

DRAINAGE

STATION	PRECOATED GALVANIZED			BCCMP		CMP		CULVERT PIPE		CATCH BASINS						MAN HOLES	UNDERDRAINS				REMARKS	
	STEEL	PIPE	ARCH	SPAN	LENGTH	RISE	SIZE	LENGTH	SIZE	LENGTH	A1-C	B-1	B1-C	F3	F4		F5	F6	B'	C'		B' OUTLET
South Main St. 211+11 to 211+98 Rt.																			18"	88'		
212+00 Rt.														1								
212+00, 31' to 67' Rt.									12"	36'											Opt. III w/1-30° Elbow	
212+00, 68' Rt.															1							
212+02 to 213+98 Rt.																		18"	126'			
214+00 Rt.														1								
214+00 Skid Add. Rt. 10°									18"	36'											Opt. III	
214+20	77"	169'	52"																			
222+28	77"	187'	52"																			
Ramps Q+158 SM-113														1								
Q+15 to Q+50, 25' Rt. SM-113									18"	52'											Opt. III	
Q+44 to 4+00 & SM-113																		386'				
2+00 to 2+98 & SM-2/4																		12"	99'			
3+00 & SM-2/4														1 1/2								
3+02 to 4+37 & SM-2/4																		150'				
4+25 Lt. to 4+100 Rt. SM-113									12"	62'											Opt. III	
4+25 & SM-113														1 1/2								
5+18 SM-3									18"	34'											Opt. I	
5+18 SM-3									18"	72'											Opt. III	
6+00 SM-4A									72"	228'											Opt. III	
6+65 SM-113									72"	196'											Opt. III	
8+10 SM-2B									18"	68'											Opt. III	
8+10 SM-2B									18"	46'											Opt. I	
Pathway South 16+37 to 19+13 Lt.																			30"	276'		
19+13 Lt.														1								
19+15 Rt.														1								
19+15									18"	38'											Opt. III	
19+15, 23' to 33' Rt.									12"	10'											Opt. III w/1-22.5° Elbow	
19+17 to 21+51 Rt.																		239'				
19+17 to 21+53 Lt.																		24"	236'			
21+55 Lt.														1								
21+55 Rt.														1								
21+55									24"	38'											Opt. III	
24+57 to 23+01 Lt.																		142'				
24+57 to 22+72 Rt.																			18"	118'		
25+75 Lt. to 26+00 Lt.									15"	32'											Opt. I	
26+10 Lt.														1								
26+00 Lt. to 26+25 Rt.									12"	46'											Opt. III	
26+12 to 30+23 Lt.																		12"	422'			
26+50 Rt.														1								
26+52 to 30+17 Rt.																		329'				
30+25 Lt.														1								
30+25 Lt. to 30+31 Rt.									12"	39'											Pathway So.	
30+31 Rt.														1								
30+27 to 35+00 Lt.																		473'				

DRAINAGE CONT'D.

STATION	PRECOATED GALVANIZED			BCCMP		CMP		CULVERT PIPE		CATCH BASINS						MAN HOLES	UNDERDRAINS				REMARKS				
	STEEL	PIPE	ARCH	SPAN	LENGTH	RISE	SIZE	LENGTH	SIZE	LENGTH	A1-C	B1	B1-C	F3	F4		F5	F6	B			C		E OUTLET	
																			LENGTH	SIZE		LENGTH	LENGTH		
Pathway South 30+27 to 34+87 Rt.																			454'						
Ramps																									
17+00 PS-1	42"	68'	29"																						
1100, 2' Lt. to 42' Lt. PS-1/3									18"	40'													Opt. III		
1100, 2' Rt. to 42' Rt. PS-1/3									18"	40'													Opt. III		
Q+08 PS-1/3											1														
Q+10 to Q+98 PS-1/3																			18"	88'					
1100 PS-1/3											1														
1102 to 4+98 PS-1/3																			12"	396'					
5+00 & PS-1/3											1														
5+02 to 8+98 & PS-1/3																			12"	396'					
9+00 PS-1/3											1														
9+02 & to 12+72 Lt. PS-1/3																			370'						
New Ind. Park Rd. 38+50	35"	119'	29"																				Pipe Arch		
42+50									30"	66'													Opt. III		
72+96 to 43+57 Lt.									15"	58'													Opt. I		
Q+50	35"	52'	29"																				Gulf Oil Ent. Pipe Arch		
Cann. Rd. 21+30									15"	57'													Opt. I		
24+83 to 25+43									18"	60'													Opt. I		
Green Point Rd. 3+95 to 4+31 Lt.									15"	36'													Opt. I Detour Rd.		
5+64									18"	46'													Opt. I Detour Rd.		
30+85 to 31+45 Rt.									15"	60'													Opt. I		
34+34 to 37+66 Rt.									15"	32'													Opt. I		
36+81 to 37+19 Lt.									15"	38'													Opt. I		
45+50 to 38+07 Rt.																			304'				w/1-22.5° Elbow		
37+75 Lt. to 37+90 Lt.									15"	23'										15"	160'		Opt. I		
37+80 to 39+50 Lt.																							w/1-22.5° Elbow		
38+09 to 38+25 Rt.																					20'				
39+88 to 40+12 Lt.									15"	24'													Opt. I		
Wilken St. 50+80 Lt.	57"	42'	38"																						
50+80 Rt.	57"	32'	38"																						
50+80									18"	62'													Opt. I Detour Rd.		
4+90 & Rt.									12"	46'													Opt. I Detour Rd.		
13+70 & &									108"	1116'													Detour Rd. (Temp.)		
76+50, 26' Lt.																							Alter C.R. to M.H.		
76+50, 26' Lt.																							Alter C.R. to M.H.		
Maine Central Railroad (Detour)																									
87+70									24"	26'													Opt. III DETOUR		

BREWER

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

DRAINAGE CONT'D.

F. H. W. A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	10 395 8 (83)	18	621

[illegible][illegible]

GENERAL NOTES

1. UTILITIES INVOLVED IN THIS CONTRACT ARE AS FOLLOWS:

- A) CITY OF BREWER (SEWER)
- B) BREWER WATER DISTRICT
- C) BANGOR HYDRO-ELECTRIC COMPANY
- D) NEW ENGLAND TELEPHONE COMPANY
- E) MAINE CENTRAL RAILROAD COMPANY
- F) MAINE ELECTRIC POWER COMPANY
- G) COASTAL CABLE TV

ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE
RESPECTIVE UTILITY UNLESS OTHERWISE NOTED ON THE
PLANS.

2. ALL CONCRETE BUILDING FOUNDATIONS SHALL BE REMOVED FROM WITHIN AND OUTSIDE CONSTRUCTION SLOPE LIMITS AS DETERMINED BY THE ENGINEER. ALL CONCRETE REMOVED WILL BE PAID FOR UNDER ITEM 203.21, ROCK EXCAVATION.

3. CLEARING LIMITS SHALL BE 15' BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES IN NON GUARD RAIL FILL AREAS AND 5' BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPES LINES IN GUARD RAIL AND CUT AREAS.

4. SELECTIVE CLEARING AND THINNING LIMITS SHALL BE BETWEEN THE CLEARING LIMIT LINE AND SELECTIVE CLEARING AND THINNING LINE OR RIGHT-OF-WAY LINE AS SHOWN ON THE PLANS.


5. THE CLEARING AND THE SELECTIVE CLEARING AND THINNING LIMIT LINES SHOWN ON THE PLANS ARE FOR ESTIMATING PURPOSES ONLY. THE ACTUAL LIMIT LINES FOR PAYMENTS SHALL BE ESTABLISHED IN THE FIELD.

6. THE GRUBBING DEPTH HAS BEEN ESTIMATED AS 9 INCH IN FIELD AREAS AND 15 INCH IN WOODED AREAS.

7. ALL DITCH ELEVATIONS SHOWN ON THE CROSS SECTIONS
ARE FINISH FLOW LINE.

8. THE "LEDGE TO EARTH" OR "EARTH TO LEDGE" TRANSITIONS AS SHOWN ON THE PROFILES SHALL BE BACKFILLED WITH GRANULAR BORROW FOR UNDERWATER BACKFILL.

9. BECAUSE OF THE PROXIMITY OF THE PROJECT TO THE PENOBSCOT RIVER AND FELTS BROOK, ADEQUATE EROSION CONTROL MEASURES SHALL BE TAKEN AND THE SLOPES STABILIZED AS SOON AS POSSIBLE.

10. ALL EXCAVATION AND BACKFILLING, BOTH IN THE VICINITY OF THE RAILROAD TRACKS ON WILSON STREET AND ADJACENT TO RAMP WS-2/3,  AREAS, MUST BE COMPLETED PRIOR TO CONSTRUCTING ANY EMBANKMENT WITHIN 100 FEET OF THE EXCAVATION AREAS.

IN THE AREA NEAR THE RAILROAD, THE BACKFILLING OPERATION SHALL FOLLOW THE EXCAVATION SO THAT NO MORE THAN 50 FEET OF TRENCH IS OPEN AT ANY TIME.

THE EXCAVATION MUST NOT BE LEFT OPEN DURING THE
PASSAGE OF A TRAIN.

11. ALL TOE BERMS IN RTE. 1A AREA, SHALL BE COMPLETED BEFORE THE MAIN EMBANKMENT IS CONSTRUCTED ABOVE THE DESIGNED BERM ELEVATION. RAMP WS-1 EMBANKMENT MUST BE CONSTRUCTED CONCURRENTLY WITH THE ROUTE 1A FILL.

12. IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS, IT SHALL MEET THE REQUIREMENTS FOR "GRANULAR BORROW-UNDERWATER BACKFILL" AND WILL BE PAID FOR AS GRANULAR BORROW.

13. REQUIRED DITCH PROTECTION SHOWN ON THE PLANS IS FOR ESTIMATING PURPOSES ONLY. ACTUAL TYPE AND LOCATION FOR EROSION CONTROL MESH, SOD, STONE DITCH PROTECTION AND RIPRAP FOR DITCH PROTECTION SHALL BE DETERMINED IN THE FIELD.

14. DRIVEWAY FILL SIDE SLOPES SHALL BE 3:1 UNLESS OTHERWISE NOTED ON THE PLANS.

- 15 THE ENGINEER WILL DESIGNATE UNSAFE RECOVERY AREAS AT THE TOES OF 4:1 OR 6:1 FILL SLOPES TO BE GRADED BY BULLDOZER AND/OR OTHER HOURLY RENTAL EQUIPMENT. Boulders, large stumps and other objects shall be buried or removed. The use of borrow or waste material may be authorized for some areas. Upon completion of the grading, the areas shall be seeded with method number 2 and mulched.

16. PAVED ENTRANCES SHALL BE CONSTRUCTED WITH:

2" HOT BITUMINOUS PAVEMENT, GRADING D
12" AGGREGATE SUBBASE COURSE-GRAVEL

UNPAVED ENTRANCES SHALL BE CONSTRUCTED WITH:

14" AGGREGATE SUBBASE COURSE-GRAVEL

17. A 3' SQUARE RIPRAP PAD SHALL BE CONSTRUCTED AT
U.D. OUTLETS.

18. ONE GUARD RAIL DELINEATOR POST SHALL BE INSTALLED AT EACH UNDERDRAIN OUTLET.

19. CURB TYPE 3 TO BE INSTALLED WITH MOLD 1 AND SEALED WITH BITUMINOUS SEALING - BLACK WHEN DIRECTED.

20. NO DIRECT PAYMENT FOR STRUCTURAL EARTH EXCAVATION SHALL BE MADE, EXCEPT AS PROVIDED IN THE STANDARD SPECIFICATIONS. ESTIMATED STRUCTURAL EXCAVATION REQUIRED 7.050 C.Y.

21. ALL JOINTS BETWEEN EXISTING AND PROPOSED HOT BITUMINOUS PAVEMENT SHALL BE BUTTED. ALL NECESSARY PAVEMENT CUTTING SHALL BE DONE IN SUCH A MANNER AS TO LEAVE A CLEAN VERTICAL FACE. PAYMENT WILL BE INCIDENTAL TO ITEM 403.

22. DESIGNATED LOAM REQUIRED	12,730 C.Y.
ESTIMATED UNDESIGNATED LOAM	0
TOTAL LOAM REQUIRED	<u>12,730 C.Y.</u>
ESTIMATED LOAM SALVAGED	14,319 C.Y.

23. LOAM SHALL BE PLACED AS SHOWN ON THE PLANS OR AS ORDERED. ALL SLOPES SHALL BE SEEDING WITH SEEDING, METHOD NO. 2 UNLESS OTHERWISE NOTED OR ORDERED.

24. MULCH SHALL BE APPLIED IN AREAS SEEDED BY SEEDING, METHOD NO. 2 AND AREAS SEEDED BY METHOD NO. 1 WHEN DIRECTED.

25. LOAM DEPTH UNDER SOD, EROSION CONTROL MESH AND SEEDING SHALL BE 2 INCHES AND IS NOMINAL.

26. PLACE A SOD STRIP 1 FOOT WIDE BEHIND CURB WHERE CURB IS ADJACENT TO SEEDED AREAS.

PLACE A SOD STRIP 1 FOOT WIDE ADJACENT TO ALL
RIPRAPED AREAS.

PLACE SOD IN OTHER AREAS AS CALLED FOR ON THE
PLANS OR AS ORDERED.

27. ALL MATERIAL EXCAVATED SHALL BE UTILIZED UNLESS OTHERWISE DIRECTED BY THE ENGINEER. WASTE STORAGE AREAS AS SHOWN ON THE PLANS SHALL BE USED TO THE FULLEST EXTENT WITH MATERIAL UNSUITABLE FOR EMBANKMENT CONSTRUCTION.

28. WHEN REMOVING THE WILSON STREET DETOUR IN THE AREA WHERE FILTER FABRIC WAS PLACED ON TOP OF WETLANDS THE FINAL 18 INCHES OF EXCAVATION ON TOP OF THE FABRIC SHALL BE REMOVED WITH EQUIPMENT THAT SHALL NOT PUNCTURE THE FILTER FABRIC. ENOUGH MATERIAL SHALL BE REMOVED FROM THE TOP OF THE FABRIC SO THE FILTER FABRIC CAN BE REMOVED FROM THE EXISTING GROUND WITHOUT ANY MATERIAL SPILLING ONTO THE REMAINING WETLAND. ALL WORK INVOLVED TO REMOVE THE FILTER FABRIC WILL BE INCIDENTAL TO COMMON EXCAVATION.

29. ALL ROCK SHALL BE BLASTED AT LEAST 300 FEET FROM CENTERLINE ON EACH SIDE OF MAINE CENTRAL RAILROAD (CALAIS BRANCH) MAINLINE AND PARKWAY SOUTH MAINLINE PRIOR TO PLACING OF ANY CONCRETE AT BRIDGE SITES BY OTHERS.

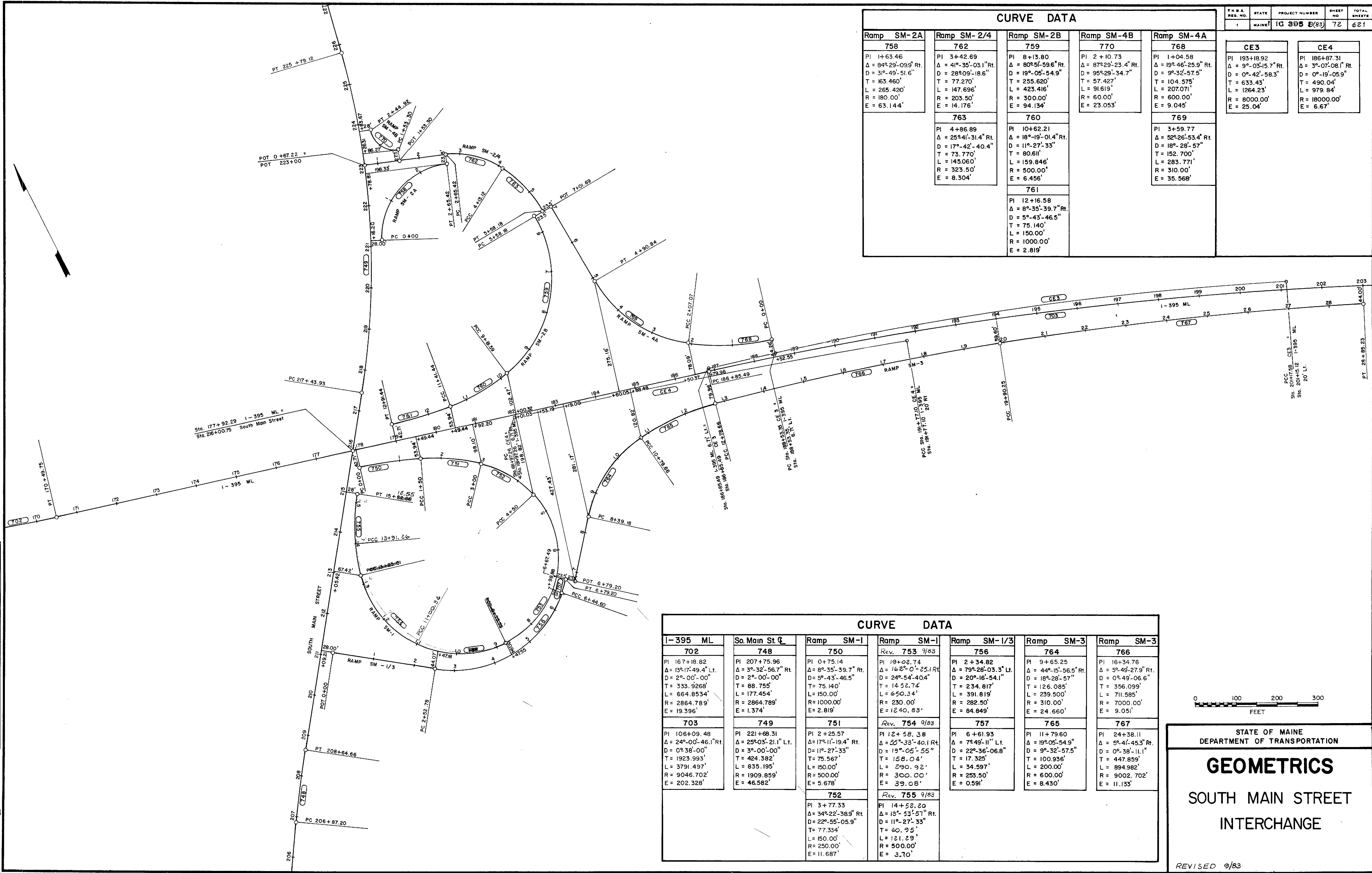
30. THE ROCK UNDER THE MAIN CENTRAL RAILROAD (CALAIS BRANCH) DETOUR AND THE PARKWAY SOUTH DETOUR WITHIN THE LIMITS OF I-395 EXCAVATION SHALL BE BLASTED PRIOR TO GRADING OF THE DETOURS.

31. ALL EXISTING BITUMINOUS PAVEMENT AND PAVEMENT ON THE TWO DETOURS TO BE REMOVED WILL BE SALVAGED. THE QUANTITY OF MATERIAL TO BE SALVAGED IS ESTIMATED TO BE 4800 C.Y.

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

PLANS

BRUNING 44-132 45710-6



CURVE DATA					F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
					1	MAINE	IG 895 8(83)	72	621
Ramp SM-2A					Ramp SM-2/4				
758					762				
PI 1+63.46 Δ = 84°29'-09.9" Rt. D = 31°-49'-51.6" T = 63.460' L = 265.420' R = 180.00' E = 63.144'					PI 3+42.69 Δ = 41°-35'-03.1" Rt. D = 28°09'-18.6" T = 77.270' L = 147.696' R = 203.50' E = 14.176'				
					763				
					PI 4+86.89 Δ = 25°-41'-31.4" Rt. D = 17°-42'-40.4" T = 73.770' L = 145.060' R = 323.50' E = 8.304'				
					760				
					PI 10+62.21 Δ = 18°-19'-01.4" Rt. D = 11°-27'-33" T = 80.611' L = 159.846' R = 500.00' E = 6.456'				
					761				
					PI 12+16.58 Δ = 8°-35'-39.7" Rt. D = 5°-43'-46.5" T = 75.140' L = 150.00' R = 1000.00' E = 2.819'				
					Ramp SM-2B				
					759				
					PI 8+13.80 Δ = 80°51'-59.6" Rt. D = 19°-05'-54.9" T = 255.620' L = 423.416' R = 300.00' E = 94.134'				
					Ramp SM-4B				
					770				
					PI 2+10.73 Δ = 87°29'-23.4" Rt. D = 95°29'-34.7" T = 57.427' L = 91.619' R = 60.00' E = 23.053'				
					Ramp SM-4A				
					768				
					PI 1+04.58 Δ = 19°-46'-25.9" Rt. D = 9°-32'-57.5" T = 104.575' L = 207.071' R = 600.00' E = 9.045'				
					769				
					PI 3+59.77 Δ = 52°-26'-53.4" Rt. D = 18°-28'-57" T = 152.700' L = 283.771' R = 310.00' E = 35.568'				
					CE3				
					PI 193+18.92 Δ = 9°-03'-15.7" Rt. D = 0°-42'-58.3" T = 633.43' L = 1264.23' R = 8000.00' E = 25.04'				
					CE4				
					PI 186+87.31 Δ = 3°-07'-08.1" Rt. D = 0°-19'-05.9" T = 490.04' L = 979.84' R = 18000.00' E = 6.67'				

CURVE DATA						
1-395 ML	So. Main St. C	Ramp SM-1	Ramp SM-1	Ramp SM-1/3	Ramp SM-3	Ramp SM-3
702	748	750	Rev. 753 9/83	756	764	766
PI 167+18.82 Δ = 13°-17'-49.4" Lt. D = 2°-00'-00" T = 333.9268' L = 664.8534' R = 2864.789' E = 19.396'	PI 207+75.96 Δ = 3°-32'-56.7" Rt. D = 2°-00'-00" T = 88.755' L = 177.454' R = 2864.789' E = 1.374'	PI 0+75.14 Δ = 8°-35'-39.7" Rt. D = 5°-43'-46.5" T = 75.140' L = 150.00' R = 1000.00' E = 2.819'	PI 19+02.74 Δ = 16°-01'-25.1" Rt. D = 24°-54'-40.4" T = 145.274' L = 650.34' R = 230.00' E = 1240.83'	PI 2+34.82 Δ = 79°-28'-03.3" Lt. D = 20°-16'-54.1" T = 234.817' L = 391.819' R = 282.50' E = 84.849'	PI 9+65.25 Δ = 44°-15'-56.5" Rt. D = 18°-28'-57" T = 126.085' L = 239.500' R = 310.00' E = 24.660'	PI 16+34.76 Δ = 5°-49'-27.9" Rt. D = 0°-49'-06.6" T = 356.099' L = 711.585' R = 7000.00' E = 9.051'
703	749	751	Rev. 754 9/83	757	765	767
PI 106+09.48 Δ = 24°-00'-46.1" Rt. D = 0°-38'-00" T = 1923.993' L = 3791.497' R = 9046.702' E = 202.328'	PI 221+68.31 Δ = 25°-03'-21.1" Lt. D = 3°-00'-00" T = 424.382' L = 835.195' R = 1909.859' E = 46.582'	PI 2+25.57 Δ = 17°-11'-19.4" Rt. D = 11°-27'-33" T = 75.567' L = 150.00' R = 500.00' E = 5.678'	PI 12+58.38 Δ = 55°-33'-40.1" Rt. D = 19°-05'-55" T = 158.04' L = 290.92' R = 300.00' E = 39.068'	PI 6+61.93 Δ = 7°-49'-11" Lt. D = 22°-36'-06.8" T = 17.325' L = 34.597' R = 253.50' E = 0.591'	PI 11+79.60 Δ = 19°-06'-54.9" D = 9°-32'-57.5" T = 100.936' L = 200.00' R = 600.00' E = 8.430'	PI 24+38.11 Δ = 5°-41'-45.3" Rt. D = 0°-38'-11.1" T = 447.859' L = 894.982' R = 9002.702' E = 11.133'
		752	Rev. 755 9/83			
		PI 3+77.33 Δ = 34°-22'-38.9" Rt. D = 22°-55'-05.9" T = 77.334' L = 150.00' R = 250.00' E = 11.687'	PI 14+52.20 Δ = 13°-53'-57" Rt. D = 11°-27'-33" T = 60.95' L = 121.29' R = 500.00' E = 3.70'			



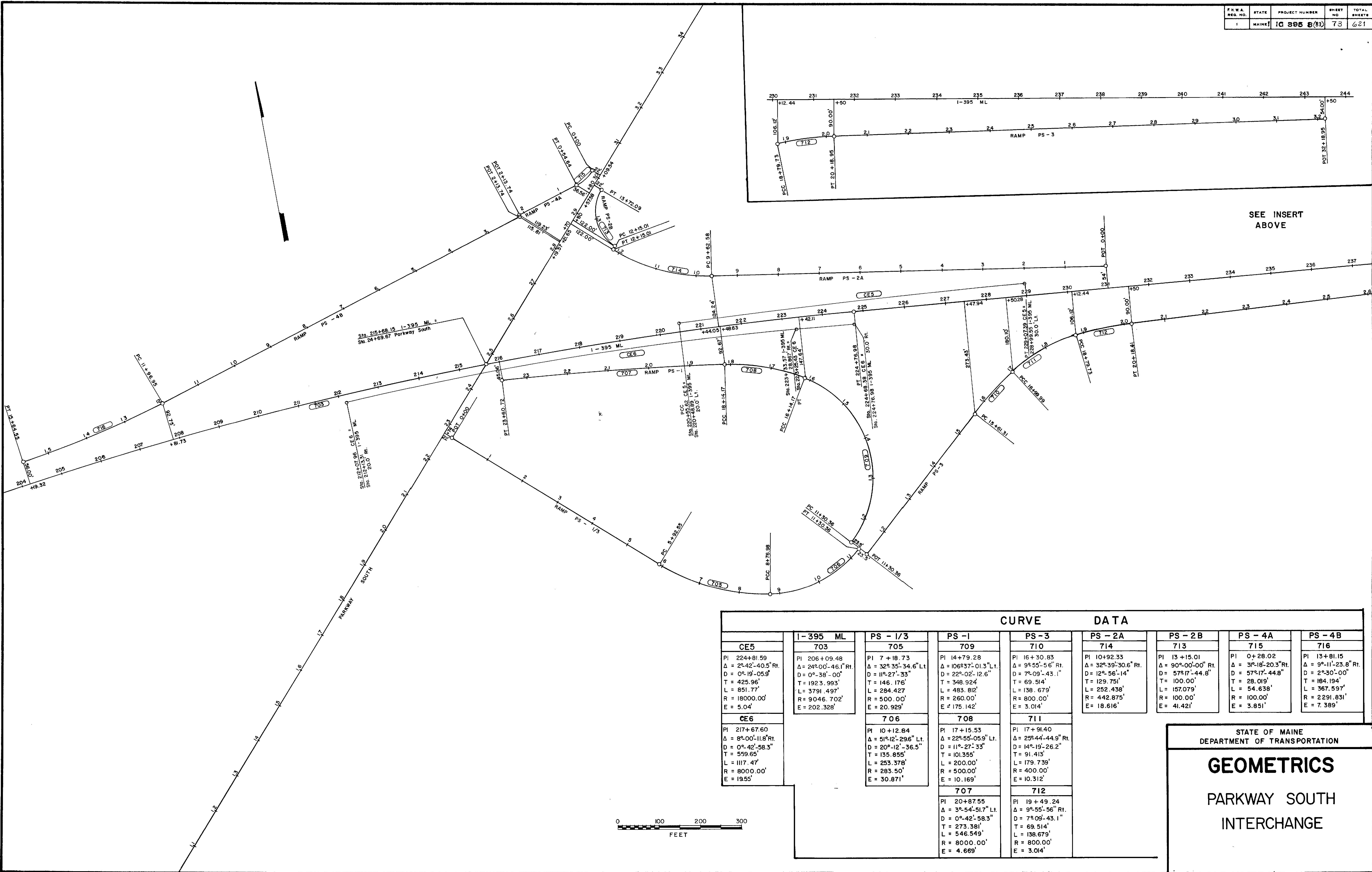
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GEOMETRICS

SOUTH MAIN STREET INTERCHANGE

REVISED 9/83

BANGOR - BREWER 1-395



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

CURVE DATA									
CE5	1-395 ML 703	PS - 1/3 705	PS - 1 709	PS - 3 710	PS - 2A 714	PS - 2B 713	PS - 4A 715	PS - 4B 716	
PI 224+81.59 Δ = 2°42'-40.5" Rt. D = 0°19'-05.9" T = 425.96' L = 851.77' R = 18000.00' E = 5.04	PI 206+09.48 Δ = 24°00'-46.1" Rt. D = 0°38'-00" T = 1923.993' L = 3791.497' R = 9046.702' E = 202.328'	PI 7+18.73 Δ = 32°35'-34.6" Lt. D = 11°27'-33" T = 146.176' L = 284.427' R = 500.00' E = 20.929'	PI 14+79.28 Δ = 106°37'-01.3" Lt. D = 22°02'-12.6" T = 348.924' L = 483.812' R = 260.00' E = 175.142'	PI 16+30.83 Δ = 9°55'-56" Rt. D = 7°09'-43.1" T = 69.514' L = 138.679' R = 800.00' E = 3.014'	PI 10+92.33 Δ = 32°39'-30.6" Rt. D = 12°56'-14" T = 129.751' L = 252.438' R = 442.875' E = 18.616'	PI 0+28.02 Δ = 90°00'-00" Rt. D = 57°17'-44.8" T = 100.00' L = 157.079' R = 100.00' E = 41.421'	PI 0+28.02 Δ = 3°16'-20.3" Rt. D = 57°17'-44.8" T = 28.019' L = 54.638' R = 100.00' E = 3.851'	PI 13+81.15 Δ = 9°11'-23.8" Rt. D = 2°30'-00" T = 184.194' L = 367.597' R = 2291.831' E = 7.389'	
CE6		706	708	711					
PI 217+67.60 Δ = 8°00'-11.8" Rt. D = 0°42'-58.3" T = 559.65' L = 1117.47' R = 8000.00' E = 19.55'		PI 10+12.84 Δ = 51°12'-29.6" Lt. D = 20°12'-36.5" T = 135.855' L = 253.378' R = 283.50' E = 30.871'	PI 17+15.53 Δ = 22°55'-05.9" Lt. D = 11°27'-33" T = 101.355' L = 200.00' R = 500.00' E = 10.169'	PI 17+91.40 Δ = 25°44'-44.9" Rt. D = 14°19'-26.2" T = 91.413' L = 179.739' R = 400.00' E = 10.312'					
		707		712					
		PI 20+87.55 Δ = 3°54'-51.7" Lt. D = 0°42'-58.3" T = 273.381' L = 546.549' R = 8000.00' E = 4.669'		PI 19+49.24 Δ = 9°55'-56" Rt. D = 7°09'-43.1" T = 69.514' L = 138.679' R = 800.00' E = 3.014'					



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GEOMETRICS

PARKWAY SOUTH
INTERCHANGE

BANGOR-BREWER I-395

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

PLANS

CURVE				DATA			
WS - 1	WS - 2A	WS - 2B	WS - 2C	WS - 2/3	WS - 3A	WS - 3B	WS - 4
723	726	728	730	731	734	736	738
PI 4 + 72.74 Δ = 5°-02'-56.8" Rt. D = 1°-00'-00" T = 252.619' L = 504.911' R = 5729.578' E = 5.566'	PI 4 + 51.25 Δ = 21°-29'-09.3" Rt. D = 14°-19'-26.2" T = 75.891' L = 150.00' R = 400.00' E = 7.135'	PI 331 + 20.07 Δ = 3°-44'-14.4" Lt. D = 14°-19'-26.2" T = 13.050' L = 26.091' R = 400.00' E = 0.212'	PI 332 + 92.83 Δ = 22°-34'-54.9" Lt. D = 7°-09'-43.1" T = 159.724' L = 315.303' R = 800.00' E = 15.789'	PI 332 + 49.35 Δ = 30°-41'-45.3" Lt. D = 13°-31'-44.8" T = 116.237' L = 226.887' R = 423.50' E = 15.662'	PI 323 + 65.71 Δ = 11°-22'-48.3" Lt. D = 1°-00'-00" T = 570.881' L = 1138.007' R = 5729.578' E = 28.370'	PI 342 + 28.55 Δ = 67°-01'-31.2" Rt. D = 38°-11'-49.9" T = 99.330' L = 175.471' R = 150.00' E = 29.907'	PI 28 + 60.67 Δ = 26°-58'-34.7" Rt. D = 2°-30'-00" T = 549.718' L = 1079.052' R = 2291.831' E = 65.005'
724	727	729		732	735	737	739
PI 12 + 60.85 Δ = 50°-07'-12.4" Rt. D = 5°-00'-00" T = 535.812' L = 1002.402' R = 1145.915' E = 119.081'	PI 6 + 61.58 Δ = 68°-30'-50.7" Rt. D = 28°-38'-52.4" T = 136.211' L = 239.159' R = 200.00' E = 41.978'	PI 329 + 76.66 Δ = 18°-50'-40.5" Lt. D = 7°-09'-43.1" T = 132.759' L = 263.120' R = 800.00' E = 10.94		PI 335 + 81.80 Δ = 68°-52'-15.5" Lt. D = 17°-42'-40.4" T = 221.799' L = 388.855' R = 323.50' E = 68.733'	PI 330 + 33.44 Δ = 13°-29'-59.2" Lt. D = 6°-44'-26.4" T = 100.602' L = 200.273' R = 850.00' E = 5.932'	PI 343 + 65.66 Δ = 22°-58'-28.8" Rt. D = 19°-05'-54.9" T = 60.966' L = 120.295' R = 300.00' E = 6.132'	PI 17 + 71.41 Δ = 8°-28'-02.1" Rt. D = 2°-30'-00" T = 169.654' L = 338.690' R = 2291.831' E = 6.270'
725			733			740	742
PI 18 + 32.51 Δ = 5°-15'-00" Rt. D = 2°-30'-00" T = 105.073' L = 210.000' R = 2291.831' E = 2.407'			PI 339 + 50.73 Δ = 84°-10'-45" Lt. D = 25°-38'-08.5" T = 201.873' L = 328.367' R = 223.50' E = 77.673'			PI 14 + 93.65 Δ = 10°-50'-34.7" Rt. D = 5°-00'-00" T = 108.754' L = 216.859' R = 1145.915' E = 5.149'	PI 10 + 56.27 Δ = 44°-21'-28.9" Rt. D = 18°-28'-57" T = 126.376' L = 240.00' R = 310.00' E = 24.770'
							743
							PI 12 + 78.56 Δ = 20°-31'-51.6" Rt. D = 9°-32'-57.5" T = 108.665' L = 215.00' R = 600.00' E = 9.760'



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GEOMETRICS

WILSON STREET INTERCHANGE

CONSTRUCTION NOTES

201.24 REMOVING STUMPS.

SOUTH MAIN STREET.

STATION	OFFSET	DESCRIPTION
210+95	115' RT.	36"
211+70	112' RT.	32" MAPLE
211+87	18' RT.	24" MAPLE
213+40	30' RT.	44" ELM
214+32	32' RT.	36"
214+33	53' RT.	26" BLACK OAK
214+85	30' RT.	20"
215+15	83' RT.	32" MAPLE
215+20	31' RT.	24" ELM
215+38	30' RT.	26" MAPLE
215+60	32' RT.	18"
215+77	33' RT.	28"
218+30	48' RT.	17" LOCUST
218+45	57' RT.	12"
218+55	37' RT.	30" MTN. ASH
218+57	68' RT.	38" ELM
218+94	40' RT.	32"
219+20	43' RT.	66" ASH
219+40	40' RT.	28" MAPLE

RAMP SM-1/3 - COMMERCIAL STREET

1+65	63' RT.	16" TREE
1+79	85' RT.	36" TWIN ELM
1+82	17' RT.	30"
1+99	20' RT.	28"
2+03	13' RT.	18"
2+15	16' RT.	18" APPLE
2+40	88' RT.	28" DEAD ELM
2+50	57' RT.	18" DEAD ELM
2+50	28' RT.	12"
2+55	17' RT.	12" APPLE
2+58	12' RT.	14"
2+80	13' RT.	14"
2+91	46' RT.	15" APPLE
3+80	135' RT.	10" APPLE
4+20	140' RT.	15" APPLE
8+14	10' LT.	12" TWIN ELMS

I-395 MAINLINE

178+70	455' RT.	12"
179+20	290' RT.	62" DEAD ELM
179+50	160' RT.	26" APPLE
179+65	260' RT.	18"
179+85	267' RT.	24"
179+93	272' RT.	28"
182+80	127' RT.	16" BLACK CHERRY
180+65	285' LT.	26" APPLE
180+76	170' LT.	TRIPLE ELM
181+67	345' LT.	12"
181+83	335' LT.	24"
181+85	335' LT.	24"
266+10	43' LT.	28" ELM
266+60	54' LT.	32" ELM

PARKWAY SOUTH

27+10	47' LT.	20" WHITE PINE
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GREEN POINT ROAD

31+40	110' RT.	16" POPLAR
-------	----------	------------

WILSON STREET

75+30	44' RT.	29" MAPLE
75+50	44' RT.	30" MAPLE
75+70	44' RT.	35" MAPLE

201.12 SELECTIVE CLEARING & THINNING.

187+73 TO 194+60 RT.	246+95 TO 250+40 LT.
193+95 TO 195+10 LT.	271+30 TO 275+50 LT.
195+85 TO 196+18 LT.	271+30 TO 275+50 RT.
198+20 TO 200+50 RT.	275+50 TO 291+00 LT.
200+50 TO 201+50 RT.	293+00 TO 293+50 LT.
200+75 TO 202+85 LT.	295+00 TO 301+25 LT.
201+50 TO 201+75 RT.	299+00 TO 305+50 RT.
203+90 TO 206+95 RT.	301+95 TO 305+50 LT.
205+65 TO 206+85 LT.	305+50 TO 318+40 LT.
207+55 TO 207+75 RT.	305+50 TO 313+80 RT.
207+45 TO 207+75 LT.	315+50 TO 317+00 RT.
211+45 TO 214+25 LT.	322+00 TO 322+70 RT.
211+20 TO 214+00 RT.	322+00 TO 322+80 LT.
218+10 TO 219+10 RT.	3+20 TO PS-1/3 TO 17+75 LT. PS-1
224+65 TO 228+00 RT.	3+85 TO 5+50 RT. PS-1/3
229+00 TO 245+00 LT.	6+00 RT., PS-1/3 TO 229+00 RT.
229+00 TO 245+00 RT.	29+50 RT., PRKY SOUTH TO 1+50
245+00 TO 245+80 LT.	BK PS-2A
245+00 TO 252+80 RT.	5+40 TO 0+30 PS-4A

201.13 REMOVING SINGLE TREE TOP ONLY.

SOUTH MAIN STREET

STATION	OFFSET	DESCRIPTION
211+70	112' RT.	32" MAPLE
211+87	18' RT.	24" MAPLE
218+30	48' RT.	17" LOCUST
218+55	37' RT.	30" MTN. ASH
218+57	68' RT.	38" ELM
219+20	43' RT.	66" ASH
219+40	40' RT.	28" MAPLE

RAMP SM-1/3 - COMMERCIAL STREET

1+65	63' RT.	16" TREE
1+79	85' RT.	36" TWIN ELM
2+15	16' RT.	18" APPLE
2+55	17' RT.	12" APPLE
2+91	46' RT.	15" APPLE
3+80	135' RT.	10" APPLE
4+20	140' RT.	15" APPLE
8+14	10' LT.	12" TWIN ELM

I-395 MAINLINE

178+70	455' RT.	12" TREE
179+50	160' RT.	26" APPLE
182+80	127' RT.	16" BLACK CHERRY
180+65	285' LT.	26" APPLE
266+10	43' LT.	28" ELM
266+60	54' LT.	32" ELM

PARKWAY SOUTH

27+10	47' LT.	20" WHITE PINE
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GREEN POINT ROAD

31+40	18' RT.	18"-20" TWIN MAPLE
31+60	50' LT.	22" ELM
31+40	110' RT.	16" POPLAR

WILSON STREET

75+30	44' RT.	29" MAPLE
75+50	44' RT.	30" MAPLE
75+70	44' RT.	35" MAPLE

203.211 PRESPLITTING ROCK.

PARKWAY SOUTH BRIDGE

214+15 TO 215+55	WEST WALL
215+60 TO 217+00	EAST WALL

RAILROAD - CALAIS BRANCH

206+70 TO 207+70	SOUTH WALL
206+60 TO 207+60	NORTH WALL

601.20 CATIONS.

3+50 TO 4+72 RT. SM-4

607.09 WOVEN WIRE FENCE - METAL POSTS.

5+93, 75' RT. PS-1/3 TO 255+25, 150' RT.
228+00, 150' LT. TO 254+25, 150' LT.
256+52 150' LT. TO 254+25, 150' LT. PS-1/3
257+60, 150' RT. TO WILSON ST. RT. 50+92.7 LT.

607.17 CHAIN LINK FENCE - 6 FOOT.

186+00, 170' TO 197+08, 160' RT.
186+52, 220' TO 186+85.5, 220' LT.
186+85.5, 220' TO 192+86 160' LT., 193+50 TO 196+70 LT.
197+60, 160' TO 206+75, 180' LT.
197+70, TO 206+74 ED RT.
207+41, 180' TO 30+50, 50' LT., PARKWAY SOUTH
207+68, 180' TO 212+80, 256' RT.
29+80, 62' RT. PARKWAY SOUTH TO 228+00, 150' LT.
333+60, 160' WS-2/3 TO 343+10, 50' RT. WS-3B
3+80, 235' TO 4+15, 265' RT. SM-1/3
4+15, 265' TO 4+85, 118' RT. SM-1/3
4+85, 118' TO 5+50, 263' RT. SM-1/3
5+50, 263' TO SM-1/3 TO 9+50, 98' RT. SM-3
10+85, 100' SM-3 TO 186+00, 170' RT.
2+15, 170' TO 6+50, 270' RT. SM-4A
6+50, 270' SM-4A TO 185+86, 220' LT.
1+60, 75' TO 6+00 75' RT. PS-1/3
9+30, 75' TO 20+00, 125' RT. WS-4
51+05 TO 53+48 54+21 TO 53+08.5 WILSON ST. RT.
53+57 TO 63+00 WILSON ST. RT.
9+30, 75' RT. WS-1 TO 78+00, 70' LT. WILSON STREET

607.32 BRACING ASSEMBLY TYPE I - METAL POSTS.

17+50 RT. Ramp WS-1
18+63 RT. Ramp WS-1
20+38 RT. Ramp WS-1
256+62, 150' LT.
257+60, 150' RT.
50+92.7 LT. WILSON ST.
5+93, 75' RT. PS-1/3
54+65 LT. WILSON ST.

607.33 BRACING ASSEMBLY TYPE II - METAL POSTS.

8+77, 125' RT. RAMP PS-1/3
11+30, PS 3 RT.
17+50, PS 3 RT.
20+18, PS 3 RT.
23+40, PS 1/2 RT.
234+30, ML RT.
252+70, 150' RT.
234+60, 150' LT.
241+20, 150' LT.
247+80, 150' LT.
264+20, 150' RT.
270+80, 150' RT.
277+40, 150' RT.
284+00, 150' RT.
241+10, ML RT.
247+70, ML RT.
255+25, ML RT.
256+62, ML RT.
306+85, ML RT.
307+52, ML RT.
263+22, 150' LT.
269+82, 150' LT.
276+42, 150' LT.
283+02, 150' LT.
289+62, 150' LT.
296+22, 150' LT.
302+0, 150' LT.
302+0, 200' LT.
308+60, 200' LT.
314+85, 200' LT.
298+14 ML RT
303+04 ML RT
307+84 ML RT
312+01 ML RT
317+77 ML RT
3+00 WS-1 RT
9+54 WS-1 RT
15+26 WS-1 RT
16+18 WS-1 RT

607.36 BRACING ASSEMBLY TYPE I - CHAIN LINE FENCE - 6 FOOT.

61+50 RT. SM 3A
61+50 RT. SM 3A
185+86, 220' LT.
186+52, 220' LT.
196+56, 160' LT.
197+60, 160' LT.
197+08, 160' RT.
197+70, 160' RT.
206+74, 180' RT.
206+75 LT.
207+41, 180' LT.
207+68, 180' RT.
212+80, 256' RT.
228+00, 150' LT.
136+70 LT.
2+15, 170' LT. SM-2/4
3+80, 235' RT. SM-1/3
192+86 LT.
76+75 RT. WILSON STREET
335+85 RT. WS 3/4
9+50, 98' RT. SM-3
193+50 LT.
0+60, 75' RT. PS-1/3
6+00, 75' RT. PS-1/3
29+80, 62' RT. PARKWAY SOUTH
30+50, 50' LT. PARKWAY SOUTH
12+00, 125' RT. WS-1
50+94, 88' RT. WILSON STREET
59+57 RT. WILSON STREET
53+48, 135' RT. WILSON STREET
54+21, 148' RT. WILSON STREET
51+05 RT. WILSON STREET
59+09 RT. WILSON STREET
78+00, 70' LT. WILSON STREET
20+00, 125' RT. WS-4
335+50 RT. WS 3/4

607.37 BRACING ASSEMBLY TYPE II - CHAIN LINK FENCE - 6 FOOT.

185+86 170' RT.
185+85.5, 220' LT.
189+30, 160' RT.
190+00, 160' LT.
192+60, 160' RT.
193+30, 160' LT.
195+00, 160' RT.
200+00, 160' LT.
201+46, 160' RT.
202+47, 150' RT.
202+50, 160' LT.
204+06, 150' RT.
204+06, 185' RT.
205+00, 160' LT.
205+00, 180' LT.
209+00, 180' RT.
218+00, 180' LT.
212+00, 180' RT.
213+00, 280' LT.
216+00, 390' LT.
223+05, 195' LT.
225+50, 172' LT.
4+15, 265' RT. SM-1/3
4+25, 125' RT. SM-2/4
198+70 WS 4 RT.
202+85 LT.
203+98 LT.
197+67 LT.
198+06 LT.
198+03 RT.
1+08 PS 1/2 RT.
1+32 PS 1/2 RT.
4+40.5 PS 1/2
4+67.5 PS 1/2
4+8 PS 1/2
4+98.5 PS 1/2
5+12 PS 1/2
196+75 RT.
194+00 RT.
4+85, 118' RT. SM-1/3
5+50, 263' RT. SM-1/3
6+00, 75' RT. PS-1/3
9+30, 75' RT. WS-1
11+30, 98' RT. SM-3
193+50 LT.
0+60, 75' RT. PS-1/3
29+80, 62' RT. PARKWAY SOUTH
30+50, 50' LT. PARKWAY SOUTH
12+00, 125' RT. WS-1
50+94, 88' RT. WILSON STREET
59+57 RT. WILSON STREET
53+48, 135' RT. WILSON STREET
54+21, 148' RT. WILSON STREET
51+05 RT. WILSON STREET
59+09 RT. WILSON STREET
78+00, 70' LT. WILSON STREET
20+00, 125' RT. WS-4
335+50 RT. WS 3/4
225+47 LT.
9+00 RT. PS-2
11+66 RT. PS-2
12+15 RT. PS-2
206+13 RT.
206+50 RT.
130+08 LT.
186+86 RT.
202+85 RT.
203+40 RT.
203+49 RT.
203+54 RT.
205+29 RT.
193+00 RT.
190+20 RT.
6+70 SM 1/3
30+0 PS 4
0+25 PS 4
210+00 ML LT.
213+03 ML RT.
210+00 ML LT.
208+50 ML LT.

610.08 PLAIN RIPRAP.

DOWNSPOUTS

WESTBOUND
186+40 LT.
191+00 LT.

194+50 LT.
196+65 LT.
197+55 LT.

EASTBOUND

191+48 RT.
196+84 RT.
197+94 RT.
203+16 RT.

WS-2A

6+30 RT.

INDUSTRIAL PARK RD

24+50 LT.
25+50 LT.

617.09 EROSION CONTROL MESH.

187+02 TO 190+98 LT.
191+02 TO 206+00 LT.
201+50 TO 206+50 LT.
202+00 TO 206+70 RT.

635.12 BIN WALL.

216+30 TO 217+80 RT. SO. MAIN ST.

656.63 TEMPORARY SILT FENCE.

333+50 TO 336+25 RT. WS-2/3
36+00 TO 47+20 LT. WILSON ST
13+00 TO 15+00 LT. WILSON ST
13+90 TO 16+70 RT. WILSON ST DETOUR

620.50 FILTER FABRIC - WOVEN.

6+10, 65' RT. SM-2B TO 221+85, 105' RT. SO. MAIN ST.

2+50 TO 5+00 GREEN PT. RD. DETOUR

13+65 TO 14+15 WILSON ST. DETOUR

620.51 FILTER FABRIC - NON-WOVEN.

194+50 TO 206+75
6+00, SM-4A (CULVERT)
Felts Brook Area

201.11 CLEARING.

185+30 TO 196+00 RT.
189+80 TO 192+59 LT.
193+50 TO 195+20 LT.
195+80 TO 196+20 LT.
195+67 TO 200+50
200+50 TO 202+80
201+50 TO 201+80 RT.
202+85 TO 202+98 LT.
202+85 TO 203+00 RT.
204+00 TO 206+87
207+50 TO 207+80
210+50 TO 213+35
217+50 TO 219+00 RT.
222+40 TO 227+50 RT.
230+00 TO 245+00
245+00 TO 253+50
271+30 TO 291+00
292+90 TO 298+50
298+50 TO 303+00
303+15 TO 306+50
306+50 TO 310+50
310+50 TO 314+50
314+50 TO 318+65
321+50 TO 322+75
319+00 TO 320+60 LT.
13+50 TO 17+50 PS-1
7+50 TO 13+15 PS-2
0+00 TO 10+00 PS-1/3
10+00 TO 13+50 PS-1 & 14+00 PS-3
14+00 TO 19+00 PS-3 & 227+50
TO 230+50 RT. (395)
0+00 TO 4+25 RT. PS-4
30+00 TO 30+50 LT. (IND PRK RD)
177+36 TO 184+65 RT.*
178+51 TO 186+46 RT.*

* INCLUDES MULTIPLE AREAS
AS SHOWN ON THE PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION
NOTES

Revised
Philip A. D... 2-12-87

SHEET OF AUGUSTA, MAINE

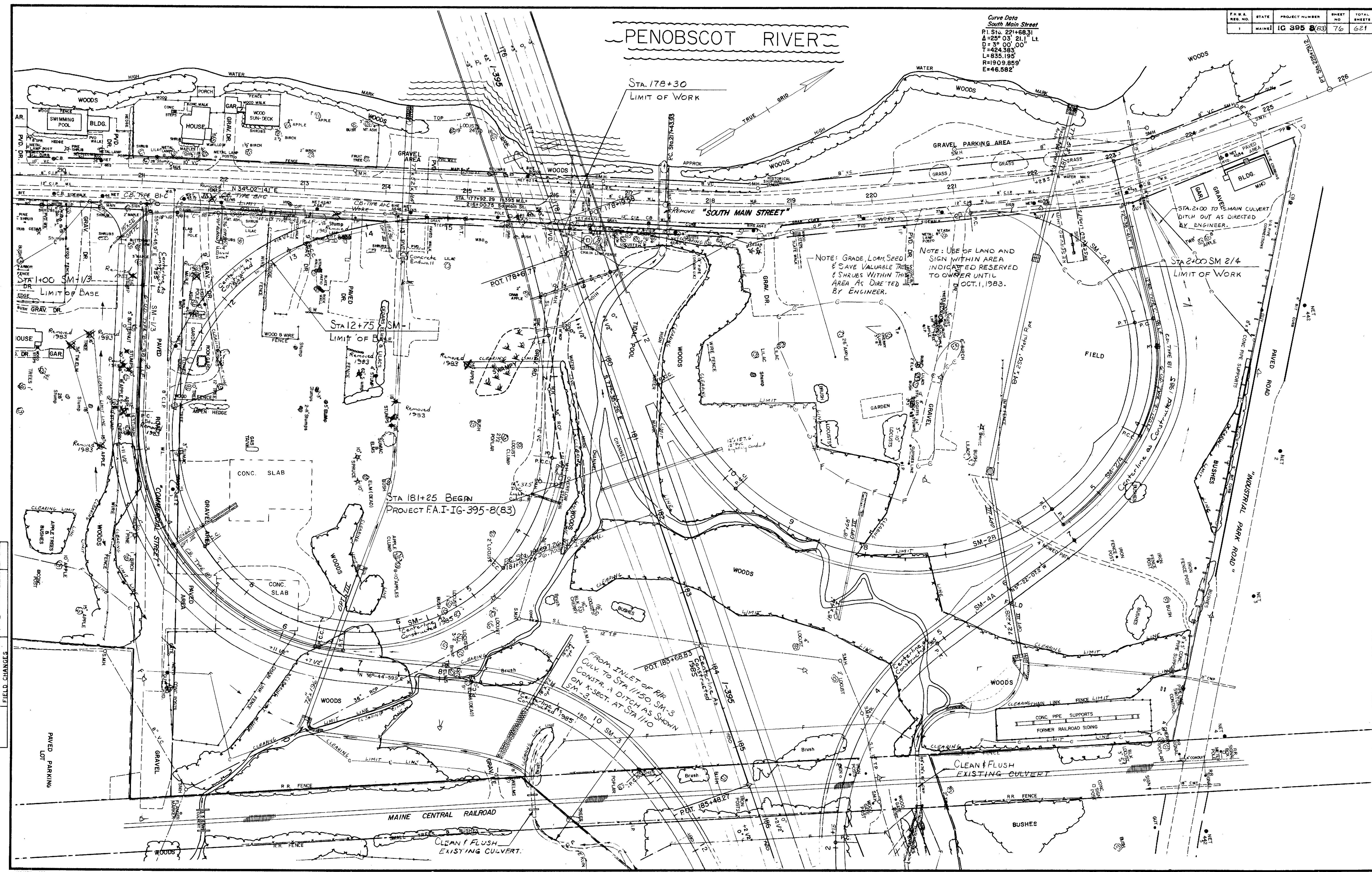
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DESIGN-DETAILED	6/82
CHECKED	
REVISIONS	
FIELD CHANGES	

PENOBSCOT RIVER

Curve Data
South Main Street
P.I. Sta. 221+66.31
Δ=25° 03' 21" Lt.
D=39' 00' 00"
T=424.383'
L=835.195'
R=1909.859'
E=46.582'

F.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IC 395-8(79)	76	621

STA. 178+30
LIMIT OF WORK



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

PLANS

FINAL SURVEY NOTE BOOK NO.	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	AREAS CHECKED	

ORIGINAL SURVEY NOTE BOOK NO.	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	AREAS CHECKED	

30 150

Remove Existing
Pavement, Loam, Seed &
Mulch

30 131.5

Paved Turnaround

30 2700

Remove Existing
Pavement, Loam,
Seed & Mulch

Gate

28.56

30 191

Paved Turnaround

Gate

1/4" I.F.R.

28.03

Paved Turnaround

30 750

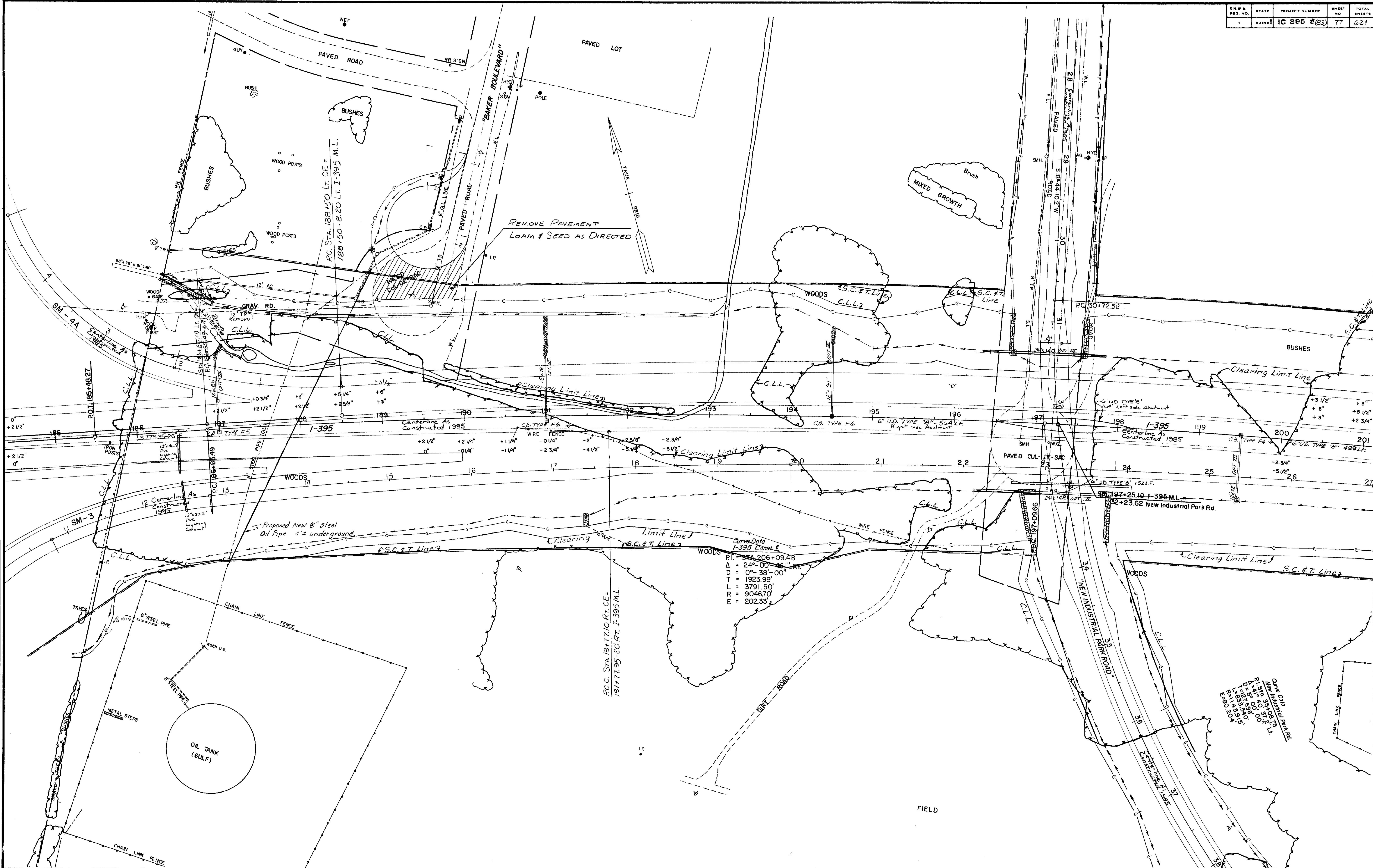
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28.26

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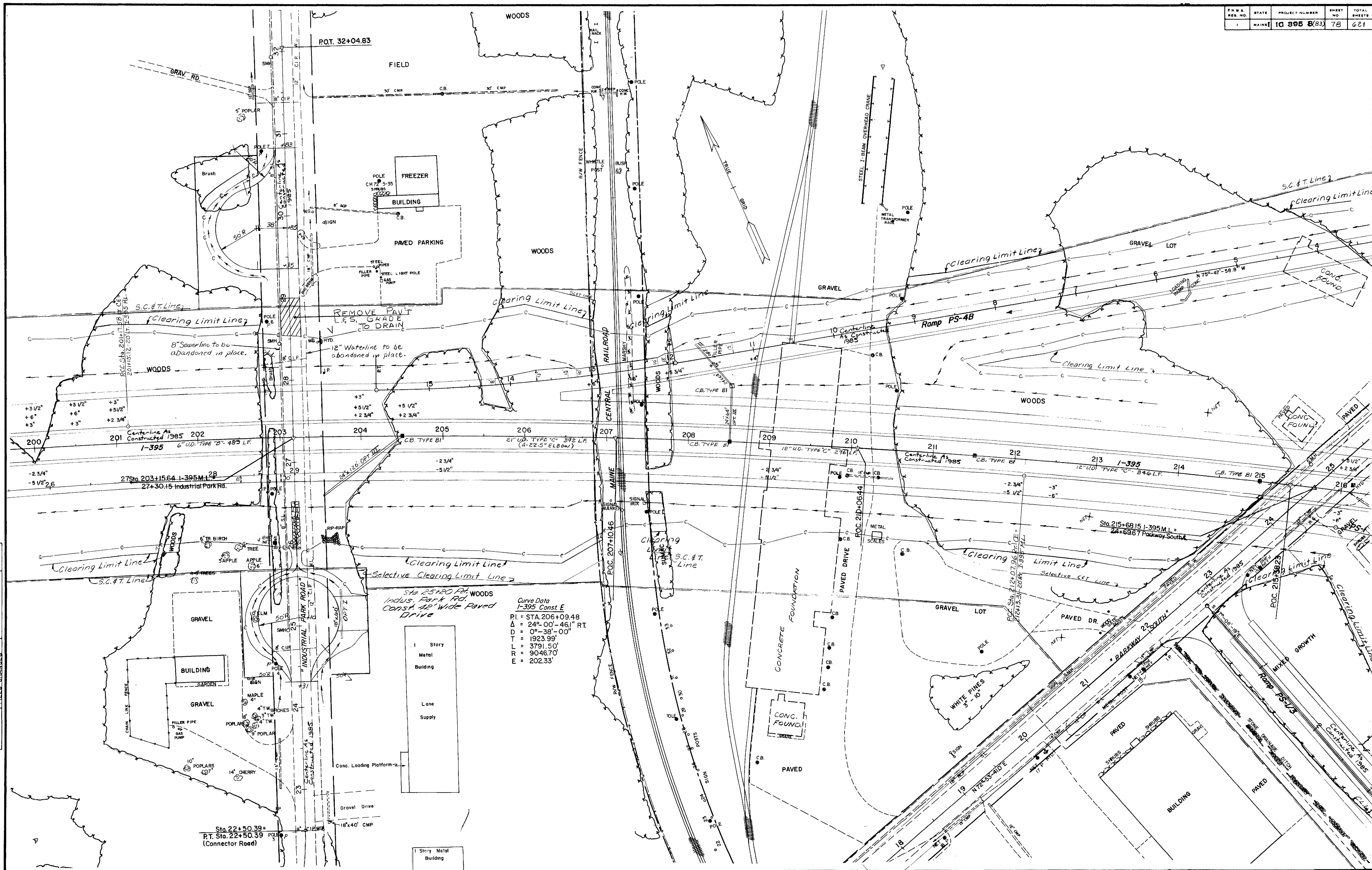
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1.023
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PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED	As-Built	PAD 2-6-87
REVISIONS		
FIELD CHANGES		



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

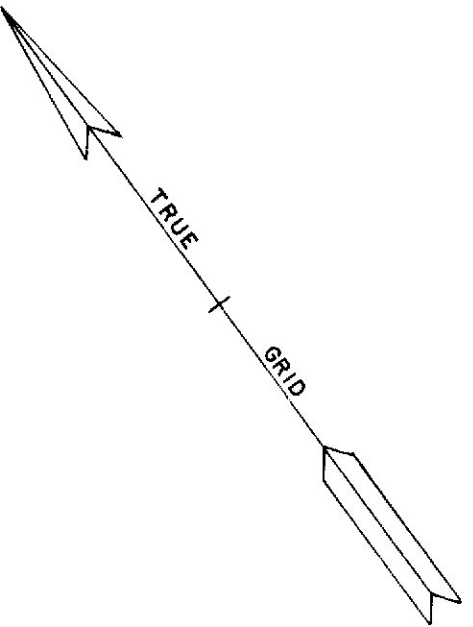
PLANS



Curve Data
I-395 Const. E
PI = STA. 206+09.48
Δ = 24°-00'-46.1\"/>

Sta. 22+50.39
P.T. Sta. 22+50.39
(Connector Road)





MIXED GROWTH

R/W LINE

Clearing Limit Line

Selective Clearing & Thinning Line

Selective Clearing & Thinning Line

Clearing Limit Line

Centerline As Construction 1985

Ramp PS-2A N 49°-45'-49.7"W

C.B. TYPE B1

1-395

6" UD, TYPE "B" - 378 LF

6" UD ENDS

S 53°-34'-40.4"E

Centerline As
Constructed
1985

FIELD
W/ BUSHES

1-395

C.B. TYPE F4

Centerline As
Constructed 1985

Ramp PS-3

10

17.375 ML

PS-3

234+83.02

234+52.21

234+52.21

MIXED GROWTH

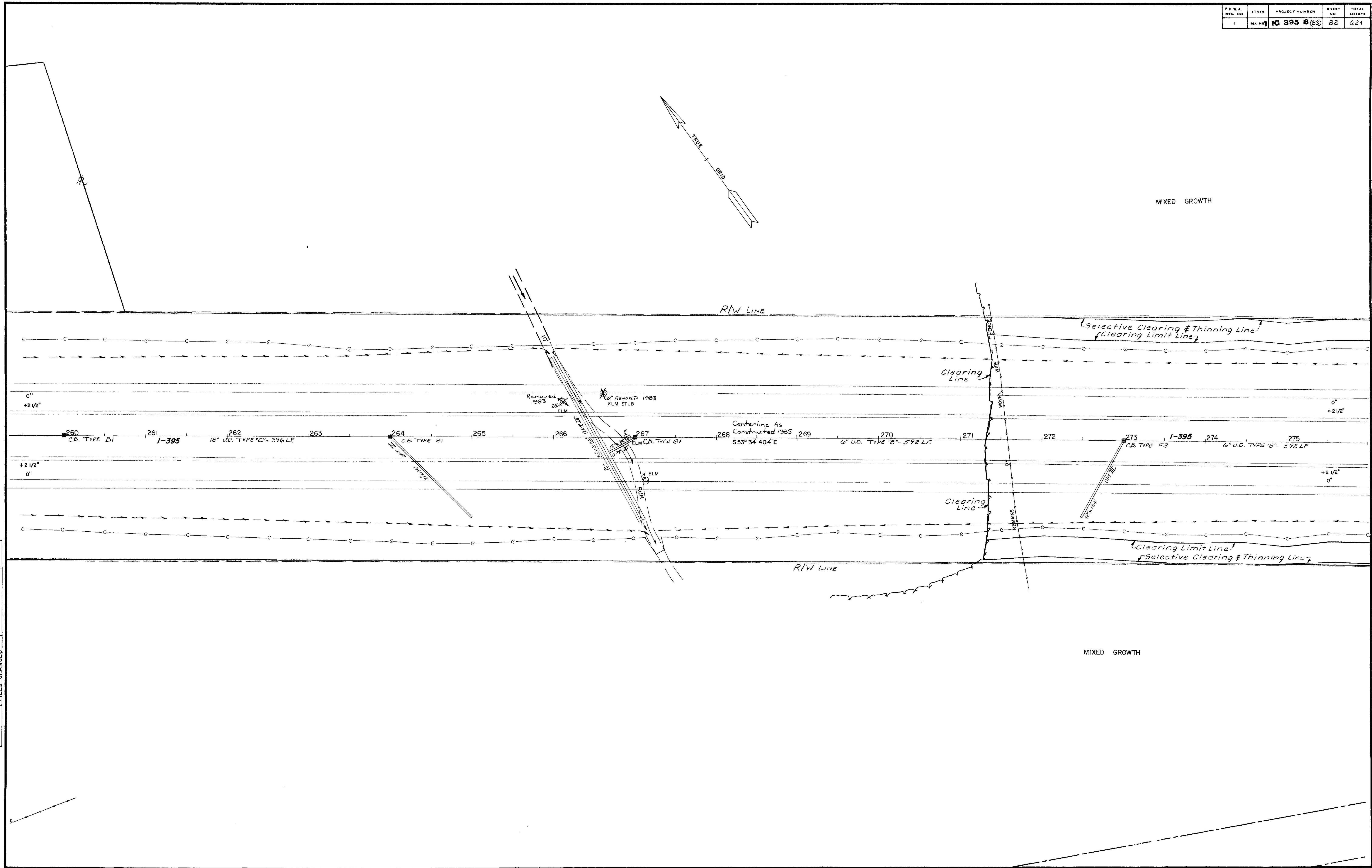
R/W LINE

Selective Clearing & Thinning Line

Clearing Limit Line

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

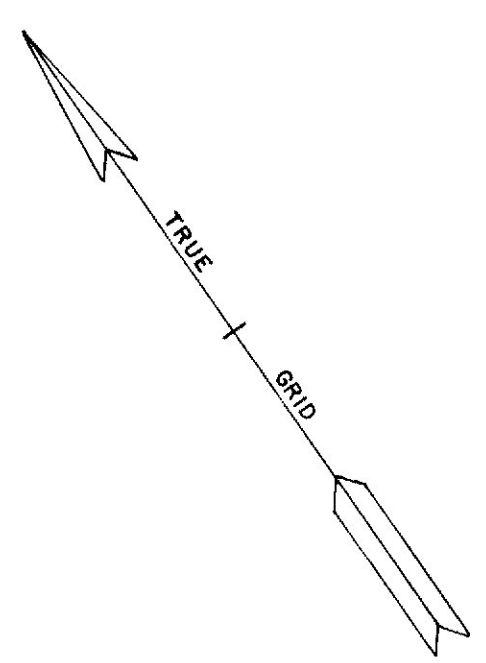
PLANS



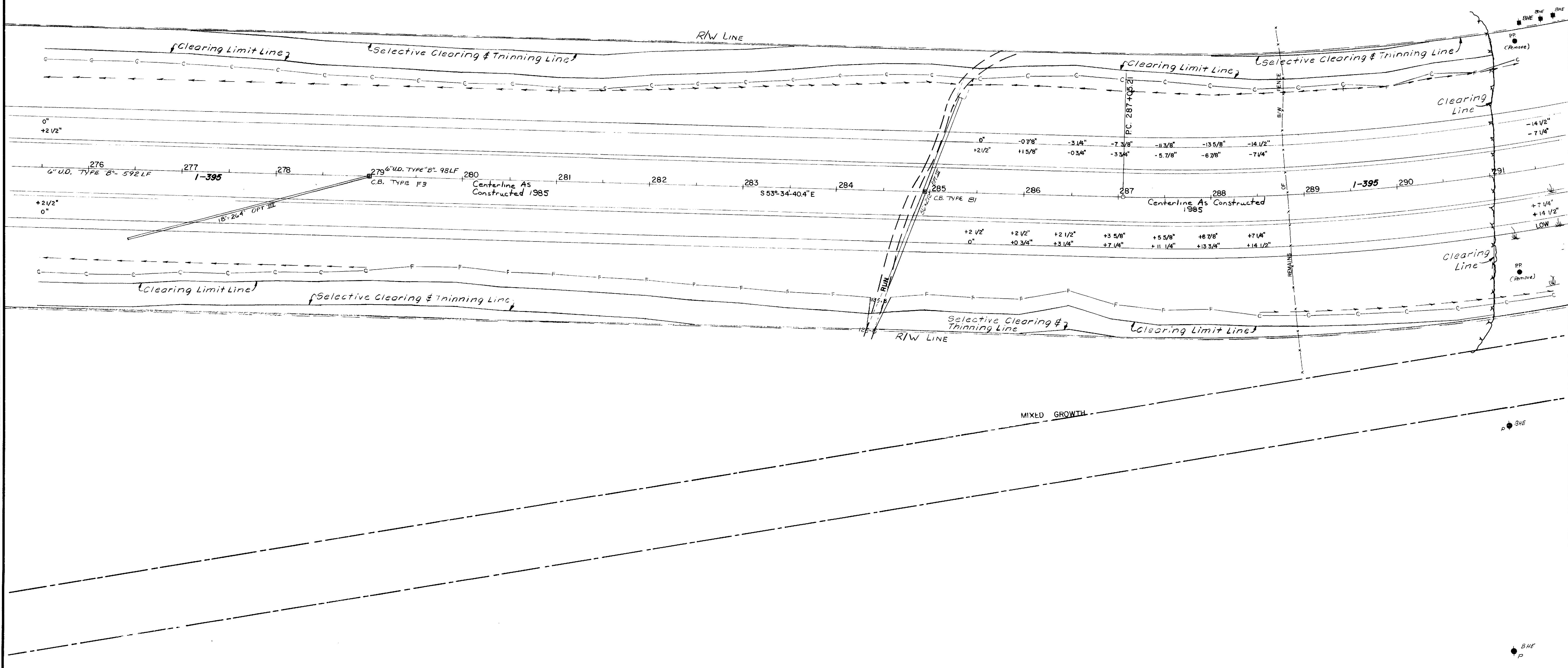
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

Curve Data
1-395 Const E
PI = STA. 302+94.78
A = 63°-29'-19.6" LT
D = 2°-30'-00"
T = 1589.568'
L = 2779.551'
R = 2291.831'
E = 497.293'



MIXED GROWTH



PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

PLANS