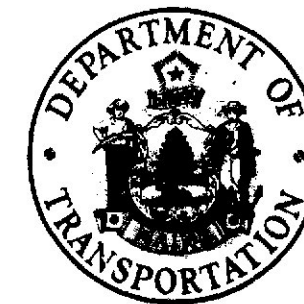


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



BANGOR
PENOBSCOT COUNTY
MAINE FEDERAL AID INTERSTATE
PROJECT NO. IR-95-8(124)175
TOTAL LENGTH 5.027 MILES
PROJECT NO. TQI-IR-95-8(113)178
TOTAL LENGTH 0.082 MILES

AN OVERLAY, BRIDGE DECK REHAB. & SAFETY PROJECT

P.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-95-8(124)175 TQI-IR-95-8(113)178	1	34

BANGOR

Micro Reel 231

CONVENTIONAL SIGNS

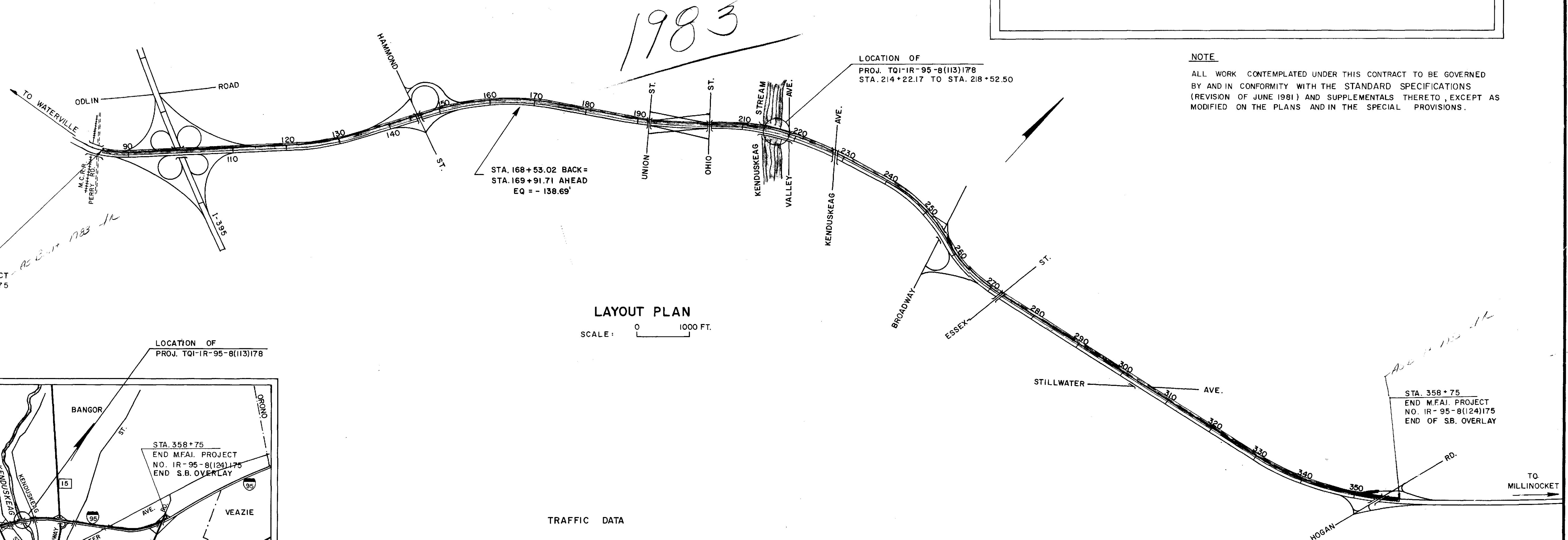
COUNTY LINES	---	TRAVELLED WAY - PROPOSED	=====
TOWN LINES	----	UNDERGROUND UTILITIES - EXISTING	----
PROPERTY LINES	-----	UNDERGROUND UTILITIES - PROPOSED	-----
R/W LINES - EXISTING	=====	RAILROAD - SINGLE TRACK	+++++
R/W LINES - NEW - ACCESS CONTROL	=====	RAILROAD - DOUBLE TRACK	+++++
R/W LINES - NEW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

INDEX OF SHEETS

1	TITLE SHEET
2-4	TYPICAL SECTIONS
5	QUANTITIES, GENERAL NOTES & GLARE SCREEN DETAILS
6-9	STANDARD DETAILS (HIGHWAY)
10	GUARD RAIL DETAILS
11	BREAKAWAY CABLE TERMINAL
12	SPECIAL DETAILS
13	PLAN OF SAFETY IMPROVEMENT
14-16	MAINTENANCE OF TRAFFIC IN CONSTRUCTION ZONES
17	STANDARD PAVEMENT MARKINGS
18-31	BRIDGE DETAILS
32-34	STANDARD DETAILS (BRIDGE)

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.



LAYOUT PLAN

SCALE: 0 1000 FT.

TRAFFIC DATA

	1-95(1-395 TO HAMMOND STR.)	1-95(HAMMOND STR. TO UNION STR.)	1-95(UNION STR. TO OHIO STR.)	1-95(OHIO STR. TO BROADWAY)	1-95(BROADWAY TO HOGAN RD.)
A.D.T. 1982	24500	24630	29100	28590	20250
A.D.T. 2002	29000	29070	34280	33670	23500
D.H.V.	2900	2907	3428	3367	2350
T. (%)	8	8	5	5	6
D. (%)	55	55	55	55	55
V.	N/A	N/A	N/A	N/A	N/A
P.S.D. (%)	N/A	N/A	N/A	N/A	N/A
18 KIPS	711	714	517	508	453

VOLUMES SHOWN ARE WITH COMPLETION OF NEW I-395 BRIDGE

APPROVED:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
George N. Gifford
COMMISSIONER
Richard A. Coleman
CHIEF ENGINEER

DATE

6-28-82

6-28-82

APPROVED:

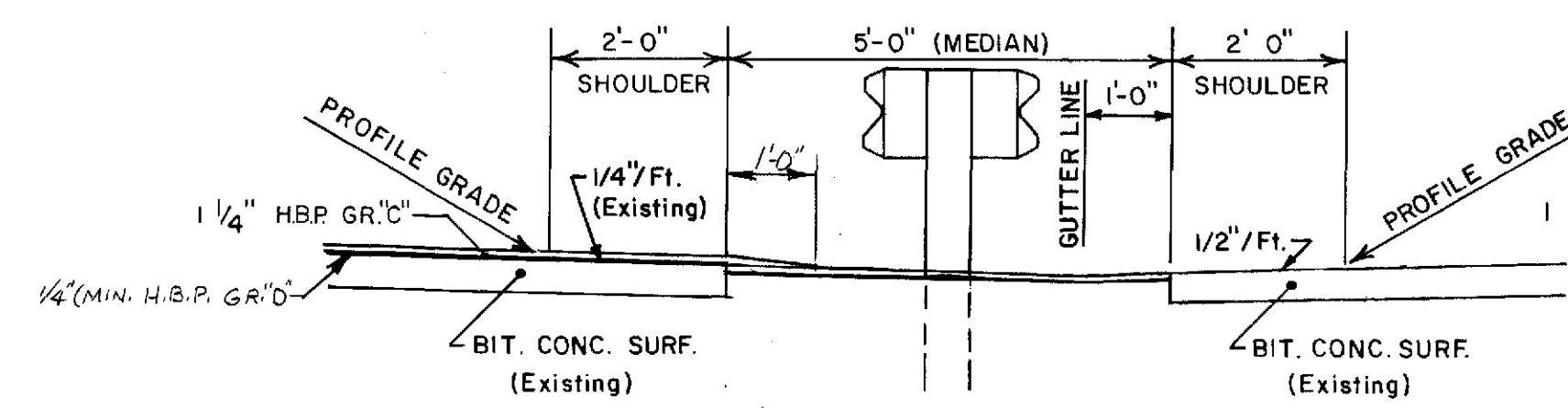
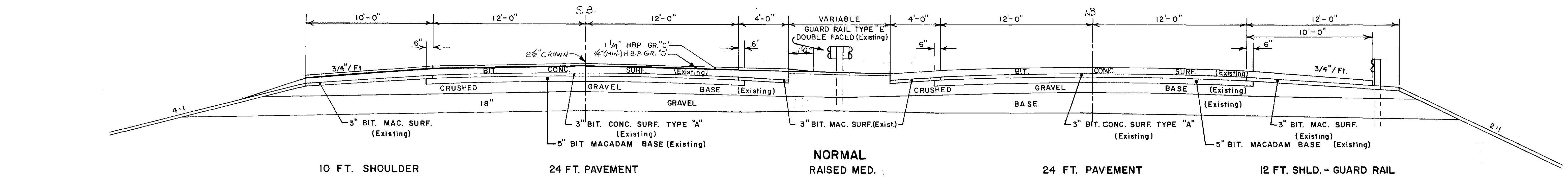
DIVISION ADMINISTRATOR DATE

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1

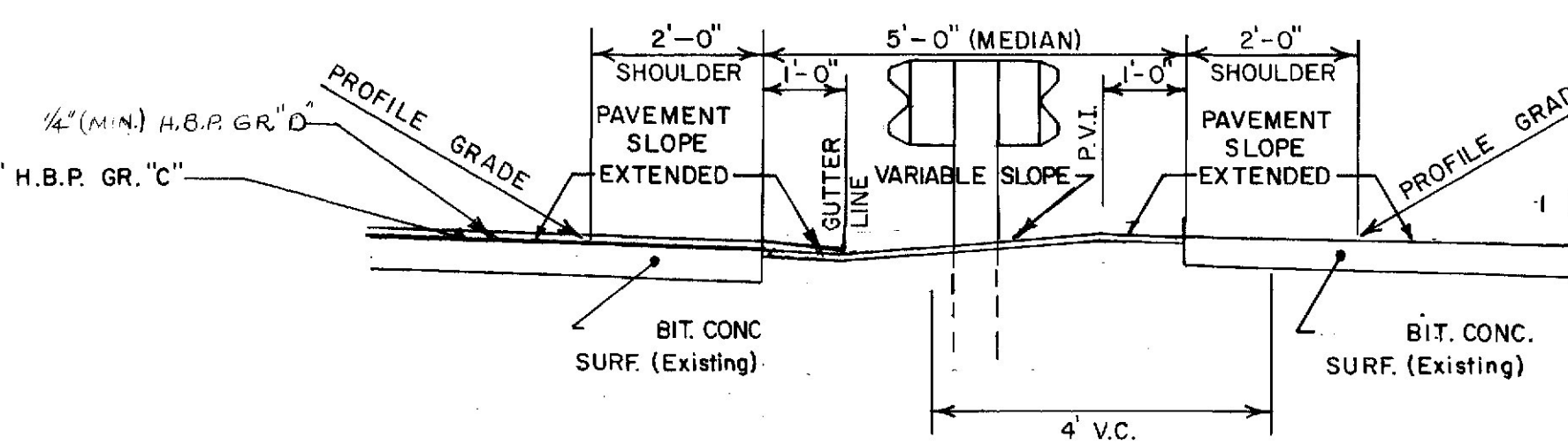
A PORTION OF PENOBSCOT COUNTY

SCALE 0 1 MILE

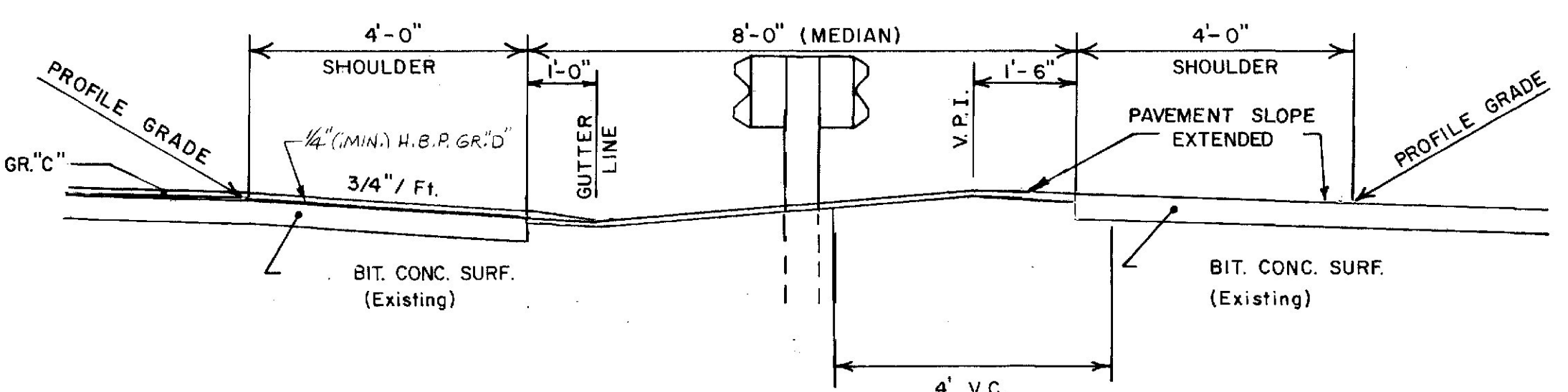
1 1/2" HOT BITUMINOUS PAVEMENT OVERLAY * "SOUTH BOUND ONLY"



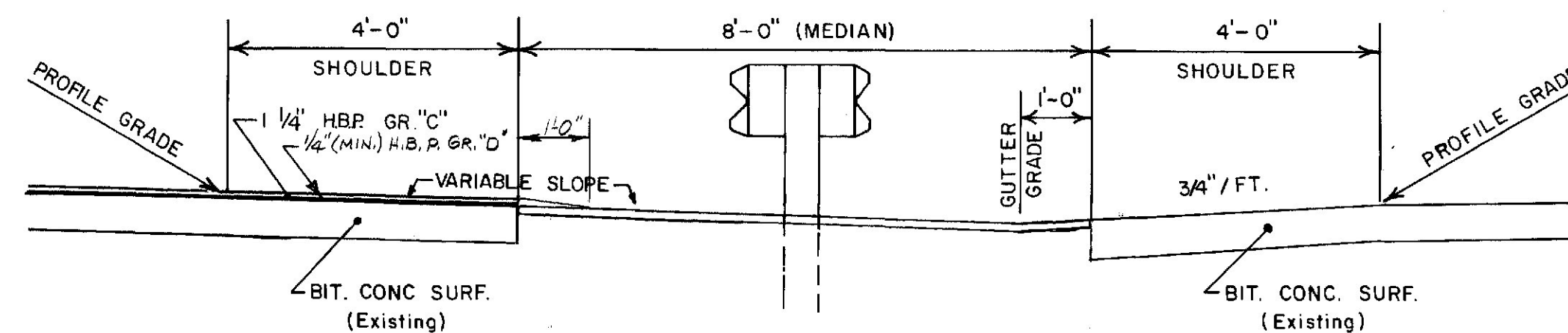
5 FT. RAISED MEDIAN - NORMAL



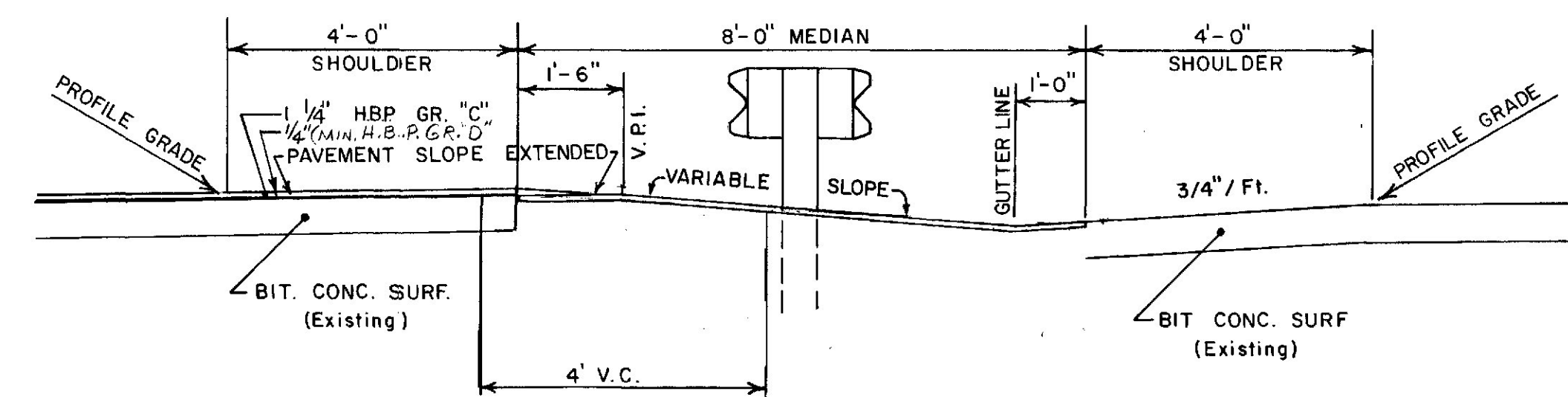
5 FT. RAISED MEDIAN - SUPER



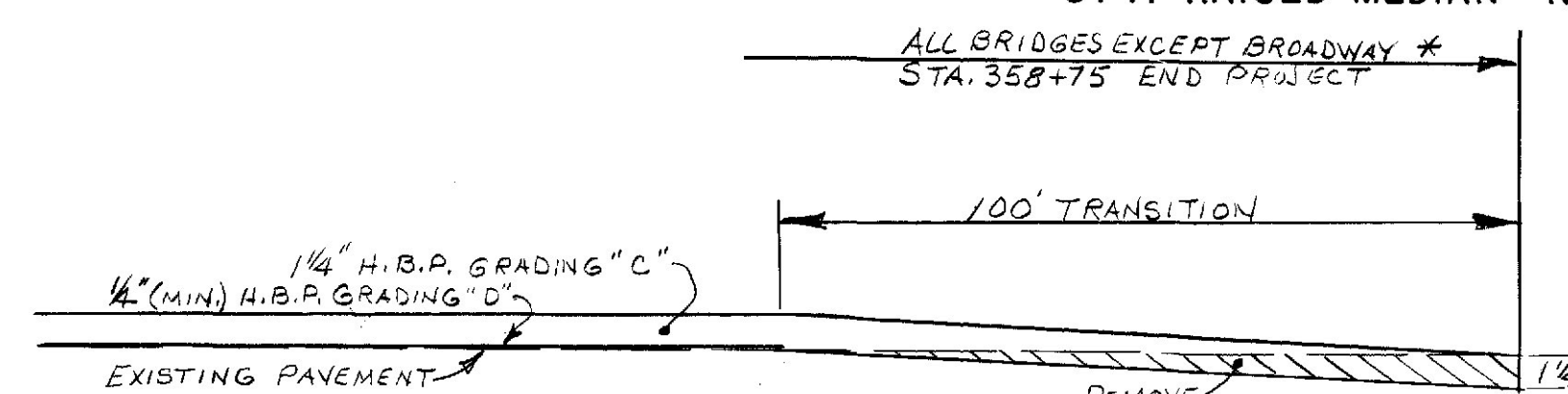
8 FT. RAISED MEDIAN-SUPER.



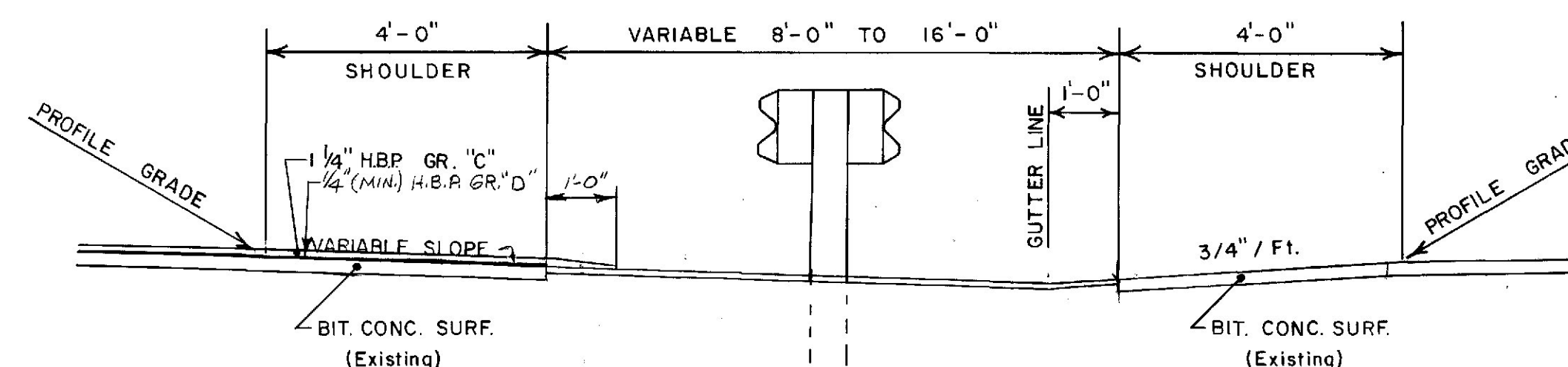
8 FT. RAISED MEDIAN - NORMAL



8 FT. RAISED MEDIAN - SUPER



PAVEMENT TRANSITION (I-95 ROADWAY)
SEE GENERAL NOTE # 8
* TRANSITION PAVEMENT FROM 1/4\"/>



VARIABLE 8 FT. TO 16 FT. RAISED MEDIAN
NORMAL

* NOTE: THE PAVEMENT DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.

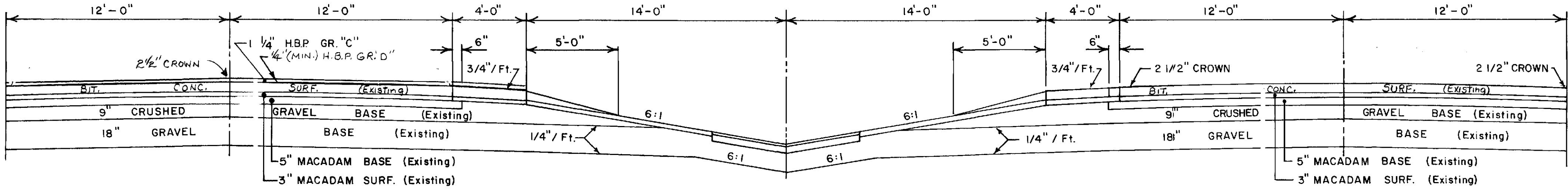
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BANGOR
IR-95-8(124)
TYPICAL SECTIONS
I-95
1 1/2" OVERLAY

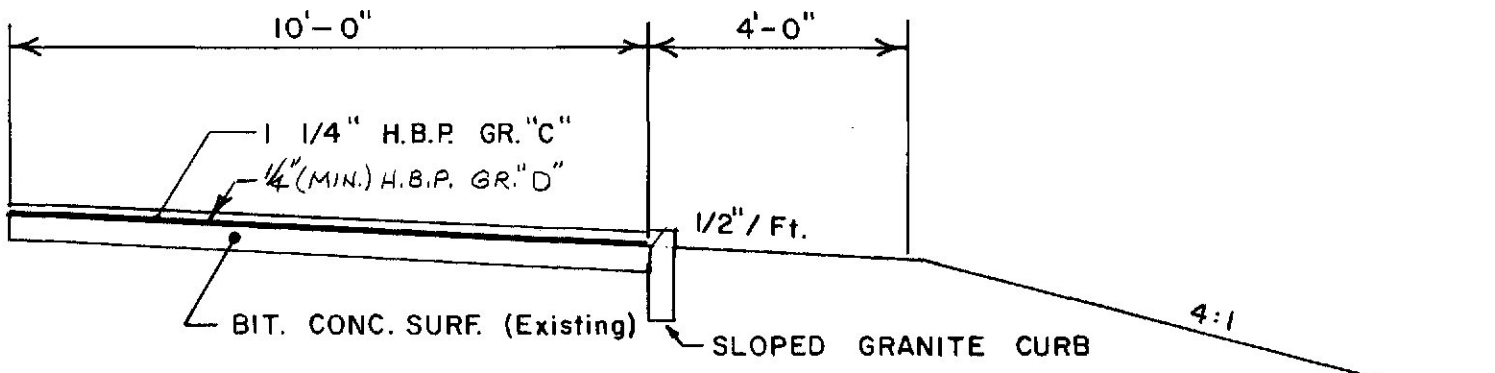
SHEET OF AUGUSTA, MAINE
BANGOR IR-95-8(124)

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

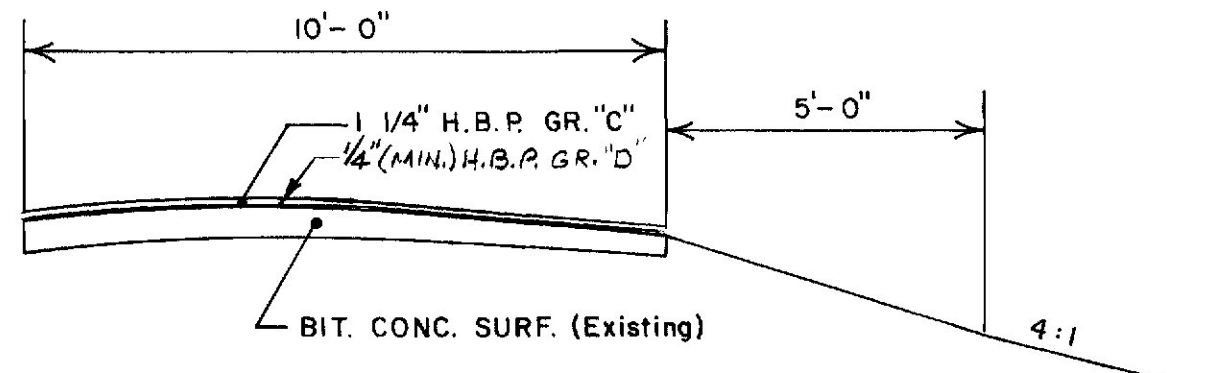
1 1/2" HOT BITUMINOUS PAVEMENT OVERLAY *
"SOUTH BOUND ONLY"



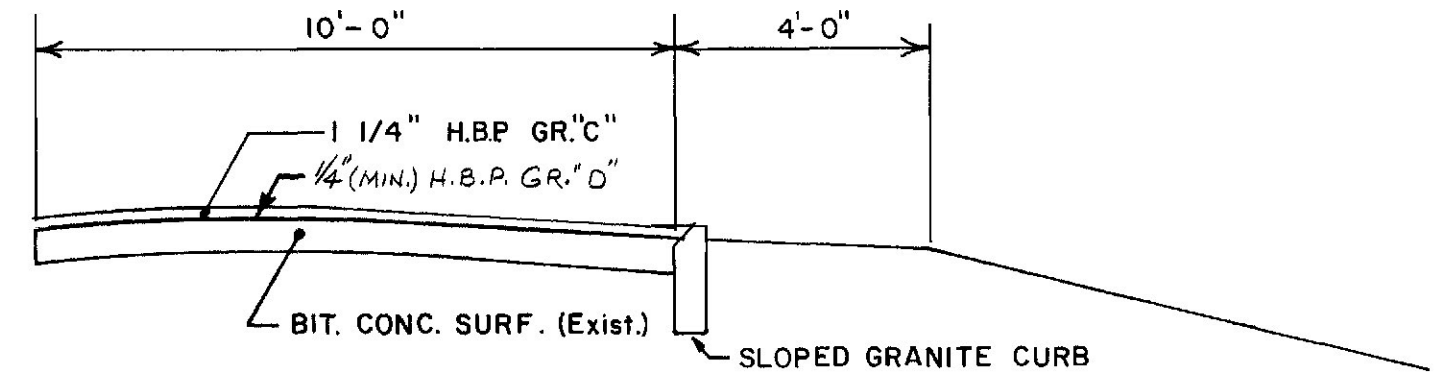
SOUTHBOUND 24 FT. PAVEMENT 4 FT. SHOULDER NORMAL 28 FT. DEPRESSED MEDIAN 4 FT. SHOULDER NORTHBOUND 24 FT. PAVEMENT



NORMAL 10 FT. SHOULDER WITH SLOPED CURB



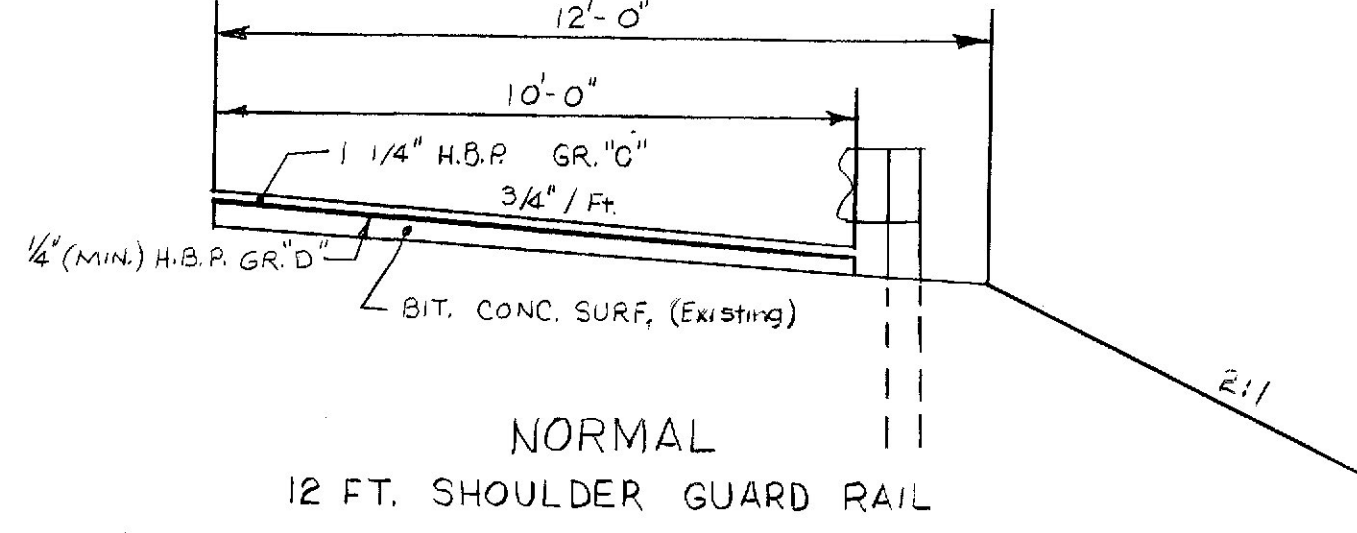
SUPER 10 FT. SHOULDER HIGH SIDE



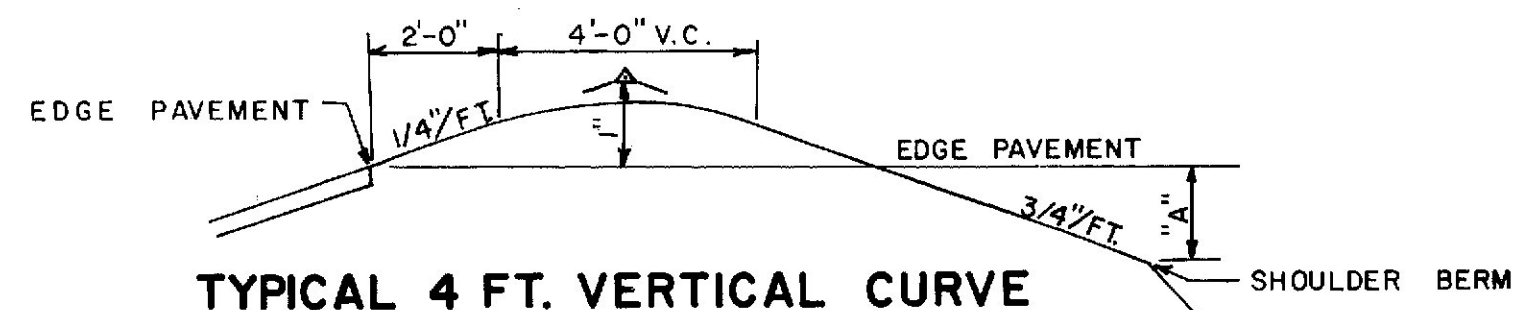
SUPER 10 FT. SHOULDER WITH SLOPED CURB

* SUPERELEVATION DATA (FROM ORIGINAL CONSTRUCTION PLANS CONVERTED TO & P.G.)

STA.	LT.	RT.	STA.	LT.	RT.	STA.	LT.	RT.
87+63 TO 95+0	-5"	+5"	202+50	-2 1/2"	+1 3/4"	252+0	+0 5/8"	-2 1/2"
+50	-3 3/4"	+3 3/4"	203+0	-3"	+3"	+50	-1"	-2 1/2"
96+0	-2 1/2"	+1 1/2"	+50	-4 1/2"	+4 1/2"	253+0 TO 258+0	-2 1/2"	-2 1/2"
+50	-2 1/2"	-1/2"	204+0 TO 206+0	-6"	+6"	+50	-2 1/2"	-1"
97+0 TO 120+0	-2 1/2"	-2 1/2"	+50	-4 1/2"	+4 1/2"	259+0	+0 5/8"	+2 1/2"
+50	-2 1/2"	-1 1/4"	207+0	-3"	+3"	+50	-3 3/4"	+3 3/4"
121+0	-2 1/2"	0	+50	-2 1/2"	+1 3/4"	260+0	-3 3/4"	+5 1/4"
+50	-2 1/2"	+1 1/4"	208+0	-2 1/2"	+0 1/4"	+50	-5 1/4"	+6 7/8"
122+0	-2 1/2"	+2 1/2"	+50	-2 1/2"	+1 1/8"	261+0	-6 7/8"	+8 1/2"
+50	-3 3/4"	+3 3/4"	209+0 TO 210+0	-2 1/2"	-2 1/2"	+50	-8 1/2"	+10"
123+0 TO 131+0	-5"	+5"	+50	-1"	-2 1/2"	262+0 TO 266+50	-10"	+8 1/2"
+50	-3 3/4"	+3 3/4"	211+0	+0 1/2"	-2 1/2"	267+0	-8 1/2"	+6 7/8"
132+0	-2 1/2"	+2 1/2"	+50	+2"	-2 1/2"	+50	-6 7/8"	+5 1/4"
+50	-2 1/2"	+1 1/4"	212+0	+3 1/2"	-3 1/2"	268+0	-5 1/4"	+3 3/4"
133+0	-2 1/2"	0	+50	+5"	-5"	+50	-2 1/2"	+2 1/2"
+50	-2 1/2"	-1 1/4"	213+0	+6 1/2"	-6 1/2"	269+0	-2 1/2"	+0 5/8"
134+0 TO 155+0	-2 1/2"	-2 1/2"	+50	+8"	-8"	+50	-2 1/2"	-1"
+50	-0 1/2"	-2 1/2"	214+0 TO 223+0	+9 1/2"	-9 1/2"	270+0	-2 1/2"	-2 1/2"
156+0	+1 1/2"	-2 1/2"	+50	+8"	-8"	+50	-2 1/2"	-1 1/4"
+50	+3 1/2"	-3 1/2"	224+0	+6 1/2"	-6 1/2"	270+50 TO 324+0	-2 1/2"	0
157+0	+5 1/2"	-5 1/2"	+50	+5"	-5"	325+0	-2 1/2"	+1 1/4"
+50	+7 1/2"	-7 1/2"	225+0	+3 1/2"	-3 1/2"	+50	-2 1/2"	+3"
158+0 TO 165+50	+9 1/2"	-9 1/2"	+50	+2"	-2 1/2"	326+0 TO 358+75	-4"	+4"
166	+5 1/2"	-7 1/2"	226+0	+0 1/2"	-2 1/2"			
+50	+3 1/2"	-3 1/2"	+50	-1"	-2 1/2"			
167+0	+5 1/2"	-5 1/2"	227+0 TO 239+0	-2 1/2"	-2 1/2"			
+50	+1 1/2"	-2 1/2"	+50	-1"	-2 1/2"			
168+0	-1/2"	-2 1/2"	240+0	+0 5/8"	-2 1/2"			
168+50 TO 175+50	-2 1/2"	-2 1/2"	+50	+2 1/2"	-2 1/2"			
176+0	-2 1/2"	-1 1/8"	241+0	+3 3/4"	-3 3/4"			
+50	-2 1/2"	+0 1/4"	+50	+5 1/4"	-5 1/4"			
177+0	-2 1/2"	+1 3/8"	242+0	+6 7/8"	-6 7/8"			
+50	-2 1/2"	+3"	+50	+8 1/2"	-8 1/2"			
178+0 TO 188+0	-3"	+1 3/8"	243+0 TO 249+0	+10"	-10"			
+50	-2 1/2"	+0 1/4"	+50	+8 1/2"	-8 1/2"			
189+0	-2 1/2"	-1 1/8"	250+0	+6 7/8"	-6 7/8"			
+50	-2 1/2"	-2 1/2"	+50	+5 1/4"	-5 1/4"			
190+0 TO 201+0	-2 1/2"	-1 1/8"	251+0	+3 3/4"	-3 3/4"			
+50	-2 1/2"	+0 1/4"	+50	+2 1/8"	-2 1/8"			
202+0	-2 1/2"	+0 1/4"						



NORMAL 12 FT. SHOULDER GUARD RAIL



TYPICAL 4 FT. VERTICAL CURVE FOR ALL SUPERELEVATED ROUNDED SHOULDERS

* NOTE: THE PAVEMENT DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.

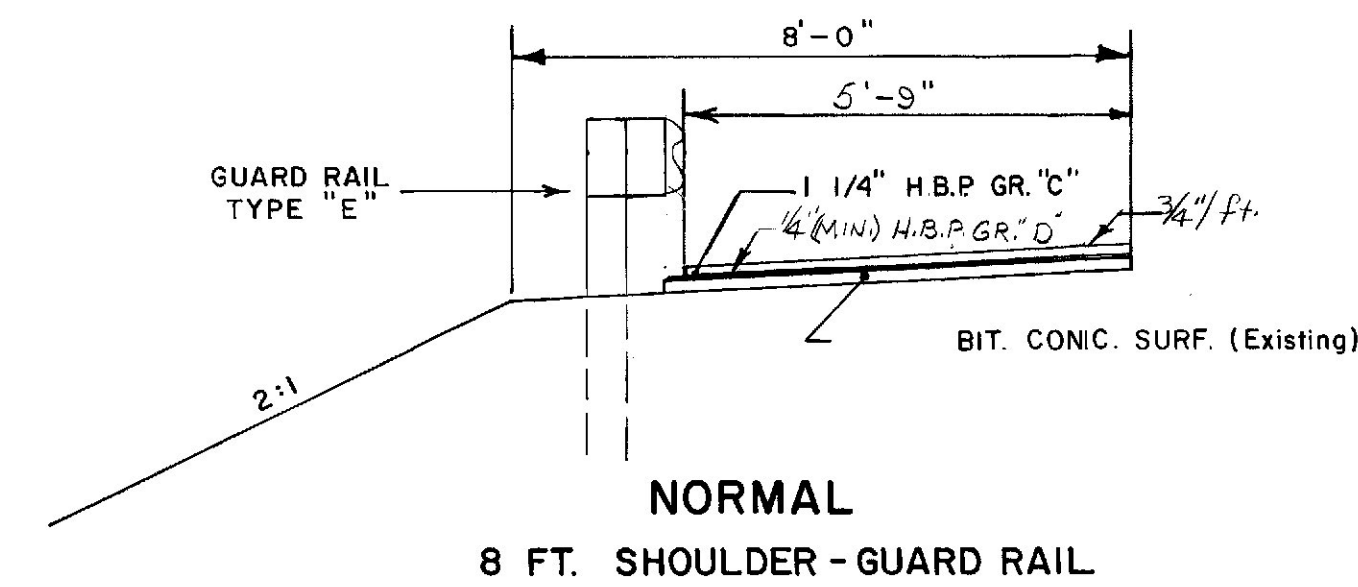
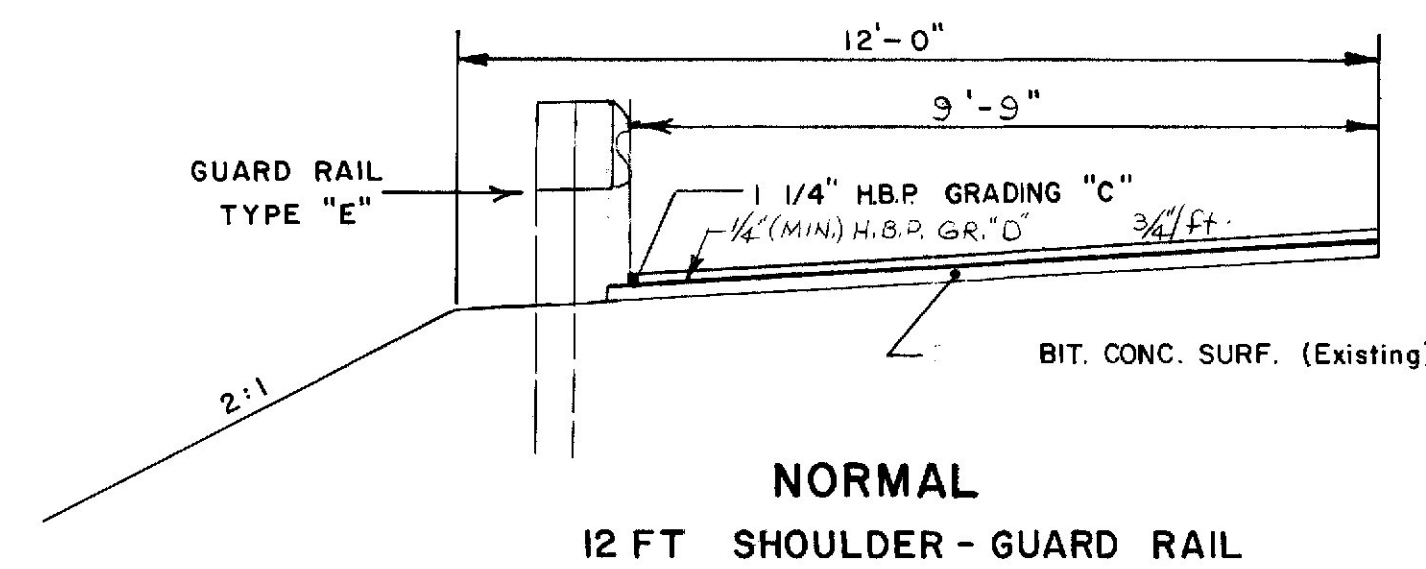
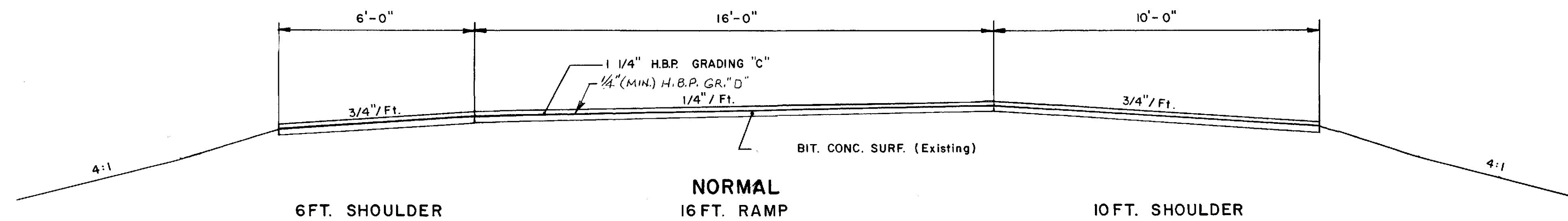
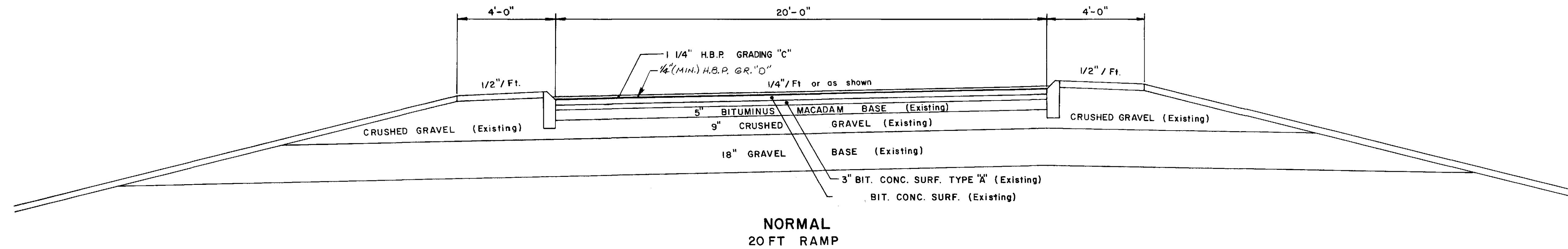
* SUPERELEVATION DATA REVISED 9-23-82

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

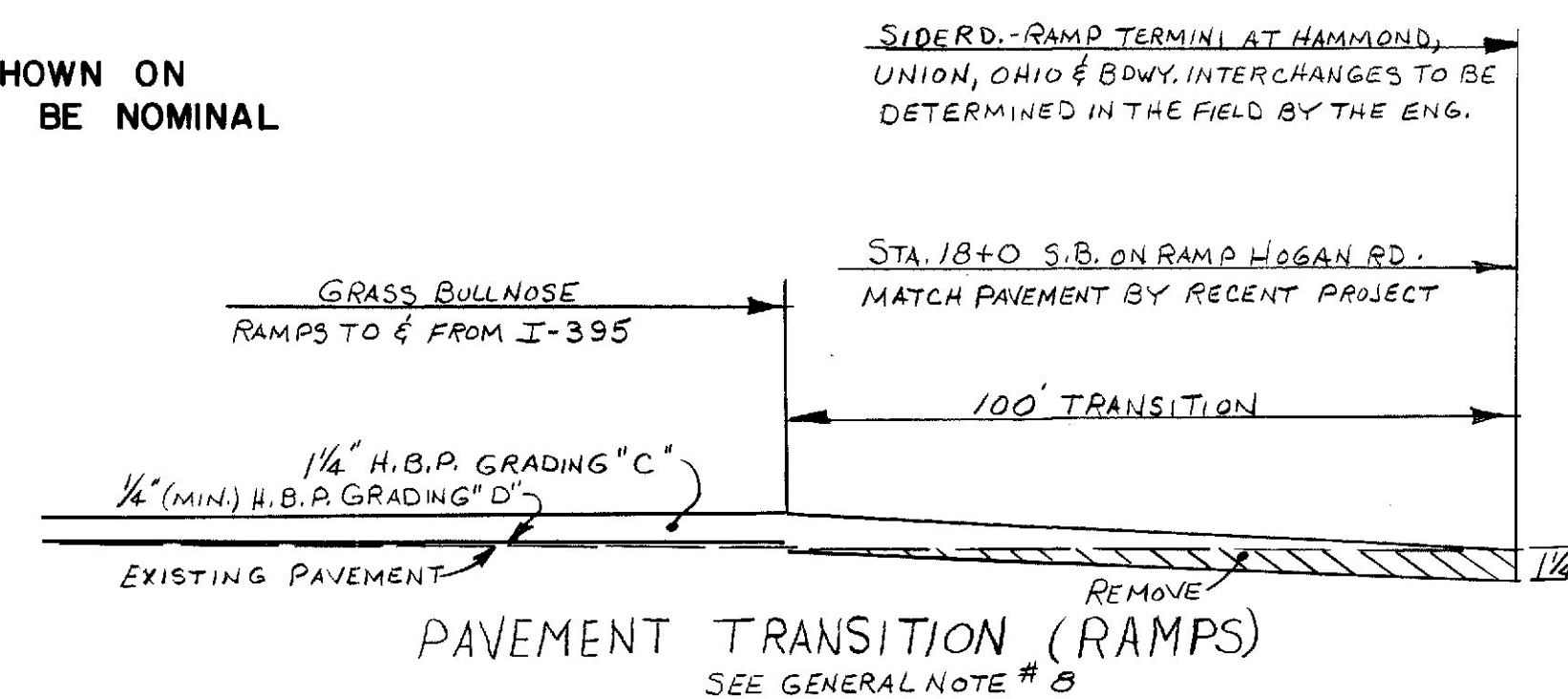
BANGOR
IR-95-8(124)
TYPICAL SECTIONS
1-95
1 1/2" OVERLAY

SHEET OF AUGUSTA, MAINE

1 1/2" HOT BITUMINOUS PAVEMENT OVERLAY * "RAMPS"



* NOTE:
THE PAVEMENT DEPTHS AS SHOWN ON
THE PLANS ARE INTENDED TO BE NOMINAL

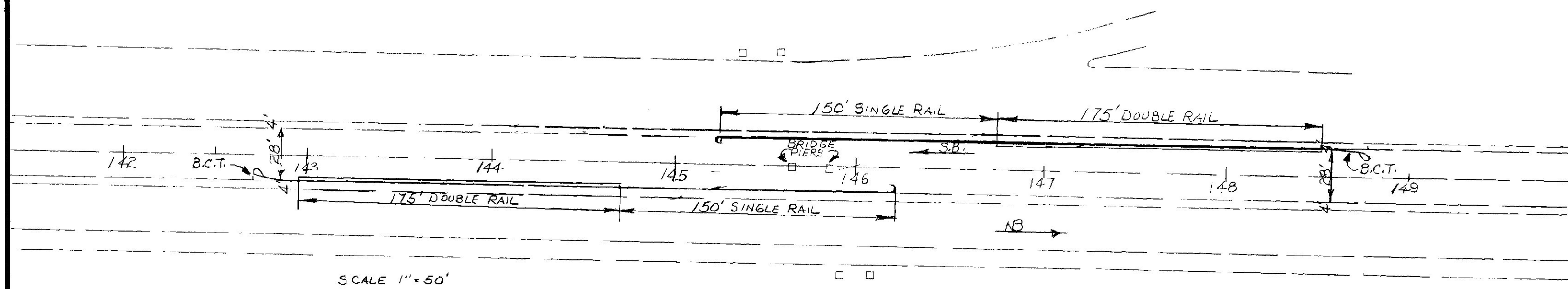


PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

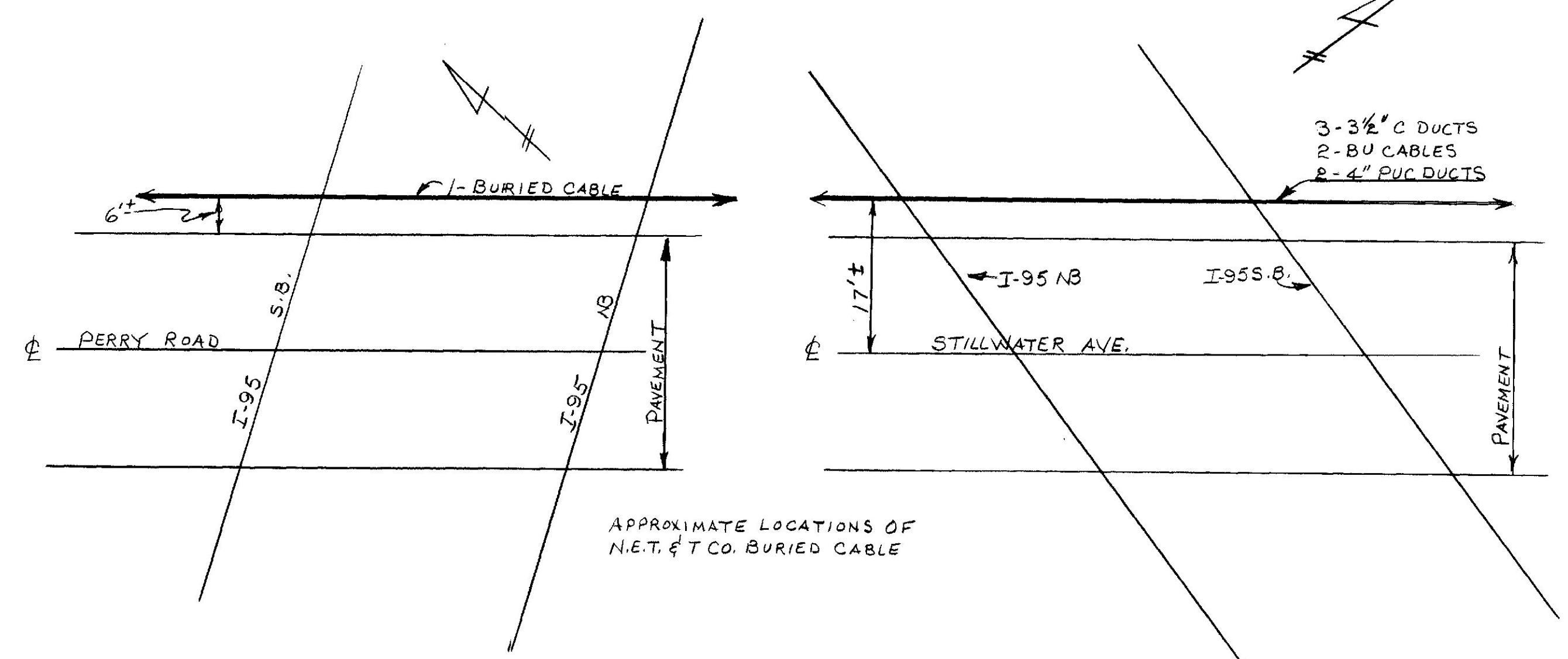
PLANS

BRUNING 44-132 45710

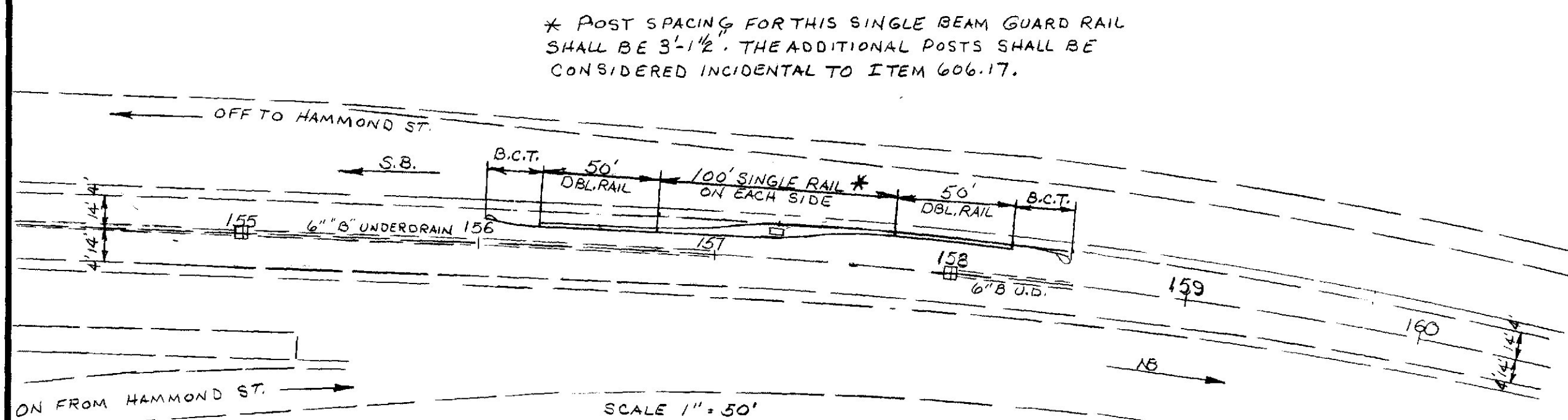
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
BANGOR IR-95-8(124) TYPICAL SECTIONS "RAMPS" 1 1/2" OVERLAY	
SHEET OF	AUGUSTA, MAINE
BANGOR IR-95-8(124)	



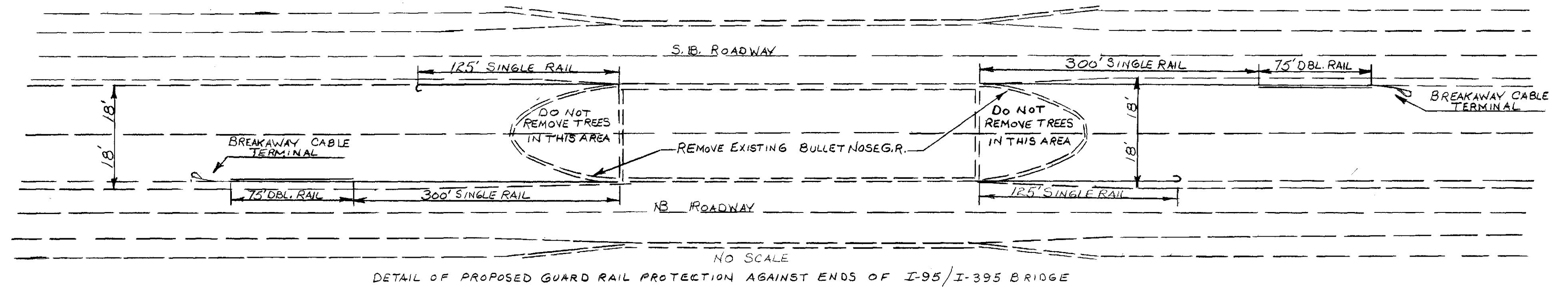
DETAIL OF PROPOSED GUARD RAIL PROTECTION AGAINST BRIDGE PIERS
HAMMOND ST. / I-95



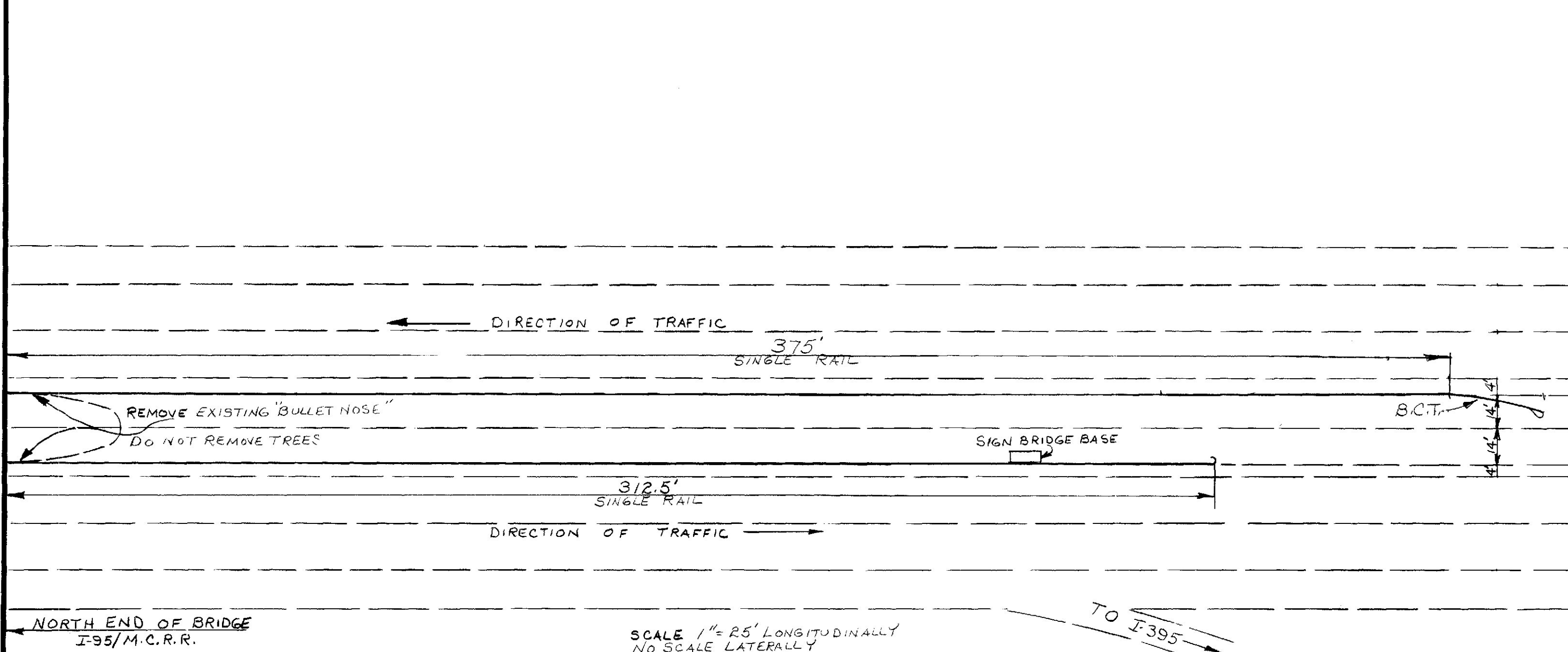
APPROXIMATE LOCATIONS OF
N.E.T. & T.C.O. BURIED CABLE



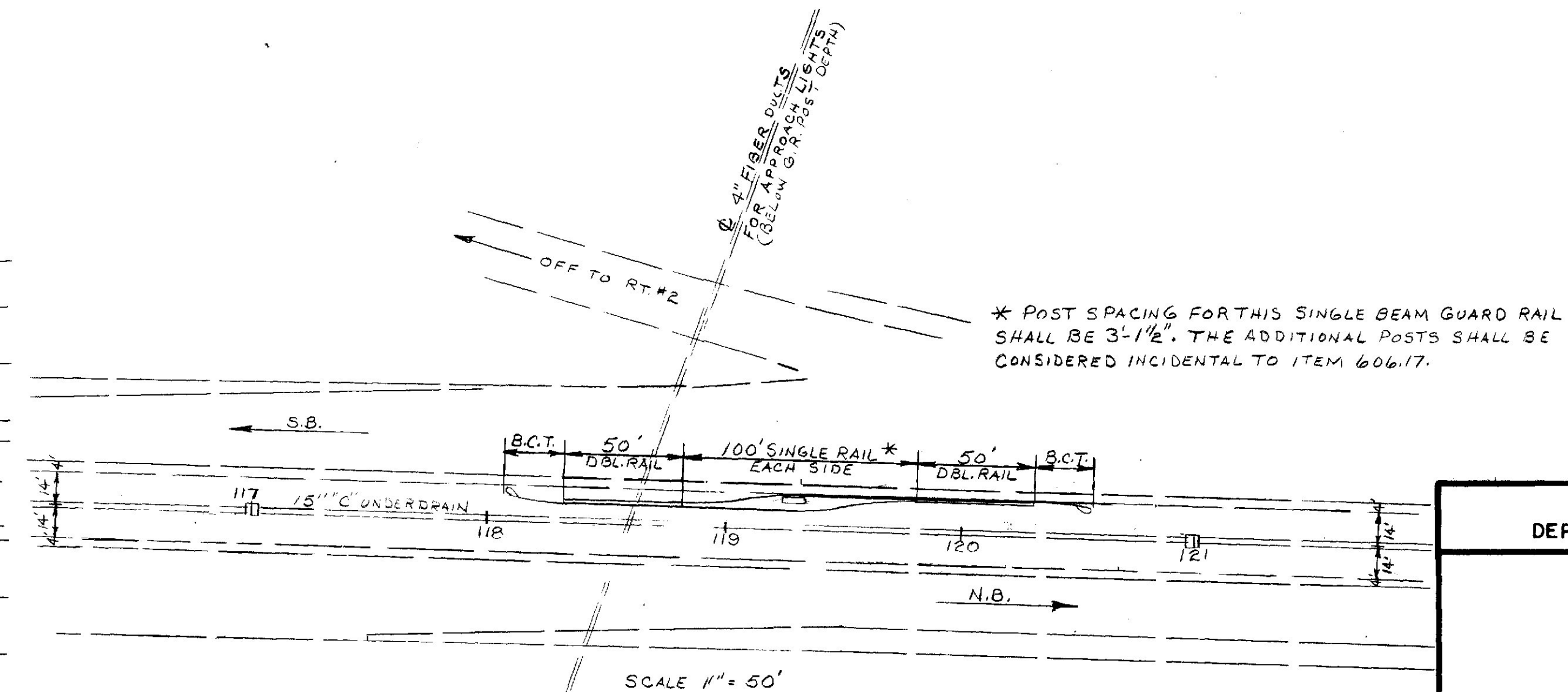
DETAIL OF PROPOSED GUARD RAIL PROTECTION AGAINST SIGN BRIDGE BASE
GORE AREA - OFF TO HAMMOND ST. - S.B.



DETAIL OF PROPOSED GUARD RAIL PROTECTION AGAINST ENDS OF I-95/I-395 BRIDGE



DETAIL OF PROPOSED GUARD RAIL PROTECTION AGAINST SIGN BRIDGE BASE & NORTH END OF I-95 OVER M.C.R.R. BRIDGE - BANGOR



DETAIL OF PROPOSED GUARD RAIL PROTECTION AGAINST SIGN BRIDGE BASE
GORE - OFF TO RT. # 2

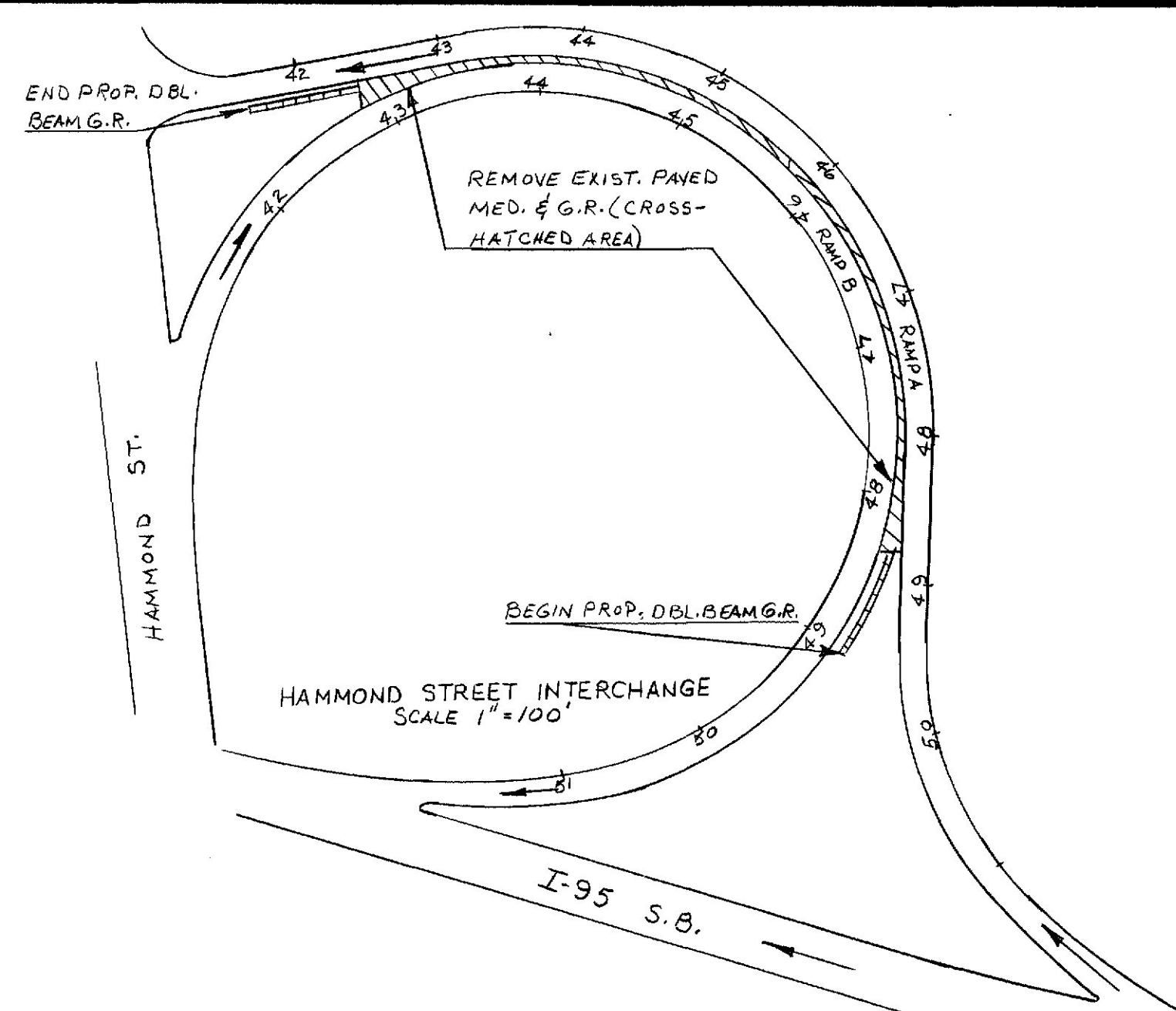
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SPECIAL DETAILS

SHEET OF AUGUSTA, MAINE

IR-95-8(124) BANGOR



GORE- S.B. OFF TO I-395 EAST
REM. 100' G.R. ON BOTH ML & RAMP
INSTALL B.C.T. & DELINEATOR POST ON EACH
END OF RUNS & 250' G.R. TYPE 3b. MIN. WIDTH
TO BE 40' FACE OF RAIL TO FACE OF RAIL.

GORE AREA- OFF TO RT. 2
REMOVE 5 PINES

PROT. AGAINST SIGN BASE
EXTEND BK. 100' AND 25'
G.R. TYPE 3b.

PROTECTION AGAINST RT. 2 &
I-395 SIGN BRIDGE-MEDIAN
POST. SEE SPEC. DETAIL SHT. #12

PROTECTION AGAINST BOTH NO.
& SO. ENDS OF I-95/I-395
IN MED. SEE SPEC. DET. SHT. #12

PROT. AGAINST NO. END ONLY
I-95/M.C.R.R. & PERRY RD.
MED. SEE SPEC. DET. SHT. #12

AT INTERSECTION OF RAMP & HAMMOND ST.
REMOVE EXISTING BULLET NOSE G.R. (97.5')

HAMMOND ST./I-95 PIER PROTECTION- S.B. RT.
INSTALL G.R. TYPE 3b TO EXISTING RUN- 150'
LEADING END & 100' TRAILING END.

SEE SKETCH UPPER LT. THIS SHEET.

4' MED. BETWEEN S.B. OFF & ON RAMP AT HAMMOND ST.
INT.- REM. EXIST. DBL. BEAM & SING. BEAM G.R. & CONC. MED.,
SHIMMED TO GRADE W/ UNTREATED AGG. SURF. CRSE-TRUCK
MEAS. PAVE W/ 2" H.B.P. GRAD. D. SOWKS, DRIVES, SHIMS, ETC.
INSTALL G.R. TYPE 3b DRI. RAIL FROM STA. 49+0.5 RAMP A LT.
TO 42+30.5 RAMP "A" LT. (NOTE: INTENTION IS TO EXTEND
FROM EXIST. END OF DBL. BEAM 75'± ON EACH END)

EXISTING DBL. RAIL SHALL BE HANDLED AS PER NOTE 4,
SHO. EXISTING SING. RAIL SHALL BE REM., MOD. & RESET
IN OTHER LOCATIONS.

GORE- HAMMOND ST. ON RAMP- REM. CIRC. CURB &
HEADSTONE AROUND C.B.- GRADE TO DRAIN.
SEE SPEC. DETAIL BELOW.

PROTECTION AGAINST HAMMOND ST.
SIGN BRIDGE RT. POST- ADD 150'
G.R. TYPE 3b TO LEADING END.
REM. 6" MAPLE IN GORE.

PROTECTION AGAINST HAMMOND
ST. SIGN BRIDGE MEDIAN POST.
SEE SPEC. DETAIL SHT. #12

HAMMOND ST./I-95
PROTECTION AGAINST PIERS
SEE SPEC. DETAIL SHT. #12

FROM SO. END OF KENDUSKEAG STREAM BRIDGE SOUTH
TO PROTECT AGAINST CORNER OF CEMETARY WALL-
REM., MOD. & RESET 525' OF EXIST. G.R. & EXTEND WITH
175' OF G.R. TYPE 3b.

S.B. ON RAMP FROM BROADWAY & EXTENDING SO.
TO PROTECT AGAINST KEND. AVE. BRIDGE PIERS
INSTALL 484' G.R. TYPE 3b TO FILL 2 GAPS
& REM., MOD. & RESET EXIST. G.R. (1575'±)

GORE- ON FROM BOWY.- REM.
CIRC. CURB & HEADSTONE @
C.B.- GRADE TO DRAIN
SEE SPEC. DETAIL BELOW

GORE- S.B. OFF TO BOWY.- REM. CIRC. CURB & HEADSTONE AROUND
C.B.- REGRADE AREA TO DRAIN AS DIRECTED BY THE ENGINEER.
SEE SPEC. DETAIL BELOW- 80'± AND- REM. ONE PIECE OF
CURB & INSTALL S&D DOWNSPOUT TO ALLOW WATER TO
DRAIN INTO DITCH BETWEEN ML & RAMP.

ESSEX ST./I-95 BRIDGE PIERS RT. BEGIN 200' BK. FROM
NO. PIER. INSTALL B.C.T., 681.5' G.R. TYPE 3b &
REM., MOD. & RESET 175' OF EXISTING G.R. COMPLETED
G.R. RUN SHOULD EXTEND 50' BEYOND EXISTING
2 POST SIGN.

1000' SO. OF I-95/ STILLWATER AVE.
FILL GAPS IN G.R. 183'± S.B. LT. &
178'± NB LT. OPPOSITE. REM., MOD. &
RESET REMAINDER OF RUNS.

HOGAN ROAD BRIDGE PIERS
S.B. RT.- BEGIN 250' BK. FROM NORTH PIER
INSTALL B.C.T. & 275' G.R. TYPE 3b & REM.,
MOD. & RESET 112.5' OF EXISTING G.R.

HOGAN RD. BRIDGE PIERS
S.B. LT.- BEGIN 200' BK. FROM NORTH PIER
INSTALL B.C.T. & 475' G.R. TYPE 3b. THIS
INCLUDES FILLING 260'± GAP.
REM., MOD. & RESET REMAINDER OF RUNS.

HOGAN RD. BRIDGE PIERS- NB LT.
BEGIN 100' BK. FROM EXIST. G.R. WHICH HAS BEEN MODIFIED, REM. EXIST.
FLARED LEADING END, INSTALL B.C.T., INSTALL 281' G.R. TYPE 3b, INC. GAP,
REM., MOD. & RESET EXISTING G.R. REM. 30' RAD. SECT. REM. & RESET REMAIN-
ING 25' FLARED SECT.

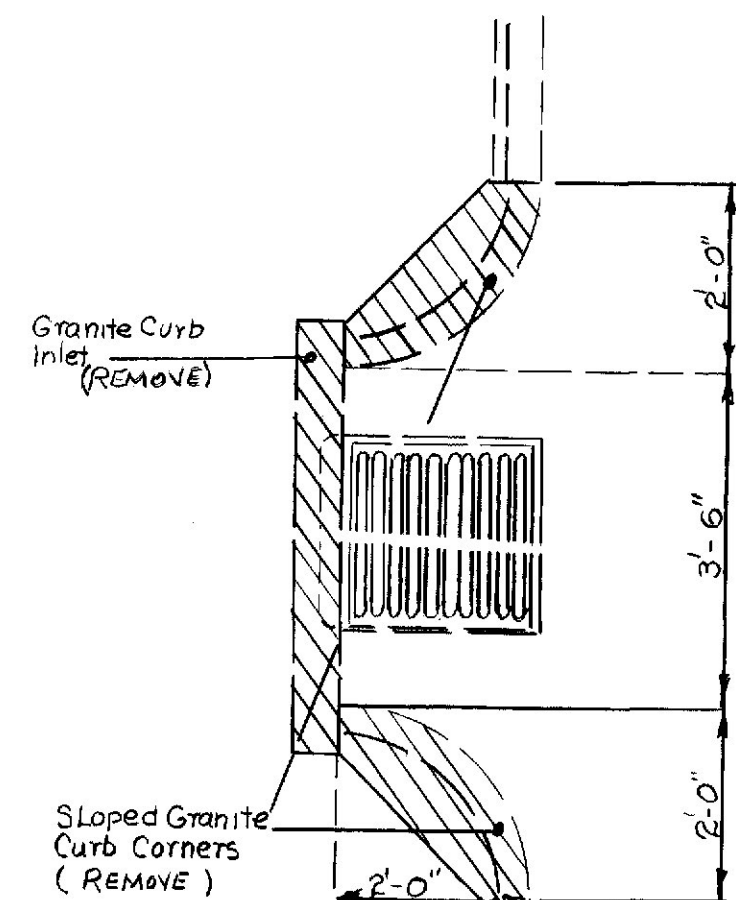
HOGAN RD. BRIDGE PIERS- NB RT.
BEGIN @ NB OFF RAMP TO HOGAN RD. GORE- REM. EXISTING
FLARED LEADING END, INSTALL B.C.T., REM., MOD. & RESET EXIST.
G.R. INSTALL 100'± G.R. TYPE 3b TO FILL GAP, REM. 30' RAD. SECT.,
REM. & RESET REMAINING 25' FLARED SECT.

STILLWATER AVE.- UNDER BRIDGE- PROTECTION AGAINST BRIDGE
PIERS BEGIN 175' BK. FROM 1ST. NB PIER ON EACH SIDE- INSTALL B.C.T. &
DELINEATOR POST ON EACH END OF RUN & 575' G.R. TYPE 3b. MIN. WIDTH
TO BE 40' FACE OF RAIL TO FACE OF RAIL. WHEN LEDGE IS ENCOUNTERED
POSTS SHALL BE CUT AS DIRECTED BY THE ENGINEER. CUTTING OF POSTS
WILL BE CONSIDERED INCIDENTAL TO ITEM 606.

INSTALL GLARE SCREEN AS PER SPECIAL DETAILS ON SHEET #5 IN
THE MEDIAN FROM STA. 211+0.5 (APPROX. 325' SOUTH OF SOUTH ABUTMENT
OF I-95/KENDUSKEAG STREAM) TO EXISTING GLARE SCREEN (STA. 242+0.5)
SEE SPECIAL DETAIL ON SHEET #26 FOR INSTALLATION AT EXPANSION
JOINTS OF KENDUSKEAG STREAM BRIDGE.

NOTE: THE TRAILING END OF GUARD RAIL PROTECTING AGAINST
BRIDGE PIERS MUST EXTEND A MINIMUM OF 50' BEYOND THE
LAST PIER.

PERRY RD. UNDER BRIDGE- BEGIN 50'
BK. FROM 1ST. NB PIER ON EACH SIDE- INSTALL
B.C.T. & DELINEATOR POST ON EACH END OF RUNS
& 250' G.R. TYPE 3b. MIN. WIDTH TO BE 40'
FACE OF RAIL TO FACE OF RAIL.



CATCH BASIN IN SLOPED CURB AREA DETAIL
(EXISTING)

WHERE CALLED FOR IN RAMP GORE AREAS THE EXIST. GRAN. CURB
INLET STONE &/OR THE SLOPED GRANITE CURB CORNERS &
IN SOME INSTANCES, ADJACENT SLOPED GRANITE CURB,
SHALL BE REMOVED & THE AREA GRADED TO DRAIN AS
DIRECTED BY THE ENGINEER. THE EXPOSED AREA BEHIND
THE GRATE, WHEN THE INLET STONE IS REMOVED, SHALL BE
CLOSED USING THE INLET STONE LAID FLAT, BRICKS OR
BLOCKS OR ANY OTHER METHOD ACCEPTABLE TO THE
ENGINEER, AND MORTARED ACROSS THE BACK OF THE BASIN.
PAYMENT WILL BE MADE USING HAND LABOR, HOURLY
RENTAL ITEMS, COMMON BORROW, HOT BITUMINOUS PAVE-
MENT ITEMS, LOAM, SEED, MULCH, SODDING, ADJUSTING
CATCH BASIN TO GRADE (IF REQUIRED) OR OTHER
APPROPRIATE CONTRACT ITEMS. PAYMENT FOR BRICKS,
BLOCKS, MORTAR OR OTHER MATERIAL USED TO CLOSE
THE BACK OF THE CATCH BASINS WILL NOT BE PAID
FOR SEPARATELY.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN
OF
SAFETY IMPROVEMENTS

SHEET OF AUGUSTA, MAINE

IR-95-B(124) BANGOR

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

BRUNING 44-132-45710