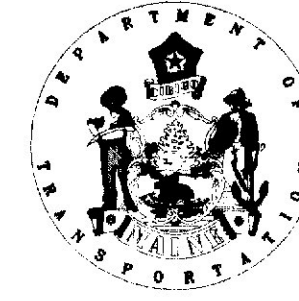


STATE OF MAINE DEPARTMENT OF TRANSPORTATION



PLANS CRACK SEALING PROJECT PROJECT NO. IM-95-5378(0) FEDERAL AID INTERSTATE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IM-95-5378(0)	1	29

ETNA-BANGOR
PALMYRA-CARMEL
WATERVILLE-FAIRFIELD

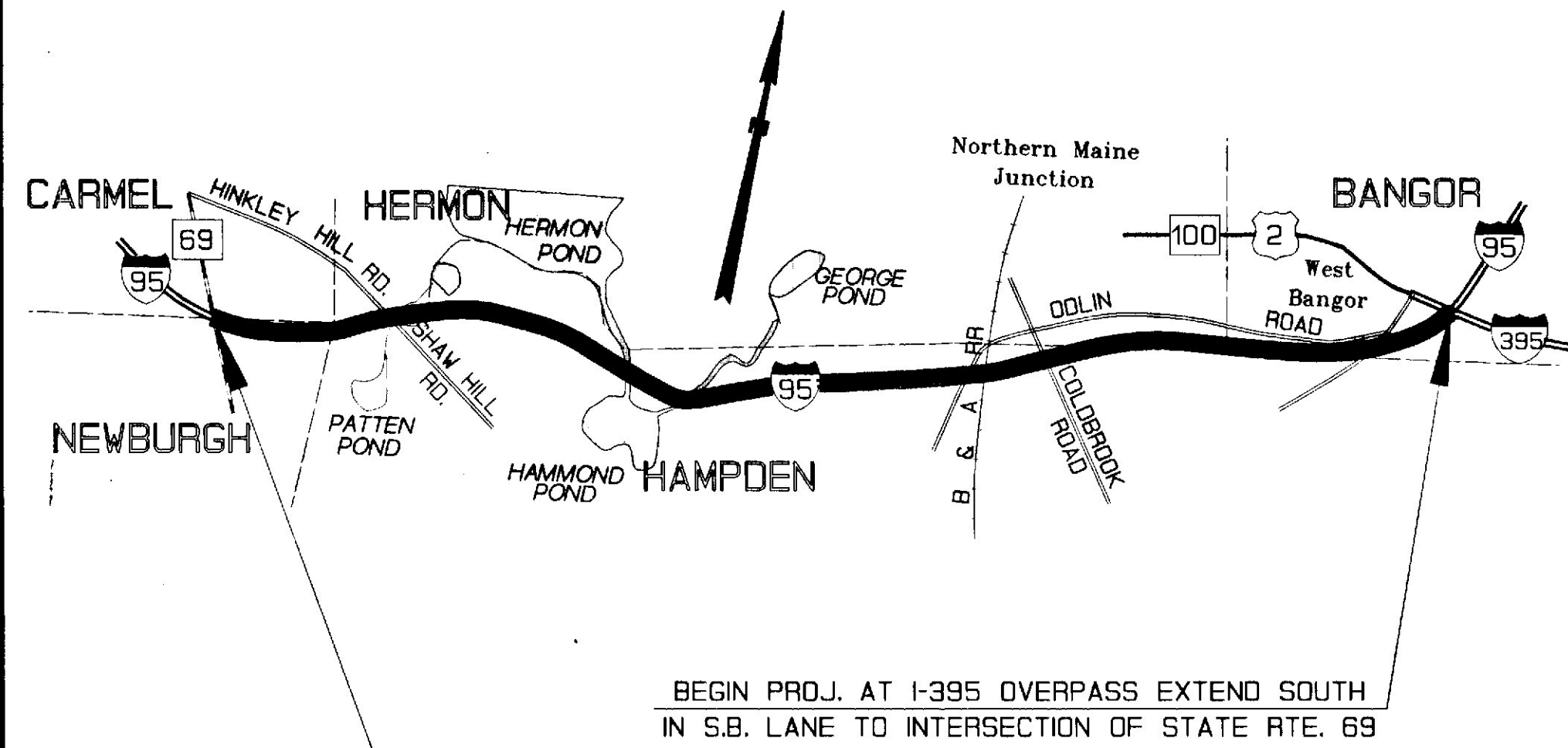
Rev 290

NOTE: IF YOU LOOK HERE FOR IM-95-5378(0) —
NO PLANS WERE KEPT EXCEPT IN PROPOSAL BOOK.
IT WAS TO PAINT BRIDGES IN SIDNEY, OAKLAND
& WILK IN 1993-4.

Pgs 13-21 - OUT
28-29 - OUT

ETNA-BANGOR

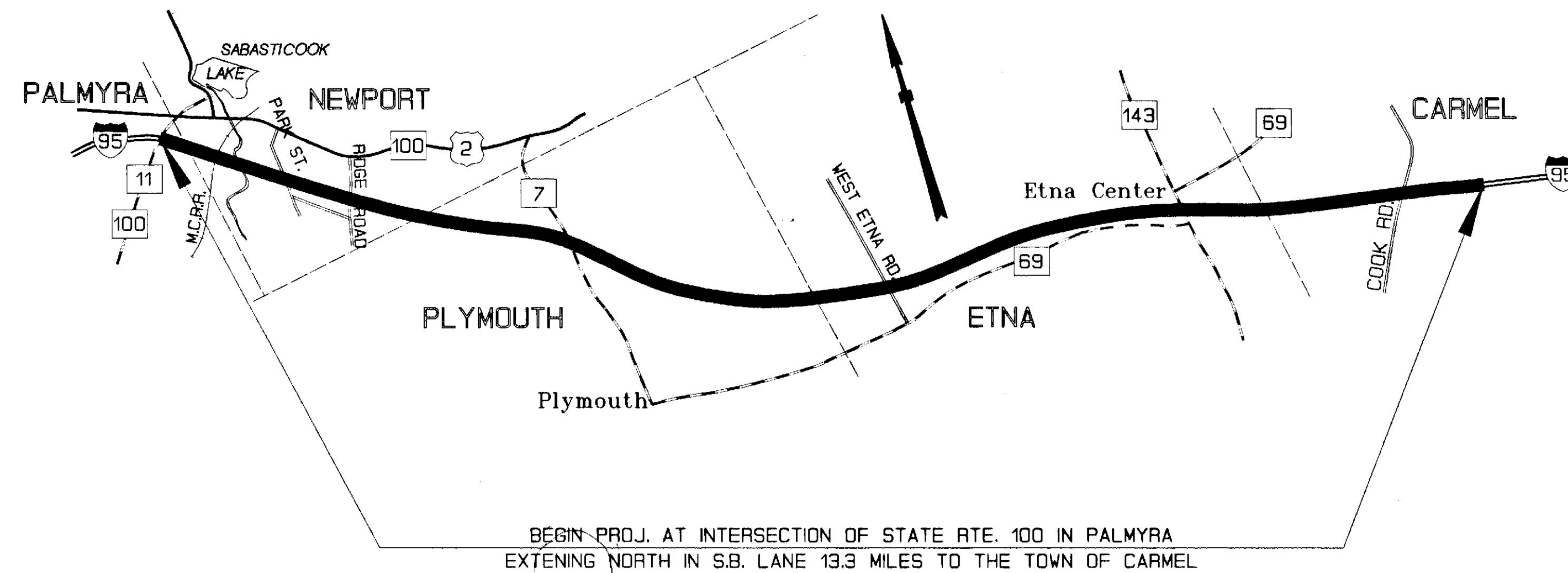
A PORTION OF PENOBSBOT COUNTY
PROJECT LENGTH = 8.3 MILES (S.B. LANE)
PROJECT LENGTH = 2.5 MILES (N.B. LANE)



PALMYRA-CARMEL

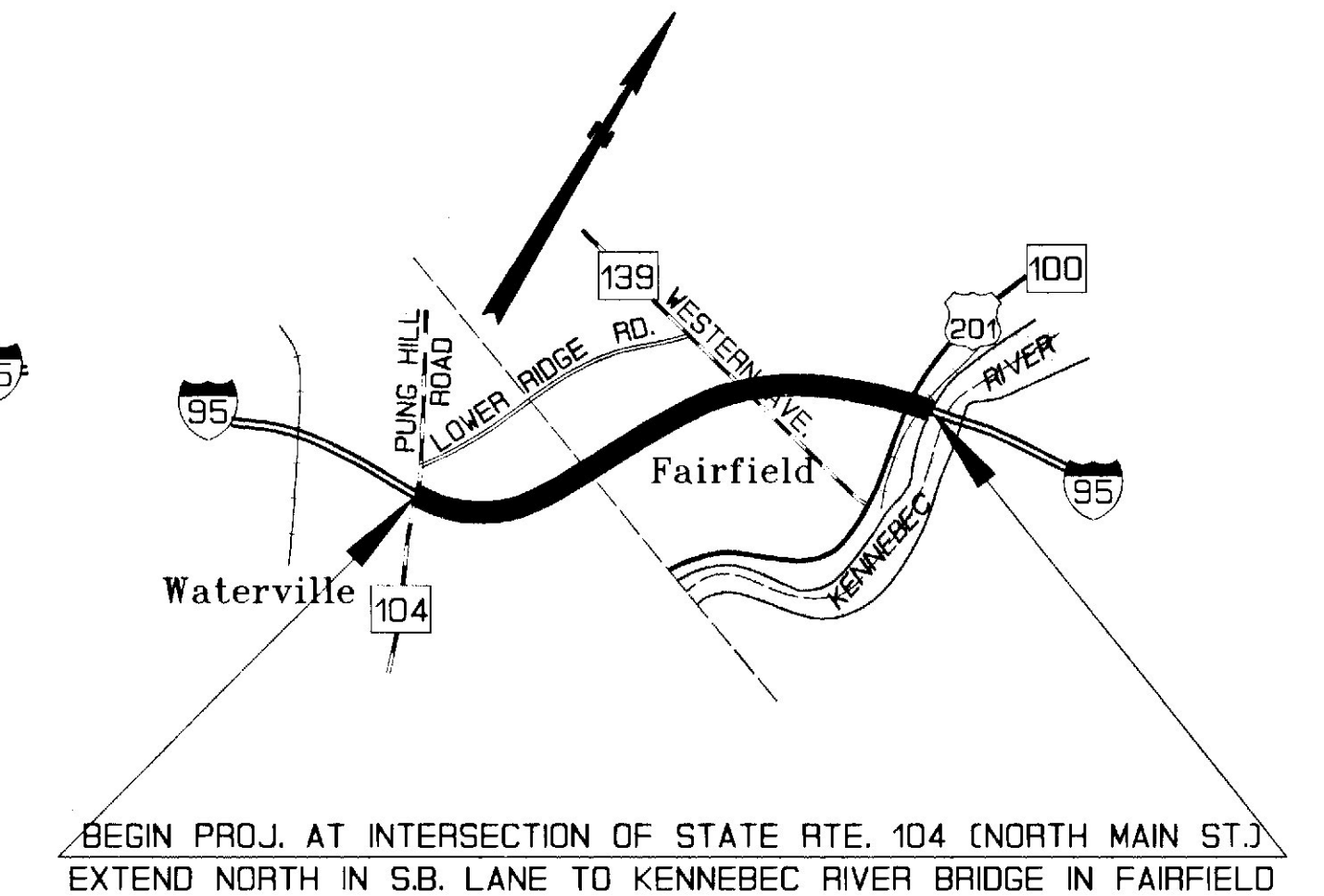
A PORTION OF SOMERSET & PENOBSBOT COUNTIES
PROJECT LENGTH = 13.3 MILES (S.B. LANE)

AS BUILT 1993



WATERVILLE-FAIRFIELD

A PORTION OF KENNEBEC & SOMERSET COUNTIES
PROJECT LENGTH = 3.2 MILES (S.B. LANE)



LAYOUT PLAN



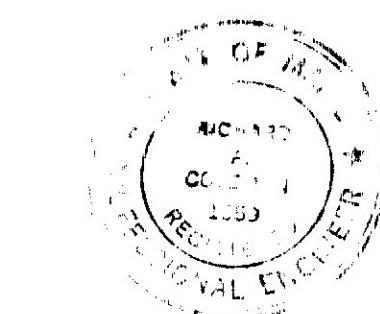
NOTE

ALL WORK CONTEMPLATED UNDER THIS CONTRACT TO BE GOVERNED
BY AND IN CONFORMITY WITH THE STANDARD SPECIFICATIONS
(REVISION OF OCTOBER 1990) AND SUPPLEMENTALS THERETO
AS MODIFIED ON THE PLANS AND IN THE SPECIAL PROVISIONS.

APPROVED:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Richard A. Coleman
COMMISSIONER
Richard A. Coleman
CHIEF ENGINEER



DATE
DATE

REVISED AS BUILT STEPHEN HALL 4/5/94

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

REGION 1

APPROVED:

DIVISION ADMINISTRATOR DATE

PROJECT DESIGN ENGINEER	DATE
DESIGN-DETAILED	4-92
CHECKED	
REVISIONS	
FIELD CHANGES	

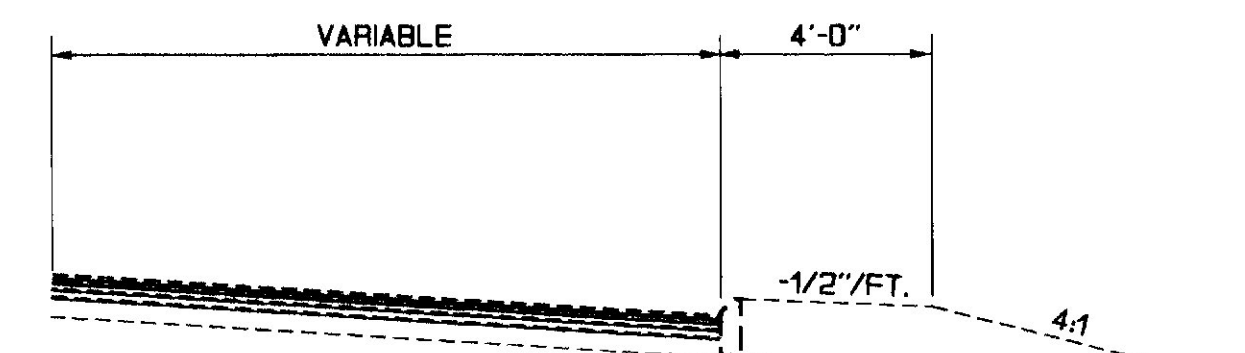
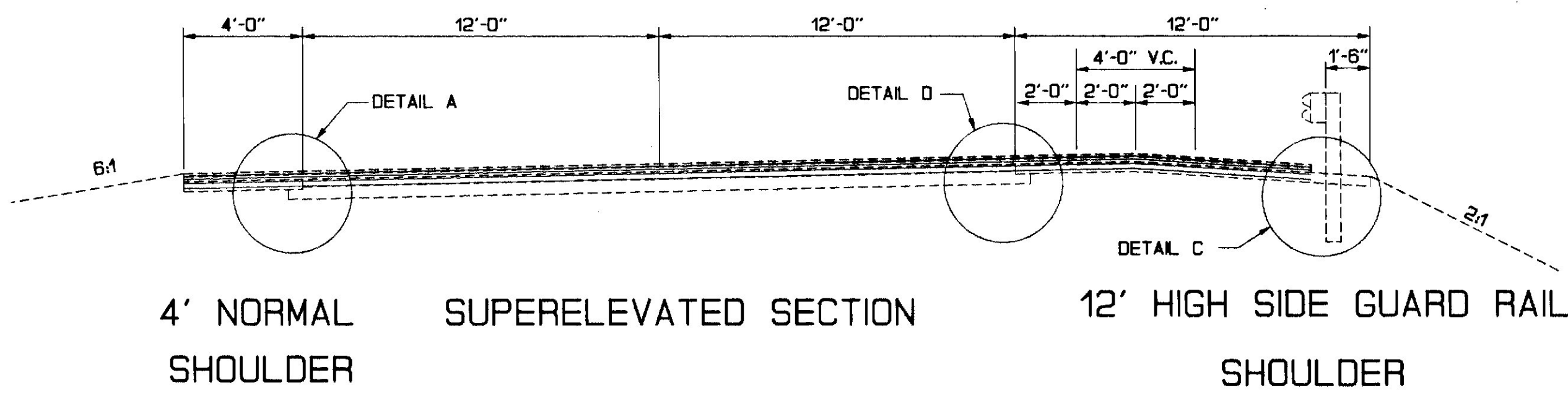
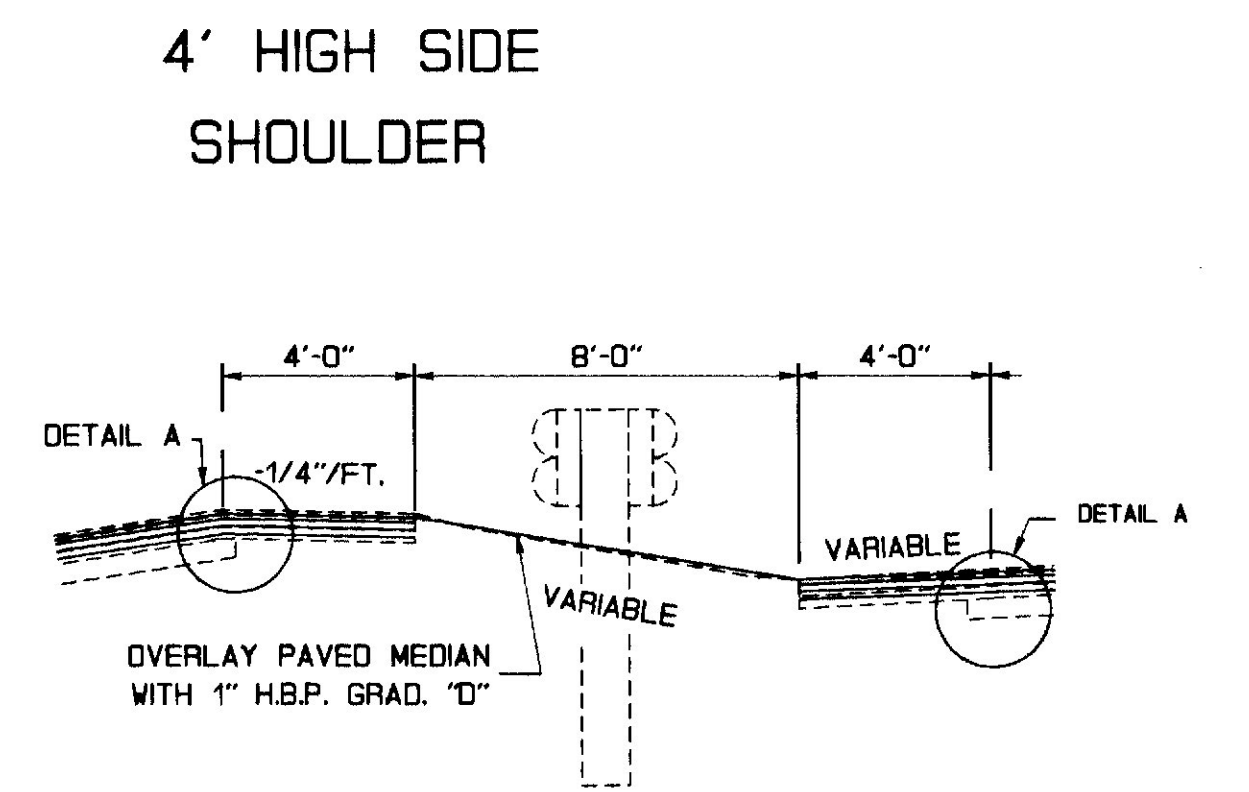
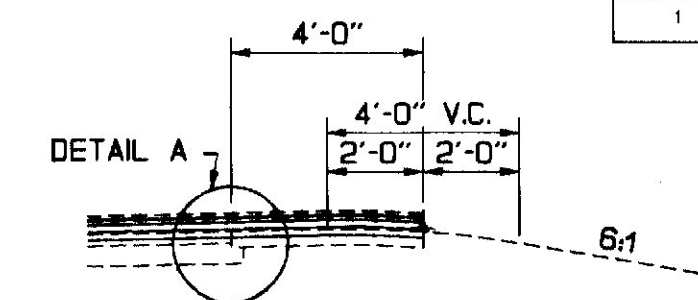
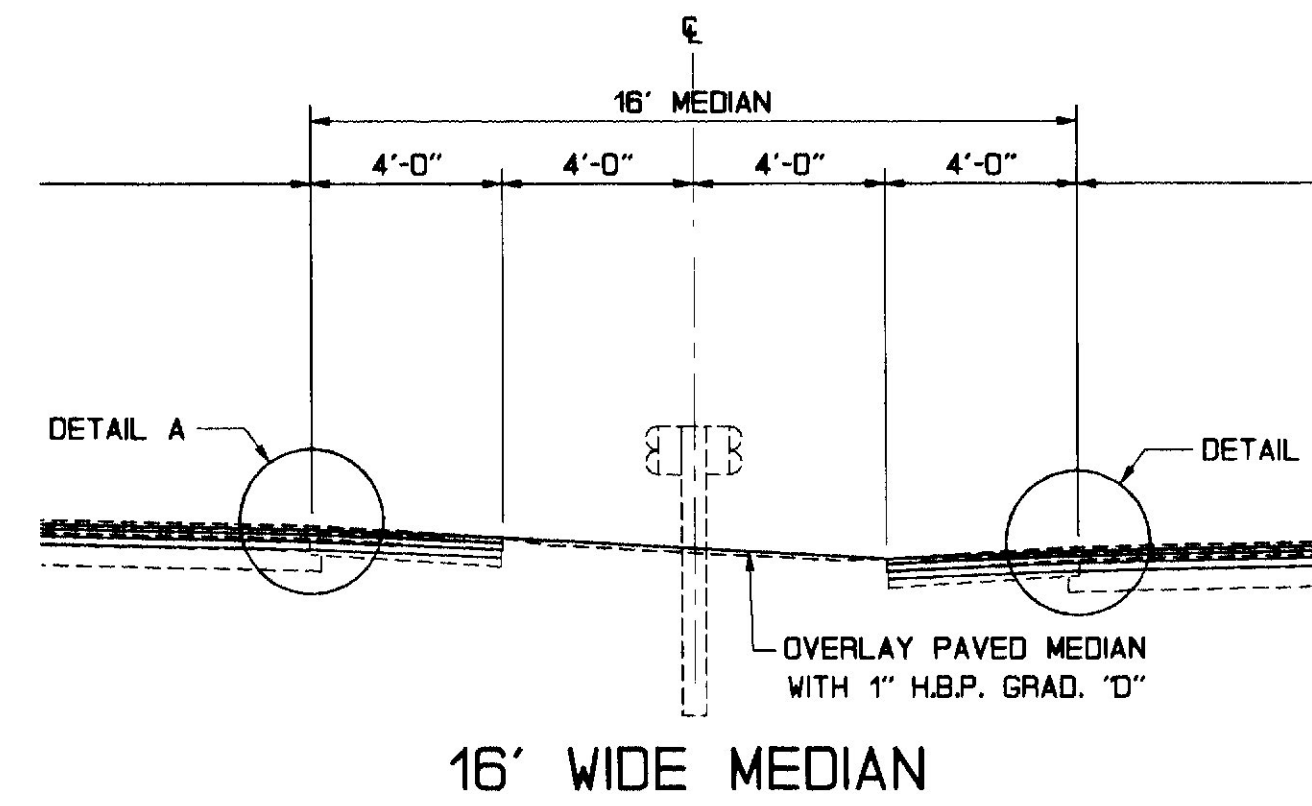
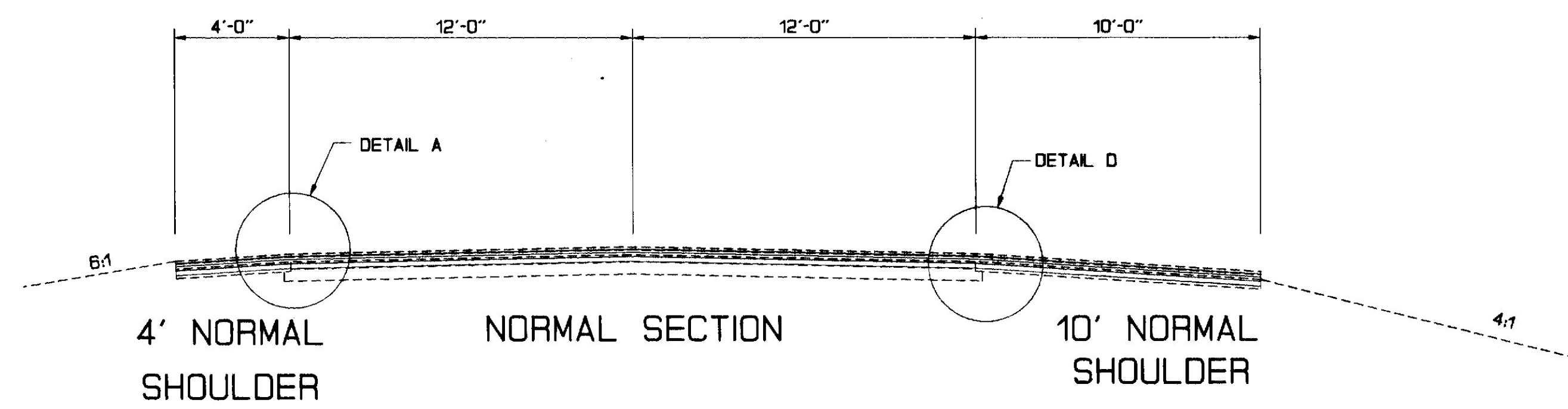
PLANS

05 JUN 92-0100.30

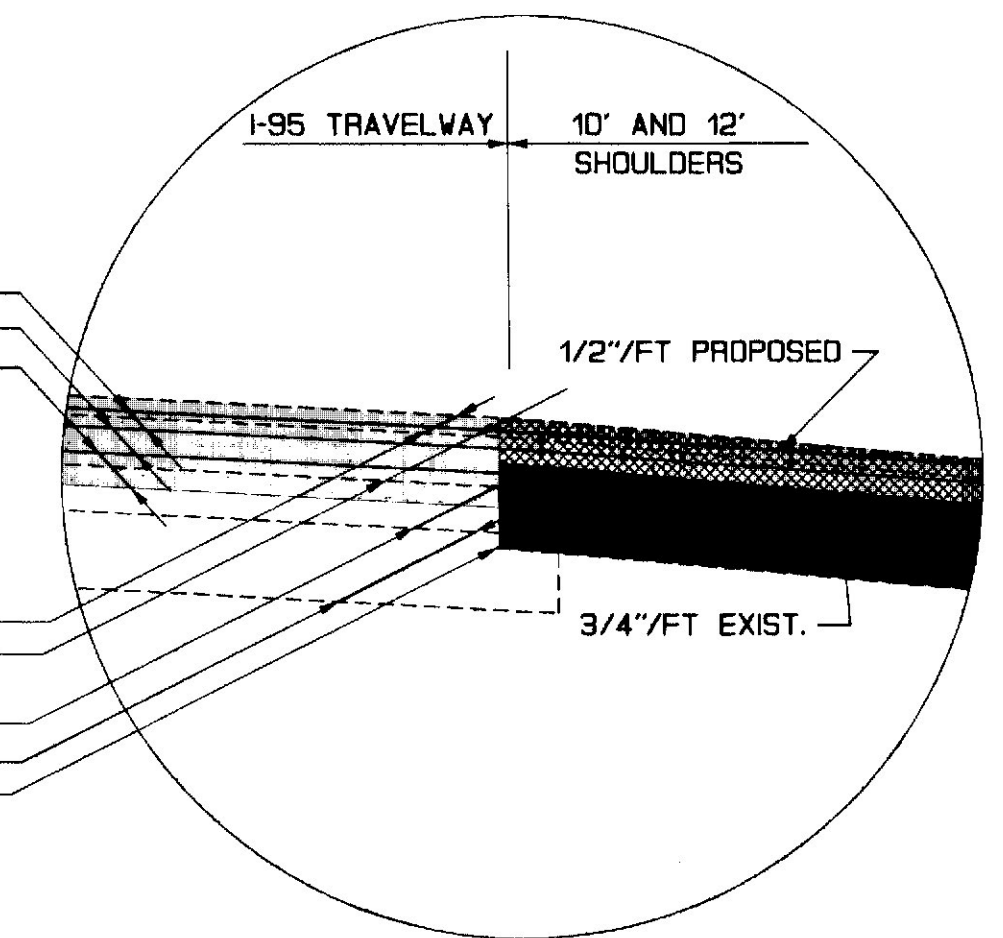
DD-36

374

1-1/4" HOT BITUMINOUS PAVEMENT AND 3-3/4" HOT RECYCLED PAVEMENT OVERLAY

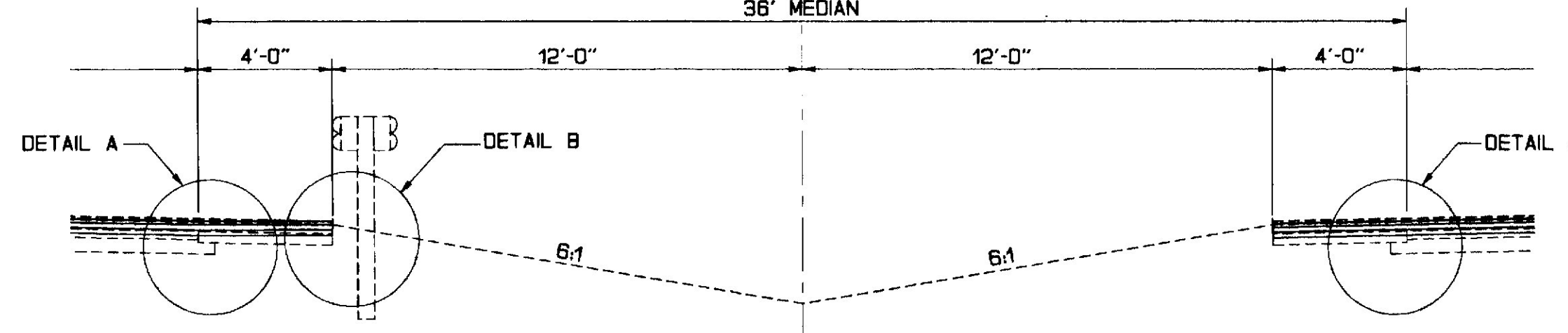
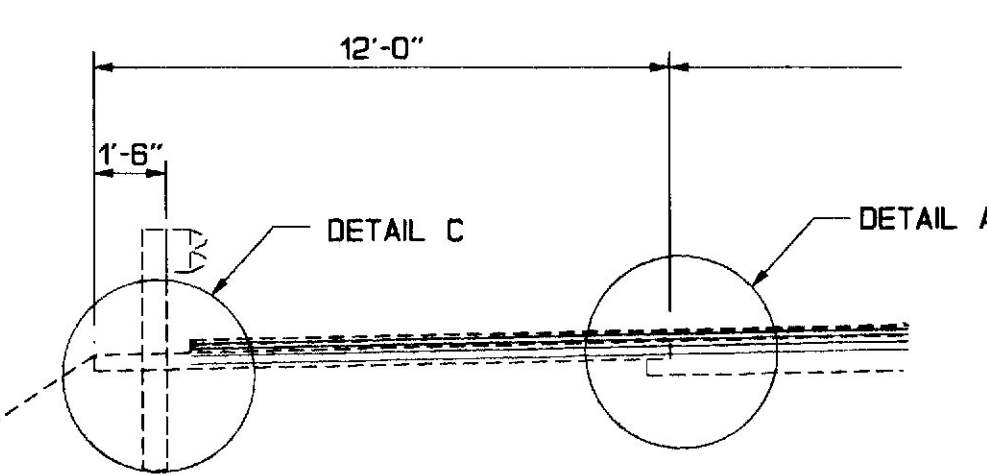


DETAIL D

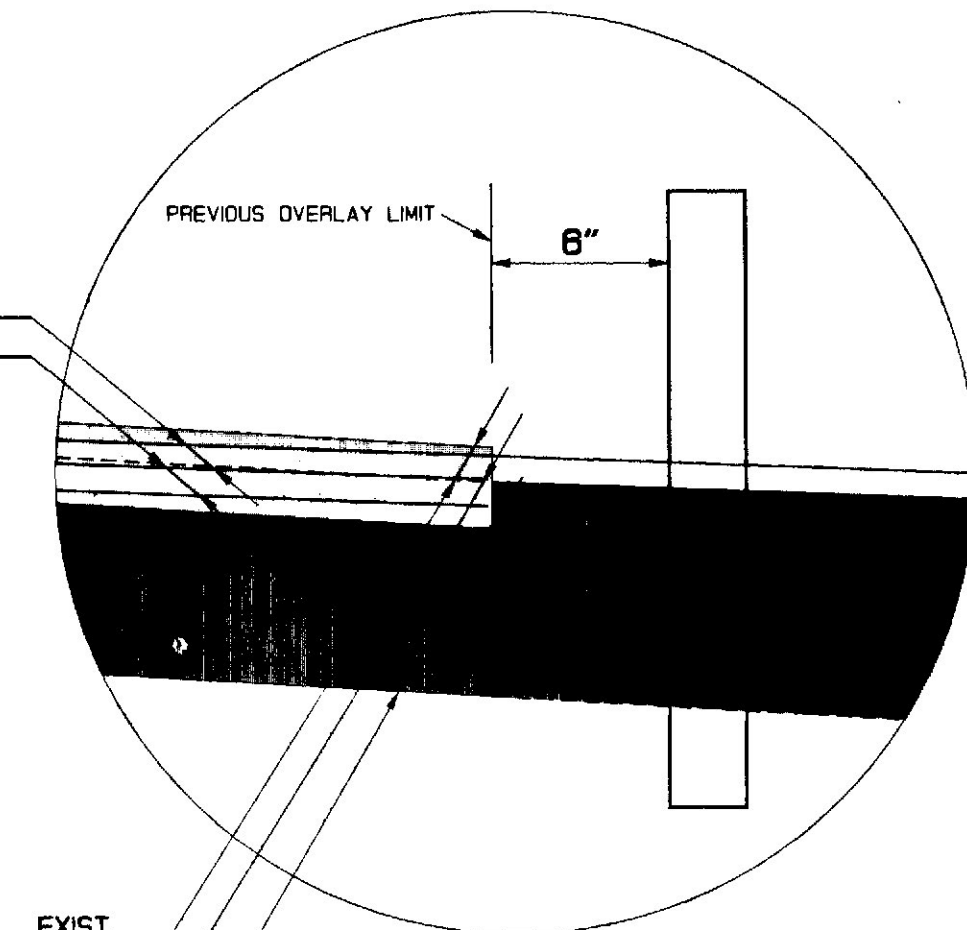


PROPOSED:
 1-1/4" H.B.P. GRADING "C"
 1-3/4" HOT RECYCLED PAVEMENT
 2" HOT RECYCLED PAVEMENT

EXISTING:
 1 1/2" H.B.P. GRAD. "C"
 VARIABLE H.B.P. OVERLAY (3-1/2" 5 1/2")
 3" BIT. CONC. SURF. (TRAVELWAY)
 5" BIT. MACADAM BASE (TRAVELWAY)
 4" BIT. MACADAM SURF. (SHOULDER)

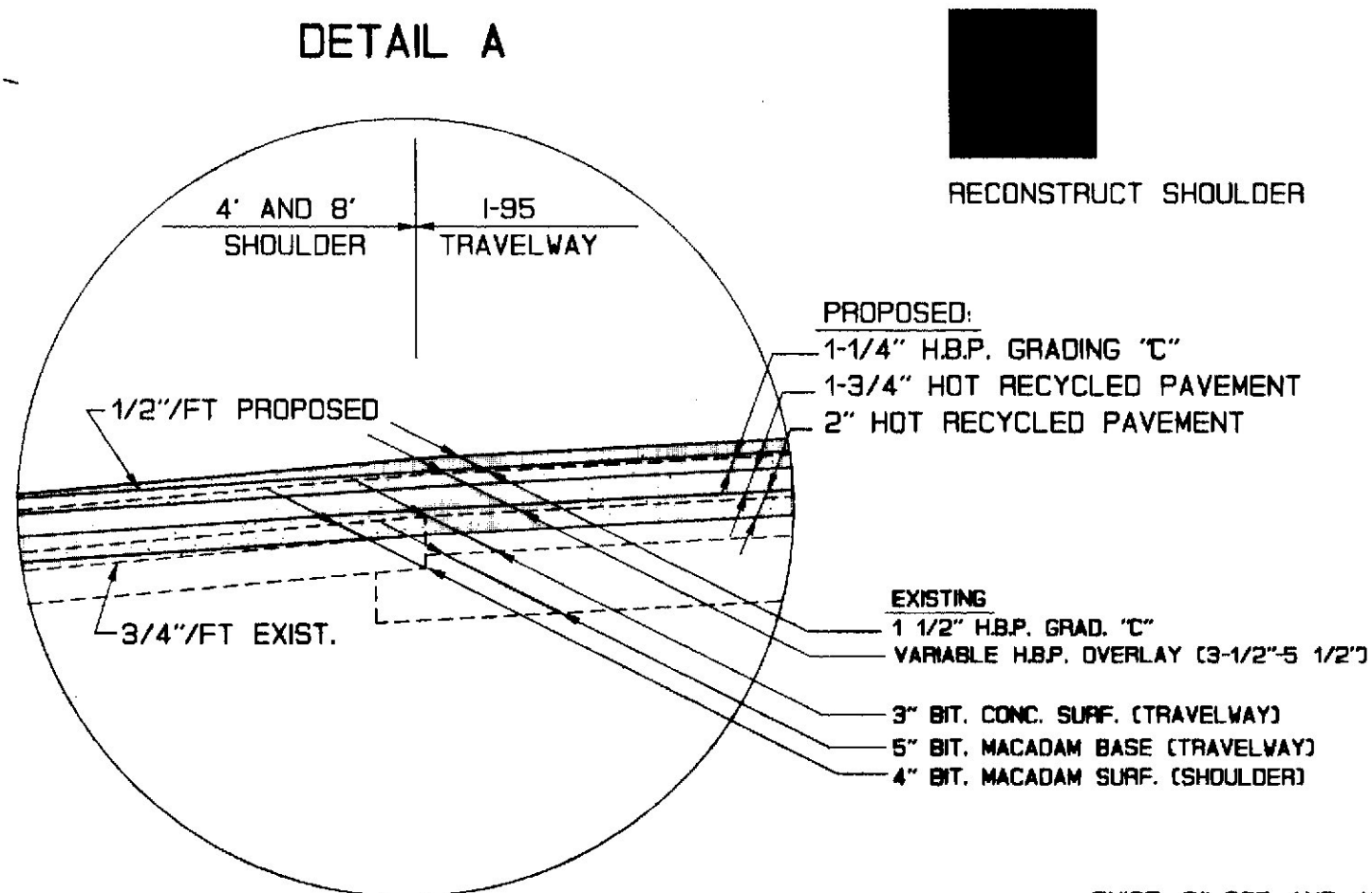
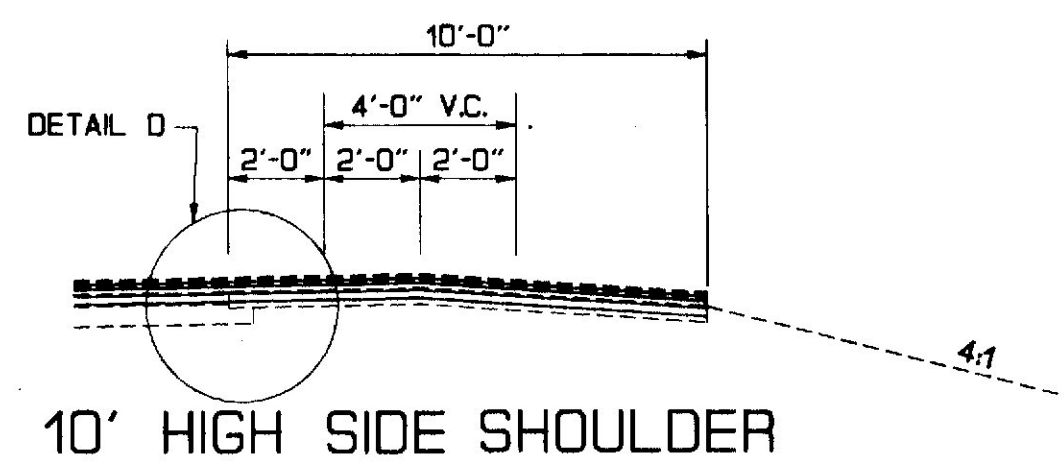


DETAIL C



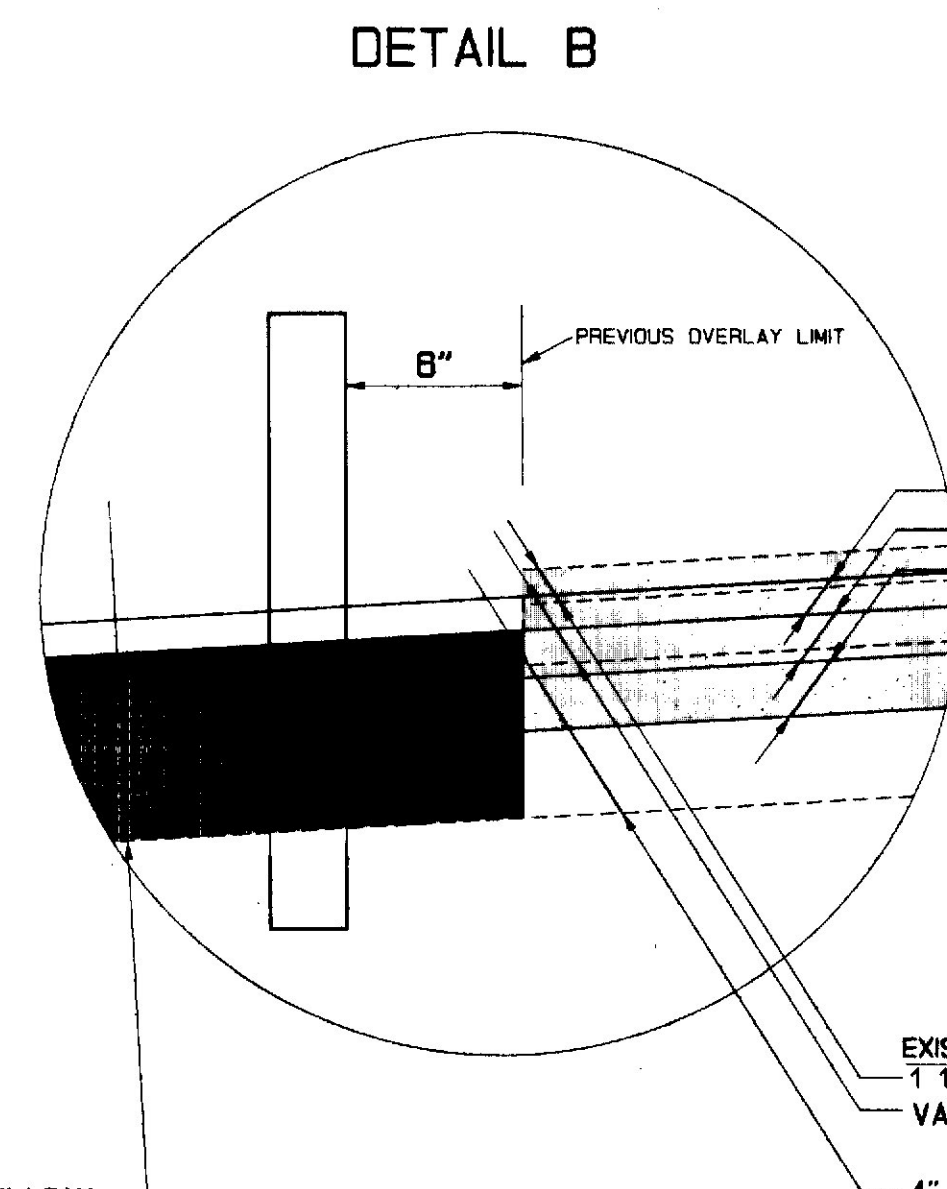
PROPOSED:
 1-1/4" H.B.P. GRAD. "C"
 1-3/4" HOT RECYCLED PAVT.

EXIST.:
 1 1/2" H.B.P. GRAD. "C"
 VARIABLE H.B.P. OVERLAY (3-1/2" 5 1/2")
 4" BIT. MACADAM SURF.

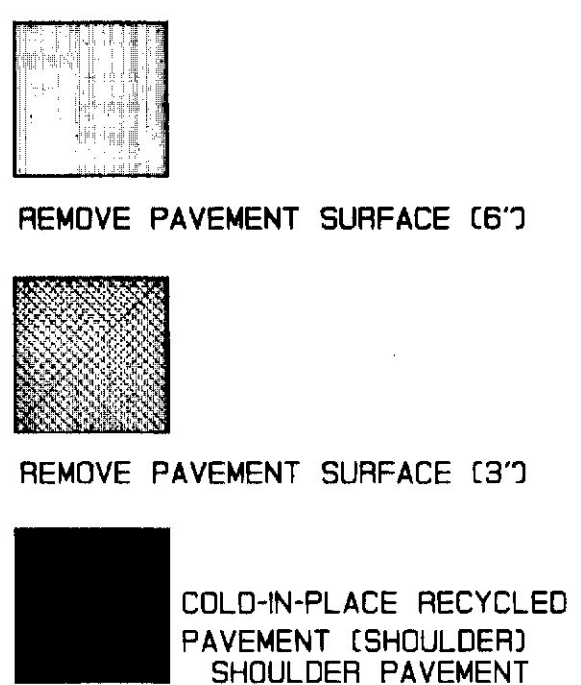


PROPOSED:
 1-1/4" H.B.P. GRADING "C"
 1-3/4" HOT RECYCLED PAVEMENT
 2" HOT RECYCLED PAVEMENT

EXISTING:
 1 1/2" H.B.P. GRAD. "C"
 VARIABLE H.B.P. OVERLAY (3-1/2" 5 1/2")
 3" BIT. CONC. SURF. (TRAVELWAY)
 5" BIT. MACADAM BASE (TRAVELWAY)
 4" BIT. MACADAM SURF. (SHOULDER)



EXIST.:
 1 1/2" H.B.P. GRAD. "C"
 VARIABLE H.B.P. OVERLAY (3-1/2" 5 1/2")
 4" BIT. MACADAM SURF.



ANY FINE GRADING NEEDED IN COLD-IN-PLACE PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THAT ITEM.

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
 I-95
 (NOT TO SCALE)

SHEET 1 OF 1 AUGUSTA, MAINE

- NOTES:**
- 1) ORIGINAL PAVEMENT BUILT WITH 2-1/2" CROWN.
 - 2) PAVEMENT DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
 - 3) CROWNS FOR ALL COURSES OF PAVEMENT SHALL BE STRAIGHT.
 - 4) NORMAL TRAVELWAY CROSS-SLOPES SHALL BE -1/4"/FT.
 - 5) NORMAL SHOULDER CROSS-SLOPES SHALL BE -1/2"/FT.
 - 6) HIGH SIDE SHOULDER CROSS-SLOPES SHALL BE -1/4"/FT.

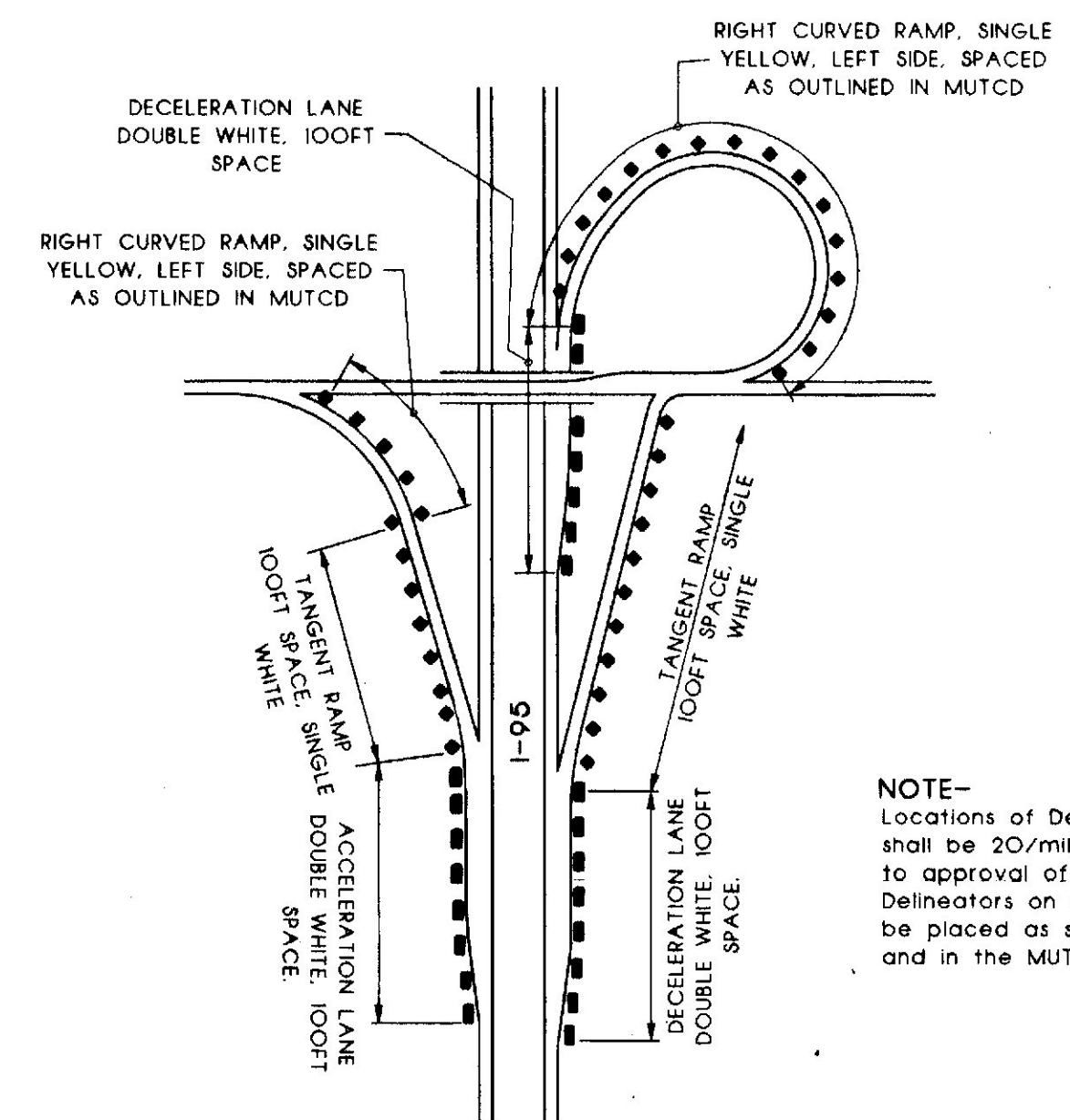
PROJECT DESIGN ENGINEER	DATE
DESIGN-DETAILED	3/92
CHECKED	
REVISIONS	
FIELD CHANGES	

13APR93-0101.10

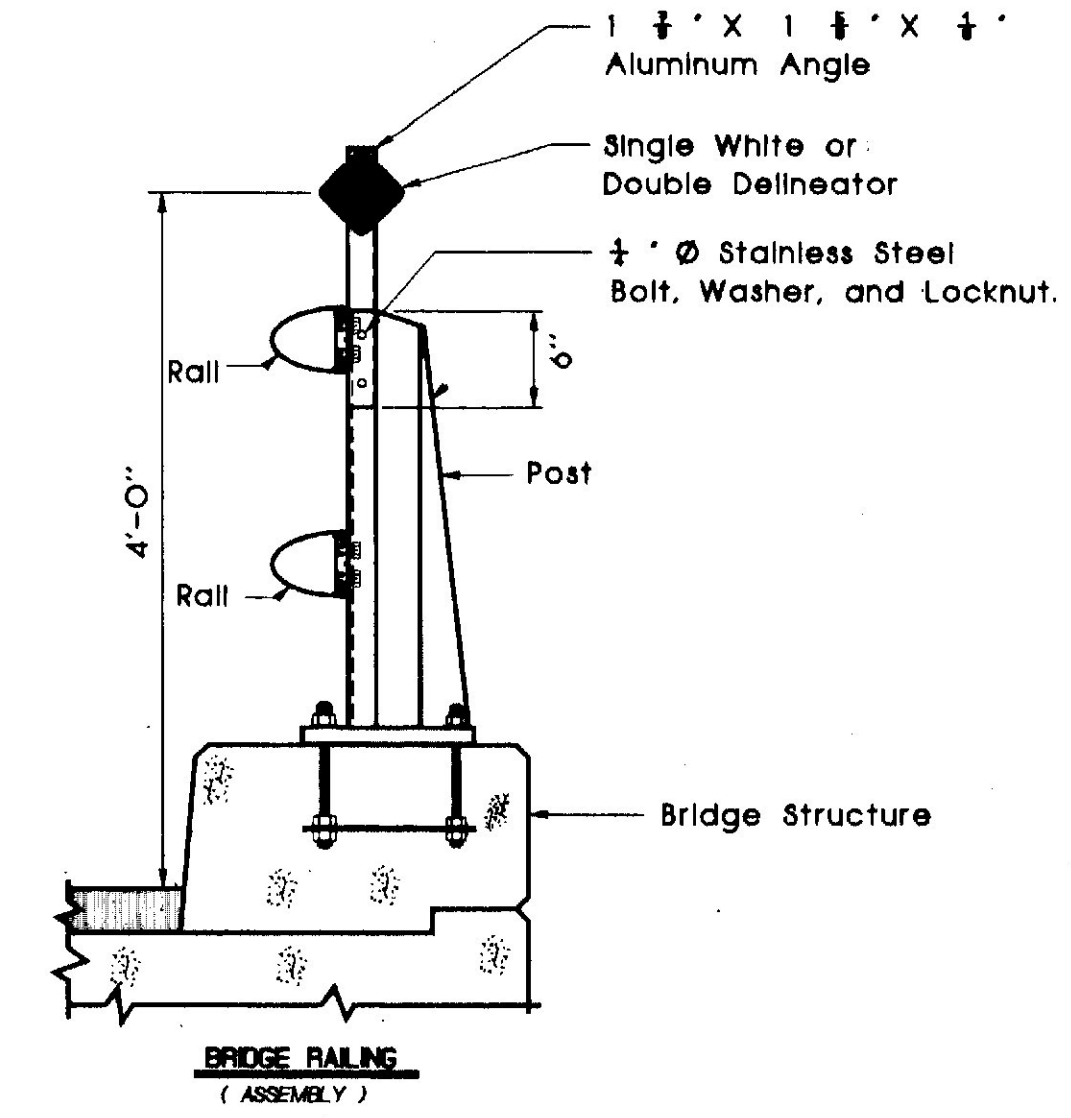
11-95-1924(10)

Demountable ReflectORIZED DELINEATORS

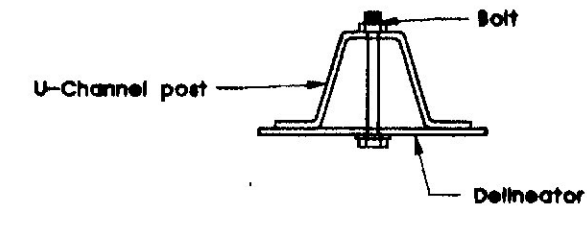
ITEM NO. 645.301
ITEM NO. 645.302
ITEM NO. 645.303



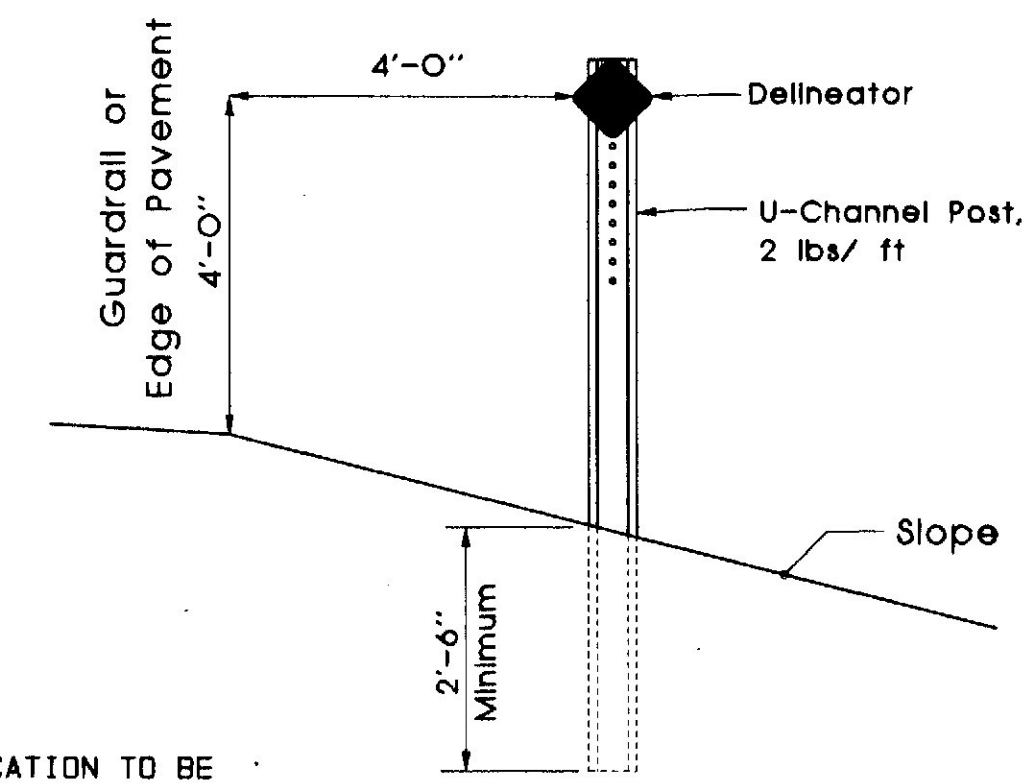
TYPICAL PLACEMENT OF DELINEATORS AT INTERCHANGES



BRIDGE RAIL MOUNTING

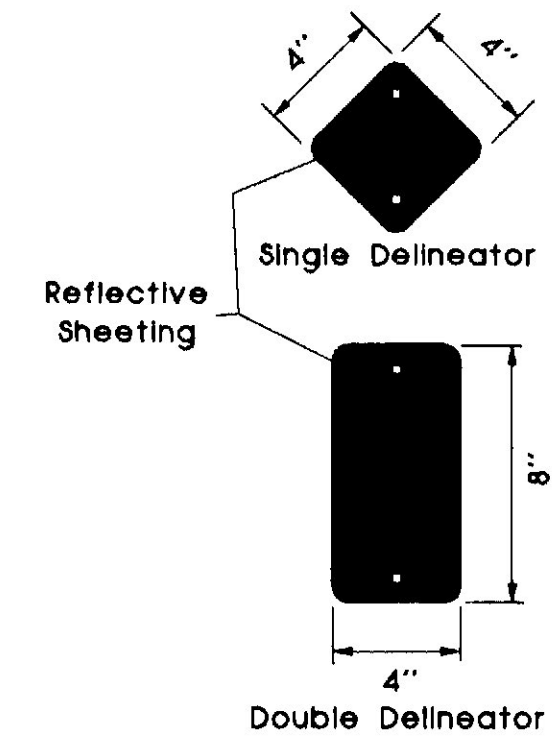


U-CHANNEL POSTS



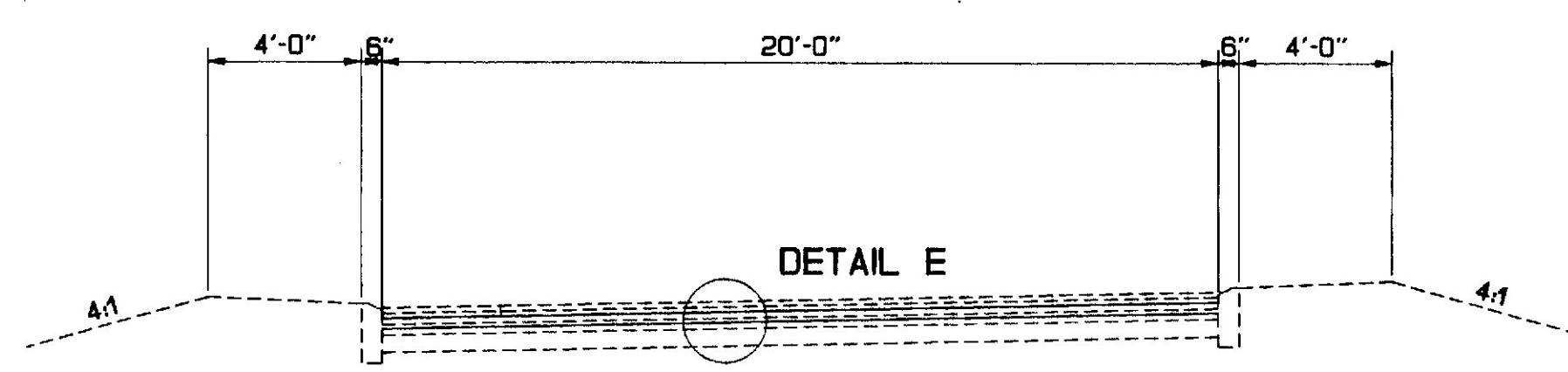
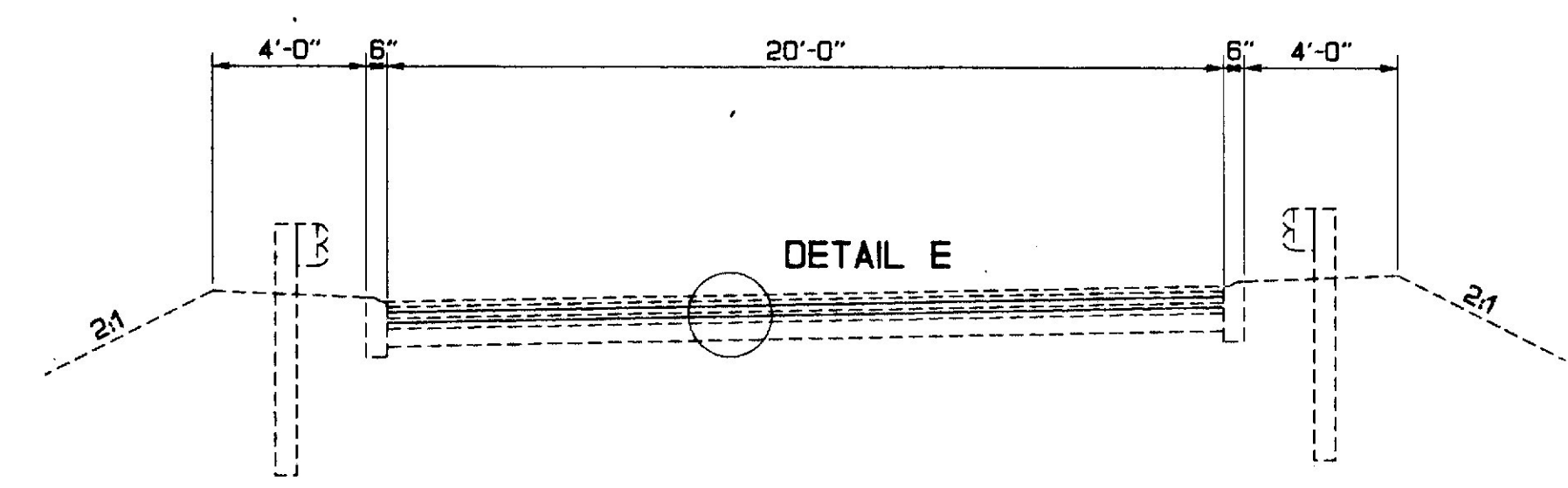
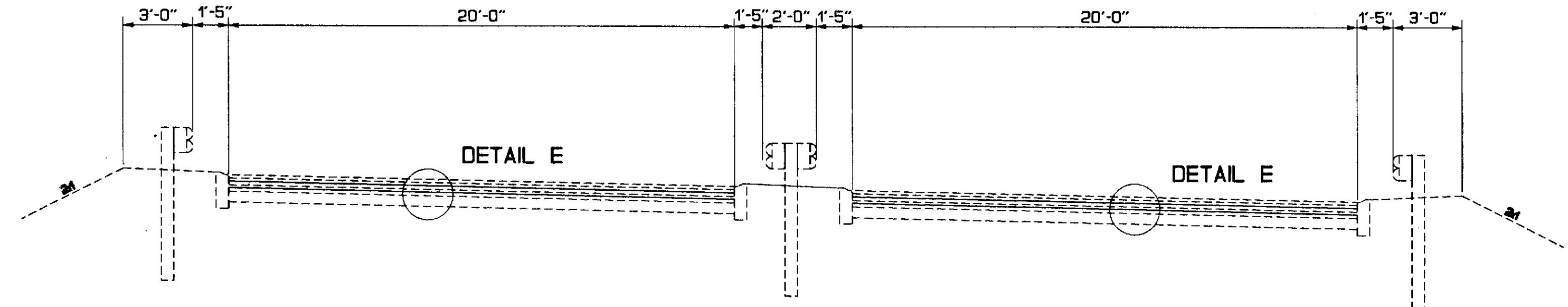
NOTE:

- 1) FIRST DELINEATOR LOCATION TO BE DETERMINED BY THE ENGINEER.
- 2) SPACING IS TO BE IN ACCORDANCE WITH SECTION 30-5 OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- 3) REMOVAL OF EXISTING DELINEATORS TO BE INCIDENTAL TO ITEM 645.301 DEMOUNTABLE REFLECTORIZED DELINEATOR SINGLE.
- 4) REFLECTIVE SHEETING ON DELINEATORS SHALL BE DIAMOND GRADE OR APPROVED EQUAL.
- 5) LOCATIONS OF DELINEATORS SHALL BE 20/MILE SUBJECT TO APPROVAL OF THE ENGINEER. DELINEATORS ON RAMPS SHALL BE PLACED AS OUTLINED IN MUTCD.

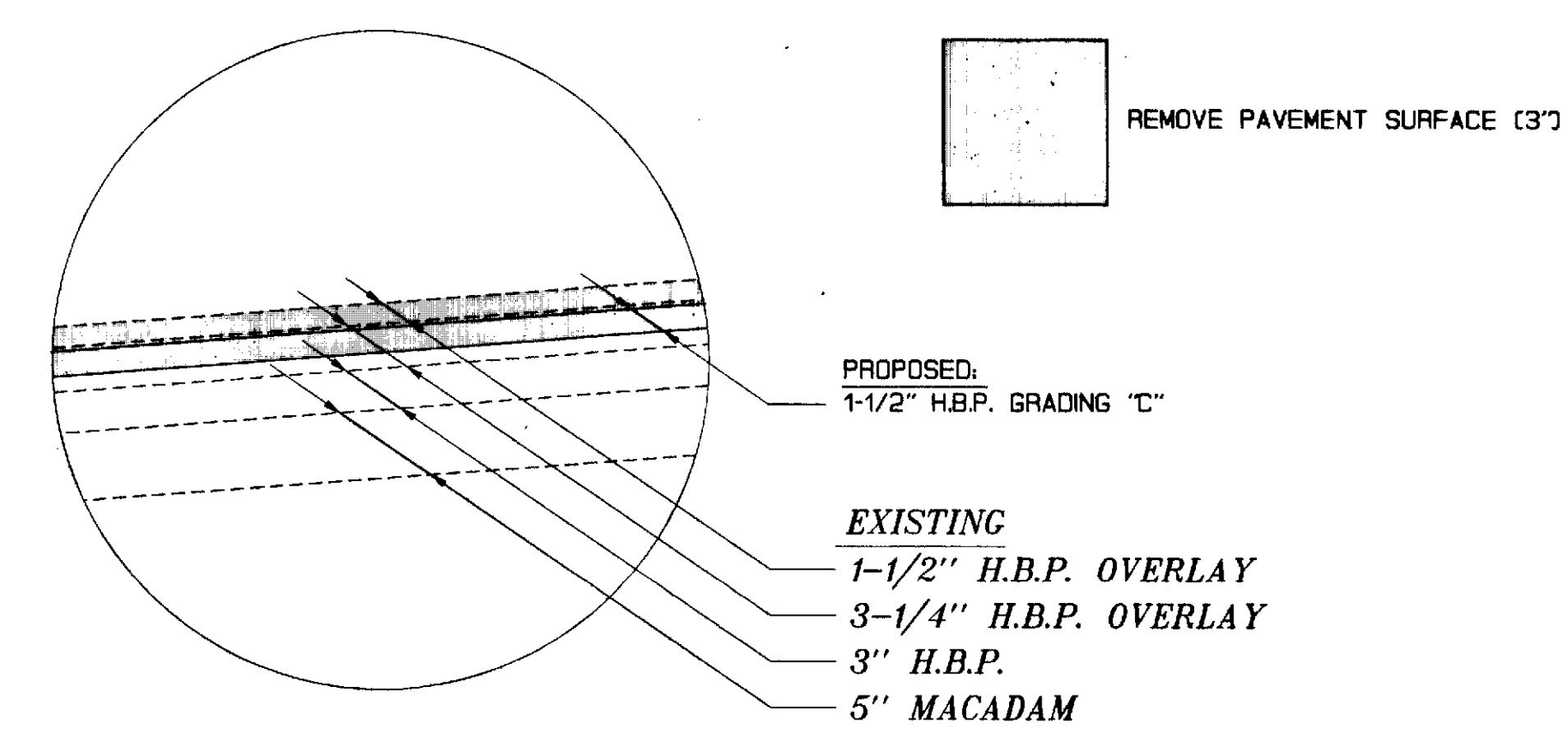


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS RAMPS
PAVT. TRANS. DETAILS
&
DEMOUNT. DELIN. DETAILS

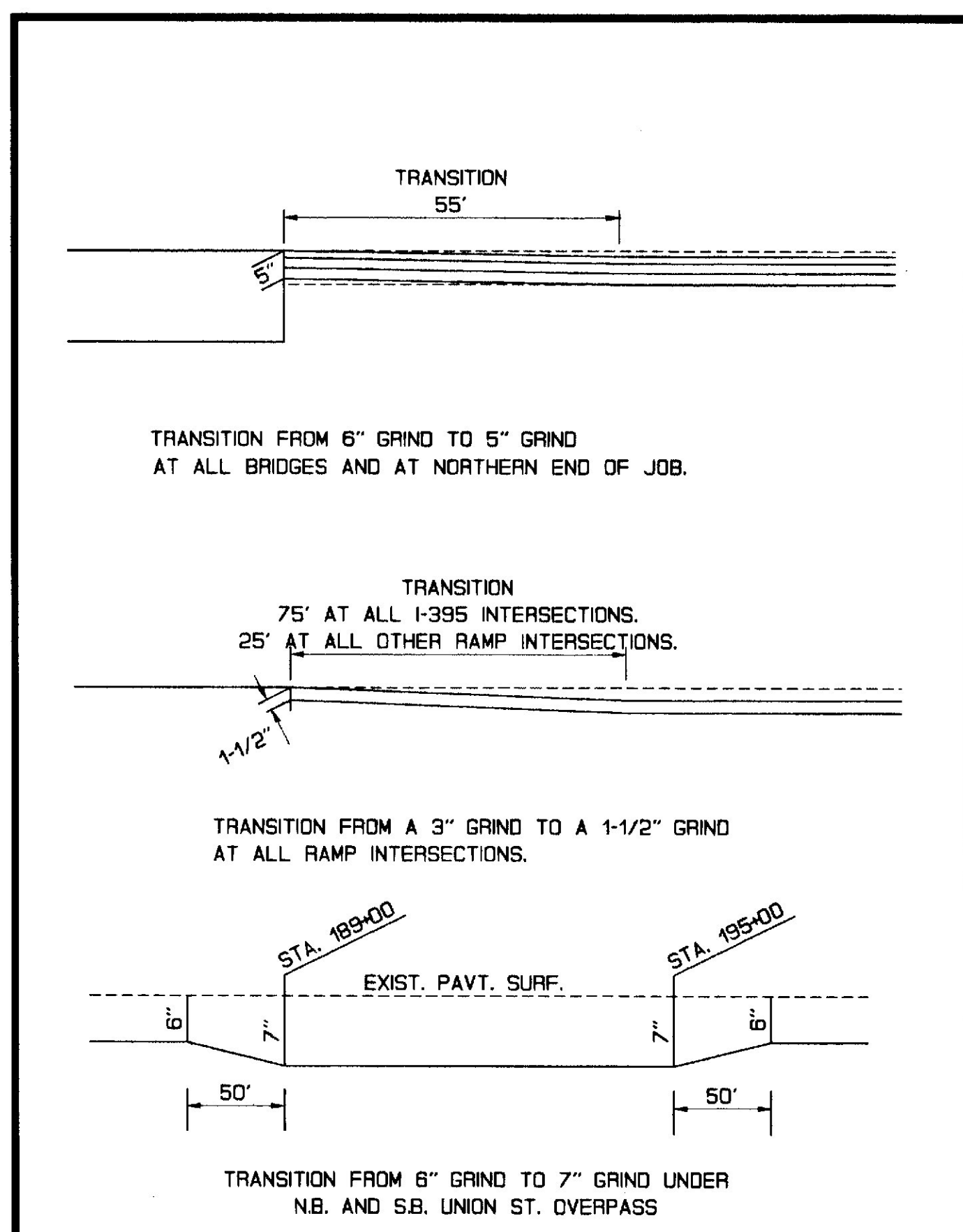


DETAIL E



PROPOSED:
1-1/2" H.B.P. GRADING "C"

EXISTING
1-1/2" H.B.P. OVERLAY
3-1/4" H.B.P. OVERLAY
3" H.B.P.
5" MACADAM



PROJECT DESIGN ENGINEER	DATE
PLANS	4/92
CHECKED	DPB
REVISIONS	SRL
FIELD CHANGES	

08APR93-010120

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.121	REMOVING EXISTING CONCRETE (95 CY)	1	LS
202.202	REMOVING PAVEMENT SURFACE	513,200	SY
203.25	GRANULAR BORROW	570	CY
205.41	RECONSTRUCT EXISTING SHOULDER, PLAN QUANTITY	5,000	SY
206.092	STRUCTURAL EARTH EXCAVATION-MAJOR STRUCTURES	540	CY
307.33	COLD IN-PLACE RECYCLED MATERIAL SHOULDER	55,500	S.Y.
403.08	HOT BITUMINOUS PAVEMENT, GRADING C	22,250	TONS
403.10	HOT BITUMINOUS PAVEMENT, GRADING D	500	TONS
403.101	HOT BIT. PVMT., GRD D (SIDEWALKS, SHIMS, DRIVES, INCIDENTALS)	450	TONS
409.15	BITUMINOUS TACK COAT, APPLIED	13,650	GAL
425.20	HOT RECYCLED PAVEMENT	43,600	TONS
502.40	STRUCTURAL CONCRETE BOX CULVERTS	180	CY
503.12	REINFORCING STEEL FABRICATED & DELIVERED	11,500	LB
503.13	REINFORCING STEEL PLACING	11,500	LB
508.10	MEMBRANE WATERPROOFING	450	SY
511.07	COFFERDAM: NORTHWEST WING	1	L.S.
511.07	COFFERDAM: SOUTHWEST WING	1	L.S.
511.07	COFFERDAM: SOUTHERN MEDIAN WING	1	L.S.
511.07	COFFERDAM: NORTHERN MEDIAN WING	1	L.S.
511.07	COFFERDAM: NORTHEAST WING	1	L.S.
512.08	FRENCH DRAINS	150	LF
513.09	SLOPE PROTECTION-PORTLAND CEMENT CONCRETE	150	SY
514.06	CURING BOX FOR CONCRETE CYLINDERS	1	EACH
518.30	REHAB. OF STRUCT. CONC. SLAB--TO REINFORCING STEEL	600	SF
518.31	REHAB. OF STRUCT. CONC. SLAB--TO BELOW REINFORCING STEEL	200	SF
520.241	BRIDGE JOINT MODIFICATION - Type 1	4	EACH
526.301	TEMPORARY CONCRETE BARRIER TYPE I (5120 LF)	1	LS
527.301	ENERGY ABSORBING SYSTEM (C-A-T)	3	EACH
527.302	ENERGY ABSORBING SYSTEM (HEX FOAM SANDWICH)	2	EACH
527.32	Portable Crash Barrels	12	EACH
601.22	GABIONS, PVC COATED	6	CY
603.165	15" R.C.P. CLASS III	192	LF
603.195	24 INCH REINFORCED CONCRETE PIPE CLASS III	180	LF
603.215	36 INCH REINFORCED CONCRETE PIPE CLASS III	32	LF
603.245	54" R.C.P. CLASS III	28	LF
603.255	60" R.C.P. CLASS III	12	LF
603.721	REMOVING METAL END SECTION	10	EA.
603.723	CUTTING CORRUGATED METAL PIPE	10	EACH
603.7315	REMOVE AND RELAY METAL PIPE 15"	40	LF
604.18	ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	104	EACH
606.17	GUARD RAIL TYPE 3b--SINGLE RAIL	19,350	LF
606.1731	BRIDGE CONNECTION TYPE I	8	EACH
606.1732	BRIDGE CONNECTION TYPE II	32	EACH
606.178	GUARD RAIL BEAM	4700	LF
606.18	GUARD RAIL TYPE 3b--DOUBLE RAIL	850	LF
606.355	GUARDRAIL MOWING DELINEATORS	410	EACH
606.357	GUARD RAIL, MODIFY, TYPE 3b	19,975	LF
606.367	REPLACE UNUSABLE EXISTING GUARD RAIL POST	1,450	EACH
606.566	GUARDRAIL MODIFY TYPE 3b-DOUBLE RAIL	1,000	LF.
606.77	BREAKAWAY CABLE TERMINAL	25	EACH
607.17	CHAIN LINK FENCE--6 FOOT	500	LF
607.24	REMOVE AND RESET FENCE	80	LF
610.08	PLAIN RIPRAP	300	CY
610.11	STONE BLANKET	30	CY
610.18	STONE DITCH PROTECTION	70	CY
613.319	TEMPORARY EROSION CONTROL BLANKET	4,327	S.Y.

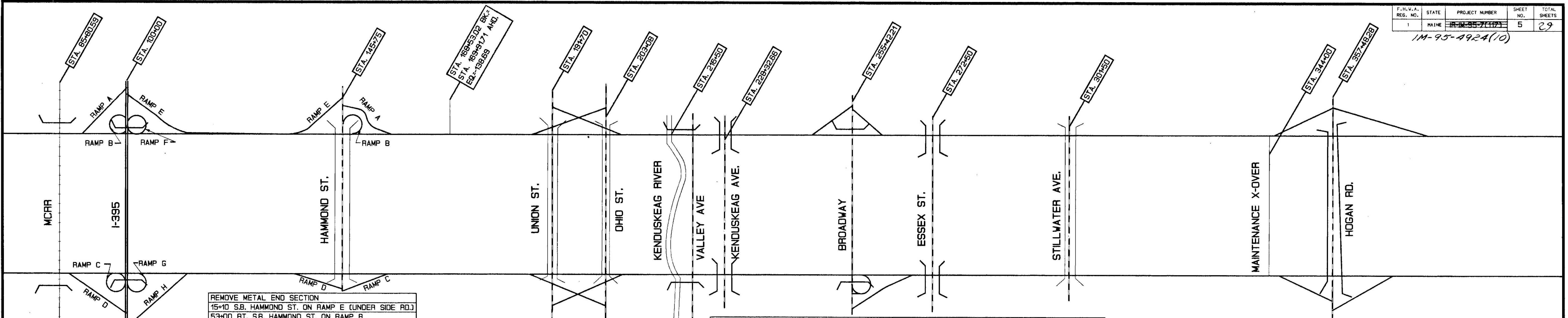
ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
615.07	LOAM	610	CY
616.08	SODDING	190	SY
618.14	SEEDING METHOD NUMBER 2	1,100	UNIT
614.18	REFERTILIZATION	1,375	LB
618.141	SEEDING METHOD NO. 3	195	UNIT
618.20	ANNUAL RYE GRASS SEED	175	LB
618.25	APPLIED WATER	6	MG
619.12	MULCH	1,700	UNIT
620.58	EROSION CONTROL GEOTEXTILE	525	SY
621.01	RED PINE SEEDLING (8"-12") EVERGREEN	3,450	EACH
627.611	6 INCH SOLID WHITE PAVEMENT MARKING LINE	85,200	LF
627.618	12" SOLID WHITE PAVEMENT MARKING LINE	3,600	LF
627.621	6 INCH BROKEN WHITE PAVEMENT MARKING LINE	55,000	LF
627.631	6 INCH SOLID YELLOW PAVEMENT MARKING LINE	85,200	LF
627.65	WHITE OR YELLOW PAVEMENT MARKINGS	2,200	SF
627.67	REMOVING PAVEMENT MARKINGS	350	SF
627.681	TEMP. 6" PAINTED PAVEMENT MARKING LINE, YELLOW OR WHITE	325,700	LF
627.691	TEMP. 6" PLASTIC PAVEMENT MARKING LINE, YELLOW OR WHITE	86,000	LF
629.05	HAND LABOR, STRAIGHT TIME	100	MH
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	500	HR
631.132	SMALL BULLDOZER (INCLUDING OPERATOR)	20	HR
631.14	GRADER (INCLUDING OPERATOR)	50	HR
631.172	TRUCK--LARGE (INCLUDING OPERATOR)	500	HR
631.18	CHAIN SAW RENTAL (INC. OP.)	5	HR
631.20	STUMP CHIPPER (INC. OP.)	10	HR
631.22	FRONT END LOADER (INCLUDING OPERATOR)	40	HR
631.32	CULVERT CLEANER (INCLUDING OPERATOR)	20	HR
631.36	FOREMAN	100	HR.
639.18	FIELD OFFICE TYPE A	1	EACH
639.22	TESTING FACILITIES BITUMINOUS MIXES	1	LS
639.23	TESTING FACILITIES CONCRETE	1	LS
645.301	DEMOUNTABLE REFLECTORIZED DELINEATOR, SINGLE	600	EACH
645.302	DEMOUNTABLE REFLECTORIZED DELINEATOR, DOUBLE	150	EACH
652.30	FLASHING ARROW BOARD	2	EACH
652.31	TYPE I BARRICADE	100	EACH
652.311	TYPE II BARRICADE	25	EACH
652.33	DRUM	150	EACH
652.34	CONE	250	EACH
652.35	CONSTRUCTION SIGNS	1,500	SF
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	170	CD
652.38	FLAGGER	4,500	MH
652.41	PORTABLE-CHANGEABLE MESSAGE SIGN	2	EA
656.50	BALED HAY, IN PLACE	175	EACH
656.51	SANDBAG, IN PLACE	175	EACH
656.55	DUMPED STONE	25	CY
656.631	15" TEMPORARY SILT FENCE	2,010	LF
656.632	30" TEMPORARY SILT FENCE	210	LF
658.20	ACRYLIC LATEX COLOR FINISH, GREEN	9,000	SY
660.21	ON THE JOB TRAINING	1,000	MH
659.10	MOBILIZATION	1	LS

- NO UTILITY INVOLVEMENT IS ANTICIPATED.
- IT IS INTENDED TO CLEAR WOODED AREAS AND SINGLE TREES FROM THE IMMEDIATE ROAD SIDE AREA AND RAMP GORE AREAS. THE INTENDED ROADSIDE CLEAR AREA IS 40' FROM THE EDGE OF PAVEMENT OR 10' BEYOND THE TOE OF SLOPE, WHICHEVER IS GREATER. THESE DISTANCES MAY BE DECREASED WHEN TREES OR WOODED AREAS ARE ON BACKSLOPE OR INCREASED ON THE OUTSIDE OF CURVES AS DIRECTED BY THE ENGINEER. ANY CLEARING AND REMOVAL OF SINGLE TREES SHALL HAVE PRIOR APPROVAL OF THE ENGINEER. PAYMENT FOR CLEARING SHALL BE MADE UNDER ITEM 631.18 CHAIN SAW RENTAL (INC. OP.).
- STUMPS RESULTING FROM TREE REMOVAL IN THE MOVING AREAS SHALL BE REMOVED AT LEAST 4" BELOW EXISTING GROUND. PAYMENT TO BE MADE UNDER APPROPRIATE HOURLY RENTAL ITEMS. ANY BACK-FILLING, LOAMING OR SEEDING AS DIRECTED BY THE ENGINEER SHALL BE PAID FOR UNDER ITEM 631.20 STUMP CHIPPER.
- REQUIRED DITCH PROTECTION SHOWN ON THE PLANS IS FOR ESTIMATING PURPOSES ONLY. ACTUAL TYPE AND LOCATION FOR EROSION CONTROL BLANKET, SOD, STONE DITCH PROTECTION, AND RIPRAP SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 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.
- WHERE DEEMED NECESSARY BY THE ENGINEER, WINTER SAND SHALL BE REMOVED FROM THE EDGES OF SHOULDERS AND PLACED IN DESIGNATED AREAS OR DISPOSED OF. PAYMENT WILL BE MADE UNDER THE APPROPRIATE HOURLY RENTAL ITEMS.
- HOT BITUMINOUS PAVEMENT SHALL BE PLACED ALONG EXPOSED JOINTS AT RAMP ON A 12:1 TAPER TO MAINTAIN TRAFFIC. MAINTENANCE AND REMOVAL OF THESE TAPERS WILL BE CONSIDERED INCIDENTAL TO ITEM 403.
- ALL CATCH BASINS LOCATED ON MAIN LINE SHOULDERS, RAMP OR IN PAVED MEDIANS SHALL BE ADJUSTED TO GRADE. PAYMENT TO BE MADE UNDER ITEM 604.18.
- THERE ARE APPROXIMATELY 7 BROKEN CATCH BASIN CURB HEADERS AND 3 BROKEN GRATES ON THIS PROJECT. PAYMENT FOR BROKEN HEADERS AND GRATES WILL BE CONSIDERED INCIDENTAL TO ITEM 604.18 ADJUST CATCH BASIN TO GRADE. CONTRACTOR IS RESPONSIBLE FOR EXACT COUNT OF BROKEN HEADERS AND GRATES.
- INLETS AND OUTLETS OF ALL DISTURBED CULVERTS SHALL BE SODDED AND RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER.
- ALL 15" PIPE OUTLETS SHALL BE MARKED WITH A GUARDRAIL MOVING DELINEATOR.
- ANY NECESSARY MODIFICATION OF EXISTING RCP OR PROPOSED RCP TO PROPERLY CONNECT EXTENSIONS TO EXISTING RCP SHALL BE CONSIDERED INCIDENTAL TO ITEM 603 DRAINAGE ITEMS.
- THE IN-SLOPES ADJACENT TO CULVERT REPLACEMENT SECTIONS SHALL BE GRADED TO BLEND AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE MADE UNDER THE APPROPRIATE HOURLY RENTAL AND CONTRACT ITEMS.
- ONE GUARDRAIL DELINEATOR POST SHALL BE INSTALLED AT EACH GUARDRAIL END AND UNDERDRAIN OUTLET.
- BREAKAWAY CABLE TERMINALS SHALL BE INSTALLED CONCURRENTLY WITH THE PLACEMENT OF EACH SECTION OF BEAM GUARDRAIL.
- NO SLOPE OR GUARDRAIL WORK SHALL BE DONE ON OR ADJACENT TO THE LANE CARRYING TRAFFIC.
- EXISTING TERMINAL ENDS SHALL BE REMOVED AND RESET ON TRAILING ENDS OF GUARDRAIL AS DIRECTED BY THE ENGINEER. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK.
- EXISTING GUARDRAIL AND CURB NOT REQUIRED FOR COMPLETION OF THIS WORK SHALL BE REMOVED AND DELIVERED TO THE MAINE D.O.T. MAINTENANCE LOT LOCATED ON HOGAN ROAD IN THE CITY OF BANGOR. EXISTING CULVERT PIPE REMOVED AND NOT RESET WILL BECOME THE PROPERTY OF THE CONTRACTOR. NO SEPARATE PAYMENT WILL BE MADE FOR REMOVAL, STOCKPILING, DELIVERY OR DISPOSAL OF THE ABOVE MATERIAL.
- LOAM WHEN NEEDED SHALL BE PLACED AS DESIGNATED BY THE ENGINEER.
- ALL DISTURBED NON-GUARDRAIL SLOPES SHALL BE SEEDDED WITH METHOD NO. 2 UNLESS OTHERWISE NOTED. GUARDRAIL SLOPES IN DISTURBED AREAS SHALL BE SEEDDED WITH SEEDING METHOD NO. 3.
- MULCH SHALL BE APPLIED IN AREAS SEEDDED BY SEEDING METHOD NO. 2 AND SEEDING METHOD NO. 3.
- LOAM DEPTHS ARE AS FOLLOWS:
 UNDER SOD 2"
 UNDER EROSION CONTROL BLANKET 2"
 SEEDING AREAS METHOD NO. 3 2"
 SEEDING AREAS METHOD NO. 2 2"
 DEPTHS SHOWN ARE NOMINAL
 ADDITIONAL DEPTH MAY BE DESIGNATED BY THE ENGINEER
- THE ENGINEER WILL DESIGNATE UNSAFE RECOVERY AREAS AT THE TOES OF NON-GUARDRAIL FILL SLOPES TO BE GRADED BY HOURLY RENTAL ITEMS. 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 SEEDDED WITH METHOD NO. 3 AND MULCHED.
- ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE. REPAIR WORK, IF NECESSARY, SHALL NOT BE DONE ON OR ADJACENT TO LANE CARRYING TRAFFIC.
- ALL PAVED MEDIANS SHALL BE PAINTED WITH ACRYLIC LATEX COLOR GREEN.
- PLAN SHEETS OF PREVIOUSLY CONSTRUCTED PROJECTS IN THIS AREA ARE AVAILABLE ON REQUEST. THESE PROJECTS ARE LISTED ON THE TITLE SHEET.
- TEMPORARY EROSION CONTROL MEASURES SHALL BE MAINTAINED AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE MADE UNDER ITEMS 629.05 HAND LABOR, 631.12, ALL PURPOSE EXCAVATOR, AND 631.172, TRUCK LARGE.
- EXCAVATIONS ACCOMPLISHED AS PART OF THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SUBPART P OF 29 CFR PART 1926.850-.852 (CONSTRUCTION STANDARD FOR EXCAVATIONS).
- REFERENCE TO LEFT OR RIGHT IS IN THE DIRECTION OF STATIONING AND REFERENCE TO NORTH OR SOUTH IS IN THE GENERAL DIRECTION OF 1-95.
- AS DIRECTED BY THE ENGINEER, ALL EXISTING UNDERDRAIN OUTLETS SHALL BE LOCATED, CLEANED OUT AND DITCHED AS REQUIRED OR REPLACED AS NECESSARY.
- WHERE DITCHING IS CALLED FOR ON THE PLANS OR BY THE ENGINEER, THE DITCH SHALL GENERALLY CONFORM TO THE ORIGINAL TEMPLATE. THE ORIGINAL CONSTRUCTION PROJECTS ARE LISTED ON THE TITLE SHEET.
- GENERAL OUTLINE OF WORK:
 A. 6" OF PAVEMENT SHALL BE GROUND OF N.B. AND S.B. TRAVELWAY AND MEDIAN SHOULDER. PAYMENT TO BE MADE UNDER ITEM 202.202 REMOVING PAVT. SURFACE AT TWICE THE FIELD MEASURED QUANTITY. PAYMENT WILL BE MADE INDEPENDENT OF THE NUMBER OF PASSES IT TAKES TO COMPLETE THE 6" GRIND. The Estimated Quantity Given Includes the Double Measurement of This Area.
 B. N.B. AND S.B. OUTSIDE SHOULDER SHALL HAVE 3" OF PAVEMENT GROUND OFF. PAYMENT TO BE MADE UNDER ITEM 202.202 REMOVING PAVEMENT SURFACE. REMAINING PAVEMENT SHALL BE RECLAIMED. PAYMENT TO BE MADE UNDER ITEM 307.33 COLD-IN-PLACE RECYCLED PAVEMENT (SHOULDER). NO PAYMENT WILL BE MADE FOR ANY FINE GRADING OF OUTSIDE SHOULDER.
 C. AFTER A TACK COAT IS APPLIED N.B. AND S.B. TRAVELWAY SHALL BE PAVED WITH 2" ITEM 425.20 HOT RECYCLED PAVT., 1-3/4" ITEM 425.20 HOT RECYCLED PAVT. AND 1-1/4" ITEM 403.08 H.B.P. GRADING "C".
 D. N.B. AND S.B. OUTSIDE SHOULDER SHALL HAVE 1-3/4" ITEM 425.20 HOT RECYCLED PAVT. AND 1-1/4" ITEM 403.08 H.B.P. GRADING "C".
 E. RAMP SHALL HAVE 3" OF PAVEMENT GROUND OFF. PAYMENT TO BE MADE UNDER ITEM 202.202 REMOVING PAVT. SURFACE. AFTER A TACK COAT IS APPLIED THE RAMP SHALL BE PAVED WITH 1-1/2" ITEM 403.08 H.B.P. GRAD. "C".
 F. MAINTENANCE CROSS-OVER AT STATION 345+00± SHALL BE OVERLAPPED WITH 2" H.B.P. GRAD. "C".
 G. THE ABOVE OUTLINE OF WORK IS NOT INTENDED TO BE A SEQUENCE OF EVENTS.

PROJECT DESIGN ENGINEER: STEVE L. NEP. 11992
 DESIGN-DETAILED
 CHECKED
 REVISIONS
 FIELD CHANGES
 PLANS

12APR93-0101:10



REMOVE CURB

STATION	LENGTH
90+31± TO 94+55± RT.	424'
87+92± TO 95+06± LT.	714'
104+94± TO 109+50± RT.	356'

REMOVE METAL END SECTION

15+10 S.B. HAMMOND ST. ON RAMP E (UNDER SIDE RD.)
53+00 RT. S.B. HAMMOND ST. ON RAMP B
13+00 S.B. ON RAMP OHIO ST. LT.
13+00 N.B. OFF RAMP OHIO ST. RT.
59+25 N.B. ON RAMP BROADWAY RT.
289+50 S.B. RT.
293+00 S.B. RT.
293+00 N.B. RT.
10+50 N.B. OFF RAMP HOGAN RD. LT.
14+00 S.B. ON RAMP HOGAN RD. RT.

ENERGY ABSORPTION UNITS (C-A-T)

STATION	LENGTH
162+75± MEDIAN	
273+50± MEDIAN	
57+00± (BETWEEN N.B. ON AND OFF RAMPS BROADWAY)	

CUTTING CORRUGATED METAL PIPE

STATION	CUT	SIZE
12+50 RT. N.B. OFF TO I-395	3'	15"
22+50 LT. N.B. OFF TO I-395	4'	15"
16+70 LT. S.B. OFF TO EB. I-395	8'	36"
16+70 RT. S.B. OFF TO EB. I-395	2'	36"
45+50 RT. S.B. HAMMOND ST. ON RAMP B	4'	15"
48+50 RT. S.B. HAMMOND ST. ON RAMP B	4'	15"
18+40 LT.	2'	15"
240+00 LT. 52+70 RT. (E HAMMOND RAMP B)	6'-4"	48" x 24"
240+00 LT. 36" PIPE BY BOX CULVERT	6'-5"	48" x 36"
240+00 LT.	6'	45"

GUARD RAIL TYPE 3b, DOUBLE RAIL

STATION	LENGTH
90+49.40 TO 94+09.60 S.B. RT.	87.5'
95+46.97 TO 96+59.47 N.B. LT.	142.5'
102+81.13 TO 103+93.63 S.B. RT.	142.5'
115+75 TO 116+50 N.B. LT.	75'
123+25 TO 122+50 S.B. RT.	75'
147+50 TO 150+00 N.B. LT.	260'
143+25 TO 144+50 N.B. LT.	126'
124+43 TO 135+33 S.B. RT.	81'
116+50 TO 117+27.5 N.B. LT.	137.5'

GUARDRAIL MODIFY TYPE 3b-DOUBLE RAIL

STATION	LENGTH
BETWEEN I-395 RAMPS A AND B	87.5'
BETWEEN I-395 RAMPS C AND D	87.5'
BETWEEN I-395 RAMPS G AND H	75'
BETWEEN S.B. HAMMOND ST. RAMPS A AND B	487.5'
BETWEEN N.B. ON AND OFF RAMPS BROADWAY	250'

STATION RIPRAP OR STONE DITCH PROTECTION EROSION CONTROL GEOTEXTILE

22+25 LT. S.B. OFF TO EB. I-395	RIPRAP BACKSLOPE 100'x8'x15'	90 SY
16+70 LT. S.B. OFF TO EB. I-395	RIPRAP OUT 100'x8'x15'	90 SY
28+50 RT. N.B. ON RAMP FROM I-395 WB.	RIPRAP DOWNSPOUT 50'x8'x15'	45 SY
13+00 LT. S.B. ON RAMP OHIO ST.	RIPRAP DOWNSPOUT 75'x8'x15'	70 SY
13+25 N.B. OFF RAMP OHIO ST.	RIPRAP DOWNSPOUT 60'x8'x15'	50 SY
240+00 LT.	RIPRAP OUT 12'x3'x15'	5 SY
240+00 LT.	RIPRAP OUT 6'x3'x15'	3 SY
22+25 LT. S.B. OFF TO EB. I-395	STONE DITCH 75'x8'x15'	70 SY
22+50 RT. N.B. ON RAMP FROM I-395 WB.	STONE DITCH 50'x8'x15' Downspout	45 SY

GUARDRAIL MODIFY TYPE 3b-SINGLE RAIL

STATION	LENGTH
42+90 TO 53+25 BROADWAY S.B. ON RAMP	1037.5'
209+10.25 TO 214+22.75 N.B. RT.	512.5'
207+10.25 TO 214+22.75 S.B. LT.	712.5'
218+52.5 TO 220+77.25 S.B. LT.	225'
218+52.5 TO 220+14.75 S.B. RT. N.B. RT.	162.5'
56+50 TO 84+12.5 N.B. BROADWAY OFF RT.	762.5'
62+00 TO 63+25 N.B. BROADWAY OFF RAMP LT.	125'
59+25 TO 60+00 N.B. BROADWAY ON RAMP RT.	75'
57+00 TO 63+00 N.B. BROADWAY ON RAMP RT.	600'
+75 TO 13+00 N.B. HOGAN RD. OFF RAMP RT.	1150'
6+50 TO BRIDGE ABUTMENT N.B. HOGAN RD OFF RAMP LT.	950'
8+62.5 TO 16+25 N.B. HOGAN RD ON RAMP LT.	762.5'

STATION DITCHIN (APPROX. 8' WIDE) EROSION CONTROL BLANKET

13+50 RT. N.B. OFF TO EB. I-395	DITCH TO PERRY RD. (APPROX. 150')	130 SY
24+31 LT. N.B. ON FROM EB. I-395	DITCH BACK 100'	90 SY
23+00 LT. N.B. ON FROM EB. I-395	CLEAN OUTLET 10'	9 SY
21+50 LT. N.B. ON FROM EB. I-395	CLEAN OUTLET 10'	9 SY
18+00 LT. N.B. ON FROM EB. I-395	CLEAN OUTLET 10'	9 SY
14+50 LT. N.B. ON FROM EB. I-395	CLEAN OUTLET 10'	9 SY
19+00 LT. S.B. OFF TO EB. I-395	CLEAN OUTLET 10'	9 SY
22+50 RT. S.B. ON RAMP FROM I-395 WB.	CLEAN OUTLET 10'	9 SY
19+00 LT. N.B. OFF RAMP TO I-395 WB.	CLEAN OUTLET 10'	9 SY
16+00 LT. N.B. OFF RAMP TO I-395 WB.	CLEAN OUTLET 10'	9 SY
15+25 LT. N.B. OFF RAMP TO I-395 WB.	DITCH AHD 100'	90 SY
15+75 LT. N.B. ON RAMP FROM I-395 WB.	CLEAN OUTLET 10'	9 SY
22+50 RT. ON RAMP FROM I-395 WB.	CLEAN OUTLET 10'	9 SY
24+42 LT. ON RAMP FROM I-395 WB.	CLEAN DITCH 20'	18 SY
26+00 RT. ON RAMP FROM I-395 WB.	DITCH BACK 50'	45 SY
92+50 LT.	CLEAN OUTLET 10'	9 SY
39+25 RT. N.B. HAMMOND ST. OFF RAMP	DITCH BACK 50'	45 SY
43+00 RT. N.B. HAMMOND ST. OFF RAMP	DITCH BACK 50'	45 SY
166+00 LT.	DITCH 10'	9 SY
170+50 LT.	DITCH 500' AHD.	450 SY
173+75 LT.	CLEAN OUTLET 10'	9 SY
180+50 RT.	CLEAN OUTLET 10'	9 SY
210+75 LT.	CLEAN OUTLET 10'	9 SY
214+00 RT.	DITCH OUT 25'	20 SY
227+00 RT.	DITCH BACK 150'	135 SY
230+00 RT.	DITCH OUT 25'	20 SY
236+50 LT.	DITCH BACK 150'	135 SY
240+00 LT.	DITCH OUT 6'	5 SY
252+00 LT.	CLEAN OUTLET 10'	9 SY
57+00 TO 63+00 LT. S.B. BROADWAY OFF RAMP	DITCH 600'	540 SY
63+20 TO 65+00 RT. N.B. BROADWAY OFF RAMP	CLEAN DITCH 180'	160 SY
265+50 LT.	CLEAN DITCH AHD. 300'	270 SY
269+00 RT.	CLEAN DITCH AHD. 150'	135 SY
270+00 LT.	LOCATE AND CLEAN OUTLET 10'	9 SY
272+25 LT.	LOCATE AND CLEAN OUTLET/DITCH AHD. 200'	180 SY
276+00 RT.	DITCH AHD. 100'	90 SY
288+50 S.B. LT.	DITCH OUT 45'	40 SY
10+50 N.B. HOGAN RD. OFF RAMP RT.	DITCH OUT 10'	9 SY
15+00 TO 23+50 LT. S.B. SCISSOR RAMPS A AND B	CLEAN DITCH 850'	765 SY
15+00 TO 23+50 RT. N.B. SCISSOR RAMPS G AND H	CLEAN DITCH 850'	765 SY

15" RCP CLASS III

STATION	REMOVE	REPLACE
51+00 N.B. ON RAMP HAMMOND ST. LT.	32'	32'
158+00 RT. CMP	20'	20'
170+50 LT.	42' 23'	0' 20'
177+00 RT.	12'	12'
187+50 LT.	14'	12'
220+84 RT.	8'	8' 16'
224+50 RT.	9'	8'
230+00 RT.	48' 16'	8' 16'
233+00 RT.	42' 24'	42' 20'
236+50 LT.	12'	12'
65+00 N.B. OFF RAMP BROADWAY RT. CMP	18'	16'
276+00 RT.	16'	46' 12'
273+25 RT.	28'	28' 32'
237+00 RT.	12'	12'

REMOVE AND RELAY METAL PIPE: 15"

STATION	REMOVE	RELAY
212+50 LT.	40'	40'

REPLACED WITH

REMOVE AND RELAY METAL PIPE: 54"

STATION	REMOVE	RELAY
109+50 LT.	8'	8' 0"

* CONTRACTOR SHALL HAVE THE OPTION OF EXCAVATING PIPE OR JACKING THE PIPE INTO PLACE.

HAND LABOR

166+00 LT STRAIGHTEN OUT CRUSHED CULVERT

CHAIN LINK FENCE-6 FT.

34+50± TO 39+50± N.B. HAMMOND ST. OFF RAMP

GUARDRAIL MODIFY TYPE 3b-SINGLE RAIL

STATION	LENGTH
18+75 TO 19+50 RAMP A I-395 LT.	75'
20+37.5 TO 20+62.5 RAMP A I-395 LT.	25'
23+25 TO 24+87.5 RAMP A I-395 LT.	162.5'
25+50 TO 28+00 RAMP A I-395 RT.	250'
19+00 TO 19+50 RAMP B I-395 RT.	50'
20+25 TO 21+00 RAMP B I-395 RT.	75'
21+50 TO 23+12.5 RAMP B I-395 LT.	162.5'
23+50 TO 25+12.5 RAMP B I-395 LT.	162.5'
26+25 TO 29+00 RAMP B I-395 LT.	275'
12+00 TO 16+37.5 RAMP C I-395 LT.	437.5'
15+37.5 TO 19+50 RAMP C I-395 RT.	412.5'
20+87.5 TO 25+62.5 RAMP C I-395 RT.	525'
25+62.5 TO 18+87.5 RAMP C I-395 LT.	675'
9+80 TO 23+30 RAMP D I-395 RT.	1350'
13+12.5 TO 19+50 RAMP D I-395 LT.	637.5'
20+37.5 TO 23+50 RAMP D I-395 LT.	312.5'
11+75 TO 17+50 RAMP F I-395 LT.	575'
14+62.5 TO 17+00 RAMP F I-395 RT.	237.5'
RAMP E I-395 RT. (1ST RUN)	200'
RAMP E I-395 RT. (2ND RUN)	562.5'
29+00 TO 26+62.5 RAMP G I-395 LT.	637.5'
20+50 TO 25+00 RAMP G I-395 RT.	450'
18+75 TO 19+50 RAMP H I-395 RT.	62.5'
18+75 TO 19+50 RAMP H I-395 LT.	75'
20+25 TO 24+00 RAMP H I-395 LT.	375'
12+50 TO 14+87.5 RAMP H HAMMOND ST. ON RAMP LT.	237.5'
43+50 TO 41+62.5 RAMP B HAMMOND ST. ON RAMP LT.	187.5'
42+75 TO 43+00 RAMP A HAMMOND ST. OFF RAMP RT.	25'
51+50 TO 54+62.5 RAMP A HAMMOND ST OFF RAMP LT.	312.5'
48+00 TO 49+00 RAMP B HAMMOND ST. ON RAMP LT.	100'
51+25 TO 55+00 RAMP B HAMMOND ST. ON RAMP RT.	375'
48+50 TO 51+37.5 RAMP A HAMMOND ST. OFF RAMP RT.	287.5'
49+00 TO 52+37.5 N.B. HAMMOND ST ON RAMP LT.	337.5'
RAMP A SCISSOR RAMPS	400'
RAMP B SCISSOR RAMPS	362.5'
RAMP H SCISSOR RAMPS	362.5'
RAMP G SCISSOR RAMPS	125'
RAMP E AND F SCISSOR RAMPS	637.5'
RAMP C AND D SCISSOR RAMPS	375'

BREAKAWAY CABLE TERMINAL

226+37.5 TO 226+62.5 N.B. RT.	
248+89.70 TO 248+89.70 N.B. RT. 248.00 TO 247.00 N.B.	
262+33.22 TO 262+58.22 S.B. LT.	
270+25 TO 270+50 N.B. RT.	
275+00 TO 275+25 S.B. LT.	
287+37.5 TO 287+62.5 N.B. RT.	
287+00 TO 287+25 N.B. LT.	
307+27.5 TO 307+52.5 S.B. LT.	
305+67.5 TO 305+92.5 S.B. RT.	
347+75 TO 348+00 N.B. LT.	
347+75 TO 348+00 N.B. RT.	
361+87.5 TO 362+12.5 S.B. RT.	
361+62.5 TO 361+87.5 S.B. LT.	
90+50 TO 90+75 N.B. RT.	
94+62.5 TO 94+87.5 S.B. LT.	
108+88.13 TO 108+34.13 N.B. LT. 143.00 TO 143+25 N.B.	
105+12.5 TO 105+37.5 N.B. RT.	
107+62.5 TO 107+87.5 S.B. LT. 114+25 TO 114+50 S.B. LT.	
143+25 TO 143+50 N.B. RT.	
155+37.5 TO 155+62.5 S.B. RT.	
91+00.80 TO 91+25.80 S.B. RT.	
95+21.97 TO 95+46.97 N.B. LT.	
103+93.63 TO 104+18.63 S.B. RT.	
115+50 TO 115+75 N.B. LT.	
122+50 TO 122+75 S.B. RT.	

STATION	RED PINE SEEDLINGS	MOWING DELINEATORS
100+00 N.B. RT.	200	20
113+20 N.B. RT.	150	15
152+80 TO 168+50 N.B. RT.	300	30
220+25 N.B. RT.	150	15
265+05 TO 275+50 N.B. RT.	400	40
280+75 N.B. RT.	50	5
286+25 N.B. RT.	50	5
302+00 TO 323+00 N.B. RT.	1000	100
349+50 TO 347+00 S.B. LT.	50	5
336+50 TO 331+00 S.B. LT.	100	10
193+75 TO 198+50 S.B. LT.	150	15
186+00 TO 183+50 S.B. LT.	200	20
163+50 TO 158+00 S.B. LT.	150	15
137+00 TO 129+00 S.B. LT.	500	50

CULVERT CLEANER

21+50 S.B. OFF TO EB. I-395
23+00 N.B. ON RAMP FROM I-395 WB.
104+00 RT.
52+00 S.B. BROADWAY ON RAMP
60+25 LT. N.B. ON RAMP BROADWAY
269+00 LT.
283+50 S.B.

AS BUILT 1993

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

CONSTRUCTION NOTES
 &
 MISCELLANEOUS WORK

SHEET 1 OF 1 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER
 DATE 3/92
 BY DPB
 SPIL
 DESIGN-DETAILED
 CHECKED
 REVISIONS
 FIELD CHANGES

PLANS

18MAR93-0100.40

SITE DESCRIPTION

PROJECT LIMITS: N.B. AND S.B. BEGIN AT PERRY RD./MCRB BRIDGE AND EXTENDS NORTHERLY 5.107 MILES TO THE HOGAN RD. OVERPASS.

PROJECT DESCRIPTION:

- 1) MAINLINE CONSISTS OF A 6" GRIND AND THEN A 5" OVERLAY (CONSISTING OF 2" HOT RECYC. PAVT., 1-3/4" HOT RECYC. PAVT. AND 1-1/4" HOT BITUMINOUS PAVT. GRAD. "C").
- 2) TOTAL GR REPLACEMENT MAINLINE, UPDATING GR. RAMPS AND ADDING ENERGY ABSORPTION UNITS WHERE NECESSARY.
- 3) RAMPS ARE TO BE GROUND 3" AND PAVED WITH 1-1/2" H.B.P. GRAD. "C".
- 4) DRAINAGE WORK AS NEEDED (PIPE REPAIR, DITCHING AND BOX CULVERT)
- 5) ALL BRIDGE DECKS WITH BIT. WEARING SURFACES SHALL HAVE THE DECKING GROUND OFF AND OVERLAYED WITH THE SAME AMOUNT OF PAVT.

MAJOR SOIL DISTURBING ACTIVITIES:

- 1) RECLAIMING 10 FT. SHOULDER.
- 2) CLEANING EXISTING DITCHES.
- 3) PIPE MAINTENANCE (REMOVE/RESET, REMOVE/REPLACE OR PIPE EXTENSIONS).
- 4) REHAB. SHOULDERS IN GR. AREAS WHICH CONSIST OF WIDENING OUT SHOULDERS TO WIDTHS SPECIFIED IN THE STANDARD DETAILS.
- 5) WINTER SAND REMOVAL.

TOTAL PROJECT AREA: 185 ACRES

TOTAL AREA TO BE DISTURBED: 26 ACRES

ACRES ACOE- REGULATED FEDERAL WETLANDS IMPACTED (SEE USFWS NWI MAP) 0.00 ACRES

WEIGHTED RUNOFF COEFFICIENT (AFTER CONSTRUCTION): 0.65 (Assumed)

EXISTING SOIL TYPES AND NATURE OF VEGETATION:

- 1) SOIL TYPES: GRAVEL AND LOAM.
- 2) TYPE OF VEGETATION: GRASS.

NAME OF RECEIVING WATERS: PENOBSCOT RIVER

EROSION AND SEDIMENT CONTROLS

TEMPORARY EROSION CONTROL MEASURES

NON-STRUCTURAL:

- DUST CONTROL
- TEMPORARY SEEDING
- MULCHING
- TEMPORARY EROSION CONTROL BLANKET
- BUFFER ZONES

OTHER:

STRUCTURAL PRACTICES:

- SILT FENCES
- HAY BALES
- SANDBAGS
- DUMPED STONE
- TEMPORARY BERMS
- TEMPORARY SLOPE DRAINS.
- STABILIZED CONSTRUCTION ENTRANCE
- SEDIMENT TRAPS
- SEDIMENT BASINS
- VELOCITY CONTROL DEVICES
- LEVEL SPREADERS

OTHER:

PERMANENT EROSION CONTROL MEASURES

- STONE DITCH PROTECTION
- SOD
- EXTENDED USE EROSION CONTROL BLANKET
- EROSION CONTROL GEOTEXTILE
- SLOPE BLANKET
- RIPRAP
- DOWNSPOUTS
- BERM DITCHES
- PERMANENT PLANTING, SODDING, OR SEEDING

OTHER:

NOTES

- 1.- The storm water pollution prevention measures listed on this sheet constitute a design plan which may be added to or modified prior to the start of construction or during construction by the Engineer.
- 2.- Sequence of construction shall be as described in the Contractor's approved schedule of work which is described in Subsection 105.051.
- 3.- The Contractor shall comply with the requirements of the Standard Specifications, Revision of October, 1990, as follows:
 - Subsection 107.26 - Soil Erosion and Water Pollution Control
 - Subsection 203.06 - Waste Areas
 - Section 656 - Temporary Erosion Control
- 4.- Placement of devices shall be as shown on the plans in critical areas; otherwise, placement shall be as directed by the Engineer.
- 5.- Disposal of sanitary and hazardous wastes shall be done in accordance with all applicable laws, ordinances and regulations.

By their signatures on the title sheet, the Commissioner and the Chief Engineer certify under penalty of law that this document and all attachments were prepared under their direction or supervision in accordance with a system designated to assure that qualified personnel properly gathered and evaluated the information submitted. Based on their inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of their knowledge and belief, true, accurate, and complete. They are aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STORM WATER
POLLUTION PREVENTION PLAN

SHEET OF AUGUSTA, MAINE

PROJECT DESIGN ENGINEER
 DATE 3/93
 BY SRL
 DESIGN-DETAILED
 CHECKED
 REVISIONS
 FIELD CHANGES
PLANS

18MAR93-0100.40

N.B. HOGAN RD. OFF RAMP

STATION	LT.	RT.
5+00	+6-3/4	0
6+00	+6-1/2	0
+50	+6-1/2	0
7+00	+6	0
+50	+5-3/4	0
8+00	5-3/4	0
+50	+2-3/4	0
9+00	0	0

N.B. BROADWAY ON RAMP

STATION	LT.	RT.
56+81	0	-1/4
57+00	0	-1/2
+50	0	+5
58+00	0	-14-1/4
+50	0	-14-1/4
59+00	0	-9-1/2
+50	0	-4-3/4
60+00	0	0
+50	0	+4-3/4
61+00	0	+9-1/2
+50	0	+14-1/4
64+00	0	+14-1/4
+50	0	+9-1/2
65+00	0	+4-3/4
+50	0	+4-1/2

RAMP E (SCISSOR RAMPS)

STATION	LT.	RT.
14+00	+5-3/4	0
+50	+5-1/2	0
15+00	+5	0
17+00	+5	0
+50	+4-3/4	0
17+00	+5	0
+50	+4-3/4	0
18+00	+4-1/4	0

RAMP F (SCISSOR RAMPS)

STATION	LT.	RT.
21+00	+7-3/4	0
+50	+5	0
22+00	+5	0
22+50	+5	0
23+00	+2-1/2	0
+50	0	0
24+00	-2	0
+50	-4-3/4	0
25+00	-6	0
+50	-6-1/2	0
26+00	-4-3/4	0

RAMP G (SCISSOR RAMPS)

STATION	LT.	RT.
14+50	+5	0
17+00	+5	0
+50	+4-3/4	0
18+00	+4-1/2	0

RAMP H (SCISSOR RAMPS)

STATION	LT.	RT.
21+00	+2-1/2	0
+50	+5	0
24+00	+5	0

AS BUILT 1993

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**I-95 AND RAMP
SUPERELEVATION**

I-95 N.B. MAINLINE

STATION	LT.	CENTER	RT.
226+50	0	+1-1/4	-1-1/4
227+00	0	+2-1/2	0
239+00	0	+2-1/2	0
+50	0	+1-1/4	-1-1/4
240+00	0	0	-2-1/2
+50	0	-2-1/2	-5-1/2
241+00	0	-4	-8
+50	0	-5-1/2	-10-3/4
242+00	0	-6-3/4	-13-1/2
+50	0	-8-1/4	-16-1/4
243+00	0	-9-1/2	-19
249+00	0	-9-1/2	-19
+50	0	-8-1/4	-16-1/4
250+00	0	-6-3/4	-13-1/2
+50	0	-5-1/2	-10-3/4
251+00	0	-4	-8
+50	0	-2-1/2	-5-1/2
252+00	0	0	-2-1/2
+50	0	+1-1/4	-1-1/4
253+00	0	+2-1/2	0
259+00	0	+2-1/2	0
+50	0	+2-1/2	+1-1/4
259+00	0	+2-1/2	+2-1/2
+50	0	+2-1/2	+5-1/2
260+00	0	+4	+8
+50	0	+5-1/2	+10-3/4
261+00	0	+6-3/4	+13-1/2
+50	0	+8-1/4	+16-1/4
262+00	0	+9-1/2	+19
266+50	0	+9-1/2	+19
267+00	0	+8-1/2	+16-1/4
+50	0	+6-3/4	+13-1/2
268+00	0	+5-1/2	+10-3/4
+50	0	+4	+8
269+00	0	+2-1/2	+5-1/2
+50	0	+2-1/2	+2-1/2
270+00	0	+1-1/4	-1-1/4
324+00	0	+2-1/2	0
+50	0	+1-1/4	+1-1/4
325+00	0	+2-1/2	+2-1/2
+50	0	+3-3/4	+3-3/4
326+00	0	+5	+5
360+00	+5	+2-1/2	0
+50	+3-3/4	+2-1/2	0
361+00	+2-1/2	+2-1/2	0
362+00	+1-1/4	+2-1/2	0
+50	0	+2-1/2	0

N.B. BROADWAY OFF RAMP

STATION	LT.	RT.
59+50	+9-1/2	0
60+00	+14-1/4	0
+50	+19-1/4	0
63+50	+19-1/4	0
64+00	+14-3/4	0
+50	+9-1/2	0
65+00	+4-3/4	0
+50	+4-3/4	0

I-95 N.B. MAINLINE

STATION	LT.	CENTER	RT.
80+00	0	+5-1/2	+10-3/4
94+50	0	+5-1/2	+10-3/4
95+00	0	+4	+8
+50	0	+2-1/2	+5-1/4
96+00	0	+2-1/2	+2-1/2
+50	0	+2-1/2	+1-1/4
97+00	0	+2-1/2	0
122+00	0	+2-1/2	0
+50	0	+2-1/2	+1-1/4
123+00	0	+2-1/2	+2-1/2
+50	0	+2-1/2	+5-1/2
124+00	0	+4	+8
+50	0	+5-1/2	+10-3/4
125+00	0	+6-3/4	+13-1/2
+50	0	+8-1/4	+16-1/4
128+00	0	+8-1/4	+16-1/4
+50	0	+6-3/4	+13-1/2
129+00	0	+5-1/2	+10-3/4
+50	0	+4	+8
130+00	0	+2-1/2	+5-1/2
+50	0	+2-1/2	+2-1/2
131+00	0	+2-1/2	+1-1/4
+50	0	+2-1/2	0
154+50	0	+2-1/2	0
155+00	0	+1-1/4	-1-1/4
+50	0	+2-1/2	0
156+00	0	+5-1/4	+5-1/4
+50	0	+4	+8
157+00	0	+5-1/2	+10-3/4
+50	0	+13-1/2	+6-3/4
158+00	0	+16-1/4	+8-1/4
+50	0	+19	+9-1/2
165+50	0	+9-1/2	+19
166+00	0	+16-1/4	+8-1/4
+50	0	+13-1/2	+6-3/4
167+00	0	+10-3/4	+5-1/2
+50	0	+8	+8
168+00	0	+5-1/4	+5-1/4
+50	0	+2-1/2	-1-1/4
169+00	0	+1-1/4	-1-1/4
+50	0	+2-1/2	0
176+00	0	+2-1/2	0
+50	0	+2-1/2	+1-1/4
177+00	0	+2-1/2	+2-1/2
+50	0	+2-1/2	+3-3/4
178+00	0	+2-1/2	+5
187+50	0	+2-1/2	+5
188+00	0	+2-1/2	+3-3/4
+50	0	+2-1/2	+2-1/2
189+00	0	+2-1/2	+1-1/4
+50	0	+2-1/2	0
201+00	0	+2-1/2	0
+50	0	+1-1/4	+1-1/4
202+00	0	+2-1/2	0
+50	0	+2-1/2	0
203+00	0	-4	-8
+50	0	+10-3/4	+5-1/2
204+00	0	+13-1/2	+6-3/4
206+00	0	+13-1/2	+6-3/4
+50	0	+10-3/4	+5-1/2
207+00	0	-4	-8
+50	0	+5-1/2	+2-1/2
208+00	0	-2-1/2	0
+50	0	+1-1/4	+1-1/4
209+00	0	0	+2-1/2
210+00	0	0	+2-1/2
+50	0	+1-1/4	+2-1/2
211+00	0	+2-1/2	+2-1/2
+50	0	+5-1/2	+2-1/2
212+00	0	+6	+4
+50	0	+10-3/4	+5-1/2
213+00	0	+13-1/2	+6-3/4
+50	0	+16-1/4	+8-1/2
214+00	0	+19	+9-1/2
223+00	0	+19	+9-1/2
+50	0	+16-1/4	+8-1/2
224+00	0	+13-1/2	+6-3/4
+50	0	+10-3/4	+5-1/2
225+00	0	+8	+4
+50	0	+5-1/2	+2-1/2
226+00	0	+2-1/2	+2-1/2
+50	0	+1-1/4	+1-1/4

S.B. ON FROM I-395 W.B.

STATION	LT.	RT.
13+50	0	+9-1/4
14+00	0	+12-1/2
+50	0	+18-1/4
15+00	0	+19-1/4
24+50	0	+19"
25+00	0	+18-3/4
+50	0	+17-3/4

N.B. OFF TO I-395 W.B.

STATION	LT.	RT.
14+50	0	+9-1/2
15+00	0	+14-1/4
+50	0	+19-1/4
24+50	0	+19-1/4
25+00	0	+23

N.B. ON FROM I-395 W.B.

STATION	LT.	RT.
16+50	+16-1/4	0
17+00	+14-1/4	0
+50	+4	+8
18+00	+2-1/2	+5-1/2
+50	0	+2-1/2
19+00	+5-1/2	0
+50	+5	0
20+00	+5	0
+50	+7	0
21+00	+7-1/4	0
+50	+9-1/2	0
22+00	+9-1/2	0
+50	+12	0
23+00	+14-1/4	0
+50	+16-1/2	0
24+00	+17	0
+50	+17	0
26+00	+17	0
+50	+14	0
27+00	+12-1/4	0

S.B. OFF TO I-395 W.B.

STATION	LT.	RT.
18+50	+5"	0
19+00	+1"	0
+50	-2-3/4"	0
20+00	-6-1/2"	0
+50	-10-1/2"	0
22+00	-10-1/2"	0
+50	-5-1/4"	0
23+00	0	0
+50	+5-1/4"	0
24+00	+18"	0
+50	+18"	0
25+00	+18"	0
+50	+12"	0
26+00	+8"	0

N.B. HAMMOND ST. ON RAMP

STATION	LT.	RT.
48+00	+5	0
50+50	+5	0
51+00	+7-1/4	0
+50	+9-1/2	0
53+50	+9-1/2	0
54+00	+10-3/4	0

N.B. HAMMOND ST. OFF RAMP

STATION	LT.	RT.
38+75	+5-1/2	0
39+00	+5-1/4	0
+50	+5	0
45+00	+5	0
+50	+4	0

S.B. OFF RAMP TO I-395 E.B.

STATION	LT.	RT.
15+00	0	+12-1/2"
+50	0	+15"
16+00	0	+19"
24+50	0	+19"
25+00	0	+20"
+50	0	+12"

N.B. ON RAMP FROM I-395 E.B.

STATION	LT.	RT.
14+00	0	+11"
+50	0	+15"
15+00	0	+19"
25+00	0	+19"
+50	0	+17"

S.B. ON RAMP FROM I-395 E.B.

STATION	LT.	RT.
15+50	+11"	0
16+00	+11-1/2"	0
+50	+7-1/4"	0
17+00	+5-1/4"	0
+50	+5"	0
20+50	+5"	0
21+00	+5-3/4"	0
+50	+7-1/4"	0
22+00	+9-1/2"	0
+50	+12"	0
23+00	+14"	0
+50	+16-1/4"	0
24+00	+16-3/4"	0
+50	+16-3/4"	0
26+00	+28"	0
+50	+13-1/2"	0

N.B. OFF RAMP TO I-395 E.B.

STATION	LT.	RT.
12+50	0	+15-1/2"
13+00	0	+15"
+50	0	+16-1/2"
14+00	0	+16-1/2"
+50	0	+16
15+00	0	+13-1/4"
+50	0	+9-1/2"
16+00	0	+5-1/2"
+50	0	+1-3/4"
17+00	0	+3-1/4"
+50	0	+8"
18+00	0	+9"
+50	0	+10"
21+00	0	+10"
+50	0	+8-1/2"
22+00	0	+6"
+50	0	+2"
23+00	0	+1-1/2"
+50	0	+5-1/2"
24+00	0	+9-1/2"
+50	0	+13-1/4"

S.B. BROADWAY ON RAMP

STATION	LT.	RT.
47+50	+13-1/2"	0
48+00	+12"	0
+50	+12"	0
49+00	+12"	0
+50	-5"	0
53+00	-5"	0
+50	0	0

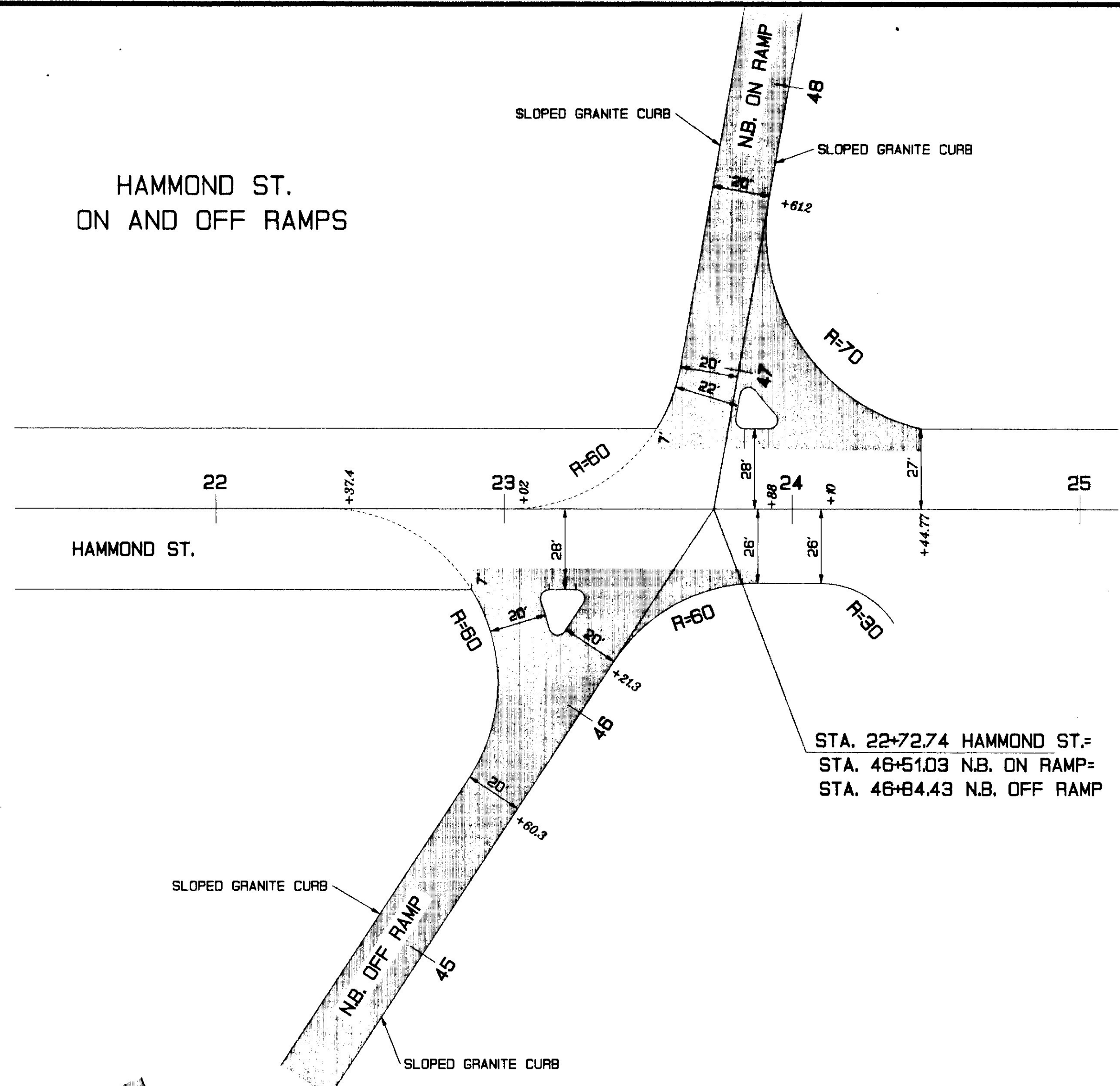
S.B. BROADWAY OFF RAMP

STATION	LT.	RT.
56+00	0	0
+50	0	+5"
60+00	0	+5"

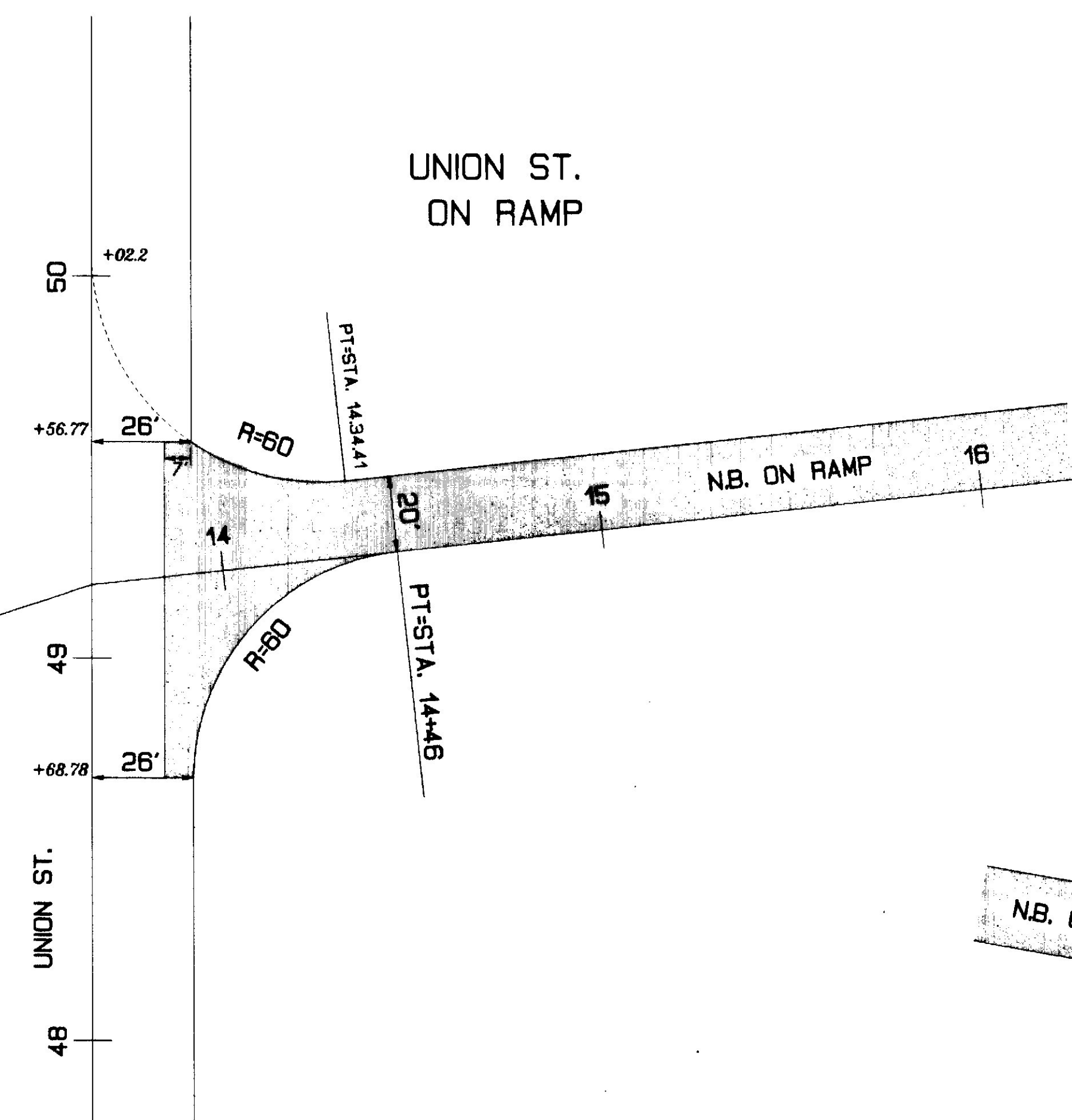
S.B. HAMMOND ST. OFF RAMP A

STATION	LT.	RT.
42+00	+3/4"	0
+50	+5"	0
43+00	+8-1/2"	0
+50	+9-1/2"	0
44+00	+10-3/4"	0
+50	+12"	0
45+00	+12-1/2"	0
+50	+15"	0
46+00	+14-1/2"	0
+50	+14-1/2"	0
47+00	+14-	

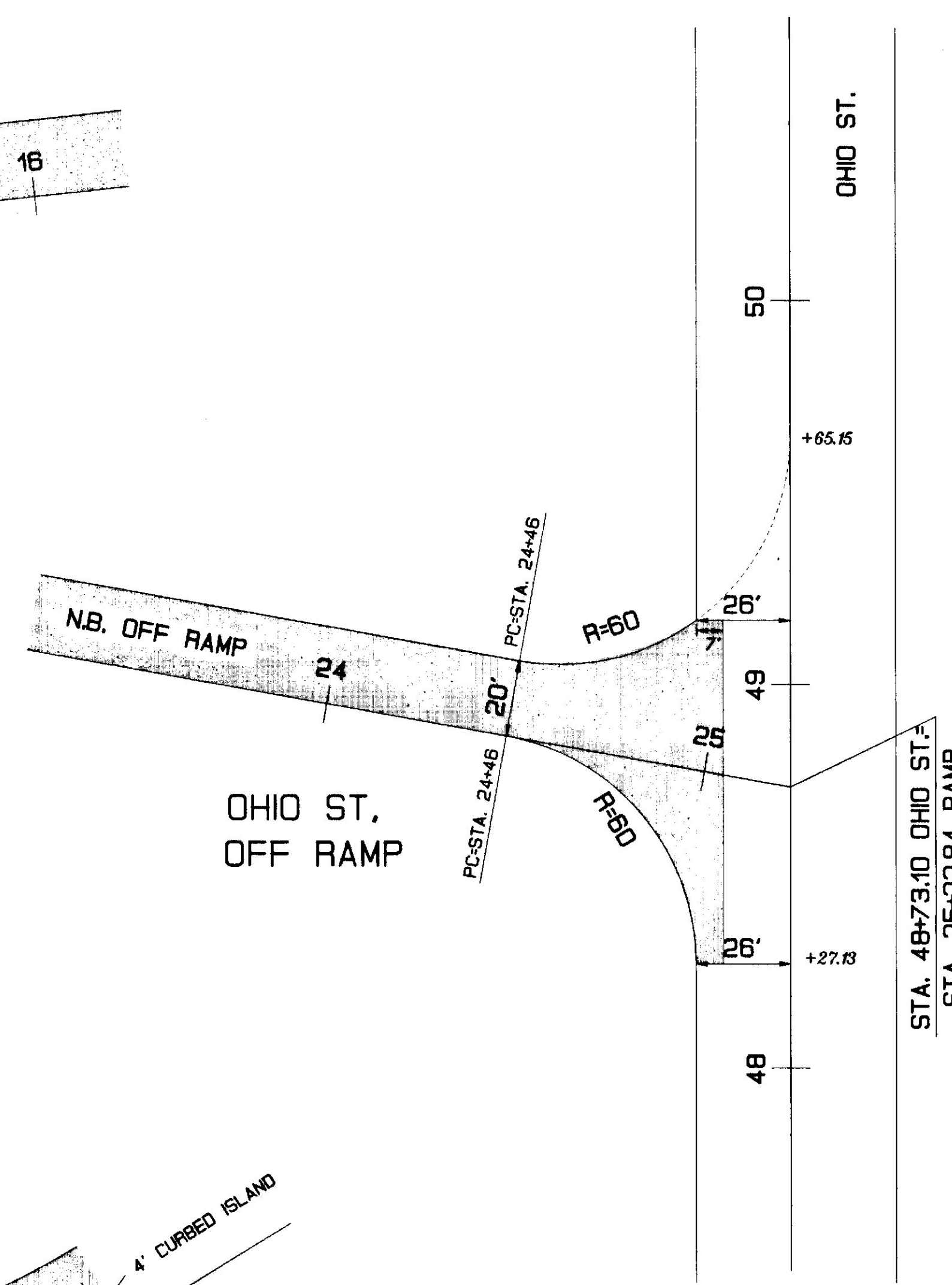
HAMMOND ST.
ON AND OFF RAMP



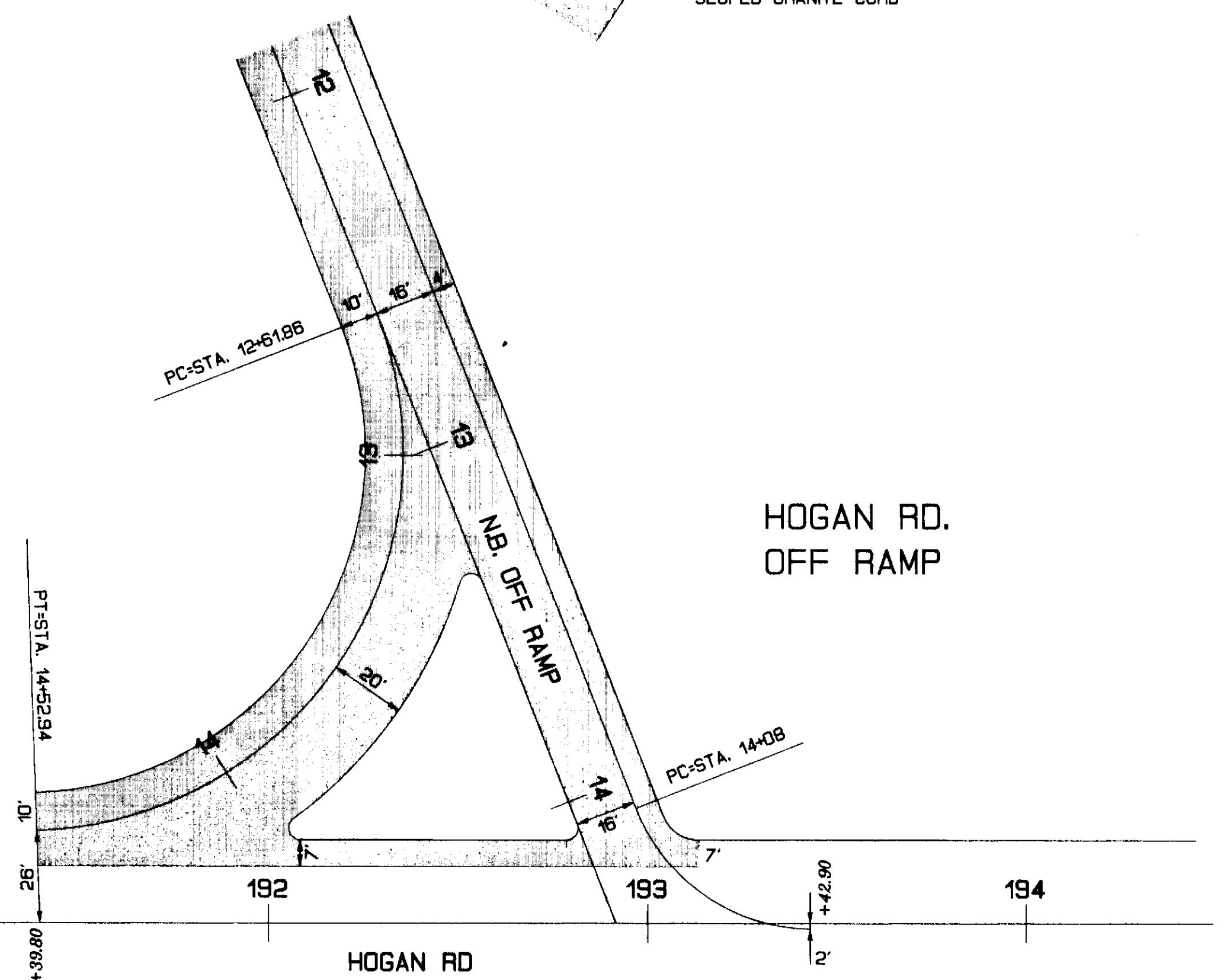
UNION ST.
ON RAMP



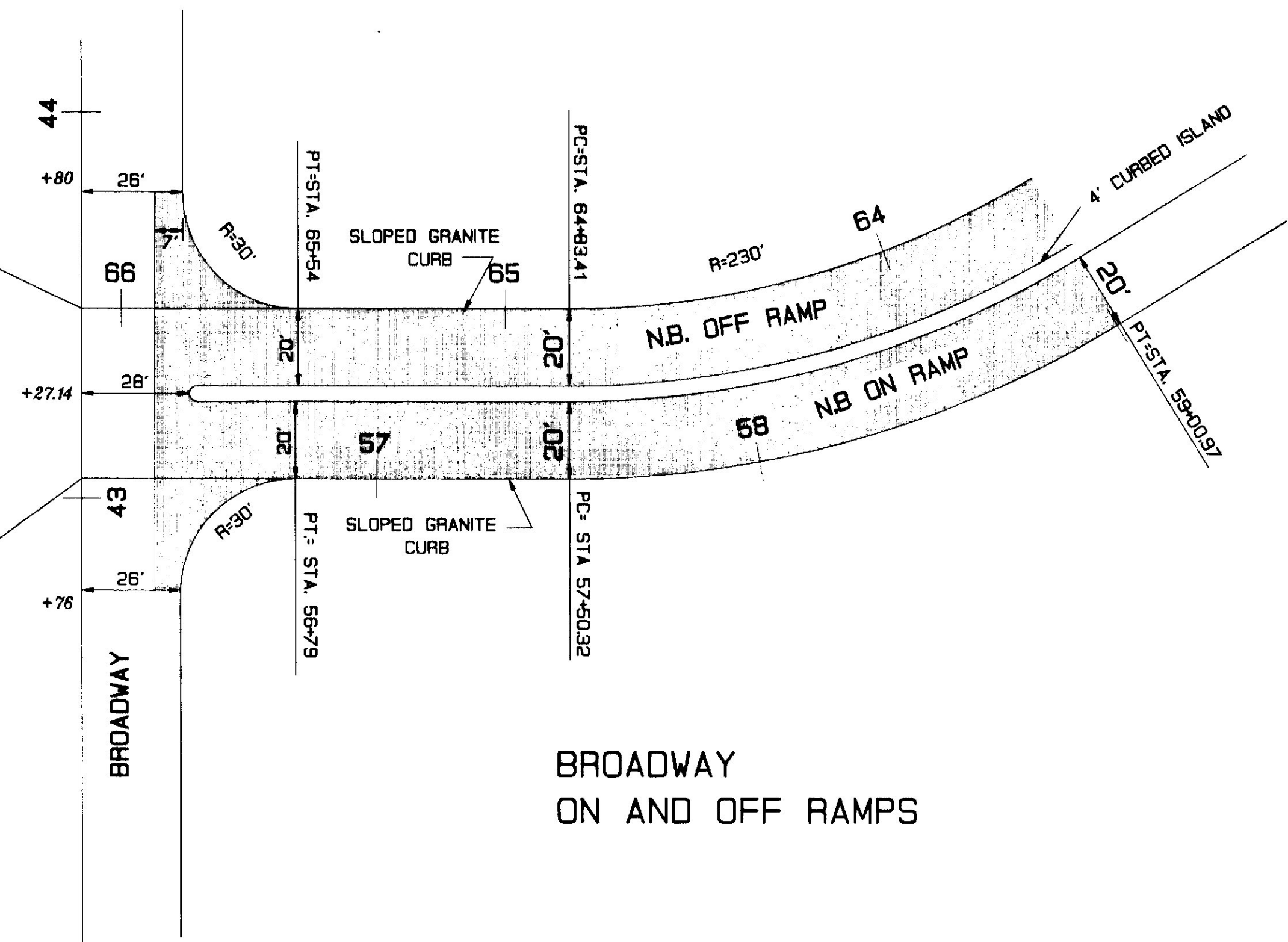
OHIO ST.
OFF RAMP



HOGAN RD.
OFF RAMP



STA. 43+49.79 BROADWAY=
STA. 66+10.34 RAMP



BROADWAY
ON AND OFF RAMP

PROJECT DESIGN ENGINEER	DATE
BY DPB	3/92
SRL	
DESIGN-DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

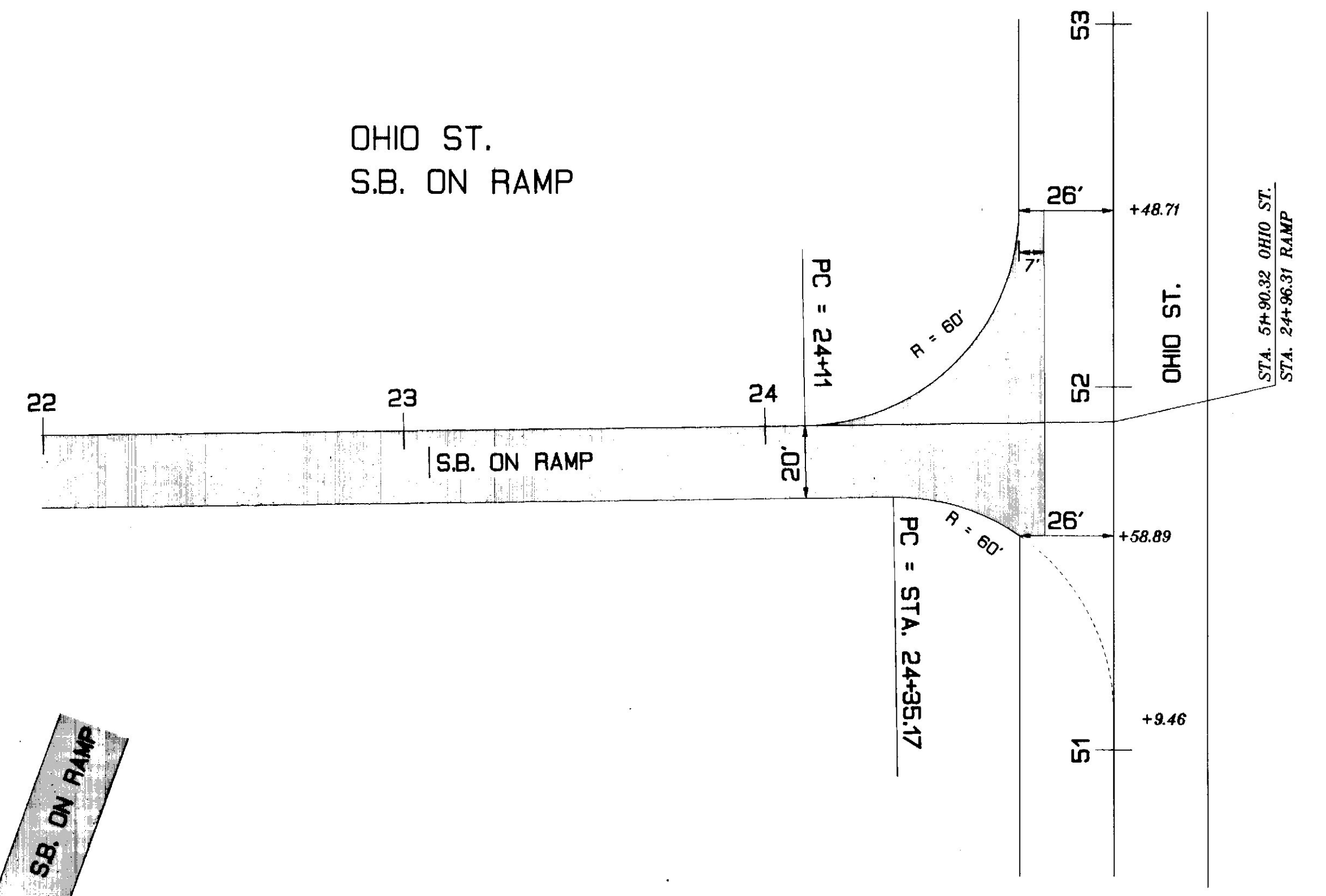
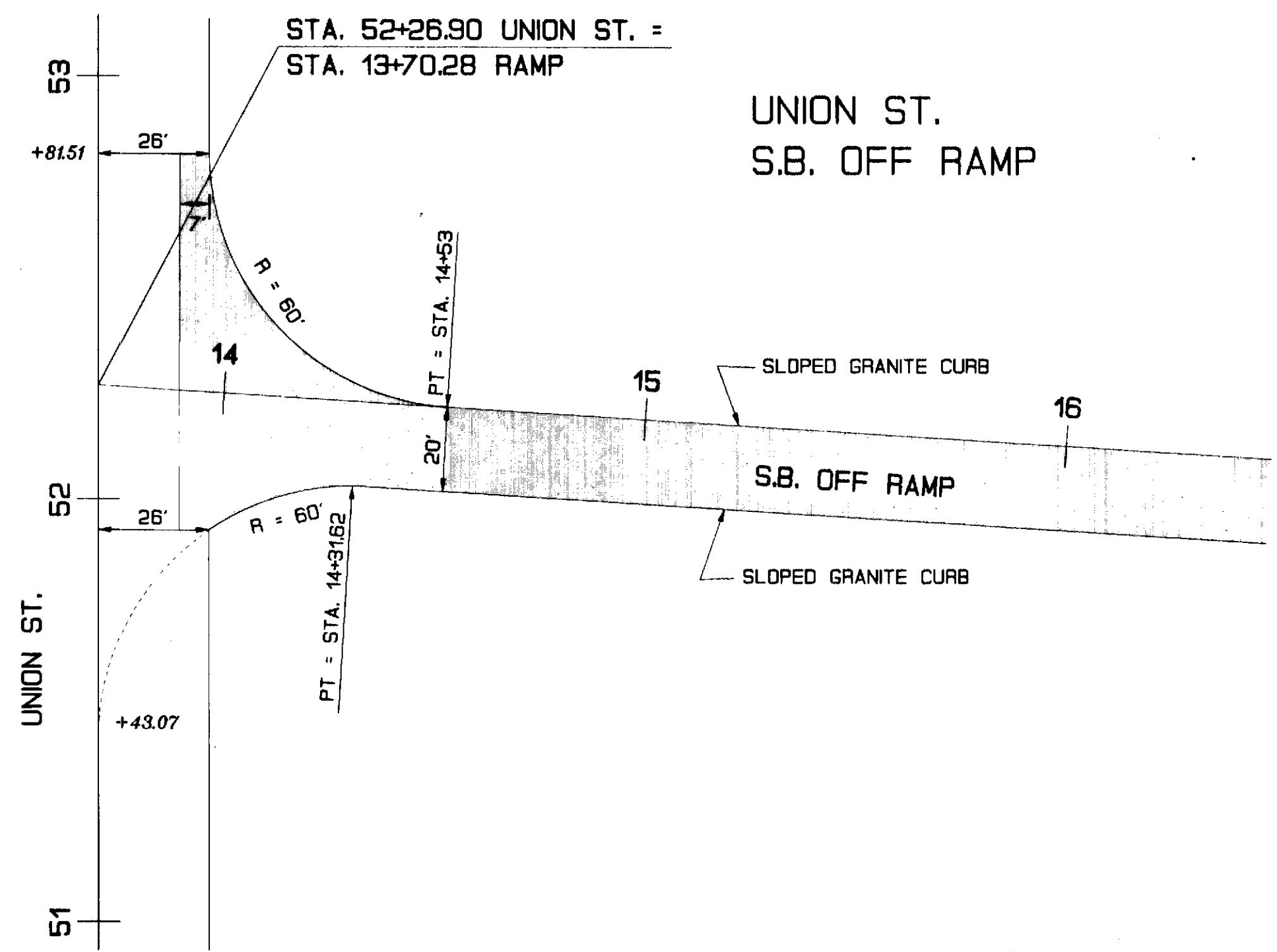
PLANS

18MAR93-0100.00

AS BUILT 1993
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**BUTT JOINT
LIMITS OF WORK**

N.B. RAMPS AT BROADWAY, OHIO ST., UNION ST.,
HAMMOND ST. AND HOGAN RD.

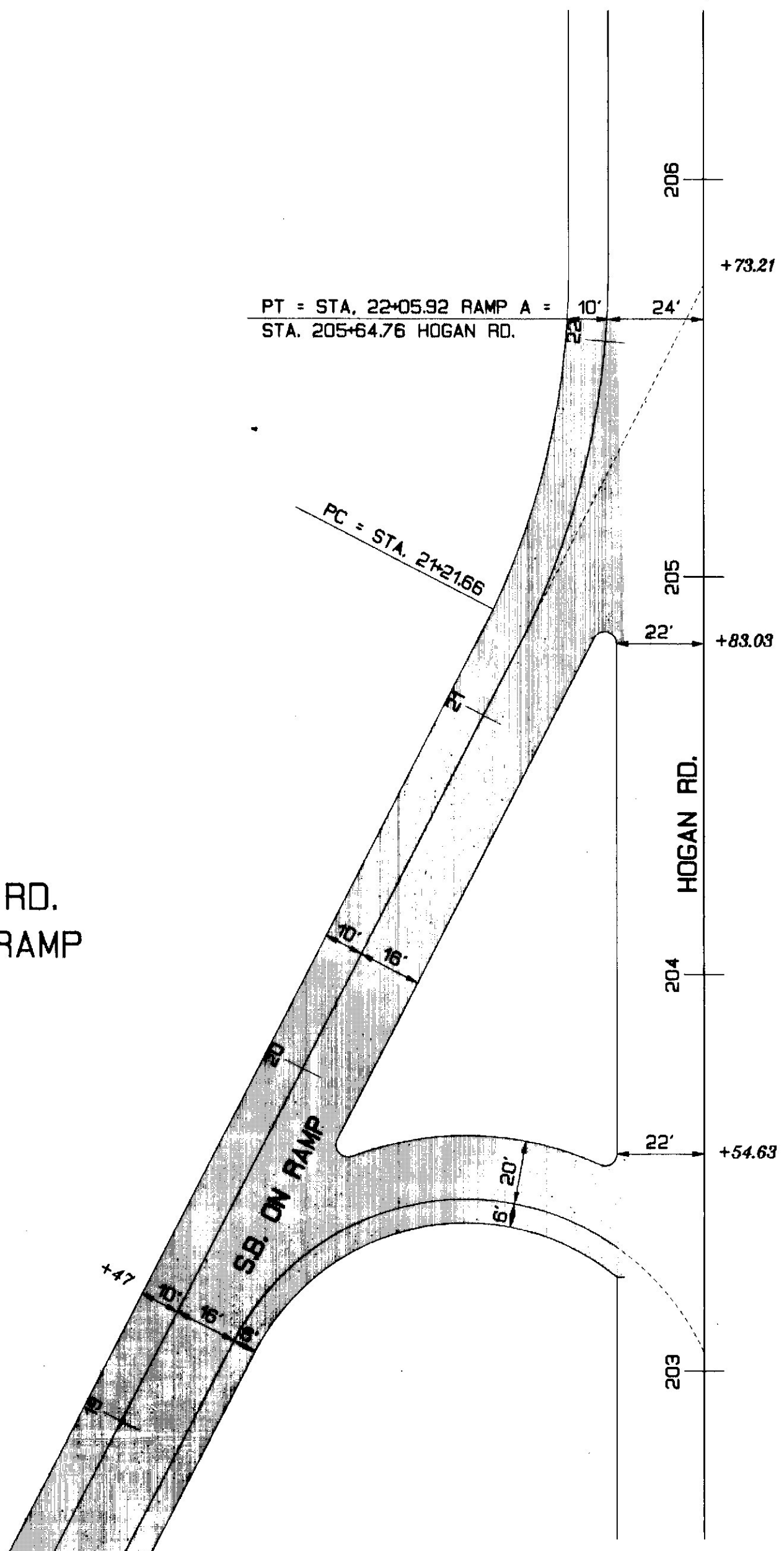


PROJECT DESIGN ENGINEER	DATE
DESIGN-DETAILED	3/92
CHECKED	DPB
REVISIONS	SRL
FIELD CHANGES	

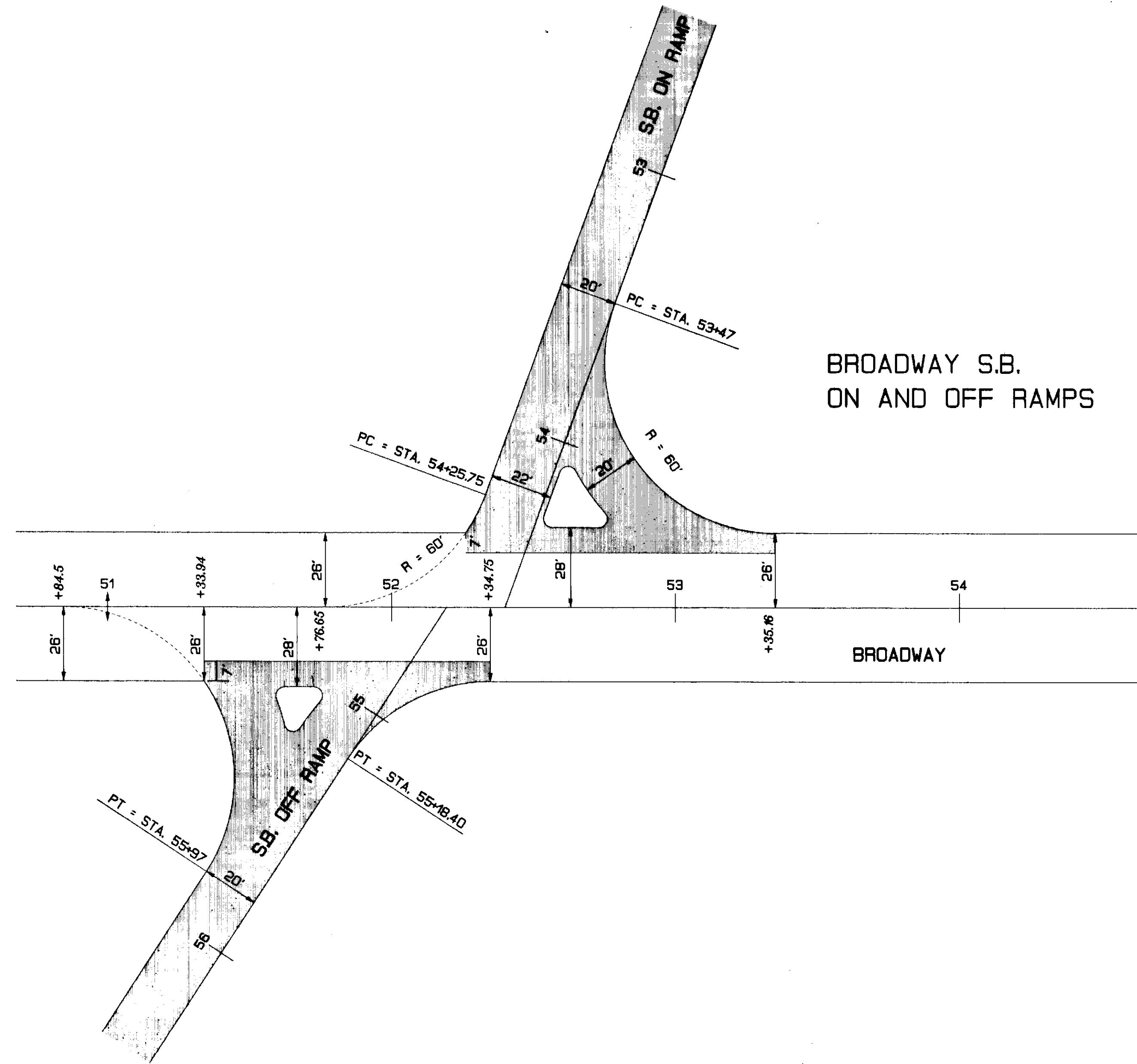
PLANS

23MARB93-0100.30

HOGAN RD.
S.B. ON RAMP



BROADWAY S.B.
ON AND OFF RAMP



AS BUILT 1993

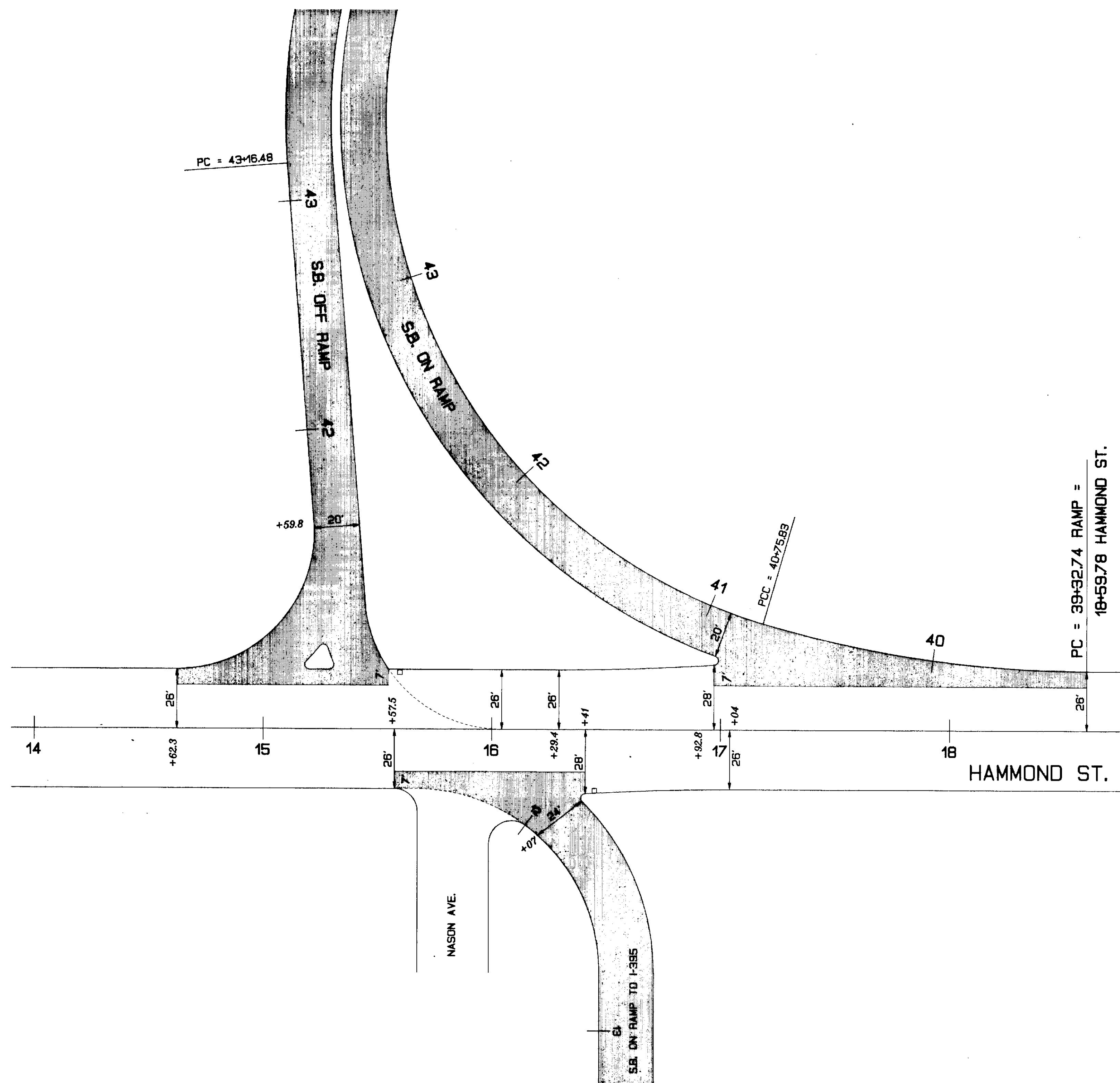
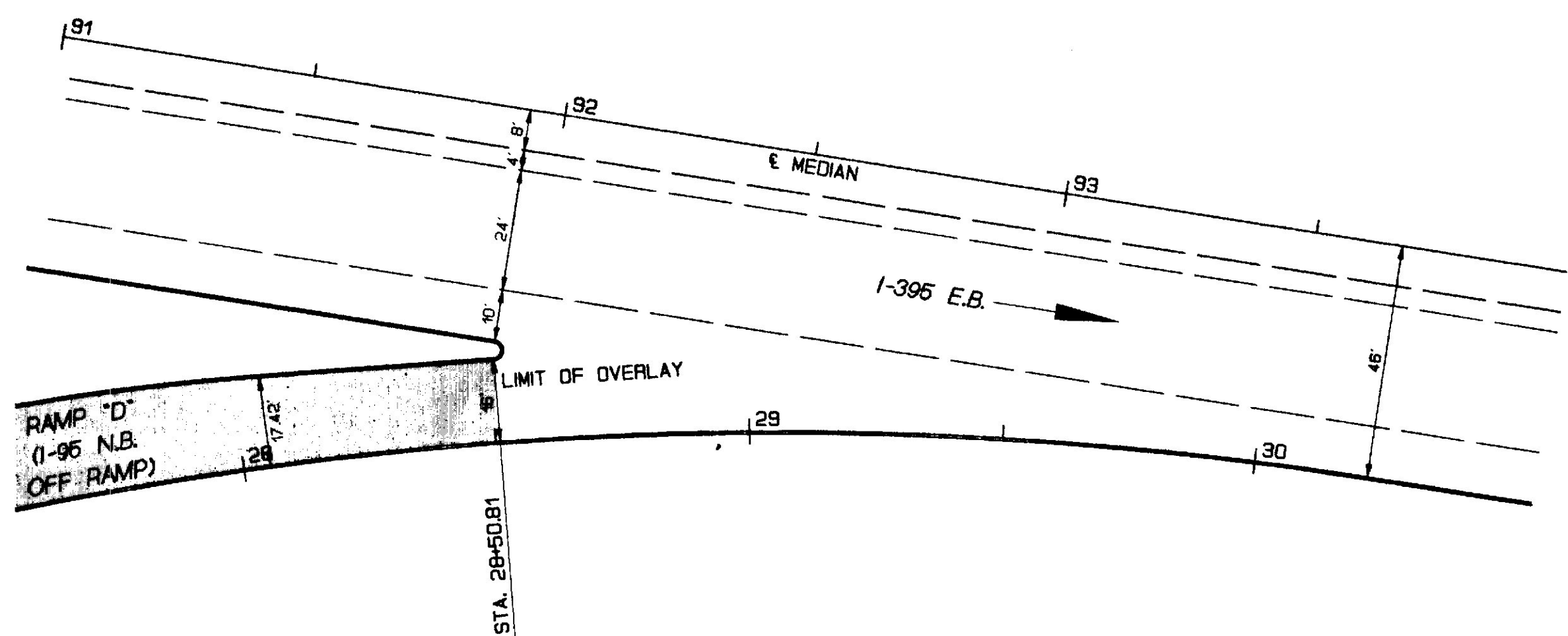
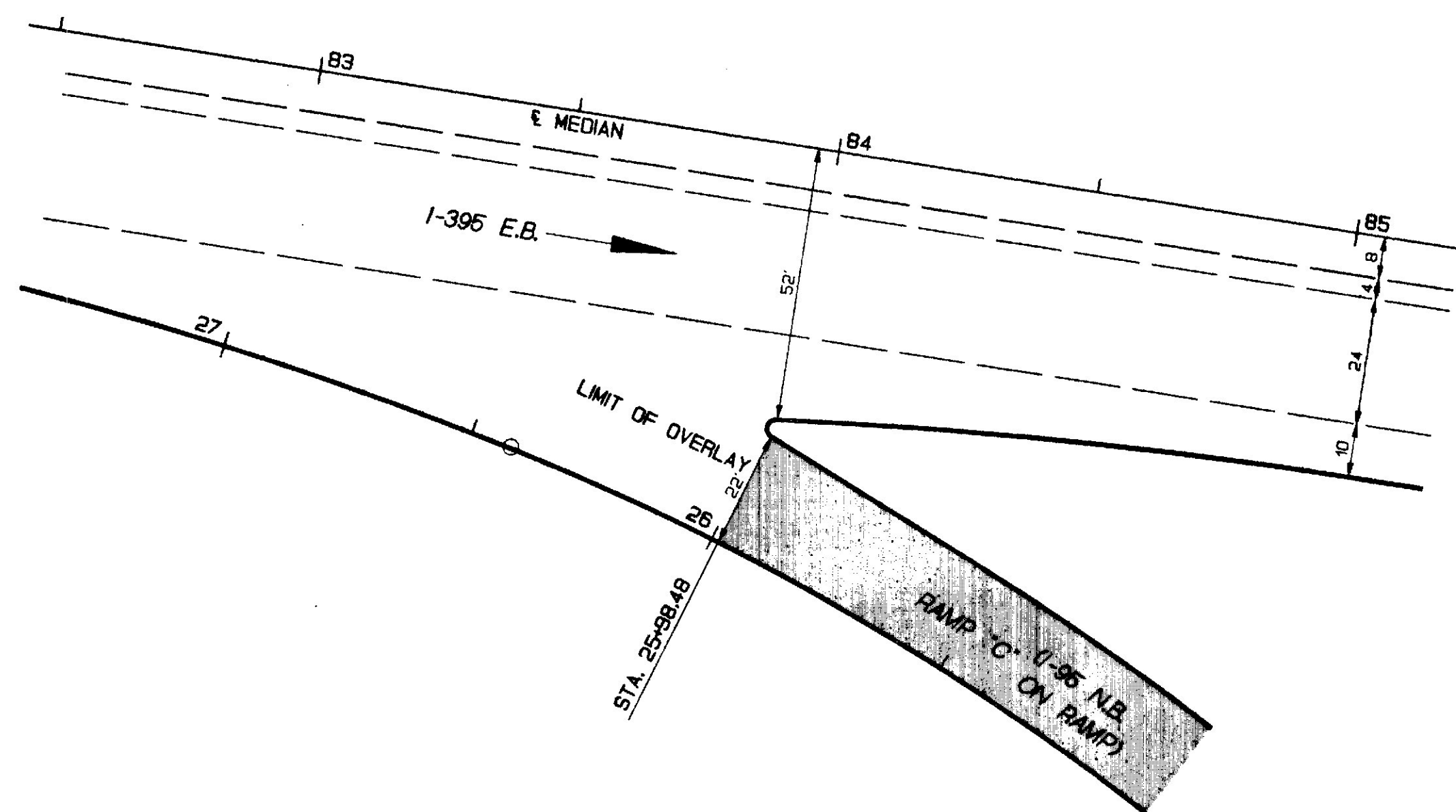
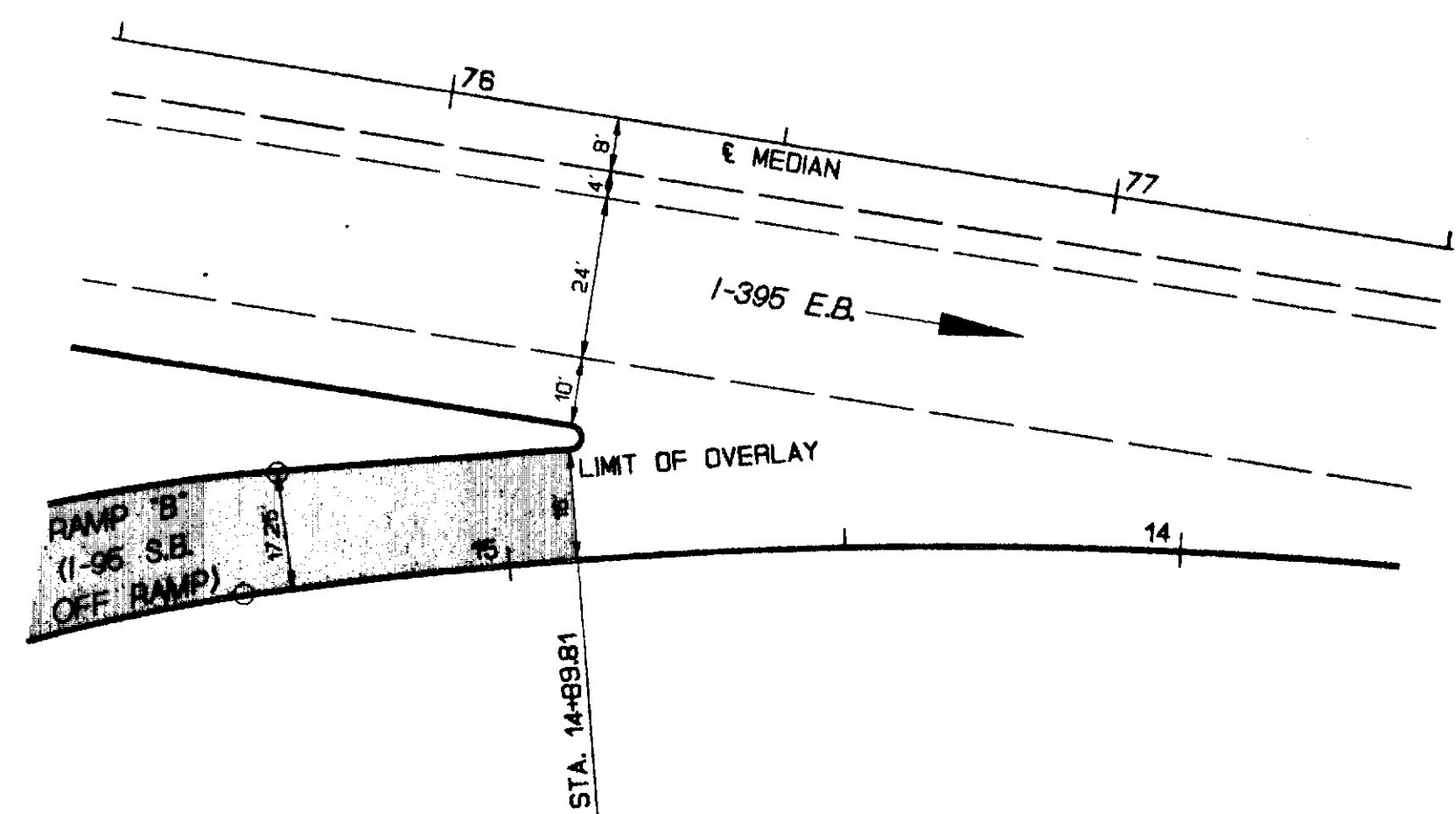
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BUTT JOINT DETAIL
LIMITS OF WORK

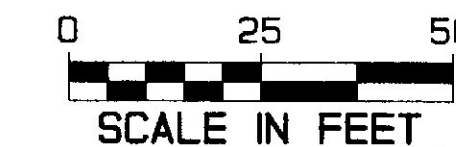
S.B. I-95 RAMPS AT BROADWAY, OHIO
HOGAN RD. AND UNION ST.

SHEET 2 OF 4 AUGUSTA, MAINE

11M-95-492A(10)



LIMIT OF GRIND AND OVERLAY



AS BUILT 1993
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BUTT JOINT DETAIL
AND
LIMITS OF WORK
I-95 RAMPS "B", "C" & "D"
& HAMMOND ST. S.B. RAMPS

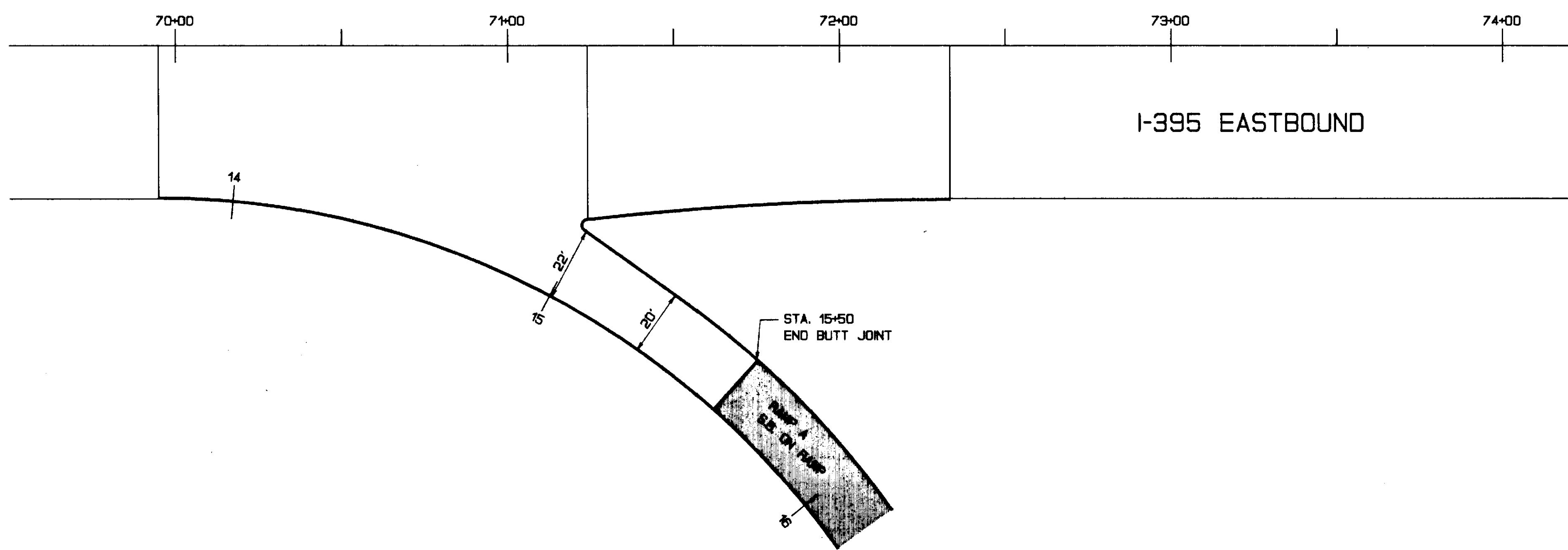
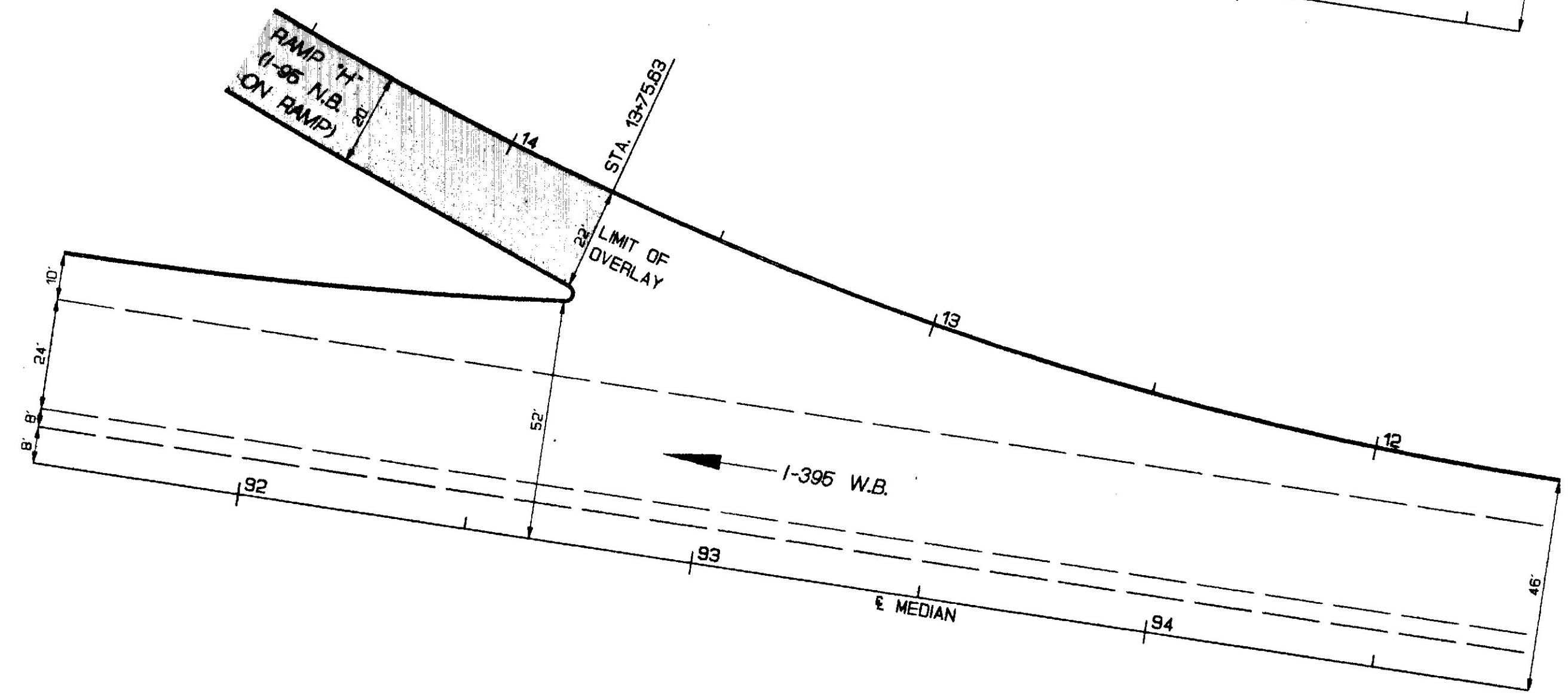
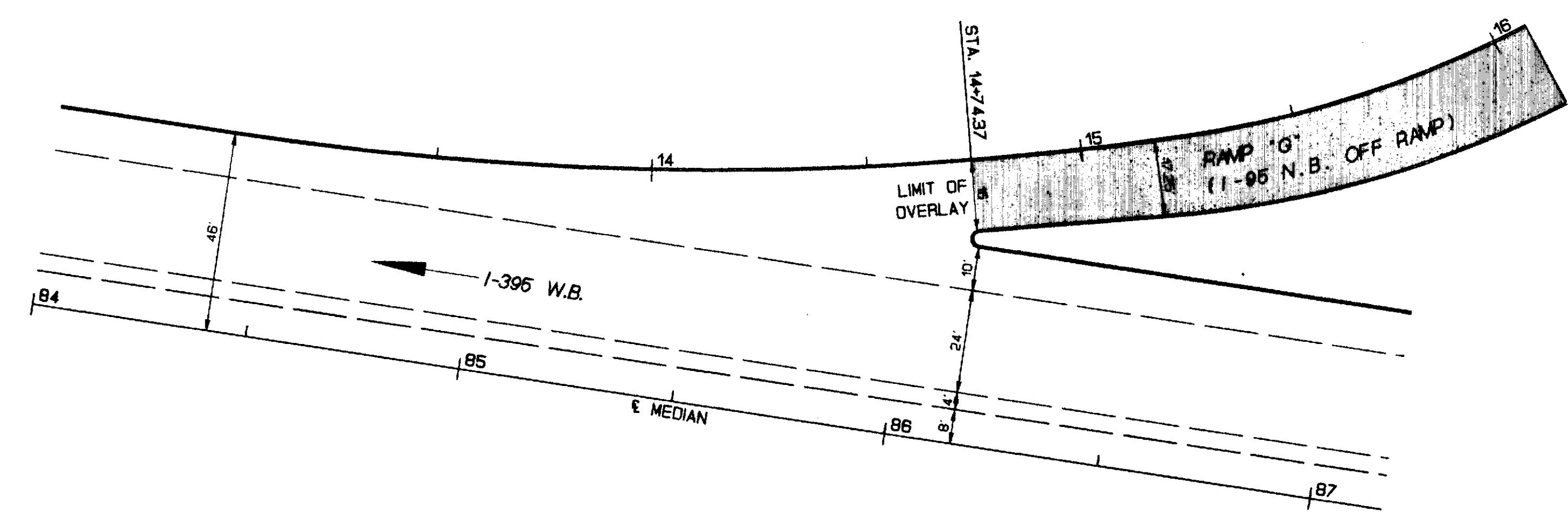
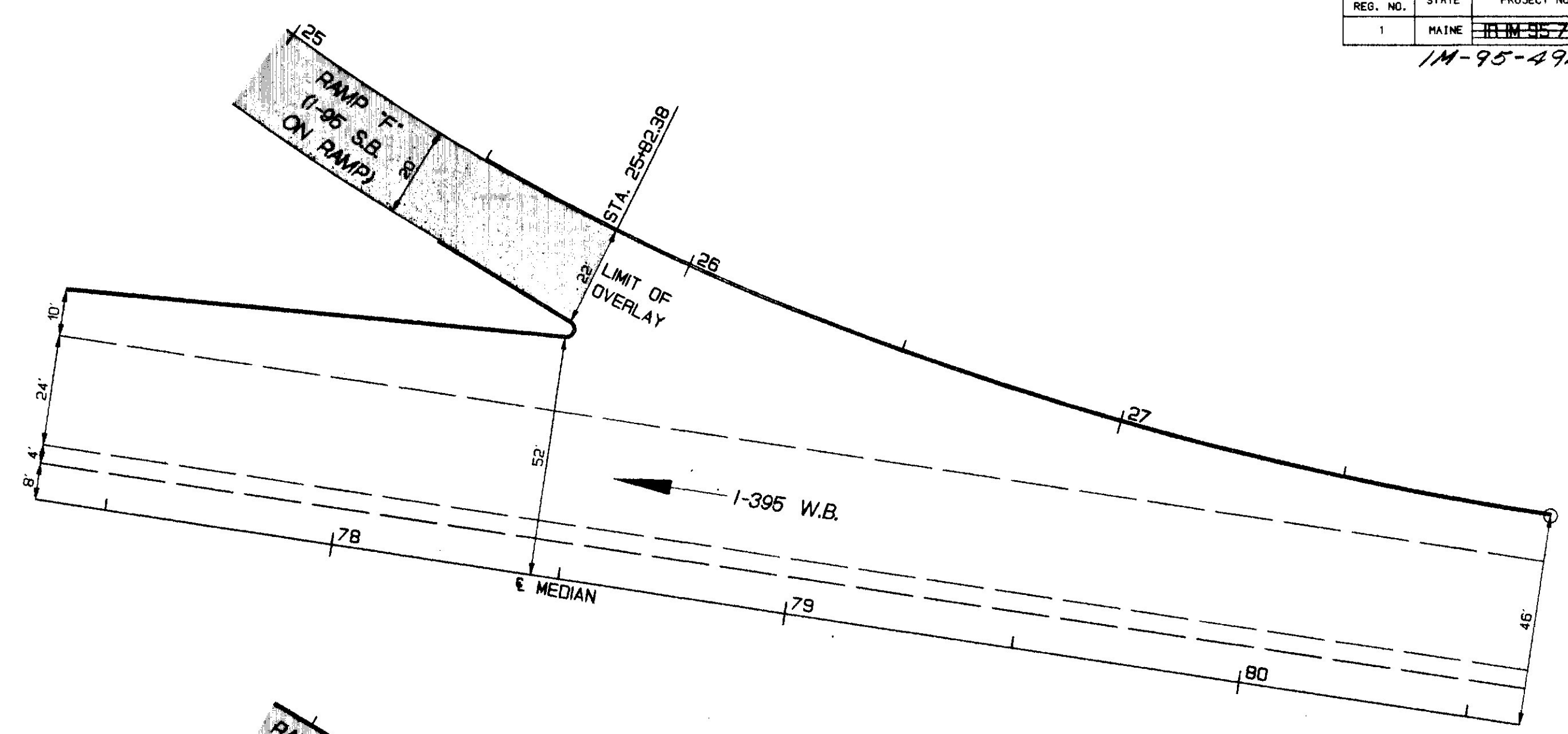
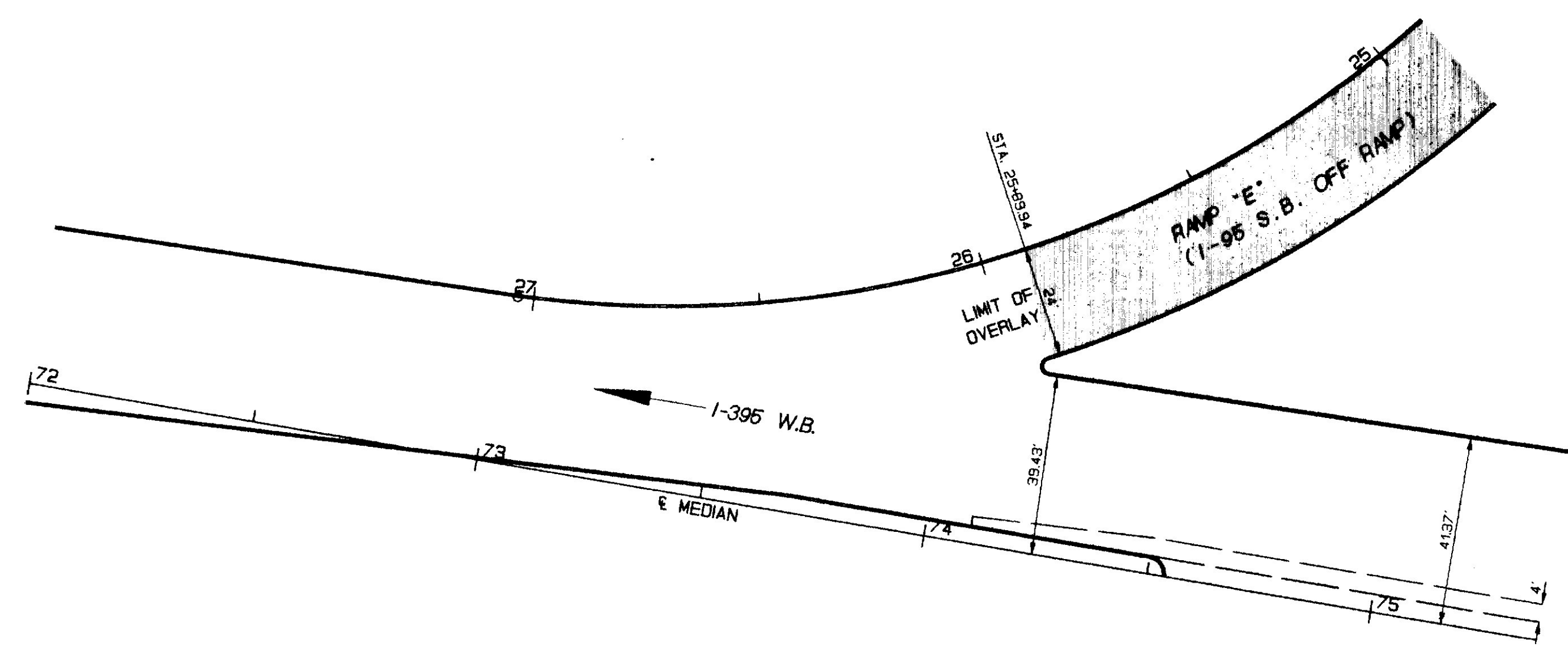
SHEET 3 OF 4 AUGUSTA, MAINE

BANGOR I-95

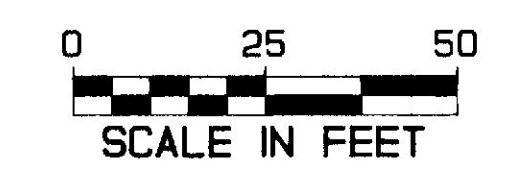
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	S. LANDRY/J. NORBURG	5/92
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

18MAP95-0100.40



LIMIT OF GRIND AND OVERLAY



SCALE IN FEET
AS BUILT 1993

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**BUTT JOINT DETAIL
AND
LIMIT OF PAVING**
I-95 RAMPS "E", "F", "G" & "H"

PROJECT DESIGN ENGINEER
BY S. LANDRY, J. NORRIS
DATE 5/92

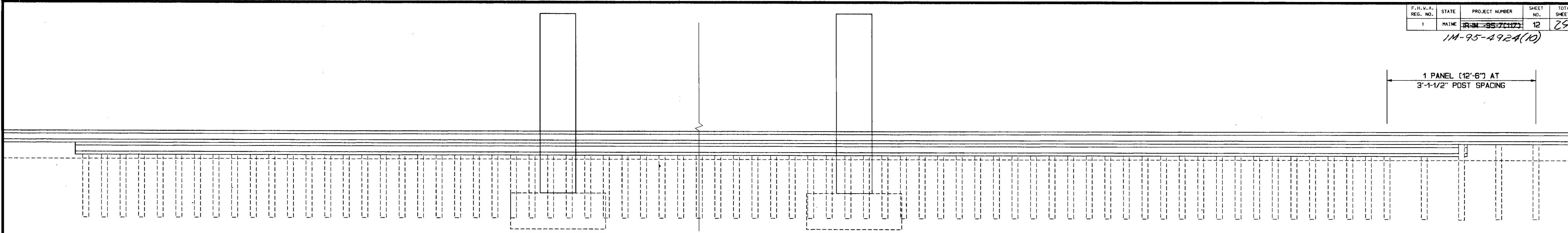
DESIGN-DETAILED
CHECKED
REVISIONS
FIELD CHANGES

PLANS

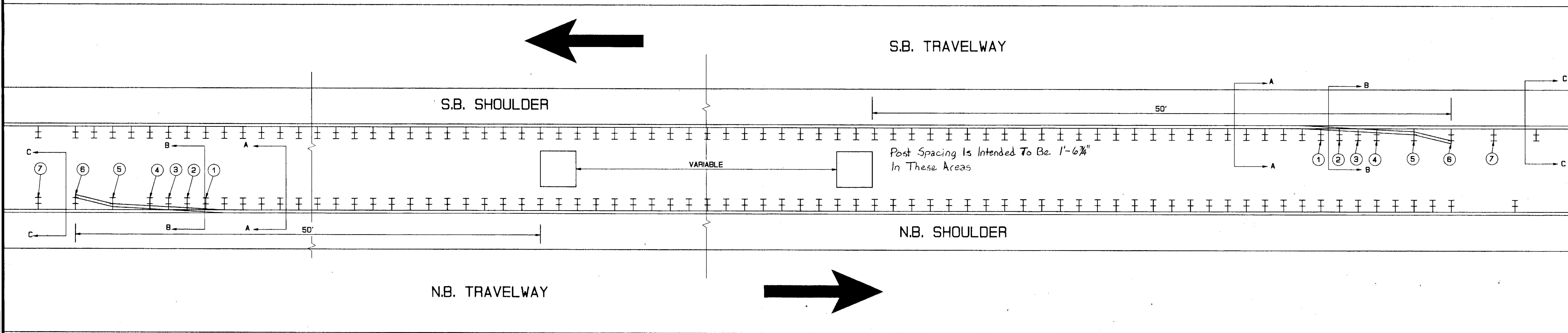
18MARS3-01.00.40

1M-95-492A(10)

1 PANEL (12'-6") AT 3'-1-1/2" POST SPACING



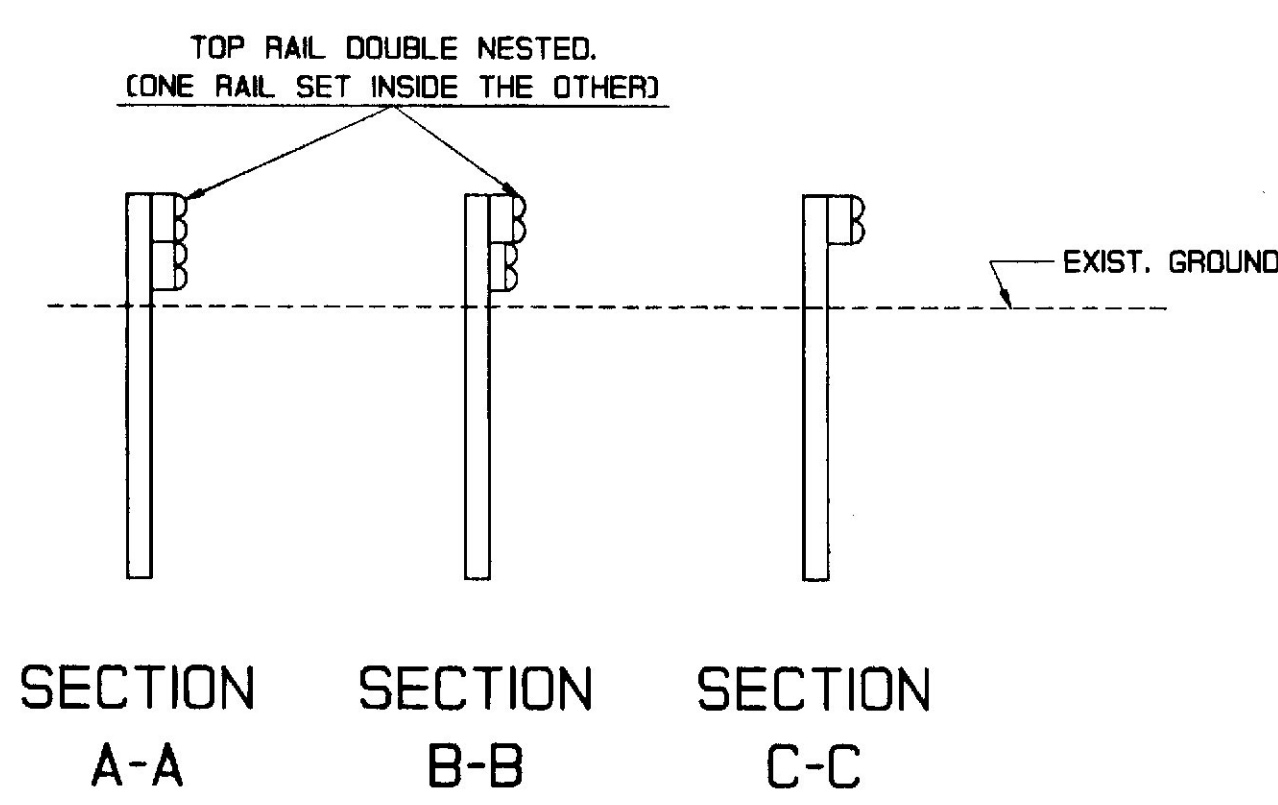
ELEVATION VIEW



PLAN VIEW

THIS TREATMENT IS INTENDED TO BE USED AT THE FOLLOWING LOCATIONS:
 STATION 190+87.5 TO 192+62.5 N.B. AND S.B. MEDIAN
 STATION 202+25 TO 204+00 N.B. AND S.B. MEDIAN
 STATION 227+25 TO 229+00 N.B. AND S.B. MEDIAN
 STATION 274+75 TO 273+25 N.B. AND S.B. MEDIAN

- NOTES:
- 1) BOTTOM BEAM BLOCKS ARE OFFSET DRILLED TO SIT SQUARELY ON THE POST FLANGE. BLOCKS ARE ATTACHED WITH 5/8" CARRIAGE BOLTS. PAYMENT FOR BOLTS AND DRILLING WILL BE CONSIDERED INCIDENTAL TO ITEM 606.178 GUARDRAIL BEAM.
 - 2) THE LEADING END BOTTOM RAIL MAY BE SHOP BENT TO FACILITATE INSTALLATION.
 - 3) POSTS 1, 2, 3, 4, AND 6 REQUIRE AN ADDITIONAL HOLE TO ATTACH LOWER BLOCKS AND/OR LOWER BEAM. NO ADDITIONAL PAYMENT WILL BE MADE FOR EXTRA HOLES.
 - 4) AT POST 7, BACKUP PLATE IS BOLTED TO BLOCKOUT ONLY.
 - 5) OFFSET BRACKETS WITH LENGTH 2' ARE TO BE USED THROUGHOUT THE DOUBLE BEAM SECTION WITH THE EXCEPTION BEING WHERE WOOD BLOCKS ARE INSTALLED (POSTS 1, 2, 3 AND 4). PAYMENT FOR OFFSET BRACKETS WILL BE CONSIDERED INCIDENTAL TO ITEM 606.178.
 - 6) IF GUARDRAIL POSTS WHEN DRIVEN CONFLICT WITH THE TOP OF PIER FOOTINGS, THE TOP OF THE POST SHALL BE CUT AS DIRECTED SUCH THAT IT WILL BE 28" ABOVE FINISH GRADE. PAYMENT FOR CUTTING OR DRILLING NEW HOLES WILL BE CONSIDERED INCIDENTAL TO ITEM 606.367 REPLACE UNUSABLE GUARDRAIL POSTS.
 - 7) PAYMENT FOR THIS WORK WILL BE MADE UNDER ITEM 606.178 GUARD RAIL BEAM ITEM 606.367 REPLACE UNUSABLE GUARDRAIL POSTS AND 606.357 MODIFY GUARDRAIL TYPE 3b.



BOTTOM BEAM BLOCKS (1" TALL X 4-1/2" WIDE)

BOTTOM BLOCKOUT	THICKNESS
①	5"
②	4"
③	3"
④	2"

THICKNESS IS MEASURED FROM BACK OF BOTTOM RAIL TO THE FACE OF POST.

PROJECT DESIGN ENGINEER
 DATE 10/28/92
 BY SRL
 DESIGN-DETAILED
 CHECKED
 REVISIONS
 FIELD CHANGES
PLANS

13APR93-010110

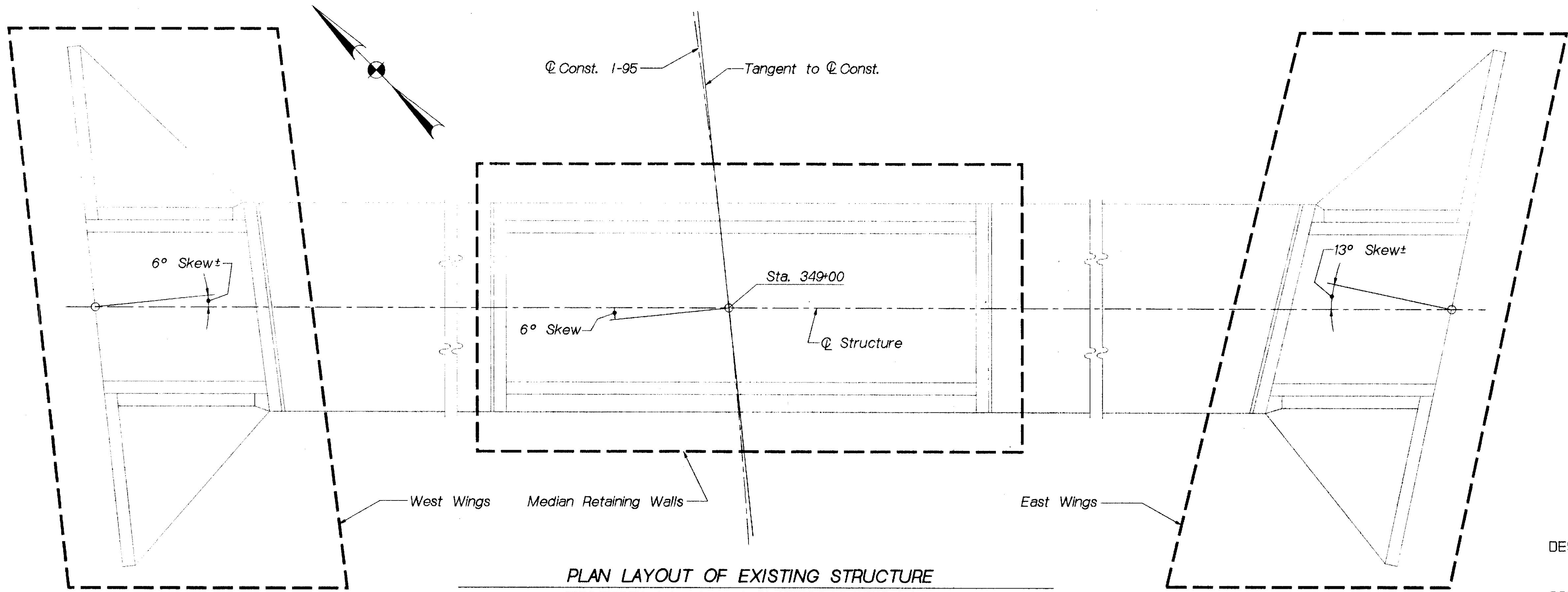
AS BUILT 1993

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**SPECIAL GUARDRAIL
DETAILS**

SHEET 1 OF 1 AUGUSTA, MAINE

F.H.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	11M-95-4924(10)	27	29



PLAN LAYOUT OF EXISTING STRUCTURE

- GENERAL CONSTRUCTION NOTES**
- All embankment material, except as otherwise shown, placed in water, shall be granular borrow meeting the requirements of Subsection 703.19, Material for Underwater Backfill.
 - It is anticipated that shoring will be required to retain the sideslopes in order to complete the work with no disruption to traffic. All materials, labor, equipment and any other associated costs for such shoring shall be considered incidental to related contract items.
 - Existing Control Access Fence shall be removed to the limits required to complete the work as directed by the Engineer. Removal and resetting shall be paid for under Item 607.24, Remove and Reset Fence.
 - Payment for cleaning and adjusting existing reinforcing steel shall be considered incidental to related contract items.

SPECIFICATIONS

DESIGN: Load Factor Design per AASHTO Standard Specifications for Highway Bridges 1989 and Interim Specifications 1990 and 1991.
 CONTRACT: State of Maine, Department of Transportation, Standard Specifications, Highways and Bridges, Revision of October 1990.

DESIGN LOADING

LIVE LOAD: HS25 STRESS CYCLES: 500,000 (2,000,000)

MATERIALS

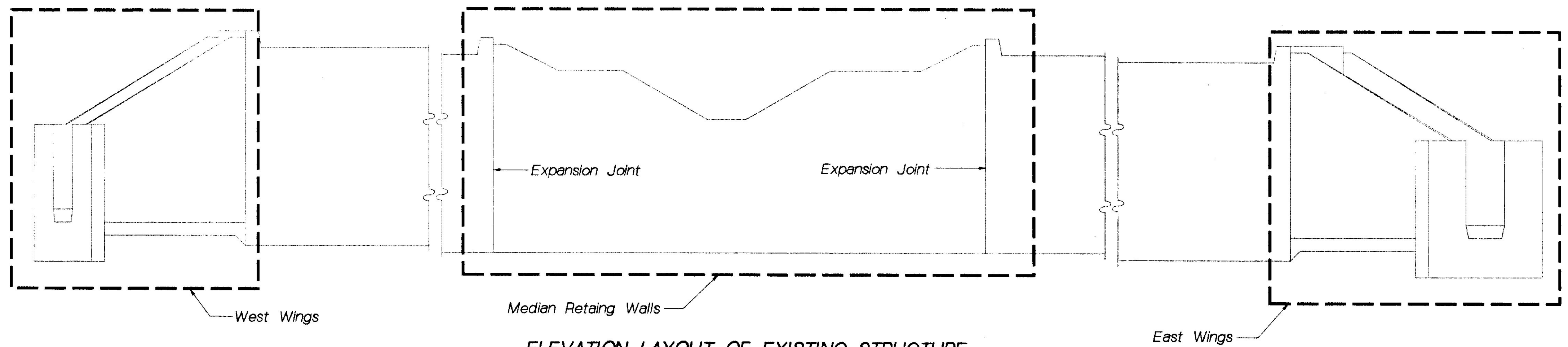
CONCRETE: Class A
 REINFORCING STEEL: ASTM A615 Grade 60

BASIC DESIGN STRESSES

CONCRETE: $f'_c = 3000$ psi
 REINFORCING STEEL: $f_y = 60,000$ psi

HYDROLOGIC DATA

Drainage Area = 9.7 sq. miles
 Design Discharge (Q50) = 900 cfs
 Discharge Velocity (Q50) = 6.5 fps



ELEVATION LAYOUT OF EXISTING STRUCTURE

AS BUILT 1993

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

**INTERSTATE 95
 OVER
 PENJAWOC STREAM
 IN THE CITY OF
 BANGOR
 PENOBSCOT COUNTY
 LAYOUT**

SHEET 1 OF 6 AUGUSTA, MAINE

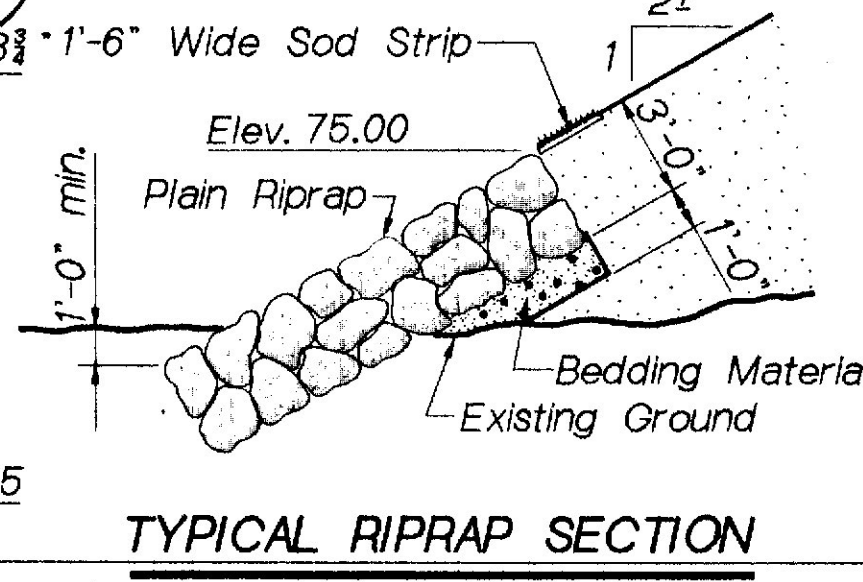
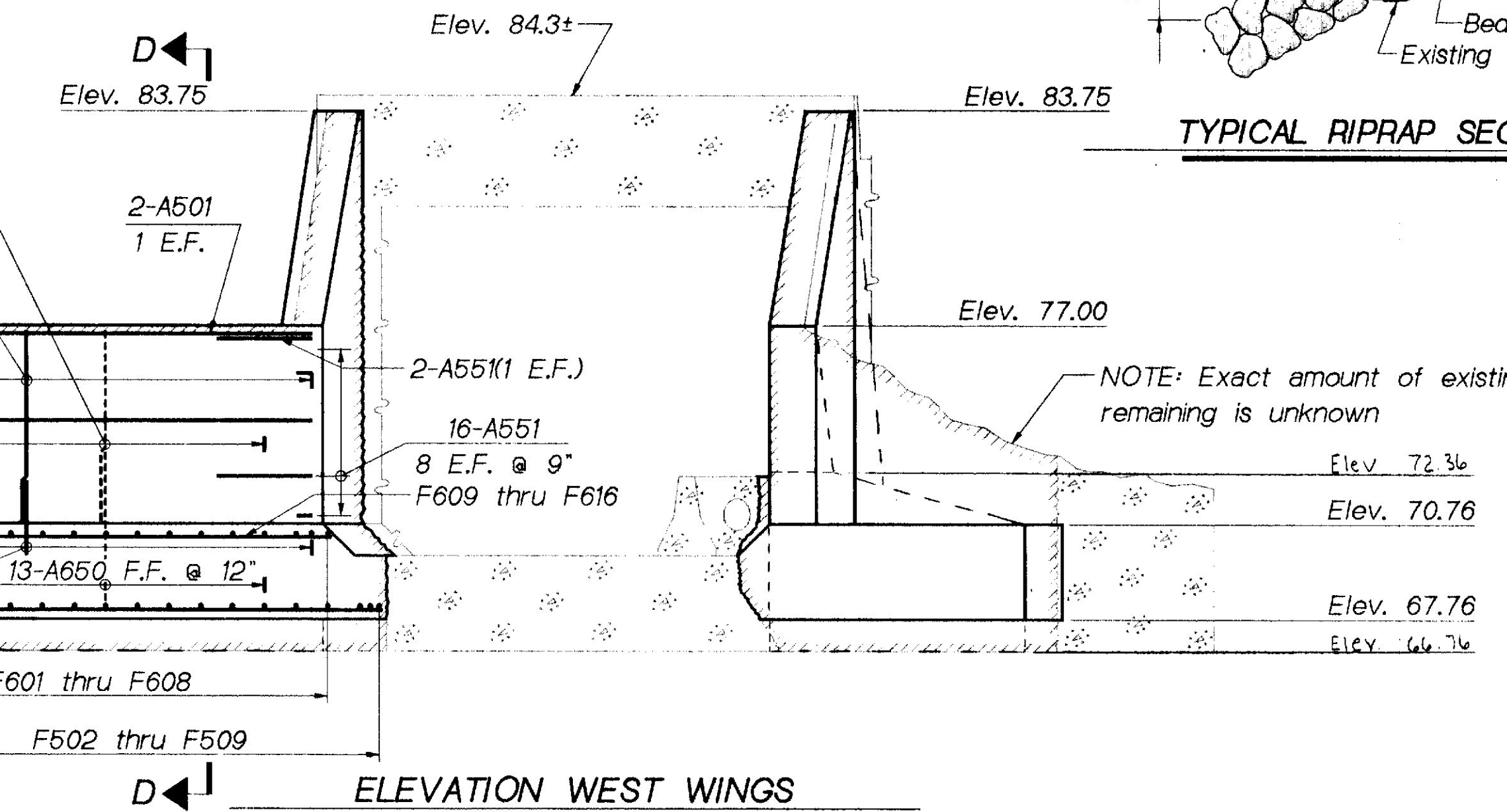
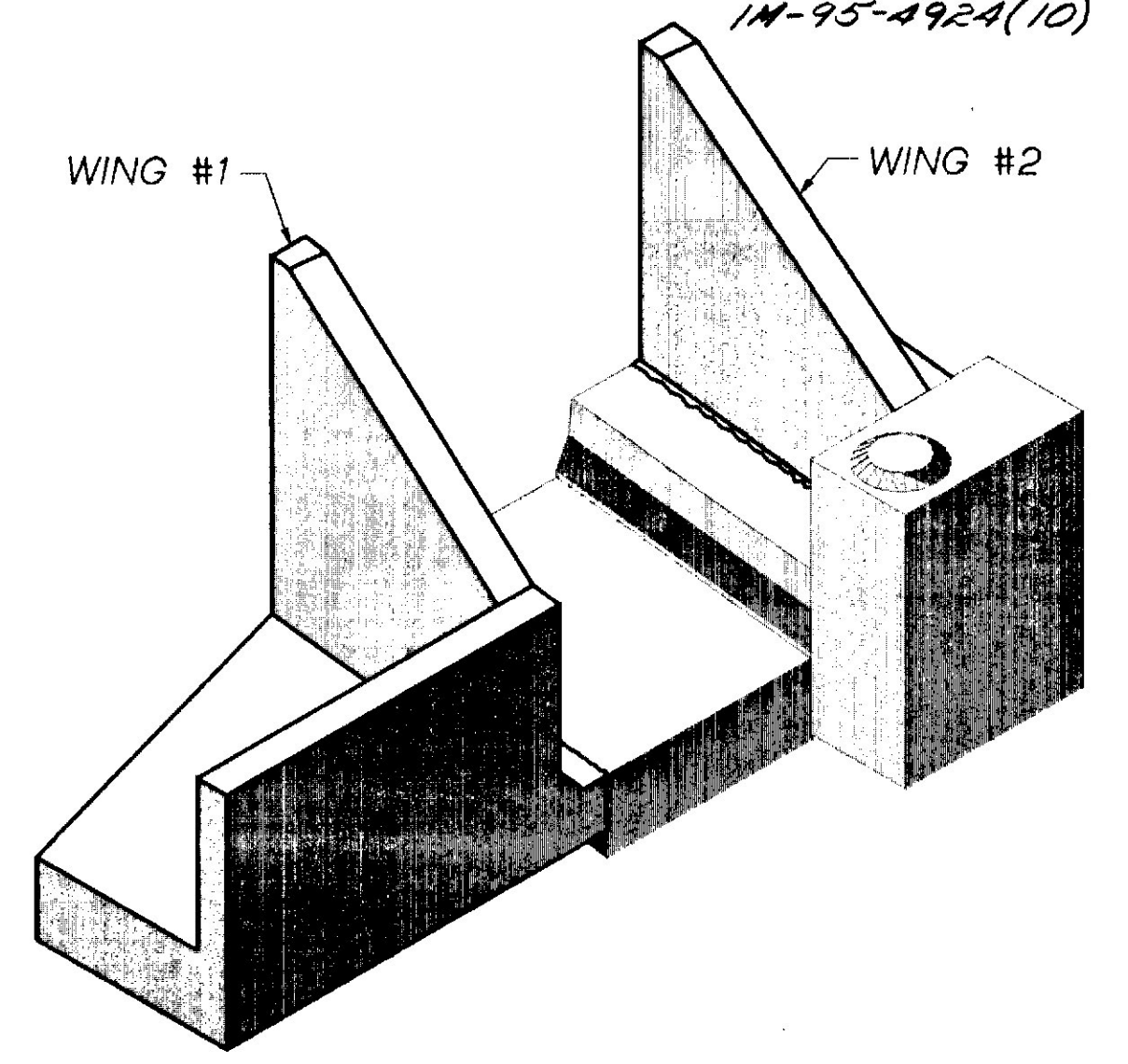
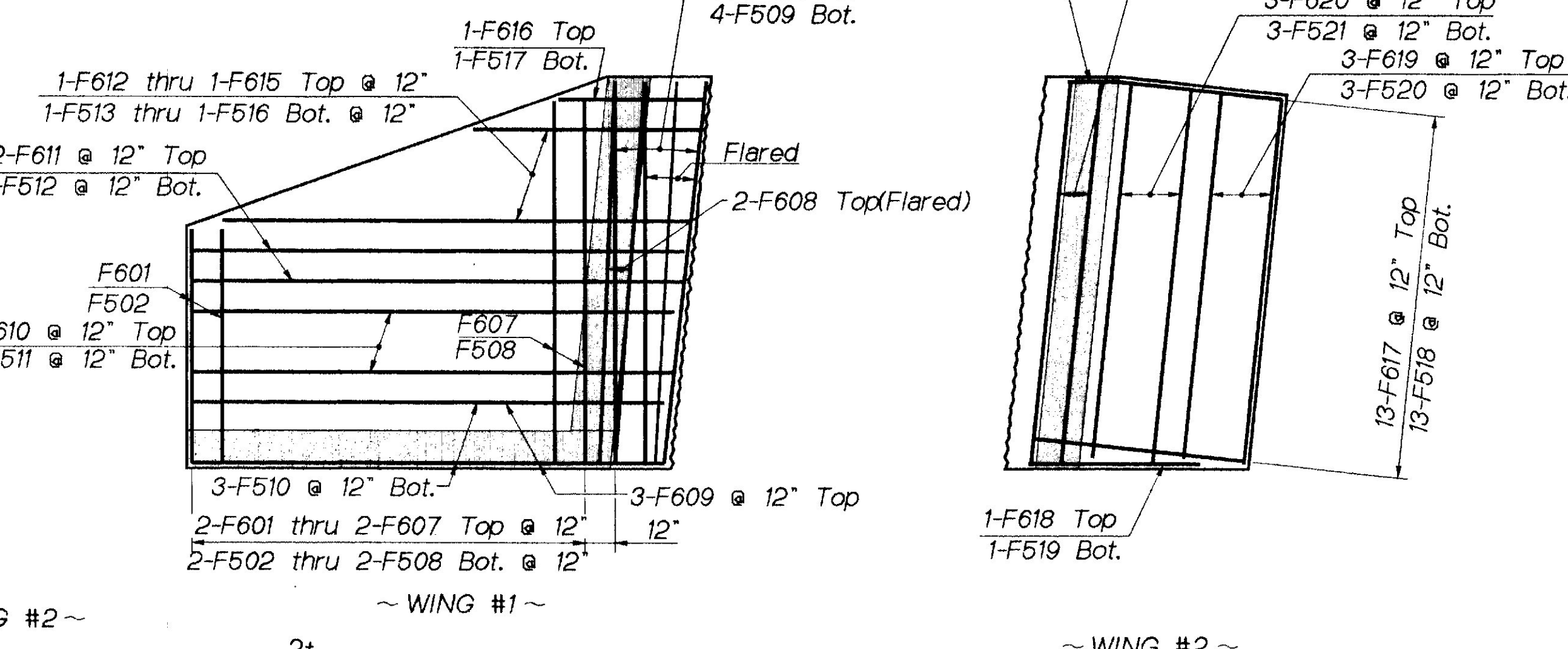
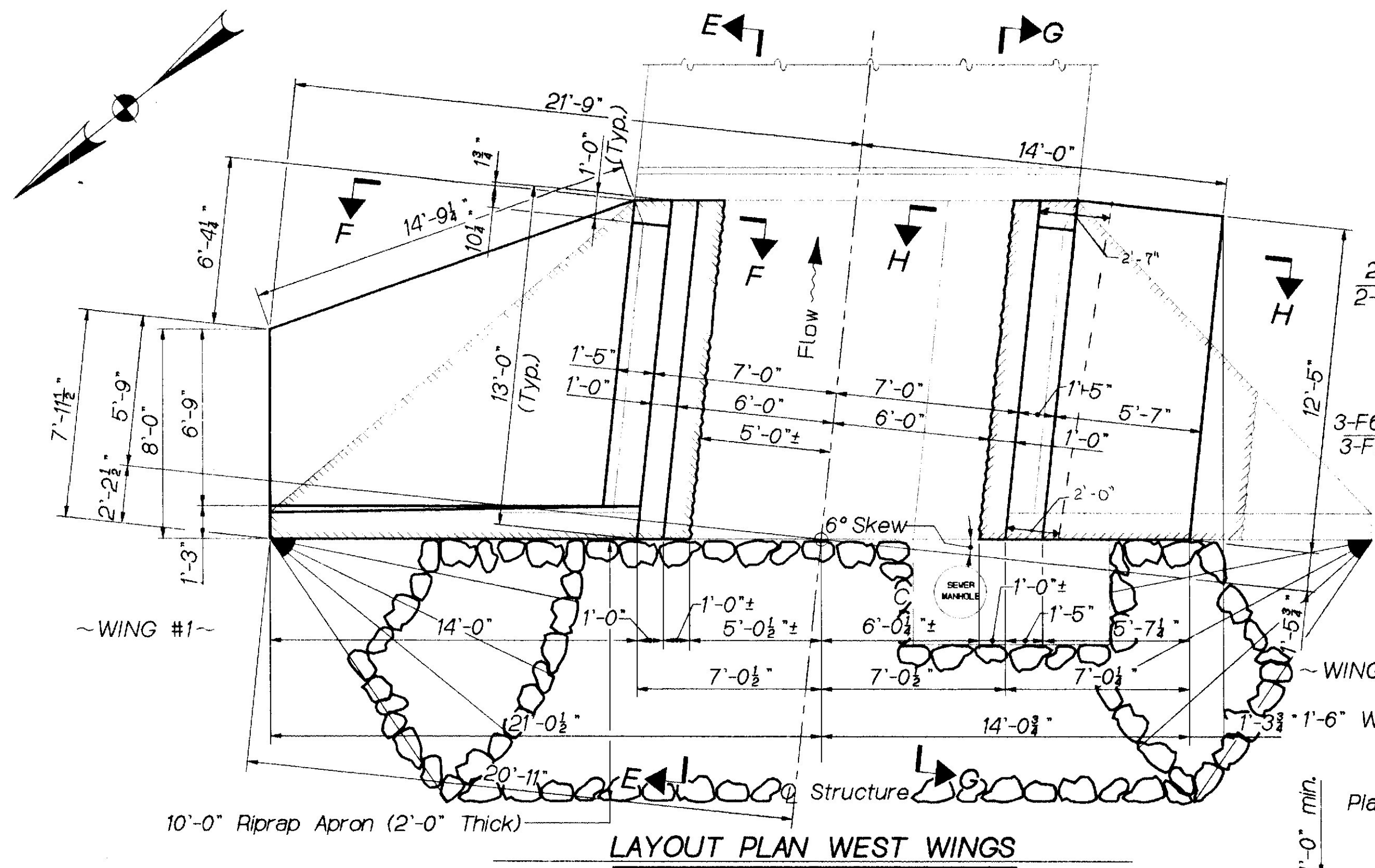
Bangor 95

PROJECT DESIGN ENGINEER	DATE
BY J.E. Bunker	7/92
DESIGN-DETAILED	9-92
CHECKED	
REVISED	
FIELD CHANGES	

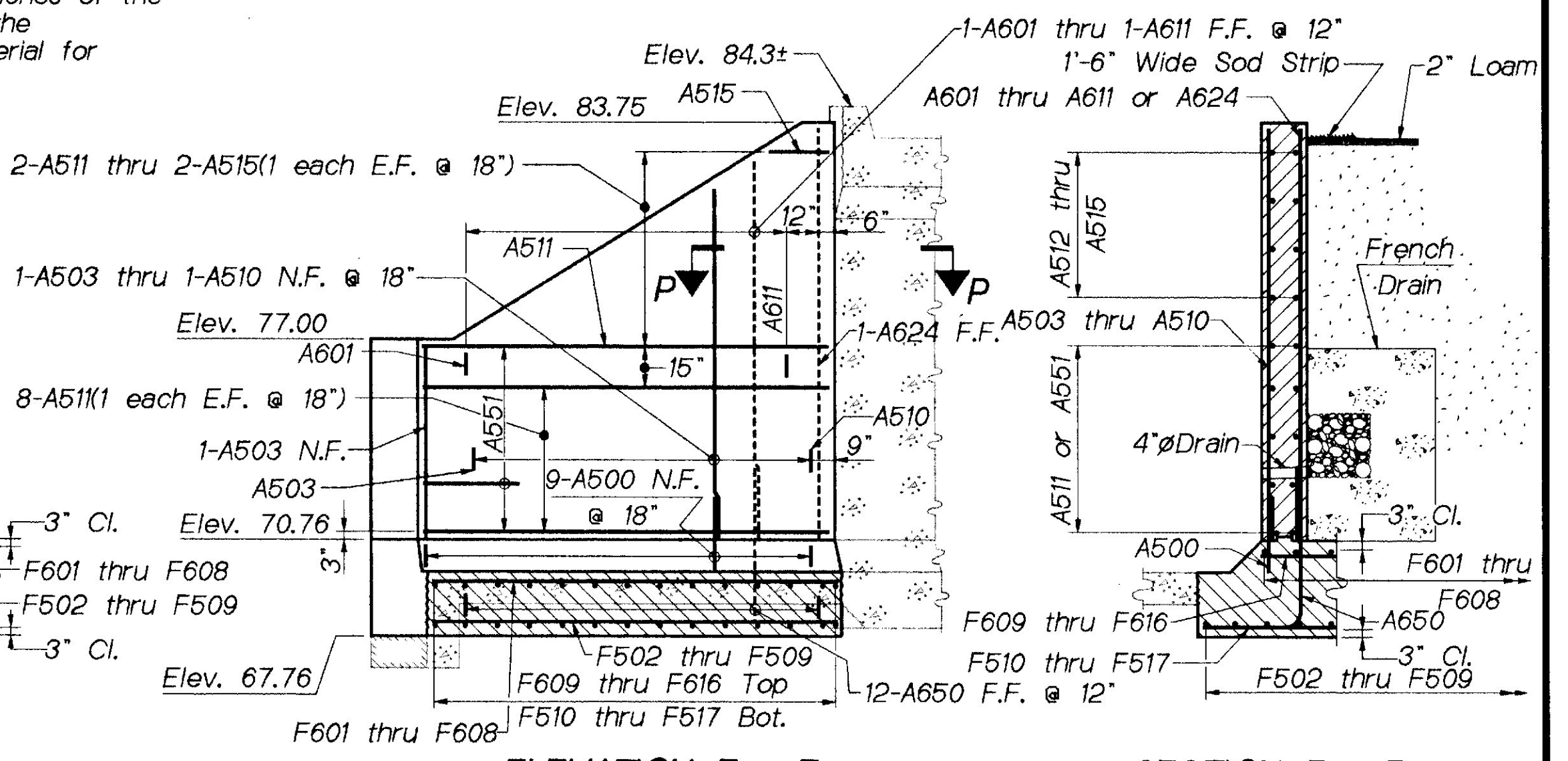
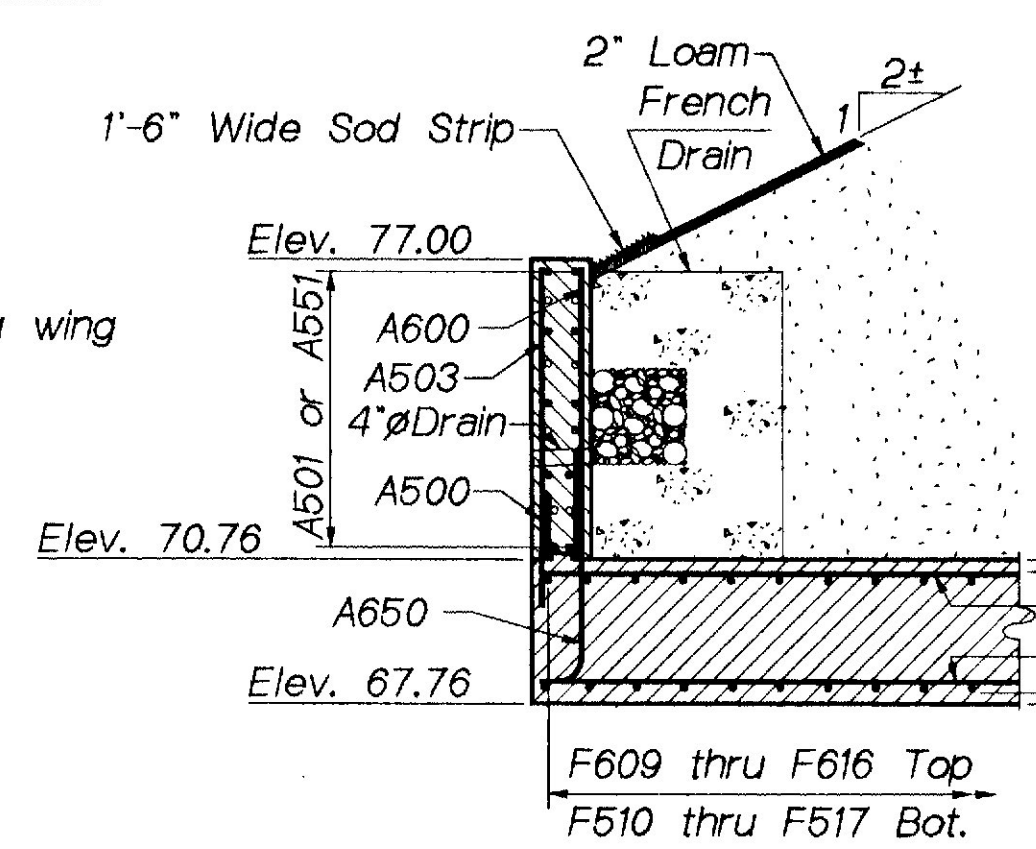
17SEP92-005930
 LAYOUT

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1R-1M-7(10)	23	29

1R-95-4924(10)



All Bedding Material placed in the embankment slope under the riprap and within 12 inches of the back side of riprap areas shall meet the requirements of Subsection 703.19, Material for Underwater Backfill.



PROJECT DESIGN ENGINEER: [Signature]
DATE: 7/92
BY: [Signature]
CHECKED: [Signature]
REVISIONS:
FIELD CHANGES:

PLANS
28AUG92-005550
WESTWING

- SYMBOLS**
- New Concrete (Section)
 - Existing Concrete (to remain)
 - Existing Concrete (to be removed)
 - Rebar Near Face
 - Rebar Far Face

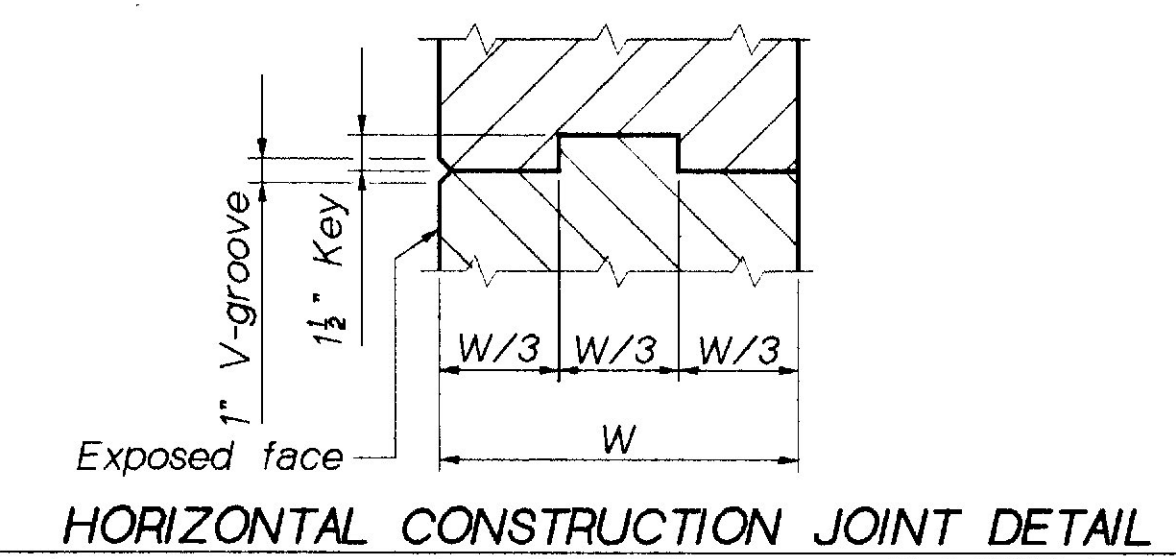
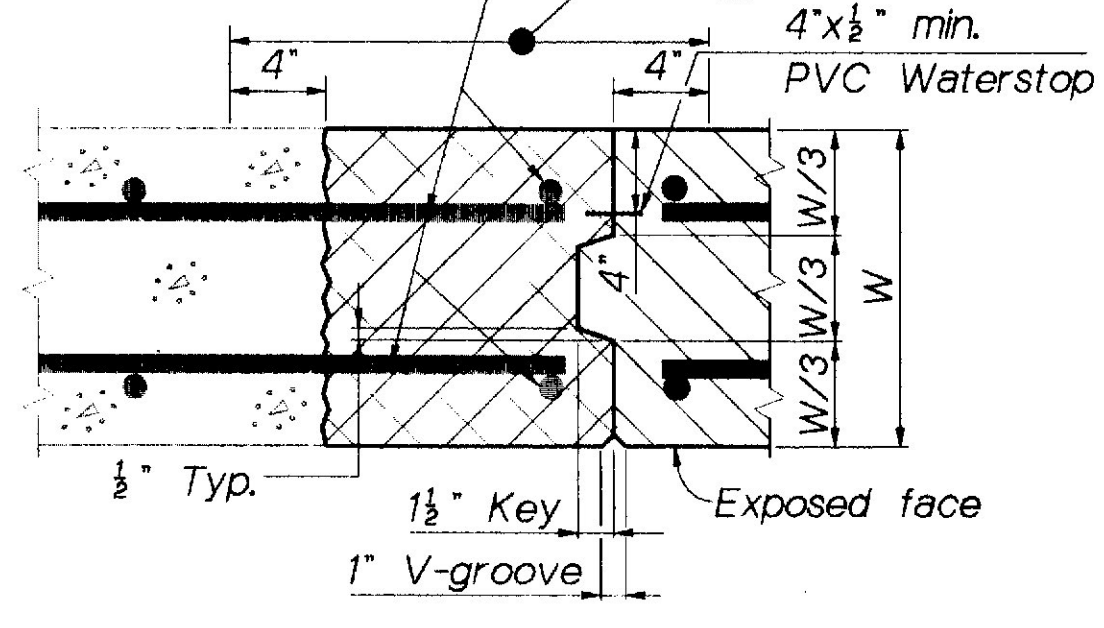
AS BUILT 1993

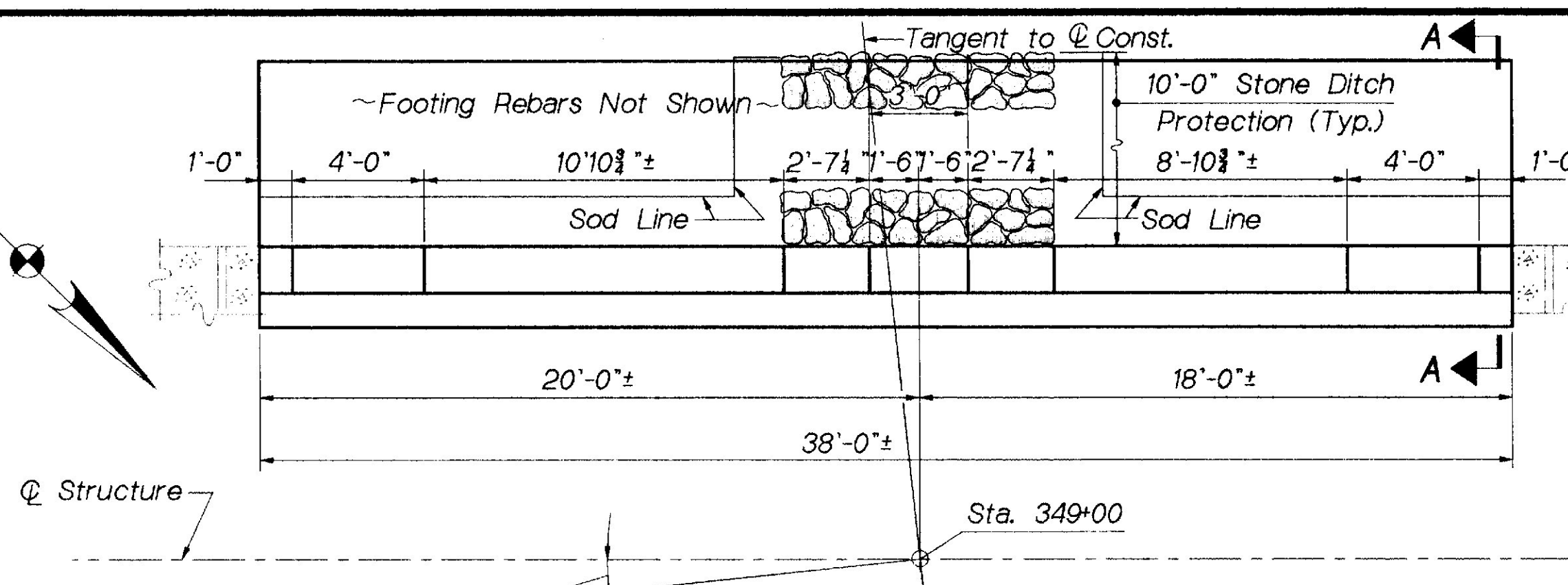
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**INTERSTATE 95
OVER
PENJAWOC STREAM
IN THE CITY OF
BANGOR
PENOBSCOT COUNTY
WEST END WINGS**

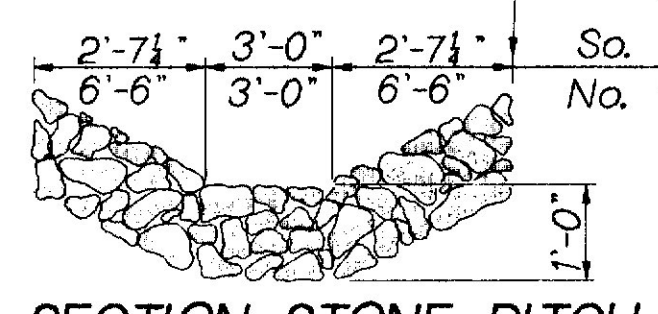
Clean and adjust existing rebars as directed by the Engineer in the field.

Apply two layers of heavy roofing felt. Coat the concrete and each layer with plastic roofing cement.

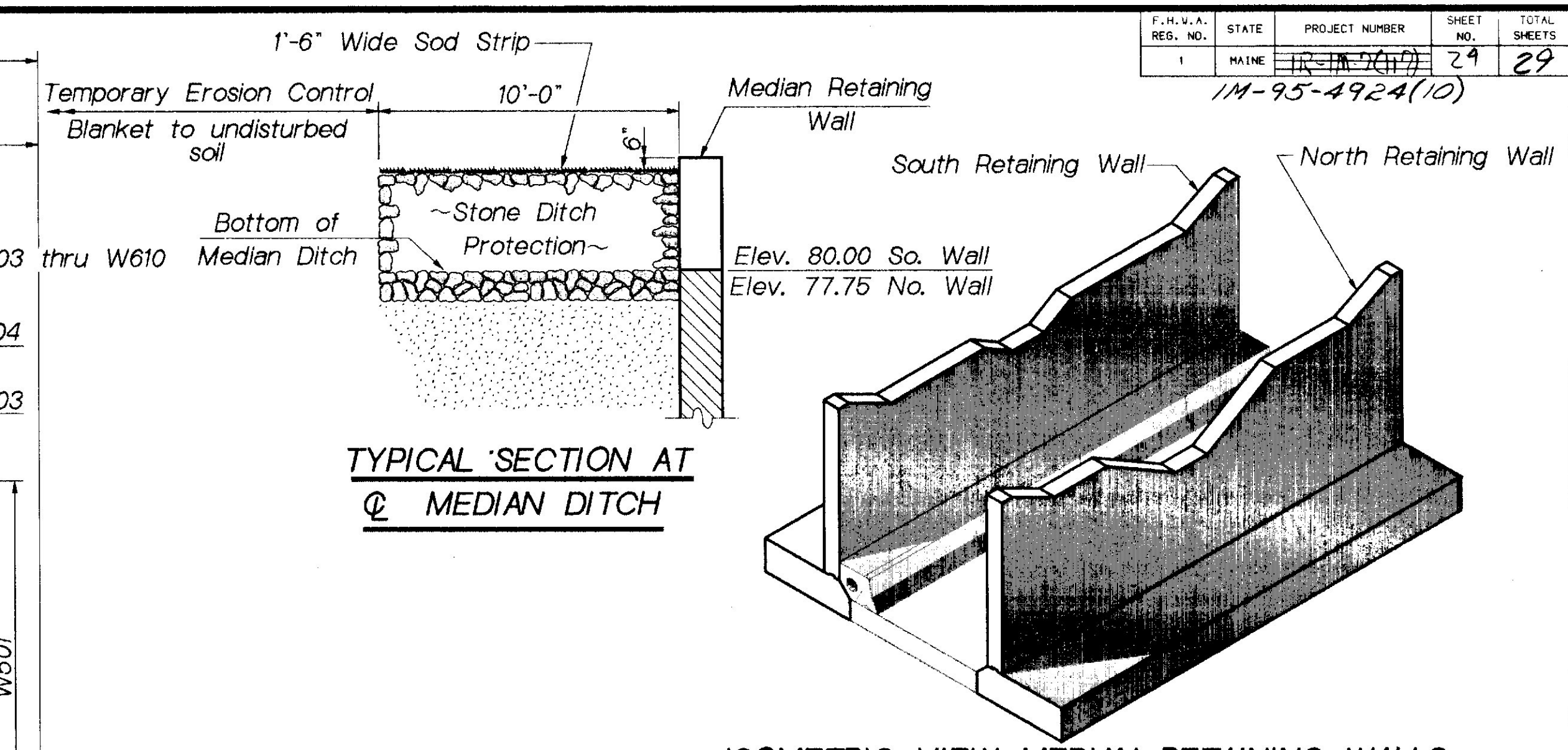




NOTE
 Reinforcing steel shall have 2 inches minimum cover unless otherwise indicated.

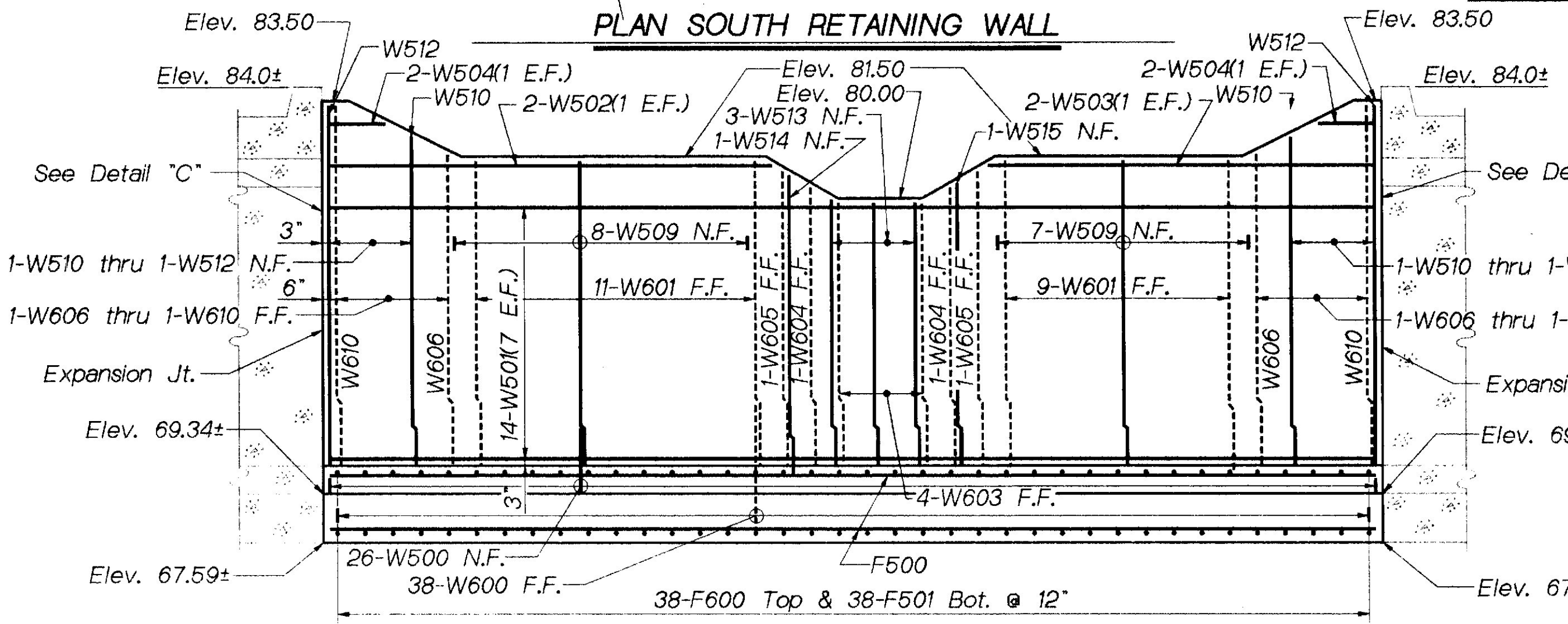


SECTION STONE DITCH

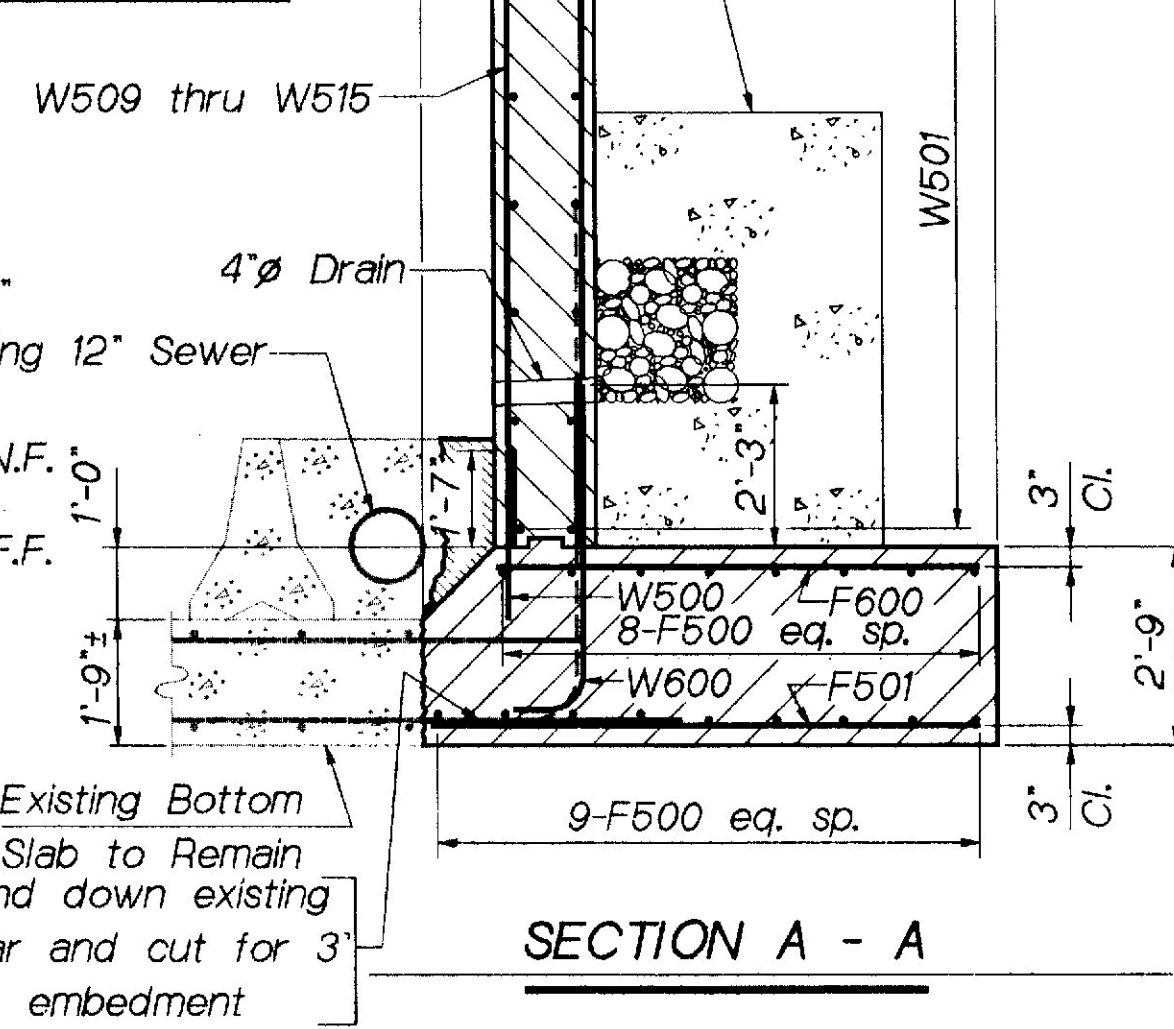


TYPICAL SECTION AT Q MEDIAN DITCH

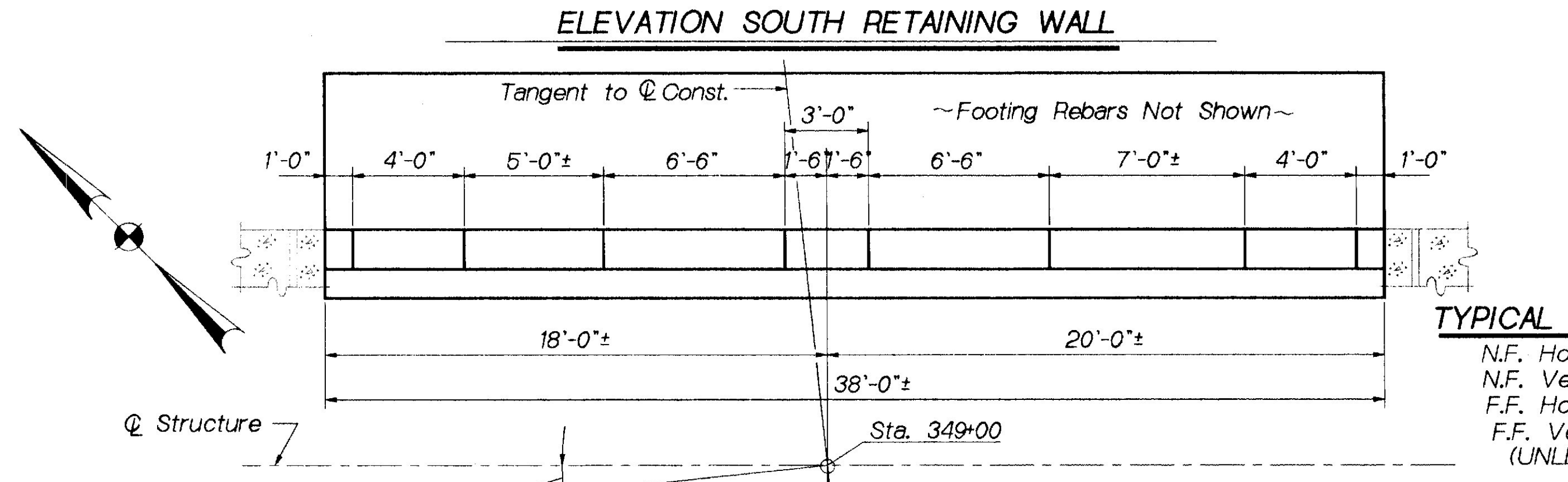
ISOMETRIC VIEW MEDIAN RETAINING WALLS



PLAN SOUTH RETAINING WALL

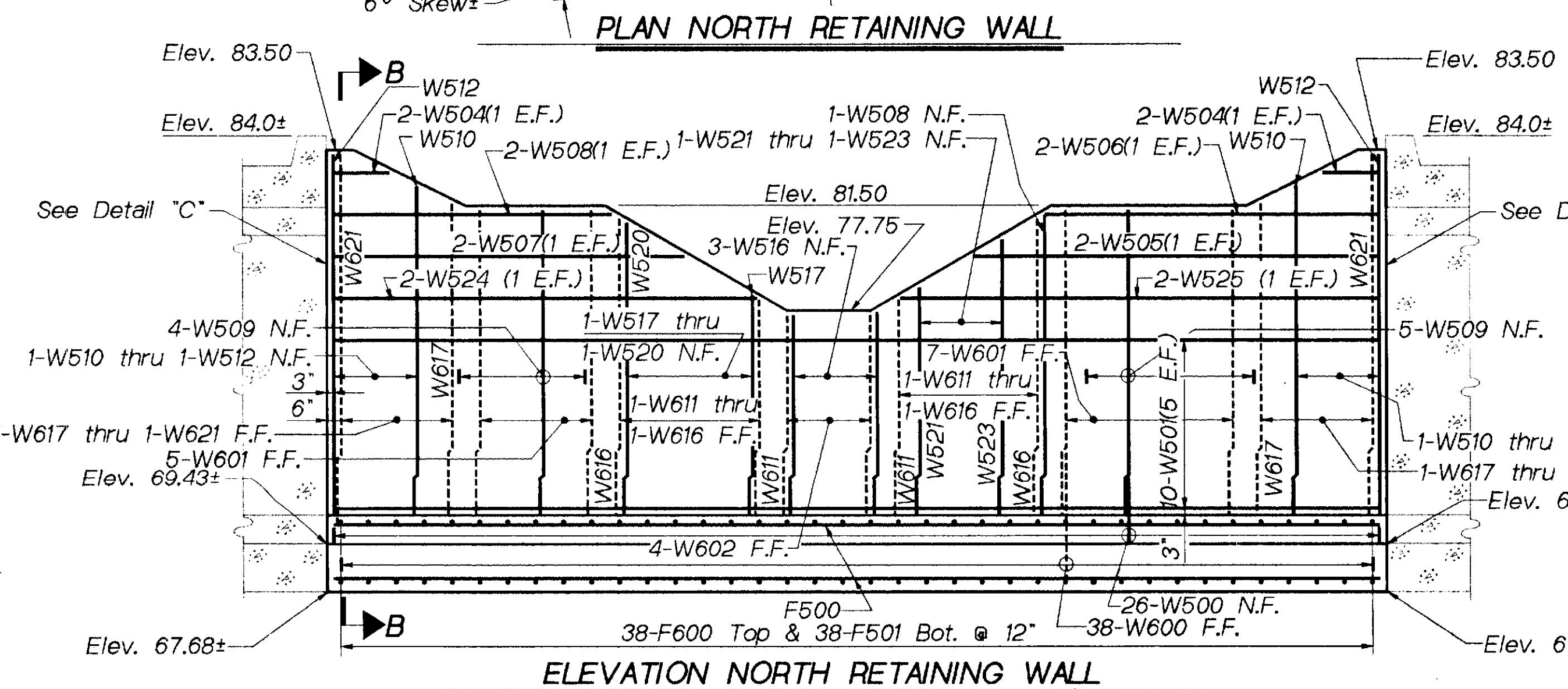


SECTION A - A

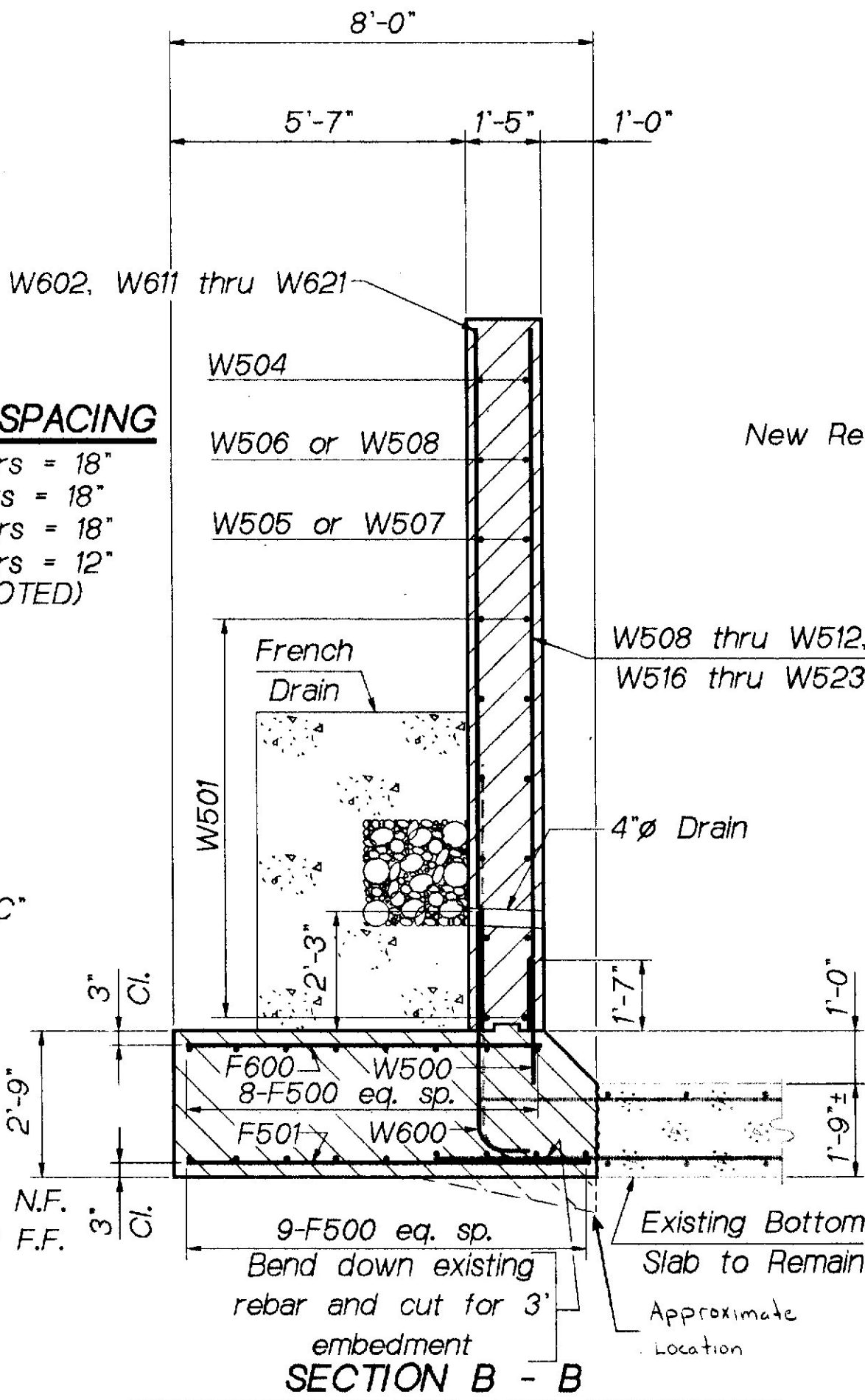


ELEVATION SOUTH RETAINING WALL

TYPICAL BAR SPACING
 N.F. Horiz. Bars = 18"
 N.F. Vert. Bars = 18"
 F.F. Horiz. Bars = 18"
 F.F. Vert. Bars = 12"
 (UNLESS NOTED)



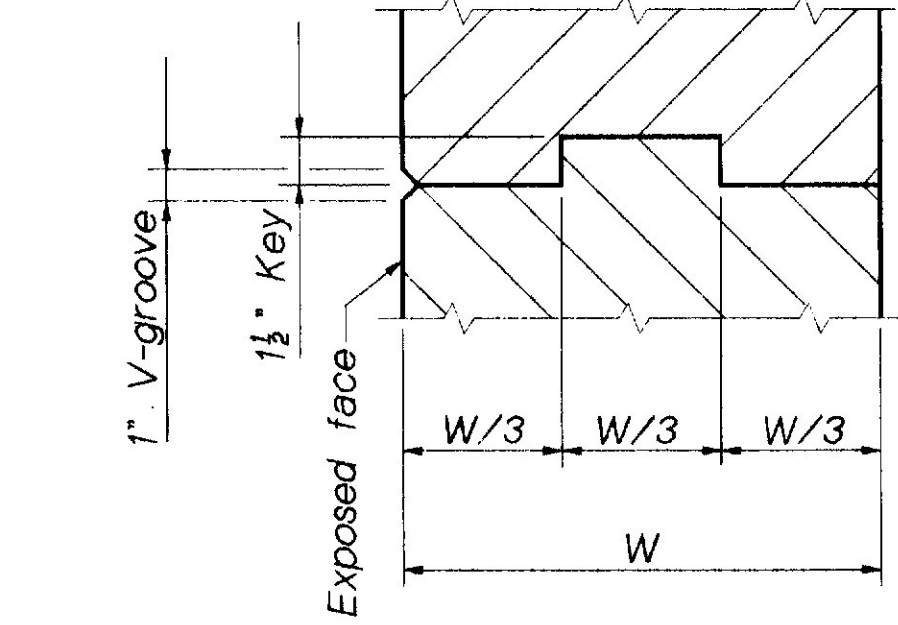
PLAN NORTH RETAINING WALL



SECTION B - B

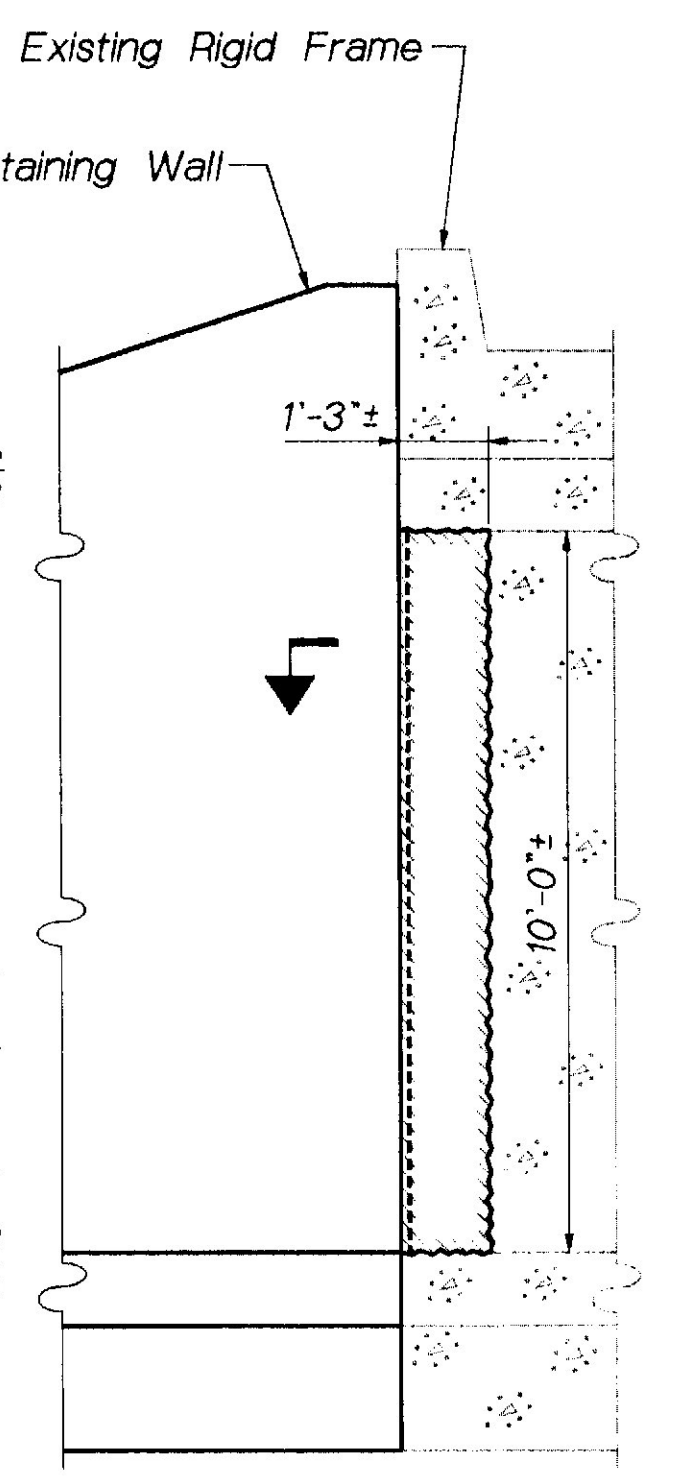


ELEVATION NORTH RETAINING WALL



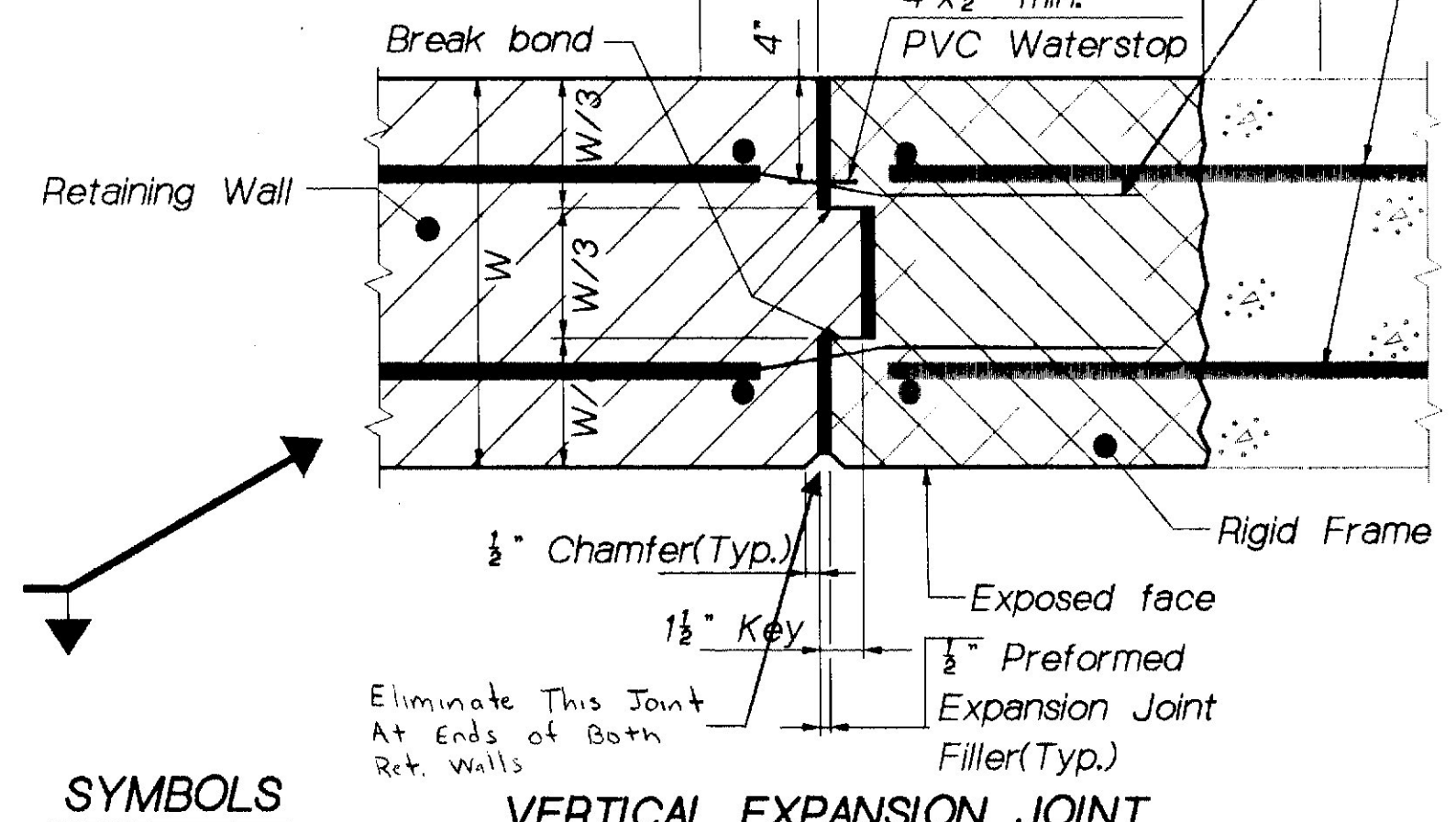
HORIZONTAL CONSTRUCTION JOINT DETAIL

Apply two layers of heavy roofing felt. Coat the concrete and each layer with plastic roofing cement.
 Clean and adjust existing reinforcing steel to allow for 2" minimum cover as directed by the Engineer in the field.



DETAIL C C

(Expansion Joint Key Repair Detail)
 (Typical at ends of both Ret. Walls) Moved to Center of Ret. Walls



VERTICAL EXPANSION JOINT

AS BUILT 1993

SYMBOLS

- New Concrete (Section)
- Existing Concrete (to remain)
- Existing Concrete (to be removed)
- Rebar Near Face
- Rebar Far Face

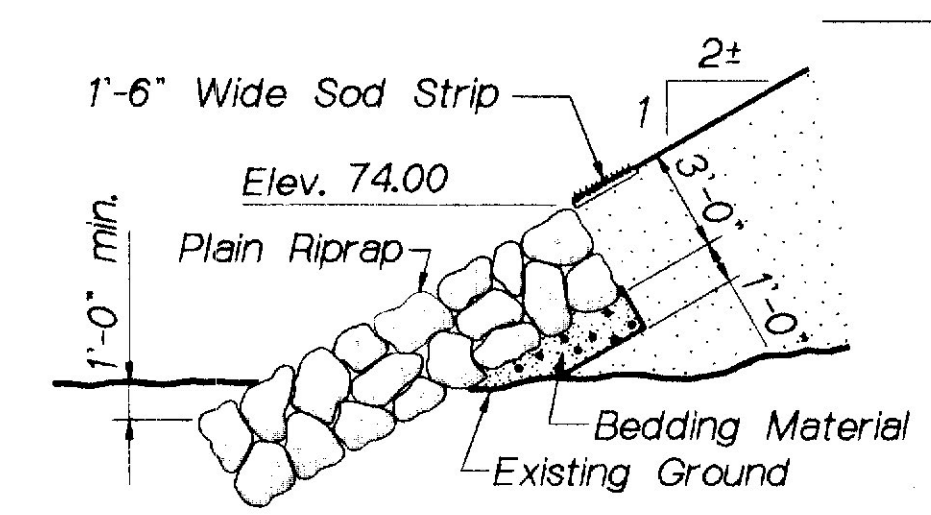
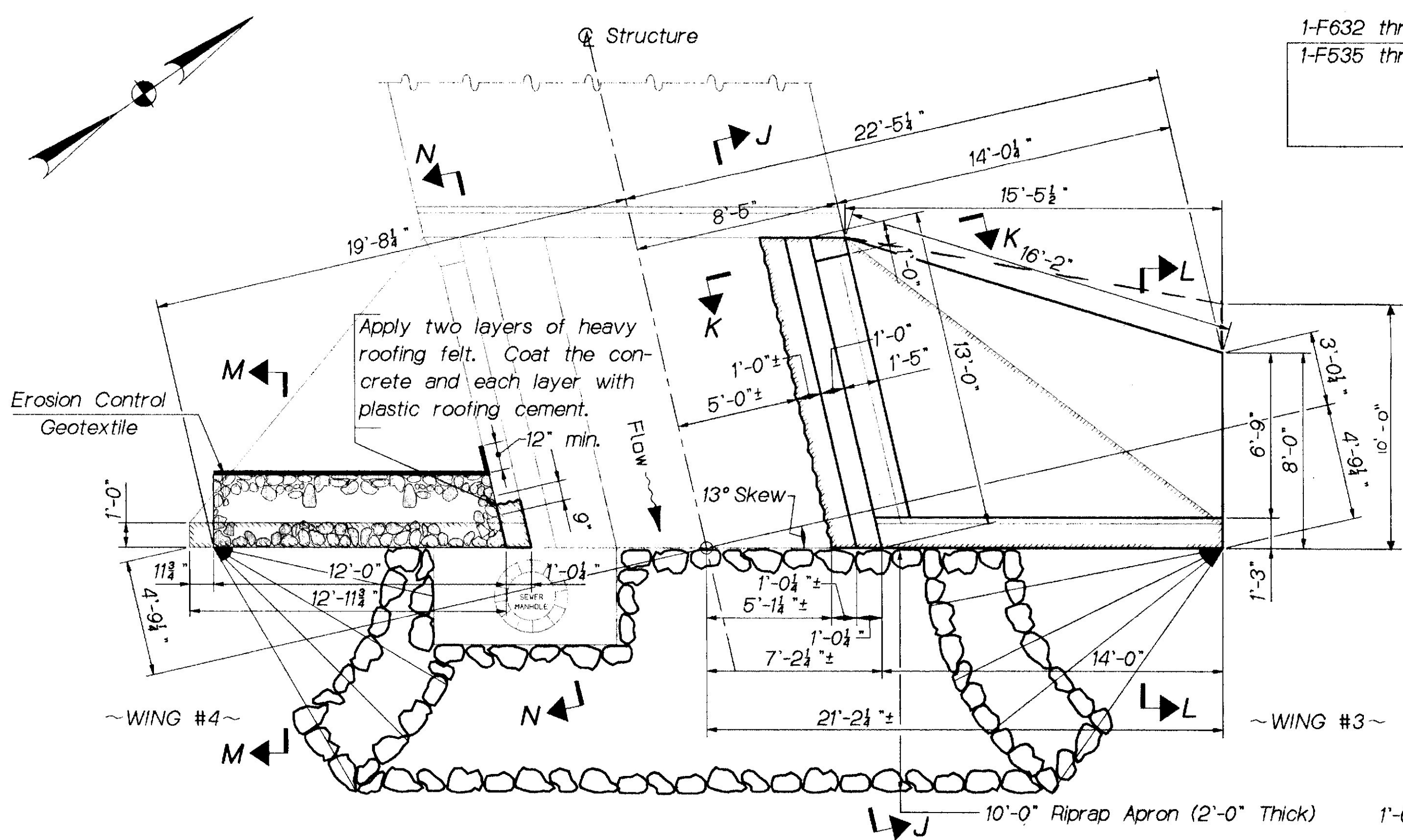
STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

**INTERSTATE 95
 OVER
 PENJAJAWOC STREAM
 IN THE CITY OF
 BANGOR
 PENOBSCOT COUNTY
 MEDIAN RETAINING WALLS**

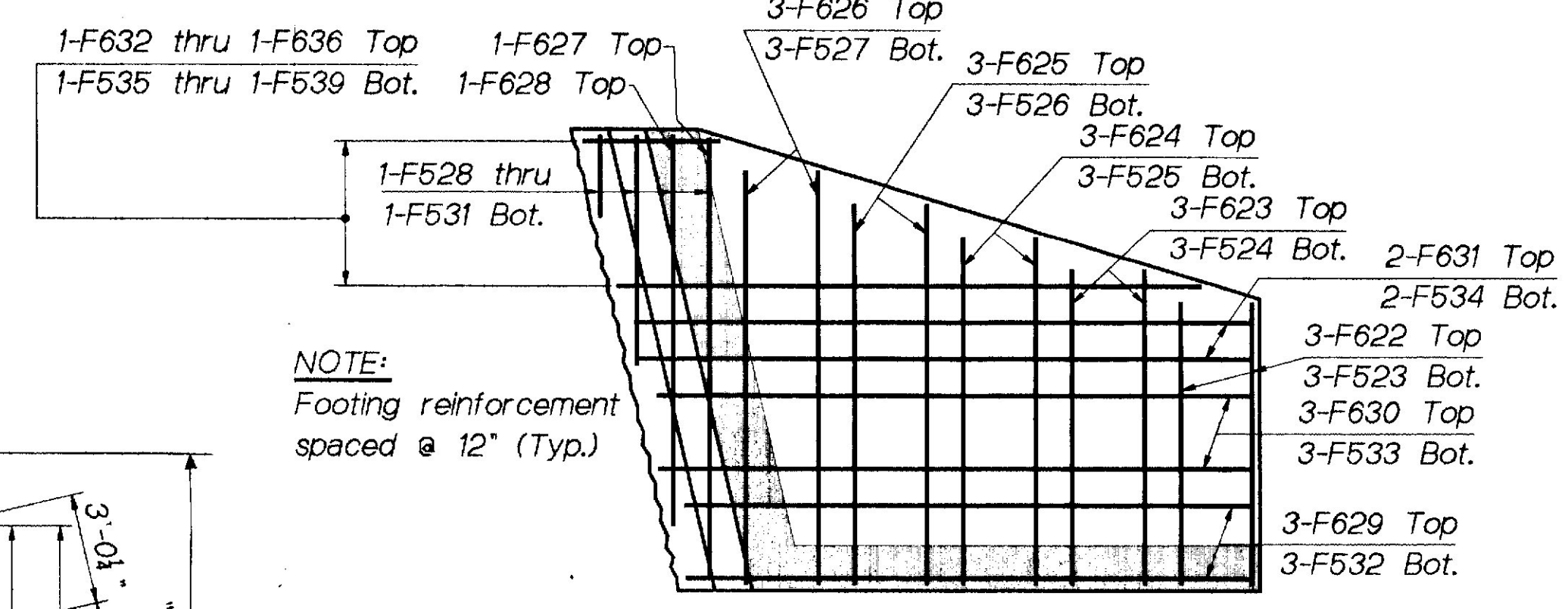
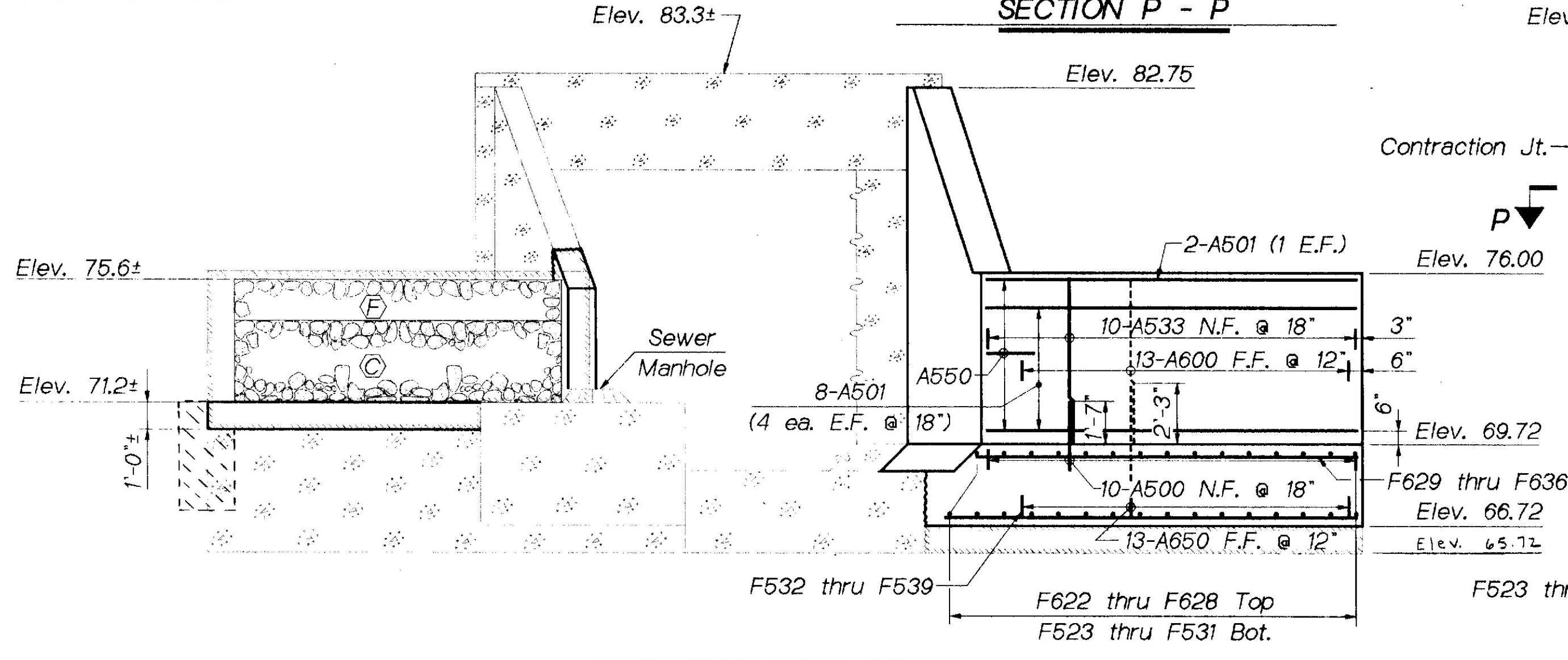
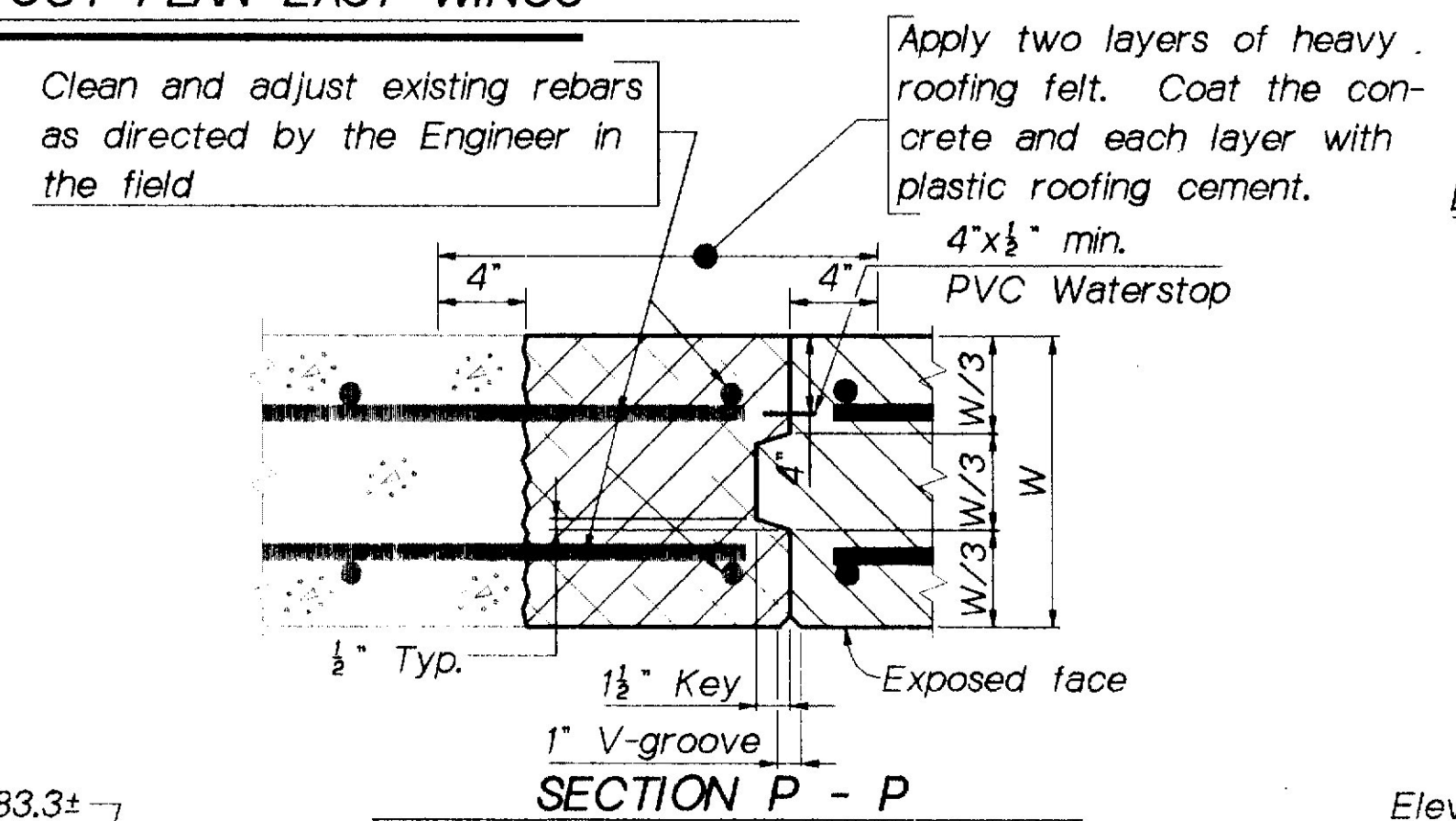
SHEET 3 OF 6 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	DATE
BY: RCB/booth	7/92
CHECKED: S.C.B./booth	7-92
REVISIONS	
FIELD CHANGES	

09SEP92-00:59:30
 RET WALLS

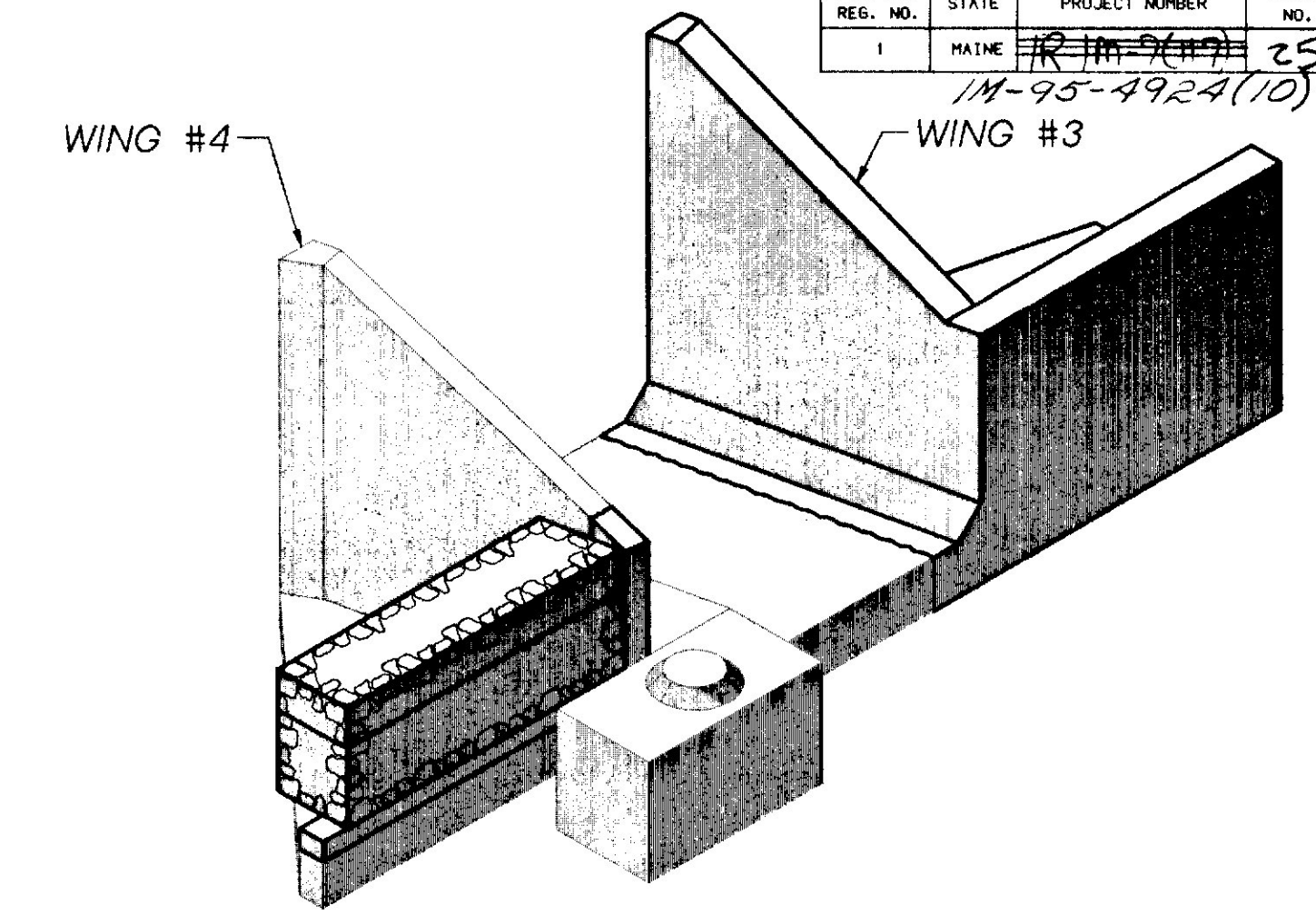


All Bedding Material placed in the embankment slope under the riprap and within 12 inches of the back side of riprap areas shall meet the requirements of Subsection 703.19, Material for Underwater Backfill.



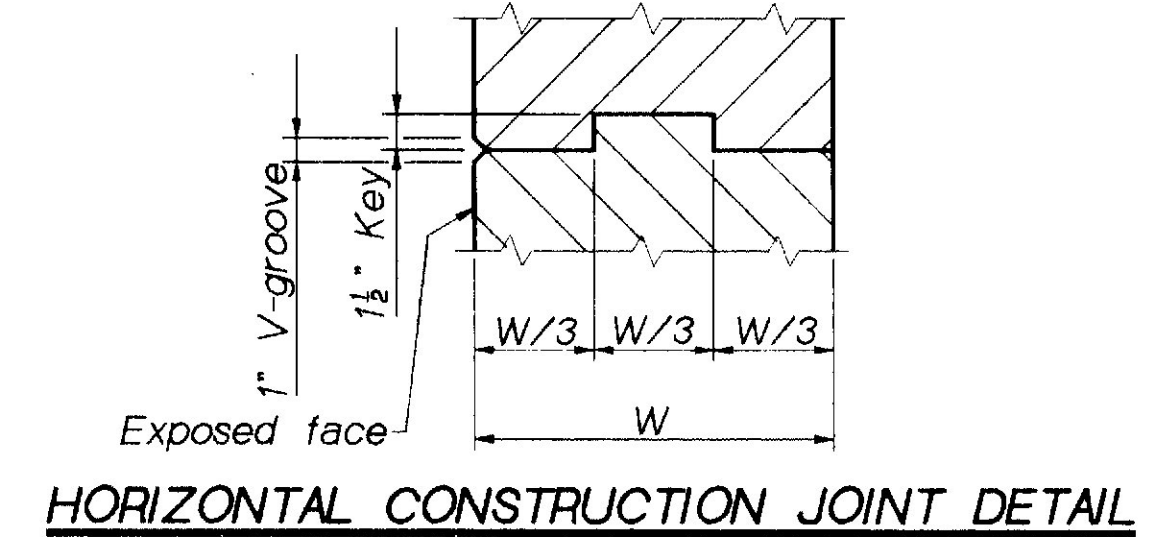
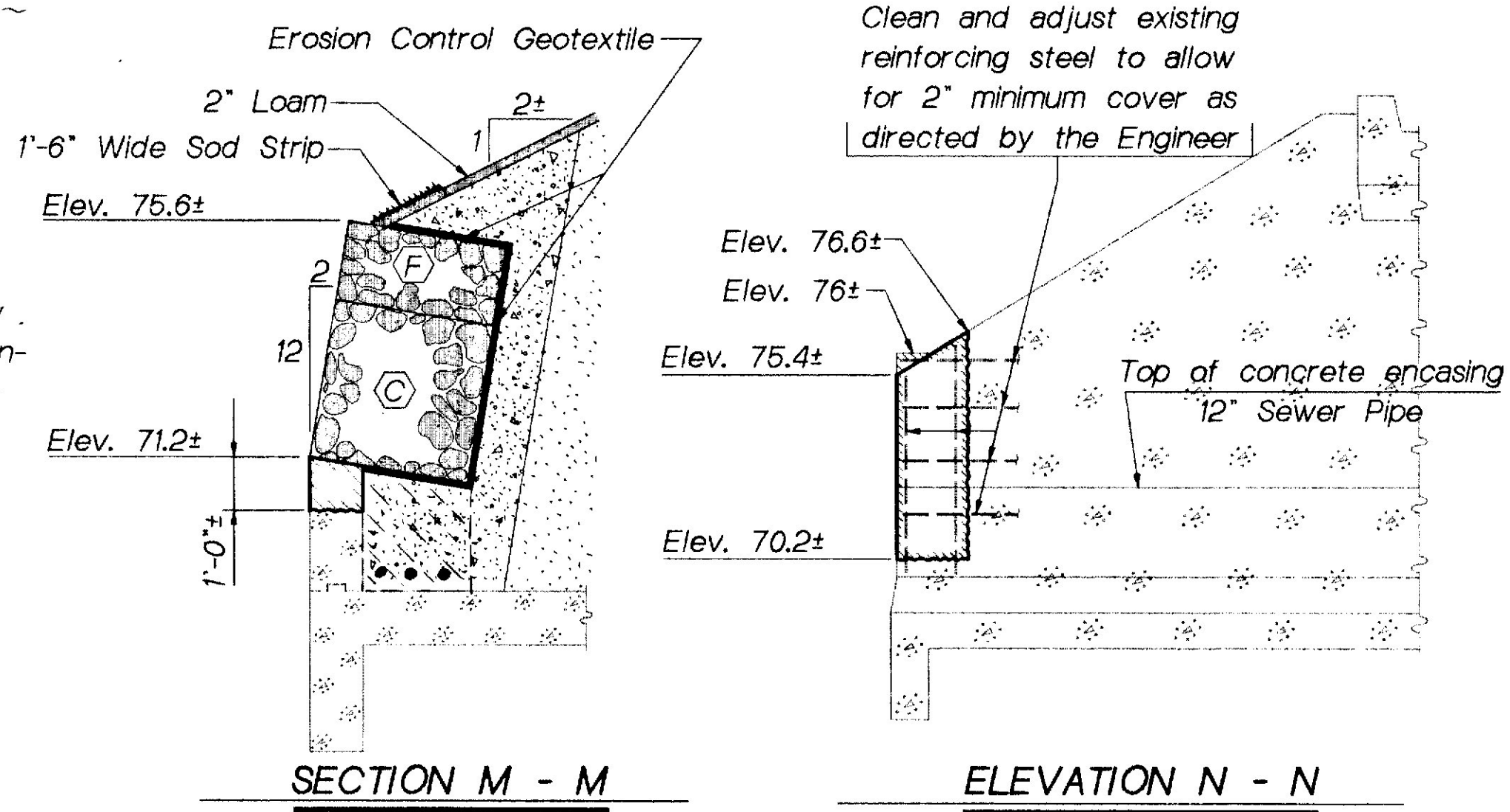
GABION TABLE

Letter Code	Length	Width	Height	Number of Cells	Capacity Cubic Yards
C	12'	3'	3'	4	4.0
F	12'	3'	1'-6"	4	2.0

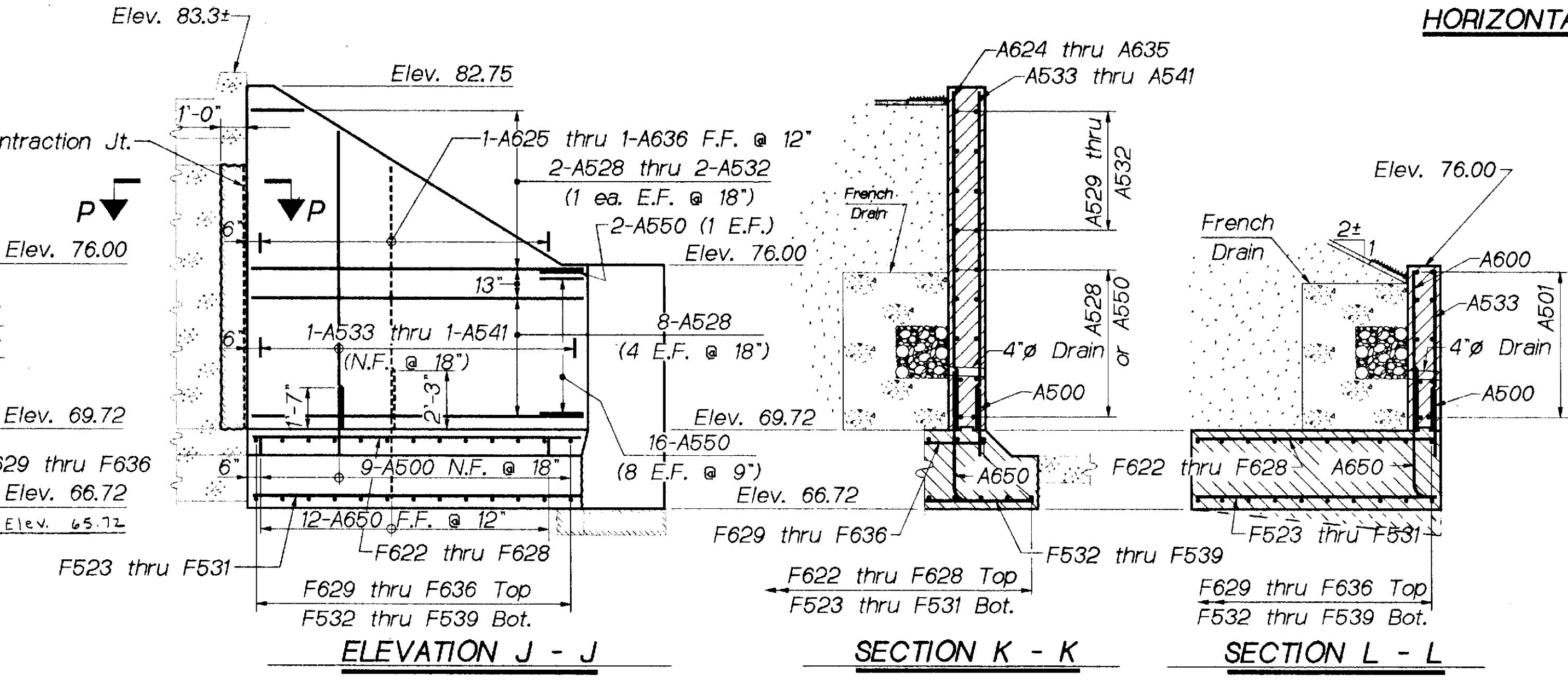


STRUCTURAL NOTES

- Reinforcing steel shall have 2" concrete cover unless otherwise indicated.
- Place 4" diameter drains in the walls and wings at 10 feet maximum spacing. Exact location to be determined by the Engineer in the field.
- Granular Borrow shall meet the requirements of Subsection 703.19, Material for Underwater Backfill.
- Removal of existing concrete will be paid for under Item 202.12, Removal of Existing Structural Concrete.
- Excavation required for the construction of the Retaining Walls and the Wings will be paid for under Item 206.082, Structural Earth Excavation--Major Structures.



- SYMBOLS**
- New Concrete (Section)
 - Existing Concrete (to remain)
 - Existing Concrete (to be removed)
 - Rebar Near Face
 - Rebar Far Face
- AS BUILT 1993



STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

**INTERSTATE 95
 OVER
 PENJAWOC STREAM
 IN THE CITY OF
 BANGOR
 PENOBSCOT COUNTY
 EAST END WINGS**

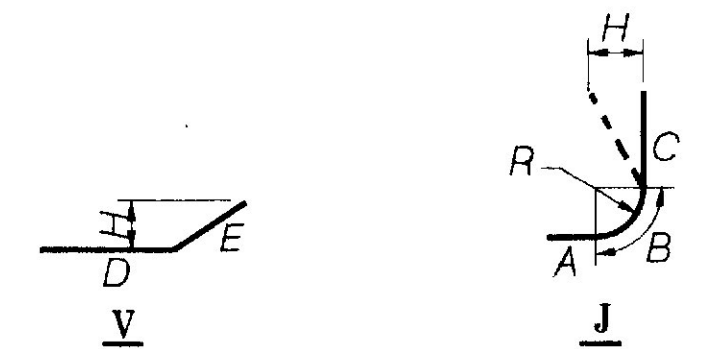
PROJECT DESIGN ENGINEER
 DATE 7/92
 BY RCBooth
 CHECKED 7/92
 REVISIONS 11/92, 12/92, 1/93
 FIELD CHANGES 3/93

17SEP92-005930
 EASTWING

REINFORCING STEEL SCHEDULE

F.H.V.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1M-95-4924(10)	26	29

TYPE-BENDING DIAGRAMS



STRAIGHT BARS										BENT BARS																						
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION						
—MEDIAN RETAINING WALLS—										—MEDIAN RET. WALLS (Cont'd)—										—WINGS (Cont'd)—												
F500	34	37'-8"	RETAINING WALL FTGS.	W619	2	12'-1"	NO. RETAINING WALL	A500	47	2'-7"	WINGS #1, #2, #3	A550	18	3'-4"	V				1'-8"	1'-8"							WING #3					
F501	76	7'-8"		W620		12'-7"		A501	20	13'-6"	WING #1,#3 ENDWALLS	A551	18	3'-4"	V				1'-8"	1'-8"							WING #1					
F600	76	6'-9"		W621		12'-10"		A503	11	6'-1"	WING #1 & ENDWALL																					
								A504	1	7'-4"	WING #1																					
W500	52	2'-7"	DOWELL					A505		8'-3"		W600	76	5'-7"	J	0'-6"	1'-0"	4'-1"								0'-8"	RETAINING WALLS					
W501	24	37'-8"	RETAINING WALLS					A506		9'-2"																						
W502	2	15'-10"	SO. RETAINING WALL					A507		10'-1"		A650	66	6'-4"	J	0'-4"	1'-0"	5'-0"								0'-6"	WINGS					
W503	2	13'-10"		—WINGS—																												
W504	8	2'-0"	RETAINING WALLS	F502	2	7'-8"	WING #1 FTG.	A509		12'-0"																						
W505	2	14'-6"	NO. RETAINING WALL	F503		8'-4"		A510		12'-9"																						
W506		11'-11"		F504		9'-1"		A511	20	12'-8"	WING #1 & WING #2																					
W507		12'-6"		F505		9'-9"		A512	2	9'-3"	WING #1																					
W508	3	9'-11"		F506		10'-6"		A513		6'-10"																						
W509	24	10'-10"	RETAINING WALLS	F507		11'-2"		A514		4'-5"																						
W510	4	11'-9"		F508		11'-11"		A515		1'-10"																						
W511		12'-5"		F509	4	12'-6"		A516		10'-1"	WING #2																					
W512		12'-10"		F510	3	15'-7"		A517		7'-5"																						
W513	3	9'-4"	SO. RETAINING WALL	F511	3	15'-11"		A518		4'-9"																						
W514	1	10'-4"		F512	2	16'-3"		A519	2	1'-11"	WING #2																					
W515	1	10'-1"		F513	1	15'-5"		A520	1	6'-2"																						
W516	3	7'-1"	NO. RETAINING WALL	F514		12'-11"		A521		7'-2"																						
W517	1	7'-10"		F515		10'-3"		A522		8'-0"																						
W518		8'-8"		F516		7'-6"		A523		8'-10"																						
W519		9'-6"		F517		4'-9"		A524		9'-8"																						
W520		10'-5"		F518	13	7'-0"	WING #2 FTG.	A525		10'-6"																						
W521		8'-1"		F519	1	5'-8"		A526		11'-4"																						
W522		8'-11"		F520	3	12'-1"		A527		12'-2"																						
W523		9'-10"		F521	3	12'-4"		A528	11	12'-8"	WING #2 & WING #3																					
W524	2	15'-2"		F522	2	12'-8"		A529	2	9'-4"																						
W525	2	17'-2"		F523	3	7'-8"	WING #3 FTG.	A530		6'-10"																						
W601	32	10'-10"	RETAINING WALLS	F524		8'-7"		A531		4'-5"																						
W602	4	7'-1"		F525		9'-6"		A532		2'-0"																						
W603	4	9'-4"		F526		10'-5"		A533	11	6'-1"																						
W604	2	9'-11"		F527		11'-4"		A534	1	6'-8"																						
W605		10'-6"		F528	1	12'-1"		A535		7'-5"																						
W606		11'-1"		F529		10'-8"		A536		8'-6"																						
W607		11'-7"		F530		6'-4"		A537		9'-5"																						
W608		12'-1"		F531		2'-3"		A538		10'-4"																						
W609		12'-7"		F532	3	15'-7"		A539		11'-3"																						
W610		12'-10"		F533	3	16'-4"		A540		12'-2"																						
W611		7'-8"	NO. RETAINING WALL	F534	2	16'-11"		A541		12'-10"																						
W612		8'-3"		F535	1	16'-1"																										
W613		8'-10"		F536		13'-0"																										
W614		9'-4"		F537		9'-11"		F601	2	7'-8"	WING #1 FTG.																					
W615		9'-11"		F538		6'-10"		F602		8'-4"																						
W616		10'-6"		F539		3'-9"		F603		9'-1"																						
W617		11'-1"						F604		9'-9"																						
W618		11'-7"						F605		10'-6"																						

All dimensions are out to out of reinforcing bar
 Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318
 Reinforcing Bar: ASTM A615 Grade 60

GENERAL NOTES

- 1-First digit(s) following the letter of the mark indicates size of the bar:
 Mark (A502) bar size-#5
 Mark (P1001) bar size-#10
 Mark (S603) bar size-#6
- 2-Each truss bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

AS BUILT 1993

REVISIONS DATE

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

INTERSTATE 95
 OVER
 PENJAWOC STREAM
 IN THE CITY OF
 BANGOR
 PENOBSCOT COUNTY
 REINFORCING STEEL SCHEDULE

SHEET 5 OF 6 AUGUSTA, MAINE

Bangor 95

PROJECT DESIGN ENGINEER: RCBooth
 CHECKED: S.C. 6/24
 REVISIONS: FIELD CHANGES
 DATE: 8/92
 28AUG92-005950
 REBARY

REINFORCING STEEL SCHEDULE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE		27	29

11-95-472A(10)

STRAIGHT BARS								BENT BARS																				
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION		
WINGS (Cont'd)																												
	A615	1	8'-0"				WING #2																					
F606	2	11'-2"	WING #1 FTG.	A616		8'-6"																						
F607		11'-11"		A617		9'-1"																						
F608		12'-6"		A618		9'-8"																						
F609	3	13'-8"		A619		10'-3"																						
F610	3	14'-0"		A620		10'-9"																						
F611	2	14'-5"		A621		11'-4"																						
F612	1	13'-7"		A622		11'-11"																						
F613		11'-1"		A623		12'-6"																						
F614		8'-6"		A624	2	12'-9"	WINGS #1 & #2																					
F615		5'-6"		A625	1	12'-10"	WING #3																					
F616		4'-9"		A626		12'-6"																						
F617	13	7'-0"	WING #2 FTG.	A627		11'-10"																						
F618	1	5'-7"		A628		11'-3"																						
F619	3	12'-1"		A629		10'-8"																						
F620	3	12'-4"		A630		10'-0"																						
F621	2	12'-8"		A631		9'-5"																						
F622	3	7'-8"	WING #3 FTG.	A632		8'-10"																						
F623		8'-7"		A633		8'-2"																						
F624		9'-6"		A634		7'-7"																						
F625		10'-5"		A635		7'-0"																						
F626		11'-4"		A636		6'-4"																						
F627	1	7'-1"																										
F628	1	2'-10"																										
F629	3	13'-9"																										
F630	3	14'-5"																										
F631	2	15'-2"																										
F632	1	14'-2"																										
F633		11'-1"																										
F634		8'-0"																										
F635		4'-11"																										
F636		1'-11"	WING #3																									
A600	26	6'-1"	WING #1,#3,ENDWALLS																									
A601	1	6'-3"	WING #1																									
A602		6'-10"																										
A603		7'-6"																										
A604		8'-1"																										
A605		8'-9"																										
A606		9'-4"																										
A607		10'-0"																										
A608		10'-7"																										
A609		11'-2"																										
A610		11'-9"																										
A611		12'-5"																										
A612		6'-2"	WING #2																									
A613		6'-10"																										
A614		7'-5"																										

All dimensions are out to out of reinforcing bar
 Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318
 Reinforcing Bar: ASTM A615 Grade 60

GENERAL NOTES

- 1-First digit(s) following the letter of the mark indicates size of the bar:
 Mark (A502) bar size-#5
 Mark (P1001) bar size-#10
 Mark (S603) bar size-#6
- 2-Each truss bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

AS BUILT 1993

REVISIONS DATE

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

INTERSTATE 95
 OVER
 PENJAWOC STREAM
 IN THE CITY OF
 BANGOR
 PENOBSCOT COUNTY
 REINFORCING STEEL SCHEDULE

Bangor 95

PROJECT DESIGN ENGINEER
 DATE 8/92
 BY R.Booth
 CHECKED V.Booth
 REVISIONS
 FIELD CHANGES

28AUG92-005950
 REBAR2