

NEWBORG → BANGOR

Reel 255

STATE OF MAINE DEPARTMENT OF TRANSPORTATION



PLANS

NEWBURGH-HAMPDEN-HERMON-BANGOR

PENOBSCOT COUNTY
MAINE FEDERAL AID INTERSTATE

PROJECT NO. IR-IRG-95-7(93)167

TOTAL LENGTH 2.536 Miles N.B.
8.322 Miles S.B.

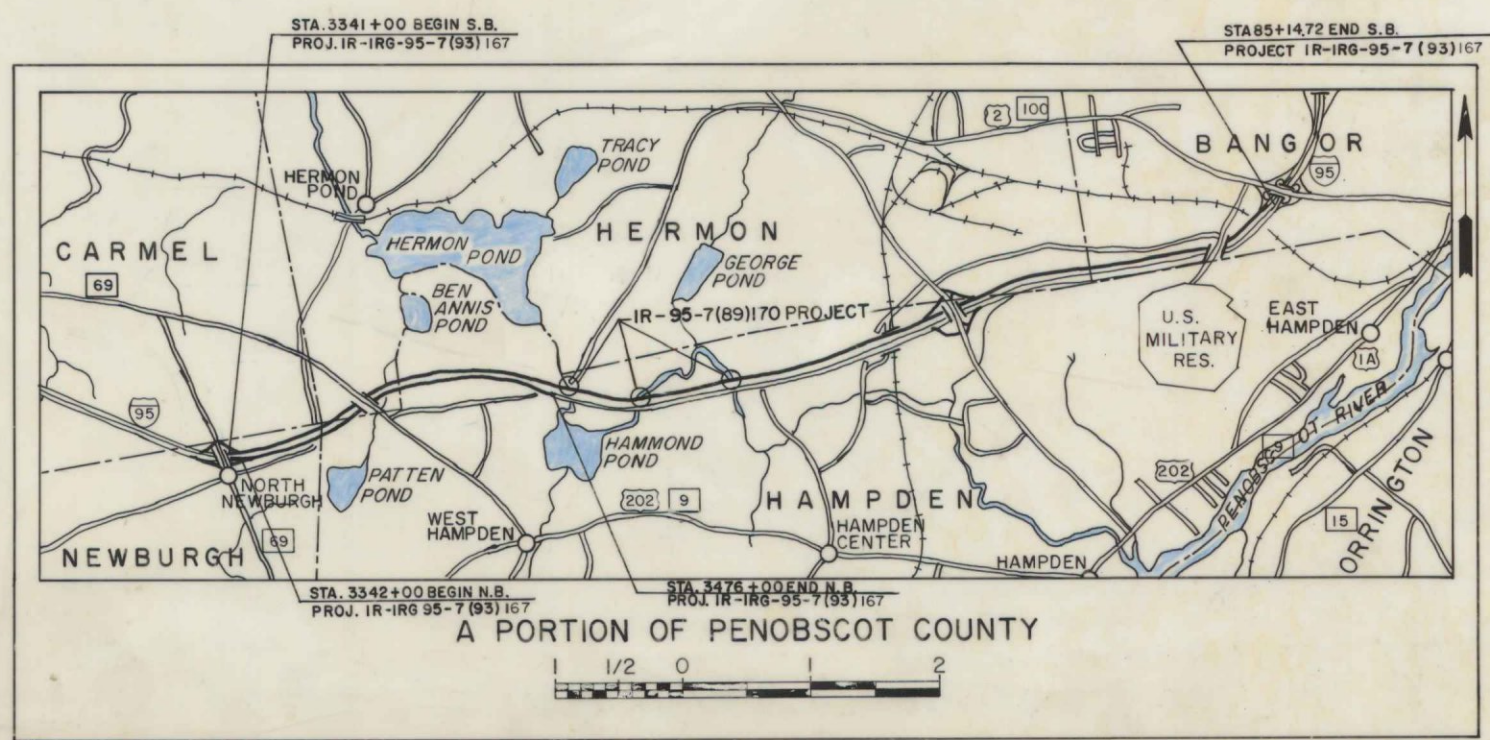
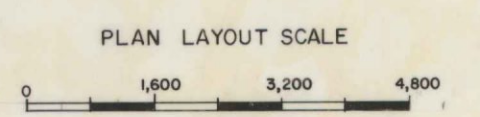
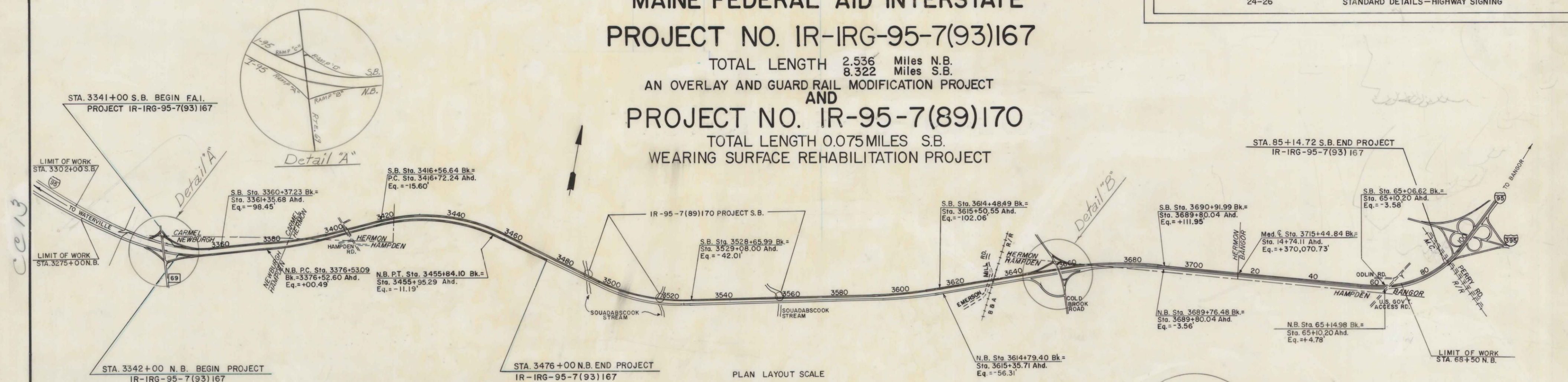
AN OVERLAY AND GUARD RAIL MODIFICATION PROJECT

AND
PROJECT NO. IR-95-7(89)170

TOTAL LENGTH 0.075 MILES S.B.
WEARING SURFACE REHABILITATION PROJECT

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2-3	TYPICAL SECTIONS
4	ESTIMATED QUANTITIES & GENERAL NOTES
5	PLAN-SAFETY IMPROVEMENT & MISC. WORK
6	RAMPS (Limit of Work) & PAVEMENT TRANSITION DETAILS
7-8	STANDARD DETAILS
9-11	MAINTENANCE OF TRAFFIC IN CONSTR. ZONE
12	STANDARD PAVEMENT MARKINGS
13	BRIDGE DETAILS
14-15	SIGN LOCATIONS & SIGN LOCATION NOTES
16-17	SIGN SUMMARY
18	POLE SIZE SUMMARY
19-23	SIGN LOCATION (CROSS SECTIONS)
24-26	STANDARD DETAILS-HIGHWAY SIGNING

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
CULVERT - EXISTING	UTILITY POLE - JOINT OCCUPANCY
CULVERT - PROPOSED	PROPOSED UTILITY POLE - TEMPORARY
CURBING - EXISTING	PROPOSED UTILITY POLE - PERMANENT
CURBING - PROPOSED	TREES
TRAVELLED WAY - EXISTING	WOODS



	FROM: RTE. 69 NEWBURGH TO: COLD BROOK RD. (Both Directions)	COLD BROOK RD. 1-395 INT. (Both Directions)
A.D.T.	1986 10480	14440
A.D.T.	2006 14880	20510
D.H.V.	1934	2666
T. (%)	15%	12%
D. (%)	55%	55%
V.	N/A	N/A
P.S.D. (%)	N/A	N/A
18 KIPS - P 2.5	739	1019

NOTE
All work contemplated under this contract to be governed by and in conformity with the Standard Specifications (revision of January 1984) and in the special provisions.

APPROVED: FOR LIMITS OF WORK ON RAMPS A, B, C SEE SPECIAL DETAILS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

DATE: 4-16-86

COMMISSIONER: *[Signature]*

CHIEF ENGINEER: *[Signature]* DATE: 4-16-86



"Revised as Built" - 1987
CRKub 6-17-87

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1

APPROVED: _____ DATE: _____

DIVISION ADMINISTRATOR

S.B. Superelevation

Station	Lt.	Rt.
3341+00	-4"	+4"
3359+50	-4"	+4"
3360+00	-4"	+4"
3361+50	-3 1/2"	+3 1/2"
3362+00	-3"	+3"
3362+50	-2 1/2"	+2 1/2"
3381+96	-2 1/2"	+2 1/2"
3382+46	-2 1/2"	+2 1/2"
3382+96	-2 1/2"	+2 1/2"
3383+45	-2 1/2"	+2 1/2"
3383+95	-2 1/2"	+2 1/2"
3401+34	-2 1/2"	+2 1/2"
3402+34	-2 1/2"	+2 1/2"
3403+34	-2 1/2"	+2 1/2"
3415+36	-2 1/2"	+2 1/2"
3417+36	-2 1/2"	+2 1/2"
3417+50	-2 1/2"	+2 1/2"
3454+89	-2 1/2"	+2 1/2"
3455+37	-2 1/2"	+2 1/2"
3455+84.10 BK	-2 1/2"	+2 1/2"
3455+95.89 Hhd.	-2 1/2"	+2 1/2"
3456+50	-2 1/2"	+2 1/2"
3457+00	-2 1/2"	+2 1/2"
3528+00	-3"	+3"
3529+00	-2 1/2"	+2 1/2"
3530+00	-2 1/2"	+2 1/2"
3531+00	-2 1/2"	+2 1/2"
3594+00	-2 1/2"	+2 1/2"
3595+00	-2 1/2"	+2 1/2"
3596+00	-2 1/2"	+2 1/2"
3614+00	-2 1/2"	+2 1/2"
3615+00	-2 1/2"	+2 1/2"
3616+00	-2 1/2"	+2 1/2"
3661+00	-2 1/2"	+2 1/2"
3662+00	-2 1/2"	+2 1/2"
3663+00	-2 1/2"	+2 1/2"
3676+52	-2 1/2"	+2 1/2"
3687+00	-2 1/2"	+2 1/2"
3688+00	-2 1/2"	+2 1/2"
3689+00	-2 1/2"	+2 1/2"
57+50	0	+2 1/2"
58+00	-1/4"	+1 1/4"
59+00	-2 1/2"	+2 1/2"
59+00	-5"	-2 1/2"
60+00	-8"	-4"
60+00	-11"	-5 1/2"

N.B. Superelevation

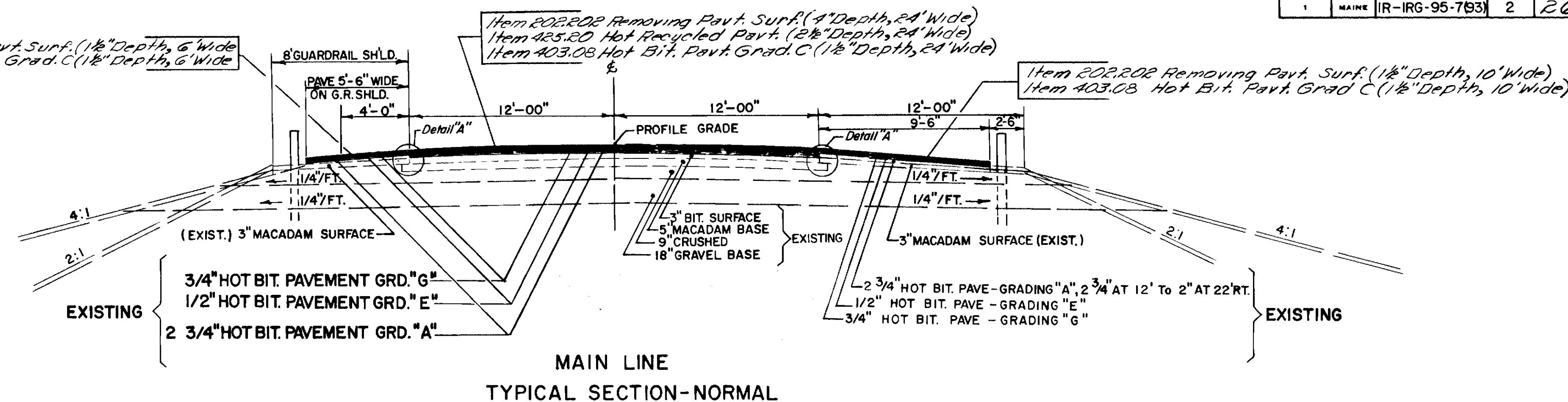
Station	Lt.	Rt.
3342+00	-4"	+4"
3357+50	-4"	+4"
3358+00	-4"	+4"
3359+00	-3 1/2"	+3 1/2"
3359+50	-3"	+3"
3375+50	-2 1/2"	+2 1/2"
3376+00	-2 1/2"	+2 1/2"
3377+00	-2 1/2"	+2 1/2"
3394+50	-2 1/2"	+2 1/2"
3395+00	-2 1/2"	+2 1/2"
3396+00	-2 1/2"	+2 1/2"
3415+57	-2 1/2"	+2 1/2"
3416+07	-2 1/2"	+2 1/2"
3417+06	-2 1/2"	+2 1/2"
3454+89	-2 1/2"	+2 1/2"
3455+37	-2 1/2"	+2 1/2"
3455+84.10 BK	-2 1/2"	+2 1/2"
3455+95.89 Hhd.	-2 1/2"	+2 1/2"
3456+50	-2 1/2"	+2 1/2"
3457+00	-2 1/2"	+2 1/2"
3528+00	-3"	+3"
3529+00	-2 1/2"	+2 1/2"
3530+00	-2 1/2"	+2 1/2"
3531+00	-2 1/2"	+2 1/2"
3594+00	-2 1/2"	+2 1/2"
3595+00	-2 1/2"	+2 1/2"
3596+00	-2 1/2"	+2 1/2"
3614+00	-2 1/2"	+2 1/2"
3615+00	-2 1/2"	+2 1/2"
3616+00	-2 1/2"	+2 1/2"
3661+00	-2 1/2"	+2 1/2"
3662+00	-2 1/2"	+2 1/2"
3663+00	-2 1/2"	+2 1/2"
3676+52	-2 1/2"	+2 1/2"
3687+00	-2 1/2"	+2 1/2"
3688+00	-2 1/2"	+2 1/2"
3689+00	-2 1/2"	+2 1/2"
57+50	0	+2 1/2"
58+00	-1/4"	+1 1/4"
59+00	-2 1/2"	+2 1/2"
59+00	-5"	-2 1/2"
60+00	-8"	-4"
60+00	-11"	-5 1/2"

Change from & Control To Inside Edge Pavt. Control

Station	Outside Edge	Inside Edge
3687+00	+5"	+2 1/2"
3688+00	+3 3/4"	+3 1/2"
3689+00	+2 1/2"	+2 1/2"
57+50	0	+2 1/2"
58+00	-1/4"	+1 1/4"
59+00	-2 1/2"	+2 1/2"
59+00	-5"	-2 1/2"
60+00	-8"	-4"
60+00	-11"	-5 1/2"

Note: Superelevation Tables M to be used as a guide only. Superelevation from original paving projects.

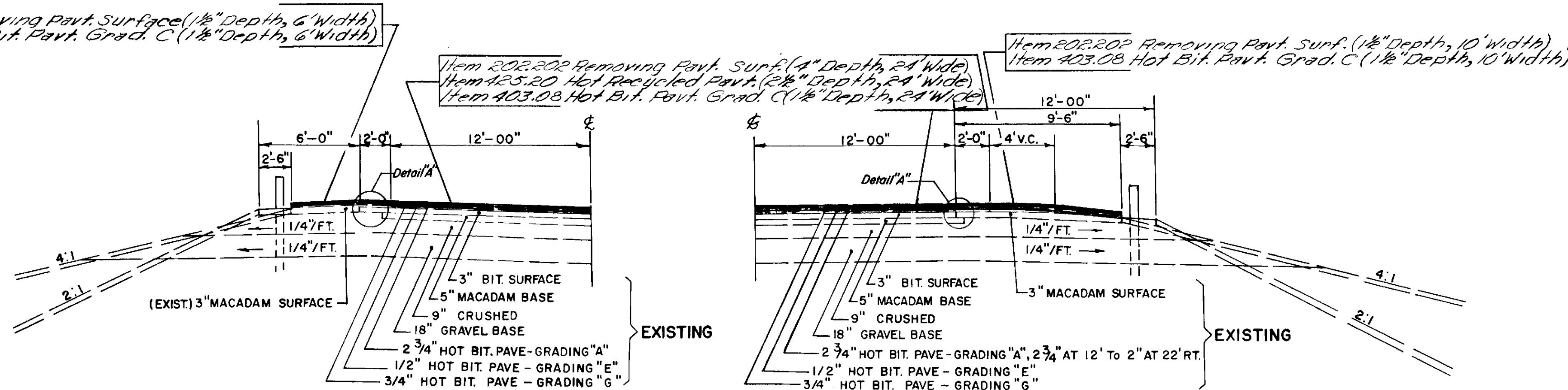
Item 202.202 Removing Pavt. Surf. (1 1/2" Depth, 6' Wide)
Item 403.C8 Hot Bit. Pavt. Grad. C (1 1/2" Depth, 6' Wide)



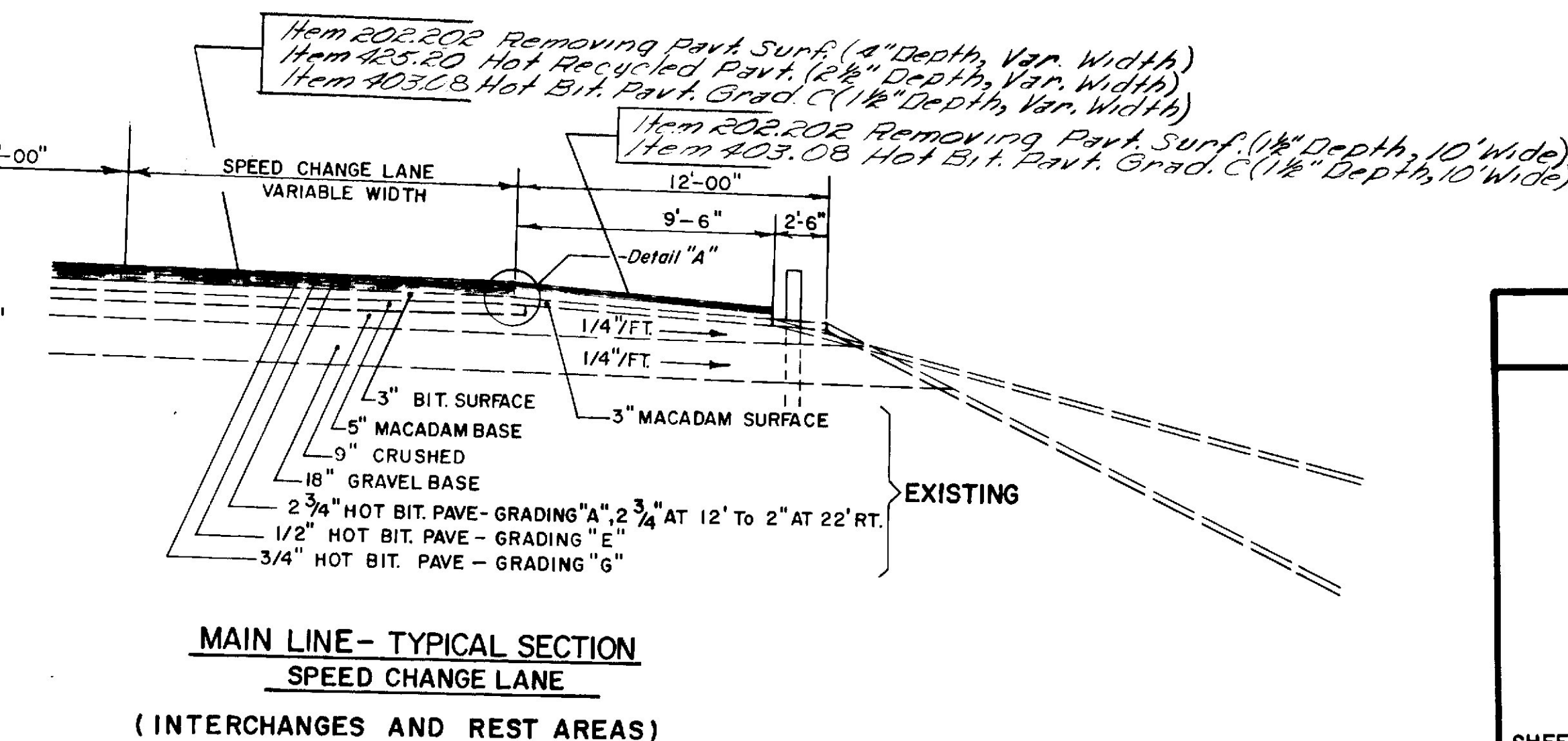
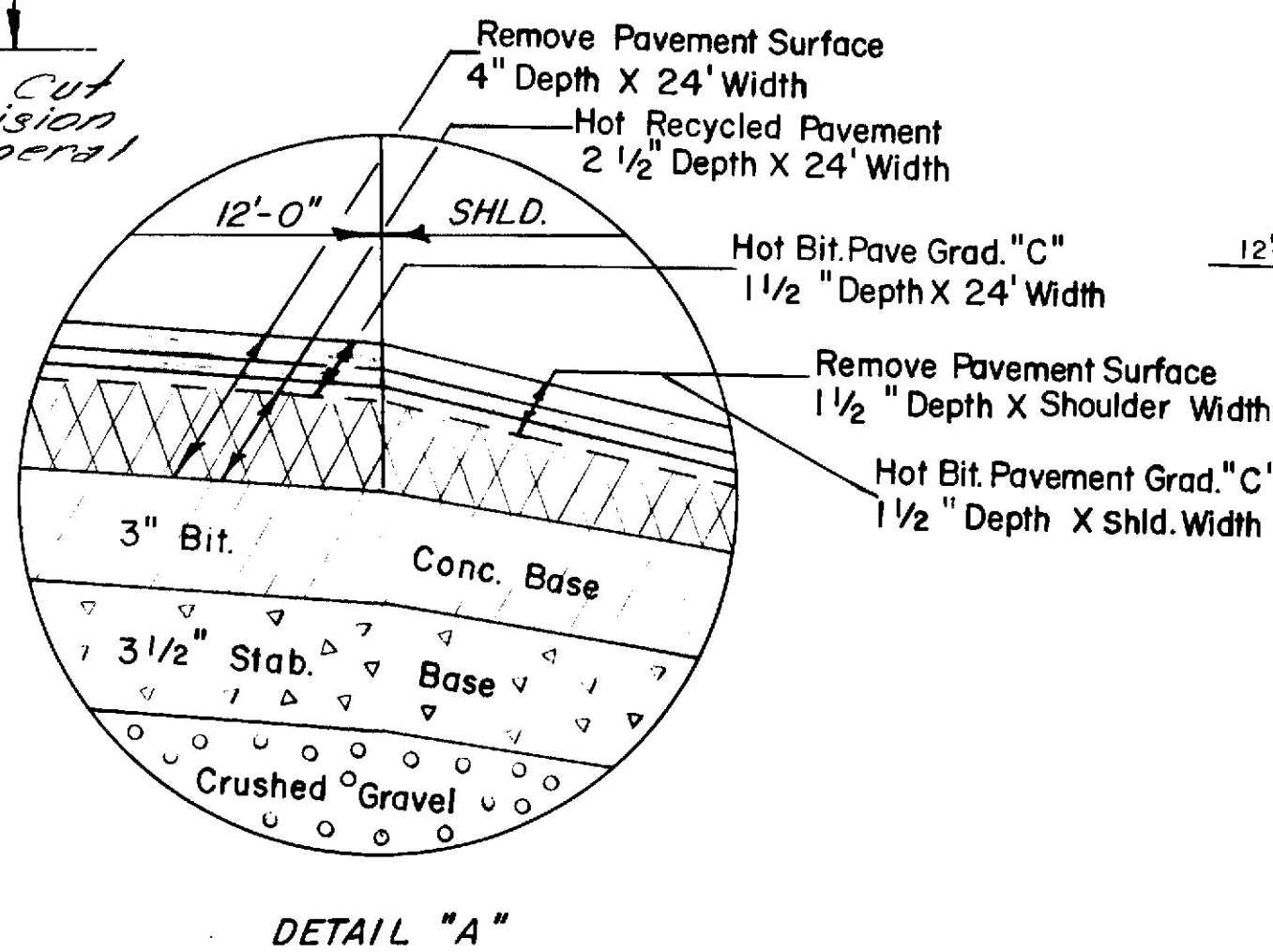
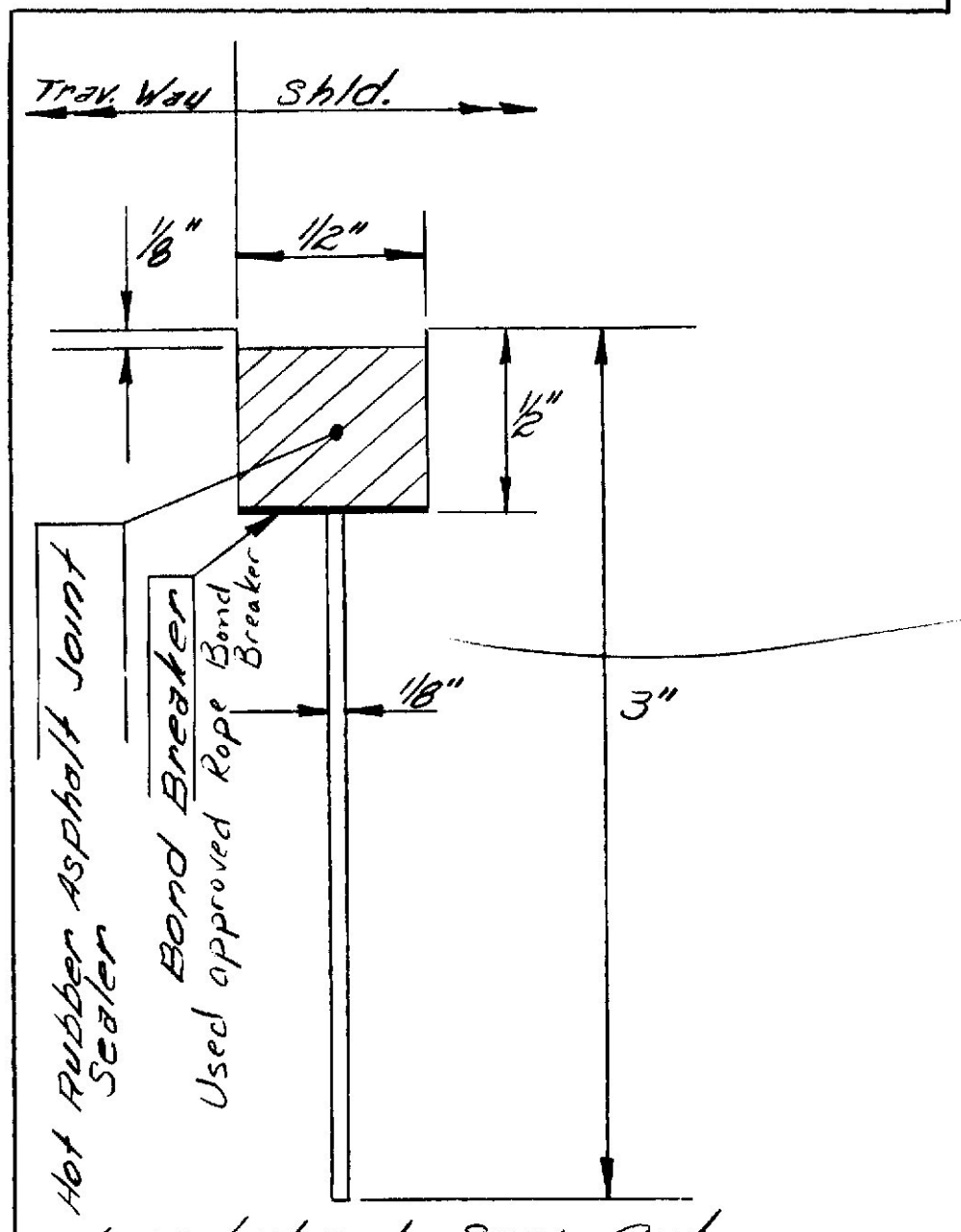
NOTE - Experimental Pavement, 2" depth - Change Order # 7
from Sta. 3712+0± to 85+15± S.B. M
Liquid additives used for Travel lane.

1 1/2" HOT BIT. PAVEMENT OVERLAY & 2 1/2" HOT RECYCLED PAVE.*

Item 202.202 Removing Pavt. Surface (1 1/2" Depth, 6' Width)
Item 403.08 Hot Bit. Pavt. Grad. C (1 1/2" Depth, 6' Width)



*Notes: The pavement depths as shown are intended to be nominal. Normal crown is anticipated to be 2 1/2". For Superelevation rates, see I-95 typical Sheet for I-95 Superelevation and Ramp typical for Ramp Superelevation.



"Revised as Built" - 1986
CR Feb 6-17-87

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-95 TYPICAL SECTIONS AND SUPERELEVATIONS

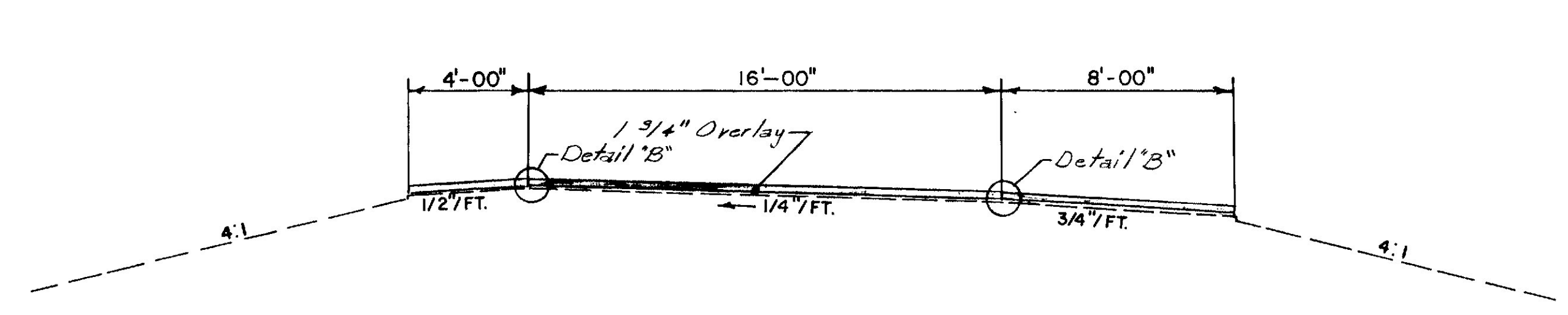
SHEET OF AUGUSTA, MAINE

1 3/4" HOT BITUMINOUS PAVEMENT OVERLAY * ONE-WAY RAMPS

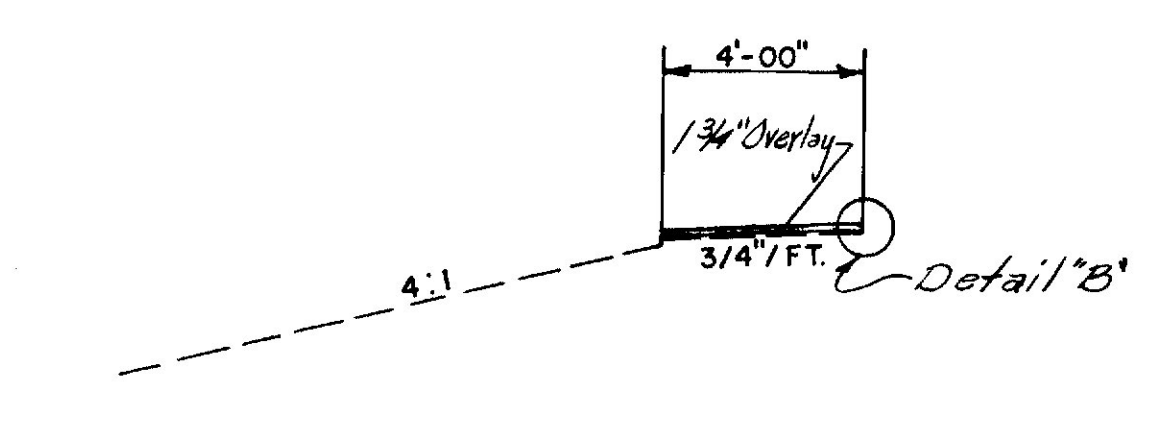
RTE 69	
RAMP "A"	
4+50	+ 3/8"
5+0	+ 1/2"
6+0	+ 1/2"
+50	+ 3/8"
7+00	+ 1/4"
+50	0"
8+0	- 1/4"
+50	- 3/8"
9+0	- 1/2"
5	5
10+50	- 1/2"
11+0	- 3/8"
+50	- 1/4"
12+0	0"
+50	+ 1/4"
RAMP "B"	
1+0	4"
5	5
9+0	4"
+50	8"
5	5
11+0	8"
+50	4"
RAMP "C"	
1+0	+ 1/4"
5	5
2+0	+ 1/4"
+50	+ 3/8"
3+0	+ 1/2"
5	5
8+0	+ 1/2"
+50	+ 3/8"
9+0	+ 1/4"

COLD BROOK ROAD	
RAMP "A"	
1+0	4"
5	5
3+50	4"
4+0	8"
+50	10"
5+0	12"
5	5
7+50	12"
8+0	10"
+50	8"
RAMP "B"	
4+0	8"
+50	10"
5+0	12"
5	5
6+50	12"
7+0	8"
+50	6"
8+00	4"
5	5
10+50	4"
11+0	8"
+50	12"
12+83	12"
RAMP "C"	
2+50	0"
3+0	4"
+50	4"
4+0	4"
+50	4"

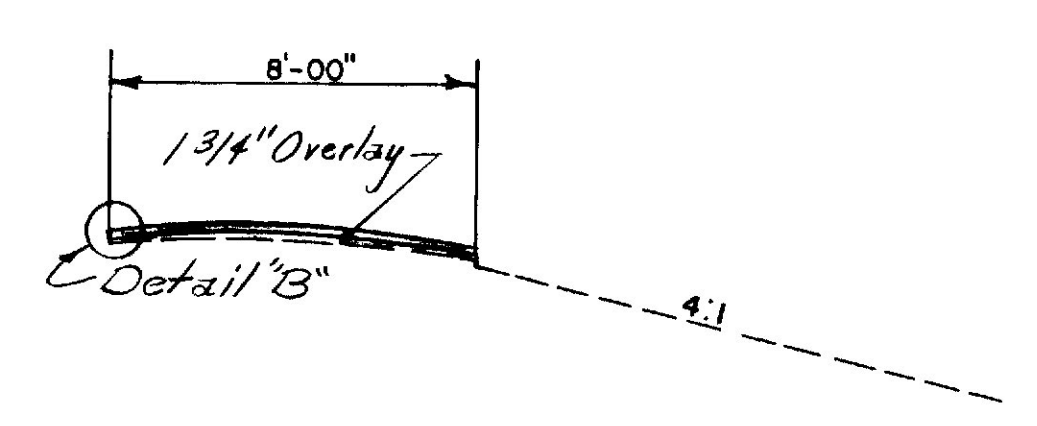
RAMP "D"	
0+0	7 1/2"
5	5
2+50	7 1/2"
3+0	8"
5	5
11+50	8"
12+0	4"
13+0	4"



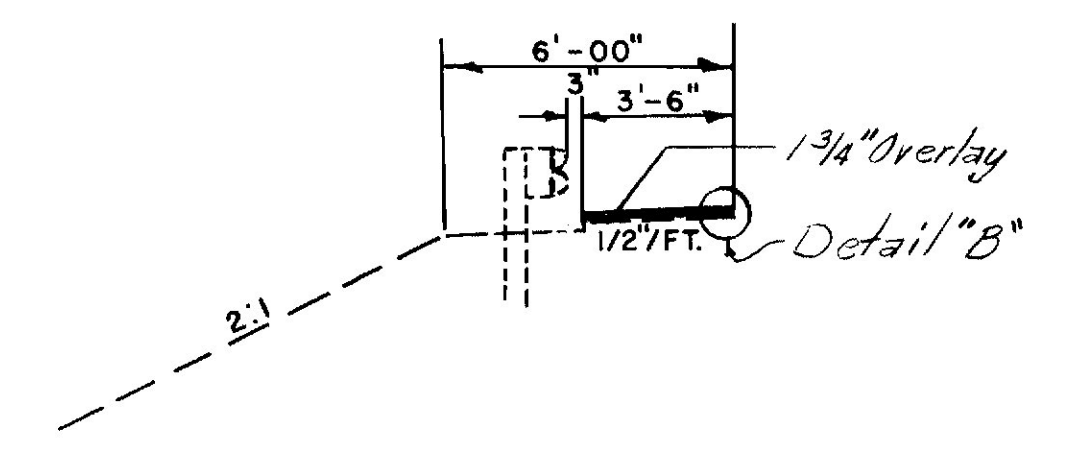
NORMAL
16 FT. PAVEMENT
4 FT. SHOULDER 8 FT. SHOULDER



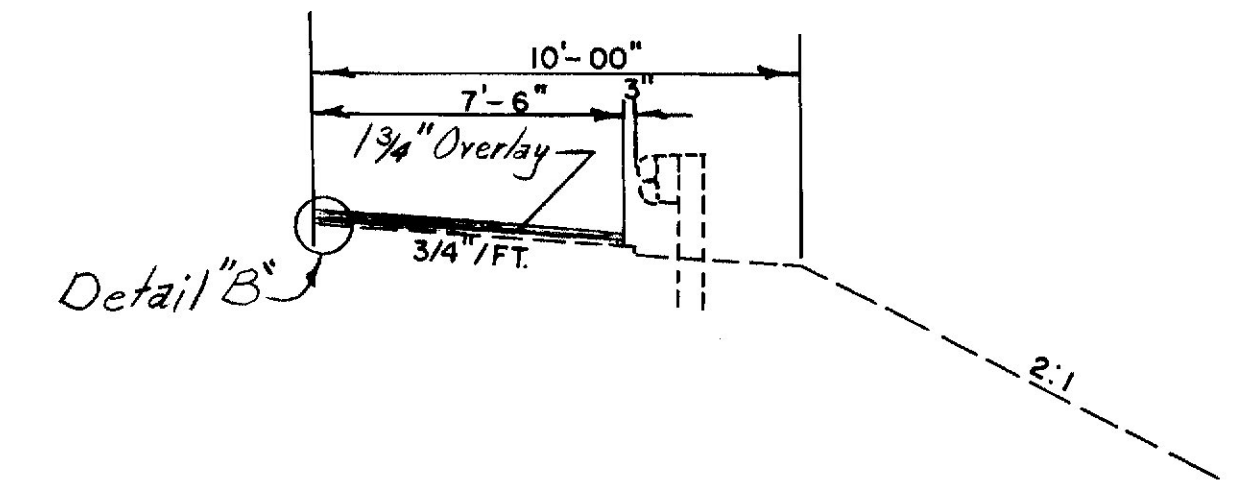
SUPERELEVATED
4 FT. SHOULDER - LOW SIDE



SUPERELEVATED
8 FT. SHOULDER - HIGH SIDE

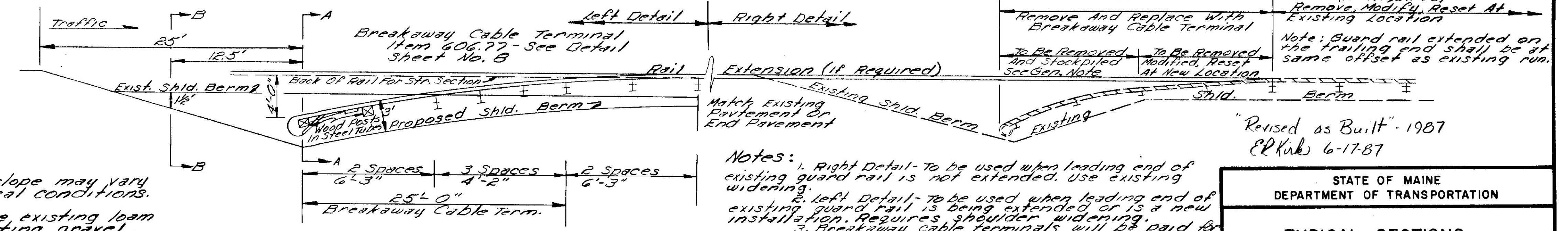
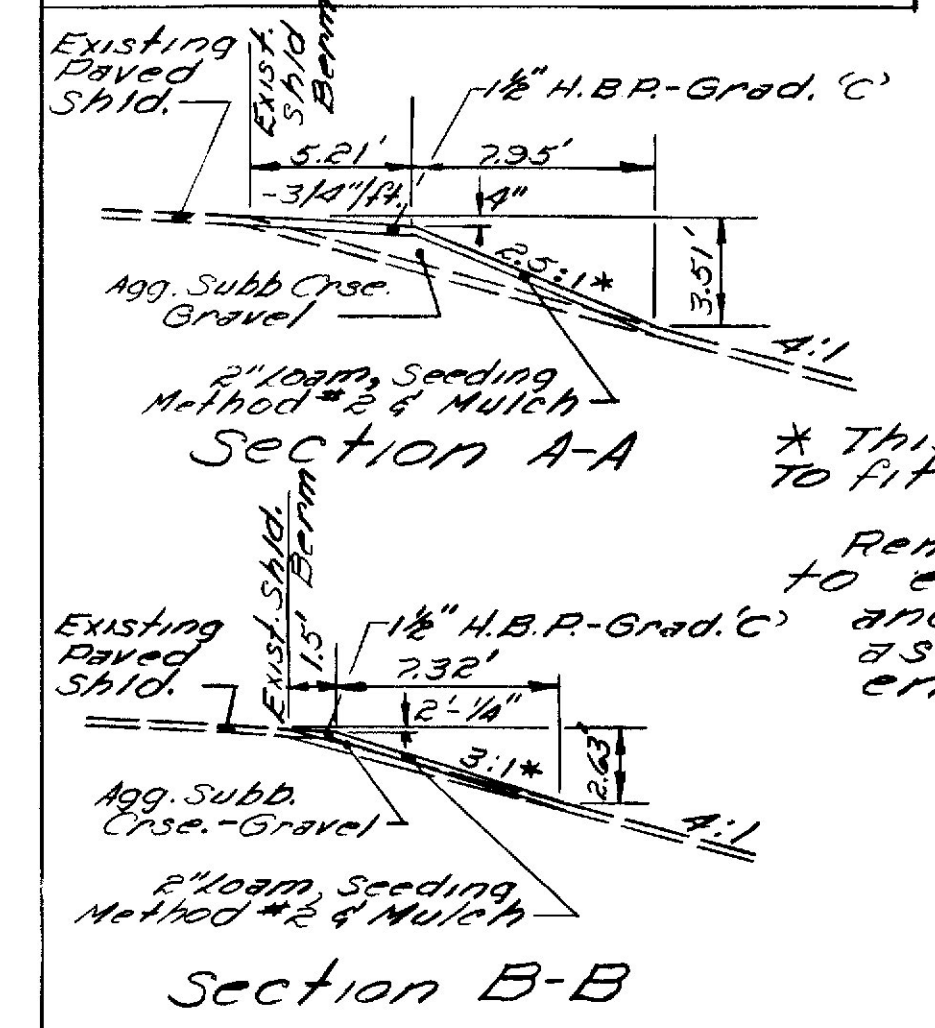
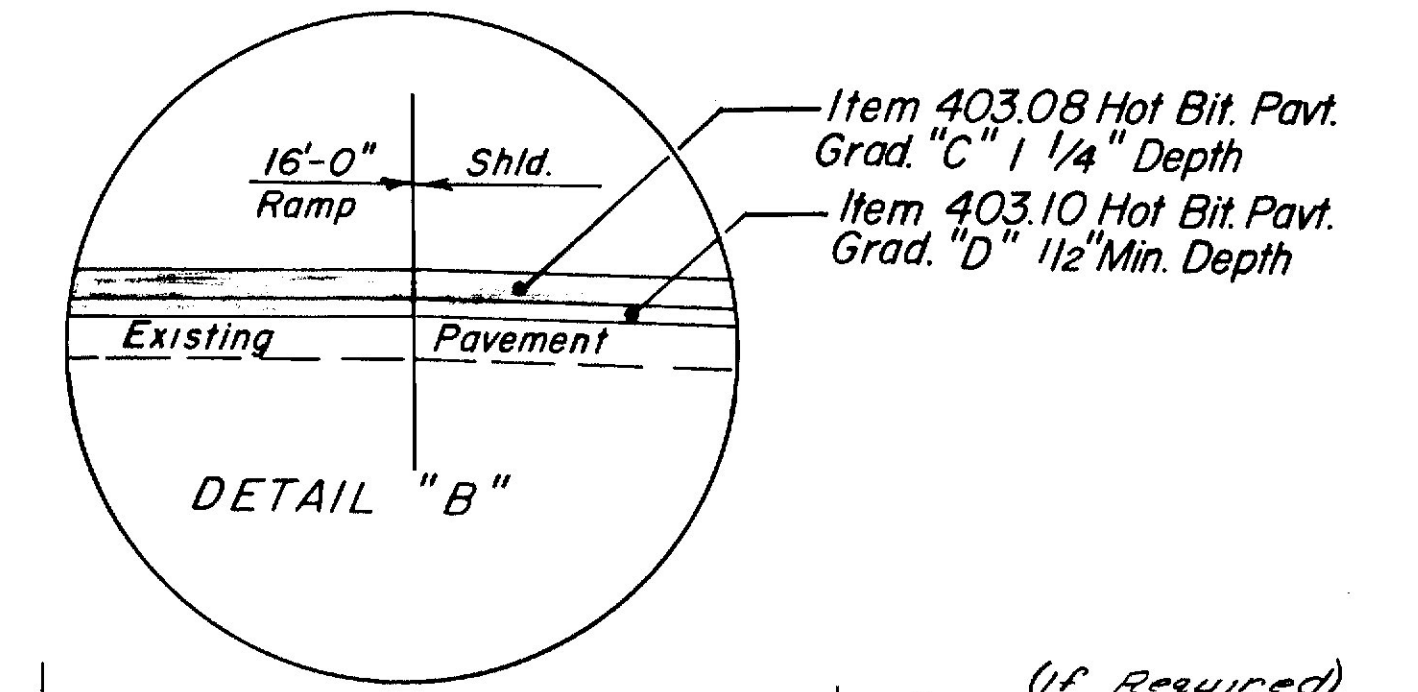


SUPERELEVATED
6 FT. GUARD RAIL SHOULDER - HIGH SIDE



SUPERELEVATED
10 FT. GUARD RAIL SHOULDER - LOW SIDE

NOTES: 1. The pavement depths as shown are intended to be nominal.
2. It is intended to Overlay Ramps A, B, C & D at the Rte. 69 Interchange and Ramp A, B, & C at the Cold Brook Rd. Interchange.



DETAIL OF SHOULDER WIDENING FOR BREAKAWAY CABLE TERMINALS (No Scale)
Item 606.751

Notes: 1. Right Detail - To be used when leading end of existing guard rail is not extended. Use existing widening.
2. Left Detail - To be used when leading end of existing guard rail is being extended or is a new installation. Requires shoulder widening.
3. Breakaway cable terminals will be paid for under Item 606.77.
4. Widened shoulders for breakaway cable terminals shall be paid for under Item 606.77.
5. When using either the left or right details for widened shoulders the engineer will ensure that the existing 1-95 in. slopes ahead of the leading end conform approximately to the detail shown on this sheet or are flatter.
6. If the existing inslopes do not conform to the detail, the leading end shall be moved back until conformance is met or the existing inslope may be flattened, whichever is deemed most practical by the engineer.

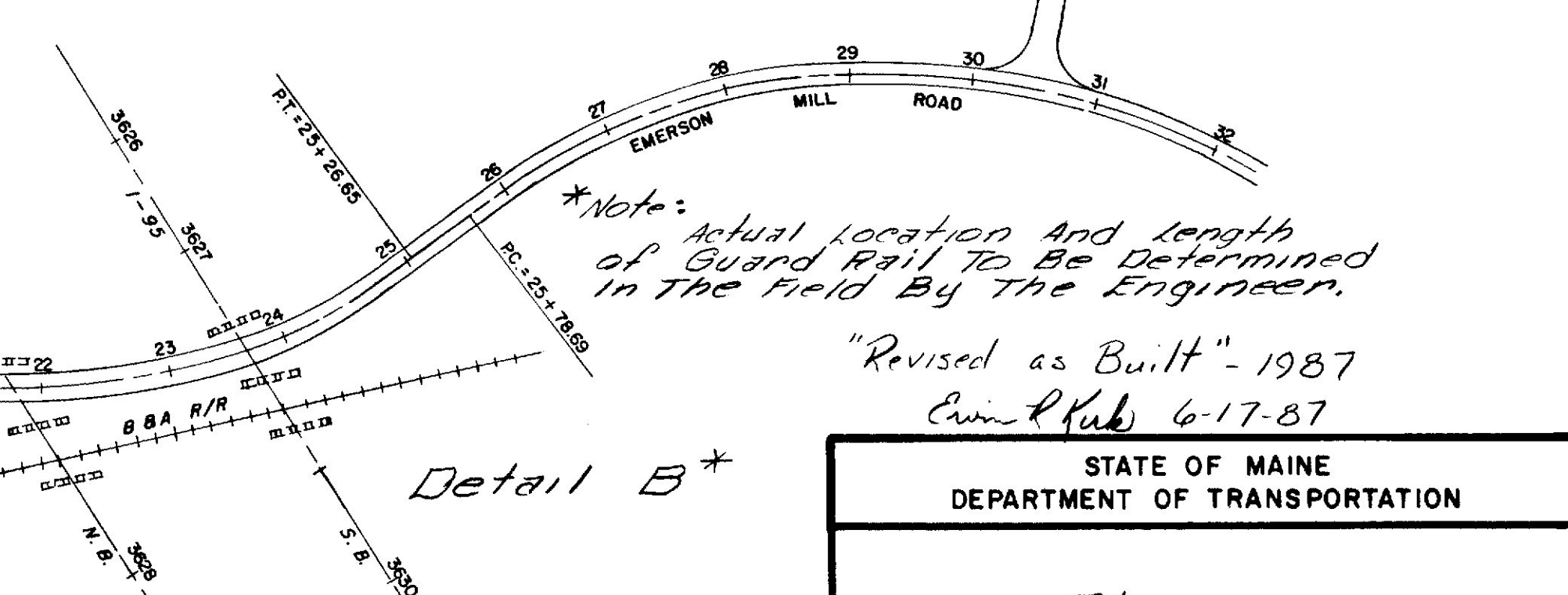
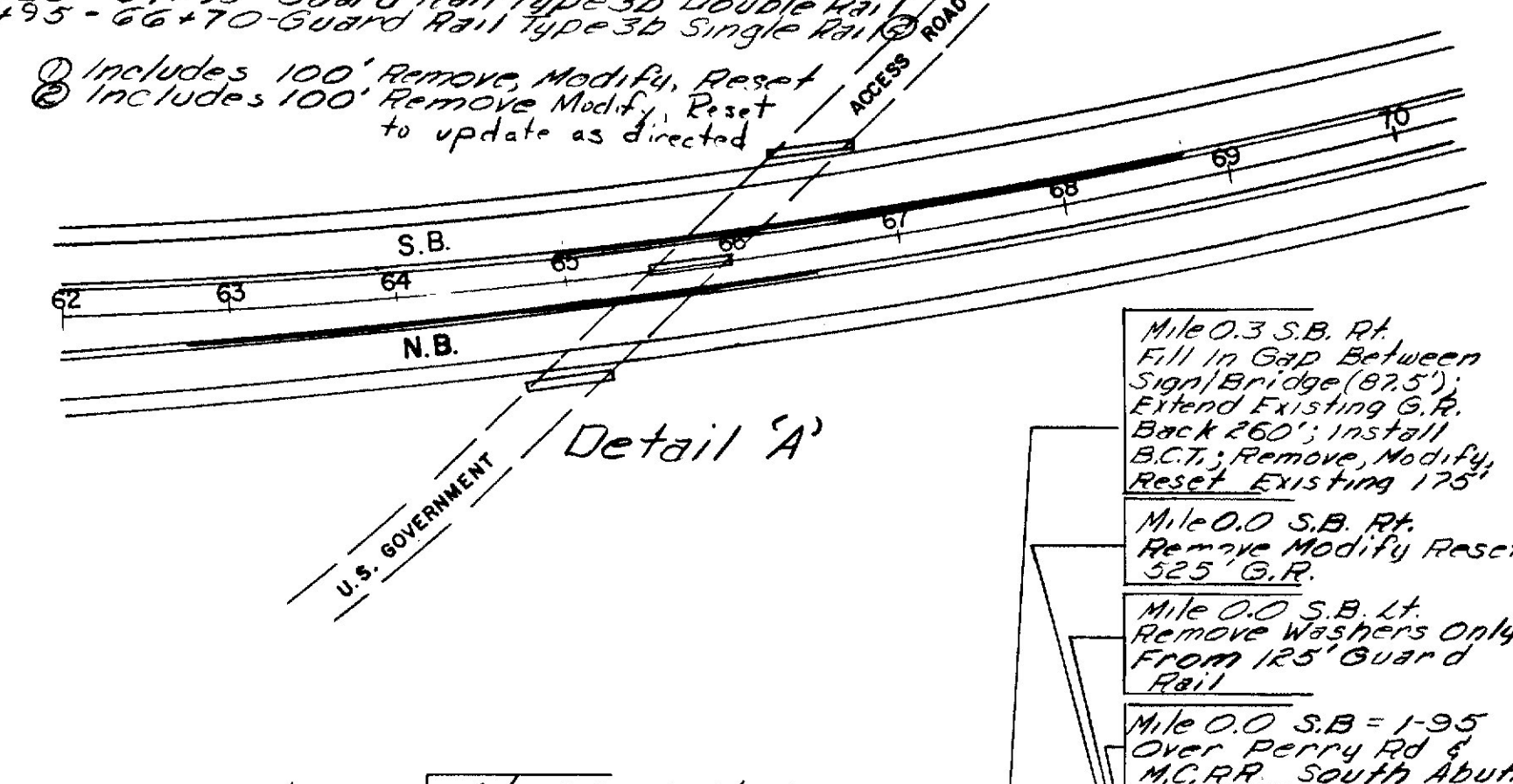
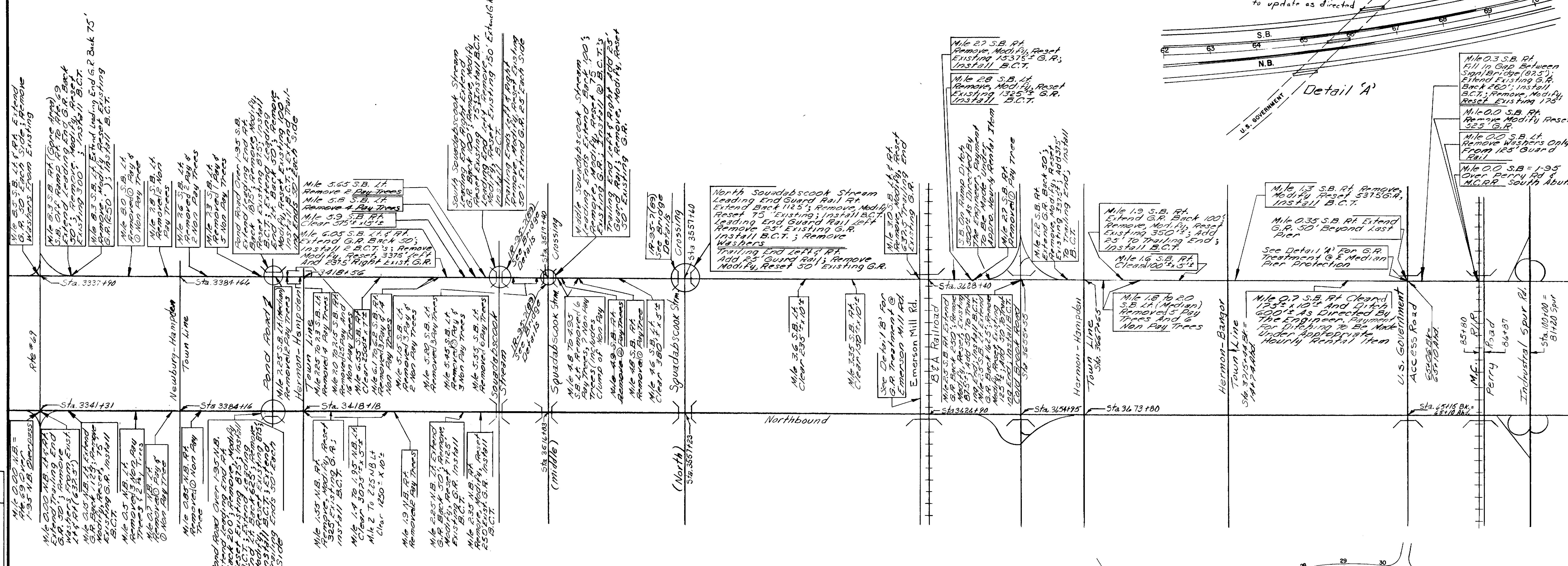
(If Required) Remove, Modify, Reset At Existing Location
Remove And Replace With Breakaway Cable Terminal
To Be Removed and Stockpiled at New Location
Note: Guard rail extended on the trailing end shall be at same offset as existing run.
"Revised as Built" - 1987
ERK/kb 6-17-87

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS
ONE-WAY RAMPS
1 3/4" OVERLAY AND
SHOULDER WIDENING
FOR BREAKAWAY
CABLE TERMINAL
SHEET OF AUGUSTA, MAINE

Altering Catch Basin
Item 624.161

Mile 0.00 S.B. (Perry Rd./M.C.R.R.) TO Mile 2.5 S.B. (Cold Brook Rd.) - 14 Each
 Mile 5.55 S.B. Lt. - 1 Each
 Mile 1.9 N.B. Rt. (Gore Area @ Rest Area) - 1 Each
 Cold Brook N.B. on Ramp (Gore Area) - 1 Each

Median Lt. Single Rail
 62+00-62+75 - Guard Rail Type 3b
 62+75-68+50 - Guard Rail Type 3b Double Rail
 68+50-68+75 - Breakaway Cable Terminal
 Median Rt. Breakaway Cable Terminal
 62+95-63+20 - Guard Rail Type 3b Double Rail
 63+20-64+95 - Guard Rail Type 3b Single Rail
 64+95-66+70 - Guard Rail Type 3b Single Rail
 Includes 100' Remove, Modify, Reset to update as directed



PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	1/18/87
CHECKED	
REVISIONS	
FIELD CHANGES	

Route 69 Ramps
(Remove, Modify, Reset G.R.)

N.B. Off Ramp Rt.	6875'
N.B. Off Ramp Lt.	727'
S.B. On Ramp Rt.	402'
S.B. On Ramp Lt.	275'
S.B. Off Ramp Rt.	681'
S.B. Off Ramp Lt.	764'
N.B. On Ramp Rt.	500'
N.B. On Ramp Lt.	3125'
S.B. On Ramp	595'

25' Extension	1BCT	
Bridge Connection		
75' Extension	1BCT	Bridge Connection
112.5' Extensions	2BCT	
12.5' Extension	1BCT	
Bridge Connection		

Cold Brook Road Ramps
(Remove, Modify, Reset G.R.)

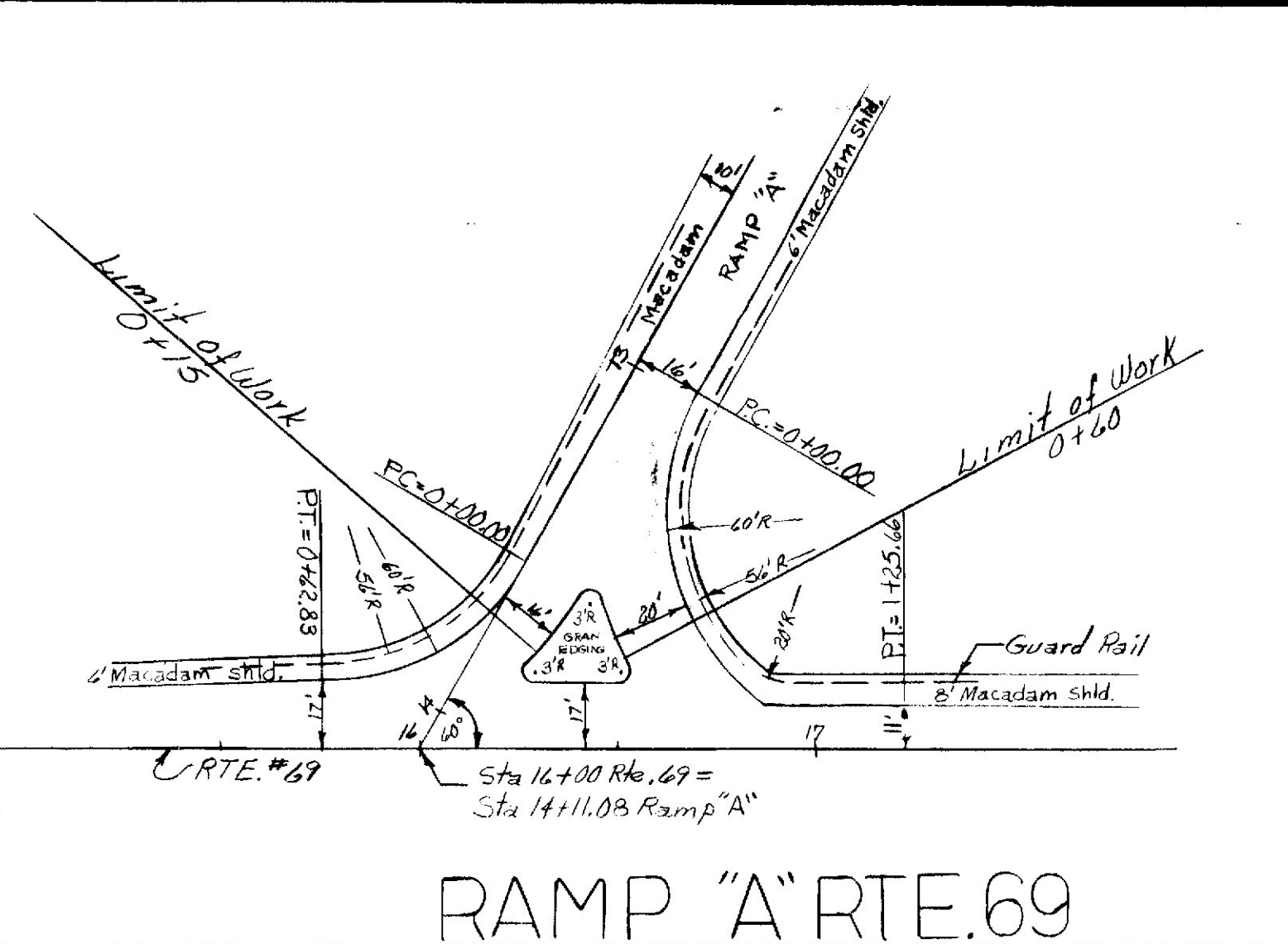
S.B. Off Ramp Lt.	144'	Bridge Connection	1BCT
S.B. On Ramp Lt.	233'	Bridge Connection	
S.B. On Ramp Rt.	312.5'	1BCT	

- Emerson Mill Road Lt.
 1) Remove Existing Cable Guard Rail
 2) Sta. 20+67.5 to 20+92.5 Install B.C.T.
 3) Sta. 20+92.5 to 29+05 Install Guard Rail Type 3b Single Rail
 4) Sta. 29+05 to 29+30 Install B.C.T.
 Emerson Mill Road Rt.
 1) Remove Existing Cable Guard Rail
 2) Sta. 21+06.5 to 21+31.5 Install B.C.T.
 3) Sta. 21+31.5 to 29+44 Install Guard Rail Type 3b Single Rail
 4) Sta. 29+44 to 29+69 Install B.C.T.

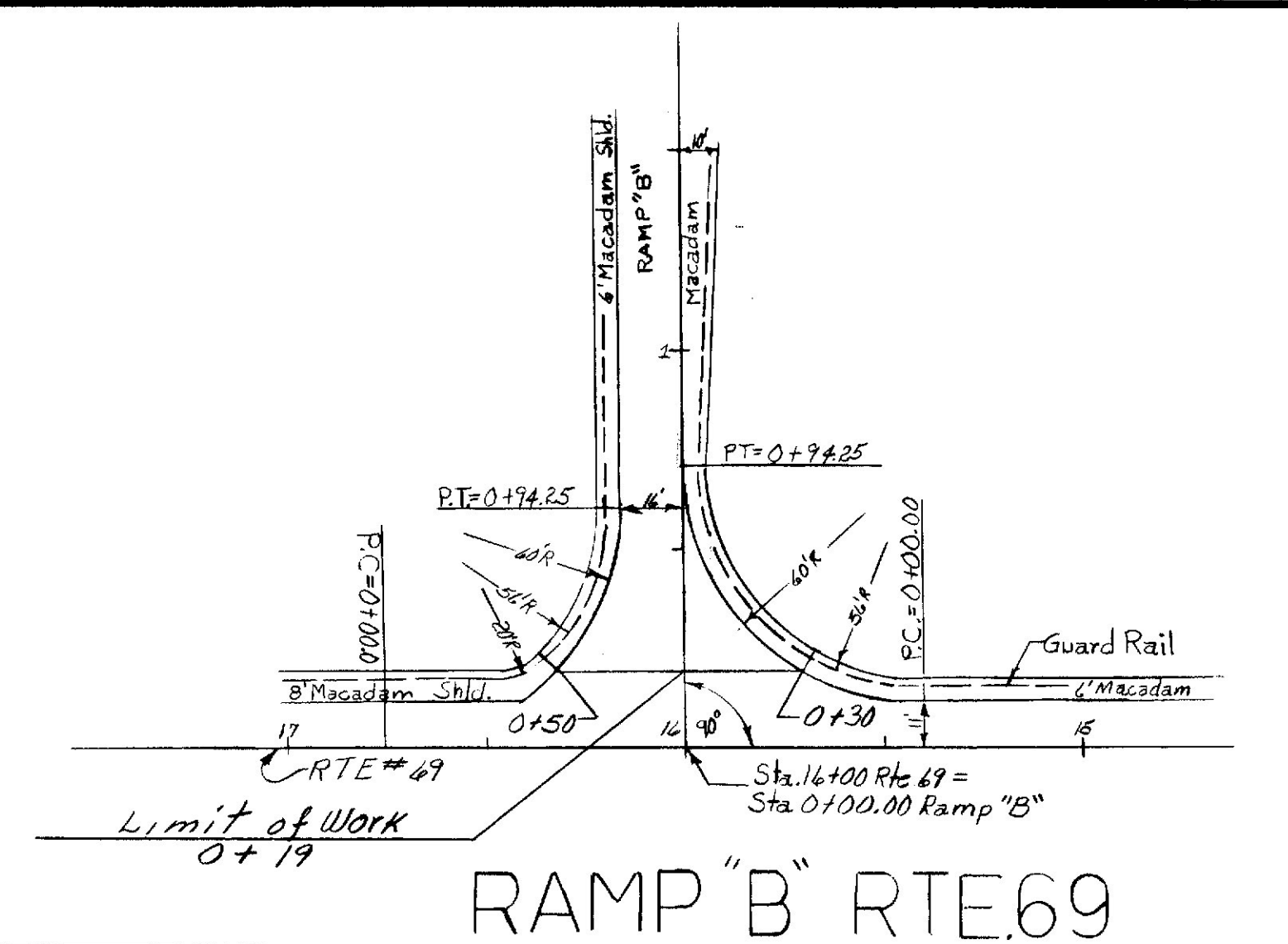
STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

Plan
 Safety Improvement And
 Miscellaneous Work

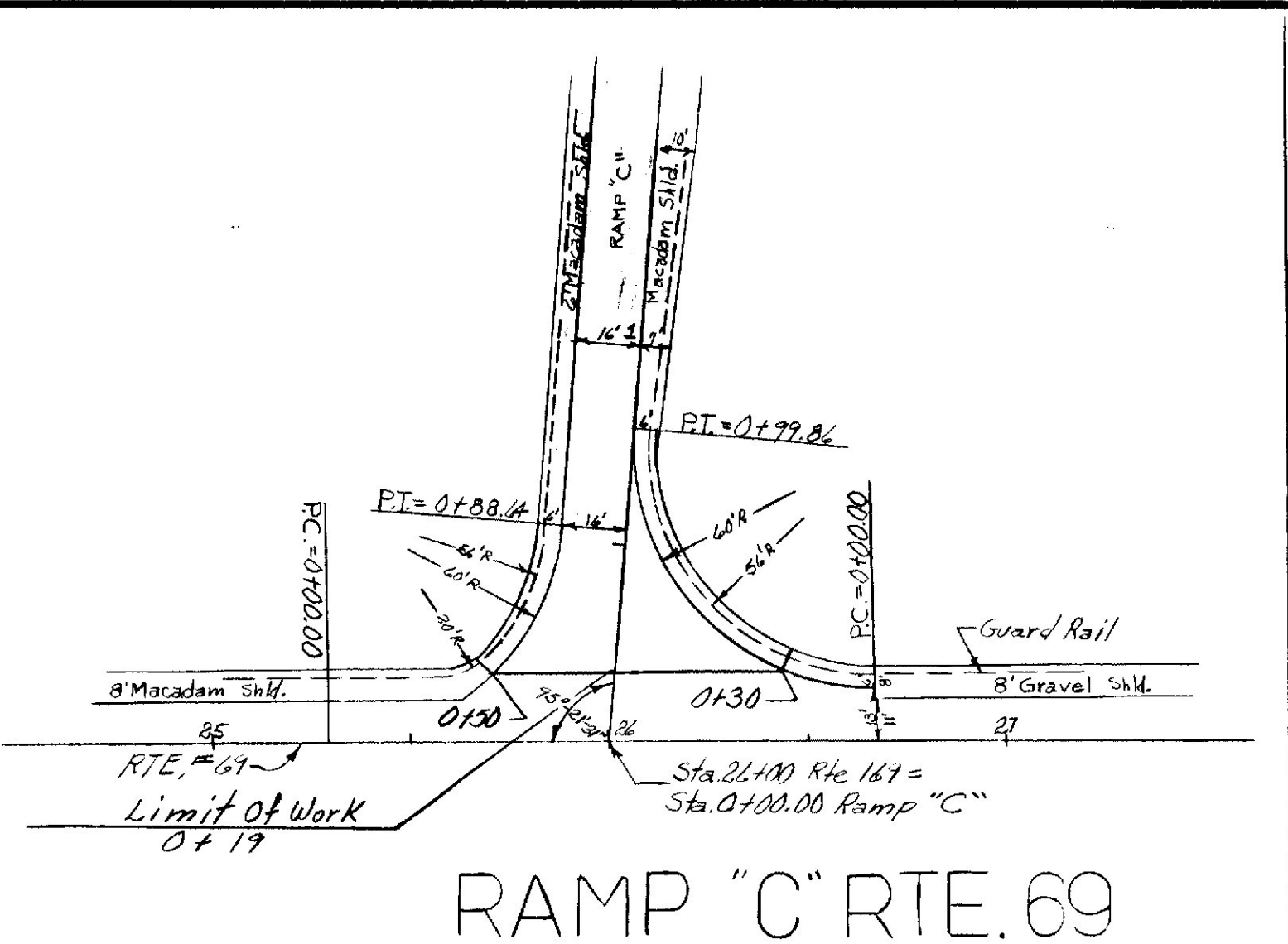
SHEET OF AUGUSTA, MAINE



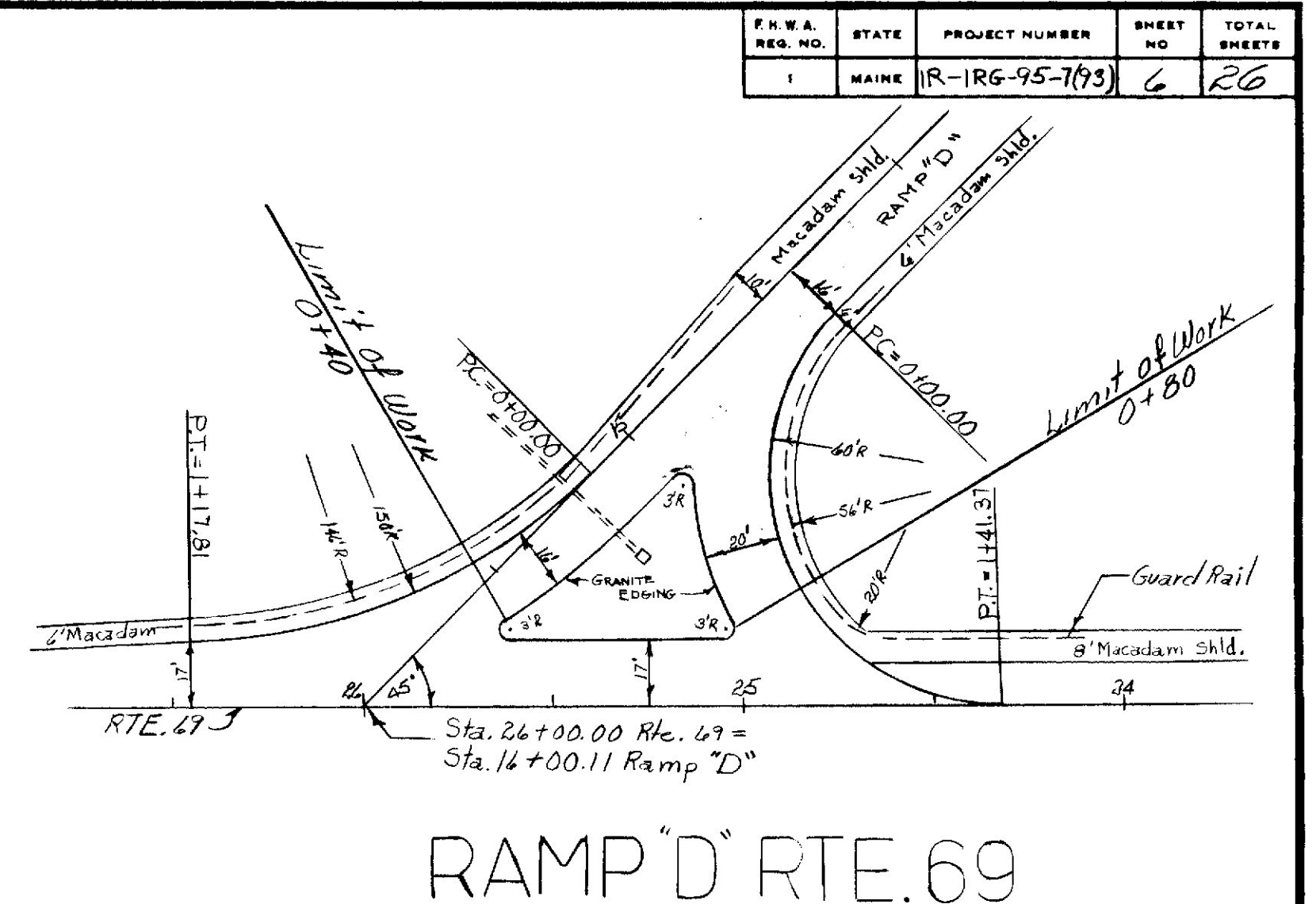
RAMP "A" RTE.69



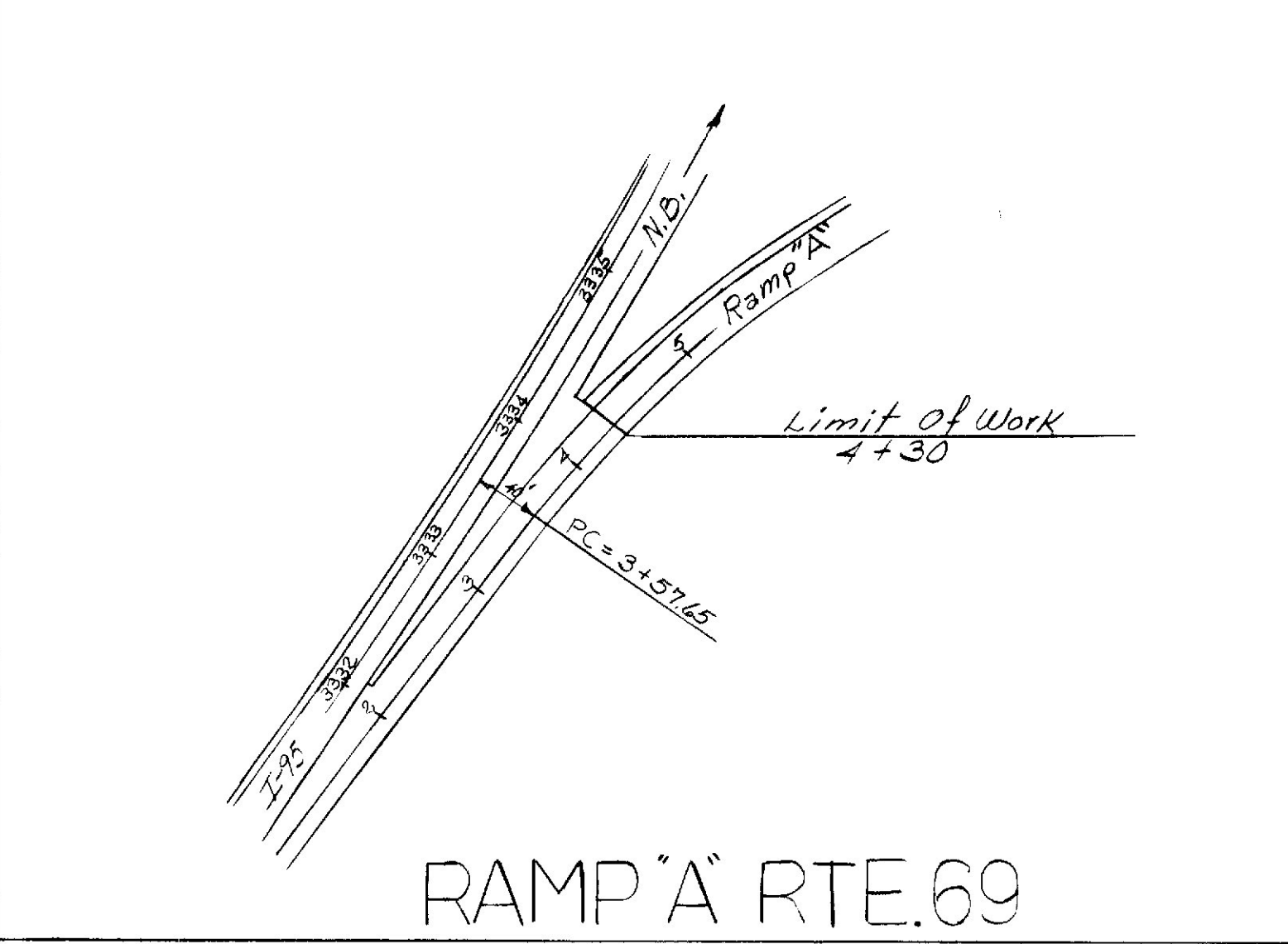
RAMP "B" RTE.69



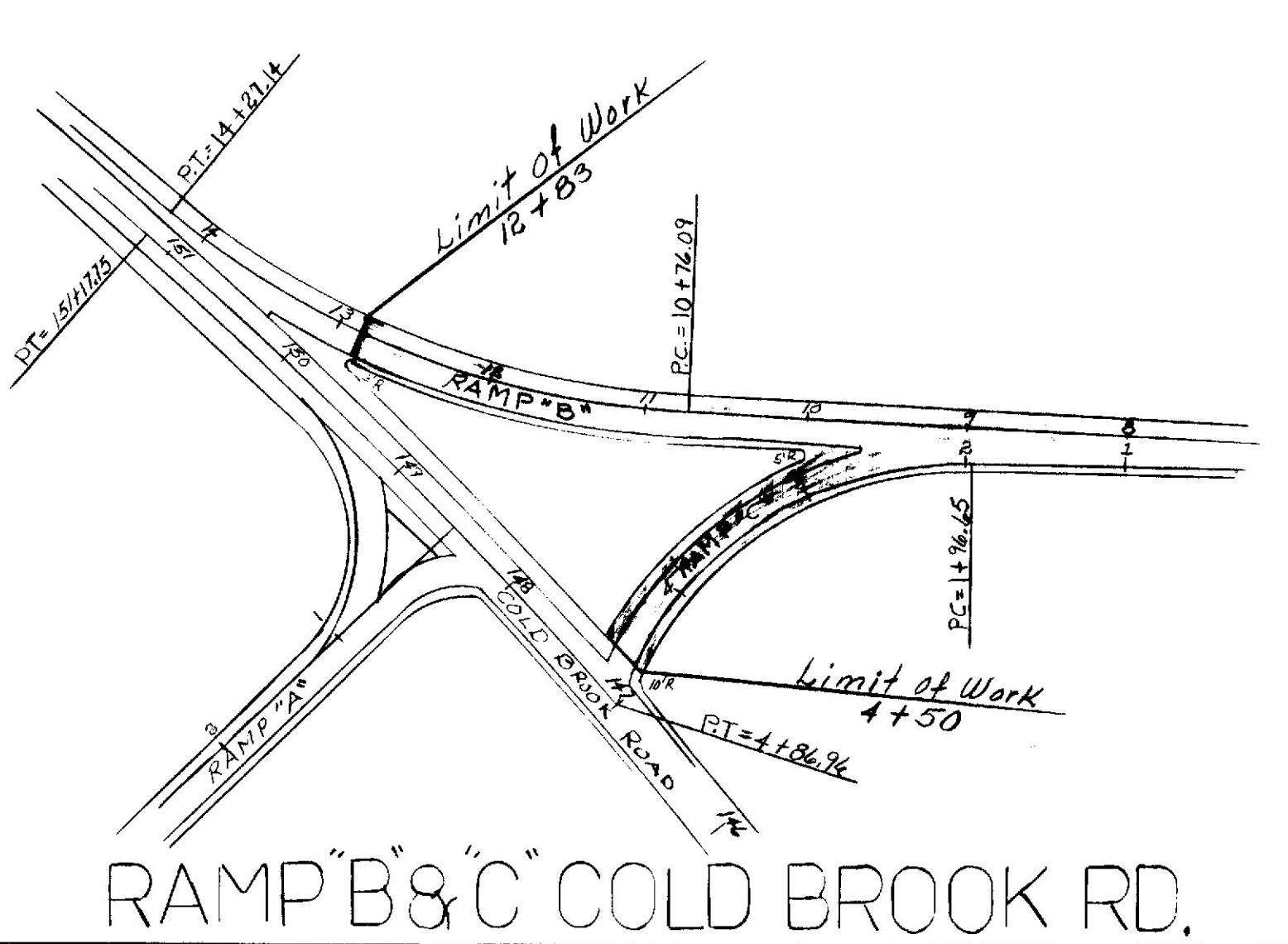
RAMP "C" RTE.69



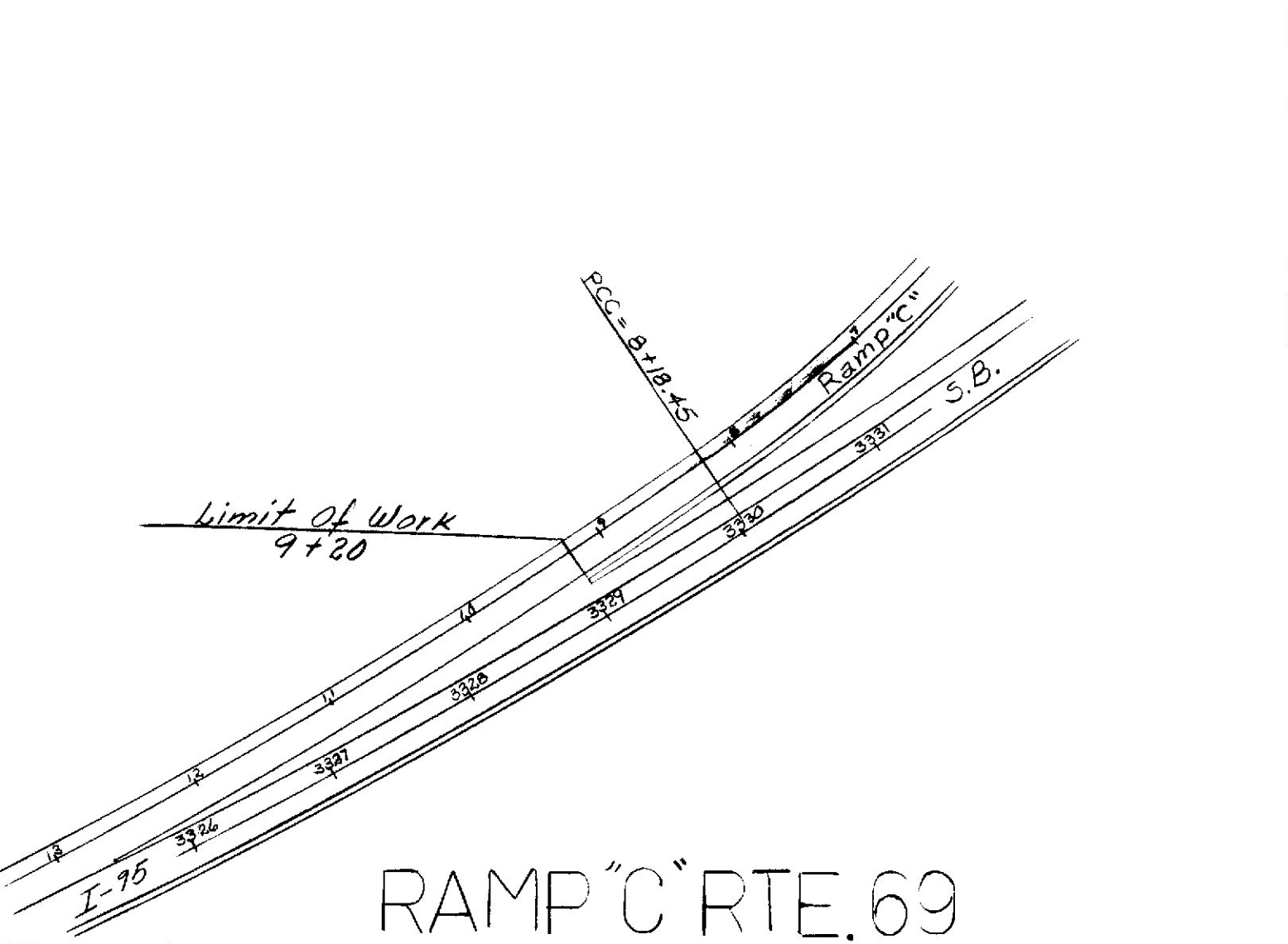
RAMP "D" RTE.69



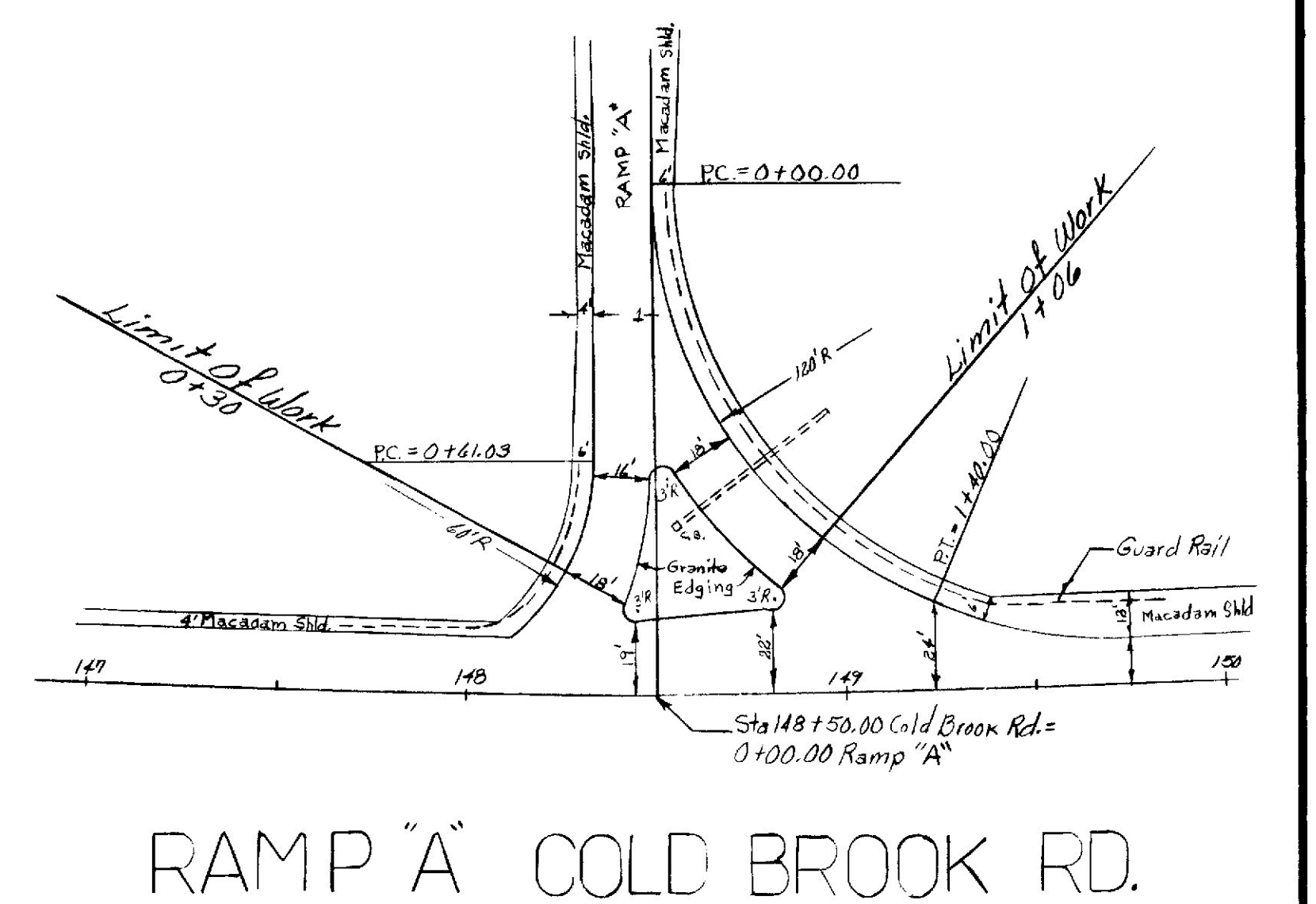
RAMP "A" RTE.69



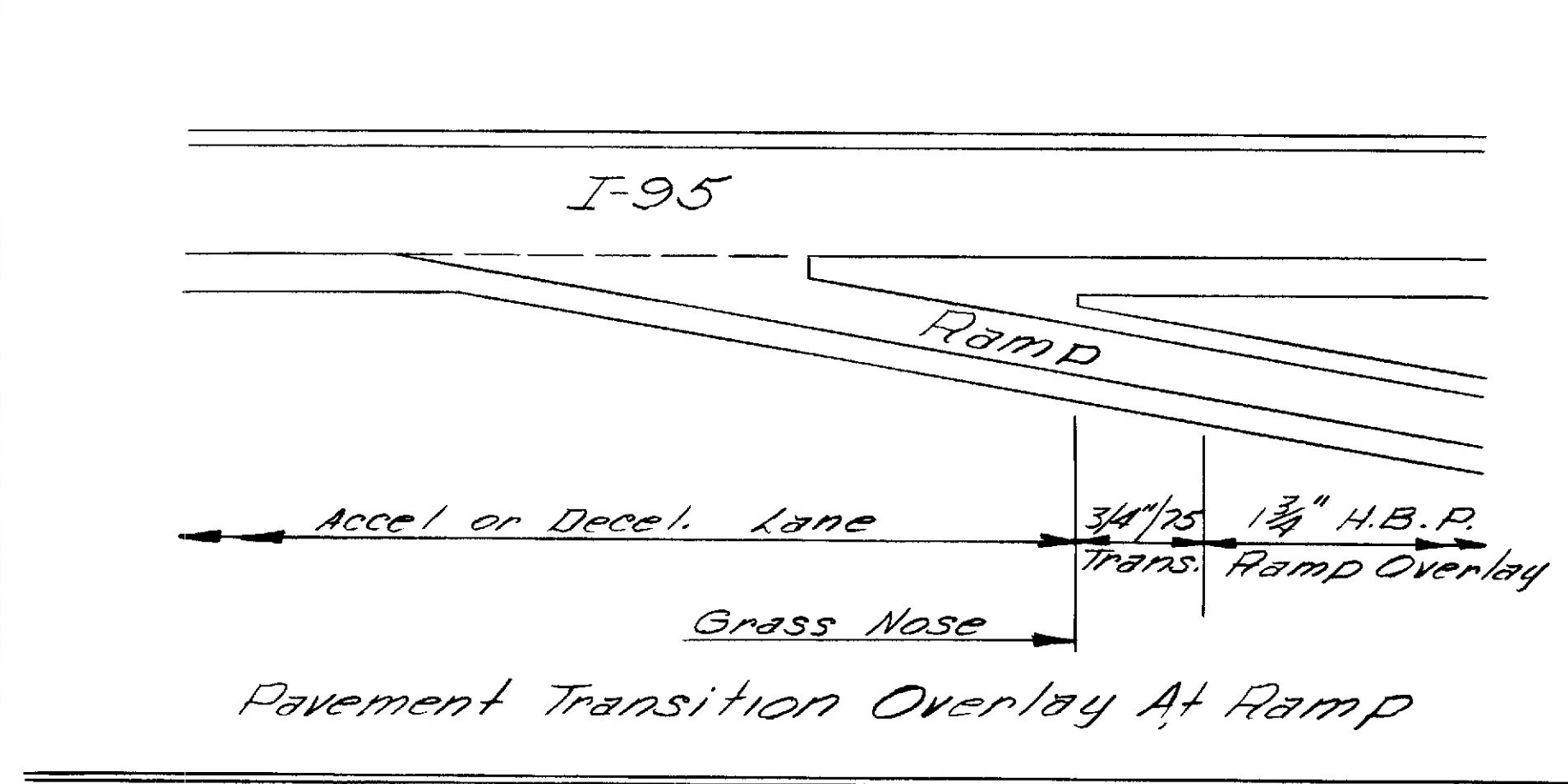
RAMP "B" & "C" COLD BROOK RD.



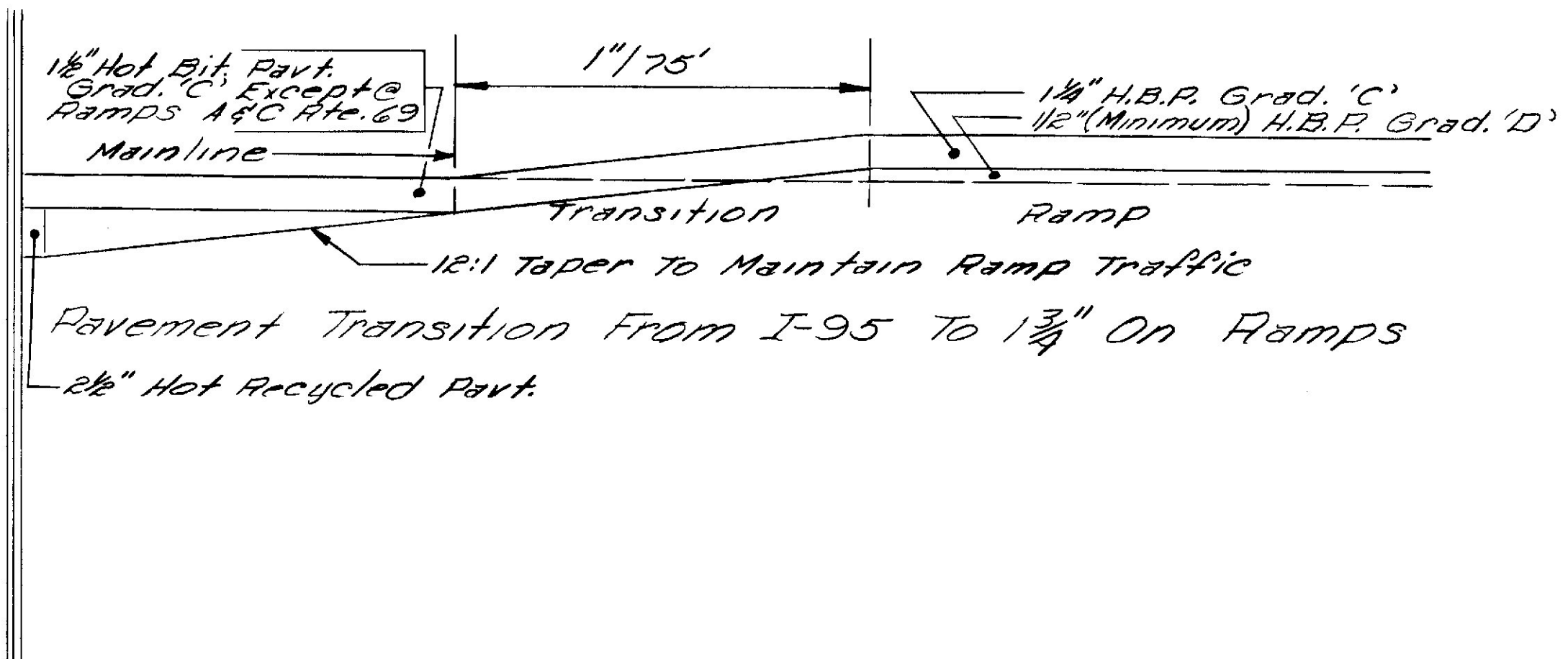
RAMP "C" RTE.69



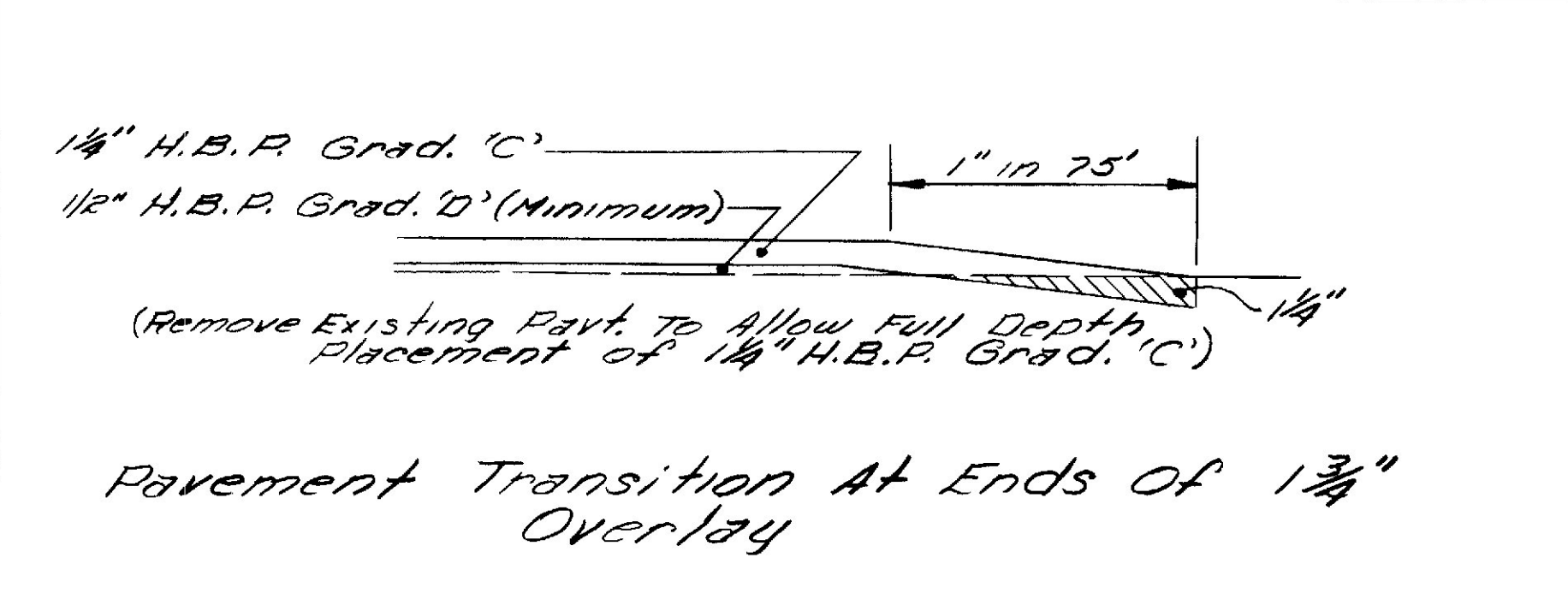
RAMP "A" COLD BROOK RD.



Pavement Transition Overlay At Ramp



Pavement Transition From I-95 To 1 3/4" On Ramps



Pavement Transition At Ends Of 1 3/4" Overlay

Revised as Built - 1986
E.P. Yak 6-17-87

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Construction Limits For
Ramps
AND
Pavement Transition Details

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	11.86
CHECKED	
REVISIONS	
FIELD CHANGES	

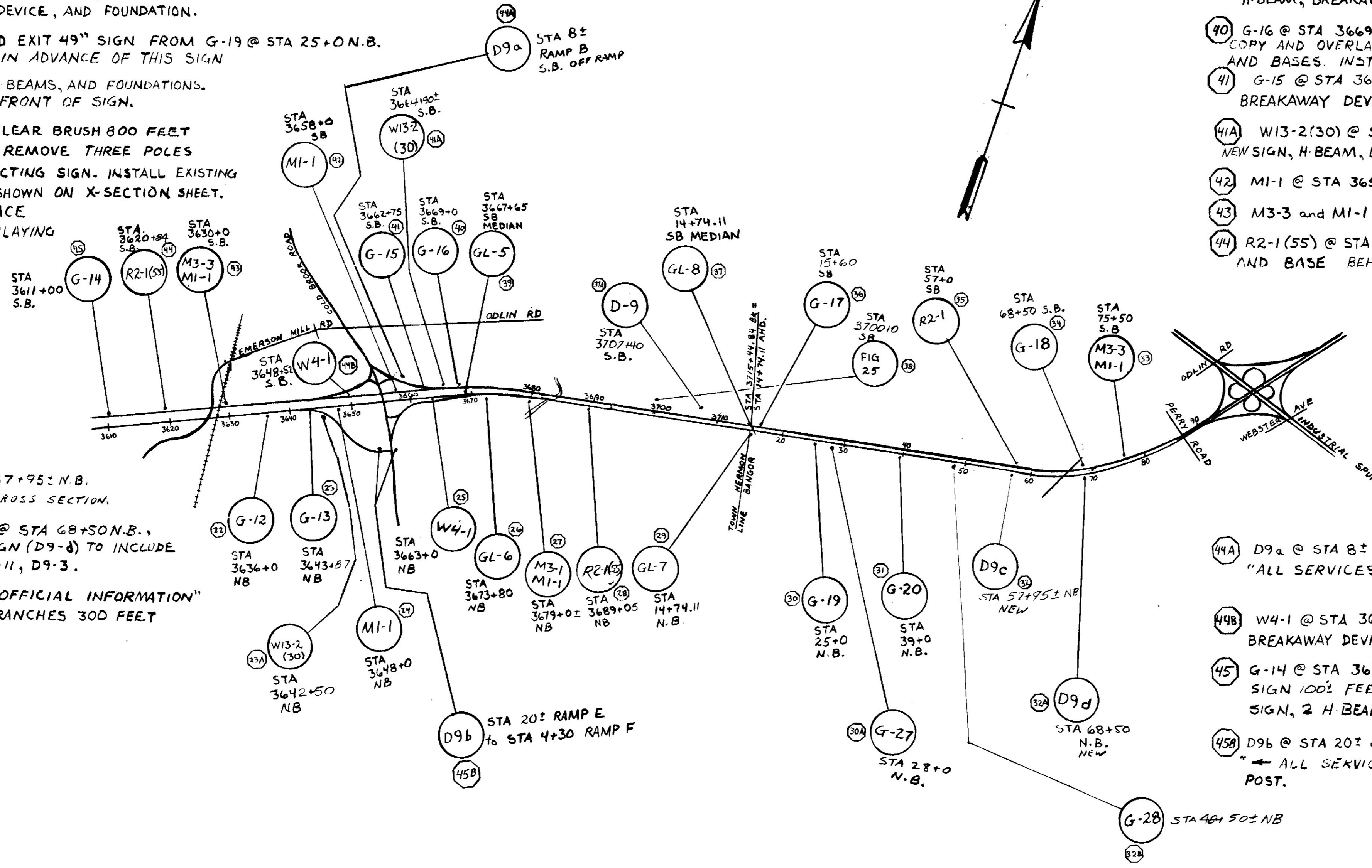
BRUNING 44-132-457/10-1

LOCATION NOTES

- 22 REFACE SIGN G-12 @ STA 3636+0 N.B. : SPECIAL WORK ORDER NO. 7 REMOVE EXISTING COPY, OVERLAY EXISTING SIGN AND PLACE NEW HIGH INTENSITY CUTOUT COPY. REMOVE OLD POSTS AND BASES. INSTALL NEW H-BEAMS AND FOUNDATIONS.
- 23 G-13 @ STA 3643+0 N.B. REMOVE EXISTING SIGN, POST AND FOUNDATION. INSTALL NEW SIGN, H-BEAM, BREAKAWAY DEVICE, AND FOUNDATION @ STA 3643+87 N.B.
- 23A W13-2(30) @ STA 3644+0 : RELOCATE EXISTING SIGN 200 ± FEET BEFORE GORE, IN BACK OF GUARDRAIL. INSTALL NEW H-BEAM AND FOUNDATION @ STA 3642+50 N.B.
- 24 REMOVE EXISTING SIGN (MI-1), POST, AND FOUNDATION.
- 25 W4-1 @ STA 3663+0 NB. REMOVE EXISTING SIGN, POST AND FOUNDATION. INSTALL NEW SIGN, H-BEAM, BREAKAWAY DEVICE, AND FOUNDATION.
- 26 GL-6 @ STA 3673+80 N.B. REMOVE EXISTING SIGN, POSTS, AND FOUNDATIONS. INSTALL NEW TL SIGN, H-BEAM, BREAKAWAY DEVICE, AND BASE. (SEE CROSS SECTION)
- 27 M3-1 and MI-1 @ STA 3679+0 N.B. REMOVE EXISTING SIGN ASSEMBLY, POST AND FOUNDATION. INSTALL NEW SIGN ASSEMBLY H-BEAM AND FOUNDATION.
- 28 INSTALL NEW R2-1, FOUNDATION, H-BEAM POST, 385 FT NORTH OF END OF EXISTING GUARD RAIL, NEAR STA 3689+0 ± N.B.
- 29 GL-7 @ STA 14+74.11 N.B. REMOVE EXISTING TL SIGN, POSTS AND FOUNDATIONS. REINSTALL TL SIGN, H-BEAM, BREAKAWAY DEVICE, AND FOUNDATION.
- 30 REMOVE THE "BANGOR MALL BOULEVARD EXIT 49" SIGN FROM G-19 @ STA 25+0 N.B. CLEAR THE BRUSH AND TREES 400 FEET IN ADVANCE OF THIS SIGN
- 30A G-27 @ STA 28+0 N.B. INSTALL NEW SIGN, 2 H-BEAMS, AND FOUNDATIONS. CLEAR SMALL PINES AND FIRS FROM IN FRONT OF SIGN.
- 31 REMOVE SERVICE SIGN FROM G-20. CLEAR BRUSH 800 FEET IN ADVANCE OF G-20 @ STA 39+0 N.B. REMOVE THREE POLES AND FOUNDATIONS, AND GUARDRAIL PROTECTING SIGN. INSTALL EXISTING SIGN, 3 H-BEAMS, AND 3 FOUNDATIONS AS SHOWN ON X-SECTION SHEET. SPECIAL WORK ORDER NO. 8. REFACE G-20, REMOVING EXISTING COPY AND OVERLAYING SIGN. PLACE NEW HIGH INTENSITY CUTOUT COPY.

LOCATION NOTES CON'T

- 33 M3-3, MI-1 @ STA 75+50 SB INSTALL NEW SIGNS, H-BEAM AND FOUNDATION AND BREAKAWAY DEVICE. REMOVE OLD FOUNDATION
- 34 G-18 @ STA 68+50 S.B. SPECIAL WORK ORDER NO. 9 REMOVE EXISTING COPY AND OVERLAY EXISTING SIGN. PLACE NEW HIGH INTENSITY CUTOUT COPY. REMOVE 3 POSTS AND BASES. INSTALL 2 H-BEAMS, 2 BASES, AND SIGN.
- 35 REMOVE SIGN, BASE AND POLE. INSTALL NEW SIGN, H-BEAM, AND FOUNDATION 37' OFF PAVEMENT.
- 36 G-17 @ STA 16+0 S.B. REMOVE SERVICE SIGN FROM STRUCTURE. REFACE G-17, REMOVE EXISTING COPY AND OVERLAY SIGN. (SPECIAL WORK ORDER NO. 10) PLACE NEW HIGH INTENSITY CUTOUT COPY. REMOVE OLD POSTS AND BASES. INSTALL NEW H-BEAMS AND FOUNDATIONS @ STA 15+60
- 37 GL-8 @ STA 14+74.11 S.B. MEDIAN. REMOVE SIGN, 2 POSTS AND 2 FOUNDATIONS. INSTALL NEW TL SIGN, H-BEAM, BREAKAWAY DEVICE AND BASE.
- 37A INSTALL NEW SERVICES SIGN, INCLUDING SERVICES: D9-8, D9-1, D9-7, D9-9, D9-3, D9-11 @ STA 3707+40 S.B. 30' OFF EDGE OF PAVEMENT.
- 38 FIG 25 @ STA 3700+0 S.B. DEMOUNT SIGN, POST AND BASE. REINSTALL SIGN, H-BEAM, BREAKAWAY DEVICE AND BASE. (SIGN, "EMERGENCY STOPPING ONLY")
- 39 GL-5 @ STA 3667+65 S.B. MEDIAN REMOVE SIGN, 2 POSTS, 2 BASES. INSTALL NEW T/L SIGN H-BEAM, BREAKAWAY DEVICE, AND BASE.
- 40 G-16 @ STA 3669+0 S.B. SPECIAL WORK ORDER NO. 11 REFACE SIGN. REMOVING EXISTING COPY AND OVERLAYING SIGN. PLACE NEW HIGH INTENSITY CUTOUT COPY. REMOVE OLD POSTS AND BASES. INSTALL NEW H-BEAM AND FOUNDATIONS.
- 41 G-15 @ STA 3662+75 S.B. REMOVE SIGN, POST, AND BASE. INSTALL NEW SIGN, H-BEAM, BREAKAWAY DEVICE, AND BASE.
- 41A W13-2(30) @ STA 3665.0 ± SB, RELOCATE EXISTING SIGN 200 FEET BEFORE GORE. INSTALL NEW SIGN, H-BEAM, BREAKAWAY DEVICE, AND BASE.
- 42 MI-1 @ STA 3658+0 S.B. REMOVE SIGN, POST AND BASE.
- 43 M3-3 and MI-1 INSTALL NEW SIGNS ON EXISTING POST. (REMOVE OLD SIGNS)
- 44 R2-1(55) @ STA 3620+0 SB REMOVE SIGN, POST, AND BASE. INSTALL NEW SIGN, POST AND BASE BEHIND GUARDRAIL @ STA 3620+84 ±. TRIM PINE LIMBS IN FRONT OF SIGN.



- 32 INSTALL SERVICE SIGN D9-C AT STA. 57+95 ± N.B. INSTALL 30' OFF EDGE OF PAVEMENT. SEE CROSS SECTION AND SIGN SUMMARY SHEET.
- 32A INSTALL SERVICE SIGN FOR EXIT 45B @ STA 68+50 N.B., 30 FT. OFF EDGE OF PAVEMENT. THIS SIGN (D9-d) TO INCLUDE THE SERVICES: D9-8, D9-1, D9-7, D9-9, D9-11, D9-3.
- 32B G-28 @ STA 48+50 ± N.B. REMOVE "OFFICIAL INFORMATION" SIGN FROM STRUCTURE. TRIM PINE BRANCHES 300 FEET IN ADVANCE OF SIGN.

- 44A D9-a @ STA 8 ± of RAMP B REMOVE THE SERVICE SIGN SLATS FROM POST. INSTALL NEW "ALL SERVICES →" SIGN ON EXISTING POST.
- 44B W4-1 @ STA 3648+52 REMOVE SIGN, POST AND FOUNDATION. INSTALL NEW SIGN, H-BEAM, BREAKAWAY DEVICE, AND BASE.
- 45 G-14 @ STA 3610+0 S.B. REMOVE SIGN, POSTS AND FOUNDATIONS. RELOCATE EXISTING SIGN 100 ± FEET NORTH @ STA 3611+0 I, 30 FEET OFF EDGE OF PAVEMENT. INSTALL SIGN, 2 H-BEAMS, 2 FOUNDATIONS.
- 45B D9b @ STA 20 ± of RAMP E (N.B. OFF RAMP) - REMOVE SERVICES SIGN AND POST. INSTALL NEW "← ALL SERVICES" SIGN ACROSS ROAD AT END OF RAMP E, (STA 4+30 ± RAMP F), ON NEW POST.

"Revised as Built" - 1987
Erin R. Kubi 6-23-87

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SIGNING
Carmel to Bangor

PROJECT DESIGN ENGINEER
DESIGN - DETAILED
CHECKED
REVISIONS
FIELD CHANGES
PLANS