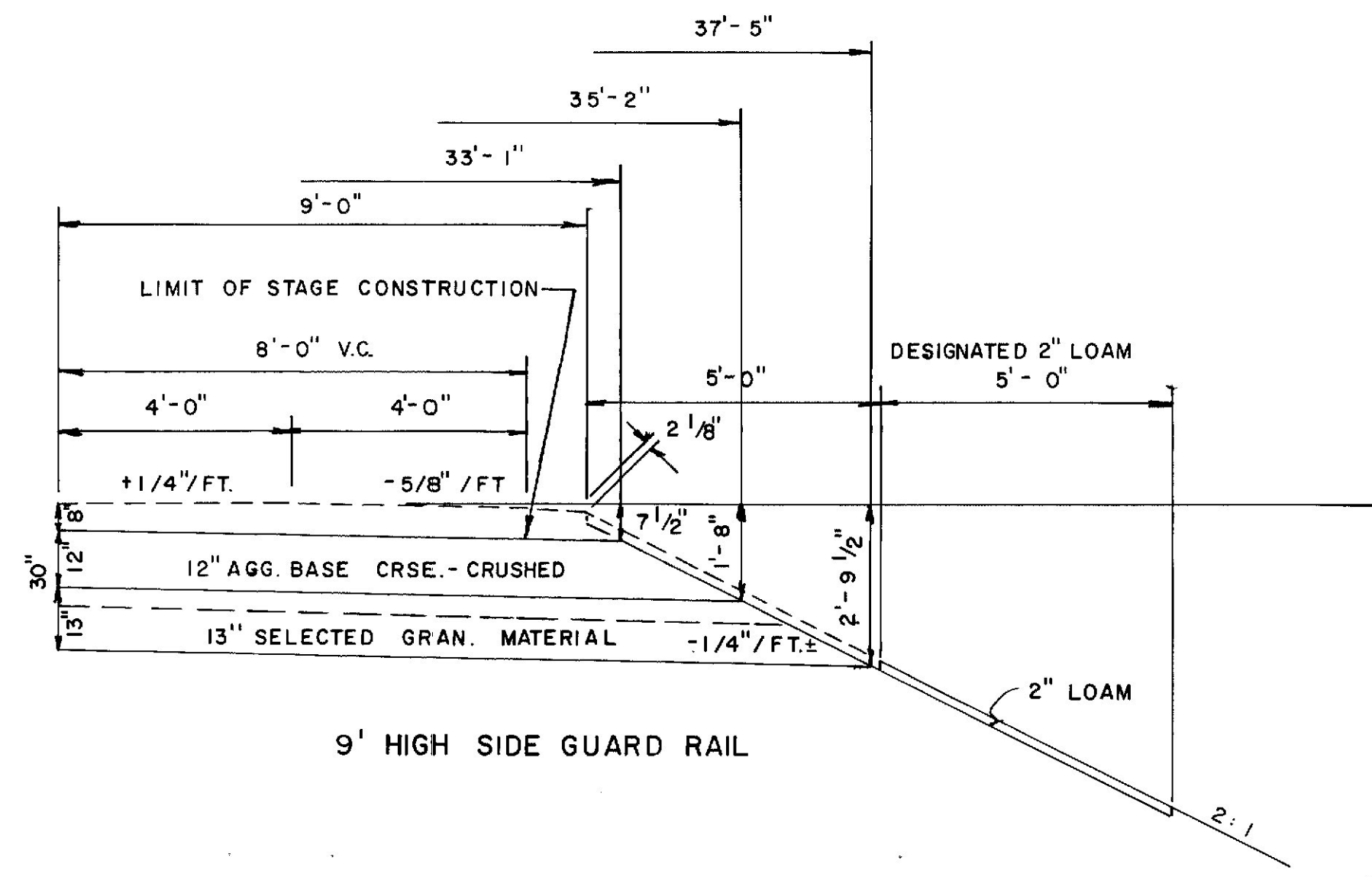
OPTION "B"
 16" CRUSHED STONE BASE = 73.16 C.Y./100 L.F.
 9" SELECTED GRAN. MATERIAL = 47.14 C.Y./100 L.F.
 STA. 333+50 - 340+77 RT. WS-2/3
 329+10 - 330+50 RT. WS-3A



OPTION "B"
 16" CRUSHED STONE BASE = 51.13 C.Y./100 L.F.
 9" SELECTED GRAN. MATERIAL = 34.03 C.Y./100 L.F.
 STA. 5+55 - 6+50 LT. SM-4A



OPTION "B"
 24" Crushed Stone Base = 113.07 C.Y./100 L.F.
 16" Selected Granular Material = 105.81 C.Y./100 L.F.
 STA 12+75 TO 17+70, RT. SM-3



OPTION "B"
 16" CRUSHED STONE BASE = 53.79 C.Y./100 L.F.
 9" SELECTED GRAN. MATERIAL = 36.68 C.Y./100 L.F.
 STA. 9+00 - 16+25 LT. WS-4
 7+35 - 10+63 LT. PS-2A

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	MM/23	1-24-87
CHECKED		
REVISIONS		
FIELD CHANGES		

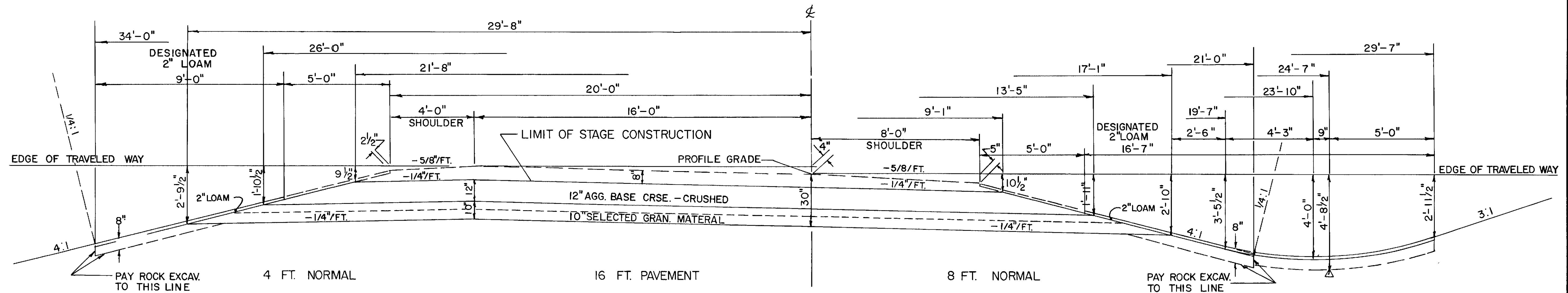
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

RAMPS
SM-3, SM-4
PS-2, PS-3
WS-3, WS-4

As-Built
Drawn By February 1987
P. Dunn

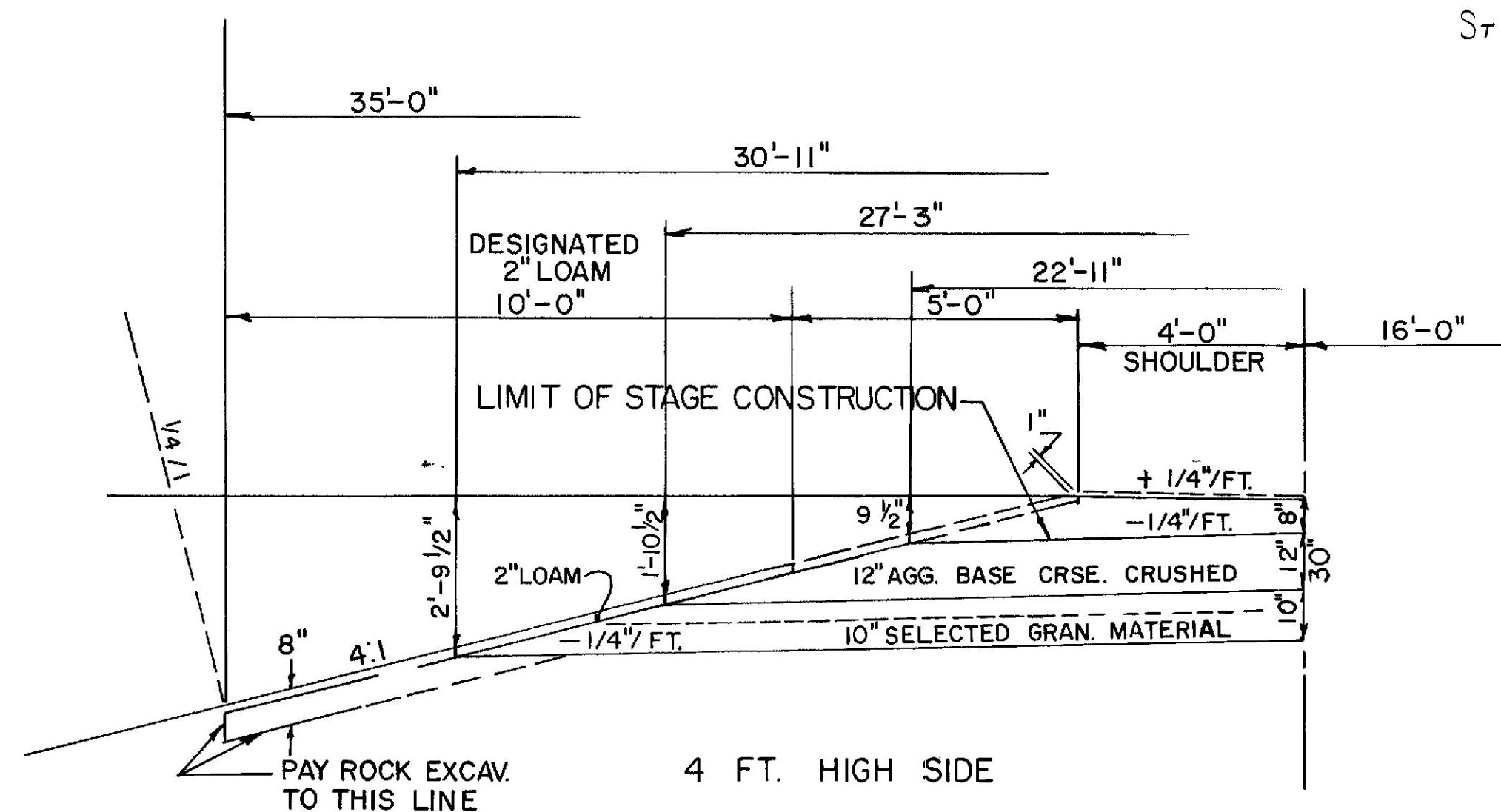
SHEET OF AUGUSTA, MAINE
1-395



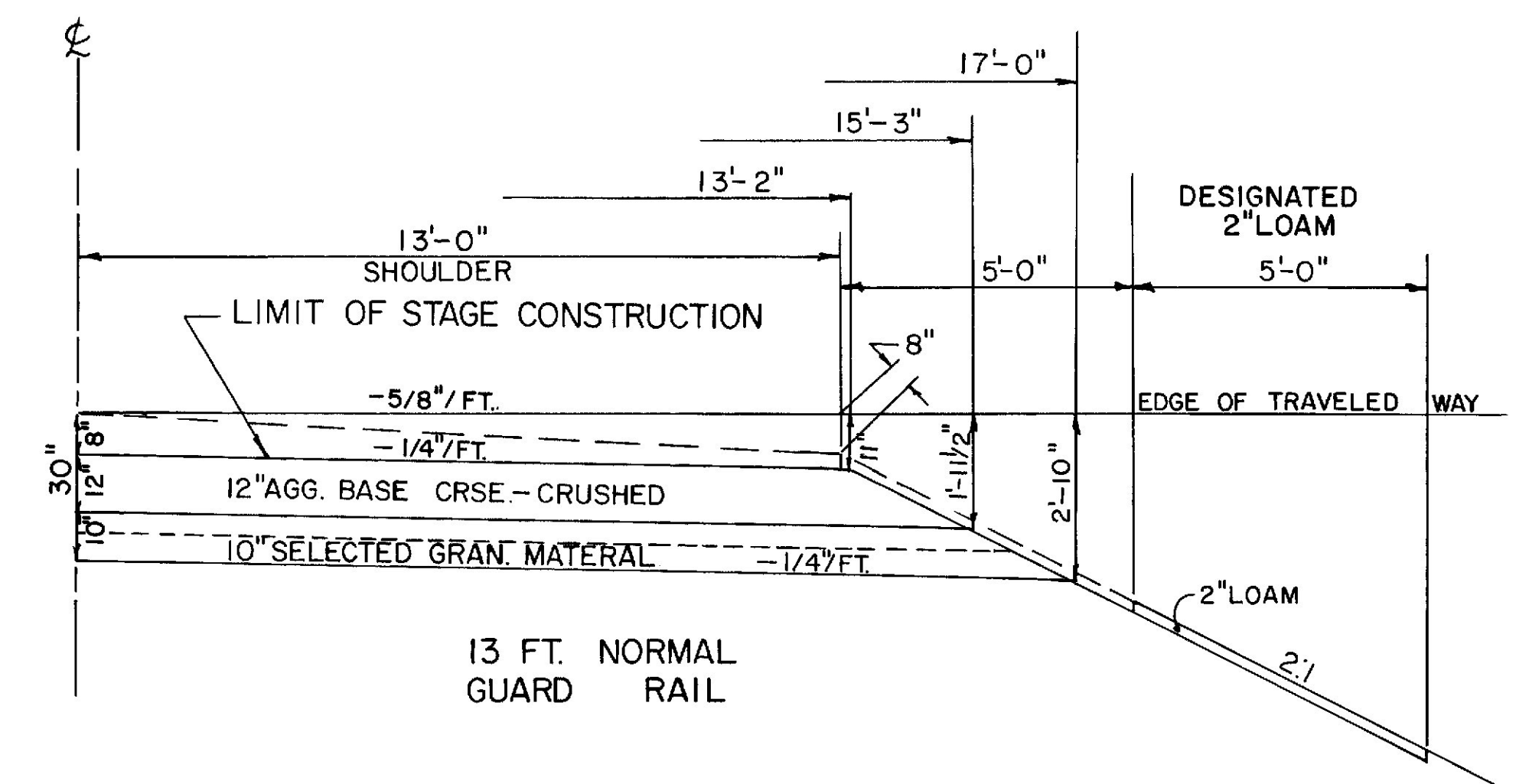
OPTION "B"
 16" CRUSHED STONE BASE - 41.72 CY/100 L.F.
 6" SELECTED GRAN. MATERIAL - 24.12 CY/100 L.F.
 STA 2+24 TO 13+78 LT. PS-4B

OPTION "B"
 16" CRUSHED STONE BASE - 79.01 CY/100 L.F.
 6" SELECTED GRAN. MATERIAL - 29.63 CY/100 L.F.
 STA 2+23 TO 12+04 LT. PS-4
 STA 0+50 TO 11+30 LT. & RT. PS-1/3
 STA 11+30 TO 17+88 RT. PS-1
 STA 7+75 TO 15+00 LT. WS-1
 STA 5+50 TO 7+65 LT. WS-2A

OPTION "B"
 16" CRUSHED STONE BASE - 59.56 CY/100 L.F.
 6" SELECTED GRAN. MATERIAL - 29.61 CY/100 L.F.
 STA 2+14 TO 10+62 RT. PS-4B
 STA 0+50 TO 17+88 LT. PS-1/3 & PS-1
 STA 0+50 TO 4+50 RT. PS-1/3
 STA 4+50 TO 11+30 RT. PS-1/3
 STA 7+75 TO 10+00 RT. WS-1



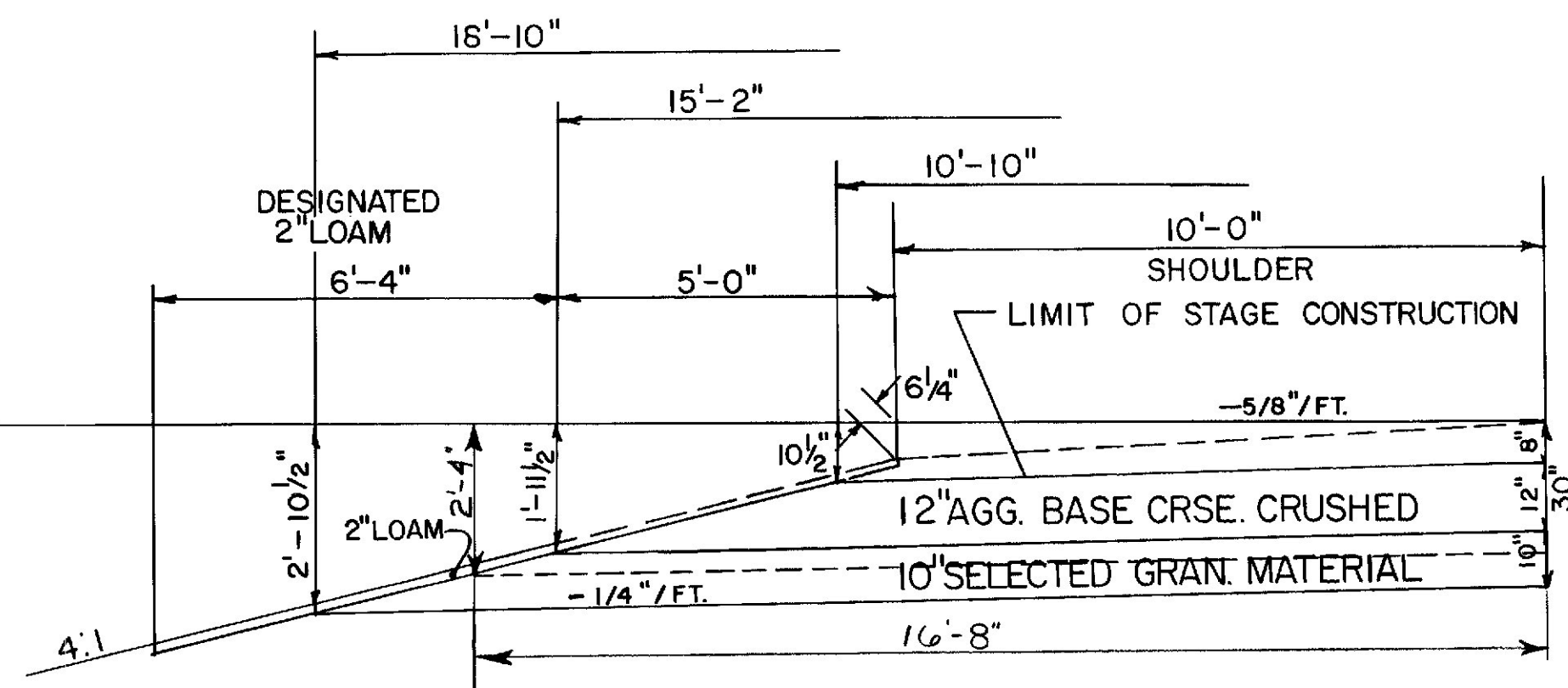
OPTION "B"
 16" CRUSHED STONE BASE - 48.81 CY/100 L.F.
 6" SELECTED GRAN. MATERIAL - 25.60 CY/100 L.F.
 STA 12+25 TO 18+55 RT. PS-1
 STA 6+83 TO 10+50 LT. WS-1



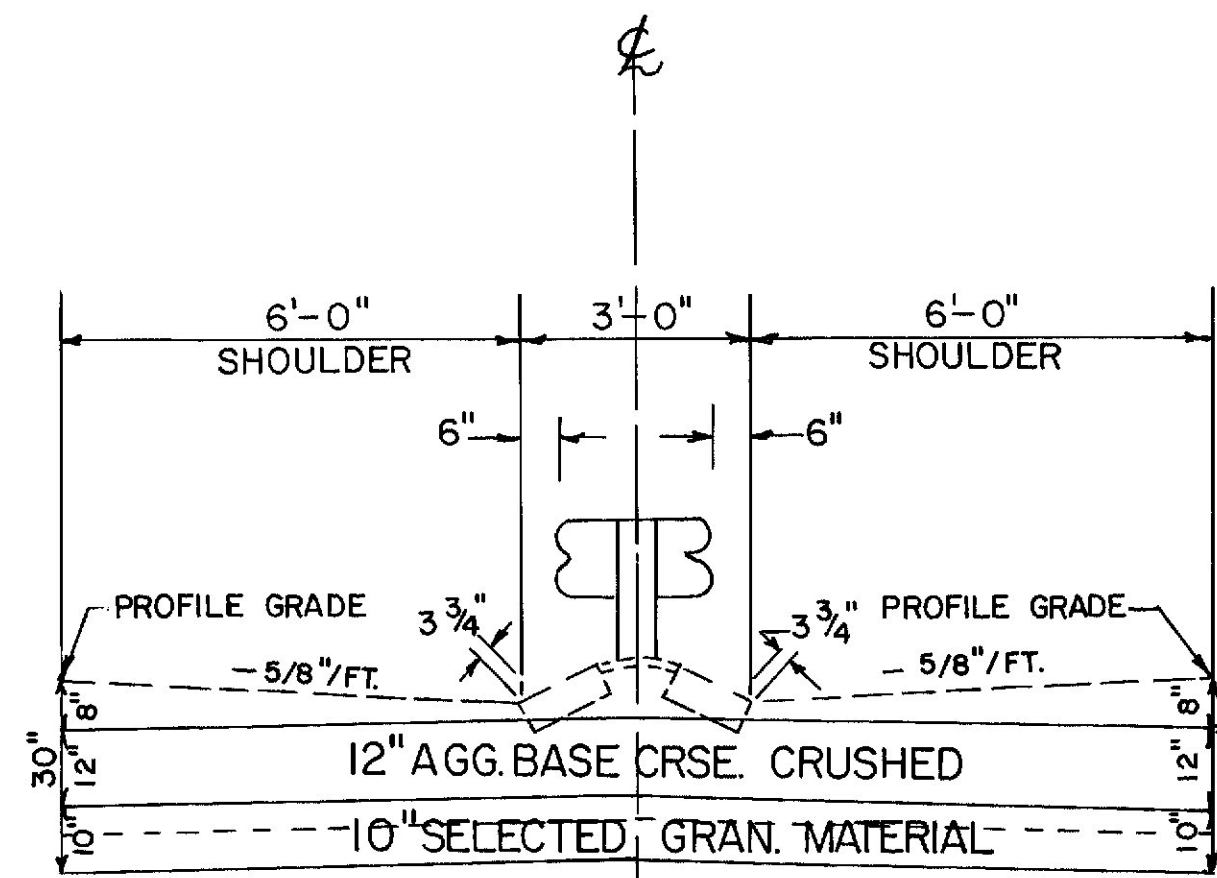
OPTION "B"
 16" CRUSHED STONE BASE - 72.74 CY/100 L.F.
 6" SELECTED GRAN. MATERIAL - 29.94 CY/100 L.F.
 STA 13+23 TO 13+92 RT. PS-4B
 STA 10+62 TO 12+14 RT. PS-4B
 STA 329+80 TO 330+53 LT. WS-2B
 STA 10+00 TO 17+00 RT. WS-1

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
TYPICAL SECTIONS	
RAMPS	
PS-1, PS-4 WS-1, WS-2	
As-Built Drawn By SHEET OF	February 1987 P. Dunn AUGUSTA, MAINE

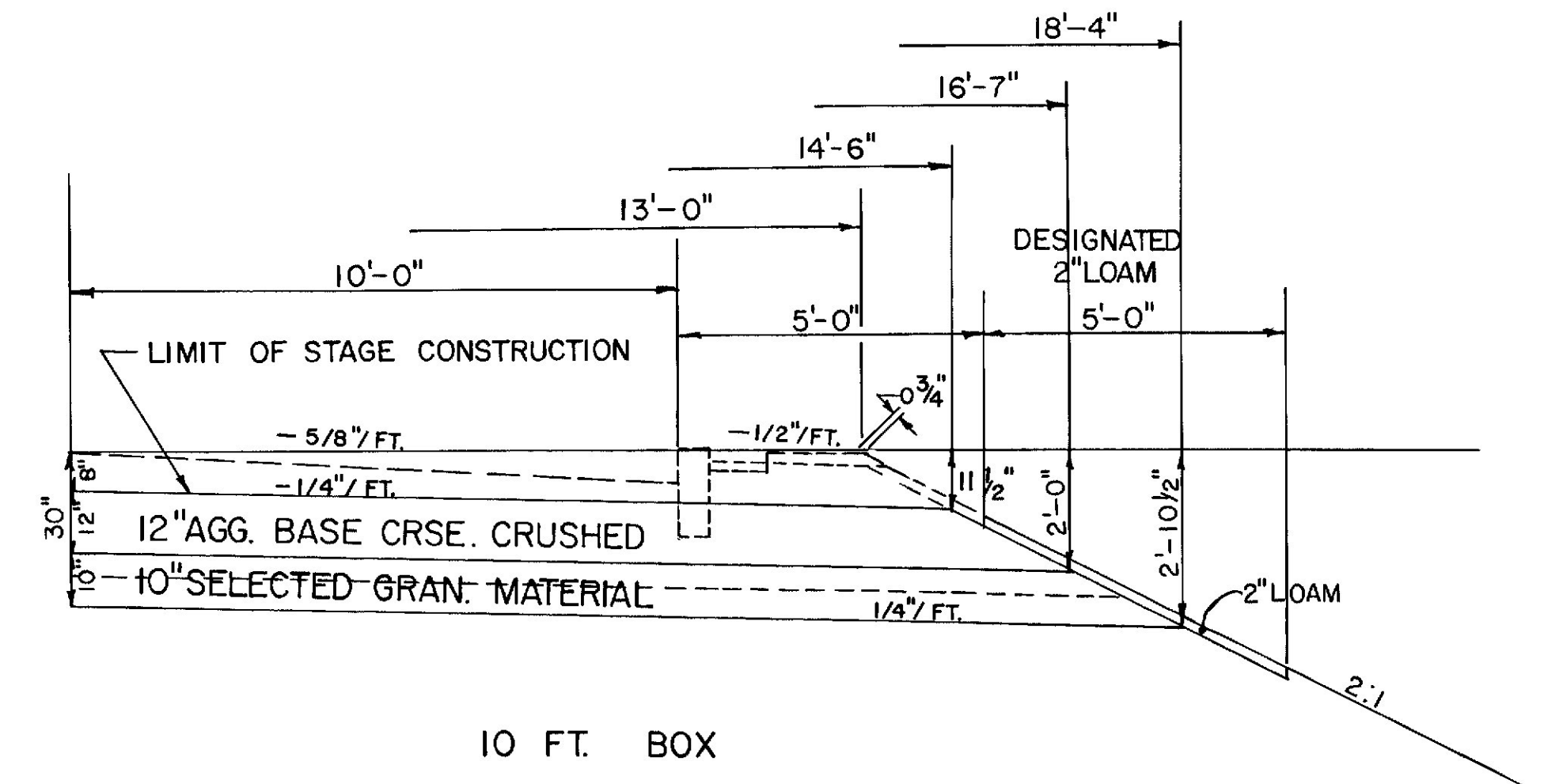
PROJECT DESIGN ENGINEER	DATE
BY	
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	



10 FT. NORMAL



NORMAL DOUBLE RAMP
(15 Ft. Median)



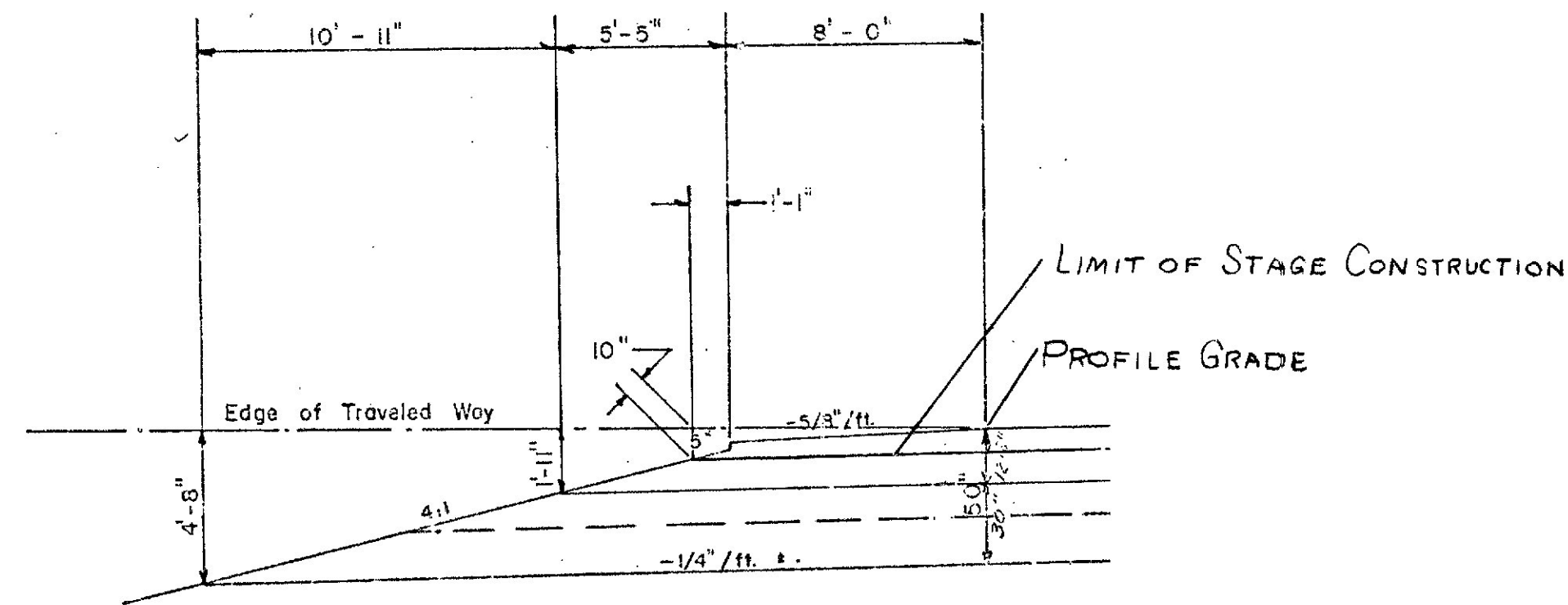
10 FT. BOX

OPTION "B"
16" CRUSHED STONE BASE - 68.16 C.Y./100 L.F.
6" SELECTED GRAN. MATERIAL - 32.86 C.Y./100 L.F.
STA 328+06 TO 329+80 LT. WS-2C

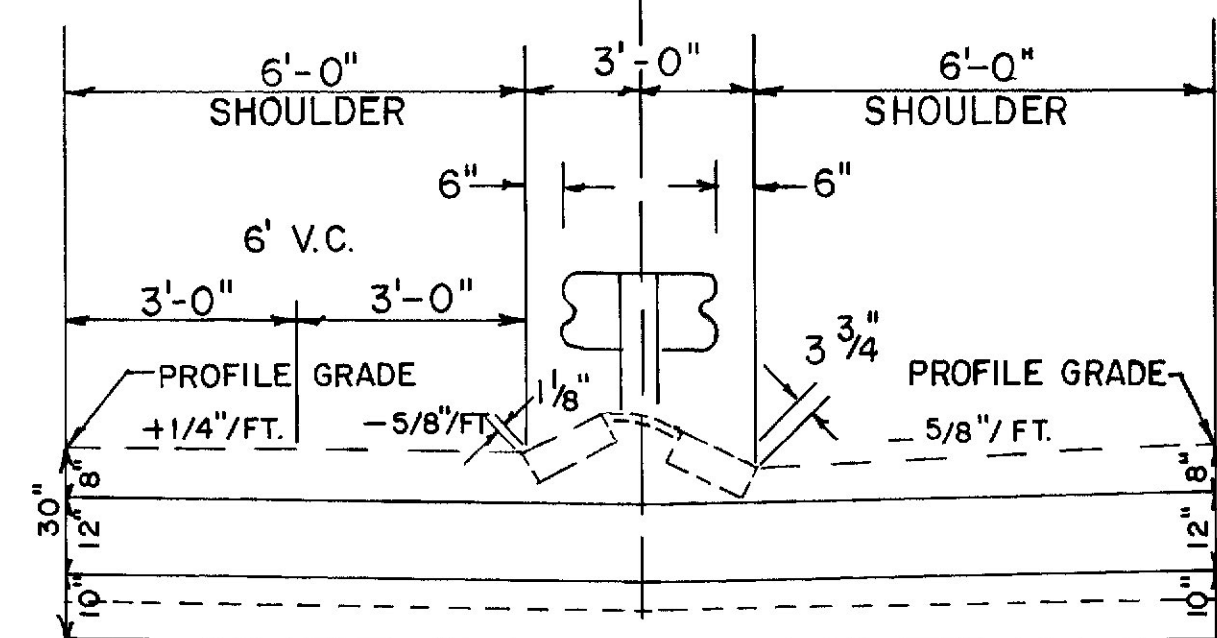
OPTION "B"
16" CRUSHED STONE BASE - 74.07 C.Y./100 L.F.
6" SELECTED GRAN. MATERIAL - 27.78 C.Y./100 L.F.
STA 0+50 TO 7+50 PS-1/3

OPTION "B"
16" CRUSHED STONE BASE 78.03 C.Y./100 L.F.
6" SELECTED GRAN. MATERIAL 33.61 C.Y./100 L.F.

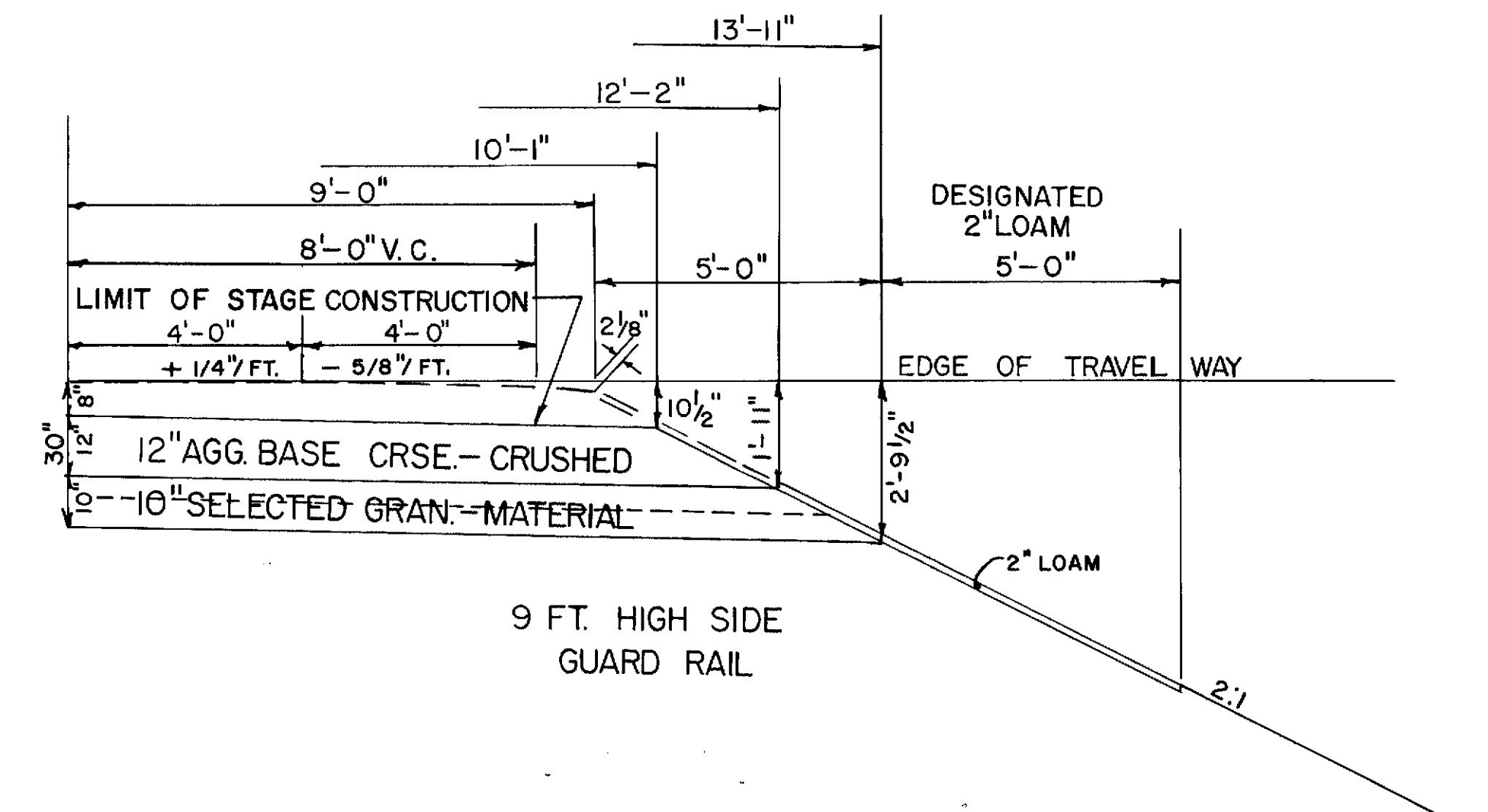
STA 3+00 TO 5+50 RT. WS-2A



8' NORMAL



6 FT. HIGH CURBED
(15 Ft. Median)



9 FT. HIGH SIDE
GUARD RAIL

OPTION "B"
24" CRUSHED STONE BASE = 100.50 C.Y./100 L.F.
16" SELECTED GRANULAR MATERIAL = 116.74 C.Y./100 L.F.

STA 23+30 TO 17+90 LT. PS-1
STA 195+75, I-395 TO 13+90 RT. PS-4B
STA 2+75 TO 7+75 RT. WS-1

OPTION "B"
16" CRUSHED STONE BASE 74.07 C.Y./100 L.F.
6" SELECTED GRAN. MATERIAL - 27.78 C.Y./100 L.F.
STA 7+50 TO 11+30 PS-1/3

OPTION "B"
16" CRUSHED STONE BASE 56.30 C.Y./100 L.F.
6" SELECTED GRAN. MATERIAL 25.26 C.Y./100 L.F.
STA 10+50 TO 15+00 LT. WS-1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

RAMPS

PS-1, PS-4

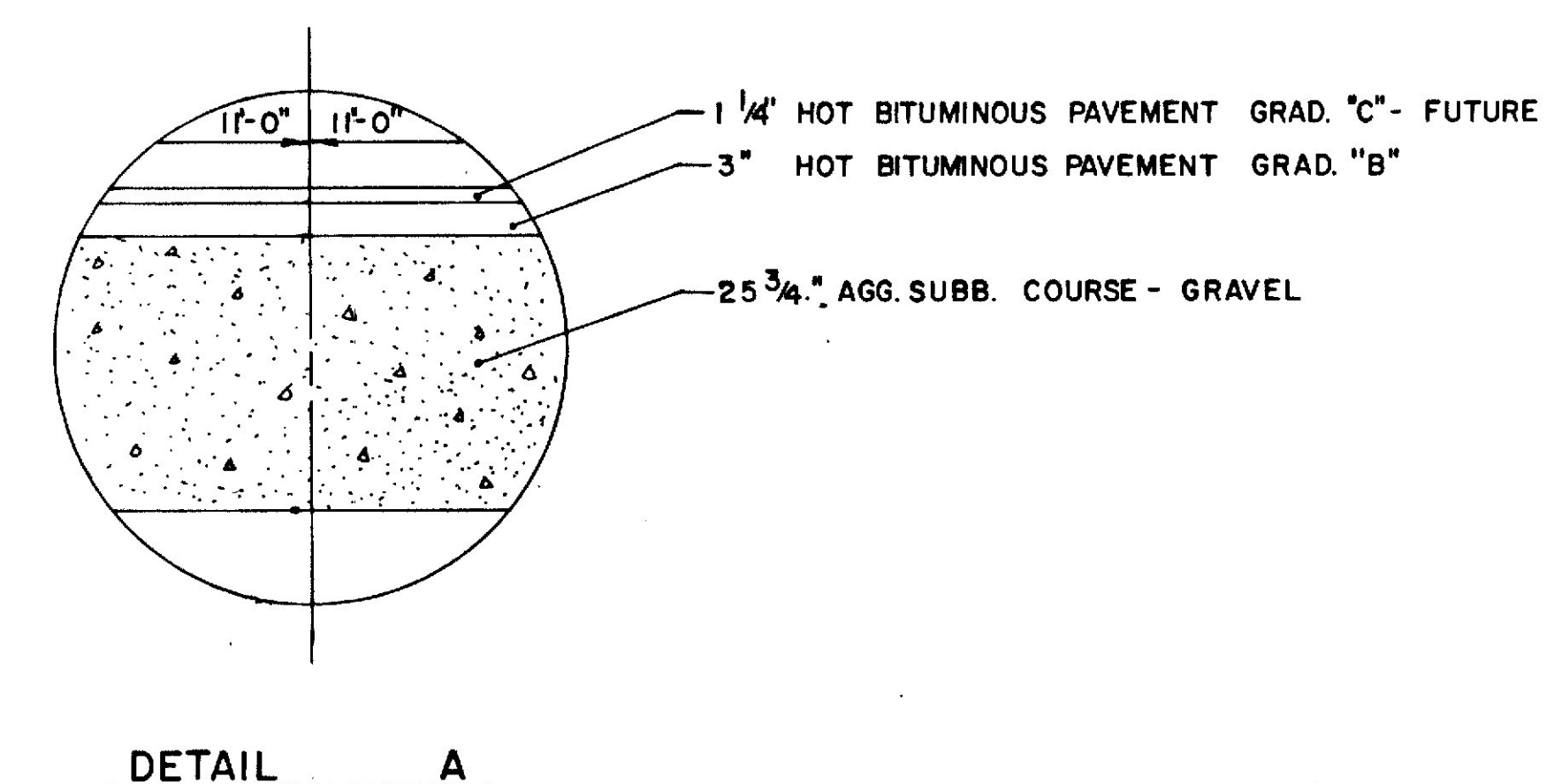
WS-1, WS-2

As-Built
Drawn By February 1987
P. Dunn
SHEET OF AUGUSTA, MAINE

BANGOR-BREWSTER 1-395

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

P.N.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	161 395-8(83)	11R	621



BANGOR-BREWER 1-395

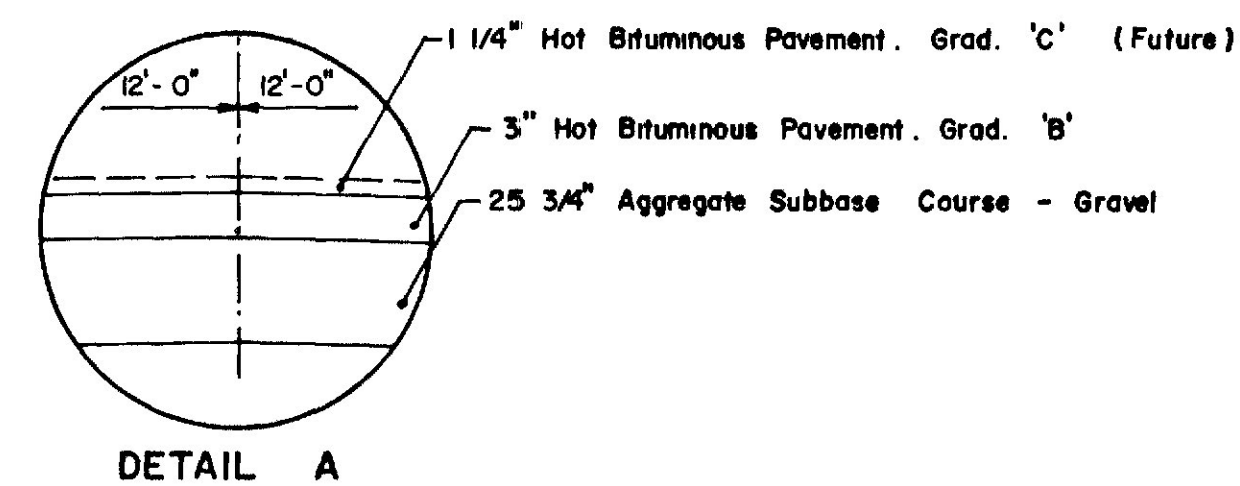
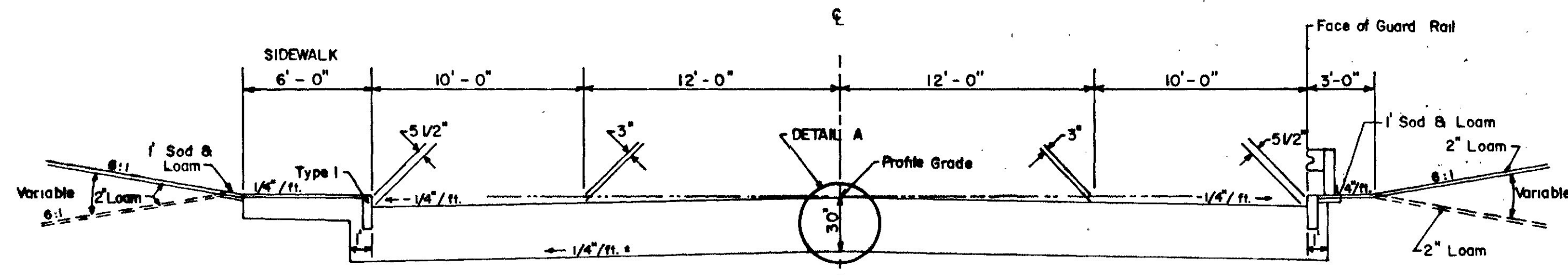
REVISED 2/10/84

PLANS	PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN - DETAILED			
	CHECKED			
	REVISIONS			
	ELECT. & MECHANICAL			

RUNING 44-132 45710-1

3" HOT BITUMINOUS PAVEMENT

F.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	10 885 S (83)	12	621



NOTES:

- 1) The pavement and base depths as shown on the plans are intended to be nominal.
- 2) Crowns for both normal and superelevated sections for all courses of subbase, base and pavement shall be straight.
- 3) When superlevation exceeds 3/4" / ft. low side shoulder shall have same slope as pavement.
- 4) For limits of Stage Construction see profile and cross sections.

Face of Curb to 1' Behind Aggregate Subbase Course - Gravel
8.10 C.Y. / 100 L.F.

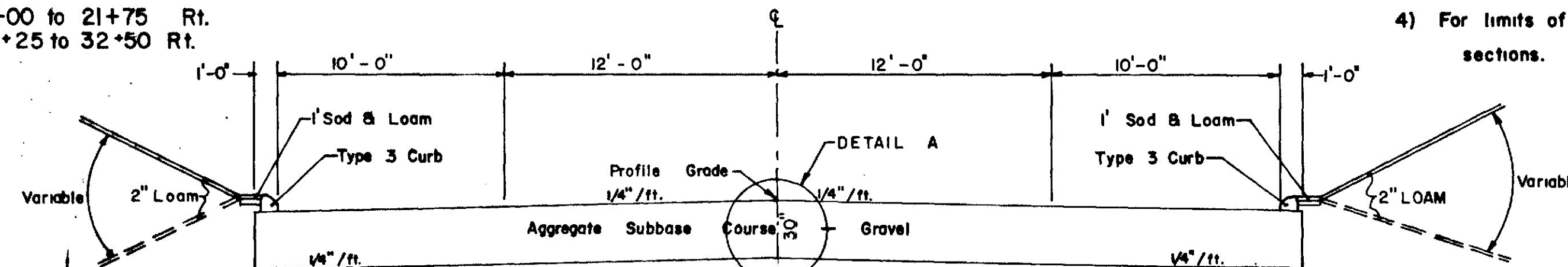
Sidewalk (5' Wide) Aggregate Subbase Course - Gravel
18.52 C.Y. / 100 L.F.
STA. 19+00 to 19+50 Lt.

44' Travelway
Aggregate Subbase Course - Gravel
349.69 C.Y. / 100 L.F.

STA. 20+50 to 21+75
STA. 28+50 to 32+50

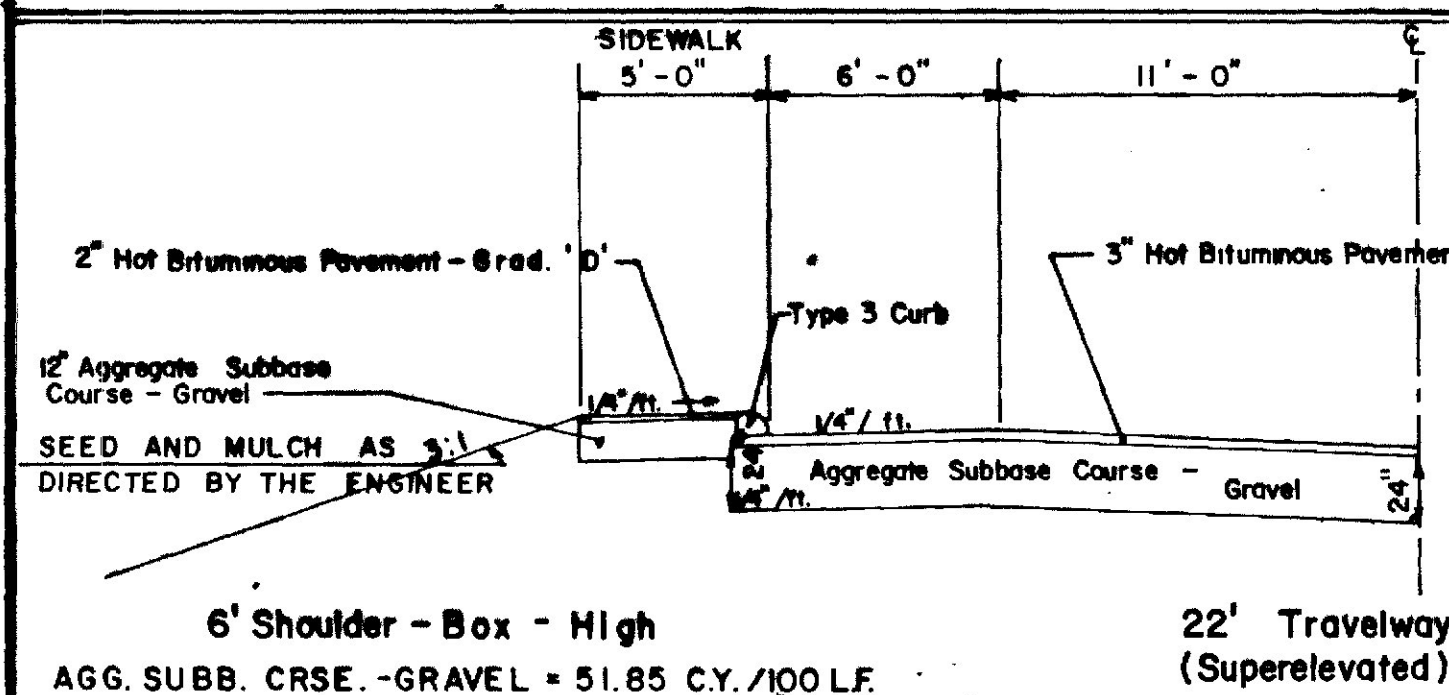
Face of Curb to 1' Behind
Aggregate Subbase Course - Gravel
8.10 C.Y. / 100 L.F.

19+00 to 21+75 Rt.
27+25 to 32+50 Rt.



Aggregate Subbase Course - Gravel
365.59 C.Y. / 100 L.F.
32+50 to 34+00

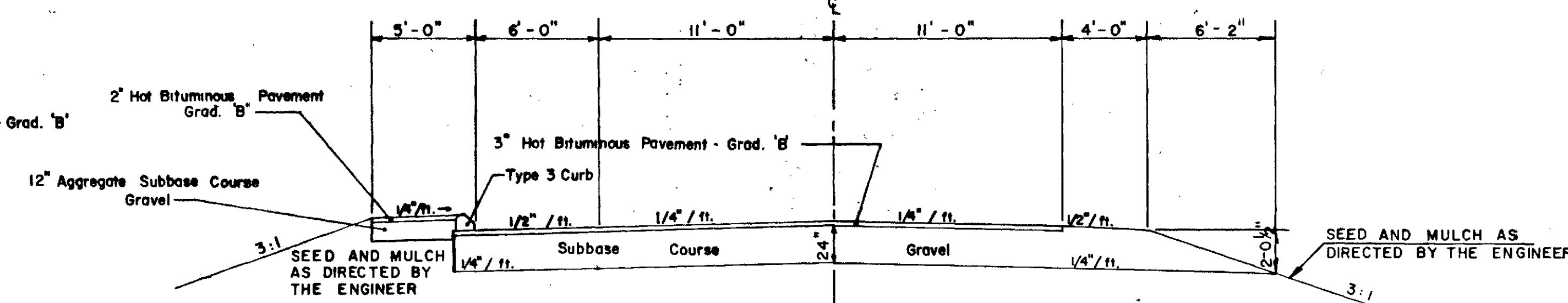
PARKWAY SOUTH



6' Shoulder - Box - High
AGG. SUBB. CRSE. - GRAVEL = 51.85 C.Y. / 100 L.F.

22' Travelway
(Superelevated)

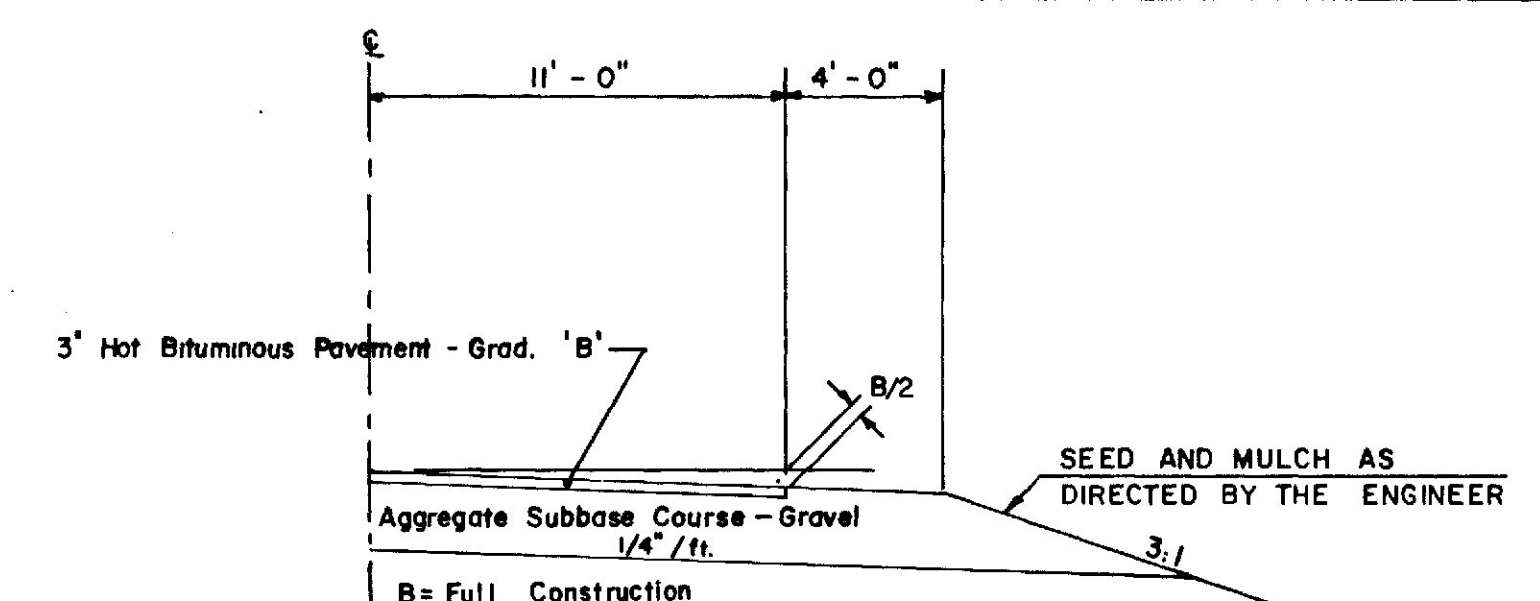
5' Sidewalk
AGG. SUBB. CRSE. - GRAVEL = 14.81 C.Y. / 100 L.F.



6' Shoulder - Box - Normal
AGG. SUBB. CRSE. - GRAVEL = 50.23 C.Y. / 100 L.F.

22' Travelway
(Normal)
AGG. SUBB. CRSE. - GRAVEL = 142.59 C.Y. / 100 L.F.

5' Sidewalk
AGG. SUBB. CRSE. - GRAVEL = 14.81 C.Y. / 100 L.F.



22' Travelway
(Superelevated)

4' Shoulder - Low

PARKWAY SOUTH DETOUR

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

PARKWAY SOUTH
&
PARKWAY SOUTH DETOUR
AS-BUILT February 1987



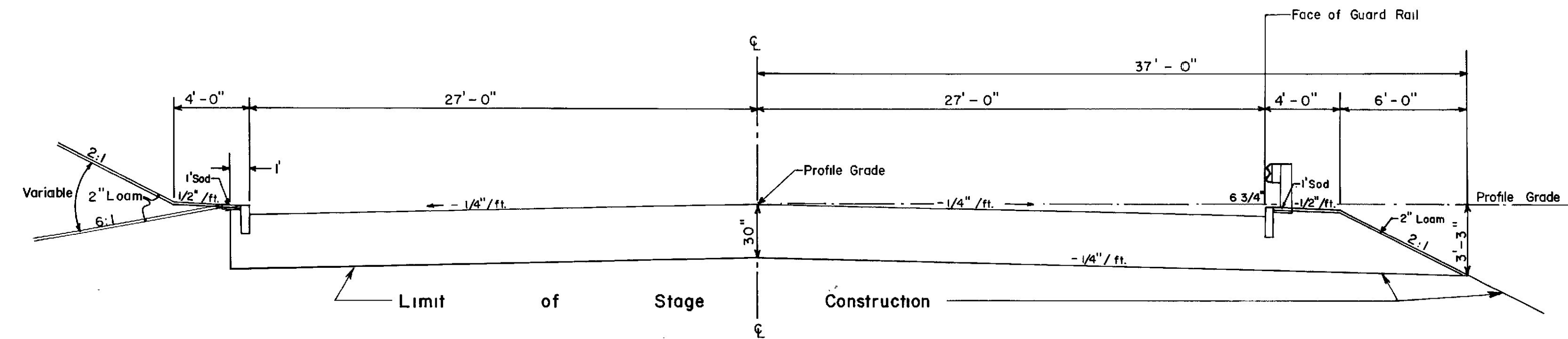
SHEET 1 OF 1 AUGUSTA, MAINE

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

BRUNING 44-132 457 10

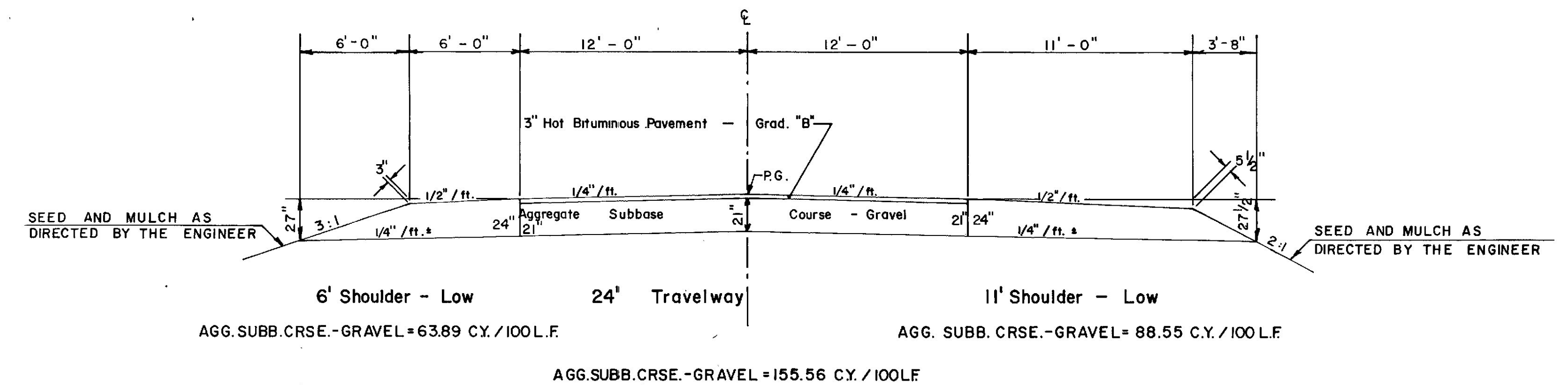
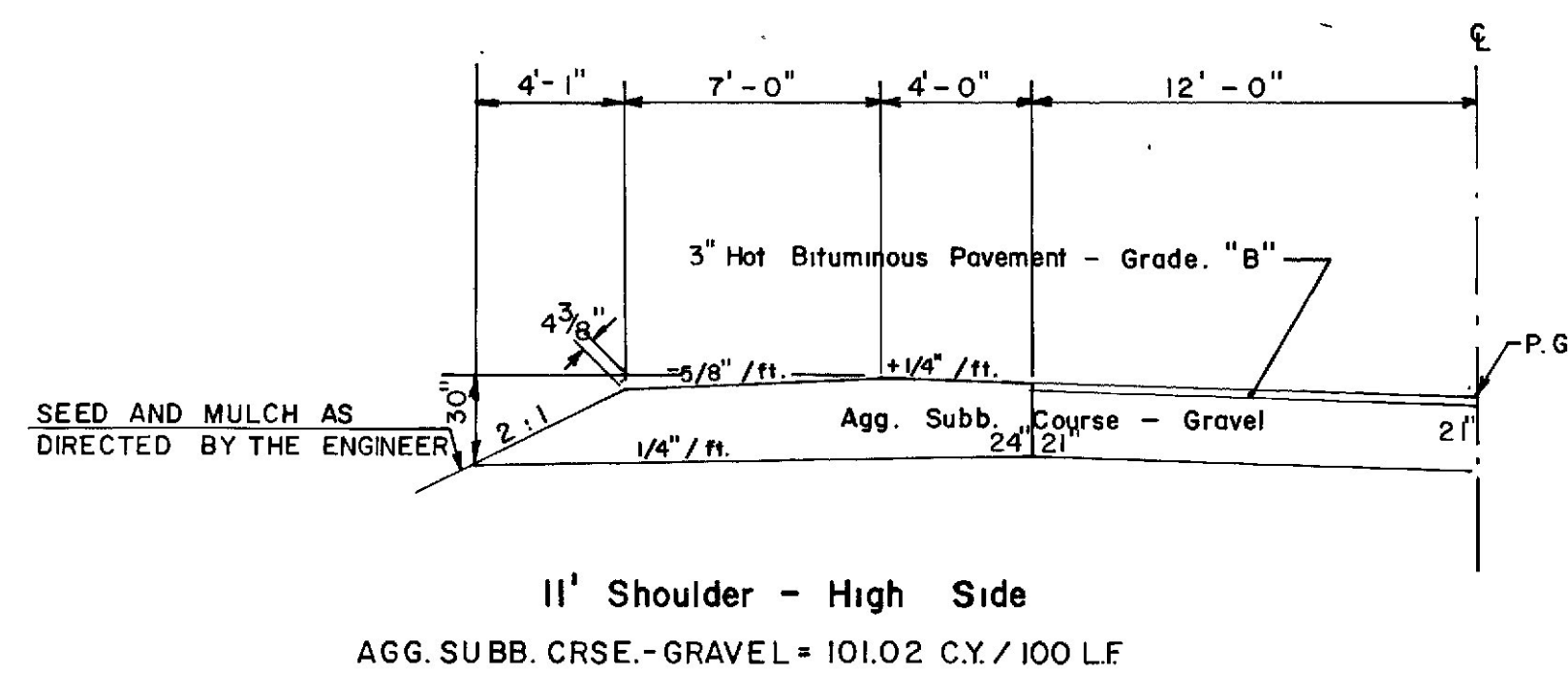
STAGE CONSTRUCTION

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	16 895 B (83)	14	621



NOTE: For limits of Stage Construction see Profile and Cross Section sheets.

WILSON STREET



WILSON STREET DETOUR

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

WILSON STREET
&
WILSON STREET DETOUR

As-Built February 1987

5' 0 5'

RANGOR-BREWER 1-395

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

BRUNING 44-132 45710-85

DRAINAGE CONT'D.

F. H. W. A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	10 395 8(83)	16	621

STATION	PRECOATED GALVANIZED			B C C M P		C M P		CULVERT PIPE		CATCH BASINS						MAN HOLES	UNDERDRAINS				REMARKS	
	STEEL	PIPE	ARCH	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1-C	B1	B1-C	F3	F4	F5		F6	B	C	B		OUTLET
																		LENGTH	SIZE	LENGTH		LENGTH
250+00 Rt								12"	96'												Opt. III	
253+30 SKW. Ahd. Rt								30"	248'												Opt. III	
255+00 to 255+26 L																	96'					
255+26 L											1											
255+26 to 259+28 L																		15"	332'		w/3-22.5° Elbows	
260+00 L											1											
260+02 to 263+28 L																		18"	326'			
264+00 L											1											
267+00 Rt								21"	136'												Opt. III	
266+53 SKW. Ahd. Rt								36"	228'												Opt. III	
266+53 SKW. Ahd. Rt								36"	228'												Opt. III	
266+68 Rt to 267+00 L								12"	39'												Opt. III	
267+00 L											1											
267+02 to 272+27 L																	592'					
273+00 L													1									
273+00 to 278+50 Rt								12"	109'												Opt. III	
273+01 to 278+93 L																	592'					
279+00													1									
279+00 to 276+48 Rt								18"	364'												Opt. III	
279+02 to 280+00																	96'					
284+95 L											1 3/4										5' DIAMETER	
284+95 SKW. RK. Rt								36"	212'												Opt. III (2-Sections)	
297+99 L											1 3/4											
297+99 SKW. Ahd. Rt								30"	232'												Opt. III (2-Sections)	
300+48 to 307+98																	750'					
308+00 Lt.								12"	88'												Opt. III	
308+00 L													1									
308+02 to 313+28 L																	590'					
313+50 L											1											
313+50 SKW. RK. Rt								24"	228'												Opt. III (2-Sections)	
313+55 to 317+98 L																	439'					
316+00 L											1											
318+00 SKW. RK. Lt.								24"	236'												Opt. III (2-Sections)	
318+01 to 319+61 L																	198'					
318+00 to 319+48 Lt.																	198'					
319+50 Lt. to 2+00 Rt. WS-1								36"	174'												Opt. III	
319+71 to 321+99																	228'					
322+01 to 325+99																		12"	398'			
322+00 L													1									
323+00 to 323+50 Lt.																	97'					
326+00 Lt.														1								
326+01 to 329+23 Lt.																		15"	322'			

BREWER

Revised
Philip A. Dunn, Jr. 2-12-87

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